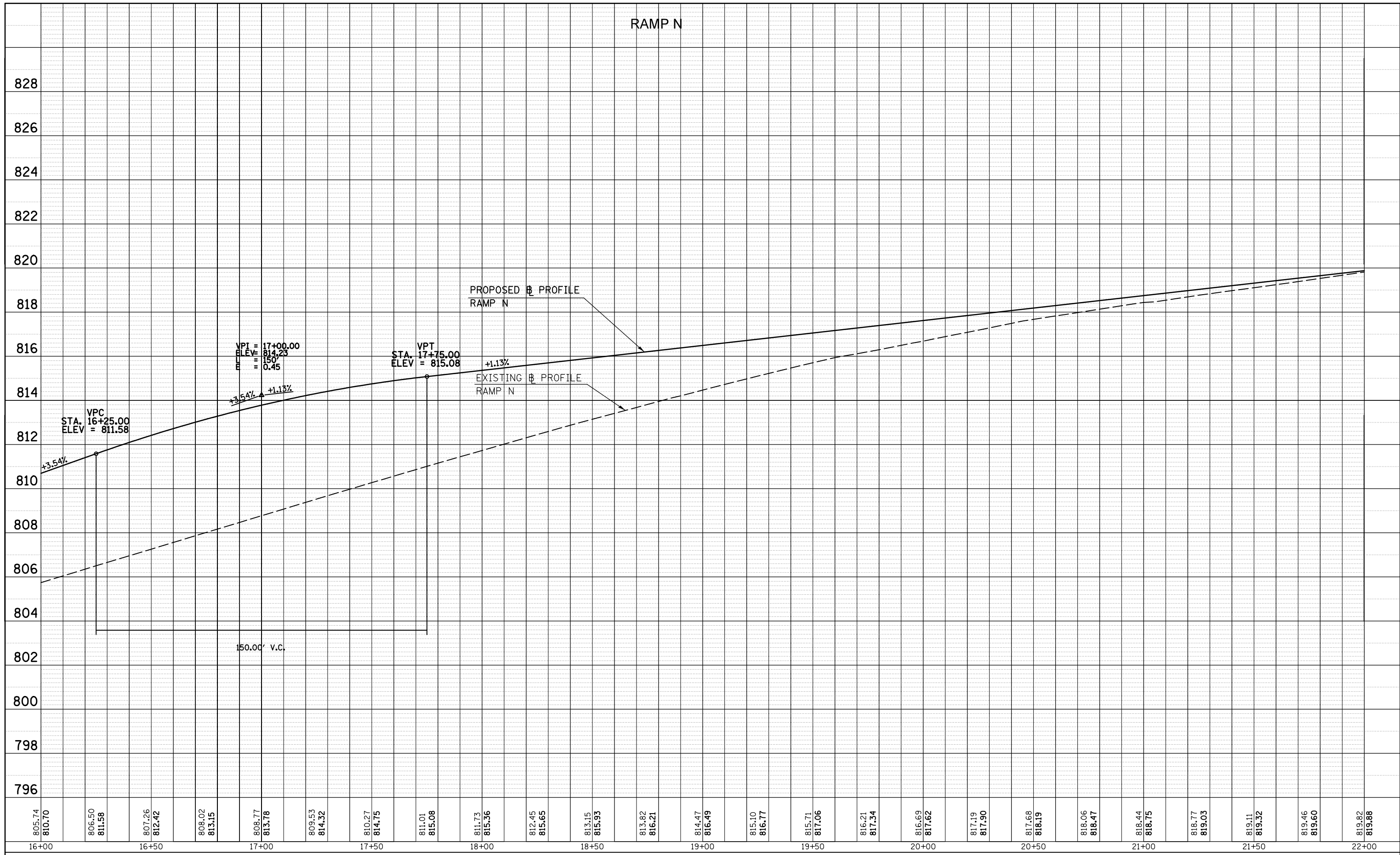


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	PLOTTED		
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	CARD FILE NAME		

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	NOTE BOOK NO.		
	CARD FILE NAME		



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	PLOT DATE = 8/13/2013	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

RAMP N PROFILE SHEET	
SCALE:	SHEET NO. 3 OF 4 SHEETS STA. 16+00 TO STA. 22+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	101
CONTRACT NO. 70570			ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	ALIGNMENT CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CARD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	ALIGNMENT CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NOTE BOOK NO.		
	CARD FILE NAME		

RAMP N

828

826

824

822

820

818

816

814

812

810

808

806

804

802

EXISTING B PROFILE
RAMP N

PROPOSED B PROFILE
RAMP N

VPI KINK
STA. 22+60.25
ELEV = 820.56

+1.13%

+1.13%

+1.51%

+1.51%

823.90

819.82
819.88

820.19
820.16

820.57
820.44

820.91
820.78

821.23
821.16

821.54
821.53

821.84
821.91

822.20
822.29

822.56
822.66

822.91
823.04

823.25
823.42

823.58
823.79

823.89

824.20

824.50

824.87

825.23

825.58

825.85

826.14

22+00

22+50

23+00

23+50

24+00

24+50

25+00

25+50

26+00

26+50

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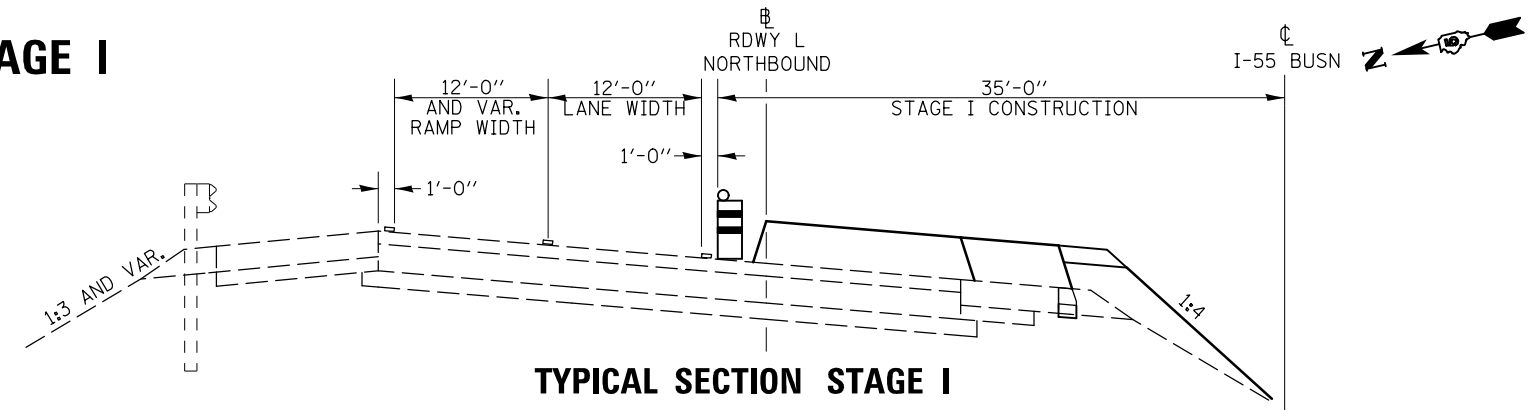
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAMP N PROFILE SHEET

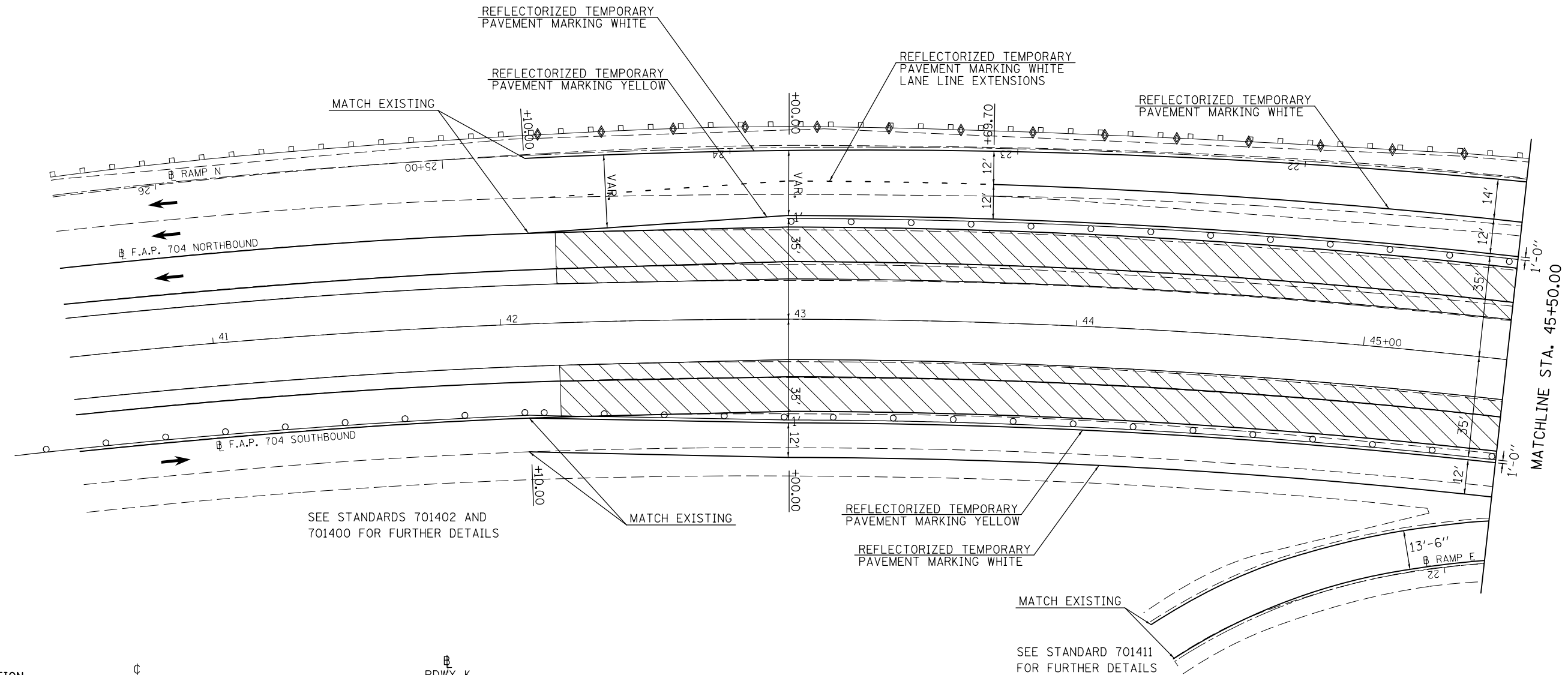
SCALE: SHEET NO. 4 OF 4 SHEETS STA. 22+00 TO STA. 26+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	102
CONTRACT NO. 70570			ILLINOIS FED. AID PROJECT	

STAGE I

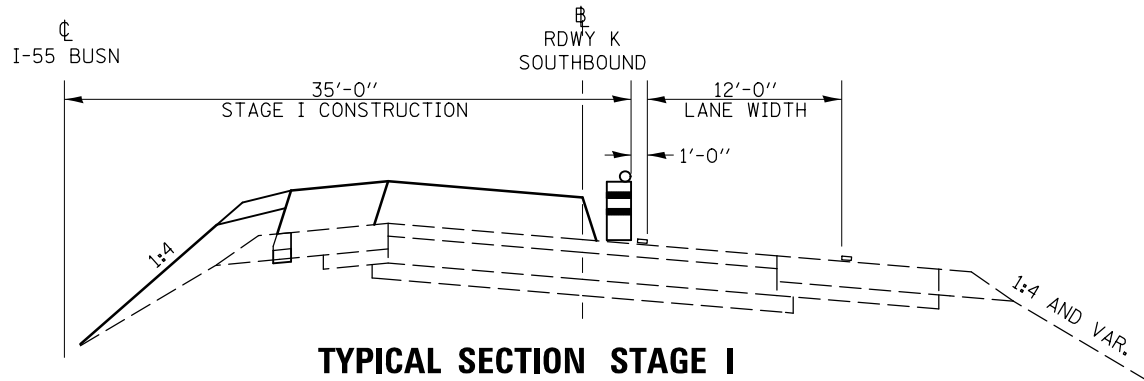
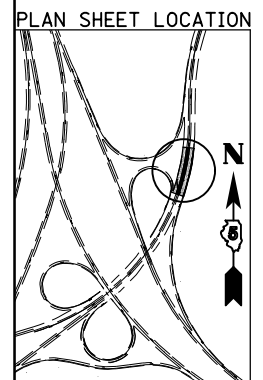


TYPICAL SECTION STAGE I



SEE STANDARDS 701402 AND 701400 FOR FURTHER DETAILS

SEE STANDARD 701411 FOR FURTHER DETAILS



TYPICAL SECTION STAGE I

NOTES:
 PLACING, MAINTAINING AND REMOVING TEMPORARY PAVEMENT MARKINGS AND ALL OTHER TRAFFIC CONTROL DEVICES SHOWN ON THE DETAILS AND IN THE TRAFFIC CONTROL AND PROTECTION STANDARDS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
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- WORK AREA
- TEMPORARY CONCRETE BARRIER
- VERTICAL PANELS
- VERTICAL PANELS WITH MONO-DIRECTIONAL FLASHING LIGHTS
- TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
- TYPE B OR C MONODIRECTIONAL REFLECTORS
- TYPE III BARRICADE WITH MONO-DIRECTIONAL FLASHING LIGHTS

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PLOT DATE = 8/13/2013		DATE - 04/18/13	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

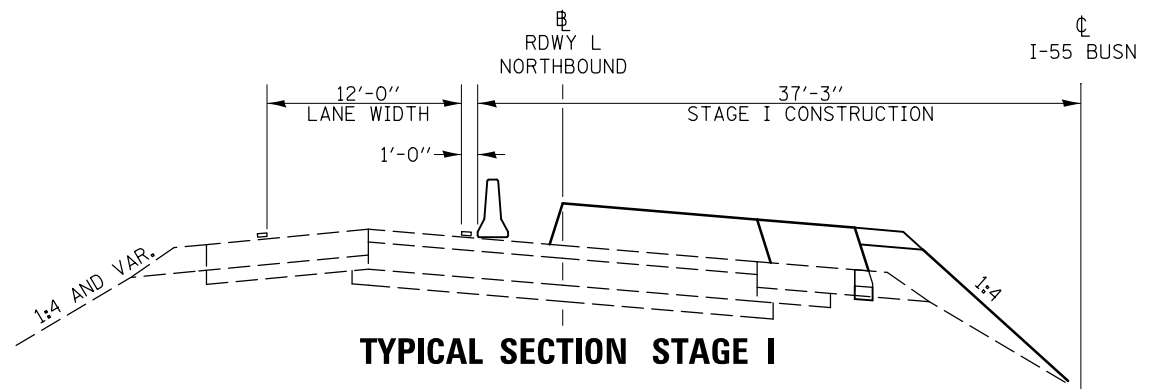
**TRAFFIC CONTROL & PROTECTION STAGE I
 F.A.P. ROUTE 704 (VETERAN'S PARKWAY)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	103
CONTRACT NO. 70570				

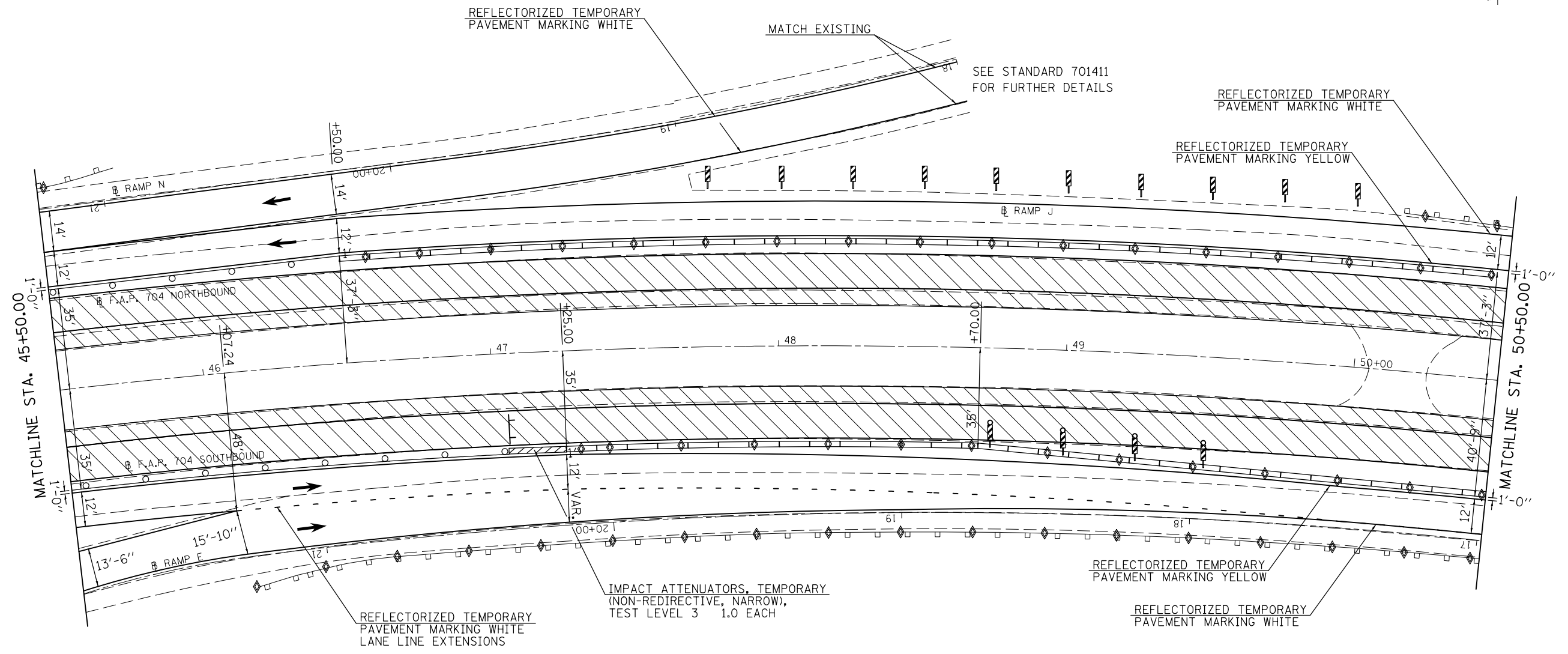
SCALE: SHEET 1 OF 5 SHEETS STA. 40+50.00 TO STA. 45+50.00

ILLINOIS FED. AID PROJECT

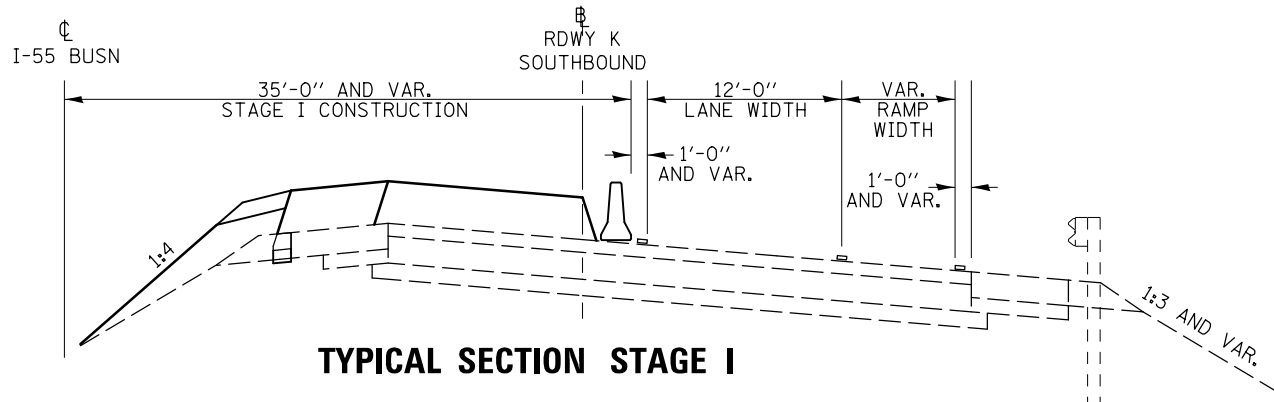
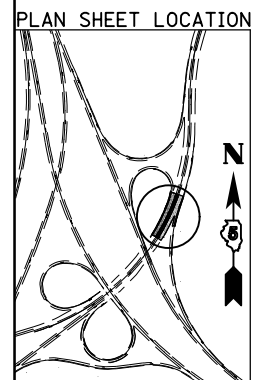
STAGE I



TYPICAL SECTION STAGE I



PLAN SHEET LOCATION



TYPICAL SECTION STAGE I

NOTES:
 PLACING, MAINTAINING AND REMOVING TEMPORARY PAVEMENT MARKINGS AND ALL OTHER TRAFFIC CONTROL DEVICES SHOWN ON THE DETAILS AND IN THE TRAFFIC CONTROL AND PROTECTION STANDARDS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
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- WORK AREA
- TEMPORARY CONCRETE BARRIER
- VERTICAL PANELS
- VERTICAL PANELS WITH MONO-DIRECTIONAL FLASHING LIGHTS
- TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
- TYPE B OR C MONODIRECTIONAL REFLECTORS
- TYPE III BARRICADE WITH MONO-DIRECTIONAL FLASHING LIGHTS

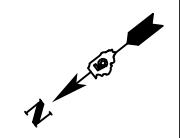
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PLOT DATE = 8/13/2013		DATE - 04/18/13	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

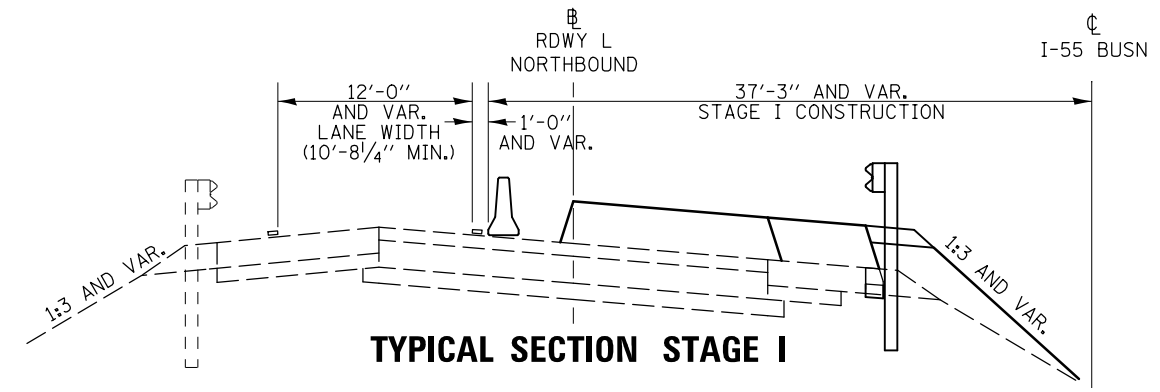
**TRAFFIC CONTROL & PROTECTION STAGE I
 F.A.P. ROUTE 704 (VETERAN'S PARKWAY)**

SCALE: SHEET 2 OF 5 SHEETS STA. 45+50.00 TO STA. 50+50.00

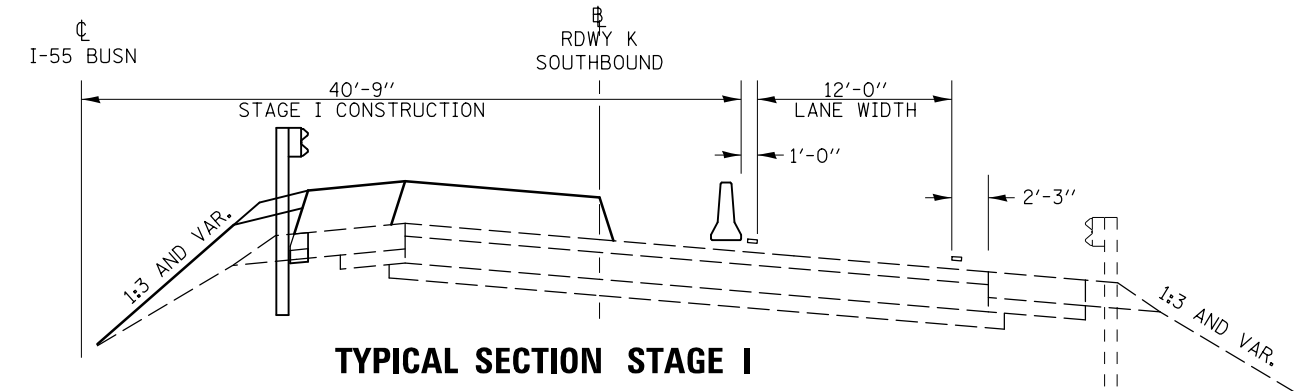
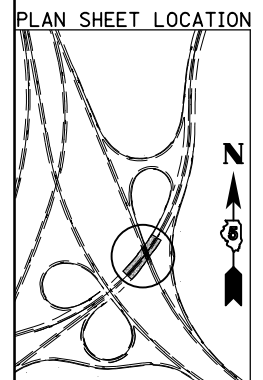
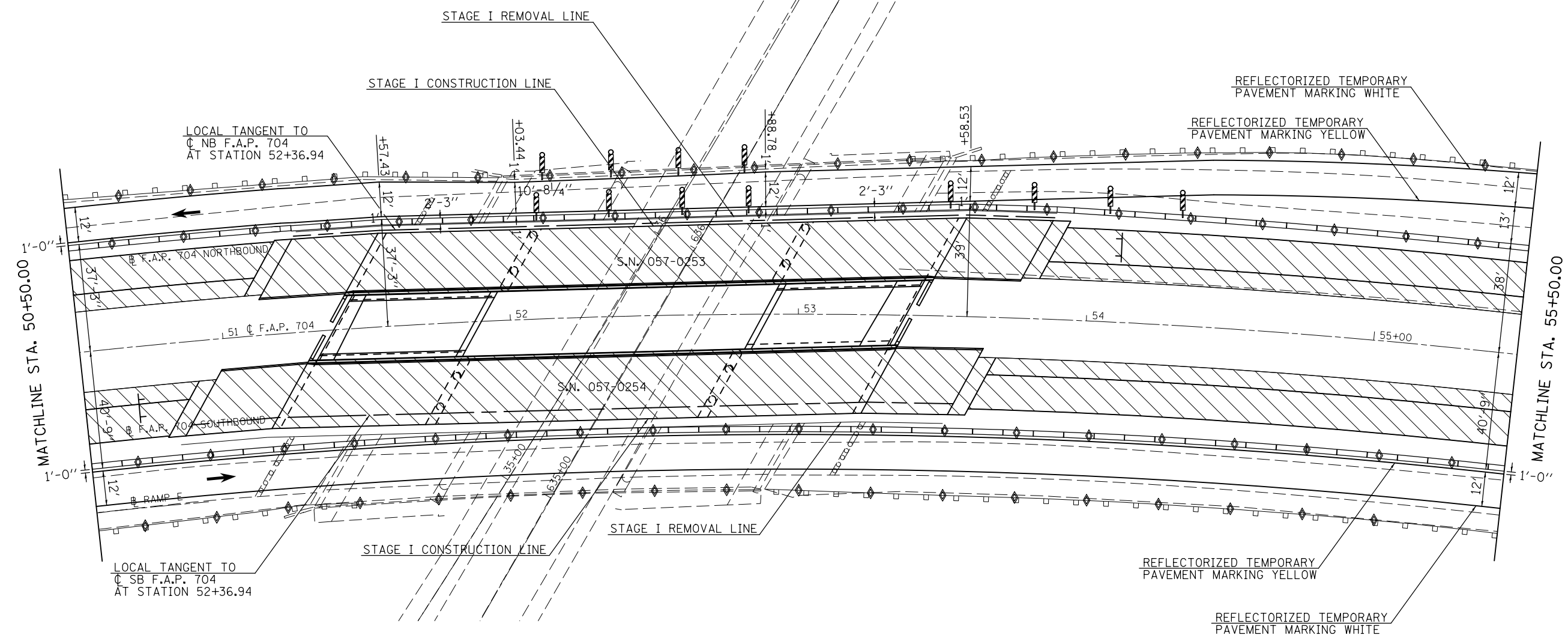
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	104
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				



STAGE I



TYPICAL SECTION STAGE I



TYPICAL SECTION STAGE I

NOTES:
 PLACING, MAINTAINING AND REMOVING TEMPORARY PAVEMENT MARKINGS AND ALL OTHER TRAFFIC CONTROL DEVICES SHOWN ON THE DETAILS AND IN THE TRAFFIC CONTROL AND PROTECTION STANDARDS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

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- WORK AREA
- TEMPORARY CONCRETE BARRIER
- VERTICAL PANELS
- VERTICAL PANELS WITH MONO-DIRECTIONAL FLASHING LIGHTS
- TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
- TYPE B OR C MONODIRECTIONAL REFLECTORS
- TYPE III BARRICADE WITH MONO-DIRECTIONAL FLASHING LIGHTS

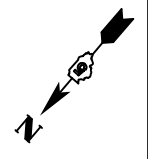
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

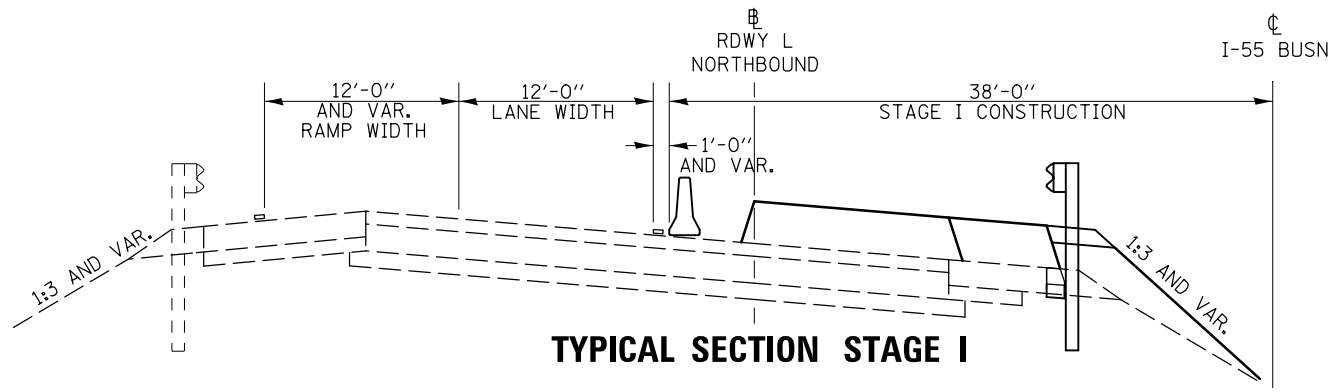
**TRAFFIC CONTROL & PROTECTION STAGE I
 F.A.P. ROUTE 704 (VETERAN'S PARKWAY)**

SCALE: SHEET 3 OF 5 SHEETS STA. 50+50.00 TO STA. 55+50.00

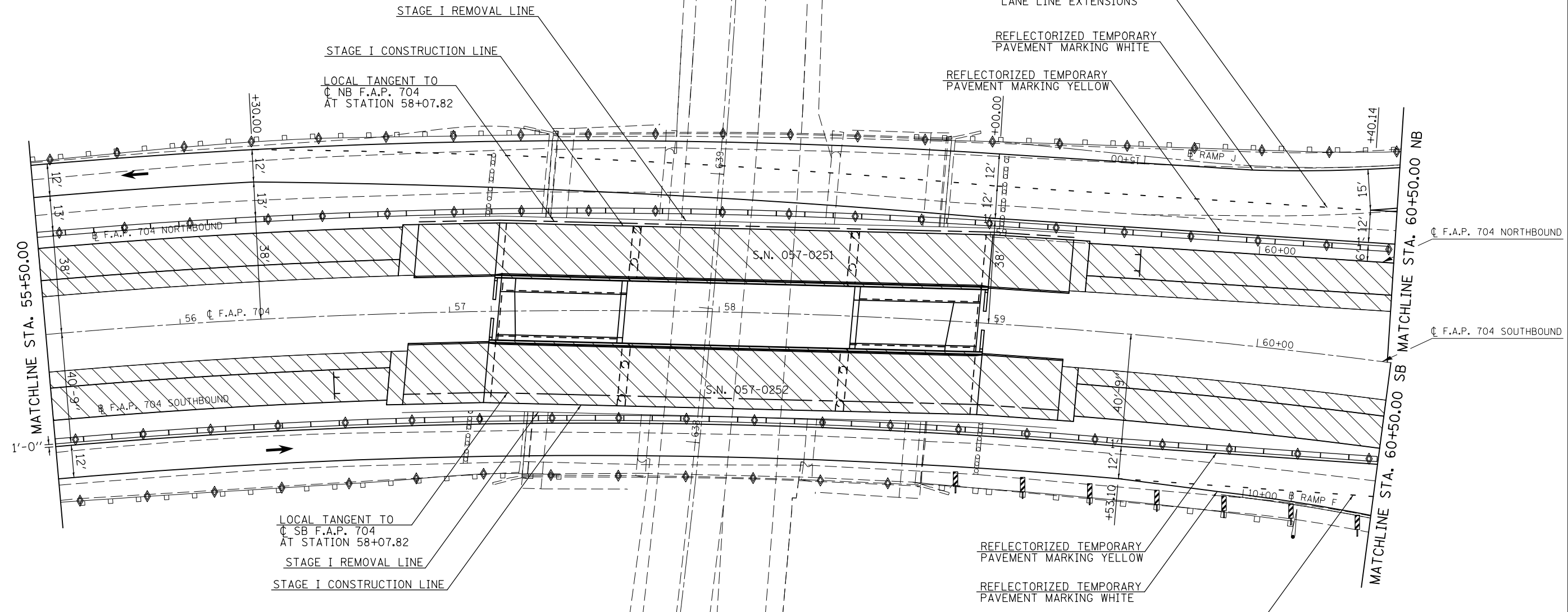
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	105
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				



STAGE I

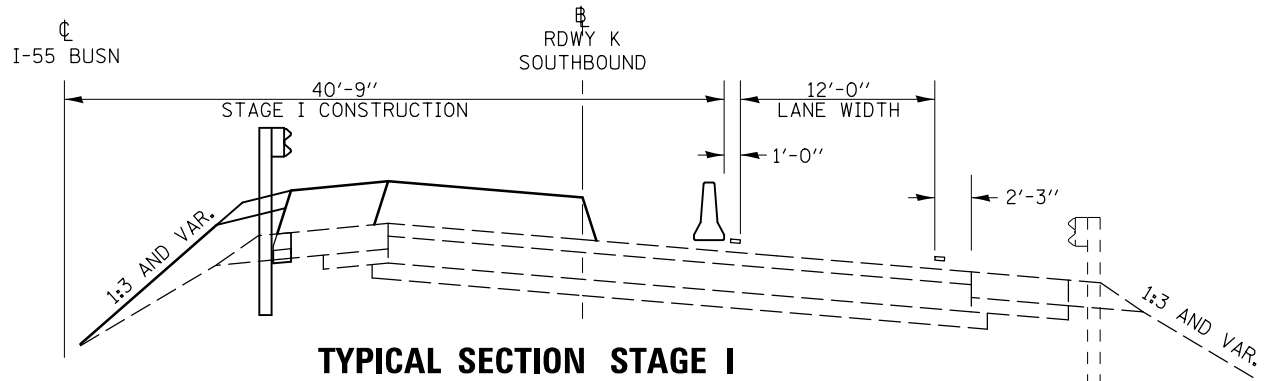
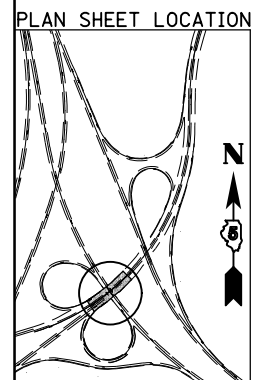


TYPICAL SECTION STAGE I



MATCHLINE STA. 55+50.00

MATCHLINE STA. 60+50.00 NB
MATCHLINE STA. 60+50.00 SB



TYPICAL SECTION STAGE I

NOTES:
PLACING, MAINTAINING AND REMOVING TEMPORARY PAVEMENT MARKINGS AND ALL OTHER TRAFFIC CONTROL DEVICES SHOWN ON THE DETAILS AND IN THE TRAFFIC CONTROL AND PROTECTION STANDARDS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

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- WORK AREA
- TEMPORARY CONCRETE BARRIER
- VERTICAL PANELS
- VERTICAL PANELS WITH MONO-DIRECTIONAL FLASHING LIGHTS
- TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
- TYPE B OR C MONODIRECTIONAL REFLECTORS
- TYPE III BARRICADE WITH MONO-DIRECTIONAL FLASHING LIGHTS

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PLOT DATE = 8/13/2013		DATE - 04/18/13	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL & PROTECTION STAGE I
F.A.P. ROUTE 704 (VETERAN'S PARKWAY)**

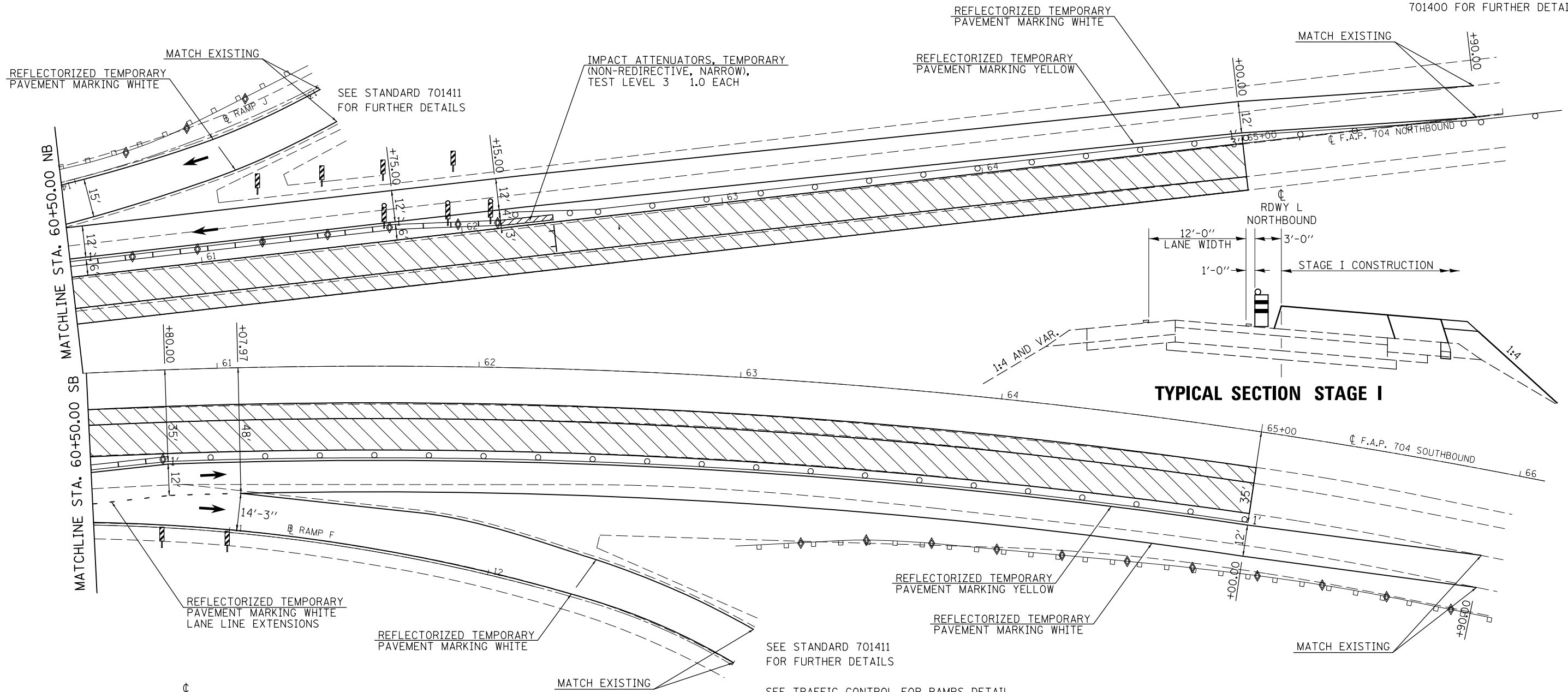
SCALE: SHEET 4 OF 5 SHEETS STA. 55+50.00 TO STA. 60+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	106
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

STAGE I

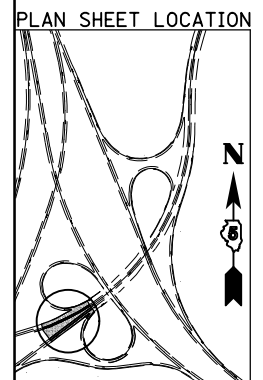


SEE STANDARDS 701402 AND 701400 FOR FURTHER DETAILS



TYPICAL SECTION STAGE I

TYPICAL SECTION STAGE I



NOTES:
 PLACING, MAINTAINING AND REMOVING TEMPORARY PAVEMENT MARKINGS AND ALL OTHER TRAFFIC CONTROL DEVICES SHOWN ON THE DETAILS AND IN THE TRAFFIC CONTROL AND PROTECTION STANDARDS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

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- VERTICAL PANELS
- VERTICAL PANELS WITH MONO-DIRECTIONAL FLASHING LIGHTS
- TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
- TYPE B OR C MONODIRECTIONAL REFLECTORS
- TYPE III BARRICADE WITH MONO-DIRECTIONAL FLASHING LIGHTS

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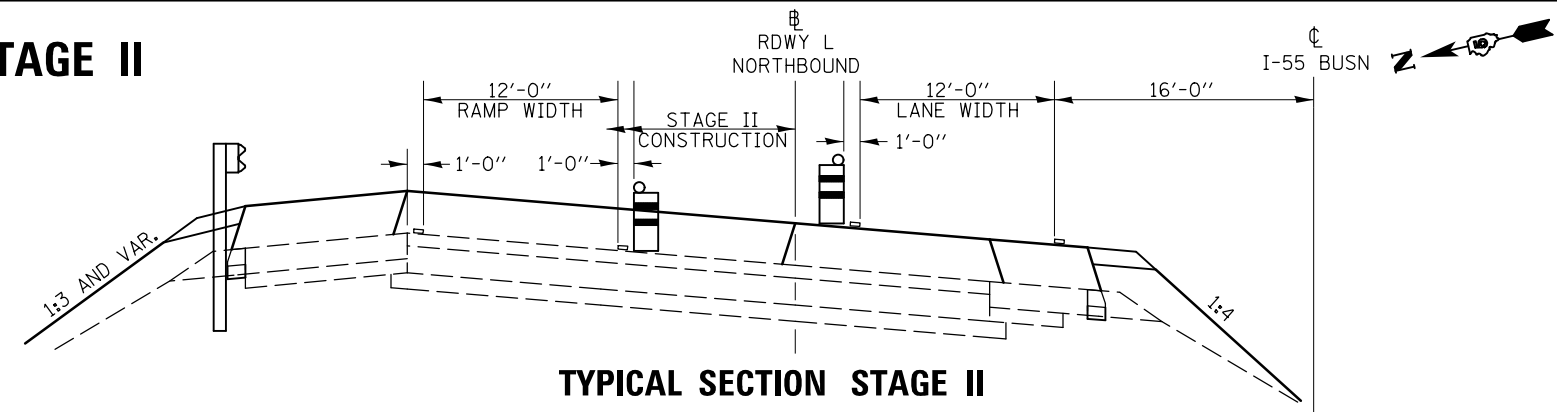
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION STAGE I
 F.A.P. ROUTE 704 (VETERAN'S PARKWAY)

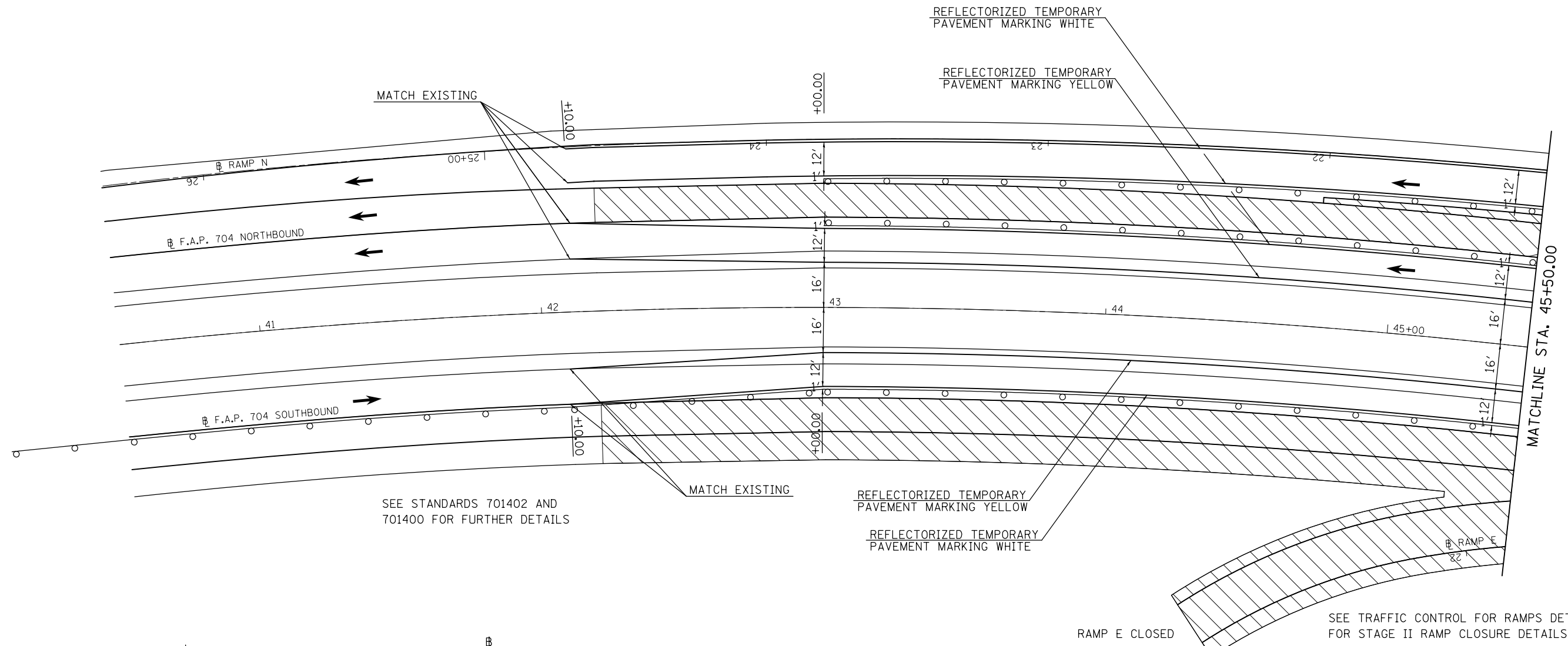
SCALE: SHEET 5 OF 5 SHEETS STA. 60+50.00 TO STA. 66+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

STAGE II



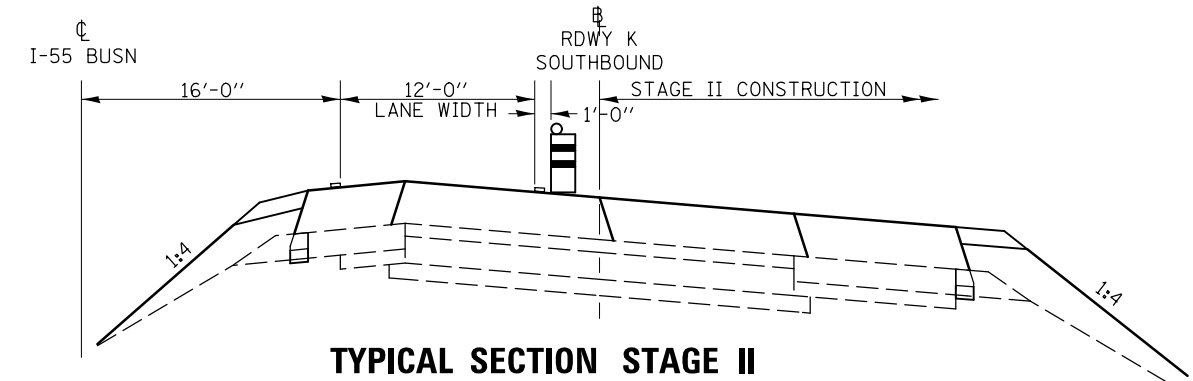
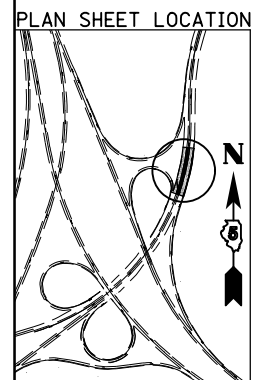
TYPICAL SECTION STAGE II



SEE STANDARDS 701402 AND 701400 FOR FURTHER DETAILS

RAMP E CLOSED

SEE TRAFFIC CONTROL FOR RAMP CLOSURE DETAILS



TYPICAL SECTION STAGE II

NOTES:
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- TYPE III BARRICADE WITH MONO-DIRECTIONAL FLASHING LIGHTS

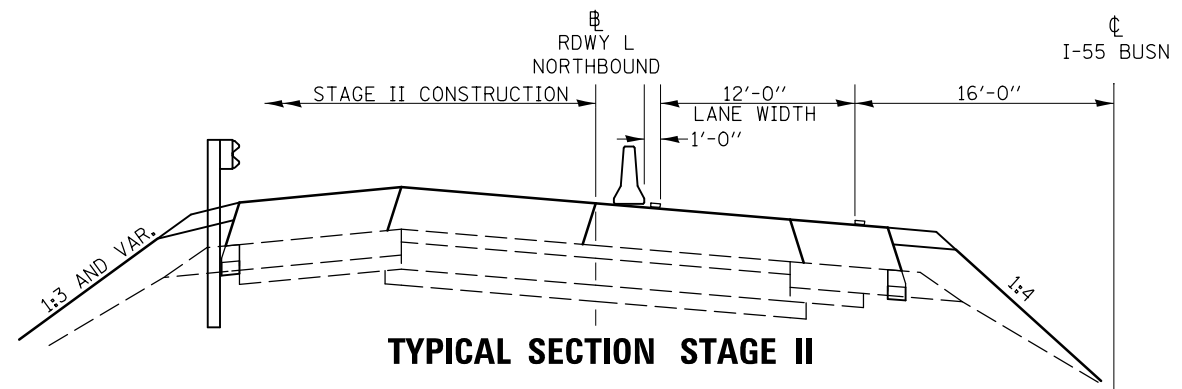
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

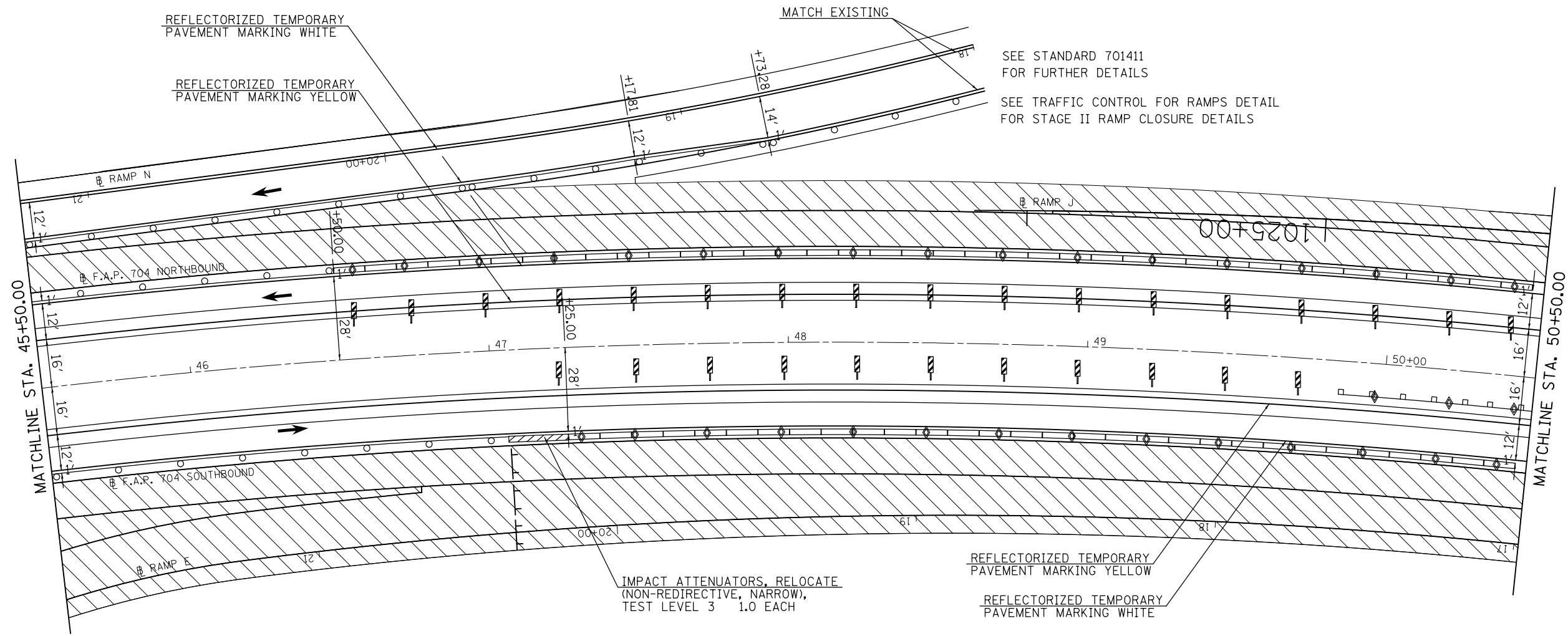
TRAFFIC CONTROL & PROTECTION STAGE II			
F.A.P. ROUTE 704 (VETERAN'S PARKWAY)			
SCALE:	SHEET 1	OF 5 SHEETS	STA. 40+50.00 TO STA. 45+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	108
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

STAGE II

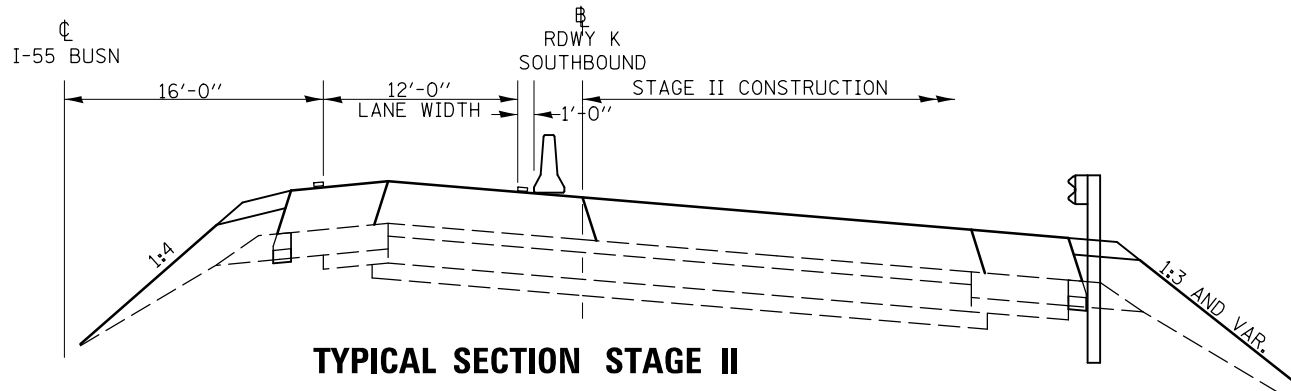
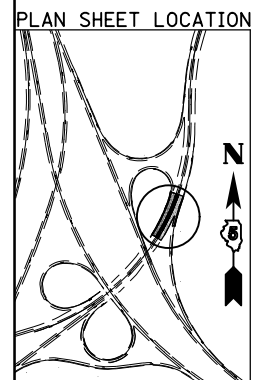


TYPICAL SECTION STAGE II



SEE STANDARD 701411 FOR FURTHER DETAILS
SEE TRAFFIC CONTROL FOR RAMP CLOSURE DETAILS FOR STAGE II RAMP CLOSURE DETAILS

IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE, NARROW), TEST LEVEL 3 1.0 EACH

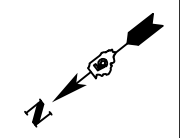


TYPICAL SECTION STAGE II

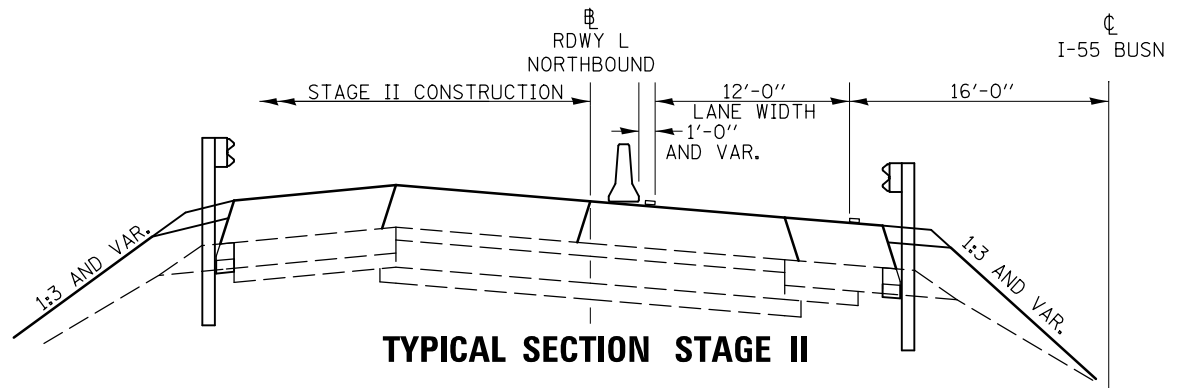
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- TYPE B OR C MONODIRECTIONAL REFLECTORS
- TYPE III BARRICADE WITH MONO-DIRECTIONAL FLASHING LIGHTS

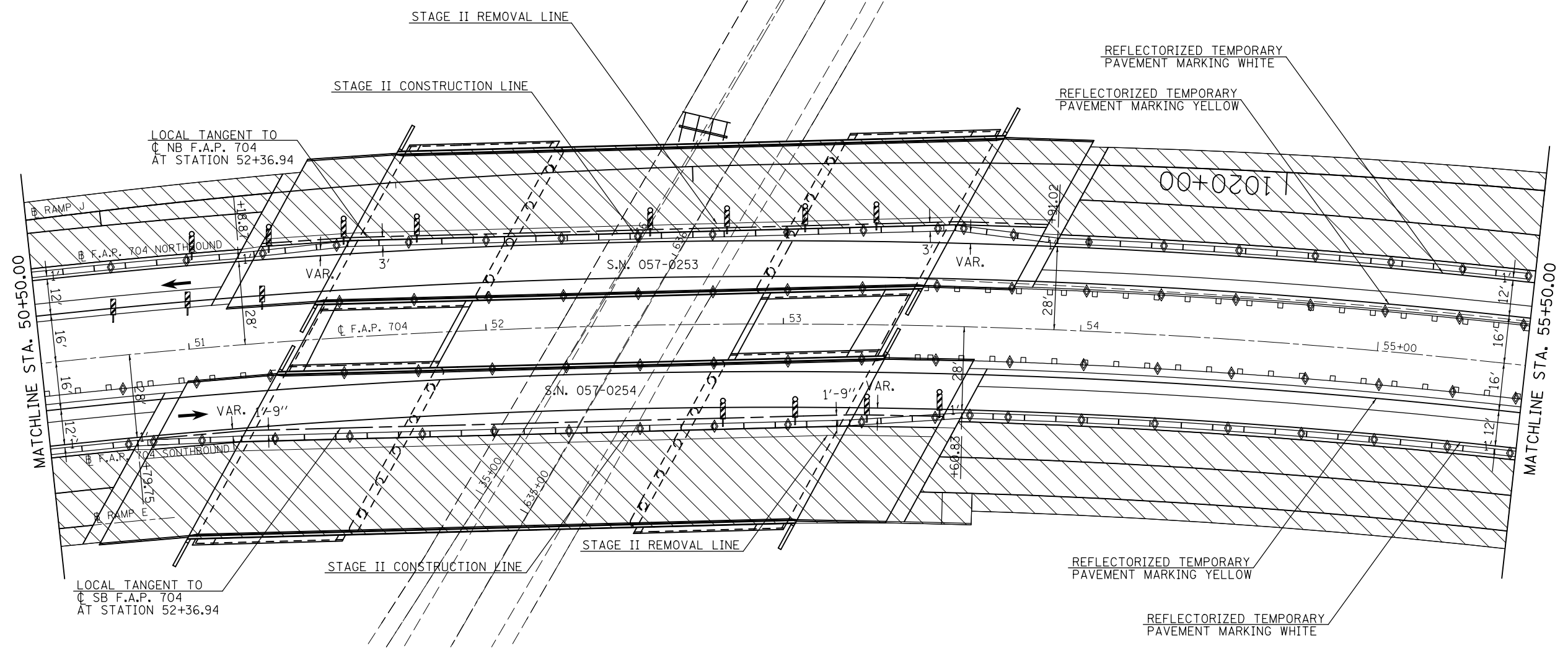
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PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -	704			57-20(HB,HB-1)BR-1	MCLEAN	440	109	
PLOT DATE = 8/13/2013	DATE -	REVISED -	CONTRACT NO. 70570							
						ILLINOIS FED. AID PROJECT				



STAGE II

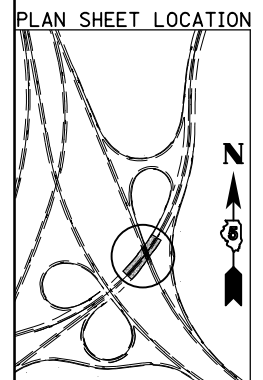


TYPICAL SECTION STAGE II

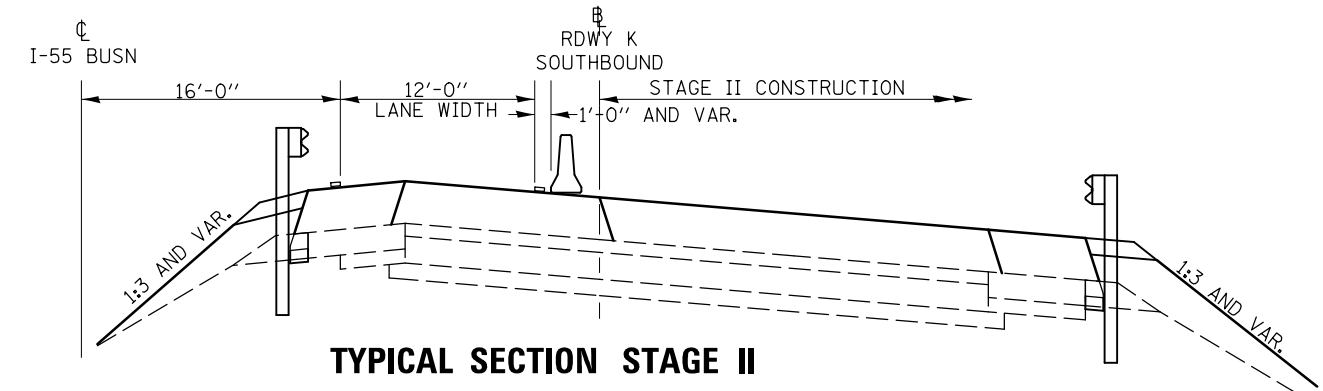


MATCHLINE STA. 50+50.00

MATCHLINE STA. 55+50.00



PLAN SHEET LOCATION



TYPICAL SECTION STAGE II

NOTES:
 PLACING, MAINTAINING AND REMOVING TEMPORARY PAVEMENT MARKINGS AND ALL OTHER TRAFFIC CONTROL DEVICES SHOWN ON THE DETAILS AND IN THE TRAFFIC CONTROL AND PROTECTION STANDARDS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

 BARRIER WALL/GUARDRAIL MARKERS SHALL BE PLACED AT 25' CENTERS. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

- WORK AREA
- TEMPORARY CONCRETE BARRIER
- VERTICAL PANELS
- VERTICAL PANELS WITH MONO-DIRECTIONAL FLASHING LIGHTS
- TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
- TYPE B OR C MONODIRECTIONAL REFLECTORS
- TYPE III BARRICADE WITH MONO-DIRECTIONAL FLASHING LIGHTS

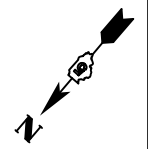
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		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

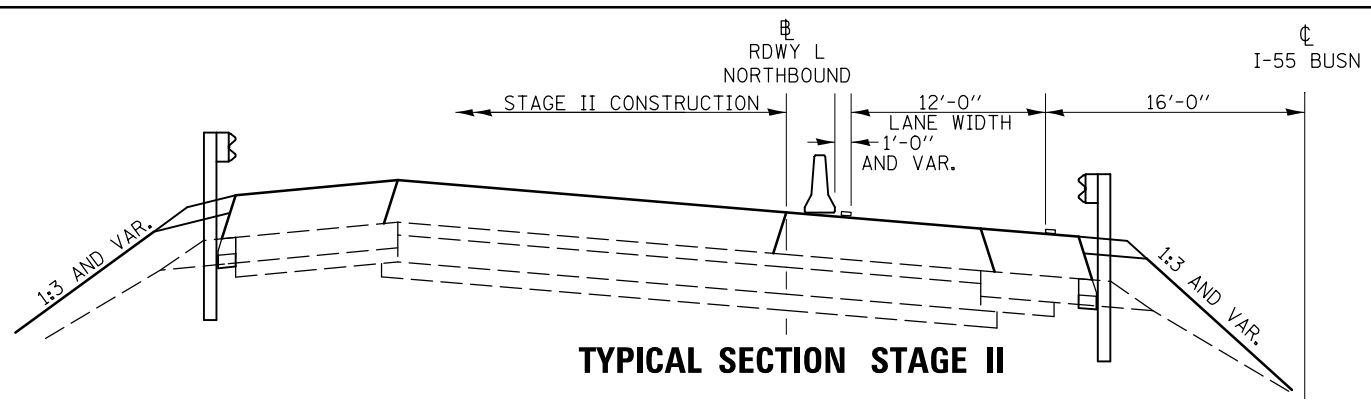
**TRAFFIC CONTROL & PROTECTION STAGE II
 F.A.P. ROUTE 704 (VETERAN'S PARKWAY)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	110
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

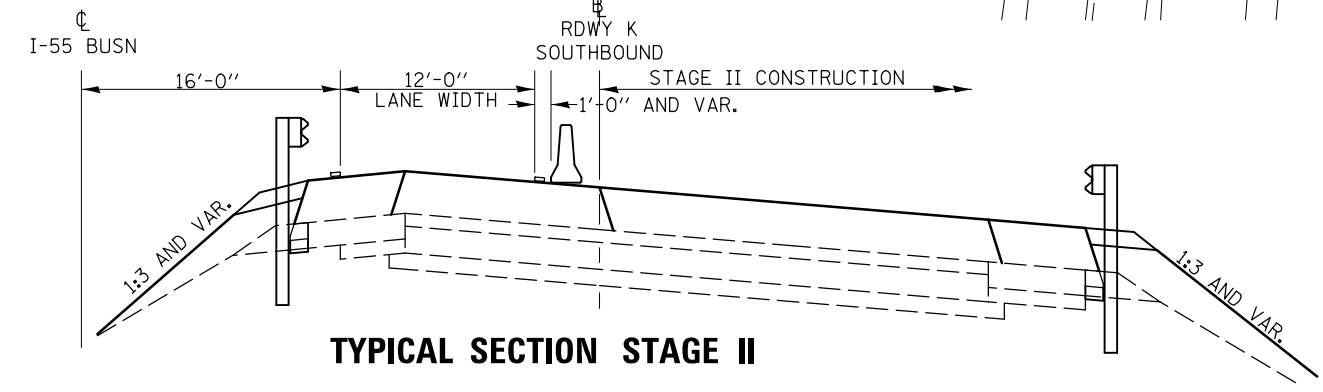
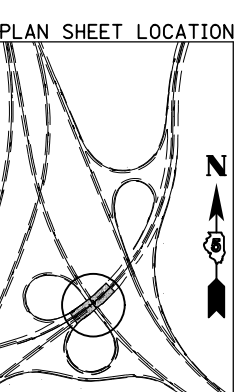
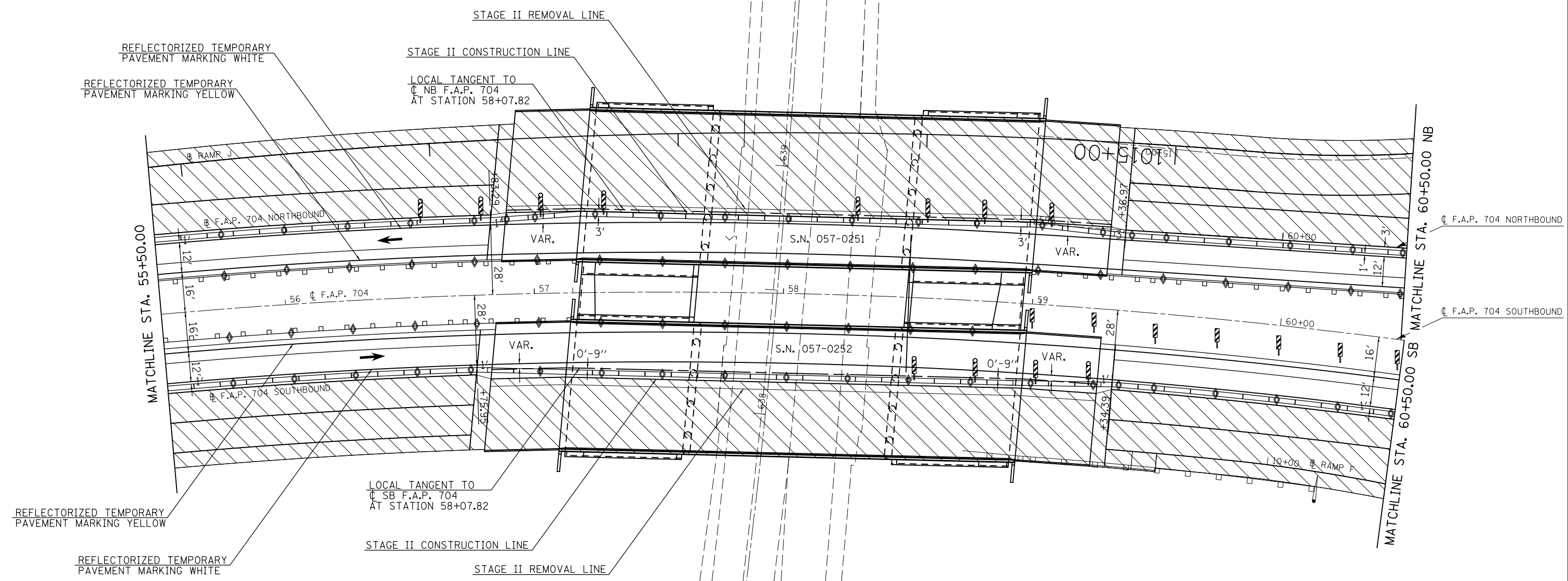
SCALE: SHEET 3 OF 5 SHEETS STA. 50+50.00 TO STA. 55+50.00



STAGE II



TYPICAL SECTION STAGE II



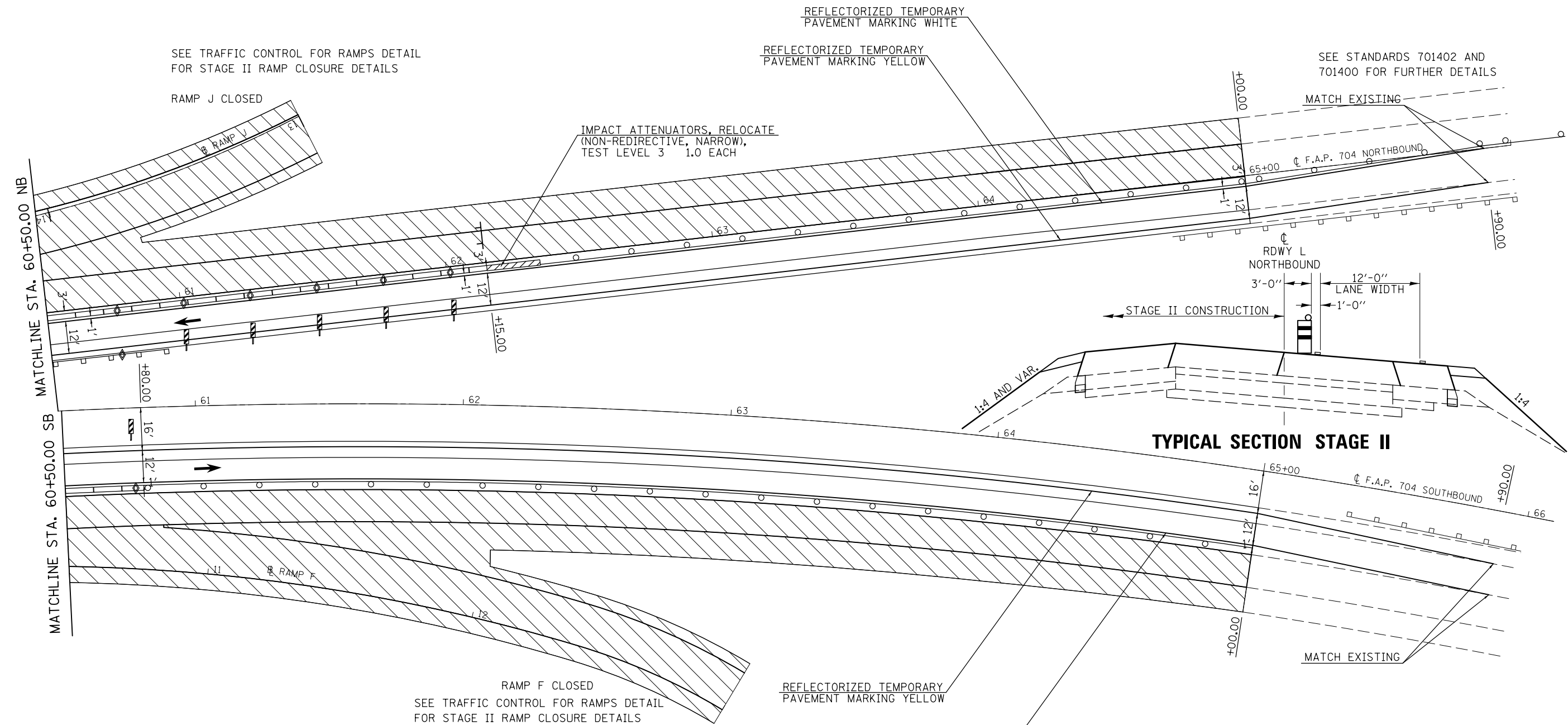
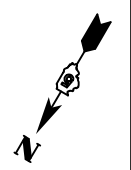
TYPICAL SECTION STAGE II

NOTES:
 PLACING, MAINTAINING AND REMOVING TEMPORARY PAVEMENT MARKINGS AND ALL OTHER TRAFFIC CONTROL DEVICES SHOWN ON THE DETAILS AND IN THE TRAFFIC CONTROL AND PROTECTION STANDARDS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
 BARRIER WALL/GUARDRAIL MARKERS SHALL BE PLACED AT 25' CENTERS. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

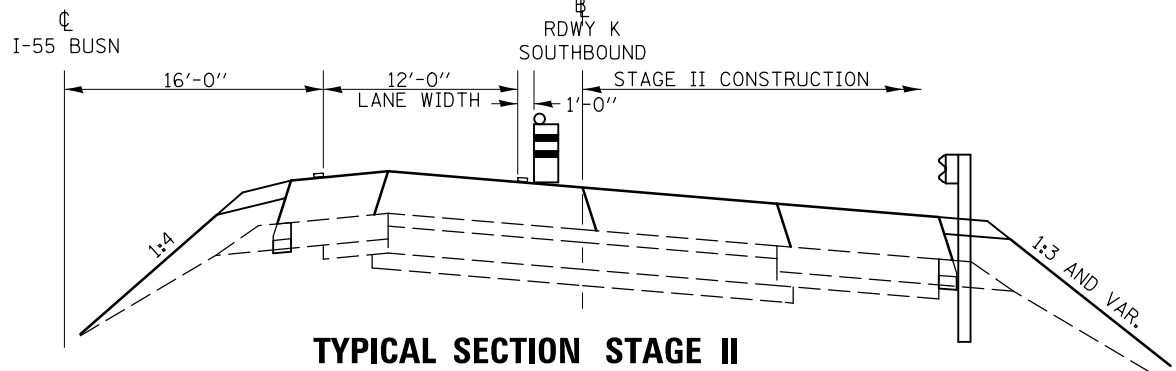
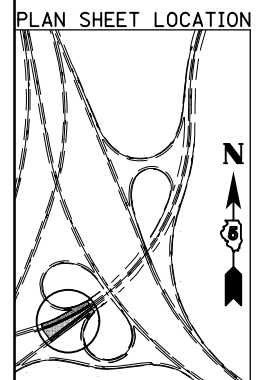
- WORK AREA
- TEMPORARY CONCRETE BARRIER
- VERTICAL PANELS
- VERTICAL PANELS WITH MONO-DIRECTIONAL FLASHING LIGHTS
- TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
- TYPE B OR C MONODIRECTIONAL REFLECTORS
- TYPE III BARRICADE WITH MONO-DIRECTIONAL FLASHING LIGHTS

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	PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -			704	57-20(HB,HB-1)BR-1	MCLEAN	440	111
PLOT DATE = 8/13/2013	DATE -	REVISED -	REVISED -	SCALE: SHEET 4 OF 5 SHEETS STA. 55+50.00 TO STA. 60+50.00		CONTRACT NO. 70570 ILLINOIS FED. AID PROJECT				

STAGE II



TYPICAL SECTION STAGE II



NOTES:
 PLACING, MAINTAINING AND REMOVING TEMPORARY PAVEMENT MARKINGS AND ALL OTHER TRAFFIC CONTROL DEVICES SHOWN ON THE DETAILS AND IN THE TRAFFIC CONTROL AND PROTECTION STANDARDS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

BARRIER WALL/GUARDRAIL MARKERS SHALL BE PLACED AT 25' CENTERS. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

- WORK AREA
- TEMPORARY CONCRETE BARRIER
- VERTICAL PANELS
- VERTICAL PANELS WITH MONO-DIRECTIONAL FLASHING LIGHTS
- TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
- TYPE B OR C MONODIRECTIONAL REFLECTORS
- TYPE III BARRICADE WITH MONO-DIRECTIONAL FLASHING LIGHTS

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	PLOT DATE = 8/13/2013	DATE -	REVISED -

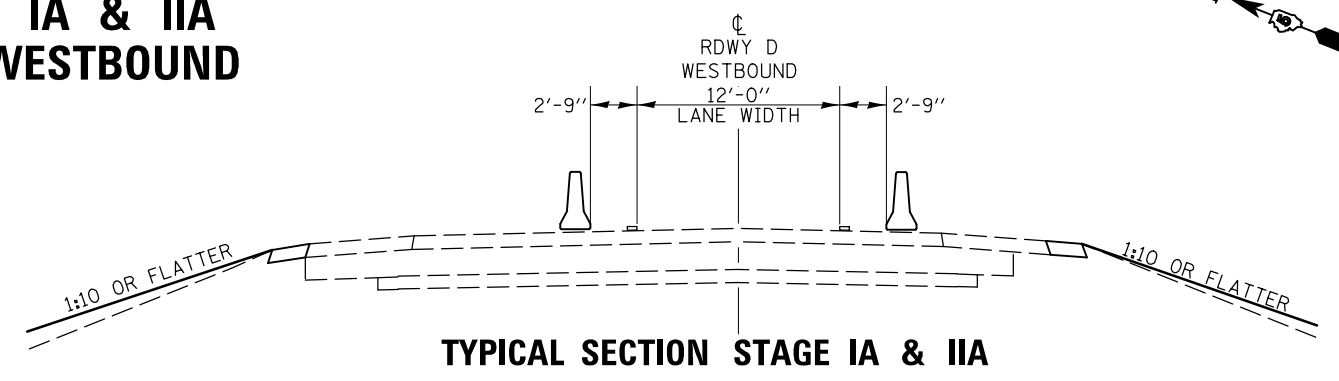
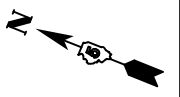
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL & PROTECTION STAGE II
 F.A.P. ROUTE 704 (VETERAN'S PARKWAY)**

SCALE: SHEET 5 OF 5 SHEETS STA. 60+50.00 TO STA. 66+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	112
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

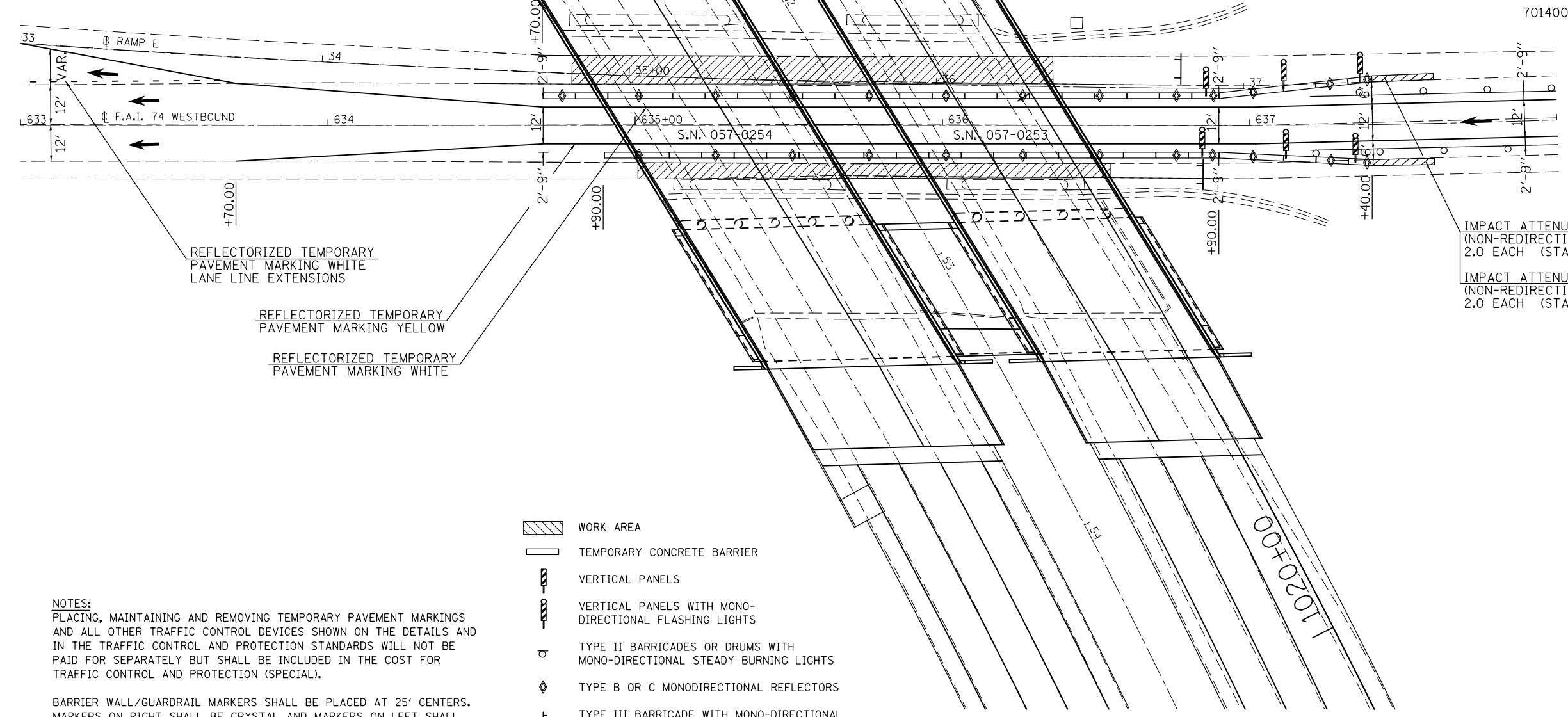
STAGES IA & IIA FAI-74 WESTBOUND



SEE STANDARD 701411
FOR FURTHER DETAILS

SEE TRAFFIC CONTROL FOR RAMP
FOR STAGE II RAMP CLOSURE DETAILS

SEE STANDARDS 701402 AND
701400 FOR FURTHER DETAILS



REFLECTORIZED TEMPORARY
PAVEMENT MARKING WHITE
LANE LINE EXTENSIONS

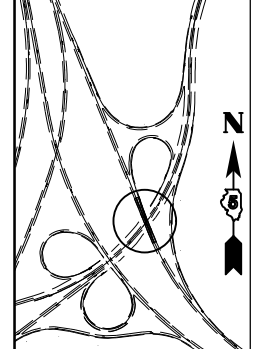
REFLECTORIZED TEMPORARY
PAVEMENT MARKING YELLOW

REFLECTORIZED TEMPORARY
PAVEMENT MARKING WHITE

IMPACT ATTENUATORS, TEMPORARY
(NON-REDIRECTIVE), TEST LEVEL 3
2.0 EACH (STAGE IA)

IMPACT ATTENUATORS, TEMPORARY
(NON-REDIRECTIVE), TEST LEVEL 3
2.0 EACH (STAGE IIA)

PLAN SHEET LOCATION



NOTES:
PLACING, MAINTAINING AND REMOVING TEMPORARY PAVEMENT MARKINGS AND ALL OTHER TRAFFIC CONTROL DEVICES SHOWN ON THE DETAILS AND IN THE TRAFFIC CONTROL AND PROTECTION STANDARDS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).

