

04-24-2015 LETTING ITEM 059

STATE OF ILLINOIS

DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAS ROUTE 294 (OLD U.S. 66)

SECTION (14R-2)BR-5

PROJECT *ACRS-0294(110)*

BRIDGE REPLACEMENT

TURKEY CREEK 5.8 MILES S OF US 24

MCLEAN COUNTY

C-95-052-06

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	(14R-2)BR-5	MCLEAN	48	1
		ILLINOIS	CONTRACT NO. 70532	

D-95-051-06

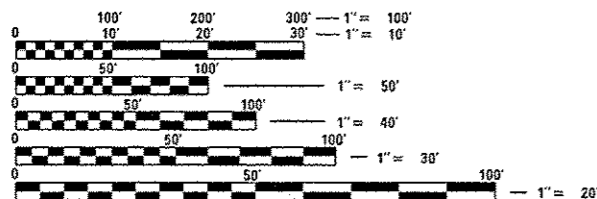
FOR INDEX OF SHEETS AND LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 3

DESIGN DESIGNATION
HIGHWAY CLASSIFICATION
MAJOR COLLECTOR - RURAL
SPEED LIMIT: 55 MPH
ADT: 1350 (2009) ; 1850 (2029)

PV: 94.5%
SU: 3.5%
MU: 2.0%

PROPOSED STRUCTURE NO. 057-0255
STA. 2349 + 10.92
SINGLE SPAN COMPOSITE STEEL
BEAM BRIDGE SKEW 0°

REMOVAL OF EXISTING
STRUCTURE NO. 057-0039
STA. 2349 + 10.92
TWO SPAN CONTINUOUS REINFORCED
CONCRETE SLAB ON CLOSED ABUTMENTS
AND SINGLE WALL TYPE PIER. SKEW 0°



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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811
LEXINGTON TOWNSHIP

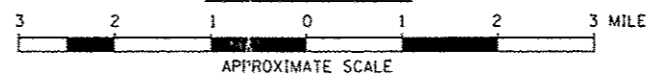
SURVEY BOOK NUMBER 4862

PROJECT ENGINEER: JASON STULTS
CONSULTANT LIAISON: RUSTIN KEYS
DISTRICT 5 NO. (217) 465-4181

CONTRACT NO. 70532



LOCATION MAP



GROSS LENGTH = 200.00 FT. = 0.038 MILE
NET LENGTH = 200.00 FT. = 0.038 MILE



LOCATION OF SECTION INDICATED THUS: - - -



BEGIN IMPROVEMENT
STA 2348 + 10.92

END IMPROVEMENT
STA 2350 + 10.92

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *JANUARY 22 2015*
Kened G. Garnett
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Mar 20 2015
John D. Baranzelli P.E.
ACTING ENGINEER OF DESIGN AND ENVIRONMENT

Mar 20 2015
Omer Osman P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



Tom M. McDonough
Signature Date *9-22-2014*

11/30/15
Expires

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Consulting Engineers & Land Surveyors
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Fax: 217.532.6300
PROFESSIONAL DESIGN NO. 184-002754

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FED	20% STATE
				BRIDGE	
				0011	
				RURAL	
20200100	EARTH EXCAVATION	CU. YD.	135		135
20300100	CHANNEL EXCAVATION	CU. YD.	307		307
25000210	SEEDING, CLASS 2A	ACRE	0.25		0.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	22.5		22.5
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	22.5		22.5
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	22.5		22.5
25100115	MULCH, METHOD 2	ACRE	0.25		0.25
25100630	EROSION CONTROL BLANKET	SO. YD.	634		634
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	25		25
28100107	STONE RIPRAP, CLASS A4	SO. YD.	702		702
28200200	FILTER FABRIC	SO. YD.	702		702
31101200	SUBBASE GRANULAR MATERIAL, TYPE B 4"	SO. YD.	337		337
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	80		80
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO. YD.	178		178

14 * SPECIALTY ITEM

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FILE NAME * 0578532-003-004-500.dgn	USER NAME * RNH	DESIGNED - CMF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - RNH	REVISED -					294	14R-218R-5	MCLEAN	48	3
		PLOT SCALE *	CHECKED - TMM		SCALE: NONE	SHEET NO. 1 OF 6 SHEETS	STA.	TO STA.	CONTRACT NO. 70532			
		PLOT DATE *	DATE -						ILLINOIS FED. AID PROJECT			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FED	20% STATE
				BRIDGE	
				0011	
				RURAL	
40600990	TEMPORARY RAMP	SO. YD.	36	36	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", NSO	TON	11.2	11.2	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SO. YD.	44	44	
44000100	PAVEMENT REMOVAL	SO. YD.	151	151	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	473	473	
44004250	PAVED SHOULDER REMOVAL	SO. YD.	149	149	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	3.6	3.6	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	
50104650	SLOPE WALL REMOVAL	SO. YD.	57	57	
50200100	STRUCTURE EXCAVATION	CU. YD.	181	181	
50300100	FLOOR DRAINS	EACH	8	8	
50300225	CONCRETE STRUCTURES	CU. YD.	53.3	53.3	
50300255	CONCRETE SUPERSTRUCTURE	CU. YD.	198.1	198.1	
50300260	BRIDGE DECK GROOVING	SO. YD.	460	460	

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FILE NAME : 0570532-003-004-500.dgn	USER NAME : RNH	DESIGNED - CMF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.S. RTE. 294	SECTION 114R-21BR-5	COUNTY MCLEAN	TOTAL SHEETS 48	SHEET NO. 4
	PLOT SCALE :	DRAWN - RNH	REVISED -		SCALE: NONE	SHEET NO. 2 OF 6 SHEETS	STA.	TO STA.	CONTRACT NO. 70532				
	PLOT DATE :	CHECKED - TMW	REVISED -		ILLINOIS FED. AID PROJECT								
		DATE -	REVISED -										

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FED	20% STATE
				BRIDGE	
				0011	
				RURAL	
50300280	CONCRETE ENCASEMENT	CU. YD.	6.6		6.6
50300300	PROTECTIVE COAT	SQ. YD.	624		624
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	972		972
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	51,020		51,020
50800515	BAR SPLICERS	EACH	550		550
50800530	MECHANICAL SPLICERS	EACH	4		4
51201800	FURNISHING STEEL PILES HP14X73	FOOT	345		345
51202305	DRIVING PILES	FOOT	345		345
51203800	TEST PILE STEEL HP14X73	EACH	2		2
51500100	NAME PLATES	EACH	1		1
52100520	ANCHOR BOLTS, 1"	EACH	24		24
59100100	GEOCOMPOSITE WALL DRAIN	SQ. YD.	71		71
60500305	FILLING INLETS	EACH	4		4


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FILE NAME = 0578932-003-804-500.dgn	USER NAME = RNH	DESIGNED - CMF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - RNH	REVISED -		SCALE: NONE	SHEET NO. 3 OF 6 SHEETS	STA.	TO STA.	294	04R-21BR-5	MCLEAN	48	5
		CHECKED - TMM	REVISED -						CONTRACT NO. 70532				
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FED	20% STATE
				BRIDGE	
				0011	
				RURAL	
63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	375		375
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4		4
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4		4
63200310	GUARDRAIL REMOVAL	FOOT	653		653
66500105	WOVEN WIRE FENCE, 4'	FOOT	160		160
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL. MO.	8		8
67100100	MOBILIZATION	L SUM	1		1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1		1
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1		1
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1		1
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1		1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	152		152
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1,150		1,150
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ. FT.	814		814

14
• SPECIALTY ITEM

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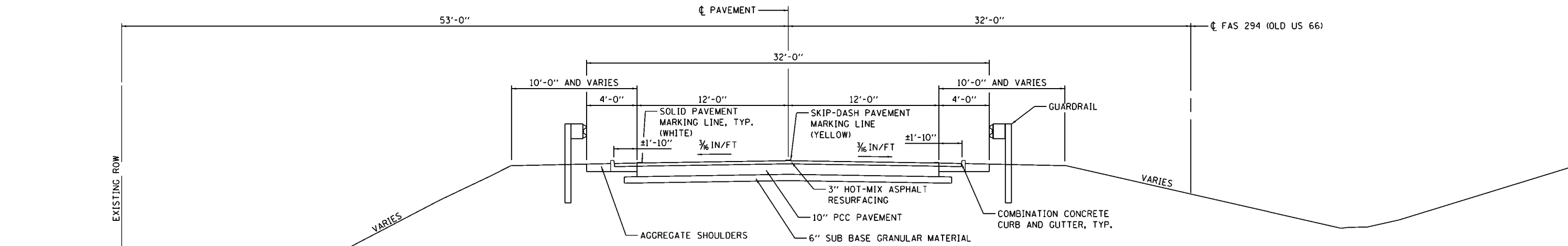
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	PLOT SCALE :	DRAWN - RNH	REVISED -		SCALE: NONE	SHEET NO. 4 OF 6 SHEETS	STA.	TO STA.	CONTRACT NO. 70532			
	PLOT DATE :	CHECKED - TMM	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FED	20% STATE
				BRIDGE	RURAL
70400100	TEMPORARY CONCRETE BARRIER	FOOT	437.5	437.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	437.5	437.5	
70600250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
70600350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	1150	1150	
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	2	2	
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	2	2	
78200410	GUARDRAIL MARKERS, TYPE A	EACH	10	10	
78200530	BARRIER WALL MARKERS, TYPE C	EACH	2	2	
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300100	PAVEMENT MARKING REMOVAL	SQ. FT.	380	380	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	2	2	
X0325862	CONCRETE BRIDGE RAILING	FOOT	216	216	
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU. YD.	122	122	

14
* SPECIALTY ITEM

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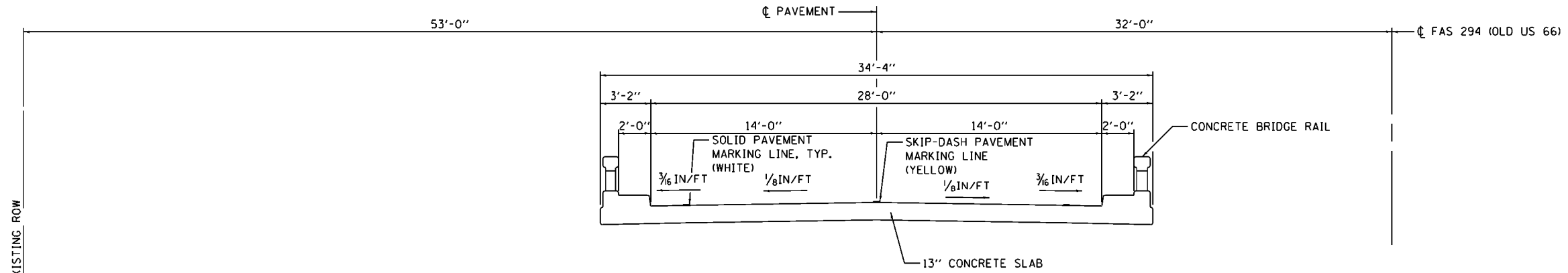
FILE NAME : D570532-003-004-500.dgn	USER NAME : RNH	DESIGNED - CMF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - RNH	REVISED -		SCALE: NONE	SHEET NO. 5 OF 6 SHEETS	STA.	TO STA.	294	14R-2BR-S	MCLEAN	48	7
		CHECKED - TMM	REVISED -		CONTRACT NO. 70532								
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								



① EXISTING TYPICAL SECTION

FAS 294 (OLD US 66)

STA 2348+10.92 TO STA 2348+84.25
STA 2349+37.59 TO STA 2350+10.92



② EXISTING TYPICAL SECTION

FAS 294 (OLD US 66)

STA 2348+84.25 TO STA 2349+37.59 (SN 057-0039)

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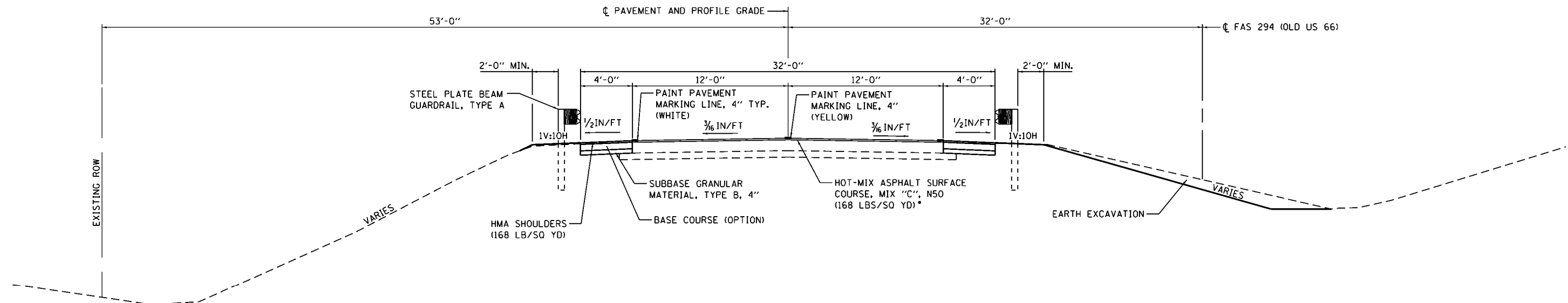
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		DRAWN RNH	REVISED -
		CHECKED TMM	REVISED -
		DATE	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

SCALE: NONE SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	114R-21BR-5	MCLEAN	48	9
CONTRACT NO. 70532				
ILLINOIS FED. AID PROJECT				

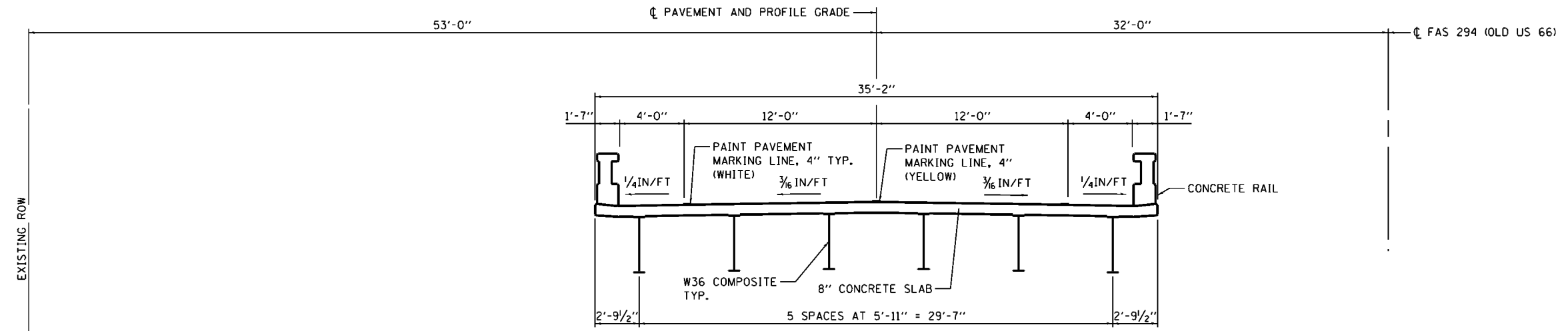


1 PROPOSED TYPICAL SECTION

FAS 294 (OLD US 66)

STA 2348+10.92 TO STA 2348+41.92
 STA 2349+79.92 TO STA 2350+10.92

*HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 FOR FULL DEPTH PAVEMENT AT FLEXIBLE CONNECTOR



2 PROPOSED TYPICAL SECTION

FAS 294 (OLD US 66)

STA 2348+71.92 TO STA 2349+49.92 (SN 057-0255)

BRIDGE APPROACH SLAB

STA 2348+41.92 TO 2348+71.92
 STA 2349+49.92 TO 2349+79.92

BASE COURSE (OPTION)

1. PORTLAND CEMENT CONCRETE BASE COURSE, 7 1/2"
2. HOT-MIX ASPHALT BASE COURSE, 6" WITH BITUMINOUS MATERIAL (PRIME COAT) APPLIED AT THE RATE OF 0.375 GAL/SQ. YD. ON THE AGGREGATE BASE, NOT BETWEEN LIFTS. INCLUDED IN THE COST OF BASE COURSE (OPTION)

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FILE NAME = D570532-005-TYPICAL.dgn	USER NAME = RNH	DESIGNED CMF	REVISED -
		DRAWN RNH	REVISED -
		CHECKED TMM	REVISED -
		DATE	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS	
SCALE: NONE	SHEET NO. 2 OF 2 SHEETS
STA.	TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	114R-218R-5	MCLEAN	48	10
CONTRACT NO. 70532				
ILLINOIS FED. AID PROJECT				

LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	BALANCE WASTE (+) OR SHORTAGE (-)
	CU YD	CU YD	CU YD	CU YD
STAGE I				
STA 2346+00.00 TO STA 2348+71.92	36	28	1	+27
STA 2349+49.92 TO STA 2352+00.00	41	31	1	+30
STAGE I TOTAL	77	59	2	+57
STAGE II				
STA 2346+00.00 TO STA 2348+71.92	23	18	1	+17
STA 2349+49.92 TO STA 2352+00.00	33	23	1	+22
STAGE II TOTAL	56	41	2	+39
EARTH EXCAVATION (TOTAL) = 135	133	100	4	+96

LOCATION	SEEDING CLASS 2A	FERTILIZER NUTRIENTS			MULCH METHOD 2	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING
		NITROGEN	PHOSPHORUS	POTASSIUM			
	ACRE	POUNDS	POUNDS	POUNDS	ACRE	SO YD	POUNDS
LT STA 2346+75 TO STA 2348+71	0.08	7.2	7.2	7.2	0.05		8
LT STA 2349+50 TO STA 2352+00	0.09	8.1	8.1	8.1	0.05		9
RT STA 2346+20 TO STA 2348+71	0.04	3.6	3.6	3.6	0.10		4
RT STA 2349+51 TO STA 2351+60	0.04	3.6	3.6	3.6	0.05		4
LT STA 2347+77 TO STA 2348+71						292	
LT STA 2349+51 TO STA 2350+51						306	
RT STA 2349+51 TO STA 2349+83						36	
TOTAL	0.25	22.5	22.5	22.5	0.25	634	25

LOCATION	PAVED SHOULDER REMOVAL	PAVEMENT REMOVAL	APPROACH SLAB REMOVAL	COMBINATION CURB AND GUTTER REMOVAL	HMA SURFACE REMOVAL - BUTT JOINT	BASE COURSE (OPTION)	BITUMINOUS MATERIALS (PRIME COAT)	HMA SURFACE COURSE MIX "C" N50	BRIDGE APPROACH PAVEMENT CONNECTOR	SUBBASE GRANULAR MATERIAL TYPE B 4"	TEMPORARY RAMP	HMA SHOULDERS
	SO YD	SO YD	SO YD	FOOT	SO YD	SO YD	POUND	TON	SO YD	SO YD	SO YD	TON
LT STA 2347+58.26 TO STA 2348+84.54	28			126								
RT STA 2347+69.27 TO STA 2348+84.44	26			115								
LT STA 2349+37.43 TO STA 2350+51.96	26			115								
RT STA 2349+37.49 TO STA 2350+54.79	26			117								
LT STA 2348+35.92 TO STA 2348+83.33	21											
LT STA 2349+36.67 TO STA 2349+85.92	22											
CL STA 2348+35.92 TO STA 2348+63.33		73										
CL STA 2349+56.67 TO STA 2349+85.92		78										
CL STA 2348+63.33 TO STA 2348+83.33			53.5									
CL STA 2349+36.67 TO STA 2349+56.67			53.5									
CL STA 2348+10.92 TO STA 2348+35.92					89		40	5.6				1.8
CL STA 2349+85.92 TO STA 2350+10.92					89		40	5.6				1.8
CL STA 2348+35.92 TO STA 2348+41.92									22			
CL STA 2349+79.92 TO STA 2349+85.92									22			
LT STA 2346+75.00 TO STA 2348+83.33						93				93		
RT STA 2346+75.00 TO STA 2348+35.92						72				72		
LT STA 2349+36.67 TO STA 2351+55.00						97				97		
RT STA 2349+85.92 TO STA 2351+55.00						75				75		
CL STA 2348+30.92 TO STA 2348+35.92											18	
CL STA 2349+85.92 TO STA 2349+90.92											18	
TOTAL	149	151	107	473	178	337	80	11.2	44	337	36	3.6

LOCATION	GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TERMINAL MARKER - DIRECT APPLIED
	FOOT	FOOT	EACH	EACH	EACH
LT STA 2347+83.51 TO STA 2348+84.46	101				
RT STA 2347+83.32 TO STA 2348+84.35	101				
LT STA 2349+38.02 TO STA 2350+39.01	101				
RT STA 2349+38.27 TO STA 2352+88.30	350				
LT STA 2347+63.77 TO STA 2348+13.77		50.0			
RT STA 2346+76.27 TO STA 2348+13.77		137.5			
LT STA 2350+08.07 TO STA 2351+45.57		137.5			
RT STA 2350+08.07 TO STA 2350+58.07		50.0			
LT STA 2348+13.77 TO STA 2348+59.42			1		
RT STA 2348+13.77 TO STA 2348+59.42			1		
LT STA 2349+62.42 TO STA 2350+08.07			1		
RT STA 2349+62.42 TO STA 2350+08.07			1		
LT STA 2347+13.77 TO STA 2347+63.77				1	1
RT STA 2346+26.27 TO STA 2346+76.27				1	1
LT STA 2351+45.57 TO STA 2351+95.57				1	1
RT STA 2350+58.07 TO STA 2351+08.07				1	1
TOTAL	653	375.0	4	4	4

LOCATION	WOVEN WIRE FENCE 4'	FENCE REMOVAL
	FOOT	FOOT
STA 2347+02.50 22' RT TO STA 2348+42.50 22' RT	140	140
STA 2348+42.50 22' RT TO STA 2348+50.49 40' RT	20	20
TOTAL	160	160

LOCATION	TEMPORARY BRIDGE TRAFFIC SIGNALS	SHORT TERM PAVEMENT MARKING	TEMPORARY PAVEMENT MARKING - LINE 4"	WORK ZONE PAVEMENT MARKING REMOVAL	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	PAINT PAVEMENT MARKING - LINE 4"	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	PAVEMENT MARKING REMOVAL
	EACH	FOOT	FOOT	SO FT	FOOT	FOOT	FOOT	EACH	EACH	SO FT
CL STA 2345+75.92 TO STA 2352+45.92	1									
CL STA 2345+25.92 TO STA 2352+95.92		72	190	24			190			64
LT STA 2346+75.00 TO STA 2351+55.00		40	480	13			480			158
RT STA 2346+75.00 TO STA 2351+55.00		40	480	13			480			158
STAGE I										
LT STA 2346+75.00 TO LT STA 2351+55.00			480*	158						
RT STA 2345+60.92 TO RT STA 2347+35.92			176*	58						
LT STA 2347+35.92 TO LT STA 2350+85.92			350*	116						
LT STA 2350+85.92 TO LT STA 2352+35.92			151*	50						
RT STA 2346+73.42 TO RT STA 2347+85.92					112.5			1		
LT STA 2347+85.92 TO RT STA 2350+35.92					250.0					
LT STA 2350+35.92 TO RT STA 2351+10.92					75.0			1		
STAGE II										
LT STA 2345+85.92 TO RT STA 2347+35.92			151*	50						
RT STA 2347+35.92 TO RT STA 2350+85.92			350*	116						
RT STA 2350+85.92 TO LT STA 2352+60.92			176*	58						
RT STA 2346+75.00 TO RT STA 2351+55.00			480*	158						
LT STA 2347+10.92 TO RT STA 2347+85.92						75.0			1	
RT STA 2347+85.92 TO RT STA 2350+35.92						250.0				
RT STA 2350+35.92 TO LT STA 2351+48.42						112.5			1	
TOTAL	1	152	1150	814	437.5	437.5	1150	2	2	380

LOCATION	EACH
STA 2347+83.69 13' LT	1
STA 2347+82.61 13' RT	1
STA 2350+39.19 13' LT	1
STA 2350+38.83 13' RT	1
TOTAL	4

LOCATION	EACH
STA 2347+84.41 41' LT	1
STA 2350+39.57 41' LT	1
TOTAL	2

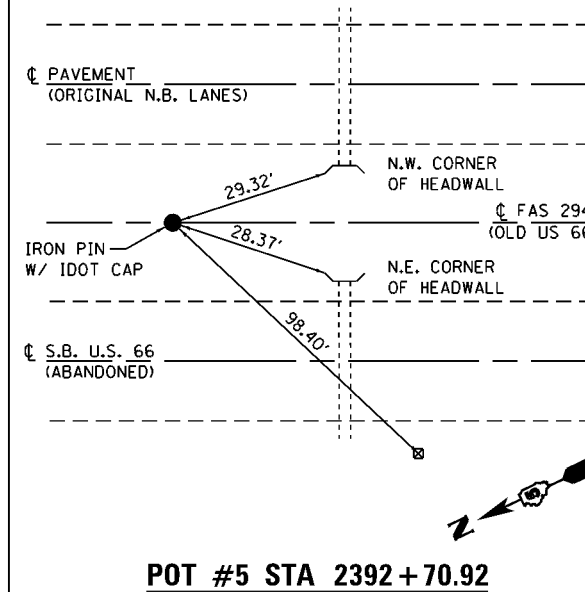
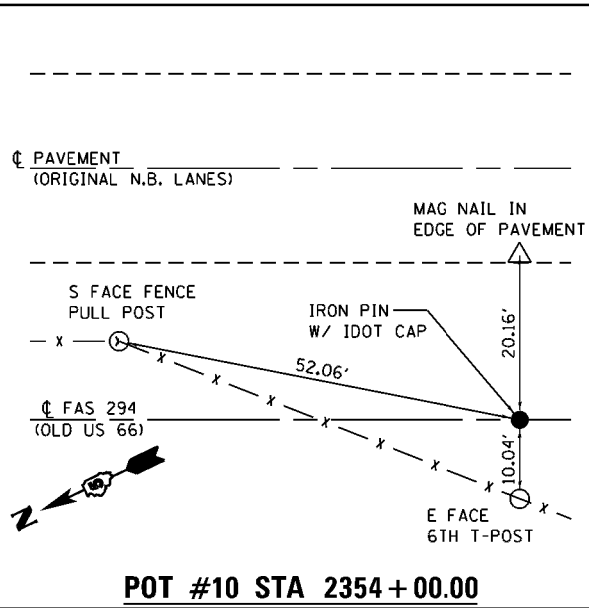
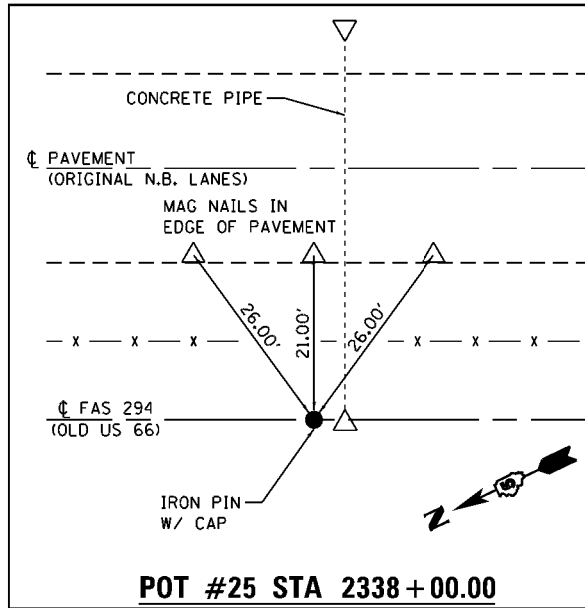
LOCATION	EACH
STA 2348+72.43 18.42' LT	1
TOTAL	1

LOCATION	CU YD
STA 2348+83.33 TO STA 2349+36.67	115
STA 2348+71.92 TO STA 2348+83.33	98
STA 2349+36.67 TO STA 2349+49.92	94
TOTAL	307

* FOR INFORMATION ONLY. COST OF TEMPORARY PAVEMENT MARKING IS INCLUDED WITH TRAFFIC CONTROL AND PROTECTION STANDARD 701321.

NOTE: ALL QUANTITIES REFERENCED LT & RT FROM CL EX. PAVEMENT & PROFILE GRADE LINE.

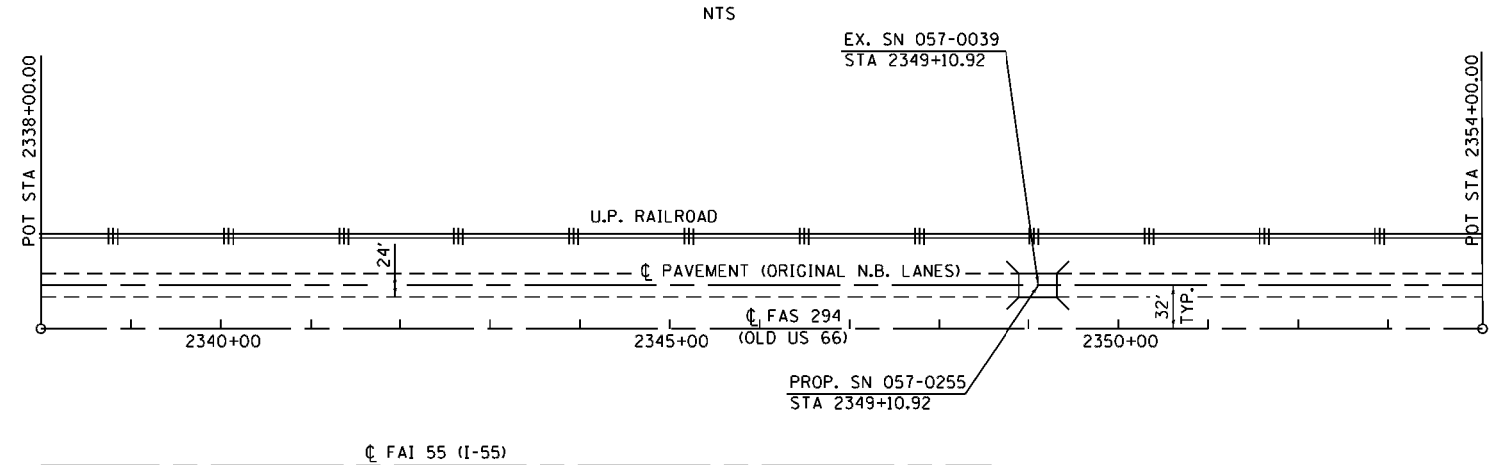
McDonough-Whitlow, P.C.
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 P.O. Box A
 Taylor Springs, IL 62089
 Phone: 217.532.9233
 Fax: 217.532.6300
 PROFESSIONAL DESIGN NO. 184-002754



BENCHMARKS

BENCH MARK : U 246 (1960) - ELEVATION = 717.53'
 DISK SET IN THE WEST END OF THE SOUTH ABUTMENT OF THE RAILROAD BRIDGE D1085, WHICH CARRIES THE U.P.R.R. OVER TURKEY CREEK NORTH OF LEXINGTON, FAS ROUTE 294 (OLD US ROUTE 66) STATION 2349+39.53 LT. 140.73'

ALIGNMENT LAYOUT



POT #25 STA 2338+00.00	N 1,457,169.719	E 863,221.805
POT #10 STA 2354+00.00	N 1,455,724.736	E 862,534.765
POT #5 STA 2392+70.92	N 1,452,228.850	E 860,872.591

FILE NAME = D570532-008-ATB.dgn	USER NAME = RNH	DESIGNED - CMF	REVISED -
		DRAWN - RNH	REVISED -
		CHECKED - TMM	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

ALIGNMENT TIES AND BENCHMARKS

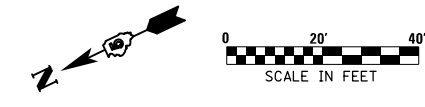
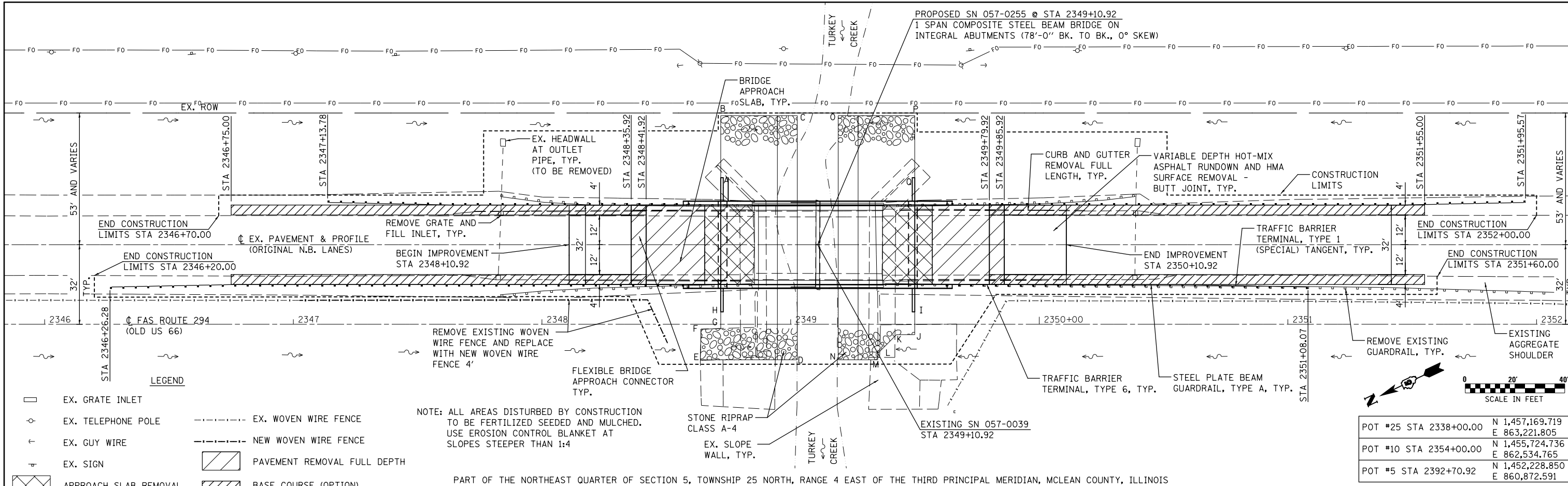
SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	(14R-218R-5	MCLEAN	48	12
CONTRACT NO. 70532				
ILLINOIS FED. AID PROJECT				

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 PROFESSIONAL DESIGN No. 184-002754

DATE	
BY	
SURVEYED	
PLOTTED	
ALIGNED	
CHECKED	
FILE NAME	
PLAN	
NOTE BOOK	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
GRADES CHECKED	
STRUCTURE	
NOTATIONS	
PROFILE	
NOTE BOOK	
NO.	



