

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(57-22B-1)BR	MCLEAN	46	1
		ILLINOIS	CONTRACT NO. 70721	

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

FOR INDEX OF SHEETS, SEE SHEET NO. 2

FAI ROUTE 74 (WB)
SECTION (57-22B-1)BR

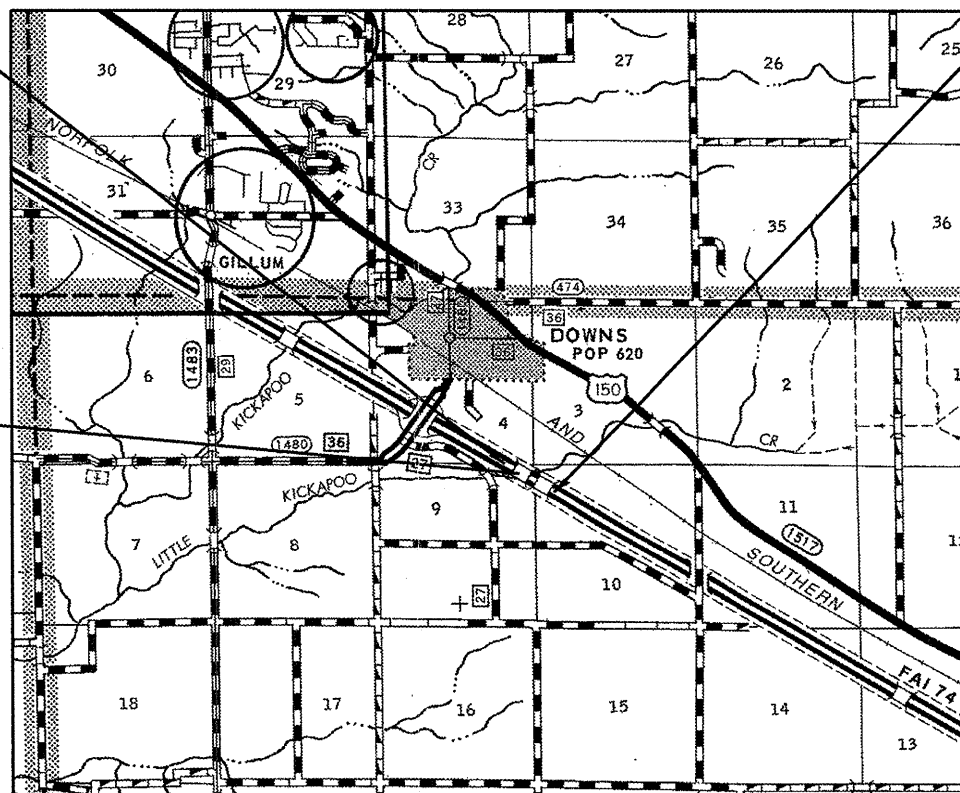
LITTLE KICKAPOO CREEK 7.6 MI E OF US 51
BRIDGE REHABILITATION
MCLEAN COUNTY

C-95-008-08
R3E, 3RD P.M.



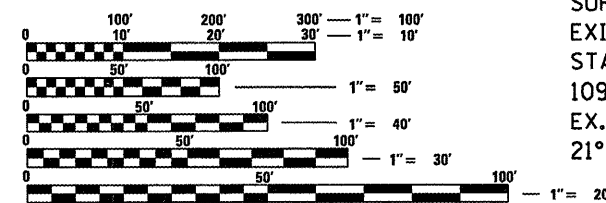
SECTION (57-22B-1)BR
PROJECT BEGINS
STA. 1126+00.00

SECTION (57-22B-1)BR
PROJECT ENDS
STA. 1128+50.00



SUPERSTRUCTURE REPLACEMENT
EXISTING S.N. 057-0129 (I-74 WB)
STA. 1127+12.92
109'-6" BK. TO BK. ABUT.
EX. 42'-0" 0-0, PR. 43'-2" 0-0
21° SKEW LEFT FORWARD

TRAFFIC:
ADT(2008) = 20,400
P.C. = 60.2%
S.U. = 4.8%
M.U. = 35.0%



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
DOWNS TOWNSHIP

GROSS LENGTH = 250.00 FT. = 0.047 MILE
NET LENGTH = 250.00 FT. = 0.047 MILE

PROJECT ENGINEER: NANCY FASIG (217) 465-4181
SQUAD LEADER: JASON STULTS

CONTRACT NO. 70721

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 3/3 20 09

Joseph R. Haver
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 1, 20 09
Charles J. Ingersoll
ENGINEER OF DESIGN AND ENVIRONMENT

May 1, 20 09
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

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GENERAL NOTES

G.N.-100
ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

G.N.-105.08A
ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. (NAVD 88)

G.N.-250C (SPL)
TEMPORARY EROSION CONTROL SEEDING IS INCLUDED IN THIS CONTRACT TO SEED NEW EARTH SHOULDERS DURING TIME PERIODS WHEN PERMANENT SEEDING IS NOT ALLOWED. SOME OR ALL OF THE TEMPORARY EROSION CONTROL SEEDING WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTH SHOULDERS AT THE TIME OF THEIR COMPLETION.

G.N.-281
THE RIPRAP GRADATION SHALL BE IN ACCORDANCE WITH THE GRADATION SPECIFIED IN THE PLANS OR, WITH APPROVAL OF THE ENGINEER, A RIPRAP GRADATION MEETING A D50 GREATER THAN OR EQUAL TO 0.83 FEET. D50 IS DEFINED AS THE MEAN ROCK SIZE AS DESCRIBED IN THE FHWA HYDRAULIC ENGINEERING CIRCULARS (HEC 11, HEC 14 AND HEC 15).

IF GRAVEL IS USED FOR THE BEDDING MATERIAL UNDER RIPRAP, THE GRAVEL SHALL BE CRUSHED AS ALLOWED UNDER ARTICLE 1005.01.

G.N.-406
THE QUANTITIES INCLUDED IN THE PLANS FOR HOT-MIX ASPHALT RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.

G.N.-406H
MIXTURE REQUIREMENTS
The following mixture requirements are applicable for this project:

Location(s):	MAINLINE PAVEMENT	MAINLINE PAVEMENT
Mixture Use(s):	POLY HMA SURFACE COURSE & HMA SHOULDER	FLEXIBLE CONNECTOR
AC/PG:	SBS P.G. 70-22	PG 64-22
RAP %: (Max)	10%	10%
Design Air Voids:	4% @ N=105	4% @ N=105
Mixture Composition:	IL 9.5	IL 19.0
(Gradation Mixture)		
Friction Aggregate:	MIX D	N/A

G.N.-542
BEFORE ORDERING PIPE CULVERTS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR THE EXACT LENGTHS.

G.N.-542.07
AT LOCATIONS WHERE END SECTIONS ARE SPECIFIED, CAST-IN-PLACE CONCRETE HEADWALLS WILL NOT BE ALLOWED.

G.N.-631
IF THE CONTRACTOR ELECTS TO USE THE ALTERNATE MOUNTING METHOD OF THRU DRILLING THE MOUNTING HOLES FOR THE TRAFFIC BARRIER TERMINALS, TYPE 6, THE HOLES SHALL BE DRILLED USING A CORE DRILL. A HAMMER DRILL WILL NOT BE ALLOWED.

G.N.-703A
SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE PAVEMENT AFTER ANY OF THE FOLLOWING: COLD MILLING AND/OR PLACING BITUMINOUS MATERIALS (PRIME COAT), LEVELING BINDER (MACHINE METHOD), BINDER AND SURFACE COURSES. SHORT TERM PAVEMENT MARKING PLACED ON THE SURFACE, SHALL COINCIDE WITH THE FINAL PAVEMENT STRIPING. SHORT TERM PAVEMENT MARKING PLACED PRIOR TO THE SURFACE SHALL COINCIDE WITH THE EXISTING PAVEMENT MARKINGS. USE 4 FEET PER 40 FEET (OR 10% PER STATION).

G.N.-781
RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED IN ACCORDANCE WITH STANDARD 781001, AND THE DETAILS SHOWN IN THE PLANS. IF THERE IS ANY DISCREPANCY BETWEEN THE STANDARD AND THE DETAILS IN THE PLANS, THE DETAILS IN THE PLANS SHALL GOVERN. THE FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING THE RAISED REFLECTIVE PAVEMENT MARKERS AND THE RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE PLACED MIDWAY IN THE 30 FOOT (9 m) SPACE BETWEEN THE DASHED CENTERLINE STRIPES (WHEN APPLICABLE).

G.N.-1004.01
COARSE AGGREGATE GRADATION CA-10 MAY BE USED WHENEVER COARSE AGGREGATE CA-6 IS SPECIFIED IN THE STANDARD SPECIFICATIONS.

G.N.-Z0038
AN ALUMINUM TABLET OF THE TYPE SHOWN ON STANDARD 667101 SHALL BE PLACED ON THE PROPOSED STRUCTURE AS DIRECTED BY THE ENGINEER. THE BENCH MARK ELEVATION WILL BE ESTABLISHED AND MARKED BY THE DEPARTMENT. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR PERMANENT BENCH MARKS.

NO COMMITMENTS FOR THIS PROJECT

FILE NAME =	USER NAME = keyarb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, HIGHWAY STANDARDS AND GENERAL NOTES	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\p\work\p\p\dot\keyarb\d0124631\057072	sh\germnote.dgn	DRAWN -	REVISED -			74	(57-228-1)BR	MCLEAN	46	2	
	PLOT SCALE = 100.0000 "/ IN.	CHECKED -	REVISED -			SCALE:		SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 70721	
	PLOT DATE = 3/12/2009	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

CODE NO	ITEM	UNIT	TOTAL QUANTITY FAI - RURAL MULTILANE 100% STATE X081-2A
20200100	EARTH EXCAVATION	CU YD	25.0
20400800	FURNISHED EXCAVATION	CU YD	33.0
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	216.0
20800150	TRENCH BACKFILL	CU YD	11.0
25000210	SEEDING, CLASS 2A	ACRE	0.25
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	23.0
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	23.0
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	23.0
25100630	EROSION CONTROL BLANKET	SQ YD	1,210.0
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	25.0
28000400	PERIMETER EROSION BARRIER	FOOT	630.0
28000500	INLET AND PIPE PROTECTION	EACH	1.0
28100107	STONE RIPRAP, CLASS A4	SO YD	1,102.0
28200200	FILTER FABRIC	SO YD	1,102.0
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	52.0
40600990	TEMPORARY RAMP	SO YD	107.0
40603550	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N105	TON	18.0
42001300	PROTECTIVE COAT	SO YD	276.0
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SO YD	276.0
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SO YD	145.0
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SO YD	233.0
44000700	APPROACH SLAB REMOVAL	SO YD	238.0
44004250	PAVED SHOULDER REMOVAL	SO YD	162.0
48203100	HOT-MIX ASPHALT SHOULDERS	TON	10.0
50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1.0
50102400	CONCRETE REMOVAL	CU YD	47.4
50104400	CONCRETE HEADWALL REMOVAL	EACH	1.0
50104650	SLOPE WALL REMOVAL	SO YD	794.0
50105220	PIPE CULVERT REMOVAL	FOOT	101.0
50200100	STRUCTURE EXCAVATION	CU YD	222.0
50300225	CONCRETE STRUCTURES	CU YD	31.7
50300255	CONCRETE SUPERSTRUCTURE	CU YD	194.1
50300260	BRIDGE DECK GROOVING	SO YD	462.0
50300300	PROTECTIVE COAT	SO YD	574.0
50400805	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 36 IN.	FOOT	623.0
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	45,120.0
50800515	BAR SPLICERS	EACH	488.0
51205200	TEMPORARY SHEET PILING	SO FT	400.0
51500100	NAME PLATES	EACH	1.0
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12.0

* SPECIALTY ITEM

* SFTY 3N

CODE NO	ITEM	UNIT	TOTAL QUANTITY FAI - RURAL MULTILANE 100% STATE X081-2A
52100520	ANCHOR BOLTS, 1"	EACH	24.0
52100540	ANCHOR BOLTS, 1 1/2"	EACH	4.0
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1.0
542A1063	PIPE CULVERTS, CLASS A, TYPE 2 18"	FOOT	101.0
59000200	EPOXY CRACK INJECTION	FOOT	51.0
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	103.0
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	1.0
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	22.0
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	178.0
60262700	INLETS TO BE RECONSTRUCTED	EACH	1.0
63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	350.0
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	2.0
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1.0
63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	1.0
63200310	GUARDRAIL REMOVAL	FOOT	497.0
64200105	SHOULDER RUMBLE STRIP	FOOT	166.0
66500105	WOVEN WIRE FENCE, 4'	FOOT	68.0
66502300	WOVEN WIRE FENCE REMOVAL	FOOT	89.0
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	6.0
67100100	MOBILIZATION	L SUM	1.0
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	1.0
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1.0
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	45.0
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3,126.0
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	2,688.0
70400100	TEMPORARY CONCRETE BARRIER	FOOT	443.0
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	418.0
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1,976.0
78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	FOOT	247.0
78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	336.0
78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	42.0
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	4.0
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	4.0
78200405	GUARDRAIL MARKERS	EACH	8.0
78200500	BARRIER WALL MARKERS	EACH	6.0
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2.0
78300100	PAVEMENT MARKING REMOVAL	SO FT	337.0
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	8.0
X0323080	DRAINAGE SCUPPERS, DS-12	EACH	2.0
X0324865	DIAMOND GRINDING (BRIDGE SECTION)	SO YD	678.0

FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
ct:\p\work\PW1001\KEYSRB\0124831\057021.sht-500.DGN		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	74	(57-22B-1BR)	MCLEAN	46	3
		CHECKED -	REVISED -		CONTRACT NO. 70721										
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT										

CODE NO	ITEM	UNIT	TOTAL QUANTITY FAI - RURAL MULTILANE 100% STATE X081-2A
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	136.0
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	14.0
*X7200201	WIDTH RESTRICTION SIGNING	L SUM	1.0
XX003949	CONSTRUCTION STAKING	L SUM	1.0
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	1.0
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	1.0
Z0037300	PAVEMENT GROOVING	SQ YD	254.0
Z0038700	PERMANENT BENCH MARKS	EACH	1.0
Z0040530	PIPE UNDERDRAIN REMOVAL	FOOT	16.0

*SPECIALTY ITEM

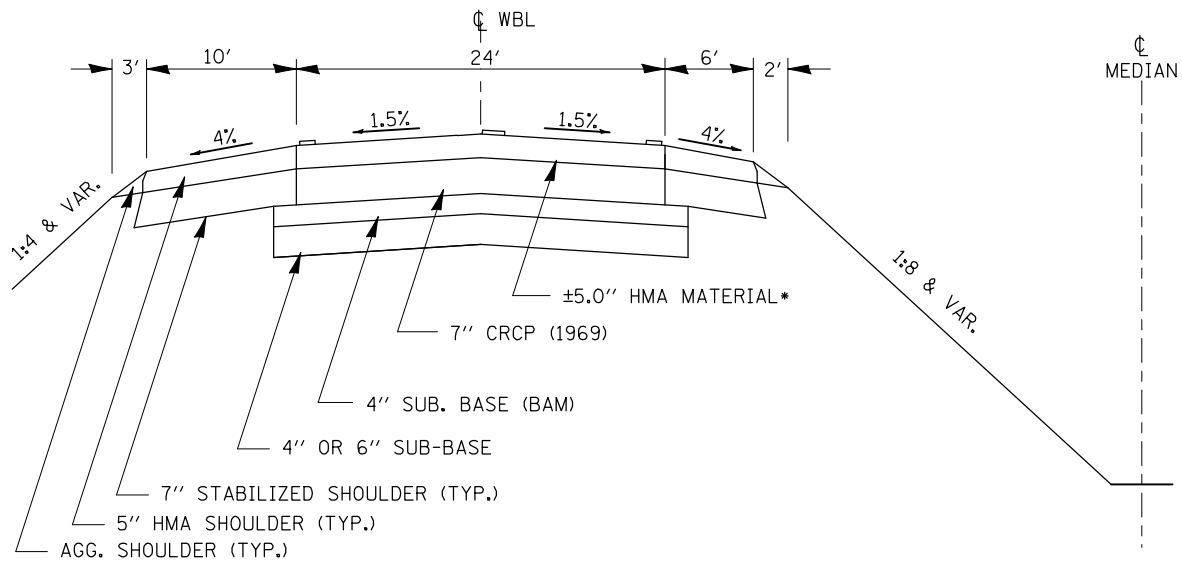
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PLOT SCALE : 100.0000 / IN.	CHECKED -	REVISED -	REVISED -
PLOT DATE : 3/12/2009	DATE -	REVISED -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	F.A.I RTE. 74	SECTION 157-22B-1BR	COUNTY MCLEAN	TOTAL SHEETS 46	SHEET NO. 4
ILLINOIS FED. AID PROJECT										

CONTRACT NO. 70721

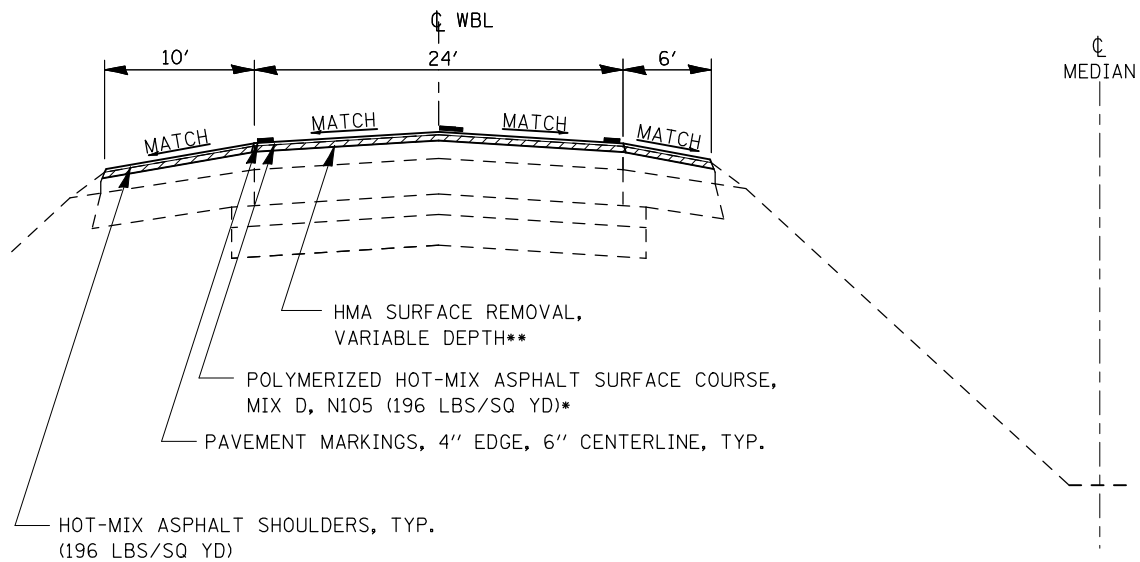


EXISTING TYPICAL SECTION

STA 1126+00.00 TO STA. 1126+76.21 (STRUCTURE)
 (STRUCTURE) STA 1127+85.71 TO STA. 1128+50.00

NOTE: 24' WIDE APPROACH PAVEMENT FROM STA. 1126+32.13 TO 1126+76.74
 AND STA. 1127+85.18 TO STA. 1128+29.79

* HMA TAPERS FROM 5.00" AT STA. 1125+36.21 TO 1.50" AT STA. 1126+76.21
 AND FROM 1.50" AT STA. 1127+85.71 TO 5.00" AT STA. 1129+25.71



PROPOSED TYPICAL SECTION

STA 1126+00.00 TO STA. 1126+76.21 (STRUCTURE)
 (STRUCTURE) STA 1127+85.71 TO STA. 1128+50.00

NOTE: PROPOSED 41.33' WIDE APPROACH PAVEMENT
 FROM STA. 1126+47.10 TO STA. 1126+77.10
 AND STA. 1127+84.80 TO STA. 1127+14.80

*A STRINGLINE SHALL BE UTILIZED WHEN PLACING HMA

** REMOVAL DEPTHS

STATION	DEPTH
1126+00.0	1.75"
1126+47.1	1.38"
1127+14.8	1.50"
1127+50.0	1.75"

EARTH, FURNISHED, AND STRUCTURE EXCAVATION

LOCATION	EARTH EXCAVATION (CUT)		STRUCTURE EXCAVATION**		EARTH EXCAV. ADJUSTED FOR SHRINKAGE*		EMBANKMENT (FILL)		EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)	
	CU YD		CU YD		CU YD		CU YD		CU YD	
	STAGE I	STAGE II	STAGE I	STAGE II	STAGE I	STAGE II	STAGE I	STAGE II	STAGE I	STAGE II
STA TO STA LT 1126+47.10 TO LT 1131+56.30	9.0	16.0	117.0	105.0	6.8	12.0	28.0	23.0	-21.3	-11.0
ACTUAL TOTAL	9.0	16.0	117.0	105.0	6.8	12.0	28.0	23.0	-21.3	-11.0
USED TOTAL	9.0	16.0	117.0	105.0	6.8	12.0	28.0	23.0	22.0	11.0

EARTH EXCAVATION: 25 CU YD

STRUCTURE EXCAVATION: 222 CU YD

FURNISHED EXCAVATION: 33 CU YD

*BASED ON SHRINKAGE FACTOR OF 25%

**NOT SUITABLE FOR EMBANKMENT

LANDSCAPING

LOCATION			SEEDING CLASS 2A	EROSION CONTROL BLANKET	TEMP. EROSION CONTROL SEEDING	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT
STATION	TO	STATION	ACRE	SQ YD	POUND	POUND	POUND	POUND
1127+77.3	TO	1131+56.3	0.25	1210.0	25.0	22.5	22.5	22.5
ACTUAL TOTAL			0.25	1210.0	25.0	22.5	22.5	22.5
USE TOTAL			0.25	1210.0	25.0	23.0	23.0	23.0

PERIMETER EROSION BARRIER

STAGE	STATION	TO	STATION	FOOT
I	1128+00.0	TO	1130+90.0	290.0
II	1128+17.2	TO	1131+56.3	339.1
ACTUAL TOTAL				629.1
USE TOTAL				630.0

INLET AND PIPE PROTECTION

STATION	EACH
1128+52.2	1.0
TOTAL	1.0
USE	1.0

BRIDGE APPROACH

LOCATION				BRIDGE APPROACH PAVEMENT (SPECIAL)	PROTECTIVE COAT	PAVEMENT GROOVING
STATION	TO	STATION	O/S	SQ YD	SQ YD	SQ YD
1126+47.1	TO	1126+77.1	LT	137.8	137.8	126.7
1127+84.8	TO	1128+14.8	LT	137.8	137.8	126.7
ACTUAL TOTAL				275.6	275.6	253.4
USE TOTAL				276.0	276.0	254.0

PAVEMENT REMOVAL ITEMS

LOCATION				HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)	APPROACH SLAB REMOVAL	PAVED SHOULDER REMOVAL
STATION	TO	STATION	O/S	SQ YD	SQ YD	SQ YD
1126+00.0	TO	1126+32.1	LT	142.7		
1128+29.8	TO	1128+50.0	LT	89.8		
1126+32.1	TO	1126+76.7	LT		118.9	83.2
1127+85.2	TO	1128+29.8	LT		118.9	77.9
ACTUAL TOTAL				232.5	237.8	161.1
USE TOTAL				233.0	238.0	162.0

TEMPORARY RAMP

STATION	AREA SQ YD
1126+00.0	26.7
1126+32.1	26.7
1128+29.8	26.7
1128+50.0	26.7
ACTUAL TOTAL	106.8
USED TOTAL	107.0

HOT-MIX ASPHALT

LOCATION				HOT-MIX ASPHALT SHOULDERS	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE MIX D, N105	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	BITUMINOUS MATERIALS (PRIME COAT)
STATION	TO	STATION	O/S	TON	TON	SQ YD	GALLON
1126+00.0	TO	1126+32.1	LT	5.6	8.4		14.3
1128+29.8	TO	1128+50.0	LT	3.5	8.8		9.0
1126+32.1	TO	1126+47.1	LT			72.3	14.0
1128+14.8	TO	1126+29.8	LT			72.3	14.0
ACTUAL TOTAL				9.1	17.2	144.6	51.3
USE TOTAL				10.0	18.0	145.0	52.0

DRAINAGE REMOVAL ITEMS

LOCATION				PIPE UNDERDRAIN REMOVAL	PIPE CULVERT REMOVAL	CONCRETE HEADWALL REMOVAL
STATION	O/S	TO	STATION O/S	FOOT	FOOT	EACH
1127+80.1	11.7' LT	TO	1127+95.3 18.2' LT	15.2		
1127+50.0	2.0' LT	TO	1128+50.8 0.0' LT		100.8	
1127+78.7	17.9' LT					1.0
ACTUAL TOTAL				15.2	100.8	1.0
USE TOTAL				16.0	101.0	1.0

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	PLOT DATE = 3/12/2009	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

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

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(57-22B-1)BR	MCLEAN	46	6
ILLINOIS FED. AID PROJECT			CONTRACT NO. 70721	

DRAINAGE ITEMS

LOCATION					PIPE CULVERT CLASS A, TYPE 2, 18"	INLETS TO BE RECONSTRUCTED	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, 18"	PIPE UNDERDRAIN 4" (SPECIAL)
STATION	O/S	TO	STATION	O/S	FOOT	EACH	EACH	FOOT
1127+50.0	2.0' LT	TO	1128+50.8	0.0' LT	100.8	1.0	1.0	
1127+75.0	11.9' LT	TO	1127+95.4	18.2' LT				21.3
ACTUAL TOTAL					100.8	1.0	1.0	21.3
USE TOTAL					101.0	1.0	1.0	22.0

GUARDRAIL REMOVAL

STATION	TO	STATION	O/S	FOOT
1127+90.2	TO	1131+32.6	LT - DL	342.4
1127+76.4	TO	1129+27.9	LT - PL	154.1
ACTUAL TOTAL				496.5
USE TOTAL				497.0

GUARDRAIL ITEMS

LOCATION				TRAFFIC BARRIER TERMINAL TYPE 6	STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL TYPE 1 (SPECIAL) TANGENT	TRAFFIC BARRIER TERMINAL TYPE 1 (SPECIAL) FLARED	TERMINAL MARKER DIRECT APPLIED
STA	TO	STA	LANE	EACH	FOOT	EACH	EACH	EACH
1127+94.2	TO	1128+39.9	DL	1.0				
1128+39.9	TO	1130+68.0	DL		228.1			
1130+68.0	TO	1131+18.0	DL			1.0		1.0
1127+78.8	TO	1128+24.5	PL	1.0				
1128+24.5	TO	1129+20.5	PL		96.0 (1:30 taper)			
1129+20.5	TO	1129+40.1	PL		19.6 (1:7 taper)			
1129+40.1	TO	1129+90.1	PL				1.0	1.0
ACTUAL TOTAL				2.0	343.7	1.0	1.0	2.0
USE TOTAL				2.0	350.0	1.0	1.0	2.0

SHOULDER RUMBLE STRIPS

STATION	TO	STATION	O/S	FOOT
1126+00.0	TO	1126+52.0	LT - DL	52.0
1126+00.0	TO	1126+42.0	LT - PL	42.0
1128+19.0	TO	1128+50.0	LT - DL	31.0
1128+09.7	TO	1128+50.0	LT - PL	40.3
ACTUAL TOTAL				165.3
USE TOTAL				166.0

WOVEN WIRE FENCE ITEMS

STATION	WOVEN WIRE FENCE REMOVAL	WOVEN WIRE FENCE, 4'
	FOOT	FOOT
NE QUAD	42.0	28.0
NW QUAD	46.4	40.0
ACTUAL TOTAL	88.4	68.0
USE TOTAL	89.0	68.0

PAVEMENT MARKING ITEMS

LOCATION					THERMOPLASTIC LINE - 4"	PREFORMED PLASTIC TY B LINE - 6"	EPOXY LINE - 4"	EPOXY LINE - 6"	PAVEMENT MARKING REMOVAL	SHORT TERM PAVEMENT MARKING	TEMPORARY PAVEMENT MARKING LINE 4"
STATION	TO	STATION	COMMENTS	COLOR	FOOT	FOOT	FOOT	FOOT	SQ FT	FOOT	FOOT
1124+19.1	TO	1126+51.5	DL EOP	WHITE	232.4						232.4
1128+19.1	TO	1135+74.3	DL EOP	WHITE	755.2						755.2
1124+19.1	TO	1126+42.4	PL EOP	YELLOW	223.3						223.3
1128+09.9	TO	1135+74.3	PL EOP	YELLOW	764.4						764.4
1124+19.1	TO	1126+47.1	CL SKIP DASH	WHITE		57.0					57.0
1128+14.8	TO	1135+74.3	CL SKIP DASH	WHITE		189.9					189.9
1126+47.1	TO	1128+14.8	CL SKIP DASH	WHITE				41.9			0.0
1126+51.5	TO	1128+19.1	DL EOP	WHITE			167.6				167.6
1126+42.4	TO	1128+09.9	PL EOP	YELLOW			167.6				167.6
1126+00.0	TO	1135+74.3	CL SKIP DASH	-					60.4		
1124+19.1	TO	1131+00.0	DL EOP	-					227.0		
1125+47.0	TO	1129+43.8	PL EOP	-					49.0		
1126+00.0	TO	1128+50.0	CL SKIP DASH	WHITE						25.0	
1126+00.0	TO	1128+50.0	DL SHLDR	WHITE						10.0	
1126+00.0	TO	1128+50.0	PL SHLDR	YELLOW						10.0	
1128+50.0	TO	1135+74.3	CL SKIP DASH	WHITE							181.1
1128+50.0	TO	1131+00.0	DL EOP	WHITE							250.0
1128+50.0	TO	1129+43.8	PL EOP	YELLOW							93.8
ACTUAL TOTAL					1975.3	246.9	335.2	41.9	336.4	45.0	3082.3
USE TOTAL					1976.0	247.0	336.0	42.0	337.0	45.0	3126.0

WORK ZONE PAVEMENT MARKING REMOVAL

LOCATION				SQ FT
STATION	TO	STATION	COMMENTS	SQ FT
1126+00.0	TO	1128+50.0	SHT TRM MKGS	15.0
1124+19.1	TO	1130+99.5	STG I WHITE	226.8
1126+00.0	TO	1145+73.2	STG I YELLOW	657.7
1126+00.0	TO	1144+86.7	STG II WHITE	616.0
1125+47.0	TO	1129+43.8	STG II YELLOW	130.9
1124+19.1	TO	1135+74.3	TMP PVT MKGS	1041.0
ACTUAL TOTAL				2687.4
USE TOTAL				2688.0

TEMPORARY CONCRETE BARRIER

LOCATION			TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER
STA	TO	STA	FOOT	FOOT
1126+00.0	TO	1128+53.5	253.5	253.5
1128+53.5	TO	1130+42.7	189.2	
1128+53.5	TO	1130+17.4		163.9
ACTUAL TOTAL			442.7	417.4
USE TOTAL			443.0	418.0

IMPACT ATTENUATORS

STATION	IMPACT ATTENUATORS TEMPORARY, NON- REDIRECTIVE, TEST LEVEL 3	IMPACT ATTENUATORS RELOCATE, NON- REDIRECTIVE, TEST LEVEL 3
	EACH	EACH
1130+47 LT	1.0	
1130+22 LT		1.0
ACTUAL TOTAL	1.0	1.0
USE TOTAL	1.0	1.0

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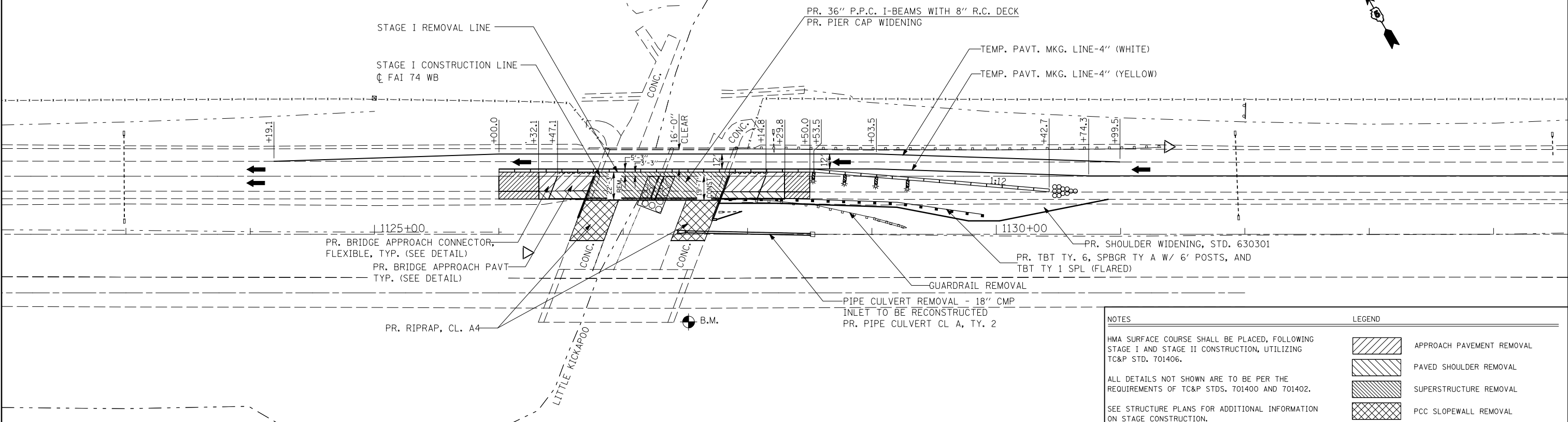
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

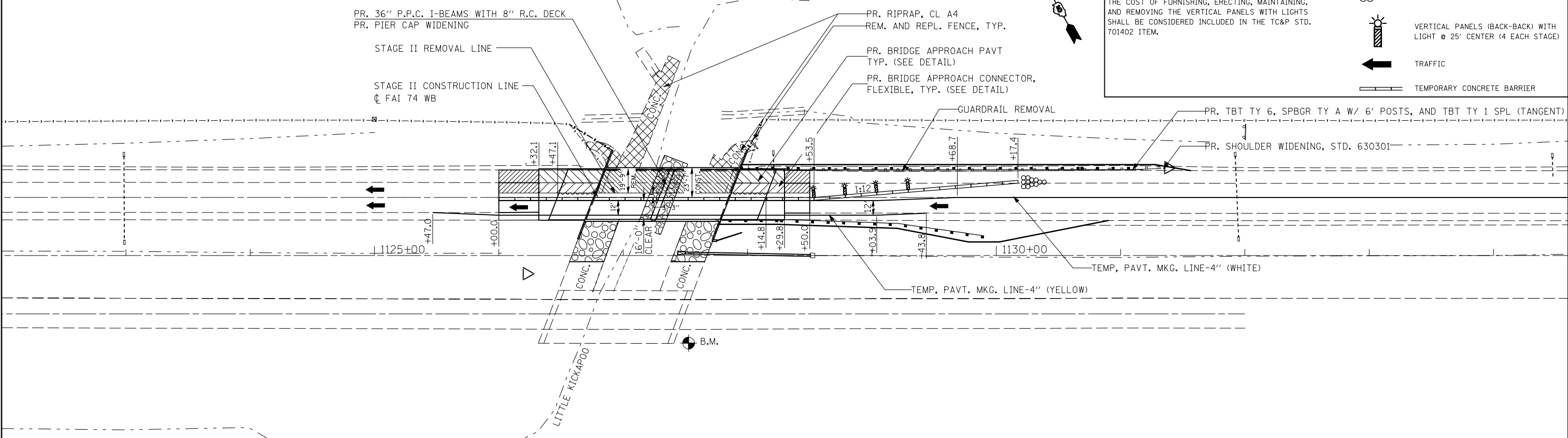
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F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(57-22B-1)BR	MCLEAN	46	7
			CONTRACT NO. 70721	
ILLINOIS FED. AID PROJECT				

STAGE I CONSTRUCTION



STAGE II CONSTRUCTION



NOTES

HMA SURFACE COURSE SHALL BE PLACED, FOLLOWING STAGE I AND STAGE II CONSTRUCTION, UTILIZING TC&P STD. 701406.

ALL DETAILS NOT SHOWN ARE TO BE PER THE REQUIREMENTS OF TC&P STDS. 701400 AND 701402.

SEE STRUCTURE PLANS FOR ADDITIONAL INFORMATION ON STAGE CONSTRUCTION.