BARRIER WALL/GUARDRAIL MARKERS SHALL BE PLACED AT 25' CENTERS. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

- WORK AREA
- TEMPORARY CONCRETE BARRIER
- VERTICAL PANELS
- VERTICAL PANELS WITH MONO-DIRECTIONAL FLASHING LIGHTS
- TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
- TYPE B OR C MONODIRECTIONAL REFLECTORS
- TYPE III BARRICADE WITH MONO-DIRECTIONAL FLASHING LIGHTS

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL AND PROTECTION STAGES IA & IIA
FAI-74 WESTBOUND**

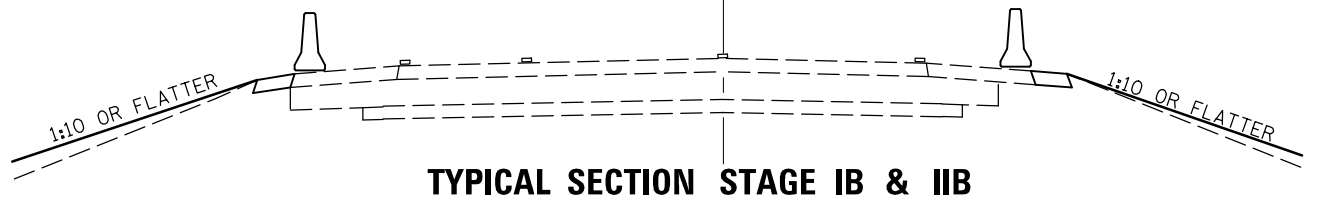
SCALE: SHEET 1 OF 1 SHEETS STA. 633+00.00 TO STA. 638+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	57-20(HB,HB-1)BR-1	MCLEAN	440	113
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

STAGES IB & IIB FAI-74 WESTBOUND



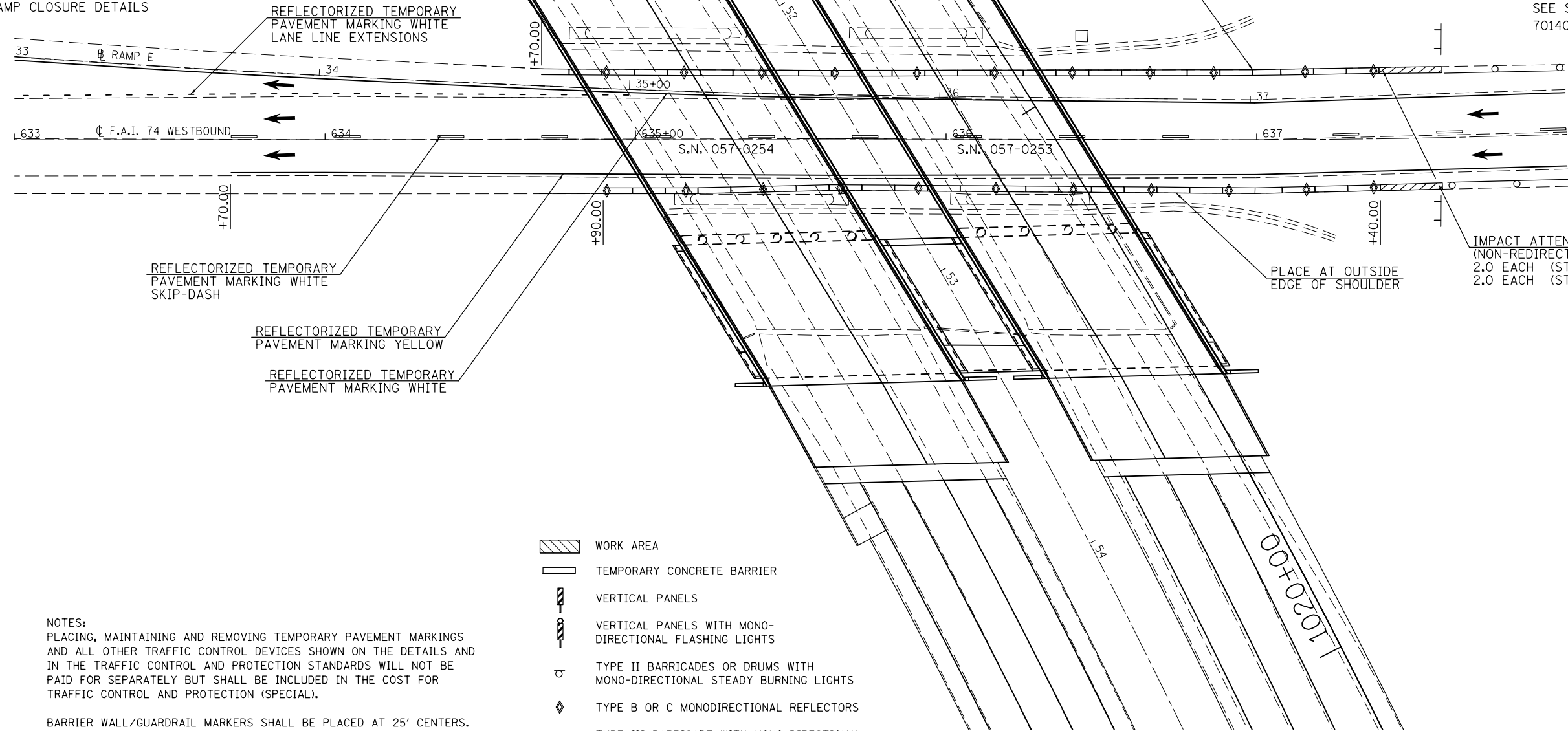
RDWY D
WESTBOUND



SEE STANDARD 701411
FOR FURTHER DETAILS

SEE TRAFFIC CONTROL FOR RAMP
FOR STAGE II RAMP CLOSURE DETAILS

SEE STANDARDS 701402 AND
701400 FOR FURTHER DETAILS



SEE STANDARD 701411
FOR FURTHER DETAILS

SEE TRAFFIC CONTROL FOR RAMP
FOR STAGE II RAMP CLOSURE DETAILS

SEE STANDARDS 701402 AND
701400 FOR FURTHER DETAILS

REFLECTORIZED TEMPORARY
PAVEMENT MARKING WHITE
LANE LINE EXTENSIONS

PLACE AT OUTSIDE
EDGE OF SHOULDER

REFLECTORIZED TEMPORARY
PAVEMENT MARKING WHITE
SKIP-DASH

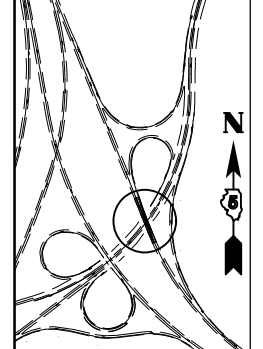
REFLECTORIZED TEMPORARY
PAVEMENT MARKING YELLOW

REFLECTORIZED TEMPORARY
PAVEMENT MARKING WHITE

IMPACT ATTENUATORS, RELOCATE
(NON-REDIRECTIVE), TEST LEVEL 3
2.0 EACH (STAGE IB)
2.0 EACH (STAGE IIB)

PLACE AT OUTSIDE
EDGE OF SHOULDER

PLAN SHEET LOCATION



NOTES:
PLACING, MAINTAINING AND REMOVING TEMPORARY PAVEMENT MARKINGS
AND ALL OTHER TRAFFIC CONTROL DEVICES SHOWN ON THE DETAILS AND
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BE AMBER.

- WORK AREA
- TEMPORARY CONCRETE BARRIER
- VERTICAL PANELS
- VERTICAL PANELS WITH MONO-DIRECTIONAL FLASHING LIGHTS
- TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
- TYPE B OR C MONODIRECTIONAL REFLECTORS
- TYPE III BARRICADE WITH MONO-DIRECTIONAL FLASHING LIGHTS

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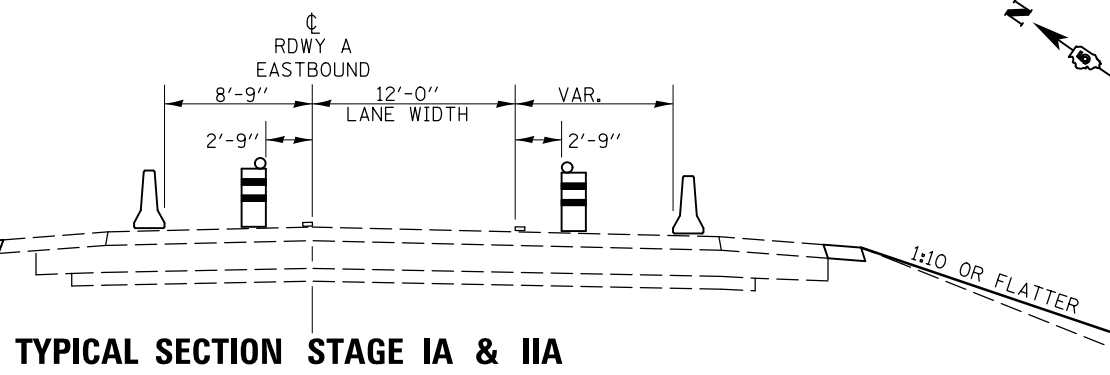
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL AND PROTECTION STAGES IB & IIB
FAI-74 WESTBOUND**

SCALE: SHEET 1 OF 1 SHEETS STA. 633+00.00 TO STA. 638+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	57-20(HB,HB-1)BR-1	MCLEAN	440	114
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

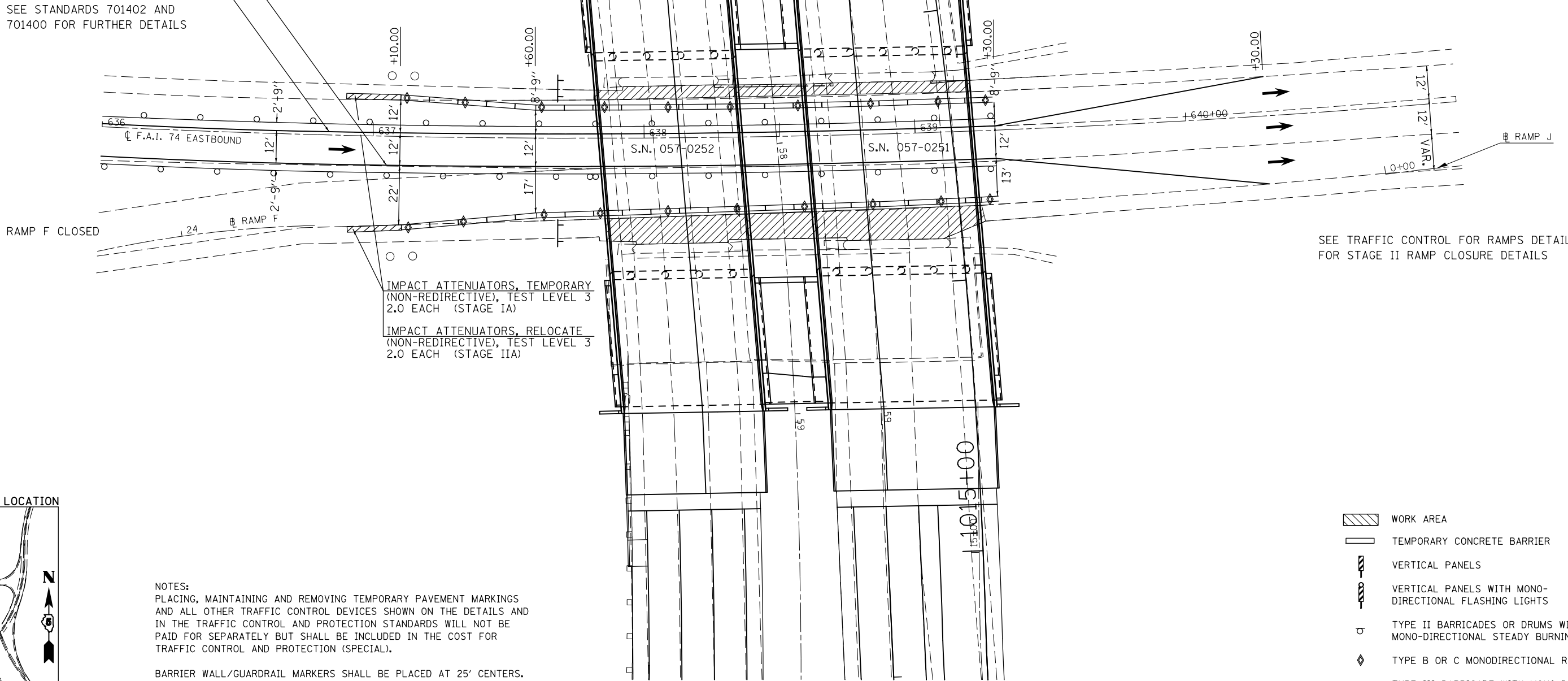
STAGES IA & IIA FAI-74 EASTBOUND



REFLECTORIZED TEMPORARY
PAVEMENT MARKING WHITE

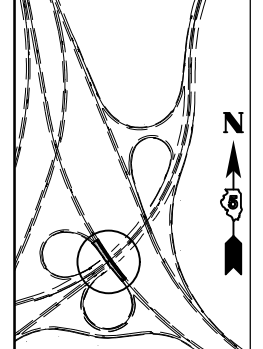
REFLECTORIZED TEMPORARY
PAVEMENT MARKING YELLOW

SEE STANDARDS 701402 AND
701400 FOR FURTHER DETAILS



SEE TRAFFIC CONTROL FOR RAMP
DETAIL FOR STAGE II RAMP CLOSURE DETAILS

PLAN SHEET LOCATION



NOTES:
PLACING, MAINTAINING AND REMOVING TEMPORARY PAVEMENT MARKINGS
AND ALL OTHER TRAFFIC CONTROL DEVICES SHOWN ON THE DETAILS AND
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PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR
TRAFFIC CONTROL AND PROTECTION (SPECIAL).

BARRIER WALL/GUARDRAIL MARKERS SHALL BE PLACED AT 25' CENTERS.
MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL
BE AMBER.

- WORK AREA
- TEMPORARY CONCRETE BARRIER
- VERTICAL PANELS
- VERTICAL PANELS WITH MONO-DIRECTIONAL FLASHING LIGHTS
- TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
- TYPE B OR C MONODIRECTIONAL REFLECTORS
- TYPE III BARRICADE WITH MONO-DIRECTIONAL FLASHING LIGHTS

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	PLOT DATE = 8/13/2013	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION STAGES IA & IIA
FAI-74 EASTBOUND

SCALE: SHEET 1 OF 1 SHEETS STA. 636+00.00 TO STA. 641+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	57-20(HB,HB-1)BR-1	MCLEAN	440	115
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

STAGE IB FAI-74 EASTBOUND

RDWY A
EASTBOUND

TYPICAL SECTION STAGE IB

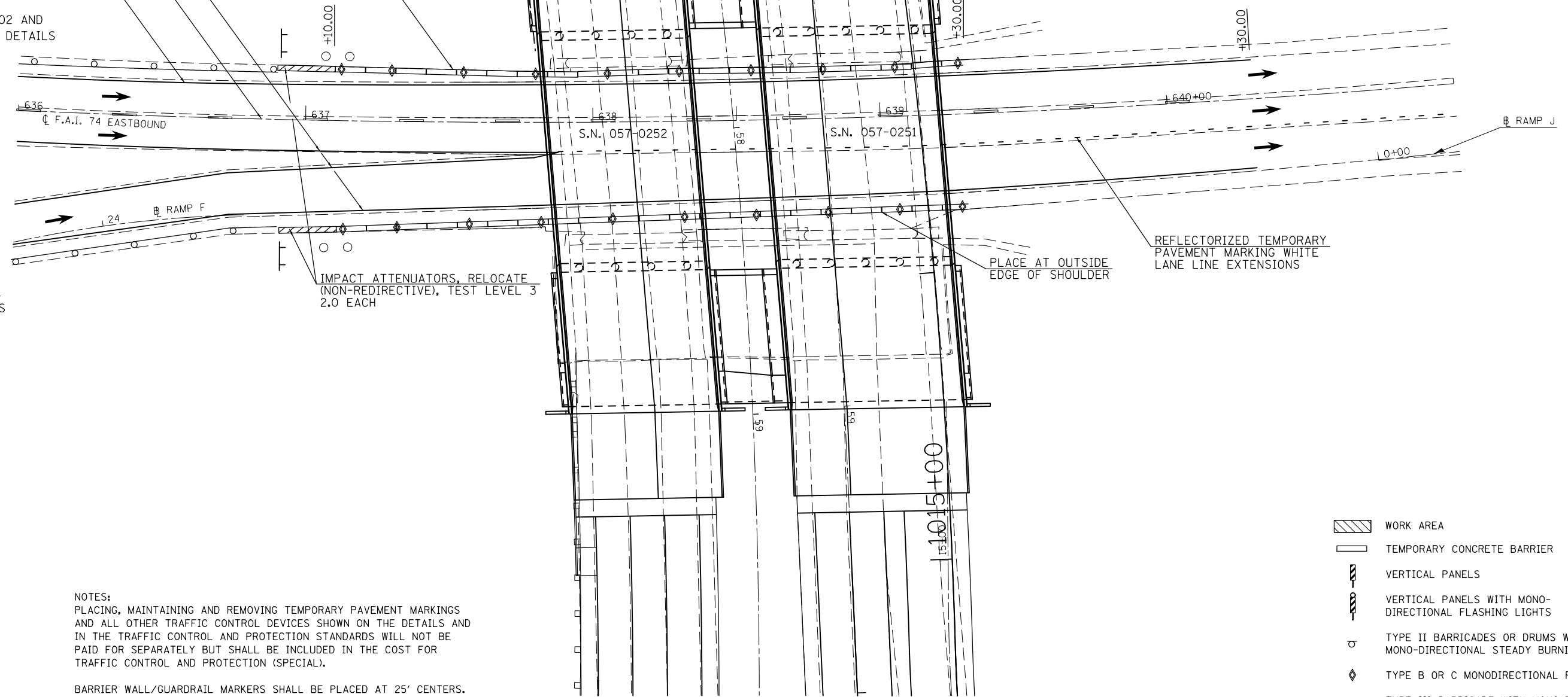
REFLECTORIZED TEMPORARY
PAVEMENT MARKING WHITE

REFLECTORIZED TEMPORARY
PAVEMENT MARKING WHITE
SKIP-DASH

REFLECTORIZED TEMPORARY
PAVEMENT MARKING YELLOW

PLACE AT OUTSIDE
EDGE OF SHOULDER

SEE STANDARDS 701402 AND
701400 FOR FURTHER DETAILS



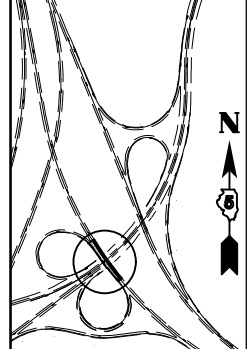
SEE STANDARD 701411
FOR FURTHER DETAILS

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

PLACE AT OUTSIDE
EDGE OF SHOULDER

REFLECTORIZED TEMPORARY
PAVEMENT MARKING WHITE
LANE LINE EXTENSIONS

PLAN SHEET LOCATION



NOTES:
PLACING, MAINTAINING AND REMOVING TEMPORARY PAVEMENT MARKINGS
AND ALL OTHER TRAFFIC CONTROL DEVICES SHOWN ON THE DETAILS AND
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BARRIER WALL/GUARDRAIL MARKERS SHALL BE PLACED AT 25' CENTERS.
MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL
BE AMBER.

- WORK AREA
- TEMPORARY CONCRETE BARRIER
- VERTICAL PANELS
- VERTICAL PANELS WITH MONO-DIRECTIONAL FLASHING LIGHTS
- TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
- TYPE B OR C MONODIRECTIONAL REFLECTORS
- TYPE III BARRICADE WITH MONO-DIRECTIONAL FLASHING LIGHTS

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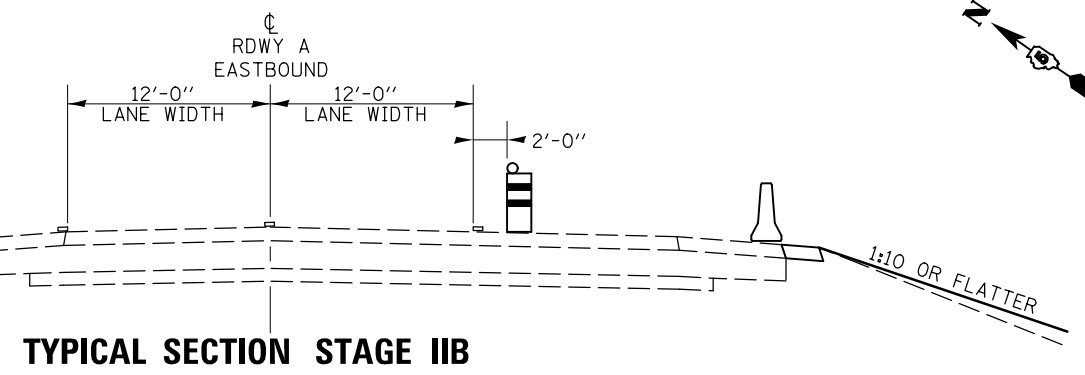
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION STAGE IB
FAI-74 EASTBOUND

SCALE: SHEET 1 OF 1 SHEETS STA. 636+00.00 TO STA. 641+00.00

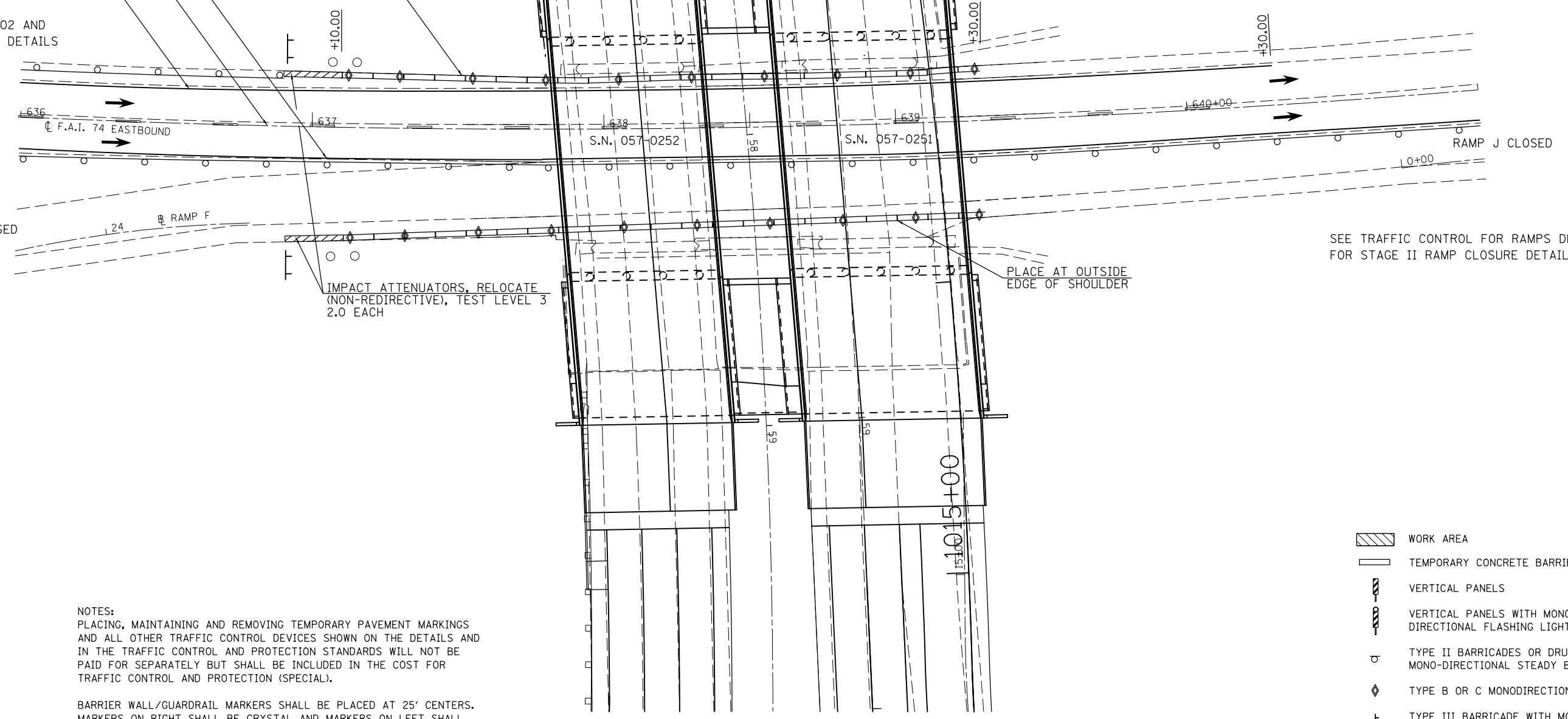
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	57-20(HB,HB-1)BR-1	MCLEAN	440	116
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

STAGE IIB FAI-74 EASTBOUND



REFLECTORIZED TEMPORARY PAVEMENT MARKING WHITE
REFLECTORIZED TEMPORARY PAVEMENT MARKING WHITE SKIP-DASH
REFLECTORIZED TEMPORARY PAVEMENT MARKING YELLOW
SEE STANDARDS 701402 AND 701400 FOR FURTHER DETAILS

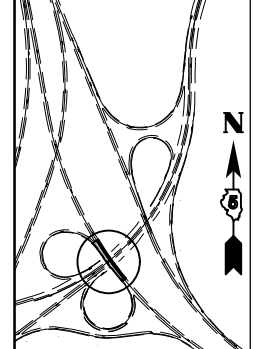
PLACE AT OUTSIDE EDGE OF SHOULDER



PLACE AT OUTSIDE EDGE OF SHOULDER

SEE TRAFFIC CONTROL FOR RAMP J CLOSED
FOR STAGE II RAMP CLOSURE DETAILS

PLAN SHEET LOCATION



NOTES:
PLACING, MAINTAINING AND REMOVING TEMPORARY PAVEMENT MARKINGS AND ALL OTHER TRAFFIC CONTROL DEVICES SHOWN ON THE DETAILS AND IN THE TRAFFIC CONTROL AND PROTECTION STANDARDS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR TRAFFIC CONTROL AND PROTECTION (SPECIAL).
BARRIER WALL/GUARDRAIL MARKERS SHALL BE PLACED AT 25' CENTERS. MARKERS ON RIGHT SHALL BE CRYSTAL AND MARKERS ON LEFT SHALL BE AMBER.

- WORK AREA
- TEMPORARY CONCRETE BARRIER
- VERTICAL PANELS
- VERTICAL PANELS WITH MONO-DIRECTIONAL FLASHING LIGHTS
- TYPE II BARRICADES OR DRUMS WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS
- TYPE B OR C MONODIRECTIONAL REFLECTORS
- TYPE III BARRICADE WITH MONO-DIRECTIONAL FLASHING LIGHTS

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PLOT DATE = 8/13/2013			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION STAGE IIB
FAI-74 EASTBOUND
SCALE: SHEET 1 OF 1 SHEETS STA. 636+00.00 TO STA. 641+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	57-20(HB,HB-1)BR-1	MCLEAN	440	117
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

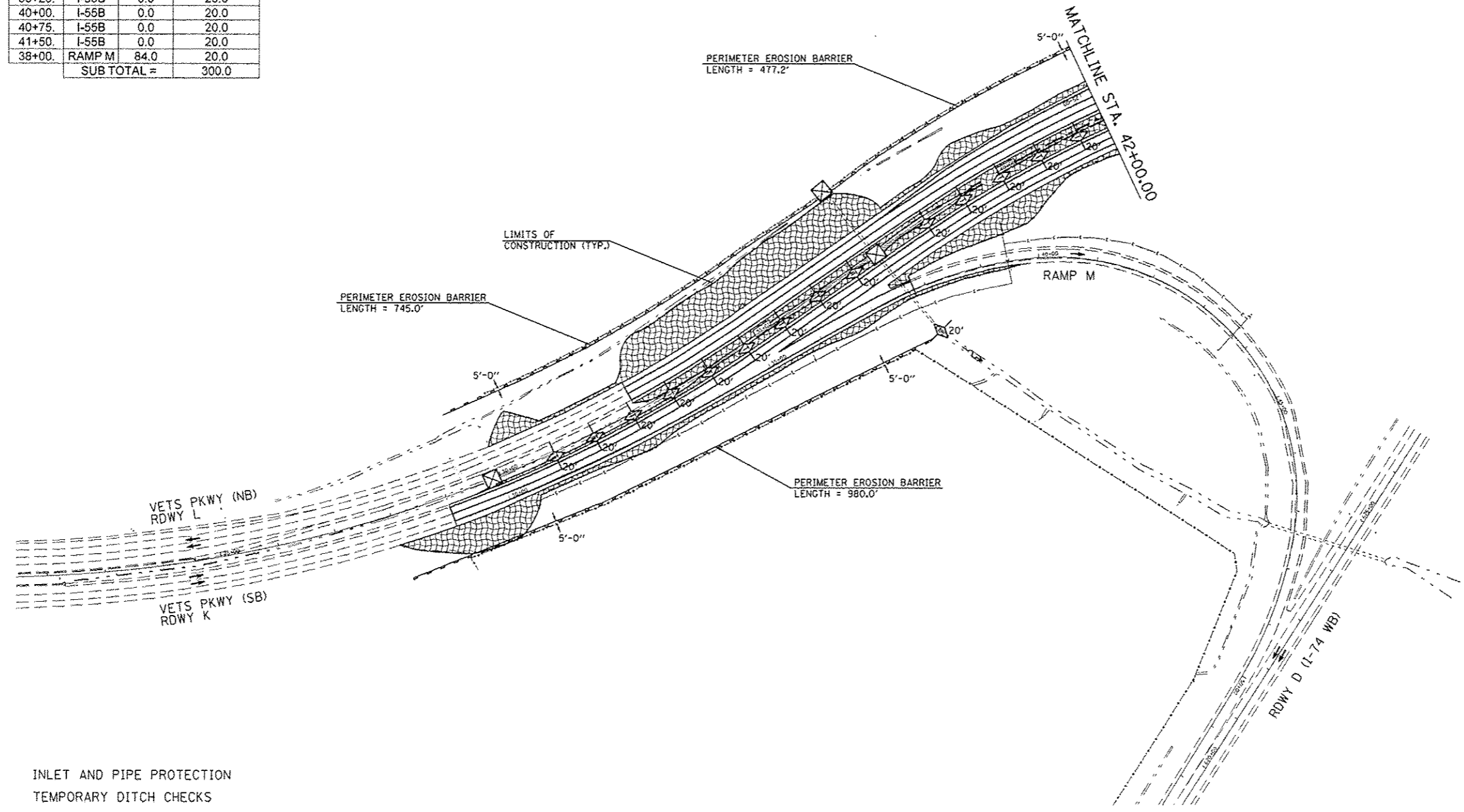


STATION	ROUTE	OFFSET (FOOT)	TEMP. DITCH CHECKS 28000305 (FOOT)
31+00.	I-55B	0.0	20.0
31+75.	I-55B	0.0	20.0
32+50.	I-55B	0.0	20.0
33+25.	I-55B	0.0	20.0
34+00.	I-55B	0.0	20.0
34+75.	I-55B	0.0	20.0
35+50.	I-55B	0.0	20.0
36+25.	I-55B	0.0	20.0
37+00.	I-55B	0.0	20.0
38+50.	I-55B	0.0	20.0
39+25.	I-55B	0.0	20.0
40+00.	I-55B	0.0	20.0
40+75.	I-55B	0.0	20.0
41+50.	I-55B	0.0	20.0
38+00.	RAMP M	84.0	20.0
SUB TOTAL =			300.0

STATION	ROUTE	OFFSET (FOOT)	INLET & PIPE PROTECTION 28000500 (EACH)
30+00.	I-55B	0.0	1.0
37+50.	I-55B	0.0	1.0
37+50.	I-55B	-130.0	1.0
SUB TOTAL =			3.0

STATION	OFFSET (FOOT)	TO	STATION	OFFSET (FOOT)	ROUTE	PERIMETER EROSION BARRIER 28000400 (FOOT)*
42+00	-134.2		37+50	-131.0	I-55B	477.2
37+25	-131.3		29+50	-133.6	I-55B	745.0
28+00	113.5		37+50	175.6	I-55B	980.0
SUB TOTAL =						2,202.2

*LENGTH MEASURED FROM CADD



- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECKS
- PERIMETER EROSION BARRIER
- PROPOSED EARTHWORK, SEEDING, AND HEAVY DUTY EROSION CONTROL BLANKET

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PLOT SCALE	CHECKED	DATE	REVISED
1" = 200.0000' / in.	-	-	-
PLOT DATE	DATE	REVISED	DATE
7/10/2013	-	-	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN SHEET EROSION CONTROL		
SCALE:	SHEET NO. 1 OF 2 SHEETS	STA. 28+00.00 TO STA. 42+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	118
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

STATION	ROUTE	OFFSET (FOOT)	TEMP. DITCH CHECKS 28000305 (FOOT)
42+25.	I-55B	0.0	20.0
43+00.	I-55B	0.0	20.0
46+00.	I-55B	0.0	20.0
47+25.	I-55B	0.0	20.0
48+50.	I-55B	0.0	20.0
54+00.	I-55B	0.0	15.0
55+50.	I-55B	0.0	15.0
59+75.	I-55B	0.0	20.0
60+50.	I-55B	0.0	20.0
61+00.	I-55B	0.0	20.0
65+00.	I-55B	-36.8	20.0
23+50.	RAMP E	57.0	30.0
1007+00.	RAMP J	-46.5	25.0
6+00.	RAMP N	33.5	35.0
16+00.	RAMP N	-72.1	30.0
SUB TOTAL =			330.0

STATION	OFFSET (FOOT)	TO	STATION	OFFSET (FOOT)	ROUTE	PERIMETER EROSION BARRIER 28000400 (FOOT)*
6+00	62.0		24+82	75.8	RAMP N	1,832.8
SUB TOTAL =						1,832.8




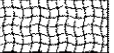
*LENGTH MEASURED FROM CADD

STATION	ROUTE	OFFSET (FOOT)	INLET & PIPE PROTECTION 28000500 (EACH)
44+00.	I-55B	0.0	1.0
50+82.2	I-55B	-5.2	1.0
56+46.6	I-55B	-3.1	1.0
66+50.	I-55B NB	-87.5	1.0
29+50.	RAMP E	-44.5	1.0
17+40.	RAMP F	31.5	1.0
17+40.	RAMP F	-115.0	1.0
1003+00.	RAMP J	20.5	1.0
10+00.	RAMP N	-52.5	1.0
SUB TOTAL =			9.0

PERIMETER EROSION BARRIER
LENGTH = 1,832.8'

LIMITS OF
CONSTRUCTION (TYP.)

MATCHLINE STA. 42+00.00

-  INLET AND PIPE PROTECTION
-  TEMPORARY DITCH CHECKS
-  PERIMETER EROSION BARRIER
-  PROPOSED EARTHWORK, SEEDING, AND HEAVY DUTY EROSION CONTROL BLANKET

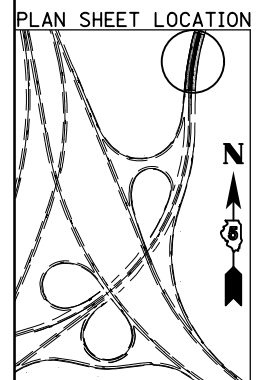
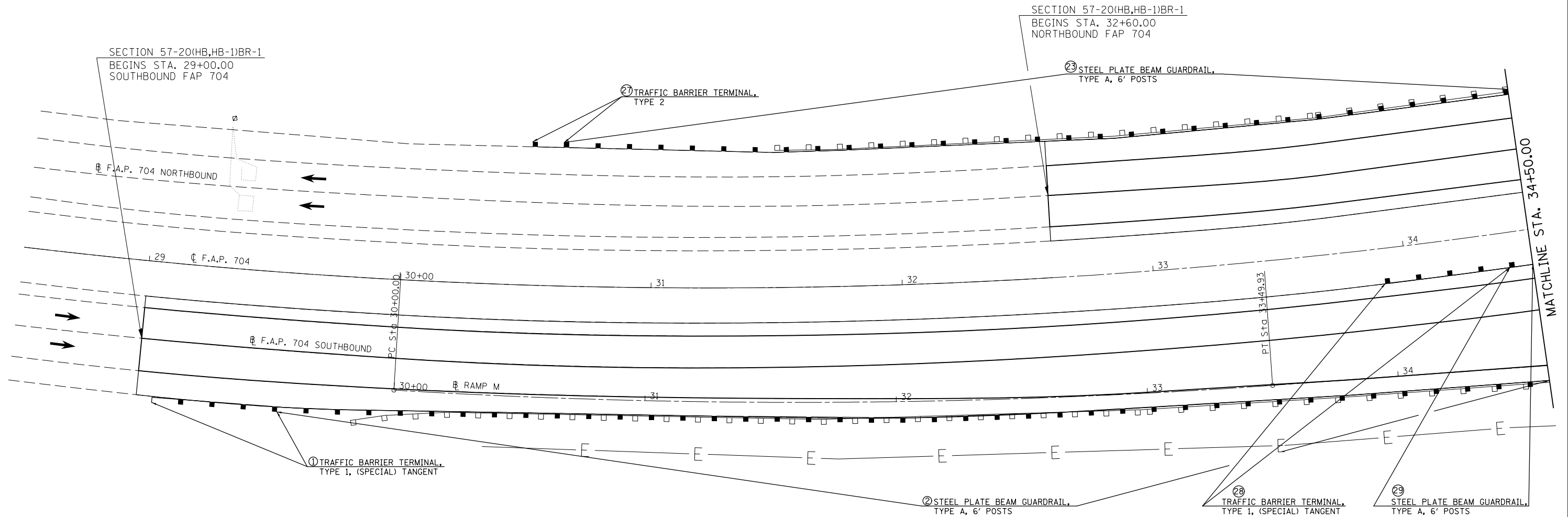
FILE NAME : c:\pwworkspace\pwworkspace\detersty\0157116\0570	USER NAME : detersty	DESIGNED : -	REVISED : -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET EROSION CONTROL	F.A.P. RTE. 704	SECTION 57-20(HB,HB-1)BR-1	COUNTY MCLEAN	TOTAL SHEETS 440	SHEET NO. 119		
PLT SCALE : 200,000 / 1 in.	DRAWN : -	CHECKED : -	REVISED : -			SCALE:	SHEET NO. 2 OF 2 SHEETS	STA. 42+00.00 TO STA. 65+00.00	CONTRACT NO. 70570			
PLT DATE : 9/18/2013	DATE : -	DATE : -	DATE : -			[ILLINOIS] FED. AID PROJECT						



STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
39+99.97	-59.10'	*	30+64.02	-55.15	I-55B	NBDS	937.5	0.0	0.0	0.0	0.0	0.0	846.9	4.0	0.0
30+64.02	-55.15'	*	30+51.21	-55.10	I-55B	NBDS	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0

CONTINUED ON SHEET #121 AS 23

*GUARDRAIL TO BE PLACED AT THE EDGE OF THE SHOULDER

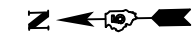


STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
29+06.21	54.00'	*	29+55.06	53.59'	I-55B	SBDS	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
29+55.06	53.59'	*	30+00.	52.14'	I-55B	SBDS	46.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
30+00.	8.14'	*	39+30.6	7.77'	RAMP M	DS	929.0	0.0	0.0	0.0	0.0	0.0	952.0	11.0	0.0
33+91.16	14.00'	*	34+40.86	14.00'	I-55B	SBPS	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
34+40.86	14.00'	*	35+65.5	14.00'	I-55B	SBPS	125.0	0.0	0.0	0.0	0.0	0.0	127.7	2.0	0.0

CONTINUED ON SHEET #121 AS 22

CONTINUED ON SHEET #121 AS 23

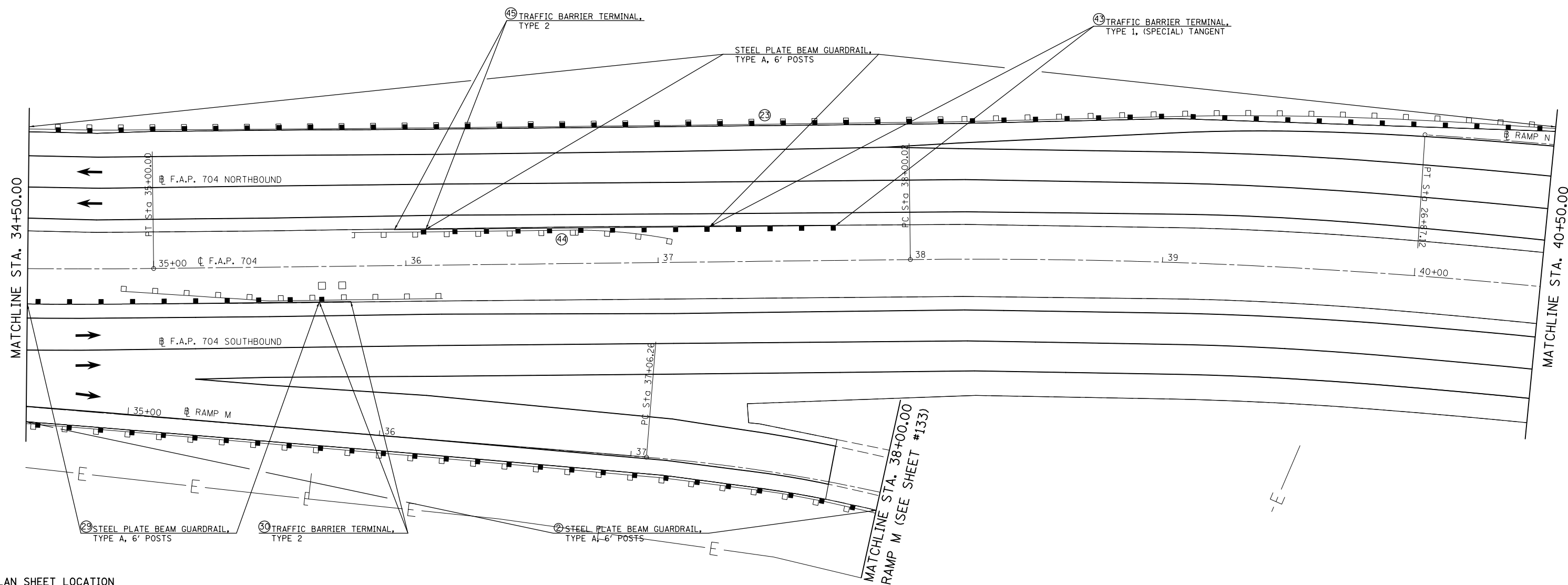
*GUARDRAIL TO BE PLACED AT THE EDGE OF THE SHOULDER



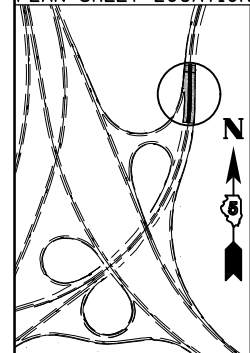
STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
23 8+39.44	6.00'	*	26+87.12	3.10'	RAMP N	DS	1,837.5	0.0	0.0	0.0	0.0	0.0	593.4	18.0	0.0
23 39+99.97	-59.10'	*	30+64.02	-55.15	I-55B	NBDS	937.5	0.0	0.0	0.0	0.0	0.0	846.9	4.0	0.0
43 37+70.61	-13.86'	*	37+20.61	-13.97'	I-55B	NBPS	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
44 37+20.61	-13.97'	*	36+08.11	-14.24'	I-55B	NBPS	112.5	0.0	0.0	0.0	0.0	0.0	127.4	2.0	0.0
45 36+08.11	-14.24'	*	35+95.61	-14.27'	I-55B	NBPS	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0

CONTINUED ON SHEET #122 AS 23

*GUARDRAIL TO BE PLACED AT THE EDGE OF THE SHOULDER



PLAN SHEET LOCATION



STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
29 30+00.	8.14'	*	39+30.6	7.77'	RAMP M	DS	929.0	0.0	0.0	0.0	0.0	0.0	952.0	11.0	0.0
29 34+40.86	14.00'	*	35+65.5	14.00'	I-55B	SBPS	125.0	0.0	0.0	0.0	0.0	0.0	127.7	2.0	0.0
30 35+65.5	14.00'	*	35+78.	14.00'	I-55B	SBPS	0.0	0.0	1.0	0.0	0.0	0.0	0.0	1.0	0.0

CONTINUED ON SHEET #133 AS 29

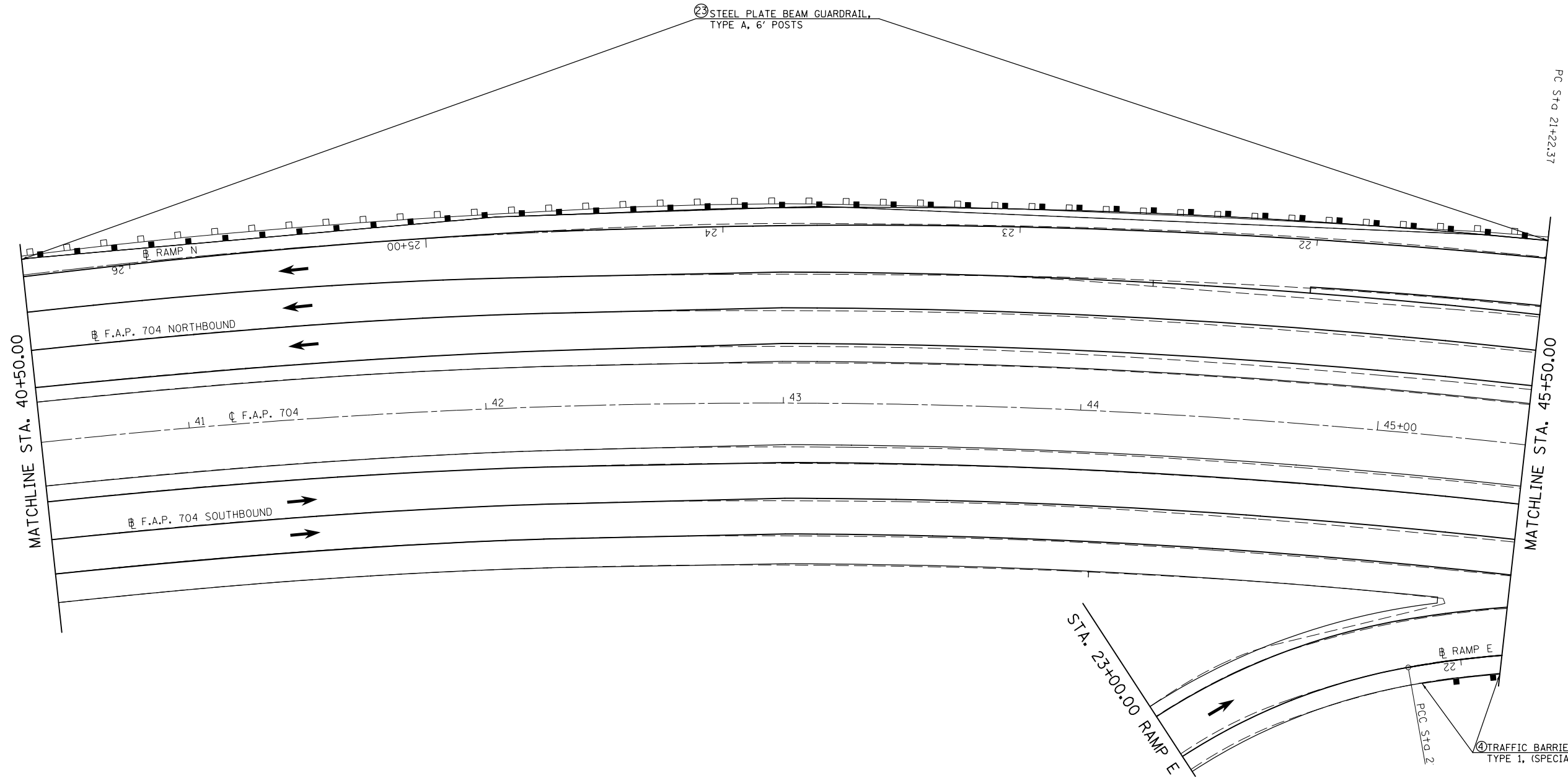
*GUARDRAIL TO BE PLACED AT THE EDGE OF THE SHOULDER



STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
8+39.44	6.00'	*	26+87.12	3.10'	RAMP N	DS	1,837.5	0.0	0.0	0.0	0.0	0.0	593.4	18.0	0.0

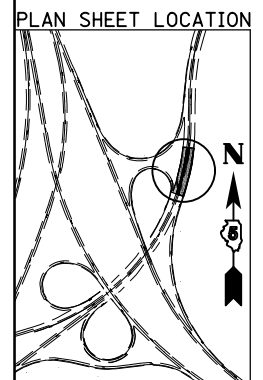
CONTINUED ON SHEET #123 AS 23

*GUARDRAIL TO BE PLACED AT THE EDGE OF THE SHOULDER



MATCHLINE STA. 40+50.00

MATCHLINE STA. 45+50.00



STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
22+14.09	-6.00'	*	21+63.15	-6.00'	RAMP E	DS	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0

CONTINUED ON SHEET #123 AS 4

*GUARDRAIL TO BE PLACED AT THE EDGE OF THE SHOULDER

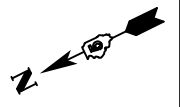
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PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -
PLOT DATE = 8/13/2013		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GUARDRAIL PLAN SHEET
F.A.P. 704 (VETERAN'S PARKWAY)**

SCALE: SHEET 3 OF 7 SHEETS STA. 40+50.00 TO STA. 45+50.00

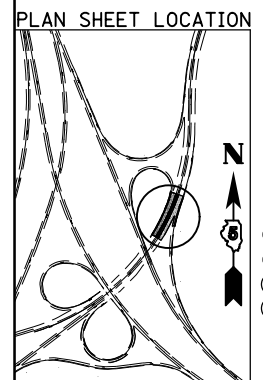
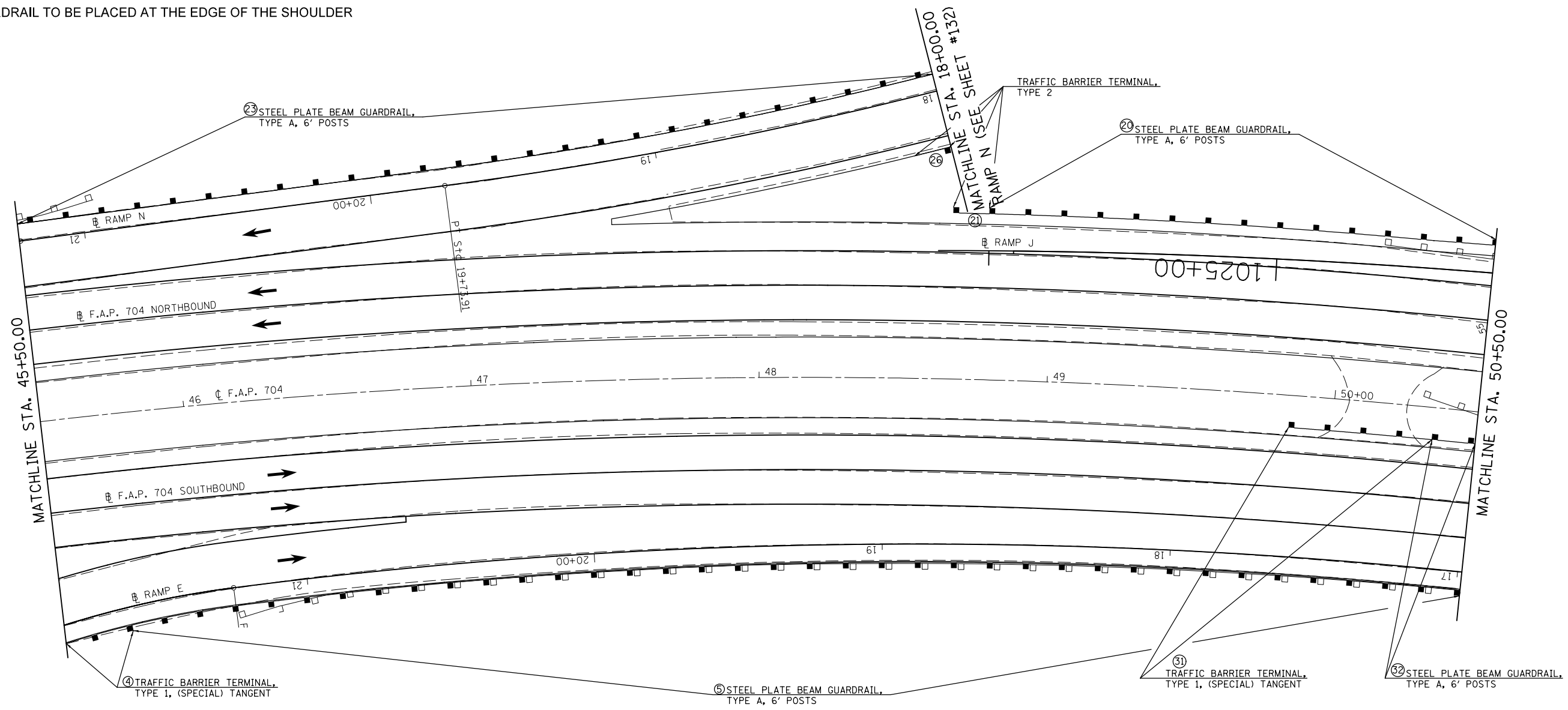
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	122
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				



STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
23 8+39.44	6.00'	*	26+87.12	3.10'	RAMP N	DS	1,837.5	0.0	0.0	0.0	0.0	0.0	593.4	18.0	0.0
26 18+00.4	-20.00'	*	18+12.73	-20.00'	RAMP N	PS	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0
20 1023+13.78	9.42'		1025+99.89	12.86'	RAMP J	DS	287.5	0.0	0.0	0.0	0.0	0.0	189.9	3.0	0.0
21 1025+99.89	12.86'		1026+12.32	13.11'	RAMP J	DS	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0

CONTINUED ON SHEET #132 AS 23
CONTINUED ON SHEET #124 AS 20

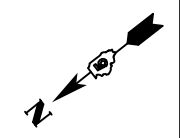
*GUARDRAIL TO BE PLACED AT THE EDGE OF THE SHOULDER



STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
4 22+14.09	-6.00'	*	21+63.15	-6.00'	RAMP E	DS	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
5 21+63.15	-6.00'	*	16+98.48	-6.34'	RAMP E	DS	462.5	0.0	0.0	0.0	0.0	0.0	515.1	5.0	0.0
31 49+84.69	11.20'		50+34.94	11.20'	I-55B	SBPS	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
32 50+34.94	11.20'		50+85.18	11.20'	I-55B	SBPS	50.0	0.0	0.0	0.0	0.0	0.0	143.0	1.0	0.0

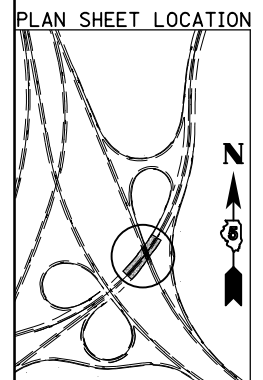
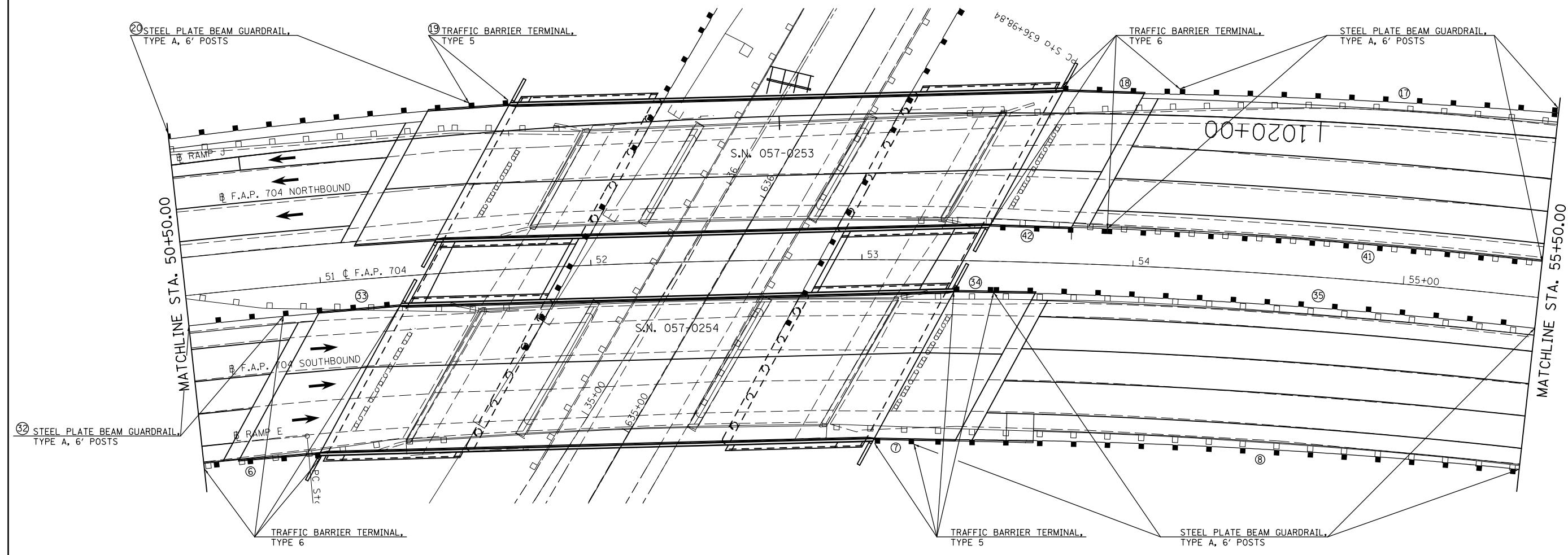
CONTINUED ON SHEET #124 AS 32

*GUARDRAIL TO BE PLACED AT THE EDGE OF THE SHOULDER



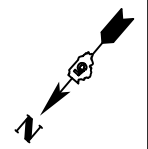
	STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
17	1017+49.62	10.55'		1020+52.36	7.87'	RAMP J	DS	312.5	0.0	0.0	0.0	0.0	0.0	410.4	3.0	0.0
18	1020+52.36	7.87'		1020+95.37	8.17'	RAMP J	DS	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
41	57+02.53	-13.42'		53+89.99	-13.39'	I-55B	NBPS	325.0	0.0	0.0	0.0	0.0	0.0	419.0	3.0	0.0
42	53+89.99	-13.39'		53+47.09	-13.49'	I-55B	NBPS	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
19	1022+99.17	9.27'		1023+13.78	9.42'	RAMP J	DS	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
20	1023+13.78	9.42'		1025+99.89	12.86'	RAMP J	DS	287.5	0.0	0.0	0.0	0.0	0.0	189.9	3.0	0.0

CONTINUED ON SHEET #125 AS 17
CONTINUED ON SHEET #125 AS 41



	STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
6	16+98.48	-6.34'		16+59.47	-6.51'	RAMP E	DS	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
32	50+89.97	62.51'		50+94.38	62.52'	I-55B	SBDS	0.0	0.0	0.0	0.0	1.0	0.0	143.0	1.0	0.0
33	50+34.94	11.20'		50+85.18	11.20'	I-55B	SBPS	50.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
33	50+85.18	11.20'		51+28.54	11.03'	I-55B	SBPS	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
7	53+04.81	65.86'		53+19.92	66.02'	I-55B	SBDS	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
8	53+19.92	66.02'		56+64.45	62.52'	I-55B	SBDS	337.5	0.0	0.0	0.0	0.0	0.0	441.0	3.0	0.0
34	53+34.12	11.53'		53+48.86	11.52'	I-55B	SBPS	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
35	53+48.86	11.52'		56+71.05	11.40'	I-55B	SBPS	325.0	0.0	0.0	0.0	0.0	0.0	428.3	2.0	0.0

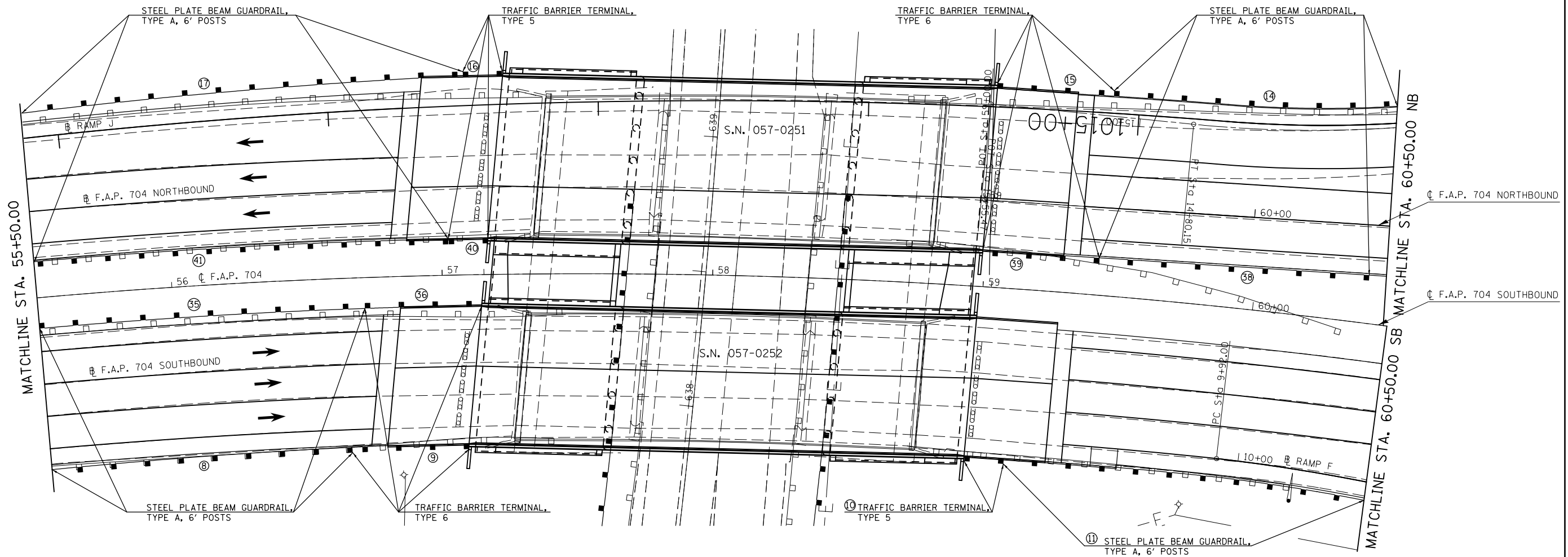
CONTINUED ON SHEET #125 AS 8
CONTINUED ON SHEET #125 AS 35



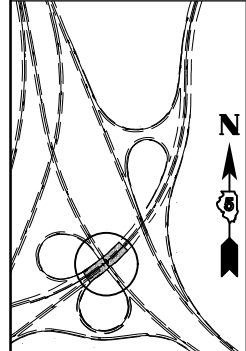
	STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
14	1010+90.65	6.00'	*	1015+09.65	6.30'	RAMP J	DS	412.5	0.0	0.0	0.0	0.0	0.0	313.8	7.0	0.0
15	1015+09.65	6.30'		1015+52.67	6.90'	RAMP J	DS	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0
58	60+43.63	18.60'		59+43.63	18.65'	I-55B	NBPS	100.0	0.0	0.0	0.0	0.0	0.0	170.3	1.0	0.0
59	59+43.63	18.65'		59+00.48	18.46'	I-55B	NBPS	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
16	1017+35.02	10.32'		1017+49.62	10.55'	RAMP J	DS	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
17	1017+49.62	10.55'		1020+52.36	7.87'	RAMP J	DS	312.5	0.0	0.0	0.0	0.0	0.0	410.4	3.0	0.0
40	57+17.11	-13.55'		57+02.53	-13.42'	I-55B	NBPS	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
41	57+02.53	-13.42'		53+89.99	-13.39'	I-55B	NBPS	325.0	0.0	0.0	0.0	0.0	0.0	419.0	3.0	0.0

CONTINUED ON SHEET #126 AS 14

*GUARDRAIL TO BE PLACED AT THE EDGE OF THE SHOULDER

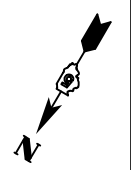


PLAN SHEET LOCATION



	STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
8	53+19.92	66.02'		56+64.45	62.52'	I-55B	SBDS	337.5	0.0	0.0	0.0	0.0	0.0	441.0	3.0	0.0
9	56+64.45	62.52'		57+08.81	62.42'	I-55B	SBDS	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
35	53+48.86	11.52'		56+71.05	11.40'	I-55B	SBPS	325.0	0.0	0.0	0.0	0.0	0.0	428.3	2.0	0.0
36	56+71.05	11.40'		57+14.41	11.69'	I-55B	SBPS	0.0	0.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
10	58+97.	62.81'		59+12.08	62.87'	I-55B	SBDS	0.0	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0
11	59+12.08	62.87'		59+92.45	62.82'	I-55B	SBDS	78.2	0.0	0.0	0.0	0.0	0.0	114.0	1.0	0.0
11	9+92.	6.82'		11+90.77	6.82'	RAMP F	DS	196.8	0.0	0.0	0.0	0.0	0.0	28.0	2.0	0.0

CONTINUED ON SHEET #126 AS 11

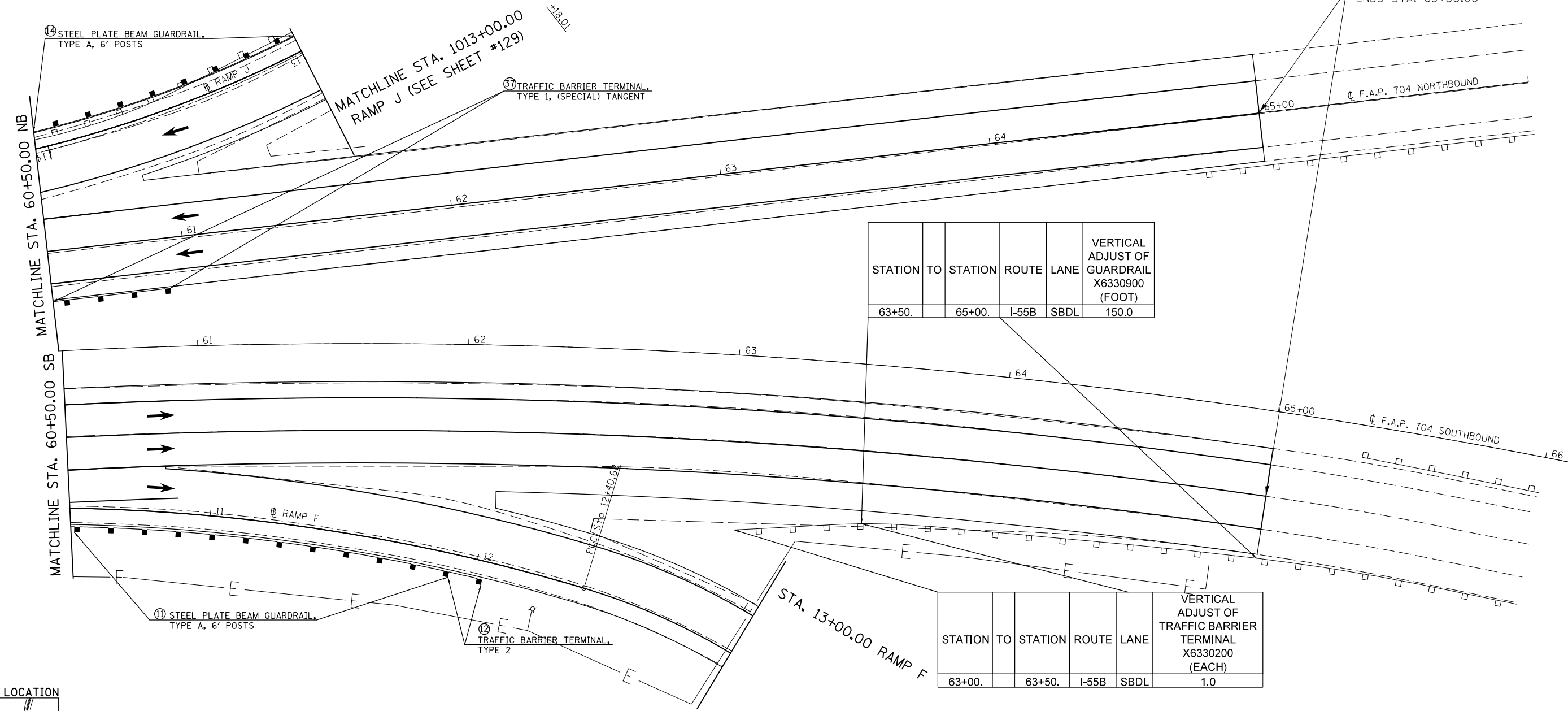


STATION	OFFSET TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
14	6.00'	* 1015+09.65	6.30'	RAMP J	DS	412.5	0.0	0.0	0.0	0.0	0.0	313.8	7.0	0.0
37	18.60'	60+43.63	18.60'	I-55B	NBPS	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0

