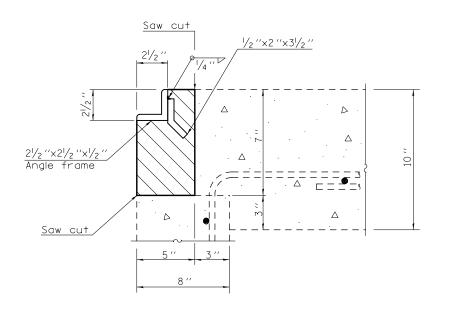
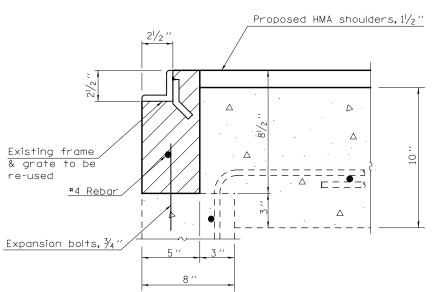
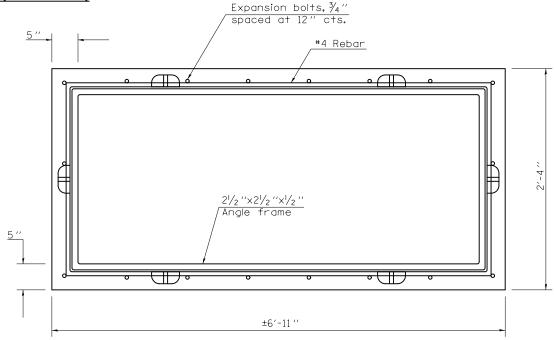
DETAIL FOR INLET BOXES TO BE ADJUSTED (SPECIAL)

S.N. 057-0132







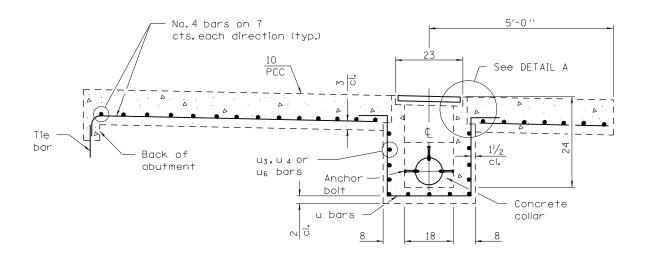
DETAIL "A" - PROPOSED

Class S.I. Concrete

<u>PLAN - PROPOSED</u> (GRATING OMITTED FOR CLARITY)

<u>DETAIL "A" – EXISTING</u>

Concrete Removal



PROFILE BRIDGE APPROACH SHOULDER PAVEMENT AND DRAIN

NOTES:

EXPANSION BOLTS SHALL EXTEND A MINIMUM OF 4" INTO THE PROPOSED CONCRETE.

ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH APPLICABLE PORTIONS OF SECTION 602.

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT
PRICE EACH FOR "INLET BOXES TO BE ADJUSTED (SPECIAL)"
WHICH SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIAL
NECESSARY TO COMPLETE THE WORK.

ESTIMATED QUANTITIES:

(PER EACH INLET BOXES TO BE ADJUSTED (SPECIAL)

CONCRETE REMOVAL = 0.15 CU YD
CLASS S.I. CONCRETE = 0.18 CU YD
REINFORCEMENT BARS = 11.4 LBS
EXPANSION BOLTS, 3/4" = 18.0 EACH

FILE NAME =	USER NAME = piersonbr	DESIGNED	-	GAE	REVISED	-
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	PLOT SCALE = 40.0000 '/ in.	CHECKED	-		REVISED	-
	PLOT DATE = 8/26/2011	DATE	-	08/03/11	REVISED	_

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE

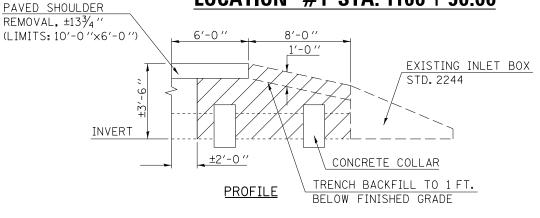
DETAIL FOR INLET BOXES TO BE ADJUSTED (SPECIAL)		F.A.I. RTE.	SECT	TION		COUNTY	TOTAL SHEETS	SHEET NO.		
		74	(57-23,57-24)RS-1		1	MCLEAN	175	101		
						CONTRACT	NO. 70	0648		
	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. RO.	AD DIST. NO.	ILLINOIS	FED. AID	PROJECT		

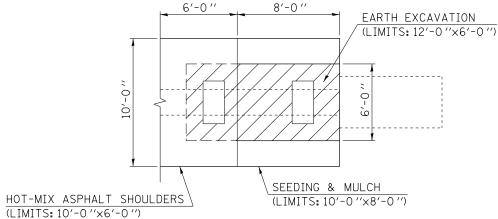
LOCATION #1 STA. 1160 + 50.00

NOTE:

THE EXISTING STRUCTURE AT STATION 1160+50.00 CONSISTS OF A MEDIAN INLET BOX AND A 24" PIPE CULVERT, TYPE 1, R.C.C.P. WITH A CONCRETE HEADWALL. THE MEDIAN INLET IS IN GOOD CONDITION, BUT THE PIPE CULVERT HAS SEPARATED AT THE FIRST TWO JOINTS FROM THE UPSTREAM (SOUTH) END AND IS CAUSING SINKHOLES IN THE FORESLOPE AND ALONG THE PASSING LANE SHOULDER.

THE PROPOSED SCOPE OF WORK IS TO EXCAVATE TO A DEPTH SUFFICIENT ENOUGH TO CONSTRUCT A CONCRETE COLLAR AROUND THE SEPARATED JOINTS. THE COST OF THE EARTH EXCAVATION WILL BE PAID FOR SEPARATELY, BUT SHALL NOT EXCEED THE QUANTITY SPECIFIED. ANY EXCAVATION OUTSIDE THE LIMITS SHOWN WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.





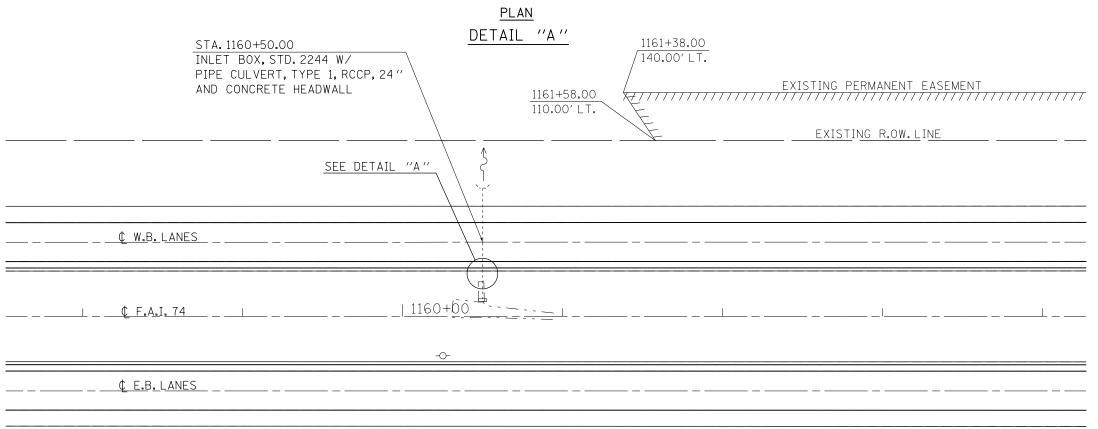
BILL OF MATERIALS

LOCATION # 1; STATION 1160+50.00

ITEM #	DESCRIPTION	UNIT	QUANTITY
20200100	EARTH EXCAVATION	CU YD	8.30
20800150	TRENCH BACKFILL	CU YD	7.00
25000210	SEEDING, CLASS 2A	ACRE	0.002
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	0.20
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	0.20
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	0.20
25100115	MULCH, METHOD 2	ACRE	0.002
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	0.20
44004250	PAVED SHOULDER REMOVAL	SQ YD	7.00
48203100	HOT-MIX ASPHALT SHOULDERS	TON	6.00
54248510	CONCRETE COLLAR	CU YD	0.90

EARTH EXCAVATION





FILE NAME =	USER NAME = piersonbr	DESIGNED	-	GAE	REVISED -	i
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	PLOT SCALE = 60.0000 '/ in.	CHECKED	-		REVISED -	i
	PLOT DATE = 8/25/2011	DATE	-	07/11/11	REVISED -	ı

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

D	DRAINAGE STRUCTURE IMPROVEMENT DETAIL LOCATION #1 STA. $1160 + 50.00$				
SCALE: 1" = 30'	SHEET NO.1 OF 1 SHEETS	STA.	TO STA.		

-		ILLINOIS F	ED. AID	PROJECT		
				CONTRACT	Γ NO. 7	0648
	74	(57-23,57-24)RS-	MCLEAN	175	102	
	F.A.I. RTE.	SECTION		COUNTY	TOTAL SHEETS	SHEET NO.

DRAINAGE STRUCTURE IMPROVEMENT DETAIL LOCATION #2 STA. 1172 + 65.00

NOTE:

THE EXISTING STRUCTURE AT STATION 1172+65.00 CONSISTS OF A MEDIAN INLET BOX AND A 24" PIPE CULVERT, TYPE 2, R.C.C.P. WITH CONCRETE HEADWALLS. THE STRUCTURE IS IN GOOD CONDITION, BUT THERE ARE SEVERAL SMALL TREES GROWING AT THE DOWNSTREAM (NORTH) END OF THE STRUCTURE THAT ARE AFFECTING DRAINAGE.

THE PROPOSED SCOPE OF WORK IS TO REMOVE ALL THE TREES AND BRUSH AND TO GRADE AND SHAPE THE DITCH BETWEEN THE DOWNSTREAM HEADWALL AND THE EXISTING R.O.W. LINE TO PROVIDE POSITIVE DRAINAGE.

USER NAME = piersonbr

PLOT DATE = 8/25/2011

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DESIGNED - GAE

BBP

- 07/11/11

DRAWN

DATE

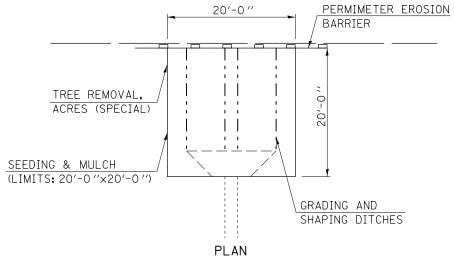
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BILL OF MATERIALS

LOCATION # 2; STATION 1172+65.00

DRAINAGE STRUCTURE IMPROVEMENT DETAIL

LOCATION #2 STA. 1172 + 65.00

SCALE: 1" = 30' SHEET NO. 1 OF 1 SHEETS STA.

DESCRIPTION	UNIT	QUANTITY
GRADING AND SHAPING DITCHES	FOOT	20.00
SEEDING, CLASS 2A	ACRE	0.009
NITROGEN FERTILIZER NUTRIENT	POUND	0.81
PHOSPHORUS FERTILIZER NUTRIENT	POUND	0.81
POTASSIUM FERTILIZER NUTRIENT	POUND	0.81
MULCH, METHOD 2	ACRE	0.009
TEMPORARY EROSION CONTROL SEEDING	POUND	0.90
PERIMETER EROSION BARRIER	FOOT	30.00
TREE REMOVAL, ACRES (SPECIAL)	ACRE	0.009
	GRADING AND SHAPING DITCHES SEEDING, CLASS 2A NITROGEN FERTILIZER NUTRIENT PHOSPHORUS FERTILIZER NUTRIENT POTASSIUM FERTILIZER NUTRIENT MULCH, METHOD 2 TEMPORARY EROSION CONTROL SEEDING PERIMETER EROSION BARRIER	GRADING AND SHAPING DITCHES SEEDING, CLASS 2A ACRE NITROGEN FERTILIZER NUTRIENT POUND PHOSPHORUS FERTILIZER NUTRIENT POUND POTASSIUM FERTILIZER NUTRIENT MULCH, METHOD 2 TEMPORARY EROSION CONTROL SEEDING PERIMETER EROSION BARRIER FOOT

SECTION

(57-23,57-24)RS-1

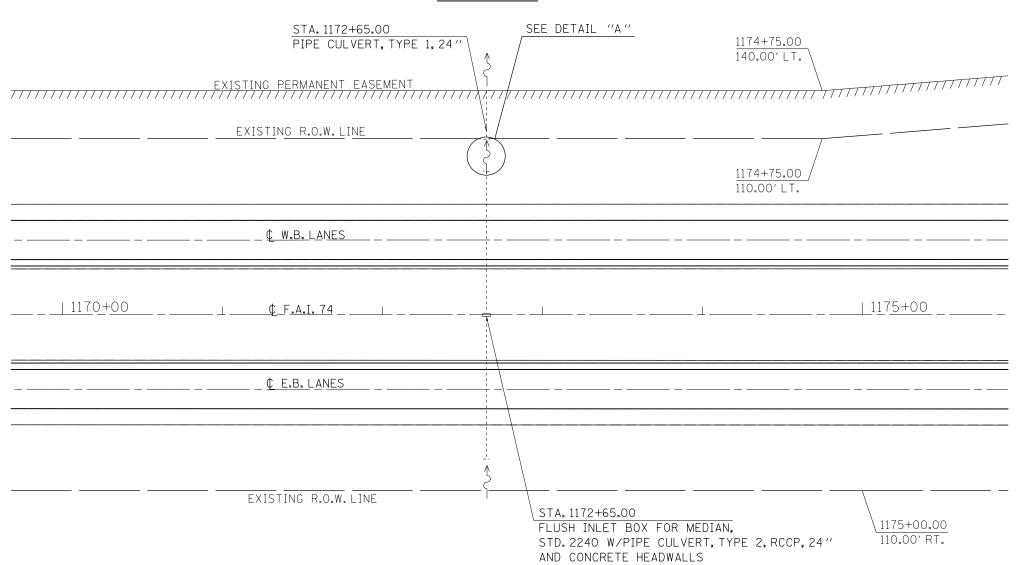
74

COUNTY

MCLEAN 175 103

CONTRACT NO. 70648

DETAIL "A"



STATE OF ILLINOIS

DRAINAGE STRUCTURE IMPROVEMENT DETAIL LOCATION #3 STA. 1191 + 00.00

NOTE:

THE EXISTING STRUCTURE AT STATION 1191+00.00 CONSISTS OF DUAL MEDIAN INLET BOXES AND A 24" PIPE CULVERT, TYPE 2, R.C.C.P. WITH CONCRETE HEADWALLS. THE STRUCTURE IS IN GOOD CONDITION, BUT THERE ARE SEVERAL SMALL TREES AND BRUSH GROWING AT BOTH ENDS OF THE STRUCTURE THAT ARE AFFECTING DRAINAGE. ALSO, THE DOWNSTREAM ACCESS CONTROL FENCE IS COLLECTING AGRICULTURAL DEBRIS, THUS RESTRICTING FLOW AWAY FROM THE PIPE.

THE PROPOSED SCOPE OF WORK IS TO REMOVE ALL THE TREES AND BRUSH AS SPECIFIED AT BOTH THE UPSTREAM AND DOWNSTREAM ENDS OF THE EXISTING STRUCTURE. THE DITCH BETWEEN THE CONCRETE HEADWALL AND THE EXISTING R.O.W. LINE SHALL BE GRADED AND SHAPED TO PROVIDE POSITIVE DRAINAGE AND THE FENCE LOCATED AT THE DOWNSTREAM END SHALL BE REPLACED WITH WOVEN WIRE FENCE (SPECIAL).

USER NAME = piersonbr

PLOT DATE = 8/25/2011

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DESIGNED - GAE

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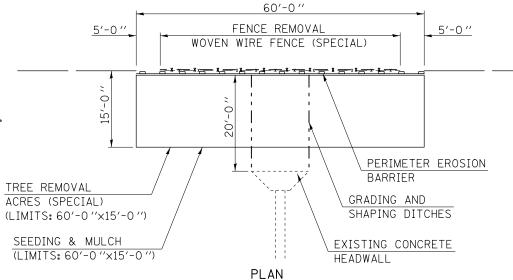
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BILL OF MATERIALS

LOCATION # 3; STATION 1191+00.00

DRAINAGE STRUCTURE IMPROVEMENT DETAIL

LOCATION #3 STA. 1191 + 00.00

SCALE: 1" = 30' SHEET NO. 1 OF 1 SHEETS STA.

ITFM #	DESCRIPTION	UNIT	QUANTITY
I I E IVI "	DESCRIFTION	OINTI	QUANTITI
21400100	GRADING AND SHAPING DITCHES	FOOT	44.00
25000210	SEEDING, CLASS 2A	ACRE	0.072
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	6.48
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	6.48
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	6.48
25100115	MULCH, METHOD 2	ACRE	0.072
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	7.20
28000400	PERIMETER EROSION BARRIER	FOOT	60.00
28000500	INLET AND PIPE PROTECTION	EACH	1.00
X2010350	TREE REMOVAL, ACRES (SPECIAL)	ACRE	0.072
X6650200	WOVEN WIRE FENCE (SPECIAL)	FOOT	50.00
Z0022800	FENCE REMOVAL	FOOT	50.00

SECTION

74

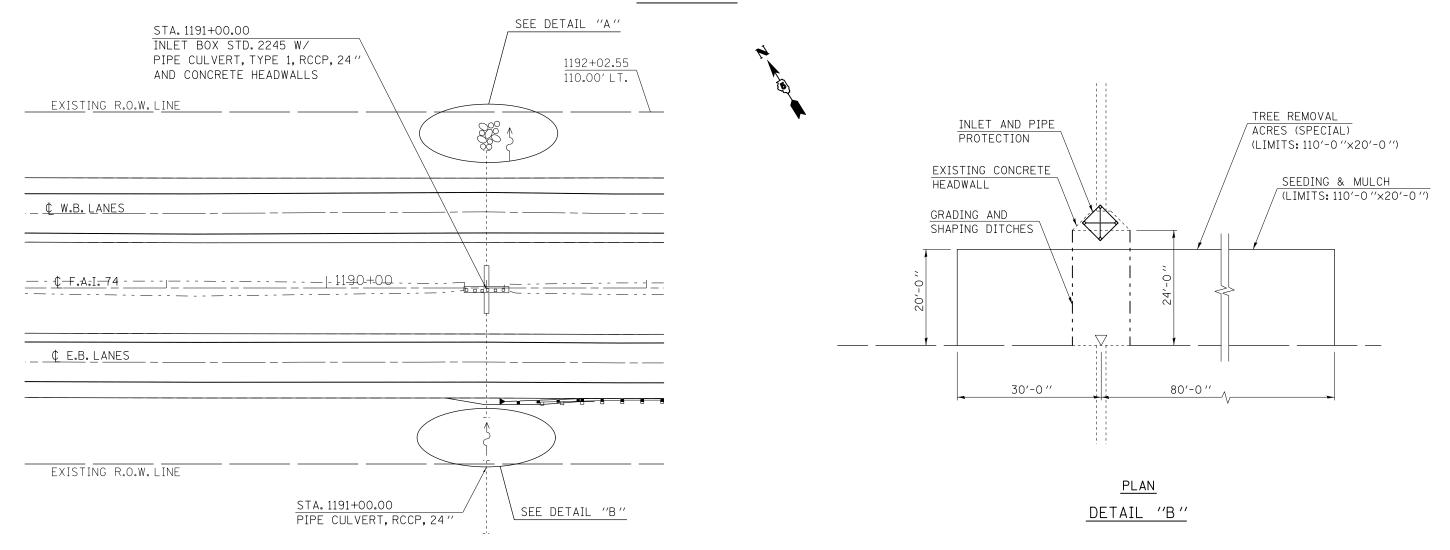
(57-23,57-24)RS-1

COUNTY

MCLEAN 175 104

CONTRACT NO. 70648

DETAIL "A"



STATE OF ILLINOIS

NOTE: DRAINAGE STRUCTURE IMPROVEMENT DETAIL THE EXISTING STRUCTURE AT STATION 1232+00.00 CONSISTS OF A BILL OF MATERIALS **LOCATION** #4 STA. 1232 + 00.00 MEDIAN INLET BOX AND A 24" PIPE CULVERT, TYPE 2, R.C.C.P. WITH LOCATION # 4; STATION 1232+00.00 CONCRETE HEADWALLS. THE STRUCTURE IS IN GOOD CONDITION. 12'-0 '' BUT THE PIPE CULVERT HAS SEPARATED AT THE FIRST TWO JOINTS INLET BOX STD. 2244 FROM THE UPSTREAM (NORTH) END AND IS CAUSING SINKHOLES IN ITEM # DESCRIPTION UNIT THE FORESLOPE. ALSO, AT THE DOWNSTREAM END THERE IS 20200100 EARTH EXCAVATION CU YD APPROXIMATELY 1 FT OF SCOUR AROUND THE TOEWALL WITH DITCH CU YD 20800150 TRENCH BACKFILL EROSION OCCURING BETWEEN THE EXISTING R.O.W. LINE AND THE ACRF 25000210 SEEDING, CLASS 2A INVERT CONCRETE HEADWALL. POUND 25000400 NITROGEN FERTILIZER NUTRIENT PHOSPHORUS FERTILIZER NUTRIENT POUND 25000500 THE PROPOSED SCOPE OF WORK AT THE UPSTREAM END IS TO 25000600 POTASSIUM FERTILIZER NUTRIENT POUND EXCAVATE TO A DEPTH SUFFICIENT ENOUGH TO CONSTRUCT A CONCRETE COLLAR 25100115 MULCH. METHOD 2 ACRE CONCRETE COLLAR AROUND THE SEPARATED JOINTS. THE COST 28000250 TEMPORARY EROSION CONTROL SEEDING POUND OF THE EARTH EXCAVATION AT THIS LOCATION WILL BE PAID FOR TRENCH BACKFILL TO 1.0 FT. PROFILE 28100107 STONE RIPRAP, CLASS A4 SQ YD BELOW FINISHED GRADE SEPARATELY, BUT SHALL NOT EXCEED THE QUANTITY SPECIFIED. 28200200 FILTER FABRIC SQ YD EARTH EXCAVATION AT THE DOWNSTREAM END. THE CHANNEL SHALL BE RE-GRADED 54248510 CONCRETE COLLAR CU YD (LIMITS: 12'-0"×6'-0") TO ACCEPT A TREATMENT OF CLASS A4 RIPRAP THAT EXTENDS 66500105 WOVEN WIRE FENCE, 4' FOOT FROM THE DOWNSTREAM CONCRETE HEADWALL TO THE 15" CMP FENCE REMOVAL FOOT Z0022800 AT THE EXISTING R.O.W. LINE. THE RIPRAP ELEVATION AT THE 10,-0 UPSTREAM END SHALL MATCH THE CONCRETE HEADWALL INVERT EARTH EXCAVATION AND THE RIPRAP ELEVATION AT THE DOWNSTREAM END SHALL MATCH THE PIPE CULVERT INVERT. EARTHWORK REQUIRED FOR RIPRAP OPERATIONS WILL NOT BE PAID FOR SEPARATELY, BUT 10'-0 ' SHALL BE INCIDENTAL TO STONE RIPRAP, CLASS A4. AT THIS LOCATION. THE SECTION OF FENCE THAT IS DAMAGED SEEDING & MULCH SHALL ALSO BE REMOVED AND REPLACED. PLAN EXISTING CONCRETE (LIMITS: 12'-0 "×10'-0 ") SEE DETAIL "A" HEADWALL DETAIL "A" EXISTING R.O.W. LINE STONE RIPRAP. STA. 1232+00.00 CLASS A4 FENCE REMOVAL INLET BOX, STD. 2247, LT. 81.5' W/ 1230+00.00 PIPE CULVERT, TYPE 2, RCCP, 24" 120.00′ LT. FILTER FABRIC WOVEN WIRE 10'-0" FENCE, 4' ¢ W.B. LANES | 1230+00 ¢ F.A.I. 74 EXISTING PIPE CULVERT, 15 ¢ E.B. LANES PAY LIMITS FOR FENCE PLAN STA. 1232+00.00 FLUSH INLET BOX FOR MEDIAN, STD, 2240 DETAIL "B" W/PIPE CULVERT, TYPE 2, RCCP, 24' AND CONCRETE HEADWALL EXISTING R.O.W. LINE 1230+00.00 PIPE CULVERT, 15 " 110.00' RT.

QUANTITY

14.00

13.00

0.003

0.27

0.27

0.27

0.003

0.30

14.00

14.00

0.90

60.00

60.00

USER NAME = piersonbr DESIGNED - GAE REVISED SECTION COUNTY DRAINAGE STRUCTURE IMPROVEMENT DETAIL STATE OF ILLINOIS 0648-sht-str impridan DRAWN BBP REVISED 74 (57-23,57-24)RS-1 MCLEAN 175 105 **LOCATION #4 STA. 1232 + 00.00** LOT SCALE = 60.0000 '/ in. CHECKED REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 70648 SCALE: 1" = 30' SHEET NO. 1 OF 1 SHEETS STA. PLOT DATE = 8/25/2011 DATE 07/11/11 REVISED

SEE DETAIL "B"

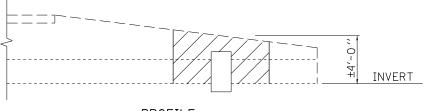
EXISTING PERMANENT EASEMENT

LOCATION #5 STA. 112 + 00.00

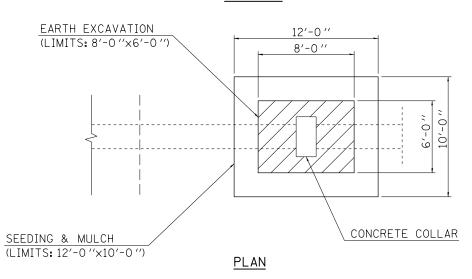
NOTE:

THE EXISTING STRUCTURE AT STATION 112+00.00 CONSISTS OF A MEDIAN INLET BOX AND A 24" PIPE CULVERT, TYPE 2, R.C.C.P. WITH A PRECAST END SECTION. THE MEDIAN INLET IS IN GOOD CONDITION, BUT THE PIPE CULVERT AT THE DOWNSTREAM (NORTH) END HAS SEPARATED BETWEEN THE FIRST TWO SECTIONS OF PIPE AND IS CAUSING A SINKHOLE IN THE FORESLOPE.

THE PROPOSED SCOPE OF WORK IS TO EXCAVATE TO A DEPTH SUFFICIENT ENOUGH TO CONSTRUCT A CONCRETE COLLAR AROUND THE SEPARATED JOINT. THE COST OF THE EARTH EXCAVATION WILL BE PAID FOR SEPARATELY, BUT SHALL NOT EXCEED THE QUANTITY SPECIFIED. ANY EXCAVATION OUTSIDE THE LIMITS SHOWN WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.



PROFILE



DETAIL "A"

BILL OF MATERIALS

LOCATION # 5; STATION 112+00.00

ITEM #	DESCRIPTION	UNIT	QUANTITY
20200100	EARTH EXCAVATION	CU YD	7.20
25000210	SEEDING, CLASS 2A	ACRE	0.003
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	0.27
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	0.27
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	0.27
25100115	MULCH, METHOD 2	ACRE	0.003
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	0.30
54248510	CONCRETE COLLAR	CU YD	0.45



EARTH EXCAVATION



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	PLOT DATE = 8/25/2011	DATE	-	07/11/11	REVISED -	ı

DRAINAGE STRUCTURE IMPROVEMENT DETAIL LOCATION #5 STA. 112 + 00.00					
SCALE: 1" = 30'	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		

LOCATION #6 STA. 123 + 20.00

THE EXISTING STRUCTURE AT STATION 123+20.00 CONSISTS OF DUAL MEDIAN INLET BOXES WITH 18" CMP CULVERTS THAT DRAIN INTO A DOUBLE 10' X 6' CONCRETE BOX CULVERT. THE 18" CMP CONNECTING THE OFFSET MEDIAN INLETS TO THE CONCRETE BOX CULVERT IS HEAVILY RUSTED AND IS BEGINNING TO FAIL. THIS FAILURE IS CAUSING SINK HOLES AND DRAINAGE ISSUES AROUND THE MEDIAN INLET BOXES.

THE PROPOSED SCOPE OF WORK IS TO INSERT A CULVERT LINER INTO THE EXISTING CMP TO REMOVE THE CULVERT DEFICIENCY AND TO IMPROVE DRAINAGE. ALL SINK HOLES AROUND THE STRUCTURE SHALL BE FILLED TO FINISH GRADE AND WILL BE PAID FOR SEPARATELY AS FURNISHED EXCAVATION.

NOTE:

OTHER PROPOSED IMPROVEMENTS INCLUDE THE REMOVAL OF ALL TREES AND BRUSH AT THE DOWNSTREAM (SOUTH) END AND TO REPLACE THE EXISTING FENCE WITH WOVEN WIRE FENCE, 4 FT.

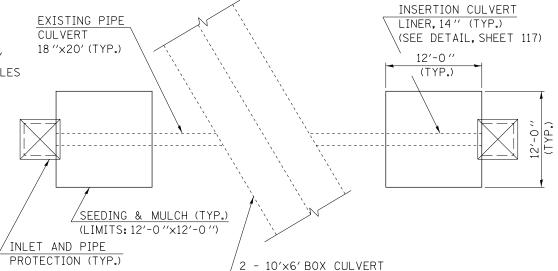
PLOT SCALE = 60.0000 '/ in.

PLOT DATE = 8/25/2011

CHECKED

07/11/11

DATE

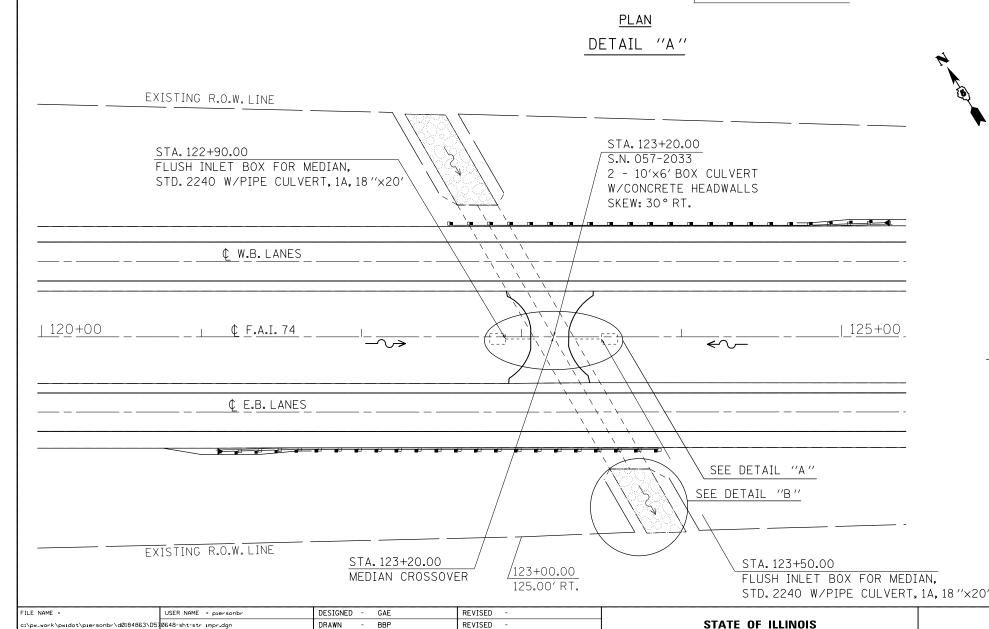


DEPARTMENT OF TRANSPORTATION

BILL OF MATERIALS

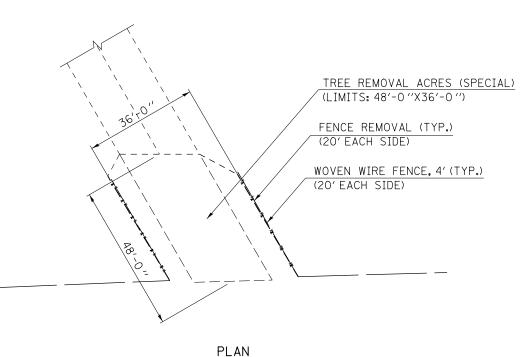
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ITEM #	DESCRIPTION	UNIT	QUANTITY
20400800	FURNISHED EXCAVATION	CU YD	12.00
25000210	SEEDING, CLASS 2A	ACRE	0.006
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	0.54
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	0.54
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	0.54
25100115	MULCH, METHOD 2	ACRE	0.006
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	0.60
28000500	INLET AND PIPE PROTECTION	EACH	2.00
54390110	INSERTION CULVERT LINER, 14"	FOOT	40.00
66500105	WOVEN WIRE FENCE, 4'	FOOT	40.00
X2010350	TREE REMOVAL ACRES (SPECIAL)	ACRE	0.04
Z0022800	FENCE REMOVAL	FOOT	40.00



REVISED

REVISED



DETAIL "B"

DRAINAGE STRUCTURE IMPROVEMENT DETAIL LOCATION #7 STA. 187 + 25.00

NOTE:

THE EXISTING STRUCTURE AT STATION 187+25.00 CONSISTS OF A MEDIAN INLET BOX AND A 24" PIPE CULVERT, TYPE 1, R.C.C.P. WITH CONCRETE HEADWALLS. THE STRUCTURE IS IN GOOD CONDITION, BUT AT THE DOWNSTREAM (NORTH) END THERE IS SCOUR AROUND THE TOEWALL WITH DITCH EROSION OCCURING BETWEEN THE EXISTING R.O.W. LINE AND THE CONCRETE HEADWALL.

THE PROPOSED SCOPE OF WORK IS TO RE-GRADE THE DITCH TO ACCEPT A TREATMENT OF CLASS A4 RIPRAP THAT EXTENDS FROM THE DOWNSTREAM CONCRETE HEADWALL TO THE EXISTING R.O.W. LINE. THE RIPRAP SHOULD BE PLACED IN SUCH A MANNER TO PROTECT THE DOWNSTREAM CHANNEL WITHOUT IMPEDING FLOW FROM THE ADJACENT DITCHES. THE RIPRAP ELEVATION AT THE UPSTREAM END SHALL MATCH THE CONCRETE HEADWALL INVERT AND THE RIPRAP ELEVATION AT THE DOWNSTREAM END SHALL MATCH THE EXISTING GROUND FLOWLINE. EARTHWORK REQUIRED FOR RIPRAP OPERATIONS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCIDENTAL TO STONE RIPRAP, CLASS A4.

USER NAME = piersonbr

PLOT DATE = 8/25/2011

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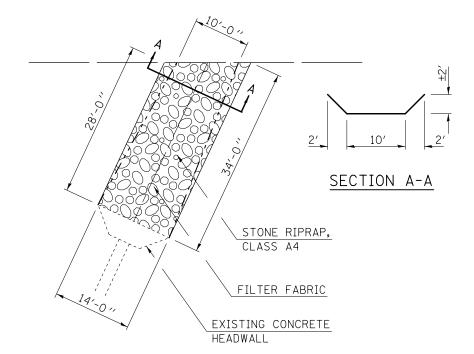
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BILL OF MATERIALS

LOCATION # 7; STATION 187+25.00

DRAINAGE STRUCTURE IMPROVEMENT DETAIL

LOCATION #7 STA. 187 + 25.00

SCALE: 1" = 30' SHEET NO. 1 OF 1 SHEETS STA.

ITEM #	DESCRIPTION	UNIT	QUANTITY
28100107	STONE RIPRAP, CLASS A4	SQ YD	50.00
28200200	FILTER FABRIC	SQ YD	50.00

SECTION

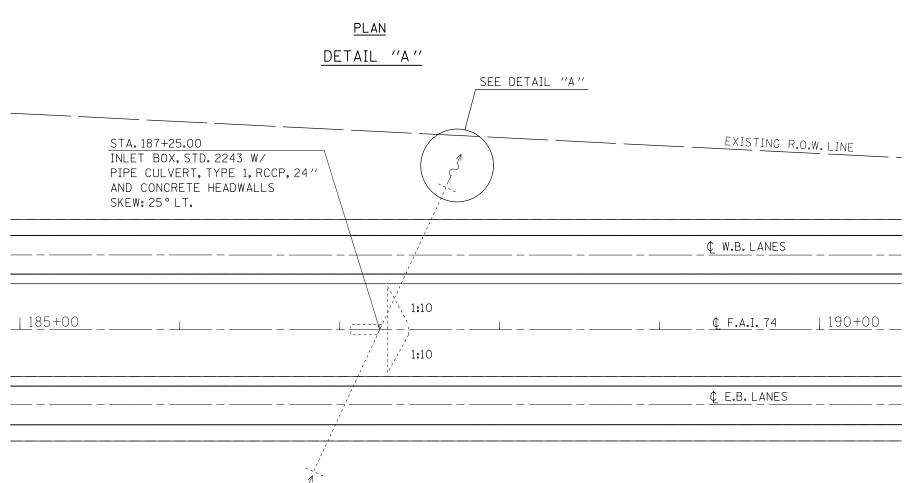
(57-23,57-24)RS-1

74

COUNTY

MCLEAN 175 108

CONTRACT NO. 70648



STATE OF ILLINOIS

DRAINAGE STRUCTURE IMPROVEMENT DETAIL **LOCATION** #8 STA. 212 + 00.00

NOTE:

THE EXISTING STRUCTURE AT STATION 212+00.00 CONSISTS OF DUAL MEDIAN INLET BOXES WITH 15" CMP CULVERTS THAT DRAIN INTO A 10' X 4' CONCRETE BOX CULVERT. THE STRUCTURE IS IN GOOD CONDITION, BUT THE WEEP HOLES AT THE SOUTHEAST END OF THE BOX CULVERT HAVE FAILED AND ARE CAUSING SINHOLES ALONG THE EDGE OF THE STRUCTURE. ALSO, THERE ARE SEVERAL SMALL TREES AND BRUSH GROWING AT THE DOWNSTREAM (SOUTH) END THAT ARE AFFECTING DRAINAGE.

THE PROPOSED SCOPE OF WORK IS TO EXCAVATE TO A DEPTH SUFFICIENT ENOUGH TO EXPOSE AND REPAIR THE FILTERS BEHIND THE BOX CULVERT WEEP HOLES AND TO REMOVE ALL THE TREES AND BRUSH BETWEEN THE DOWNSTREAM HEADWALL AND THE EXISTING R.O.W. LINE. THE COST OF THE EARTH EXCAVATION FOR THE WEEP HOLE REPAIRS WILL BE PAID FOR SEPARATELY. BUT SHALL NOT EXCEED THE QUANTITY SPECIFIED.

THE ACCESS CONTROL FENCE LOCATED ON EITHER SIDE OF THE DOWNSTREAM CHANNEL SHALL BE REMOVED AND REPLACED WITH WOVEN WIRE FENCE, 4'.

