

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	(4BR-2)D & (4BR-1)D	CARROLL	27	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 64D28		

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DISTRICT STANDARDS	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROPOSED
HIGHWAY PLANS
FAP ROUTE 17 (US 52/L 64)
SECTION (4BR-2)D & (4BR-1)D
CARROLL COUNTY

C-92-043-08



STATE STANDARDS

001001-01	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND A FOOT
515001-02	NAME PLATE FOR BRIDGES
631031-06	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
667101	PERMANENT SURVEY MARKERS
701006-02	TYPICAL APPLICATION OF TRAFFIC CONTROL STANDARD
701311-02	TYPICAL APPLICATION OF TRAFFIC CONTROL STANDARD
701321-09	TYPICAL APPLICATION OF TRAFFIC CONTROL STANDARD
701901	TRAFFIC CONTROL DEVICES
704001-04	TEMPORARY CONCRETE BARRIER
720011	METAL POST FOR SIGNS, MARKERS AND DELINEATORS
728001	TELESCOPING STEEL SIGN SUPPORT
729001	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS AND MARKERS)
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUT FOR DETECTION LOOPS

SECTION (4BR-1)D
INCLUDES THE REMOVAL AND
REPLACEMENT OF FOUR BEAMS
ON THE EXISTING STRUCTURE
SN 008-0029

SECTION BEGINS
STA 673+68.48

IMPROVEMENT BEGINS
STA 673+23.84

IMPROVEMENT/SECTION ENDS
STA 674+77.98

SECTION (4BR-2)D
INCLUDES THE REMOVAL AND
REPLACEMENT OF FOUR BEAMS
ON THE EXISTING STRUCTURE
SN 008-0030

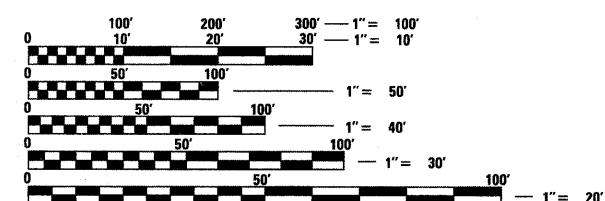
SECTION ENDS
STA 744+59.40

IMPROVEMENT ENDS
STA 744+94.38

SECTION BEGINS
STA 743+47.07

IMPROVEMENT BEGINS
STA 743+13.45

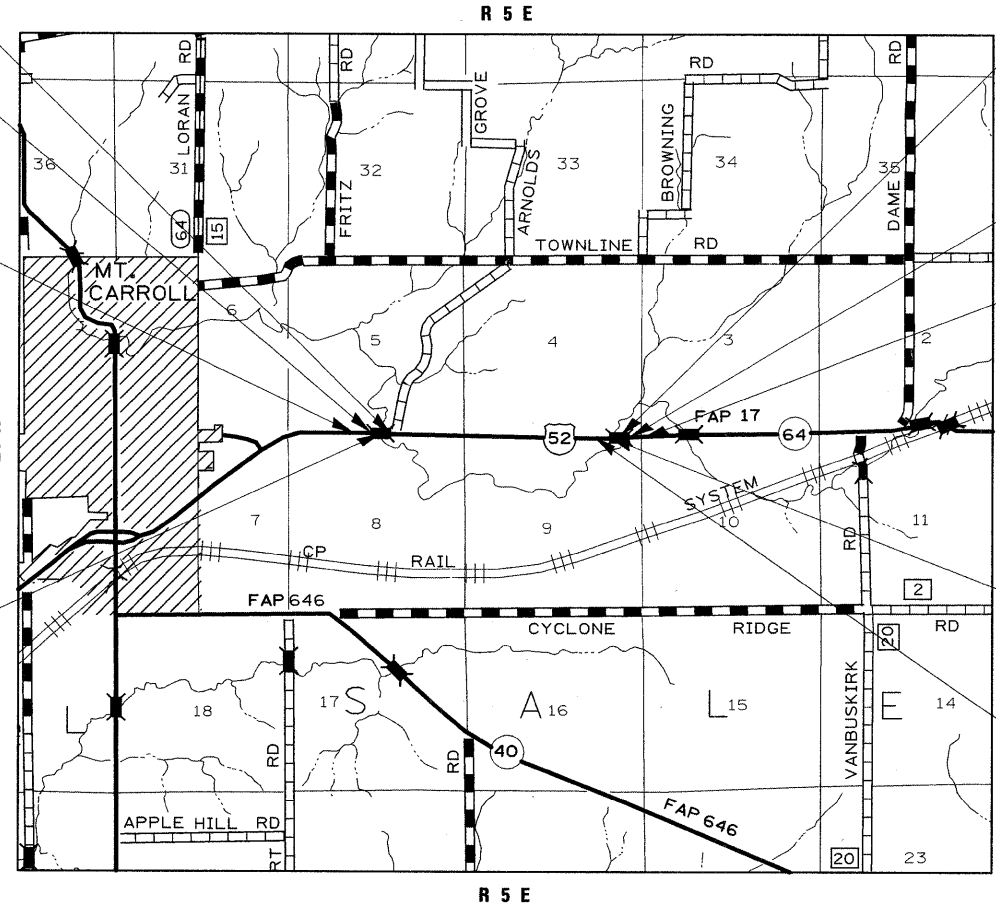
SALEM TOWNSHIP SECTION 4, 5, 8, 9



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

PROJECT ENGINEER: REBECCA MARRUFFO
SQUAD LEADER: FAITH DUNCAN
(815) 284-5364
CONTRACT NO. 64D28



GROSS LENGTH OF PROJECT = 7090.92 LIN FT = 1.34 MI
NET LENGTH OF PROJECT = 221.83 LIN FT = 0.04 MI

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED 1-25 2008
George F. Ryan
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
March 21, 2008
Eric E. Harman
 ENGINEER OF DESIGN AND ENVIRONMENT
March 21, 2008
Christine M. Reed
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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 OF THE STATE OF ILLINOIS**

CODE NUMBER	ITEM	UNIT	SN 008-0029	SN 008-0030	X081-2A
					100% STATE TOTAL QUANTITY
50300300	PROTECTIVE COAT	SQ YD	36.3	99.4	13
50102400	CONCRETE REMOVAL	CU YD	3.0	15.7	18.7
50300255	CONCRETE SUPERSTRUCTURE	CU YD	2.7	14.1	16.8
50300260	BRIDGE DECK GROOVING	SQ YD	26.9		26.9
50400405	PRECAST PRESTRESSED CONCRETE DECK BEAMS (21" DEPTH)	SQ FT	258	435	693
50400505	PRECAST PRESTRESSED CONCRETE DECK BEAMS (27" DEPTH)	SQ FT		190	190
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	672	3089	3761
51500100	NAME PLATES	EACH	1	1	2
63302700	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	1	2	3
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	2	2	4
67100100	MOBILIZATION	L SUM	0.5	0.5	1
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1	2
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	2
70106700	TEMPORARY RUMPLE STRIP	EACH	6	6	12
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	1138	2818	3956
70300570	PAVEMENT MARKING TAPE, TYPE III 24"	FOOT	26	26	52
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	431	991	1422
70400100	TEMPORARY CONCRETE BARRIER	FOOT	162.5	312.5	475
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT		275	275
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	2373	3173	5546
* 78200500	BARRIER WALL MARKERS	EACH	5	19	24
78300100	PAVEMENT MARKING REMOVAL	SQ FT	48	59	107
X0320047	REMOVAL OF EXISTING PRECAST PRESTRESSED CONCRETE DECK BEAMS	SQ FT	258	634	892
X0321781	MECHANICAL SPLICE	EACH	33	333	366
X5030305	CONCRETE WEARING SURFACE, 5"	SQ YD	26.9	69.5	96.4
XZ191600	SILICONE BRIDGE JOINT SEALANT	FOOT		3	3
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH		2	2
Z0013798	CONSTRUCTION LAYOUT	L SUM	0.5	0.5	1
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON - REDIRECTIVE), TEST LEVEL 3	EACH	2	2	4
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON - REDIRECTIVE), TEST LEVEL 3	EACH		2	2

*SPECIALTY ITEMS

FILE NAME = c:\projects\p206807\d06807cwr.dgn	USER NAME = duncenfa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.P. RTE. 17	SECTION *	COUNTY CARROLL	TOTAL SHEETS 27	SHEET NO. 2
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	REVISED -					CONTRACT NO. 64D28				
PLOT DATE = Fri Jan 25 13:43:55 2008	DATE -	REVISED -	REVISED -		SCALE:	SHEET NO. 2 OF 27 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
• (4BR-2D) & (4BR-1D)												

GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 17	(4BR-2)D, (4BR-1)D	Carroll	27	3
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64D28				

This structure will retain the same number (SN 008-0029 & 008-0030).

Reflector Markers Type B shall be installed on the top of bridge parapet walls. The markers shall be according to Standard 635011 and the color and spacing according to Standard 635006, except the minimum is 2 per side.

Culvert & bridge flows must be maintained throughout the project. Normal flow shall be allowed to pass at the rate it enters the jobsite. High flows shall be allowed to pass without causing damage to upstream properties.

Pavement Marking shall be done according to Standard 780001.

PERMANENT SURVEY MARKERS, TYPE II, shall be set at intervals of 1.6 Km (1 mile) or as directed by the Engineer. Bridge or culvert projects shall have one survey marker placed near the structure. Estimated: 4 Each.

Permanent Survey Markers, Type II shall be cast-in-place as shown on Highway Standard 667101.

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

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

Gallatin River Communications	Verizon
Jo-Carroll Energy	NICOR Gas Co.
Frontier/Citizens	

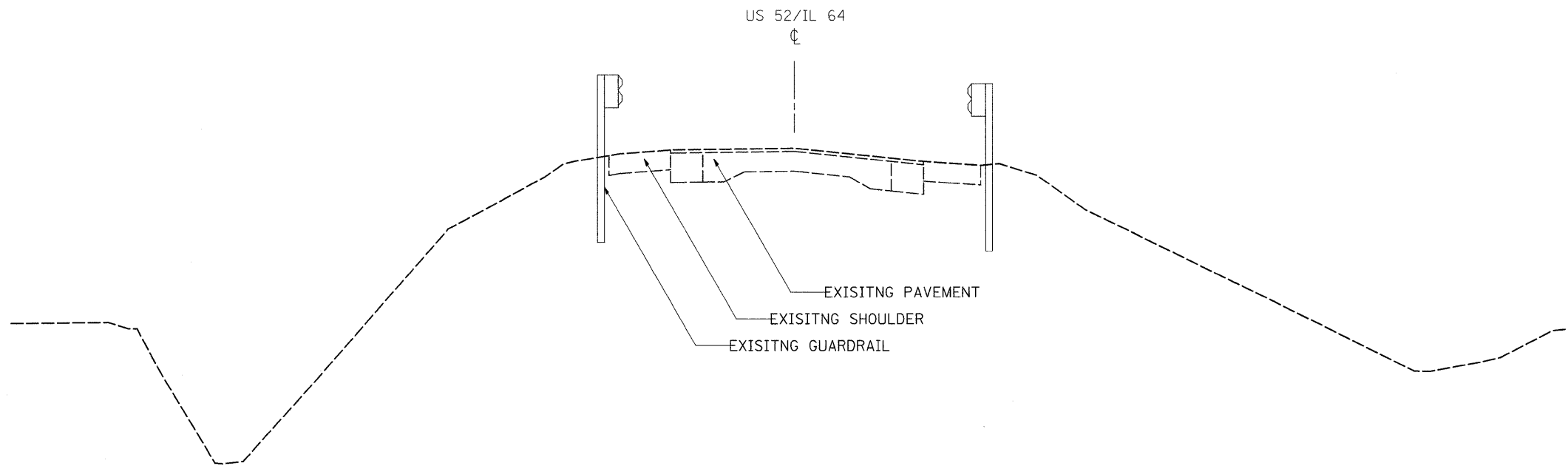
CADD data will be available to Contractors and Consultants working on this project. This information will be provided upon request as MicroStation CADD files and Geopak coordinate geometry files ONLY. If data is required in other formats it will be your responsibility to make these conversions. If any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

Commitments:

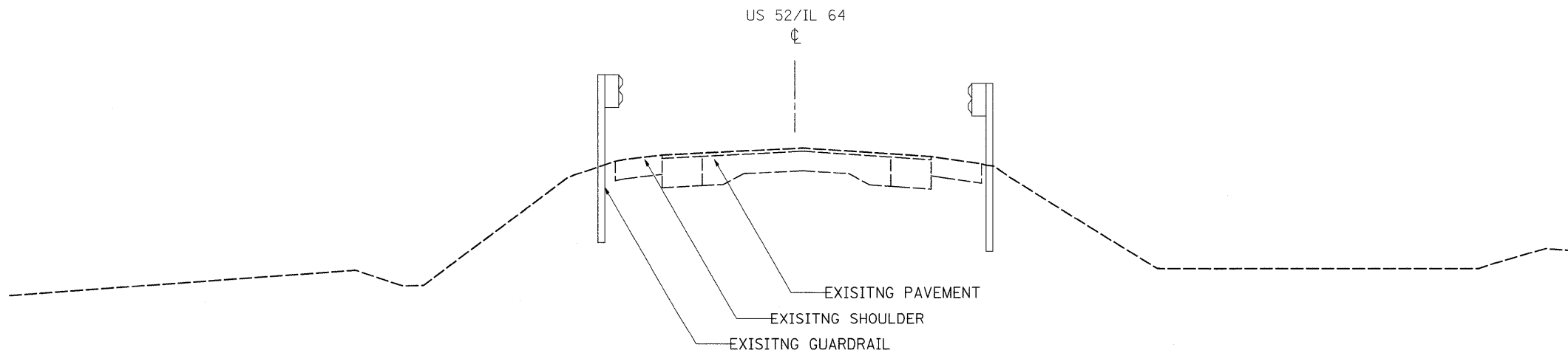
1. All work on the structures over Carroll Creek shall be performed from the existing deck and that no work shall take place below the existing structure on the ground nor in the creek bed.
2. No trees shall be removed.
3. No material shall be placed below the structure.

TYPICAL SECTIONS

SN 008-0029
STA 673+23.84 - STA 674+77.98



SN 008-0030
STA 743+13.45 - STA 744+94.38



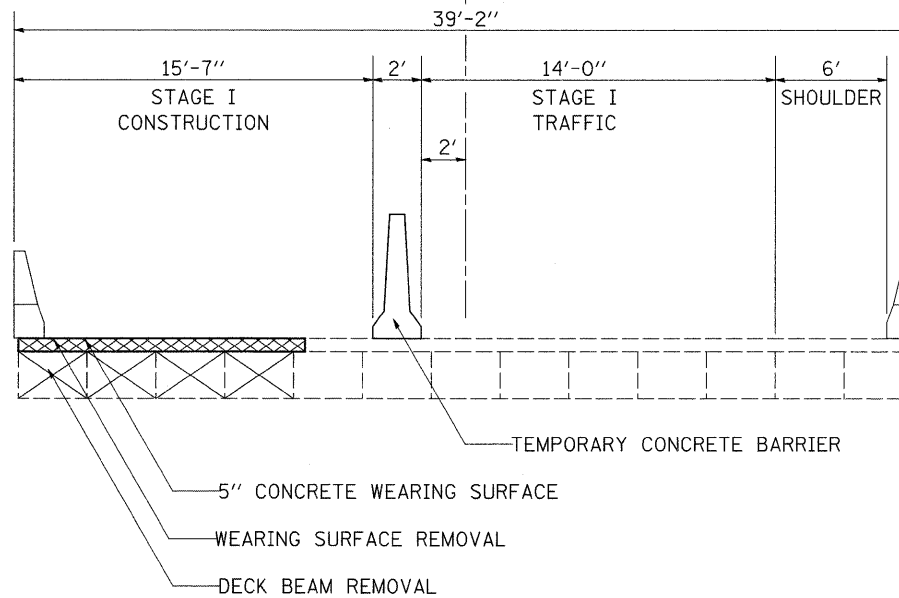
FILE NAME = c:\projects\p206807\d06807.typ.dgn	USER NAME = dunoanfa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52/IL 64 TYPICALS			F.A.P. RTE. 17	SECTION *	COUNTY CARROLL	TOTAL SHEETS 27	SHEET NO. 4
	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO. 4 OF 27 SHEETS	STA.	TO STA.	CONTRACT NO. 64D28			
	PLOT DATE = Thu Jan 24 11:07:24 2008	CHECKED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -		(4BR-2)D & (4BR-1)D							

STAGING TYPICALS

STAGE I

SN 008-0029

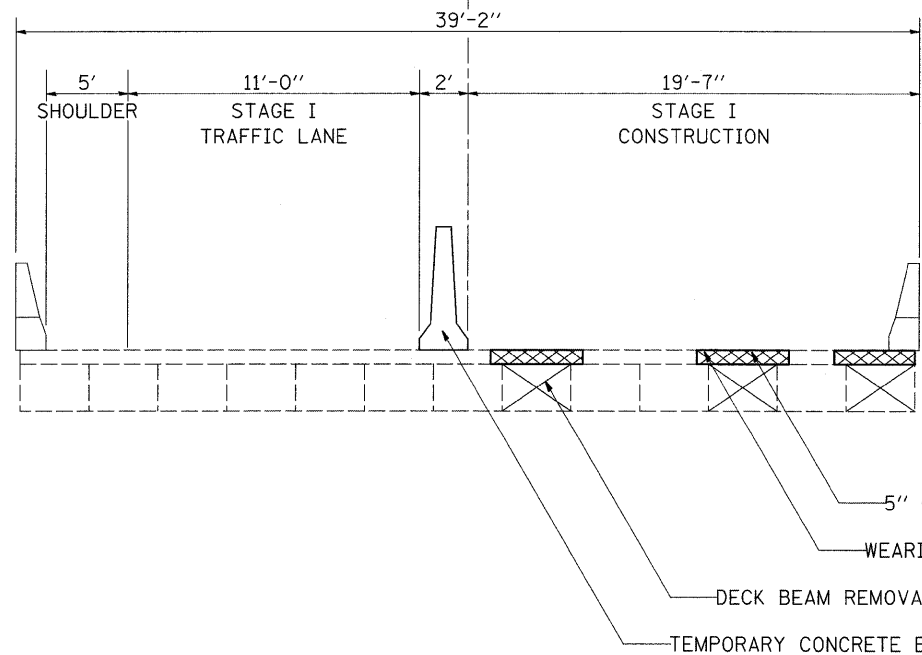
US 52/IL 64



STAGE I

SN 008-0030

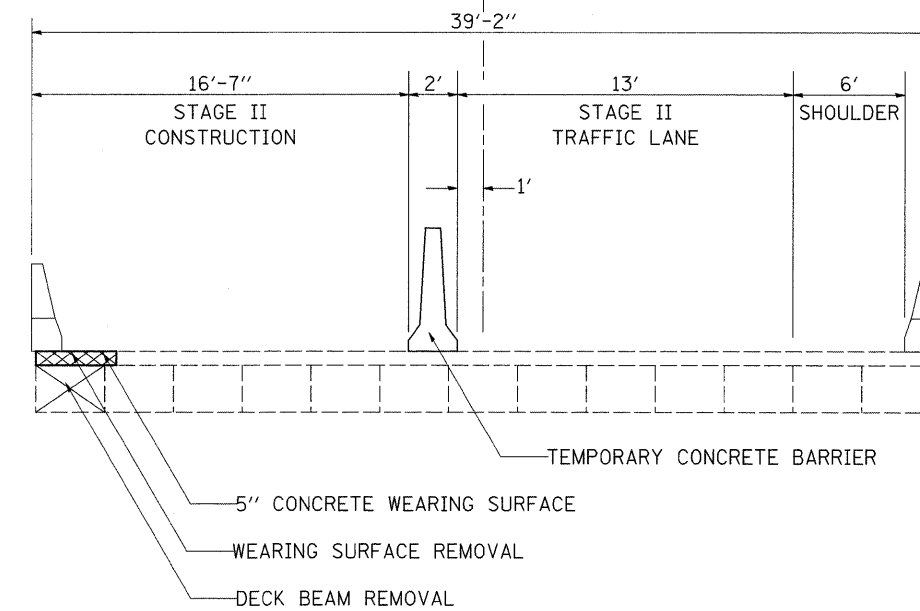
US 52/IL 64



STAGE II

SN 008-0030

US 52/IL 64



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	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO. 5 OF 27 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 64D28	
	PLOT DATE = Thu Jan 24 11:07:24 2008	CHECKED -	REVISED -									
		DATE -	REVISED -									

63302700 REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 6

EACH	LOCATION		
	US 52/IL 64		
	SN 008-0029		
1	LT	673+23.8 -	673+67.58
	SN 008-0030		
1	LT	743+13.4 -	743+57.15
1	RT	744+72.0 -	744+94.38
<u>3</u>	TOTAL		

70106700 TEMPORARY RUMPLE STRIP

EACH	LOCATION		
	US 52/IL 64		
	SN 008-0029		
1	RT	648+50	STAGE I
1	RT	658+50	STAGE I
1	RT	663+50	STAGE I
1	LT	683+19	STAGE I
1	LT	688+19	STAGE I
1	LT	693+19	STAGE I
	SN 008-0030		
1	RT	723+76	STAGE I
1	RT	728+76	STAGE I
1	RT	733+76	STAGE I
1	LT	754+79	STAGE I
1	LT	759+80	STAGE I
1	LT	764+81	STAGE I
<u>12</u>	TOTAL		

70300520 PAVEMENT MARKING TAPE TYPE III, 4"

FOOT	LOCATION			
	US 52/IL 64			
	SN 008-0029			
1,138	LT & RT	670+50.0 -	676+19.00	STAGE I White Edge Line
	SN 008-0030			
1,411	LT & RT	740+75.8 -	747+81.3	STAGE I White Edge Line
1,407	LT & RT	740+75.9 -	747+79.30	STAGE II White Edge Line
<u>3,956</u>	TOTAL			

70300570 PAVEMENT MARKING TAPE TYPE III, 24"

FOOT	LOCATION			
	US 52/IL 64			
	SN 008-0029			
13	RT	670+50.0	STAGE I White Stop Bar	
13	LT	676+18.0	STAGE I White Stop Bar	
	SN 008-0030			
13	RT	740+75.9	STAGE I White Stop Bar	
13	LT	747+79.3	STAGE I White Stop Bar	
<u>52</u>	TOTAL			

70301000 WORKZONE PAVEMENT MARKING REMOVAL

SQ. FT.	LOCATION			
	US 52/IL 64			
	SN 008-0029			
26	RT	670+50.0	STAGE I White Stop Bar	
379	LT & RT	670+50.0 -	676+19.00	STAGE I White Edge Line
26	LT	676+18.0	STAGE I White Stop Bar	
	SN 008-0030			
26	RT	740+75.9	STAGE II White Stop Bar	
470	LT & RT	740+75.8 -	747+81.3	STAGE I White Edge Line
469	LT & RT	740+75.9 -	747+79.30	STAGE II White Edge Line
26	LT	747+79.3	STAGE II White Stop Bar	
<u>1,422</u>	TOTAL			

70400100 TEMPORARY CONCRETE BARRIER

FOOT	LOCATION		
	US 52/IL 64		
	SN 008-0029		
162.5	LT	673+05.8 -	674+68.38
	SN 008-0030		
312.5	RT	742+46.9 -	745+59.25
<u>475</u>	TOTAL		

70400200 RELOCATE TEMPORARY CONCRETE BARRIER

FOOT	LOCATION		
	US 52/IL 64		
	SN 008-0030		
275	LT	742+71.81 -	745+76.70
<u>275</u>	TOTAL		

78001110 PAINT PAVEMENT MARKING - LINE 4" (TWO COATS)

FOOT	LOCATION			
	US 52/ IL 64			
	SN 008-0029			
260	STA.	670+48.1 -	676+20.97	Yellow Skip Dash
2113	LT & RT	670+48.1 -	676+20.97	White Edge Line
	SN 008-0030			
360	STA.	740+73.9 -	747+81.3	Solid Yellow
2813	LT & RT	740+73.9 -	747+81.3	Yellow Skip Dash
<u>5547</u>	TOTAL			White Edge Line

78200500 BARRIER WALL MARKERS

EACH	LOCATION			
	US 52/ IL 64			
	SN 008-0029			
1	LT	673+68.4 -	673+91.56	STAGE I PARAPET WALL
4	LT	673+40.4 -	674+28.00	STAGE I TEMP WALL
	SN 008-0030			
3	RT	743+84.8 -	744+47.69	STAGE I PARAPET WALL
7	LT	743+21.8 -	744+84.32	STAGE I TEMP WALL
2	LT	743+57.8 -	744+07.87	STAGE II PARAPET WALL
7	LT	743+21.8 -	744+82.34	STAGE II TEMP WALL
<u>24</u>	TOTAL			

78300100 PAVEMENT MARKING REMOVAL

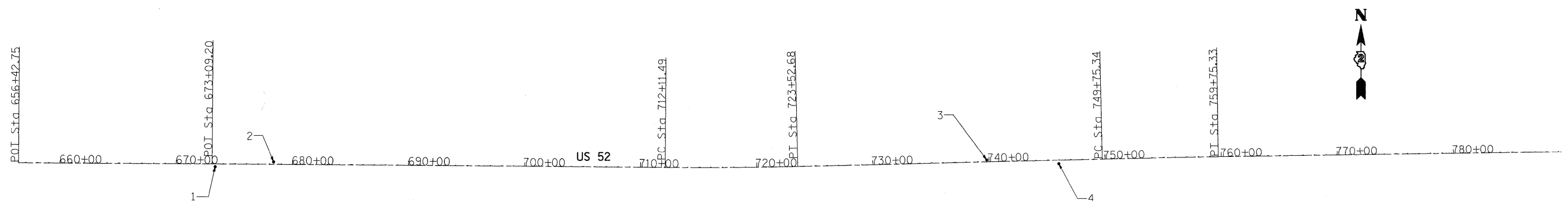
SQ. FT.	LOCATION			
	US 52/ IL 64			
	SN 008-0029			
48	STA.	670+48.1 -	676+20.97	STAGE I Yellow Skip Dash
	SN 008-0030			
59	STA.	740+73.9 -	747+81.3	STAGE I Yellow Skip Dash
<u>107</u>	TOTAL			

Z0030250 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3

EACH	LOCATION		
	US 52/ IL 64		
	SN 008-0029		
1	LT	673+05.87	STAGE I
1	LT	674+68.38	STAGE I
	SN 008-0030		
1	RT	742+46.93	STAGE I
1	RT	745+59.25	STAGE I
<u>4</u>	TOTAL		