CONTINUED ON SHEET #129 AS 14

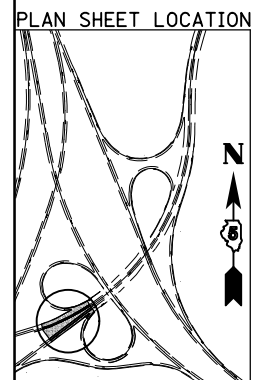
*GUARDRAIL TO BE PLACED AT THE EDGE OF THE SHOULDER

SECTION 57-20(HB,HB-1)BR-1
ENDS STA. 65+00.00



STATION TO	STATION	ROUTE	LANE	VERTICAL ADJUST OF GUARDRAIL X6330900 (FOOT)
63+50.	65+00.	I-55B	SBDL	150.0

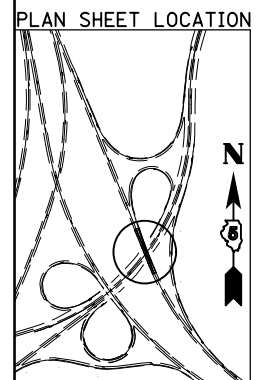
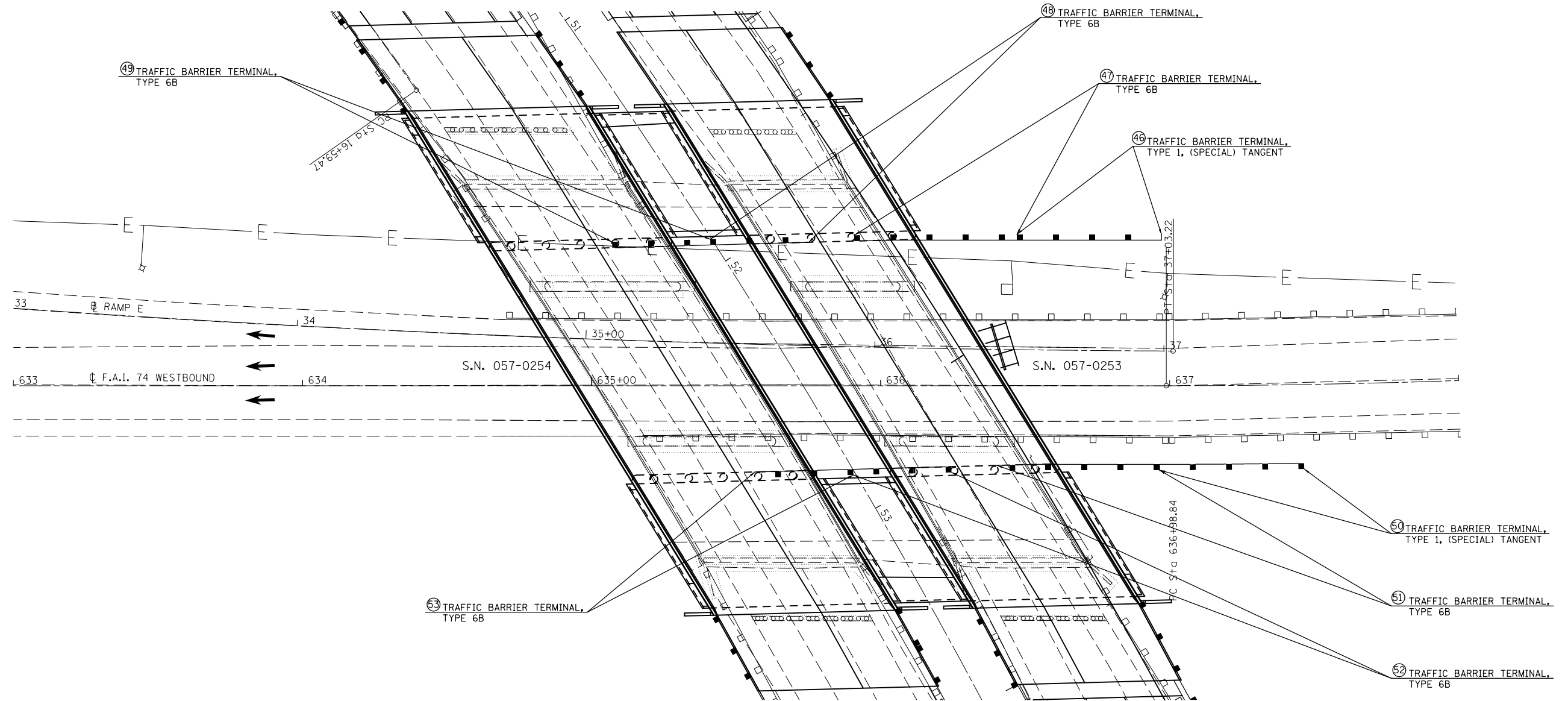
STATION TO	STATION	ROUTE	LANE	VERTICAL ADJUST OF TRAFFIC BARRIER TERMINAL X6330200 (EACH)
63+00.	63+50.	I-55B	SBDL	1.0



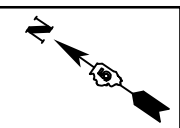
STATION	OFFSET TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
11	6.82'	11+90.77	6.82'	RAMP F	DS	196.8	0.0	0.0	0.0	0.0	0.0	28.0	2.0	0.0
12	6.82'	12+03.4	6.82'	RAMP F	DS	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0



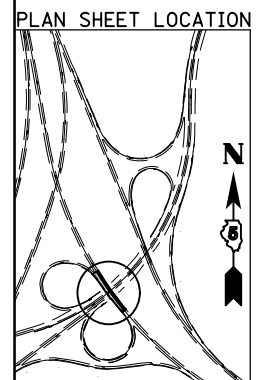
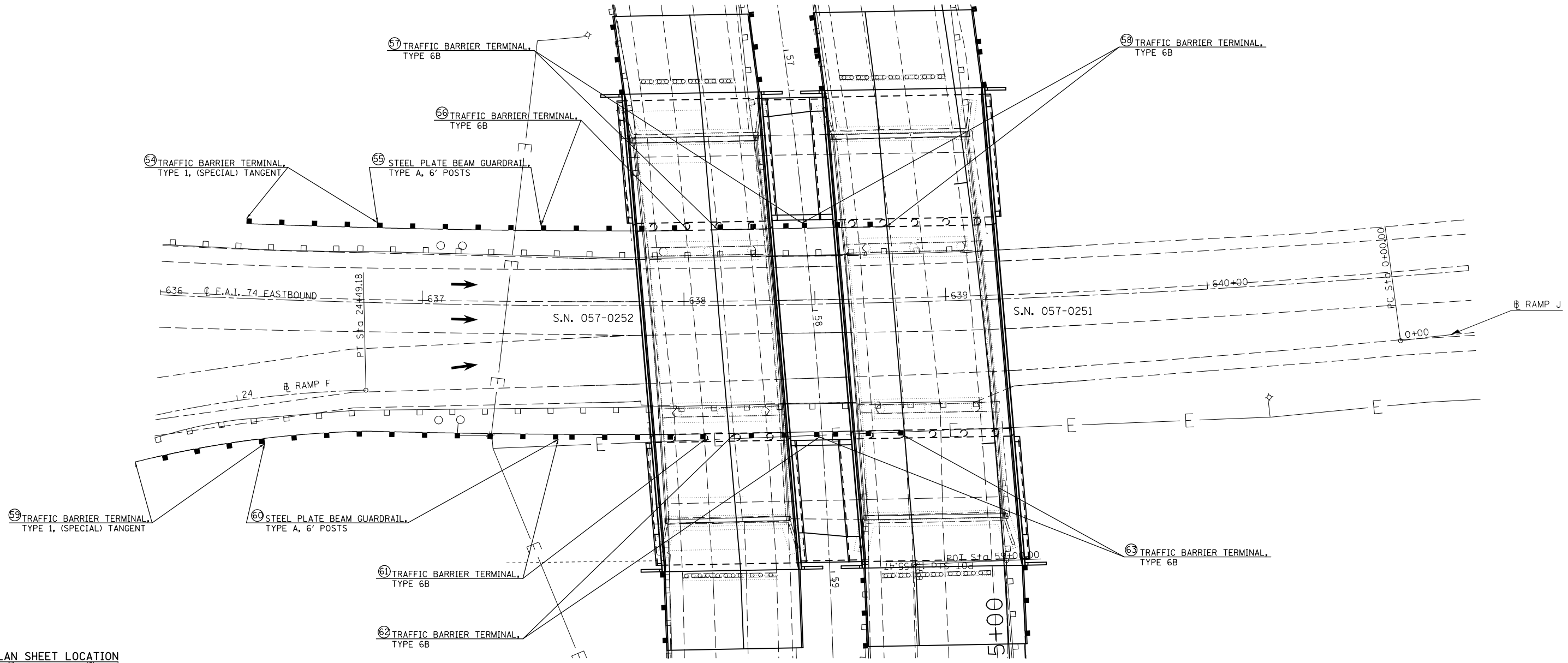
	STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
④6	636+97.14	-50.36'		636+47.14	-50.36'	I-74	WBDS	0.0	1.0	0.0	0.0	0.0	0.0	441.0	1.0	1.0
④7	636+47.14	-50.36'		635+90.9	-50.00'	I-74	WBDS	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0
④8	635+75.11	-49.57'		635+41.12	-48.65'	I-74	WBDS	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0
④9	635+41.12	-48.65'		635+07.14	-47.73'	I-74	WBDS	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0



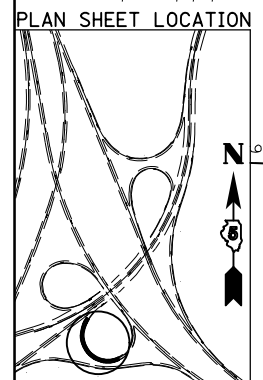
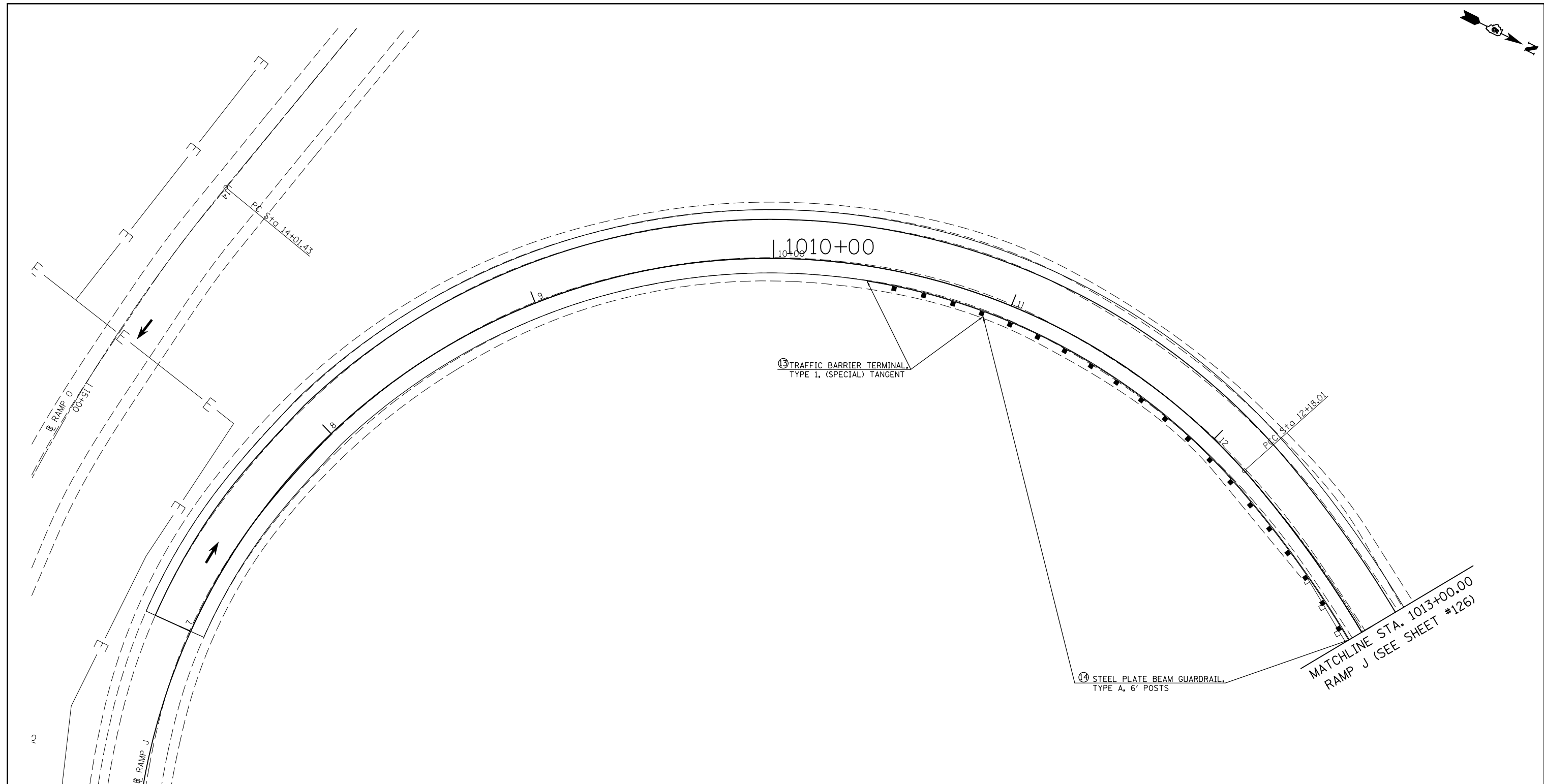
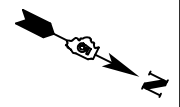
	STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
⑤0	637+46.07	27.17'		636+96.51	27.17'	I-74	WBPS	0.0	1.0	0.0	0.0	0.0	0.0	434.2	0.0	1.0
⑤1	636+96.51	27.17'		636+40.27	27.53'	I-74	WBPS	0.0	0.0	0.0	0.0	0.0	1.0	0.0	2.0	0.0
⑤2	636+24.48	27.96'		635+90.49	28.88'	I-74	WBPS	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0
⑤3	635+90.49	28.88'		635+56.5	29.80'	I-74	WBPS	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0



STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
636+31.78	-28.60'		636+82.15	-28.60'	I-74	EBPS	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
636+82.15	-28.60'		637+45.13	-28.60'	I-74	EBPS	62.5	0.0	0.0	0.0	0.0	0.0	428.6	1.0	0.0
637+45.13	-28.60'		638+01.8	-28.79'	I-74	EBPS	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0
638+13.19	-28.91'		638+45.6	-29.07'	I-74	EBPS	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0
638+45.6	-29.07'		638+78.01	-28.96'	I-74	EBPS	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0



STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
23+56.35	15.64'		24+08.28	15.64'	RAMP F	DS	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
24+08.28	15.64'		24+49.18	15.64'	RAMP F	DS	39.4	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.0
636+80.12	49.14'		637+52.31	49.14'	I-74	EBDS	73.1	0.0	0.0	0.0	0.0	0.0	328.4	1.0	0.0
637+52.31	49.14'		638+07.85	48.97'	I-74	EBDS	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0
638+19.01	48.87'		638+50.77	48.75'	I-74	EBDS	0.0	0.0	0.0	0.0	0.0	1.0	0.0	0.0	0.0
638+50.77	48.75'		638+82.53	48.90'	I-74	EBDS	0.0	0.0	0.0	0.0	0.0	1.0	0.0	1.0	0.0



	STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
⑬	1010+39.43	6.00'	*	1010+90.65	6.00'	RAMP J	DS	0.0	1.0	0.0	0.0	0.0	0.0	0.0	1.0	1.0
⑭	1010+90.65	6.00'	*	1015+09.65	6.30'	RAMP J	DS	412.5	0.0	0.0	0.0	0.0	0.0	313.8	7.0	0.0

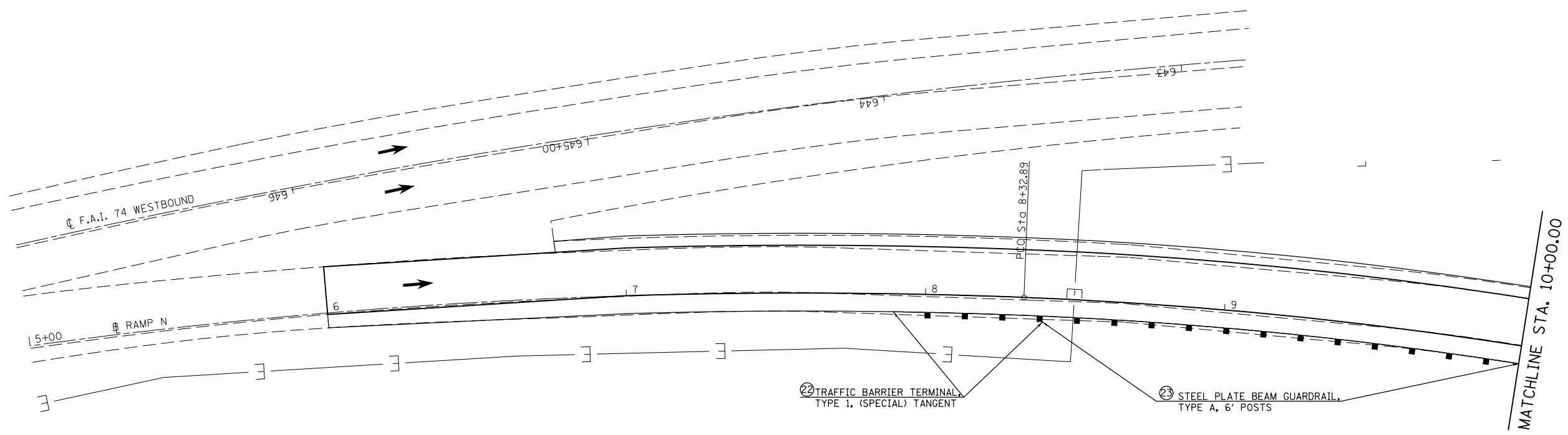
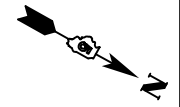
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PLOT DATE = 8/13/2013		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GUARDRAIL PLAN SHEET
RAMP J**

SCALE: SHEET 1 OF 1 SHEETS STA. 1006+00.00 TO STA. 1013+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	129
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

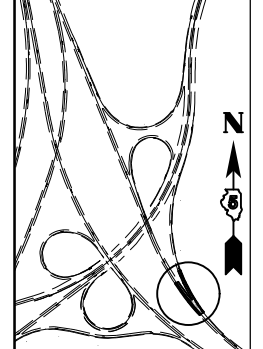


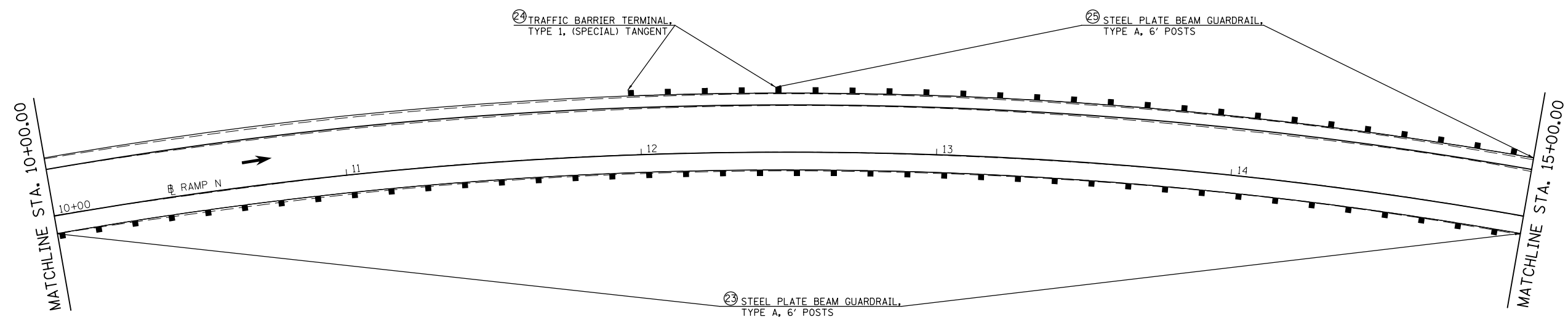
STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
7+89.27	6.00'	*	8+39.44	6.00'	RAMP N	DS	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
8+39.44	6.00'	*	26+87.12	3.10'	RAMP N	DS	1,837.5	0.0	0.0	0.0	0.0	0.0	593.4	18.0	0.0

*GUARDRAIL TO BE PLACED AT THE EDGE OF THE SHOULDER

CONTINUED ON SHEET #131 AS 23

PLAN SHEET LOCATION





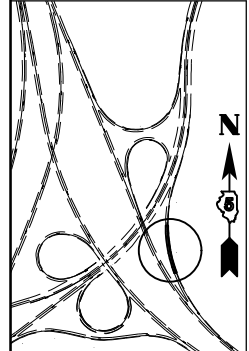
STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
23 8+39.44	6.00'	*	26+87.12	3.10'	RAMP N	DS	1,837.5	0.0	0.0	0.0	0.0	0.0	593.4	18.0	0.0
24 11+96.29	-20.00'	*	12+45.6	-20.00'	RAMP N	PS	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0
25 12+45.6	-20.00'	*	18+00.4	-20.00'	RAMP N	PS	562.5	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0

CONTINUED ON SHEET #132 AS 23

CONTINUED ON SHEET #132 AS 25

*GUARDRAIL TO BE PLACED AT THE EDGE OF THE SHOULDER

PLAN SHEET LOCATION



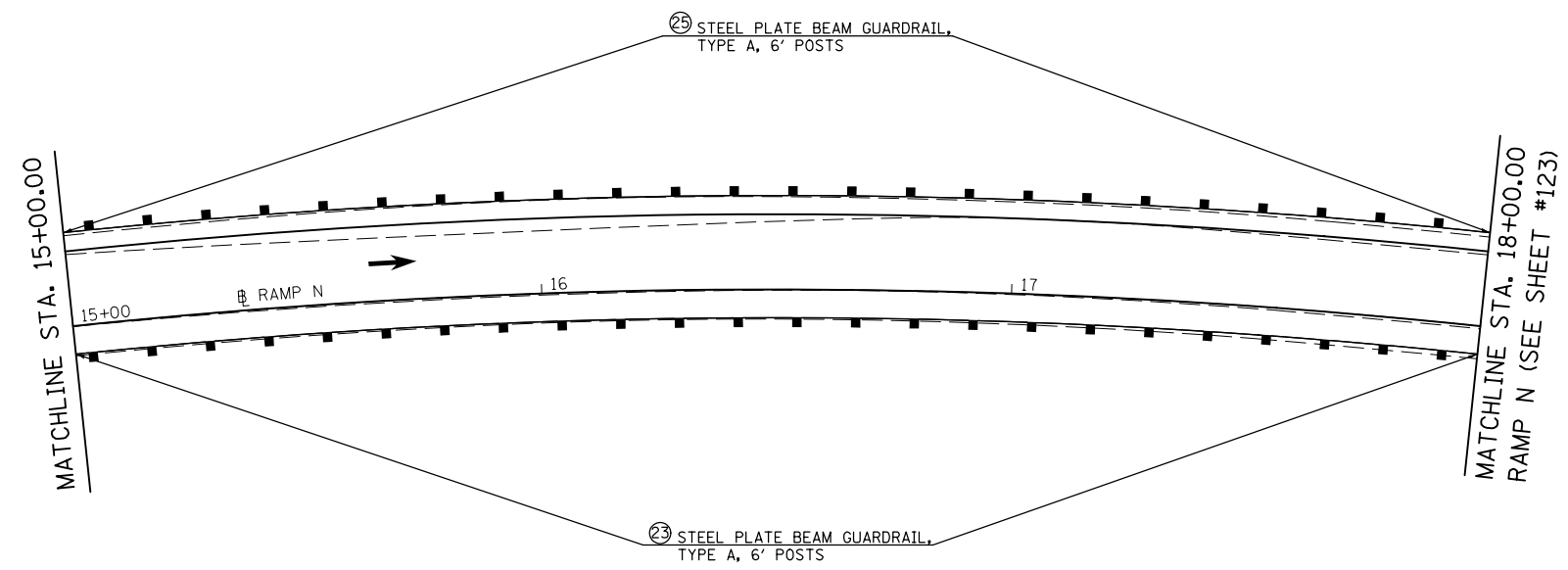
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PLOT DATE = 8/13/2013		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL PLAN SHEET
RAMP N

SCALE: SHEET 2 OF 3 SHEETS STA. 10+00.00 TO STA. 15+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	131
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

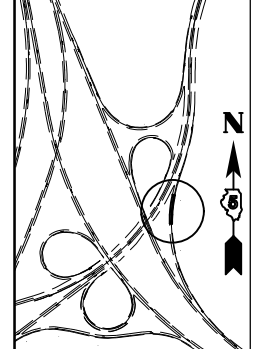


STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
8+39.44	6.00'	*	26+87.12	3.10'	RAMP N	DS	1,837.5	0.0	0.0	0.0	0.0	0.0	593.4	18.0	0.0
12+45.6	-20.00'	*	18+00.4	-20.00'	RAMP N	PS	562.5	0.0	0.0	0.0	0.0	0.0	0.0	6.0	0.0

*GUARDRAIL TO BE PLACED AT THE EDGE OF THE SHOULDER

CONTINUED ON SHEET #123 AS 23

PLAN SHEET LOCATION



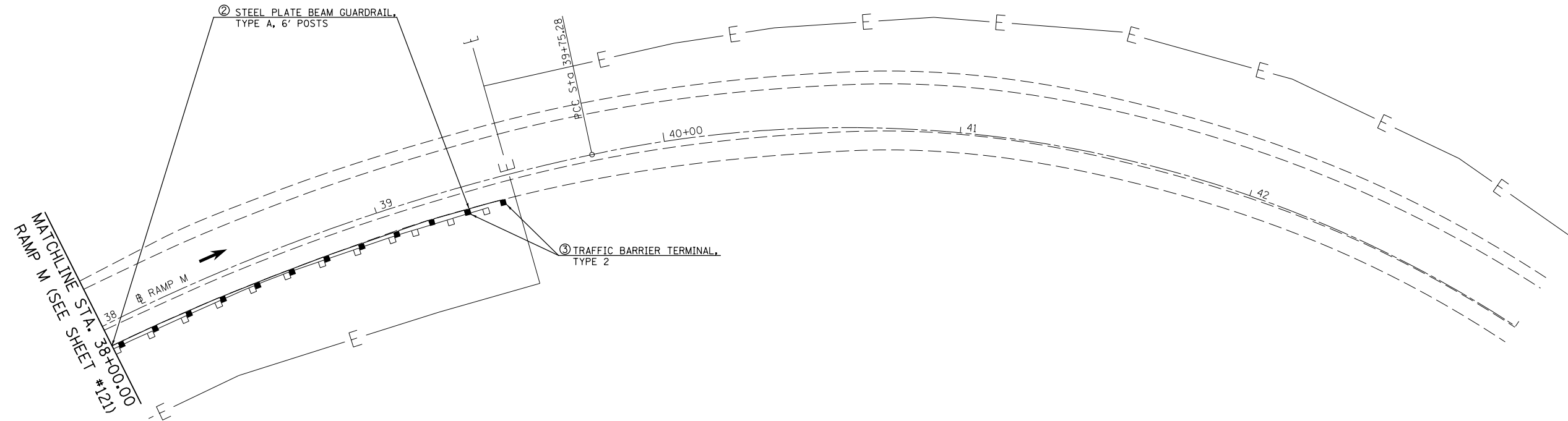
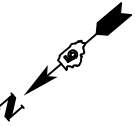
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PLOT DATE = 8/13/2013		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

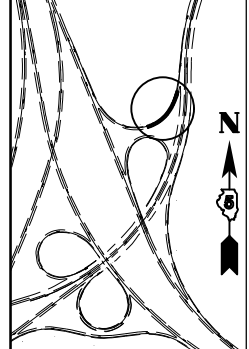
GUARDRAIL PLAN SHEET
RAMP N

SCALE: SHEET 3 OF 3 SHEETS STA. 15+00.00 TO STA. 18+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	132
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				



PLAN SHEET LOCATION



	STATION	OFFSET	TO	STATION	OFFSET	ROUTE	LANE	STEEL PLATE BEAM GUARDRAIL 63000001 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT 63100167 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 2 63100045 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 5 63100070 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 6B 63100089 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	GUARDRAIL MARKERS, TYPE A 78200410 (EACH)	TERMINAL MARKERS - DIRECT APPLIED 78201000 (EACH)
②	30+00.	8.14'	*	39+30.6	7.77'	RAMP M	DS	929.0	0.0	0.0	0.0	0.0	0.0	952.0	11.0	0.0
③	39+30.6	7.77'	*	39+43.24	7.79'	RAMP M	DS	0.0	0.0	1.0	0.0	0.0	0.0	0.0	0.0	0.0

*GUARDRAIL TO BE PLACED AT THE EDGE OF THE SHOULDER

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PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -
PLOT DATE = 8/13/2013		DATE -	REVISED -


**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GUARDRAIL PLAN SHEET
RAMP M**

SCALE: SHEET 1 OF 1 SHEETS STA. 38+00.00 TO STA. 43+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	133
ILLINOIS FED. AID PROJECT			CONTRACT NO. 70570	

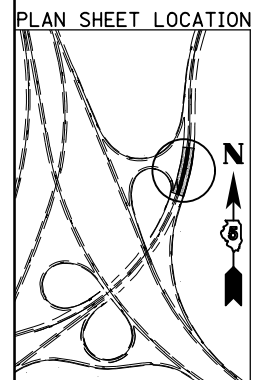
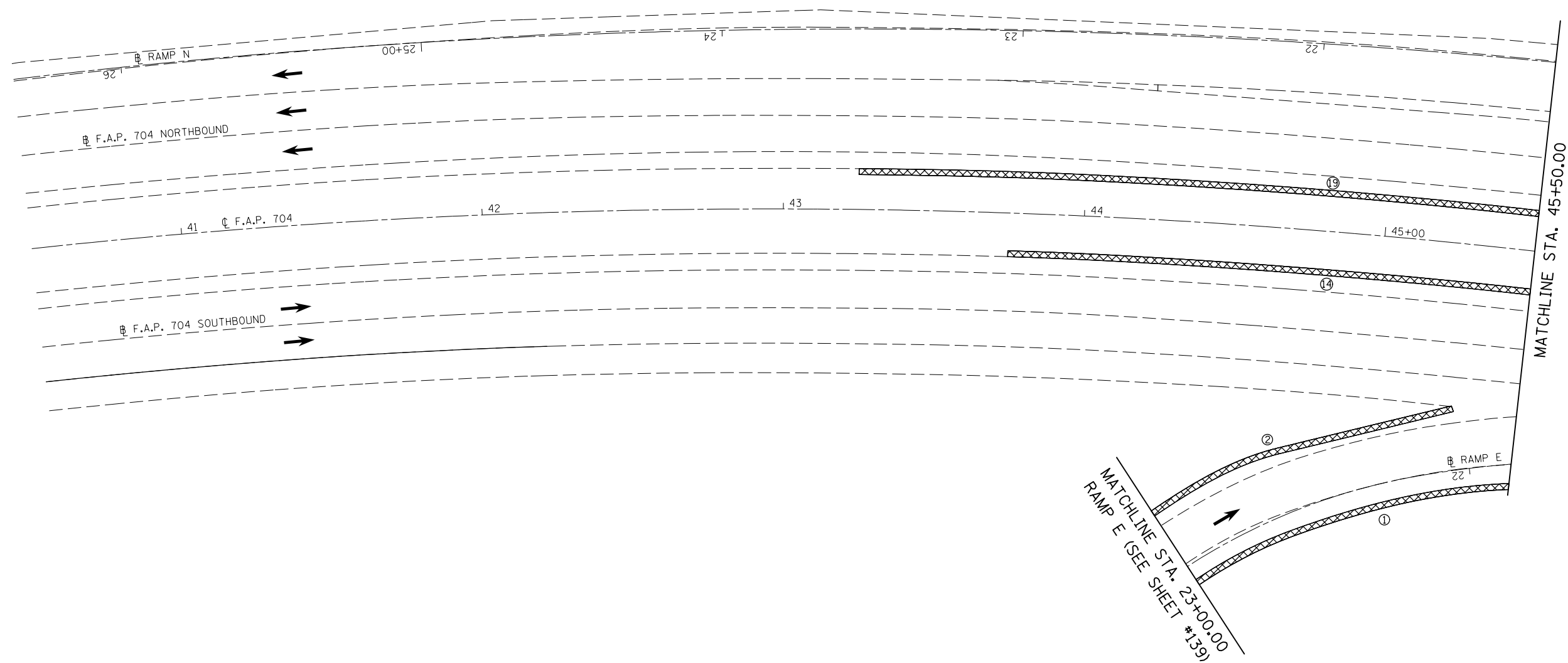


 BASE COURSE (OPTION)

NOTE: THIS WORK SHALL BE PLACED ON THE OUTSIDE OF THE EXISTING SHOULDERS BEFORE HMA PAVING OPERATIONS. SLOPES ARE SHOWN IN THE X-SECTIONS.

	STATION	TO	STATION	ROUTE	LANE	LENGTH MEAS. FROM CADD (FT)	FROM EOS OUT WIDTH (FT)	BASE COURSE (OPTION) Z0002900 (SQ YD)
①	25+50.		16+91.	RAMP E	DS	844.6	2.0	187.7
②	25+00.		22+03.	RAMP E	PS	327.0	2.0	72.7
⑭	43+75.		50+90.5	I-55B	SBPS	711.4	2.0	158.1
⑲	51+08.6		43+25.	I-55B	NBPS	788.1	2.0	175.1

CONTINUED ON SHEET #135 AS ① AND SHEET #139 AS ①
 CONTINUED ON SHEET #139 AS ②
 CONTINUED ON SHEET #135 AS ⑭
 CONTINUED ON SHEET #135 AS ⑲



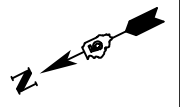
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PLOT DATE = 8/13/2013		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BASE COURSE (OPTION) PLAN SHEET
F.A.P. 704 (VETERAN'S PARKWAY)**

SCALE: SHEET 1 OF 5 SHEETS STA. 40+50.00 TO STA. 45+50.00

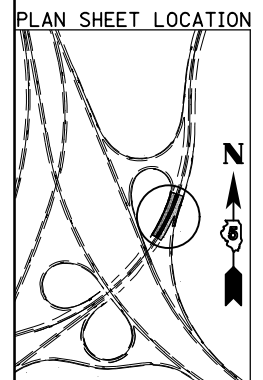
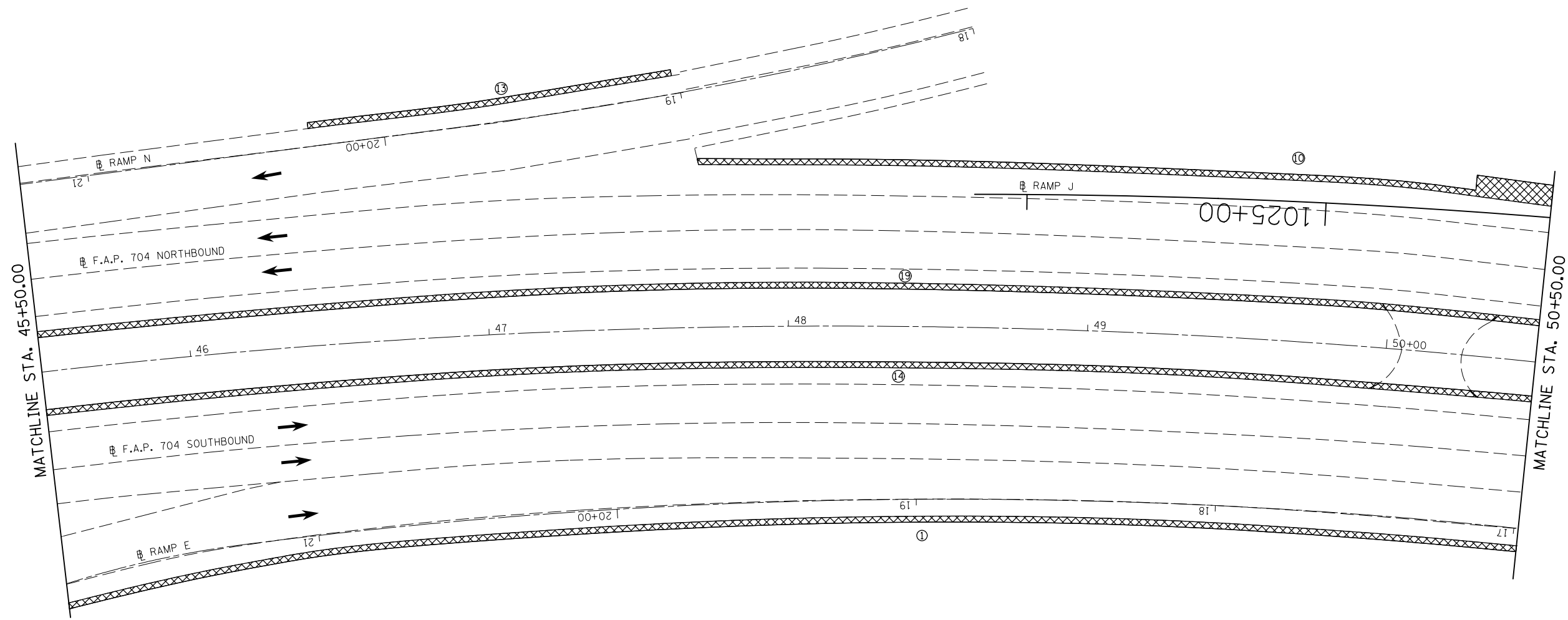
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	134
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				



BASE COURSE (OPTION)

NOTE: THIS WORK SHALL BE PLACED ON THE OUTSIDE OF THE EXISTING SHOULDERS BEFORE HMA PAVING OPERATIONS. SLOPES ARE SHOWN IN THE X-SECTIONS.

	STATION	TO	STATION	ROUTE	LANE	LENGTH MEAS. FROM CADD (FT)	FROM EOS OUT WIDTH (FT)	BASE COURSE (OPTION) Z0002900 (SQ YD)	
①	25+50.		16+91.	RAMP E	DS	844.6	2.0	187.7	CONTINUED ON SHEET #136 AS ①
⑩	51+35.4		50+25.	I-55B	NBDS	113.1	7.0	88.0	CONTINUED ON SHEET #136 AS ⑩
⑩	50+25.		47+71.	I-55B	NBDS	260.3	2.0	57.8	
⑬	19+02.		20+25.	RAMP N	DS	122.7	2.0	27.3	
⑭	43+75.		50+90.5	I-55B	SBPS	711.4	2.0	158.1	CONTINUED ON SHEET #136 AS ⑭
⑰	51+08.6		43+25.	I-55B	NBPS	788.1	2.0	175.1	CONTINUED ON SHEET #136 AS ⑰



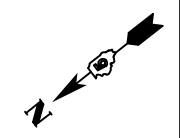
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PLOT DATE = 8/13/2013		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BASE COURSE (OPTION) PLAN SHEET
F.A.P. 704 (VETERAN'S PARKWAY)**

SCALE: SHEET 2 OF 5 SHEETS STA. 45+50.00 TO STA. 50+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	135
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

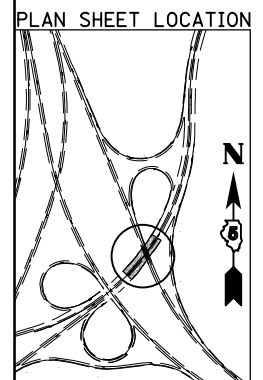
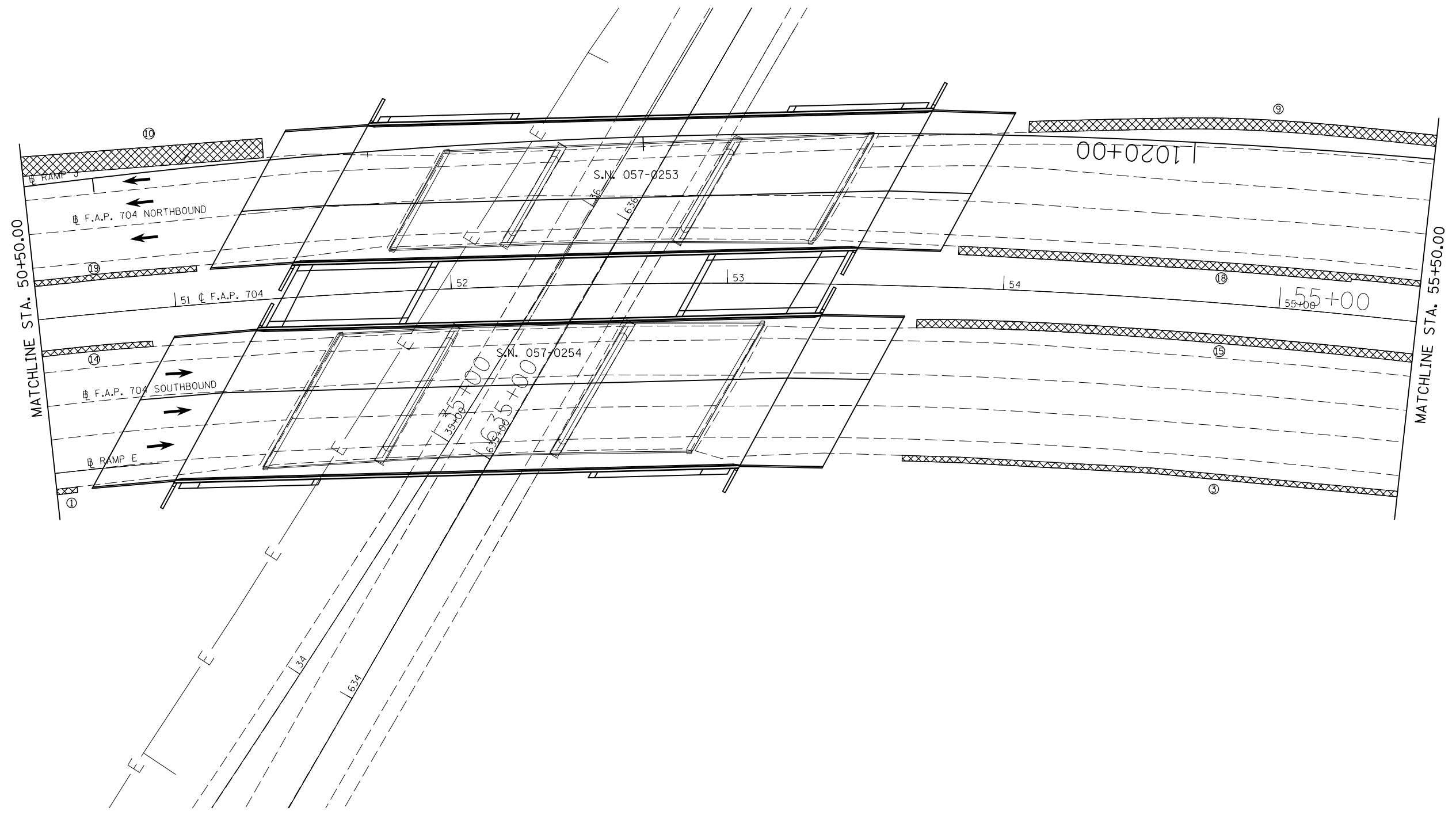


 BASE COURSE (OPTION)

NOTE: THIS WORK SHALL BE PLACED ON THE OUTSIDE OF THE EXISTING SHOULDERS BEFORE HMA PAVING OPERATIONS. SLOPES ARE SHOWN IN THE X-SECTIONS.

	STATION	TO	STATION	ROUTE	LANE	LENGTH MEAS. FROM CADD (FT)	FROM EOS OUT WIDTH (FT)	BASE COURSE (OPTION) Z0002900 (SQ YD)
①	25+50.		16+91.	RAMP E	DS	844.6	2.0	187.7
③	53+65		56+72.	I-55B	SBDS	299.0	2.0	66.4
⑨	56+25.		54+06.5	I-55B	NBDS	224.9	4.0	100.0
⑩	51+35.4		50+25.	I-55B	NBDS	113.1	7.0	88.0
⑭	43+75.		50+90.5	I-55B	SBPS	711.4	2.0	158.1
⑮	53+69.		56+78.	I-55B	SBPS	307.3	3.0	102.4
⑱	56+81.3		55+25.	I-55B	NBPS	157.3	2.0	35.0
⑲	55+25.		53+83.3	I-55B	NBPS	142.5	3.0	47.5
⑲	51+08.6		43+25.	I-55B	NBPS	788.1	2.0	175.1

CONTINUED ON SHEET #137 AS ③
 CONTINUED ON SHEET #137 AS ⑨
 CONTINUED ON SHEET #137 AS ⑮
 CONTINUED ON SHEET #137 AS ⑱



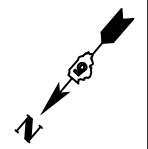
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PLOT DATE = 8/13/2013		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BASE COURSE (OPTION) PLAN SHEET
F.A.P. 704 (VETERAN'S PARKWAY)**

SCALE: SHEET 3 OF 5 SHEETS STA. 50+50.00 TO STA. 55+50.00

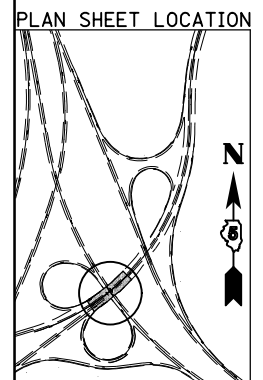
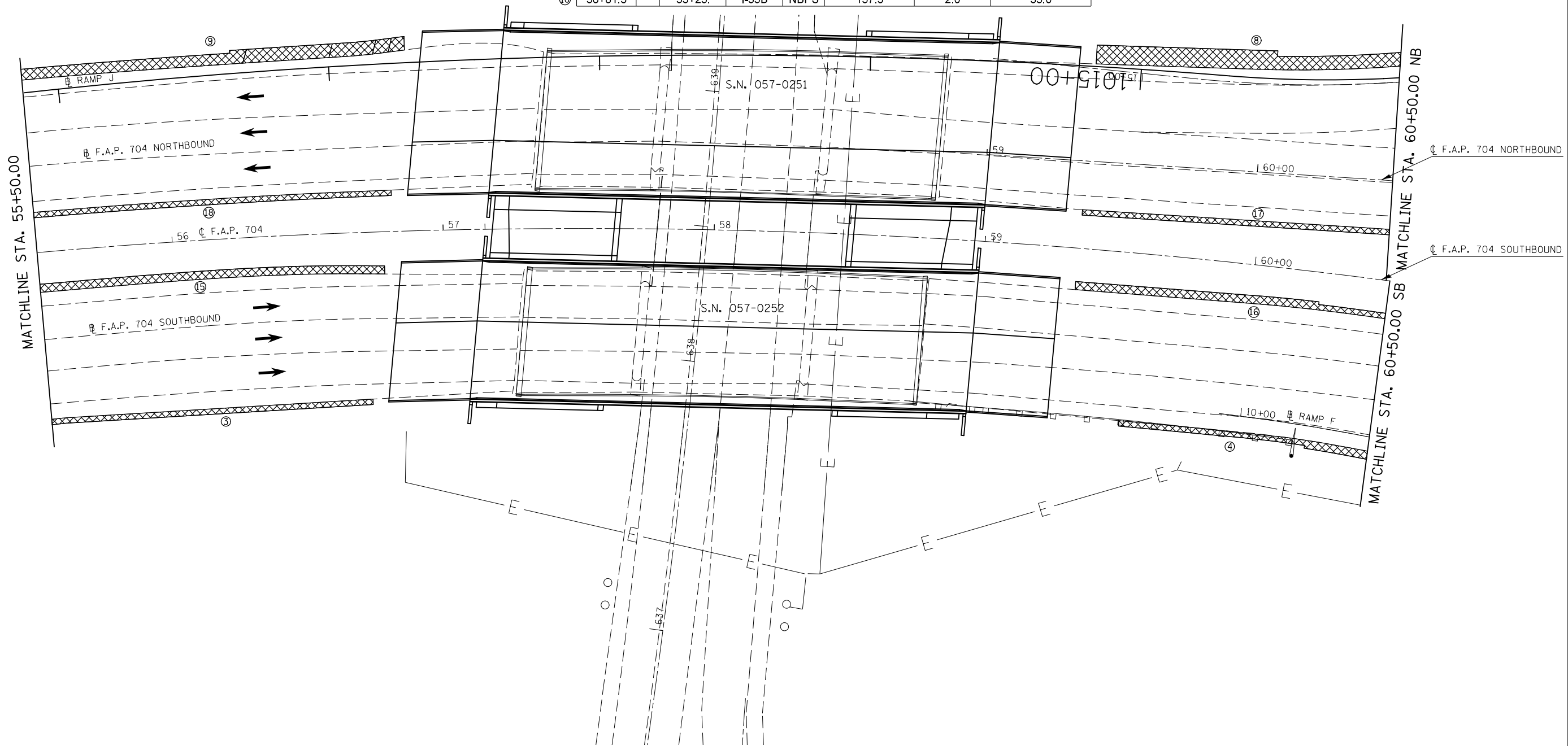
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	136
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				



 BASE COURSE (OPTION)

NOTE: THIS WORK SHALL BE PLACED ON THE OUTSIDE OF THE EXISTING SHOULDERS BEFORE HMA PAVING OPERATIONS. SLOPES ARE SHOWN IN THE X-SECTIONS.

	STATION	TO	STATION	ROUTE	LANE	LENGTH MEAS. FROM CADD (FT)	FROM EOS OUT WIDTH (FT)	BASE COURSE (OPTION) Z0002900 (SQ YD)	
③	53+65		56+72.	I-55B	SBDS	299.0	2.0	66.4	
④	59+55.		59+92.	I-55B	SBDS	36.4	2.0	8.1	
④	9+92.		10+25.	RAMP F	DS	32.7	2.0	7.3	
④	10+25.		14+25.	RAMP F	DS	392.4	3.0	130.8	CONTINUED ON SHEET #138 AS ④
⑧	1013+50.		1014+50.	RAMP J	DS	98.5	5.0	54.7	CONTINUED ON SHEET #138 AS ⑧
⑧	1014+50.		1015+16.8	RAMP J	DS	66.7	7.0	51.9	
⑨	56+87.6		56+25.	I-55B	NBDS	64.5	5.0	35.8	
⑨	56+25.		54+06.5	I-55B	NBDS	224.9	4.0	100.0	
⑮	53+69.		56+78.	I-55B	SBPS	307.3	3.0	102.4	
⑮	59+34.5		60+25.	I-55B	SBPS	90.0	3.0	30.0	
⑮	60+25.		64+25.	I-55B	SBPS	397.7	2.0	88.4	CONTINUED ON SHEET #138 AS ⑮
⑰	64+75.		59+36.5	I-55B	NBPS	538.5	2.0	119.7	CONTINUED ON SHEET #138 AS ⑰
⑰	56+81.3		55+25.	I-55B	NBPS	157.3	2.0	35.0	



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BASE COURSE (OPTION) PLAN SHEET
F.A.P. 704 (VETERAN'S PARKWAY)**

SCALE: SHEET 4 OF 5 SHEETS STA. 55+50.00 TO STA. 60+50.00

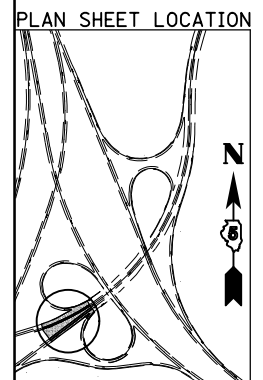
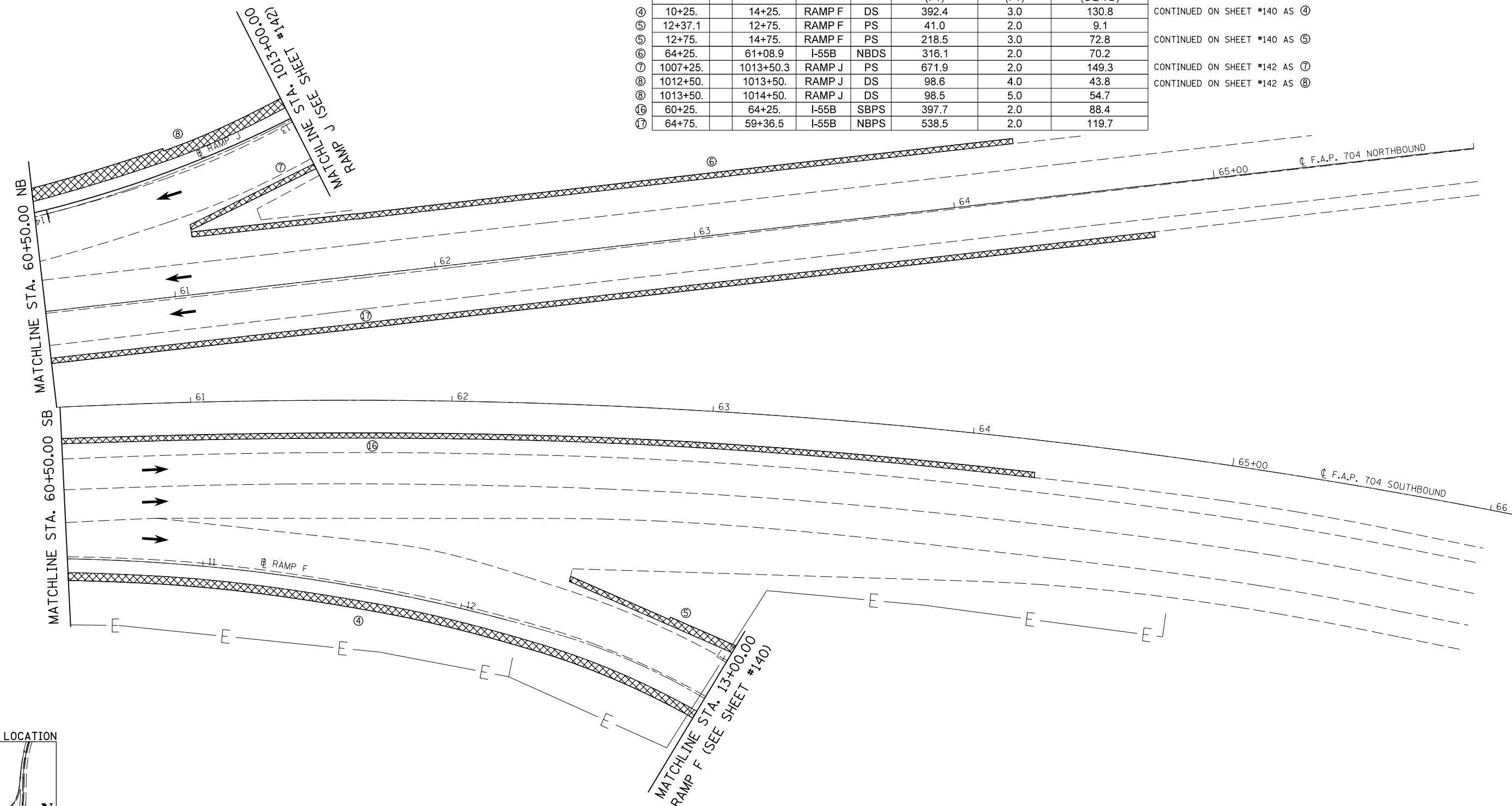
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	137
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				



BASE COURSE (OPTION)

NOTE: THIS WORK SHALL BE PLACED ON THE OUTSIDE OF THE EXISTING SHOULDERS BEFORE HMA PAVING OPERATIONS. SLOPES ARE SHOWN IN THE X-SECTIONS.

	STATION	TO	STATION	ROUTE	LANE	LENGTH MEAS. FROM CADD (FT)	FROM EOS OUT WIDTH (FT)	BASE COURSE (OPTION) Z0002900 (SQ YD)	
④	10+25.		14+25.	RAMP F	DS	392.4	3.0	130.8	CONTINUED ON SHEET #140 AS ④
⑤	12+37.1		12+75.	RAMP F	PS	41.0	2.0	9.1	CONTINUED ON SHEET #140 AS ⑤
⑥	12+75.		14+75.	RAMP F	PS	218.5	3.0	72.8	CONTINUED ON SHEET #140 AS ⑥
⑦	64+25.		61+08.9	I-55B	NBDS	316.1	2.0	70.2	
⑧	1007+25.		1013+50.3	RAMP J	PS	671.9	2.0	149.3	CONTINUED ON SHEET #142 AS ⑧
⑨	1012+50.		1013+50.	RAMP J	DS	98.6	4.0	43.8	CONTINUED ON SHEET #142 AS ⑨
⑩	1013+50.		1014+50.	RAMP J	DS	98.5	5.0	54.7	
⑪	60+25.		64+25.	I-55B	SBPS	397.7	2.0	88.4	
⑫	64+75.		59+36.5	I-55B	NBPS	538.5	2.0	119.7	



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BASE COURSE (OPTION) PLAN SHEET
F.A.P. 704 (VETERAN'S PARKWAY)**

SCALE: SHEET 5 OF 5 SHEETS STA. 60+50.00 TO STA. 66+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	138
			CONTRACT NO. 70570	
ILLINOIS FED. AID PROJECT				

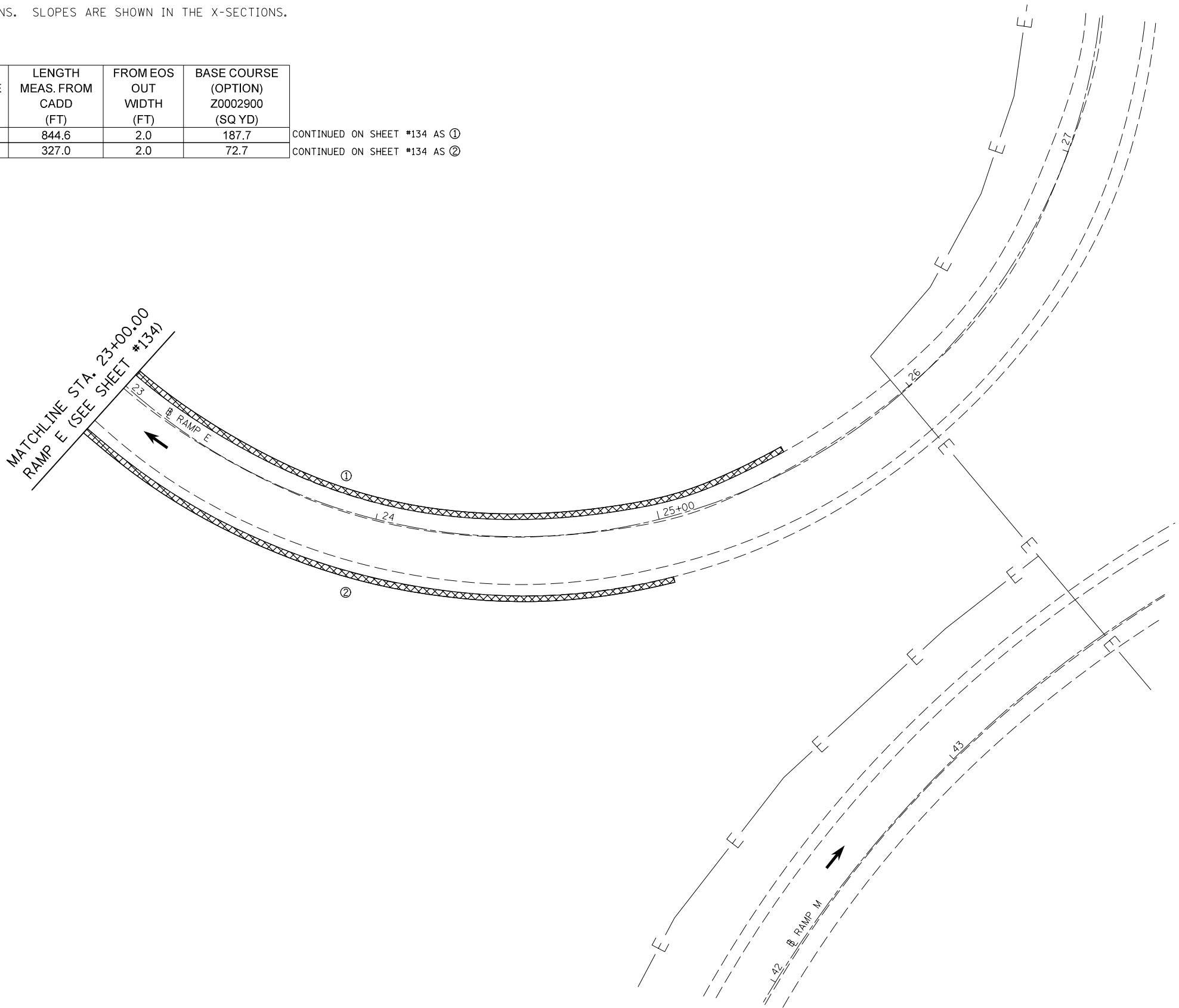


 BASE COURSE (OPTION)

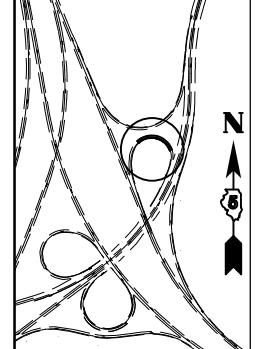
NOTE: THIS WORK SHALL BE PLACED ON THE OUTSIDE OF THE EXISTING SHOULDERS BEFORE HMA PAVING OPERATIONS. SLOPES ARE SHOWN IN THE X-SECTIONS.

	STATION	TO	STATION	ROUTE	LANE	LENGTH MEAS. FROM CADD (FT)	FROM EOS OUT WIDTH (FT)	BASE COURSE (OPTION) Z0002900 (SQ YD)	
①	25+50.		16+91.	RAMP E	DS	844.6	2.0	187.7	CONTINUED ON SHEET #134 AS ①
②	25+00.		22+03.	RAMP E	PS	327.0	2.0	72.7	CONTINUED ON SHEET #134 AS ②

MATCHLINE STA. 23+00.00
RAMP E (SEE SHEET #134)



PLAN SHEET LOCATION



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BASE COURSE (OPTION) PLAN SHEET
RAMP E**

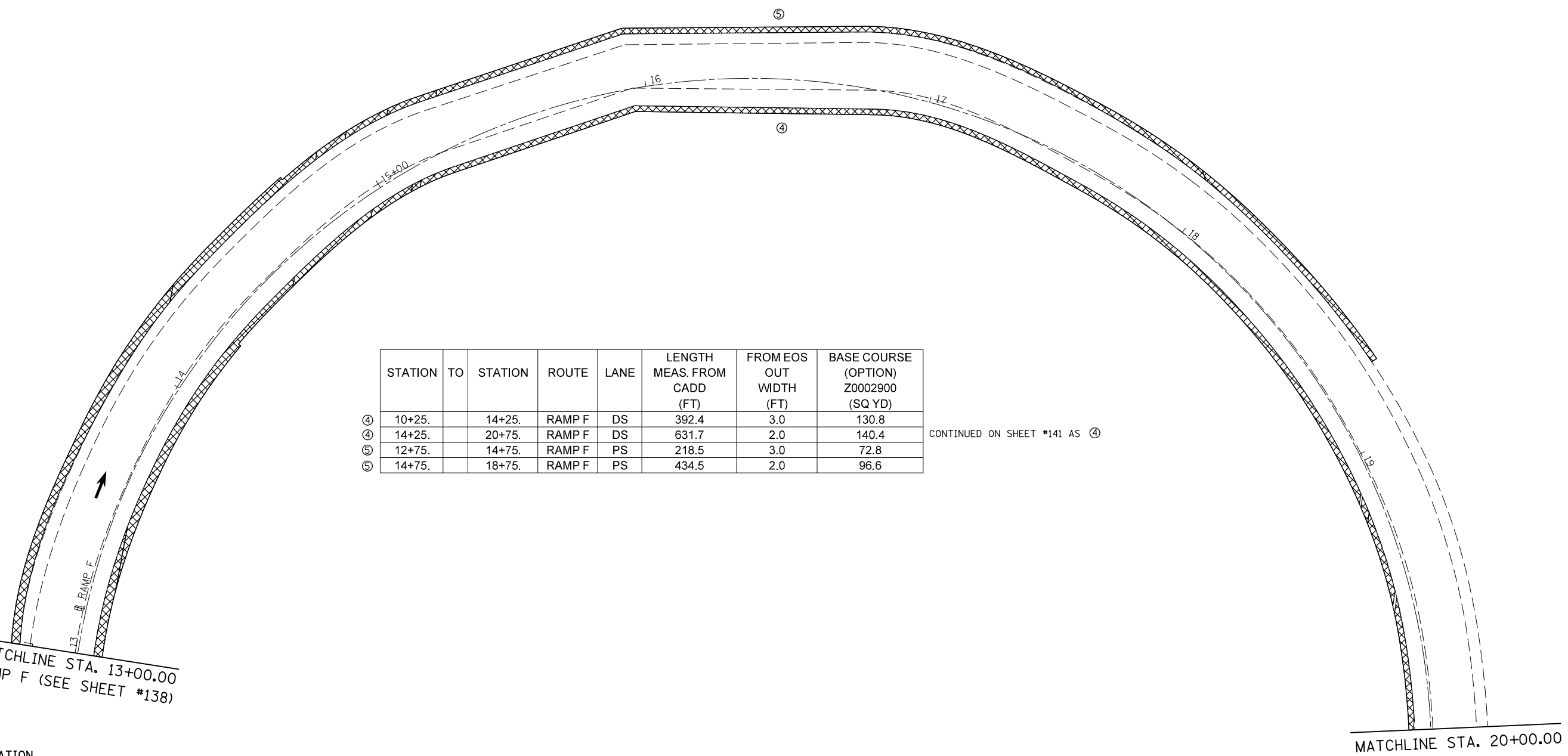
SCALE: SHEET 1 OF 1 SHEETS STA. 23+00.00 TO STA. 27+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	139
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				



 BASE COURSE (OPTION)

NOTE: THIS WORK SHALL BE PLACED ON THE OUTSIDE OF THE EXISTING SHOULDERS BEFORE HMA PAVING OPERATIONS. SLOPES ARE SHOWN IN THE X-SECTIONS.



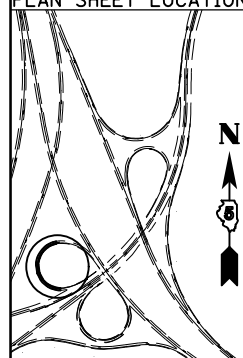
	STATION	TO	STATION	ROUTE	LANE	LENGTH MEAS. FROM CADD (FT)	FROM EOS OUT WIDTH (FT)	BASE COURSE (OPTION) Z0002900 (SQ YD)
④	10+25.		14+25.	RAMP F	DS	392.4	3.0	130.8
④	14+25.		20+75.	RAMP F	DS	631.7	2.0	140.4
⑤	12+75.		14+75.	RAMP F	PS	218.5	3.0	72.8
⑤	14+75.		18+75.	RAMP F	PS	434.5	2.0	96.6

CONTINUED ON SHEET #141 AS ④

MATCHLINE STA. 13+00.00
RAMP F (SEE SHEET #138)

MATCHLINE STA. 20+00.00

PLAN SHEET LOCATION



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BASE COURSE (OPTION) PLAN SHEET
RAMP F

SCALE: SHEET 1 OF 2 SHEETS STA. 13+00.00 TO STA. 20+00.00

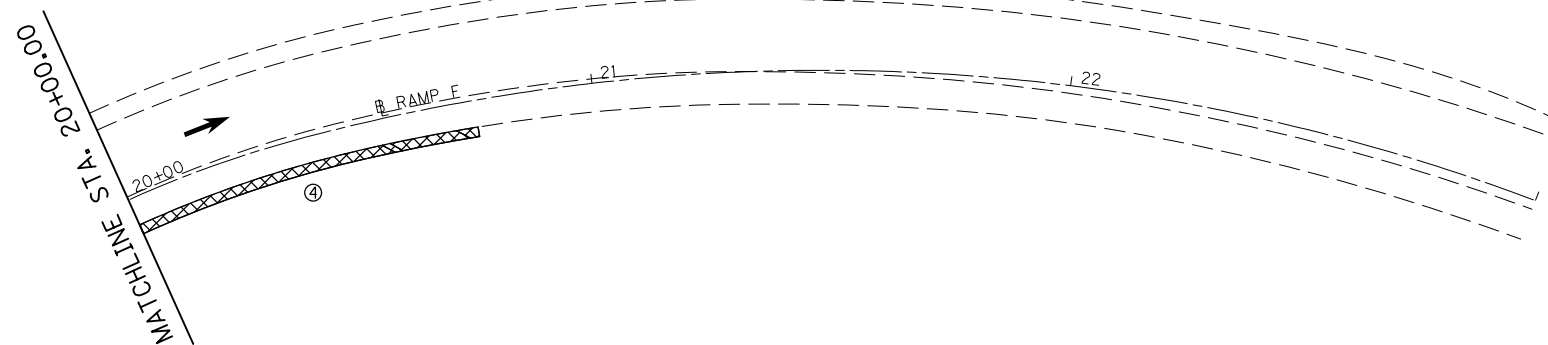
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704	57-20(HB,HB-1)BR-1	MCLEAN	440	140
CONTRACT NO. 70570			ILLINOIS FED. AID PROJECT	



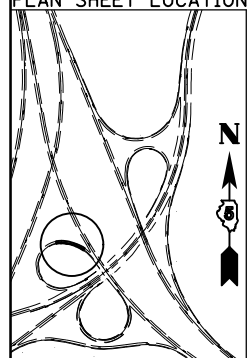
 BASE COURSE (OPTION)

NOTE: THIS WORK SHALL BE PLACED ON THE OUTSIDE OF THE EXISTING SHOULDERS BEFORE HMA PAVING OPERATIONS. SLOPES ARE SHOWN IN THE X-SECTIONS.

STATION	TO	STATION	ROUTE	LANE	LENGTH MEAS. FROM CADD (FT)	FROM EOS OUT WIDTH (FT)	BASE COURSE (OPTION) Z0002900 (SQ YD)
④ 14+25.		20+75.	RAMP F	DS	631.7	2.0	140.4



PLAN SHEET LOCATION



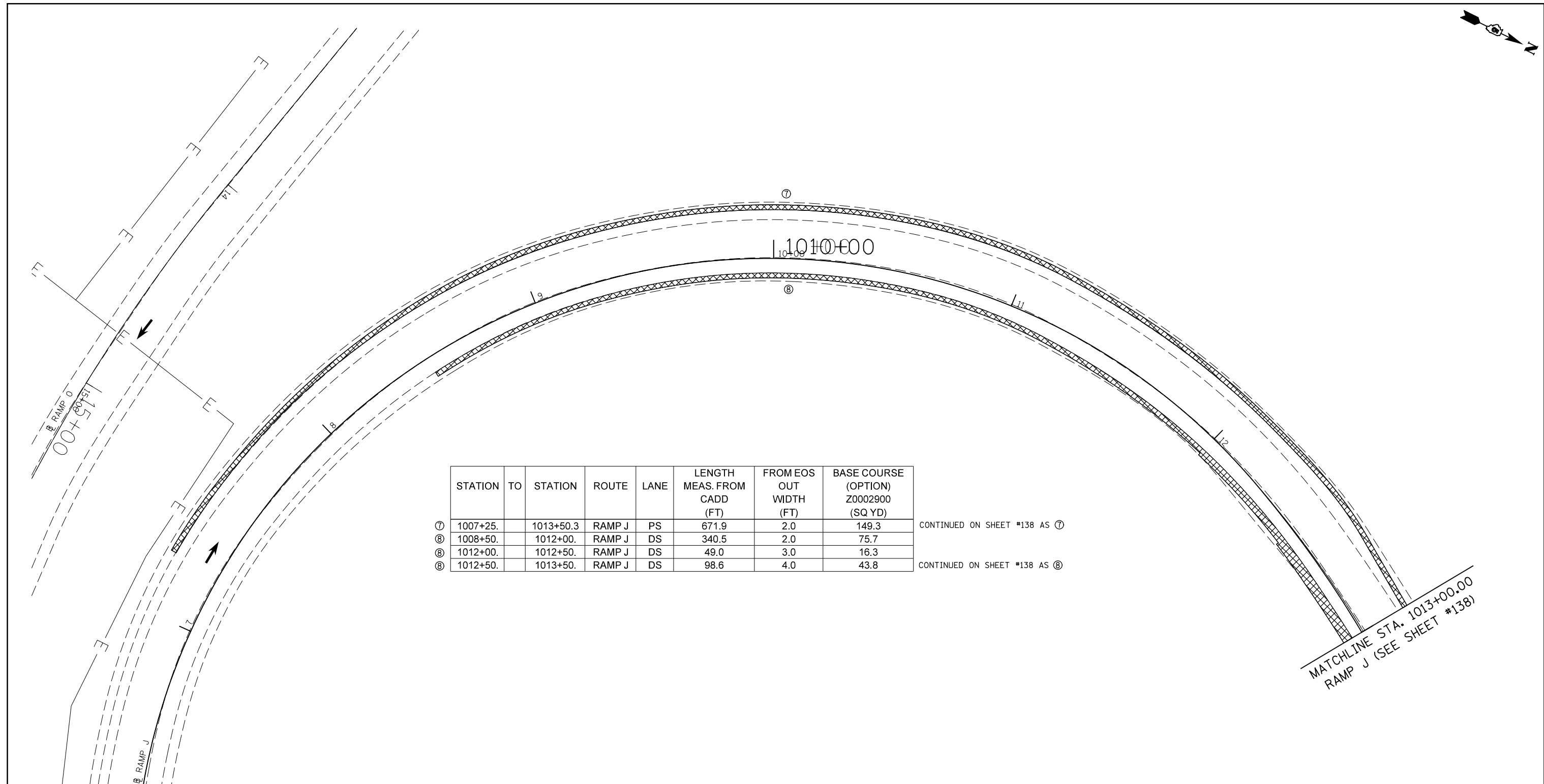
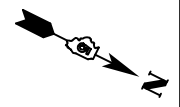
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PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -
PLOT DATE = 8/13/2013		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BASE COURSE (OPTION) PLAN SHEET
RAMP F**

SCALE: SHEET 2 OF 2 SHEETS STA. 20+00.00 TO STA. 23+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	141
CONTRACT NO. 70570			ILLINOIS FED. AID PROJECT	



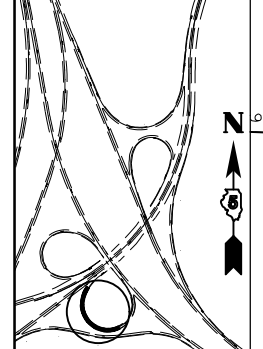
STATION	TO	STATION	ROUTE	LANE	LENGTH MEAS. FROM CADD (FT)	FROM EOS OUT WIDTH (FT)	BASE COURSE (OPTION) Z0002900 (SQ YD)
①	1007+25.	1013+50.3	RAMP J	PS	671.9	2.0	149.3
②	1008+50.	1012+00.	RAMP J	DS	340.5	2.0	75.7
③	1012+00.	1012+50.	RAMP J	DS	49.0	3.0	16.3
④	1012+50.	1013+50.	RAMP J	DS	98.6	4.0	43.8

CONTINUED ON SHEET #138 AS ①

CONTINUED ON SHEET #138 AS ④

MATCHLINE STA. 1013+00.00
RAMP J (SEE SHEET #138)

PLAN SHEET LOCATION



BASE COURSE (OPTION)


NOTE: THIS WORK SHALL BE PLACED ON THE OUTSIDE OF THE EXISTING SHOULDERS BEFORE HMA PAVING OPERATIONS. SLOPES ARE SHOWN IN THE X-SECTIONS.

