RT. FAI 55

(57-1, 57-2) RS

SEC.

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	MCLEAN	205	1

* (57-1,57-2)RS
P-93-033-99
D-93-081-01

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED FEDERAL AID HIGHWAY

FAI 55 (I-55)
SECTION (57-1,57-2)RS
PROJECT ACIM-55-5(106) 175
MCLEAN COUNTY

C-93-124-01

SN 057-0152 (SB)
SN 057-0153 (NB)
STA 398+57

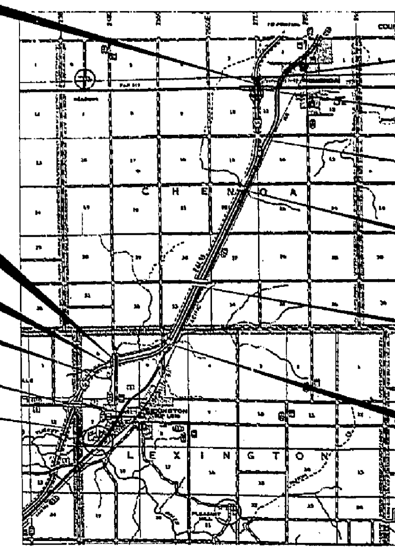
SN 057-0172
STA 714+75.07

SN 057-0182 (SB)
SN 057-0183 (NB)
STA 711+75

SN 057-2005
STA 686+50

SN 057-0171
STA 645+71.31

BEGIN IMPROVEMENT
STA 626+40 NB
STA 622+77 SB



END IMPROVEMENT
STA 461+67.02

SN 057-0178 (SB)
SN 057-0179 (NB)
STA 411+28.42

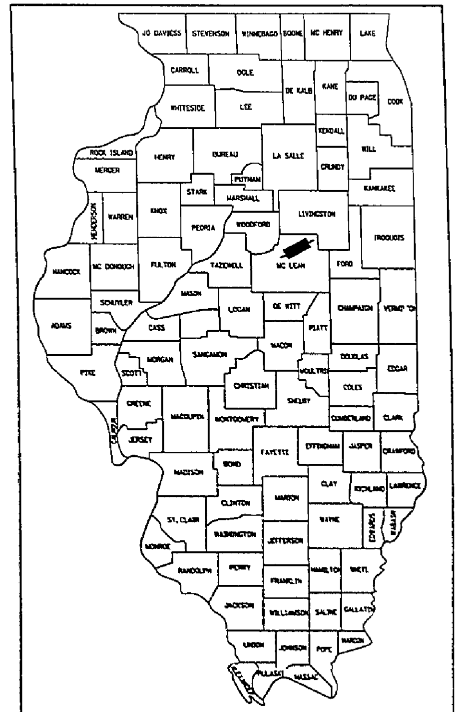
SN 057-0177
STA 345+71.49

SN 057-2004
STA 290+51

SN 057-0175
STA 170+65.42

SN 057-0173 (SB)
SN 057-0174 (NB)
STA 781+50

N



LOCATION OF SECTION INDICATED THUS: ▬

DESIGN DESIGNATION – INTERSTATE
ADT(2002) = 26700
P.V. = 75.6%
S.U. = 3.3%
M.U. = 21.1%

MICROFILMED ____________
REEL NUMBER ____________
AWARDED ____________
RESIDENT ENGINEER ____________
AS BUILT CHANGES WERE MADE ON THE FOLLOWING SHEETS ____________

JULIE 1-800-892-0123

DISTRICT 3 NO. (815) 434-6131

PROJECT ENGINEER: DAN DRAPER
UNIT CHIEF: MICHELE LINDEMANN
TOWNSHIP: MONEY CREEK, LEXINGTON, CHENOA

CONTRACT NO. 66107

GROSS & NET LENGTH OF IMPROVEMENT:
S.B. = 52,389.21 FT = 9.92 MI
N.B. = 52,026.21 FT = 9.85 MI

STATION EQUATION 784+99.19 BK = 100+00 AH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED APRIL 10 2002
DISTRICT ENGINEER
May 10, 2002
ENGINEER OF DESIGN AND ENVIRONMENT
May 10 2002
DIRECTOR, DIVISION OF HIGHWAYS

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

APRIL 02, 2002 VEP03399/SHEETS .DGN

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	MCLEAN	205	2
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (57-1,57-2) RS

STANDARDS

000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-02	TEMPORARY EROSION CONTROL SYSTEMS
420001-03	PAVEMENT JOINTS
420401-04	BRIDGE APPROACH PAVEMENT
420701	PAVEMENT FABRIC
442001-02	CLASS A PATCHES
442101-03	CLASS B PATCHES
482101	RUMBLE STRIP FOR PCC OR BITUMINOUS SHOULDER
542301	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401	METAL END SECTIONS FOR PIPE CULVERTS
542526	INLET BOX TYPE 600 (24) F
601001	SUB-SURFACE DRAINS
601101	CONCRETE HEADWALL FOR PIPE DRAINS
609006-02	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
630001-03	STEEL PLATE BEAM GUARDRAIL
630201-03	PCC/BIT STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-01	SHOULDER WIDENING FOR TYPE 1 GUARDRAIL TERMINALS
631011-02	TRAFFIC BARRIER TERMINAL, TYPE 2
631026-02	TRAFFIC BARRIER TERMINAL, TYPE 5 & 5A
631031-03	TRAFFIC BARRIER TERMINAL, TYPE 6
635001	DELINEATORS
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
665001-01	WOVEN WIRE FENCE
701101	OFF-ROAD OPERATIONS, MULTILANE, LESS THAN 4.5 M (15') AWAY, FOR SPEEDS > 45 MPH
701106	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 4.5 M (15') AWAY, FOR SPEEDS > 45 MPH
701201-01	LANE CLOSURE, 2L, 2W, DAY ONLY, ON ROAD TO 600mm (24") OFF ROAD, FOR SPEEDS > 45 MPH
701326-01	LANE CLOSURE, 2L, 2W, FOR PAVEMENT WIDENING, FOR SPEEDS > 45 MPH
701401	LANE CLOSURE, MULTILANE, FOR SPEEDS > 45 MPH
701402-01	LANE CLOSURE MULTILANE WITH BARRIER
701411-02	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS > 45 MPH
701426-01	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPERATION, FOR SPEEDS > 45 MPH
702001-02	TRAFFIC CONTROL DEVICES
704001	TEMPORARY CONCRETE BARRIER
720001	SIGN PANEL MOUNTING DETAILS
720006	SIGN PANEL ERECTION DETAILS
720011	METAL POSTS (SIGNS, MARKERS, AND DELINEATORS)
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS, RAISED REFLECTIVE PAVEMENT MARKERS

GENERAL NOTES

THE THICKNESS OF BITUMINOUS MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.

THE BITUMINOUS SURFACE OF ALL MAILBOX TURNOUTS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES, AND SIDE ROADS SHALL BE MADE NEATLY, IN A WORKMANLIKE MANNER, AND SHALL ACCURATELY CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. IF REQUIRED BY THE ENGINEER, THE CONTRACTOR SHALL BE REQUIRED TO SAW CUT THE BITUMINOUS SURFACE TO CONFORM TO THE SHAPES AND DIMENSIONS SHOWN ON THE PLAN DETAILS. THIS WORK SHALL BE INCLUDED IN THE COST OF THE BITUMINOUS SURFACE.

THE BASE COURSE WIDENING SHALL BE CARRIED THROUGH ALL ENTRANCES, SIDE ROADS, AND MAILBOX TURNOUTS. EXCEPTIONS WILL BE SHOWN ON THE PLANS.

BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

AGGREGATE (PRIME COAT): FA 20 MAY BE USED IN ADDITION TO THE GRADATIONS LISTED IN THE 2ND PARAGRAPH OF ARTICLE 1003.03(c).

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS BITUMINOUS LIFTS.

FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR REESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.

SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.

SHORT TERM PAVEMENT MARKING SHALL BE USED TO OUTLINE EXIT AND ENTRANCE RAMPS FOR THE PRIME COAT APPLICATION AND EACH RESURFACING LIFT.

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW BITUMINOUS PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
BITUMINOUS MAT PRIME COAT	0.08 3.75	GAL / SQ YD OR GAL / SQ YD
AGGREGATE PRIME COAT	0.002	TONS / SQ YD
BITUMINOUS RESURFACING	112	LBS / SQ YD / INCH
SHORT TERM PAVEMENT MARKING	10	FT / 100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
LEVEL BINDER (HAND METHOD)	0.0005	TONS / SQ YD

ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF ELECTRIC CABLE SHALL NOT BE ALLOWED. ELECTRIC CABLE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: _____
DISTRICT STUDIES & PLANS ENGINEER

DATE: APRIL 10, 2002

EXAMINED BY: _____
DISTRICT CONSTRUCTION ENGINEER

_____
DISTRICT MATERIALS ENGINEER

_____
DISTRICT OPERATIONS ENGINEER

GENERAL NOTES & STANDARDS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	205	3
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO.	CONSTRUCTION CODE TYPE: ITEM	UNIT	TOTAL QUANT.	1000 -2A TOTAL RDWY	SFTY-2A TOTAL BRIDGE
20300100	CHANNEL EXCAVATION	CU YD	1094		1094
20400800	FURNISHED EXCAVATION	CU YD	60167	60167	
21400100	GRADING AND SHAPING DITCHES	FOOT	1960	1960	
25000210	SEEDING, CLASS 2A	ACRE	73.9	73.9	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	8766	8766	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	8766	8766	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	8766	8766	
25000750	MOWING	ACRE	11.6	11.6	
25000775	SELECTIVE MOWING STAKES	EACH	210	210	
25003310	INTERSEEDING, CLASS 4	ACRE	11.6	11.6	
25100115	MULCH, METHOD 2	ACRE	73	73	
25100630	EROSION CONTROL BLANKET	SQ YD	4404	4404	
28000300	TEMPORARY DITCH CHECKS	EACH	40	40	
28000500	INLET AND PIPE PROTECTION	EACH	60	60	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	2272	2272	
28100107	STONE RIPRAP, CLASS A4	SQ YD	131		131
28100707	STONE DUMPED RIPRAP, CLASS A4	TON	1684	1684	
28200100	FILTER FABRIC FOR USE WITH RIPRAP	SQ YD	1574	1443	131
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	29680	29680	
40600300	AGGREGATE (PRIME COAT)	TON	620	620	
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	94	94	
40600895	CONSTRUCTING TEST STRIP	EACH	2	2	
40600980	BITUMINOUS SURFACE REMOVAL - BUTT JOINT	SQ YD	2672	2672	
40600985	PORTLAND CEMENT CONCRETE SURFACE REMOVAL - BUTT JOINT	SQ YD	4382	4382	
40600990	TEMPORARY RAMP	SQ YD	833	833	
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	2287	2287	
42001200	PAVEMENT FABRIC	SQ YD	669	669	
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	458	458	
44000100	PAVEMENT REMOVAL	SQ YD	171	171	
44000700	APPROACH SLAB REMOVAL	SQ YD	1550	1550	

SUMMARY OF QUANTITIES (CONTINUED)

CODE NO.	CONSTRUCTION CODE TYPE: ITEM	UNIT	TOTAL QUANT.	1000 -2A TOTAL RDWY	SFTY-2A TOTAL BRIDGE
44000910	BITUMINOUS CONCRETE REMOVAL (DECK)	SQ YD	6942		6942
~~44001205~~	~~BITUMINOUS CONCRETE SURFACE REMOVAL COMPLETE~~	~~SQ YD~~	~~629~~		~~629~~
44004250	PAVED SHOULDER REMOVAL	SQ YD	29087	29087	
44200541	CLASS A PATCHES, TYPE II, 9 INCH	SQ YD	2280	2280	
44200545	CLASS A PATCHES, TYPE III, 9 INCH	SQ YD	972	972	
44200547	CLASS A PATCHES, TYPE IV, 9 INCH	SQ YD	4584	4584	
44200934	CLASS B PATCHES, TYPE II, 8 INCH	SQ YD	407	407	
44200942	CLASS B PATCHES, TYPE III, 8 INCH	SQ YD	18	18	
44200944	CLASS B PATCHES, TYPE IV, 8 INCH	SQ YD	196	196	
44200956	CLASS B PATCHES, TYPE II, 9 INCH	SQ YD	867	867	
44200962	CLASS B PATCHES, TYPE III, 9 INCH	SQ YD	53	53	
44200964	CLASS B PATCHES, TYPE IV, 9 INCH	SQ YD	1629	1629	
44213000	PATCHING REINFORCEMENT	SQ YD	7837	7837	
44213200	SAWCUT	FOOT	42617	42617	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	18505	18505	
48200800	BITUMINOUS SHOULDERS 10"	SQ YD	26643	26643	
48202000	BITUMINOUS SHOULDERS SUPERPAVE	TON	37563	37563	
50102400	CONCRETE REMOVAL	CU YD	118.4		118.4
50105220	PIPE CULVERT REMOVAL	FOOT	65	65	
50300130	PREFORMED JOINT SEAL 4"	FOOT	142		142
50300160	NEOPRENE EXPANSION JOINT 4"	FOOT	62		62
50300225	CONCRETE STRUCTURES	CU YD	46		46
50300255	CONCRETE SUPERSTRUCTURE	CU YD	140.9		140.9
50300260	BRIDGE DECK GROOVING	SQ YD	5396		5396
50300300	PROTECTIVE COAT	SQ YD	422		422
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	64		64
50300320	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	12		12
50300530	FLOOR DRAIN EXTENSIONS	EACH	65		65
50301245	FORMED CONCRETE REPAIR (DEPTH EQUAL TO OR LESS THAN 5")	SQ FT	436.5		436.5
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	20990.2		20990.2

* SPECIALTY ITEMS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)R	MCLEAN	205	4
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

	SUMMARY OF QUANTITIES (CONTINUED)				
CODE NO.	CONSTRUCTION CODE TYPE: ITEM	UNIT	TOTAL QUANT.	1000-2A TOTAL RDWY	SFTY-2A TOTAL BRIDGE
50500505	STUD SHEAR CONNECTORS	EACH	1248		1248
50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	76		76
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	40310		40310
50900105	ALUMINUM RAILING, TYPE L	FOOT	30		30
54213447	END SECTIONS 12"	EACH	4	4	
54246205	INLET BOX, STANDARD 542526	EACH	2	2	
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	65	65	
55100500	STORM SEWER REMOVAL, 12 IN	FOOT	92	92	
58100200	WATERPROOFING MEMBRANE SYSTEM	SQ YD	1400		1400
59000100	EPOXY CRACK SEALING	FOOT	132.5		132.5
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	567	567	
60100070	SHOULDER REMOVAL AND REPLACEMENT	FOOT	234526	234526	
60100945	PIPE DRAINS 12"	FOOT	336	336	
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	11440	11440	
60255500	MANHOLES TO BE ADJUSTED	EACH	2		2
60500060	REMOVING INLETS	EACH	8	8	
60900315	TYPE D INLET BOX, STANDARD 609006	EACH	4	4	
60900515	CONCRETE THRUST BLOCKS	EACH	4	4	
63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	2138	2138	
63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2	
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	16	16	
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	5	5	
63200310	GUARD RAIL REMOVAL	FOOT	2805	2805	
63301210	REMOVE AND RE-ERECT STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	3587.5	3587.5	
63302400	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 5	EACH	4	4	
63500105	DELINEATORS	EACH	264	264	
63500120	DELINEATOR REMOVAL	EACH	264	264	
66500105	WOVEN WIRE FENCE, 4'	FOOT	1330	1330	
66502300	WOVEN WIRE FENCE REMOVAL	FOOT	1330	1330	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	14	14	

	SUMMARY OF QUANTITIES (CONTINUED)				
CODE NO.	CONSTRUCTION CODE TYPE: ITEM	UNIT	TOTAL QUANT.	1000-2A TOTAL RDWY	SFTY-2A TOTAL BRIDGE
67100100	MOBILIZATION	L SUM	1	1	
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	8	8	
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	2	2	
70100450	TRAFFIC CONTRO `D PROTECTION, STANDARD 701201	L SUM	1	1	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1	
70100800	TRAFFIC CONTROL AND PROTECTION, STANDARD 701401	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	35	35	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	56740	56740	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	239932	239932	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	26455	26455	
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	4892	4892	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	64	64	
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	31452	31452	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	8954	8954	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	5085	5085	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	4893	4893	
70400300	TEMPORARY CONCRETE BARRIER, TERMINAL SECTION	EACH	8	8	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	239932	239932	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	186	186	
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	4892	4892	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	64	64	
* 78000620	THERMOPLASTIC PAVEMENT MARKING - LINE 18"	FOOT	144	144	
* 78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	FOOT	26269	26269	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	2888	2888	
78200300	PRISMATIC CURB REFLECTOR	EACH	32	32	
78200410	GUARDRAIL MARKERS, TYPE A	EACH	42	42	
78200500	BARRIER WALL MARKERS	EACH	29	29	
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	13	13	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	740	740	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	2627	2627	

* SPECIALTY ITEMS

ep03399/sheets.dgn
03/14/02

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)R	MCLEAN	205	5
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES (CONTINUED)

CONSTRUCTION CODE TYPE:

CODE NO.	ITEM	UNIT	TOTAL QUANT.	1000-2A TOTAL RDWY	SFTY-2A TOTAL BRIDGE
X0300247	REMOVE WOOD POST	EACH	107	107	
X0320887	POLYMER CONCRETE	CU FT	[illegible]		[illegible]
X0321468	PLUG EXISTING DECK DRAINS	EACH	166		166
X0321744	SILICONE JOINT SEAL- 2"	FOOT	84		84
X0322194	POLYMER MODIFIED PORTLAND CEMENT MORTAR	SQ FT	1424		1424
X0322729	MATERIAL TRANSFER DEVICE	TON	143945	143945	
X0322932	SILICONE JOINT SEALER, 1-1/2"	FOOT	286		286
X0323072	SHOULDER RUMBLE STRIPS	FOOT	204830	204830	
X0323076	SILICONE JOINT SEAL - 1-3/4"	FOOT	86		86
X0323077	SILICONE JOINT SEAL - 2-3/4"	FOOT	211		211
X0323586	PIPE DRAIN REMOVAL	FOOT	336	336	
X4066414	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C" N50	TON	118		118
X4066538	POLYMERIZED BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "E", N90	TON	26902	26902	
X4066618	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N90	TON	60203	60203	
X4066745	LEVEL BINDER (HAND METHOD), SUPERPAVE, N90	TON	156	156	
X4421000	PARTIAL DEPTH PATCHING	TON	962	962	
X4422025	PARTIAL DEPTH REMOVAL, 2"	SQ YD	8272	8272	
X6013600	PIPE UNDERDRAINS 4" (MODIFIED)	FOOT	230142	230142	
X7015000	CHANGEABLE MESSAGE SIGN	CAL MO	24	24	
Z0002600	BAR SPLICERS	EACH	319		319
Z0006110	BRIDGE DECK MICROSILICA CONCRETE OVERLAY	SQ YD	5222		5222
Z0012100	CONCRETE BRIDGE DECK SCARIFICATION (1/4 INCH)	SQ YD	5218		5218
Z0012300	CONCRETE BRIDGE DECK SCARIFICATION (1 3/4 INCH)	SQ YD	13		13
Z0013825	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	1.2		1.2
Z0014700	CULVERT TO BE CLEANED	EACH	1	1	
Z0016200	DECK SLAB REPAIR (PARTIAL)	SQ YD	71.1		71.1
Z0017202	DOWEL BARS, 1 1/2"	EACH	5180	5180	
Z0026305	FURNISHING AND MAINTAINING AUTOMOTIVE VEHICLES	CAL MO	24	24	
Z0065700	SLOPE WALL REPAIR	SQ YD	155.6		155.6
Z0070600	TEMPORARY IMPACT ATTENUATOR	EACH	1	1	

SUMMARY OF QUANTITIES (CONTINUED)

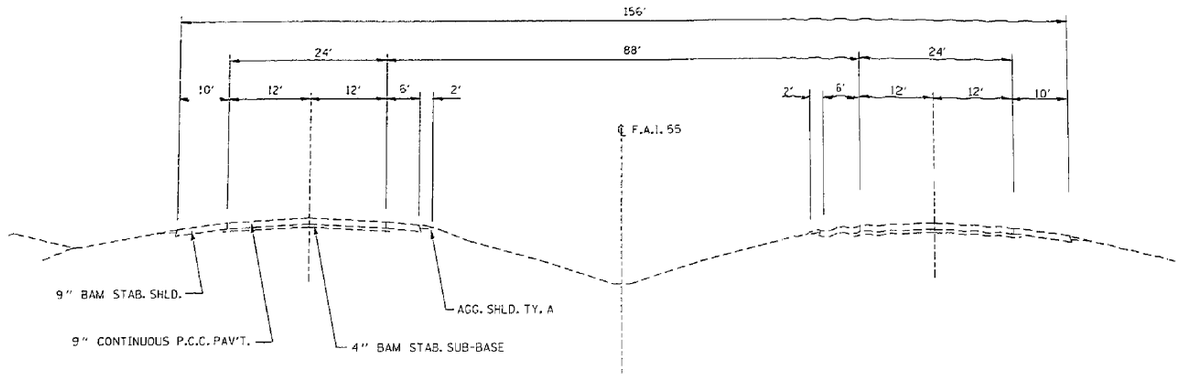
CONSTRUCTION CODE TYPE:

CODE NO.	ITEM	UNIT	TOTAL QUANT.	1000-2A TOTAL RDWY	SFTY-2A TOTAL BRIDGE
Z0075300	TIE BARS	EACH	1719	1719	
Z0077800	WOODPOSTS	EACH	101	101	
X6020015	BITUMINOUS SHOULDERS SUPERPAVE, SPECIAL	TON	19277	19277	
X0323669	REMOVE AND RESET [illegible] SECTION, 48"	EACH	1	1	
X6001430	BITUMINOUS SHOULDER REMOVAL	SQ YD	2789	2789	
X6330100	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL	EACH	1	1	
X0323666	REMOVE AND RESET END SECTION, 24"	EACH	4	4	
X0323667	REMOVE AND RESET END SECTION, 30"	EACH	1	1	
X0323668	REMOVE AND RESET END SECTION, 36"	EACH	2	2	
Z0076600	TRAINEES	HOUR	2000	2000	

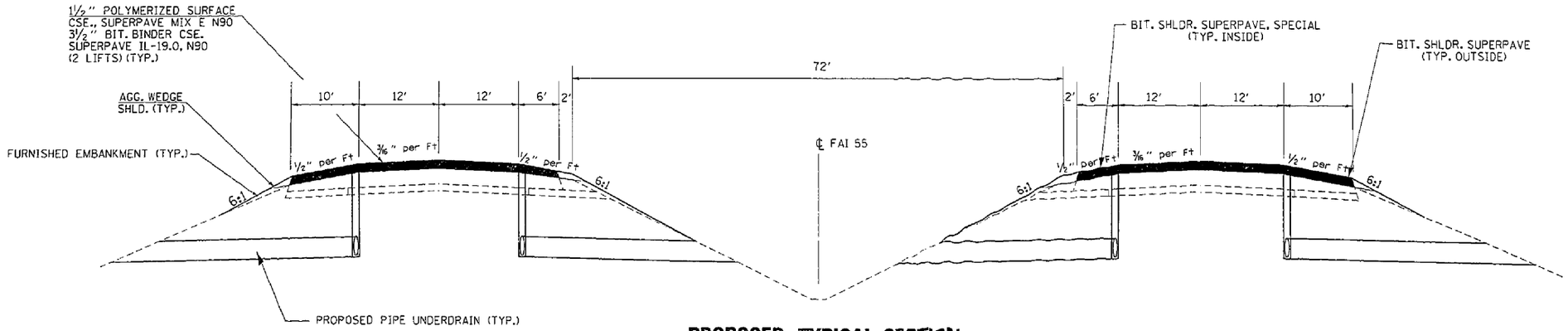
* SPECIALTY ITEMS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	MCLEAN	265	6
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (57-1,57-2) RS



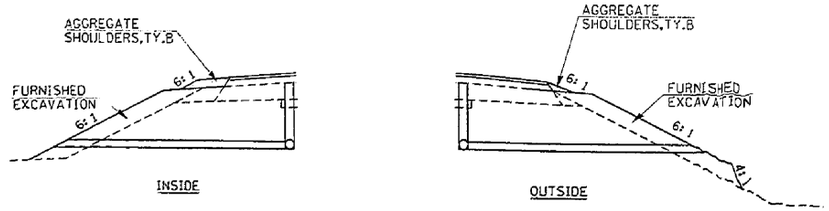
EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION

STATION EQUATION 784+99.19 BK = 100+00.00 AH

STA. 625+10 TO STA. 463+67.02 N.B.
STA. 621+47 TO STA. 463+67.02 S.B.



NOTE: ADDITIONAL FURNISHED EXCAVATION HAS BEEN PROVIDED FOR FUTURE EXCAVATION.

SHOULDER AND FORESLOPE DETAIL

REVISIONS NAME	DATE

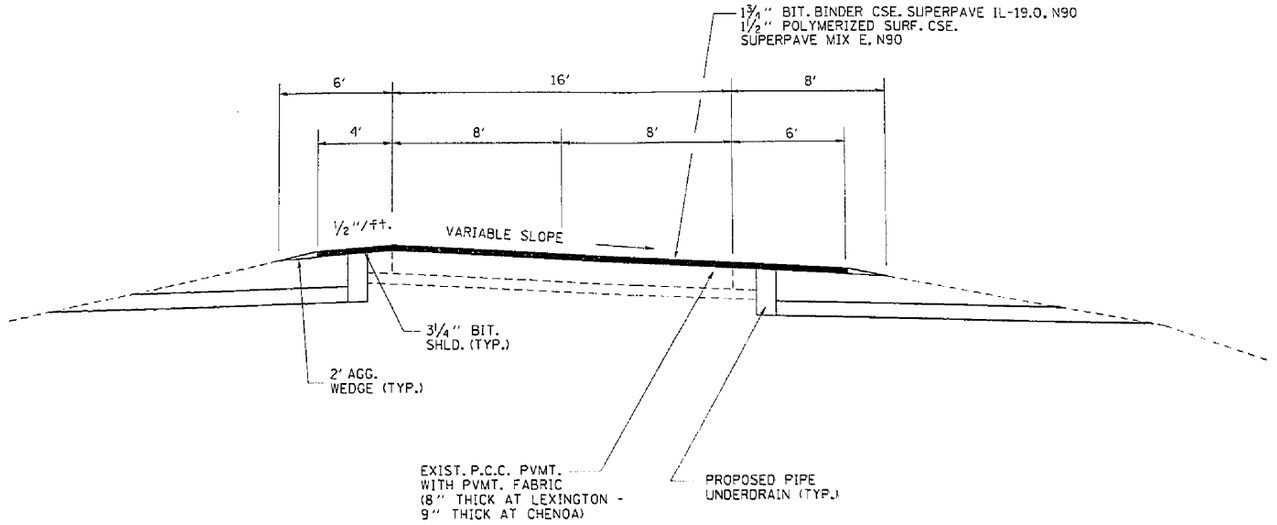
ILLINOIS DEPARTMENT OF TRANSPORTATION

SCALE: VERT. HORIZ.
DATE
DRAWN BY
CHECKED BY

TYPICAL SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	MCLEAN	205	7
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (57-1,57-2) RS



TYPICAL SUPERELEVATED RAMP CROSS SECTION

MIX	AC/PG GRADE	MAXIMUM % RAP	DESIGN AIR VIODS	MIXTURE COMPOSITION	FRICTION AGGREGATE
BINDER SUPERPAVE (I-55)	PG64-22	10%	4.0% @ N90	IL - 19.0	
POLYMERIZED SURFACE SUPERPAVE (I-55)	SBS-PG70-22	0%	4.0% @ N90	IL-12.5 OR IL-9.5	MIXTURE E
BIT. SHOULDER (BOTTOM LIFTS)	PG64-22	25%	3.0% @ N50	IL - 19.0	
BIT. SHOULDER (TOP LIFT)	PG64-22	15%	3.0% @ N50	IL 12.5 OR 9.5	
BIT. BASE CSE. 8"	PG64-22	10%	4.0% @ N90	IL - 19.0	
LVL BIND SUPERPAVE (OVERHEAD)	PG64-22	25%	4.0% @ N50	IL - 9.5	
SURFACE SUPERPAVE (OVERHEAD)	PG64-22	15%	4.0% @ N50	IL 12.5 OR 9.5	MIXTURE C

ep01399/details.dgn
04/02/02

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	205	8
STA.	TO STA.			
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

PIPE UNDERDRAIN - NORTHBOUND

STATION TO STATION	UPSTREAM FLOWLINE	DOWNSTREAM FLOWLINE	OUTLET STATION	MEDIAN				STATION TO STATION	UPSTREAM FLOWLINE	DOWNSTREAM FLOWLINE	OUTLET STATION	OUTSIDE			
				PIPE UNDERDRAIN		CONC HDWL	SHLDR REM & REPL					PIPE UNDERDRAIN		CONC HDWL	SHLDR REM & REPL
				4 IN (MOD)	4 IN (SPL)							4 IN (MOD)	4 IN (SPL)		
				FOOT	FOOT	EACH	FOOT					FOOT	FOOT	EACH	FOOT
625+10 - 626+47	722.82	720.69	625+10	137	20	1	143	625+10 - 630+00	728.01	720.69	625+10	490	20	1	500
626+47 - 631+47	730.62	722.82	626+47	500	20	1	506	633+00 - 638+00	739.74	733.01	633+00	500	40	1	510
631+47 - 636+47	738.21	730.62	631+47	500	20	1	506	638+00 - 642+80	741.66	739.74	638+00	480	20	1	490
636+47 - 641+47	741.67	738.21	636+47	500	20	1	506	642+80 - 647+80	741.66	739.66	647+80	500	20	1	510
641+47 - 642+80	742.21	741.67	641+47	133	20	1	139	647+80 - 652+66	740.50	738.55	652+66	486	20	1	496
642+80 - 647+80	742.21	740.21	647+80	500	20	1	506	652+66 - 655+93	739.83	738.52	652+66	327	20	1	337
647+80 - 652+66	740.21	738.26	652+66	486	20	1	492	655+93 - 658+18	740.80	739.50	655+93	325	20	1	335
652+66 - 657+66	740.35	738.35	652+66	500	20	1	506	668+69 - 673+00	740.88	737.60	673+00	431	20	1	441
657+66 - 660+30	741.14	740.08	657+66	264	20	1	270	673+00 - 674+55	737.60	736.17	674+95	195	20	1	205
660+30 - 664+09	741.66	740.14	660+30	379	20	1	385	675+05 - 680+05	736.09	731.15	680+05	500	20	1	510
664+09 - 668+00	741.66	740.09	668+00	391	20	1	397	680+05 - 685+05	731.15	724.52	685+05	500	20	1	510
668+00 - 673+00	741.10	738.75	673+00	500	20	1	506	685+05 - 690+05	724.52	719.73	690+05	500	20	1	510
673+00 - 678+00	738.75	734.55	678+00	500	20	1	506	690+05 - 693+00	719.73	718.55	693+00	295	20	1	305
678+00 - 683+00	734.55	728.57	683+00	500	20	1	506	693+00 - 695+95	718.55	717.37	695+95	295	20	1	305
683+00 - 688+00	728.57	723.22	688+00	500	20	1	506	696+05 - 701+05	718.18	716.18	701+05	500	20	1	510
688+00 - 693+00	723.22	720.34	693+00	500	20	1	506	701+05 - 703+35	716.53	715.61	703+35	230	20	1	240
693+00 - 695+95	720.34	719.16	695+95	295	20	1	301	703+35 - 708+35	716.62	714.62	708+35	500	20	1	510
696+05 -701+05	719.33	717.33	701+05	500	20	1	506	708+35 - 710+26	714.62	713.85	710+26	191	20	1	201
701+05 -706+05	717.33	715.33	706+05	500	20	1	506	712+80 - 714+30	713.81	713.21	714+30	150	20	1	160
706+05 - 710+33	716.03	714.31	710+33	428	30	1	434	714+30 - 716+05	713.57	712.87	714+30	175	20	1	185
712+88 - 714+30	713.78	713.21	714+30	142	30	1	148	716+05 - 719+00	714.99	713.57	716+05	295	20	1	305
714+30 - 715+95	713.55	712.85	714+30	165	30	1	171	719+00 - 721+95	717.99	714.99	719+00	295	20	1	305
716+05 - 719+00	714.99	713.57	716+05	295	30	1	301	721+95 - 726+95	723.41	717.99	721+95	500	20	1	510
719+00 - 721+95	717.99	714.99	719+00	295	20	1	301	727+05 - 730+17	726.96	723.52	727+05	312	20	1	322
721+95 - 726+95	723.41	717.99	721+95	500	20	1	506	730+17 - 733+29	730.25	726.96	730+17	312	20	1	322
727+05 -730+17	726.96	723.52	727+05	312	20	1	318	733+29 - 738+29	732.45	730.25	733+29	500	20	1	510
730+17 - 733+29	730.25	726.96	730+17	312	20	1	318	738+29 - 743+29	732.45	730.45	743+29	500	20	1	510
733+29 - 738+29	732.45	730.25	733+29	500	20	1	506	743+29 - 745+80	730.45	729.44	745+80	251	20	1	261
738+29 - 743+29	732.45	730.45	743+29	500	20	1	506	746+08 - 751+08	730.38	728.38	751+08	500	20	1	510
743+29 - 745+80	730.45	729.44	745+80	251	20	1	257	751+08 - 754+20	728.38	727.13	754+20	312	20	1	322
746+08 - 751+08	730.38	728.38	751+08	500	20	1	506	754+50 - 756+90	727.94	726.98	756+90	240	20	1	250
751+08 - 754+20	728.38	727.13	754+20	312	20	1	318	756+90 - 761+90	727.88	725.88	761+90	500	20	1	510
754+50 - 759+50	727.85	725.85	759+50	500	20	1	506	761+90 - 766+90	726.87	724.87	766+90	500	20	1	510
759+50 - 764+50	725.85	723.85	764+50	500	20	1	506	766+90 - 771+90	724.87	722.87	771+90	500	20	1	510
764+50 - 769+50	724.80	722.80	769+50	500	20	1	506	771+90 - 775+00	723.68	722.44	775+00	310	20	1	320
769+50 - 774+35	722.80	720.86	774+35	485	20	1	491	775+00 - 777+60	723.01	721.97	777+60	260	20	1	270
774+35 - 777+60	721.86	720.56	777+60	325	20	1	331	777+60 - 780+64	723.04	721.82	777+60	304	20	1	314
777+60 - 779+00	721.58	721.02	777+60	140	20	1	146	782+36 - 783+85	722.12	721.52	782+36	149	20	1	159
779+00 - 780+64	721.79	721.13	779+00	164	20	1	170	783+85 - 102+18	722.45	721.12	783+85	333	20	1	343
782+36 - 783+85	722.12	721.52	782+36	149	20	1	155	102+18 - 105+51	722.78	721.44	102+18	333	20	1	343
783+85 - 102+18	722.45	721.12	783+85	332	20	1	338	105+51 - 108+85	723.12	721.78	105+51	334	20	1	344
102+18 - 105+51	722.78	721.44	102+18	333	20	1	339	108+85 - 112+18	723.45	722.11	108+85	333	20	1	343
105+51 - 108+85	723.12	721.78	105+51	334	20	1	340	112+18 - 115+51	723.78	722.44	112+18	333	20	1	343
108+85 - 112+18	723.45	722.11	108+85	333	20	1	339	115+51 - 118+85	724.12	722.78	115+51	334	20	1	344
112+18 - 115+51	723.78	722.44	112+18	333	20	1	339	118+85 - 122+18	724.45	723.11	118+85	333	20	1	343
115+51 - 118+85	724.12	722.78	115+51	334	20	1	340	122+18 - 125+51	724.78	723.44	122+18	333	20	1	343
118+85 - 122+18	724.45	723.11	118+85	333	20	1	339	125+51 - 128+87	725.12	723.77	125+51	336	20	1	346
122+18 - 125+51	724.78	723.44	122+18	333	20	1	339	128+87 - 132+20	725.45	724.11	128+87	333	20	1	343
125+51 - 128+87	725.12	723.77	125+51	336	20	1	342	132+20 - 135+55	725.79	724.45	132+20	335	20	1	345
128+87 - 132+20	725.45	724.11	128+87	333	20	1	339	135+67 - 138+09	726.13	725.16	135+67	242	20	1	252
132+20 - 135+55	725.79	724.45	132+20	335	20	1	341	138+09 - 140+51	726.55	725.58	138+09	242	20	1	252
135+67 - 138+09	726.13	725.16	135+67	242	20	1	248	140+51 - 144+95	727.33	725.55	140+51	444	20	1	454
138+09 - 140+51	726.55	725.58	138+09	242	20	1	248	145+05 - 146+67	727.63	726.98	145+05	162	20	1	172
140+51 - 144+95	727.33	725.55	140+51	444	20	1	450	146+67 - 151+10	728.40	726.62	146+67	443	20	1	453
145+05 - 146+67	727.63	726.98	145+05	162	20	1	168	151+10 - 155+55	729.18	727.40	151+10	445	20	1	455
146+67 - 151+10	728.40	726.62	146+67	443	20	1	449	155+55 - 160+55	730.47	728.47	155+55	500	20	1	510
151+10 - 155+55	729.18	727.40	151+10	445	20	1	451	160+55 - 165+55	733.32	730.47	160+55	500	20	1	510
155+55 - 160+55	730.47	728.47	155+55	500	20	1	506	165+55 - 170+55	736.50	733.32	165+55	500	20	1	510
160+55 - 165+55	733.32	730.47	160+55	500	20	1	506	170+55 - 175+55	738.50	736.50	170+55	500	20	1	510
165+55 - 170+55	736.50	733.32	165+55	500	20	1	506	175+65 - 180+45	739.97	738.05	175+65	480	20	1	490
170+55 - 175+55	738.50	736.50	170+55	500	20	1	506	180+45 - 185+45	740.97	738.97	180+45	500	20	1	510
175+65 - 180+45	739.97	738.05	175+65	480	20	1	486	185+45 - 190+45	742.97	740.97	185+45	500	20	1	510
180+45 - 185+45	740.97	738.97	180+45	500	20	1	506	190+45 - 195+45	744.40	742.40	190+45	500	20	1	510
185+45 - 190+45	742.97	740.97	185+45	500	20	1	506	195+45 - 198+80	744.75	743.41	195+45	335	20	1	345
190+45 - 195+45	744.40	742.40	190+45	500	20	1	506	198+80 - 200+90	744.75	743.91	200+90	210	20	1	220
195+45 - 198+80	744.75	743.41	195+45	335	20	1	341	200+90 - 203+00	744.61	743.77	203+00	210	20	1	220
198+80 - 200+90	744.75	743.91	200+90	210	20	1	216	203+00 - 208+00	744.23	742.23	208+00	500	20	1	510
200+90 - 203+00	744.61	743.77	203+00	210	20	1	216	208+00 - 213+00	743.23	741.23	213+00	500	20	1	510
203+00 - 208+00	744.23	742.23	208+00	500	20	1	506	213+00 - 218+00	742.23	740.23	218+00	500	20	1	510
208+00 - 213+00	743.23	741.23	213+00	500	20	1	506	218+00 - 222+00	741.23	739.63	222+00	400	20	1	410
213+00 - 218+00	742.23	740.23	218+00	500	20	1	506	222+00 - 227+00	741.88	739.88	222+00	500	20	1	510
218+00 - 222+00	741.23	739.63	222+00	400	20	1	406	227+00 - 232+00	744.83	741.88	227+00	500	20	1	510
222+00 - 227+00	741.88	739.88	222+00	500	20	1	506	232+00 - 237+00	748.33	744.83	232+00	500	20	1	510
227+00 - 232+00	744.83	741.88	227+00	500	20	1	506	237+00 - 242+00	750.49	748.33	237+00	500	20	1	510
232+00 - 237+00	748.33	744.83	232+00	500	20	1	506	242+00 - 245+50	751.89	750.49	242+00	350	20	1	360
237+00 - 242+00	750.49	748.33	237+00	500	20	1	506	245+50 - 250+50	751.89	749.81	250+50	500	20	1	510
242+00 - 245+50	751.89	750.49	242+00	350	20	1	356	250+50 - 255+50	749.81	746.01	255+50	500	20	1	510

STATION EQUATION 784+99.19 BK = 100+00.00 AH

PIPE UNDERDRAIN SCHEDULES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	205	9
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

PIPE UNDERDRAIN - NORTHBOUND (CONTINUED)

MEDIAN

STATION TO STATION	UPSTREAM FLOWLINE	DOWNSTREAM FLOWLINE	OUTLET STATION	PIPE UNDERDRAIN 4 IN (MOD) FOOT	PIPE UNDERDRAIN 4 IN (SPL) FOOT	CONC HDWL EACH	SHLDR REM & REPL FOOT
245+50 - 250+50	751.89	749.81	250+50	500	20	1	506
250+50 - 255+50	749.81	746.01	255+50	500	20	1	506
255+50 - 260+50	746.01	742.52	260+50	500	20	1	506
260+50 - 265+50	742.52	740.26	265+50	500	20	1	506
265+50 - 270+50	740.26	738.26	270+50	500	20	1	506
270+50 - 275+50	738.26	736.26	275+50	500	20	1	506
275+50 - 280+50	736.26	734.26	280+50	500	20	1	506
280+50 - 285+50	734.26	732.26	285+50	500	20	1	506
285+50 - 290+25	733.26	731.36	290+25	475	20	1	481
290+60 - 292+50	731.53	730.77	290+60	190	20	1	196
292+50 - 296+00	732.49	731.09	292+50	350	20	1	356
296+00 - 301+00	735.43	732.49	296+00	500	20	1	506
301+00 - 306+00	738.43	735.43	301+00	500	20	1	506
306+00 - 311+00	741.43	738.43	306+00	500	20	1	506
311+00 - 316+00	744.43	741.43	311+00	500	20	1	506
316+00 - 320+00	746.51	744.43	316+00	400	20	1	406
320+00 - 323+25	747.81	746.51	320+00	325	20	1	331
323+25 - 328+00	747.81	745.73	328+00	475	20	1	481
328+00 - 331+95	745.73	742.27	331+95	395	20	1	401
332+05 - 335+00	742.19	739.60	335+00	295	20	1	301
335+00 - 338+00	739.60	737.25	338+00	300	20	1	306
338+00 - 342+45	737.25	735.47	342+45	445	20	1	451
342+45 - 346+00	736.49	735.07	342+45	355	20	1	361
346+00 - 350+00	737.33	735.73	346+00	400	20	1	406
350+00 - 353+22	737.83	736.54	350+00	322	20	1	328
353+22 - 358+22	737.83	735.83	358+22	500	20	1	506
358+22 - 363+22	735.83	733.83	363+22	500	20	1	506
363+22 - 364+95	733.83	733.13	364+95	173	20	1	179
365+05 - 370+05	733.75	731.75	370+05	500	20	1	506
370+05 - 375+05	731.75	729.75	375+05	500	20	1	506
375+05 - 379+33	729.75	728.03	379+33	428	20	1	434
379+33 - 384+33	730.49	728.49	379+33	500	20	1	506
384+33 - 389+33	734.67	730.49	384+33	500	20	1	506
389+33 - 392+60	736.93	734.67	389+33	327	20	1	333
392+60 - 397+27	738.80	736.93	392+60	467	20	1	473
399+87 - 400+70	739.68	739.34	399+87	83	20	1	89
400+70 - 405+70	740.82	738.82	400+70	500	20	1	506
405+70 - 410+18	741.89	740.09	405+70	448	20	1	454
412+38 - 417+16	741.87	736.64	417+16	478	20	1	484
417+16 - 422+16	736.64	724.65	422+16	500	20	1	506
422+16 - 427+16	724.65	713.28	427+16	500	20	1	506
427+16 - 432+00	713.28	708.84	432+00	484	20	1	490
432+00 - 437+00	708.84	706.84	437+00	500	20	1	506
437+00 - 442+00	707.84	705.84	442+00	500	20	1	506
442+00 - 447+00	706.84	704.84	447+00	500	20	1	506
447+00 - 452+00	705.84	703.84	452+00	500	20	1	506
452+00 - 457+00	704.84	702.84	457+00	500	20	1	506
457+00 - 461+67	703.84	701.97	461+67	467	20	1	473
NORTHBOUND MAINLINE TOTAL				51074	2540	125	51824

OUTSIDE

STATION TO STATION	UPSTREAM FLOWLINE	DOWNSTREAM FLOWLINE	OUTLET STATION	PIPE UNDERDRAIN 4 IN (MOD) FOOT	PIPE UNDERDRAIN 4 IN (SPL) FOOT	CONC HDWL EACH	SHLDR REM & REPL FOOT
255+50 - 260+50	746.01	742.52	260+50	500	20	1	510
260+50 - 265+50	742.52	740.26	265+50	500	20	1	510
265+50 - 270+50	740.26	738.26	270+50	500	20	1	510
270+50 - 275+50	738.26	736.26	275+50	500	20	1	510
275+50 - 280+50	736.26	734.26	280+50	500	20	1	510
280+50 - 285+50	734.26	732.26	285+50	500	20	1	510
285+50 - 290+15	733.26	731.40	290+15	465	20	1	475
290+55 - 292+50	731.53	730.25	290+55	195	20	1	205
292+50 - 296+00	732.49	731.09	292+50	350	20	1	360
296+00 - 301+00	735.43	732.49	296+00	500	20	1	510
301+00 - 306+00	738.43	735.43	301+00	500	20	1	510
306+00 - 311+00	742.25	738.43	306+00	500	20	1	510
311+00 - 316+00	745.25	742.25	311+00	500	20	1	510
316+00 - 320+00	747.33	745.25	316+00	400	20	1	410
320+00 - 323+25	748.63	747.33	320+00	325	20	1	335
323+25 - 328+00	748.63	746.55	328+00	475	20	1	485
328+00 - 333+00	746.55	742.17	333+00	500	20	1	510
333+00 - 338+00	742.17	737.25	338+00	500	20	1	510
338+00 - 342+45	737.25	735.47	342+45	445	20	1	455
342+45 - 346+00	736.49	735.07	342+45	355	20	1	365
346+00 - 350+00	737.33	735.73	346+00	400	20	1	410
350+00 - 353+22	737.83	736.54	350+00	322	20	1	332
353+22 - 358+22	737.83	735.83	358+22	500	20	1	510
358+22 - 363+22	735.83	733.83	363+22	500	20	1	510
363+22 - 364+95	733.83	733.13	364+95	173	20	1	183
365+05 - 370+05	733.75	731.75	370+05	500	20	1	510
370+05 - 372+85	731.75	730.63	372+85	280	20	1	290
372+85 - 375+62	730.63	729.52	375+62	277	20	1	287
381+08 - 385+90	731.80	728.79	381+08	482	20	1	492
385+90 - 390+90	735.18	731.80	385+90	500	20	1	510
390+90 - 393+50	737.38	735.18	390+90	260	20	1	270
393+50 - 396+63	738.64	737.38	393+50	313	20	1	323
406+13 - 410+18	743.07	740.92	406+13	405	20	1	415
412+38 - 417+00	741.69	735.78	417+00	462	20	1	472
417+00 - 421+96	735.78	723.98	421+96	496	20	1	506
421+96 - 426+28	723.98	713.65	426+28	432	20	1	442
426+28 - 431+25	713.65	707.89	431+25	497	20	1	507
431+25 - 436+25	707.89	705.89	436+25	500	20	1	510
436+25 - 439+85	706.81	705.37	439+85	360	20	1	370
439+85 - 441+30	706.36	705.78	441+25	145	20	1	155
441+30 - 445+00	706.74	705.26	442+00	370	20	1	380
445+00 - 447+00	706.24	705.44	447+00	200	20	1	210
447+00 - 452+00	705.84	703.84	452+00	500	20	1	510
452+00 - 457+00	704.84	702.84	457+00	500	20	1	510
457+00 - 461+67	703.84	701.97	461+67	467	20	1	477
				48594	2460	122	49814

△ THE UNDERDRAIN DEPTH VARIES FROM A MINIMUM OF 1'-7" BELOW THE EXISTING E.O.P. GRADE AT THE UPSTREAM END OF EACH RUN TO A MAXIMUM OF 2'-7" BELOW THE EXISTING E.O.P. GRADE WHILE FOLLOWING THE MINIMUM 0.4% GRADE SPECIFIED IN STANDARD 601001.

ep03399/sheets.dgn
03/14/02

STATION EQUATION 784+99.19 BK = 100+00.00 AH

△ REVISED 6-3-02

PIPE UNDERDRAIN SCHEDULES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	205	10
STA.	TO STA.			
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

PIPE UNDERDRAIN - SOUTHBOUND

STATION TO STATION	UPSTREAM FLOWLINE	DOWNSTREAM FLOWLINE	MEDIAN				STATION TO STATION	UPSTREAM FLOWLINE	DOWNSTREAM FLOWLINE	OUTSIDE				
			OUTLET STATION	PIPE UNDERDRAIN 4 IN (MOD) FOOT	PIPE UNDERDRAIN 4 IN (SPL) FOOT	CONC HDWL EACH	SHLDR REM & REPL FOOT				OUTLET STATION	PIPE UNDERDRAIN 4 IN (MOD) FOOT	PIPE UNDERDRAIN 4 IN (SPL) FOOT	CONC HDWL EACH	SHLDR REM & REPL FOOT
621+47 - 624+64	719.97	715.02	621+47	317	20	1	323	621+47 - 625+10	720.56	715.02	621+47	363	20	1	373
624+64 - 627+80	724.90	719.97	624+64	316	20	1	322	632+20 - 635+73	737.22	731.63	632+20	353	20	1	363
627+80 - 632+80	732.70	724.90	627+80	500	20	1	506	635+73 - 639+26	740.79	737.22	635+73	353	20	1	363
632+80 - 637+80	739.71	732.70	632+80	500	20	1	506	639+26 - 642+80	742.21	740.79	639+26	354	20	1	364
637+80 - 642+80	742.21	739.71	637+80	500	20	1	506	642+80 - 647+80	742.21	740.21	647+80	500	20	1	510
642+80 - 647+80	742.21	740.21	647+80	500	20	1	506	647+80 - 652+66	740.21	738.26	652+66	486	20	1	496
647+80 - 652+66	740.21	738.26	652+66	486	20	1	492	652+66 - 657+58	740.30	738.36	652+66	484	20	1	494
652+66 - 657+00	740.15	738.41	652+66	434	20	1	440	663+21 - 664+08	741.66	741.31	663+21	87	20	1	97
657+00 - 660+30	741.14	739.82	657+00	330	20	1	336	664+08 - 668+00	741.66	740.09	668+00	392	20	1	402
660+30 - 664+09	741.66	740.14	660+30	379	20	1	385	668+00 - 670+00	741.10	740.30	670+00	200	20	1	210
664+09 - 668+00	741.66	740.09	668+00	391	20	1	397	670+00 - 675+00	740.30	738.30	675+00	500	20	1	510
668+00 - 673+00	741.10	738.75	673+00	500	20	1	506	675+00 - 679+00	738.30	734.64	679+00	400	20	1	410
673+00 - 678+00	738.75	734.55	678+00	500	20	1	506	679+00 - 682+50	734.64	730.37	682+50	350	20	1	360
678+00 - 683+00	734.55	728.57	683+00	500	20	1	506	682+50 - 686+00	730.37	726.21	686+00	350	20	1	360
683+00 - 688+00	728.57	723.22	688+00	500	20	1	506	686+00 - 691+00	726.21	722.36	691+00	500	20	1	510
688+00 - 693+00	723.22	720.34	693+00	500	20	1	506	691+00 - 696+00	722.36	720.36	696+00	500	20	1	510
693+00 - 698+00	720.34	718.34	698+00	500	20	1	506	696+00 - 701+00	720.36	718.36	701+00	500	20	1	510
698+00 - 703+00	718.34	716.34	703+00	500	20	1	506	701+00 - 706+00	718.36	716.05	706+00	500	20	1	510
703+00 - 708+00	717.04	715.04	708+00	500	20	1	506	706+00 - 710+70	716.05	714.17	710+70	470	20	1	480
708+00 - 710+62	715.04	713.99	710+62	262	20	1	268	713+24 - 714+40	713.45	712.98	713+24	116	20	1	126
713+16 - 714+40	713.69	713.19	714+40	124	20	1	130	714+40 - 718+29	714.50	712.94	714+40	389	20	1	399
714+40 - 718+29	714.50	712.94	714+40	389	20	1	395	718+29 - 723+29	719.36	714.50	718+29	500	20	1	510
718+29 - 723+29	719.36	714.50	718+29	500	20	1	506	723+29 - 728+29	724.88	719.36	723+29	500	20	1	510
723+29 - 728+29	724.88	719.36	723+29	500	20	1	506	728+29 - 733+29	730.25	724.88	728+29	500	20	1	510
728+29 - 733+29	730.25	724.88	728+29	500	20	1	506	733+29 - 738+29	732.45	730.25	733+29	500	20	1	510
733+29 - 738+29	732.45	730.25	733+29	500	20	1	506	738+29 - 742+50	732.45	730.76	742+50	421	20	1	431
738+29 - 743+29	732.45	730.45	743+29	500	20	1	506	742+50 - 745+84	731.45	730.11	745+84	334	20	1	344
743+29 - 745+80	730.45	729.44	745+80	251	20	1	257	746+08 - 750+00	730.38	728.81	750+00	392	20	1	402
746+08 - 751+08	730.38	728.38	751+08	500	20	1	506	750+00 - 754+20	728.81	727.13	754+20	420	20	1	430
751+08 - 754+20	728.38	727.13	754+20	312	20	1	318	754+47 - 759+00	727.78	725.25	759+00	453	20	1	463
754+50 - 759+50	727.85	725.85	759+50	500	20	1	506	759+00 - 764+00	725.25	723.25	764+00	500	20	1	510
759+50 - 764+50	725.85	723.85	764+50	500	20	1	506	764+00 - 769+00	723.25	721.25	769+00	500	20	1	510
764+50 - 769+50	724.80	722.80	769+50	500	20	1	506	769+00 - 771+98	722.11	720.91	771+98	298	20	1	308
769+50 - 774+35	722.80	720.86	774+35	485	20	1	491	771+98 - 774+96	720.91	719.72	774+96	298	20	1	308
774+35 - 776+50	721.86	721.00	776+50	215	20	1	221	774+96 - 777+95	720.52	719.32	777+95	299	20	1	309
776+50 - 777+95	721.62	721.04	777+95	145	20	1	151	778+05 - 780+66	720.55	719.50	778+05	261	20	1	271
778+05 - 780+66	721.80	720.75	778+05	261	20	1	267	782+34 - 783+88	722.12	721.35	782+34	154	20	1	164
782+34 - 783+88	722.12	721.50	782+34	154	20	1	160	783+88 - 101+75	722.41	721.26	783+88	287	20	1	297
783+88 - 101+75	722.41	721.26	783+88	287	20	1	293	101+75 - 105+00	722.73	721.43	101+75	325	20	1	335
101+75 - 105+00	722.73	721.43	101+75	325	20	1	331	105+00 - 108+25	723.06	721.76	105+00	325	20	1	335
105+00 - 108+25	723.06	721.76	105+00	325	20	1	331	108+25 - 111+50	723.38	722.08	108+25	325	20	1	335
108+25 - 111+50	723.38	722.08	108+25	325	20	1	331	111+50 - 114+75	723.71	722.41	111+50	325	20	1	335
111+50 - 114+75	723.71	722.41	111+50	325	20	1	331	114+75 - 118+00	724.03	722.73	114+75	325	20	1	335
114+75 - 118+00	724.03	722.73	114+75	325	20	1	331	118+00 - 121+25	724.36	723.06	118+00	325	20	1	335
118+00 - 121+25	724.36	723.06	118+00	325	20	1	331	121+25 - 124+50	724.68	723.38	121+25	325	20	1	335
121+25 - 124+50	724.68	723.38	121+25	325	20	1	331	124+50 - 127+75	725.01	723.71	124+50	325	20	1	335
124+50 - 127+75	725.01	723.71	124+50	325	20	1	331	127+75 - 131+00	725.33	724.03	127+75	325	20	1	335
127+75 - 131+00	725.33	724.03	127+75	325	20	1	331	131+00 - 134+25	725.66	724.36	131+00	325	20	1	335
131+00 - 134+25	725.66	724.36	131+00	325	20	1	331	134+25 - 137+50	726.04	724.74	134+25	325	20	1	335
134+25 - 137+50	726.04	724.74	134+25	325	20	1	331	137+50 - 141+75	726.76	725.06	137+50	425	20	1	435
137+50 - 141+75	726.76	725.06	137+50	425	20	1	431	141+75 - 144+95	727.33	726.05	141+75	320	20	1	330
141+75 - 144+95	727.33	726.05	141+75	320	20	1	326	145+05 - 146+05	727.52	727.12	145+05	100	20	1	110
145+05 - 146+05	727.52	727.12	145+05	100	20	1	106	146+05 - 150+50	728.30	726.52	146+05	445	20	1	455
146+05 - 150+50	728.30	726.52	146+05	445	20	1	451	150+50 - 154+95	729.08	727.30	150+50	445	20	1	455
150+50 - 154+95	729.08	727.30	150+50	445	20	1	451	155+05 - 157+75	729.43	728.35	155+05	270	20	1	280
155+05 - 157+75	729.43	728.35	155+05	270	20	1	276	157+75 - 162+00	731.13	729.43	157+75	425	20	1	435
157+75 - 162+00	731.13	729.43	157+75	425	20	1	431	162+00 - 166+00	733.63	731.13	162+00	400	20	1	410
162+00 - 166+00	733.63	731.13	162+00	400	20	1	406	166+00 - 170+65	736.56	733.63	166+00	465	20	1	475
166+00 - 170+75	736.62	733.63	166+00	475	20	1	481	170+65 - 175+65	738.56	736.50	170+65	500	20	1	510
170+75 - 175+55	738.50	736.62	170+55	480	20	1	486	175+65 - 178+55	739.40	738.24	175+55	290	20	1	300
175+65 - 178+55	739.40	738.24	175+65	290	20	1	296	178+55 - 181+45	739.77	738.61	178+55	290	20	1	300
178+55 - 181+45	739.77	738.61	178+55	290	20	1	296	181+45 - 186+45	741.77	739.77	181+45	500	20	1	510
181+45 - 186+45	741.77	739.77	181+45	500	20	1	506	186+55 - 190+45	742.40	740.84	186+55	390	20	1	400
186+55 - 190+45	742.40	740.84	186+55	390	20	1	396	190+45 - 195+45	744.40	742.40	190+45	500	20	1	510
190+45 - 195+45	744.40	742.40	190+45	500	20	1	506	195+45 - 198+80	744.75	743.41	195+45	335	20	1	345
195+45 - 198+80	744.75	743.41	195+45	335	20	1	341	198+80 - 202+20	744.75	743.39	202+20	340	20	1	350
198+80 - 202+20	744.75	743.39	202+20	340	20	1	346	202+20 - 207+20	744.39	742.39	207+20	500	20	1	510
202+20 - 207+20	744.39	742.39	207+20	500	20	1	506	207+20 - 208+95	743.39	742.69	208+95	175	20	1	185
207+20 - 208+95	743.39	742.69	208+95	175	20	1	181	209+05 - 213+00	743.02	741.44	213+00	395	20	1	405
209+05 - 213+00	743.02	741.44	213+00	395	20	1	401	213+00 - 218+00	742.23	740.23	218+00	500	20	1	510
213+00 - 218+00	742.23	740.23	218+00	500	20	1	506	218+00 - 222+00	741.23	739.63	222+00	400	20	1	410
218+00 - 222+00	741.23	739.63	222+00	400	20	1	406	222+00 - 227+00	741.88	739.88	222+00	500	20	1	510
222+00 - 227+00	741.88	739.88	222+00	500	20	1	506	227+00 - 232+00	744.83	741.88	227+00	500	20	1	510
227+00 - 232+00	744.83	741.88	227+00	500	20	1	506	232+00 - 237+00	747.83	744.83	232+00	500	20	1	510
232+00 - 237+00	747.83	744.83	232+00	500	20	1	506	237+00 - 242+00	750.49	747.83	237+00	500	20	1	510
237+00 - 242+00	750.49	747.83	237+00	500	20	1	506	242+00 - 245+50	751.89	750.49	242+00	350	20	1	360
242+00 - 245+50	751.89	750.49	242+00	350	20	1	356	245+50 - 250+50	751.89	749.81	250+50	500	20	1	510

STATION EQUATION 784+99.19 BK = 100+00.00 AH

ep03399/sheets.dgn
03/14/02

PIPE UNDERDRAIN SCHEDULES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	205	11
STA.	TO STA.			
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

PIPE UNDERDRAIN - SOUTHBOUND (CONTINUED)

STATION TO STATION	UPSTREAM FLOWLINE	DOWNSTREAM FLOWLINE	MEDIAN OUTLET STATION	MEDIAN PIPE UNDERDRAIN 4 IN (MOD) FOOT	MEDIAN PIPE UNDERDRAIN 4 IN (SPL) FOOT	MEDIAN CONC HDWL EACH	MEDIAN SHLDR REM&REPL FOOT	STATION TO STATION	UPSTREAM FLOWLINE	DOWNSTREAM FLOWLINE	OUTSIDE OUTLET STATION	OUTSIDE PIPE UNDERDRAIN 4 IN (MOD) FOOT	OUTSIDE PIPE UNDERDRAIN 4 IN (SPL) FOOT	OUTSIDE CONC HDWL EACH	OUTSIDE SHLDR REM&REPL FOOT
245+50 - 250+50	751.89	749.81	250+50	500	20	1	506	250+50 - 255+50	749.81	746.01	255+50	500	20	1	510
250+50 - 255+50	749.81	746.01	255+50	500	20	1	506	255+50 - 260+50	746.01	742.52	260+50	500	20	1	510
255+50 - 260+50	746.01	742.52	260+50	500	20	1	506	260+50 - 265+50	742.52	740.26	265+50	500	20	1	510
260+50 - 265+50	742.52	740.26	265+50	500	20	1	506	265+50 - 268+95	740.26	738.88	268+95	345	20	1	355
265+50 - 268+95	740.26	738.88	268+95	345	20	1	351	268+05 - 274+05	739.01	737.01	274+05	500	20	1	510
269+05 - 274+05	739.01	737.01	274+05	500	20	1	506	274+05 - 279+05	737.01	735.01	279+05	500	20	1	510
274+05 - 279+05	737.01	735.01	279+05	500	20	1	506	279+05 - 284+05	735.01	733.01	284+05	500	20	1	510
279+05 - 284+05	735.01	733.01	284+05	500	20	1	506	284+05 - 289+05	733.01	731.01	289+05	500	20	1	510
284+05 - 289+05	733.01	731.01	289+05	500	20	1	506	289+05 - 290+40	732.01	731.47	290+40	135	20	1	145
289+05 - 290+40	732.01	731.47	290+40	135	20	1	141	291+00 - 292+00	731.51	731.11	291+00	100	20	1	110
290+80 - 292+00	731.51	731.03	290+80	120	20	1	126	292+00 - 296+00	732.49	730.89	292+00	400	20	1	410
292+00 - 296+00	732.49	730.89	292+00	400	20	1	406	296+00 - 301+00	735.43	732.49	296+00	500	20	1	510
296+00 - 301+00	735.43	732.49	296+00	500	20	1	506	301+00 - 306+00	738.43	735.43	301+00	500	20	1	510
301+00 - 306+00	738.43	735.43	301+00	500	20	1	506	306+00 - 311+00	740.61	738.43	306+00	500	20	1	510
306+00 - 311+00	741.43	738.43	306+00	500	20	1	506	311+00 - 316+00	743.61	740.61	311+00	500	20	1	510
311+00 - 316+00	744.43	741.43	311+00	500	20	1	506	316+00 - 320+00	745.69	743.61	316+00	400	20	1	410
316+00 - 320+00	746.51	744.43	316+00	400	20	1	406	320+00 - 323+25	746.99	745.69	320+00	325	20	1	335
320+00 - 323+25	747.81	746.51	320+00	325	20	1	331	323+25 - 328+00	746.99	744.91	328+00	475	20	1	485
323+25 - 328+00	747.81	745.73	328+00	475	20	1	481	328+00 - 333+00	744.91	740.53	333+00	500	20	1	510
328+00 - 333+00	745.73	741.35	333+00	500	20	1	506	333+00 - 338+00	740.53	737.25	338+00	500	20	1	510
333+00 - 338+00	741.35	737.25	338+00	500	20	1	506	338+00 - 342+45	737.25	735.47	342+45	445	20	1	455
338+00 - 342+45	737.25	735.47	342+45	445	20	1	451	342+45 - 346+00	736.49	736.07	342+45	355	20	1	365
342+45 - 346+00	736.49	735.07	342+45	355	20	1	361	346+00 - 350+00	737.33	735.73	346+00	400	20	1	410
346+00 - 350+00	737.33	735.73	346+00	400	20	1	406	350+00 - 353+22	737.83	736.54	350+00	322	20	1	332
350+00 - 353+22	737.83	736.54	350+00	322	20	1	328	353+22 - 358+22	737.83	735.83	358+22	500	20	1	510
353+22 - 358+22	737.83	735.83	358+22	500	20	1	506	358+22 - 361+80	735.83	734.39	361+80	358	20	1	368
358+22 - 363+22	735.83	733.83	363+22	500	20	1	506	361+80 - 365+45	734.39	732.93	365+45	365	20	1	375
363+22 - 368+22	733.83	731.83	368+22	500	20	1	506	365+45 - 369+05	732.93	731.49	369+05	360	20	1	370
368+22 - 373+22	731.83	729.83	373+22	500	20	1	506	378+56 - 382+00	729.11	727.73	378+56	344	40	1	354
373+22 - 378+22	729.83	727.83	378+22	500	20	1	506	382+00 - 386+00	731.88	729.11	382+00	400	20	1	410
378+22 - 379+33	728.65	728.20	379+33	111	20	1	117	386+00 - 390+00	735.20	731.88	386+00	400	20	1	410
379+33 - 384+33	730.49	728.49	379+33	500	20	1	506	390+00 - 394+52	737.48	735.20	390+00	452	20	1	462
384+33 - 389+33	734.67	730.49	384+33	500	20	1	506	399+87 - 402+75	739.65	738.49	399+87	288	20	1	298
389+33 - 392+60	736.93	734.67	389+33	327	20	1	333	402+75 - 405+60	740.79	739.65	402+75	285	20	1	295
392+60 - 397+27	738.80	736.93	392+60	467	20	1	473	405+60 - 410+18	741.82	739.99	405+60	458	20	1	468
399+87 - 402+80	739.66	738.48	399+87	293	20	1	299	412+38 - 417+00	741.83	738.11	417+00	462	20	1	472
402+80 - 405+70	740.82	739.66	402+80	290	20	1	296	417+00 - 421+96	738.11	726.34	421+96	496	20	1	506
405+70 - 410+18	741.89	740.09	405+70	448	20	1	454	421+96 - 426+28	726.34	716.00	426+28	432	20	1	442
412+38 - 417+16	741.87	736.64	417+16	478	20	1	484	426+28 - 431+25	716.00	710.24	431+25	497	20	1	507
417+16 - 422+16	736.64	724.65	422+16	500	20	1	506	431+25 - 436+25	710.24	708.24	436+25	500	20	1	510
422+16 - 427+16	724.65	713.28	427+16	500	20	1	506	436+25 - 441+00	709.16	707.26	441+00	475	20	1	485
427+16 - 432+00	713.28	708.84	432+00	484	20	1	490	441+00 - 444+25	707.26	705.96	444+25	325	20	1	335
432+00 - 437+00	708.84	706.84	437+00	500	20	1	506	444+35 - 447+00	706.37	705.31	447+00	265	20	1	275
437+00 - 442+00	707.84	705.84	442+00	500	20	1	506	447+00 - 452+00	705.84	703.84	452+00	500	20	1	510
442+00 - 444+25	706.84	705.94	444+25	225	20	1	231	452+00 - 457+00	704.84	702.84	457+00	500	20	1	510
444+35 - 447+00	706.37	705.31	447+00	265	20	1	271	457+00 - 461+67	703.84	701.97	461+67	467	20	1	477
447+00 - 452+00	705.84	703.84	452+00	500	20	1	506								
452+00 - 457+00	704.84	702.84	457+00	500	20	1	506								
457+00 - 461+67	703.84	701.97	461+67	467	20	1	473								
SOUTHBOUND MAINLINE TOTAL				51440	2520	126	52196					48567	2460	122	49787

△ THE UNDERDRAIN DEPTH VARIES FROM A MINIMUM OF 1'-7" BELOW THE EXISTING E.O.P. GRADE AT THE UPSTREAM END OF EACH RUN TO A MAXIMUM OF 2'-7" BELOW THE EXISTING E.O.P. GRADE WHILE FOLLOWING THE MINIMUM 0.4% GRADE SPECIFIED IN STANDARD 601001.

STATION EQUATION 784+99.19 BK = 100+00.00 AH

△ REVISED 6-05-02

PIPE UNDERDRAIN SCHEDULES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1.57-2) RS	MCLEAN	2 of 5	2
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

PIPE UNDERDRAIN - LEXINGTON INTERCHANGE (COUNTY HIGHWAY 8)

STATION TO STATION	UPSTREAM FLOWLINE	DOWNSTREAM FLOWLINE	OUTSIDE					STATION TO STATION	UPSTREAM FLOWLINE	DOWNSTREAM FLOWLINE	INSIDE				
			OUTLET STATION	PIPE UNDERDRAIN 4 IN (MOD) FOOT	PIPE UNDERDRAIN 4 IN (SPL) FOOT	CONC HDWL EACH	SHLDR REM&REPL FOOT				OUTLET STATION	PIPE UNDERDRAIN 4 IN (MOD) FOOT	PIPE UNDERDRAIN 4 IN (SPL) FOOT	CONC HDWL EACH	SHLDR REM&REPL FOOT
RAMP A								RAMP A							
100+10 - 105+00	759.47	750.52	105+00	490	20	1	496	100+10 - 105+00	759.47	750.52	105+00	490	20	1	496
105+00 - 110+00	750.52	735.40	110+00	500	20	1	506	105+00 - 110+00	750.52	736.68	110+00	500	20	1	505
110+00 - 115+00	735.40	728.01	115+00	500	20	1	506								
115+00 - 119+90	728.01	720.56	119+90	490	20	1	496								
RAMP B								RAMP B							
263+79 - 266+20	741.61	740.64	266+20	241	20	1	247	272+00 - 275+00	744.43	739.62	272+00	300	20	1	306
266+20 - 271+20	740.64	738.06	271+20	500	20	1	506	275+00 - 280+00	751.74	744.43	275+00	500	20	1	506
271+20 - 275+00	743.15	738.06	271+20	380	20	1	386	280+00 - 284+80	759.44	751.74	280+00	480	20	1	486
275+00 - 280+00	753.02	743.15	275+00	500	20	1	506								
280+00 - 284+80	759.44	753.02	280+00	480	20	1	486								
RAMP C								RAMP C							
346+52 - 351+00	752.85	747.47	351+00	448	20	1	454	346+52 - 351+00	752.85	747.47	351+00	448	20	1	454
351+00 - 354+00	747.47	742.64	354+00	300	20	1	306	351+00 - 354+00	747.47	743.53	354+00	300	20	1	306
354+00 - 357+30	742.64	739.34	357+30	330	20	1	336	354+00 - 357+30	743.53	740.62	357+30	330	20	1	336
357+30 - 360+00	739.84	738.76	357+30	270	20	1	276								
360+00 - 364+00	741.44	739.84	360+00	400	20	1	406								
364+00 - 366+00	741.44	740.64	366+00	200	20	1	206								
366+00 - 368+69	741.40	740.32	368+69	269	20	1	275								
RAMP D								RAMP D							
430+00 - 435+00	734.35	728.01	430+00	500	20	1	506	435+00 - 440+00	742.42	735.63	435+00	500	20	0	506
435+00 - 440+00	741.25	734.35	435+00	500	20	1	506	440+00 - 445+00	747.27	742.42	440+00	500	20	1	506
440+00 - 445+00	748.55	741.25	440+00	500	20	1	506	445+00 - 449+22	752.92	747.27	445+00	422	20	1	428
445+00 - 449+22	752.92	748.55	445+00	422	20	1	428								
SUBTOTALS				8220	400	20	8340					4770	220	10	4836

PIPE UNDERDRAIN - CHENOA INTERCHANGE (US ROUTE 24)

STATION TO STATION	UPSTREAM FLOWLINE	DOWNSTREAM FLOWLINE	RIGHT SIDE					STATION TO STATION	UPSTREAM FLOWLINE	DOWNSTREAM FLOWLINE	LEFT SIDE				
			OUTLET STATION	PIPE UNDERDRAIN 4 IN (MOD) FOOT	PIPE UNDERDRAIN 4 IN (SPL) FOOT	CONC HDWL EACH	SHLDR REM&REPL FOOT				OUTLET STATION	PIPE UNDERDRAIN 4 IN (MOD) FOOT	PIPE UNDERDRAIN 4 IN (SPL) FOOT	CONC HDWL EACH	SHLDR REM&REPL FOOT
RAMP A								RAMP A							
1600+00 - 1605+00	729.49	727.47	1605+00	500	20	1	506	1606+62 - 1607+75	728.12	727.67	1607+75	113	20	1	119
1605+00 - 1607+56	727.47	726.44	1607+56	256	20	1	262	1607+75 - 1612+75	728.63	726.63	1612+75	500	20	1	506
1607+56 - 1612+00	727.35	725.57	1612+00	444	20	1	450	1612+75 - 1617+75	726.63	721.75	1617+75	500	20	1	506
1612+00 - 1617+00	725.57	723.41	1617+00	500	20	1	506	1617+75 - 1622+75	721.75	718.33	1622+75	500	20	1	506
1617+00 - 1621+00	723.41	720.72	1621+00	400	20	1	406	1622+75 - 1624+65	718.33	714.65	1624+65	190	20	1	196
1621+00 - 1624+65	720.72	714.65	1624+65	365	20	1	371								
RAMP B								RAMP B							
1701+38 - 1703+00	716.48	714.62	1701+38	162	20	1	168	1701+38 - 1703+00	716.90	714.62	1701+38	162	20	1	168
1703+00 - 1708+00	724.38	716.48	1703+00	500	20	1	506	1703+00 - 1708+00	725.66	716.90	1703+00	500	20	1	506
1708+00 - 1713+00	732.28	724.38	1708+00	500	20	1	506	1708+00 - 1713+00	733.56	725.66	1708+00	500	20	1	506
1713+00 - 1718+38	738.16	732.28	1713+00	538	20	1	544	1713+00 - 1716+00	736.88	733.56	1713+00	300	20	1	306
1720+98 - 1723+23	740.01	738.44	1720+98	225	20	1	231								
1723+23 - 1727+23	740.90	739.30	1723+23	400	20	1	406								
RAMP C								RAMP C							
1802+42 -1807+00	738.19	734.86	1807+00	458	20	1	464	1805+21 - 1810+00	736.59	732.20	1810+00	479	20	1	485
1807+00 - 1812+00	734.86	727.76	1812+00	500	20	1	506	1810+00 - 1815+00	732.20	724.30	1815+00	500	20	1	506
1812+00 - 1817+00	727.76	720.39	1817+00	500	20	1	506	1815+00 - 1820+00	724.30	719.94	1820+00	500	20	1	506
1817+00 - 1820+00	720.39	719.19	1820+00	300	20	1	306	1820+00 - 1823+90	719.94	718.38	1823+90	390	20	1	396
1820+00 - 1823+90	719.38	717.82	1823+90	390	20	1	396								
RAMP D								RAMP D							
1901+39 - 1905+00	720.58	719.14	1901+39	361	20	1	367	1901+38.46 - 1904+00	719.91	718.86	1901+38.46	262	20	1	268
1905+00 - 1910+00	722.58	720.58	1905+00	500	20	1	506	1904+00 - 1909+00	720.98	718.98	1904+00	500	20	1	506
1910+00 - 1915+00	724.58	722.58	1910+00	500	20	1	506	1909+00 - 1914+00	724.78	720.98	1909+00	500	20	1	506
1915+00 - 1920+00	726.58	724.58	1915+00	500	20	1	506	1914+00 - 1919+00	727.30	724.78	1914+00	500	20	1	506
1920+00 - 1924+16	723.25	726.58	1920+00	416	20	1	422	1919+00 - 1921+50	729.17	727.30	1919+00	466	20	1	472
1924+16 - 1929+16	730.36	728.25	1924+16	500	20	1	506								
1929+16 - 1933+16	732.13	730.36	1929+16	400	20	1	406								
SUBTOTALS				10115	480	24	10259					7362	360	18	7470

PROJECT TOTALS - (NB, SB, AND RAMPS)

230142 FT. =PIPE UNDERDRAIN, 4 IN. (MOD)
11440 FT. =PIPE UNDERDRAIN, 4 IN. (SPECIAL)
567 EA. =CONC. HEADWALL FOR PIPE UNDERDRAIN
234526 FT. =SHOULDER REMOVAL & REPLACEMENT

STATION EQUATION 784+99.19 BK = 100+00.00 AH

PIPE UNDERDRAIN SCHEDULES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	205	13
STA.	TO STA.			
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

CLASS A PATCHING, 9 IN.