Z0030350 IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3

EACH	LOCATION		
	US 52/ IL 64		
	SN 008-0030		
1	LT	742+71.81	STAGE II
1	LT	745+46.70	STAGE II
<u>2</u>	TOTAL		



Beginning chain US52 description
 =====

Point 1243 N 1,977,225.2886 E 2,354,081.2810 Sta 656+42.7462
 Course from 1243 to 200 90° 30' 29.9089" Dist 1,666.4568'
 Point 200 N 1,977,210.5046 E 2,355,747.6722 Sta 673+09.2030
 Course from 200 to PC 210 90° 29' 40.5622" Dist 3,902.2863'

Curve Data

Curve 210
 P.I. Station 717+82.1291 N 1,977,171.8929 E 2,360,220.4317
 Delta = 1° 46' 31.6887" (LT)
 Degree = 0° 09' 20.0906"
 Tangent = 570.6399'
 Length = 1,141.1884'
 Radius = 36,827.0457'
 External = 4.4208'
 Long Chord = 1,141.1428'
 Mid. Ord. = 4.4203'
 P.C. Station 712+11.4893 N 1,977,176.8189 E 2,359,649.8131
 P.T. Station 723+52.6777 N 1,977,184.6487 E 2,360,790.9290
 C.C. N 2,014,002.4924 E 2,359,967.7152

Course from PT 210 to PC 220 88° 43' 08.8734" Dist 2,622.6588'

Curve Data

Curve 220
 P.I. Station 754+75.3365 N 1,977,254.4511 E 2,363,912.8075
 Delta = 0° 24' 48.9331" (RT)
 Degree = 0° 02' 28.8940"
 Tangent = 500.0000'
 Length = 999.9957'
 Radius = 138,531.3474'
 External = 0.9023'
 Long Chord = 999.9935'
 Mid. Ord. = 0.9023'
 P.C. Station 749+75.3365 N 1,977,243.2744 E 2,363,412.9324
 P.T. Station 759+75.3321 N 1,977,262.0192 E 2,364,412.7502
 C.C. N 1,838,746.5419 E 2,366,509.5943

Course from PT 220 to PC 230 89° 07' 57.8066" Dist 3,405.9847'

Curve Data

Curve 230
 P.I. Station 798+72.4839 N 1,977,321.0075 E 2,368,309.4555
 Delta = 1° 02' 02.8325" (RT)
 Degree = 0° 06' 18.9885"
 Tangent = 491.1670'
 Length = 982.3074'
 Radius = 54,425.0768'
 External = 2.2163'
 Long Chord = 982.2941'
 Mid. Ord. = 2.2162'
 P.C. Station 793+81.3169 N 1,977,313.5731 E 2,367,818.3447
 P.T. Station 803+63.6243 N 1,977,319.5772 E 2,368,800.6205
 C.C. N 1,922,894.7311 E 2,368,642.1359

Course from PT 230 to PC 240 90° 10' 00.6390" Dist 1,495.6423'

Curve Data

Curve 240
 P.I. Station 820+74.2665 N 1,977,314.5959 E 2,370,511.2555
 Delta = 3° 11' 50.8781" (LT)
 Degree = 0° 44' 37.6434"
 Tangent = 215.0000'
 Length = 429.8884'
 Radius = 7,703.2218'
 External = 2.9998'
 Long Chord = 429.8326'
 Mid. Ord. = 2.9986'
 P.C. Station 818+59.2665 N 1,977,315.2219 E 2,370,296.2564
 P.T. Station 822+89.1549 N 1,977,325.9628 E 2,370,725.9548
 C.C. N 1,985,018.4110 E 2,370,318.6880

Course from PT 240 to PC 250 86° 58' 09.7609" Dist 1,998.2201'

Curve Data

Curve 250
 P.I. Station 845+57.3750 N 1,977,445.8829 E 2,372,991.0026
 Delta = 5° 19' 40.3977" (RT)
 Degree = 0° 59' 14.4872"
 Tangent = 270.0000'
 Length = 539.6108'
 Radius = 5,802.9414'
 External = 6.2779'
 Long Chord = 539.4164'
 Mid. Ord. = 6.2711'
 P.C. Station 842+87.3750 N 1,977,431.6081 E 2,372,721.3802
 P.T. Station 848+26.9859 N 1,977,435.0602 E 2,373,260.7856
 C.C. N 1,971,636.7826 E 2,373,028.1798

Course from PT 250 to PC 260 92° 17' 50.1586" Dist 5,590.6011'

Curve Data

Curve 260
 P.I. Station 907+24.9723 N 1,977,198.6446 E 2,379,154.0319
 Delta = 15° 01' 44.9717" (LT)
 Degree = 2° 27' 31.6512"
 Tangent = 307.3853'
 Length = 611.2416'
 Radius = 2,330.2410'
 External = 20.1864'
 Long Chord = 609.4907'
 Mid. Ord. = 20.0130'
 P.C. Station 904+17.5870 N 1,977,210.9659 E 2,378,846.8936
 P.T. Station 910+28.8286 N 1,977,266.3890 E 2,379,453.8592
 C.C. N 1,979,539.3341 E 2,378,940.2993

Course from PT 260 to PC 270 77° 16' 05.1870" Dist 551.3968'

Curve Data

Curve 270
 P.I. Station 918+73.7705 N 1,977,452.6050 E 2,380,278.0257
 Delta = 11° 43' 11.3084" (RT)
 Degree = 2° 00' 11.6753"
 Tangent = 293.5451'
 Length = 585.0417'
 Radius = 2,860.1510'
 External = 15.0242'
 Long Chord = 584.0223'
 Mid. Ord. = 14.9457'
 P.C. Station 915+80.2254 N 1,977,387.9109 E 2,379,991.6983
 P.T. Station 921+65.2671 N 1,977,457.7900 E 2,380,571.5250
 C.C. N 1,974,598.0852 E 2,380,622.0446

Course from PT 270 to PC 280 88° 59' 16.4954" Dist 6,091.2812'

Curve Data

Curve 280
 P.I. Station 988+98.2602 N 1,977,576.7168 E 2,387,303.4676
 Delta = 1° 06' 23.7737" (RT)
 Degree = 0° 05' 10.4117"
 Tangent = 641.7119'
 Length = 1,283.3839'
 Radius = 66,448.7877'
 External = 3.0985'
 Long Chord = 1,283.3640'
 Mid. Ord. = 3.0984'
 P.C. Station 982+56.5483 N 1,977,565.3821 E 2,386,661.8558
 P.T. Station 995+39.9322 N 1,977,575.6582 E 2,387,945.1787
 C.C. N 1,911,126.9610 E 2,387,835.5601

Course from PT 280 to PC 290 90° 05' 40.2691" Dist 658.3613'

Curve Data

Curve 290
 P.I. Station 1006+98.2935 N 1,977,573.7473 E 2,389,103.5384
 Delta = 2° 48' 54.9376" (LT)
 Degree = 0° 16' 53.6977"
 Tangent = 500.0000'
 Length = 999.7988'
 Radius = 20,347.7627'
 External = 6.1423'
 Long Chord = 999.6982'
 Mid. Ord. = 6.1404'
 P.C. Station 1001+98.2935 N 1,977,574.5721 E 2,388,603.5391
 P.T. Station 1011+98.0923 N 1,977,597.4813 E 2,389,602.9748
 C.C. N 1,997,922.3071 E 2,388,637.1062

Course from PT 290 to 96 87° 16' 45.3315" Dist 492.6826'

Point 96 N 1,977,620.8680 E 2,390,095.1020 Sta 1016+90.7749

=====
 Ending chain US52 description

FILE NAME = c:\projects\p206807\d06807hvc.dgn	USER NAME = duncanfe	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52/L 64 Horizontal & Vertical Control			F.A.P. RTE. 17	SECTION *	COUNTY CARROLL	TOTAL SHEETS 27	SHEET NO. 7
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO. 7 OF 27 SHEETS	STA.	TO STA.	CONTRACT NO. 64D28			
	PLOT DATE = Thu Jan 24 11:09:36 2008	CHECKED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -		(4BR-2)D & (4BR-1)D							

HORIZONTAL CONTROL POINTS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1	1977187.7290	2355773.3500	747.8100	US52	673+35.0765	22.5531' RT	GPS CONTROL POINT, PIN
2	1977225.8130	2356276.7150	754.2760	US52	678+38.0939	19.8747' LT	GPS CONTROL POINT, PIN
3	1977236.6620	2362418.1730	768.3080	US52	739+80.6778	15.6257' LT	GPS CONTROL POINT, PIN
4	1977206.5480	2363039.2220	768.7100	US52	746+00.8985	28.3634' RT	GPS CONTROL POINT, PIN

SURVEY WORK POINTS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
100	1977174.4940	2357812.5740	824.3170	US52	693+74.3387	18.1844' RT	TRAVERSE STATION, PIN
101	1977167.3860	2358553.4430	835.4620	US52	701+15.2415	18.8967' RT	TRAVERSE STATION, PIN

BENCH MARKS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
401	1977229.6463	2355817.3366	751.6605	US52	673+78.6996	19.7424' LT	DISK, HANDRAIL
402	1977261.7532	2356287.6027	752.4485	US52	678+48.6710	55.9076' LT	POWER POLE, BENCH TIE
403	1977187.8144	2362394.8560	768.6719	US52	739+56.2747	32.6885' RT	POWER POLE, BENCH TIE
404	1977208.9564	2362773.0818	768.6350	US52	743+34.8786	20.0065' RT	DISK, HEADWALL
454	1977496.8042	2385087.9703	809.5061	US52	966+81.6970	40.7672' RT	BOLT, SIGN FOUNDATION

APPARENT PROPERTY CORNERS

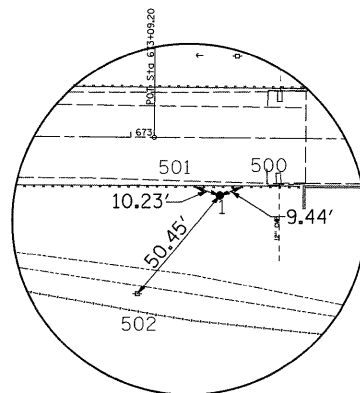
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
700	1977184.3870	2358336.6531	833.9663	US52	698+98.3129	3.7677' RT	SECTION CORNER, PK NAIL
701	1977322.4051	2368981.8220	804.1772	US52	805+44.8168	3.3555' LT	SECTION CORNER, PK NAIL
702	1977397.3838	2374332.8387	825.8243	US52	858+99.6876	5.3262' LT	SECTION CORNER, PK NAIL
703	1977360.0992	2374350.8975	825.9582	US52	859+19.2264	31.2046' RT	WITNESS CORNER, PIN
704	1977286.8265	2377034.8038	862.1386	US52	886+03.9127	3.1636' LT	QUARTER CORNER, PIN
705	1977315.3954	2377057.1012	863.1124	US52	886+25.0470	32.6034' LT	WITNESS CORNER, PIN
706	1977235.2015	2377071.4410	862.5088	US52	886+42.5898	46.9513' RT	WITNESS CORNER, PIN
707	1977363.8828	2379734.4676	818.1588	US52	913+24.0240	33.2536' LT	SECTION CORNER, PIN
708	1977433.6288	2379733.6686	818.5150	US52	913+38.6159	101.4608' LT	SECTION CORNER, PIN
709	1977532.7255	2384522.9085	816.0113	US52	961+17.3578	5.1294' LT	SECTION CORNER, PK NAIL
710	1977635.4383	2388020.7335	859.0074	US52	996+15.3883	59.9046' LT	R.O.W. MARKER, BACK
711	1977607.9581	2388278.3805	864.1045	US52	998+73.0803	32.8495' LT	R.O.W. CORNER, PIPE
712	1977634.5269	2389857.3173	857.2841	US52	1014+53.9066	24.9307' LT	SECTION CORNER, PIN

REFERENCE TIES

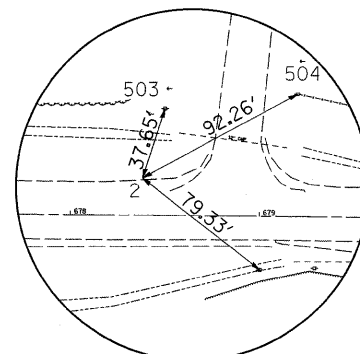
POINT	CHAIN	STATION	OFFSET	DESCRIPTION
500	US52	673+43.6989	18.7026' RT	GUARDPOST, SHINER
501	US52	673+25.6466	18.5944' RT	GUARDPOST, SHINER
502	US52	673+03.0973	61.5583' RT	POWER POLE, SHINER
503	US52	678+48.6834	56.0068' LT	POWER POLE, SHINER
504	US52	679+18.3430	65.3862' LT	POWER POLE, SHINER
505	US52	739+56.3302	32.7633' RT	POWER POLE, SHINER
506	US52	739+09.3750	33.4329' RT	R.O.W. MARKER, BACK
507	US52	745+91.4879	20.7474' RT	GUARDPOST, SHINER
508	US52	745+85.2804	20.3084' RT	GUARDPOST, SHINER
509	US52	745+79.0546	20.8398' RT	GUARDPOST, SHINER

CURVE POINT NUMBERS

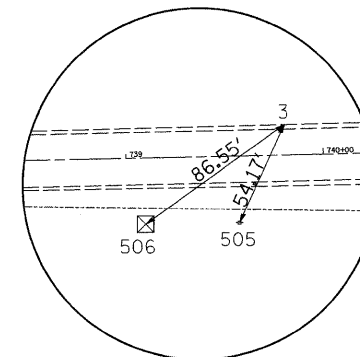
CHAIN	CURVE	PI	CC	PC	PT
US52	210	210	211	212	213
US52	220	220	221	222	223
US52	230	230	231	232	233
US52	240	240	241	242	243
US52	250	250	251	252	253
US52	260	260	261	262	263
US52	270	270	271	272	273
US52	280	280	281	282	283
US52	290	290	291	292	293



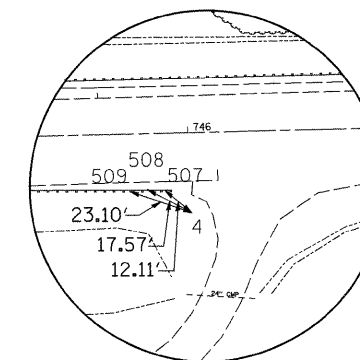
HORIZONTAL CONTROL * 1



HORIZONTAL CONTROL * 2



HORIZONTAL CONTROL * 3



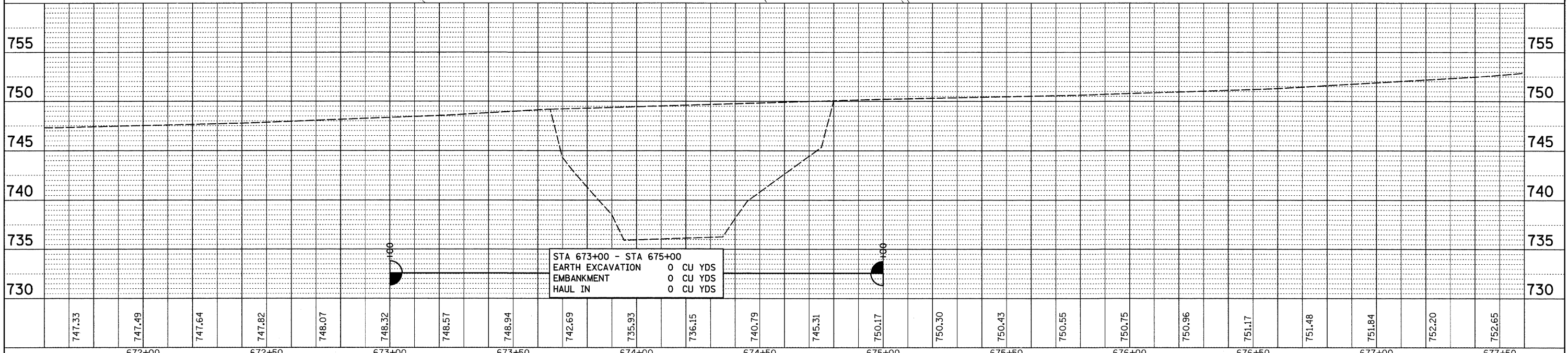
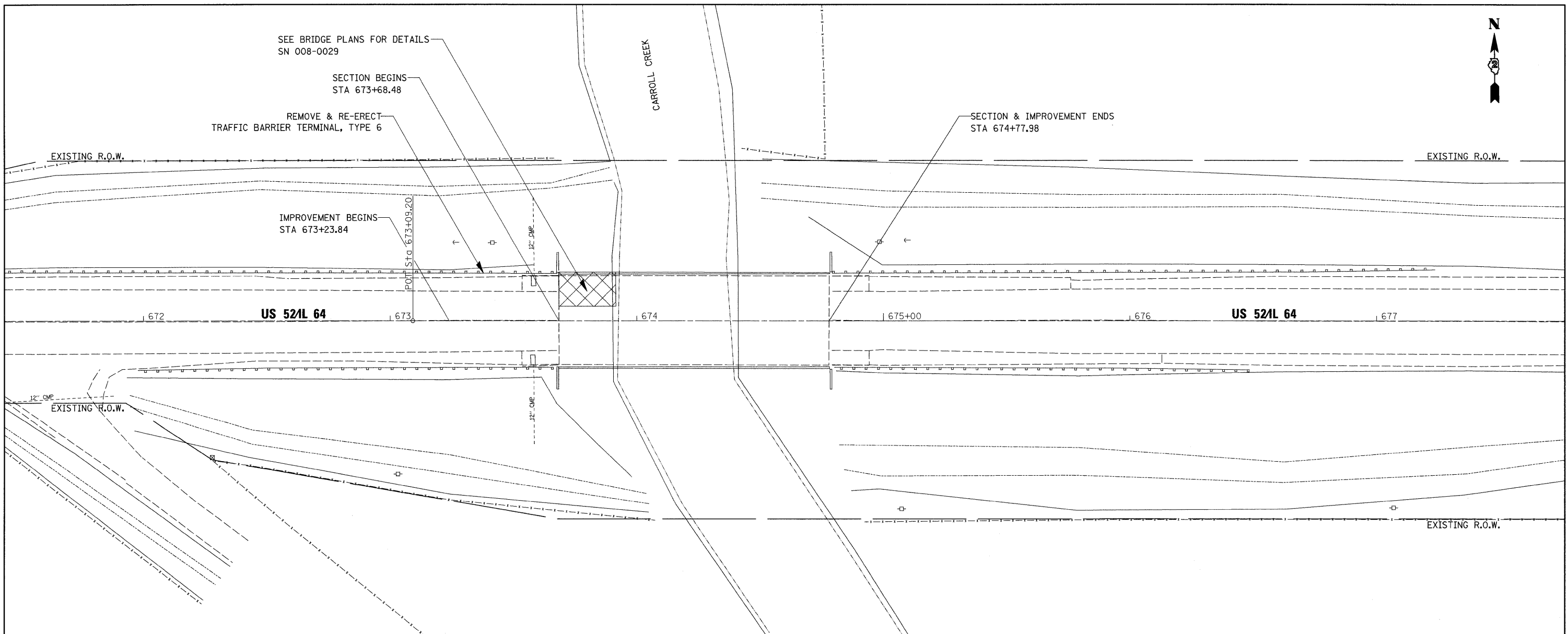
HORIZONTAL CONTROL * 4

FILE NAME = c:\projects\p206887\d06887hvc.dgn	USER NAME = duncanfe	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52/L 64 Horizontal & Vertical Control	F.A.P. RTE. 17	SECTION *	COUNTY CARROLL	TOTAL SHEETS 27	SHEET NO. 8
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -							
	PLOT DATE = Thu Jan 24 11:08:36 2008	CHECKED -	REVISED -		SCALE:	SHEET NO. 8 OF 27 SHEETS	STA.	TO STA.	CONTRACT NO. 64D28	
		DATE -	REVISED -					FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	



DATE	
BY	
PLAN	
NO. _____	
NOTE BOOK	
NO. _____	
SURVEY	
ALIGNED	
CHECKED	
RT. OF WAY	
CHECKED	
FILE NAME	

DATE	
BY	
PROFILE	
NO. _____	
NOTE BOOK	
NO. _____	
SURVEY	
GRADES	
CHECKED	
STRUCTURE	
NOTATIONS	
CHRD	

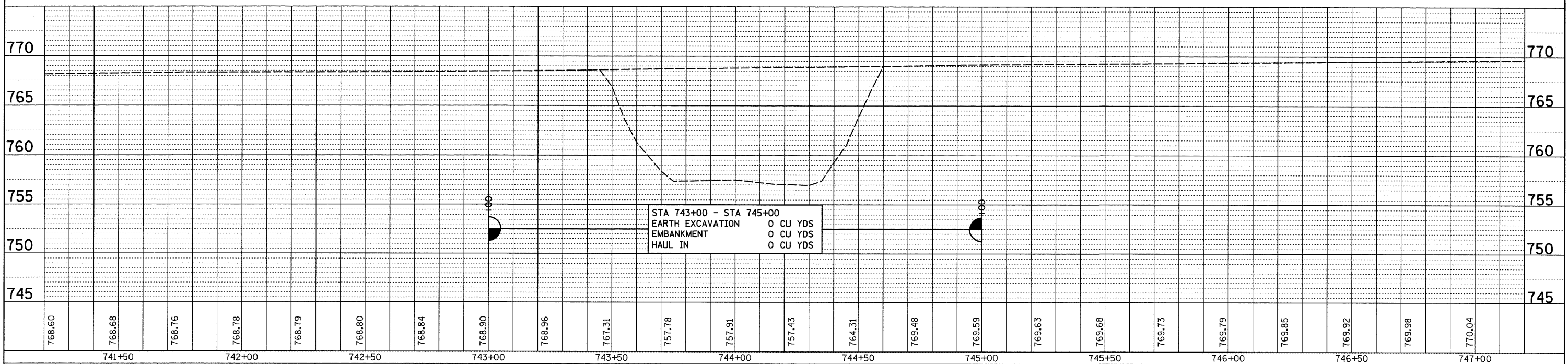
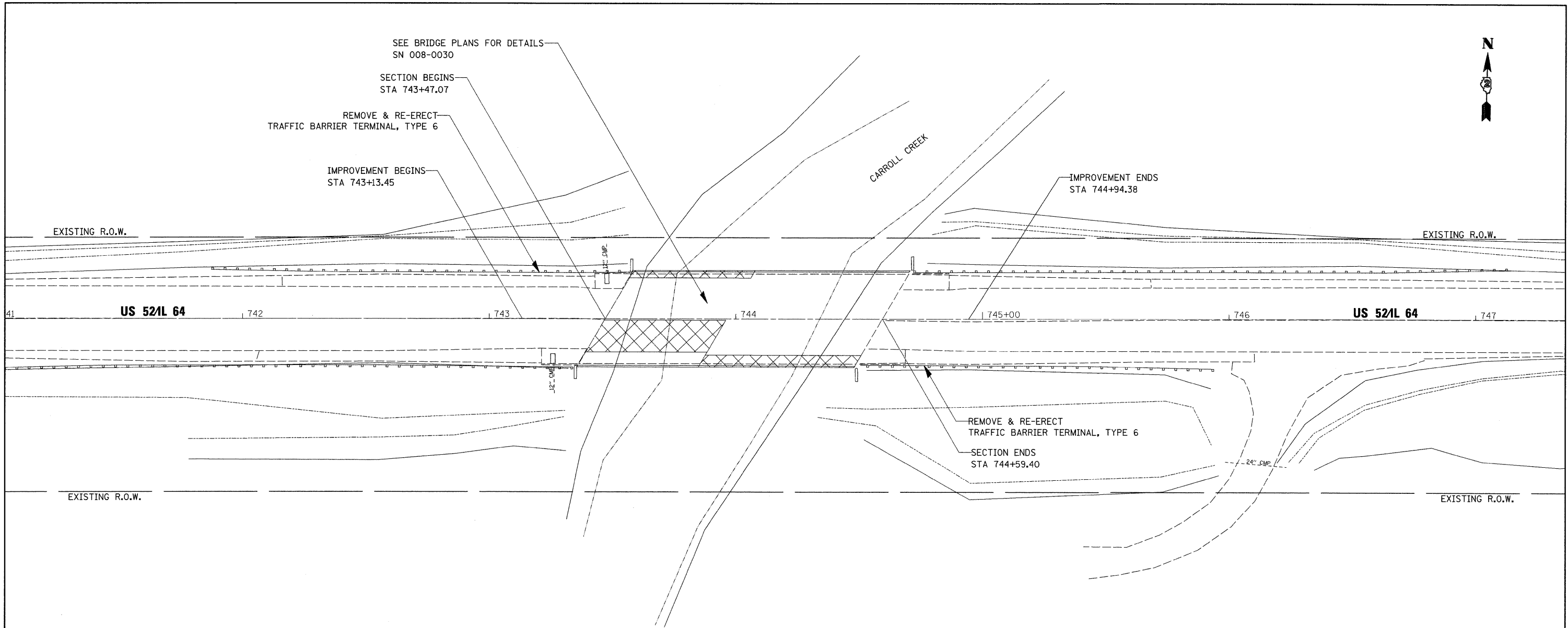


STA 673+00 - STA 675+00	
EARTH EXCAVATION	0 CU YDS
EMBANKMENT	0 CU YDS
HAUL IN	0 CU YDS

FILE NAME =	USER NAME = duncanfa	DESIGNED - FD 1/2/07	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52/L 64 PLAN & PROFILE SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\projects\p206807\d06807pln\dgn	PLOT SCALE = 20.0000' / IN.	DRAWN - FD 11/2/07	REVISED -			17	*	CARROLL	27	9	
	PLOT DATE = Thu Jan 24 11:08:10 2008	CHECKED -	REVISED -			CONTRACT NO. 64D28					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

PLAN SURVEYED BY DATE
 ALIGNMENT CHECKED
 RT. OF WAY CHECKED
 NO. PAID FILE NAME

PROFILE SURVEYED BY DATE
 GRADES CHECKED
 B.M. NOTED
 STRUCTURE NOTATIONS CKRD



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					SCALE: 20	SHEET NO. 10 OF 27 SHEETS	STA. 741+50 TO STA. 747+00	CONTRACT NO. 64D28					
					PLOT SCALE = 20.0000' / IN.		CHECKED -		ILLINOIS FED. AID PROJECT				
					PLOT DATE = Thu Jan 24 15:41:09 2008		DATE -						

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET	SHEET NO. 1
FAP 17		CARROLL	27	11	4 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

GENERAL NOTES

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

Any damage done to the bridge during beam removal shall be repaired by the Contractor. Cost to be included in the cost of Removal of Existing PPC Deck Beams. Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.

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

All construction joints shall be bonded.

