

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	1
VERNON AVENUE, TOWN OF NORMAL		CONTRACT NO. 91430		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PLANS FOR PROPOSED
STREET IMPROVEMENTS**

PLAN 1 INCH = 20 FEET
 PROFILE HORIZ. 1 INCH = 20 FEET
 PROFILE VERT. 1 INCH = 5 FEET
 CROSS SECTIONS HORIZ. 1 INCH = 10 FEET
 CROSS SECTIONS VERT. 1 INCH = 5 FEET

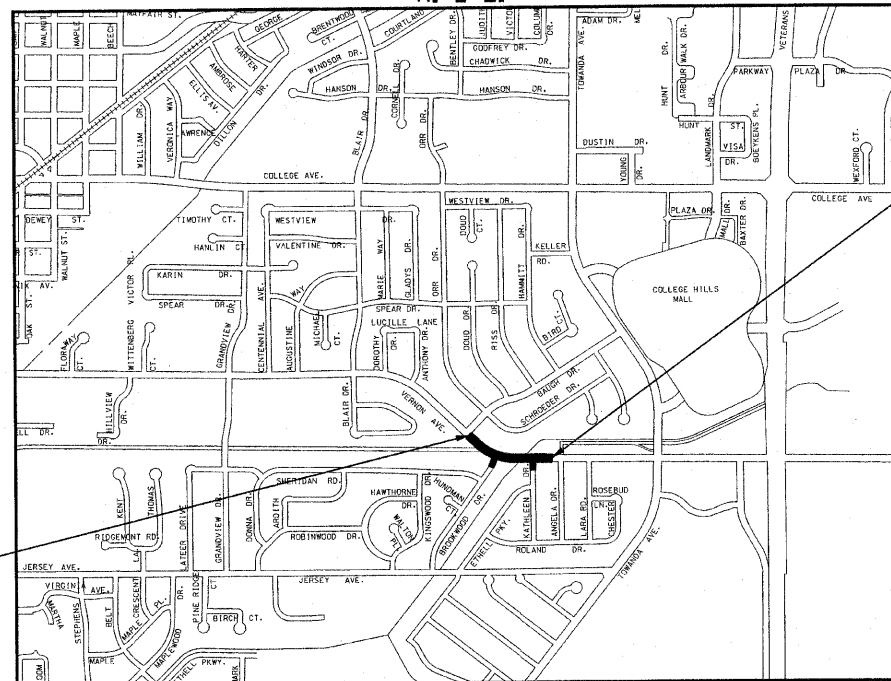
TOWN OF NORMAL
MCLEAN COUNTY, ILLINOIS
SECTION NO. 06-00230-00-BR
PROJECT NO. BRM-5227(055)
JOB NO. C-95-313-10

ILLINOIS MAJOR BRIDGE PROGRAM

VERNON AVENUE – F.A.U. ROUTE 6354
BAUGH DRIVE TO ANGELA DRIVE

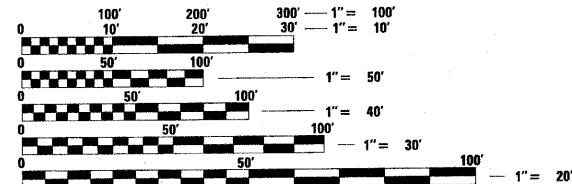
R. 2 E.

ILLINOIS HIGHWAY STANDARD DRAWINGS
(SEE SHEET NO. 3)



END IMPROVEMENTS
VERNON AVENUE
STA. 43+05.00

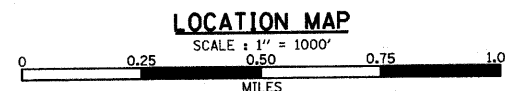
BEGIN IMPROVEMENTS
VERNON AVENUE
STA. 34+05.00



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

CONTRACT NO. 91430



TOTAL LENGTH OF VERNON AVENUE IMPROVEMENT = 900.00 FEET = 0.17 MILES
 TOTAL LENGTH OF IMPROVEMENTS = 900.00 FEET = 0.17 MILES

ADT = 11,900 (2004)
FUNCTIONAL CLASSIFICATION = MINOR ARTERIAL

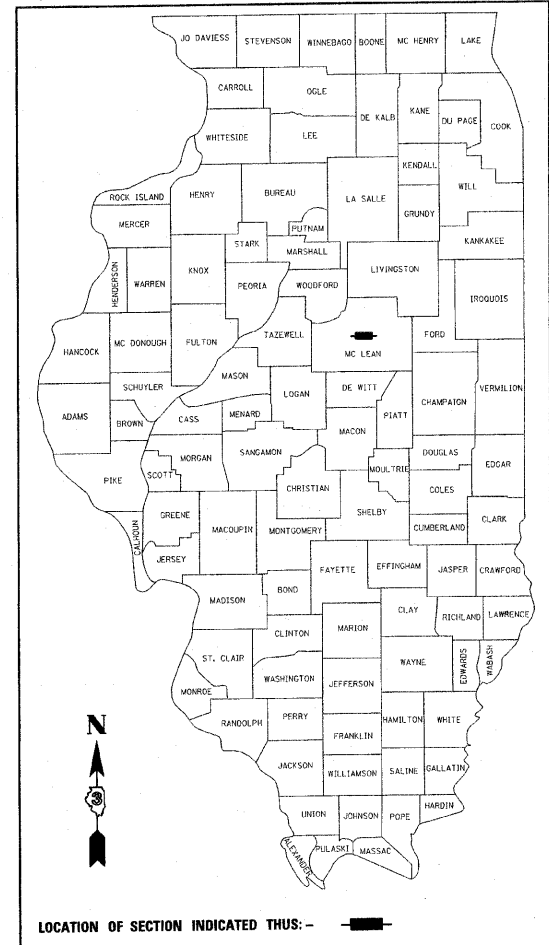
PROFESSIONAL ENGINEER
CLARK DIETZ, INC.
FOR SHEETS 1-23, 27-29, AND 56-64

DATE: 06/04/2010
LICENSE EXPIRES 11-30-2011



Clark Dietz
ENGINEERS
DESIGN FIRM REGISTRATION
No. 184-000450

125 WEST CHURCH STREET
CHAMPAIGN, IL 61820
PHONE : 217.373.8900
FAX : 217.373.8923



TOWN OF NORMAL

APPROVED June 4 2010
Jane C. Brown
TOWN ENGINEER

PASSED August 3 2010
D. A. S.
DISTRICT FIVE ENGINEER OF
LOCAL ROADS & STREETS

Releasing For Bid Based on Limited Review 8/3 2010
[Signature]
DEPUTY DIRECTOR OF HIGHWAYS
REGION THREE ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

GENERAL NOTES

1. ALL ELEVATIONS SHOWN ARE REFERRED TO THE NGVD 1929 DATUM AS PROVIDED BY THE TOWN OF NORMAL AND BASED ON RM 314-4, BEING A CHISELED SQUARE ATOP THE CENTER OF THE EAST CONCRETE RAIL OF THE EXISTING BRIDGE ON TOWANDA AVENUE, BETWEEN VERNON AVENUE AND BAUGH DRIVE, HAVING AN ELEVATION OF 796.11. NOTE THAT THE BENCHMARKS FOR THIS PROJECT ARE DESCRIBED TO THE "TOP CAP BOLT (NOT OPERATOR NUT) OF FIRE HYDRANT...". AS SHOWN ON THE PLAN AND PROFILE SHEETS.
2. WHEREVER IN THE PLANS OR SPECIAL PROVISIONS THE TERM "STANDARD SPECIFICATIONS" IS USED IT SHALL BE UNDERSTOOD BY THE CONTRACTOR TO MEAN THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AS PREPARED BY THE DEPARTMENT OF TRANSPORTATION OF THE STATE OF ILLINOIS AND ADOPTED ON JANUARY 1, 2007.
3. WHEREVER IN THE PLANS OR SPECIAL PROVISIONS THE TERMS "STANDARD SPECIFICATIONS FOR SEWER CONSTRUCTION" OR "STANDARD SPECIFICATIONS FOR WATER MAIN CONSTRUCTION" ARE USED IT SHALL BE UNDERSTOOD BY THE CONTRACTOR TO MEAN THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS" AS PREPARED BY I.S.P.E., A.P.W.A., A.S.C.E., I.M.L., AND U.C.A., ADOPTED JULY 2009.
4. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE DEPARTMENT AS SHOWN ON SHEET 3.
5. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN EXISTING FIELD CONDITIONS BEFORE BIDDING ON THE PROJECT.
6. THE CONTRACTOR SHALL BE REQUIRED TO COMPLY WITH STATE REGULATIONS REGARDING AIR, WATER, AND NOISE POLLUTION.
7. THE CONTRACTOR SHALL TAKE CARE NOT TO STORE OR DISPOSE OF DEBRIS OR UNSUITABLE MATERIALS WITHIN LIMITS OF THE IMPROVEMENT AND TAKE CARE TO LIMIT CONSTRUCTION TO WITHIN THE RIGHT-OF-WAY AND EASEMENT AREAS. UNNECESSARY ENCROACHMENTS ONTO PRIVATE OR PUBLIC AREAS WILL NOT BE ALLOWED.
8. WHERE SECTION OR SUBSECTION MONUMENTS, BENCHMARKS, OR IRON PIPE MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN ILLINOIS REGISTERED LAND SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN ILLINOIS REGISTERED LAND SURVEYOR RE-ESTABLISH ANY MONUMENTS UNNECESSARILY DESTROYED BY HIS OPERATIONS.
9. ALL EXISTING SIGNS LOCATED ON PUBLIC RIGHT-OF-WAY WHICH INTERFERE WITH THE WORK SHALL BE REMOVED BY THE TOWN OF NORMAL UNLESS DIRECTED OTHERWISE BY THE ENGINEER. THE TOWN OF NORMAL WILL REMOVE AND REPLACE ANY SIGN INSTALLATION AT NO CHARGE TO THE CONTRACTOR PROVIDING THE CONTRACTOR PROVIDES THE ENGINEER WITH NOT LESS THAN TWO (2) WORKING DAYS NOTICE FOR SIGN REMOVAL. THE ENGINEER WILL NOTIFY THE TOWN OF NORMAL FOR SIGN REMOVAL. IF THE ENGINEER DIRECTS THE CONTRACTOR TO REMOVE SIGNS THE WORK SHALL BE IN ACCORDANCE WITH ARTICLE 107.25 OF THE STANDARD SPECIFICATIONS. ANY CONTRACTOR OR PRIVATE PARTY REMOVING ANY SIGN WILL BE BILLED FOR THE REPLACEMENT COSTS ASSOCIATED WITH THE REINSTALLATION OF THE SIGN AND MAY BE CHARGED WITH A VIOLATION OF ILLINOIS VEHICLE CODE 11-311.
10. THE EXCAVATION FOR THIS PROJECT IS CLASSIFIED AS EARTH EXCAVATION IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS, CHANNEL EXCAVATION IN ACCORDANCE WITH SECTION 203 OF THE STANDARD SPECIFICATIONS, AND STRUCTURE EXCAVATION IN ACCORDANCE WITH SECTION 502 OF THE STANDARD SPECIFICATIONS. THE EARTH, CHANNEL, OR STRUCTURE EXCAVATION SHALL INCLUDE THE REMOVAL OF EARTH AND UNCLASSIFIED MATERIALS, AND THE TRANSPORTATION AND PLACEMENT OF SUITABLE EXCAVATED MATERIALS IN EMBANKMENTS. THE TRANSPORTATION AND PLACEMENT OF GRANULAR MATERIALS WILL BE PERFORMED SEPARATELY. THE REMAINING EXCAVATION IS CLASSIFIED AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL, PAVEMENT MATERIAL, COMBINATION CURB AND GUTTER REMOVAL, SIDEWALK REMOVAL, AND CONCRETE REMOVAL.
11. IT MAY BE NECESSARY TO UNDERCUT AND REMOVE EARTH AND ORGANIC MATERIAL AT LOCATIONS DETERMINED BY THE ENGINEER. ALL UNSTABLE, UNSUITABLE, OR ORGANIC MATERIAL SHALL BE DISPOSED OF OFF THE SITE AS APPROVED BY THE ENGINEER. THIS WORK SHALL BE MEASURED AND PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
12. THE FINISHED EARTHWORK SHALL HAVE VEGETATIVE SUSTAINING SOIL COVERING THE TOP 4 INCHES IN AREAS TO BE SEEDED. THE TOPSOIL REQUIRED WILL BE MEASURED AND PAID FOR AS TOPSOIL FURNISH AND PLACE, 4".
13. ONLY EXISTING PAVEMENTS AND BASE COURSES COMPOSED OF PORTLAND CEMENT CONCRETE OR HOT-MIX ASPHALT SHALL BE MEASURED AND PAID FOR AS PAVEMENT REMOVAL IN ACCORDANCE WITH SECTION 440 OF THE STANDARD SPECIFICATIONS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PAVEMENT REMOVAL ITEMS DUE TO VARIATIONS IN THE EXISTING PAVEMENT TYPE, THICKNESS, OR AMOUNT OF REINFORCEMENT. THE ADJUSTMENT OF QUANTITIES AS SPECIFIED IN ARTICLE 440.07 OF THE STANDARD SPECIFICATIONS SHALL NOT APPLY. REMOVAL OF OTHER TYPES OF PAVEMENT COMPOSITION SUCH AS AGGREGATE OR OIL AND CHIP SHALL BE MEASURED AND PAID FOR AS EARTH EXCAVATION IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS.
14. ALL EXISTING STUMPS WHICH LIE WITHIN RIGHT-OF-WAY LIMITS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. ALL STUMPS REMOVED SHALL BE CLASSIFIED AND PAID FOR AS TREE REMOVAL.
15. TREES TO BE REMOVED: THE INDICATED TREES (INCLUDING STUMPS) TO BE REMOVED SHALL BE SUITABLY MARKED BY THE ENGINEER BEFORE TREE REMOVAL OPERATIONS BEGIN. ALL TREES, STUMPS, AND ROOTS SHALL BE COMPLETELY REMOVED AND DISPOSED OF. THIS WORK SHALL BE INCLUDED IN THE COST OF THE TREE REMOVAL AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
16. TREES TO BE SAVED: PARTICULAR EFFORT SHALL BE MADE TO SAVE ALL DESIRABLE EXISTING TREES OR SHRUBS. ONLY A MINIMUM OF GRADING WILL BE PERMITTED AROUND TREES AS DETERMINED BY THE ENGINEER AND AS DESCRIBED IN THE SPECIAL PROVISIONS. PRUNING OF BRANCHES AND ROOTS SHALL BE DONE AS DIRECTED BY THE ENGINEER AND SHALL BE IN ACCORDANCE WITH SECTION 201 OF THE STANDARD SPECIFICATIONS. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR UNNECESSARY DAMAGE TO TREES, SHRUBS, OR LANDSCAPING INTENDED TO BE SAVED. THE ENGINEER SHALL BE THE SOLE JUDGE OF THE VALUE OF ANY DAMAGED PLANT OR LANDSCAPE MATERIAL.
17. TREES TO BE PLANTED: THIS WORK SHALL BE PERFORMED BY THE TOWN OF NORMAL.
18. ALL DISTURBED AREAS SHALL BE SEEDED AS SHOWN ON THE PLANS. FERTILIZING, SEEDING, AND PLACEMENT OF MULCH OR EROSION CONTROL BLANKET SHALL BE PERFORMED AS SOON AS EACH STAGE IS COMPLETED AS DIRECTED BY THE ENGINEER. EXISTING TURF WHICH IS DAMAGED OUTSIDE THE LIMITS OF THE RIGHT-OF-WAY OR EASEMENTS SHALL BE REESTABLISHED WITH SOD AS DIRECTED BY THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
19. UTILITY LOCATIONS WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES AND THEIR ACCURACY SHOULD BE CONSIDERED APPROXIMATE. NO RESPONSIBILITY IS ACCEPTED FOR THE LOCATIONS AS SHOWN OR THAT ALL UTILITY FACILITIES ARE SHOWN. UTILITY LOCATIONS SHOWN IN THE PLANS ARE APPROXIMATE AND REPRESENT LOCATIONS PRIOR TO ANY UTILITY RELOCATIONS REQUIRED TO ACCOMMODATE THE PROPOSED CONSTRUCTION. THE CONTRACTOR IS ADVISED THAT SOME UTILITY COMPANIES MAY HAVE RELOCATED THEIR FACILITIES PRIOR TO THE START OF CONSTRUCTION UNDER THIS CONTRACT. BEFORE COMMENCING CONSTRUCTION OPERATIONS THE CONTRACTOR SHALL OBTAIN FROM THE ENGINEER ANY AVAILABLE INFORMATION REGARDING THE RELOCATED POSITIONS OF UTILITIES WITHIN THE PROJECT LIMITS. WHETHER VARIOUS UTILITIES HAVE BEEN RELOCATED OR REMAIN IN THEIR ORIGINAL LOCATION, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THEIR EXACT LOCATION AT THE TIME OF CONSTRUCTION AND TO PROTECT SAME. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR AVOIDING CONFLICTS BETWEEN OVERHEAD UTILITY LINES AND THE EQUIPMENT USED DURING CONSTRUCTION. SEE "STATUS OF UTILITIES" SHEET WITHIN THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION REGARDING KNOWN UTILITY RELOCATIONS OR ADJUSTMENTS REQUIRED FOR THE PROPOSED CONSTRUCTION.
20. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH UTILITY COMPANIES.
21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE JULIE NUMBER IS (800) 892-0123. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED.
22. UTILITY OWNERS: (*INDICATES J.U.L.I.E. MEMBER)

*AMEREN IP 501 EAST LAFAYETTE STREET BLOOMINGTON, ILLINOIS 61701 (309) 823-9271	*BLOOMINGTON AND NORMAL WATER RECLAMATION DISTRICT 2015 WEST OAKLAND AVENUE BLOOMINGTON, ILLINOIS 61701 (309) 827-4396	*COMCAST 1202 WEST DIVISION STREET NORMAL, ILLINOIS 61761 (309) 451-5143	*TOWN OF NORMAL 100 EAST PHOENIX AVENUE NORMAL, ILLINOIS 61761 (309)-454-9574
*CITY OF BLOOMINGTON 115 EAST WASHINGTON STREET BLOOMINGTON, ILLINOIS 61701 (309) 434-2225		*NICOR GAS 1844 FERRY ROAD NAPERVILLE, ILLINOIS 60563 (630) 388-3830	*VERIZON 104 WEST MULBERRY STREET NORMAL, ILLINOIS 61761 (309) 454-1472
23. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE REMOVED AND DISPOSED OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS APPROVED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
24. ALL SALVAGEABLE FRAMES AND GRATES WHICH ARE NOT INCORPORATED IN THE WORK SHALL BECOME THE PROPERTY OF THE TOWN OF NORMAL. THE FRAMES AND GRATES SHALL BE STORED ON THE SITE FOR PICKUP BY THE TOWN.
25. ALL TRENCHES AND EXCAVATIONS FOR STORM SEWERS, SANITARY SEWERS, WATER MAINS, AND STRUCTURES OR STRUCTURE REMOVALS BELOW OR WITHIN TWO FEET LATERALLY OF THE PROPOSED PAVEMENT, DRIVEWAY PAVEMENT, SIDEWALK, OR CURB AND GUTTER, SHALL BE BACKFILLED WITH CONTROLLED LOW-STRENGTH MATERIAL AS SHOWN ON THE PLANS AND IN ACCORDANCE WITH SECTION 593 OF THE STANDARD SPECIFICATIONS. THE BACKFILLING WITH CONTROLLED LOW-STRENGTH MATERIAL AROUND DRAINAGE STRUCTURES WILL NOT BE MEASURED FOR PAYMENT AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS TYPES OF DRAINAGE STRUCTURES.
26. STORM SEWER, WATER MAIN QUALITY IS TO BE USED AT LOCATIONS WHERE LATERAL SEPARATION BETWEEN THE SEWER AND WATER MAIN IS LESS THAN 10 FEET OR WHERE THE WATER MAIN CROSSES BELOW THE SEWER, REGARDLESS OF VERTICAL SEPARATION OR WHERE THE BOTTOM OF THE WATER MAIN IS LESS THAN 18 INCHES ABOVE THE TOP OF THE SEWER. THE MATERIAL SHALL BE DUCTILE IRON PIPE MEETING THE REQUIREMENTS OF SECTION 40-2.01B OF THE STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS. CONCRETE PRESSURE PIPE, PLASTIC PIPE, OR STEEL PIPE WILL NOT BE ALLOWED.
27. THE TOP-OF-FRAME ELEVATIONS REFERRED TO IN THE DRAINAGE STRUCTURE CALL-OUTS FOR A TYPE I FRAME AND LID OR A TYPE B GRATE ARE TAKEN ADJACENT TO THE PAVEMENT OR GROUND SURFACE.
28. THE TOP-OF-FRAME ELEVATIONS REFERRED TO IN THE DRAINAGE STRUCTURE CALL-OUTS FOR THE SPECIAL FRAMES AND GRATES PROVIDED WITH TYPE H INLETS OR THE TYPE 3V FRAMES AND GRATES PLACED WITHIN TYPE B-6.18 CURB AND GUTTER ARE TAKEN ALONG THE EDGE OF FRAME WHICH IS ADJACENT TO THE EDGE OF PAVEMENT. FOR PORTLAND CEMENT CONCRETE PAVEMENT, THIS FRAME ELEVATION IS EQUAL TO THE ADJACENT EDGE OF PAVEMENT ELEVATION FOR TYPE B-6.18 CURB AND GUTTER. THE FRAMES AND GRATES SHALL BE PROVIDED WITH OPEN FACE CURB BOXES AS DESCRIBED IN THE SPECIAL PROVISIONS. SEE THE DRAINAGE STRUCTURE FRAME AND GRATE DETAIL SHOWN ON THE MISCELLANEOUS DETAIL SHEETS.
29. WHEN CONNECTIONS ARE TO BE MADE TO EXISTING PIPING AND STRUCTURES, THE LOCATION AND ELEVATION OF THE EXISTING PIPING SHALL BE FIELD VERIFIED AND NOTIFICATION GIVEN TO THE ENGINEER IF THE EXISTING PIPING IS FOUND TO BE DIFFERENT THAN THAT SHOWN ON THE DRAWINGS. WHERE SUCH DISCREPANCY IS FOUND, WORK SHALL NOT PROCEED UNTIL DIRECTED ACCORDINGLY BY THE ENGINEER.
30. WHERE PROPOSED STORM SEWERS ARE TO BE CONNECTED TO EXISTING MANHOLES OR EXISTING STORM SEWERS, THE CONNECTIONS SHALL BE MADE IN A WORKMANLIKE MANNER AND MASONRY CONSTRUCTED AROUND THEM SO AS TO PREVENT LEAKAGE. THE COST OF MAKING ANY SEWER CONNECTIONS TO AN EXISTING DRAINAGE STRUCTURE OR PIPE SHALL BE INCLUDED IN THE COST OF THE NEW SEWER.
31. THE EXISTING STORM SEWERS SHOWN TO BE REMOVED ON THE PLANS SHALL BE REMOVED IN ACCORDANCE WITH SECTION 551 OF THE STANDARD SPECIFICATIONS EXCEPT THAT SALVAGING OF THE PIPE WILL NOT BE REQUIRED.
32. EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES. 3/4" EXPANSION JOINT MATERIAL SHALL BE PLACED AT THESE JUNCTURES AS DIRECTED BY THE ENGINEER. THE COST OF THIS WORK SHALL BE INCLUDED IN THE COST THE PROPOSED PAVEMENT, CURB AND GUTTER, OR SIDEWALK.
33. WHERE THE PROPOSED COMBINATION CONCRETE CURB AND GUTTER JOINS THE EXISTING CURB AND GUTTER, A TRANSITION TO THE EXISTING CURB AND GUTTER MAY BE REQUIRED. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF THE PROPOSED CURB AND GUTTER.
34. THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO WEIGHTED SAND BAGS ON EACH TYPE II BARRICADE USED (ONE WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL). THE CONTRACTOR SHALL PROVIDE AND INSTALL A MINIMUM OF FOUR WEIGHTED SAND BAGS ON EACH TYPE III BARRICADE USED.
35. THE TOWN OF NORMAL HAS ACQUIRED AN NPDES PERMIT FOR THIS PROJECT FOR EROSION AND SEDIMENT CONTROL. TO SATISFY THE REQUIREMENTS OF THE NPDES PERMIT, THE CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN THE TEMPORARY EROSION CONTROL SYSTEMS AT THE LOCATIONS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN AND AS DIRECTED BY THE ENGINEER. ESTIMATED QUANTITIES FOR THE TEMPORARY EROSION CONTROL SYSTEMS HAVE BEEN INCLUDED IN THE PROJECT AS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN AND MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER.
36. THE CONTRACTOR'S COST OF ABIDING BY THE PROVISIONS OF PERMITS ISSUED BY VARIOUS AGENCIES SHALL BE CONSIDERED INCLUDED IN THE VARIOUS PAY ITEMS OF THE CONTRACT. ALL ASSOCIATED BONDING REQUIREMENTS AND COSTS SHALL ALSO BE INCLUDED IN THE VARIOUS PAY ITEMS OF THE CONTRACT. THE FOLLOWING IS A LIST OF PERMITS THAT WILL BE REQUIRED FOR THIS PROJECT AND THE AGENCY RESPONSIBLE FOR ACQUIRING THE PERMIT. COPIES OF THE PERMITS ARE AVAILABLE FOR VIEWING AT THE OFFICE OF THE TOWN ENGINEER FOR THE TOWN OF NORMAL.

TYPE OF PERMIT	ACQUIRING AGENCY
USAOE NATIONWIDE PERMIT NO. 14 - LINEAR TRANSPORTATION PROJECTS	TOWN OF NORMAL
IDNR OWR STATEWIDE PERMIT NO. 12 - BRIDGE AND CULVERT REPLACEMENT STRUCTURES AND BRIDGE WIDENINGS	TOWN OF NORMAL
IEPA SECTION 401 WATER QUALITY CERTIFICATION	TOWN OF NORMAL
IEPA NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM PERMIT NO. ILR10	TOWN OF NORMAL
IEPA DIVISION OF PUBLIC WATER SUPPLIES - PUBLIC WATER SUPPLY CONSTRUCTION PERMIT	TOWN OF NORMAL
37. THE FOLLOWING RATES OF APPLICATION HAVE BEEN ASSUMED IN CALCULATING PLAN QUANTITIES: AGGREGATE MATERIALS = 2.05 TONS PER CUBIC YARD.
38. HORIZONTAL CONTROL TIES ARE SHOWN FOR THE CONTRACTOR TO PHYSICALLY LOCATE MONUMENTATION IN THE FIELD. IT IS THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN CONTROL POINTS OR TO USE ADDITIONAL TIES AS NECESSARY TO INSURE THAT CONTROL POINTS CAN BE ACCURATELY REPLICATED DURING CONSTRUCTION.
39. THE TOWN OF NORMAL SHALL BE RESPONSIBLE FOR NOTIFYING THE PUBLIC, THE UNITED STATES POSTAL SERVICE, AND THE EMERGENCY SERVICE AGENCIES OF ALL ROAD CLOSURES AND CHANGES IN THE TRAFFIC CONTROL PLANS. THE CONTRACTOR SHALL NOTIFY THE TOWN OF NORMAL OF ALL ROAD CLOSURES AND DETOURS A MINIMUM OF 48 HOURS IN ADVANCE OF ANY ROAD CLOSURES OR CHANGES SO THAT NOTIFICATION CAN BE GIVEN.
40. ALL STREET RETURNS HAVE RADII DESIGNATED TO THE EDGE OF PAVEMENT UNLESS OTHERWISE NOTED ON THE PLANS.
41. EXISTING MAILBOXES SHALL BE REMOVED AND RESET AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.
42. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CLEANUP OF THE SITE PRIOR TO FINAL ACCEPTANCE IN ACCORDANCE WITH ARTICLE 104.06 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL INCLUDE CLEANING ALL DRAINAGE FACILITIES OF FOREIGN MATERIALS IN ACCORDANCE WITH ARTICLE 602.15 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

FILE NAME = P:\N0240062\Plans\Sheets\02notes.dgn PLOT DATE = 6/5/2010 5:00:17 PM	DESIGNED - JAJ DRAWN - DLM CHECKED - RLH DATE - 06/2010	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION GENERAL NOTES SCALE : NONE SHEET NO. 2 OF 64 SHEETS STA. 34+05.00 TO STA. 43+05.00	F.A.U. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO. 6354 06-00230-00-BR MCLEAN 64 2 VERNON AVENUE, TOWN OF NORMAL CONTRACT NO. 91430 FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT
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ILLINOIS DEPARTMENT OF TRANSPORTATION HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001-05	STANDARDS SYMBOLS, ABBREVIATIONS, AND PATTERNS
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420101-04	24' JOINTED PCC PAVEMENT
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
421001-02	BAR REINFORCEMENT FOR CRC PAVEMENT
515001-03	NAME PLATE FOR BRIDGES
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
602401-02	MANHOLE TYPE A
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
602301-02	INLET TYPE A
602306-02	INLET TYPE B
604001-03	FRAME AND LIDS TYPE 1
604011-04	FRAME AND GRATE TYPE 3V
604036-02	GRATE TYPE 8
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
630001-08	STEEL PLATE BEAM GUARDRAIL
631031-08	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
641006-01	SIGHT SCREEN WOOD PLANK FENCE TYPE P
664001-02	CHAIN LINK FENCE
701301-03	LANE CLOSURE 2L, 2W, SHORT TIME OPERATIONS
701321-10	LANE CLOSURE 2L, 2W, BRIDGE REPAIR WITH BARRIER
701501-05	URBAN LANE CLOSURE 2L, 2W, UNDIVIDED
701606-06	URBAN LANE CLOSURE, MULTILANE, 2W WITH MOUNTABLE MEDIAN
701801-04	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
780001-02	TYPICAL PAVEMENT MARKINGS
BLR 21-8	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
BLR 22-6	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS (TWO LANE, TWO WAY RURAL TRAFFIC) (ROAD CLOSED TO THRU TRAFFIC)

LEGEND

EXISTING		PROPOSED		EXISTING		PROPOSED	
	WATER LINE				MONUMENT		
	GAS LINE				IRON PIN/PIPE FOUND		
	OVERHEAD ELECTRIC				RIGHT-OF-WAY MARKER		
	UNDERGROUND ELECTRIC				SOIL BORING		
	OVERHEAD TELEPHONE				TRAFFIC SIGNAL CONTROL BOX		
	UNDERGROUND TELEPHONE				TRAFFIC SIGNAL POST		
	CABLE TELEVISION				TRAFFIC SIGNAL MAST ARM		
	COMMUNICATION LINE				PEDESTRIAN PUSH BUTTON POST		
	STEAM LINE				HANDHOLE		
	FORCE MAIN				JUNCTION BOX		
	SANITARY SEWER				RR CROSSING GATE		
	STORM SEWER				RR FLASHING SIGNAL		
	STORM SEWER WATER MAIN QUALITY				RR CROSSBUCK		
	INLET OR CATCH BASIN				STREET SIGN		
	MANHOLE				TRAFFIC SIGN		
	UTILITY WARNING SIGN				DELINEATOR		
	SERVICE BOX SHUTOFF				PARKING LOT LIGHT		
	VALVE				YARD LIGHT		
	WATER MANHOLE				MAILBOX		
	WATER METER				PARKING METER		
	FIRE HYDRANT				IRRIGATION CONTROL BOX		
	GAS METER				IRRIGATION HEAD		
	GAS REGULATOR				TANK FILLER CAP		
	GAS VENT PIPE				INSPECTION WELL		
	ELECTRIC MANHOLE				CLEANOUT		
	ELECTRIC METER				DOWNSPOUT		
	ELECTRIC PEDESTAL				BOLLARD		
	ELECTRIC HANDHOLE				FENCE POST		
	POWER POLE				GATE POST		
	POWER POLE W/LIGHT				FLAG POLE		
	POWER POLE W/TRANSFORMER				FLOOD LIGHT		
	STREET LIGHT				TREE STUMP		
	ORNAMENTAL STREET LIGHT						
	GUY POLE				BUSH		
	GUY WIRE				CONIFEROUS TREE		
	TELEPHONE POLE				DECIDUOUS TREE		
	TELEPHONE MANHOLE						
	TELEPHONE PEDESTAL						
	PEDESTAL PAY PHONE						
	PHONE BOOTH						
	TIMBER BRIDGE PILES						
	GUARDRAIL						
					PROPERTY PARCEL NUMBER		001

FILE NAME = p:\n0240062\plans\sheets\03Legend.dgn	DESIGNED - JAJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HIGHWAY STANDARDS AND LEGEND		F.A.U. RTE. 6354	SECTION 06-00230-00-BR	COUNTY MCLEAN	TOTAL SHEETS 64	SHEET NO. 3	
PLOT DATE = 6/5/2010 5:00:19 PM	DRAWN - DLM	REVISED -		SCALE : NONE	SHEET NO. 3 OF 64 SHEETS	STA. 34+05.00 TO STA. 43+05.00	VERNON AVENUE, TOWN OF NORMAL CONTRACT NO. 91430				
	CHECKED - RLH	REVISED -		FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT							
	DATE - 06/2010	REVISED -									

SUMMARY OF QUANTITIES		FUNDING TYPE		80% FED. 20% LOCAL	100% LOCAL
		CONSTRUCTION CODE		0014	0043
CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	BRIDGE	WATER MAIN
* 20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	28	28	
* 20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	42	42	
20200100	EARTH EXCAVATION	CU YD	3,475	3,475	
* 20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	320	320	
20300100	CHANNEL EXCAVATION	CU YD	50	50	
* 20300100	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	114	114	
* 21000300	GRANULAR EMBANKMENT, SPECIAL	TON	660	660	
* 21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	950	950	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2,170	2,170	
* 25000110	SEEDING, CLASS 1A	ACRE	0.7	0.7	
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	63	63	
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	63	63	
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	63	63	
* 25100115	MULCH, METHOD 2	ACRE	0.7	0.7	
* 25200200	SUPPLEMENTAL WATERING	UNIT	55	55	
* 25000250	TEMPORARY EROSION CONTROL SEEDING	lb	70	70	
28000400	PERIMETER EROSION BARRIER	FOOT	600	600	
28000500	INLET AND PIPE PROTECTION	EACH	3	3	
28000510	INLET FILTERS	EACH	21	21	
31200100	STABILIZED SUB-BASE 4"	SQ YD	520	520	
35101100	AGGREGATE BASE COURSE, TYPE A 12"	SQ YD	4,720	4,720	
* 40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	150	150	
42000301	PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)	SQ YD	3,632	3,632	
42001300	PROTECTIVE COAT	SQ YD	4,538	4,538	
* 42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	448	448	
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 6 INCH	SQ YD	43	43	
42400300	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ FT	6,090	6,090	
42400800	DETECTABLE WARNINGS	SQ FT	88	88	
* 44000100	PAVEMENT REMOVAL	SQ YD	3,973	3,973	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	39	39	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	1,737	1,737	
44000600	SIDEWALK REMOVAL	SQ FT	5,788	5,788	
* 50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	

* SEE SPECIAL PROVISIONS

△ SPECIALTY ITEMS

SUMMARY OF QUANTITIES		FUNDING TYPE		80% FED. 20% LOCAL	100% LOCAL
		CONSTRUCTION CODE		0014	0043
CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	BRIDGE	WATER MAIN
50104650	SLOPE WALL REMOVAL	SQ YD	188	188	
50200100	STRUCTURE EXCAVATION	CU YD	104	104	
50300225	CONCRETE STRUCTURES	CU YD	100.8	100.8	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	597.2	597.2	
50300260	BRIDGE DECK GROOVING	SQ YD	894	894	
* 50300260	PROTECTIVE COAT, SPECIAL	SQ YD	1,250	1,250	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	147,770	147,770	
50800515	BAR SPLICERS	EACH	598	598	
△ * 5091125	BICYCLE RAILING, SPECIAL	FOOT	162	162	
△ * 5091155	PARAPET RAILING, SPECIAL	FOOT	133	133	
* 51100300	SLOPE WALL 6 INCH	SQ YD	370	370	
51200700	FURNISHING PRECAST CONCRETE PILES 14"	FOOT	301	301	
51202305	DRIVING PILES	FOOT	301	301	
51203000	TEST PILES PRECAST CONCRETE	EACH	2	2	
* 20026407	TEMPORARY SHEET PILING	SQ FT	170	170	
51500100	NAME PLATES	EACH	1	1	
* 5128510	CONCRETE COLLAR	CU YD	4	4	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	563	563	
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	128	128	
550A0410	STORM SEWERS, CLASS A, TYPE 2 24"	FOOT	10	10	
* 55100400	STORM SEWER REMOVAL 10"	FOOT	27	27	
* 55100500	STORM SEWER REMOVAL 12"	FOOT	72	72	
* 55100900	STORM SEWER REMOVAL 18"	FOOT	126	126	
* 55101200	STORM SEWER REMOVAL 24"	FOOT	37	37	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	87	87	
* 59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	257	257	
* 60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	232	232	
* 60224710	RESTRICTED DEPTH MANHOLES, 4'-DIAMETER, TYPE 3V FRAME AND GRATE	EACH	1	1	
* 60225400	RESTRICTED DEPTH MANHOLES, 5'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	1	1	
* 60236200	INLETS, TYPE A, TYPE B GRATE	EACH	1	1	
* 60242850	INLETS, SPECIAL, TYPE H	EACH	9	9	
60255500	MANHOLES TO BE ADJUSTED	EACH	2	2	
* 60258000	MANHOLES TO BE RECONSTRUCTED (SPECIAL)	EACH	2	2	

* SEE SPECIAL PROVISIONS

FILE NAME = P:\N0240062\Plans\Sheets\04summary.dgn	DESIGNED - JAJ	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.U. RTE. 6354	SECTION 06-00230-00-BR	COUNTY MCLEAN	TOTAL SHEETS 64	SHEET NO. 4
PLOT DATE = 8/4/2010 6:00:33 PM	DRAWN - JAJ	REVISED -					SCALE : NONE	SHEET NO. 4 OF 64 SHEETS	STA. 34+05.00 TO STA. 43+05.00	VERNON AVENUE, TOWN OF NORMAL CONTRACT NO. 91430 FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT	
	CHECKED - RLH	REVISED -									
	DATE - 06/2010	REVISED -									

SUMMARY OF QUANTITIES		FUNDING TYPE		80% FED. 20% LOCAL	100% LOCAL
		CONSTRUCTION CODE		0014	0043
CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	BRIDGE	WATER MAIN
* 60500060	REMOVING INLETS	EACH	4	4	
* 60604800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL)	FOOT	1,594	1,594	
Δ * 63000130	STEEL PLATE BEAM GUARDRAIL, TYPE A (SPECIAL)	FOOT	75	75	
Δ 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	1	1	
Δ * 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2	
Δ * 63100215	TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL)	EACH	1	1	
* 63200310	GUARDRAIL REMOVAL	FOOT	246	246	
* 66410300	CHAIN LINK FENCE REMOVAL	FOOT	149	149	
* 66410400	CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED	FOOT	146	146	
67100100	MOBILIZATION	L SUM	1	1	
* 70103700	TRAFFIC CONTROL COMPLETE	L SUM	1	1	
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	5,445	5,445	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,815	1,815	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	687.5	687.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	287.5	287.5	
Δ 78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	2,490	2,490	
Δ 78005180	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	26	26	
Δ * 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8	
Δ * 78200520	BARRIER WALL MARKERS, TYPE B	EACH	8	8	
Δ * 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2	
* Z0061418	STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 12"	FOOT	111	111	
* Z0051460	STORM SEWERS, TYPE 1, WATER MAIN QUALITY PIPE, 15"	FOOT	15	15	
* Z0061472	STORM SEWERS, TYPE 2, WATER MAIN QUALITY PIPE, 24"	FOOT	22	22	
* X0323491	SLOPE WALL CRACK SEALING	FOOT	400	400	
* Z001800Z	DRAINAGE SCUPPERS, DS-11	EACH	4	4	
* X0325365	RESTRICTED DEPTH INLET TYPE B, TYPE 8 GRATE	EACH	2	2	
Δ * X0325846	ABANDONMENT OF EXISTING WATER MAINS	L SUM	1		1
Δ * X0081405	DUCTILE IRON WATER MAIN 10", RESTRAINED JOINT TYPE	FOOT	235		235
Δ * X0469600	CONNECTION TO EXISTING WATER MAIN	EACH	3		3
* X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1	1	
* X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1	1	
Δ * X5640150	FIRE HYDRANT ASSEMBLY COMPLETE	EACH	1		1
* X6020127	RESTRICTED DEPTH INLET TYPE B, TYPE 3V FRAME AND GRATE	EACH	6	6	

* SEE SPECIAL PROVISIONS

Δ SPECIALTY ITEMS

SUMMARY OF QUANTITIES		FUNDING TYPE		80% FED. 20% LOCAL	100% LOCAL
		CONSTRUCTION CODE		0014	0043
CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY	BRIDGE	WATER MAIN
* XX004812	VIDEO TAPING OF SEWERS	FOOT	200	200	
* XX007452	RELOCATE BOLLARDS	EACH	2	2	
Δ * XX007524	GATE VALVE AND BOX, 10"	EACH	3		3
* Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	4	4	
* Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
* Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
* Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	1	1	
* Z0077700	WOOD FENCE TO BE REMOVED AND RE-ERECTED	FOOT	188	188	

* SEE SPECIAL PROVISIONS

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CHECKED - RLH	REVISED -
DATE - 06/2010	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE : NONE SHEET NO. 5 OF 64 SHEETS STA. 34+05.00 TO STA. 43+05.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	5
VERNON AVENUE, TOWN OF NORMAL			CONTRACT NO. 91430	
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

SCHEDULE OF QUANTITIES

EARTHWORK SCHEDULE				
(A) LOCATION	(B) 20200100 EARTH EXCAVATION (CU YD)	(C) EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (CU YD)	(D) EMBANKMENT (CU YD)	(E) EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
STATION 34+05 TO BROOKWOOD DRIVE	1370	1028	41	+987
BROOKWOOD DRIVE TO VERNON AVENUE BRIDGE	1390	1042	96	+946
VERNON AVENUE BRIDGE TO KATHLEEN DRIVE	180	135	5	+130
KATHLEEN DRIVE TO STATION 43+05	535	401	8	+393
TOTAL	3475	2606	150	+2456

COLUMN C = COLUMN B x (1.00 - 0.25)
COLUMN E = COLUMN C - COLUMN D

NOTES

- THE INDICATED EARTHWORK VOLUMES ARE ESTIMATES BASED ON THE "AVERAGE END AREA" METHOD OF CALCULATION. EARTHWORK VOLUMES WILL VARY WITH ACTUAL SOIL CONDITIONS ENCOUNTERED DURING CONSTRUCTION. THESE ESTIMATES ARE PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR ONLY AND SHOULD BE CONSIDERED APPROXIMATE. ACTUAL VOLUMES OF EARTH EXCAVATION WILL BE PAID FOR IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS.
- A 25% SHRINKAGE FACTOR HAS BEEN APPLIED TO THE TABULATED EARTH EXCAVATION QUANTITIES TO DETERMINE AN ESTIMATED VOLUME OF EARTH WASTE.
- EXCESS EARTH MATERIALS FROM WATER MAIN AND STORM SEWER TRENCHES ARE NOT INCLUDED IN THE EARTHWORK CALCULATIONS. EXCESS EARTH MATERIAL SHALL BE DISPOSED OF OFF SITE BY THE CONTRACTOR. THE COST OF DISPOSING OF EXCESS EARTH MATERIAL WILL NOT BE PAID FOR SEPARATELY AND SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
- EXCESS EARTH MATERIALS FROM STRUCTURE EXCAVATION AND CHANNEL EXCAVATION ARE NOT INCLUDED IN THE EARTHWORK CALCULATIONS. REFER TO THE BRIDGE PLANS FOR THE ESTIMATED QUANTITIES FOR STRUCTURE EXCAVATION AND CHANNEL EXCAVATION.
- AN ESTIMATED QUANTITY FOR THE REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS HAS BEEN INCLUDED IN THE CONTRACT. THE REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS SHALL BE AS DIRECTED BY THE ENGINEER AND WILL BE MEASURED AND PAID FOR IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

21101615 TOPSOIL FURNISH AND PLACE, 4"	
LOCATION	SQ YD
STAGE I	1220
STAGE II	950
TOTAL	2170

25100115 MULCH, METHOD 2	
LOCATION	ACRE
STAGE I	0.4
STAGE II	0.3
TOTAL	0.7

25000110 SEEDING, CLASS 1A	
LOCATION	ACRE
STAGE I	0.4
STAGE II	0.3
TOTAL	0.7

25200200 SUPPLEMENTAL WATERING	
LOCATION	UNIT
STAGE I	32
STAGE II	23
TOTAL	55

25000400, 25000500, 25000600 FERTILIZER NUTRIENTS (NITROGEN, PHOSPHORUS, POTASSIUM)	
LOCATION	POUND
STAGE I	36
STAGE II	27
TOTAL	63

31200100 STABILIZED SUB-BASE 4"		
STATION	TO STATION	SQ YD
39+12.00	39+53.94	260
41+18.06	41+60.00	260
	TOTAL	520

35101100 AGGREGATE BASE COURSE, TYPE A 12"		
STATION	TO STATION	SQ YD
34+05.00	39+53.94	3458
41+18.06	43+05.00	1262
	TOTAL	4720

42000301 PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)		
STATION	TO STATION	SQ YD
34+05.00	39+12.00	2767
300+24.00	300+58.00	146
41+60.00	43+05.00	719
	TOTAL	3632

42001300 PROTECTIVE COAT		
LOCATION	SQ YD	
PCC PVT 8 JOINTED	3632	
BR APPR PVT CON (PCC)	448	
COMB CC&G TB6.18 SPL	458	
	TOTAL	4538

42001420 BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)		
STATION	TO STATION	SQ YD
39+12.00	39+53.94	224
41+18.06	41+60.00	224
	TOTAL	448

42300200 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 6 INCH		
STATION	SQ YD	
35+18.88 LT	15	
200+69.11 LT	9	
300+79.13 RT	19	
	TOTAL	43

42400300 PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH		
STATION	TO STATION	SQ FT
34+36.78 LT	34+46.38 LT	43
34+05.00 RT	37+12.61 RT	2312
37+49.38 RT	39+56.85 RT	1946
40+50.98 RT	41+01.87 RT	396
41+41.94 RT	43+05.00 RT	1393
	TOTAL	6090

42400800 DETECTABLE WARNINGS		
LOCATION	SQ FT	
BROOKWOOD DRIVE	44	
KATHLEEN DRIVE	44	
	TOTAL	88

60604800 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL)		
STATION	TO STATION	FOOT
34+05.00 LT	39+79.85 LT	556
41+43.91 LT	43+05.00 LT	162
34+05.00 RT	200+85.00 RT	371
200+85.00 LT	39+28.41 RT	241
40+89.67 RT	300+95.00 RT	75
300+58.00 LT	43+05.00 RT	189
	TOTAL	1594

SEE THE REMOVAL PLANS, PLAN AND PROFILE SHEETS, DRAINAGE STRUCTURE AND PIPE SCHEDULES, TRAFFIC CONTROL PLANS, STORM WATER POLLUTION PREVENTION PLANS, PAVEMENT MARKING PLANS, AND WATER MAIN PLAN AND PROFILE SHEETS FOR ADDITIONAL SCHEDULES OF QUANTITIES AND BILLS OF MATERIALS.

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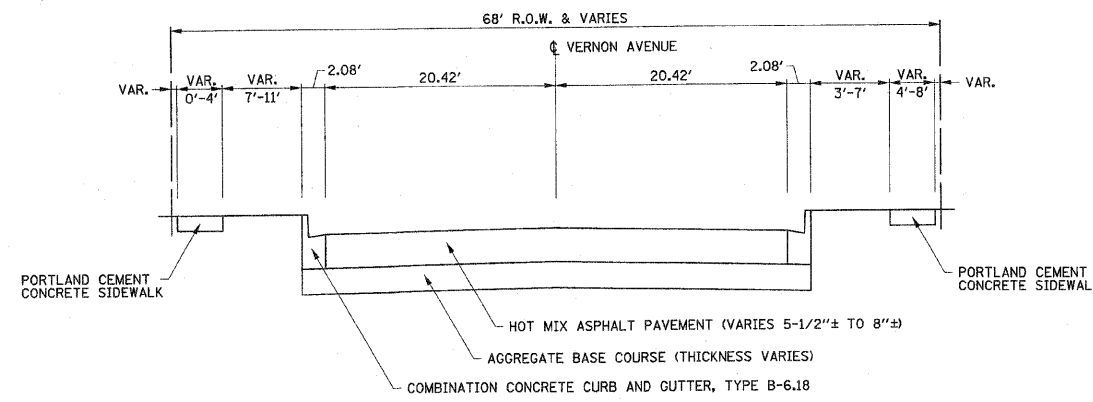
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

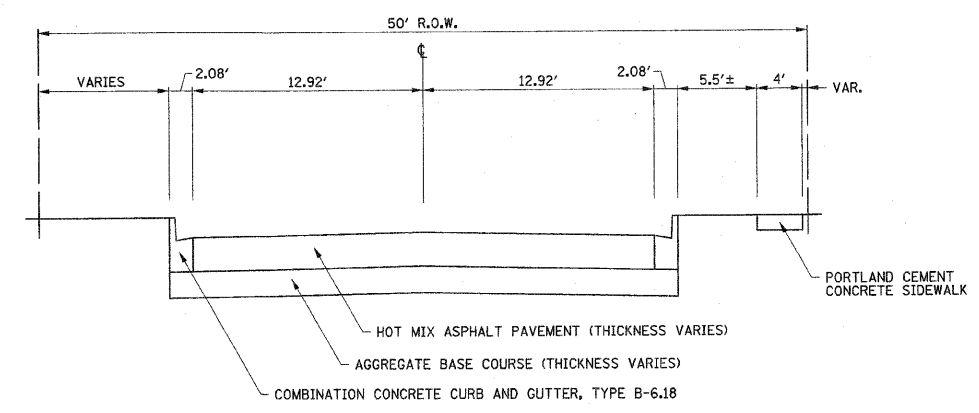
SCHEDULE OF QUANTITIES

SCALE: NONE SHEET NO. 6 OF 64 SHEETS STA. 34+05.00 TO STA. 43+05.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	6
VERNON AVENUE, TOWN OF NORMAL			CONTRACT NO. 91430	
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SECTION
VERNON AVENUE
 STA. 34+05 TO STA. 43+05
 (EXCLUDING BRIDGE)

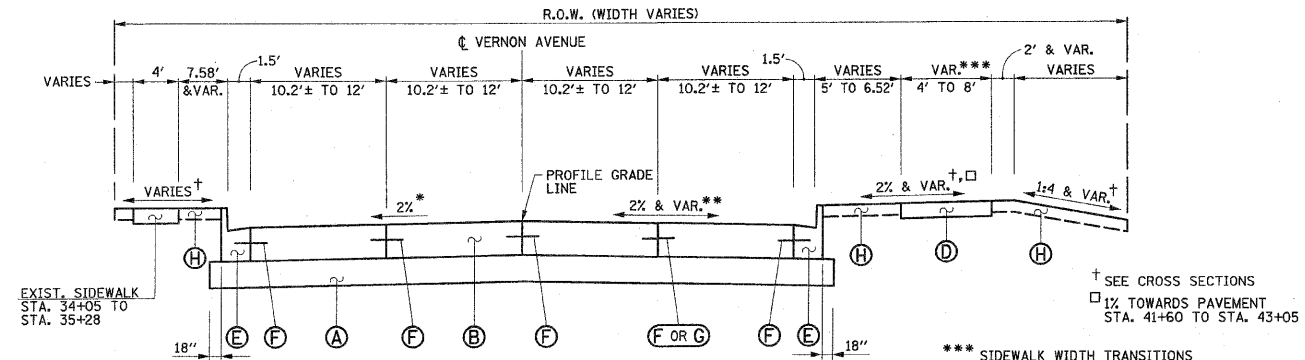


EXISTING TYPICAL SECTION
BROOKWOOD DRIVE
KATHLEEN DRIVE

EXISTING TYPICAL SECTION GENERAL NOTES

1. THE EXISTING PAVEMENT TYPE AND THICKNESS REPRESENTS THE BEST INFORMATION AVAILABLE. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PAVEMENT REMOVAL ITEMS DUE TO VARIATIONS IN THE EXISTING PAVEMENT TYPE, THICKNESS, OR AMOUNT OF REINFORCEMENT. THE ADJUSTMENT OF QUANTITIES AS SPECIFIED IN ARTICLE 440.07 OF THE STANDARD SPECIFICATIONS SHALL NOT APPLY.

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				SCALE ± NONE	SHEET NO. 7 OF 64 SHEETS	STA. 34+05.00 TO STA. 43+05.00	VERNON AVENUE, TOWN OF NORMAL CONTRACT NO. 91430 FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT			



**PROPOSED TYPICAL SECTION
VERNON AVENUE**
STA. 34+05 TO STA. 36+75
STA. 41+60 TO STA. 43+05

* TRANSITION PAVEMENT CROSS SLOPE FROM MATCH EXISTING (-2.9%) AT STA. 34+05 TO -2% AT STA. 34+40.
TRANSITION PAVEMENT CROSS SLOPE FROM -2% AT STA. 42+75 TO MATCH EXISTING (-2.6%) AT STA. 43+05.

*** SIDEWALK WIDTH TRANSITIONS FROM 4' AT STA. 34+05 TO 5' AT STA. 34+15.
SIDEWALK WIDTH TRANSITIONS FROM 5' AT STA. 35+81 TO 8' AT STA. 36+00.

** TRANSITION PAVEMENT CROSS SLOPE FROM MATCH EXISTING (-3.3%) AT STA. 34+05 TO -2% AT STA. 34+40.
SUPERELEVATION TRANSITION (-2% TO +2%) STA. 34+40 TO STA. 35+45
FULL SUPERELEVATION (+2%) STA. 35+45 TO STA. 38+85
SUPERELEVATION TRANSITION (+2% TO -2%) STA. 38+85 TO STA. 39+90
TRANSITION PAVEMENT CROSS SLOPE FROM -2% AT STA. 40+90 TO -0.75% AT STA. 41+25
TRANSITION PAVEMENT CROSS SLOPE FROM -0.75% AT STA. 41+25 TO -2% AT STA. 41+60
TRANSITION PAVEMENT CROSS SLOPE FROM -2% AT STA. 42+75 TO MATCH EXISTING (-3.1%) AT STA. 43+05

SEE THE INTERSECTION DETAILS FOR ADDITIONAL INFORMATION

PROPOSED TYPICAL SECTION GENERAL NOTES

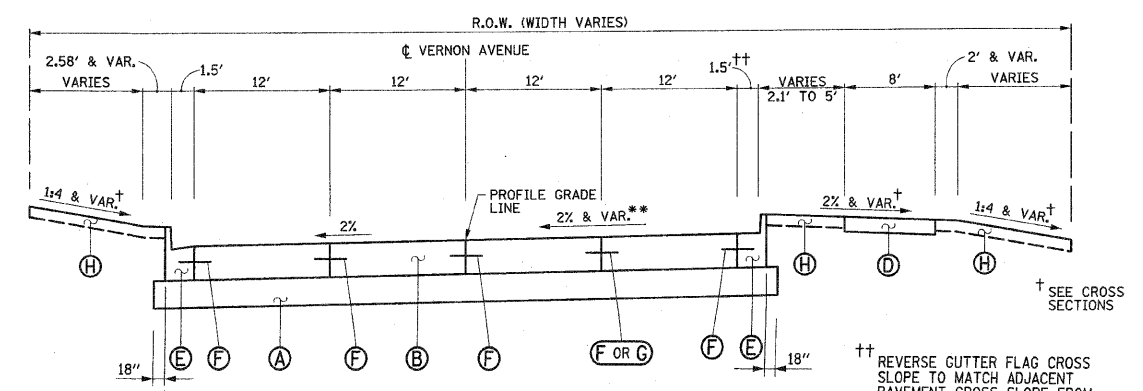
1. THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHICALLY WITH THE PAVEMENT EXCEPT AT THE STUB LOCATIONS SHOWN ON THE PLANS. THE COST OF THE ADDITIONAL GUTTER FLAG WIDTH AT THE STUB LOCATIONS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED). TIE BARS SHALL BE REQUIRED BETWEEN THE PAVEMENT AND THE CURB AND GUTTER IN ACCORDANCE WITH STANDARD 606001.
2. THE COST OF CONSTRUCTING CURB AND GUTTER WITH VARYING CURB HEIGHTS, GUTTER FLAG SLOPES, AND GUTTER FLAG WIDTHS AT TRANSITION AREAS OR OTHER LOCATIONS SHALL BE INCLUDED IN THE COST OF THE CURB AND GUTTER.
3. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 15' CENTERS IN THE PAVEMENT ON VERNON AVENUE AND AT 12' CENTERS IN THE PAVEMENT ON BROOKWOOD DRIVE AND KATHLEEN DRIVE IN ACCORDANCE WITH STANDARD 420001 AND AS DIRECTED BY THE ENGINEER. THE DOWEL BARS SHALL HAVE A DIAMETER OF 1". ALL TRANSVERSE CONTRACTION JOINTS IN THE PAVEMENT SHALL EXTEND THROUGH THE ADJACENT CURB AND GUTTER.
4. ALL SAWED JOINTS IN THE PAVEMENT AND CURB AND GUTTER SHALL BE SEALED WITH A JOINT SEALER MEETING THE REQUIREMENTS OF ARTICLES 420.12 AND 606.07.
5. LONGITUDINAL AND TRANSVERSE JOINTS SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PAVEMENT JOINT PLANS.
6. ALL DOWEL BARS AND TIE BARS SHALL BE EPOXY COATED.
7. THE FINISHED EARTHWORK SHALL HAVE VEGETATIVE SUSTAINING TOPSOIL COVERING THE TOP 4" OF AREAS TO BE SEED. THE FURNISHED TOPSOIL SHALL MEET THE REQUIREMENTS OF ARTICLE 1081.05 OF THE STANDARD SPECIFICATIONS OR BE APPROVED BY THE ENGINEER. THE VEGETATIVE SUSTAINING TOPSOIL REQUIRED WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR TOPSOIL FURNISH AND PLACE, 4".
8. ALL EXPOSED EARTH AREAS SHALL BE FERTILIZED, SEED, AND COVERED WITH MULCH IN ACCORDANCE WITH SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS. SEEDING, CLASS 1A AND MULCH, METHOD 2 SHALL BE USED FOR THE AREAS TO BE SEED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.
9. PROTECTIVE COAT SHALL BE APPLIED TO THE PAVEMENT AND THE CURB AND GUTTER AS REQUIRED BY ARTICLE 420.18 OF THE STANDARD SPECIFICATIONS OR AS DIRECTED BY THE ENGINEER.
10. SEE THE PLAN AND PROFILE SHEETS AND THE HORIZONTAL ALIGNMENT LAYOUT AND CONTROL PLAN FOR DETAILED LOCATIONS OF EDGES OF PAVEMENTS, CURBS AND GUTTERS, SIDEWALKS, GUARDRAIL, AND RIGHT-OF-WAY LINES. SEE THE CROSS SECTIONS FOR DETAILED SIDE SLOPE RATIOS.
11. THE SUBGRADE SHALL BE PREPARED AND COMPACTED IN ACCORDANCE WITH SECTION 301 OF THE STANDARD SPECIFICATIONS AND THE IDOT SUBGRADE STABILITY MANUAL. IF THE REQUIRED DENSITY AND STABILITY CANNOT BE ATTAINED IT WILL BE NECESSARY TO UNDERCUT AND REMOVE EARTH AND ORGANIC MATERIAL BELOW THE PROPOSED PAVEMENT SYSTEM TO A DEPTH OF 12" AS DIRECTED BY THE ENGINEER. ALL UNSTABLE, UNSUITABLE, OR ORGANIC MATERIAL SHALL BE DISPOSED OF AS DIRECTED BY THE ENGINEER. MATERIALS THAT ARE UNDERCUT AND REMOVED BELOW THE PROPOSED PAVEMENT SYSTEM WHERE THE REQUIRED DENSITY AND STABILITY CANNOT BE ATTAINED SHALL BE MEASURED AND PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL. SEE THE "SUBGRADE REMOVAL AND REPLACEMENT DETAIL" ON THE MISCELLANEOUS DETAIL SHEETS FOR ADDITIONAL INFORMATION.