NORTHBOUND STATION	L FOOT	W FOOT	TY II SQ YD	TY III SQ YD	TY IV SQ YD	TIE BARS EACH	PATCH REINF. SQ YD	SAW CUTS FOOT
NB DRIVE LANE								
640+84	10	12	13.3				13.3	68
643+48	10	12	13.3				13.3	68
646+12	6	12	8.0				8.0	60
649+82	6	12	8.0				8.0	60
650+87	20	12			26.7	10	26.7	88
652+46	15	12		20.0			20.0	78
652+98	6	12	8.0				8.0	60
654+57	6	12	8.0				8.0	60
655+62	6	12	8.0				8.0	60
661+96	10	12	13.3				13.3	68
663+54	25	12			33.3	13	33.3	98
664+60	10	12	13.3				13.3	68
667+24	12	12		16.0			16.0	72
667+77	12	12		16.0			16.0	72
669+35	6	12	8.0				8.0	60
672+52	8	12	10.7				10.7	64
675+69	20	12			26.7	10	26.7	88
677+27	10	12	13.3				13.3	68
693+64	6	12	8.0				8.0	60
696+81	20	12			26.7	10	26.7	88
714+76	12	12		16.0			16.0	72
725+32	10	12	13.3				13.3	68
735+88	8	12	10.7				10.7	64
741+16	6	12	8.0				8.0	60
743+27	6	12	8.0				8.0	60
744+86	8	12	10.7				10.7	64
746+44	12	12		16.0			16.0	72
749+08	20	12			26.7	10	26.7	88
751+19	15	12		20.0			20.0	78
757+00	6	12	8.0				8.0	60
767+56	12	12		16.0			16.0	72
783+40	12	12		16.0			16.0	72
105+28	6	12	8.0				8.0	60
110+03	6	12	8.0				8.0	60
115+84	40	12			53.3	20	53.3	128
116+37	6	12	8.0				8.0	60
117+95	6	12	8.0				8.0	60
118+48	6	12	8.0				8.0	60
120+59	6	12	8.0				8.0	60
120+06	10	12	13.3				13.3	68
120+59	6	12	8.0				8.0	60
121+12	10	12	13.3				13.3	68
123+76	20	12			26.7	10	26.7	88
126+40	20	12			26.7	10	26.7	88
126+93	6	12	8.0				8.0	60
127+46	8	12	10.7				10.7	64
127+98	6	12	8.0				8.0	60
129+04	6	12	8.0				8.0	60
130+10	15	12		20.0			20.0	78
131+15	10	12	13.3				13.3	68
131+66	25	12			33.3	13	33.3	98
134+85	20	12			26.7	10	26.7	88
136+96	6	12	8.0				8.0	60
137+49	6	12	8.0				8.0	60
138+02	30	12			40.0	15	40.0	108
139+07	10	12	13.3				13.3	68
139+60	30	12			40.0	15	40.0	108
140+13	6	12	8.0				8.0	60
140+66	10	12	13.3				13.3	68
142+24	10	12	13.3				13.3	68
142+77	6	12	8.0				8.0	60
143+30	6	12	8.0				8.0	60
144+35	10	12	13.3				13.3	68
146+46	6	12	8.0				8.0	60
147+52	40	12			53.3	20	53.3	128
152+80	6	12	8.0				8.0	60
153+86	15	12		20.0			20.0	78
155+44	6	12	8.0				8.0	60

CLASS A PATCHING, 9 IN. (CONTINUED)

NORTHBOUND STATION	L FOOT	W FOOT	TY II SQ YD	TY III SQ YD	TY IV SQ YD	TIE BARS EACH	PATCH REINF. SQ YD	SAW CUTS FOOT
NB DRIVE LANE								
158+08	50	12			66.7	25	66.7	148
158+61	20	12			26.7	10	26.7	88
160+72	15	12		20.0			20.0	78
162+30	6	12	8.0				8.0	60
162+83	20	12			26.7	10	26.7	88
163+36	15	12		20.0			20.0	78
189+76	10	12	13.3				13.3	68
[illegible]	6	12	8.0				8.0	60
191+34	6	12	8.0				8.0	60
192+40	6	12	8.0				8.0	60
193+46	6	12	8.0				8.0	60
194+51	6	12	8.0				8.0	60
195+04	6	12	8.0				8.0	60
197+68	6	12	8.0				8.0	60
198+74	6	12	8.0				8.0	60
200+32	6	12	8.0				8.0	60
202+96	6	12	8.0				8.0	60
206+60	6	12	8.0				8.0	60
207+18	6	12	8.0				8.0	60
208+24	15	12		20.0			20.0	78
209+82	6	12	8.0				8.0	60
216+16	6	12	8.0				8.0	60
221+44	30	12			40.0	15	40.0	108
226+72	70	12			93.3	35	93.3	188
228+83	6	12	8.0				8.0	60
232+00	20	12			26.7	10	26.7	88
234+64	6	12	8.0				8.0	60
237+28	6	12	8.0				8.0	60
238+34	6	12	8.0				8.0	60
238+96	25	12			33.3	13	33.3	98
239+52	10	12	13.3				13.3	68
240+45	50	12			66.7	25	66.7	148
240+98	40	12			53.3	20	53.3	128
242+03	80	12			106.7	40	106.7	208
242+56	6	12	8.0				8.0	60
246+26	6	12	8.0				8.0	60
247+84	6	12	8.0				8.0	60
249+42	10	12	13.3				13.3	68
251+01	10	12	13.3				13.3	68
253+12	15	12		20.0			20.0	78
254+70	70	12			93.3	35	93.3	188
257+87	20	12			26.7	10	26.7	88
258+40	10	12	13.3				13.3	68
259+46	20	12			26.7	10	26.7	88
259+98	6	12	8.0				8.0	60
260+51	10	12	13.3				13.3	68
262+10	6	12	8.0				8.0	60
262+62	20	12			26.7	10	26.7	88
263+15	6	12	8.0				8.0	60
263+68	6	12	8.0				8.0	60
264+21	6	12	8.0				8.0	60
264+74	40	12			53.3	20	53.3	128
265+26	6	12	8.0				8.0	60
266+32	10	12	13.3				13.3	68
266+85	10	12	13.3				13.3	68
267+90	10	12	13.3				13.3	68
268+96	6	12	8.0				8.0	60
270+54	6	12	8.0				8.0	60
271+07	6	12	8.0				8.0	60
272+13	70	12			93.3	35	93.3	188
273+71	6	12	8.0				8.0	60
274+24	50	12			66.7	25	66.7	148
274+77	30	12			40.0	15	40.0	108
276+35	15	12		20.0			20.0	78
278+52	15	12		20.0			20.0	78
280+58	10	12	13.3				13.3	68
281+63	6	12	8.0				8.0	60
282+69	6	12	8.0				8.0	60
284+80	15	12		20.0			20.0	78
290+08	10	12	13.3				13.3	68

STATION EQUATION 784+99.19 BK = 100+00.00 AH

CLASS A PATCHING SCHEDULES

ep03399/sheets.dgn
03/14/02

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(5T-1,5T-2) RS	MCLEAN	265	14
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

CLASS A PATCHING, 9 IN. (CONTINUED)

NORTHBOUND STATION	L FOOT	W FOOT	TY II SQ YD	TY III SQ YD	TY IV SQ YD	TIE BARS EACH	PATCH REINF. SQ YD	SAW CUTS FOOT
NB DRIVE LANE								
292+19	6	12	8.0				8.0	60
293+78	6	12	8.0				8.0	60
295+36	10	12	13.3				13.3	68
295+89	20	12			26.7	10	26.7	88
296+42	6	12	8.0				8.0	60
296+94	6	12	8.0				8.0	60
298+00	6	12	8.0				8.0	60
299+06	6	12	8.0				8.0	60
300+11	30	12			40.0	15	40.0	108
300+64	40	12			53.3	20	53.3	128
301+17	15	12		20.0			20.0	78
301+70	10	12	13.3				13.3	68
302+22	15	12		20.0			20.0	78
302+75	15	12		20.0			20.0	78
303+28	10	12	13.3				13.3	68
304+86	10	12	13.3				13.3	68
316+48	6	12	8.0				8.0	60
317+01	6	12	8.0				8.0	60
337+60	6	12	8.0				8.0	60
369+28	6	12	8.0				8.0	60
379+84	10	12	13.3				13.3	68
381+42	15	12		20.0			20.0	78
383+01	40	12			53.3	20	53.3	128
385+12	6	12	8.0				8.0	60
386+18	20	12			26.7	10	26.7	88
387+76	25	12			33.3	13	33.3	98
388+82	40	12			53.3	20	53.3	128
390+40	30	12			40.0	15	40.0	108
391+46	40	12			53.3	20	53.3	128
391+98	50	12			66.7	25	66.7	148
393+04	10	12	13.3				13.3	68
393+57	6	12	8.0				8.0	60
394+62	20	12			26.7	10	26.7	88
395+15	30	12			40.0	15	40.0	108
395+68	6	12	8.0				8.0	60
400+98	20	12			26.7	10	26.7	88
402+02	6	12	8.0				8.0	60
403+07	15	12		20.0			20.0	78
404+13	6	12	8.0				8.0	60
404+66	110	12			146.7	55	146.7	268
406+24	15	12		20.0			20.0	78
407+30	10	12	13.3				13.3	68
410+46	50	12			66.7	25	66.7	148
432+64	6	12	8.0				8.0	60
434+22	12	12		16.0			16.0	72
435+81	30	12			40.0	15	40.0	108
436+34	10	12	13.3				13.3	68
437+39	40	12			53.3	20	53.3	128
437+92	6	12	8.0				8.0	60
440+56	6	12	8.0				8.0	60
448+48	15	12		20.0			20.0	78
449+01	6	12	8.0				8.0	60
449+54	50	12			66.7	25	66.7	148
450+59	40	12			53.3	20	53.3	128
451+65	6	12	8.0				8.0	60
452+70	30	12			40.0	15	40.0	108
453+76	10	12	13.3				13.3	68
455+34	6	12	8.0				8.0	60
457+46	6	12	8.0				8.0	60
458+51	15	12		20.0			20.0	78
NB PASS LANE:								
640+84	15	12		20.0			20.0	78
667+24	10	12	13.3				13.3	68
709+48	6	12	8.0				8.0	60
746+44	6	12	8.0				8.0	60
746+97	20	12			26.7	10	26.7	88
748+02	6	12	8.0				8.0	60
750+66	6	12	8.0				8.0	60
767+56	6	12	8.0				8.0	60
115+84	6	12	8.0				8.0	60
300+64	6.0	12.0	8.0				8.0	60
NORTH BOUND TOTAL			1223	512	2440	915	4175	16248
PLUS 10% WINTER GROWTH			1345	563	2684	1007	4593	17873

CLASS A PATCHING, 9 IN.

SOUTHBOUND STATION	L FT	W FT	TY II SQ YD	TY III SQ YD	TY IV SQ YD	TIE BARS EACH	PATCH REINF. SQ YD	SAW CUTS FOOT
SB DRIVE LANE:								
635+56	6	12	8.0				8.0	60
638+73	6	12	8.0				8.0	60
640+84	6	12	8.0				8.0	60
651+40	8	12	10.7				10.7	64
653+51	8	12	10.7				10.7	64
656+68	6	12	8.0				8.0	60
658+26	12	12		16.0			16.0	72
672+52	6	12	8.0				8.0	60
676+22	6	12	8.0				8.0	60
683+08	8	12	10.7				10.7	64
688+36	10	12	13.3				13.3	68
689+42	10	12	13.3				13.3	68
709+48	8	12	10.7				10.7	64
711+59	10	12	13.3				13.3	68
713+70	6	12	8.0				8.0	60
720+04	6	12	8.0				8.0	60
722+15	6	12	8.0				8.0	60
730+60	6	12	8.0				8.0	60
731+66	6	12	8.0				8.0	60
734+30	6	12	8.0				8.0	60
734+82	12	12		16.0			16.0	72
735+88	6	12	8.0				8.0	60
738+52	6	12	8.0				8.0	60
741+16	10	12	13.3				13.3	68
742+22	6	12	8.0				8.0	60
743+27	8	12	10.7				10.7	64
745+38	6	12	8.0				8.0	60
746+44	6	12	8.0				8.0	60
749+61	8	12	10.7				10.7	64
751+72	6	12	8.0				8.0	60
767+56	6	12	8.0				8.0	60
769+14	6	12	8.0				8.0	60
772+84	10	12	13.3				13.3	68
778+12	8	12	10.7				10.7	64
100+00	15	12		20.0			20.0	78
105+28	10	12	13.3				13.3	68
110+56	20	12			26.7	10	26.7	88
113+20	6	12	8.0				8.0	60
115+84	6	12	8.0				8.0	60
116+90	6	12	8.0				8.0	60
117+95	30	12			40.0	15	40.0	108
119+01	6	12	8.0				8.0	60
120+06	6	12	8.0				8.0	60
121+12	8	12	10.7				10.7	64
124+29	6	12	8.0				8.0	60
126+40	10	12	13.3				13.3	68
147+52	8	12	10.7				10.7	64
158+08	6	12	8.0				8.0	60
163+36	10	12	13.3				13.3	68
168+64	6	12	8.0				8.0	60
173+92	6	12	8.0				8.0	60
175+50	8	12	10.7				10.7	64
177+62	6	12	8.0				8.0	60
184+48	6	12	8.0				8.0	60
187+12	10	12	13.3				13.3	68
188+18	10	12	13.3				13.3	68
189+76	6	12	8.0				8.0	60
195+04	6	12	8.0				8.0	60
198+21	6	12	8.0				8.0	60
200+32	8	12	10.7				10.7	64
201+38	8	12	10.7				10.7	64
201+90	8	12	10.7				10.7	64
202+43	10	12	13.3				13.3	68

STATION EQUATION 784+99.19 BK = 100+00.00 AH

CLASS A PATCHING SCHEDULES

ep03399/sheets.dgn
03/14/02

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	205	15
STA.	TO STA.			
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

CLASS A PATCHING, 9 IN. (CONTINUED)

SOUTHBOUND STATION	L FT	W FT	TY II SQ YD	TY III SQ YD	TY IV SQ YD	TIE BARS EACH	PATCH REINF. SQ YD	SAW CUTS FOOT
SB DRIVE LANE:								
202+96	10	12	13.3				13.3	68
203+49	8	12	10.7				10.7	64
204+02	10	12	13.3				13.3	68
204+34	8	12	10.7				10.7	64
205+60	15	12		20.0			20.0	78
206+13	6	12	8.0				8.0	60
206+66	15	12		20.0			20.0	78
207+18	15	12		20.0			20.0	78
207+71	6	12	8.0				8.0	60
208+24	6	12	8.0				8.0	60
208+77	6	12	8.0				8.0	60
209+30	6	12	8.0				8.0	60
209+82	20	12			26.7	10	26.7	88
210+35	10	12	13.3				13.3	68
216+16	20	12			26.7	10	26.7	88
221+44	6	12	8.0				8.0	60
225+66	6	12	8.0				8.0	60
237+28	10	12	13.3				13.3	68
237+81	10	12	13.3				13.3	68
238+86	15	12		20.0			20.0	78
239+92	10	12	13.3				13.3	68
245+20	6	12	8.0				8.0	60
247+84	6	12	8.0				8.0	60
250+48	6	12	8.0				8.0	60
253+12	10	12	13.3				13.3	68
255+23	6	12	8.0				8.0	60
256+82	15	12		20.0			20.0	78
258+40	6	12	8.0				8.0	60
259+46	6	12	8.0				8.0	60
261+57	6	12	8.0				8.0	60
263+68	6	12	8.0				8.0	60
268+96	40	12			53.3	20	53.3	128
274+24	50	12			66.7	25	66.7	148
276+88	20	12			26.7	10	26.7	88
278+46	15	12		20.0			20.0	78
290+08	15	12		20.0			20.0	78
311+20	10	12	13.3				13.3	68
315+95	30	12			40.0	15	40.0	108
321+76	30	12			40.0	15	40.0	108
323+34	6	12	8.0				8.0	60
327+04	15	12		20.0			20.0	78
331+26	6	12	8.0				8.0	60
337+60	10	12	13.3				13.3	68
342+88	30	12			40.0	15	40.0	108
348+16	25	12			33.3	13	33.3	98
350+80	8	12	10.7				10.7	64
353+44	10	12	13.3				13.3	68
358+72	6	12	8.0				8.0	60
360+30	6	12	8.0				8.0	60
364+90	20	12			26.7	10	26.7	88
369+28	10	12	13.3				13.3	68
369+81	40	12			53.3	20	53.3	128
371+29	10	12	13.3				13.3	68
372+45	10	12	13.3				13.3	68
374+03	20	12			26.7	10	26.7	88
374+56	8	12	10.7				10.7	64
377+20	15	12		20.0			20.0	78
379+64	20	12			26.7	10	26.7	88
381+95	6	12	8.0				8.0	60
382+54	6	12	8.0				8.0	60
384+69	10	12	13.3				13.3	68
385+12	15	12		20.0			20.0	78
385+65	20	12			26.7	10	26.7	88
386+70	20	12			26.7	10	26.7	88
387+76	40	12			53.3	20	53.3	128

CLASS A PATCHING, 9 IN. (CONTINUED)

SOUTHBOUND STATION	L FT	W FT	TY II SQ YD	TY III SQ YD	TY IV SQ YD	TIE BARS EACH	PATCH REINF. SQ YD	SAW CUTS FOOT
SB DRIVE LANE:								
388+82	10	12	13.3				13.3	68
389+87	6	12	8.0				8.0	60
390+40	6	12	8.0				8.0	60
392+51	70	12			93.3	35	93.3	188
393+04	15	12		20.0			20.0	78
394+10	15	12		20.0			20.0	78
395+15	6	12	8.0				8.0	60
395+68	40	12			53.3	20	53.3	128
396+21	20	12			26.7	10	26.7	88
397+26	40	12			53.3	20	53.3	128
406+24	30	12			40.0	15	40.0	108
406+77	10	12	13.3				13.3	68
407+30	15	12		20.0			20.0	78
407+82	6	12	8.0				8.0	60
408+88	20	12			26.7	10	26.7	88
409+41	15	12		20.0			20.0	78
410+46	30	12			40.0	15	40.0	108
410+99	10	12	13.3				13.3	68
411+52	15	12		20.0			20.0	78
422+08	15	12		20.0			20.0	78
437+92	30	12			40.0	15	40.0	108
443+20	10	12	13.3				13.3	68
448+48	20	12			26.7	10	26.7	88
450+06	20	12			26.7	10	26.7	88
451+65	20	12			26.7	10	26.7	88
453+76	60	12			80.0	30	80.0	168
456+40	60	12			80.0	30	80.0	168
457+46	150	12			200.0	75	200.0	348
457+98	70	12			93.3	35	93.3	188
458+51	100	12			133.3	50	133.3	248
459+04	6	12	8.0				8.0	60
460+10	12	12		16.0			16.0	72
SB PASS LANE:								
635+56	6	12	8.0				8.0	60
709+48	6	12	8.0				8.0	60
711+06	6	12	8.0				8.0	60
713+16	6	12	8.0				8.0	60
741+16	6	12	8.0				8.0	60
772+84	6	12	8.0				8.0	60
110+56	20	12			26.7	10	26.7	88
237+28	10	12	13.3				13.3	68
321+76	12	12		16.0			16.0	72
358+72	6	12	8.0				8.0	60
374+56	6	12	8.0				8.0	60
432+64	6	12	8.0				8.0	60
437+92	8	12	10.7				10.7	64
443+20	6	12	8.0				8.0	60
SOUTH BOUND TOTAL			850	372	1727	648	2949	11144
10% WINTER GROWTH			935	409	1900	712	3244	12258

STATION EQUATION 784+99.35 BK = 100+00.00 AH

CLASS A PATCHING SCHEDULES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	805	16
STA.	TO STA.			
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

CLASS B PATCHING

PATCH	LOG MILES	L FT	W FT	8" TYPE II SQ YD	8" TYPE III SQ YD	8" TYPE IV SQ YD	9" TYPE II SQ YD	9" TYPE III SQ YD	9" TYPE IV SQ YD	PAVT FABRIC SQ YD	DOWEL BARS EACH	SAW CUTS FOOT
LEXINGTON												
RAMP A												
1	0.0	6	16	10.7							28	60
2		6	16	10.7							28	60
3		6	16	10.7							28	60
4		6	16	10.7							28	60
5		6	16	10.7							28	60
6		6	16	10.7							28	60
7		6	16	10.7							28	60
8		6	16	10.7							28	60
9		10	16		17.8					17.8	28	68
10	0.1	6	16	10.7							28	60
11		15	16			26.7				26.7	28	78
12		15	16			26.7				26.7	28	78
13		6	16	10.7							28	60
14		6	16	10.7							28	60
15	0.2	6	16	10.7							14	60
RAMP TOTAL				128	18	53	0	0	0	71	406	944
LEXINGTON												
RAMP B												
1	0.0	6	16	10.7							28	60
2	0.1	6	16	10.7							28	60
3		6	16	10.7							28	60
4		6	16	10.7							28	60
5	0.2	6	16	10.7							28	60
6		15	16			26.7				26.7	28	78
7		6	16	10.7							28	60
8		6	16	10.7							28	60
9		15	16			26.7				26.7	28	78
10		6	16	10.7							28	60
11		6	16	10.7							28	60
RAMP TOTAL				96	0	53	0	0	0	53	308	695
LEXINGTON												
RAMP C												
1	0.0	20	16			35.6				35.6	28	88
2		6	16	10.7							28	60
3		15	16			26.7				26.7	28	78
4		6	16	10.7							28	60
5		6	16	10.7							28	60
6	0.1	6	16	10.7							28	60
7		6	16	10.7							28	60
8		6	16	10.7							28	60
9		6	16	10.7							28	60
10		6	16	10.7							28	60
RAMP TOTAL				86	0	62	0	0	0	62	280	646
LEXINGTON												
RAMP D												
1	0.1	6	16	10.7							14	60
2		6	16	10.7							28	60
3	0.2	6	16	10.7							28	60
4		6	16	10.7							28	60
5	0.3	6	16	10.7							28	60
6		6	16	10.7							28	60
7		6	16	10.7							28	60
8		6	16	10.7							28	60
9		15	16			26.7				26.7	28	78
10		6	16	10.7							28	60
RAMP TOTAL				96	0	27	0	0	0	27	266	618
LEXINGTON TOTAL				407	18	196	0	0	0	214	1260	2904

STATION EQUATION 784+99.19 BK = 100+00.00 AH

CLASS B PATCHING SCHEDULES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	205	17
STA.	TO STA.			
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

CLASS B PATCHING (CONTINUED)

PATCH	LOG MILES	L FT	W FT	8" TYPE II SQ YD	8" TYPE III SQ YD	8" TYPE IV SQ YD	9" TYPE II SQ YD	9" TYPE III SQ YD	9" TYPE IV SQ YD	PAVT FABRIC SQ YD	DOWEL BARS EACH	SAW CUTS FOOT
CHENOA												
RAMP A												
1	0.1	15	16						26.7		28	78
2		6	16				10.7				28	60
3		6	16				10.7				28	60
4		6	16				10.7				28	60
5		6	16				10.7				28	60
6		6	16				10.7				28	60
7	0.2	6	16				10.7				28	60
8		20	16						35.6		28	88
9		6	16				10.7				3	60
10		6	16				10.7				28	60
11		15	16						26.7		28	78
12		6	16				10.7				28	60
13		6	16				10.7				28	60
14		6	16				10.7				28	60
15		6	16				10.7				28	60
16		6	16				10.7				28	60
17		15	16						26.7		28	78
18		6	16				10.7				28	60
19		6	16				10.7				28	60
20		15	16						26.7		28	78
21		6	16				10.7				28	60
22	0.3	6	16				10.7				28	60
23		6	16				10.7				28	60
24		6	16				10.7				28	60
25		20	16						35.6		28	88
26		20	16						35.6		28	88
27		6	16				10.7				28	60
28		6	16				10.7				28	60
29		15	16						26.7		28	78
30		20	16						35.6		28	88
31		6	16				10.7				28	60
32	0.4	6	16				10.7				28	60
33		6	16				10.7				28	60
34		20	16						35.6		28	88
35		15	16						26.7		28	78
36		6	16				10.7				28	60
37		20	16						35.6		28	88
RAMP TOTAL				0	0	0	268	0	374	0	1036	2496
CHENOA												
RAMP B												
1	0.0	6	16				10.7				28	60
2		15	16						26.7		28	78
3		6	16				10.7				28	60
4		15	16						26.7		28	78
5		15	16						26.7		28	78
6		20	16						35.6		28	88
7		15	16						26.7		28	78
8		6	16				10.7				28	60
9		15	16						26.7		28	78
10		15	16						26.7		28	78
11	0.1	6	16				10.7				28	60
12		6	16				10.7				28	60
13		15	16						26.7		28	78
14		6	16				10.7				28	60
15		15	16						26.7		28	78
16		15	16						26.7		28	78
17		20	16						35.6		28	88
18		15	16						26.7		28	78
19		20	16						35.6		28	88
20		6	16				10.7				28	60
21		15	16						26.7		28	78
22		15	16						26.7		28	78
23	0.2	6	16				10.7				28	60
24		15	16						26.7		28	78
25		15	16						26.7		28	78
26		6	16				10.7				28	60
27		6	16				10.7				28	60
28		25	16						44.4		28	98
RAMP TOTAL				0	0	0	107	0	525	0	784	2054

STATION EQUATION 724+98.19 BK = 100+00.00 AH

CLASS B PATCHING SCHEDULES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	305	18
STA.	TO STA.			
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

CLASS B PATCHING (CONTINUED)

PATCH	LOG MILES	L FT	W FT	8" TYPE II SQ YD	8" TYPE III SQ YD	8" TYPE IV SQ YD	9" TYPE II SQ YD	9" TYPE III SQ YD	9" TYPE IV SQ YD	PAVT FABRIC SQ YD	DOWEL BARS EACH	SAW CUTS FOOT
CHENOA												
RAMP C												
1	0.0	6	16				10.7				28	60
2		6	16				10.7				28	60
3		6	16				10.7				28	60
4		6	16				10.7				28	60
5		6	16				10.7				28	60
6		6	16				10.7				28	60
7		6	16				10.7				28	60
8		6	16				10.7				28	60
9		6	16				10.7				28	60
10		6	16				10.7				28	60
11		6	16				10.7				28	60
12		6	16				10.7				28	60
13		15	16						26.7		28	78
14		6	16				10.7				28	60
15		6	16				10.7				28	60
16		15	16						26.7		28	78
17		6	16				10.7				28	60
18		6	16				10.7				28	60
19		6	16				10.7				28	60
20		6	16				10.7				28	60
21		10	16					17.8			28	68
22		15	16						26.7		28	78
23	0.1	20	16						35.6		28	88
24		20	16						35.6		28	88
25		6	16				10.7				28	60
26		6	16				10.7			26.0	28	60
27		15	16						26.7	27.0	28	78
28	0.2	6	16				10.7			28.0	28	60
29		6	16				10.7			29.0	28	60
30		15	16						26.7	30.0	28	78
31		15	16						26.7	31.0	28	78
32		6	16				10.7			32.0	28	60
33		6	16				10.7			33.0	28	60
34		15	16						26.7	34.0	28	78
35		6	16				10.7			35.0	28	60
36		6	16				10.7			36.0	28	60
37		15	16						26.7	37.0	28	78
38		6	16				10.7			38.0	28	60
39		6	16				10.7			39.0	28	60
RAMP TOTAL				0	0	0	300	18	285	455	1092	2548
CHENOA												
RAMP D												
1	0.0	20	16						35.6		28	88
2		6	16				10.7				28	60
3		6	16				10.7				28	60
4		6	16				10.7				28	60
5		6	16				10.7				28	60
6		15	16						26.7		28	78
7		6	16				10.7				28	60
8		20	16						35.6		28	88
9		6	16				10.7				28	60
10		6	16				10.7				28	60
11	0.1	6	16				10.7				28	60
12		6	16				10.7				28	60
13		6	16				10.7				28	60
14		6	16				10.7				28	60
15		6	16				10.7				28	60
16		6	16				10.7				28	60
17		6	16				10.7				28	60
18		6	16				10.7				28	60
19		6	16				10.7				28	60
20		15	16						26.7		28	78
21		15	16						26.7		28	78
22		15	16						26.7		28	78
23		10	16					17.8			28	68
24		6	16				10.7				28	60
25	0.2	10	16					17.8			28	68
26		15	16						26.7		28	78
27	0.3	15	16						26.7		28	78
28		6	16				10.7				28	60
29		15	16						26.7		28	78
30		15	16						26.7		28	78
31		15	16						26.7		28	78
32		15	16						26.7		28	78
33		15	16						26.7		28	78
34		15	16						26.7		28	78
35		15	16						26.7		28	78
36		15	16						26.7		28	78
RAMP TOTAL				0	0	0	193	36	445	0	1008	2484
CHENOA TOTAL				0	0	0	867	53	1629	455	3920	9582
TOTAL-BOTH INTERCHANGES				407	18	196	867	53	1629	669	5180	12486

STATION EQUATION 734+99.19 BK = 100+00.00 AH

CLASS B PATCHING SCHEDULES

PARTIAL DEPTH PATCHING SCHEDULE

STATION	LANE	LENGTH	PARTIAL DEPTH REM 2″	PARTIAL DEPTH PATCH
		FT	SQ YD	TON
NORTHBOUND:				
630+28	RAMP	150	33	3.8
632+92	RAMP	80	18	2.1
635+56	RAMP	15	3	0.3
636+62	RAMP	12	3	0.3
638+20	RAMP	20	4	0.5
639+78	PL	130	29	3.4
640+84	CL	20	4	0.5
646+12	PL	140	31	3.6
648+76	DL	30	7	0.8
651+40	PL	20	4	0.5
654+04	DL	60	13	1.5
656+68	PL	40	9	1.0
658+26	RAMP	75	17	2.0
659+85	RAMP	20	4	0.5
661+96	DL	90	20	2.3
663+54	DL	20	4	0.5
665+66	DL	30	7	0.8
667+24	DL	80	18	2.1
668+30	DL	20	4	0.5
669+88	DL	40	9	1.0
670+94	CL	70	16	1.9
672+52	PL	100	22	2.6
675+16	DL	40	9	1.0
676+22	DL	30	7	0.8
677+80	PL	60	13	1.5
678+33	DL	70	16	1.9
683+08	DL	100	22	2.6
685+72	PL	30	7	0.8
686+78	CL	30	7	0.8
688+36	PL	40	9	1.0
689+94	CL	30	7	0.8
690+47	DL	100	22	2.6
691+00	CL	20	4	0.5
691+53	CL	20	4	0.5
692+06	CL	30	7	0.8
693+64	PL	550	122	14.2
696+28	DL	30	7	0.8
697+34	DL	70	16	1.9
698+92	CL	10	2	0.2
701+56	CL	20	4	0.5
704+20	CL	60	13	1.5
709+48	CL	20	4	0.5
714+76	CL	30	7	0.8
717+40	CL	30	7	0.8
720+04	DL	50	11	1.3
725+32	PL	15	3	0.3
730+60	PL	80	18	2.1
735+88	DL	150	33	3.8
741+16	CL	60	13	1.5
751+72	DL	40	9	1.0
752+78	PL	20	4	0.5
753+83	PL	20	4	0.5
754+89	DL	20	4	0.5
755+94	DL	80	18	2.1
756+47	DL	500	111	12.9
757+00	PL	110	24	2.8
760+17	DL	350	78	9.0
762+28	PL	40	9	1.0
763+86	PL	100	22	2.6
766+50	DL	20	4	0.5
767+03	PL	50	11	1.3
772+84	CL	50	11	1.3
105+28	DL	20	4	0.5
106+34	PL	30	7	0.8
107+39	DL	40	9	1.0
108+45	DL	120	27	3.1

PARTIAL DEPTH PATCHING (CONTINUED)

STATION	LANE	LENGTH	PARTIAL DEPTH REM 2″	PARTIAL DEPTH PATCH
		FT	SQ YD	TON
NORTHBOUND:				
110+56	PL	80	18	2.1
113+20	DL	20	4	0.5
114+78	DL	110	24	2.8
115+84	DL	10	2	0.2
126+40	DL	130	29	3.4
131+68	DL	50	11	1.3
131+68	DL	80	18	2.1
132+74	CL	30	7	0.8
133+79	DL	40	9	1.0
135+90	DL	100	22	2.6
136+96	PL	30	7	0.8
142+24	CL	50	11	1.3
143+30	DL	30	7	0.8
144+35	CL	30	7	0.8
145+41	DL	30	7	0.8
146+46	CL	10	2	0.2
158+08	PL	60	13	1.5
160+72	PL	50	11	1.3
162+30	DL	180	40	4.6
163+36	DL	200	44	5.1
164+42	DL	20	4	0.5
165+47	DL	80	18	2.1
167+58	PL	30	7	0.8
168+64	DL	110	24	2.8
169+70	DL	220	49	5.7
171+28	PL	50	11	1.3
172+34	DL	130	29	3.4
173+92	PL	130	29	3.4
176+56	DL	250	56	6.5
180+26	PL	40	9	1.0
181+31	PL	70	16	1.9
182+37	DL	100	22	2.6
183+42	PL	60	13	1.5
183+95	DL	110	24	2.8
184+48	CL	30	7	0.8
185+54	DL	30	7	0.8
186+59	DL	30	7	0.8
187+65	DL	50	11	1.3
188+70	PL	40	9	1.0
189+23	DL	20	4	0.5
189+76	DL	210	47	5.5
191+87	DL	100	22	2.6
192+93	PL	50	11	1.3
193+98	DL	20	4	0.5
195+04	DL	20	4	0.5
197+15	DL	20	4	0.5
198+21	PL	50	11	1.3
199+26	DL	600	133	15.4
205+60	DL	230	51	5.9
206+66	PL	50	11	1.3
209+30	DL	70	16	1.9
210+35	DL	30	7	0.8
213+52	PL	30	7	0.8
214+58	DL	70	16	1.9
215+63	DL	120	27	3.1
216+16	DL	100	22	2.6
217+22	PL	150	33	3.8
217+74	DL	20	4	0.5
218+27	DL	30	7	0.8
218+80	DL	80	18	2.1
219+33	PL	30	7	0.8
220+38	DL	20	4	0.5
220+91	DL	100	22	2.6
221+44	CL	70	16	1.9
223+02	DL	150	33	3.8
224+08	PL	60	13	1.5
225+14	DL	75	17	2.0
226+19	DL	150	33	3.8

PARTIAL DEPTH PATCHING (CONTINUED)

STATION	LANE	LENGTH	PARTIAL DEPTH REM 2″	PARTIAL DEPTH PATCH
		FT	SQ YD	TON
NORTHBOUND:				
226+72	DL	120	27	3.1
228+83	PL	200	44	5.1
229+89	DL	110	24	2.8
230+94	CL	70	16	1.9
231+47	DL	170	38	4.4
232+00	DL	60	13	1.5
237+28	CL	80	18	2.1
239+92	DL	300	67	7.8
242+56	DL	20	4	0.5
245+20	PL	100	22	2.6
247+84	CL	50	11	1.3
248+90	DL	40	9	1.0
249+95	DL	40	9	1.0
251+01	DL	50	11	1.3
252+06	PL	200	44	5.1
253+12	DL	50	11	1.3
255+76	CL	220	49	5.7
257+87	DL	150	33	3.8
258+40	DL	70	16	1.9
263+68	PL	100	22	2.6
268+96	CL	30	7	0.8
271+60	CL	20	4	0.5
274+24	DL	150	33	3.8
276+88	DL	230	51	5.9
279+52	DL	70	16	1.9
282+16	DL	90	20	2.3
283+22	DL	20	4	0.5
284+27	DL	40	9	1.0
284+80	DL	40	9	1.0
287+44	DL	200	44	5.1
290+08	DL	50	11	1.3
292+72	DL	250	56	6.5
295+36	DL	100	22	2.6
311+20	PL	50	11	1.3
313+84	DL	10	2	0.2
316+48	CL	250	56	6.5
321+76	PL	50	11	1.3
327+04	PL	60	13	1.5
329+68	PL	30	7	0.8
330+74	PL	100	22	2.6
331+79	DL	80	18	2.1
332+32	DL	50	11	1.3
337+60	PL	150	33	3.8
342+88	CL	50	11	1.3
348+16	PL	50	11	1.3
353+44	PL	110	24	2.8
358+72	CL	50	11	1.3
364+00	CL	100	22	2.6
366+64	CL	50	11	1.3
369+28	CL	50	11	1.3
371+92	CL	280	62	7.2
374+03	RAMP	120	27	3.1
374+56	CL	100	22	2.6
377+20	CL	200	44	5.1
379+84	CL	650	144	16.7
385+12	CL	600	133	15.4
395+68	RAMP	250	56	6.5
400+96	CL	1000	222	25.8
406+24	CL	100	22	2.6
416+80	CL	200	44	5.1
422+08	CL	30	7	0.8
424+72	CL	250	56	6.5
427+36	CL	120	27	3.1
432+64	CL	40	9	1.0
435+28	CL	20	4	0.5
436+86	CL	190	42	4.9
437+92	CL	1250	278	32.2
443+20	CL	75	17	2.0
448+48	CL	80	18	2.1
451+12	CL	40	9	1.0
453+76	CL	400	89	10.3
NORTHBOUND TOTAL			4669	543

STATION EQUATION 784+99.19 BK = 100+00.00 AH

ee03399\sheets.dgn
03/14/02

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	157-1,57-2I RS	MCLEAN	205	20
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

PARTIAL DEPTH PATCHING (CONTINUED)

STATION	LANE	LENGTH	PARTIAL DEPTH REM 2"	PARTIAL DEPTH PATCH
		FT	SQ YD	TON
SOUTHBOUND:				
625+00	DL	100	22	2.6
630+28	DL	15	3	0.3
640+84	PL	120	27	3.1
646+12	DL	10	2	0.2
651+40	DL	50	11	1.3
656+68	DL	50	11	1.3
659+32	DL	80	18	2.1
661+43	DL	100	22	2.6
661+96	RAMP	20	4	0.5
667+24	DL	120	27	3.1
677+80	DL	80	18	2.1
704+20	DL	425	94	10.9
714+76	DL	70	16	1.9
725+32	PL	70	16	1.9
741+16	DL	80	18	2.1
743+80	DL	380	84	9.7
745+38	DL	80	18	2.1
746+44	DL	30	7	0.8
757+00	DL	150	33	3.8
759+64	DL	40	9	1.0
761+22	PL	30	7	0.8
762+28	PL	100	22	2.6
764+92	DL	10	2	0.2
767+56	PL	40	9	1.0
772+84	PL	50	11	1.3
778+12	DL	50	11	1.3
783+40	DL	30	7	0.8
115+84	CL	80	18	2.1
126+40	CL	120	27	3.1
131+68	PL	160	36	4.2
136+96	CL	50	11	1.3
139+60	PL	100	22	2.6
142+24	DL	50	11	1.3
143+82	DL	90	20	2.3
145+41	PL	20	4	0.5
146+99	DL	140	31	3.6
147+52	PL	80	18	2.1
152+80	DL	230	51	5.9
184+48	DL	130	29	3.4
200+32	CL	60	13	1.5
205+60	DL	30	7	0.8
237+28	CL	30	7	0.8
258+40	CL	10	2	0.2
279+52	CL	40	9	1.0
284+80	CL	30	7	0.8
300+64	CL	10	2	0.2
311+20	CL	50	11	1.3
321+76	PL	70	16	1.9

PARTIAL DEPTH PATCHING (CONTINUED)

STATION	LANE	LENGTH	PARTIAL DEPTH REM 2"	PARTIAL DEPTH PATCH
		FT	SQ YD	TON
SOUTHBOUND:				
324+40	PL	70	16	1.9
327+04	DL	20	4	0.5
329+68	PL	100	22	2.6
332+32	DL	160	36	4.2
333+90	PL	200	44	5.1
334+96	PL	160	36	4.2
336+02	PL	10	2	0.2
337+07	DL	80	18	2.1
337+60	PL	120	27	3.1
340+24	DL	40	9	1.0
342+88	CL	80	18	2.1
345+52	CL	30	7	0.8
347+63	PL	30	7	0.8
348+16	PL	50	11	1.3
353+44	CL	20	4	0.5
356+08	DL	80	18	2.1
358+19	PL	140	31	3.6
358+72	CL	20	4	0.5
361+36	PL	250	56	6.5
363+47	PL	130	29	3.4
364+00	DL	160	36	4.2
365+58	PL	300	67	7.8
367+70	DL	100	22	2.6
368+75	PL	150	33	3.8
369+28	DL	20	4	0.5
371+92	PL	200	44	5.1
374+56	CL	100	22	2.6
376+67	RAMP	600	133	15.4
377+73	RAMP	10	2	0.2
378+78	CL	50	11	1.3
379+84	RAMP	70	16	1.9
385+12	CL	220	49	5.7
387+76	PL	80	18	2.1
390+40	CL	30	7	0.8
393+04	CL	50	11	1.3
395+68	CL	50	11	1.3
400+96	CL	50	11	1.3
406+24	PL	120	27	3.1
411+52	CL	120	27	3.1
414+16	CL	150	33	3.8
416+80	CL	100	22	2.6
419+44	CL	150	33	3.8
422+08	CL	40	9	1.0
427+36	CL	1600	356	41.3
437+92	CL	30	7	0.8
443+20	CL	400	89	10.3
448+48	CL	1300	289	33.5
453+76	DL	160	36	4.2
456+40	CL	50	11	1.3
459+04	DL	100	22	2.6
464+32	CL	400	89	10.3
474+88	DL	100	22	2.6
	DL	10	2	0.2
SOUTHBOUND TOTAL			2851	331
PROJECT TOTAL			7520	874
10% WINTER GROWTH			8272	962

STATION EQUATION 784+99.19 BK = 108+00.00 AH

PARTIAL DEPTH PATCHING SCHEDULES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	205	21
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

MAINLINE SCHEDULE

LOCATION	LENGTH	PAV'T AREA	POLYMERIZED BIT. CONC. SURF. CSE. SUPERPAVE	BIT. CONC. BIND CSE SUPERPAVE	BIT SHLDR SUPER-PAVE	BIT SHLDR SUPERPAVE (SPL)	AGG SHLDS	PAVED SHLDR REM	BIT SHLDR 10"	BIT SURF REM (BUTT J	PCC SURF REM (BUTT JT)	TEMP RAMP	BIT MAT (PR CT)	AGG (PR CT)	LEVEL BIND (HM)	MIX FOR CRACKS JTS. & FLGWYS
	FOOT	SQ YD	TON	TON	TON	TON	TON	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	GALLON	TON	TON	TON
NORTHBOUND LANES:																
625+10 TO 626+40	130	346.7	30.0	70.0	40.4	24.3	20.6			133		22	27.7	0.7	0.2	0.1
626+40 TO 708+29.96	8189.96	21839.9	1889.6	4409.0	2548.0	1528.8	1295.5						1747.2	43.7	10.9	6.6
708+29.96 TO 710+29.96	200	533.3	46.1	107.7	62.2	37.3	31.6			89	133	22	42.7	1.1	0.3	0.2
710+29.96 TO 712+83.63	OMISSION - STRUCTURE NUMBER 057-0183 & APPROACHES															
712+83.63 TO 714+83.63	200	533.3	46.1	107.7	62.2	37.3	31.6			89	133	22	42.7	1.1	0.3	0.2
714+83.63 TO 778+64.53	6380.9	17015.7	1472.2	3435.1	1985.2	1191.1	1009.3						1361.3	34	8.5	5.1
778+64.53 TO 780+64.53	200	533.3	46.1	107.7	62.2	37.3	31.6			89	133	22	42.7	1.1	0.3	0.2
780+64.53 TO 782+35.47	OMISSION - STRUCTURE NUMBER 057-0173 & APPROACHES															
782+35.47 TO 784+35.47	200	533.3	46.1	107.7	62.2	37.3	31.6			89	133	22	42.7	1.1	0.3	0.2
784+35.47 TO 784+99.19	63.72	169.9	14.7	34.3	19.8	11.9	10.1						13.6	0.3	0.1	0.1
100+00 TO 395+27.29	29527.29	78739.4	6812.5	15895.9	9186.3	5511.8	4670.6						6299.2	157.5	39.4	23.6
395+27.29 TO 397+27.29	200	533.3	46.1	107.7	62.2	37.3	31.6			89	133	22	42.7	1.1	0.3	0.2
397+27.29 TO 399+86.71	OMISSION - STRUCTURE NUMBER 057-0153 & APPROACHES															
399+86.71 TO 401+86.71	200	533.3	46.1	107.7	62.2	37.3	31.6			89	133	22	42.7	1.1	0.3	0.2
401+86.71 TO 408+18.50	631.79	1684.8	145.8	340.1	196.6	117.9	99.9						134.8	3.4	0.8	0.5
408+18.50 TO 410+18.50	200	533.3	46.1	107.7	62.2	37.3	31.6			89	133	22	42.7	1.1	0.3	0.2
410+18.50 TO 412+37.50	OMISSION - STRUCTURE NUMBER 057-0179 & APPROACHES															
412+37.50 TO 414+37.50	200	533.3	46.1	107.7	62.2	37.3	31.6			89	133	22	42.7	1.1	0.3	0.2
414+37.50 TO 461+67.02	4729.52	12612.1	1091.2	2546.1	1471.4	882.8	748.1						1009	25.2	6.3	3.8
461+67.02 TO 463+67.02	200	533.3	46.1	107.7	62.2	37.3	31.6			267		22	42.7	1.1	0.3	0.2
SOUTHBOUND LANES:																
621+47 TO 622+77	130	346.7	30.0	70.0	40.4	24.3	20.6			133		22	27.7	0.7	0.2	0.1
622+77 TO 708+66.36	8589.36	22905.0	1981.7	4624.1	2672.2	1603.3	1358.7						1832.4	45.8	11.5	6.9
708+66.36 TO 710+66.36	200	533.3	46.1	107.7	62.2	37.3	31.6			89	133	22	42.7	1.1	0.3	0.2
710+66.36 TO 713+20.03	OMISSION - STRUCTURE NUMBER 057-0182 & APPROACHES															
713+20.03 TO 715+20.03	200	533.3	46.1	107.7	62.2	37.3	31.6			89	133	22	42.7	1.1	0.3	0.2
715+20.03 TO 778+66.43	6346.4	16923.7	1464.2	3416.6	1974.4	1184.7	1003.9						1353.9	33.8	8.5	5.1
778+66.43 TO 780+66.43	200	533.3	46.1	107.7	62.2	37.3	31.6			89	133	22	42.7	1.1	0.3	0.2
780+66.43 TO 782+33.57	OMISSION - STRUCTURE NUMBER 057-0174 & APPROACHES															
782+33.57 TO 784+33.57	200	533.3	46.1	107.7	62.2	37.3	31.6			89	133	22	42.7	1.1	0.3	0.2
784+33.57 TO 784+99.19	65.62	175.0	15.1	35.3	20.4	12.2	10.4						14	0.4	0.1	0.1
100+00 TO 395+27.29	29527.29	78739.4	6812.5	15895.9	9186.3	5511.8	4670.6						6299.2	157.5	39.4	23.6
395+27.29 TO 397+27.29	200	533.3	46.1	107.7	62.2	37.3	31.6			89	133	22	42.7	1.1	0.3	0.2
397+27.29 TO 399+86.71	OMISSION - STRUCTURE NUMBER 057-0152 & APPROACHES															
399+86.71 TO 401+86.71	200	533.3	46.1	107.7	62.2	37.3	31.6			89	133	22	42.7	1.1	0.3	0.2
401+86.71 TO 408+18.50	631.79	1684.8	145.8	340.1	196.6	117.9	99.9						134.8	3.4	0.8	0.5
408+18.50 TO 410+18.50	200	533.3	46.1	107.7	62.2	37.3	31.6			89	133	22	42.7	1.1	0.3	0.2
410+18.50 TO 412+37.50	OMISSION - STRUCTURE NUMBER 057-0178 & APPROACHES															
412+37.50 TO 414+37.50	200	533.3	46.1	107.7	62.2	37.3	31.6			89	133	22	42.7	1.1	0.3	0.2
414+37.50 TO 461+67.02	4729.52	12612.1	1091.2	2546.1	1471.4	882.8	748.1						1009	25.2	6.3	3.8
461+67.02 TO 463+67.02	200	533.3	46.1	107.7	62.2	37.3	31.6			267		22	42.7	1.1	0.3	0.2
THROUGHOUT PROJECT AS REQUIRED BY ENGINEER	5175	9200.0						9200	9200							
MAINTENANCE CROSSOVERS:																
686+76		337.8	29.2	68.2									1266.8			
198+90		295.6	25.6	59.7									1108.5			
353+70		295.6	25.6	59.7									1108.5			
457+32		380.0	32.9	76.7									1425			
RAMPS:																
LEXINGTON INTERCHANGE																
RAMP A	2217	3884.9	336.1	504	517.3		259.5			56	403	72	310.8	7.8	1.9	1.2
RAMP B	2101	4498.5	389.2	591.5	490.2		245.9			56	522	92	359.9	9	2.2	1.3
RAMP C	2217	3758.7	325.2	486.1	517.3		259.5			56	442	80	300.7	7.5	1.9	1.1
RAMP D	2100	4606.2	398.5	602.4	490.0		245.8			56	531	93	368.5	9.2	2.3	1.4
CHENOA INTERCHANGE																
RAMP A	2465	4323.3	374.1	525.6	575.2		288.5			56	89	14	345.9	8.6	2.2	1.3
RAMP B	2584	3961.1	342.7	506.3	602.9		302.5			56	89	14	316.9	7.9	2.0	1.2
RAMP C	2390	4190.0	362.5	512.1	557.7		279.8			56	89	14	335.2	8.4	2.1	1.3
RAMP D	2465	5015.8	434.0	613	575.2		288.5			56	89	14	401.3	10	2.5	1.5
TOTAL			26901.9	60202.5	36454.8	19277.0	18505.1	9200	9200	2672.0	4382.0	833.0	29680.4	619.8	155.5	93.8

STATION EQUATION 784+99.19 BK = 100+00.00 AH

MAINLINE SCHEDULE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	205	22
STA.	TO STA.			
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

MAINLINE DRAINAGE SCHEDULE

LOCATION	LANE	REM. RESET END SECTION 24"	REM. RESET END SECTION 30"	REM. RESET END SECTION 36"	REM. RESET END SECTION 48"	PIPE CULV REM	PIPE CULVERT CL A, TY 1 24"	PIPE DRAIN REM	PIPE DRAIN 12"	END SECT 12"	CONC THRUST BLOCK	TY D INLET BOX	STORM SEWER TO BE REM	CULVERTS TO BE CLEANED	REM. INLETS	INLET BOX STD. 542526	STONE DUMPED RIP RAP CL. A4	FILTER FABRIC USE W/ RIP RAP	CHANNEL EXC.
(STA.)		EACH	EACH	EACH	EACH	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	FOOT	EACH	EACH	EACH	TON	SQ YD	CU YD
633+00	SBL	1																	
651+35	NBL																364.4	355.6	
	SBL																296.1	288.9	
664+50	NBL			1															
	SBL			1													54.7	53.3	
686+40	NBL	1																	
686+50	NBL																205	100	100
	SBL																205	100	100
145+00	SBL													1					
258+80	SBL																113.9	111.1	
290+51	SBL																68.3	66.7	148
	NBL																68.3	66.7	148
344+40	SBL				1												25.6	25	
347+00	SBL		1														68.3	66.7	
353+70	MEDIAN					65	65								2	2			
379+37	NBL	1																	
390+00	NBL	1															34.2	33.3	
397+49	NBL								78	1	1	1	48						
	SBL								86	1	1	1	44						
397+57	NBL							78							2				
	SBL							86							2				
410+35	NBL								86	1	1	1							
	SBL								86	1	1	1							
410+42	NBL							86							1				
	SBL							86							1				
431+80	NBL																31.9	31.1	
	SBL																45.6	44.4	
457+25	SBL																102.5	100	
TOTAL		4	1	2	1	65	65	336	336	4	4	4	92	1	8	2	1683.8	1442.8	496

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	205	23
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING SCHEDULE

LOCATION	LENGTH	THERMOPLASTIC PAVEMENT MARKING						PREFORMED PLASTIC PAV'T MARK TYP. B	TEMPORARY PAVEMENT MARKING					SHORT TERM PAVEMENT MARKING	WORK ZONE PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKERS		PRISMATIC CURB REFLECTOR	DELIN. REM.	DELIN.
		4 IN		6 IN	8 IN	24 IN	18 IN	6 IN	4 IN		6 IN	8 IN	24 IN								
		WHITE	YELLOW	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	YELLOW	WHITE	WHITE	WHITE				CRYST.	AMBER			
	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH
NORTHBOUND LANES:																						
625+10 TO 784+99.19	15989	15989	15989					3997	15989	15989	3997			8634	959	400	400			40	40
100+00 TO 463+67.02	36367	36367	36367					9092	36367	36367	9092			19638	2182	909	909			91	91
SPEED LINES							72														
SOUTHBOUND LANES:																					
621+47 TO 784+99.19	16352	16352	16352					4088	16352	16352	4088			8830	981	409	409			41	41
100+00 TO 463+67.02	36367	36367	36367					9092	36367	36367	9092			19638	2182	909	909			91	91
SPEED LINES							72														
RAMPS:																					
LEXINGTON INTERCHANGE																					
RAMP A		1039	1039		950				1039	1039		950									
RAMP B		1409	1409		802	32			1409	1409		802	32		0		53	14	8	0	0
RAMP C		1022	1022		740				1022	1022		740									
RAMP D		1406	1406		640	32			1406	1406		640	32				50	14	8		
CHENOA INTERCHANGE																					
RAMP A		1800	1800		400				1800	1800		400					43	25			
RAMP B		1380	1380		540				1380	1380		540									
RAMP C		1845	1845		300				1845	1845		300					30	32			
RAMP D		2060	2060		520				2060	2060		520			0	0				0	0
																				0	
C.H. 8 OVER I-55 (LEXINGTON):																					
STA. 41+30 TO STA 58+70		3840	534						3840	534				0	0				16	1	1
OTHER OVERHEAD STRUCTURES:																					
057-0175	497	994		124					994		124				30						
057-0177	246	492		62					492		62										
SUBTOTAL		122362	117570	186	4892	64	144	26269	122362	117570	26455	4892	64	56740	6334	2627	2803	85	32	264	264
TOTAL		239932		186	4892	64	144	26269	239932		26455	4892	64	56740	6334	2627	2888		32	264	264

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	205	24
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

STAGING SCHEDULE

LOCATION	PAVED SHLDR. REM.	BIT. SHLDR. REM.	BIT. SHLDR. 10"	BIT. SHLDR. SUPERPAVE	TEMP. CONC. BARRIER	RELOC. TEMP. CONCRETE BARRIER	TEMP. CONC. BARRIER TERMINAL	TEMP. IMPACT ATTENUATOR	PAVT. MARK. TAPE TY. III 4"	PAV'T MARK REM	WORKZONE PAV'T. MARK. REMOVAL
	SQ YD	SQ YD	SQ YD	TON	FOOT	FOOT	EACH	EACH	FOOT	SQ FT	SQ FT
SN 057-0152	2644		2644		670	677	1		1760		147
SN 057-0153	3479		3479		660	420	1	1	5055		421
SN 057-0171	1420	2789		1108					3433	740	286
SN 057-0173	2265		2265		580	587	1		3840		320
SN 057-0174	2271		2271		595	601	1		3840		320
SN 057-0178	1577		1577		630	637	1		3840		320
SN 057-0179	688		688		630	637	1		1684		140
SN 057-0182	2259		2259		660	667	1		4000		333
SN 057-0183	2260		2260		660	667	1		4000		333
TOTAL	18863	2789	17443	1108	5085	4893	8	1	31452	740	2620

GUARDRAIL SCHEDULE

LOCATION	GUARD-RAIL REM	REMOVE & RE-ERECT SPBGR	SPBGR TY A	TBT TY 1 (SPL) REM & RE-ERECT	REM & RE-ERECT TBT TY 5	TBT TY 2	TBT TY 1 SPECIAL TANGENT	TBT TY 6	GUARD-RAIL MARK	TERMINAL MARK DIR APPLIED	BARRIER WALL MARKERS
	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH
057-0182 (MEDIAN)	80.75		50					1	2	1	2
057-0182 (OUTSIDE	55.75	50					1	1	2	1	2
057-0183 (MEDIAN)	30.75	50						1	2	1	2
057-0183 (OUTSIDE)	55.75	50					1	1	2	1	2
057-0173 (MEDIAN)	30.75	50						1	2	1	2
057-0173 (OUTSIDE)	30.75	25		1				1	1		3
057-0174 (MEDIAN)	30.75	50						1	2	1	2
057-0174 (OUTSIDE)	55.75	262.5					1	1	4	1	2
057-0152 (OUTSIDE-SOUTH)	25	100			1	1					
057-0152 (MEDIAN-NORTH)	30.75	50						1	2	1	
BETWEEN 057-0152 AND 057-0178 (OUTSIDE)	1074.75		1044		1			1	2		2
057-0153 (MEDIAN-SOUTH)	30.75	50						1	2	1	2
057-0153 (OUTSIDE-SOUTH)	55.75	100					1	1	2	1	
BETWEEN 057-0153 AND 057-0179 (OUTSIDE)	1074.75		1044		1			1	3		3
057-0178 (MEDIAN-NORTH)	30.75	50						1	2		2
057-0178 (OUTSIDE-NORTH)	55.75	1400					1	1	7	1	1
057-0179 (MEDIAN-SOUTH)	30.75	50						1	2	1	2
057-0179 (OUTSIDE-NORTH)	25	1250			1	1			3	1	
TOTAL	2805	3587.5	2138	1	4	2	5	16	42	13	29

STATION EQUATIONS 764+99.99 BK = 100+00.00 AH

SCHEDULES

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	20525	
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

EARTH WORK AND SEEDING SCHEDULE

LOCATION	GRADING & SHAPING OF DITCHES	FURN. EXC.	SEEDING CLASS 2A	TEMP EROSION CONTROL SEEDING	MULCH METH 2	EROSION CONTROL BLANKET	NIT. FERT. NUT.	PHOS. FERT. NUT.	POT. FERT. NUT.
STATION	FOOT	CU YD	ACRE	LB	ACRE	SQ YD	LB	LB	LB
GRADING & SHAPING DITCHES:									
633+00, SBL	100		0.04	4		194	3.6	3.6	3.6
645+71, NBL	100		0.04	4		194	3.6	3.6	3.6
675+00, NBL	200		0.08	8		387	7.2	7.2	7.2
686+40, NBL	30		0.01	1		48	0.9	0.9	0.9
686+50, NBL	50		0.02	2		97	1.8	1.8	1.8
686+50 SBL	30		0.01	1		48	0.9	0.9	0.9
714+75, NBL	200		0.08	8		387	7.2	7.2	7.2
119+60, MEDIAN	200		0.08	8		387	7.2	7.2	7.2
145+00, SBL	40		0.02	2		97	1.8	1.8	1.8
155+00, SBL	100		0.04	4		194	3.6	3.6	3.6
165+00, SBL	100		0.04	4		194	3.6	3.6	3.6
220+19, SBL	200		0.08	8		387	7.2	7.2	7.2
300+00, NBL	200		0.08	8		387	7.2	7.2	7.2
300+00, SBL	200		0.08	8		387	7.2	7.2	7.2
345+71, NBL	110		0.05	5		242	4.5	4.5	4.5
444+30, SBL	100		0.04	4		194	3.6	3.6	3.6
MAINTENANCE CROSSOVERS:									
686+70		23.5	0.03	3		145	2115	2115	2115
198+90		23.5	0.03	3		145	2.7	2.7	2.7
353+70		23.5	0.03	3		145	2.7	2.7	2.7
457+00		23.5	0.03	3		145	2.7	2.7	2.7
FORESLOPE:									
NB OUTSIDE		14791.6	18.16	1816	18.16		1634.4	1634.4	1634.4
NB MEDIAN		13616.5	15.39	1539	15.39		1385.1	1385.1	1385.1
SB OUTSIDE		15465	22.01	2201	22.01		1980.9	1980.9	1980.9
SB MEDIAN		16200	17.46	1746	17.46		1571.4	1571.4	1571.4
TOTAL	1960	60167.1	73.93	7393	73.02	4404	8766	8766	8766

INTERSEEDING

LOCATION	INTER-SEEDING CL 4	MOWING	SELECTIVE MOWING STAKES
STATION	ACRE	ACRE	EACH
NB OUTSIDE	5.1	5.1	105
SB OUTSIDE	6.5	6.5	105
TOTAL	11.6	11.6	210

QC/QA PORTLAND CEMENT CONCRETE

PAY ITEM	CU YD
BRIDGE DECK MICROSILICA CONCRETE OVERLAY	375
CONCRETE HEADWALL FOR PIPEDRAINS	58
BRIDGE APPROACH PAV'T	572
BRIDGE APPROACH PAV'T CONNECTOR (PCC)	115
CLASS A PATCHES	1959
CLASS B PATCHES	775
CONCRETE STRUCTURES	46
CONCRETE SUPERSTRUCTURE	141
TOTAL	4041

APPROACH SLAB REPLACEMENT

LOCATION	APPROACH SLAB REM	PAV'T REM	BRIDGE APPROACH PAV'T	PAVED SHLDR REM	BRIDGE APPROACH PAV'T CONNECTOR (PCC)
STATION	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD
SN 057-0182 (SOUTH)	53.3	42.7	133.3	64	26.7
SN 057-0182 (NORTH)	53.3	42.7	133.3	64	26.7
SN 057-0183 (SOUTH)	53.3	42.7	133.3	64	26.7
SN 057-0183 (NORTH)	53.3	42.7	133.3	64	26.7
SN 057-0173 (SOUTH)	96		133.3	64	26.7
SN 057-0173 (NORTH)	96		133.3	64	26.7
SN 057-0174 (SOUTH)	96		133.3	64	26.7
SN 057-0174 (NORTH)	96		133.3	64	26.7
SN 057-0153 (SOUTH)	173.6		198	64	39.6
SN 057-0153 (NORTH)	150.8		179	64	35.8
SN 057-0152 (SOUTH)	148.4		177	64	35.4
SN 057-0152 (NORTH)	96		133.3	64	26.7
SN 057-0178 (SOUTH)	96		133.3	64	26.7
SN 057-0178 (NORTH)	96		133.3	64	26.7
SN 057-0179 (SOUTH)	96		133.3	64	26.7
SN 057-0179 (NORTH)	96		133.3	64	26.7
TOTAL	1550	171	2287	1024	458

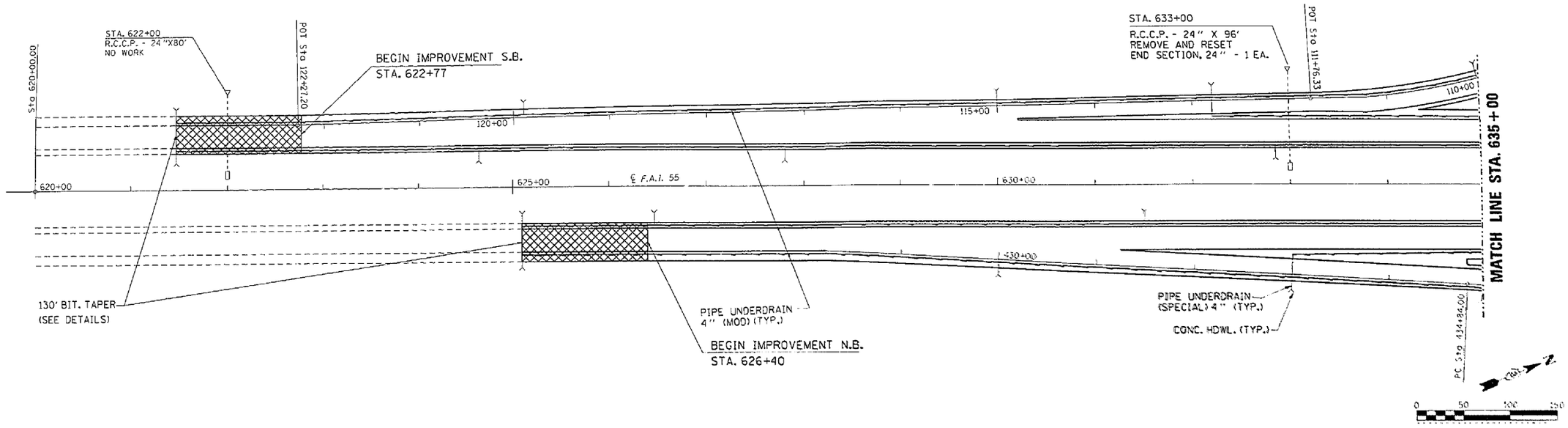
WOVEN WIRE FENCE

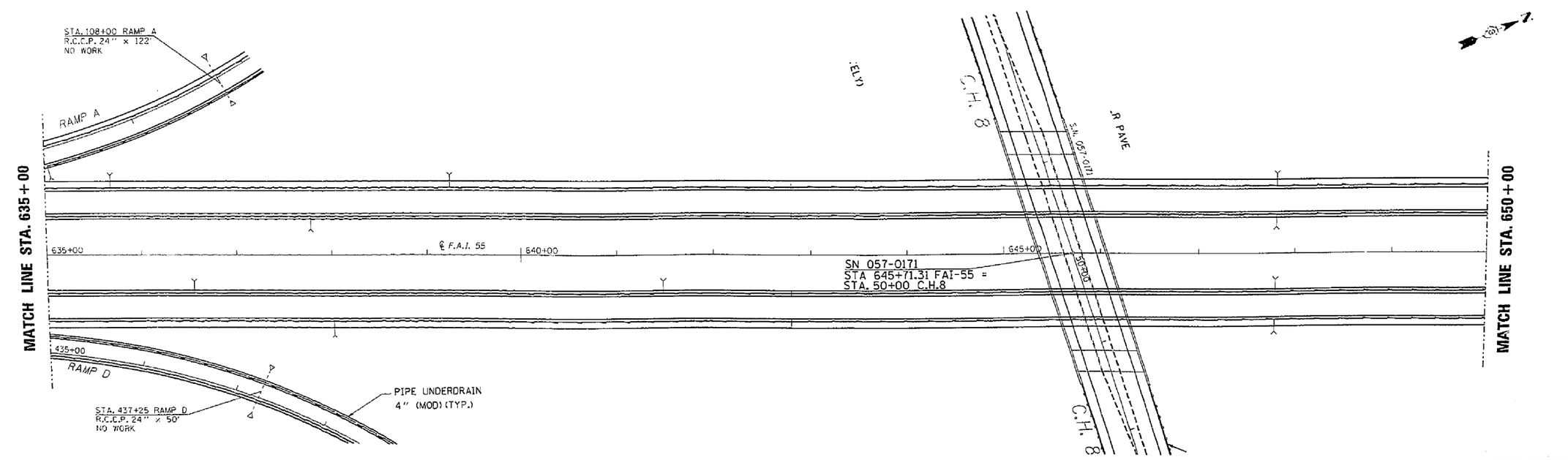
LOCATION	WOVEN WIRE FENCE 4 FT	WOVEN WIRE FENCE REMOVAL
	FOOT	FOOT
VARIOUS LOCATIONS		
NB & SB	500	500
NORTHBOUND		
782+00	70	70
784+00	100	100
171+50	50	50
197+50	60	60
225+50	70	70
226+50	70	70
247+00	110	110
267+00	30	30
295+00	200	200
299+00	70	70
TOTAL	1330	1330

WOOD POSTS

LOCATION	WOOD POST 4 FT	REM WOOD POST
	EACH	EACH
633+00	4	4
675+00	4	4
696+00	6	6
727+00	4	4
754+40	6	6
110+00	4	4
119+60	4	4
145+00	4	4
155+00	4	4
165+00	4	4
175+00	4	4
190+00	4	4
209+00	4	4
258+80	4	4
269+00	4	4
280+00	4	4
290+51		6
312+00	5	5
332+00	6	6
365+00	6	6
390+00	4	4
402+50	6	6
444+30	6	6
TOTAL	101	107

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	26
STA. 620+00		TO STA. 650+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

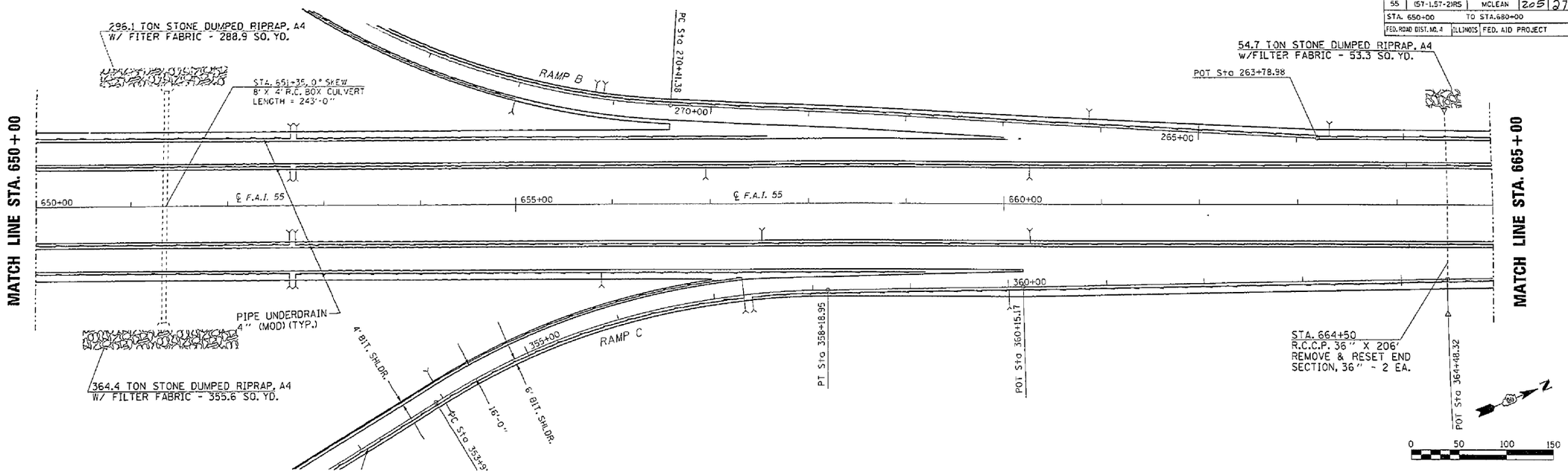


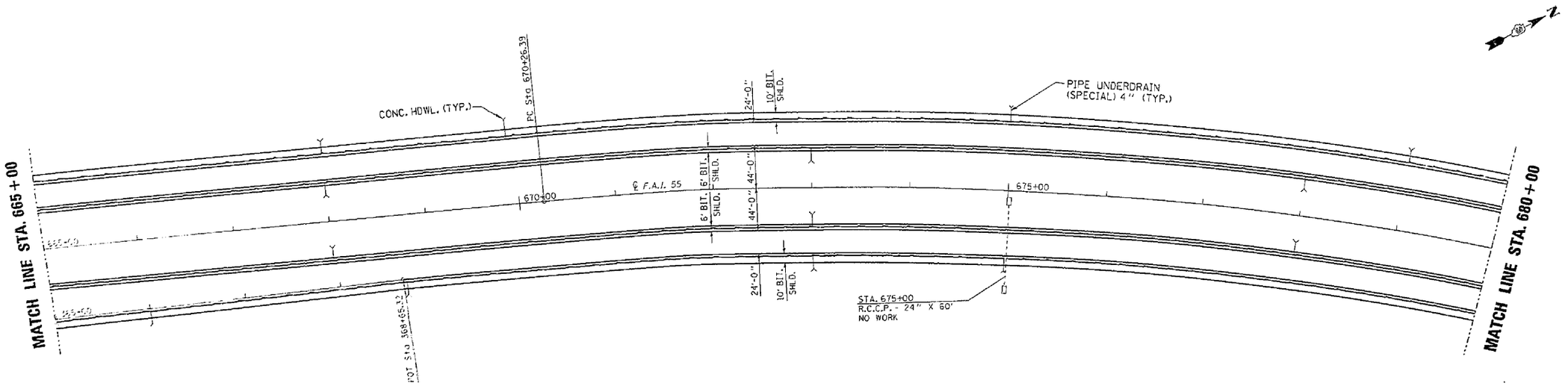


ap03399/sheets.dgn
04/02/02

STA. 620+00 TO STA. 650+00

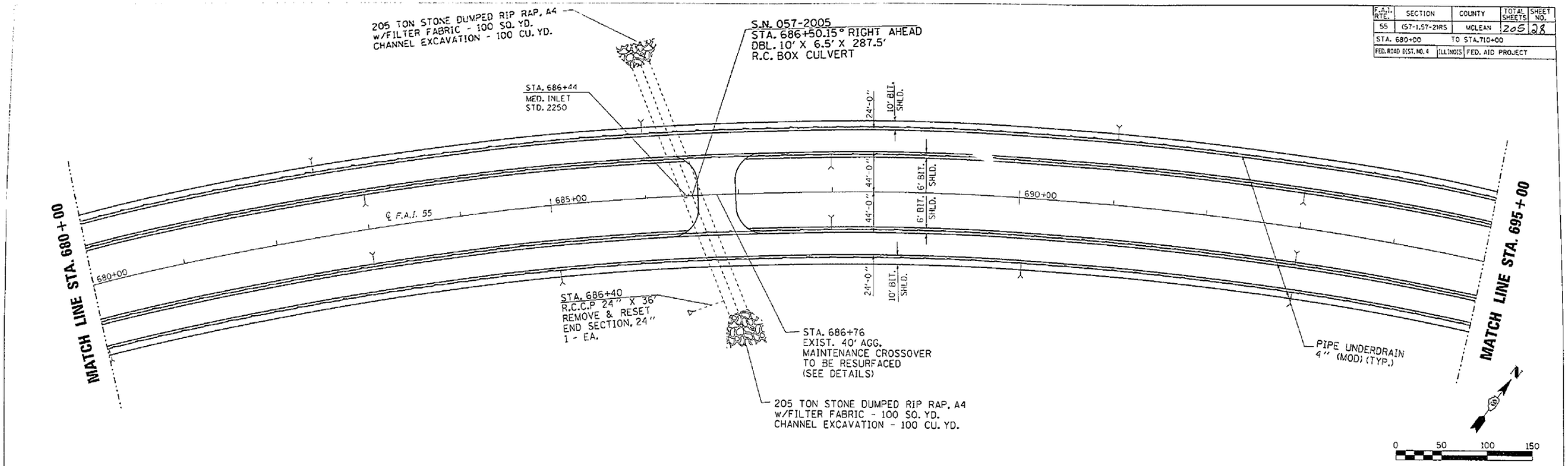
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(5T-1,5T-2)RS	MCLEAN	205	27
STA. 650+00		TO STA.680+00		
FED.ROAD DIST.NO.4	ILLINOIS	FED. AID PROJECT		

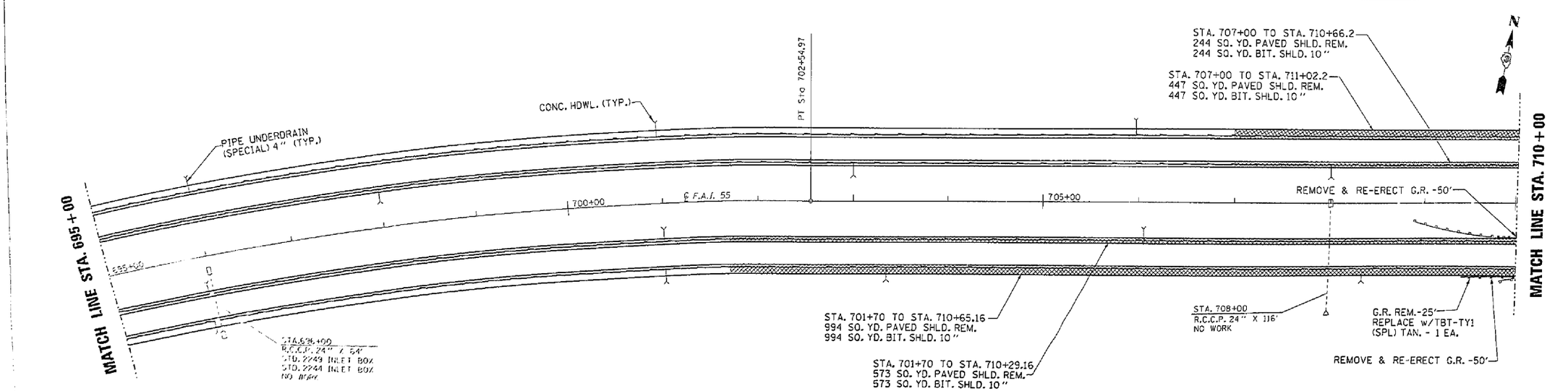




STA.550+00 TO STA.680+00

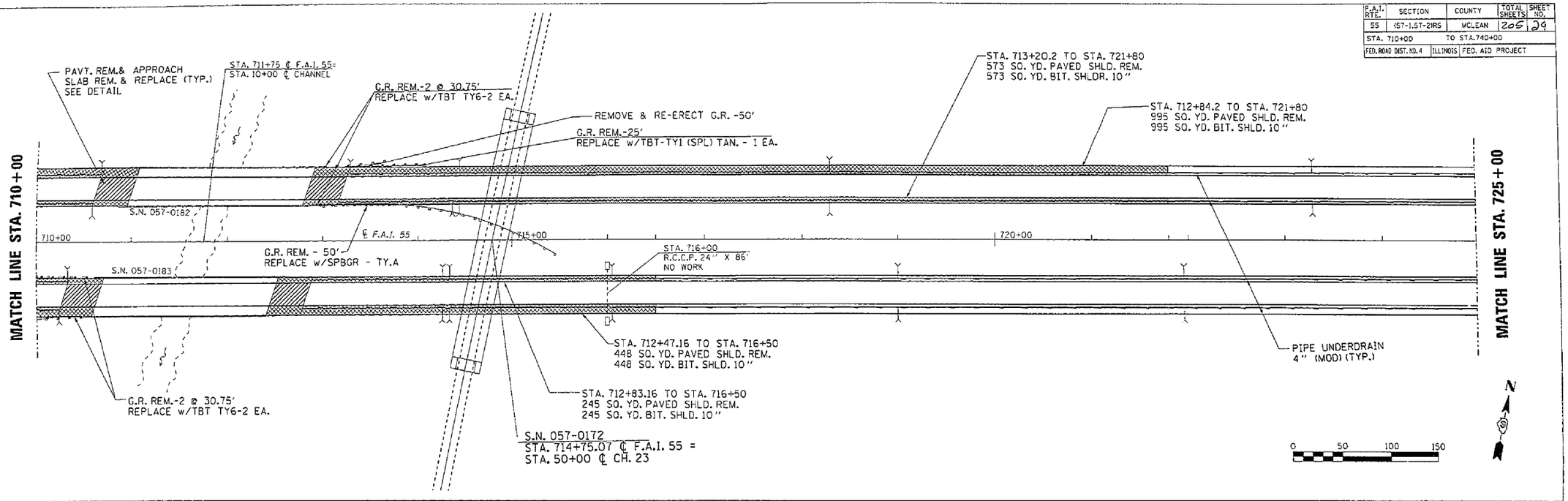
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	28
STA. 680+00		TO STA. 710+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