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

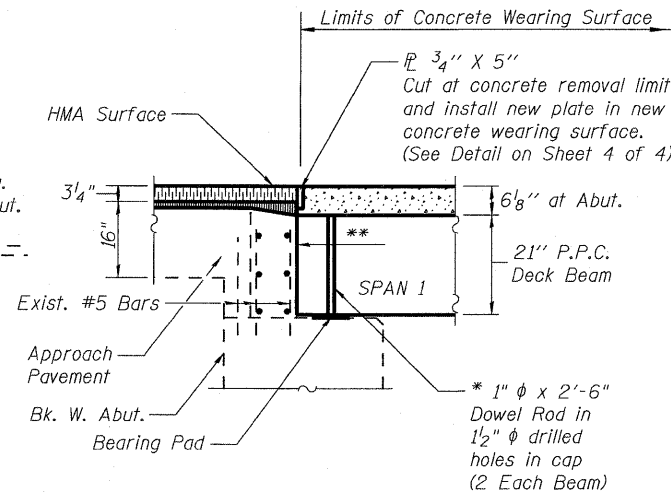
The top surface of the beams shall be finished according to the IDOT Manual of Fabrication of Precast Prestressed Concrete Products.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

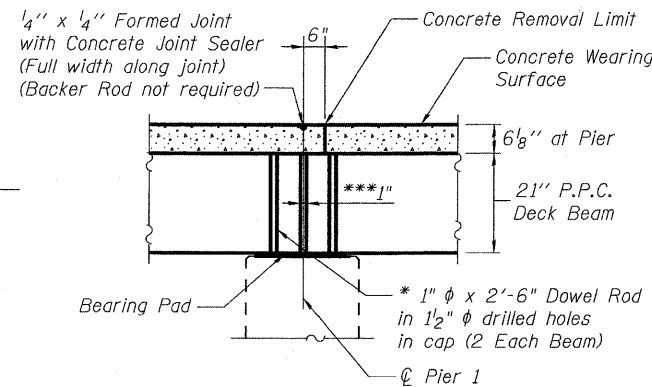
TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Precast Prestressed Concrete Deck Beams (21" Depth)	SQ FT	258
Removal of Existing PPC Deck Beams	SQ FT	258
Reinforcement Bars, Epoxy Coated	POUND	672
Concrete Superstructure	CU.YD.	2.7
Concrete Wearing Surface, 5"	SQ.YD.	26.9
Concrete Removal	CU.YD.	3.0 - 2.7
Mechanical Splice	EACH	33
Protective Coat	SQ.YD.	36.3
Bridge Deck Grooving	SQ.YD.	26.9



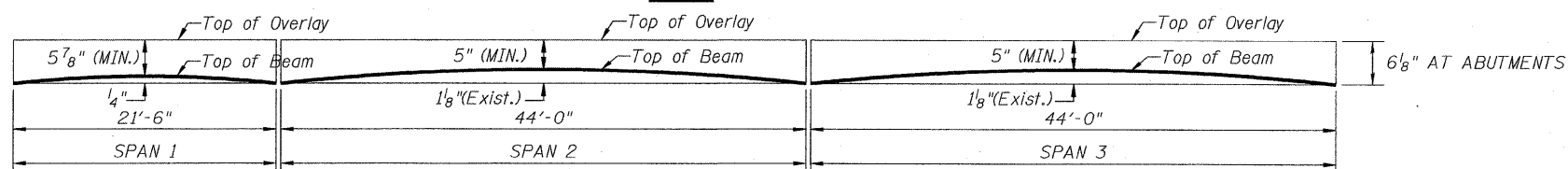
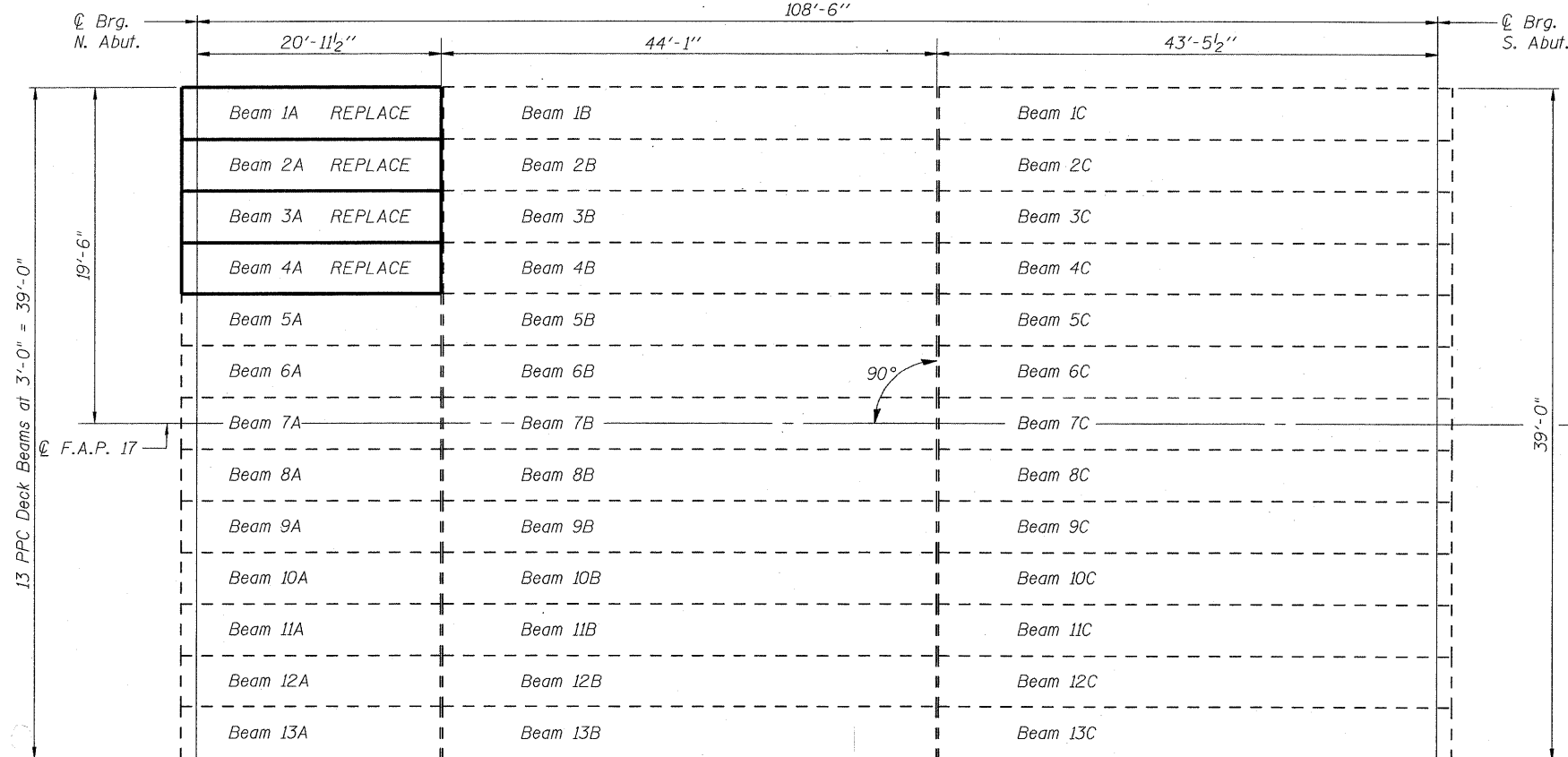
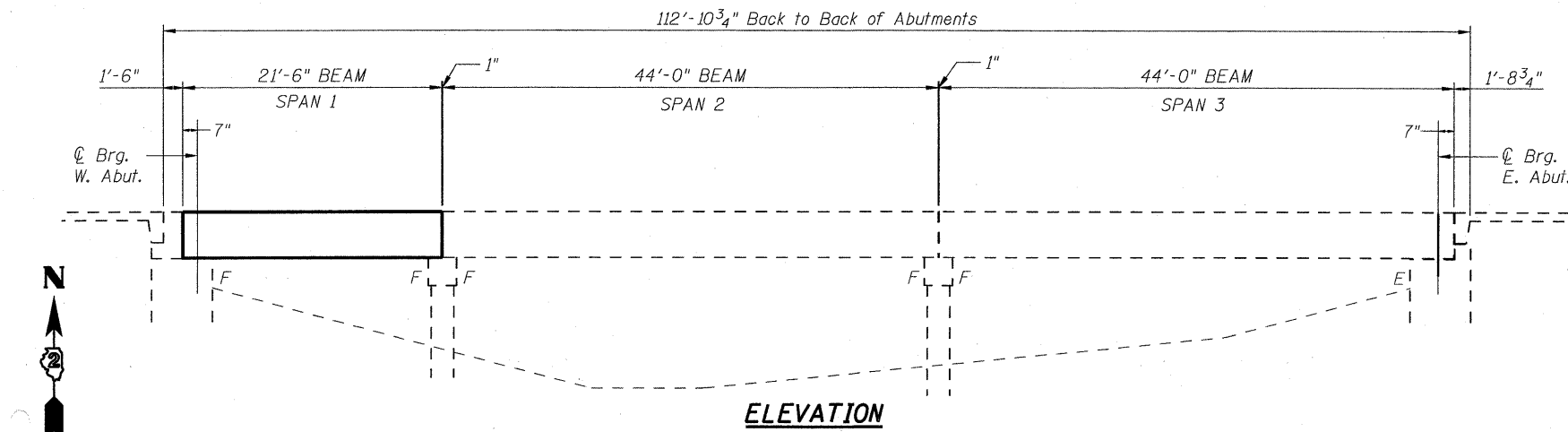
TYPICAL SECTION WEST ABUT.

** If necessary, new beam may be fabricated 1/2" shorter than shown to ease placement of beam. Fill space with Preformed Joint Filler.



SECTION AT PIER 1

*** 1" Joint to be filled with Non-shrink grout. 1" dimension may vary to accommodate tolerance in beam length.



ANTICIPATED INITIAL CAMBER DIAGRAM

DESIGN STRESSES

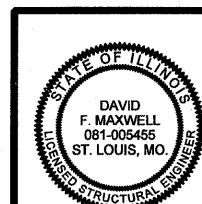
CAST IN PLACE

$f'_c = 5,000$ psi (CWS)
 $f'_c = 4,000$ psi (Parapet)
 $f_y = 60,000$ psi (Reinforcement)

PRECAST UNITS

$f'_c = 5,000$ psi
 $f'_ci = 4,000$ psi
 $f'_s = 270,000$ psi (1/2" ϕ low lax strands)
 $f'_si = 201,960$ psi (1/2" ϕ low lax strands)

DESIGNED - DFM
CHECKED - RB
DRAWN - EBS
CHECKED - DFM



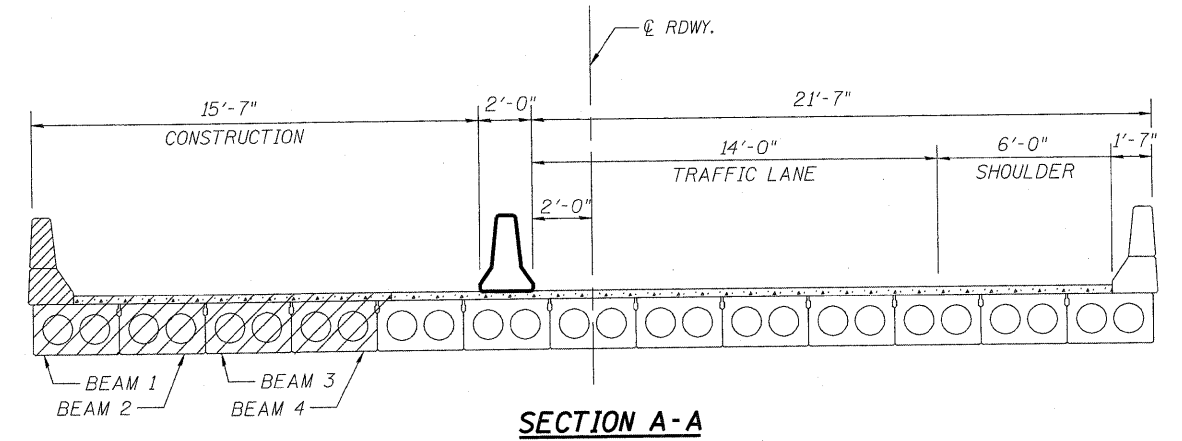
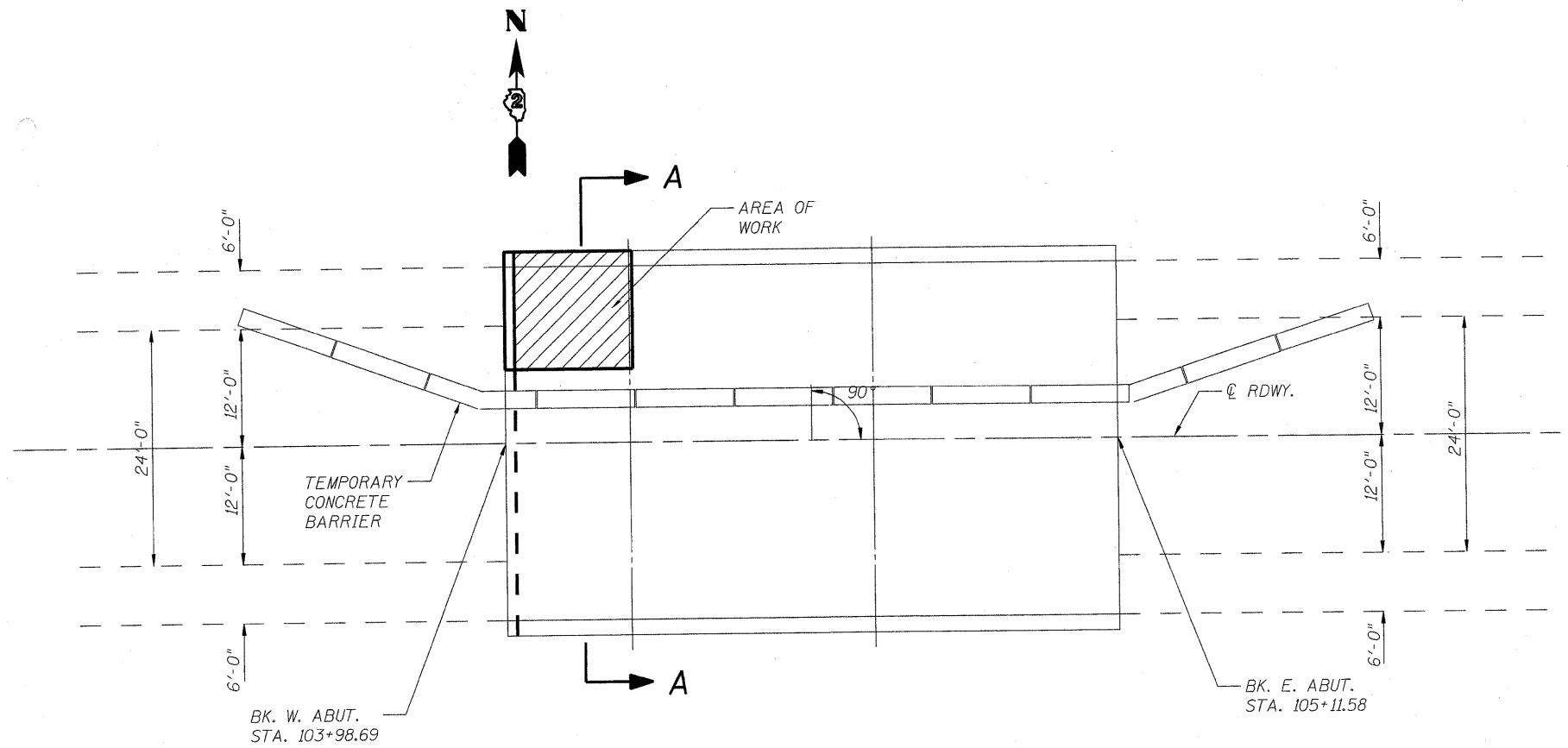
David F. Maxwell, S.E.
Reg. No. 081-005455
Date: 12/21/07
My registration expires November 30, 2008.

PLAN AND ELEVATION
F.A.P. 17 (US RTE 52 & IL RTE 64)
CARROLL COUNTY
STRUCTURE NO. 008-0029

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 17	-	CARROLL	27	12
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 2
4 SHEETS



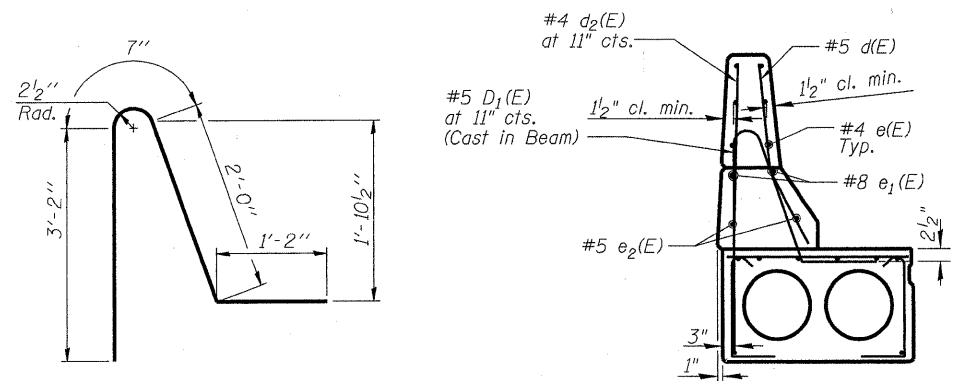
CONSTRUCTION

- Install temporary concrete barrier as shown.
- Move traffic to lanes on south side of bridge.
- Sawcut concrete wearing surface, remove deck over beams 1-4 in span 1. Remove beams 1-4 in span 1.
- Salvage existing deck drain through parapet, for reinstallation.
- Replace beams, wearing surface, and parapet.
- Remove temporary concrete barrier.

DESIGNED	-DFM
CHECKED	-RB
DRAWN	-EBS
CHECKED	-DFM

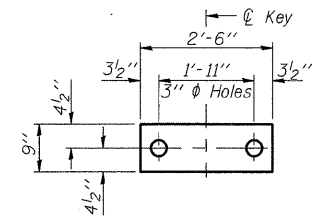
STAGING PLAN
F.A.P. 17 (US RTE 52 & IL RTE 64)
CARROLL COUNTY
STRUCTURE NO. 008-0029

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

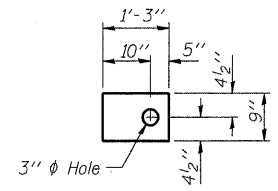


BAR D₁(E)

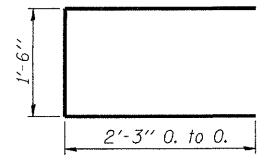
PARAPET REINFORCEMENT



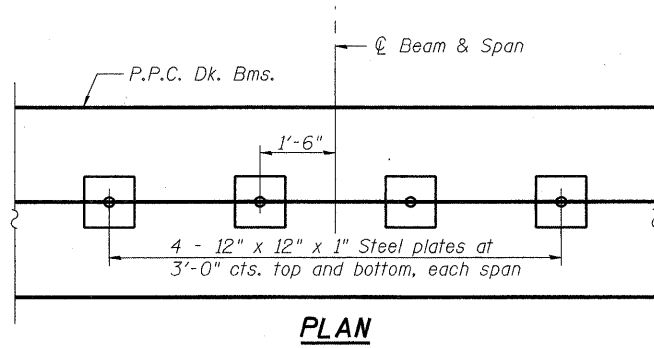
FABRIC BEARING PAD (Interior)
(6 Required)



FABRIC BEARING PAD (Exterior)
(4 Required)



BAR U

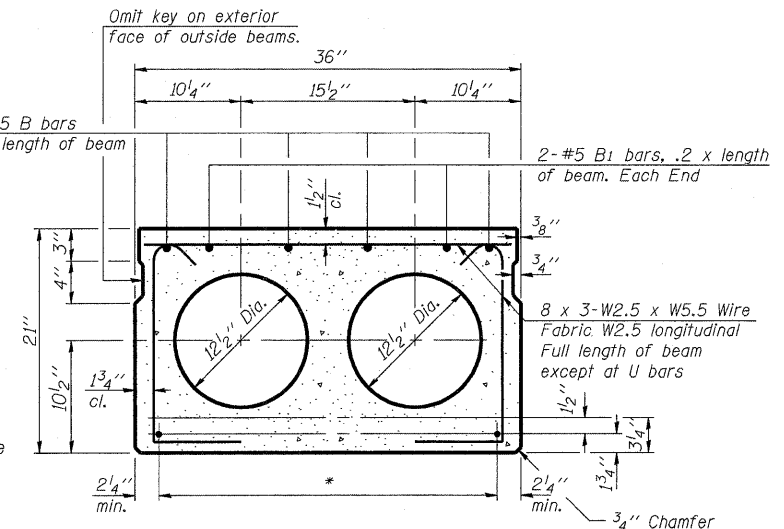


PLAN

***TRANSVERSE
PLACEMENT GUIDELINES**

1. Place strands symmetrically about centerline of beam.
2. The minimum distance from center to center of strands in all directions shall be 2".
3. The minimum clearance from strand to dowel hole shall be 1/2".
4. The minimum clearance from strand to void shall be 1/2".

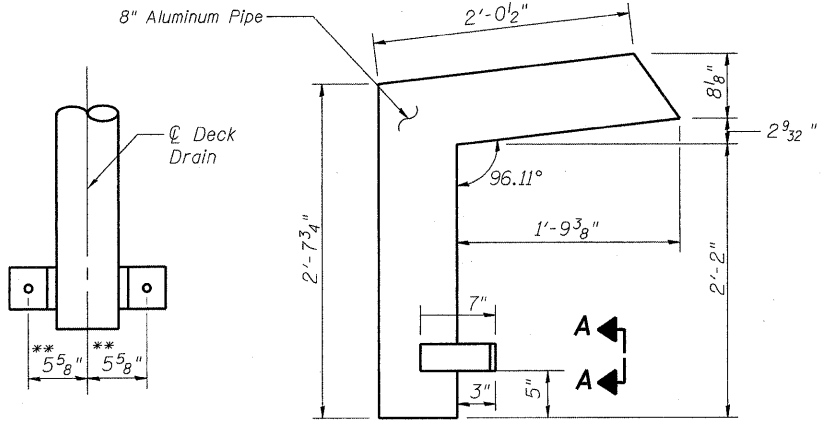
Vertical placement of strands shall not be adjusted to satisfy the above guidelines.



TYPICAL SECTION

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

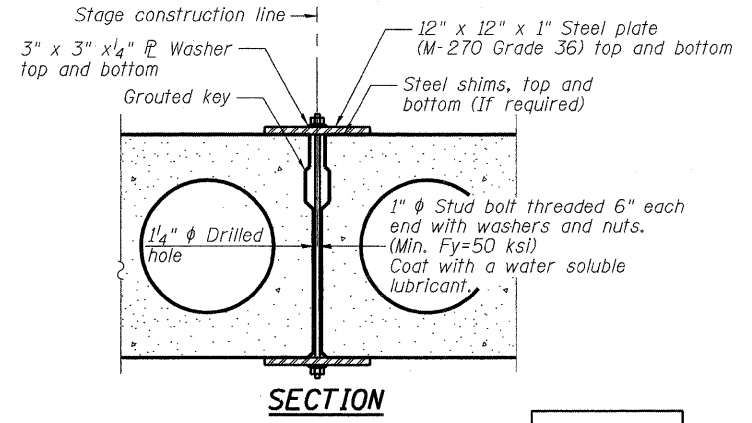
Note:
Place strands symmetrically about ϕ of beam.



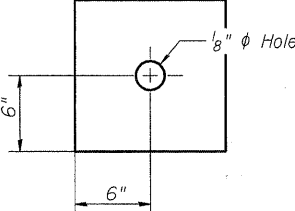
VIEW A-A

ALUMINUM DECK DRAIN

(Existing to be reinstalled in new parapet. Cost to be incidental to superstructure.)



SECTION



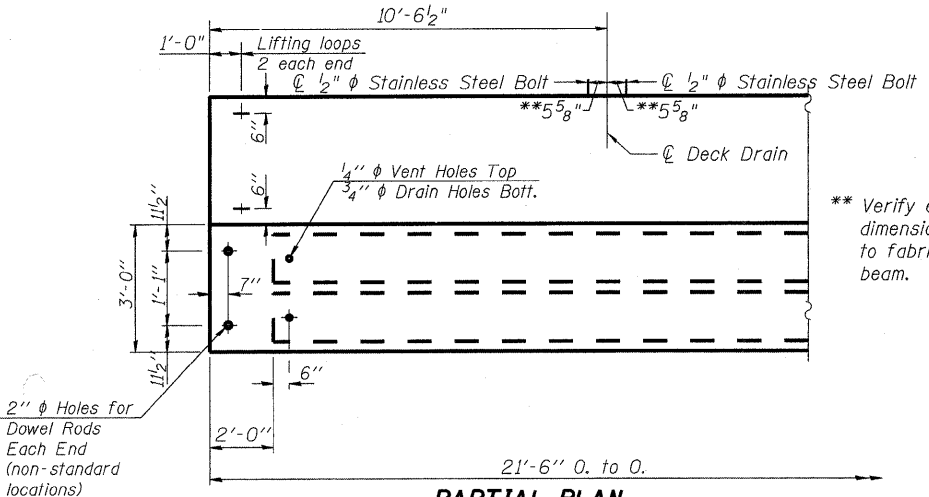
CLAMPING PLATE

Notes:
See Special Provisions for Stage Construction Precast Prestressed Concrete Deck Beams. See Stage Construction Detail for traffic lane. Cost is included with Precast Prestressed Concrete Deck Beams.

NOTES

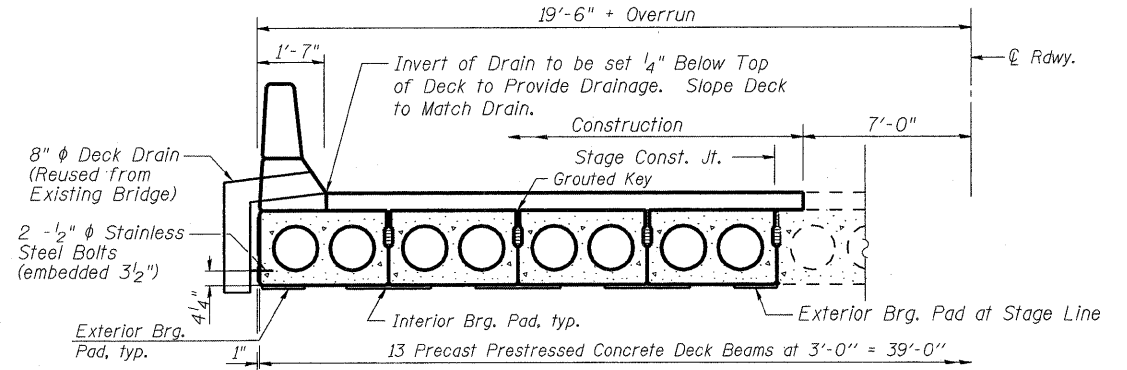
Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Lifting loops shall be 2 - 1/2" ϕ - 270 ksi strands, as shown. Non prestressing steel shall conform to ASTM A 706 (IL MOD), Grade 60. The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two 1/8" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing. Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key. Corrosion Inhibitor, per Article 1020.05(b)(12) of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams. Required Release Strength, f'cl, shall be 4000 p.s.i.