PROPOSED TYPICAL SECTION KEY

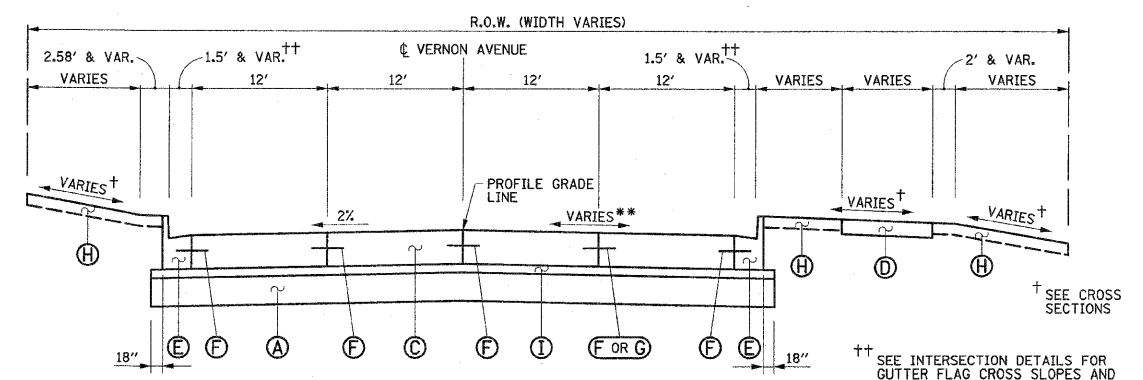
- (A) AGGREGATE BASE COURSE, TYPE A 12"
- (B) PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
- (C) BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) - STD. 420401 (THICKNESS VARIES 8" TO 15")
- (D) PORTLAND CEMENT CONCRETE SIDEWALK 6"
- (E) COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL) - STD. 606001
- (F) LONGITUDINAL CONSTRUCTION JOINT - STD. 420001 (KEYED JOINTS WILL NOT BE ALLOWED)
- (G) LONGITUDINAL SAWED JOINT - STD. 420001
- (H) TOPSOIL FURNISH AND PLACE, 4"; SEEDING, CLASS 1A
- (I) STABILIZED SUB-BASE 4"

STRUCTURAL PAVEMENT DESIGN INFORMATION

STRUCTURAL DESIGN TRAFFIC: YEAR 2020
PV = 14,798 SU = 226 MU = 76
STREET CLASSIFICATION: CLASS I
LOAD LIMIT: 80,000 LB.
TRAFFIC FACTOR: TF = 0.8
SUBGRADE SUPPORT RATING: SSR = POOR
MINIMUM STRUCTURAL DESIGN REQUIREMENTS: PORTLAND CEMENT CONCRETE PAVEMENT = 8" AGGREGATE BASE COURSE, TYPE A = 12"

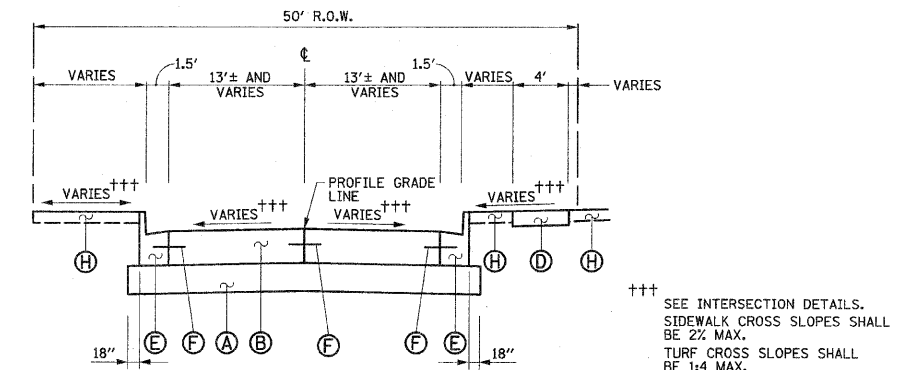


**PROPOSED TYPICAL SECTION
VERNON AVENUE**
STA. 36+75 TO STA. 39+12



**PROPOSED TYPICAL SECTION
VERNON AVENUE**
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
(SEE STANDARD 420401)
STA. 39+12 TO STA. 39+53.94
STA. 41+18.06 TO STA. 41+60

SEE THE BRIDGE PLANS FOR STATION 39+53.94 TO STATION 41+18.06



**PROPOSED TYPICAL SECTION
BROOKWOOD DRIVE
KATHLEEN DRIVE**
STA. 200+00 TO STA. 200+85 (BROOKWOOD DRIVE)
STA. 300+00 TO STA. 300+58 (KATHLEEN DRIVE)

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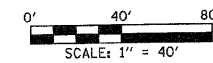
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DRAWN - DLM	REVISED -
CHECKED - RLH	REVISED -
DATE - 06/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS

SCALE: NONE SHEET NO. 8 OF 64 SHEETS STA. 34+05.00 TO STA. 43+05.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	8
VERNON AVENUE, TOWN OF NORMAL CONTRACT NO. 91430				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				



PROPOSED CENTERLINE CONTROL COORDINATE TABLE			
LOCATION	DESCRIPTION	LOCAL GROUND SYSTEM	
		NORTHING	EASTING
VERNON AVE.	P.O.L. 33+00.00	10290.94	18988.16
	P.C. 35+19.37	10136.12	19143.57
	Q/¢ INT. 37+33.92	10018.11	19321.10
	P.T. 39+36.65	9977.31	19518.49
	Q/¢ INT. 41+25.09	9973.95	19706.30
BROOKWOOD DR.	P.O.L. 200+90.00	9934.12	19288.77
KATHLEEN DR.	P.O.L. 301+00.00	9873.95	19707.23

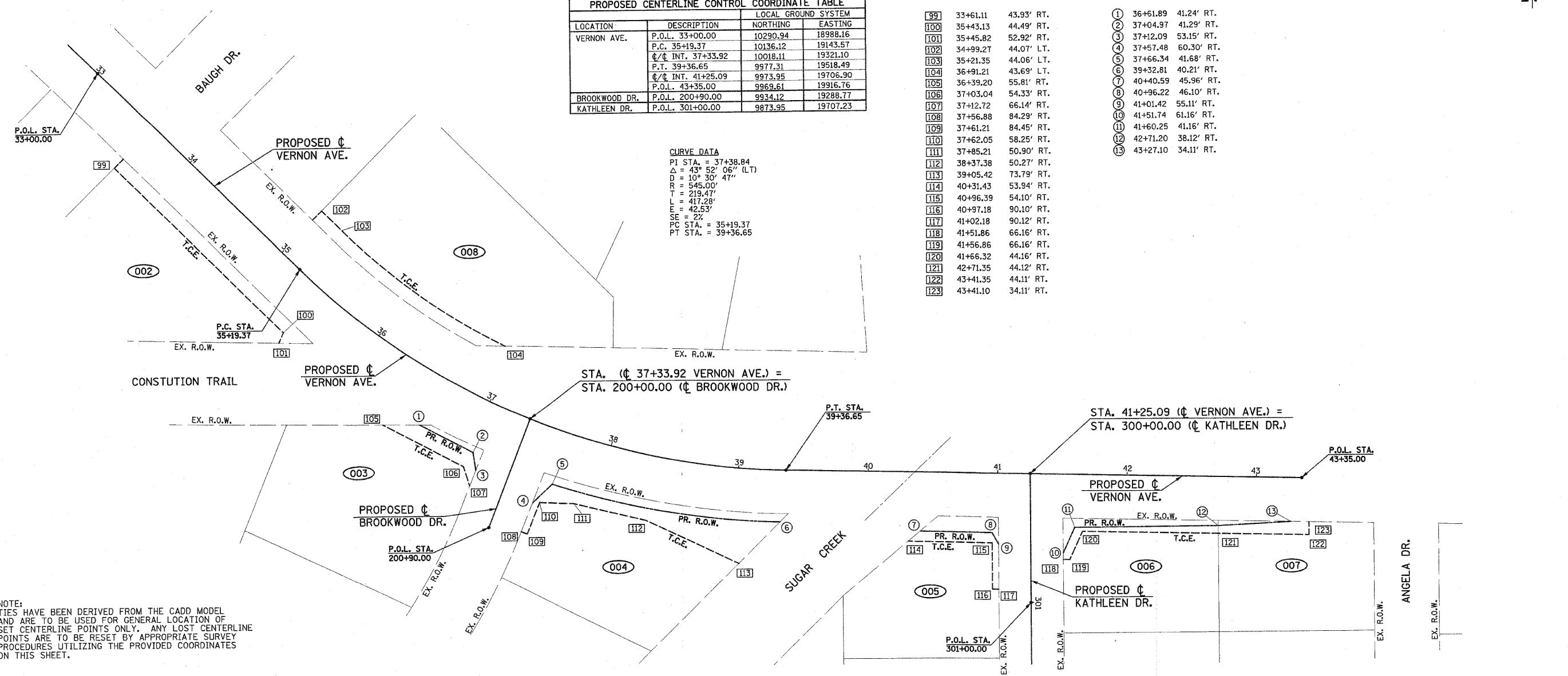
CURVE DATA
 PI STA. = 37+38.84
 $\Delta = 43^\circ 52' 06''$ (L.T.)
 $D = 10^\circ 30' 47''$
 $R = 545.00'$
 $T = 219.47'$
 $L = 417.28'$
 $E = 42.53'$
 $SE = 2\%$
 PC STA. = 35+19.37
 PT STA. = 39+36.65

TEMPORARY CONSTRUCTION EASEMENT STATION AND OFFSET

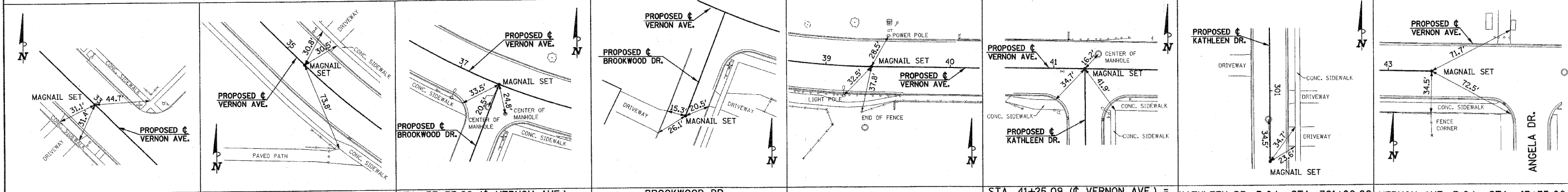
99	33+61.11	43.93' RT.
100	35+43.13	44.49' RT.
101	35+45.82	52.92' RT.
102	34+99.27	44.07' LT.
103	35+21.35	44.06' LT.
104	36+91.21	43.69' LT.
105	36+39.20	55.81' RT.
106	37+03.04	54.33' RT.
107	37+12.72	66.14' RT.
108	37+56.88	84.29' RT.
109	37+61.21	84.45' RT.
110	37+62.05	58.25' RT.
111	37+85.21	50.90' RT.
112	38+37.38	50.27' RT.
113	39+05.42	73.79' RT.
114	40+31.43	53.94' RT.
115	40+96.39	54.10' RT.
116	40+97.18	90.10' RT.
117	41+02.18	90.12' RT.
118	41+51.86	66.16' RT.
119	41+56.86	66.16' RT.
120	41+66.32	44.16' RT.
121	42+71.35	44.12' RT.
122	43+41.35	44.11' RT.
123	43+41.10	34.11' RT.

PROPOSED R.O.W. STATION AND OFFSET

1	36+61.89	41.24' RT.
2	37+04.97	41.29' RT.
3	37+12.09	53.15' RT.
4	37+57.48	60.30' RT.
5	37+66.34	41.68' RT.
6	39+32.81	40.21' RT.
7	40+40.59	45.96' RT.
8	40+96.22	46.10' RT.
9	41+01.42	55.11' RT.
10	41+51.74	61.16' RT.
11	41+60.25	41.16' RT.
12	42+71.20	38.12' RT.
13	43+27.10	34.11' RT.



NOTE:
 TIES HAVE BEEN DERIVED FROM THE CADD MODEL AND ARE TO BE USED FOR GENERAL LOCATION OF SET CENTERLINE POINTS ONLY. ANY LOST CENTERLINE POINTS ARE TO BE RESET BY APPROPRIATE SURVEY PROCEDURES UTILIZING THE PROVIDED COORDINATES ON THIS SHEET.



VERNON AVE. P.O.L. STA. 33+00.00 VERNON AVE. P.C. STA. 35+19.37 STA. 37+33.92 (¢ VERNON AVE.) = STA. 200+00.00 (¢ BROOKWOOD DR.) BROOKWOOD DR. P.O.L. STA. 200+90.00 VERNON AVE. P.T. STA. 39+36.65 STA. 41+25.09 (¢ VERNON AVE.) = STA. 300+00.00 (¢ KATHLEEN DR.) KATHLEEN DR. P.O.L. STA. 301+00.00 VERNON AVE. P.O.L. STA. 43+35.00

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CHECKED - RLH	REVISED -
DATE - 06/2010	REVISED -

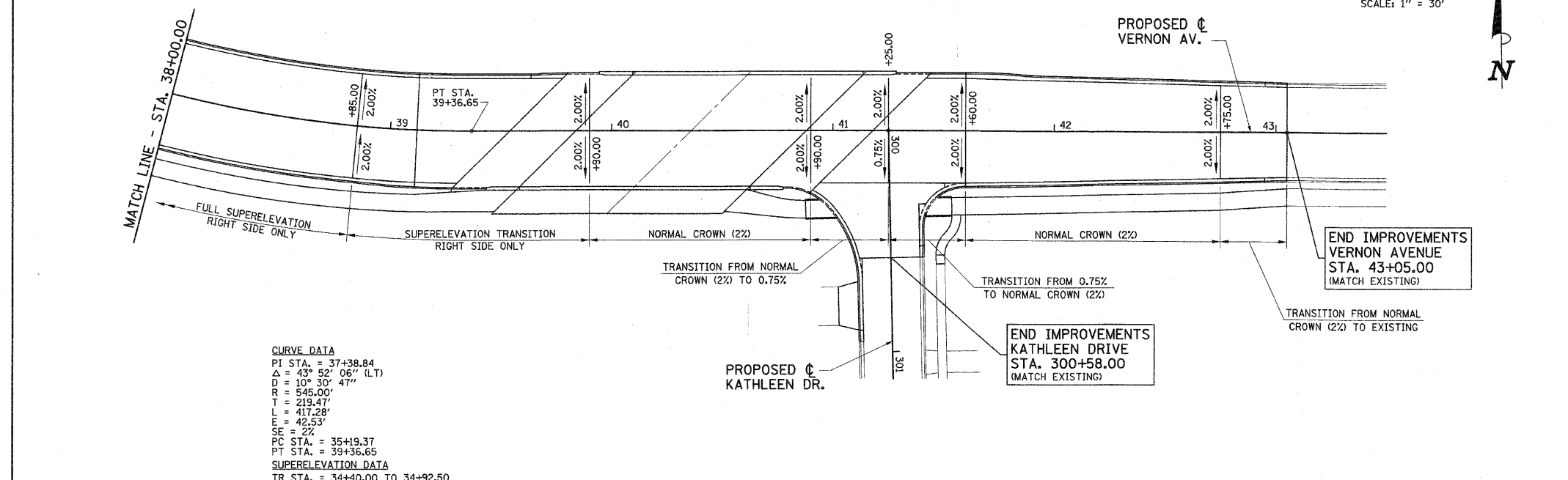
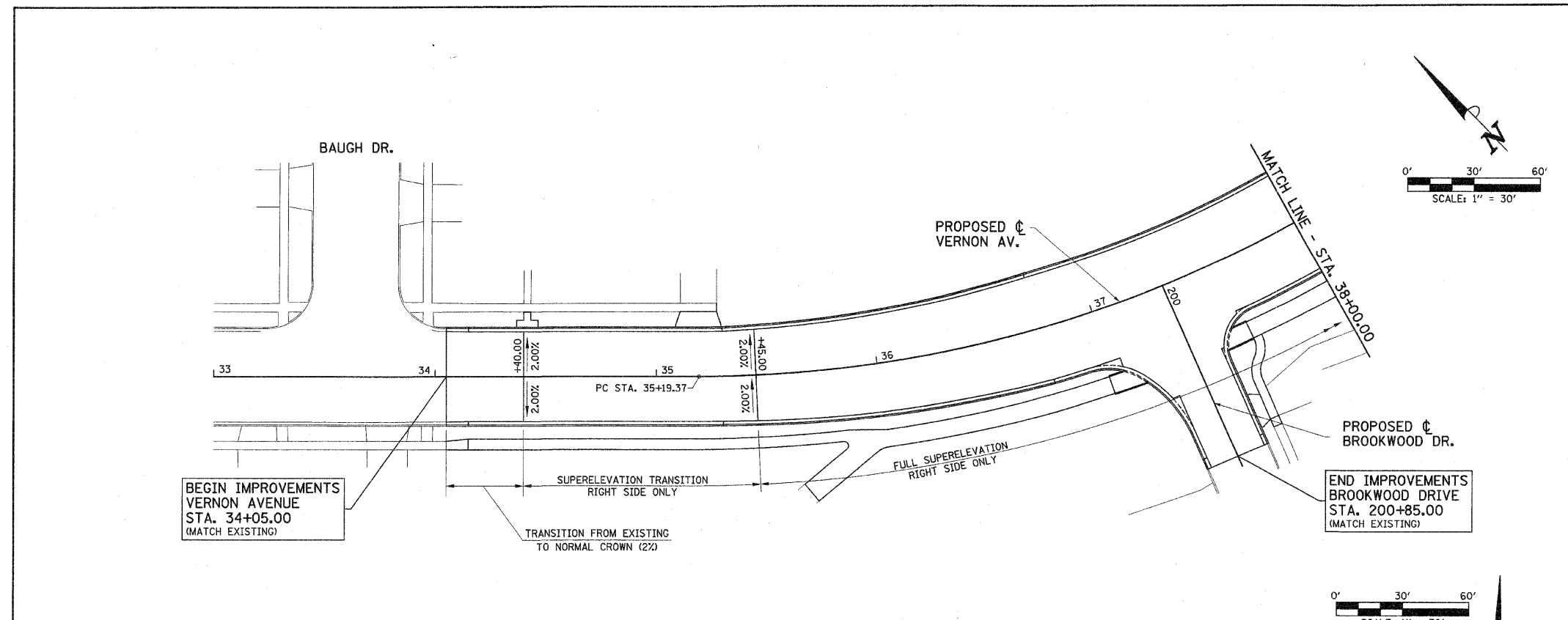
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

HORIZONTAL ALIGNMENT LAYOUT AND CONTROL

SCALE: 1"=40' SHEET NO. 9 OF 64 SHEETS STA. 34+05.00 TO STA. 43+05.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	9

VERNON AVENUE, TOWN OF NORMAL CONTRACT NO. 91430
 FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT

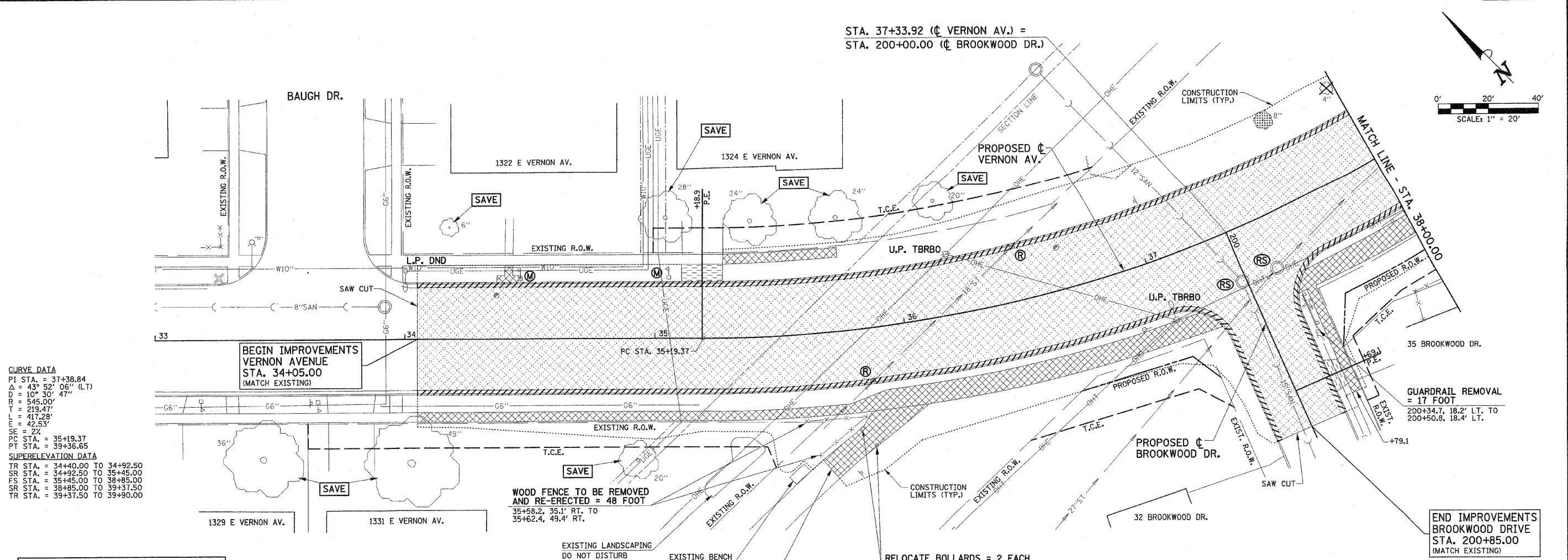
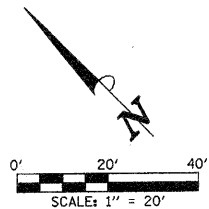


CURVE DATA
 PI STA. = 37+38.84
 $\Delta = 43^\circ 52' 06''$ (LT)
 $D = 10^\circ 30' 47''$
 $R = 545.00'$
 $T = 219.47'$
 $L = 417.28'$
 $E = 42.53'$
 $SE = 2\%$
 PC STA. = 35+19.37
 PT STA. = 39+36.65
SUPERELEVATION DATA
 TR STA. = 34+40.00 TO 34+92.50
 SR STA. = 34+92.50 TO 35+45.00
 FS STA. = 35+45.00 TO 38+85.00
 SR STA. = 38+85.00 TO 39+37.50
 TR STA. = 39+37.50 TO 39+90.00

SUPERELEVATION TRANSITION TABLE - VERNON AVE.					
STATION	LEFT E.O.P. OFFSET	LEFT E.O.P. ELEVATION	P.G.L. ELEVATION	RIGHT E.O.P. ELEVATION	RIGHT E.O.P. OFFSET
34+05.00	20.51	806.19	806.79	806.11	20.55
34+10.00	20.46	806.04	806.61	805.98	20.48
34+20.00	20.42	805.73	806.25	805.69	20.42
34+30.00	20.42	805.41	805.87	805.38	20.42
34+40.00	20.42	805.06	805.47	805.06	20.42
34+50.00	20.42	804.65	805.05	804.72	20.42
34+60.00	20.42	804.23	804.64	804.38	20.42
34+70.00	20.42	803.81	804.22	804.04	20.42
34+80.00	20.42	803.39	803.80	803.70	20.42
34+90.00	20.42	802.97	803.38	803.36	20.42
35+00.00	20.42	802.55	802.96	803.02	20.42
35+10.00	20.42	802.14	802.55	802.69	20.42
35+20.00	20.42	801.76	802.18	802.39	20.42
35+30.00	20.42	801.36	801.77	802.06	20.42
35+40.00	20.66	800.98	801.40	801.77	20.66
35+45.00	20.79	800.80	801.22	801.63	20.79
35+50.00	20.91	800.62	801.04	801.46	20.91
35+75.00	21.53	799.78	800.21	800.64	21.53
36+00.00	22.15	799.02	799.46	799.90	22.15
36+25.00	22.77	798.34	798.80	799.25	22.77
36+50.00	23.38	797.75	798.22	798.69	23.38
36+75.00	24.00	797.23	797.71	798.19	24.00
37+00.00	24.00	796.66	797.14	797.62	24.00
37+25.00	24.00	796.00	796.48	797.06	24.00
37+50.00	24.00	795.23	795.71	796.19	24.00
37+75.00	24.00	794.36	794.84	795.32	24.00
38+00.00	24.00	793.40	793.88	794.36	24.00
38+25.00	24.00	792.43	792.91	793.39	24.00
38+50.00	24.00	791.45	791.93	792.41	24.00
38+75.00	24.00	790.48	790.96	791.44	24.00
38+85.00	24.00	790.09	790.57	791.05	24.00
38+90.00	24.00	789.89	790.37	790.81	24.00
39+00.00	24.00	789.50	789.98	790.33	24.00
39+10.00	24.00	789.12	789.60	789.85	24.00
39+20.00	24.00	788.75	789.23	789.39	24.00
39+30.00	24.00	788.40	788.88	788.95	24.00
39+40.00	24.00	788.06	788.54	788.52	24.00
39+50.00	24.00	787.74	788.22	788.10	24.00
39+60.00	24.00	787.43	787.91	787.70	24.00
39+70.00	24.00	787.13	787.61	787.31	24.00
39+80.00	24.00	786.85	787.33	786.94	24.00
39+90.00	24.00	786.59	787.07	786.59	24.00
40+00.00	24.00	786.33	786.81	786.33	24.00
40+25.00	24.00	785.77	786.25	785.77	24.00
40+50.00	24.00	785.30	785.78	785.30	24.00
40+75.00	24.00	784.91	785.39	784.91	24.00
40+90.00	24.00	784.73	785.21	784.73	24.00
41+00.00	24.00	784.62	785.10	784.71	24.00
41+10.00	24.00	784.53	785.01	784.70	24.00
41+20.00	24.00	784.45	784.93	784.71	24.00
41+25.00	24.00	784.42	784.90	784.72	24.00
41+30.00	24.00	784.39	784.87	784.65	24.00
41+40.00	24.00	784.34	784.82	784.52	24.00
41+50.00	24.00	784.30	784.78	784.39	24.00
41+60.00	24.00	784.26	784.74	784.26	24.00
41+75.00	23.65	784.21	784.68	784.21	23.65
42+00.00	23.06	784.12	784.58	784.12	23.06
42+25.00	22.47	784.04	784.48	784.04	22.47
42+50.00	21.88	783.95	784.38	783.95	21.88
42+75.00	21.30	783.86	784.28	783.86	21.30
42+80.00	21.18	783.82	784.26	783.80	21.18
42+90.00	20.94	783.74	784.22	783.69	20.94
43+00.00	20.72	783.66	784.18	783.58	20.72
43+05.00	20.61	783.63	784.16	783.53	20.67

- ① TRANSITION FROM EXISTING TO NORMAL CROWN (2%)
- ② TRANSITION FROM NORMAL CROWN (2%) TO 0.75%
- ③ TRANSITION FROM 0.75% TO NORMAL CROWN (2%)
- ④ TRANSITION FROM NORMAL CROWN (2%) TO EXISTING

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PLOT DATE = 6/5/2010 5:00:27 PM	DRAWN - DLM	REVISED -		SCALE: 1"=30'	SHEET NO. 10 OF 64 SHEETS	STA. 34+05.00 TO STA. 43+05.00	VERNON AVENUE, TOWN OF NORMAL, ILLINOIS			
	CHECKED - RLH	REVISED -		CONTRACT NO. 91430						
	DATE - 06/2010	REVISED -		FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT						



CURVE DATA
 PI STA. = 37+38.84
 $\Delta = 43^\circ 52' 06''$ (LT)
 D = 10° 30' 47"
 R = 545.00'
 T = 219.47'
 L = 417.28'
 E = 42.53'
 SE = 2%
 PC STA. = 35+19.37
 PT STA. = 39+36.65

SUPERELEVATION DATA
 TR STA. = 34+40.00 TO 34+92.50
 SR STA. = 34+92.50 TO 35+45.00
 FS STA. = 35+45.00 TO 38+85.00
 SR STA. = 38+85.00 TO 39+37.50
 TR STA. = 39+37.50 TO 39+90.00

THE PROPOSED TREES WILL BE FURNISHED AND INSTALLED BY THE TOWN OF NORMAL

FOR PROPOSED CONSTRUCTION IN THIS AREA SEE THE PLAN AND PROFILE SHEETS

SEE THE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

SEE THE BRIDGE PLANS AND THE WATER MAIN PLANS FOR ADDITIONAL REMOVAL ITEMS.

EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

ALL EXISTING SIGNS LOCATED ON PUBLIC RIGHT-OF-WAY WHICH INTERFERE WITH THE WORK SHALL BE REMOVED BY THE TOWN OF NORMAL AT NO CHARGE, PROVIDED THE CONTRACTOR PROVIDES THE ENGINEER WITH NOT LESS THAN TWO (2) WORKING DAYS NOTICE FOR SIGN REMOVAL.

NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PAVEMENT REMOVAL ITEMS DUE TO VARIATIONS IN THE EXISTING PAVEMENT TYPE, THICKNESS, OR AMOUNT OF REINFORCEMENT. THE ADJUSTMENT OF QUANTITIES AS SPECIFIED IN ARTICLE 440.07 OF THE STANDARD SPECIFICATIONS SHALL NOT APPLY.

WOOD FENCE TO BE REMOVED AND RE-ERECTED = 48 FOOT
 35+58.2, 35.1' RT. TO 35+62.4, 49.4' RT.

RELOCATE BOLLARDS = 2 EACH
 35+78.8, 40.1' RT. 35+83.2, 47.5' RT.

GUARDRAIL REMOVAL = 17 FOOT
 200+34.7, 18.2' LT. TO 200+50.8, 18.4' LT.

END IMPROVEMENTS BROOKWOOD DRIVE STA. 200+85.00 (MATCH EXISTING)

LOCATION	PAVING REMOVAL SCHEDULE			
	44000100 PAVEMENT REM (SQ YD)	44000200 DRIVEWAY PAVEMENT REM (SQ YD)	44000500 COMB CURB GUTTER REM (FOOT)	44000600 SIDEWALK REM (SQ FT)
34+05.0 TO 38+00.0	2013			
35+18.9 LT.		13		
200+69.1 LT.		8		
34+05.0 LT TO 38+00.0 LT.			384	
34+05.0 RT TO 200+85.0 RT.			380	
200+85.0 LT. TO 38+00.0 RT.			109	
34+05.0 RT. TO 37+19.4 RT.				2232
200+79.1 LT. TO 38+00.0 RT.				566
34+36.8 LT. TO 34+46.5 LT.				40
35+27.5 LT. TO 35+75.8 LT.				178
SHEET TOTAL	2013	21	873	3016

NOTE: THE DRIVEWAY PAVEMENT REMOVAL SHALL INCLUDE ANY CURBS THAT HAVE BEEN CONSTRUCTED MONOLITHIC WITH THE PAVEMENT. THE COST OF REMOVING THE CURBS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR DRIVEWAY PAVEMENT REMOVAL.

20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)		
STATION	OFFSET	UNIT
37+67.0	34.8' LT.	8
SHEET TOTAL		8

- LEGEND**
- U.P. DND - UTILITY POLE DO NOT DISTURB
 - L.P. DND - LIGHT POLE DO NOT DISTURB
 - T.C. DND - TELEPHONE CABINET DO NOT DISTURB
 - U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
 - L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
 - T.C. TBRBO - TELEPHONE CABINET TO BE RELOCATED BY OTHERS
 - (M) - MAILBOX TO BE RELOCATED
 - (A) - STRUCTURE TO BE ADJUSTED
 - (RS) - MANHOLE TO BE RECONSTRUCTED (SPECIAL)
 - (R) - STRUCTURE TO BE REMOVED
 - (OR) - TREE REMOVAL
 - (Hatched) - PAVEMENT REMOVAL
 - (Diagonal Hatched) - DRIVEWAY PAVEMENT REMOVAL
 - (Cross-hatched) - COMBINATION CURB AND GUTTER REMOVAL
 - (Dotted) - SIDEWALK REMOVAL
 - (X) - EXISTING FENCE
 - (X with circle) - EXISTING SIGN
 - (X with square) - REMOVAL ITEM NOT MEASURED FOR PAYMENT

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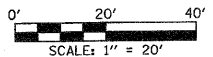
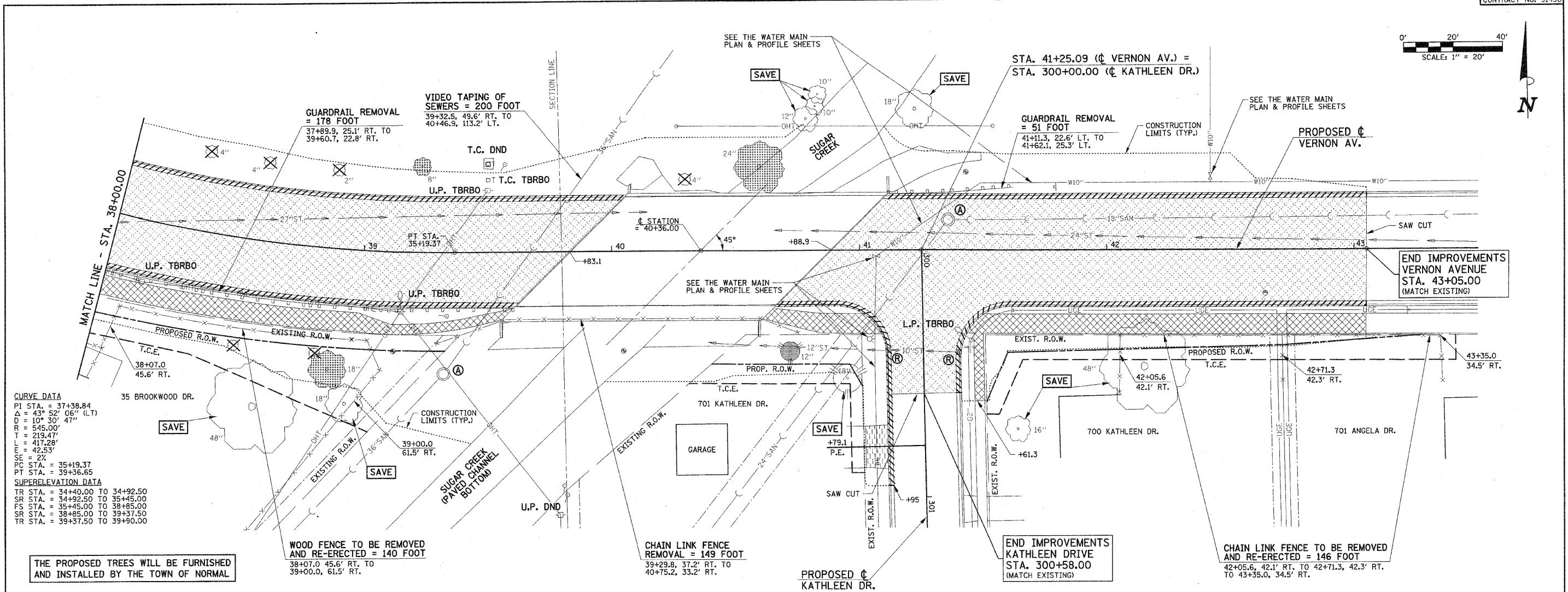
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DRAWN - DLH	REVISED -
CHECKED - RLH	REVISED -
DATE - 06/2010	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

REMOVAL PLANS

SCALE: 1"=20' SHEET NO. 11 OF 64 SHEETS STA. 34+05.00 TO STA. 38+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	11
VERNON AVENUE, TOWN OF NORMAL			CONTRACT NO. 91430	
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				



CURVE DATA
 PI STA. = 37+38.84
 Δ = 43° 52' 06" (LT)
 D = 10° 30' 47"
 R = 545.00'
 T = 219.47'
 L = 417.28'
 E = 42.53'
 SE = 2%
 PC STA. = 35+19.37
 PT STA. = 39+36.65
SUPERELEVATION DATA
 TR STA. = 34+40.00 TO 34+92.50
 SR STA. = 34+92.50 TO 35+45.00
 FS STA. = 35+45.00 TO 38+85.00
 SR STA. = 38+85.00 TO 39+37.50
 TR STA. = 39+37.50 TO 39+90.00

THE PROPOSED TREES WILL BE FURNISHED AND INSTALLED BY THE TOWN OF NORMAL

FOR PROPOSED CONSTRUCTION IN THIS AREA SEE THE PLAN AND PROFILE SHEETS

SEE THE PLAN AND PROFILE SHEETS FOR STORM SEWER REMOVAL AND STRUCTURE REMOVAL AND ADJUSTMENT SCHEDULES.

SEE THE BRIDGE PLANS AND THE WATER MAIN PLANS FOR ADDITIONAL REMOVAL ITEMS.

EXISTING PAVEMENTS, CURBS AND GUTTERS, AND SIDEWALKS IN WHICH THE TOP SURFACE IS TO BE JOINED TO THE PROPOSED WORK SHALL BE SO JOINED THROUGH SAW CUT JUNCTURES.

MAILBOXES SHALL BE RELOCATED AS DIRECTED BY THE ENGINEER IN ACCORDANCE WITH ARTICLE 107.20 OF THE STANDARD SPECIFICATIONS.

ALL EXISTING SIGNS LOCATED ON PUBLIC RIGHT-OF-WAY WHICH INTERFERE WITH THE WORK SHALL BE REMOVED BY THE TOWN OF NORMAL AT NO CHARGE, PROVIDED THE CONTRACTOR PROVIDES THE ENGINEER WITH NOT LESS THAN TWO (2) WORKING DAYS NOTICE FOR SIGN REMOVAL.

NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PAVEMENT REMOVAL ITEMS DUE TO VARIATIONS IN THE EXISTING PAVEMENT TYPE, THICKNESS, OR AMOUNT OF REINFORCEMENT. THE ADJUSTMENT OF QUANTITIES AS SPECIFIED IN ARTICLE 440.07 OF THE STANDARD SPECIFICATIONS SHALL NOT APPLY.

WOOD FENCE TO BE REMOVED AND RE-ERECTED = 140 FOOT
 38+07.0 45.6' RT. TO 39+00.0, 61.5' RT.

CHAIN LINK FENCE REMOVAL = 149 FOOT
 39+29.8, 37.2' RT. TO 40+75.2, 33.2' RT.

CHAIN LINK FENCE TO BE REMOVED AND RE-ERECTED = 146 FOOT
 42+05.6, 42.1' RT. TO 42+71.3, 42.3' RT. TO 43+35.0, 34.5' RT.

LOCATION	PAVING REMOVAL SCHEDULE			
	44000100 PAVEMENT REM (SQ YD)	44000200 DRIVEWAY PAVEMENT REM (SQ YD)	44000500 COMB CURB GUTTER REM (FOOT)	44000600 SIDEWALK REM (SQ FT)
38+00.0 TO 39+83.1	835			
40+88.9 TO 43+05.0	1125			
300+79.1 RT.		18		
38+00.0 LT. TO 40+06.0 LT.			200	
38+00.0 RT. TO 39+62.5 RT.			167	
41+09.5 LT. TO 43+05.0 LT.			195	
40+66.1 RT. TO 300+95.0 RT.			110	
300+58.0 LT. TO 43+05.0 RT.			192	
38+00.0 RT. TO 39+60.0 RT.				1100
40+61.1 RT. TO 41+09.2 RT.				313
300+61.3 LT. TO 43+05.0 RT.				1359
SHEET TOTAL	1960	18	864	2772

NOTE: THE DRIVEWAY PAVEMENT REMOVAL SHALL INCLUDE ANY CURBS THAT HAVE BEEN CONSTRUCTED MONOLITHIC WITH THE PAVEMENT. THE COST OF REMOVING THE CURBS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR DRIVEWAY PAVEMENT REMOVAL.

20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)		
STATION	OFFSET	UNIT
39+22.9	35.0' LT.	8
40+72.2	40.8' RT.	12
SHEET TOTAL		20

20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER)		
STATION	OFFSET	UNIT
38+89.2	49.5' RT.	18
40+59.7	34.1' LT.	24
TOTAL		42

- LEGEND**
- U.P. DND - UTILITY POLE DO NOT DISTURB
 - L.P. DND - LIGHT POLE DO NOT DISTURB
 - T.C. DND - TELEPHONE CABINET DO NOT DISTURB
 - U.P. TBRBO - UTILITY POLE TO BE RELOCATED BY OTHERS
 - L.P. TBRBO - LIGHT POLE TO BE RELOCATED BY OTHERS
 - T.C. TBRBO - TELEPHONE CABINET TO BE RELOCATED BY OTHERS
 - (M) - MAILBOX TO BE RELOCATED
 - (A) - STRUCTURE TO BE ADJUSTED
 - (RS) - MANHOLE TO BE RECONSTRUCTED (SPECIAL)
 - (R) - STRUCTURE TO BE REMOVED
 - (OR) - TREE REMOVAL
 - (Hatched) - PAVEMENT REMOVAL
 - (Diagonal Lines) - DRIVEWAY PAVEMENT REMOVAL
 - (Cross-hatched) - COMBINATION CURB AND GUTTER REMOVAL
 - (Dashed) - SIDEWALK REMOVAL
 - (X) - EXISTING FENCE
 - (+ or X) - EXISTING SIGN
 - (X) - REMOVAL ITEM NOT MEASURED FOR PAYMENT

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 DRAWN - DLM
 CHECKED - RLH
 DATE - 06/2010

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

REMOVAL PLANS

SCALE: 1"=20' SHEET NO. 12 OF 64 SHEETS STA. 38+00.00 TO STA. 43+05.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	12

VERNON AVENUE, TOWN OF NORMAL CONTRACT NO. 91430
 FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT

VERNON AVE. EDGE OF PAVEMENT DATA

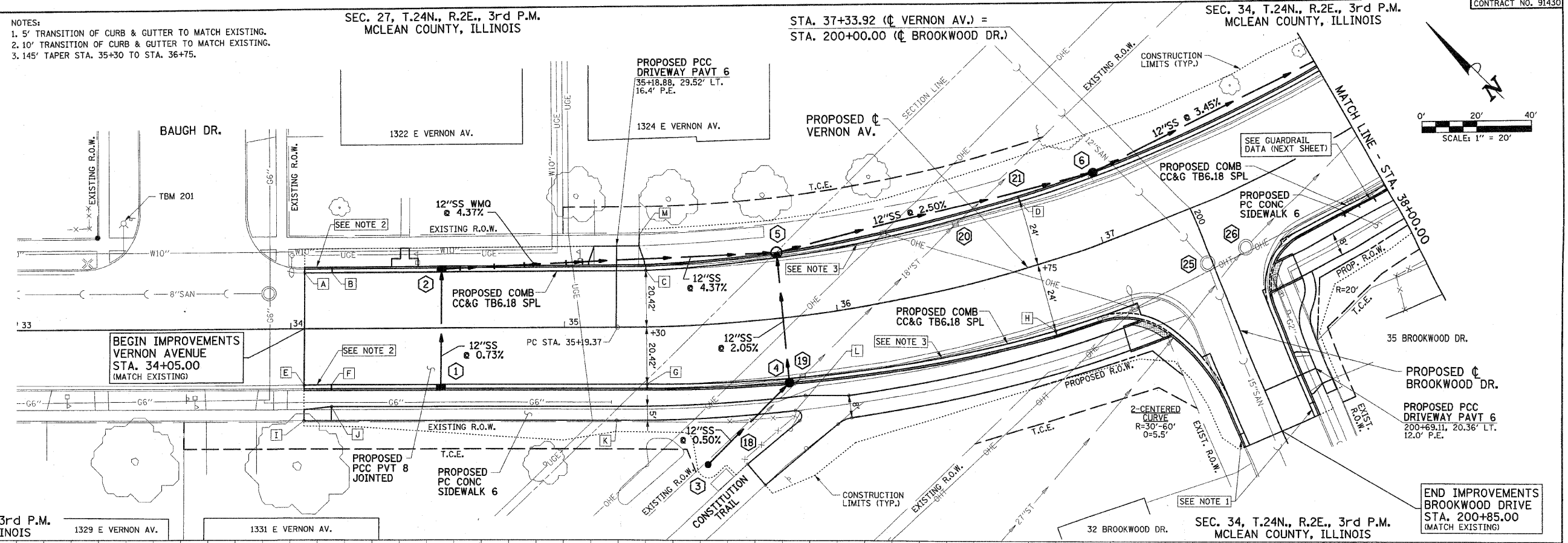
POINT	STATION	OFFSET
A	34+05.00	20.51' LT
B	34+15.00	20.42' LT
C	35+30.00	20.42' LT
D	36+75.00	24.00' LT
E	34+05.00	20.55' RT
F	34+15.00	20.42' RT
G	35+30.00	20.42' RT
H	36+75.00	24.00' RT

VERNON AVE. EDGE OF SIDEWALK DATA

POINT	STATION	OFFSET
I	34+05.00	33.43' RT
J	34+15.00	28.43' RT
K	35+19.37	33.43' RT
L	35+81.07	33.43' RT
M	35+27.64	33.34' RT

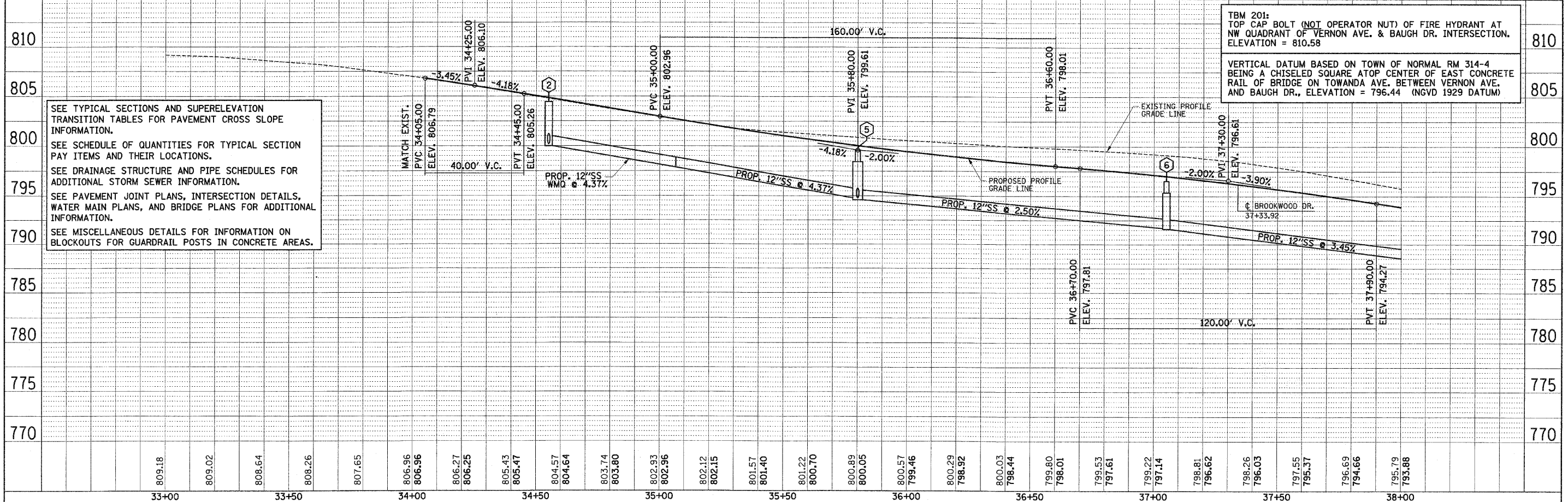
CURVE DATA
 PI STA. = 37+38.84
 Δ = 43° 52' 06" (LT)
 D = 107' 30" 47"
 R = 545.00'
 T = 219.47'
 L = 417.28'
 E = 42.53'
 PC STA. = 35+19.37
 PT STA. = 39+36.65
SUPERELEVATION DATA
 TR STA. = 34+40.00 TO 34+92.50
 SR STA. = 34+92.50 TO 35+45.00
 FS STA. = 35+45.00 TO 38+85.00
 SR STA. = 38+85.00 TO 39+37.50
 TR STA. = 39+37.50 TO 39+90.00

NOTES:
 1. 5' TRANSITION OF CURB & GUTTER TO MATCH EXISTING.
 2. 10' TRANSITION OF CURB & GUTTER TO MATCH EXISTING.
 3. 145' TAPER STA. 35+30 TO STA. 36+75.



PLAN SURVEYED BY DATE
 ALIGNED CHECKED
 RT. OF WAY CHECKED
 PLOTTED FILE NAME

PROFILE SURVEYED BY DATE
 GRADES CHECKED
 PLAN NOTED
 PLOTTED FILE NAME



TBM 201: TOP CAP BOLT (NOT OPERATOR NUT) OF FIRE HYDRANT AT NW QUADRANT OF VERNON AVE. & BAUGH DR. INTERSECTION. ELEVATION = 810.58

VERTICAL DATUM BASED ON TOWN OF NORMAL RM 314-4 BEING A CHISELED SQUARE ATOP CENTER OF EAST CONCRETE RAIL OF BRIDGE ON TOWANDA AVE. BETWEEN VERNON AVE. AND BAUGH DR., ELEVATION = 796.44 (NGVD 1929 DATUM)

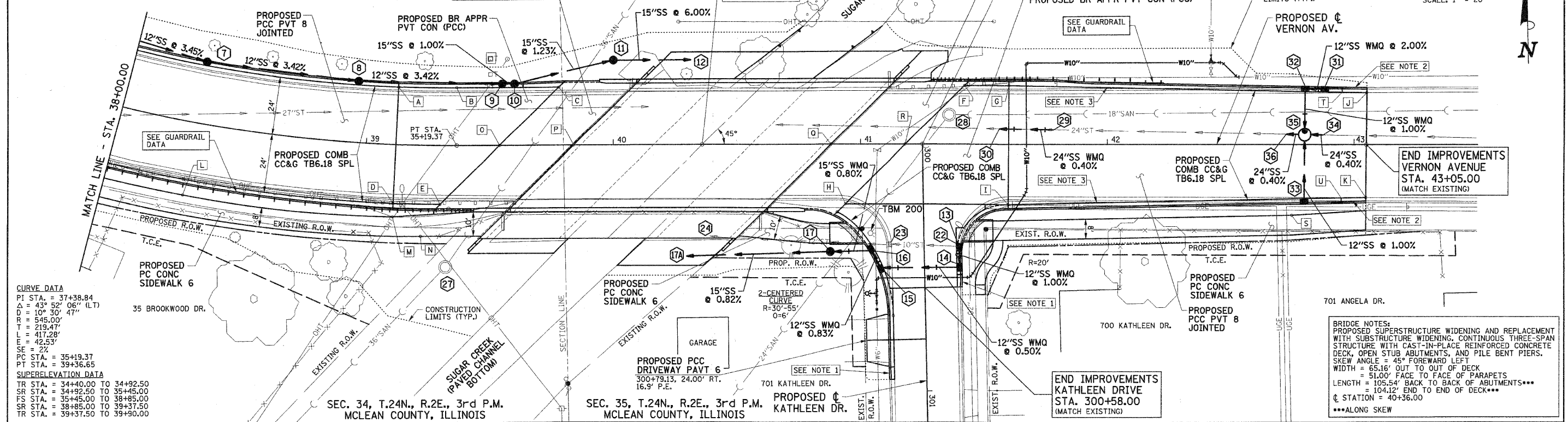
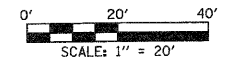
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	CHECKED - RLH	REVISED -		VERNON AVENUE, TOWN OF NORMAL CONTRACT NO. 91430		
	DATE - 06/2010	REVISED -		FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT		

NOTES:
1. 5' TRANSITION OF CURB & GUTTER TO MATCH EXISTING.
2. 10' TRANSITION OF CURB & GUTTER TO MATCH EXISTING.
3. 145' TAPER STA. 41+60 TO STA. 43+05.

SEC. 34, T.24N., R.2E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

SEC. 35, T.24N., R.2E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

STA. 41+25.09 (¢ VERNON AV.) =
STA. 300+00.00 (¢ KATHLEEN DR.)



CURVE DATA
PI STA. = 37+38.84
Δ = 43° 52' 06" (LT)
D = 10° 30' 47"
R = 545.00'
T = 219.47'
L = 417.28'
E = 42.53'
SE = 2%
PC STA. = 35+19.37
PT STA. = 39+36.65

SUPERELEVATION DATA
TR STA. = 34+40.00 TO 34+92.50
SR STA. = 34+92.50 TO 35+45.00
FS STA. = 35+45.00 TO 38+85.00
SR STA. = 38+85.00 TO 39+37.50
TR STA. = 39+37.50 TO 39+90.00

BRIDGE NOTES:
PROPOSED SUPERSTRUCTURE WIDENING AND REPLACEMENT WITH SUBSTRUCTURE WIDENING, CONTINUOUS THREE-SPAN STRUCTURE WITH CAST-IN-PLACE REINFORCED CONCRETE DECK, OPEN STUB ABUTMENTS, AND PILE BENT PIERS. SKEW ANGLE = 45° FORWARD LEFT
WIDTH = 65.16' OUT TO OUT OF DECK
= 51.00' FACE TO FACE OF PARAPETS
LENGTH = 105.54' BACK TO BACK OF ABUTMENTS***
¢ STATION = 40+36.00
***ALONG SKEW

VERNON AVE. EDGE OF PAVEMENT DATA			VERNON AVE. EDGE OF SIDEWALK DATA		
POINT	STATION	OFFSET	POINT	STATION	OFFSET
A	39+12.00	24.00' LT	L	38+30.89	30.50' RT
B	39+36.65	24.00' LT	M	39+12.00	29.54' RT
C	39+77.94	24.00' LT	N	39+23.02	37.27' RT
D	39+12.00	24.00' RT	S	42+75.00	27.80' RT
E	39+30.26	24.00' RT			

VERNON AVE. CENTERLINE POINTS

POINT	STATION	OFFSET
H	40+94.06	24.00' RT
I	41+60.00	24.00' RT
J	43+05.00	20.61' LT
K	43+05.00	20.67' RT
T	42+95.00	20.83' LT
U	42+95.00	20.83' RT

GUARDRAIL DATA
TRAF BAR TERM T1 SPL TAN = 2 EACH
37+82.55, 26.5' RT. TO 38+30.28, 25.5' RT.
41+71.64, 25.8' LT. TO 42+21.63, 25.1' LT.

SPBGR TYA SPL = 75 FOOT
38+30.28, 25.5' RT. TO 39+01.93, 25.6' RT.

TRAF BAR TERM T6 SPL = 1 EACH
39+01.93, 25.6' RT. TO 39+45.94, 25.6' RT.

TRAF BAR TERM T6 = 1 EACH
41+25.99, 25.6' LT. TO 41+71.64, 25.8' LT.

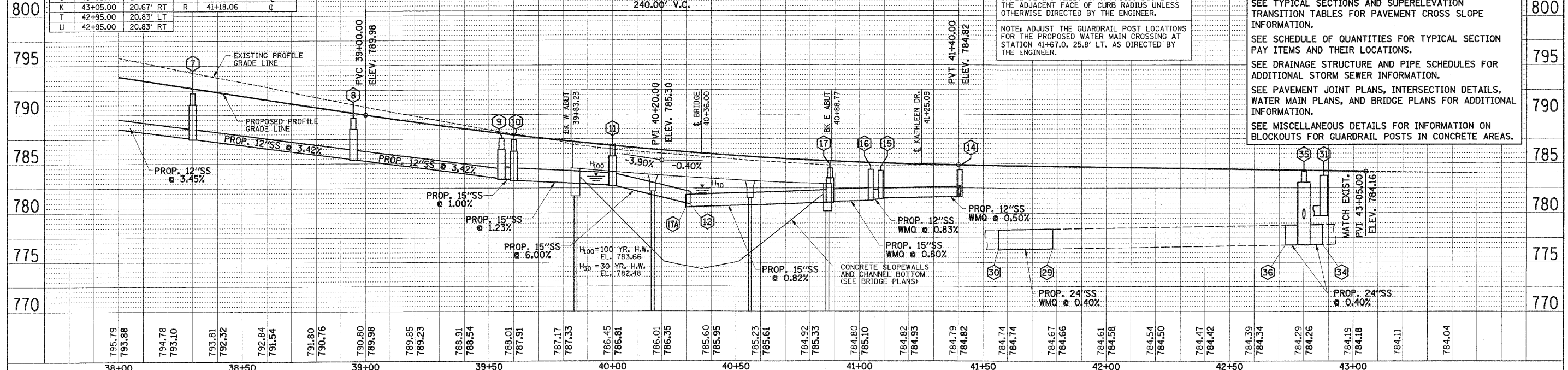
NOTE: GUARDRAIL CONSTRUCTED ON A CURVE SHALL BE INSTALLED AT A RADIUS EQUAL TO THE ADJACENT FACE OF CURB RADIUS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

NOTE: ADJUST THE GUARDRAIL POST LOCATIONS FOR THE PROPOSED WATER MAIN CROSSING AT STATION 41+67.0, 25.8' LT. AS DIRECTED BY THE ENGINEER.

TBM 200: TOP CAP BOLT (NOT OPERATOR NUT) OF FIRE HYDRANT AT SW QUADRANT OF VERNON AVE. & KATHLEEN DR. INTERSECTION. ELEVATION = 786.99

VERTICAL DATUM BASED ON TOWN OF NORMAL RM 314-4 BEING A CHISELED SQUARE ATOP CENTER OF EAST CONCRETE RAIL OF BRIDGE ON TOWANDA AVE. BETWEEN VERNON AVE. AND BAUGH DR., ELEVATION = 796.44 (NGVD 1929 DATUM)

SEE TYPICAL SECTIONS AND SUPERELEVATION TRANSITION TABLES FOR PAVEMENT CROSS SLOPE INFORMATION.
SEE SCHEDULE OF QUANTITIES FOR TYPICAL SECTION PAY ITEMS AND THEIR LOCATIONS.
SEE DRAINAGE STRUCTURE AND PIPE SCHEDULES FOR ADDITIONAL STORM SEWER INFORMATION.
SEE PAVEMENT JOINT PLANS, INTERSECTION DETAILS, WATER MAIN PLANS, AND BRIDGE PLANS FOR ADDITIONAL INFORMATION.
SEE MISCELLANEOUS DETAILS FOR INFORMATION ON BLOCKOUTS FOR GUARDRAIL POSTS IN CONCRETE AREAS.