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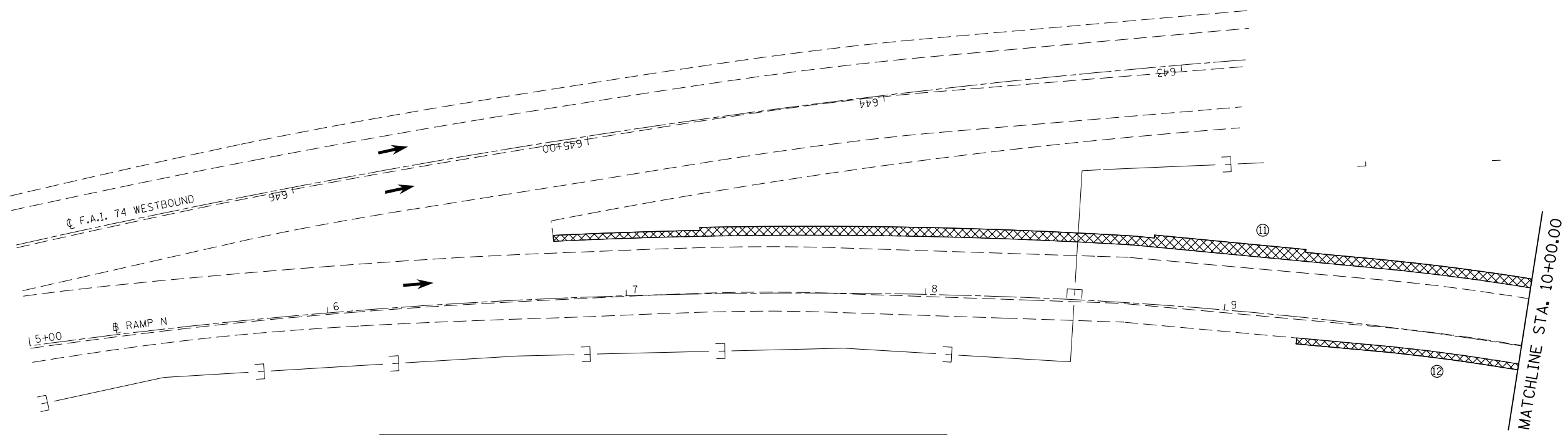
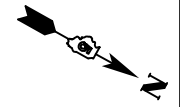
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BASE COURSE (OPTION) PLAN SHEET			
RAMP J			
SCALE:	SHEET 1	OF 1	SHEETS
	STA. 1006+00.00 TO STA. 1013+00.00		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	142
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

 BASE COURSE (OPTION)

NOTE: THIS WORK SHALL BE PLACED ON THE OUTSIDE OF THE EXISTING SHOULDERS BEFORE HMA PAVING OPERATIONS. SLOPES ARE SHOWN IN THE X-SECTIONS.

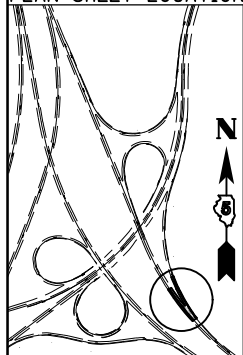


	STATION	TO	STATION	ROUTE	LANE	LENGTH MEAS. FROM CADD (FT)	FROM EOS OUT WIDTH (FT)	BASE COURSE (OPTION) Z0002900 (SQ YD)
⑪	6+76.6		7+25.	RAMP N	PS	49.0	2.0	10.9
⑪	7+25.		8+75.	RAMP N	PS	151.8	3.0	50.6
⑪	8+75.		9+25.	RAMP N	PS	50.7	4.0	22.5
⑪	9+25.		10+73.	RAMP N	PS	150.2	3.0	50.1
⑫	9+25.		10+73.	RAMP N	DS	147.3	2.0	32.7

CONTINUED ON SHEET #144 AS ⑪

CONTINUED ON SHEET #144 AS ⑫

PLAN SHEET LOCATION



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BASE COURSE (OPTION) PLAN SHEET
RAMP N

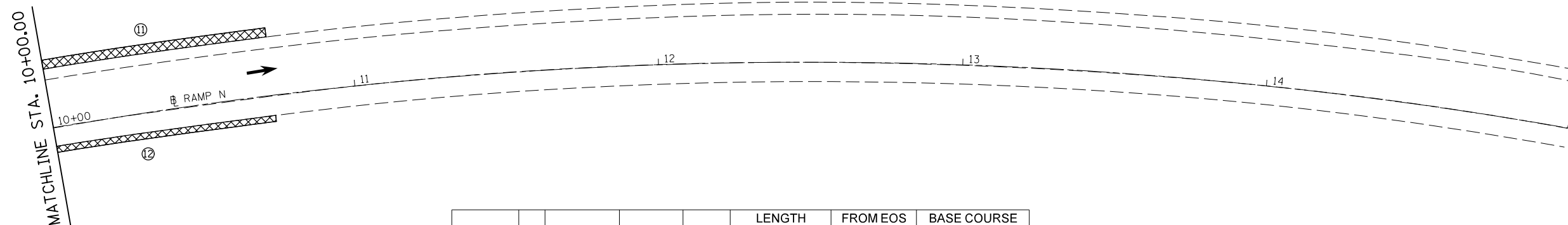
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	143
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				



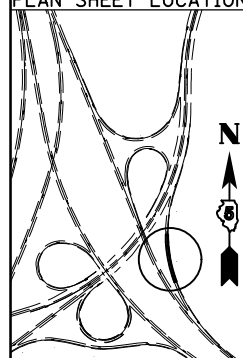
 BASE COURSE (OPTION)

NOTE: THIS WORK SHALL BE PLACED ON THE OUTSIDE OF THE EXISTING SHOULDERS BEFORE HMA PAVING OPERATIONS. SLOPES ARE SHOWN IN THE X-SECTIONS.



	STATION	TO	STATION	ROUTE	LANE	LENGTH MEAS. FROM CADD (FT)	FROM EOS OUT WIDTH (FT)	BASE COURSE (OPTION) Z0002900 (SQ YD)
①	9+25.		10+73.	RAMP N	PS	150.2	3.0	50.1
②	9+25.		10+73.	RAMP N	DS	147.3	2.0	32.7

PLAN SHEET LOCATION



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	PLOT DATE = 8/13/2013	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BASE COURSE (OPTION) PLAN SHEET
RAMP N**

SCALE: SHEET 2 OF 2 SHEETS STA. 10+00.00 TO STA. 15+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	144
CONTRACT NO. 70570			ILLINOIS FED. AID PROJECT	

GENERAL NOTES:

1. ALL PROPOSED LIGHTING UNITS SHALL BE LABELED ACCORDING TO THE STANDARD SPECIFICATIONS, WITH POLE NUMBERS ATTACHED WITH STAINLESS STEEL BANDING. LIGHTING UNIT NUMBERING SHALL BE AS DIRECTED BY THE ENGINEER.
2. EXISTING LIGHT POLES AND FOUNDATIONS TO BE REMOVED, AND ALL ASSOCIATED HARDWARE AND APPURTENANCES, SHALL NOT BE SALVAGED BUT SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND SHALL BE DISPOSED OF OFF SITE AT THE CONTRACTOR'S EXPENSE.
3. CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ELECTRICAL WORK WITH OTHER TRADES.
4. CONTRACTOR SHALL INSTALL LIGHT POLES AT THE LOCATIONS INDICATED ON THE PLANS, MAINTAINING ADEQUATE CLEARANCE FROM OVERHEAD UTILITY LINES. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY CLEARANCES PER THE NATIONAL ELECTRICAL SAFETY CODE AND/OR THE REQUIREMENTS OF THE UTILITY COMPANIES. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ALL CONFLICTS BETWEEN PROPOSED LIGHT POLE LOCATIONS AND UTILITY LINES. THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE AND ARE SHOWN FOR INFORMATION ONLY. REROUTING, DISCONNECTION, RELOCATION, PROTECTION ETC., OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
5. THE CONTRACTOR IS RESPONSIBLE FOR UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THE COST OF THIS WORK IS TO BE INCLUDED WITH THE APPLICABLE UNDERGROUND CONDUIT OR UNIT DUCT PAY ITEM.
6. PROPOSED LIGHT POLES ARE TO BE INSTALLED AT A 15 FEET SETBACK FROM THE EDGE OF TRAVELED PAVEMENT OR 5 FEET BEHIND THE GUARDRAIL UNLESS NOTED OTHERWISE ON THE PLANS. NO POLES TO BE INSTALLED IN THE FLOWLINE OF DITCH. POLE SETBACK TO BE INCREASED IF NECESSARY AS DIRECTED BY THE ENGINEER.
7. NO LIGHTING CIRCUIT OR PORTION THEREOF SHALL BE REMOVED FROM NIGHTTIME OPERATION WITHOUT APPROVAL OF THE ENGINEER.
8. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE LIGHTING SYSTEM UNTIL IDOT HAS TAKEN ACCEPTANCE OF THE SYSTEM. ALL EXISTING CIRCUITS AND CABLES TO THE LIGHT POLES SHALL BE MAINTAINED AS NEEDED AND THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.
9. BREAKAWAY DEVICES SHALL NOT BE INSTALLED FOR POLES LOCATED BEHIND THE GUARDRAIL OR MOUNTED ON BRIDGE PARAPET WALLS.
10. UNDERGROUND COILABLE NON-METALLIC CONDUIT SHALL BE SCHEDULE 80.
11. LIGHT POLE FOUNDATIONS SHALL BE INSTALLED PLUMB AND FLUSH WITH THE PROPOSED GRADE AND SHALL MEET THE HEIGHT REQUIREMENTS OF ARTICLE 836.03 OF THE STANDARD SPECIFICATIONS. AFTER UNIT DUCT IS INSTALLED, FOUNDATIONS SHALL BE FILLED WITH FINE AGGREGATE ACCORDING TO ARTICLE 836.03. WASHERS USED TO INSTALL THE POLE SHALL BE LARGE ENOUGH TO FULLY COVER THE SLOTTED HOLES IN THE POLE BASE PLATE. THE VOIDS ON THE BOTTOM SIDE OF THE ALUMINUM POLE BASE MUST BE SEALED FROM RODENT ENTRY WITH STAINLESS STEEL SCREEN.

LIGHTING SCHEDULE OF QUANTITIES

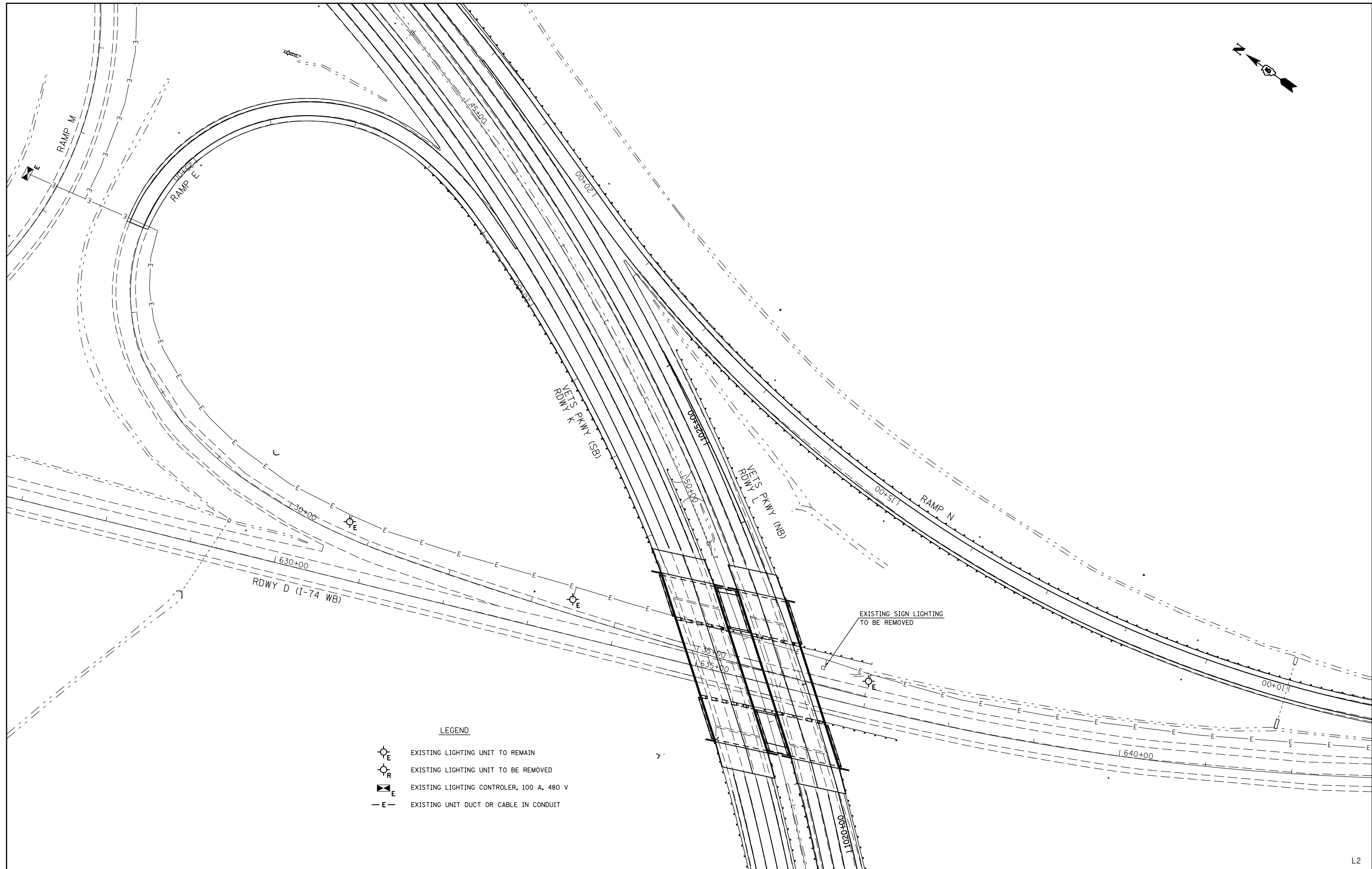
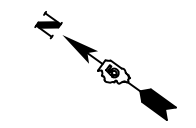
80400100	ELECTRIC SERVICE INSTALLATION	1	EA
81028200	UNDERGROUND CONDUIT, GALVANIZED STEEL, 2" DIA.	10	FT
81028750	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	500	FT
81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA, PVC	200	FT
81300550	JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE, 12" X 12" X 6"	4	EA
81603000	UNIT DUCT, 600V, 2-1C NO.8, 1/C NO.8 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	3,000	FT
81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	1,500	FT
82102250	LUMINAIRE, SODIUM VAPOR, HORIZONTAL MOUNT, 250 WATT	8	EA
82500340	LIGHTING CONTROLLER, PEDESTAL MOUNTED, 480VOLT, 60AMP	1	EA
83009600	LIGHT POLE, ALUMINUM, 45 FT. M.H., 15 FT. MAST ARM	8	EA
83600390	LIGHT POLE FOUNDATION, 30" DIAMETER	80	FT
83800205	BREAKAWAY DEVICE, TRANSFORMER BASE, 15" BOLT CIRCLE	4	EA
84200600	REMOVAL OF LIGHTING UNIT, NO SALVAGE	10	EA
84200804	REMOVAL OF POLE FOUNDATION	6	EA
84500110	REMOVAL OF LIGHTING CONTROLLER	1	EA
84500120	REMOVAL OF ELECTRIC SERVICE INSTALLATION	1	EA
X8110522	CONDUIT ATTACHED TO STRUCTURE, 2" DIA. STAINLESS STEEL	50	FT
X8410102	TEMPORARY LIGHTING SYSTEM	1	LSUM

INDEX OF SHEETS

L1	GENERAL NOTES, SCHEDULES AND INDEX OF SHEETS
L2-L3	EXISTING LIGHTING REMOVAL PLANS
L4-L5	TEMPORARY LIGHTING PLANS
L6-L7	PROPOSED LIGHTING PLANS
L8	LUMINAIRE PERFORMANCE TABLE, WIRING DIAGRAMS
L9	LIGHTING DETAIL

L1

FILE NAME :	USER NAME :	DESIGNED :	REVISED :	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	I-74 & I-55 BUSN /VETERAN'S PARKWAY PROPOSED LIGHTING PLANS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		CHECKED :	-			SCALE:	SHEET 1 OF 9 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	
*MODEL NAME:		DATE :	7/15/2013								



LEGEND

	EXISTING LIGHTING UNIT TO REMAIN
	EXISTING LIGHTING UNIT TO BE REMOVED
	EXISTING LIGHTING CONTROLLER, 100 A, 480 V
	EXISTING UNIT DUCT OR CABLE IN CONDUIT

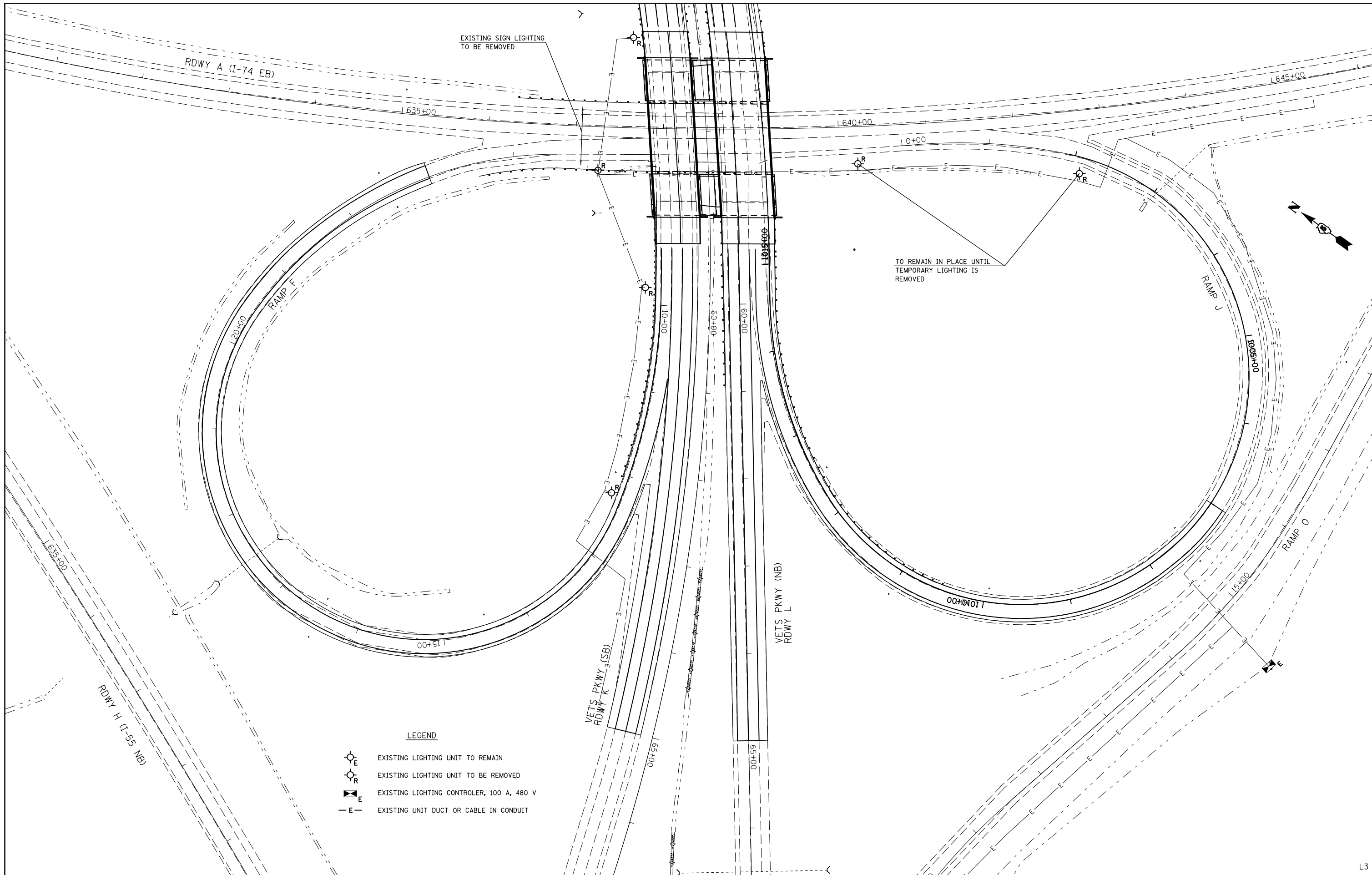
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**





**I-74 & I-55 BUSN /VETERAN'S PARKWAY
EXISTING LIGHTING REMOVAL PLAN**

SCALE: SHEET 2 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				



LEGEND

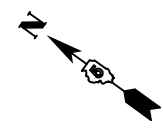
-  EXISTING LIGHTING UNIT TO REMAIN
-  EXISTING LIGHTING UNIT TO BE REMOVED
-  EXISTING LIGHTING CONTROLLER, 100 A, 480 V
-  EXISTING UNIT DUCT OR CABLE IN CONDUIT

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

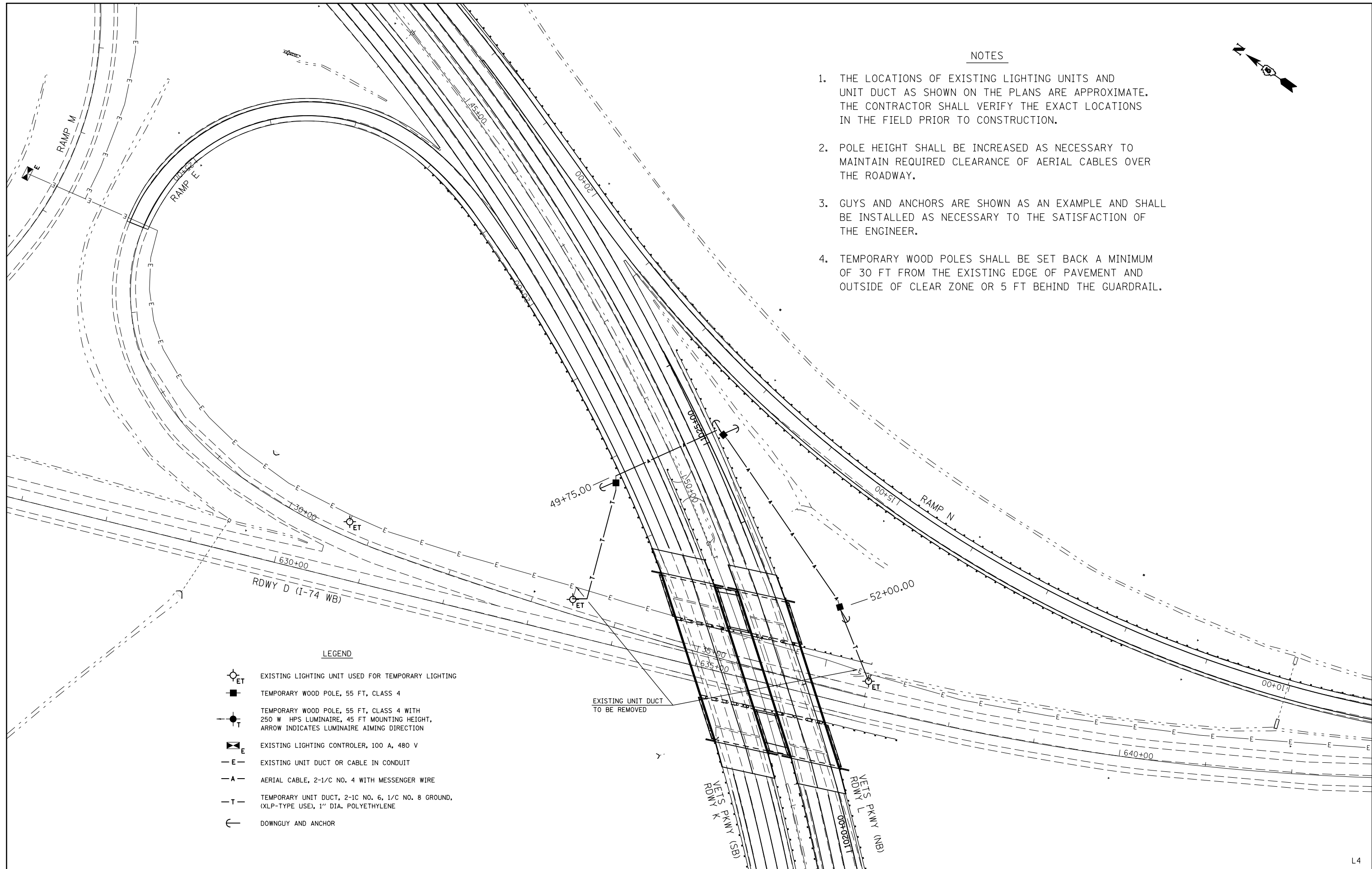
I-74 & I-55 BUSN /VETERAN'S PARKWAY EXISTING LIGHTING REMOVAL PLAN	
SCALE:	SHEET 3 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	147
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				



NOTES

1. THE LOCATIONS OF EXISTING LIGHTING UNITS AND UNIT DUCT AS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATIONS IN THE FIELD PRIOR TO CONSTRUCTION.
2. POLE HEIGHT SHALL BE INCREASED AS NECESSARY TO MAINTAIN REQUIRED CLEARANCE OF AERIAL CABLES OVER THE ROADWAY.
3. GUYS AND ANCHORS ARE SHOWN AS AN EXAMPLE AND SHALL BE INSTALLED AS NECESSARY TO THE SATISFACTION OF THE ENGINEER.
4. TEMPORARY WOOD POLES SHALL BE SET BACK A MINIMUM OF 30 FT FROM THE EXISTING EDGE OF PAVEMENT AND OUTSIDE OF CLEAR ZONE OR 5 FT BEHIND THE GUARDRAIL.



LEGEND

- EXISTING LIGHTING UNIT USED FOR TEMPORARY LIGHTING
- TEMPORARY WOOD POLE, 55 FT, CLASS 4
- TEMPORARY WOOD POLE, 55 FT, CLASS 4 WITH 250 W HPS LUMINAIRE, 45 FT MOUNTING HEIGHT, ARROW INDICATES LUMINAIRE AIMING DIRECTION
- EXISTING LIGHTING CONTROLLER, 100 A, 480 V
- EXISTING UNIT DUCT OR CABLE IN CONDUIT
- AERIAL CABLE, 2-1/C NO. 4 WITH MESSENGER WIRE
- TEMPORARY UNIT DUCT, 2-1/C NO. 6, 1/C NO. 8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE
- DOWNGUY AND ANCHOR

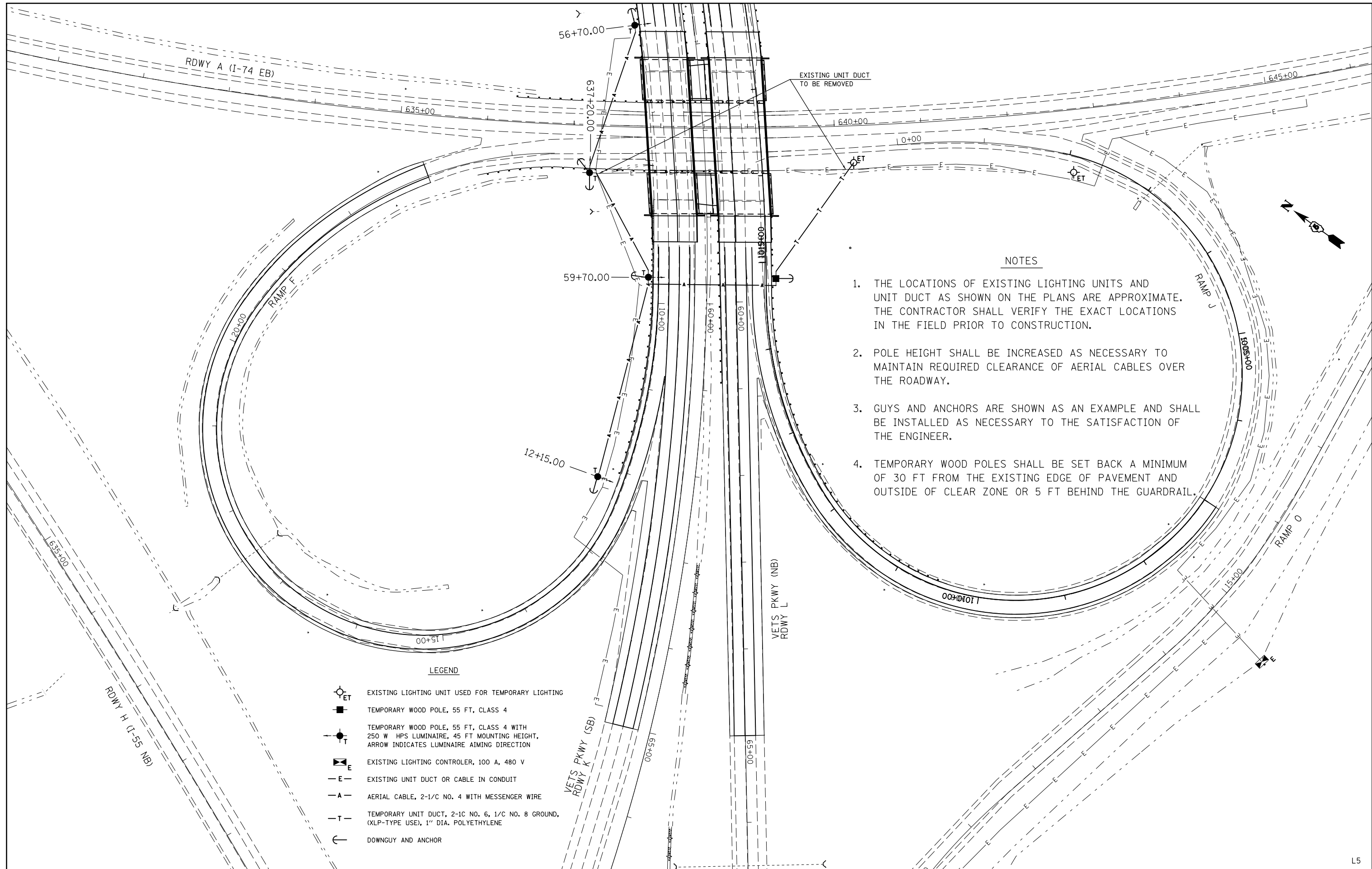
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-74 & I-55 BUSN /VETERAN'S PARKWAY
TEMPORARY LIGHTING PLAN**

SCALE: SHEET 4 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	148
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				



NOTES

1. THE LOCATIONS OF EXISTING LIGHTING UNITS AND UNIT DUCT AS SHOWN ON THE PLANS ARE APPROXIMATE. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATIONS IN THE FIELD PRIOR TO CONSTRUCTION.
2. POLE HEIGHT SHALL BE INCREASED AS NECESSARY TO MAINTAIN REQUIRED CLEARANCE OF AERIAL CABLES OVER THE ROADWAY.
3. GUYS AND ANCHORS ARE SHOWN AS AN EXAMPLE AND SHALL BE INSTALLED AS NECESSARY TO THE SATISFACTION OF THE ENGINEER.
4. TEMPORARY WOOD POLES SHALL BE SET BACK A MINIMUM OF 30 FT FROM THE EXISTING EDGE OF PAVEMENT AND OUTSIDE OF CLEAR ZONE OR 5 FT BEHIND THE GUARDRAIL.

LEGEND

- EXISTING LIGHTING UNIT USED FOR TEMPORARY LIGHTING
- TEMPORARY WOOD POLE, 55 FT, CLASS 4
- TEMPORARY WOOD POLE, 55 FT, CLASS 4 WITH 250 W HPS LUMINAIRE, 45 FT MOUNTING HEIGHT, ARROW INDICATES LUMINAIRE AIMING DIRECTION
- EXISTING LIGHTING CONTROLLER, 100 A, 480 V
- EXISTING UNIT DUCT OR CABLE IN CONDUIT
- AERIAL CABLE, 2-1/C NO. 4 WITH MESSENGER WIRE
- TEMPORARY UNIT DUCT, 2-1/C NO. 6, 1/C NO. 8 GROUND, (XLP-TYPE USE), 1" DIA. POLYETHYLENE
- DOWNGUY AND ANCHOR

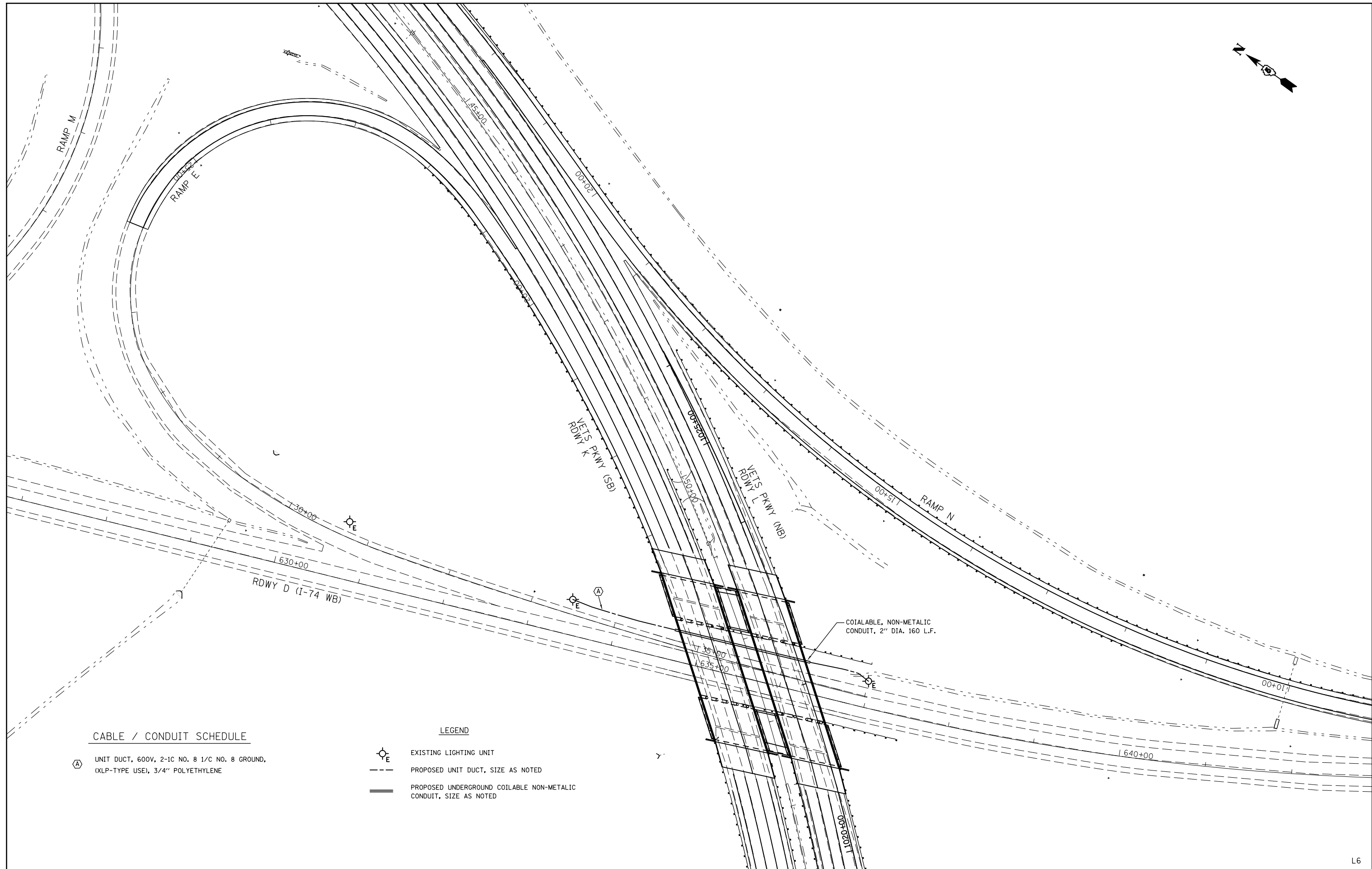
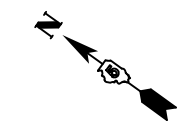
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-74 & I-55 BUSN /VETERAN'S PARKWAY
TEMPORARY LIGHTING PLAN**

SCALE: SHEET 5 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	149
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				



CABLE / CONDUIT SCHEDULE

(A) UNIT DUCT, 600V, 2-1C NO. 8 1/C NO. 8 GROUND, (XLP-TYPE USE), 3/4" POLYETHYLENE

LEGEND

- EXISTING LIGHTING UNIT
- PROPOSED UNIT DUCT, SIZE AS NOTED
- PROPOSED UNDERGROUND COILABLE NON-METALIC CONDUIT, SIZE AS NOTED

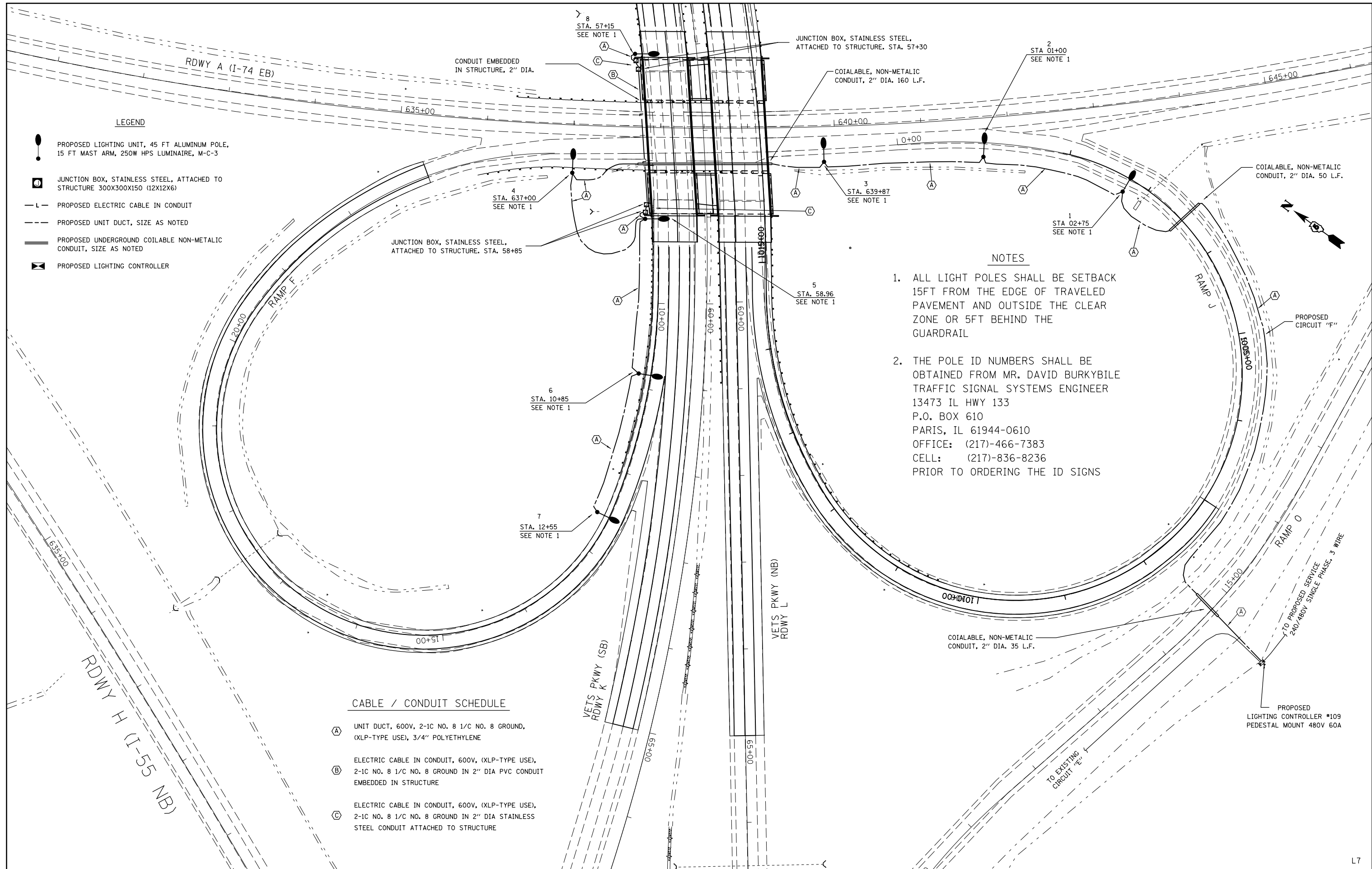
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-74 & I-55 BUSN /VETERAN'S PARKWAY
PROPOSED LIGHTING PLANS**

SCALE: SHEET 6 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	150
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				



LEGEND

- PROPOSED LIGHTING UNIT, 45 FT ALUMINUM POLE, 15 FT MAST ARM, 250W HPS LUMINAIRE, M-C-3
- JUNCTION BOX, STAINLESS STEEL, ATTACHED TO STRUCTURE 300X300X150 (12X12X6)
- PROPOSED ELECTRIC CABLE IN CONDUIT
- PROPOSED UNIT DUCT, SIZE AS NOTED
- PROPOSED UNDERGROUND COILED NON-METALIC CONDUIT, SIZE AS NOTED
- PROPOSED LIGHTING CONTROLLER

NOTES

1. ALL LIGHT POLES SHALL BE SETBACK 15FT FROM THE EDGE OF TRAVELED PAVEMENT AND OUTSIDE THE CLEAR ZONE OR 5FT BEHIND THE GUARDRAIL
2. THE POLE ID NUMBERS SHALL BE OBTAINED FROM MR. DAVID BURKYBILE TRAFFIC SIGNAL SYSTEMS ENGINEER 13473 IL HWY 133 P.O. BOX 610 PARIS, IL 61944-0610 OFFICE: (217)-466-7383 CELL: (217)-836-8236 PRIOR TO ORDERING THE ID SIGNS

CABLE / CONDUIT SCHEDULE

- (A) UNIT DUCT, 600V, 2-1C NO. 8 1/C NO. 8 GROUND, (XLP-TYPE USE), 3/4" POLYETHYLENE
- (B) ELECTRIC CABLE IN CONDUIT, 600V, (XLP-TYPE USE), 2-1C NO. 8 1/C NO. 8 GROUND IN 2" DIA PVC CONDUIT EMBEDDED IN STRUCTURE
- (C) ELECTRIC CABLE IN CONDUIT, 600V, (XLP-TYPE USE), 2-1C NO. 8 1/C NO. 8 GROUND IN 2" DIA STAINLESS STEEL CONDUIT ATTACHED TO STRUCTURE

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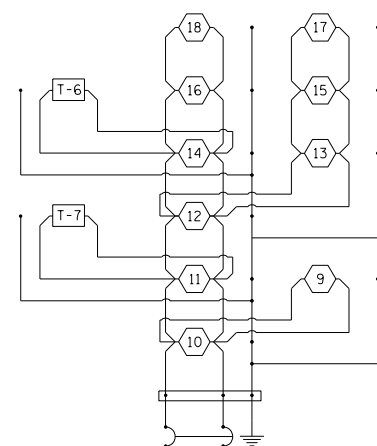
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**I-74 & I-55 BUSN /VETERAN'S PARKWAY
PROPOSED LIGHTING PLANS**

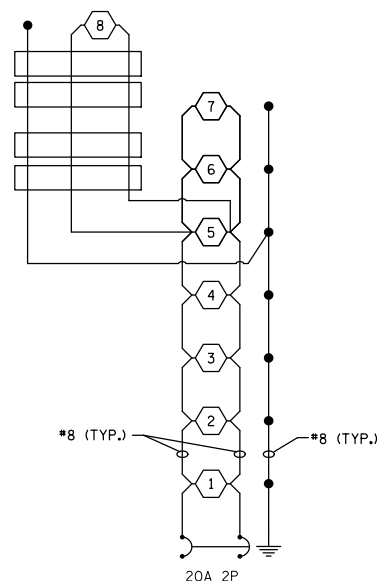
SCALE: SHEET 7 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	151
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

INFORMATION ONLY



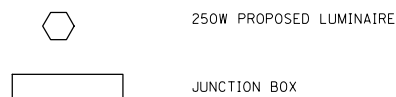
LIGHTING CIRCUIT "E" (EXISTING)
TO BE RECONNECTED TO
PROPOSED LIGHTING CONTROLLER #109



LIGHTING CIRCUIT "F" (PROPOSED)
PROPOSED LIGHTING CONTROLLER #109
TO REPLACE EXISTING LIGHTING CONTROLLER #109

NOTES:

- ALL NECESSARY REVISIONS TO THE WIRING SHOWN ON THIS SHEET SHALL BE MADE AT NO ADDITIONAL COST TO THE DEPARTMENT AND TO THE SATISFACTION OF THE ENGINEER.



ILLINOIS DEPARTMENT OF TRANSPORTATION
LUMINAIRE PERFORMANCE TABLE - PROPOSED LIGHTING

GIVEN CONDITIONS		
ROADWAY DATA:	PAVEMENT WIDTH	16 (FT.)
	NUMBER OF LANES (IN DIRECTION OF TRAVEL)	1
	I.E.S. SURFACE CLASSIFICATION	R3
	Q-ZERO VALUE	.07
LIGHT POLE DATA:	MOUNTING HEIGHT	45 (FT.)
	MAST ARM LENGTH	15 (FT.)
	POLE SET-BACK FROM EDGE OF PAVEMENT	15 (FT.)
LUMINAIRE DATA:	LAMP TYPE	HPS
	LAMP LUMENS	28,500
	I.E.S. VERTICAL DISTRIBUTION	MEDIUM
	I.E.S. CONTROL OF DISTRIBUTION	CUTOFF
	I.E.S. LATERAL DISTRIBUTION	TYPE III
	TOTAL LIGHT LOSS FACTOR	0.684
LAYOUT DATA:	SPACING	190 (FT.)
	CONFIGURATION	SINGLE SIDED
	LUMINAIRE OVERHANG OVER EDGE OF PAVEMENT LANE	0 (FT.)

NOTE: VARIATIONS FROM THE ABOVE SPECIFIED I.E.S. DISTRIBUTION PATTERN MAY BE REQUESTED AND ACCEPTANCE OF VARIATIONS WILL BE SUBJECT TO REVIEW BY THE ENGINEER BASED ON HOW WELL THE PERFORMANCE REQUIREMENTS ARE MET.

PERFORMANCE REQUIREMENTS		
NOTE: THESE PERFORMANCE REQUIREMENTS SHALL BE THE MINIMUM ACCEPTABLE STANDARDS OF PHOTOMETRIC PERFORMANCE FOR THE LUMINAIRE, BASED ON THE GIVEN CONDITIONS LISTED ABOVE		
ILLUMINANCE:	AVERAGE HORIZONTAL ILLUMINANCE: (E_{AVE})	6.0 LUX
	UNIFORMITY RATIO: (E_{AVE}/E_{MIN})	3.0 (MAX)
LUMINANCE:	AVERAGE LUMINANCE: (L_{AVE})	0.4 Cd/m
	UNIFORMITY RATIOS: (L_{AVE}/L_{MIN})	3.5 (MAX)
	(L_{AVE}/L_{MIN})	6.0 (MAX)
	MAXIMUM VEILING LUMINAIRE RATIO: (L_V/L_{AVE})	0.3 (MAX)

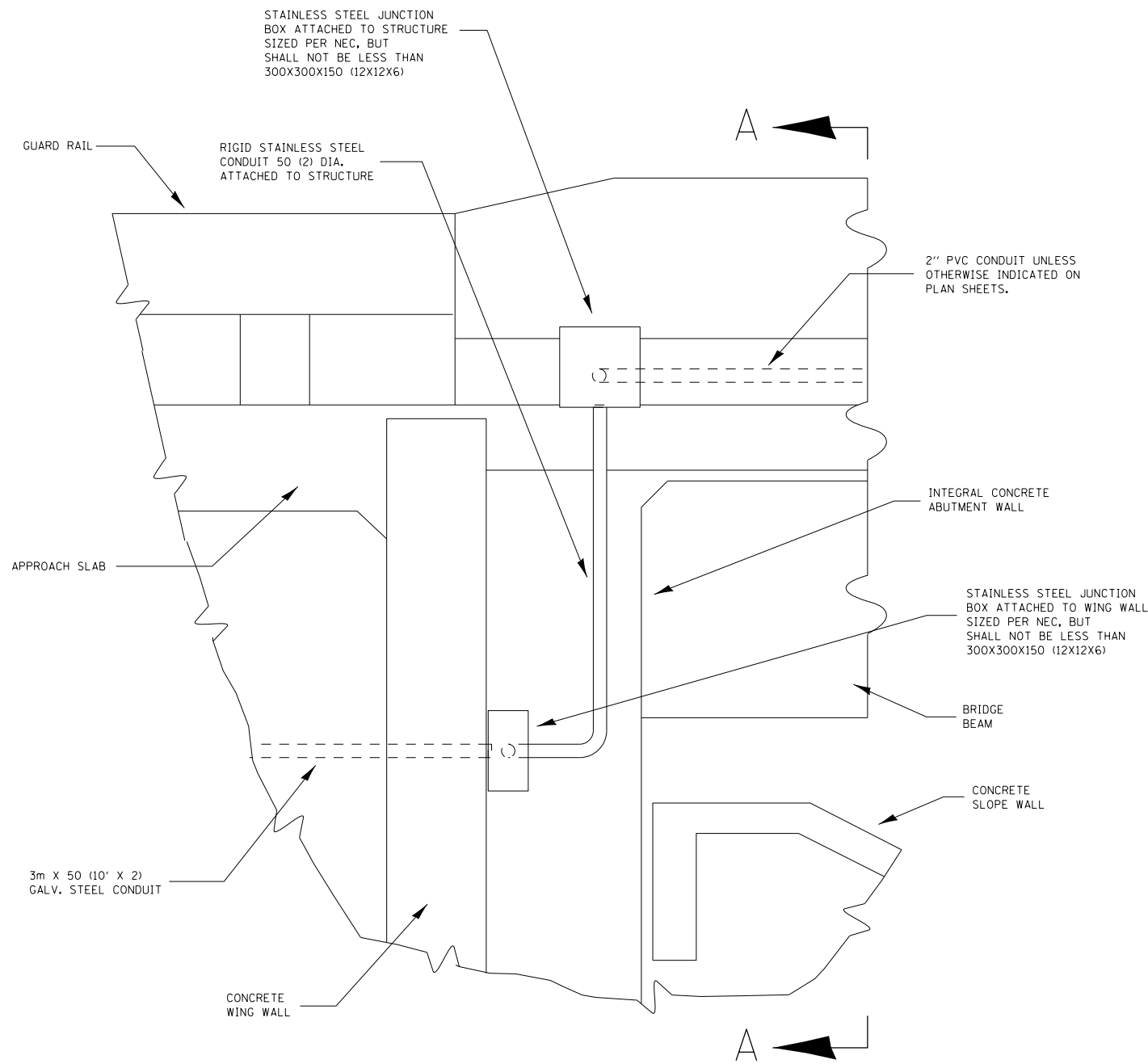
FILE NAME =	USER NAME = detersbj	DESIGNED - MAP	REVISED -
c:\pwork\pwork\detersbj\0157116\0570570-sht-lighting.dgn		DRAWN - MAP	REVISED -
	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
\$MODELNAME\$	PLOT DATE = 8/14/2013	DATE - 7/8/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

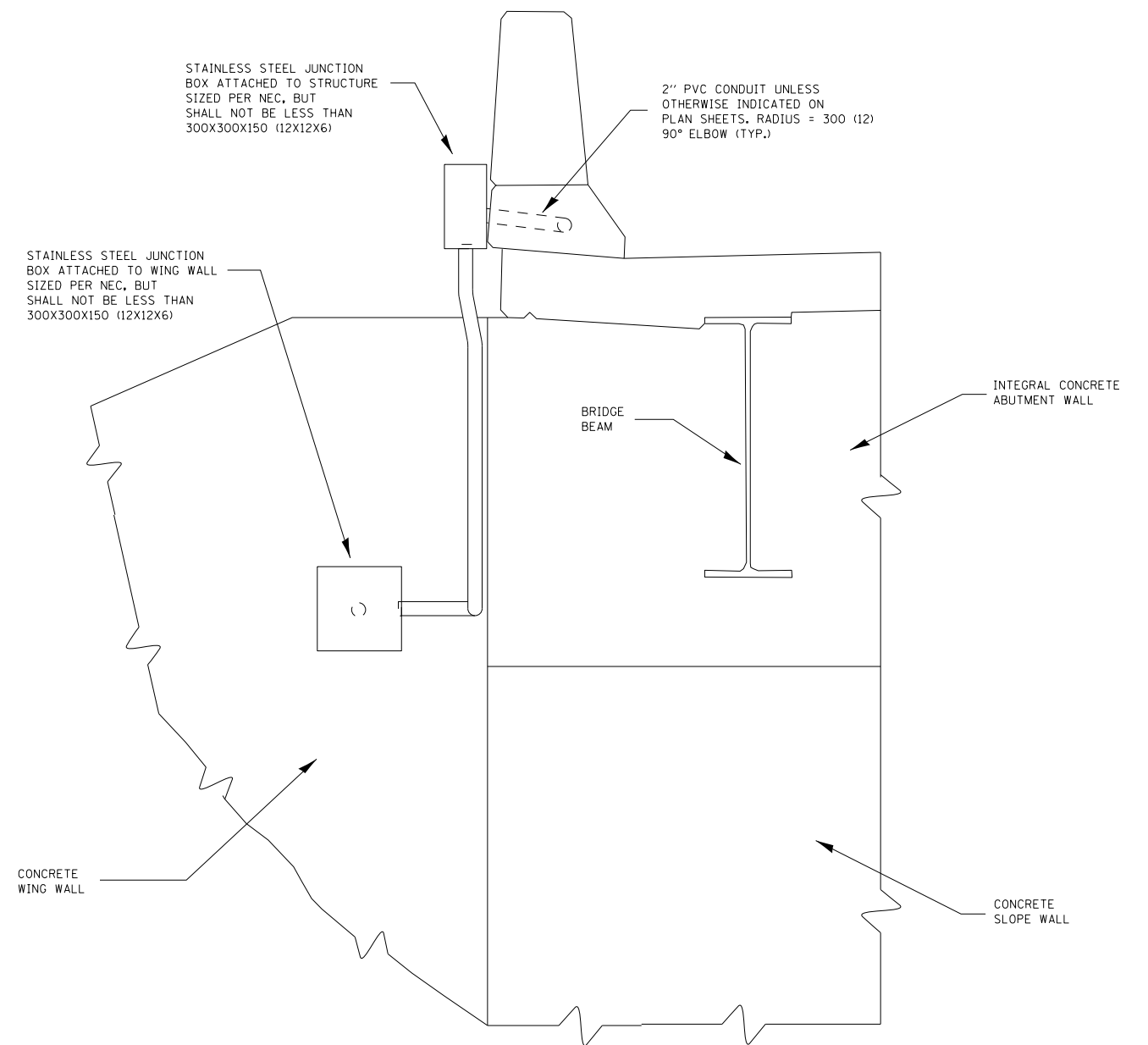
I-74 & I-55 BUSN /VETERAN'S PARKWAY
WIRING DIAGRAMS & LUMINAIRE PERFORMANCE TABLES

SCALE: SHEET 8 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	152
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				



CONDUIT DETAIL
(INTEGRAL ABUTMENT)



SECTION A-A

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\$MODELNAME\$	PLOT DATE = 8/13/2013	DATE - 7/8/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

I-74 & I-55 BUSN / VETERAN'S PARKWAY
LIGHTING DETAILS

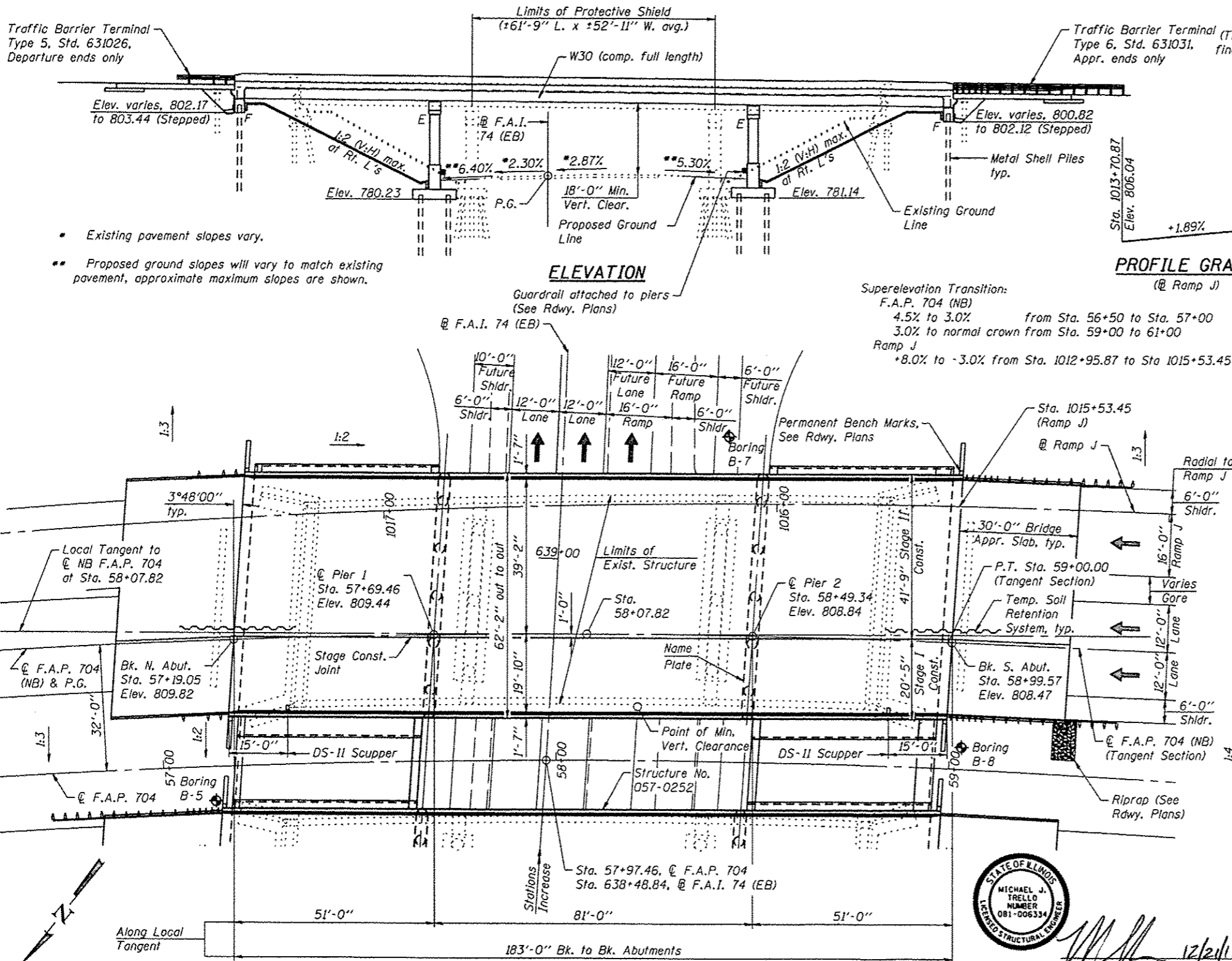
SCALE: SHEET 9 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
704	57-20(HB,HB-1)BR-1	MCLEAN	440	153
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

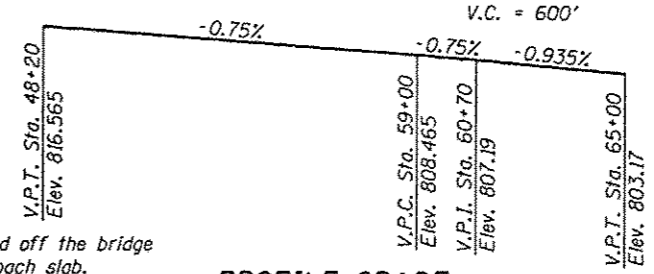
Benchmark: #4848-1 - Chiseled square on the Southeast wing of Structure No. 057-0059. Elev. 809.67.

Existing Structure: S.N. 057-0059 was constructed in 1964 as F.A.I. Rte. 74, Section 57-20HB-1, at Sta. 638+50.46. The bridge is three simple composite spans with concrete deck slab on steel beams located on a horizontal curve on the F.A.P. Rte. 704 northbound alignment and spans 150'-3 1/8" back to back abutments and varies up to 53'-11 1/4" in width. The bridge is skewed 4°1'50" left forward over a horizontal curve of the F.A.I. 74 EB alignment. The bridge was rehabilitated in 1993 as F.A.I. 74, Section 57-20HBR-1 with a concrete overlay, new parapets and steel diaphragms, and substructure repairs.

Existing structure shall be removed and replaced using staged construction to maintain one lane of traffic. Ramp J will be closed during Stage II. No salvage.

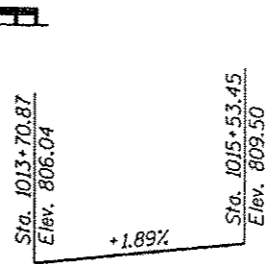


PLAN



PROFILE GRADE

(@ F.A.P. 704 NB)
 (The Profile Grade shows the final elevations after grinding.)



PROFILE GRADE

(@ Ramp J)

CURVE DATA

RAMP J
 $\Delta = 28^\circ 03' 49''$ (LT)
 $D = 2^\circ 26' 24''$
 $T = 586.85$
 $L = 1,150.14'$
 $E = 72.22'$
 $R = 2,348.17$
 $S.E. = -$
 $P.C. = \text{Sta. } 1014+67.36$
 $P.T. = \text{Sta. } 1026+17.51$
 $P.I. = \text{Sta. } 1020+54.21$

CURVE DATA

F.A.P. 704
 $\Delta = 72^\circ 26' 50''$ (RT)
 $D = 2^\circ 29' 57''$
 $T = 1,679.29'$
 $L = 2,898.71'$
 $E = 549.26'$
 $R = 2,292.48'$
 $S.E. = 4.50\%$
 $P.C. = \text{Sta. } 38+00.02$
 $P.T. = \text{Sta. } 66+98.73$
 $P.I. = \text{Sta. } 54+79.31$

CURVE DATA

I-74 (EB)
 $\Delta = 78^\circ 00' 35''$ (LT)
 $D = 1^\circ 29' 59''$
 $T = 3,094.20'$
 $L = 5,201.51'$
 $E = 1,095.86'$
 $R = 3,820.35'$
 $S.E. = -$
 $P.C. = \text{Sta. } 621+49.55$
 $P.T. = \text{Sta. } 673+51.06$
 $P.I. = \text{Sta. } 652+43.75$

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Slope Wall and Foundation Layout
4. Stage Construction Details
5. Modified Temporary Concrete Barrier
- 6.-8. Top of Slab Elevations
- 9.-10. Top of Approach Slab Elevations
11. Superstructure
12. Superstructure Details
13. Integral Abutment Diaphragm Details
14. Drainage Scupper, DS-II
- 15.-17. Bridge Approach Slab Details
18. Structural Steel
19. Bearing Details
- 20.-21. Abutments
- 22.-23. Piers
24. Metal Shell Pile Details
25. Bar Splicer Assembly
- 26.-28. Soil Borings

APPROVED
 For Structural Adequacy Only

D. Carl Runyon, P.E.
 Engineer of Bridges & Structures

DESIGN SPECIFICATIONS
 2010 AASHTO LRFD Bridge Design Specifications with 2010 Interims

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

DESIGN STRESSES

FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50) (Primary)
 $f_y = 36,000$ psi (M270 Grade 36)

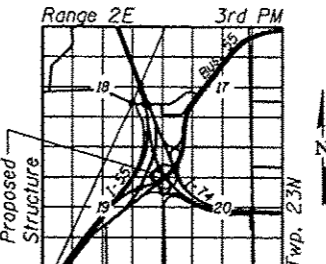
SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.087
 Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.152
 Soil Site Class = C

STATION 638+48.84
 BUILT BY
 STATE OF ILLINOIS
 F.A.I. RT. 74 SEC. (57-20HB-1)BR
 LOADING HL-93
 STRUCTURE NO. 057-0251

NAME PLATE

See Std. 515001



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
FAI 55 BUSINESS (NB) OVER I-74(EB)
F.A.I. 74 (EB) - SEC. (57-20HB-1)BR

MCLEAN COUNTY

STA. 638+48.84

STRUCTURE NO. 057-0251



M. J. Trello
 Date Signed: 12/21/12
 Exp. Date: 11/30/2014

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FILE NAME * 0570251-70578-001-GP.dwg	USER NAME * basvanson	DESIGNED - MJT	REVISED -
		CHECKED - RJP	REVISED -
		DRAWN - BAS	REVISED -
		CHECKED - MJT	REVISED -
PLOT SCALE *			
PLOT DATE * 11/6/2012 11:09:07 AM			

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(57-20HB-1)BR	MCLEAN	440	154
CONTRACT NO. 70570				

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 7/8 in. ϕ , holes 15/16 in. ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 213,620 lbs. (Grade 50)
18,760 lbs. (Grade 36)

No field welding is permitted except as specified in the contract documents.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the exposed surfaces of both piers.

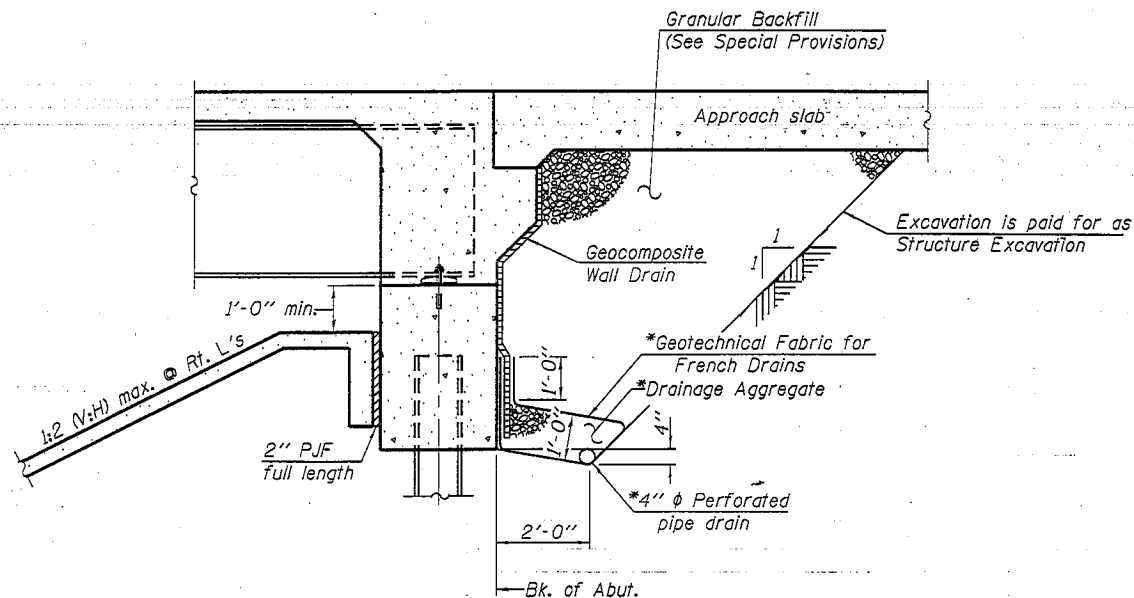
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that the exterior surfaces and bottom of the bottom flange of the fascia beams, masked off connection surfaces, and field installed fasteners, all of which shall be touched up and finish coated in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4.

The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

Slipforming of the parapets is not allowed.

The removal of existing concrete slope wall shall be paid for as Slope Wall Removal. The quantity shown extends midway between the adjacent structures. The Engineer may adjust the limits of removal in the field as needed to accommodate excavation of the proposed embankment between the bridges.



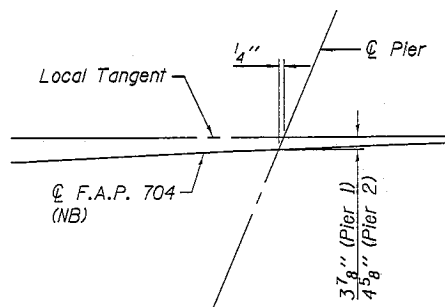
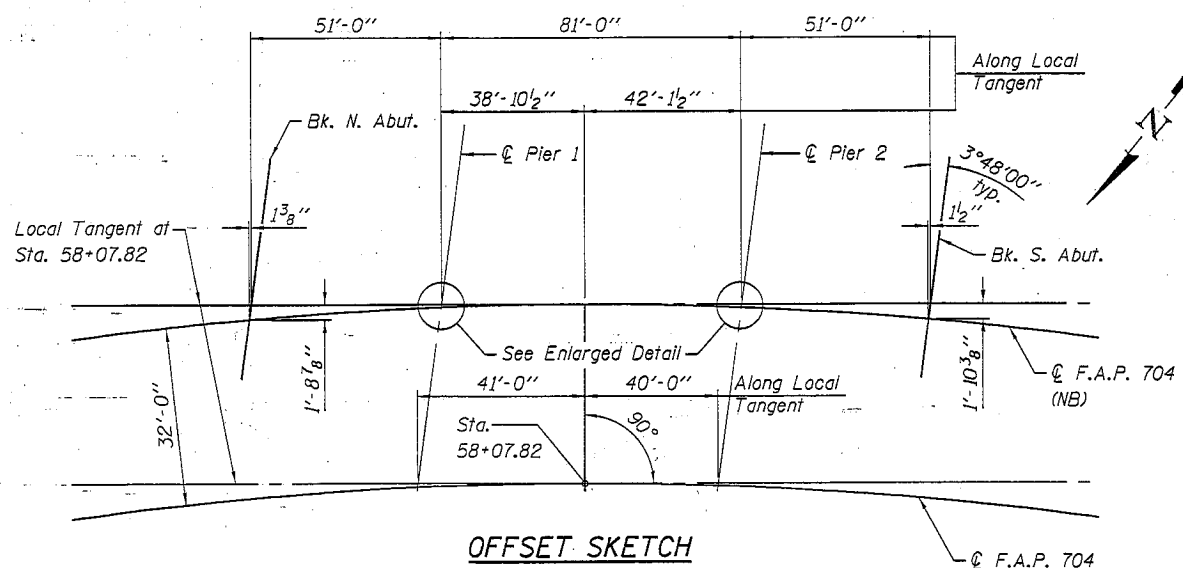
SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures 4\"/>

Note:
All drainage system components shall extend to 2'-0\"/>

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures No. 1	Each			1
Slope Wall Removal	Sq. Yd.			702
Protective Shield	Sq. Yd.	363		363
Structure Excavation	Cu. Yd.		726	726
Concrete Structures	Cu. Yd.		375.1	375.1
Concrete Superstructure	Cu. Yd.	551.6		551.6
Bridge Deck Grooving	Sq. Yd.	1544		1544
Protective Coat	Sq. Yd.	1762		1762
Stud Shear Connectors	Each	7452		7452
Reinforcement Bars, Epoxy Coated	Pound	129070	48220	177290
Bar Splicers	Each	870	218	1088
Slope Wall 4 Inch	Sq. Yd.		793	793
Furnishing Metal Shell Piles 14"x0.250"	Foot		1217	1217
Driving Piles	Foot		1217	1217
Test Pile Metal Shells	Each		4	4
Pile Shoes	Each		58	58
Name Plates	Each			1
Elastomeric Bearing Assembly, Type I	Each	18		18
Anchor Bolts, 1"	Each		36	36
Anchor Bolts, 1 1/4"	Each		36	36
Concrete Sealer	Sq. Ft.		3977	3977
Geocomposite Wall Drain	Sq. Yd.		99	99
Granular Backfill for Structures	Cu. Yd.		161	161
Furnishing and Erecting Structural Steel	L. Sum	0.25		0.25
Drainage Scuppers, DS-11	Each	2		2
Diamond Grinding (Bridge Section)	Sq. Yd.	1490		1490
Pipe Underdrains for Structures 4"	Foot		188	188
Temporary Soil Retention System	Sq. Ft.		324	324



FILE NAME = 0570251-70570-021-GPE.dgn

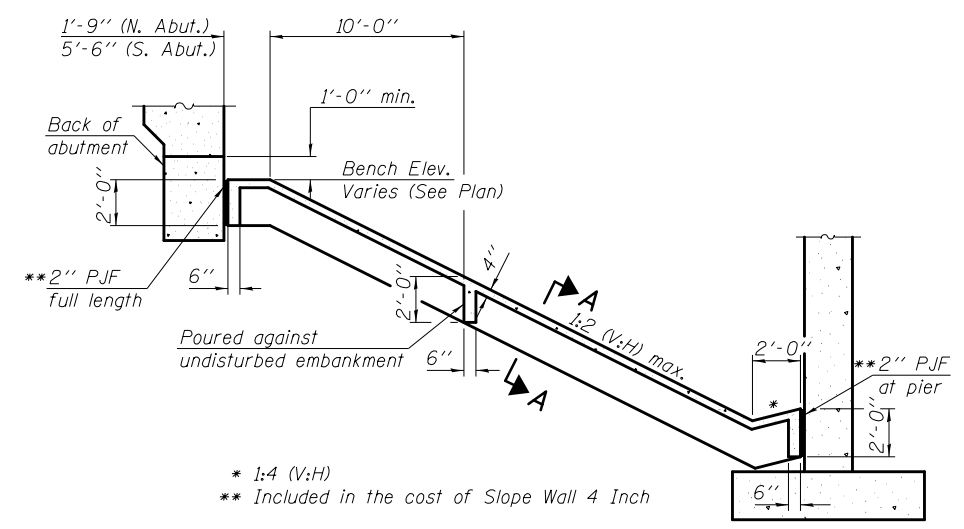
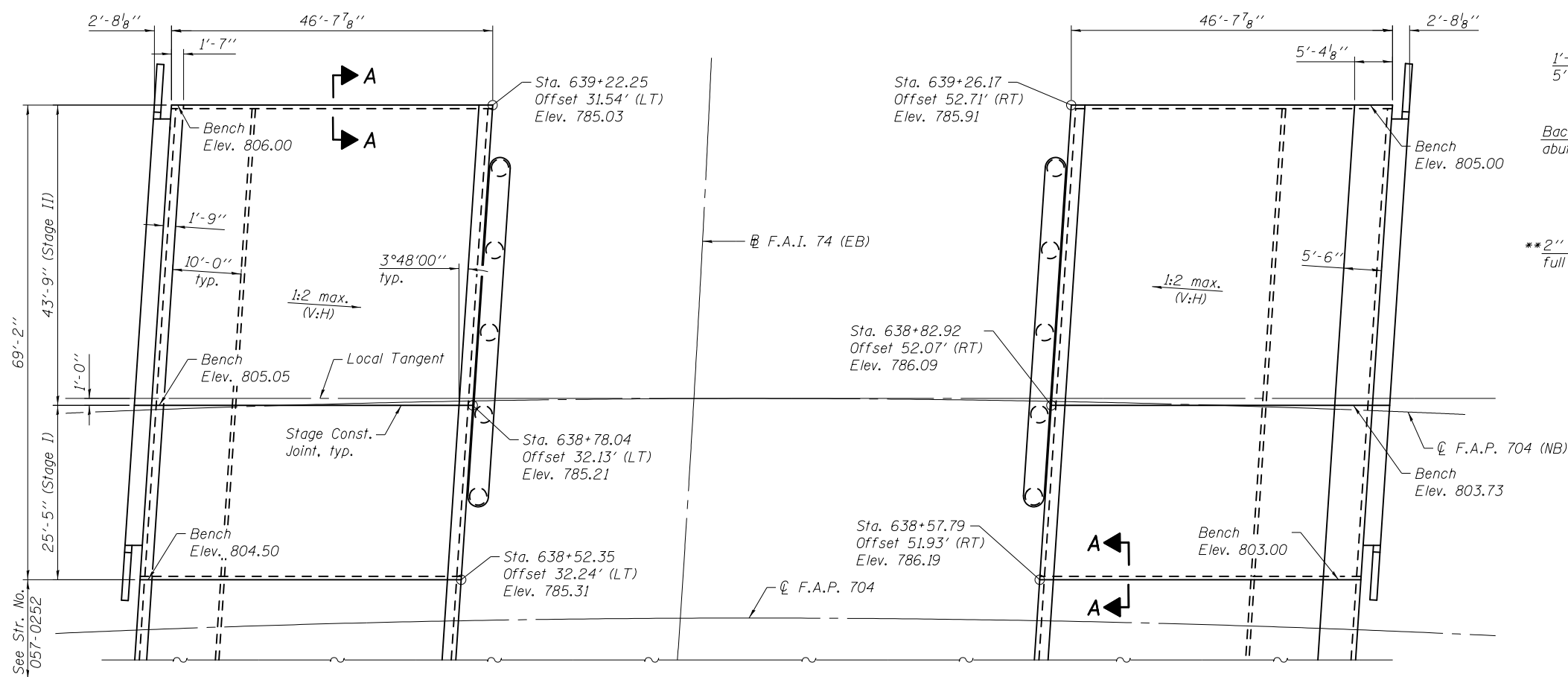
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CHECKED - RJP	REVISIONS -	
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PLOT DATE = 10/2/2013 4:53:39 PM	CHECKED - MJT	REVISIONS -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 057-0251

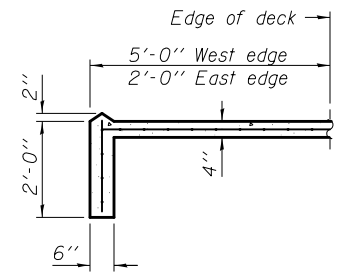
SHEET NO. 2 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(57-20)B-11B	MCLEAN	440	155
				CONTRACT NO. 70570
ILLINOIS FED. AID PROJECT				

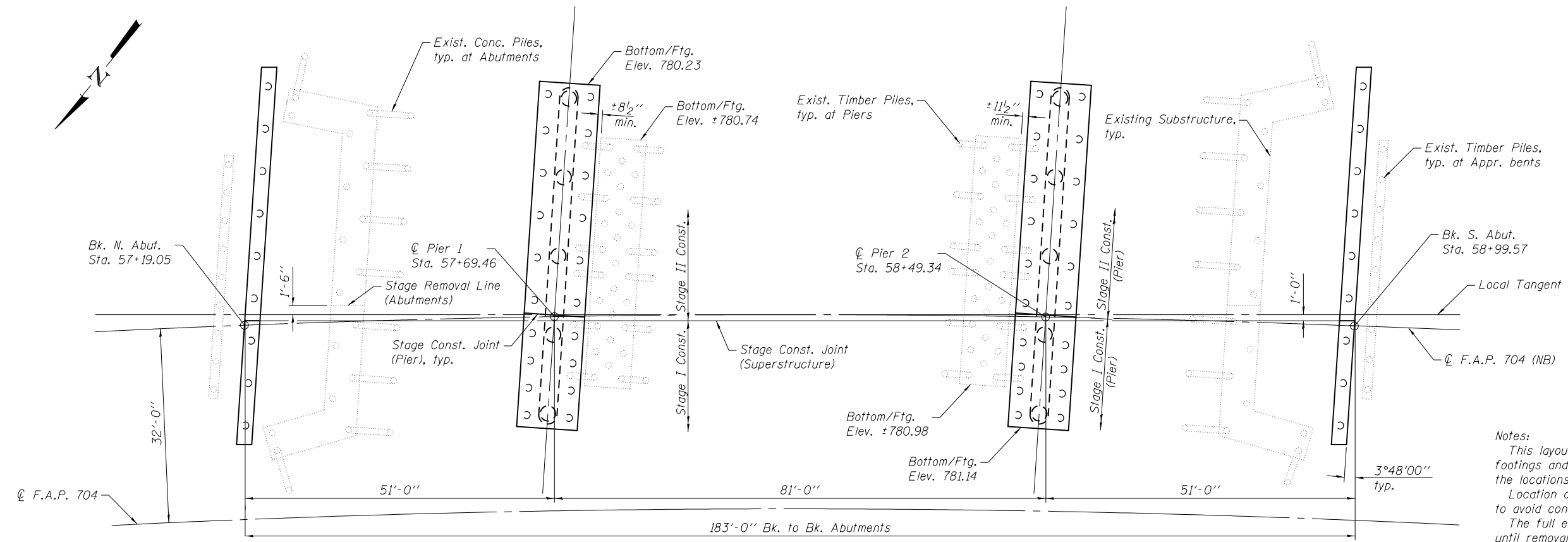


SECTION THRU CONCRETE SLOPEWALL
 Dimensions at right angles to substructures.