CHECKED

DATE

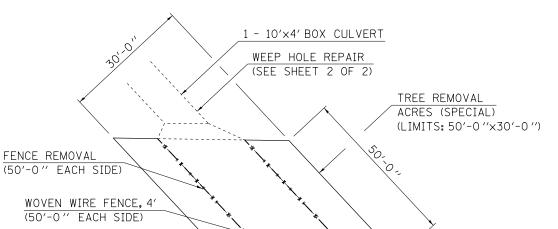
PLOT DATE = 8/25/2011

07/11/11

REVISED

REVISED

SHEET 1 OF 2



BILL OF MATERIALS

LOCATION # 8; STATION 212+00.00

ITEM #	DESCRIPTION	UNIT	QUANTITY
20200100	EARTH EXCAVATION	CU YD	4.40
25000210	SEEDING, CLASS 2A	ACRE	0.001
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	0.09
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	0.09
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	0.09
25100115	MULCH, METHOD 2	ACRE	0.001
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	0.10
28200200	FILTER FABRIC	SQ YD	16.00
66500105	WOVEN WIRE FENCE, 4'	FOOT	100.00
X2010350	TREE REMOVAL, ACRES (SPECIAL)	ACRE	0.035
X3112700	COARSE AGGREGATE FILL	TON	6.00
Z0022800	FENCE REMOVAL	FOOT	100.00

COUNTY

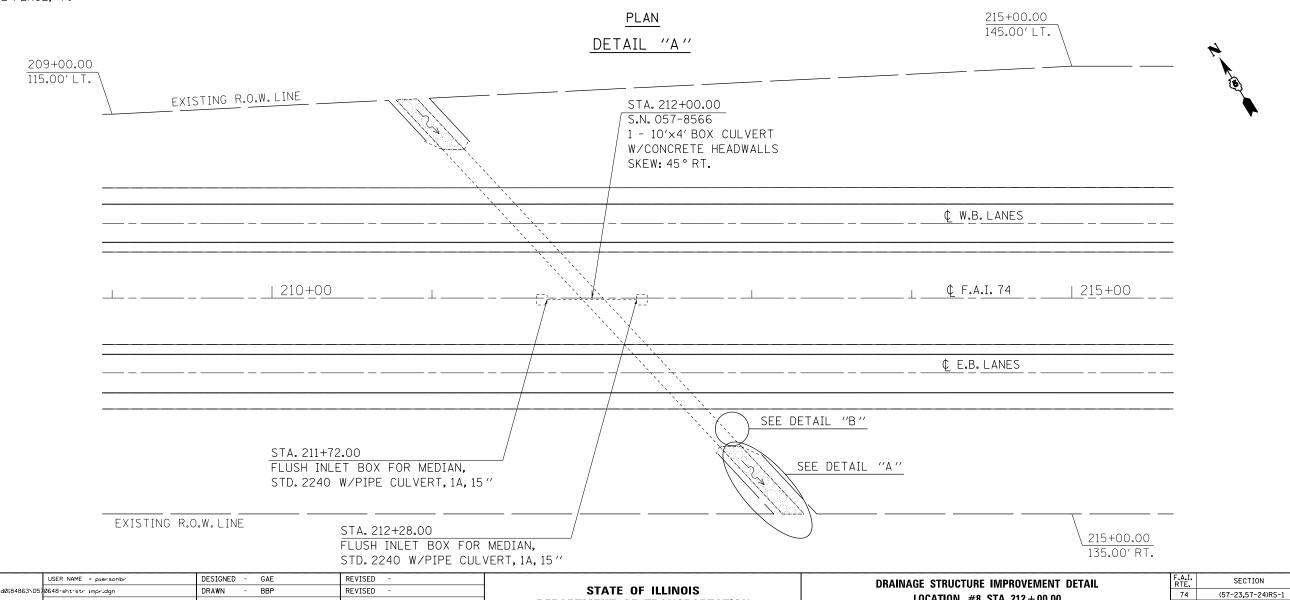
74

LOCATION #8 STA. 212 + 00.00

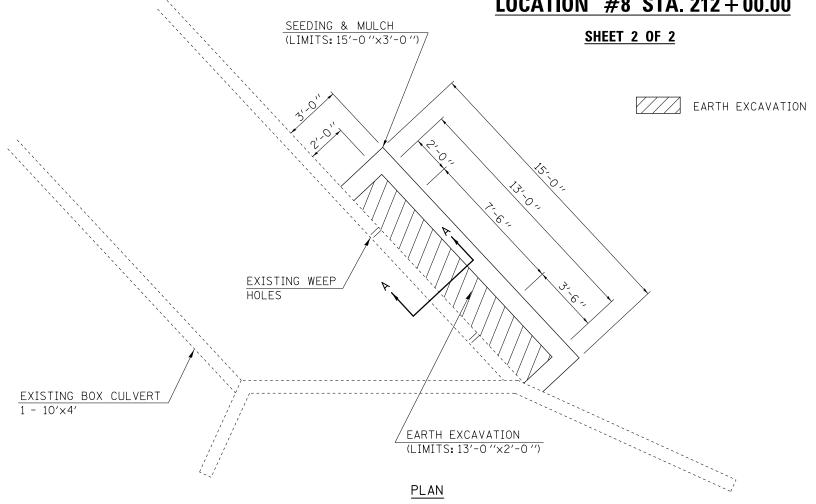
SCALE: 1" = 30' SHEET NO. 1 OF 2 SHEETS STA.

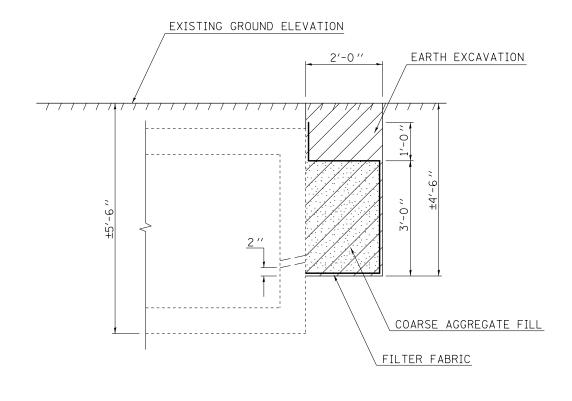
MCLEAN 175 109

CONTRACT NO. 70648



DRAINAGE STRUCTURE IMPROVEMENT DETAIL LOCATION #8 STA. 212 + 00.00





PROFILE

DETAIL "B"

NOTE:

- 1. TO EXPOSE THE EXISTING WEEP HOLES BEHIND THE BOX CULVERT SIDEWALLS, EARTH EXCAVATION OPERATIONS SHALL BE PERFORMED TO THE DIMENSIONS SHOWN. THE DEPTH BELOW THE BOTTOM OF THE EXISTING WEEP HOLES SHALL BE 2 INCHES TO ALLOW FOR PROPER DRAINAGE.
- 2. PER ARTICLE 502.10 OF THE STANDARD SPECIFICATIONS, A DEPOSIT OF GRAVEL OR CRUSHED STONE, CA 5, CA 7 OR CA 11, ACCORDING TO THE GRADATION REQUIREMENTS OF ARTICLE 1004.01, SHALL BE PLACED AT THE BACK OF THE WEEP HOLES IN THE CULVERT SIDEWALL. THE BOTTOM OF THIS DEPOSIT SHALL BE 2 INCHES BELOW THE WEEP HOLE. THE COARSE AGGREGATE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR COARSE AGGREGATE FILL.
- 3. THE DEPOSIT OF AGGREGATE SHALL BE COMPLETELY ENCLOSED IN A FABRIC ENVELOPE TO THE DIMENSIONS SHOWN. THE FABRIC SHALL BE ACCORDING TO THE REQUIREMENTS OF THE APPLICABLE PORTIONS OF SECTION 1080 AND SECTION 282 WITH EITHER THE 6 OR 8 OZ/SQ YD MATERIAL ALLOWED. FREE EDGES SHALL OVERLAP BY 12 INCHES. THE FABRIC WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ YD FOR FILTER FABRIC.
- 4. UNSUITABLE MATERIAL AND SUITABLE MATERIAL IN EXCESS OF THAT REQUIRED FOR BACKFILLING SHALL BE DISPOSED OF ACCORDING TO ARTICLE 202.03
- 5. UPON COMPLETION OF THE BACKFILL OPERATIONS, THE DISTURBED SOIL SHALL BE SEEDED AND MULCHED ACCORDING TO APPLICABLE PORTIONS OF SECTION 250 AND 251.

FILE NAME =	USER NAME = piersonbr	DESIGNED - GAE	REVISED -		DRAINAGE STRUCTURE IMPROVEMENT DETAIL	F.A.I.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.	П
c:\pw_work\pwidot\piersonbr\d0184863\D57	0648-sht-str impridgn	DRAWN - BBP	REVISED -	STATE OF ILLINOIS		74	(57-23.57-24)RS-1	MCLEAN	175 110	Л
	PLOT SCALE = 60.0000 '/ in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION	LOCATION #8 STA. 212 + 00.00				T NO. 70648	_
	PLOT DATE = 8/25/2011	DATE - 07/11/11	REVISED -		SCALE: 1" = 30' SHEET NO. 2 OF 2 SHEETS STA. TO STA.		ILLINOIS FED, AI			-

LOCATION #9 STA. 238 + 00.00

LOCATION # 9; STATION 238+00.00

NOTE:

THE EXISTING STRUCTURE AT STATION 238+00.00 CONSISTS OF A MEDIAN INLET BOX AND A 24" PIPE CULVERT, TYPE 2, R.C.C.P. WITH A CONCRETE HEADWALL. THE MEDIAN INLET IS IN GOOD CONDITION, BUT THE PIPE CULVERT HAS SEPARATED AT THE SECOND JOINT FROM THE DOWNSTREAM (SOUTH) END AND IS CAUSING A SINKHOLE IN THE FORESLOPE.

THE PROPOSED SCOPE OF WORK IS TO EXCAVATE TO A DEPTH SUFFICIENT ENOUGH TO CONSTRUCT A CONCRETE COLLAR AROUND THE SEPARATED JOINT. THE COST OF THE EARTH EXCAVATION WILL BE PAID FOR SEPARATELY, BUT SHALL NOT EXCEED THE QUANTITY SPECIFIED. ANY EXCAVATION OUTSIDE THE LIMITS SHOWN WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.

USER NAME = piersonbr

PLOT DATE = 8/25/2011

0648-sht-str impridgn

DESIGNED - GAE

BBP

07/11/11

DRAWN

DATE

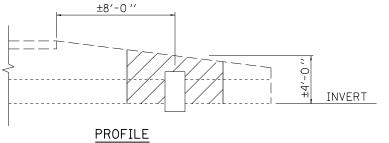
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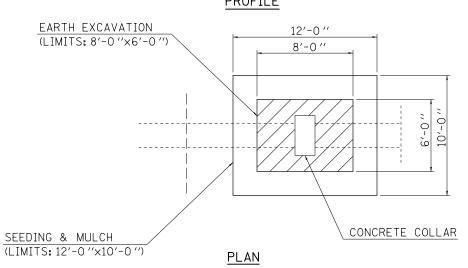
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DESCRIPTION QUANTITY ITEM # UNIT EARTH EXCAVATION 20200100 CU YD 7.20 ACRE 0.003 25000210 SEEDING, CLASS 2A 25000400 NITROGEN FERTILIZER NUTRIENT POUND 0.27 PHOSPHORUS FERTILIZER NUTRIENT POUND 0.27 25000500 25000600 POTASSIUM FERTILIZER NUTRIENT POUND 0.27 MULCH, METHOD 2 ACRE 0.003 25100115 28000250 TEMPORARY EROSION CONTROL SEEDING POUND 0.30 54248510 CONCRETE COLLAR CU YD 0.45

SECTION

(57-23,57-24)RS-1

74

COUNTY

MCLEAN 175 111

CONTRACT NO. 70648

BILL OF MATERIALS



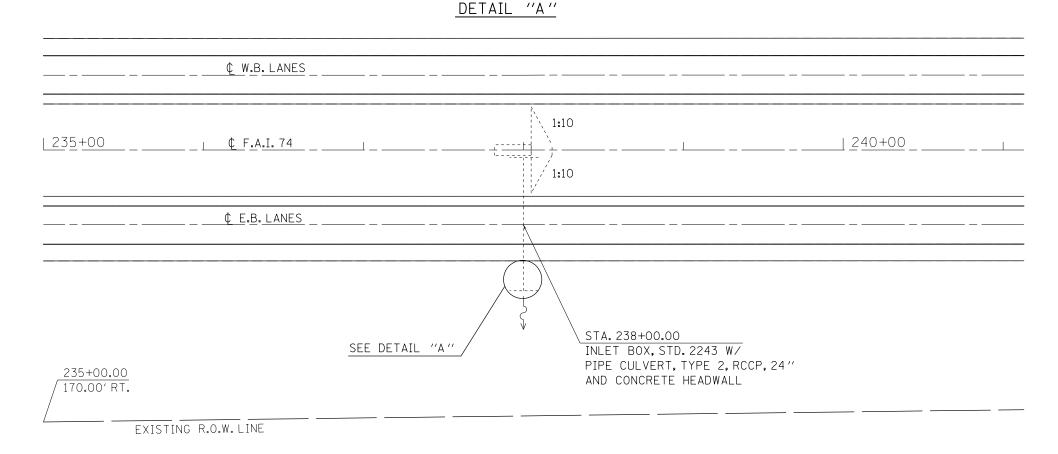
EARTH EXCAVATION



DRAINAGE STRUCTURE IMPROVEMENT DETAIL

LOCATION #9 STA. 238 + 00.00

SCALE: 1" = 30' SHEET NO. 1 OF 1 SHEETS STA.



STATE OF ILLINOIS

LOCATION #10 STA. 247 + 00.00

BILL OF MATERIALS

LOCATION # 10; STATION 247+00.00

DRAINAGE STRUCTURE IMPROVEMENT DETAIL

LOCATION #10 STA. 247 + 00.00

SCALE: 1" = 30' SHEET NO. 1 OF 1 SHEETS STA.

THE EXISTING STRUCTURE AT STATION 247+00.00 CONSISTS OF A MEDIAN INLET BOX WITH A 18" CMP CULVERT THAT DRAINS INTO A 16' X 10' CONCRETE BOX CULVERT. THE 18" CMP CONNECTING THE OFFSET MEDIAN TO THE CONCRETE BOX CULVERT IS HEAVILY RUSTED AND IS BEGINNING TO FAIL. THIS FAILURE IS CAUSING SINK HOLES AND DRAINAGE ISSUES AROUND THE MEDIAN INLET BOX.

NOTE:

THE PROPOSED SCOPE OF WORK IS TO INSERT A CULVERT LINER INTO THE EXISTING CMP TO REMOVE THE CULVERT DEFICIENCY AND TO IMPROVE DRAINAGE. ALL SINK HOLES AROUND THE STRUCTURE SHALL BE FILLED TO FINISH GRADE AND WILL BE PAID FOR SEPARATELY AS FURNISHED EXCAVATION.

USER NAME = piersonbr

PLOT DATE = 8/25/2011

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DESIGNED - GAE

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07/11/11

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DATE

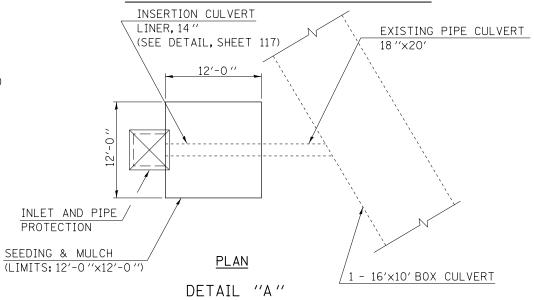
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ITEM # DESCRIPTION UNIT QUANTITY 20400800 FURNISHED EXCAVATION CU YD 6.00 25000210 SEEDING, CLASS 2A ACRE 0.003 25000400 NITROGEN FERTILIZER NUTRIENT POUND 0.27 PHOSPHORUS FERTILIZER NUTRIENT POUND 0.27 25000500 25000600 POTASSIUM FERTILIZER NUTRIENT POUND 0.27 25100115 MULCH, METHOD 2 ACRE 0.003 TEMPORARY EROSION CONTROL SEEDING 0.30 28000250 POUND 28000500 INLET AND PIPE PROTECTION EACH 1.00 54390110 INSERTION CULVERT LINER, 14" FOOT 20.00

SECTION

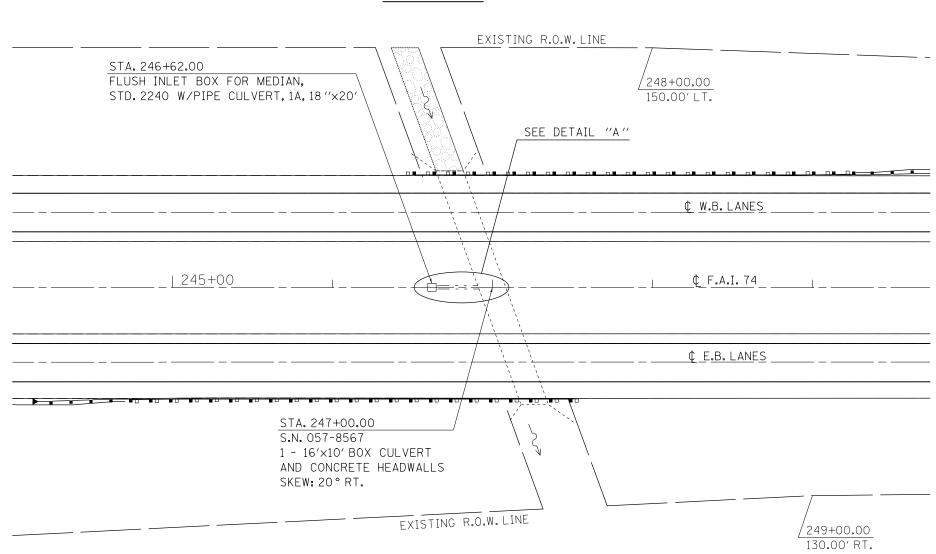
74

(57-23,57-24)RS-1

COUNTY

MCLEAN 175 112

CONTRACT NO. 70648



STATE OF ILLINOIS

LOCATION #11 STA. 254 + 85.00

BILL OF MATERIALS

LOCATION # 11: STATION 254+85.00

THE EXISTING STRUCTURE AT STATION 254+85.00 CONSISTS OF A MEDIAN INLET BOX AND A 42" PIPE CULVERT, TYPE 2, R.C.C.P. WITH CONCRETE HEADWALLS. THE STRUCTURE IS IN GOOD CONDITION, BUT AT BOTH ENDS OF THE CULVERT THERE IS SCOUR AROUND THE TOEWALL WITH DITCH EROSION OCCURING BETWEEN THE EXISTING R.O.W. LINE AND THE CONCRETE HEADWALL. ALSO. THE ACCESS CONTROL FENCE IS COLLECTING AGRICULTURAL DEBRIS, THUS RESTRICTING FLOW AWAY FROM THE PIPE.

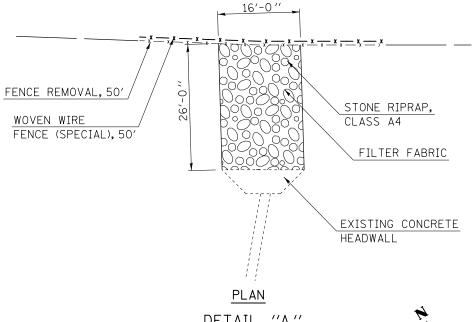
NOTE:

THE PROPOSED SCOPE OF WORK IS TO RE-GRADE THE DITCH TO ACCEPT A TREATMENT OF CLASS A4 RIPRAP THAT EXTENDS FROM THE CONCRETE HEADWALL TO THE EXISTING R.O.W. LINE. THE RIPRAP SHOULD BE PLACED IN SUCH A MANNER TO PROTECT THE CHANNEL WITHOUT IMPEDING FLOW FROM THE ADJACENT DITCHES. THE RIPRAP ELEVATION AT THE CONCRETE HEADWALL SHALL MATCH THE INVERT ELEVATION AND THE RIPRAP ELEVATION AT THE R.O.W. LINE SHALL MATCH THE EXISTING GROUND FLOWLINE. EARTHWORK REQUIRED FOR RIPRAP OPERATIONS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCIDENTAL TO STONE RIRPAP, CLASS A4.

THE ACCESS CONTROL FENCE LOCATED AT THE R.O.W. LINE AT BOTH THE UPSTREAM AND DOWNSTREAM END SHALL BE REPLACED WITH WOVEN WIRE FENCE (SPECIAL).

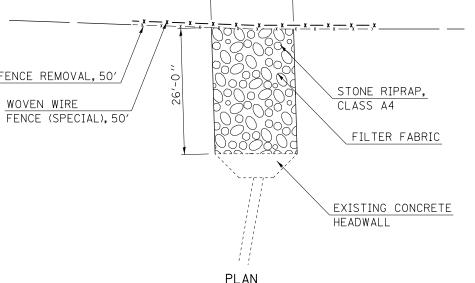
¢ W.B.LANES

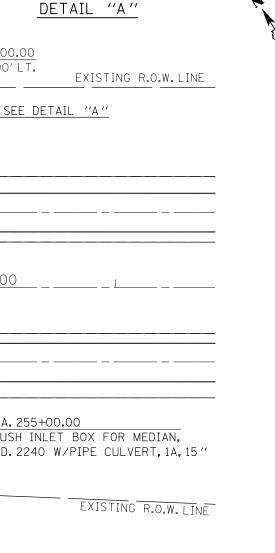
¢ F.A.I. 74

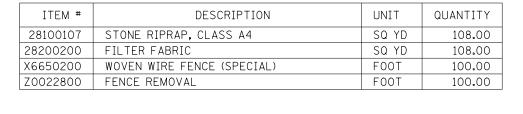


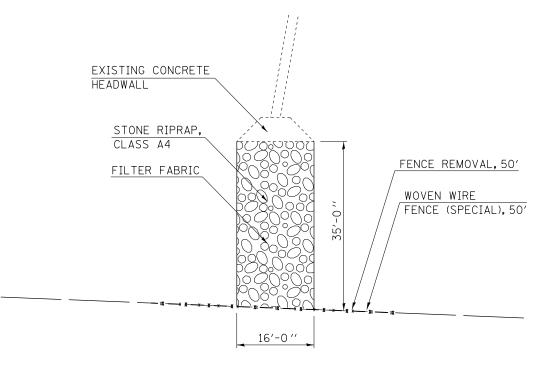
255+00.00 125.00' LT.

-L255+00









PLAN DETAIL "B"

	E.B. LANES			<u></u>
		SEE DET/	AIL "B"	STA. 255+00.00 FLUSH INLET BOX FOR MEDIAN, STD. 2240 W/PIPE CULVERT, 1A, 15"
		254+00.00 125.00′ RT.		EXISTING R.O.W. LINE
ME = ork\pwidot\piersonbr\dØ184863\D5;	USER NAME = piersonbr 0648-sht-str impr.dgn	DESIGNED - GAE DRAWN - BBP	REVISED - REVISED -	STATE OF ILLINOIS
	PLOT SCALE = 60.0000 '/ 10.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION

ILE NAME =	USER NAME = piersonbr	DESIGNED	-	GAE	REVISED	-	
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	PLOT SCALE = 60.0000 '/ in.	CHECKED	-		REVISED	-	
	DLOT DATE = 0/25/2011	DATE		07 /11 /11	DEVICED		

STA. 254+85.00

SKEW:10°LT.

PIPE CULVERT, TYPE 2, RCCP, 42"

W/CONCRETE HEADWALLS

STATE OF	ILLINOIS
DEPARTMENT OF T	RANSPORTATION

SCALE: 1" = 30'

D	RAINAGE STRUCTURE IMP	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	LOCATION #11 STA. 254 + 85.00			(57-23,57-24)RS-1	MCLEAN	175	113
	LUCATION #11 31A.	234 + 03.00			CONTRAC	T NO. 7	0648
SHEET NO. 1 OF 1 SHEETS STA. TO STA.				ILLINOIS FED. AI	D PROJECT		

LOCATION #12 STA. 9 + 93.00

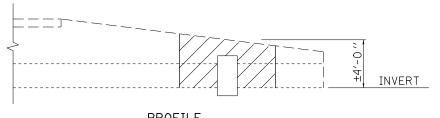
BILL OF MATERIALS

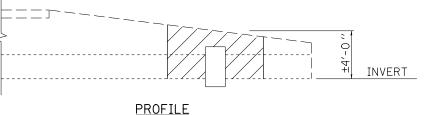
LOCATION # 12; STATION 9+93.00

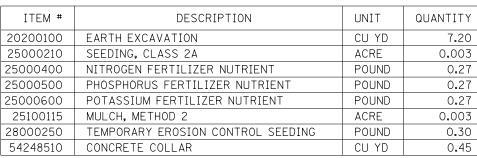
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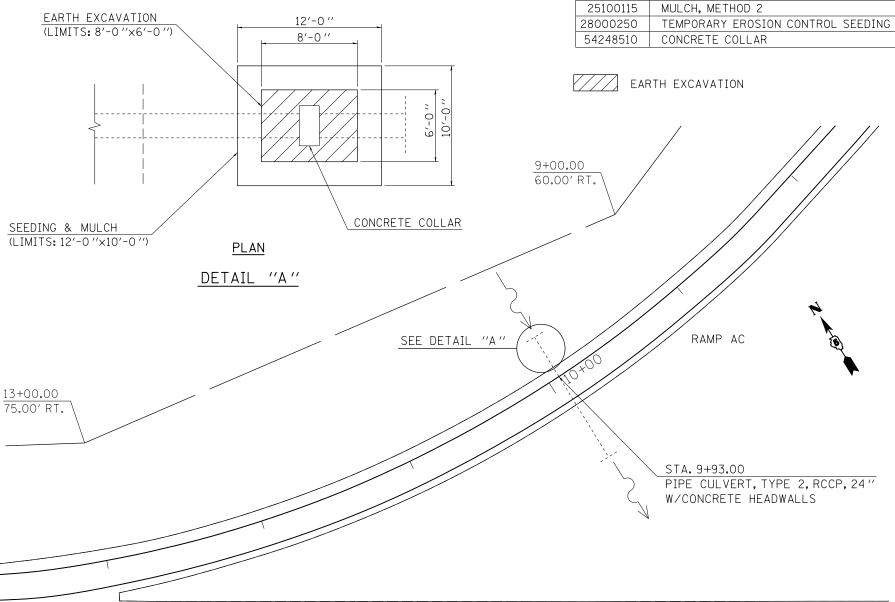
THE EXISTING STRUCTURE AT STATION 9+93.00 CONSISTS OF A 24" PIPE CULVERT, TYPE 2, R.C.C.P. WITH CONCRETE HEADWALLS. THE STRUCTURE IS IN GOOD CONDITION, BUT THE LAST JOINT ON THE UPSTREAM (NORTH) END HAS SEPARATED AND IS CAUSING A SINKHOLE IN THE FORESLOPE.

THE PROPOSED SCOPE OF WORK IS TO EXCAVATE TO A DEPTH SUFFICIENT ENOUGH TO CONSTRUCT A CONCRETE COLLAR AROUND THE SEPARATED JOINT. THE COST OF THE EARTH EXCAVATION WILL BE PAID FOR SEPARATELY, BUT SHALL NOT EXCEED THE QUANTITY SPECIFIED. ANY EXCAVATION OUTSIDE THE LIMITS SHOWN WILL BE THE RESPONSIBILITY OF THE CONTRACTOR.









¢ W.B. LANES

USER NAME = piersonbr DESIGNED - GAE REVISED 0648-sht-str impr.dgn DRAWN BBP REVISED CHECKED REVISED PLOT DATE = 8/25/2011 DATE 07/11/11 REVISED

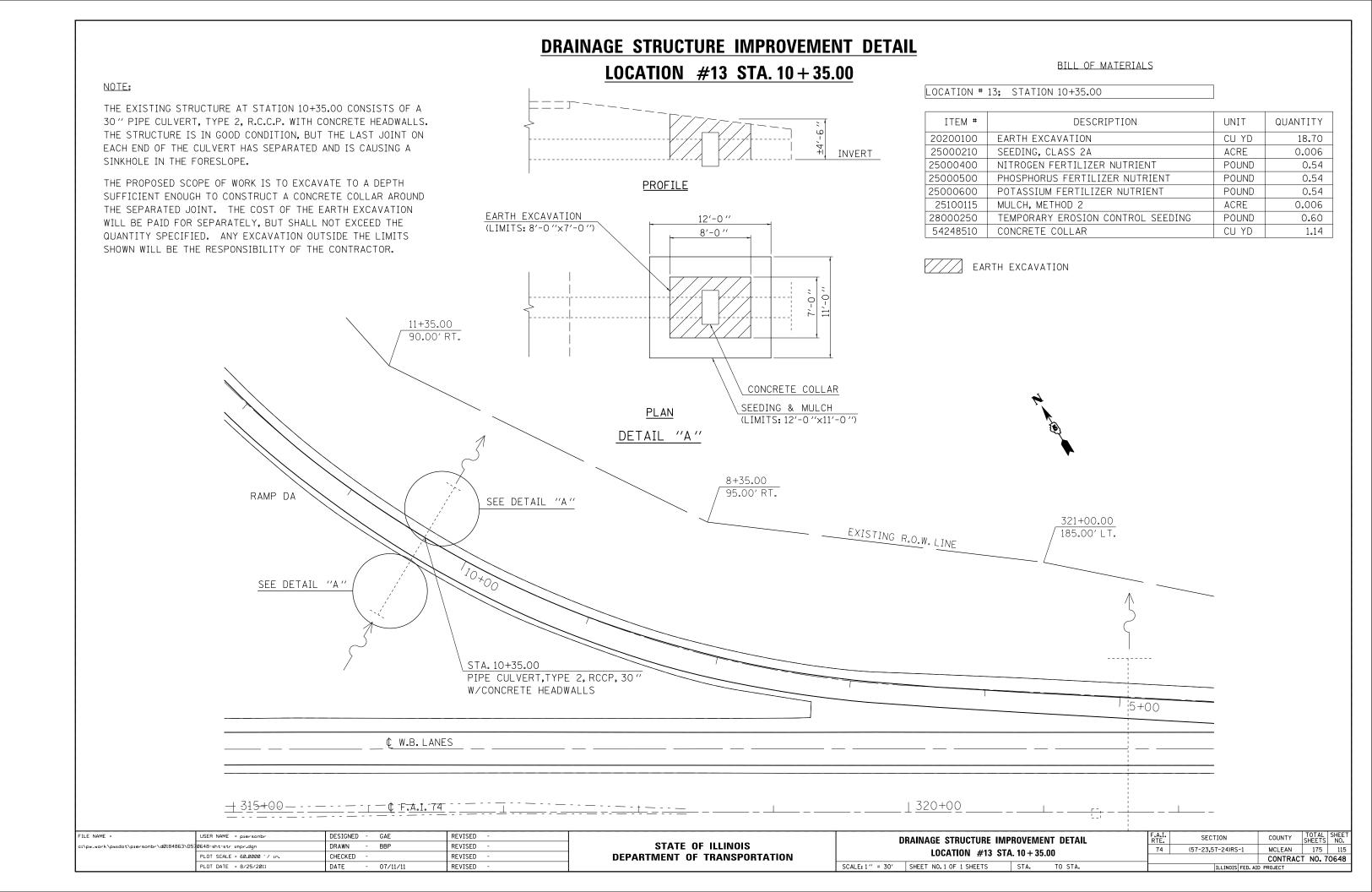
15+00

EXISTING R.O.W. LINE

STATE OF ILLINOIS **DEPARTMENT OF TRANSPORTATION**

DRAINAGE STRUCTURE IMPROVEMENT DETAIL LOCATION #12 STA. 9 + 93.00 SCALE: 1" = 30' SHEET NO. 1 OF 1 SHEETS STA.

SECTION (57-23,57-24)RS-1 MCLEAN 175 114 74 CONTRACT NO. 70648



LOCATION #14 STA. 54 + 00.00

BILL OF MATERIALS

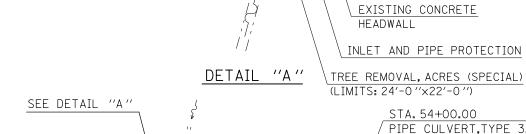
NOTE:

THE EXISTING STRUCTURE AT STATION 54+00.00 CONSISTS OF A 30" PIPE CULVERT, TYPE 3, R.C.C.P. WITH CONCRETE HEADWALLS. THE STRUCTURE IS IN GOOD CONDITION, BUT THERE ARE SEVERAL WILLOW TREES GROWING AT THE UPSTREAM (WEST) END OF THE STRUCTURE THAT ARE AFFECTING DRAINAGE.

THE PROPOSED SCOPE OF WORK IS TO REMOVE ALL THE TREES AND BRUSH AND TO GRADE AND SHAPE THE DITCH BETWEEN THE EXISTING CONCRETE HEADWALLS TO PROVIDE POSITIVE DRAINAGE.



ITEM #	DESCRIPTION	UNIT	QUANTITY
21400100	GRADING AND SHAPING DITCHES	FOOT	24.00
25000210	SEEDING, CLASS 2A	ACRE	0.012
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1.08
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	1.08
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1.08
25100115	MULCH, METHOD 2	ACRE	0.012
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1.20
28000500 INLET AND PIPE PROTECTION		EACH	1.00
X2010350	TREE REMOVAL, ACRES (SPECIAL)	ACRE	0.012

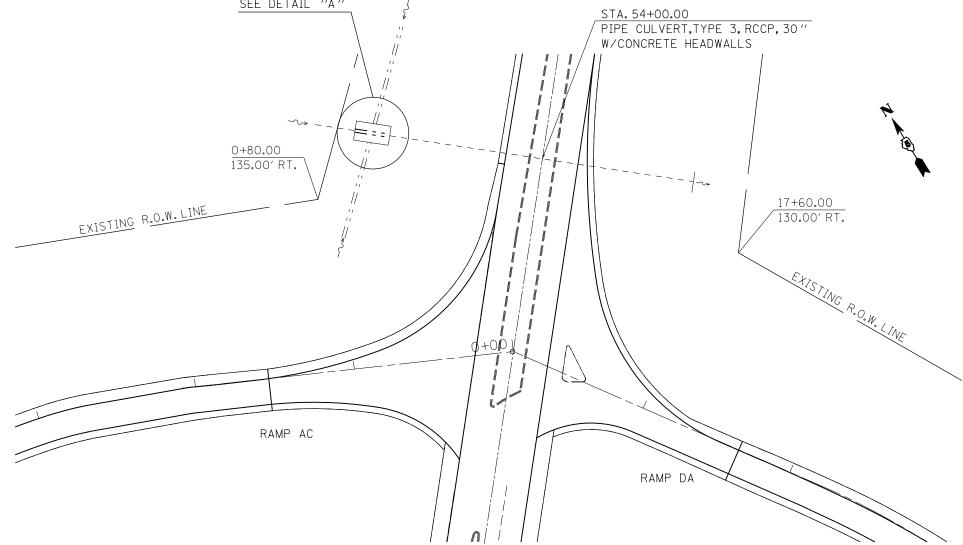


SEEDING & MULCH

HEADWALL

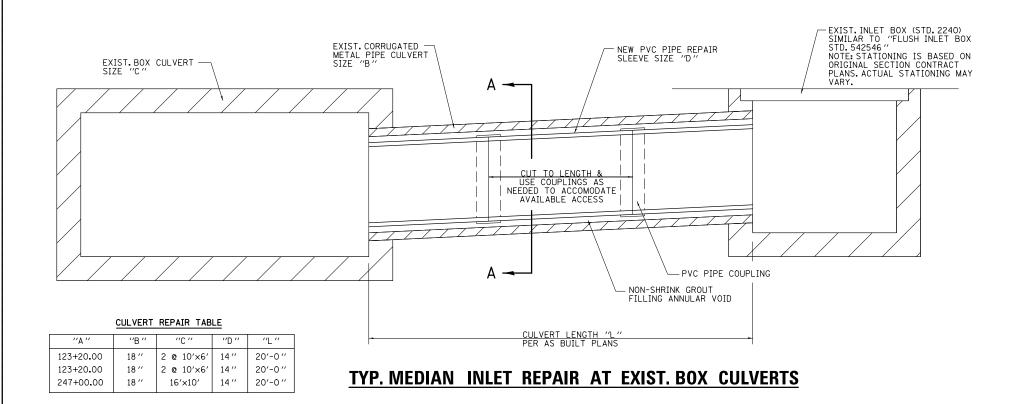
EXISTING CONCRETE

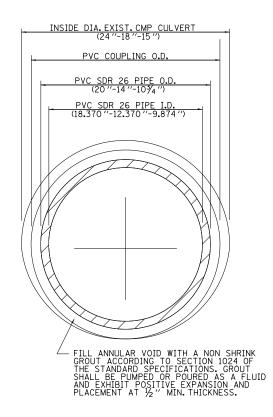
GRADING & SHAPING DITCHES



FILE NAME =	USER NAME = piersonbr	DESIGNED - GAE	REVISED -		D	PRAINAGE STRUCTURE IMPROVEMENT DETAIL	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
c:\pw_work\pwidot\piersonbr\d0184863\D5	0648-sht-str impridgn	DRAWN - BBP	REVISED -	STATE OF ILLINOIS	LOCATION #14 STA. 54 + 00.00		74	(57-23,57-24)RS-1	MCLEAN	175 116
	PLOT SCALE = 60.0000 '/ in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION		LUCATION #14 STA. 54 + 00.00		,		T NO. 70648
	PLOT DATE = 8/25/2011	DATE - 07/11/11	REVISED -		SCALE: 1" = 30'	SHEET NO. 1 OF 1 SHEETS STA. TO STA.		ILLINOIS FED. AII	D PROJECT	