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CHECKED - RLH	REVISED -
DATE - 06/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
SCALE: 1"=20'
SHEET NO. 14 OF 64 SHEETS
STA. 38+00.00 TO STA. 43+05.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	14

VERNON AVENUE, TOWN OF NORMAL
CONTRACT NO. 91430
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT

STORM SEWER PIPE SCHEDULE									
LOCATION	54248515 CONCRETE COLLAR *** (EACH)	550A0050 STORM SEWERS CL A 1 12" (FOOT)	550A0070 STORM SEWERS CL A 1 15" (FOOT)	550A0410 STORM SEWERS CL A 2 24" (FOOT)	X0321905 SS 1 WMQ 12" (FOOT)	X0321906 SS 1 WMQ 15" (FOOT)	X0321909 SS 2 WMQ 24" (FOOT)	GRADE %	59300100 CONTROLLED LOW-STRENGTH MATERIAL (CU YD)
1 - 2		41						0.73	9.3
2 - 5	1	69			50			4.37	33.2
3 - 4		40						0.50	6.6
4 - 5		44						2.05	13.0
5 - 6		116						2.50	36.0
6 - 7		116						3.45	34.2
7 - 8		59						3.42	15.5
8 - 9		55						3.42	12.8
9 - 10			2					1.00	0.5
10 - 11			39					1.23	2.8
11 - 12			30					6.00	4.8
13 - 14					5			1.00	0.3
14 - 15					30			0.50	2.4
15 - 16					6			0.83	0.6
16 - 17						15		0.80	4.2
17 - 17A			57					0.82	3.7
29 - 30	2						22	0.40	26.7
31 - 32					5			2.00	1.2
32 - 35					15			1.00	4.0
33 - 35		23						1.00	6.0
34 - 35	1			5				0.40	5.2
35 - 36	1			5				0.40	5.2
TOTAL	5	563	128	10	111	15	22	----	228.2

***CONCRETE COLLARS SHALL BE USED TO CONNECT STORM SEWERS

STORM SEWER STRUCTURE SCHEDULE												
STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L 2 FT. OPENING	OFFSET OF C/L 2 FT. OPENING	STA. OF C/L STR.	OFFSET OF C/L STR.	PR. T/O FRAME/GRATE ELEV.	PR. T/O FLAT SLAB TOP ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.
1	INLETS SPL TH (TY L GRATE)	RT	34+55.00	21.50	34+55.00	21.50	804.55	----	----	800.50	2	
2	INLETS SPL TH (TY L GRATE)	LT	34+55.00	21.50	34+55.00	21.50	804.44	----	800.20	1	800.00	5
3	INLETS TA T&G	RT	35+50.00*	50.50*	35+50.00*	50.50*	799.90*	----	----	796.00	4	
4	RD INLETS TB T3V F&G	RT	35+80.00	22.65	35+80.00	23.15	800.48	799.31	795.80	3	795.70	5
5	RD MAN 4 DIA T3V F&G	LT	35+80.00	22.65	35+80.00	23.65	799.62	798.45	794.80	2	794.60	6
									794.80	4	----	----
6	RD INLETS TB T3V F&G	LT	37+05.00	25.00	37+05.00	25.50	796.54	795.37	791.70	5	791.60	7
7	RD INLETS TB T3V F&G	LT	38+30.00	25.00	38+30.00	25.50	792.23	791.06	787.60	6	787.50	8
8	RD INLETS TB T3V F&G	LT	38+95.00	25.00	38+95.00	25.50	789.70	788.53	785.48	7	785.38	9
9	RD INLETS TB T3V F&G	LT	39+55.00	25.00	39+55.00	25.50	787.58	786.41	783.50	8	783.40	10
10	RD INLETS TB T3V F&G	LT	39+60.00	25.00	39+60.00	25.50	787.43	786.26	783.38	9	783.28	11
11	RD INLETS TB T&G	LT	39+99.50	35.00	40+00.00	35.00	786.90*	785.73*	782.80	10	782.70	12
12	PIPE OUTLET	LT	----	----	40+31.50*	35.00*	----	----	780.90*	11	780.90*	CREEK
13	INLETS SPL TH (TY C GRATE)	LT	300+42.00	14.39	300+42.00	14.39	784.29	----	----	781.80	14	
14	INLETS SPL TH (TY C GRATE)	LT	300+50.00	14.18	300+50.00	14.18	784.35	----	781.75	13	781.65	15
15	INLETS SPL TH (TY C GRATE)	RT	300+50.00	17.69	300+50.00	17.69	784.25	----	781.50	14	781.40	16
16	INLETS SPL TH (TY C GRATE)	RT	300+42.00	21.53	300+42.00	21.53	784.37	----	781.35	15	781.27	17
17	RD INLETS TB T&G	RT	40+88.00	43.00	40+88.00	43.50	784.50*	783.50*	781.15	16	781.07	17A
17A	PIPE OUTLET	RT	----	----	40+29.70*	45.30*	----	----	780.60*	17	780.60*	CREEK
29	CONNECT TO EXISTING PIPE	LT	----	----	41+78.19*	5.81*	----	----	776.41*	36	776.41*	30
30	CONNECT TO EXISTING PIPE	LT	----	----	41+56.20*	6.23*	----	----	776.33*	29	776.33*	WEST
31	INLETS SPL TH (TY C GRATE)	LT	42+88.00	22.07	42+88.00	22.07	783.76	----	----	779.75	32	
32	INLETS SPL TH (TY C GRATE)	LT	42+80.00	22.26	42+80.00	22.26	783.82	----	779.65	31	779.55	35
33	INLETS SPL TH (TY C GRATE)	RT	42+80.00	22.26	42+80.00	22.26	783.80	----	----	779.63	35	
34	CONNECT TO EXISTING PIPE	LT	----	----	42+87.50*	3.70*	----	----	776.84*	EAST	776.84*	35
35	RD MAN 5 DIA TIF CL	LT	42+80.00	5.34	42+80.00	3.84	784.15	783.07	779.40	32	776.80*	36
									779.40	33	----	----
									776.82*	34	----	----
36	CONNECT TO EXISTING PIPE	LT	----	----	42+72.50*	3.98*	----	----	776.78*	35	776.78*	29

*FIELD VERIFY LOCATION OR ELEVATION

STORM SEWER PIPE REMOVAL SCHEDULE					
LOCATION	55100400 STORM SEWER REM 10" (FOOT)	55100500 STORM SEWER REM 12" (FOOT)	55100900 STORM SEWER REM 18" (FOOT)	55101200 STORM SEWER REM 24" (FOOT)	59300100 CONTROLLED LOW-STRENGTH MATERIAL (CU YD)
18 - 19			27		6.9
19 - 20			75		2.0
20 - 21			24		2.2
22 - 23	27				1.6
23 - 24		72			16.1
29 - 30				22	----
34 - 36				15	----
TOTAL	27	72	126	37	28.8

STORM SEWER STRUCTURE REMOVAL SCHEDULE										
STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L F/G OR INVERT	OFFSET OF C/L F/G OR INVERT	EX. T/O FRAME/GRATE ELEV.	INVERT IN ELEV.	U.S. STR. NO.	INVERT OUT ELEV.	D.S. STR. NO.	
18	PIPE INLET (NOT FOUND)	RT	35+64.22*	38.70*	----	798.1±*	DITCH	798.1±*	19	
19	REMOVING INLETS	RT	35+84.83	21.45	800.34	797.8±*	18	797.8±*	20	
20	REMOVING INLETS	LT	36+48.98	21.78	799.54	797.0±*	19	797.0±*	21	
21	PIPE OUTLET	LT	36+72.24	33.48	----	796.8±*	20	796.8±*	DITCH	
22	REMOVING INLETS	LT	300+41.53	14.30	784.26	----	----	782.26	23	
23	REMOVING INLETS	RT	300+40.23	14.13	784.30	782.10	22	782.10	24	
24	PIPE OUTLET	RT	40+39.21	37.21	----	780.86	23	780.86	CREEK	

*FIELD VERIFY LOCATION OR ELEVATION

STORM AND SANITARY MANHOLE ADJUSTMENT AND RECONSTRUCTION SCHEDULE							
STR. NO.	STRUCTURE TYPE	OFF-SET SIDE	STA. OF C/L FRAME/LID	OFFSET OF C/L FRAME/LID	EX. T/O FRAME/LID ELEV.	PR. T/O FRAME/LID ELEV.	PR. T/O FLAT SLAB TOP ELEV.
25	MANHOLES TO BE RECONSTRUCTED (SPECIAL)	RT	37+32.70	20.50	797.79	796.66	**
26	MANHOLES TO BE RECONSTRUCTED (SPECIAL)	RT	37+47.09	20.86	797.09	796.22	**
27	MANHOLES TO BE ADJUSTED	RT	39+32.52	49.61	784.78	785.90*	----
28	MANHOLES TO BE ADJUSTED	LT	41+35.82	12.09	784.57	784.60	----

*FIELD VERIFY LOCATION OR ELEVATION
**THE EXISTING PRECAST CONCRETE OFFSET CONE SHALL BE REMOVED AND REPLACED WITH A PRECAST REINFORCED CONCRETE FLAT SLAB TOP. THE ELEVATION OF THE PROPOSED FLAT SLAB TOP SHALL BE FIELD DETERMINED. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

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DESIGNED - SMW
DRAWN - JAJ
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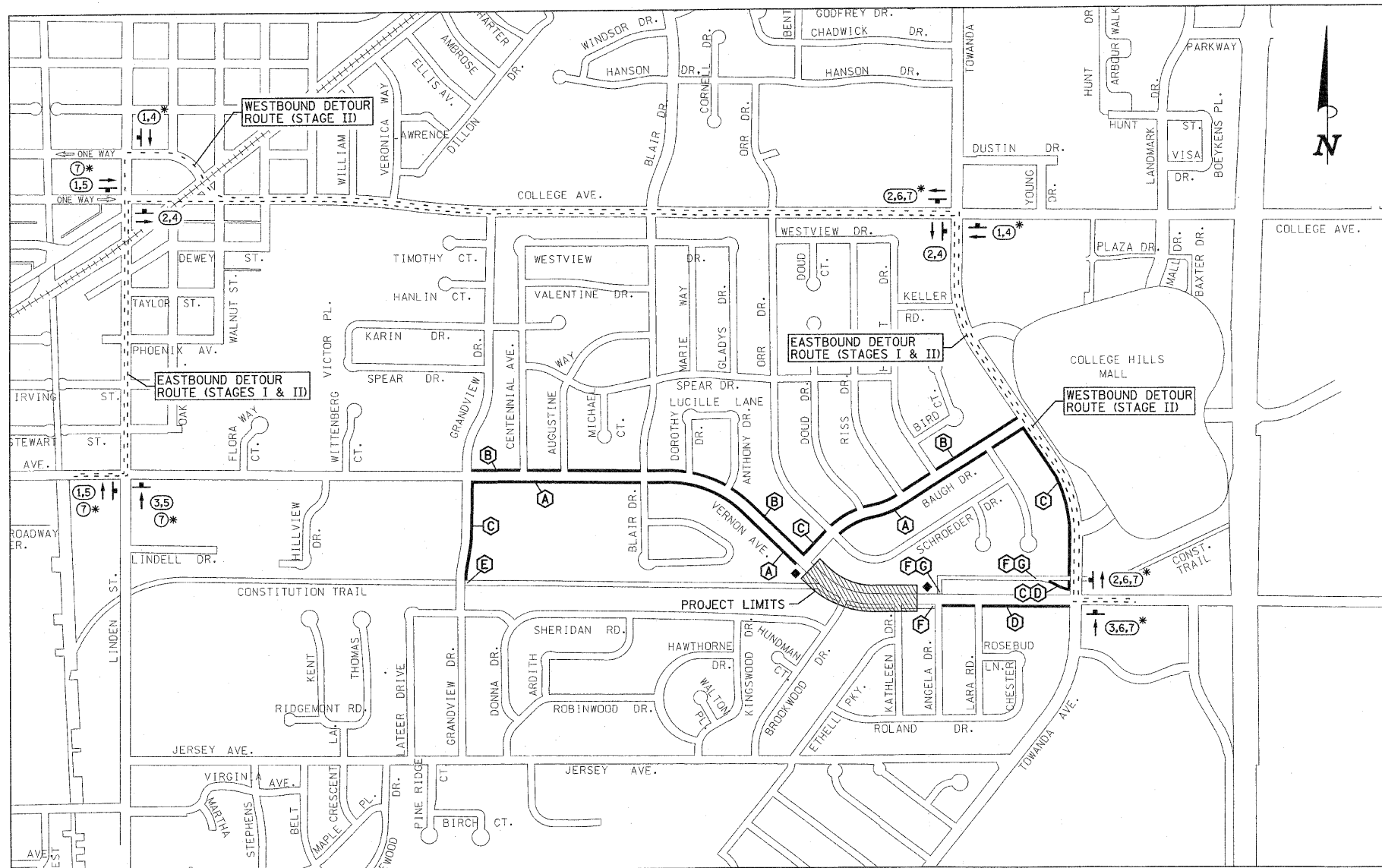
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE STRUCTURE AND PIPE SCHEDULES

SCALE : NONE SHEET NO. 15 OF 64 SHEETS STA. 34+05.00 TO STA. 43+05.00

F.A.I. RTE. 6354	SECTION 06-00230-00-BR	COUNTY MCLEAN	TOTAL SHEETS 64	SHEET NO. 15
VERNON AVENUE, TOWN OF NORMAL ILLINOIS			CONTRACT NO. 91430	
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				



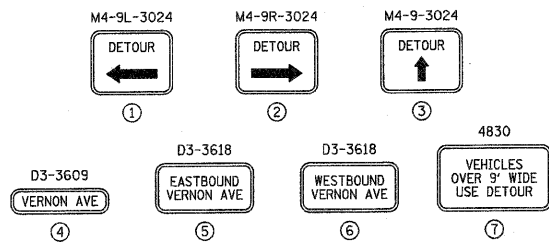
TRAFFIC CONTROL GENERAL NOTES

1. THE TRAFFIC CONTROL PLANS PROVIDE A SUGGESTED STAGE CONSTRUCTION SEQUENCE. PRIOR TO THE START OF CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL SUBMIT ALL REVISIONS TO THIS SEQUENCE AND THE RESULTANT CHANGES TO THE TRAFFIC CONTROL PLANS TO THE ENGINEER FOR APPROVAL. NO DEVIATIONS FROM THE SUGGESTED PLAN WILL BE ALLOWED WITHOUT WRITTEN PERMISSION FROM THE ENGINEER.
2. TRAFFIC CONTROL AND PROTECTION SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION; THE APPLICABLE GUIDELINES CONTAINED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS; STANDARDS 701301, 701321, 701501, 701606, 701801, 701901, 704001, BLR 21, AND BLR 22; THE TRAFFIC CONTROL PLANS; AND THE SPECIAL PROVISIONS. DELETE ALL REFERENCES TO MEASUREMENT AND PAYMENT.
3. TRAFFIC CONTROL AND PROTECTION WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE FOR TRAFFIC CONTROL COMPLETE. THE TRAFFIC CONTROL AND PROTECTION INSTALLATION FOR EACH WORK AREA WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR THIS ITEM. ALL ADDITIONAL TRAFFIC CONTROL DEVICES AND DETOUR SIGNS REQUIRED FOR THE WORK AS SHOWN ON THE TRAFFIC CONTROL PLANS OR AS DIRECTED BY THE ENGINEER SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR THIS ITEM.
4. TRAFFIC CONTROL SURVEILLANCE WILL NOT BE PAID FOR SEPARATELY FOR THIS PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSPECTING AND MAINTAINING ALL TRAFFIC CONTROL DEVICES AT ALL TIMES INCLUDING NIGHTTIME, WEEKENDS, AND ANY TIME WORKERS ARE NOT PRESENT. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH RECURRING SPECIAL PROVISION LRSS. THE COST OF ALL LABOR AND MATERIALS FOR THE MAINTENANCE OF TRAFFIC CONTROL DEVICES SHALL BE INCLUDED IN THE LUMP SUM PRICE OF TRAFFIC CONTROL COMPLETE.
5. THE AGGREGATE THAT IS USED TO TEMPORARILY FILL ANY VOIDS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR AGGREGATE FOR TEMPORARY ACCESS. THE PLACEMENT, MAINTENANCE, AND REMOVAL OF THE AGGREGATE FOR TEMPORARY ACCESS SHALL BE INCLUDED IN THE PRICE OF THIS ITEM.
6. ONLY PAVEMENT MARKING TAPE, TYPE III SHALL BE ALLOWED ON THE FINAL WEARING SURFACE.
7. EACH CONSTRUCTION SPEED LIMIT SIGN ASSEMBLY SHALL CONSIST OF ONE W2-1115(0)-3618 "WORK ZONE" SIGN, ONE R2-1-3648 "SPEED LIMIT 20" SIGN, ONE W2-1113(0)-3612 "BEGIN" SIGN, AND ONE R2-1106-3618 "375 FINE MINIMUM" SIGN.
8. THE CONTRACTOR SHALL COVER ANY EXISTING SIGNS LOCATED ON PUBLIC RIGHT-OF-WAY THAT CONFLICT WITH THE TRAFFIC CONTROL PLAN BUT DO NOT INTERFERE WITH THE PROPOSED WORK. THE PROPOSED TRAFFIC CONTROL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD 701901.
9. FLASHING LIGHTS SHALL BE PLACED ON ALL TYPE III BARRICADES IN ACCORDANCE WITH STANDARD 701901 UNLESS OTHERWISE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER. STEADY BURN LIGHTS SHALL BE PLACED ON ALL DRUMS AND BARRICADES (EXCEPT FOR TYPE III BARRICADES) IN ACCORDANCE WITH STANDARD 701901 UNLESS OTHERWISE SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER.
10. TRAFFIC CONTROL DEVICES AND TEMPORARY CONCRETE BARRIER MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. ADDITIONAL TRAFFIC CONTROL DEVICES AND TEMPORARY CONCRETE BARRIER SHALL BE REQUIRED AS DIRECTED BY THE ENGINEER. TRAFFIC CONTROL DEVICES AND TEMPORARY CONCRETE BARRIER SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
11. THE CONTRACTOR SHALL NOTIFY THE TOWN OF NORMAL OF ALL ROAD CLOSURES AND DETOURS A MINIMUM OF 48 HOURS IN ADVANCE OF THE ROAD CLOSURES AND DETOURS.
12. THE TOWN OF NORMAL SHALL BE RESPONSIBLE FOR NOTIFYING THE PUBLIC, THE UNITED STATES POSTAL SERVICE, AND THE EMERGENCY SERVICE AGENCIES OF ALL ROAD CLOSURES AND DETOURS.
13. THE WORK ZONES SHOWN ON THESE TRAFFIC CONTROL PLANS AND THE PLACEMENT OF SIGNS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES DEPICTED HEREON ARE SCHEMATIC IN NATURE. FOR SPECIFIC INSTRUCTIONS ON THE INCLUSION OF SIGNS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES FOR INDIVIDUAL WORK ZONES, AND THE PLACEMENT THEREOF, REFER TO THE STANDARD DETAILS INCLUDED IN THESE PLANS. THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, AND THE SPECIAL PROVISIONS, SIGNS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES THAT ARE SHOWN ON THE TRAFFIC CONTROL STANDARDS REQUIRED FOR THIS WORK ARE NOT SHOWN ON THESE TRAFFIC CONTROL PLANS UNLESS OTHERWISE NOTED.
14. PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE PROVIDED AND MAINTAINED BY THE CONTRACTOR AT THE LOCATIONS SHOWN ON THE DETOUR PLAN SEVEN DAYS PRIOR TO CLOSING EASTBOUND VERNON AVENUE TO TRAFFIC. THE MESSAGE FOR THE SIGNS WILL BE PROVIDED BY THE ENGINEER. THE SUGGESTED MESSAGE FOR THE SIGNS IS "EASTBOUND VERNON AVENUE CLOSED TO TRAFFIC BEGINNING (MONTH AND DAY) 11:00 AM". THE FURNISHING, MAINTAINING, AND REMOVING THE PORTABLE CHANGEABLE MESSAGE SIGNS SHALL BE INCLUDED IN THE LUMP SUM PRICE OF TRAFFIC CONTROL COMPLETE.
15. WAY-FINDING SIGNS FOR THE CONSTITUTION TRAIL DETOUR ROUTE SHALL BE PROVIDED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. THE SIGN LEGENDS SHALL BE APPROVED BY THE ENGINEER PRIOR TO SIGN PLACEMENT. THE FURNISHING, MAINTAINING, AND REMOVING OF THE WAY-FINDING SIGNS SHALL BE INCLUDED IN THE LUMP SUM PRICE OF TRAFFIC CONTROL COMPLETE.

DETOUR PLAN LEGEND

- POST MOUNTED SIGN LOCATION
- ← DIRECTION OF DETOUR
- * SIGNS TO BE INSTALLED FOR STAGE II
- ◆ PORTABLE CHANGEABLE MESSAGE SIGN (SEE TRAFFIC CONTROL GENERAL NOTE 14)
- CONSTITUTION TRAIL (MULTI-USE PATH) DETOUR ROUTE
- MARKED DETOUR ROUTE

DETOUR SIGN LEGEND



DETOUR PLAN

NOTE:
 THE STAGE I DETOUR ROUTE IS FOR ALL EASTBOUND VEHICLES.
 THE STAGE II DETOUR ROUTE IS FOR EASTBOUND AND WESTBOUND VEHICLES OVER 9 FEET WIDE.

DETOUR PLAN GENERAL NOTES

1. REFER TO THE TRAFFIC CONTROL PLANS FOR LOCATIONS AND TYPES OF ROAD CLOSURES. THE DETOUR SIGNS FOR STAGE I SHALL BE IN PLACE PRIOR TO THE START OF CONSTRUCTION AND SHALL REMAIN IN PLACE UNTIL THE END OF CONSTRUCTION UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE DETOUR SIGNS FOR STAGE II SHALL BE IN PLACE PRIOR TO THE START OF STAGE II AND SHALL REMAIN IN PLACE UNTIL THE END OF CONSTRUCTION UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
2. THE DETOUR SIGNS SHALL HAVE BLACK LETTERS, SYMBOLS, AND BORDERS WITH ORANGE REFLECTORIZED BACKGROUNDS.
3. THE DETOUR SIGNS SHALL BE MAINTAINED FOR THE DURATION OF THE DETOUR PLAN.
4. THE DETOUR SIGNS SHALL BE POST MOUNTED IN ACCORDANCE WITH STANDARD 701901.
5. FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE DETOUR SIGNS SHALL BE INCLUDED IN THE LUMP SUM PRICE OF TRAFFIC CONTROL COMPLETE.

KEY NOTES

- A EASTBOUND CONSTITUTION TRAIL DETOUR ROUTE FOR STAGE I.
- B WESTBOUND CONSTITUTION TRAIL DETOUR ROUTE FOR STAGE I.
- C EASTBOUND/WESTBOUND CONSTITUTION TRAIL DETOUR ROUTE FOR STAGE I.
- D EASTBOUND/WESTBOUND CONSTITUTION TRAIL DETOUR ROUTE FOR STAGE II.
- E CONSTITUTION TRAIL TO BE CLOSED AT GRANDVIEW DRIVE DURING STAGE I. EASTBOUND TRAIL USERS SHALL BE RE-ROUTED AS SHOWN HEREIN AND AS DIRECTED BY THE ENGINEER. SEE TRAFFIC CONTROL GENERAL NOTE 15.
- F CONSTITUTION TRAIL TO BE CLOSED AT ANGELA DRIVE AND TOWANDA AVENUE DURING STAGE I. WESTBOUND TRAIL USERS SHALL BE RE-ROUTED AS SHOWN HEREIN AND AS DIRECTED BY THE ENGINEER. SEE TRAFFIC CONTROL GENERAL NOTE 15.
- G THE CONSTITUTION TRAIL CLOSURES AT ANGELA DRIVE AND TOWANDA AVENUE SHALL REMAIN IN PLACE DURING STAGE II AS DIRECTED BY THE ENGINEER.

TRAFFIC CONTROL BILL OF MATERIALS

CODE NUMBER	DESCRIPTION	UNIT	QUANTITY
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	150
70103700	TRAFFIC CONTROL COMPLETE	L SUM	1
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	5445
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1815
70400100	TEMPORARY CONCRETE BARRIER	FOOT	687.5
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	287.5
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	1

NOTE: AN APPROXIMATE QUANTITY OF AGGREGATE FOR TEMPORARY ACCESS HAS BEEN INCLUDED FOR THIS WORK.

WORK ZONE PAVEMENT MARKING SCHEDULE OF QUANTITIES

STAGE	PAY ITEM	70300520 PAVT MK TAPE T3 4 (FOOT)	70301000 PAVT MK REM (SQ FT)
STAGE I		995	331.7
STAGE II		4450	1483.3
TOTALS		5445	1815

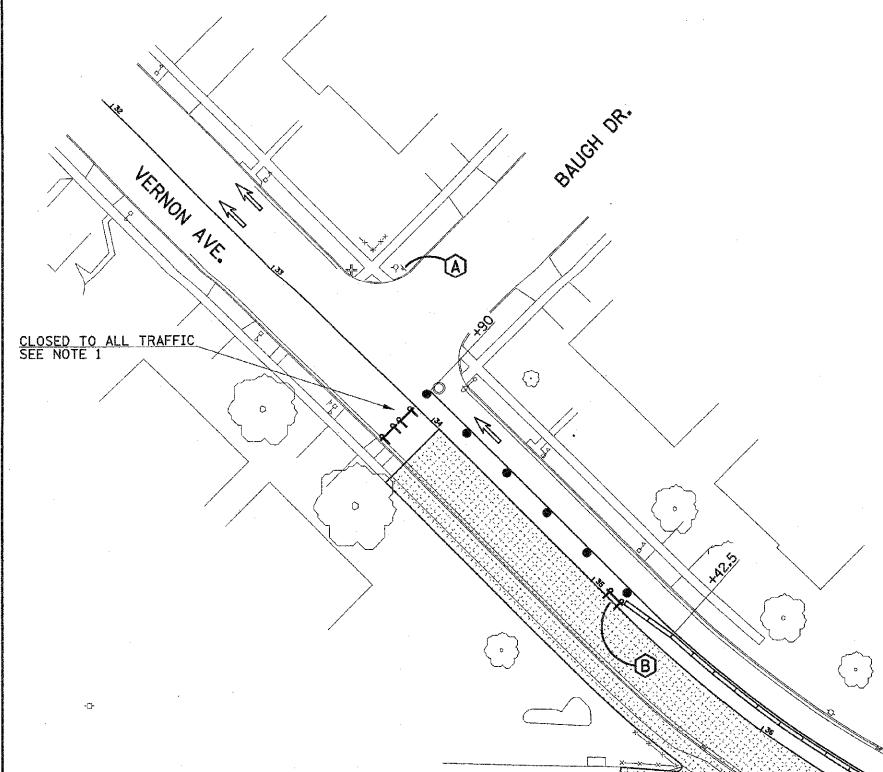
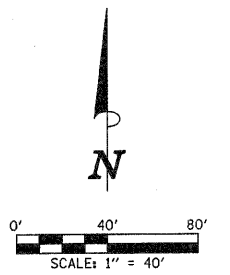
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

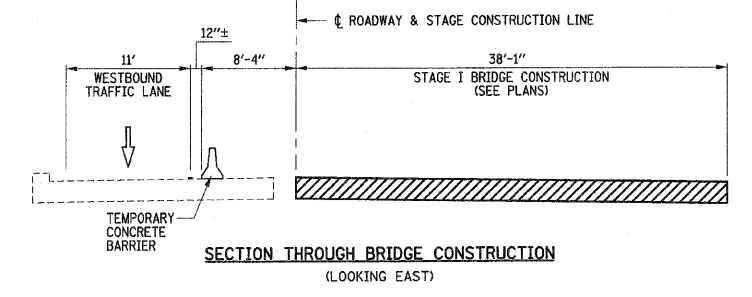
TRAFFIC CONTROL PLANS
 GENERAL NOTES AND DETOUR PLAN

F.A.U. RTE. 6354	SECTION 06-00230-00-BR	COUNTY MCLEAN	TOTAL SHEETS 64	SHEET NO. 16
VERNON AVENUE, TOWN OF NORMAL			CONTRACT NO. 91430	
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				



- LEGEND**
- CONSTRUCTION WORK ZONE
 - DRUM, BARRICADE, OR CHANNELIZER CONE WITH STEADY BURN LIGHTS (PLACED AT 25' CENTERS)
 - TYPE III BARRICADE WITH FLASHING LIGHTS
 - DIRECTION OF TRAFFIC

- KEY NOTES**
- (A) THE CONTRACTOR SHALL PROVIDE "NO LEFT TURN" SIGNS AT BAUGH DRIVE AND ANGELA DRIVE AS SHOWN ON THE TRAFFIC CONTROL PLAN AND AS DIRECTED BY THE ENGINEER. TURN PROHIBITION SIGNS SHALL BE USED FOR THE DURATION OF STAGE I CONSTRUCTION OR AS DIRECTED BY THE ENGINEER.
 - (B) THE CONTRACTOR SHALL PROVIDE ADDITIONAL TYPE III BARRICADES, "NO LEFT TURN" SIGNS AND "ONE WAY" SIGNS FOR THE EXISTING ENTRANCE AT STA. 35+18.9 LT. ON VERNON AVENUE AS SHOWN ON THE TRAFFIC CONTROL PLAN OR AS DIRECTED BY THE ENGINEER.
 - (C) THE EXISTING ENTRANCE SHALL BE CLOSED FOR THE DURATION OF STAGE I CONSTRUCTION OR AS DIRECTED BY THE ENGINEER. IMPACTED RESIDENTS SHALL BE PROVIDED ON-STREET PARKING AS DIRECTED BY THE ENGINEER.



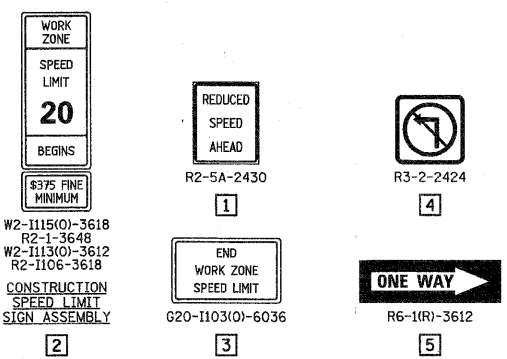
PAVEMENT MARKING TAPE
TYPE III 4" (YELLOW)
= 995 FOOT

TEMPORARY CONCRETE BARRIER = 687.5 FOOT
SEE STANDARDS 701321 AND 704001

140' TAPER (STANDARD 701606)
FROM STA. 42+50, 9.3' LT.
TO STA. 43+90

SUGGESTED STAGE I CONSTRUCTION SEQUENCE

1. CLOSE BROOKWOOD DRIVE AND KATHLEEN DRIVE AT VERNON AVENUE IN ACCORDANCE WITH STANDARD BLR 21. CLOSE EASTBOUND VERNON AVENUE TO ALL THRU TRAFFIC AT BLAIR DRIVE IN ACCORDANCE WITH STANDARD BLR 22. CLOSE EASTBOUND VERNON AVENUE TO ALL TRAFFIC AT BAUGH DRIVE IN ACCORDANCE WITH STANDARD BLR 21. CLOSE EASTBOUND VERNON AVENUE TO ALL TRAFFIC AT ANGELA DRIVE IN ACCORDANCE WITH STANDARD 701901.
2. REDUCE WESTBOUND VERNON AVENUE TO ONE THRU LANE AT ANGELA DRIVE IN ACCORDANCE WITH STANDARD 701606 AND AS SHOWN ON THE TRAFFIC CONTROL PLAN. PROVIDE A "REDUCED SPEED AHEAD" SIGN IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGN REQUIRED FOR STANDARD 701606. PROVIDE A CONSTRUCTION SPEED LIMIT SIGN ASSEMBLY BETWEEN THE "ROAD CONSTRUCTION AHEAD" AND "LEFT LANE CLOSED AHEAD" SIGNS REQUIRED FOR STANDARD 701606. THE SIGN SPACING SHALL BE IN ACCORDANCE WITH STANDARD 701606. PROVIDE AN ADDITIONAL CONSTRUCTION SPEED LIMIT SIGN ASSEMBLY AT ANGELA DRIVE AS DIRECTED BY THE ENGINEER. PROVIDE AN "END WORK ZONE SPEED LIMIT" SIGN FOR WESTBOUND VERNON AVENUE AS DIRECTED BY THE ENGINEER. PROVIDE "ROAD CONSTRUCTION AHEAD" SIGNS ON BAUGH DRIVE, BROOKWOOD DRIVE, SHERIDAN ROAD, ETHELL PARKWAY, KATHLEEN DRIVE, ANGELA DRIVE AND OTHER SIDE STREETS IN ACCORDANCE WITH STANDARD 701606 AND AS DIRECTED BY THE ENGINEER.
3. PROVIDE TEMPORARY CONCRETE BARRIER AND A TEMPORARY IMPACT ATTENUATOR IN ACCORDANCE WITH THE DETAILS SHOWN ON STANDARD 701321. PROVIDE ADDITIONAL TYPE III BARRICADES WITH FLASHING LIGHTS AS SHOWN ON STANDARD 701321.
4. CLOSE EXISTING CONSTITUTION TRAIL AND THE EXISTING SIDEWALKS ON VERNON AVENUE, BROOKWOOD DRIVE, AND KATHLEEN DRIVE WITHIN THE PROJECT LIMITS IN ACCORDANCE WITH STANDARD 701801, THE PROPOSED DETOUR PLAN, AND AS DIRECTED BY THE ENGINEER.
5. CONSTRUCT THE SOUTH HALF OF THE BRIDGE ON VERNON AVENUE. REFER TO THE PROPOSED BRIDGE PLANS FOR ADDITIONAL INFORMATION.
6. CONSTRUCT THE STORM DRAINAGE AND WATER MAIN IMPROVEMENTS WITHIN THE STAGE I LIMITS. THE WATER MAIN SHOULD BE CONSTRUCTED TO APPROXIMATELY 3 FEET NORTH OF THE CENTERLINE OF VERNON AVENUE DURING THIS STAGE. REFER TO THE PROPOSED WATER MAIN PLANS FOR ADDITIONAL INFORMATION. THE CONTRACTOR SHALL TEMPORARILY PLUG THE PROPOSED STORM SEWERS WHOSE OUTLETS ARE NOT CONSTRUCTED DURING STAGE I.
7. CONSTRUCT THE PROPOSED IMPROVEMENTS ON THE SOUTH HALF OF VERNON AVENUE FROM STA. 34+05 TO STA. 43+05.



SIGN	STATION	OFFSET SIDE	NOTES
SIGN 1 (SEE SIGN DETAILS)	53+90	LT	SEE NOTE 2
ROAD CONSTRUCTION AHEAD	51+90	LT	SEE STANDARD 701606
SIGN 2 (SEE SIGN DETAILS)	49+90	LT	SEE NOTE 2
LEFT LANE CLOSED AHEAD	47+90	LT	SEE STANDARD 701606
WORKERS or FLAGGER	45+90	LT	SEE STANDARD 701606
SIGN 2 (SEE SIGN DETAILS)	43+90	LT	SEE NOTE 2
SIGN 3 (SEE SIGN DETAILS)	23+90	LT	SEE NOTE 2
SIGN 4 (SEE SIGN DETAILS)	33+42	LT	SEE KEY NOTE A
SIGN 4 (SEE SIGN DETAILS)	44+35	RT	SEE KEY NOTE A
SIGN 4 (SEE SIGN DETAILS)	35+18.9	LT	SEE KEY NOTE B
SIGN 5 (SEE SIGN DETAILS)	35+18.9	LT	SEE KEY NOTE B

APPROXIMATE SIGN LOCATIONS

NOTES:
THE ADDITIONAL TRAFFIC CONTROL DEVICES REQUIRED FOR THIS STAGE SHALL BE INCLUDED IN THE LUMP SUM PRICE OF TRAFFIC CONTROL COMPLETE.
THE CONTRACTOR SHALL PROVIDE TEMPORARY DRAINAGE AS REQUIRED DURING THIS STAGE. THIS WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE OF TRAFFIC CONTROL COMPLETE.

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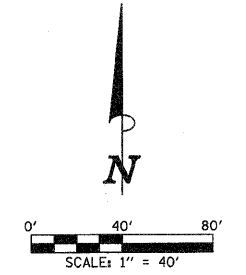
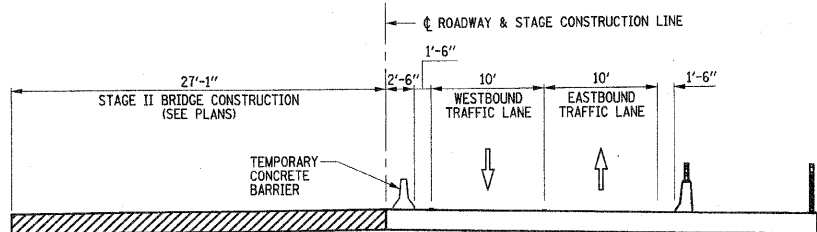
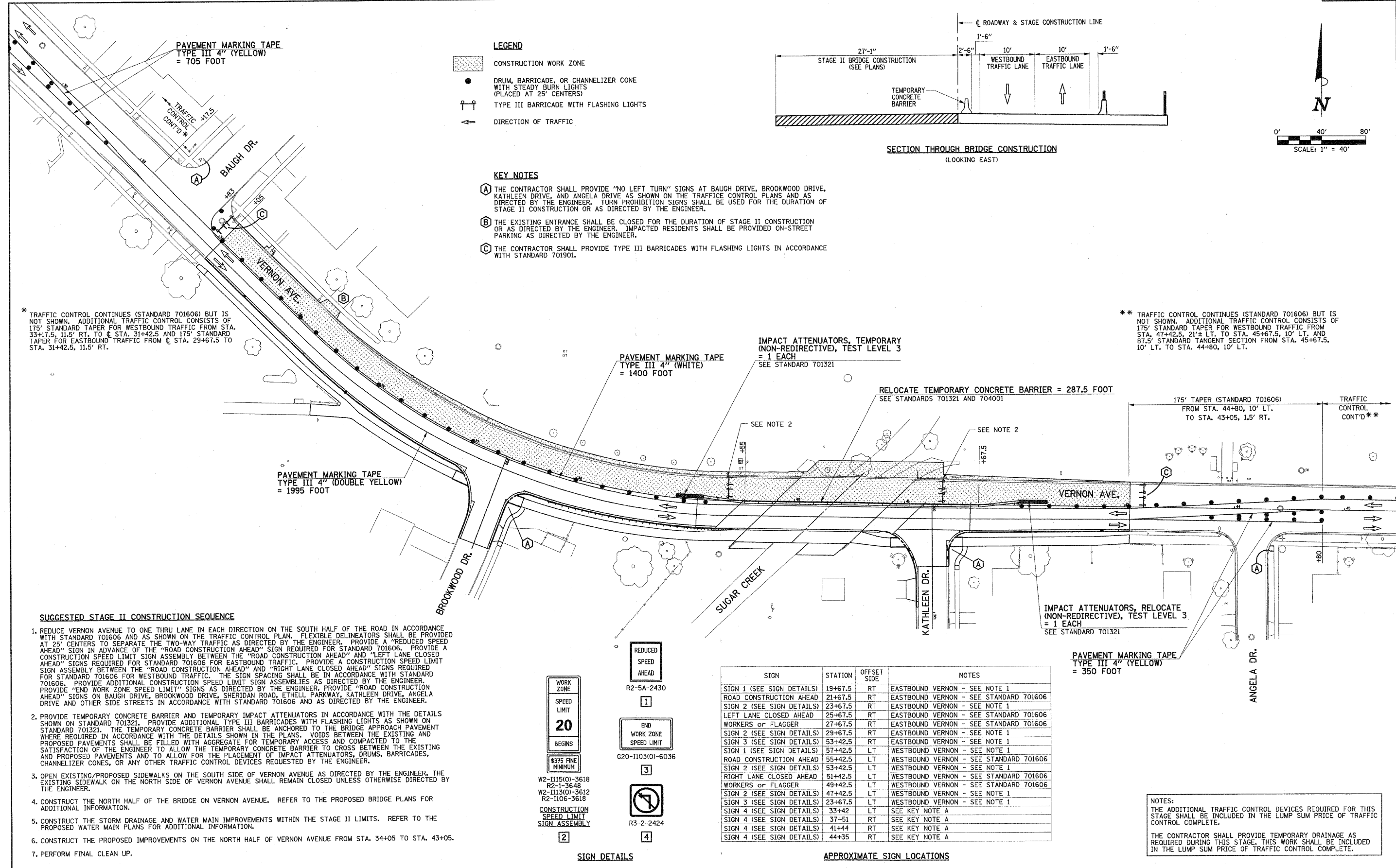
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

**TRAFFIC CONTROL PLANS
STAGE I**

SCALE: NONE SHEET NO. 17 OF 64 SHEETS STA. 34+05.00 TO STA. 43+05.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	17
VERNON AVENUE, TOWN OF NORMAL			CONTRACT NO. 91430	
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				



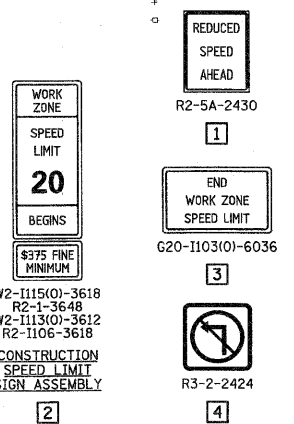
- LEGEND**
- CONSTRUCTION WORK ZONE
 - DRUM, BARRICADE, OR CHANNELIZER CONE WITH STEADY BURN LIGHTS (PLACED AT 25' CENTERS)
 - TYPE III BARRICADE WITH FLASHING LIGHTS
 - DIRECTION OF TRAFFIC

- KEY NOTES**
- (A)** THE CONTRACTOR SHALL PROVIDE "NO LEFT TURN" SIGNS AT BAUGH DRIVE, BROOKWOOD DRIVE, KATHLEEN DRIVE, AND ANGELA DRIVE AS SHOWN ON THE TRAFFIC CONTROL PLANS AND AS DIRECTED BY THE ENGINEER. TURN PROHIBITION SIGNS SHALL BE USED FOR THE DURATION OF STAGE II CONSTRUCTION OR AS DIRECTED BY THE ENGINEER.
 - (B)** THE EXISTING ENTRANCE SHALL BE CLOSED FOR THE DURATION OF STAGE II CONSTRUCTION OR AS DIRECTED BY THE ENGINEER. IMPACTED RESIDENTS SHALL BE PROVIDED ON-STREET PARKING AS DIRECTED BY THE ENGINEER.
 - (C)** THE CONTRACTOR SHALL PROVIDE TYPE III BARRICADES WITH FLASHING LIGHTS IN ACCORDANCE WITH STANDARD 701901.

* TRAFFIC CONTROL CONTINUES (STANDARD 701606) BUT IS NOT SHOWN. ADDITIONAL TRAFFIC CONTROL CONSISTS OF 175' STANDARD TAPER FOR WESTBOUND TRAFFIC FROM STA. 33+17.5, 11.5' RT. TO C. STA. 31+42.5 AND 175' STANDARD TAPER FOR EASTBOUND TRAFFIC FROM C. STA. 29+67.5 TO STA. 31+42.5, 11.5' RT.

** TRAFFIC CONTROL CONTINUES (STANDARD 701606) BUT IS NOT SHOWN. ADDITIONAL TRAFFIC CONTROL CONSISTS OF 175' STANDARD TAPER FOR WESTBOUND TRAFFIC FROM STA. 47+42.5, 21.5' LT. TO STA. 45+67.5, 10' LT. AND 87.5' STANDARD TANGENT SECTION FROM STA. 45+67.5, 10' LT. TO STA. 44+80, 10' LT.

- SUGGESTED STAGE II CONSTRUCTION SEQUENCE**
1. REDUCE VERNON AVENUE TO ONE THRU LANE IN EACH DIRECTION ON THE SOUTH HALF OF THE ROAD IN ACCORDANCE WITH STANDARD 701606 AND AS SHOWN ON THE TRAFFIC CONTROL PLAN. FLEXIBLE DELINEATORS SHALL BE PROVIDED AT 25' CENTERS TO SEPARATE THE TWO-WAY TRAFFIC AS DIRECTED BY THE ENGINEER. PROVIDE A "REDUCED SPEED AHEAD" SIGN IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGN REQUIRED FOR STANDARD 701606. PROVIDE A CONSTRUCTION SPEED LIMIT SIGN ASSEMBLY BETWEEN THE "ROAD CONSTRUCTION AHEAD" AND "LEFT LANE CLOSED AHEAD" SIGNS REQUIRED FOR STANDARD 701606 FOR EASTBOUND TRAFFIC. PROVIDE A CONSTRUCTION SPEED LIMIT SIGN ASSEMBLY BETWEEN THE "ROAD CONSTRUCTION AHEAD" AND "RIGHT LANE CLOSED AHEAD" SIGNS REQUIRED FOR STANDARD 701606 FOR WESTBOUND TRAFFIC. THE SIGN SPACING SHALL BE IN ACCORDANCE WITH STANDARD 701606. PROVIDE ADDITIONAL CONSTRUCTION SPEED LIMIT SIGN ASSEMBLIES AS DIRECTED BY THE ENGINEER. PROVIDE "END WORK ZONE SPEED LIMIT" SIGNS AS DIRECTED BY THE ENGINEER. PROVIDE "ROAD CONSTRUCTION AHEAD" SIGNS ON BAUGH DRIVE, BROOKWOOD DRIVE, SHERIDAN ROAD, ETHELL PARKWAY, KATHLEEN DRIVE, ANGELA DRIVE AND OTHER SIDE STREETS IN ACCORDANCE WITH STANDARD 701606 AND AS DIRECTED BY THE ENGINEER.
 2. PROVIDE TEMPORARY CONCRETE BARRIER AND TEMPORARY IMPACT ATTENUATORS IN ACCORDANCE WITH THE DETAILS SHOWN ON STANDARD 701321. PROVIDE ADDITIONAL TYPE III BARRICADES WITH FLASHING LIGHTS AS SHOWN ON STANDARD 701321. THE TEMPORARY CONCRETE BARRIER SHALL BE ANCHORED TO THE BRIDGE APPROACH PAVEMENT WHERE REQUIRED IN ACCORDANCE WITH THE DETAILS SHOWN IN THE PLANS. VOIDS BETWEEN THE EXISTING AND PROPOSED PAVEMENTS SHALL BE FILLED WITH AGGREGATE FOR TEMPORARY ACCESS AND COMPACTED TO THE SATISFACTION OF THE ENGINEER TO ALLOW THE TEMPORARY CONCRETE BARRIER TO CROSS BETWEEN THE EXISTING AND PROPOSED PAVEMENTS AND TO ALLOW FOR THE PLACEMENT OF IMPACT ATTENUATORS, DRUMS, BARRICADES, CHANNELIZER CONES, OR ANY OTHER TRAFFIC CONTROL DEVICES REQUESTED BY THE ENGINEER.
 3. OPEN EXISTING/PROPOSED SIDEWALKS ON THE SOUTH SIDE OF VERNON AVENUE AS DIRECTED BY THE ENGINEER. THE EXISTING SIDEWALK ON THE NORTH SIDE OF VERNON AVENUE SHALL REMAIN CLOSED UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
 4. CONSTRUCT THE NORTH HALF OF THE BRIDGE ON VERNON AVENUE. REFER TO THE PROPOSED BRIDGE PLANS FOR ADDITIONAL INFORMATION.
 5. CONSTRUCT THE STORM DRAINAGE AND WATER MAIN IMPROVEMENTS WITHIN THE STAGE II LIMITS. REFER TO THE PROPOSED WATER MAIN PLANS FOR ADDITIONAL INFORMATION.
 6. CONSTRUCT THE PROPOSED IMPROVEMENTS ON THE NORTH HALF OF VERNON AVENUE FROM STA. 34+05 TO STA. 43+05.
 7. PERFORM FINAL CLEAN UP.



APPROXIMATE SIGN LOCATIONS

SIGN	STATION	OFFSET SIDE	NOTES
SIGN 1 (SEE SIGN DETAILS)	19+67.5	RT	EASTBOUND VERNON - SEE NOTE 1
ROAD CONSTRUCTION AHEAD	21+67.5	RT	EASTBOUND VERNON - SEE STANDARD 701606
SIGN 2 (SEE SIGN DETAILS)	23+67.5	RT	EASTBOUND VERNON - SEE NOTE 1
LEFT LANE CLOSED AHEAD	25+67.5	RT	EASTBOUND VERNON - SEE STANDARD 701606
WORKERS or FLAGGER	27+67.5	RT	EASTBOUND VERNON - SEE STANDARD 701606
SIGN 2 (SEE SIGN DETAILS)	29+67.5	RT	EASTBOUND VERNON - SEE NOTE 1
SIGN 3 (SEE SIGN DETAILS)	53+42.5	RT	EASTBOUND VERNON - SEE NOTE 1
SIGN 1 (SEE SIGN DETAILS)	57+42.5	LT	WESTBOUND VERNON - SEE NOTE 1
ROAD CONSTRUCTION AHEAD	55+42.5	LT	WESTBOUND VERNON - SEE STANDARD 701606
SIGN 2 (SEE SIGN DETAILS)	53+42.5	LT	WESTBOUND VERNON - SEE NOTE 1
RIGHT LANE CLOSED AHEAD	51+42.5	LT	WESTBOUND VERNON - SEE STANDARD 701606
WORKERS or FLAGGER	49+42.5	LT	WESTBOUND VERNON - SEE STANDARD 701606
SIGN 2 (SEE SIGN DETAILS)	47+42.5	LT	WESTBOUND VERNON - SEE NOTE 1
SIGN 3 (SEE SIGN DETAILS)	23+67.5	LT	WESTBOUND VERNON - SEE NOTE 1
SIGN 4 (SEE SIGN DETAILS)	33+42	LT	SEE KEY NOTE A
SIGN 4 (SEE SIGN DETAILS)	37+51	RT	SEE KEY NOTE A
SIGN 4 (SEE SIGN DETAILS)	41+44	RT	SEE KEY NOTE A
SIGN 4 (SEE SIGN DETAILS)	44+35	RT	SEE KEY NOTE A

NOTES:
 THE ADDITIONAL TRAFFIC CONTROL DEVICES REQUIRED FOR THIS STAGE SHALL BE INCLUDED IN THE LUMP SUM PRICE OF TRAFFIC CONTROL COMPLETE.
 THE CONTRACTOR SHALL PROVIDE TEMPORARY DRAINAGE AS REQUIRED DURING THIS STAGE. THIS WORK SHALL BE INCLUDED IN THE LUMP SUM PRICE OF TRAFFIC CONTROL COMPLETE.

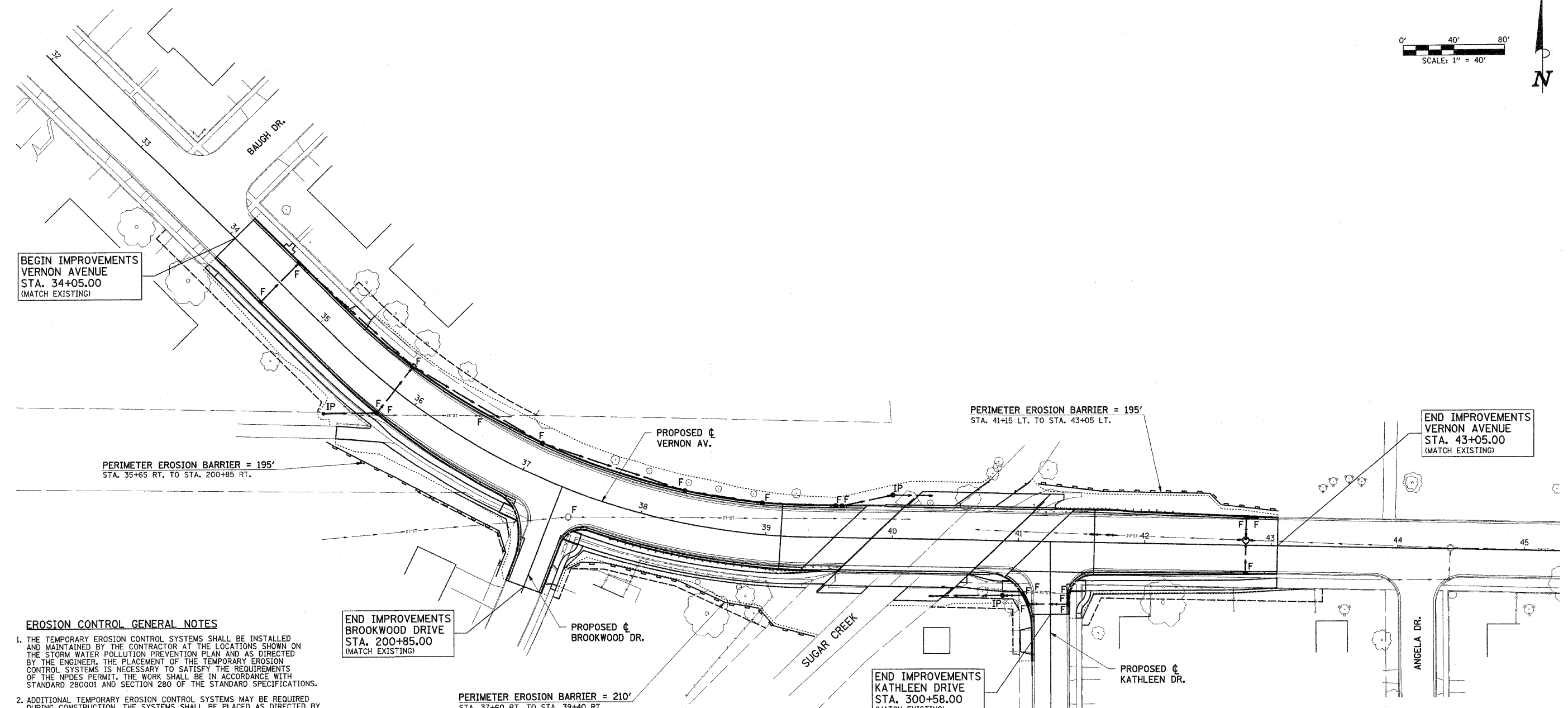
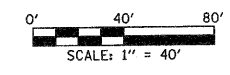
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DATE - 06/2010	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL PLANS
 STAGE II

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	18
VERNON AVENUE, TOWN OF NORMAL			CONTRACT NO. 91430	
FED. ROAD DIST. NO. 5 [ILLINOIS] FED. AID PROJECT				



BEGIN IMPROVEMENTS
VERNON AVENUE
STA. 34+05.00
(MATCH EXISTING)

PERIMETER EROSION BARRIER = 195'
STA. 35+65 RT. TO STA. 200+85 RT.

PERIMETER EROSION BARRIER = 195'
STA. 41+15 LT. TO STA. 43+05 LT.

END IMPROVEMENTS
VERNON AVENUE
STA. 43+05.00
(MATCH EXISTING)

END IMPROVEMENTS
BROOKWOOD DRIVE
STA. 200+85.00
(MATCH EXISTING)

PROPOSED ϕ
BROOKWOOD DR.

PERIMETER EROSION BARRIER = 210'
STA. 37+60 RT. TO STA. 39+40 RT.

END IMPROVEMENTS
KATHLEEN DRIVE
STA. 300+58.00
(MATCH EXISTING)

PROPOSED ϕ
KATHLEEN DR.

EROSION CONTROL GENERAL NOTES

1. THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE INSTALLED AND MAINTAINED BY THE CONTRACTOR AT THE LOCATIONS SHOWN ON THE STORM WATER POLLUTION PREVENTION PLAN AND AS DIRECTED BY THE ENGINEER. THE PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS IS NECESSARY TO SATISFY THE REQUIREMENTS OF THE NPDES PERMIT. THE WORK SHALL BE IN ACCORDANCE WITH STANDARD 280001 AND SECTION 280 OF THE STANDARD SPECIFICATIONS.
2. ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS MAY BE REQUIRED DURING CONSTRUCTION. THE SYSTEMS SHALL BE PLACED AS DIRECTED BY THE ENGINEER AND SHALL BE PAID FOR IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS.
3. TEMPORARY EROSION CONTROL SEEDING SHALL BE PERFORMED AS DIRECTED BY THE ENGINEER AND IN ACCORDANCE WITH SECTION 280 OF THE STANDARD SPECIFICATIONS. A QUANTITY FOR TEMPORARY EROSION CONTROL SEEDING EQUAL TO THE QUANTITY FOR PERMANENT SEEDING HAS BEEN ALLOWED FOR THIS PROJECT.
4. PERMANENT FERTILIZING, SEEDING, AND MULCHING OF DISTURBED EARTH AREAS SHALL BE PERFORMED AS SOON AS POSSIBLE AFTER THE COMPLETION OF EACH STAGE OF THE PROJECT TO EXPEDITE THE ESTABLISHMENT OF VEGETATION. THE FINAL GRADING MUST BE APPROVED BY THE ENGINEER BEFORE THE PERMANENT SEEDING IS PERFORMED.
5. THE MAINTENANCE OF THE TEMPORARY EROSION CONTROL SYSTEMS WILL NOT BE PAID FOR SEPARATELY AS DESCRIBED IN ARTICLE 280.08 OF THE STANDARD SPECIFICATIONS AND SHALL BE INCLUDED IN THE COST OF THE VARIOUS EROSION CONTROL PAY ITEMS.
6. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE SEEDED AREAS UNTIL THEY ARE FULLY ESTABLISHED WHICH MAY REQUIRE RESEEDING OF ANY BARE AREAS AND PLACING ADDITIONAL MULCH UNTIL SEED GROWTH IS ESTABLISHED. THE CONTRACTOR SHALL MAINTAIN THE SEEDED AREAS UNTIL SUCH TIME AS THE REQUIREMENTS OF THE NPDES PERMIT ARE SATISFIED AND THE PERMIT IS TERMINATED.
7. SEE THE PLAN AND PROFILE SHEETS AND CROSS SECTIONS FOR ADDITIONAL INFORMATION.

SUGGESTED INSTALLATION SEQUENCE FOR EROSION CONTROL SYSTEMS

1. REFER TO THE TRAFFIC CONTROL PLANS FOR THE DETAILED SEQUENCE OF CONSTRUCTION.
2. INSTALL INLET FILTERS AT EXISTING DRAINAGE STRUCTURES AND PLACE THE PERIMETER EROSION BARRIER PRIOR TO STARTING ANY WORK.
3. INSTALL INLET AND PIPE PROTECTION AND INLET FILTERS AT PROPOSED DRAINAGE STRUCTURES AS SOON AS THEY HAVE BEEN CONSTRUCTED. PLACE TEMPORARY EROSION CONTROL SEEDING AS SOON AS THE ROUGH GRADING IS COMPLETE AS DIRECTED BY THE ENGINEER.
4. MAINTAIN ALL EROSION CONTROL SYSTEMS UNTIL SUCH TIME THAT THEY CAN BE REMOVED AS DIRECTED BY THE ENGINEER.
5. FERTILIZE, SEED, AND MULCH DISTURBED EARTH AREAS AS SOON AS THE FINAL GRADING AND SHAPING IS COMPLETE.
6. REMOVE AND CLEANUP ALL REMAINING EROSION CONTROL SYSTEMS AS DIRECTED BY THE ENGINEER.

LEGEND

- PERIMETER EROSION BARRIER
- IP INLET AND PIPE PROTECTION LOCATION
- F INLET FILTER LOCATION
- - - EXISTING RIGHT-OF-WAY
- - - PROPOSED RIGHT-OF-WAY
- - - TEMPORARY CONSTRUCTION EASEMENT

TEMPORARY EROSION CONTROL SEEDING = 0.7 ACRES
PLACED AS DIRECTED BY THE ENGINEER.

28000400
PERIMETER EROSION BARRIER = 600 FOOT
PLACED AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

28000500
INLET AND PIPE PROTECTION = 3 EACH
PLACED AT ALL DRAINAGE STRUCTURES WITHIN TURF AREAS WITH OPEN LIDS OR GRATES.

28000510
INLET FILTERS = 21 EACH
PLACED AT ALL DRAINAGE STRUCTURES WITHIN PAVED AREAS WITH OPEN LIDS OR GRATES.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

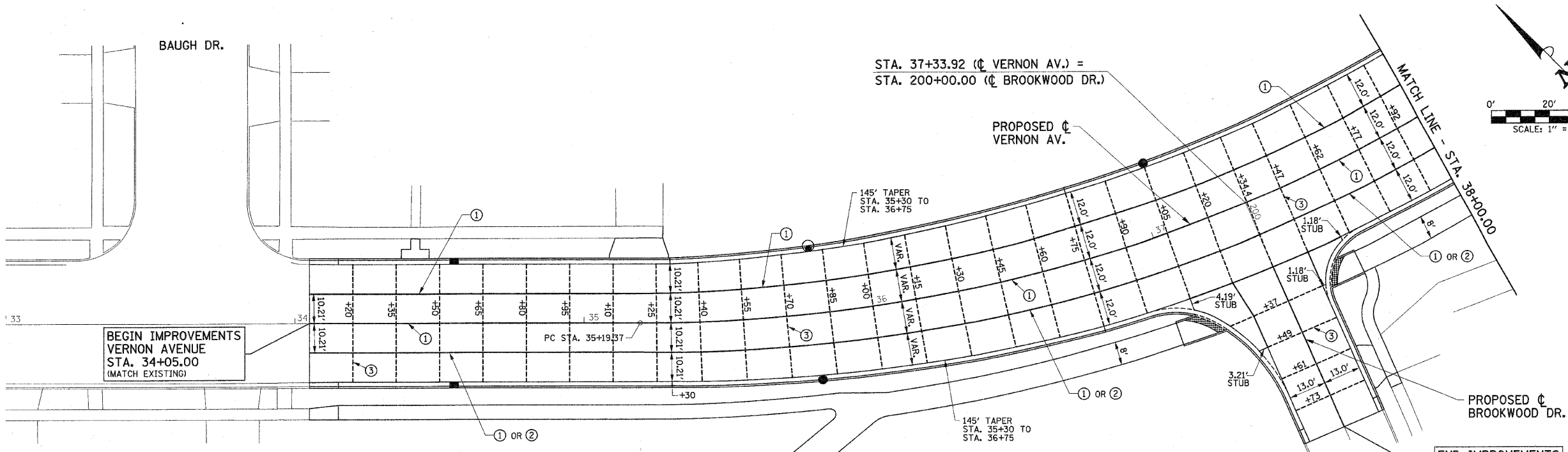
STORM WATER POLLUTION PREVENTION PLANS

SCALE: 1"=40' SHEET NO. 19 OF 64 SHEETS STA. 34+05.00 TO STA. 43+05.00

F.A.U. RTE. 6354	SECTION 06-00230-00-BR	COUNTY MCLEAN	TOTAL SHEETS 64	SHEET NO. 19
VERNON AVENUE, TOWN OF NORMAL			CONTRACT NO. 91430	
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

CURVE DATA
 PI STA. = 37+38.84
 Δ = 43° 52' 06" (LT)
 D = 10° 30' 47"
 R = 545.00'
 T = 219.47'
 L = 417.28'
 E = 42.53'
 SE = 2%
 PC STA. = 35+19.37
 PT STA. = 39+36.65

SUPERELEVATION DATA
 TR STA. = 34+40.00 TO 34+92.50
 SR STA. = 34+92.50 TO 35+45.00
 FS STA. = 35+45.00 TO 38+85.00
 SR STA. = 38+85.00 TO 39+37.50
 TR STA. = 39+37.50 TO 39+90.00



BEGIN IMPROVEMENTS
 VERNON AVENUE
 STA. 34+05.00
 (MATCH EXISTING)

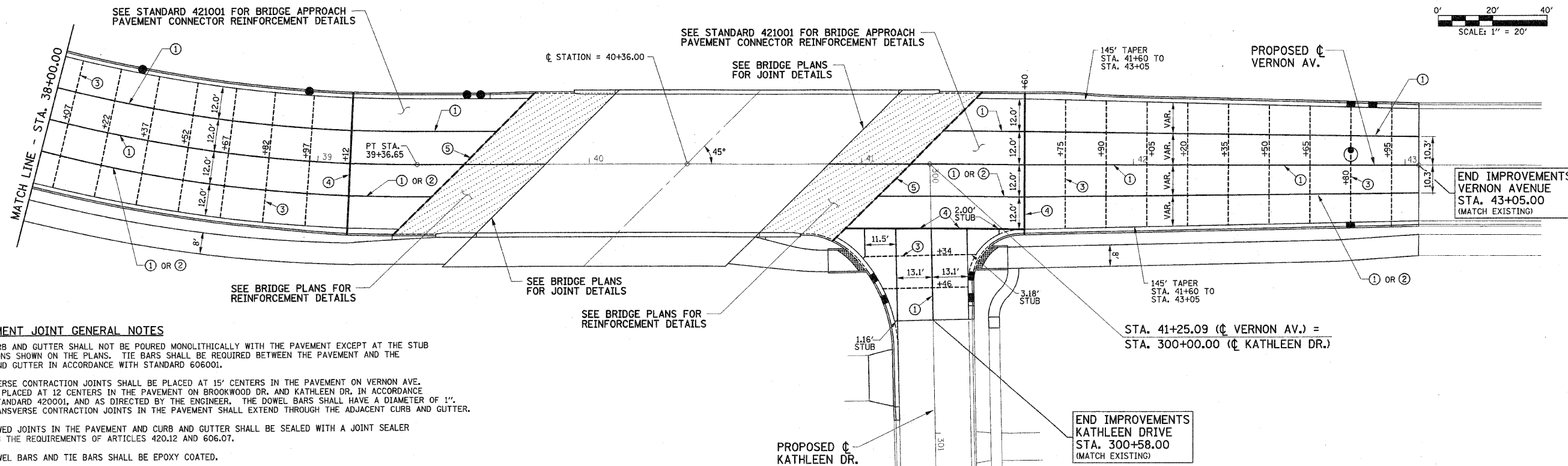
END IMPROVEMENTS
 BROOKWOOD DRIVE
 STA. 200+85.00
 (MATCH EXISTING)

PAVEMENT JOINT KEY

- ① LONGITUDINAL CONSTRUCTION JOINT WITH NO. 6 x 24" EPOXY COATED TIE BARS GROUTED IN PLACE OR NO. 6 x 30" EPOXY COATED TIE BARS FORMED IN PLACE AT 24" CENTERS (STD. 420001)
- ② LONGITUDINAL SAWED JOINT WITH NO. 6 x 30" EPOXY COATED TIE BARS AT 30" CENTERS (STD. 420001)
- ③ TRANSVERSE CONTRACTION JOINT WITH 1" DIAMETER x 18" EPOXY COATED DOWEL BARS AT 12" CENTERS (STD. 420001)
- ④ 2" TRANSVERSE EXPANSION JOINT WITH 1" DIAMETER x 18" EPOXY COATED DOWEL BARS AT 12" CENTERS (STD. 420001)
- ⑤ 4" PREFORMED JOINT SEAL (SEE BRIDGE PLANS FOR DETAIL A OF BRIDGE APPROACH SLAB DETAILS)

PAVEMENT JOINT LEGEND

- PROPOSED 2" EXPANSION JOINT
- PROPOSED LONGITUDINAL JOINT
- - - PROPOSED SAWED CONTRACTION JOINT
- OR ○ PROPOSED INLET
- PROPOSED MANHOLE
- ▨ PROPOSED BRIDGE APPROACH PAVEMENT



SEE STANDARD 421001 FOR BRIDGE APPROACH PAVEMENT CONNECTOR REINFORCEMENT DETAILS

SEE STANDARD 421001 FOR BRIDGE APPROACH PAVEMENT CONNECTOR REINFORCEMENT DETAILS

PAVEMENT JOINT GENERAL NOTES

1. THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHICALLY WITH THE PAVEMENT EXCEPT AT THE STUB LOCATIONS SHOWN ON THE PLANS. TIE BARS SHALL BE REQUIRED BETWEEN THE PAVEMENT AND THE CURB AND GUTTER IN ACCORDANCE WITH STANDARD 606.001.
2. TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED AT 15' CENTERS IN THE PAVEMENT ON VERNON AVE. AND BE PLACED AT 12' CENTERS IN THE PAVEMENT ON BROOKWOOD DR. AND KATHLEEN DR. IN ACCORDANCE WITH STANDARD 420001, AND AS DIRECTED BY THE ENGINEER. THE DOWEL BARS SHALL HAVE A DIAMETER OF 1". ALL TRANSVERSE CONTRACTION JOINTS IN THE PAVEMENT SHALL EXTEND THROUGH THE ADJACENT CURB AND GUTTER.
3. ALL SAWED JOINTS IN THE PAVEMENT AND CURB AND GUTTER SHALL BE SEALED WITH A JOINT SEALER MEETING THE REQUIREMENTS OF ARTICLES 420.12 AND 606.07.
4. ALL DOWEL BARS AND TIE BARS SHALL BE EPOXY COATED.