Notes:
 Slopewall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
 Stations and offsets to slopewall are given relative to F.A.I. 74 (EB) .
 For slopewall details and quantities between the adjacent bridges, see plans for Str. No. 057-0252.

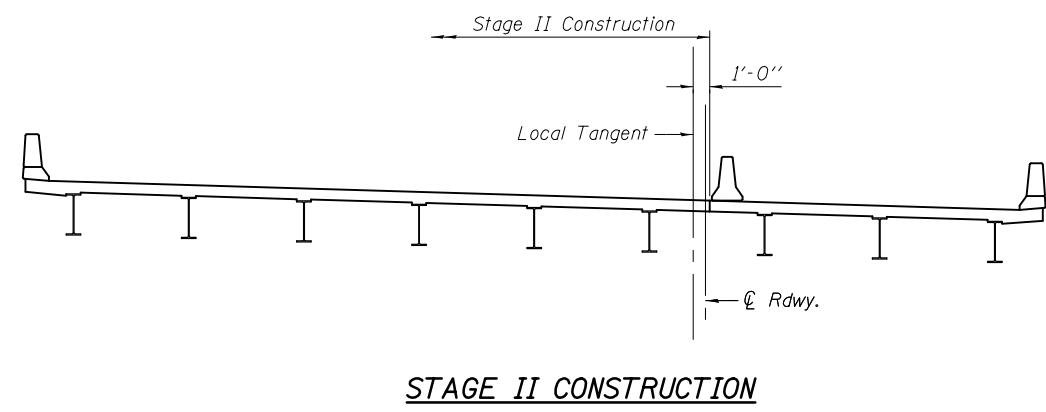
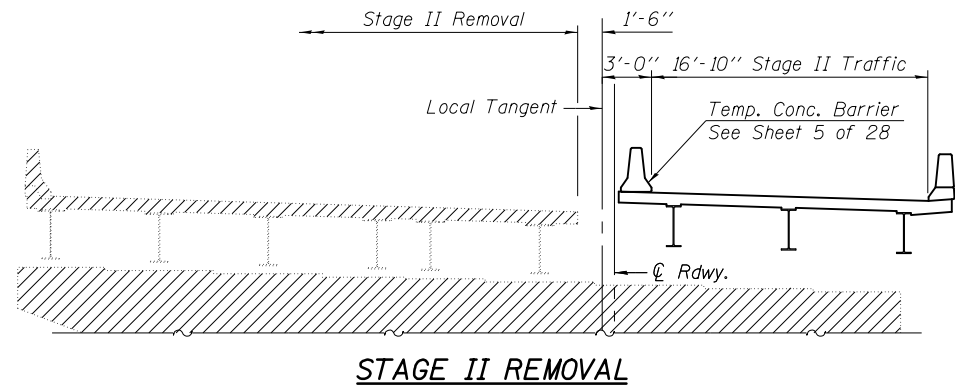
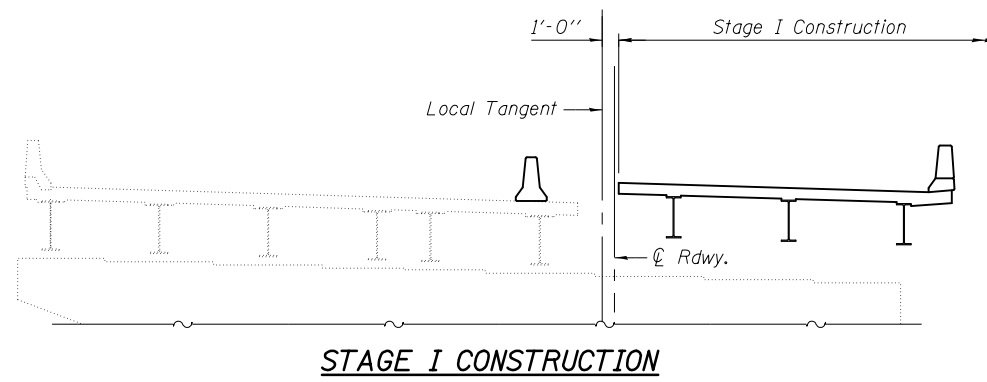
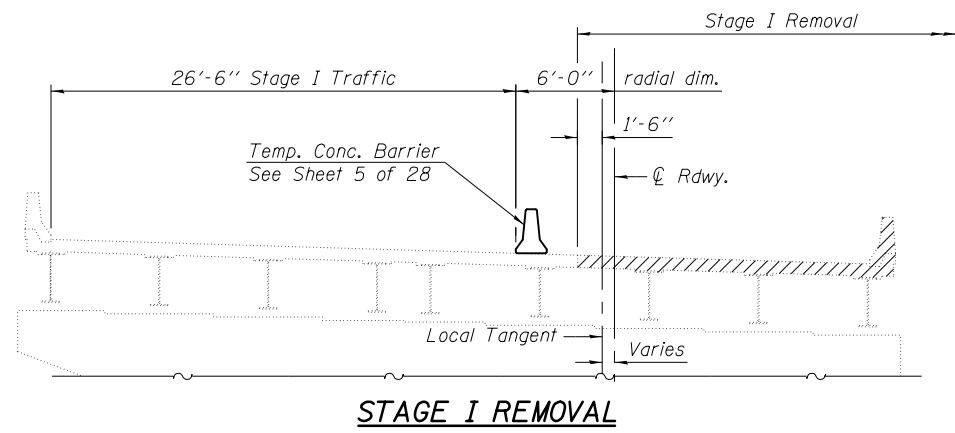


SLOPE WALL PLAN

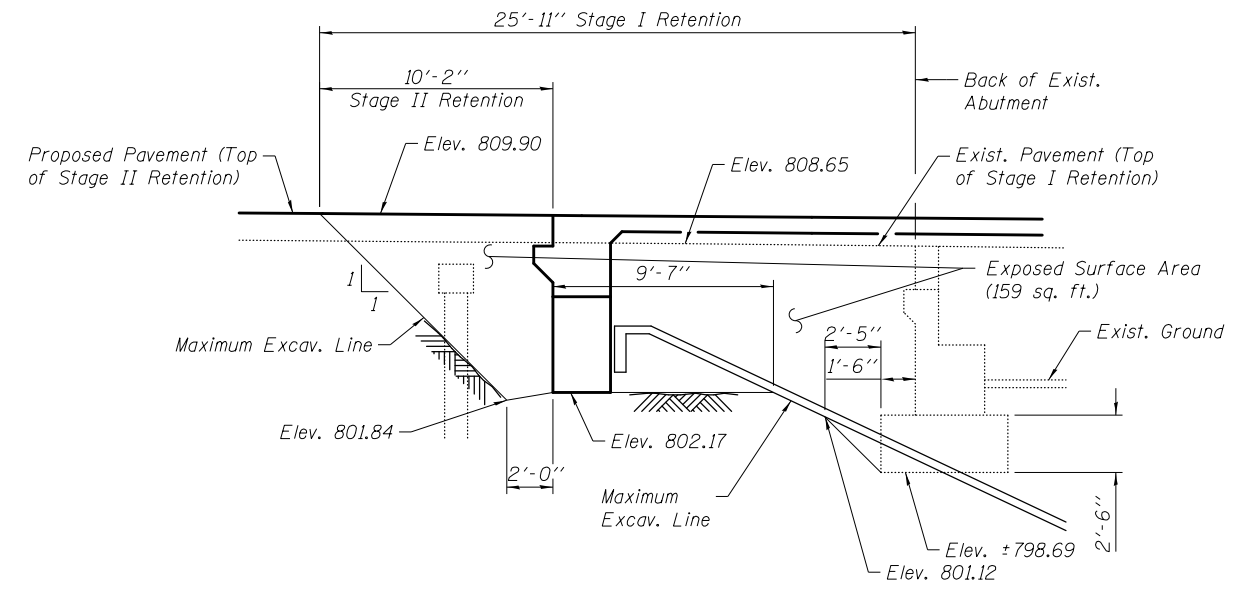


Notes:
 This layout shows relative position of existing and proposed footings and piles. Existing foundations may vary slightly from the locations shown here and on the existing structure plans. Location of proposed piles may be adjusted (up to ± 1 foot) to avoid conflict with existing piles.
 The full existing piers, including cap beams, shall remain intact until removal of the entire superstructure in Stage II. Limited removal of the edge of the footing may be necessary if it conflicts with the proposed footing.

FOUNDATION LAYOUT

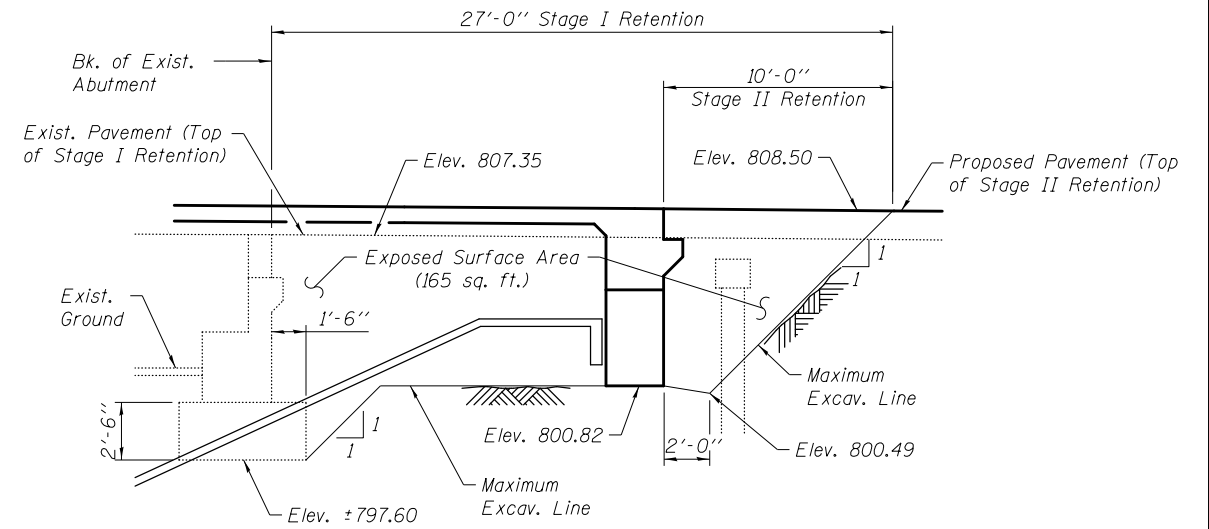


Staging Notes:
 All staging cross sections are looking South.
 Hatched areas indicate Removal of Existing Structures.
 See Rdwy. plans for quantity of Temporary Concrete Barrier.
 Stage construction joint location for the pier cap and footing will differ from those shown for the superstructure. See pier sheets for these joint locations.
 Stage I Removal shall NOT include any portion of the existing piers below the steel beam bearings. Stage I Construction will be completed over the top of the existing pier.



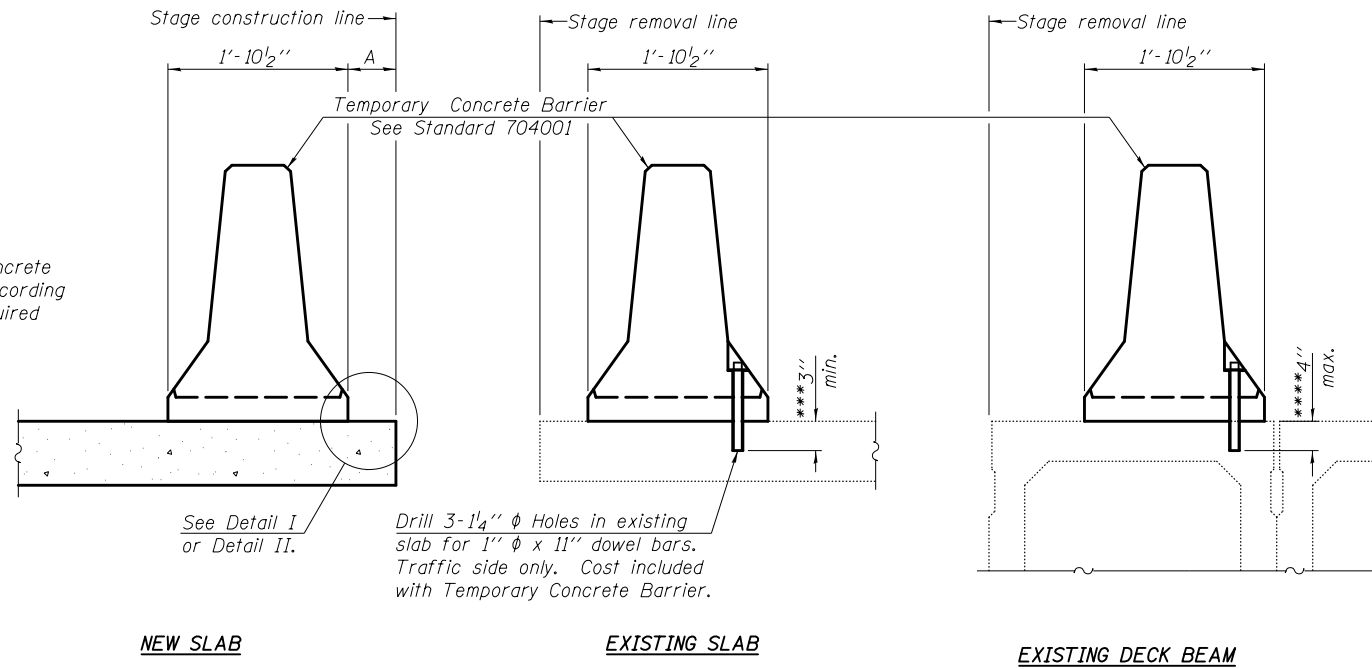
**TEMPORARY SOIL RETENTION SYSTEM
 NORTH ABUTMENT
 (Looking East)**

Notes:
 Due to the potential for difficult driving conditions, a cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
 Dimensions and slopes are shown along the temporary soil retention unless noted otherwise.



**TEMPORARY SOIL RETENTION SYSTEM
 SOUTH ABUTMENT
 (Looking East)**

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



SECTIONS THRU SLAB OR DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7 1/4" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

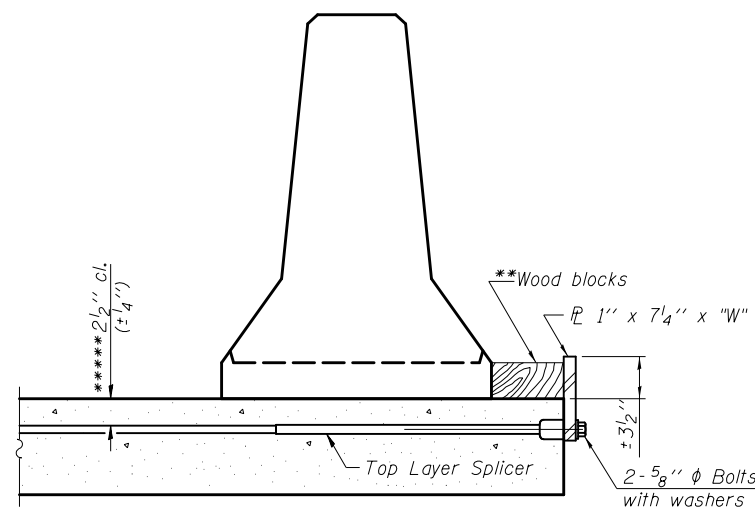
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7 1/4" x "W" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7 1/4" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

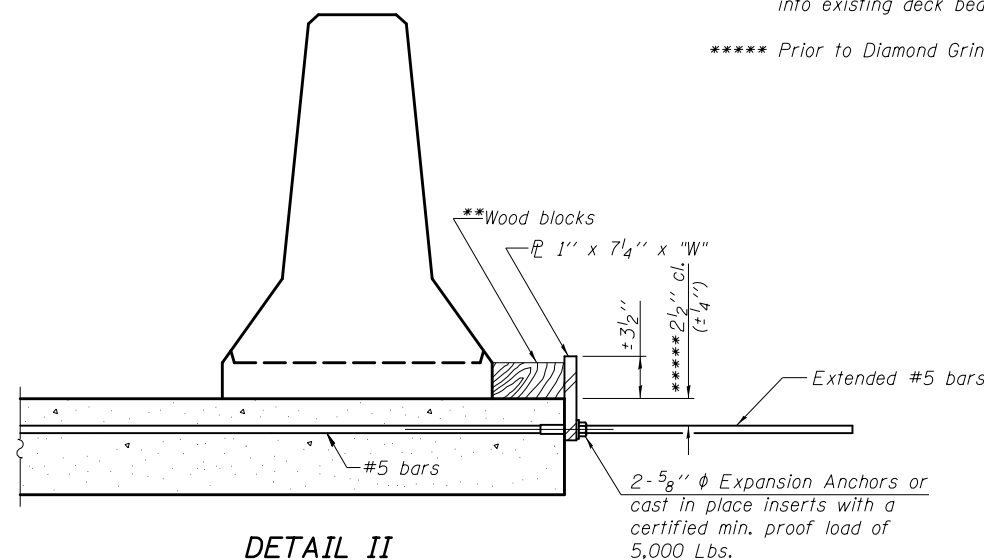
*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

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

***** Prior to Diamond Grinding of Bridge Section



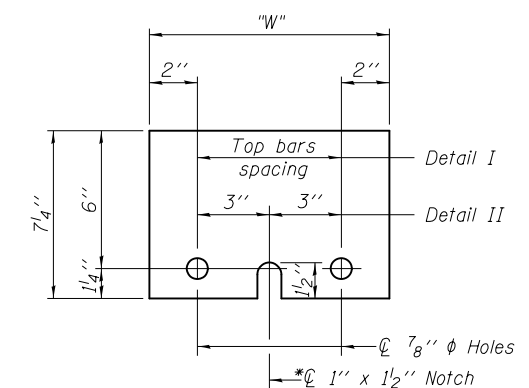
DETAIL I



DETAIL II

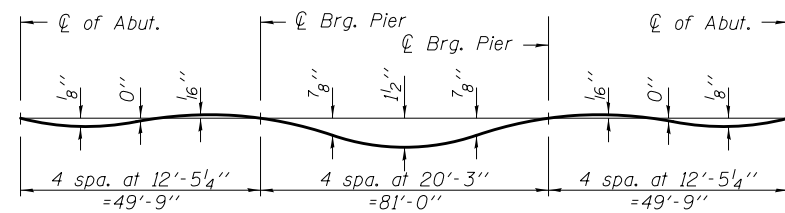
** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"



STEEL RETAINER PL 1" x 7 1/4" x "W"

* Required only with Detail II

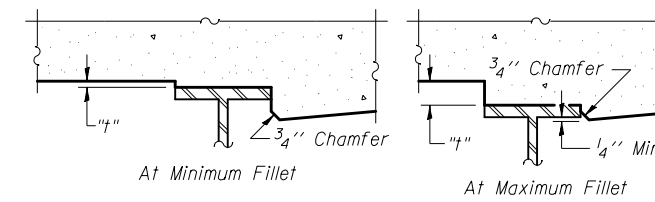


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

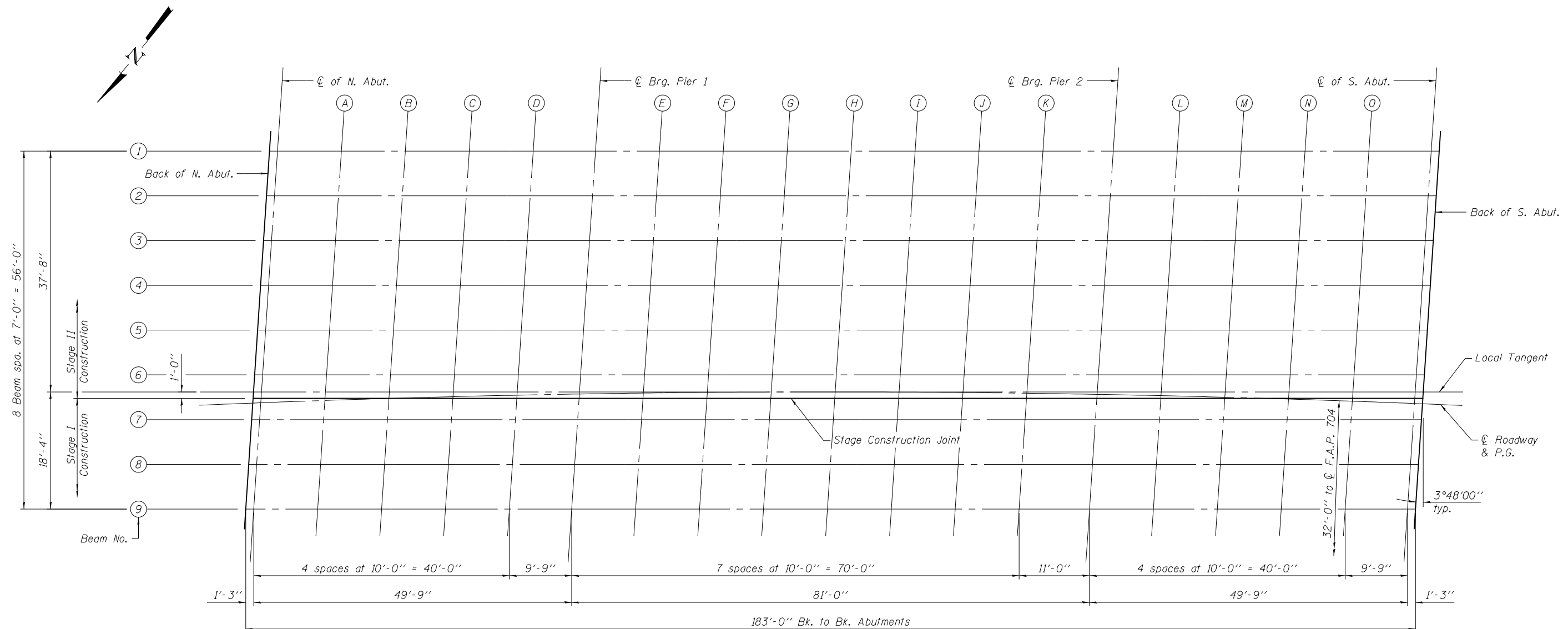
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown on sheets 7 and 8 of 28.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown on sheets 7 and 8 of 28, minus the 8/4" slab thickness, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown on sheets 7 and 8 of 28. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



PLAN

(Sheet 1 of 3)

FILE NAME = \$FILES*	USER NAME = piersonbr	DESIGNED - MJT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 057-0251	F.A.I. RTE. = 74	SECTION = (57-20HB-1)BR	COUNTY = MCLEAN	TOTAL SHEETS = 440	SHEET NO. = 159	
PLOT SCALE =		DRAWN - BAS	REVISED -			SHEET NO. 6 OF 28 SHEETS		CONTRACT NO. 70570			
PLOT DATE = 7/26/2013 \$TIME*		CHECKED - MJT	REVISED -			ILLINOIS FED. AID PROJECT					

* From @ F.A.P. 704

BEAM 1

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of N. Abut.	57+23.06	-71.28	810.97	810.99
@ of N. Abut.	57+24.27	-71.24	810.96	810.98
A	57+33.97	-70.89	810.88	810.91
B	57+43.66	-70.59	810.80	810.82
C	57+53.36	-70.33	810.71	810.74
D	57+63.06	-70.12	810.64	810.65
@ Brg. Pier 1	57+72.52	-69.95	810.56	810.58
E	57+82.23	-69.81	810.48	810.54
F	57+91.93	-69.72	810.41	810.51
G	58+01.63	-69.68	810.33	810.47
H	58+11.34	-69.67	810.26	810.41
I	58+21.04	-69.71	810.19	810.32
J	58+30.75	-69.78	810.12	810.22
K	58+40.45	-69.91	810.05	810.11
@ Brg. Pier 2	58+51.13	-70.09	809.97	810.00
L	58+60.83	-70.30	809.91	809.92
M	58+70.53	-70.55	809.84	809.86
N	58+80.22	-70.85	809.78	809.81
O	58+89.92	-71.18	809.72	809.74
@ of S. Abut.	58+99.36	-71.55	809.66	809.68
Bk. of S. Abut.	59+00.58	-71.60	809.65	809.67

BEAM 2

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of N. Abut.	57+22.36	-64.30	810.77	810.79
@ of N. Abut.	57+23.57	-64.26	810.76	810.78
A	57+33.30	-63.91	810.67	810.70
B	57+43.02	-63.61	810.59	810.62
C	57+52.75	-63.35	810.51	810.53
D	57+62.48	-63.13	810.43	810.44
@ Brg. Pier 1	57+71.97	-62.95	810.35	810.37
E	57+81.70	-62.82	810.28	810.33
F	57+91.43	-62.73	810.20	810.30
G	58+01.16	-62.68	810.13	810.26
H	58+10.90	-62.67	810.05	810.20
I	58+20.63	-62.70	809.98	810.12
J	58+30.36	-62.78	809.91	810.01
K	58+40.10	-62.90	809.84	809.90
@ Brg. Pier 2	58+50.80	-63.08	809.77	809.79
L	58+60.53	-63.29	809.70	809.71
M	58+70.26	-63.54	809.63	809.66
N	58+79.98	-63.83	809.57	809.60
O	58+89.71	-64.17	809.51	809.54
@ of S. Abut.	58+99.18	-64.54	809.45	809.47
Bk. of S. Abut.	59+00.40	-64.59	809.44	809.46

BEAM 3

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of N. Abut.	57+21.65	-57.33	810.56	810.58
@ of N. Abut.	57+22.87	-57.28	810.55	810.57
A	57+32.62	-56.93	810.47	810.50
B	57+42.37	-56.62	810.39	810.41
C	57+52.13	-56.36	810.30	810.33
D	57+61.89	-56.14	810.23	810.24
@ Brg. Pier 1	57+71.40	-55.96	810.15	810.17
E	57+81.17	-55.83	810.07	810.13
F	57+90.93	-55.73	809.99	810.09
G	58+00.69	-55.68	809.92	810.05
H	58+10.45	-55.67	809.85	809.99
I	58+20.22	-55.70	809.77	809.91
J	58+29.98	-55.78	809.70	809.81
K	58+39.74	-55.89	809.63	809.69
@ Brg. Pier 2	58+50.48	-56.07	809.56	809.58
L	58+60.23	-56.28	809.49	809.51
M	58+69.99	-56.53	809.43	809.45
N	58+79.75	-56.82	809.36	809.39
O	58+89.50	-57.16	809.30	809.33
@ of S. Abut.	58+99.00	-57.53	809.24	809.26
Bk. of S. Abut.	59+00.22	-57.58	809.23	809.25

BEAM 4

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of N. Abut.	57+20.94	-50.35	810.36	810.38
@ of N. Abut.	57+22.16	-50.30	810.35	810.37
A	57+31.94	-49.95	810.26	810.29
B	57+41.72	-49.64	810.18	810.21
C	57+51.51	-49.37	810.10	810.12
D	57+61.30	-49.15	810.02	810.03
@ Brg. Pier 1	57+70.84	-48.97	809.94	809.96
E	57+80.63	-48.83	809.87	809.92
F	57+90.42	-48.73	809.79	809.89
G	58+00.21	-48.68	809.71	809.85
H	58+10.01	-48.67	809.64	809.79
I	58+19.80	-48.70	809.57	809.70
J	58+29.59	-48.77	809.50	809.60
K	58+39.38	-48.89	809.43	809.49
@ Brg. Pier 2	58+50.15	-49.07	809.35	809.37
L	58+59.94	-49.27	809.28	809.30
M	58+69.72	-49.52	809.22	809.24
N	58+79.51	-49.81	809.15	809.18
O	58+89.29	-50.15	809.09	809.12
@ of S. Abut.	58+98.82	-50.51	809.03	809.05
Bk. of S. Abut.	59+00.04	-50.56	809.02	809.04

BEAM 5

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of N. Abut.	57+20.22	-43.37	810.15	810.18
@ of N. Abut.	57+21.45	-43.32	810.14	810.16
A	57+31.26	-42.97	810.06	810.09
B	57+41.07	-42.66	809.98	810.01
C	57+50.88	-42.39	809.90	809.92
D	57+60.70	-42.16	809.81	809.83
@ Brg. Pier 1	57+70.27	-41.98	809.74	809.76
E	57+80.09	-41.84	809.66	809.71
F	57+89.91	-41.74	809.58	809.68
G	57+99.73	-41.68	809.51	809.64
H	58+09.56	-41.67	809.43	809.58
I	58+19.38	-41.70	809.36	809.50
J	58+29.20	-41.77	809.29	809.39
K	58+39.02	-41.88	809.22	809.28
@ Brg. Pier 2	58+49.82	-42.06	809.14	809.16
L	58+59.64	-42.26	809.08	809.09
M	58+69.45	-42.51	809.01	809.03
N	58+79.26	-42.80	808.94	808.97
O	58+89.08	-43.13	808.88	808.91
@ of S. Abut.	58+98.64	-43.50	808.82	808.84
Bk. of S. Abut.	58+99.86	-43.55	808.81	808.83

BEAM 6

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of N. Abut.	57+19.50	-36.39	809.95	809.97
@ of N. Abut.	57+20.73	-36.35	809.94	809.96
A	57+30.57	-35.99	809.86	809.88
B	57+40.41	-35.67	809.77	809.80
C	57+50.25	-35.40	809.69	809.71
D	57+60.10	-35.17	809.61	809.62
@ Brg. Pier 1	57+69.70	-34.99	809.53	809.55
E	57+79.55	-34.84	809.45	809.51
F	57+89.40	-34.74	809.38	809.48
G	57+99.25	-34.68	809.30	809.43
H	58+09.10	-34.67	809.23	809.37
I	58+18.95	-34.69	809.15	809.29
J	58+28.80	-34.76	809.08	809.18
K	58+38.65	-34.88	809.01	809.07
@ Brg. Pier 2	58+49.49	-35.05	808.94	808.96
L	58+59.33	-35.25	808.87	808.88
M	58+69.18	-35.50	808.80	808.82
N	58+79.02	-35.79	808.74	808.76
O	58+88.86	-36.12	808.67	808.70
@ of S. Abut.	58+98.45	-36.49	808.61	808.63
Bk. of S. Abut.	58+99.68	-36.54	808.60	808.62

(Sheet 2 of 3)

* From C.F.A.P. 704

ROADWAY & PROFILE GRADE

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of N. Abut.	57+19.05	-32.00	809.82	809.84
C of N. Abut.	57+20.28	-32.00	809.81	809.83
A	57+30.17	-32.00	809.74	809.77
B	57+40.06	-32.00	809.66	809.69
C	57+49.95	-32.00	809.59	809.61
D	57+59.83	-32.00	809.52	809.53
C Brg. Pier 1	57+69.46	-32.00	809.44	809.46
E	57+79.33	-32.00	809.37	809.43
F	57+89.20	-32.00	809.30	809.40
G	57+99.07	-32.00	809.22	809.35
H	58+08.93	-32.00	809.15	809.29
I	58+18.79	-32.00	809.07	809.21
J	58+28.65	-32.00	809.00	809.10
K	58+38.50	-32.00	808.93	808.99
C Brg. Pier 2	58+49.34	-32.00	808.84	808.87
L	58+59.19	-32.00	808.77	808.78
M	58+69.04	-32.00	808.70	808.72
N	58+78.89	-32.00	808.62	808.65
O	58+88.74	-32.00	808.55	808.58
C of S. Abut.	58+98.34	-32.00	808.48	808.50
Bk. of S. Abut.	58+99.57	-32.00	808.47	808.49

STAGE CONSTRUCTION JOINT

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of N. Abut.	57+19.12	-32.74	809.84	809.86
C of N. Abut.	57+20.35	-32.69	809.83	809.85
A	57+30.21	-32.33	809.75	809.78
B	57+40.06	-32.02	809.67	809.69
C	57+49.92	-31.74	809.58	809.60
D	57+59.79	-31.51	809.50	809.52
C Brg. Pier 1	57+69.40	-31.33	809.42	809.45
E	57+79.27	-31.18	809.35	809.40
F	57+89.13	-31.08	809.27	809.37
G	57+99.00	-31.02	809.19	809.33
H	58+08.86	-31.00	809.12	809.27
I	58+18.73	-31.03	809.05	809.18
J	58+28.60	-31.10	808.97	809.08
K	58+38.46	-31.21	808.90	808.96
C Brg. Pier 2	58+49.31	-31.38	808.83	808.85
L	58+59.18	-31.58	808.76	808.77
M	58+69.04	-31.83	808.69	808.71
N	58+78.89	-32.12	808.63	808.66
O	58+88.75	-32.45	808.56	808.59
C of S. Abut.	58+98.36	-32.81	808.50	808.52
Bk. of S. Abut.	58+99.59	-32.86	808.49	808.51

BEAM 7

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of N. Abut.	57+18.78	-29.42	809.75	809.77
C of N. Abut.	57+20.01	-29.37	809.74	809.76
A	57+29.88	-29.01	809.65	809.68
B	57+39.75	-28.69	809.57	809.60
C	57+49.62	-28.41	809.49	809.51
D	57+59.50	-28.18	809.40	809.42
C Brg. Pier 1	57+69.13	-28.00	809.33	809.35
E	57+79.01	-27.85	809.25	809.30
F	57+88.89	-27.75	809.17	809.27
G	57+98.77	-27.68	809.09	809.23
H	58+08.65	-27.67	809.02	809.17
I	58+18.53	-27.69	808.95	809.08
J	58+28.41	-27.76	808.87	808.98
K	58+38.29	-27.87	808.80	808.86
C Brg. Pier 2	58+49.15	-28.04	808.73	808.75
L	58+59.03	-28.25	808.66	808.67
M	58+68.91	-28.49	808.59	808.61
N	58+78.78	-28.78	808.53	808.56
O	58+88.65	-29.11	808.46	808.49
C of S. Abut.	58+98.27	-29.47	808.40	808.42
Bk. of S. Abut.	58+99.50	-29.52	808.39	808.42

BEAM 8

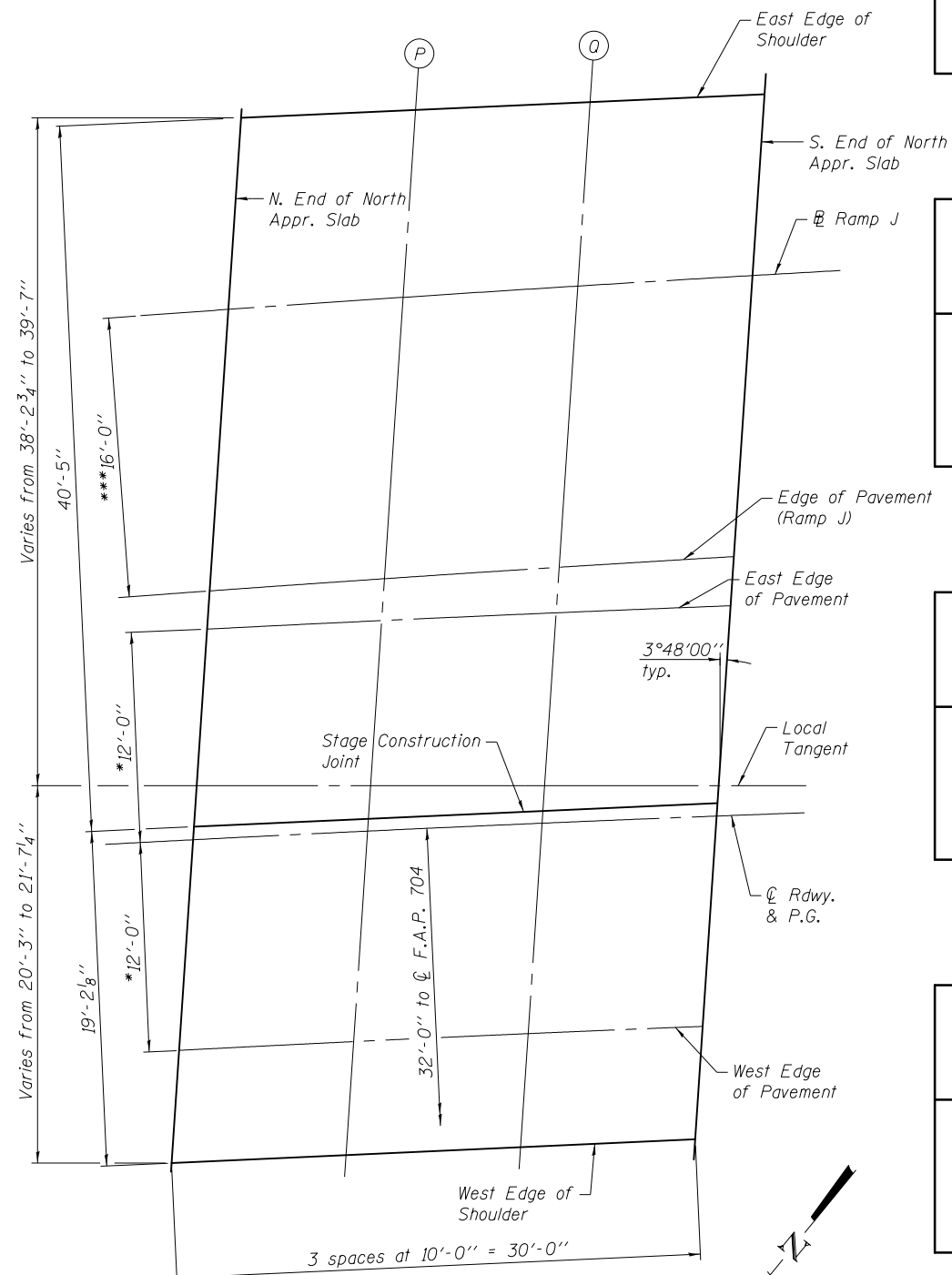
Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of N. Abut.	57+18.05	-22.44	809.54	809.56
C of N. Abut.	57+19.28	-22.39	809.53	809.55
A	57+29.18	-22.03	809.45	809.48
B	57+39.08	-21.71	809.36	809.39
C	57+48.99	-21.43	809.28	809.30
D	57+58.89	-21.19	809.20	809.21
C Brg. Pier 1	57+68.55	-21.01	809.12	809.14
E	57+78.46	-20.86	809.04	809.10
F	57+88.37	-20.75	808.96	809.06
G	57+98.28	-20.69	808.89	809.02
H	58+08.19	-20.67	808.81	808.96
I	58+18.10	-20.69	808.74	808.88
J	58+28.01	-20.76	808.67	808.77
K	58+37.92	-20.87	808.60	808.66
C Brg. Pier 2	58+48.82	-21.04	808.52	808.54
L	58+58.72	-21.24	808.45	808.47
M	58+68.63	-21.48	808.38	808.41
N	58+78.53	-21.77	808.32	808.35
O	58+88.43	-22.10	808.25	808.28
C of S. Abut.	58+98.08	-22.46	808.19	808.21
Bk. of S. Abut.	58+99.32	-22.51	808.19	808.21

BEAM 9

Location	Station	*Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. of N. Abut.	57+17.31	-15.47	809.34	809.36
C of N. Abut.	57+18.55	-15.42	809.33	809.35
A	57+28.48	-15.05	809.24	809.27
B	57+38.41	-14.72	809.16	809.19
C	57+48.35	-14.44	809.08	809.10
D	57+58.28	-14.21	808.99	809.01
C Brg. Pier 1	57+67.97	-14.02	808.92	808.94
E	57+77.91	-13.86	808.84	808.89
F	57+87.85	-13.75	808.76	808.86
G	57+97.79	-13.69	808.68	808.81
H	58+07.73	-13.67	808.61	808.75
I	58+17.67	-13.69	808.53	808.67
J	58+27.61	-13.75	808.46	808.56
K	58+37.55	-13.86	808.39	808.45
C Brg. Pier 2	58+48.48	-14.03	808.31	808.33
L	58+58.42	-14.23	808.24	808.26
M	58+68.35	-14.47	808.18	808.20
N	58+78.28	-14.76	808.11	808.14
O	58+88.21	-15.09	808.05	808.07
C of S. Abut.	58+97.89	-15.45	807.98	808.01
Bk. of S. Abut.	58+99.13	-15.50	807.98	808.00

(Sheet 3 of 3)

* Radial dimensions from \odot Rdwy.
 ** From \odot F.A.P. 704
 *** Radial dimensions from \odot Ramp J



PLAN

EAST EDGE OF SHOULDER

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr.	56+94.18	-73.13	811.31	811.34
P	57+03.87	-73.11	811.17	811.19
Q	57+13.56	-73.13	811.10	811.12
S. End North Appr.	57+23.25	-73.19	811.03	811.05

RAMP J

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr.	56+92.94	-62.22	810.99	811.01
P	57+02.73	-62.43	810.86	810.88
Q	57+12.45	-62.64	810.79	810.81
S. End North Appr.	57+22.21	-62.84	810.72	810.74

EDGE OF PAVEMENT (RAMP J)

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr.	56+91.11	-46.18	810.49	810.52
P	57+00.94	-46.39	810.39	810.41
Q	57+10.77	-46.60	810.32	810.34
S. End North Appr.	57+20.58	-46.80	810.25	810.28

EAST EDGE OF PAVEMENT

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr.	56+90.85	-44.00	810.43	810.45
P	57+00.68	-44.00	810.32	810.34
Q	57+10.48	-44.00	810.25	810.27
S. End North Appr.	57+20.30	-44.00	810.17	810.19

STAGE CONSTRUCTION JOINT

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr.	56+89.55	-32.74	810.07	810.09
P	56+99.40	-32.70	809.99	810.01
Q	57+09.27	-32.70	809.92	809.94
S. End North Appr.	57+19.12	-32.74	809.84	809.86

\odot ROADWAY & PROFILE GRADE

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr.	56+89.46	-32.00	810.04	810.06
P	56+99.34	-32.00	809.97	809.99
Q	57+09.19	-32.00	809.90	809.92
S. End North Appr.	57+19.05	-32.00	809.82	809.84

WEST EDGE OF PAVEMENT

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr.	56+88.05	-20.00	809.65	809.67
P	56+97.97	-20.00	809.61	809.63
Q	57+07.88	-20.00	809.55	809.57
S. End North Appr.	57+17.79	-20.00	809.47	809.49

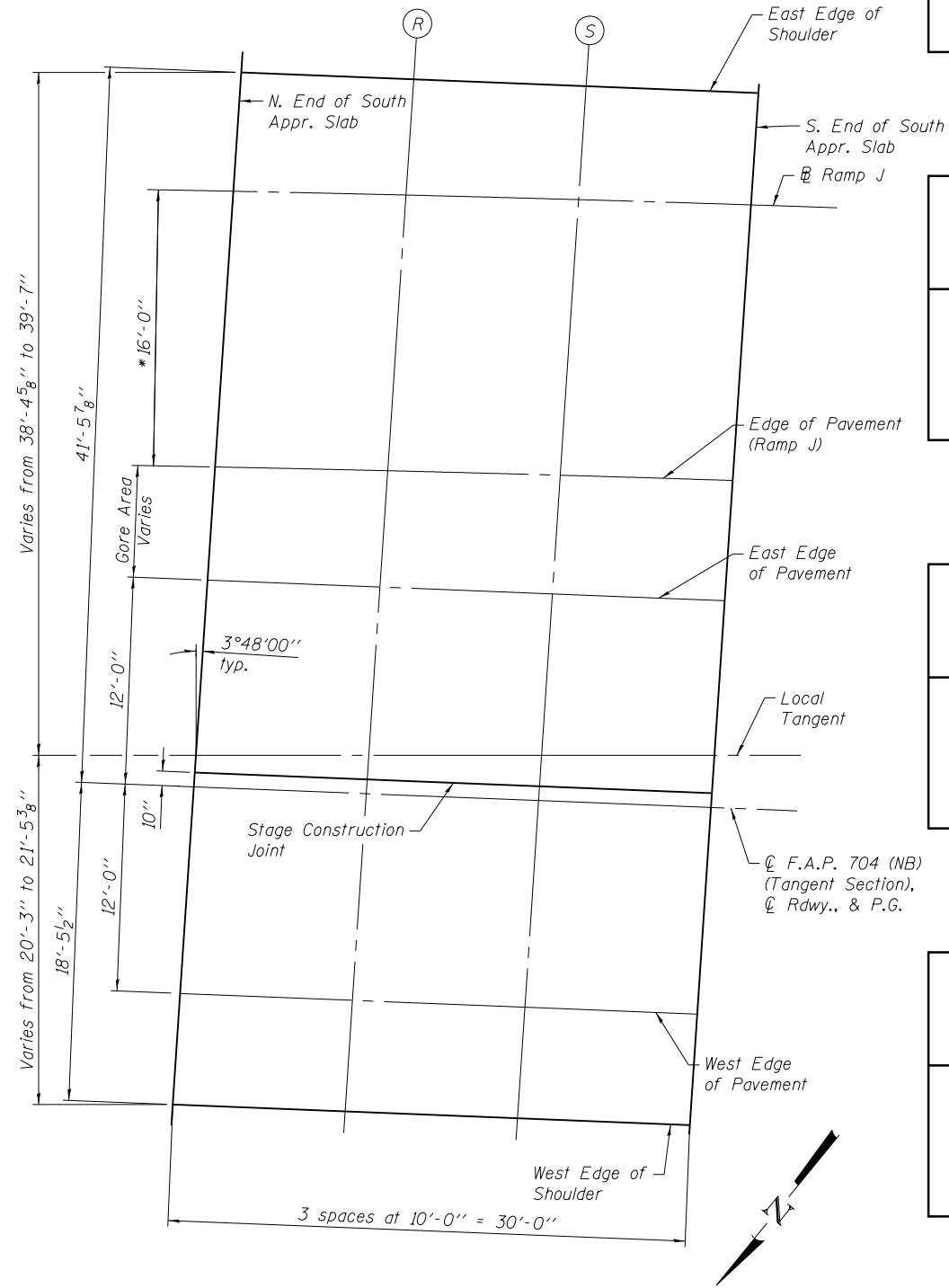
WEST EDGE OF SHOULDER

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr.	56+87.29	-13.58	809.44	809.46
P	56+97.23	-13.53	809.42	809.44
Q	57+07.17	-13.52	809.36	809.38
S. End North Appr.	57+17.11	-13.55	809.28	809.30

Notes:

Stations and Offsets for the South Approach Slab are provided relative to the tangent alignment for the C F.A.P. 704 (NB).

Cross slopes for F.A.P. 704 (NB) and Ramp J will vary relative to each other, the gore region between the two must transition between the two profiles.



PLAN

* Radial dimensions from C Ramp J

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr.	59+02.06	-41.49	809.70	809.72
R	59+12.06	-41.49	809.47	809.49
S	59+22.06	-41.49	809.25	809.27
S. End South Appr.	59+32.06	-41.49	809.03	809.05

C RAMP J

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr.	59+01.88	-34.58	809.50	809.52
R	59+11.88	-34.76	809.30	809.32
S	59+21.59	-34.83	809.11	809.13
S. End South Appr.	59+31.89	-34.99	808.92	808.94

EDGE OF PAVEMENT (RAMP J)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr.	59+01.46	-18.57	809.02	809.04
R	59+11.46	-18.75	808.90	808.92
S	59+21.46	-18.89	808.78	808.80
S. End South Appr.	59+31.47	-18.99	808.66	808.68

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr.	59+01.29	-12.00	808.83	808.85
R	59+11.29	-12.00	808.71	808.73
S	59+21.29	-12.00	808.61	808.63
S. End South Appr.	59+31.28	-12.00	808.50	808.53

STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr.	59+00.99	-0.83	808.49	808.52
R	59+10.99	-0.83	808.41	808.43
S	59+20.99	-0.83	808.33	808.35
S. End South Appr.	59+30.99	-0.83	808.25	808.27

C ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr.	59+00.97	0.00	808.47	808.49
R	59+10.97	0.00	808.38	808.40
S	59+20.97	0.00	808.31	808.33
S. End South Appr.	59+30.97	0.00	808.23	808.25

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr.	59+00.65	12.00	808.11	808.13
R	59+10.65	12.00	808.05	808.07
S	59+20.66	12.00	808.01	808.03
S. End South Appr.	59+30.65	12.00	807.96	807.98

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr.	59+00.48	18.46	807.92	807.94
R	59+10.48	18.46	807.88	807.90
S	59+20.49	18.46	807.84	807.86
S. End South Appr.	59+30.48	18.46	807.81	807.83

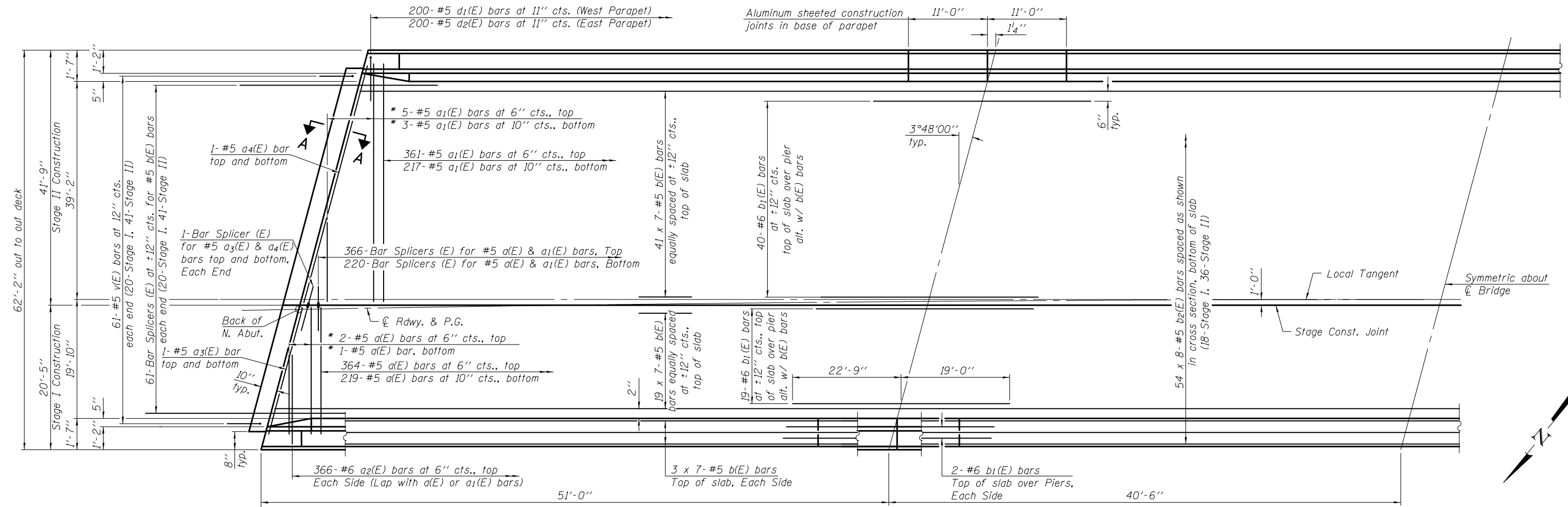
FILE NAME =	USER NAME = p1ersonbr	DESIGNED - MJT	REVISED -
\$FILES*		CHECKED - RJP	REVISED -
		DRAWN - BAS	REVISED -
		CHECKED - MJT	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 057-0251

SHEET NO. 10 OF 28 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(57-20HB-1)BR	MCLEAN	440	163
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

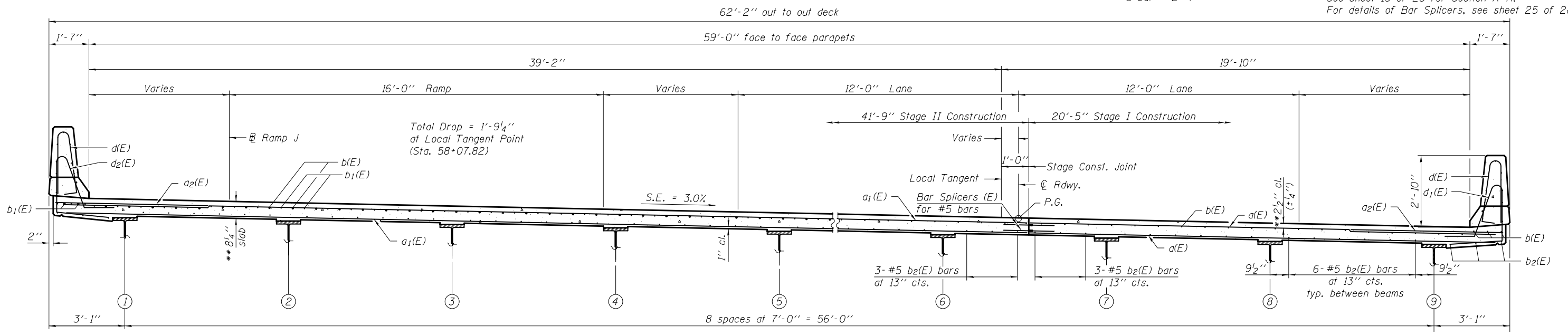


* Order a(E) and a₁(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.
 ** Prior to Diamond Grinding of Bridge Section

PARTIAL PLAN

MINIMUM BAR LAP
 #5 bar = 2'-7"

Notes:
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line. See sheet 12 of 28 for superstructure details, parapet reinforcement, and Bill of Material. See sheet 13 of 28 for Section A-A. For details of Bar Splicers, see sheet 25 of 28.

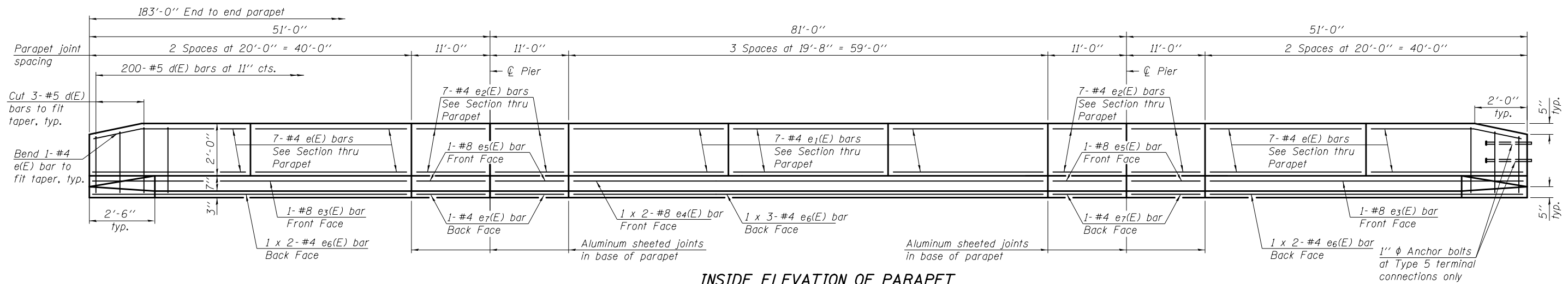


NEAR PIER

NEAR MIDSPAN

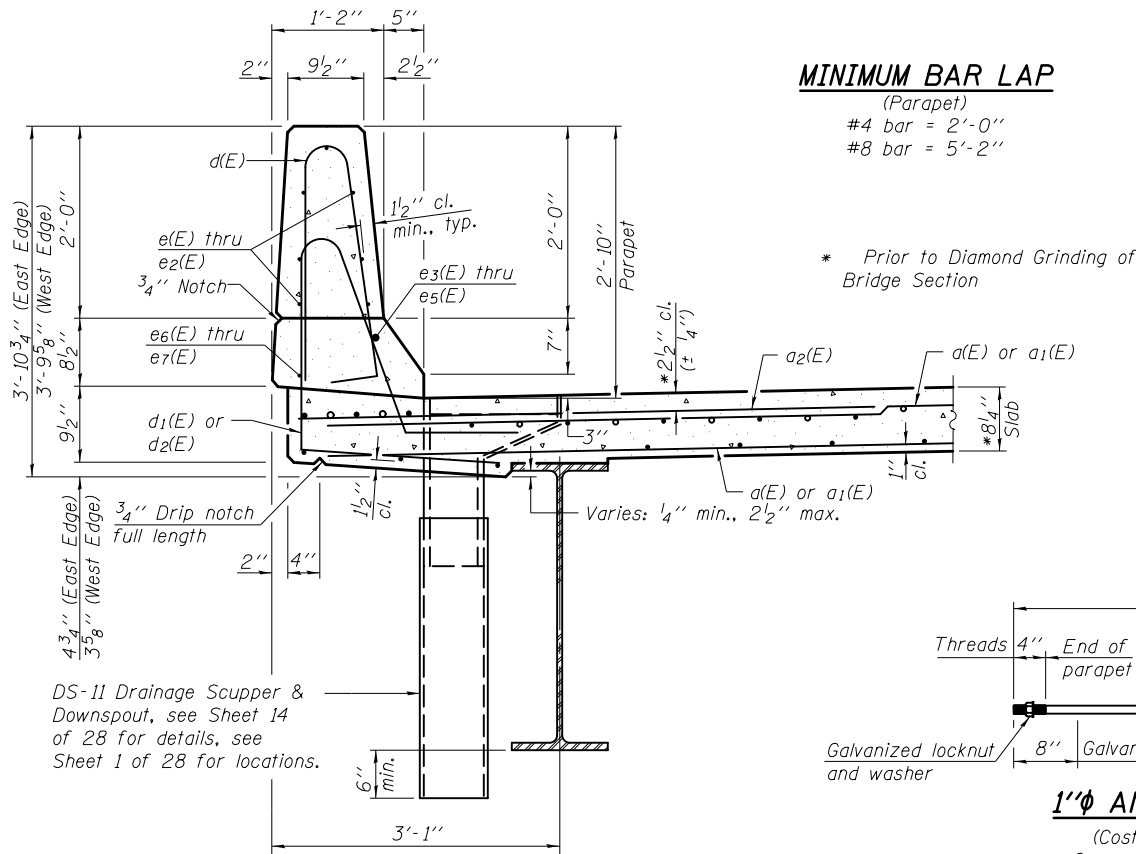
CROSS SECTION
 (Looking South)

FILE NAME = \$FILES*	USER NAME = piersonbr	DESIGNED - MJT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 057-0251	F.A.I. RTE. 74	SECTION (57-20HB-1)BR	COUNTY MCLEAN	TOTAL SHEETS 440	SHEET NO. 164	
	PLOT SCALE =	DRAWN - BAS	REVISED -			CONTRACT NO. 70570					
	PLOT DATE = 7/26/2013 \$TIME*	CHECKED - MJT	REVISED -			ILLINOIS FED. AID PROJECT					
						SHEET NO. 11 OF 28 SHEETS					

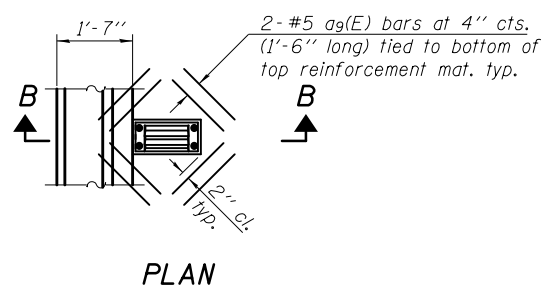


INSIDE ELEVATION OF PARAPET

MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

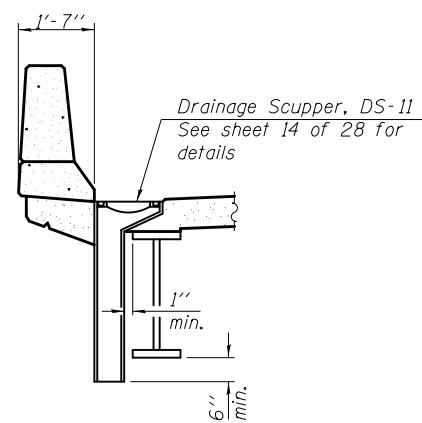


SECTION THRU PARAPET

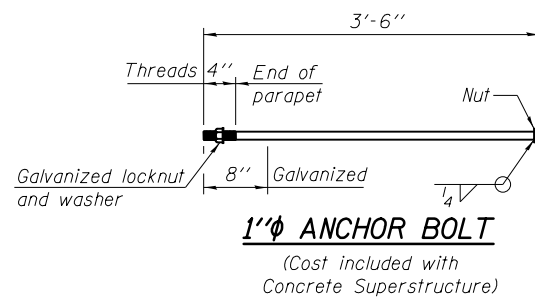


PLAN

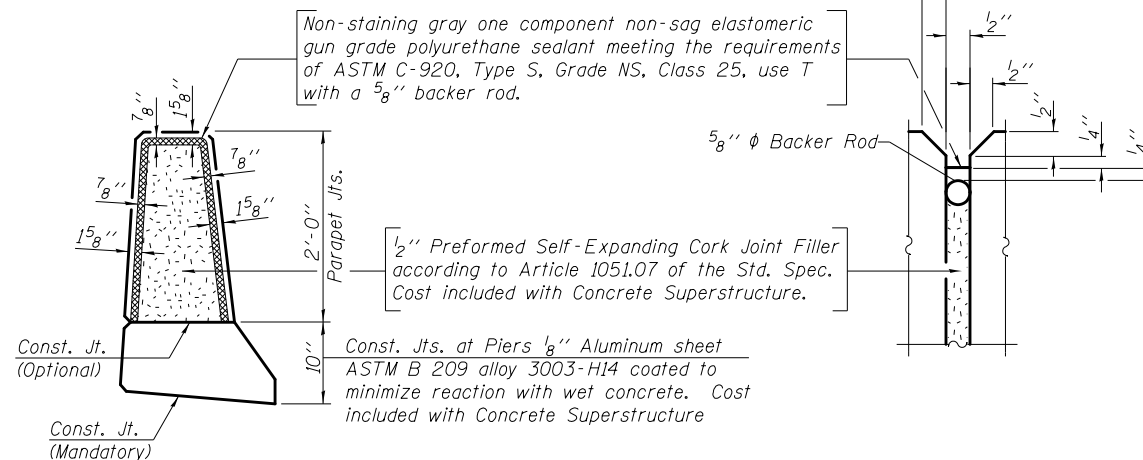
Note:
Cut longitudinal reinforcement to clear drainage scuppers.



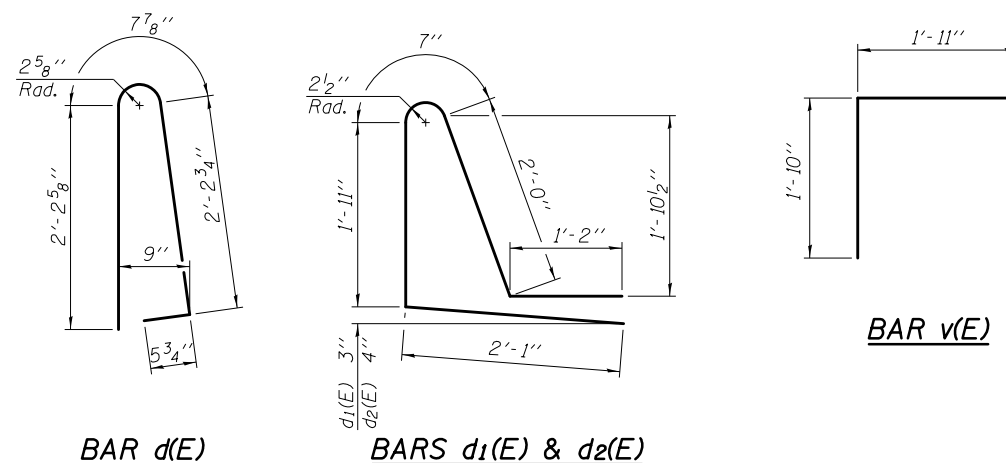
SECTION B-B



1" ANCHOR BOLT
(Cost included with Concrete Superstructure)



PARAPET JOINT DETAILS



BAR d(E)

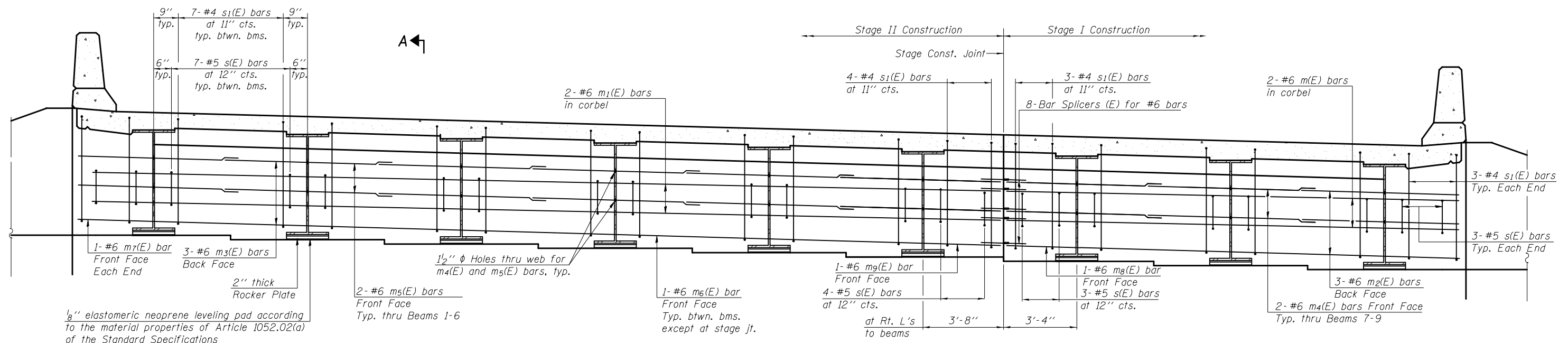
BARS d1(E) & d2(E)

BAR v(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	586	#5	19'-8"	—
a1(E)	586	#5	41'-0"	—
a2(E)	732	#6	6'-6"	—
a3(E)	4	#5	20'-1"	—
a4(E)	4	#5	41'-6"	—
a9(E)	16	#5	1'-6"	—
b(E)	462	#5	28'-4"	—
b1(E)	126	#6	41'-9"	—
b2(E)	432	#5	25'-2"	—
d(E)	400	#5	5'-7"	—
d1(E)	200	#5	7'-9"	—
d2(E)	200	#5	7'-9"	—
e(E)	56	#4	19'-8"	—
e1(E)	42	#4	19'-4"	—
e2(E)	56	#4	10'-8"	—
e3(E)	4	#8	39'-8"	—
e4(E)	4	#8	32'-0"	—
e5(E)	8	#8	10'-8"	—
e6(E)	14	#4	20'-11"	—
e7(E)	8	#4	10'-8"	—
m(E)	4	#6	19'-5"	—
m1(E)	4	#6	40'-10"	—
m2(E)	6	#6	20'-1"	—
m3(E)	6	#6	41'-6"	—
m4(E)	12	#6	9'-0"	—
m5(E)	24	#6	9'-9"	—
m6(E)	14	#6	6'-8"	—
m7(E)	4	#6	2'-9"	—
m8(E)	2	#6	3'-0"	—
m9(E)	2	#6	3'-4"	—
s(E)	124	#5	6'-10"	—
s1(E)	124	#4	9'-0"	—
v(E)	122	#5	3'-9"	—
Reinforcement Bars, Epoxy Coated		Pound	89600	
Concrete Superstructure		Cu. Yd.	377.0	

Bars indicated thus 1 x 3-#5 etc. indicates 1 line of bars with 3 lengths per line.
See View B-B on sheet 15 of 28 for placement of 1" φ Anchor bolts in end of parapet.



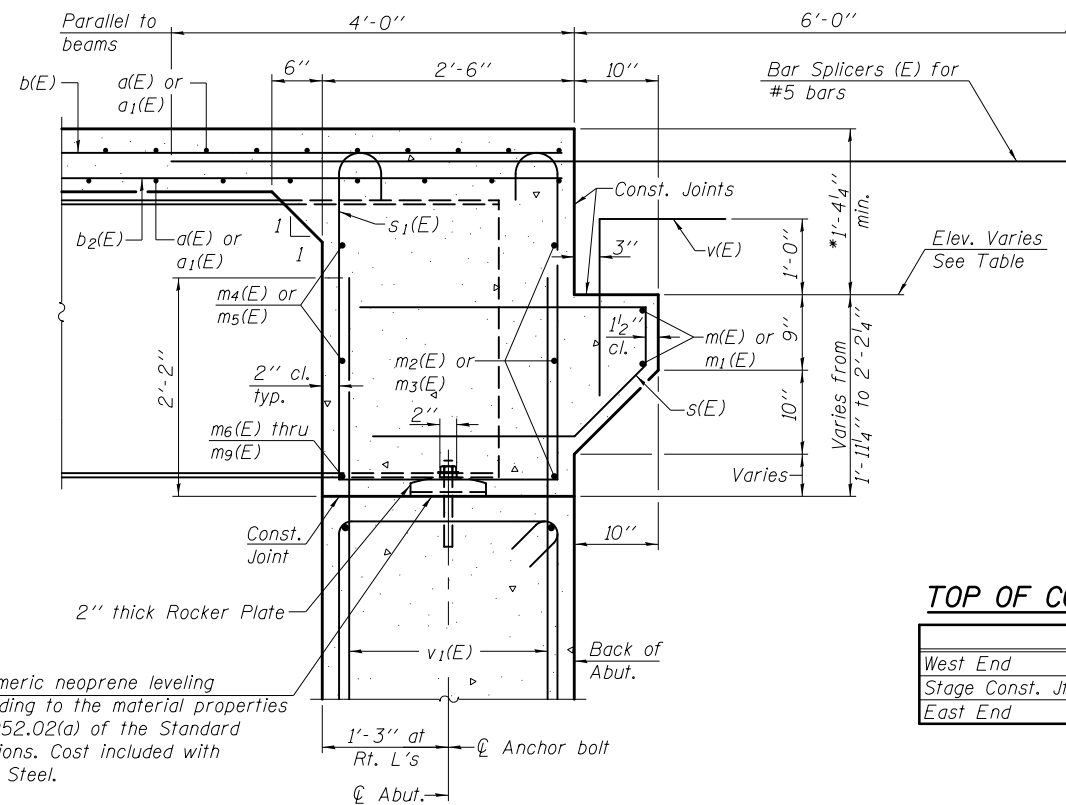
$\frac{1}{8}$ " elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications

DIAPHRAGM ELEVATION AT ABUTMENT
(Looking South)

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet 12 of 28.
Concrete in diaphragm is included with Concrete Superstructure on sheet 12 of 28.
For details of v(E) bars, see sheet 12 of 28.
The s(E) and s₁(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

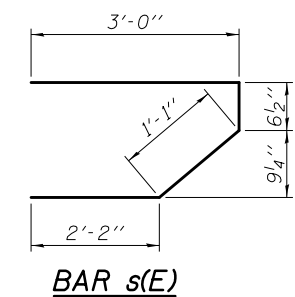
MIN. BAR LAP
#6 bar = 3'-4"



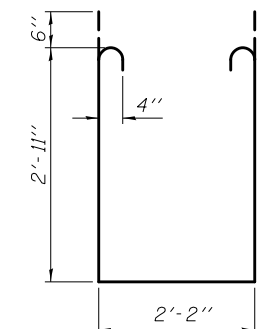
$\frac{1}{8}$ " elastomeric neoprene leveling pad according to the material properties of Art. 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.

SECTION A-A

Dimensions at right angles to abutment, except as shown.