FOR ADDITIONAL TRAFFIC CONTROL DETAILS, SEE THE TRAFFIC CONTROL PLAN IN THE CONTRACT PROVISIONS.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE VERTICAL PANELS WITH LIGHTS SHALL BE CONSIDERED INCLUDED IN THE TC&P STD. 701402 ITEM.

LEGEND

- APPROACH PAVEMENT REMOVAL
- PAVED SHOULDER REMOVAL
- SUPERSTRUCTURE REMOVAL
- PCC SLOPEWALL REMOVAL
- HMA SURFACE REMOVAL, VAR. DEPTH
- IMPACT ATTENUATOR, TEMPORARY, NON-REDIRECTIVE, TEST LEVEL 3
- VERTICAL PANELS (BACK-BACK) WITH LIGHT @ 25' CENTER (4 EACH STAGE)
- TRAFFIC
- TEMPORARY CONCRETE BARRIER

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

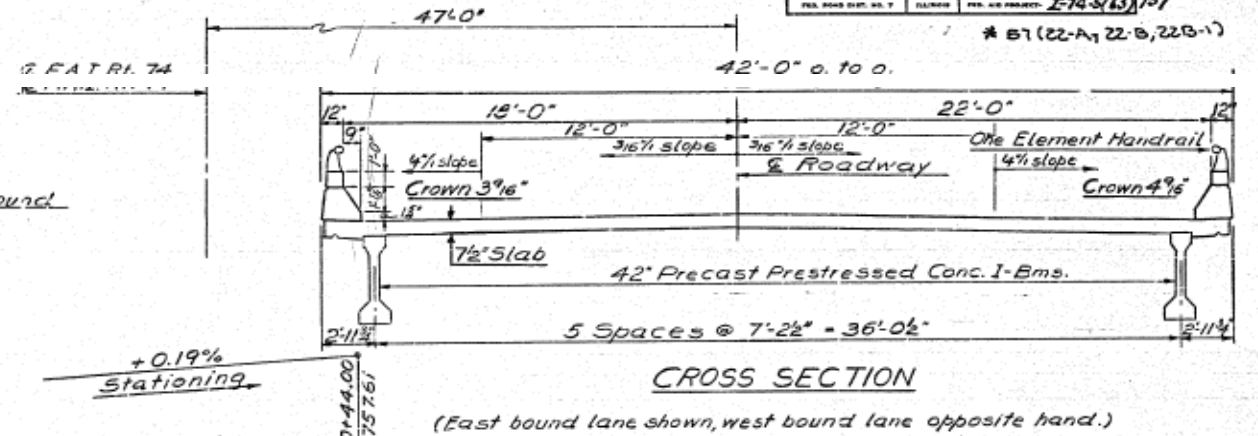
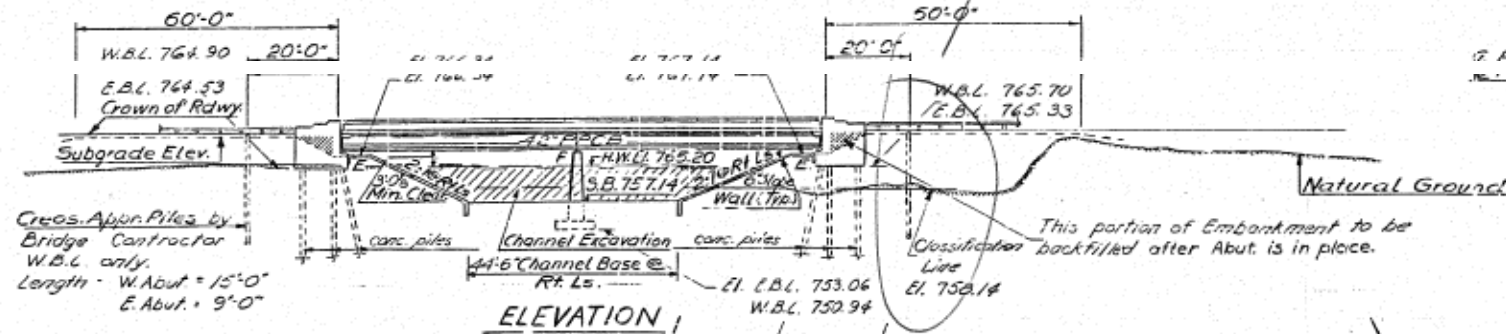
I-74 WB OVER LITTLE KICKAPOO CREEK TRAFFIC CONTROL PLAN			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(57-22B-1)BR	MCLEAN	46	9
CONTRACT NO. 70721				
ILLINOIS FED. AID PROJECT				

B.M. #12-Nail in top of corner fence post 425' high 20' West of Blacktop Road, 250' N. of F.A.I.-74 @ Sta. 1108+30. Elev. 782.96

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

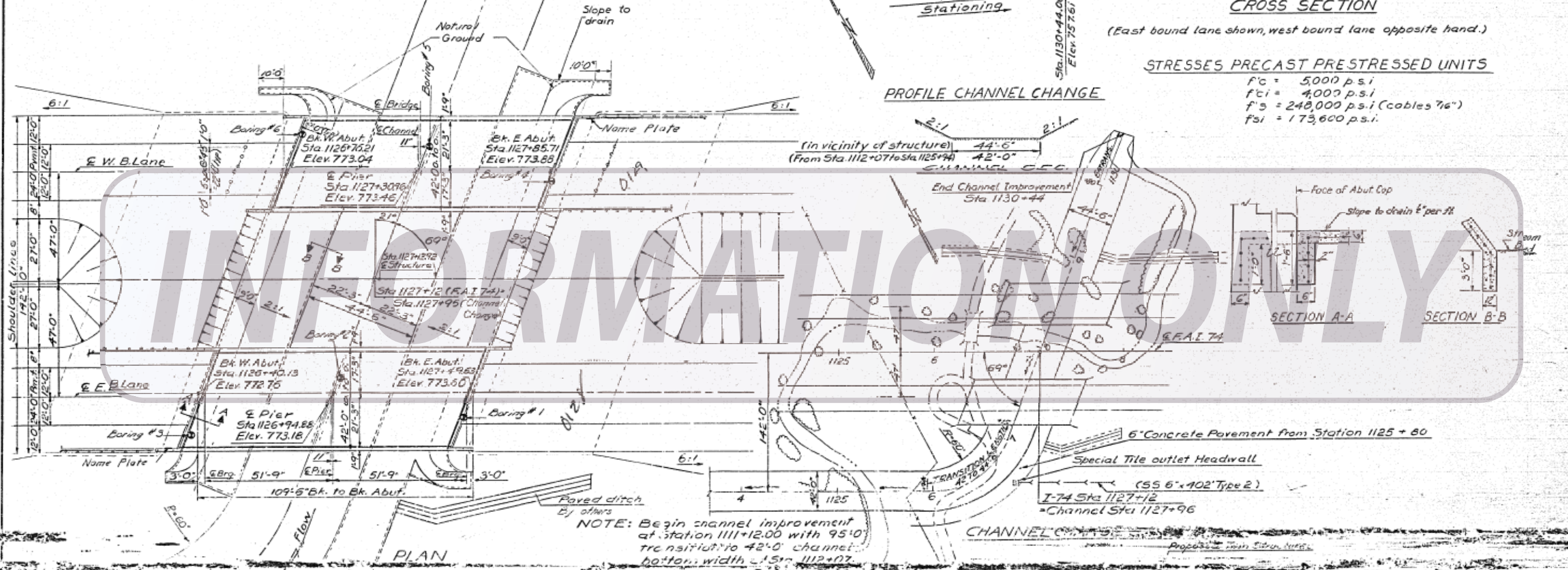
SECTION	QUANTITY	TOTAL SHEETS	SHEET NO.	SHEET NO. OF SHEETS
74	Mclean	190	75	15
F.A.I. 74-5(63)137				



STRESSES PRECAST PRESTRESSED UNITS
 $f_c = 5000 \text{ psi}$
 $f_{ci} = 4000 \text{ psi}$
 $f_s = 240,000 \text{ psi (cables } 7/16\text{'')}$
 $f_{si} = 173,600 \text{ psi}$

PROFILE CHANNEL CHANGE

(in vicinity of structure) 44'-6"
 (From Sta. 1112+07 to Sta. 1125+94) 42'-0"



NOTE: Begin channel improvement at station 1111+12.00 with 95'0" transition to 42'0" channel bottom width at Sta. 1112+07.

WATERWAY INFORMATION

Drainage Area: 5,780 Acres
 Character: Level, rolling, cultivated
 Required Opening: (50% area free) 464 Sq. Ft.
 Present Opening: None
 Proposed Opening: 464 Sq. Ft.

Ordinary Water Elev. 757.3
 Low Water Elev. 757.3
 High Water Elev. 765.20

DESIGN STRESSES

$f_c = 4100 \text{ psi Super. \& Sub.}$
 $V_c = 75 \text{ psi Ftgs.}$
 $f_s = 20,000 \text{ psi Reinf.}$
 $f_s = 20,000 \text{ psi Struct.}$
 $n = 10$
 Δ Deflection = $\frac{L}{1000}$

Loading: HS 20-44 & AM. LOCATION SKETCH



GENERAL PLAN & ELEVATION
 PROJECT: I-74-5(63)137
 F.A.I. RT. 74 over Little Kickapoo Creek
 F.A.I. RT. 74 - SEC. 57-22B-1
 McLEAN COUNTY
 STA. 1127+12.92 (F.A.I.)

DESIGNED	Jim King
CHECKED	James M. Bunker
DRAWN	D. Dertinger
CHECKED	RB

EXAMINED	10/6
PASSED	M.C. Bannerman
APPROVED	[Signature]

PROPOSED
F.A.I. PROFILE

10-25-1967, J.M.P. Curb in Cross section changed.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Existing Structure: S.N. 057-0129 (W.B.)
Built in 1968 as F.A.I. Route 74, Section 57-22B-1 at Sta. 1127+12.92. Rehabilitated in 1975.
Two Span Structure, PPC I-Beams 109'-6" Bk to Bk of Abutments and 42'-0" O. to O. and skewed 21° left forward.
Existing Superstructure shall be removed and replaced, existing abutments to be converted to semi-integral abutments.

Bench Mark:
Chiseled "□" on top of southeast corner of southeast wingwall of south bridge (S.N. 057-0128) over Little Kickapoo Creek.
Elevation= 775.01
STA. 1127+52.58, 70.44' RT.

Traffic to be maintained using Stage Construction.

No salvage.

WATERWAY INFORMATION

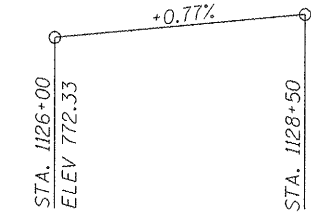
Drainage Area = 9.04 Sq. Mi. Low Grade Elev. 768.79 Ft. @ Sta. 1119+00

Flood	Freq. Yr.	Q CFS	Opening Sq. Ft.		Nat. H.W.E. Ft.		Head - Ft.		Headwater Elev. - Ft.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Design	10	1266	409	409	764.2	0.3	0.3	764.5	764.5	
Base	50	2059	576	576	766.2	0.3	0.3	766.5	766.5	
Max. Calc.	100	2415	642	642	766.9	0.4	0.4	767.3	767.3	
	500	3287	770	770	768.6	0.5	0.5	769.1	769.1	

10 Yr. Velocity through Ex. Bridge= 3.5 fps 10 Yr. Velocity through Pr. Bridge= 3.5 fps

DESIGN SCOUR ELEVATION TABLE

	W. Abutment	Pier 1	E. Abutment
Design Scour Elevation	764.45	752.93	765.31



PROFILE GRADE

(Westbound)

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

NAME PLATE

See Std. 515001

Existing Name Plate shall be cleaned and relocated next to New Plate. Cost included with Name Plates.

APPROVED
For Structural Adequacy Only

Ralph E. Anderson
Engineer of Bridges & Structures

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications with 2008 Interims
1995 Seismic Retrofitting Manual for Highway Bridge FHWA-RD-94/052

LOADING HL - 93

Allow 25 lb./sq. ft. for future wearing surface.

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.045 g
Site Coefficient (S) = 1.0

DESIGN STRESSES

FIELD UNITS

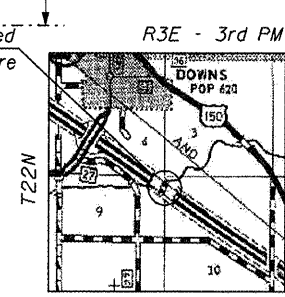
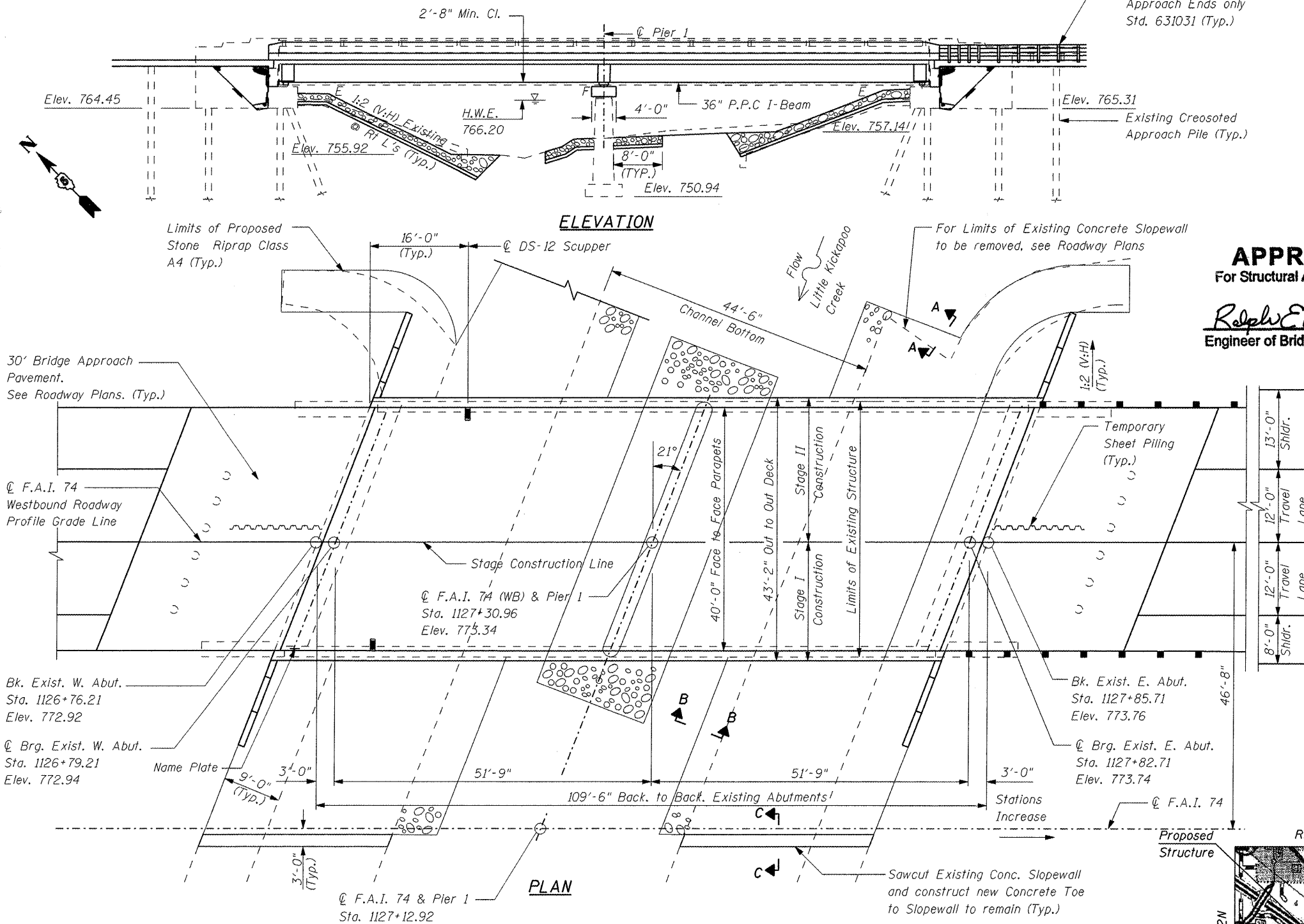
$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)

PRECAST PRESTRESSED UNITS

$f'_c = 6,000$ psi
 $f'_{cl} = 5,000$ psi
 $f_{pu} = 270,000$ psi (1/2" Low Lax. Strands)
 $f_{pbt} = 201,960$ psi (1/2" Low Lax. Strands)

EXISTING SUBSTRUCTURE FIELD UNITS

$f'_c = 1,400$ psi
 $f_s = 20,000$ psi (Reinforcement)



GENERAL PLAN AND ELEVATION
F.A.I. 74 OVER LITTLE KICKAPOO CREEK

M. J. Silvester 03-06-09
MARTIN J. SILVESTER
STRUCTURAL ENGINEER
LICENSE EXP. DATE 11-30-10

McLEAN COUNTY
STATION 1127+12.92
STRUCTURE NO. 057-0129

SHEET NO. 1	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	74	(57-22B-1)BR	Mc LEAN	46	11
			CONTRACT NO. 70721		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

Reinforcement bars shall conform to the requirements of ASTM A 706 Grade 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details effecting 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 the scope at the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Repairs of abutments and pier shall be completed prior to placement of the new beams. Slip forming of the parapets is not allowed.

Saw cut grooving of the approach pavement is required. See Roadway Plan. The Contractor shall submit Structural Assessment Report(s) as required for Contractor's means and methods of construction. See Special Provisions Current Ratings on File for Existing Structure

Inventory: HS 30-6
Operating: HS 49.5

Live Load Restrictions: No

Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configurations. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

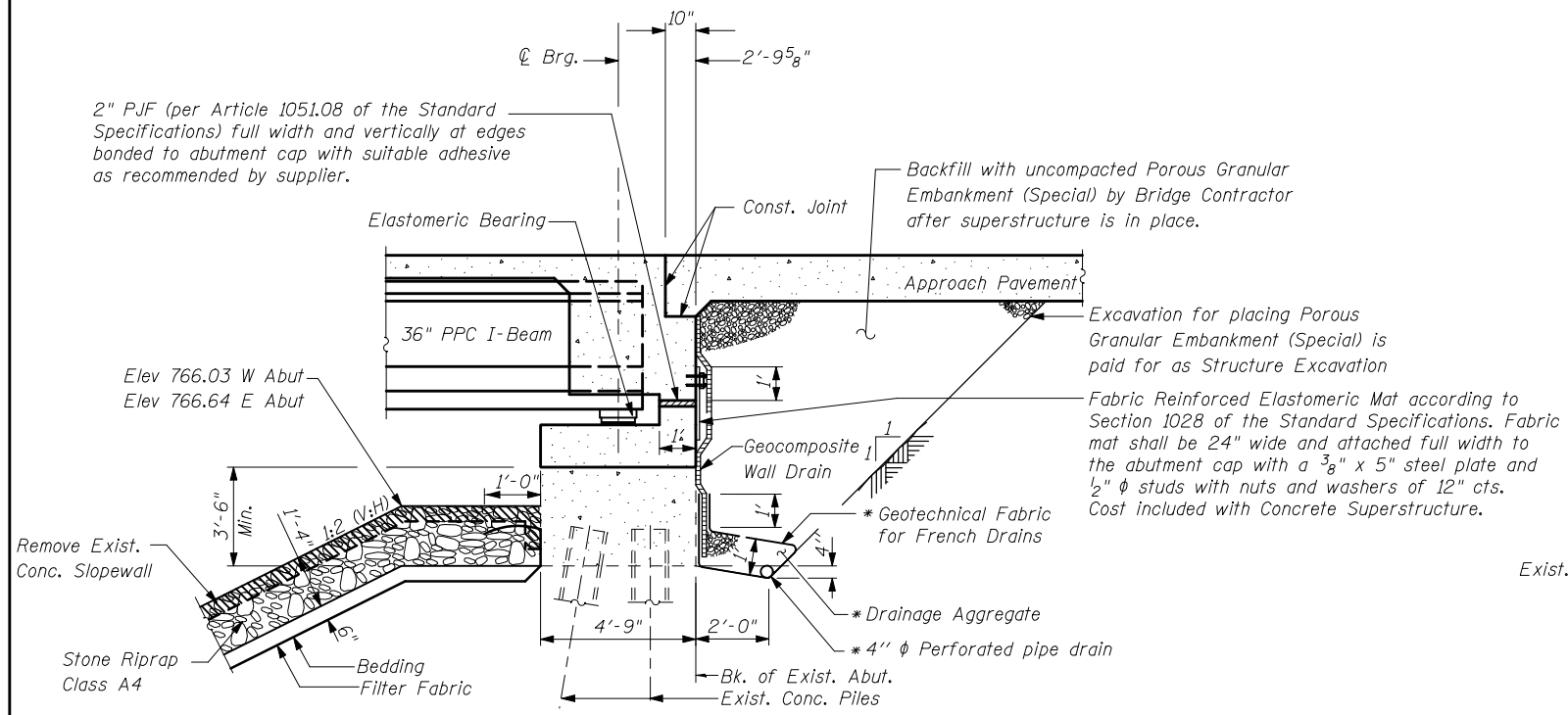
INDEX OF SHEETS

- 1 GENERAL PLAN AND ELEVATION
- 2 GENERAL DATA
- 3-4 TOP OF SLAB ELEVATIONS
- 5-6 TOP OF APPROACH PAVEMENT ELEVATIONS
- 7 STAGE CONSTRUCTION DETAILS AND TEMPORARY SHEET PILING
- 8 DECK REINFORCEMENT
- 9 SUPERSTRUCTURE AND PARAPET DETAILS
- 10 ABUTMENT DIAPHRAGM DETAILS
- 11 PIER DIAPHRAGM DETAILS
- 12 FRAMING AND PERMANENT BRACING DETAILS
- 13 36" PPC I-BEAM
- 14 PPC I-BEAM DETAILS
- 15 ELASTOMERIC BEARING DETAILS
- 16 WEST ABUTMENT
- 17 EAST ABUTMENT
- 18 ABUTMENT DETAILS
- 19 PIER 1 DETAILS
- 20 WEST ABUTMENT CONCRETE REMOVAL
- 21 EAST ABUTMENT CONCRETE REMOVAL
- 22 ABUTMENT CONCRETE REPAIR
- 23 PIER CONCRETE REPAIR
- 24 BAR SPLICER ASSEMBLY DETAILS
- 25 TEMPORARY CONCRETE BARRIER
- 26 DRAINAGE SCUPPER DS-12

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu.Yd.		216	216
Stone Riprap, Class A4	Sq.Yd.		1102	1102
Filter Fabric	Sq.Yd.		1102	1102
Removal of Existing Superstructures	Each	1		1
Structure Excavation	Cu.Yd.		222	222
Bridge Deck Grooving	Sq.Yd.	462		462
Protective Coat	Sq.Yd.	574		574
Concrete Structures	Cu.Yd.		31.7	31.7
Concrete Superstructure	Cu.Yd.	194.1		194.1
Pipe Underdrains for Structures, 4 inch	Foot		178	178
Geocomposite Wall Drain	Sq.Yd.		103	103
Reinforcement Bars, Epoxy Coated	Pound	39940	5180	45120
Drainage Scupper DS-12	Each	2		2
Name Plates	Each	1		1
Concrete Removal	Cu.Yd.		47.4	47.4
Epoxy Crack Injection	Foot		51	51
Structural Repair of Concrete (Depth Equal to or Less than 5")	Sq.Ft.		136	136
Slope Wall Removal	Sq.Yd.		794	794
Furnishing and Erecting Precast Prestressed Concrete I Beams, 36"	Foot	623		623
Elastomeric Bearing Assembly Type I	Each	12		12
Bar Splicers	Each	470	18	488
Temporary Sheet Piling	Sq.Ft.		400	400
Diamond Grinding (Bridge Section)	Sq.Yd.	678		678
Anchor Bolts, 1"	Each	24		24
Anchor Bolts, 1/2"	Each	4		4

* Includes 30' Bridge Approach Pavement



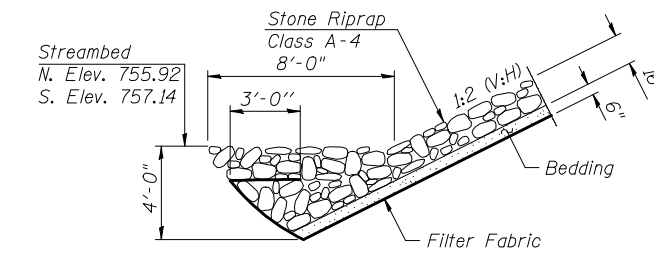
SECTION THRU SEMI-INTEGRAL ABUTMENT

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

* Included in the cost of Pipe Underdrains for Structures.

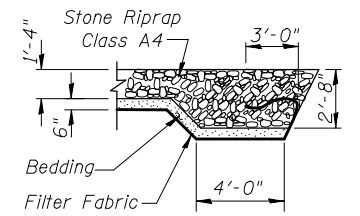
Note:

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).



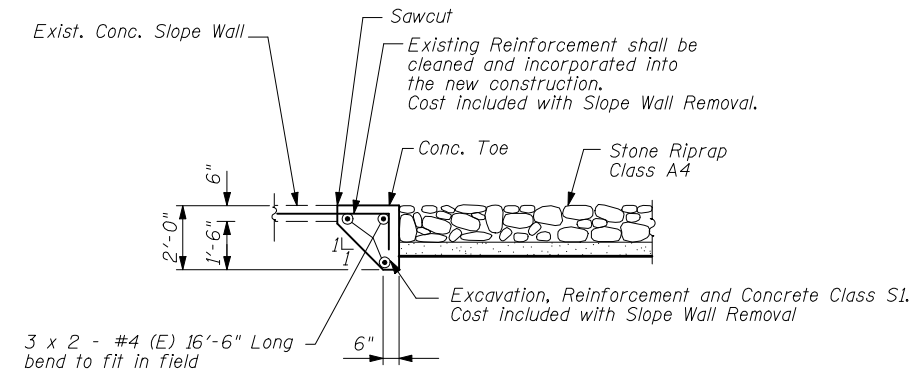
SECTION B-B

(Toe Treatment)



SECTION A-A

(Flank Treatment)



SECTION C-C

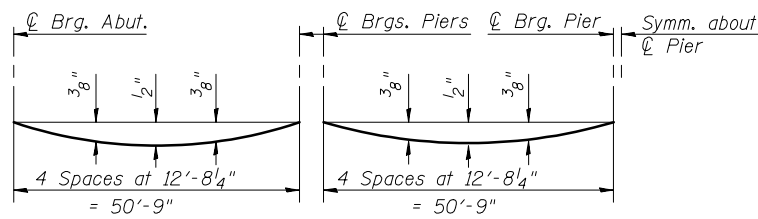
(Concrete Toe)

GENERAL DATA
STRUCTURE NO. 057-0129

SHEET NO. 2 26 SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(57-22B-1)BR	Mc LEAN	46	12
			CONTRACT NO. 70721		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

THE UPCHURCH GROUP, INC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

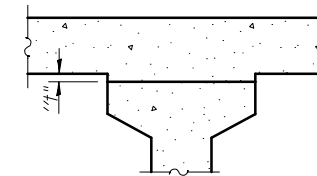


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

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 as shown below.



To determine "t": After all precast prestressed beams have 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 Deflections" shown below, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS

BEAM 1

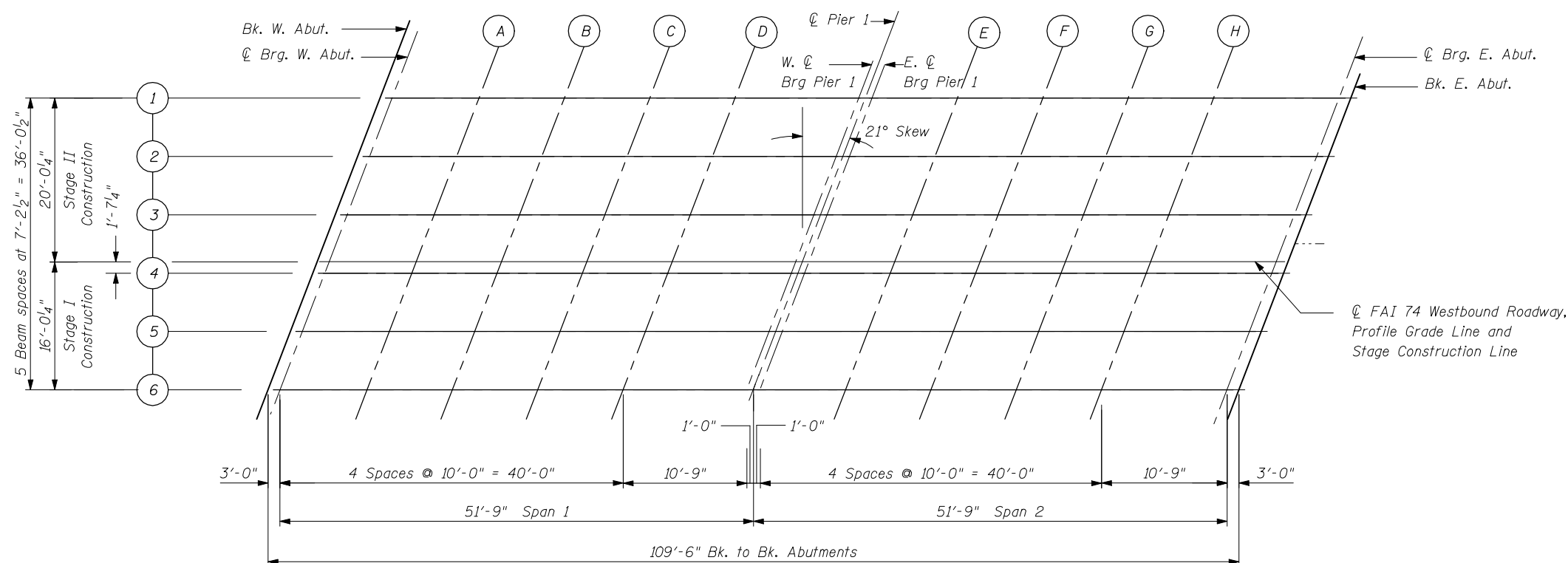
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back of West Abut.	1126+83.89	-20.02	772.62	772.64
☐ Brg. West Abut.	1126+86.89	-20.02	772.64	772.66
A	1126+96.89	-20.02	772.72	772.79
B	1127+06.89	-20.02	772.80	772.90
C	1127+16.89	-20.02	772.87	772.98
D	1127+26.89	-20.02	772.95	773.03
W. ☐ Brg. Pier	1127+37.64	-20.02	773.03	773.05
☐ Pier	1127+38.64	-20.02	773.04	773.06
E. ☐ Brg. Pier	1127+39.64	-20.02	773.05	773.07
E	1127+49.64	-20.02	773.12	773.20
F	1127+59.64	-20.02	773.20	773.30
G	1127+69.64	-20.02	773.28	773.38
H	1127+79.64	-20.02	773.36	773.43
☐ Brg. East Abut.	1127+90.39	-20.02	773.44	773.46
Back of East Abut.	1127+93.39	-20.02	773.46	773.48

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back of West Abut.	1126+81.13	-12.81	772.75	772.77
☐ Brg. West Abut.	1126+84.13	-12.81	772.77	772.79
A	1126+94.13	-12.81	772.85	772.92
B	1127+04.13	-12.81	772.93	773.03
C	1127+14.13	-12.81	773.00	773.11
D	1127+24.13	-12.81	773.08	773.16
W. ☐ Brg. Pier	1127+34.88	-12.81	773.16	773.18
☐ Pier	1127+35.88	-12.81	773.17	773.19
E. ☐ Brg. Pier	1127+36.88	-12.81	773.18	773.20
E	1127+46.88	-12.81	773.25	773.32
F	1127+56.88	-12.81	773.33	773.43
G	1127+66.88	-12.81	773.41	773.57
H	1127+76.88	-12.81	773.48	773.56
☐ Brg. East Abut.	1127+87.63	-12.81	773.57	773.59
Back of East Abut.	1127+90.63	-12.81	773.59	773.61

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back of West Abut.	1126+78.36	-5.60	772.84	772.86
☐ Brg. West Abut.	1126+81.36	-5.60	772.87	772.89
A	1126+91.36	-5.60	772.94	773.02
B	1127+01.36	-5.60	773.02	773.12
C	1127+11.36	-5.60	773.10	773.20
D	1127+21.36	-5.60	773.17	773.25
W. ☐ Brg. Pier	1127+32.11	-5.60	773.26	773.28
☐ Pier	1127+33.11	-5.60	773.26	773.28
E. ☐ Brg. Pier	1127+34.11	-5.60	773.27	773.29
E	1127+44.11	-5.60	773.35	773.42
F	1127+54.11	-5.60	773.43	773.53
G	1127+64.11	-5.60	773.50	773.61
H	1127+74.11	-5.60	773.58	773.66
☐ Brg. East Abut.	1127+84.86	-5.60	773.66	773.68
Back of East Abut.	1127+87.86	-5.60	773.69	773.71



Note: Work this Sheet with Sheet 4 of 26

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 057-0129**

SHEET NO. 3 26 SHEETS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(57-22B-1)BR	Mc LEAN	46	13
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		
CONTRACT NO. 70721					

THE UPCHURCH GROUP, INC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

☉ ROADWAY, P.G. & STAGE CONST. LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back of West Abut.	1126+76.21	0.00	772.92	772.94
☉ Brg. West Abut.	1126+79.21	0.00	772.94	772.96
A	1126+89.21	0.00	773.02	773.09
B	1126+99.21	0.00	773.09	773.19
C	1127+09.21	0.00	773.17	773.27
D	1127+19.21	0.00	773.25	773.32
W. ☉ Brg. Pier	1127+29.96	0.00	773.33	773.35
☉ Pier	1127+30.96	0.00	773.34	773.36
E. ☉ Brg. Pier	1127+31.96	0.00	773.34	773.36
E	1127+41.96	0.00	773.42	773.49
F	1127+51.96	0.00	773.50	773.60
G	1127+61.96	0.00	773.57	773.68
H	1127+71.96	0.00	773.65	773.73
☉ Brg. East Abut.	1127+82.71	0.00	773.73	773.75
Back of East Abut.	1127+85.71	0.00	773.76	773.78

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back of West Abut.	1126+75.60	1.60	772.89	772.91
☉ Brg. West Abut.	1126+78.60	1.60	772.91	772.93
A	1126+88.60	1.60	772.99	773.06
B	1126+98.60	1.60	773.06	773.16
C	1127+08.60	1.60	773.14	773.24
D	1127+18.60	1.60	773.22	773.29
W. ☉ Brg. Pier	1127+29.35	1.60	773.30	773.32
☉ Pier	1127+30.35	1.60	773.31	773.33
E. ☉ Brg. Pier	1127+31.35	1.60	773.31	773.33
E	1127+41.35	1.60	773.39	773.46
F	1127+51.35	1.60	773.47	773.57
G	1127+61.35	1.60	773.54	773.65
H	1127+71.35	1.60	773.62	773.70
☉ Brg. East Abut.	1127+82.10	1.60	773.70	773.72
Back of East Abut.	1127+85.10	1.60	773.73	773.75

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back of West Abut.	1126+72.83	8.81	772.75	772.77
☉ Brg. West Abut.	1126+75.83	8.81	772.77	772.79
A	1126+85.83	8.81	772.85	772.92
B	1126+95.83	8.81	772.93	773.03
C	1127+05.83	8.81	773.01	773.11
D	1127+15.83	8.81	773.08	773.16
W. ☉ Brg. Pier	1127+26.58	8.81	773.16	773.18
☉ Pier	1127+27.58	8.81	773.17	773.19
E. ☉ Brg. Pier	1127+28.58	8.81	773.18	773.20
E	1127+38.58	8.81	773.26	773.33
F	1127+48.58	8.81	773.33	773.44
G	1127+58.58	8.81	773.41	773.52
H	1127+68.58	8.81	773.49	773.56
☉ Brg. East Abut.	1127+79.33	8.81	773.57	773.59
Back of East Abut.	1127+82.33	8.81	773.59	773.61