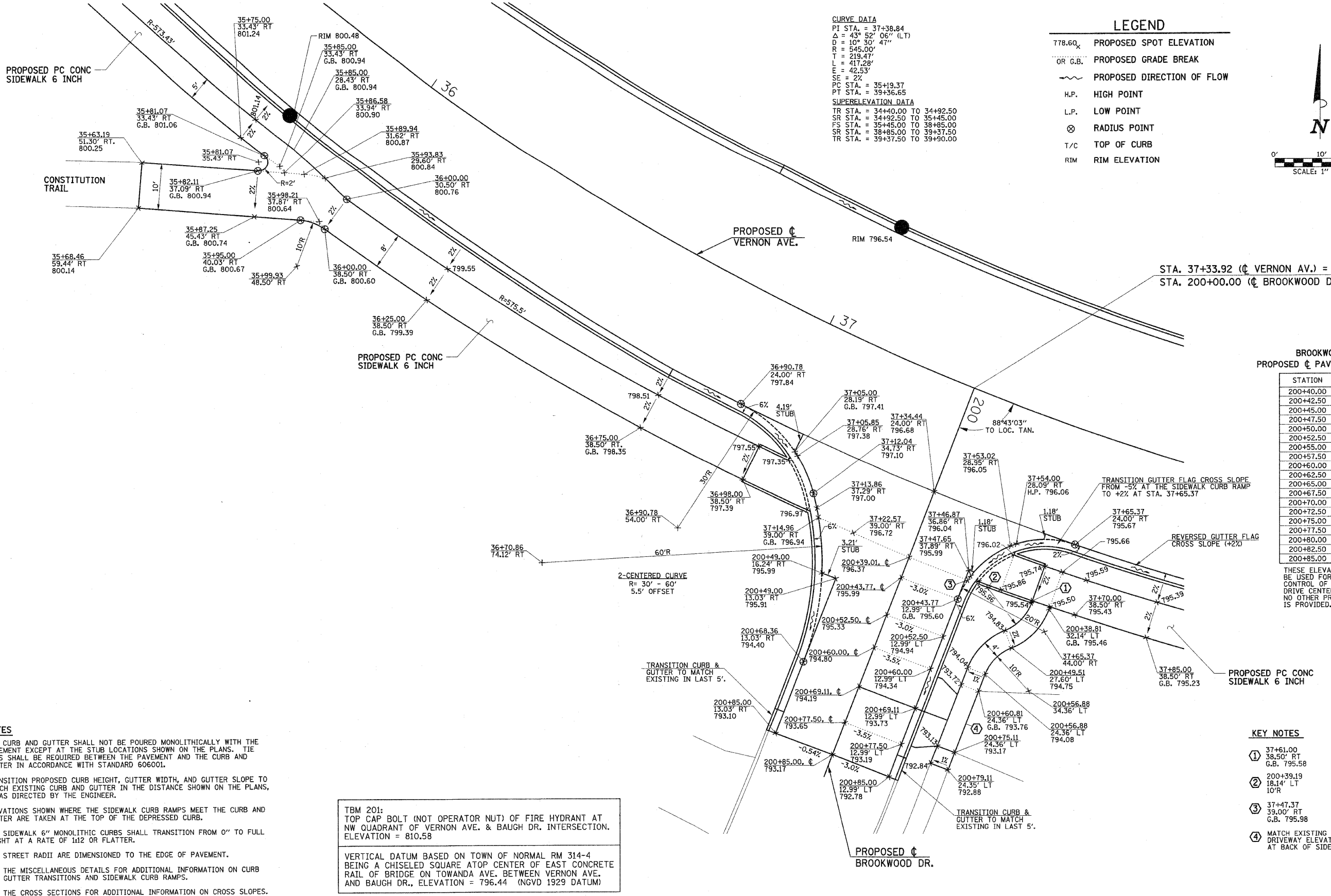
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PAVEMENT JOINT PLANS

SCALE: 1"=20' SHEET NO. 20 OF 64 SHEETS STA. 34+05.00 TO STA. 43+05.00

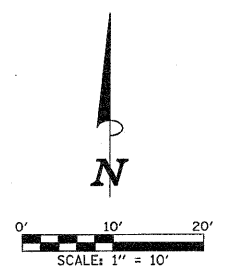
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	20
VERNON AVENUE, TOWN OF NORMAL, CONTRACT NO. 91430				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				



CURVE DATA
 PI STA. = 37+38.84
 Δ = 43° 52' 06" (LT)
 D = 10° 30' 47"
 R = 545.00'
 T = 219.47'
 L = 417.28'
 E = 42.53'
 SE = 2%
 PC STA. = 35+19.37
 PT STA. = 39+36.65

SUPERELEVATION DATA
 TR STA. = 34+40.00 TO 34+92.50
 SR STA. = 34+92.50 TO 35+45.00
 FS STA. = 35+45.00 TO 38+85.00
 SR STA. = 38+85.00 TO 39+37.50
 TR STA. = 39+37.50 TO 39+90.00

- LEGEND**
- 778.60x PROPOSED SPOT ELEVATION
 - OR G.B. PROPOSED GRADE BREAK
 - ~ PROPOSED DIRECTION OF FLOW
 - H.P. HIGH POINT
 - L.P. LOW POINT
 - ⊗ RADIUS POINT
 - T/C TOP OF CURB
 - RIM RIM ELEVATION



STA. 37+33.92 (¢ VERNON AV.) =
 STA. 200+00.00 (¢ BROOKWOOD DR.)

**BROOKWOOD DRIVE
 PROPOSED ¢ PAVEMENT ELEVATIONS**

STATION	¢ ELEVATION
200+40.00	796.29
200+42.50	796.09
200+45.00	795.90
200+47.50	795.71
200+50.00	795.52
200+52.50	795.33
200+55.00	795.15
200+57.50	794.97
200+60.00	794.80
200+62.50	794.62
200+65.00	794.46
200+67.50	794.29
200+70.00	794.13
200+72.50	793.97
200+75.00	793.81
200+77.50	793.65
200+80.00	793.49
200+82.50	793.33
200+85.00	793.17

THESE ELEVATIONS ARE TO BE USED FOR LAYOUT AND CONTROL OF THE BROOKWOOD DRIVE CENTERLINE PROFILE. NO OTHER PROFILE GEOMETRY IS PROVIDED.

NOTES

1. THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHICALLY WITH THE PAVEMENT EXCEPT AT THE STUB LOCATIONS SHOWN ON THE PLANS. TIE BARS SHALL BE REQUIRED BETWEEN THE PAVEMENT AND THE CURB AND GUTTER IN ACCORDANCE WITH STANDARD 606001.
2. TRANSITION PROPOSED CURB HEIGHT, GUTTER WIDTH, AND GUTTER SLOPE TO MATCH EXISTING CURB AND GUTTER IN THE DISTANCE SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
3. ELEVATIONS SHOWN WHERE THE SIDEWALK CURB RAMPS MEET THE CURB AND GUTTER ARE TAKEN AT THE TOP OF THE DEPRESSED CURB.
4. THE SIDEWALK 6" MONOLITHIC CURBS SHALL TRANSITION FROM 0" TO FULL HEIGHT AT A RATE OF 1:12 OR FLATTER.
5. ALL STREET RADII ARE DIMENSIONED TO THE EDGE OF PAVEMENT.
6. SEE THE MISCELLANEOUS DETAILS FOR ADDITIONAL INFORMATION ON CURB AND GUTTER TRANSITIONS AND SIDEWALK CURB RAMPS.
7. SEE THE CROSS SECTIONS FOR ADDITIONAL INFORMATION ON CROSS SLOPES.

TBM 201:
 TOP CAP BOLT (NOT OPERATOR NUT) OF FIRE HYDRANT AT NW QUADRANT OF VERNON AVE. & BAUGH DR. INTERSECTION. ELEVATION = 810.58

VERTICAL DATUM BASED ON TOWN OF NORMAL RM 314-4 BEING A CHISELED SQUARE ATOP CENTER OF EAST CONCRETE RAIL OF BRIDGE ON TOWANDA AVE. BETWEEN VERNON AVE. AND BAUGH DR., ELEVATION = 796.44 (NGVD 1929 DATUM)

KEY NOTES

- ① 37+61.00
38.50' RT
G.B. 795.58
- ② 200+39.19
18.14' LT
10'R
- ③ 37+47.37
39.00' RT
G.B. 795.98
- ④ MATCH EXISTING DRIVEWAY ELEVATIONS AT BACK OF SIDEWALK

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS

SCALE: 1"=10' SHEET NO. 21 OF 64 SHEETS STA. 34+05.00 TO STA. 43+05.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	21

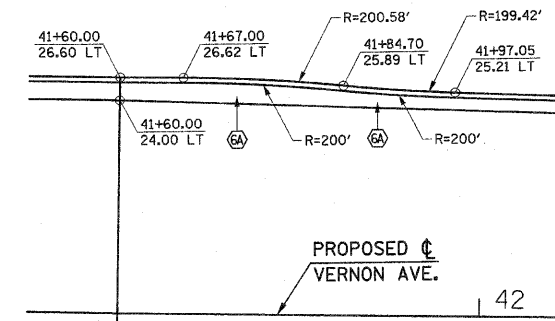
VERNON AVENUE, TOWN OF NORMAL, ILLINOIS
 CONTRACT NO. 91430
 FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT

CURVE DATA
 PI STA. = 37+38.84
 $\Delta = 43^\circ 52' 06''$ (LT)
 $D = 10^\circ 30' 47''$
 $R = 545.00'$
 $T = 219.47'$
 $L = 417.28'$
 $E = 42.53'$
 $SE = 2\%$
 PC STA. = 35+19.37
 PT STA. = 39+36.65

SUPERELEVATION DATA
 TR STA. = 34+40.00 TO 34+92.50
 SR STA. = 34+92.50 TO 35+45.00
 FS STA. = 35+45.00 TO 38+85.00
 SR STA. = 38+85.00 TO 39+37.50
 TR STA. = 39+37.50 TO 39+90.00

LEGEND

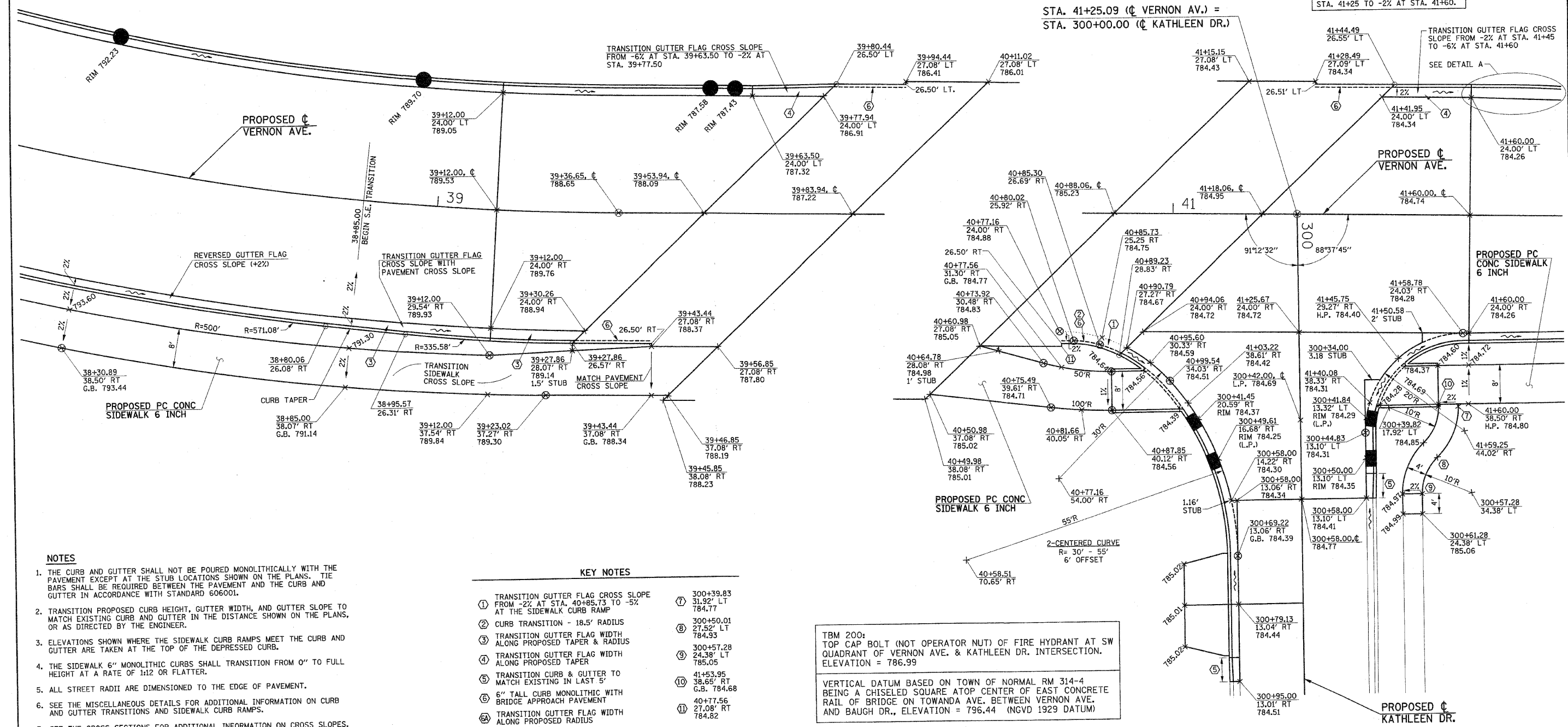
778.60	PROPOSED SPOT ELEVATION
OR G.B.	PROPOSED GRADE BREAK
~	PROPOSED DIRECTION OF FLOW
H.P.	HIGH POINT
L.P.	LOW POINT
⊗	RADIUS POINT
T/C	TOP OF CURB
RIM	RIM ELEVATION



PAVEMENT CROSS SLOPE TRANSITION
 (RIGHT SIDE ONLY)
 FROM -2% AT STA. 40+90 TO -0.75%
 AT STA. 41+25, AND FROM -0.75% AT
 STA. 41+25 TO -2% AT STA. 41+60.

DETAIL A

STA. 41+25.09 (C VERNON AV.) =
 STA. 300+00.00 (C KATHLEEN DR.)



NOTES

- THE CURB AND GUTTER SHALL NOT BE POURED MONOLITHICALLY WITH THE PAVEMENT EXCEPT AT THE STUB LOCATIONS SHOWN ON THE PLANS. TIE BARS SHALL BE REQUIRED BETWEEN THE PAVEMENT AND THE CURB AND GUTTER IN ACCORDANCE WITH STANDARD 606001.
- TRANSITION PROPOSED CURB HEIGHT, GUTTER WIDTH, AND GUTTER SLOPE TO MATCH EXISTING CURB AND GUTTER IN THE DISTANCE SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
- ELEVATIONS SHOWN WHERE THE SIDEWALK CURB RAMPS MEET THE CURB AND GUTTER ARE TAKEN AT THE TOP OF THE DEPRESSED CURB.
- THE SIDEWALK 6" MONOLITHIC CURBS SHALL TRANSITION FROM 0" TO FULL HEIGHT AT A RATE OF 1:12 OR FLATTER.
- ALL STREET RADII ARE DIMENSIONED TO THE EDGE OF PAVEMENT.
- SEE THE MISCELLANEOUS DETAILS FOR ADDITIONAL INFORMATION ON CURB AND GUTTER TRANSITIONS AND SIDEWALK CURB RAMPS.
- SEE THE CROSS SECTIONS FOR ADDITIONAL INFORMATION ON CROSS SLOPES.

KEY NOTES

- | | | | |
|---|---|---|--------------------------------------|
| ① | TRANSITION GUTTER FLAG CROSS SLOPE FROM -2% AT STA. 40+85.73 TO -5% AT THE SIDEWALK CURB RAMP | ⑦ | 300+39.83
31.92' LT
784.77 |
| ② | CURB TRANSITION - 18.5' RADIUS | ⑧ | 300+50.01
27.52' LT
784.93 |
| ③ | TRANSITION GUTTER FLAG WIDTH ALONG PROPOSED TAPER & RADIUS | ⑨ | 300+57.28
24.38' LT
785.05 |
| ④ | TRANSITION GUTTER FLAG WIDTH ALONG PROPOSED TAPER | ⑩ | 41+53.95
38.65' RT
G.B. 784.68 |
| ⑤ | TRANSITION CURB & GUTTER TO MATCH EXISTING IN LAST 5' | ⑪ | 40+77.56
27.08' RT
784.82 |
| ⑥ | 6" TALL CURB MONOLITHIC WITH BRIDGE APPROACH PAVEMENT | | |
| ⊗ | TRANSITION GUTTER FLAG WIDTH ALONG PROPOSED RADIUS | | |

TBM 200:
 TOP CAP BOLT (NOT OPERATOR NUT) OF FIRE HYDRANT AT SW QUADRANT OF VERNON AVE. & KATHLEEN DR. INTERSECTION.
 ELEVATION = 786.99

VERTICAL DATUM BASED ON TOWN OF NORMAL RM 314-4 BEING A CHISELED SQUARE ATOP CENTER OF EAST CONCRETE RAIL OF BRIDGE ON TOWANDA AVE. BETWEEN VERNON AVE. AND BAUGH DR., ELEVATION = 796.44 (NGVD 1929 DATUM)

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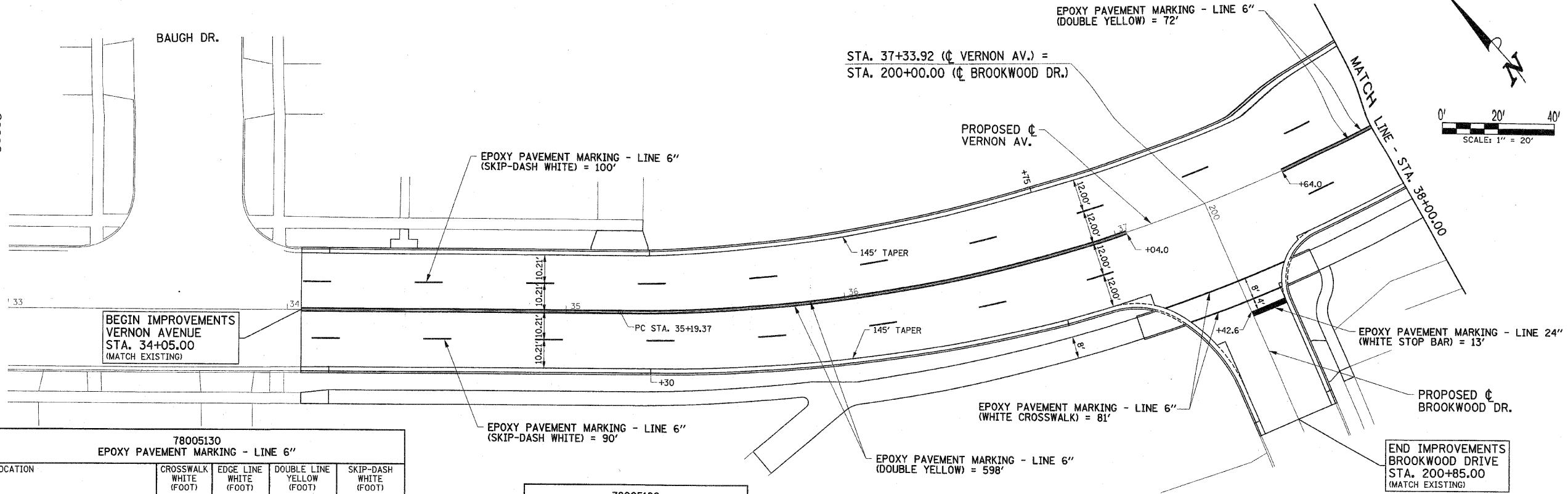
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 CHECKED - RLH
 DATE - 06/2010

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAILS		F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SCALE: 1"=10'		6354	06-00230-00-BR	MCLEAN	64	22
SHEET NO. 22 OF 64 SHEETS		VERNON AVENUE, TOWN OF NORMAL		CONTRACT NO. 91430		
STA. 34+05.00 TO STA. 43+05.00		FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

CURVE DATA
 PT STA. = 37+38.84
 Δ = 43° 52' 06" (LT)
 D = 10° 30' 47"
 R = 545.00'
 T = 219.47'
 L = 417.28'
 E = 42.53'
 SE = 2%
 PC STA. = 35+19.37
 PT STA. = 39+36.65

SUPERELEVATION DATA
 TR STA. = 34+40.00 TO 34+92.50
 SR STA. = 34+92.50 TO 35+45.00
 FS STA. = 35+45.00 TO 38+85.00
 SR STA. = 38+85.00 TO 39+37.50
 TR STA. = 39+37.50 TO 39+90.00

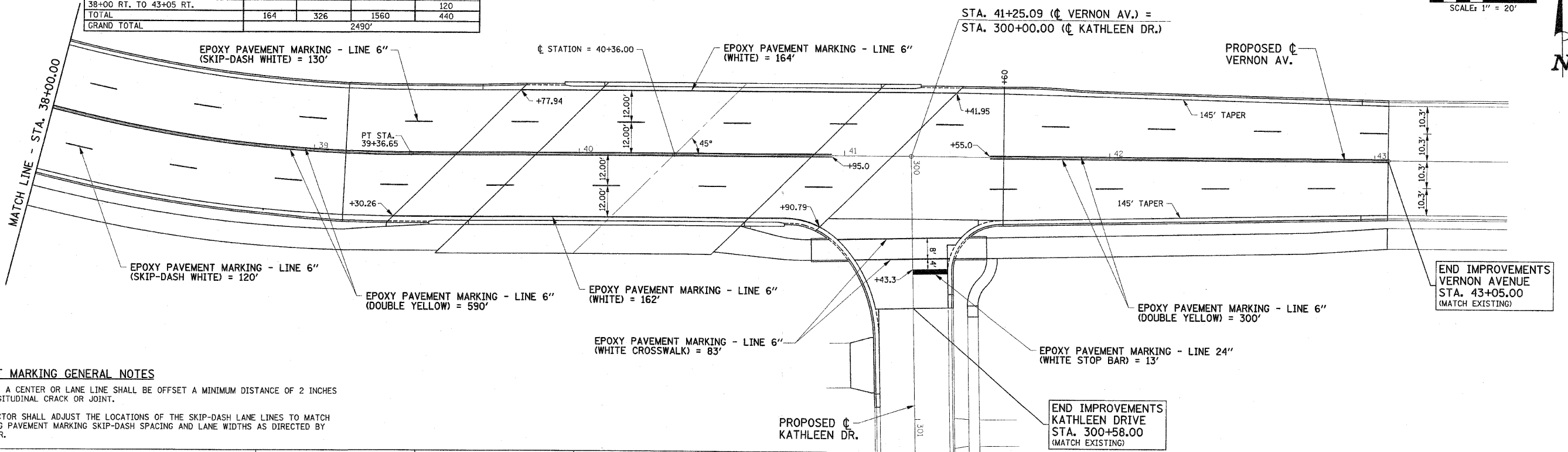


78005130
EPOXY PAVEMENT MARKING - LINE 6"

LOCATION	CROSSWALK WHITE (FOOT)	EDGE LINE WHITE (FOOT)	DOUBLE LINE YELLOW (FOOT)	SKIP-DASH WHITE (FOOT)
BROOKWOOD DR.	81			
KATHLEEN DR.	83			
39+30.26 RT. TO 40+90.79 RT.		162		
39+77.94 LT. TO 41+41.95 LT.		164		
34+05 TO 37+04			598	
37+64 TO 38+00			72	
38+00 TO 40+95			590	
41+55 TO 43+05			300	
34+05 LT. TO 38+00 LT.				100
34+05 RT. TO 38+00 RT.				90
38+00 LT. TO 43+05 LT.				130
38+00 RT. TO 43+05 RT.				120
TOTAL	164	326	1560	440
GRAND TOTAL			2490'	

78005180
EPOXY PAVEMENT MARKING - LINE 24"

LOCATION	STOP BAR WHITE (FOOT)
200+42.6 LT. (BROOKWOOD DR.)	13
300+43.3 LT. (KATHLEEN DR.)	13
TOTAL	26



- PAVEMENT MARKING GENERAL NOTES**
1. THE EDGE OF A CENTER OR LANE LINE SHALL BE OFFSET A MINIMUM DISTANCE OF 2 INCHES FROM A LONGITUDINAL CRACK OR JOINT.
 2. THE CONTRACTOR SHALL ADJUST THE LOCATIONS OF THE SKIP-DASH LANE LINES TO MATCH THE EXISTING PAVEMENT MARKING SKIP-DASH SPACING AND LANE WIDTHS AS DIRECTED BY THE ENGINEER.

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

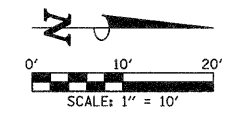
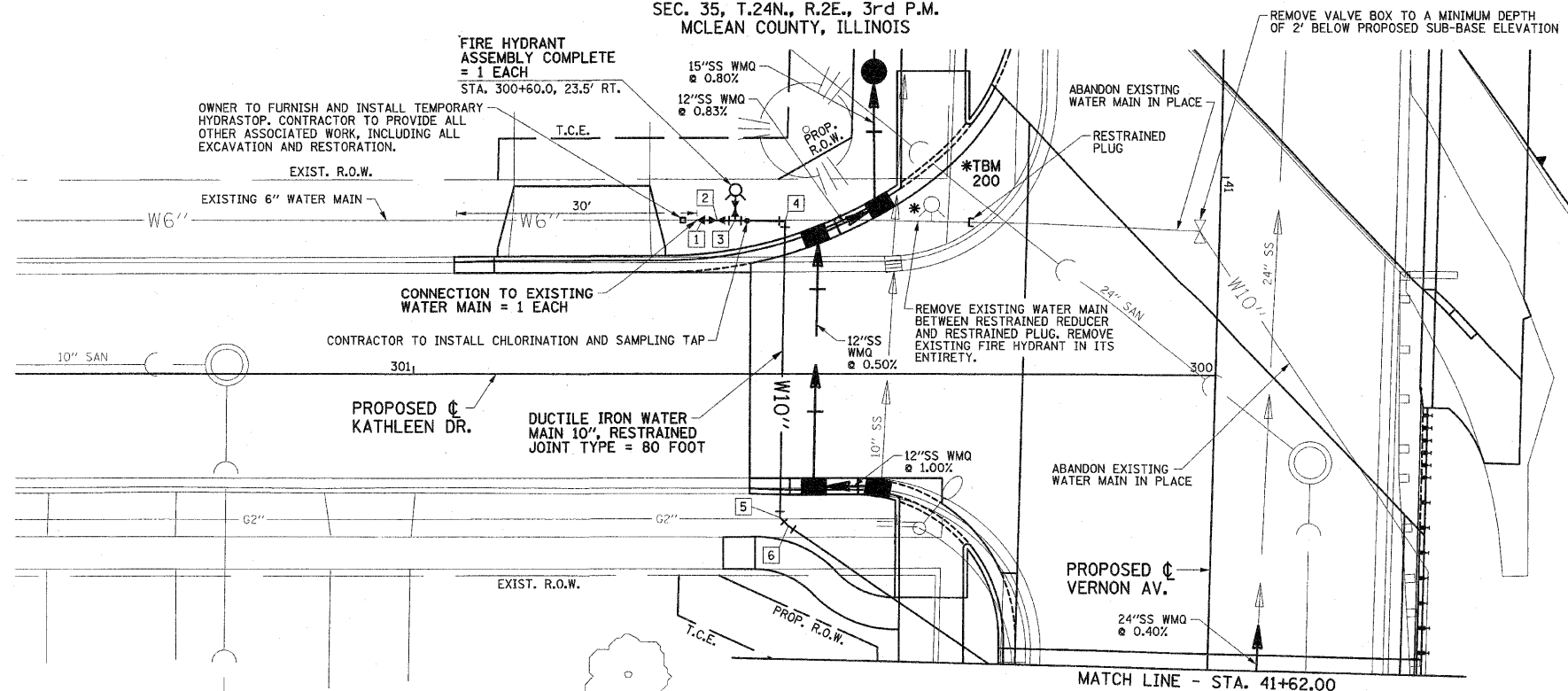
PAVEMENT MARKING PLANS

SCALE: 1"=20' SHEET NO. 23 OF 64 SHEETS STA. 34+05.00 TO STA. 43+05.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	23

VERNON AVENUE, TOWN OF NORMAL CONTRACT NO. 91430
 FED. ROAD DIST. NO. 5 [ILLINOIS] FED. AID PROJECT

SEC. 35, T.24N., R.2E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS



ABANDONMENT OF EXISTING WATER MAINS = 1 L SUM
STA. 300+64.2 RT. TO STA. 42+52.4 LT.

- NOTES:
- THE CONTRACTOR SHALL INSTALL TEMPORARY CHLORINATION AND SAMPLING TAPS AT THE LOCATIONS SHOWN ON THE PLANS OR AS OTHERWISE DIRECTED BY THE ENGINEER.
 - THE CONTRACTOR SHALL EXCAVATE AND RESTRAIN 20' OR 30' (AS SHOWN ON THE DRAWINGS) MINIMUM OF THE EXISTING WATER MAINS BEYOND THE PROPOSED CONNECTIONS TO THE EXISTING WATER MAINS.
 - THE CONTRACTOR SHALL VERIFY DEPTHS PRIOR TO CONSTRUCTION. WHEN CONNECTIONS ARE TO BE MADE TO EXISTING PIPING AND FITTINGS, THE LOCATION AND ELEVATION OF THE EXISTING PIPING SHALL BE FIELD DETERMINED AND THE APPROPRIATE ADJUSTMENTS MADE.
 - THE CONTRACTOR SHALL PROVIDE ALL PIPING & GASKETS, FITTINGS, AND HARDWARE NECESSARY TO EXISTING WATER MAINS.
 - AFTER WATER MAIN PIPING HAS BEEN INSTALLED AND DISINFECTED, THE CONTRACTOR SHALL COORDINATE WITH THE OWNER BEFORE CONNECTING TO THE EXISTING WATER MAINS. THE OWNER WILL OPERATE THE EXISTING VALVES AND HYDRASTOPS ADJACENT TO THE PROPOSED CONNECTIONS. THE CONTRACTOR SHALL REMOVE THE SECTIONS OF THE EXISTING PIPING AND CONNECT TO THE EXISTING WATER MAINS AS SHOWN.
- SUGGESTED CONSTRUCTION SEQUENCE:
- CONSTRUCT THE WATER MAIN IMPROVEMENTS WITHIN THE STAGE I LIMITS AND TO APPROXIMATELY 3 FEET NORTH OF THE CENTERLINE OF VERNON AVENUE. TEMPORARILY PLUG THE PROPOSED WATER MAIN NORTH OF THE CENTERLINE. PERFORM PRESSURE TEST ON THE WATER MAIN IMPROVEMENTS CONSTRUCTED DURING STAGE I.
 - CONSTRUCT THE WATER MAIN IMPROVEMENTS WITHIN THE STAGE II LIMITS. PERFORM PRESSURE TEST ON THE WATER MAIN IMPROVEMENTS CONSTRUCTED DURING STAGE I AND STAGE II. DISINFECT THE ENTIRE WATER MAIN IMPROVEMENTS.
 - SEE THE TRAFFIC CONTROL PLANS FOR ADDITIONAL INFORMATION.

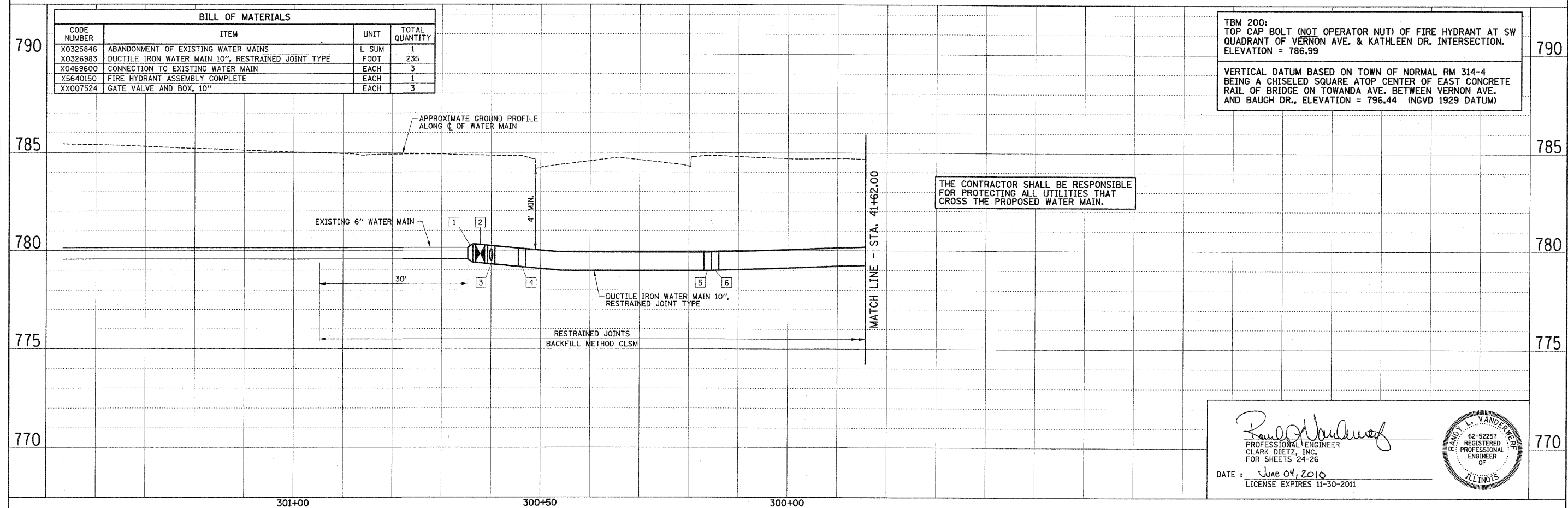
#	STATION	OFFSET	FITTING
1	300+64.2	19.6' RT.	10" x 6" RESTRAINED REDUCER
2	300+62.2	19.6' RT.	GATE VALVE AND BOX, 10"
3	300+60.0	19.6' RT.	10" x 6" RESTRAINED TEE
4	300+53.8	19.6' RT.	10" - 90° RESTRAINED ELBOW
5	300+54.2	18.0' LT.	10" - 45° RESTRAINED ELBOW
6	300+53.2	19.1' LT.	10" - 11¼° RESTRAINED ELBOW

SEC. 35, T.24N., R.2E., 3rd P.M.
MCLEAN COUNTY, ILLINOIS

BILL OF MATERIALS			
CODE NUMBER	ITEM	UNIT	TOTAL QUANTITY
X0325846	ABANDONMENT OF EXISTING WATER MAINS	L SUM	1
X0326983	DUCTILE IRON WATER MAIN 10", RESTRAINED JOINT TYPE	FOOT	235
X0469600	CONNECTION TO EXISTING WATER MAIN	EACH	3
X5640150	FIRE HYDRANT ASSEMBLY COMPLETE	EACH	1
XX007524	GATE VALVE AND BOX, 10"	EACH	3

TBM 200: TOP CAP BOLT (NOT OPERATOR NUT) OF FIRE HYDRANT AT SW QUADRANT OF VERNON AVE. & KATHLEEN DR. INTERSECTION. ELEVATION = 786.99

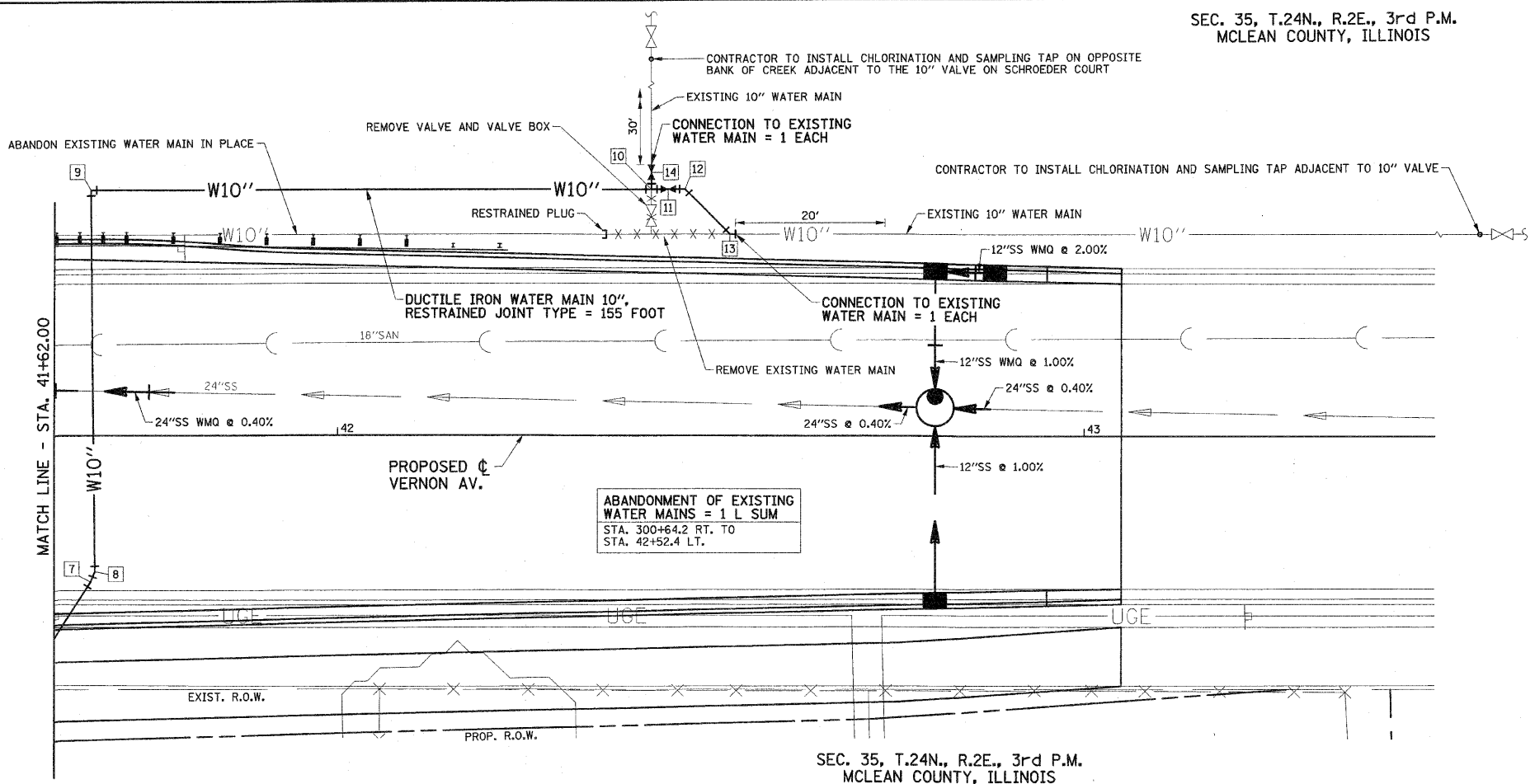
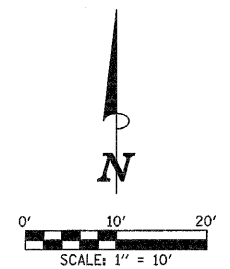
VERTICAL DATUM BASED ON TOWN OF NORMAL RM 314-4 BEING A CHISELED SQUARE ATOP CENTER OF EAST CONCRETE RAIL OF BRIDGE ON TOWANDA AVE. BETWEEN VERNON AVE. AND BAUGH DR., ELEVATION = 796.44 (NGVD 1929 DATUM)



THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES THAT CROSS THE PROPOSED WATER MAIN.

Randy L. Vanderweide
PROFESSIONAL ENGINEER
CLARK DIETZ, INC.
FOR SHEETS 24-26
DATE: June 04, 2010
LICENSE EXPIRES 11-30-2011

FILE NAME = p:\n0240062\plans\sheet110water.dgn	DESIGNED - RLV	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WATER MAIN PLAN AND PROFILE	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
PLOT DATE = 6/5/2010 5:00:46 PM	DRAWN - JAJ	REVISED -			6354	06-00230-00-BR	MCLEAN	64	24	
	CHECKED - RLV	REVISED -			VERNON AVENUE, TOWN OF NORMAL CONTRACT NO. 91430					
	DATE - 06/2010	REVISED -			FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

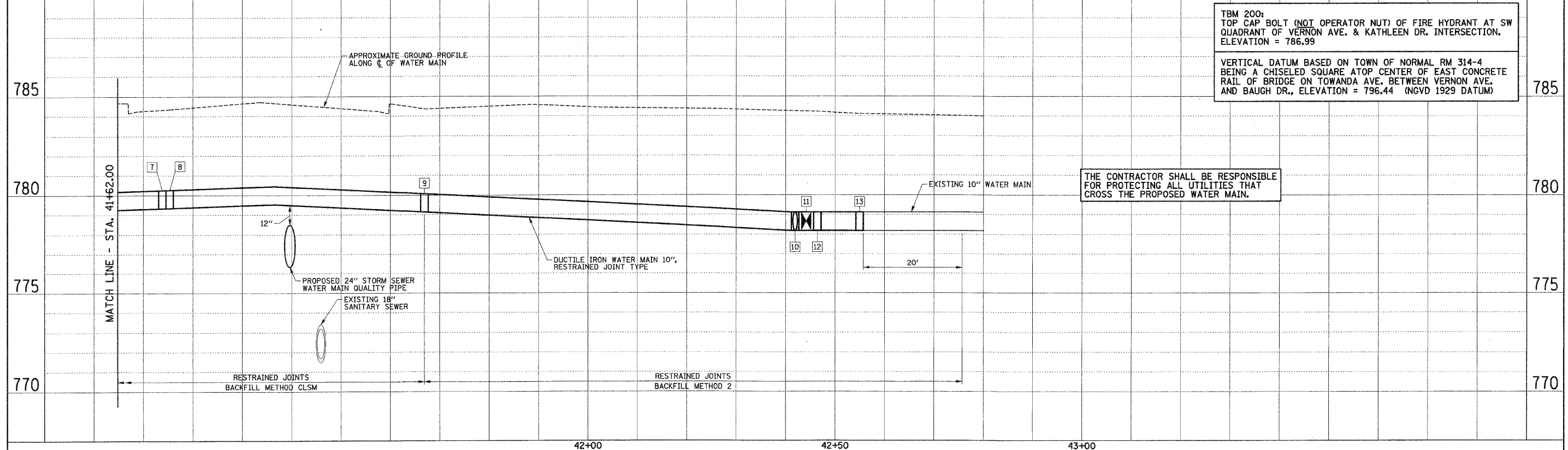


ABANDONMENT OF EXISTING WATER MAINS = 1 L SUM
STA. 300+64.2 RT. TO STA. 42+52.4 LT.

#	STATION	OFFSET	FITTING
7	41+66.9	19.7' RT.	10" - 11 1/4° RESTRAINED ELBOW
8	41+67.5	18.3' RT.	10" - 22 1/2° RESTRAINED ELBOW
9	41+66.9	33.2' LT.	10" - 90° RESTRAINED ELBOW
10	42+41.9	33.2' LT.	10" x 10" RESTRAINED TEE
11	42+44.2	33.2' LT.	GATE VALVE AND BOX, 10"
12	42+46.4	33.2' LT.	10" - 45° RESTRAINED ELBOW
13	42+52.4	27.2' LT.	10" - 45° RESTRAINED ELBOW
14	42+41.9	35.5' LT.	GATE VALVE AND BOX, 10"

DATE	BY

DATE	BY



TBM 200:
TOP CAP BOLT (NOT OPERATOR NUT) OF FIRE HYDRANT AT SW QUADRANT OF VERNON AVE. & KATHLEEN DR. INTERSECTION, ELEVATION = 786.99

VERTICAL DATUM BASED ON TOWN OF NORMAL RM 314-4 BEING A CHISELED SQUARE ATOP CENTER OF EAST CONCRETE RAIL OF BRIDGE ON TOWANDA AVE. BETWEEN VERNON AVE. AND BAUGH DR., ELEVATION = 796.44 (NGVD 1929 DATUM)

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING ALL UTILITIES THAT CROSS THE PROPOSED WATER MAIN.

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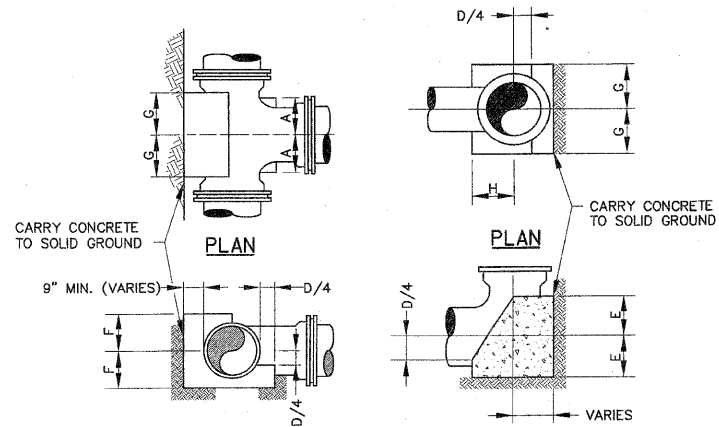
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DRAWN - JAJ	REVISED -
CHECKED - RLV	REVISED -
DATE - 06/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WATER MAIN PLAN AND PROFILE

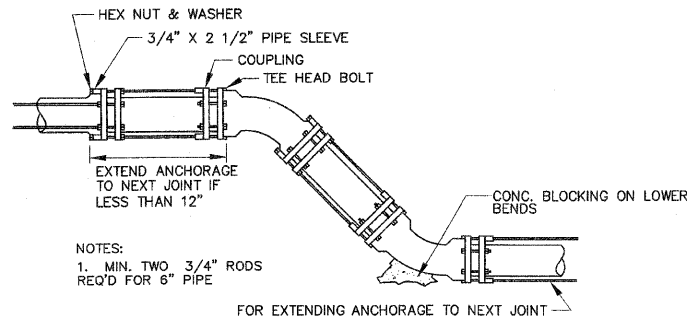
SCALE: 1"=10' SHEET NO. 25 OF 64 SHEETS STA. 41+62.00 TO STA. 42+52.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	25
VERNON AVENUE, TOWN OF NORMAL		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

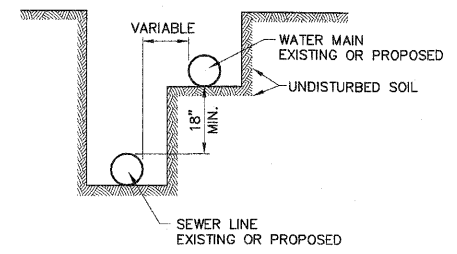


SECTION
THRUST BLOCK
FOR TEES

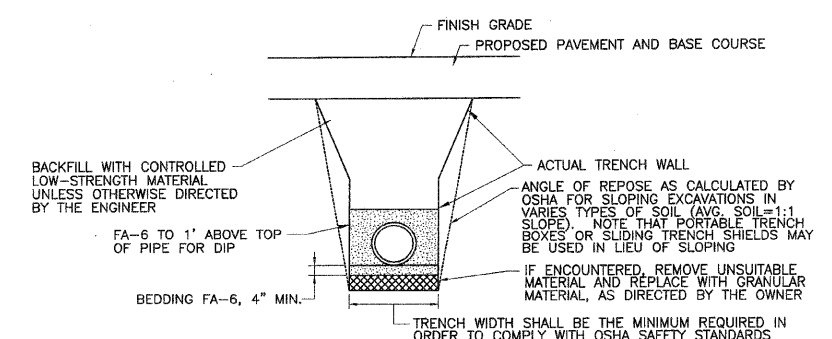
SECTION
THRUST BLOCK FOR
VERTICAL ELBOW



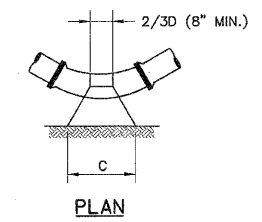
ANCHORAGE OF FITTINGS
IN A VERTICAL PLANE



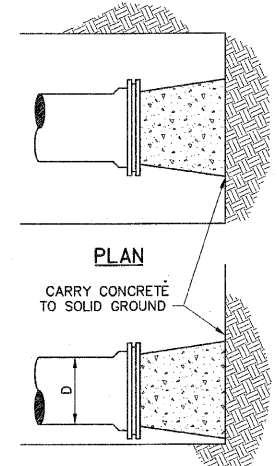
SEWER/WATER SEPARATION DETAIL



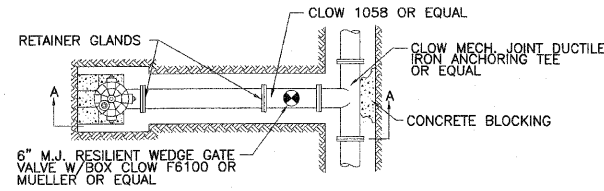
PAVED AREA TRENCH SECTION



SECTION
THRUST BLOCK
FOR HORIZ. BEND

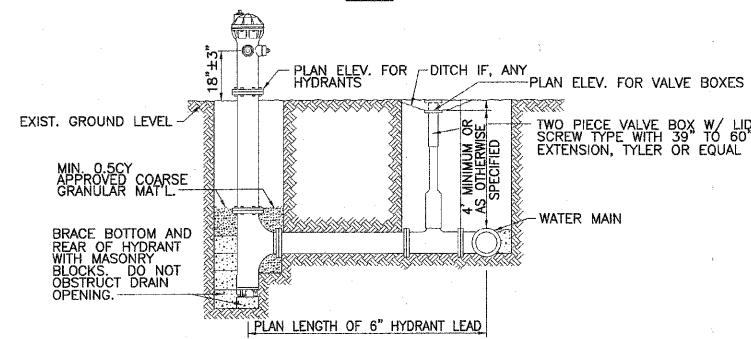


SECTION
THRUST BLOCK
FOR CAPS



FIRE HYDRANTS SHALL BE: WATEROUS PACER, CLOW MEDALLION, OR MUELLER MODERN CENTURION. A STANDARD HYDRANT SHALL HAVE A MINIMUM 4 1/2" INTERNAL VALVE AND TWO 2 1/2" HOSE NOZZLES WITH NATIONAL STANDARD THREADS. A STEAMER HYDRANT SHALL HAVE A MINIMUM 5 1/4" INTERNAL VALVE, TWO 2 1/2" HOSE NOZZLES WITH NATIONAL STANDARD THREADS, AND ONE 4" PUMPER NOZZLE WITH TOWN OF NORMAL STANDARD THREADS [7 THREADS PER 1", 0.247" DEEP]. FOR ALL HYDRANTS, ALL BOLTS BELOW GROUND LEVEL SHALL BE STAINLESS STEEL. FIRE HYDRANTS SHALL BE PAINTED RED.

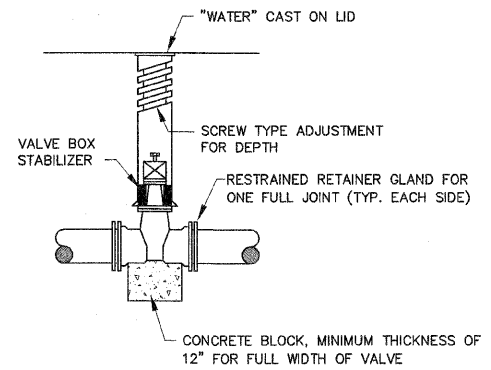
PLAN



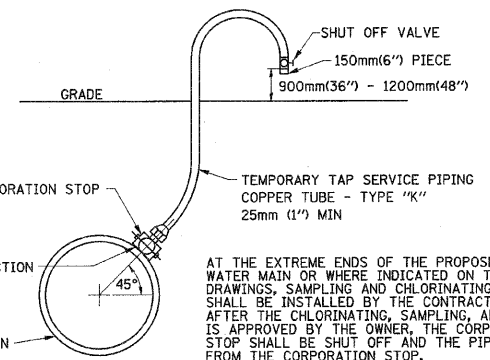
SECTION A-A

- NOTES:**
- THE STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS SHALL APPLY TO THIS WORK.
 - ALL WATER MAIN MATERIALS SHALL BE MANUFACTURED IN COUNTRIES SIGNATORY TO THE NORTH AMERICAN FREE TRADE AGREEMENT AND SHALL MEET OR EXCEED AWWA SPECIFICATIONS.
 - ALL FIRE HYDRANTS, VALVES, AND FITTINGS SHALL BE RESTRAINED.

TYPICAL HYDRANT INSTALLATION



VALVE BOX INSTALLATION



TEMPORARY SAMPLING & CHLORINATION
SERVICE PIPING TAP

THRUST BLOCK DIMENSIONS

D	A	B	C	E	F	G	H	I	J	K
4"	4 3/4"	1'-3"	1'-3"	8"	11"	11"	6 1/2"	3'-0"	2'-6"	2'-6"
6"	5 1/4"	1'-5"	1'-3"	8"	1'-0"	1'-1"	8"	3'-0"	2'-6"	2'-6"
8"	9"	1'-7"	1'-8"	8"	1'-1"	1'-2"	9"	4'-0"	3'-0"	2'-9"
10"	11"	1'-10"	2'-1"	10"	1'-2"	1'-3"	11"	4'-6"	4'-0"	3'-0"
12"	1'-0"	2'-0"	2'-6"	1'-0"	1'-3"	1'-6"	1'-0"	4'-9"	4'-6"	3'-6"

NOTE:
THRUST BLOCKING TO PREVENT MOVEMENT OF LINES UNDER PRESSURE AT BENDS, TEES, CAPS, VALVES, HYDRANTS, AND AT POINTS SPECIFIED BY THE OWNER. BLOCKS SHALL BE CLASS "X" CONCRETE A MINIMUM OF 12" THICK PLACED BETWEEN SOLID GROUND AND FITTINGS, AND SHALL BE ANCHORED IN SUCH A MANNER THAT PIPE AND FITTINGS WILL BE ACCESSIBLE FOR REPAIRS. THRUST BLOCK SHALL BE PLACED AT BENDS OF 11 1/4" OR MORE.