BAR s(E)

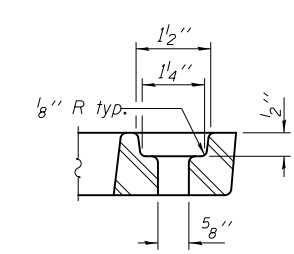
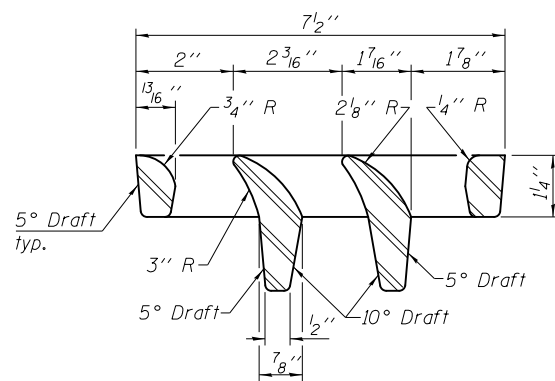
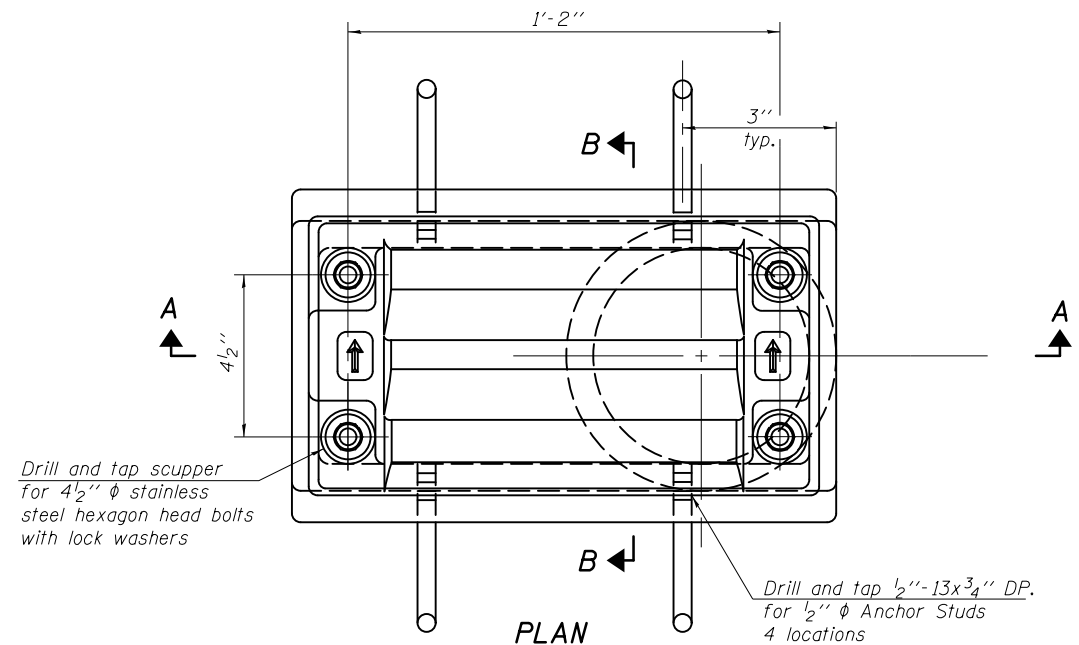


BAR s₁(E)

TOP OF CORBEL ELEVATIONS

	N. Abut.	S. Abut.
West End	807.93	806.56
Stage Const. Jt.	808.50	807.15
East End	809.70	808.37

* Prior to Diamond Grinding of Bridge Section



Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

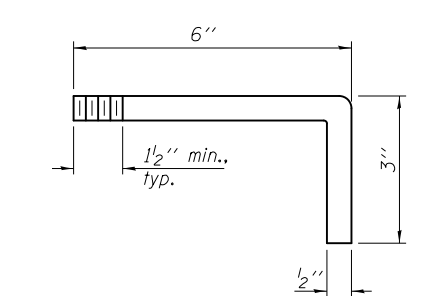
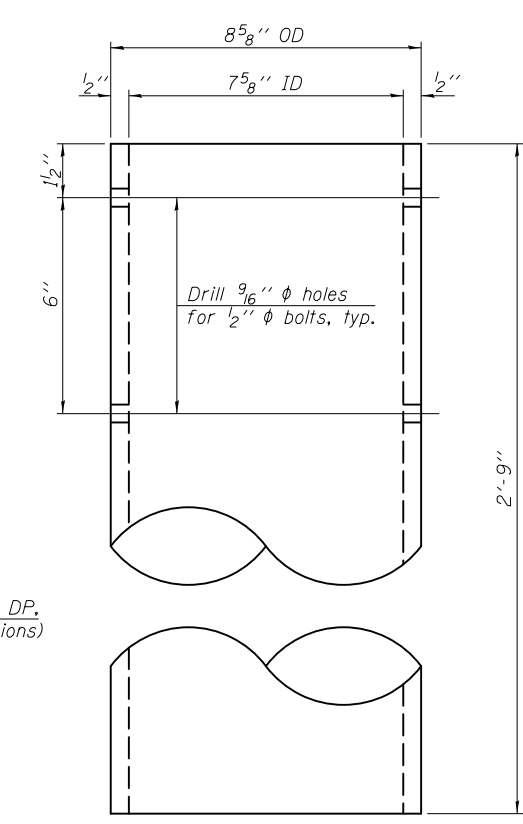
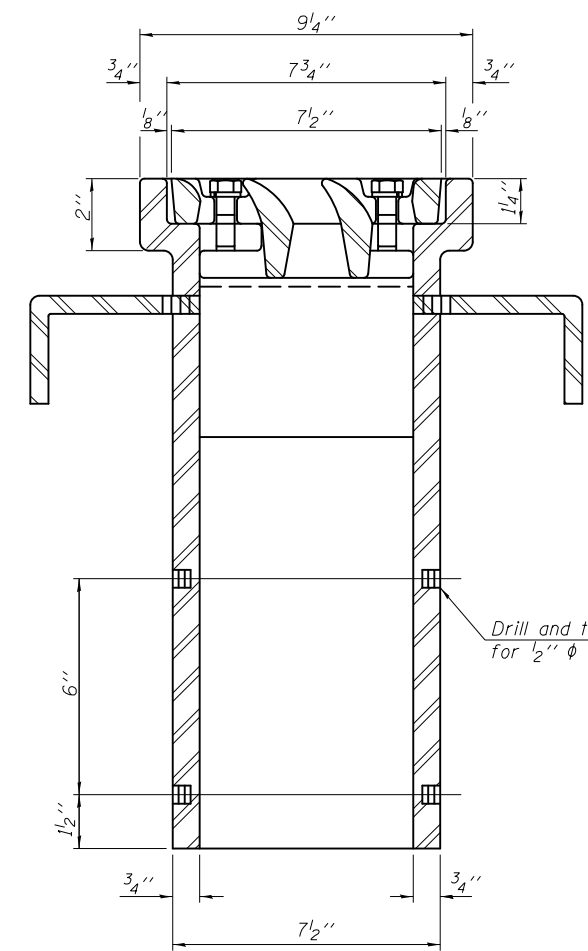
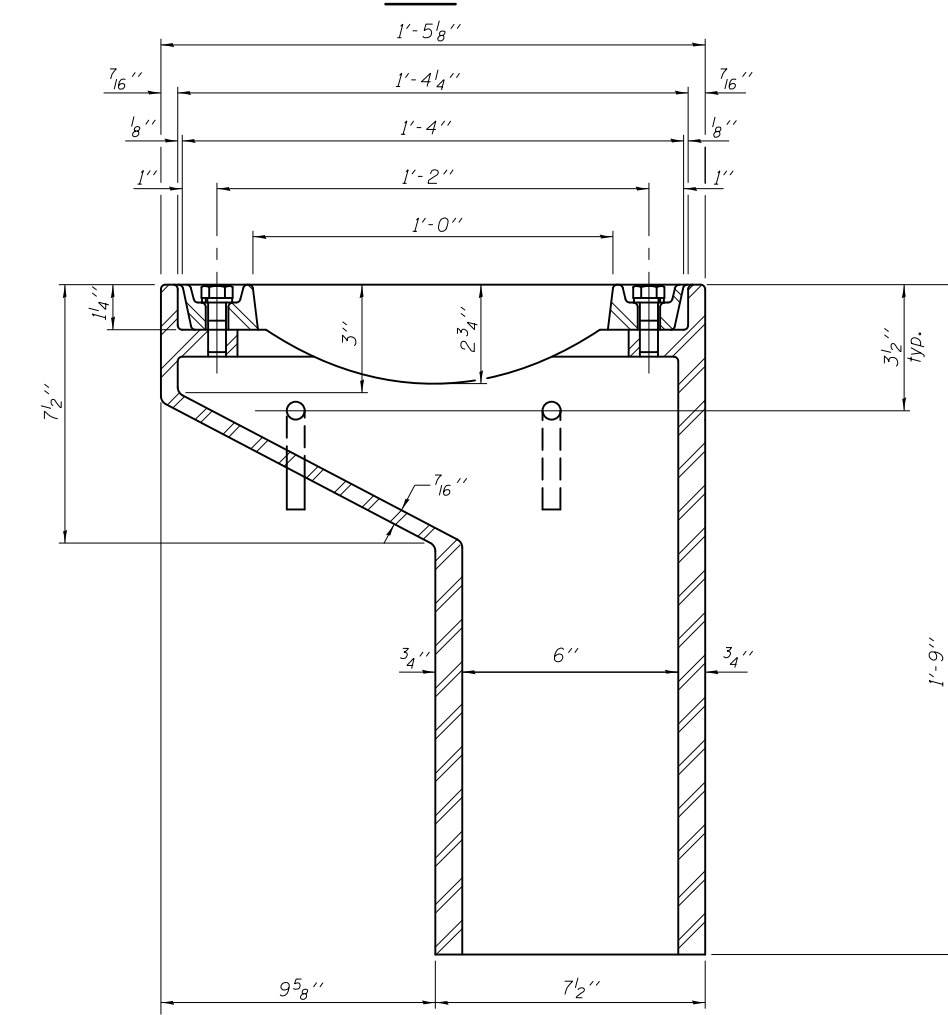
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scuppers, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



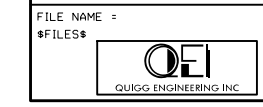
See sheet 12 of 28 for scupper location relative to parapet.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scuppers, DS-11	Each	2

DS-11

7-1-10



USER NAME = piersonbr
 PLOT SCALE =
 PLOT DATE = 7/26/2013 \$TIME\$

DESIGNED - MJT
 CHECKED - RJP
 DRAWN - BAS
 CHECKED - MJT

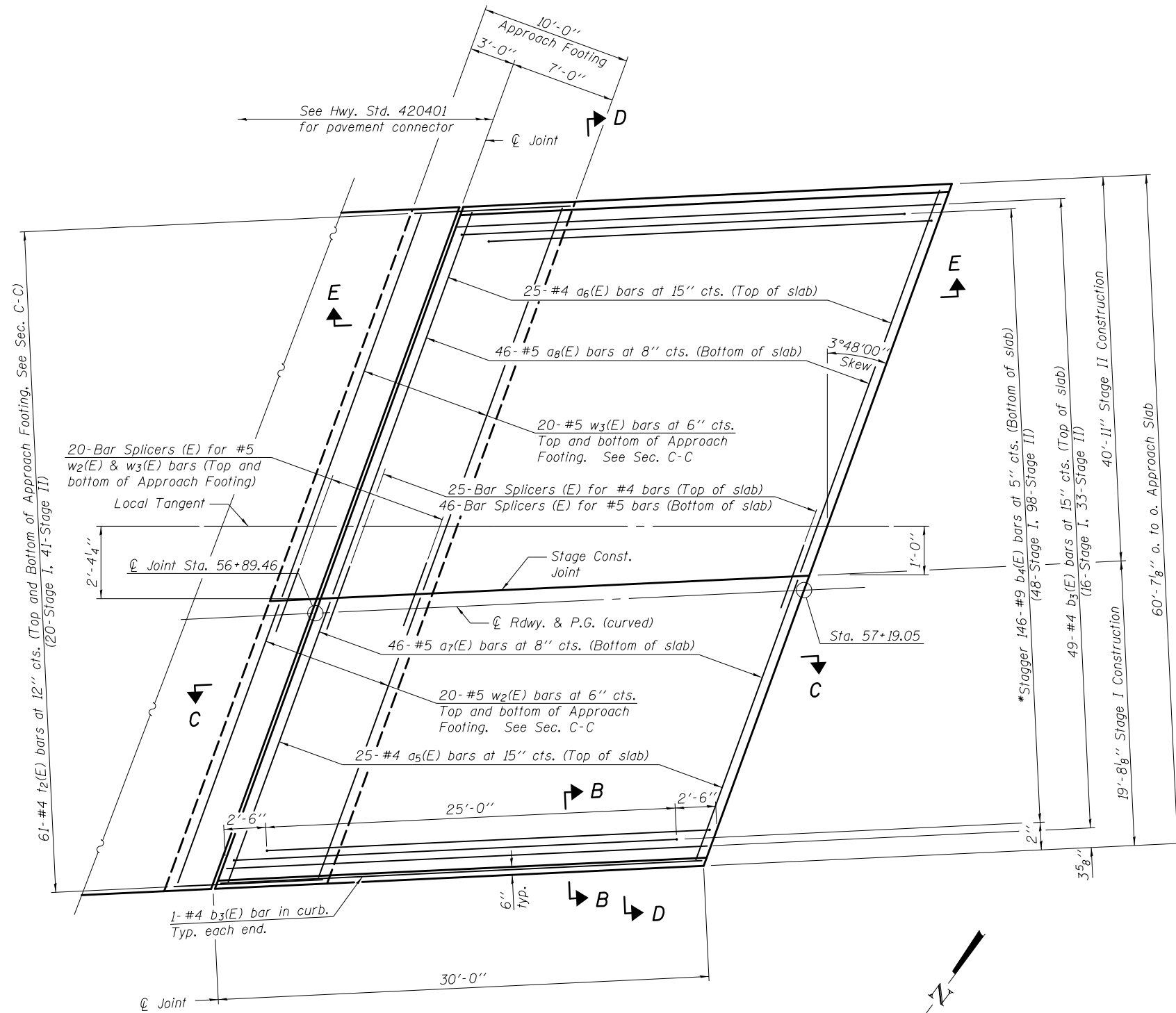
REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
 STRUCTURE NO. 057-0251
 SHEET NO. 14 OF 28 SHEETS

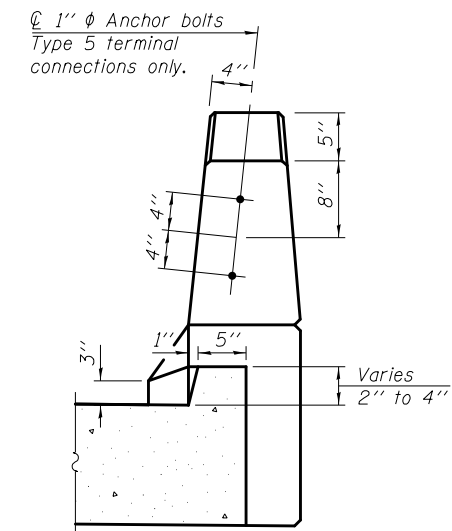
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(57-20HB-1)BR	MCLEAN	440	167
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

Notes:
See sheet 17 of 28 for Sections C-C & D-D and View E-E.
a₅(E) thru a₈(E) bar spacings measured along \hat{C} Rdwy.



PLAN - NORTH APPROACH

* Tilt #9 b₄(E) bars as required to maintain clearance.

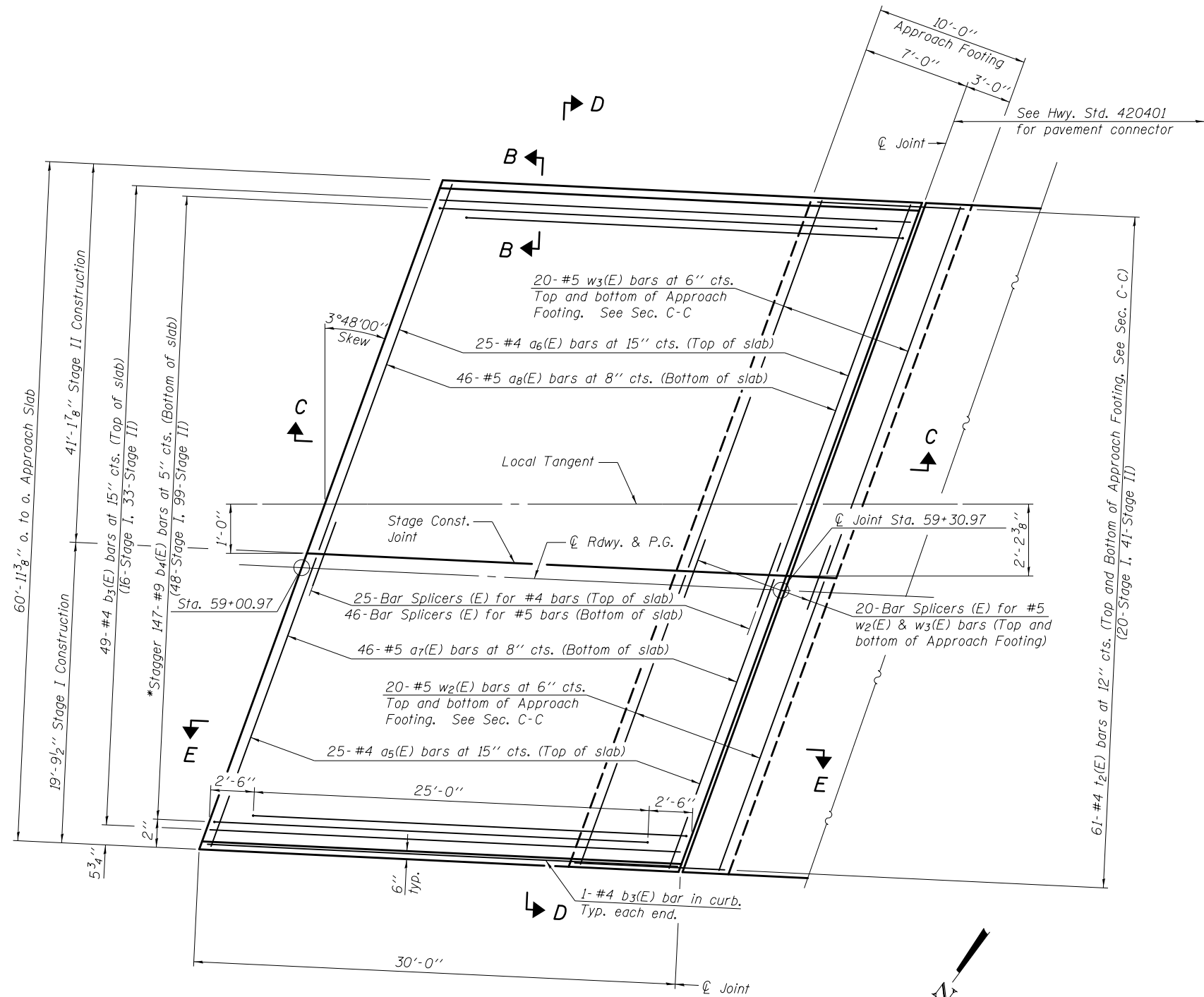


VIEW B-B

(Sheet 1 of 3)

FILE NAME = \$FILES*	USER NAME = piersonbr	DESIGNED - MJT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 057-0251	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - BAS	REVISED -			74	(57-20HB-1)BR	MCLEAN	440	168
QUIGG ENGINEERING INC.	PLOT DATE = 7/26/2013 \$TIME*	CHECKED - MJT	REVISED -	SHEET NO. 15 OF 28 SHEETS		CONTRACT NO. 70570			ILLINOIS FED. AID PROJECT	

Notes:
 See sheet 17 of 28 for Sections C-C & D-D and View E-E.
 See sheet 15 of 28 for View B-B.
 $a_5(E)$ thru $a_8(E)$ bar spacings measured along C.Rdwy.
 Stations shown are relative to the tangent alignment of F.A.P. 704 (NB).



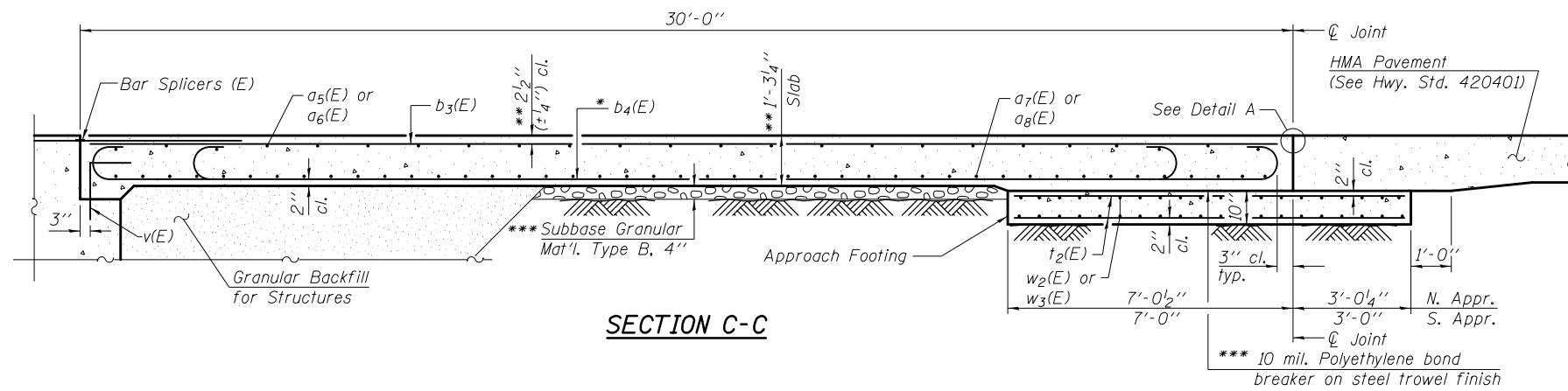
PLAN - SOUTH APPROACH

* Tilt #9 $b_4(E)$ bars as required to maintain clearance.

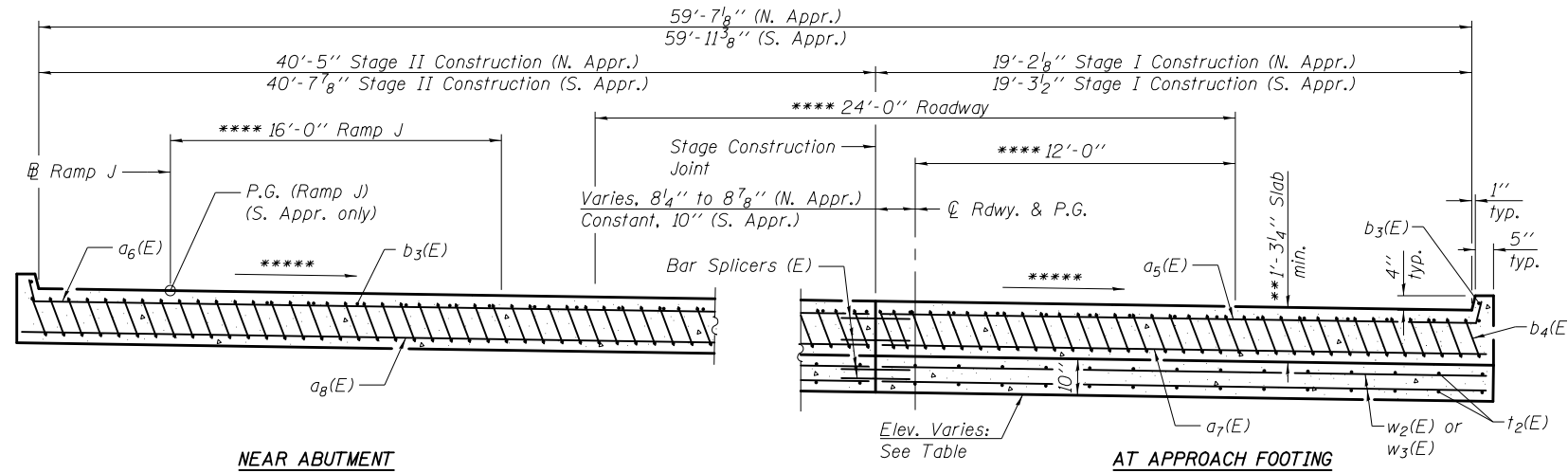
(Sheet 2 of 3)

FILE NAME = \$FILES*	USER NAME = piersonbr	DESIGNED - MJT	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 057-0251	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE =	DRAWN - BAS	REVISED -			74	(57-20HB-1)BR	MCLEAN	440	169
PLOT DATE = 7/26/2013 \$TIME*	CHECKED - MJT	REVISED -		SHEET NO. 16 OF 28 SHEETS		CONTRACT NO. 70570			ILLINOIS FED. AID PROJECT	





Notes:
 Approach slab concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheets 12 and 13 of 28.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet 25 of 28.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 28.
 Dimensions are shown parallel and perpendicular to the Stage Construction Joint, unless noted otherwise.



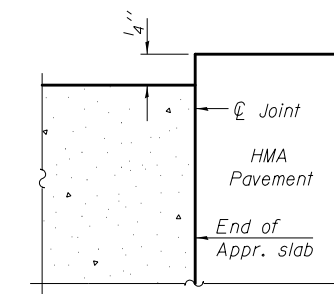
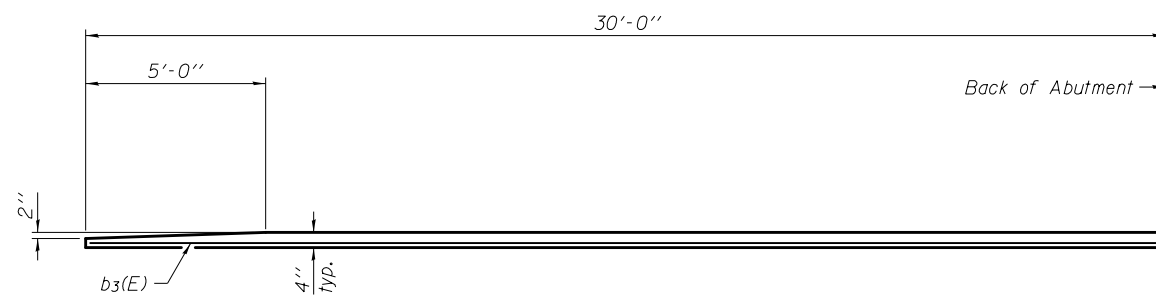
APPROACH FOOTING ELEVATIONS

	N. Appr.	S. Appr.
West Edge	807.32	805.70
Stage Const. Jt.	807.90	806.10
East Edge	809.12	806.95

- * Tilt #9 b₄(E) bars as required to maintain clearance.
- ** Prior to Diamond Grinding of the Bridge Section.
- *** Cost included with Concrete Superstructure.
- **** Measured radially.
- ***** See sheet 1 of 28 for superelevation transitions of roadway and Ramp J.

**TWO APPROACHES
BILL OF MATERIAL**

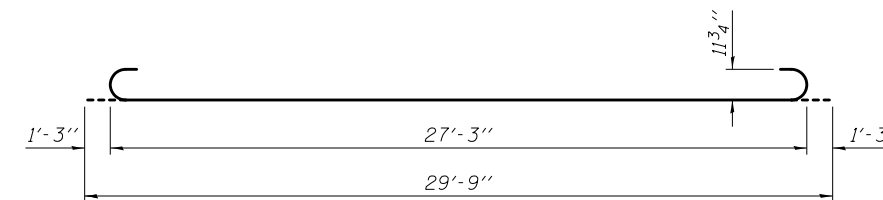
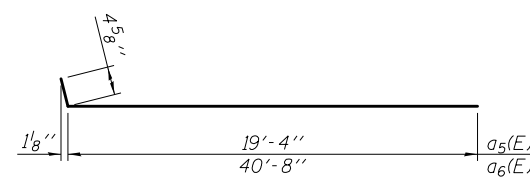
Bar	No.	Size	Length	Shape	
a ₅ (E)	50	#4	19'-9"	U	
a ₆ (E)	50	#4	41'-1"	U	
a ₇ (E)	92	#5	19'-5"	U	
a ₈ (E)	92	#5	40'-10"	U	
b ₃ (E)	102	#4	29'-8"	U	
b ₄ (E)	293	#9	29'-9"	U	
t ₂ (E)	244	#4	9'-8"	U	
w ₂ (E)	80	#5	19'-5"	U	
w ₃ (E)	80	#5	40'-10"	U	
Concrete Superstructure				Cu. Yd.	174.6
Concrete Structures				Cu. Yd.	37.6
Reinforcement Bars, Epoxy Coated				Pound	46070



FLEXIBLE PAVEMENT

DETAIL A

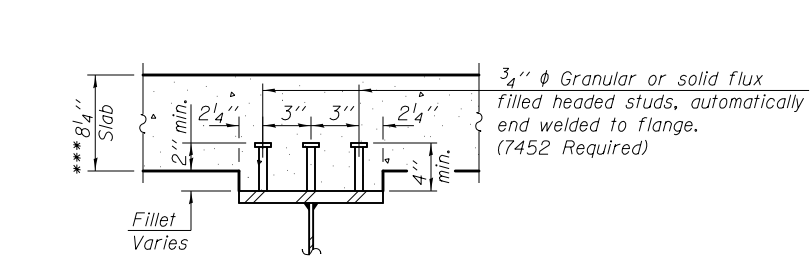
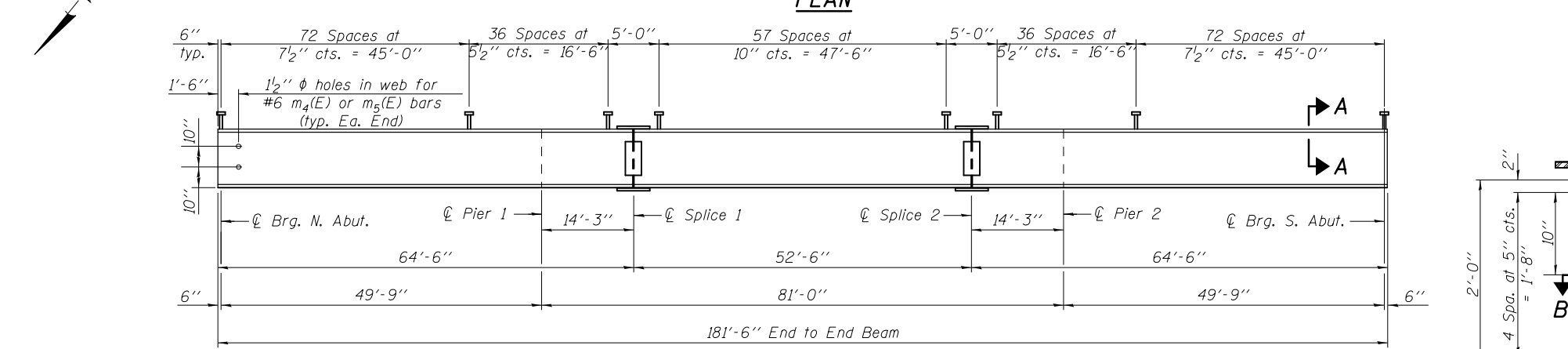
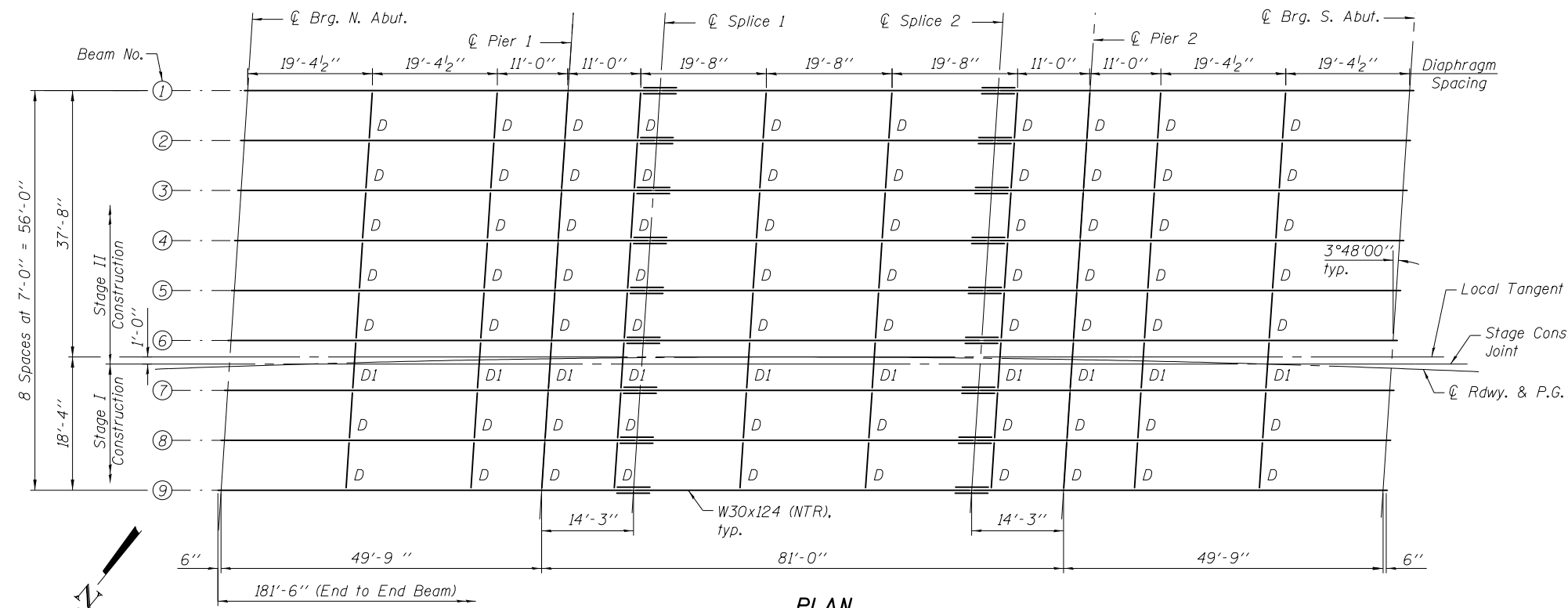
VIEW E-E



BARS a₅(E) & a₆(E)

BAR b₄(E)

(Sheet 3 of 3)



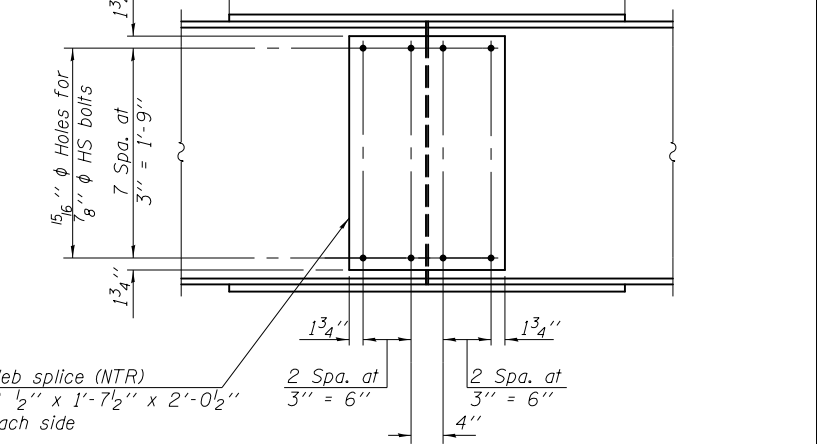
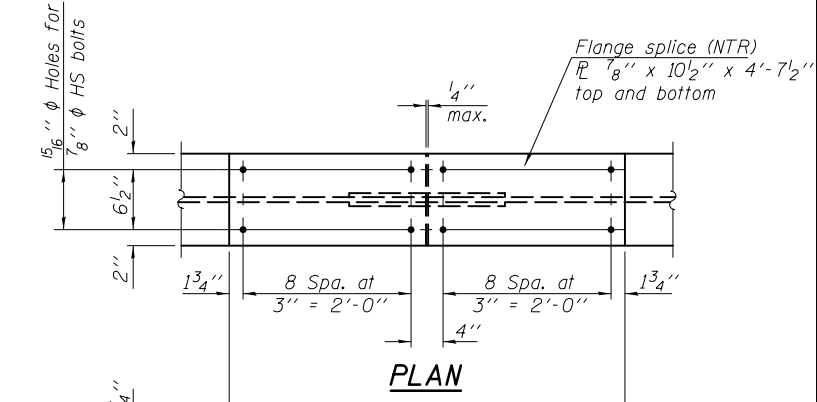
SECTION A-A
 *** Prior to Diamond Grinding of Bridge Section

TOP OF BEAM ELEVATIONS
 (For Fabrication Only)

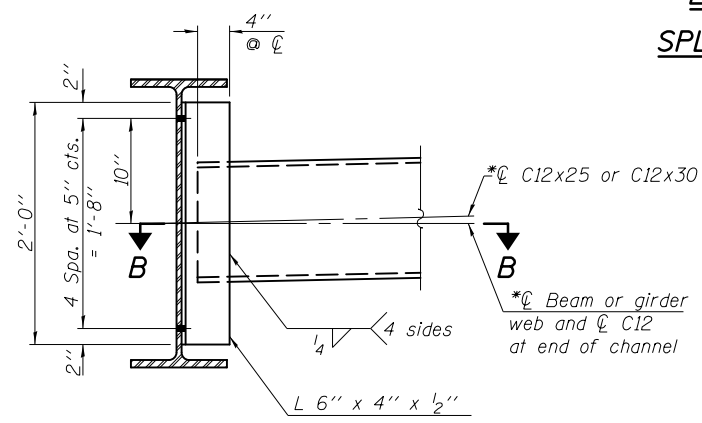
	☉ Brg. N. Abut.	☉ Pier 1	☉ Splice 1	☉ Splice 2	☉ Pier 2	☉ Brg. S. Abut.
Beam 1	810.24	809.82	809.70	809.32	809.24	808.94
Beam 2	810.04	809.61	809.49	809.11	809.03	808.73
Beam 3	809.83	809.41	809.29	808.91	808.82	808.52
Beam 4	809.63	809.20	809.08	808.70	808.61	808.31
Beam 5	809.42	809.00	808.88	808.49	808.40	808.10
Beam 6	809.22	808.79	808.67	808.28	808.19	807.89
Beam 7	809.02	808.59	808.46	808.08	807.99	807.68
Beam 8	808.81	808.38	808.26	807.87	807.78	807.47
Beam 9	808.61	808.18	808.05	807.66	807.57	807.26

Notes:
 All structural steel beams and splice plates shall conform to the requirements of AASHTO M 270, Grade 50. Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2. All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

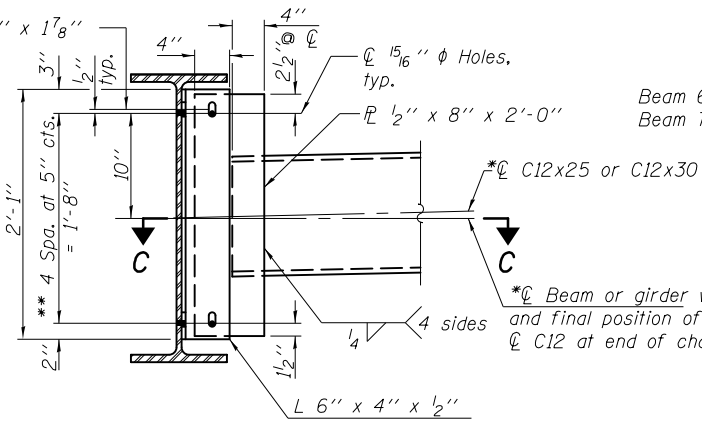
Diaphragm Notes:
 3/4" φ HS bolts, 15/16" φ Holes, unless otherwise noted. Two hardened washers required over each oversized hole, and 3" x 3" x 5/16" plate washers over slotted holes. *Alternate channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department. ** Slotted holes (at Beam 6 only) shall extend above the final bolt positions as indicated in the diaphragm detail. Bolts shall be installed finger tight in the slots to permit the maximum deflection downward within the slots due to the applied concrete load, then fully tightened immediately after Stage II deck pour.



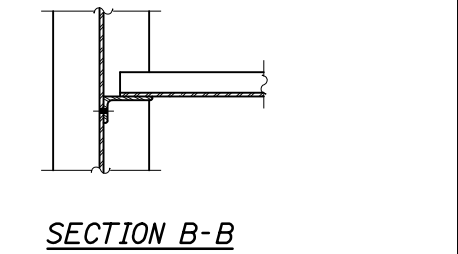
ELEVATION SPLICE DETAIL
 (18 Required)



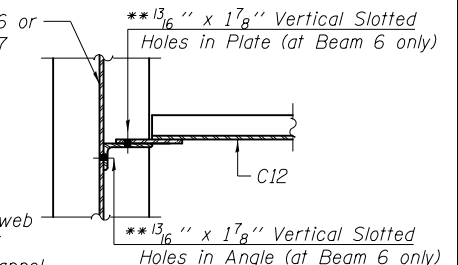
INTERIOR DIAPHRAGM D
 (70 Required)



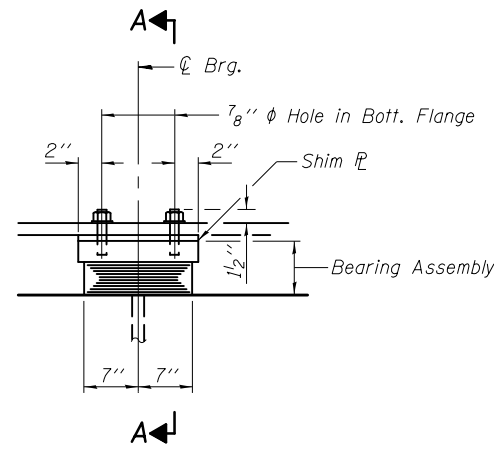
INTERIOR DIAPHRAGM D1
 (10 Required)
 (Final position shown - after Stage II deck pour)



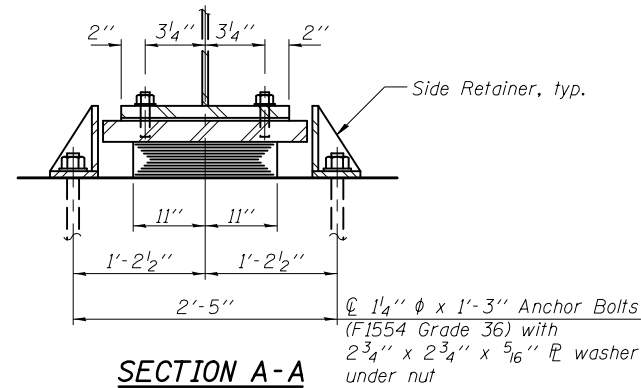
SECTION B-B



SECTION C-C

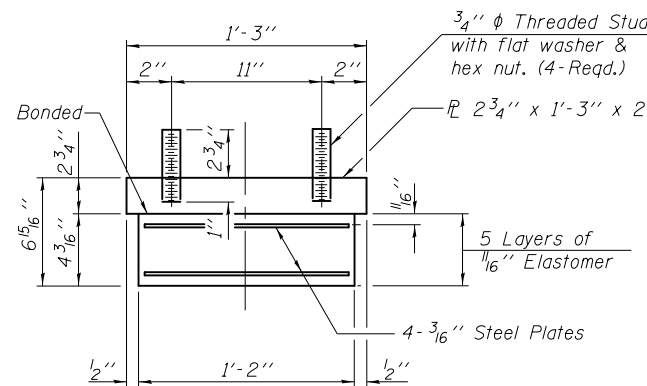


ELEVATION AT PIER



SECTION A-A

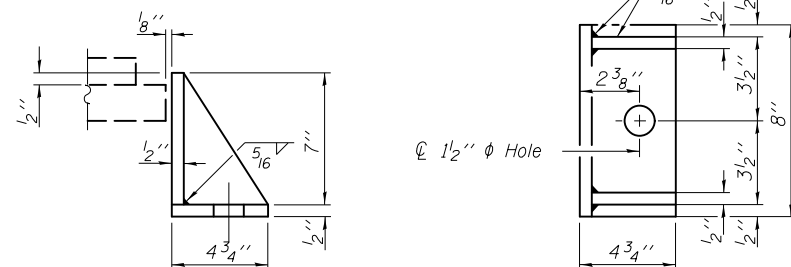
TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

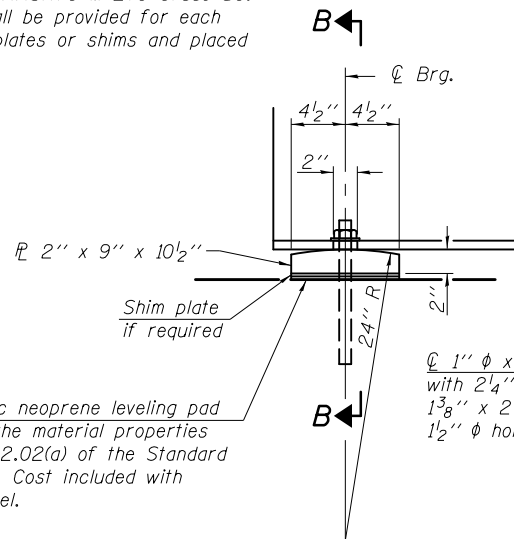
Notes:
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled before or after the supported member is in place.
 Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
 Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
 The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
 Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

Note:
 Shim plates shall not be placed under Bearing Assembly.



SIDE RETAINER

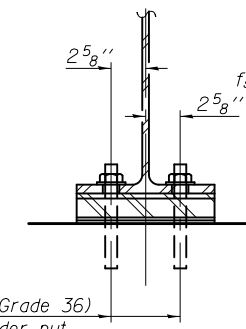
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



ELEVATION AT ABUTMENT

INTERIOR GIRDER MOMENT TABLE			
	0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or Pier 2	0.5 Span 2
I_s	(in ⁴) 5360	5360	5360
$I_c(n)$	(in ⁴) 14702	--	14702
$I_c(3n)$	(in ⁴) 10891	--	10891
$I_c(cr)$	(in ⁴) --	7673	--
S_s	(in ³) 355	355	355
$S_c(n)$	(in ³) 526	--	526
$S_c(3n)$	(in ³) 477	--	477
$S_c(cr)$	(in ³) --	644	--
DC1	(k/')	0.882	0.882
M _{DC1}	(k)	93	-421
DC2	(k/')	0.150	0.150
M _{DC2}	(k)	16	-72
DW	(k/')	0.350	0.350
M _{DW}	(k)	37	-167
M _{Δ + IM}	(k)	535	-663
M _Δ (Strength I)	(k)	1128	-2027
φ _r M _n	(k)	2748	-2103
f _s DC1	(ksi)	3.1	-14.2
f _s DC2	(ksi)	0.4	-1.3
f _s DW	(ksi)	0.9	-3.1
f _s (Δ + IM)	(ksi)	12.2	-12.4
f _s (Service II)	(ksi)	20.3	-34.7
0.95R _n F _{yf}	(ksi)	47.5	-47.5
f _s (Total)(Strength I)	(ksi)	--	--
φ _r F _n	(ksi)	--	--
V _r	(k)	23.8	27.4

INTERIOR GIRDER REACTION TABLE		
	Abuts.	Piers
R _{DC1}	(k) 13.5	66.1
R _{DC2}	(k) 2.3	11.2
R _{DW}	(k) 5.3	26.2
R _{Δ + IM}	(k) 56.1	117.5
R _{Total}	(k) 77.2	221.0



SECTION B-B

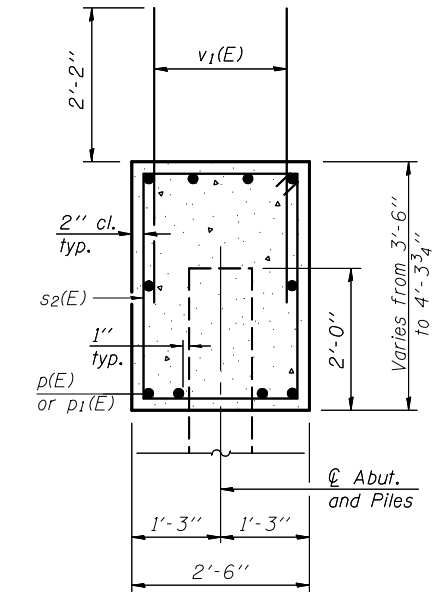
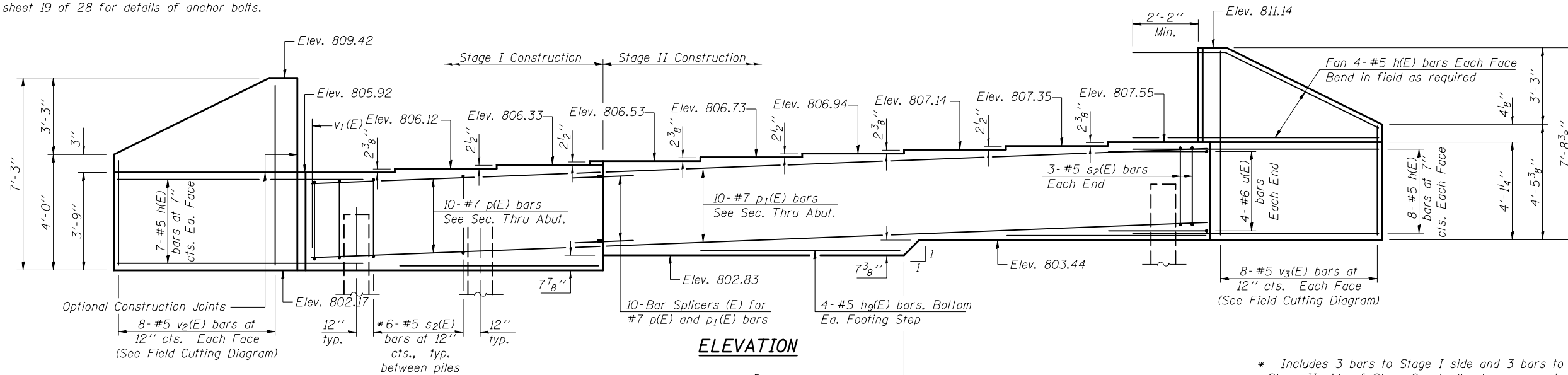
FIXED BEARING

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.4 and in.3).
 $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to short-term composite live loads (in.4 and in.3).
 $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.4 and in.3).
 $I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite dead loads (in.4 and in.3).
 DC1: Un-factored non-composite dead load (kips/ft.).
 M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
 DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
 M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
 DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
 M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
 M_{Δ + IM}: Un-factored live load moment plus dynamic load allowance (impact) ((kip-ft.).
 M_Δ (Strength I): Factored design moment (kip-ft.).
 1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{Δ + IM}
 φ_rM_n: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
 f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1} / S_{nc}
 f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 M_{DC2} / S_{c(3n)} or M_{DC2} / S_{c(cr)} as applicable.
 f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 M_{DW} / S_{c(3n)} or M_{DW} / S_{c(cr)} as applicable.
 f_s (Δ + IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
 M_{Δ + IM} / S_{c(n)} or M_{Δ + IM} / S_{c(cr)} as applicable.
 f_s (Service II): Sum of stresses as computed below (ksi).
 f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (Δ + IM)
 0.95R_nF_{yf}: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
 f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
 1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (Δ + IM)
 φ_rF_n: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7.2 or 6.10.8 (ksi).
 V_r: Maximum factored shear range in span computed according to Article 6.10.10.

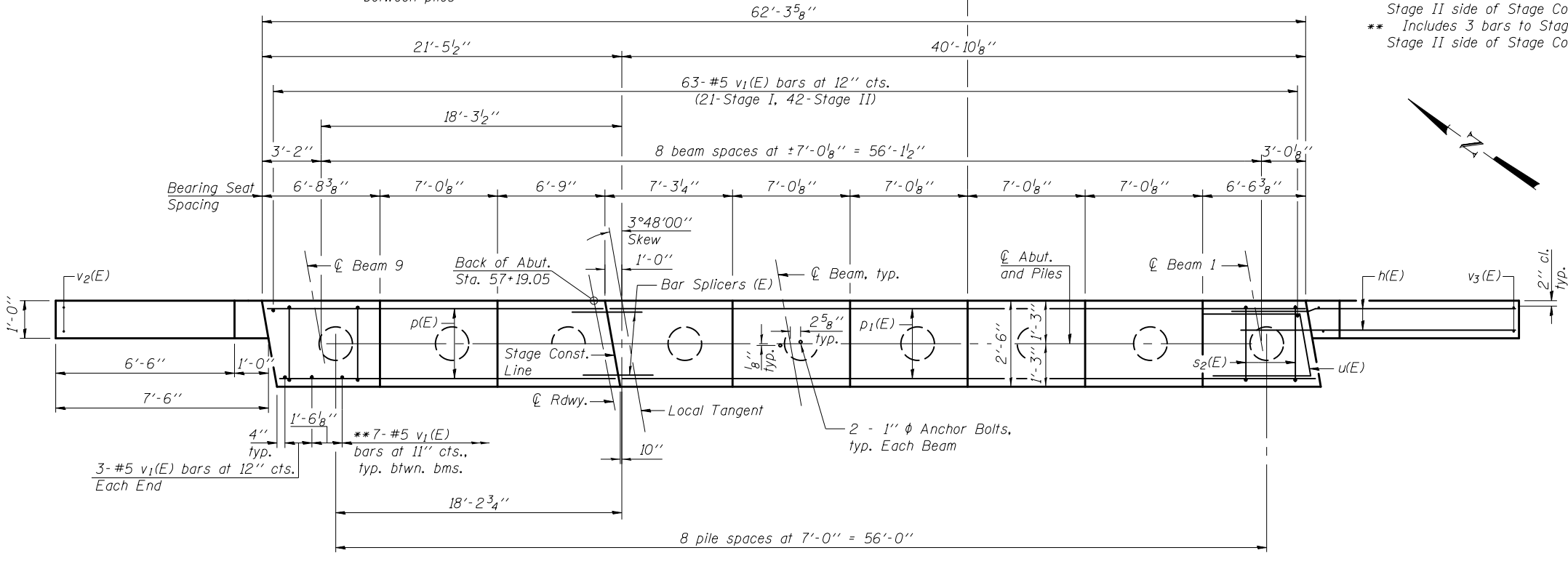
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	18
Anchor Bolts, 1"	Each	36
Anchor Bolts, 1 1/4"	Each	36

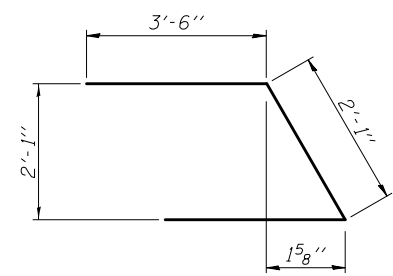
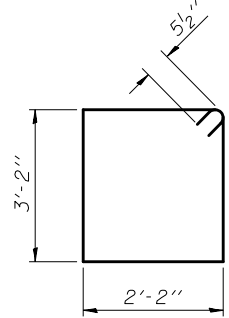
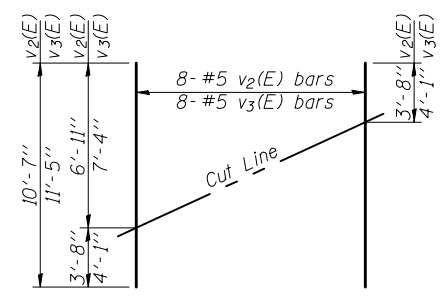
Notes:
 Pour steps monolithically with cap.
 Space reinforcement to miss anchor bolts. See sheet 19 of 28 for details of anchor bolts.



* Includes 3 bars to Stage I side and 3 bars to Stage II side of Stage Const. Jt. at same spacing.
 ** Includes 3 bars to Stage I side and 4 bars to Stage II side of Stage Const. Jt. at same spacing.



PILE DATA
 Type: Metal Shell - 14 in. dia. x 0.250 in. walls with pile shoes
 Nominal Required Bearing: 255 kips
 Factored Resistance Available: 140 kips
 Est. Length: 28 ft. (all piles)
 No. Production Piles: 8
 No. Test Piles: 1



BILL OF MATERIAL

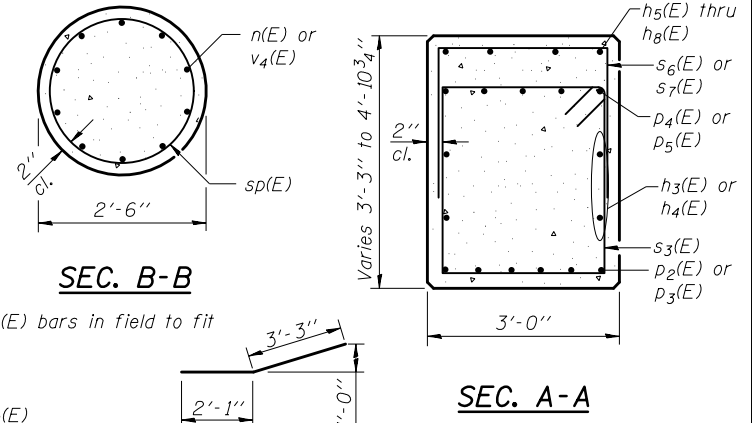
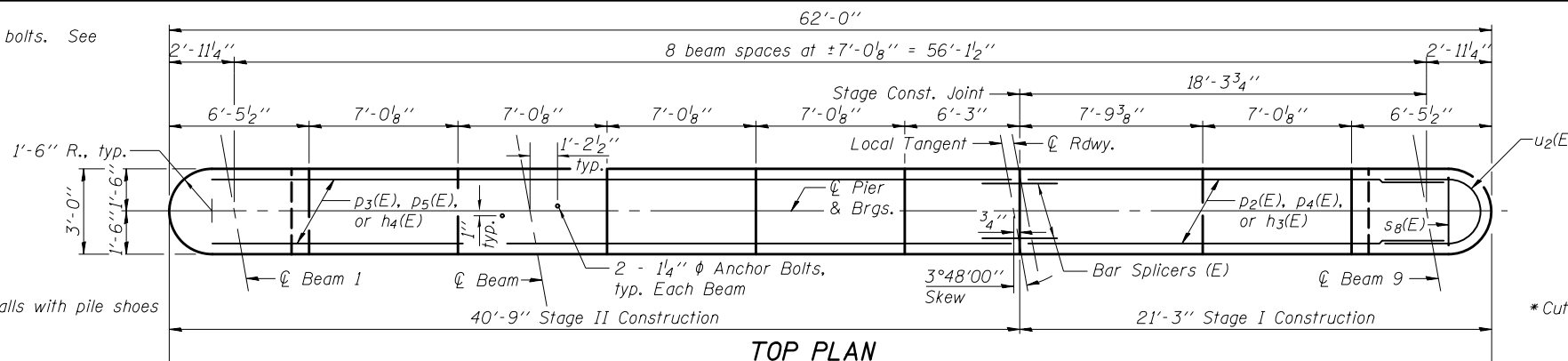
Bar	No.	Size	Length	Shape
h(E)	46	#5	10'-4"	—
h _g (E)	12	#5	14'-0"	—
p(E)	10	#7	20'-1"	—
p ₁ (E)	10	#7	41'-6"	—
s ₂ (E)	54	#5	11'-7"	□
u(E)	8	#6	9'-1"	∟
v ₁ (E)	125	#5	4'-4"	—
v ₂ (E)	8	#5	10'-7"	—
v ₃ (E)	8	#5	11'-5"	—
Structure Excavation		Cu. Yd.	134	
Concrete Structures		Cu. Yd.	25.3	
Reinforcement Bars, Epoxy Coated		Pound	3440	
Furnishing Metal Shell Piles 14" x 0.250"		Foot	224	
Driving Piles		Foot	224	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	9	

For details of Bar Splicers, see sheet 25 of 28.
 For details of piles, see sheet 24 of 28.

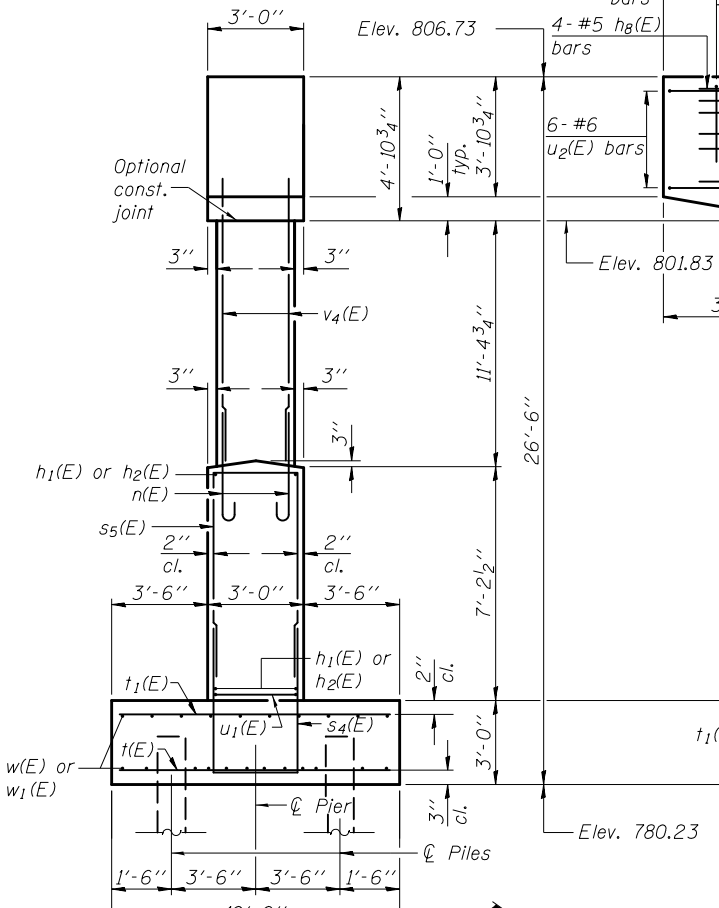
Notes:
 Space reinforcement in cap to miss anchor bolts. See sheet 19 of 28 for details of anchor bolts.
 Four steps monolithically with cap.
 For details of piles, see sheet 24 of 28.

PILE DATA

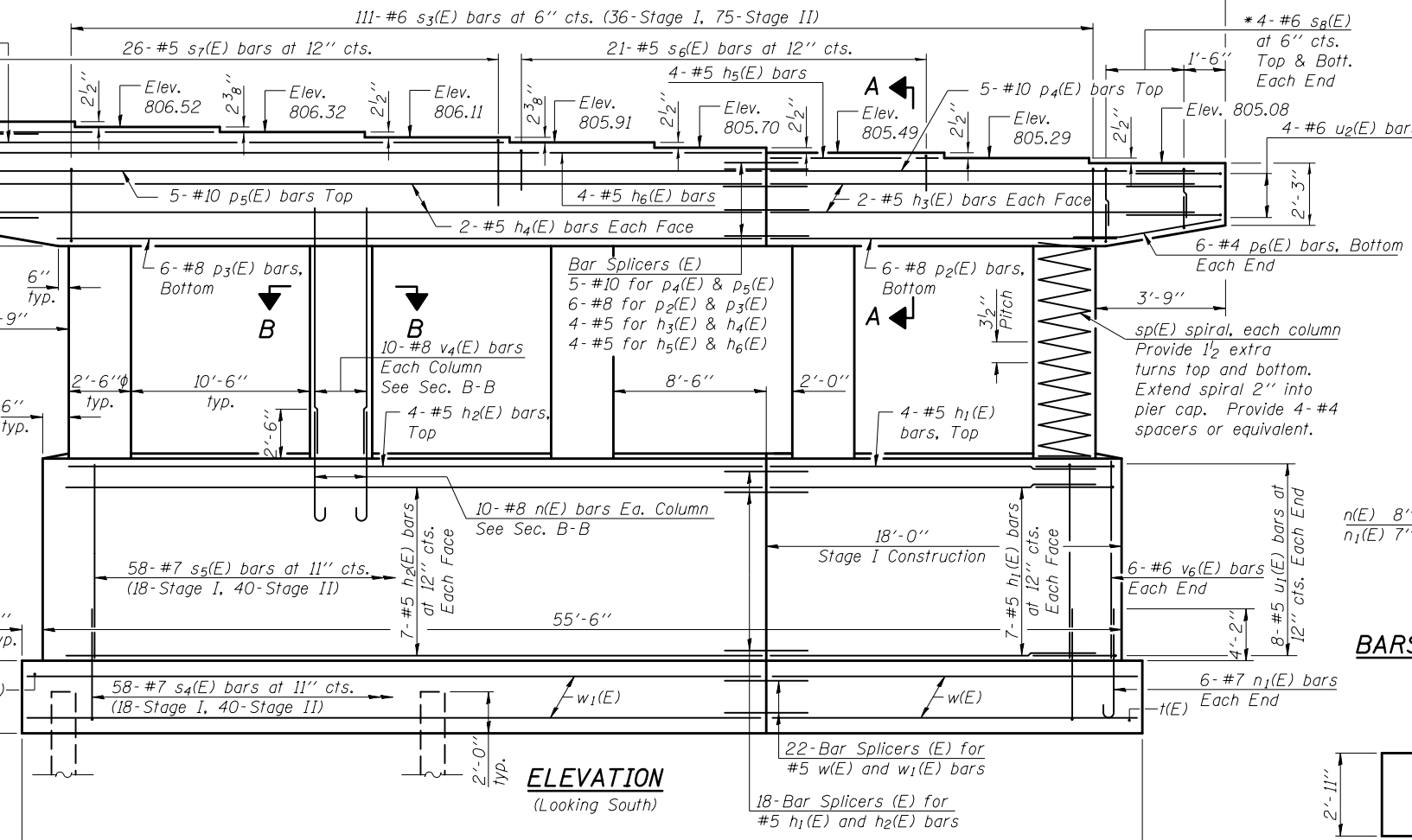
Type: Metal Shell - 14 in. dia. x 0.250 in. walls with pile shoes
 Nominal Required Bearing: 255 kips
 Factored Resistance Available: 140 kips
 Est. Length: 22 ft.
 No. Production Piles: 19
 No. Test Piles: 1



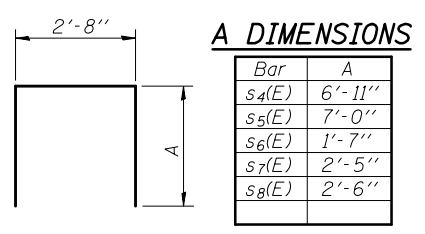
TOP PLAN



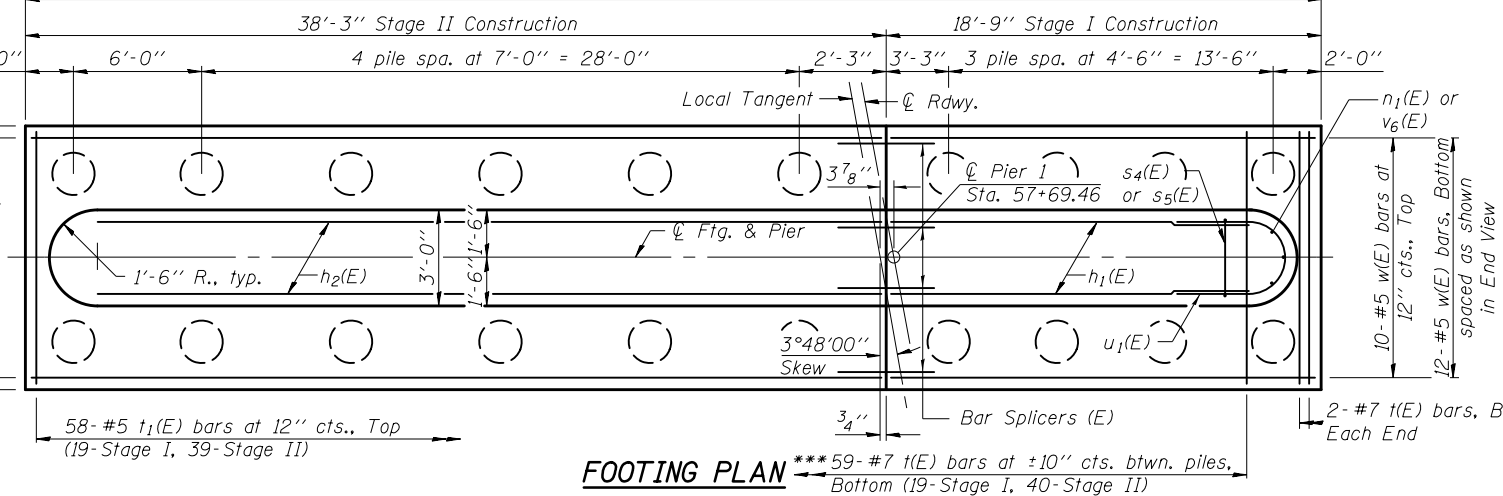
END VIEW



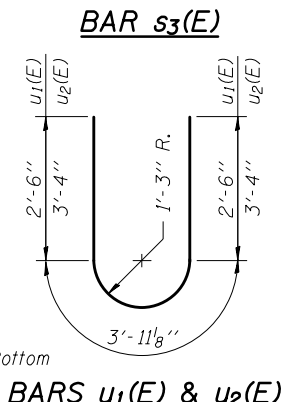
ELEVATION
(Looking South)



*** 6 bars per 6'-0" space
 8 bars per 7'-0" space
 5 bars per 4'-6" space
 4 bars to west and 2 bars to east of stage const. jt.



FOOTING PLAN



BILL OF MATERIAL

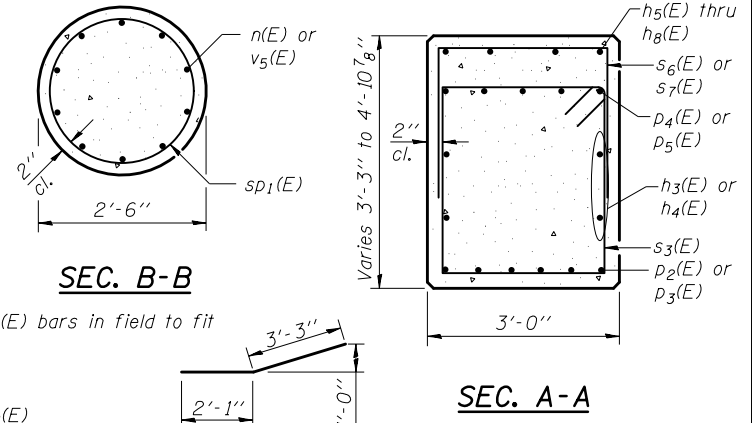
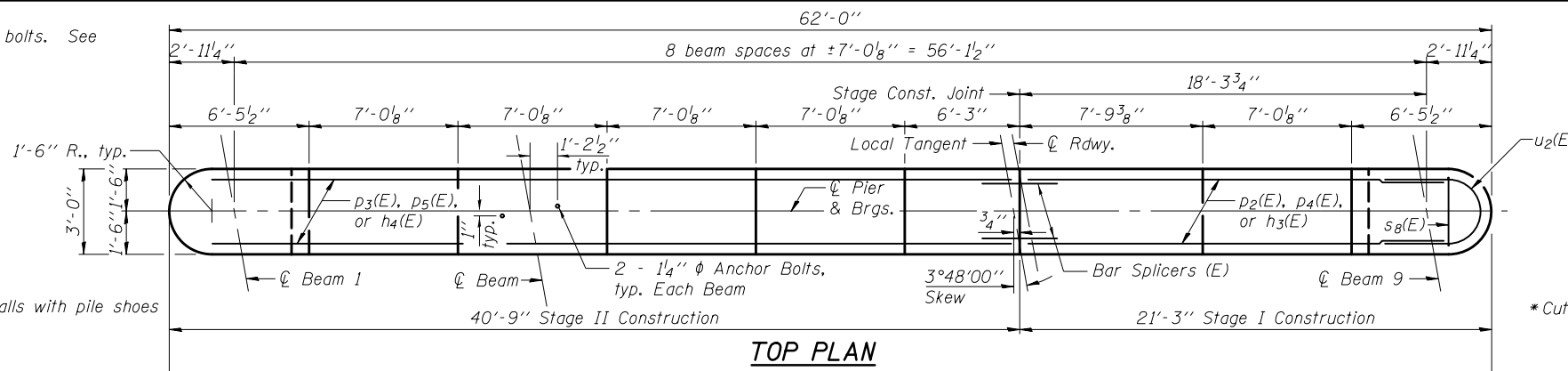
Bar	No.	Size	Length	Shape	
h1(E)	18	#5	16'-4"	—	
h2(E)	18	#5	35'-10"	—	
h3(E)	4	#5	19'-7"	—	
h4(E)	4	#5	39'-1"	—	
h5(E)	4	#5	7'-5"	—	
h6(E)	4	#5	39'-1"	—	
h7(E)	4	#5	25'-10"	—	
h8(E)	4	#5	11'-10"	—	
n(E)	50	#8	4'-11"	U	
n1(E)	12	#7	7'-7"	U	
p2(E)	6	#8	17'-10"	—	
p3(E)	6	#8	37'-4"	—	
p4(E)	5	#10	19'-7"	—	
p5(E)	5	#10	39'-1"	—	
p6(E)	12	#4	5'-4"	—	
s3(E)	111	#6	12'-6"	□	
s4(E)	58	#7	16'-6"	U	
s5(E)	58	#7	16'-8"	U	
s6(E)	21	#5	5'-10"	U	
s7(E)	26	#5	7'-6"	U	
s8(E)	16	#6	7'-8"	U	
sp(E)	5	#4	11'-7"	W	
t(E)	63	#7	9'-8"	—	
t1(E)	58	#5	9'-8"	—	
u1(E)	16	#5	9'-0"	U	
u2(E)	10	#6	10'-8"	U	
v4(E)	50	#8	14'-0"	—	
v6(E)	12	#6	7'-0"	—	
w(E)	22	#5	18'-5"	—	
w1(E)	22	#5	37'-11"	—	
Structure Excavation				Cu. Yd.	245
Concrete Structures				Cu. Yd.	144.2
Reinforcement Bars, Epoxy Coated				Pound	17540
Furnishing Metal Shell Piles 14" x 0.250"				Foot	418
Driving Piles				Foot	418
Test Pile Metal Shells				Each	1
Pile Shoes				Each	20
Concrete Sealer				Sq. Ft.	2017

** Length is height of spiral.

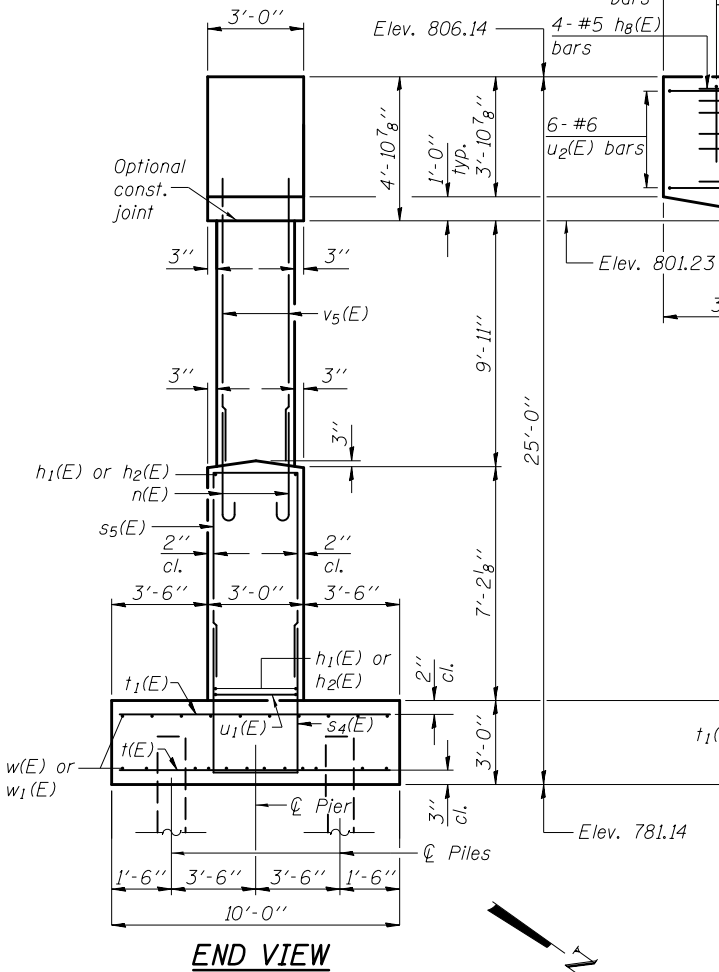
Notes:
 Space reinforcement in cap to miss anchor bolts. See sheet 19 of 28 for details of anchor bolts.
 Four steps monolithically with cap.
 For details of piles, see sheet 24 of 28.

PILE DATA

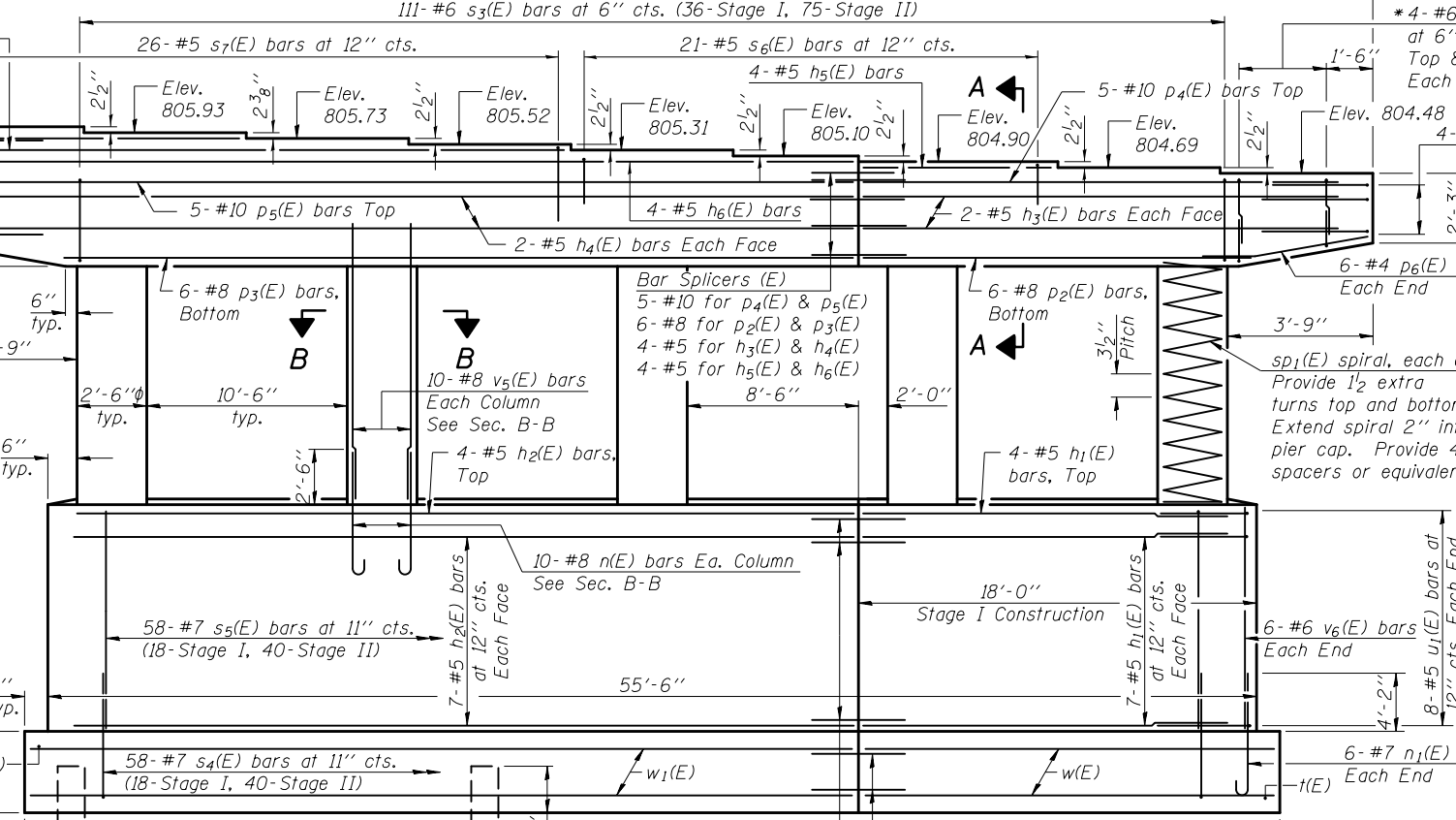
Type: Metal Shell - 14 in. dia. x 0.250 in. walls with pile shoes
 Nominal Required Bearing: 255 kips
 Factored Resistance Available: 140 kips
 Est. Length: 21 ft.
 No. Production Piles: 19
 No. Test Piles: 1



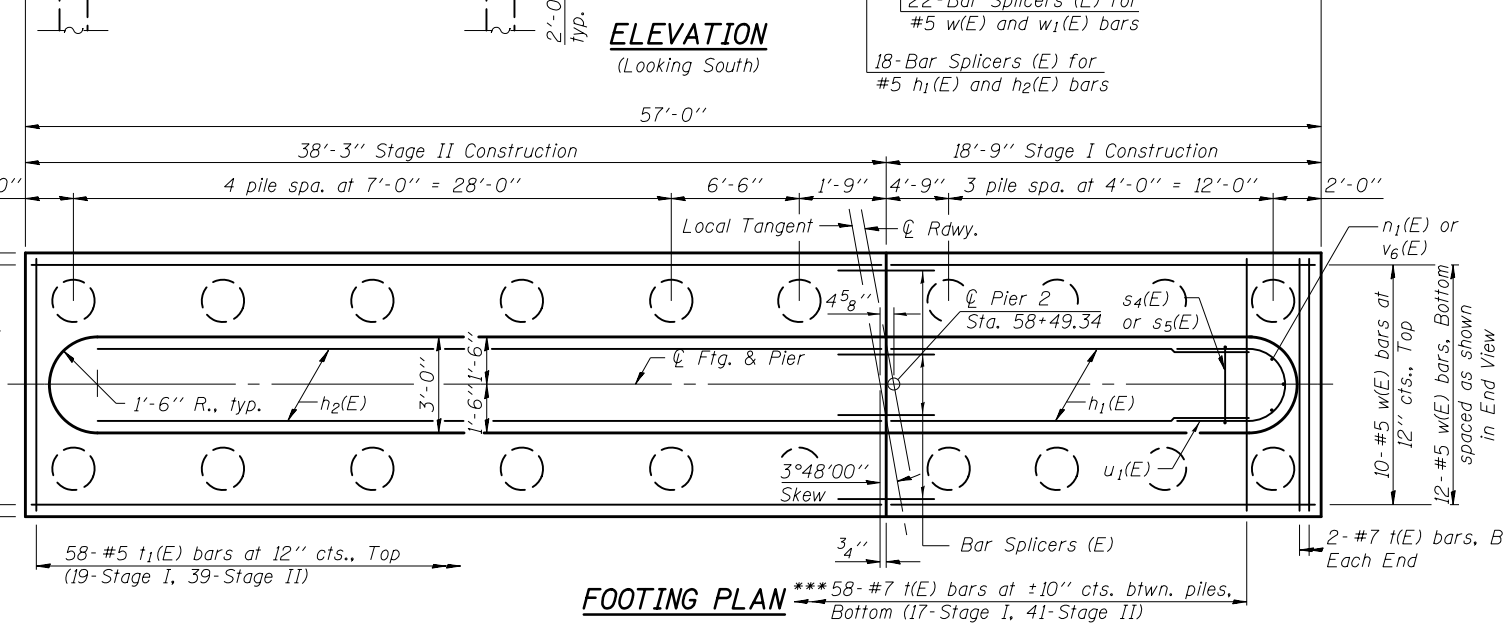
TOP PLAN



END VIEW



ELEVATION
(Looking South)



FOOTING PLAN

A DIMENSIONS

Bar	A
s4(E)	6'-11"
s5(E)	7'-0"
s6(E)	1'-7"
s7(E)	2'-5"
s8(E)	2'-6"

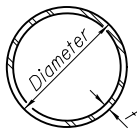
*** 8 bars per 7'-0" space
 7 bars per 6'-6" space
 4 bars per 4'-0" space
 5 bars to west and 2 bars to east of stage const. jt.