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection and Grinding
Back of West Abut.	1126+70.06	16.02	772.60	772.62
☉ Brg. West Abut.	1126+73.06	16.02	772.62	772.64
A	1126+83.06	16.02	772.70	772.77
B	1126+93.06	16.02	772.77	772.88
C	1127+03.06	16.02	772.85	772.96
D	1127+13.06	16.02	772.93	773.01
W. ☉ Brg. Pier	1127+23.81	16.02	773.01	773.03
☉ Pier	1127+24.81	16.02	773.02	773.04
E. ☉ Brg. Pier	1127+25.81	16.02	773.02	773.04
E	1127+35.81	16.02	773.10	773.17
F	1127+45.81	16.02	773.18	773.28
G	1127+55.81	16.02	773.26	773.36
H	1127+65.81	16.02	773.33	773.41
☉ Brg. East Abut.	1127+76.56	16.02	773.41	773.43
Back of East Abut.	1127+79.56	16.02	773.44	773.46

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 057-0129

SHEET NO. 4 26 SHEETS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(57-22B-1)BR	Mc LEAN	46	14
			CONTRACT NO. 70721		
FED. ROAD DIST. NO. _		ILLINOIS	FED. AID PROJECT		

THE UPCHURCH GROUP, INC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

☉ W.B. LANES , P.G.L & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End of W. Appr. Pav't	1126+47.04	0.00	772.70	772.72
A	1126+57.04	0.00	772.77	772.79
B	1126+67.04	0.00	772.85	772.87
Begin of W. Appr. Pav't	1126+77.04	0.00	772.93	772.95

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End of W. Appr. Pav't	1126+55.49	22.0	772.36	772.38
A	1126+65.49	22.0	772.43	772.45
B	1126+75.49	22.0	772.51	772.53
Begin of W. Appr. Pav't	1126+85.49	22.0	772.59	772.61

NORTH EDGE OF PAVEMENT

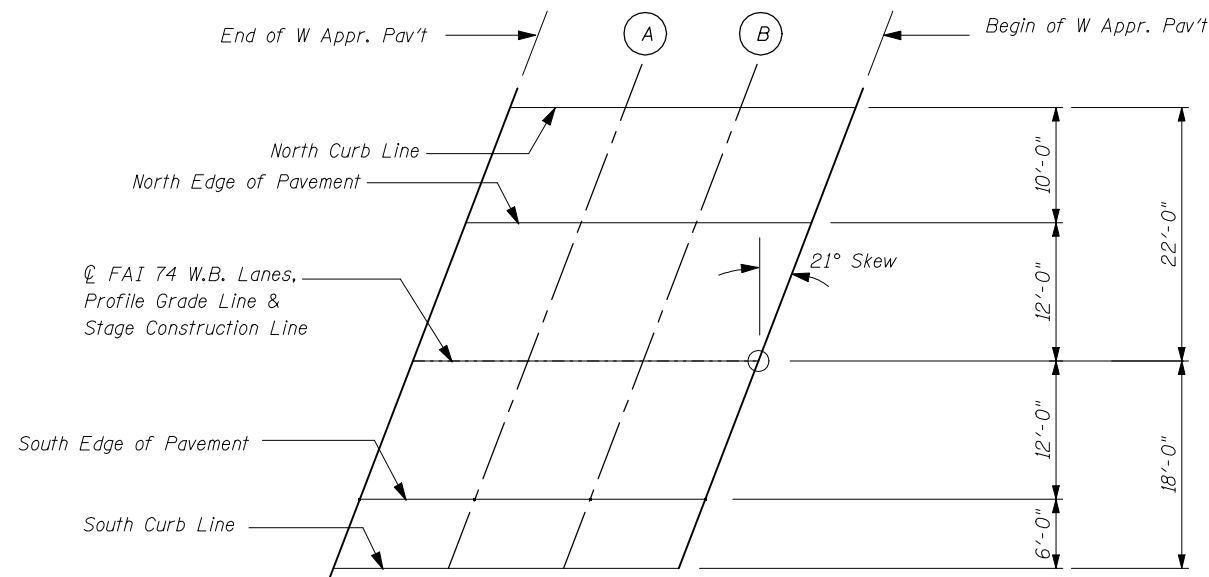
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End of W. Appr. Pav't	1126+51.65	12.0	772.54	772.56
A	1126+61.65	12.0	772.61	772.63
B	1126+71.65	12.0	772.69	772.71
Begin of W. Appr. Pav't	1126+81.65	12.0	772.77	772.79

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End of W. Appr. Pav't	1126+42.43	12.0	772.47	772.49
A	1126+52.43	12.0	772.54	772.56
B	1126+62.43	12.0	772.62	772.64
Begin of W. Appr. Pav't	1126+72.43	12.0	772.70	772.72

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End of W. Appr. Pav't	1126+40.13	18.0	772.33	772.35
A	1126+50.13	18.0	772.40	772.42
B	1126+60.13	18.0	772.48	772.50
Begin of W. Appr. Pav't	1126+70.13	18.0	772.56	772.58



TOP OF WEST APPR. PAVEMENT ELEVATIONS
STRUCTURE NO. 057-0129

SHEET NO. 5 26 SHEETS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(57-22B-1)BR	Mc LEAN	46	15
			CONTRACT NO. 70721		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

THE UPCHURCH GROUP, INC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

☉ W.B. LANES, P.G.L AND STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Begin of E. Appr. Pav't	1127+84.88	0.00	773.75	773.77
A	1127+94.88	0.00	773.83	773.85
B	1128+04.88	0.00	773.90	773.92
End of E. Appr. Pav't	1128+14.88	0.00	773.98	774.00

NORTH CURB LINE

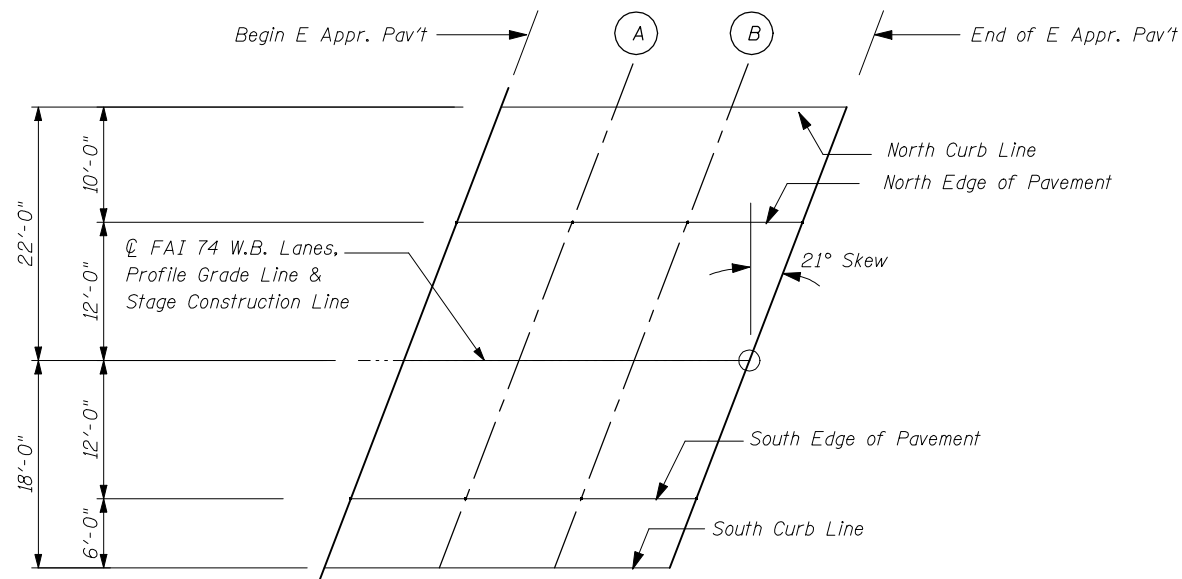
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Begin of E. Appr. Pav't	1127+93.33	22.00	773.41	773.43
A	1128+03.33	22.00	773.49	773.51
B	1128+13.33	22.00	773.57	773.59
End of E. Appr. Pav't	1128+23.33	22.00	773.65	773.67

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Begin of E. Appr. Pav't	1127+89.49	12.00	773.60	773.62
A	1127+99.49	12.00	773.67	773.69
B	1128+09.49	12.00	773.75	773.77
End of E. Appr. Pav't	1128+19.49	12.00	773.83	773.85

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Begin of E. Appr. Pav't	1127+80.27	12.00	773.52	773.54
A	1127+90.27	12.00	773.60	773.62
B	1128+00.27	12.00	773.68	773.70
End of E. Appr. Pav't	1128+10.27	12.00	773.75	773.77



SOUTH CURB LINE

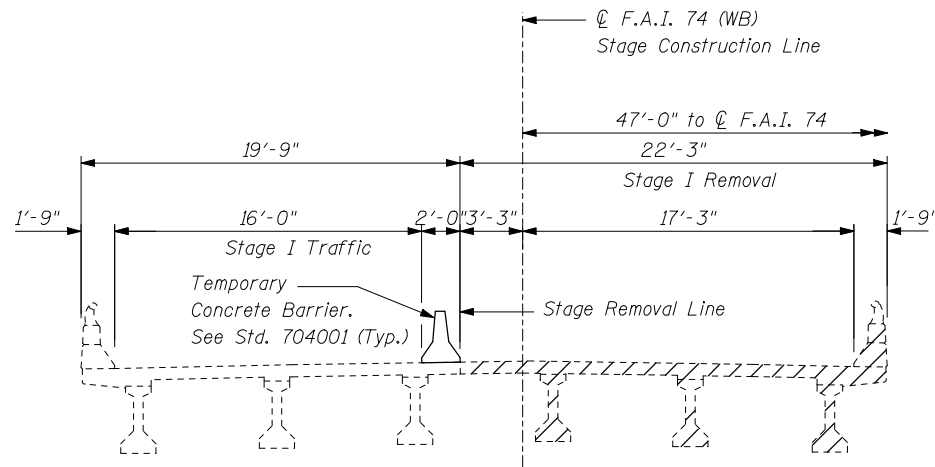
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Begin of E. Appr. Pav't	1127+77.97	18.00	773.39	773.41
A	1127+87.97	18.00	773.46	773.48
B	1127+97.97	18.00	773.54	773.56
End of E. Appr. Pav't	1128+07.97	18.00	773.62	773.64

TOP OF EAST APPR. PAVEMENT ELEVATIONS
STRUCTURE NO. 057-0129

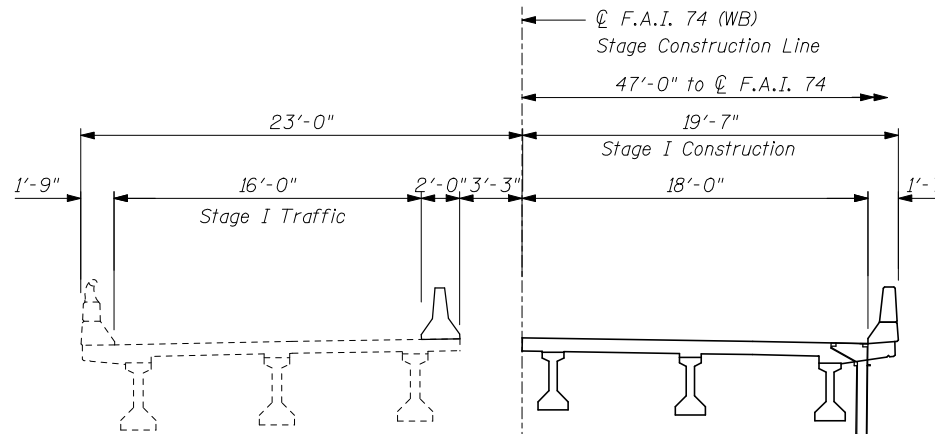
SHEET NO. 6 26 SHEETS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(57-22B-1)BR	Mc LEAN	46	16
			CONTRACT NO. 70721		
FED. ROAD DIST. NO. _		ILLINOIS	FED. AID PROJECT		

THE UPCHURCH GROUP, INC.

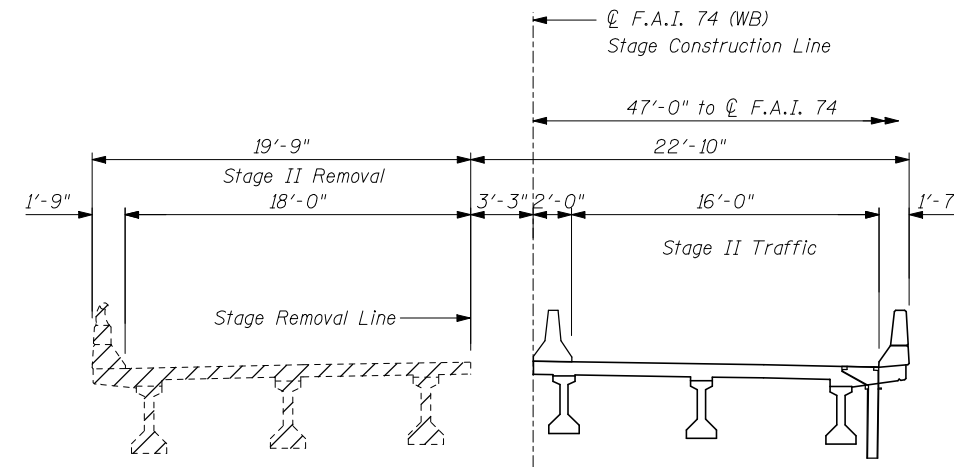
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



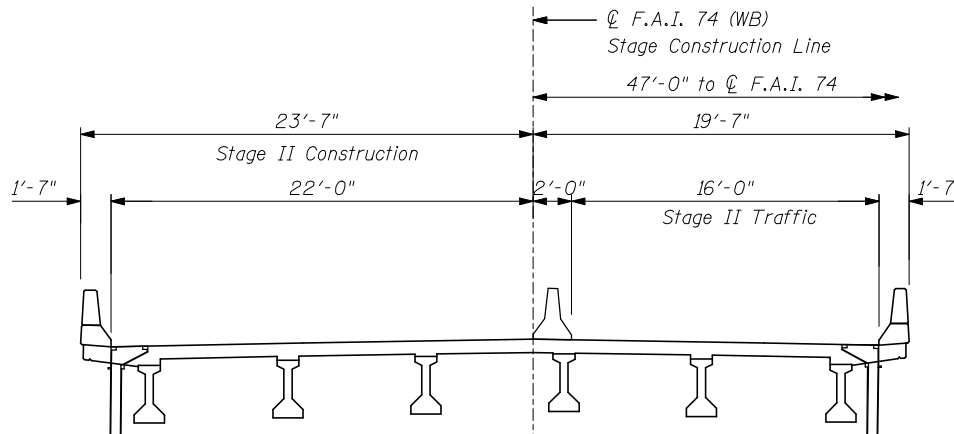
STAGE I REMOVAL
(Looking East)



STAGE I CONSTRUCTION
(Looking East)

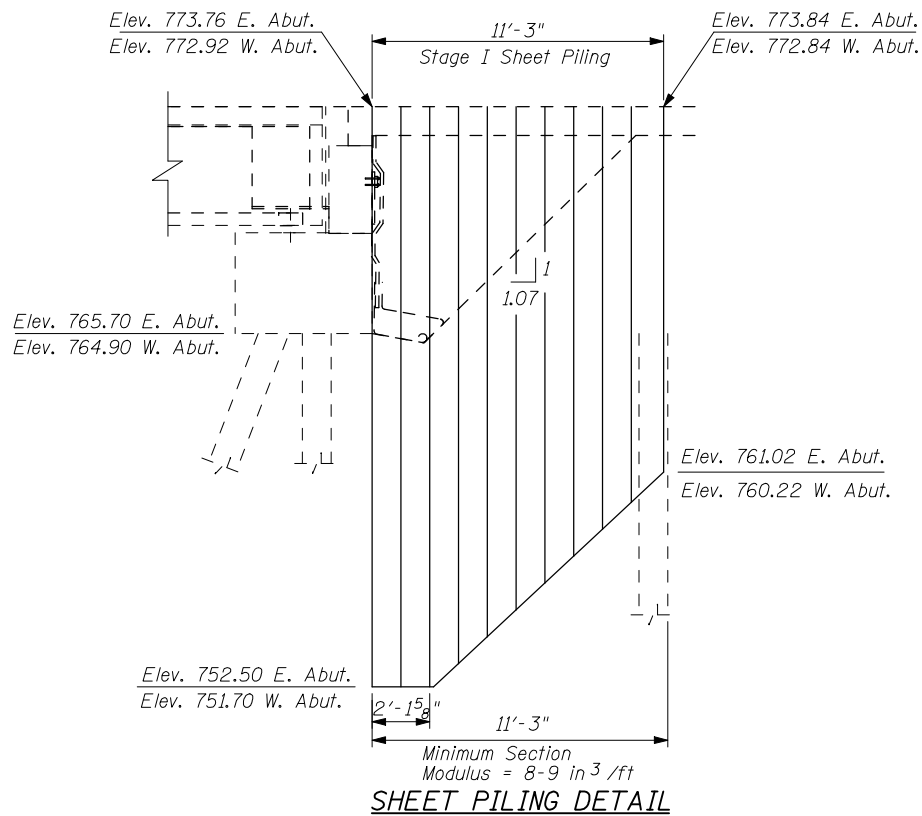


STAGE II REMOVAL
(Looking East)

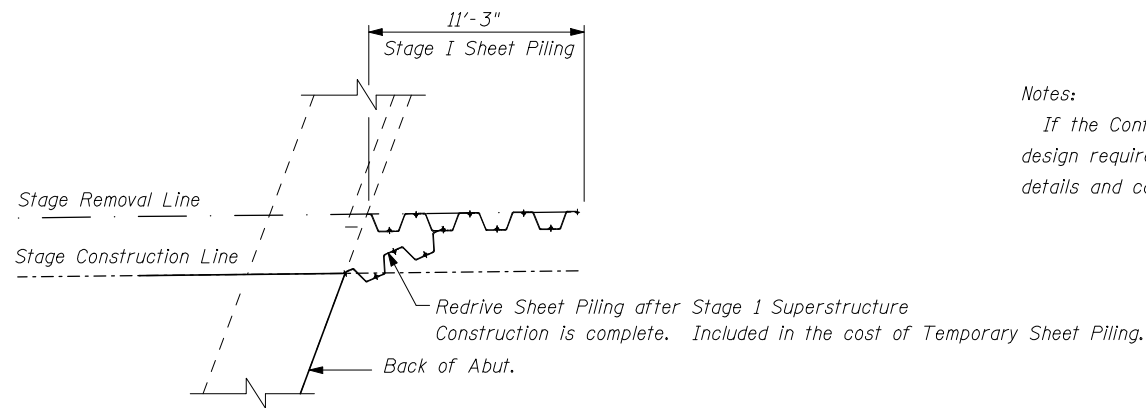


STAGE II CONSTRUCTION
(Looking East)

Notes:
1. Hatched Area Indicates Removal of Existing Structures.



SHEET PILING DETAIL



SHEET PILING DETAIL - PLAN VIEW

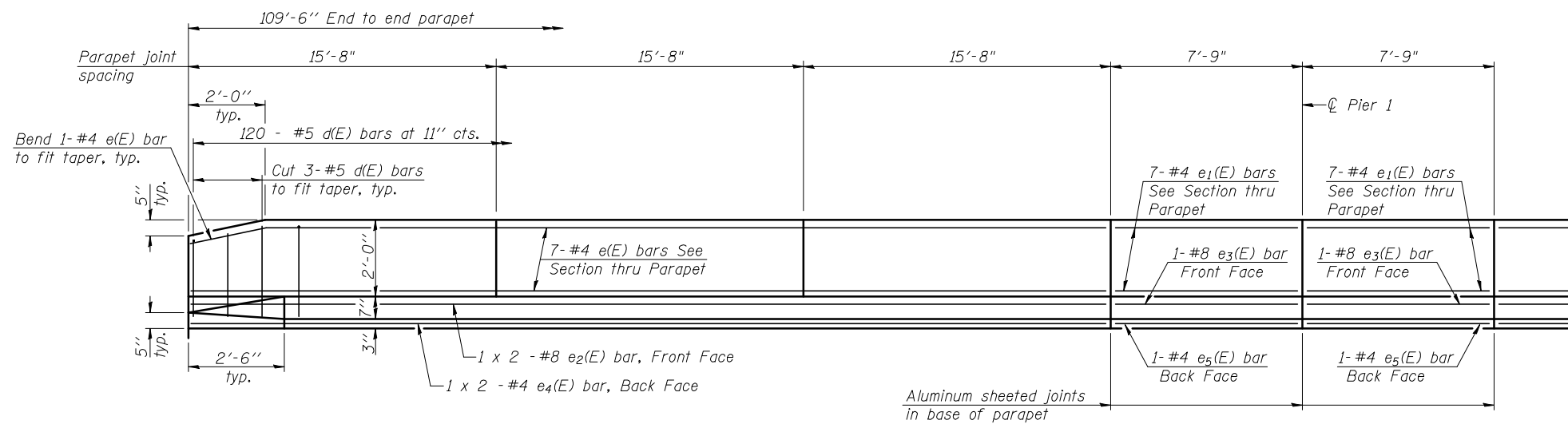
Notes:
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the Plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

**STAGE CONSTRUCTION DETAILS AND
TEMPORARY SHEET PILING
STRUCTURE NO. 057-0129**

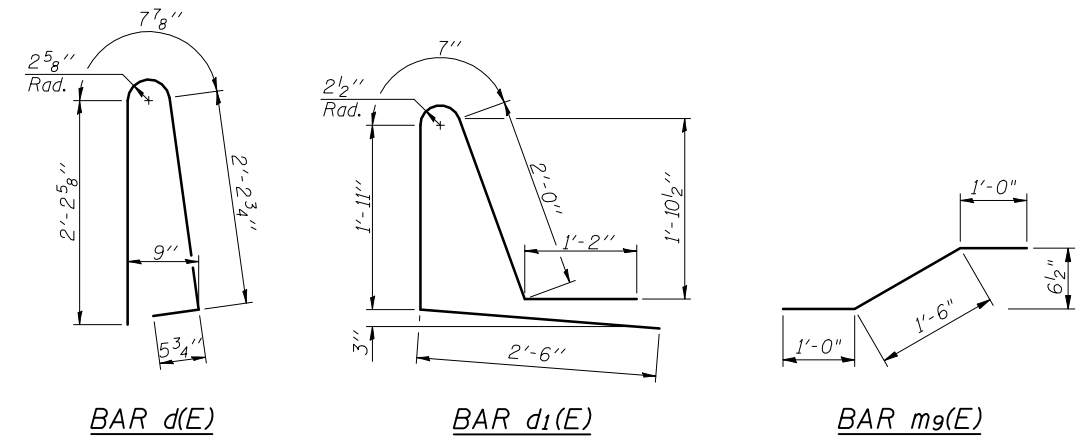
SHEET NO. 7 26 SHEETS	F.A.I. RTE. 74	SECTION (57-22B-1)BR	COUNTY Mc LEAN	TOTAL SHEETS 46	SHEET NO. 17
	CONTRACT NO. 70721				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

THE UPCHURCH GROUP, INC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



INSIDE ELEVATION OF PARAPET



BAR d(E)

BAR d1(E)

BAR m9(E)

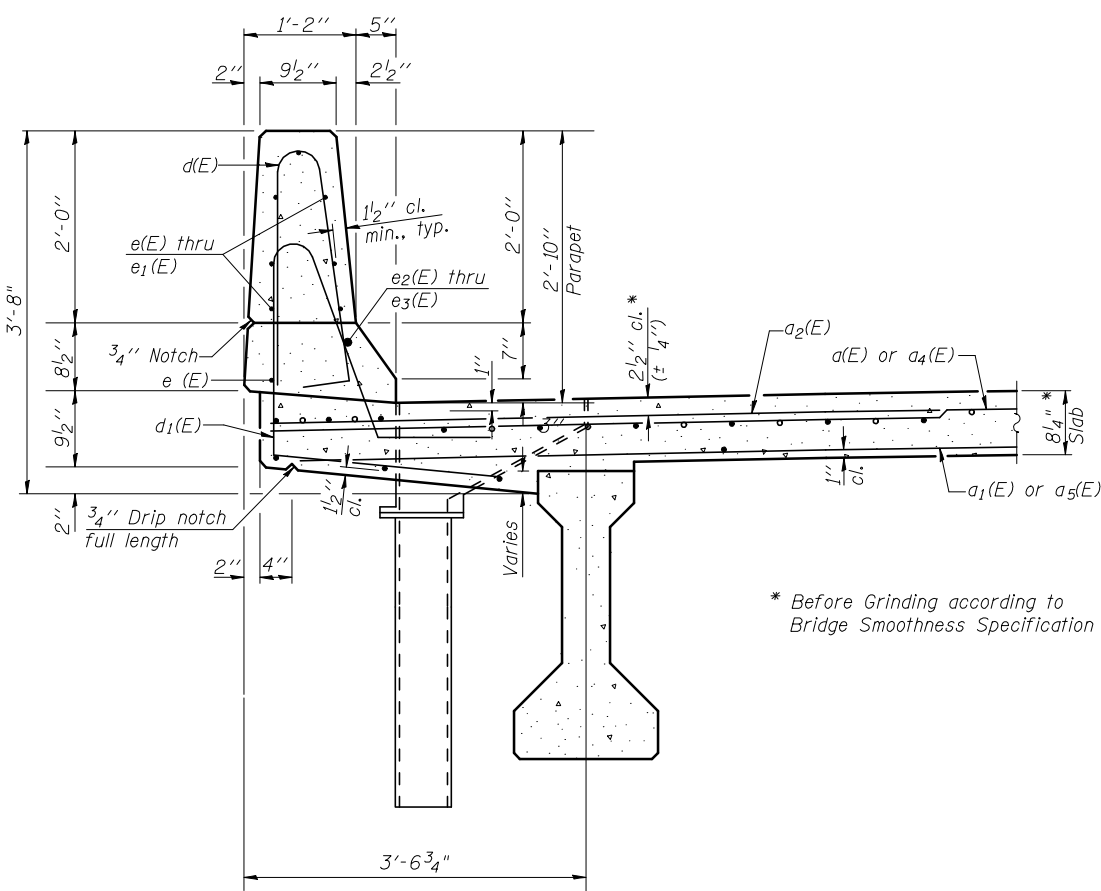
SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	215	#5	19'-1"	—
a1(E)	143	#5	19'-1"	—
a2(E)	422	#6	6'-6"	—
a3(E)	4	#6	20'-5"	—
a4(E)	215	#5	23'-1"	—
a5(E)	143	#5	23'-1"	—
a6(E)	4	#6	24'-9"	—
a7(E)	16	#5	1'-6"	—
b(E)	230	#5	22'-10"	—
b1(E)	43	#6	17'-0"	—
b2(E)	148	#5	28'-2"	—
d(E)	240	#5	5'-7"	⌋
d1(E)	240	#5	8'-2"	⌋
e(E)	84	#4	15'-4"	—
e1(E)	28	#4	7'-5"	—
e2(E)	8	#8	25'-1"	—
e3(E)	4	#8	7'-5"	—
e4(E)	8	#4	24'-0"	—
e5(E)	4	#4	7'-5"	—
m(E)	10	#6	20'-3"	—
m1(E)	6	#6	20'-3"	—
m2(E)	24	#6	8'-7"	—
m3(E)	8	#6	6'-1"	—
m4(E)	4	#6	2'-6"	—
m5(E)	10	#6	24'-9"	—
m6(E)	6	#6	24'-9"	—
m7(E)	2	#6	4'-10"	—
m8(E)	10	#6	5'-5"	—
m9(E)	6	#8	3'-6"	—
m10(E)	20	#4	6'-9"	—
s(E)	82	#5	9'-6"	⌋
s1(E)	72	#4	9'-2"	⌋
s2(E)	30	#4	9'-10"	⌋
u(E)	72	#5	2'-7"	⌋
v(E)	80	#5	3'-4"	⌋
Reinforcement Bars, Epoxy Coated	Pound	39940		
Concrete Superstructure	Cu. Yd.	194.1		

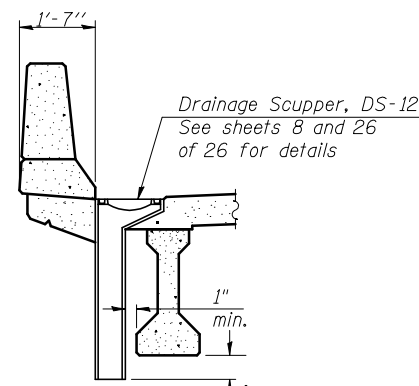
Bars indicated thus 1 x 2 - #4 etc. indicates 1 line of bars with 2 lengths per line.

SUPERSTRUCTURE AND PARAPET DETAILS

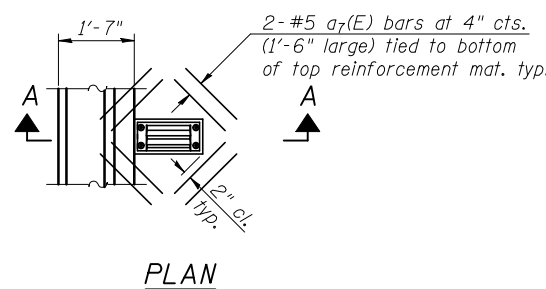
STRUCTURE NO. 057-0129



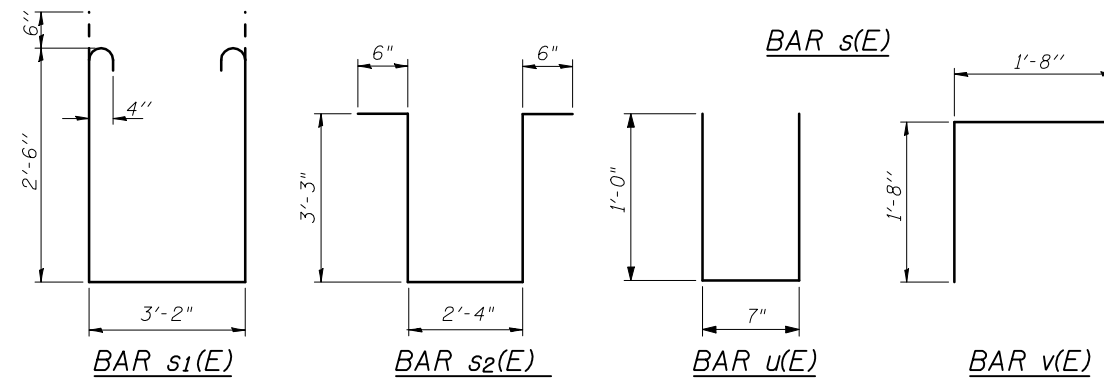
SECTION THRU PARAPET



SECTION A-A



PLAN



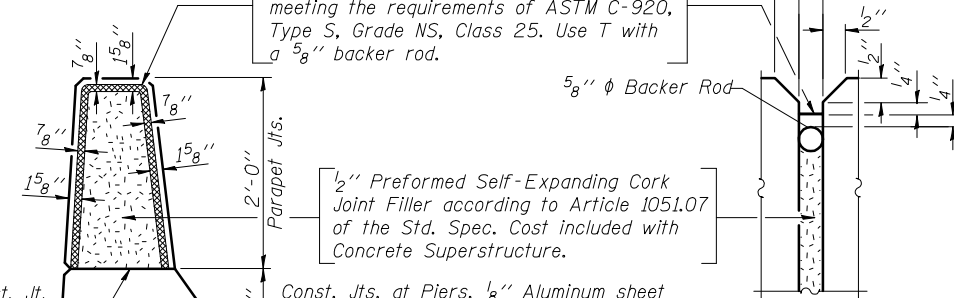
BAR s1(E)

BAR s2(E)

BAR u(E)

BAR v(E)

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 5/8" backer rod.



PARAPET JOINT DETAILS

MINIMUM BAR LAP

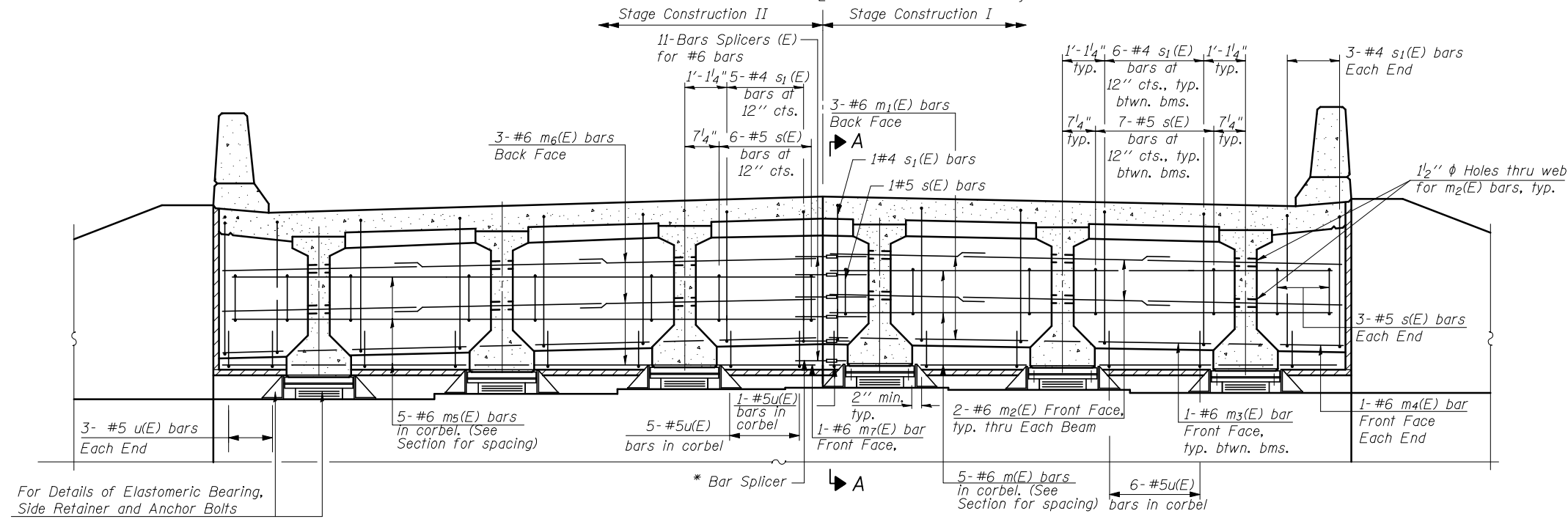
#4 bar = 1'-4"
#8 bar = 3'-5"

SHEET NO.	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74		(57-22B-1)BR	Mc LEAN	46	19
			CONTRACT NO. 70721		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

THE UPCHURCH GROUP, INC.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

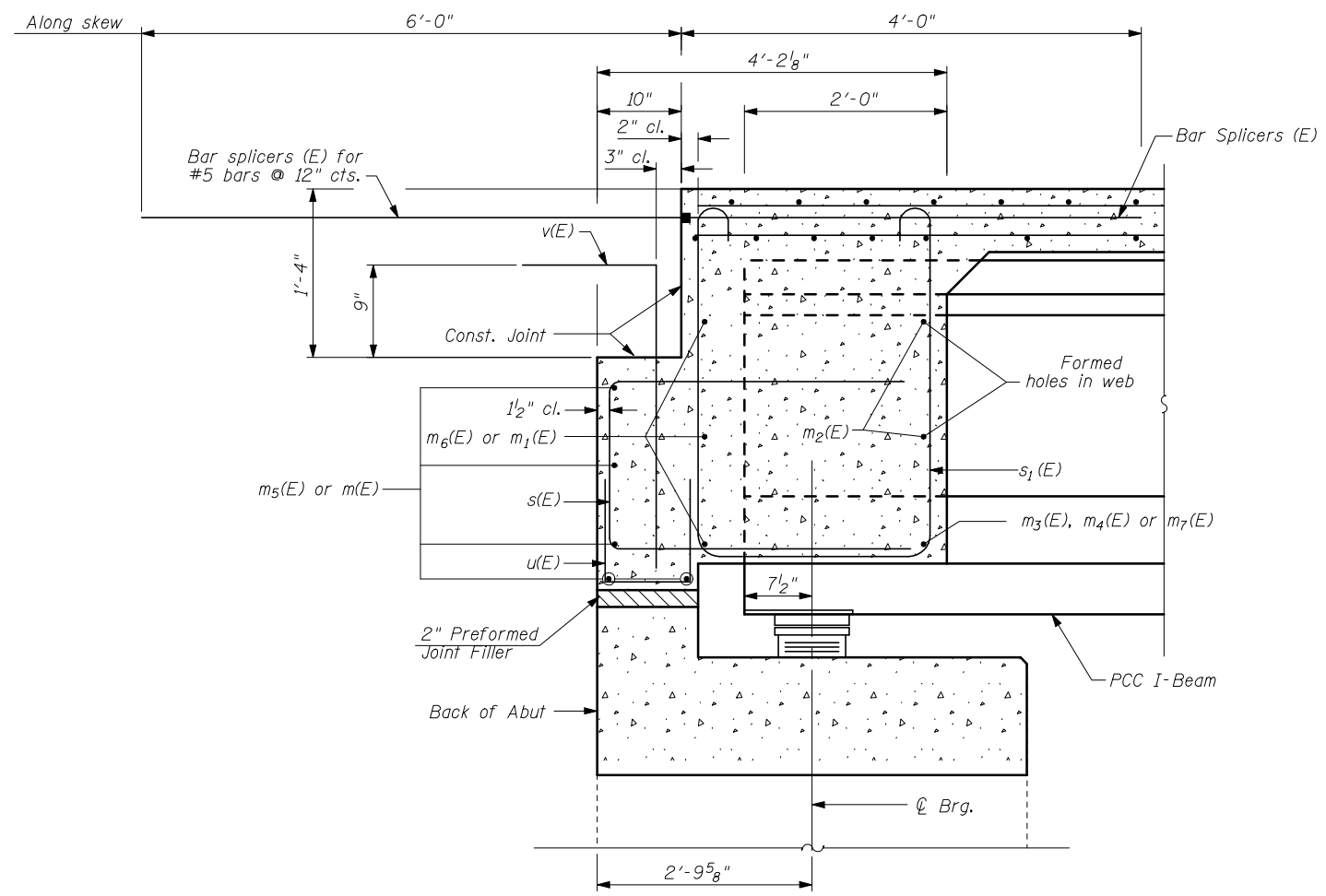
FAI 74 Westbound Roadway



For Details of Elastomeric Bearing, Side Retainer and Anchor Bolts See Sheet 15 of 26 (typ)

* Field bend the bar splicer/bar assembly along the stage construction line as required.