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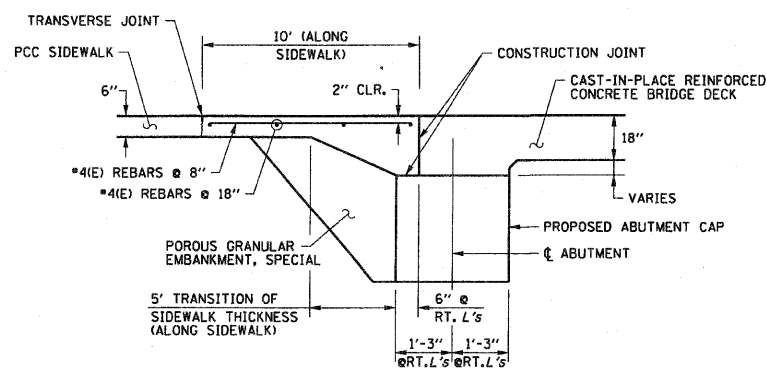
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DRAWN - JAJ	REVISED -
CHECKED - RLV	REVISED -
DATE - 06/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WATER MAIN DETAILS

SCALE : NONE SHEET NO. 26 OF 64 SHEETS STA. 41+00.00 TO STA. 42+52.00

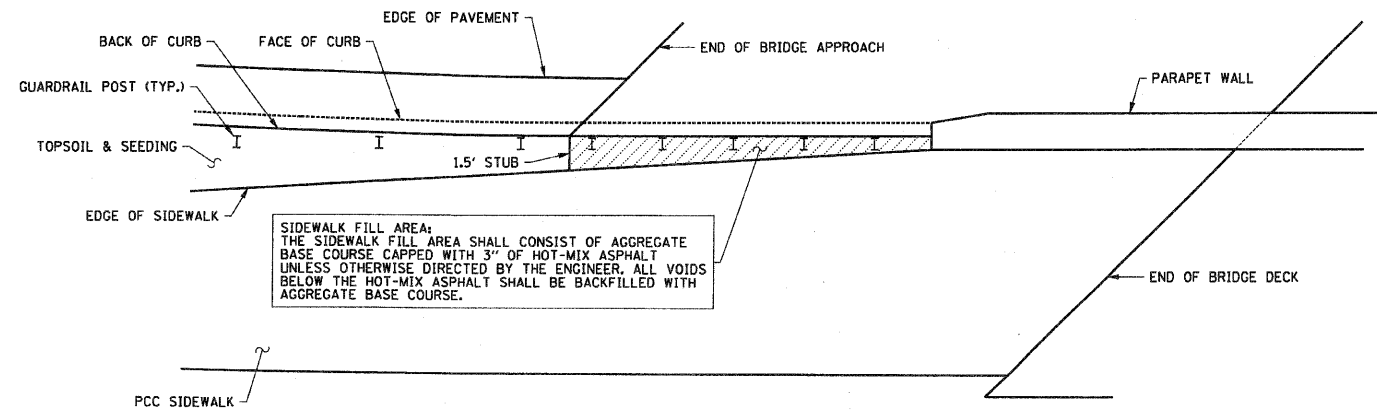
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	26
VERNON AVENUE, TOWN OF NORMAL		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				



NOTES:

1. SEE THE BRIDGE PLANS FOR ADDITIONAL INFORMATION.
2. CONSTRUCTING THE INCREASED THICKNESS OF PCC SIDEWALK AND FURNISHING AND INSTALLING THE EPOXY COATED REINFORCEMENT BARS SHALL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

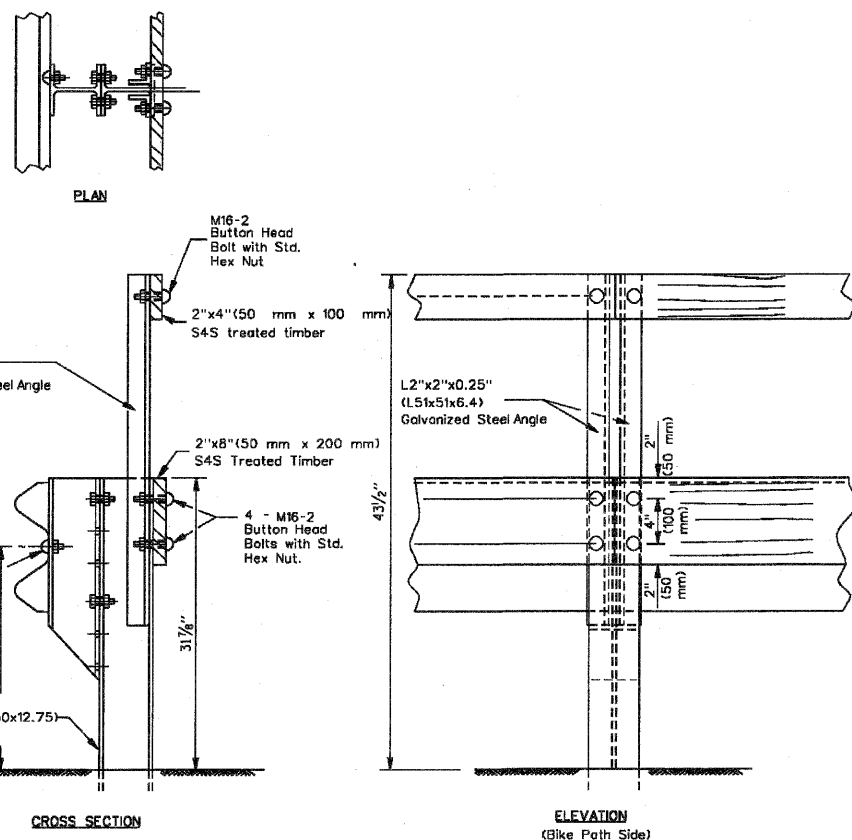
SIDEWALK THICKNESS TRANSITION DETAIL
(TYPICAL FOR SOUTHEAST AND SOUTHWEST CORNERS OF BRIDGE)



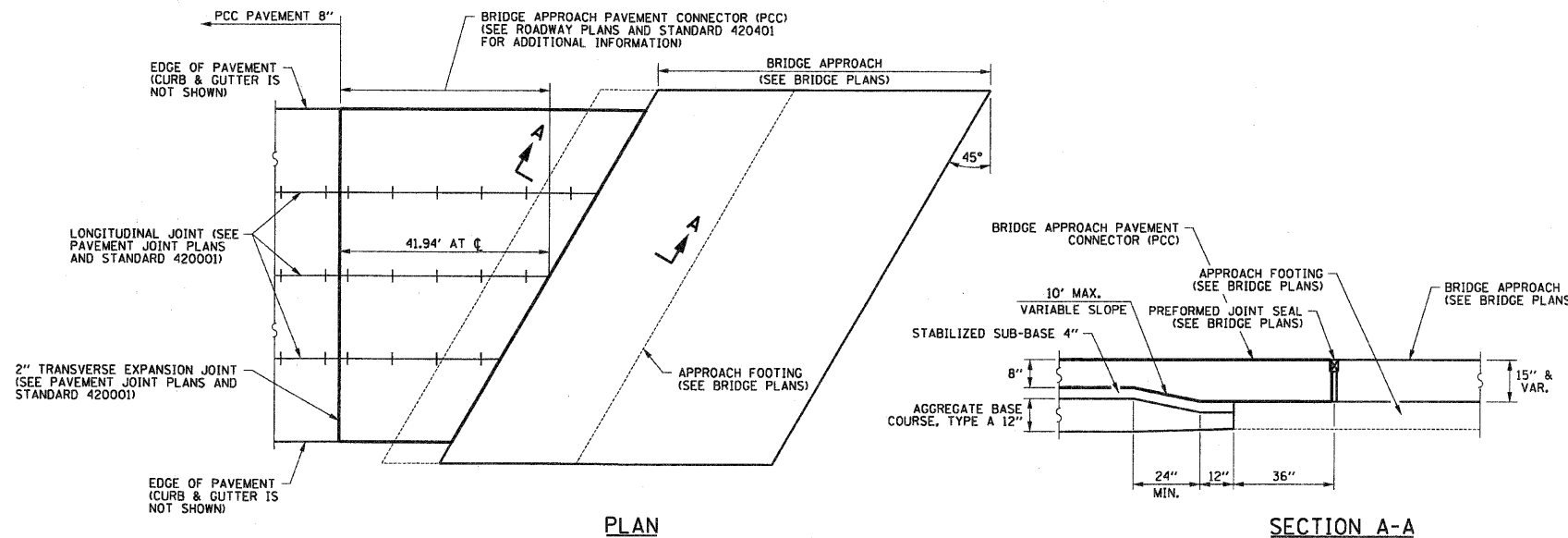
NOTES:

1. SEE THE PLAN AND PROFILE SHEETS AND INTERSECTION DETAILS FOR ADDITIONAL INFORMATION.
2. THE CROSS SLOPE OF THE SIDEWALK FILL AREA SHALL MATCH THE CROSS SLOPE OF THE ADJACENT SIDEWALK UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE CROSS SLOPE OF THE SIDEWALK FILL AREA WILL VARY. THE BACK OF THE BRIDGE APPROACH PAVEMENT CURB SHALL BE EXPOSED AS SHOWN IN SECTION A-A OF STANDARD 631031.
3. THE GUARDRAIL POSTS SHALL NOT ENCRUCH INTO THE PROPOSED SIDEWALK. CONCRETE SHALL NOT BE PLACED AROUND THE GUARDRAIL POSTS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
4. CONSTRUCTING THE SIDEWALK FILL AREA, INCLUDING ALL AGGREGATE BASE COURSE AND HOT-MIX ASPHALT, SHALL BE INCLUDED IN THE COST OF PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

SIDEWALK FILL AREA DETAIL
(SOUTHWEST CORNER OF BRIDGE)



GUARDRAIL HEIGHT EXTENSION DETAIL



NOTES:

1. SEE THE ROADWAY PLANS AND STANDARDS 420001, 420401, AND 421001 FOR ADDITIONAL INFORMATION. SEE THE BRIDGE PLANS FOR BRIDGE APPROACH SLAB, APPROACH FOOTING, AND PREFORMED JOINT SEAL DETAILS.
2. CONSTRUCTING THE INCREASED THICKNESS OF BRIDGE APPROACH PAVEMENT CONNECTOR SHALL BE INCLUDED IN THE COST OF BRIDGE APPROACH PAVEMENT CONNECTOR (PCC), AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
3. THE THICKNESS OF THE CURB AND GUTTER SHALL MATCH THE THICKNESS OF THE ADJACENT BRIDGE APPROACH PAVEMENT CONNECTOR. CONSTRUCTING THE INCREASED THICKNESS OF THE CURB AND GUTTER SHALL BE INCLUDED IN THE COST OF COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL), AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) DETAIL
(TYPICAL FOR EAST AND WEST BRIDGE APPROACHES)

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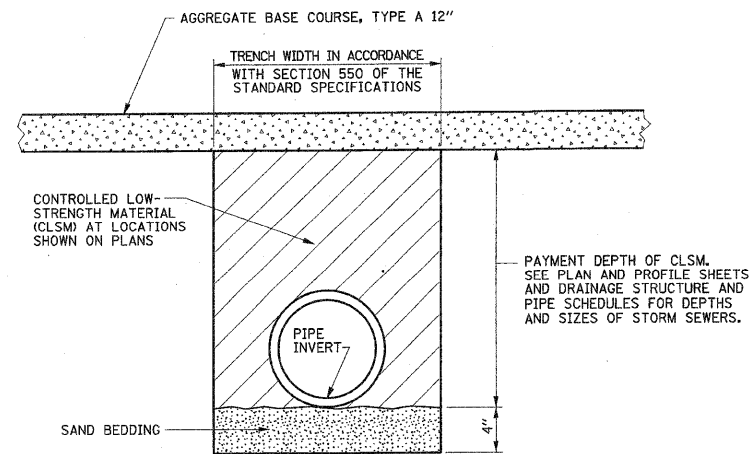
DESIGNED - JAJ	REVISED -
DRAWN - DLM	REVISED -
CHECKED - RLH	REVISED -
DATE - 06/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

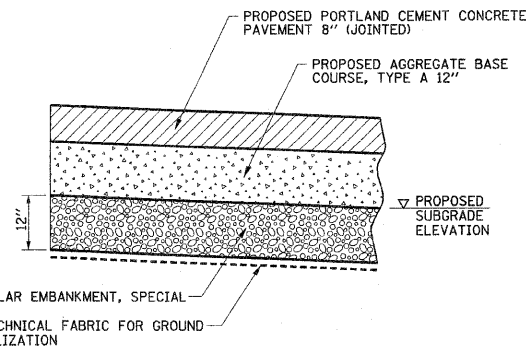
SCALE : NONE SHEET NO. 27 OF 64 SHEETS STA. 34+05.00 TO STA. 43+05.00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	27
VERNON AVENUE, TOWN OF NORMAL			CONTRACT NO. 91430	
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				



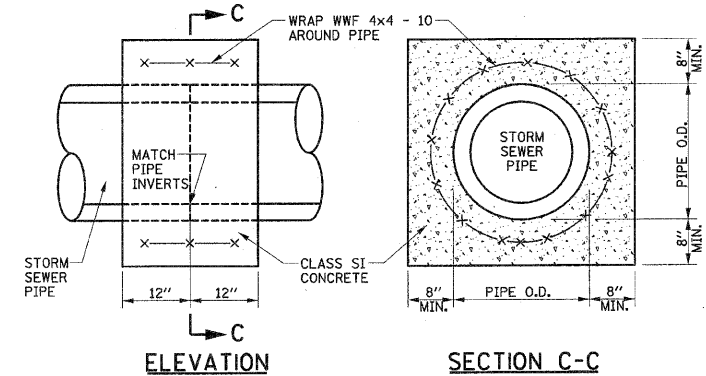
- NOTES:
1. THE CLSM SHALL BE PLACED IN LIFTS AS DESCRIBED IN SECTION 593 OF THE STANDARD SPECIFICATIONS.
 2. THE APPLICABLE ARTICLES OF SECTION 550 OF THE STANDARD SPECIFICATIONS SHALL APPLY FOR EXCAVATION, BEDDING, AND INSTALLATION OF STORM SEWERS.
 3. THE SAND BEDDING SHALL BE CONSIDERED INCLUDED IN THE COST OF THE CLSM AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
 4. THE CLSM WILL BE PAID FOR IN ACCORDANCE WITH SECTION 593 OF THE STANDARD SPECIFICATIONS AND INCLUDES PAYMENT FOR THE MATERIAL TO THE TOP OF THE SAND BEDDING AS SHOWN ON THE DETAIL.

CONTROLLED LOW-STRENGTH MATERIAL DETAIL



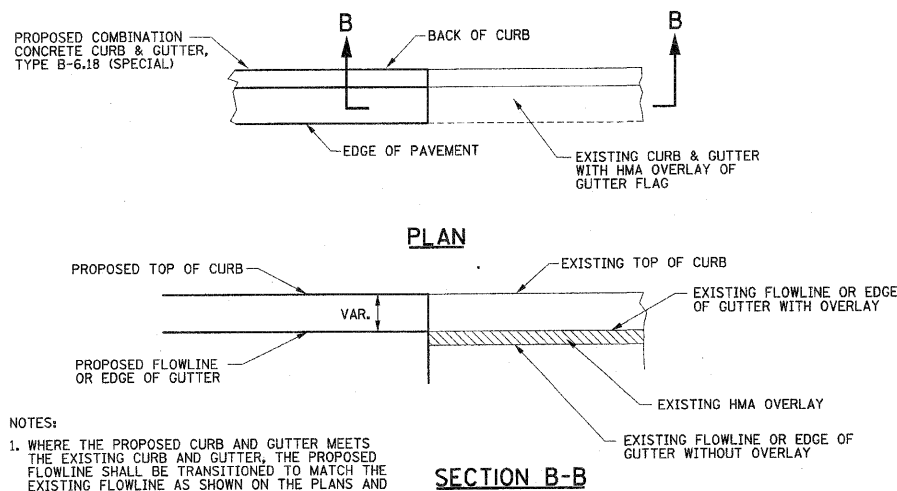
- NOTES:
1. THIS WORK SHALL BE CONSTRUCTED AT LOCATIONS AS DIRECTED BY THE ENGINEER. SEE PROPOSED TYPICAL SECTION GENERAL NOTE 11 FOR ADDITIONAL INFORMATION.
 2. THE WORK SHALL BE IN ACCORDANCE WITH SECTION 210 OF THE STANDARD SPECIFICATIONS. THE GRANULAR EMBANKMENT, SPECIAL WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON. THE GEOTECHNICAL FABRIC FOR GROUND STABILIZATION WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD. THE EARTH REMOVAL BELOW THE PROPOSED SUBGRADE ELEVATION LINE WILL BE PAID FOR AS REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL.

SUBGRADE REMOVAL AND REPLACEMENT DETAIL



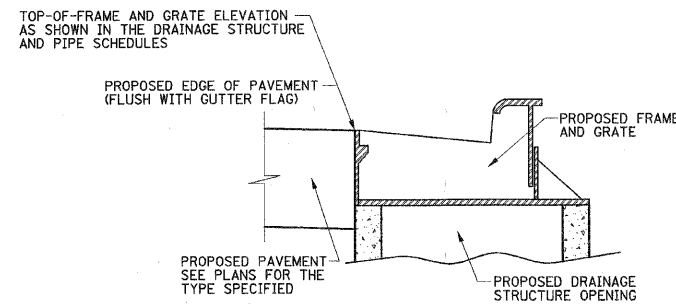
- NOTES:
1. THE CONCRETE COLLARS SHALL BE UTILIZED WHERE CONNECTING STORM SEWERS OF DIFFERENT TYPES OR AS DIRECTED BY THE ENGINEER. THE COST OF CONSTRUCTING THE CONCRETE COLLARS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR CONCRETE COLLAR.

CONCRETE COLLAR DETAIL



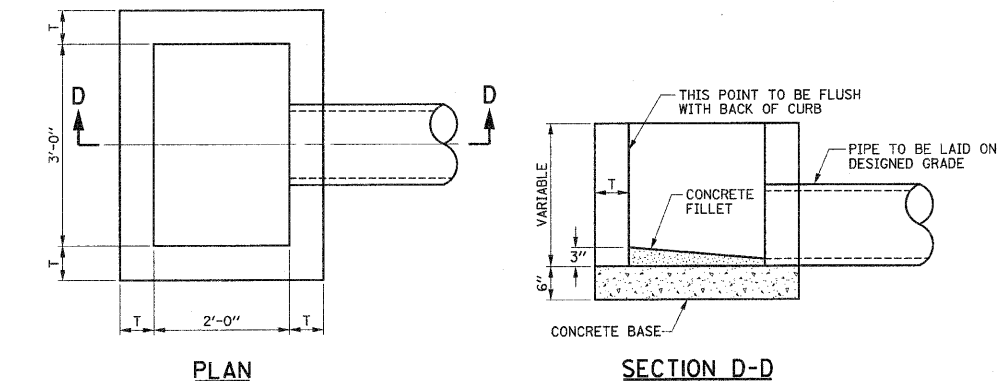
- NOTES:
1. WHERE THE PROPOSED CURB AND GUTTER MEETS THE EXISTING CURB AND GUTTER, THE PROPOSED FLOWLINE SHALL BE TRANSITIONED TO MATCH THE EXISTING FLOWLINE AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER.

GUTTER FLAG DETAIL
EXISTING GUTTER FLAG WITH HMA OVERLAY AND PROPOSED GUTTER FLAG WITHOUT HMA OVERLAY



- NOTES:
1. THIS DETAIL SHALL BE APPLICABLE FOR PROPOSED FRAMES AND GRATES PLACED WITHIN COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL).
 2. THE TOP-OF-FRAME ELEVATIONS SHOWN IN THE DRAINAGE STRUCTURE AND PIPE SCHEDULES ARE THE SAME AS THE EDGE OF PAVEMENT ELEVATIONS FOR PCC PAVEMENTS.
 3. CONCRETE FILLETS SHALL BE PLACED AT THE CORNERS OF THE FRAME TO FILL THE VOIDS BETWEEN THE FRAME AND THE DRAINAGE STRUCTURE AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE COST OF THE PROPOSED DRAINAGE STRUCTURE.

DRAINAGE STRUCTURE FRAME AND GRATE DETAIL



MATERIALS PERMITTED FOR INLETS	T
PRECAST REINFORCED CONCRETE SECTIONS	3"
CAST-IN-PLACE CONCRETE	6"

INLETS, SPECIAL, TYPE H DETAIL

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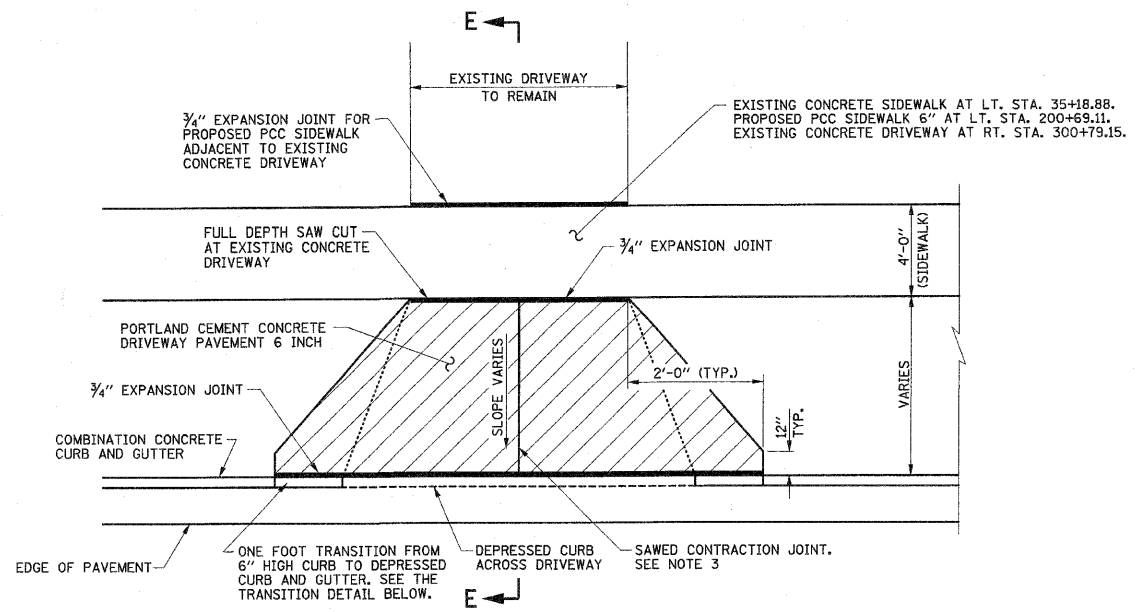
DESIGNED - JAJ	REVISED -
DRAWN - DLM	REVISED -
CHECKED - RLH	REVISED -
DATE - 06/2010	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

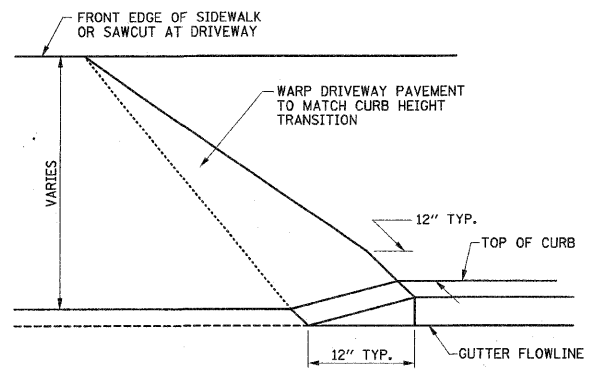
MISCELLANEOUS DETAILS

SCALE : NONE SHEET NO. 28 OF 64 SHEETS STA. 34+05.00 TO STA. 43+05.00

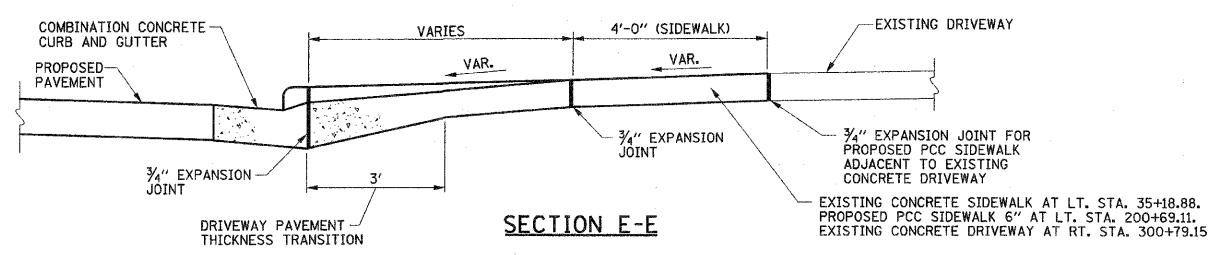
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	28
VERNON AVENUE, TOWN OF NORMAL CONTRACT NO. 91430				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				



PLAN



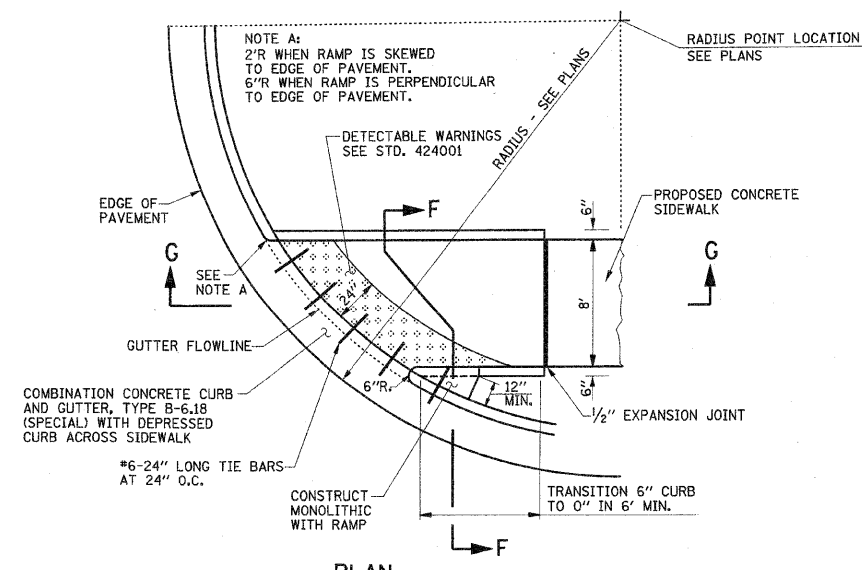
TRANSITION DETAIL



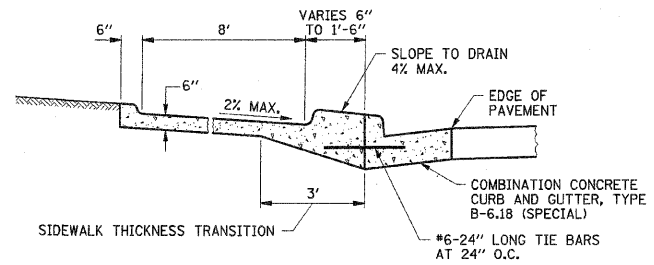
SECTION E-E

- NOTES:
- SEE THE PLAN AND PROFILE SHEETS, INTERSECTION DETAILS, AND CROSS SECTIONS FOR ADDITIONAL INFORMATION.
 - THE COST OF CONSTRUCTING THE DRIVEWAY PAVEMENT THICKNESS TRANSITION ADJACENT TO THE COMBINATION CONCRETE CURB AND GUTTER AS SHOWN IN SECTION E-E SHALL BE INCLUDED IN THE COST OF THE PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 6 INCH, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
 - WHEN THE WIDTH OF THE PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT IS BETWEEN 12' AND 24', A CONTRACTION JOINT SHALL BE SAWED IN THE CENTER OF THE DRIVEWAY.
 - THE COST OF CONSTRUCTING THE COMBINATION CONCRETE CURB AND GUTTER AS SHOWN SHALL BE INCLUDED IN THE COST OF THE COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL), AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

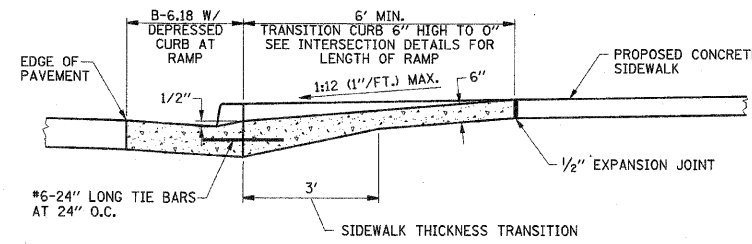
PORTLAND CEMENT CONCRETE DRIVEWAY DETAIL



PLAN



SECTION F-F



SECTION G-G

- NOTES:
- THE COST OF CONSTRUCTING THE DEPRESSED CURB AS SHOWN SHALL BE INCLUDED IN THE COST OF THE COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18 (SPECIAL), AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
 - THE COST OF FURNISHING AND INSTALLING THE 1/2" EXPANSION JOINTS AND THE #6-24" LONG TIE BARS, AND THE COST OF CONSTRUCTING THE SIDEWALK THICKNESS TRANSITION, INCLUDING THE ADJACENT CURBING AS SHOWN, SHALL BE INCLUDED IN THE COST OF THE PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
 - THE DETECTABLE WARNINGS SHALL HAVE A CONTRASTING COLOR APPROVED BY THE ENGINEER AND SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD 424001 AND THE STANDARD SPECIFICATIONS. THE DETECTABLE WARNINGS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT FOR DETECTABLE WARNINGS.
 - WHEN PREFABRICATED DETECTABLE WARNING PRODUCTS ARE USED, THE SIDEWALK RAMP BELOW THE DETECTABLE WARNING UNITS SHALL BE A MINIMUM OF 6" THICK.
 - THE NORMAL CROSS SLOPES OF SIDEWALKS SHALL BE 2% EXCEPT AT THE RAMP LOCATIONS OR AS OTHERWISE SHOWN ON THE PLANS.
 - TRANSVERSE SAWED JOINTS SHALL BE PLACED AT 5' CENTERS FOR 4' WIDE AND 5' WIDE SIDEWALKS, AND AT 10' CENTERS FOR 8' WIDE SIDEWALKS. THE 1/2" EXPANSION JOINTS SHALL BE PLACED AT 100' CENTERS.

SIDEWALK CURB RAMP DETAILS

FILE NAME = P:\N0240062\Plans\sheets\17details.dgn
 PLOT DATE = 6/5/2010 11:41:18 AM

DESIGNED - JAJ	REVISED -
DRAWN - DLM	REVISED -
CHECKED - RLH	REVISED -
DATE - 06/2010	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

SCALE: NONE SHEET NO. 29 OF 64 SHEETS STA. 34+05.00 TO STA. 43+05.00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	29
VERNON AVENUE, TOWN OF NORMAL			CONTRACT NO. 91430	
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WATERWAY INFORMATION

Benchmarks: 1) Benchmark CDI TBM 200: Top cap bolt (not operator nut) of fire hydrant at southwest quadrant of Vernon Avenue and Kathleen Drive intersection. Elev. 786.99
2) Benchmark RM 314-4: Chiseled square atop center of east concrete rail of bridge on Towanda Avenue between Vernon Avenue and Baugh Drive. Elev. 796.44

STRUCTURE NO. 057-7800
BUILT 201 - BY
NORMAL, ILLINOIS
VERNON AVENUE BRIDGE
OVER SUGAR CREEK
LOADING HL-93

		Exist. Low Grade Elev. 782.65 ft. @ Sta. 46+61		Prop. Low Grade Elev. 782.65 ft. @ Sta. 46+61	
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist. Prop.	Nat. H.W.E. 782.43	Head - Ft. Exist. Prop.
	10	743	238.4 238.3	780.93	.04 .04
Design	30	1158	329.4 329.4	782.43	.06 .05
	50	1265	350.8 350.8	782.78	.05 .05
Base	100	1566	388.5 391.7	783.61	.05 .05
Max Calc	500	2021	399.4 404.7	784.34	.01 .01
				784.35	784.35

Existing Structure: S.N. 057-7800 was built in 1971 as Vernon Avenue Bridge. The superstructure consists of a 3 span cast-in-place concrete slab with 17 1/2" thickness on a 45 degree skew. The substructure consists of open stub abutments and pile bent piers founded on precast concrete piles. The back-to-back dimension measures 105'-6 1/2" while the out-to-out width measures 51'-8". The superstructure is to be removed and replaced using stage construction with a reinforced concrete slab. The existing abutments will be reused and widened with additional piles. The existing pier cap is integral with the superstructure and will be removed. The existing pier piles will be used with additional piles added for the wider superstructure.

NAME PLATE
See Std. 515001

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	W. Abut.	Pier 1	Pier 2	E. Abut.
	781.6	773.2	773.2	780.0

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications with 2009 Interims

DESIGN STRESSES

FIELD UNITS (New Construction)

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

FIELD UNITS (Existing Construction)

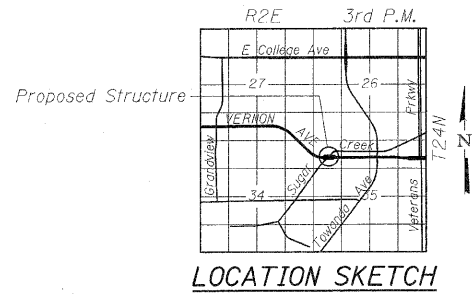
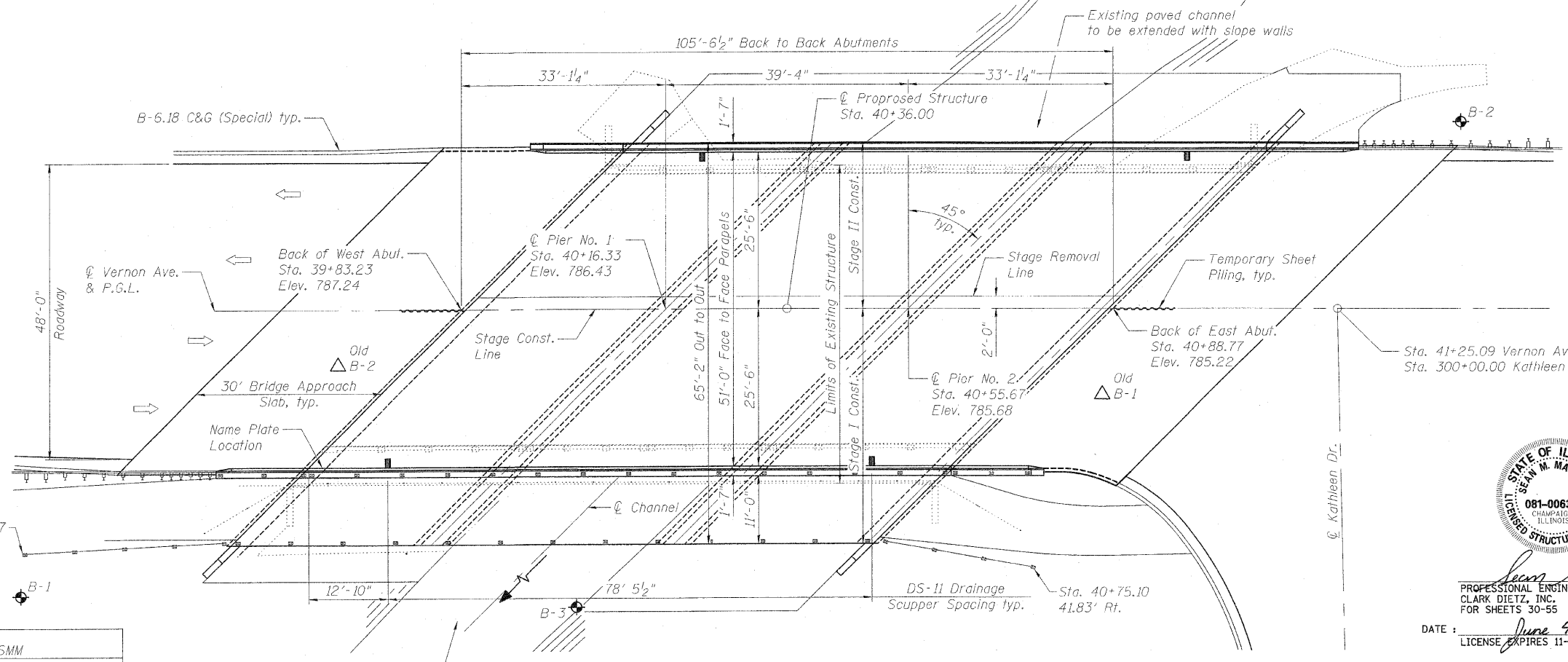
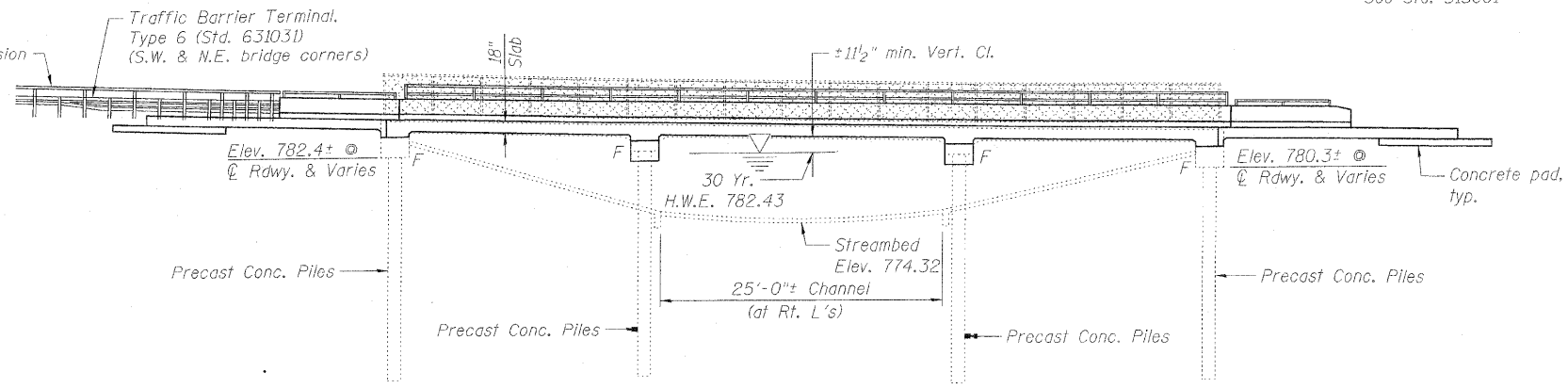
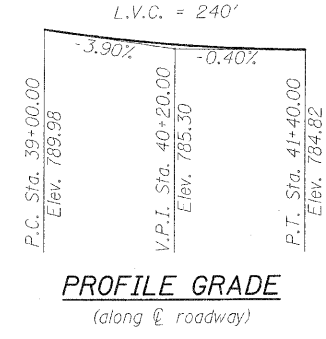
f'c = 1,400 psi
fs = 20,000 psi (Reinforcement)
n = 10

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{1.0}) = 0.13g
Design Spectral Acceleration at 0.2 sec. (S_{0.2}) = 0.21g
Soil Site Class = D

LOADING HL-93

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



GENERAL PLAN AND ELEVATION
VERNON AVENUE OVER
SUGAR CREEK
F.A.U. RTE. 6354
SEC. 06-002300-00-BR
TOWN OF NORMAL
STATION 40+36
STRUCTURE NO. 057-7800



PROFESSIONAL ENGINEER
CLARK DIETZ, INC.
FOR SHEETS 30-55
DATE: June 4, 2010
LICENSE EXPIRES 11-30-2010

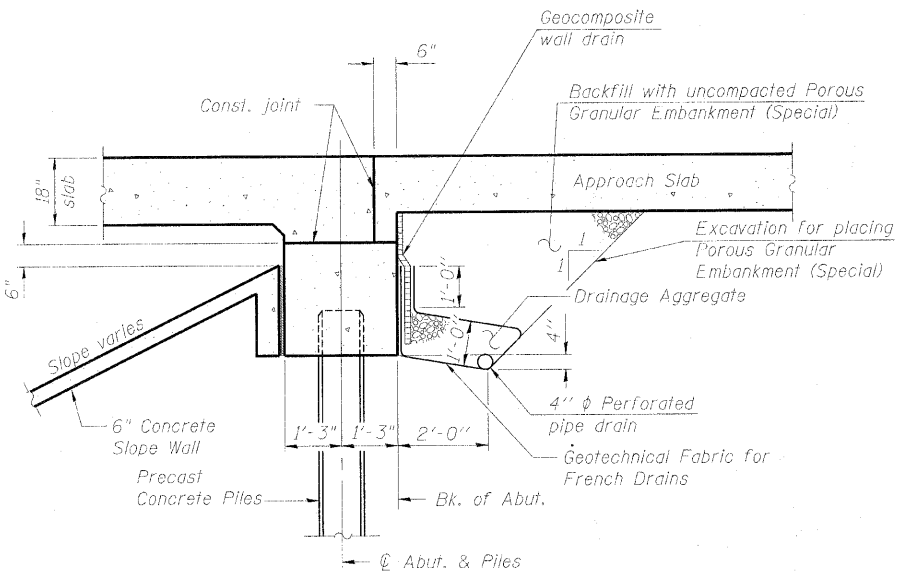
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CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

SHEET NO. 1	F.A.U. RTE. 6354	SECTION 06-002300-00-BR	COUNTY MCLEAN	TOTAL SHEETS 64	SHEET NO. 30
26 SHEETS	SN 057-7800		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

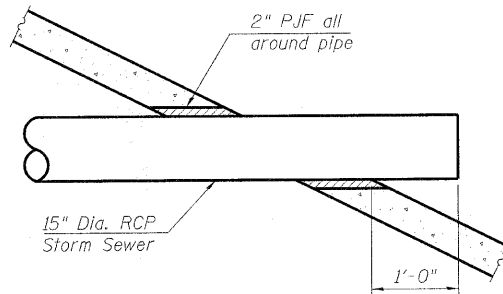
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
2. Reinforcement bars designated (E) shall be epoxy coated.
3. Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
4. The Contractor shall make allowance for the deflection of forms, shrinkage and settlement of falsework, in addition to allowance for dead load deflection. Forms for deck slab shall be removed prior to placement of bridge approach slab.
5. Removal of Existing Structure is not for complete removal of the entire existing bridge. Removal includes the entire superstructure, wingwalls, and cutting the tops of the pier piles to the required elevations.
6. The existing precast concrete piles were driven to a minimum of 30 tons at the abutments and 40 tons at the piers for design service loads. New piles shall be driven to required capacity based on LRFD design loads.
7. As an alternative, piles and test piles may be 14" square Precast Prestressed Concrete Piles at no additional cost.
8. Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.
9. Slip forming of parapets is not allowed.



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



SLOPE WALL DETAIL AT STORM SEWER OUTLET
(Typ. 2 Places)

INDEX OF SHEETS

1. General Plan and Elevation
2. General Notes and Bill of Material
3. Slope Wall and Channel Details
4. Stage Construction Details
5. Top of Slab Elevations
6. Top of Approach Slab Elevations
7. Superstructure (1 of 2)
8. Superstructure (2 of 2)
9. Superstructure Cross Sections
10. Superstructure Details
11. Superstructure Bill of Material
12. West Approach Slab Details (1 of 2)
13. West Approach Slab Details (2 of 2)
14. East Approach Slab Details (1 of 2)
15. East Approach Slab Details (2 of 2)
16. Bicycle and Parapet Rail Details
17. Drainage Scupper, DS-11
18. West Abutment
19. East Abutment
20. Pier No. 1
21. Pier No. 2
22. Pile Details
23. Temporary Concrete Barrier
24. Bar Splicer Details
25. Soil Boring Logs (Sheet 1 of 2)
26. Soil Boring Logs (Sheet 2 of 2)

TOTAL BILL OF MATERIAL

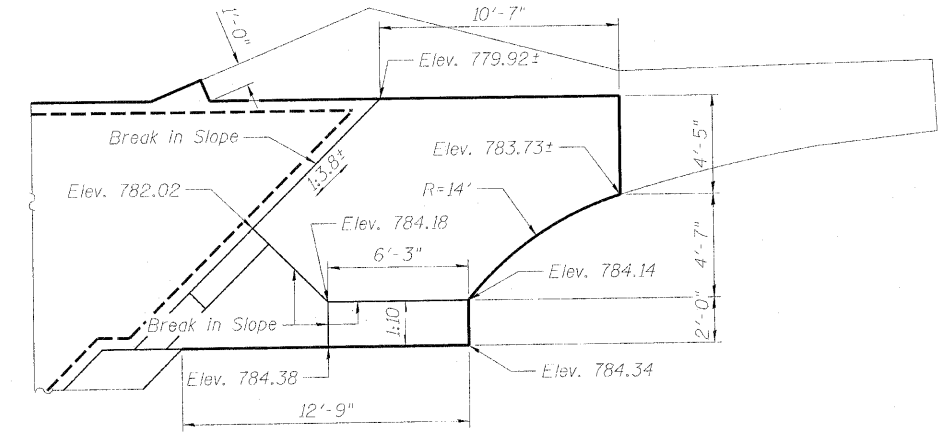
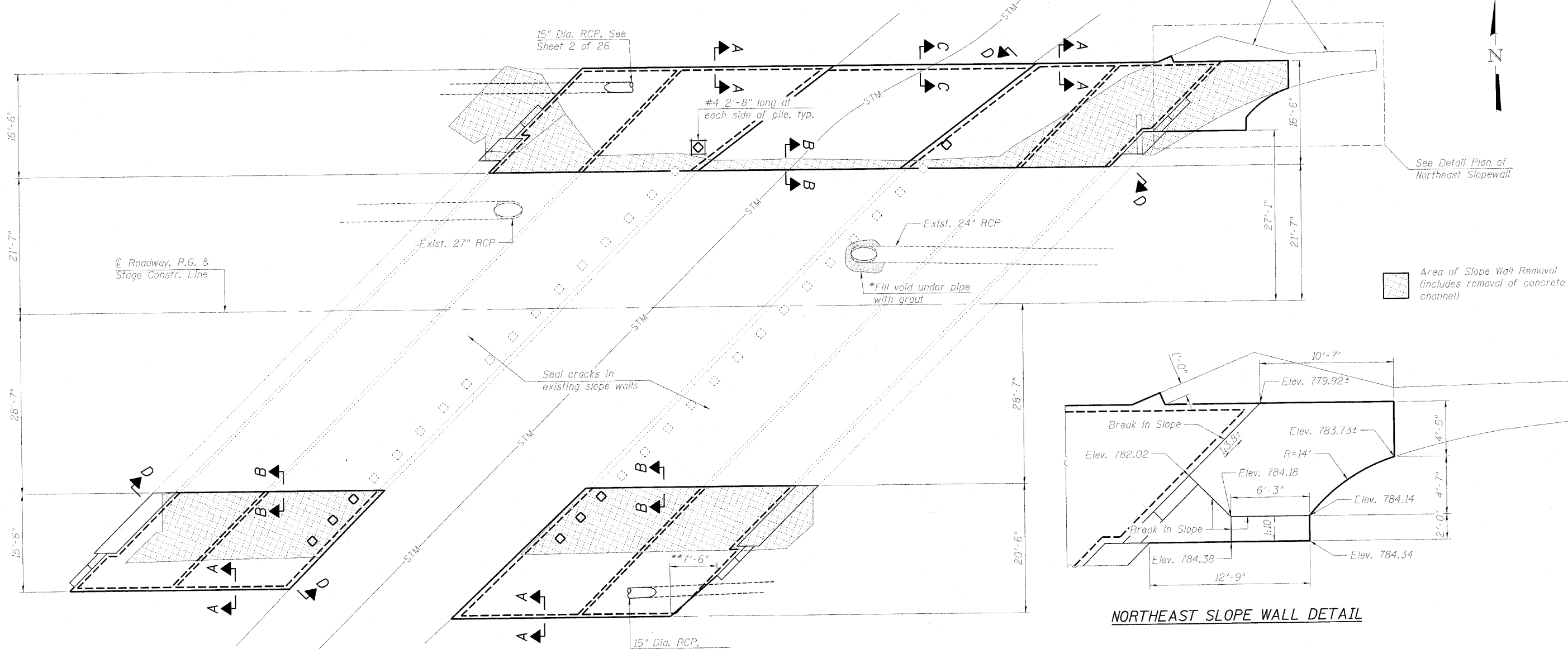
ITEM	UNIT	SUPER	SUB	TOTAL
Channel Excavation	Cu. Yd.		50	50
Porous Granular Embankment, Special	Cu. Yd.		114	114
Removal of Existing Structure	EACH	1		1
Slope Wall Removal	Sq. Yd.		188	188
Structure Excavation	Cu. Yd.		104	104
Concrete Structures	Cu. Yd.		100.8	100.8
Concrete Superstructure	Cu. Yd.	597.2		597.2
Bridge Deck Grooving	Sq. Yd.	894		894
Protective Coat, Special	Sq. Yd.	1,250		1,250
Reinforcement Bars, Epoxy Coated	Pound	130,930	16,840	147,770
Bar Splicers	Each	504	94	598
Bicycle Railing, Special	Foot	162		162
Parapet Railing, Special	Foot	133		133
Slope Wall 6 Inch	Sq. Yd.		370	370
Furnishing Precast Concrete Piles 14"	Foot		301	301
Driving Piles	Foot		301	301
Test Piles Precast Concrete	Each		2	2
Temporary Sheet Piling	Sq. Ft.		170	170
Name Plates	Each	1		1
Geocomposite Wall Drain	Sq. Yd.		87	87
Pipe Underdrain For Structures 4"	Foot		232	232
Slope Wall Crack Sealing	Foot		400	400
Drainage Scuppers, DS-11	Each	4		4
Underwater Structure Excavation Protection - Location 1	Each		1	1
Underwater Structure Excavation Protection - Location 2	Each		1	1
Asbestos Bearing Pad Removal	Each	4		4

**GENERAL NOTES &
BILL OF MATERIAL
STRUCTURE NO. 057-7800**

DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

SHEET NO. 2	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	6354	06-002300-00-BR	MCLEAN	64	31
26 SHEETS	SN 057-7800		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

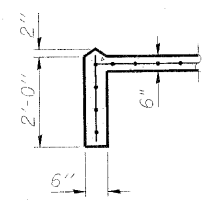
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



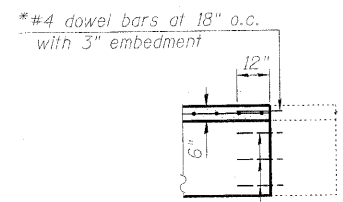
NORTHEAST SLOPE WALL DETAIL

PLAN

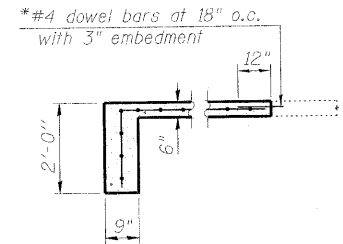
**Adjust dimension as necessary to keep slope wall within right-of-way.
*Included in the cost of Slope Wall 6 Inch. Area of concrete channel shall be included in pay item quantity.



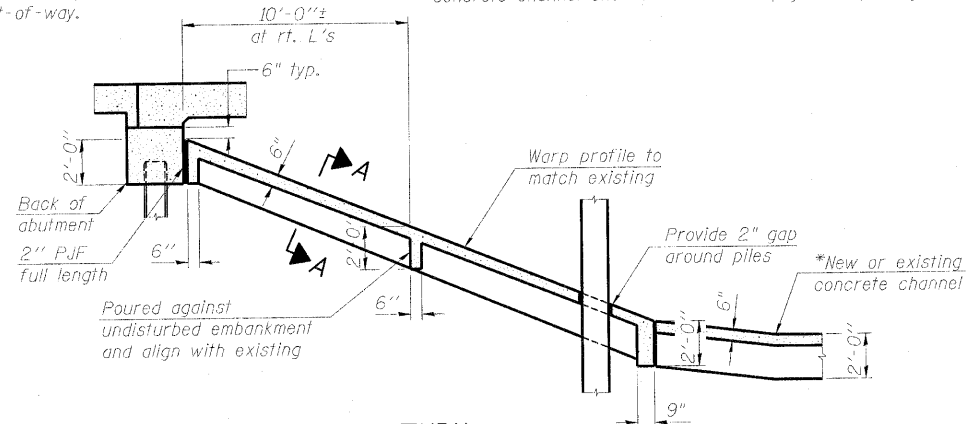
SECTION A-A



SECTION B-B



SECTION C-C AT CONCRETE CHANNEL



SECTION D-D THRU CONCRETE SLOPEWALL

NOTES

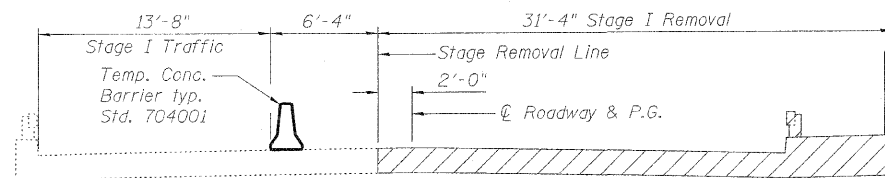
1. Layout of slope protection system and concrete channel may be varied to suit ground conditions in the field as directed by the Engineer.
2. Slope wall and concrete channel shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
3. New concrete channel shall be shaped to match profile of existing concrete channel.
4. Extents of Slope Wall Crack Sealing shall be as directed by the Engineer to suit conditions at time of construction.

**SLOPE WALL &
CHANNEL IMPROVEMENTS
STRUCTURE NO. 057-7800**

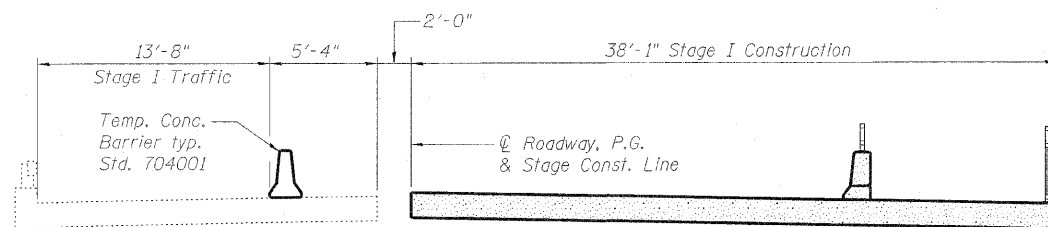
DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

SHEET NO. 3 26 SHEETS	F.A.U. RTE. 6354	SECTION 06-002300-00-BR	COUNTY MCLEAN	TOTAL SHEETS 64	SHEET NO. 32
	SN 057-7800		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

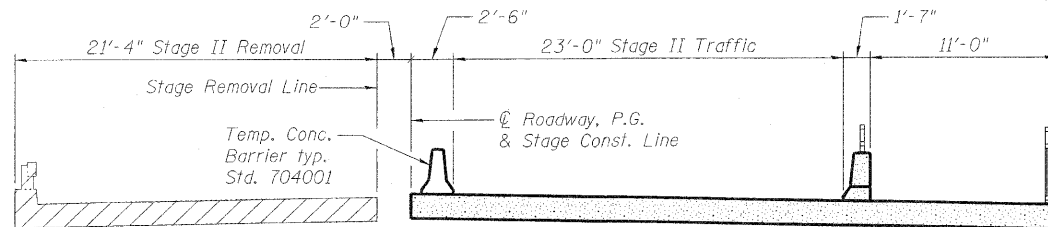
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



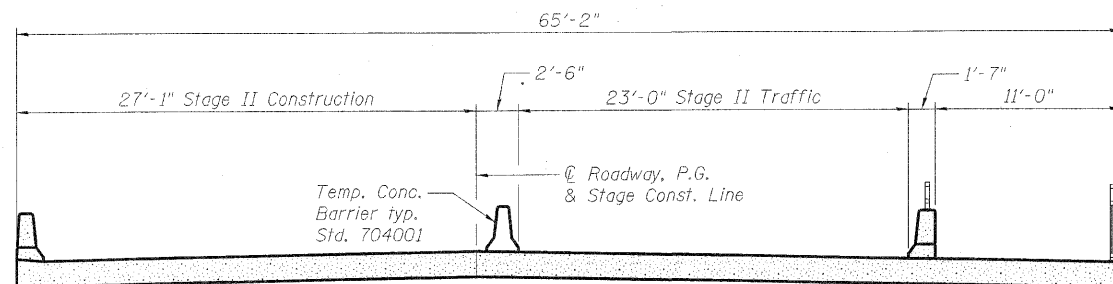
STAGE I REMOVAL
(Looking East)



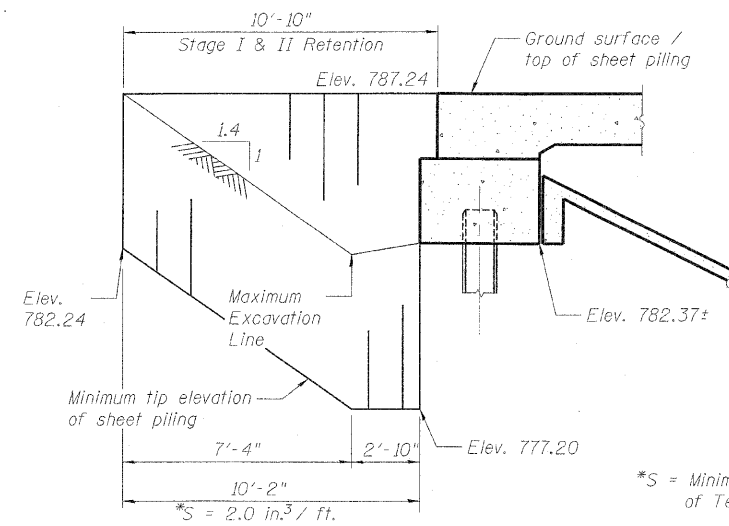
STAGE I CONSTRUCTION
(Looking East)



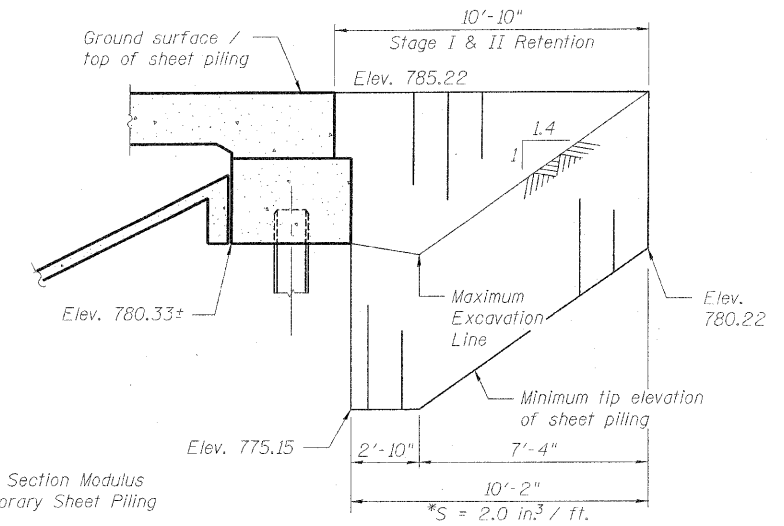
STAGE II REMOVAL
(Looking East)



STAGE II CONSTRUCTION
(Looking East)



WEST ABUTMENT



EAST ABUTMENT

TEMPORARY SHEET PILING
(Looking North)

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.
All dimensions are along Roadway unless otherwise noted.

Notes:
Hatched area indicates removal of existing structures. Removal of existing bridge railing and bituminous wearing surface is included in Removal of Existing Structures.
Existing piers shall be removed in stages along the Stage Removal Line. The existing abutments shall be removed in stages along a line offset 1'-3" to the southeast of the Stage Removal Line. Portions of existing substructure not interfering with new construction shall be removed per Standard Specifications.
For Quantities of Temporary Concrete Barrier see Roadway Plans. See Sheet 23 of 26 for Temporary Concrete Barrier Details.

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 057-7800

DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

SHEET NO. 4	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	6354	06-002300-00-BR	MCLEAN	64	33
26 SHEETS	SN 057-7800		CONTRACT NO. 91430		
	FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W. End of Deck	40+09.44	-25.50	786.08	786.08
☉ of W. Abut	40+10.50	-25.50	786.05	786.05
A	40+20.50	-25.50	785.83	785.84
B	40+30.50	-25.50	785.62	785.63
☉ of Pier 1	40+41.83	-25.50	785.41	785.34
C	40+51.83	-25.50	785.23	785.24
D	40+61.83	-25.50	785.07	785.09
E	40+71.83	-25.50	784.92	784.93
☉ Pier 2	40+81.17	-25.50	784.80	784.80
F	40+91.17	-25.50	784.68	784.69
G	41+01.17	-25.50	784.58	784.59
☉ of E. Abut.	41+12.50	-25.50	784.48	784.48
E. End of Deck	41+13.56	-25.50	784.47	784.47

☉ ROADWAY, P.G. & STAGE CONST. LINE

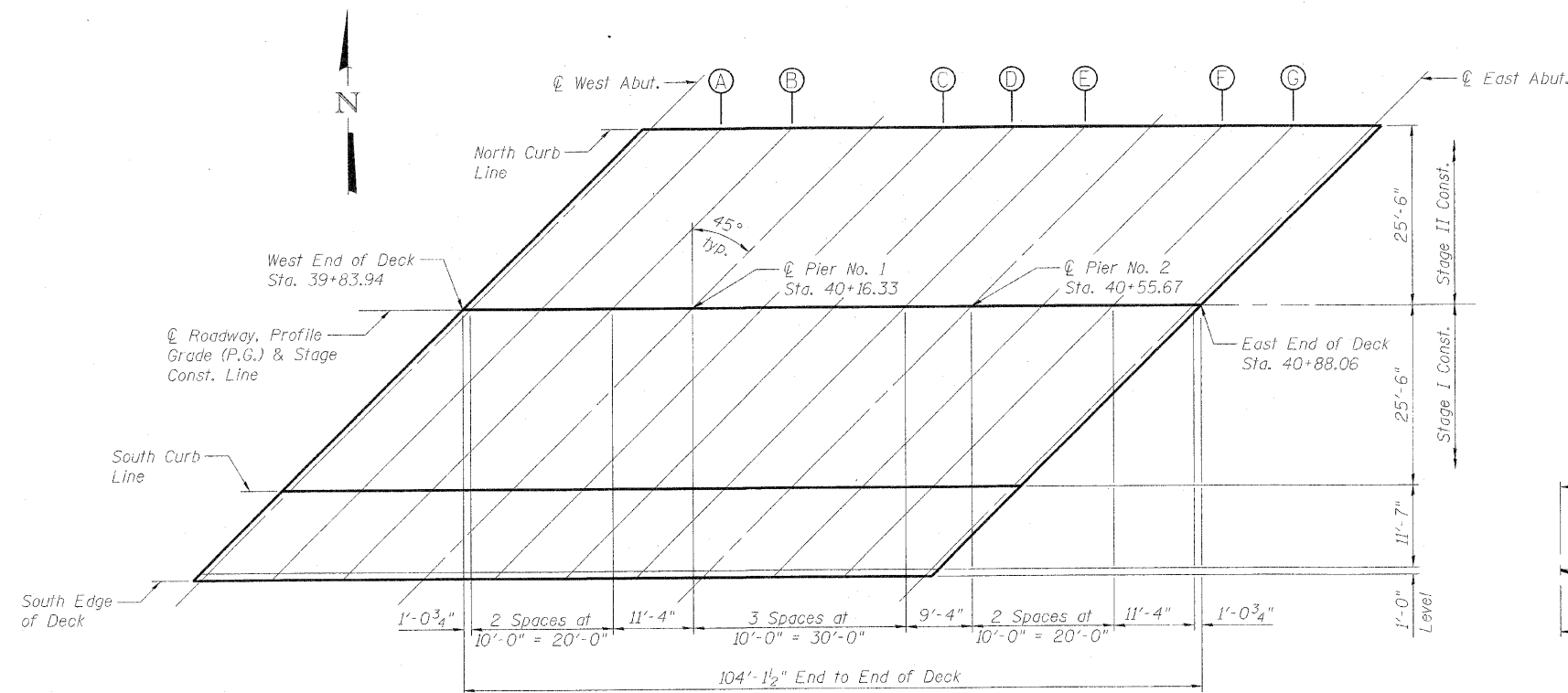
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W. End of Deck	39+83.94	0.00	787.22	787.22
☉ of W. Abut	39+85.00	0.00	787.19	787.19
A	39+95.00	0.00	786.93	786.95
B	40+05.00	0.00	786.69	786.70
☉ of Pier 1	40+16.33	0.00	786.43	786.43
C	40+26.33	0.00	786.22	786.23
D	40+36.33	0.00	786.02	786.04
E	40+46.33	0.00	785.83	785.85
☉ Pier 2	40+55.67	0.00	785.68	785.68
F	40+65.67	0.00	785.52	785.53
G	40+75.67	0.00	785.38	785.39
☉ of E. Abut.	40+87.00	0.00	785.24	785.24
E. End of Deck	40+88.06	0.00	785.22	785.22

SOUTH CURB LINE

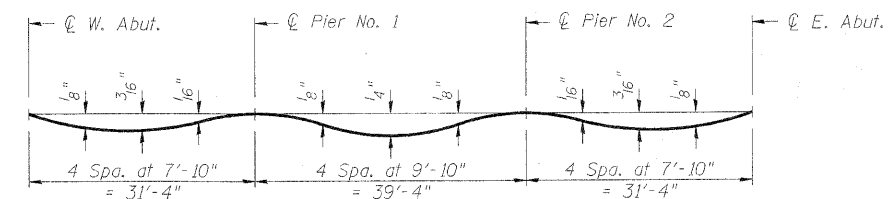
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W. End of Deck	39+58.44	25.50	787.75	787.75
☉ of W. Abut	39+59.50	25.50	787.70	787.70
A	39+69.50	25.50	787.31	787.33
B	39+79.50	25.50	786.93	786.94
☉ of Pier 1	39+90.83	25.50	786.53	786.53
C	40+00.83	25.50	786.28	786.29
D	40+10.83	25.50	786.04	786.07
E	40+20.83	25.50	785.82	785.84
☉ Pier 2	40+30.17	25.50	785.63	785.63
F	40+40.17	25.50	785.44	785.45
G	40+50.17	25.50	785.26	785.27
☉ of E. Abut.	40+61.50	25.50	785.07	785.07
E. End of Deck	40+62.56	25.50	785.06	785.06

SOUTH EDGE (1' OFFSET LEFT OF DECK EDGE)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
W. End of Deck	39+46.85	37.08	788.22	788.22
☉ of W. Abut	39+47.91	37.08	788.17	788.17
A	39+57.91	37.08	787.72	787.73
B	39+67.91	37.08	787.27	787.28
☉ of Pier 1	39+79.25	37.08	786.78	786.79
C	39+89.25	37.08	786.37	786.36
D	39+99.25	37.08	786.09	786.11
E	40+09.25	37.08	785.85	785.86
☉ Pier 2	40+18.58	37.08	785.64	785.64
F	40+28.58	37.08	785.43	785.44
G	40+38.58	37.08	785.23	785.25
☉ of E. Abut.	40+49.92	37.08	785.03	785.03
E. End of Deck	40+50.98	37.08	785.01	785.01



ELEVATION PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only)

Note:
The above deflections are not to be used in the field if the engineer is working from the Theoretical Grade Elevations Adjusted For Dead Load Deflection.