DETAIL FOR INSERTION CULVERT LINER



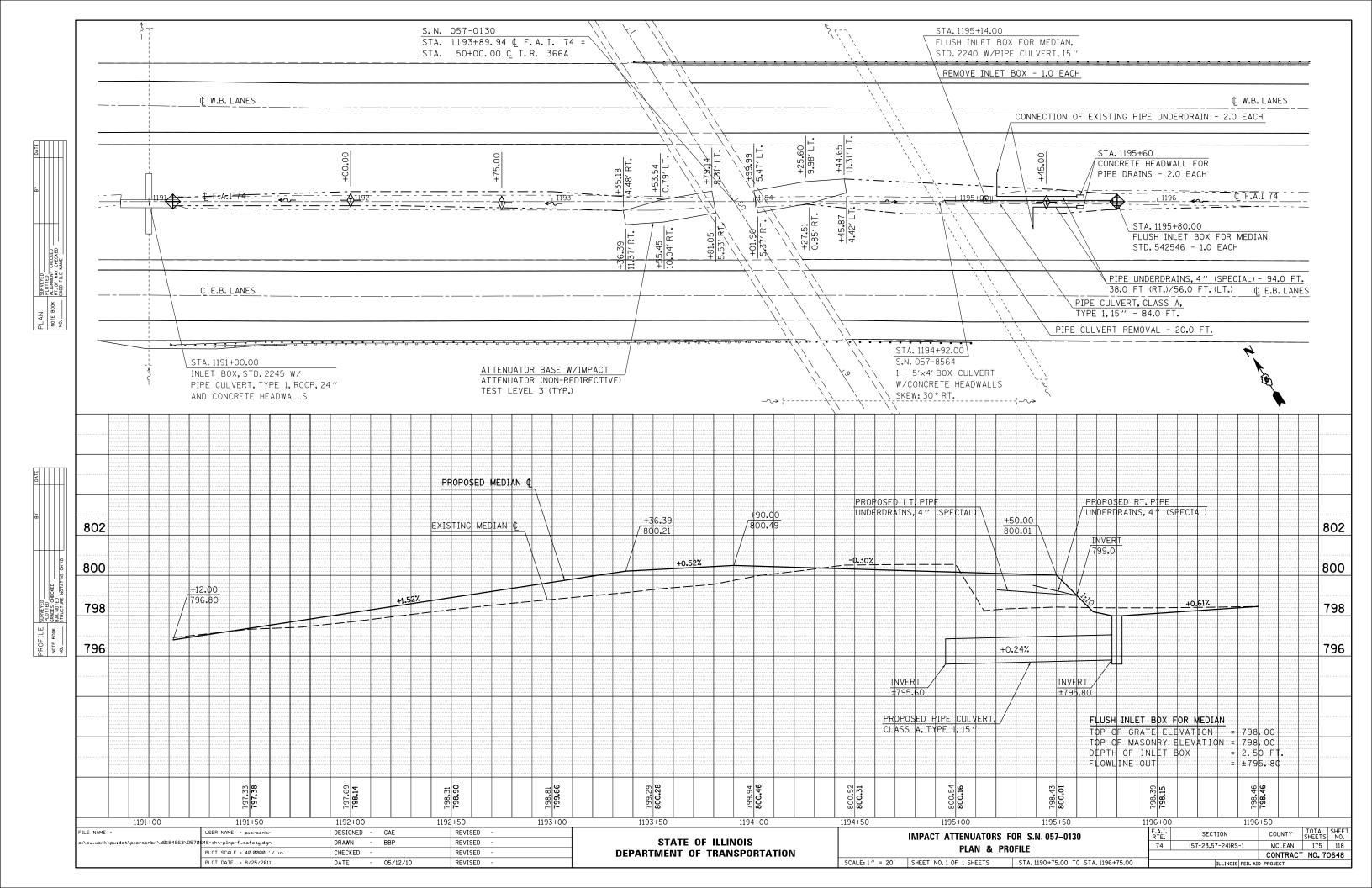


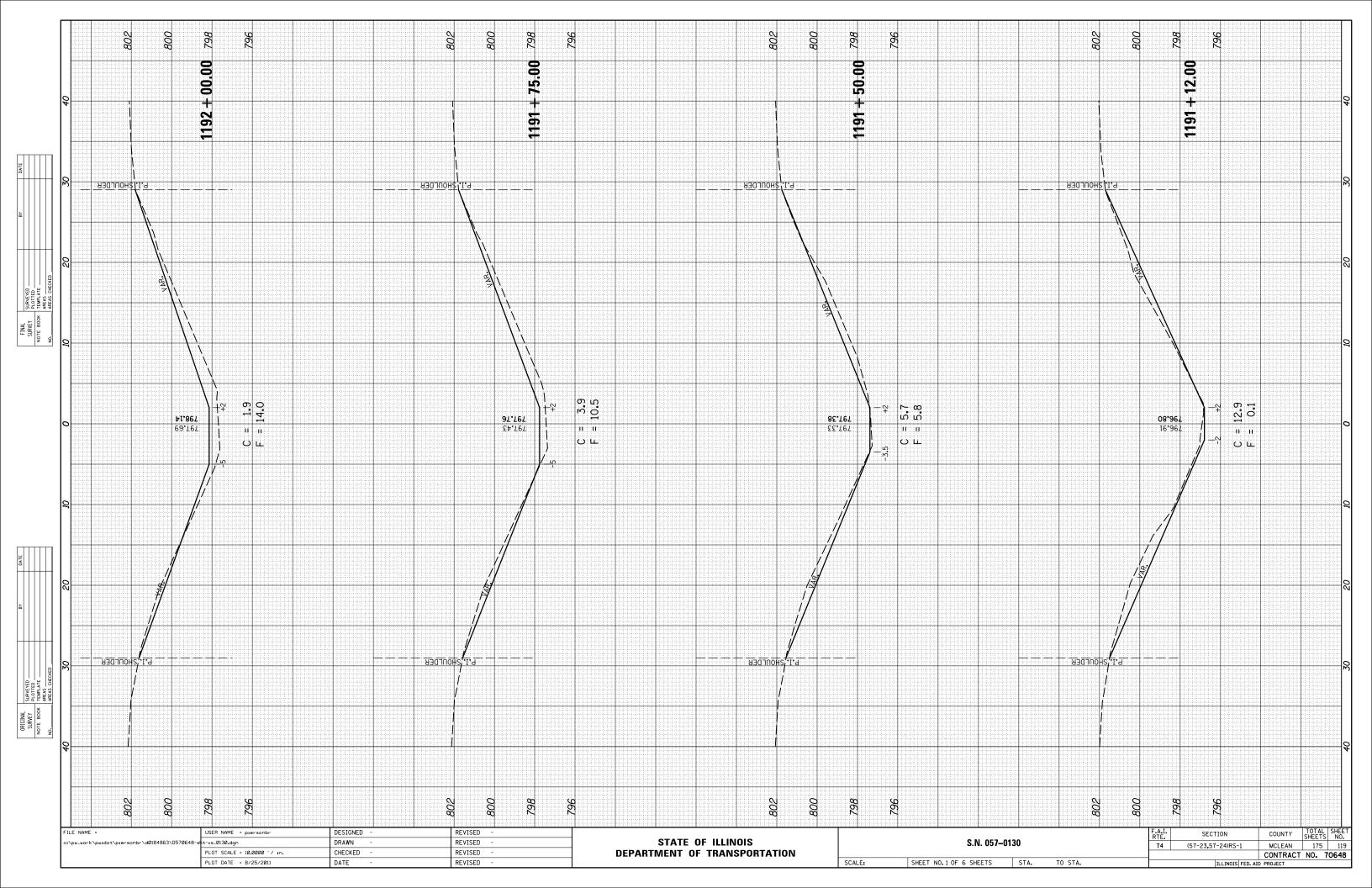
SECTION A-A

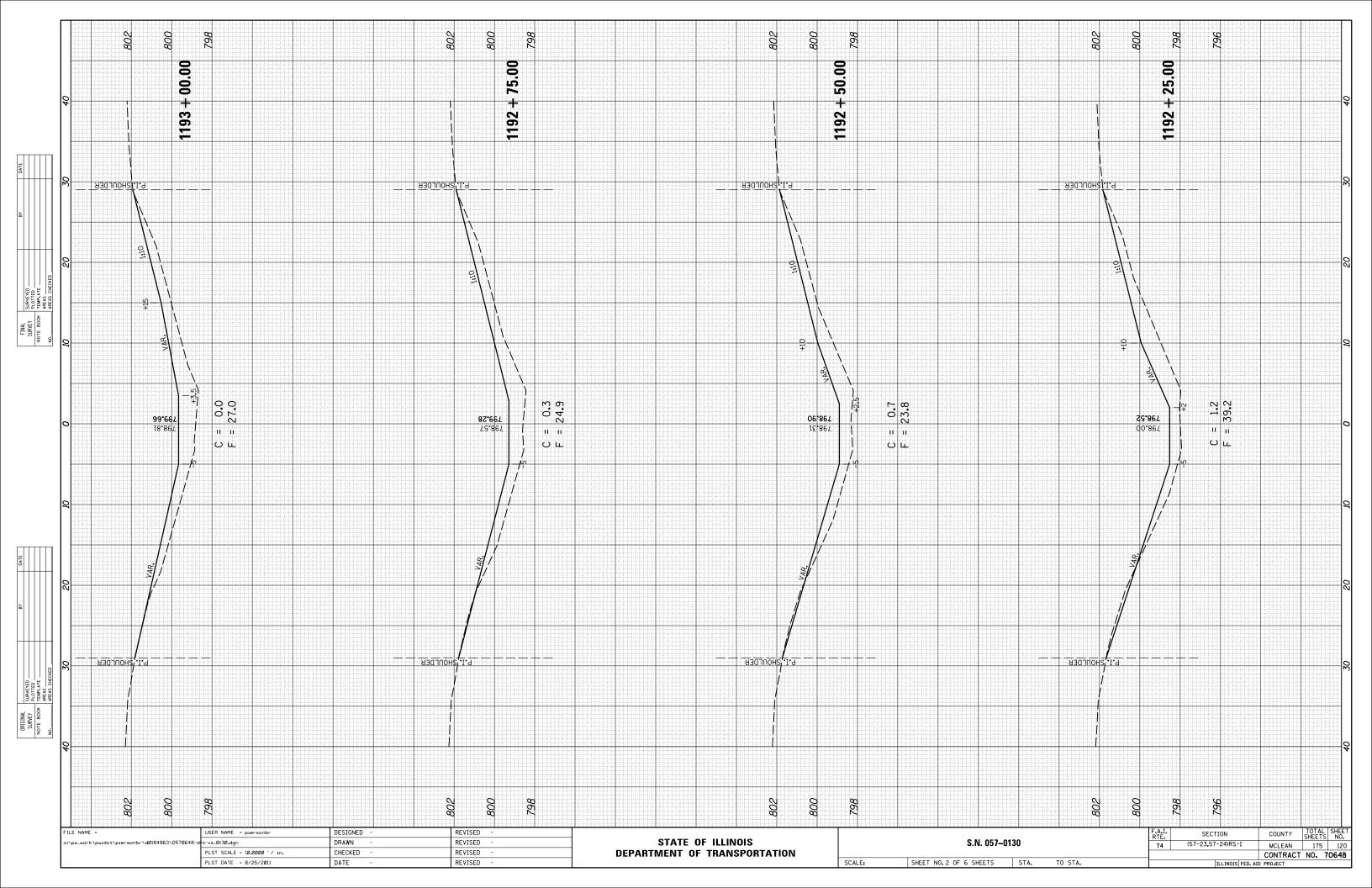
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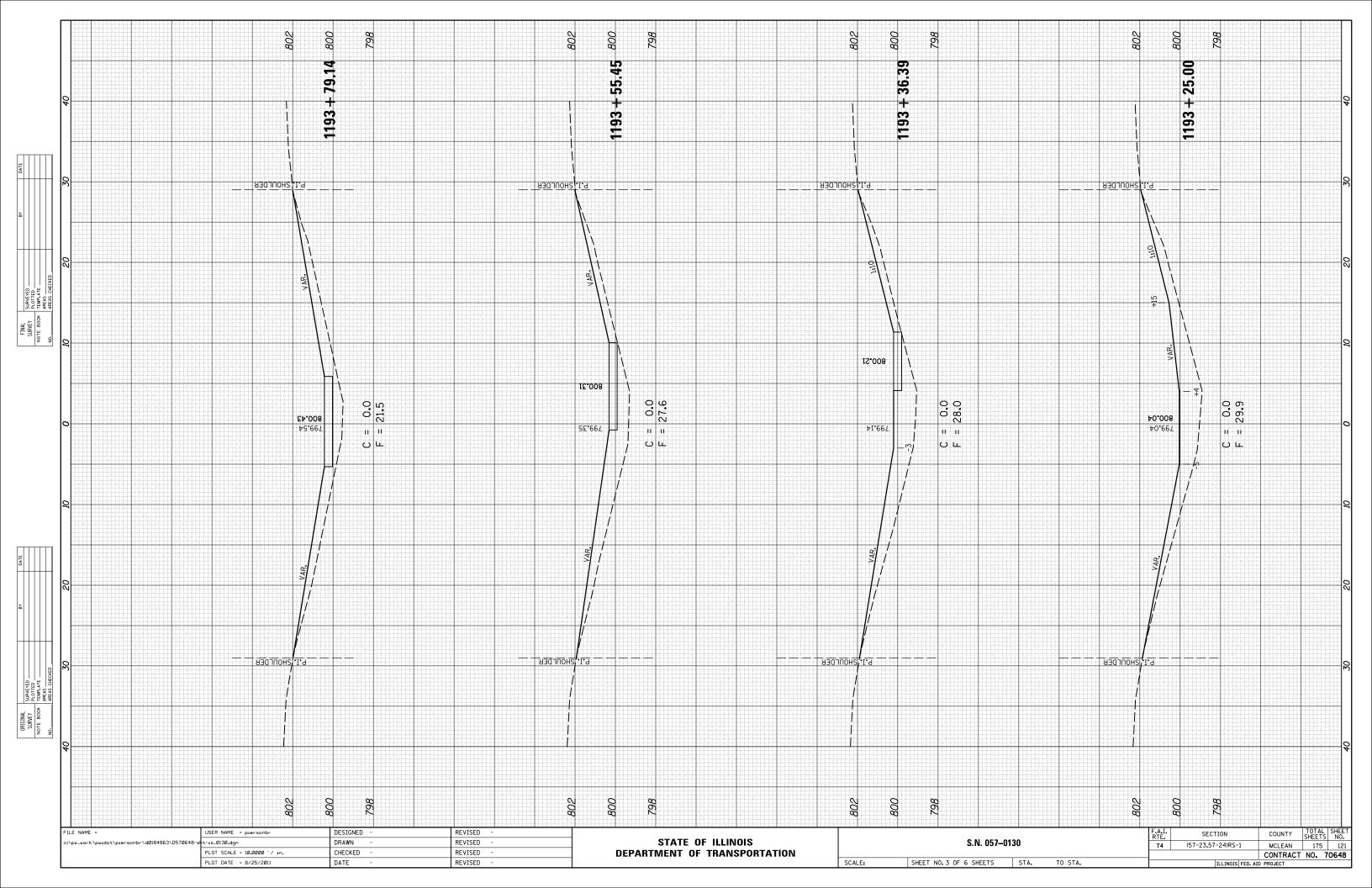
- 1. PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF THE WORK.
- 2. PVC PIPE TO BE SDR 26 SERIES WITH A CELL CLASSIFICATION OF 12454 PER ASTM D1784 AND IN COMPLIANCE WITH ASTM D2241 WITH SOLVENT CEMENTED JOINTS PER ASTM D2672.
- 3. CONSTRUCTION, METHOD OF MEASUREMENT, AND BASIS OF PAYMENT WILL BE IN ACCORDANCE WITH SECTION 543 OF THE STANDARD SPECIFICATIONS.
- 4. EXISTING CORRUGATED METAL PIPES TO BE CLEANED OF ANY DEBRIS AND SILT BEFORE LINING. COST OF CLEANING INCLUDED IN CONTRACT UNIT PRICE FOR INSERTION CULVERT LINER.

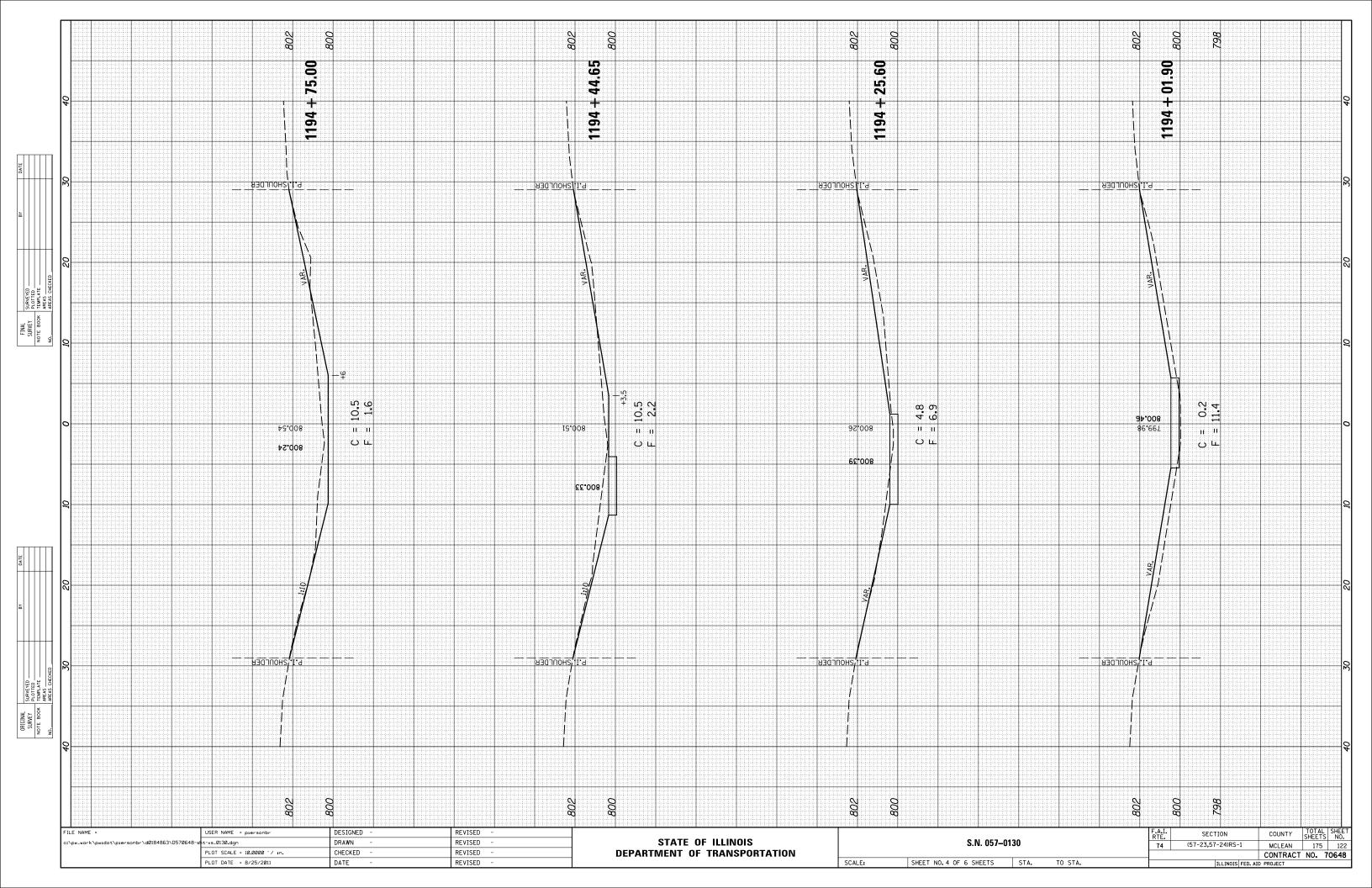
Ī	FILE NAME =	USER NAME = piersonbr	DESIGNED - GAE	REVISED -					F.A.I RTE.	SECTION	COUNTY	TOTAL SHEET SHEETS NO.
	c:\pw_work\pwidot\piersonbr\d0184863\D57	0648-sht-details.dgn	DRAWN - BBP	REVISED -	STATE OF ILLINOIS	DETAIL FOR INSERTION CULVERT LINER			74	(57-23,57-24)RS-1	MCLEAN	175 117
		PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION						CONTRAC	T NO. 70648
- 1		PLOT DATE = 8/26/2011	DATE - 07/15/11	REVISED -		SCALE:	SHEET NO.1 OF 1 SHEETS	STA. TO STA.		ILLINOIS FED. AI	D PROJECT	