POT #25 STA 2338+00.00	N 1,457,169.719
	E 863,221.805
POT #10 STA 2354+00.00	N 1,455,724.736
	E 862,534.765
POT #5 STA 2392+70.92	N 1,452,228.850
	E 860,872.591

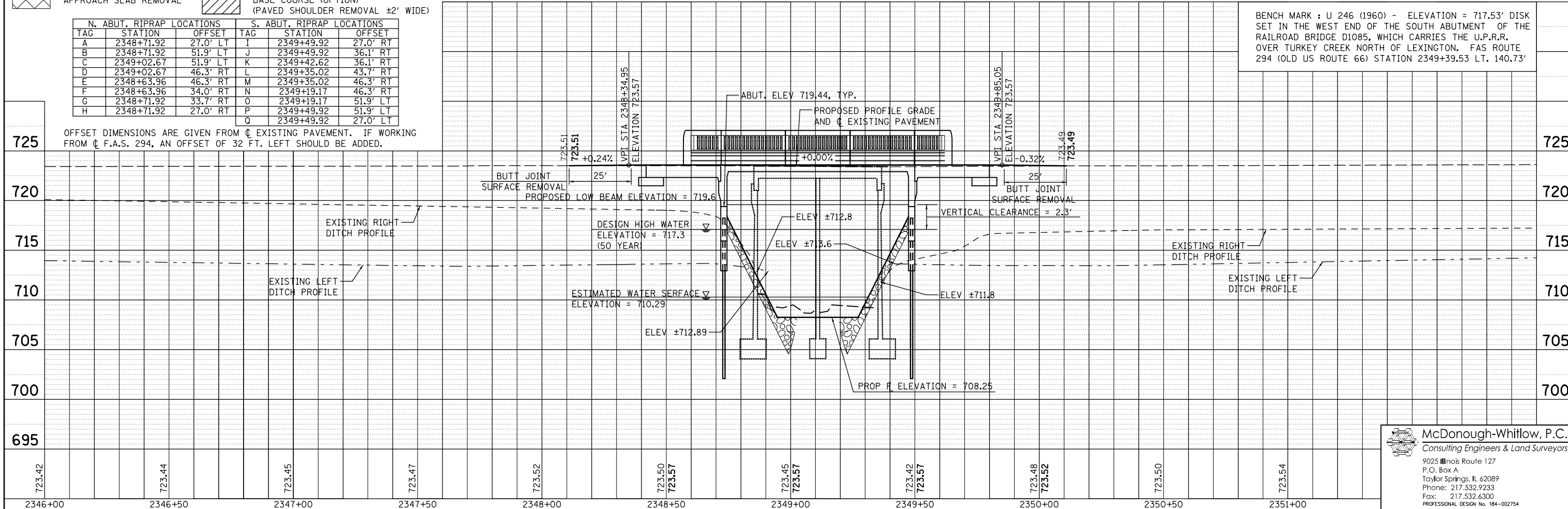
NOTE: ALL AREAS DISTURBED BY CONSTRUCTION TO BE FERTILIZED SEEDED AND MULCHED. USE EROSION CONTROL BLANKET AT SLOPES STEEPER THAN 1:4

- LEGEND**
- EX. GRATE INLET
 - EX. TELEPHONE POLE
 - EX. GUY WIRE
 - EX. SIGN
 - EX. WOVEN WIRE FENCE
 - NEW WOVEN WIRE FENCE
 - ▨ PAVEMENT REMOVAL FULL DEPTH
 - ▨ BASE COURSE (OPTION) (PAVED SHOULDER REMOVAL ±2' WIDE)

N. ABUT. RIPRAP LOCATIONS			S. ABUT. RIPRAP LOCATIONS		
TAG	STATION	OFFSET	TAG	STATION	OFFSET
A	2348+71.92	27.0' LT	I	2349+49.92	27.0' RT
B	2348+71.92	51.9' LT	J	2349+49.92	36.1' RT
C	2349+02.67	51.9' LT	K	2349+42.62	36.1' RT
D	2349+02.67	46.3' RT	L	2349+35.02	43.7' RT
E	2348+63.96	46.3' RT	M	2349+35.02	46.3' RT
F	2348+63.96	34.0' RT	N	2349+19.17	46.3' RT
G	2348+71.92	33.7' RT	O	2349+19.17	51.9' LT
H	2348+71.92	27.0' RT	P	2349+49.92	51.9' LT
			Q	2349+49.92	27.0' LT

OFFSET DIMENSIONS ARE GIVEN FROM □ EXISTING PAVEMENT. IF WORKING FROM □ F.A.S. 294, AN OFFSET OF 32 FT. LEFT SHOULD BE ADDED.

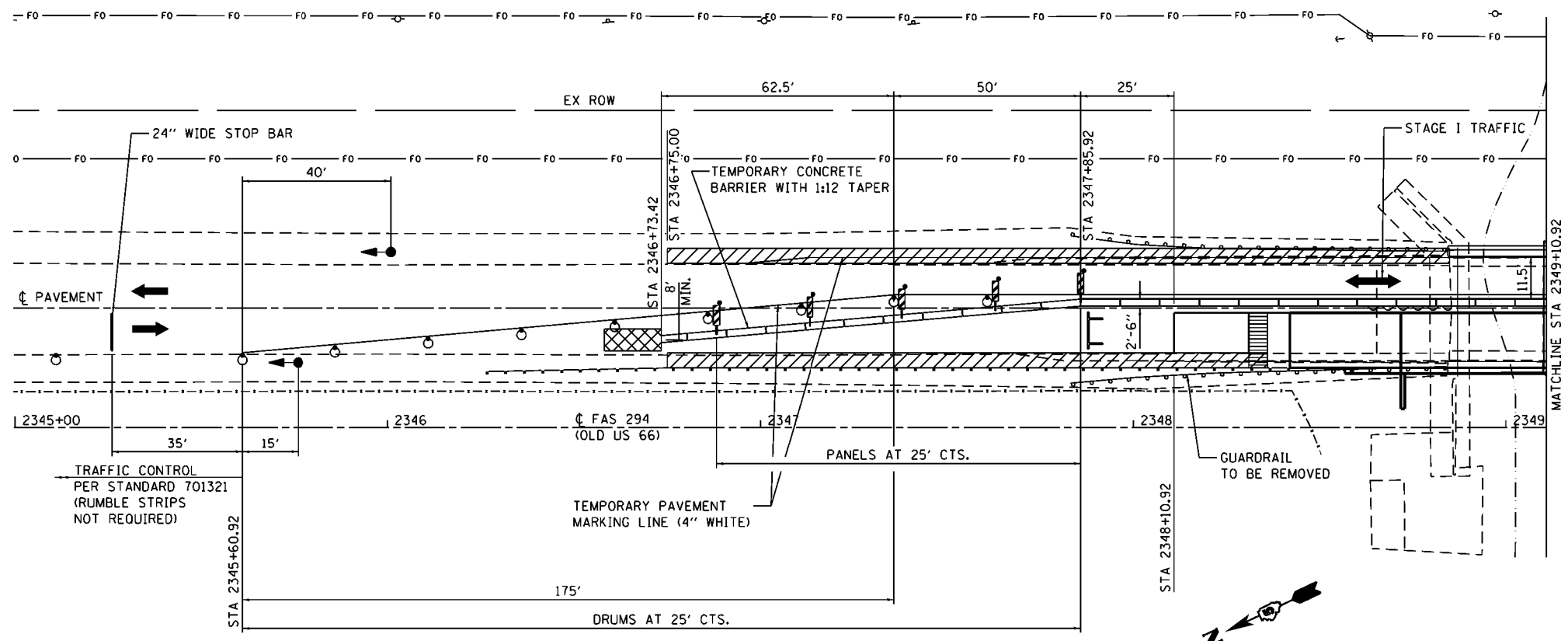
PART OF THE NORTHEAST QUARTER OF SECTION 5, TOWNSHIP 25 NORTH, RANGE 4 EAST OF THE THIRD PRINCIPAL MERIDIAN, MCLEAN COUNTY, ILLINOIS



BENCH MARK : U 246 (1960) - ELEVATION = 717.53' DISK SET IN THE WEST END OF THE SOUTH ABUTMENT OF THE RAILROAD BRIDGE D1085, WHICH CARRIES THE U.P.R.R. OVER TURKEY CREEK NORTH OF LEXINGTON. FAS ROUTE 294 (OLD US ROUTE 66) STATION 2349+39.53 LT. 140.73'

FILE NAME = D570532-009-PLNPRF.dgn	USER NAME = RNH	DESIGNED - CMF	REVISED - RBK 2014 10-17	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE	F.A.S. RTE. 294	SECTION (14R-2)BR-5	COUNTY MCLEAN	TOTAL SHEETS 48	SHEET NO. 13	
PLOT SCALE =	CHECKED - TMM	REVISIED -	REVISIED -			SCALE: 1"=20'	SHEET NO. 1 OF 1 SHEETS	STA. 2346+00.00 TO STA. 2352+00.00	CONTRACT NO. 70532		
PLOT DATE	DATE	REVISIED -	REVISIED -			ILLINOIS FED. AID PROJECT					

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 Fax: 217.532.6300
 PROFESSIONAL DESIGN NO. 184-002754



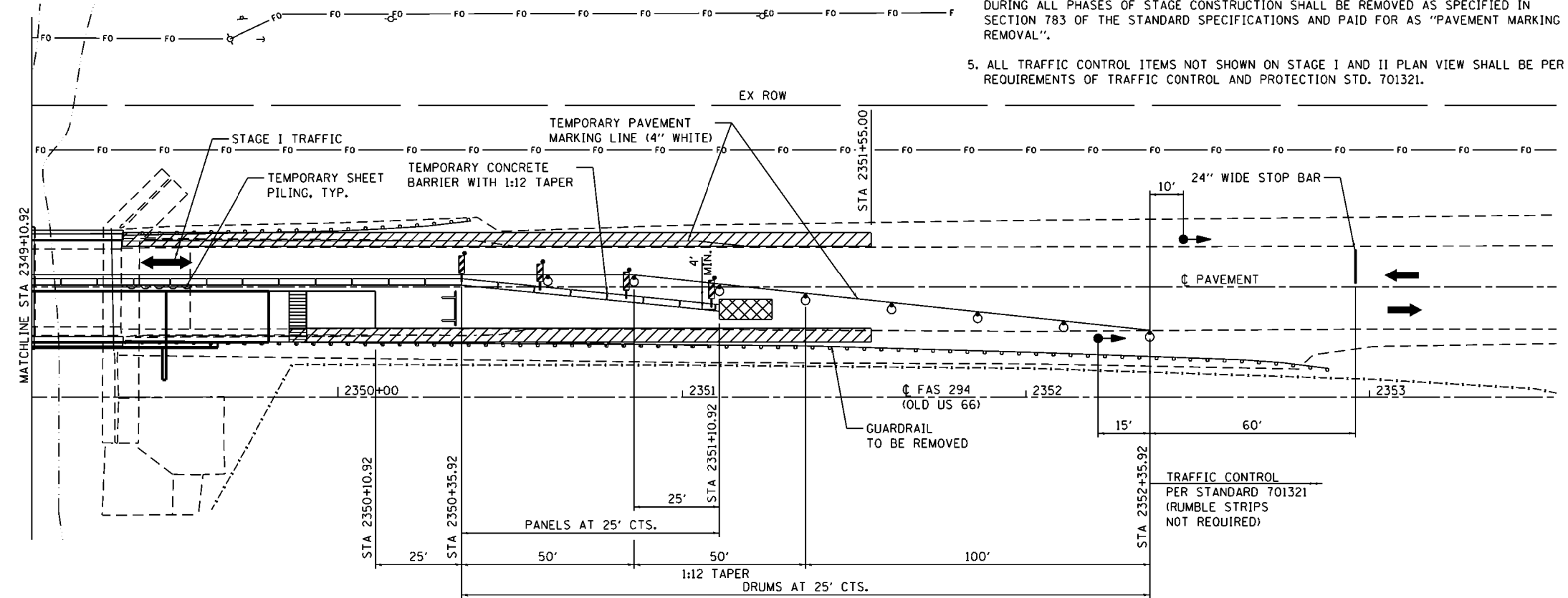
PRE-STAGE I NOTES:
 1. THE BASE COURSE (OPTION) ON THE SIDE OF STAGE I TRAFFIC, AS SHOWN, SHALL BE PLACED PRIOR TO SETUP OF STAGE I TRAFFIC CONTROL AND CONSTRUCTION UTILIZING STANDARD 701201. PLACE FULL THICKNESS OF BASE COURSE (OPTION) TO MATCH ELEVATION OF EXISTING PAVEMENT. WHERE EXCAVATION AND EMBANKMENT ARE REQUIRED, IT SHALL BE PROVIDED AT THIS TIME.

STAGE I NOTES:
 1. AFTER PROVIDING TEMPORARY TRAFFIC CONTROL SIGNALS FOR STAGE I CONSTRUCTION, ALL OTHER TRAFFIC CONTROL DEVICES SHALL BE PLACED AND TRAFFIC SHALL BE DIVERTED TO THE STAGE I LANE. WIDTH RESTRICTION SIGNING POSTED FOR A MAXIMUM WIDTH OF 10'-0" SHALL BE PLACED PER SHEET 40 OF 48 PRIOR TO DIVERTING STAGE I TRAFFIC. SEE STANDARD 701321.
 2. THE PORTION OF THE EXISTING BRIDGE AND PAVEMENT AS SHOWN ON THE STAGE I WORK SIDE OF THE STAGE REMOVAL LINE SHALL BE REMOVED. REMOVE GUARDRAIL ON THE SIDE OF STAGE I WORK AREA.
 3. THE REMOVED PORTION OF THE STRUCTURE SHALL BE REPLACED WITH THE PROPOSED COMPOSITE STEEL BEAM BRIDGE, APPROACH PAVEMENT, AND BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) TO THE STAGE CONSTRUCTION LINE.
 4. PROVIDE ALL EXCAVATION AND EMBANKMENT AS NECESSARY AND CONSTRUCT THE BASE COURSE (OPTION) AND PROPOSED GUARDRAIL WITHIN THE STAGE I WORK AREA. SHOULDERS SHALL BE CONSTRUCTED TO MATCH THE ELEVATION OF THE EXISTING PAVEMENT, AS APPLICABLE. CONSTRUCT TEMPORARY RAMPS TO TRANSITION ELEVATION FROM EXISTING PAVEMENT TO NEW BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) AT EACH END OF THE BRIDGE.

GENERAL NOTES:
 1. BARRIER OFFSETS ARE FROM THE CENTER OF THE BARRIER.
 2. ALL SIGNS, TRAFFIC CONTROL EQUIPMENT, AND TEMPORARY PAVEMENT MARKINGS NOT PAID FOR ELSEWHERE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701321.
 3. ALL TEMPORARY BRIDGE TRAFFIC SIGNALS FOR CONSTRUCTION WILL BE MEASURED AS 1 (ONE) UNIT.
 4. EXISTING PAVEMENT MARKING THAT CONFLICTS WITH THE STAGE TRAFFIC PATTERNS DURING ALL PHASES OF STAGE CONSTRUCTION SHALL BE REMOVED AS SPECIFIED IN SECTION 783 OF THE STANDARD SPECIFICATIONS AND PAID FOR AS "PAVEMENT MARKING REMOVAL".
 5. ALL TRAFFIC CONTROL ITEMS NOT SHOWN ON STAGE I AND II PLAN VIEW SHALL BE PER REQUIREMENTS OF TRAFFIC CONTROL AND PROTECTION STD. 701321.

LEGEND

- VERTICAL PANELS W/LIGHTS @ 25' CENTERS ON TCB FOR LAST 100' OF TAPER PRIOR TO TANGENT
- TEMPORARY RAMP
- BASE COURSE (OPTION)
- IMPACT ATTENUATOR, TEMPORARY NRTL3
- DRUM WITH STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL W/BACKPLATE DIRECTION AS INDICATED
- TYPE III BARRICADE (PLACE WHEN NO WORK IS BEING PERFORMED)
- TEMPORARY CONCRETE BARRIER
- ONE-WAY TRAFFIC ARROW
- TWO-WAY STAGE CONSTRUCTION TRAFFIC ARROW

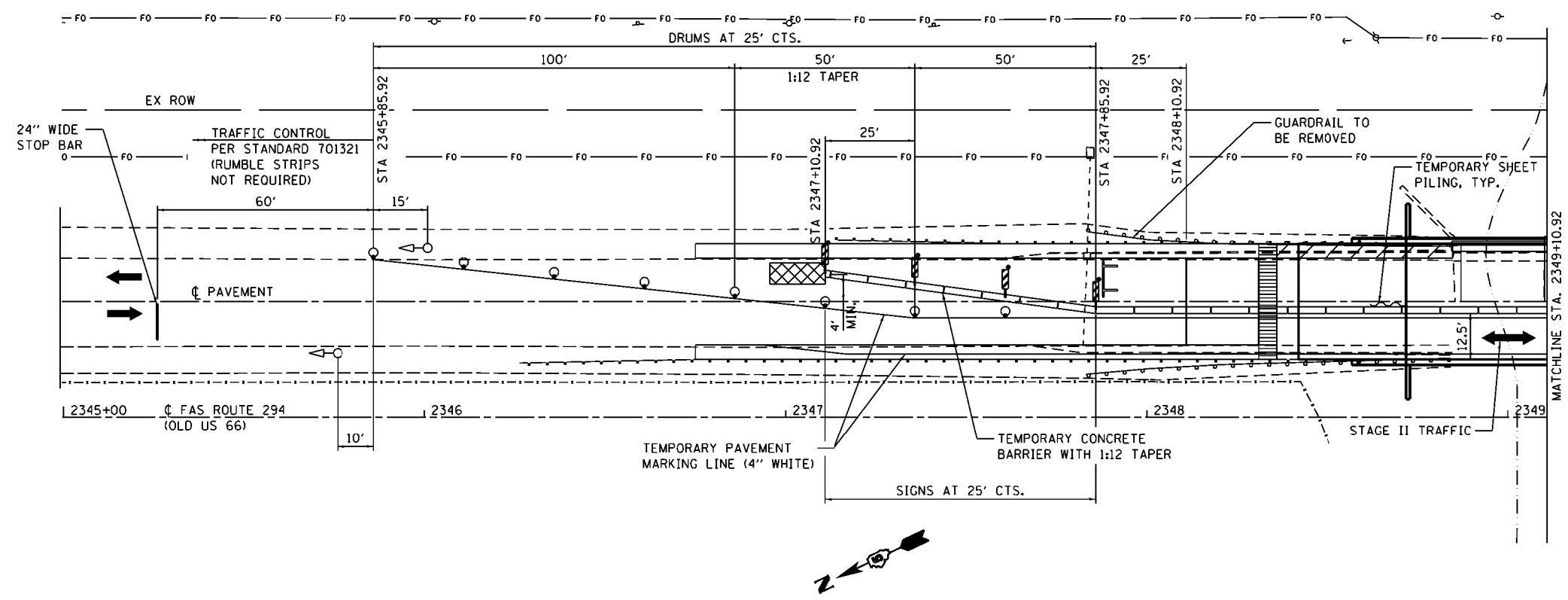


STAGE I PLAN VIEW



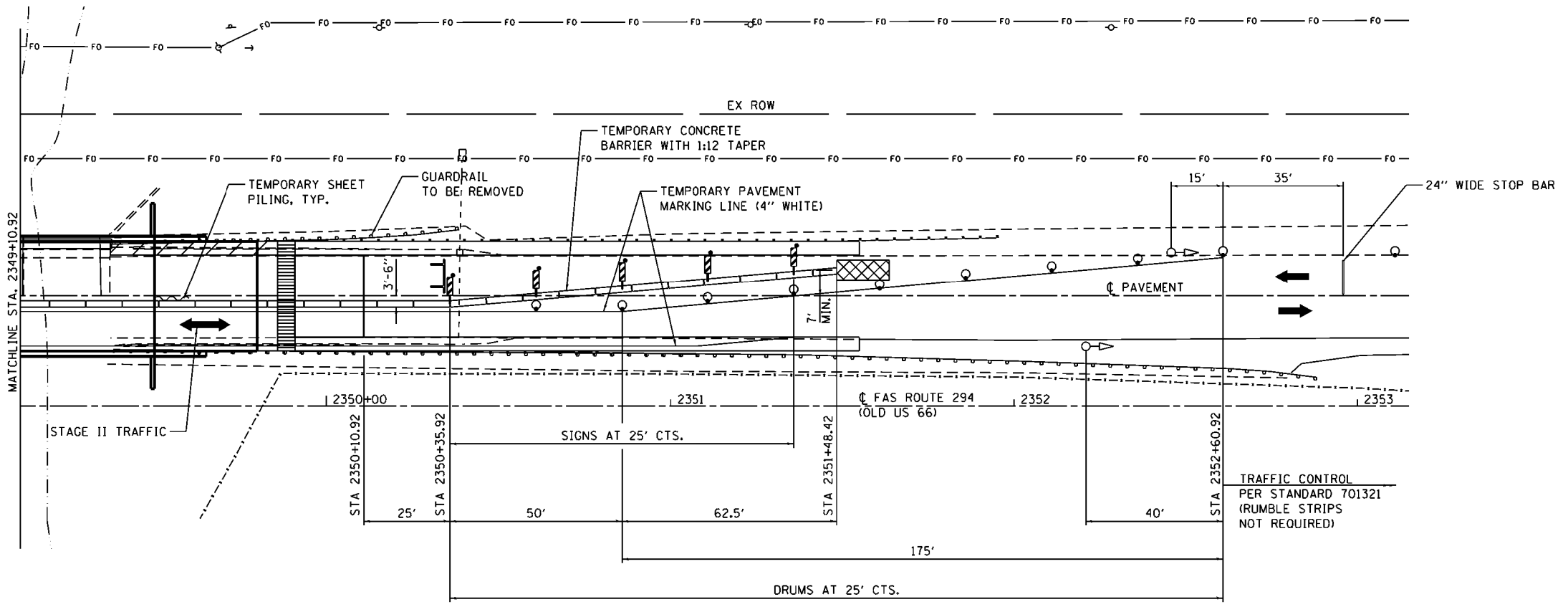
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 Fax: 217.532.6300
 PROFESSIONAL DESIGN NO. 184-002754

FILE NAME = 0570532-010-STAGING1.dgn	USER NAME = RNH	DESIGNED - CMF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I TRAFFIC CONTROL			F.A.S. RTE. 294	SECTION (14R-218R-5)	COUNTY MCLEAN	TOTAL SHEETS 48	SHEET NO. 14
		DRAWN - RNH	REVISED -		SCALE: 1"=20'	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 70532			
		CHECKED - TMM	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									



- STAGE II NOTES:**
1. RELOCATE TRAFFIC CONTROL DEVICES AS NECESSARY AND DIVERT TRAFFIC TO THE STAGE II LANE.
 2. REMOVE THE REMAINING PORTION OF THE EXISTING STRUCTURE AND PAVEMENT AS SHOWN ON THE STAGE II WORK SIDE OF THE STAGE REMOVAL LINE. REMOVE GUARDRAIL ON THE SIDE OF THE STAGE II WORK AREA.
 3. CONSTRUCT THE REMAINING PORTION OF THE PROPOSED STRUCTURE AND NEW PAVEMENT AS NECESSARY. CONSTRUCT TEMPORARY RAMPS TO TRANSITION FROM EXISTING PAVEMENT TO NEW BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) AT EACH END OF THE BRIDGE.
 4. PROVIDE EXCAVATION, EMBANKMENT, AND CONSTRUCT PROPOSED GUARDRAIL.
- POST STAGE II NOTES:**
1. AFTER COMPLETION OF THIS WORK, REMOVE ALL TRAFFIC CONTROL DEVICES AS NECESSARY.
 2. COMPLETE RESURFACING WORK UTILIZING STANDARD 701201.
 3. PROVIDE PERMANENT PAVEMENT MARKINGS, AND ALL OTHER NECESSARY WORK UTILIZING APPLICABLE TRAFFIC CONTROL STANDARDS.
- GENERAL NOTES:**
1. SEE HIGHWAY STANDARD 701321 FOR ADDITIONAL DETAILS.
 2. BARRIER OFFSETS ARE FROM THE CENTER OF THE BARRIER.
 3. ALL SIGNS, TRAFFIC CONTROL EQUIPMENT, AND TEMPORARY PAVEMENT MARKINGS NOT PAID FOR ELSEWHERE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE EACH FOR TRAFFIC CONTROL AND PROTECTION STANDARD 701321.
 4. ALL TEMPORARY BRIDGE TRAFFIC SIGNALS FOR CONSTRUCTION WILL BE MEASURED AS 1 (ONE) UNIT.

- LEGEND**
- VERTICAL PANELS W/LIGHTS @ 25' CENTERS ON TCB FOR LAST 100' OF TAPER PRIOR TO TANGENT
 - TEMPORARY RAMP
 - PAVED SHOULDER REMOVAL (REMOVAL OF BASE COURSE (OPTION) FOR BRIDGE CONSTRUCTION)
 - IMPACT ATTENUATOR, TEMPORARY NRTL3
 - DRUM WITH STEADY BURNING LIGHT
 - TEMPORARY TRAFFIC SIGNAL W/BACKPLATE DIRECTION AS INDICATED
 - TYPE III BARRICADE (PLACE WHEN NO WORK IS BEING PERFORMED)
 - TEMPORARY CONCRETE BARRIER
 - ONE-WAY TRAFFIC ARROW
 - TWO-WAY STAGE CONSTRUCTION TRAFFIC ARROW



STAGE II PLAN VIEW



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 PROFESSIONAL DESIGN NO. 184-002754

FILE NAME = 0570532-011-STAGING2.dgn	USER NAME = RNH	DESIGNED - CMF	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II TRAFFIC CONTROL			F.A.S. RTE. 294	SECTION (14R-21BR-5)	COUNTY MCLEAN	TOTAL SHEETS 48	SHEET NO. 15
		DRAWN - RNH	REVISED -		SCALE: 1"=20'	SHEET NO. 2 OF 2 SHEETS	STA. TO STA.	CONTRACT NO. 70532				
		CHECKED - TMM	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

Benchmark (U 246): Disk set in the west end of the south abutment of the railroad bridge (D1085), which carries the U.P.R.R. over Turkey Creek north of Lexington, F.A.S. Rte. 294 Sta. 2349+39.53, 140.73° Lt., Elev. 717.53.

Existing Structure: S.N. 057-0039, built in 1954 under Section 14RB-1, is a 2 span continuous reinforced concrete slab on closed abutments and a single wall-type pier, supported by untreated timber piles. The structure is 53'-4" back to back of abutments and 34'-4" out to out of deck. It was built on the northbound alignment of U.S. Rte. 66 with a skew of 0°.

Structure shall be removed and replaced with a single span steel beam bridge on integral abutments. Traffic to be maintained utilizing Stage Construction.

STATION 2349+10.92
BUILT 20__ BY
STATE OF ILLINOIS
F.A.S. RT. 294 SEC. (14R-2)BR-5
LOADING HL-93
STR. NO. 057-0255

NAME PLATE

(See Std. 515001)

INDEX OF SHEETS

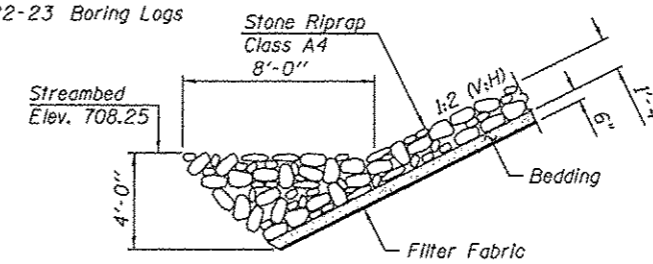
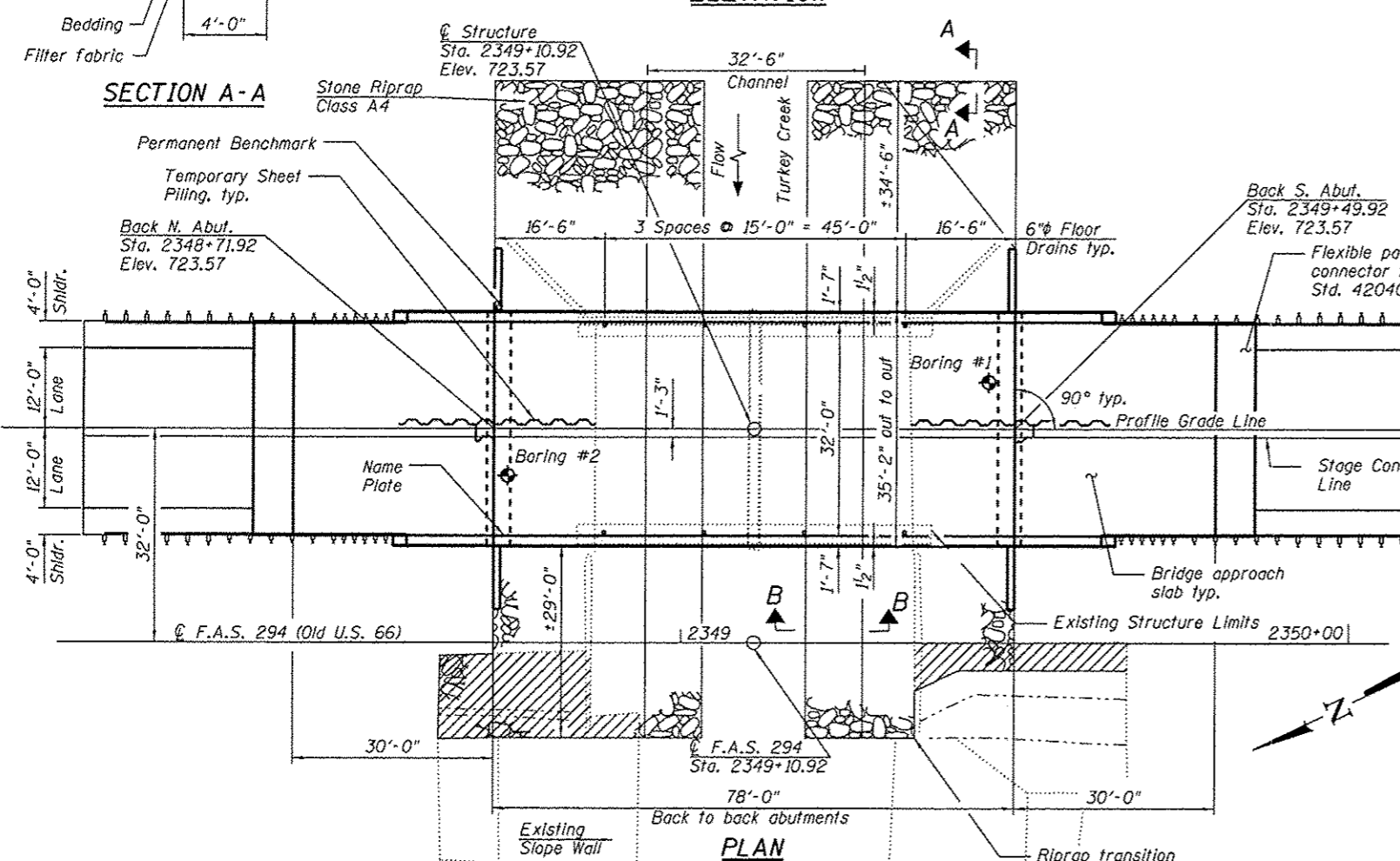
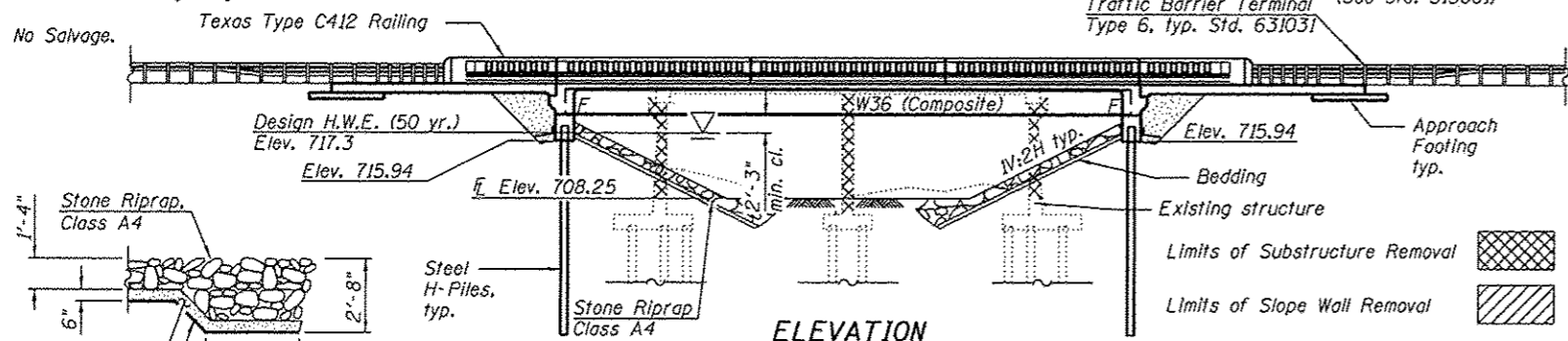
- 1 General Plan and Elevation
- 2 Stage Construction Details
- 3 Modified Temporary Concrete Barrier for Stage Construction
- 4-5 Top of Slab Elevations
- 6 Top of North Approach Slab Elevations
- 7 Top of South Approach Slab Elevations
- 8 Superstructure
- 9 Superstructure Details
- 10-11 Concrete Bridge Railing Details
- 12 Integral Abutment Diaphragm Details
- 13-14 Bridge Approach Slab Details
- 15 Framing Plan
- 16 Beam Details
- 17 North Abutment
- 18 South Abutment
- 19 HP Pile Details
- 20 Slope Wall and Riprap Details
- 21 Bar Splicer Assembly and Mechanical Splicer Details
- 22-23 Boring Logs

GENERAL NOTES

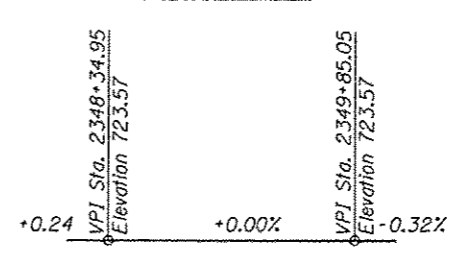
Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts (in painted areas and ASTM A325 Type 3 in unpainted areas). Bolts 3/4" φ, holes 1/2" in. φ, unless otherwise noted.
Calculated weight of Structural Steel = 72,680 lbs.
All structural steel shall be AASHTO M 270 Grade 50W.
No field welding is permitted except as specified in the contract documents.
Reinforcement bars designated (E) shall be epoxy coated.
Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
See sheet 20 of 23 for remainder of riprap and slope wall details.

APPROVED
For Structural Adequacy Only

Carl Krueger
Engineer of Bridges & Structures



SECTION B-B



PROFILE GRADE

(along existing pavement)

The profile grade shows the final elevations after grinding. Up to 1/4" will be ground off the bridge deck and approach slab.