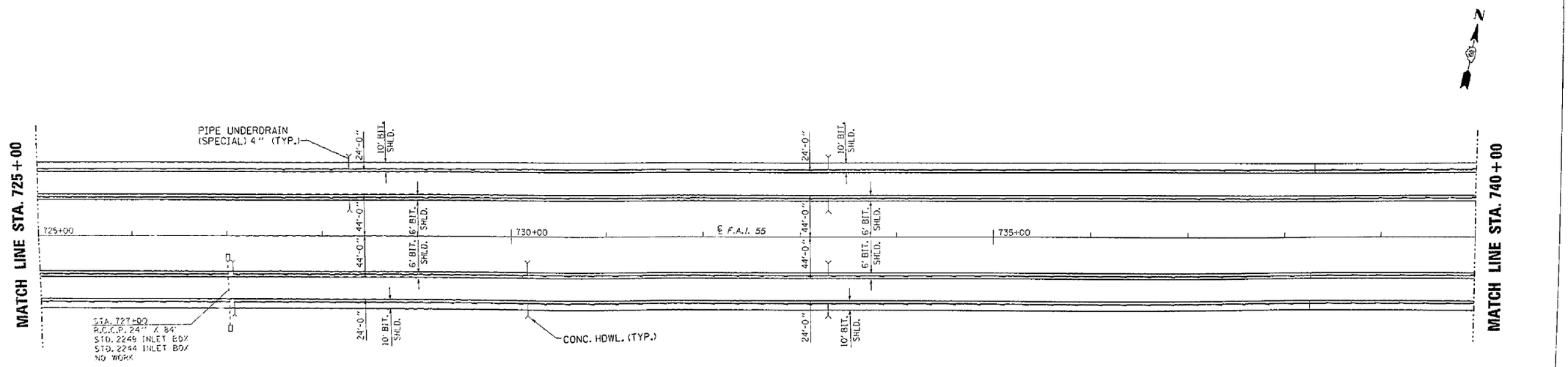




STA.680+00 TO STA.710+00

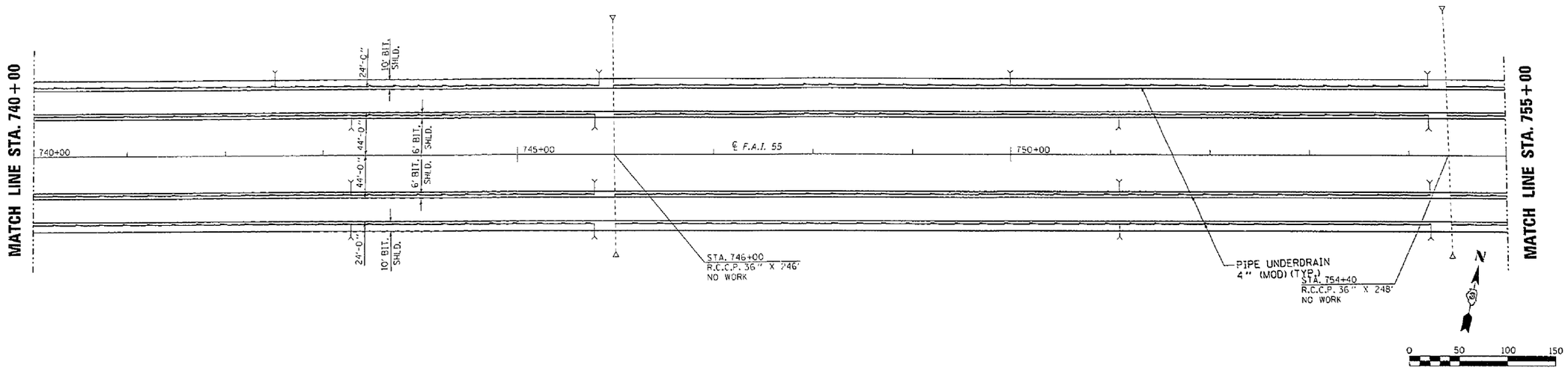
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	29
STA. 710+00		TO STA. 740+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

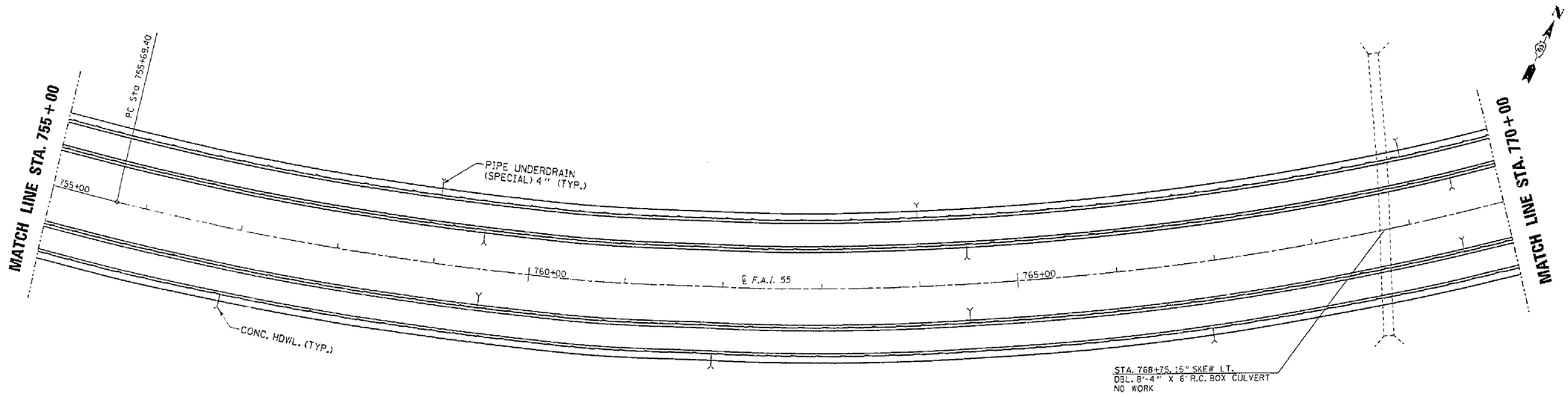




STA.710+00 TO STA.740+00

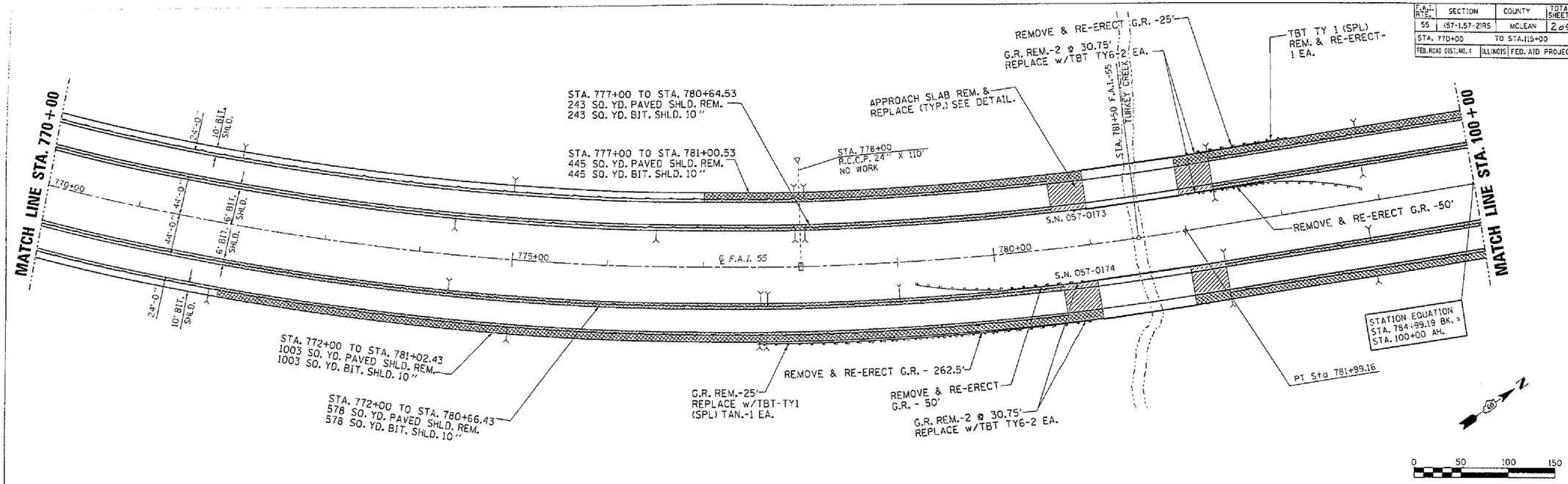
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	157-1,57-2RS	MCLEAN	205	30
STA. 740+00		TO STA. 770+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

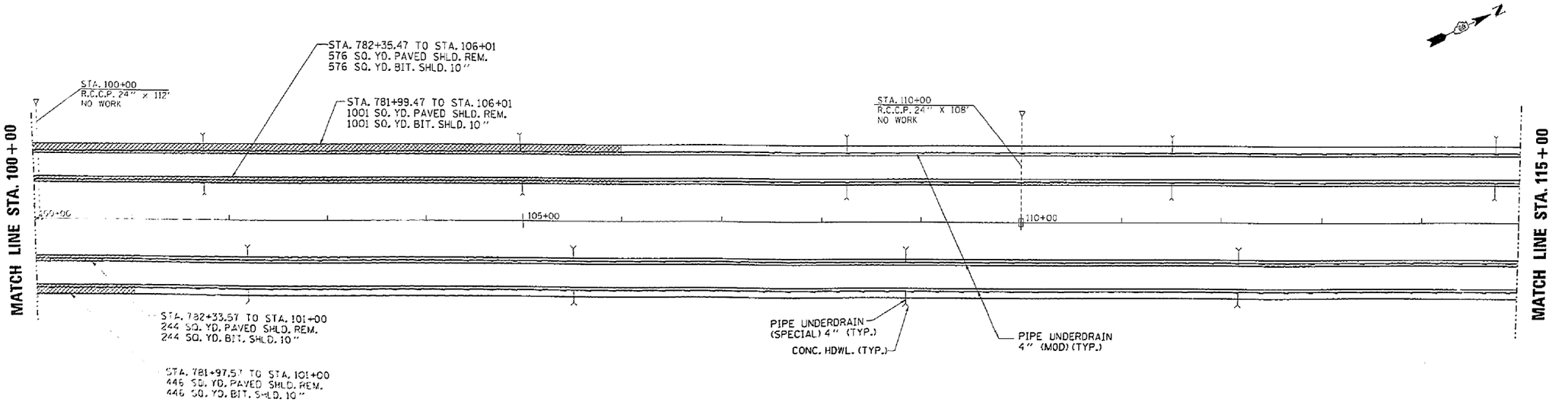




STA. 740+00 TO STA. 770+00

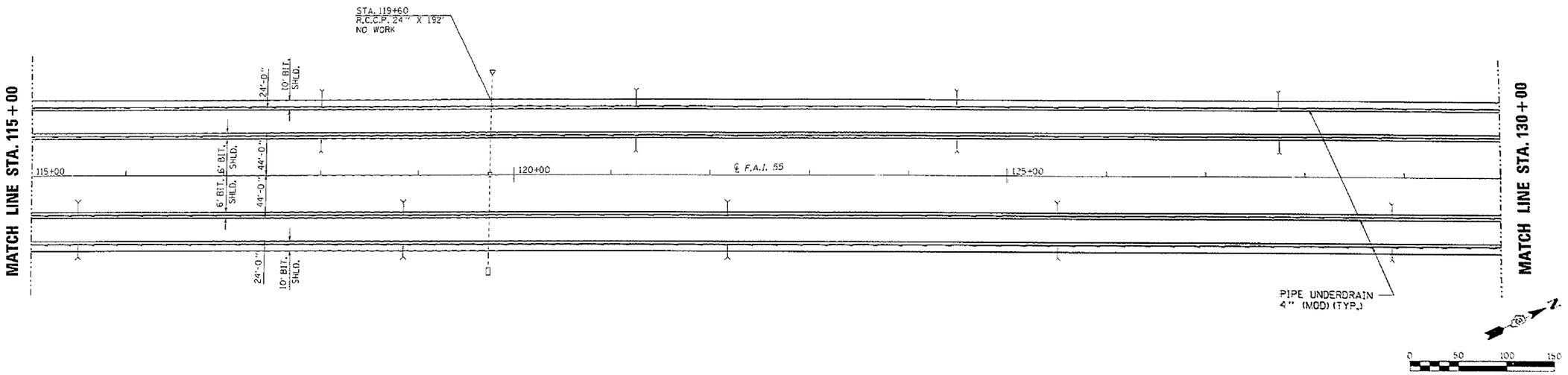
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1.57-2)RS	MCLEAN	205	3
STA. 770+00	TO STA. 115+00			
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

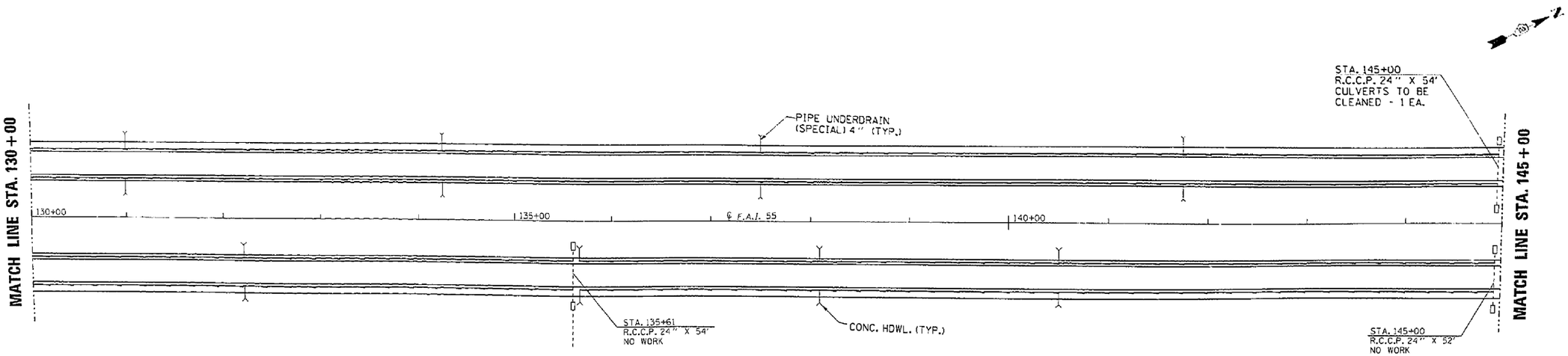




STA. 770+00 TO STA. 115+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	157-1,57-2IRS	MCLEAN	205	33
STA. 115+00		TO STA.145+00		
FED.ROAD DIST.NO.4	ILLINOIS	FED. AID PROJECT		





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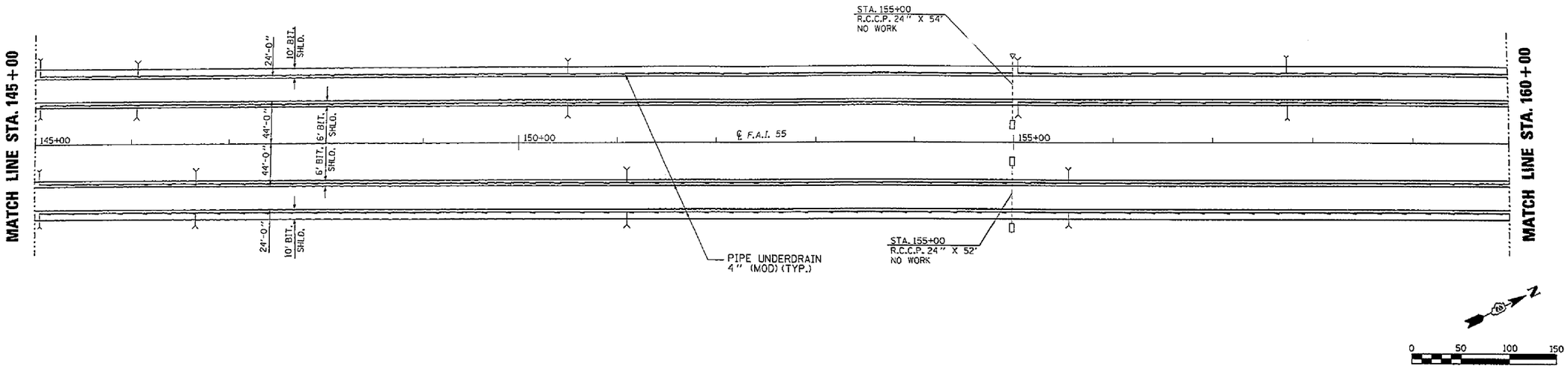
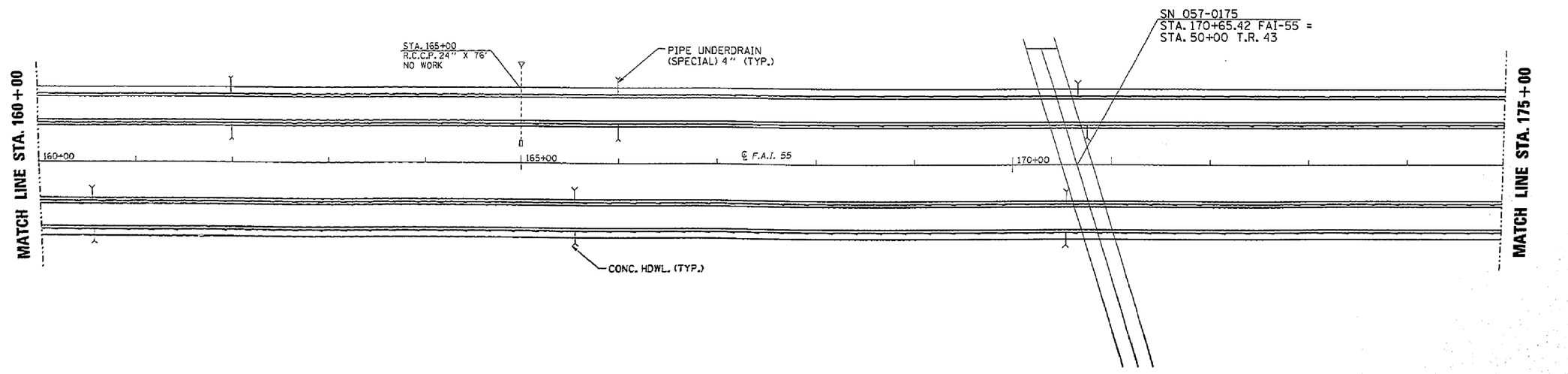
04/02/02

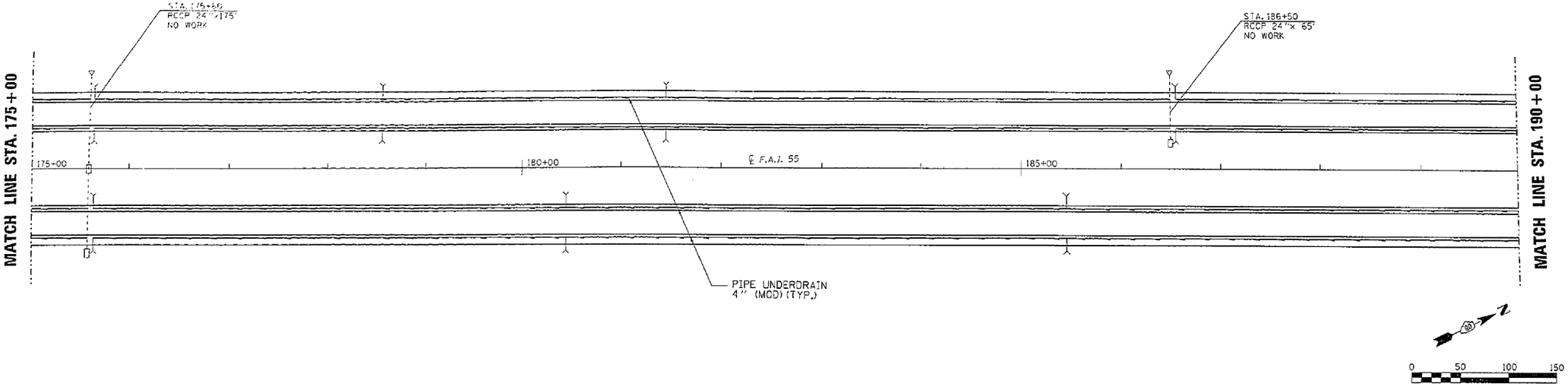
STA.115+00 TO STA.145+00

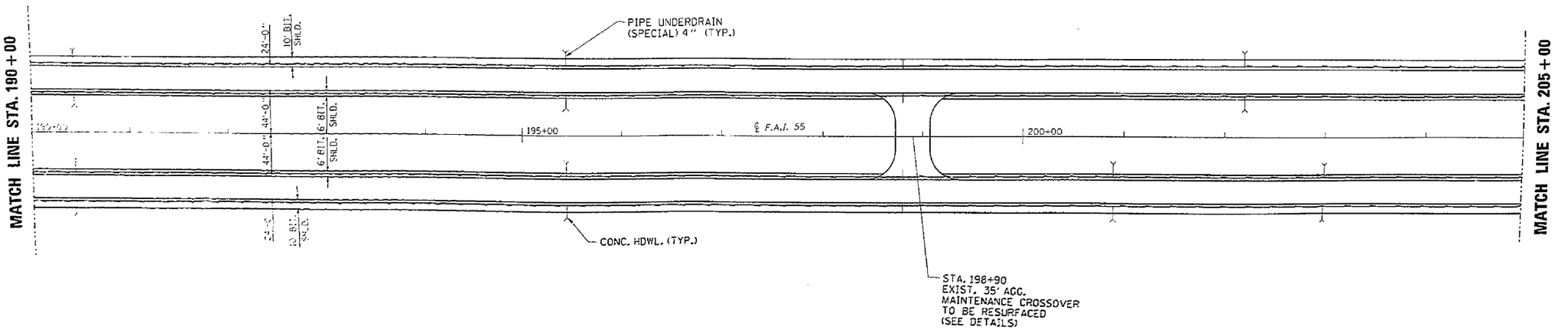
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(5T-1,5T-2)RS	MCLEAN	205	33
STA. 145+00		TO STA. 175+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		





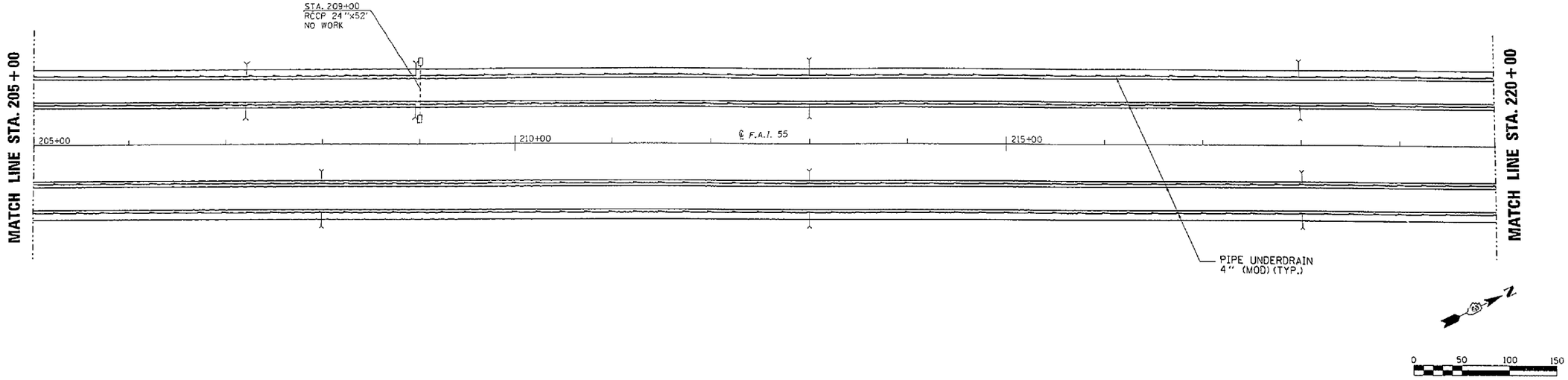
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	34
STA. 175+00		TO STA. 205+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

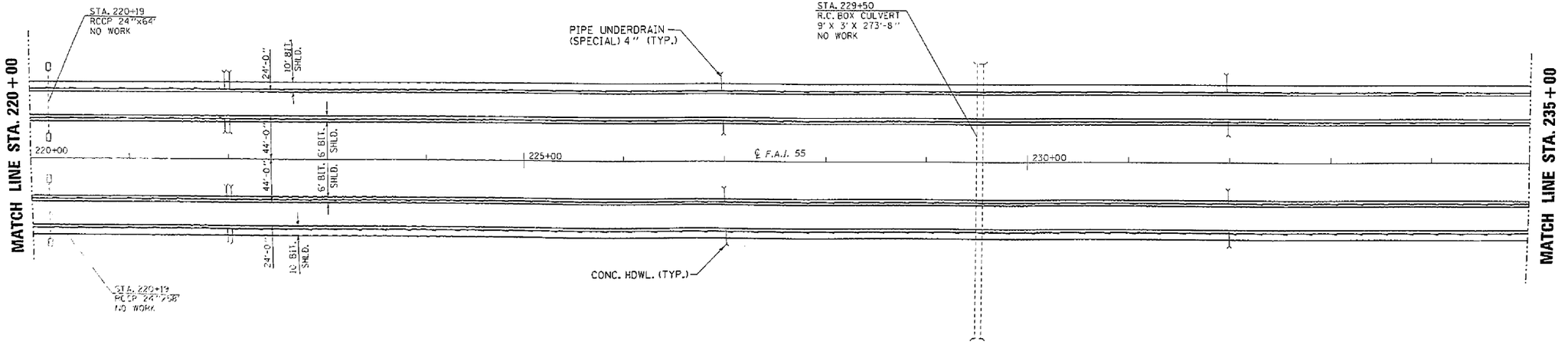




STA. 175+00 TO STA. 205+00

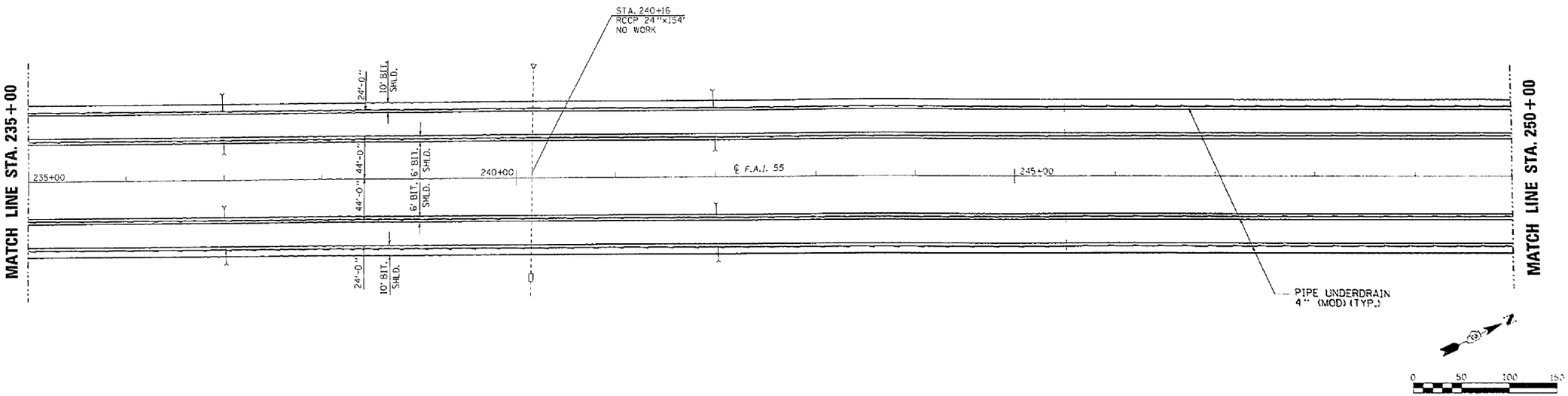
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	203	35
STA. 205+00		TO STA. 235+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

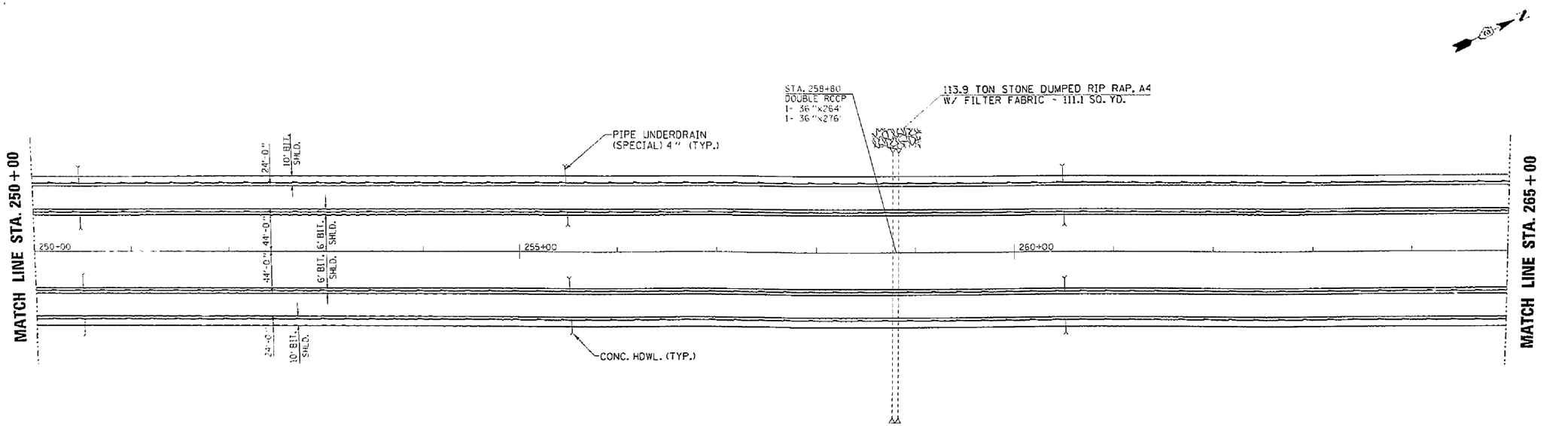




STA.205+00 TO STA.235+00

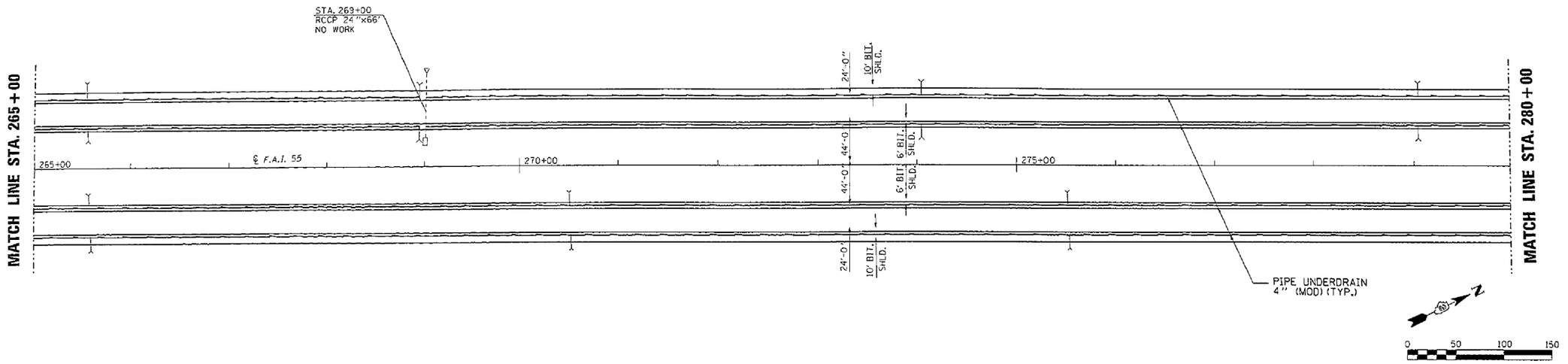
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	36
STA. 235+00	TO STA.265+00			
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

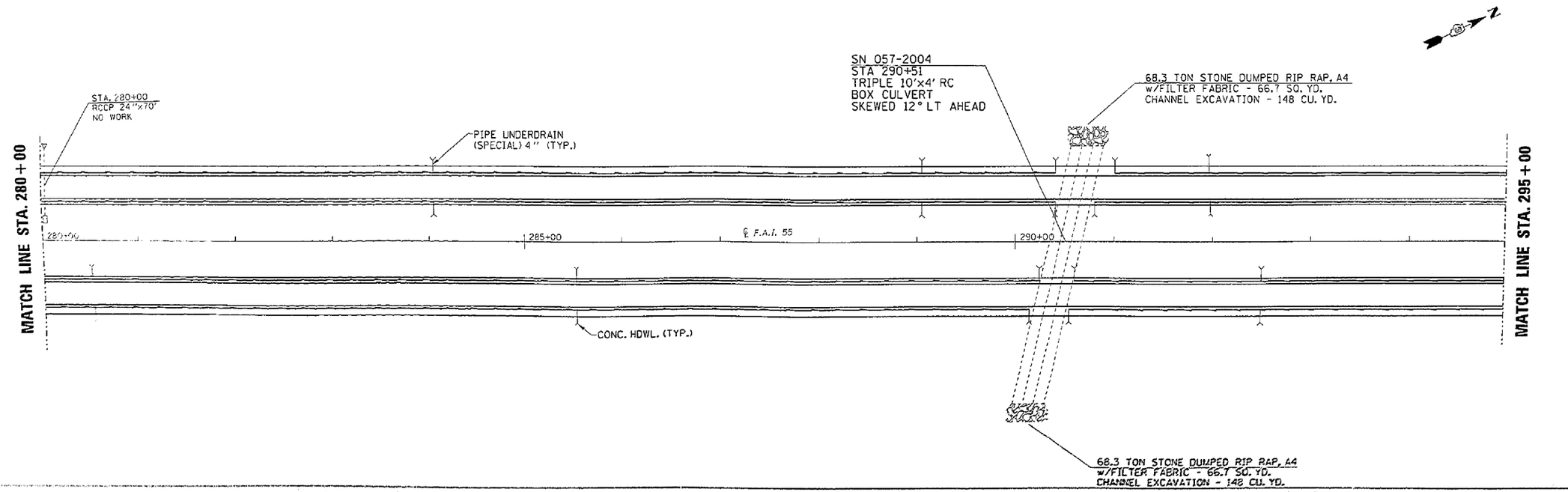




STA.235+00 TO STA.265+00

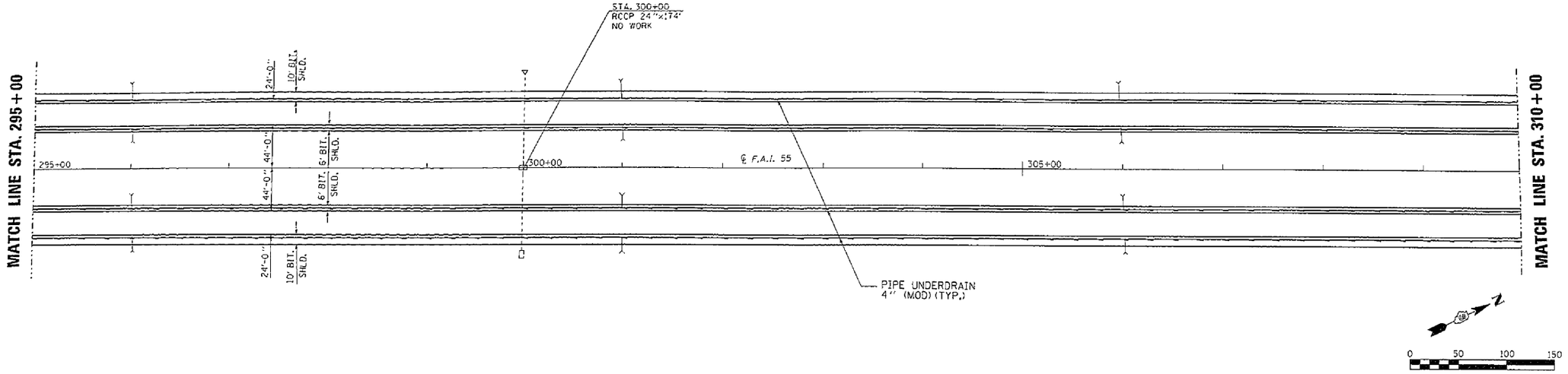
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	37
STA. 265+00		TO STA. 295+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

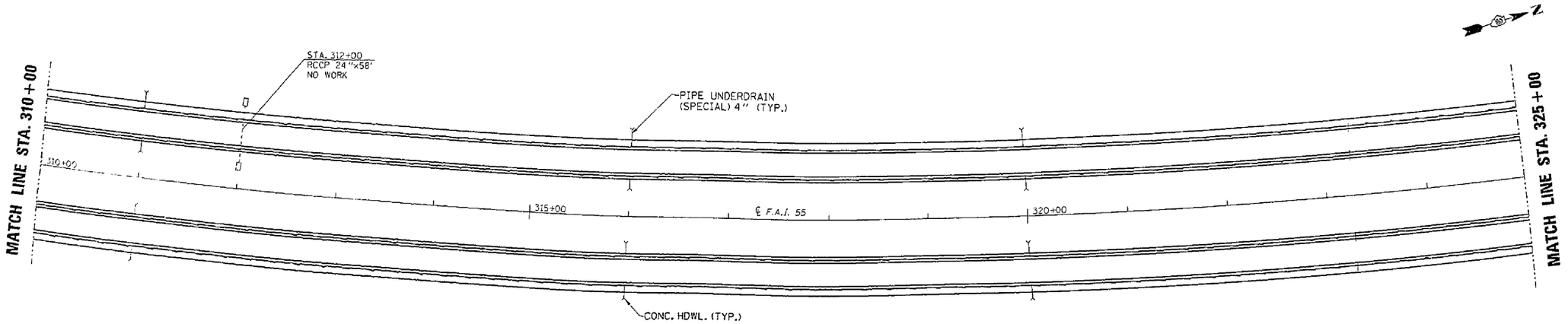




STA.265+00 TO STA.295+00

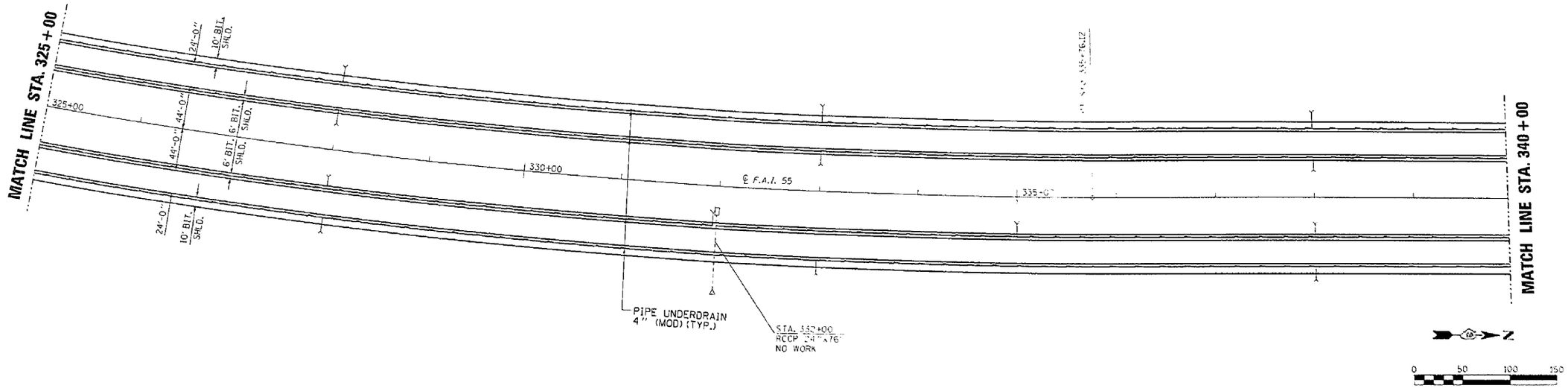
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	265	38
STA. 295+00		TO STA.325+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

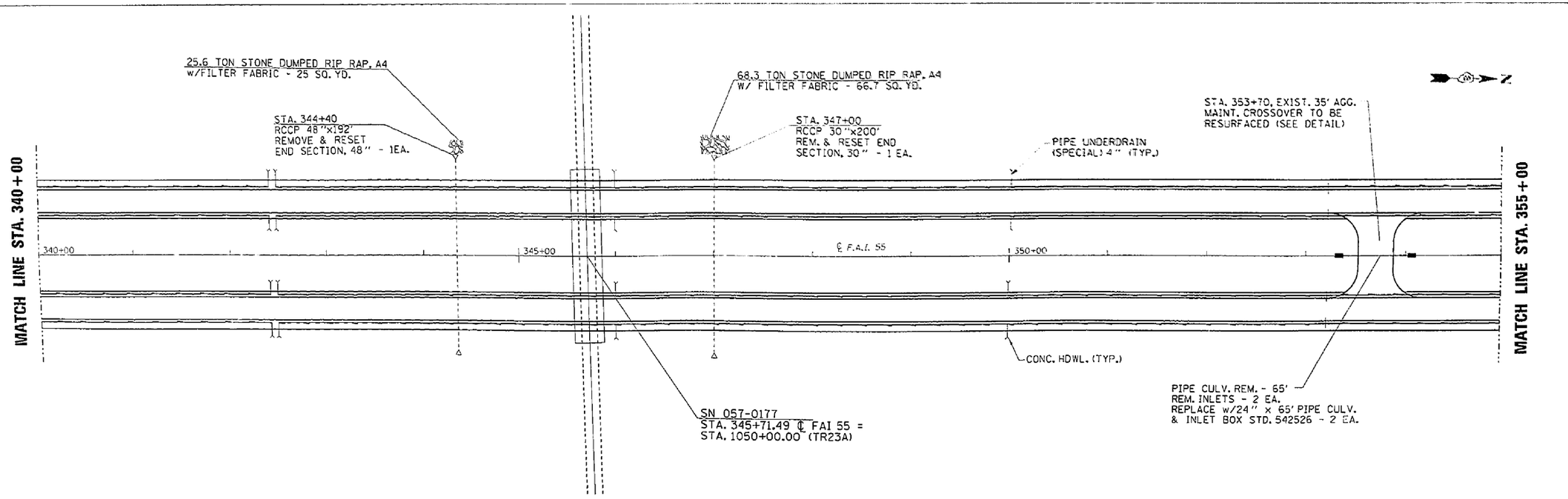




STA.295+00 TO STA.325+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	39
STA. 325+00		TO STA. 355+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		





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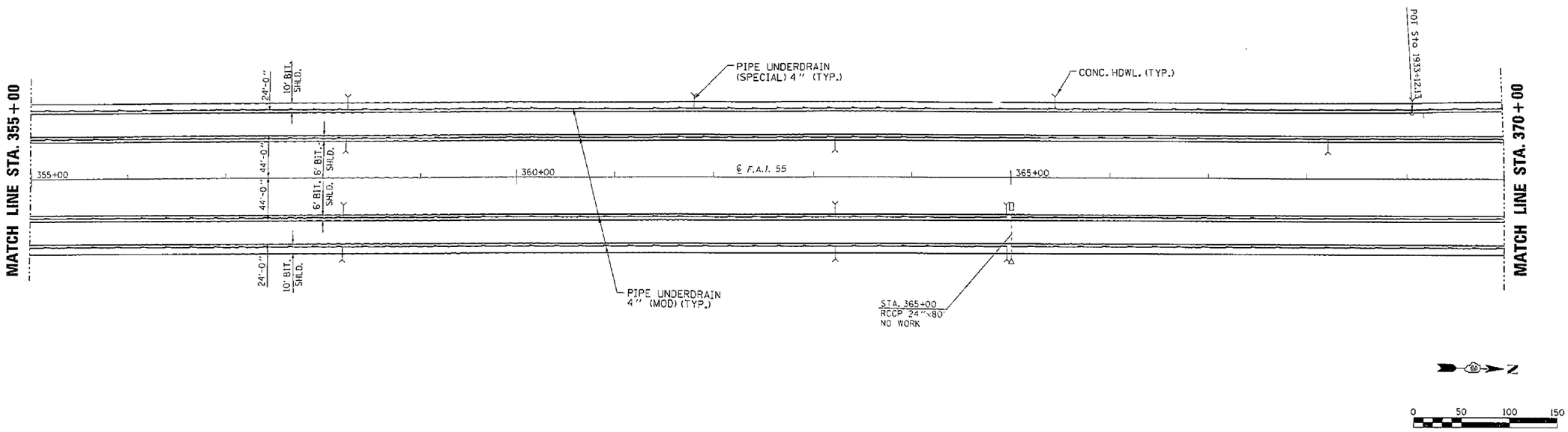
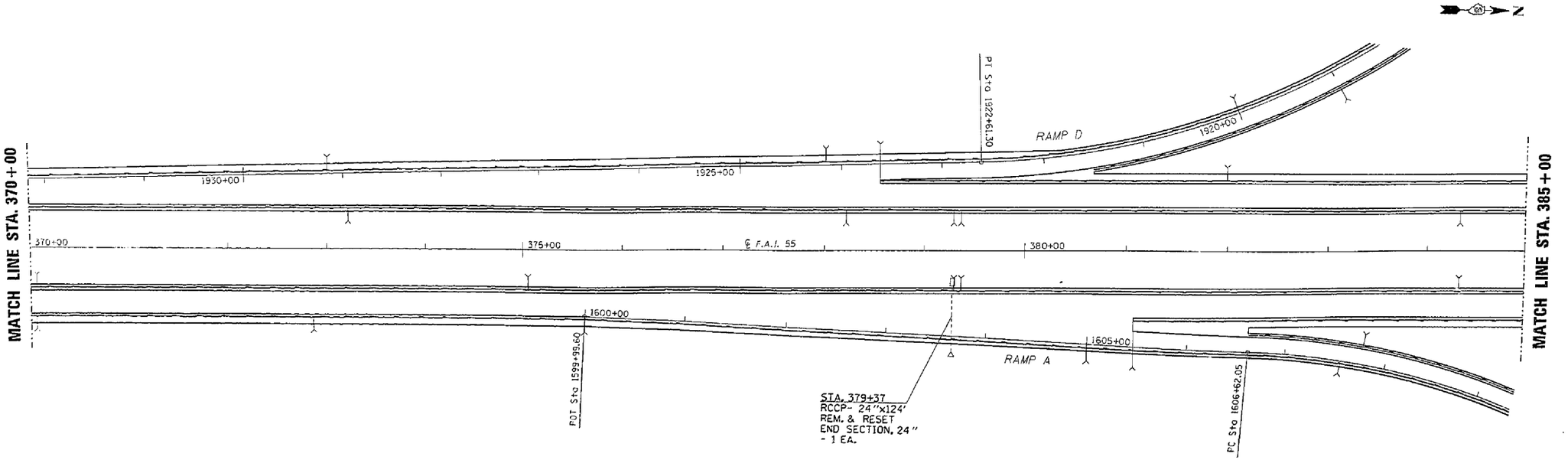
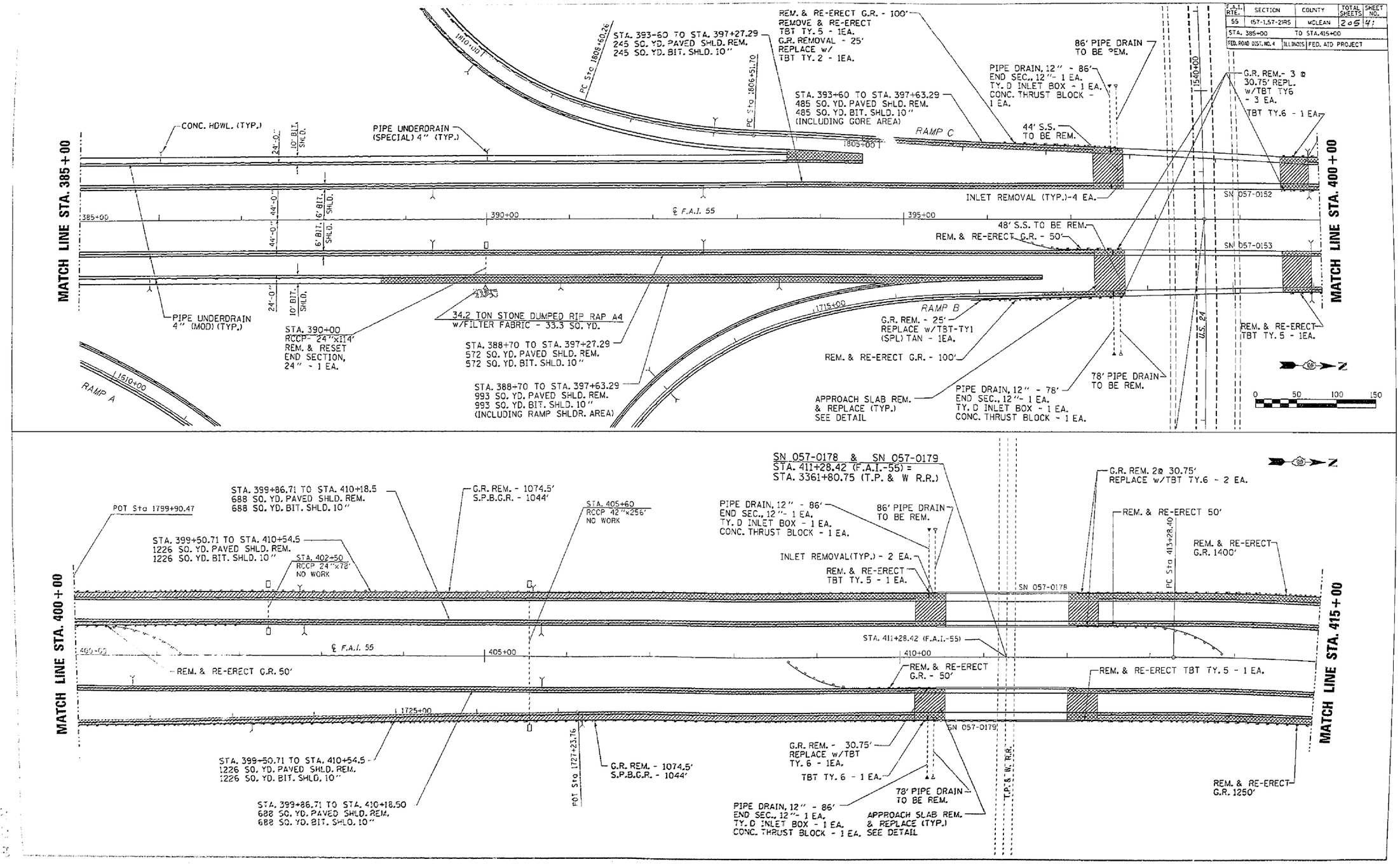
STA.325+00 TO STA.355+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	70
STA. 355+00		TO STA. 385+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



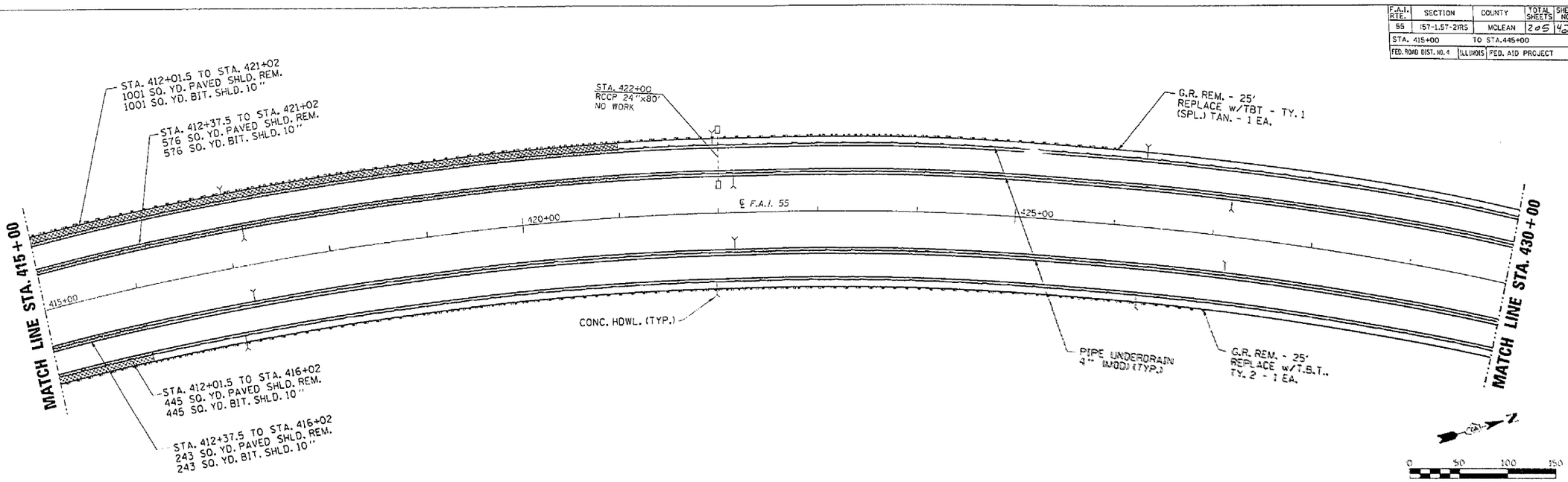


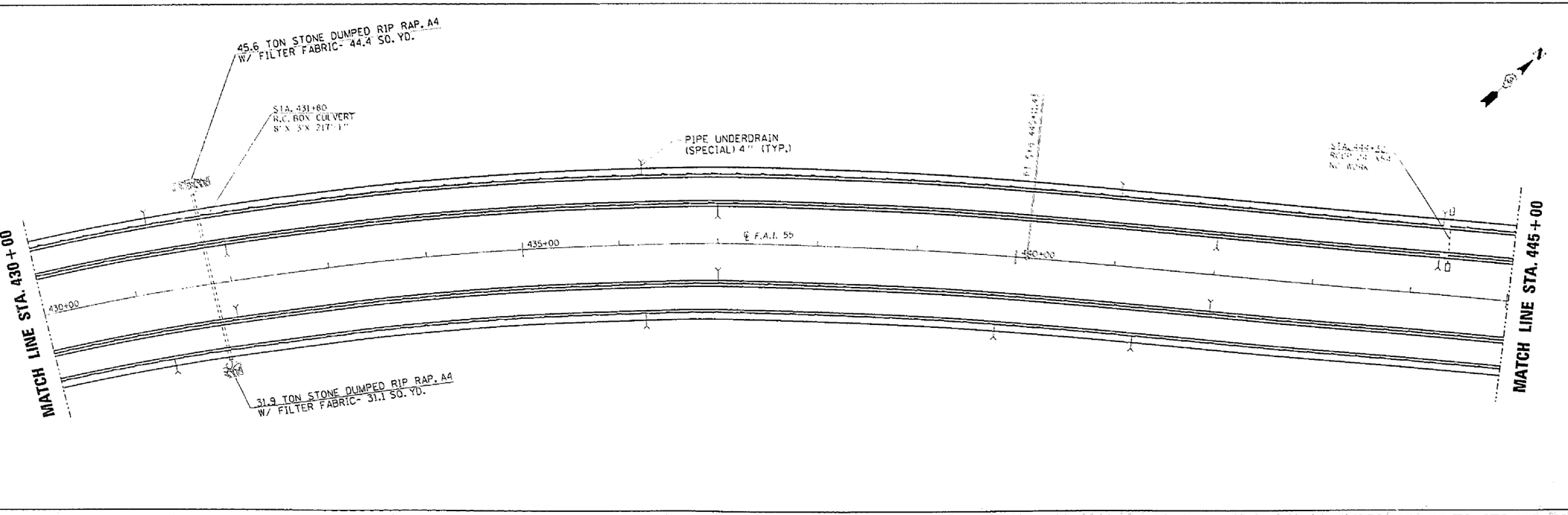
STA.355+00 TO STA.385+00



STA.385+00 TO STA.415+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	42
STA. 415+00		TO STA. 445+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		





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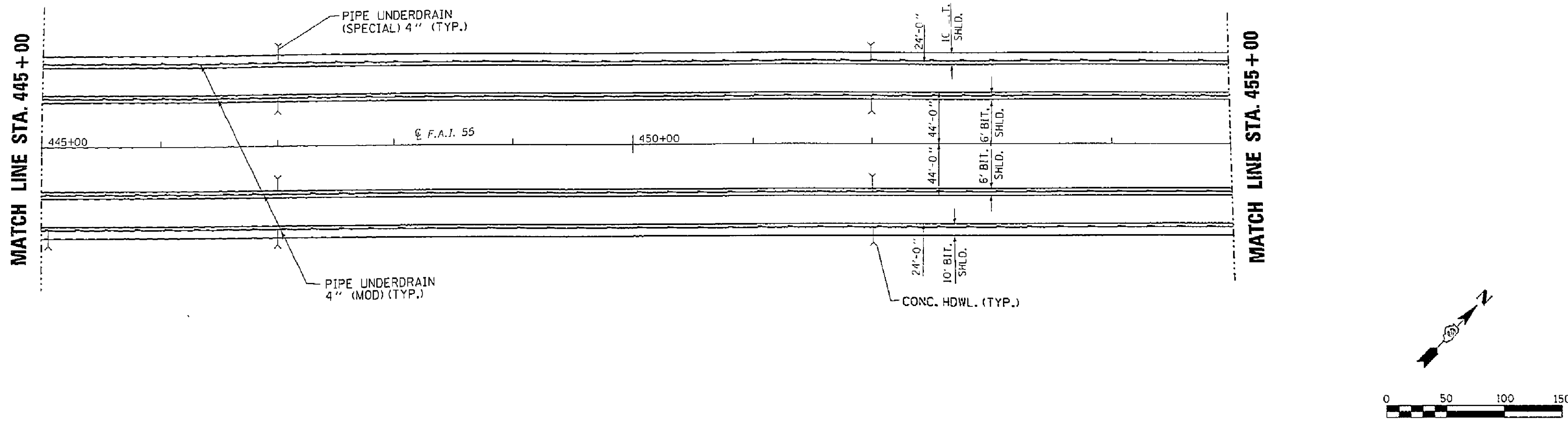
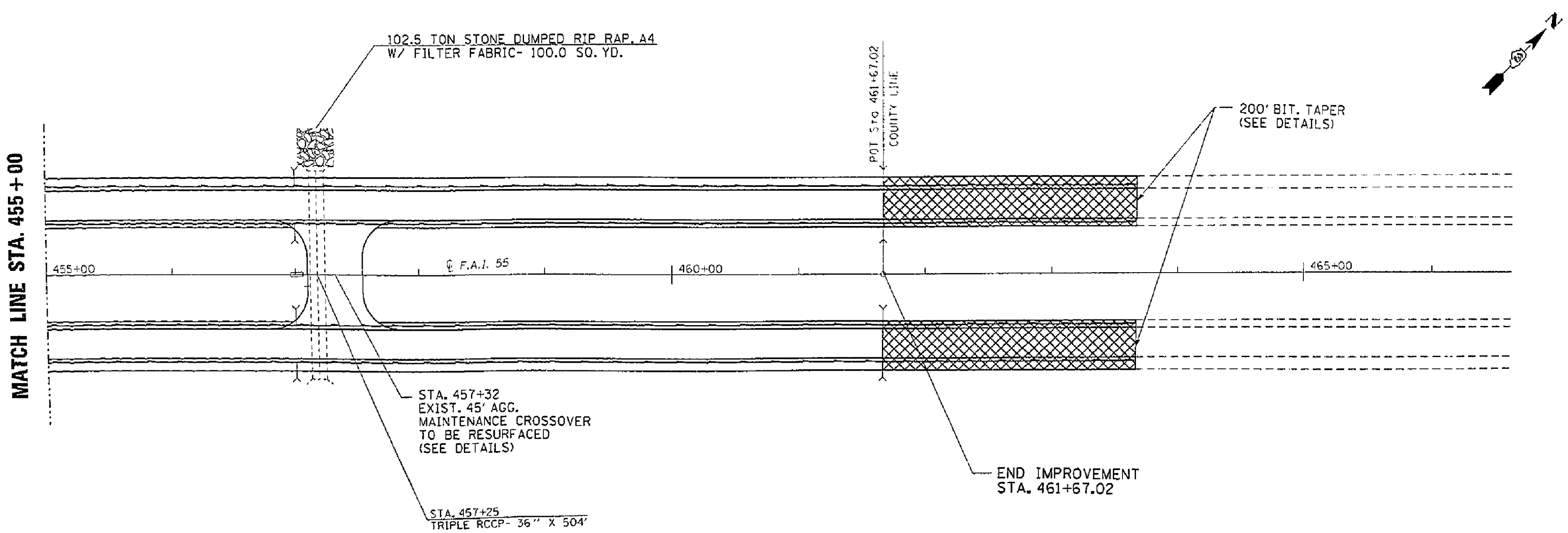
STA.415+00 TO STA.445+00

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	43
STA. 445+00	TO STA.461+67.02			
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		





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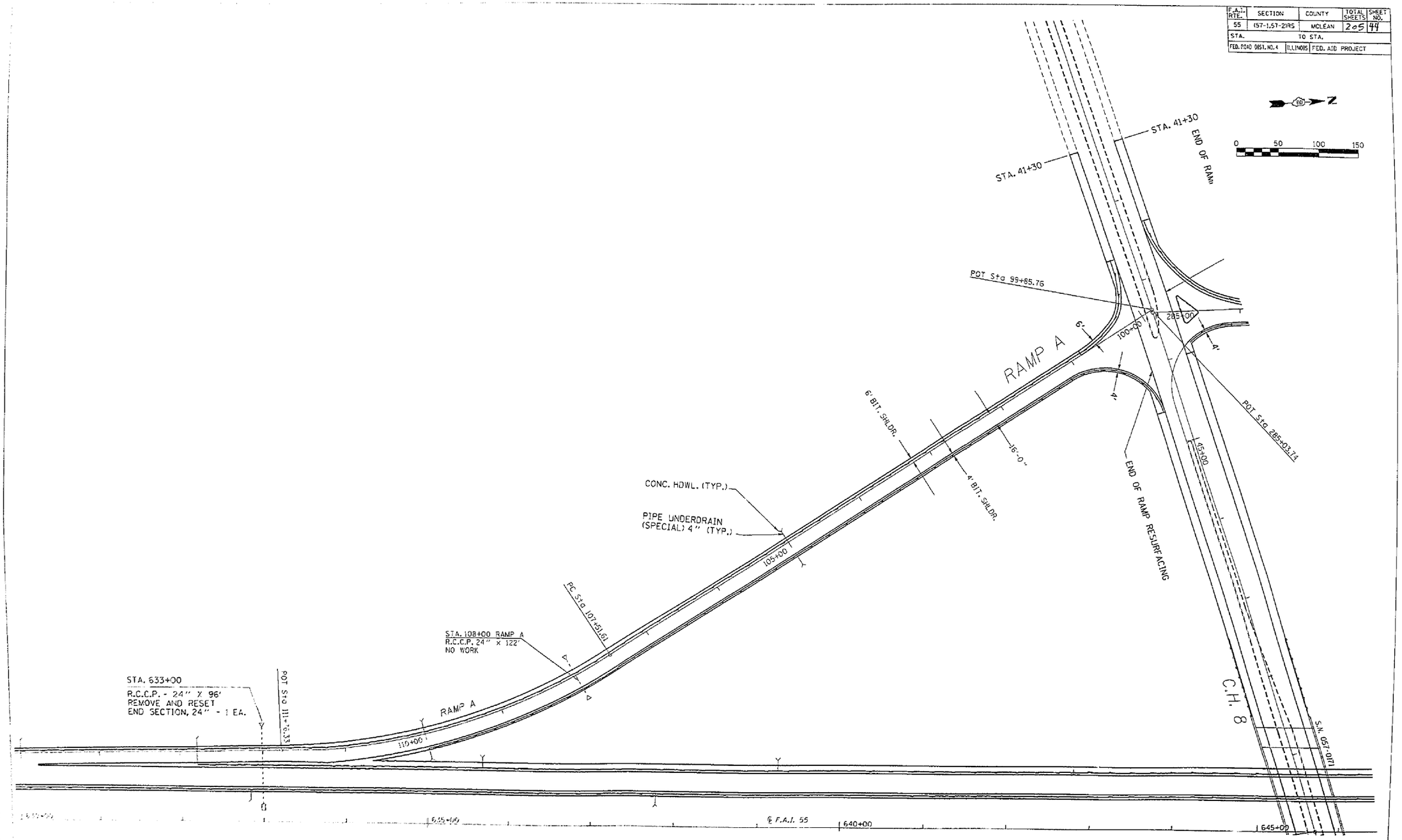
STA.445+00 TO STA.461+67.02

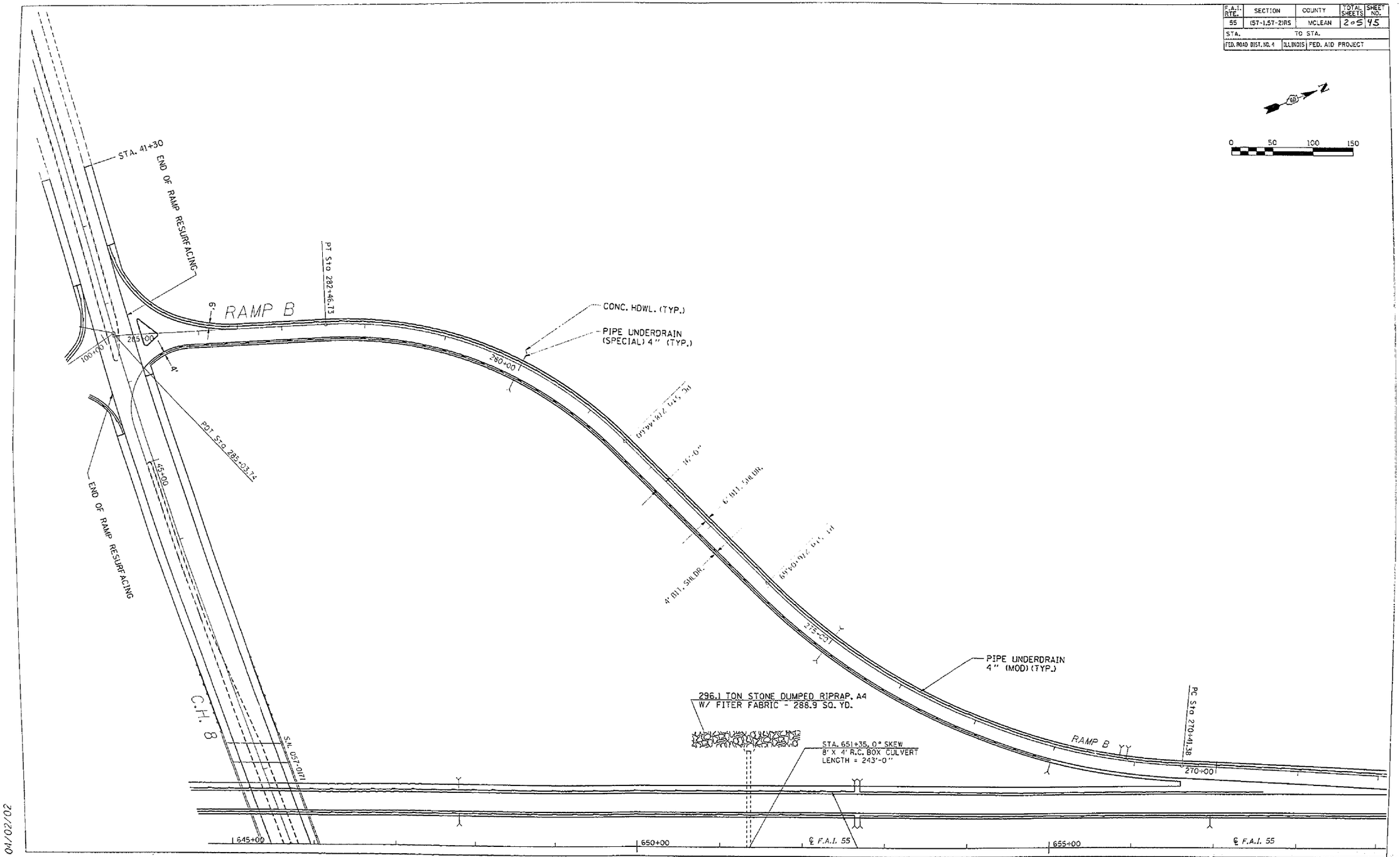
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	44
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



PLAN VIEW

LEXINGTON RAMP A

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	45
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



PLAN VIEW

LEXINGTON RAMP B

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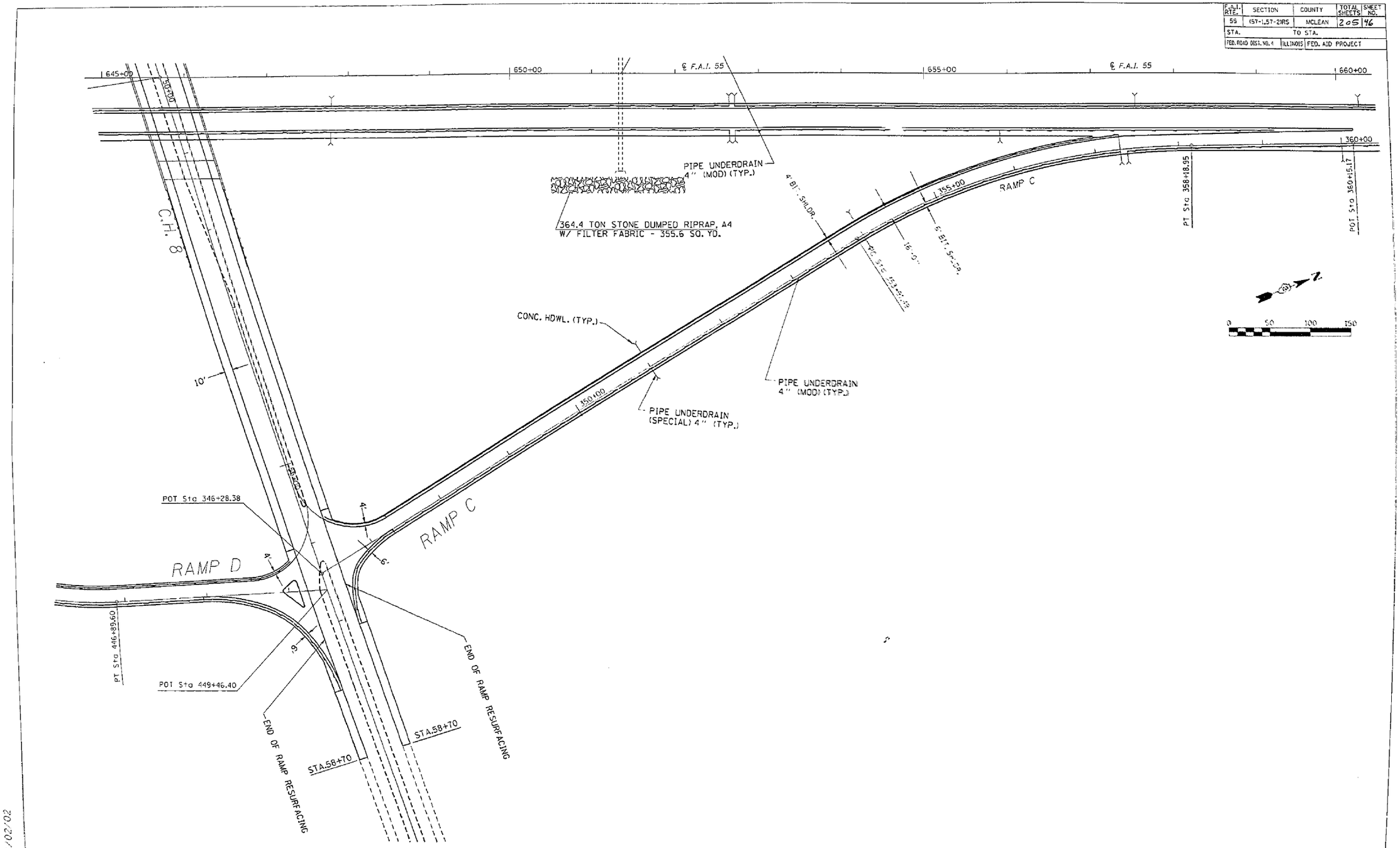
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	46
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



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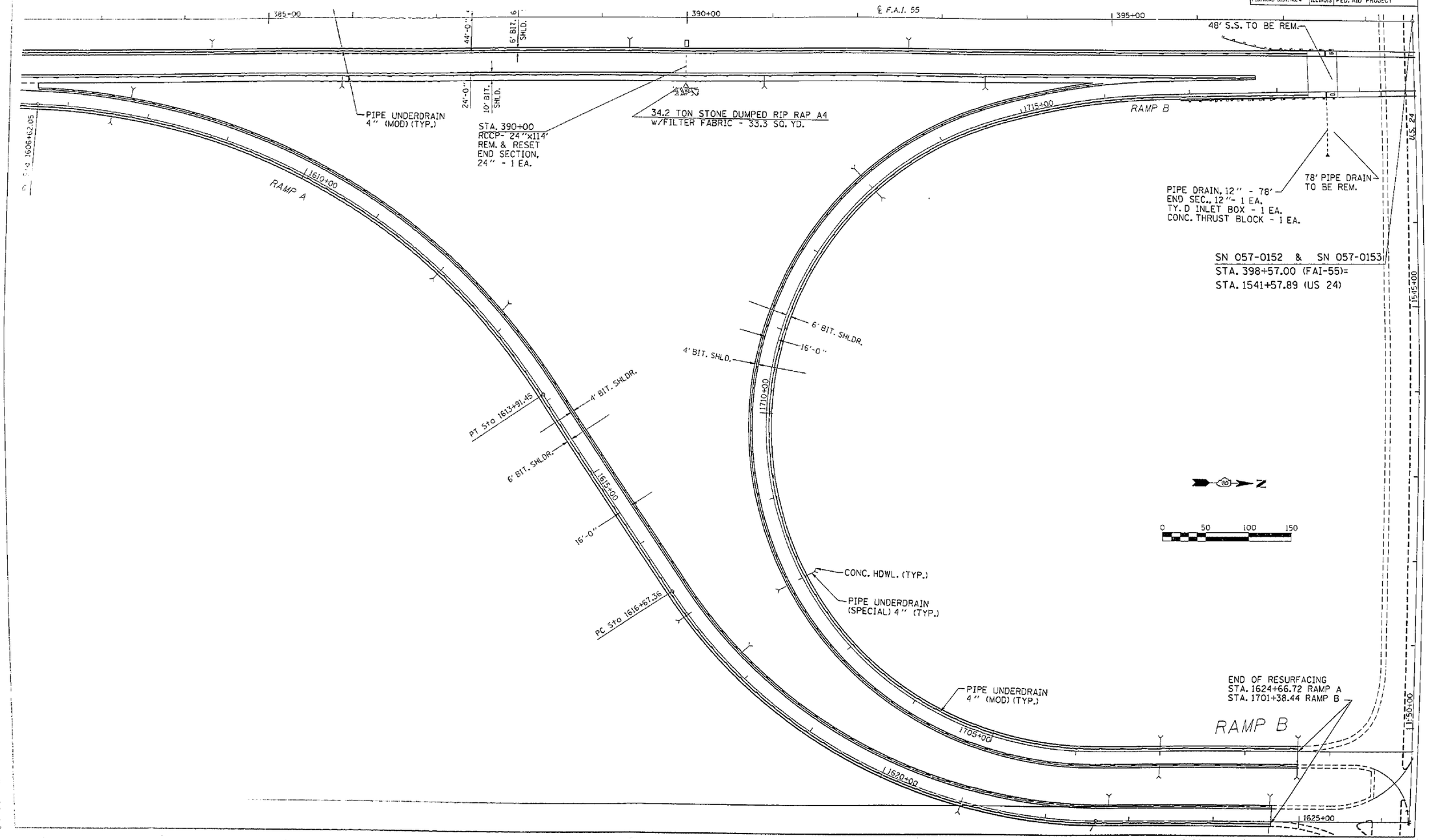
04/02/02

PLAN VIEW
LEXINGTON RAMP C

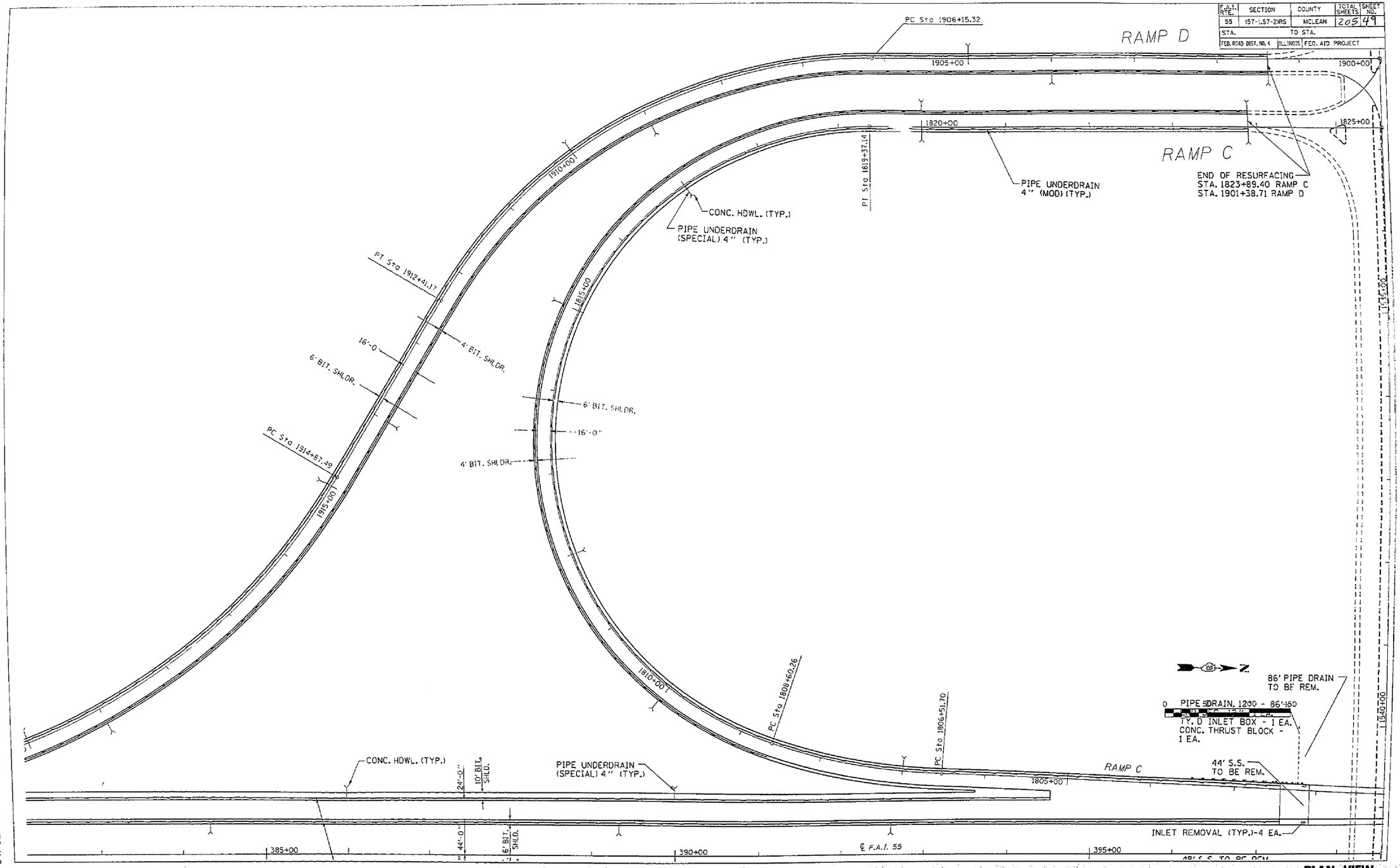
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	157-1,57-2RS	MCLEAN	205	48
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



PLAN VIEW

RAMPS A & B CHENOA (U.S. 24)

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	49
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



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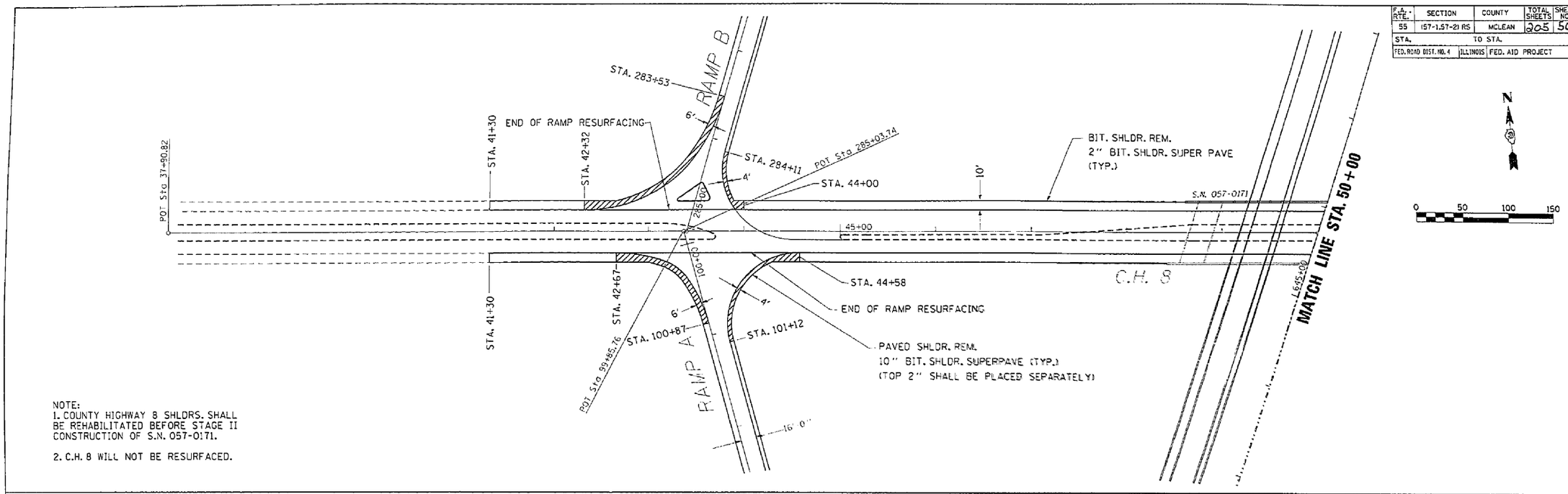
PLAN VIEW

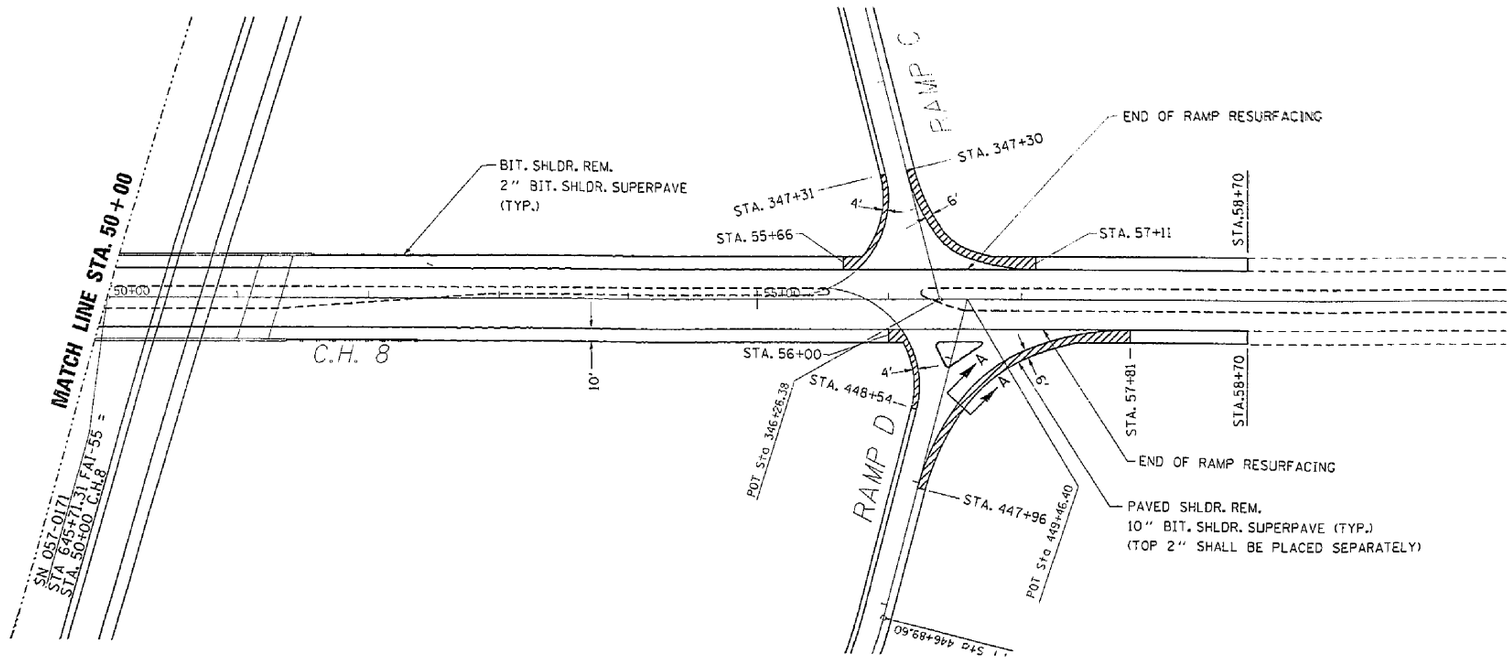
RAMPS C & D CHENOA (U.S. 24)

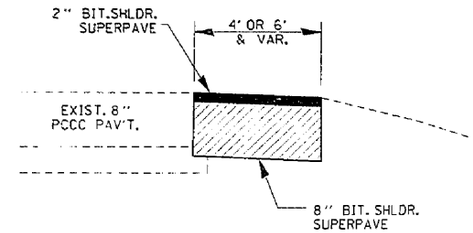
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	057-1,57-21 RS	MCLEAN	205	50
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



NOTE:
1. COUNTY HIGHWAY 8 SHLDRS. SHALL BE REHABILITATED BEFORE STAGE II CONSTRUCTION OF S.N. 057-0171.