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 057-7800**

DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

SHEET NO. 5 26 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	6354	06-002300-00-BR	MCLEAN	64	34
SN 057-7800			CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CURB LINE

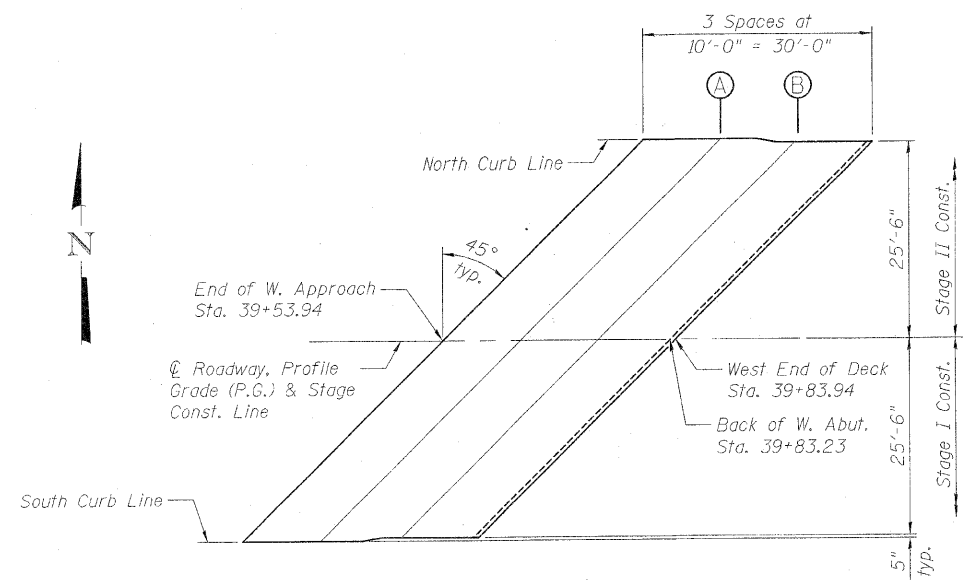
Location	Station	Offset	Theoretical Grade Elevations
End of W. Approach	39+79.85	-25.92	786.82
A	39+89.85	-25.92	786.55
B	39+99.44	-25.50	786.31
Back of W. Abut.	40+08.73	-25.50	786.09
W. End of Deck	40+09.44	-25.50	786.08

☉ ROADWAY, P.G. & STAGE CONST. LINE

Location	Station	Offset	Theoretical Grade Elevations
End of W. Approach	39+53.94	0.00	788.09
A	39+63.94	0.00	787.78
B	39+73.94	0.00	787.50
Back of W. Abut.	39+83.23	0.00	787.24
W. End of Deck	39+83.94	0.00	787.22

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End of W. Approach	39+28.41	25.98	789.02
A	39+38.02	25.92	788.60
B	39+48.44	25.50	788.16
Back of W. Abut.	39+57.73	25.50	787.78
W. End of Deck	39+58.44	25.50	787.75



WEST APPROACH SLAB PLAN

NORTH CURB LINE

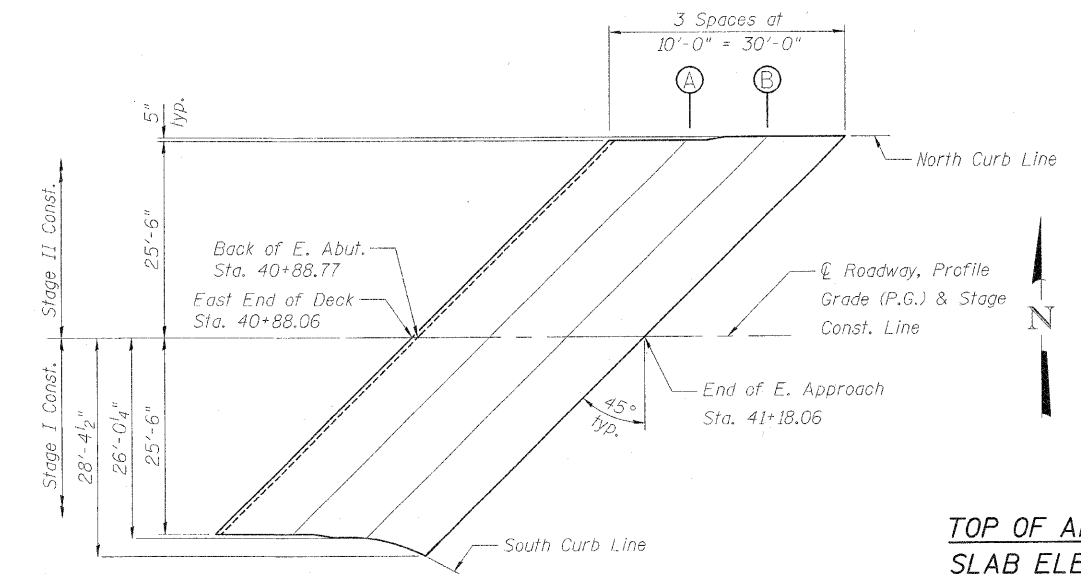
Location	Station	Offset	Theoretical Grade Elevations
E. End of Deck	41+13.56	-25.50	784.47
Back of E. Abut.	41+14.27	-25.50	784.46
A	41+23.56	-25.50	784.40
B	41+33.91	-25.94	784.33
End of E. Approach	41+43.91	-25.97	784.29

☉ ROADWAY, P.G. & STAGE CONST. LINE

Location	Station	Offset	Theoretical Grade Elevations
E. End of Deck	40+88.06	0.00	785.22
Back of E. Abut.	40+88.77	0.00	785.22
A	40+98.06	0.00	785.12
B	41+08.06	0.00	785.02
End of E. Approach	41+18.06	0.00	784.94

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
E. End of Deck	40+62.56	25.50	785.06
Back of E. Abut.	40+63.27	25.50	785.05
A	40+72.56	25.50	784.92
B	40+82.04	26.03	784.77
End of E. Approach	40+89.67	28.39	784.63



EAST APPROACH SLAB PLAN

TOP OF APPROACH
SLAB ELEVATIONS
STRUCTURE NO. 057-7800

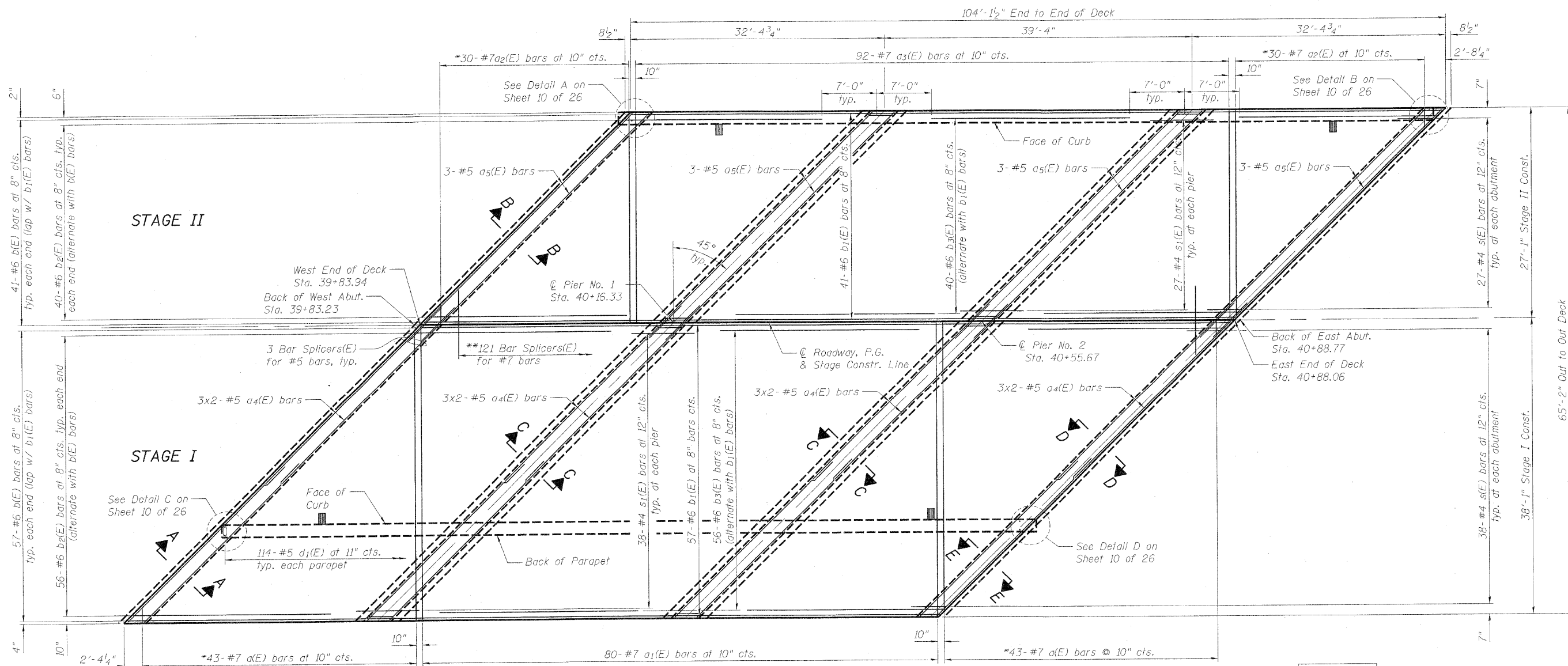
DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES
E-AS	

11-1-09

CLARK DIETZ, INC.

SHEET NO. 6 26 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	6354	06-002300-00-BR	MCLEAN	64	35
SN 057-7800			CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



MIN. BAR LAP	
#5	3'-3"
#6	3'-1"

*See field bar cutting diagram on Sheet 11 of 26.

**Cut or bend in field to fit at ends of deck.



BOTTOM OF SLAB PLAN

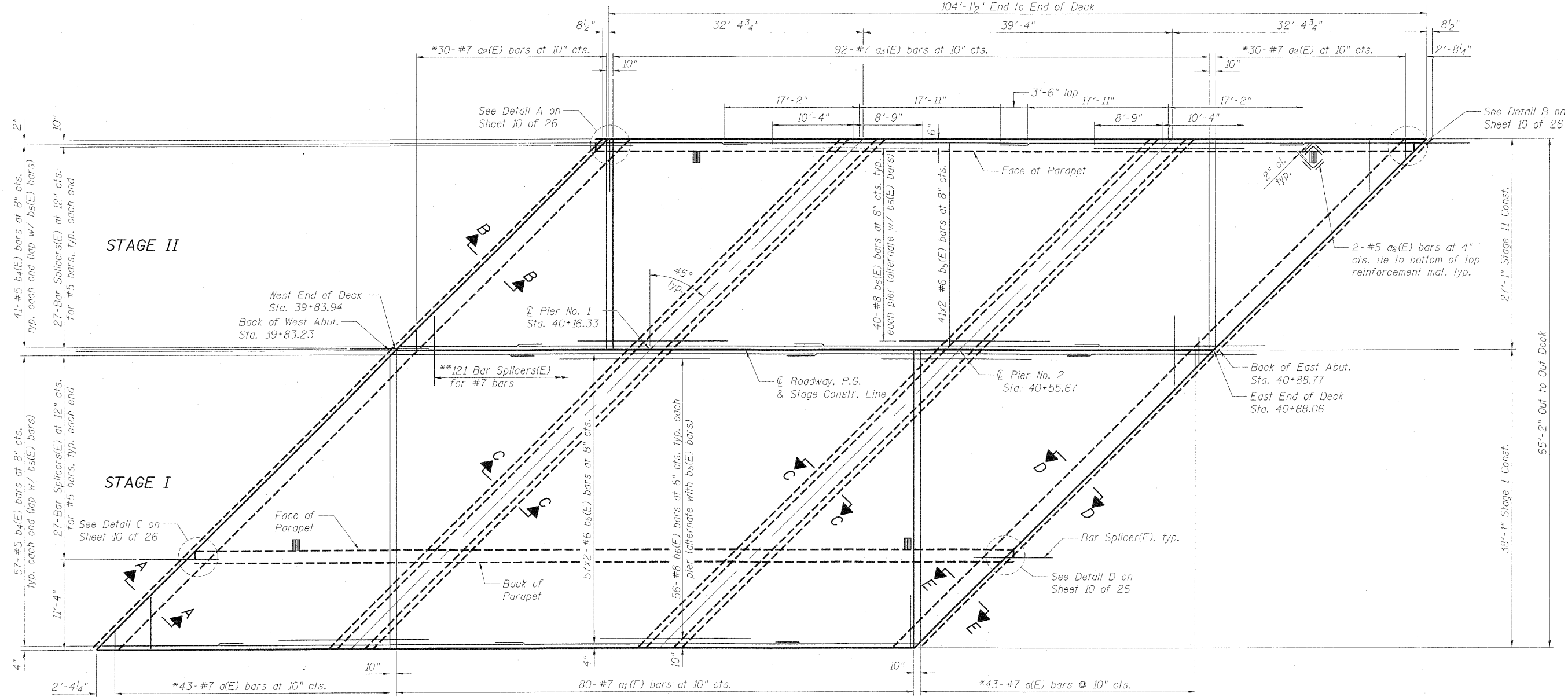
(Sheet 1 of 2)

**SUPERSTRUCTURE
STRUCTURE NO. 057-7800**

DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

SHEET NO. 7 26 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	6354	06-002300-00-BR	MCLEAN	64	36
SN 057-7800			CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



MIN. BAR LAP	
#5	2'-11"
#6	3'-6"

*See field bar cutting diagram on Sheet 11 of 26.
**Cut or bend in field to fit at ends of deck.

TOP OF SLAB PLAN



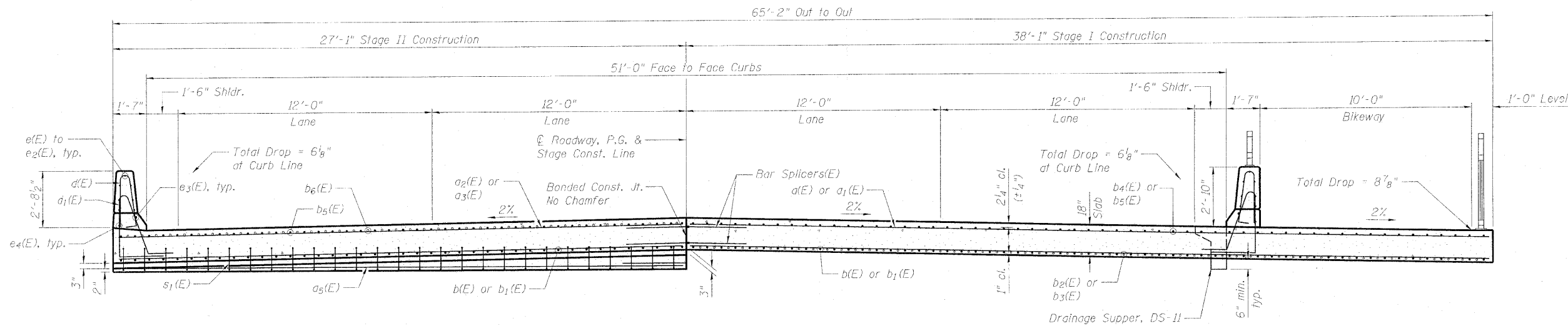
(Sheet 2 of 2)

**SUPERSTRUCTURE
STRUCTURE NO. 057-7800**

DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

SHEET NO. 8 26 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	6354	06-002300-00-BR	MCLEAN	64	37
SN 057-7800			CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

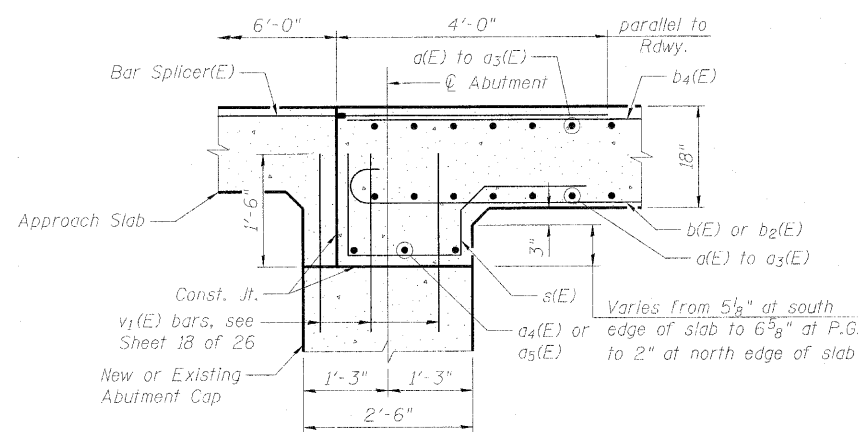
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



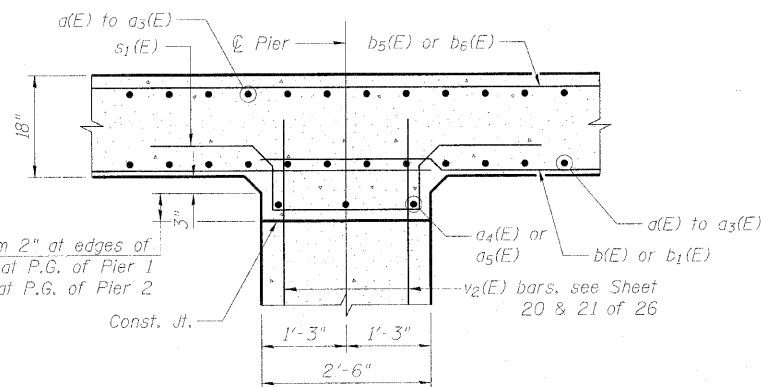
SECTION NEAR PIER

CROSS SECTION
(Looking East)

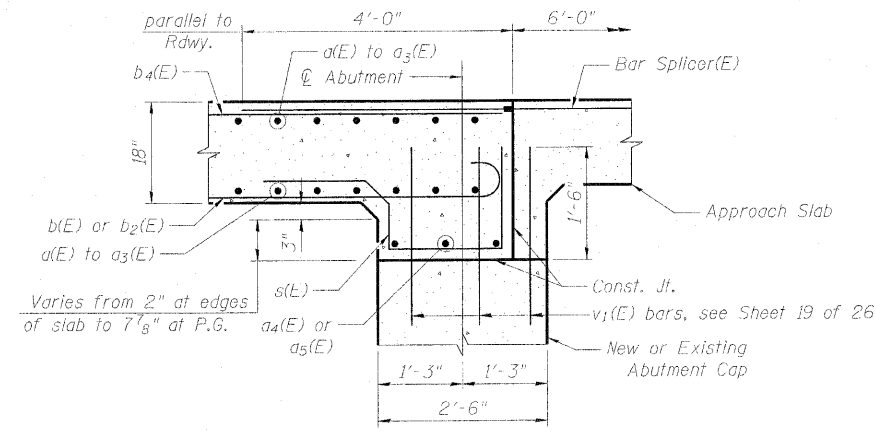
SECTION NEAR MIDSPAN



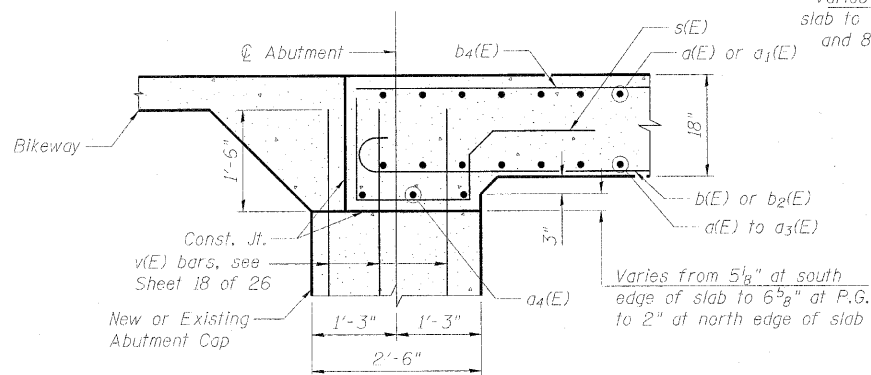
SECTION B-B



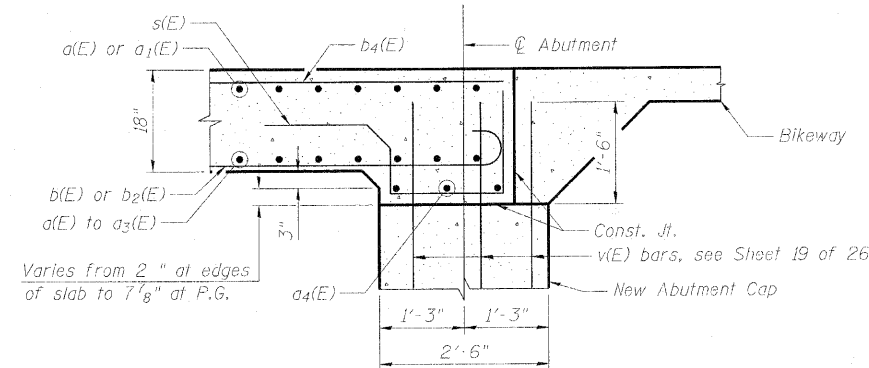
SECTION C-C



SECTION D-D



SECTION A-A



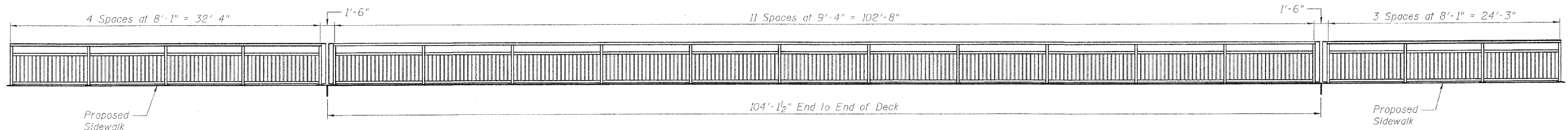
SECTION E-E

SUPERSTRUCTURE CROSS SECTIONS
STRUCTURE NO. 057-7800

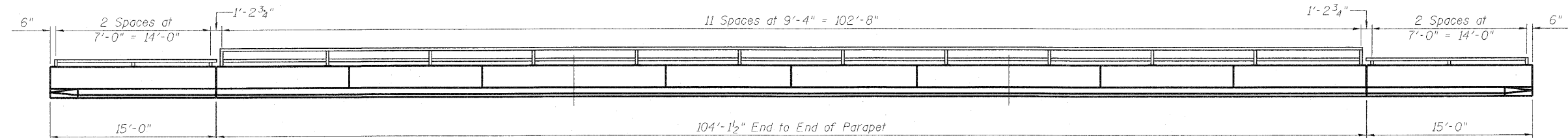
DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

SHEET NO. 9 26 SHEETS	F.A.U. RTE. 6354	SECTION 06-002300-00-BR	COUNTY MCLEAN	TOTAL SHEETS 64	SHEET NO. 38
	SN 057-7800		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

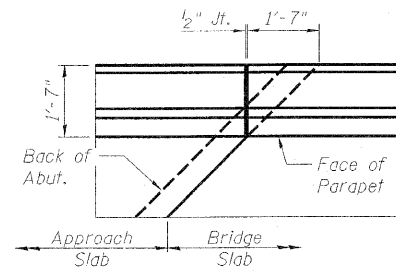
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



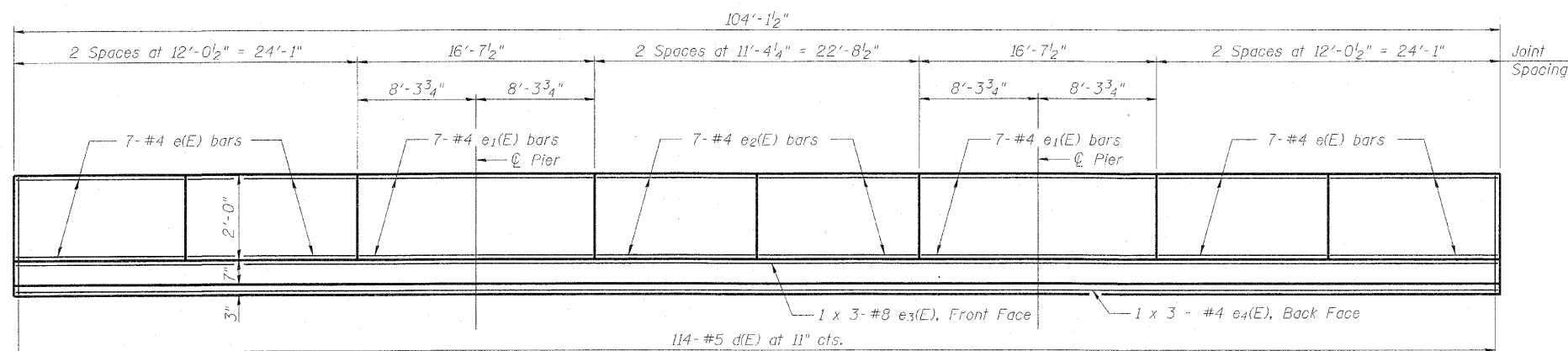
BICYCLE RAILING POST SPACING
(Looking North)



PARAPET RAILING POST SPACING
(Looking North)

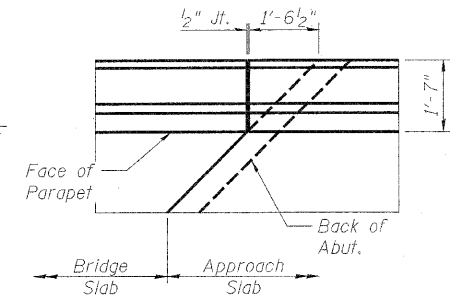


DETAIL A

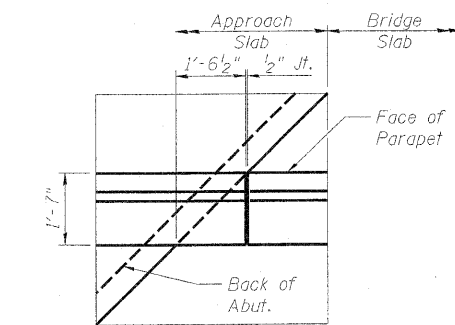


INSIDE ELEVATION OF PARAPET

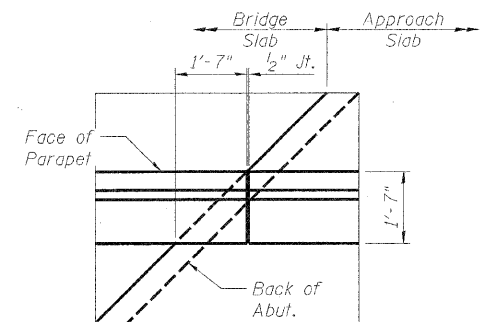
BAR LAP	
#4	2'-7"
#8	6'-9"



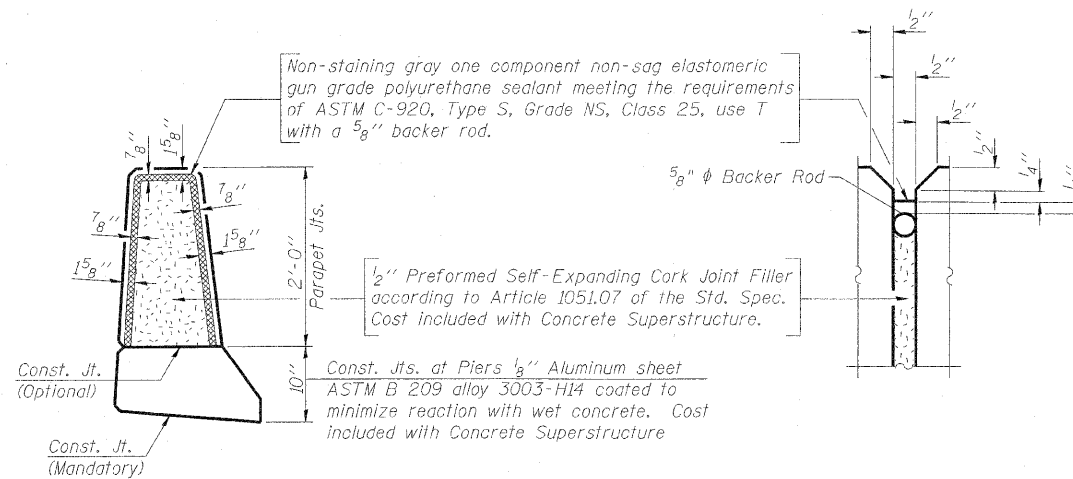
DETAIL B



DETAIL C



DETAIL D



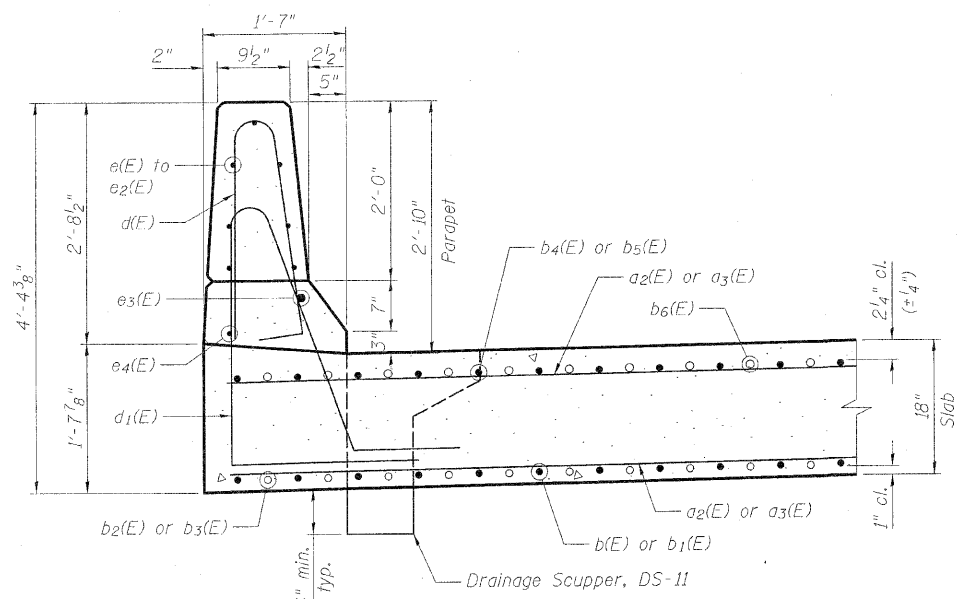
PARAPET JOINT DETAILS

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 057-7800

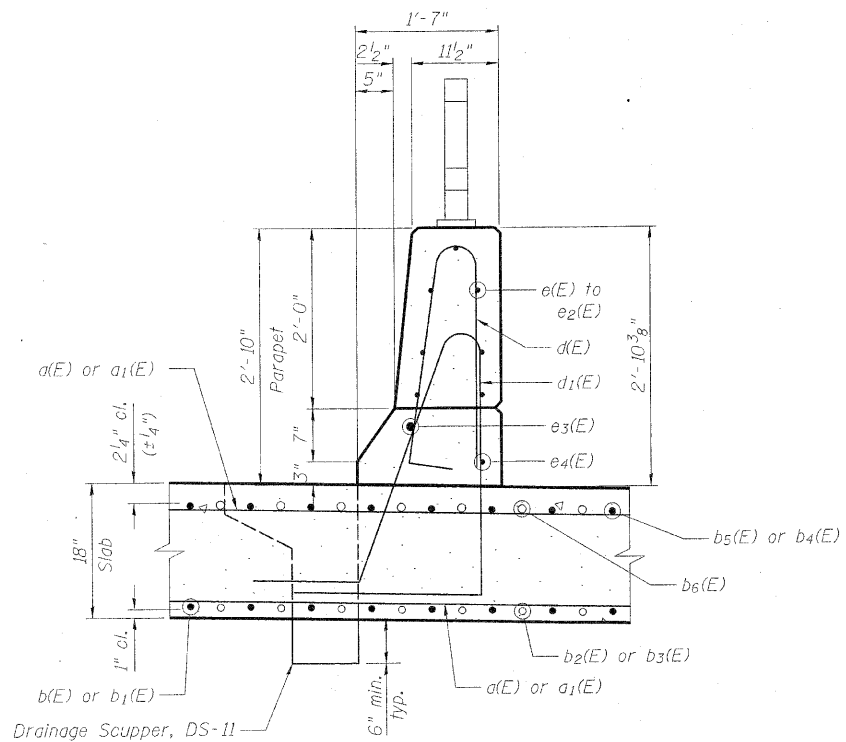
DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

SHEET NO.10 26 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	6354	06-002300-00-BR	MCLEAN	64	39
SN 057-7800			CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

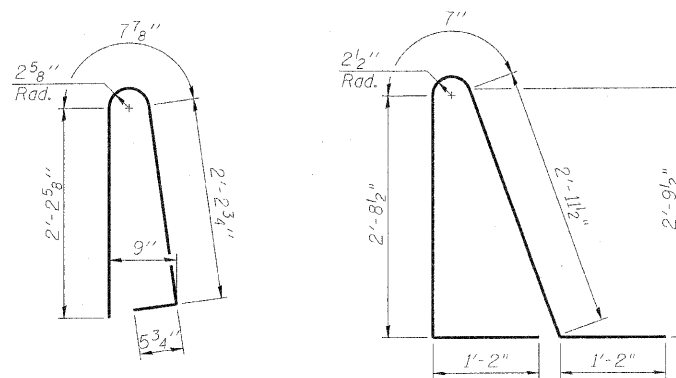
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION THRU NORTH PARAPET

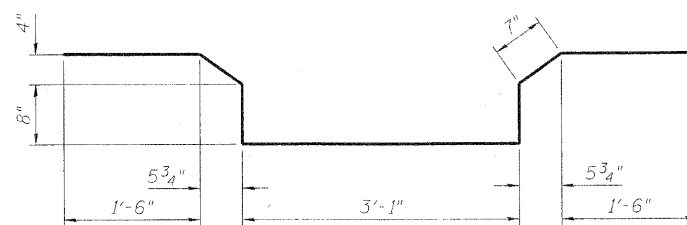


SECTION THRU SOUTH PARAPET

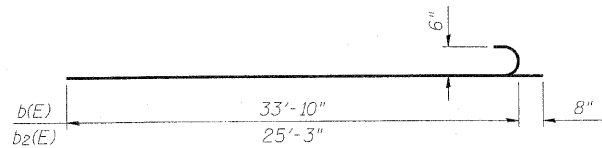


BAR d(E)

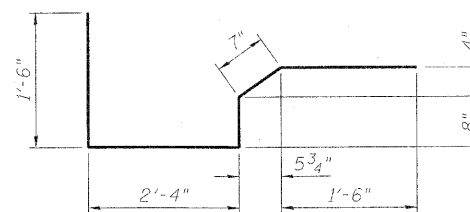
BAR d1(E)



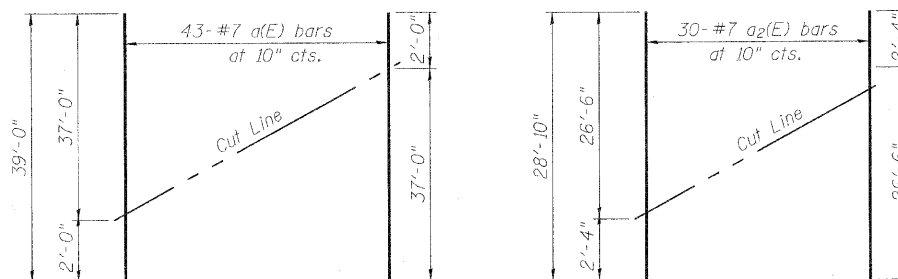
BAR s1(E)



BAR b(E) or b2(E)



BAR s(E)



FIELD CUTTING DIAGRAMS

Order a(E) and a2(E) bars full length. Cut as shown and use remainder of bars on opposite end of slab on the same stage of construction.

SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	86	#7	39'-0"	—
a1(E)	160	#7	37'-9"	—
a2(E)	60	#7	28'-10"	—
a3(E)	184	#7	26'-9"	—
a4(E)	24	#5	28'-4"	—
a5(E)	12	#5	37'-10"	—
a6(E)	32	#5	1'-6"	—
b(E)	196	#6	34'-6"	—
b1(E)	98	#6	42'-6"	—
b2(E)	192	#6	25'-11"	—
b3(E)	96	#6	25'-4"	—
b4(E)	196	#5	18'-2"	—
b5(E)	196	#6	38'-7"	—
b6(E)	192	#8	19'-1"	—
d(E)	228	#5	5'-7"	▲
d1(E)	228	#5	8'-7"	▲
e(E)	56	#4	11'-9"	—
e1(E)	28	#4	16'-4"	—
e2(E)	28	#4	11'-1"	—
e3(E)	6	#8	39'-2"	—
e4(E)	6	#4	36'-4"	—
s(E)	130	#4	6'-7"	└
s1(E)	130	#4	8'-7"	└

Reinforcement Bars, Epoxy Coated	Pound	92,820
Concrete Superstructure	Cu. Yds.	423.0

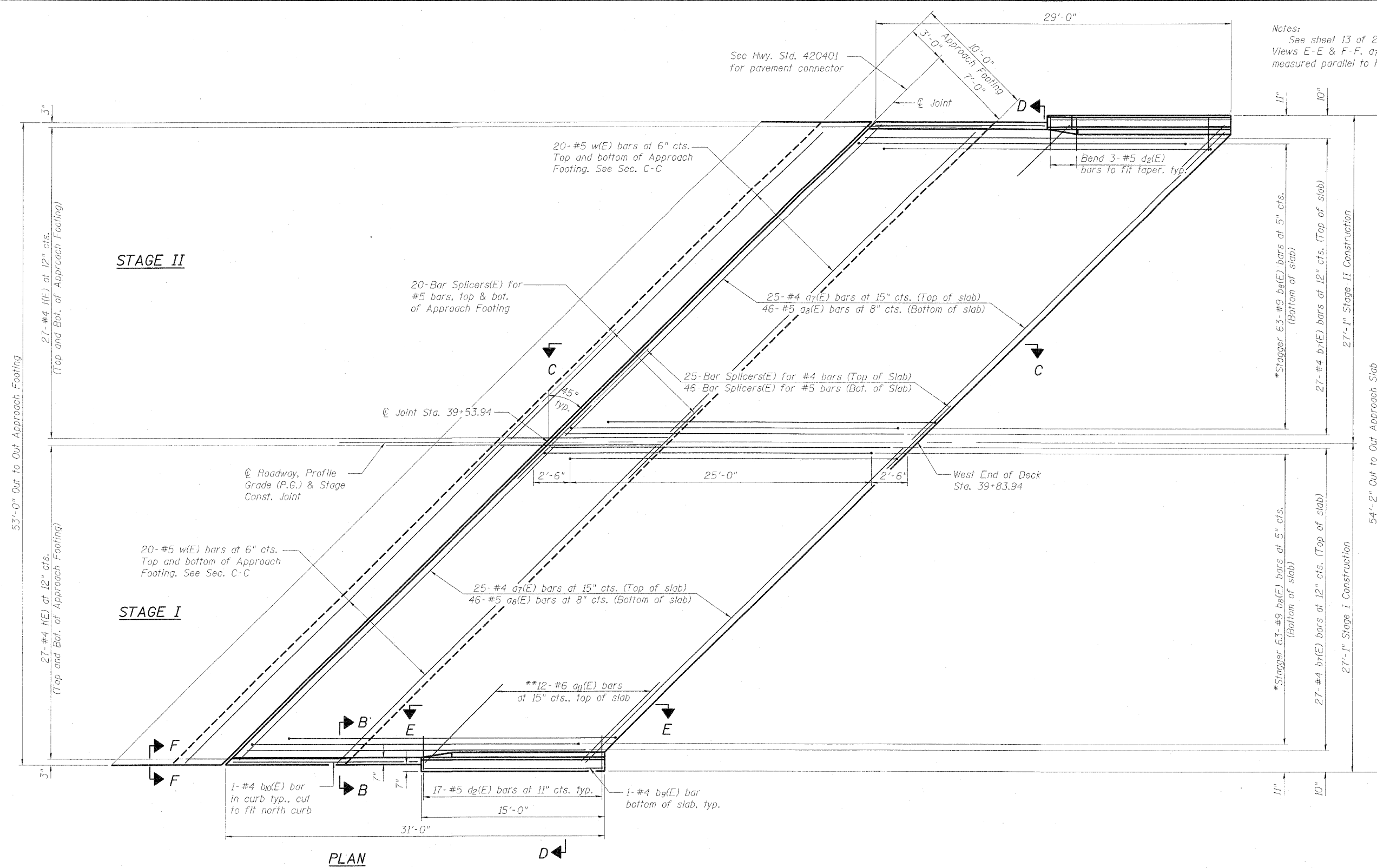
Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 2 lengths per line.

SUPERSTRUCTURE
BILL OF MATERIAL
STRUCTURE NO. 057-7800

DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

SHEET NO. 11	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	6354	06-002300-00-BR	MCLEAN	64	40
SN 057-7800			CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

Notes:
See sheet 13 of 26 for Sections B-B, C-C & D-D and Views E-E & F-F. $a_1(E)$, $a_8(E)$ and $a_{11}(E)$ bar spacings measured parallel to Rdwy.



* Tilt #9 $b_8(E)$ bars as required to maintain clearance.
** Center $a_{11}(E)$ bars between $a_1(E)$ bars. Typical at each parapet.

DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

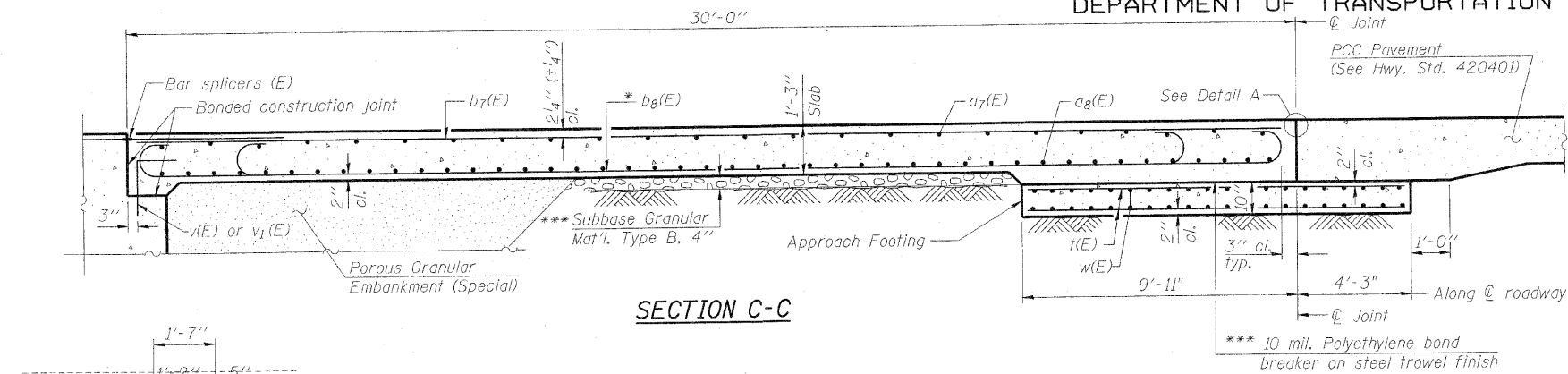
(Sheet 1 of 2)
WEST APPROACH SLAB DETAILS
STRUCTURE NO. 057-7800

SHEET NO.12 26 SHEETS	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	6354	06-002300-00-BR	MCLEAN	64	41
SN 057-7800			CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

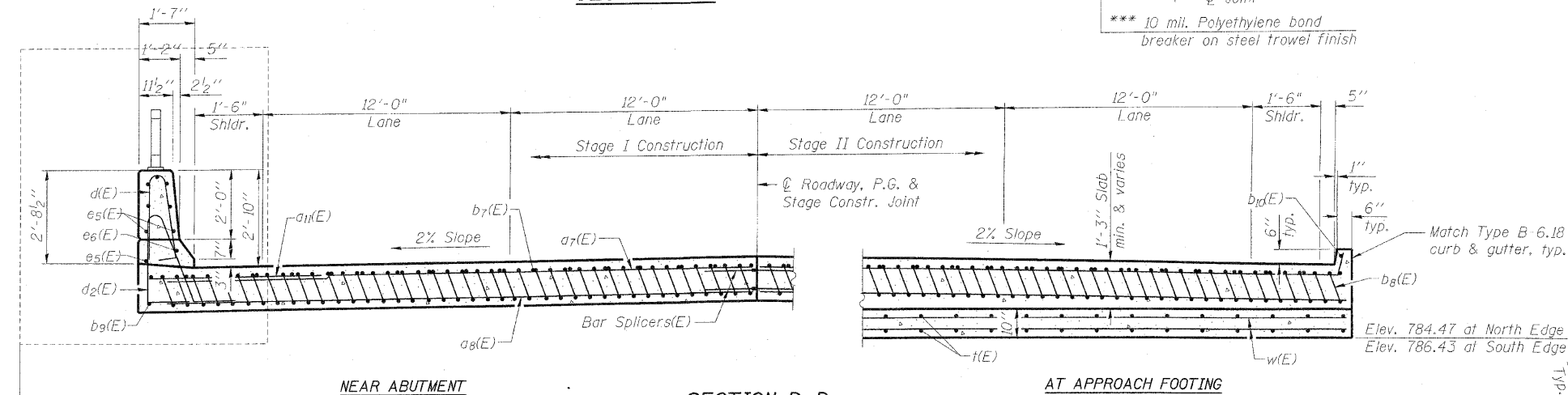
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For $v(E)$ and $v_1(E)$ bar details, see sheet 18 of 26.
The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
For bar splicer details, see sheet 24 of 26.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 26.
For additional parapet details, see sheet 10 of 26.

* Tilt #9 $b_8(E)$ bars as required to maintain clearance.
*** Cost included with Concrete Superstructure.



SECTION C-C

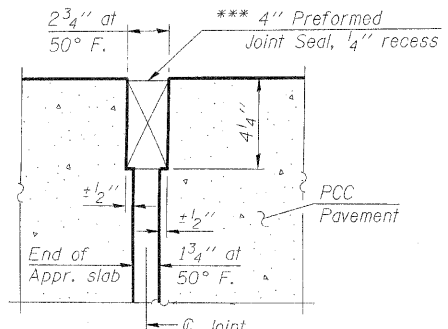


SECTION D-D

AT APPROACH FOOTING

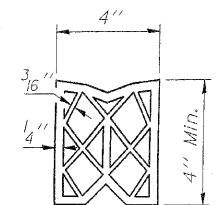
NEAR ABUTMENT

Southwest parapet shown, see section below for Northwest parapet details.



RIGID PAVEMENT

DETAIL A



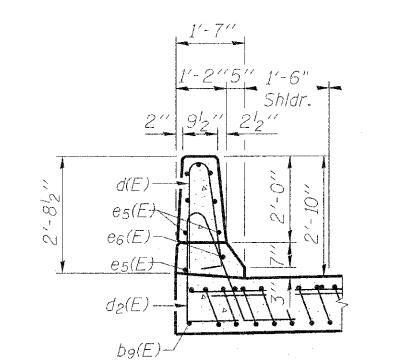
PREFORMED JOINT SEAL

WEST APPROACH
BILL OF MATERIAL

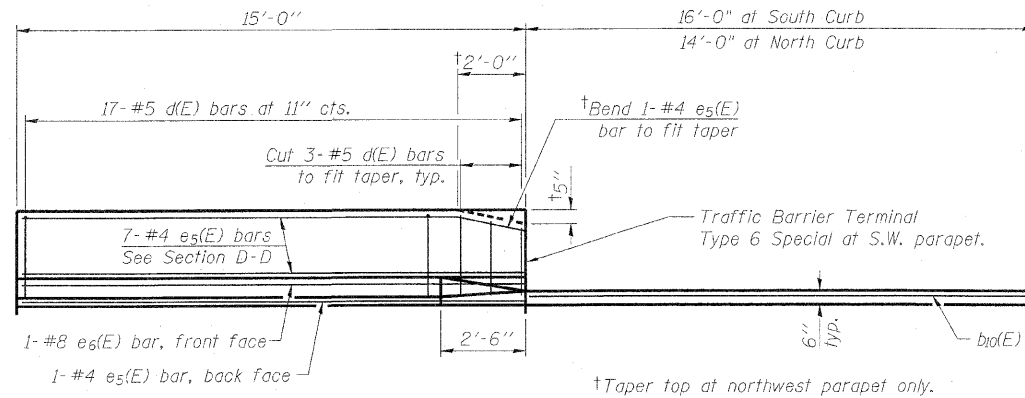
Bar	No.	Size	Length	Shape
$a_7(E)$	50	#4	37'-1"	
$a_8(E)$	92	#5	37'-0"	
$a_{11}(E)$	24	#6	6'-6"	
$b_7(E)$	54	#4	29'-8"	
$b_8(E)$	126	#9	29'-9"	
$b_9(E)$	2	#4	14'-8"	
$b_{10}(E)$	2	#4	15'-8"	
$d(E)$	34	#5	5'-7"	
$d_2(E)$	34	#5	7'-11"	
$e_5(E)$	16	#4	14'-8"	
$e_6(E)$	2	#8	14'-8"	
$f(E)$	108	#4	13'-10"	
$w(E)$	80	#5	37'-0"	
Concrete Superstructure	Cu. Yd.		85.4	
Concrete Structures	Cu. Yd.		23.1	
Reinforcement Bars, Epoxy Coated	Pound		23,100	

(Sheet 2 of 2)

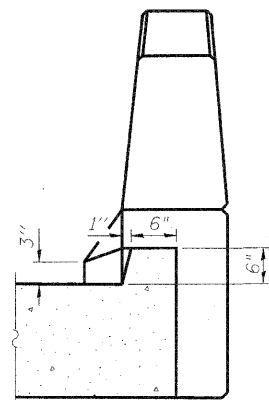
WEST APPROACH SLAB DETAILS
STRUCTURE NO. 057-7800



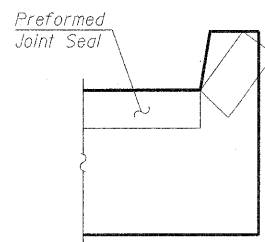
NORTHWEST PARAPET SECTION



VIEW E-E

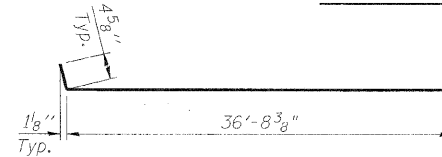


VIEW B-B

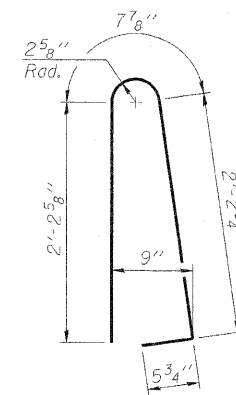


VIEW F-F

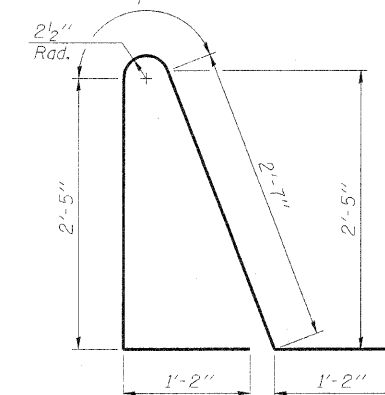
Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



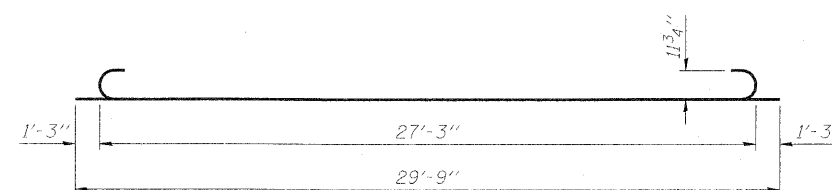
BAR $a_7(E)$



BAR $d(E)$



BAR $d_2(E)$



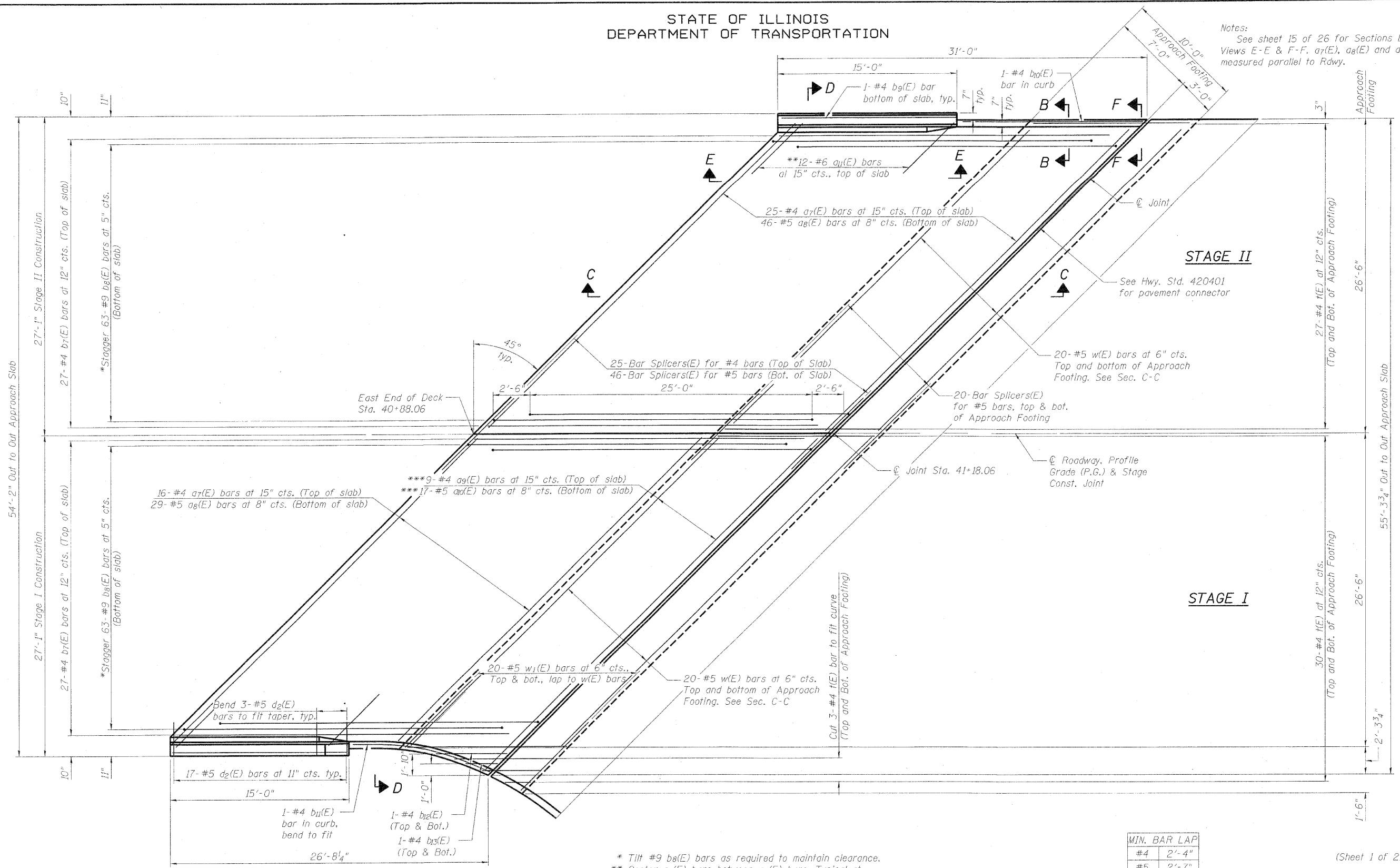
BAR $b_8(E)$

DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

SHEET NO.13	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	6354	06-002300-00-BR	MCLEAN	64	42
		SN 057-7800	CONTRACT NO. 91430		
		FED. ROAD DIST. NO. 5 ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
See sheet 15 of 26 for Sections B-B, C-C & D-D and Views E-E & F-F. $a_7(E)$, $a_8(E)$ and $a_9(E)$ bar spacings measured parallel to Rdwy.



PLAN

- * Tilt #9 $b_8(E)$ bars as required to maintain clearance.
- ** Center $a_9(E)$ bars between $a_7(E)$ bars. Typical at each parapet.
- *** Cut bars in field to fit taper.

MIN. BAR LAP	
#4	2'-4"
#5	2'-7"

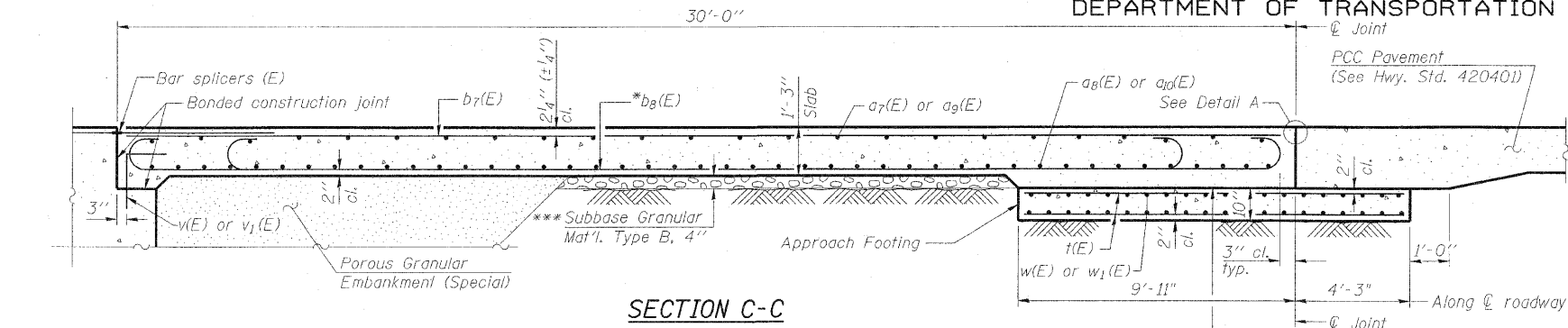
(Sheet 1 of 2)
EAST APPROACH SLAB DETAILS
STRUCTURE NO. 057-7800

DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

SHEET NO.14	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	6354	06-002300-00-BR	MCLEAN	64	43
26 SHEETS	SN 057-7800		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

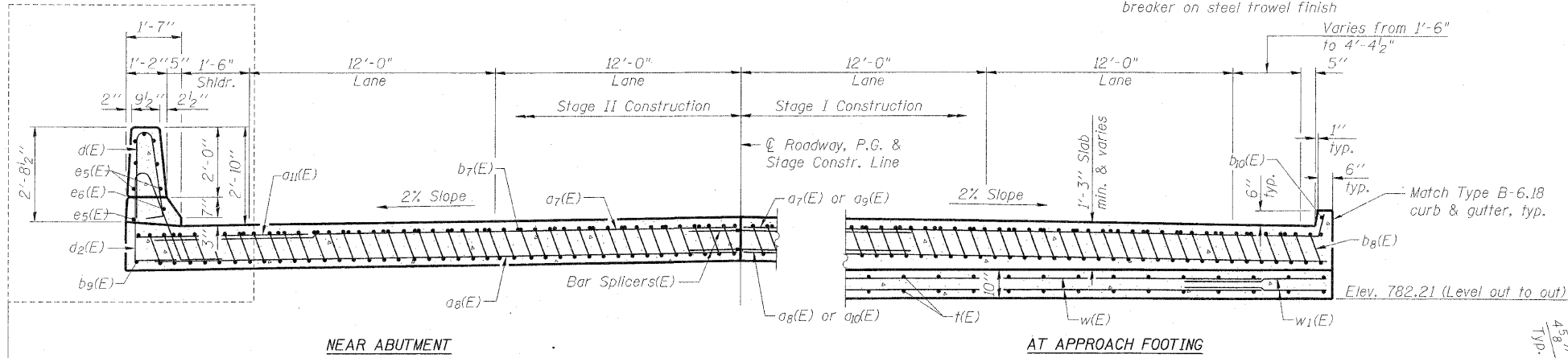
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) or v₁(E) bar details, see sheet 19 of 26.
The approach footing maximum applied service bearing pressure (Omax) = 2.0 ksf.
For bar splicer details, see sheet 24 of 26.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 26.
For additional parapet details, see sheet 10 of 26.



SECTION C-C

* Tilt #9 b₈(E) bars as required to maintain clearance.
*** Cost included with Concrete Superstructure.