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

AASHTO LRFD Bridge Design Specifications, 5th Edition 2010

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Structural Steel)
AASHTO M270 Gr. 50 W

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S₁) = 0.12
Design Spectral Acceleration at 0.2 sec. (S_{0.2}) = 0.19
Soil Site Class = D

WATERWAY INFORMATION

		Existing Low Grade Elev. = 722.91 ft @ Sta. 2341+50		Proposed Low Grade Elev. = 722.91 ft @ Sta. 2341+50					
		Drainage Area = 9.6 Sq. Mi.							
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Head - Ft.		Headwater El.		
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	
Design	10	1160	298	378	716.1	0.1	-	716.2	716.1
Base	50	1880	353	458	717.3	0.3	0.1	717.6	717.4
Max. Calc.	100	2190	367	479	717.6	0.4	0.1	718.0	717.7
	500	2960	404	536	718.4	0.7	0.3	719.1	718.7

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	N. Abut.	S. Abut.
	715.9	715.9

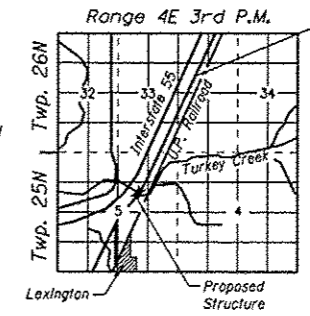
McDonough-Whitlow, P.C.
Consulting Engineers & Land Surveyors
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Taylor Springs, IL 62089
Phone: 217-532-9233
Fax: 217-532-6300
PROFESSIONAL DESIGN No. 184-002734

FILE NAME	USER NAME	DESIGNED	REVISIONS
0570255-70532.dgn	RNH	CMF	-
		TMM	-
		RNH	-
		TMM	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
STRUCTURE NO. 057-0255

SHEET NO. 1 OF 23 SHEETS



LOCATION SKETCH

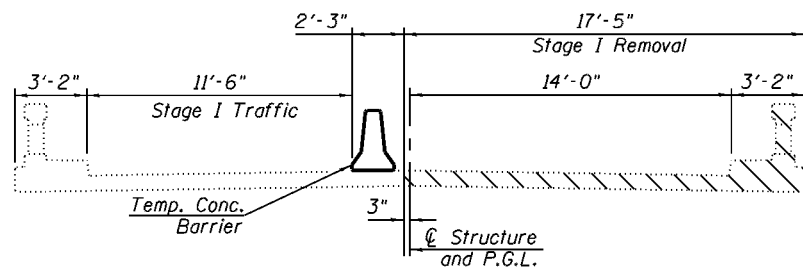
GENERAL PLAN AND ELEVATION

F.A.S. ROUTE 294 (OLD U.S. 66)
OVER TURKEY CREEK
SECTION (14R-2)BR-5
MCLEAN COUNTY
STA. 2349+10.92
S.N. 057-0255

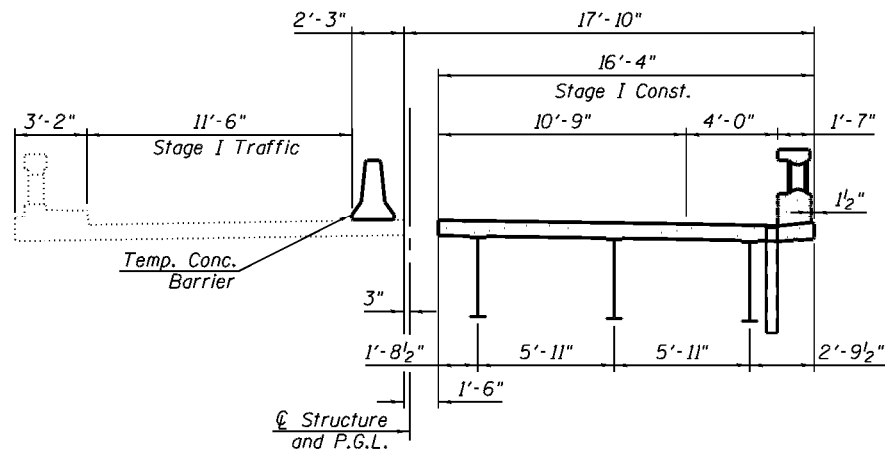
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	(14R-2)BR-5	MCLEAN	48	16

CONTRACT NO. 70532

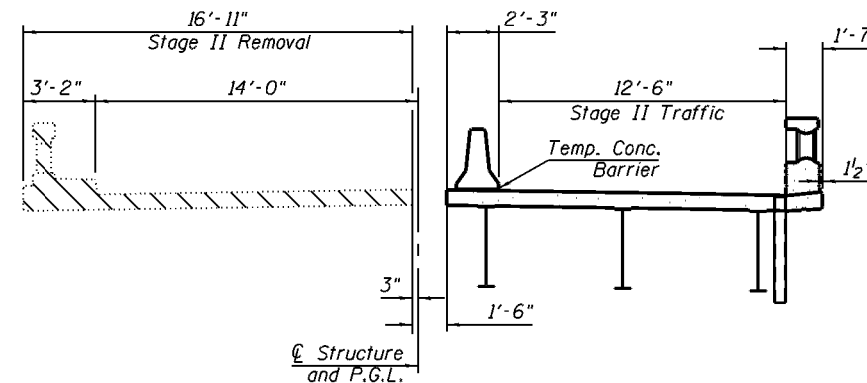
ILLINOIS FED. AID PROJECT



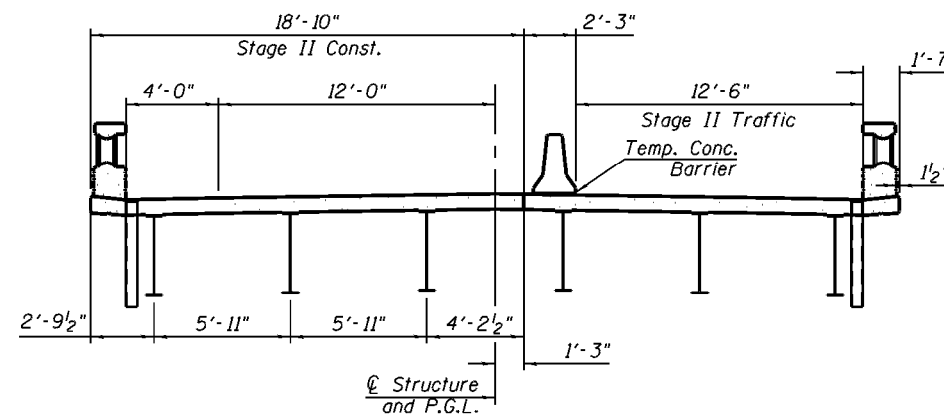
STAGE I REMOVAL



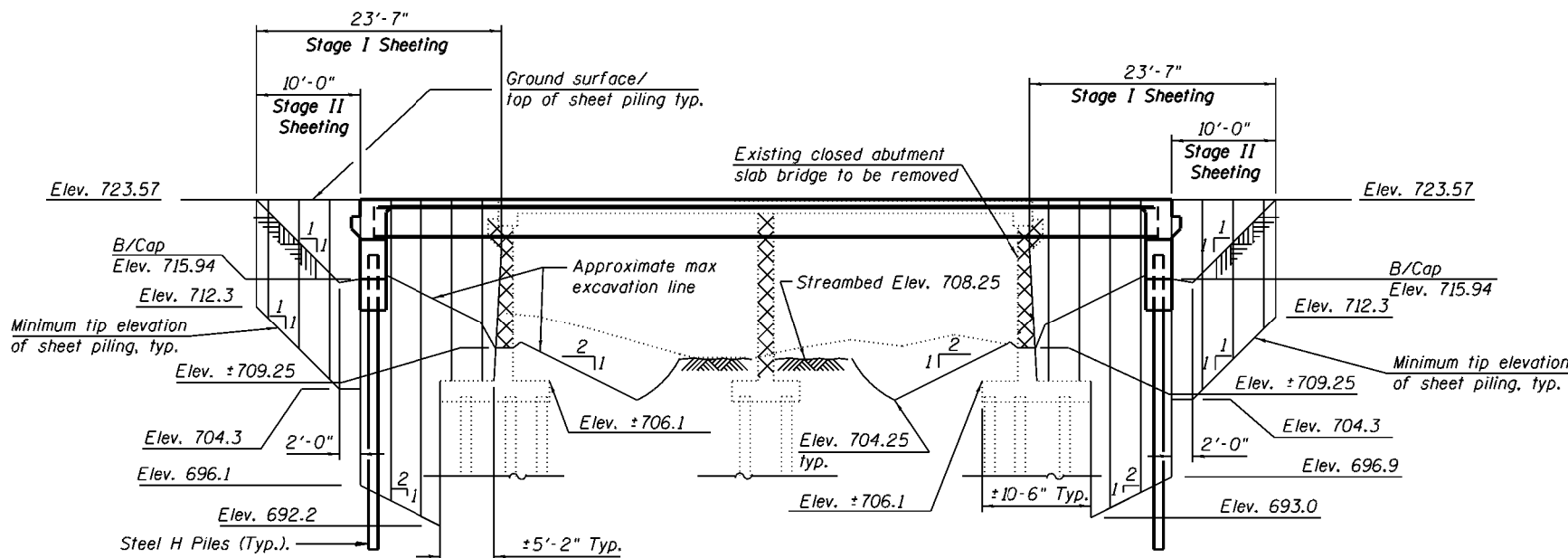
STAGE I CONSTRUCTION



STAGE II REMOVAL



STAGE II CONSTRUCTION



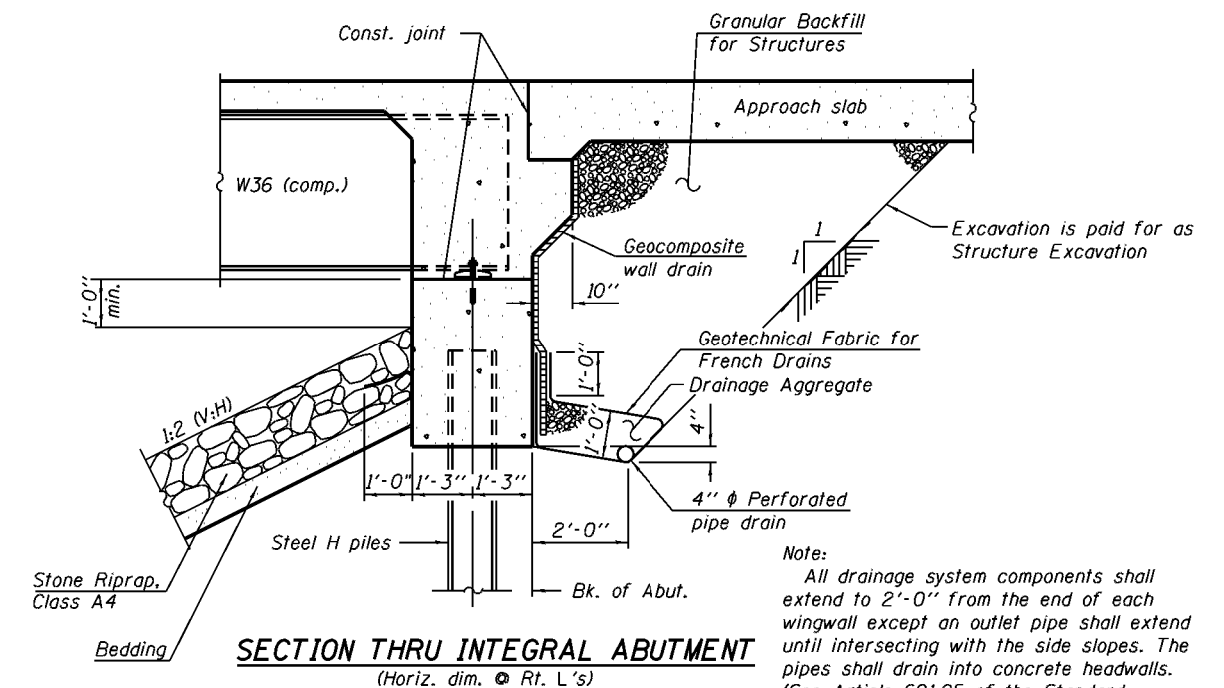
TEMPORARY SHEET PILING DETAIL

(Looking East)

Minimum Section Modulus = 8 in³/ft. (Required within limits of Stage II Sheeting)
 = 36 in³/ft. (Required beyond limits of Stage II Sheeting)

Additional Sheet Pile required at Structure Abutments to transition from Stage I to Stage II construction. Estimated as 4'-0" total width of Sheet Pile required each end. See additional limits below.

Sta "A"	Offset ft.	Sta "B"	Offset ft.	Top Elev.	Tip Elev.	Quantity sq. ft.
2348+69.42	0.25	2348+71.92	1.25	723.57	704.3	77.08
2349+49.92	1.25	2349+52.42	0.25	723.57	704.3	77.08



SECTION THRU INTEGRAL ABUTMENT

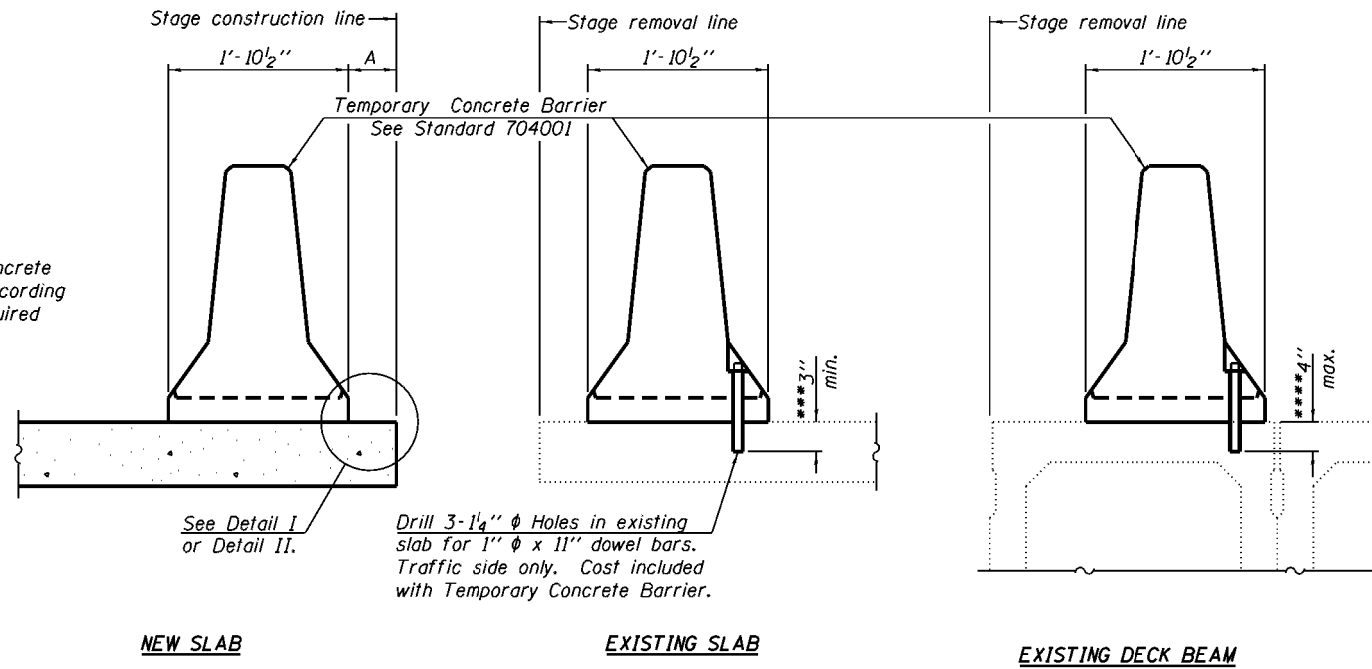
(Horiz. dim. @ Rt. L's)

Note:
 All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

Notes:
 Stage Construction cross sections are looking South.
 For quantity of Temporary Concrete Barrier, see Roadway Plans. For details of Temporary Concrete Barrier, see sheet 3 of 23.
 The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.
 If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
 The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.

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 PROFESSIONAL DESIGN NO. 184-002754

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



SECTIONS THRU SLAB OR DECK BEAM

NOTES

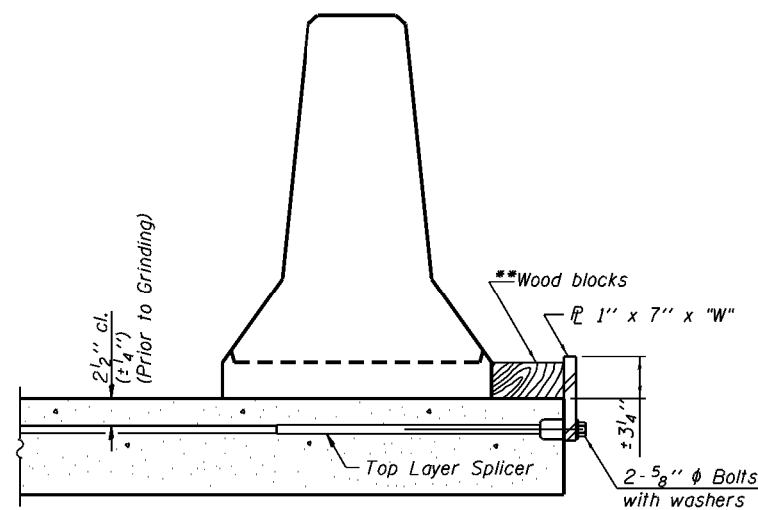
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

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

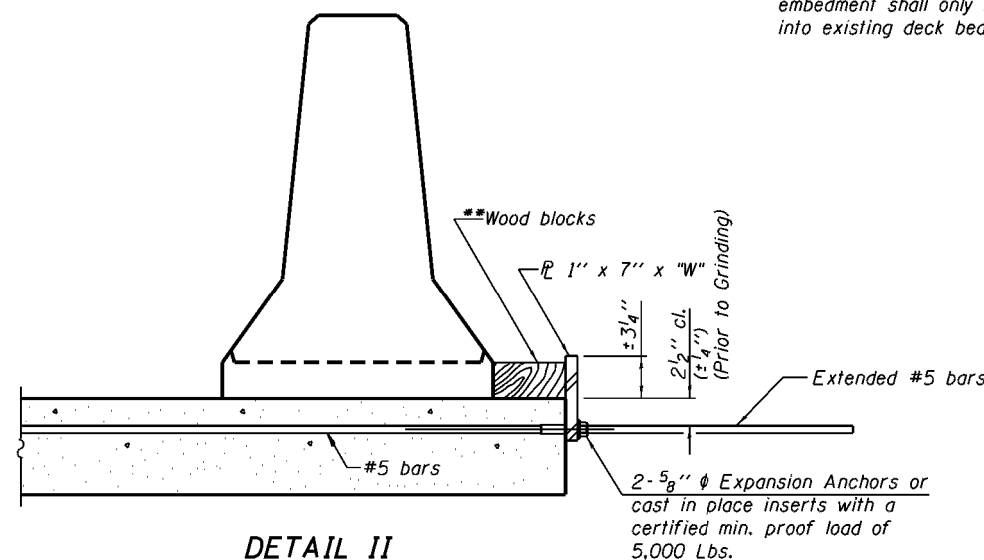
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

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



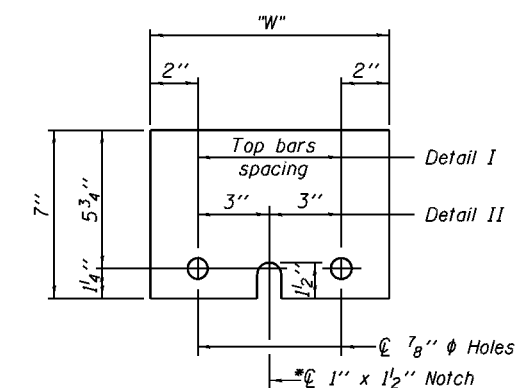
DETAIL I



DETAIL II

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

"W" = Top bars spacing + 4"



STEEL RETAINER \bar{L} 1" x 7" x "W"

* Required only with Detail II

FILE NAME = 0570255-70532.dgn	USER NAME = RNH	DESIGNED - CMF	REVISED -
		CHECKED - TMM	REVISED -
	PLOT SCALE =	DRAWN - RNH	REVISED -
	PLOT DATE =	CHECKED - TMM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

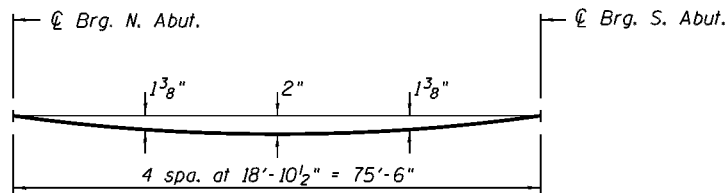
MODIFIED TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 057-0255

SHEET NO. 3 OF 23 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	(14R-2)BR-5	MCLEAN	48	18
CONTRACT NO. 70532				

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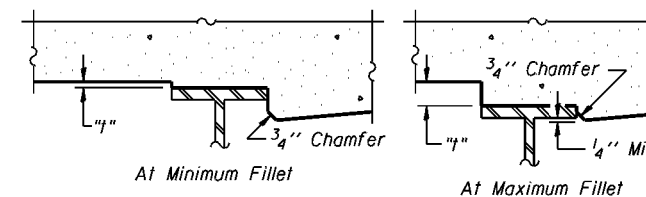


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown below and on Sheet 5 of 23.



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

The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown below and on sheet 5 of 23. For grinding the deck, see Special Provisions.

FILLET HEIGHTS

BEAM 1

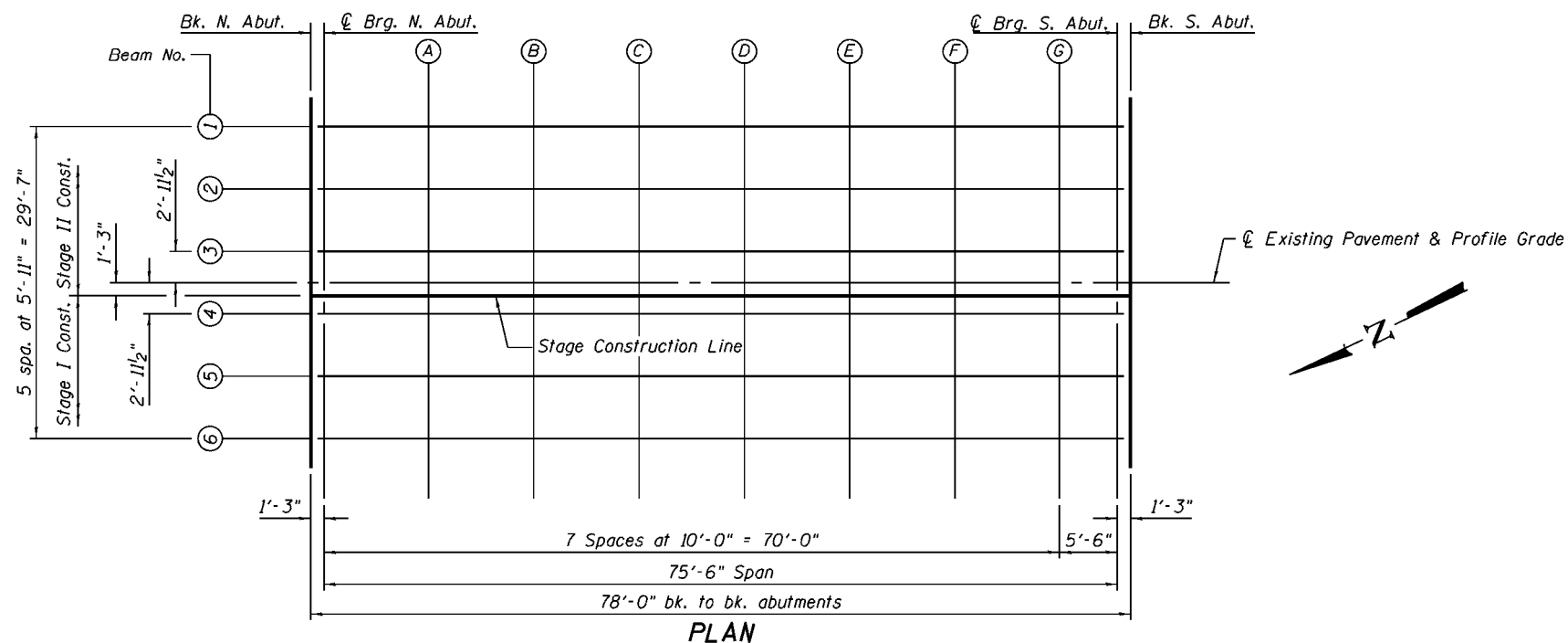
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	2348+71.92	-14.79	723.32	723.35
☉ Brg. N. Abut.	2348+73.17	-14.79	723.32	723.35
A	2348+83.17	-14.79	723.32	723.41
B	2348+93.17	-14.79	723.32	723.47
C	2349+03.17	-14.79	723.32	723.50
D	2349+13.17	-14.79	723.32	723.51
E	2349+23.17	-14.79	723.32	723.49
F	2349+33.17	-14.79	723.32	723.45
G	2349+43.17	-14.79	723.32	723.38
☉ Brg. S. Abut.	2349+48.67	-14.79	723.32	723.35
Bk. S. Abut.	2349+49.92	-14.79	723.32	723.35

BEAM 2

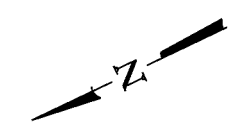
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	2348+71.92	-8.88	723.43	723.45
☉ Brg. N. Abut.	2348+73.17	-8.88	723.43	723.45
A	2348+83.17	-8.88	723.43	723.52
B	2348+93.17	-8.88	723.43	723.58
C	2349+03.17	-8.88	723.43	723.61
D	2349+13.17	-8.88	723.43	723.62
E	2349+23.17	-8.88	723.43	723.60
F	2349+33.17	-8.88	723.43	723.55
G	2349+43.17	-8.88	723.43	723.49
☉ Brg. S. Abut.	2349+48.67	-8.88	723.43	723.45
Bk. S. Abut.	2349+49.92	-8.88	723.43	723.45

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	2348+71.92	-2.96	723.52	723.54
☉ Brg. N. Abut.	2348+73.17	-2.96	723.52	723.54
A	2348+83.17	-2.96	723.52	723.61
B	2348+93.17	-2.96	723.52	723.67
C	2349+03.17	-2.96	723.52	723.70
D	2349+13.17	-2.96	723.52	723.71
E	2349+23.17	-2.96	723.52	723.69
F	2349+33.17	-2.96	723.52	723.65
G	2349+43.17	-2.96	723.52	723.58
☉ Brg. S. Abut.	2349+48.67	-2.96	723.52	723.54
Bk. S. Abut.	2349+49.92	-2.96	723.52	723.54



☉ Existing Pavement & Profile Grade



Notes:
Offset dimensions are given from ☉ Existing Pavement. If working from ☉ F.A.S. 294, an offset of 32 ft. left (-32 ft.) should be added. See sheet 1 of 23 for offset.

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PROFESSIONAL DESIGN No. 184-002754

FILE NAME = 0570255-70532.dgn	USER NAME = RNH	DESIGNED - CMF	REVISOR -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 057-0255	F.A.S. RTE. = 294	SECTION = 114R-218R-5	COUNTY = MCLEAN	TOTAL SHEETS = 48	SHEET NO. = 19	
	PLOT SCALE =	DRAWN - RNH	REVISOR -			CONTRACT NO. 70532					
	PLOT DATE =	CHECKED - TMM	REVISOR -			SHEET NO. 4 OF 23 SHEETS					
ILLINOIS FED. AID PROJECT											

EXISTING PAVEMENT & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	2348+71.92	0.00	723.57	723.59
☉ Brg. N. Abut.	2348+73.17	0.00	723.57	723.59
A	2348+83.17	0.00	723.57	723.66
B	2348+93.17	0.00	723.57	723.71
C	2349+03.17	0.00	723.57	723.75
D	2349+13.17	0.00	723.57	723.76
E	2349+23.17	0.00	723.57	723.74
F	2349+33.17	0.00	723.57	723.69
G	2349+43.17	0.00	723.57	723.63
☉ Brg. S. Abut.	2349+48.67	0.00	723.57	723.59
Bk. S. Abut.	2349+49.92	0.00	723.57	723.59

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	2348+71.92	1.25	723.55	723.57
☉ Brg. N. Abut.	2348+73.17	1.25	723.55	723.57
A	2348+83.17	1.25	723.55	723.64
B	2348+93.17	1.25	723.55	723.69
C	2349+03.17	1.25	723.55	723.73
D	2349+13.17	1.25	723.55	723.74
E	2349+23.17	1.25	723.55	723.72
F	2349+33.17	1.25	723.55	723.67
G	2349+43.17	1.25	723.55	723.61
☉ Brg. S. Abut.	2349+48.67	1.25	723.55	723.57
Bk. S. Abut.	2349+49.92	1.25	723.55	723.57

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	2348+71.92	2.96	723.52	723.54
☉ Brg. N. Abut.	2348+73.17	2.96	723.52	723.54
A	2348+83.17	2.96	723.52	723.61
B	2348+93.17	2.96	723.52	723.67
C	2349+03.17	2.96	723.52	723.70
D	2349+13.17	2.96	723.52	723.71
E	2349+23.17	2.96	723.52	723.69
F	2349+33.17	2.96	723.52	723.65
G	2349+43.17	2.96	723.52	723.58
☉ Brg. S. Abut.	2349+48.67	2.96	723.52	723.54
Bk. S. Abut.	2349+49.92	2.96	723.52	723.54

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	2348+71.92	8.88	723.43	723.45
☉ Brg. N. Abut.	2348+73.17	8.88	723.43	723.45
A	2348+83.17	8.88	723.43	723.52
B	2348+93.17	8.88	723.43	723.58
C	2349+03.17	8.88	723.43	723.61
D	2349+13.17	8.88	723.43	723.62
E	2349+23.17	8.88	723.43	723.60
F	2349+33.17	8.88	723.43	723.55
G	2349+43.17	8.88	723.43	723.49
☉ Brg. S. Abut.	2349+48.67	8.88	723.43	723.45
Bk. S. Abut.	2349+49.92	8.88	723.43	723.45

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Bk. N. Abut.	2348+71.92	14.79	723.32	723.35
☉ Brg. N. Abut.	2348+73.17	14.79	723.32	723.35
A	2348+83.17	14.79	723.32	723.41
B	2348+93.17	14.79	723.32	723.47
C	2349+03.17	14.79	723.32	723.50
D	2349+13.17	14.79	723.32	723.51
E	2349+23.17	14.79	723.32	723.49
F	2349+33.17	14.79	723.32	723.45
G	2349+43.17	14.79	723.32	723.38
☉ Brg. S. Abut.	2349+48.67	14.79	723.32	723.35
Bk. S. Abut.	2349+49.92	14.79	723.32	723.35

Notes:
 Offset dimensions are given from ☉ Existing Pavement. If working from ☉ F.A.S. 294, an offset of 32 ft. left (-32 ft.) should be added. See sheet 1 of 23 for offset.

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 PROFESSIONAL DESIGN No. 184-002754

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	2348+41.92	-16.00	723.30	723.32
A1	2348+51.92	-16.00	723.30	723.32
B1	2348+61.92	-16.00	723.30	723.32
Bk. N. Abut.	2348+71.92	-16.00	723.30	723.32

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	2348+41.92	-12.00	723.38	723.40
A1	2348+51.92	-12.00	723.38	723.40
B1	2348+61.92	-12.00	723.38	723.40
Bk. N. Abut.	2348+71.92	-12.00	723.38	723.40

EXISTING PAVEMENT & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	2348+41.92	0.00	723.57	723.59
A1	2348+51.92	0.00	723.57	723.59
B1	2348+61.92	0.00	723.57	723.59
Bk. N. Abut.	2348+71.92	0.00	723.57	723.59

STAGE CONSTRUCTION LINE

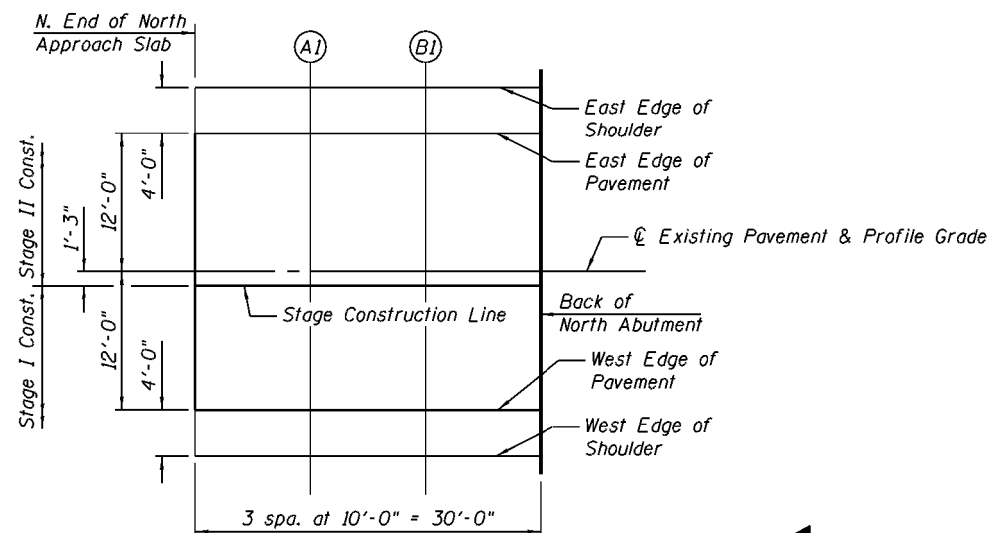
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	2348+41.92	1.25	723.55	723.57
A1	2348+51.92	1.25	723.55	723.57
B1	2348+61.92	1.25	723.55	723.57
Bk. N. Abut.	2348+71.92	1.25	723.55	723.57

WEST EDGE OF PAVEMENT

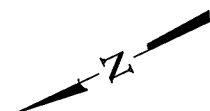
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	2348+41.92	12.00	723.38	723.40
A1	2348+51.92	12.00	723.38	723.40
B1	2348+61.92	12.00	723.38	723.40
Bk. N. Abut.	2348+71.92	12.00	723.38	723.40

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
N. End of N. Approach Slab	2348+41.92	16.00	723.30	723.32
A1	2348+51.92	16.00	723.30	723.32
B1	2348+61.92	16.00	723.30	723.32
Bk. N. Abut.	2348+71.92	16.00	723.30	723.32



PLAN
(North Approach)



Notes:
Offset dimensions are given from C Existing Pavement. If working from C F.A.S. 294, an offset of 32 ft. left, or east, (-32 ft.) should be added. See sheet 1 of 23 for offset.
Elevations at curb line beyond the parapet are not provided. If desired, the projection of the shoulder slope may be used to determine elevations at this location. See sheets 13 & 14 of 23.