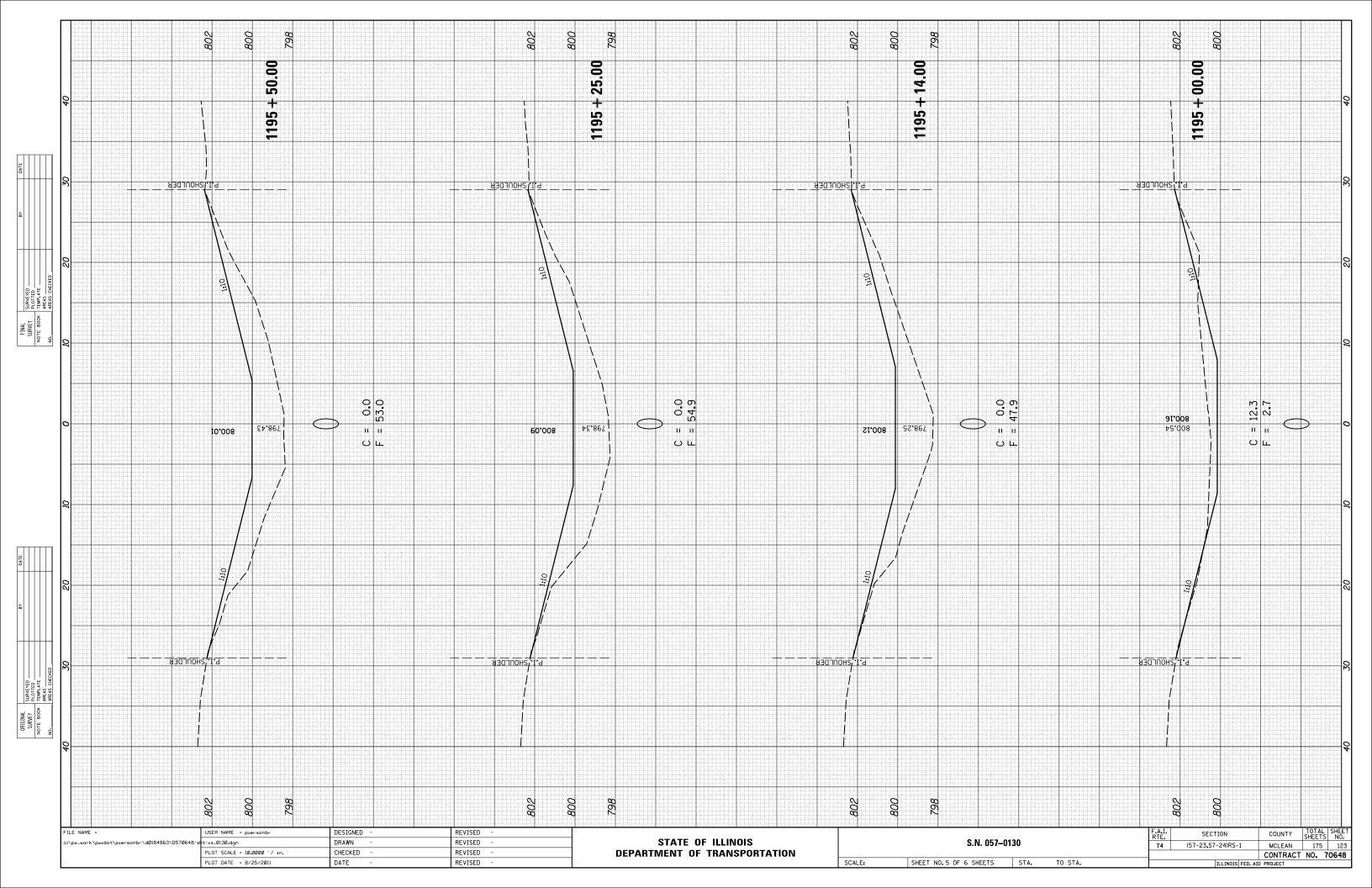


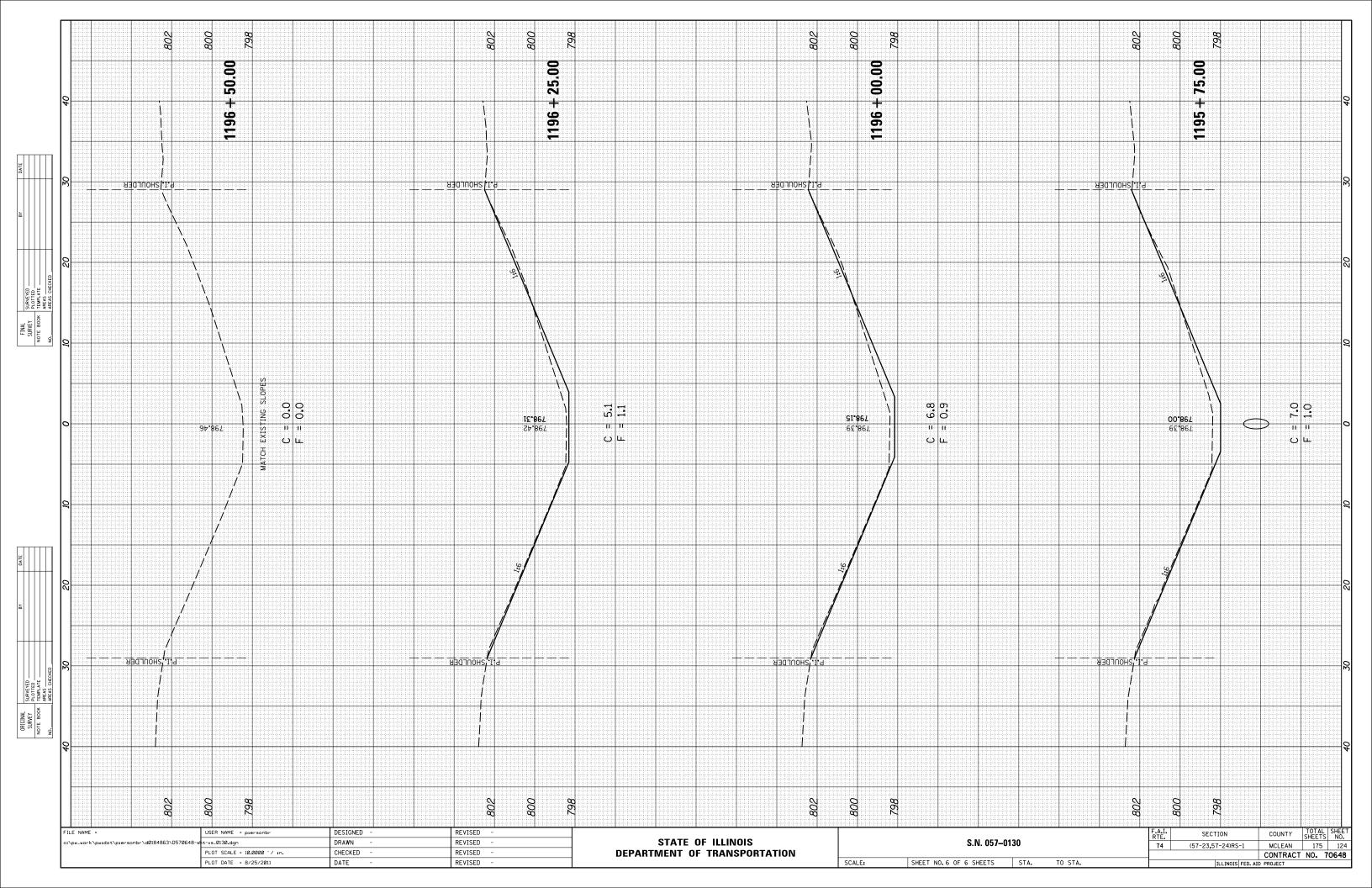


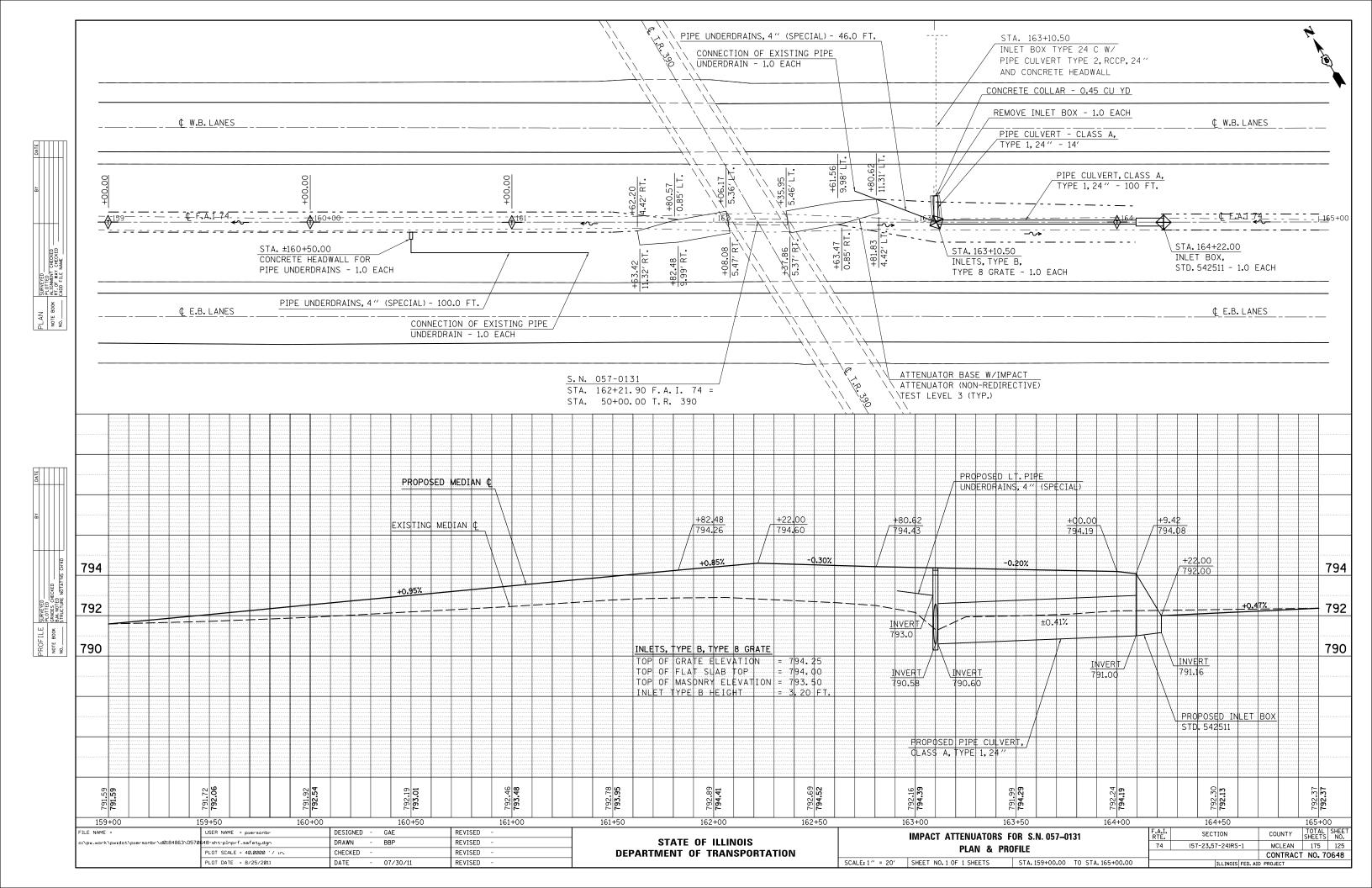


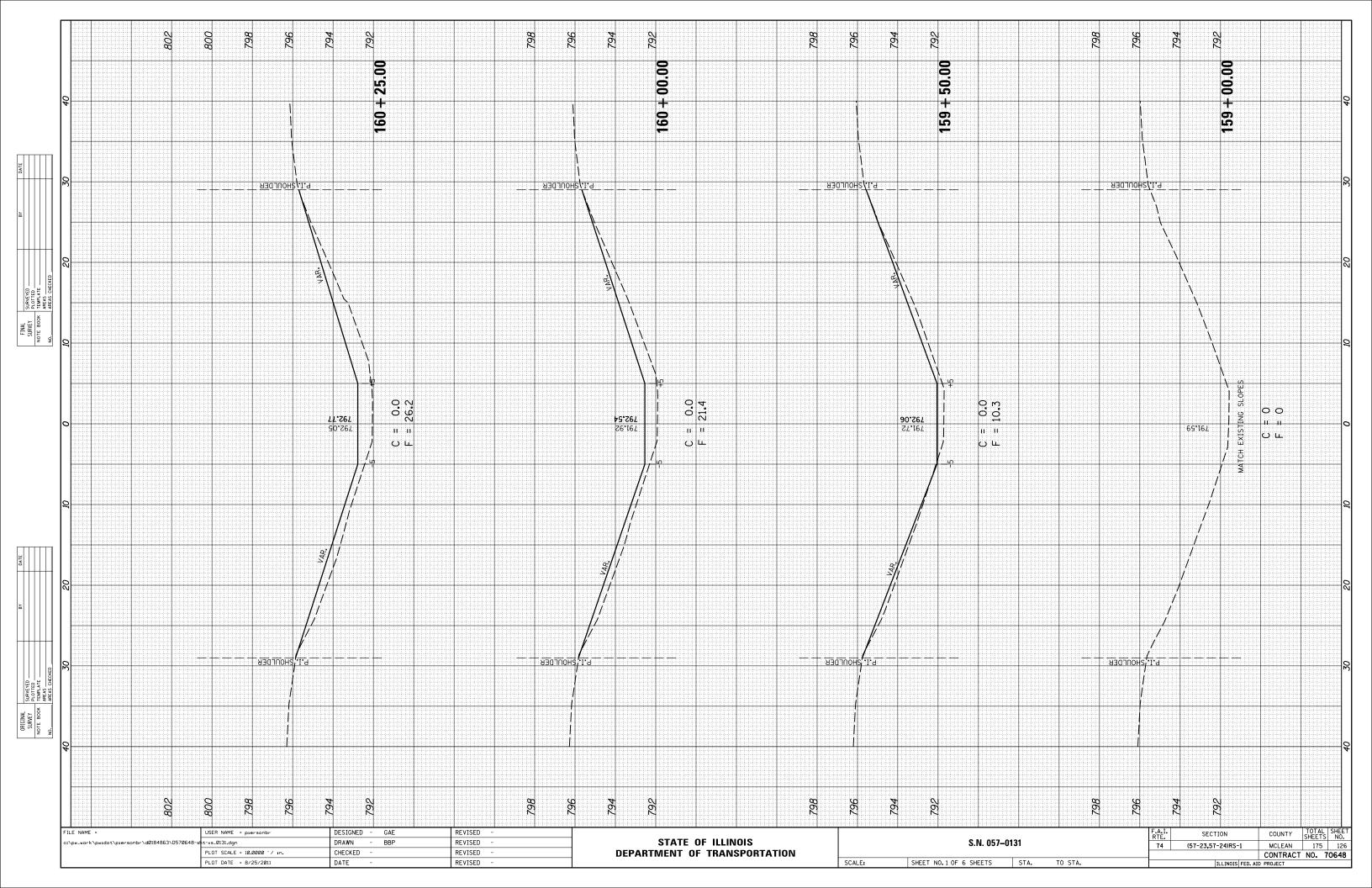


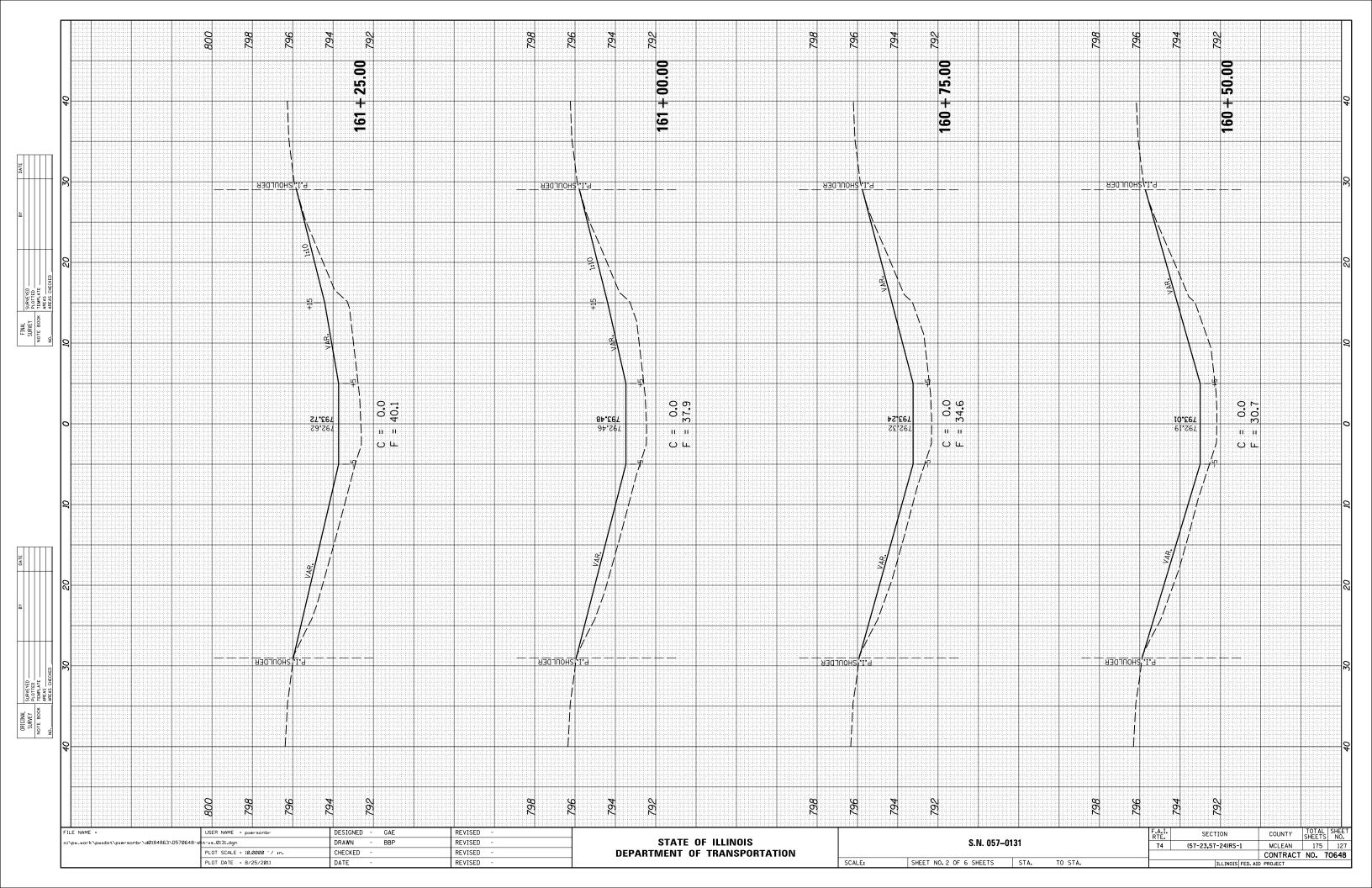


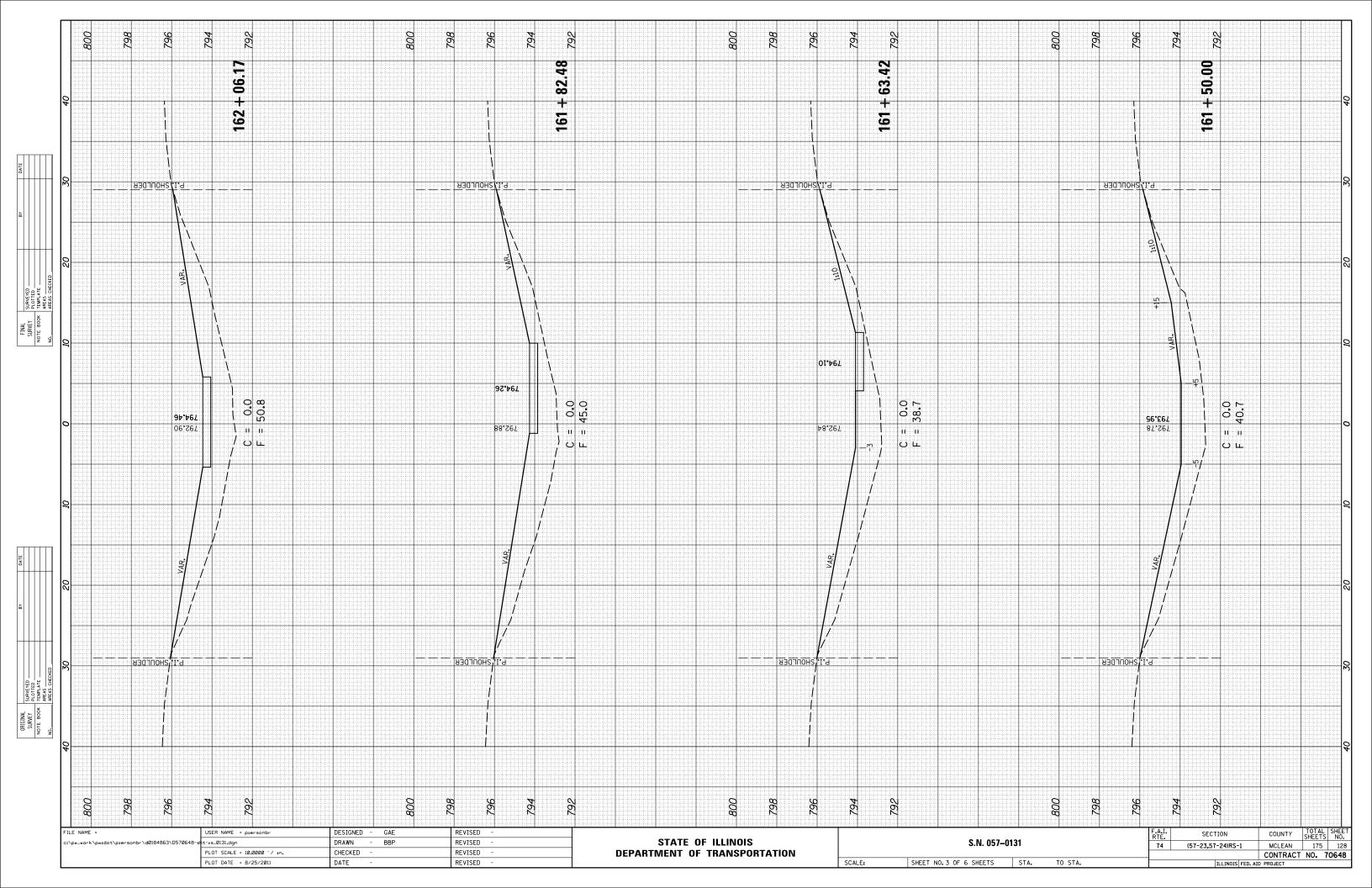


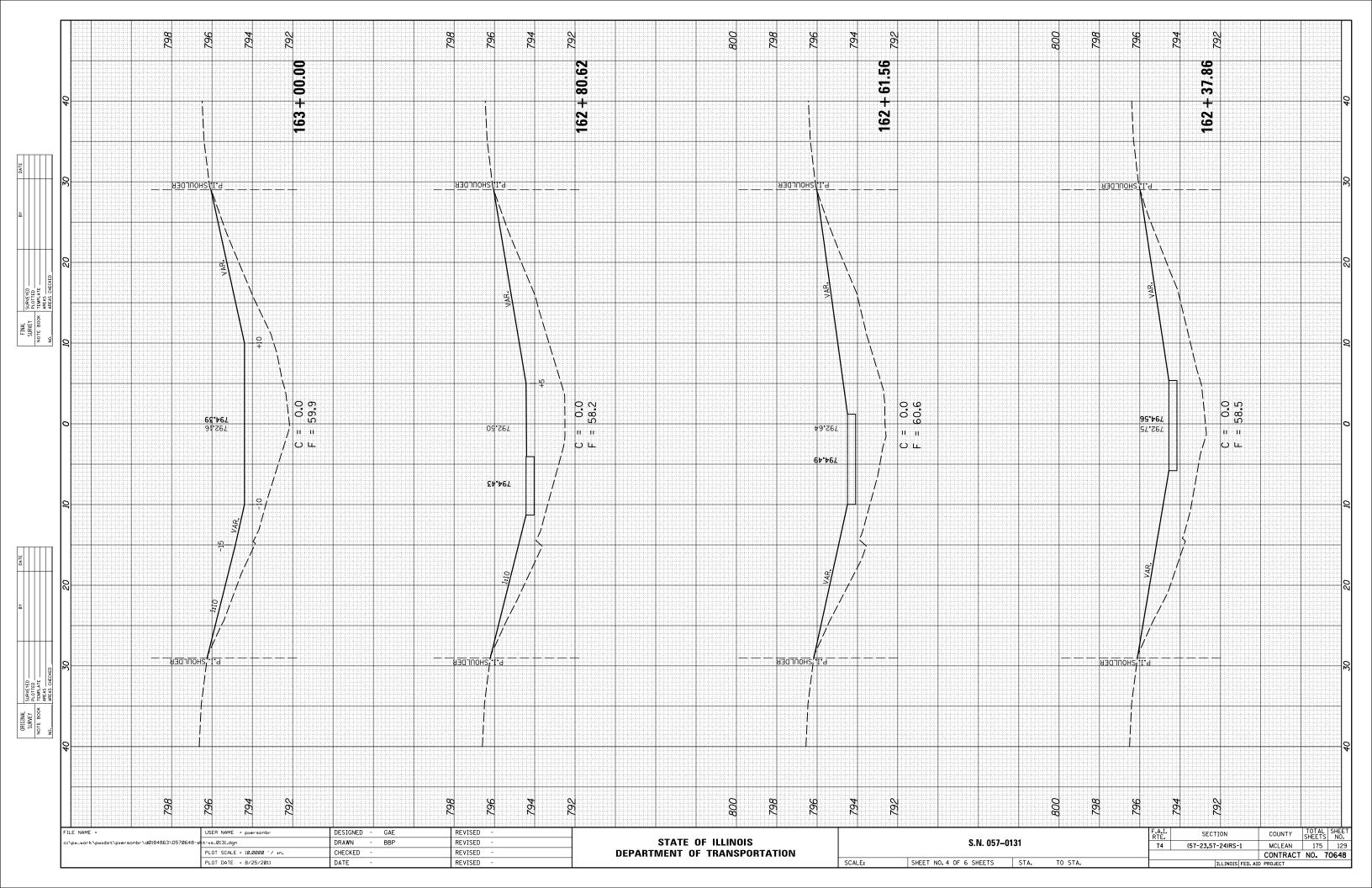


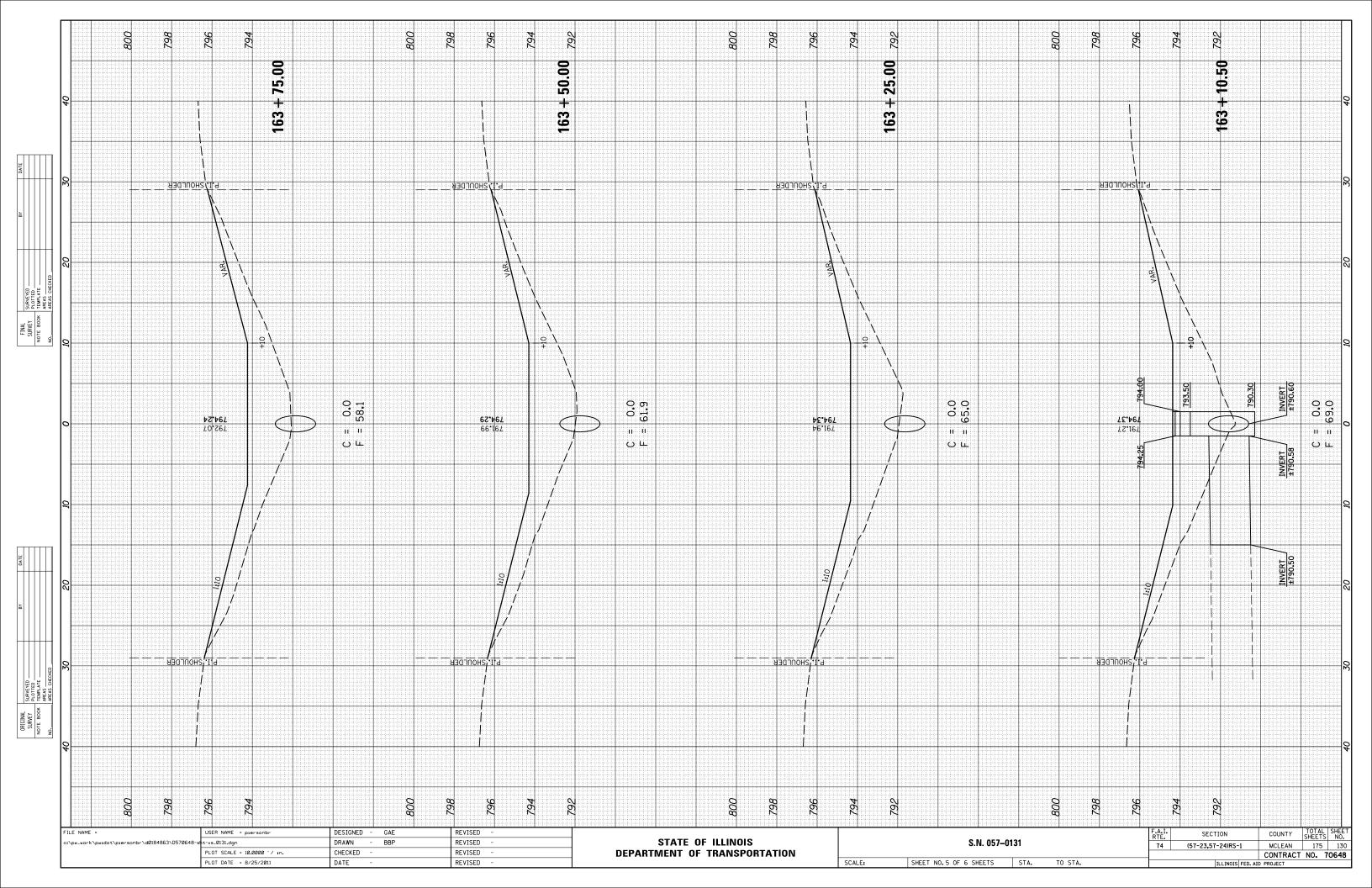


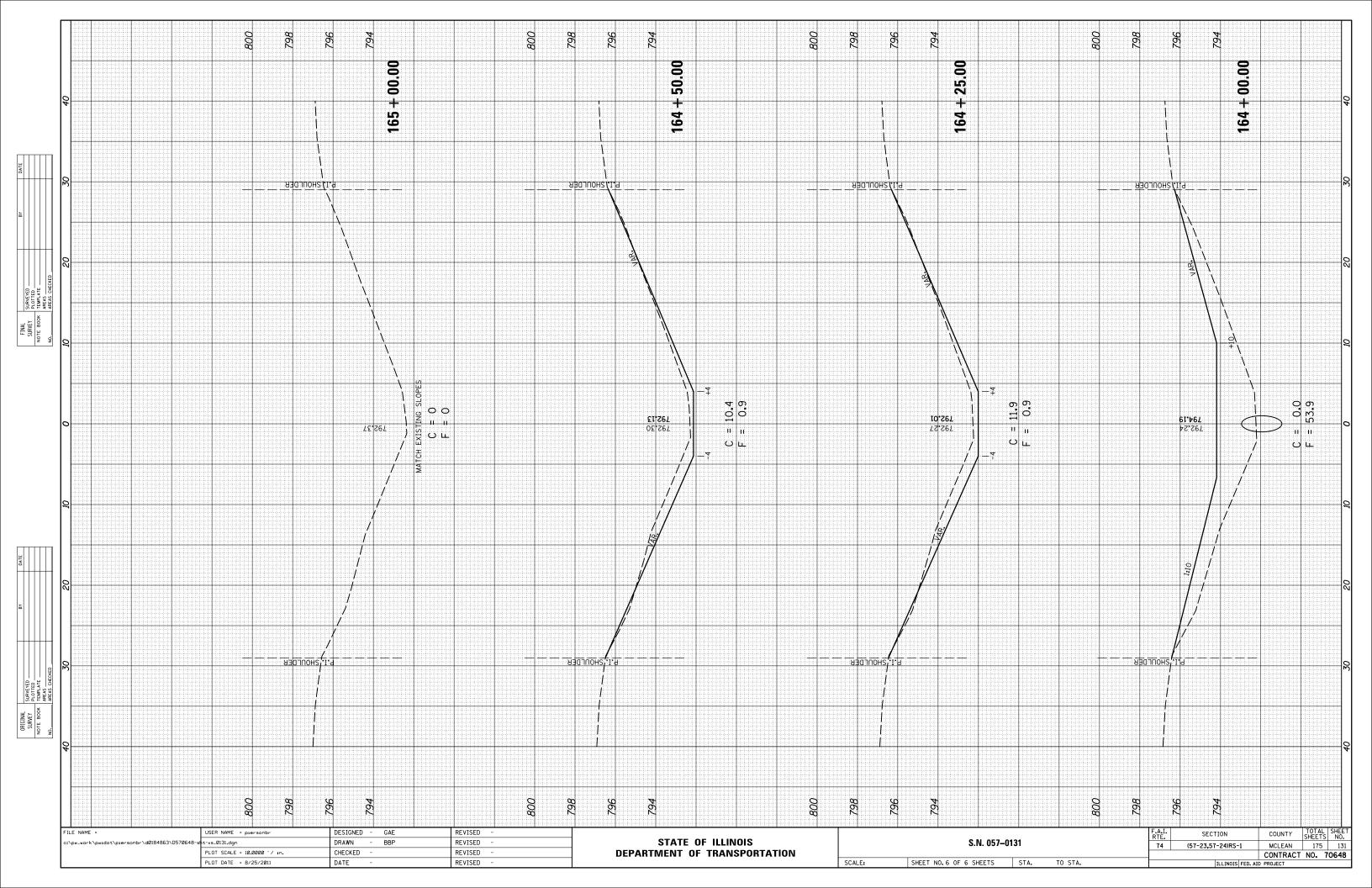


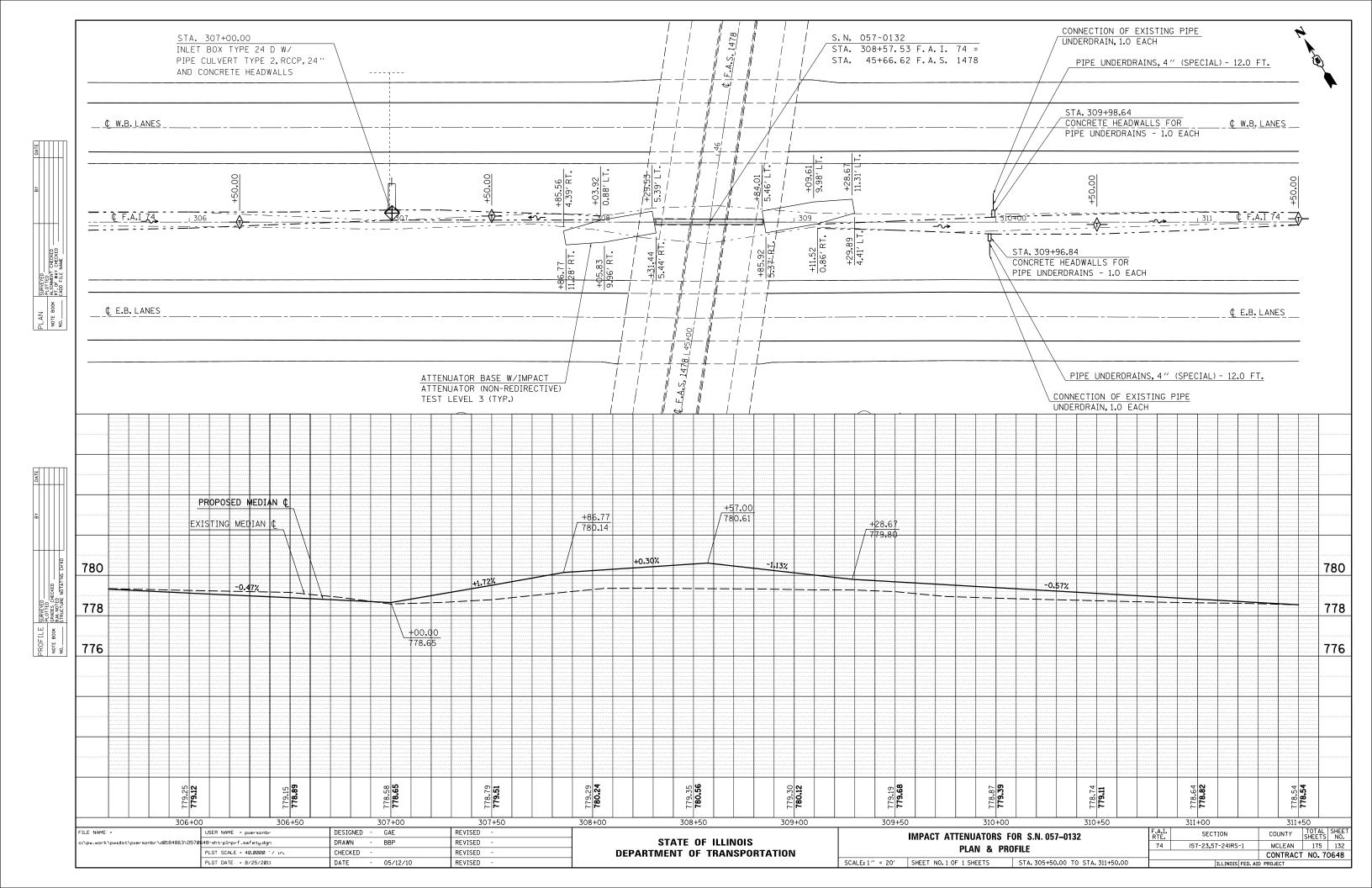


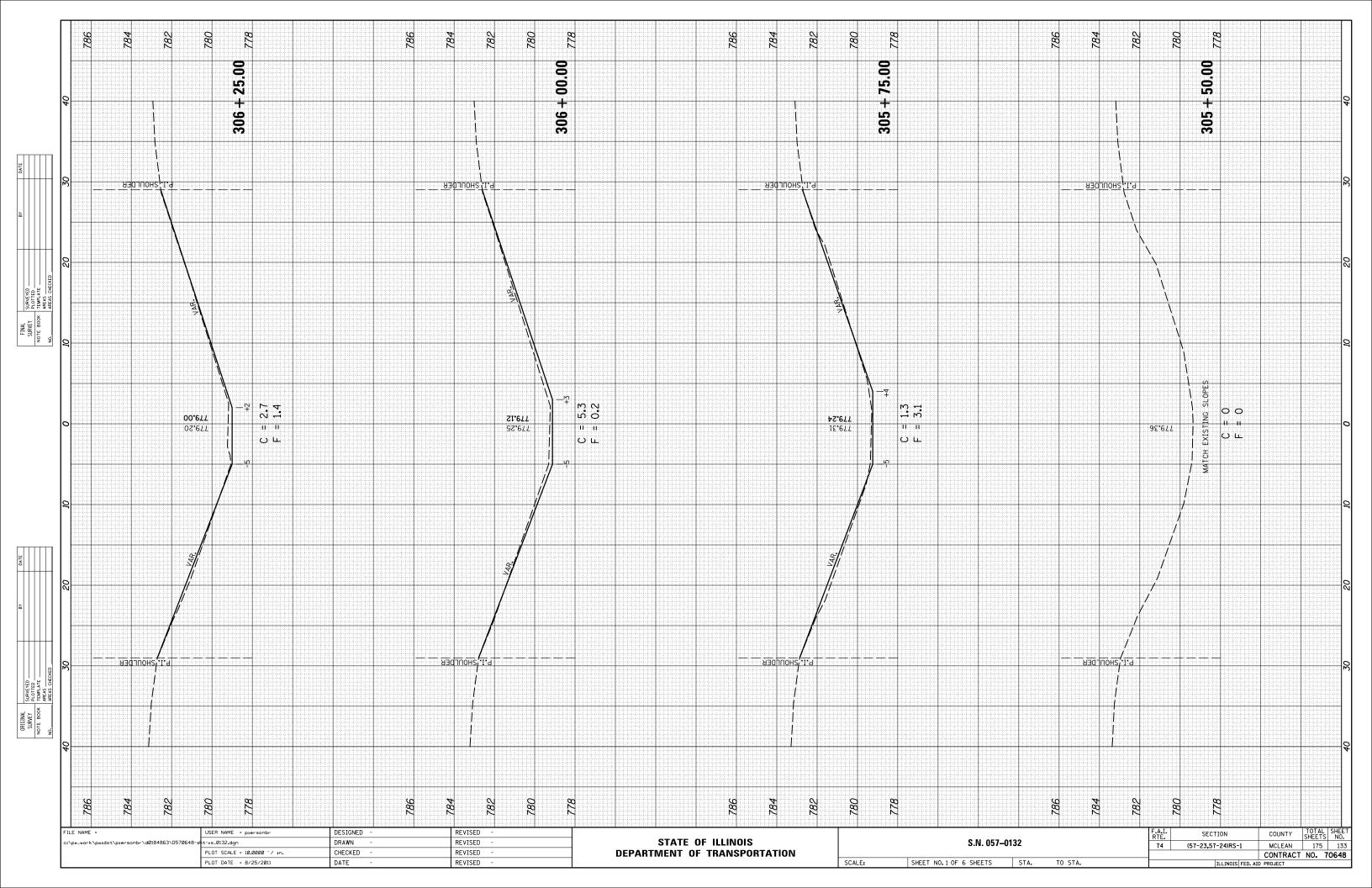


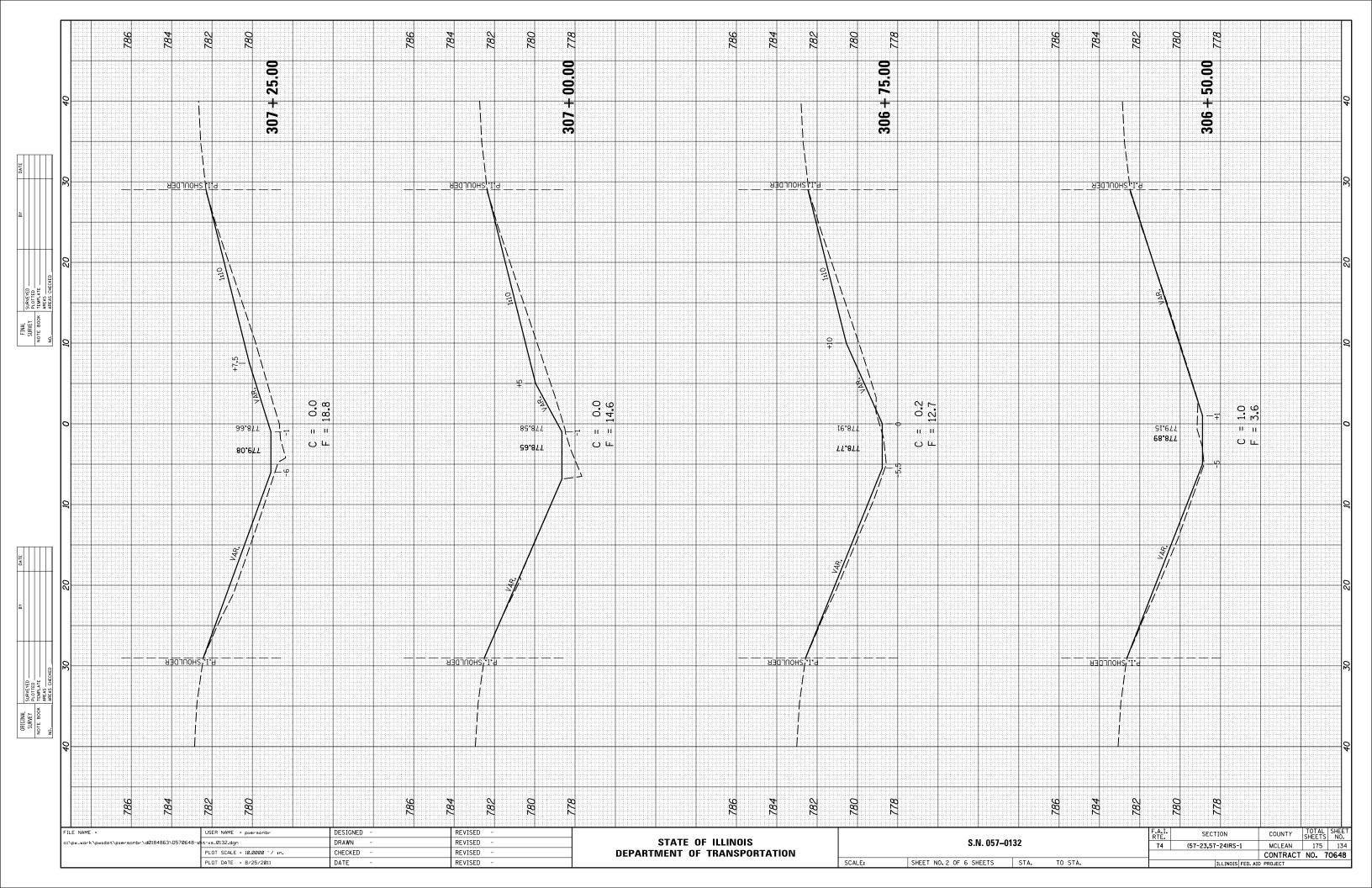


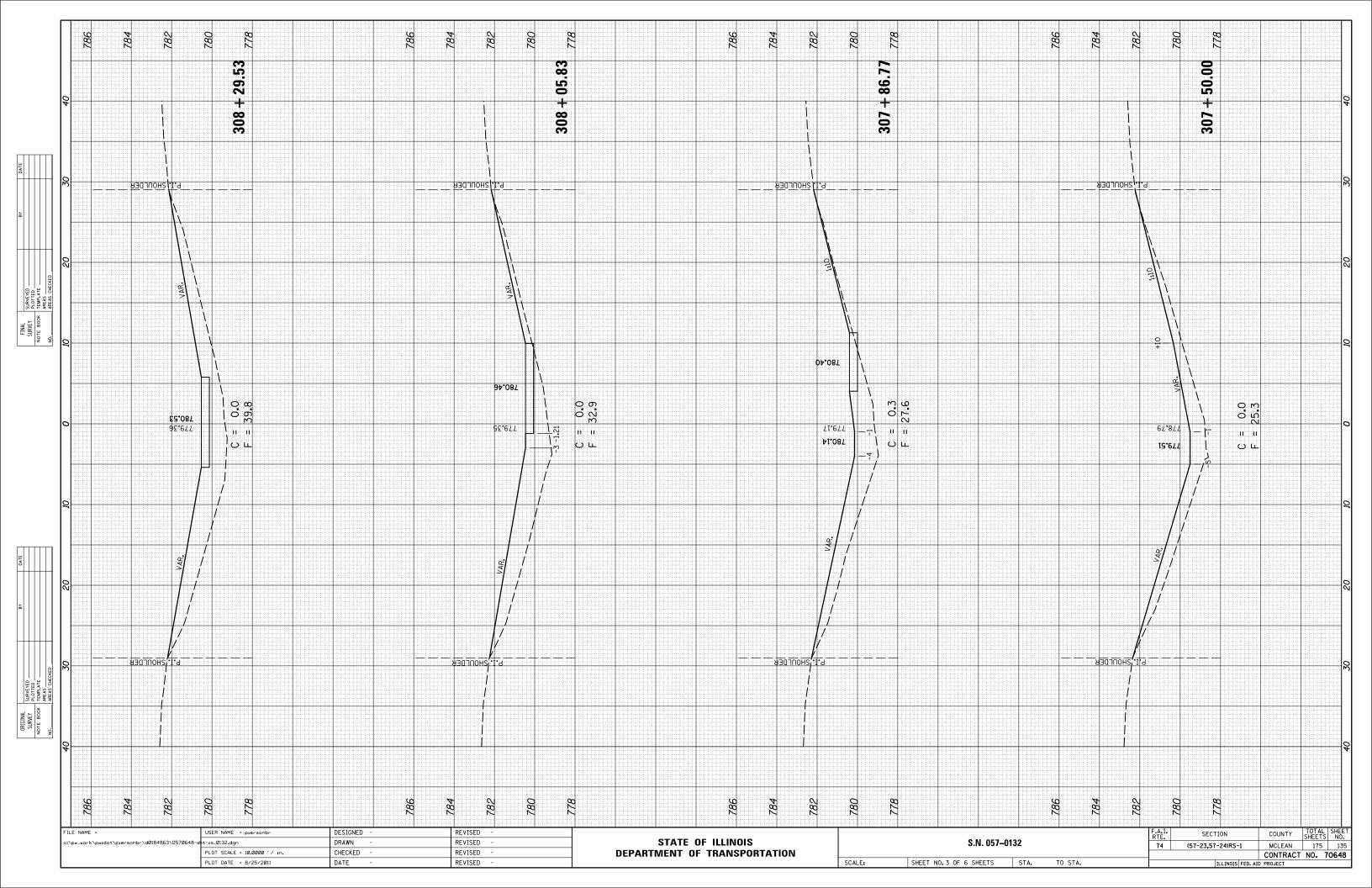


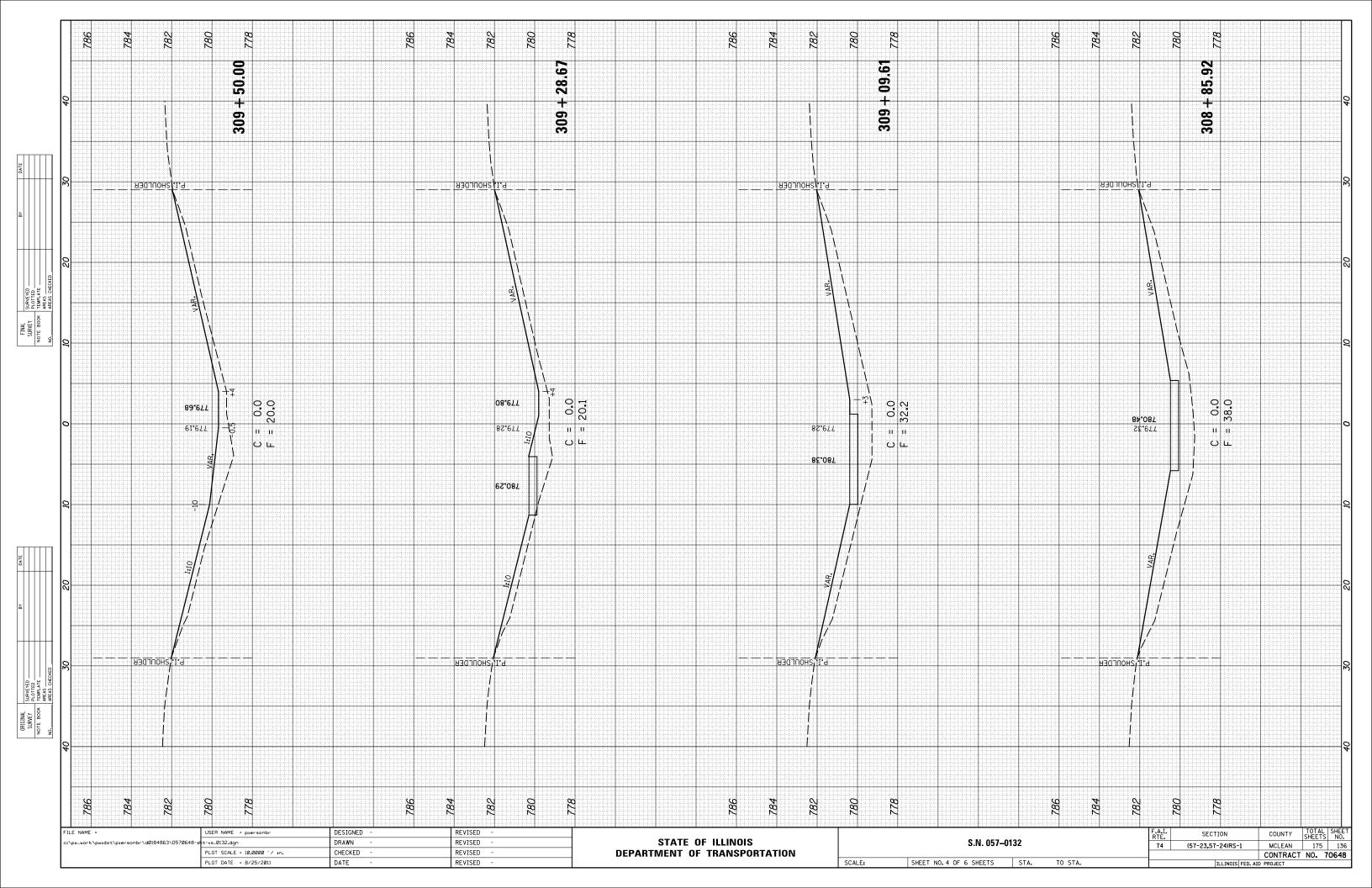


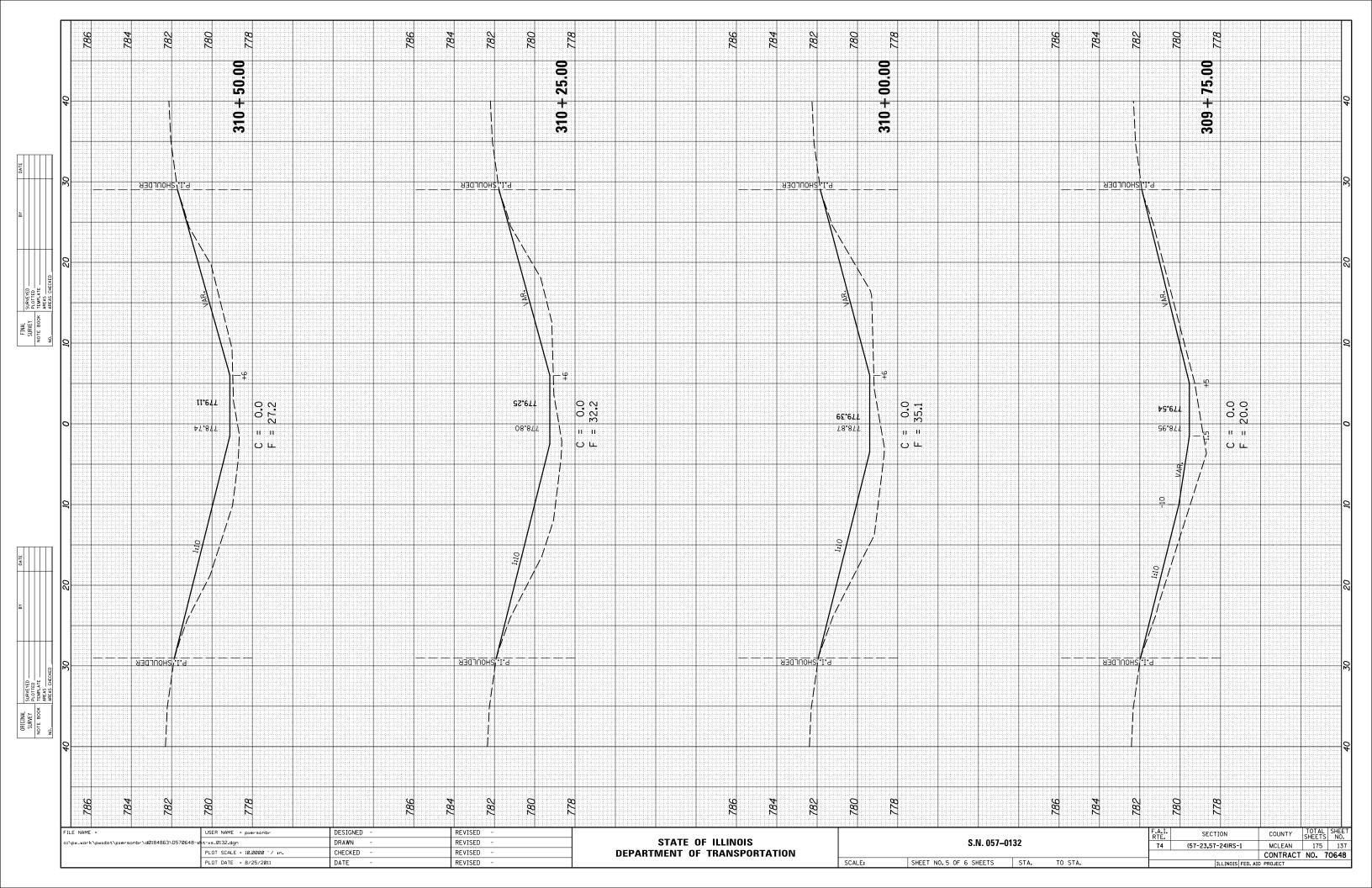


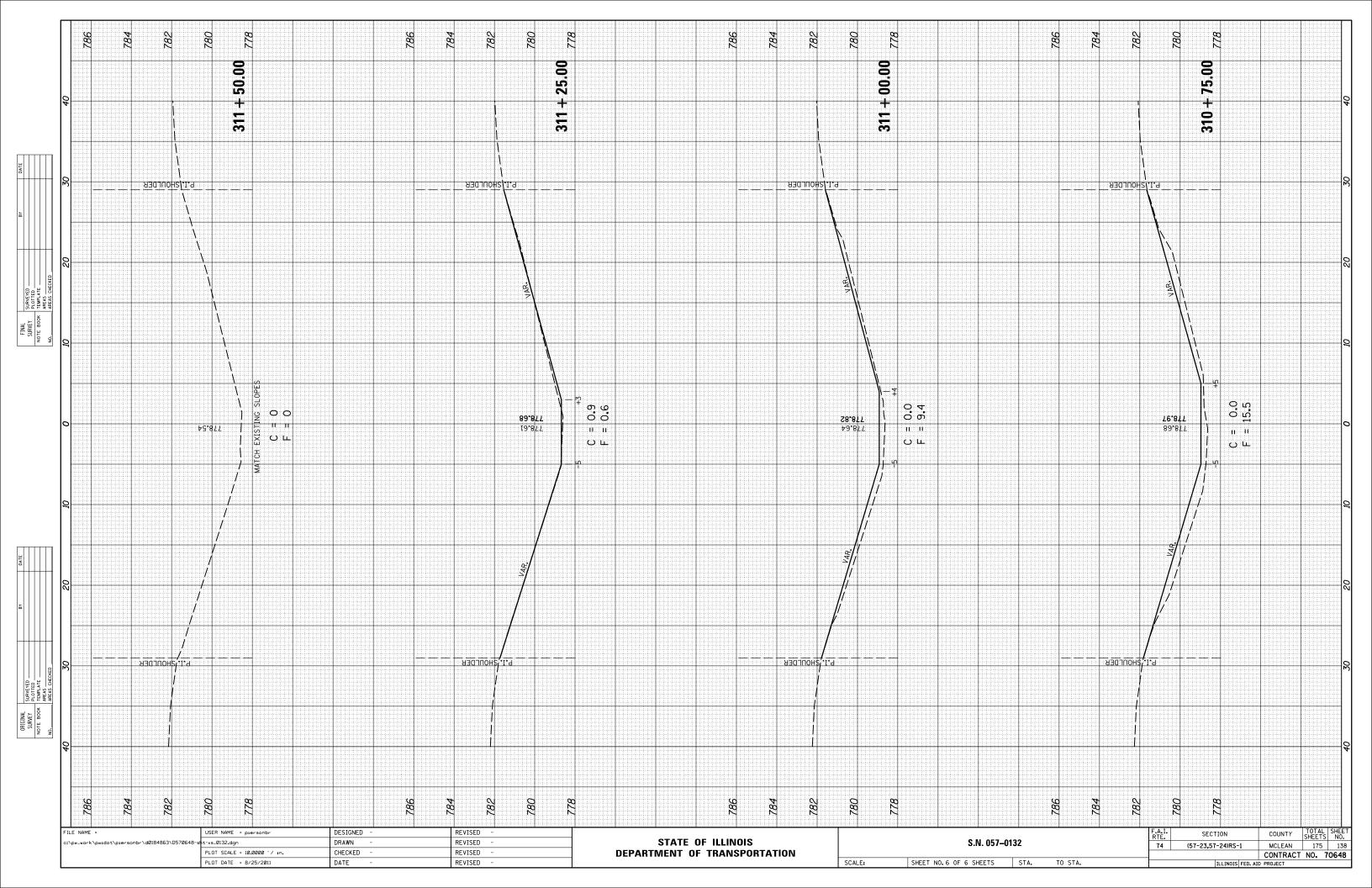


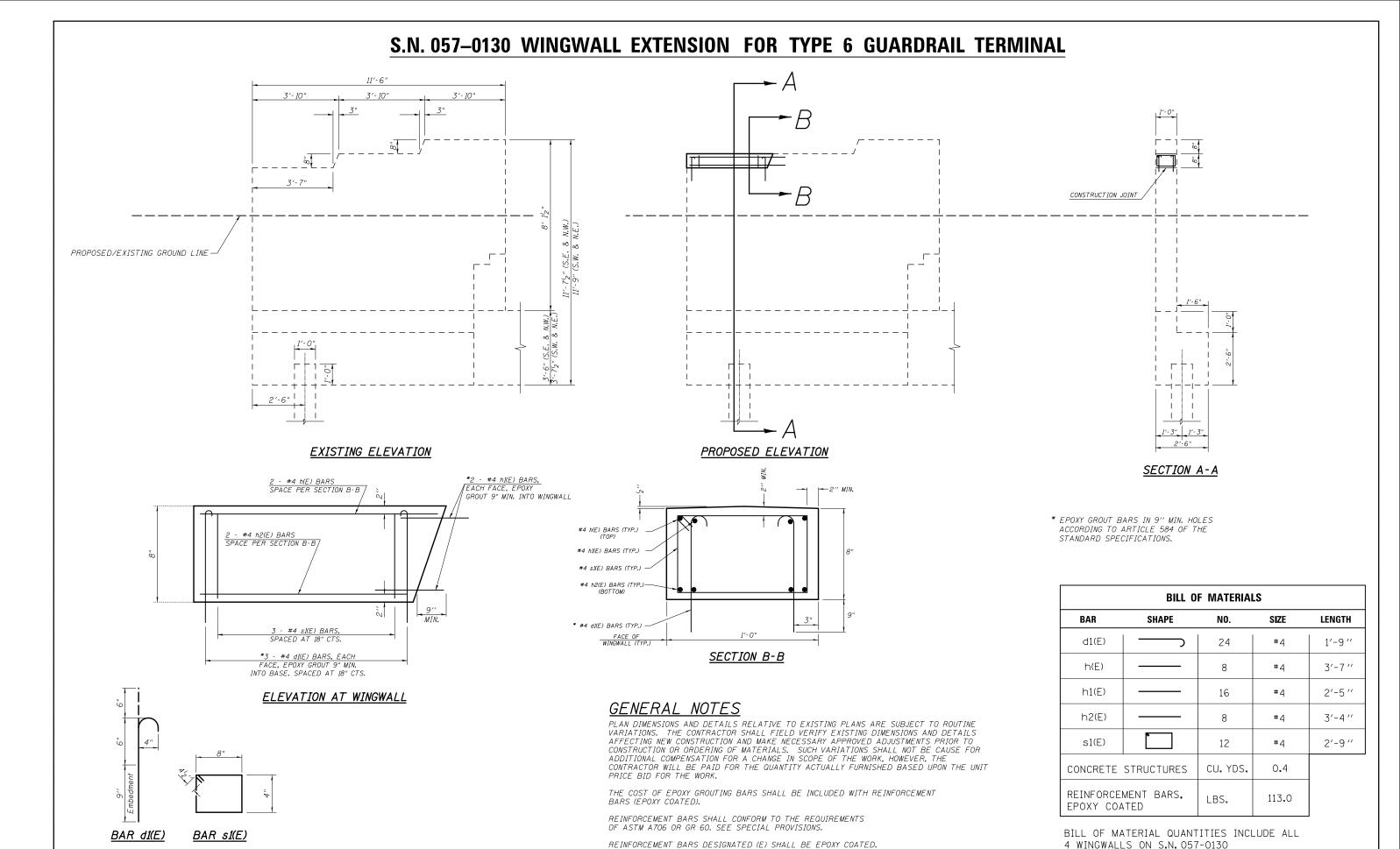












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USER NAME = piersonbr

PLOT DATE = 8/26/2011

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STATE OF ILLINOIS

STATE OF TRANSPORTATION

STATE OF TRANSPORTATION

SIN. 057-0130 WINGWALL EXTENSION FOR TYPE 6 GUARDRAIL TERMINAL

SECTION COUNTY TOTAL SHEETS NO. 70548

74 (57-23,57-24)RS-1 MCLEAN 175 139

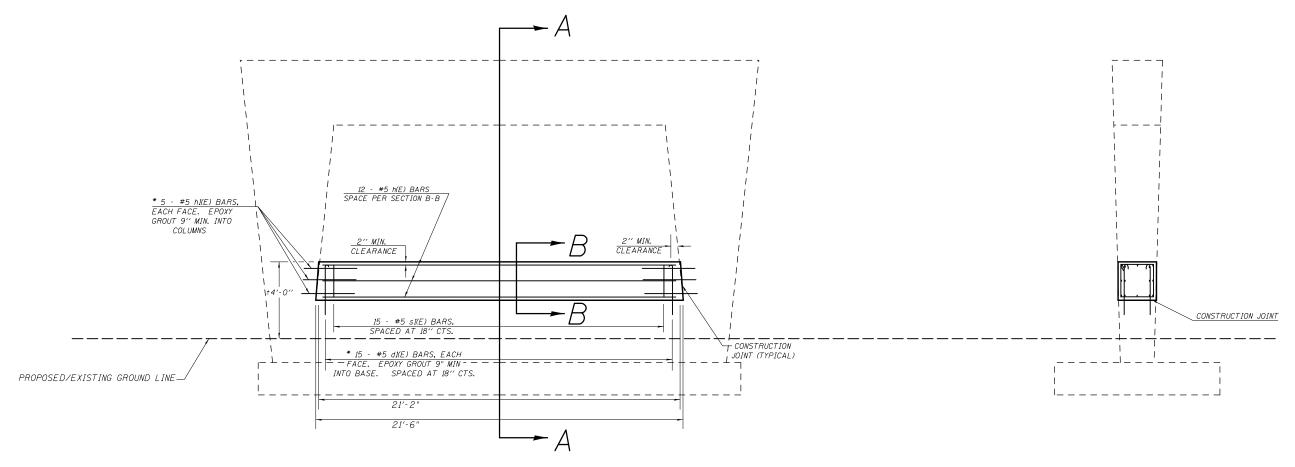
CONTRACT NO. 70648

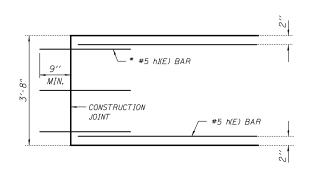
STA.

SHEET NO. 1 OF 1 SHEETS

SCALE: NONE

S.N. 057-0131 MEDIAN PIER CRASHWALL EXTENSION





ELEVATION AT COLUMN

#5 hI(E) BARS (TYP.) #5 sI(E) BARS (TYP.) -#5 h(E) BARS (TYP.) 12" MAX SPACING * #5 d1(E) BARS (TYP.) FACE OF CRASHWALL (TYP.) SECTION B-B

GENERAL NOTES

PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO ROUTINE VARIATIONS. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED UPON THE UNIT PRICE BID FOR THE WORK.

THE COST OF EPOXY GROUTING BARS SHALL BE INCLUDED WITH REINFORCEMENT BARS (EPOXY COATED).

REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A706 OR GR 60. SEE SPECIAL PROVISIONS.

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED.

SECTION A-A

* EPOXY GROUT BARS IN 9" MIN. HOLES ACCORDING TO ARTICLE 584 OF THE STANDARD SPECIFICATIONS.

	BILL 0	F MATERIAI	LS	
BAR	SHAPE	NO.	SIZE	LENGTH
d1(E)		30	#5	4′-10 ′′
h(E)		12	#5	20′-10 ′′
h1(E)		20	#5	2′-9′′
s1(E)		15	#5	11′-11 ′′
CONCRETE	STRUCTURES	CU. YDS.	7 . 5	
REINFORCE EPOXY COA		LBS.	656	
				•

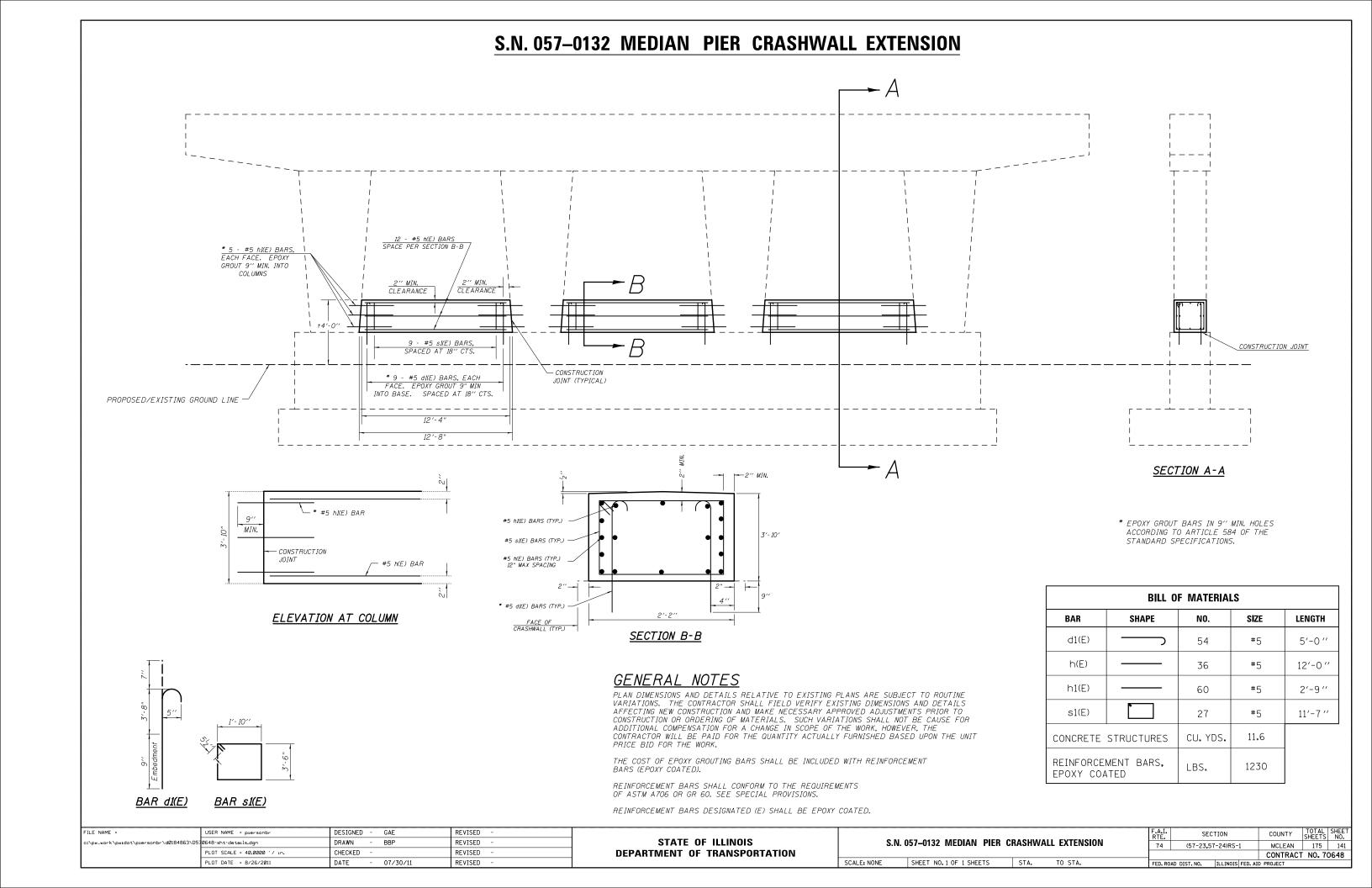
3′-6″	5"
9″ Embedment	34"

BAR d1(E) BAR s1(E)

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	PLOT SCALE = 40.0000 '/ in.	CHECKED	-		REVISED	-	
	PLOT DATE = 8/26/2011	DATE	-	07/30/11	REVISED	-	

STATE OF ILLINOIS	
DEPARTMENT OF TRANSPORTATION	N

		RASHWALL EXTENSION	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.N	. 057–0131 MEDIAN PIER C	74	(57-23,57-24)RS-1	MCLEAN	175	140	
					CONTRAC	T NO. 7	0648
SCALE: NONE	SHEET NO.1 OF 1 SHEETS	STA. TO STA.	FED, RO	AD DIST, NO. ILLINOIS FED. AT	D PROJECT		



DETAIL FOR I-74 MILLING /PAVING TRANSITION AT BEGINNING OF PROJECT

STATION TΟ STATION 1110+47.50 1111+00.00

52'-6 '' 13/4 ′′ 13/4′′ EXISTING CONTINUOUSLY REINFORCED EXISTING HOT-MIX ASPHALT POLYMERIZED HOT-MIX ASPHALT SURFACE P.C.C. PAVEMENT, 8" COURSE, MIX "D", N105 (196 LBS/SQ YD) POLYMERIZED HOT-MIX ASPHALT BINDER EXISTING HOT-MIX ASPHALT BINDER COURSE $(6\frac{1}{2}$ " E.B. $/ 5\frac{3}{4}$ " W.B.) COURSE, IL-19.0, F.G., N105 (728 LBS/SQ YD E.B. DRIVING LANE) NOTE: (644 LBS/SQ YD W.B. DRIVING LANE) THE DRIVING LANE HAS BEEN SHOWN FOR

ILLUSTRATIVE PURPOSES ONLY, THE HOT-MIX

TO THE PASSING LANE AND SHOULDERS.

ASPHALT REMOVAL BUTT-JOINT ALSO APPLIES

RESURFACING, 13/4"

HMA SURFACE REMOVAL - BUTT JOINT

HMA SURFACE REMOVAL, 2"

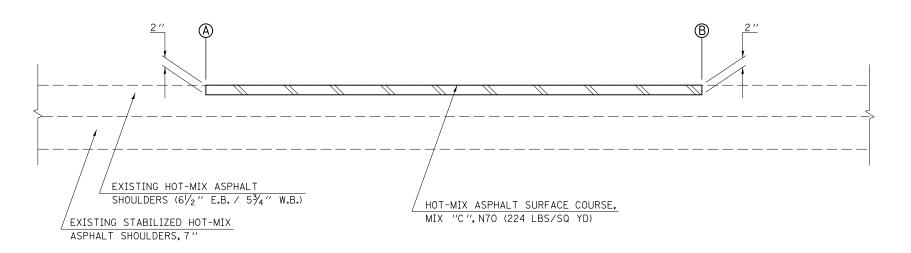
THE VARIOUS PAY ITEMS REPRESENT THE BEST INFORMATION AVAILABLE FOR COMPLETION OF THE DESIGN PLANS PRIOR TO LETTING. VARIATIONS IN LOCATIONS AND LENGTHS MAY OCCUR. ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.

NOT TO SCALE

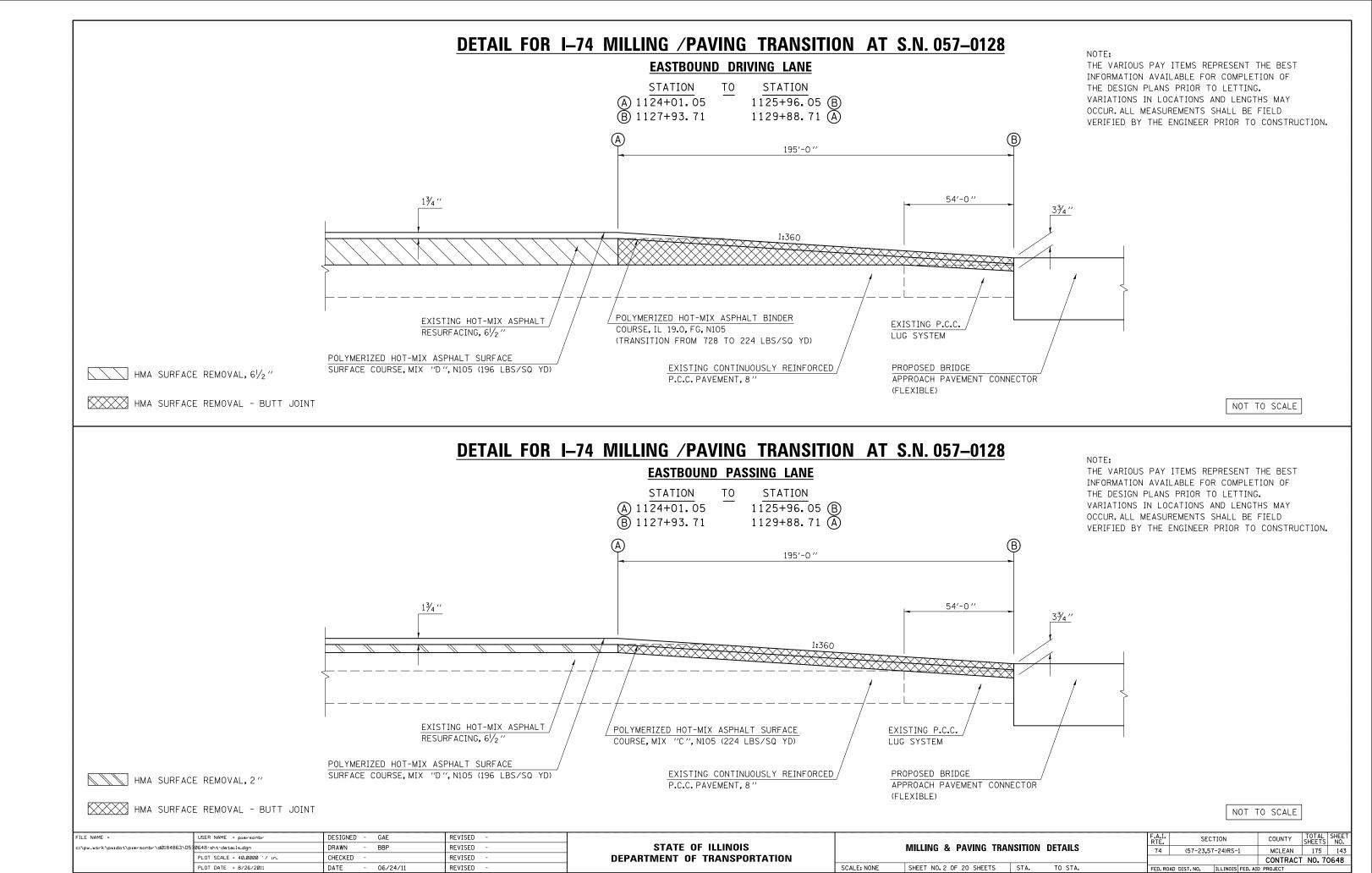
DETAIL FOR I-74 PASSING LANE SHOULDER MILLING /PAVING TRANSITION

STATION STATION E.B. (A) 1111+00.00 1125+96.05 E.B. (A) 1127+93.71 1241+13.82 (BK) ® W.B. (A) 1111+00.00 1126+47.10 W.B. (A) 1128+14.80 1241+13.87 (BK) 🕲

THE VARIOUS PAY ITEMS REPRESENT THE BEST INFORMATION AVAILABLE FOR COMPLETION OF THE DESIGN PLANS PRIOR TO LETTING. VARIATIONS IN LOCATIONS AND LENGTHS MAY OCCUR. ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.



FILE NAME =	USER NAME = piersonbr	DESIGNED - GAE	REVISED -				F.A.I. SECTION	COUNTY TOTAL SHEET
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	PLOT SCALE = 40.0000 '/ in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION			,	CONTRACT NO. 70648
	PLOT DATE = 8/26/2011	DATE - 06/24/11	REVISED -		SCALE: NONE	SHEET NO.1 OF 20 SHEETS STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. A	AID PROJECT