2. C.H. 8 WILL NOT BE RESURFACED.





SEC. A–A
SHOULDER REPLACEMENT DETAIL

CH 8 AT S.N. 057-0171

NOTE:
ANY ADDITIONAL EXCAVATION REQUIRED AFTER PAVED SHOULDER REMOVAL WILL BE INCLUDED IN THE COST OF BIT. SHLDR. SUPERPAVE

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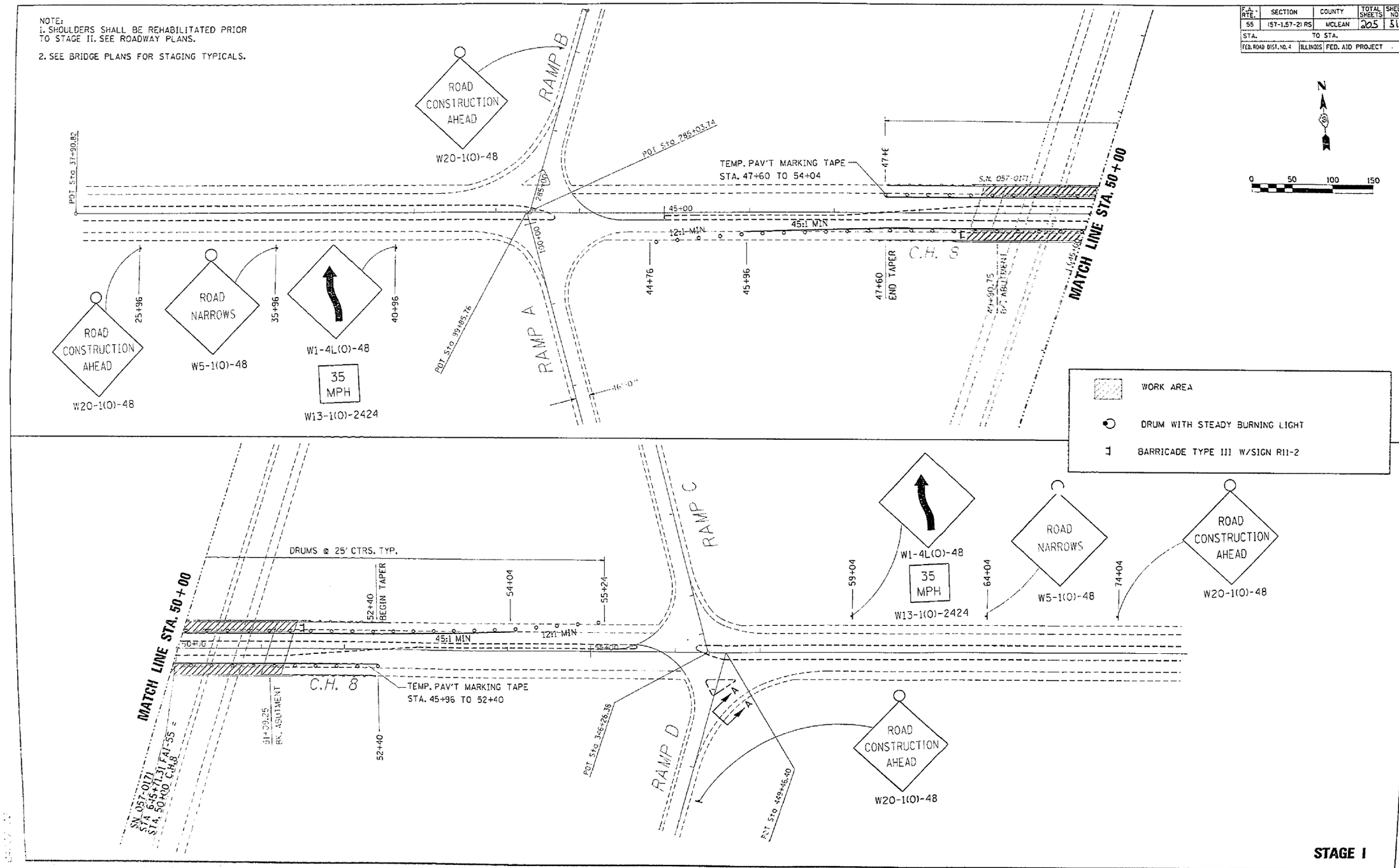
04/02/02

PLAN VIEW
COUNTY HIGHWAY 8

NOTE:
1. SHOULDERS SHALL BE REHABILITATED PRIOR TO STAGE II. SEE ROADWAY PLANS.

2. SEE BRIDGE PLANS FOR STAGING TYPICALS.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	205	51
STA.	TO STA.			
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



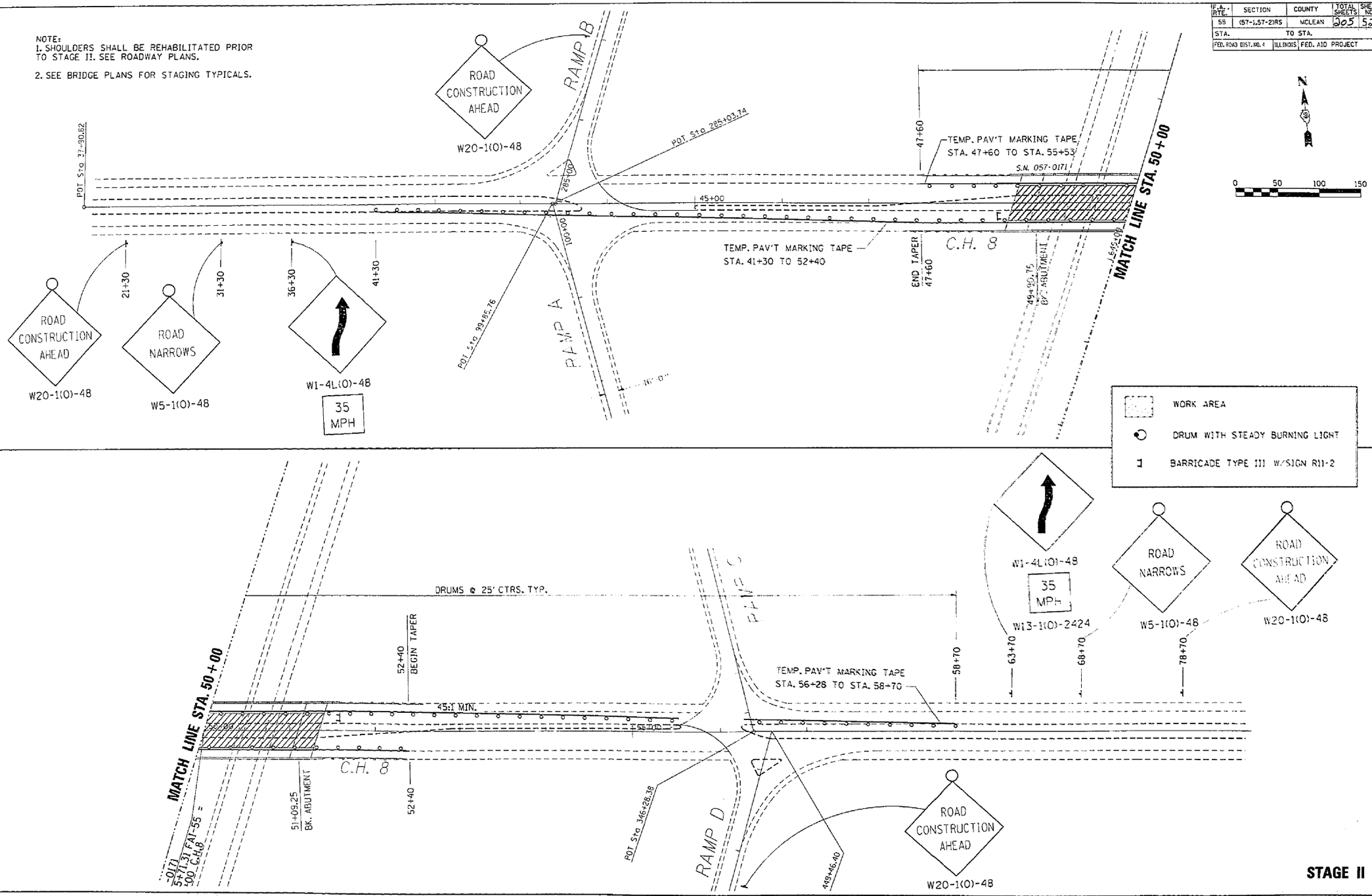
STAGE I

STAGING PLANS S.N. 057-0171

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	52
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

NOTE:
1. SHOULDERS SHALL BE REHABILITATED PRIOR TO STAGE II. SEE ROADWAY PLANS.

2. SEE BRIDGE PLANS FOR STAGING TYPICALS.

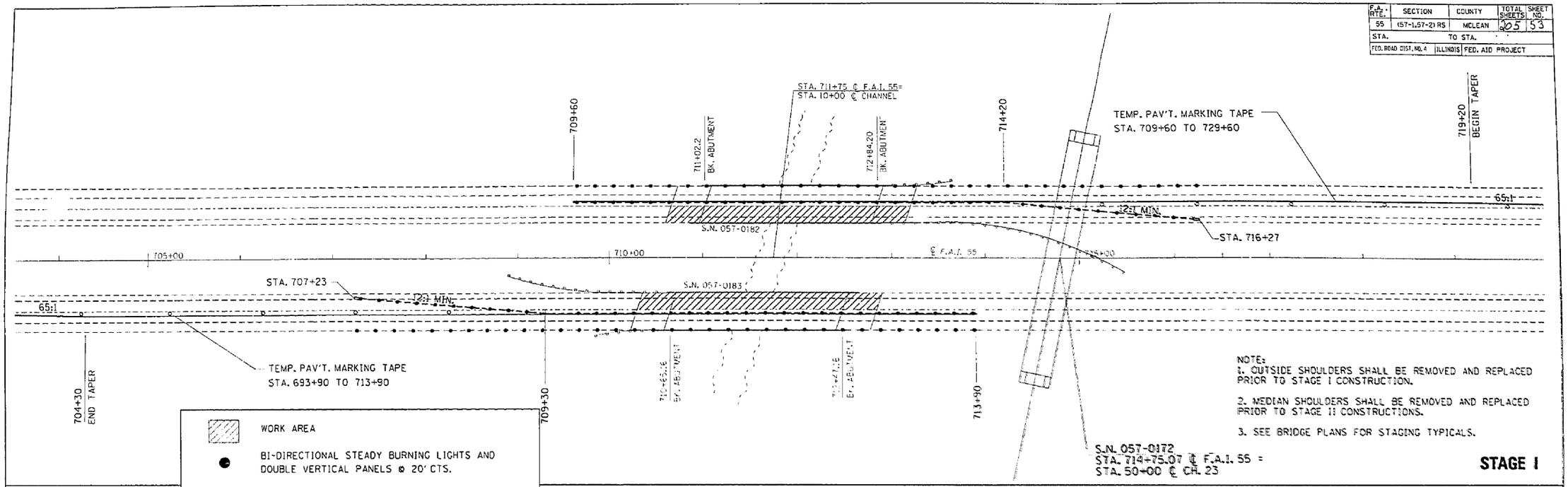


STAGE II

STAGING PLANS S.N. 057-0171

ep03399/sheets.dgn
04/02/02

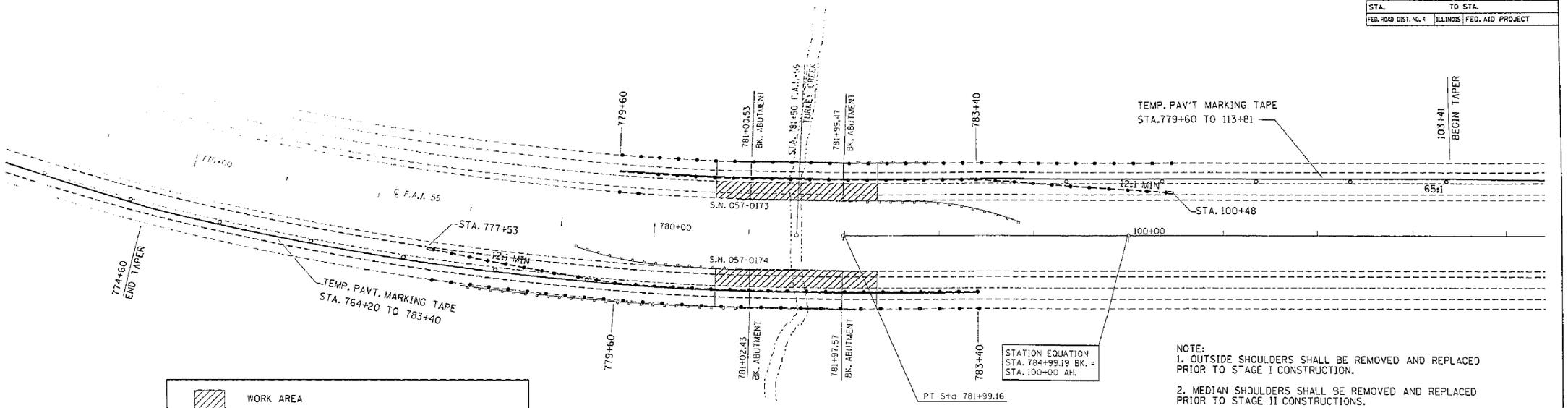
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	205	53
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



ep053399/sheets.dgn
04/02/02

S.N. 057-0182 & 057-0183

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	057-1,57-2 RS	MCLEAN	205	54
STA.	TO STA.			
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



WORK AREA

BI-DIRECTIONAL STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS @ 20' CTS.

DRUM WITH STEADY BURNING LIGHT

TEMPORARY CONCRETE BARRIER

TEMPORARY CONCRETE BARRIER TERMINAL SECTION

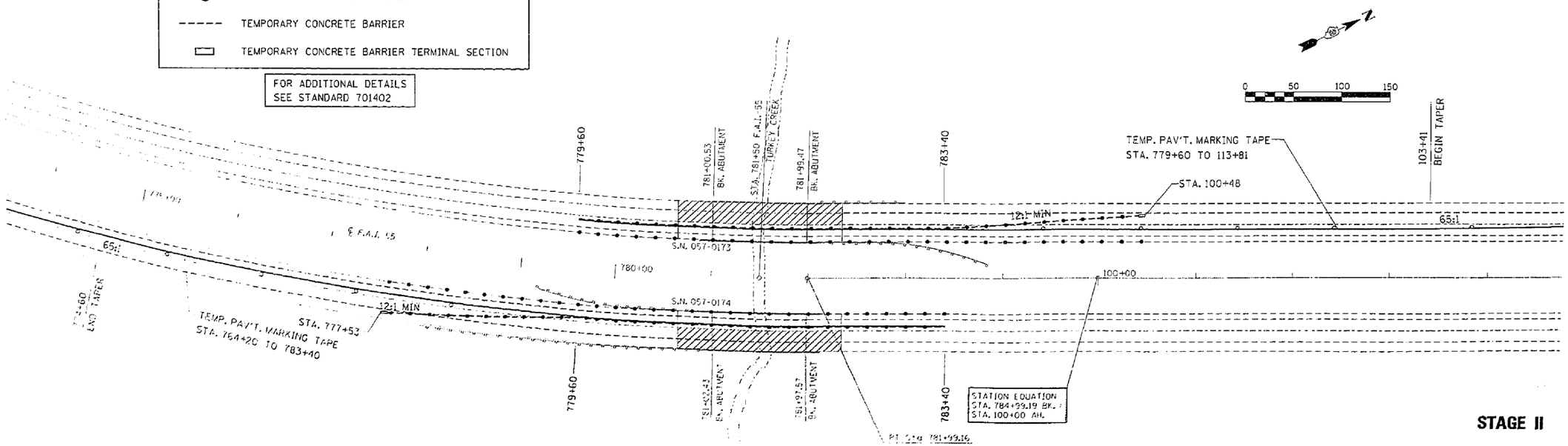
FOR ADDITIONAL DETAILS SEE STANDARD 701402

NOTE:
1. OUTSIDE SHOULDERS SHALL BE REMOVED AND REPLACED PRIOR TO STAGE I CONSTRUCTION.

2. MEDIAN SHOULDERS SHALL BE REMOVED AND REPLACED PRIOR TO STAGE II CONSTRUCTIONS.

3. SEE BRIDGE PLANS FOR STAGING TYPICALS.

STAGE I



STAGE II

STAGING PLANS S.N. 057-0173 & 057-0174

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	205	55
STA.	TO STA.			
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

NOTE:
1. OUTSIDE SHOULDERS SHALL BE REMOVED AND REPLACED PRIOR TO STAGE I CONSTRUCTION.

2. MEDIAN SHOULDERS SHALL BE REMOVED AND REPLACED PRIOR TO STAGE II CONSTRUCTIONS.

3. SEE BRIDGE PLANS FOR STAGING TYPICALS.

0 50 100 150

RAMP C

RAMP B

1810+00

PC Sta 1808+60.26

PC Sta 1806+51.70

1805+00

396+20

397+63.29 Br. OF APPROACH BENT

1546+30

399+59.71 Br. OF APPROACH BENT

POT Sta 1799+90.47

400+90

TEMP. PAV'T MARKING TAPE
STA. 396+20 TO 405+00

12:1 MIN

SN 057-0152

STA. 402+97

℄ F.A.I. 55

390+00

395+00

420+00

STA. 394+23

SN 057-0153

65:1

1725+00

TEMP. PAV'T MARKING TAPE
STA. 380+90 TO 405+00

1715+00

391+30
END TAPER

396+30

397+63.29 Br. OF APPROACH BENT

US 24

399+59.71 Br. OF APPROACH BENT

400+90

1720+00

1545+00

MATCH LINE STA. 405+00

SN 057-0152 & SN 057-0153
STA. 398+57.00 (FAI-55)=
STA. 1541+57.89 (US 24)

WORK AREA

BI-DIRECTIONAL STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS @ 20' CTS.

DRUM WITH STEADY BURNING LIGHT

TEMPORARY CONCRETE BARRIER

TEMPORARY CONCRETE BARRIER TERMINAL SECTION

FOR ADDITIONAL DETAILS
SEE STANDARD 701402 & 701411

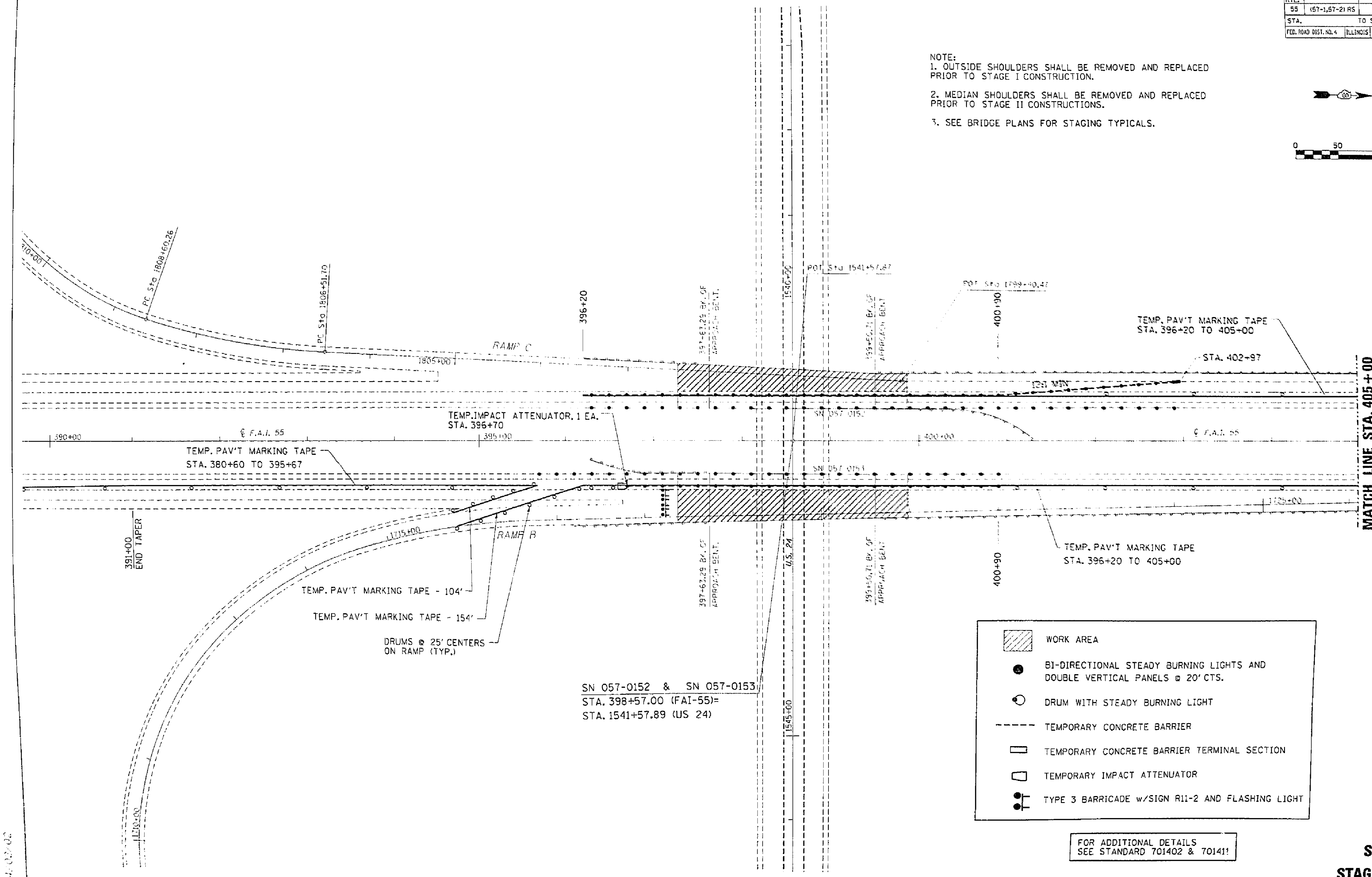
ep03399/sheets.dgn
01/02/02

STAGE I
STAGING PLANS

S.N. 057-0152 & S.N. 057-0153

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	205	56
STA.	TO STA.			
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

NOTE:
1. OUTSIDE SHOULDERS SHALL BE REMOVED AND REPLACED PRIOR TO STAGE I CONSTRUCTION.
2. MEDIAN SHOULDERS SHALL BE REMOVED AND REPLACED PRIOR TO STAGE II CONSTRUCTIONS.
3. SEE BRIDGE PLANS FOR STAGING TYPICALS.



WORK AREA

BI-DIRECTIONAL STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS @ 20' CTS.

DRUM WITH STEADY BURNING LIGHT

TEMPORARY CONCRETE BARRIER

TEMPORARY CONCRETE BARRIER TERMINAL SECTION

TEMPORARY IMPACT ATTENUATOR

TYPE 3 BARRICADE w/SIGN R11-2 AND FLASHING LIGHT

FOR ADDITIONAL DETAILS SEE STANDARD 701402 & 701411

ep01599/sheets.dgn
04/03/02

STAGE II

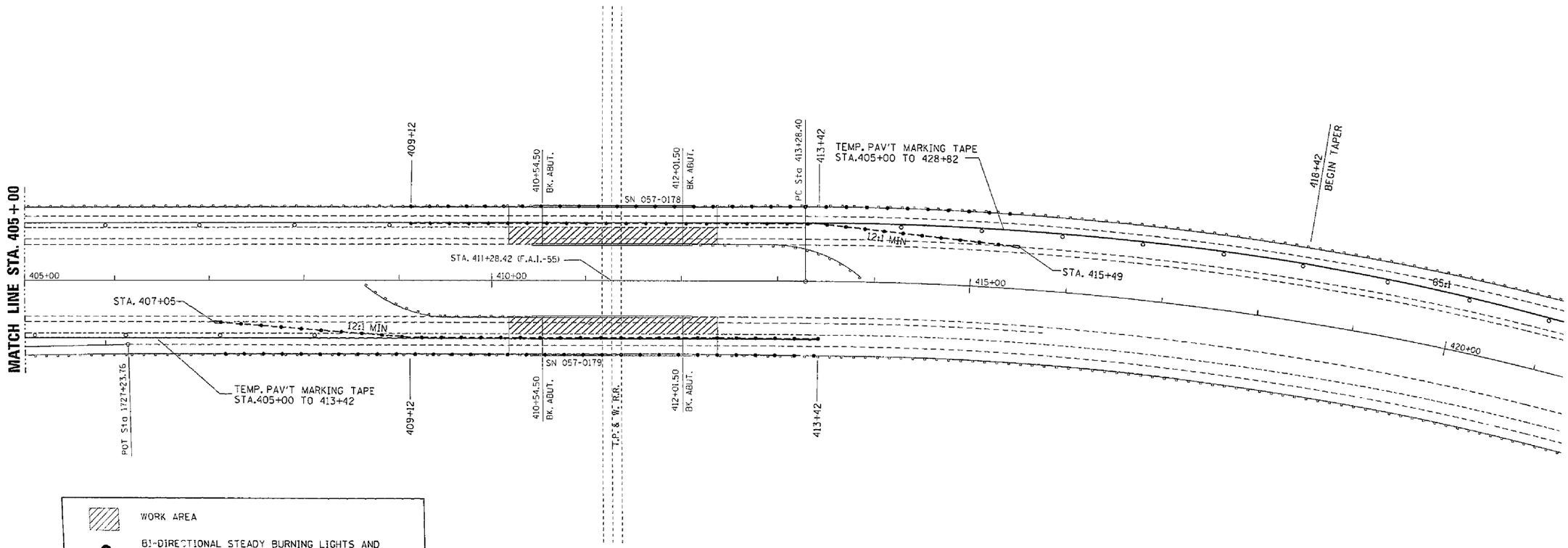
STAGING PLANS

S.N. 057-0152 & S.N. 057-0153

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	205	57
STA.	TO STA.			
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

N

0 50 100 150



- WORK AREA
- BI-DIRECTIONAL STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS @ 20' CTS.
- DRUM WITH STEADY BURNING LIGHT
- TEMPORARY CONCRETE BARRIER
- TEMPORARY CONCRETE BARRIER TERMINAL SECTION

FOR ADDITIONAL DETAILS SEE STANDARD 701402

NOTE:
1. OUTSIDE SHOULDERS SHALL BE REMOVED AND REPLACED PRIOR TO STAGE I CONSTRUCTION.

2. MEDIAN SHOULDERS SHALL BE REMOVED AND REPLACED PRIOR TO STAGE II CONSTRUCTIONS.

3. SEE BRIDGE PLANS FOR STAGING TYPICALS.

STAGE I
STAGING PLANS

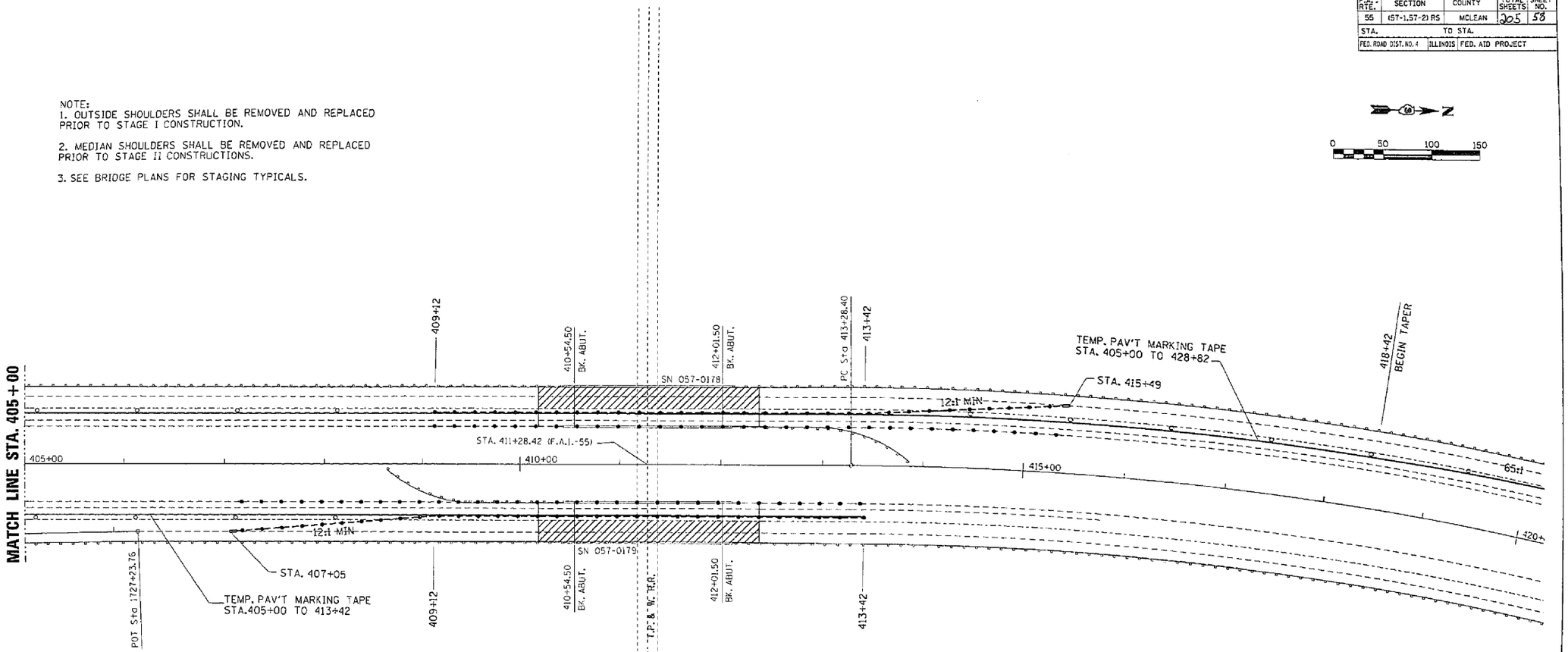
S.N. 057-0178 & S.N. 057-0179

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2) RS	MCLEAN	205	58
STA.		TO STA.		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

NOTE:
1. OUTSIDE SHOULDERS SHALL BE REMOVED AND REPLACED PRIOR TO STAGE I CONSTRUCTION.

2. MEDIAN SHOULDERS SHALL BE REMOVED AND REPLACED PRIOR TO STAGE II CONSTRUCTIONS.

3. SEE BRIDGE PLANS FOR STAGING TYPICALS.



WORK AREA

BI-DIRECTIONAL STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS @ 20' CTS.

DRUM WITH STEADY BURNING LIGHT

TEMPORARY CONCRETE BARRIER

TEMPORARY CONCRETE BARRIER TERMINAL SECTION

FOR ADDITIONAL DETAILS SEE STANDARD 701402

STAGE II

STAGING PLANS

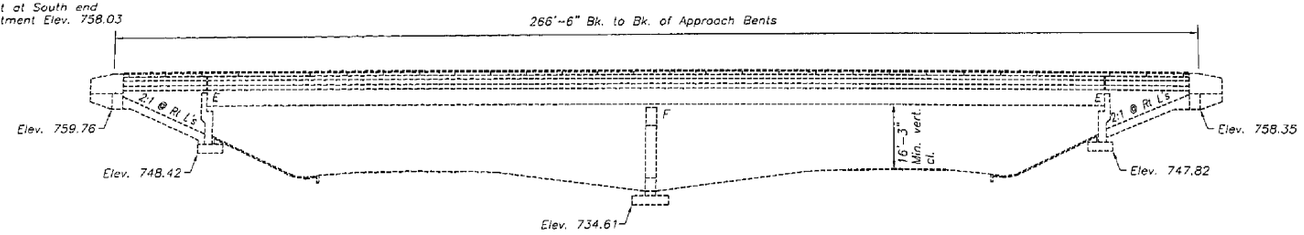
S.N. 057-0178 & S.N. 057-0179

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	*	McLEAN	305	59
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

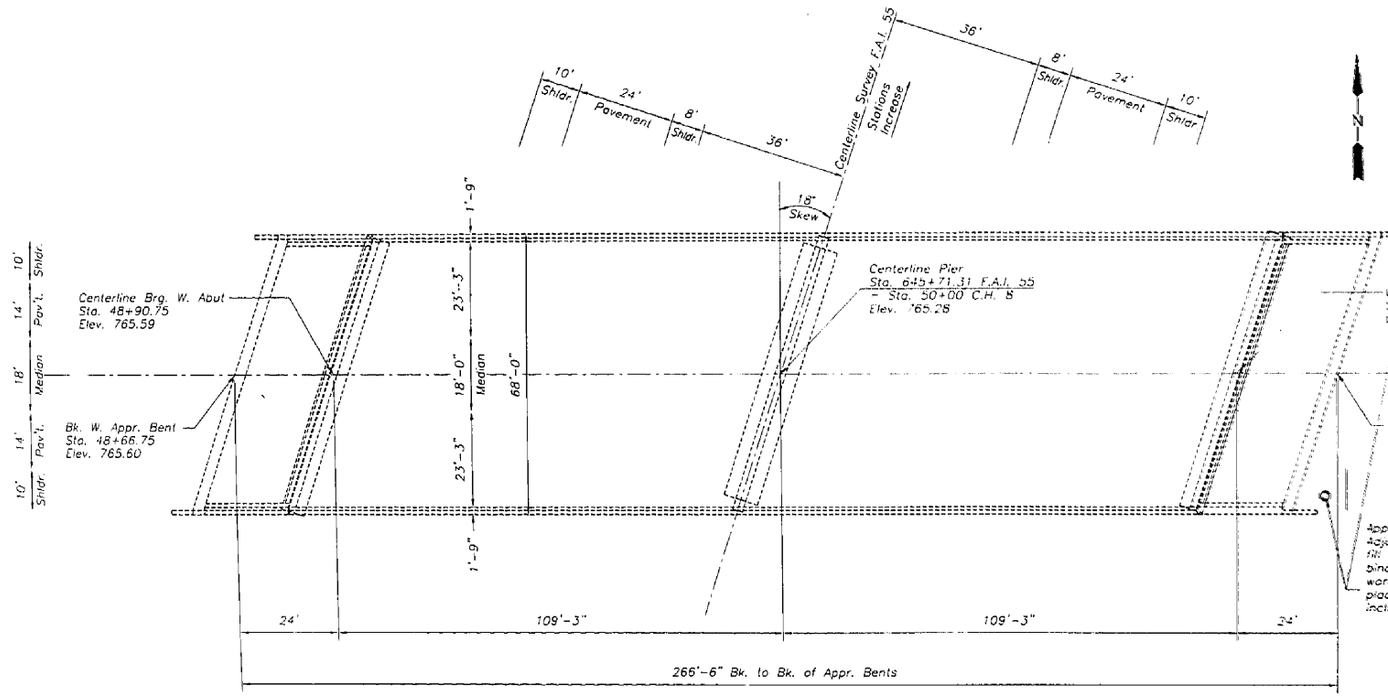
Sheet 1 of 12 Sheets

* (57-1,57-2)RS

Benchmark
Bearing Seat at South end
of East Abutment Elev. 758.03



ELEVATION



PLAN

Proposed work

1. Remove I-11 and waterproofing.
2. Partial depth patching of bridge deck.
3. Overlay with waterproofing membrane system and bituminous.
4. Remove and replace expansion joints.
5. Plug drains as indicated.
6. Add concrete wall to front of abutments.
7. Replace abutment bearings with elastomeric bearings.
8. Modify pier crashwall.
9. Repair slope walls and place riprap along curtain walls and slope walls.

Approach manhole adjustment is required for staging. Adjust existing manhole lid with adjusting rings and fill around adjusting rings and on concrete shoulder with leveling binder during stage I construction. Upon completion of stage II work remove leveling binder and adjusting rings. Cost of furnishing, placing and removing the adjusting rings and leveling binder shall be included in the cost of manhole to be adjusted.

TOTAL BILL OF MATERIALS

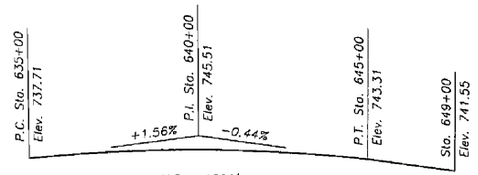
Item	Unit	Super.	Sub.	Total
STONE RIPRAP, CLASS A4	SQ YD	--	--	39
FILTER FABRIC FOR USE WITH RIPRAP	SQ YD	--	--	39
BITUMINOUS CONCRETE REMOVAL (DECK)	SQ YD	1400	--	1400
CONCRETE REMOVAL	CU YD	13.4	0.6	14
PREFORMED JOINT SEAL, 4"	FOOT	142	--	142
CONCRETE STRUCTURES	CU YD	--	40.5	40.5
CONCRETE SUPERSTRUCTURE	CU YD	13.4	--	13.4
ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	18	--	18
SLOPE WALL REPAIR	SQ YD	--	51.3	51.3
FORMED CONCRETE REPAIR (DEPTH EQUAL TO OR LESS THAN 5")	SQ FT	--	10	10
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	8260	--	8260
JACK AND REMOVE EXISTING BEARINGS	EACH	18	--	18
REINFORCEMENT BARS, EPOXY COATED	POUND	2370	3230	5600
WATERPROOFING MEMBRANE SYSTEM	SQ YD	1400	--	1400
PLUG EXISTING DECK DRAINS	EACH	4	--	4
BAR SPLICERS	EACH	32	--	32
DECK SLAB REPAIR (PARTIAL DEPTH)	SQ YD	63.9	--	63.9
BITUMINOUS CONCRETE SURFACE COURSE SUPERPAVE MIXTURE C, N50	TON	117.6	--	117.6
MANHOLES TO BE ADJUSTED	EACH	--	--	5

DESIGN STRESSES
(ORIGINAL CONSTRUCTION)

f'_c = 1200 psi – Deck slab (main spans)
f'_c = 1,400 psi – Curb, parapet, sub. & deck slab (approach spans)
f_s = 20,000 psi (reinforcement)
f_s = 20,000 psi Struct.(A-36)
n = 10
v_c = 75 psi Ftgs.
f'_c = 1,200 psi deck slab

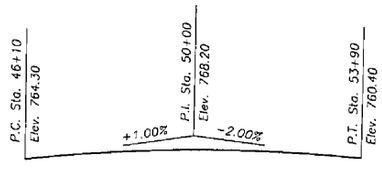
LOADING HS20-44

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



PROFILE GRADE F.A.I.-55

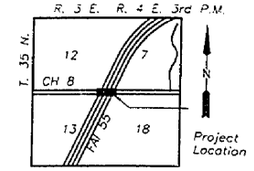
Applies @ Median Edge Pav't.



PROFILE GRADE C.H. 8

Applies @ Top of Class I

JAMES K. CLINARD
LICENSED STRUCTURAL ENGINEER
NO. 081-004655
STATE OF ILLINOIS
expires 11-30-2002
Signature



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
C.H. 8 OVER F.A.I.-55
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0171
STA. 645+71.31

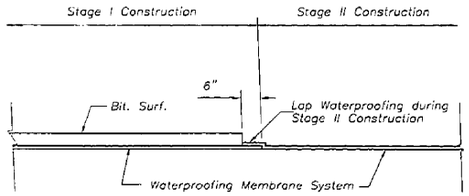
ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	*	McLEAN	205	60
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Sheet 2 of 12 Sheets

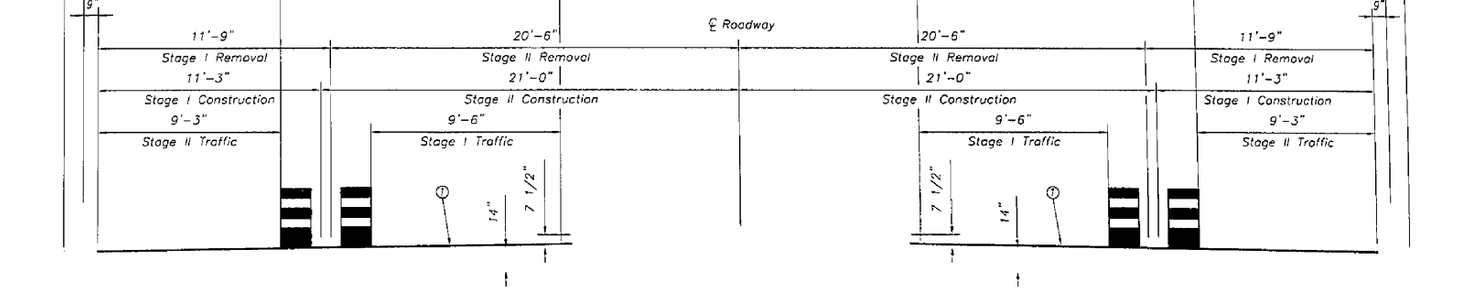
* (57-1,57-2)RS

GENERAL NOTES

1. All structural steel shall conform to AASHTO Classification M-270 Gr. 36 unless otherwise noted.
2. All new structural steel shall be shop painted with inorganic zinc rich primer per AASHTO M300 Type 1. The cost shall be included in the cost of Furnishing and Erecting Structural Steel.
3. The existing structural steel coating contains lead. The contractor should take appropriate precautions to deal with the presence of lead on this project.
4. Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53 Grade 60.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included in the cost of "Concrete Removal".
7. Prior to pouring the new concrete deck, all loose rust, loose mill scale, and other loose potentially detrimental foreign material shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering removal of existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall be removed from the surfaces of the beams or girders in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04 of the Standard Specifications.
8. Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50 degrees Fahrenheit.
9. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of work, however the contractor will be paid for the quantity actually furnished at the unit price bid for the work.
10. The area along the slopewalls as determined by the engineer should be cleared of vegetation, bushes, saplings, etc. according to Section 201 of the Standard Specs.
11. The contractor shall cover openings created by expansion joint removal with 3/4" steel plates during periods when workers are not present.

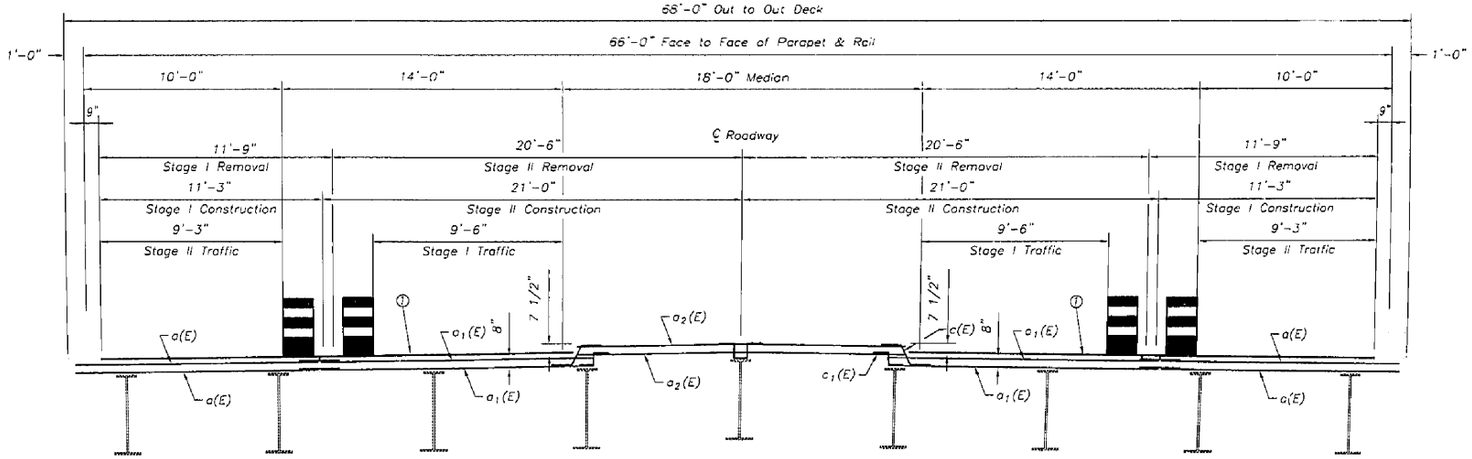


WATERPROOFING TREATMENT AT STAGE CONSTRUCTION
Not to Scale



CROSS SECTION
Approach spans

(1) Bituminous concrete replaced with bituminous concrete surface course superpave mixture C, N50, 1 1/2" over waterproofing membrane system



CROSS SECTION
Main spans

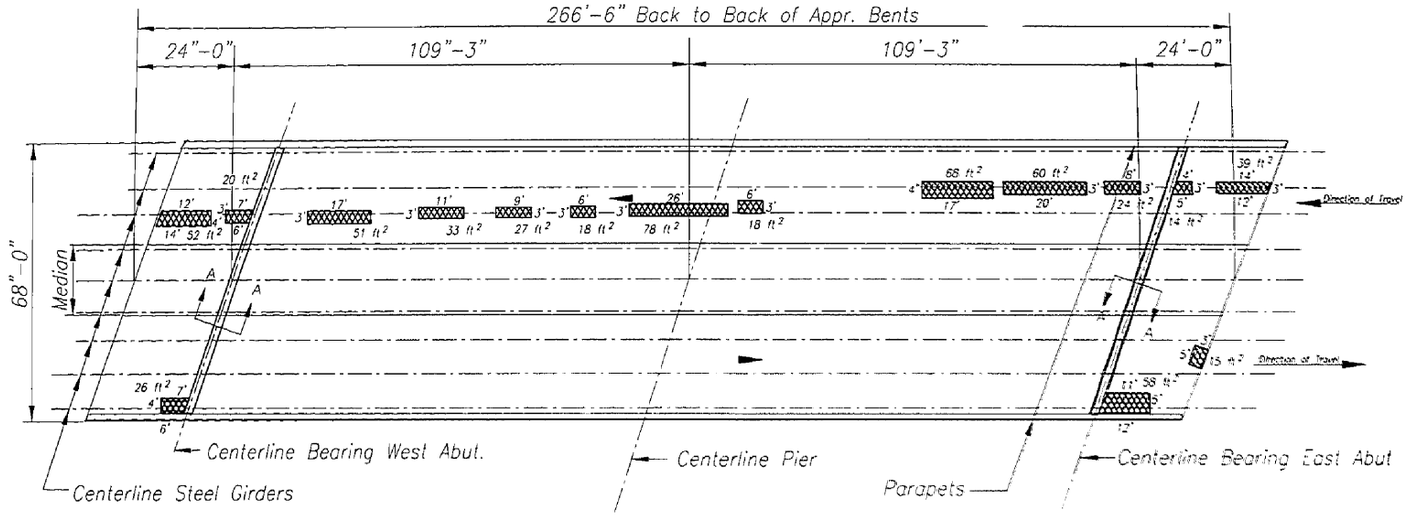
Note:
Reinforcement bars shown are at end of deck for expansion joint replacement.
See sheet 5 of 12.

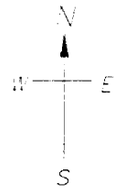
DECK CROSS SECTIONS & GENERAL NOTES
C.H. 8 OVER F.A.I.-55
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0171
STA. 645+71.31

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	*	McLEAN	205	61
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT#		

Sheet 3 of 12 Sheets

* (57-1,57-2)RS





DATE: 08/15/2000
TIME: 03:28 HRS
TEMP: 76°
CLOUD COVER : Clear
WIND: < 15 MPH
MISC: Asphalt Overlay

LEGEND

INSITE II, IR & GPR ANOMALY AREAS

- PARTIAL DEPTH
- FULL DEPTH TYPE I
- FULL DEPTH TYPE II
- OVERLAY DEBOND

EnTech® INSITE II, IR + GPR Bridge Pavement Investigation
Performed By

EnTech Engineering, Inc.
Gary J. Weil PE (IL 042-043111) CPIM Principal
111 Marine Lane
St. Louis, MO 63146-2235
Tel: 314-434-5255
Fax: 314-434-3270
E-Mail: garyjweil@entech-ndt.com

Notes:

See sheet 5 of 12 for Section A-A.

See sheet 5 of 12 for expansion joint removal and replacement details.

Areas of deck repairs shown are estimated.

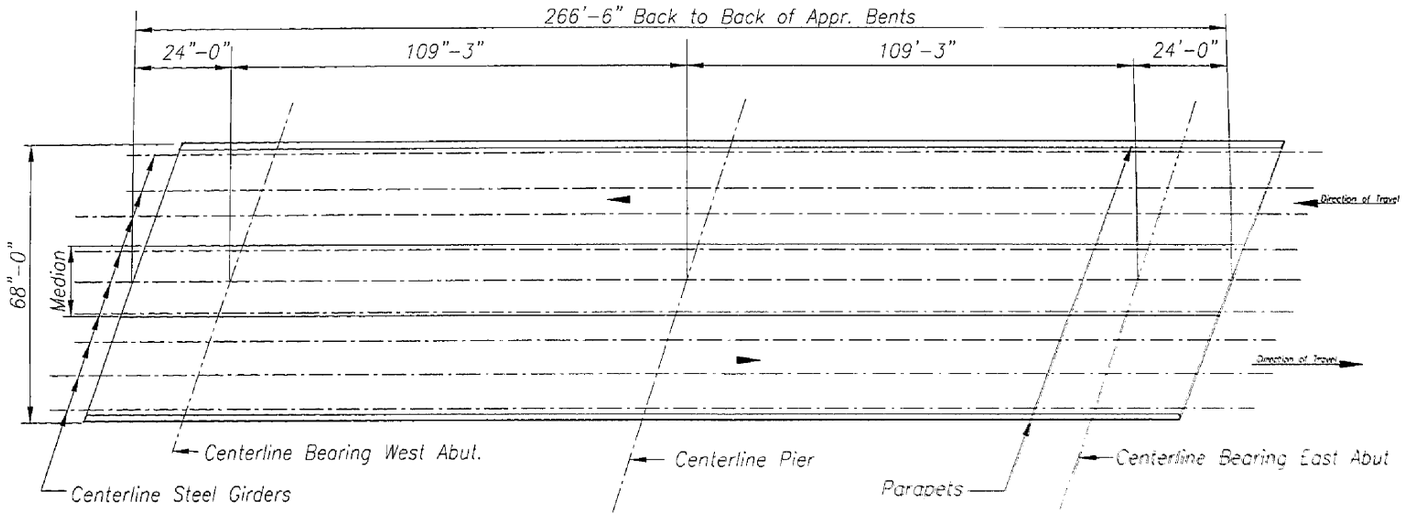
	Stage I	Stage II	Total
Deck Slab Repair (Partial Depth) (SQ YD)	27.3	36.6	63.9

DECK REPAIR PLAN
C.H. 8 OVER F.A.I.-55
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0171
STA. 645+71.31

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	*	McLEAN	205	62
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Sheet 4 of 12 Sheets

* (57-1,57-2)RS



Notes:
For areas of required deck patching and type See Sheet 4 of 12

DECK SLAB REPAIR RECORD

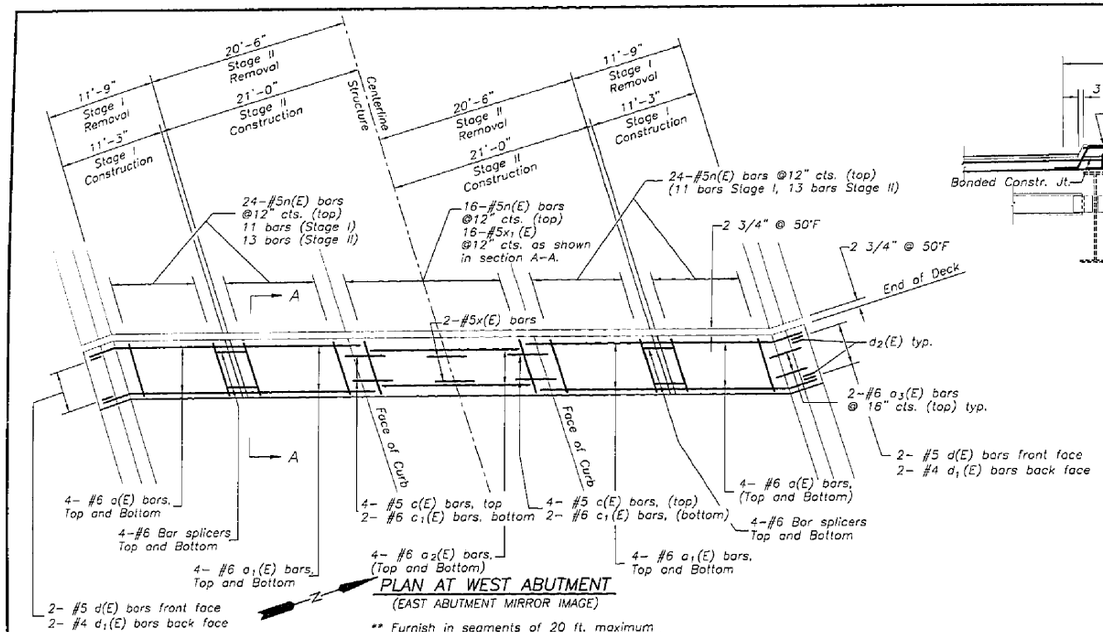
Note: The engineer shall mark the actual deck slab repair areas above, as part of the as-built plans.

AS-BUILT
DECK RECORD PLAN
C.H. 8 OVER F.A.I.-55
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0171
STA. 645+71.31

FAI 55	*	McLEAN	205	63

Sheet 5 of 12 Sheets

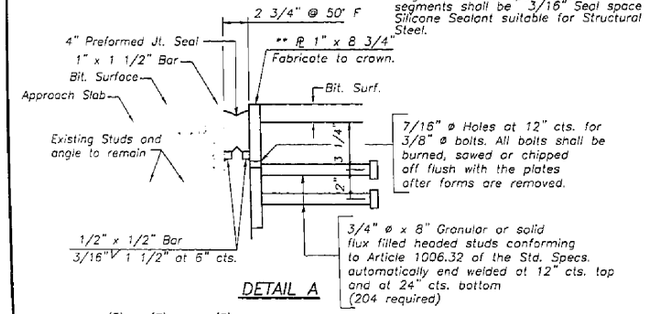
* (57-1,57-2)RS



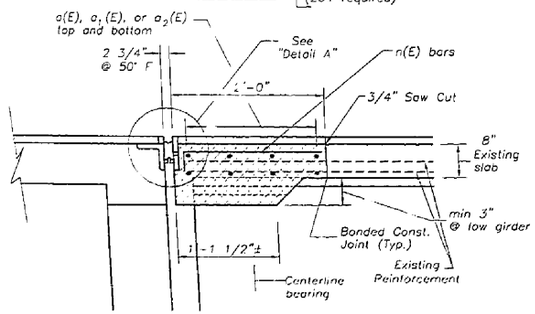
PLAN AT WEST ABUTMENT

(EAST ABUTMENT MIRROR IMAGE)

** Furnish in segments of 20 ft. maximum length. Maximum space between installed segments shall be 3/16" Seal space with Silicone Sealant suitable for Structural Steel.



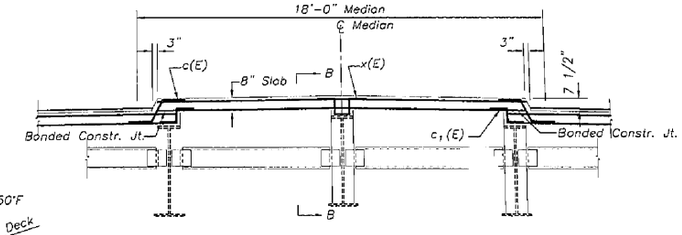
DETAIL A



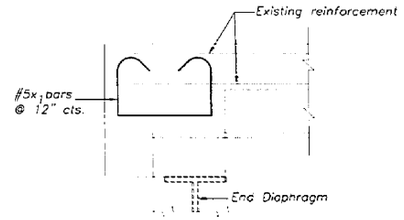
SECTION A-A

Cross hatched area indicates Concrete Removal

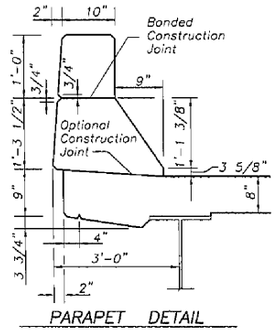
Note:
After fabrication all surfaces of the steel plates shall be given one shop coat of paint specified for Structural Steel. No field painting required.



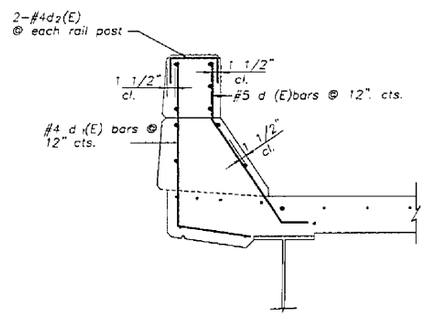
SECTION THRU MEDIAN



SECTION B-B



PARAPET DETAIL



PARAPET REINFORCEMENT DETAIL

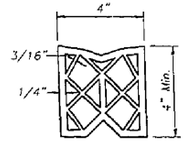
Notes:

1. The limits of all concrete removal shall be saw cut 3/4" into concrete. (This shall include top of deck and faces and sides of parapets and curbs).
2. Existing transverse bars in the deck and parapet shall be removed and replaced as shown in plans.
3. Existing longitudinal bars in deck and parapet reinforcement extending into the removed area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included in the cost of "Concrete Removal".
4. The parapet shall be removed on the deck side, but shall remain in place on the approach side.
5. Removal of existing PJS and steel armour shall be included in the cost of "Concrete Removal".
6. The aluminum railing shall be temporarily removed and re-erected in the areas of parapet removal. Any portion of railing that is damaged during construction shall be replaced at the contractor's expense. The anchorage devices and bolts for the rail post shall be salvaged for reinstallation. After reinstallation, the base of the post shall be sealed with a two component non-staining gray sealing compound with polysulfide liquid polymers-gun grade with primer. Cost included with Concrete Removal.

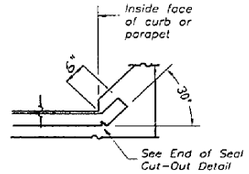
BILL OF MATERIAL ***

Bar	No.	Size	Length	Shape
a(E)	32	#6	13'-3"	
a1(E)	32	#6	14'-5"	
a2(E)	16	#6	17'-0"	
a3(E)	8	#6	4'-0"	
c(E)	16	#5	3'-1"	
c1(E)	8	#6	3'-11"	
d(E)	8	#5	3'-7"	
d1(E)	8	#4	4'-9"	
d2(E)	8	#4	2'-1"	
n(E)	128	#5	2'-2"	
x(E)	4	#5	4'-2"	
x1(E)	32	#5	3'-6"	
Concrete Removal		Cu. Yd.	13.4	
Concrete Superstructure		Cu. Yd.	13.4	
Reinforcement Bars, Epoxy Coated		Pound	2370	
Bar Splicers		Each	32	
Preformed Joint Seal 4"		Foot	142	

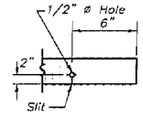
*** Quantities are for both ends of deck.
Reinforcement bars designated (E) shall be epoxy coated.
See sheet 6 of 12 for bent bar details.



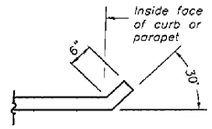
PREFORMED JOINT SEAL (4")



TYPICAL END OF SEAL TREATMENT



SEAL CUT-OUT (4")



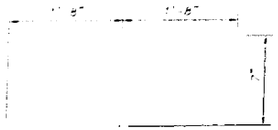
END OF PLATE

EXPANSION JOINT REPLACEMENT DETAILS
C.H. 8 OVER F.A.I.-55
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0171
STA. 645+71.31

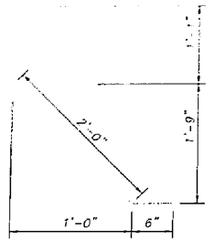
FAI 55	*	McLEAN	205	64

Sheet 6 of 12 Sheets

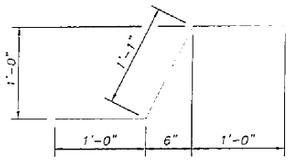
* (57-1,57-2)RS



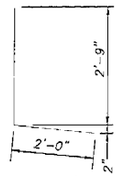
BAR c_1(E)



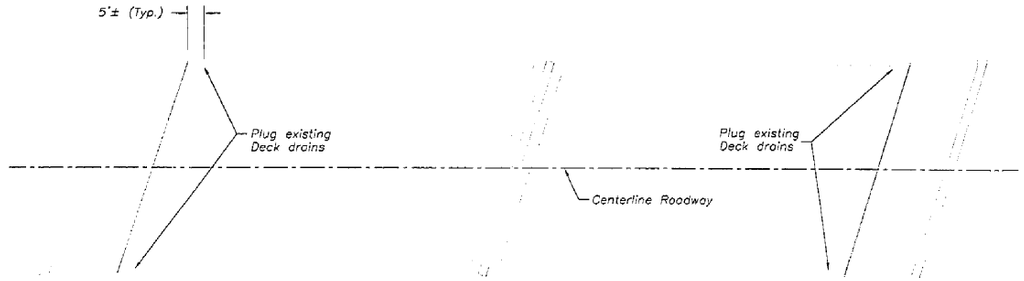
BAR d(E)



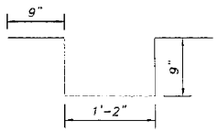
BAR c(E)



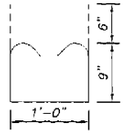
BAR d_1(E)



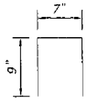
PLAN



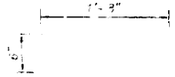
BAR x(E)



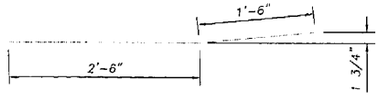
BAR x_1(E)



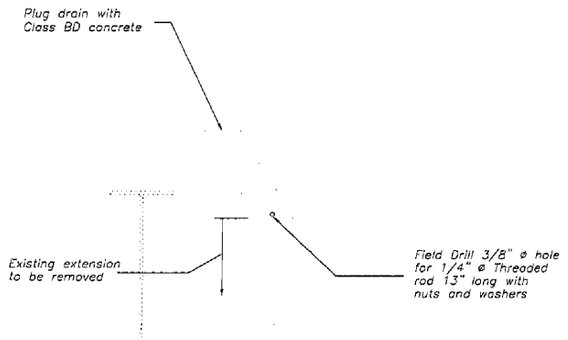
BAR d_2(E)



BAR n(E)



BAR a_3(E)



SECTION AT DRAINS TO BE PLUGGED

BILL OF MATERIAL

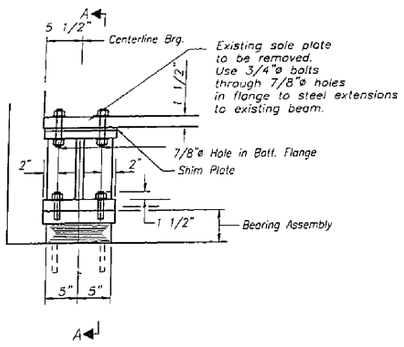
Item	Unit	Total
Plug Existing Deck Drains	Each	4

BENT BAR & DRAIN PLUGGING DETAILS
C.H. 8 OVER F.A.I.-55
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0171
STA. 645+71.31

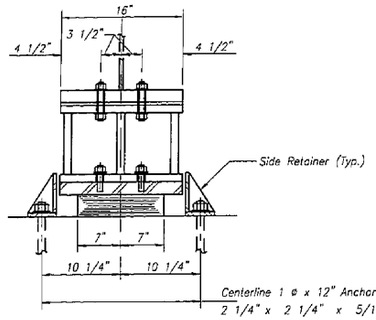
ROUTE	DISTRICT	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	*	McLEAN	205	65
FED. ROAD DIST. NO. *		ILLINOIS	FED. AID PROJECT*	

Sheet 7 of 12 Sheets

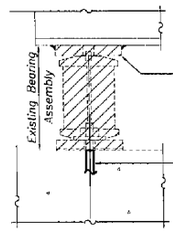
* (57-1,57-2)RS



ELEVATION AT ABUT.



SECTION A-A



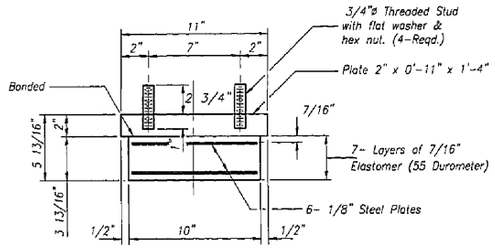
***Existing Plate to be removed using the air-arc method and grind smooth all weld material remaining on the bottom flange.

*** existing anchor bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy.

***Cost is included with "Jack and Remove Existing Bearings".

EXISTING BEARING REMOVAL DETAIL

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.

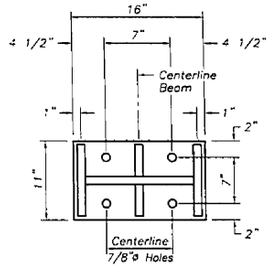
Note: See sheet #11 for Anchor Bolt installation.

BEAM REACTIONS

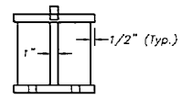
R2	(K)	60.3
R4	(K)	45.5
Imp.	(K)	9.7
R (Total)	(K)	115.5

Min. Jack Capacity= 65 Tons

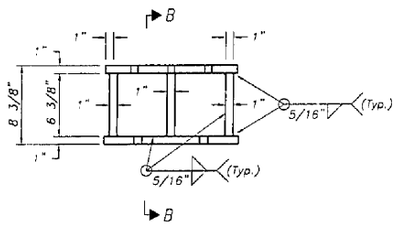
Notes: Diaphragm removal and replacement may be required to facilitate drilling holes. Cost shall be included in the cost of Furnishing and Erecting Structural Steel.
New steel extensions, side retainers, shim PL's, connection bolts, and anchor bolts are included in Furnishing and Erecting Structural Steel.
See Sheet 11 of 12 for Anchor Bolt installation.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.



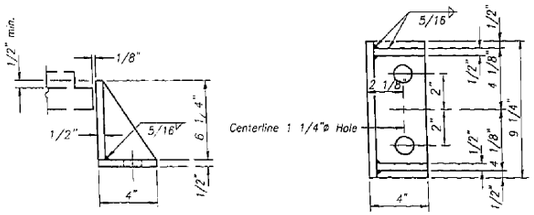
TOP & BOTTOM PLAN STEEL EXTENSION



SECTION B-B



ELEVATION STEEL EXTENSION



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel. (No. Req'd 36)

Note: Contractor shall field measure existing bearings and provide 16" x 11" shims as necessary.

Minimize the use of shims by adjusting the steel extension height.

STEEL EXTENSION DETAILS

18 REQUIRED - ONE AT EACH EXISTING BEAM

BILL OF MATERIAL

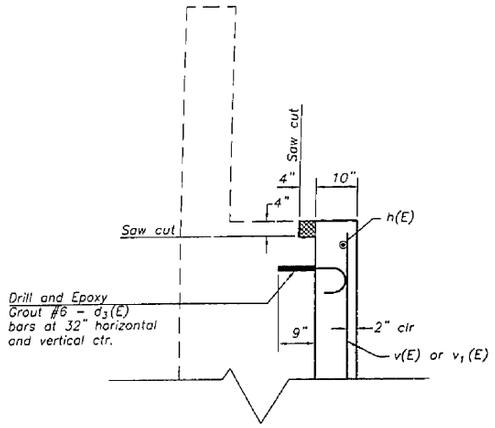
Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	18
Furnishing and Erecting Structural Steel	Pound	8250
Jack and Remove Existing Bearing	Each	18

BEARING DETAILS
C.H. 8 OVER F.A.I.-55
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0171
STA. 645+71.31

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	*	McLEAN	205	66
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Sheet 8 of 12 Sheets

* (57-1,57-2)RS

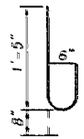


DETAIL A

Cross hatched area indicates concrete removal & replacement.

Note:

d_3(E) bars shall be drilled and epoxy grouted into 1" dia. x 9" deep holes. According to Section 584 of the Standard Specifications. This work shall not be paid for separately but will be considered included in the cost for REINFORCEMENT BARS, EPOXY COATED.