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PROFESSIONAL DESIGN NO. 184-002754

FILE NAME = 0570255-70532.dgn	USER NAME = RNH	DESIGNED - CMF	REVISED -
		CHECKED - TMM	REVISED -
		DRAWN - RNH	REVISED -
		CHECKED - TMM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 057-0255

SHEET NO. 6 OF 23 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	114R-21BR-5	MCLEAN	48	21
CONTRACT NO. 70532				
ILLINOIS FED. AID PROJECT				

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Bk. S. Abut.	2349+49.92	-16.00	723.30	723.32
A2	2349+59.92	-16.00	723.30	723.32
B2	2349+69.92	-16.00	723.30	723.32
S. End of S. Approach Slab	2349+79.92	-16.00	723.30	723.32

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Bk. S. Abut.	2349+49.92	-12.00	723.38	723.40
A2	2349+59.92	-12.00	723.38	723.40
B2	2349+69.92	-12.00	723.38	723.40
S. End of S. Approach Slab	2349+79.92	-12.00	723.38	723.40

EXISTING PAVEMENT & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Bk. S. Abut.	2349+49.92	0.00	723.57	723.59
A2	2349+59.92	0.00	723.57	723.59
B2	2349+69.92	0.00	723.57	723.59
S. End of S. Approach Slab	2349+79.92	0.00	723.57	723.59

STAGE CONSTRUCTION LINE

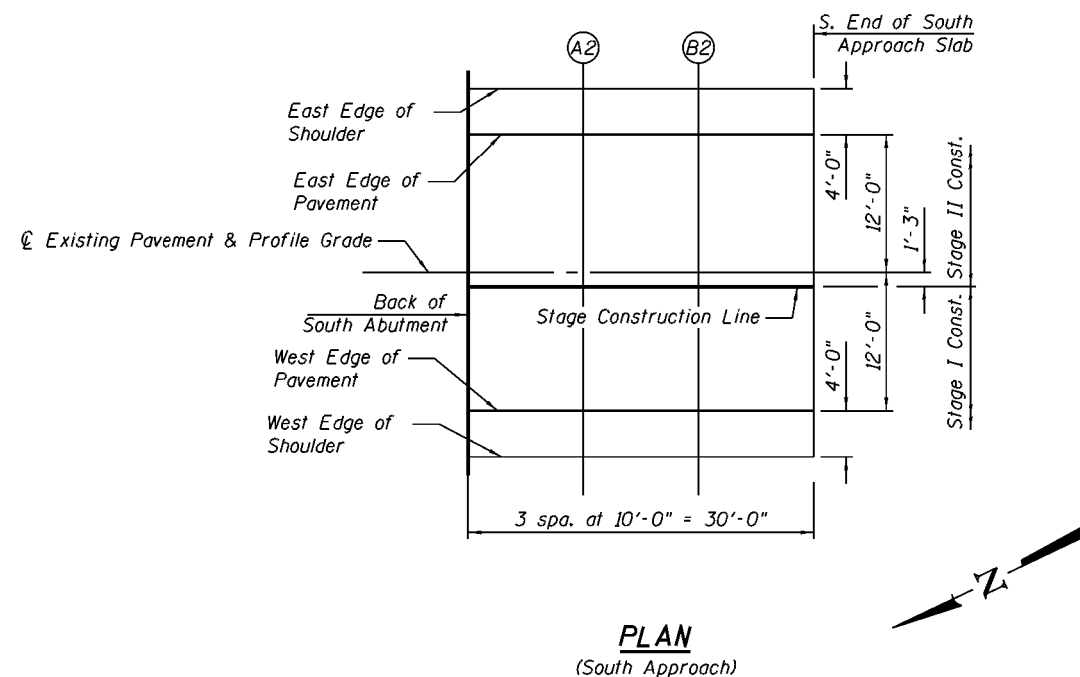
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Bk. S. Abut.	2349+49.92	1.25	723.55	723.57
A2	2349+59.92	1.25	723.55	723.57
B2	2349+69.92	1.25	723.55	723.57
S. End of S. Approach Slab	2349+79.92	1.25	723.55	723.57

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Bk. S. Abut.	2349+49.92	12.00	723.38	723.40
A2	2349+59.92	12.00	723.38	723.40
B2	2349+69.92	12.00	723.38	723.40
S. End of S. Approach Slab	2349+79.92	12.00	723.38	723.40

WEST EDGE OF SHOULDER

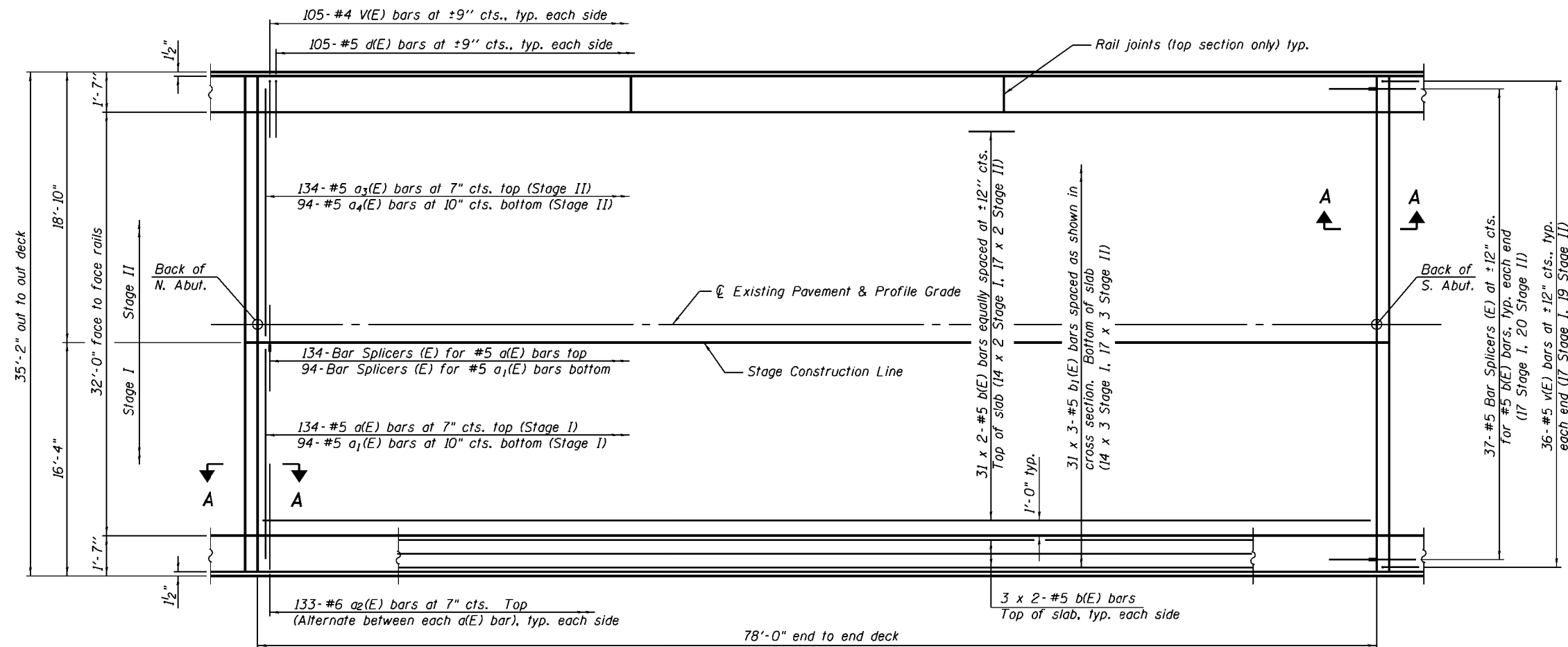
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Bk. S. Abut.	2349+49.92	16.00	723.30	723.32
A2	2349+59.92	16.00	723.30	723.32
B2	2349+69.92	16.00	723.30	723.32
S. End of S. Approach Slab	2349+79.92	16.00	723.30	723.32



Notes:
 Offset dimensions are given from C Existing Pavement. If working from C F.A.S. 294, an offset of 32 ft. left, or east, (-32 ft.) should be added. See sheet 1 of 23 for offset.
 Elevations at curb line beyond the parapet are not provided. If desired, the projection of the shoulder slope may be used to determine elevations at this location. See sheets 13 & 14 of 23.

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 PROFESSIONAL DESIGN NO. 184-002754

FILE NAME = 0570255-70532.dgn	USER NAME = RNH	DESIGNED - CMF	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SOUTH APPROACH SLAB ELEVATIONS STRUCTURE NO. 057-0255	F.A.S. RTE. = 294	SECTION = (14R-2)BR-5	COUNTY = MCLEAN	TOTAL SHEETS = 48	SHEET NO. = 22	
		CHECKED - TMM	REVISIED -			CONTRACT NO. 70532					
		DRAWN - RNH	REVISIED -			SHEET NO. 7 OF 23 SHEETS					
		CHECKED - TMM	REVISIED -			ILLINOIS FED. AID PROJECT					

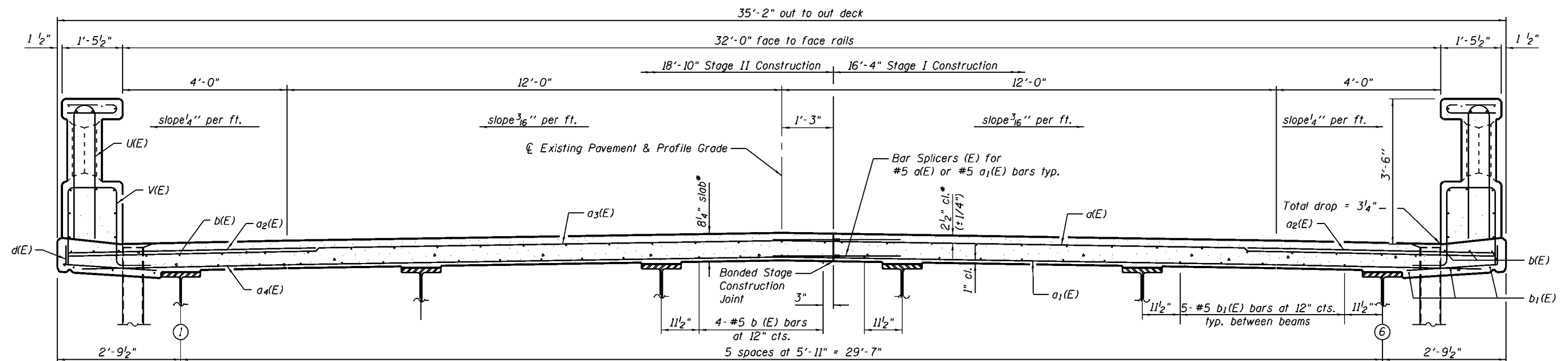


MINIMUM BAR LAP

#5 bar = 2'-7"

Notes:
 See sheet 9 of 23 for superstructure details and Bill of Material.
 Bars indicated thus 31 x 3-#5 etc. indicates 31 lines of bars with 3 lengths per line.
 See sheets 9 thru 11 of 23 for rail reinforcement and joint details.
 See sheet 1 of 23 for offset of Existing Pavement from \bar{C} F.A.S. 294.
 See sheet 12 of 23 for Section A-A.
 See sheet 21 of 23 for Bar Splicer Details.

PLAN

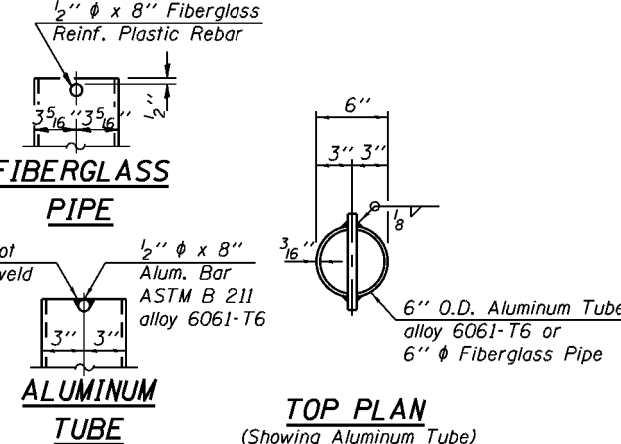
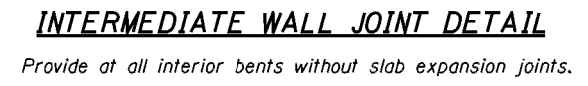
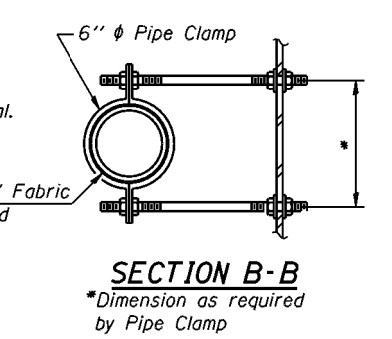
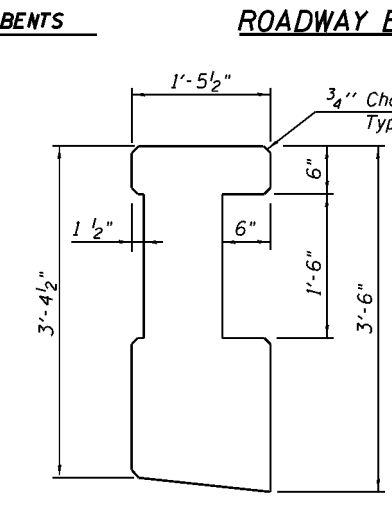
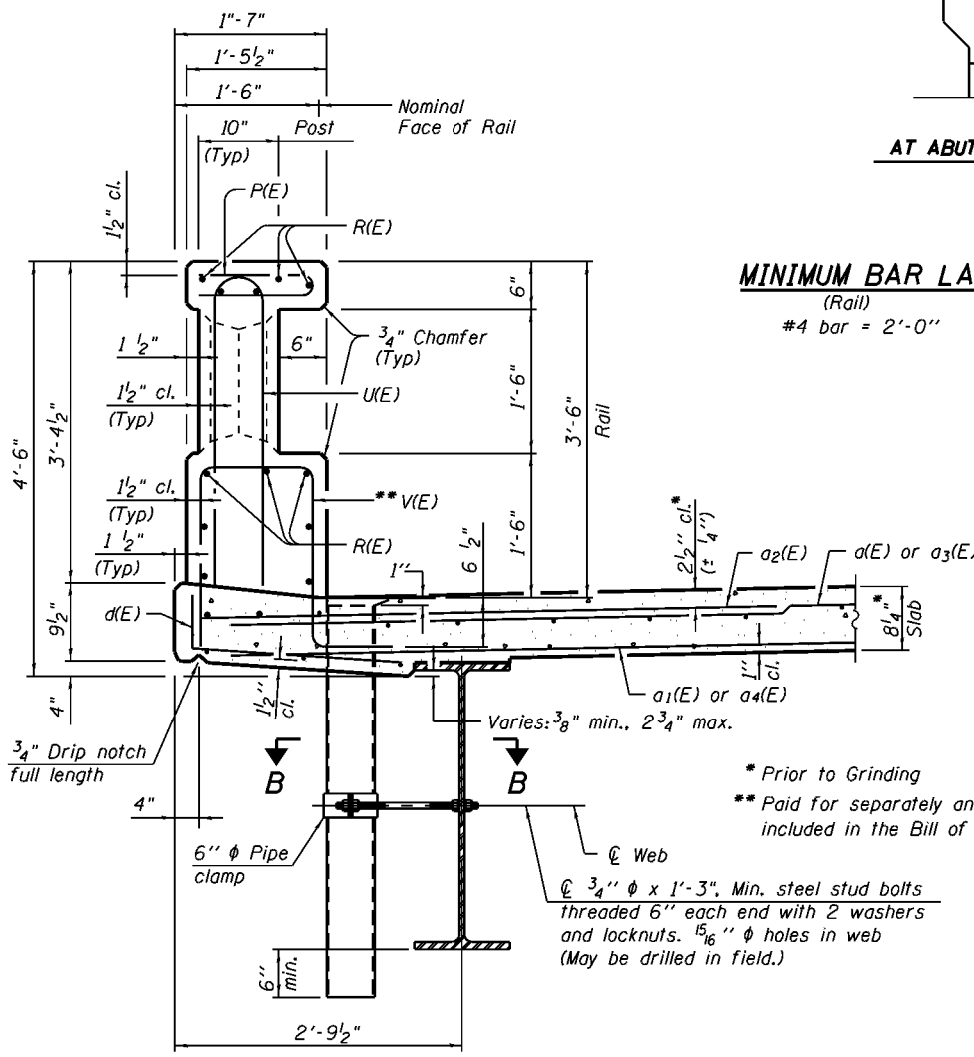
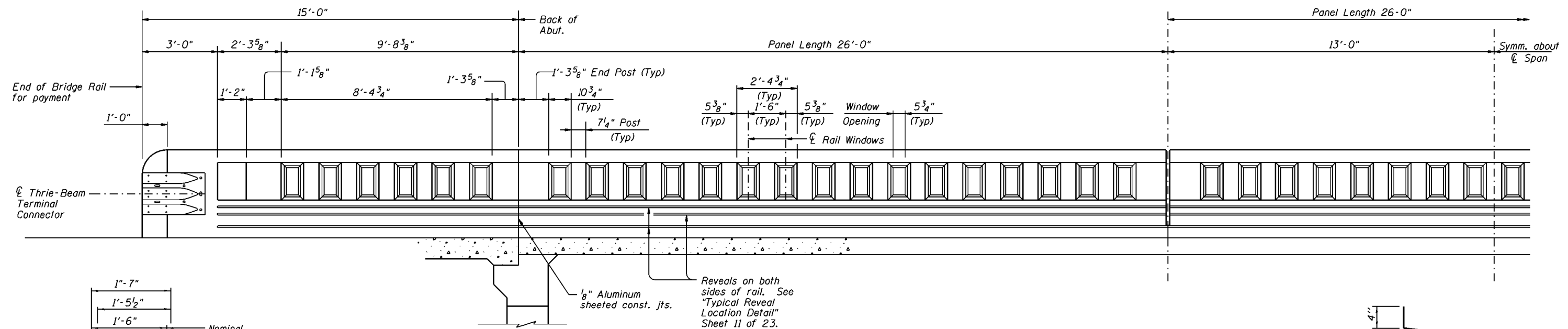


*Prior to Grinding

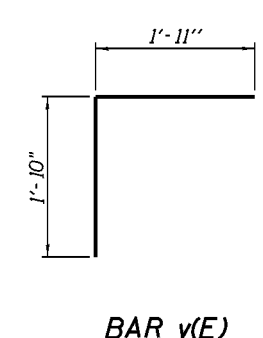
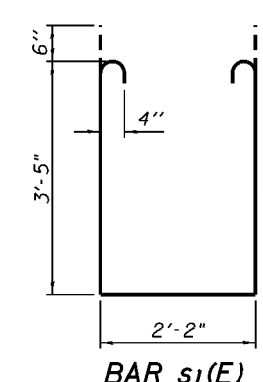
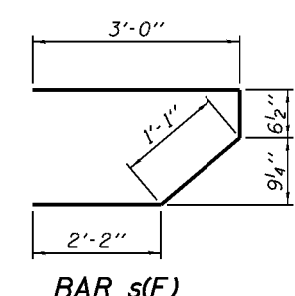
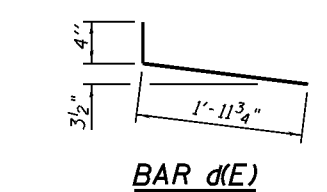
CROSS SECTION
(Looking South)

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FILE NAME = 0570255-70532.dgn	USER NAME = RNH	DESIGNED - CMF	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 057-0255	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED - TMM	REVISD -			294	(14R-21BR-5	MCLEAN	48	23	
		PLOT SCALE =	REVISD -			CONTRACT NO. 70532					
		PLOT DATE =	REVISD -			SHEET NO. 8 OF 23 SHEETS					



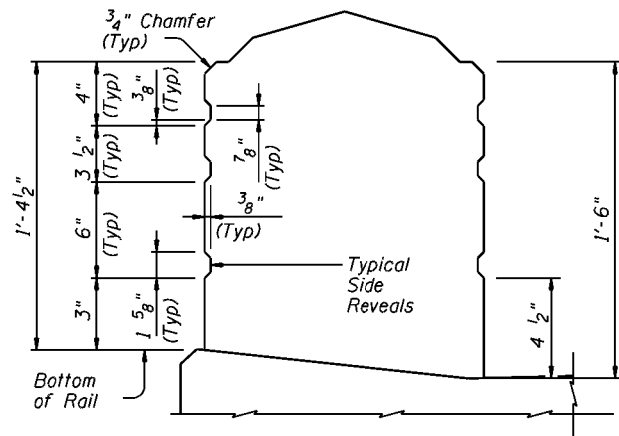
Notes:
 Floor Drains need not be painted.
 Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
 Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.
 All concrete for railing wall shall be Class BS according to Article 1020.04 of the Standard Specifications. Surface of railing shall receive a rubbed finish according to Article 503.15(b) of the Standard Specifications.
 All parts of the railing including concrete and reinforcing will be paid for at the contract unit price per foot for Concrete Bridge Railing.
 Holes and recesses must be formed or cored. Drilling is not permitted.
 Aluminum sheets shall be according to ASTM B209 alloy 3003-H14.



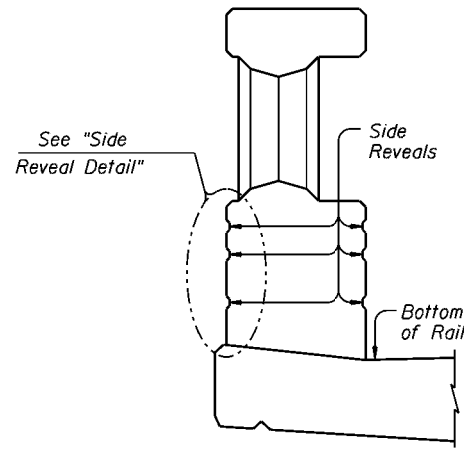
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	134	#5	16'-1"	—
a1(E)	94	#5	15'-9"	—
a2(E)	266	#6	6'-6"	—
a3(E)	134	#5	18'-7"	—
a4(E)	94	#5	18'-3"	—
b(E)	74	#5	40'-2"	—
b1(E)	93	#5	27'-8"	—
d(E)	210	#5	2'-4"	L
m(E)	10	#6	16'-1"	—
m1(E)	10	#6	18'-7"	—
m2(E)	12	#6	7'-9"	—
m3(E)	12	#6	8'-5"	—
m4(E)	10	#6	5'-6"	—
m5(E)	4	#6	2'-6"	—
s(E)	72	#5	6'-10"	∩
s1(E)	62	#4	10'-0"	□
v(E)	72	#5	3'-9"	Γ
V(E)	210	#4	5'-7"	Π
Reinforcement Bars, Epoxy Coated		Pound		19,970
Concrete Superstructure		Cu. Yds.		98.6
Floor Drains		Each		8
Concrete Bridge Railing		Foot		216

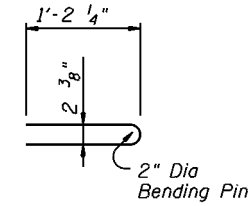
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 Taylor Springs, IL 62089
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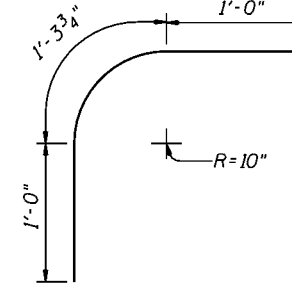
SIDE REVEAL DETAIL



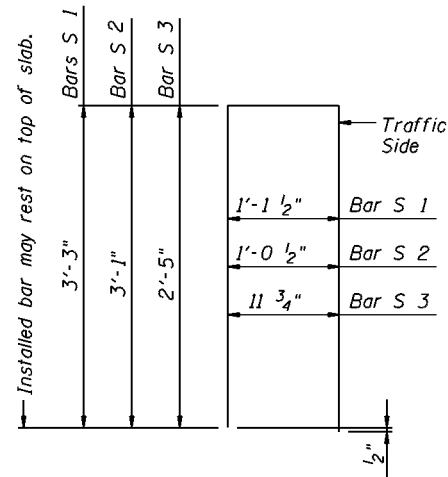
TYPICAL REVEAL LOCATION DETAIL



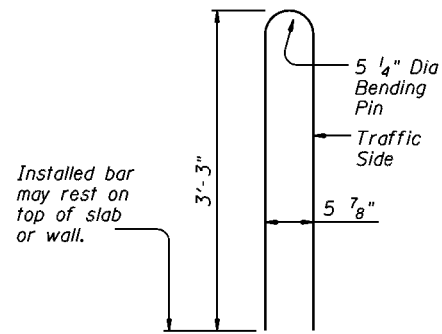
BARS P (#3)



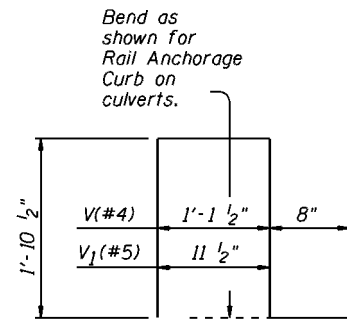
BARS R6 (#4)



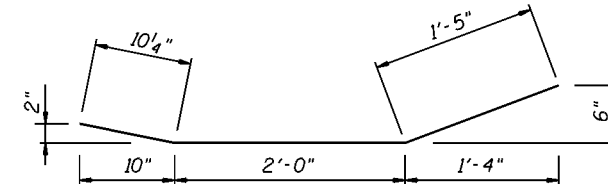
BARS S (#4)



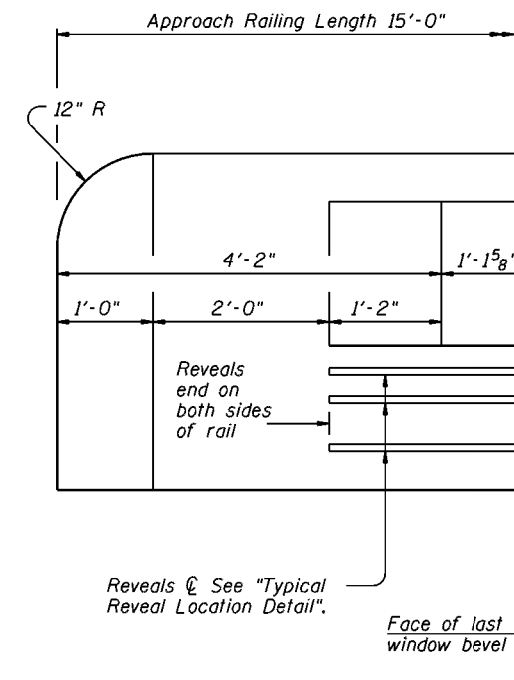
BARS U (#5)



BARS V (#4) & (#5)



BARS R4 (#4)



ELEVATION AT APPROACH SLAB

CONSTRUCTION NOTES:
The back of railing must be vertical unless otherwise shown on the plans or approved by the Engineer.

MATERIAL NOTES:
All steel components except reinforcing must be galvanized unless otherwise shown on plans. All reinforcement designated on this sheet shall be epoxy coated. See sheet 9 of 23 for superstructure details and Bill of Material, sheet 14 of 23 for approaches Bill of Material, and Bar List on sheet 10 of 23.

GENERAL NOTES:
This rail has been successfully evaluated by full-scale crash test to meet NCHRP Report 350 TL-4 criteria. This rail can be used for design speeds of 50 mph and greater when a TL-3 rated guard fence transition is used. When a TL-2 rated guard fence transition is used, this rail can only be used for design speeds of 45 mph and less.
Rail anchorage details shown on this standard may require modification for select structure types. See appropriate details elsewhere in plans for these modifications.
Shop drawings are not required for this rail.
Average weight of railing with no overlay is 560 plf.

FILE NAME = 0570255-70532.dgn	USER NAME = RNH	DESIGNED - CMF	REVISED -
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	PLOT SCALE =	DRAWN - RNH	REVISED -
	PLOT DATE =	CHECKED - TMM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

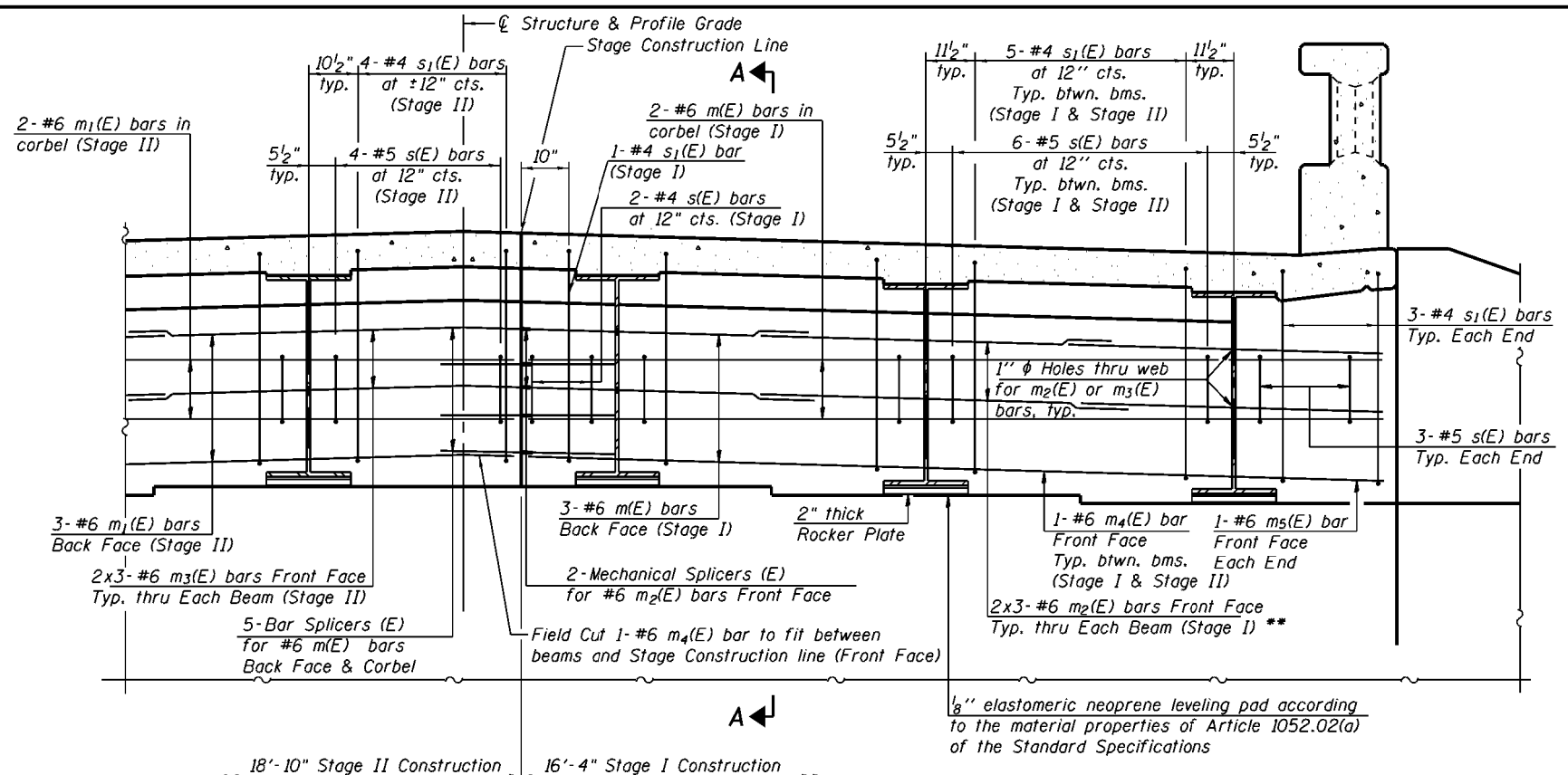
CONCRETE BRIDGE RAILING DETAILS
STRUCTURE NO. 057-0255

SHEET NO. 11 OF 23 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	(14R-2)BR-5	MCLEAN	48	26
CONTRACT NO. 70532				

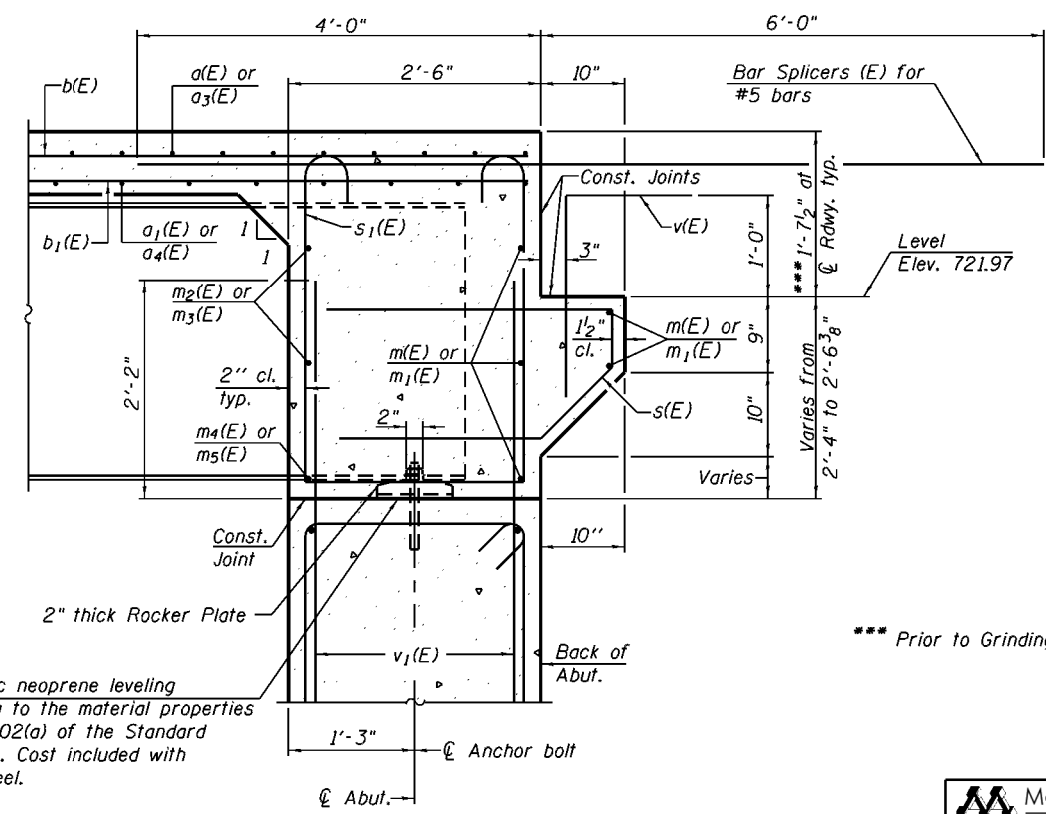
McDonough-Whitlow, P.C.
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Fax: 217.532.6300
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DIAPHRAGM ELEVATION AT ABUTMENT
 (Looking South)
 South Abut. shown/ North Abut. similar

** Field trim $m_2(E)$ bars as needed to fit between Stage Construction Line and center beam of Stage I.



Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 9 of 23
 Concrete in diaphragm is included with Concrete Superstructure on sheet 9 of 23.
 For details of bars $s(E)$ & $s_1(E)$ see sheet 9 of 23.