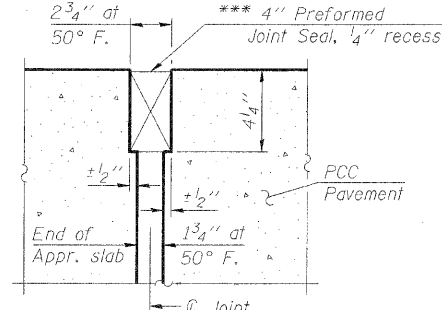


NEAR ABUTMENT

SECTION D-D

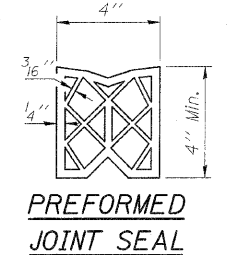
(See Plan for dimensions not shown)

AT APPROACH FOOTING



RIGID PAVEMENT

DETAIL A



PREFORMED JOINT SEAL

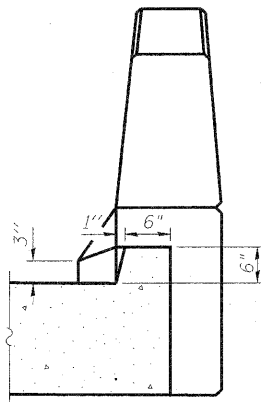
TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a7(E)	41	#4	37'-1"	—
a8(E)	75	#5	37'-0"	—
a9(E)	9	#4	40'-5"	—
a10(E)	17	#5	40'-4"	—
a11(E)	24	#6	6'-6"	—
b7(E)	54	#4	29'-8"	—
b8(E)	126	#9	29'-9"	—
b9(E)	2	#4	14'-8"	—
b10(E)	2	#4	15'-8"	—
b11(E)	1	#4	11'-10"	—
b12(E)	2	#4	6'-0"	—
b13(E)	2	#4	2'-8"	—
d(E)	34	#5	5'-7"	—
d2(E)	34	#5	7'-11"	—
e5(E)	16	#4	14'-8"	—
e6(E)	2	#8	14'-8"	—
t(E)	114	#4	13'-10"	—
w(E)	80	#5	37'-0"	—
w1(E)	40	#5	8'-0"	—
Concrete Superstructure			Cu. Yd.	88.8
Concrete Structures			Cu. Yd.	24.0
Reinforcement Bars, Epoxy Coated			Pound	23,570

(Sheet 2 of 2)

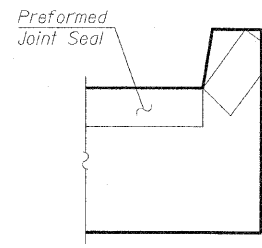
EAST APPROACH SLAB DETAILS
STRUCTURE NO. 057-7800

DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES



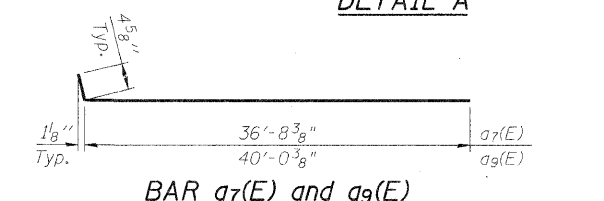
VIEW B-B

VIEW E-E

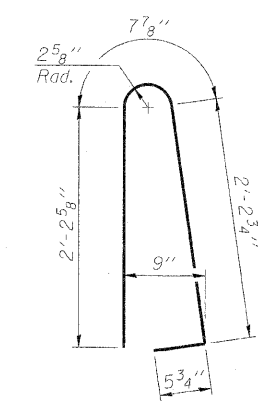


VIEW F-F

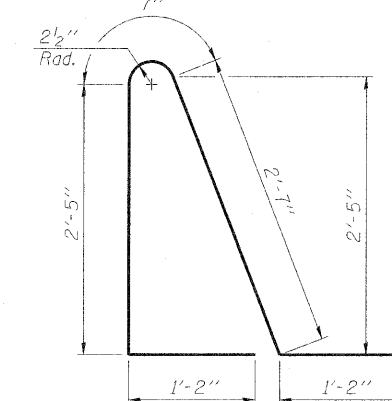
Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.



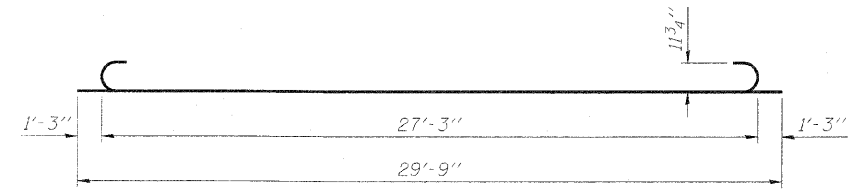
BAR a7(E) and a9(E)



BAR d(E)



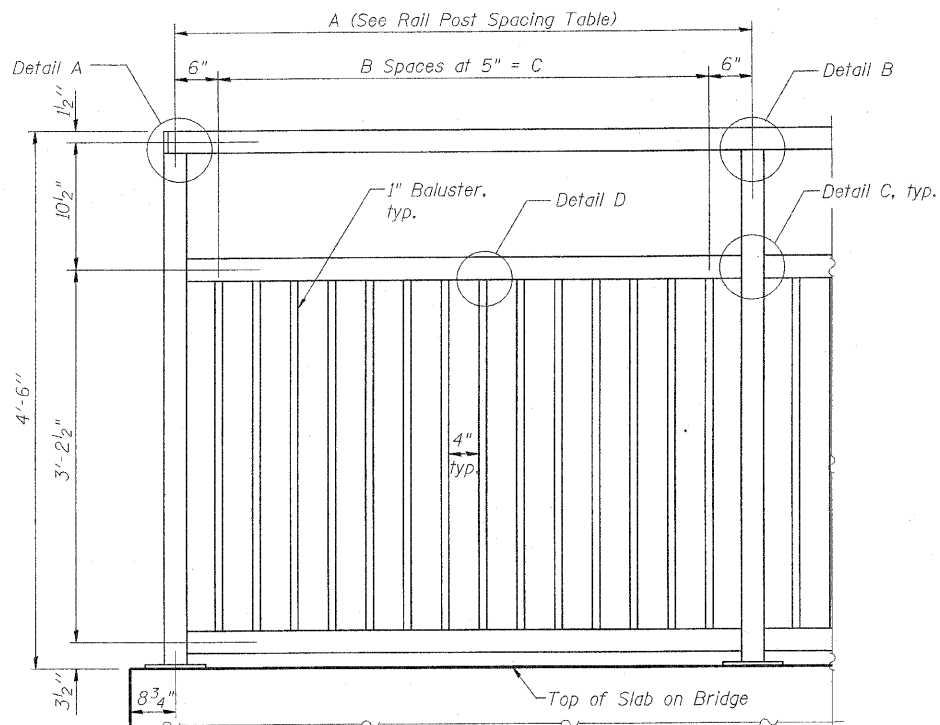
BAR d2(E)



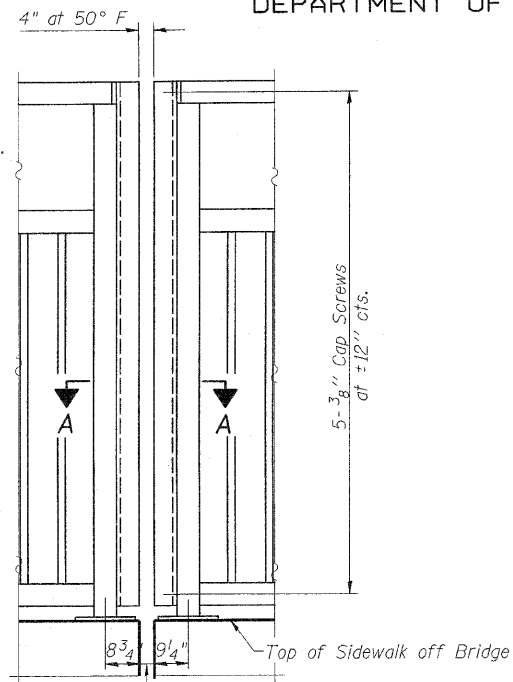
BAR b8(E)

SHEET NO.15	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	6354	06-002300-00-BR	MCLEAN	64	44
26 SHEETS	SN 057-7800		CONTRACT NO. 91430		
	FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

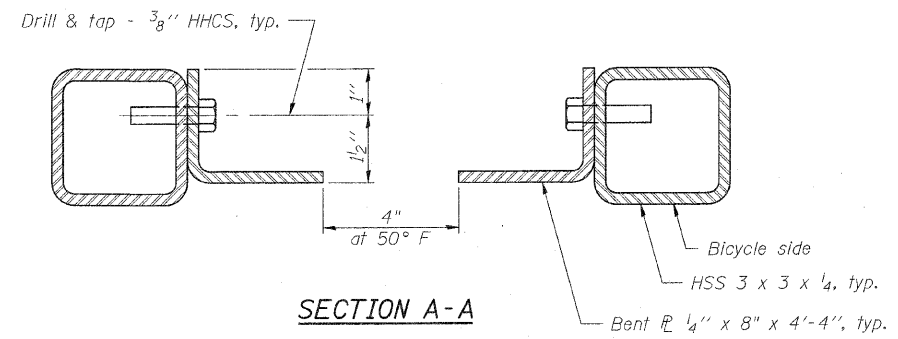
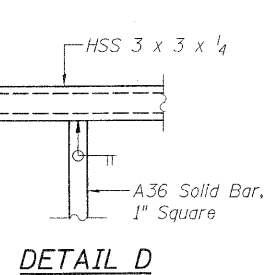
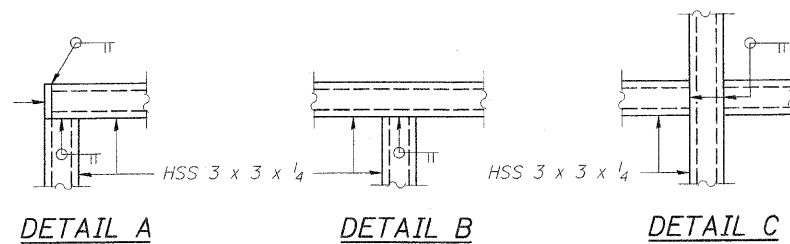
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



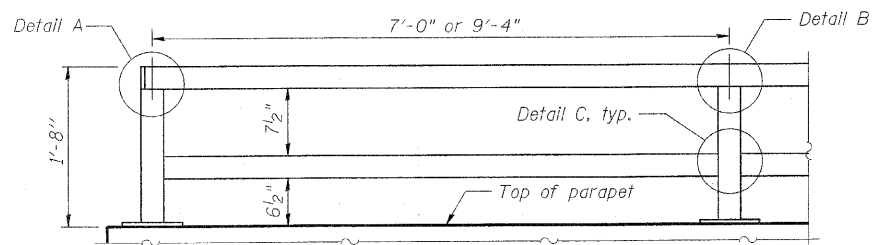
BICYCLE RAILING



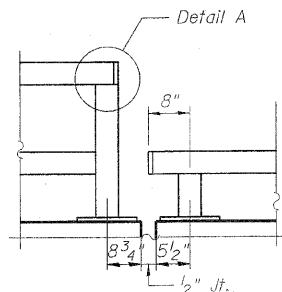
BICYCLE RAILING



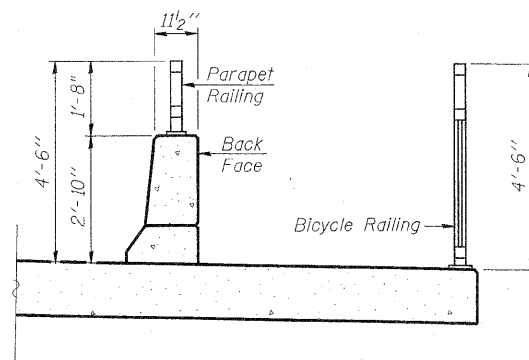
Note:
All post, railing, splices, anchor devices, and bent plates shall be galvanized and painted. See Special Provisions.



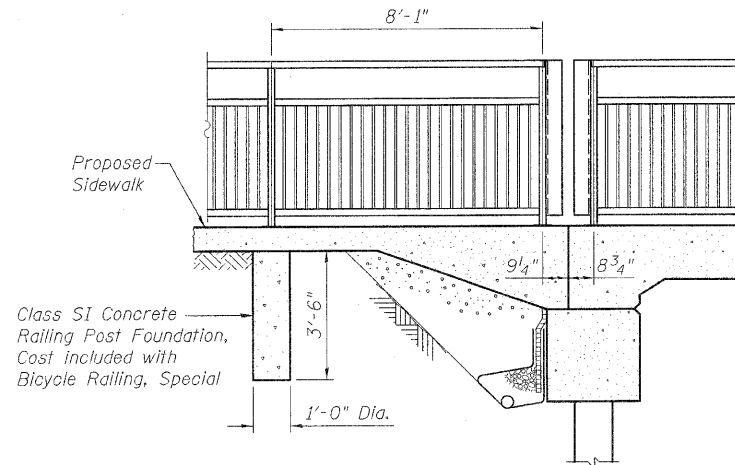
PARAPET RAILING
ELEVATION
(Inside Face)



PARAPET RAILING
ELEVATION AT EXPANSION JOINT
(Inside Face)



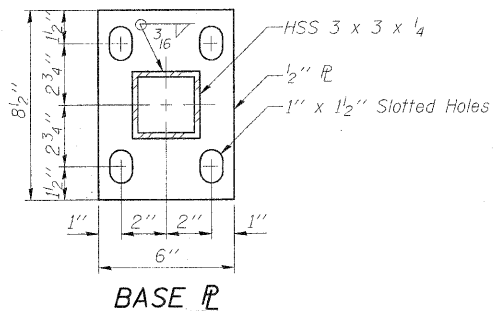
SECTION THRU BRIDGE SLAB



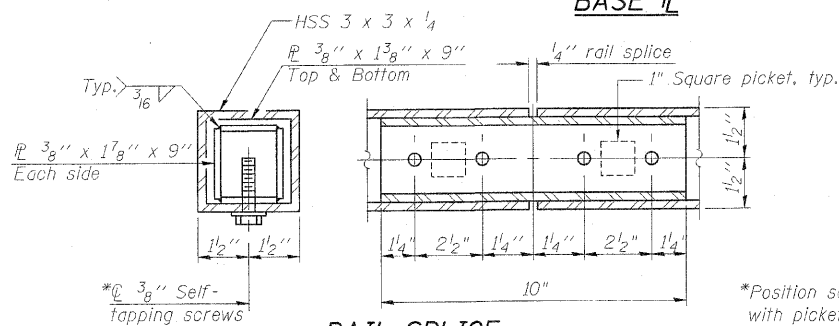
BICYCLE RAILING AT BRIDGE ABUTMENT DETAIL

RAIL POST SPACING TABLE

A (Post Spacing)	B (Spaces)	C
8'-1"	17	7'-1"
9'-4"	20	8'-4"

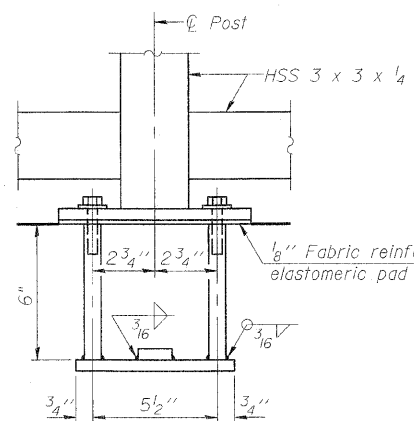


BASE PL



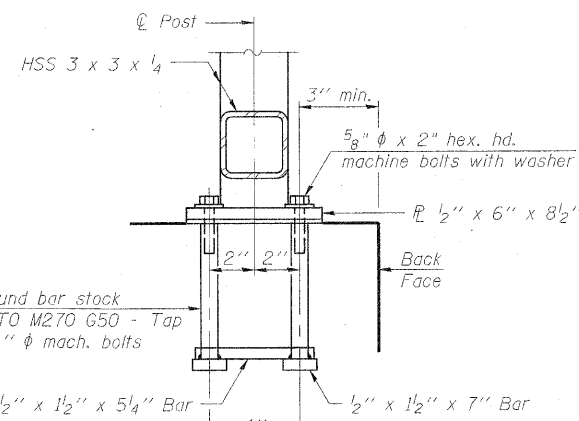
RAIL SPLICE

*Position screws not to interfere with pickets.



ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" φ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



BILL OF MATERIAL

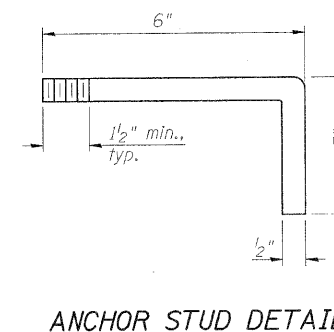
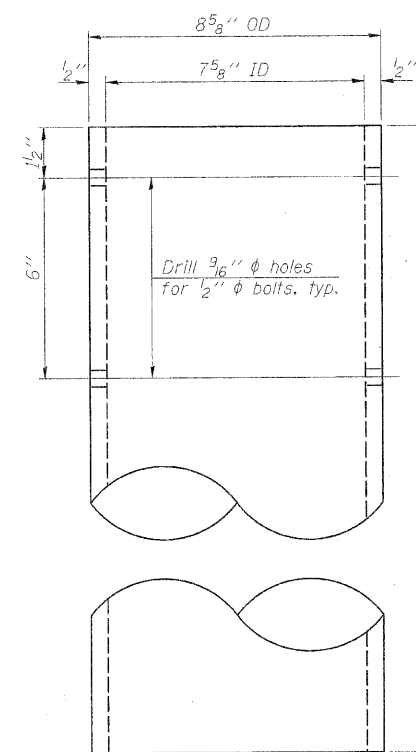
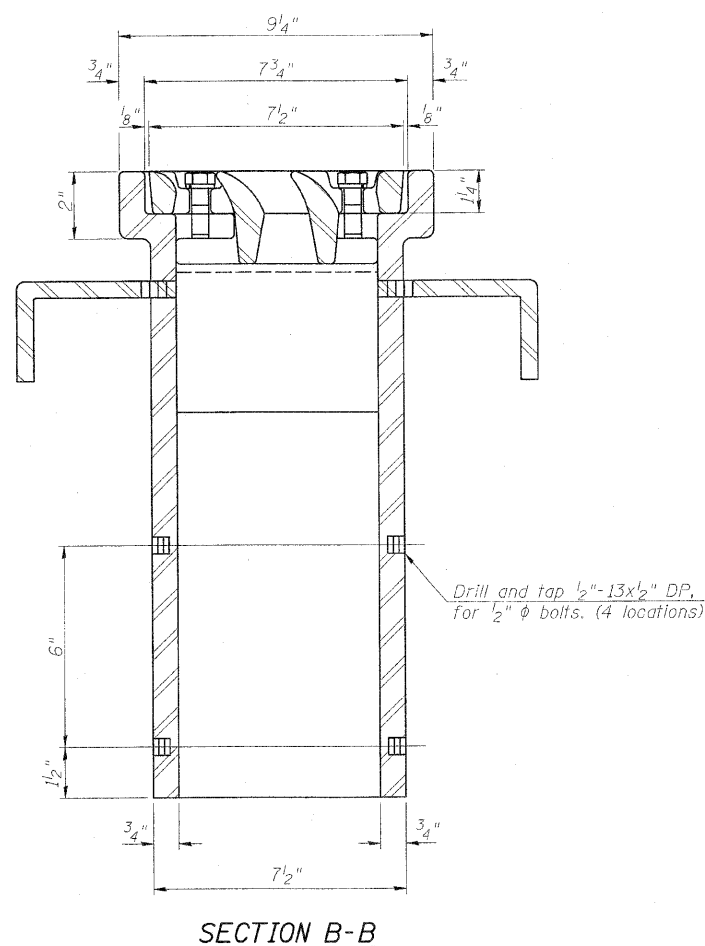
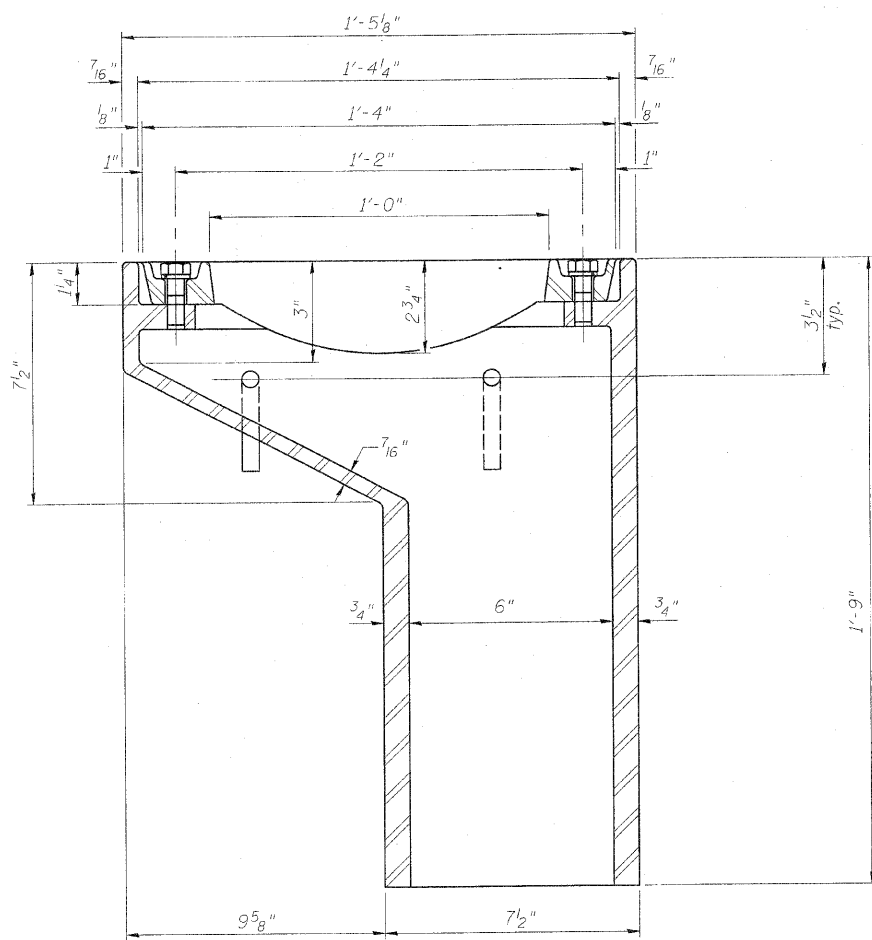
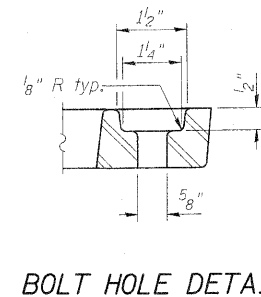
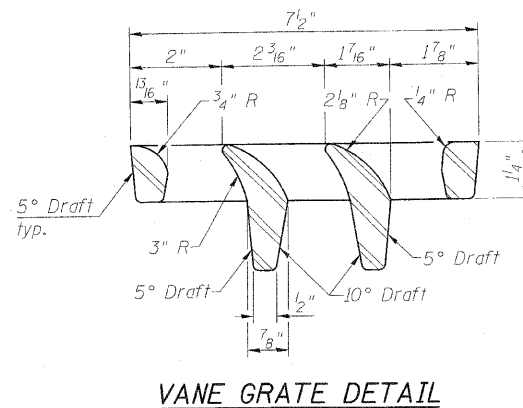
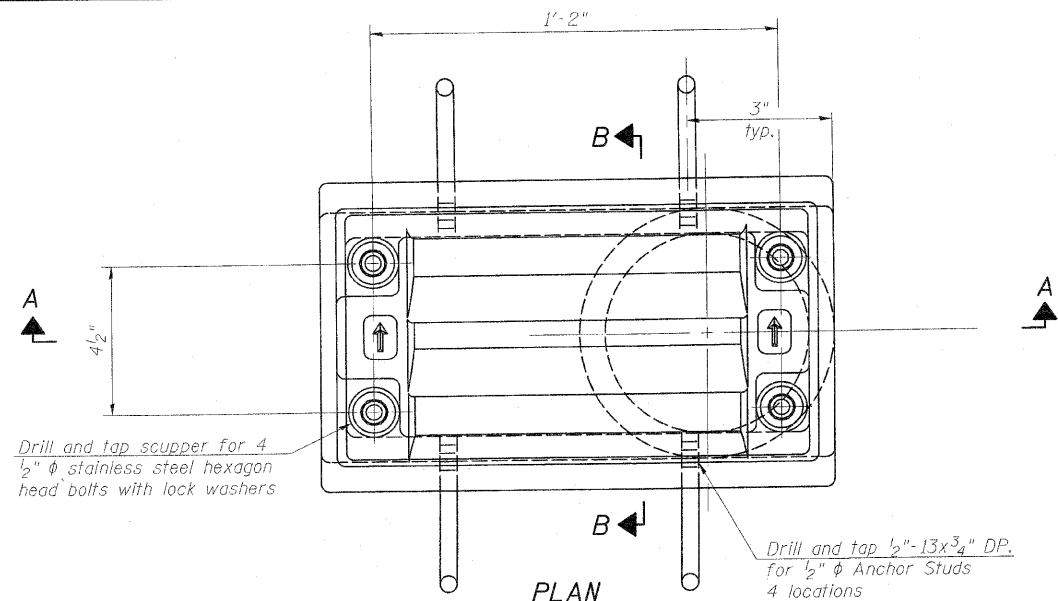
Item	Unit	Quantity
Bicycle Railing, Special	Foot	162
Parapet Railing, Special	Foot	133

BICYCLE AND PARAPET RAIL DETAILS
STRUCTURE NO. 057-7800

DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

SHEET NO.16	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	6354	06-002300-00-BR	MCLEAN	64	45
26 SHEETS	SN 057-7800		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

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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-11.

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

BILL OF MATERIAL

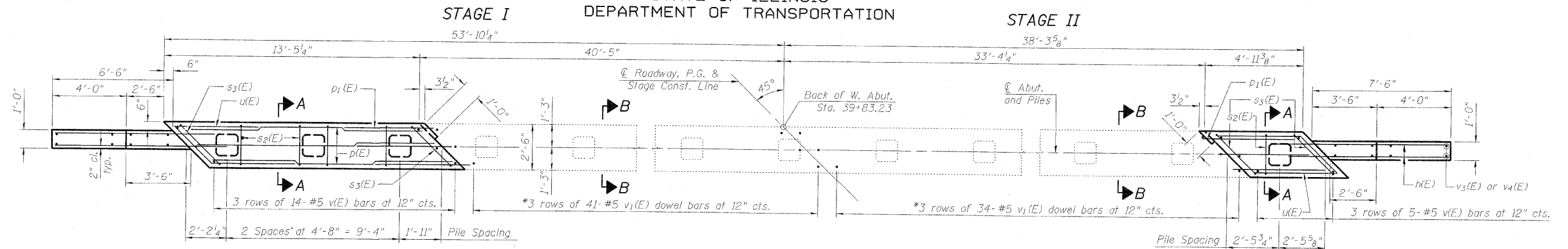
ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4

DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 057-7800

DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

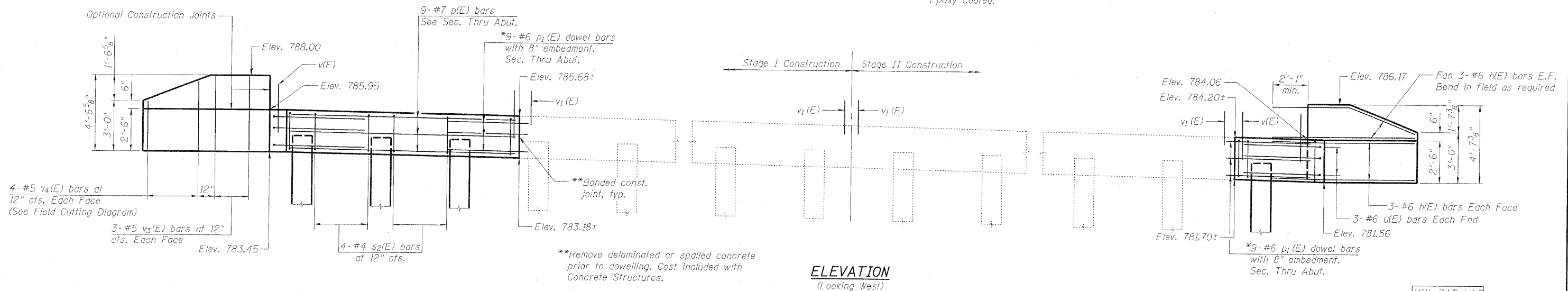
SHEET NO.17	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
26 SHEETS	6354	06-002300-00-BR	MCLEAN	64	46
SN 057-7800			CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
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PLAN

*Cost of drilling and dowelling bars with epoxy adhesive is included with cost of Reinforcement Bars, Epoxy Coated.

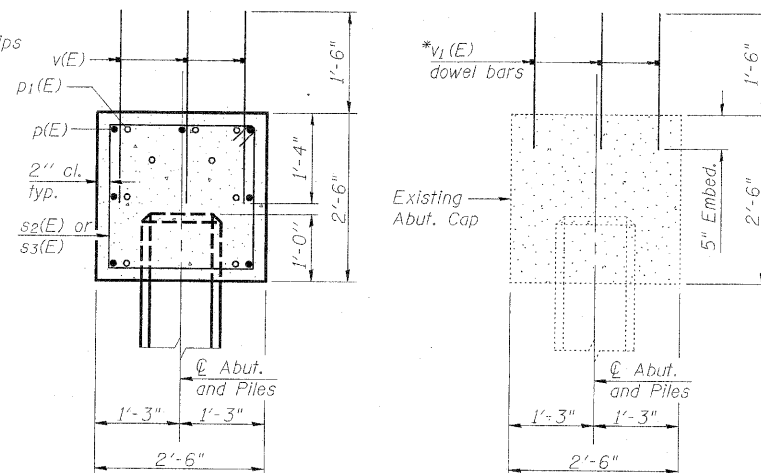


ELEVATION
(Looking West)

MIN. BAR LAP
#6 4'-5"

PILE DATA

Type: Precast Concrete 14"
Nominal Required Bearing: 265 kips
Factored Resistance Available: 132 kips
Est. Length: 22 feet
No. Production Piles: 4
No. Test Piles: 0



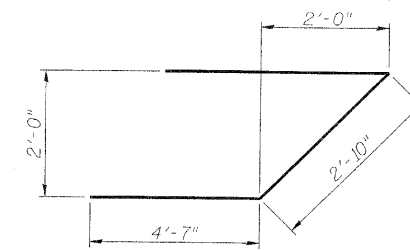
SECTION A-A

(Dimensions are at Rt. L's)

SECTION B-B

(Dimensions are at Rt. L's)

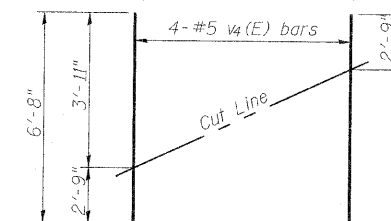
BARS s2(E) & s3(E)



BAR u(E)

WEST ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	24	#5	9'-8"	—
p(E)	7	#7	13'-1"	—
p1(E)	18	#6	5'-4"	—
s2(E)	9	#4	9'-3"	□
s3(E)	4	#4	10'-11"	□
u(E)	6	#6	12'-0"	└
v(E)	57	#5	2'-10"	—
v1(E)	225	#5	1'-11"	—
v3(E)	12	#6	4'-2"	—
v4(E)	8	#6	6'-8"	—
Structure Excavation	Cu. Yd.	52		
Concrete Structures	Cu. Yd.	6.5		
Reinforcement Bars, Epoxy Coated	Pound	1,540		
Furnishing Precast Concrete Piles 14"	Foot	88		
Driving Piles	Foot	88		
Test Pile Precast Concrete	Each	0		



FIELD CUTTING DIAGRAM

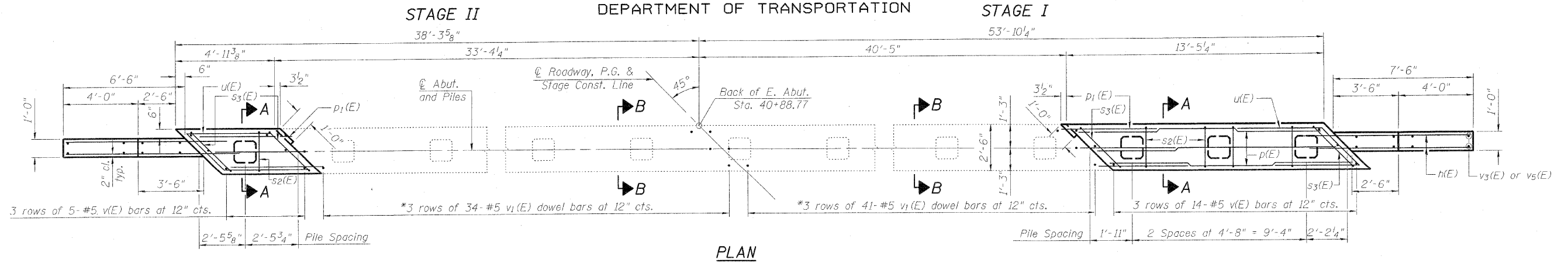
Order v4(E) full length. Cut as shown and use remainder of bars in opposite face.

WEST ABUTMENT
STRUCTURE NO. 057-7800

DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

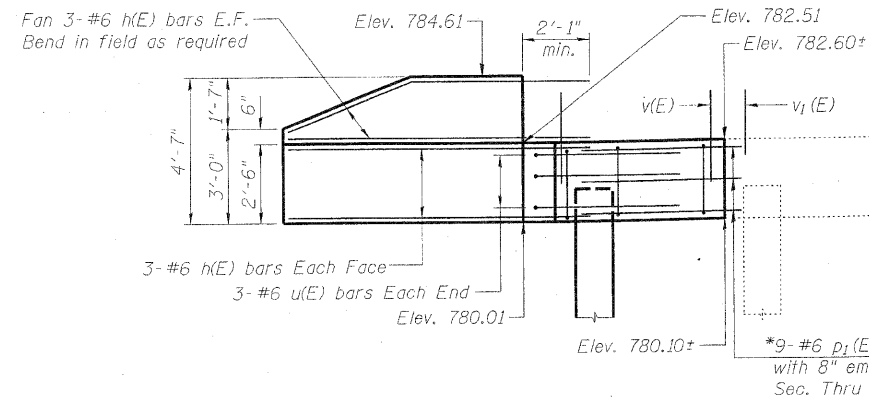
SHEET NO.18 26 SHEETS	F.A.U. RTE. 6354	SECTION 06-002300-00-BR	COUNTY MCLEAN	TOTAL SHEETS 64	SHEET NO. 47
	SN 057-7800		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

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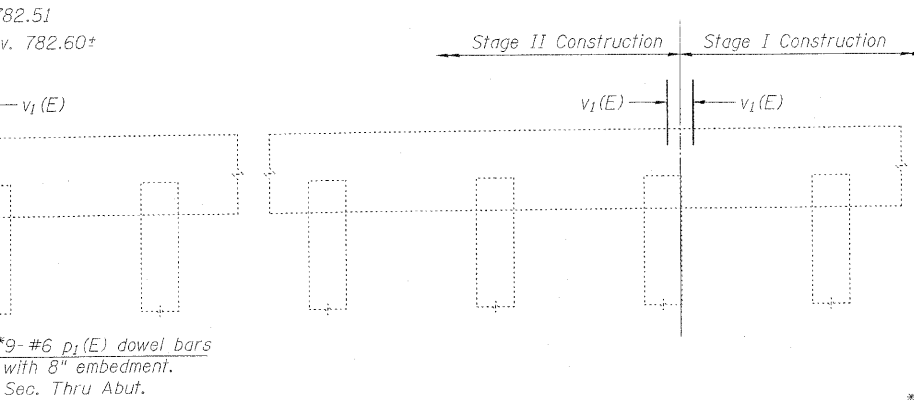
PLAN

*Cost of drilling and dowelling bars with epoxy adhesive is included with cost of Reinforcement Bars, Epoxy Coated.



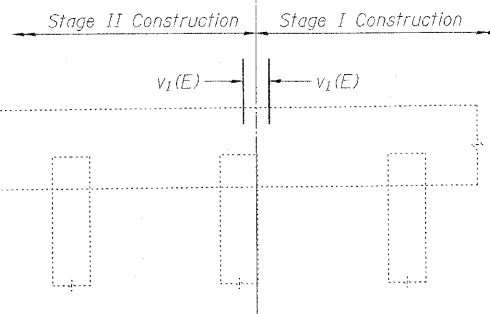
SECTION A-A

(Dimensions are at Rt. L's)



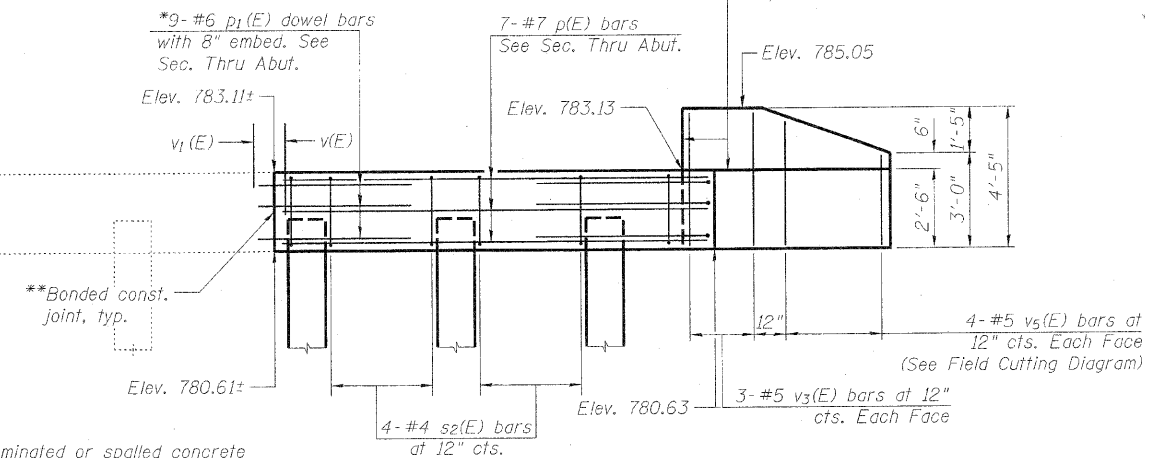
SECTION B-B

(Dimensions are at Rt. L's)



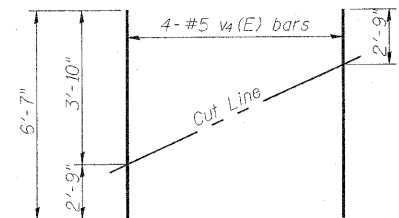
ELEVATION
(Looking West)

**Remove delaminated or spalled concrete prior to dowelling. Cost included with Concrete Structures.



EAST ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	24	#5	9'-8"	—
p(E)	7	#7	13'-5"	—
p1(E)	18	#6	5'-4"	—
s2(E)	9	#4	9'-3"	□
s3(E)	4	#4	10'-11"	□
u(E)	6	#6	12'-0"	┌
v(E)	57	#5	2'-10"	—
v1(E)	225	#5	1'-11"	—
v3(E)	12	#6	4'-2"	—
v5(E)	8	#6	6'-7"	—
Structure Excavation		Cu. Yd.	52	
Concrete Structures		Cu. Yd.	6.4	
Reinforcement Bars, Epoxy Coated		Pound	1,540	
Furnishing Precast Concrete Piles 14"		Foot	66	
Driving Piles		Foot	66	
Test Pile Precast Concrete		Each	1	



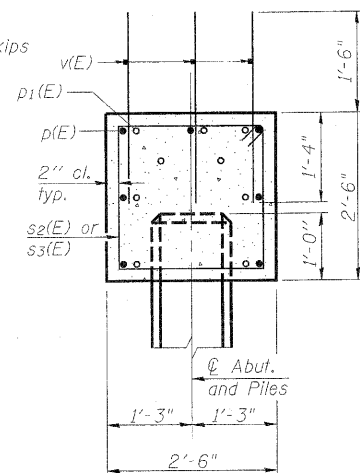
FIELD CUTTING DIAGRAM

Order v4(E) full length. Cut as shown and use remainder of bars in opposite face.

EAST ABUTMENT
STRUCTURE NO. 057-7800

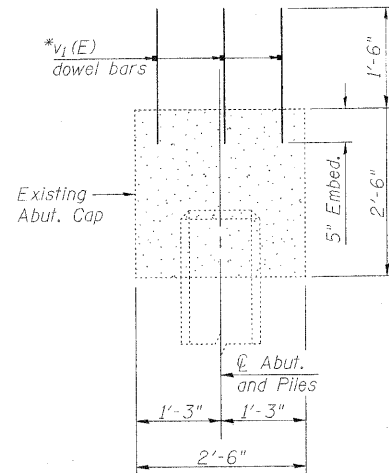
PILE DATA

Type: Precast Concrete 14"
Nominal Required Bearing: 265 kips
Factored Resistance Available: 132 kips
Est. Length: 22 feet
No. Production Piles: 3
No. Test Piles: 1



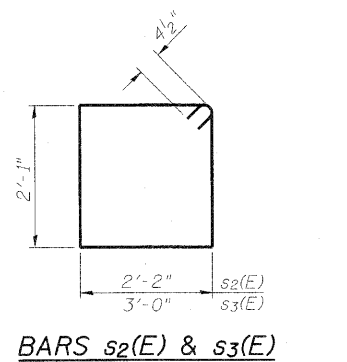
SECTION A-A

(Dimensions are at Rt. L's)

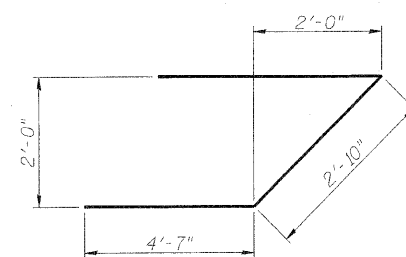


SECTION B-B

(Dimensions are at Rt. L's)



BARS s2(E) & s3(E)

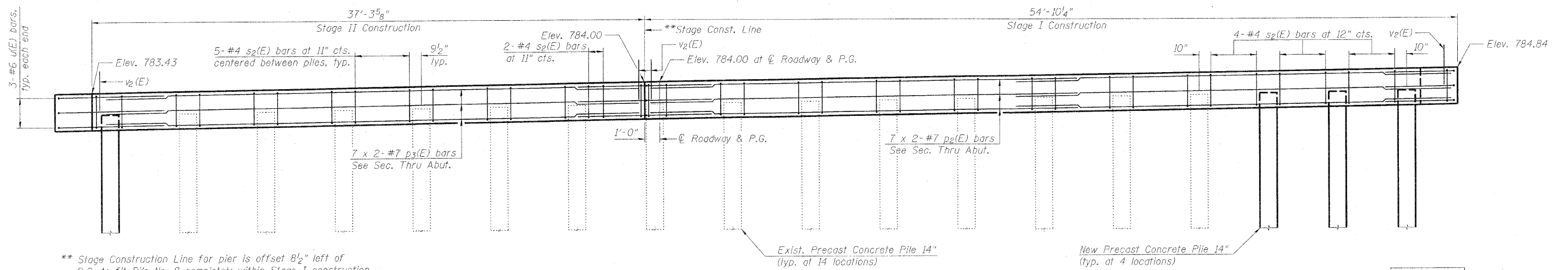
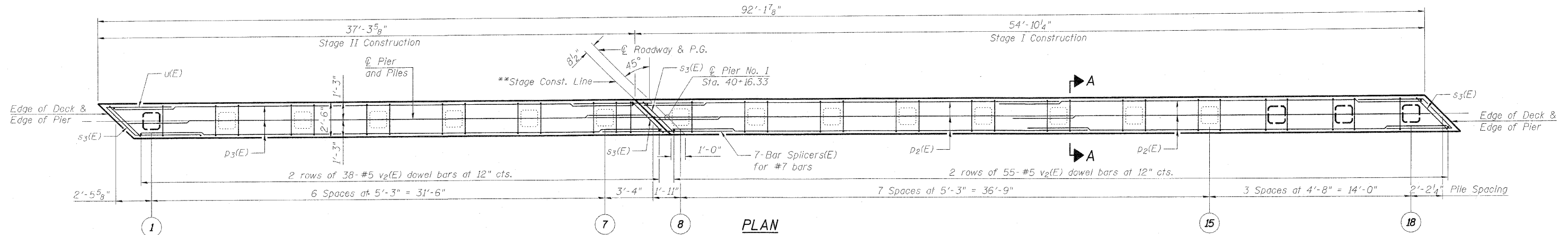


BAR u(E)

DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

SHEET NO. 19	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	6354	06-002300-00-BR	MCLEAN	64	48
26 SHEETS	SN 057-7800		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



** Stage Construction Line for pier is offset 8 1/2" left of P.G. to fit Pile No. 8 completely within Stage I construction.

ELEVATION
(Looking East)

MIN. BAR LAP	
#6	4'-5"
#7	5'-10"

PILE DATA

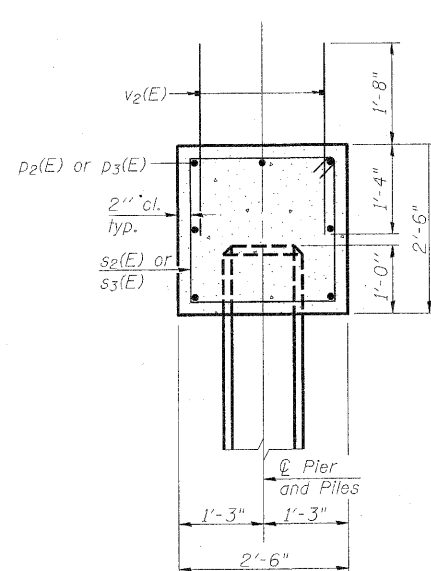
Type: Precast Concrete 14"
Nominal Required Bearing: 265 kips
Factored Resistance Available: 132 kips
Est. Length: 21 feet
No. Production Piles: 3
No. Test Piles: 1

TOP OF PILE ELEVATIONS

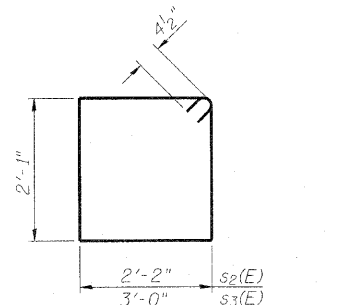
Pile No.	Elev.	Pile No.	Elev.
1	781.97	10*	782.69
2*	782.05	11*	782.77
3*	782.13	12*	782.85
4*	782.21	13*	782.93
5*	782.29	14*	783.01
6*	782.37	15*	783.09
7*	782.45	16	783.16
8*	782.53	17	783.24
9*	782.61	18	783.31

* Cut existing pile to plan elevation. Cost of cutting included with Removal of Existing Structure.

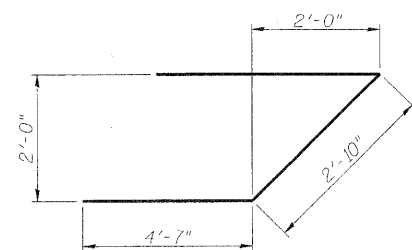
DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES



SECTION A-A
(Dimensions are at Rt. L's)



BARS s2(E) & s3(E)



BAR u(E)

PIER NO. 1
BILL OF MATERIAL

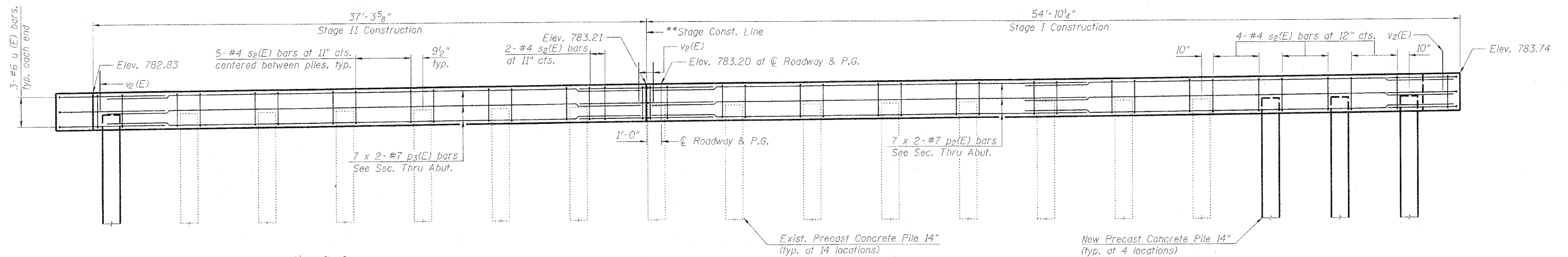
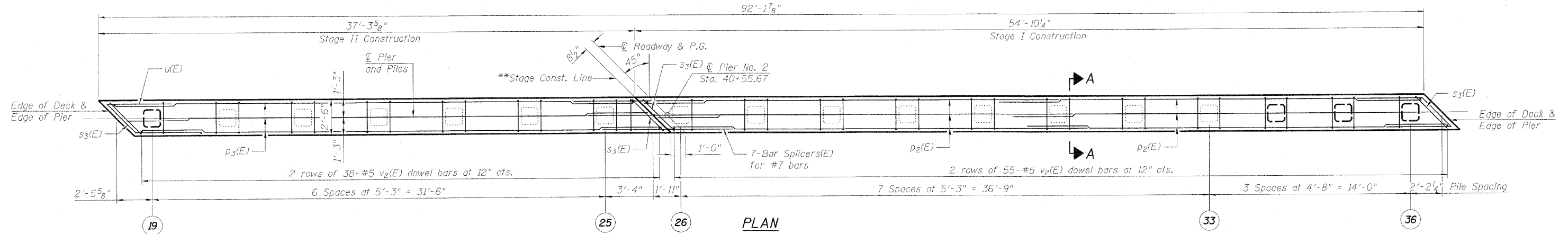
Bar	No.	Size	Length	Shape
p2(E)	14	#7	30'-2"	—
p3(E)	7	#7	36'-10"	—
s2(E)	79	#4	9'-3"	□
s3(E)	4	#4	10'-11"	□
u(E)	6	#6	12'-0"	⌒
v2(E)	186	#5	3'-0"	—
Concrete Structures		Cu. Yd.	20.4	
Reinforcement Bars, Epoxy Coated		Pound	2,600	
Furnishing Precast Concrete Piles 14"		Foot	63	
Driving Piles		Foot	63	
Test Pile Precast Concrete		Each	1	

Bars indicated thus 1 x 2-#7 etc. indicates 1 line of bars with 2 lengths per line.

PIER NO. 1
STRUCTURE NO. 057-7800

SHEET NO. 20	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	6354	06-002300-00-BR	MCLEAN	64	49
26 SHEETS	SN 057-7800		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
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** Stage Construction Line for pier is offset 8 1/2" left of P.G. to fit Pile No. 26 completely within Stage I construction.

ELEVATION
(Looking East)

MIN. BAR LAP	
#6	4'-5"
#7	5'-10"

PILE DATA

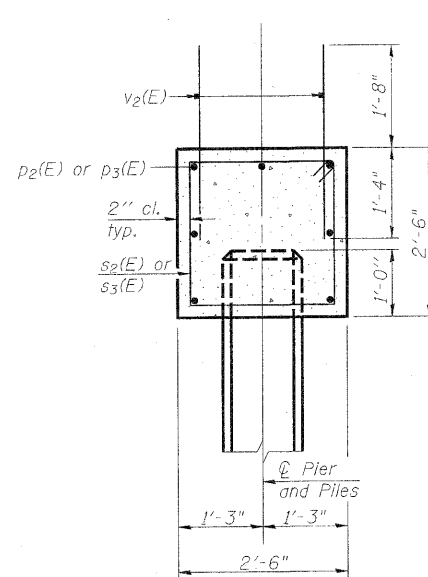
Type: Precast Concrete 14"
Nominal Required Bearing: 265 kips
Factored Resistance Available: 132 kips
Est. Length: 21 feet
No. Production Piles: 4
No. Test Piles: 0

TOP OF PILE ELEVATIONS

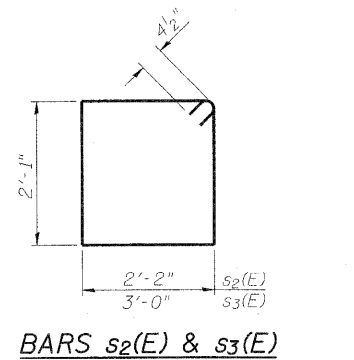
Pile No.	Elev.	Pile No.	Elev.
19	781.35	19*	781.82
20*	781.41	20*	781.87
21*	781.46	21*	781.92
22*	781.51	22*	781.98
23*	781.56	23*	782.03
24*	781.61	24*	782.08
25*	781.67	25	782.13
26*	781.72	26	782.17
27*	781.77	27	782.22

* Cut existing pile to plan elevation. Cost of cutting included with Removal of Existing Structure.

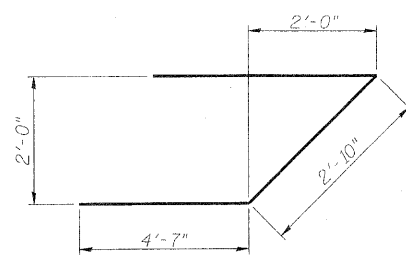
DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES



SECTION A-A
(Dimensions are at Rt. L's)



BARS s2(E) & s3(E)



BAR u(E)

PIER NO. 2
BILL OF MATERIAL

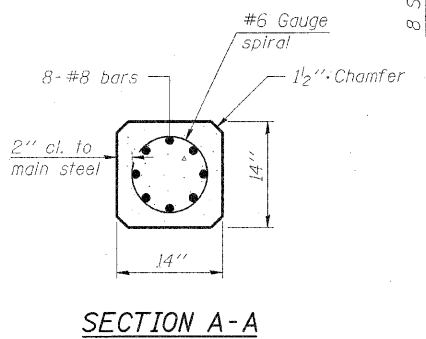
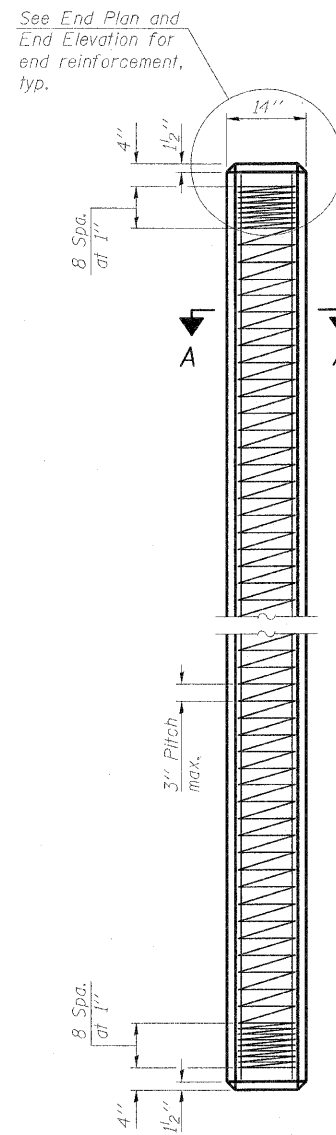
Bar	No.	Size	Length	Shape
p2(E)	14	#7	30'-2"	—
p3(E)	7	#7	36'-10"	—
s2(E)	79	#4	9'-3"	□
s3(E)	4	#4	10'-11"	□
u(E)	6	#6	12'-0"	└
v2(E)	182	#5	3'-0"	—
Concrete Structures		Cu. Yd.	20.4	
Reinforcement Bars, Epoxy Coated		Pound	2,600	
Furnishing Precast Concrete Piles 14"		Foot	84	
Driving Piles		Foot	84	
Test Pile Precast Concrete		Each	0	

Bars indicated thus 1 x 2-#7 etc. indicates 1 line of bars with 2 lengths per line.

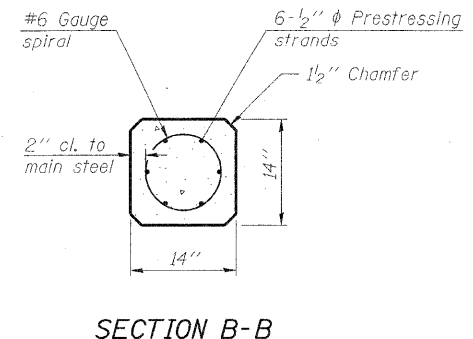
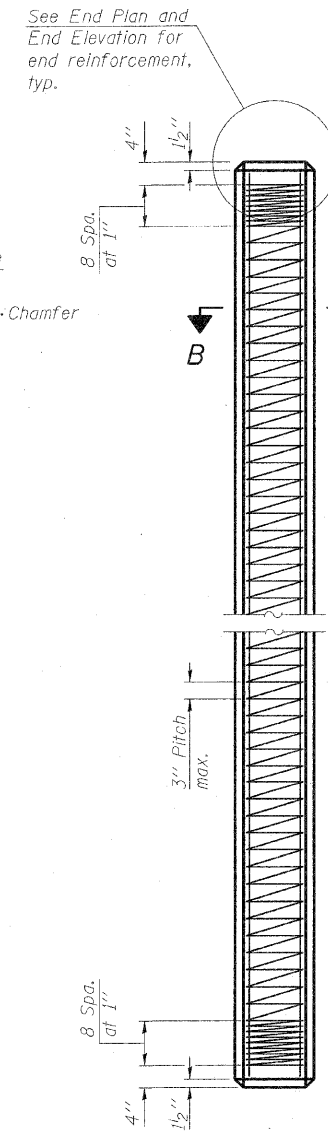
PIER NO. 2
STRUCTURE NO. 057-7800

SHEET NO. 21 26 SHEETS	F.A.U. RTE. 6354	SECTION 06-002300-00-BR	COUNTY MCLEAN	TOTAL SHEETS 64	SHEET NO. 50
	SN 057-7800		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

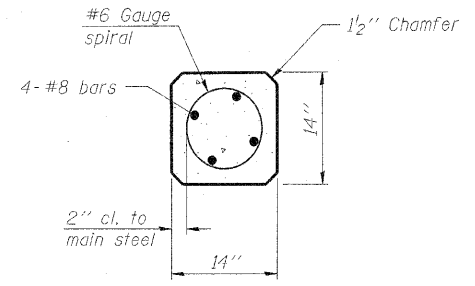
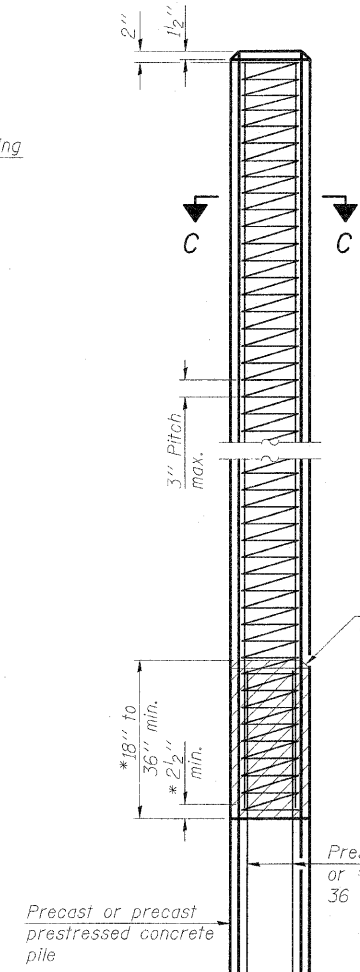
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



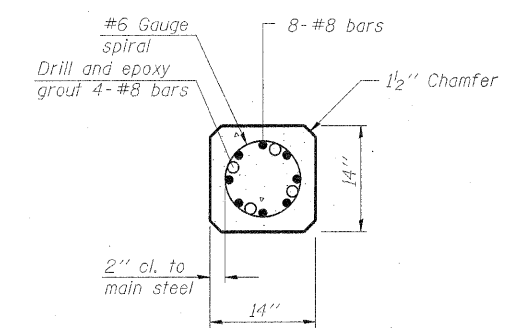
SECTION A-A



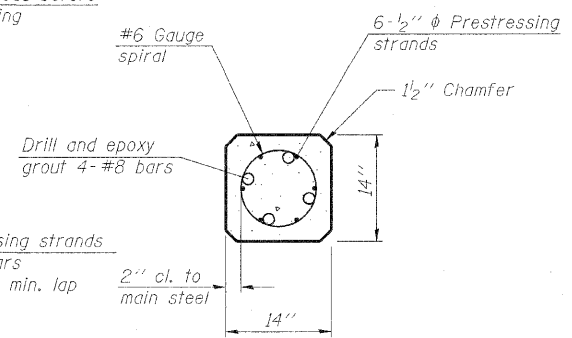
SECTION B-B



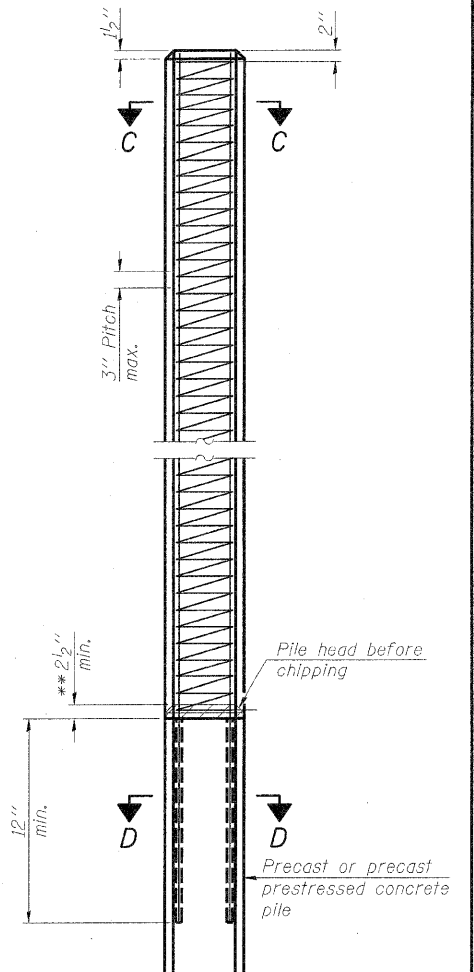
SECTION C-C



SECTION D-D (Precast)



SECTION D-D (Precast prestressed)



ALTERNATE PILE EXTENSION

PRECAST CONCRETE PILE

PRECAST PRESTRESSED CONCRETE PILE

STANDARD PILE EXTENSION

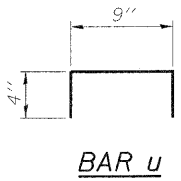
* To construct pile extension, chip top of pile back 36 bar ϕ min. to expose vertical bars and lap vertical buildup bars. Remove spiral to 2 1/2" min. above chipping and provide full strength lap weld exterior face (4" min. length).