BARS

BILL OF MATERIAL

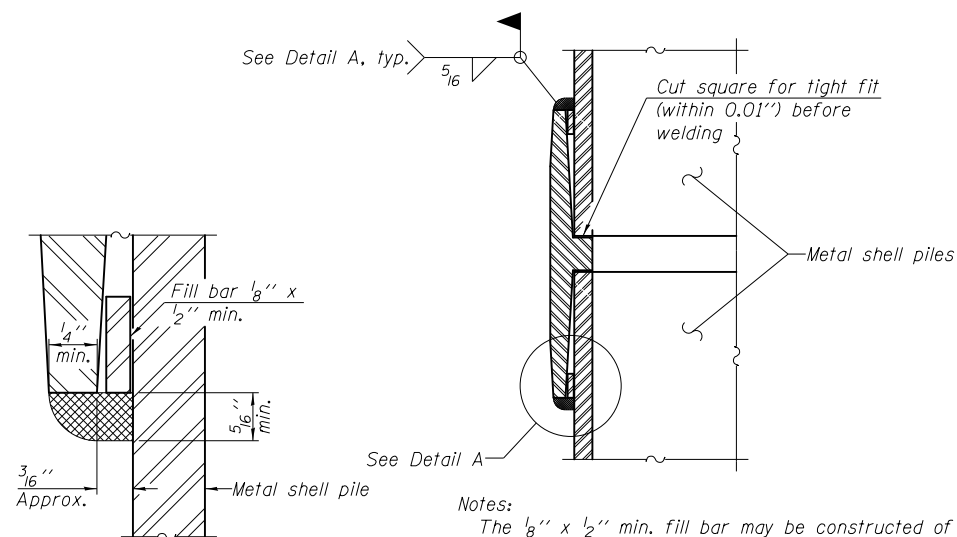
Bar	No.	Size	Length	Shape
h1(E)	18	#5	16'-4"	—
h2(E)	18	#5	35'-10"	—
h3(E)	4	#5	19'-7"	—
h4(E)	4	#5	39'-1"	—
h5(E)	4	#5	7'-5"	—
h6(E)	4	#5	39'-1"	—
h7(E)	4	#5	25'-10"	—
h8(E)	4	#5	11'-10"	—
n(E)	50	#8	4'-11"	U
n1(E)	12	#7	7'-7"	U
p2(E)	6	#8	17'-10"	—
p3(E)	6	#8	37'-4"	—
p4(E)	5	#10	19'-7"	—
p5(E)	5	#10	39'-1"	—
p6(E)	12	#4	5'-4"	—
s3(E)	111	#6	12'-6"	□
s4(E)	58	#7	16'-6"	U
s5(E)	58	#7	16'-8"	U
s6(E)	21	#5	5'-10"	U
s7(E)	26	#5	7'-6"	U
s8(E)	16	#6	7'-8"	U
sp1(E)	5	#4	10'-1"	W
t(E)	62	#7	9'-8"	—
t1(E)	58	#5	9'-8"	—
u1(E)	16	#5	9'-0"	U
u2(E)	10	#6	10'-8"	U
v5(E)	50	#8	12'-6"	—
v6(E)	12	#6	7'-0"	—
w(E)	22	#5	18'-5"	—
w1(E)	22	#5	37'-11"	—
Structure Excavation Cu. Yd. 219				
Concrete Structures Cu. Yd. 142.7				
Reinforcement Bars, Epoxy Coated Pound 17200				
Furnishing Metal Shell Piles 14" x 0.250" Foot 399				
Driving Piles Foot 399				
Test Pile Metal Shells Each 1				
Pile Shoes Each 20				
Concrete Sealer Sq. Ft. 1960				

** Length is height of spiral.



METAL SHELL PILE TABLE

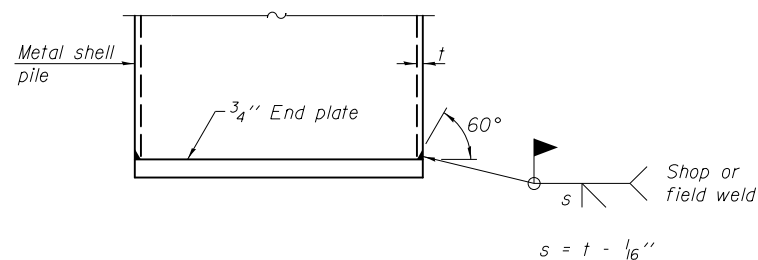
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



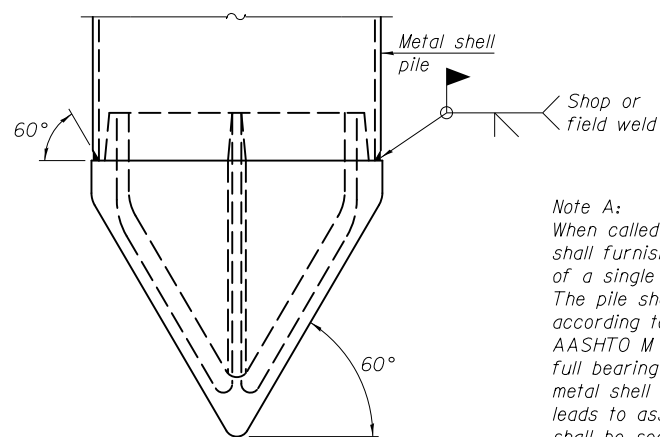
DETAIL A

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

WELDED COMMERCIAL SPLICE



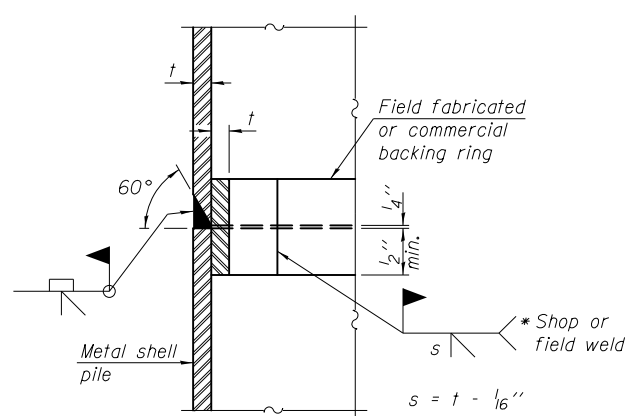
END PLATE ATTACHMENT



METAL SHELL PILE SHOE ATTACHMENT

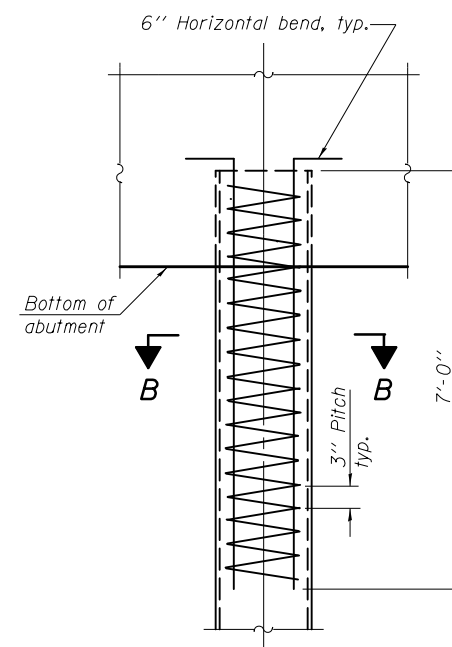
(See Note A)

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

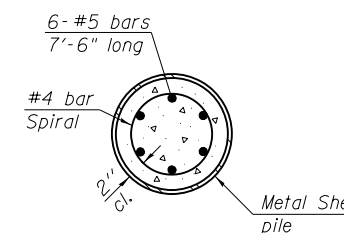


COMPLETE PENETRATION WELD SPLICE

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



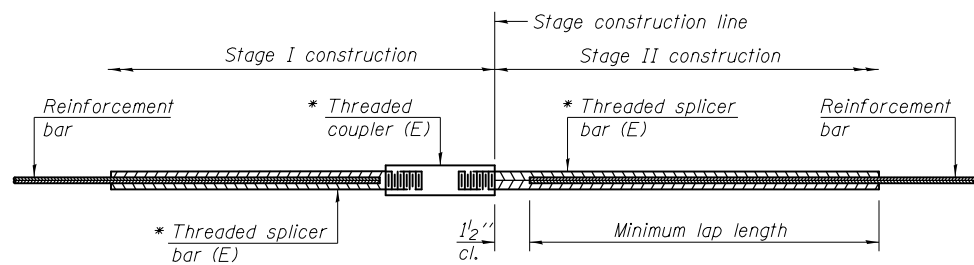
ELEVATION



SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS AND FOOTINGS

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



STANDARD BAR SPLICER ASSEMBLY

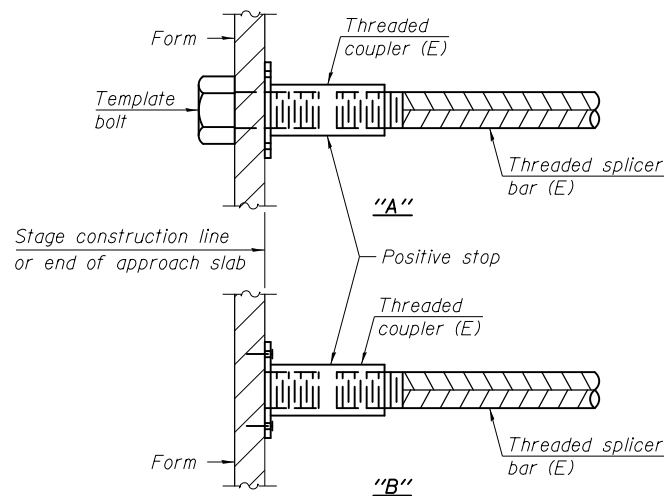
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

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

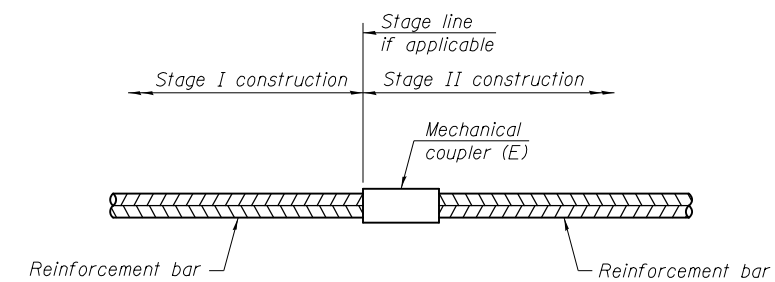
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck Slab (Top)	#5	368	5
Deck Slab (Bottom)	#5	222	3
Diaphragms	#6	16	4
Approach Slab	#4	50	4
Approach Slab	#5	92	3
Approach Footing	#5	80	3
Abutment	#7	20	6
Pier Footing	#5	44	4
Pier Crashwall	#5	36	4
Pier Cap	#8	12	5
Pier Cap	#10	10	6
Pier Cap	#5	16	6



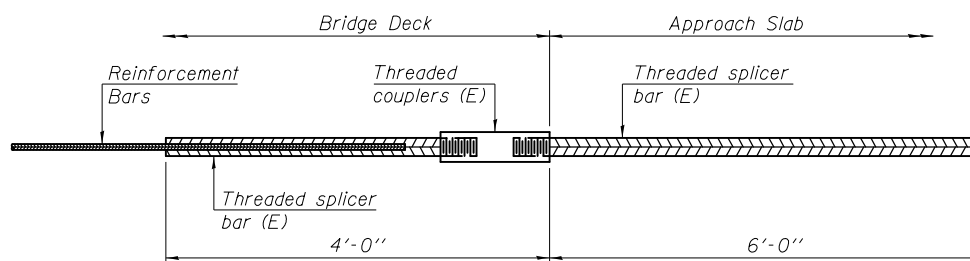
INSTALLATION AND SETTING METHODS

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



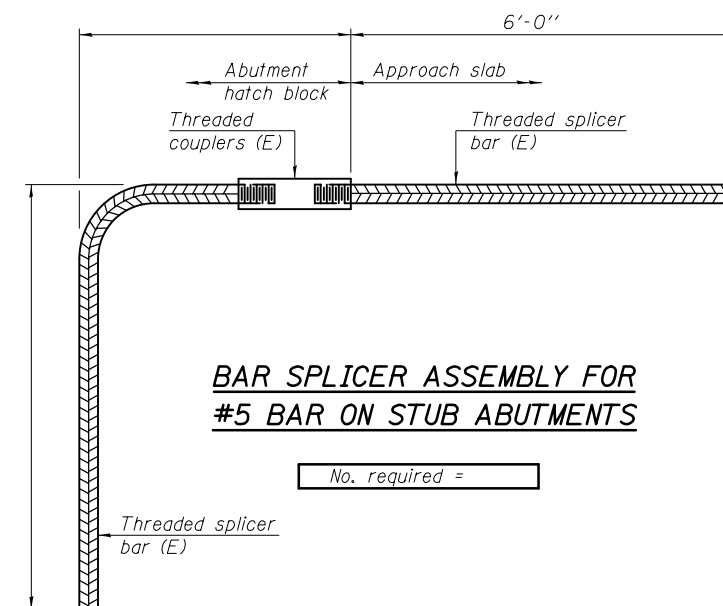
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required = 122



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

BSD-1

1-27-12

SOIL BORING LOG

Date 5/10/11

ROUTE FAI 74 DESCRIPTION FAI 55 Business (SB) over FAI 74 (EB) LOGGED BY RJC

SECTION (57-20HB-1)BR-1 LOCATION South of Bloomington, SEC. 19, TWP. 23N, RNG. 2E, 3rd PM, Latitude , Longitude

COUNTY McLean DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 057-0060 existing
057-0252 proposed
Station 57+97.32

BORING NO. B-5 N. Abut
Station 57+13
Offset 8.70ft RT
Ground Surface Elev. 808.00 ft

DEPTH (ft)	BLOW COUNT (/6")	UNIFORMITY COEFFICIENT (tsf)	MOISTURE (%)	SOIL DESCRIPTION	ELEVATION (ft)	DEPTH (ft)	BLOW COUNT (/6")	UNIFORMITY COEFFICIENT (tsf)	MOISTURE (%)	SOIL DESCRIPTION	ELEVATION (ft)
				Surface Water Elev.	NA						
				Stream Bed Elev.	NA						
				Groundwater Elev.:							
				First Encounter	769.5						
				Upon Completion	753.0						
				After	-						

806.00				Brown, Moist SILTY LOAM (Fill), little organics							
	2										
	3	2.0	13								
	4	P									
	1										
	1	1.3	15								
	2	P									
	-5										
802.00											
	6										
	5	5.0	19								
	7	P									
	3										
	4	3.1	23								
	8	B									
	-10										
796.30											
	3										
	6	3.5	14								
	8	B									
	2										
	4	3.5	25								
	5	B									
	-15										
793.40											
	3										
	5	2.9	23								
	9	B									
	3										
	4	3.3	17								
	6	B									
	-20										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Date 5/10/11

ROUTE FAI 74 DESCRIPTION FAI 55 Business (SB) over FAI 74 (EB) LOGGED BY RJC

SECTION (57-20HB-1)BR-1 LOCATION South of Bloomington, SEC. 19, TWP. 23N, RNG. 2E, 3rd PM, Latitude , Longitude

COUNTY McLean DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 057-0060 existing
057-0252 proposed
Station 57+97.32

BORING NO. B-5 N. Abut
Station 57+13
Offset 8.70ft RT
Ground Surface Elev. 808.00 ft

DEPTH (ft)	BLOW COUNT (/6")	UNIFORMITY COEFFICIENT (tsf)	MOISTURE (%)	SOIL DESCRIPTION	ELEVATION (ft)	DEPTH (ft)	BLOW COUNT (/6")	UNIFORMITY COEFFICIENT (tsf)	MOISTURE (%)	SOIL DESCRIPTION	ELEVATION (ft)
				Surface Water Elev.	NA						
				Stream Bed Elev.	NA						
				Groundwater Elev.:							
				First Encounter	769.5						
				Upon Completion	753.0						
				After	-						

743.00				Stiff to Very Stiff Gray, Moist, Wet at 38.5' SILTY LOAM, trace gravel (continued)							
	3										
	4	1.8	13								
	6	B									
	-45										
759.50											
	18										
	13	5.3	14								
	20	P									
	-50										
754.20											
	12										
	28	6.0	12								
	33	P									
	-55										
749.50											
	33										
	23	3.5	10								
	28	P									
	-60										

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 3/8 in. ϕ , holes 1/2 in. ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 177,580 lbs. (Grade 50)
15,290 lbs. (Grade 36)

No field welding is permitted except as specified in the contract documents.

Reinforcement bars designated (E) shall be epoxy coated.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the exposed surfaces of both piers.

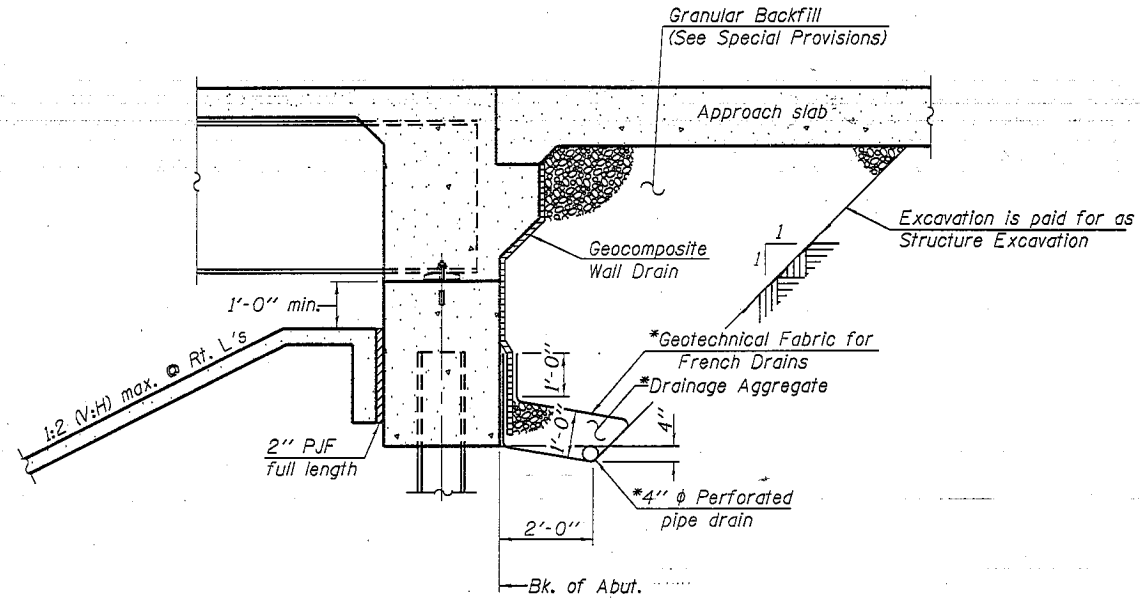
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that the exterior surfaces and bottom of the bottom flange of the fascia beams, masked off connection surfaces, and field installed fasteners, all of which shall be touched up and finish coated in the field. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4.

The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

Slipforming of the parapets is not allowed.

The removal of existing concrete slope wall shall be paid for as Slope Wall Removal. The quantity shown extends midway between the adjacent structures. The Engineer may adjust the limits of removal in the field as needed to accommodate excavation of the proposed embankment between the bridges.



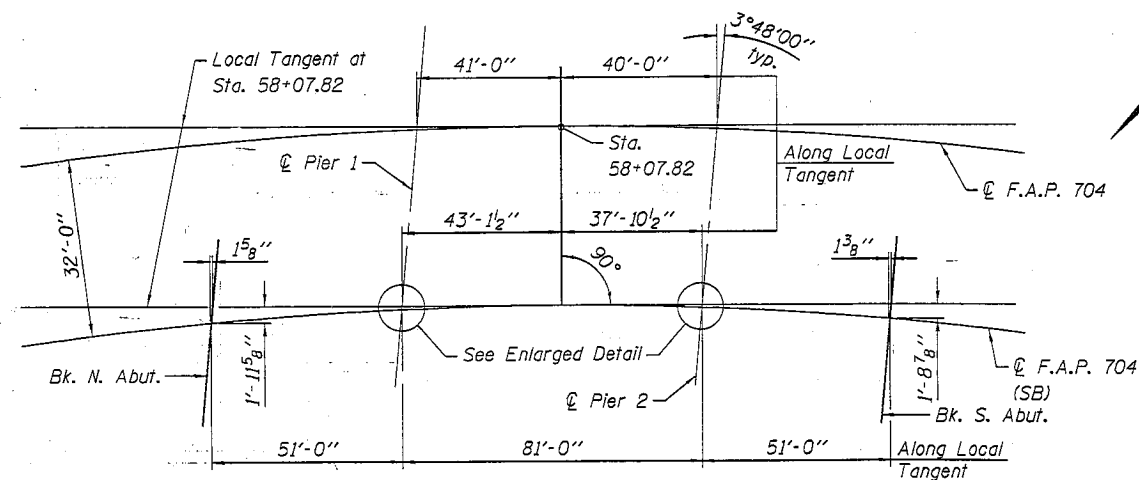
SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures 4\"/>

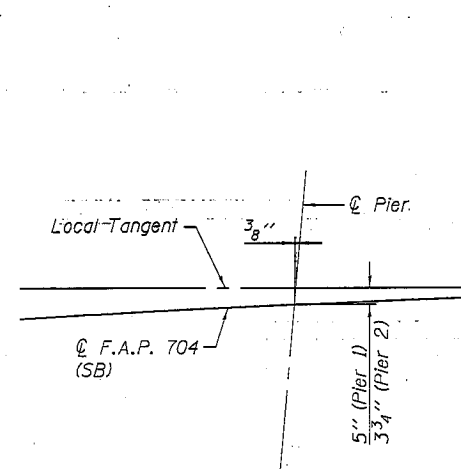
Note:
All drainage system components shall extend to 2'-0\"/>

TOTAL BILL OF MATERIAL

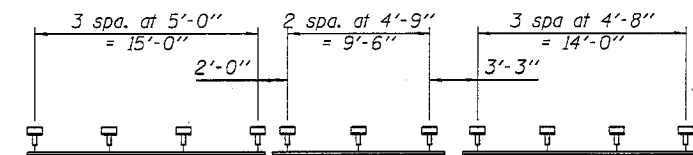
ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures No. 2	Each			1
Slope Wall Removal	Sq. Yd.		649	649
Protective Shield	Sq. Yd.	327		327
Structure Excavation	Cu. Yd.		632	632
Concrete Structures	Cu. Yd.		308.6	308.6
Concrete Superstructure	Cu. Yd.	476.7		476.7
Bridge Deck Grooving	Sq. Yd.	1303		1303
Protective Coat	Sq. Yd.	1521		1521
Stud Shear Connectors	Each	5985		5985
Reinforcement Bars, Epoxy Coated	Pound	117970	51150	169120
Bar Splicers	Each	910		1172
Slope Wall 4 Inch	Sq. Yd.		840	840
Furnishing Metal Shell Piles 14"x0.312"	Foot		1422	1422
Driving Piles	Foot		1422	1422
Test Pile Metal Shells	Each		4	4
Pile Shoes	Each		46	46
Name Plates	Each			1
Elastomeric Bearing Assembly, Type I	Each	14		14
Anchor Bolts, 1"	Each		28	28
Anchor Bolts, 1/4"	Each		28	28
Concrete Sealer	Sq. Ft.		3223	3223
Geocomposite Wall Drain	Sq. Yd.		88	88
Granular Backfill for Structures	Cu. Yd.		142	142
Furnishing and Erecting Structural Steel	L. Sum	0.20		0.20
Diamond Grinding (Bridge Section)	Sq. Yd.	1249		1249
Pipe Underdrains for Structures 4"	Foot		171	171
Temporary Soil Retention System	Sq. Ft.		330	330



OFFSET SKETCH

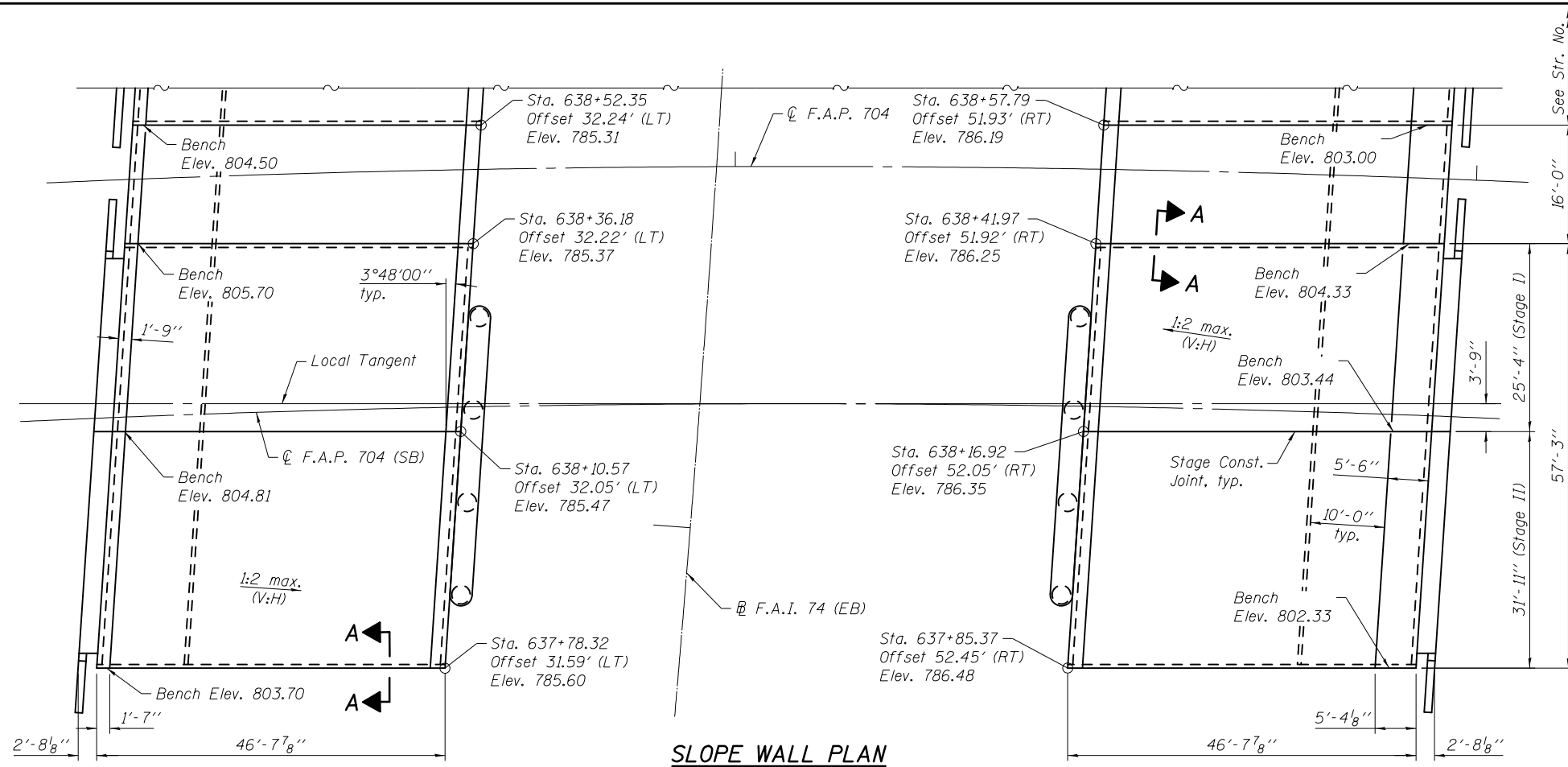


ENLARGED DETAIL

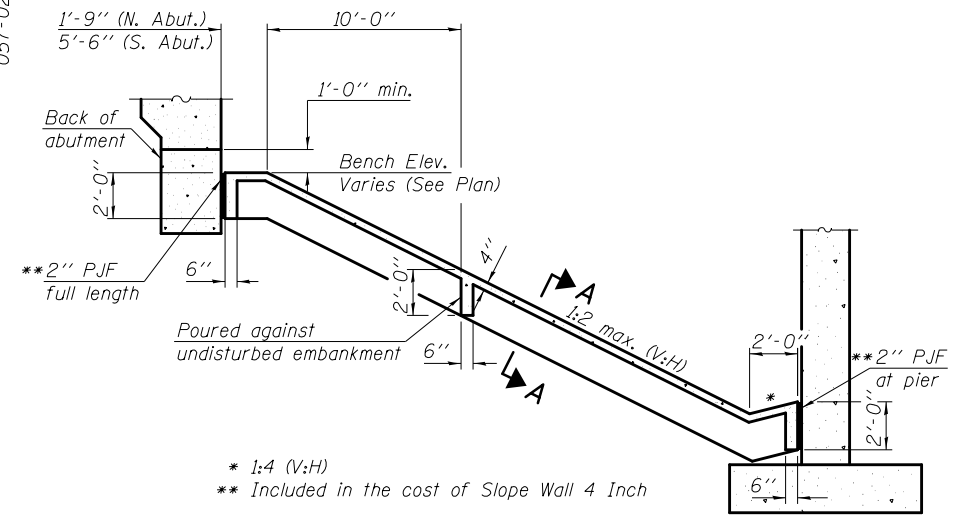


SIGN STRUCTURE BRACKET SPACING

Note:
See sign structure sheets for location of the signs relative to the abutments.

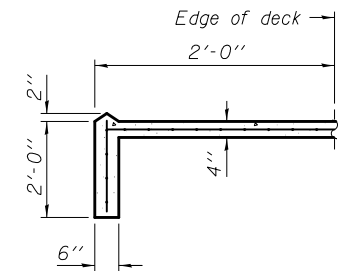


SLOPE WALL PLAN

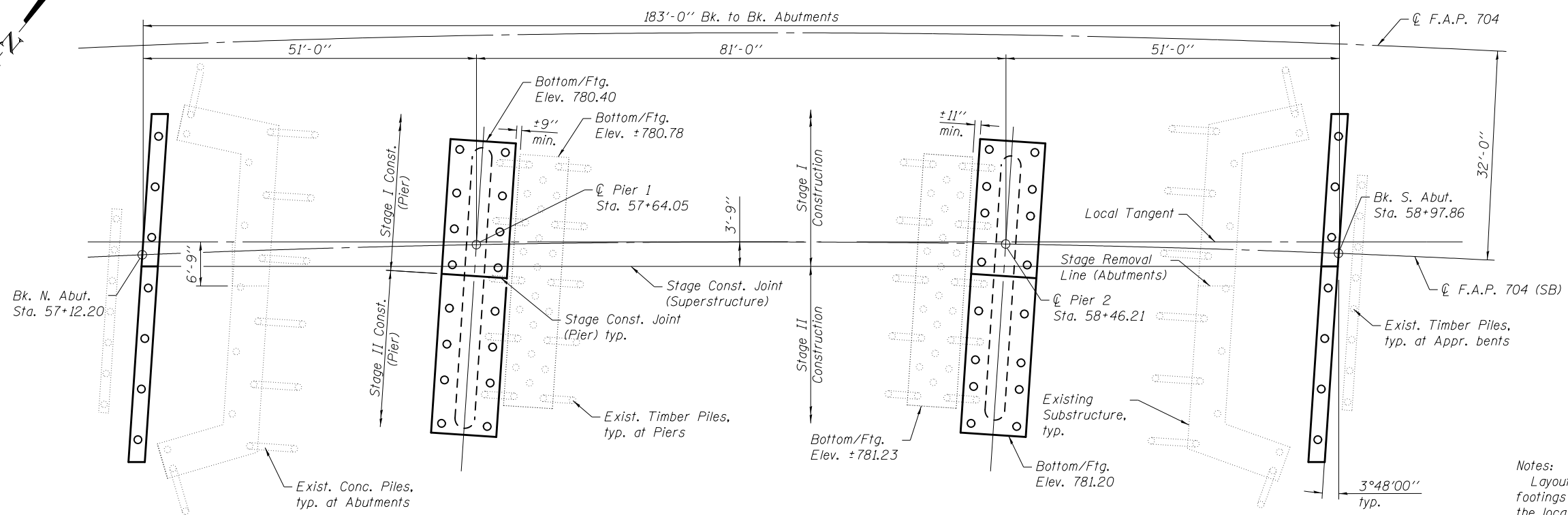


SECTION THRU CONCRETE SLOPEWALL
Dimensions at right angles to substructures.

Notes:
Sloped wall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
Stations and offsets to sloped wall are given relative to C.F.A.I. 74 (EB) .

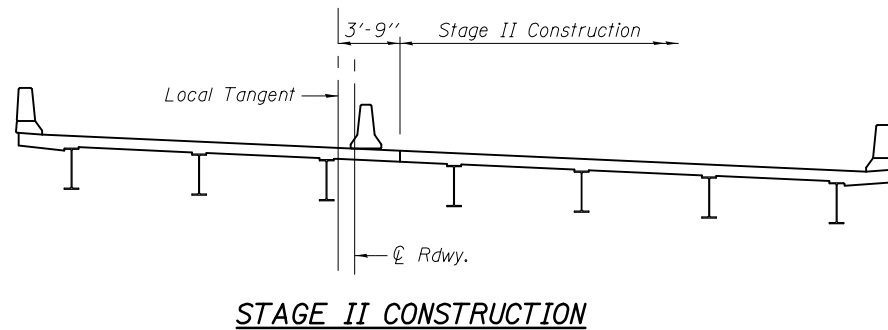
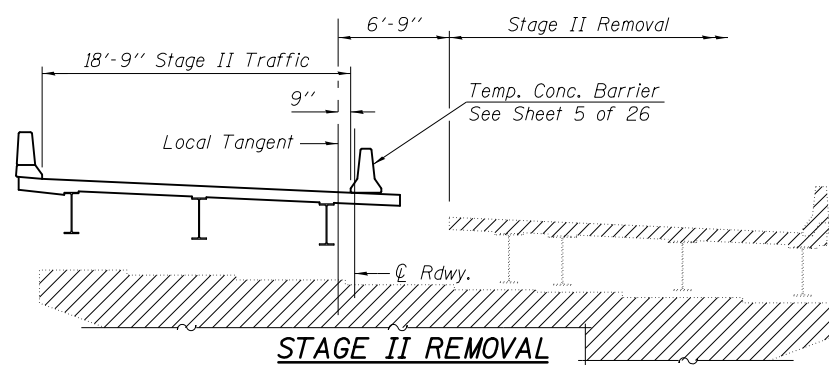
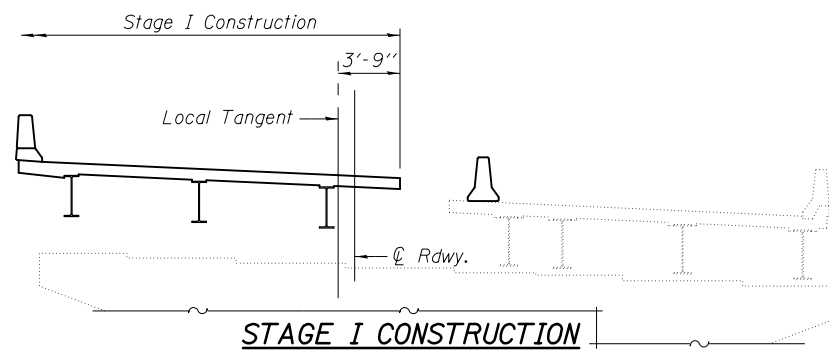
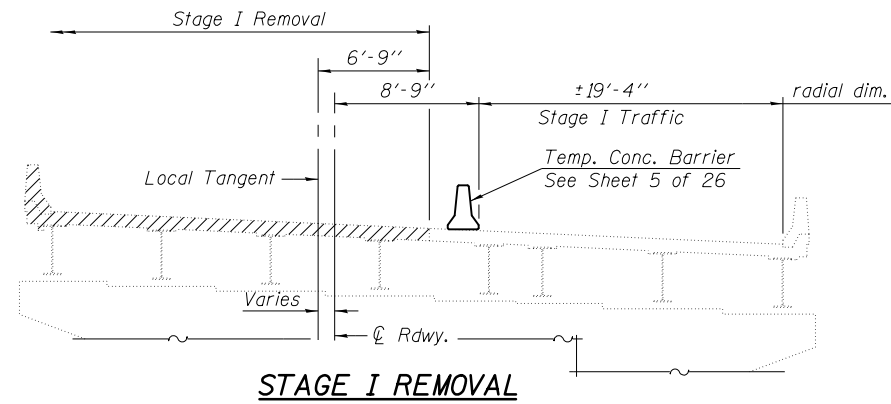


SECTION A-A

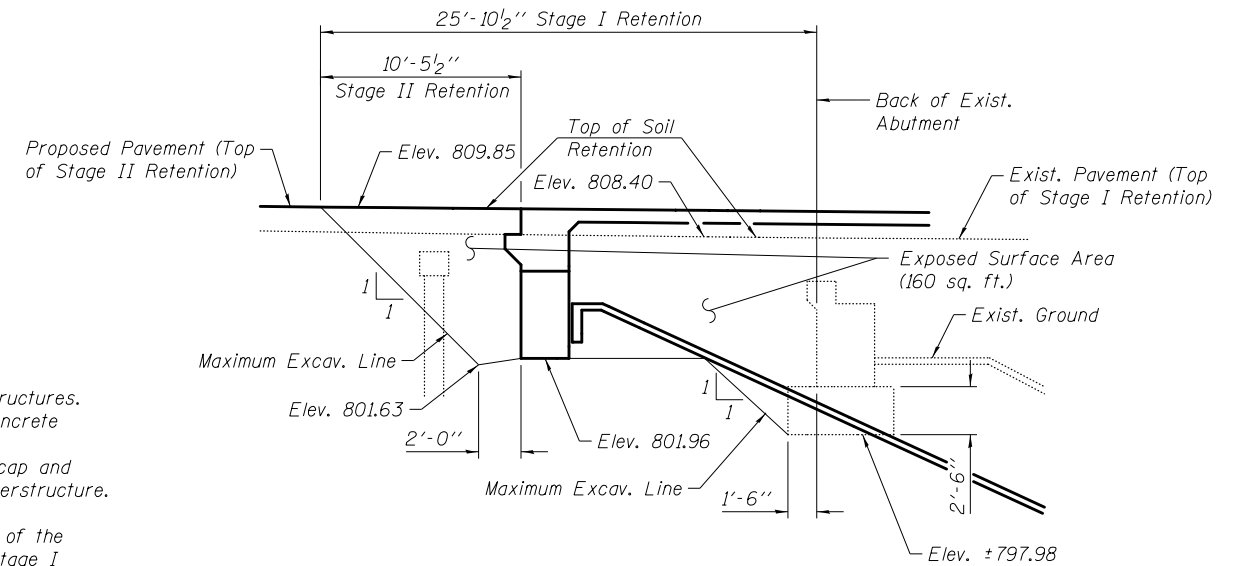


FOUNDATION LAYOUT

Notes:
Layout shows relative position of existing and proposed footings and piles. Existing foundations may vary slightly from the locations shown here and on the existing structure plans.
Location of proposed piles may be adjusted (up to ± 1 foot) to avoid conflict with existing piles.
The full existing piers, including cap beams, shall remain intact until removal of the superstructure in Stage II. Limited removal of the edge of footing may be necessary if it conflicts with the proposed footing.

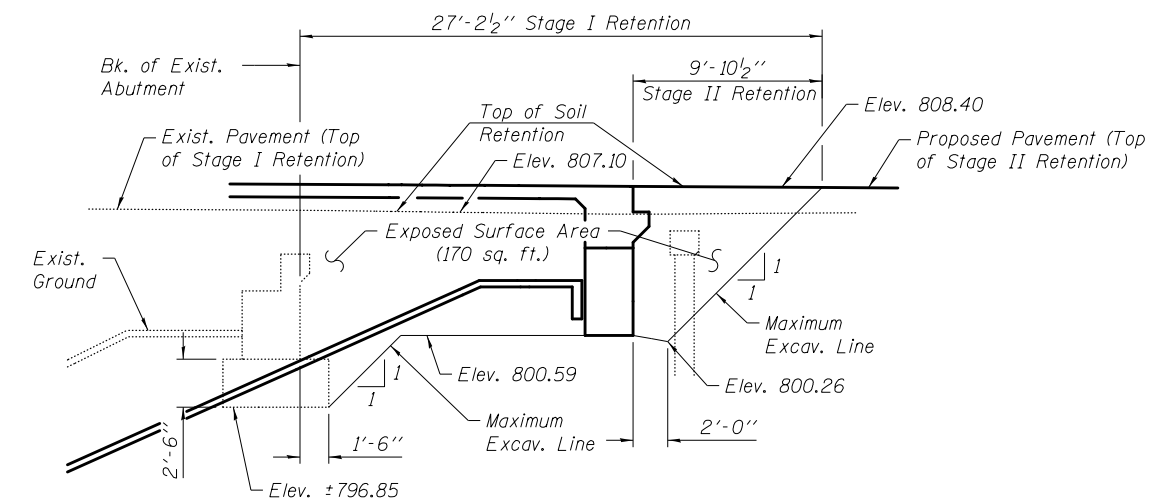


Staging Notes:
 All staging cross sections are looking South.
 Hatched areas indicate Removal of Existing Structures.
 See Rdwy. plans for quantity of Temporary Concrete Barrier.
 Stage construction joint location for the pier cap and footing will differ from those shown for the superstructure. See pier sheets for these joint locations.
 Stage I Removal shall NOT include any portion of the existing piers below the steel beam bearings. Stage I Construction will be completed over the top of the existing pier.



**TEMPORARY SOIL RETENTION SYSTEM
 NORTH ABUTMENT
 (Looking East)**

Notes:
 Due to the potential for difficult driving conditions, a cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.
 All dimensions and slopes are shown along the temporary soil retention unless noted otherwise.



**TEMPORARY SOIL RETENTION SYSTEM
 SOUTH ABUTMENT
 (Looking East)**

FILE NAME = \$FILES*	USER NAME = piersonbr	DESIGNED - VPT	REVISED -
		CHECKED - TF	REVISED -
		DRAWN - JAE	REVISED -
		CHECKED - BAS	REVISED -
	PLOT DATE = 7/26/2013 \$TIME*		

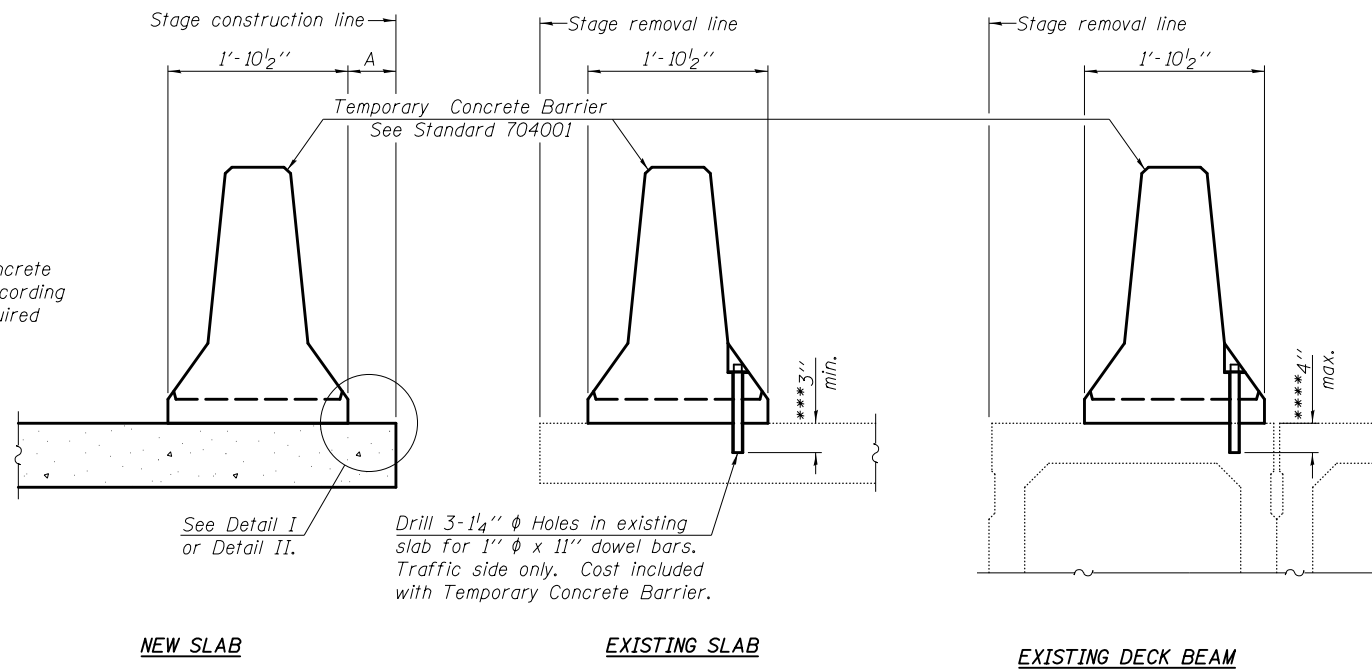
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STAGING DETAILS
 STRUCTURE NO. 057-0252**

SHEET NO. 4 OF 26 SHEETS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(57-20HB-1)BR-1	MCLEAN	440	185
CONTRACT NO. 70570				
ILLINOIS FED. AID PROJECT				

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

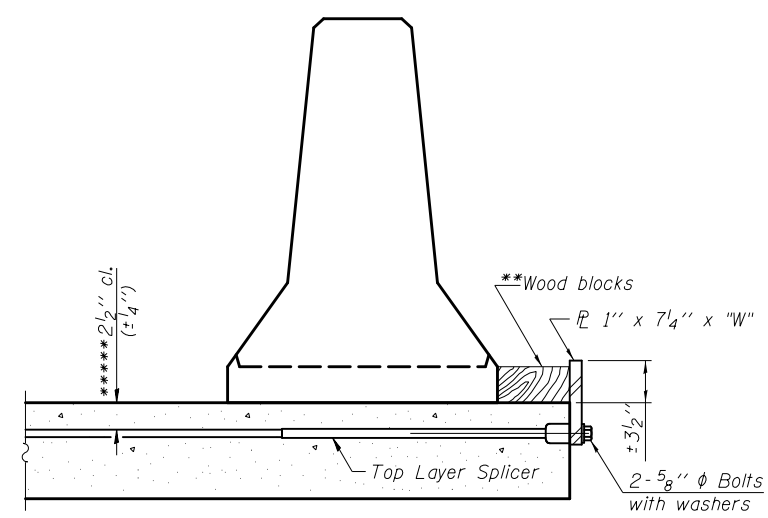


SECTIONS THRU SLAB OR DECK BEAM

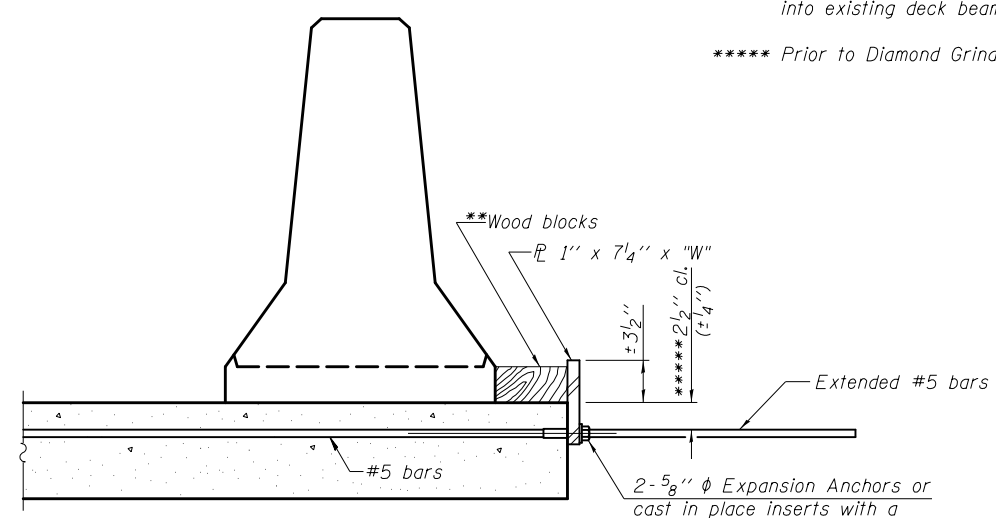
*** Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

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

***** Prior to Diamond Grinding of Bridge Section



DETAIL I



DETAIL II

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

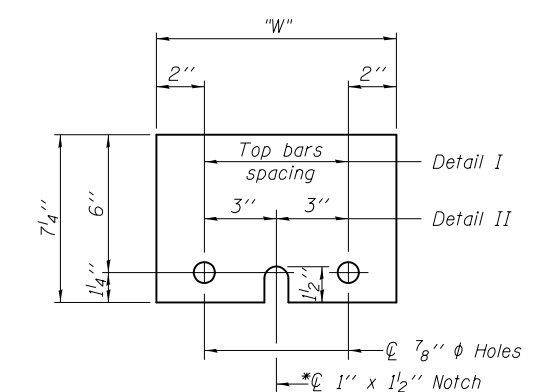
"W" = Top bars spacing + 4"

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7 1/4" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

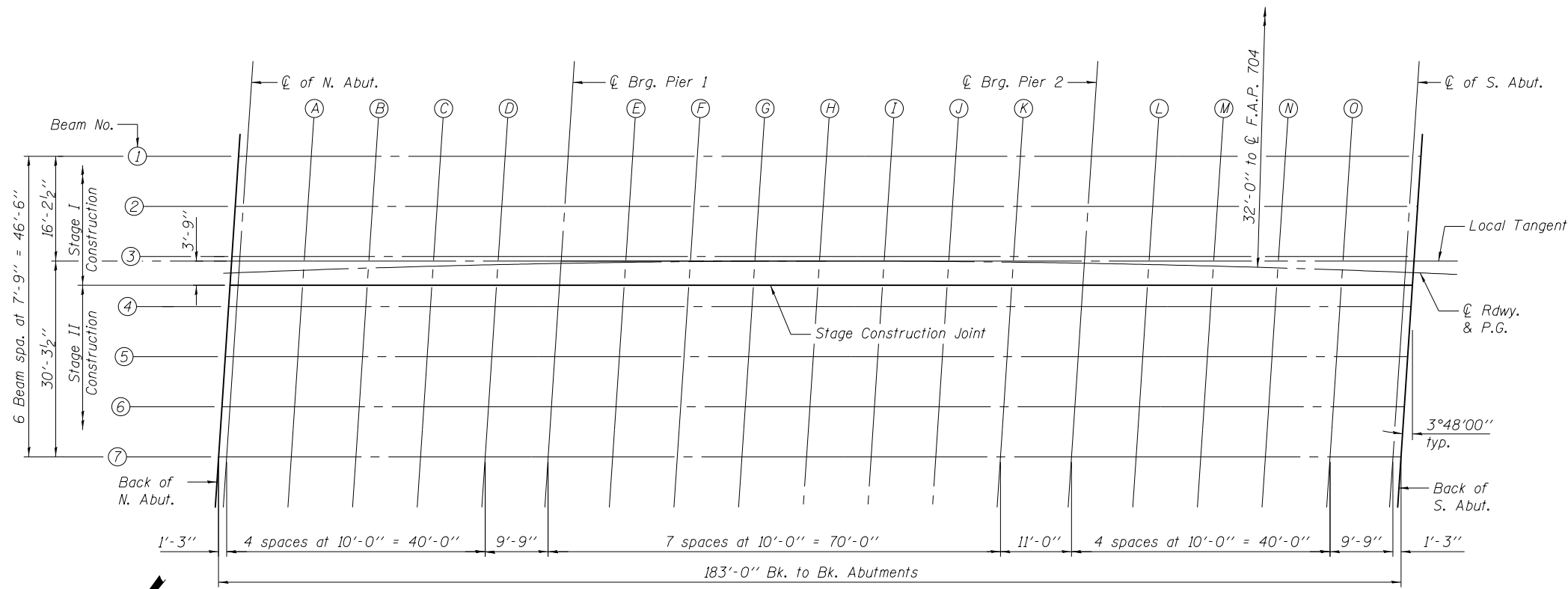
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7 1/4" x "W" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7 1/4" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.



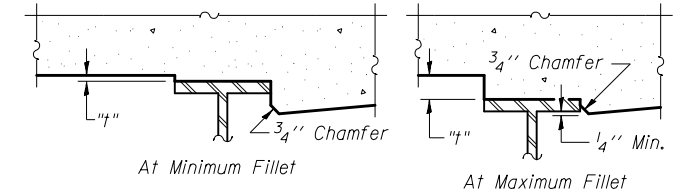
STEEL RETAINER PL 1" x 7 1/4" x "W"

* Required only with Detail II



PLAN

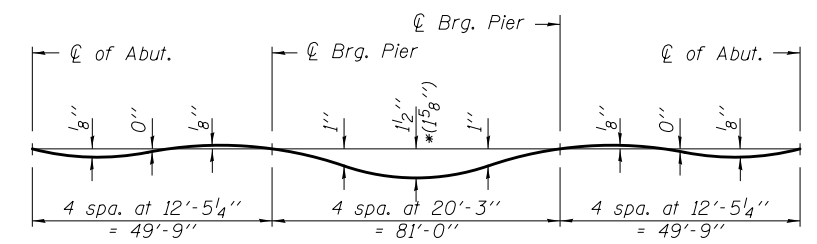
** From C F.A.P. 704



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection and Grinding" shown here and on Sheet 7, minus the 8 1/4" slab thickness, equals the fillet heights "t" above top flange of beams.

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown here and on Sheet 7 of 26. For grinding the deck, see Special Provisions.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

* Deflection of Beam 3, Stage Construction Line, and C Roadway.

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown here and on Sheet 7 of 26.

BEAM 1

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	57+14.18	13.89	810.63	810.65
C of N. Abut.	57+15.44	13.94	810.62	810.64
A	57+25.49	14.32	810.53	810.56
B	57+35.55	14.66	810.44	810.46
C	57+45.61	14.95	810.35	810.37
D	57+55.67	15.20	810.26	810.28
C Brg. Pier 1	57+65.48	15.40	810.18	810.20
E	57+75.55	15.57	810.10	810.15
F	57+85.62	15.68	810.02	810.12
G	57+95.69	15.76	809.94	810.07
H	58+05.76	15.79	809.86	810.01
I	58+15.83	15.78	809.79	809.92
J	58+25.89	15.72	809.71	809.89
K	58+35.96	15.62	809.64	809.70
C Brg. Pier 2	58+47.04	15.46	809.57	809.59
L	58+57.10	15.27	809.50	809.52
M	58+67.17	15.03	809.44	809.46
N	58+77.23	14.75	809.38	809.40
O	58+87.29	14.42	809.31	809.34
C of S. Abut.	58+97.09	14.06	809.26	809.28
Bk. S. Abut.	58+98.35	14.02	809.25	809.27

BEAM 2

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	57+13.34	21.61	810.29	810.31
C of N. Abut.	57+14.60	21.66	810.28	810.30
A	57+24.69	22.05	810.19	810.21
B	57+34.78	22.39	810.09	810.12
C	57+44.88	22.69	810.01	810.03
D	57+54.97	22.94	809.92	809.93
C Brg. Pier 1	57+64.82	23.14	809.84	809.86
E	57+74.92	23.31	809.75	809.81
F	57+85.02	23.43	809.67	809.77
G	57+95.13	23.51	809.59	809.73
H	58+05.23	23.54	809.52	809.67
I	58+15.33	23.53	809.44	809.58
J	58+25.44	23.47	809.37	809.47
K	58+35.54	23.38	809.30	809.36
C Brg. Pier 2	58+46.65	23.22	809.22	809.24
L	58+56.75	23.02	809.16	809.17
M	58+66.85	22.79	809.09	809.11
N	58+76.94	22.51	809.03	809.06
O	58+87.04	22.19	808.97	809.00
C of S. Abut.	58+96.87	21.83	808.91	808.93
Bk. S. Abut.	58+98.14	21.78	808.90	808.92

BEAM 3

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	57+12.49	29.34	809.95	809.97
C of N. Abut.	57+13.76	29.39	809.94	809.96
A	57+23.88	29.78	809.84	809.87
B	57+34.01	30.12	809.75	809.78
C	57+44.14	30.42	809.66	809.68
D	57+54.27	30.67	809.58	809.59
C Brg. Pier 1	57+64.15	30.88	809.49	809.51
E	57+74.29	31.05	809.41	809.47
F	57+84.42	31.17	809.33	809.43
G	57+94.56	31.25	809.25	809.39
H	58+04.70	31.29	809.17	809.33
I	58+14.84	31.28	809.10	809.24
J	58+24.97	31.23	809.02	809.13
K	58+35.11	31.13	808.95	809.02
C Brg. Pier 2	58+46.26	30.97	808.88	808.90
L	58+56.40	30.78	808.81	808.82
M	58+66.53	30.55	808.74	808.77
N	58+76.66	30.27	808.68	808.71
O	58+86.79	29.95	808.62	808.65
C of S. Abut.	58+96.66	29.59	808.56	808.58
Bk. S. Abut.	58+97.92	29.54	808.56	808.58

** From C F.A.P. 704

ROADWAY & PROFILE GRADE

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	57+12.20	32.00	809.83	809.85
C of N. Abut.	57+13.48	32.00	809.82	809.84
A	57+23.65	32.00	809.75	809.77
B	57+33.82	32.00	809.67	809.70
C	57+43.99	32.00	809.59	809.61
D	57+54.15	32.00	809.52	809.53
C Brg. Pier 1	57+64.05	32.00	809.44	809.46
E	57+74.21	32.00	809.37	809.43
F	57+84.36	32.00	809.29	809.40
G	57+94.51	32.00	809.22	809.36
H	58+04.65	32.00	809.14	809.30
I	58+14.79	32.00	809.07	809.21
J	58+24.93	32.00	808.99	809.10
K	58+35.06	32.00	808.91	808.98
C Brg. Pier 2	58+46.21	32.00	808.83	808.85
L	58+56.34	32.00	808.75	808.77
M	58+66.47	32.00	808.68	808.70
N	58+76.60	32.00	808.60	808.63
O	58+86.72	32.00	808.53	808.56
C of S. Abut.	58+96.59	32.00	808.45	808.48
Bk. S. Abut.	58+97.86	32.00	808.44	808.47

STAGE CONSTRUCTION JOINT

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	57+12.01	33.78	809.75	809.77
C of N. Abut.	57+13.28	33.83	809.74	809.76
A	57+23.42	34.22	809.65	809.68
B	57+33.56	34.57	809.56	809.58
C	57+43.71	34.87	809.47	809.49
D	57+53.87	35.12	809.38	809.39
C Brg. Pier 1	57+63.76	35.33	809.30	809.32
E	57+73.92	35.50	809.21	809.27
F	57+84.08	35.63	809.13	809.24
G	57+94.23	35.71	809.05	809.19
H	58+04.39	35.75	808.97	809.13
I	58+14.55	35.74	808.90	809.04
J	58+24.71	35.69	808.82	808.93
K	58+34.87	35.59	808.75	808.82
C Brg. Pier 2	58+46.04	35.44	808.68	808.70
L	58+56.19	35.25	808.61	808.62
M	58+66.34	35.01	808.54	808.57
N	58+76.50	34.74	808.48	808.51
O	58+86.64	34.42	808.42	808.45
C of S. Abut.	58+96.53	34.06	808.36	808.38
Bk. S. Abut.	58+97.80	34.01	808.35	808.38

BEAM 4

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	57+11.64	37.06	809.61	809.63
C of N. Abut.	57+12.92	37.11	809.60	809.62
A	57+23.07	37.50	809.50	809.53
B	57+33.23	37.85	809.41	809.44
C	57+43.40	38.15	809.32	809.34
D	57+53.56	38.41	809.23	809.25
C Brg. Pier 1	57+63.48	38.62	809.15	809.17
E	57+73.65	38.79	809.07	809.12
F	57+83.82	38.92	808.98	809.08
G	57+93.99	39.00	808.91	809.04
H	58+04.16	39.04	808.83	808.98
I	58+14.34	39.03	808.75	808.89
J	58+24.51	38.98	808.68	808.78
K	58+34.68	38.89	808.61	808.67
C Brg. Pier 2	58+45.87	38.73	808.53	808.55
L	58+56.04	38.54	808.46	808.48
M	58+66.21	38.31	808.40	808.42
N	58+76.37	38.03	808.33	808.36
O	58+86.54	37.71	808.27	808.30
C of S. Abut.	58+96.44	37.36	808.21	808.24
Bk. S. Abut.	58+97.71	37.31	808.21	808.23

BEAM 5

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	57+10.79	44.78	809.27	809.29
C of N. Abut.	57+12.06	44.83	809.25	809.28
A	57+22.26	45.23	809.16	809.19
B	57+32.45	45.58	809.07	809.10
C	57+42.65	45.88	808.98	809.00
D	57+52.85	46.15	808.89	808.90
C Brg. Pier 1	57+62.80	46.36	808.81	808.83
E	57+73.00	46.53	808.72	808.78
F	57+83.21	46.66	808.64	808.74
G	57+93.42	46.75	808.56	808.70
H	58+03.63	46.79	808.48	808.63
I	58+13.83	46.78	808.41	808.54
J	58+24.04	46.74	808.33	808.44
K	58+34.25	46.64	808.26	808.32
C Brg. Pier 2	58+45.48	46.49	808.18	808.20
L	58+55.68	46.30	808.12	808.13
M	58+65.88	46.07	808.05	808.07
N	58+76.08	45.80	807.99	808.02
O	58+86.28	45.48	807.92	807.95
C of S. Abut.	58+96.22	45.12	807.87	807.89
Bk. S. Abut.	58+97.50	45.07	807.86	807.88

BEAM 6

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	57+09.93	52.50	808.93	808.95
C of N. Abut.	57+11.21	52.55	808.91	808.93
A	57+21.43	52.95	808.82	808.85
B	57+31.66	53.31	808.73	808.75
C	57+41.90	53.62	808.64	808.66
D	57+52.14	53.88	808.55	808.56
C Brg. Pier 1	57+62.12	54.10	808.46	808.48
E	57+72.36	54.27	808.38	808.44
F	57+82.60	54.41	808.30	808.40
G	57+92.84	54.49	808.22	808.35
H	58+03.08	54.54	808.14	808.29
I	58+13.33	54.54	808.06	808.20
J	58+23.57	54.49	807.99	808.09
K	58+33.81	54.40	807.92	807.98
C Brg. Pier 2	58+45.08	54.25	807.84	807.86
L	58+55.32	54.06	807.77	807.78
M	58+65.56	53.83	807.70	807.72
N	58+75.79	53.56	807.64	807.67
O	58+86.03	53.24	807.58	807.61
C of S. Abut.	58+96.00	52.89	807.52	807.54
Bk. S. Abut.	58+97.28	52.84	807.51	807.53

BEAM 7

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	57+09.06	60.22	808.58	808.61
C of N. Abut.	57+10.34	60.27	808.57	808.59
A	57+20.61	60.68	808.48	808.51
B	57+30.87	61.03	808.38	808.41
C	57+41.14	61.35	808.29	808.31
D	57+51.41	61.62	808.21	808.22
C Brg. Pier 1	57+61.43	61.83	808.12	808.14
E	57+71.70	62.01	808.04	808.09
F	57+81.98	62.15	807.95	808.05
G	57+92.26	62.24	807.87	808.01
H	58+02.54	62.29	807.79	807.94
I	58+12.82	62.29	807.72	807.85
J	58+23.10	62.24	807.64	807.75
K	58+33.38	62.15	807.57	807.63
C Brg. Pier 2	58+44.68	62.00	807.49	807.51
L	58+54.96	61.82	807.42	807.44
M	58+65.23	61.59	807.36	807.38
N	58+75.50	61.32	807.29	807.32
O	58+85.77	61.00	807.23	807.26
C of S. Abut.	58+95.78	60.65	807.17	807.19
Bk. S. Abut.	58+97.06	60.60	807.16	807.18

EAST EDGE OF SHOULDER

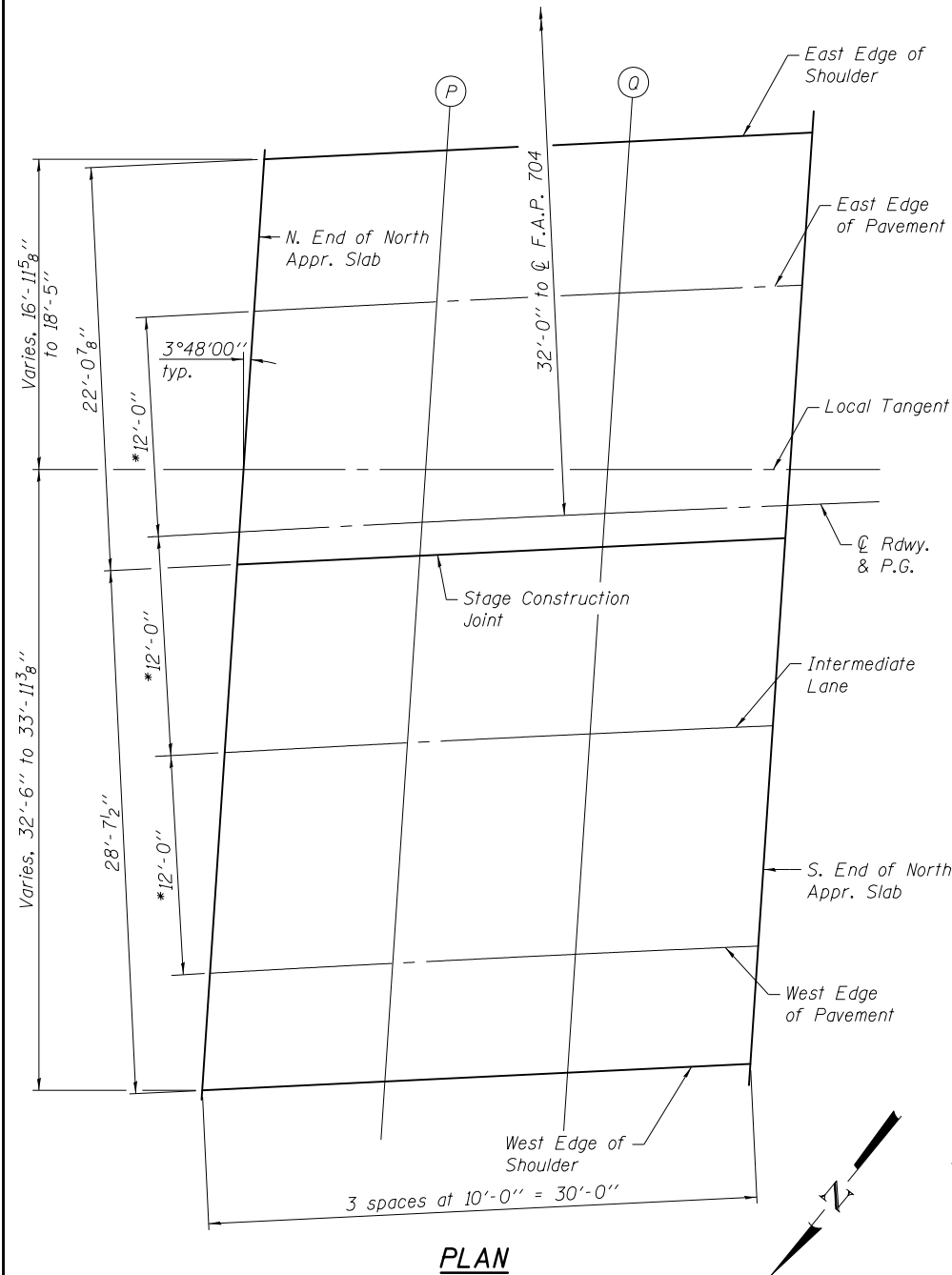
Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr.	56+84.26	11.72	810.95	810.97
P	56+94.31	11.75	810.88	810.90
Q	57+04.36	11.74	810.80	810.82
S. End North Appr.	57+14.41	11.69	810.73	810.75

EAST EDGE OF PAVEMENT

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr.	56+83.25	20.00	810.59	810.61
P	56+93.34	20.00	810.51	810.53
Q	57+03.43	20.00	810.44	810.46
S. End North Appr.	57+13.51	20.00	810.36	810.38

☉ ROADWAY & PROFILE GRADE

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr.	56+81.78	32.00	810.06	810.08
P	56+91.92	32.00	809.98	810.00
Q	57+02.06	32.00	809.91	809.93
S. End North Appr.	57+12.20	32.00	809.83	809.85



STAGE CONSTRUCTION JOINT

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr.	56+81.56	33.77	809.98	810.00
P	56+91.71	33.82	809.90	809.92
Q	57+01.86	33.82	809.83	809.85
S. End North Appr.	57+12.01	33.78	809.75	809.77

INTERMEDIATE LANE

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr.	56+80.28	44.00	809.53	809.55
P	56+90.49	44.00	809.45	809.47
Q	57+00.68	44.00	809.38	809.40
S. End North Appr.	57+10.87	44.00	809.30	809.32

WEST EDGE OF PAVEMENT

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr.	56+78.78	56.00	809.00	809.02
P	56+89.03	56.00	808.92	808.94
Q	56+99.29	56.00	808.85	808.87
S. End North Appr.	57+09.53	56.00	808.77	808.79

WEST EDGE OF SHOULDER

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End North Appr.	56+77.97	62.37	808.72	808.74
P	56+88.25	62.43	808.64	808.66
Q	56+98.53	62.45	808.56	808.58
S. End North Appr.	57+08.81	62.42	808.49	808.51

* Radial dimensions from ☉ Rdwy.
 ** From ☉ F.A.P. 704

EAST EDGE OF SHOULDER

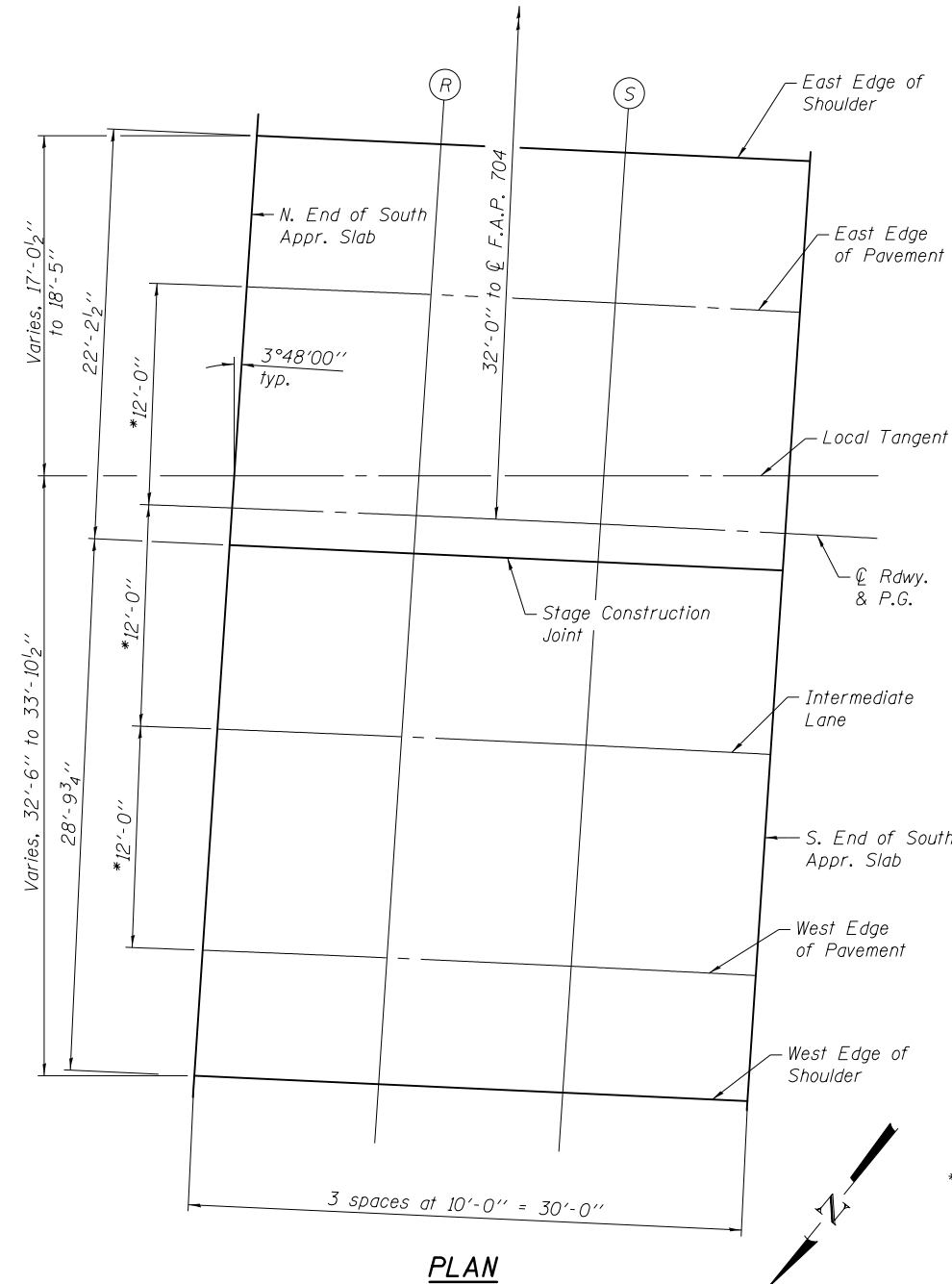
Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr.	58+98.41	11.80	809.35	809.37
R	59+08.46	11.85	809.27	809.29
S	59+18.51	11.84	809.19	809.21
S. End South Appr.	59+28.56	11.80	809.11	809.13

EAST EDGE OF PAVEMENT

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr.	58+98.19	20.00	808.98	809.00
R	59+08.27	20.00	808.91	808.93
S	59+18.36	20.00	808.82	808.85
S. End South Appr.	59+28.45	20.00	808.74	808.76

☉ ROADWAY & PROFILE GRADE

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr.	58+97.86	32.00	808.44	808.47
R	59+08.00	32.00	808.37	808.39
S	59+18.14	32.00	808.29	808.31
S. End South Appr.	59+28.28	32.00	808.20	808.22



STAGE CONSTRUCTION JOINT

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr.	58+97.80	34.01	808.35	808.38
R	59+07.95	34.05	808.28	808.30
S	59+18.10	34.06	808.19	808.21
S. End South Appr.	59+28.25	34.01	808.11	808.13

INTERMEDIATE LANE

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr.	58+97.53	44.00	807.91	807.93
R	59+07.72	44.00	807.83	807.85
S	59+17.92	44.00	807.75	807.77
S. End South Appr.	59+28.11	44.00	807.66	807.68

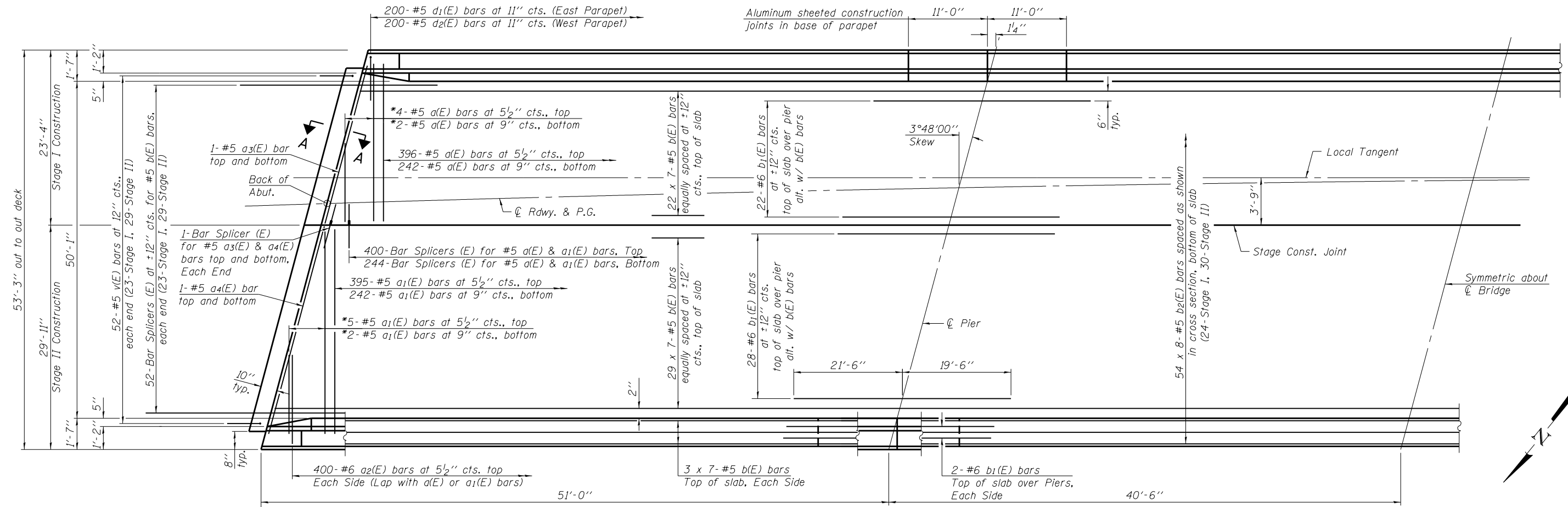
WEST EDGE OF PAVEMENT

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr.	58+97.19	56.00	807.37	807.39
R	59+07.44	56.00	807.29	807.31
S	59+17.69	56.00	807.21	807.23
S. End South Appr.	59+27.94	56.00	807.12	807.14

WEST EDGE OF SHOULDER

Location	Station	**Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End South Appr.	58+97.00	62.81	807.06	807.09
R	59+07.28	62.86	806.98	807.01
S	59+17.56	62.86	806.90	806.92
S. End South Appr.	59+27.85	62.82	806.82	806.84

* Radial dimensions from ☉ Rdwy.
 ** From ☉ F.A.P. 704



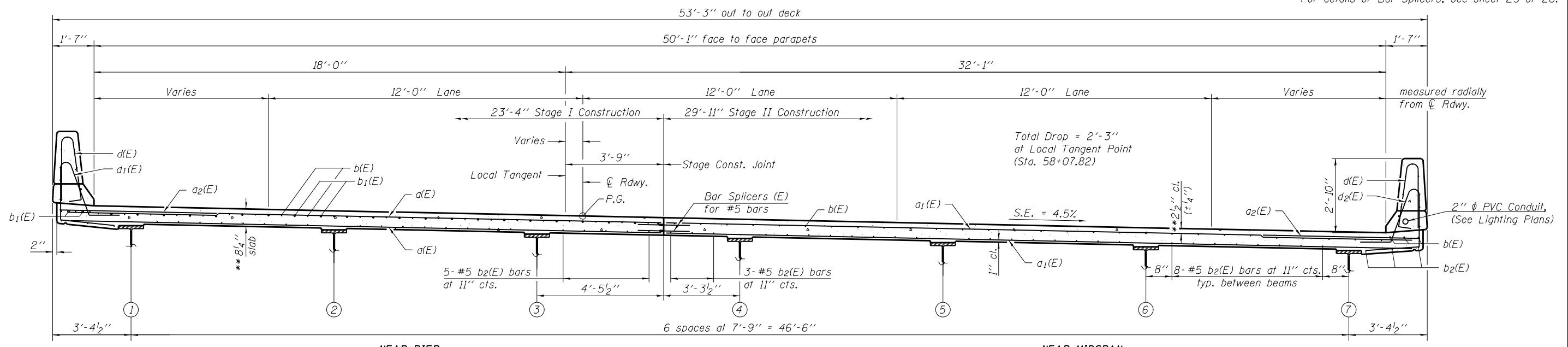
PARTIAL PLAN

* Order a(E) and a₁(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.
 ** Prior to Diamond Grinding of Bridge Section

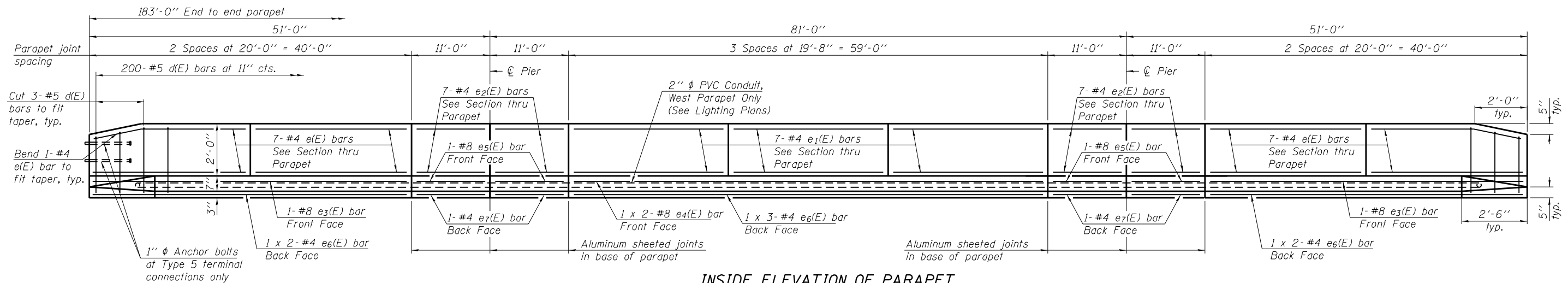
MINIMUM BAR LAP

#5 bar = 2'-7"

Notes:
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 See sheet 11 of 26 for superstructure details, parapet reinforcement, and Bill of Material.
 See sheet 12 of 26 for Section A-A.
 For details of Bar Splicers, see sheet 23 of 26.