DIAPHRAGM ELEVATION AT ABUTMENT



SECTION A-A
AT ABUTMENT
(at Rt. Ls)

MIN. BAR LAP
#6 bar = 2'-9"

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 9 of 26.
Concrete in diaphragm is included with Concrete Superstructure on sheet 9 of 26.
The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
Anchor bolts for side retainers installed in holes drilled after the supporting member is in place and prior to pouring the deck.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 057-0129

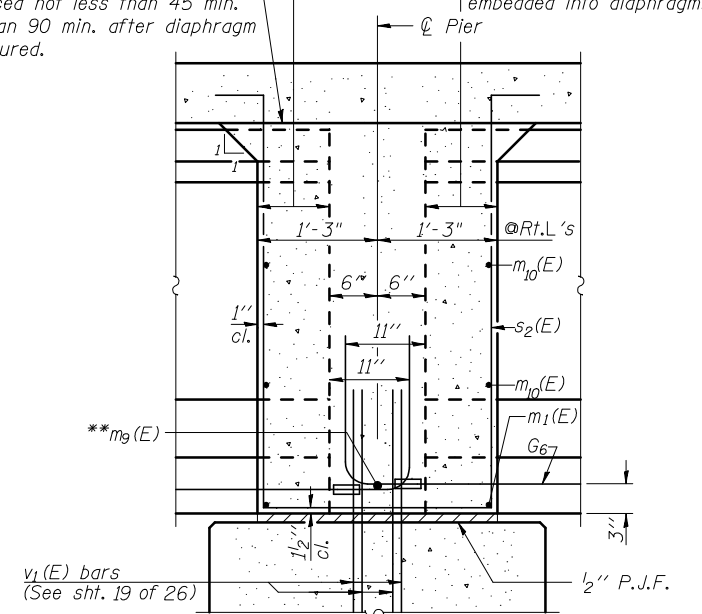
SHEET NO. 10 26 SHEETS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(57-22B-1)BR	Mc LEAN	46	20
			CONTRACT NO. 70721		
FED. ROAD DIST. NO. _		ILLINOIS	FED. AID PROJECT		

THE UPCHURCH GROUP, INC.

STATE OF ILLINOIS
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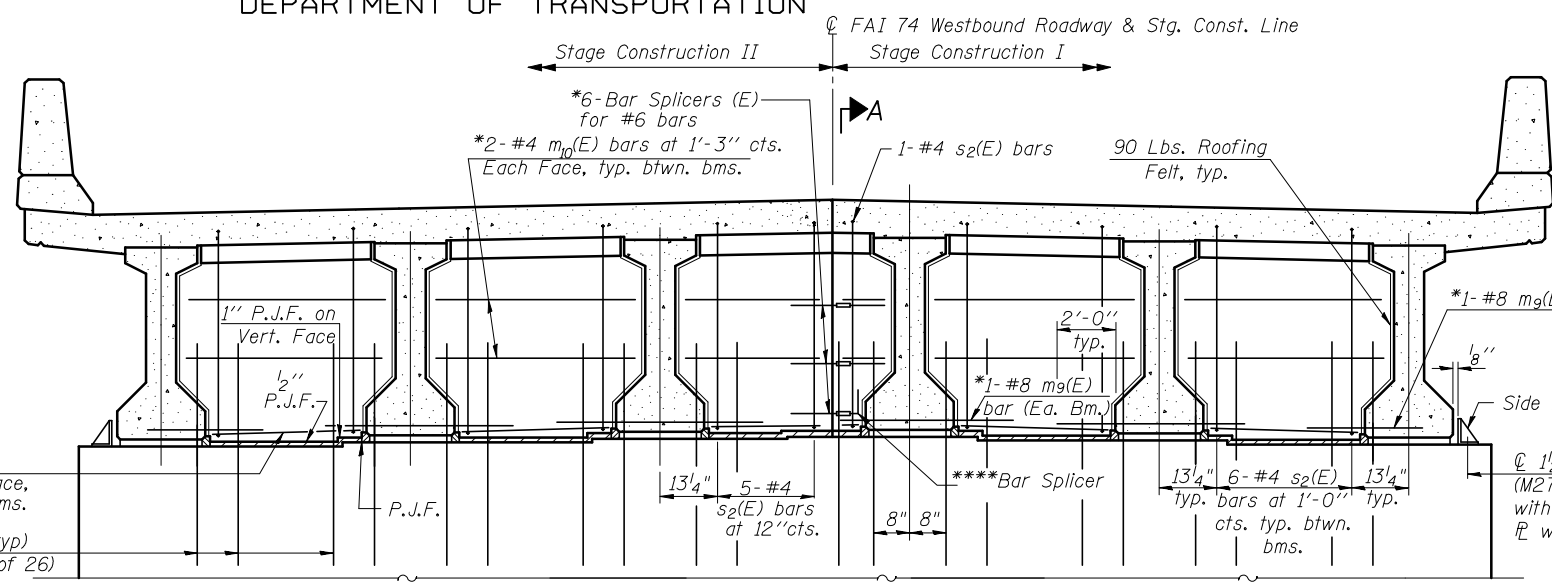
Pour diaphragm flush with bott. of slab. Concrete in slab above this line shall be placed not less than 45 min. nor more than 90 min. after diaphragm has been poured.

Roofing felt shall be bonded to side of beam embedded into diaphragm.



SECTION A-A

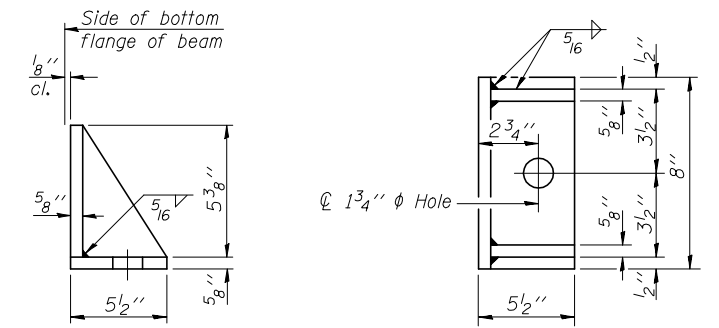
**Tightly fasten the #8 bars together with No. 9 wire ties.



DIAPHRAGM AT PIER
(Horizontal Dimensions @ Rt L's to the Beams)

* Cut bars and bar splicers (E) to fit in field as required.

**** Field bend the bar splicer/bar assembly along the stage construction line as required.



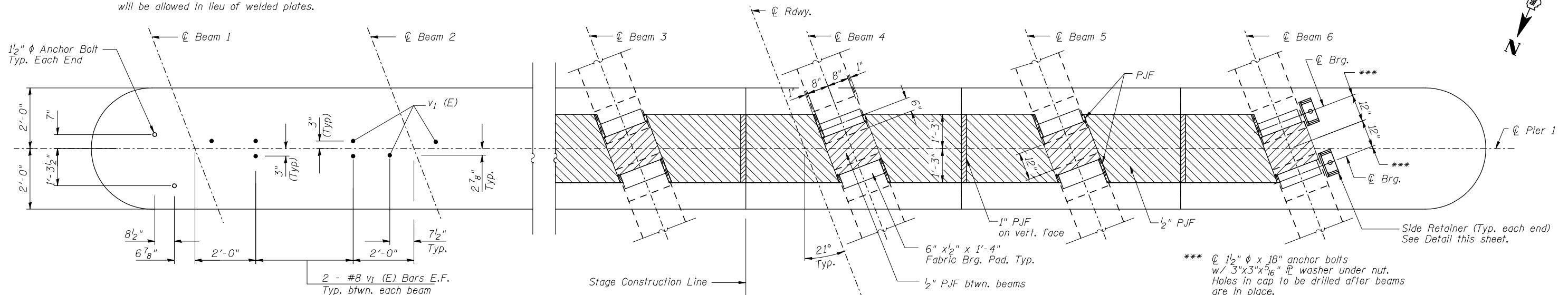
SIDE RETAINER
(2 required each side of pier)
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 9 of 26.
Concrete in diaphragm is included with Concrete Superstructure on sheet 9 of 26.
For details of bars s2(E) see sheet 9 of 26.
The s2(E) bars shall be placed parallel to the beams.
Spacing for these bars shall be at right angles to the beams.
Cost of 90 Lb. roofing felt is included with Concrete Superstructure.
The side retainer shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM 385.
Anchor bolt assemblies shall be galvanized according to Article 1006.09 of the Standard Specifications.

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade and diameter specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts for side retainers shall be installed in holes drilled after the supporting member is in place and prior to pouring the deck.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Cost of side retainers shall be included with Concrete Structures.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1/2"	Each	4



(Showing anchor bolts and reinforcement layout.)

(Showing typical bearing pad and PJF details.)

*** 1/2" x 18" anchor bolts w/ 3"x3"x5/16" washer under nut. Holes in cap to be drilled after beams are in place.

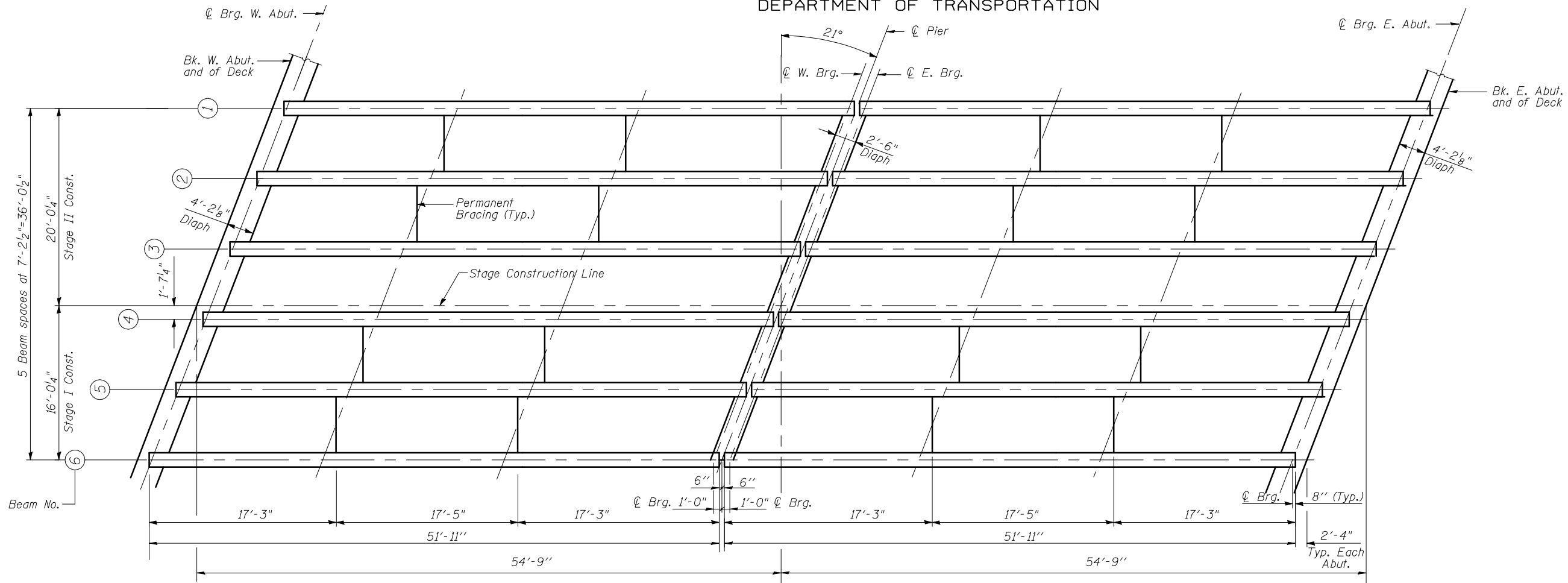
PLAN AT PIER CAP
(Looking Upstation)

PIER DIAPHRAGM DETAILS
STRUCTURE NO. 057-0129

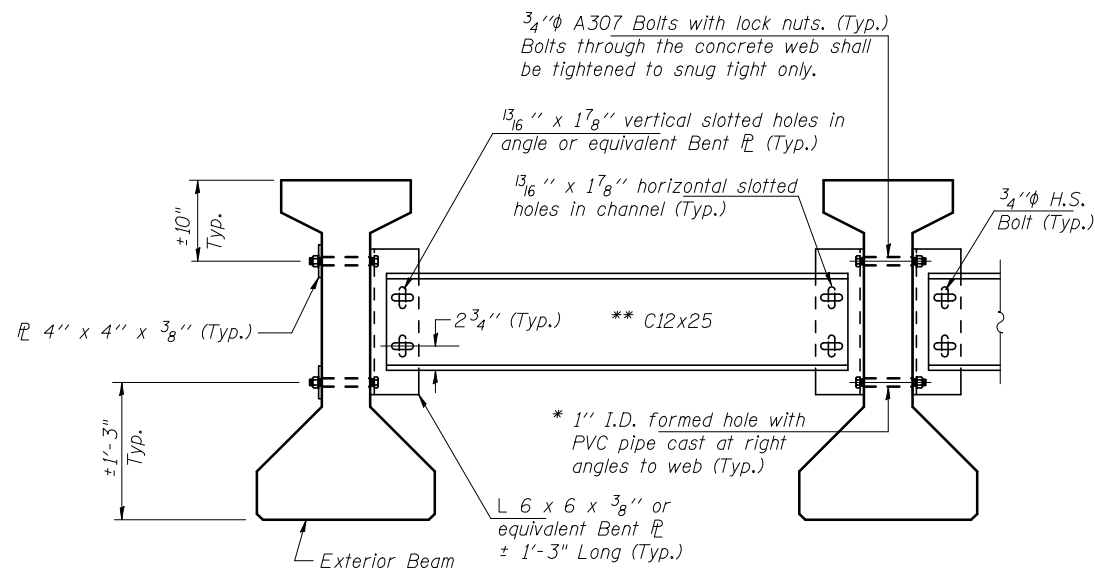
SHEET NO. 11 26 SHEETS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(57-22B-1)BR	Mc LEAN	46	21
CONTRACT NO. 70721					
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

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PLAN



NOTES:
 All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
 Two hardened washers are required for each set of oversized holes.
 All holes shall be 1/16" φ unless otherwise noted.
 5/16" x 3" x 3" plate washers are required over all slotted holes.
 All bolts shall be galvanized according to AASHTO M232.
 Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
 Furnishing and erecting all components of the permanent bracing is included with the cost of Furnishing and Erecting Precast Prestressed Concrete I-beam.

* Fabricator shall locate to miss strands within permissible tolerances.
 ** Alternate C12x30 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on lighter section. The alternate, if utilized, shall be provided at no extra cost to the Department.

PERMANENT BRACING DETAILS

	0.4 Sp. 1	0.6 Sp. 2	Pier 1
I	(in ⁴)	48648	
I'	(in ⁴)	180453	180453
S _b	(in ³)	3165	
S _b '	(in ³)	6007	6007
S _t	(in ³)	2358	
S _t '	(in ³)	30277	30277
dc1	(k/')	1.105	
M _{dc1}	('k)	355	
dc2	(k/')	0.15	0.15
M _{dc2}	('k)	28	50
DW	(k/')	0.18	0.18
M _{DW}	('k)	34	60
M _{L+IM}	('k)	607	460

	Abut.	Pier 1 Span 1	Pier 1 Span 2
R _{dc1}	(k)	28.6	28.6
* R _{dc2}	(k)	2.9	4.9
* R _{DW}	(k)	7.0	11.6
* R _{L+IM}	(k)	73.0	50.4
R _{Total}	(k)	111.5	95.5

*The total R_{dc2}, R_{DW}, and R_{L+IM} are assumed to be distributed evenly to each bearing line at a pier regardless of the span ratios. The bearing design at a pier shall be based on the maximum reactions of either span.

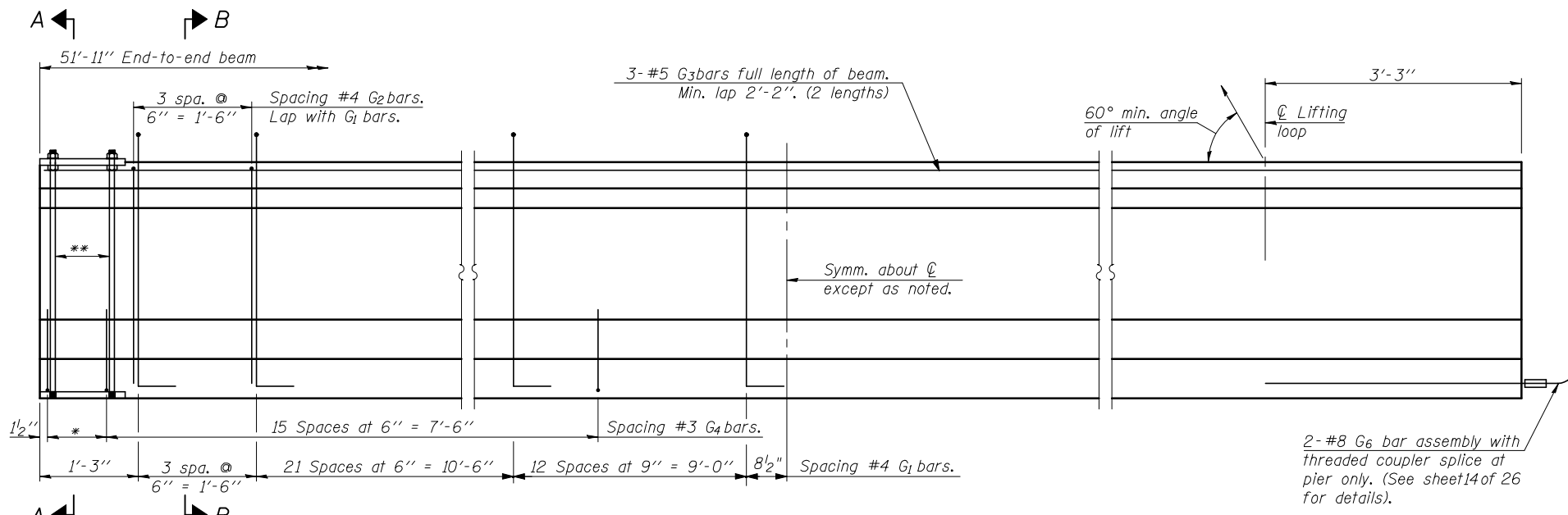
I: Non-composite moment of inertia of beam section (in⁴).
 I': Composite moment of inertia of beam section (in⁴).
 S_b: Non-composite section modulus for the bottom fiber of the prestressed beam (in³).
 S_b': Composite section modulus for the bottom fiber of the prestressed beam (in³).
 S_t: Non-composite section modulus for the top fiber of the prestressed beam (in³).
 S_t': Composite section modulus for the top fiber of the prestressed beam (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_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

FRAMING PLAN & PERM. BRACING DETAILS
STRUCTURE NO. 057-0129

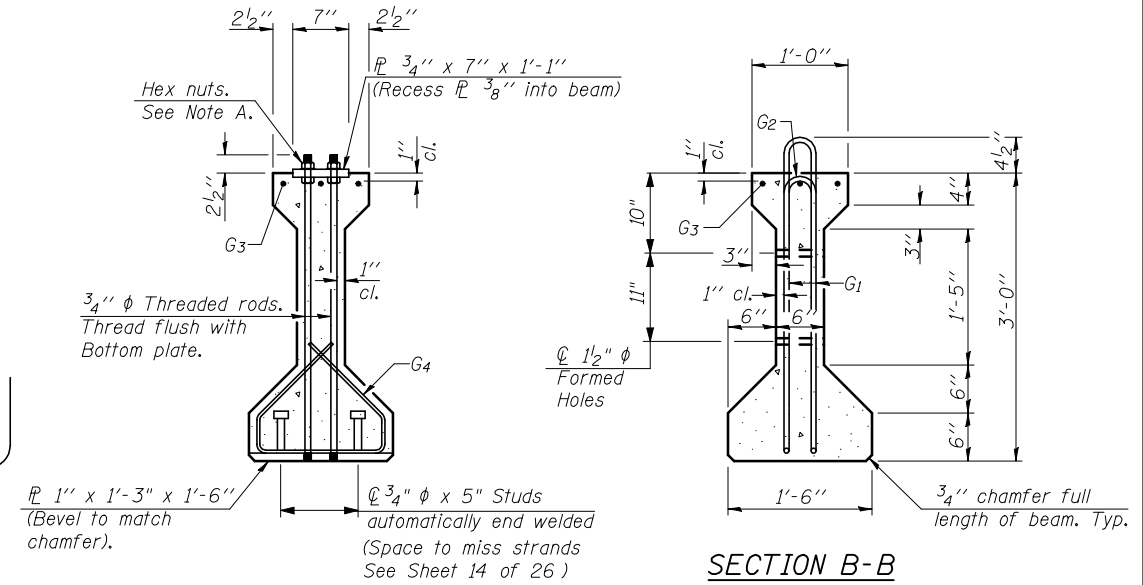
SHEET NO. 12 26 SHEETS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(57-22B-1)BR	Mc LEAN	46	22
			CONTRACT NO. 70721		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

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ELEVATION OF BEAM
(Showing reinforcement & dimensions)

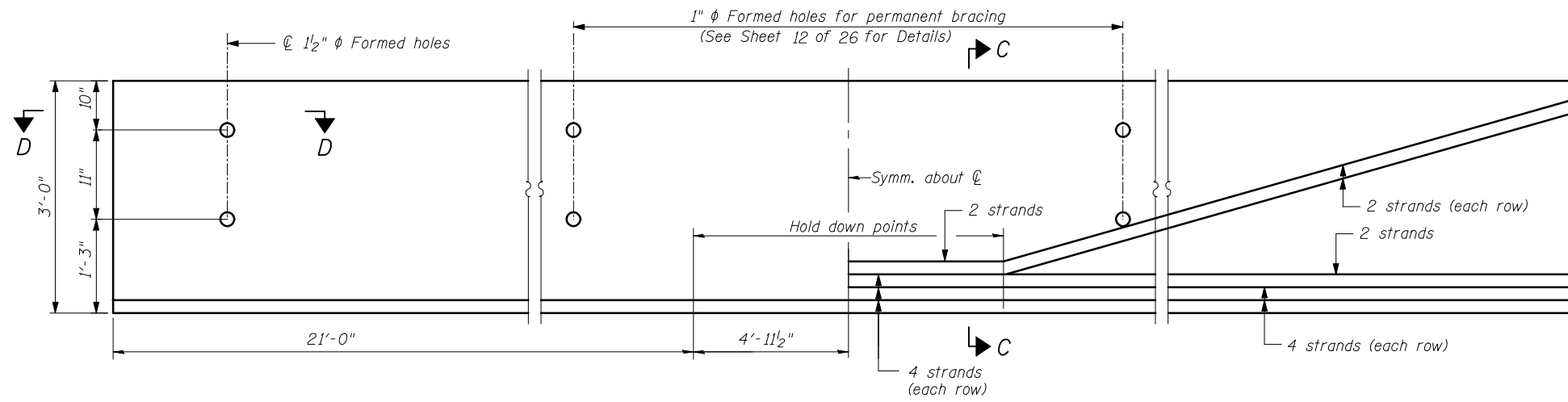


SECTION A-A

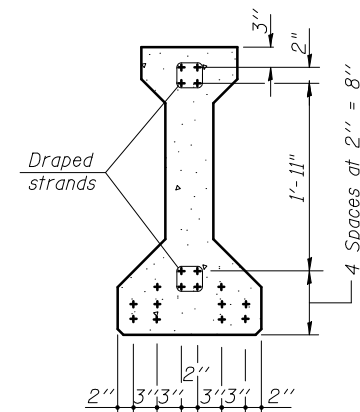
SECTION B-B

*3 spaces at 3" = 9".
**4- 3/4" ϕ threaded dowel rods at 3" cts., Each Face.

Note A:
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



ELEVATION OF BEAM
(Showing prestressing steel)



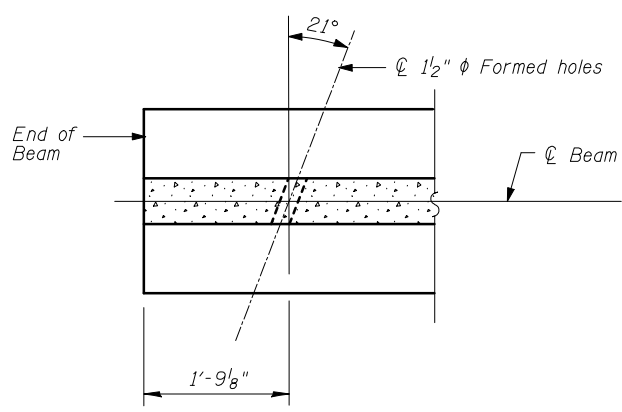
SECTION C-C

*****BAR LIST**
ONE BEAM ONLY

Bar	No.	Size	Length	Shape
G ₁	74	#4	7'-5"	\cap L
G ₂	74	#4	5'-8"	\cap
G ₃	6	#5	26'-11"	—
G ₄	38	#3	4'-1"	\sphericalangle
G ₆	2	#8	6'-6"	—

***For information only

Notes:
See sheet 14 of 26 for additional details and Bill of Material.
Required release strength, f'ci, shall be 5,000 psi.



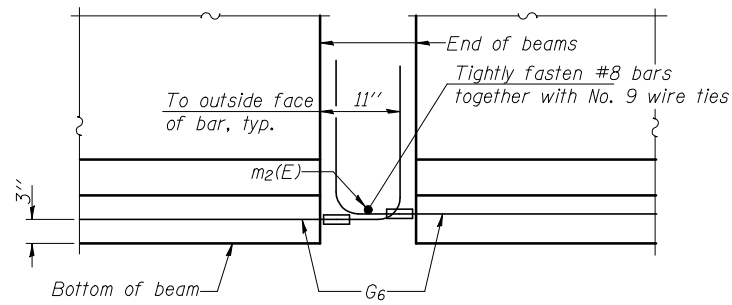
SECTION D-D

36" PPC I-BEAM
STRUCTURE NO. 057-0129

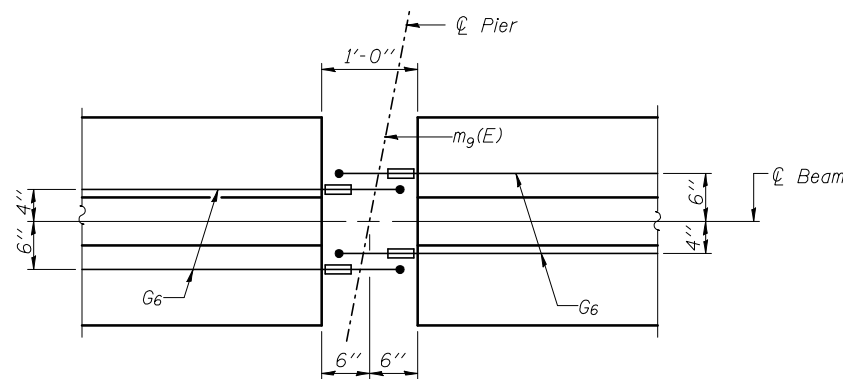
SHEET NO. 13	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	74	(57-22B-1)BR	Mc LEAN	46	23
			CONTRACT NO. 70721		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

THE UPCHURCH GROUP, INC.

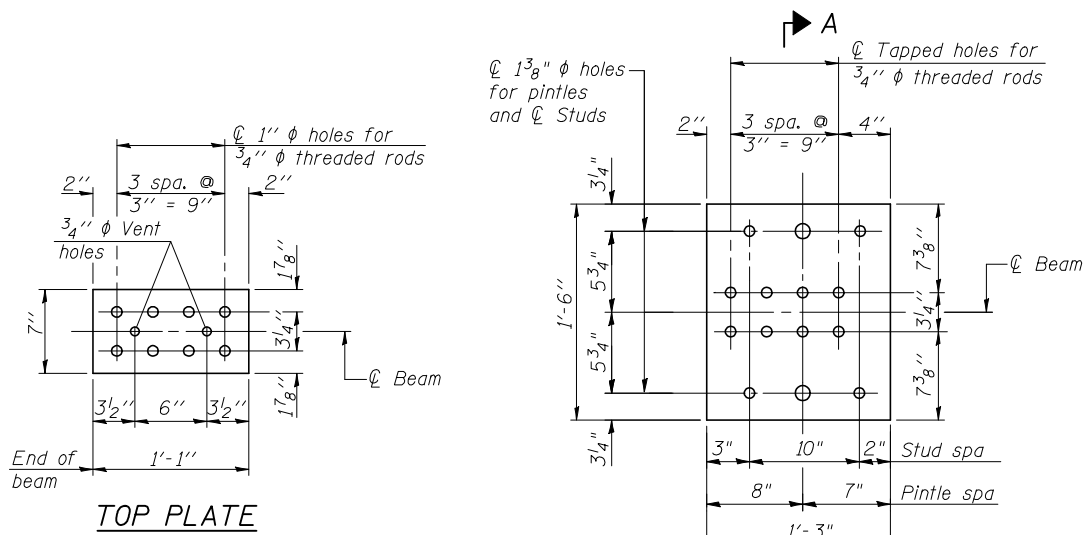
STATE OF ILLINOIS
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ELEVATION OF BEAM AT PIER



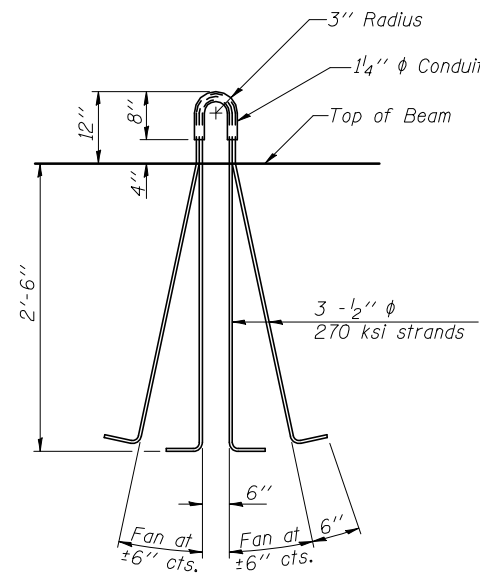
PLAN OF BEAM AT PIER



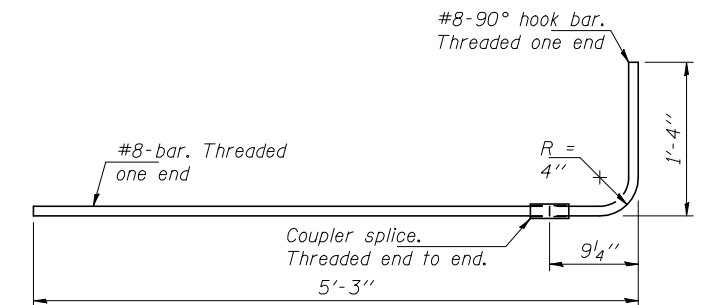
TOP PLATE

BOTTOM PLATE

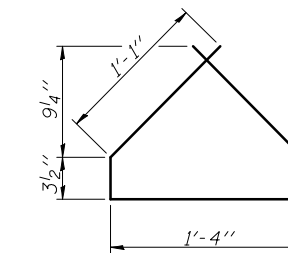
See bearing details for pintle hole locations.