SHEAR KEY CLAMPING DETAIL AT STAGE CONST. JT.



PARTIAL PLAN

** Verify existing dimension prior to fabricating beam.



PARTIAL CROSS SECTION

BILL OF MATERIAL

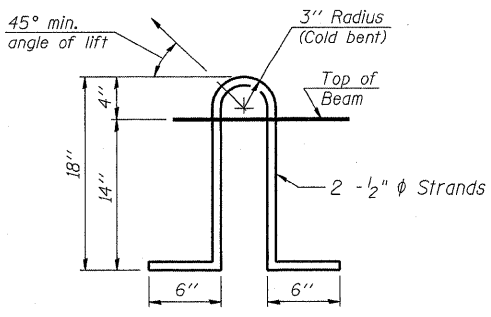
Precast Prestressed Conc. Deck Bms.	Sq. Ft.	258
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**DECK BEAM DETAILS
SPAN 1**

**F.A.P. 17 (US RTE 52 & IL RTE 64)
CARROLL COUNTY
STRUCTURE NO. 008-0029**

DESIGNED	-DFM
CHECKED	-RB
DRAWN	-EBS
CHECKED	-DFM

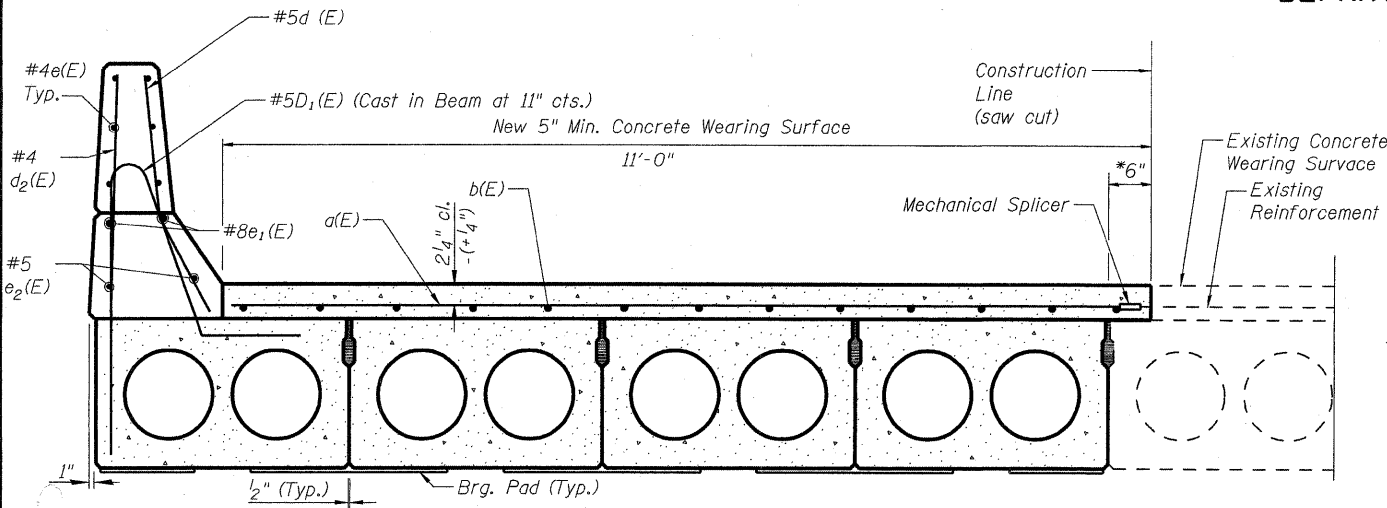
END PLAN



LIFTING LOOP DETAIL

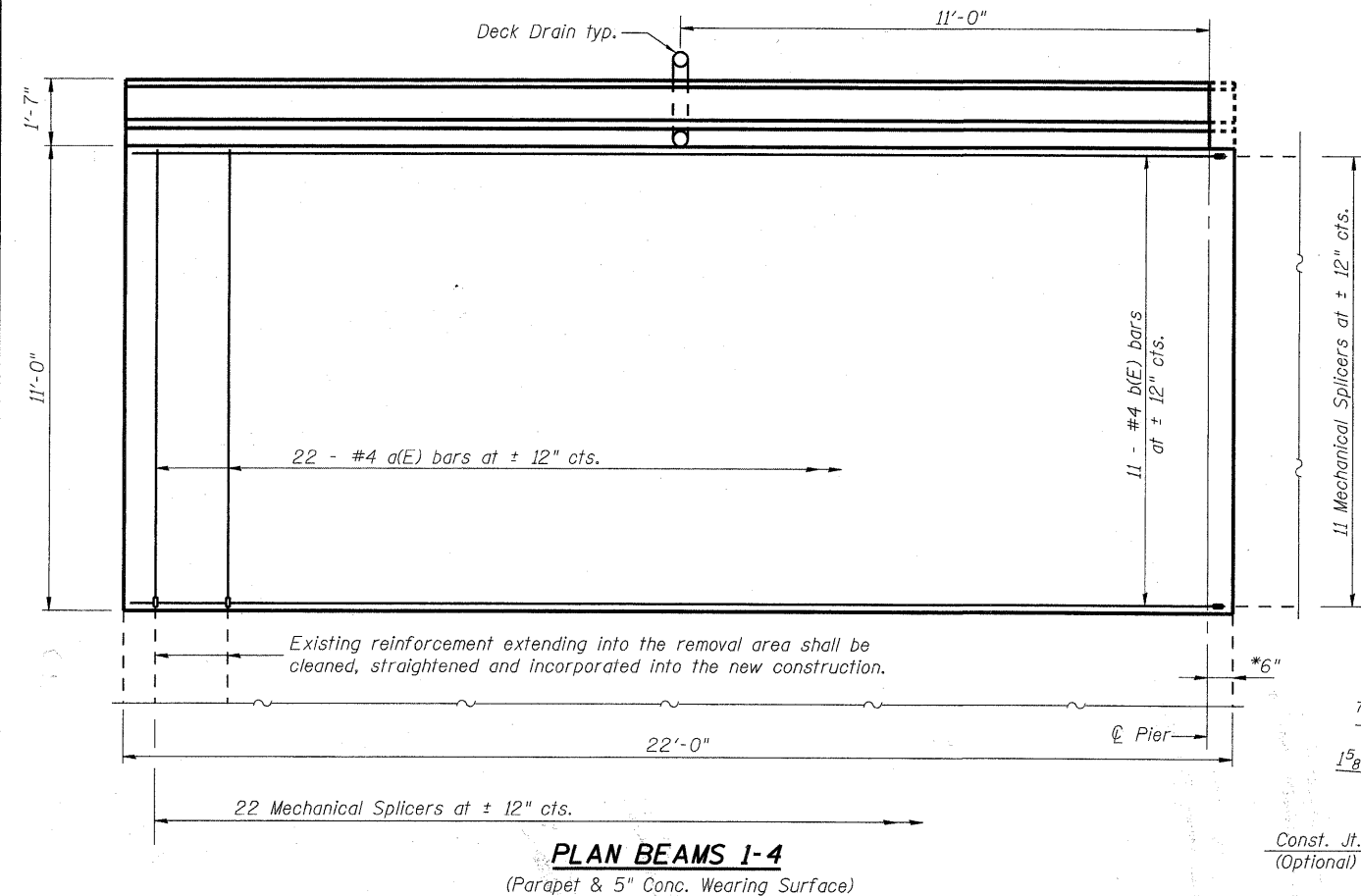
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4
F.A.P. 17	-	CARROLL	27	14	4 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



SECTION THRU BEAMS 1-4 & PARAPET

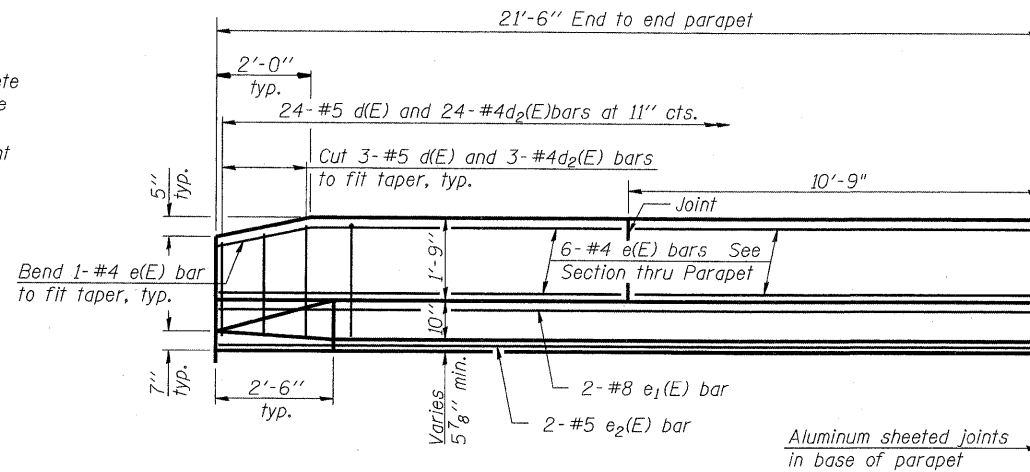
* Limits of 5" min. Concrete Wearing Surface Removal.
Cost included with Concrete Removal.



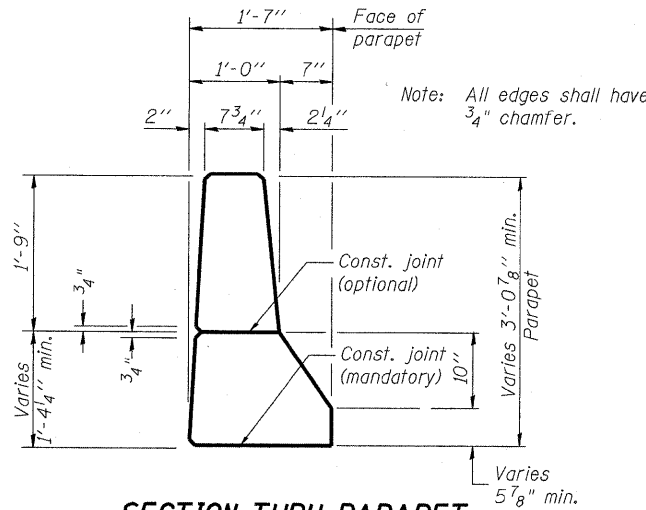
PLAN BEAMS 1-4
(Parapet & 5" Conc. Wearing Surface)

MIN. BAR LAP

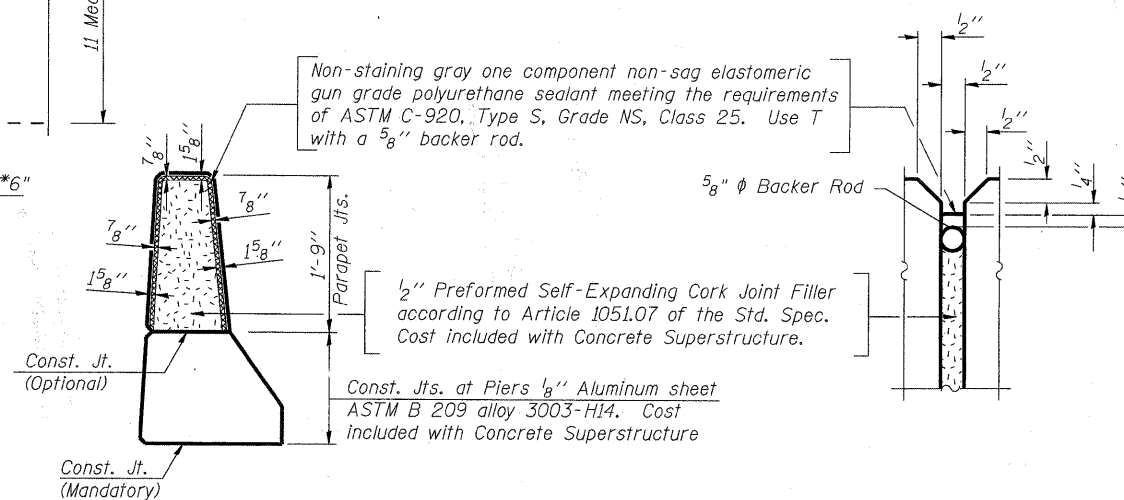
#4 bar = 1'-4"
#8 bar = 3'-5"



INSIDE ELEVATION OF PARAPET



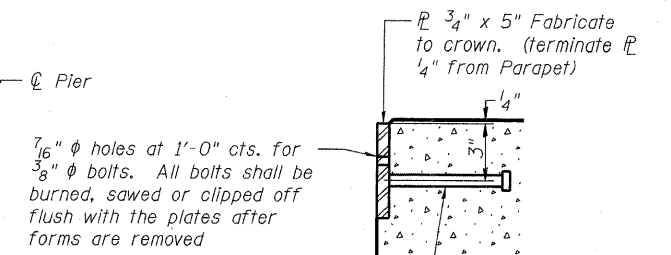
SECTION THRU PARAPET



PARAPET JOINT DETAILS

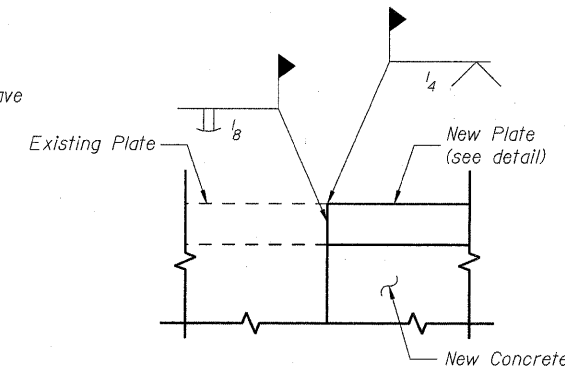
Notes:

The exterior surfaces of the floor drains in contact with concrete shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SP1 prior to painting.



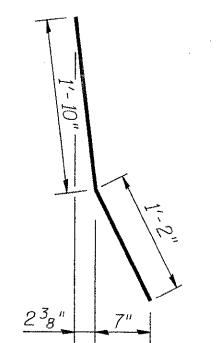
NEW PLATE DETAIL

(Cost Incidental to Concrete Wearing Surface, 5")



ELEVATION JOINT PLATE WELD

Cost Included with PPC Deck Beams



BAR d(E)

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	22	#4	10'-6"	—
b(E)	11	#4	21'-6"	—
d(E)	24	#5	3'-0"	┌
d2(E)	24	#4	2'-8"	—
e(E)	12	#4	10'-6"	—
e1(E)	2	#8	21'-2"	—
e2(E)	2	#5	21'-2"	—
Reinforcement Bars, Epoxy Coated		Pound		672
Concrete Superstructure		Cu. Yds.		2.7
Concrete Wearing Surface, 5"		Sq. Yds.		26.9
Concrete Removal		Cu. Yds.		30 ^{2.7}
Mechanical Splicers		Each		33

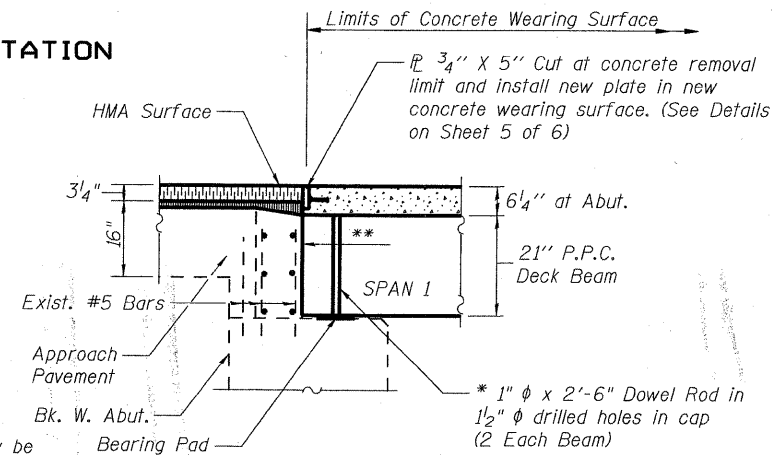
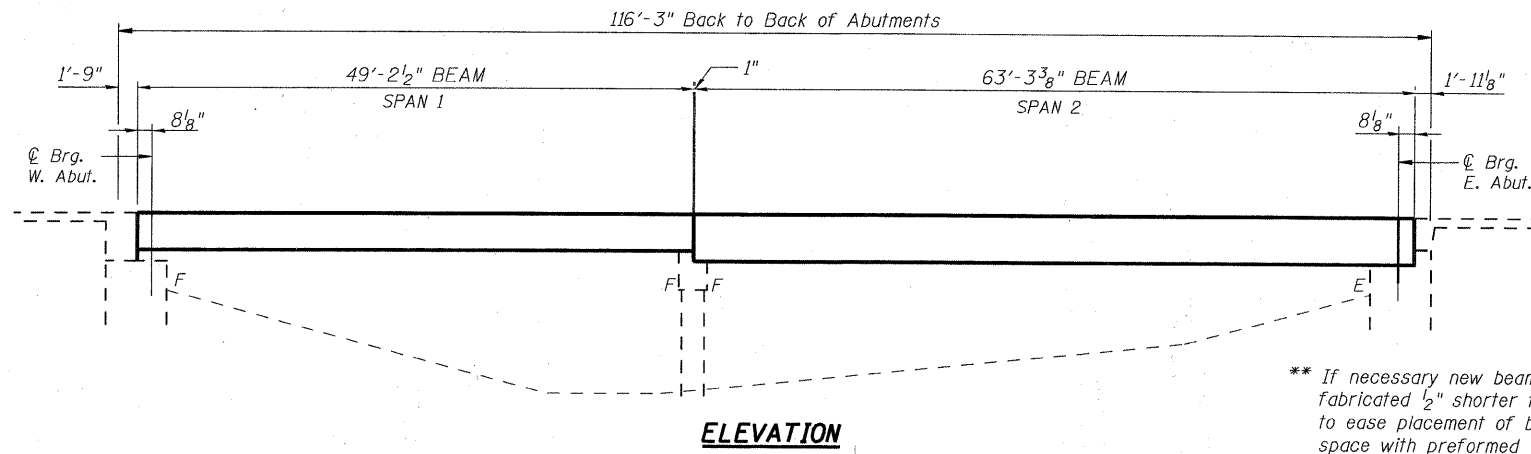
Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.

SUPERSTRUCTURE DETAILS
F.A.P. 17 (US RTE 52 & IL RTE 64)
CARROLL COUNTY
STRUCTURE NO. 008-0029

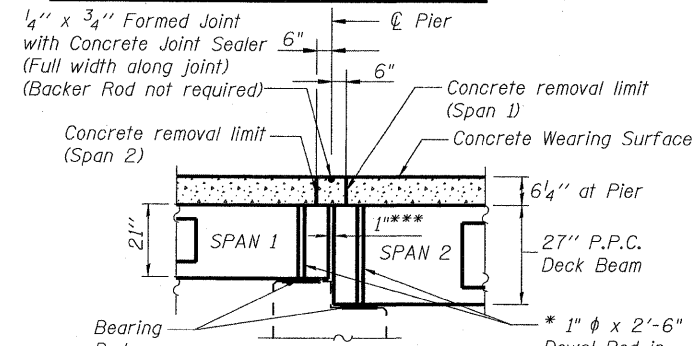
DESIGNED - DFM
CHECKED - RB
DRAWN - EBS
CHECKED - DFM

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
FAP 17		CARROLL	27	15
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		6 SHEETS

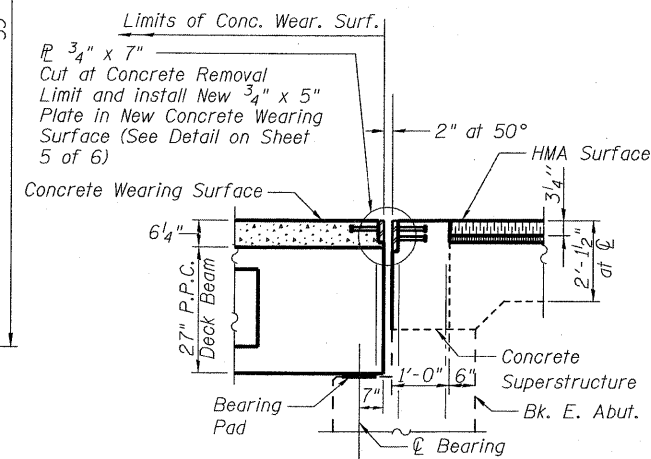


PROPOSED SEC. THRU W. ABUT.

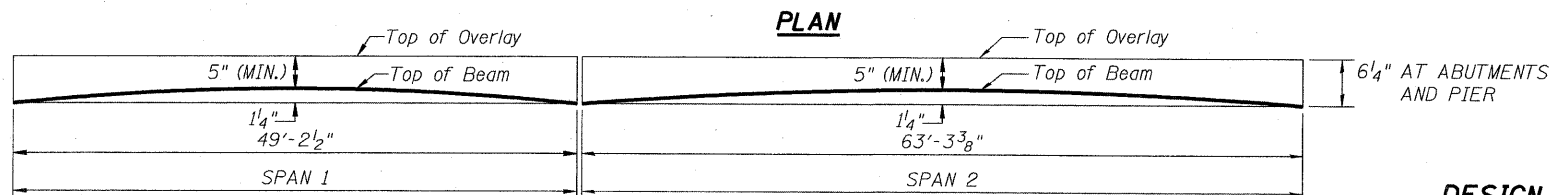
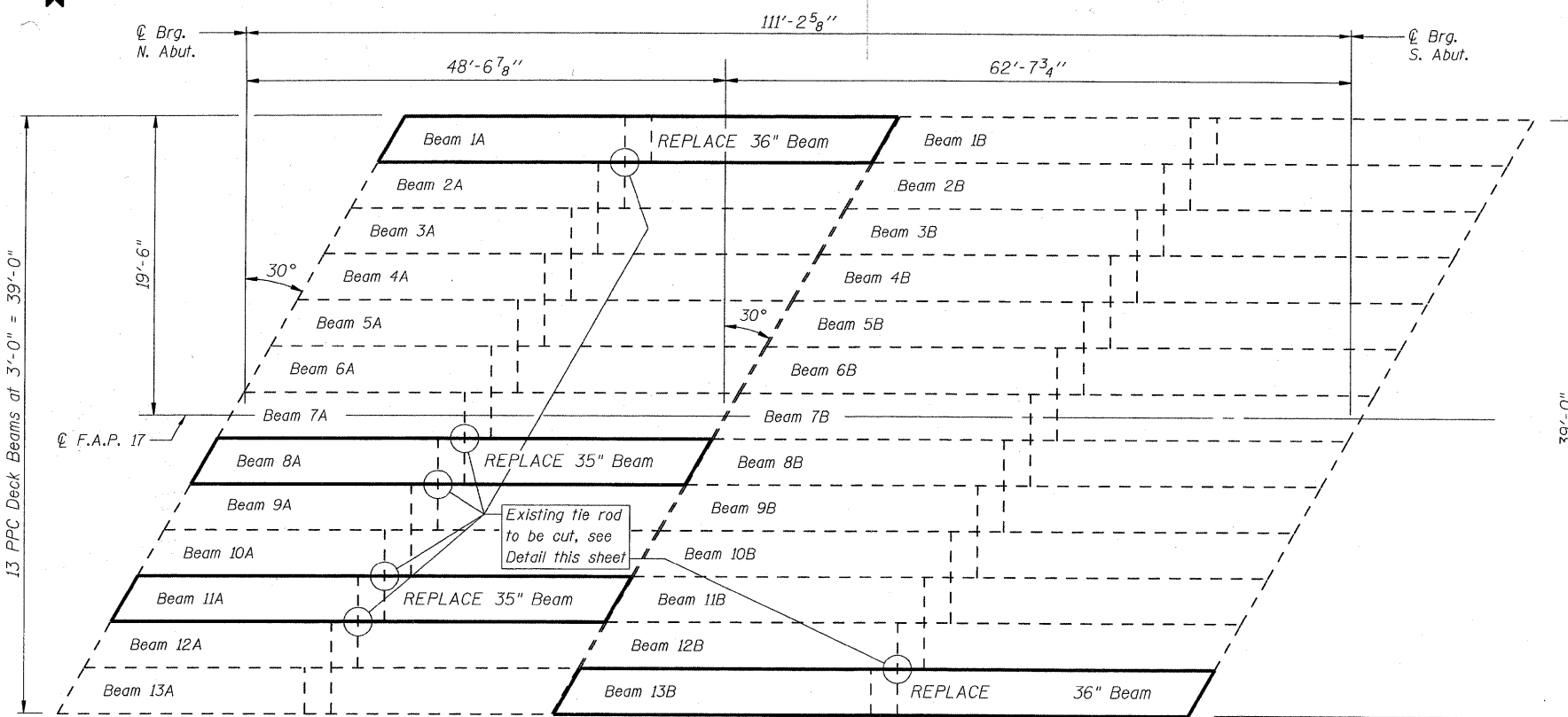


PROPOSED SEC. THRU PIER

*** 1" joint to be filled with Non-shrink grout. 1" dimension may vary to accommodate tolerance in beam length.



PROPOSED SEC. THRU E. ABUT.



ANTICIPATED INITIAL CAMBER DIAGRAM

DESIGN STRESSES

CAST IN PLACE
 $f'c = 5,000$ psi (CWS)
 $f'c = 4,000$ psi (Parapet)
 $f_y = 60,000$ psi (Reinforcement)

PRECAST UNITS

$f'c = 5,000$ psi
 $f'ci = 4,000$ psi
 $f's = 270,000$ psi ($1/2$ " ϕ low lax strands)
 $f'si = 201,960$ psi ($1/2$ " ϕ low lax strands)

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Precast Prestressed Concrete Deck Beams (21" Depth)	SQ FT	435
Precast Prestressed Concrete Deck Beams (27" Depth)	SQ FT	190
Removal of Existing PPC Deck Beams	SQ FT	634
Asbestos Bearing Pad Removal	EACH	2
Reinforcement Bars, Epoxy Coated	POUND	3,089
Concrete Superstructure	CU.YD.	14.1
Concrete Wearing Surface, 5"	SQ.YD.	69.5
Concrete Removal	CU.YD.	15.7
Mechanical Splice	EACH	333
Silicone Joint Sealer	FOOT	3
Protective Coat	SQ.YD.	99.4

* Existing dowel rods are to be burned off, ground flush, and sealed with epoxy prior to placement of new beams. Cost included in Removal of Existing PPC Deck Beams. After beams have been erected holes shall be drilled into cap and dowel rods placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure a minimum of 24 hours prior to grouting the shear keys.