DETAIL FOR I-74 MILLING /PAVING TRANSITION AT S.N. 057-0129 THE VARIOUS PAY ITEMS REPRESENT THE BEST **WESTBOUND DRIVING LANE** INFORMATION AVAILABLE FOR COMPLETION OF THE DESIGN PLANS PRIOR TO LETTING. STATION STATION TO VARIATIONS IN LOCATIONS AND LENGTHS MAY A 1125+42.10 1126+47.10 B OCCUR. ALL MEASUREMENTS SHALL BE FIELD (B) 1128+14.80 1129+19.80 (A) VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION. 105'-0" ±5¾′′ 1¾′′ 13/4 ′′ 1:720 POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N105 (196 LBS/SQ YD) EXISTING CONTINUOUSLY REINFORCED EXISTING P.C.C. BRIDGE POLYMERIZED HOT-MIX ASPHALT BINDER P.C.C. PAVEMENT, 8" APPROACH PAVEMENT COURSE, IL 19.0, FG, N105 HMA SURFACE REMOVAL, 53/4" EXISTING HOT-MIX ASPHALT (TRANSITION FROM 644 TO 448 LBS/SQ YD) RESURFACING, 53/4" HMA SURFACE REMOVAL - BUTT JOINT NOT TO SCALE DETAIL FOR I-74 MILLING /PAVING TRANSITION AT S.N. 057-0129 THE VARIOUS PAY ITEMS REPRESENT THE BEST **WESTBOUND PASSING LANE** INFORMATION AVAILABLE FOR COMPLETION OF STATION TΟ STATION THE DESIGN PLANS PRIOR TO LETTING. 1126+47. 10 (B) 1129+19. 80 (A) VARIATIONS IN LOCATIONS AND LENGTHS MAY (A) 1125+42.10 OCCUR. ALL MEASUREMENTS SHALL BE FIELD (B) 1128+14.80 VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION. (A) 105'-0 '' 13/4 " 1:720 POLYMERIZED HOT-MIX ASPHALT SURFACE EXISTING CONTINUOUSLY REINFORCED COURSE, MIX "D", N105 (196 LBS/SQ YD) EXISTING P.C.C. BRIDGE P.C.C. PAVEMENT, 8" APPROACH PAVEMENT POLYMERIZED HOT-MIX ASPHALT SURFACE EXISTING HOT-MIX ASPHALT COURSE, MIX "C", N105 (224 LBS/SQ YD) RESURFACING, 53/4" HMA SURFACE REMOVAL, 2" NOT TO SCALE HMA SURFACE REMOVAL - BUTT JOINT DESIGNED - GAE REVISED SECTION

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

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PLOT DATE = 8/26/2011

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MILLING & PAVING TRANSITION DETAILS

SHEET NO. 3 OF 20 SHEETS STA.

SCALE: NONE

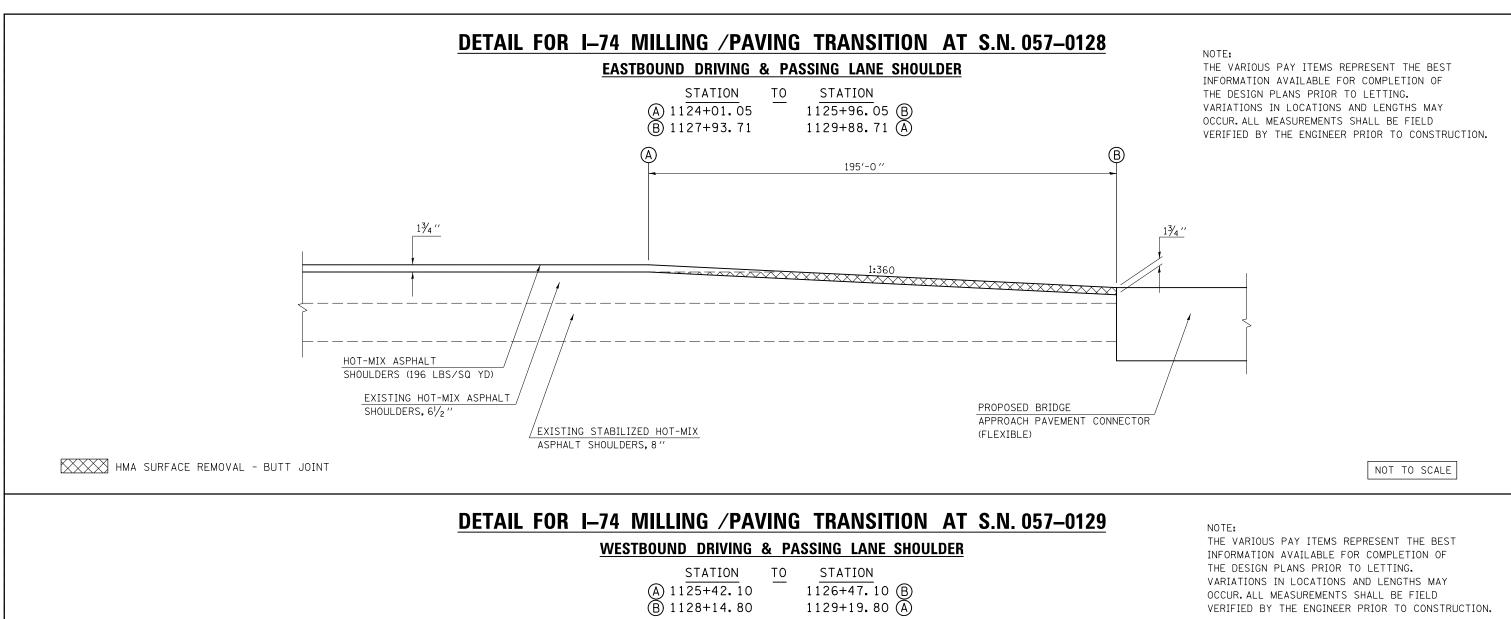
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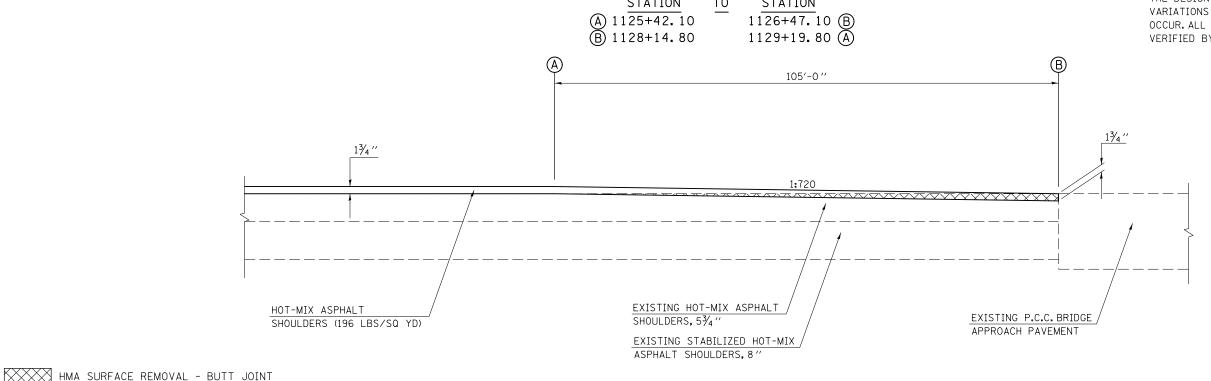
(57-23,57-24)RS-1

MCLEAN

CONTRACT NO. 70648

175 144





STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

FILE NAME =

DESIGNED - GAE

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USER NAME = piersonb

PLOT DATE = 8/26/2011

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NOT TO SCALE

COUNTY

MCLEAN

CONTRACT NO. 70648

175 145

SECTION

(57-23,57-24)RS-1

74

MILLING & PAVING TRANSITION DETAILS

TO STA.

SHEET NO. 4 OF 20 SHEETS STA.

SCALE: NONE

EASTBOUND PASSING LANE

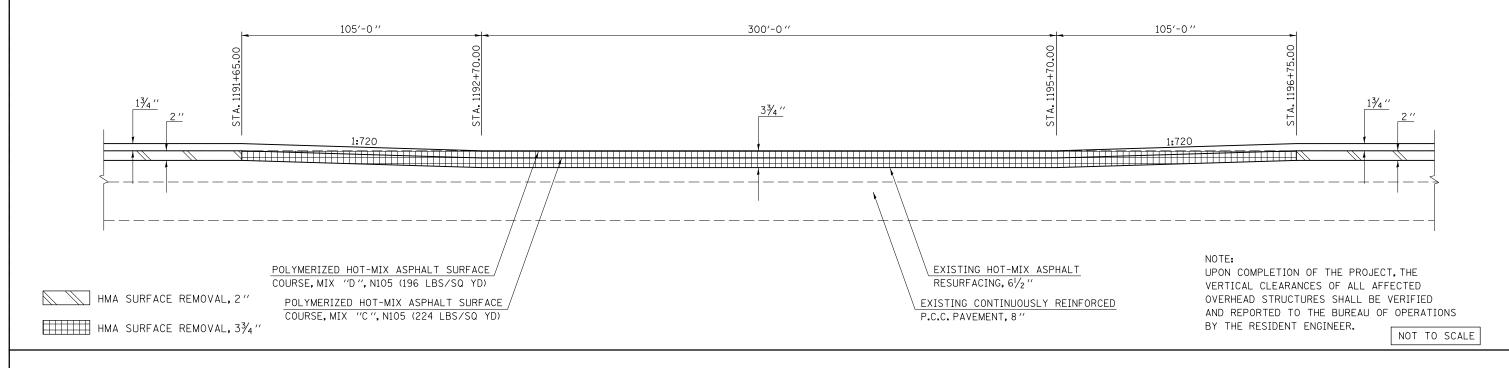
STATION TΟ STATION 1191+65.00 1196+75.00

MILLING & PAVING TRANSITION DETAILS

SHEET NO. 5 OF 20 SHEETS STA.

SCALE: NONE

THE TRANSITION AREA TO BE MILLED UNDER THE OVERHEAD STRUCTURE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SURFACE REMOVAL, 3\(\frac{3}{4}\) " AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE VARIABLE THICKNESSES.



THE VARIOUS PAY ITEMS REPRESENT THE BEST INFORMATION AVAILABLE FOR COMPLETION OF THE DESIGN PLANS PRIOR TO LETTING. VARIATIONS IN LOCATIONS AND LENGTHS MAY OCCUR, ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.

USER NAME = piersonbr

PLOT DATE = 8/26/2011

LOT SCALE = 40.0000 '/ in.

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NOTE:

THE VARIOUS PAY ITEMS REPRESENT THE BEST

INFORMATION AVAILABLE FOR COMPLETION OF

VARIATIONS IN LOCATIONS AND LENGTHS MAY

VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.

OCCUR, ALL MEASUREMENTS SHALL BE FIELD

THE DESIGN PLANS PRIOR TO LETTING.

DETAIL FOR I-74 MILLING & PAVING TRANSITIONS UNDER S.N. 057-0130

WESTBOUND PASSING LANE

STATION STATION 1191+05.00 1196+15.00

THE TRANSITION AREA TO BE MILLED UNDER THE OVERHEAD STRUCTURE SHALL BE INCLUDED IN

THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SURFACE REMOVAL, 33/4" AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE VARIABLE THICKNESSES.

COUNTY

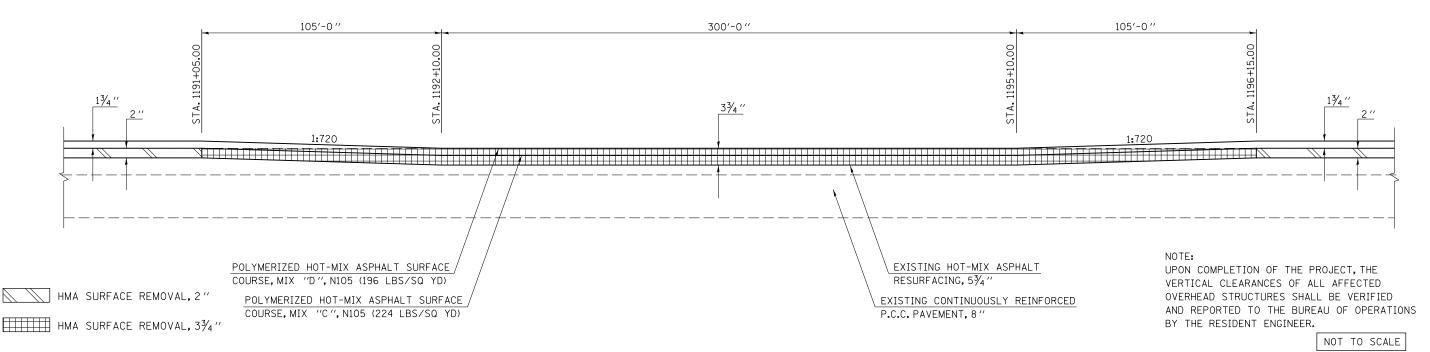
MCLEAN

CONTRACT NO. 70648

175 146

(57-23,57-24)RS-1

74



STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

NOTE:
THE VARIOUS PAY ITEMS REPRESENT THE BEST
INFORMATION AVAILABLE FOR COMPLETION OF
THE DESIGN PLANS PRIOR TO LETTING.
VARIATIONS IN LOCATIONS AND LENGTHS MAY
OCCUR. ALL MEASUREMENTS SHALL BE FIELD
VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.

NOTE:

UPON COMPLETION OF THE PROJECT, THE

VERTICAL CLEARANCES OF ALL AFFECTED

OVERHEAD STRUCTURES SHALL BE VERIFIED

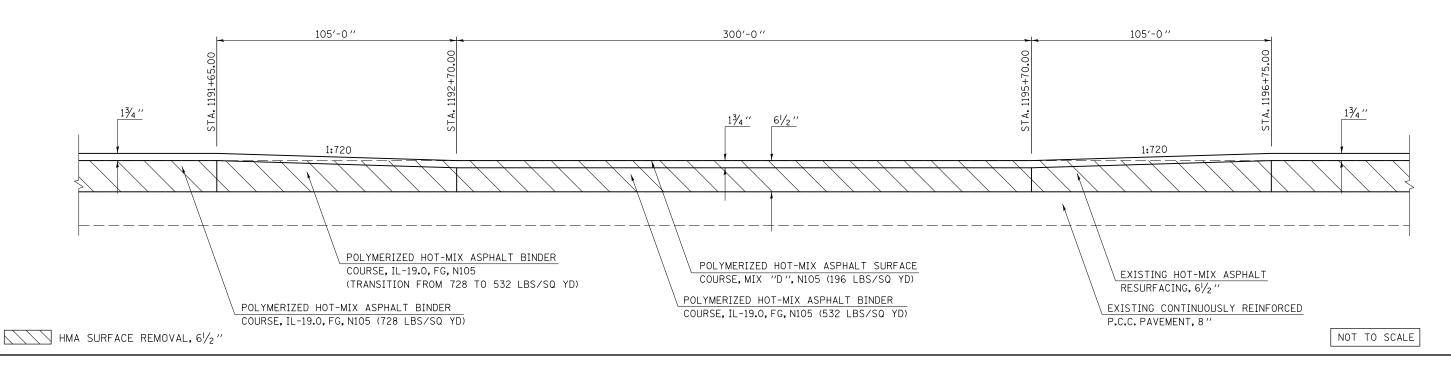
AND REPORTED TO THE BUREAU OF OPERATIONS

BY THE RESIDENT ENGINEER.

EASTBOUND DRIVING LANE

<u>STATION</u> <u>TO</u> <u>STATION</u> 1191+65.00 1196+75.00 NOTE:

THE TRANSITION AREA TO BE MILLED UNDER THE OVERHEAD STRUCTURE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SURFACE REMOVAL, 61/2" AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE VARIABLE THICKNESSES.



NOTE:

THE VARIOUS PAY ITEMS REPRESENT THE BEST INFORMATION AVAILABLE FOR COMPLETION OF THE DESIGN PLANS PRIOR TO LETTING.

VARIATIONS IN LOCATIONS AND LENGTHS MAY OCCUR. ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.

USER NAME = piersonbr

PLOT DATE = 8/26/2011

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DETAIL FOR I–74 MILLING & PAVING TRANSITIONS UNDER S.N. 057–0130

WESTBOUND DRIVING LANE

UPON COMPLETION OF THE PROJECT, THE
VERTICAL CLEARANCES OF ALL AFFECTED
OVERHEAD STRUCTURES SHALL BE VERIFIED
AND REPORTED TO THE BUREAU OF OPERATIONS
BY THE RESIDENT ENGINEER.

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<u>STATION</u> <u>TO</u> <u>STATION</u> 1191+05.00 1196+15.00 NOTE:

MILLING & PAVING TRANSITION DETAILS

TO STA.

SHEET NO. 6 OF 20 SHEETS STA.

SCALE: NONE

THE TRANSITION AREA TO BE MILLED UNDER THE OVERHEAD STRUCTURE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SURFACE REMOVAL, 5¾" AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE VARIABLE THICKNESSES.