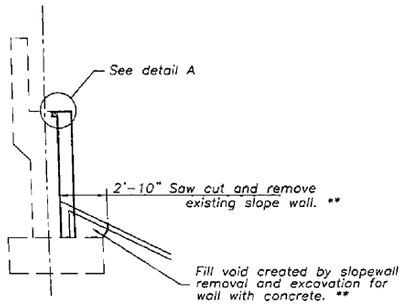
BAR d_3(E)

BILL OF MATERIAL ***

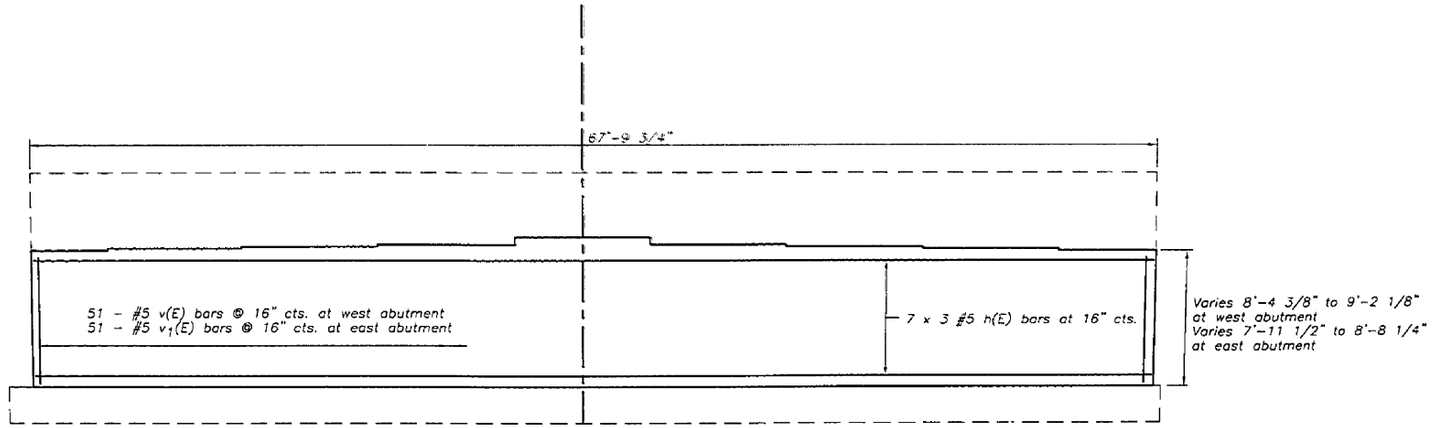
Bar	No.	Size	Length	Shape
h(E)	42	#5	23'-8"	——
d_3(E)	208	#6	2'-1"	⊃
v(E)	51	#5	8'-3"	——
v_1(E)	51	#5	7'-10"	——
Concrete Removal			Cu. Yd.	0.6
Concrete Structures			Cu. Yd.	36.4
Reinforcement Bars, Epoxy Coated			Pound	2540
Slope Wall Repair			Sq. Yd.	51.3

Reinforcement bars designated (E) shall be epoxy coated.

*** Quantities are for both abutments



SECTION



ELEVATION

** Cost for saw cutting, removing existing slopewall, excavating to set wall forms, and new concrete slope wall shall be considered included in the cost for SLOPE WALL REPAIR.

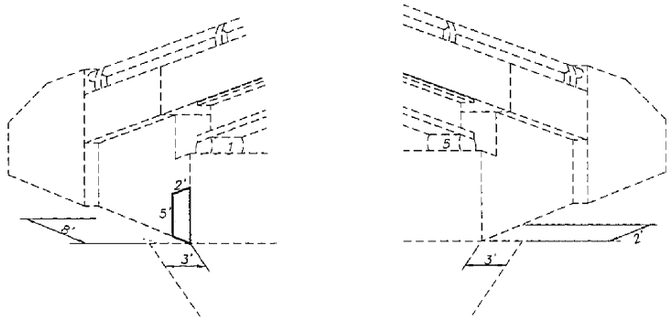
Existing wire mesh reinforcement extending into the removed area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement damaged during slope wall removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included in the cost of SLOPE WALL REPAIR

ABUTMENT DETAILS
C.H. 8 OVER F.A.I.-55
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0171
STA. 645+71.31

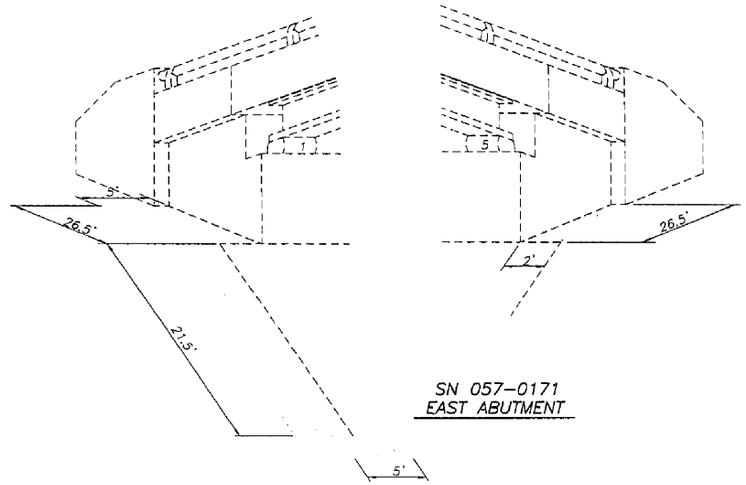
FAI 55	*	McLEAN	205	67

Sheet 9 of 12 Sheets

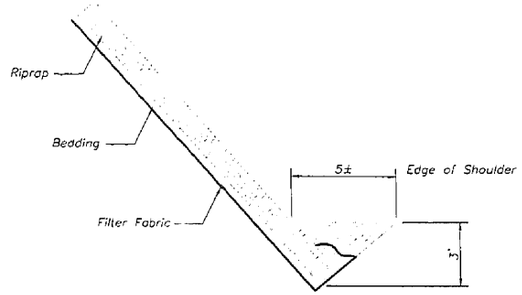
* (57-1,57-2)RS



SN 057-0171
WEST ABUTMENT



SN 057-0171
EAST ABUTMENT



TOE-IN DETAIL

STONE RIPRAP CLASS A4

FORMED CONCRETE REPAIR

BILL OF MATERIAL

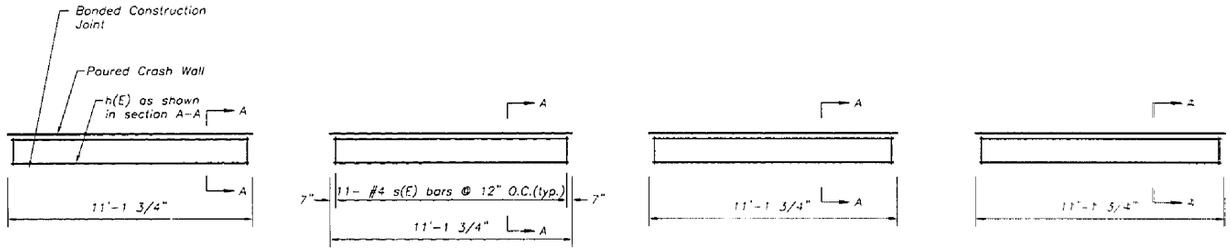
Item	Unit	Total
Stone Riprap Class A4	SQ YD	39
Filter Fabric For Use With Riprap	SQ YD	39
Formed Concrete Repair (Depth Equal to or Less Than 5")	SQ FT	10

CONCRETE REPAIR AND
SLOPE REPAIR DETAILS
C.H. 8 OVER F.A.I.-55
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0171
STA. 645+71.31

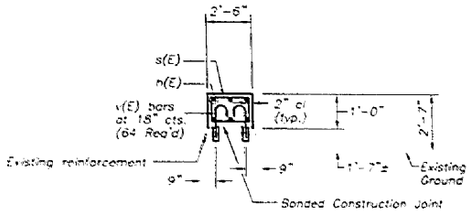
FAI 55	*	McLEAN	205	68

Sheet 10 of 12 Sheets

* (57-1,57-2)RS



MEDIAN PIER



SECTION A-A

Notes:

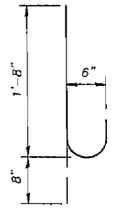
All exposed edges shall have a 3/4" chamfer.

v(E) bars shall be drilled and epoxy grouted 1"ø x 8" deep holes. This work shall not be paid for separately but will be considered included with the cost of Reinforcement Bars,Epoxy Coated

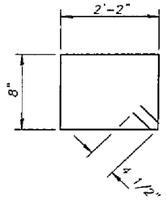
Contractor should exercise care not to damage the existing reinforcement while drilling holes.

BILL OF MATERIALS

Bar	No.	Size	Length	Shape
h(E)	24	# 5	10'-11"	
v(E)	64	# 6	2'-4"	
s(E)	44	# 4	6'-5"	
Concrete Structures			Cu. Yd.	4.1
Reinforcement Bars, Epoxy Coated			Pound	690



v(E) Bars



s(E) Bars

PIER CRASHWALL DETAILS
C.H. 8 OVER F.A.I.-55
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0171
STA. 645+71.31

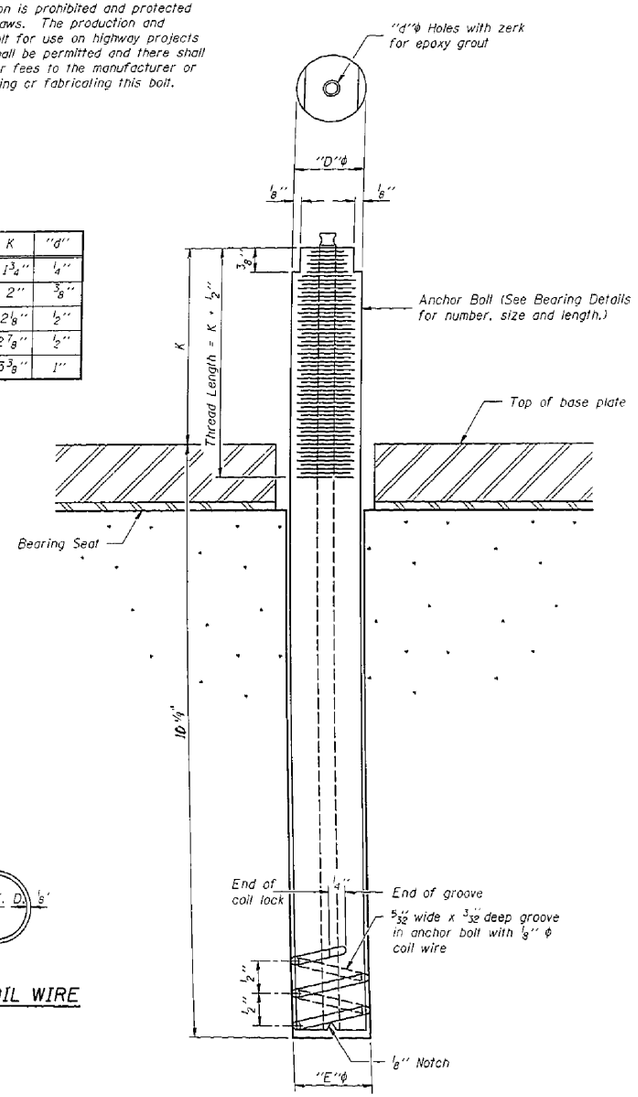
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 55	*	McLEAN	205	69

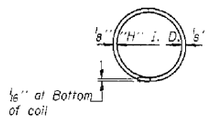
Sheet 11 of 12 Sheets

* (57-1,57-2)RS

D	E	H	K	"d"
1"	1⅛"	13/16"	1¾"	¼"
1¼"	1⅜"	1 1/16"	2"	⅜"
1½"	1⅝"	1 5/16"	2⅛"	½"
2"	2⅛"	1 13/16"	2⅞"	½"
2½"	2 5/8"	2 5/16"	3 3/8"	1"



ILLINOIS COIL-LOCK ANCHOR BOLT



PLAN-COIL WIRE

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot [illegible]ished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre drilled holes according to the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Abutments	A 307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

ANCHOR BOLT DETAILS
FOR BEARINGS
C.H. 8 OVER F.A.I.-55
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0171
STA. 645+71.31

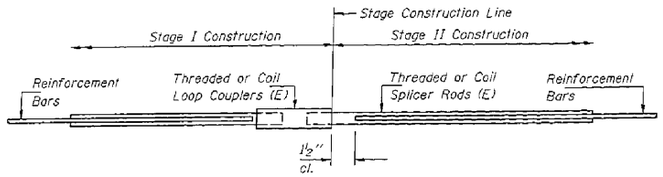
ABB-1 4-30-99

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 55	*	McLEAN	205	70

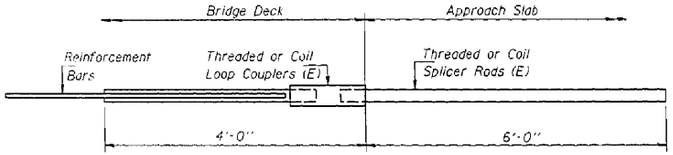
Sheet 12 of 12 Sheets

* (57-1,57-2)RS



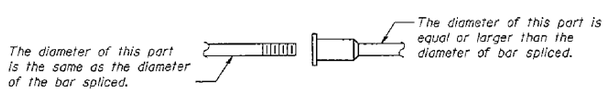
SPLICER DETAIL

Bar Size	No. Assemblies Required	Location
#6	32	Ends of Deck



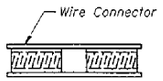
INTEGRAL ABUTMENT BAR SPLICER ASSEMBLY DETAIL FOR #5 BAR

Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



ROLLED THREAD DOWEL BAR

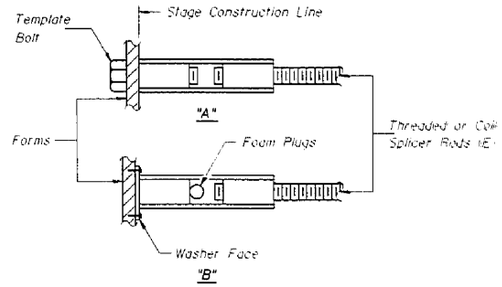
** ONE PIECE



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$

② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times fs_{allow} \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.

fs_{allow} = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)

A_t = Tensile stress area of lapped reinforcement bars.

* = 28 day concrete

BAR SPLICER ASSEMBLIES			
		Strength Requirements	
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

BAR SPLICER ASSEMBLY DETAILS
C.H. 8 OVER F.A.I.-55
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0171
STA. 645+71.31

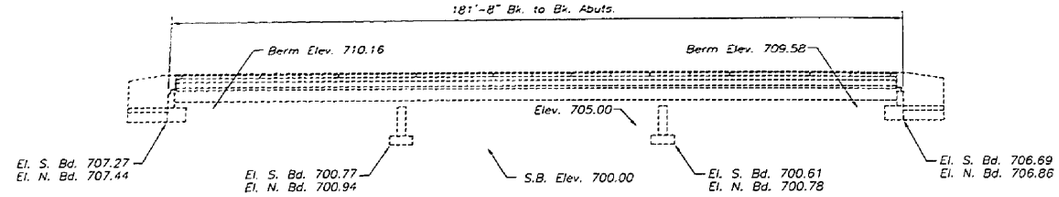
BSD-1 4-30-99

FAI 55	*	McLEAN	205	71

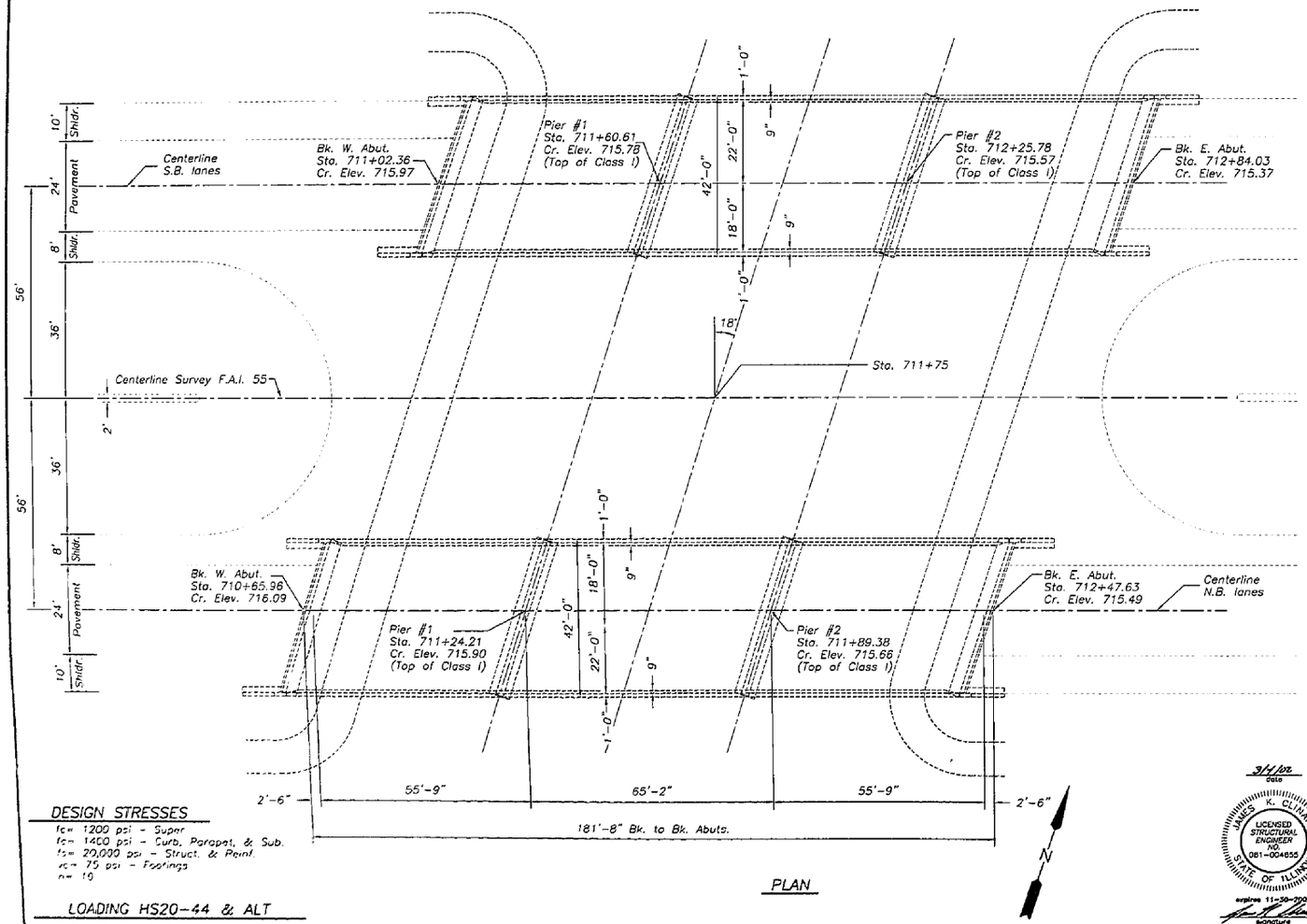
Sheet 1 of 9 Sheets

* (57-1,57-2)RS

BENCH MARK
Bearing seat at south end of west abutment of northbound structure Elev. = 710.94



ELEVATION



PLAN

DESIGN STRESSES
fcv = 1200 psi - Super
fcm = 1400 psi - Curb, Parapet, & Sub.
fs = 20,000 psi - Struct. & Reinf.
sc = 75 psi - Footings
n = 10

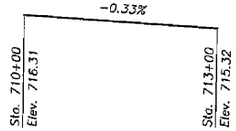
LOADING HS20-44 & ALT
Allow 25#/sq ft for future surface

Proposed Work
Remove I-11 and waterproofing
Overlay with Microsilica Concrete
Replace Expansion Joint Seal at both abutment for structure 057-0182
Replace Expansion Joint Seal at east abutment for structure 057-0183
Replace west expansion joint for structure 057-0183
Repair cracks and areas of delamination at abutments & piers
Fill gaps between slopewall and abutments with Controlled Low-Strength Material
Extend or plug drains as noted
Remove and repair loose concrete on underside of deck at drains

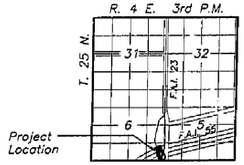
FOR GENERAL NOTES SEE SHEET 2 OF 9.

3/14/02
date

JAMES K. CLIMARD
LICENSED STRUCTURAL ENGINEER NO. 081-004655
STATE OF ILLINOIS
expires 11-30-2002
signature



PROFILE GRADE
RTE. 55
At Median Edge
Top Class I



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
F.A.I. ROUTE 55 OVER TURKEY CREEK
SEC. (57-1, 57-2) RS
McLEAN COUNTY
SN 057-0182(SB) & SN 057-0183(NB)
STA. 711+75

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	*	McLEAN	205	72
FED. ROAD PROJ. NO.		STATION	FED. AID PROJECT NO.	

Sheet 2 of 9 Sheets

* (57-1,57-2)RS

GENERAL NOTES

1. All structural steel shall conform to AASHTO Classification M-270 Gr. 36 unless otherwise noted.
2. All new structural steel shall be shop painted with Inorganic zinc rich primer per AASHTO M300 Type 1. The cost shall be included in the cost of Furnishing and Erecting Structural Steel.
3. The existing structural steel coating contains lead. The contractor should take appropriate precautions to deal with the presence of lead on this project.
4. Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53 Grade 60.
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Prior to pouring the new concrete deck, all loose rust, loose mill scale, and other loose potentially detrimental foreign material shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering remvoval of existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall be removed from the surfaces of the beams or girders in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04 of the Standard Specifications.
7. Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50 degrees Fahrenheit.
8. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
9. The area along the slopewalls as determined by the engineer should be cleared of vegetation, bushes, saplings, etc. according to Section 201 of the Standard Specs.

TOTAL BILL OF MATERIALS

Item	Unit	Super.	Sub.	Total
BITUMINOUS CONCRETE (LEVEL BINDER)	SQ YD	1512	--	1512
CONCRETE REMOVAL	CU YD	5.5	--	5.5
SILICONE JOINT SEALER, 1 3/4"	FOOT	86	--	86
SILICONE JOINT SEALER, 2 3/4"	FOOT	86	--	86
CONCRETE SUPERSTRUCTURE	CU YD	6.7	--	6.7
FLOOR DRAIN EXTENSION	EACH	40	--	40
FORMED CONCRETE REPAIR (DEPTH EQUAL TO OR LESS THAN 5")	SQ FT	--	152.5	152.5
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	2360	--	2360
REINFORCEMENT BARS, EPOXY COATED	POUND	840	--	840
EPOXY CRACK SEALING	FOOT	--	71	71
PLUG EXISTING DECK DRAINS	EACH	76	--	76
BAR SPLICERS	EACH	12	--	12
BRIDGE DECK MICROSILICA CONCRETE OVERLAY	SQ YD	1516	--	1516
CONCRETE BRIDGE DECK SCARIFICATION (1/4 INCH)	SQ YD	1512	--	1512
CONCRETE BRIDGE DECK SCARIFACTION (1 3/4 INCH)	SQ YD	13	--	13
CONTROLLED LOW-STRENGTH MATERIAL	CU YD	--	0.3	0.3
POLYMER MODIFIED PORTLAND CEMENT MORTAR	SQ FT	1424	--	1424
BRIDGE DECK GROOVING	SQ YD	1516	--	1516

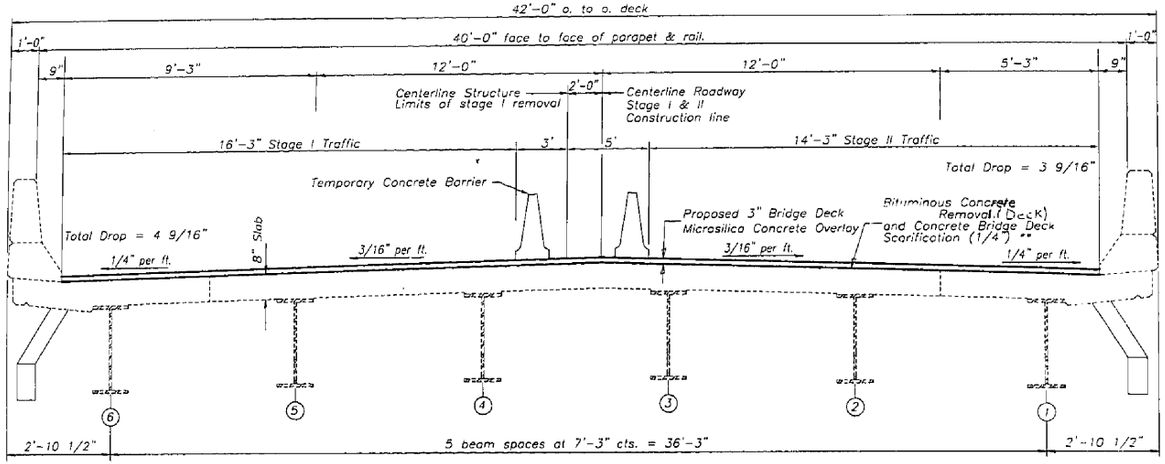
GENERAL NOTES
F.A.I. RT. 55 OVER TURKEY CREEK
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0182(SB) & SN 057-0183(NB)
STA. 711+75

FAI 55	*	McLEAN	205	73

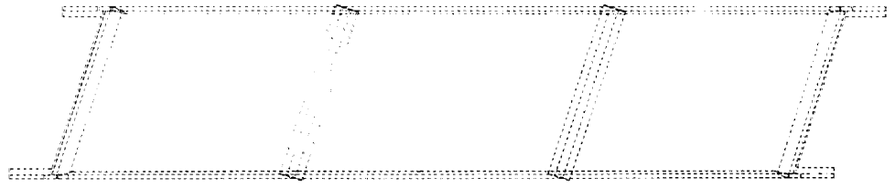
Sheet 3 of 9 Sheets

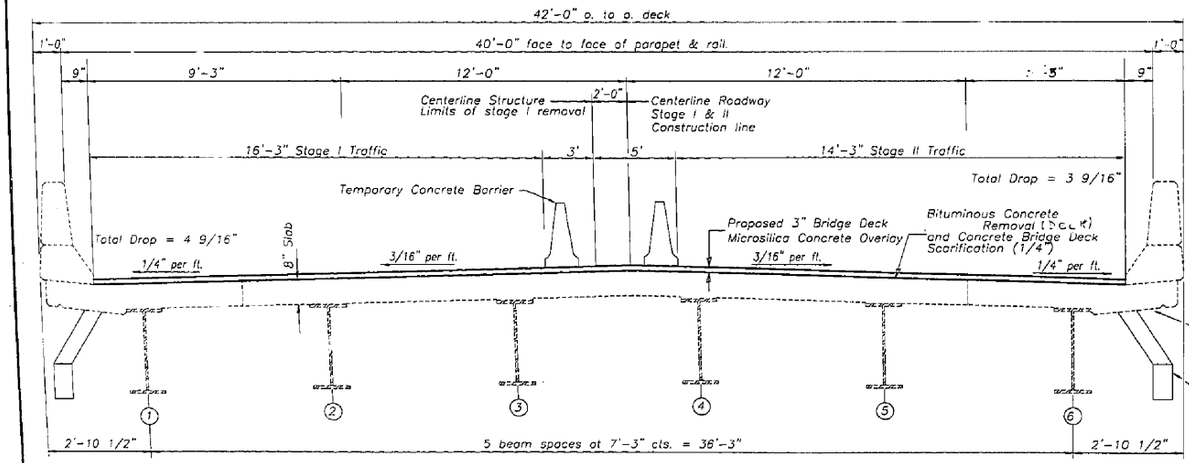
* (57-1,57-2)RS

** East 3' of NB structure shall recieve concrete bridge deck scarification (1 3/4")



SN 057-0183 (NB)
PROPOSED CROSS SECTION
LOOKING WEST





SN 057-0182 (SB)
PROPOSED CROSS SECTION
LOOKING EAST

Remove loose/unsound concrete at each floor drain and patch. See Sheet 5 of 9 for details

See floor drain extension and plugging details on sheet 5 of 9 (typ. both structures)

DECK SLAB REPAIR RECORD

NOTE: Based on testing results no areas of deck slab repair are anticipated

BILL OF MATERIAL

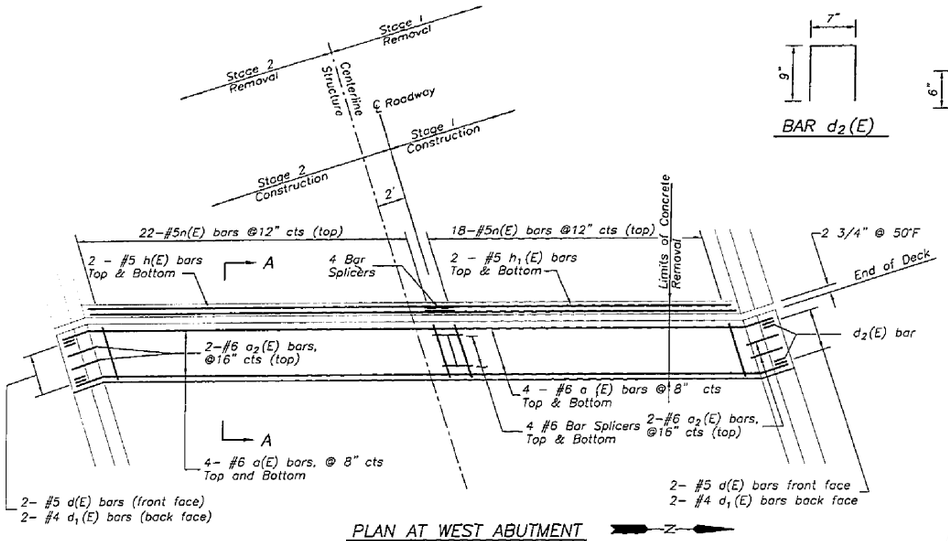
Item	Unit	Quantity
Bituminous Concrete Removal (Deck)	Sq Yd	1512
Bridge Deck Microsilica Concrete Overlay	Sq Yd	1516
Concrete Bridge Deck Scarification (1/4")	Sq Yd	1512
Concrete Bridge Deck Scarification (1 3/4")	Sq Yd	13

DECK SLAB REPAIR RECORD
SUPERSTRUCTURE CROSS SECTIONS
F.A.I. ROUTE 55 OVER TURKEY CREEK
SEC. (57-1, 57-2) RS
McLEAN COUNTY
SN 057-0182(SB) & SN 057-0183(NB)
STA. 711+75

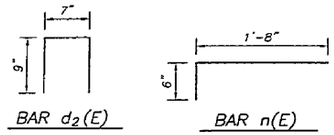
FAI 55	*	McLEAN	205	74

Sheet 4 of 9 Sheets

* (57-1,57-2)RS

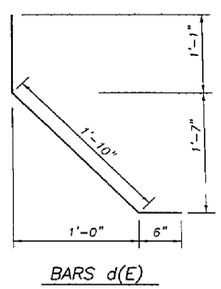


PLAN AT WEST ABUTMENT
(SN 057-0183 (NB))

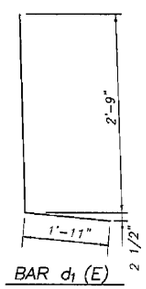


BAR $d_2(E)$

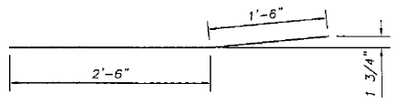
BAR n(E)



BARS d(E)



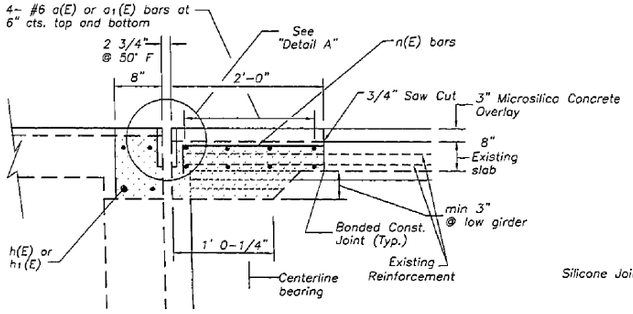
BAR $d_1(E)$



BAR $a_2(E)$

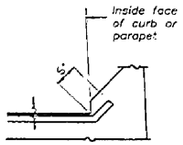
Notes:

1. The limits of all concrete removal shall be saw cut 3/4" into concrete. (This shall include top of deck and faces and sides of parapets and curbs).
2. Existing transverse bars in the deck and parapet shall be removed and replaced as shown. Cost included with "Concrete Removal".
3. Existing longitudinal bars in deck, vertical bars in abutment backwall, and parapet reinforcement extending into the removed area shall be cleaned, straightened, and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost shall be included in the cost of "Concrete Removal".
4. The parapet shall be removed on the deck side, but shall remain in place on the approach side.
5. Removal of existing PJS shall be included in the cost of "Concrete Removal".
6. The aluminum railing shall be temporarily removed and re-erected in the areas of parapet removal. Any portion of railing that is damaged during construction shall be replaced at the contractor's expense. The anchorage devices and bolts for the rail post shall be salvaged for reinstallation. After reinstallation, the base of the post shall be sealed with a two component non-staining gray sealing compound with polysulfide liquid polymers-gun grade with primer. Cost included with Concrete Removal.
7. Contractor must ensure that no damage is done to the existing joint plates to remain while doing bridge deck scarification in those areas.

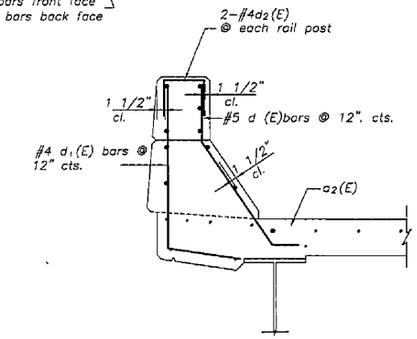


SECTION A-A

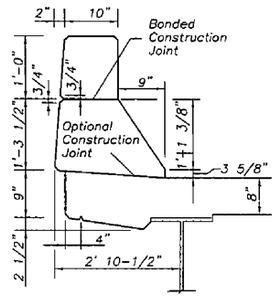
Cross hatched area indicates Concrete Removal.



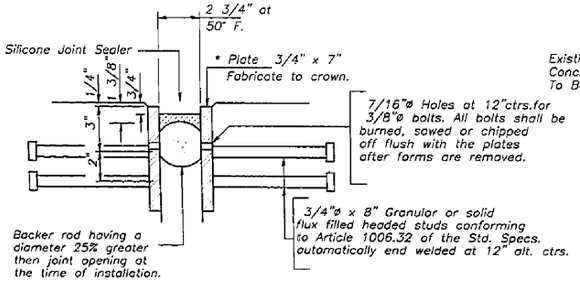
TYPICAL END OF SEAL TREATMENT



PARAPET REINFORCEMENT DETAIL



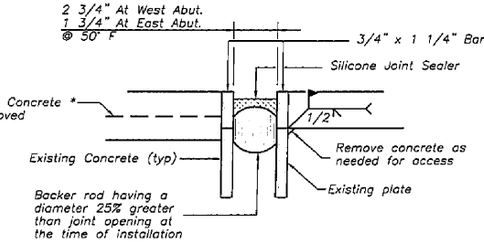
PARAPET DETAIL



NOTE: After fabrication all surfaces of the steel plates shall be given one shop coat of paint specified for Structural Steel. No field painting required.

* Furnish in segments of 20 ft. maximum length. Maximum space between installed segments shall be 3/16". Seal space with Silicone Sealant suitable for Structural Steel.

SILICONE JOINT SEALER
DETAIL A



Note: Remove and replace existing joint sealer at each abutment.

Removal of existing joint sealer shall be included in the cost of the Silicone Joint Sealer of the size required.

JOINT RESEALING DETAIL
East And West Abutments SN 057-0182
East Abutment SN 057-0183 *

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	8	#6	23'-11"	
a1(E)	8	#6	19'-9"	
a2(E)	4	#6	4'-6"	
d(E)	4	#5	3'-5"	L
d1(E)	4	#4	4'-8"	L
d2(E)	4	#4	2'-1"	
h(E)	4	#5	22'-1"	
h1(E)	4	#5	18'-0"	
n(E)	40	#5	2'-2"	
Concrete Removal			Cu. Yd.	5.8
Concrete Superstructure			Cu. Yd.	6.7
Reinforcement Bars, Epoxy Coated			Pound	840
Bar Splicers			Each	12
Silicone Joint Sealer 1 3/4"			Foot	86
Silicone Joint Sealer 2 3/4"			Foot	86
Furnishing and Erecting Structural Steel			Pound	2360

Reinforcement bars designated (E) shall be epoxy coated.

SUPERSTRUCTURE AND EXPANSION JOINT DETAILS
F.A.I. RT. 55 OVER TURKEY CREEK
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0182(SB) & SN 057-0183(NB)
STA. 711+75

FAI 55	*	McLEAN	205	75

Sheet 5 of 9 Sheets

* (57-1,57-2)RS

PLAN

P= Plug Floor Drain
E= Extend Floor Drain

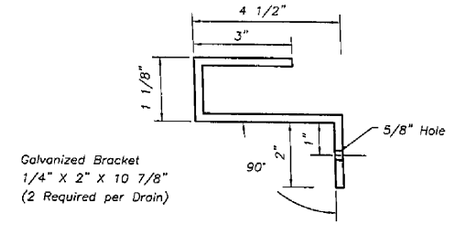
Plug drain with Class BD concrete

Field Drill 3/8" ø hole for 1/4" ø Threaded rod 13" long with nuts and washers

SECTION AT DRAINS TO BE PLUGGED

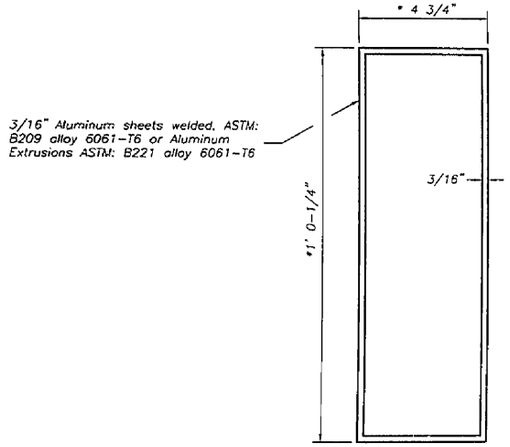
BILL OF MATERIAL

Item	Unit	Quantity
Plug Existing Deck Drains	Each	76
Floor Drain Extension	Each	40
Polymer Modified Portland Cement Mortar	Sq Ft	1424



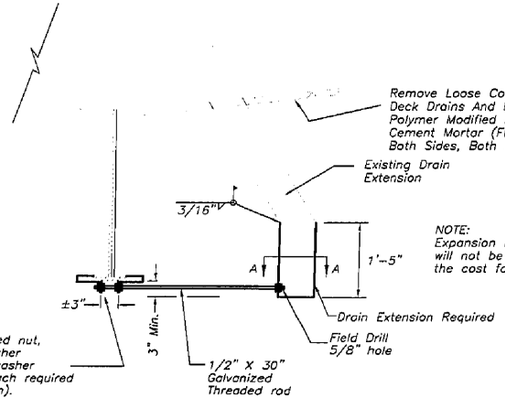
Galvanized Bracket
1/4" X 2" X 10 7/8"
(2 Required per Drain)

BRACKET DETAIL



SECTION A-A

* Field Verify to match existing



NOTE:
Expansion bolts, washers, nuts, threaded rods, and brackets will not be paid for separately but shall be included in the cost for "Floor Drain Extension".

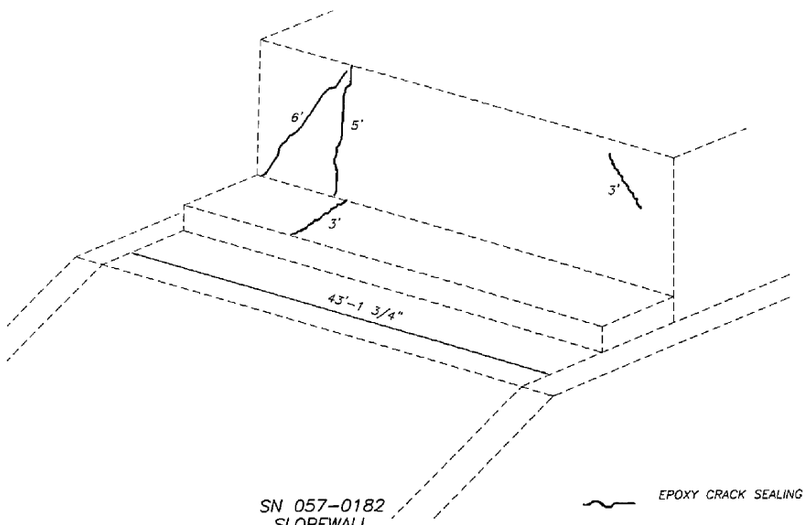
FLOOR DRAIN EXTENSION DETAIL

DRAIN PLUGGING DETAILS
F.A.I. RT. 55 OVER TURKEY CREEK
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0182(SB) & SN 057-0183(NB)
STA. 711+75

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	*	McLEAN	205	76
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT#	

Sheet 6 of 9 Sheets

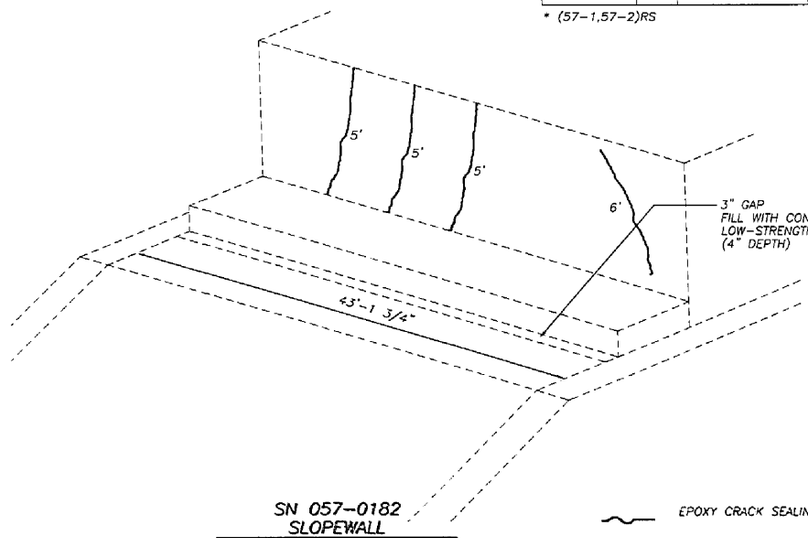
* (57-1,57-2)RS



SN 057-0182
SLOPEWALL

WEST ABUTMENT

EPOXY CRACK SEALING



SN 057-0182
SLOPEWALL

EAST ABUTMENT

EPOXY CRACK SEALING

BILL OF MATERIAL

Item	Unit	Quantity
Controlled Low-Strength Material	Cu Yd	0.2
Epoxy Crack Sealing	Foot	38
Formed Concrete Repair (Depth Equal to or Less Than 5")	Sq Ft	20.5

SN 057-0182
EAST PIER

SOUTH FACE

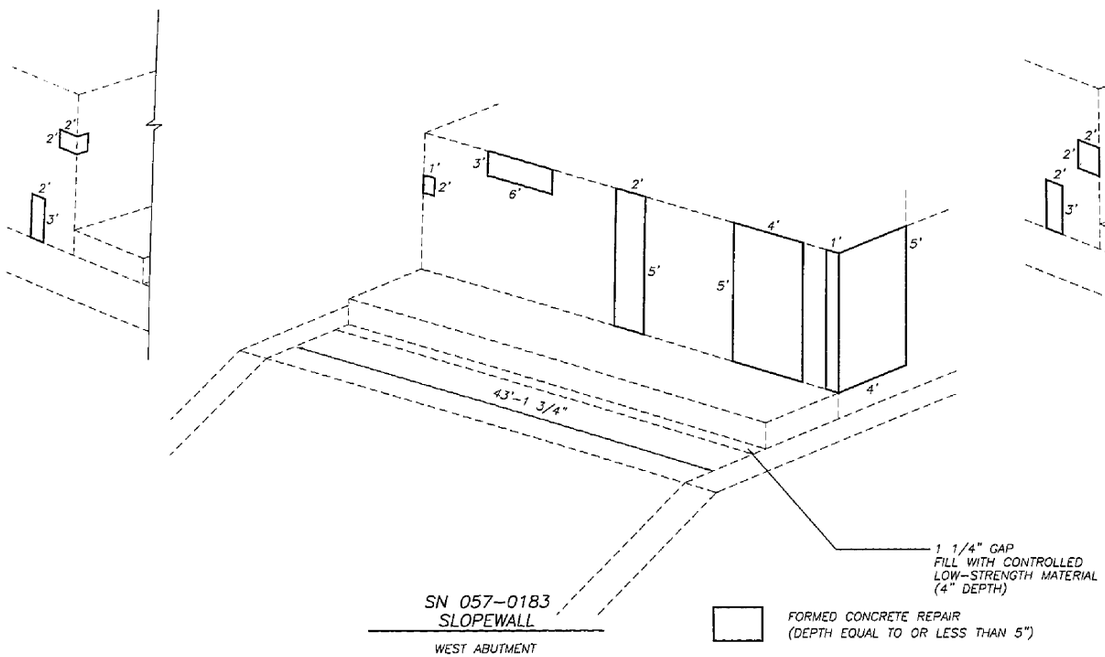
FORMED CONCRETE REPAIR
(DEPTH LESS THAN OR EQUAL TO 5")

SUBSTRUCTURE REPAIR DETAILS
(SN 057-0182)
F.A.I. RT. 55 OVER TURKEY CREEK
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0182(SB) & SN 057-0183(NB)
STA. 711+75

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	*	McLEAN	205	77
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Sheet 7 of 9 Sheets

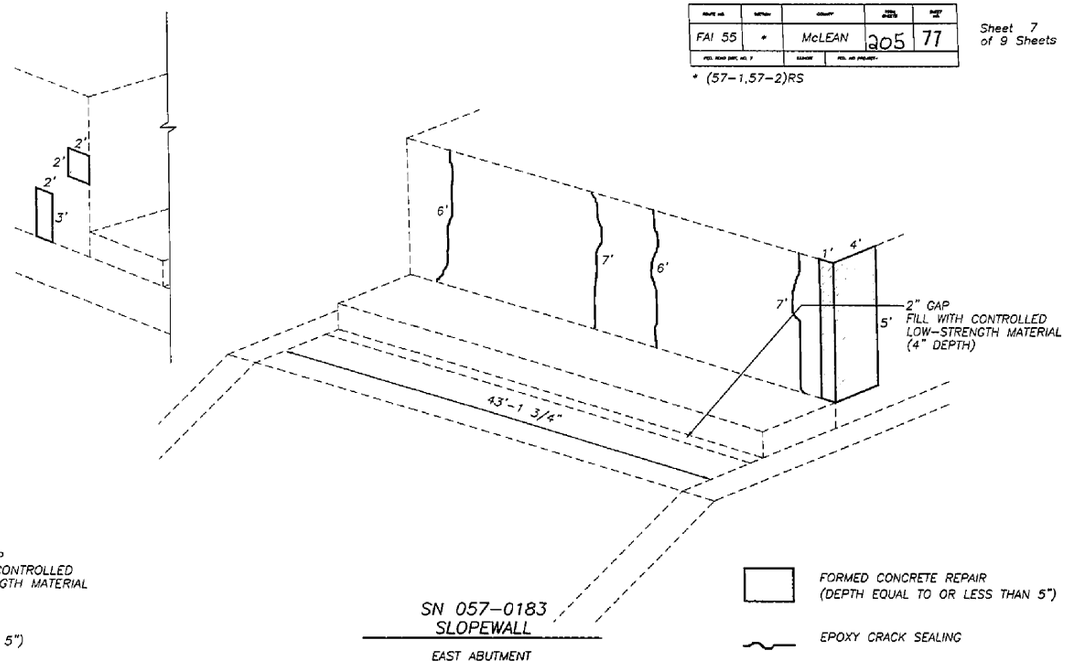
* (57-1,57-2)RS



SN 057-0183
SLOPEWALL

WEST ABUTMENT

FORMED CONCRETE REPAIR
(DEPTH EQUAL TO OR LESS THAN 5")

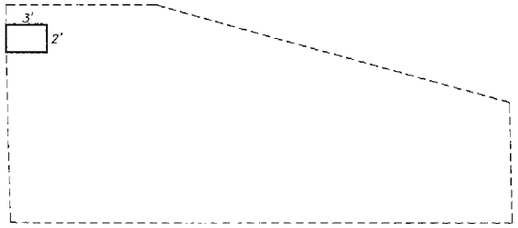


SN 057-0183
SLOPEWALL

EAST ABUTMENT

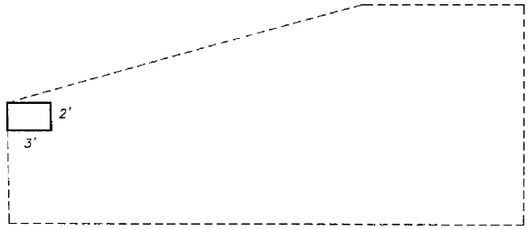
FORMED CONCRETE REPAIR
(DEPTH EQUAL TO OR LESS THAN 5")

EPOXY CRACK SEALING



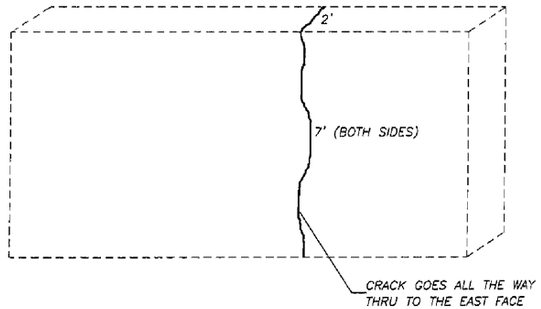
SN 057-0183
NORTH EAST PARAPET

FORMED CONCRETE REPAIR
(DEPTH EQUAL TO OR LESS THAN 5")



SN 057-0183
NORTH WEST PARAPET

FORMED CONCRETE REPAIR
(DEPTH EQUAL TO OR LESS THAN 5")



SN 057-0183
EAST AND WEST PIERS

WEST FACE

EPOXY CRACK SEALING

BILL OF MATERIAL

Item	Unit	Quantity
Controlled Low-Strength Material	Cu Yd	0.1
Epoxy Crack Sealing	Foot	33
Formed Concrete Repair (Depth Equal to or Less Than 5")	Sq Ft	132

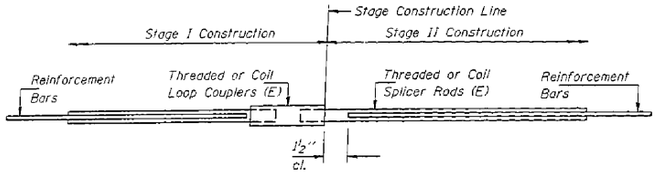
SUBSTRUCTURE REPAIR DETAILS
(SN 057-0183)
F.A.I. RT. 55 OVER TURKEY CREEK
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0182(SB) & SN 057-0183(NB)
STA. 711+75

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FAI 55	*	McLEAN	205	78

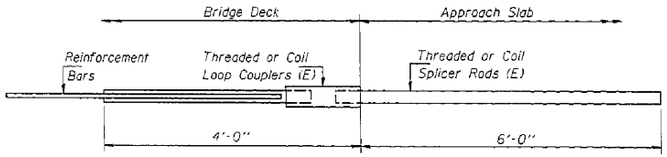
Sheet 8 of 9 Sheets

* (57-1,57-2)RS



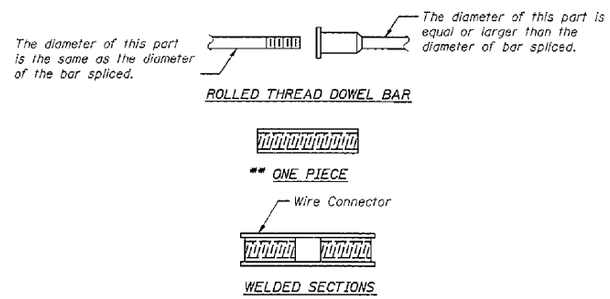
SPLICER DETAIL

Bar Size	No. Assemblies Required	Location
#5	8	SN 057-0183
#6	4	SN 057-0183



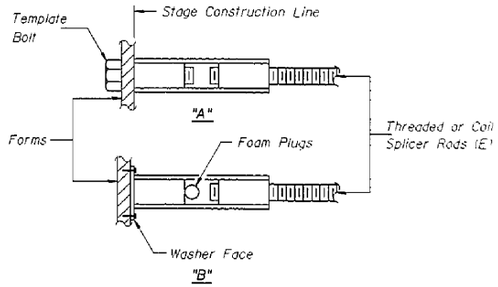
INTEGRAL ABUTMENT BAR SPLICER ASSEMBLY DETAIL FOR #5 BAR

Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required =



BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$

② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times fs_{allow} \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
fs_{allow} = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

BAR SPLICER ASSEMBLIES			
		Strength Requirements	
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

BAR SPLICER ASSEMBLY DETAILS
F.A.I. ROUTE 55 OVER TURKEY CR.
SEC. (57-1,57-2)RS
McLEAN COUNTY
SN 057-0182(SB) & SN 057-0183(NB)
STA. 711+75

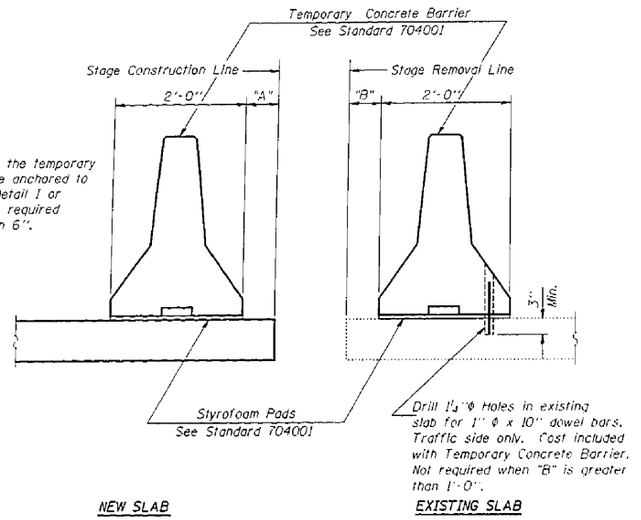
BSD-1 4-30-99

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	*	McLEAN	205	79

Sheet 9 of 9 Sheets

* (57-1,57-2)RS



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

Drill 1¼"ϕ Holes in existing slab for 1" ϕ x 10" dowel bars. Traffic side only. Cost included with Temporary Concrete Barrier. Not required when "B" is greater than 1'-0".

NEW SLAB

EXISTING SLAB

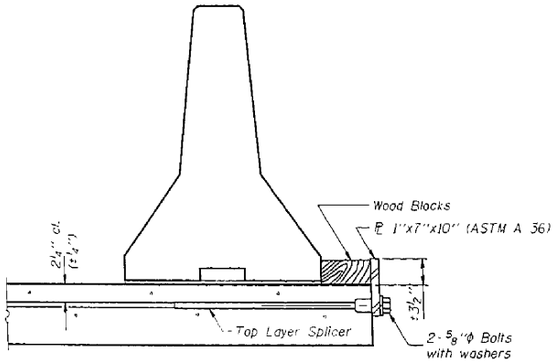
NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel ℙ to the top layer of couplers with 2-⅝ ϕ bolts screwed to coupler at approximate ℄ of each 10'-0" barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel ℙ to the concrete slab with 2-⅝ ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each 10'-0" barrier panel.

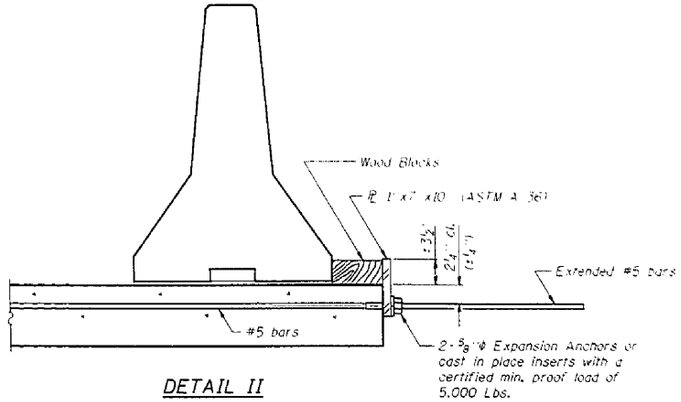
Cost of anchorage is included with Temporary Concrete Barrier.

SECTIONS THRU SLAB



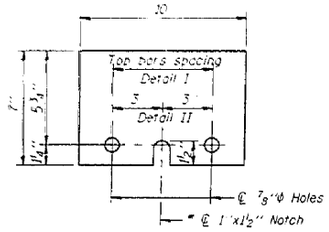
DETAIL I

The 1"x7"x10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 1"x7"x10" 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.



ℙ 1"x7"x10"

* Required only with Detail II

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
F.A.I. ROUTE 55 OVER TURKEY CR.
SEC. (57-1,57-2)RS
McLEAN COUNTY
SN 057-0182(SB) & SN 057-0183(NB)
STA. 711+75

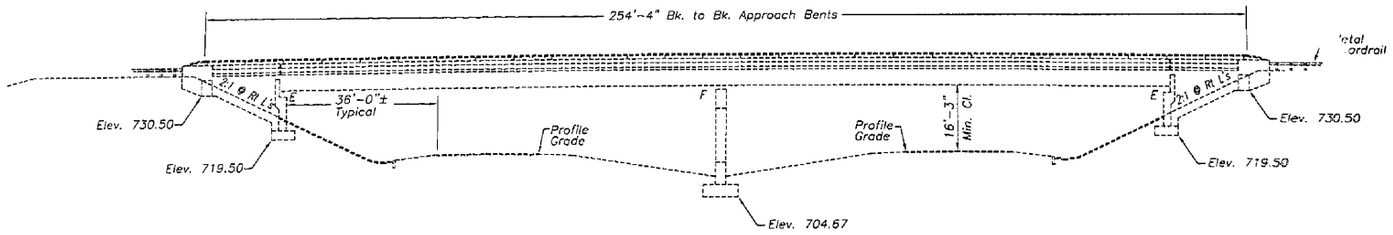
R-27 4-30-99

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	*	McLEAN	205	80
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT.	

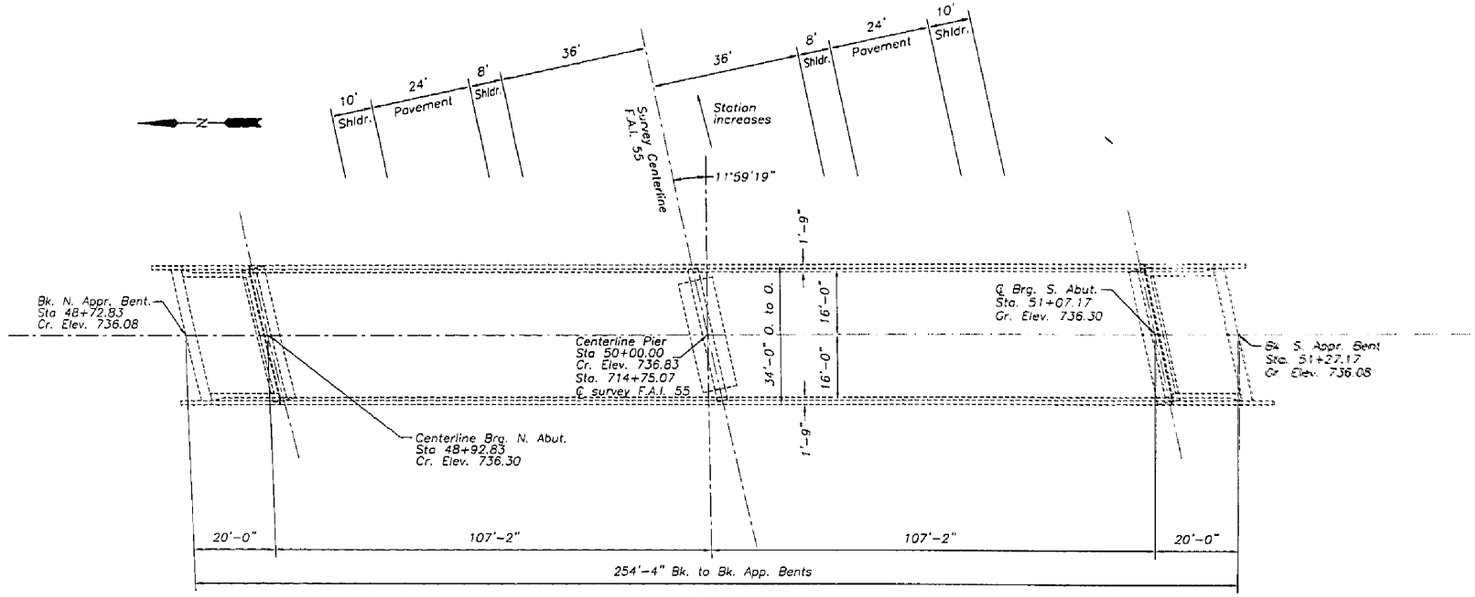
Sheet 1 of 5 Sheets

* (57-1,57-2)RS

Benchmark
Bearing seat at East end of South abutment Elev.= 730.11



ELEVATION



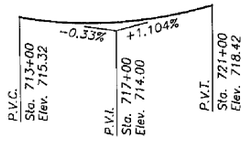
PLAN

Proposed work
1. Plug drains as indicated.
2. Fill gap between slopewall and south abutment with Controlled Low- Strength Material.
3. Repair slope wall at north abutment.
4. Epoxy crack sealing and formed concrete repair at north abutment.
5. Modify pier crashwall height.

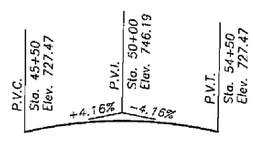
DESIGN STRESSES (ORIGINAL CONSTRUCTION)

fc= 1200 psi - Deck Slab (Main Spans)
fc= 1400 psi - Curb, Parapet, Sub. & Deck Slab (Approach Spans)
fs= 20,000 psi - Reinf.
fs= 20,000 psi - Struct.
vc= 75 psi - Footings
n= 10

LOADING HS20-44



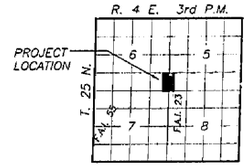
PROFILE GRADE
F.A.I. ROUTE 55
@ Med. Edge



PROFILE GRADE
C.H. 23
Top of Concrete

3/4/02
date

JAMES K. CLINKO
LICENSED STRUCTURAL ENGINEER NO. 081-004855
STATE OF ILLINOIS
expires 11-30-2002
signature



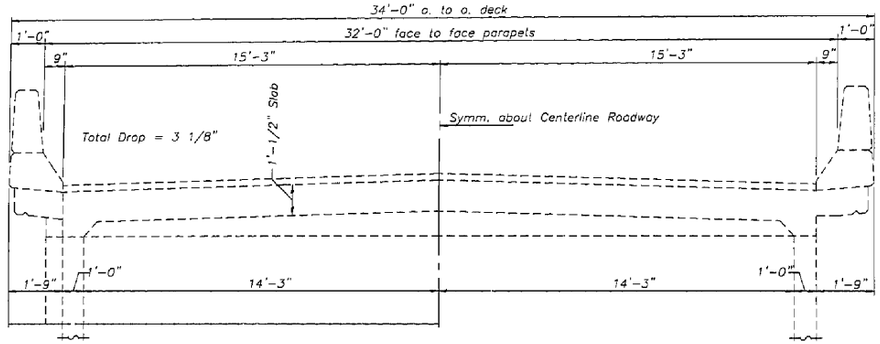
LOCATION SKETCH

GENERAL PLAN AND ELEVATION
CH 23 OVER F.A.I. RT. 55
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0172
STA. 714+75.07

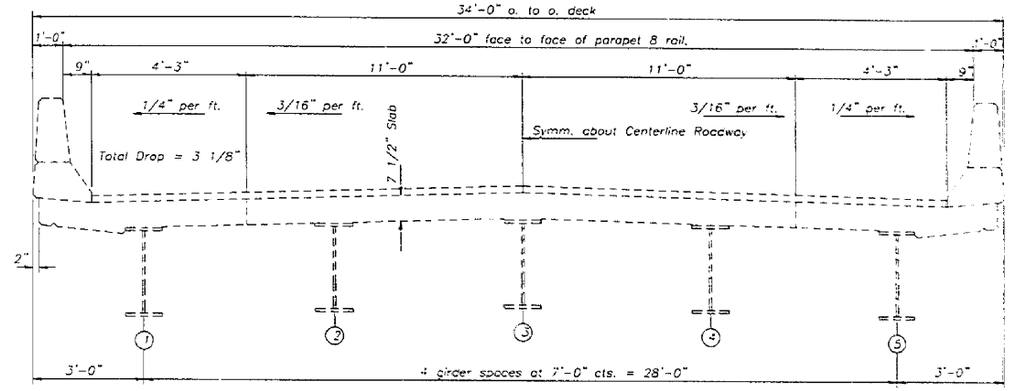
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	*	McLEAN	205	81
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

Sheet 2 of 5 Sheets

* (57-1,57-2)RS



CROSS SECTION
Approach slab



CROSS SECTION
Bridge deck

SN 057-0172
CROSS SECTION

TOTAL BILL OF MATERIALS

Item	Unit		Super.	Sub.	Total
CONCRETE STRUCTURES	CU YD	--	2.5	2.5
FORMED CONCRETE REPAIR (DEPTH EQUAL TO OR LESS THAN 5")	SQ FT	--	6.0	6.0
REINFORCEMENT BARS, EPOXY COATED	POUND	--	260	260
EPOXY CRACK SEALING	FOOT	--	12	12
PLUG EXISTING DECK DRAINS	EACH	4	--	4
CONTROLLED LOW-STRENGTH MATERIAL	CU YD	--	0.3	0.3
SLOPEWALL REPAIR	SQ YD	--	1.8	1.8
SILICONE JOINT SEALER 2 3/4"	FOOT	65	--	65

GENERAL NOTES

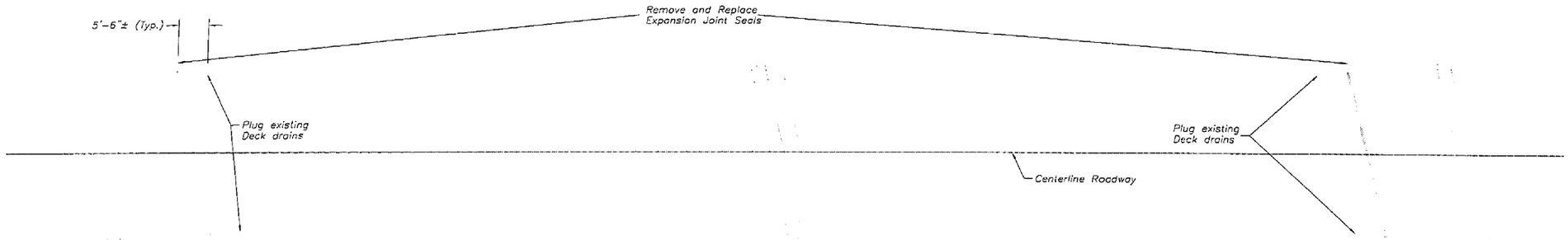
1. The existing structural steel coating contains lead. The contractor should take appropriate precautions to deal with the presence of lead on this project.
2. Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53 Grade 60.
3. Reinforcement bars designated (E) shall be epoxy coated.
4. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

SUPERSTRUCTURE CROSS SECTIONS,
GENERAL NOTES AND
TOTAL BILL OF MATERIALS
CH 23 OVER F.A.I. RT. 55
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0172
STA. 714+75.07

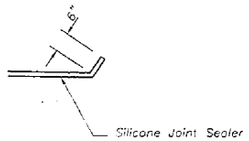
FAI 55	*	McLEAN	205	82

Sheet 3 of 5 Sheets

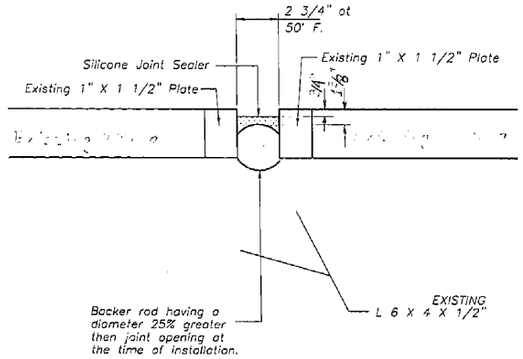
* (57-1,57-2)RS



PLAN

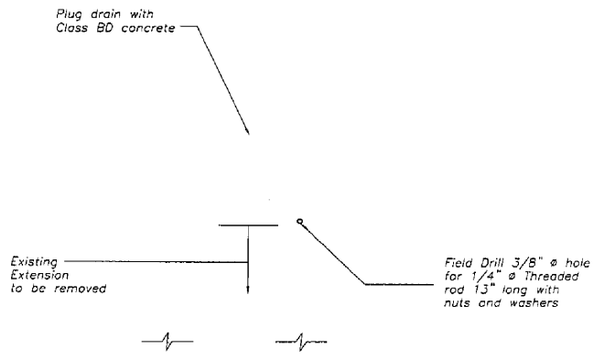


END OF SEAL DETAIL



SILICONE JOINT SEALER

Removal of existing preformed joint sealer shall be included in the cost of Silicone Joint Sealer 2 3/4"



SECTION AT DRAINS TO BE PLUGGED

BILL OF MATERIALS

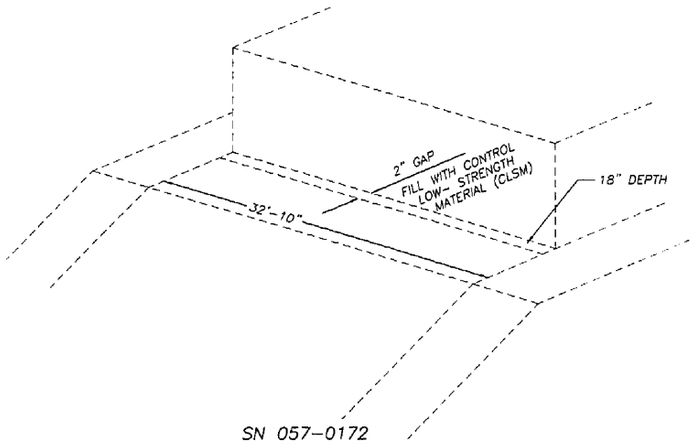
Silicone Joint Sealer 2 3/4"	Foot	65
Plug Existing Deck Drains	Each	4

DRAIN PLUGGING DETAIL
CH 23 OVER F.A.I. RT. 55
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0172
STA. 714+75.07

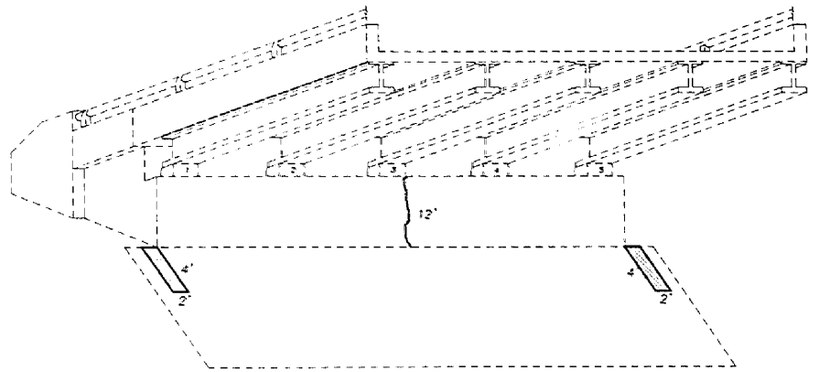
FAI 55	*	McLEAN	205	83

Sheet 4 of 5 Sheets

* (57-1,57-2)RS



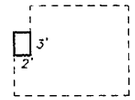
SN 057-0172
SLOPEWALL SOUTH ABUTMENT



FORMED CONCRETE REPAIR (DEPTH EQUAL TO OR LESS THAN 5")

SLOPEWALL REPAIR

EPOXY CRACK SEALING



NORTHEAST CORNER OF VAULT

SN 057-0172
NORTH ABUTMENT

BILL OF MATERIALS

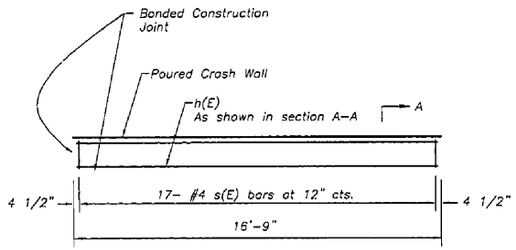
Formed Concrete Repair (Depth Equal To Or Less Than 5")	Sq. Ft.	6
Slopewall Repair	Sq. Yd.	1.8
Epoxy Crack Sealing	Foot	12
Controlled Low-Strength Material	Cu. Yd.	0.3

ABUTMENT AND SLOPEWALL DETAILS
CH 23 OVER F.A.I. RT. 55
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0172
STA. 714+75.07

FAI 55	*	McLEAN	205	84

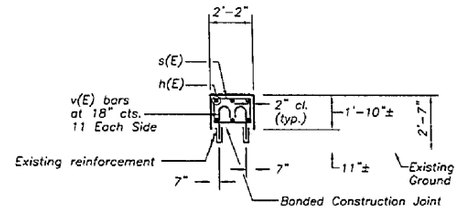
Sheet 5 of 5 Sheets

* (57-1,57-2)RS



A

MEDIAN PIER



SECTION A-A

BILL OF MATERIALS

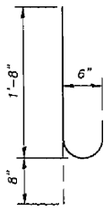
Bar	No.	Size	Length	Shape
h(E)	6	#5	16'-6"	
v(E)	22	#6	2'-4"	
s(E)	17	#4	7'-1"	
Concrete Structures			Cu. Yd.	2.5
Reinforcement Bars, Epoxy Coated			Pound	260

Notes:

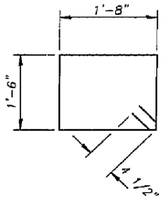
All exposed edges shall have a 3/4" chamfer.

v(E) bars shall be epoxy grouted into 1" ø x 9" deep holes according to section 584 of The Standard Specs. This work shall not be paid for separately but will be included in the cost of Reinforcement Bars, Epoxy Coated.

Contractor should exercise care not to damage the existing reinforcement while drilling holes.



v(E) Bars



s(E) Bars

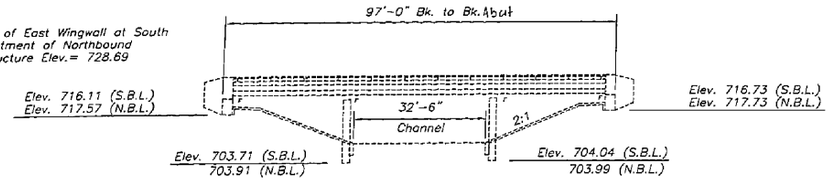
PIER CRASHWALL DETAILS
CH 23 OVER F.A.I. RT. 55
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0172
STA. 714+75.07

FAI 55	*	McLEAN	205	85

Sheet 1 of 7 Sheets

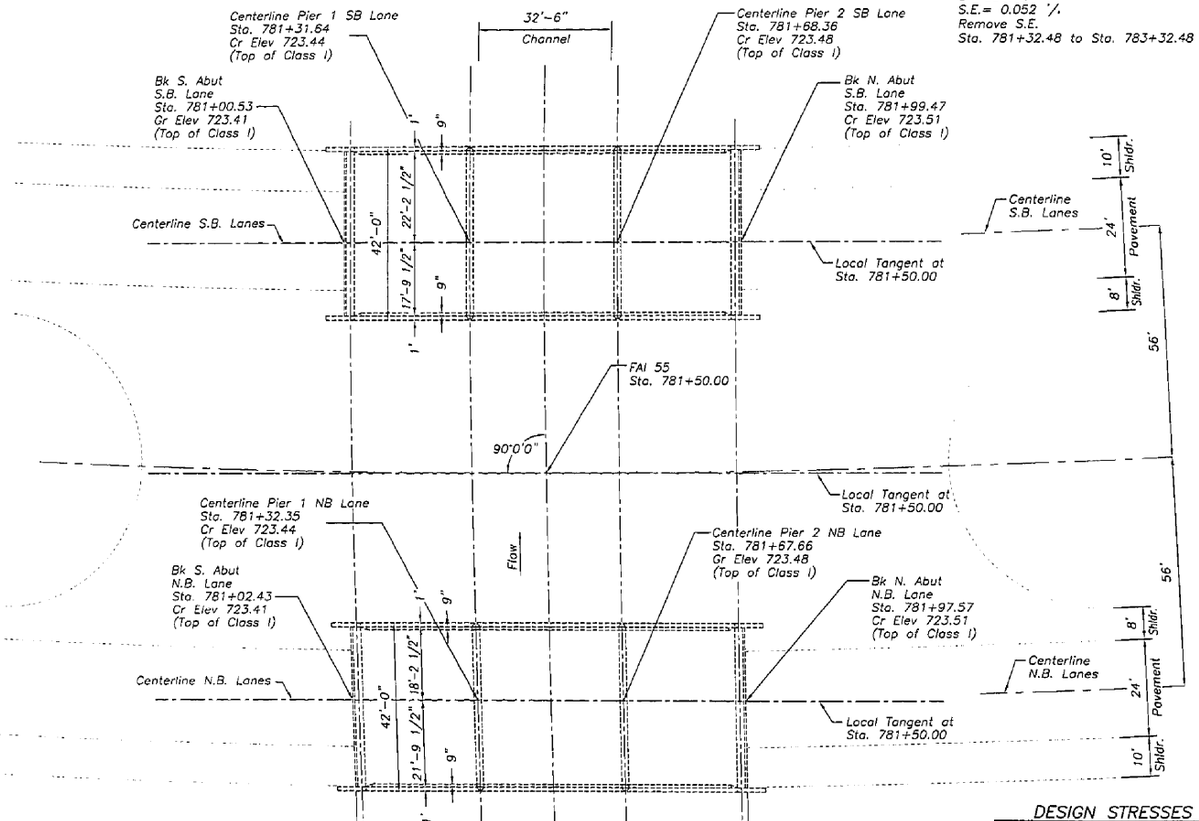
* (57-1,57-2)RS

BENCHMARK: Top of East Wingwall at South Abutment of Northbound Structure Elev.= 728.69



ELEVATION

CENTERLINE CURVE DATA
P.I. STA. 769+85.11
Δ = 52°38'42" LT.
D = 2°00'
R = 2864.79'
T = 1415.71'
L = 2629.75'
E= 330.72'
S.E.= 0.052 '/.
Remove S.E.
Sta. 781+32.48 to Sta. 783+32.48



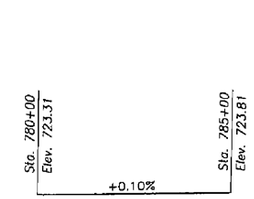
PLAN

DESIGN STRESSES
(ORIGINAL CONSTRUCTION)

fc= 1400 psi
fs= 20,000 psi
vc= 75 psi – Footings
n= 10

LOADING HS20-44 & ALT

Allow 25#/sq. ft. for wearing surface.