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

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

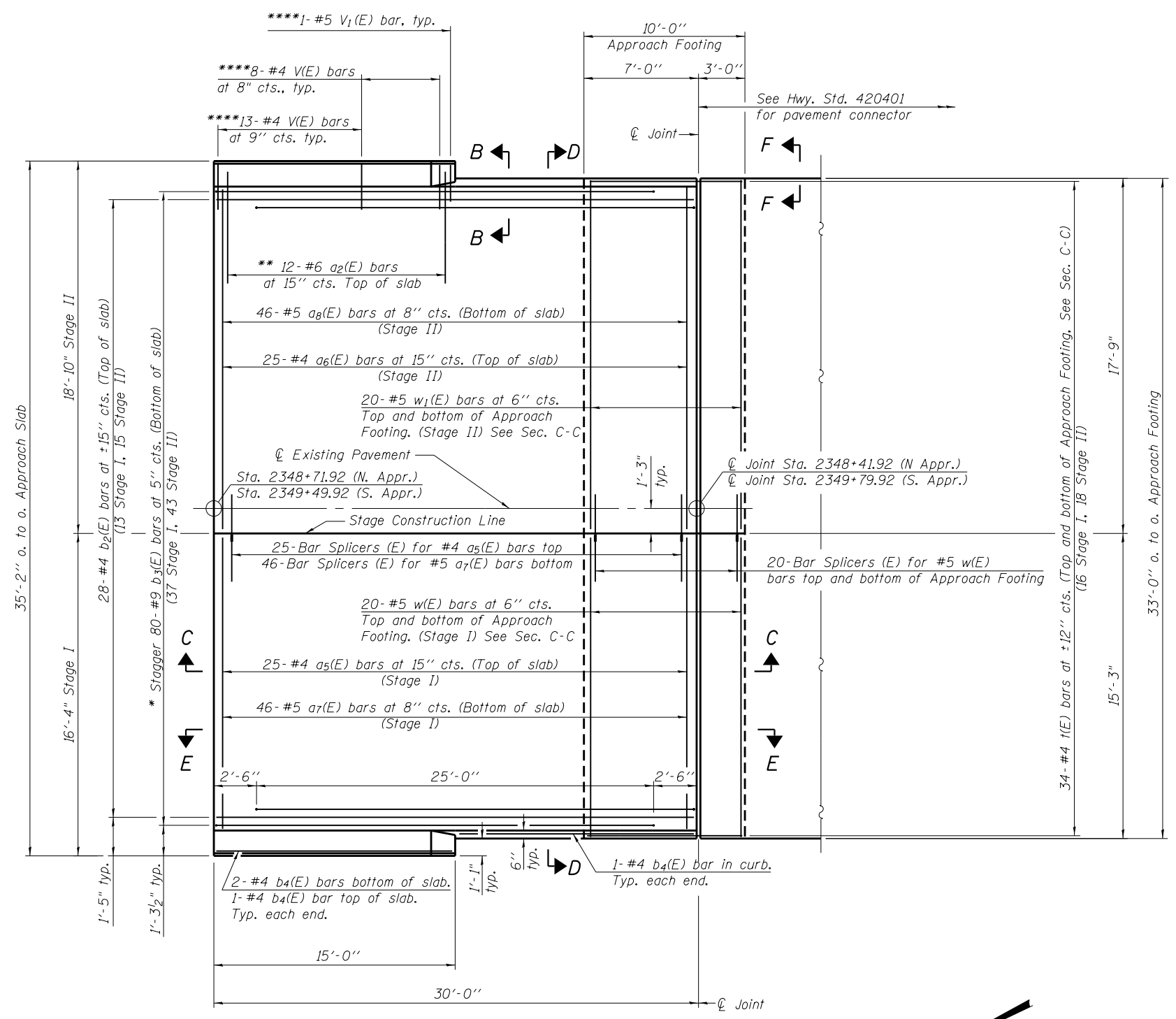
SECTION A-A

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FILE NAME = 0570255-70532.dgn	USER NAME = RNH	DESIGNED - CMF	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTEGRAL ABUTMENT DIAPHRAGM DETAILS STRUCTURE NO. 057-0255	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED - TMM	REVISIONS -			294	(14R-218R-5	MCLEAN	48	27	
		DRAWN - RNH	REVISIONS -			CONTRACT NO. 70532					
		CHECKED - TMM	REVISIONS -			SHEET NO. 12 OF 23 SHEETS					

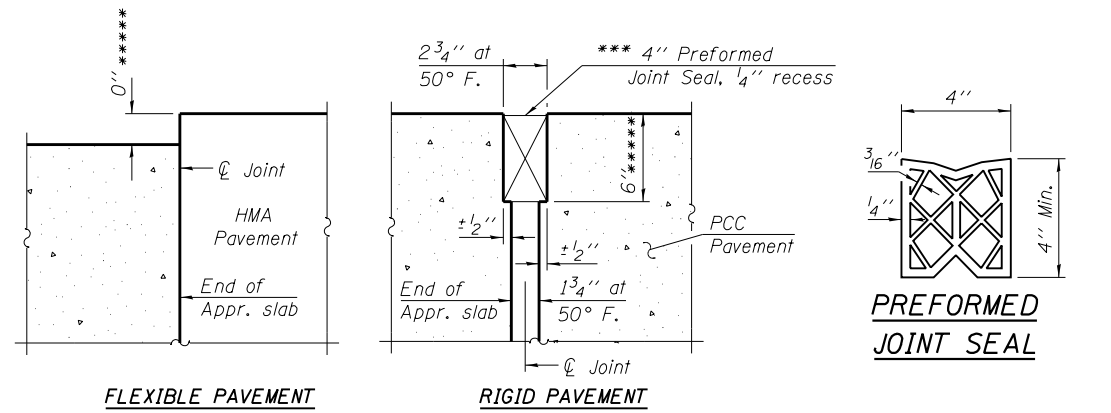
Notes:
 See sheet 14 of 23 for Sections C-C & D-D and View E-E.
 See sheet 1 of 23 for offset of Existing Pavement from F.A.S. 294.
 See sheet 11 of 23 for details of bars V(E) and V₁(E).

*** Cost included with Concrete Superstructure.
 **** Prior to Grinding

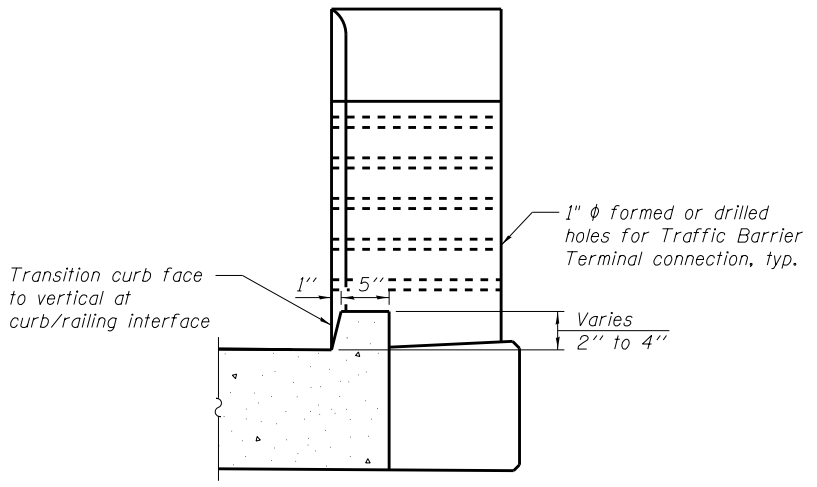


PLAN

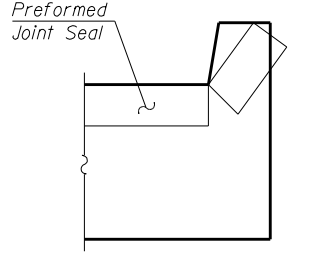
South Approach Slab shown/ North Approach similar
 * Tilt #9 b₃(E) bars as required to maintain clearance.
 ** Space between a₅(E) or a₆(E) bars, typ. ea. rail.
 **** Paid for separately and included in the Bill of Material.



DETAIL A



VIEW B-B



VIEW F-F

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

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		CHECKED - TMM	REVISED -
	PLOT SCALE =	DRAWN - RNH	REVISED -
	PLOT DATE =	CHECKED - TMM	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

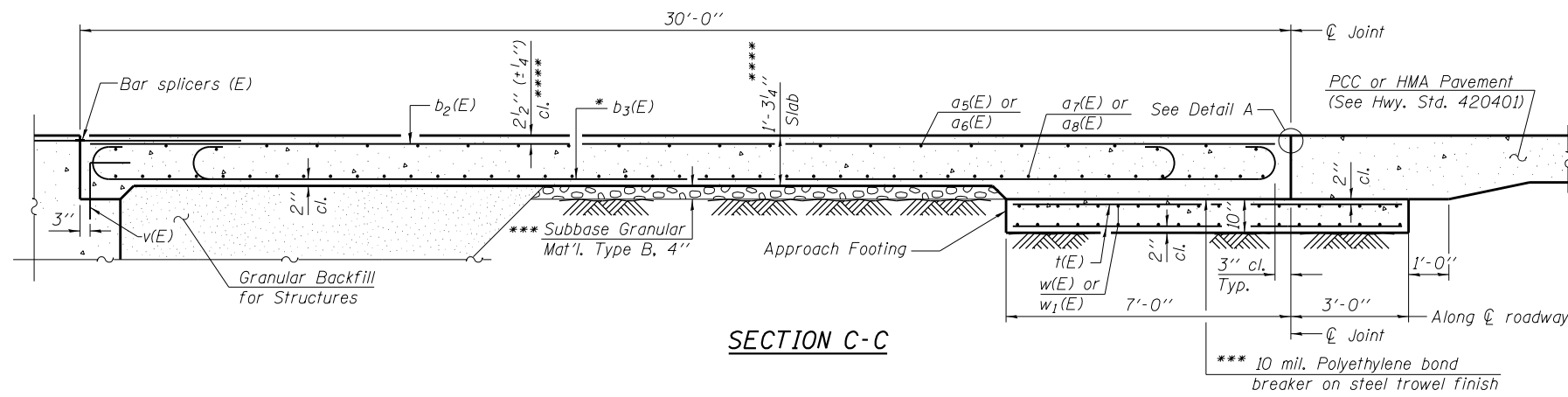
**BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 057-0255**

SHEET NO. 13 OF 23 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	(14R-2)BR-5	MCLEAN	48	28
CONTRACT NO. 70532				
<small>ILLINOIS FED. AID PROJECT</small>				

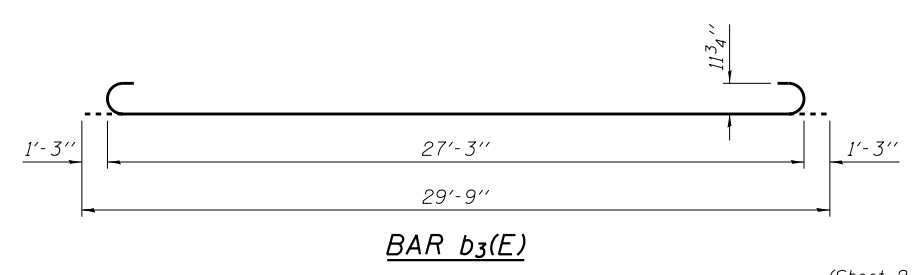
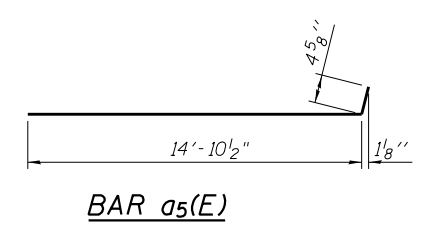
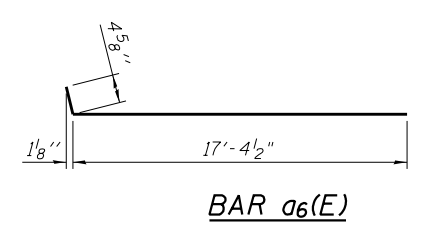
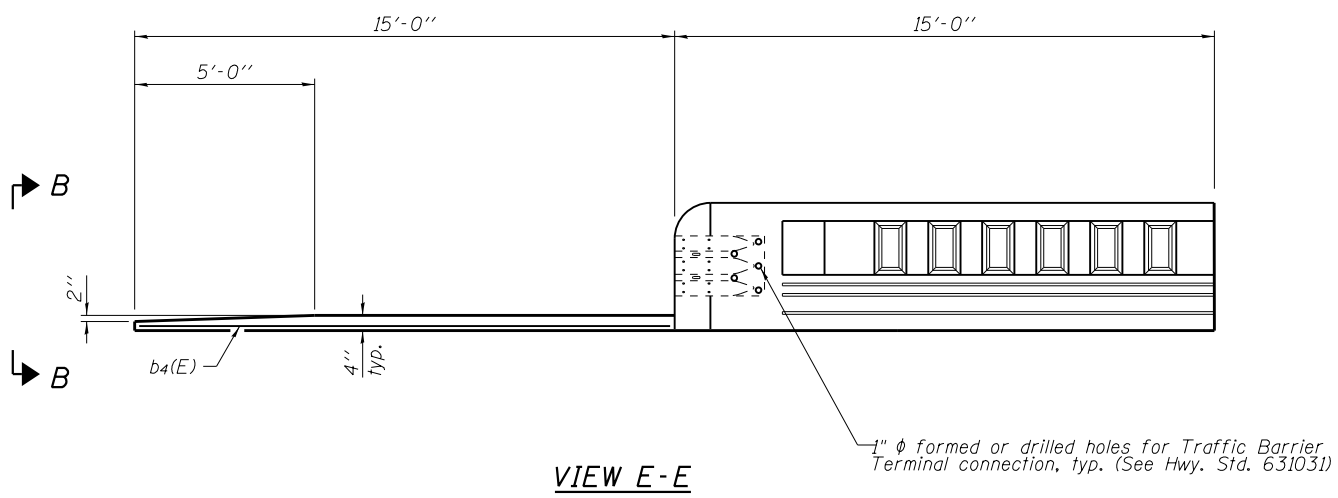
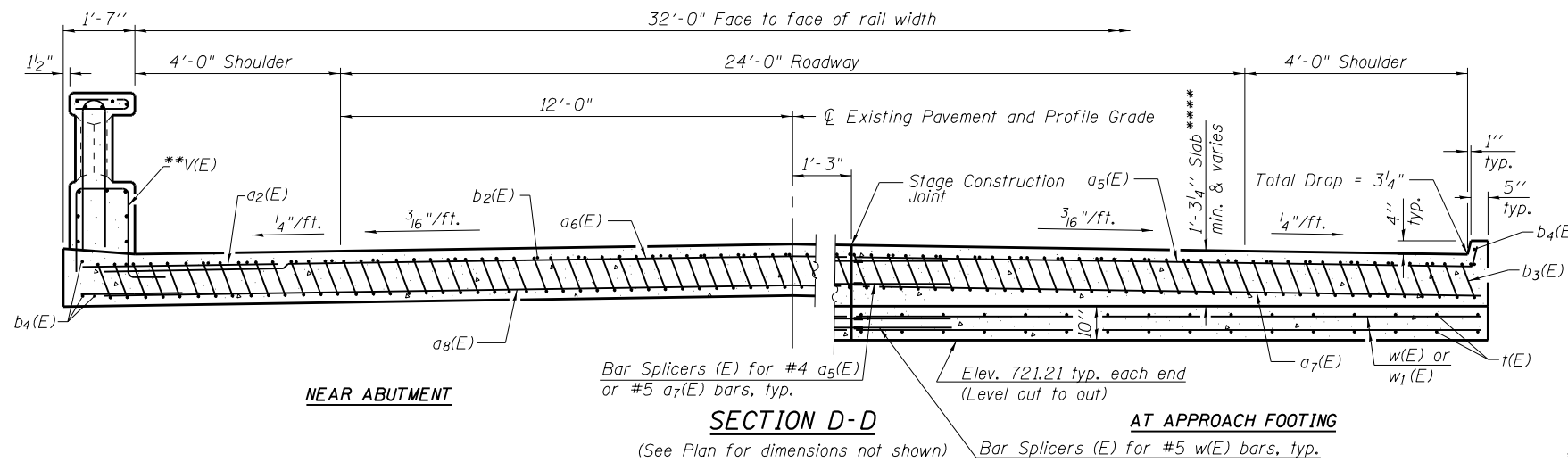
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(Sheet 1 of 2)



Notes:

See sheet 13 of 23 for Detail A and View B-B.
 Approach slab concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For V(E) & V1(E) bar details, see sheet 11 of 23, and for v(E) bar details see sheet 9 of 23.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet 21 of 23.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 23.
 For additional rail details, see sheets 9 thru 11 of 23.
 See sheet 1 of 23 for offset of Existing Pavement from C.F.A.S. 294.
 Bars embedded completely within the Concrete Bridge Railing at the approach slab are detailed with the superstructure and shown in a Bar List. See sheet 10 of 23.
 All parts of the railing including concrete and reinforcing will be paid for at the contract unit price per foot for Concrete Bridge Railing.



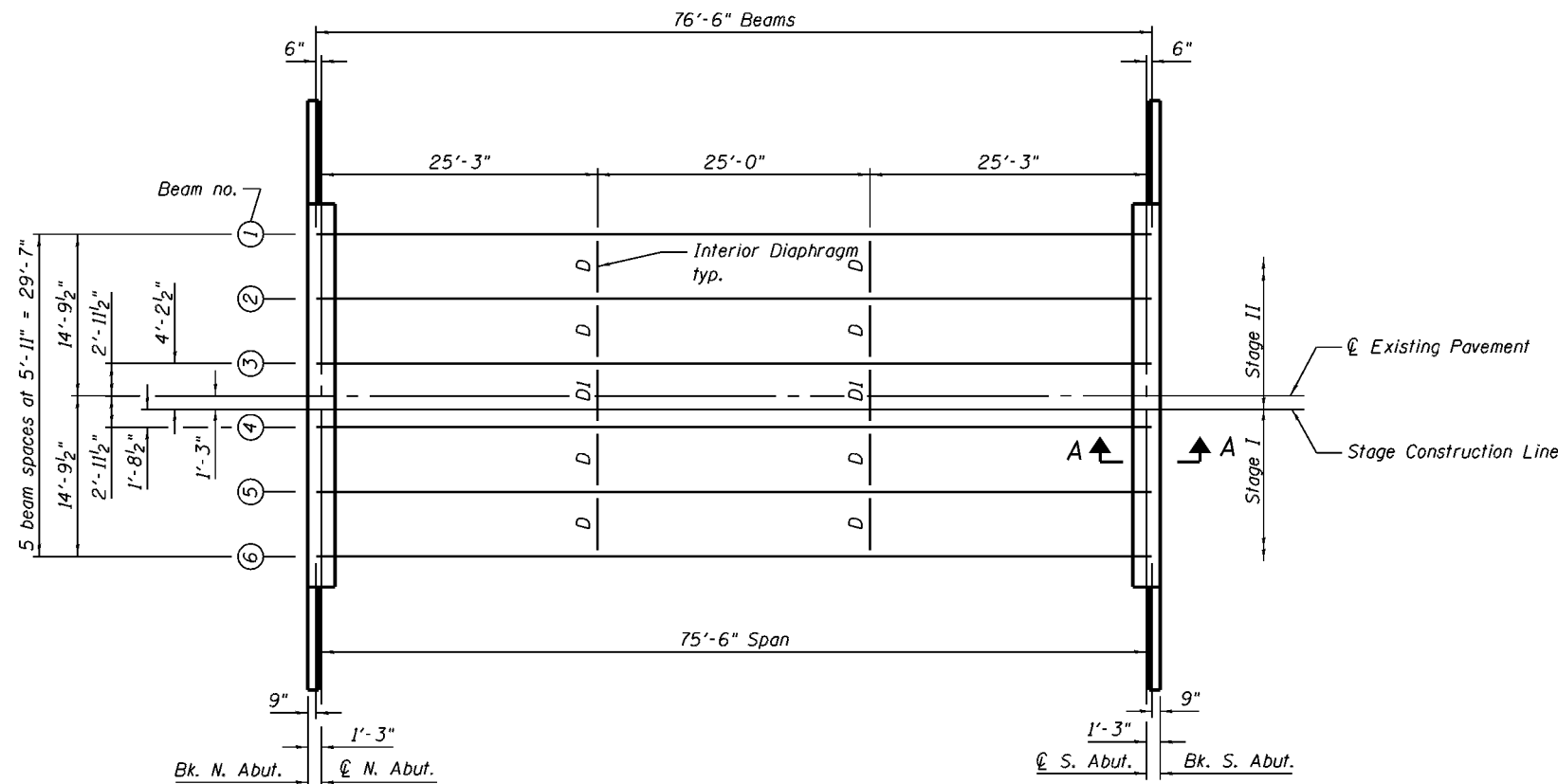
**TWO APPROACHES
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-6"	—
a5(E)	50	#4	15'-3"	—
a6(E)	50	#4	17'-9"	—
a7(E)	92	#5	15'-0"	—
a8(E)	92	#5	17'-6"	—
b2(E)	56	#4	29'-8"	—
b3(E)	160	#9	29'-9"	—
b4(E)	16	#4	14'-8"	—
t(E)	136	#4	9'-8"	—
w(E)	80	#5	15'-0"	—
w1(E)	80	#5	17'-6"	—
V(E)	84	#4	5'-7"	┌
V1(E)	4	#5	5'-5"	┌
Concrete Superstructure		Cu. Yd.	99.5	
Concrete Structures		Cu. Yd.	20.3	
Reinforcement Bars, Epoxy Coated		Pound	26,070	

- * Tilt #9 b3(E) bars as required to maintain clearance.
- ** Paid for separately and included in the Bill of Material.
- *** Cost included with Concrete Superstructure.
- **** Prior to Grinding

(Sheet 2 of 2)

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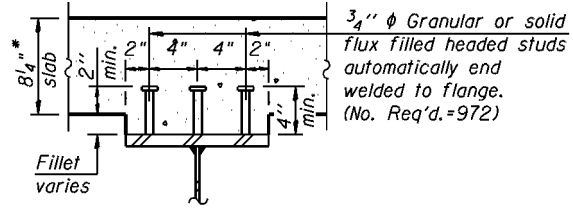


FRAMING PLAN

See Detail of Interior Diaphragm at Stage Construction for proper installation of diaphragms spanning the Stage Construction Line.

TOP OF BEAM ELEVATIONS
(For Fabrication Only)

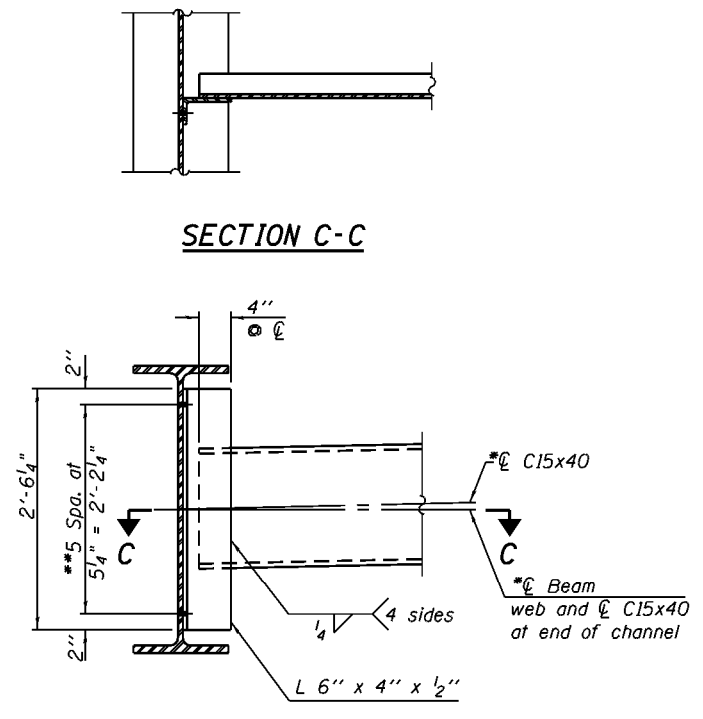
Beam	Location	
	℄ Brg. N. Abut.	℄ Brg. S. Abut.
1	722.61	722.61
2	722.72	722.72
3	722.81	722.81
4	722.81	722.81
5	722.72	722.72
6	722.61	722.61



SECTION B-B

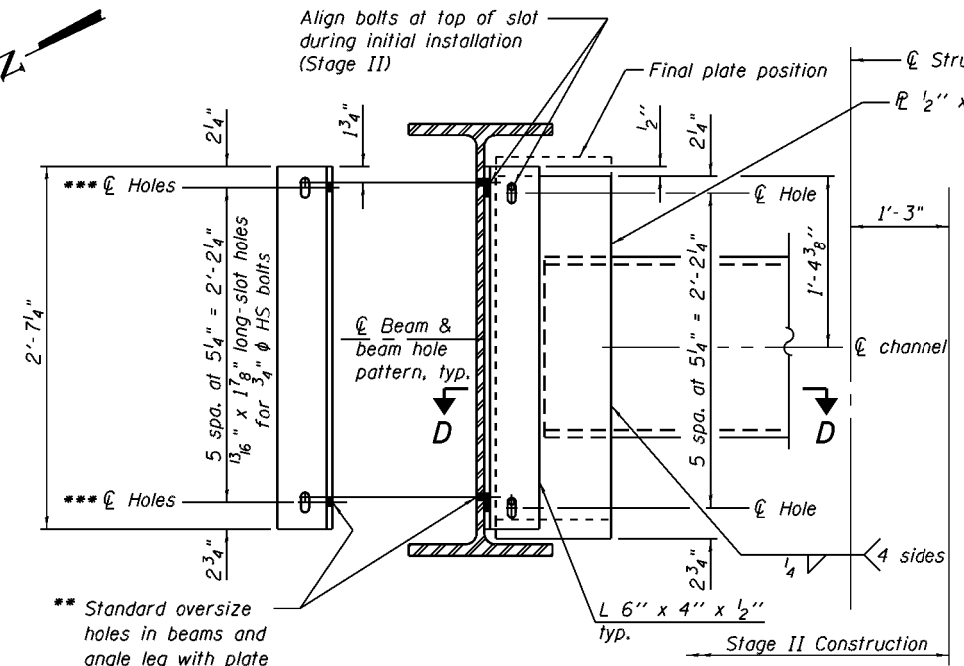
* Prior to Grinding

Notes:
See sheet 16 of 23 for Beam Elevation, Bearing Details, and Bill of Material.
See sheet 12 of 23 for Section A-A.
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.



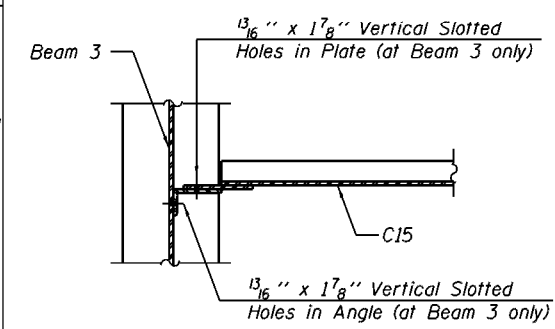
INTERIOR DIAPHRAGM D

Two hardened washers required for each set of oversized holes.
*Alternate channels (C15x50) are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.
**3/4" φ HS bolts, 15/16" φ holes



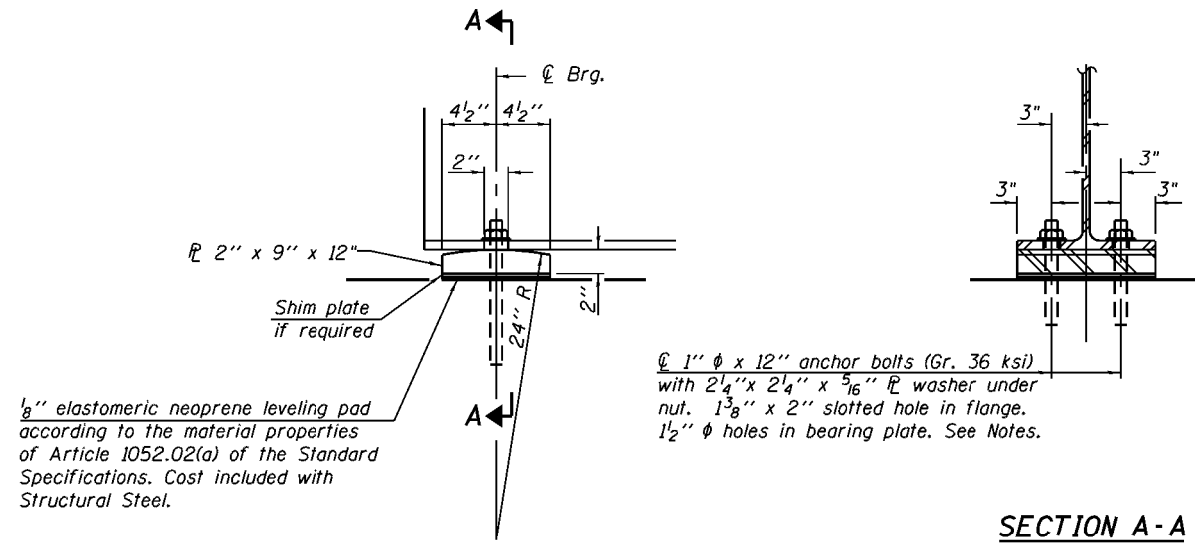
INTERIOR DIAPHRAGM AT STAGE CONSTRUCTION DI

Bolts in slots shall be finger tight until the second stage pour is complete and fully tightened after completion of the deck pour for Stage II Construction.
Connection at Stage I side shall be per the typical Interior Diaphragm D connection.
*** Hole location and spacing to be the same for holes in each angle leg.



SECTION D-D

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1/2" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.

1" ϕ x 12" anchor bolts (Gr. 36 ksi) with 2 1/4" x 2 1/4" x 5/16" ϕ washer under nut. 1 3/8" x 2" slotted hole in flange. 1/2" ϕ holes in bearing plate. See Notes.

ELEVATION AT ABUTMENT

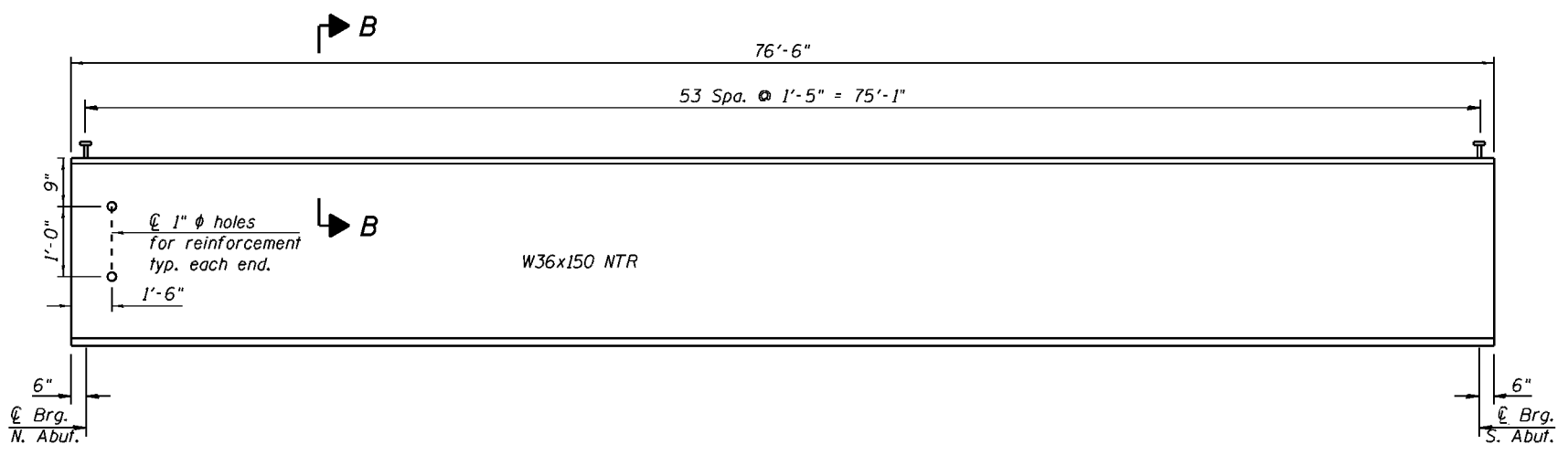
SECTION A - A

FIXED BEARING AT INTEGRAL ABUTMENT

INTERIOR GIRDER MOMENT TABLE		0.5 Span
I_s	(in ⁴)	9040
$I_c(n)$	(in ⁴)	22478
$I_c(3n)$	(in ⁴)	16336
S_s	(in ³)	504
$S_c(n)$	(in ³)	722
$S_c(3n)$	(in ³)	649
DC1	(k/')	0.783
M _{DC1}	(k)	558
DC2	(k/')	0.187
M _{DC2}	(k)	133
DW	(k/')	0.267
M _{DW}	(k)	190
M ϕ + IM	(k)	1016
M _u (Strength I)	(k)	2927
$\phi_r M_n$	(k)	3586
f_s DC1	(ksi)	13.3
f_s DC2	(ksi)	2.5
f_s DW	(ksi)	3.5
f_s (ϕ +IM)	(ksi)	16.9
f_s (Service II)	(ksi)	41.2
0.95R _h F _{yf}	(ksi)	47.5
V _r	(k)	31.3

INTERIOR GIRDER REACTION TABLE		Abut.
R _{DC1}	(k)	29.6
R _{DC2}	(k)	7.1
R _{DW}	(k)	10.1
R ϕ + IM	(k)	71.8
R _{Total}	(k)	118.5

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to short-term composite live loads (in⁴ and in³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- M ϕ + IM: Un-factored live load moment plus dynamic load allowance (impact) ((kip-ft.)).
- M_u (Strength I): Factored design moment (kip-ft.).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M ϕ + IM
- $\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
- f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_{nc}
- f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
M_{DC2} / S_{c(3n)} or M_{DC2} / S_{c(cr)} as applicable.
- f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
M_{DW} / S_{c(3n)} or M_{DW} / S_{c(cr)} as applicable.
- f_s (ϕ +IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
M ϕ + IM / S_{c(n)} or M ϕ + IM / S_{c(cr)} as applicable.
- f_s (Service II): Sum of stresses as computed below (ksi).
 $f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s(\phi + IM)$
- 0.95R_hF_{yf}: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- V_r: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.