GENERAL NOTES

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

Any damage done to the bridge during beam removal shall be repaired by the Contractor. Cost to be included in the cost of Removal of Existing PPC Deck Beams.

Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.

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

All construction joints shall be bonded.

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

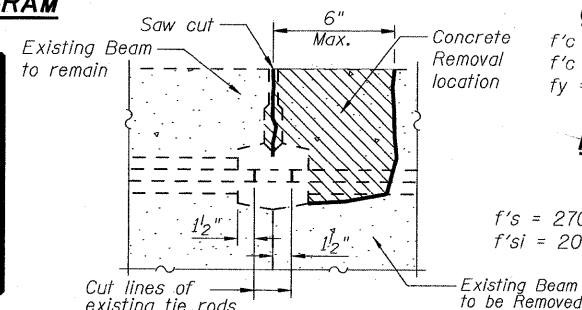
The top surface of the beams shall be finished according to the IDOT Manual of Fabrication of Precast Prestressed Concrete Products.

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (IL Modified). See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

PLAN AND ELEVATION
F.A.P. 17 (US RTE 52 & IL RTE 64)
CARROLL COUNTY
STRUCTURE NO. 008-0030

David F. Maxwell, S.E.
 Date: 12/21/07
 My registration expires November 30, 2008.

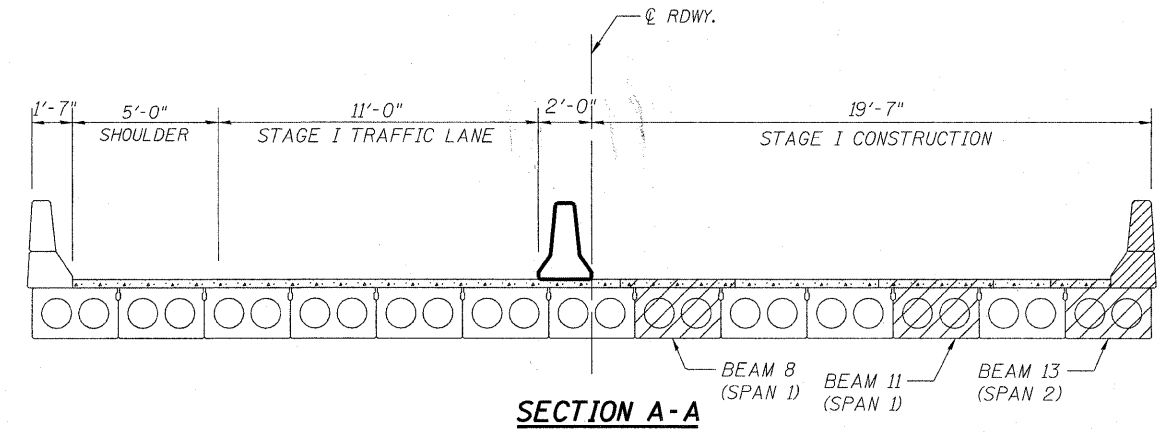
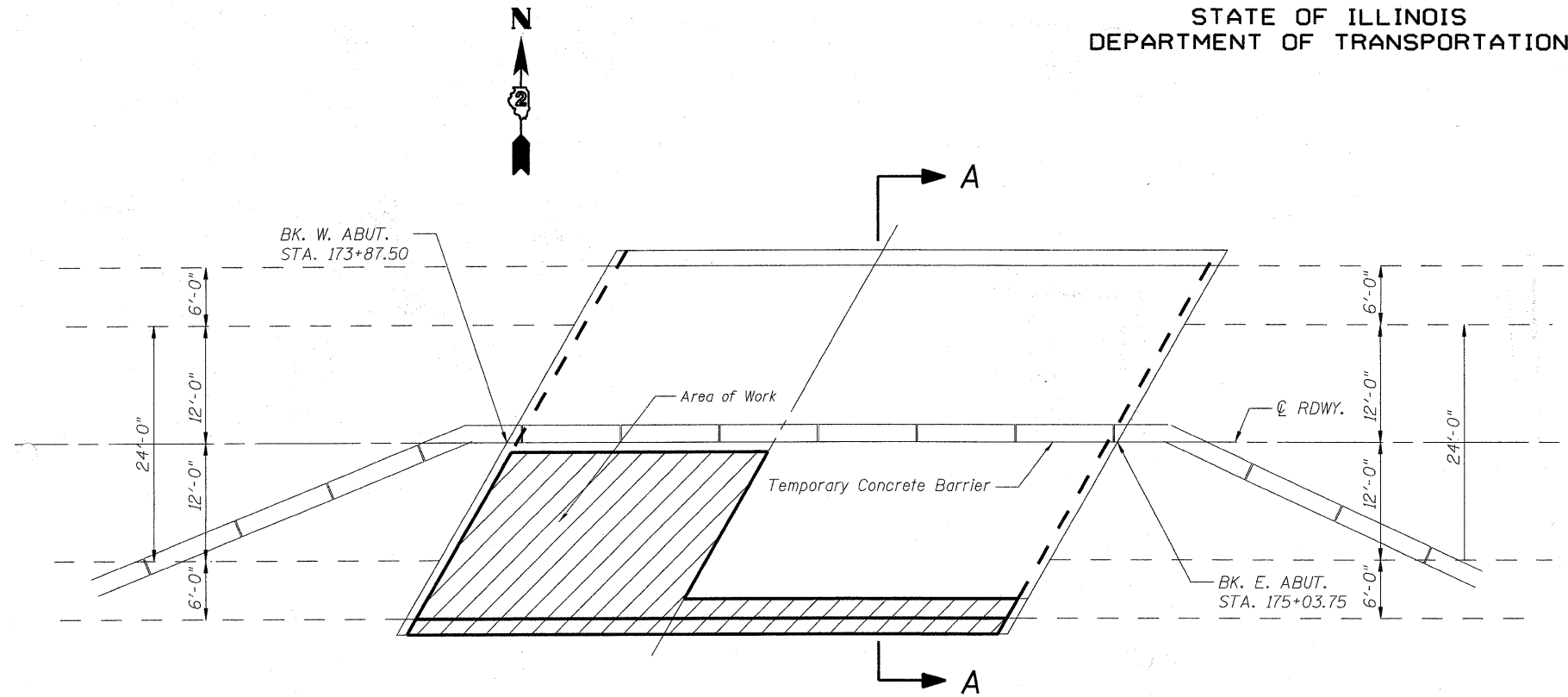


BEAM REMOVAL DETAIL AT TRANSVERSE TIES

DESIGNED	- DFM
CHECKED	- RB
DRAWN	- EBS
CHECKED	- DFM

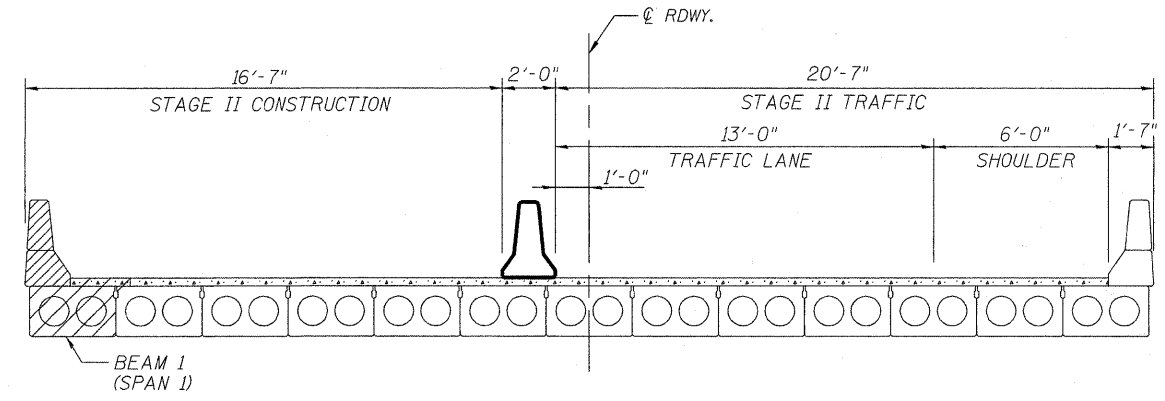
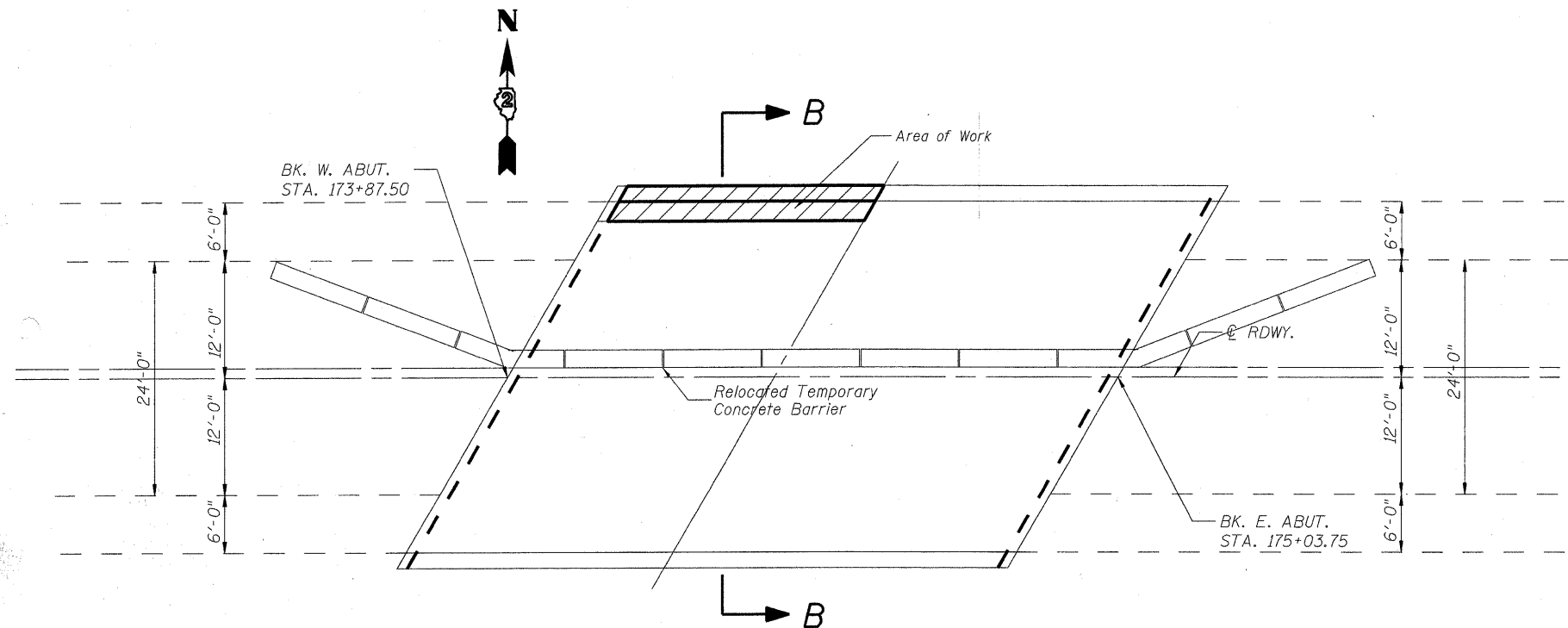
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 2
FAP 17	-	CARROLL	27	16	6 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



STAGE I CONSTRUCTION

- Install temporary concrete barrier as shown.
- Move traffic to single Stage I traffic lane.
- Sawcut concrete wearing surface, remove deck over Beams 8 & 11 (span 1) and Beam 13 (span 2). Disconnect tie rods. Remove beams.
- Salvage existing deck drains through parapet, for reinstallation.
- Replace beams, wearing surface, and parapet.



SECTION B-B

STAGE II CONSTRUCTION

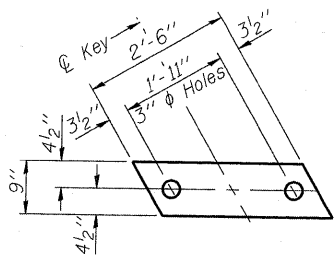
- Relocate temporary concrete barrier as shown.
- Move traffic to Stage II traffic lanes.
- Sawcut concrete wearing surface, remove deck over Beam 1 (Span 1). Disconnect tie rods. Remove beam.
- Salvage existing deck drains through parapet, for reinstallation.
- Replace beam, wearing surface, and parapet.
- Remove temporary concrete barrier.

DESIGNED	- DFM
CHECKED	- RB
DRAWN	- EBS
CHECKED	- DFM

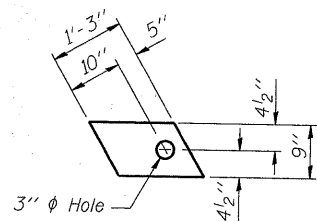
STAGING PLAN
F.A.P. 17 (US RTE 52 & IL RTE 64)
CARROLL COUNTY
STRUCTURE NO. 008-0030

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 17		CARROLL	27	17
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	SHEETS
				6 SHEETS

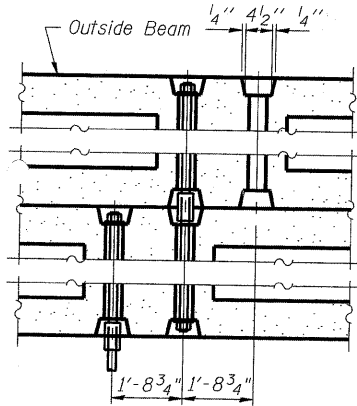


FABRIC BEARING PAD
(Interior)
(None Required)

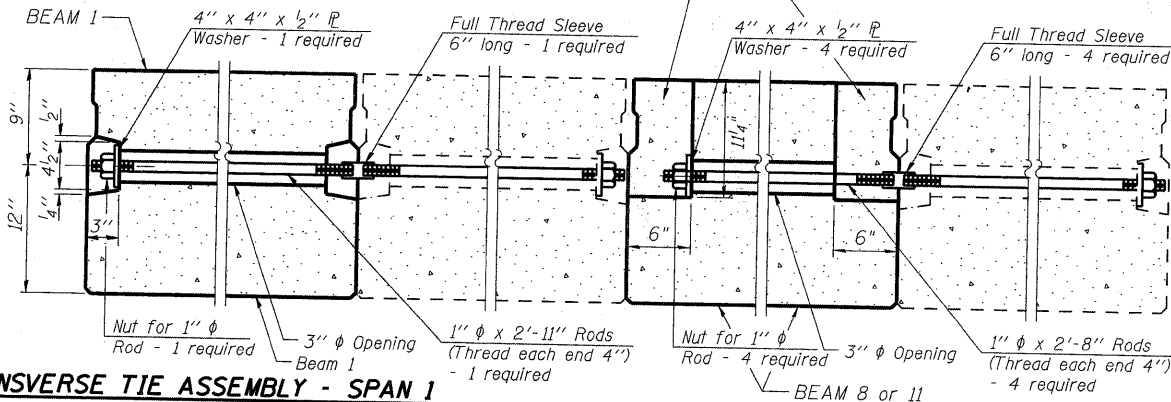


FABRIC BEARING PAD
(Exterior)
(12 Required)

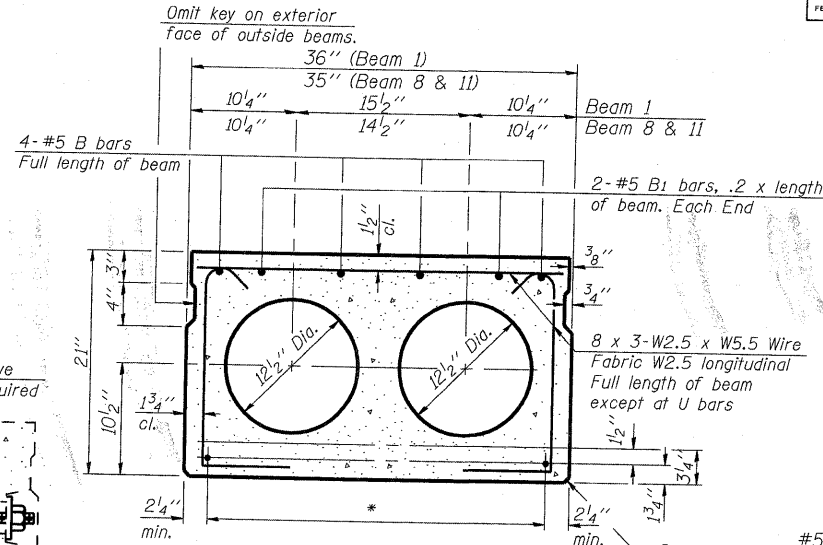
6" x 2'-7" x 11 1/4" Blockout to be filled with Class BS Concrete after Beams have been installed. Cost shall be included in the cost of "Concrete Wearing Surface". Blockout needed on both sides, Beams 8 & 11.



FIXED



TYPICAL TRANSVERSE TIE ASSEMBLY - SPAN 1



TYPICAL SECTION

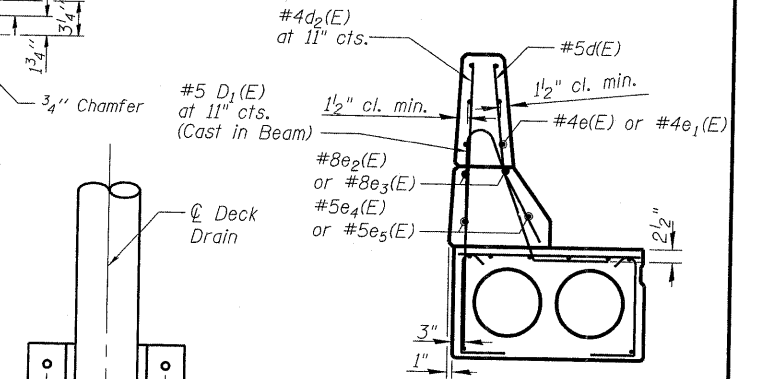
1/2" ϕ Strands, Each Strand Stressed to 30,900 Lbs.
5-Strands 1 3/4" up, 8-Strands 3/4" up,
2-Strands 9" up

Note:
Place strands symmetrically about ϕ of beam.

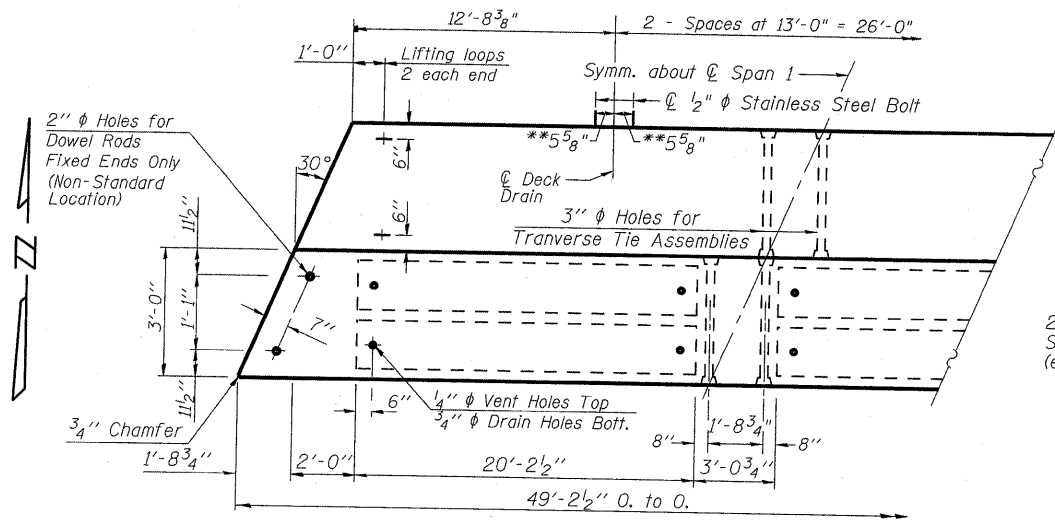
***TRANSVERSE
PLACEMENT GUIDELINES**

1. Place strands symmetrically about centerline of beam.
2. The minimum distance from center to center of strands in all directions shall be 2".
3. The minimum clearance from strand to dowel hole shall be 1/2".
4. The minimum clearance from strand to void shall be 1/2".

Vertical placement of strands shall not be adjusted to satisfy the above guidelines.

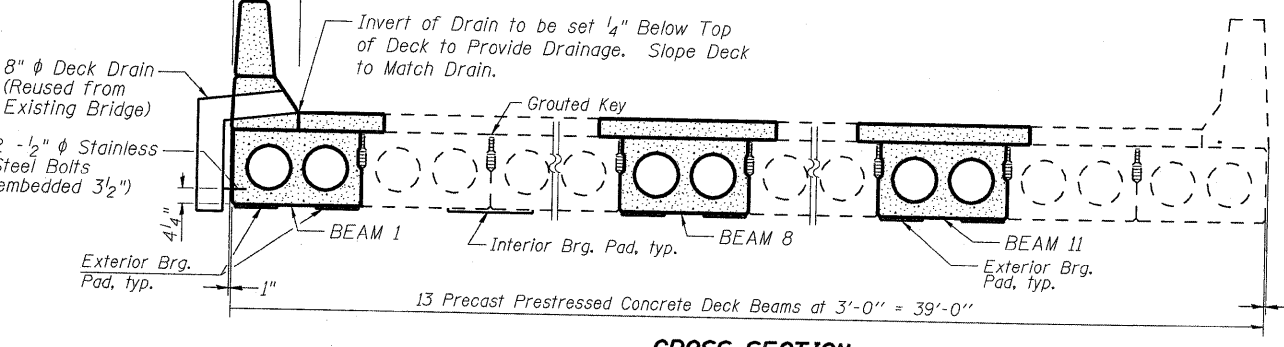


PARAPET REINFORCEMENT



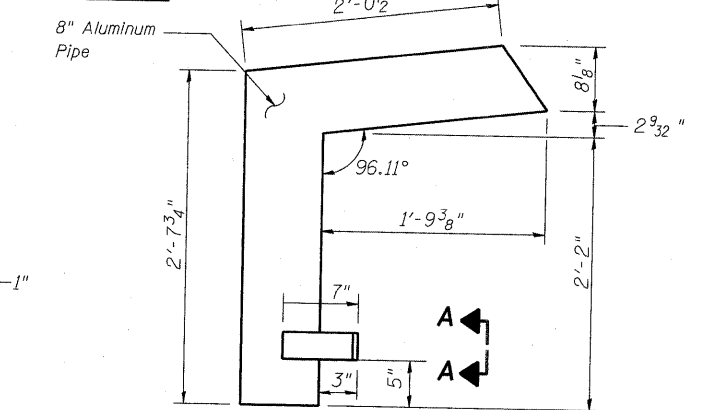
PARTIAL PLAN SPAN 1

** Verify existing dimension prior to fabricating beam.



CROSS SECTION

VIEW A-A



ALUMINUM DECK DRAIN

(Existing to be reinstalled in new parapet. Cost to be incidental to concrete superstructure.)

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (21" Deep)	Sq. Ft.	435
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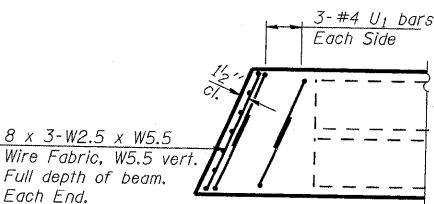
DECK BEAM DETAILS

SPAN 1

F.A.P. 17 (US RTE 52 & IL RTE 64)

CARROLL COUNTY

STRUCTURE NO. 008-0030

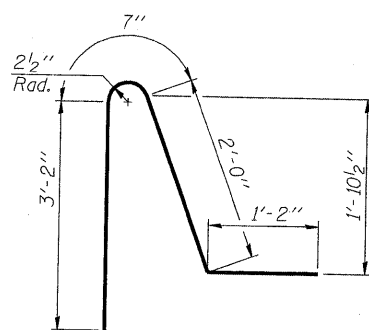


END PLAN

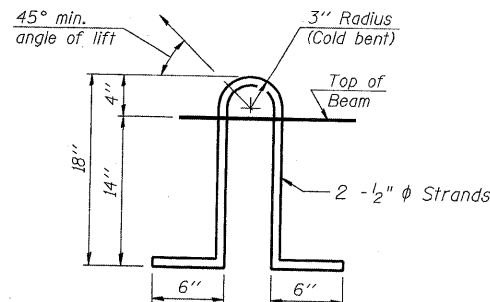
DESIGNED - DFM
CHECKED - RB
DRAWN - EBS
CHECKED - DFM

PD-3-L

11-1-06



BAR D1(E)



LIFTING LOOP DETAIL

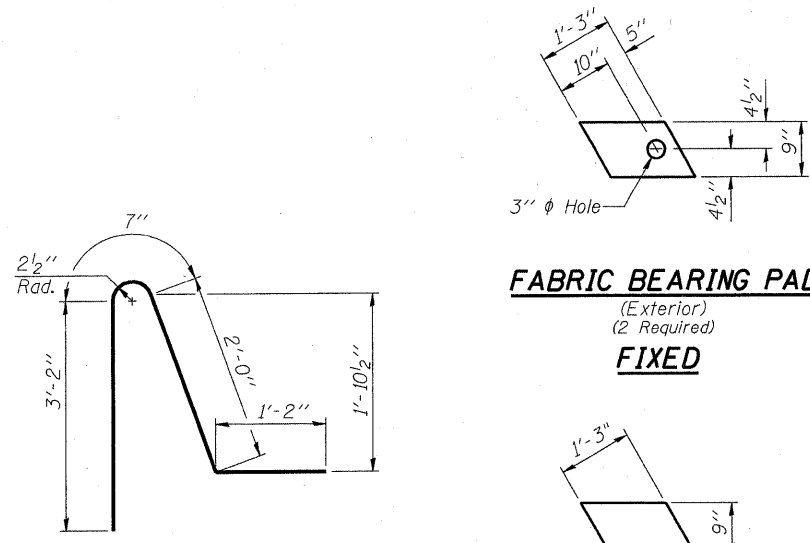
NOTES

- Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Lifting loops shall be 2 - 1/2" ϕ 270 ksi strands, as shown.
- The 1" ϕ rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place.
- Non prestressing steel shall conform to ASTM A 706 (IL MOD), Grade 60.
- The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two 3/8" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing.
- Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key.
- Corrosion Inhibitor, per Article 1020.05(b)(12) of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.
- Required Release Strength, f'cl, shall be 4000 p.s.i.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

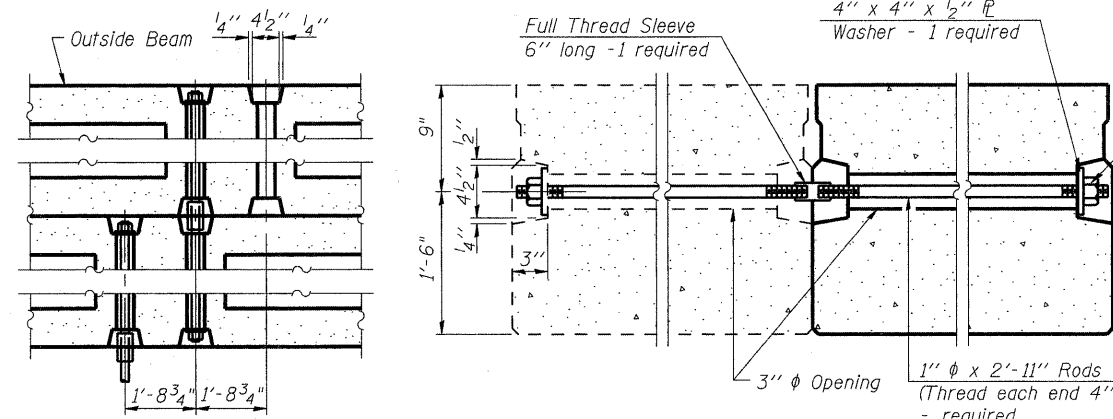
ROUTE NO.	SECTION	COUNTY	INITIAL SHEETS	SHEET NO.	SHEET NO. 4 6 SHEETS
F.A.P. 17		CARROLL	27	18	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

*0.2 x Length of beam



FABRIC BEARING PAD
(Exterior)
(2 Required)
FIXED

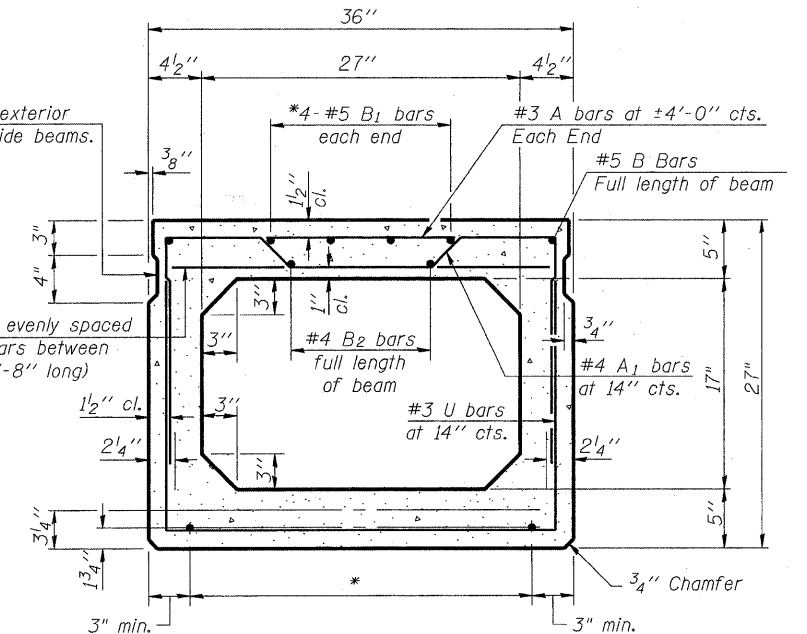
FABRIC BEARING PAD
(Exterior)
(2 Required)
EXPANSION



TYPICAL TRANSVERSE TIE ASSEMBLY - SPAN 2

Omit key on exterior face of outside beams.