SECTION

(57-23,57-24)RS-1

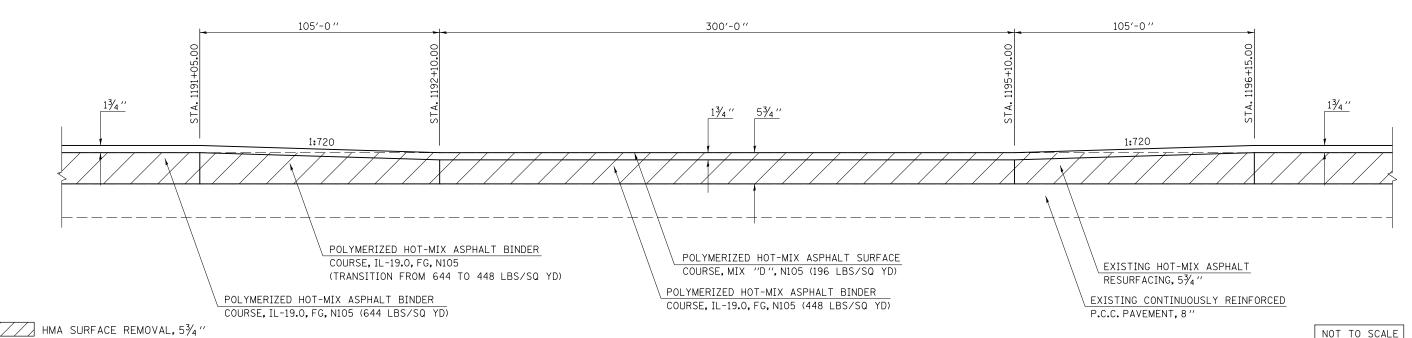
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COUNTY

MCLEAN

CONTRACT NO. 70648

175 147



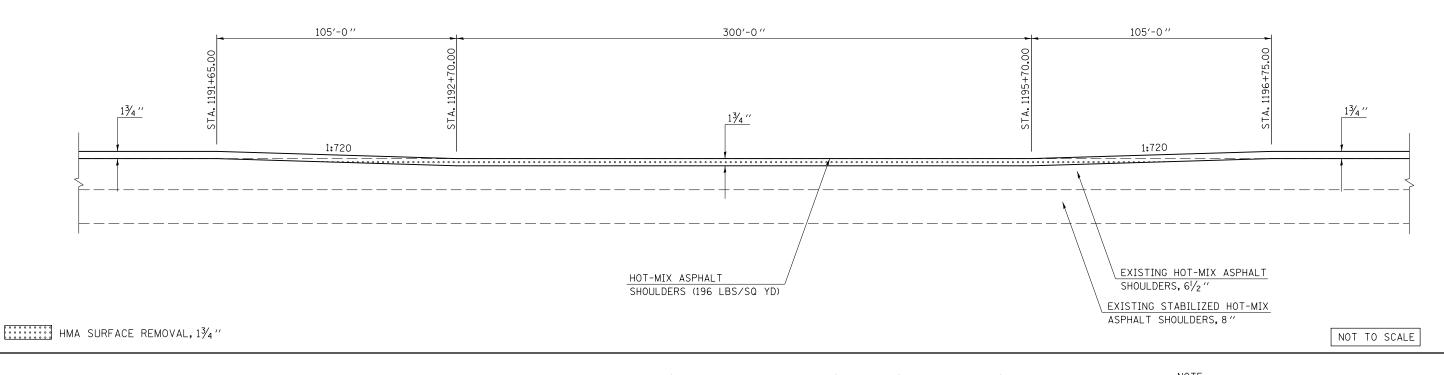
STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

EASTBOUND DRIVING & PASSING LANE SHOULDER

STATION ΤO STATION 1191+65.00 1196+75.00

THE TRANSITION AREA TO BE MILLED UNDER THE OVERHEAD STRUCTURE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SURFACE REMOVAL, 13/4" AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE VARIABLE THICKNESSES.



NOTE:

THE VARIOUS PAY ITEMS REPRESENT THE BEST

INFORMATION AVAILABLE FOR COMPLETION OF

VARIATIONS IN LOCATIONS AND LENGTHS MAY

VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION,

OCCUR, ALL MEASUREMENTS SHALL BE FIELD

THE DESIGN PLANS PRIOR TO LETTING.

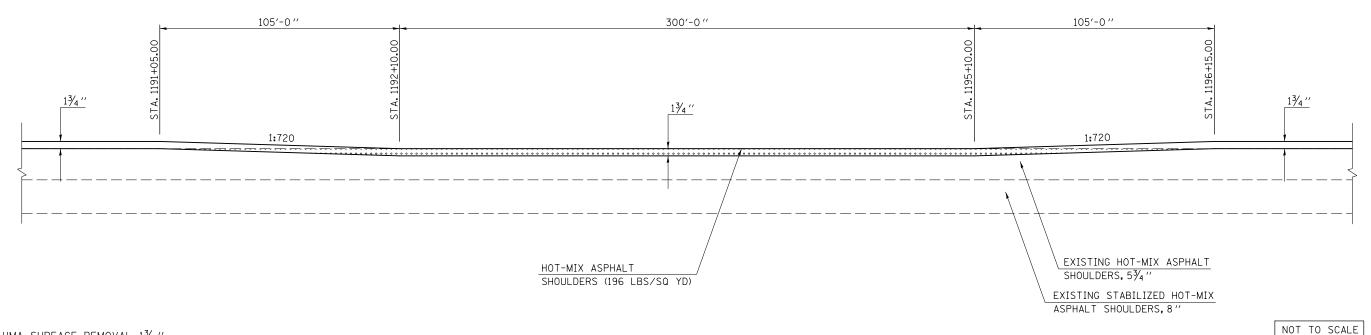
THE VARIOUS PAY ITEMS REPRESENT THE BEST INFORMATION AVAILABLE FOR COMPLETION OF THE DESIGN PLANS PRIOR TO LETTING. VARIATIONS IN LOCATIONS AND LENGTHS MAY OCCUR. ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.

DETAIL FOR I-74 MILLING & PAVING TRANSITIONS UNDER S.N. 057-0130

WESTBOUND DRIVING & PASSING LANE SHOULDER

STATION STATION 1191+05.00 1196+15.00

THE TRANSITION AREA TO BE MILLED UNDER THE OVERHEAD STRUCTURE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SURFACE REMOVAL, 13/4" AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE VARIABLE THICKNESSES.



HMA SURFACE REMOVAL, 13/4"

FILE NAME =	USER NAME = piersonbr	DESIGNED - GAE	REVISED -			F.A.I. SECTION COUNTY TOTAL SHEET SHEETS NO.
c:\pw_work\pwidot\piersonbr\d0184863\D5	0648-sht-details.dgn	DRAWN - BBP	REVISED -	STATE OF ILLINOIS	MILLING & PAVING TRANSITION DETAILS	74 (57-23,57-24)RS-1 MCLEAN 175 148
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION		CONTRACT NO. 70648
	PLOT DATE = 8/26/2011	DATE - 06/24/11	REVISED -		SCALE: NONE SHEET NO. 7 OF 20 SHEETS STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

NOTE: DETAIL FOR I-74 MILLING & PAVING TRANSITIONS UNDER S.N. 057-0131 THE VARIOUS PAY ITEMS REPRESENT THE BEST THE TRANSITION AREA TO BE MILLED UNDER THE INFORMATION AVAILABLE FOR COMPLETION OF OVERHEAD STRUCTURE SHALL BE INCLUDED IN **EASTBOUND PASSING LANE** THE DESIGN PLANS PRIOR TO LETTING. THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SURFACE REMOVAL, 33/4" AND NO ADDITIONAL VARIATIONS IN LOCATIONS AND LENGTHS MAY STATION TΟ STATION COMPENSATION SHALL BE ALLOWED FOR THE OCCUR, ALL MEASUREMENTS SHALL BE FIELD VARIABLE THICKNESSES. VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION. 159+95.00 165+05.00 105'-0 " 300'-0" 105'-0" 1:720 THE INTENT IS NOT TO MILL 1/2" INTO THE P.C.C. PAVEMENT. NOTE: POLYMERIZED HOT-MIX ASPHALT SURFACE EXISTING HOT-MIX ASPHALT UPON COMPLETION OF THE PROJECT, THE IF NECESSARY REDUCE THE THICKNESS OF THE BOTTOM LIFT COURSE, MIX "D", N105 (196 LBS/SQ YD) RESURFACING, 31/4" VERTICAL CLEARANCES OF ALL AFFECTED OF HOT-MIX ASPHALT TO MAINTAIN VERTICAL CLEARANCE. HMA SURFACE REMOVAL, 2" OVERHEAD STRUCTURES SHALL BE VERIFIED POLYMERIZED HOT-MIX ASPHALT SURFACE EXISTING CONTINUOUSLY REINFORCED AND REPORTED TO THE BUREAU OF OPERATIONS COURSE, MIX "C", N105 (224 LBS/SQ YD) P.C.C. PAVEMENT, 8" BY THE RESIDENT ENGINEER. HMA SURFACE REMOVAL. 33/4" NOT TO SCALE DETAIL FOR I-74 MILLING & PAVING TRANSITIONS UNDER S.N. 057-0131 THE VARIOUS PAY ITEMS REPRESENT THE BEST THE TRANSITION AREA TO BE MILLED UNDER THE INFORMATION AVAILABLE FOR COMPLETION OF OVERHEAD STRUCTURE SHALL BE INCLUDED IN **WESTBOUND PASSING LANE** THE DESIGN PLANS PRIOR TO LETTING. THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT VARIATIONS IN LOCATIONS AND LENGTHS MAY SURFACE REMOVAL, 33/4" AND NO ADDITIONAL STATION STATION OCCUR. ALL MEASUREMENTS SHALL BE FIELD COMPENSATION SHALL BE ALLOWED FOR THE VARIABLE THICKNESSES. VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION. 159+38.00 164+48,00 105'-0'' 105'-0'' 300'-0" POLYMERIZED HOT-MIX ASPHALT SURFACE, EXISTING HOT-MIX ASPHALT UPON COMPLETION OF THE PROJECT, THE COURSE, MIX "D", N105 (196 LBS/SQ YD) RESURFACING, 5" VERTICAL CLEARANCES OF ALL AFFECTED HMA SURFACE REMOVAL.2" OVERHEAD STRUCTURES SHALL BE VERIFIED POLYMERIZED HOT-MIX ASPHALT SURFACE EXISTING CONTINUOUSLY REINFORCED AND REPORTED TO THE BUREAU OF OPERATIONS COURSE, MIX "C", N105 (224 LBS/SQ YD) P.C.C. PAVEMENT. 8" HMA SURFACE REMOVAL, 33/4" BY THE RESIDENT ENGINEER. NOT TO SCALE USER NAME = piersonbr DESIGNED - GAE REVISED COUNTY STATE OF ILLINOIS **MILLING & PAVING TRANSITION DETAILS** 0648-sht-details.don DRAWN BBP REVISED MCLEAN 74 (57-23,57-24)RS-1 175 149 LOT SCALE = 40.0000 '/ in. CHECKED REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 70648 SCALE: NONE SHEET NO. 8 OF 20 SHEETS STA. PLOT DATE = 8/26/2011 DATE 06/24/11 REVISED

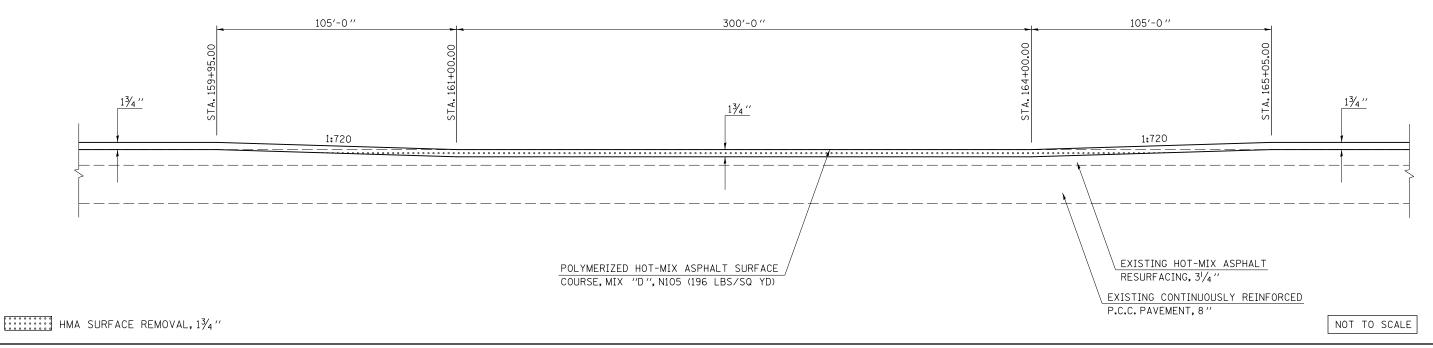
THE VARIOUS PAY ITEMS REPRESENT THE BEST INFORMATION AVAILABLE FOR COMPLETION OF THE DESIGN PLANS PRIOR TO LETTING. VARIATIONS IN LOCATIONS AND LENGTHS MAY OCCUR, ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.

UPON COMPLETION OF THE PROJECT, THE VERTICAL CLEARANCES OF ALL AFFECTED OVERHEAD STRUCTURES SHALL BE VERIFIED AND REPORTED TO THE BUREAU OF OPERATIONS BY THE RESIDENT ENGINEER.

EASTBOUND DRIVING LANE

STATION STATION ΤO 159+95.00 165+05.00

THE TRANSITION AREA TO BE MILLED UNDER THE OVERHEAD STRUCTURE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SURFACE REMOVAL, 13/4" AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE VARIABLE THICKNESSES.



NOTE:

THE VARIOUS PAY ITEMS REPRESENT THE BEST INFORMATION AVAILABLE FOR COMPLETION OF THE DESIGN PLANS PRIOR TO LETTING. VARIATIONS IN LOCATIONS AND LENGTHS MAY OCCUR, ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.

DETAIL FOR I-74 MILLING & PAVING TRANSITIONS UNDER S.N. 057-0131

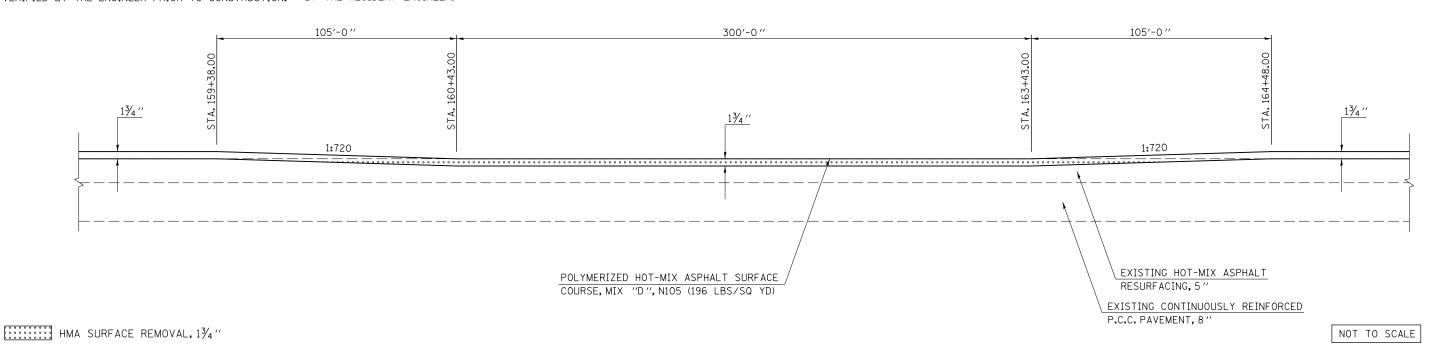
UPON COMPLETION OF THE PROJECT, THE VERTICAL CLEARANCES OF ALL AFFECTED OVERHEAD STRUCTURES SHALL BE VERIFIED AND REPORTED TO THE BUREAU OF OPERATIONS BY THE RESIDENT ENGINEER.

NOTE:

WESTBOUND DRIVING LANE

STATION STATION 159+38.00 164+48.00 NOTE:

THE TRANSITION AREA TO BE MILLED UNDER THE OVERHEAD STRUCTURE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SURFACE REMOVAL, 13/4" AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE VARIABLE THICKNESSES.



DESIGNED - GAE REVISED USER NAME = piersonbr SECTION COUNTY STATE OF ILLINOIS **MILLING & PAVING TRANSITION DETAILS** 0648-sht-details.don DRAWN BBP REVISED 74 MCLEAN (57-23,57-24)RS-1 175 150 CHECKED REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 70648 SCALE: NONE SHEET NO. 9 OF 20 SHEETS STA. PLOT DATE = 8/26/2011 DATE 06/24/11 REVISED

DETAIL FOR I-74 MILLING & PAVING TRANSITIONS UNDER S.N. 057-0131 NOTE: THE VARIOUS PAY ITEMS REPRESENT THE BEST THE TRANSITION AREA TO BE MILLED UNDER THE **EASTBOUND DRIVING & PASSING LANE SHOULDER** INFORMATION AVAILABLE FOR COMPLETION OF OVERHEAD STRUCTURE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT THE DESIGN PLANS PRIOR TO LETTING. STATION ΤO STATION SURFACE REMOVAL, 13/4" AND NO ADDITIONAL VARIATIONS IN LOCATIONS AND LENGTHS MAY 159+95.00 165+05.00 OCCUR, ALL MEASUREMENTS SHALL BE FIELD COMPENSATION SHALL BE ALLOWED FOR THE VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION. VARIABLE THICKNESSES. 105'-0" 105'-0" 300'-0" 1¾′′ 13/4 ′′ 13/4 ′′ EXISTING HOT-MIX ASPHALT HOT-MIX ASPHALT SHOULDERS, 31/4" SHOULDERS (196 LBS/SQ YD) EXISTING STABILIZED HOT-MIX ASPHALT SHOULDERS, 8 " HMA SURFACE REMOVAL, 13/4 " NOT TO SCALE DETAIL FOR I-74 MILLING & PAVING TRANSITIONS UNDER S.N. 057-0131 NOTE: NOTE: THE VARIOUS PAY ITEMS REPRESENT THE BEST THE TRANSITION AREA TO BE MILLED UNDER THE WESTBOUND DRIVING & PASSING LANE SHOULDER INFORMATION AVAILABLE FOR COMPLETION OF OVERHEAD STRUCTURE SHALL BE INCLUDED IN THE DESIGN PLANS PRIOR TO LETTING. THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT STATION STATION VARIATIONS IN LOCATIONS AND LENGTHS MAY SURFACE REMOVAL, 13/4" AND NO ADDITIONAL 159+38.00 164+48,00 COMPENSATION SHALL BE ALLOWED FOR THE OCCUR. ALL MEASUREMENTS SHALL BE FIELD VARIABLE THICKNESSES. VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION. 105′-0′′ 300′-0 ′′ 105'-0'' 13/4 ′′ 13/4 " 1:720 EXISTING HOT-MIX ASPHALT HOT-MIX ASPHALT SHOULDERS, 5" SHOULDERS (196 LBS/SQ YD) EXISTING STABILIZED HOT-MIX ASPHALT SHOULDERS, 8" HMA SURFACE REMOVAL, 13/4" NOT TO SCALE DESIGNED - GAE REVISED USER NAME = piersonbr SECTION COUNTY STATE OF ILLINOIS **MILLING & PAVING TRANSITION DETAILS** 0648-sht-details.don DRAWN BBP REVISED 74 (57-23,57-24)RS-1 MCLEAN 175 151

DEPARTMENT OF TRANSPORTATION

SCALE: NONE

SHEET NO. 10 OF 20 SHEETS STA.

CONTRACT NO. 70648

CHECKED

06/24/11

DATE

PLOT DATE = 8/26/2011

REVISED

REVISED

NOTE: **DETAIL FOR I-74 MILLING & PAVING TRANSITIONS UNDER S.N. 057-0132** THE VARIOUS PAY ITEMS REPRESENT THE BEST THE TRANSITION AREA TO BE MILLED UNDER THE INFORMATION AVAILABLE FOR COMPLETION OF OVERHEAD STRUCTURE SHALL BE INCLUDED IN **EASTBOUND PASSING LANE** THE DESIGN PLANS PRIOR TO LETTING. THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT VARIATIONS IN LOCATIONS AND LENGTHS MAY SURFACE REMOVAL, 33/4" AND NO ADDITIONAL STATION TΟ STATION COMPENSATION SHALL BE ALLOWED FOR THE OCCUR, ALL MEASUREMENTS SHALL BE FIELD VARIABLE THICKNESSES. VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION. 305+95.00 311+05.00 105'-0 " 300'-0" 105'-0" 1:720 NOTE: POLYMERIZED HOT-MIX ASPHALT SURFACE EXISTING HOT-MIX ASPHALT UPON COMPLETION OF THE PROJECT, THE THE INTENT IS NOT TO MILL 1/2" INTO THE P.C.C. PAVEMENT. COURSE, MIX "D", N105 (196 LBS/SQ YD) RESURFACING, 31/4" VERTICAL CLEARANCES OF ALL AFFECTED IF NECESSARY REDUCE THE THICKNESS OF THE BOTTOM LIFT HMA SURFACE REMOVAL, 2" OVERHEAD STRUCTURES SHALL BE VERIFIED POLYMERIZED HOT-MIX ASPHALT SURFACE EXISTING CONTINUOUSLY REINFORCED OF HOT-MIX ASPHALT TO MAINTAIN VERTICAL CLEARANCE. AND REPORTED TO THE BUREAU OF OPERATIONS COURSE, MIX "C", N105 (224 LBS/SQ YD) P.C.C. PAVEMENT, 8" HMA SURFACE REMOVAL, 33/4" BY THE RESIDENT ENGINEER. NOT TO SCALE DETAIL FOR I-74 MILLING & PAVING TRANSITIONS UNDER S.N. 057-0132 THE VARIOUS PAY ITEMS REPRESENT THE BEST THE TRANSITION AREA TO BE MILLED UNDER THE INFORMATION AVAILABLE FOR COMPLETION OF OVERHEAD STRUCTURE SHALL BE INCLUDED IN **WESTBOUND PASSING LANE** THE DESIGN PLANS PRIOR TO LETTING. THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT VARIATIONS IN LOCATIONS AND LENGTHS MAY SURFACE REMOVAL, 33/4" AND NO ADDITIONAL STATION STATION OCCUR, ALL MEASUREMENTS SHALL BE FIELD COMPENSATION SHALL BE ALLOWED FOR THE VARIABLE THICKNESSES. VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION. 311+20.00 306+10.00 105'-0'' 105'-0'' 300'-0" POLYMERIZED HOT-MIX ASPHALT SURFACE, EXISTING HOT-MIX ASPHALT UPON COMPLETION OF THE PROJECT, THE COURSE, MIX "D", N105 (196 LBS/SQ YD) RESURFACING, 5" VERTICAL CLEARANCES OF ALL AFFECTED HMA SURFACE REMOVAL.2" OVERHEAD STRUCTURES SHALL BE VERIFIED POLYMERIZED HOT-MIX ASPHALT SURFACE EXISTING CONTINUOUSLY REINFORCED AND REPORTED TO THE BUREAU OF OPERATIONS COURSE, MIX "C", N105 (224 LBS/SQ YD) P.C.C. PAVEMENT. 8" HMA SURFACE REMOVAL, 33/4" BY THE RESIDENT ENGINEER. NOT TO SCALE USER NAME = piersonbr DESIGNED - GAE REVISED COUNTY STATE OF ILLINOIS **MILLING & PAVING TRANSITION DETAILS** 0648-sht-details.don DRAWN BBP REVISED MCLEAN 74 (57-23,57-24)RS-1 175 152 LOT SCALE = 40.0000 '/ in. CHECKED REVISED **DEPARTMENT OF TRANSPORTATION**

PLOT DATE = 8/26/2011

DATE

06/24/11

REVISED

SCALE: NONE

SHEET NO. 11 OF 20 SHEETS STA.

CONTRACT NO. 70648

DETAIL FOR 1—74 MILLING & PAVING TRANSITIONS UNDER S.N. 057—0132 BOTE: JPON COMPLETION OF THE PROJECT, THE EASTBOUND DRIVING LANE

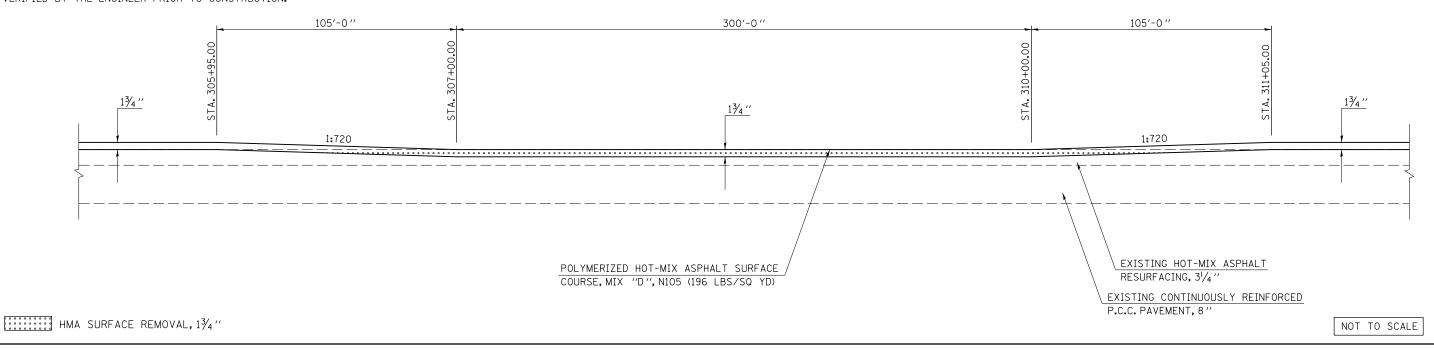
THE VARIOUS PAY ITEMS REPRESENT THE BEST INFORMATION AVAILABLE FOR COMPLETION OF THE DESIGN PLANS PRIOR TO LETTING.

VARIATIONS IN LOCATIONS AND LENGTHS MAY OCCUR. ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.

NOTE:
UPON COMPLETION OF THE PROJECT, THE
VERTICAL CLEARANCES OF ALL AFFECTED
OVERHEAD STRUCTURES SHALL BE VERIFIED
AND REPORTED TO THE BUREAU OF OPERATIONS
BY THE RESIDENT ENGINEER.

<u>STATION</u> <u>TO</u> <u>STATION</u> 305+95.00 311+05.00

NOTE:
THE TRANSITION AREA TO BE MILLED UNDER THE
OVERHEAD STRUCTURE SHALL BE INCLUDED IN
THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT
SURFACE REMOVAL, 1¾" AND NO ADDITIONAL
COMPENSATION SHALL BE ALLOWED FOR THE
VARIABLE THICKNESSES.



DETAIL FOR I–74 MILLING & PAVING TRANSITIONS UNDER S.N. 057–0132

NOTE:
THE VARIOUS PAY ITEMS REPRESENT THE BEST
INFORMATION AVAILABLE FOR COMPLETION OF
THE DESIGN PLANS PRIOR TO LETTING.
VARIATIONS IN LOCATIONS AND LENGTHS MAY
OCCUR. ALL MEASUREMENTS SHALL BE FIELD
VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.

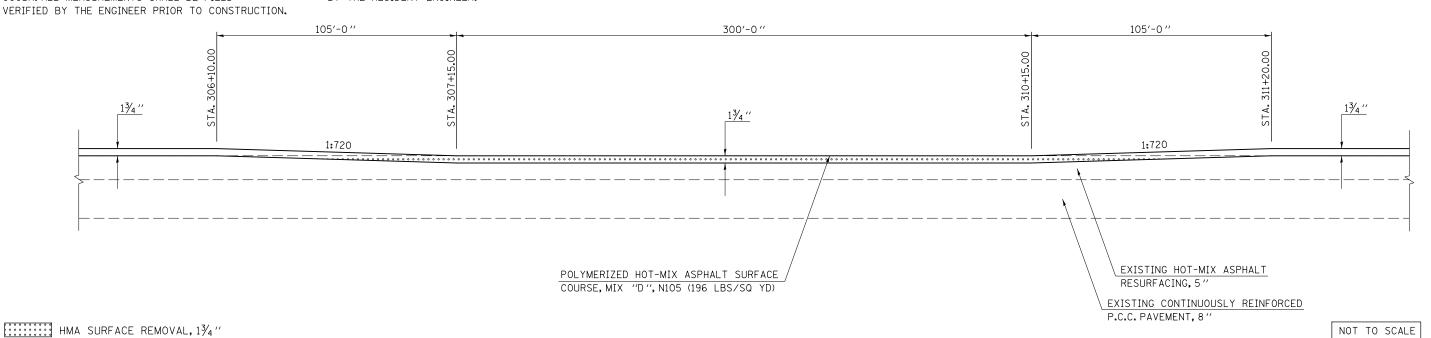
NOTE:
UPON COMPLETION OF THE PROJECT, THE
VERTICAL CLEARANCES OF ALL AFFECTED
OVERHEAD STRUCTURES SHALL BE VERIFIED
AND REPORTED TO THE BUREAU OF OPERATIONS
BY THE RESIDENT ENGINEER.

WESTBOUND DRIVING LANE

<u>STATION</u> <u>TO</u> <u>STATION</u> 306+10.00 311+20.00

NOTE:

THE TRANSITION AREA TO BE MILLED UNDER THE OVERHEAD STRUCTURE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT SURFACE REMOVAL, 1¾" AND NO ADDITIONAL COMPENSATION SHALL BE ALLOWED FOR THE VARIABLE THICKNESSES.



USER NAME = piersonbr DESIGNED - GAE REVISED SECTION COUNTY STATE OF ILLINOIS **MILLING & PAVING TRANSITION DETAILS** 0648-sht-details.don DRAWN BBP REVISED 74 (57-23,57-24)RS-1 MCLEAN 175 153 CHECKED REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 70648 SCALE: NONE SHEET NO. 12 OF 20 SHEETS STA. PLOT DATE = 8/26/2011 DATE 06/24/11 REVISED

DETAIL FOR I-74 MILLING & PAVING TRANSITIONS UNDER S.N. 057-0132 NOTE: THE VARIOUS PAY ITEMS REPRESENT THE BEST THE TRANSITION AREA TO BE MILLED UNDER THE **EASTBOUND DRIVING & PASSING LANE SHOULDER** INFORMATION AVAILABLE FOR COMPLETION OF OVERHEAD STRUCTURE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT THE DESIGN PLANS PRIOR TO LETTING. ΤO STATION STATION SURFACE REMOVAL, 13/4" AND NO ADDITIONAL VARIATIONS IN LOCATIONS AND LENGTHS MAY 305+95.00 311+05.00 OCCUR, ALL MEASUREMENTS SHALL BE FIELD COMPENSATION SHALL BE ALLOWED FOR THE VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION. VARIABLE THICKNESSES. 105'-0" 105'-0" 300'-0" 1¾′′ 13/4 ′′ 13/4 ′′ EXISTING HOT-MIX ASPHALT HOT-MIX ASPHALT SHOULDERS, 31/4" SHOULDERS (196 LBS/SQ YD) EXISTING STABILIZED HOT-MIX ASPHALT SHOULDERS, 8 " NOT TO SCALE HMA SURFACE REMOVAL, 13/4 " DETAIL FOR I-74 MILLING & PAVING TRANSITIONS UNDER S.N. 057-0132 NOTE: NOTE: THE VARIOUS PAY ITEMS REPRESENT THE BEST THE TRANSITION AREA TO BE MILLED UNDER THE WESTBOUND DRIVING & PASSING LANE SHOULDER INFORMATION AVAILABLE FOR COMPLETION OF OVERHEAD STRUCTURE SHALL BE INCLUDED IN THE DESIGN PLANS PRIOR TO LETTING. THE CONTRACT UNIT PRICE FOR HOT-MIX ASPHALT STATION STATION VARIATIONS IN LOCATIONS AND LENGTHS MAY SURFACE REMOVAL, 13/4 " AND NO ADDITIONAL 306+10.00 311+20.00 COMPENSATION SHALL BE ALLOWED FOR THE OCCUR. ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION. VARIABLE THICKNESSES. 105′-0′′ 300′-0 ′′ 105'-0'' 13/4 ′′ 13/4 " 1:720 EXISTING HOT-MIX ASPHALT HOT-MIX ASPHALT SHOULDERS, 5" SHOULDERS (196 LBS/SQ YD) EXISTING STABILIZED HOT-MIX ASPHALT SHOULDERS, 8" HMA SURFACE REMOVAL, 13/4" NOT TO SCALE USER NAME = piersonbr DESIGNED - GAE REVISED SECTION COUNTY STATE OF ILLINOIS **MILLING & PAVING TRANSITION DETAILS** 0648-sht-details.don DRAWN BBP REVISED 175 154 74 (57-23,57-24)RS-1 MCLEAN

DEPARTMENT OF TRANSPORTATION

SCALE: NONE

SHEET NO.13 OF 20 SHEETS STA.

CONTRACT NO. 70648

CHECKED

06/24/11

DATE

PLOT DATE = 8/26/2011

REVISED

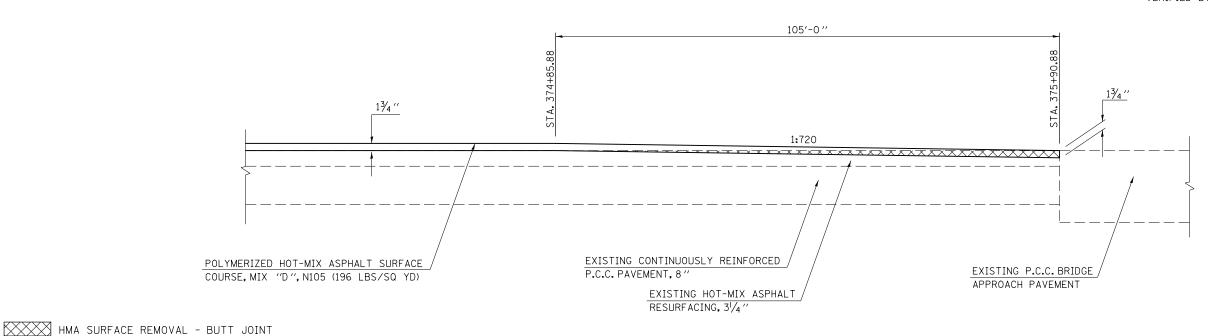
REVISED

EASTBOUND DRIVING LANE

<u>STATION</u> <u>TO</u> <u>STATION</u> 374+85.88 375+90.88

NOTE

THE VARIOUS PAY ITEMS REPRESENT THE BEST INFORMATION AVAILABLE FOR COMPLETION OF THE DESIGN PLANS PRIOR TO LETTING. VARIATIONS IN LOCATIONS AND LENGTHS MAY OCCUR. ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.



DETAIL FOR I-74 MILLING /PAVING TRANSITION AT S.N. 057-0133

EASTBOUND PASSING LANE

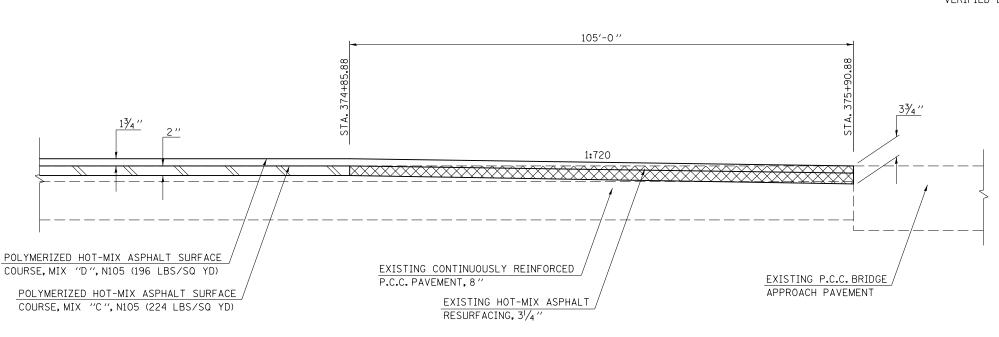
<u>STATION</u> <u>TO</u> <u>STATION</u> <u>374+85.88</u> <u>375+90.88</u>

NOTE:

THE VARIOUS PAY ITEMS REPRESENT THE BEST INFORMATION AVAILABLE FOR COMPLETION OF THE DESIGN PLANS PRIOR TO LETTING.

VARIATIONS IN LOCATIONS AND LENGTHS MAY OCCUR. ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.

NOT TO SCALE



HMA SURFACE REMOVAL, 2"

HMA SURFACE REMOVAL - BUTT JOINT

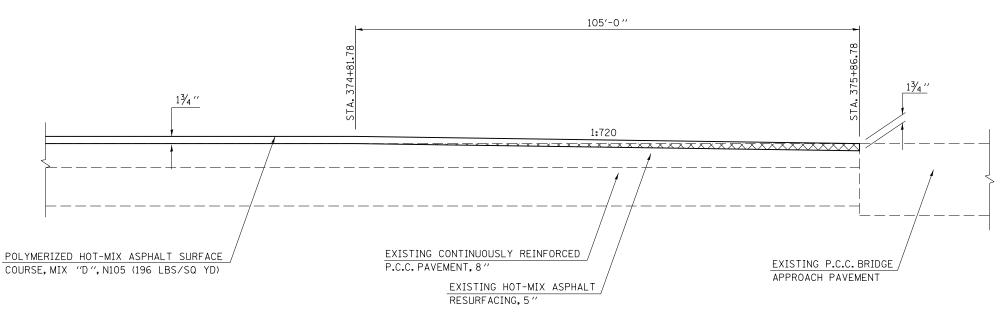
FILE NAME =	USER NAME = piersonbr	DESIGNED - GAE	REVISED -		AND THE RESERVE TO A PARTICULAR DETAILS			RTE.	SEC	TION	COUNTY	SHEETS	NO.
c:\pw_work\pwidot\piersonbr\d0184863\D57	0648-sht-details.dgn	DRAWN - BBP	REVISED -	STATE OF ILLINOIS		MILLING & PAVING TRAN	NSITION DETAILS	74	(57-23,5	7-24)RS-1	MCLEAN	175	155
	PLOT SCALE = 40.0000 '/ in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION							CONTRACT	NO. 706	648
	PLOT DATE = 8/26/2011	DATE - 06/24/11	REVISED -		SCALE: NONE	SHEET NO. 14 OF 20 SHEETS	STA. TO STA.	FED. RO	OAD DIST. NO.	ILLINOIS FED. AID PR	ROJECT		

WESTBOUND DRIVING LANE

<u>STATION</u> <u>TO</u> <u>STATION</u> <u>375+86.78</u>

NOTE

THE VARIOUS PAY ITEMS REPRESENT THE BEST INFORMATION AVAILABLE FOR COMPLETION OF THE DESIGN PLANS PRIOR TO LETTING. VARIATIONS IN LOCATIONS AND LENGTHS MAY OCCUR. ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.