PROFILE GRADE
RTE. 55
At Median Edge
Top Class I

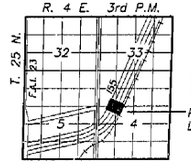
Proposed Work
1. Clean, reshape, and riprap channel.
2. Remove I-11 and waterproofing.
3. Overlay with microsilica concrete.
4. Plug drains as indicated.
5. Fill gaps between slopewall and abutment with Controlled Low-Strength Material.
6. Formed concrete repair over piers and near abutments as indicated.
7. Formed concrete repair roadway face of southwest parapet for SN 057-0173.
8. Repair aluminum railing west side of SN 057-0173.
9. Epoxy crack sealing at north pier of SN 057-0173.
10. Place waterproofing barrier between back of abutment and approach pavement.

TOTAL BILL OF MATERIALS

Item	Unit	Super.	Sub.	Total
CHANNEL EXCAVATION	CU YD	598	--	598
STONE RIPRAP, CLASS A4	SQ YD	--	--	88
FILTER FABRIC FOR USE WITH RIPRAP	SQ YD	--	--	88
BITUMINOUS CONCRETE REMOVAL (DECK)	SQ YD	823	--	823
ALUMINUM RAILING, TYPE L	FOOT	30	--	30
FORMED CONCRETE REPAIR (DEPTH EQUAL OR LESS THAN 5")	SQ FT	--	22	22
FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	1390	--	1390
EPOXY CRACK SEALING	FOOT	--	43	43
PLUG EXISTING DECK DRAINS	EACH	24	--	24
CONTROLLED LOW-STRENGTH MATERIAL	CU YD	--	0.1	0.1
BRIDGE DECK MICROSILICA CONCRETE OVERLAY	SQ YD	823	--	823
CONCRETE BRIDGE DECK SCARIFICATION (1/4")	SQ YD	823	--	823
BRIDGE DECK GROOVING	SQ YD	823	--	823

GENERAL NOTES

1. All structural steel shall conform to AASHTO Classification M-270 Gr. 36 unless otherwise noted.
2. All structural steel shall be shop painted with inorganic zinc rich primer per AASHTO M300 Type 1. The cost shall be included in the cost of Furnishing and Erecting Structural Steel.
3. The existing structural steel coating contains lead. The contractor should take appropriate precautions to deal with the presence of lead on this project.
4. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to construction or ordering materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
5. The area along the slopewalls as determined by the engineer should be cleared of vegetation, bushes, saplings, etc. according to Section 201 of the Standard Specs.



LOCATION SKETCH

3/14/02
date

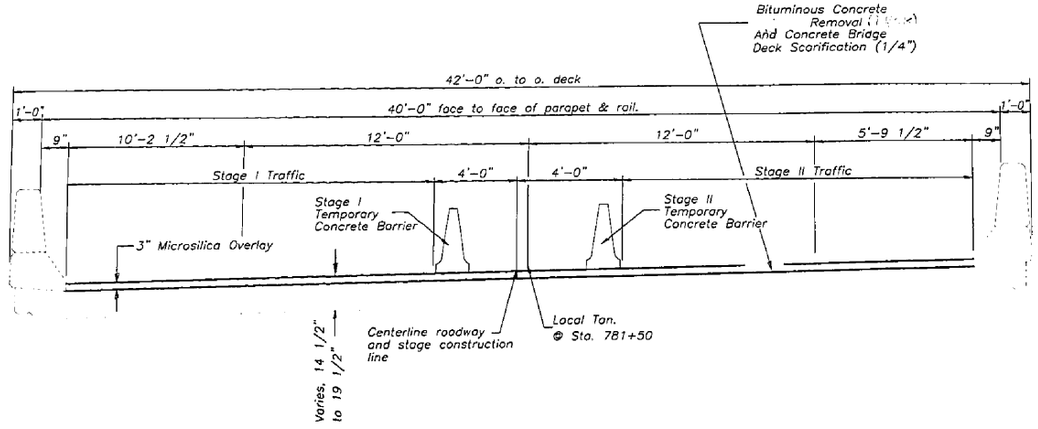
JAMES K. CLINGARD
LICENSED STRUCTURAL ENGINEER NO. 081-004855
STATE OF ILLINOIS
expires 11-30-2002
signature

GENERAL PLAN AND ELEVATION
F.A.I. RT. 55 OVER TURKEY CREEK
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0173(SB) & SN 057-0174(NB)
STA. 781+50

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	*	McLEAN	205	86
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT#	

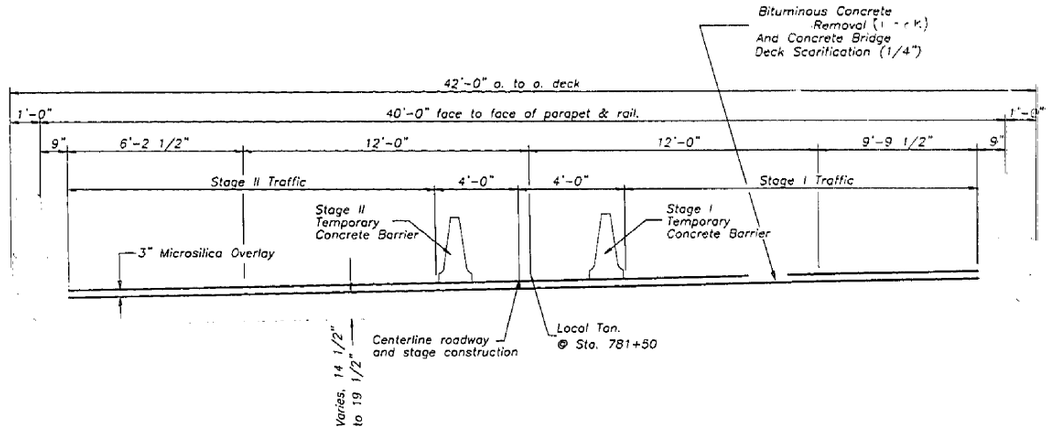
Sheet 2 of 7 Sheets

* (57-1,57-2)RS



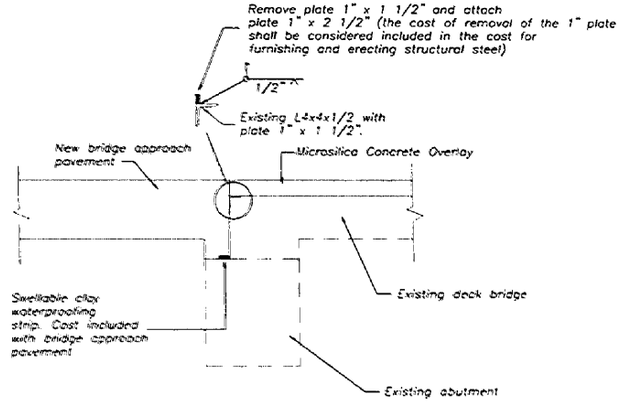
SN 057-0173 (SB)
CROSS SECTION

LOOKING NORTH



SN 057-0174 (NB)
PROPOSED CROSS SECTION

LOOKING NORTH



SECTION THRU END OF DECK

Note See Roadway Plans for Approach Pavement Removal And Replacement Details.

BILL OF MATERIAL

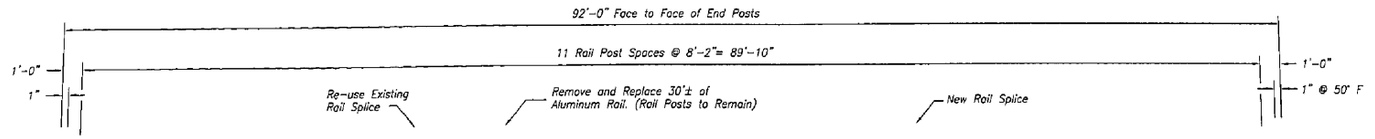
Item	Unit	Quantity
Bituminous Concrete Removal (1 1/2")	Sq Yd	823
Furnishing and Erecting Structural Steel	Pound	1390
Bridge Deck Microsilica Concrete Overlay	Sq Yd	823
Concrete Bridge Deck Scarification (1/4")	Sq Yd	823

SUPERSTRUCTURE CROSS-SECTIONS
F.A.I. RT. 55 OVER TURKEY CREEK
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0173(SB) & SN 057-0174(NB)
STA. 781+50

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	*	McLEAN	205	87
FED. PROJ. DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Sheet 3 of 7 Sheets

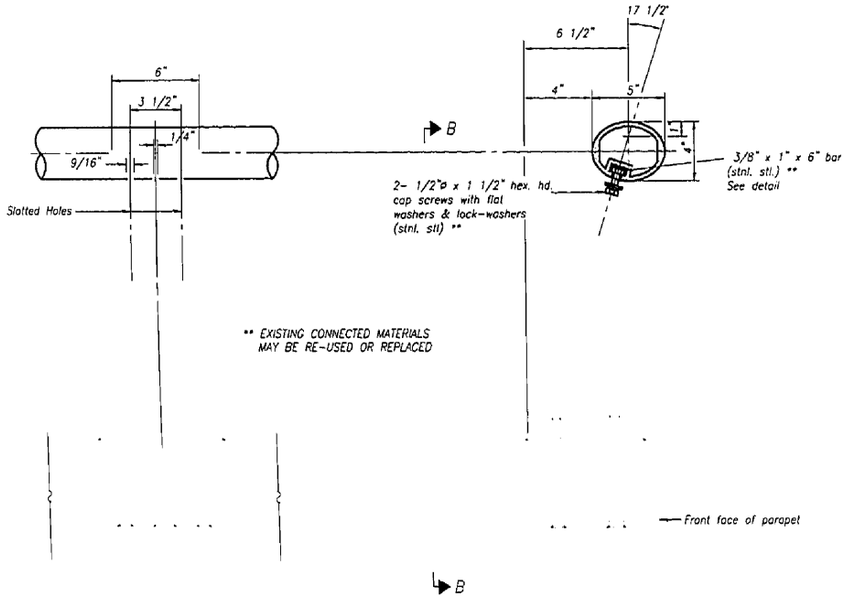
* (57-1,57-2)RS



SN057-0173 (SB)
INSIDE ELEVATION
Looking West

Notes: Aluminum alloy rail shall conform to ASTM B 221 alloy 6061-T6 or 6351-T5 with min. yield 35 ksi, min. tensile 38 ksi, and elongation of 10% in 2 inches.

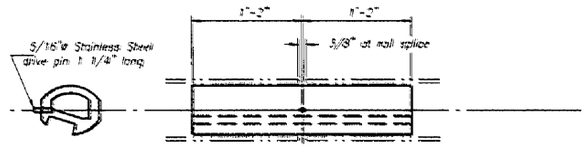
The cost to remove and dispose of the existing rail shall be considered included in the cost of ALUMINUM RAILING, TYPE L.



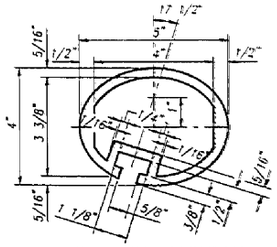
VIEW B-B

SECTION A-A

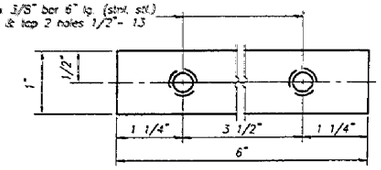
EXISTING RAIL POST DETAILS



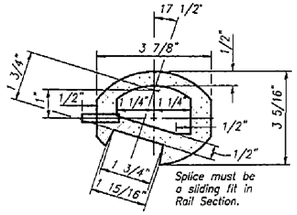
RAIL SPLICE



SEC. THRU ELLIPTICAL RAIL SECTION



CLAMP BAR



SEC. THRU SPLICE

BILL OF MATERIAL

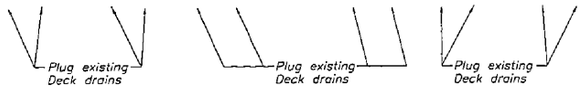
Item	Unit	Quantity
Aluminum Railing, Type L	Foot	30

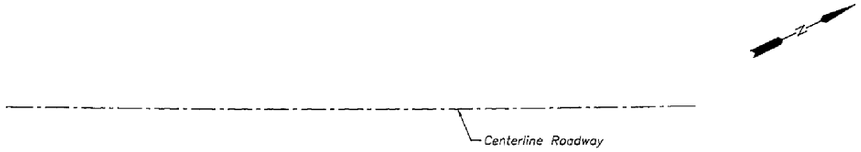
ALUMINUM RAILING
(SN 057-0173)
F.A.I. RT. 55 OVER TURKEY CREEK
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0173(SB) & SN 057-0174(NB)
STA. 781+50

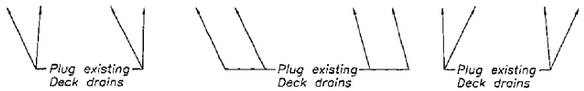
FAI 55	*	McLEAN	205	88

Sheet 4 of 7 Sheets

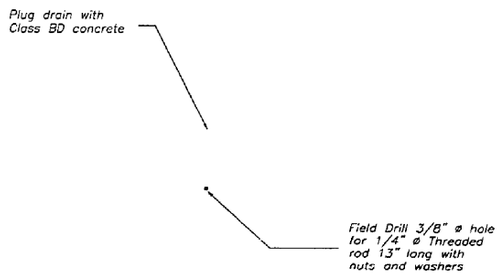
* (57-1,57-2)RS



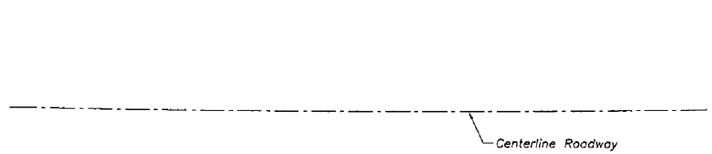




PLAN



SECTION AT DRAINS TO BE PLUGGED



PLAN

NOTE: Based on testing results no areas of deck slab repair are anticipated.

BILL OF MATERIAL

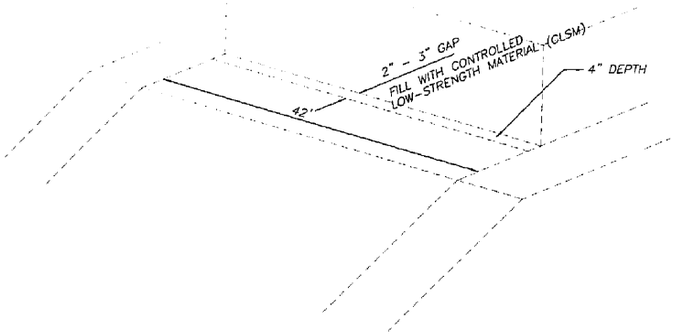
Item	Unit	Quantity
Plug Existing Deck Drains	Each	24

DECK SLAB REPAIR RECORD AND DRAIN PLUGGING DETAILS
F.A.I. RT. 55 OVER TURKEY CREEK
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0173(SB) & SN 057-0174(NB)
STA. 781+50

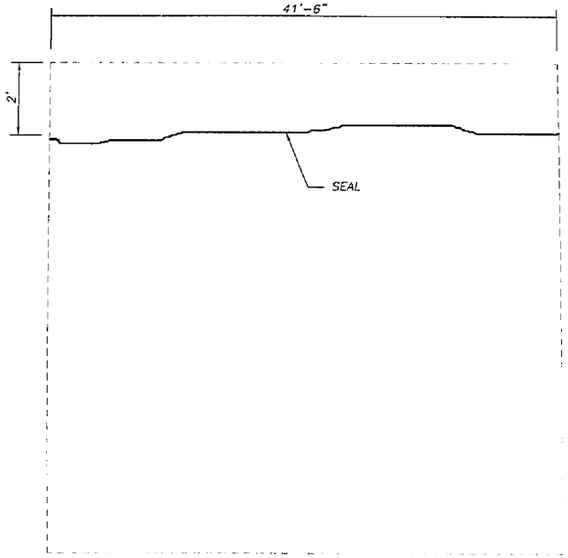
FAI 55	*	McLEAN	205	89

Sheet 5 of 7 Sheets

* (57-1,57-2)RS



SN 057-0173 (SB)
SLOPEWALL
NORTH ABUTMENT



SN 057-0173 (SB)
NORTH PIER
NORTH FACE

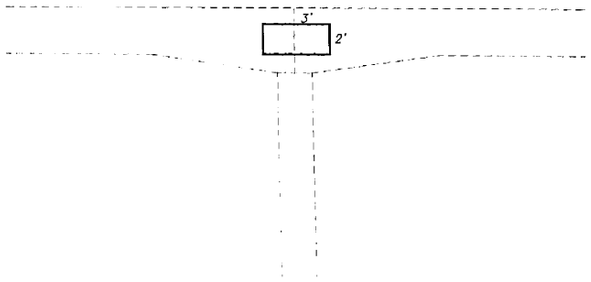
BILL OF MATERIAL

Item	Unit	Quantity
Controlled Low-Strength Material	Cu Yd	0.1
Epoxy Crack Sealing	Foot	4.3
Formed Concrete Repair (Depth Equal to or Less Than 5")	Sq Ft	12

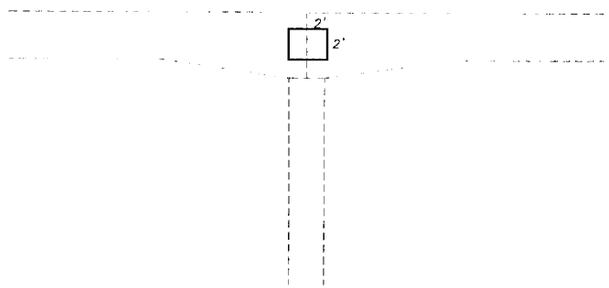
LEGEND

EPOXY CRACK SEALING

FORMED CONCRETE REPAIR
(DEPTH EQUAL TO OR LESS THAN 5")



SN 057-0173 (SB)
NORTH PIER
EAST SIDE



SN 057-0173 (SB)
SOUTH PIER
WEST SIDE

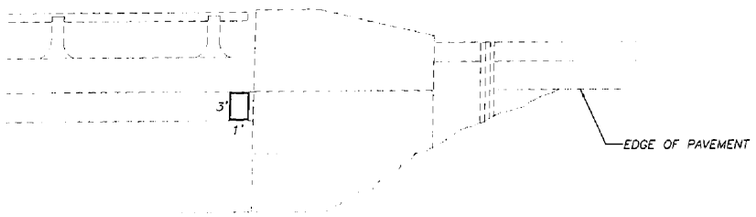
SN 057-0173 (SB)
SOUTHWEST PARAPET

SUPERSTRUCTURE AND
SUBSTRUCTURE REPAIR DETAILS
(SN 057-0173)
F.A.I. RT. 55 OVER TURKEY CREEK
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0173(SB) & SN 057-0174(NB)
STA. 781+50

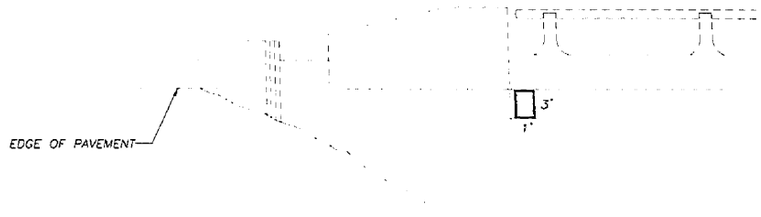
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	*	McLEAN	205	90
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT#	

Sheet 6 of 7 Sheets

* (57-1,57-2)RS



SN 057-0174 (NB)
SOUTHWEST WINGWALL

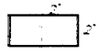


SN 057-0174 (NB)
SOUTHEAST WINGWALL

FORMED CONCRETE REPAIR
(DEPTH EQUAL TO OR LESS THAN 5")

BILL OF MATERIAL

Item	Unit	Quantity
Formed Concrete Repair (Depth Equal to or Less Than 5")	Sq Ft	10



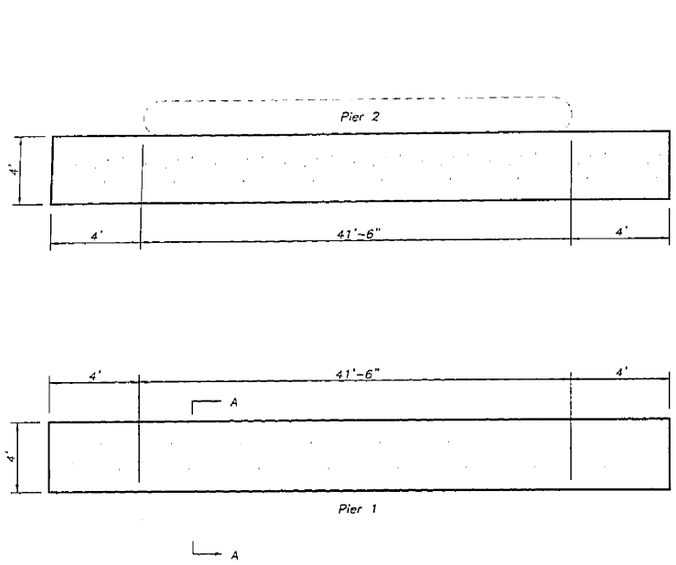
SN 057-0174 (NB)
NORTH PIER
WEST SIDE

SUPERSTRUCTURE AND
SUBSTRUCTURE REPAIR DETAILS
(SN 057-0174)
F.A.I. RT. 55 OVER TURKEY CREEK
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0173(SB) & SN 057-0174(NB)
STA. 781+50

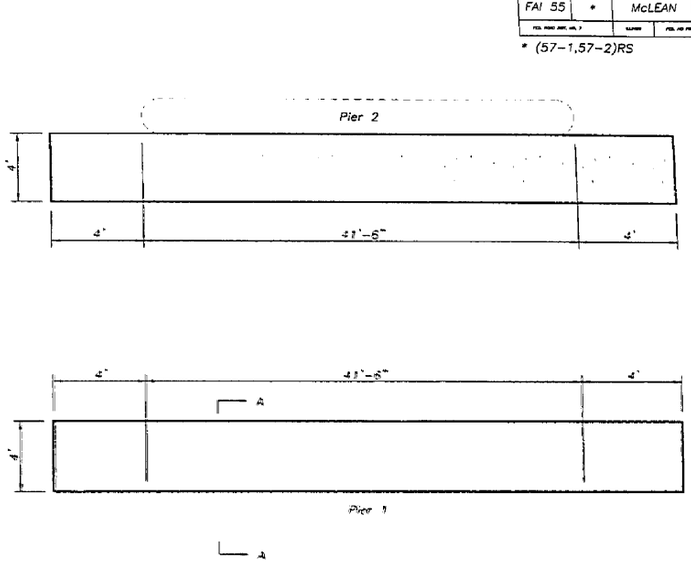
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	*	McLEAN	205	91
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Sheet 7 of 7 Sheets

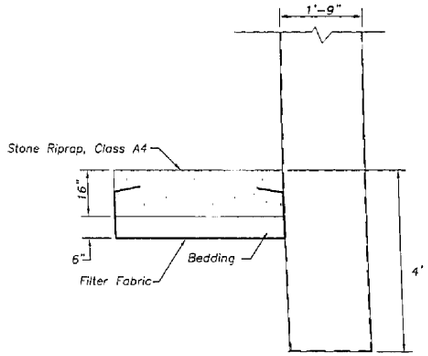
* (57-1,57-2)RS



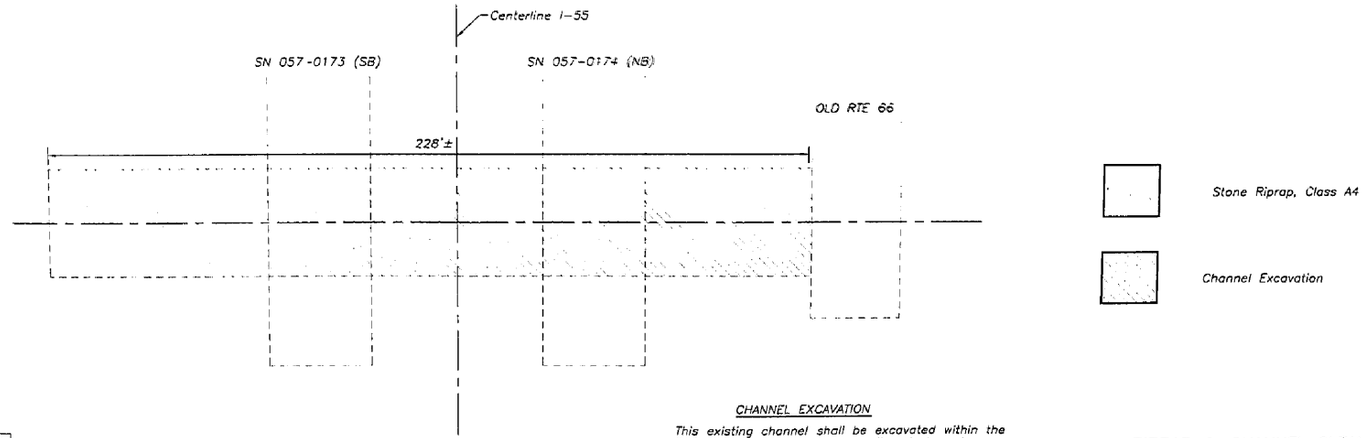
SN 057-0173 (SB)
RIPRAP AT PIER



SN 057-0174 (NB)
RIPRAP AT PIER



SECTION A-A



CHANNEL EXCAVATION

Stone Riprap, Class A4

Channel Excavation

BILL OF MATERIAL

Item	Unit	Quantity
Stone Riprap Class A4	Sq Yd	88
Filter Fabric For Use With Riprap	Sq Yd	88
Channel Excavation	Cu Yd	598

CHANNEL EXCAVATION

This existing channel shall be excavated within the limits shown above remove sediment down to elevation 708.6±. Excavation material shall be disposed of in accordance with Article 202.03 of the Standard Specifications. This work will be paid for at the contract unit price per cu yd for CHANNEL EXCAVATION.

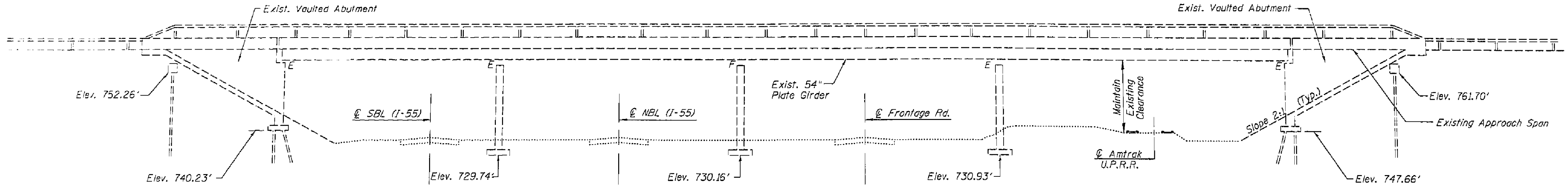
RIPRAP & CHANNEL CLEANING DETAILS
F.A.I. RT. 55 OVER TURKEY CREEK
SECTION (57-1,57-2)RS
McLEAN COUNTY
SN 057-0173(SB) & SN 057-0174(NB)
STA. 781+50

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	(57-1,57-2)RS	McLean	205	92
FED. ROAD DIST. NO. 5		ILLINOIS	FED. AID PROJECT-	

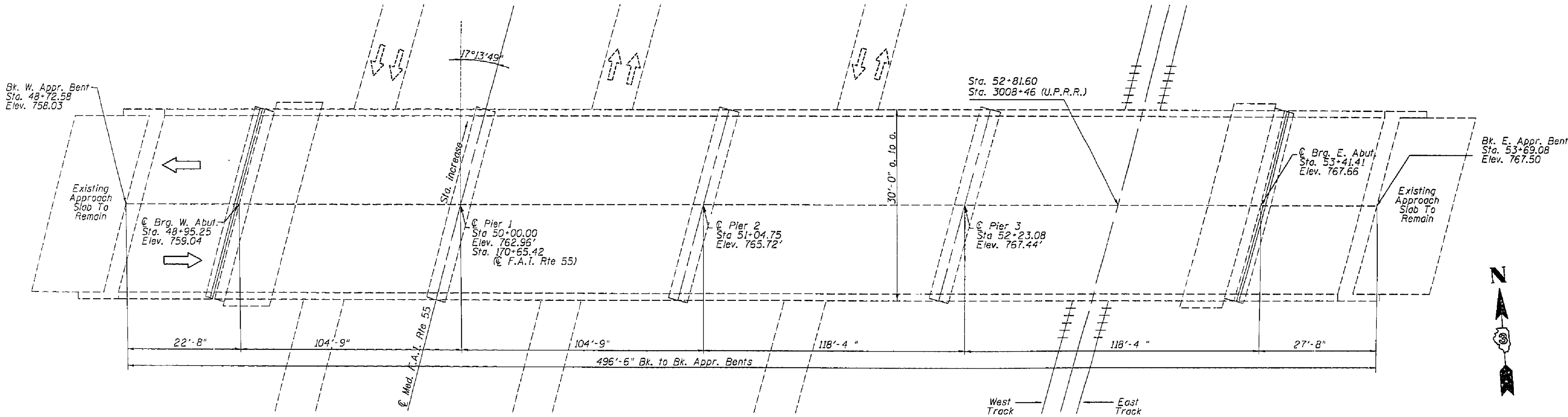
SHEET NO. 1
5 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

B.M. : #111 Spike in T.P. 223.5' Rt. Sta. 171+95, Elev. 741.28



ELEVATION



PLAN

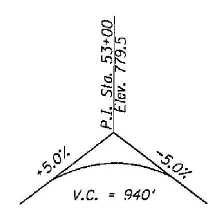
PROPOSED WORK

Remove and replace expansion joints.
Plug existing floor drains within 10' of piers and abutments.
Fill erosion along north east and south east vault walls.
Repair cap in slopewall and abutments due to settlement

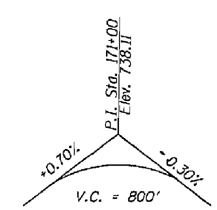
DESIGN STRESSES (ORIGINAL CONSTRUCTION)
FIELD UNITS

fc = 14,000 psi
fs = 20,000 psi (reinforcement)
fs = 20,000 (struct.)
n=10
vc = 75 psi ftgs
fc = 12,000 psi deck slab

HIGHWAY CLASSIFICATION

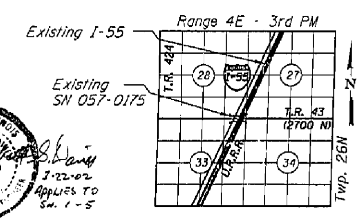


VERTICAL CURVE DATA T.R. 43



VERTICAL CURVE F.A.I. RTE. 55

(@ Median Edge of Pavement)



LOCATION SKETCH

Applies to Sh. 1 - 5
Expires 11-30-02

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
General Plan & Elevation
T.R. 43 (CH. 4) over F.A.I. RTE 55
and U.P.R.R.
SEC. 57-IHVB
Mc Lean County
Sta. 170+65.42
S.N. 057-0175

DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(57-1,57-2)RS	McLean	205	93
FED. ROAD DIST. NO. 5		ILLINOIS	FED. AID PROJECT	

SHEET NO. 2
5 SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Plug Existing Deck Drains	Each	20		20
Controlled Low Strength Material (CLSM)	Cu. Yds.		0.1	0.1
Stone Rip Rap, Class A4	Sq. Yds.		4	4
Filter Fabric for use with Rip Rap	Sq. Yds.		4	4
Neoprene Expansion Joint (4")	Foot	62		62
Polymer Concrete	Cu Ft	63		63

GENERAL NOTES

1. The existing structural steel contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.
2. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to normal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make adjustments. Variations shall not be cause for additional compensation for a change in the scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

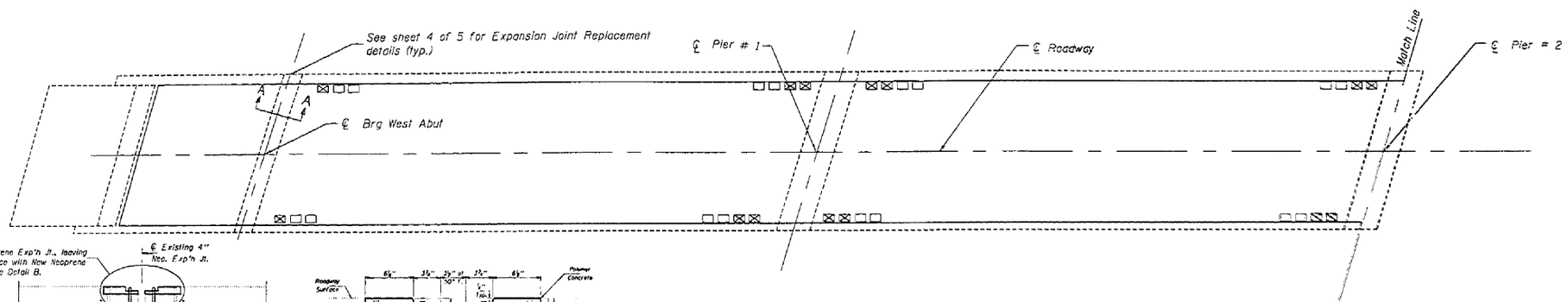
Total Bill of Materials
&
General Notes
S.N. 057-0175

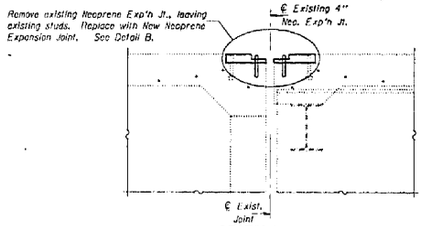
DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

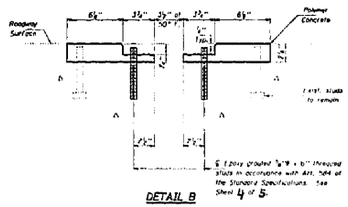
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	157-1,57-2IRS	McLean	5	3
FED. ROAD DIST. NO. 3		ILLINOIS	FED. AID PROJECT	

SHEET NO. 3
5 SHEETS

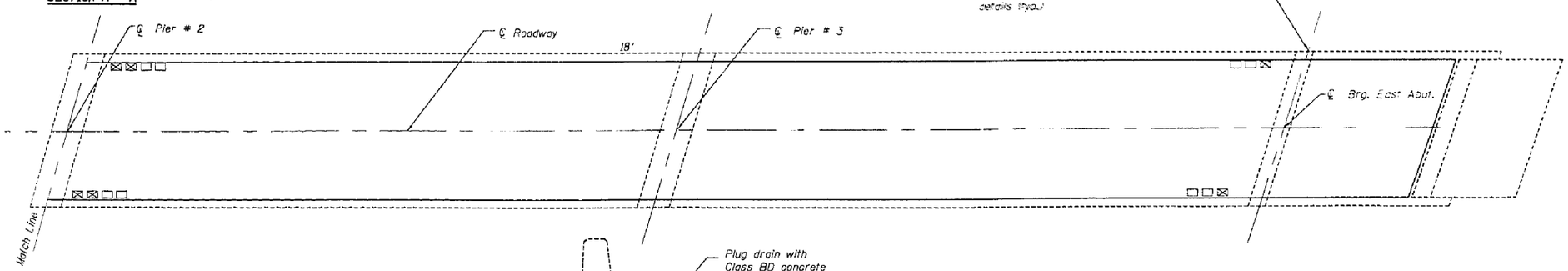


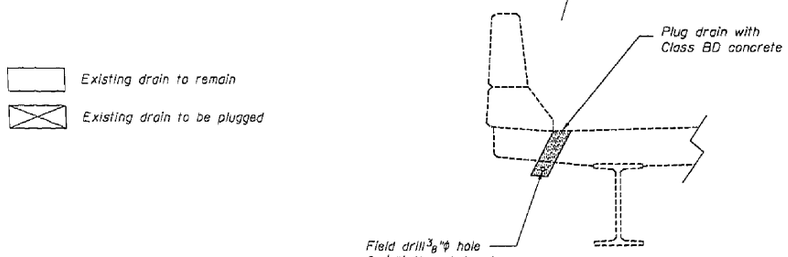


SECTION A - A



DETAIL B





DRAIN ELIMINATION DETAIL

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Plug Existing Deck Drains	Each	20
Neoprene Expansion Joint (4")	Foot	62
Polymer Concrete	Cu. Ft.	6.3

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Deck Slab Repair
S.N. 057-0175

DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

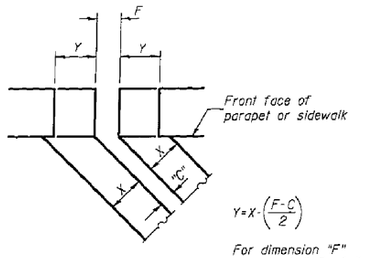
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	(57-1,5T-2)RS	McLean		4
FED. ROAD CONT. NO. 3	ILLINOIS	FED. AID PROJECT		5 SHEETS

Joint Size	"C" at 50°F	"D" at 50°F
4"	3"	2½" Min.

INSTALLATION NOTES

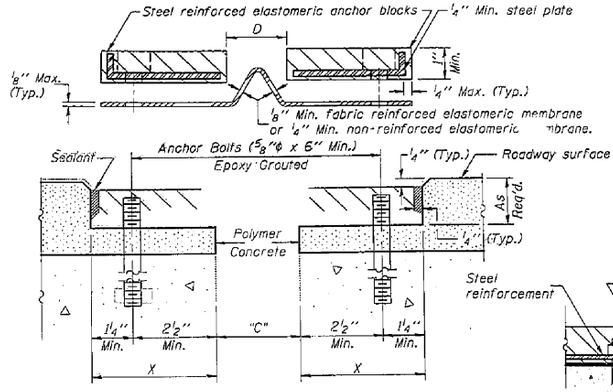
1. Install continuous seal in roadway, parapet, curb, and sidewalk.
2. Install anchor blocks as indicated.

NOTE A: Maximum spacing of anchor bolts shall be 12" centers.

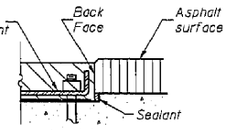


For dimension "F" see sheet # 5 of 7

FORMING BLOCKOUT SKETCH



CROSS SECTION



ANCHOR BLOCK WITH ASPHALT SURFACE

GENERAL NOTES

Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane.

The elastomeric membrane shall be premolded with a single or a double upward convolution that will have a "memory" to return to its molded position upon joint closure.

The convolution length shall be such that the extended length will not be greater than the manufactured length when the joint is fully expanded in its design range and will not protrude above the anchor blocks when the joint is fully compressed.

Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50° F.

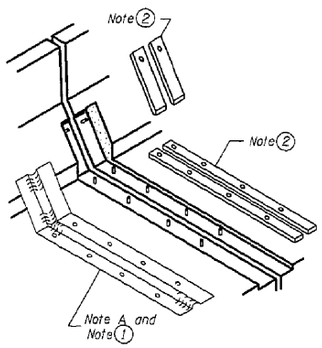
The parapet and roadway membrane shall be made continuous by an approved vulcanizing process. Lapping will not be permitted.

New anchor bolts shall be alternated as to not conflict with existing anchor bolts.

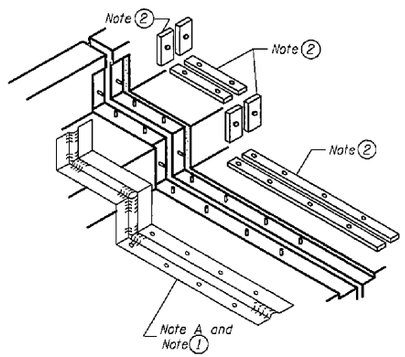
SKEW LIMITATIONS

The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews.

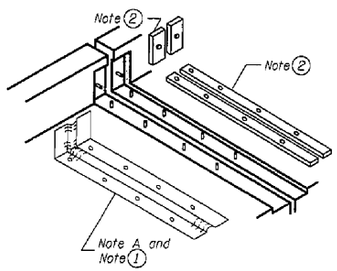
For skews greater than 50°, the anchor blocks and the elastomeric membrane, installed according to dimension "D", might require modifications to insure a minimum clearance of ½" from centerline of anchor studs to edge of parapet opening. The anchor blocks and the elastomeric membrane shall also be installed to the top of the parapet with the anchor studs spaced at ±12" cts.



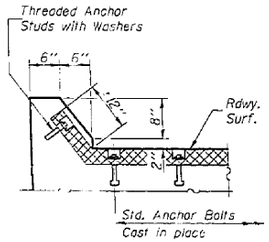
AT PARAPET



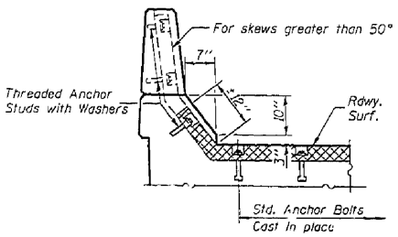
AT SIDEWALK OR MEDIAN



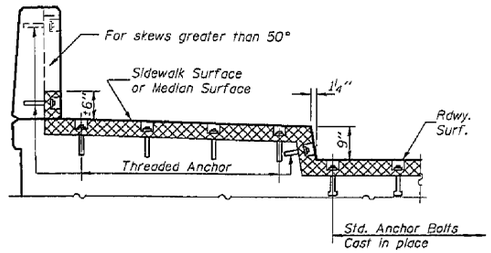
AT WALL



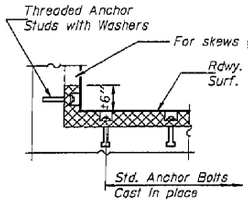
AT CURB



AT PARAPET



AT SIDEWALK OR MEDIAN TYPICAL END TREATMENTS



AT WALL

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	MHF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL-STRUCTURAL-ENVIRONMENTAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

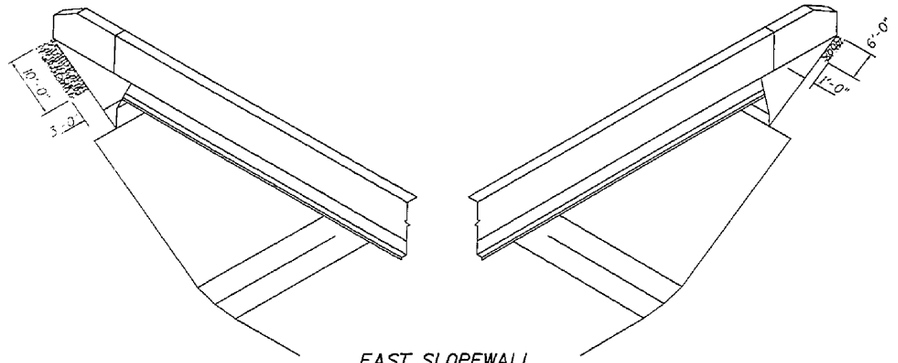
Continuous Seal Type Neoprene Expansion Joints (4") @ Abuts.
S.N. 057-0175

DATE 03-04-2002

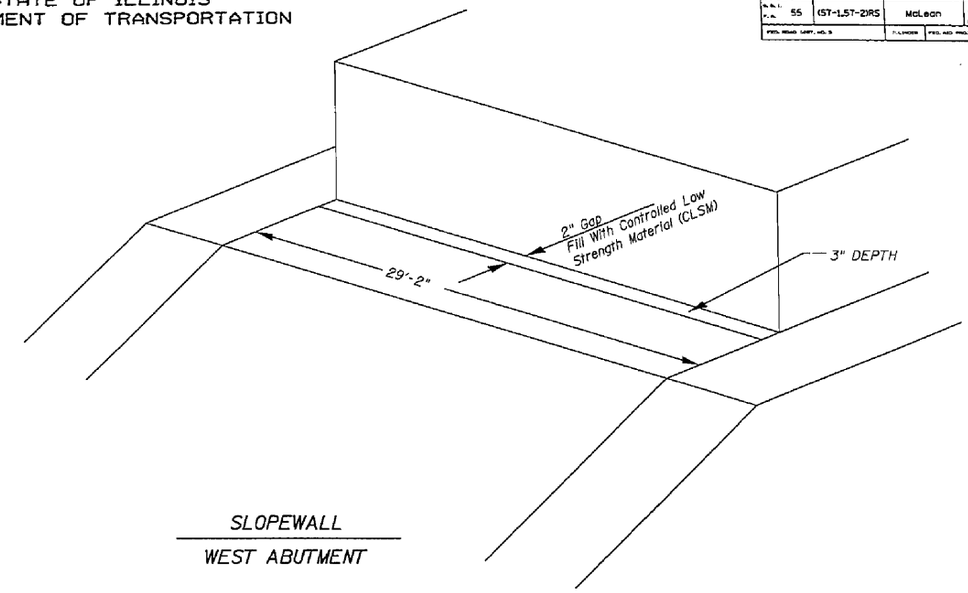
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	(5T-1,5T-2)RS	McLean	205	5 SHEETS
FED. ROAD DIST. NO. 5	ILLINOIS	FED. AID PROJECT		

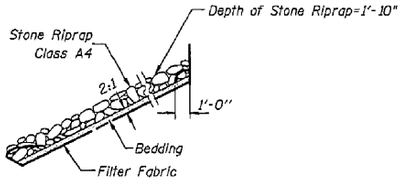
SHEET NO. 5



EAST SLOPEWALL



SLOPEWALL
WEST ABUTMENT



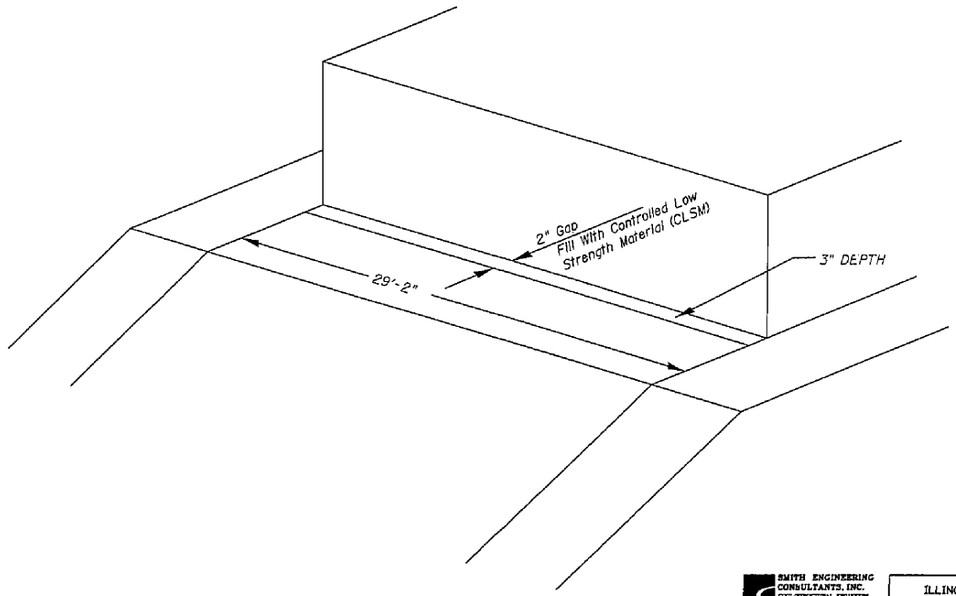
STONE RIPRAP ANCHOR DETAIL

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Controlled Low Strength Material (CLSM)	Cu. Yds.	0.1
Stone RipRap, Class A4	Sq. Yds.	4
Filter Fabric for use with RipRap	Sq. Yds.	4

LEGEND

Stone Riprap, Class A4



SLOPEWALL
EAST ABUTMENT

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS
LAND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Substructure Repair
S.N. 057-0175

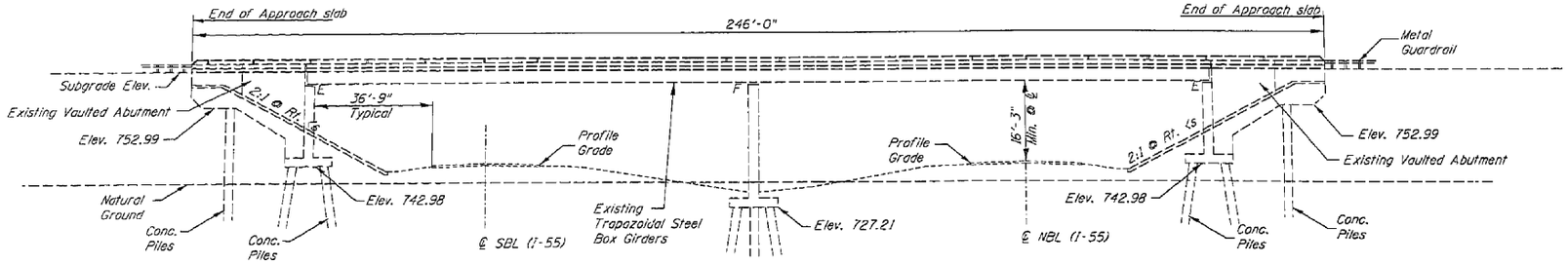
DATE 03-04-2002

BM #104 P.R. spike in power pole in North side of TR23A. Rt of Pt 21, ELEV 732.73

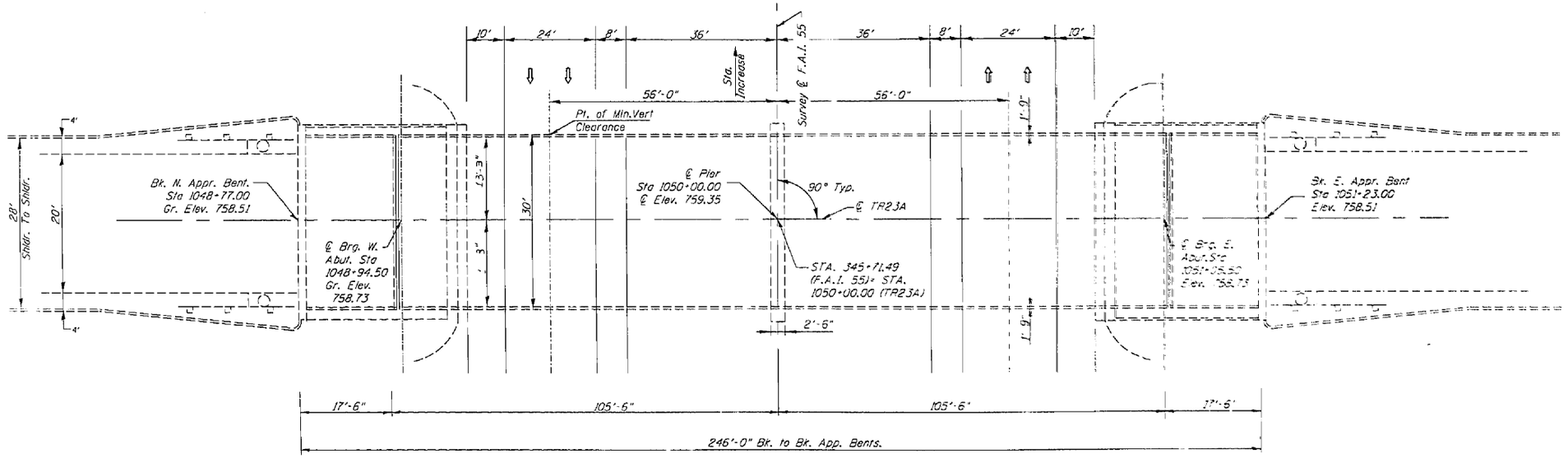
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(57-1,57-2)RS	McLean	205	01
FED. ROAD DIST. NO. 9		ILLINOIS	FED. AID PROJECT	

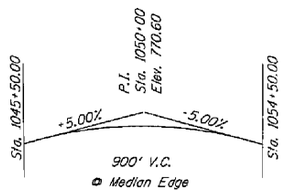
SHEET NO. 1
6 SHEETS



ELEVATION



PLAN



PROFILE TR-23A

PROPOSED WORK

Replace the expansion joint seals
Plug drains within 10' of piers and abutments.
Replace #4 drain extension at the south side of the east abutment
Upgrade pier crashwall height to current standards

HIGHWAY CLASSIFICATION

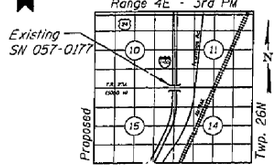
DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

DESIGN STRESSES (ORIGINAL CONSTRUCTION)

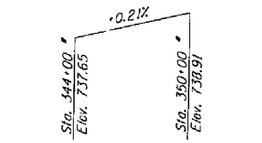
FIELD UNITS

f_c = 1,200 psi (Deck Slab Main Span)
f_c = 1,400 psi (Curb, Parapet, Sub, Appr. Spans)
f_s = 20,000 psi (Reinforcement)
f_s = 20,000 psi (Structural Steel)
v_c = 75 psi (Ftgs)
n = 10

N



LOCATION SKETCH



PROFILE GRADE F.A.I. 55

* V.C. Lengths @ P.V.I. Sta. 340+00 & 354+00 will be increased to 800'

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

General Plan & Elevation
TR 23 over FAI Route 55
Section (57-1, 57-2) RS
McLean County
S.N. 057-0177

DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
U.S.R.T. 55	(57-1,57-2)RS	McLean	205	98
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. 2
6 SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Reinforcement Bars, Epoxy Coated	Pound		410	410
Floor Drain Extension	Each	1		1
Plug Existing Deck Drain	Each	8		8
Concrete Structures	Cu. Yds.		3	3
Silicone Joint Sealer, $2\frac{3}{4}$"	Foot	60		60

GENERAL NOTES

1. The existing structural steel contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.
2. The area along the slopewalls as determined by the engineer should be cleared of vegetation, bushes, saplings, etc. according to Section 201 of the Standard Specs.
3. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make adjustments. Variations shall not be cause for additional compensations for a change in the scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL-STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

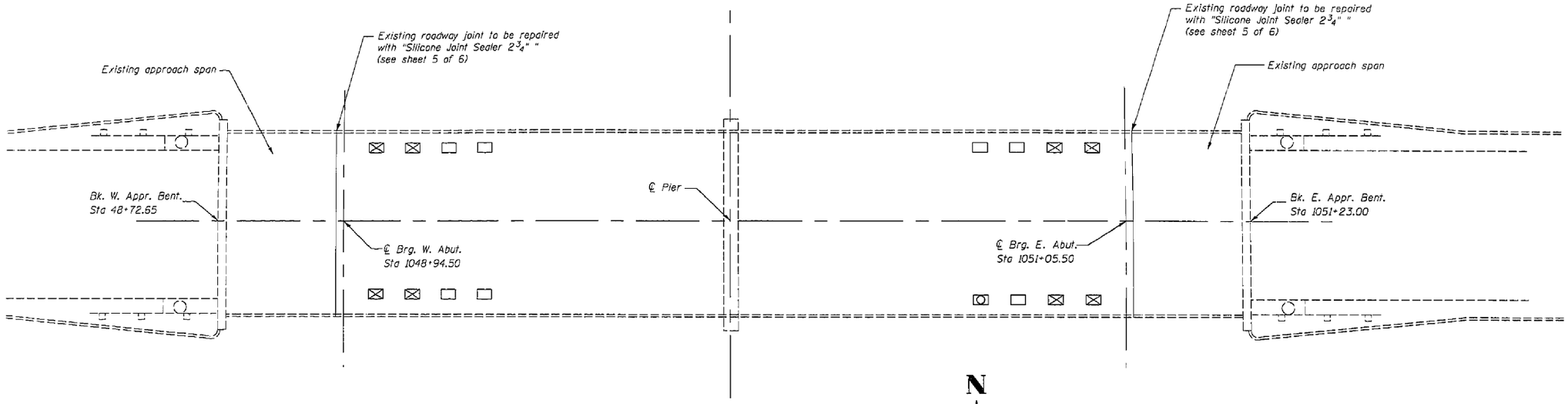
Total Bill of Materials
&
General Notes
S.N. 057-0177

DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAI 55	157-1,57-2RS	McLean	25	3
FED. ROAD DIST. NO. 5	ILLINOIS	FED. AID PROJECT=		

SHEET NO. 3
6 SHEETS



DECK SLAB REPAIR PLAN

Exist floor drain to remain

Exist floor drain to be plugged (see sheet 4 of 6 for details)

Exist floor drain to be extended (see sheet 4 of 6 for details)

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Plug Existing Deck Drain	Each	8
Floor Drain Extension	Each	1

DESIGNED	KMA
CHECKED	RDD
DRAWN	WJH
CHECKED	NEF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL-STRUCTURAL-ENVIRONMENTAL
AND SURVEYING

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Deck Slab Repair

S.N. 057-0177

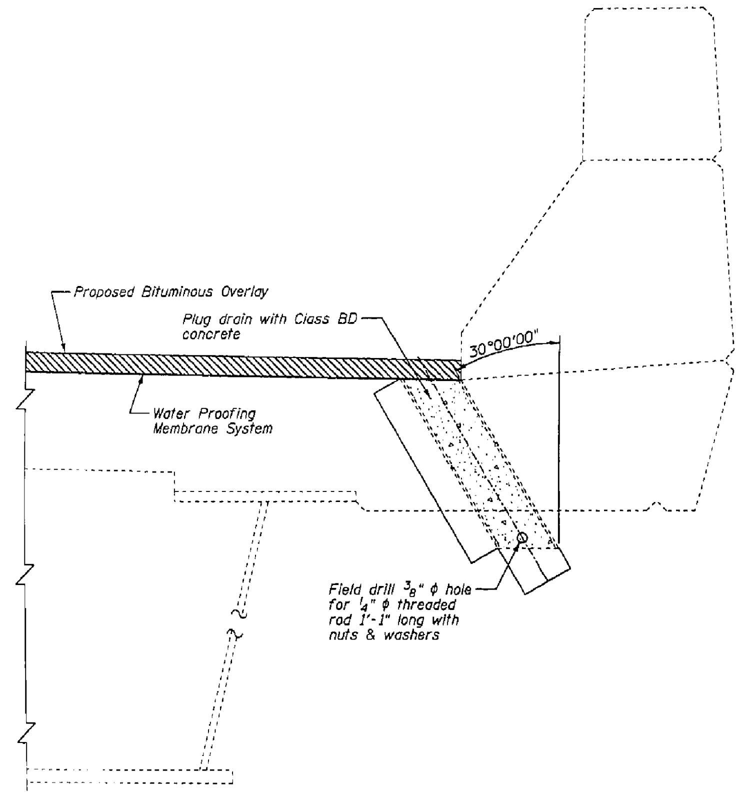
DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

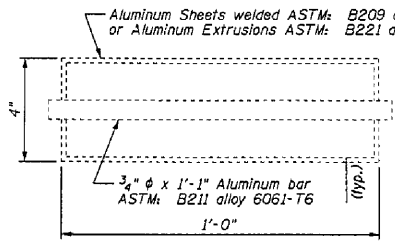
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(57-1,57-2)RS	McLean	203	[illegible]
FED. ROAD DIST. NO. 3		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 4
6 SHEETS

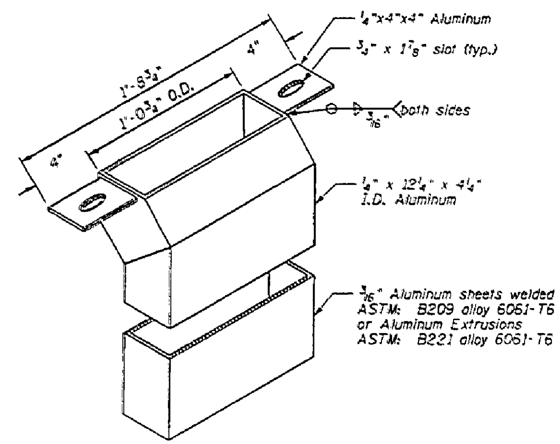
NOTE:
For actual locations of drains to be extended or plugged, see sheet 3 of 6.



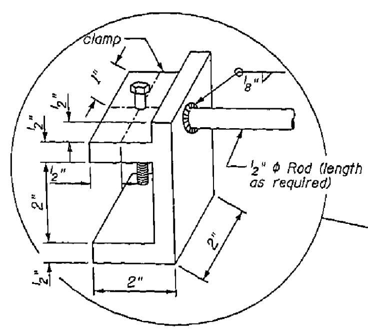
DRAIN ELIMINATION DETAIL



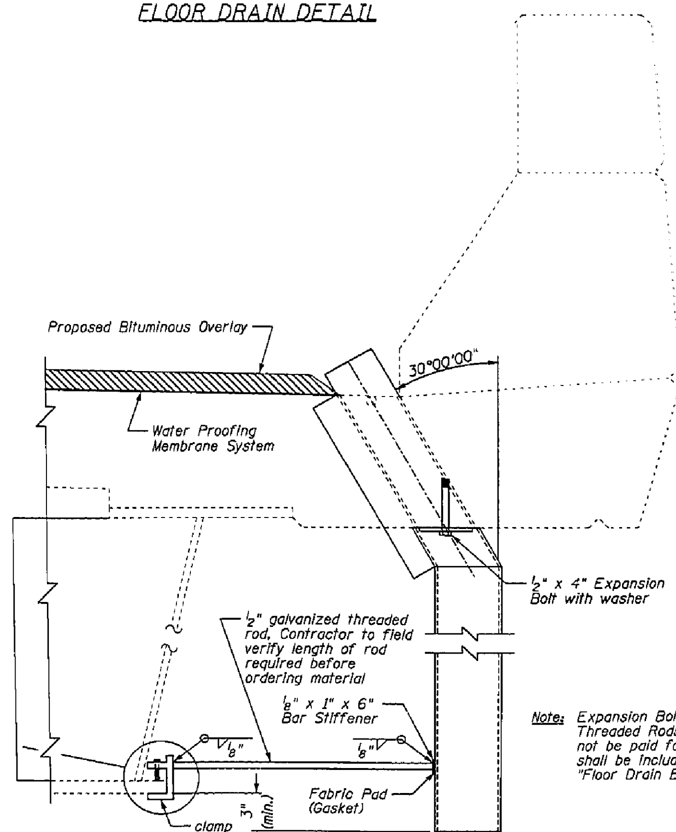
FLOOR DRAIN DETAIL



DRAIN EXTENSION



STEEL CLAMP DETAIL



Note: Expansion Bolts, Washers, Nuts, Threaded Rods and Brackets will not be paid for separately, but shall be included in the cost for "Floor Drain Extension".

SECTION AT FLOOR DRAIN

Contractor to field verify drain extension length required before ordering material

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

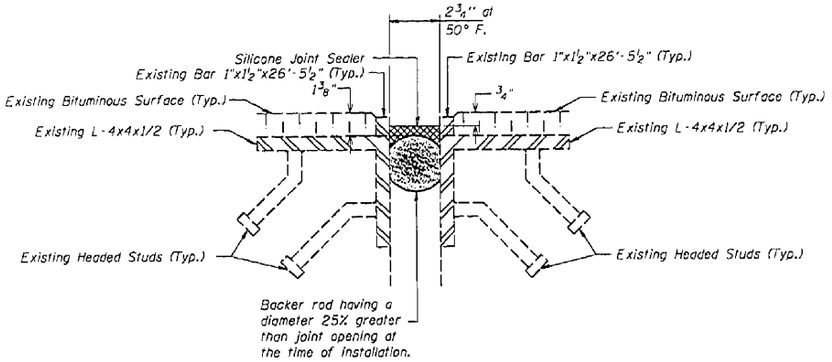
Floor Drain
Extension & Removal
Details
S.N. 057-0177

DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	157-1,ST-2RS	McLean	207	5
I.T.E. ROAD DIST. NO. 5	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 5
6 SHEETS



SILICONE JOINT SEALER DETAIL

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Silicone Joint Sealer 2 3/4"	Foot	60

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL-STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Silicone Joint Sealer Details

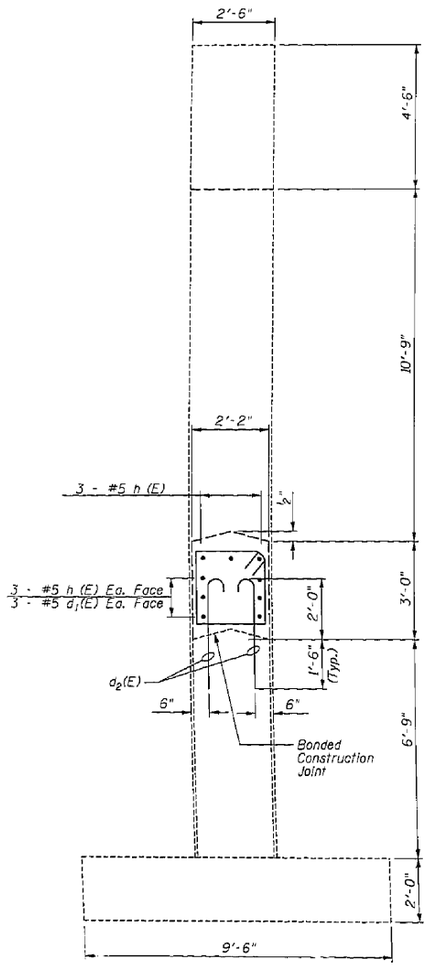
S.N. 057-0177

DATE 03-04-2002

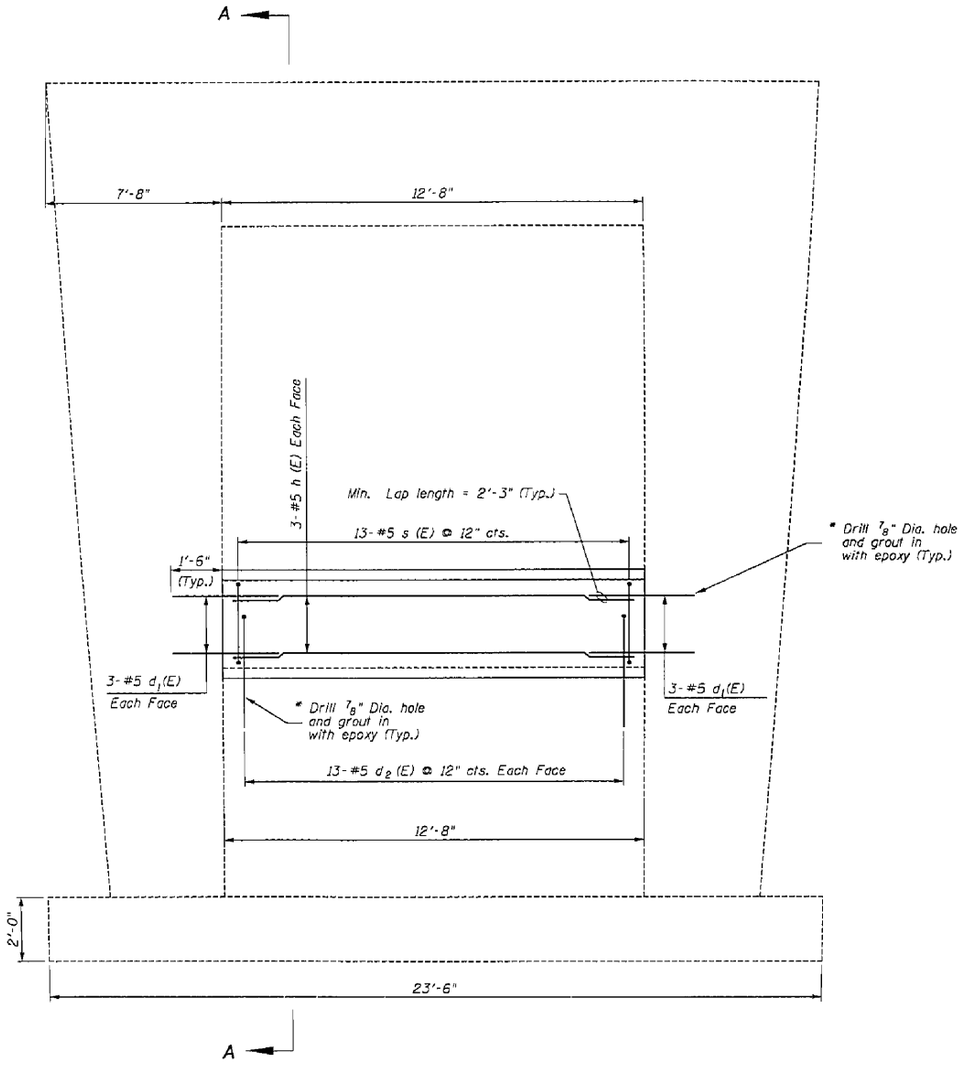
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	(57-1,57-2)RS	McLean		
FED. ROAD DIST. NO. 9	ILLINOIS	FED. AID PROJECT		

SHEET NO. 6
6 SHEETS



SECTION A-A

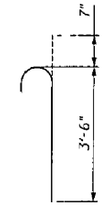


PIER ELEVATION

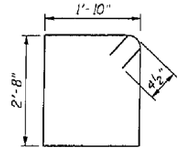
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d_1 (E)	12	#5	3'-9"	
d_2 (E)	26	#5	4'-1"	
h (E)	9	#5	12'-8"	
s (E)	13	#5	9'-9"	
Concrete Structures		Cu. Yds.	3	
Reinforcement Bars, (Epoxy Coated)		L.b.s.	410	

Reinforcement Bars designated (E) shall be epoxy coated



Bar d_2(E)



Bar s (E)

* Epoxy grouting of d_1 (E) and d_2 (E) bars shall be done in accordance with section 584 of the Standard Specifications. Cost included with Reinforcement Bars, Epoxy Coated.

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	MRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL-STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Pier/Crashwall Upgrade Details

S.N. 057-0177

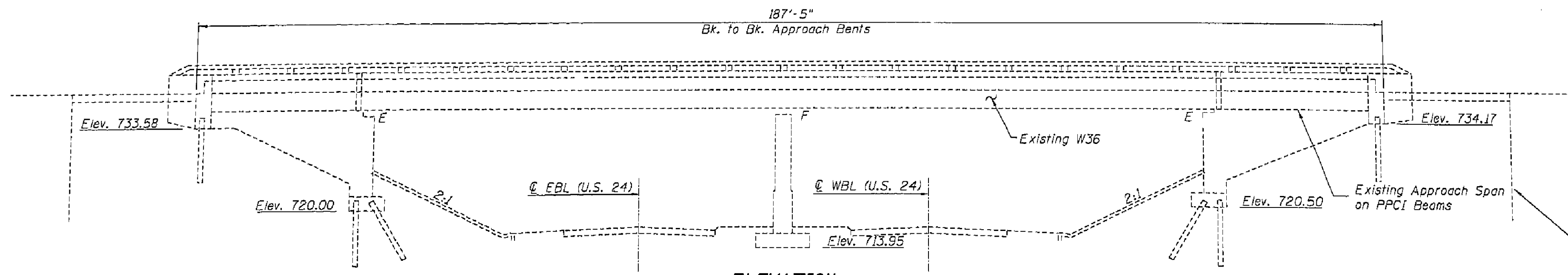
DATE 03-04-2002

BM Z-846 - Standard C. & G.S. Disk
125' West of Pt. 25
Elev. 719.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

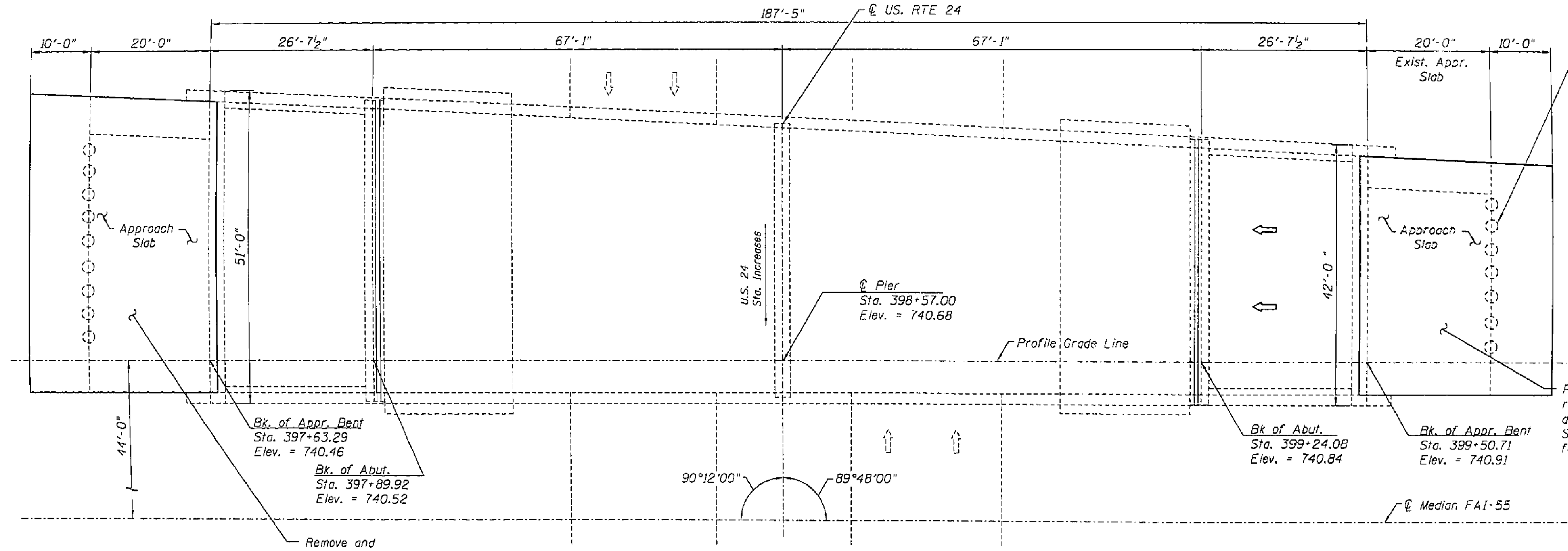
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	(57-1,57-2)RS	McLean		
FED. ROAD DIST. NO. 3		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 1
12 SHEETS



ELEVATION
SOUTHBOUND

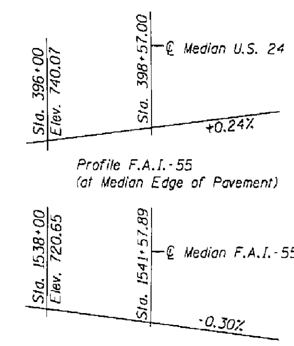
Existing timber approach piles. Cut-off and remove 2'-0" below bottom of proposed approach pavement (cost to be included with Approach Slab Removal) Typical 16 places.



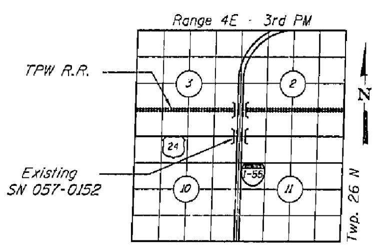
Remove and replace existing approach slab. See Roadway Plans for details.

Remove and replace existing approach slab. See Roadway Plans for details.

PLAN
SOUTHBOUND



PROFILE GRADE



LOCATION SKETCH

DESIGN STRESSES (ORIGINAL CONSTRUCTION)

FIELD UNITS

fc = 1,400 psi
fs = 20,000 psi (reinforcement)
fs = 20,000 psi (struc. A-36)
n = 10
Vc = 75 psi ftgs.
fc = 1,200 psi (deck slab)

PRE-CAST-PRESTRESSED UNITS

f'c = 5,000 psi
f'c' = 4,000 psi
f's = 248,000 psi
f'si = 173,600 psi

HIGHWAY CLASSIFICATION

F.A.I. Rte 55 over F.A. 9 (US Rte 24)
Functional Class: Interstate
ADT: 12350 (1999); 24050 (2022)
Design Speed: 70 m.p.h.
Posted Speed: 65 m.p.h.

PROPOSED WORK

Remove Existing Bituminous Overlay and Waterproofing Membrane.
Deck Repair.
Place Microsilica Concrete Overlay
Replace Abutment Expansion Joints.
Replace Expansion Bearings with Elastomeric Bearings.
Repair Deck Hammering at Northwest Corner.
Plug Existing Floor Drains.

DESIGNED	JMW
CHECKED	RQD
DRAWN	WJH
CHECKED	NRF

Applies to Sh. 1 thru 12

SMITH ENGINEERING CONSULTANTS, INC.

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

General Plan and Elevation
F.A.I. Rt 55 over F.A. 9 (U.S. 24)
Sec (57-1, 57-2) RS
McLean County
Sta. 398+57.00
S.N. 057-0152 (SB)

DATE 03-04-2002

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. F.A. 55	(57-1,57-2)RS	McLean	205	104
FED. ROAD DIST. NO. 5		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 2
12 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yds.	22		22
Concrete Superstructures	Cu. Yds.	28.2		28.2
Concrete Bridge Deck Scarification $\frac{1}{4}$"	Sq. Yds.	815		815
Bar Splicers	Each	85		85
Reinforcement Bars, Epoxy Coated	Lbs.	10,220		10,220
Silicone Joint Sealer, $1\frac{1}{2}$"	Foot	93		93
Plug Existing Deck Drain	Each	2		2
Formed Concrete Repair (< 5")	Sq. Ft.		6	6
Furnishing and Erecting Structural Steel	Lbs.	3,090		3,090
Jack and Remove Existing Bearings	Each	16		16
Elastomeric Bearing Assembly, Type I	Each	16		16
Bridge Deck Microsilica Concrete Overlay	Sq. Yds.	815		815
Bituminous Concrete Removal (Deck)	Sq. Yds.	895		895
Stud Shear Connectors	Each	312		312
Deck Slab Repair (Partial Depth)	Sq. Yds.	1		1
Polymer Concrete	Cu. Ft.	6.3		6.3
Bridge Deck Grooving	Sq. Yds.	858		858
Protective Coat	Sq. Yds.	105		105

GENERAL NOTES

1. All structural steel shall conform to AASHTO Classification M 270 Gr. 36 unless otherwise noted
2. All new structural steel shall be shop painted with Inorganic zinc rich primer per AASHTO M300, Type I. The cost shall be included in the cost of Furnishing and Erecting Structural Steel.
3. The existing structural steel contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.
4. Reinforcement bars shall conform to the requirements of AASHTO M 31, M 42, or M 53 Grade 60.
5. Prior to pouring the new concrete deck, all loose rust, loose mill scale, and other loose potentially detrimental foreign material shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering removal of the existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall also be removed from the surfaces of the beams or girders in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04 of the Standard Specifications.
6. Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50 degrees Fahrenheit.
7. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make adjusments. Variations shall not be cause for additional compensation for a change in the scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
8. Fasteners shall be high strength bolts. Bolts $\frac{3}{4}$" Φ open holes $\frac{13}{16}$" Φ, unless otherwise noted.
9. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concreted removal shall be replaced with an approved bar splicer or anchorage system. Cost included with concrete removal.
10. Existing structural steel shall only be cleaned as required by the special provision "Cleaning and Painting Adjacent Areas of Existing Steel Structures".