2-#3 A bars evenly spaced between A1 bars between end blocks (2'-8" long)



TYPICAL SECTION

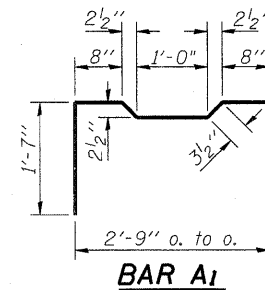
1/2" Strands, Each Strand Stressed to 30,900 Lbs.
6-Strands 1 3/4" up, 6-Strands 3 1/4" up, 2-Strands 7 1/2" up,
2-Strands 10 1/2" up, 2-Strands 13 1/2" up

Note:
Place strands symmetrically about C of beam.

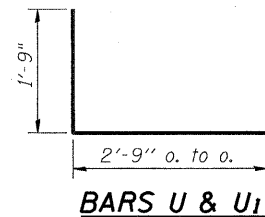
***TRANSVERSE PLACEMENT GUIDELINES**

1. Place strands symmetrically about centerline of beam.
2. The minimum distance from center to center of strands in all directions shall be 2".
3. The minimum clearance from strand to dowel hole shall be 1/2".
4. The minimum clearance from strand to void shall be 1 1/2".

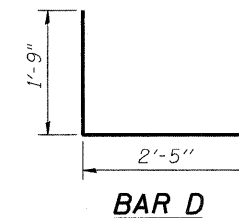
Vertical placement of strands shall not be adjusted to satisfy the above guidelines.



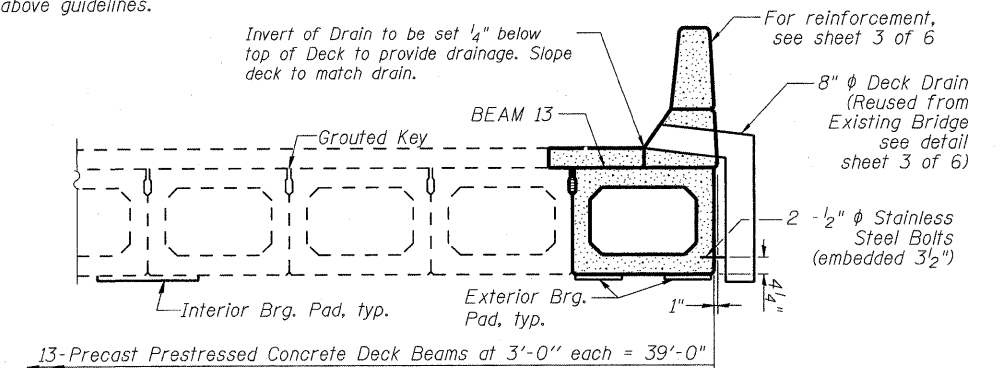
BAR A1



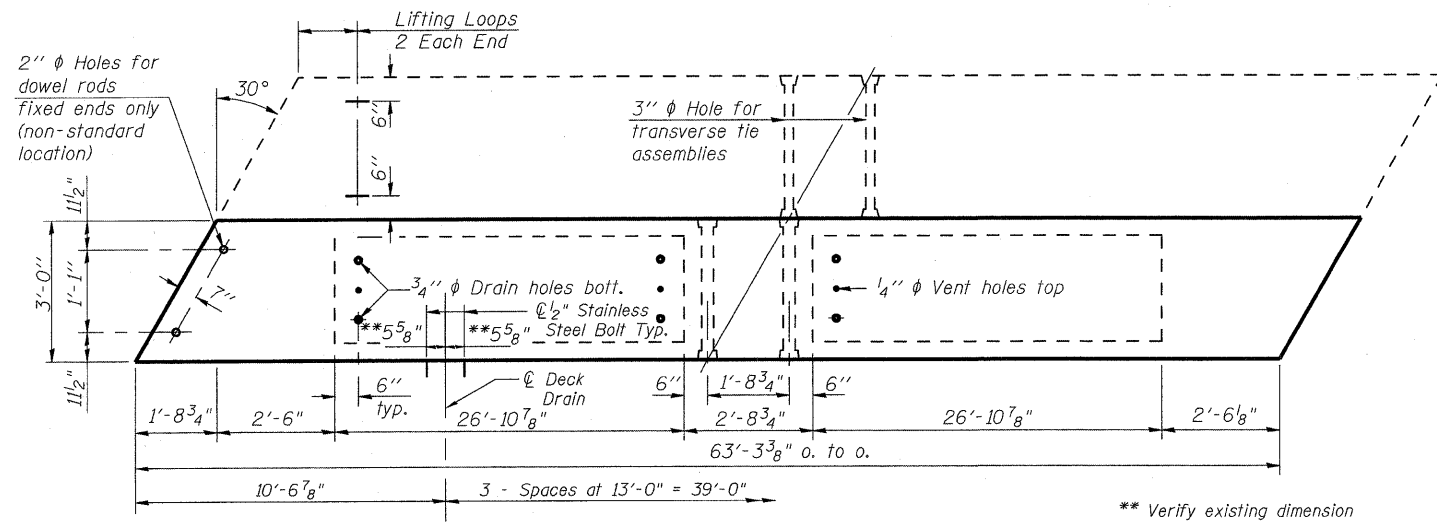
BARS U & U1



BAR D

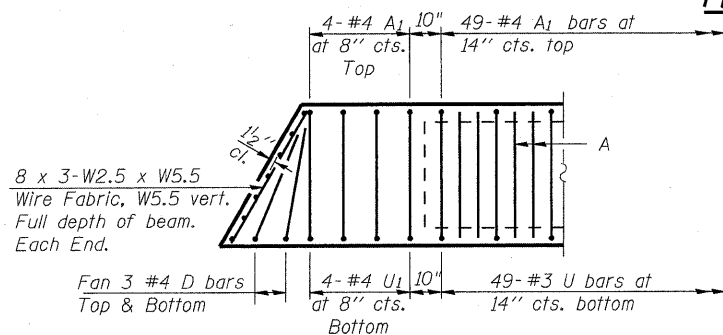


PARTIAL CROSS SECTION

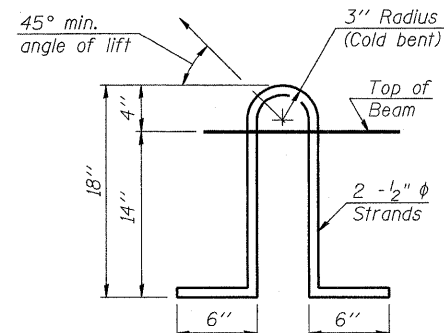


PLAN

** Verify existing dimension prior to fabricating beam.



END PLAN



LIFTING LOOP DETAIL

NOTES

- Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. Lifting loops shall be 2-1/2" diameter 270 ksi strands, as shown.
- The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets that receive transverse tie bar on outside shall be filled with grout after transverse tie assembly is in place.
- Non prestressing steel shall conform to ASTM A 706 (IL MOD), Grade 60.
- The bearing seat surfaces shall be adjusted by shimming to assure firm and even bearing. Two 1/8" fabric adjusting shims of the dimensions of the Exterior Bearing Pad shall be provided for each bearing.
- Keyway surfaces shall be cleaned to remove form oil or other bond breaking material prior to shipment of the beams. Cleaning shall be done by sandblasting the keyway areas between top of the beam and the bottom edge of the key.
- Corrosion Inhibitor, per Article 1020.05(b)(12) of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.
- Required Release Strength, f'ci, shall be 4000 p.s.i.
- See sheet 3 of 6 for Parapet Reinforcement and Deck Drain details.

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (27" Deep)	Sq. Ft.	190
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**DECK BEAM DETAILS
SPAN 2**

**F.A.P. 17 (US RTE 52 & IL RTE 64)
CARROLL COUNTY
STRUCTURE NO. 008-0030**

DESIGNED - DFM
CHECKED - RB
DRAWN - EBS
CHECKED - DFM

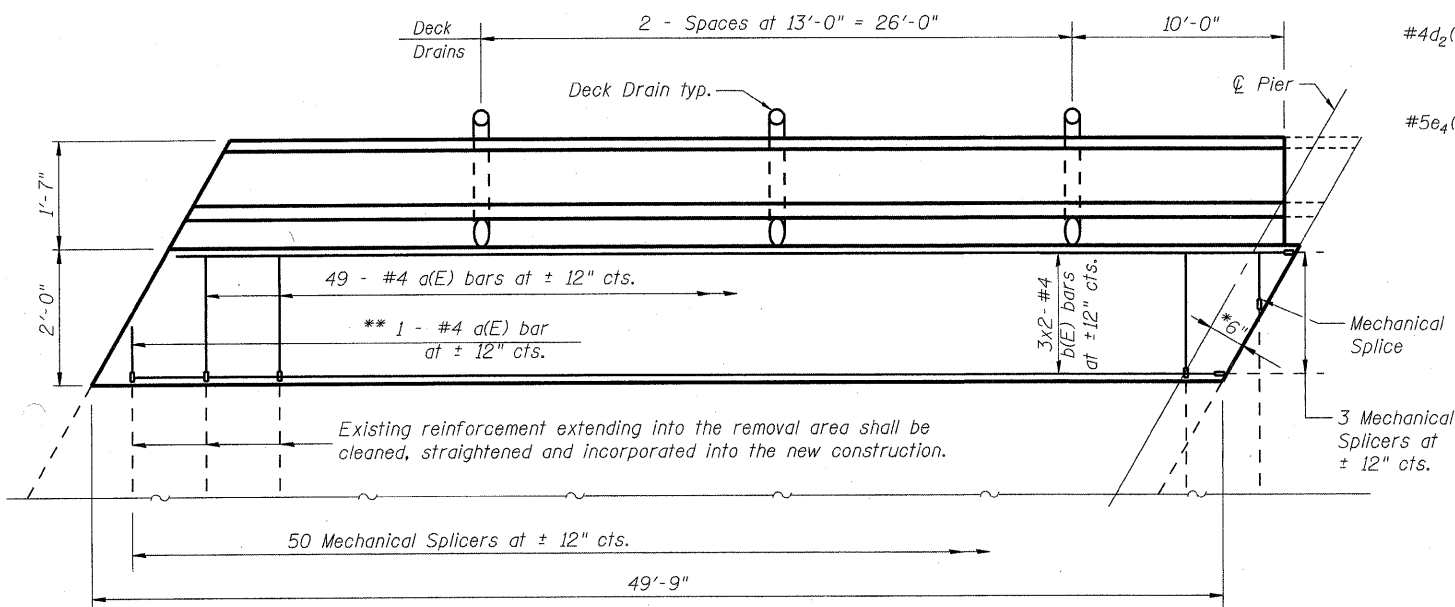
PD-5-L

11-1-06

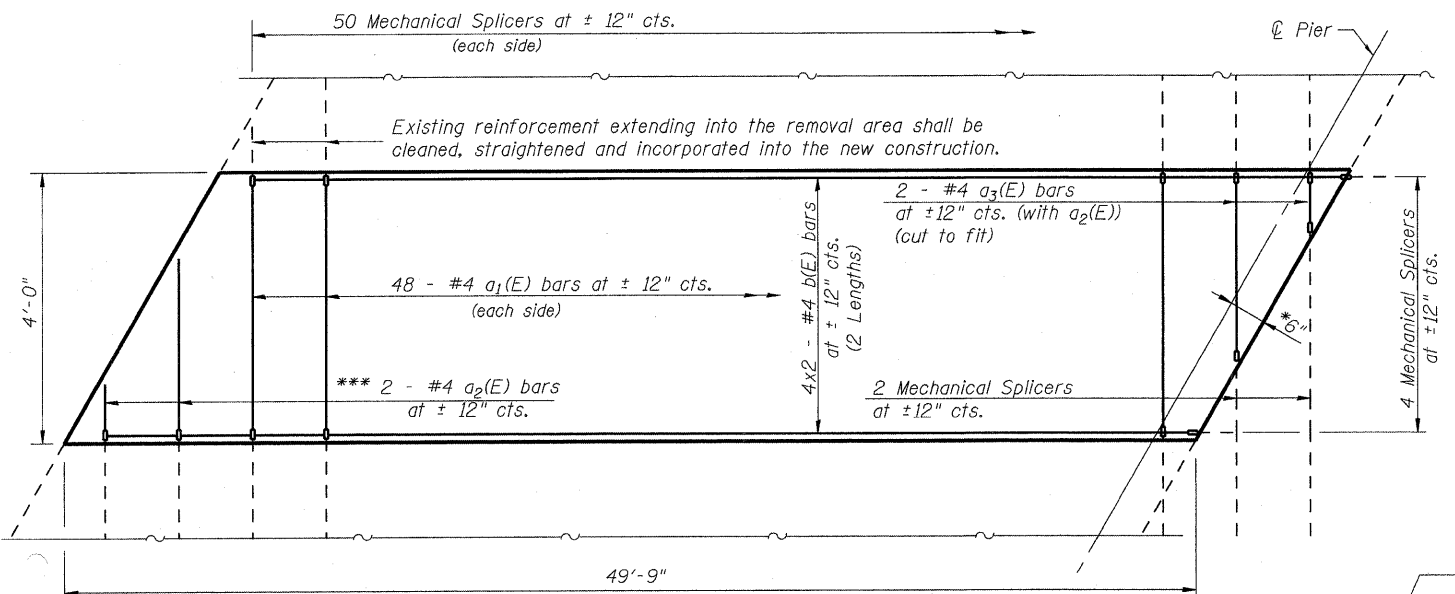
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
F.A.P. 17		CARROLL	27	19
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 5
6 SHEETS



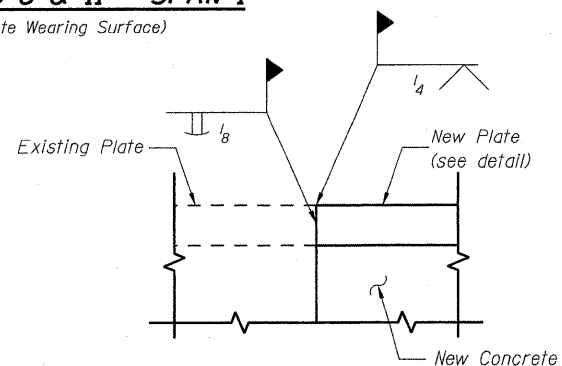
PLAN BEAM 1 - SPAN 1
(Parapet & 5" Concrete Wearing Surface)



PLAN BEAMS 8 & 11 - SPAN 1
(5" Concrete Wearing Surface)

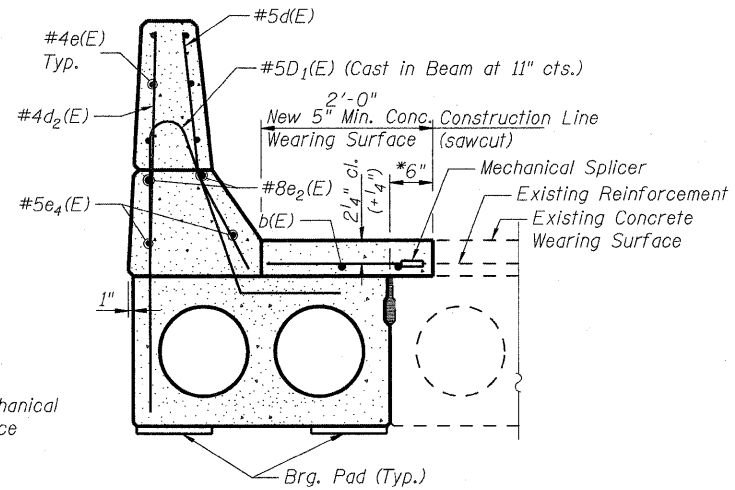
* Limits of 5" min. Concrete Wearing Surface Removal. Cost included with Concrete Removal.

*** Order $a_2(E)$ bars full length. Cut to fit skew and use remainder of bars in opposite end.



ELEVATION JOINT PLATE WELD

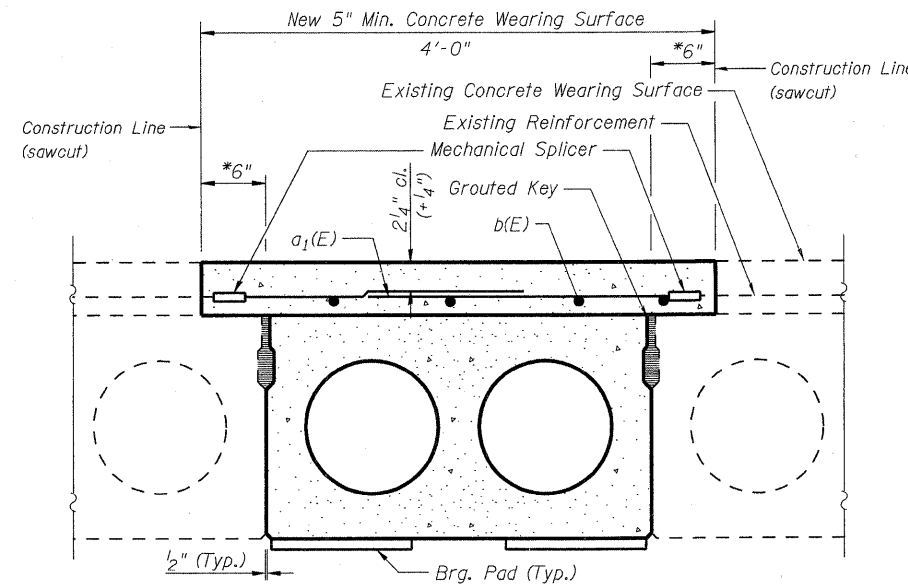
Cost Included with PPC Deck Beams



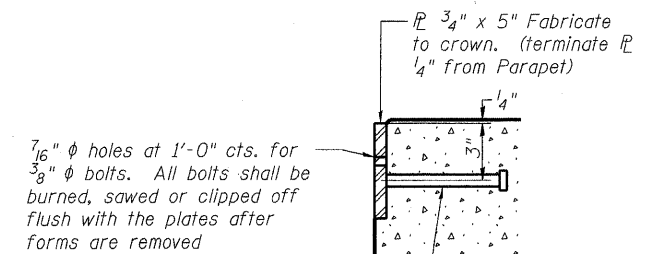
SECTION THRU BEAM 1 & NORTH PARAPET

* Limits of 5" min. Concrete Wearing Surface Removal. Cost included with Concrete Removal.

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

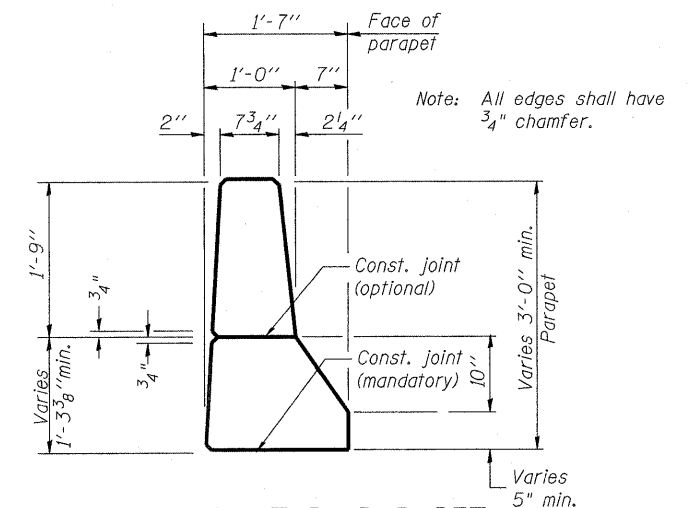


SECTION THRU BEAMS 8 & 11



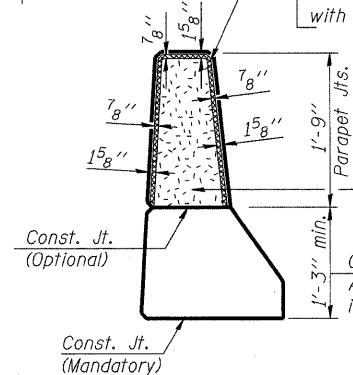
NEW PLATE DETAIL

(Cost Incidental to Concrete Wearing Surface, 5")



SECTION THRU PARAPET

Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25. Use T with a $\frac{3}{8}$ " backer rod.



PARAPET JOINT DETAILS

(see sheet 6 of 6 for locations)

Notes:

The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SP1 prior to painting.

DESIGNED	- DFM
CHECKED	- RB
DRAWN	- EBS
CHECKED	- DFM

BILL OF MATERIALS

See Sheet 6 of 6.