HMA SURFACE REMOVAL - BUTT JOINT

NOT TO SCALE

DETAIL FOR I-74 MILLING /PAVING TRANSITION AT S.N. 057-0134

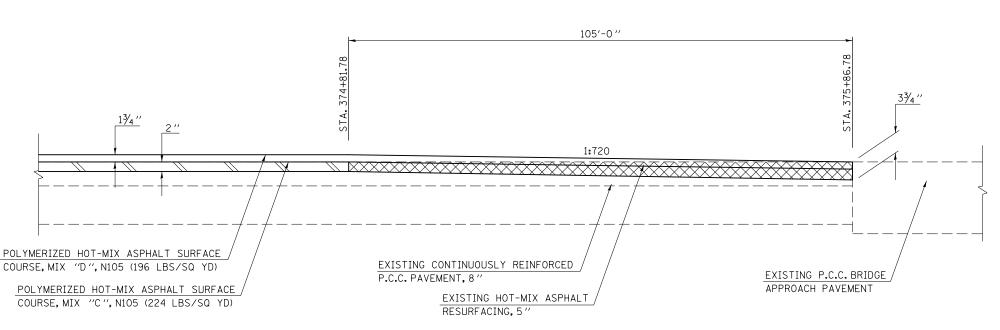
WESTBOUND PASSING LANE

<u>STATION</u> <u>TO</u> <u>STATION</u> 374+81.78 375+86.78

NOTE:

THE VARIOUS PAY ITEMS REPRESENT THE BEST INFORMATION AVAILABLE FOR COMPLETION OF THE DESIGN PLANS PRIOR TO LETTING.

VARIATIONS IN LOCATIONS AND LENGTHS MAY OCCUR. ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.



HMA SURFACE REMOVAL, 2"

HMA SURFACE REMOVAL - BUTT JOINT

FILE NAME =	USER NAME = piersonbr	DESIGNED - GAE	REVISED -					RTE	.l.	SECTION	COUNTY	SHEETS	SHEE!
c:\pw_work\pwidot\piersonbr\d0184863\D57	0648-sht-details.dgn	DRAWN - BBP	REVISED -	STATE OF ILLINOIS		MILLING & PAVING TRAN	ISITION DETAILS	74	1	(57-23,57-24)RS-1	MCLEAN	175	156
	PLOT SCALE = 40.0000 '/ in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION					-		CONTRAC	T NO. 70	0648
	PLOT DATE = 8/26/2011	DATE - 06/24/11	REVISED -		SCALE: NONE	SHEET NO.15 OF 20 SHEETS	STA. TO STA.	FED.	.ROAD D	IST. NO. ILLINOIS FED.	. AID PROJECT		

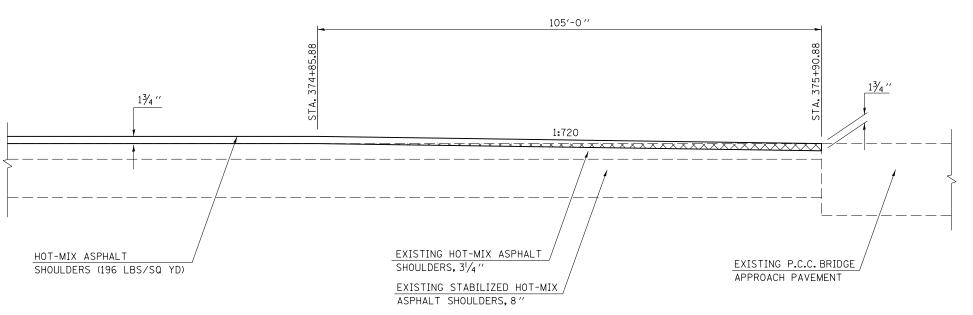
DETAIL FOR I–74 MILLING /PAVING TRANSITION AT S.N. 057–0133

EASTBOUND DRIVING & PASSING LANE SHOULDER

<u>STATION</u> <u>TO</u> <u>STATION</u> 374+85.88 375+90.88

NOTE

THE VARIOUS PAY ITEMS REPRESENT THE BEST INFORMATION AVAILABLE FOR COMPLETION OF THE DESIGN PLANS PRIOR TO LETTING. VARIATIONS IN LOCATIONS AND LENGTHS MAY OCCUR. ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.



HMA SURFACE REMOVAL - BUTT JOINT

NOT TO SCALE

DETAIL FOR I-74 MILLING /PAVING TRANSITION AT S.N. 057-0134

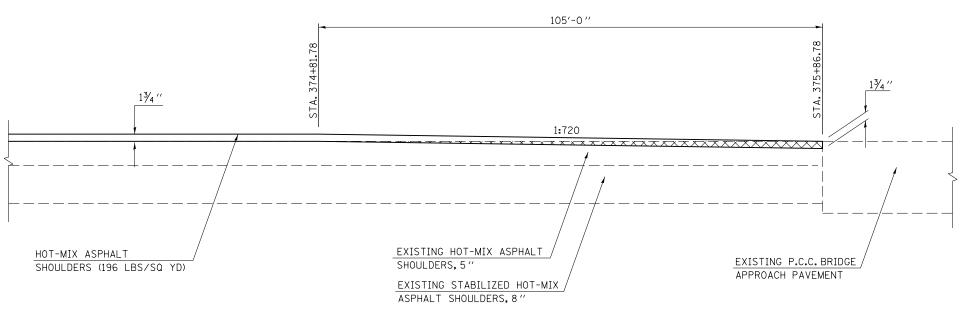
WESTBOUND DRIVING & PASSING LANE SHOULDER

<u>STATION</u> <u>TO</u> <u>STATION</u> 374+81.78 375+86.78

NOTE:

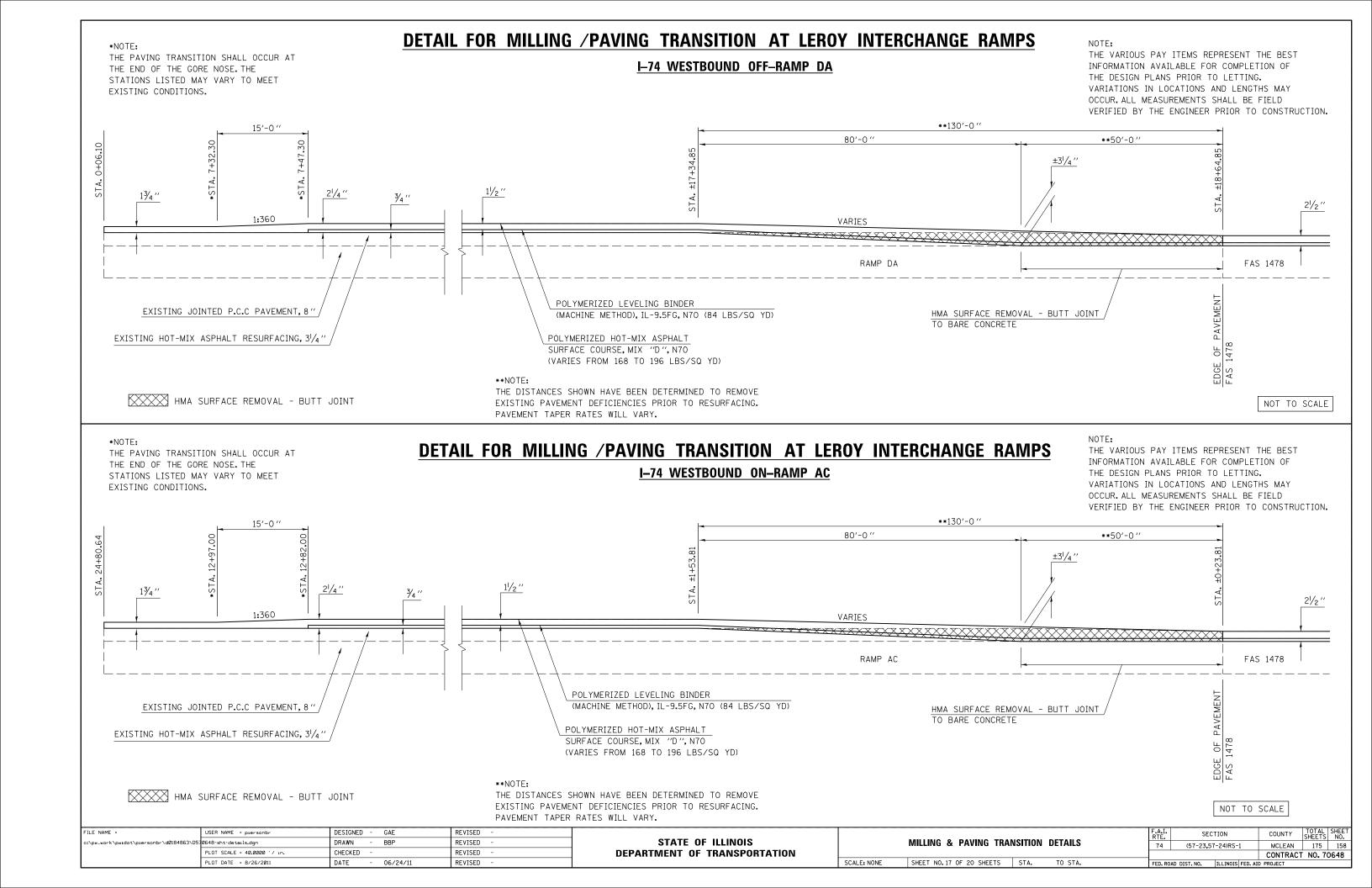
THE VARIOUS PAY ITEMS REPRESENT THE BEST INFORMATION AVAILABLE FOR COMPLETION OF THE DESIGN PLANS PRIOR TO LETTING.

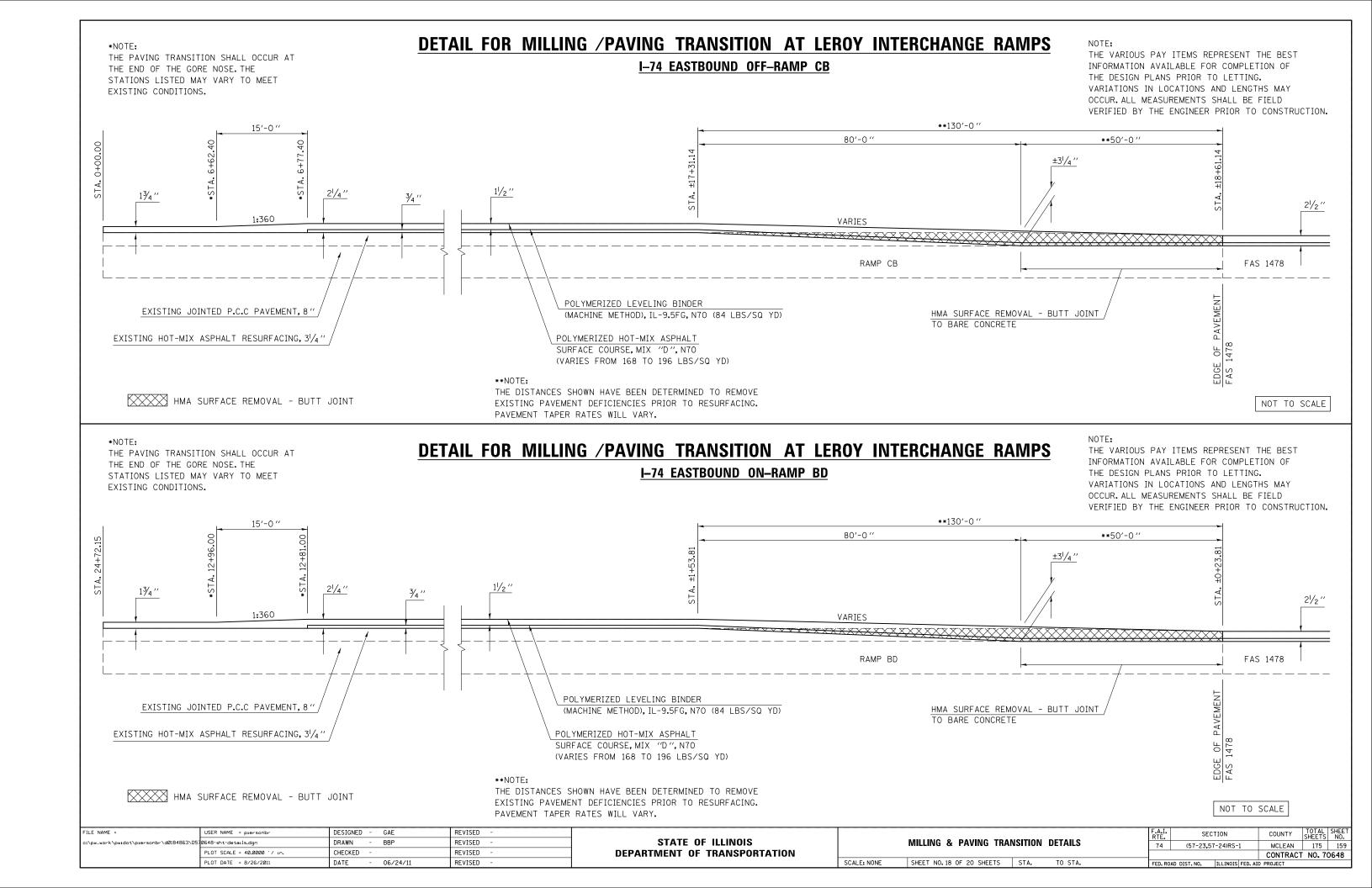
VARIATIONS IN LOCATIONS AND LENGTHS MAY OCCUR. ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.



HMA SURFACE REMOVAL - BUTT JOINT

FILE NAME =	USER NAME = piersonbr	DESIGNED - GAE	REVISED -					F.A.I.	SECTION	COUNTY	TOTAL SHEETS	SHEET
c:\pw_work\pwidot\piersonbr\d0184863\D5	0648-sht-details.dgn	DRAWN - BBP	REVISED -	STATE OF ILLINOIS		MILLING & PAVING TRANSITION	I DETAILS	74	(57-23.57-24)RS-1	MCLEAN		157
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION						CONTRAC		0648
	PLOT DATE = 8/26/2011	DATE - 06/24/11	REVISED -		SCALE: NONE	SHEET NO. 16 OF 20 SHEETS STA.	TO STA.	FED, ROA	D DIST, NO. ILLINOIS F	FED. AID PROJECT		





DETAIL FOR F.A.S. 1478 MILLING /PAVING TRANSITION AT BEGINNING OF PROJECT

STATION 30+00.00

EXISTING HOT-MIX ASPHALT
SURFACE COURSE, 11/2"

EXISTING HOT-MIX ASPHALT
LEVELING BINDER, 1"

EXISTING HOT-MIX ASPHALT
LEVELING BINDER, 1"

EXISTING HOT-MIX ASPHALT SURFACE
COURSE, MIX "D", NIO5 (168 LBS/SQ YD)
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-9.5FG, NTO (112 LBS/SQ YD)

NOTE:
THE VARIOUS PAY ITEMS REPRESENT THE BEST
INFORMATION AVAILABLE FOR COMPLETION OF
THE DESIGN PLANS PRIOR TO LETTING,
VARIATIONS IN LOCATIONS AND LENGTHS MAY
OCCUR, ALL MEASUREMENTS SHALL BE FIELD
VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.

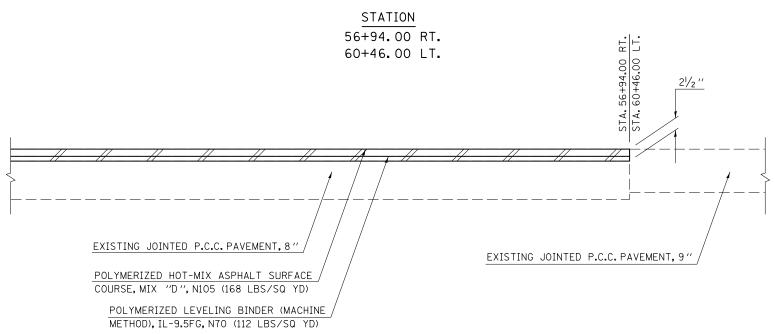
NOT TO SCALE

* HMA SURFACE REMOVAL, 21/2 "

* NOTE:

THE SPECIFIED DEPTH IS INTENDED TO REMOVE THE FULL THICKNESS OF EXISTING HMA OVERLAY AND TO TEXTURE THE EXISTING CONCRETE PAVEMENT SURFACE.

DETAIL FOR F.A.S. 1478 MILLING /PAVING TRANSITION AT END OF PROJECT



* HMA SURFACE REMOVAL, 21/2"

* NOTE:

THE SPECIFIED DEPTH IS INTENDED TO REMOVE THE FULL THICKNESS OF EXISTING HMA OVERLAY AND TO TEXTURE THE EXISTING CONCRETE PAVEMENT SURFACE.

FILE NAME =	USER NAME = piersonbr	DESIGNED - GAE	REVISED -					SECTION	COUNTY TOTAL S	1EET
c:\pw_work\pwidot\piers	onbr\d0184863\D570648-sht-details.dgn	DRAWN - BBP	REVISED -	STATE OF ILLINOIS		MILLING & PAVING TRANSITION DETAILS	74 (5	57-23 . 57-24)RS-1	MCLEAN 175	160
	PLOT SCALE = 40.0000 ' / 10.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION					CONTRACT NO. 706	48
	PLOT DATE = 8/26/2011	DATE - 06/24/11	REVISED -		SCALE: NONE	SHEET NO. 19 OF 20 SHEETS STA. TO STA.	FED. ROAD DIST.	, NO. ILLINOIS FED. AI		_

DETAIL FOR F.A.S. 1478 MILLING /PAVING TRANSITION AT S.N. 057-0132

NORTHBOUND & SOUTHBOUND DRIVING LANE

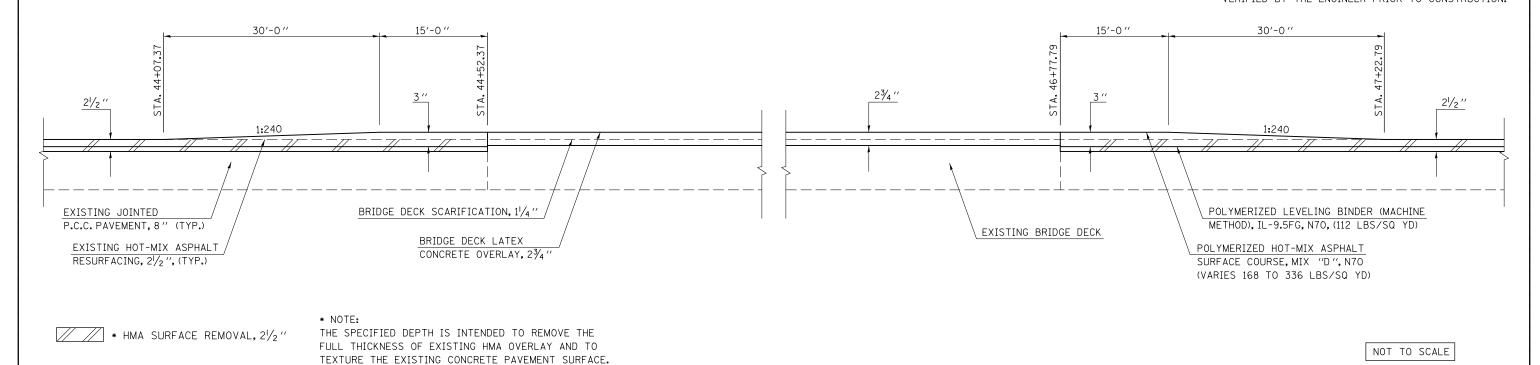
NOTE: THE VARIOUS PAY ITEMS REPRESENT THE BEST INFORMATION AVAILABLE FOR COMPLETION OF

THE DESIGN PLANS PRIOR TO LETTING.

VARIATIONS IN LOCATIONS AND LENGTHS MAY

OCCUR. ALL MEASUREMENTS SHALL BE FIELD

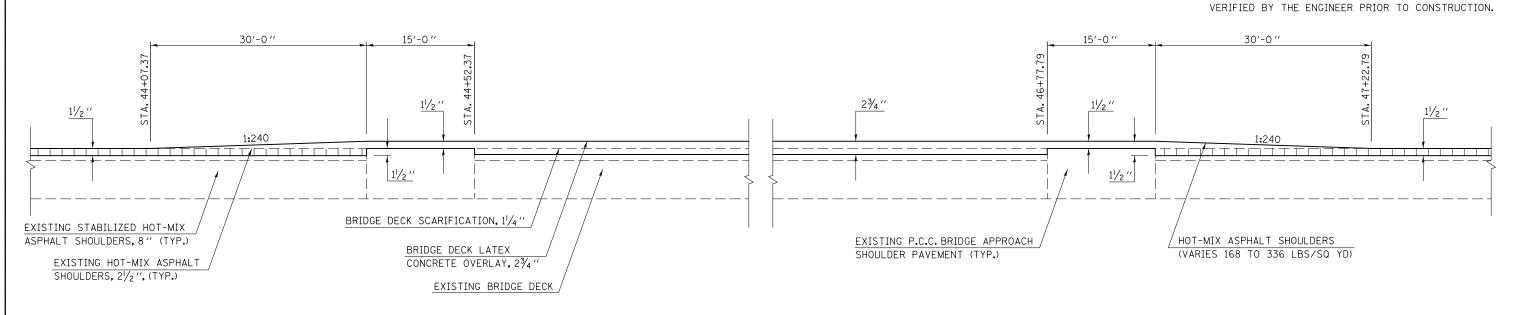
VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION.



DETAIL FOR F.A.S. 1478 MILLING /PAVING TRANSITION AT S.N. 057–0132

NORTHBOUND & SOUTHBOUND SHOULDER

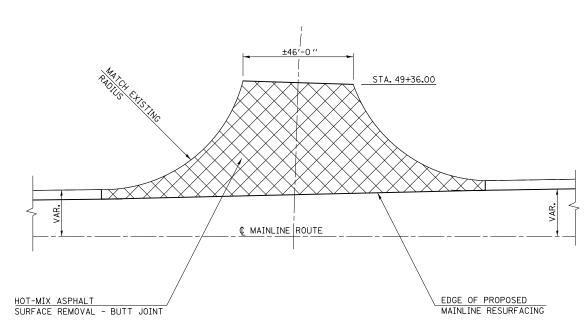
NOTE:
THE VARIOUS PAY ITEMS REPRESENT THE BEST
INFORMATION AVAILABLE FOR COMPLETION OF
THE DESIGN PLANS PRIOR TO LETTING.
VARIATIONS IN LOCATIONS AND LENGTHS MAY
OCCUR. ALL MEASUREMENTS SHALL BE FIELD



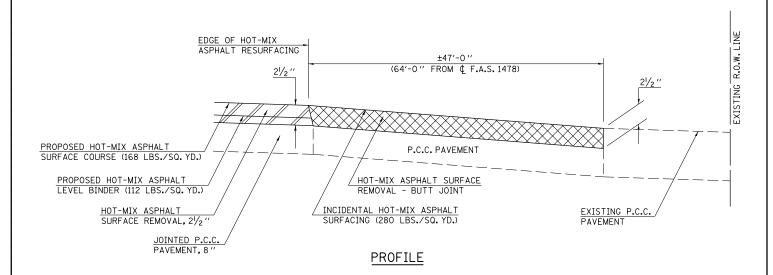
HMA SURFACE REMOVAL, 11/2"

FILE NAME =	USER NAME = piersonbr	DESIGNED - GAE	REVISED -				F.A.I.	SECTION	COUNTY	TOTAL S	1EET
c:\pw_work\pwidot\piersonbr\d0184863\D5	70648-sht-details.dgn	DRAWN - BBP	REVISED -	STATE OF ILLINOIS		MILLING & PAVING TRANSITION DETAILS	74	(57-23.57-24)RS-1	MCLEAN	175	161
	PLOT SCALE = 40.0000 '/ in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION					CONTRACT	T NO. 706	48
	PLOT DATE = 8/26/2011	DATE - 06/24/11	REVISED -		SCALE: NONE	SHEET NO. 20 OF 20 SHEETS STA. TO STA.	FED, ROA	AD DIST, NO. ILLINOIS FED. AI	PROJECT		

TYPICAL DETAIL OF SIDEROAD RETURNS ON F.A.S. 1478 LT. STA. 31 + 94.00 / HEMLOCK ST.



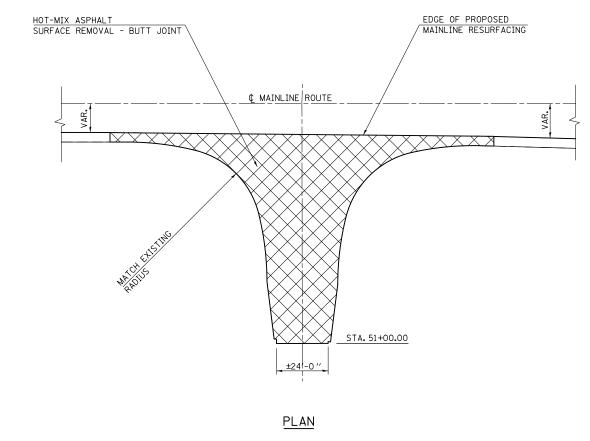
PLAN

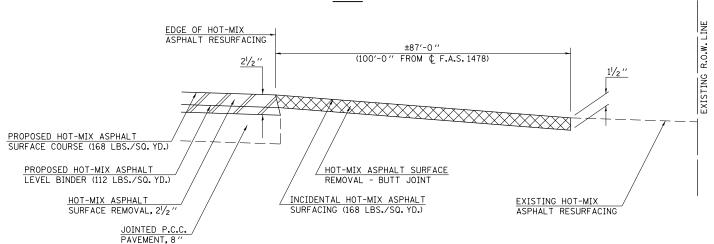


GENERAL NOTES

- THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
- 2. THE INCIDENTAL HOT-MIX ASPHALT SURFACING IS INTENDED TO RESURFACE THE EXISTING SIDEROADS IN THEIR ENTIRETY. THE EXISTING SIDEROADS SHOULD BE RESURFACED TO MAINTAIN THEIR CURRENT RADII AND SHALL BE RESURFACED TO THE DIMENSION SHOWN ABOVE.
- 3. THE SPECIFIED DEPTH OF HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT IS INTENDED TO REMOVE THE FULL THICKNESS OF EXISTING HOT-MIX ASPHALT OVERLAY AND TO TEXTURE THE EXISTING CONCRETE PAVEMENT SURFACE.

TYPICAL DETAIL OF SIDEROAD RETURNS ON F.A.S. 1478 RT. STA. 31 + 94.00 / BICENTENNIAL DR.





PROFILE

GENERAL NOTES

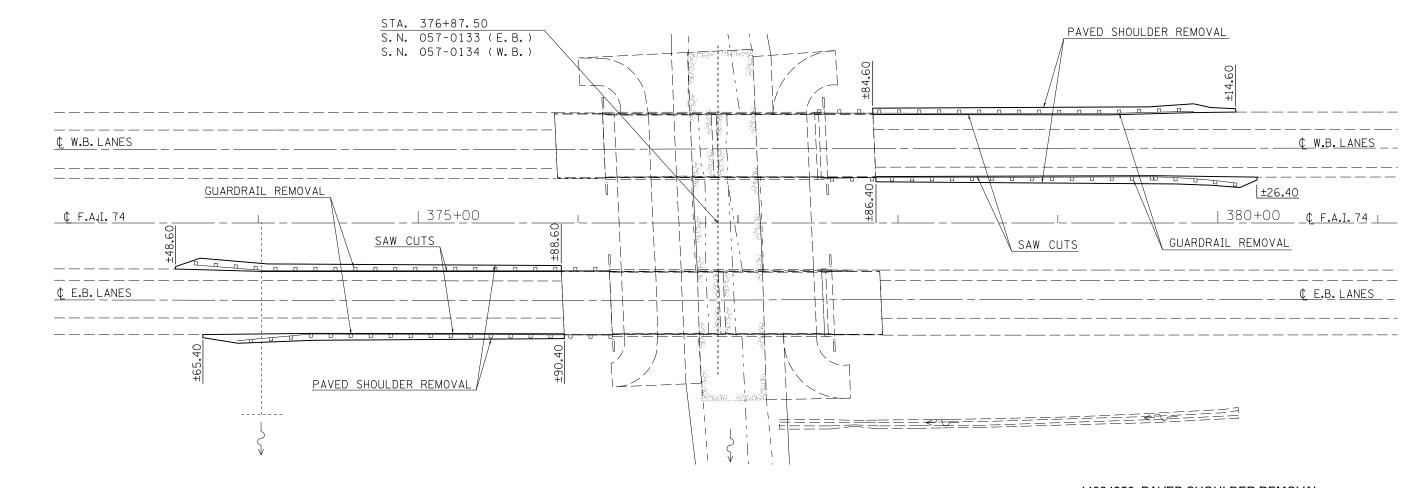
- THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
- 2. THE INCIDENTAL HOT-MIX ASPHALT SURFACING IS INTENDED TO RESURFACE THE EXISTING SIDEROADS IN THEIR ENTIRETY. THE EXISTING SIDEROADS SHOULD BE RESURFACED TO MAINTAIN THEIR CURRENT RADII AND SHALL BE RESURFACED TO THE DIMENSION SHOWN ABOVE.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: NONE

		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SIDEROAD RESURFAC	74	(57-23,57-24)RS-1	MCLEAN	175	162	
				CONTRACT	NO. 7	0648
SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FFD, RO	AD DIST, NO. ILLINOIS FED. AT	D PROJECT		

DETAIL FOR PAVED SHOULDER REMOVAL ONLY EXISTING INFORMATION IS SHOWN FOR CLARITY



TYPICAL CROSS SECTION

EXISTING PROPOSED ¢ F.A.I. 74 35'-0 " 12'-0 '' 12'-0 '' 10'-0 '' 4'-0 " GUARDRAIL 4'-0 '' 6'-0'' 3'-0 '' REMOVAL _3'-0 ''_ SAW CUTS (TYP.) PAVED SHOULDER REMOVAL (TYP.) HOT-MIX ASPHALT STABILIZATION, 6 " AT STEEL PLATE BEAM GUARDRAIL (TYP.) *AGGREGATE SHOULDERS, AGGREGATE SHOULDERS, TYPE A (TYP.) TYPE B (TYP.)

44004250 PAVED SHOULDER REMOVAL

	LOCATION		STATION			STATION	QUANTITY
							(SQ YD)
		•					
E.B.	P.L. SHLDR	LT.	373+48.60		LT.	375+88.60	125.00
E.B.	D.L. SHLDR	RT.	373+65.40		RT.	375+90.40	115.00
W.B.	D.L. SHLDR	LT.	377+84.60		LT.	380+14.60	115.00
W.B.	P.L. SHLDR	RT.	377+86.40		RT.	380+26.40	125.00
						TOTAL =	480.00
							SO YE

NOTES:

ALL WORK FOR THE PAVED SHOULDER REMOVAL SHALL BE IN ACCORDANCE WITH APPLICABLE PORTIONS OF SECTION 440.

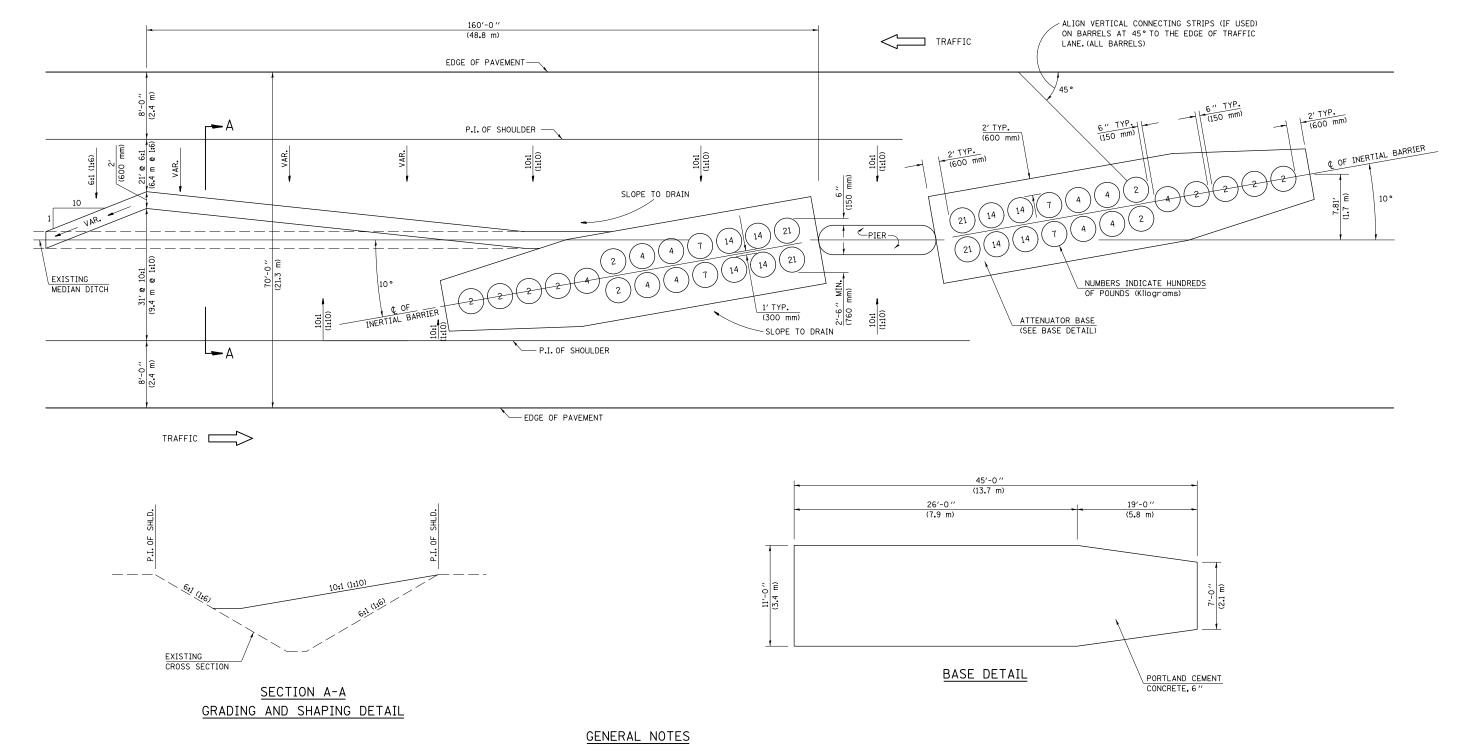
THE REQUIRED SAW CUTS SHALL BE MADE ALONG THE FACE OF THE EXISTING GUARDRAIL. THESE SAW CUTS WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCIDENTAL TO THE WORK AS SPECIFIED IN ARTICLE 440.03.

*UPON COMPLETION OF THE PAVED SHOULDER REMOVAL AND HMA SHOULDER OPERATIONS, AGGREGATE SHOULDERS, TYPE B SHALL BE USED TO FILL THE VOID ALONG THE EDGE OF SHOULDER.

FILE NAME =	USER NAME = piersonbr	DESIGNED -	REVISED -				F.A.I.	SECTION	COUNTY	TOTAL S SHEETS	.ET
c:\pw_work\pwidot\piersonbr\d0184863\D5	0648-sht-paved shldr.dgn	DRAWN -	REVISED -	STATE OF ILLINOIS		DETAIL FOR PAVED SHOULDER REMOVAL	74	(57-23,57-24)RS-1	MCLEAN	175	63
	PLOT SCALE = 60.0000 '/ in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION					CONTRACT	F NO. 70	1 8
	PLOT DATE = 8/25/2011	DATE -	REVISED -		SCALE: 1" = 30'	SHEET NO. 1 OF 1 SHEETS STA. TO STA.		ILLINOIS FED. AII	D PROJECT		

DETAIL FOR WOVEN WIRE FENCE (SPECIAL) 50'-0'' 10'-0" (†yp.) max. c†s. ATTACH EXISTING WOVEN ATTACH EXISTING WOVEN WIRE AND BARBED WIRE FENCE WIRE AND BARBED WIRE FENCE (PULL POST) (PULL POST) 0'-101/2 " 0'-101/2 '' 0'-101/2 '' 0'-101/2 '' 0'-6 '' STREAM CHANNEL (typ.) 4'-0'' (+yp.) EXTRA LENGTH POSTS 1'-0'' Dia. min. (typ.) WHERE NECESSARY NOTES: BARBED WIRES SHALL BE TIED TO EACH POST. BARBED WIRES SHALL BE FASTENED TO THE PULL POSTS BY WRAPPING THE WIRES AROUND THE POST AND TYING BACK ON ITSELF WITH NOT LESS THAN 3 TWISTS TIGHTLY WRAPPED. SEE STANDARD 665001 FOR LIST OF MATERIALS AND ARTICLE 1006.27 AND 1006.28 OF THE STANDARD SPECIFICTATIONS FOR MATERIALS REQUIREMENTS. PORTLAND CEMENT CONCRETE FILE NAME = USER NAME = piersonbr DESIGNED - GAE REVISED SECTION COUNTY STATE OF ILLINOIS **DETAIL FOR WOVEN WIRE FENCE (SPECIAL)** c:\pw_work\pwidot\piersonbr\d0184863\D570648-sht-details.dgn DRAWN BBP REVISED 74 (57-23,57-24)RS-1 MCLEAN 175 164 CHECKED REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 70648 - 07/26/11 REVISED SCALE: N/A SHEET NO. 1 OF 1 SHEETS STA. TO STA. PLOT DATE = 8/26/2011 DATE

70 MPH (110 km/h) DESIGN - 70' (21 m) MEDIAN



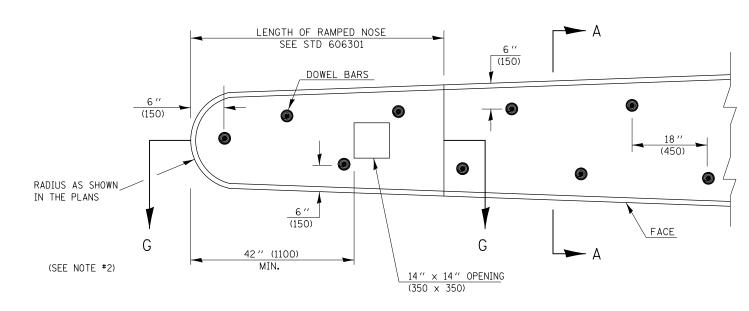
- 1. ALL 10:1 (1:10) SLOPES SHOWN ON THIS DETAIL SHALL BE CONSTRUCTED 10:1 (1:10) OR FLATTER.
- 2. THE SLOPES AS SHOWN ON THIS DETAIL SHALL APPLY TO BOTH ENDS OF THE BRIDGE PIERS.
- 3. THE LENGTH X WIDTH OF MODULE LAYOUT IS 41.0' \times 7.0': 19 MODULES 14,400 LBS. (12.5 m \times 2.1 m : 19 MODULES 6532 kg).
- 4. IN AREAS OF 10:1 (1:10) SLOPES PRECEDING THE ATTENUATOR IN THE MEDIAN INSTALLATION, FOUR OR MORE WOOD POSTS SHALL BE PLACED AT 5' (1.5 m) INTERVALS IN THE MEDIAN ¢. SEE SPECIAL PROVISIONS AND SCHEDULES.