BEAM ELEVATION

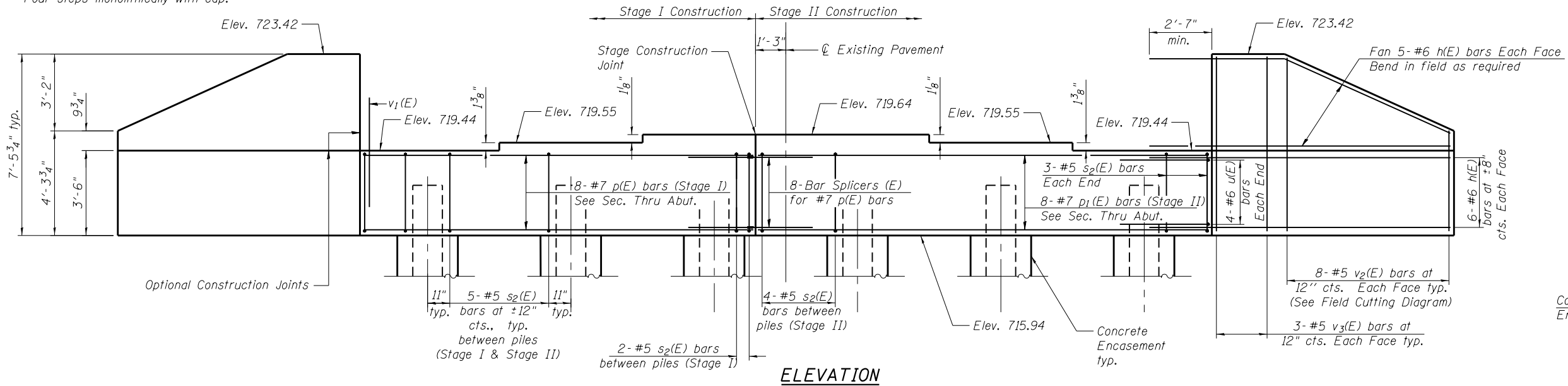
Notes:
 All structural steel shall be AASHTO M270 Gr. 50W, including all diaphragms, connecting angles, and bearing plates.
 Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
 See sheet 15 of 23 for diaphragm details, Section B-B, and Top of Beam Elevations.
 Anchor bolts shall be ASTM F 1554 all-thread (or an Engineer approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Anchor bolts of fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
 Drilled and set anchor bolts shall be set according to Article 521.06 of the Standard Specifications.

BILL OF MATERIAL

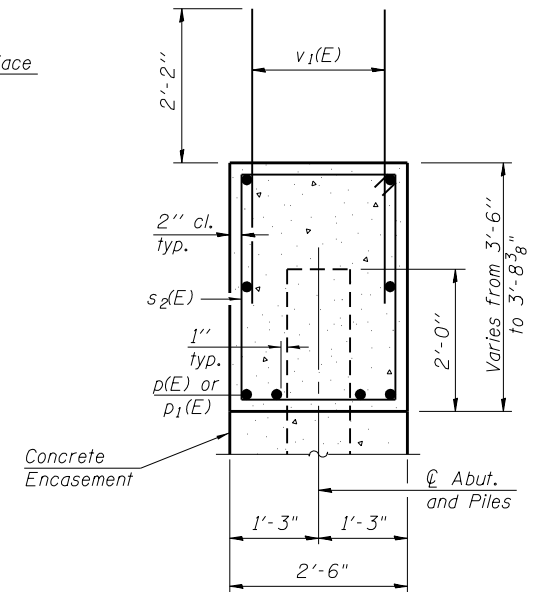
Item	Unit	Total
Furnishing and Erecting	L. Sum	1
Structural Steel		
Anchor Bolts, 1"	Each	24

McDonough-Whitlow, P.C.
 Consulting Engineers & Land Surveyors
 9025 Illinois Route 127
 P.O. Box A
 Taylor Springs, IL 62089
 Phone: 217.532.9233
 Fax: 217.532.6300
 PROFESSIONAL DESIGN No. 184-002754

Notes:
Pour steps monolithically with cap.



ELEVATION

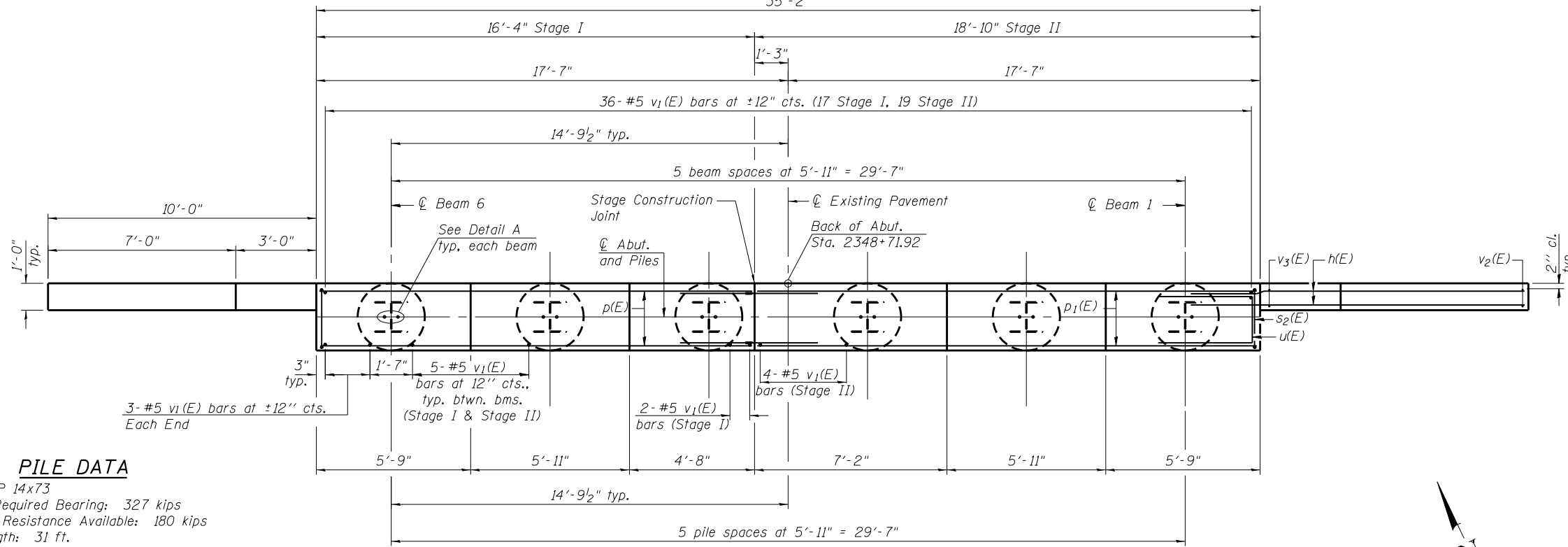


SEC. THRU ABUT.

**BILL OF MATERIAL
NORTH ABUTMENT**

Bar	No.	Size	Length	Shape
h(E)	44	#6	13'-2"	—
p(E)	8	#7	16'-0"	—
p1(E)	8	#7	18'-6"	—
s2(E)	32	#5	11'-7"	□
u(E)	8	#6	7'-3"	□
v1(E)	68	#5	4'-4"	—
v2(E)	16	#5	11'-2"	—
v3(E)	12	#5	7'-2"	—
Structure Excavation		Cu. Yd.	91	
Concrete Structures		Cu. Yd.	16.5	
Reinforcement Bars, Epoxy Coated		Pound	2,490	
Furnishing Steel Piles, HP 14x73		Foot	155	
Driving Piles		Foot	155	
Test Pile, HP 14x73		Each	1	
Concrete Encasement		Cu. Yd.	3.3	

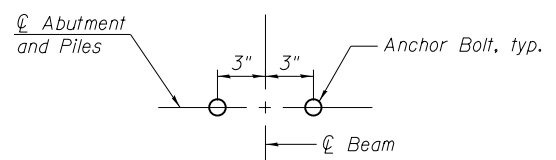
For details of Bar Splicers, see sheet 21 of 23.
For details of piles and Concrete Encasement, see sheet 19 of 23.
See sheet 1 of 23 for offset of Existing Pavement from $\text{C} \text{ F.A.S. } 294$.



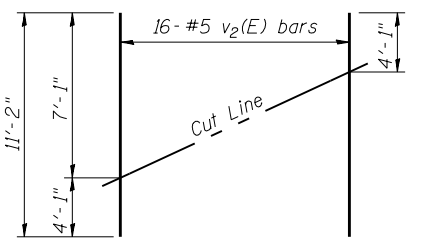
PLAN

PILE DATA

Type: HP 14x73
Nominal Required Bearing: 327 kips
Factored Resistance Available: 180 kips
Est. Length: 31 ft.
No. Production Piles: 5
No. Test Piles: 1

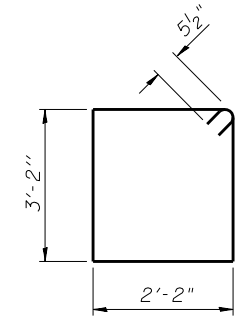


DETAIL A

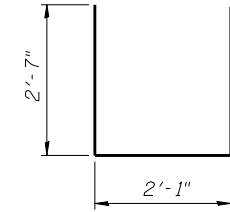


FIELD CUTTING DIAGRAM

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



BAR s2(E)



BAR u(E)

FILE NAME = 0570255-70532.dgn	USER NAME = RNH	DESIGNED - CMF	REVISIONS -
		CHECKED - TMM	REVISIONS -
		DRAWN - RNH	REVISIONS -
		CHECKED - TMM	REVISIONS -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**NORTH ABUTMENT
STRUCTURE NO. 057-0255**

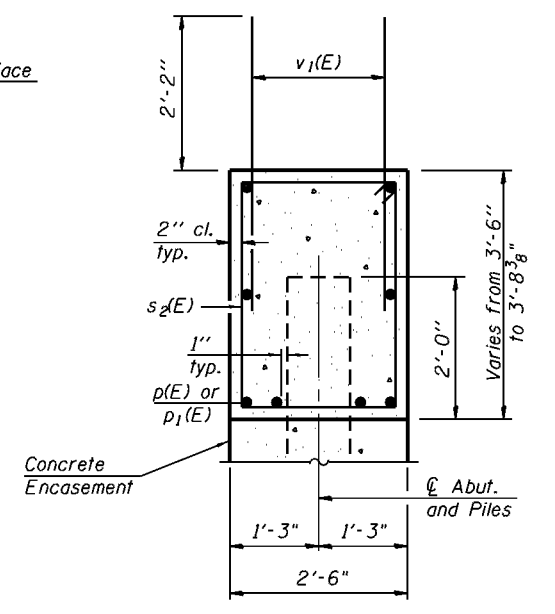
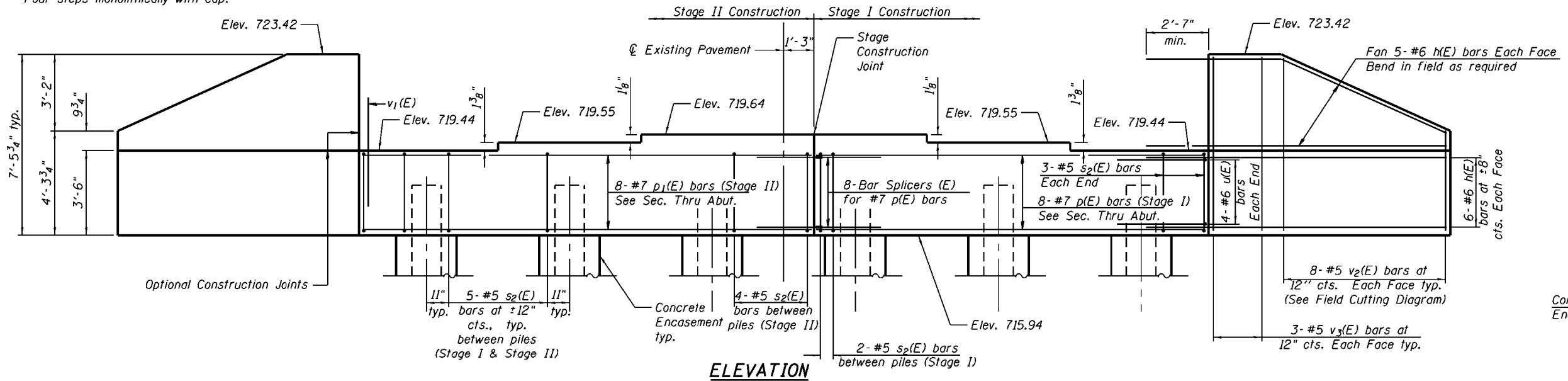
SHEET NO. 17 OF 23 SHEETS

F.A.S. RT.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	(14R-2)BR-5	MCLEAN	48	32
CONTRACT NO. 70532				

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PROFESSIONAL DESIGN NO. 184-002754

ILLINOIS FED. AID PROJECT

Notes:
Pour steps monolithically with cap.

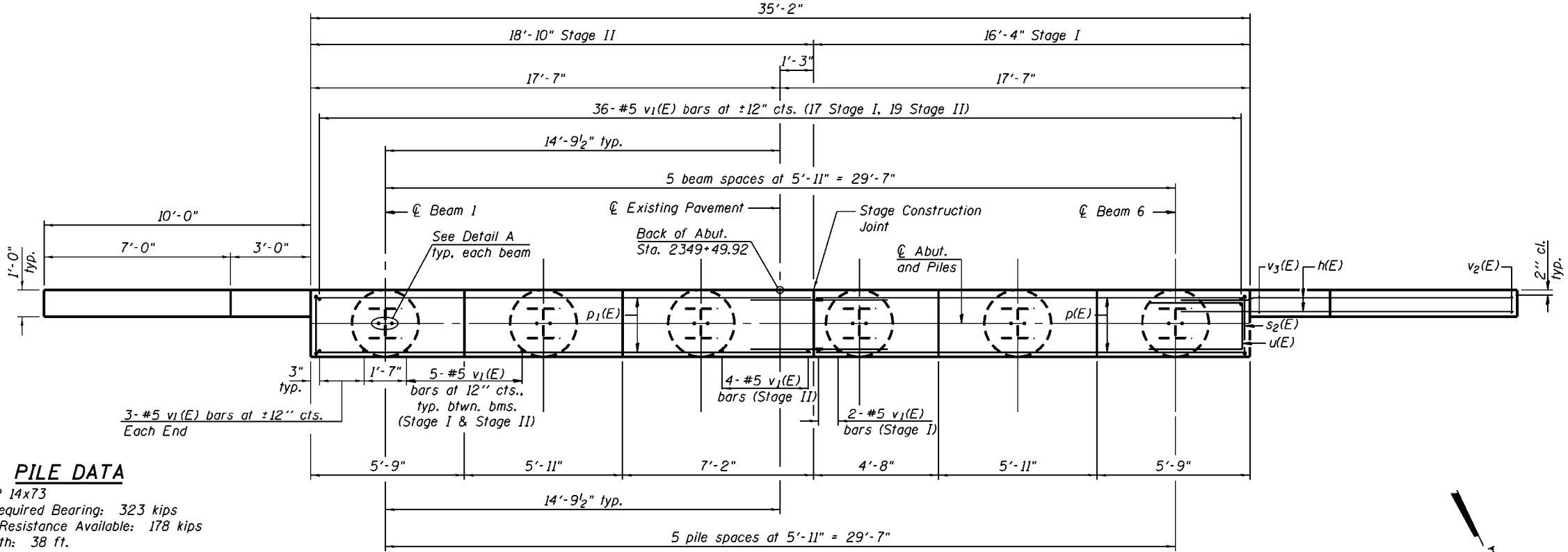


SEC. THRU ABUT.

BILL OF MATERIAL
SOUTH ABUTMENT

Bar	No.	Size	Length	Shape
h(E)	44	#6	13'-2"	—
p(E)	8	#7	16'-0"	—
p1(E)	8	#7	18'-6"	—
s2(E)	32	#5	11'-7"	□
u(E)	8	#6	7'-3"	—
v1(E)	68	#5	4'-4"	—
v2(E)	16	#5	11'-2"	—
v3(E)	12	#5	7'-2"	—
Structure Excavation		Cu. Yd.	90	
Concrete Structures		Cu. Yd.	16.5	
Reinforcement Bars, Epoxy Coated		Pound	2,490	
Furnishing Steel Piles, HP 14x73		Foot	190	
Driving Piles		Foot	190	
Test Pile, HP 14x73		Each	1	
Concrete Encasement		Cu. Yd.	3.3	

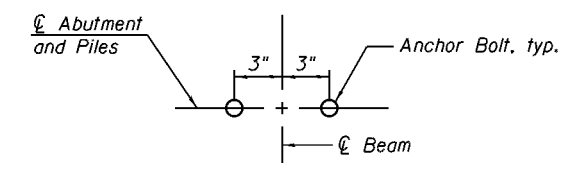
For details of Bar Splicers, see sheet 21 of 23.
For details of piles and Concrete Encasement, see sheet 19 of 23.
See sheet 1 of 23 for offset of Existing Pavement from C.F.A.S. 294 .



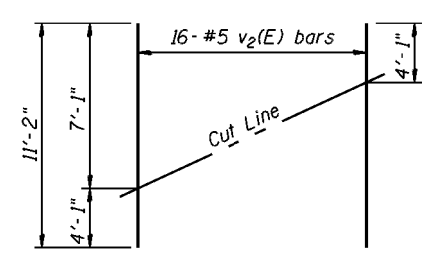
PLAN

PILE DATA

Type: HP 14x73
Nominal Required Bearing: 323 kips
Factored Resistance Available: 178 kips
Est. Length: 38 ft.
No. Production Piles: 5
No. Test Piles: 1

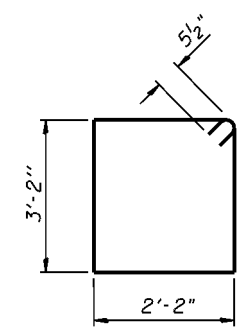


DETAIL A

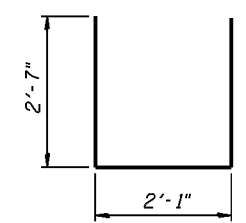


FIELD CUTTING DIAGRAM

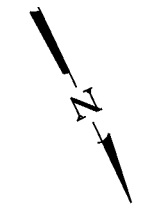
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



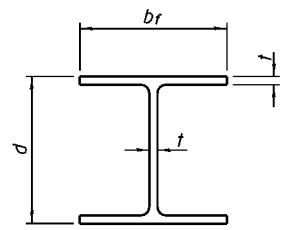
BAR s2(E)



BAR u(E)

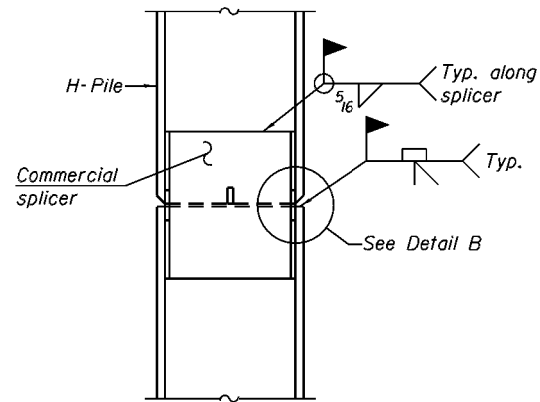


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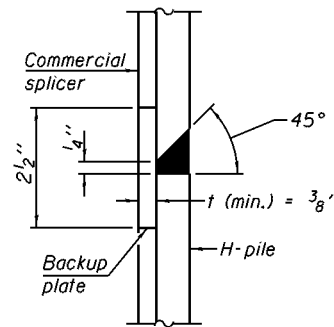


STEEL PILE TABLE

Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"

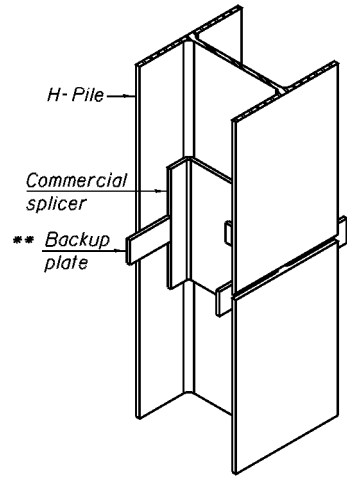


ELEVATION

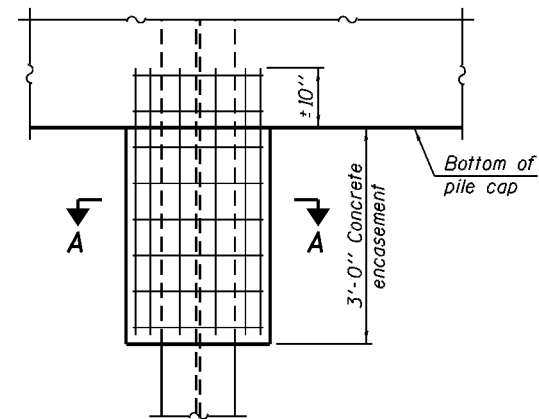


DETAIL "B"

WELDED COMMERCIAL SPLICE

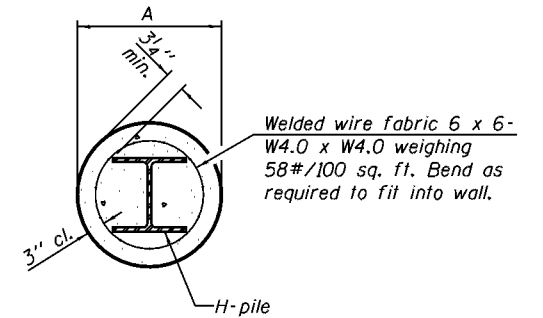


ISOMETRIC VIEW



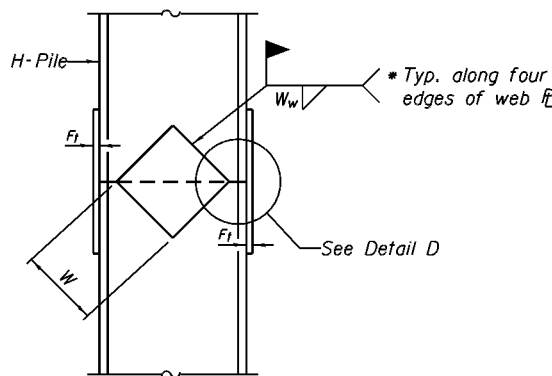
ELEVATION

PILE ENCASEMENT

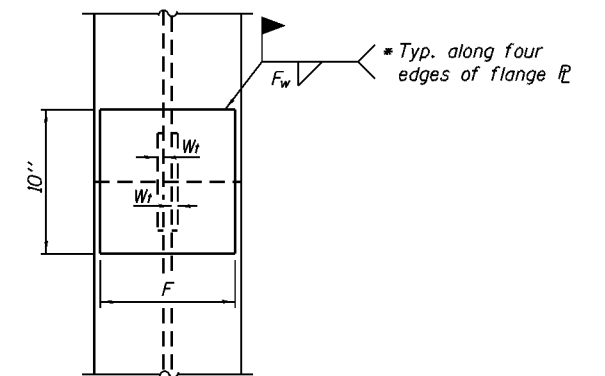


SECTION A-A

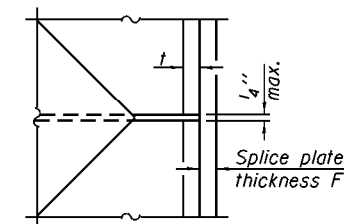
Note:
Forms for encasement may be omitted when soil conditions permit.



ELEVATION



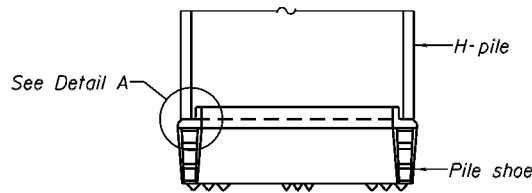
END VIEW



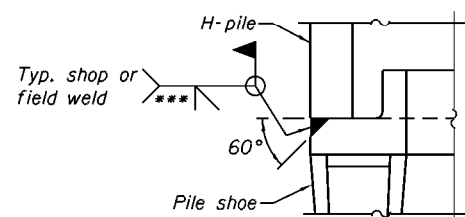
DETAIL D

WELDED PLATE FIELD SPLICE

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 1/2"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 1/2"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5 1/2"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 1/2"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5 1/2"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5 1/2"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

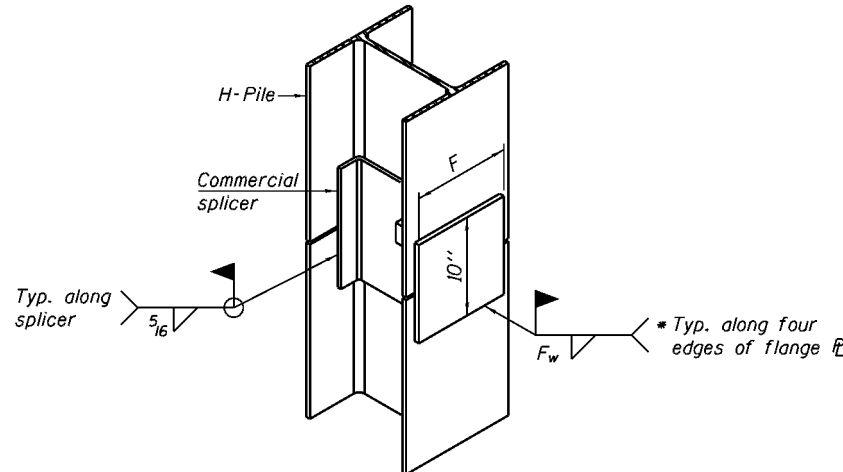


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

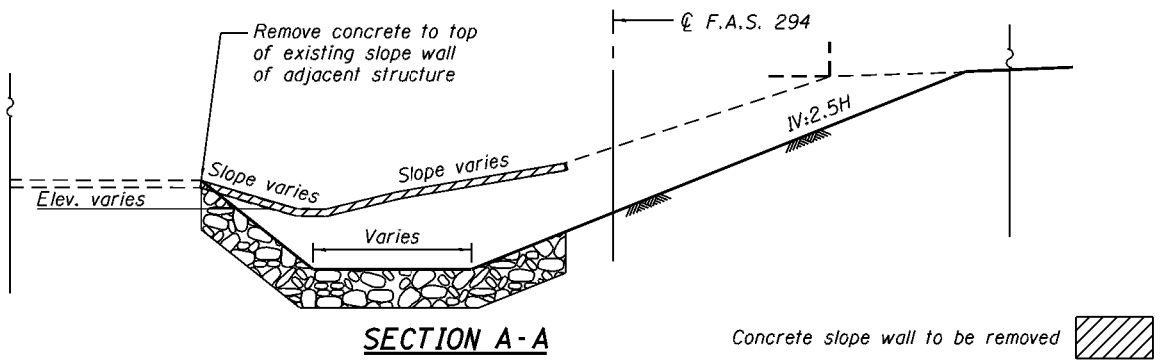
- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.

F-HP 1-27-12

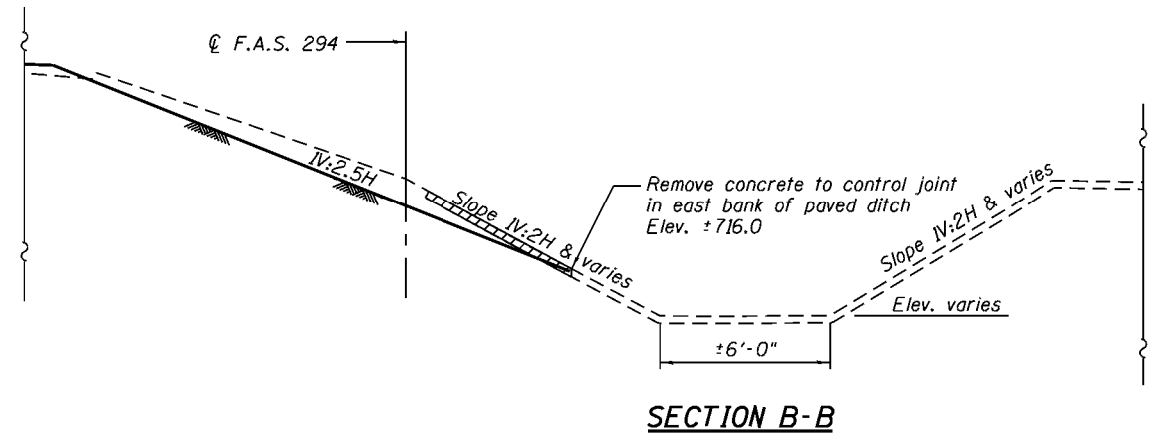
FILE NAME = 0570255-70532.dgn	USER NAME = RNH	DESIGNED - CMF	REVISIONS -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HP PILE DETAILS STRUCTURE NO. 057-0255	F.A.S. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		CHECKED - TMM	REVISIONS -			294	(14R-218R-5	MCLEAN	48	34	
		DRAWN - RNH	REVISIONS -			CONTRACT NO. 70532					
		CHECKED - TMM	REVISIONS -			ILLINOIS FED. AID PROJECT					

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PROFESSIONAL DESIGN No. 184-002754



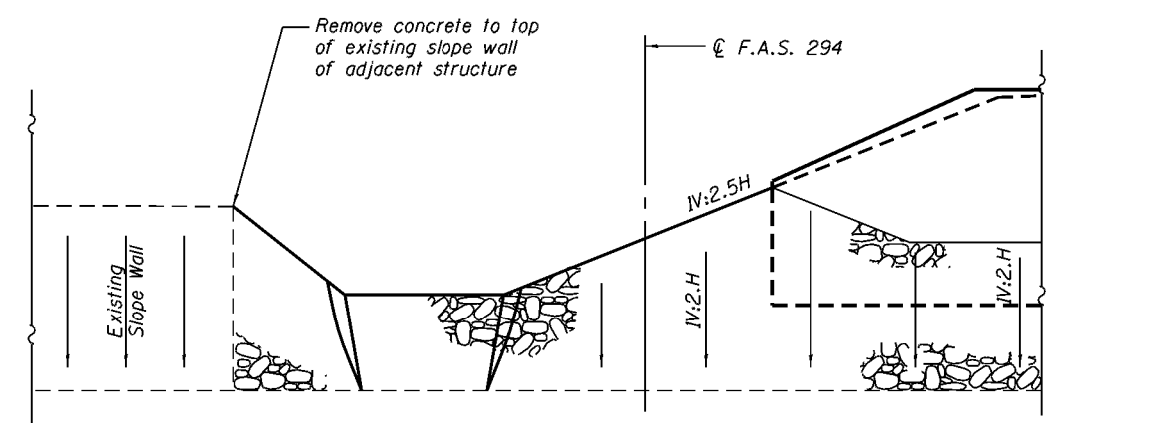
SECTION A-A

Concrete slope wall to be removed

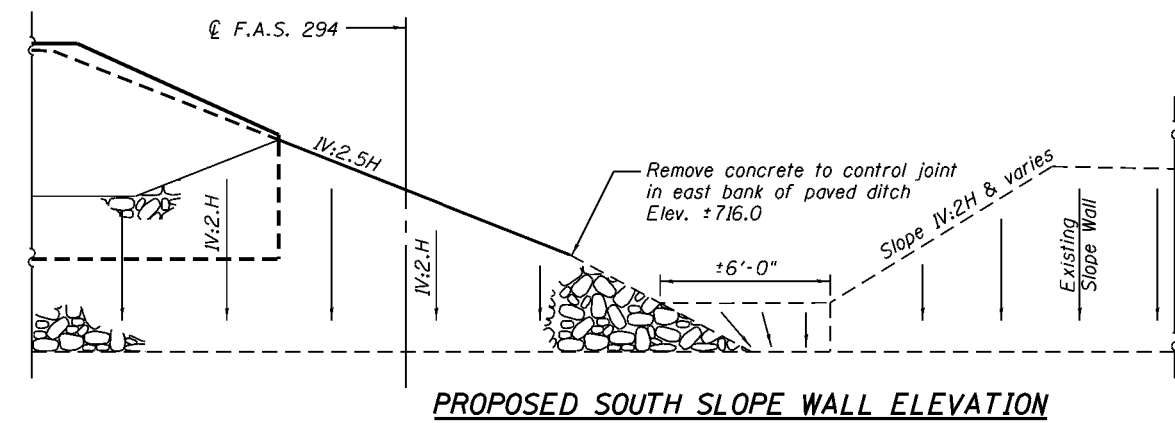


SECTION B-B

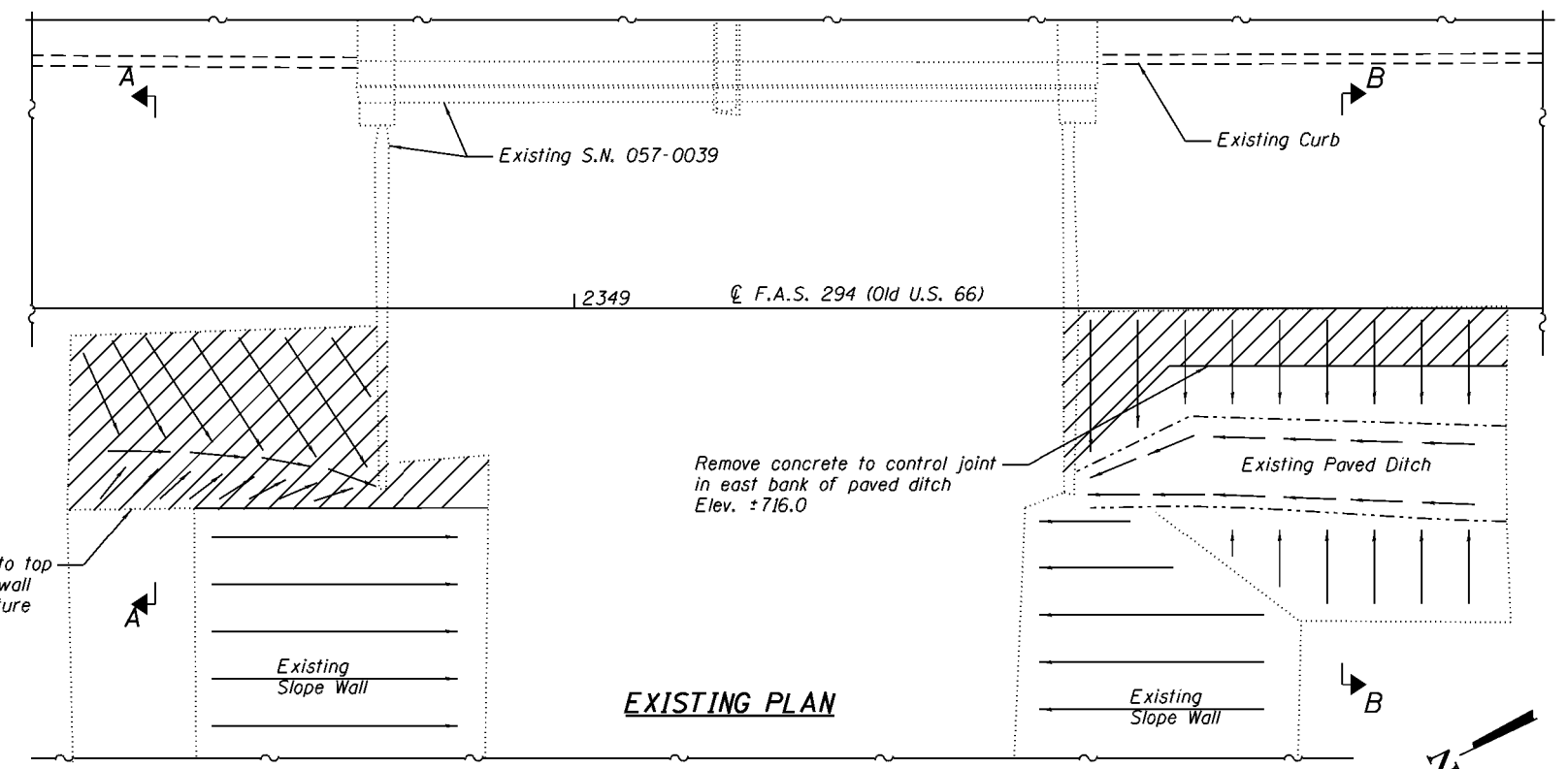
Remove concrete to top of existing slope wall of adjacent structure