SUPERSTRUCTURE DETAILS

Sheet 1 of 2

F.A.P. 17 (US RTE 52 & IL RTE 64)

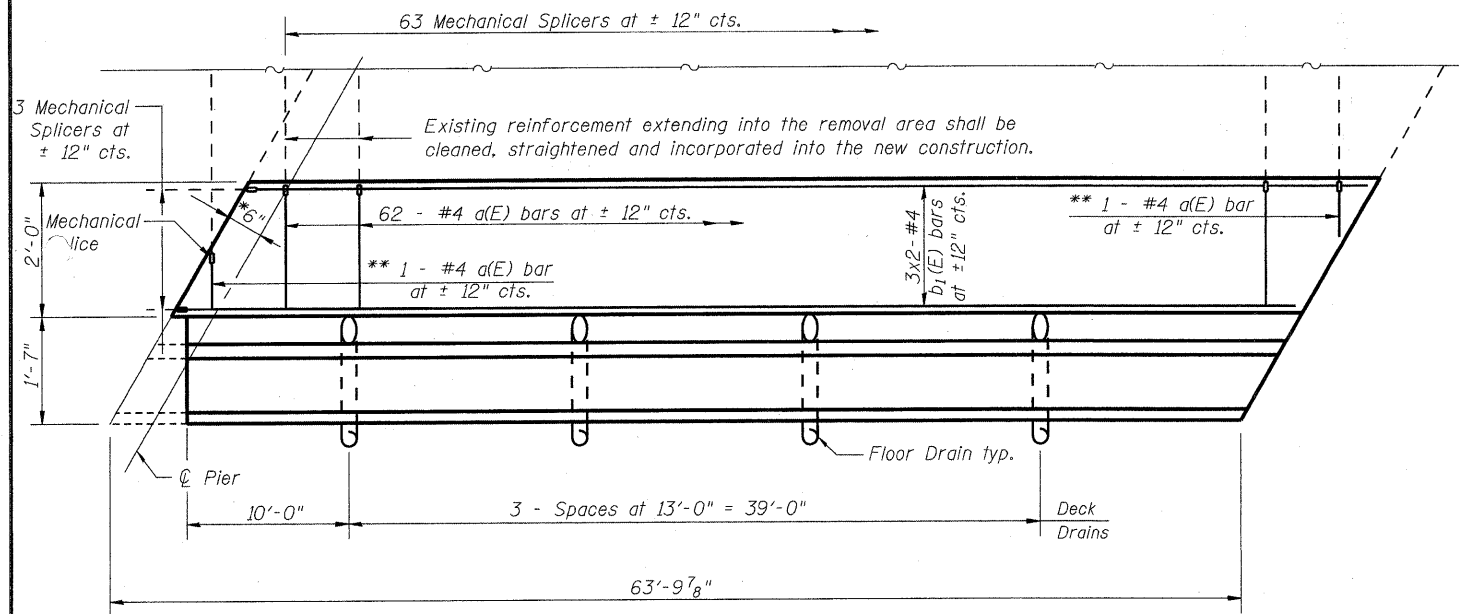
CARROLL COUNTY

STRUCTURE NO. 008-0030

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

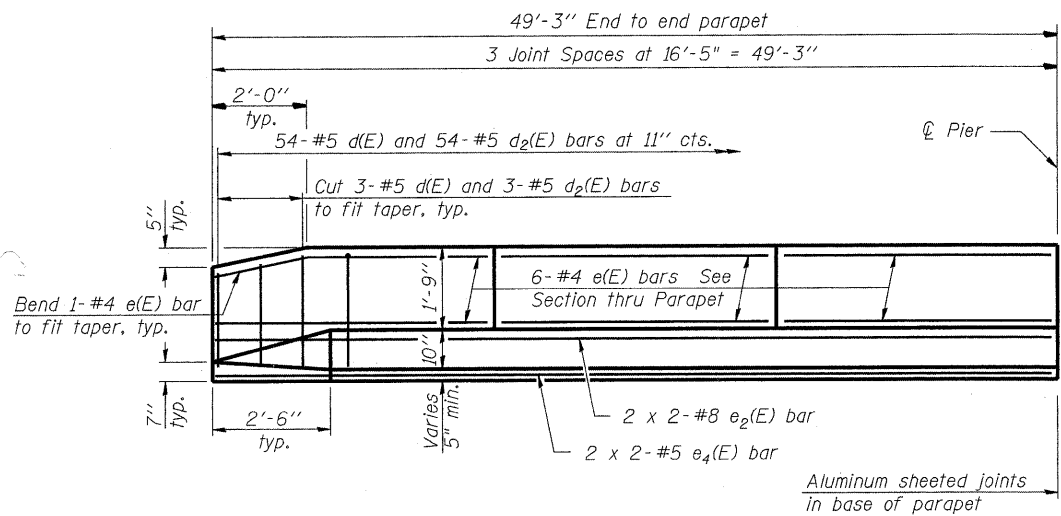
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 6
F.A.P. 17	-	CARROLL	27	20	6 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

PLAN BEAM 1 - SPAN 1

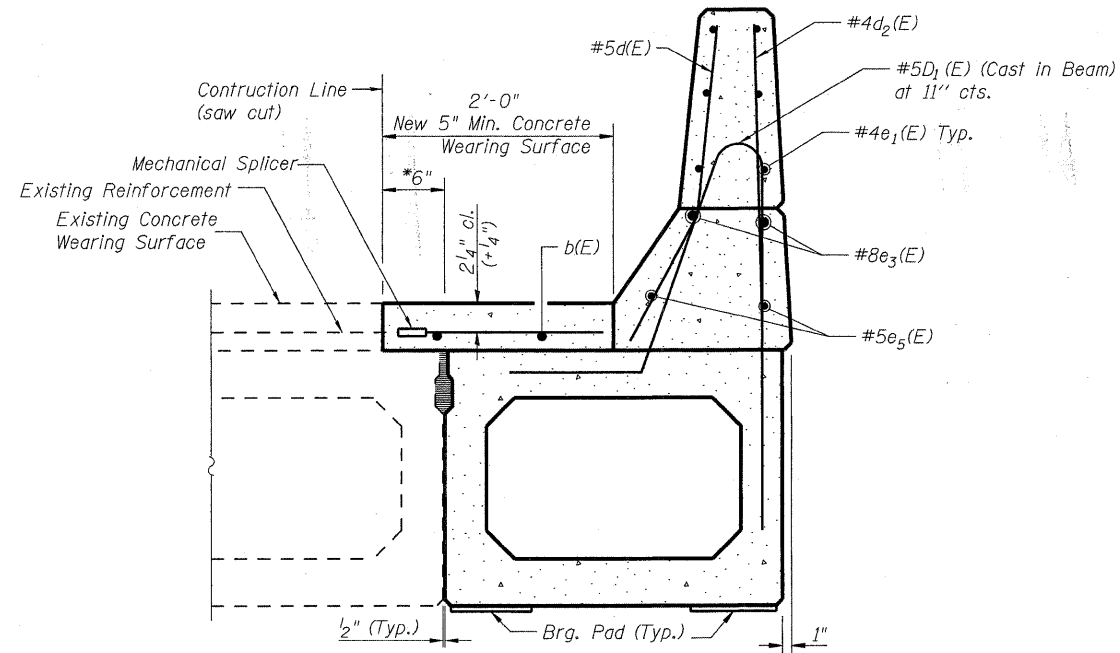


PLAN BEAM 13 - SPAN 2

(Parapet and 5" Concrete Wearing Surface)



**INSIDE ELEVATION OF NORTH PARAPET
(SPAN 1)**



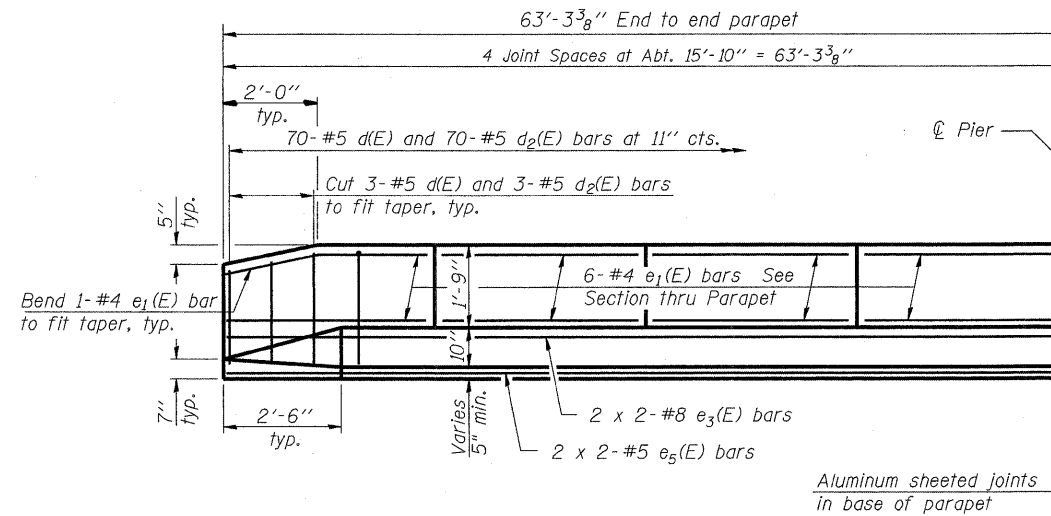
SECTION THRU BEAM 13 & SOUTH PARAPET

MIN. BAR LAP

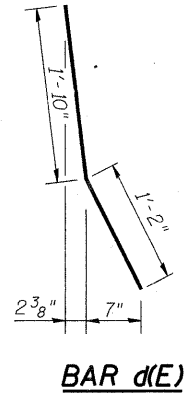
#4 bar = 1'-4"

* Limits of 5" min. Concrete Wearing Surface Removal. Cost included with Concrete Removal.

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



**INSIDE ELEVATION OF SOUTH PARAPET
(SPAN 2)**



BAR d(E)

MIN. BAR LAP

#4 bar = 1'-9"
#5 bar = 2'-0"
#8 bar = 4'-0"

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
d(E)	113	#4	2'-2"	—
a1(E)	192	#4	3'-8"	—
a2(E)	4	#4	3'-6"	—
a3(E)	4	#4	1'-8"	—
b(E)	22	#4	25'-6"	—
b1(E)	6	#4	32'-7"	—
d(E)	124	#5	3'-0"	—
d2(E)	124	#4	2'-8"	—
e(E)	18	#4	16'-2"	—
e1(E)	24	#4	15'-7"	—
e2(E)	4	#8	26'-6"	—
e3(E)	4	#8	33'-6"	—
e4(E)	4	#5	25'-6"	—
e5(E)	4	#5	32'-6"	—
Reinforcement Bars, Epoxy Coated	Pound		3,089	
Concrete Superstructure	Cu. Yds.		14.1	
Concrete Wearing Surface, 5"	Sq. Yds.		69.5	
Concrete Removal	Cu. Yds.		15.7	
Mechanical Splicers	Each		333	

Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.

SUPERSTRUCTURE DETAILS

Sheet 2 of 2

F.A.P. 17 (US RTE 52 & IL RTE 64)

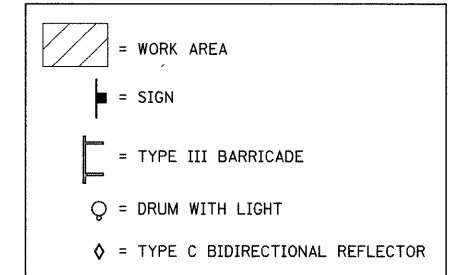
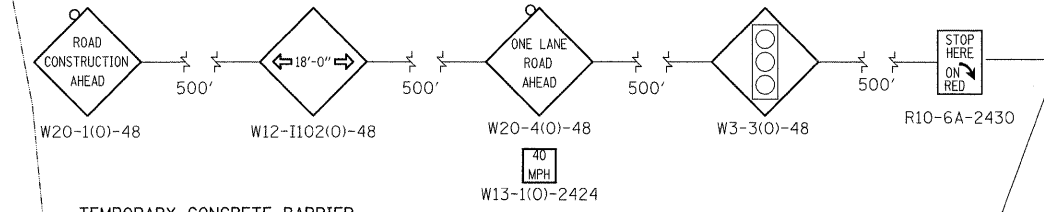
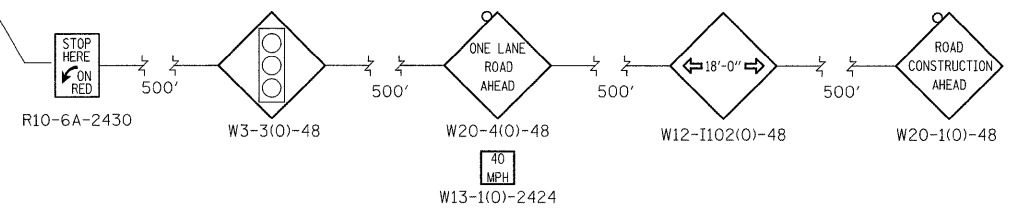
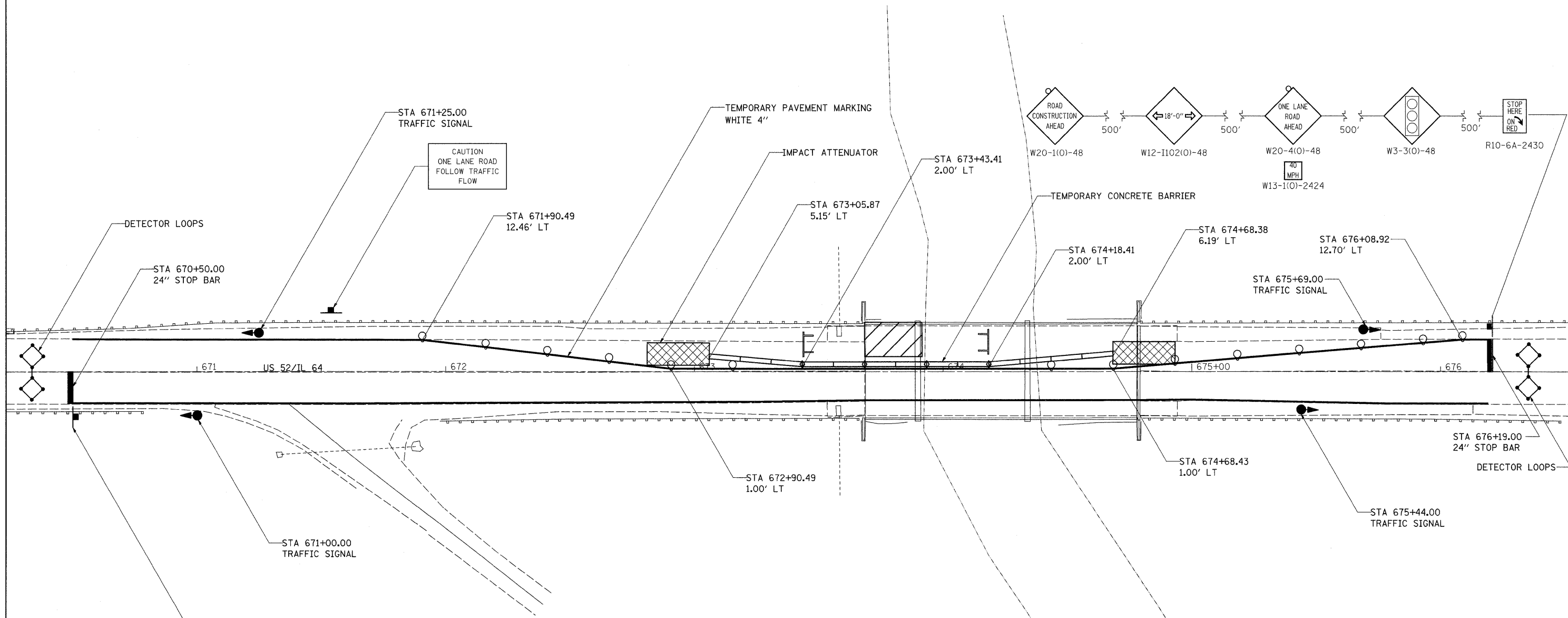
CARROLL COUNTY

STRUCTURE NO. 008-0030

DESIGNED	- DFM
CHECKED	- RB
DRAWN	- EBS
CHECKED	- DFM

STAGE I

SN 008-0029

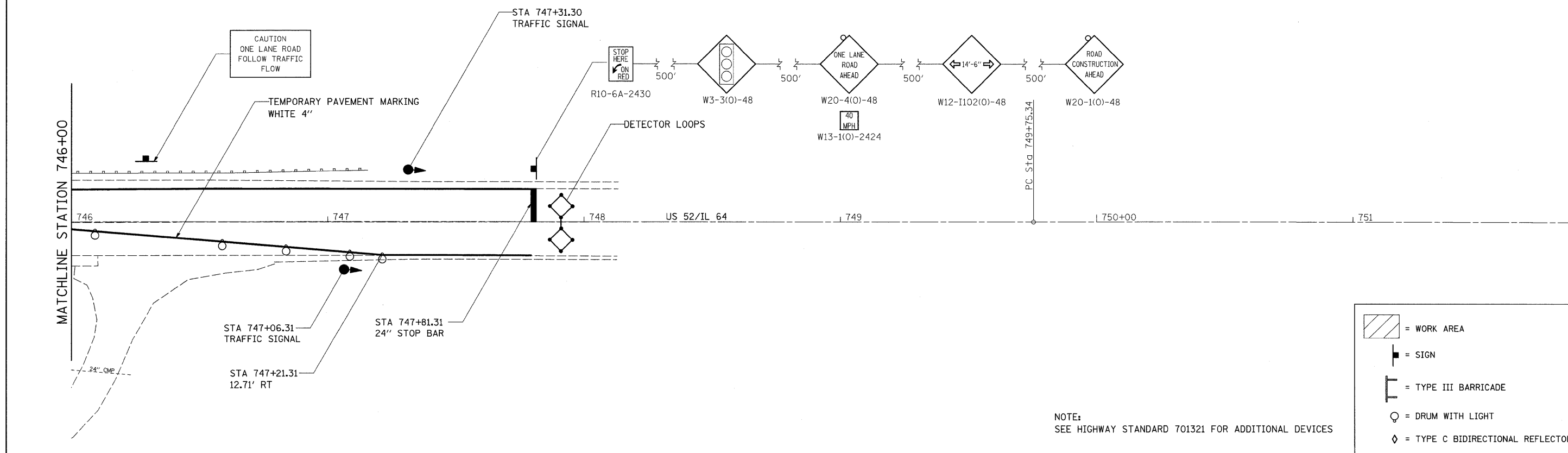
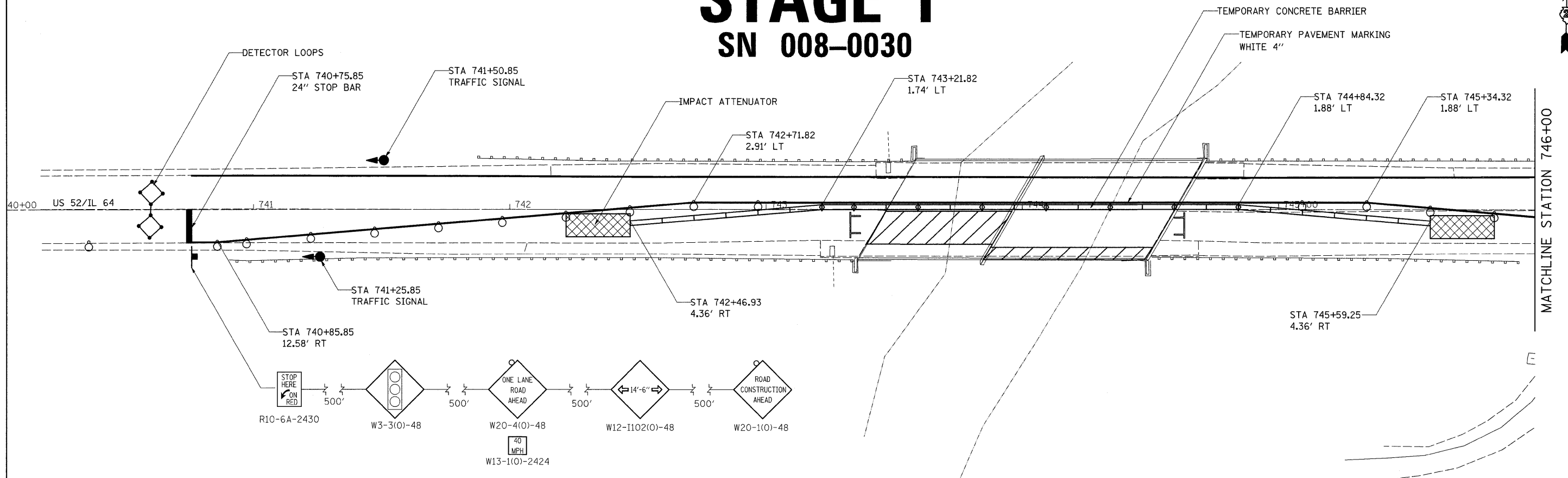


FILE NAME = c:\projects\p206807\d06807stg.dgn	USER NAME = dunoanfe	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52/IL 64 STAGING DETAILS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20,000' / IN.	DRAWN -	REVISED -					17	*	CARROLL	27	21
	PLOT DATE = Thu Jan 24 11:05:34 2008	CHECKED -	REVISED -					CONTRACT NO. 64D28				
	DATE -	REVISED -		SCALE: 20	SHEET NO. 21 OF 27 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT				

• (4BR-2)D & (4BR-1)D

STAGE I

SN 008-0030

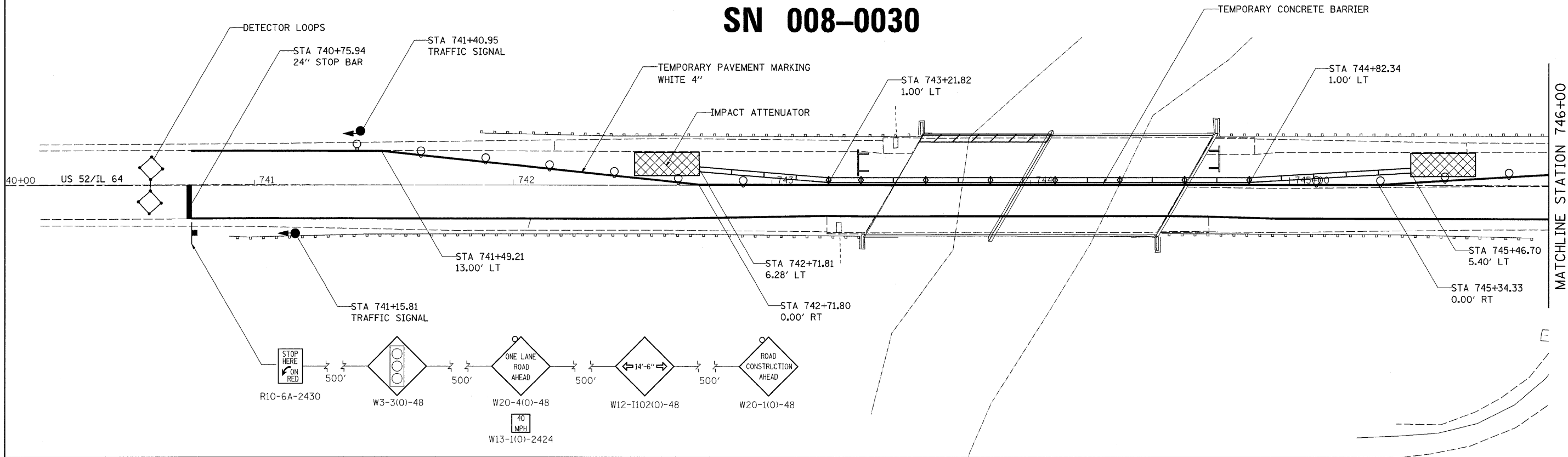


NOTE:
SEE HIGHWAY STANDARD 701321 FOR ADDITIONAL DEVICES

FILE NAME = c:\projects\p206807\d06807stg.dgn	USER NAME = dunoanfa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52/IL 64 STAGING DETAILS		F.A.P. RTE. 17	SECTION *	COUNTY CARROLL	TOTAL SHEETS 27	SHEET NO. 22
	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -		SCALE: 20	SHEET NO. 22 OF 27 SHEETS	STA.	CONTRACT NO. 64D28			
	PLOT DATE = Thu Jan 24 11:06:35 2008	CHECKED -	REVISED -					ILLINOIS FED. AID PROJECT			
		DATE -	REVISED -					* (4BR-2)D & (4BR-1)D			

STAGE II

SN 008-0030



NOTE:
SEE HIGHWAY STANDARD 701321 FOR ADDITIONAL DEVICES

FILE NAME = c:\projects\p206807\d06807stg.dgn	USER NAME = duncanfa	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 52/IL 64 STAGING DETAILS			F.A.P. RTE. 17	SECTION *	COUNTY CARROLL	TOTAL SHEETS 27	SHEET NO. 23
	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -		SCALE: 20	SHEET NO. 23 OF 27 SHEETS	STA.	TO STA.	CONTRACT NO. 64D28			
	PLOT DATE = Thu Jan 24 11:06:35 2008	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -		(4BR-2)D & (4BR-1)D							

LETTERING FOR NAME PLATE

STATION
 BUILT 200 BY
 STATE OF ILLINOIS
 RTE. SEC.
 FA PROJECT
 LOADING HS 20
 STR. NO.

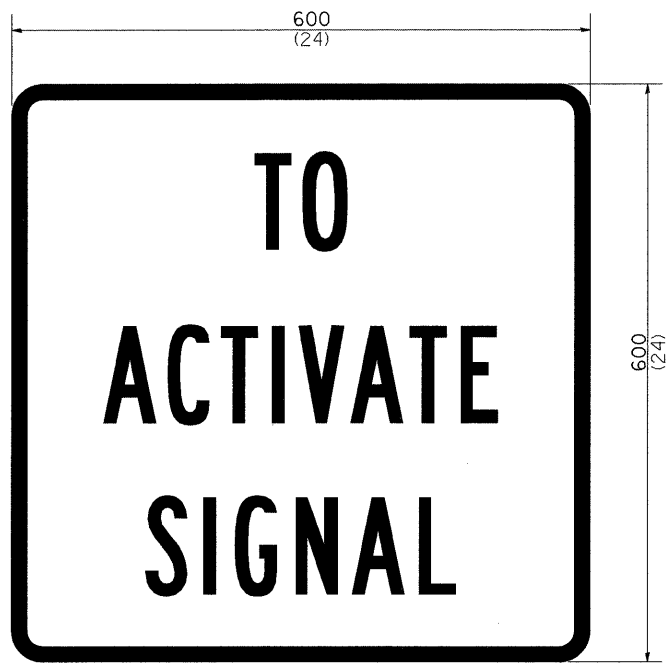
SEE STD. 515001

STATION	STRUCTURE NO.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.
 REVISED - 11-01-07

LETTERING FOR NAME PLATE 89.4

STOP LINE SIGN FOR TEMPORARY SIGNALS



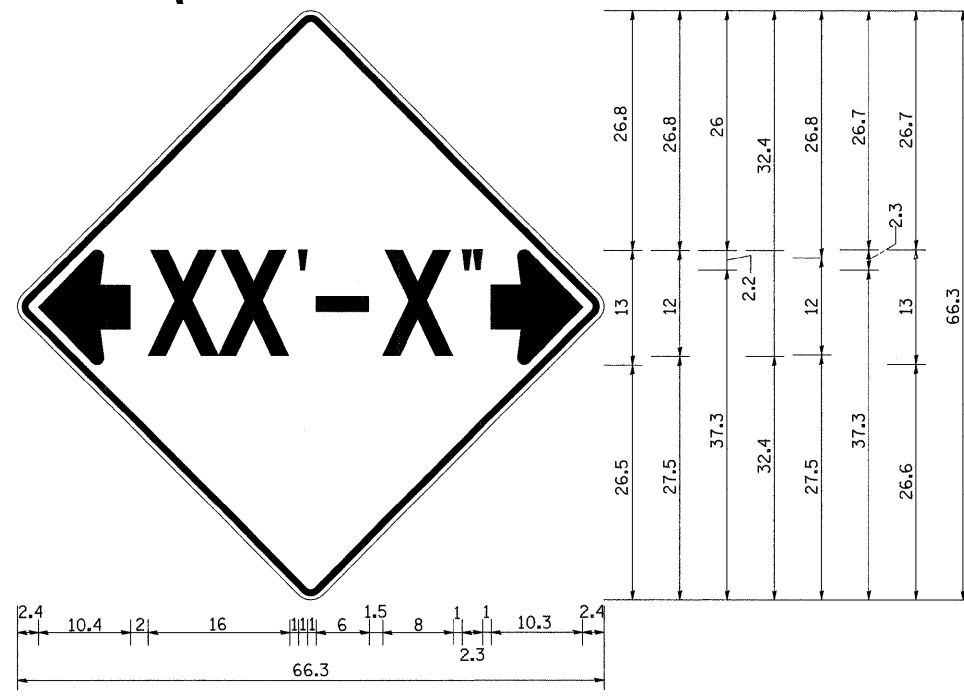
SIZE: 600(24) x 600(24)
 100(4) CAPITAL LETTERS - BLACK
 13 (1/2) BORDER - BLACK
 WHITE REFLECTIVE - TYPE AP
 HIGH INTENSITY PRISMATIC SHEETING

GENERAL NOTE:
 THIS SIGN SHALL BE INSTALLED AT THE STOP LINE AS DIRECTED BY ENGINEER.
 ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