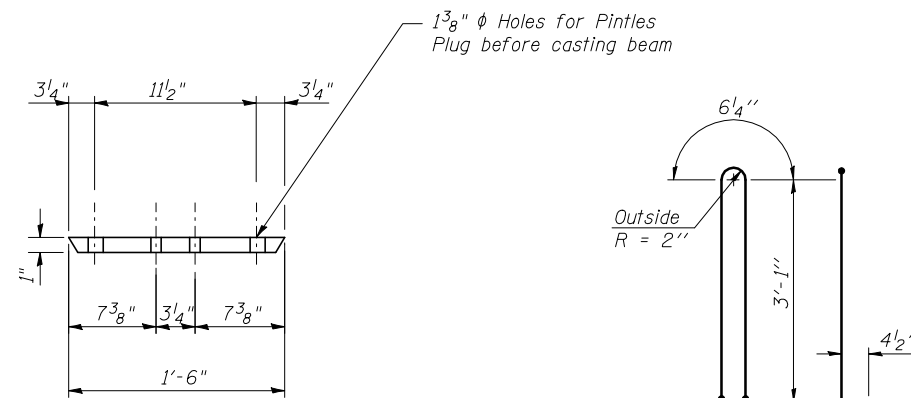
LIFTING LOOP DETAIL



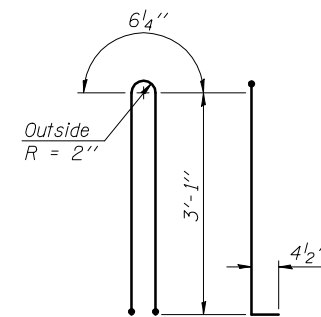
G6 BAR ASSEMBLY



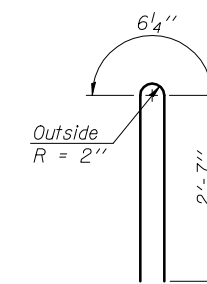
BAR G4



SECTION A-A



BAR G1



BAR G2

BILL OF MATERIAL

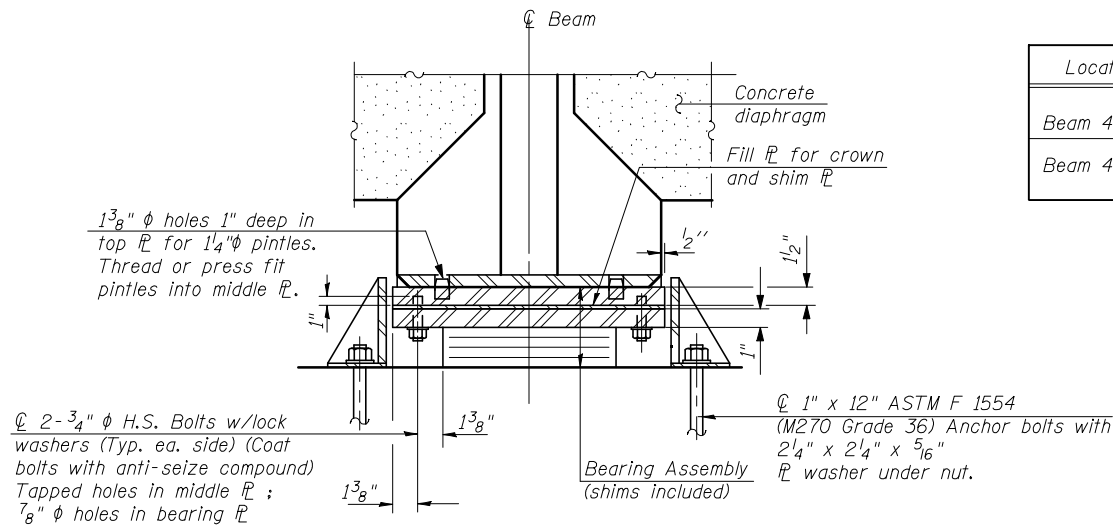
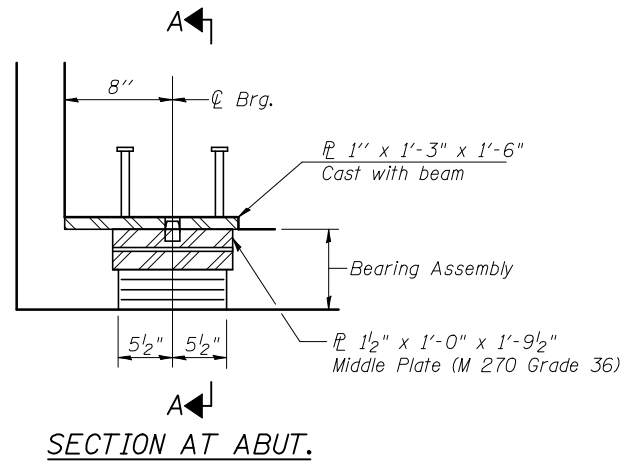
Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36"	Foot	623

36" PPC I-BEAM DETAILS
STRUCTURE NO. 057-0129

SHEET NO. 14 26 SHEETS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(57-22B-1)BR	Mc LEAN	46	24
			CONTRACT NO. 70721		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

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Location	Fill \bar{R} for Crown
Beam 4 W Abut.	1/2"
Beam 4 E Abut.	1/2"

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Anchor bolts for side retainers installed in holes drilled after members are in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

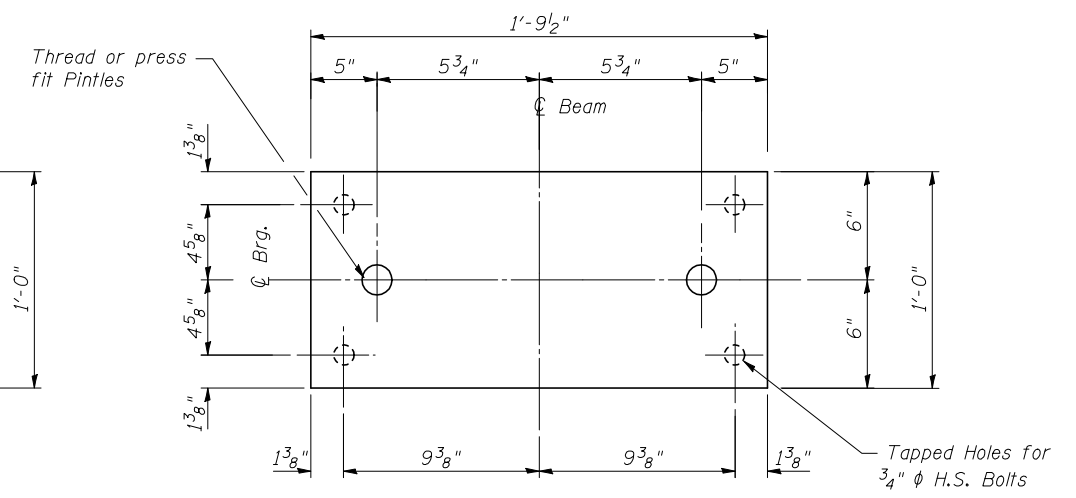
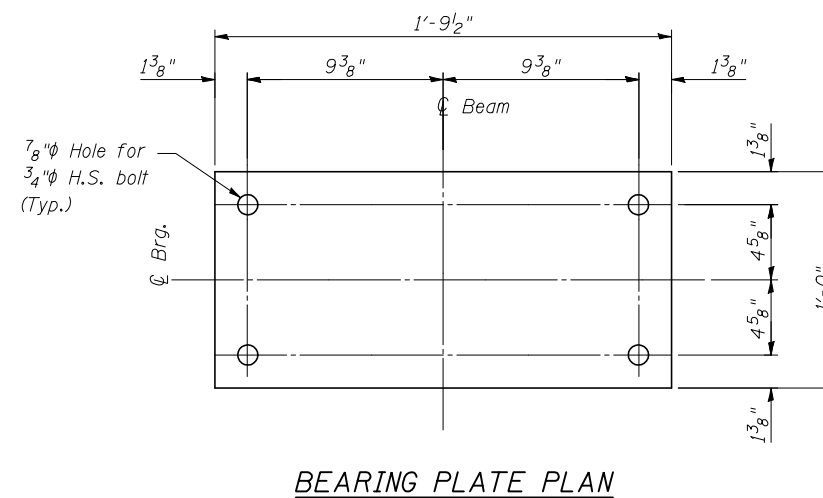
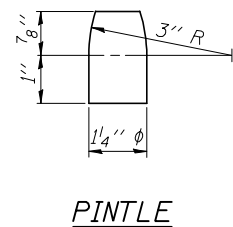
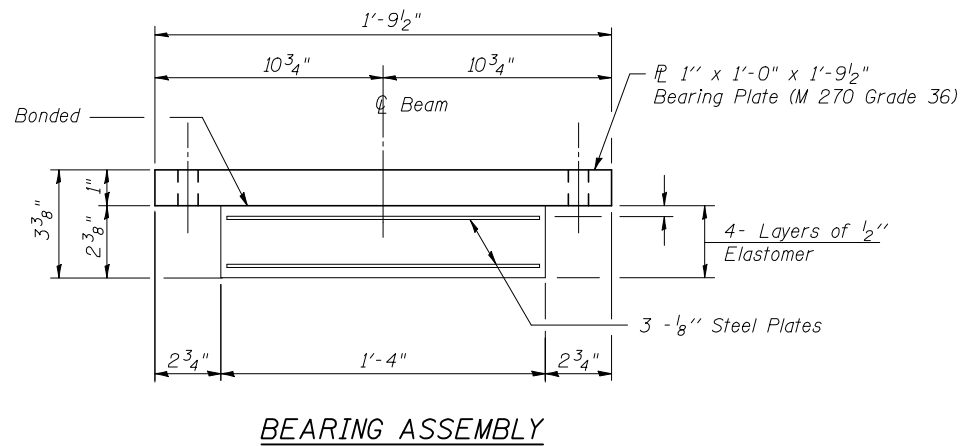
Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

See sheet of for additional details of plate cast with beam.

All embedded and separate bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 (as applicable).

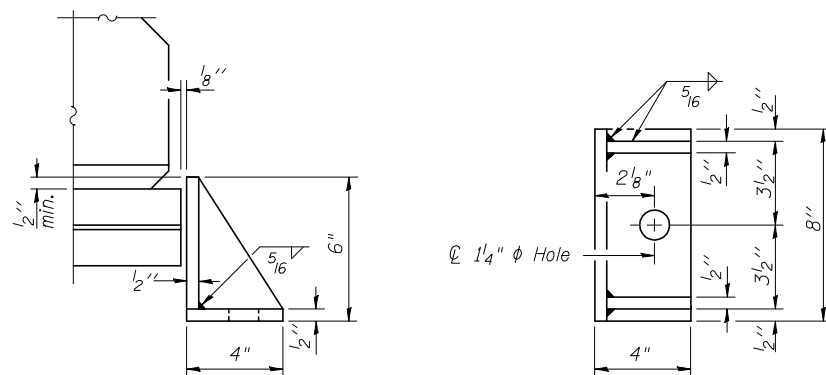
H.S. bolts in bearing assembly shall be galvanized according to AASHTO M298 Class 50.

TYPE I ELASTOMERIC EXP. BRG.



BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	12
Anchor Bolts, 1"	Each	24



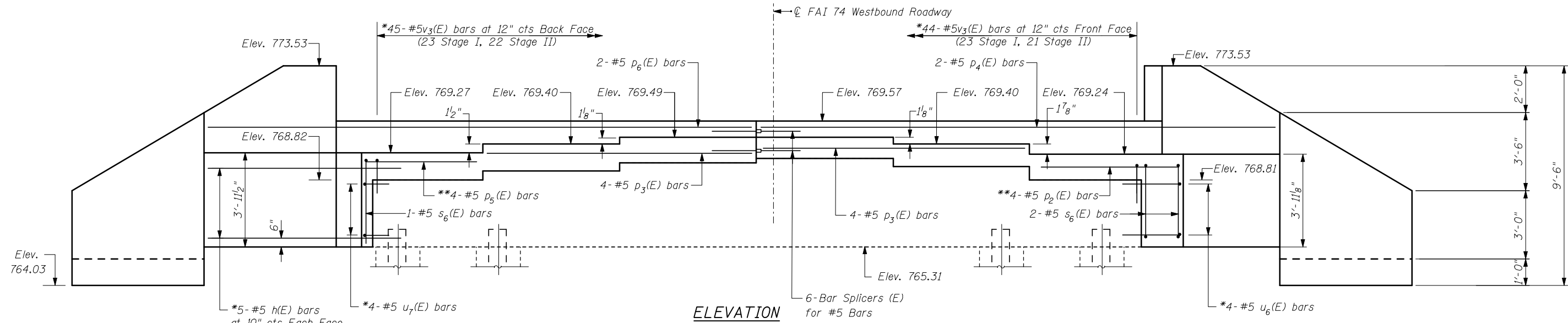
SIDE RETAINER
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

**ELASTOMERIC BEARING DETAILS
STRUCTURE NO. 057-0129**

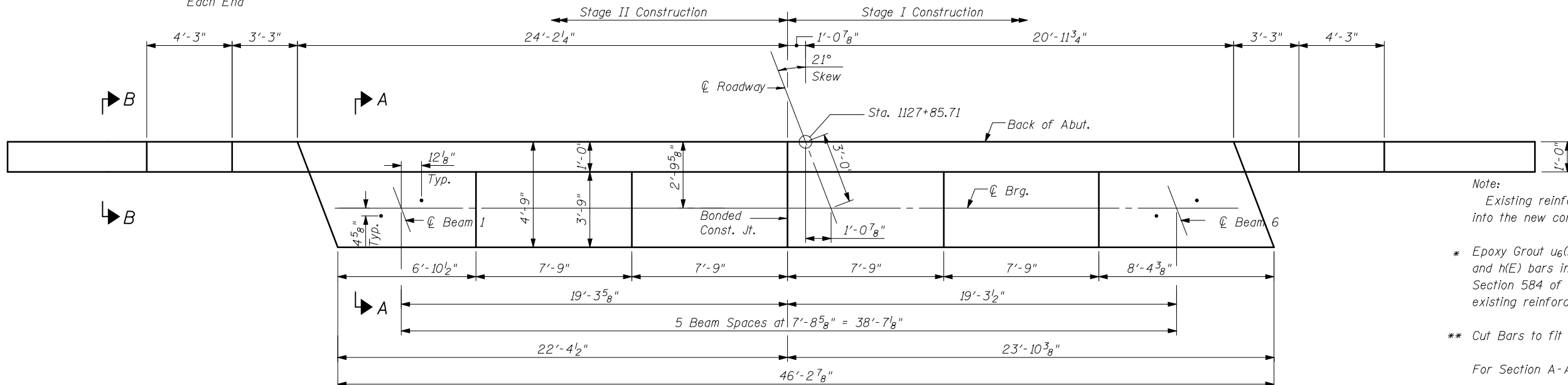
SHEET NO. 15	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	74	(57-22B-1)BR	Mc LEAN	46	25
			CONTRACT NO. 70721		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

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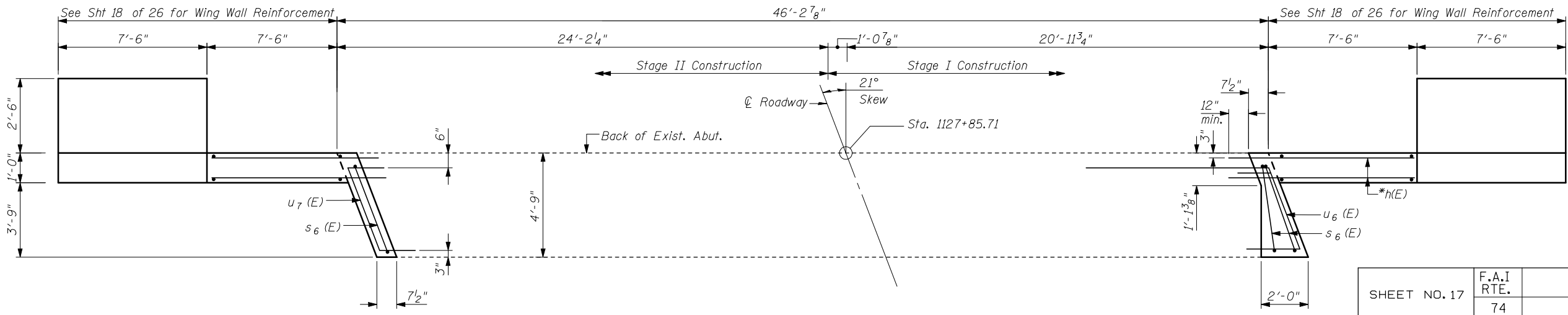
STATE OF ILLINOIS
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ELEVATION



PLAN OF ABUTMENT



PLAN-PILE CAP

Note:
Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

* Epoxy Grout $u_6(E)$, $u_7(E)$, $v_3(E)$ bars in 9" (min.) and $h(E)$ bars in 12" (min.) drilled holes according to Section 584 of the Standard Specifications. Space to miss existing reinforcement. Cost included with "Concrete Structures".

** Cut Bars to fit on site.

For Section A-A and B-B, see Sheet 18 of 26

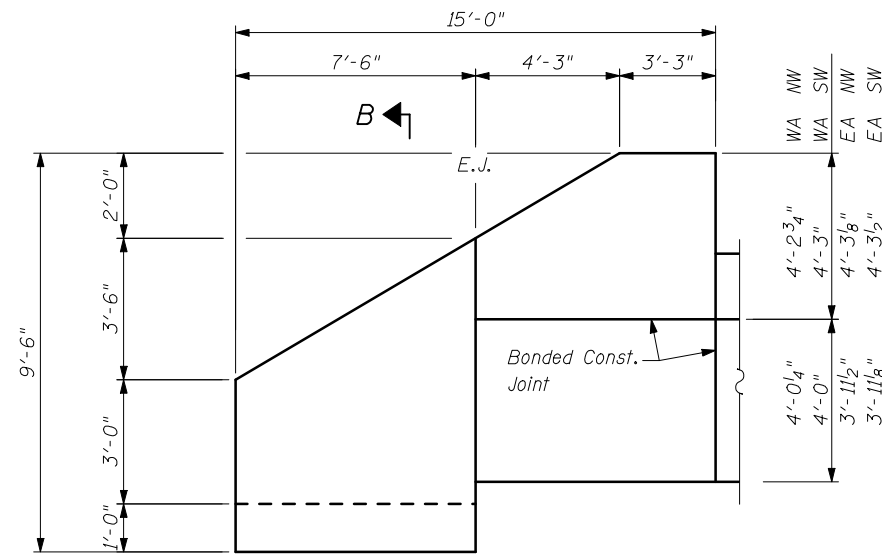
Reinforcement Bars shown on this sheet are included in Bill of Material on sheet 18 of 26

EAST ABUTMENT
STRUCTURE NO. 057-0129

SHEET NO. 17 26 SHEETS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(57-22B-1)BR	Mc LEAN	46	27
CONTRACT NO. 70721					
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

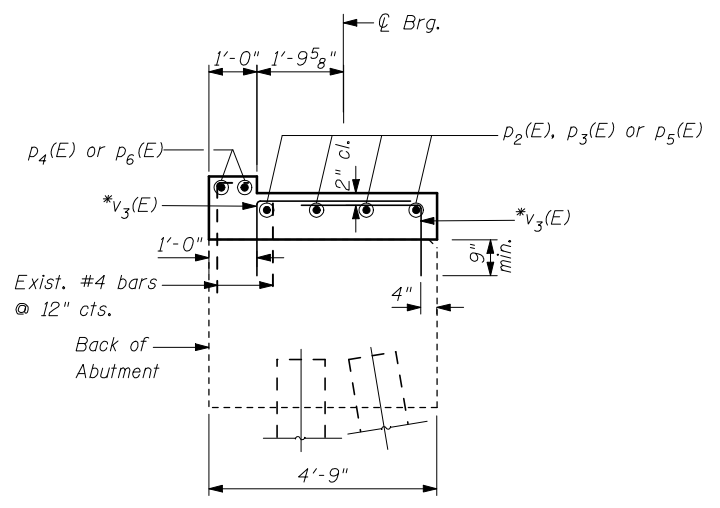
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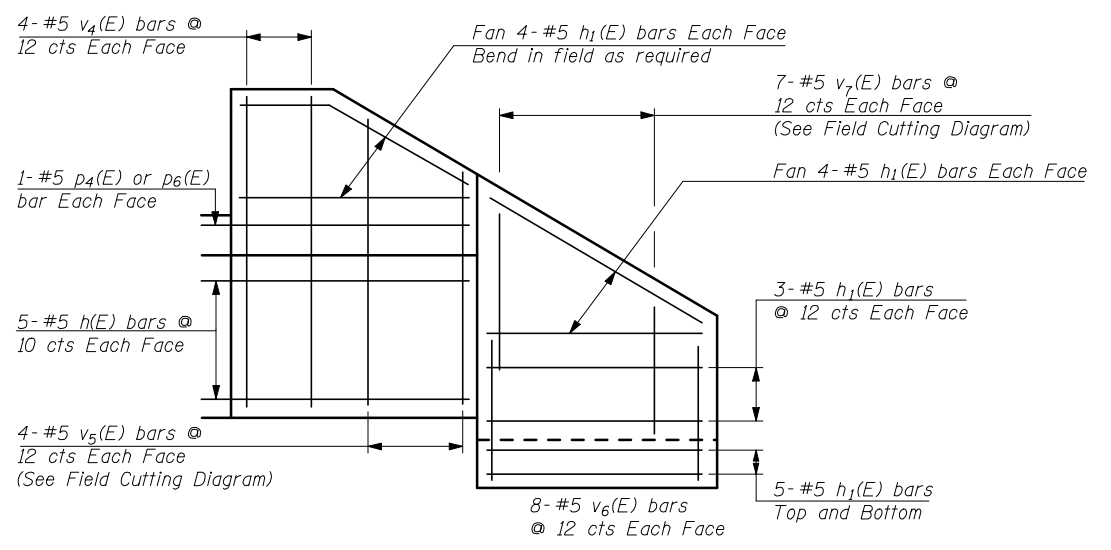


WING WALL ELEVATION
(Showing Dimensions)

W.A. = West Abutment
E.A. = East Abutment
N.W. = North WingWall
S.W. = South WingWall



SECTION A-A THRU ABUTMENT



WING WALL ELEVATION
(Showing Reinforcement)

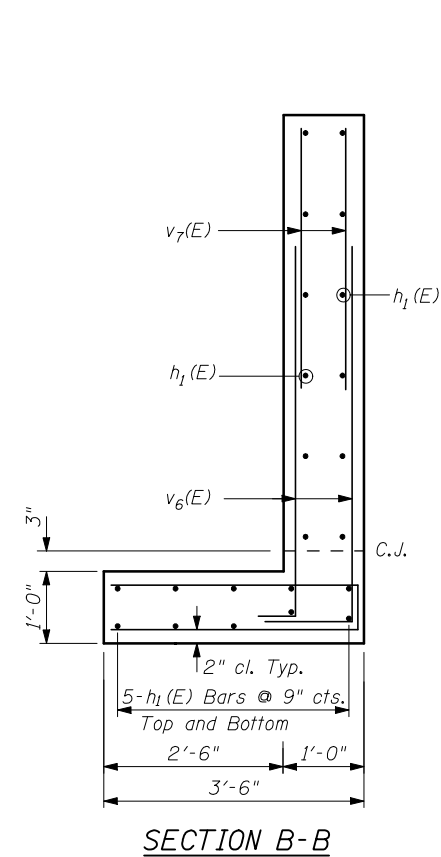
**BILL OF MATERIAL
FOR BOTH ABUTMENTS**

Bar	No.	Size	Length	Shape
h(E)	40	#5	8'-11"	—
h ₁ (E)	128	#5	7'-3"	—
p ₂ (E)	8	#5	8'-0"	—
p ₃ (E)	16	#5	15'-2"	—
p ₄ (E)	4	#5	29'-2"	—
p ₅ (E)	8	#5	8'-4"	—
p ₆ (E)	4	#5	31'-4"	—
s ₆ (E)	6	#5	16'-7"	□
u ₆ (E)	8	#5	8'-6"	⌋
u ₇ (E)	8	#5	6'-9"	⌋
v ₃ (E)	178	#5	3'-8"	⌋
v ₄ (E)	32	#5	7'-10"	—
v ₅ (E)	16	#5	13'-2"	—
v ₆ (E)	64	#5	4'-8"	⌋
v ₇ (E)	28	#5	7'-4"	—
Structure Excavation			Cu. Yd.	222
Concrete Structures			Cu. Yd.	24.5
Reinforcement Bars, Epoxy Coated			Pound	3900

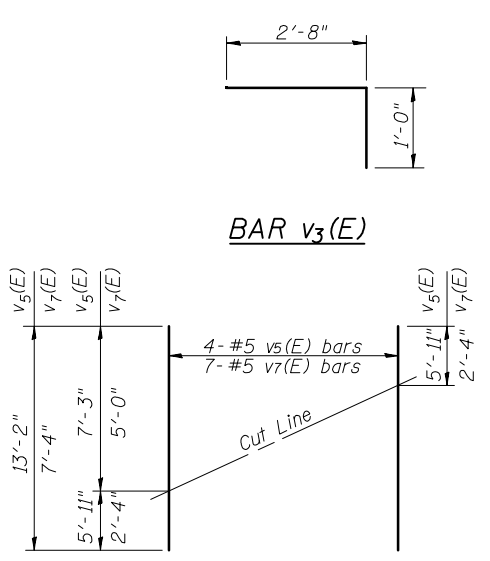
MIN. BAR LAP
#5 Bar = 1'-8"

For details of Bar Splicers, see sheet 24 of 26.
Cost of Joint Filler, Concrete Nails, and Water Seal shall be included with CONCRETE STRUCTURES.

**ABUTMENT DETAILS
STRUCTURE NO. 057-0129**

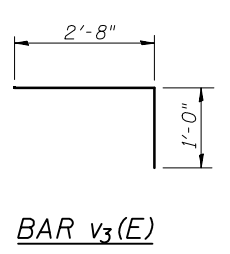


SECTION B-B

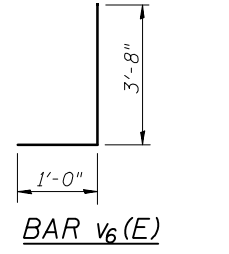


FIELD CUTTING DIAGRAM

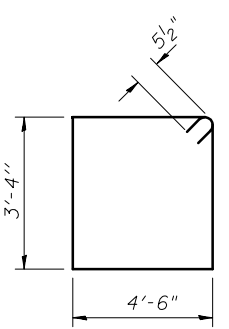
Order v₅(E) and v₇(E) full length. Cut as shown and use remainder of bars in opposite face.



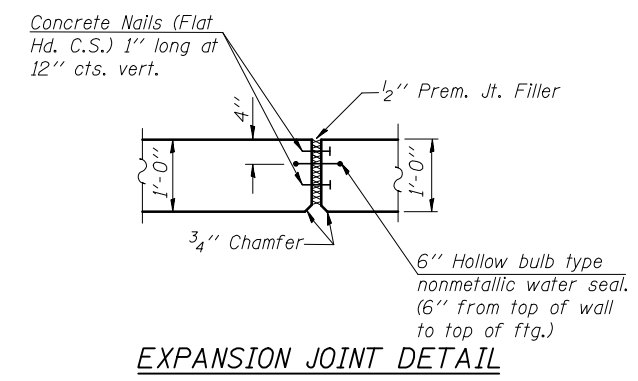
BAR v₃(E)



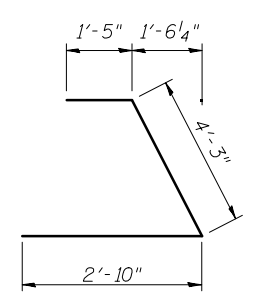
BAR v₆(E)



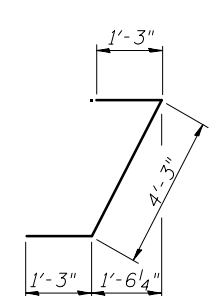
BAR s₆(E)



EXPANSION JOINT DETAIL



BAR u₆(E)

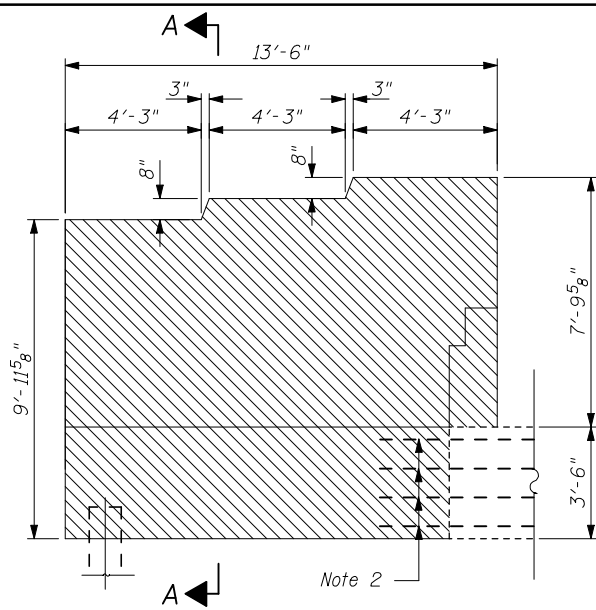


BAR u₇(E)

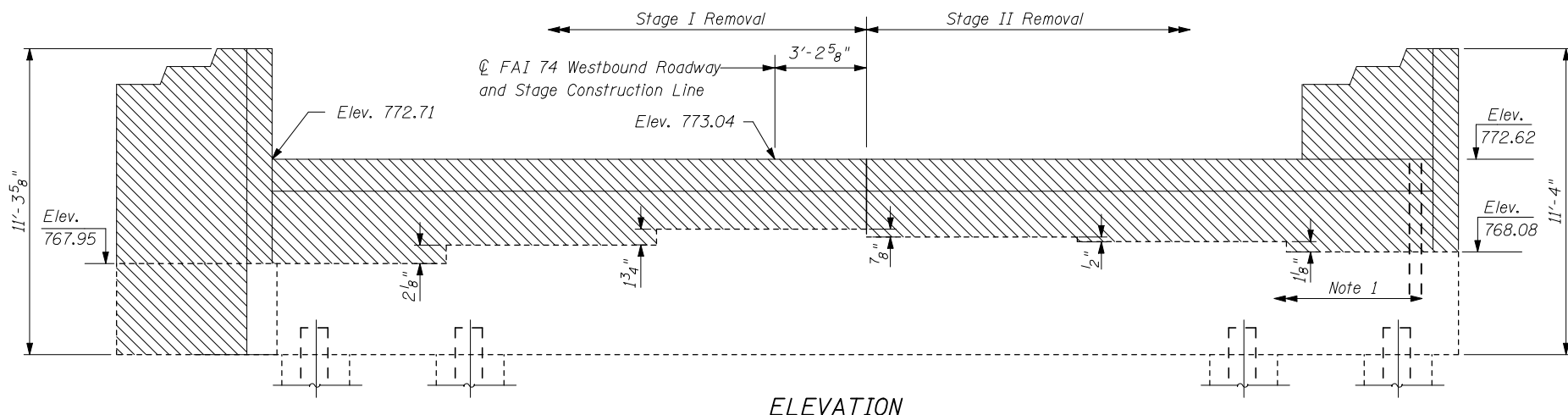
SHEET NO. 18 26 SHEETS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(57-22B-1)BR	Mc LEAN	46	28
			CONTRACT NO. 70721		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

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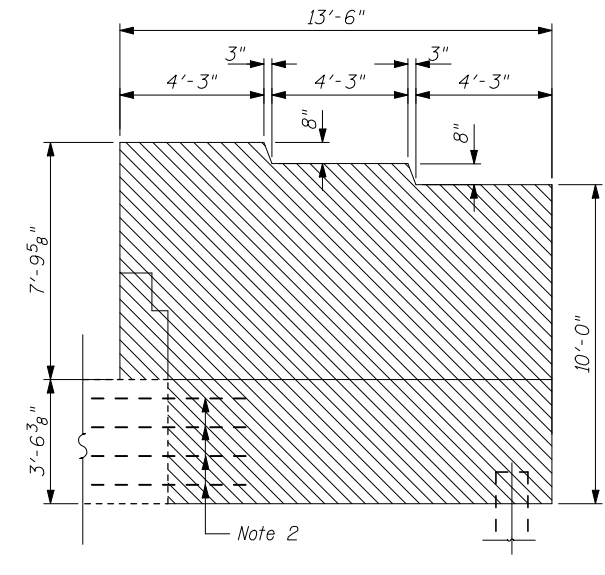
STATE OF ILLINOIS
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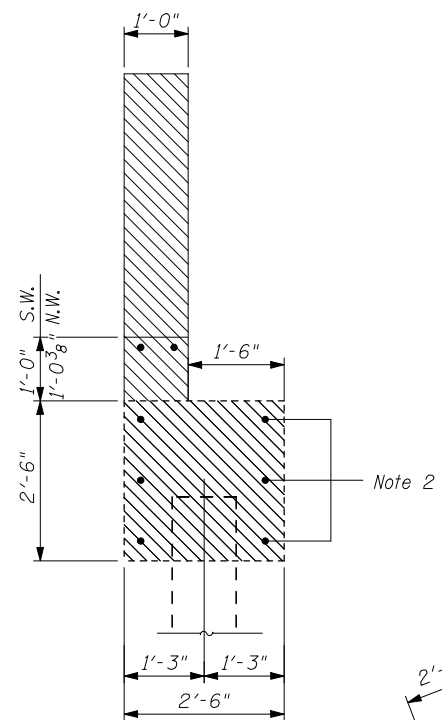
SOUTH WING WALL ELEVATION



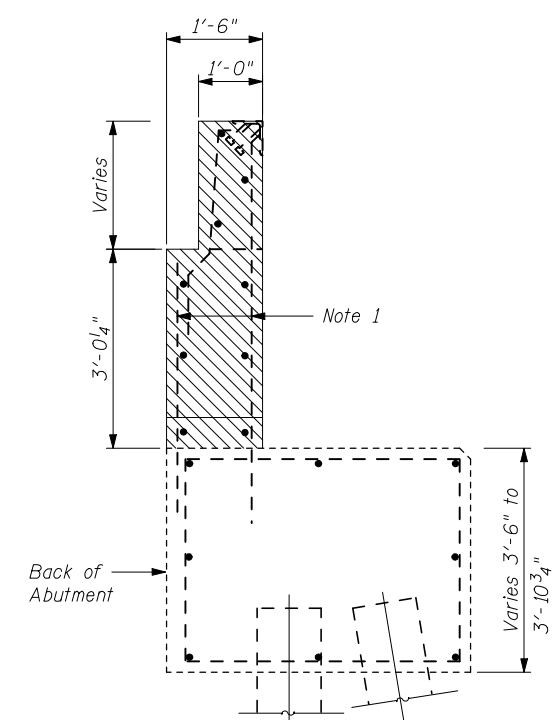
ELEVATION



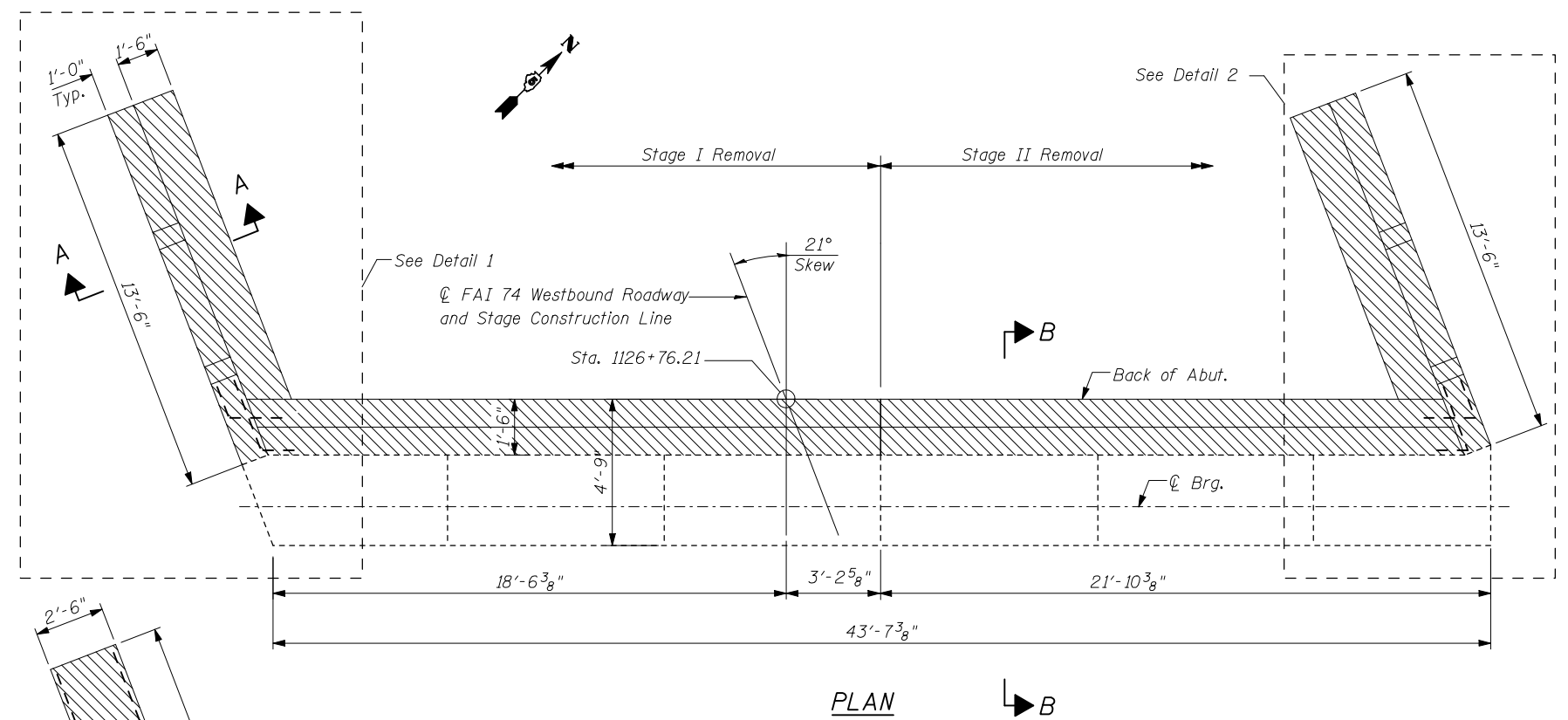
NORTH WING WALL ELEVATION



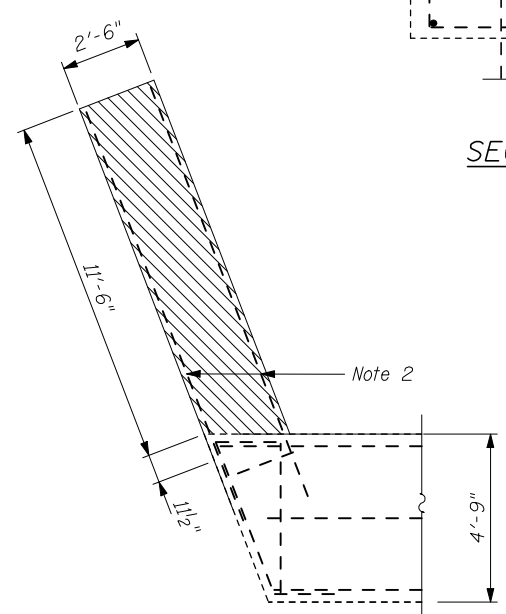
SECTION A-A



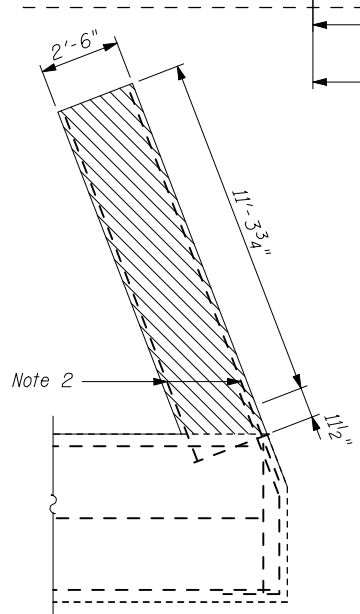
SECTION B-B



PLAN



DETAIL 1



DETAIL 2

LEGEND
 Removal Area
 N.W. North WingWall
 S.W. South WingWall

- Note:
 1. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
 2. Cut existing rebar 1¹/₂" below surface of existing concrete to remain. Fill recess with mortar to protect existing rebar.