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Total Bill of Materials
&
General Notes
S.N. 057-0152 (SB)

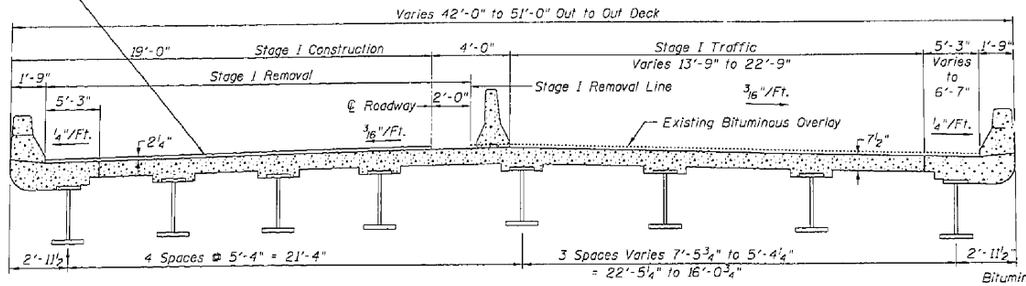
DATE 03-04-2002

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	(5T-1,5T-2)RS	McLean		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 3
12 SHEETS

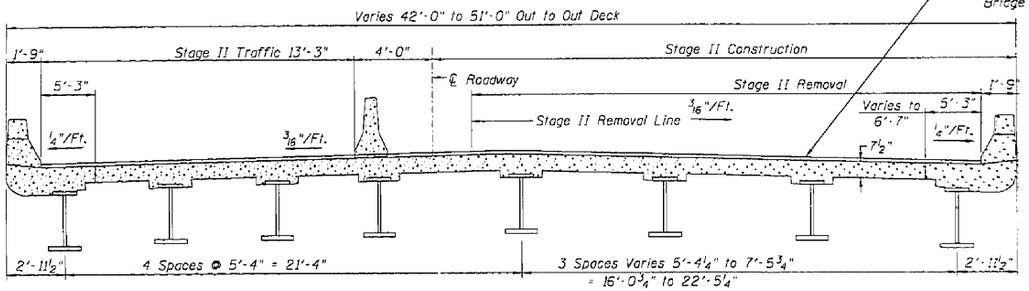
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Bituminous Concrete removal (deck).
Concrete Bridge Deck Scarification 1/4"
and Proposed 2 1/4" Bridge Deck
Microsilica Concrete Overlay
Bridge Deck Grooving



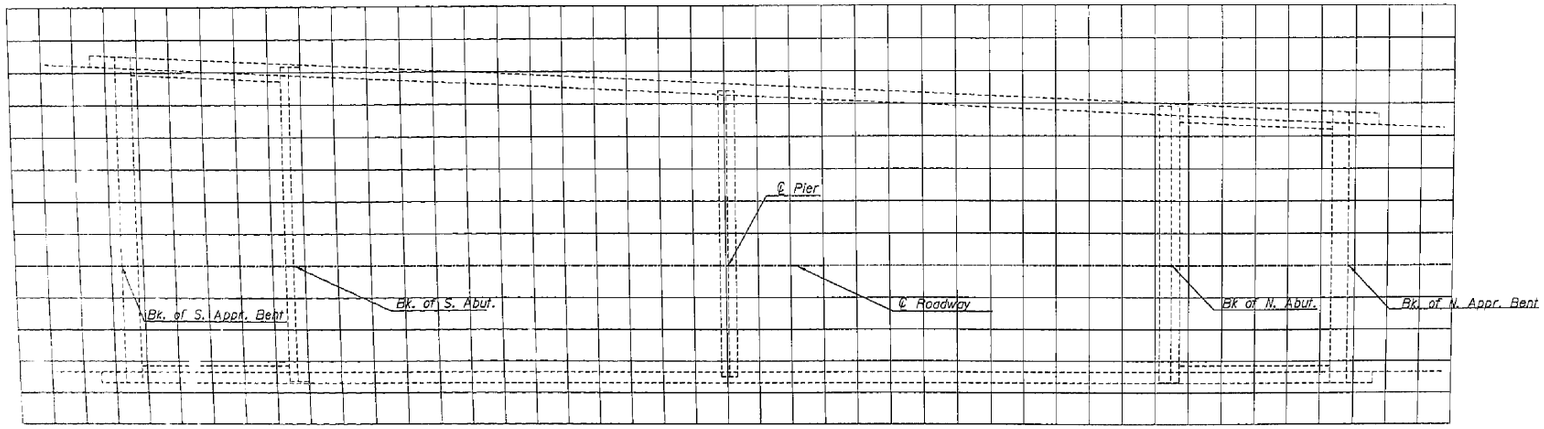
CROSS-SECTION STAGE I
LOOKING SOUTH

Bituminous Concrete removal (deck).
Concrete Bridge Deck Scarification 1/4"
and Proposed 2 1/4" Bridge Deck
Microsilica Concrete Overlay
Bridge Deck Grooving



CROSS-SECTION STAGE II
LOOKING SOUTH

NOTE: For areas of required deck patching see sheet 4 of 12.



DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NPS

DECK SLAB REPAIR RECORD
SOUTHBOUND

NOTE: The Engineer shall mark the actual Deck Slab Repair areas above as part of the As-Built Plans.

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

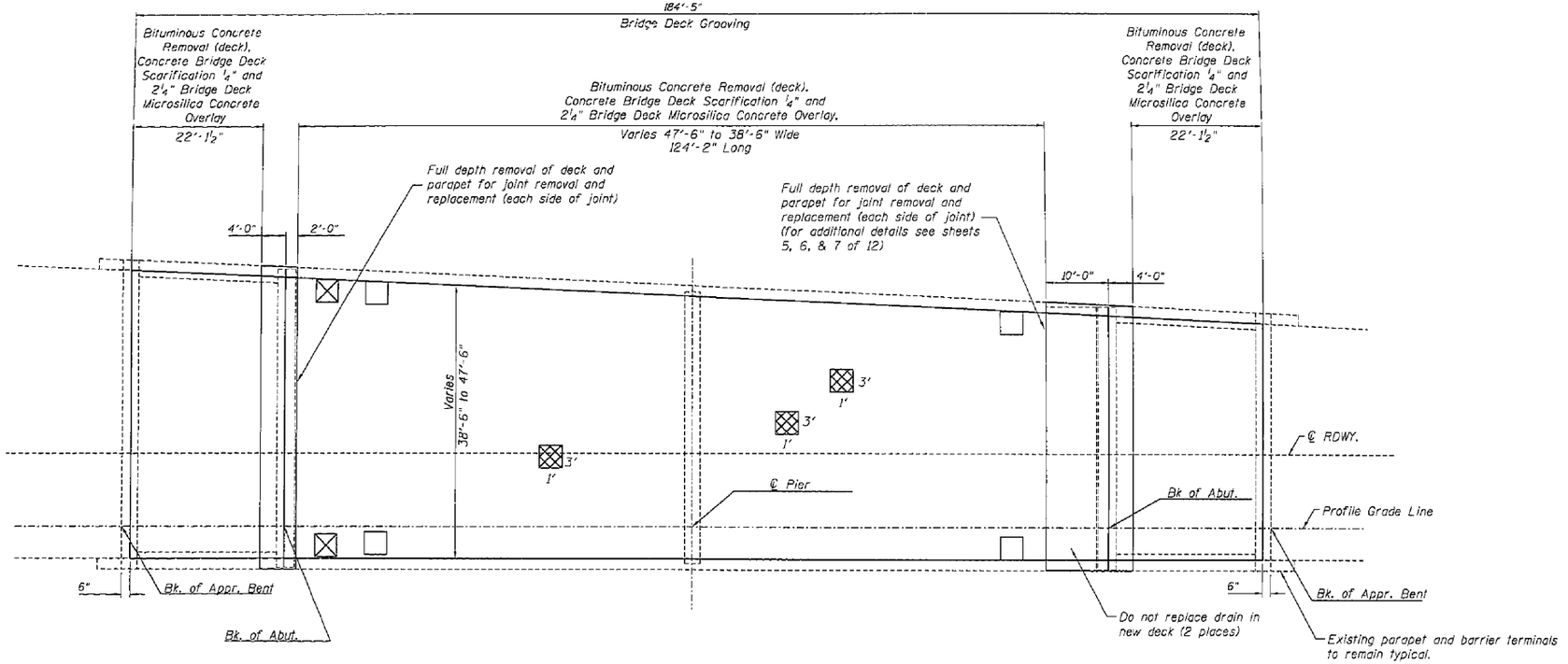
Cross Section
Staging Details & Deck Slab Repair Record
S.N. 057-0152 (SB)

DATE: 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(57-1,57-2)RS	McLean		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. 4
12 SHEETS



DECK SLAB REPAIR PLAN

N

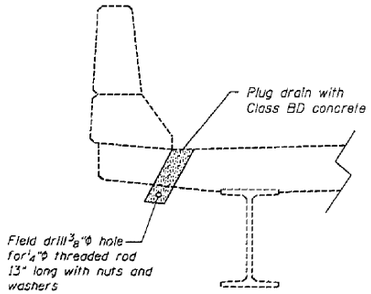
Deck Slab Repair (Partial Depth)

Plug Existing Deck Drain

Existing Deck Drain To Remain

Note:

The amount of patching quantities shown above are all results of infrared and ground penetrating radar survey performed on 3/01/01.



DRAIN ELIMINATION DETAIL

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Deck Slab Repair (Partial Depth)	Sq. Yds.	1
Bridge Deck Microsilica Concrete Overlay	Sq. Yds.	815
Bituminous Concrete Removal (Deck)	Sq. Yds.	895
Concrete Bridge Deck Scarification 1/4"	Sq. Yds.	815
Plug Existing Deck Drain	Each	2
Bridge Deck Grooving	Sq. Yds.	858

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJM
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL-STRUCTURAL ENGINEERS AND CONSULTANTS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Deck Slab Repair and Drain Elimination Detail

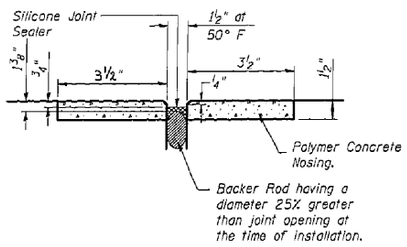
S.N. 057-0152 (SB)

DATE 03-06-2002

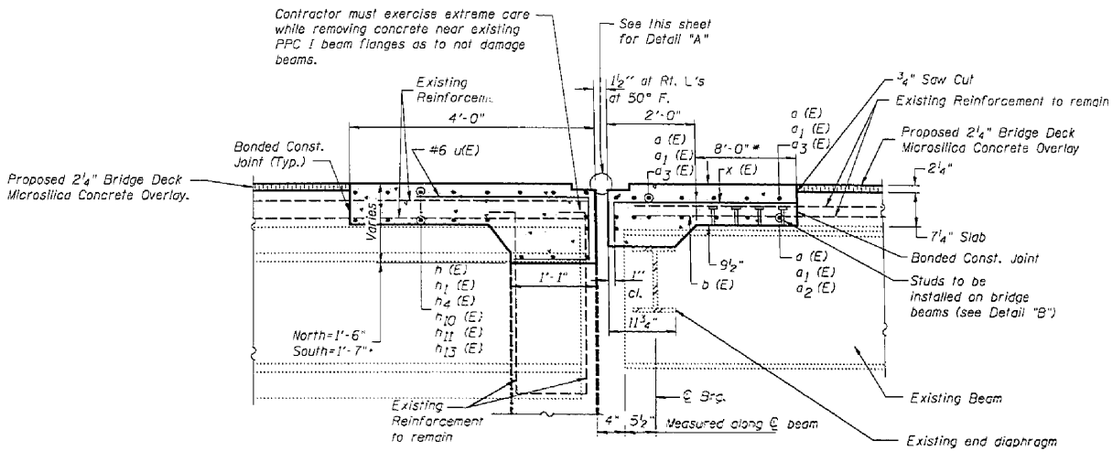
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(57-1,57-2)RS	McLean		
FED. ROAD DIST. NO. 5		ILLINOIS	FED. AID PROJECT	

SHEET NO. 5
12 SHEETS

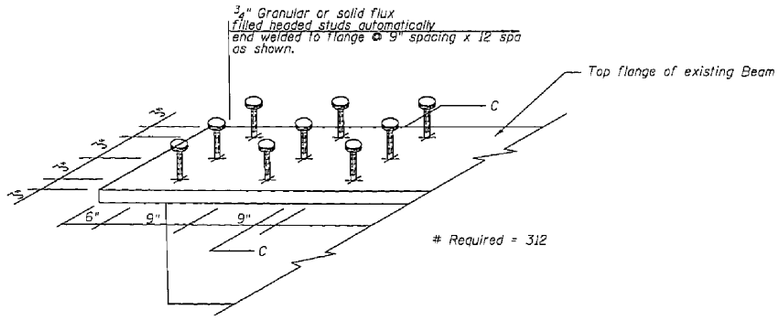


SILICONE JOINT SEALER DETAIL "A"



SECTION A-A AT JOINT AND DECK REPLACEMENT

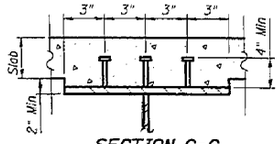
* Additional 8'-0" Repair occurs at North Abutment only. see sheet 4 of 12.



DETAIL B
At North Abutment Expansion Joint

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stud Shear Connectors	Ea.	312
Silicone Joint Sealer, 1½"	L.F.	93
Polymer Concrete	Cu. Ft.	6.3
Concrete Removal	Cu. Yds.	22
Concrete Superstructures	Cu. Yds.	28.2
Protective Coat	Sq. Yds.	105



SECTION C-C

DESIGNED	JMW
CHECKED	PGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERING AND INSPECTION

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Deck Separation Repair Details

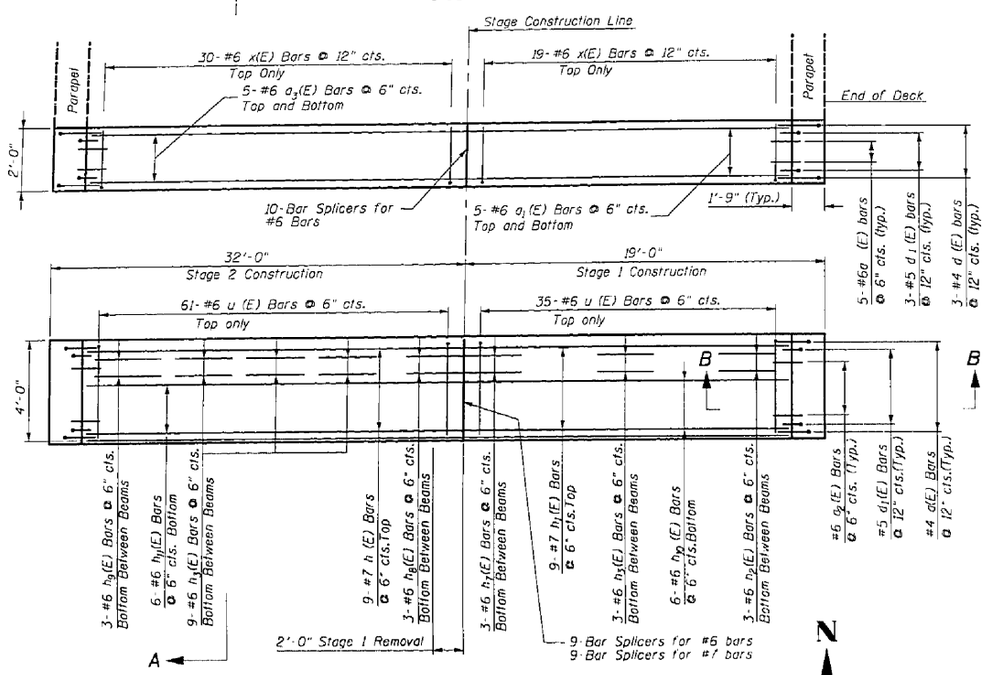
S.N. 057-0152 (SB)

DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	157-1,57-2RS	McLean	12	6
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 6
12 SHEETS

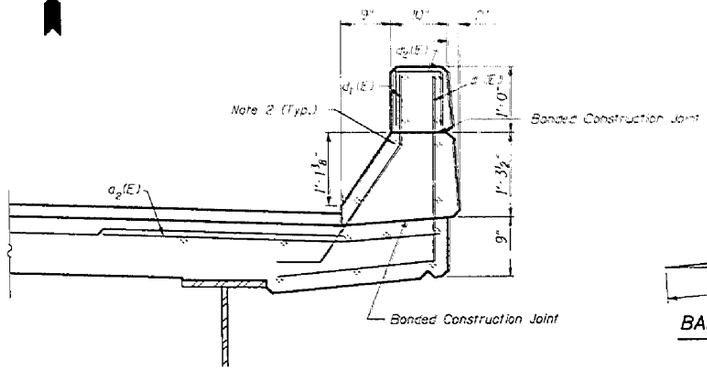


PLAN AT SOUTH ABUTMENT

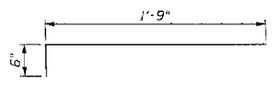
See Sheet 5 of 12 For Section A-A At Joint and Deck Replacement

NOTES

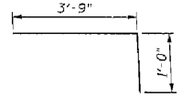
1. The limits of all concrete removal shall be saw cut $\frac{3}{4}$" into concrete.
2. Existing longitudinal bars in deck and vertical bars in abutment back wall extending into the removed area shall be cleaned, straightened and incorporated in the new construction.
3. Existing parapet reinforcement extending into the removed area shall be cleaned, straightened, and incorporated into the new construction.
4. The removal and replacement of concrete at the abutment stem, parapet and deck will be paid for as concrete removal and concrete superstructure.
5. The parapet shall be removed on the deck side and approach side as shown.
6. The aluminum railing post shall be temporarily removed and re-erected in the areas of parapet removal. Cost included with Concrete Superstructure. Any portion of railing that is damaged during construction shall be replaced at the Contractor's expense. (See sheet 8 of 12 for details)
7. Two (2) d_2(E) Bars shall be set in proposed parapet under each rail post.



SECTION B - B

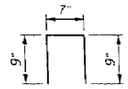


BAR x (E)



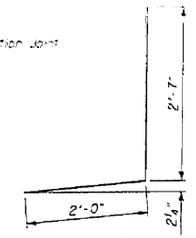
BAR u (E)

BAR a_2 (E)



BAR d_2 (E)

BAR d_1 (E)



BAR d (E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_1(E)	10	#6	18'-0"	
a_2(E)	28	#6	41'-0"	
a_3(E)	10	#6	31'-0"	
d (E)	35	#4	4'-7"	
d_1(E)	35	#5	5'-5"	
d_2(E)	8	#4	2'-1"	
h (E)	9	#7	31'-0"	
h_1(E)	9	#7	18'-0"	
h_2(E)	3	#6	5'-6"	
h_1(E)	12	#6	5'-9"	
h_2(E)	3	#6	3'-2"	
h_2(E)	3	#6	2'-5"	
h_2(E)	3	#6	5'-8"	
h_1(E)	6	#6	18'-0"	
h_2(E)	6	#6	31'-0"	
u (E)	96	#6	4'-9"	
x (E)	49	#6	2'-3"	
Reinforcement Bars (Epoxy Coated)			L.B.S.	3,570

Reinforcement Bars designated (E) shall be epoxy coated

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL-STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Expansion Joint Replacement at South Abutment

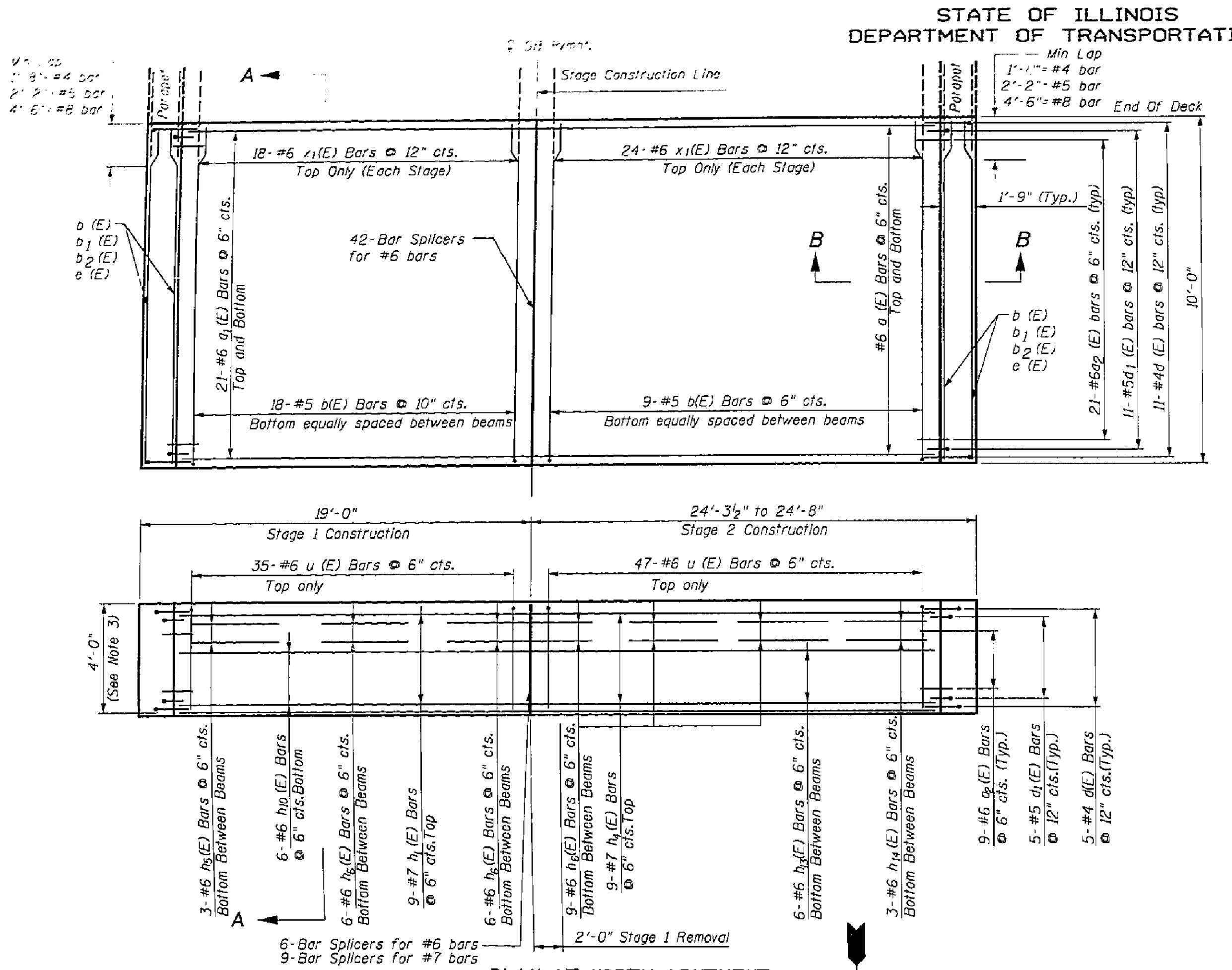
S.N. 057-0152 (SB)

DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

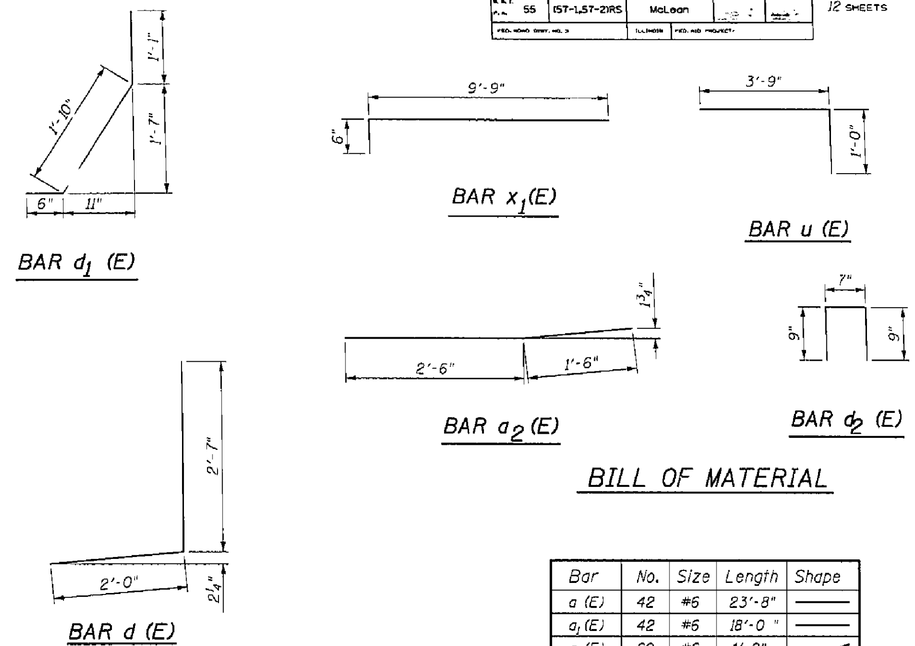
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
55	(57-1,57-2)RS	McLean			

SHEET NO. 7
12 SHEETS



PLAN AT NORTH ABUTMENT

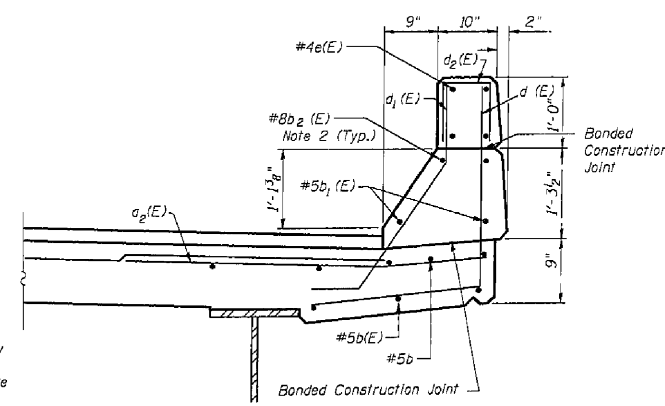
See Sheet 5 Of 12 For Section A-A At Joint and Deck Replacement



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a (E)	42	#6	23'-8"	
a_1(E)	42	#6	18'-0 "	
a_2(E)	60	#6	4'-0"	
b (E)	70	#5	9'-9"	
b_1(E)	4	#5	9'-9"	
b_2(E)	4	#8	9'-9"	
d (E)	32	#4	4'-7"	
d_1(E)	32	#5	3'-5"	
d_2(E)	12	#4	2'-1"	
e (E)	8	#4	9'-9"	
h_1(E)	9	#7	18'-0"	
h_4(E)	9	#7	23'-8"	
h_5(E)	3	#6	4'-4"	
h_6(E)	15	#6	4'-7"	
h_{10}(E)	6	#6	18'-0"	
h_{13}(E)	6	#6	23'-8"	
h_{14}(E)	3	#6	4'-11"	
u (E)	82	#6	4'-9"	
x_1(E)	42	#6	10'-3"	
Reinforcement Bars (Epoxy Coated)			L.b.s.	6,650

Reinforcement Bars designated (E) shall be epoxy coated



SECTION B - B

NOTES

1. The limits of all concrete removal shall be saw cut ¾" into concrete.
2. Existing vertical bars in abutment back wall extending into the removed area shall be cleaned, straightened and incorporated in the new construction.
3. The removal and replacement of concrete at the abutment stem, parapet and deck will be paid for as concrete removal and concrete superstructure.
4. The parapet shall be removed on the deck side and approach side as shown.
5. The aluminum railing post shall be temporarily removed and re-erected in the areas of parapet removal. Cost included with Concrete Superstructure. Any portion of railing that is damaged during construction shall be replaced at the Contractor's expense. (See sheet 8 of 12 for details)
6. Two (2) d (E) Bars shall be set in proposed parapet under each rail post.

DESIGNED	JMW
CHECKED	RGB
DRAWN	WJM
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Expansion Joint Replacement at North Abutment

S.N. 057-0152 (SB)

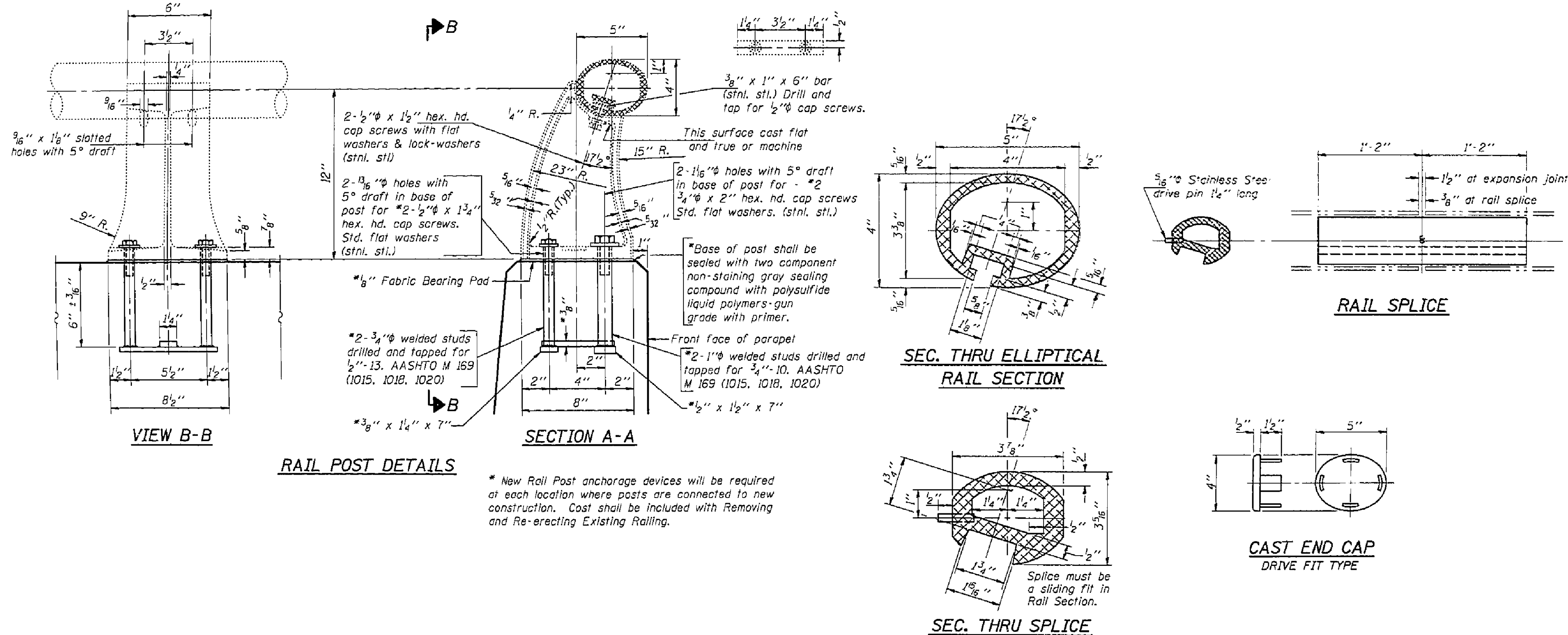
DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(57-1,57-2)RS	McLean		

SHEET NO. 8
12 SHEETS

Notes: All Posts shall be normal to parapet.
All joints in rail shall be spliced per detail.
Provide 1-1/8" and 2-1/16" Aluminum Shims for 25% of the Posts.
Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.
This information is included for the contractor to use to replace portions of the Rail, Rail Post and Anchorage devices damaged during parapet removal. Cost of replacement shall be included with Concrete Superstructures.
Horizontal rail elements & rail posts shown are for information only.



* New Rail Post anchorage devices will be required at each location where posts are connected to new construction. Cost shall be included with Removing and Re-erecting Existing Railing.

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

R17/REPS 1-27-2000

SMITH ENGINEERING CONSULTANTS, INC.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Aluminum Railing Details

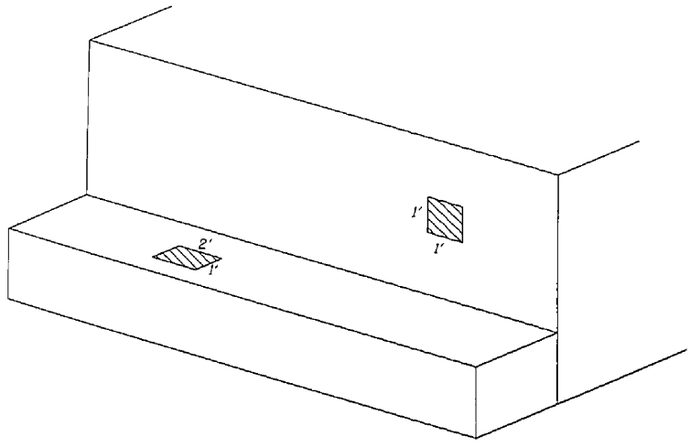
S.N. 057-0152

DATE 03-04-2002

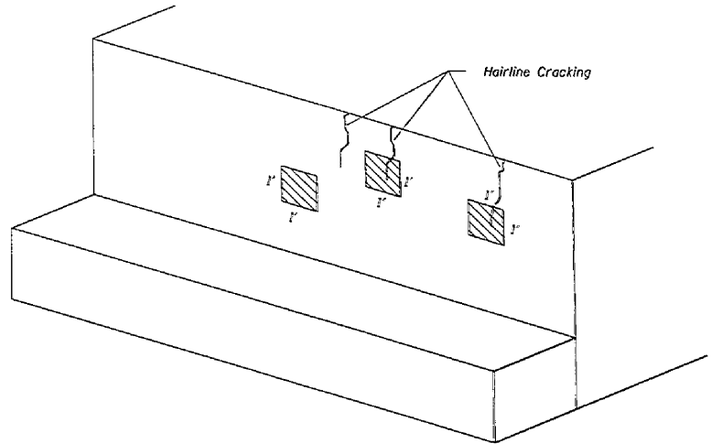
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(57-1,57-2)RS	McLean		
FED. ROAD DIST. NO. 5		ILLINOIS	FED. AID PROJECT=	

SHEET NO. 9
12 SHEETS



BACKWALL & ABUTMENT CAP
NORTH ABUTMENT



BACKWALL & ABUTMENT CAP
SOUTH ABUTMENT

LEGEND

Formed Concrete Repair (≤ 5")

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Formed Concrete Repair (≤5")	Sq. Ft.	6

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Substructure Repair

S.N. 057-0152 (SB)

DATE 03-04-2002

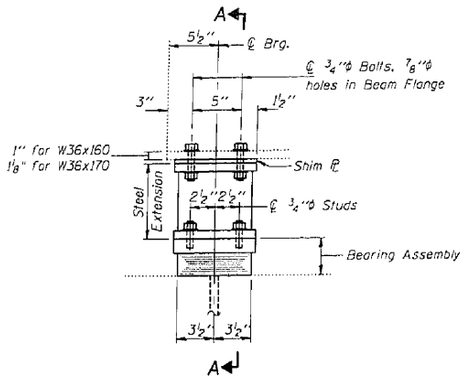
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	(57-1,57-2)RS	McLean	-	
FED. ROAD DIST. NO. 3		ILLINOIS	FED. AID PROJECT-	

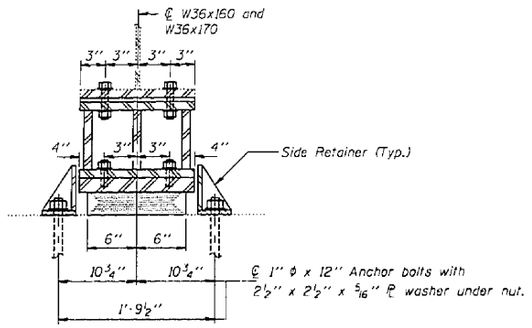
SHEET NO. 10
12 SHEETS

GIRDER REACTIONS

R_1	(K)	26.2
R_4	(K)	38.6
Imp.	(K)	10.2
R (Total)	(K)	75



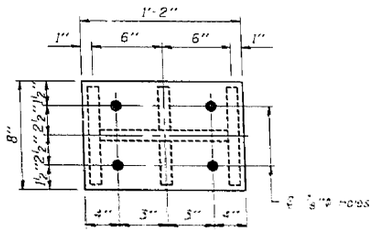
ELEVATION AT SOUTH ABUTMENT



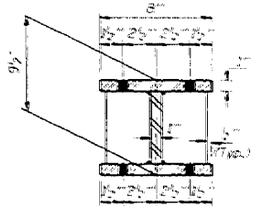
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

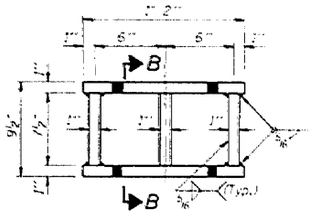
Notes: Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost shall be included in the cost of Furnishing and Erecting Structural Steel.
New steel extensions, side retainers, shim ℄'s, connection bolts, and anchor bolts are included in Furnishing and Erecting Structural Steel.
See Sheet 11 of 12 for Anchor Bolt Installation.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
Min. jack capacity = 38 Tons.



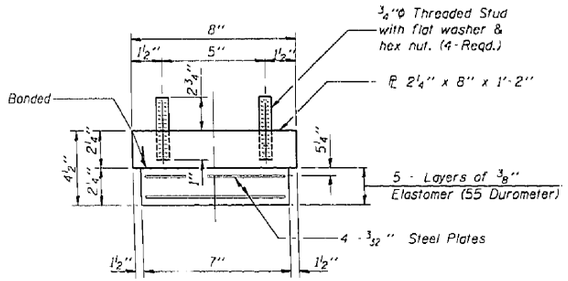
PLAN TOP AND BOTTOM PLATE



SECTION B-B

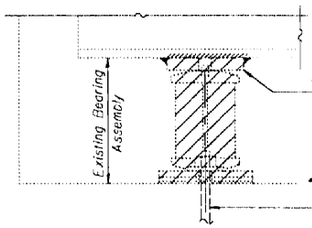


STEEL EXTENSION DETAIL



BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.

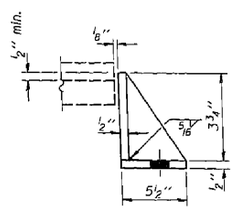


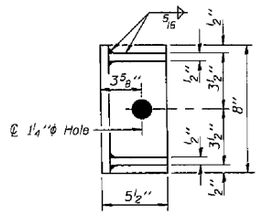
* Existing ℄ to be removed using the air arc method and grind smooth all weld material remaining on the bottom flange.
* Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy.
* Cost shall be included with Jack and Remove Existing Bearings.

EXISTING BEARING REMOVAL DETAIL

Location	** Girder	1	2	3	4	5	6	7	8
South Abutment	Steel Extension	9½"	9½"	9½"	9½"	9½"	9½"	9½"	9½"
	Shim thickness	¼"	⅜"	5/16"	¼"	⅛"	⅜"	¼"	⅛"
North Abutment	Steel Extension	9½"	9½"	9½"	9½"	9½"	9½"	9½"	9½"
	Shim thickness	¼"	½"	¼"	-	¼"	⅞"	⅜"	⅝"

** Girder designation is from East to West





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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	16
Jack and Remove Existing Bearing	Each	16
Furnishing and Erecting Structural Steel	Lbs.	3,090

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL-STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

North & South Abutments
Bearing
S.N. 057-0152 (SB)

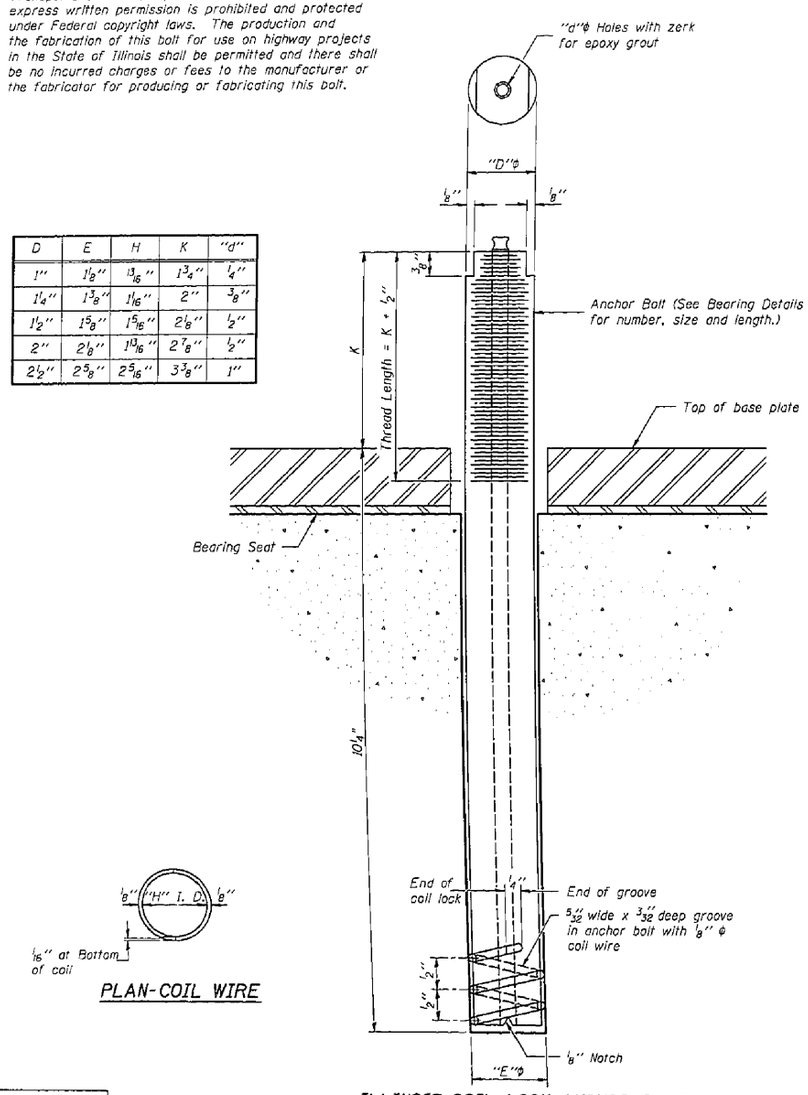
DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	157-1,57-2RS	McLean		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 11
12 SHEETS

D	E	H	K	"d"
1"	1 1/8"	13/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



ILLINOIS COIL-LOCK ANCHOR BOLT

PLAN-COIL WIRE

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
N. Abut.	A307
S. Abut.	A307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

ABB-1 4-20-99

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL-STRUCTURAL ENGINEERS AND SYSTEMS

REVISIONS	
NAME	DATE
DH.FE.	03-04-2002

ILLINOIS DEPARTMENT OF TRANSPORTATION

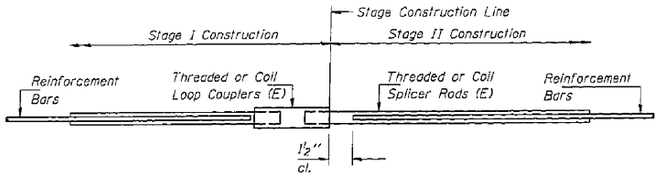
Anchor Bolt Details For Bearings

S.N. 057-0152 (SB)

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

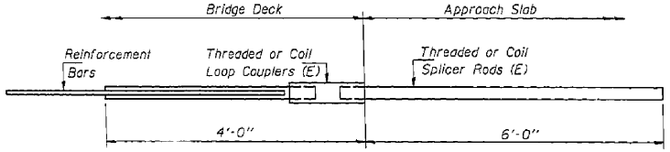
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
U.S. 51 / I.R. 55	157-1.5T-2IRS	McLean		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. 12
12 SHEETS



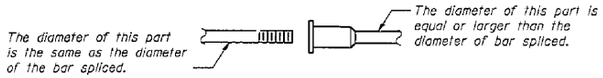
SPLICER DETAIL

Bar Size	No. Assemblies Required	Location
#6	67	Abutments
#7	18	Abutments



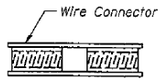
INTEGRAL ABUTMENT BAR SPLICER ASSEMBLY DETAIL FOR #5 BAR

Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 0



ROLLED THREAD DOWEL BAR

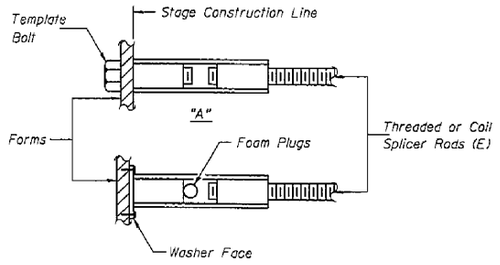
** ONE PIECE



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$

② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times fs_{allow} \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
fs_{allow} = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

BAR SPLICER ASSEMBLIES			
		Strength Requirements	
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

BSD-1 4-30-99

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Bar Splicer
Assembly Detail
S.N. 057-0152 (SB)

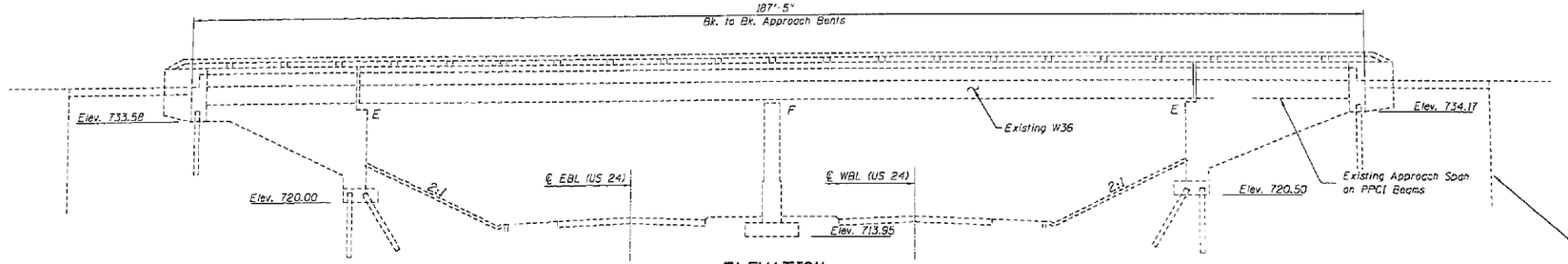
DATE 03-04-2002

BM Z-846 - Standard C. & G.S. Disk
126' West of Pt. 25
Elev. 719.00

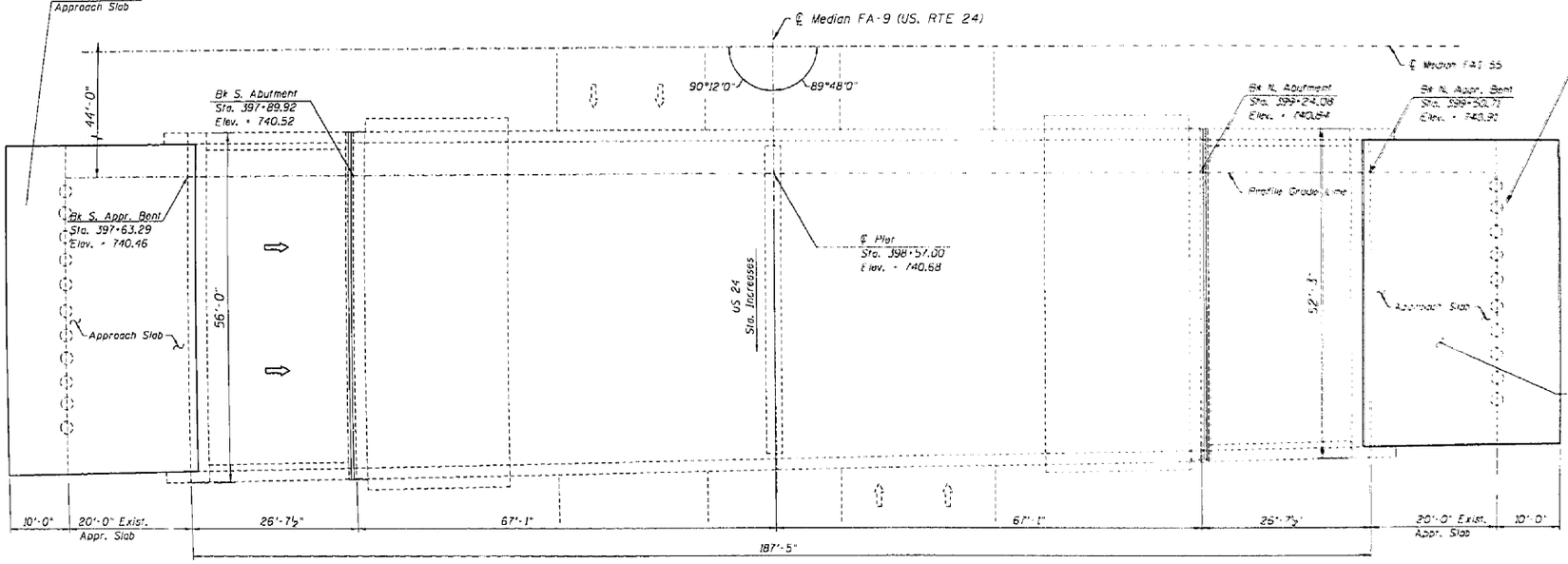
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(57-1,57-2)RS	McLean	205	11
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT-		

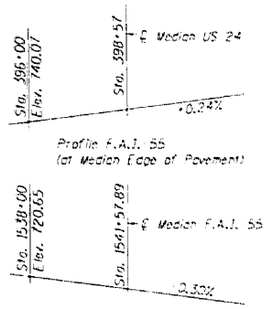
SHEET NO. 1
12 SHEETS



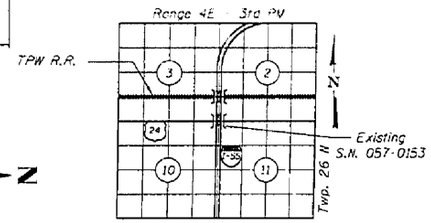
ELEVATION
NORTHBOUND



PLAN
NORTHBOUND



PROFILE GRADE



LOCATION SKETCH

PROPOSED WORK

Remove Existing Bituminous Overlay and Waterproofing Membrane.
Deck Repair.
Place Microsilica Overlay
Replace Abutment Expansion Joints.
Replace Expansion Bearings with Elastomeric Bearings.
Plug Existing Floor Drains.

DESIGN STRESSES (ORIGINAL CONSTRUCTION)

FIELD UNITS

fc = 1,400 psi
fs = 20,000 psi (reinforcement)
fs = 20,000 psi (struc. A-36)
n = 10
Vc = 75 psi ftgs.
fc = 1,200 psi (deck slab)

PRE-CAST-PRESTRESSED UNITS

f'c = 5,000 psi
f'ci = 4,000 psi
f's = 248,000 psi
f'si = 173,600 psi

HIGHWAY CLASSIFICATION

F.A.I. Rte 55 over F.A. 9 (US Rte 24)
Functional Class: Interstate
ADT: 12350 (1999); 24050 (2022)
Design Speed: 70 m.p.h.
Posted Speed: 65 m.p.h.

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

3-4-02
EXPIRES 11-30-02
Applies to Sht. 1 and 12

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL-STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
General Plan
F.A.I. 55 over F.A. 9 (US 24)
Section (57-1, 57-2) RS
McLean County
Sta. 398+57.00
S.N. 057-0153 (NB)

DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(57-1,57-2)RS	McLean		
FED. ROAD DIST. NO. 5		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 2
12 SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yds.	17		17
Concrete Superstructures	Cu. Yds.	23		23
Concrete Bridge Deck Scarification ¼"	Sq. Yds.	982		982
Bar Splicers	Each	50		50
Reinforcement Bars, Epoxy Coated	Lbs.	7,220		7,220
Silicone Joint Sealer, 1½"	Foot	109		109
Plug Existing Deck Drains	Each	4		4
Formed Concrete Repair (≤ 5")	Sq. Ft.		2	2
Furnishing and Erecting Structural Steel	Lbs.	3,480		3,480
Jack and Remove Existing Bearings	Each	18		18
Elastomeric Bearing Assembly, Type I	Each	18		18
Bridge Deck Microsilica Concrete Overlay	Sq. Yds.	982		982
Bituminous Concrete Removal (Deck)	Sq. Yds.	1,054		1,054
Deck Slab Repair (Partial Depth)	Sq. Yds.	5		5
Polymer Concrete	Cu. Ft.	7.4		7.4
Bridge Deck Grooving	Sq. Yds.	1007		1007
Protective Coat	Sq. Ft.	105		105

GENERAL NOTES

1. All structural steel shall conform to AASHTO Classification M 270 Gr. 36 unless otherwise noted.
2. All new structural steel shall be shop painted with Inorganic zinc rich primer per AASHTO M300, Type I. The cost shall be included in the cost of Furnishing and Erecting Structural Steel.
3. The existing structural steel contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.
4. Reinforcement bars shall conform to the requirements of AASHTO M 31, M 42, or M 53 Grade 60.
5. Prior to pouring the new concrete deck, all loose rust, loose mill scale, and other loose potentially detrimental foreign material shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering removal of the existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall also be removed from the surfaces of the beams or girders in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04 of the Standard Specifications.
6. Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50 degrees Fahrenheit.
7. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make adjustments. Variations shall not be cause for additional compensation for a change in the scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
8. Fasteners shall be high strength bolts. Bolts ¾" Φ open holes $^{13}/_{16}$" Φ, unless otherwise noted.
9. Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal shall be replaced with an approved bar splicer or anchorage system. Cost included with Concrete Removal.
10. Existing structural steel shall only be cleaned as required by the Special Provision "Cleaning and Painting Adjacent Areas of Existing Steel Structures".

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Total Bill of Materials
&
General Notes
S.N. 057-0153 (NB)

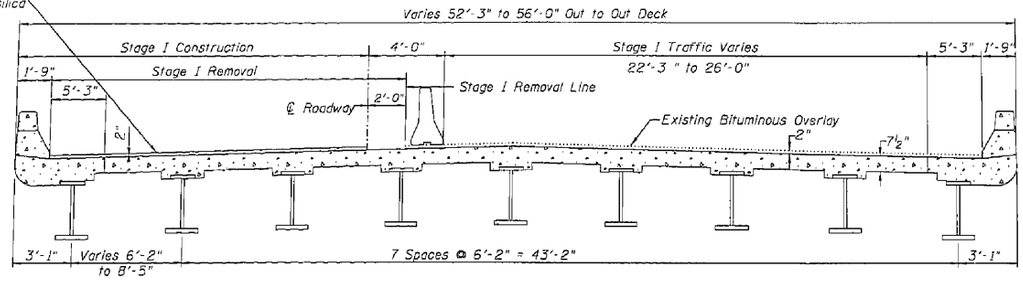
DATE 03-04-2002

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
U.S. Rt. / F.A.	55	(57-1,57-2)RS	McLean	
FED. ROAD DIST. NO. 5		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 3
12 SHEETS

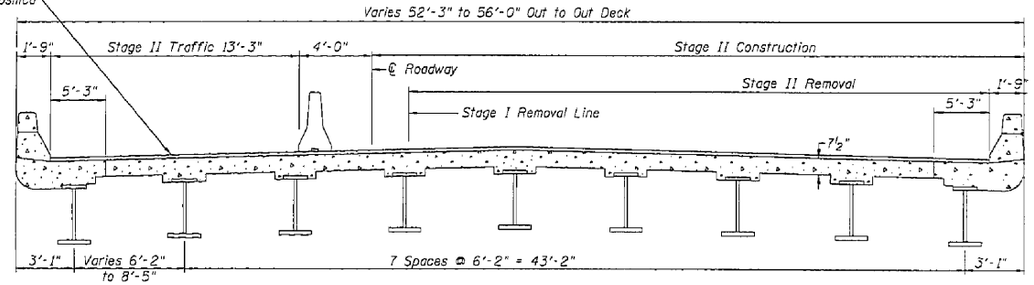
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Bituminous Concrete Removal (deck)
Concrete Bridge Deck Scarification ¼"
and Proposed 2¼" Bridge Deck Microsilica
Concrete Overlay.
Bridge Deck Grooving



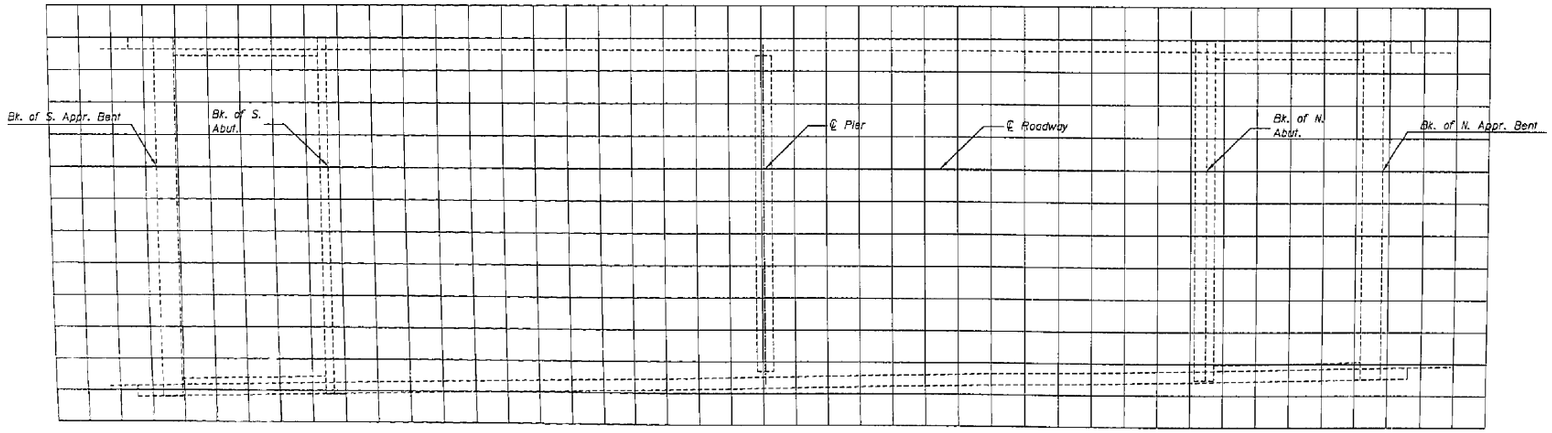
CROSS-SECTION STAGE I
LOOKING NORTH

Bituminous Concrete Removal (deck)
Concrete Bridge Deck Scarification ¼"
and Proposed 2¼" Bridge Deck Microsilica
Concrete Overlay.
Bridge Deck Grooving



CROSS-SECTION STAGE II
LOOKING NORTH

NOTE: For areas of required deck patching see sheet 4 of 11.



DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

DECK SLAB REPAIR RECORD
NORTHBOUND

NOTE: The Engineer shall mark the actual Deck Slab Repair Areas as part of the As-Built Plans.

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS
AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

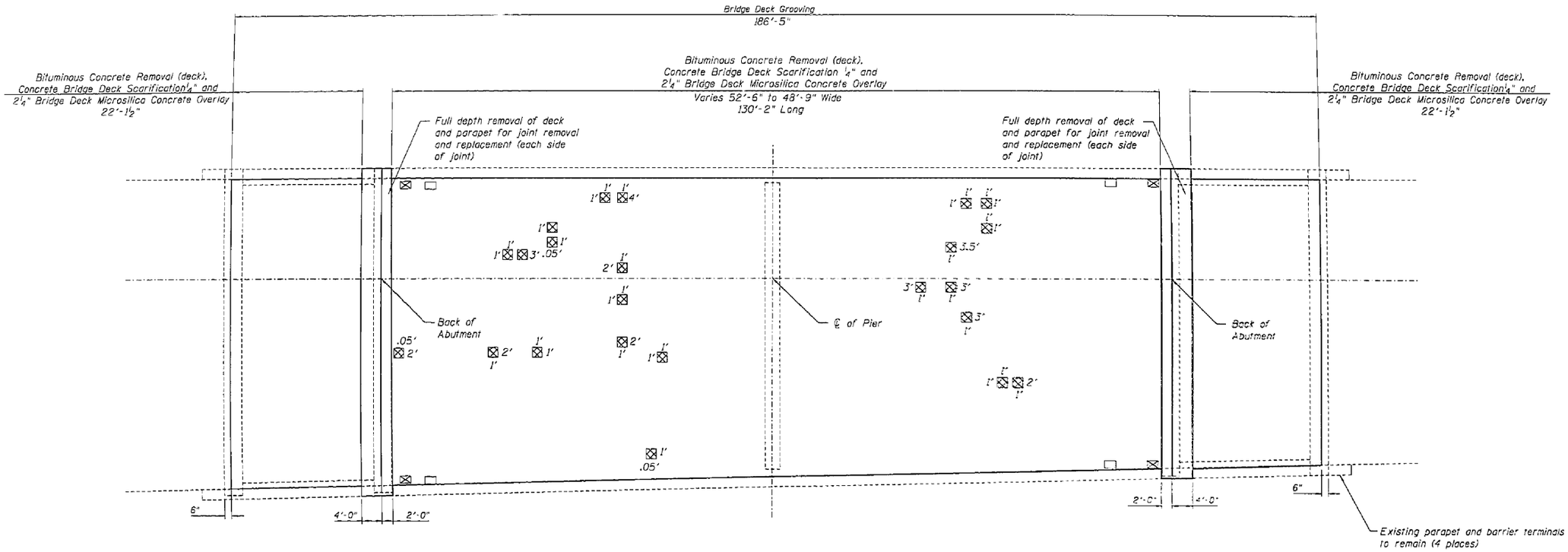
Cross Section
Staging Detail & Deck Slab Repair
Record
S.N. 057-0153 (NB)

DATE 03-01-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 55	(57-1,5T-2)RS	McLean	205	118
FED. ROAD DIST. NO. 5	ILLINOIS	FED. AID PROJECT		

SHEET NO. 4
12 SHEETS



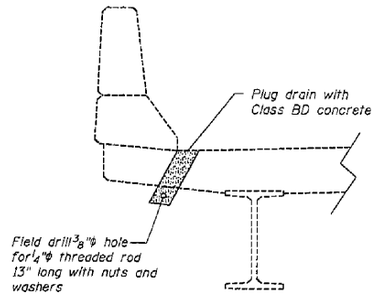
DECK SLAB REPAIR PLAN

LEGEND

- Deck Slab Repair (Partial Depth)
- Plug Existing Deck Drain
- Existing Deck Drain To Remain

Note:

The amount of patching quantities shown above are all results of infrared and ground penetrating radar survey performed on 6/22/99.



DRAIN ELIMINATION DETAIL

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bridge Deck Microsilica Concrete Overlay	Sq. Yds.	982
Deck Slab Repair (partial Depth)	Sq. Yds.	5
Bituminous Concrete Removal (Deck)	Sq. Yds.	1,054
Concrete Bridge Deck Scarification 1/4"	Sq. Yds.	982
Plug Existing Deck Drain	Each	4
Bridge Deck Grooving	Sq. Yds.	1007

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Deck Slab Repair and Drain Elimination Detail

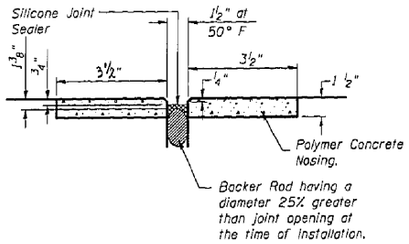
S.N. 057-0153 (NB)

DATE 03-04-2002

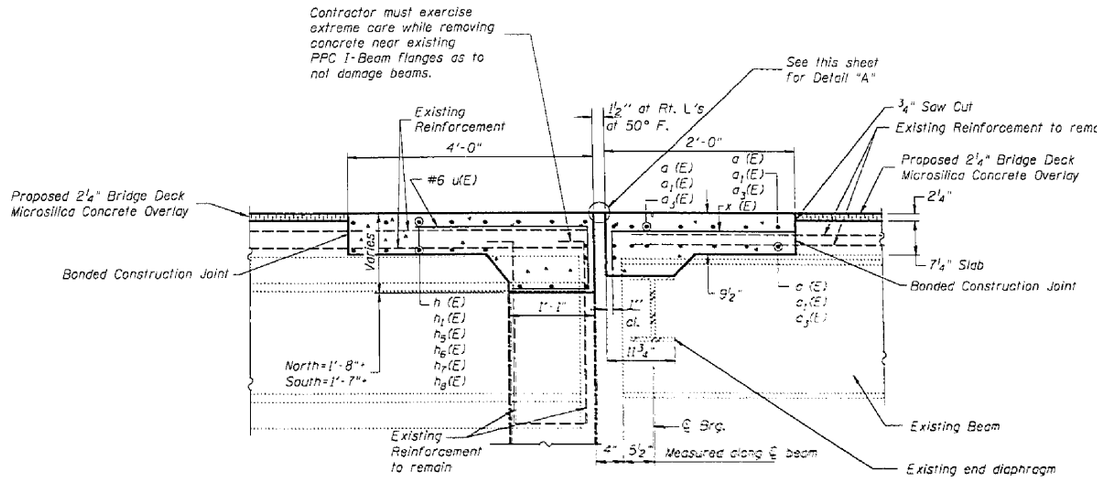
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	157-1,57-2RS	McLean		
FED. ROAD DIST. NO. 5	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 5
12 SHEETS



SILICONE JOINT SEALER DETAIL "A"



SECTION A-A AT JOINT AND DECK REPLACEMENT

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Silicone Joint Sealer 1½"	Foot	109
Polymer Concrete	Cu. Ft.	7.4
Concrete Removal	Cu. Yds.	17
Concrete Superstructures	Cu. Yds.	23
Protective Coat	Sq. Yds.	74

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Deck Separation Repair Details

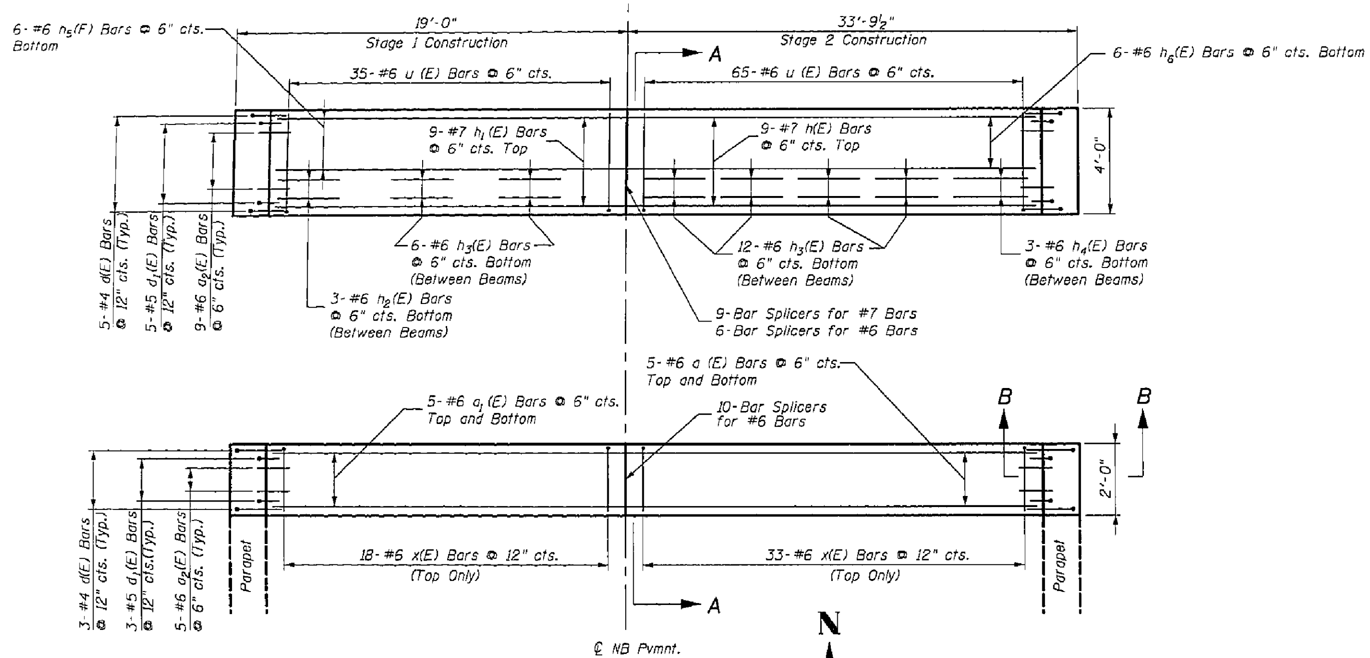
S.N. 057-0153 (NB)

DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	(57-1,57-2)RS	McLean		

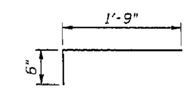
SHEET NO. 6
12 SHEETS



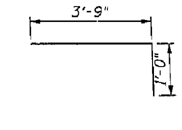
PLAN AT NORTH ABUTMENT

See Sheet 5 of 12 For Section A-A At Joint and Deck Replacement

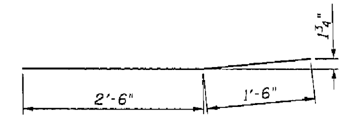
N



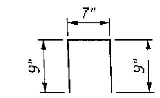
BAR x (E)



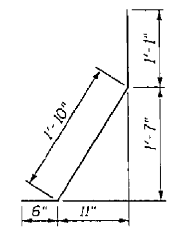
BAR u (E)



BAR a_2 (E)



BAR d_2 (E)



BAR d_1 (E)

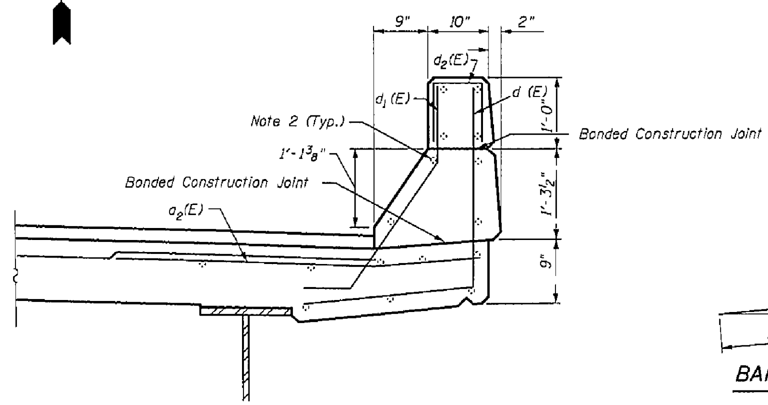
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a (E)	10	#6	32'-9½"	
a_1(E)	10	#6	18'-0"	
a_2(E)	28	#6	4'-0"	
d (E)	16	#4	4'-7"	
d_1(E)	16	#5	3'-5"	
d_2(E)	8	#4	2'-1"	
h (E)	9	#7	32'-9½"	
h_1(E)	9	#7	18'-0"	
h_2(E)	3	#6	5'-9"	
h_3(E)	18	#6	5'-9"	
h_4(E)	3	#6	6'-0"	
h_5(E)	6	#6	18'-0"	
h_6(E)	6	#6	32'-9½"	
u (E)	100	#6	4'-9"	
x (E)	51	#6	2'-3"	
Reinforcement Bars, (Epoxy Coated)			Lbs.	3,530

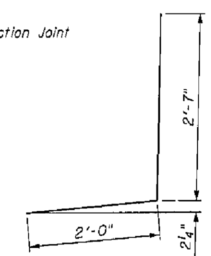
Reinforcement Bars designated (E) shall be epoxy coated.

NOTES

1. The limits of all concrete removal shall be saw cut ¾" into concrete.
2. Existing longitudinal bars in deck and vertical bars in abutment back wall extending into the removed area shall be cleaned, straightened and incorporated in the new construction.
3. Existing parapet reinforcement extending into the removed area shall be cleaned, straightened, and incorporated into the new construction.
4. The removal and replacement of concrete at the abutment stem, parapet and deck will be paid for as concrete removal and concrete superstructure.
5. The parapet shall be removed on the deck side and approach side as shown.
6. The aluminum railing post shall be temporarily removed and re-erected in the areas of parapet removal. Cost included with Concrete Superstructure. Any portion of railing that is damaged during construction shall be replaced at the Contractor's expense. (See Sheet 8 of 12 for details)
7. Two (2) d (E) Bars shall be set in parapet under each rail post.



SECTION B - B AT PARAPET REPLACEMENT



BAR d (E)

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

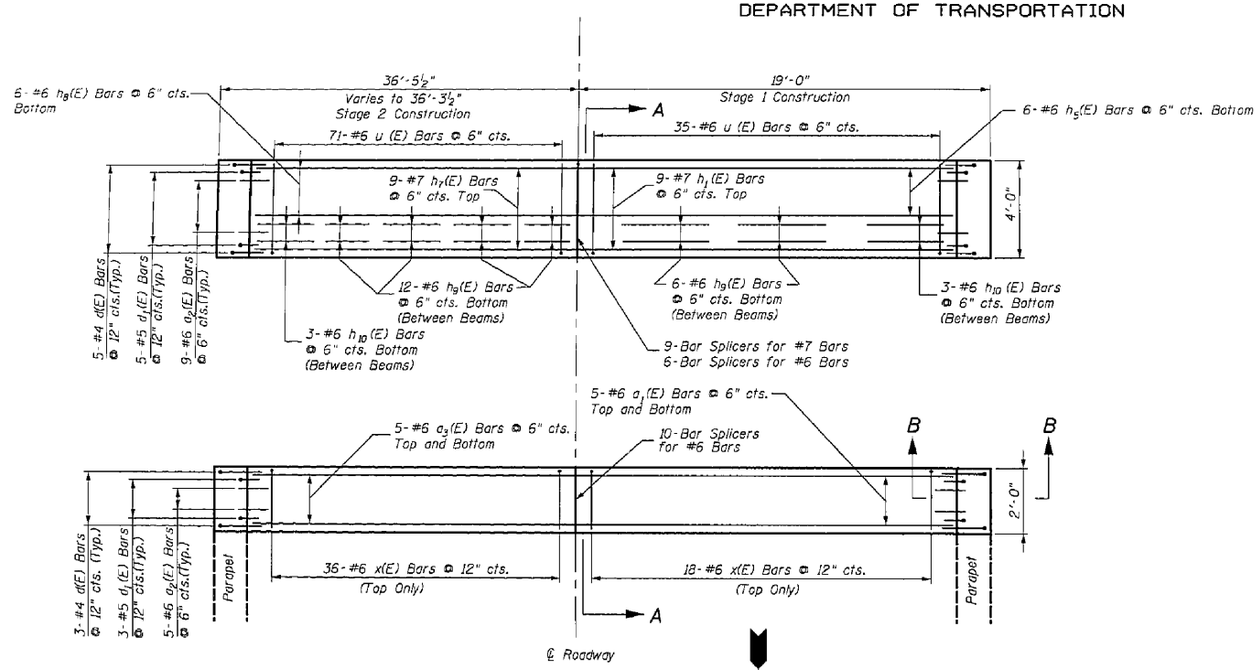
Expansion Joint Replacement at North Abutment

S.N. 057-0153 (NB)

DATE 03-04-2002

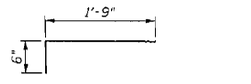
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 55	(57-1,57-2)RS	McLean		7
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT:		12 SHEETS

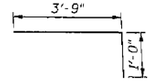


PLAN AT SOUTH ABUTMENT

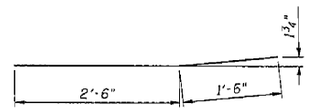
See Sheet 5 of 12 For Section A-A At Joint and Deck Replacement



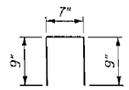
BAR x (E)



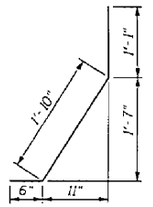
BAR u (E)



BAR a_2 (E)



BAR d_2 (E)



BAR d_1 (E)

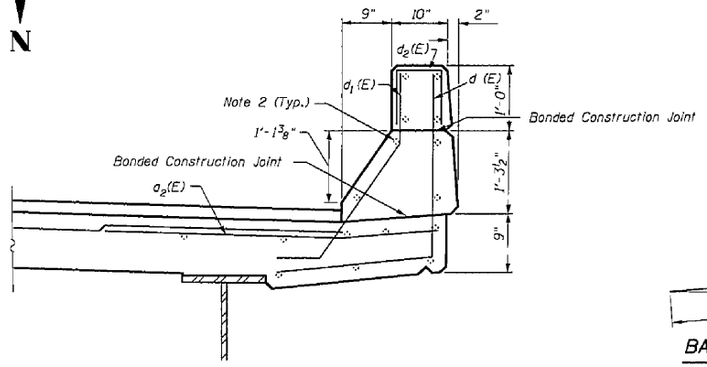
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_1(E)	10	#6	18'-0"	
a_2(E)	28	#6	4'-0"	
a_3(E)	10	#6	35'-5½"	
d (E)	16	#4	4'-7"	
d_1(E)	16	#5	3'-5"	
d_2(E)	8	#4	2'-1"	
h_1(E)	9	#7	18'-0"	
h_5(E)	6	#6	18'-0"	
h_7(E)	9	#7	35'-5½"	
h_8(E)	6	#6	35'-5½"	
h_9(E)	18	#6	5'-4"	
h_{10}(E)	6	#6	6'-1"	
u (E)	106	#6	4'-9"	
x (E)	54	#6	2'-3"	
Reinforcement Bars. (Epoxy Coated)		Lbs.	3,690	

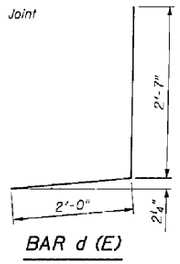
Reinforcement Bars designated (E) shall be epoxy coated

NOTES

1. The limits of all concrete removal shall be saw cut ¾" into concrete.
2. Existing bend vertical bars in abutment back wall extending into the removed area shall be cleaned, straightened and incorporated in the new construction.
3. Existing parapet reinforcement extending into the removed area shall be cleaned, straightened, and incorporated into the new construction.
4. The removal and replacement of concrete at the abutment stem, parapet and deck will be paid for as concrete removal and concrete superstructure.
5. The parapet shall be removed on the deck side and approach side as shown.
6. The aluminum railing post shall be temporarily removed and re-erected in the areas of parapet removal. Cost included with Concrete Superstructures. Any portion of railing that is damaged during construction shall be replaced at the Contractor's expense. (See Sheet 8 of 12 for details)
7. Two (2) d_2(E) Bars shall be set in parapet under each rail post.