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

	DISTRICT	5	DETAIL	NO.	Z0030150
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FILE NAME =	USER NAME = piersonbr	DESIGNED -	REVISED - 11/06						F.A.I.	SECTION	COUNTY	Y TOT	AL SH	EET I
c:\pw_work\pwidot\piersonbr\d0184863\D57	0648-sht-details.dgn	DRAWN -	REVISED - 12/08	STATE OF ILLINOIS	IMPACT	ATTENUATORS (NON-RE	DIRECTIVE) TEST LEVEL 3	74	(57-23,57-24)	RS-1 MCLEA	AN 1	.75	165
	PLOT SCALE = 40.0000 '/ in.	CHECKED -	REVISED - 05/11	DEPARTMENT OF TRANSPORTATION						· · · · · · · · · · · · · · · · · · ·	CONTR	RACT NO	0. 706	48
	PLOT DATE = 8/26/2011	DATE -	REVISED -		SCALE:	SHEET NO.1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD	DIST. NO. ILLINO	IS FED. AID PROJECT			
			•											•

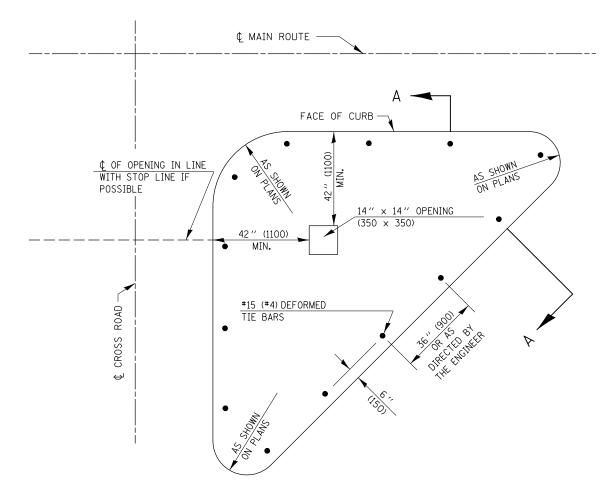
WIDTH AS SHOWN IN THE PLANS SLOPE TO DRAIN 6" (150) (TYP.) 4" (100) R. (TYP.) (TYP.) VAR. 0 0 MORTAR FILLING AROUND DOWEL #15 (#4) DEFORMED | TIE BARS @ 36" (900) BARS (TYP.) CTS. (TYP.) 6 "(150) (TYP.) (350) EXISTING PAVEMENT PAVEMENT FABRIC SECTION A-A



PLAN OF MEDIAN

GENERAL NOTES

- 1. THE GENERAL NOTES FOR STANDARD 606301 SHALL APPLY.
- 2. DOWEL BARS @ 36" (900) CTS. OR AS DIRECTED BY THE ENGINEER.
- 3. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ FOOT (m²) FOR CONCRETE MEDIAN, TYPE SM-6 (SM-15) (DOWELLED), INCLUDING THE COST OF FURNISHING AND INSTALLING THE DOWEL BARS, MORTAR FILLING, PAVEMENT FABRIC AND THE REMOVAL AND DISPOSAL OF THE EXISTING PAVEMENT FOR THE 14" x 14" (350 x 350) OPENING, IF REQUIRED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.



PLAN OF CORNER ISLAND

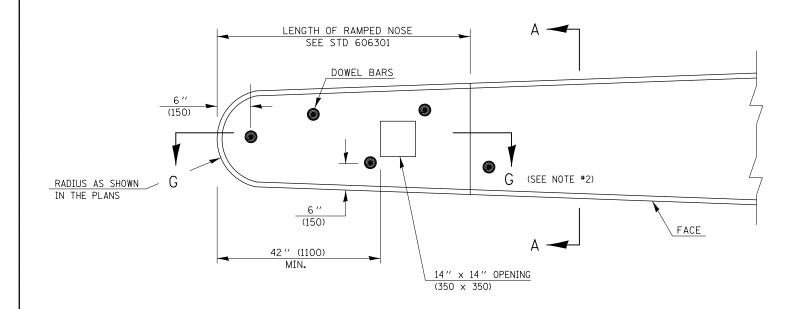
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

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DISTING		ULIAIL	IVU.	. UUUZZJJ4

FILE NAME =	USER NAME = piersonbr	DESIGNED -	REVISED - 11/06						F.A.I.	SECTION	COUNTY	TOTAL	SHEET
c:\pw_work\pwidot\piersonbr\d0184863\D57	0648-sht-details.dgn	DRAWN -	REVISED - 08/09 - KJT	STATE OF ILLINOIS		CONCRETE MEDIAN, TYPE SM-	-6 (SM-1	5) (DOWELLED)	74	(57-23,57-24)RS-1	MCLEAN	175	166
1	PLOT SCALE = 40.0000 '/ in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION							CONTRAC	T NO. 7	0648
, · · · · · · · · · · · · · · · · · · ·	PLOT DATE = 8/26/2011	DATE -	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED, ROAD D	IST. NO. ILLINOIS FED. A	D PROJECT		

WIDTH AS SHOWN IN THE PLANS PAVEMENT FABRIC 63#/100 SQ FT (3.07 kg/m²) (100) STANDARD 420701 SLOPE TO DRAIN (100) 4" (100) R. (100) PROPOSED BITUMINOUS (TYP.) RESURFACING 0 0 0 0 0 `. O. •0 • • • • | A **\(\)** 6 ′′ (150) VAR. 6 ''(150) (TYP.) MORTAR FILLING AROUND DOWEL BARS (TYP.) (350) EXISTING CONSTRUCT 14" x 14" (350 x 350) PAVEMENT #4 (#10) DEFORMED OPENING

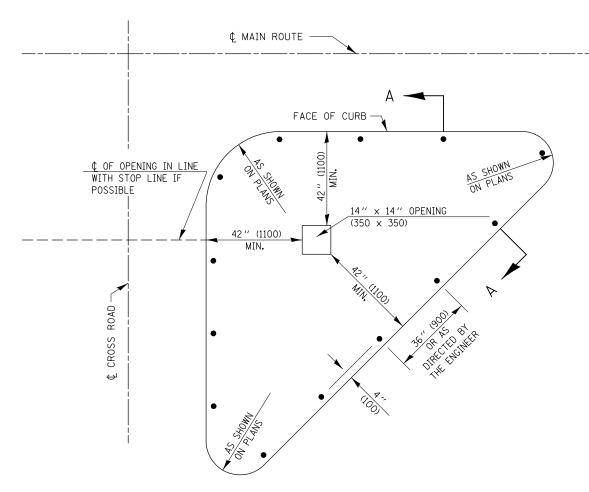
SECTION A-A



PLAN OF MEDIAN

GENERAL NOTES

- 1. THE GENERAL NOTES FOR STANDARD 606301 SHALL APPLY.
- 2. SECTION G-G SHALL BE THE SAME AS SHOWN ON STANDARD 606301.
- 3. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT (m²) FOR CONCRETE MEDIAN, TYPE SM (SPECIAL), INCLUDING THE COST OF FURNISHING AND INSTALLING THE DOWEL BARS, MORTAR FILLING, PAVEMENT FABRIC AND THE REMOVAL AND DISPOSAL OF THE EXISTING PAVEMENT FOR THE $14'' \times 14''$ (350 \times 350) OPENING, IF REQUIRED, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- 4. OPENINGS FOR SIGNS IN MEDIANS AND ISLANDS SHALL BE AS SHOWN OR AS DIRECTED BY THE ENGINEER.



PLAN OF CORNER ISLAND

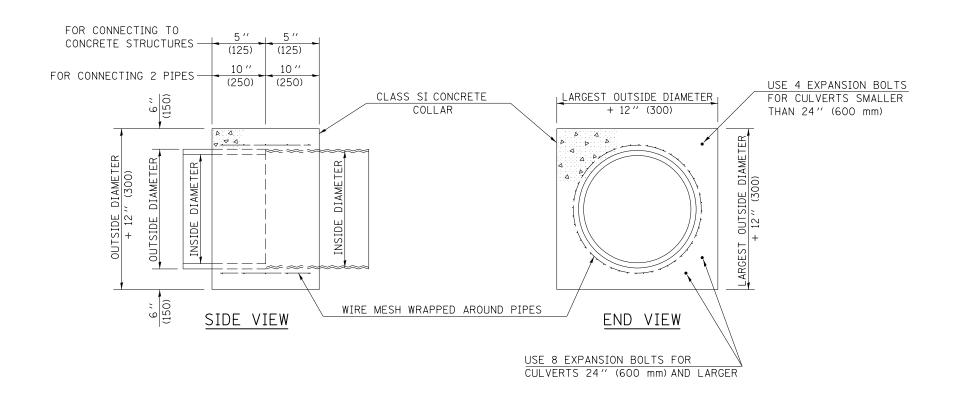
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

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FILE NAME =	USER NAME = piersonbr	DESIGNED -	REVISED - 11/06					F.A.I.	SECTION	COUNTY	TOTAL SHEET
c:\pw_work\pwidot\piersonbr\d0184863\D5	0648-sht-details.dgn	DRAWN -	REVISED -	STATE OF ILLINOIS		CONCRETE MEDIAN, TYPE S	SM (SPECIAL)	74	(57-23,57-24)RS-1	MCLEAN	175 167
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION							NO. 70648
	PLOT DATE = 8/26/2011	DATE -	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS S	TA. TO STA.	FED. ROAD DIS	T. NO. ILLINOIS FED. AID	PROJECT	

TIE BARS @ 36" (900)

CTS. (TYP.)



QUANTITIES FOR	CONCRETE PIPES
INSIDE DIAMETER	ESTIMATED
OF PIPE	CLASS SI CONCRETE
	REQUIRED
	20" (500 mm) WIDTH
INCH (mm)	CU.YD. (m3)
4" (100)	0.14 (0.11)
6'' (150)	0.16 (0.12)
8" (200)	0.19 (0.14)
10'' (250)	0.22 (0.17)
12" (300)	0.25 (0.19)
15" (375)	0.30 (0.23)
18" (450)	0.35 (0.27)
24'' (600)	0.45 (0.35)
30'' (750)	0.57 (0.43)
36'' (900)	0.69 (0.53)
42" (1050)	0.83 (0.63)
48'' (1200)	0.97 (0.74)
54'' (1350)	1.12 (0.86)
60" (1500)	1.28 (0.98)

QUANTITIES FO	OR METAL PIPES
INSIDE DIAMETER	ESTIMATED
OF PIPE	CLASS SI CONCRETE
	REQUIRED
	20" (500 mm) WIDTH
INCH (mm)	CU. YD. (m3)
4" (100)	0.12 (0.09)
6" (150)	0.14 (0.11)
8" (200)	0.16 (0.12)
10" (250)	0.19 (0.14)
12" (300)	0.21 (0.16)
15" (375)	0.25 (0.19)
18" (450)	0.29 (0.22)
24" (600)	0.38 (0.29)
30" (750)	0.47 (0.36)
36" (900)	0.59 (0.45)
42" (1050)	0.69 (0.53)
48'' (1200)	0.81 (0.62)
54'' (1350)	0.93 (0.71)
60" (1500)	1.05 (0.81)

GENERAL NOTES

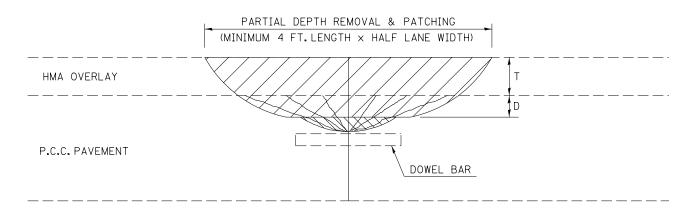
- 1. CLASS SI CONCRETE SHALL BE USED THROUGHOUT.
- 2. WHEN CONCRETE COLLARS ARE USED TO CONNECT PIPES OF DIFFERENT OUTSIDE DIAMETERS, THE CONCRETE COLLAR SHALL BE FORMED USING THE LARGEST OUTSIDE DIAMETER (SEE END VIEW).
- 3. THE WIRE MESH SHALL WEIGH NOT LESS THAN 54#/100 SQ. FT. (2.63 kg/m²).
- 4. WHEN CONCRETE COLLARS ARE CONSTRUCTED ADJACENT TO AN EXISTING CONCRETE STRUCTURE (HEADWALLS, ETC.) EXPANSION BOLTS, SHALL BE USED AND WILL BE PAID FOR AT THE CONTRACT UNIT PRICE, EACH, FOR EXPANSION BOLTS OF THE SIZE SPECIFIED IN THE PLANS.
- 5. CONCRETE COLLARS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE, PER CUBIC YARD (CUBIC METER), FOR CONCRETE COLLARS INCLUDING ALL MATERIAL AND LABOR SPECIFIED TO COMPLETE THE WORK IN PLACE.

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

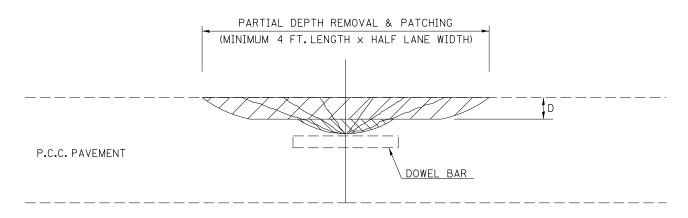
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F.A.I. RTF.	SEC	TIO	N	COL	JNTY	TOTAL	SHEET NO.

FILE NAME =	USER NAME = piersonbr	DESIGNED -	REVISED - 12/06						F.A.I.	SECTION	COUNTY	TOTAL	SHEET NO.
c:\pw_work\pwidot\piersonbr\d0184863\D5	0648-sht-details.dgn	DRAWN -	REVISED -	STATE OF ILLINOIS		CONCRETE COLLAR				(57-23,57-24)RS-1	MCLEAN	175	168
	PLOT SCALE = 40.0000 '/ in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION							CONTRAC	CT NO. 7	0648
	PLOT DATE = 8/26/2011	DATE -	REVISED -		SCALE:	SHEET NO.1 OF 1 SHEETS	STA.	TO STA.	FED. RO#	AD DIST. NO. ILLINOIS FED. AID			

RESURFACED PCC PAVEMENT



BARE PCC PAVEMENT





MILL MACHINE AND/OR WHEEL SAW REMOVAL AIR EQUIPMENT OR MECHANICAL SWEEPER REMOVAL OF LOOSE AND/OR UNSOUND CONCRETE

DESIGN NOTES

PARTIAL DEPTH HMA PATCHING SHALL NOT BE USED WHEN HMA OVERLAY THICKNESS (T) ON PCC PAVEMENT EXCEEDS 4 3/4 INCHES (121 mm) OR ON CRC PAVEMENT.

GENERAL NOTES

ALL VOLUME OF PARTIAL DEPTH REMOVAL SHALL BE REPLACED WITH HOT-MIX ASPHALT (HMA) AND PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR PARTIAL DEPTH PATCHING.

T = THICKNESS OF HMA OVERLAY(S). SEE EXISTING TYPICAL CROSS SECTION.

GENERAL NOTE 406H SHALL INCLUDE MIXTURE REQUIREMENTS FOR PARTIAL DEPTH PATCHING.

HMA REPLACEMENT IN RESURFACED PCC PAVEMENT LOCATIONS SHALL BE ACCORDING TO SECTION 406 OF THE STANDARD SPECIFICATIONS.

D = DEPTH OF PARTIAL DEPTH REMOVAL INTO EXISTING PCC PAVEMENT.

(3" (75 mm) ± OR TO SOUND CONCRETE)

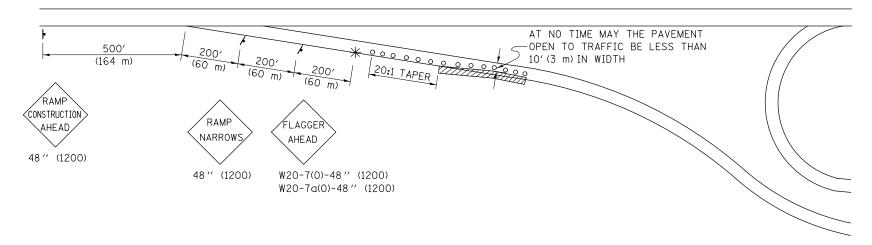
TRANSVERSE CONTRACTION JOINT SHOWN - OTHER LOCATIONS SIMILAR.

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

DICTRICT	5	DETAIL	NΩ	XX442100
DISTRICT	.,	DETAIL	INU.	. ^^442100

FILE NAME =	USER NAME = piersonbr	DESIGNED -	REVISED - 11/06					F.A.I. RTE.	SECTION	COUNTY SI	TOTAL SHEET SHEETS NO.
c:\pw_work\pwidot\piersonbr\d0184863\D57	0648-sht-details.dgn	DRAWN -	REVISED - 10/10	STATE OF ILLINOIS	PCC PARTIAL DEPTH HOT-MIX ASPHALT PATCHING SCALE: SHEET NO.1 OF 1 SHEETS STA. TO STA.			74	(57-23,57-24)RS-1	MCLEAN	175 169
	PLOT SCALE = 40.0000 '/ in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION						CONTRACT	NO. 70648
	PLOT DATE = 8/26/2011	DATE -	REVISED -					FED. ROA	DIST. NO. ILLINOIS FED. A	AID PROJECT	

APPLICATION NO. 1 DAY OPERATION ONLY **PARTIAL RAMP CLOSURE**



GENERAL NOTES

CONSTRUCTION OPERATIONS SHALL BE CONFINED TO AN AREA NARROW ENOUGH THAT A MINIMUM OF 10'(3 m) OF PAVEMENT SHALL BE OPEN TO TRAFFIC AT ALL TIMES.

FULL WIDTH PAVEMENT ON THE RAMPS SHALL BE OPEN TO TRAFFIC AT NIGHT.

WHEN NO WORK IS BEING PERFORMED, THE FLAGGER WILL NOT BE REQUIRED. IF THE FLAGGER IS NOT PRESENT, THE FLAGGER SIGNS SHALL BE REMOVED OR COVERED.

ALL SIGNS SHALL BE POST MOUNTED IF WORK IN THE AREA EXCEEDS FOUR DAYS OF DAYTIME OPERATIONS.

LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.

ALL VEHICLES, EQUIPMENT, WORKERS (EXCEPT FLAGGER) AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE AUTHORIZED BY THE DISTRICT ENGINEER.

APPLICATION NO. 2 RAMP CLOSURE

SYMBOLS

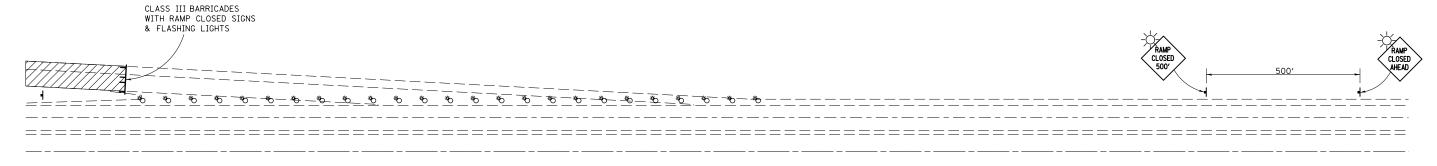
- (APPLICATION NO.1) TYPE I OR II BARRICADES OR DRUMS @ 50'(15 m) CTS.
- (APPLICATION NO. 2) TYPE I OR II BARRICADES OR DRUMS @ 25'(7.5 m) CTS. W/STEADY BURNING LIGHTS
- * (APPLICATION NO.1) FLAGGER PLACED AS DIRECTED BY THE ENGINEER
- SIGN ON PORTABLE OR PERMANENT SUPPORT

WORK AREA

TYPICAL APPLICATIONS

PAVEMENT PATCHING PIPE UNDERDRAINS HMA RESURFACING

Traffic Control for all ramps shall be in accordance with the appropriate application of plan detail TRAFFIC CONTROL FOR RAMPS and will not be paid for separately, but shall be included in the contract lump sum prices for Traffic Control and Protection, Standard 701401 and Traffic Control and Protection, Standard 701406.



GENERAL NOTES

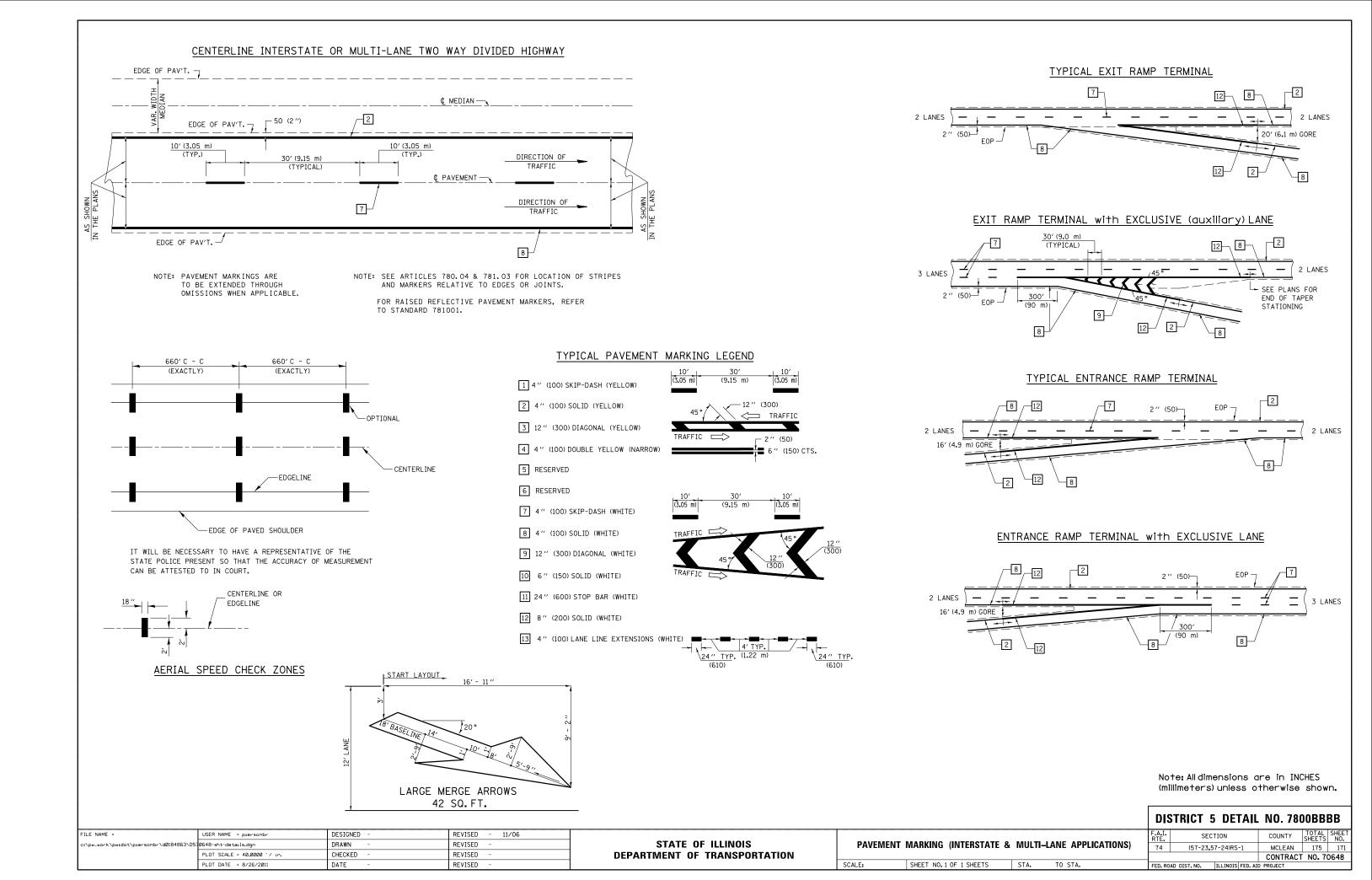
STEADY BURN LIGHTS ARE NOT REQUIRED FOR DAYTIME OPERATIONS.

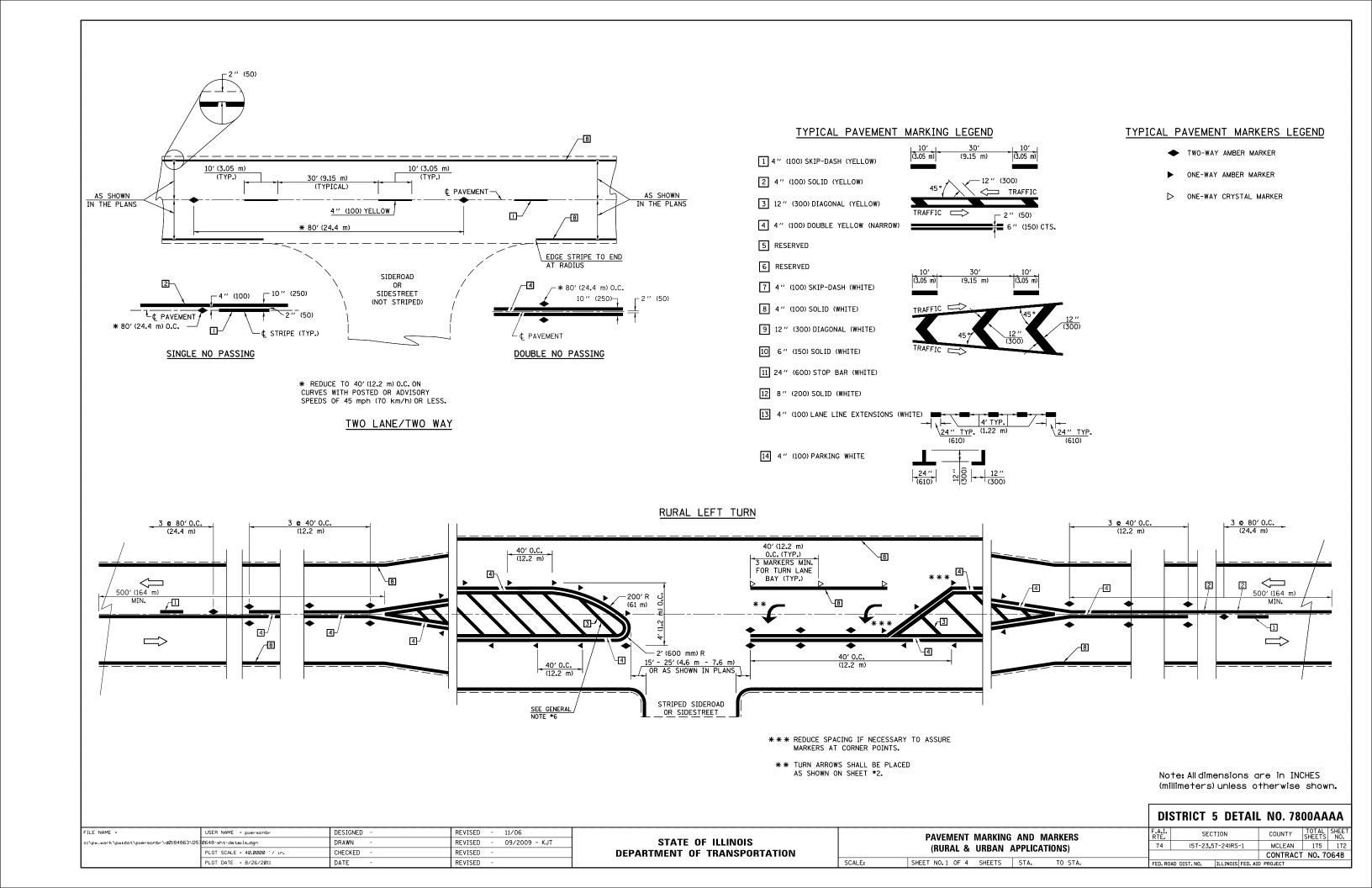
CONTACT THE DISTRICT TRAFFIC OPERATIONS ENGINEER AT 217-465-4181, ONE WEEK PRIOR TO CLOSING THE RAMP.

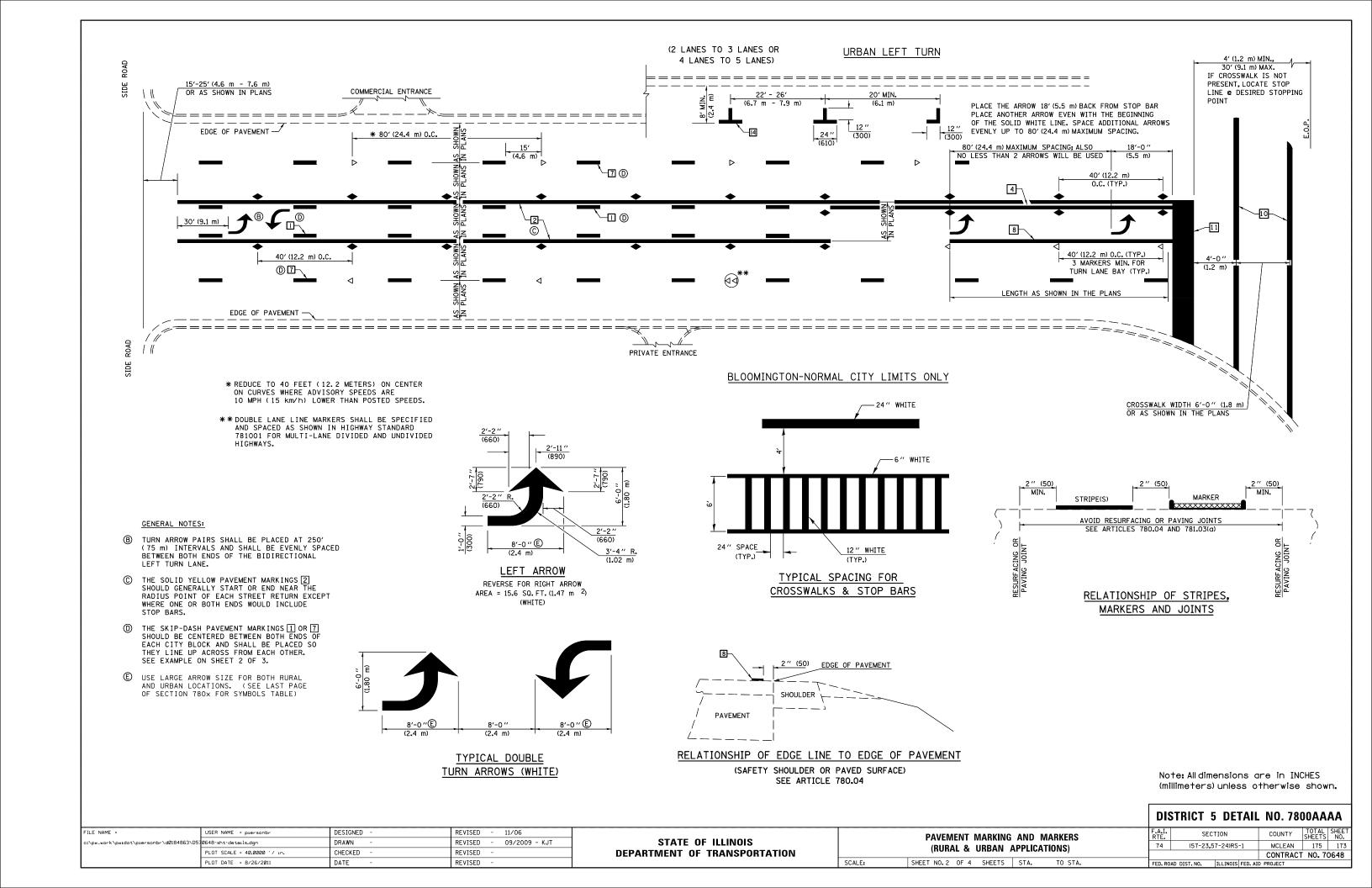
Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

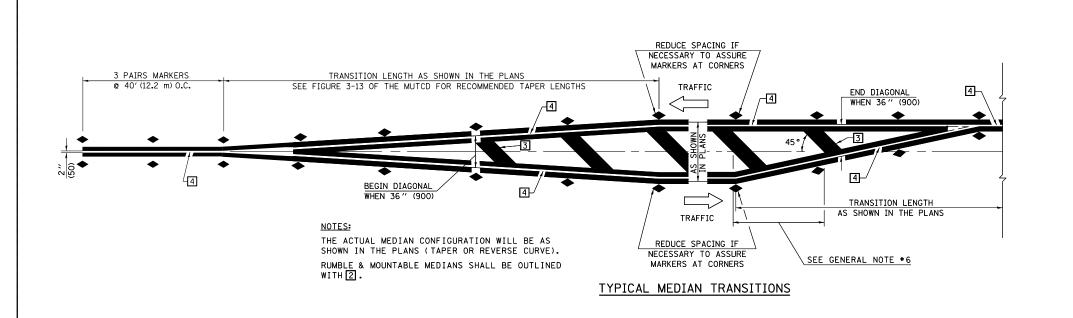
						DIS	TRICT 5 DETAI	L NO. 70	103710	
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ork\pwidot\piersonbr\d0184863\D5	0648-sht-details.dgn	DRAWN -	REVISED -	STATE OF ILLINOIS	TRAFFIC CONTROL FOR RAMPS	74	/E7-23 E7-24\DC-1	MOLEAN	175 170	

FILE NAME c:\pw_work\ PLOT SCALE = 40.0000 '/ in. CHECKED REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 70648 PLOT DATE = 8/26/2011 REVISED SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA. DATE



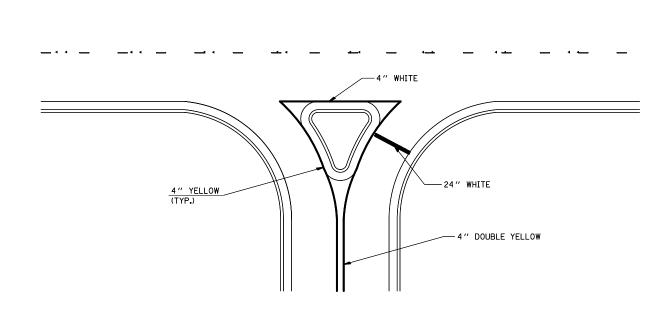




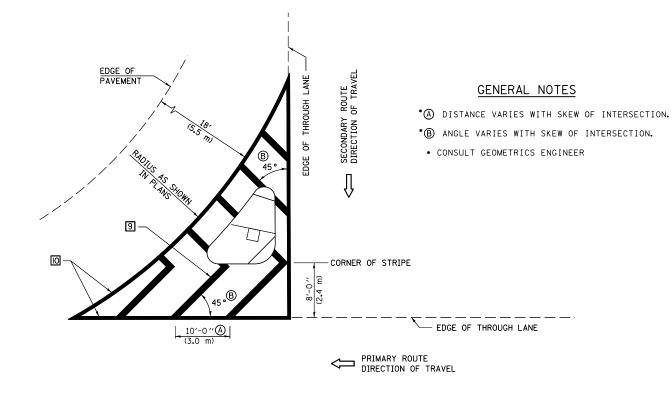


GENERAL NOTES

- 1. WHEN MEDIANS ARE PRESENT, PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
- SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
- 3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
- 4. A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
- 5. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
- 6. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING, <30 MPH USE 15' (<50 km/h USE 4.5 m) 30-45 MPH USE 20' (50-75 km/h USE 6.0 m) >45 MPH USE 30' (>75 km/h USE 9.0 m)



RIGHT IN - RIGHT OUT ACCESS



<u>ISLAND</u>

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

DESIGNED -	REVISED - 11/06		PAVEMENT MARKING AND MARKERS	F.A.I.	SECTION	COUNTY	TOTAL SH	HEET
DRAWN -	REVISED - 09/2009 - KJT	STATE OF ILLINOIS	(RIIRAL & LIRRAN ADDITOATIONS)	74	(57-23,57-24)RS-1	MCLEAN	175	174

FILE NAME = USER NAME = piersonbr c:\pw_work\pwidot\piersonbr\d0184863\D570648-sht-details.dgn (RUKAL & URBAN APPLICATIONS) PLOT SCALE = 40.0000 '/ in. CHECKED REVISED **DEPARTMENT OF TRANSPORTATION** CONTRACT NO. 70648 SCALE: SHEET NO. 3 OF 4 SHEETS STA. DATE REVISED PLOT DATE = 8/26/2011

APPROXIMATELY 15' (4.5 m) OR 8' (2.4 m) BACK FROM AND PARALLEL TO GATE, IF PRESENT. IS USE TABLE 2C-4 FROM THE (4.5 m) MUTCD MANUAL FOR THIS DISTANCE WINImum Distance 400' for 55 MPH 250' for 45 MPH 100' for 35 MPH or Less NOTES THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH. ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH

PAVEMENT MARKINGS AT

RAILROAD-HIGHWAY GRADE CROSSING

LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN

WHEN THE PAVEMENT MARKING SYMBOL

TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B

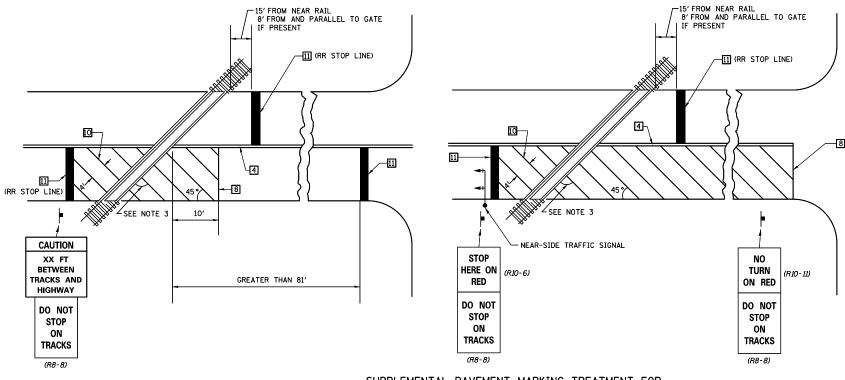
IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT

EACH LANE.

OF THE MUTCD.

RAILROAD CROSSING WITH INTERCONNECT ONLY

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

GENERAL NOTES

- SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
- 2. EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED.
- 3. WHERE THE ANGLE BETWEEN THE DIAGONAL PAVEMENT MARKINGS AND THE TRACK WOULD BE LESS THAN 20°, THE PAVEMENT MARKINGS SHOULD BE PLACED IN THE OPPOSITE DIRECTION FROM THAT SHOWN.

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

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FILE NAME =	USER NAME = piersonbr	DESIGNED -	REVISED - 11/06			PAVEMENT MARKING AND MARKERS		AND MARKERS	F.A.I.	SECTION	COUNTY	TOTAL SHEET
c:\pw_work\pwidot\piersonbr\d0184863\D5	0648-sht-details.dgn	DRAWN -	REVISED - 09/2009 - KJT	STATE OF ILLINOIS		(RURAL & URBAN APPLICATIONS)			57-23,57-24)RS-1	MCLEAN	175 175	
	PLOT SCALE = 40.0000 '/ in.	CHECKED -	REVISED -	DEPARTMENT OF TRANSPORTATION		(HUHAL & UNDAN AI	FFLICATIONS)			CONTRACT	T NO. 70648	
	PLOT DATE = 8/26/2011	DATE -	REVISED -		SCALE:	SHEET NO. 4 OF 4 SHEETS	STA. TO STA.	FED. ROAD DIST	. NO. ILLINOIS FED. AI	D PROJECT		