BILL OF MATERIAL

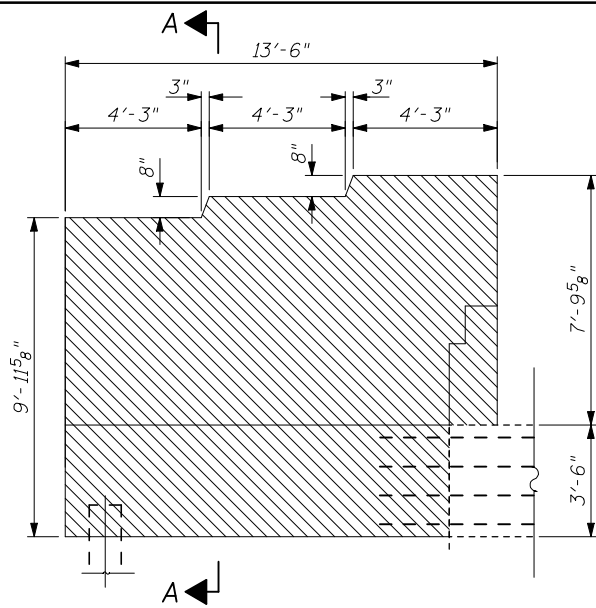
Item	Unit	Total
Concrete Removal	Cu. Yd.	23.7

**WEST ABUTMENT CONCRETE REMOVAL
STRUCTURE NO. 057-0129**

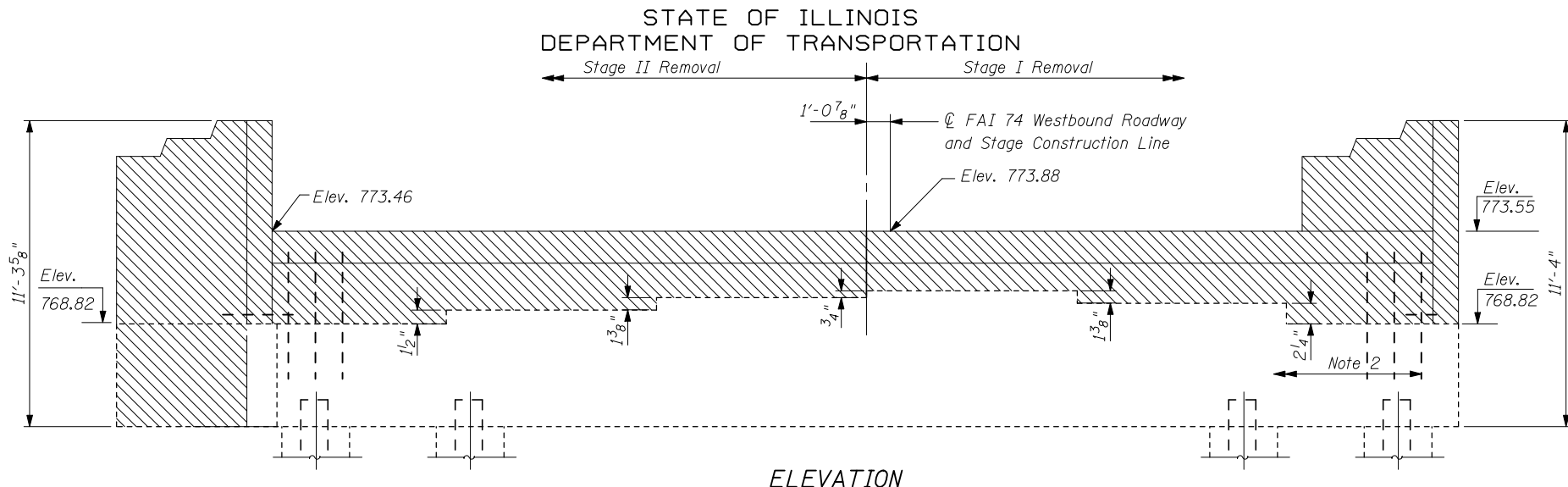
SHEET NO. 20 26 SHEETS	F.A.I. RTE. 74	SECTION (57-22B-1)BR	COUNTY Mc LEAN	TOTAL SHEETS 46	SHEET NO. 30
	CONTRACT NO. 70721			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

THE UPCHURCH GROUP, INC.

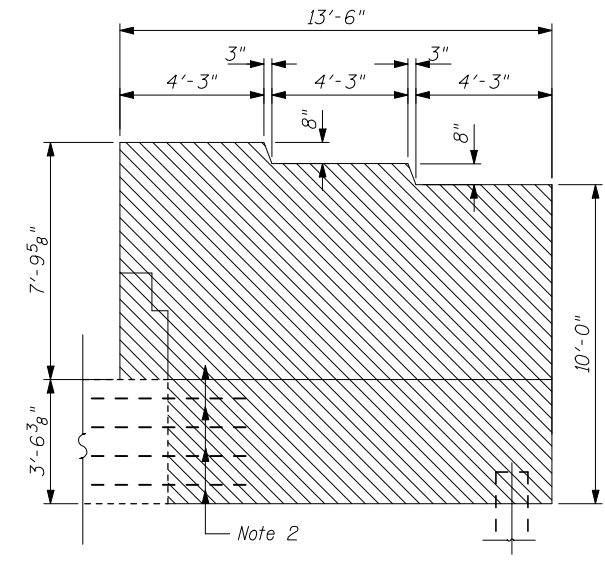
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



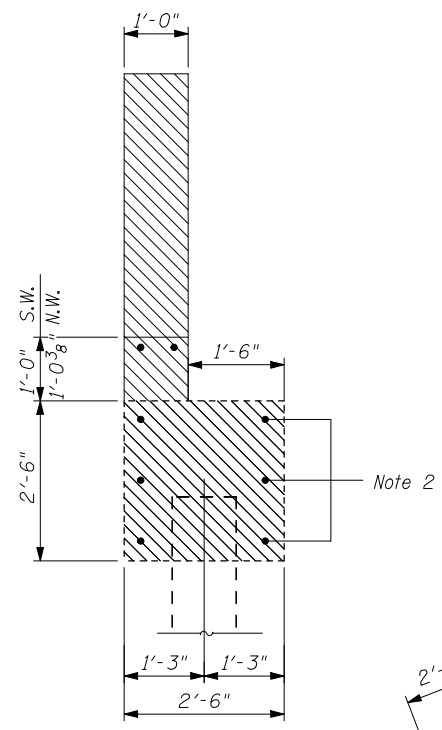
NORTH WING WALL ELEVATION



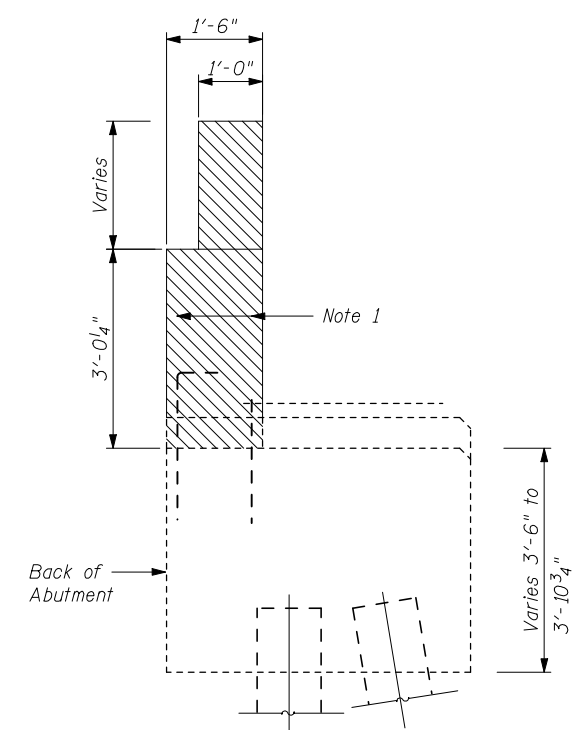
ELEVATION



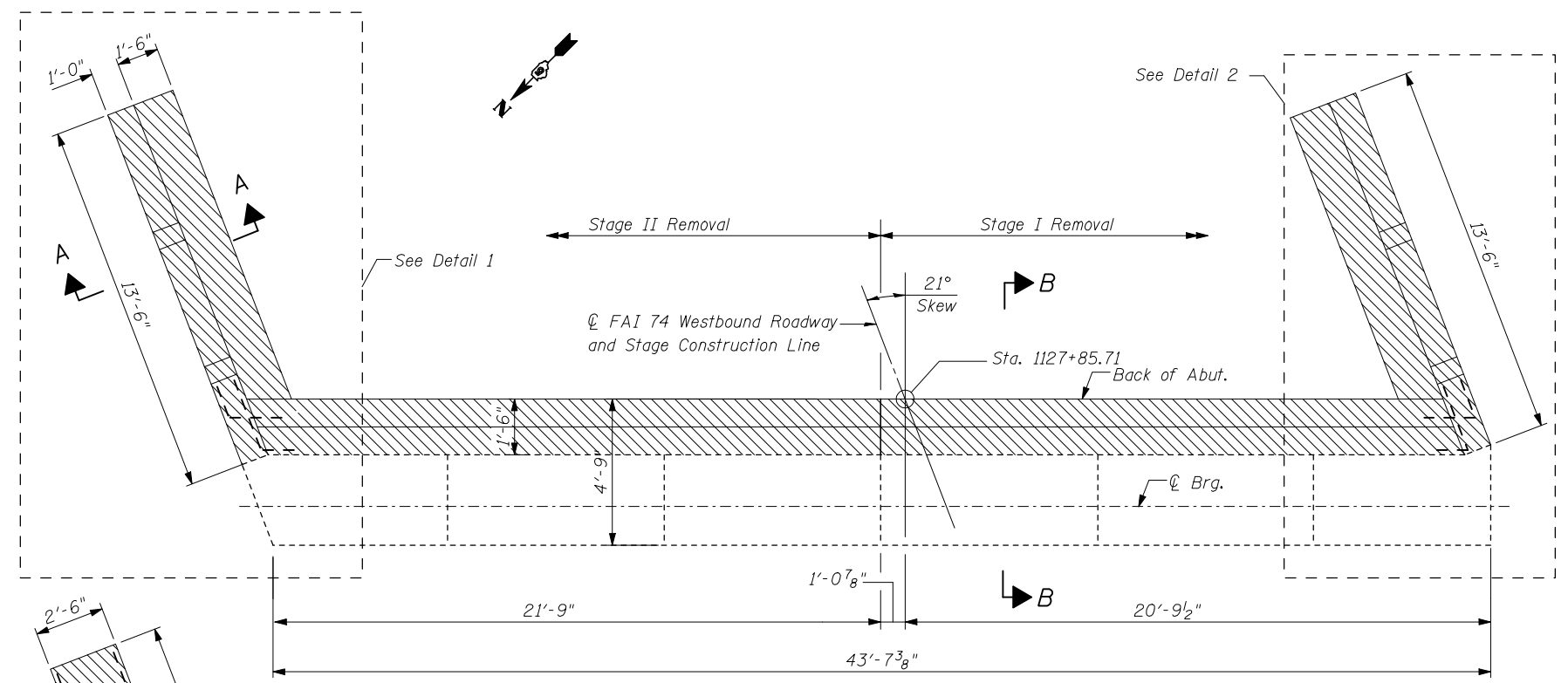
SOUTH WING WALL ELEVATION



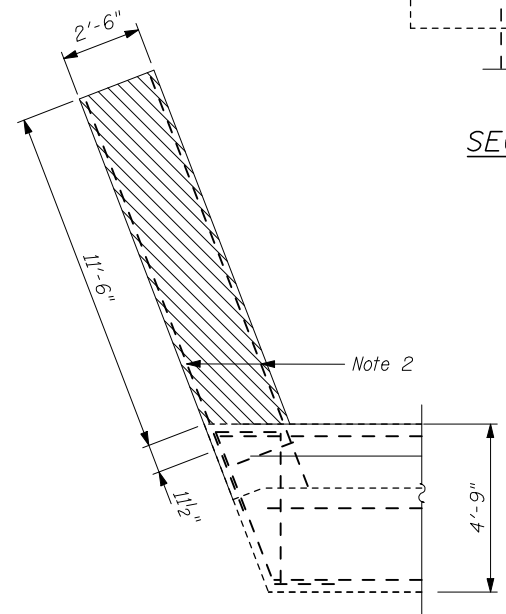
SECTION A-A



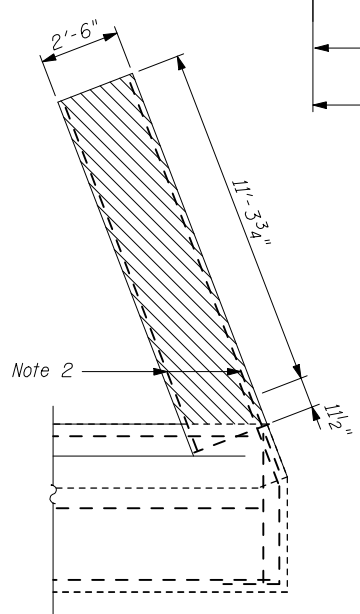
SECTION B-B



PLAN



DETAIL 1



DETAIL 2

LEGEND
 Removal Area
 N.W. North WingWall
 S.W. South WingWall

- Note:
 1. Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.
 2. Cut existing rebar 1 1/2" below surface of existing concrete to remain. Fill recess with mortar to protect existing rebar.

BILL OF MATERIAL

Item	Unit	Total
Concrete Removal	Cu. Yd.	23.7

**EAST ABUTMENT CONCRETE REMOVAL
STRUCTURE NO. 057-0129**

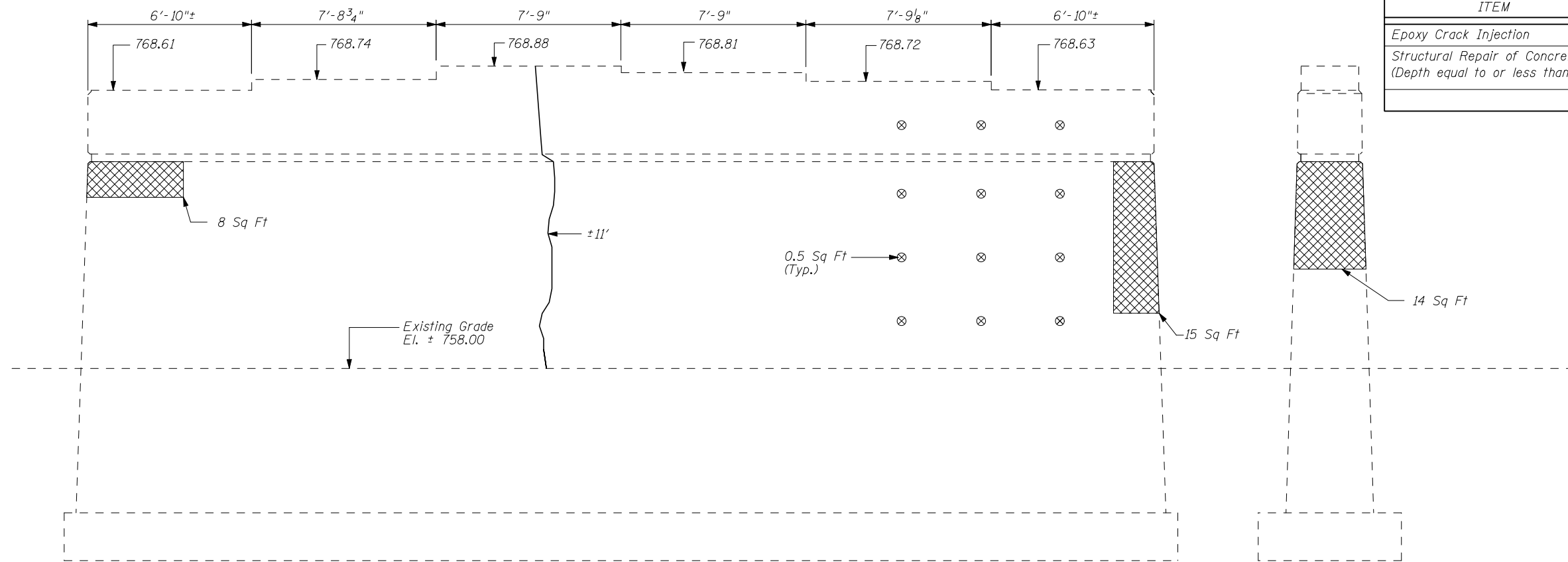
SHEET NO. 21	F.A.I RTE. 74	SECTION (57-22B-1)BR	COUNTY Mc LEAN	TOTAL SHEETS 46	SHEET NO. 31
26 SHEETS		CONTRACT NO. 70721			
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

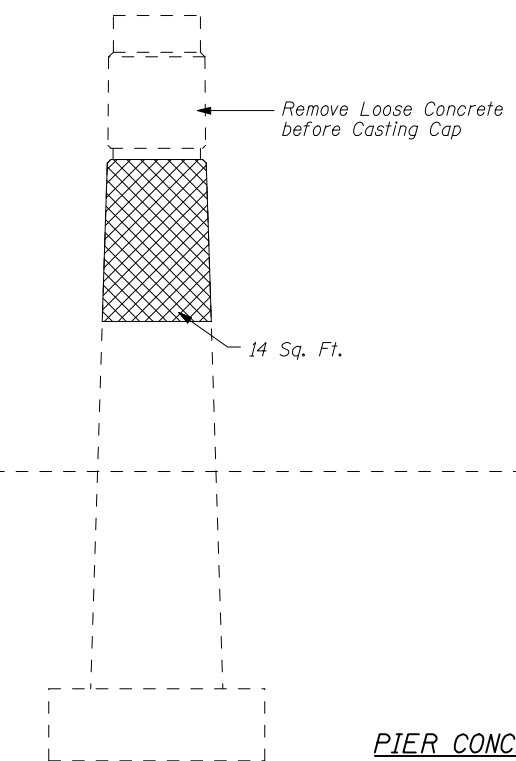
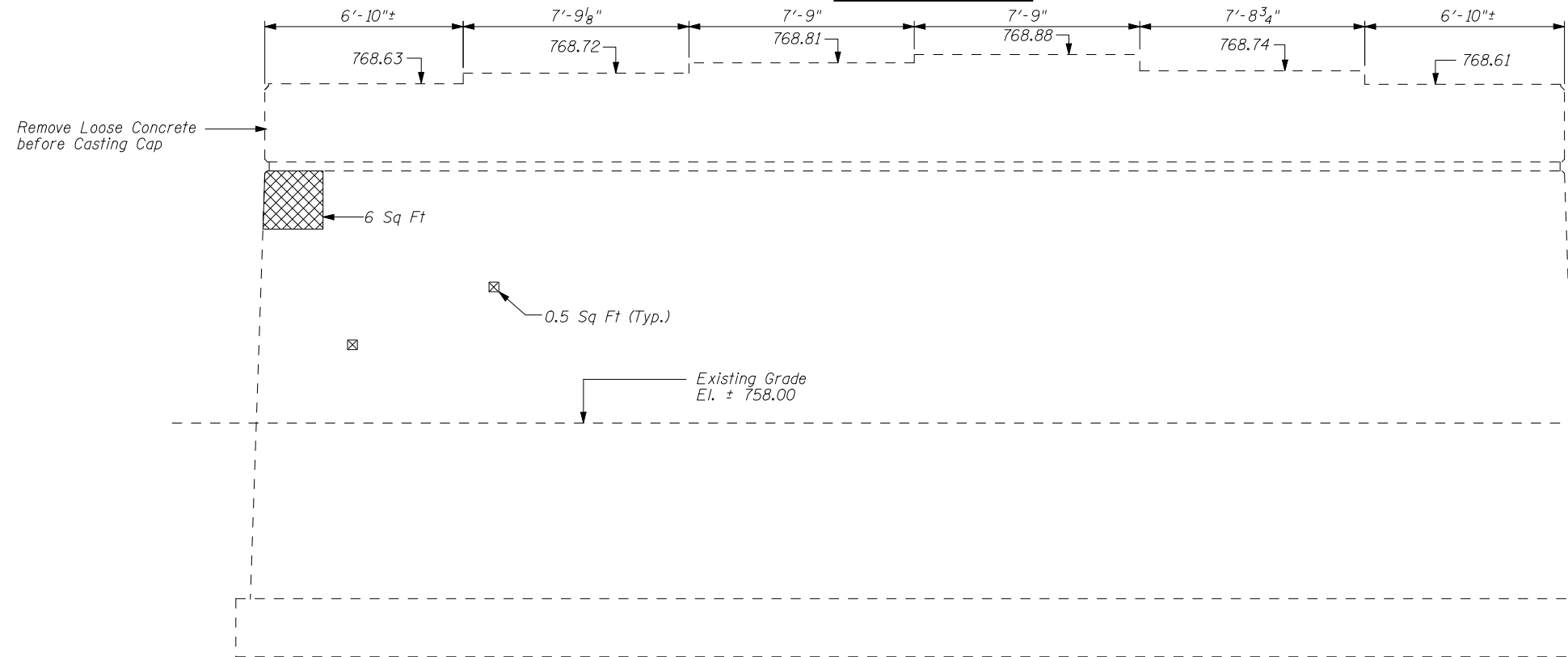
BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Epoxy Crack Injection	Foot	11
Structural Repair of Concrete (Depth equal to or less than 5")	Sq. Ft.	64



EAST ELEVATION

NORTH ELEVATION



WEST ELEVATION

SOUTH ELEVATION

PIER CONCRETE REPAIR
STRUCTURE NO. 057-0129

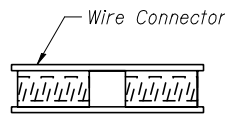
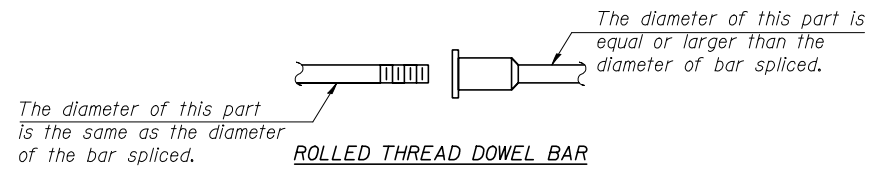
LEGEND

- Structural repair of Concrete (Depth equal to or less than 5")
- ± 5' → Epoxy Crack Injection

SHEET NO. 23	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(57-22B-1)BR	Mc LEAN	46	33
26 SHEETS	CONTRACT NO. 70721				
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

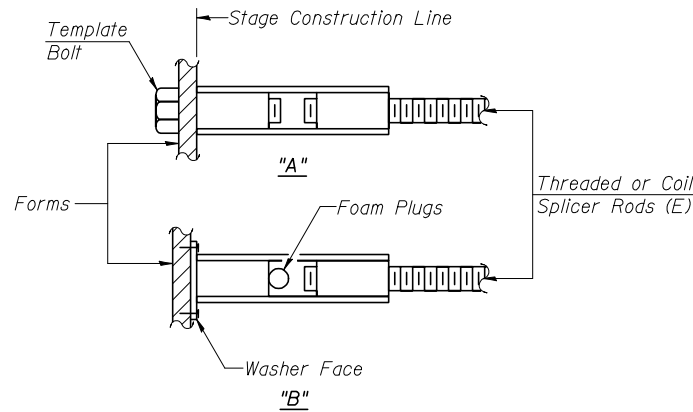
THE UPCHURCH GROUP, INC.

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DEPARTMENT OF TRANSPORTATION



BAR SPLICER ASSEMBLY ALTERNATIVES

**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

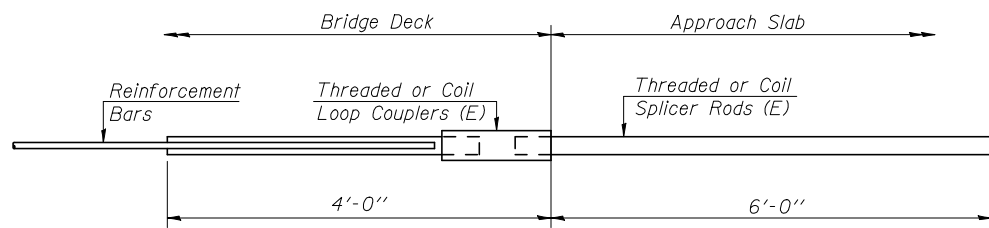
"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
 Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
 All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
 Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

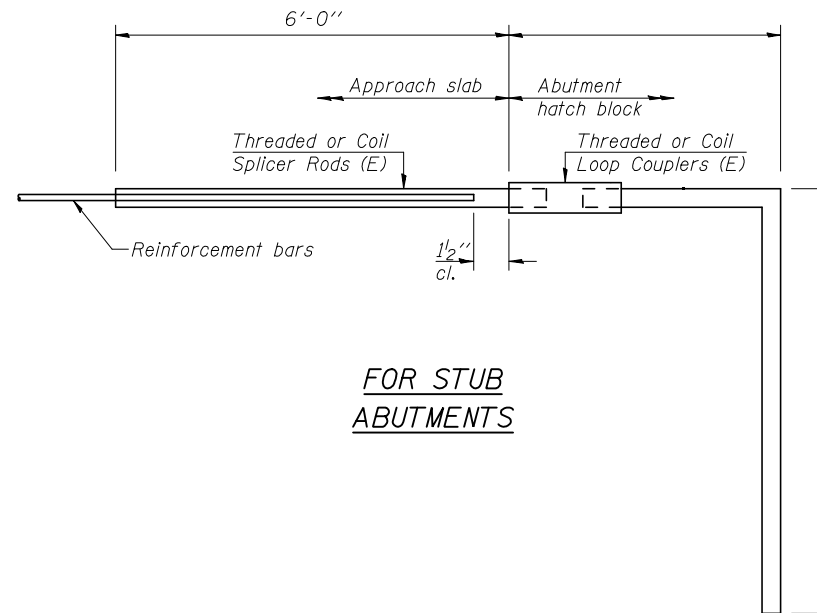
- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
 - ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_t$
(Tension in kips)
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-2"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



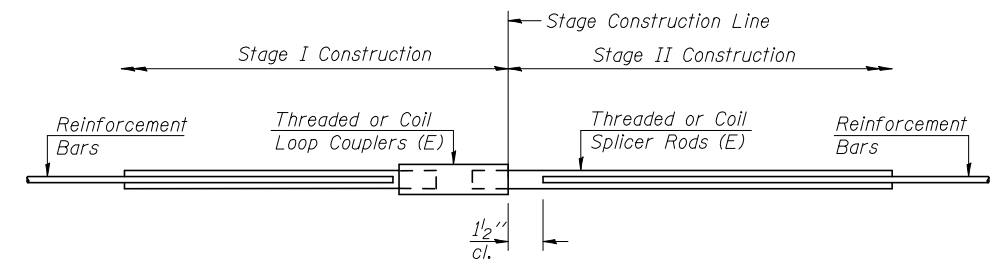
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 80



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



STANDARD

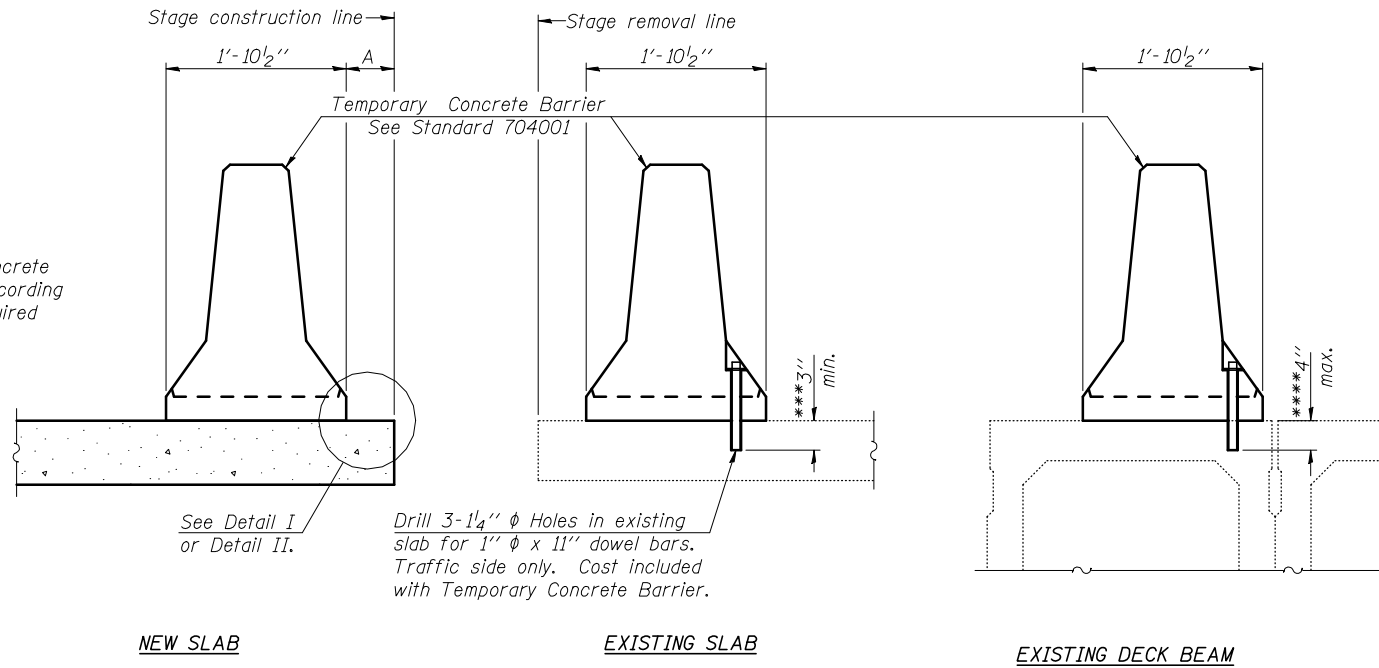
Bar Size	No. Assemblies Required	Location
#5	358	Deck
#6	4	Deck
#6	6	Pier Diaphragm
#6	22	End Diaphragms
#5	12	Abutments
#6	6	Pier 1

**BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 057-0129**

SHEET NO. 24 26 SHEETS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(57-22B-1)BR	Mc LEAN	46	34
			CONTRACT NO. 70721		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
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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".



NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

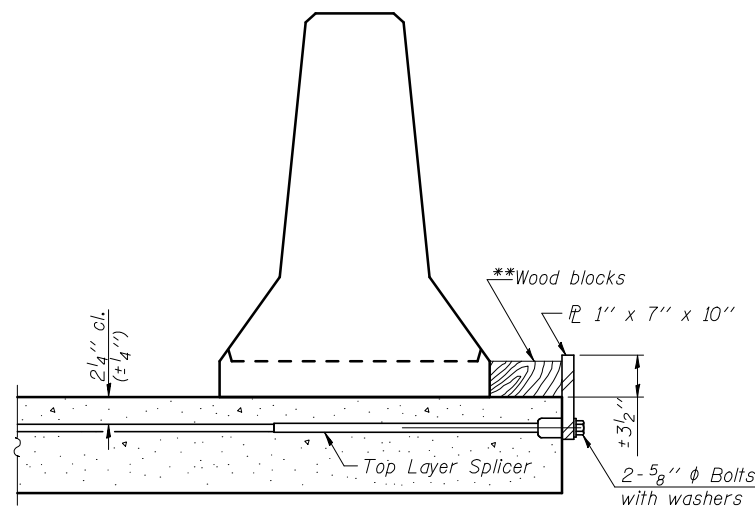
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" 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.