** To construct pile extension, chip top of pile back 2 1/2" to expose wire spiral and provide full strength lap weld exterior face (4" min. length).

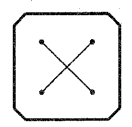
DESIGN STRESSES

- f'_c = 5,000 p.s.i. (prestressed)
- f'_c = 4,500 p.s.i. (precast)
- f'_{cl} = 4,000 p.s.i.
- f'_s = 270,000 p.s.i. (41,300 lbs. - 1/2" ϕ)
- f_{si} = 189,000 p.s.i. (28,900 lbs. - 1/2" ϕ)

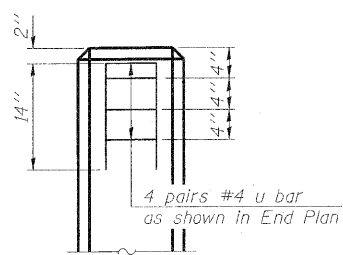
PILE DETAILS
STRUCTURE NO. 057-7800



BAR U



END PLAN
(End reinforcement only)



END ELEVATION
(End reinforcement only)

NOTES

Prestressing steel shall be uncoated high strength, low-relaxation 7-wire strand. The nominal diameter shall be 1/2" with a cross-sectional area of 0.153 in².
For Pile lengths up to 65', use two slings placed at a distance of 0.21 L* from each end. For Piles longer than 65', use three slings placed at a distance of 0.12 L* from each end and at midpoint of pile. *L = Overall length of pile to be handled.
For handling pile lengths up to 45', use two slings placed at a distance of 0.21 L from each end. For handling piles longer than 45', use three slings placed at a distance of 0.12 L from each end and at midpoint of pile.

DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

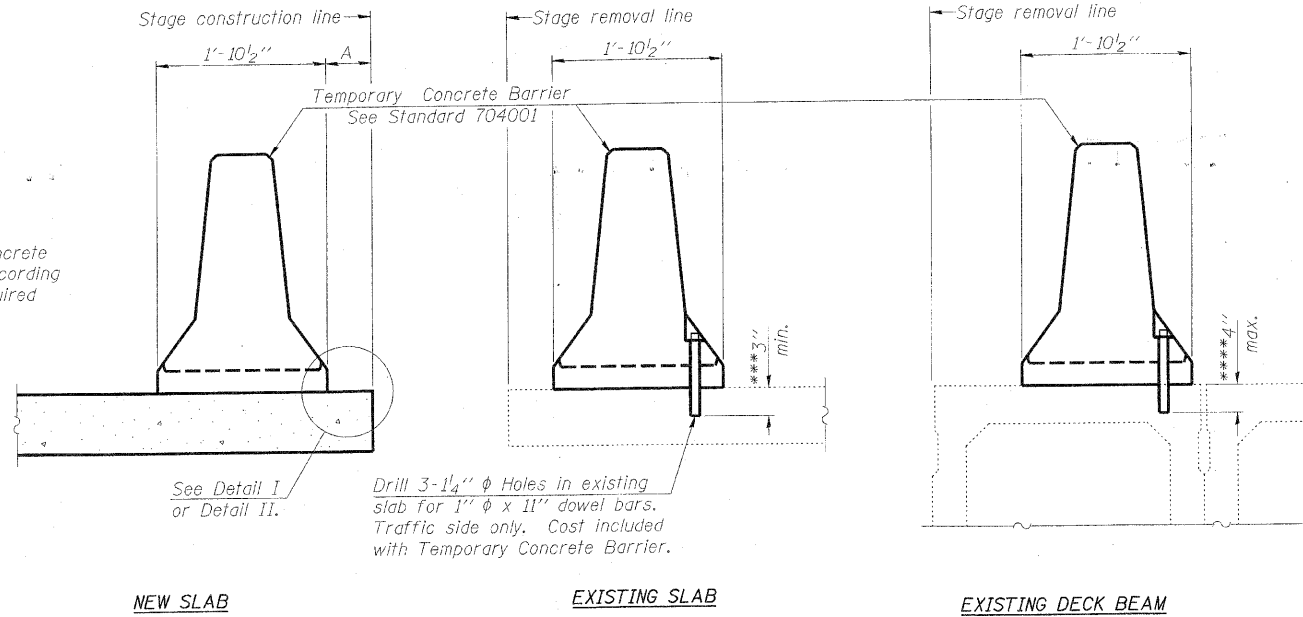
F-PC

11-1-09

SHEET NO. 22 26 SHEETS	F.A.U. RTE. 6354	SECTION 06-002300-00-BR	COUNTY MCLEAN	TOTAL SHEETS 64	SHEET NO. 51
	SN 057-7800		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



SECTIONS THRU SLAB OR DECK BEAM

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

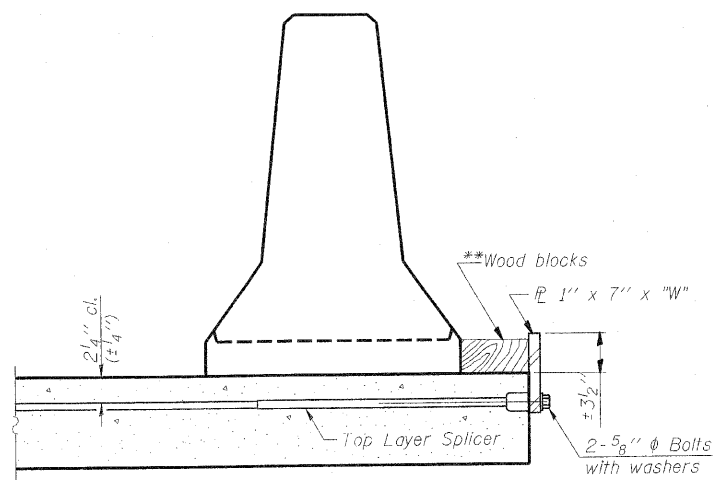
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.

NOTES

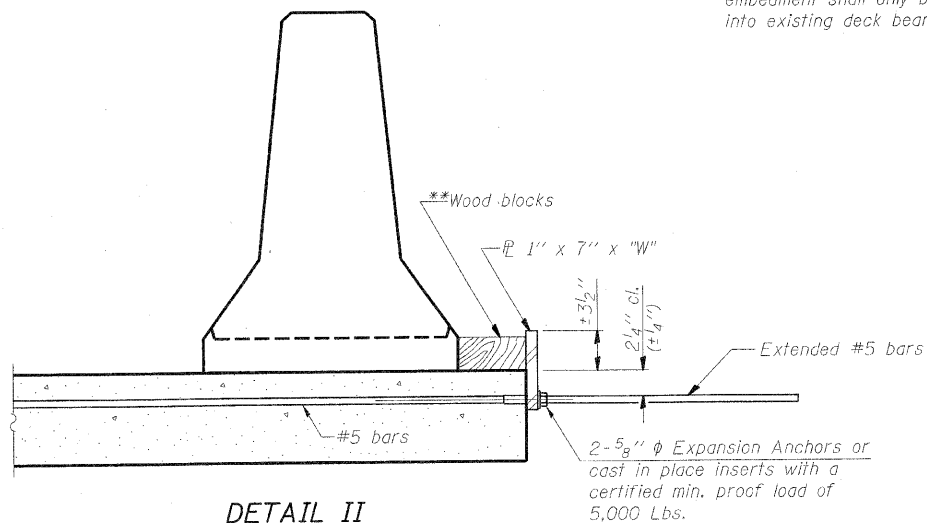
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{P} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

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

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



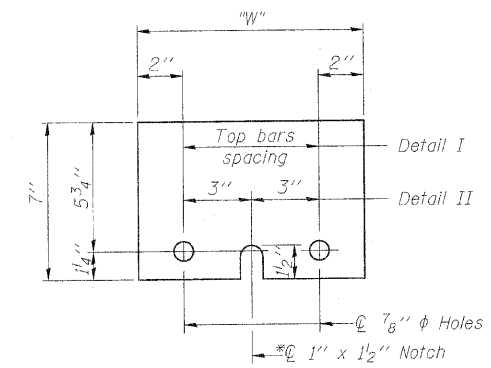
DETAIL I



DETAIL II

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

"W" = Top bars spacing + 4"



STEEL RETAINER \bar{P} 1" x 7" x 10"

* Required only with Detail II

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 057-7800

DESIGNED	SMM
CHECKED	MAES
DRAWN	SMM
CHECKED	MAES

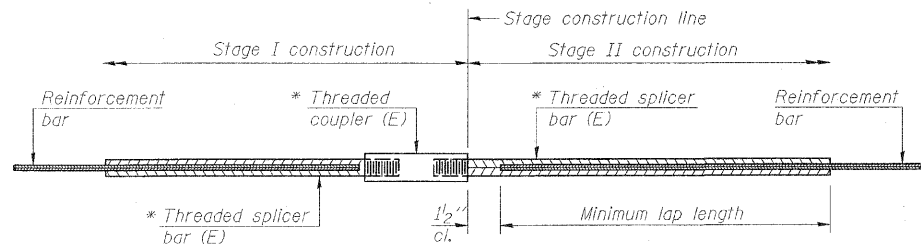
R-27

11-1-09

CLARK DIETZ, INC.

SHEET NO.23	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	6354	06-002300-00-BR	MCLEAN	64	52
26 SHEETS	SN 057-7800		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STANDARD BAR SPLICER ASSEMBLY

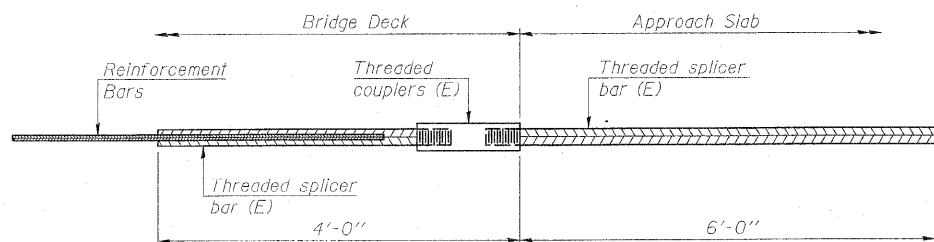
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

Table 1: Black bar, 0.8 Class C
Table 2: Black bar, Top bar lap, 0.8 Class C
Table 3: Epoxy bar, 0.8 Class C
Table 4: Epoxy bar, Top bar lap, 0.8 Class C

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

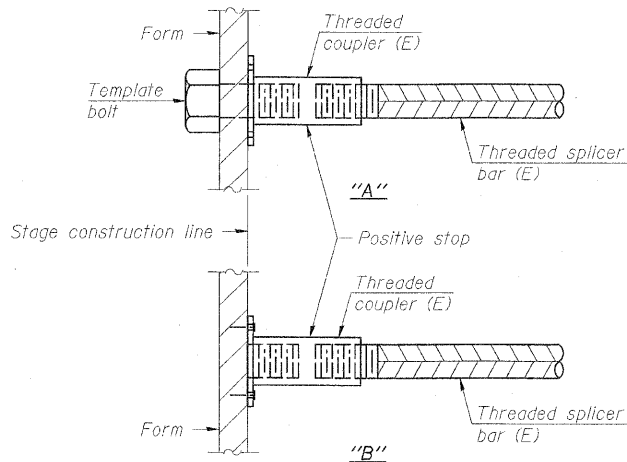
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Top of Slab - Super	#7	121	4'-8"
Bot of Slab - Super	#7	121	4'-2"
Bot of Slab - Super	#5	12	2'-7"
W. Approach Slab	#4	25	2'-4"
W. Approach Slab	#5	46	2'-7"
W. Approach Footing	#5	40	2'-7"
E. Approach Slab	#4	25	2'-4"
E. Approach Slab	#5	46	2'-7"
E. Approach Footing	#5	40	2'-7"
Pier No. 1	#7	7	4'-8"
Pier No. 2	#7	7	4'-8"



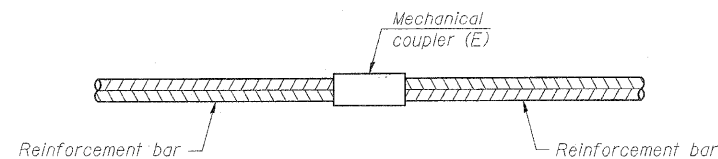
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 108



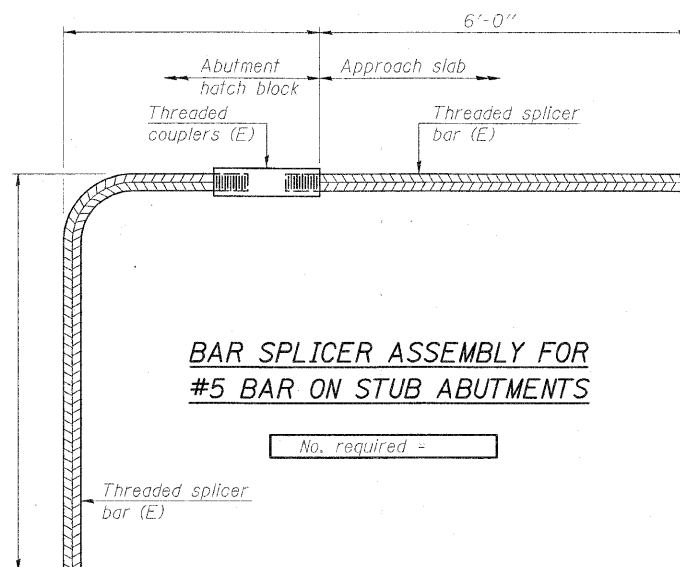
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

**BAR SPLICER DETAILS
STRUCTURE NO. 057-7800**

DESIGNED SMM
CHECKED MAES
DRAWN SMM
CHECKED MAES

BSD-1

11-1-09

CLARK DIETZ, INC.

SHEET NO. 24 26 SHEETS	F.A.U. RTE. 6354	SECTION 06-002300-00-BR	COUNTY MCLEAN	TOTAL SHEETS 64	SHEET NO. 53
	SN 057-7800		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Page 1 of 2
Date 9/18/08

ROUTE Vernon Avenue DESCRIPTION Bridge Over Sugar Creek
SECT. 06-00230-00-BR STRUCT. NO. _____ DRILLED BY B. Williamson
COUNTY McLean LOCATION _____ S. 35, TWP. 24N, RNG. 2E

Boring No.	Station	Offset	Surface Elev.	D	B	Qu	W	Surface Water Elev.	D	B	Qu	W
<u>B-1 W. Abutment</u>	<u>39+19</u>	<u>45.00R RT</u>	<u>787.90</u> ft	<u>H</u>	<u>S</u>	<u>tsf</u>	<u>%</u>	<u>772.9</u>	<u>H</u>	<u>S</u>	<u>tsf</u>	<u>%</u>
FILL - Very stiff to stiff dark brown CLAY LOAM, moist												
				3	P	15		762.40				
				3	2.5				10			
				6					9			
				4	P	17		759.90				
				5	2.0				3	B	12	
				5					5	2.79		
				2	P	22		755.90				
				8	2.0				7			
				3					15			
				33					12			
				3	P	29		751.90				
				5	1.0				7			
				33					15			
				9	P	23		749.90				
				4	1.5				3	B	11	
				6					8	4.02		
				13					15			
				9					3			
				3					5			
				5					6			
				6					3	B	14	
				5					5	1.75		
				7					6			
				6					3			
				5					5			
				6					6			
				15					3	B	15	
				31					5	1.27		
				24					8			
				15					3			
				37					5			
				41					9			

End of Boring at 60'

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations. Depths, Offset, and Elevations are in Feet

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Page 2 of 2
Date 9/18/08

STRUCTURE NO. _____
ROUTE Vernon Avenue
SECTION 06-00230-00-BR
COUNTY McLean

Boring No.	Station	Offset	Surface Elev.	D	B	Qu	W
<u>B-1 W. Abutment</u>	<u>39+19</u>	<u>45.00R RT</u>	<u>737.90</u> ft	<u>H</u>	<u>S</u>	<u>tsf</u>	<u>%</u>
Stiff gray SILTY CLAY LOAM, moist							
				3	P	15	
				5	1.5		
				7			
				4	P	18	
				4	1.5		
				6			

End of Boring at 60'

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations. Depths, Offset, and Elevations are in Feet

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Page 1 of 2
Date 9/19/09

ROUTE Vernon Avenue DESCRIPTION Bridge Over Sugar Creek
SECT. 06-00230-00-BR STRUCT. NO. _____ DRILLED BY B. Williamson
COUNTY McLean LOCATION _____ S. 35, TWP. 24N, RNG. 2E

Boring No.	Station	Offset	Surface Elev.	D	B	Qu	W	Surface Water Elev.	D	B	Qu	W
<u>B-2 E. Abutment</u>	<u>41+45</u>	<u>30.00R LT</u>	<u>784.10</u> ft	<u>H</u>	<u>S</u>	<u>tsf</u>	<u>%</u>	<u>772.1</u>	<u>H</u>	<u>S</u>	<u>tsf</u>	<u>%</u>
FILL - Stiff to very stiff dark brown CLAY LOAM, moist												
				2	P	20		797.10				
				3	1.25				2	B	14	
				4					3	1.23		
				3	P	24		797.10				
				5	2.5				3	P	13	
				6					9	3.0		
				3				776.60				
				1	P	26						
				1	1.25							
				3				776.10				
				2								
				2					2	P	16	
				5					3	1.0		
				10					4			
				4				773.10				
				4								
				4								
				5								
				6					3			
				13					3			
				13				769.10				
				13								
				36								
				34								
				11				768.10				
				13								
				13					4	B	14	
				20					5	1.27		
				12					6			
				12								
				14								
				3	P	12		761.10				
				5	4.26				2	B	12	
				8					3	1.52		
				8					4			

End of Boring at 60'

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations. Depths, Offset, and Elevations are in Feet

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Page 2 of 2
Date 9/19/09

STRUCTURE NO. _____
ROUTE Vernon Avenue
SECTION 06-00230-00-BR
COUNTY McLean

Boring No.	Station	Offset	Surface Elev.	D	B	Qu	W
<u>B-2 E. Abutment</u>	<u>41+45</u>	<u>30.00R LT</u>	<u>734.10</u> ft	<u>H</u>	<u>S</u>	<u>tsf</u>	<u>%</u>
Stiff gray SILTY CLAY LOAM, moist							
				3	B	14	
				3	1.31		
				4			
				5	P	15	
				5	1.75		
				10			

End of Boring at 60'

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations. Depths, Offset, and Elevations are in Feet

DESIGNED SMM
CHECKED MAES
DRAWN SMM
CHECKED MAES

(Sheet 1 of 2)
SOIL BORING LOGS
STRUCTURE NO. 057-7800

SHEET NO. 25	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	6354	06-002300-00-BR	MCLEAN	64	54
26 SHEETS	SN 057-7800		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Page 1 of 2
Date 8/19/09

ROUTE Vernon Avenue DESCRIPTION Bridge Over Sugar Creek
SECT. 06-00230-00-BR STRUCT. NO. _____ DRILLED BY B. Williamson
COUNTY McLean LOCATION _____ S. 35, TWP. 24N, RNG. 2E

Boring No.	Station	Offset	Surface Elev.	D	B	L	O	W	Qu	W	Surface Water Elev.	D	B	L	O	W	Qu	W
B-3 Piers	40+09	45.00R RT	775.10 ft	H	T	S	S	S	tsf	%	when drilling	H	T	S	S	S	tsf	%
			774.30								771.1							
			772.10								771.1							
			789.00															
			787.10															
			784.00															
			780.10															
			775.10															

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations. Depths, Offset, and Elevations are in Feet

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Page 2 of 2
Date 8/19/09

STRUCTURE NO. _____
ROUTE Vernon Avenue
SECTION 06-00230-00-BR
COUNTY McLean

Boring No.	Station	Offset	Surface Elev.	D	B	L	O	W	Qu	W	Surface Water Elev.	D	B	L	O	W	Qu	W
B-3 Piers	40+09	45.00R RT	725.10 ft	H	T	S	S	S	tsf	%	when drilling	H	T	S	S	S	tsf	%
			715.10															

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations. Depths, Offset, and Elevations are in Feet

BORING No. 1
Sta. 40+57/14' RT

Depth (ft)	Soil Description	N	Qu	MC
783	FILL			
779	SOFT BLACK SILTY CLAY TOPSOIL	2/5/5	1.2	26
778	FIRM SEAMS OF BLACK & BLUE GRAY CLAY NON-CALCAREOUS		3.8	37
773	VERY LOOSE SILTY GRAVEL ALLUVIUM	2/4/1	1.80	39
769	SOFT DARK GRAY CLAY W/ WOOD FRAGMENTS & SAND SEAMS. SLIGHTLY CALCAREOUS	2/3/3		33
765	COBBLES			
761	DENSE GRAY GRAVEL & SAND W/ SILT. WELL GRADED. NORMAL OUTWASH.	19/7/11		
756	VERY STIFF DARK GRAY SILTY CLAY W/ SAND & GRAVEL. GLACIAL TILL. NORMAL AGE.	4/7/10	2.3	12
750	HARD PINKISH-GRAY SILTY W/ SAND & GRAVEL. BLOOMINGTON GLACIAL TILL.		5.8	12
747	STIFF PINKISH-GRAY SILTY CLAY W/ SAND & GRAVEL. BLOOMINGTON TILL.	1/4/7	1.2	14
	GROUND WATER:			
	1' @ 11:30 AM 4-20			
	4' @ 3:00 PM 4-20			

BORING No. 2
Sta. 39+63/9' RT

Depth (ft)	Soil Description	N	Qu	MC
781	TOPSOIL		1.0	34
777.5	STIFF BLACK & GRAY CLAY W/ SAND		1.8	24
775	GRAYS. SWAMP DEPOSIT		3.3	20
772.5	SOFT SANDY CLAY & PEBBLES. NON-CALCAREOUS. ALLUVIUM.		2.3	20
	MEDIUM DENSE SAND W/ SILT AND GRAVEL. CALCAREOUS. ALLUVIUM.			
782	DENSE GRAY SAND W/ SILT.			
758.5	WELL GRADED. CONTAINS COBBLES.			
754	VERY STIFF DARK GRAY SILTY CLAY W/ SAND AND GRAVEL. NORMAL TILL.			
	HARD PINKISH-GRAY SILTY CLAY W/ SAND AND GRAVEL. BLOOMINGTON TILL.			
742.5	VERY STIFF PINKISH-GRAY SILTY CLAY			
745	WELL GRADED. BLOOMINGTON TILL.			
	GROUND WATER: 25' @ 3:00 PM 4-20			

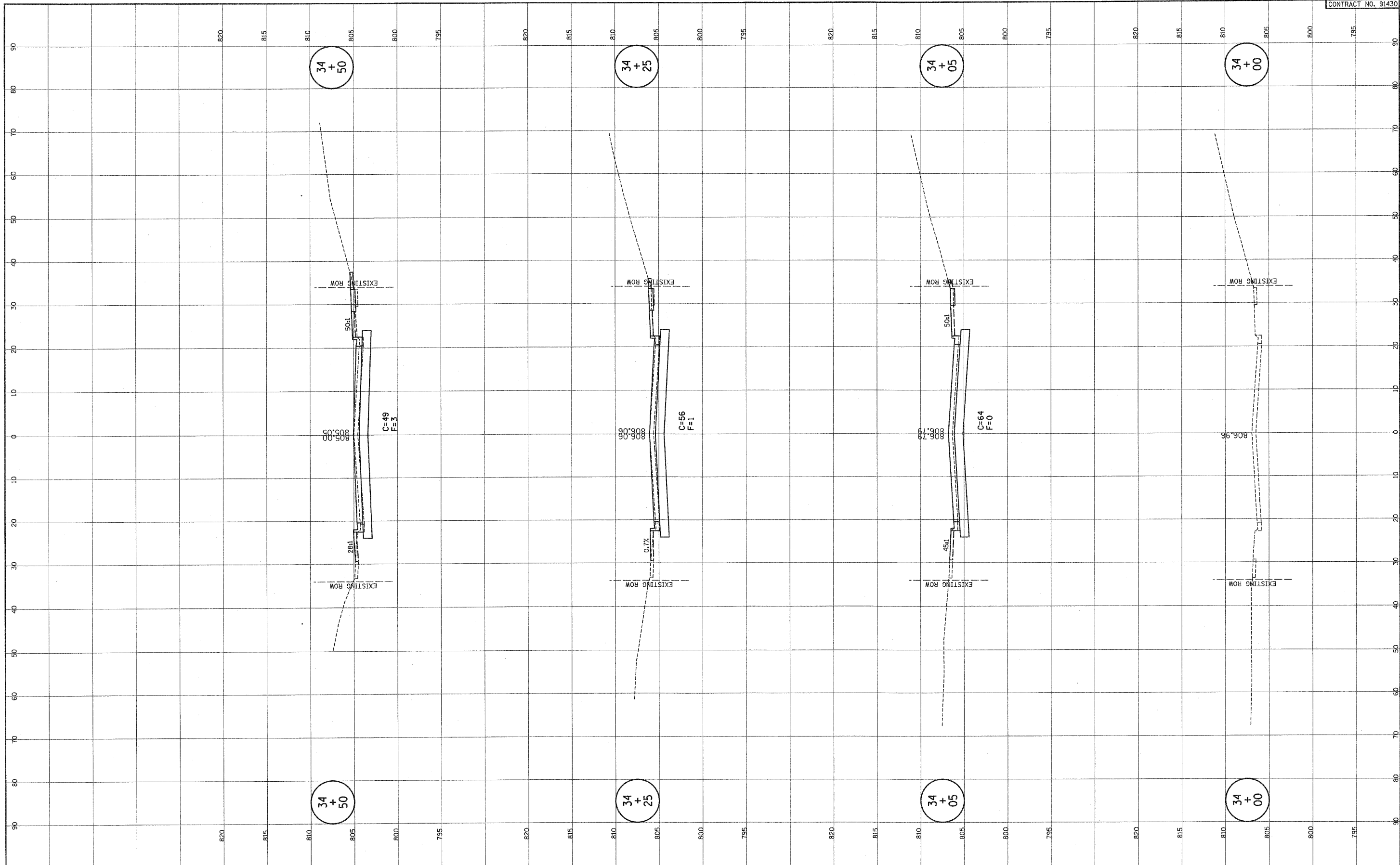
DESIGNED SMM
CHECKED MAES
DRAWN SMM
CHECKED MAES

(Sheet 2 of 2)
SOIL BORING LOGS
STRUCTURE NO. 057-7800

SHEET NO. 26	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	6354	06-002300-00-BR	MCLEAN	64	55
26 SHEETS	SN 057-7800		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT					

FINAL SURVEY	BY	DATE
SURVEY		
NOTE BOOK		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
SURVEY		
NOTE BOOK		
AREAS CHECKED		
NO.		



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CHECKED - RLH	REVISED -
DATE - 06/2010	REVISED -

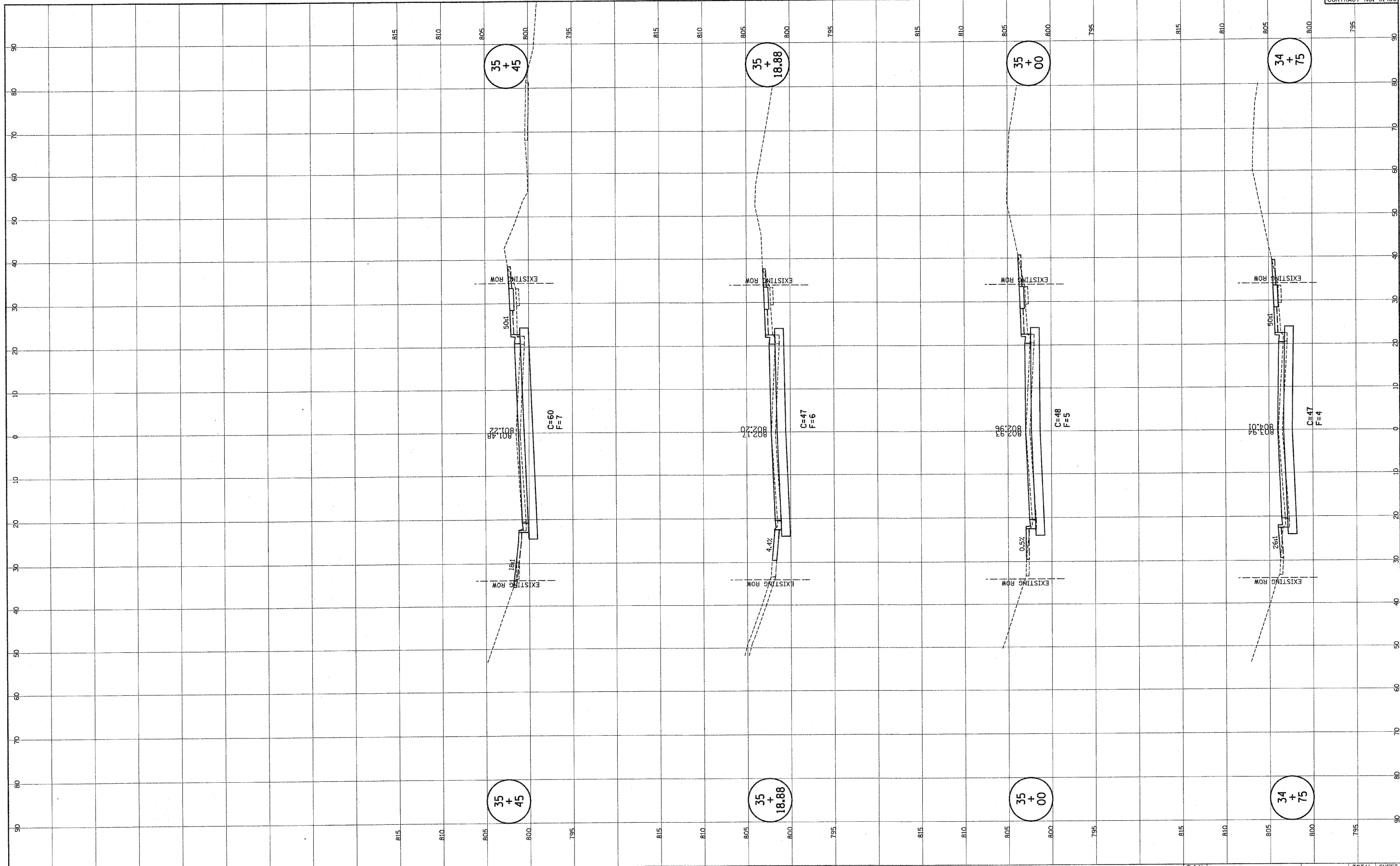
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 SCALE: 1"=10' H
 SHEET NO. 56 OF 64 SHEETS
 STA. 34+00.00 TO STA. 34+50.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	56
VERNON AVENUE, TOWN OF NORMAL			CONTRACT NO. 91430	
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

FINAL SURVEY	BY	DATE
NOTE BOOK		
AREAS CHECKED		
NO.		

ORIGINAL SURVEY	BY	DATE
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NOTE BOOK		
AREAS CHECKED		
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CHECKED - RLH	REVISED -
DATE - 06/2010	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

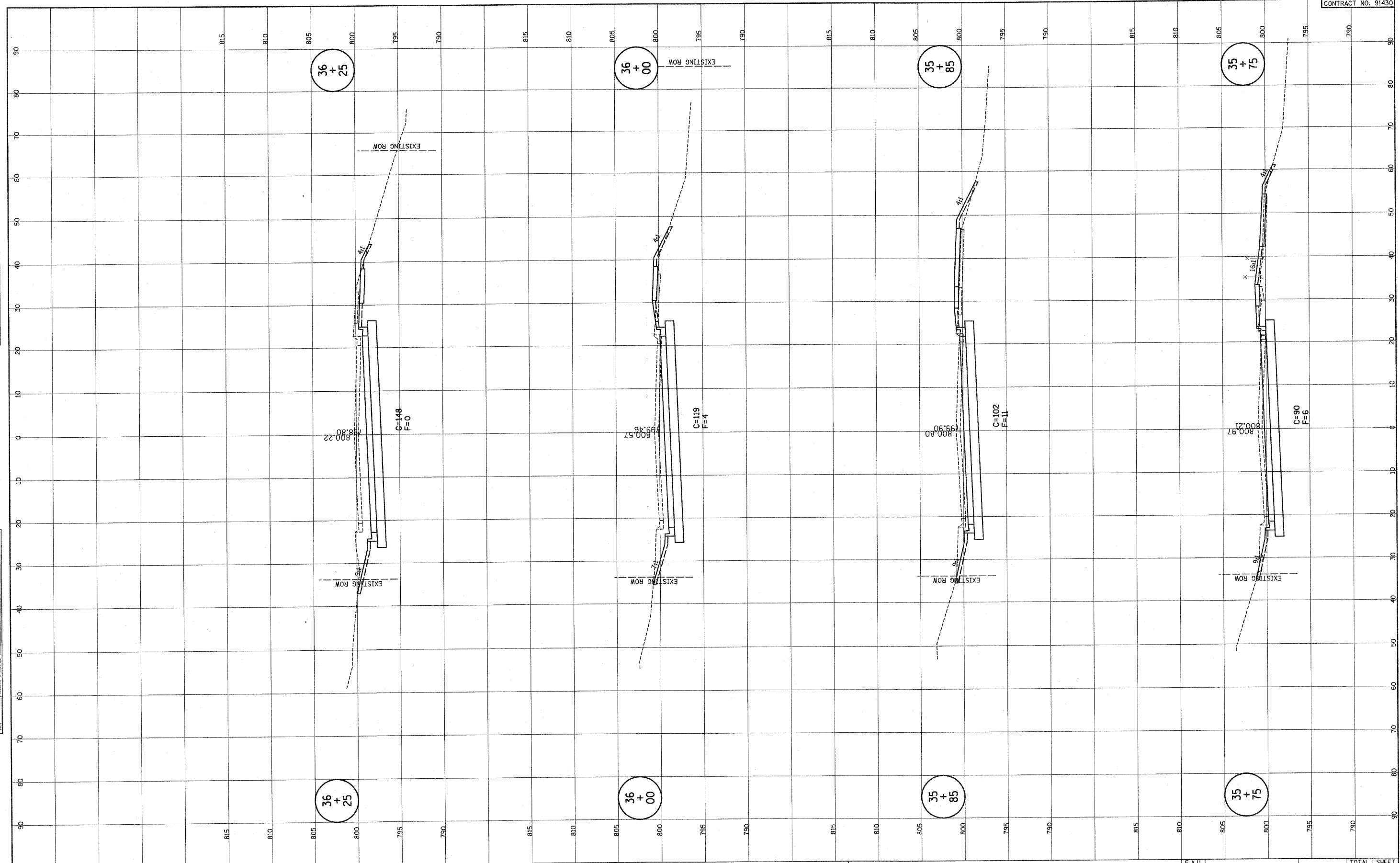
SCALE : 1"=10' H
 SHEET NO. 57 OF 64 SHEETS
 STA. 34+75.00 TO STA. 35+45.00

CROSS SECTIONS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	57
VERNON AVENUE, TOWN OF NORMAL		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
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ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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 DEPARTMENT OF TRANSPORTATION

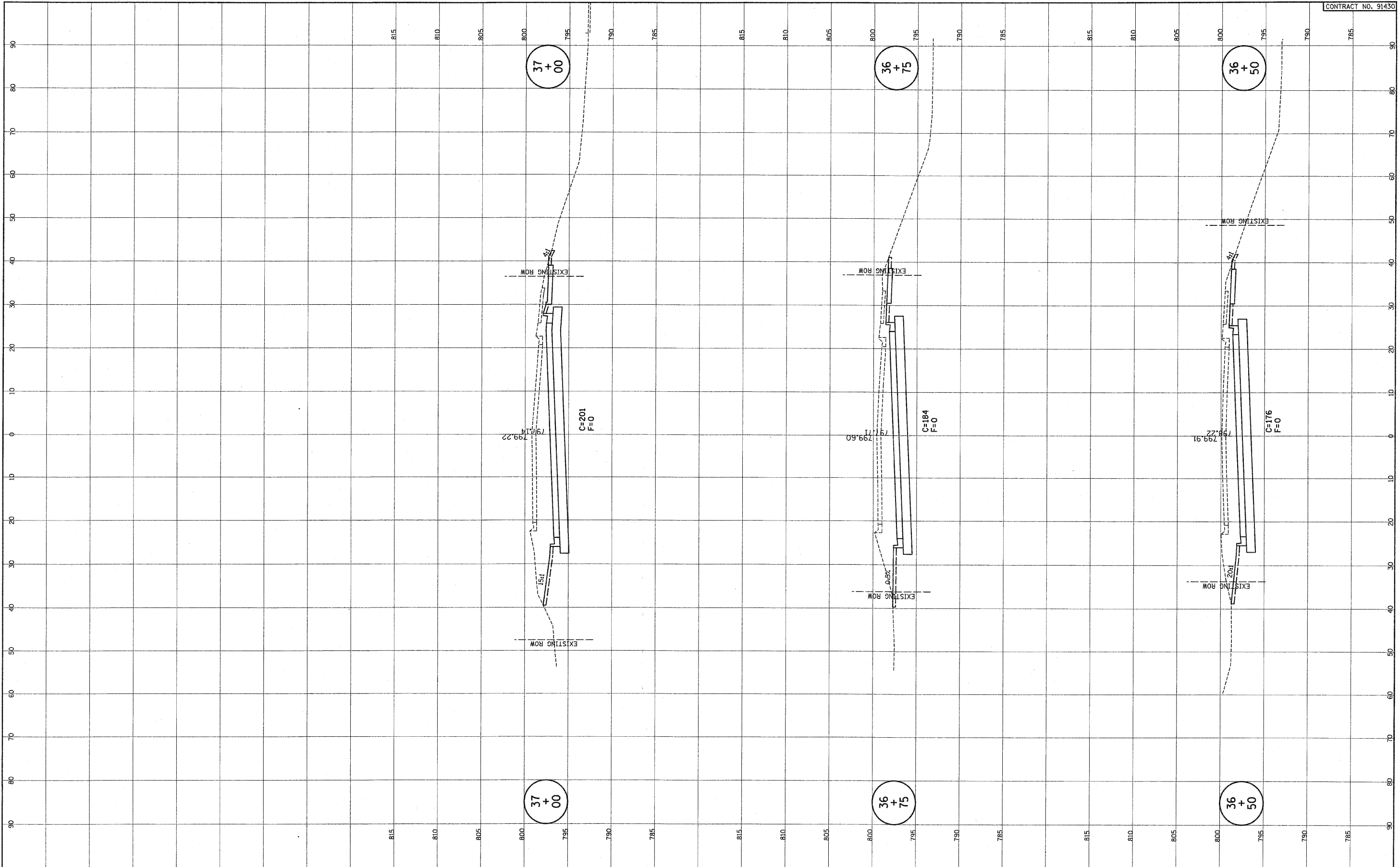
CROSS SECTIONS

SCALE : $\frac{1"}{20'} = \frac{10"}{200'} = \frac{1"}{20'} H$
 $\frac{1"}{25'} = \frac{10"}{250'} = \frac{1"}{25'} V$ SHEET NO. 58 OF 64 SHEETS STA. 35+75.00 TO STA. 36+25.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	58
VERNON AVENUE, TOWN OF NORMAL			CONTRACT NO. 91430	
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

FINAL SURVEY	BY	DATE
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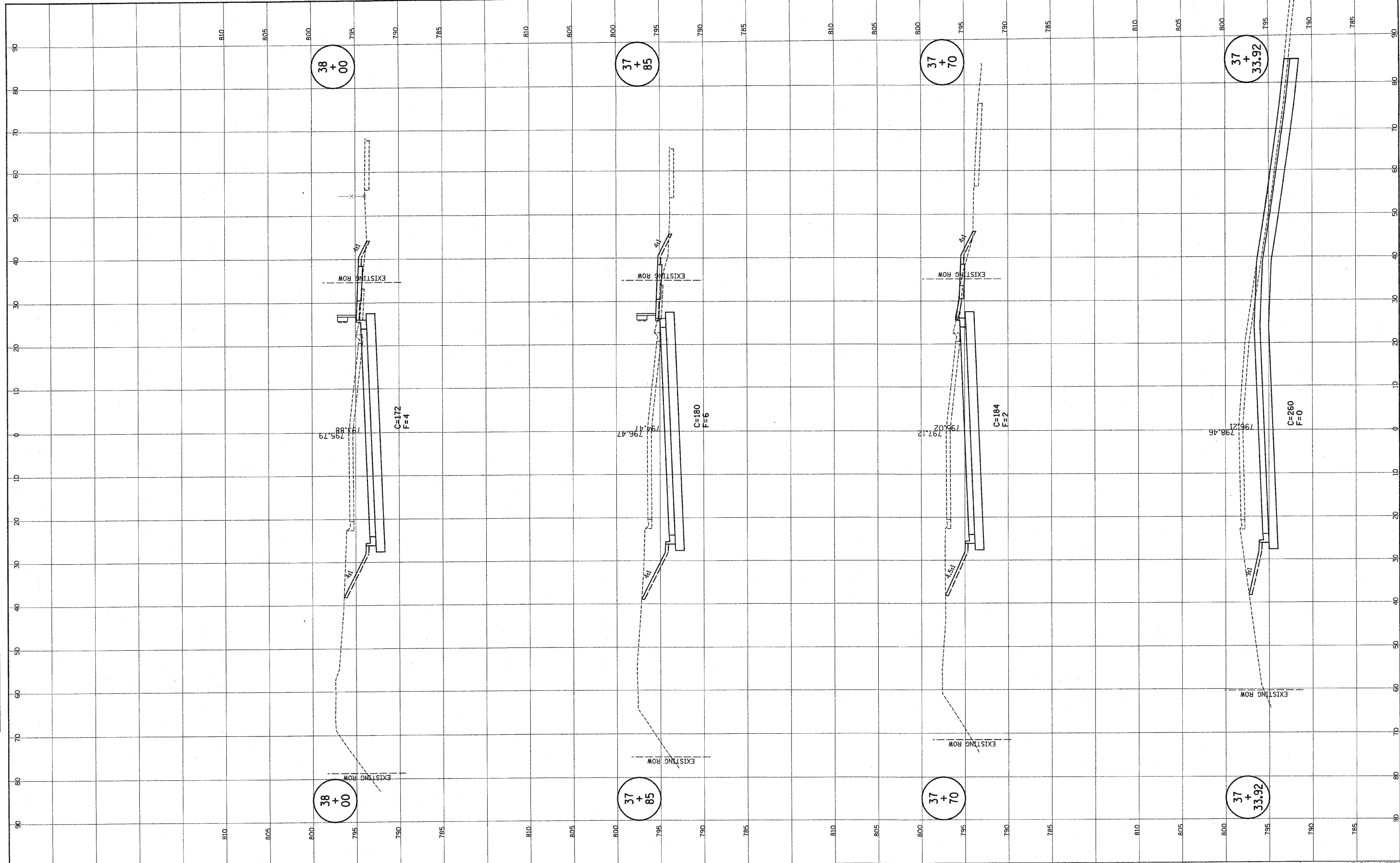
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 SCALE : 1"=10' H
 SHEET NO. 59 OF 64 SHEETS
 STA. 36+50.00 TO STA. 37+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	59
VERNON AVENUE, TOWN OF NORMAL		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5		ILLINOIS FED. AID PROJECT		

FINAL SURVEY	DATE
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

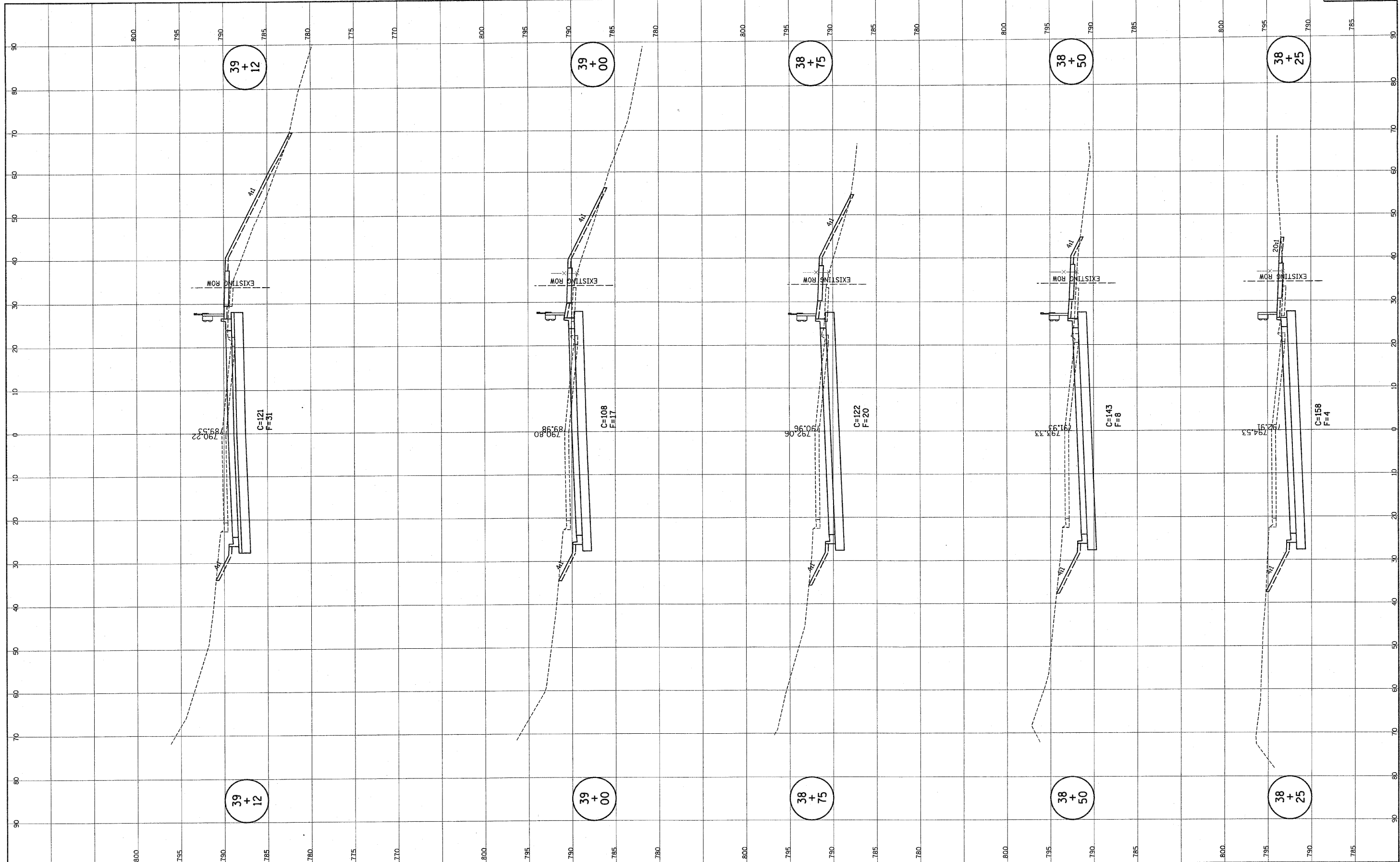
CROSS SECTIONS

SCALE: 1"=10' H, 1"=50' V
 SHEET NO. 60 OF 64 SHEETS
 STA. 37+33.92 TO STA. 38+00.00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	60
VERNON AVENUE, TOWN OF NORMAL			CONTRACT NO. 91430	
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

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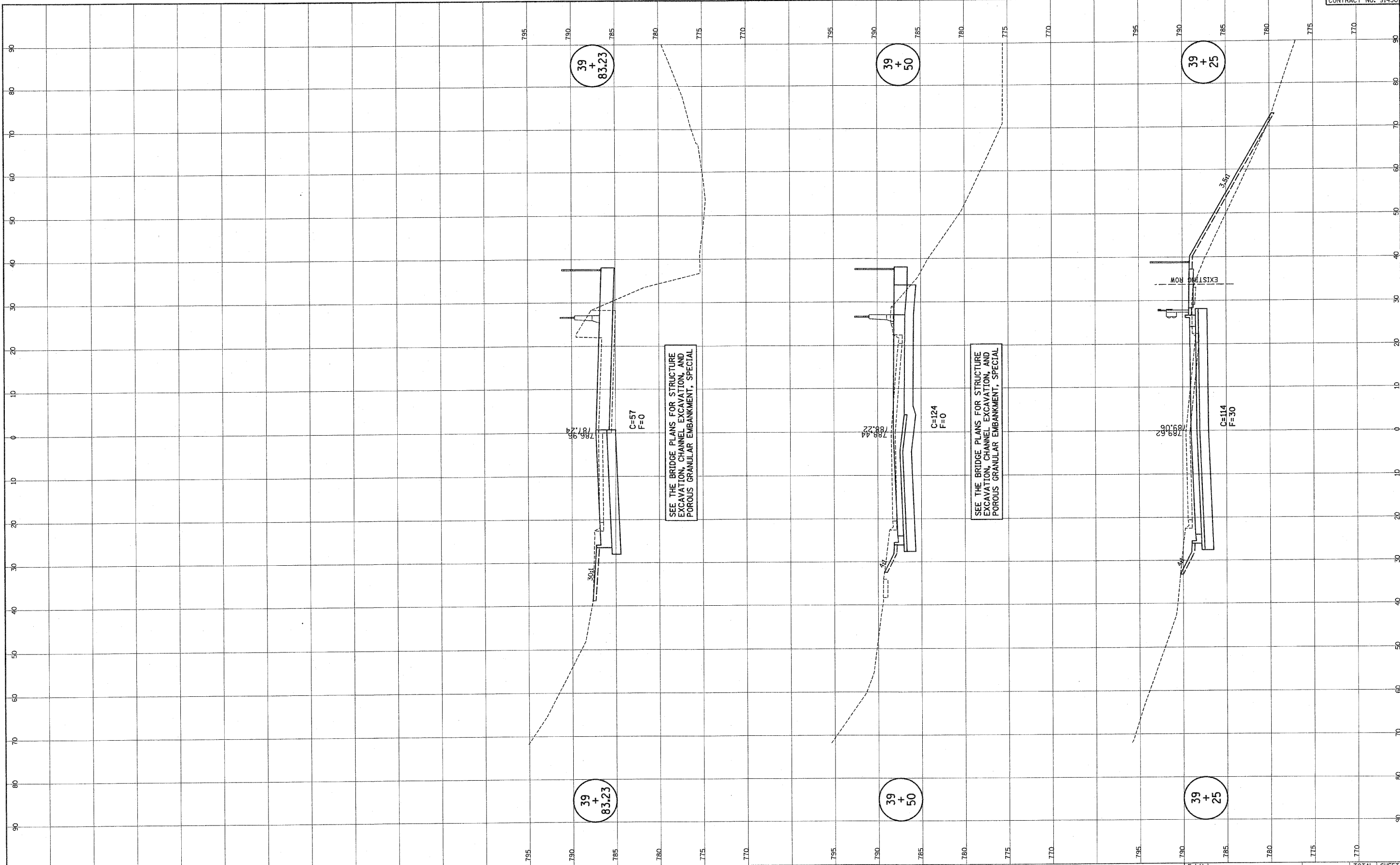
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 SCALE : 1"=10' H
 1"=5' V
 SHEET NO. 61 OF 64 SHEETS
 STA. 38+25.00 TO STA. 39+12.00

F.A.U. RTE. 6354	SECTION 06-00230-00-BR	COUNTY MCLEAN	TOTAL SHEETS 64	SHEET NO. 61
VERNON AVENUE, TOWN OF NORMAL		CONTRACT NO. 91430		
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

FINAL SURVEY	DATE
SURVEYED	BY
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DEPARTMENT OF TRANSPORTATION

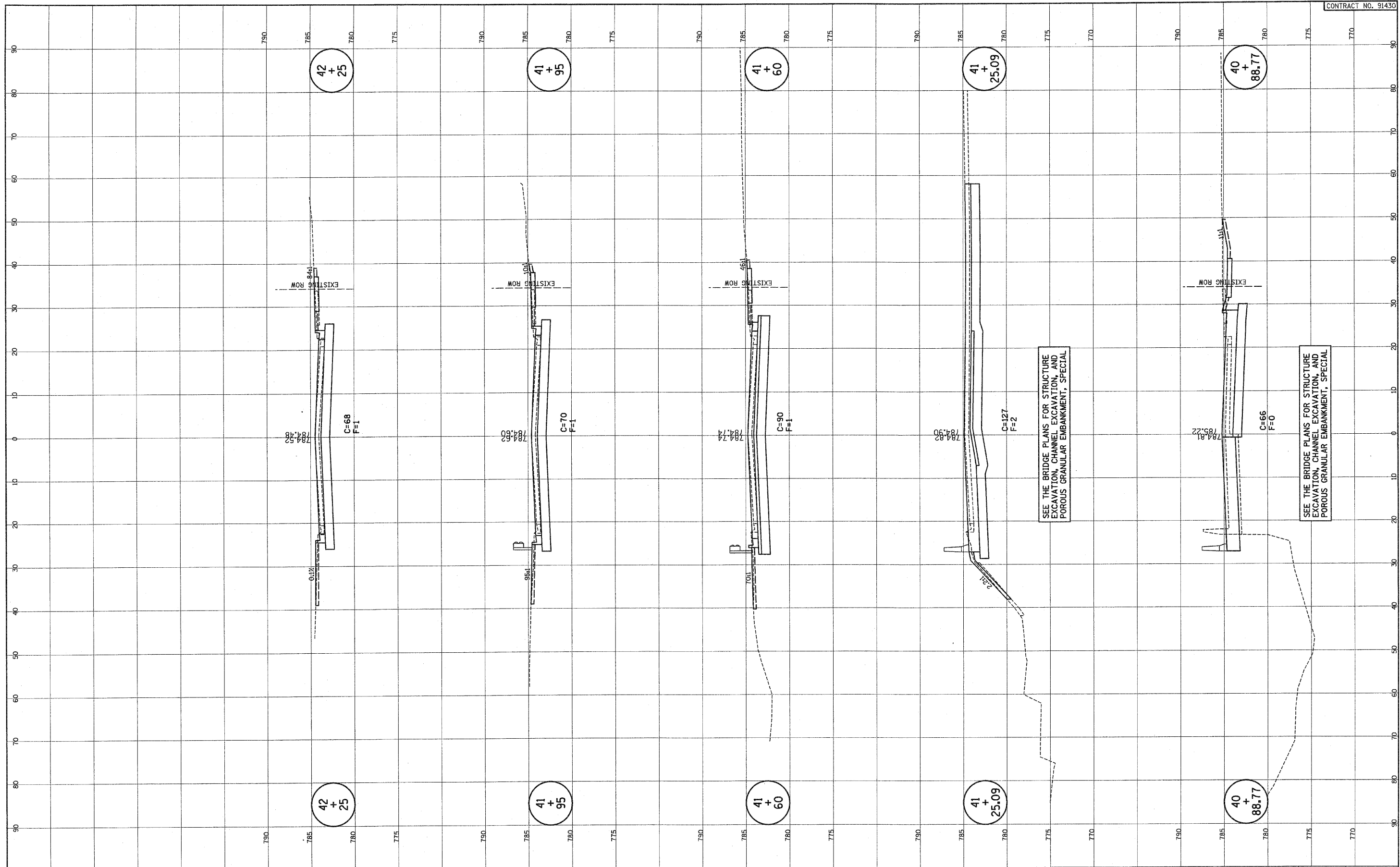
CROSS SECTIONS

SCALE : 1"=10' H
SHEET NO. 62 OF 64 SHEETS STA. 39+25.00 TO STA. 39+83.23

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	62
VERNON AVENUE, TOWN OF NORMAL			CONTRACT NO. 91430	
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT				

FINAL SURVEY	NO.	DATE
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ORIGINAL SURVEY	NO.	DATE
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DEPARTMENT OF TRANSPORTATION

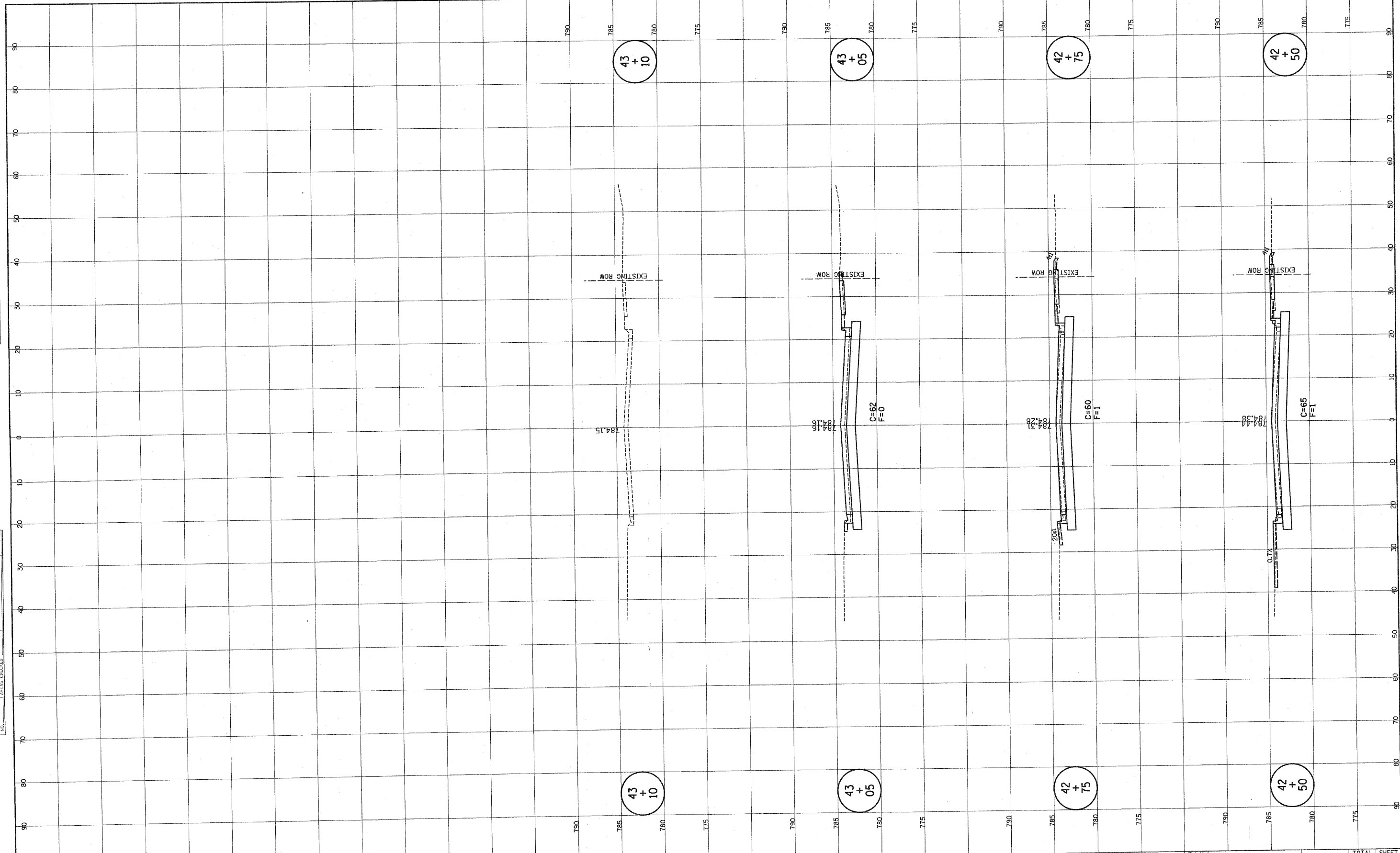
CROSS SECTIONS

SCALE : $\frac{1"}{25'} = \frac{10'}{250'}$ SHEET NO. 63 OF 64 SHEETS STA. 40+88.77 TO STA. 42+25.00

F.A.J. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	63
VERNON AVENUE, TOWN OF NORMAL			CONTRACT NO. 91430	
FED. ROAD DIST. NO. 5			ILLINOIS FED. AID PROJECT	

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

ORIGINAL SURVEY NO.	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
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CHECKED - RLH	REVISED -
DATE - 06/2010	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE : 1/4" = 10' H
 SHEET NO. 64 OF 64 SHEETS STA. 42+50.00 TO STA. 43+10.00

F.A.U.L. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
6354	06-00230-00-BR	MCLEAN	64	64
VERNON AVENUE, TOWN OF NORMAL, ILLINOIS				
FED. ROAD DIST. NO. 5 ILLINOIS FED. AID PROJECT CONTRACT NO. 91430				