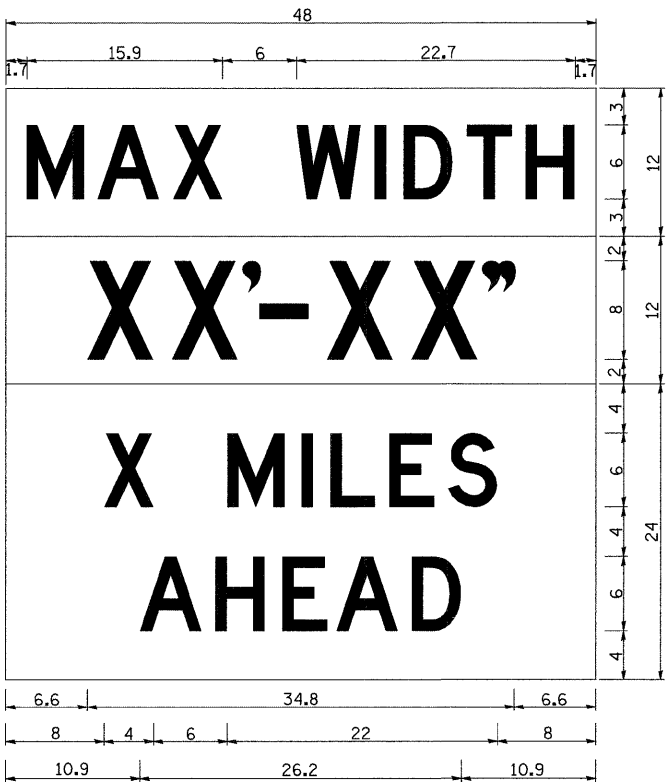
REVISED - 1-22-07

STOP LINE SIGN FOR TEMPORARY SIGNALS 99.4

INFORMATIONAL WARNING SIGN (FOR NARROW TRAVEL LANES)



NOTES
 W12-2 - Horizontal Clearance Sign
 48.0" across sides, 1.9" Radius,
 0.8" Border, 0.5" Indent, Black on
 Orange; Standard Arrow Custom
 10.4" X 8.1" 180° Black 11 Inch
 D Series Lettering; Standard Arrow
 Custom 10.4" X 8.1" 0°



W12-1103 (Width Is 8D);
 No border, Black on White;
 [MAX WIDTH] D;

 No border, Black on Orange;
 [XX'-XX''] D;

 No border, Black on White;
 [X MILES] D; [AHEAD] D;

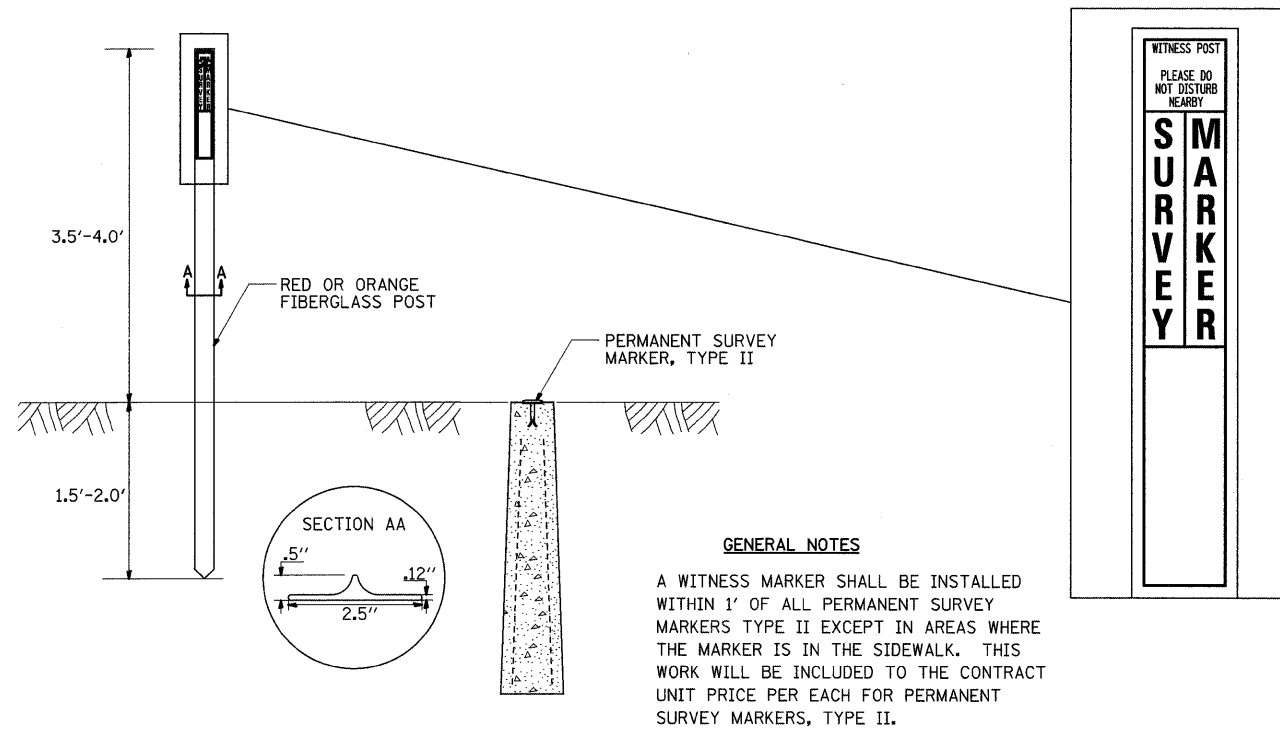
All work to furnish and install these signs shall be included in the cost of the Traffic Control Standards and shall not be paid for separately.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

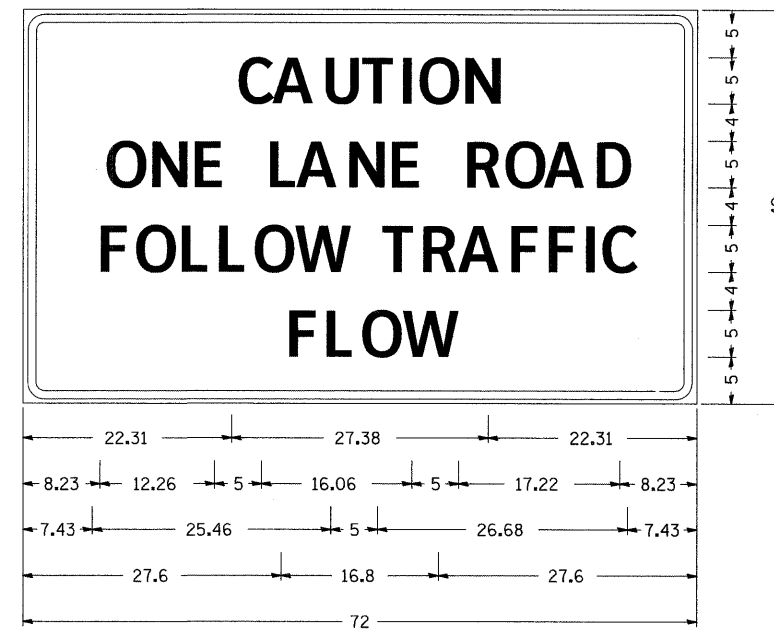
REVISED - 1-9-08	REGION 2 / DISTRICT 2 STANDARD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -		17	(4BR-21D & (4BR-11D	CARROLL	27	24
REVISED -		CONTRACT NO. 64D28				
REVISED -		SCALE: 28.0000 / IN	SHEET NO. 24 OF 27 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.

INFORMATIONAL WARNING SIGNS (FOR NARROW TRAVEL LANES) 39.2

WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



ENTRANCE SIGN FOR USE WITH TEMPORARY SIGNALS



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

PERMANENT SURVEY MARKERS, TYPE II

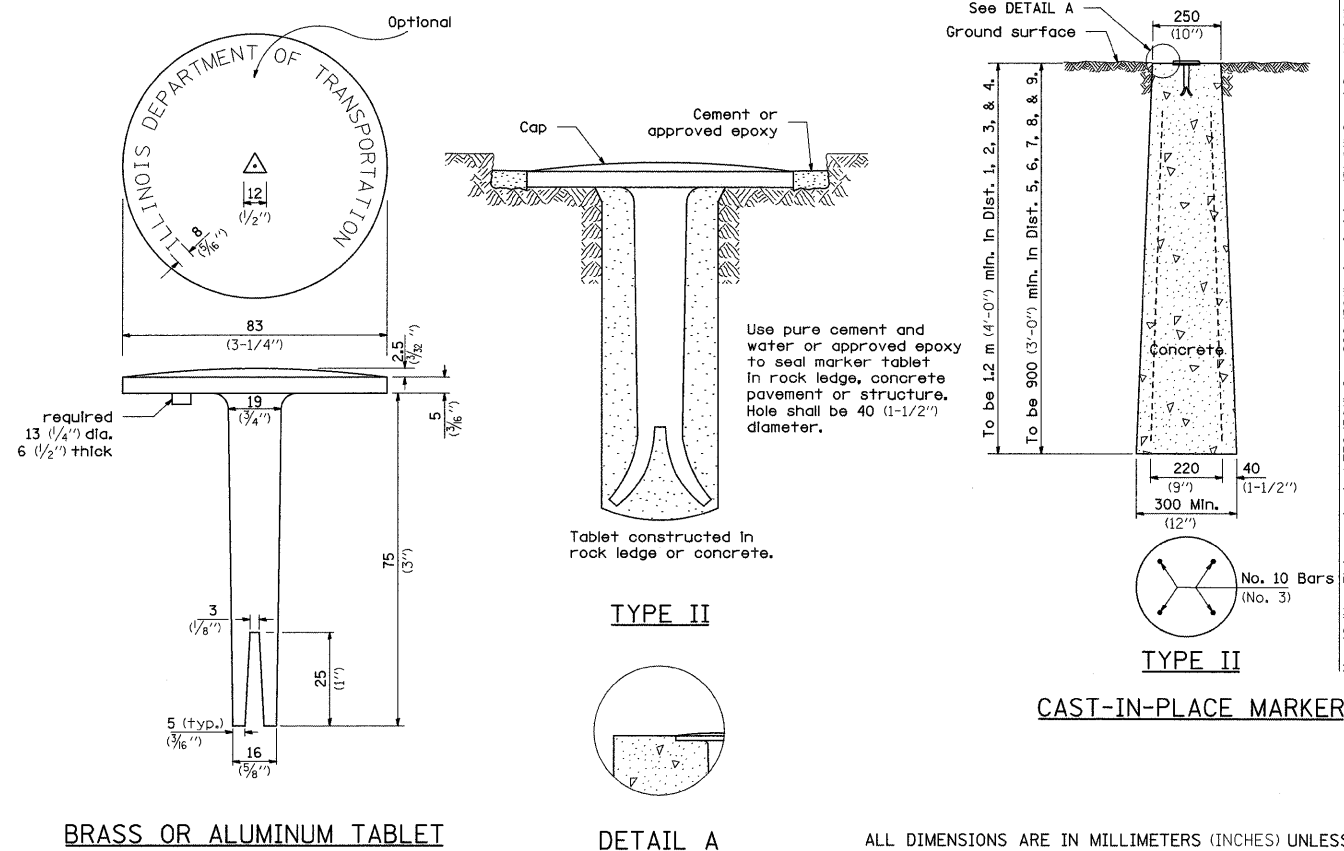


Table Of Widths And Spaces

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

GENERAL NOTES

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

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

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

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

REVISED - 6-26-06

REVISED - 10-28-05

REVISED -

REVISED -

REVISED -

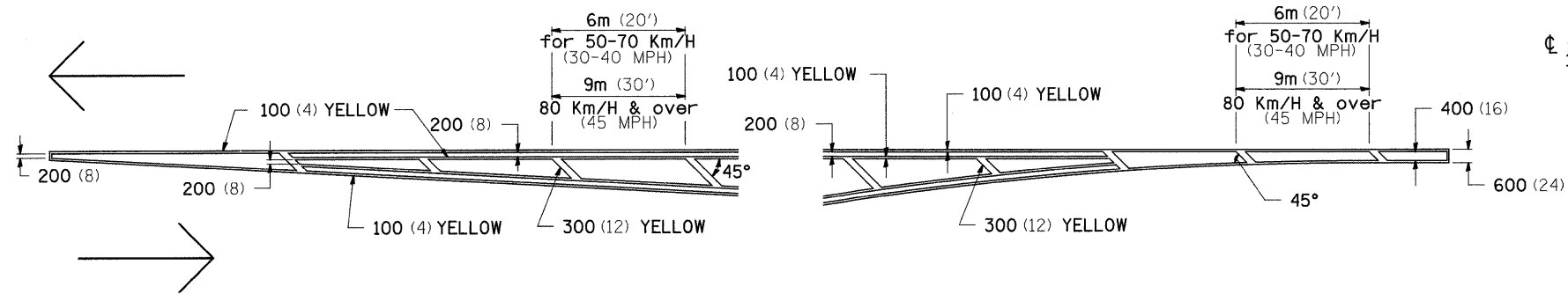
REGION 2 / DISTRICT 2 STANDARD

SCALE: 20.0000 / IN SHEET NO. 25 OF 27 SHEETS STA. TO STA.

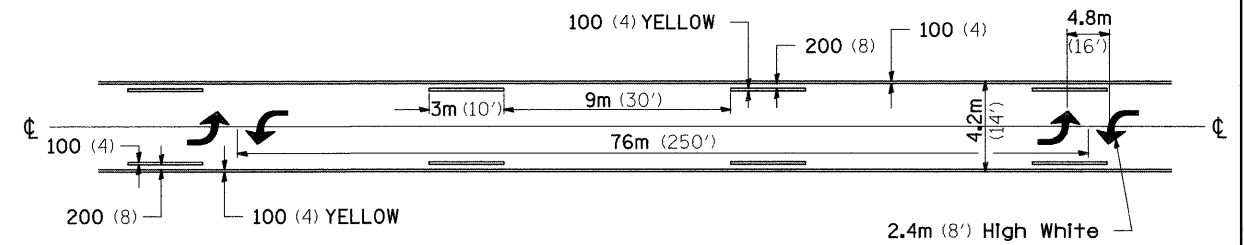
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
17	(4BR-21D) & (4BR-11D)	CARROLL	27	25
CONTRACT NO. 64D28				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

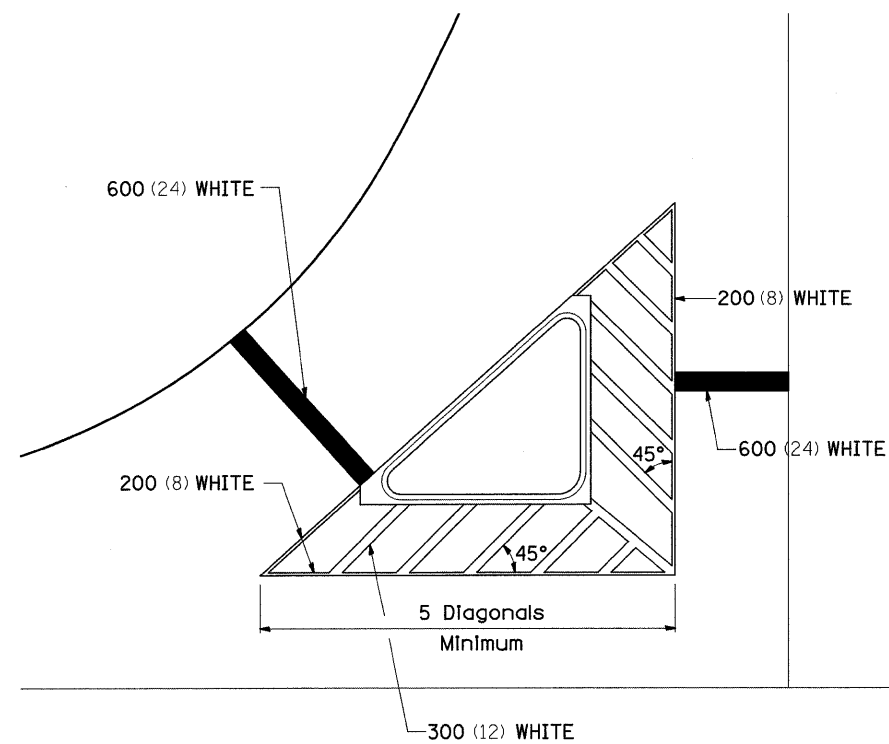


MEDIAN PAVEMENT MARKING

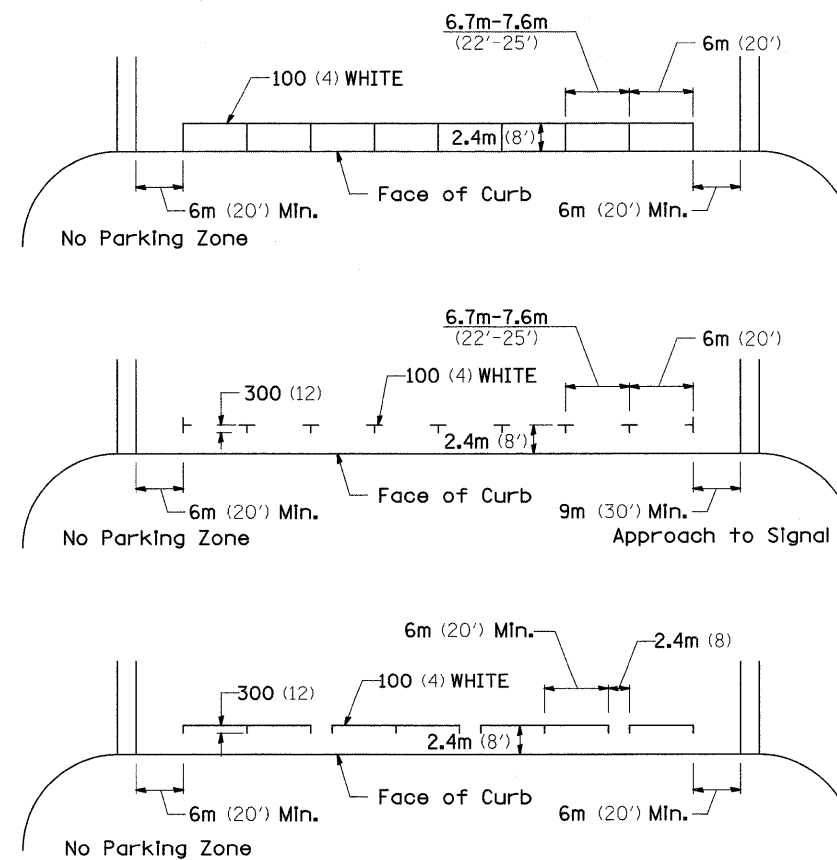


•• ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH

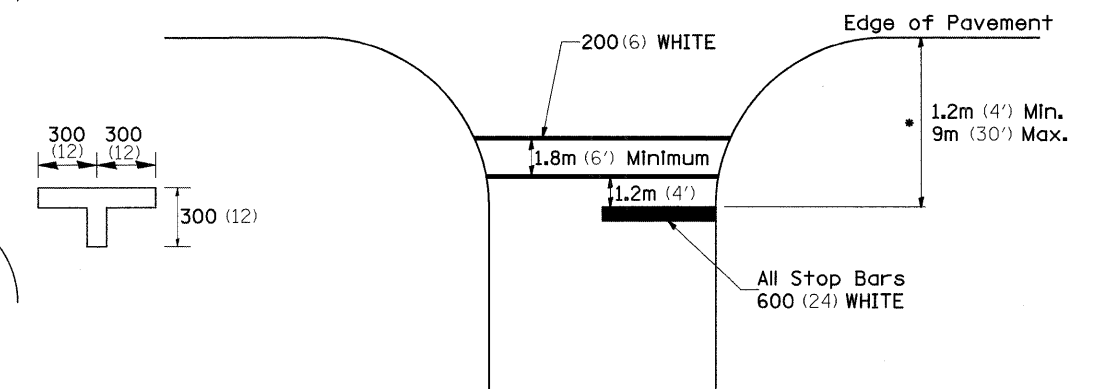


TYPICAL PARKING SPACING



STANDARD CROSSWALK MARKING

See Schedules for Locations

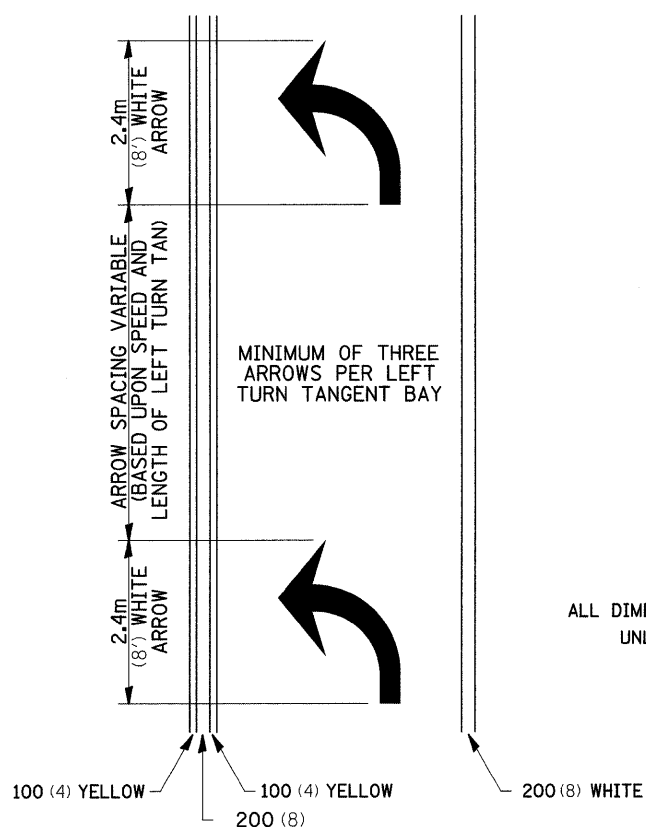


• Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

FILE NAME = c:\projects\p206807\d06807std.dgn	USER NAME = dunoanfe	DESIGNED -	REVISED - 1-11-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO. 26 OF 27 SHEETS	STA.	TO STA.	17	(4BR-2)D & (4BR-1)D	CARROLL	27	26
	PLOT DATE = Thu Jan 24 11:07:41 2008	CHECKED -	REVISED -										
		DATE -	REVISED -										

TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT

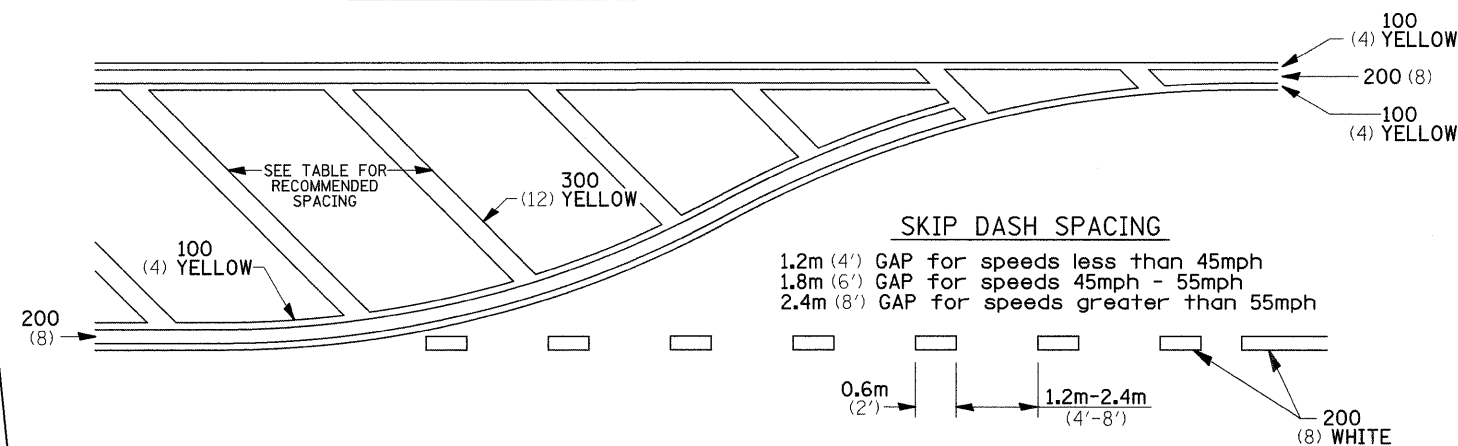


- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

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

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

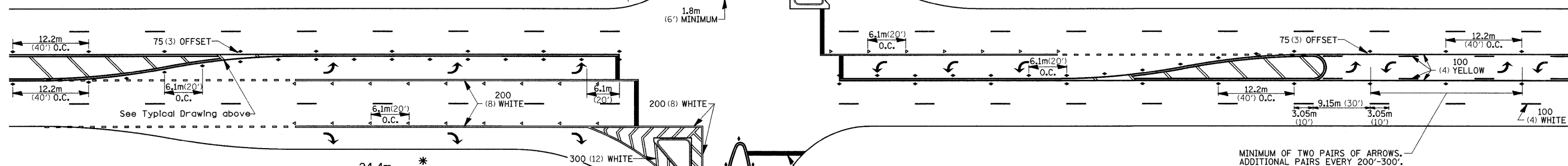
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



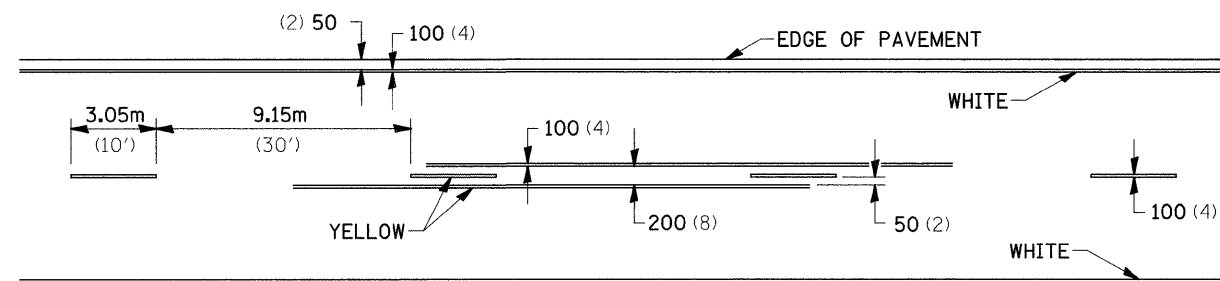
RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

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

NOTE: If the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES



SYMBOLS

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

MULTI-LANE / UNDIVIDED

FILE NAME =	USER NAME = duranfo	DESIGNED -	REVISED - 1-11-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\projects\p206587\d06587std.dgn		DRAWN -	REVISED -		17	(4BR-2)D & (4BR-1)D	CARROLL	27	27		
		CHECKED -	REVISED -		CONTRACT NO. 64D28						
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						
				SCALE:	SHEET NO. 27 OF 27 SHEETS	STA.	TO STA.				