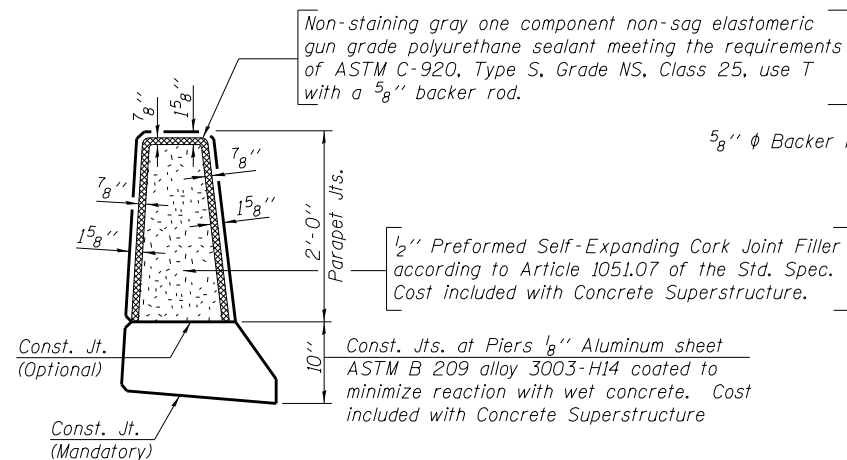


CROSS SECTION
 (Looking South)

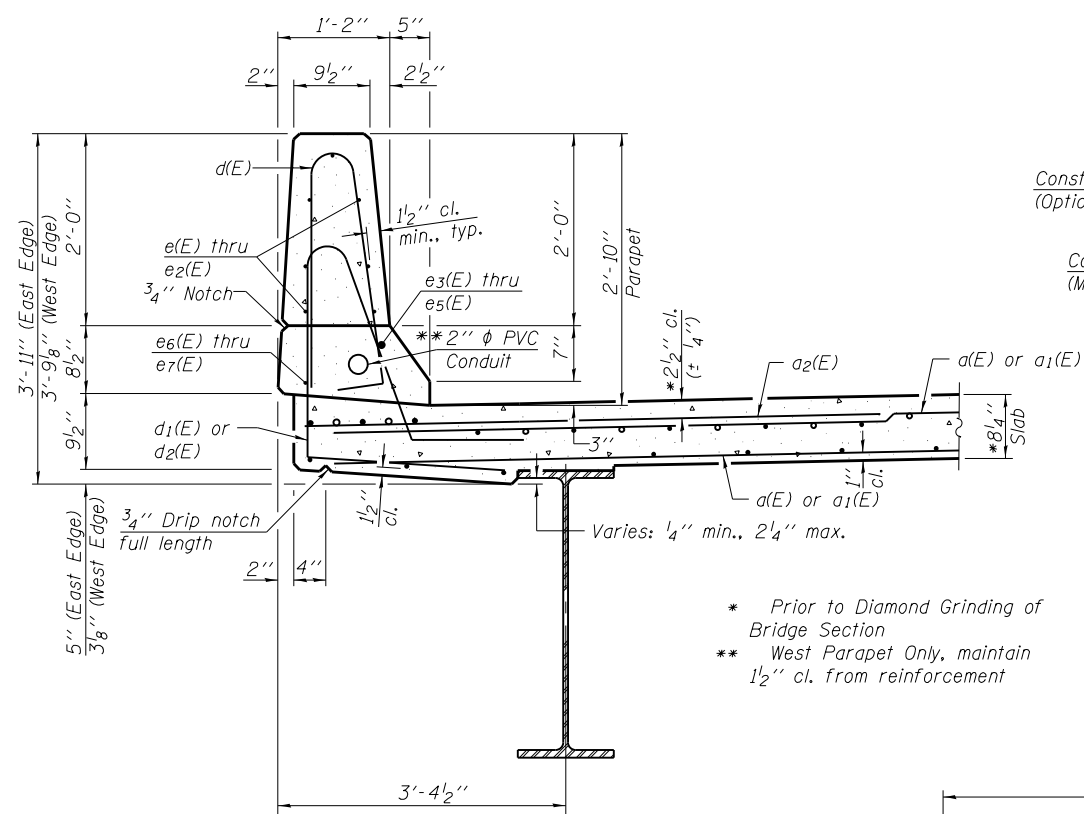


INSIDE ELEVATION OF PARAPET

MINIMUM BAR LAP
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"

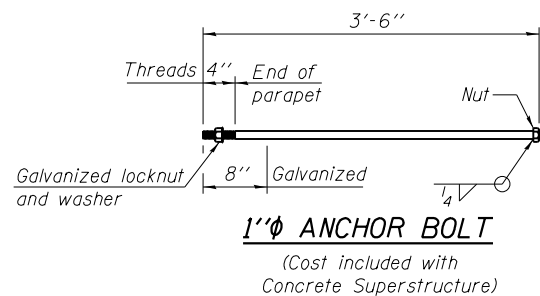


PARAPET JOINT DETAILS

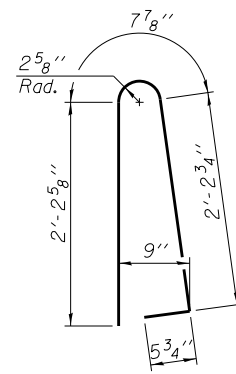


SECTION THRU PARAPET

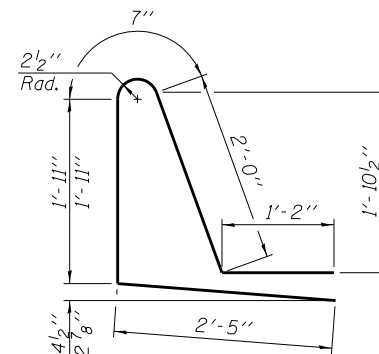
* Prior to Diamond Grinding of Bridge Section
** West Parapet Only, maintain 1 1/2" cl. from reinforcement



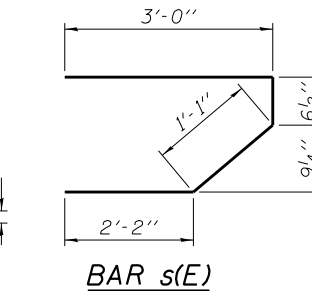
1" ANCHOR BOLT
(Cost included with Concrete Superstructure)



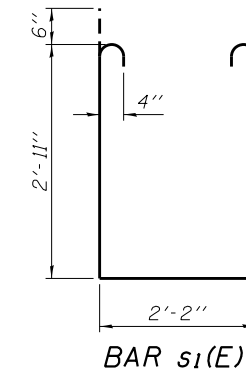
BAR d(E)



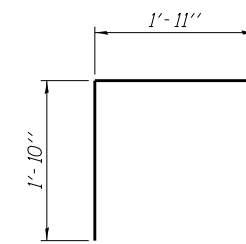
BARS d1(E) & d2(E)



BAR s(E)



BAR s1(E)

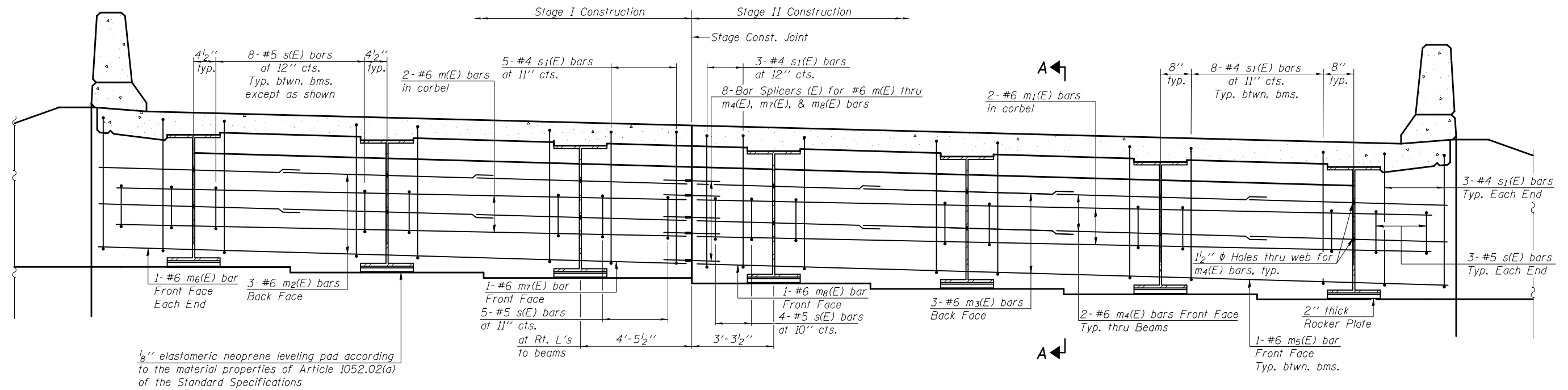


BAR v(E)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	644	#5	22'-7"	—
a1(E)	644	#5	29'-2"	—
a2(E)	800	#6	6'-6"	—
a3(E)	4	#5	23'-0"	—
a4(E)	4	#5	29'-7"	—
b(E)	399	#5	28'-4"	—
b1(E)	108	#6	41'-0"	—
b2(E)	432	#5	25'-2"	—
d(E)	400	#5	5'-7"	U
d1(E)	200	#5	8'-1"	U
d2(E)	200	#5	8'-1"	U
e(E)	56	#4	19'-8"	—
e1(E)	42	#4	19'-4"	—
e2(E)	56	#4	10'-8"	—
e3(E)	4	#8	39'-8"	—
e4(E)	4	#8	32'-0"	—
e5(E)	8	#8	10'-8"	—
e6(E)	14	#4	20'-11"	—
e7(E)	8	#4	10'-8"	—
m(E)	4	#6	22'-4"	—
m1(E)	4	#6	28'-11"	—
m2(E)	6	#6	23'-0"	—
m3(E)	6	#6	29'-7"	—
m4(E)	28	#6	9'-11"	—
m5(E)	10	#6	7'-5"	—
m6(E)	4	#6	3'-0"	—
m7(E)	2	#6	4'-1"	—
m8(E)	2	#6	2'-11"	—
s(E)	110	#5	6'-10"	U
s1(E)	108	#4	9'-0"	U
v(E)	104	#5	3'-9"	L
Reinforcement Bars, Epoxy Coated		Pound	84390	
Concrete Superstructure		Cu. Yd.	328.5	

Bars indicated thus 1 x 3-#5 etc. indicates 1 line of bars with 3 lengths per line.
See View B-B on sheet 13 of 26 for placement of 1" anchor bolts in end of parapet.



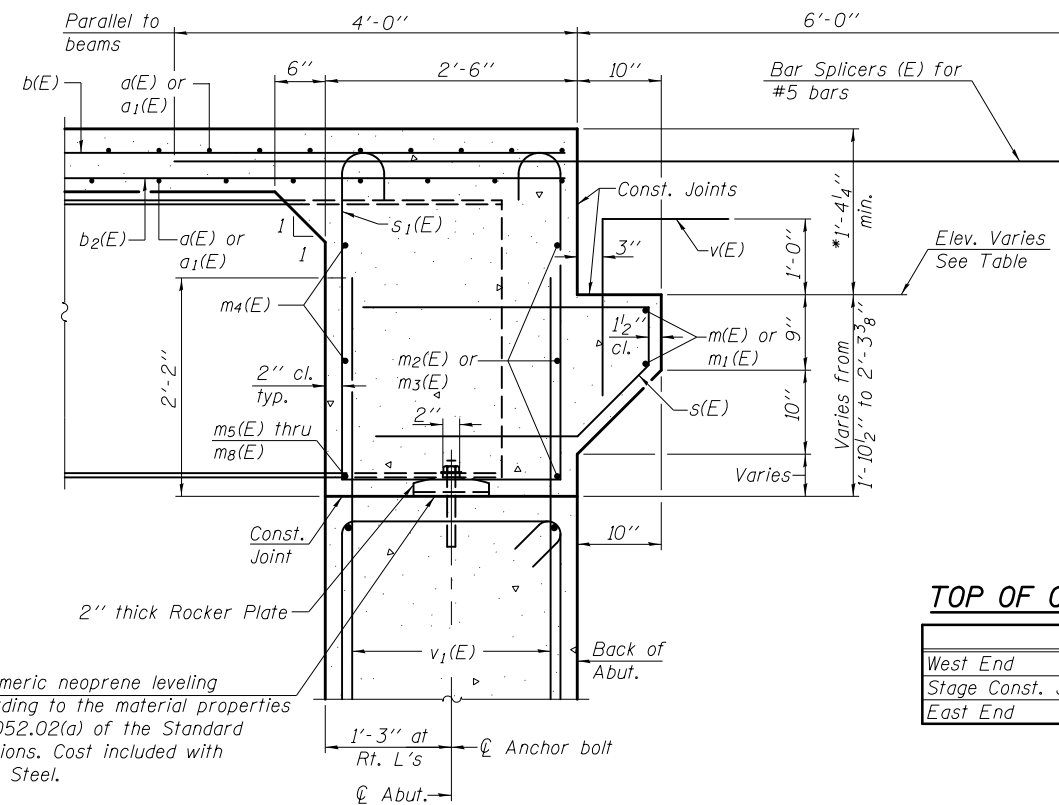
DIAPHRAGM ELEVATION AT ABUTMENT
(Looking South)

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet 11 of 26.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 11 of 26.
 For details of bars s(E) & s1(E) see sheet 11 of 26.
 The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 For details of Bar Splicers, see sheet 23 of 26.

MIN. BAR LAP

#6 bar = 3'-4"



* Prior to Diamond Grinding of Bridge Section

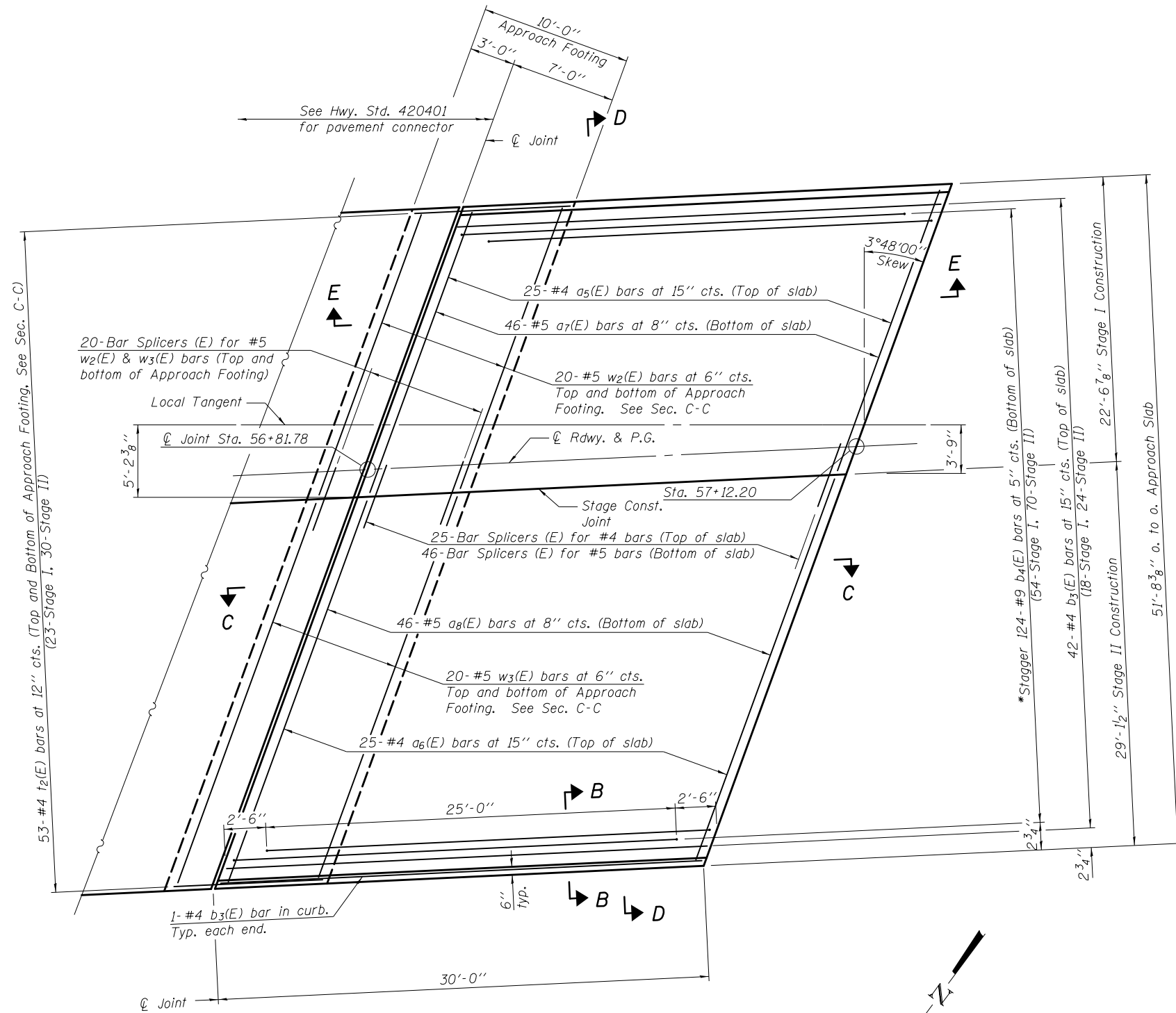
TOP OF CORBEL ELEVATIONS

	N. Abut.	S. Abut.
West End	807.13	805.71
Stage Const. Jt.	808.42	807.02
East End	809.42	808.04

SECTION A-A

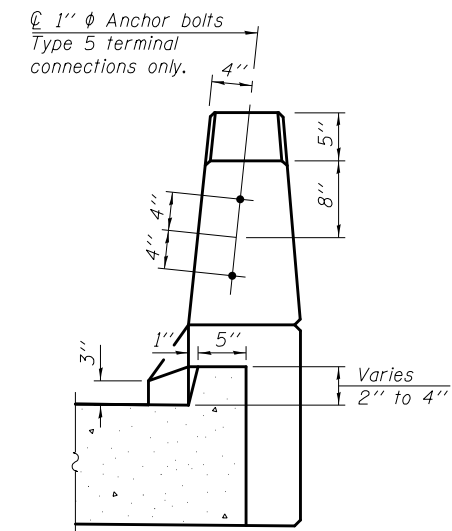
Dimensions at right angles to abutment, except as shown.

Notes:
See sheet 15 of 26 for Sections C-C & D-D and View E-E.
a₅(E) thru a₈(E) bar spacings measured along \hat{C} Rdwy.



PLAN - NORTH APPROACH

* Tilt #9 b₄(E) bars as required to maintain clearance.

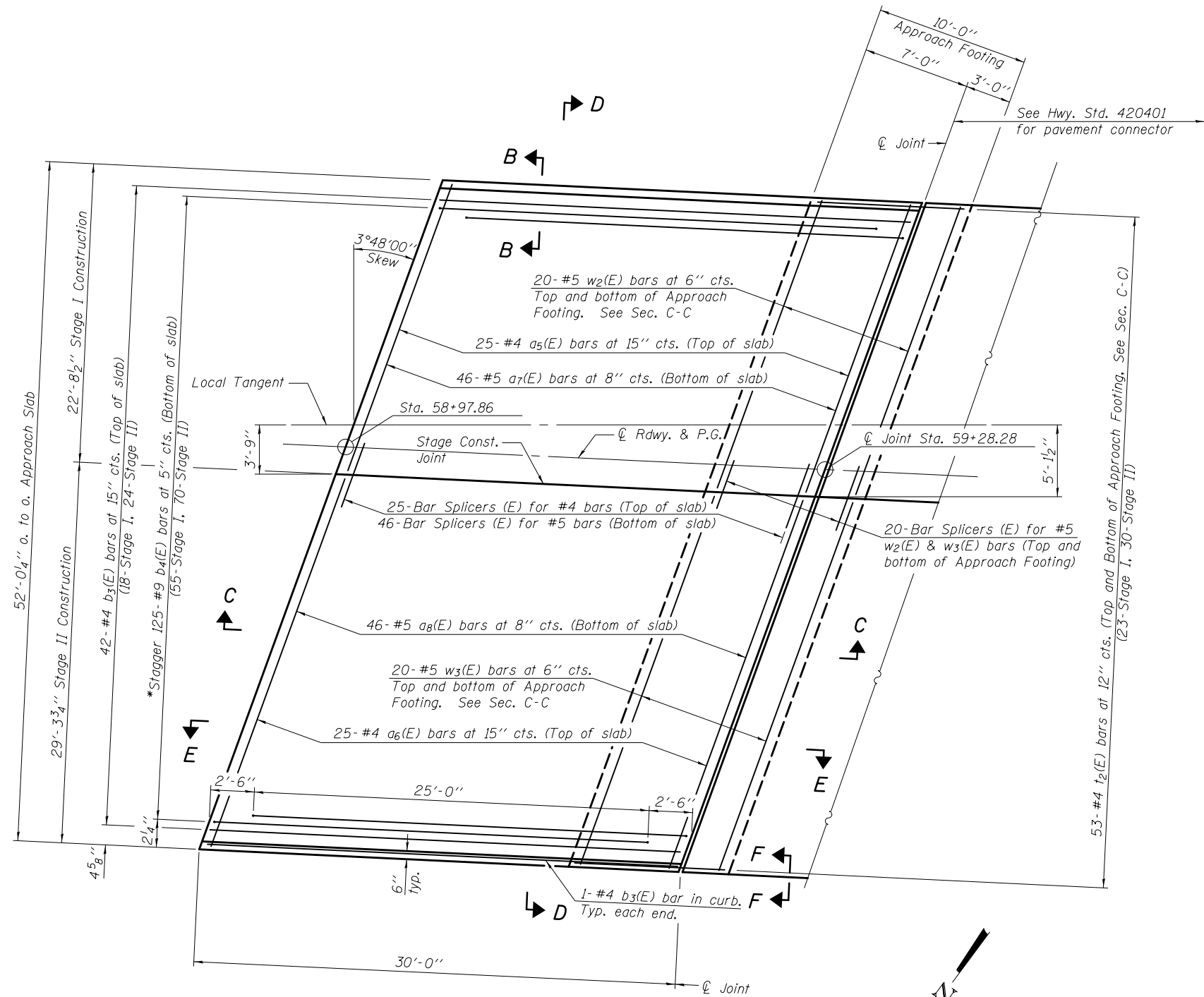


VIEW B-B

(Sheet 1 of 3)

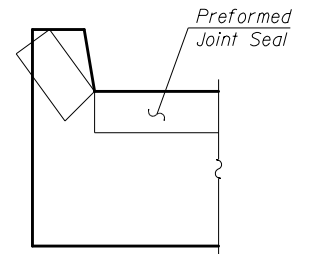
FILE NAME = \$FILES\$ 	USER NAME = piersonbr	DESIGNED - VPT CHECKED - TF	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 057-0252	F.A.I. RTE. 74	SECTION (57-20HB-1)BR-1	COUNTY MCLEAN	TOTAL SHEETS 440	SHEET NO. 194
	PLOT SCALE =	DRAWN - JAE CHECKED - BAS	REVISED - REVISED -			SHEET NO. 13 OF 26 SHEETS	CONTRACT NO. 70570	ILLINOIS FED. AID PROJECT		

Notes:
See sheet 15 of 26 for Sections C-C & D-D and View E-E.
a₅(E) thru a₈(E) bar spacings measured along \bar{C} Rdwy.



PLAN - SOUTH APPROACH

* Tilt #9 b₄(E) bars as required to maintain clearance.

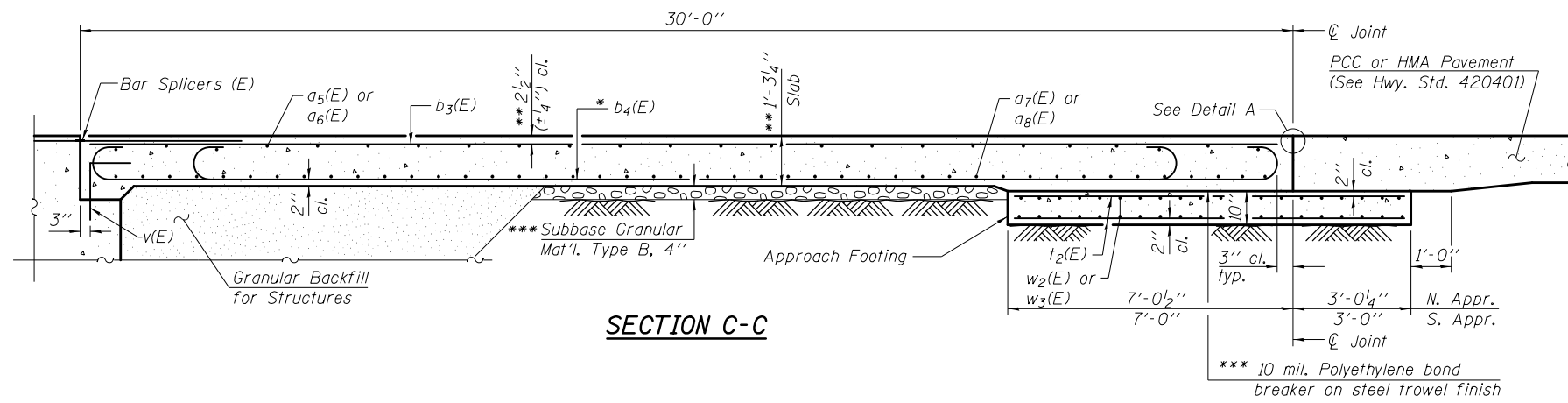


VIEW F-F

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.

(Sheet 2 of 3)

FILE NAME = \$FILES* 	USER NAME = piersonbr	DESIGNED - VPT CHECKED - TF	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 057-0252	F.A.I. RTE. 74	SECTION (57-20HB-1)BR-1	COUNTY MCLEAN	TOTAL SHEETS 440	SHEET NO. 195
	PLOT SCALE =	DRAWN - JAE CHECKED - BAS	REVISED - REVISED -			SHEET NO. 14 OF 26 SHEETS	CONTRACT NO. 70570	ILLINOIS FED. AID PROJECT		



Notes:

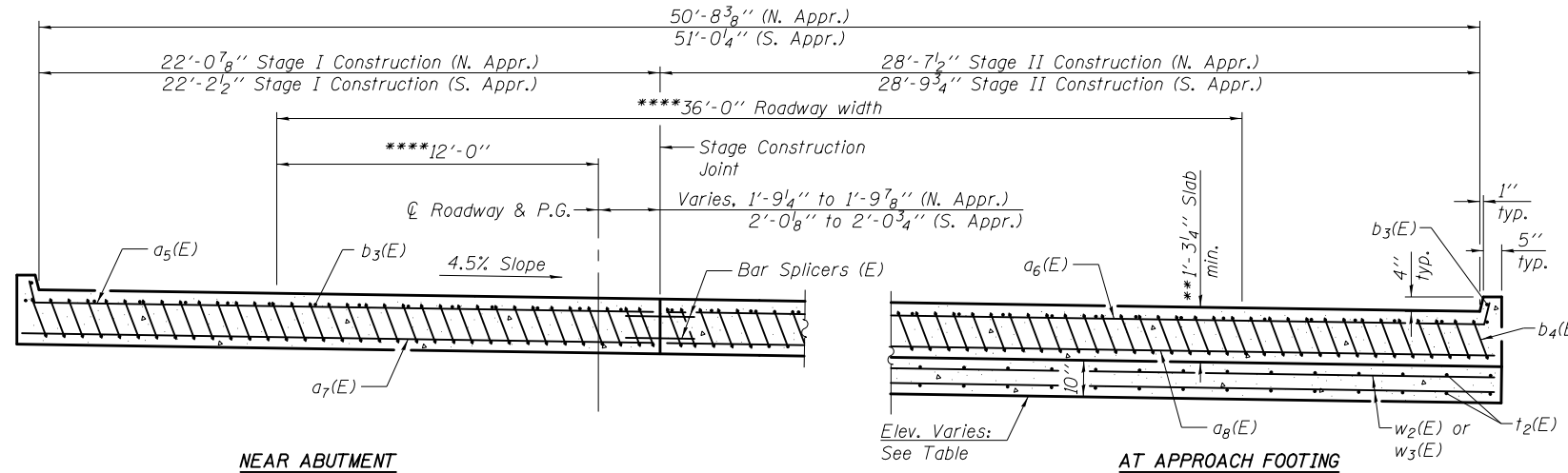
Approach slab concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheets 11 and 12 of 26.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet 23 of 26.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 26.
 Dimensions are shown parallel and perpendicular to the Stage Construction Joint, unless noted otherwise.

**TWO APPROACHES
BILL OF MATERIAL**

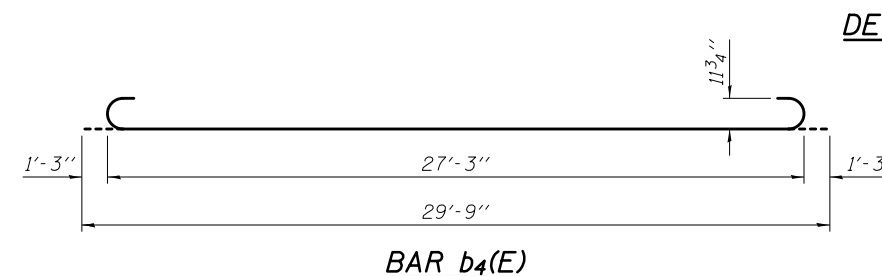
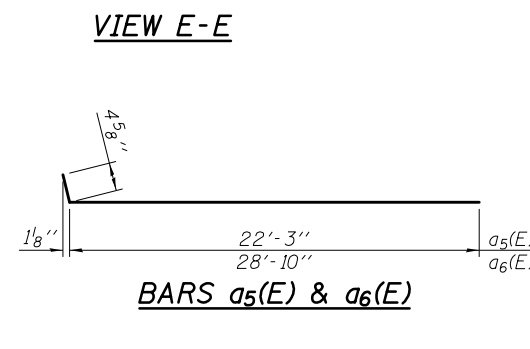
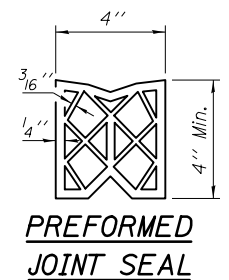
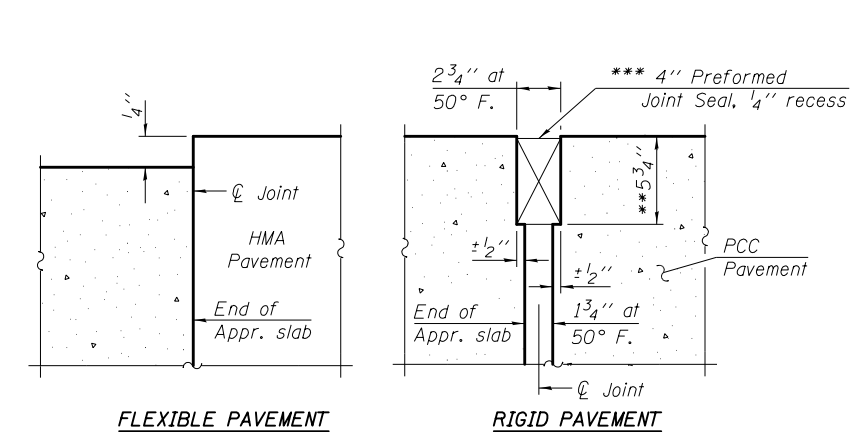
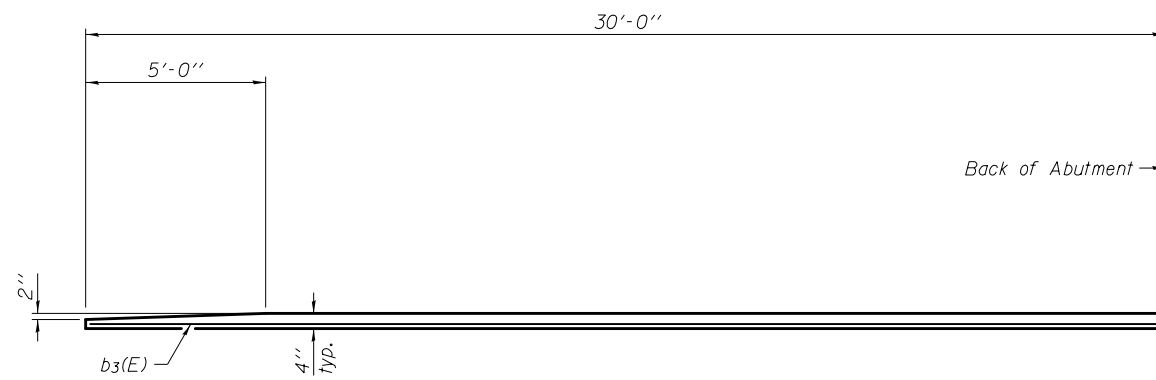
Bar	No.	Size	Length	Shape
a5(E)	50	#4	22'-8"	U
a6(E)	50	#4	29'-3"	U
a7(E)	92	#5	22'-4"	U
a8(E)	92	#5	28'-11"	U
b3(E)	88	#4	29'-8"	U
b4(E)	249	#9	29'-9"	U
t2(E)	212	#4	9'-8"	U
w2(E)	80	#5	22'-4"	U
w3(E)	80	#5	28'-11"	U
Concrete Superstructure			Cu. Yd.	148.2
Concrete Structures			Cu. Yd.	32.1
Reinforcement Bars, Epoxy Coated			Pound	39230

APPROACH FOOTING ELEVATIONS

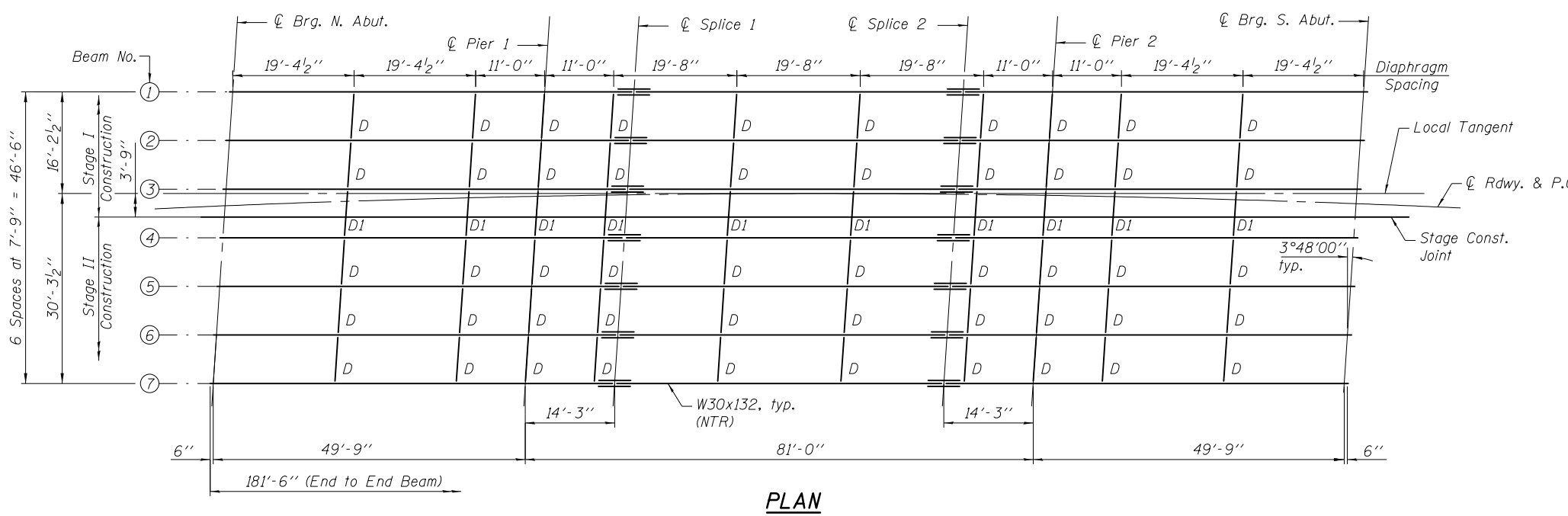
	N. Appr.	S. Appr.
West Edge	806.56	804.71
Stage Const. Jt.	807.84	806.03
East Edge	808.83	807.05



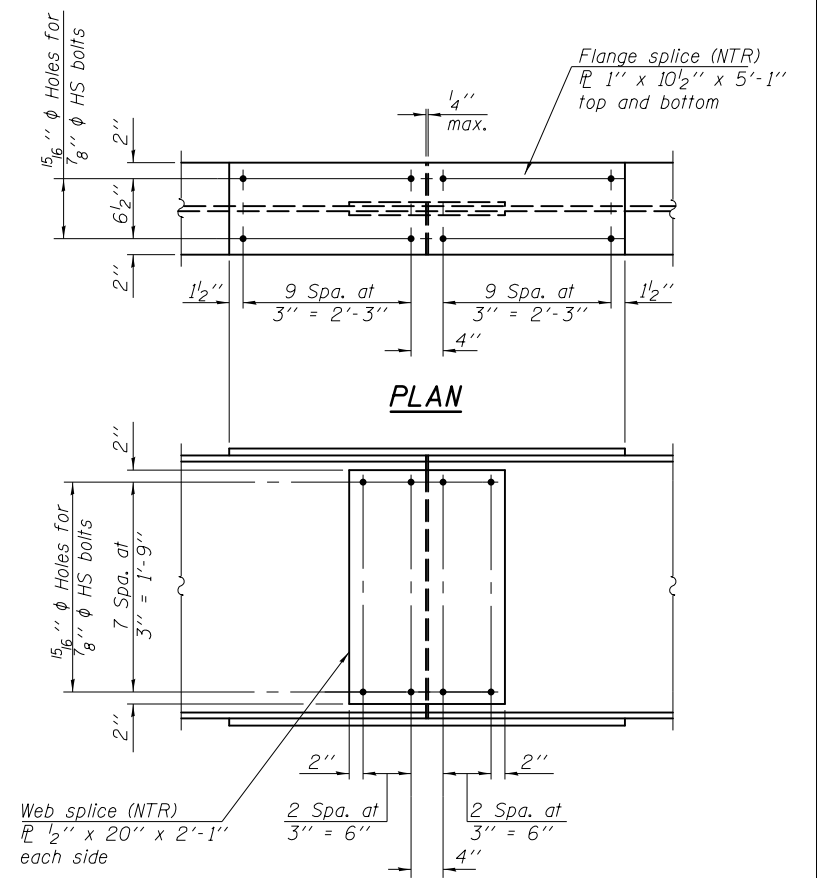
- * Tilt #9 b4(E) bars as required to maintain clearance.
- ** Prior to Diamond Grinding of the Bridge Section.
- *** Cost included with Concrete Superstructure.
- **** Measured radially.



(Sheet 3 of 3)

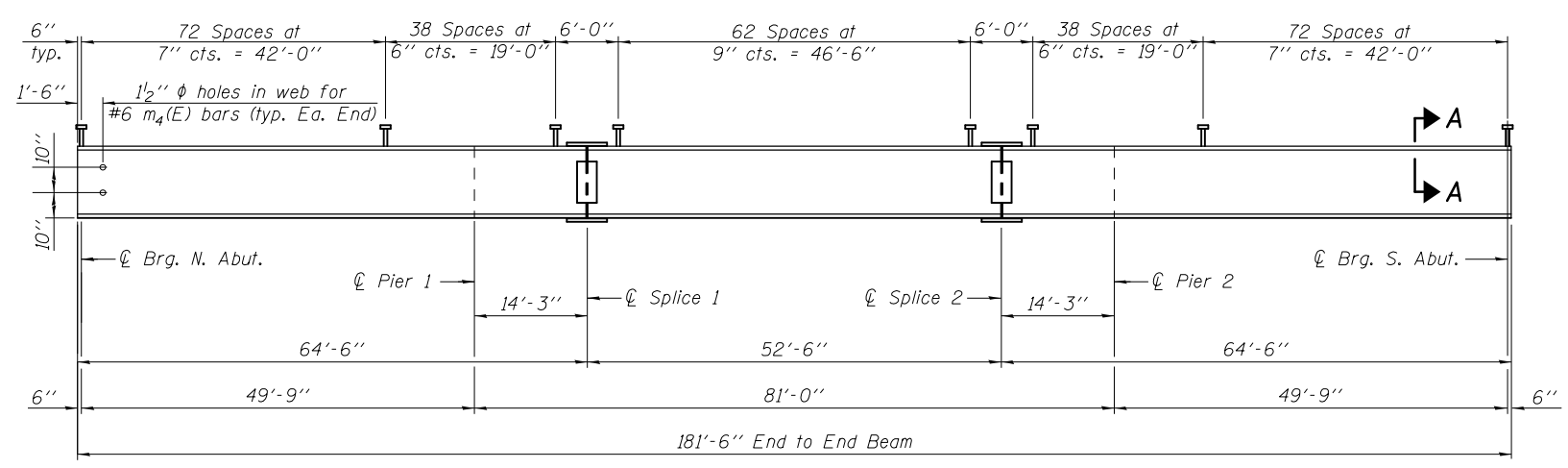


PLAN



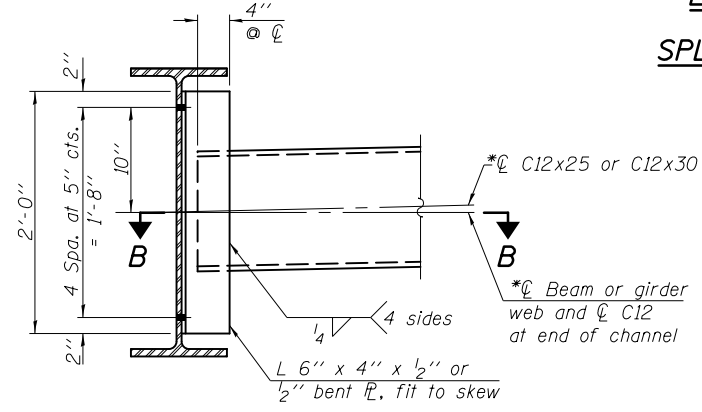
ELEVATION

SPLICE DETAIL
(14 Required)



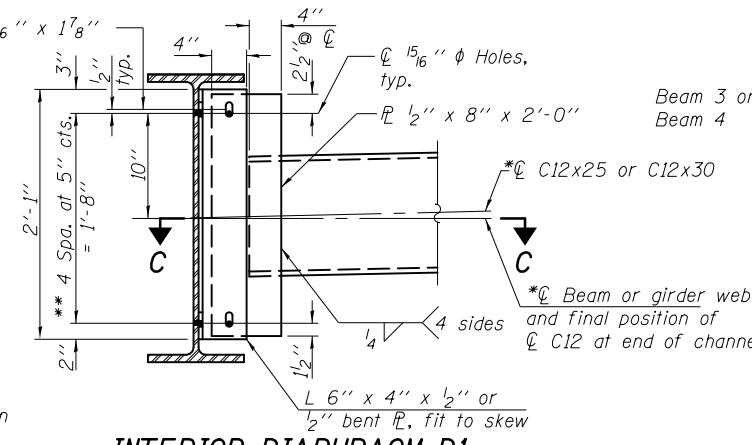
ELEVATION

Notes:
 All structural steel beams and splice plates shall conform to the requirements of AASHTO M 270, Grade 50.
 Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.
 All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.



SECTION B-B

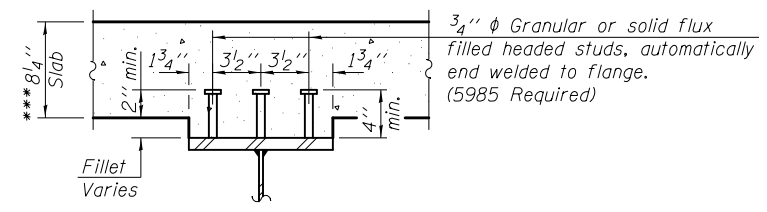
INTERIOR DIAPHRAGM D
(50 Required)



SECTION C-C

INTERIOR DIAPHRAGM D1
(10 Required)

(Final position shown - after Stage II deck pour)



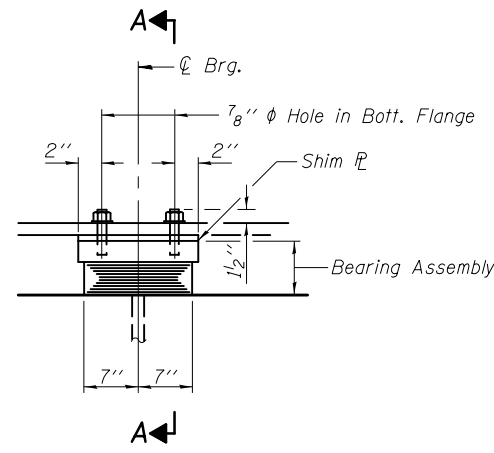
SECTION A-A

*** Before Diamond Grinding of Bridge Section

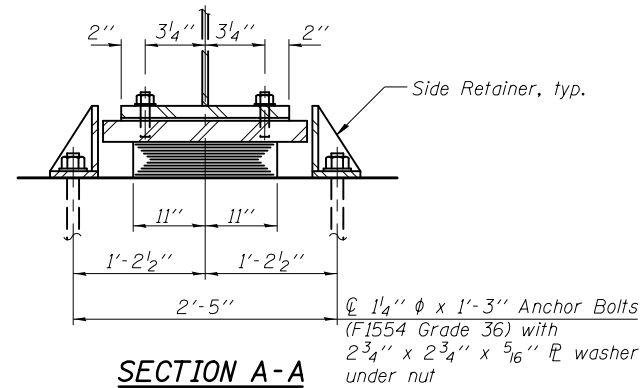
TOP OF BEAM ELEVATIONS
(For Fabrication Only)

	☉ Brg. N. Abut.	☉ Pier 1	☉ Splice 1	☉ Splice 2	☉ Pier 2	☉ Brg. S. Abut.
Beam 1	809.90	809.45	809.32	808.92	808.84	808.54
Beam 2	809.56	809.11	808.98	808.58	808.49	808.19
Beam 3	809.22	808.77	808.64	808.24	808.15	807.84
Beam 4	808.88	808.42	808.29	807.89	807.80	807.50
Beam 5	808.54	808.08	807.94	807.54	807.45	807.15
Beam 6	808.19	807.73	807.60	807.19	807.11	806.80
Beam 7	807.85	807.39	807.26	806.85	806.76	806.45

Diaphragm Notes:
 3/4" φ HS bolts, 1 5/16" φ Holes, unless otherwise noted.
 Two hardened washers required over each oversized hole, and 3" x 3" x 5/16" plate washers over slotted holes.
 *Alternate channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.
 ** Slotted holes (at Beam 4 only) shall extend above the final bolt positions as indicated in the diaphragm detail. Bolts shall be installed finger tight in the slots to permit the maximum deflection downward within the slots due to the applied concrete load, then fully tightened immediately after Stage II deck pour.

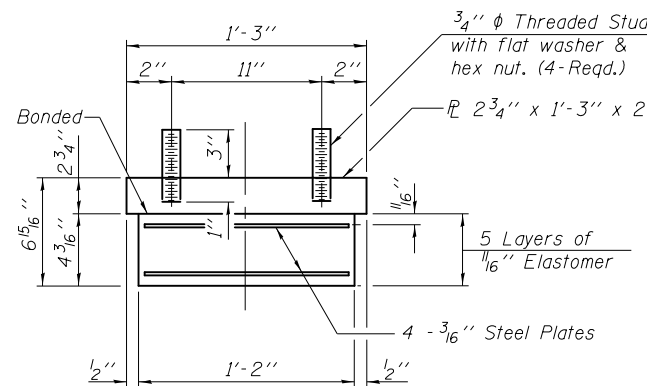


ELEVATION AT PIERS



SECTION A-A

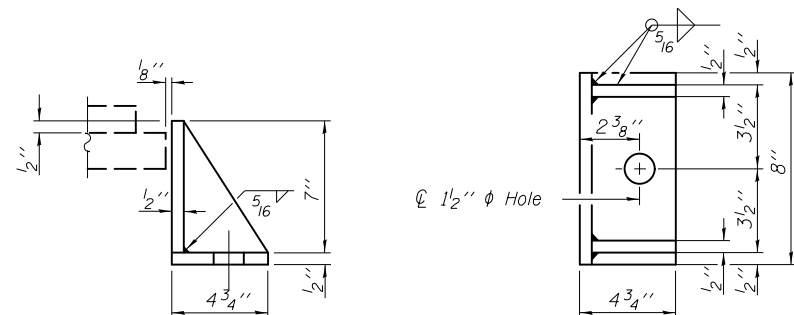
TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

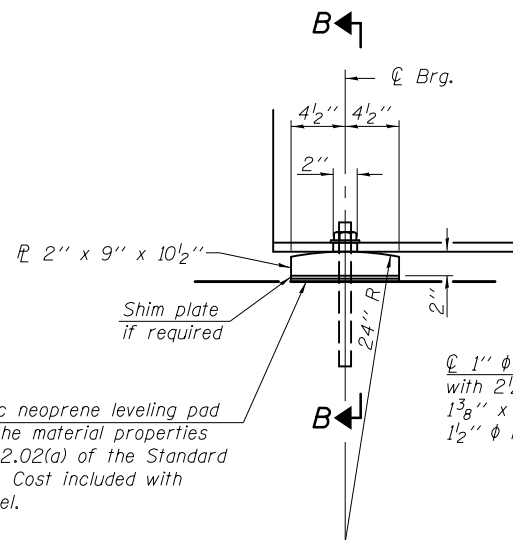
Notes:
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
 Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
 Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
 The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
 Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

Note:
 Shim plates shall not be placed under Bearing Assembly.



SIDE RETAINER

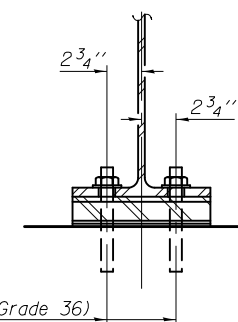
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



ELEVATION AT ABUTMENT

INTERIOR GIRDER MOMENT TABLE			
	0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or Pier 2	0.5 Span 2
I_s	(in ⁴) 5770	5770	5770
$I_c(n)$	(in ⁴) 15654	--	15654
$I_c(3n)$	(in ⁴) 11673	--	11673
$I_c(cr)$	(in ⁴) --	8133	--
S_s	(in ³) 381	381	381
$S_c(n)$	(in ³) 559	--	559
$S_c(3n)$	(in ³) 508	--	508
$S_c(cr)$	(in ³) --	442	--
DC1	(k/ft) 0.964	0.964	0.964
M _{DC1}	(k) 102	-461	330
DC2	(k/ft) 0.150	0.150	0.150
M _{DC2}	(k) 15.9	-71.7	51.3
DW	(k/ft) 0.390	0.390	0.390
M _{DW}	(k) 41.3	-186	134
$M_L + IM$	(k) 557	-664	690
M_u (Strength I)	(k) 1183	-2107	1884
$\phi_r M_n$	(k) 2929	-2227	2744
f_s DC1	(ksi) 3.2	-14.5	10.4
f_s DC2	(ksi) 0.4	-2.0	1.2
f_s DW	(ksi) 1.0	-5.0	3.2
f_s ($\frac{1}{2} + IM$)	(ksi) 12.0	-18.0	14.8
f_s (Service II)	(ksi) 21.8	-44.9	36.0
$0.95R_n F_y f$	(ksi) 47.5	-47.5	47.5
f_s (Total)(Strength I)	(ksi) --	--	--
$\phi_r F_n$	(ksi) --	--	--
V_r	(k) 16.9	28.9	18.1

INTERIOR GIRDER REACTION TABLE		
	Abuts.	Piers
R_{DC1}	(k) 14.7	72.3
R_{DC2}	(k) 2.3	11.3
R_{DW}	(k) 6.0	29.2
$R_L + IM$	(k) 72.3	115.0
R_{Total}	(k) 95.3	227.8



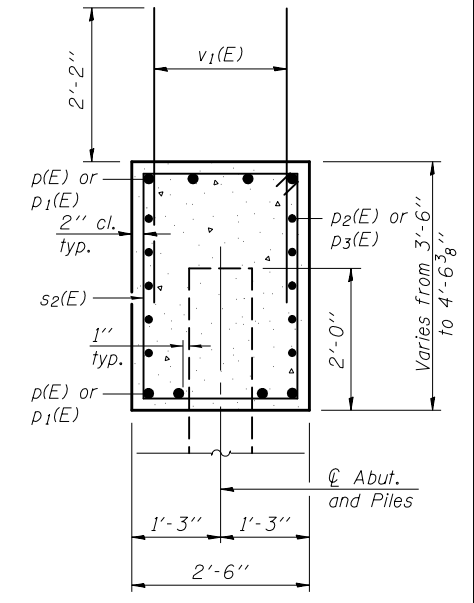
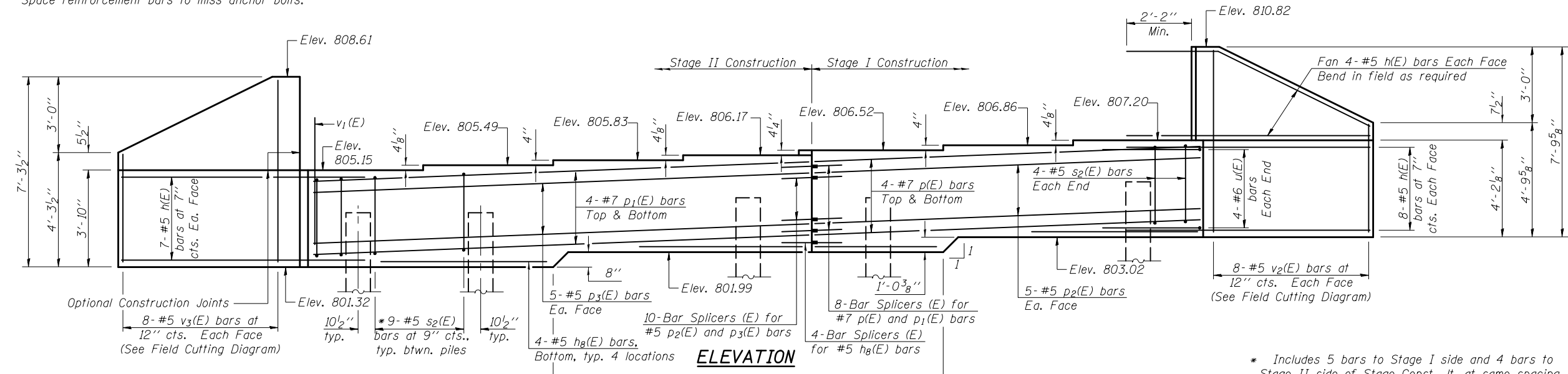
SECTION B-B

I_s , S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.4 and in.3).
 $I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to short-term composite live loads (in.4 and in.3).
 $I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.4 and in.3).
 $I_c(cr)$, $S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite dead loads (in.4 and in.3).
 DC1: Un-factored non-composite dead load (kips/ft.).
 M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
 DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
 M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
 DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
 M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
 M_L + IM: Un-factored live load moment plus dynamic load allowance (impact) ((kip-ft.).
 M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_L + IM$
 $\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
 f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1} / S_{nc}
 f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 M_{DC2} / S_{c(3n)} or M_{DC2} / S_{c(cr)} as applicable.
 f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 M_{DW} / S_{c(3n)} or M_{DW} / S_{c(cr)} as applicable.
 f_s ($\frac{1}{2} + IM$): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
 M_L + IM / S_{c(n)} or M_L + IM / S_{c(cr)} as applicable.
 f_s (Service II): Sum of stresses as computed below (ksi).
 $f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (\frac{1}{2} + IM)$
 $0.95R_n F_y f$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
 f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
 $1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (\frac{1}{2} + IM)$
 $\phi_r F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7.2 or 6.10.8 (ksi).
 V_r: Maximum factored shear range in span computed according to Article 6.10.10.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	14
Anchor Bolts, 1"	Each	28
Anchor Bolts, 1 1/4"	Each	28

Notes:
 Pour steps monolithically with cap.
 Space reinforcement bars to miss anchor bolts.



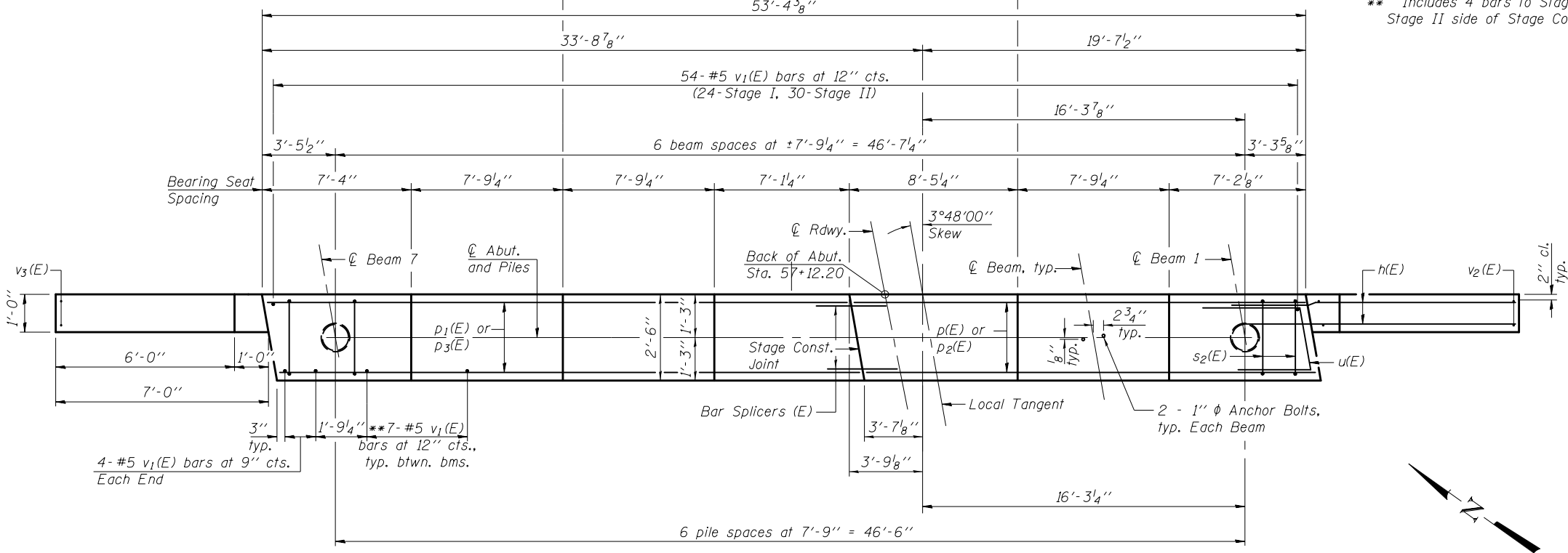
* Includes 5 bars to Stage I side and 4 bars to Stage II side of Stage Const. Jt. at same spacing.
 ** Includes 4 bars to Stage I side and 3 bars to Stage II side of Stage Const. Jt. at same spacing.

SEC. THRU ABUT.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	46	#5	9'-9"	—
h ₈ (E)	16	#5	8'-1"	—
p(E)	8	#7	23'-0"	—
p ₁ (E)	8	#7	29'-7"	—
p ₂ (E)	10	#5	23'-0"	—
p ₃ (E)	10	#5	29'-7"	—
s ₂ (E)	62	#5	11'-7"	□
u(E)	8	#6	9'-1"	△
v ₁ (E)	104	#5	4'-4"	—
v ₂ (E)	8	#5	11'-11"	—
v ₃ (E)	8	#5	10'-11"	—
Structure Excavation			Cu. Yd.	123
Concrete Structures			Cu. Yd.	22.9
Reinforcement Bars, Epoxy Coated			Pound	3530
Furnishing Metal Shell Piles 14" x 0.312"			Foot	270
Driving Piles			Foot	270
Test Pile Metal Shells			Each	1
Pile Shoes			Each	7

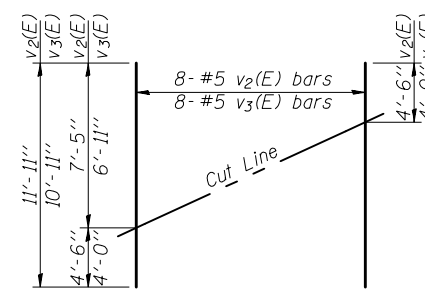
For details of Bar Splicers, see sheet 23 of 26.
 For details of piles, see sheet 22 of 26.



PLAN

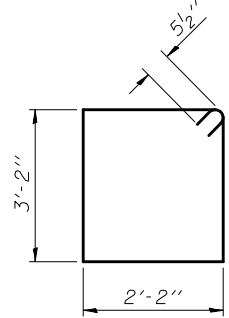
PILE DATA

Type: Metal Shell - 14 in. dia. x 0.312 in. walls with pile shoes
 Nominal Required Bearing: 355 kips
 Factored Resistance Available: 195 kips
 Est. Length: 45 ft. (all piles)
 No. Production Piles: 6
 No. Test Piles: 1

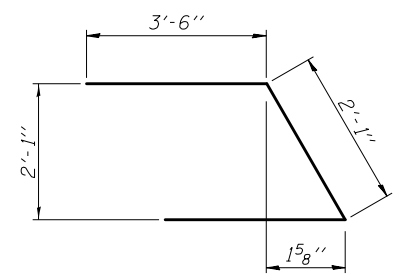


FIELD CUTTING DIAGRAM

Order v₂(E) and v₃(E) full length. Cut as shown and use remainder of bars in opposite face.

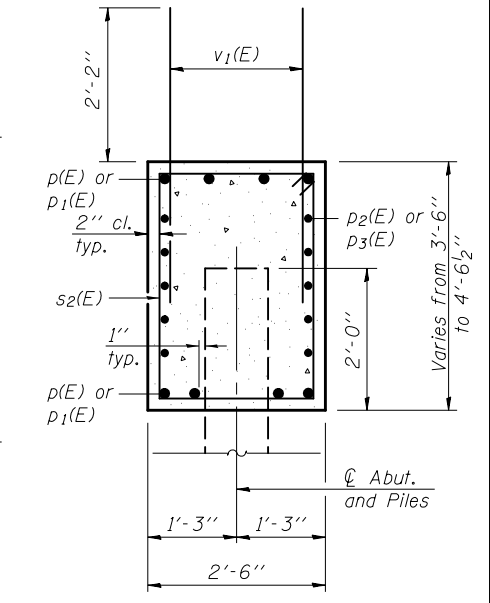
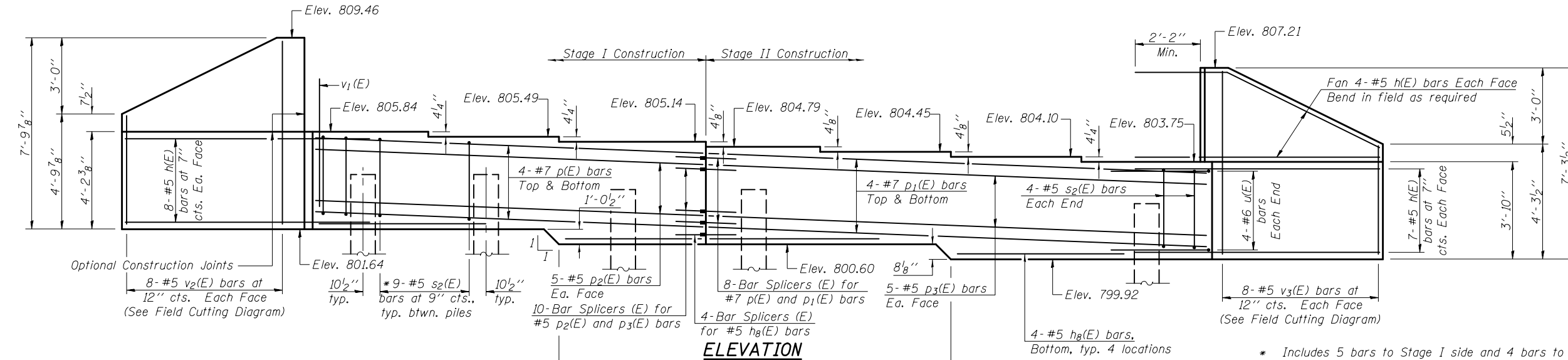


BAR s₂(E)

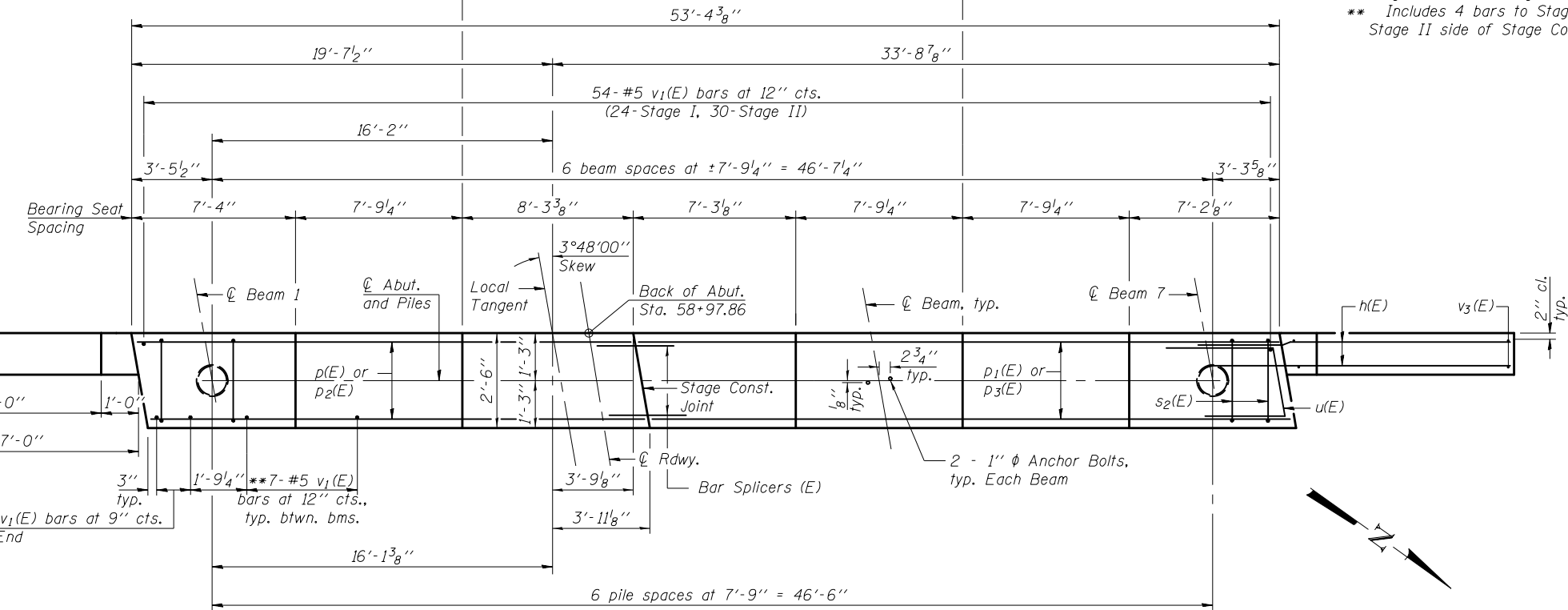


BAR u(E)

Notes:
 Pour steps monolithically with cap.
 Space reinforcement bars to miss anchor bolts.

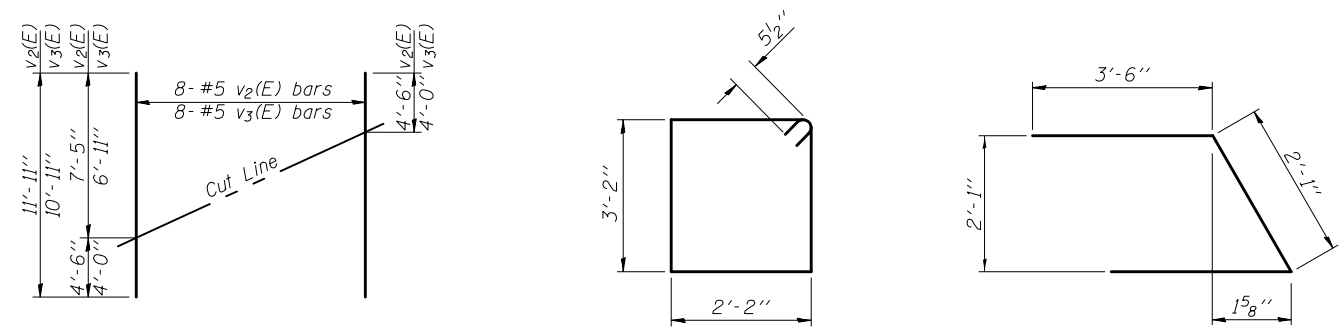


* Includes 5 bars to Stage I side and 4 bars to Stage II side of Stage Const. Jt. at same spacing.
 ** Includes 4 bars to Stage I side and 3 bars to Stage II side of Stage Const. Jt. at same spacing.



PILE DATA

Type: Metal Shell - 14 in. dia. x 0.312 in. walls with pile shoes
 Nominal Required Bearing: 360 kips
 Factored Resistance Available: 195 kips
 Est. Length: 42 ft. (all piles)
 No. Production Piles: 6
 No. Test Piles: 1



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	46	#5	9'-9"	—
h8(E)	16	#5	8'-1"	—
p(E)	8	#7	23'-0"	—
p1(E)	8	#7	29'-7"	—
p2(E)	10	#5	23'-0"	—
p3(E)	10	#5	29'-7"	—
s2(E)	62	#5	11'-7"	□
u(E)	8	#6	9'-1"	△
v1(E)	104	#5	4'-4"	—
v2(E)	8	#5	11'-11"	—
v3(E)	8	#5	10'-11"	—
Structure Excavation			Cu. Yd.	125
Concrete Structures			Cu. Yd.	23.0
Reinforcement Bars, Epoxy Coated			Pound	3530
Furnishing Metal Shell Piles 14" x 0.312"			Foot	252
Driving Piles			Foot	252
Test Pile Metal Shells			Each	1
Pile Shoes			Each	7

For details of Bar Splicers, see sheet 23 of 26.
 For details of piles, see sheet 22 of 26.