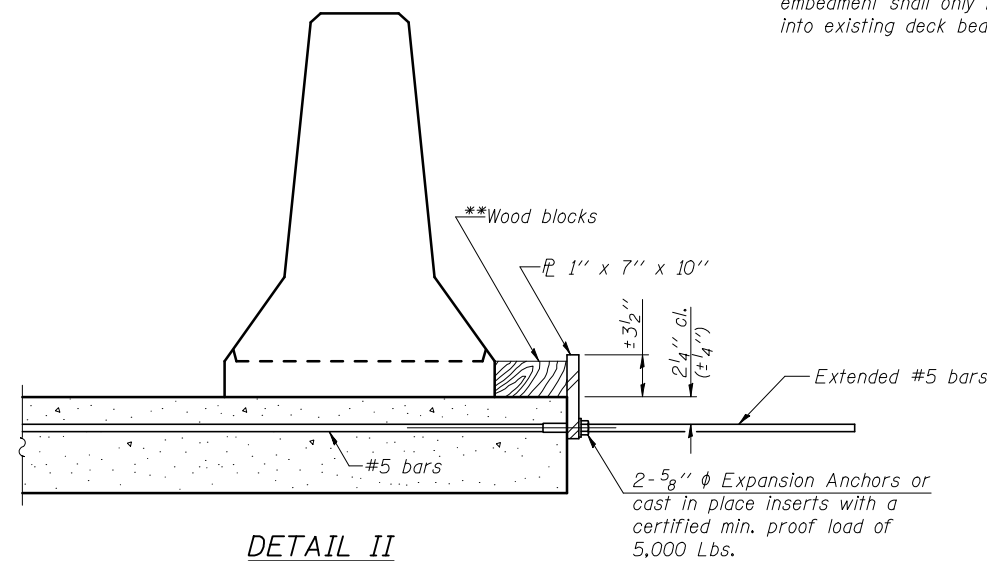
SECTIONS THRU SLAB OR DECK BEAM

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

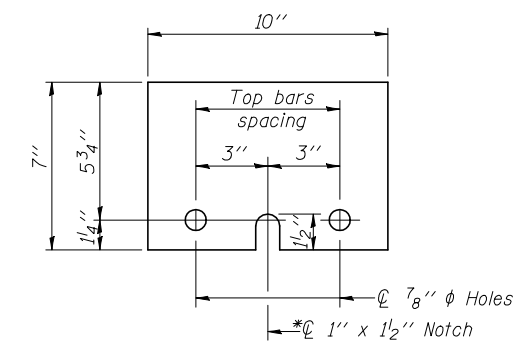
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER PL 1" x 7" x 10"

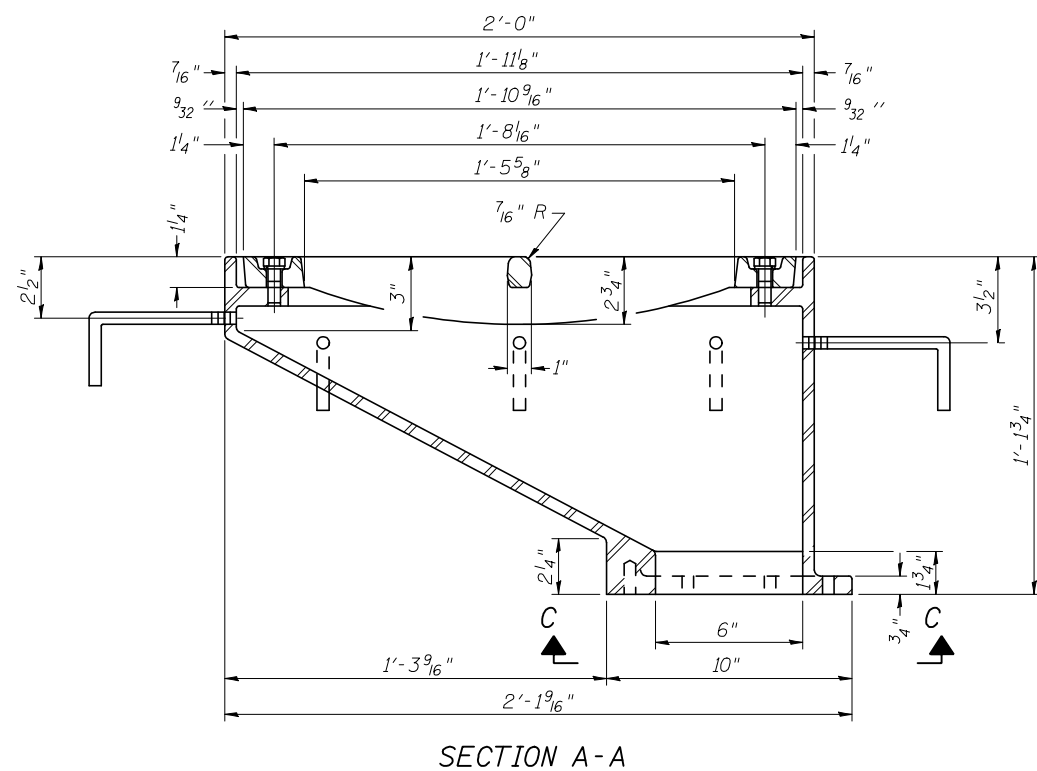
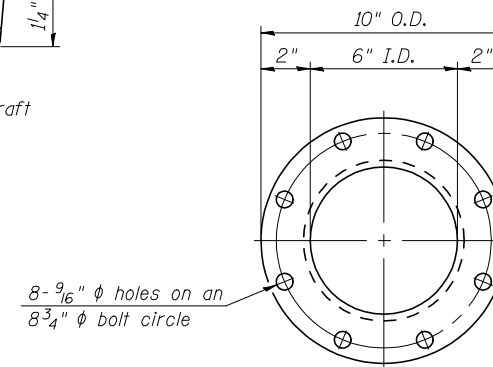
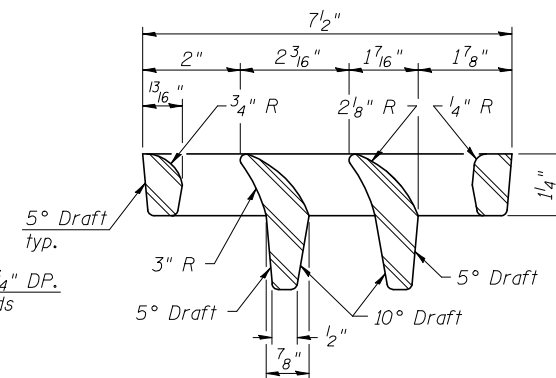
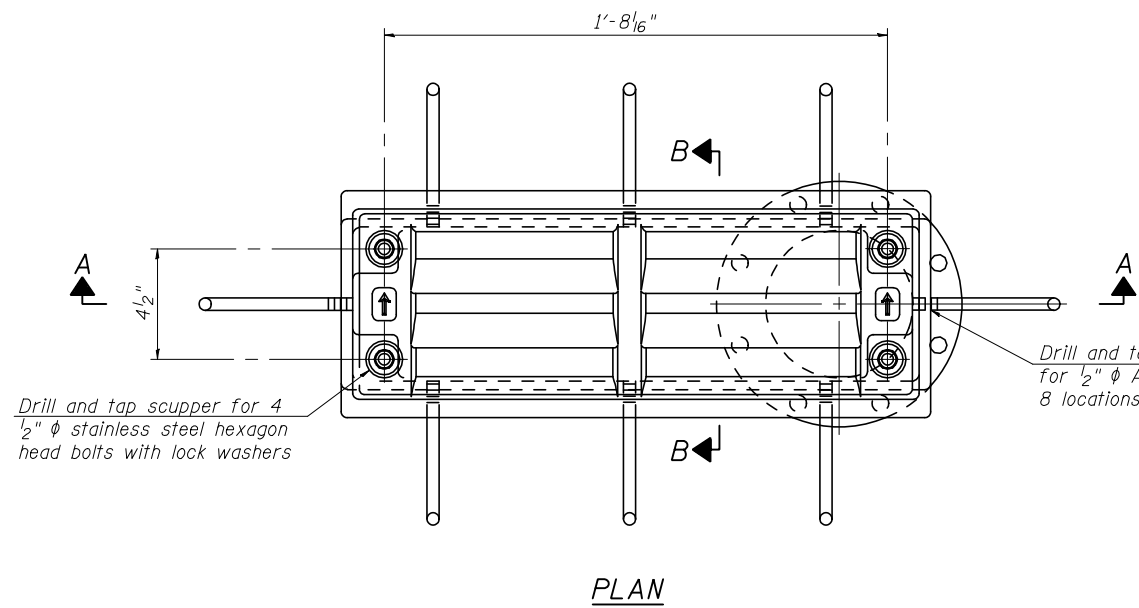
* Required only with Detail II

**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.

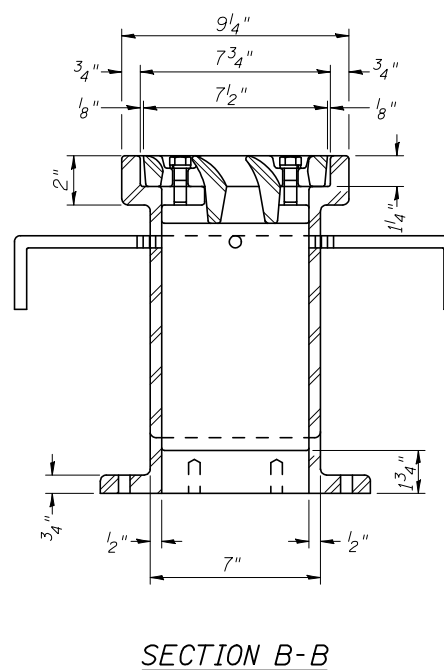
**TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 057-0129**

SHEET NO. 25 26 SHEETS	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	74	(57-22B-1)BR	Mc LEAN	46	35
			CONTRACT NO. 70721		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

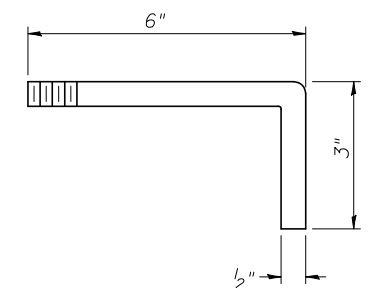
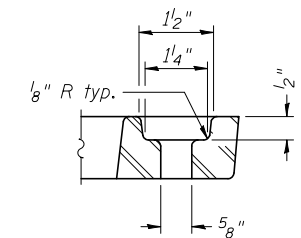
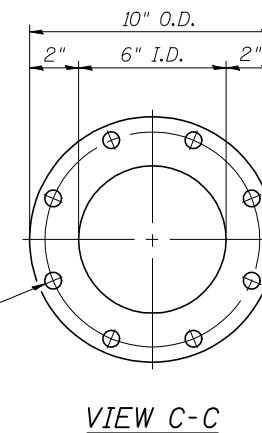
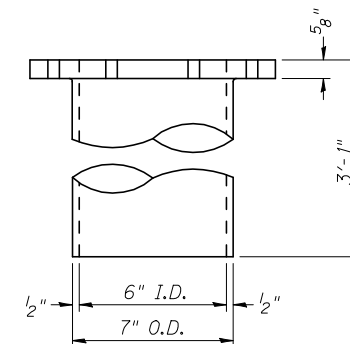
STATE OF ILLINOIS
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See sheet of for scupper location relative to parapet.



Drill and tap 8 holes for 1/2"-13 bolts on an 8 3/4" φ bolt circle. (2 blind holes are 1 1/4" deep, 6 thru holes)



BILL OF MATERIAL

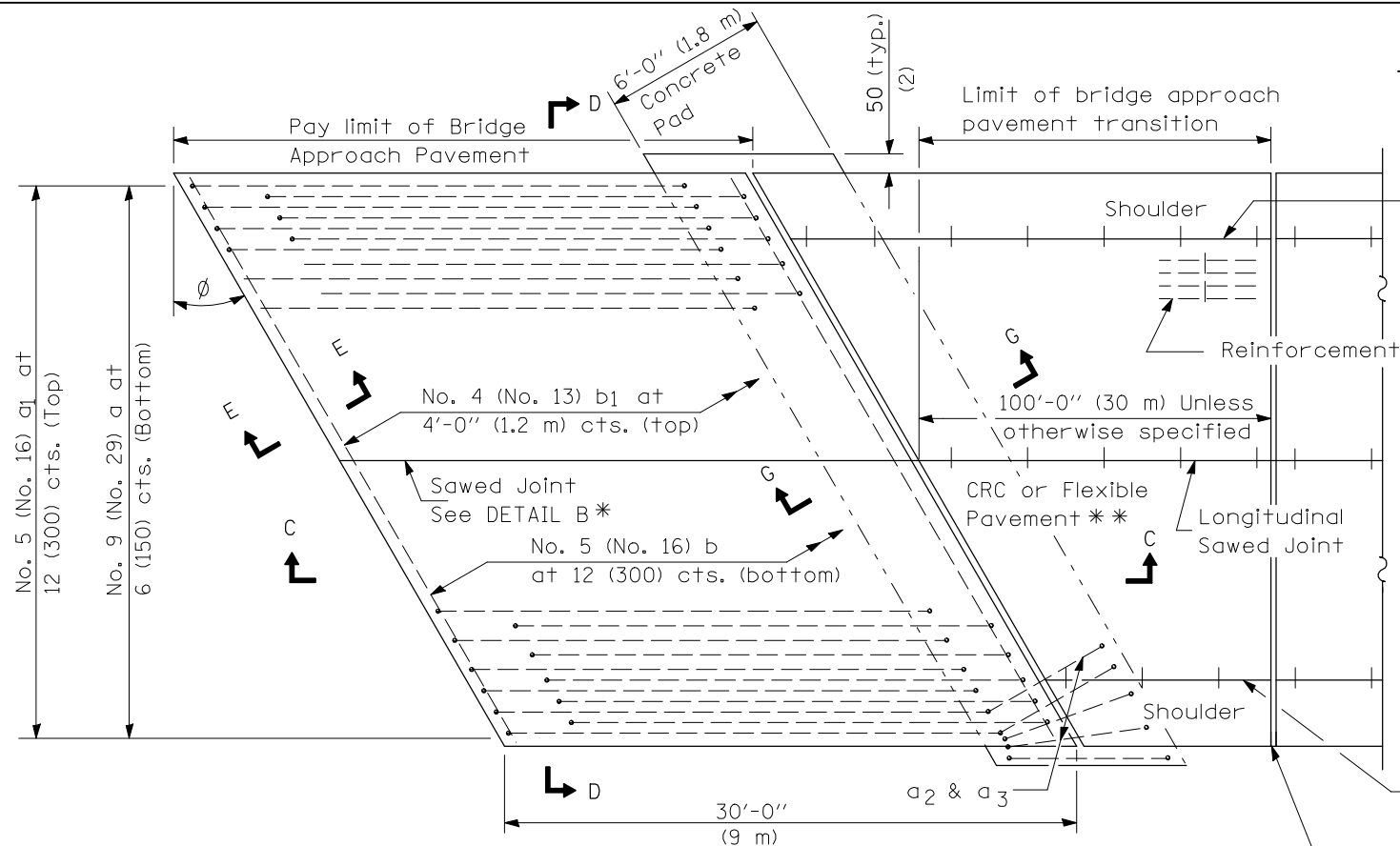
ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	2

DRAINAGE STRUCTURE, DS-12
STRUCTURE NO. 057-0129

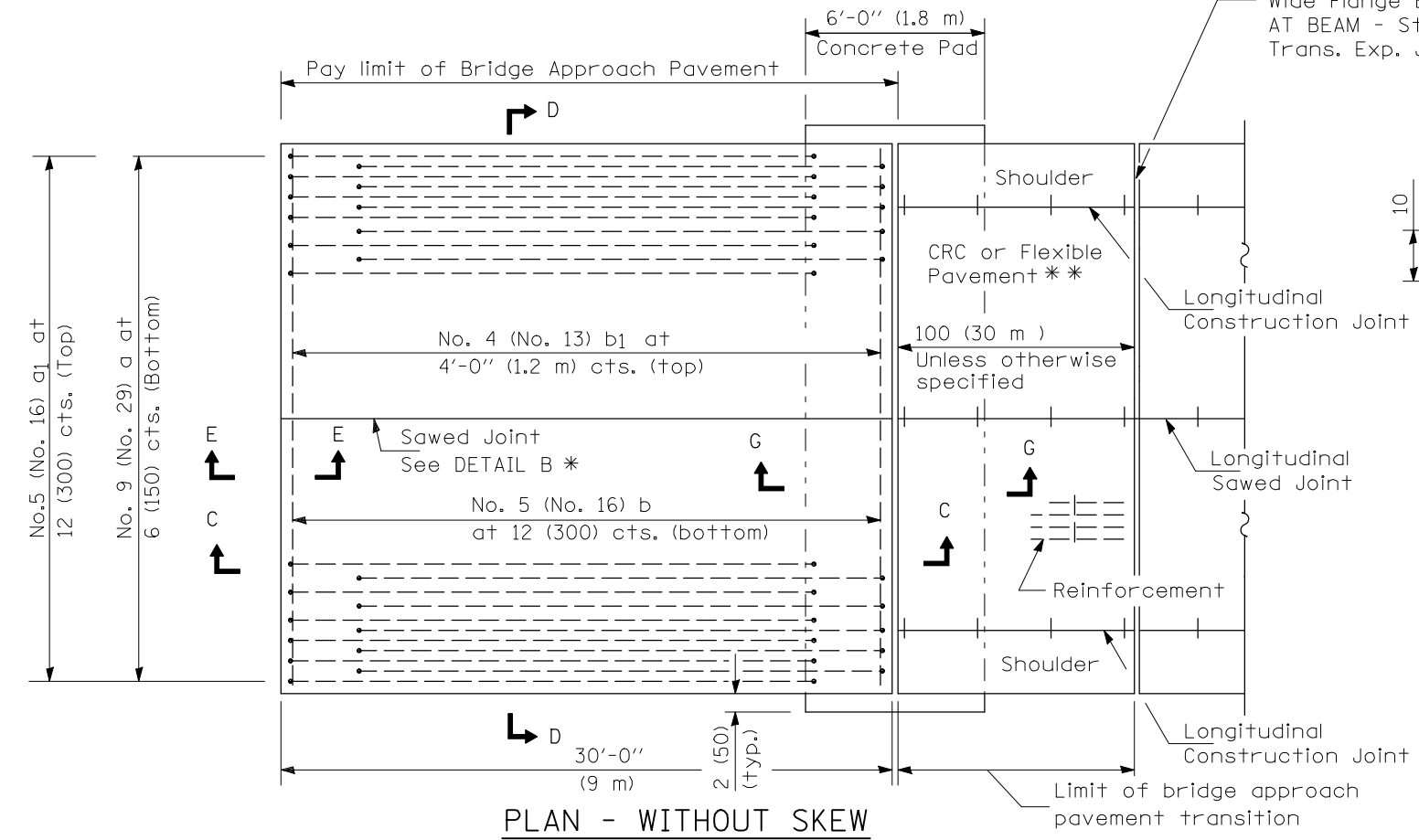
SHEET NO. 26	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	74	(57-22B-1)BR	Mc LEAN	46	36
			CONTRACT NO. 70721		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT		

Notes:

- All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
- Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
- Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.
- As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
- Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.
- The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
- Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12.
- Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



PLAN - WITH SKEW



PLAN - WITHOUT SKEW

* Saw \perp or lane edge if poured two or more lane widths at a time.
 ** Omit Reinforcement, tie bars and Long. sawed Jt. for Flexible Pavement.

NEW CONSTRUCTION

Longitudinal Construction Joint

Reinforcement

100'-0" (30 m) Unless otherwise specified

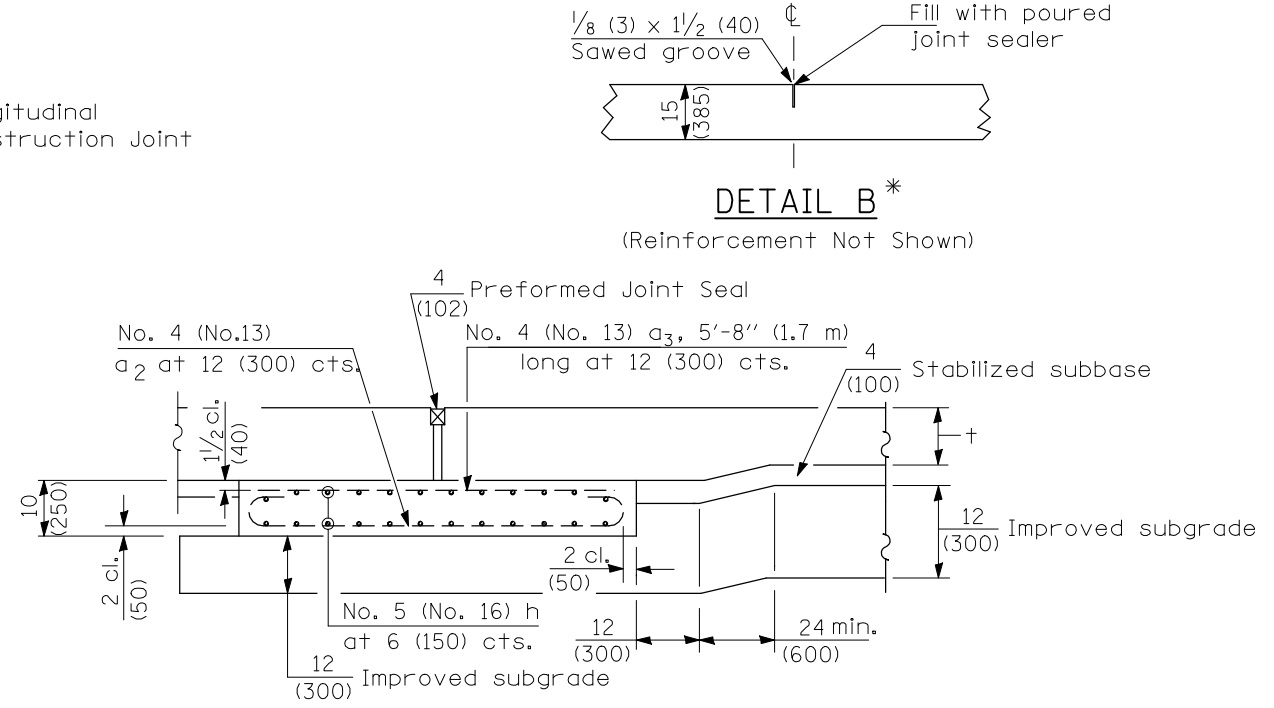
CRC or Flexible Pavement **

Longitudinal Sawed Joint

Longitudinal Construction Joint

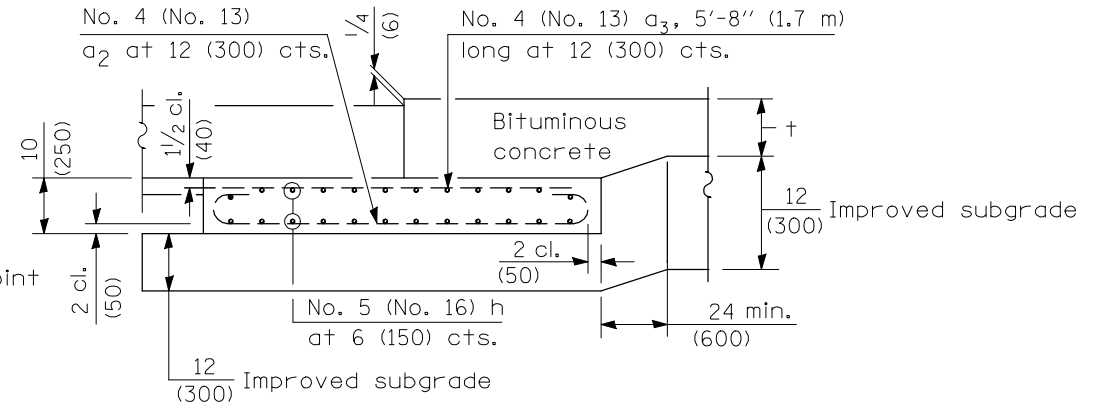
Rigid Pavement only:

Wide Flange Beam Terminal Joint (See DETAIL AT BEAM - Standard 421101 or 421106 or 2 (50) Trans. Exp. Joint as detailed on Standard 420001.



SECTION G-G - RIGID PAVEMENT

(Showing reinforcement)



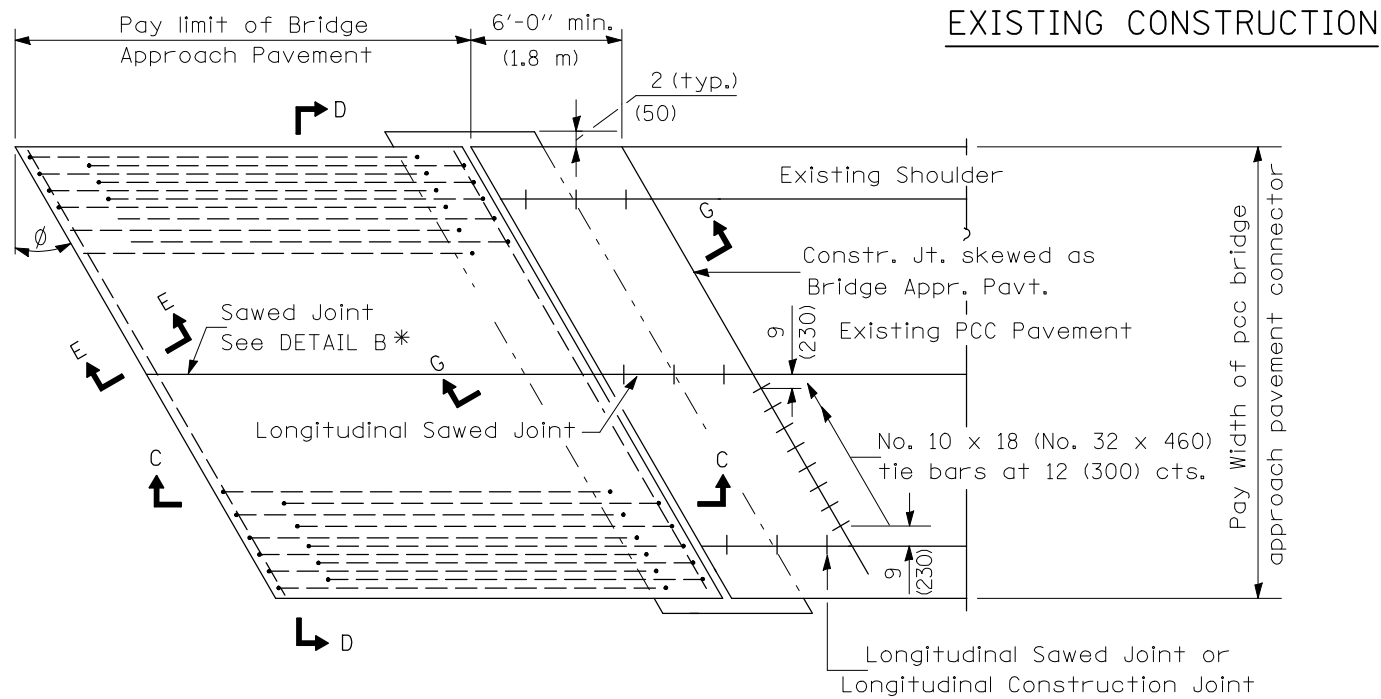
SECTION G-G - FLEXIBLE PAVEMENT

(Showing reinforcement)

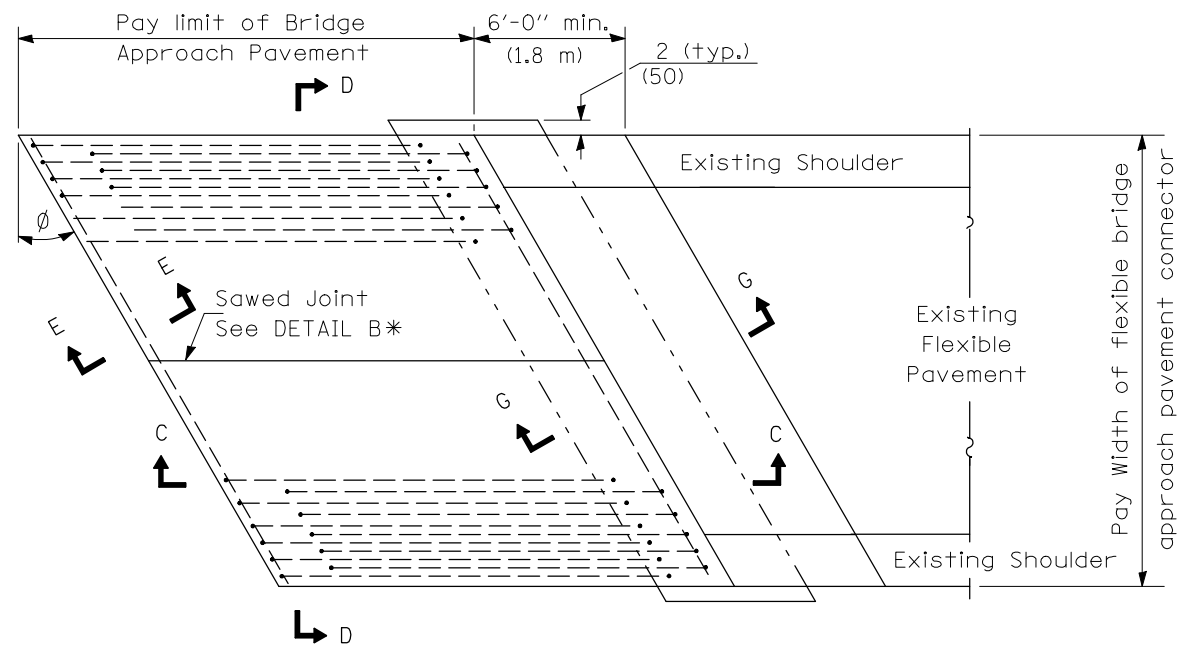
GENERAL NOTES

THICKNESS-"t"=Thickness of Pavement.
 See Standard 421001 for reinforcement details not shown.
 See Standard 420001 for joint details not shown.
 All dimensions are in inches (millimeters) unless otherwise shown.

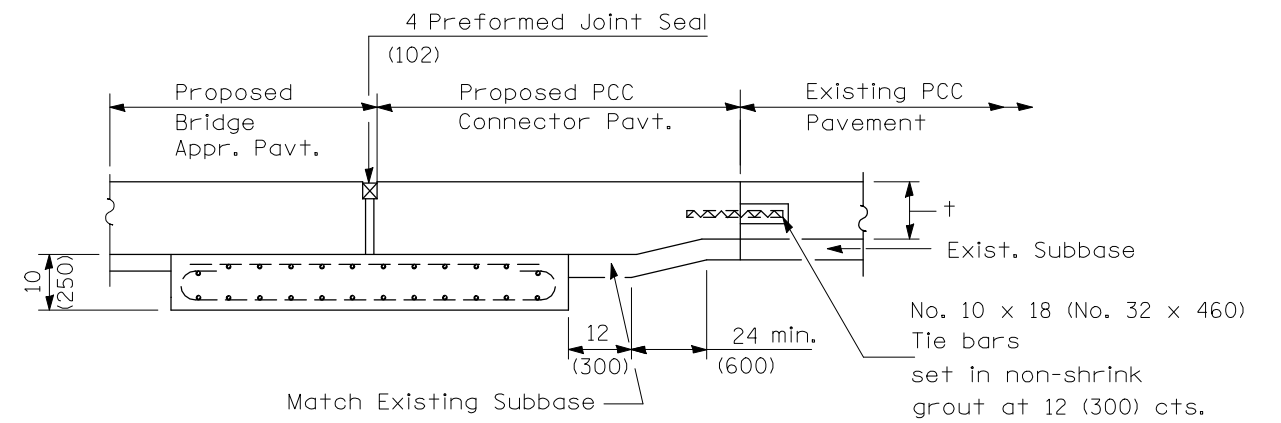
BRIDGE APPROACH PAVEMENT DETAIL		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE:		74	(57-22B-1)BR	MCLEAN	46	37
SHEET NO. 1 OF 4 SHEETS		STA. TO STA.		CONTRACT NO. 70721		
ILLINOIS FED. AID PROJECT						



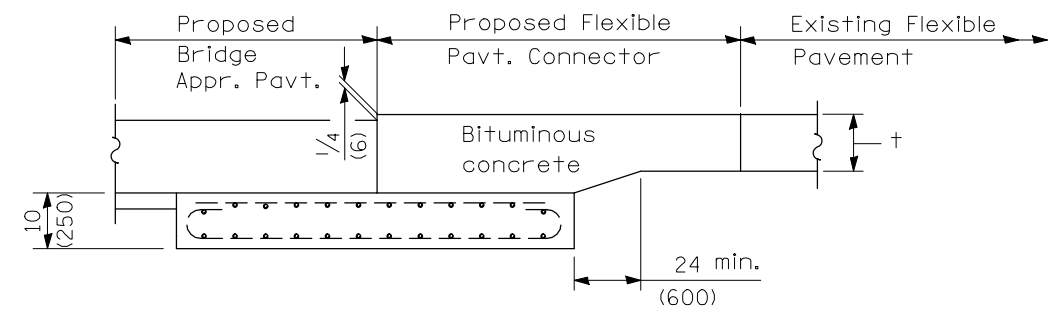
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)



BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

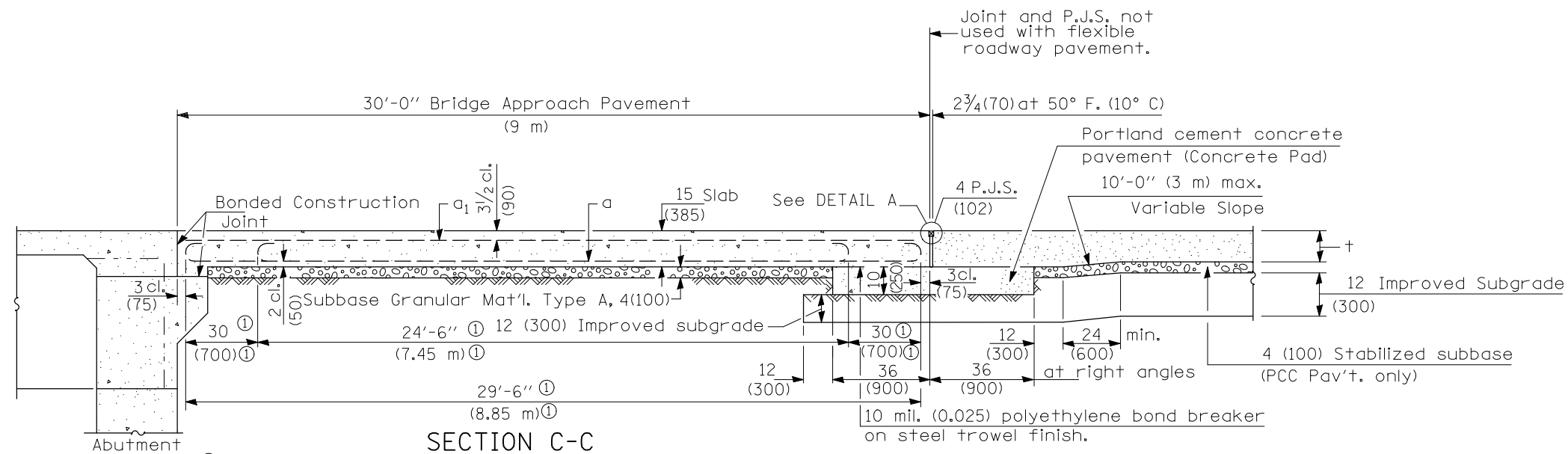


SECTION G-G - RIGID PAVEMENT



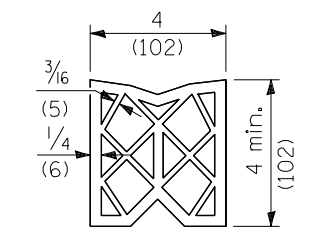
SECTION G-G - FLEXIBLE PAVEMENT

BRIDGE APPROACH PAVEMENT DETAIL		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE:		74	(57-22B-1)BR	MCLEAN	46	38
SHEET NO. 2 OF 4 SHEETS		STA. TO STA.		CONTRACT NO. 70721		
ILLINOIS FED. AID PROJECT						

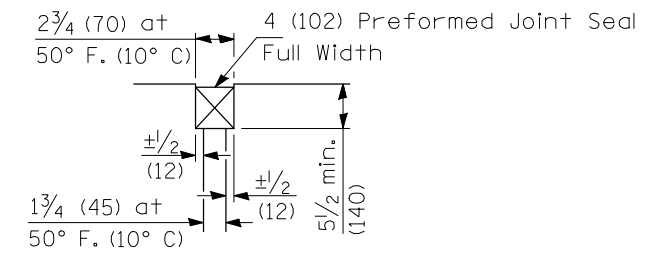


SECTION C-C

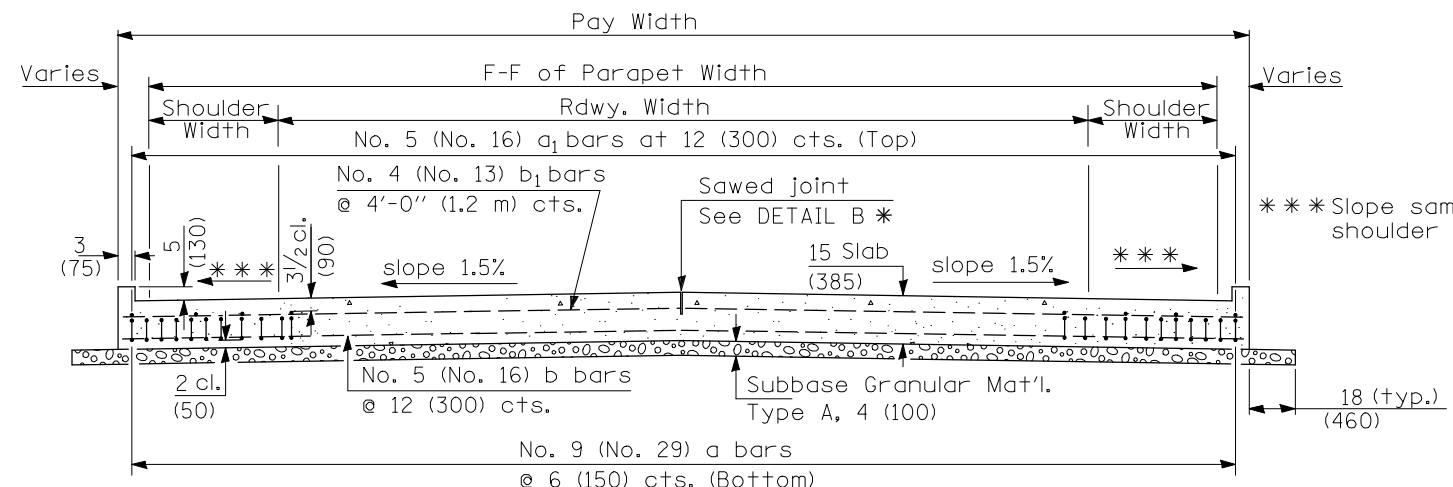
① Stagger No. 9 (No. 29) a bars as shown on plan - full width



PREFORMED JOINT SEAL



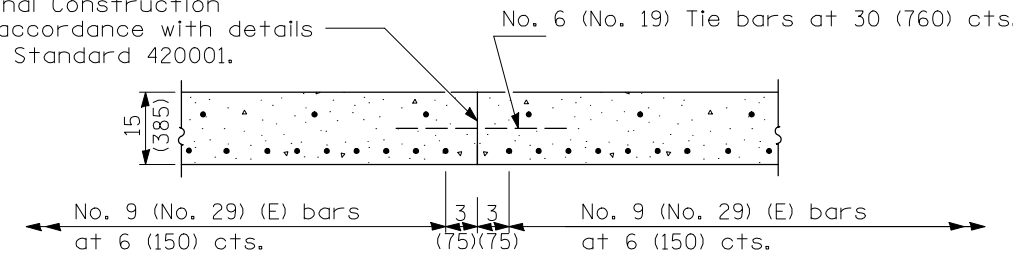
DETAIL A



SECTION D-D

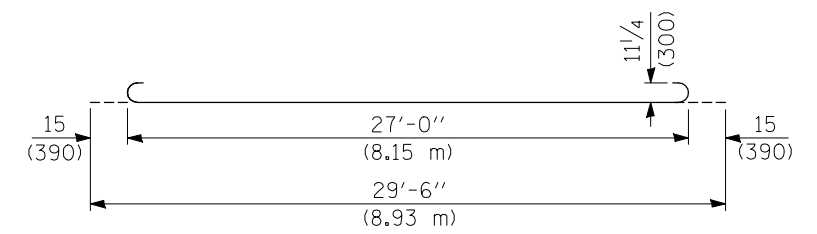
(See Plan for Dimensions not shown)

Longitudinal Construction Joint in accordance with details shown on Standard 420001.