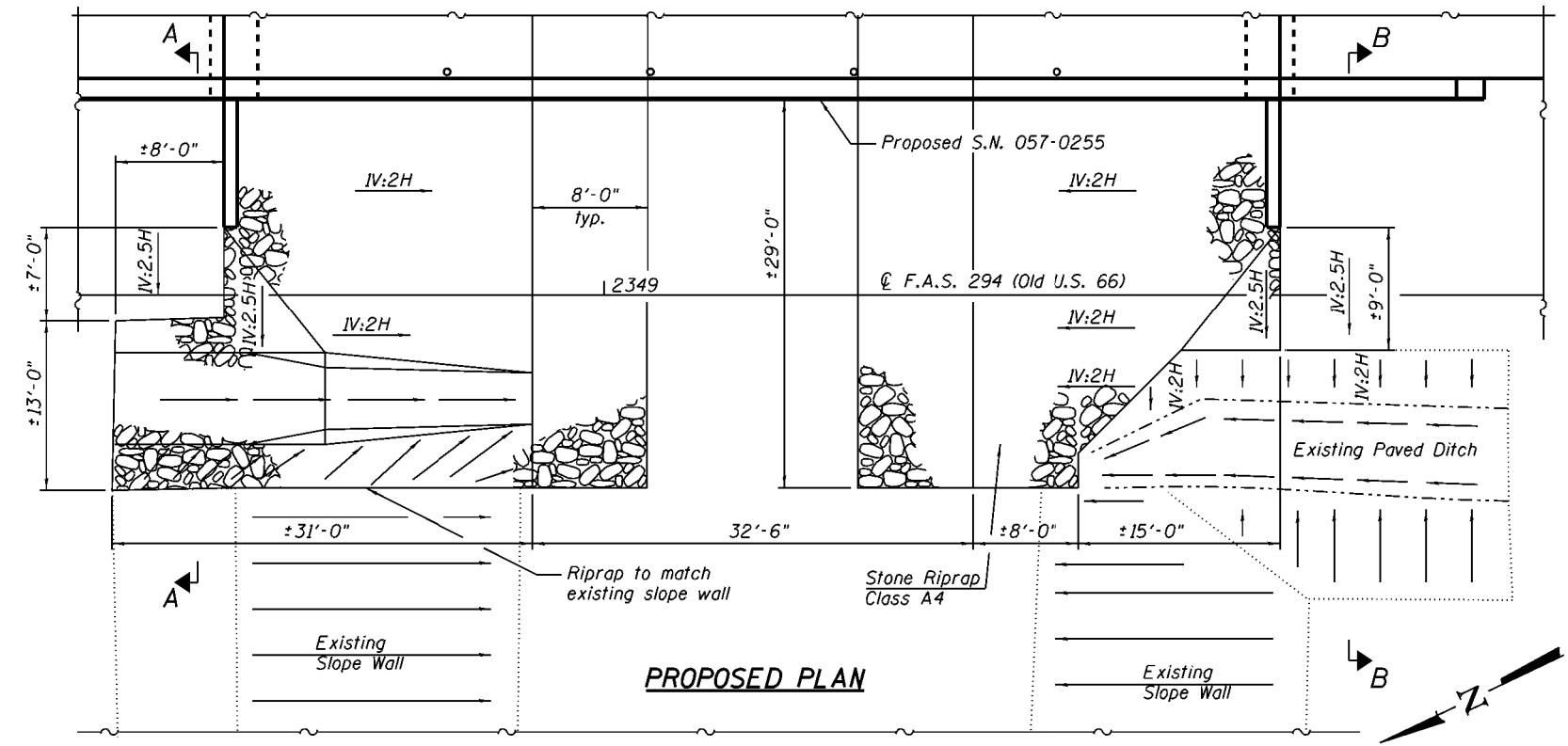
PROPOSED NORTH SLOPE WALL ELEVATION



PROPOSED SOUTH SLOPE WALL ELEVATION



EXISTING PLAN



PROPOSED PLAN

Notes:
See sheet 1 of 23 for additional details and offset of Existing Pavement (Structure) from F.A.S. 294.

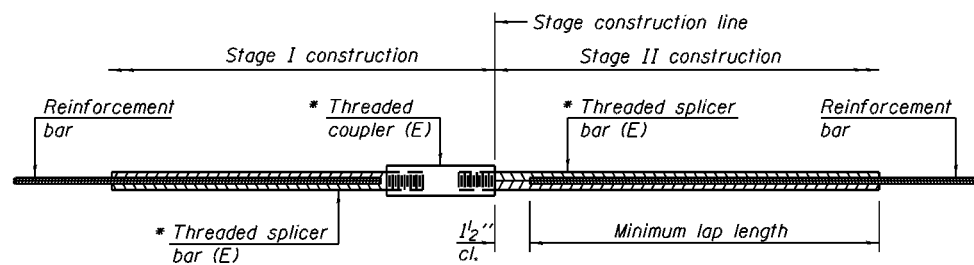
McDonough-Whitlow, P.C.
Consulting Engineers & Land Surveyors
9025 Illinois Route 127
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Taylor Springs, IL 62089
Phone: 217.532.9233
Fax: 217.532.6300
PROFESSIONAL DESIGN NO. 184-002754

FILE NAME = 0570255-70532.dgn	USER NAME = RNH	DESIGNED - CMF	REVISED -
		CHECKED - TMM	REVISED -
		DRAWN - RNH	REVISED -
		CHECKED - TMM	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SLOPE WALL AND RIPRAP DETAILS
STRUCTURE NO. 057-0255**
SHEET NO. 20 OF 23 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	114R-218R-5	MCLEAN	48	35
CONTRACT NO. 70532				
ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

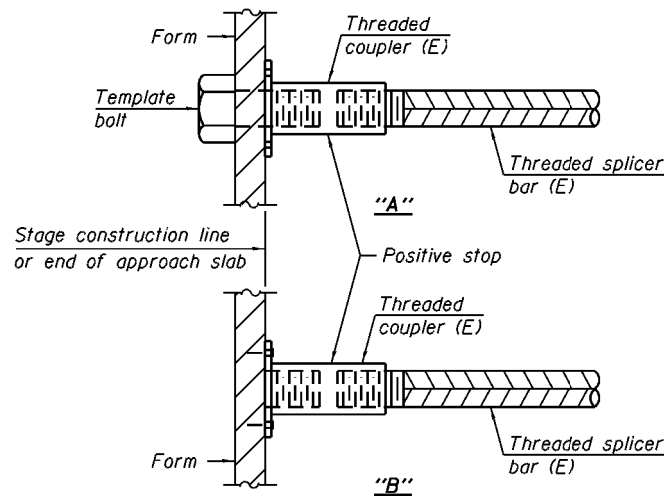
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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

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

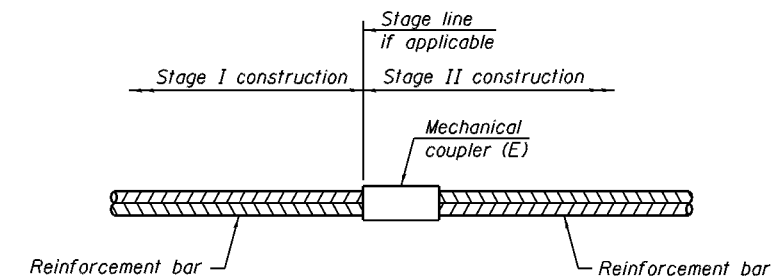
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Slab	5	228	Table 3
Approach Slab	4	50	Table 4
Approach Slab	5	92	Table 3
Approach Footing	5	80	Table 3
Diaphragm	6	10	Table 5
Abutment	7	16	Table 4



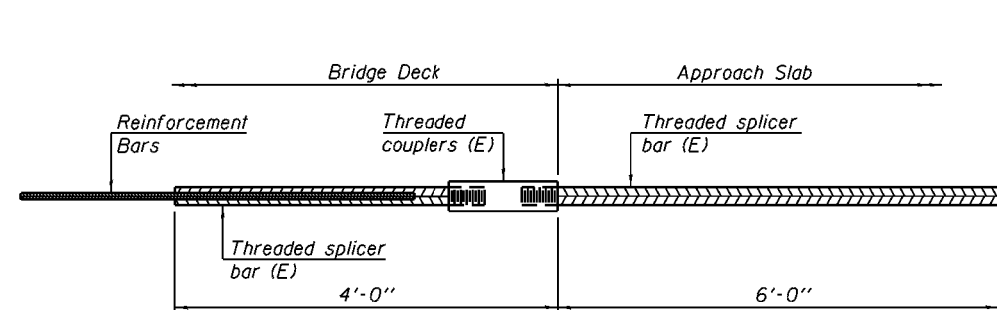
INSTALLATION AND SETTING METHODS

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



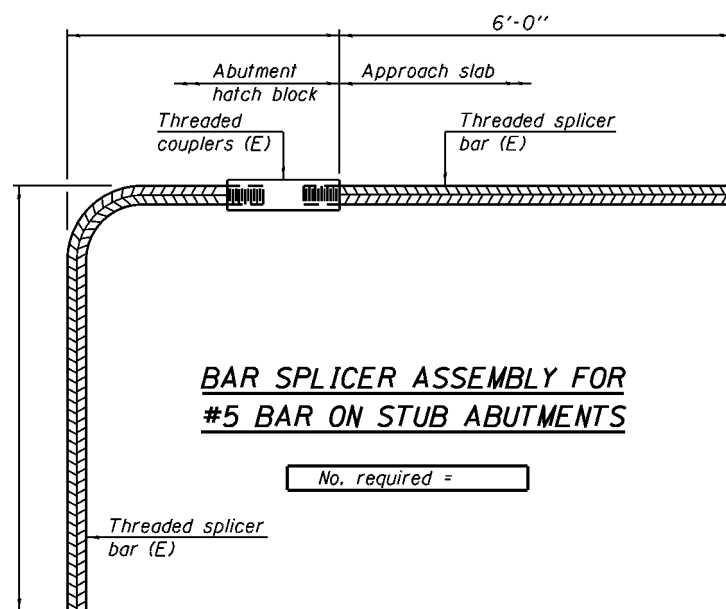
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Diaphragm	#6	4



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

No. required = 74



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

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 PROFESSIONAL DESIGN No. 184-002754

BSD-1

1-27-12

FILE NAME = 0570255-70532.dgn	USER NAME = RNH	DESIGNED - CMF	REVISED -
		CHECKED - TMM	REVISED -
	PLOT SCALE =	DRAWN - RNH	REVISED -
	PLOT DATE =	CHECKED - TMM	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
 STRUCTURE NO. 057-0255

SHEET NO. 21 OF 23 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	114R-21BR-5	MCLEAN	48	36
				CONTRACT NO. 70532

ILLINOIS FED. AID PROJECT



Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 7/26/04

ROUTE OLD 66 DESCRIPTION Turkey Creek LOGGED BY Larry Meyers

SECTION (14R-2)BR-5 LOCATION NE 1/4, SEC. 5, TWP. 25N, RNG. 4E, 3rd PM

COUNTY McLean DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 057-0039 D E L U M
Station 2349+10 P L O C O
BORING NO. 1 SE Quad H S Qu T
Station 2349+46
Offset 7.00ft Lt
Ground Surface Elev. 723.37 ft (ft) (/6") (tsf) (%)

Soil Description	Depth (ft)	Blow Count (/6")	Penetration (tsf)	Moisture (%)	Soil Description	Depth (ft)	Blow Count (/6")	Penetration (tsf)	Moisture (%)
Cored Bituminous, Concrete, Black Silty Clay Loam.					Hard Gray Silty Clay Loam Till (Washed). (continued)	8	6.0	15.2	
	721.37					10	S		
Stiff Black/Green Silty Clay Loam Fill.					Very Stiff Gray Silty Clay Loam Till.	701.87			
		1		21.0		5			
		2	1.5			7	2.2	16.4	
		3	P			11	B		
					Medium Gray Fine Sand/Fine Gravel, Somewhat Loamy.	699.87			
		1				5			
		2	1.0	31.4		12		15.7	
		2	P			11			
					Dense Gray Fine Sand/Coarse Gravel, Somewhat Loamy.	696.87			
		1				11			
		2	1.3	26.1		23		8.5	
		3	P			17			
					Hard Red/Brown Sandy Clay Loam Till (Washed).	694.37			
		3				9			
		5	1.5	19.7		17	11.8	9.9	
			P			15	S		
		1				15			
		5	1.5	20.7		26	12.4	9.9	
		5	P			31	S		
					Stiff Brown Silty with High Organics/Peat/Wood.	686.87			
		6				6			
		10		16.1		11	1.5	34.1	
		11				14	P		
Hard Gray Silty Clay Loam Till (Washed).	704.37					5			
		4				5			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
District #3, Ottawa

SOIL BORING LOG

Date 7/26/04

ROUTE OLD 66 DESCRIPTION Turkey Creek LOGGED BY Larry Meyers

SECTION (14R-2)BR-5 LOCATION NE 1/4, SEC. 5, TWP. 25N, RNG. 4E, 3rd PM

COUNTY McLean DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 057-0039 D E L U M
Station 2349+10 P L O C O
BORING NO. 1 SE Quad H S Qu T
Station 2349+46
Offset 7.00ft Lt
Ground Surface Elev. 723.37 ft (ft) (/6") (tsf) (%)

Soil Description	Depth (ft)	Blow Count (/6")	Penetration (tsf)	Moisture (%)
Stiff Brown Silty with High Organics/Peat/Wood. (continued)	11	1.4	35.8	
	14	S		
		6		
	680.87	8		
Very Stiff Green/Gray Sandy Clay Loam Till.	13	3.4	15.8	
		S		
		5		
		8	3.6	16.1
		11	S	
	676.87			
Hard Green/Gray Sandy Clay Loam Till.	6			
	11	4.9	15.7	
	13	S		
	674.37			
Very Stiff Green/Gray Sandy Clay Loam Till.	6			
	11	2.7	15.8	
	18	S		
	670.87			
Hard Gray Loam Till. End of Boring	16			
	24	7.5	8.0	
	29	S		

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

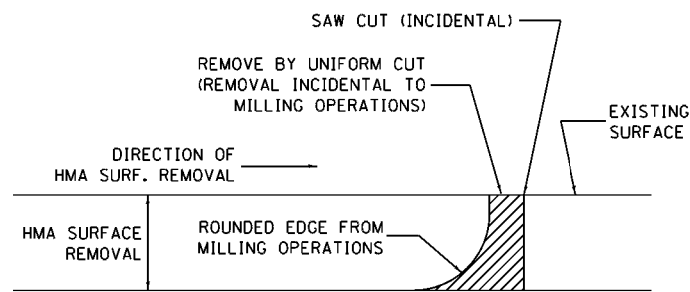
McDonough-Whitlow, P.C.
Consulting Engineers & Land Surveyors
9025 Illinois Route 127
P.O. Box A
Taylor Springs, IL 62089
Phone: 217.532.9233
Fax: 217.532.6300
PROFESSIONAL DESIGN No. 184-002754

FILE NAME = 0570255-70532.dgn	USER NAME = RNH	DESIGNED - CMF	REVISED -
		CHECKED - TMM	REVISED -
		DRAWN - RNH	REVISED -
		CHECKED - TMM	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

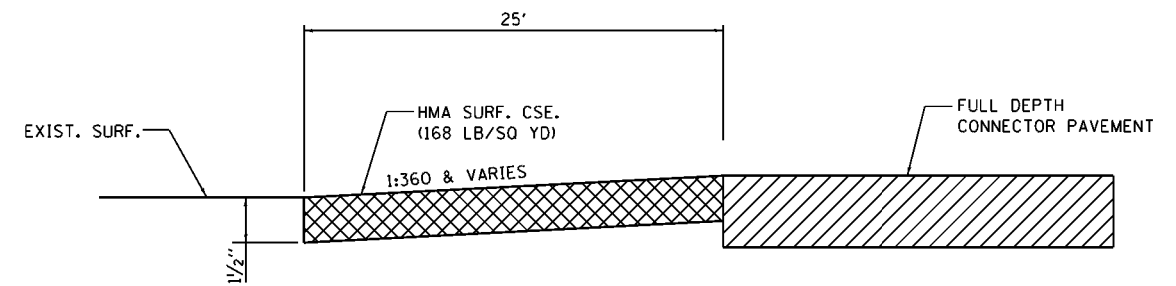
BORING LOGS
STRUCTURE NO. 057-0255
SHEET NO. 22 OF 23 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	(14R-2)BR-5	MCLEAN	48	37
CONTRACT NO. 70532				



NOTE:
 WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE,
 THEN A SAW CUT SHALL BE USED TO MANUFACTURE
 A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL.
 THE ENGINEER SHALL BE THE SOLE JUDGE
 CONCERNING THE USE OF THIS DETAIL

HMA DETAIL AT BUTT JOINTS



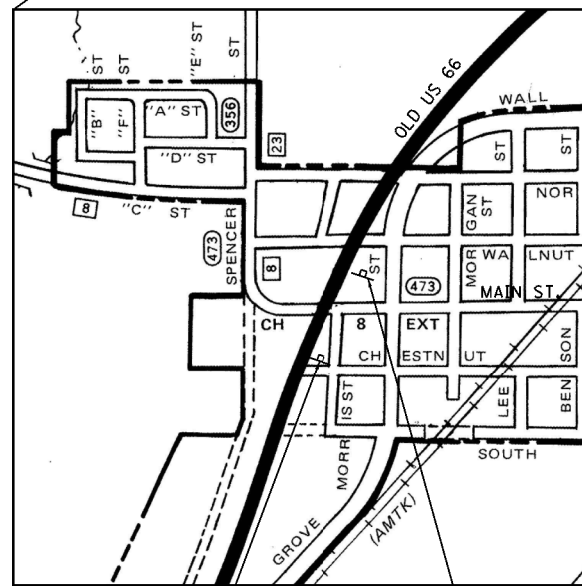
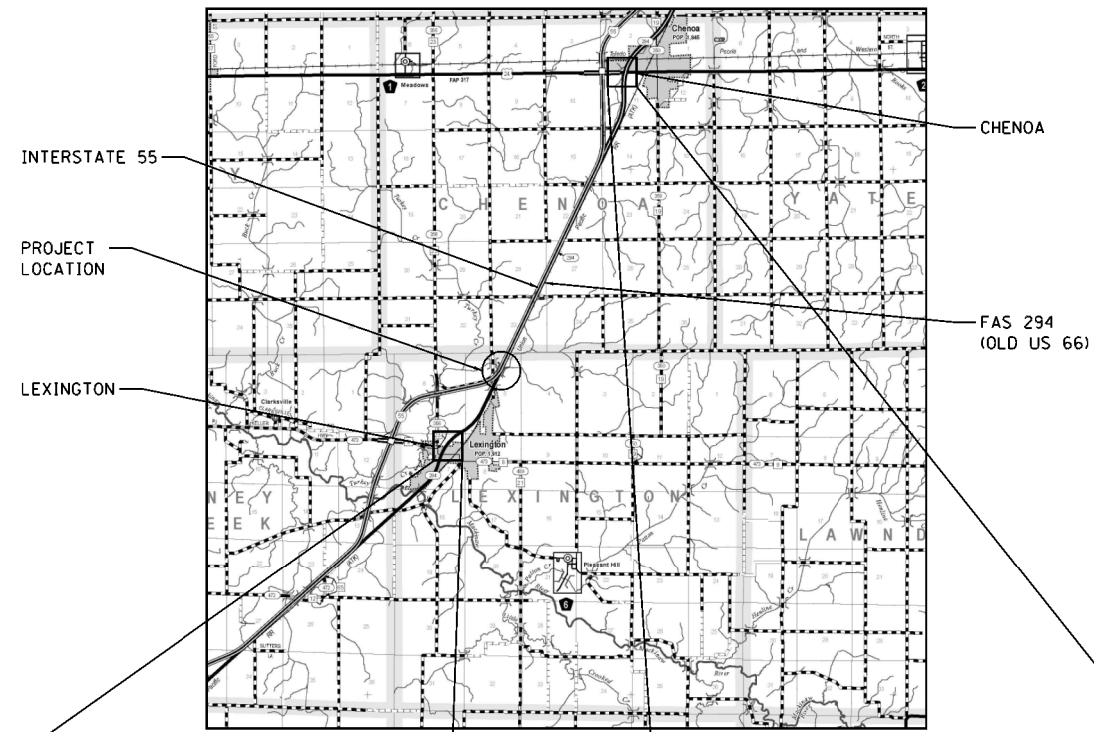
FILE NAME = D570532-033-DETAILS.dgn	USER NAME = RNH	DESIGNED - CMF	REVISED -
		DRAWN - RNH	REVISED -
		CHECKED - TMM	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

HOT-MIX ASPHALT BUTT JOINT DETAILS

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	114R-21BR-5	MCLEAN	48	39
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70532	

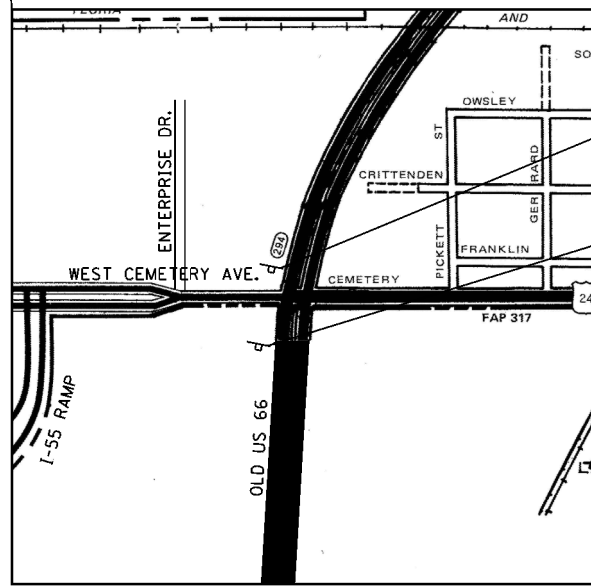


LEXINGTON

- (A) ERECT BESIDE HISTORIC ROUTE 66 SIGN N. OF MAIN STREET WITH SUPPLEMENTAL PLAQUE BELOW READING "2 MILES"
- (B) ERECT BESIDE STOP AHEAD SIGN (2 MILES AHEAD)

SIGNING PLAN

SCALE: NTS

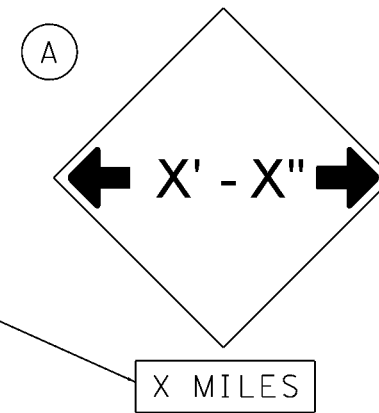


CHENOA

- (B) ERECT BESIDE CHENOA, EL PASO SIGN (6 MILES AHEAD)
- (A) ERECT BESIDE ADOPT A HIGHWAY SIGN WITH SUPPLEMENTAL PLAQUE BELOW READING "6 MILES"

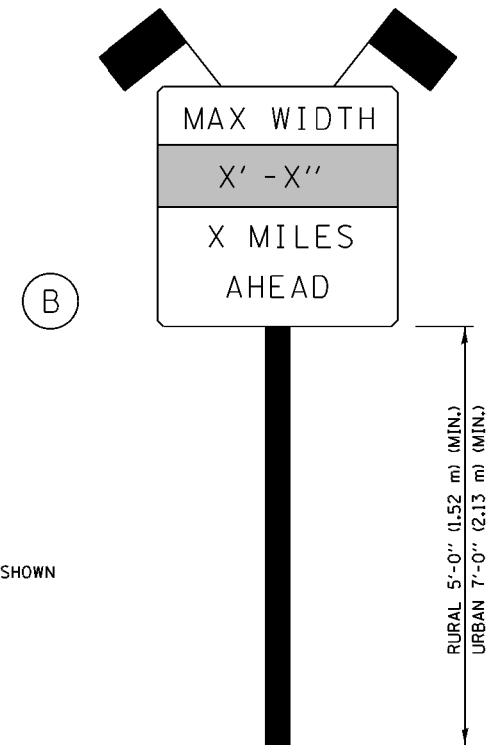
GENERAL NOTES

1. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
2. ALL (B) SIGNS SHALL HAVE FLAGS INSTALLED UNLESS OTHERWISE DIRECTED.
3. LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.
4. ALL TRAFFIC CONTROL SHOWN ON THIS SHEET SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR WIDTH RESTRICTION SIGNING.
5. ALL SIGNS SHALL BE POST MOUNTED UNLESS OTHERWISE DIRECTED.
6. ALL SIGNS SHOWN ORANGE (O) SHALL BE FLUORESCENT ORANGE.
7. ALL SIGNS SHOWN SHALL CONSIST OF THE CURRENT RETROREFLECTIVE SHEETING REQUIREMENTS AS OUTLINED IN SECTION 1106.01 OF THE STANDARD SPECIFICATIONS BOOK.
8. WIDTH RESTRICTIONS:
STAGE I: 10'-0"
STAGE II: 11'-0"

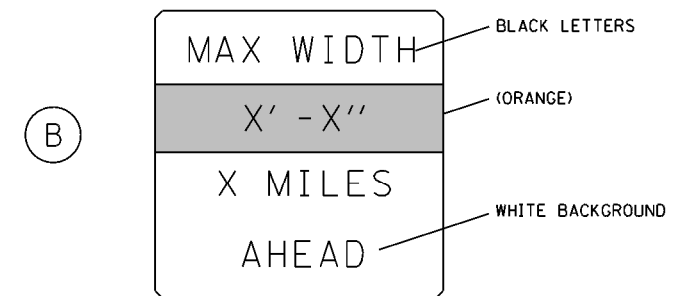


W12-2(0)-48"x48"(1200x1200)

SUPPLEMENTAL PLAQUE



SIGN PANEL, TYPE II



**W12-1103(0)-48"x48"(1200x1200)
"D" LETTERS/NUMBERS**

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

FILE NAME = D570532-034-SIGN.dgn	USER NAME = RNH	DESIGNED - CMF	REVISED - 03/11 -KJT
		DRAWN - RNH	REVISED - 05/08
		CHECKED - TMM	REVISED - 10/08 - KJT
		DATE -	REVISED - 7/09 - KJT

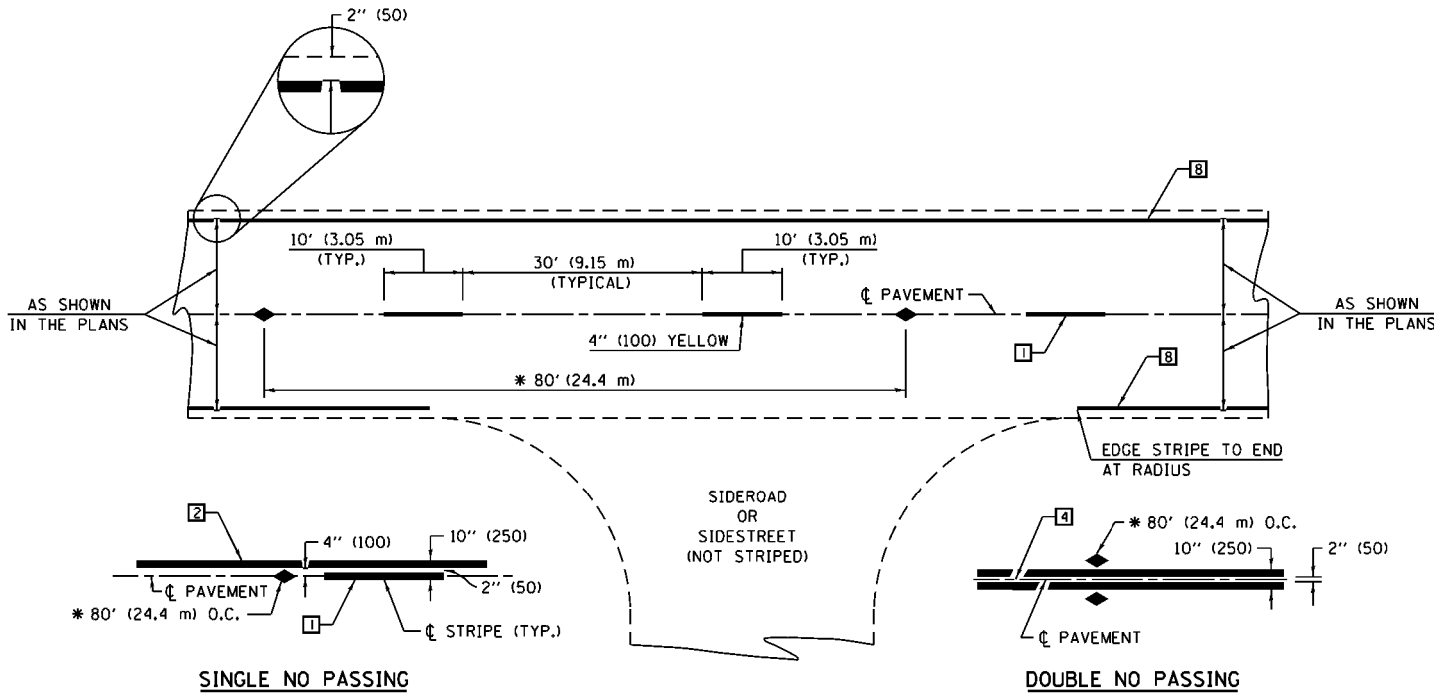
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

WIDTH RESTRICTION SIGNING

SCALE: NONE SHEET NO. 1 OF 1 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. X7200201

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	(14R-2)BR-5	MCLEAN	48	40
CONTRACT NO. 70532				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



* REDUCE TO 40' (12.2 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEEDS OF 45 mph (70 km/h) OR LESS.

TWO LANE/TWO WAY

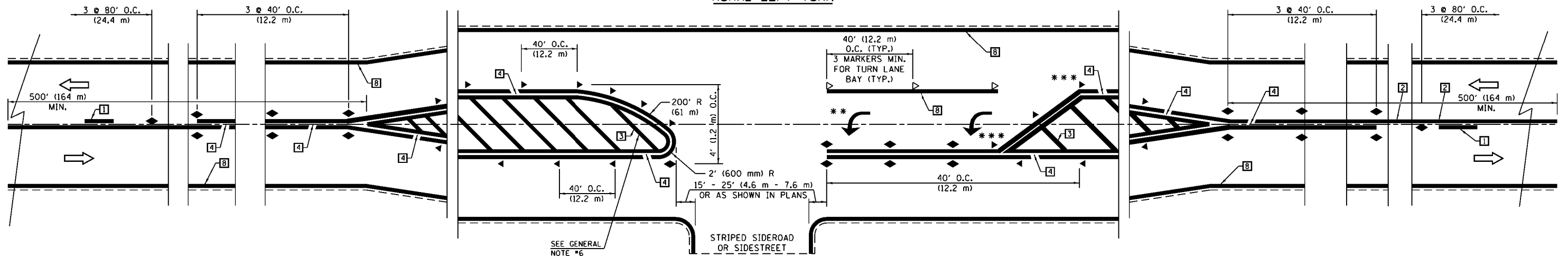
TYPICAL PAVEMENT MARKING LEGEND

- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 RESERVED
- 6 RESERVED
- 7 4" (100) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) SOLID (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 4" (100) LANE LINE EXTENSIONS (WHITE)
- 14 4" (100) PARKING WHITE

TYPICAL PAVEMENT MARKERS LEGEND

- ◆ TWO-WAY AMBER MARKER
- ▶ ONE-WAY AMBER MARKER
- ▷ ONE-WAY CRYSTAL MARKER

RURAL LEFT TURN



*** REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.

** TURN ARROWS SHALL BE PLACED AS SHOWN ON SHEET #2.

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

DISTRICT 5 DETAIL NO. 7800AAAA

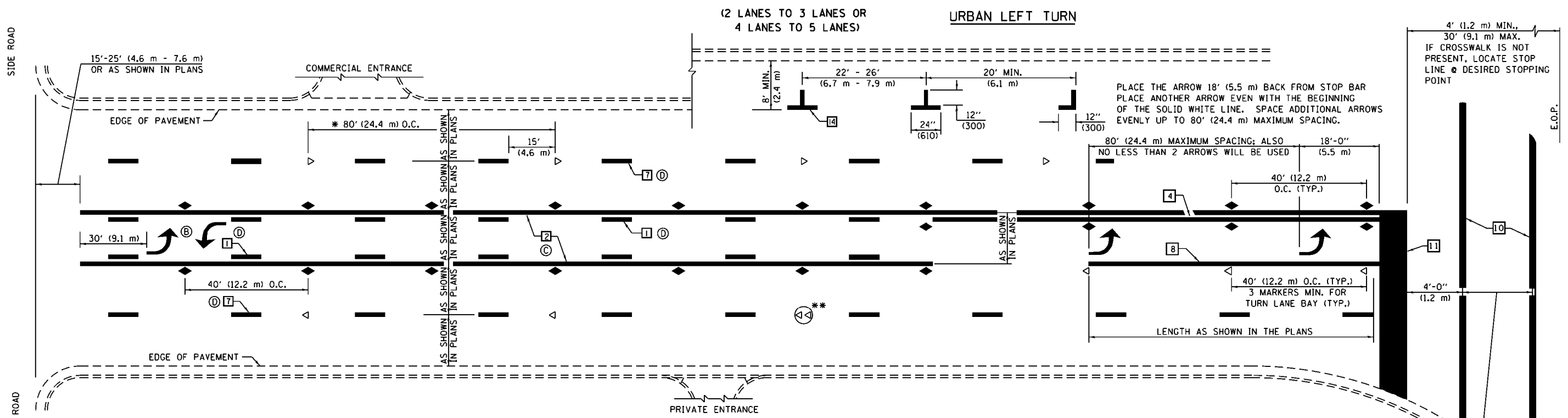
FILE NAME = D570532-035-039	USER NAME = RNH	DESIGNED - CMF	REVISED - 11/06
		DRAWN - RNH	REVISED - 09/2009 - KJT
		CHECKED - TMM	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)**

SCALE: SHEET NO. 1 OF 4 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	(14R-2)BR-5	MCLEAN	48	41
CONTRACT NO. 70532				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

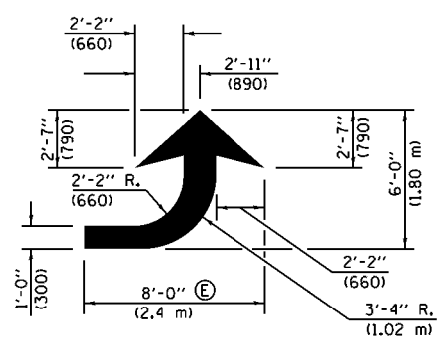


* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

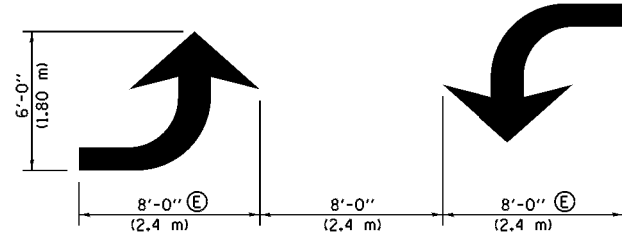
GENERAL NOTES:

- (B) TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.
- (C) THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
- (D) THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ON SHEET 2 OF 3.
- (E) USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)



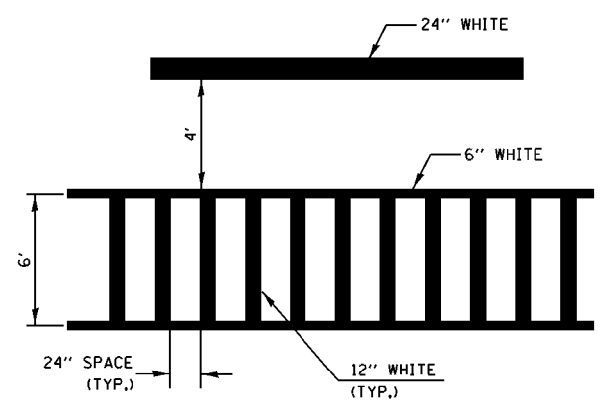
LEFT ARROW

REVERSE FOR RIGHT ARROW
AREA = 15.6 SQ. FT. (1.47 m²)
(WHITE)

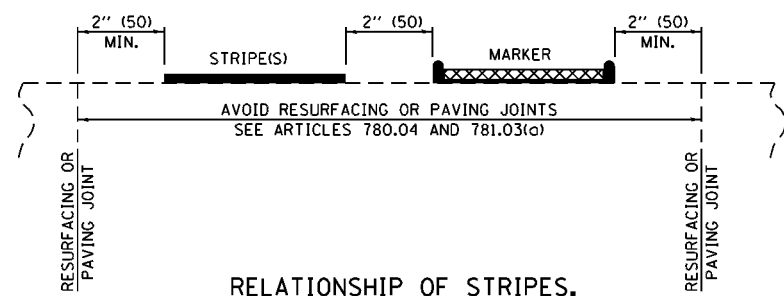


TYPICAL DOUBLE TURN ARROWS (WHITE)

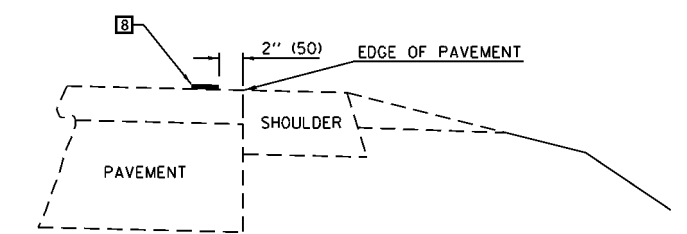
BLOOMINGTON-NORMAL CITY LIMITS ONLY



TYPICAL SPACING FOR CROSSWALKS & STOP BARS



RELATIONSHIP OF STRIPES, MARKERS AND JOINTS



RELATIONSHIP OF EDGE LINE TO EDGE OF PAVEMENT (SAFETY SHOULDER OR PAVED SURFACE) SEE ARTICLE 780.04

CROSSWALK WIDTH 6'-0" (1.8 m) OR AS SHOWN IN THE PLANS

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

FILE NAME =	USER NAME = RNH
D570532-035-039	

DESIGNED - CMF	REVISOR - 11/06
DRAWN - RNH	REVISOR - 09/2009 - KJT
CHECKED - TMM	REVISOR -
DATE -	REVISOR -

DESIGNED - CMF	REVISOR - 11/06
DRAWN - RNH	REVISOR - 09/2009 - KJT
CHECKED - TMM	REVISOR -
DATE -	REVISOR -

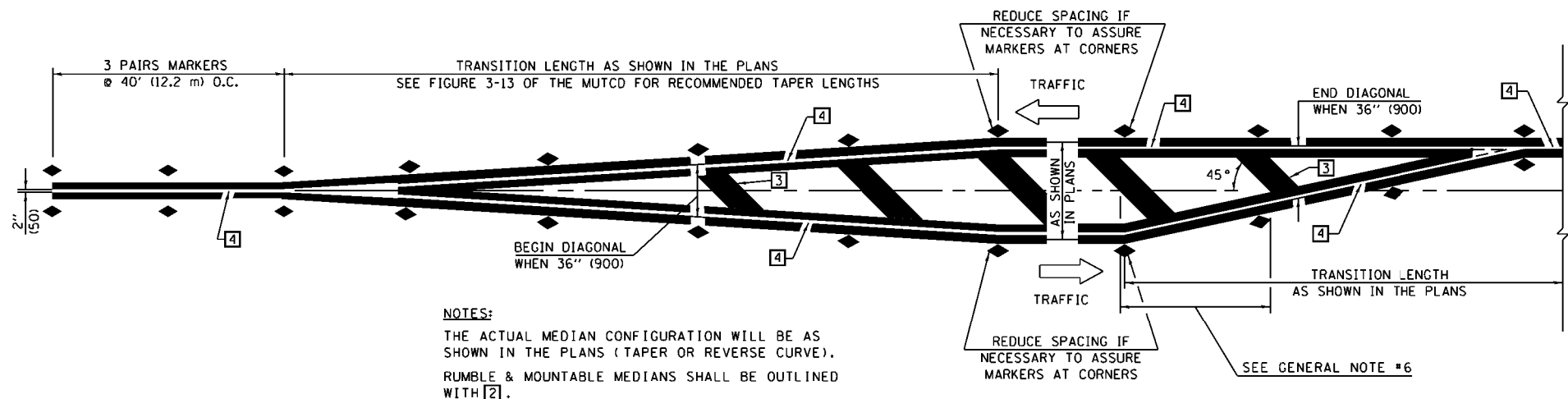
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)

SCALE: SHEET NO. 2 OF 4 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 7800AAA

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	(14R-2)BR-5	MCLEAN	48	42
CONTRACT NO. 70532				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

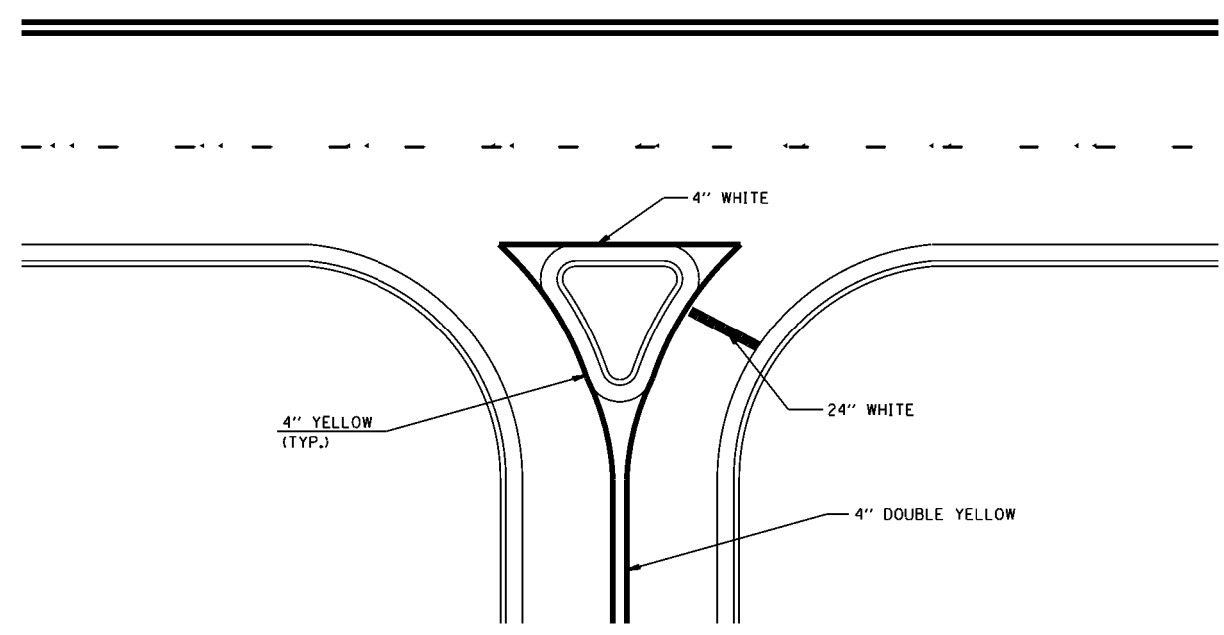


NOTES:
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

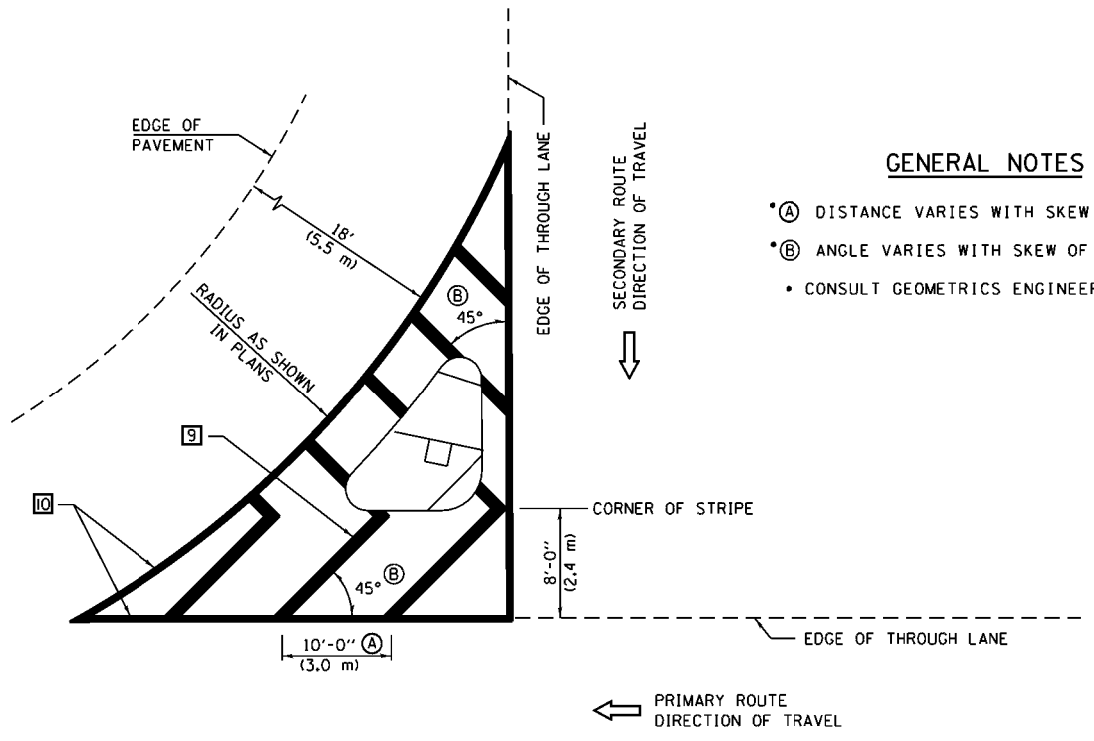
TYPICAL MEDIAN TRANSITIONS

GENERAL NOTES

1. WHEN MEDIANS ARE PRESENT, PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
2. 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



GENERAL NOTES

- (A) DISTANCE VARIES WITH SKEW OF INTERSECTION.
- (B) ANGLE VARIES WITH SKEW OF INTERSECTION.
- CONSULT GEOMETRICS ENGINEER

ISLAND

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

FILE NAME = D570532-035-039	USER NAME = RNH	DESIGNED - CMF	REVISED - 11/06
		DRAWN - RNH	REVISED - 09/2009 - KJT
		CHECKED - TMM	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PAVEMENT MARKING AND MARKERS
 (RURAL & URBAN APPLICATIONS)**

SCALE: SHEET NO. 3 OF 4 SHEETS STA. TO STA.

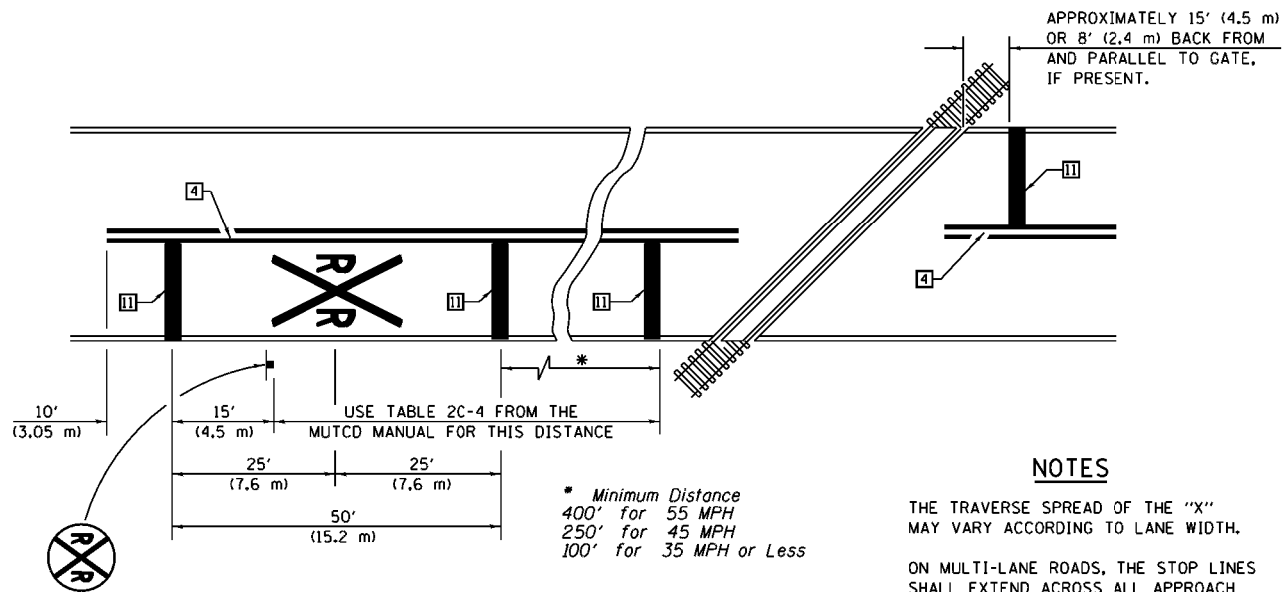
DISTRICT 5 DETAIL NO. 7800AAAA

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	(14R-2)BR-5	MCLEAN	48	43
CONTRACT NO. 70532				

FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

RAILROAD CROSSING WITH INTERCONNECT ONLY

RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

NOTES

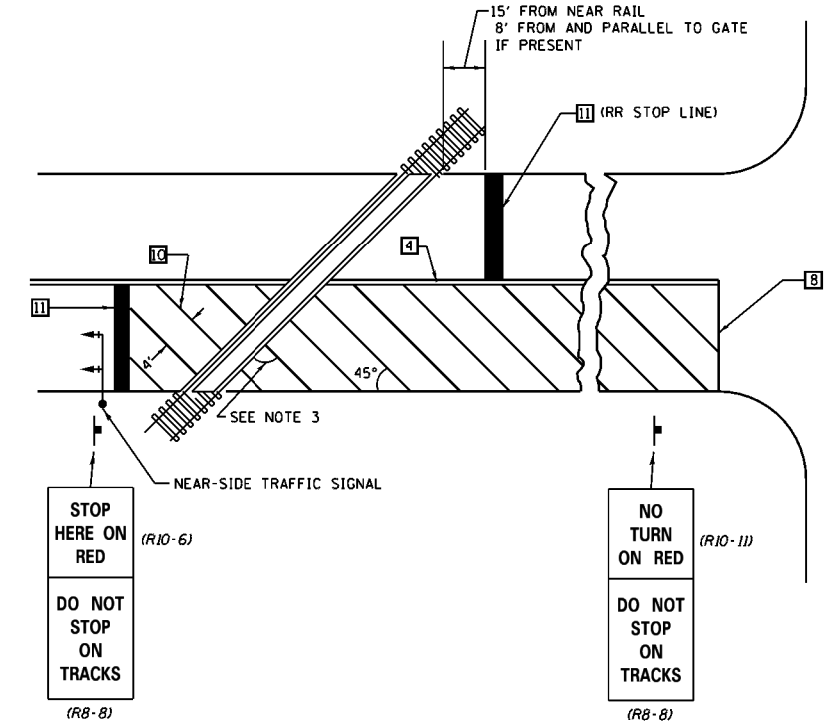
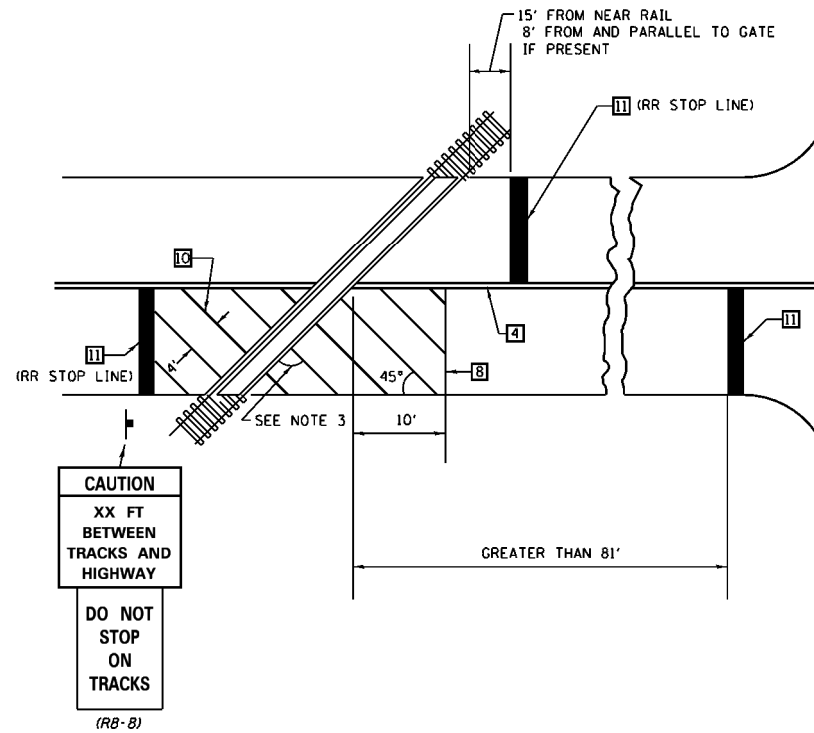
APPROXIMATELY 15' (4.5 m) OR 8' (2.4 m) BACK FROM AND PARALLEL TO GATE, IF PRESENT.

THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE R XR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE 11-1, CONDITION B OF THE MUTCD.

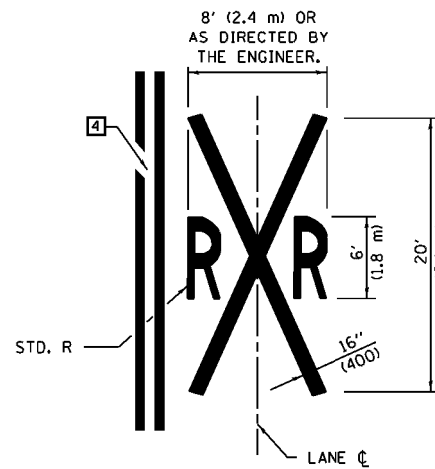
* Minimum Distance
400' for 55 MPH
250' for 45 MPH
100' for 35 MPH or Less



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.
- EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE NEAR-SIDE TRAFFIC SIGNALS ARE USED.
- 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.

FILE NAME = D570532-035-039	USER NAME = RNH	DESIGNED - CMF	REVISED - 11/06
		DRAWN - RNH	REVISED - 09/2009 - KJT
		CHECKED - TMM	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND MARKERS
(RURAL & URBAN APPLICATIONS)

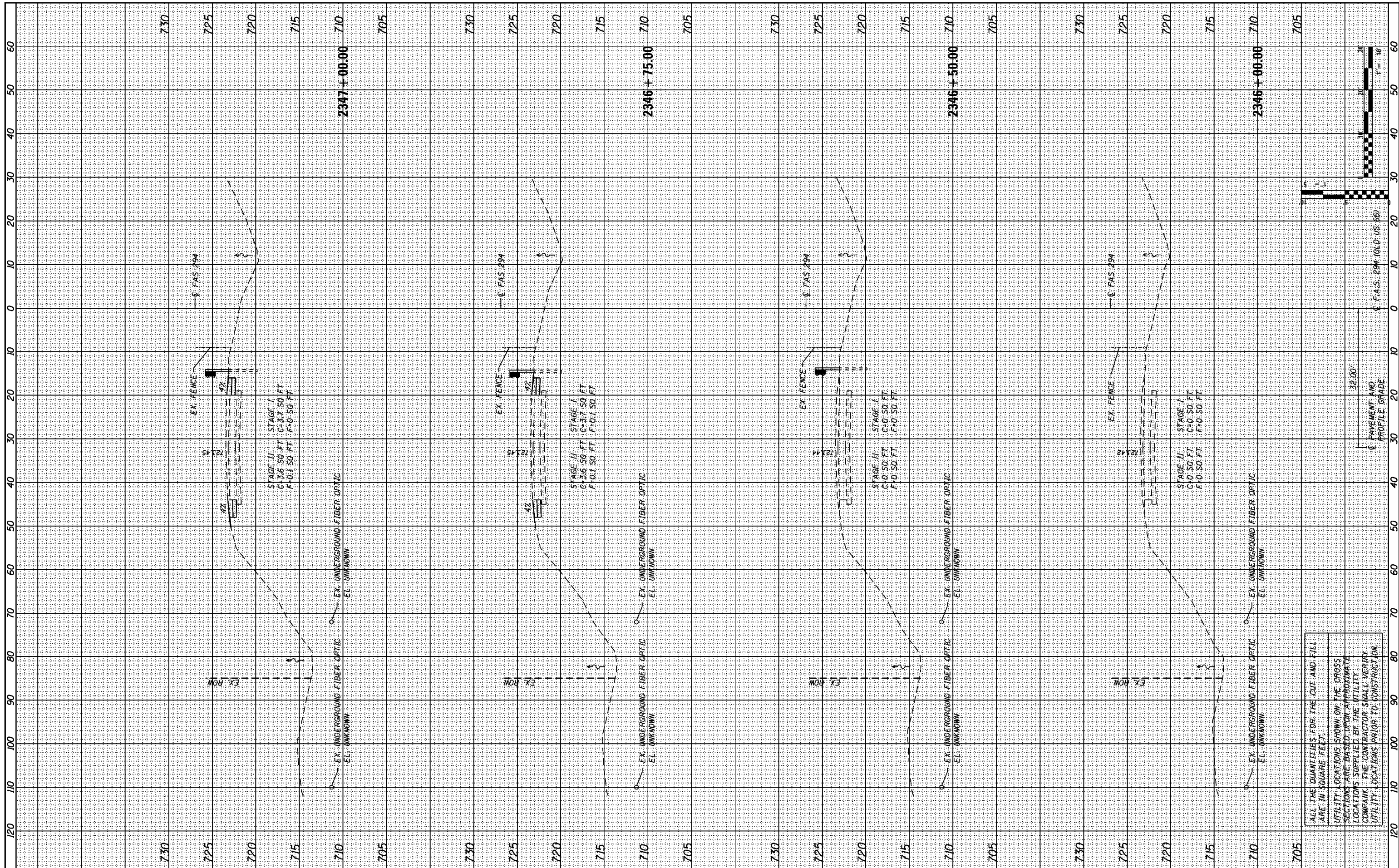
SCALE: SHEET NO. 4 OF 4 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. 7800AAAA

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	(14R-2)BR-5	MCLEAN	48	44
CONTRACT NO. 70532				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NO.	PLOTTED		
	TEMPLATE		
	NOTE BOOK		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NO.	PLOTTED		
	TEMPLATE		
	NOTE BOOK		
	AREAS CHECKED		



FILE NAME = 0570532-040-043-XSSHT.dgn

USER NAME = RNH
 DESIGNED - CMF
 DRAWN - RNH
 CHECKED - TMM
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

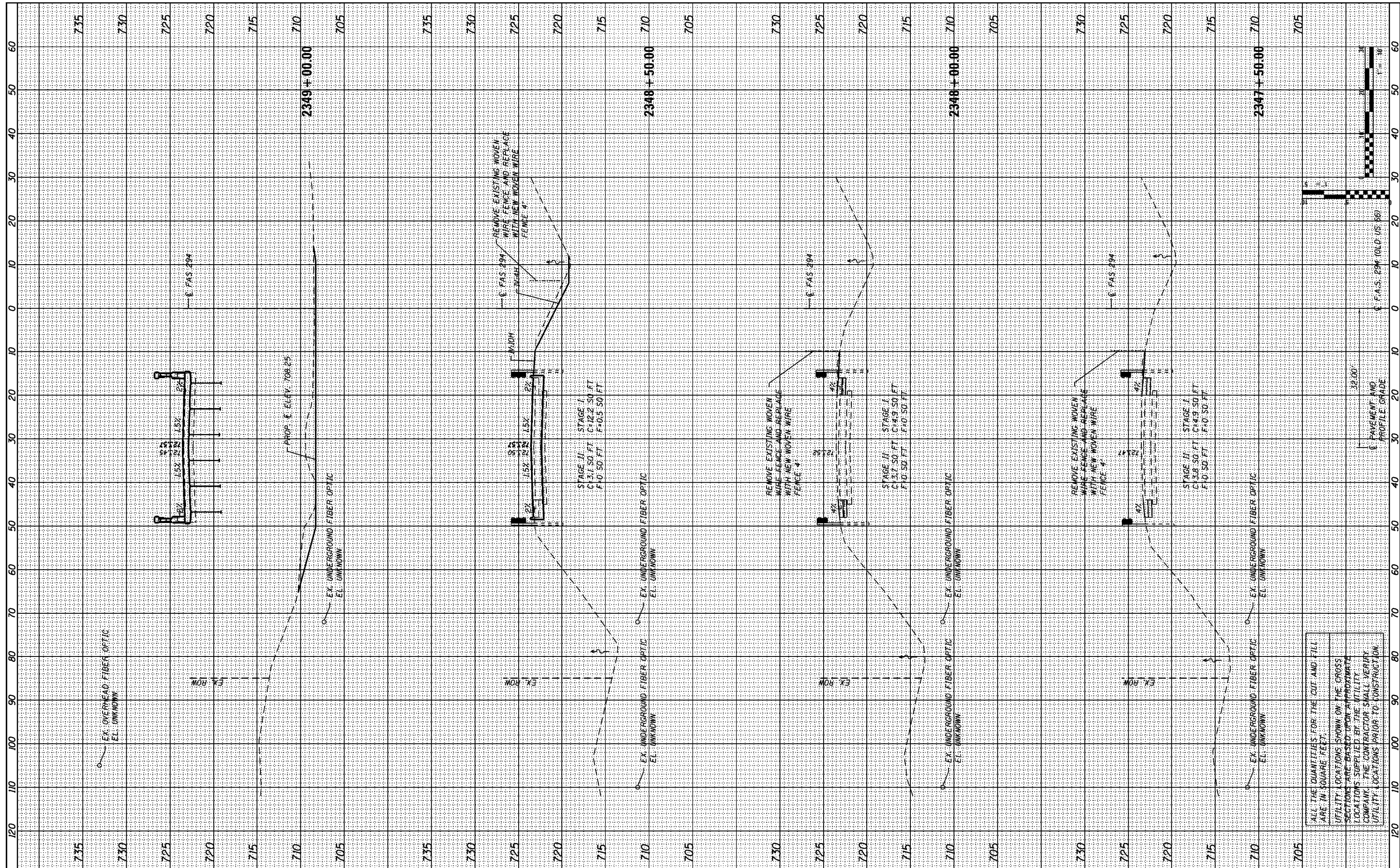
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS
 SCALE: SHEET NO. 1 OF 4 SHEETS STA. 2346+00.00 TO STA. 2347+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
294	(14R-2)BR-5	MCLEAN	48	45
CONTRACT NO. 70532				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NO.	PLOTTED		
	TEMPLATE		
	NOTE BOOK		
	AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NO.	PLOTTED		
	TEMPLATE		
	NOTE BOOK		
	AREAS CHECKED		



FILE NAME = 0570532-040-043-XSSHT.dgn

USER NAME = RNH	DESIGNED - CMF	REVISED -
	DRAWN - RNH	REVISED -
PLOT SCALE =	CHECKED - TMM	REVISED -
PLOT DATE	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

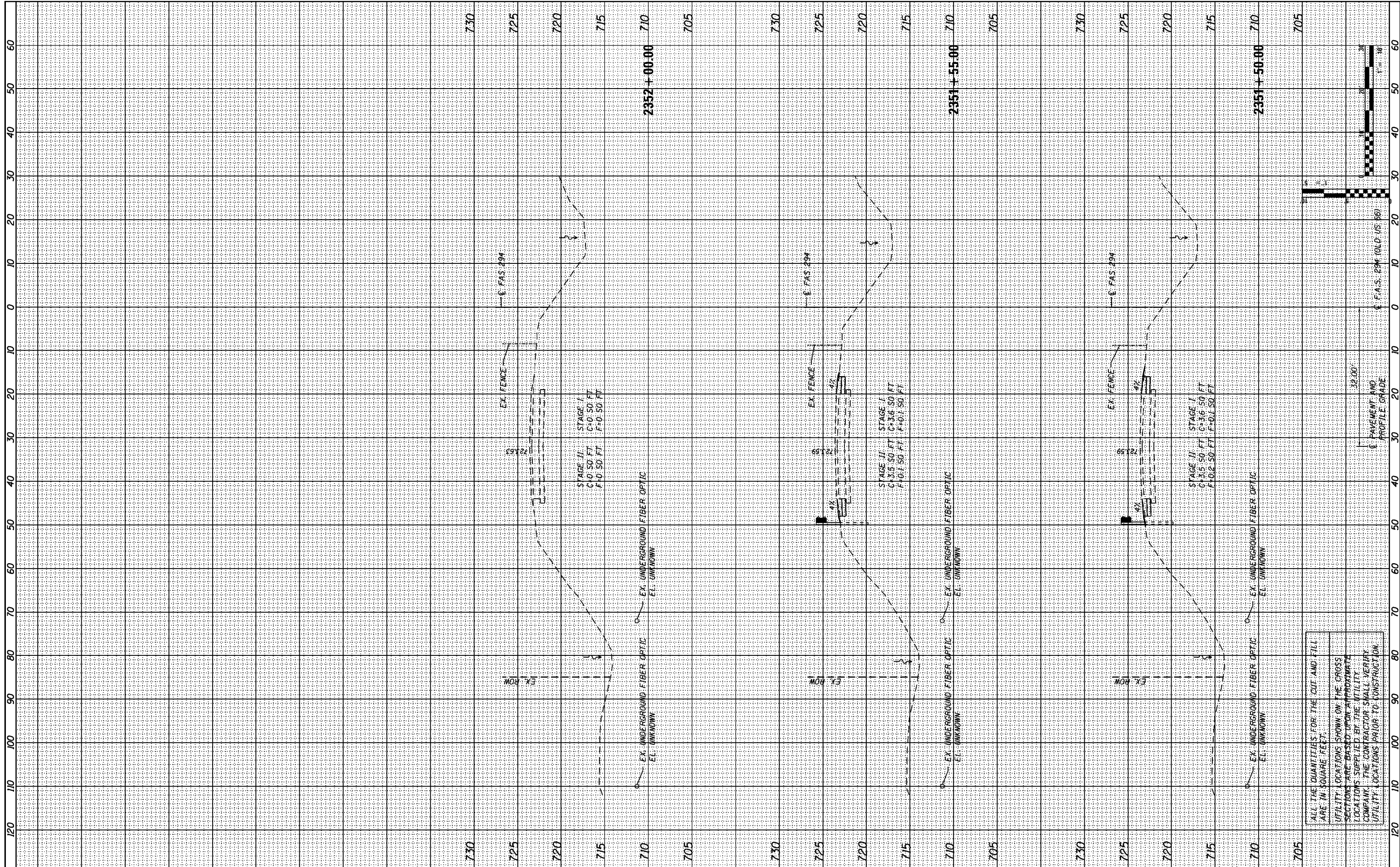
SCALE: SHEET NO. 2 OF 4 SHEETS STA. 2347+50.00 TO STA. 2349+00.00

F.A.S. RTE. 294	SECTION 114R-218R-5	COUNTY MCLEAN	TOTAL SHEETS 48	SHEET NO. 46
CONTRACT NO. 70532				
ILLINOIS FED. AID PROJECT				

ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED UPON APPROXIMATE LOCATIONS SUPPLIED BY THE UTILITY COMPANY. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED TEMPLATE AREAS CHECKED		

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED TEMPLATE AREAS CHECKED		



ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
 UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED UPON APPROXIMATE LOCATIONS SUPPLIED BY THE UTILITY COMPANY. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

FILE NAME =	USER NAME = RNH
D570532-040-043-XSSH7.dgn	DESIGNED - CMF
	DRAWN - RNH
	CHECKED - TMM
	DATE -

DESIGNED - CMF	REVISED -
DRAWN - RNH	REVISED -
CHECKED - TMM	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: SHEET NO. 4 OF 4 SHEETS STA. 2351+50.00 TO STA. 2352+00.00

F.A.S. RTE. 294	SECTION 114R-218R-5	COUNTY MCLEAN	TOTAL SHEETS 48	SHEET NO. 48
CONTRACT NO. 70532				