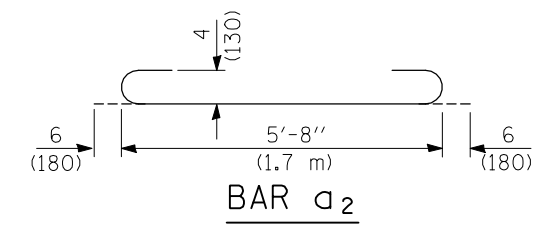


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

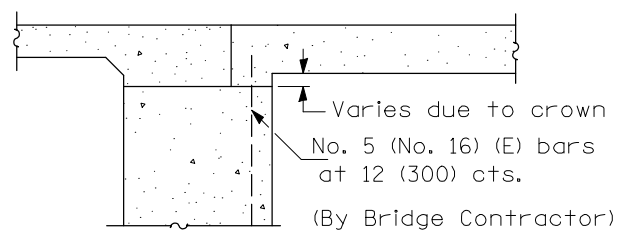
As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.



BAR a

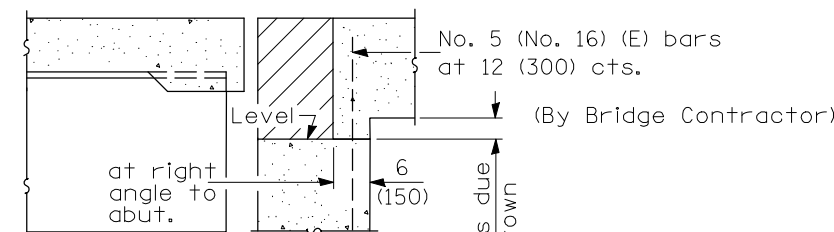


BAR a2



SECTION E-E

(Integral Abutments)

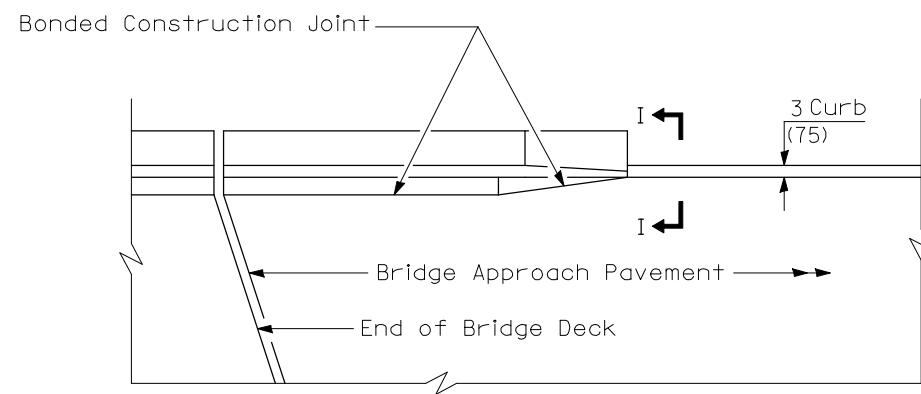


SECTION E-E

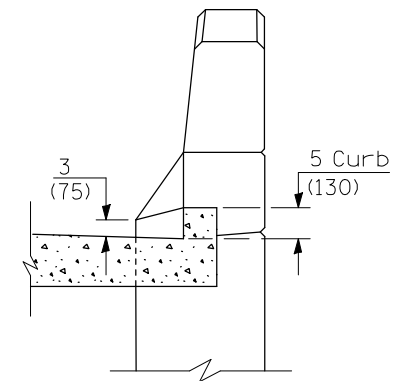
(Jointed Abutments)

DESIGN STRESSES
 $f_y = 60,000$ p.s.i. (400 MPa)
 $f'_c = 3,500$ p.s.i. (24 MPa)
 $n = 8.5$

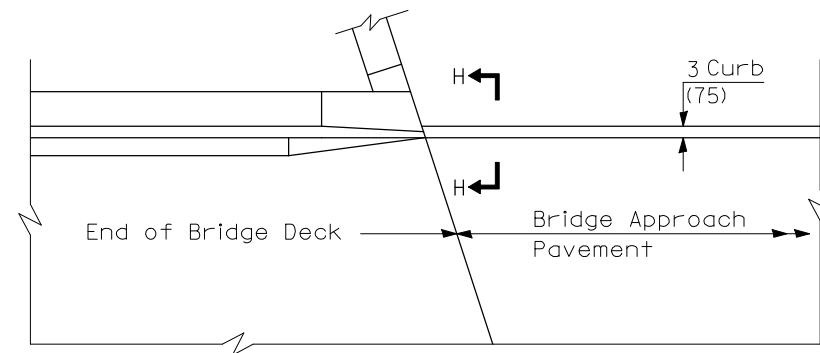
BRIDGE APPROACH PAVEMENT DETAIL		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE:		74	(57-22B-1)BR	MCLEAN	46	39
SHEET NO. 3 OF 4 SHEETS		CONTRACT NO. 70721		ILLINOIS FED. AID PROJECT		



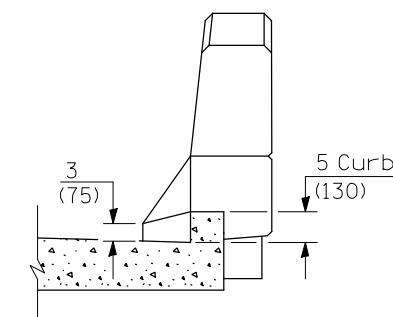
PARAPET TO CURB TRANSITION
PILE BENT ABUTMENT



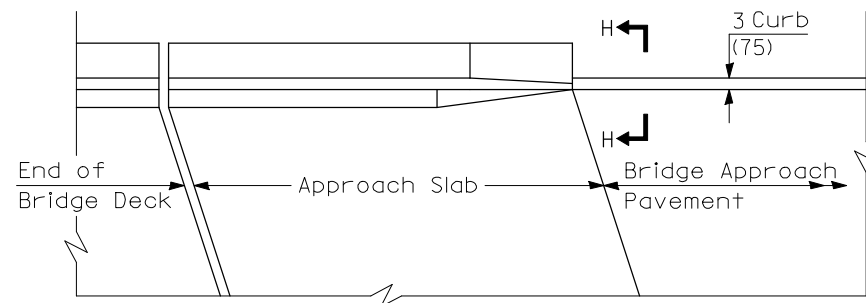
SECTION I - I



PARAPET TO CURB TRANSITION
INTEGRAL ABUTMENT



SECTION H - H

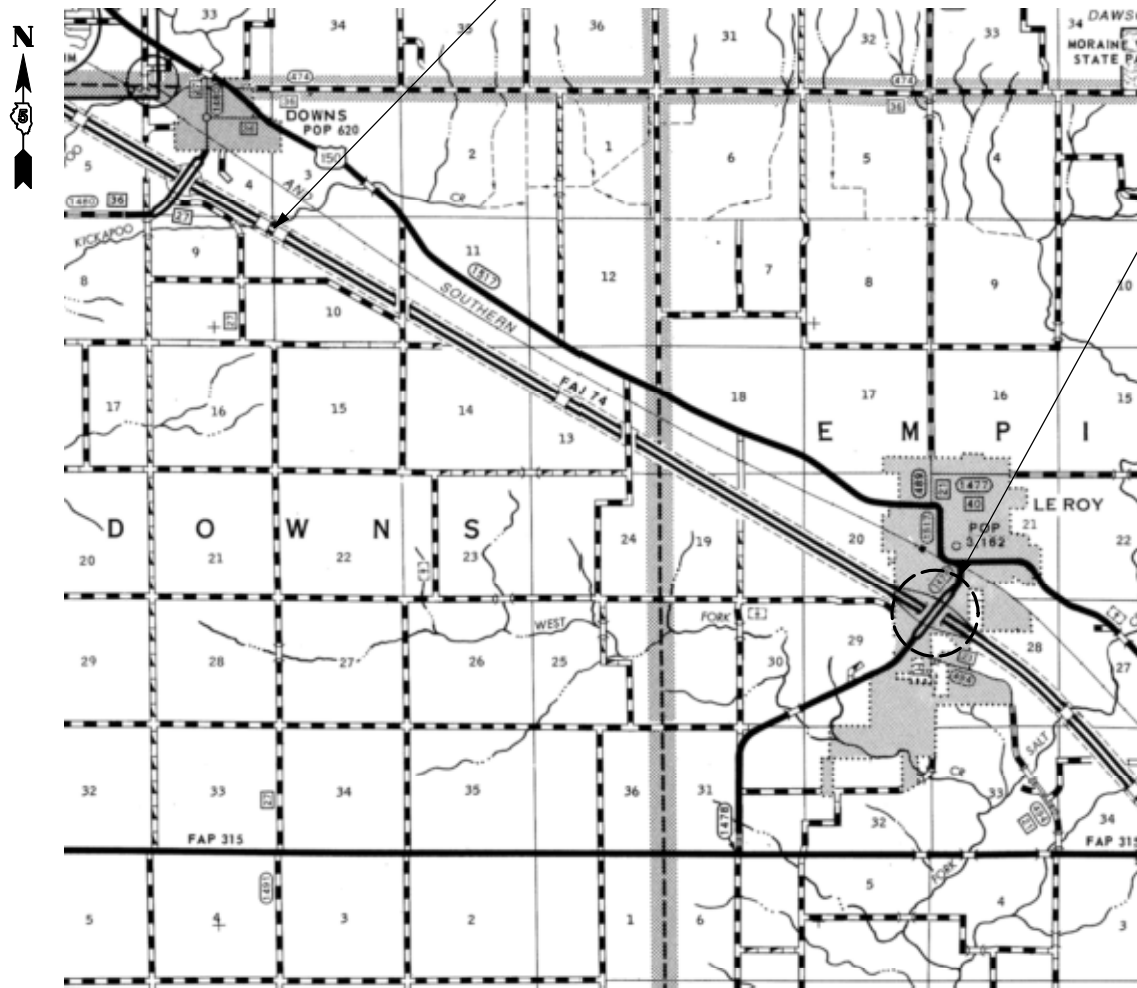


PARAPET TO CURB TRANSITION
VAULTED ABUTMENT

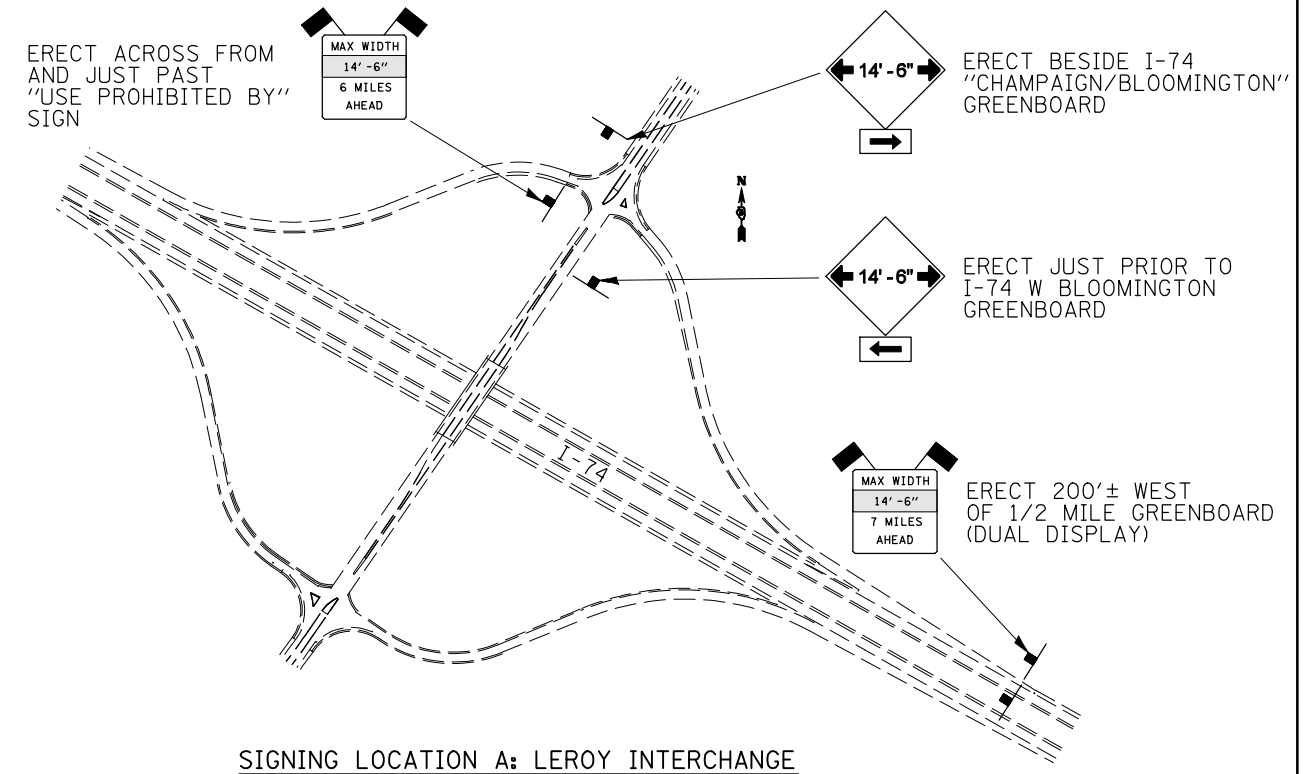
SCALE:		SHEET NO. 4 OF 4 SHEETS		STA. TO STA.		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
						74	(57-22B-1)BR	MCLEAN	46	40
								CONTRACT NO. 70721		
ILLINOIS FED. AID PROJECT										

BRIDGE APPROACH PAVEMENT DETAIL

PROJECT LOCATION
STRUCTURE 057-0129



SIGNING LOCATION A
LEROY INTERCHANGE



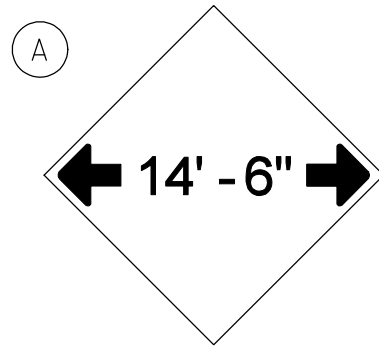
FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED -
ct:\pw\work\p\dot\keysrb\0124831\0570721-sht-details.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 3/12/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WIDTH RESTRICTION SIGNING
PLACEMENT DETAIL

SCALE: SHEET NO. 1 OF 2 SHEETS STA. TO STA.

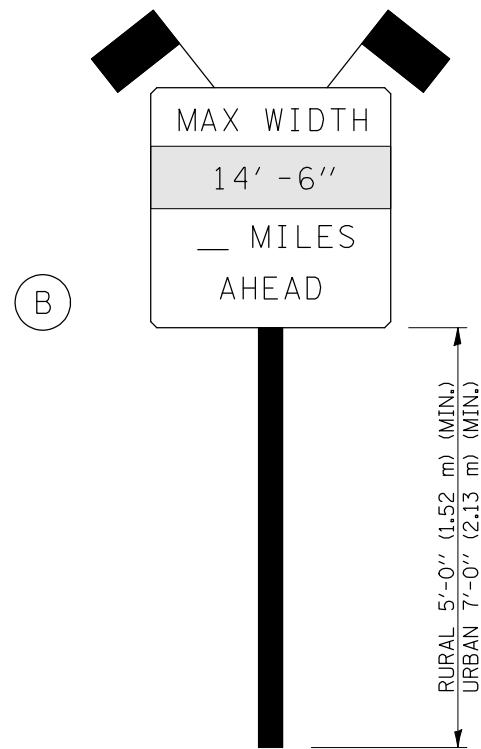
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(57-22B-1)BR	MCLEAN	46	41
CONTRACT NO. 70721				
ILLINOIS FED. AID PROJECT				



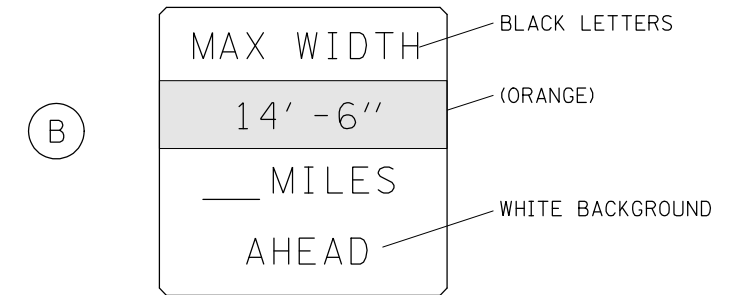
W12-2(0)-48"x48"(1200x1200)

SIGN (A) 2 SIGNS - W12-2(0)-48"x48"(1200x1200) ARE TO BE PLACED AS SHOWN ON THE WIDTH RESTRICTION SIGNING LOCATION DETAIL SHEET.

SIGN (B) 2 SIGNS - (SIGN PANEL, TYPE II) AS SHOWN ARE TO BE PLACED AS SHOWN ON THE WIDTH RESTRICTION SIGNING LOCATION DETAIL SHEET.



SIGN PANEL, TYPE II



W12-I103(0)-48"x48"(1200x1200)
"D" LETTERS/NUMBERS

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.

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

FILE NAME =	USER NAME = keyarb	DESIGNED -	REVISED - 11/06
ca:\pwork\pwidot\KEYSRB\0124631\0570721-shit-details.dgn		DRAWN -	REVISED - 05/08
	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED - 10/08 - KJT
	PLOT DATE = 2/24/2009	DATE -	REVISED -

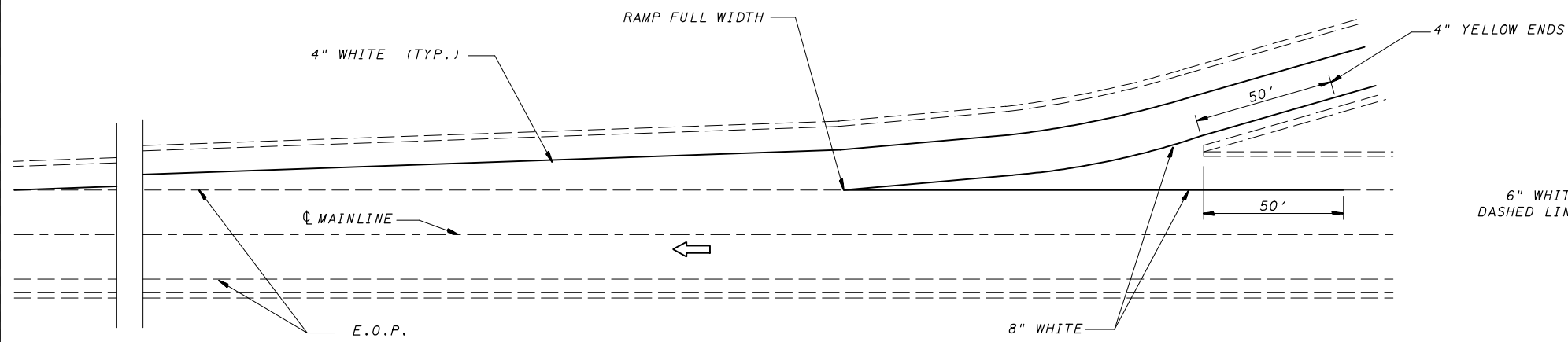
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**WIDTH RESTRICTION SIGNING
SIGN DETAIL**

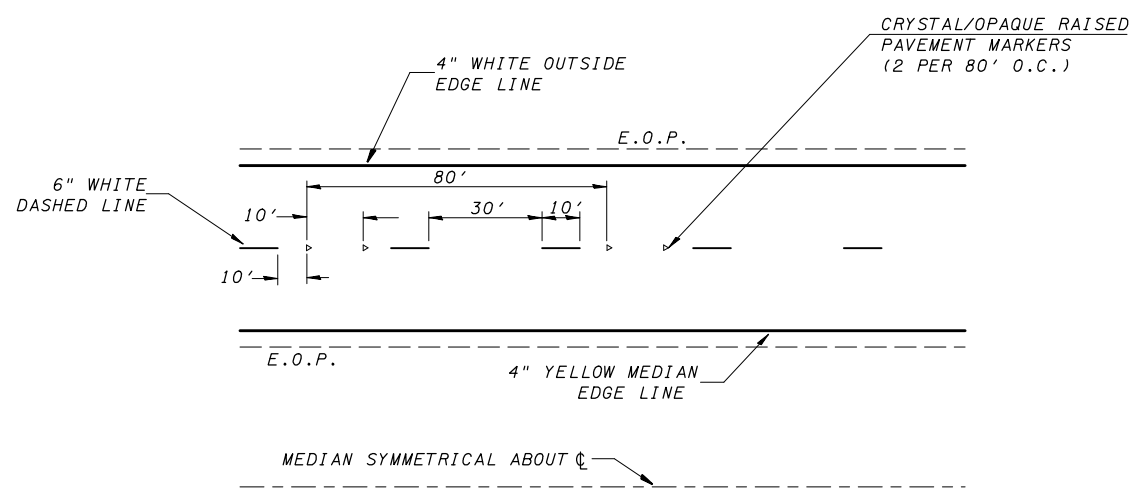
SCALE: SHEET NO. 2 OF 2 SHEETS STA. TO STA.

DISTRICT 5 DETAIL NO. X7200201

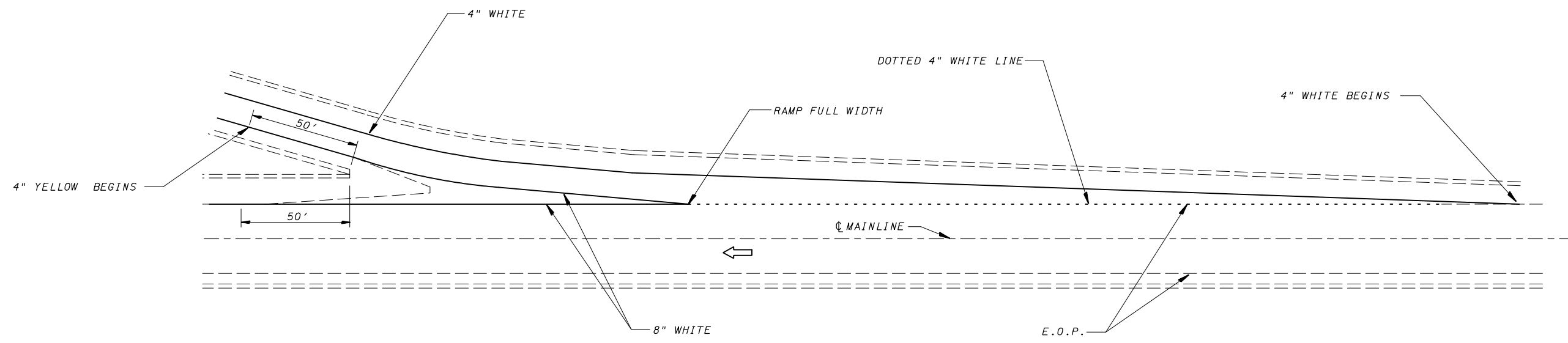
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(57-22B-1)BR	MCLEAN	46	42
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70721	



TYPICAL PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS



TYPICAL PAVEMENT MARKINGS



TYPICAL PAVEMENT MARKINGS FOR EXIT RAMP TERMINALS

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

FILE NAME =	USER NAME = keysrb	DESIGNED -	REVISED - 11/06
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	PLOT SCALE = 100.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 2/24/2009	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING (MCLEAN COUNTY "SPOT" IMPROVEMENTS ONLY)

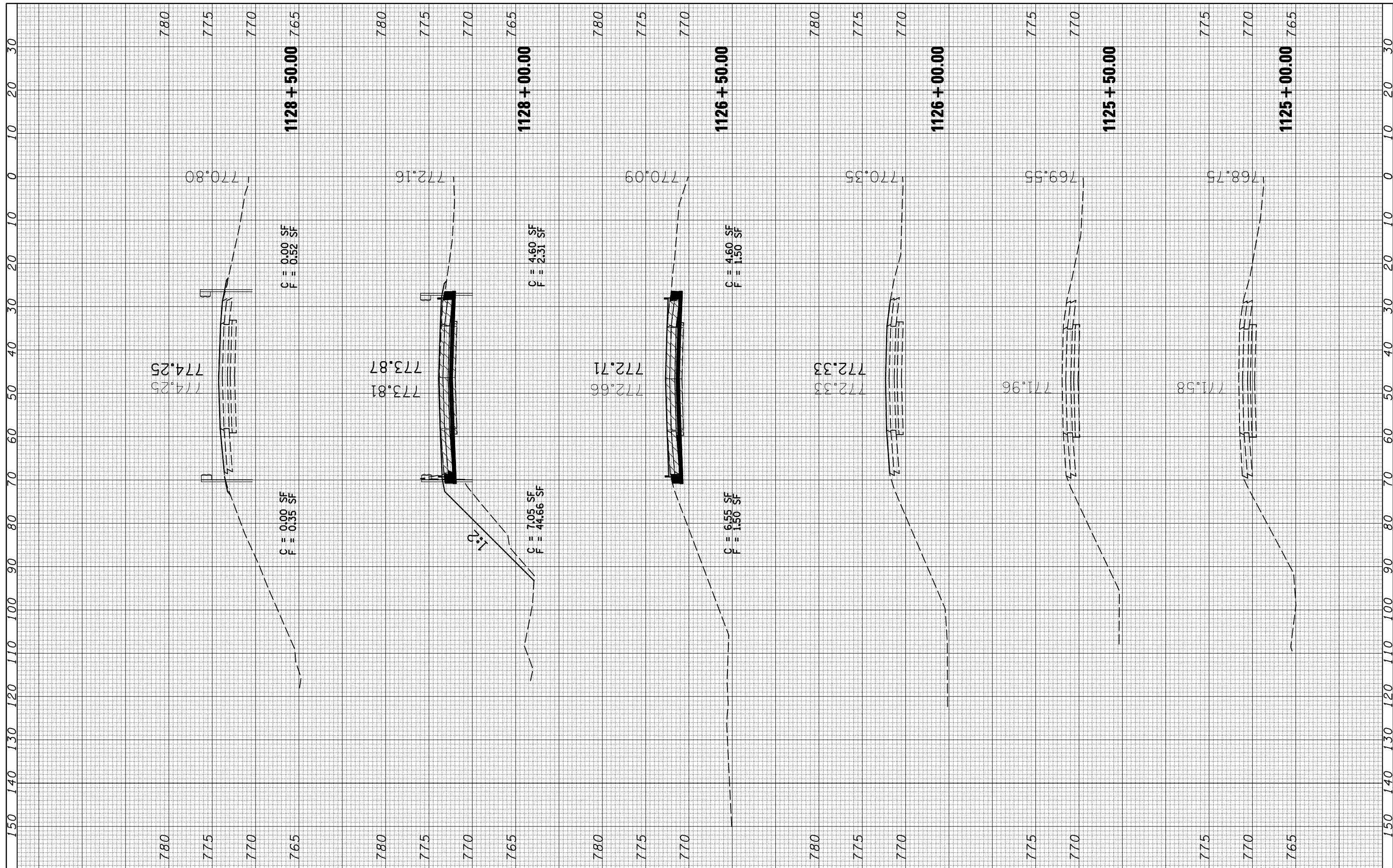
SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.
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DISTRICT 5 DETAIL NO. 7800CCCC

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(57-22B-1)BR	MCLEAN	46	43
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 70721	

BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED



FILE NAME =	USER NAME = keyarb
ca:\pw_work\PWIDOT\KEYSRB\d0124631\0570721-sh1-ssht.dgn	
PLOT SCALE = 20.0000' / IN.	
PLOT DATE = 3/12/2009	

DESIGNED -	REVISD -
DRAWN -	REVISD -
CHECKED -	REVISD -
DATE -	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

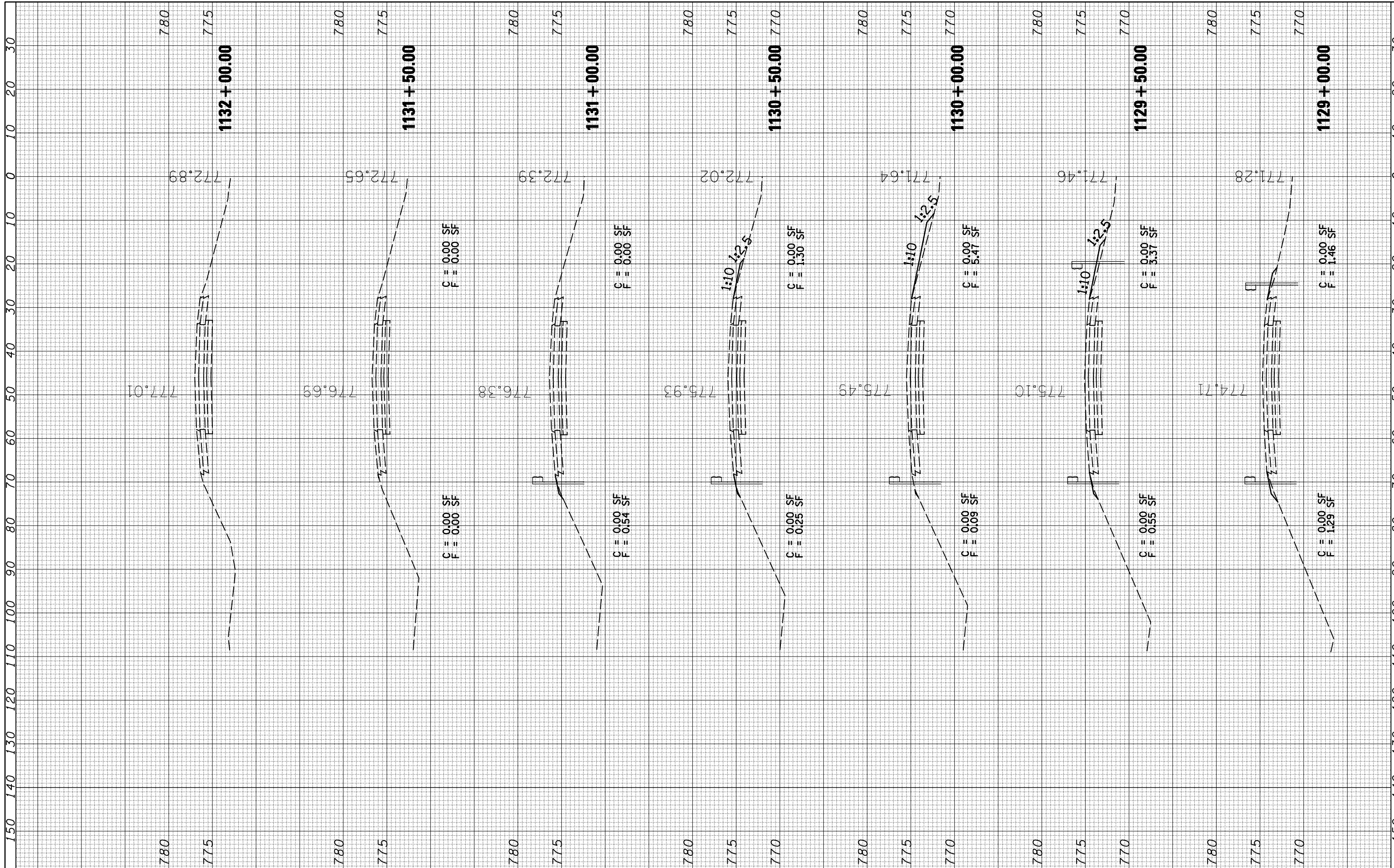
CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 1125+00.00 TO STA. 1128+50.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(57-22B-1)BR	MCLEAN	46	44
CONTRACT NO. 70721				
ILLINOIS FED. AID PROJECT				

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

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

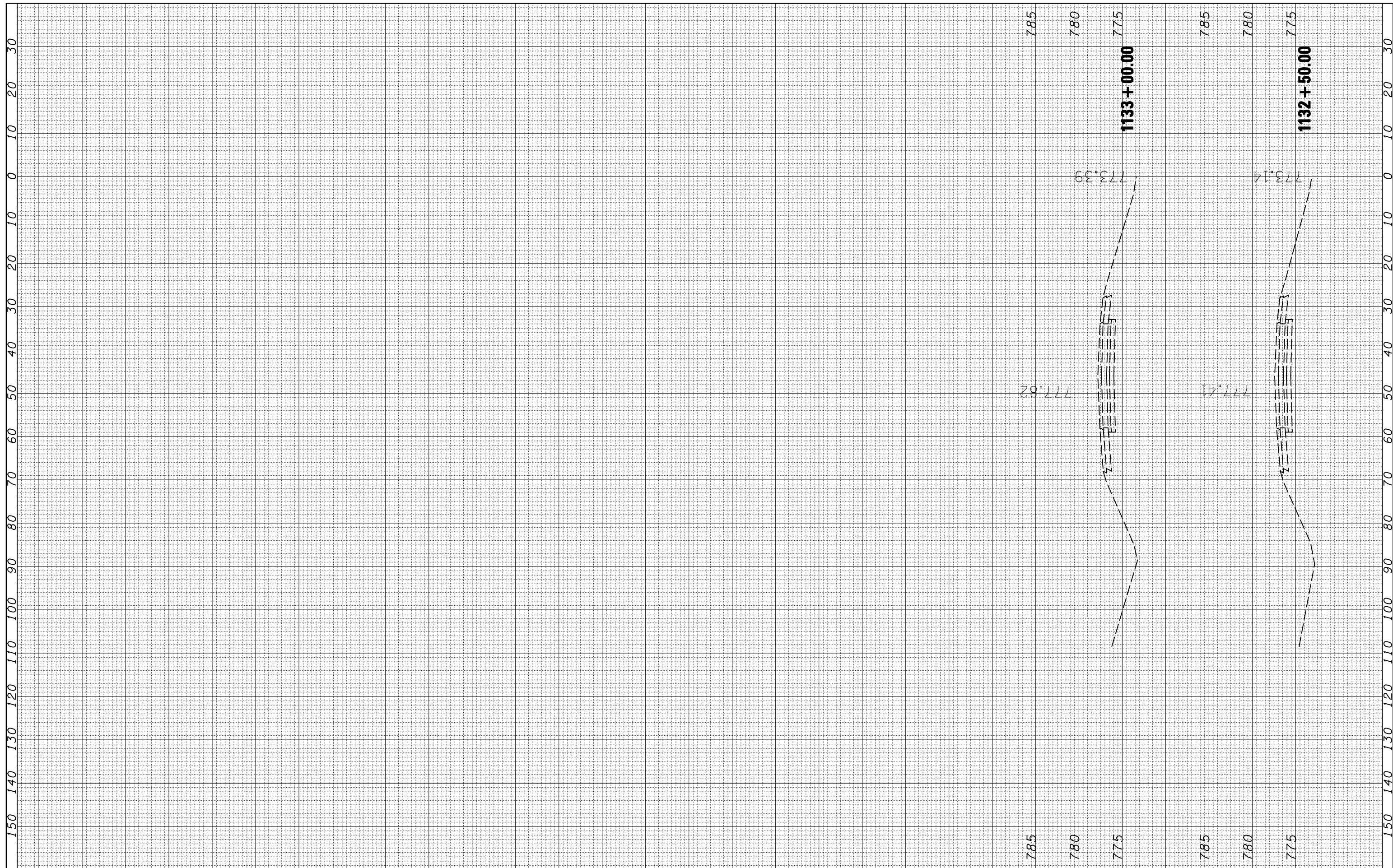


FILE NAME =	USER NAME = keyarb	DESIGNED -	REVISED -	CROSS SECTIONS				F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwidot\KEYSRB\d0124631\0570721-sh1.ssh.dgn		DRAWN -	REVISED -	SCALE:				74	(57-22B-1)BR	MCLEAN	46	45
PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -	SHEET NO. OF SHEETS STA. 1129+00.00 TO STA. 1132+00.00				CONTRACT NO. 70721				
PLOT DATE = 2/24/2009		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BY	DATE

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



FILE NAME =	USER NAME = keyarb	DESIGNED -	REVISED -
ca:\pw\work\pwwdot\keysrb\d0124831\0570721-sht-x.sht.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS			
SCALE:	SHEET NO.	OF SHEETS	STA. 1132+50.00 TO STA. 1133+00.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74	(57-22B-1)BR	MCLEAN	46	46
			CONTRACT NO. 70721	
ILLINOIS FED. AID PROJECT				