SECTION B - B AT PARAPET REPLACEMENT



BAR d (E)

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJM
CHECKED	MPF

SMITH ENGINEERING CONSULTANTS, INC. CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Expansion Joint Replacement at South Abutment

S.N. 057-0153 (NB)

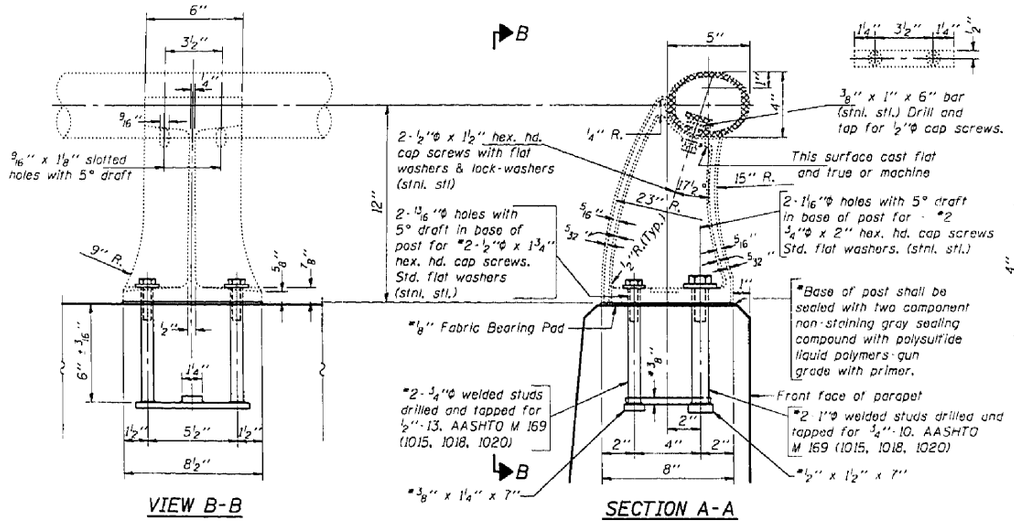
DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	(57-1,57-2)RS	McLean		
FED. ROAD DIST. NO. 5	ILLINOIS	FED. AID PROJECT=		

SHEET NO. 8
12 SHEETS

Notes: All Posts shall be normal to parapet.
All joints in rail shall be spliced per detail.
Provide 1-1/8" and 2-1/16" Aluminum Shims for 25% of the Posts.
Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.
This information is included for the contractor to use to replace portions of the Rail, Rail Post and Anchorage devices damaged during parapet removal. Cost of replacement shall be included with Concrete Superstructures.
Horizontal rail elements & rail posts shown are for information only.

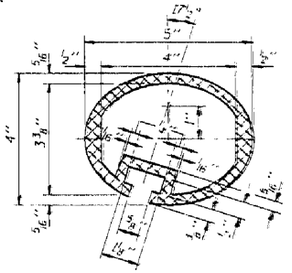


VIEW B-B

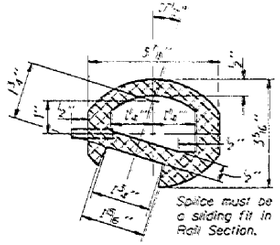
SECTION A-A

RAIL POST DETAILS

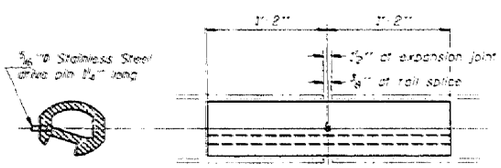
* New Rail Post anchorage devices will be required at each location where posts are connected to new construction. Cost shall be included with Removing and Re-erecting Existing Railing.



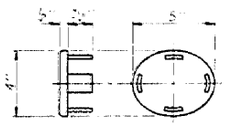
SEC. THRU ELLIPTICAL RAIL SECTION



SEC. THRU SPLICE



RAIL SPLICE



CAST END CAP
DRIVE FIT TYPE

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

RIT/REPS 1-27-2000

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Aluminum Railing Details

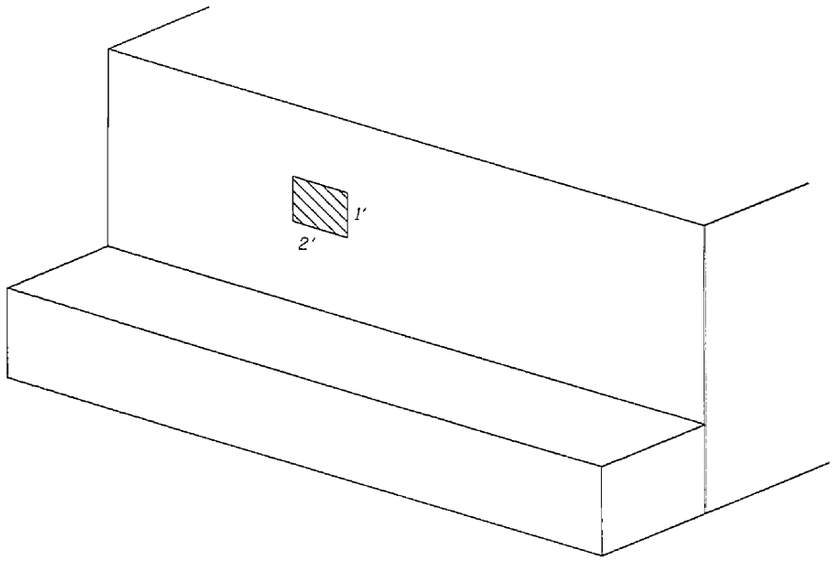
S.N. 057-0153

DATE - 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(57-1,57-2)RS	McLean	12	9
FED. ROAD DIST. NO. 5		ILLINOIS	FED. AID PROJECT=	

SHEET NO. 9
12 SHEETS



LEGEND

Formed Concrete Repair (≤ 5")

BACKWALL & ABUTMENT CAP
SOUTH ABUTMENT

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Formed Concrete Repair (≤5")	Sq. Ft.	2

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Substructure Repair

S.N. 057-0153 (NB)

DATE 03-04-2002

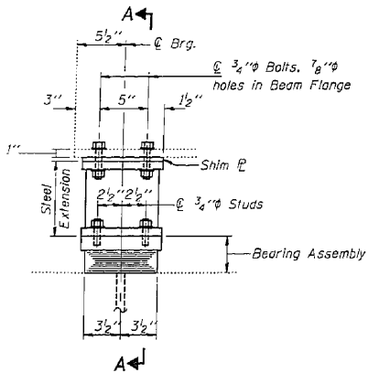
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. - 55	(57-1,57-2)RS	McLean		
FED. ROAD DIST. NO. 5		ILLINOIS	FED. AID PROJECT-	

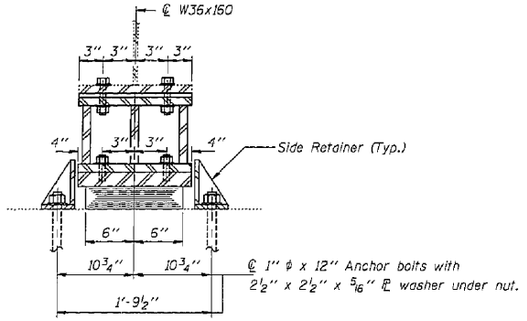
SHEET NO. 10
12 SHEETS

GIRDER REACTIONS

$R_{\mathcal{Q}}$	(K)	25.5
$R_{\mathcal{E}}$	(K)	36.4
Imp.	(K)	9.6
R (Total)	(K)	71.5

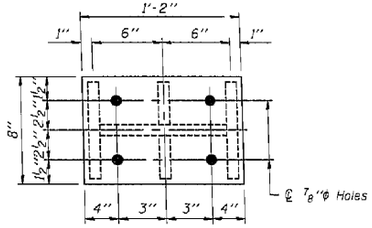


ELEVATION AT SOUTH ABUTMENT



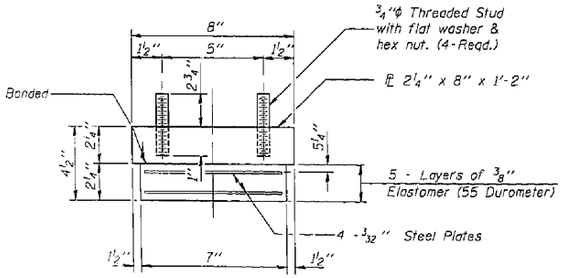
SECTION A-A

Notes: Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost shall be included in the cost of Furnishing and Erecting Structural Steel.
New steel extensions, side retainers, shim ℄'s, connection bolts, and anchor bolts are included in Furnishing and Erecting Structural Steel.
See Sheet 11 of 12 for Anchor Bolt installation.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
Min. jack capacity = 38



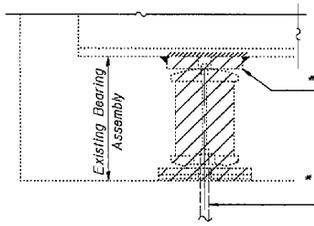
PLAN TOP AND BOTTOM PLATE

TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.

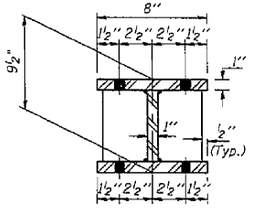


* Existing ℄ to be removed using the air-arc method and grind smooth all weld material remaining on the bottom flange.

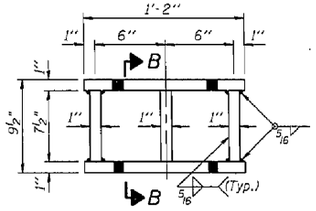
* Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy.

* Cost shall be included with Jack and Remove Existing Bearings.

EXISTING BEARING REMOVAL DETAIL



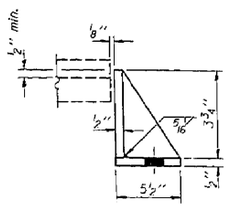
SECTION B-B

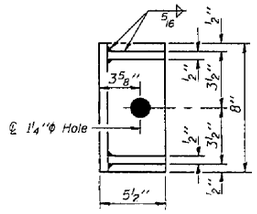


STEEL EXTENSION DETAIL

Location	** Girder	1	2	3	4	5	6	7	8	9
South Abutment	Steel Extension	9½"	9½"	9½"	9½"	9½"	9½"	9½"	9½"	9½"
	Shim thickness	⅜"	½"	⅜"	-	-	-	¼"	½"	⅜"
North Abutment	Steel Extension	9½"	9½"	9½"	9½"	9½"	9½"	9½"	9½"	9½"
	Shim thickness	¾"	⅝"	⅜"	⅜"	½"	½"	⅜"	⅛"	⅜"

** Girder designation is from East to West





SIDE RETAINER

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	18
Jack and Remove Existing Bearing	Each	18
Furnishing and Erecting Structural Steel	Lbs.	3,480

DESIGNED	JMW
CHECKED	PGD
DRAWN	WJH
CHECKED	NRP

SMITH ENGINEERING CONSULTANTS, INC.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

North & South Abutment Bearings
S.N. 057-0153 (NB)

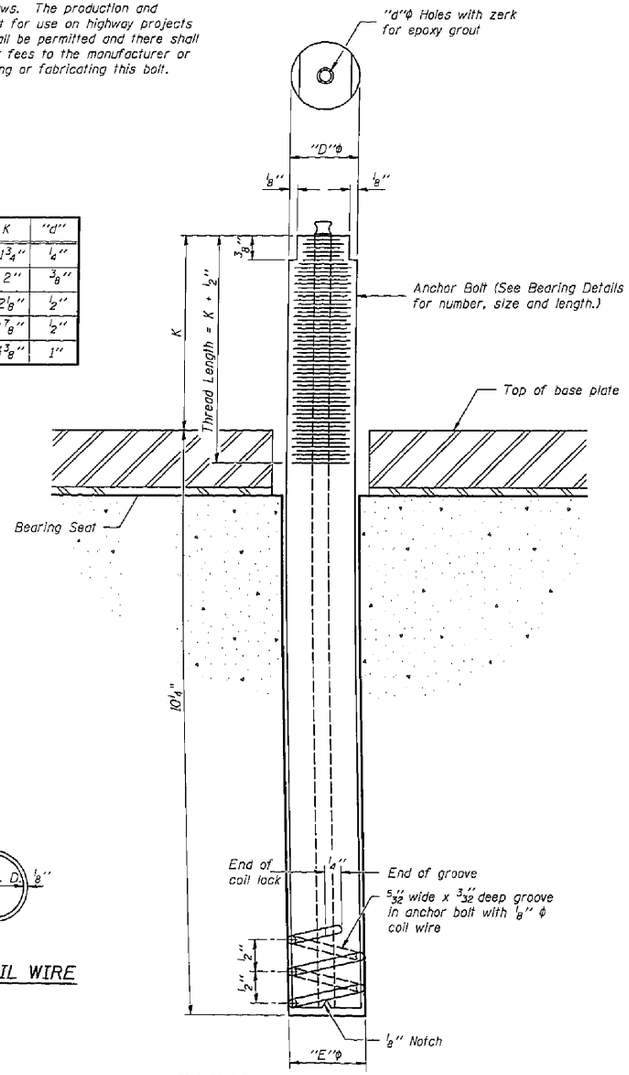
DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

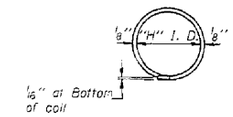
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. Rte. 55	(57-1,57-2)RS	McLean		
FED. ROAD DIST. NO. 3		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 11
12 SHEETS

D	E	H	K	"d"
1"	1 1/8"	13/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



ILLINOIS COIL-LOCK ANCHOR BOLT



PLAN-COIL WIRE

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
N. Abut.	A307
S. Abut.	A307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

ABB-1 4-30-99

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL-STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

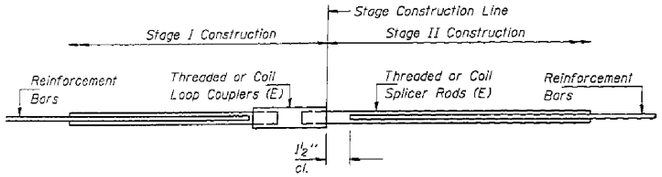
Anchor Bolt Details For Bearings

S.N. 057-0153 (NB)

DATE 03-04-2002

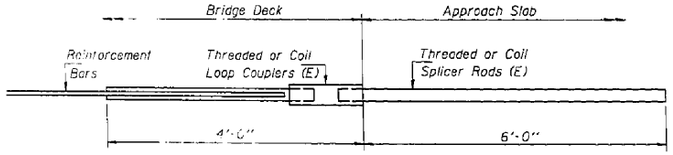
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 55	(57-1,57-2)RS	McLean	12	12
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		



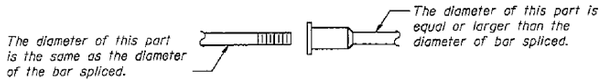
SPLICER DETAIL

Bar Size	No. Assemblies Required	Location
#6	32	Abutments
#7	18	Abutments



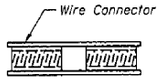
INTEGRAL ABUTMENT BAR SPLICER ASSEMBLY DETAIL FOR #5 BAR

Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 0



ROLLED THREAD DOWEL BAR

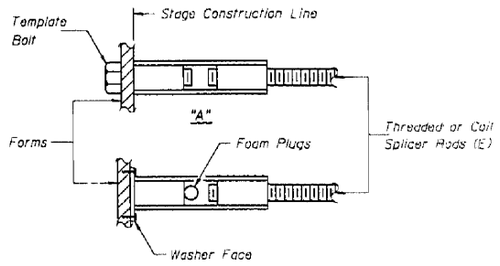
** ONE PIECE



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) ≥ $1.25 \times f_y \times A_s$

② Minimum *Pull-out Strength (Tension in kips) ≥ $1.25 \times f_{s_{allow}} \times A_s$

Where f_y = Yield strength of lapped reinforcement bars in ksi.

$f_{s_{allow}}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)

A_s = Tensile stress area of lapped reinforcement bars.

* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements: Min. Capacity kips - tension	Strength Requirements: Min. Pull Out Strength kips - tension
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

BSD-1 4-30-99

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL-STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Bar Splicer Assembly Detail
S.N. 057-0153 (NB)

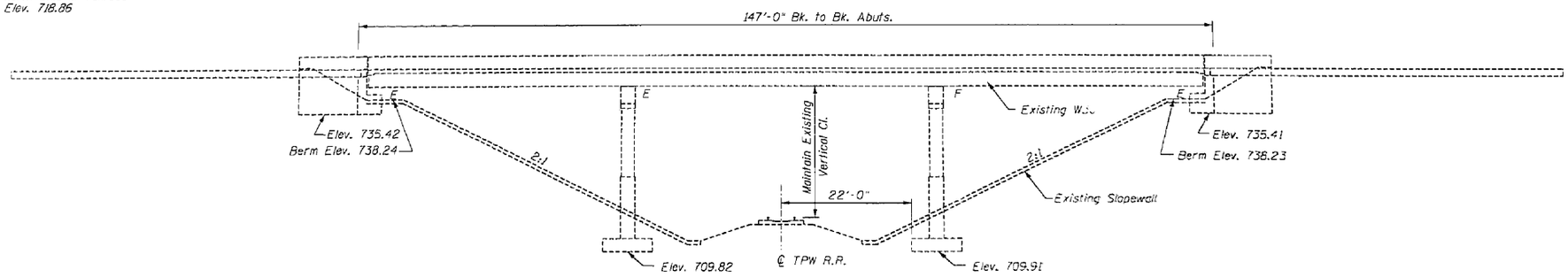
DATE 03-04-2002

B.M. #144 R.P. Spike in power pole on 2nd pole west of Rte. 55, North Side of railroad
Elev. 718.86

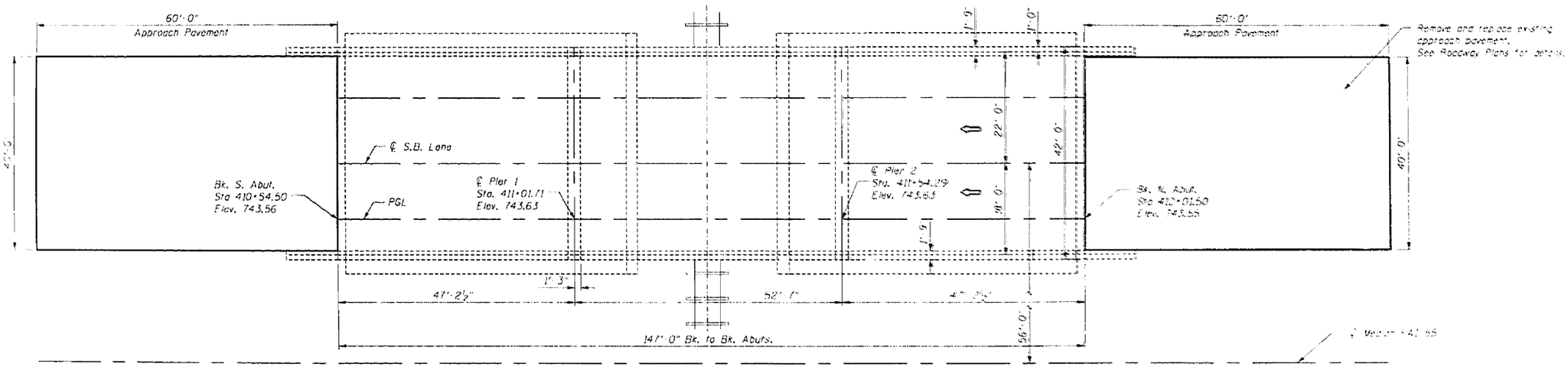
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(57-1,57-2)RS	McLean	205	1
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 1
14 SHEETS



ELEVATION

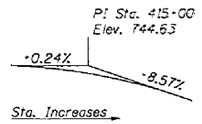


PLAN

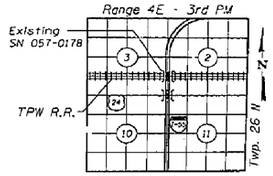
PROPOSED WORK

Remove bituminous concrete overlay and waterproofing.
Repair separation between bridge deck and steel beams at abutments by removing a 10 foot portion of the deck at each abutment, welding shear studs to the exposed beams, and replacing the deck.
Overlay remaining deck areas with microsilica concrete.
Replace abutment bearings with elastomeric bearings.
Repair areas of delamination in north pier cap.
Repair areas of delamination on both abutments.
Epoxy seal cracks on the north abutment cap and backwall.
Replace expansion joints.
Remove and replace areas of slopewall failure.
Repair gap at abutments and slopewall with CLSM.
Plug drains within 10' of piers and abutments.
Extend drains below bottom flanges of beams.

HIGHWAY CLASSIFICATION



PROFILE GRADE F.A.I. 55



LOCATION SKETCH

DESIGN STRESSES (ORIGINAL CONSTRUCTION)

FIELD UNITS

f_c = 1,200 psi (Deck Slab)
f_c = 1,400 psi (Curb, Parapet, Sub)
f_s = 20,000 psi (Reinforcement)
f_s = 20,000 psi (Structural Steel)
v_c = 75 psi (Ftgs)
n = 10

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

Kenneth G. Davis 3-4-02
EXPIRES 11-30-02
APPROVED FOR SH. 1 7/30/14

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

General Plan & Elevation
F.A.I. Rt. 55 Over TPW R.R.
(Sec 57-1, 57-2)RS
McLean County
Sta. 411+28.42
S.N. 057-0178 (SB)

DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.S. 55	(57-1,5T-2)RS	McLean		
FED. ROAD DIST. NO. 9	ILLINOIS	FED. AID PROJECT=		

SHEET NO. 2
14 SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yds.	29.8		29.8
Concrete Superstructures	Cu. Yds.	34.8		34.8
Concrete Bridge Deck Scarification 1/4"	Sq. Yds.	543		543
Bar Splicers	Each	70		70
Reinforcement Bars, Epoxy Coated	Lbs.	7,880		7,880
Silicone Joint Sealer, 1½"	Foot	42		42
Silicone Joint Sealer, 2 "	Foot	42		42
Floor Drain Extension	Each	12		12
Plug Existing Deck Drain	Each	12		12
Formed Concrete Repair (≤ 5")	Sq. Ft.		127	127
Slopewall Repair	Sq. Yds.		22.1	22.1
Epoxy Crack Sealing	Foot		5	5
Controlled Low Strength Material (CLSM)	Cu. Yds.		0.2	0.2
Furnishing and Erecting Structural Steel	Lbs.	2,410		2,410
Jack and Remove Existing Bearings	Each	12		12
Elastomeric Bearing Assembly, Type I	Each	6		6
Elastomeric Bearing Assembly, Type II	Each	6		6
Bridge Deck Microsilica Concrete Overlay	Sq. Yds.	543		543
Bituminous Concrete Removal (Deck)	Sq. Yds.	629		629
Stud Shear Connectors	Each	468		468
Polymer Concrete	Cu. Ft.	5.6		5.6
Bridge Deck Grooving	Sq. Yds.	596		596
Protective Coat	Sq. Yds.	106		106

GENERAL NOTES

1. All structural steel shall conform to AASHTO Classification M-270 Gr. 36 unless otherwise noted
2. All new structural steel shall be shop painted with Inorganic zinc rich primer per AASHTO M300, Type I. The cost shall be included in the cost of Furnishing and Erecting Structural Steel.
3. The existing structural steel contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.
4. Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42, or M-53 Grade 60.
5. Prior to pouring the new concrete deck, all loose rust, loose mill scale, and other loose potentially detrimental foreign material shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering removal of the existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall also be removed from the surfaces of the beams or girders in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04 of the Standard Specifications.
6. Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50 degrees Fahrenheit.
7. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make adjustments. Variations shall not be cause for additional compensation for a change in the scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
8. Fasteners shall be high strength bolts. Bolts $\frac{3}{4}$" ϕ, open holes $\frac{13}{16}$" ϕ, unless otherwise noted.
9. The area along the slopewalls as determined by the engineer should be cleared of vegetation, bushes, saplings, etc. according to Section 201 of the Standard Specs.
10. Existing structural steel shall only be cleaned as required by the Special Provision "Cleaning and Painting Adjacent Areas of Existing Steel Structures."

DESIGNED	KMA
CHECKED	ROD
DRAWN	WJH
CHECKED	NAF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

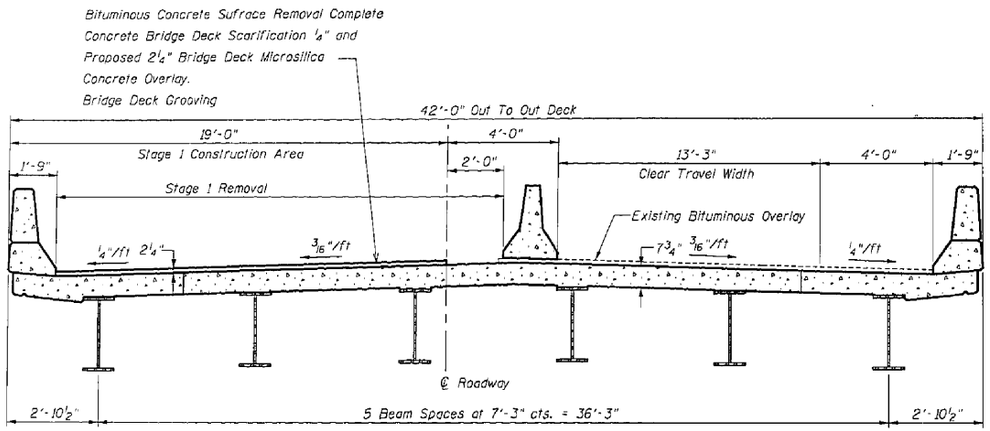
Total Bill of Materials
&
General Notes
S.N. 057-0178 (SB)

DATE 03-04-7102

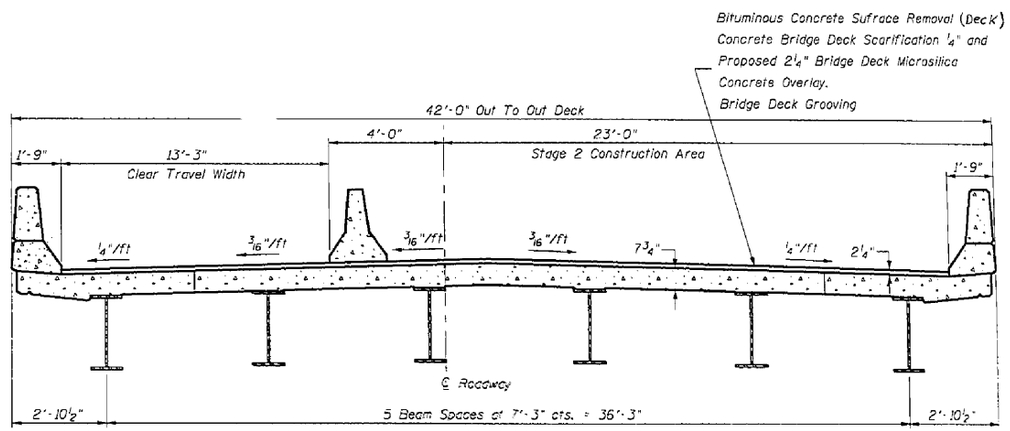
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.R.S. 55	157-1,57-2IRS	McLean	14	3
FED. ROAD CONT. NO. 3	ILLINOIS	FED. AID PROJECT-		

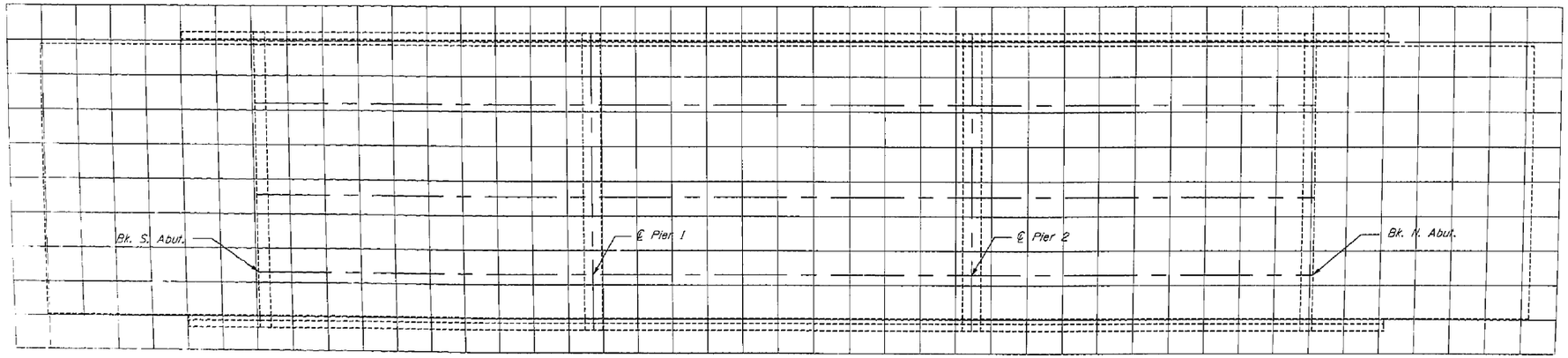
SHEET NO. 3
14 SHEETS



CROSS-SECTION STAGE 1
(LOOKING SOUTH)



CROSS-SECTION STAGE 2
(LOOKING SOUTH)



DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

Note: Deck slab repair record is provided for tracking purposes only. Based on testing results, no area of deck slab repair are anticipated.

DECK SLAB REPAIR RECORD
SOUTHBOUND

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Cross Section, Staging Details, And Deck Slab Repair Record

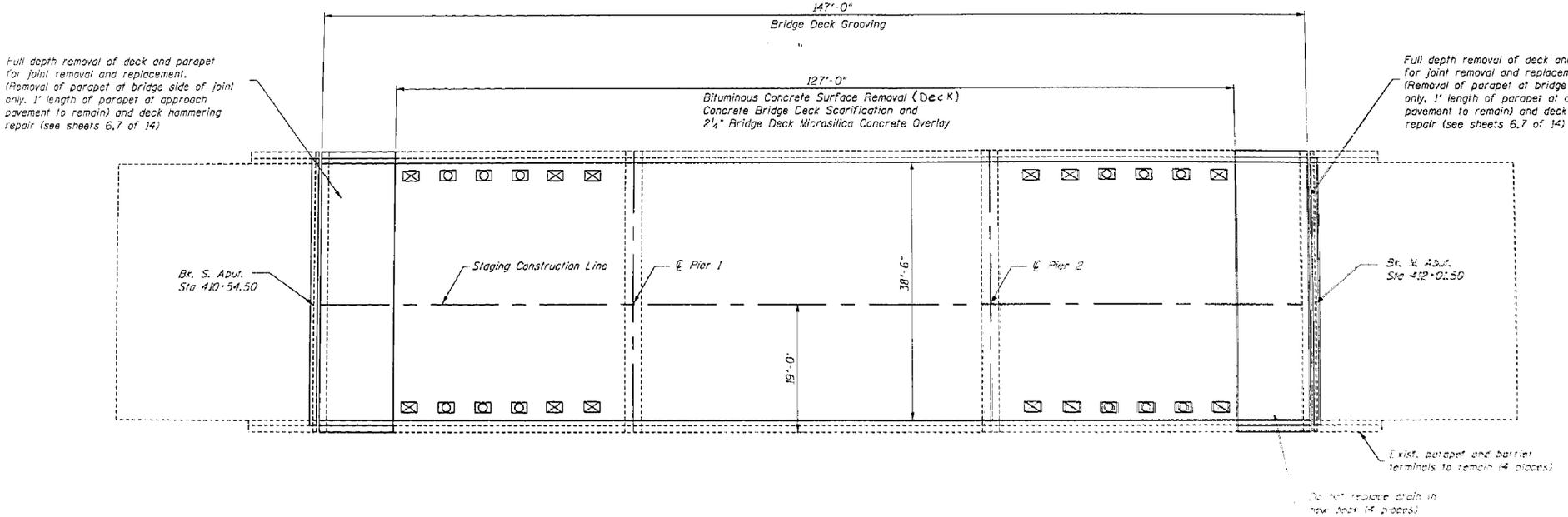
S.N. 057-0178 (SB)

DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(57-1,57-2)RS	McLean	14	4
FED. ROAD DIST. NO. 5	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 4
14 SHEETS



DECK SLAB REPAIR PLAN

LEGEND

Exist. floor drain to be extended

Exist. floor drain to be plugged

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Bridge Deck Microsilica Concrete Overlay	Sq. Yds.	543
Bituminous Concrete Surface Removal Complete	Sq. Yds.	629
Concrete Bridge Deck Scarification ¼"	Sq. Yds.	543
Bridge Deck Grooving	Sq. Yds.	596

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL, STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Deck Slab Repair

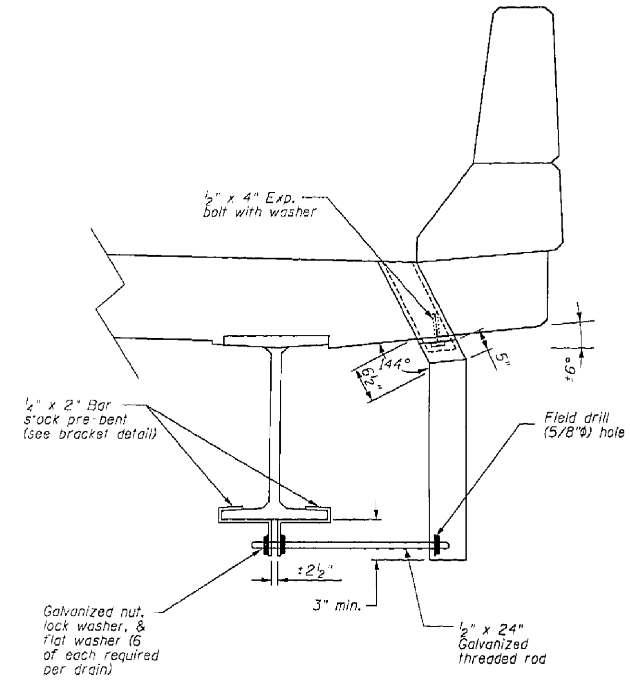
S.N. 057-0178 (SB)

DATE 03-04-2002

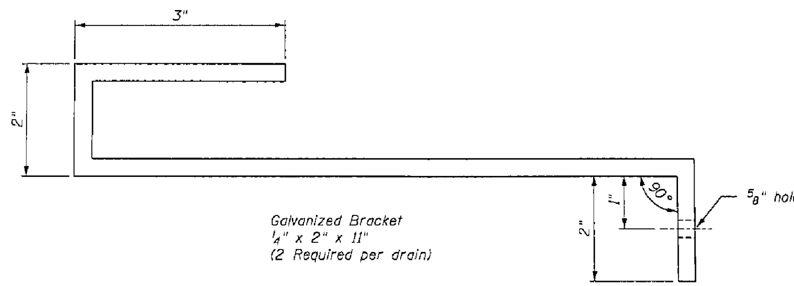
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(57-1,57-2)RS	McLean		
FED. ROAD DIST. NO. 5		ILLINOIS FED. AID PROJECT		

SHEET NO. 5
14 SHEETS



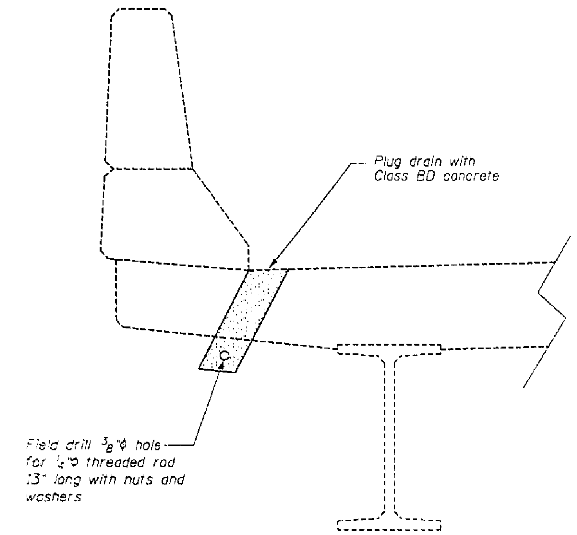
SECTION AT DRAIN



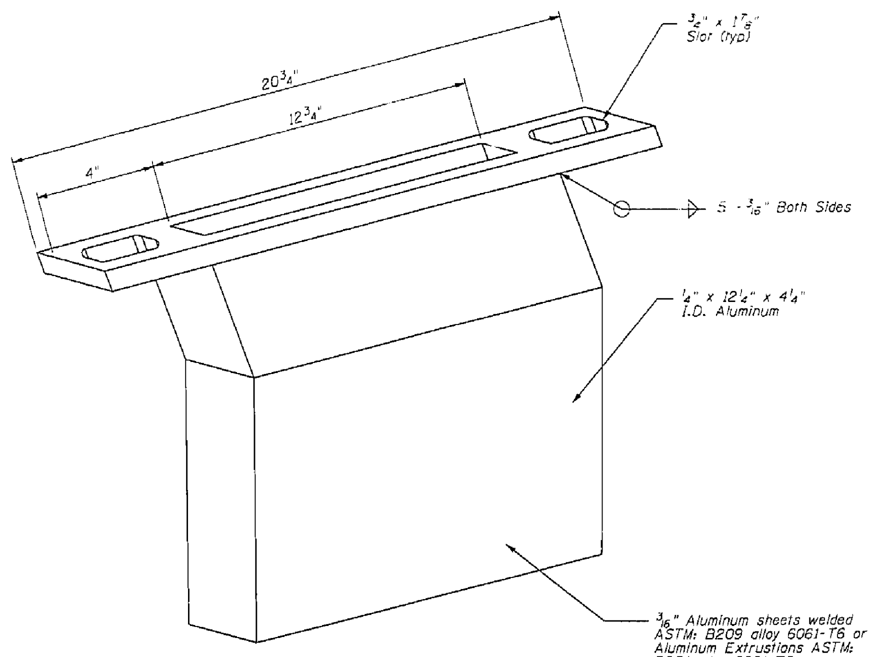
BRACKET DETAIL

NOTE:

For actual locations of drains to be extended or plugged, see sheet 4 of 14.



DRAIN ELIMINATION DETAIL



DRAIN EXTENSION

NOTE:

Expansion bolts, washers, nuts, threaded rods, and brackets will not be paid for separately but shall be included in the cost of "Floor Drain Extension".

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Plug Existing Deck Drain	Each	12
Floor Drain Extension	Each	12

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS

NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

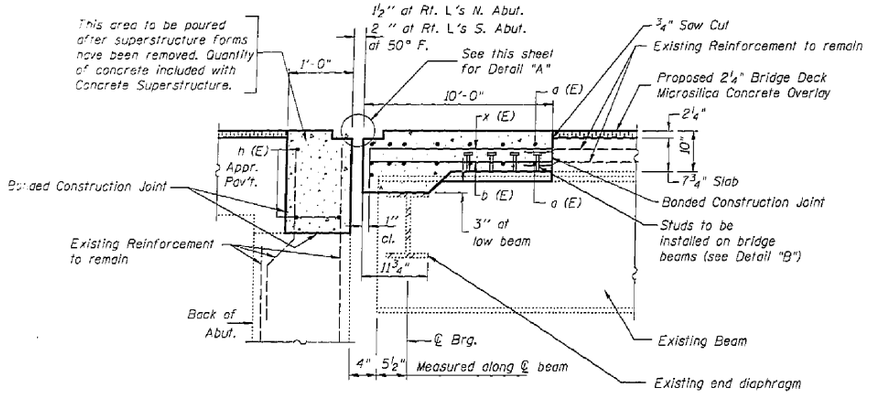
Floor Drain Extension & Removal Details
S.N. 057-0178 (SB)

DATE 03-04-2002

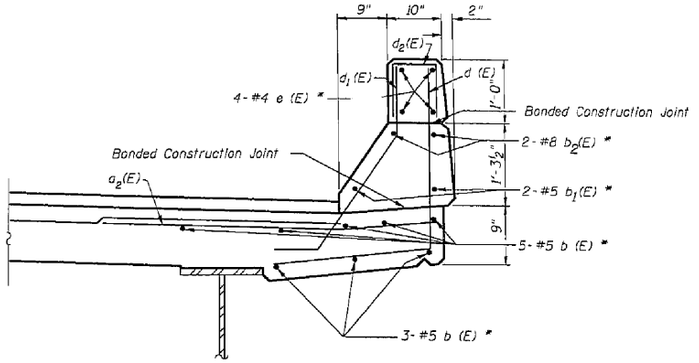
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	(57-1,57-2)RS	McLean		
FED. ROAD DIST. NO. 5	ILLINOIS	FED. AID PROJECT=		

SHEET NO. 6
14 SHEETS

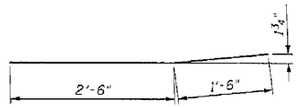


SECTION A-A AT JOINT AND DECK REPLACEMENT

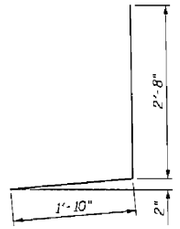


SECTION B - B AT PARAPET REPLACEMENT

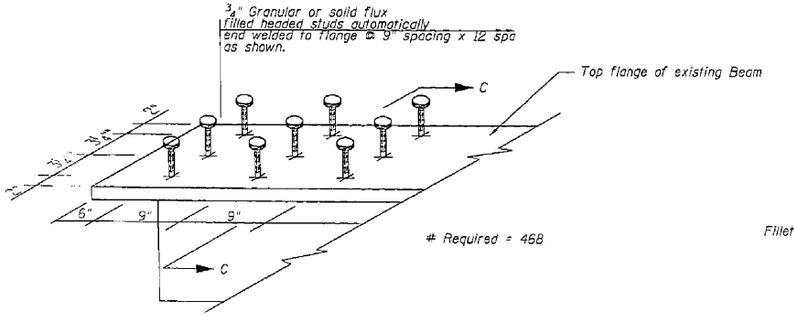
* Lap w/ existing longitudinal reinforcement



BAR a_2 (E)

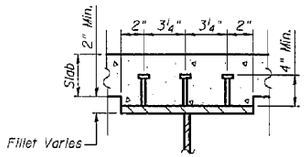


BAR d (E)

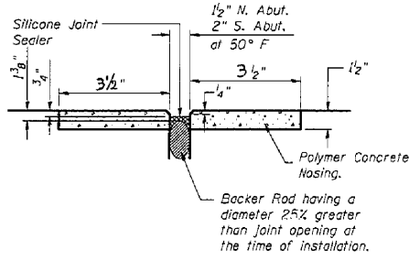


DETAIL B

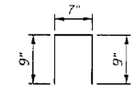
Typical Repair for Each Beam @ Each Abutment



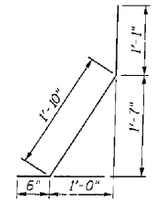
SECTION C-C



SILICONE JOINT SEALER DETAIL "A"



BAR d_2 (E)



BAR d_1 (E)

NOTES

1. The limits of all concrete removal shall be saw cut ¾" into concrete.
2. Existing vertical bars in abutment back wall extending into the removed area shall be cleaned, straightened and incorporated in the new construction.
3. The removal and replacement of concrete at the abutment stem, parapet and deck will be paid for as concrete removal and concrete superstructure.
4. The parapet shall be removed on the deck side as shown on sheet 7 of 14.
5. The aluminum railing post shall be temporarily removed and re-erected in the areas of parapet removal. Cost included with Concrete Superstructures. Any portion of railing that is damaged during construction shall be replaced at the Contractor's expense. (See sheet 8 of 14 for details)
6. Two (2) d_2(E) Bars shall be set in parapet under each rail post.
7. Warr this sheet with sheet 7 of 14

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stud Shear Connectors	Each	468
Concrete Removal	Cu. Yds.	29.8
Concrete Superstructures	Cu. Yds.	34.8
Silicone Joint Sealer 1½"	Foot	42
Silicone Joint Sealer 2"	Foot	42
Polymer Concrete	Cu. Ft.	5.6
Protective Coat	Sq. Yds.	106

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJM
CHECKED	NPF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Deck Separation Repair Details

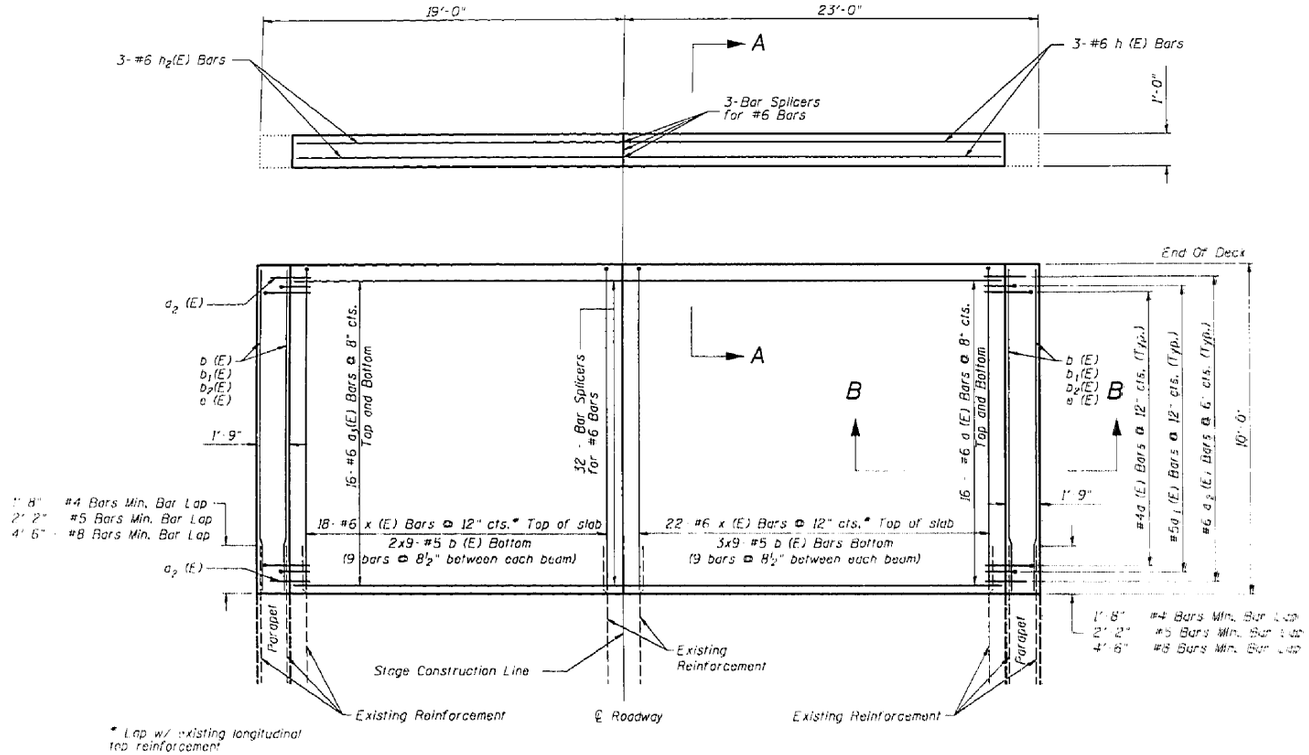
S.N. 057-0178 (SB)

DATE 07-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. Rte. 55	157-1,57-2RS	McLean	14	7
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 7
14 SHEETS



* Lap w/ existing longitudinal top reinforcement

PLAN AT SOUTH ABUTMENT

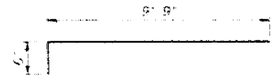
North Abutment Similar

BILL OF MATERIAL *

Bar	No.	Size	Length	Shape
a (E)	64	#6	22'-0"	
a_2(E)	84	#6	4'-0"	
a_3(E)	64	#6	18'-0"	
b (E)	122	#5	9'-9"	
b_1(E)	8	#5	9'-9"	
b_2(E)	8	#8	9'-9"	
d (E)	44	#4	4'-6"	
d_1(E)	44	#5	3'-5"	
d_2(E)	8	#4	2'-1"	
e (E)	15	#4	9'-9"	
h (E)	6	#6	23'-0"	
h_2(E)	6	#6	18'-0"	
x (E)	80	#6	20'-3"	
Reinforcement Bars (Epoxy Coated)		Lbs	7,880	

* Total for both abutments

Reinforcement Bars designated (E) shall be epoxy coated.



BAR x (E)

Notes:
1. See sheet 6 of 14 for Sections A-A at Joint and Deck Replacement and B-B At Parapet Replacement
2. For 10' slab and parapet removal existing longitudinal reinforcement bars shall be cut back to provide the minimum bar lap noted . The remaining reinforcement bars shall be cleaned, straightened and incorporated into the new construction.

N

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Expansion Joint Replacement at Abutments

S.N. 057-0178 (SB)

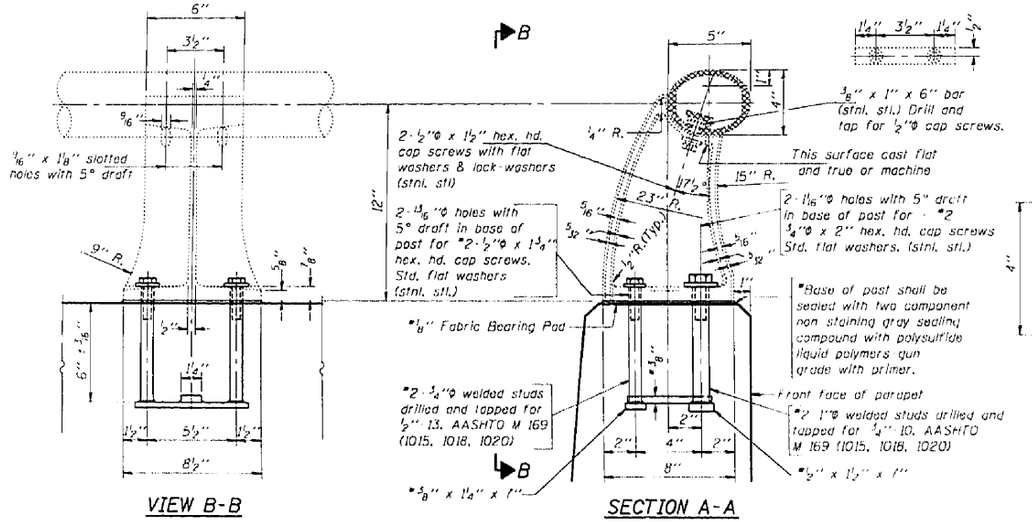
DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	(57-1,57-2)RS	McLean		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT=		

SHEET NO. 8
14 SHEETS

Notes: All Posts shall be normal to parapet.
All joints in rail shall be spliced per detail.
Provide 1-⅛" and 2-1/16" Aluminum Shims for 25% of the Posts.
Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.
This information is included for the contractor to use to replace portions of the Rail, Rail Post and Anchorage devices damaged during parapet removal. Cost of replacement shall be included with Concrete Superstructures.
Horizontal rail elements & rail posts shown are for information only.

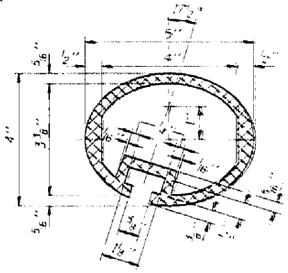


VIEW B-B

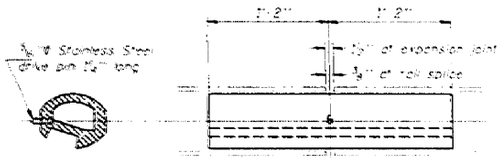
SECTION A-A

RAIL POST DETAILS

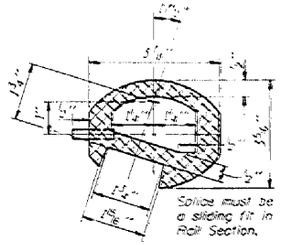
* New Rail Post anchorage devices will be required at each location where posts are connected to new construction. Cost shall be included with Removing and Re-erecting Existing Railing.



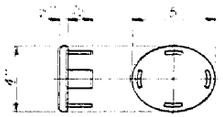
SEC. THRU ELLIPTICAL RAIL SECTION



RAIL SPLICE



SEC. THRU SPLICE



CAST END CAP
DRIVE FIT TYPE

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

R17/REPS 1-27-2000

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL-STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Aluminum Railing Details

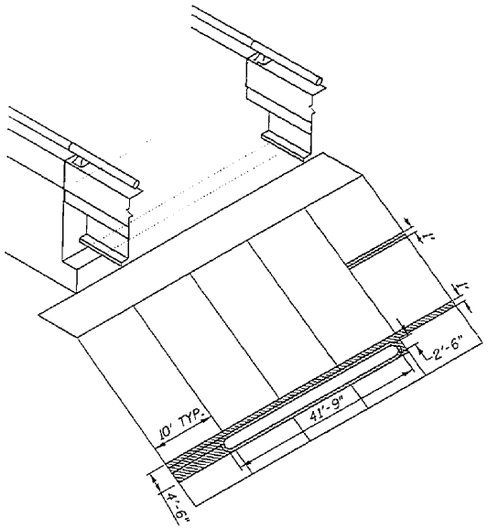
S.N. 057-0178 (SB)

DATE : 03-04-2002

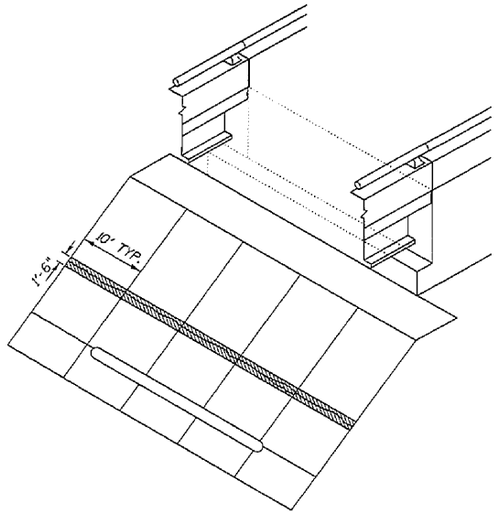
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	057-1.57-2RS	McLean		

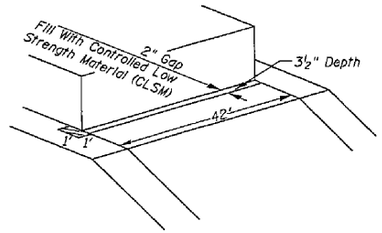
SHEET NO. 9
14 SHEETS



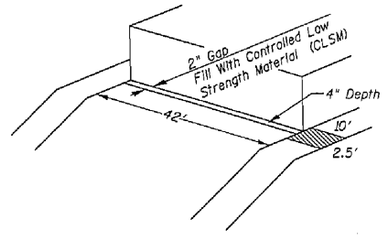
SOUTH
SLOPEWALL



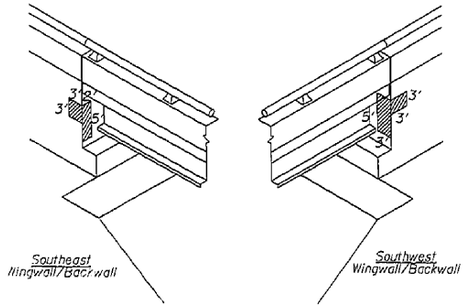
NORTH
SLOPEWALL



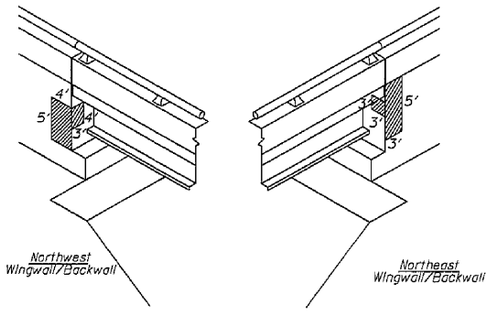
NORTH ABUTMENT/
SLOPEWALL REPAIR



SOUTH ABUTMENT/
SLOPEWALL REPAIR



SOUTH WINGWALL / BACKWALL
REPAIR



NORTH WINGWALL / BACKWALL
REPAIR

LEGEND

Slopewall Repair

Formed Concrete Repair (≤5")

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Controlled Low Strength Material (CLSM)	Cu. Yd.	0.20
Slopewall Repair	Sq. Yd.	22.1
Formed Concrete Repair (≤5")	Sq. Ft.	99

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

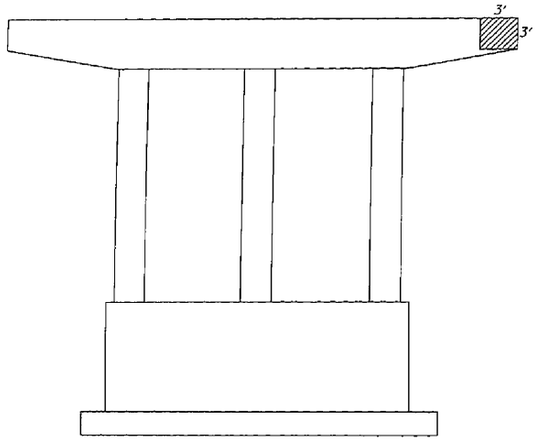
Slopewall /Wingwall / Abutment
Repair Details
S.N. 057-0178 (SB)

DATE 03-04-2002

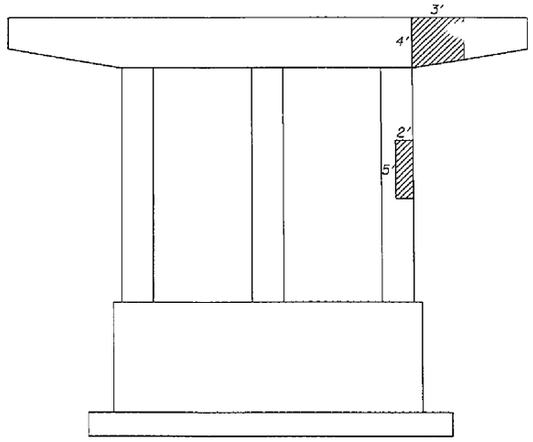
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
U.S.R. 55	(57-1,57-2)RS	McLean		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. 10
14 SHEETS



NORTH PIER REPAIR
(NORTH SIDE)

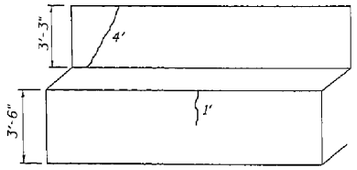


NORTH PIER REPAIR
(SOUTH SIDE)

LEGEND

Formed Concrete Repair (≤5")

Epoxy Crack Sealing



NORTH ABUTMENT AND
BACKWALL REPAIR

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Formed Concrete Repair (≤5")	Sq. Ft.	28
Epoxy Crack Sealing	Foot	5

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	MRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Pier and Backwall
Repair Details

S.N. 057-0178 (SB)

DATE 07-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

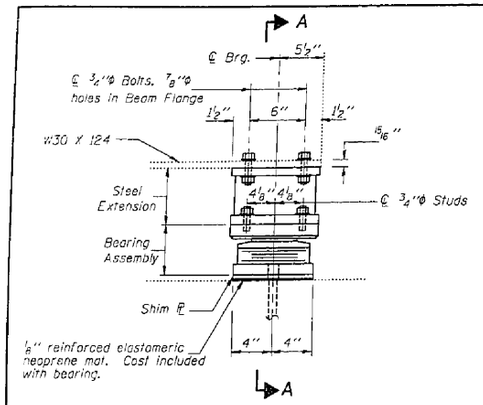
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
E.B.I.L. 55	(57-1,57-2)RS	McLean	14	137
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT		

SHEET NO. 11
14 SHEETS

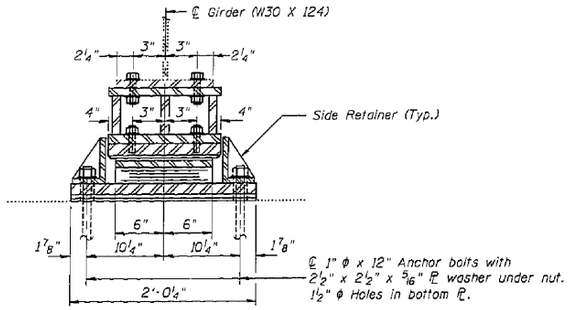
GIRDER REACTIONS

R℄	(K)	19.7
R℄	(K)	39.8
Imp.	(K)	11.7
R (Total)	(K)	71.2

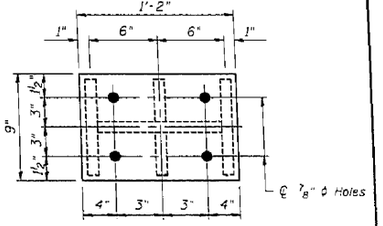
Notes: Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost shall be included in the cost of Furnishing and Erecting Structural Steel.
New steel extension, side retainers, shim ℄'s, connection bolts and anchor bolts are included in Furnishing and Erecting Structural Steel.
See Sheet 13 of 14 for Anchor Bolt installation.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
Min. jack capacity = 35 Tons.



ELEVATION AT SOUTH ABUTMENT

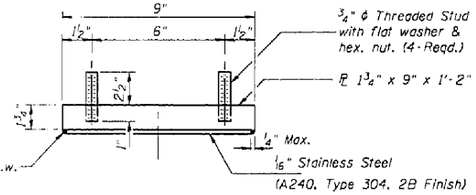


SECTION A-A

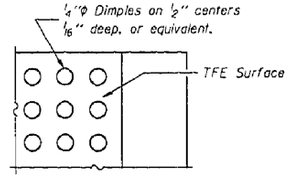


PLAN TOP AND BOTTOM PLATE

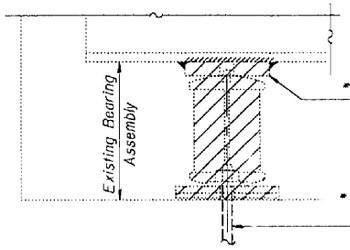
TYPE II TFE ELASTOMERIC EXP. BRG.



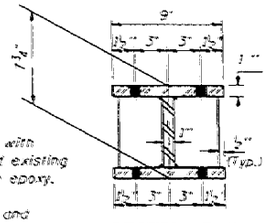
TOP BEARING ASSEMBLY



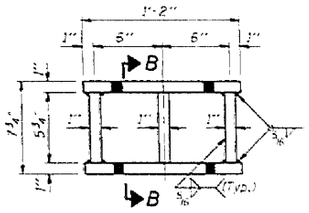
PLAN-TFE SURFACE



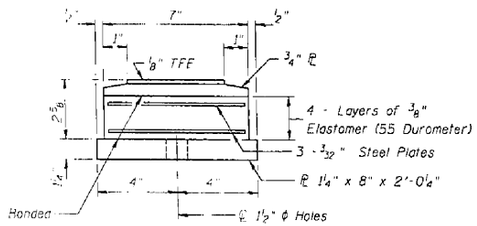
EXISTING BEARING REMOVAL DETAIL



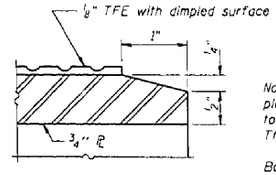
SECTION B-B



STEEL EXTENSION DETAIL



BOTTOM BEARING ASSEMBLY



SECTION THRU TFE

Note: The ⅛" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

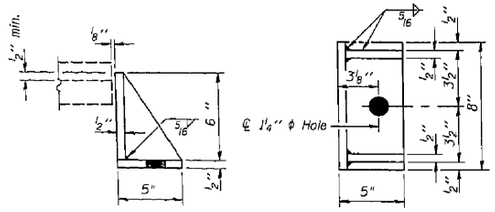
Bonding of ⅛" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

Location	** Girder	1	2	3	4	5	6
South Abutment	Steel Extension	7¾"	7¾"	7¾"	7¾"	7¾"	7¾"
	Shim thickness	9/16"	9/16"	⅝"	¼"	9/16"	9/16"

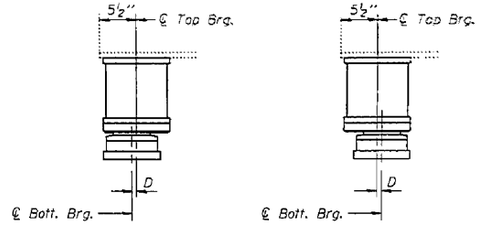
** Girder designation is from West to East

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	6
Jack and Remove Existing Bearing	Each	6
Furnishing and Erecting Structural Steel	Lbs.	1,210



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



SETTING ANCHOR BOLTS AT EXP. BRG.
D=⅛" per each 100° of expansion for every 15° temp. change from the normal temp. of 50°F.

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL, STRUCTURAL, ENVIRONMENTAL AND MUNICIPAL ENGINEERS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Bearing Extension Details
South Abutment

S.N. 057-0178 (SB)

DATE 03-04-2002

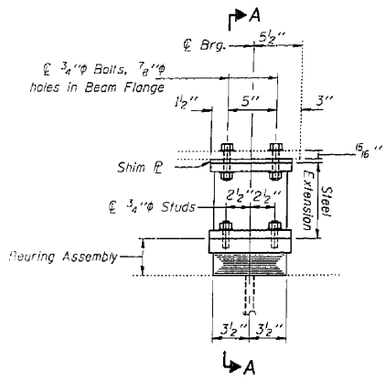
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(57-1,5T-2)RS	McLean		12

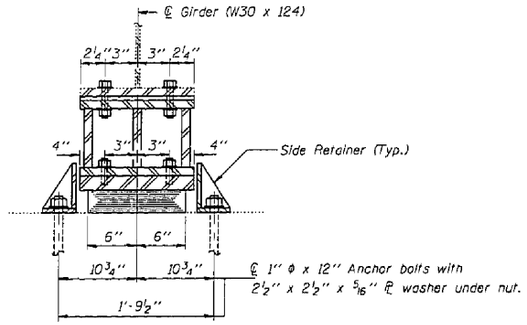
SHEET NO. 12
14 SHEETS

GIRDER REACTIONS

$R_{\mathbb{P}}$	(K)	19.7
$R_{\mathbb{E}}$	(K)	39.8
Imp.	(K)	11.7
R (Total)	(K)	71.2



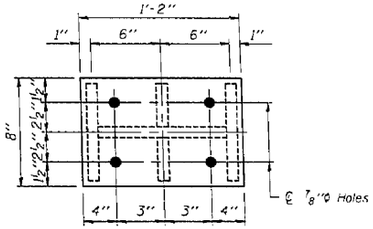
ELEVATION AT NORTH ABUTMENT



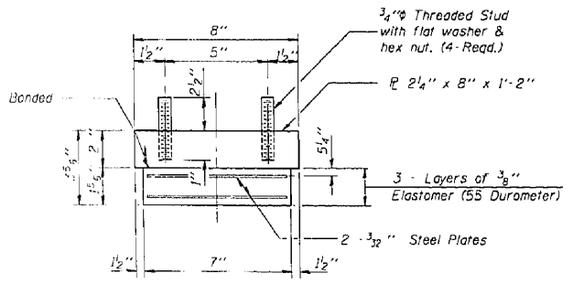
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

Notes: Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost shall be included in the cost of Furnishing and Erecting Structural Steel.
New steel extensions, side retainers, shim ℙ's, connection bolts, and anchor bolts are included in Furnishing and Erecting Structural Steel.
See Sheet 13 of 14 for Anchor Bolt installation.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
Min. jack capacity = 35 Tons.

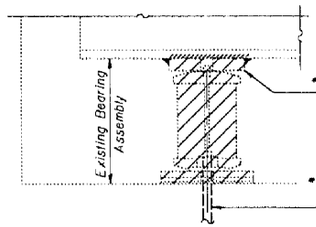


PLAN TOP AND BOTTOM PLATE



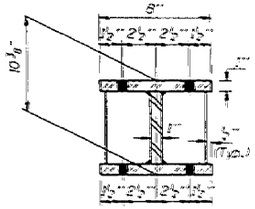
BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.

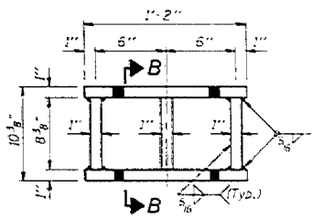


* Existing ℙ to be removed using the air-arc method and grind smooth all weld material remaining on the bottom flange.
* Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy.
* Cost shall be included with Jack and Remove Existing Bearings.

EXISTING BEARING REMOVAL DETAIL



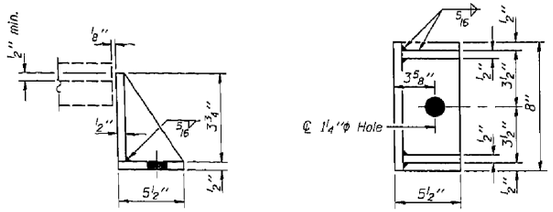
SECTION B-B



STEEL EXTENSION DETAIL

Location	*** Girder	1	2	3	4	5	6
North Abutment	Steel Extension	10⅜"	10⅜"	10⅜"	10⅜"	10⅜"	10⅜"
	Shim thickness	⅜"	-	-	-	⅜"	½"

*** Girder designation is from West to East



SIDE RETAINER

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	6
Jack and Remove Existing Bearing	Each	6
Furnishing and Erecting Structural Steel	Lbs.	1,200

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

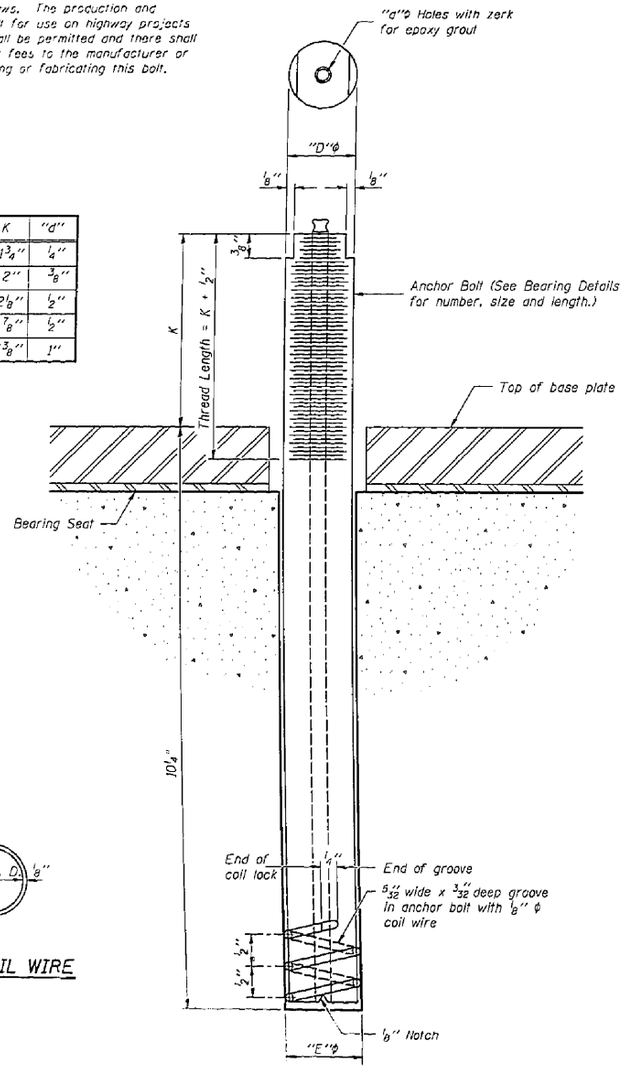
ILLINOIS DEPARTMENT OF TRANSPORTATION

Bearing Extension Details
North Abutment
S.N. 057-0178 (SB)

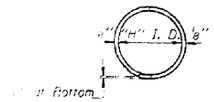
DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HIGHWAY NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.	55	(57-1,ST-2)RS	McLean	13
FED. ROAD DIST. NO.		STATE	FED. AID PROJECT	14 SHEETS



D	E	H	K	"d"
1"	1 1/8"	13/16"	1 3/4"	1/4"
1 1/4"	1 3/8"	1 1/16"	2"	3/8"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 13/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



PLAN-COIL WIRE

ILLINOIS COIL-LOCK ANCHOR BOLT

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
N. Abut.	A307
S. Abut.	A307

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

ABB-1 4-30-90

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Anchor Bolt Details For Bearings

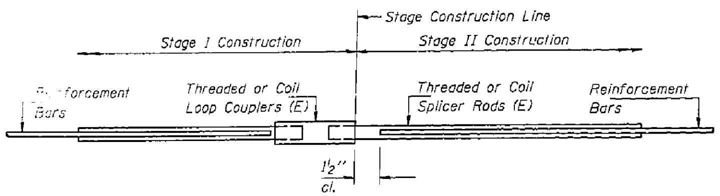
S.N. 057-0178 (SB)

DATE 03-04-2002

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(57-1,57-2)RS	McLean		

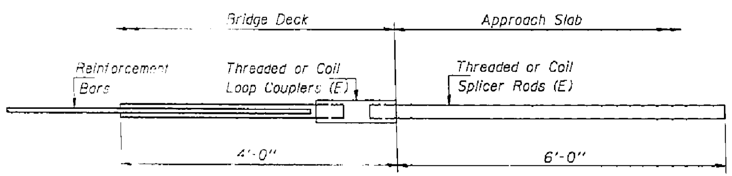
SHEET NO. 14
14 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



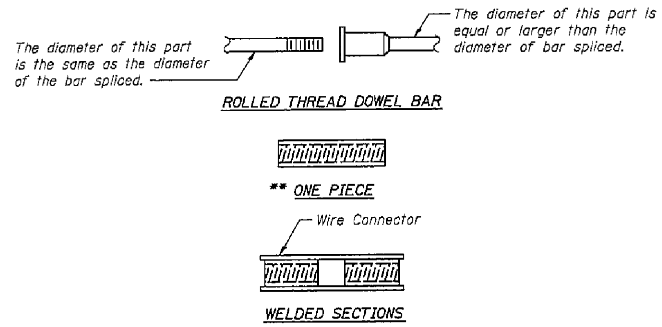
SPLICER DETAIL

Bar Size	No. Assemblies Required	Location
#6	35	North Abutment
#6	35	South Abutment



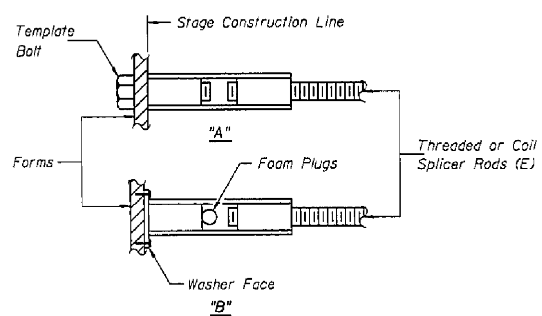
INTEGRAL ABUTMENT BAR SPLICER ASSEMBLY DETAIL FOR #5 BAR

Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 0



BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) $= 1.25 \times f_y \times A_t$

② Minimum *Pull-out Strength (Tension in kips) $= 1.25 \times fs_{allow} \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
fs_{allow} = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

BSD-1 4-30-99

SMITH ENGINEERING CONSULTANTS, INC.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Bar Splicer Assembly Detail

S.N. 057-0178 (SB)

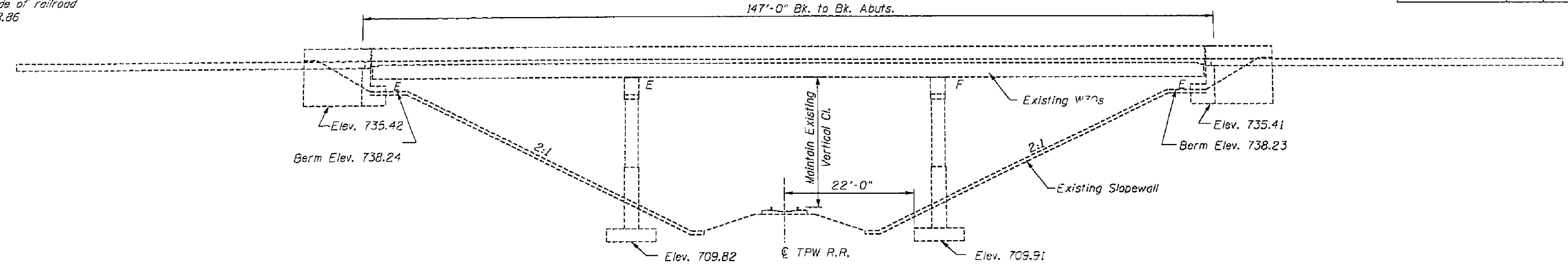
DATE 03-04-2002

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	(57-1,57-2)RS	McLean	[illegible]	[illegible]
FED. ROAD DIST. NO. 5		ILLINOIS	FED. AID PROJECT-	

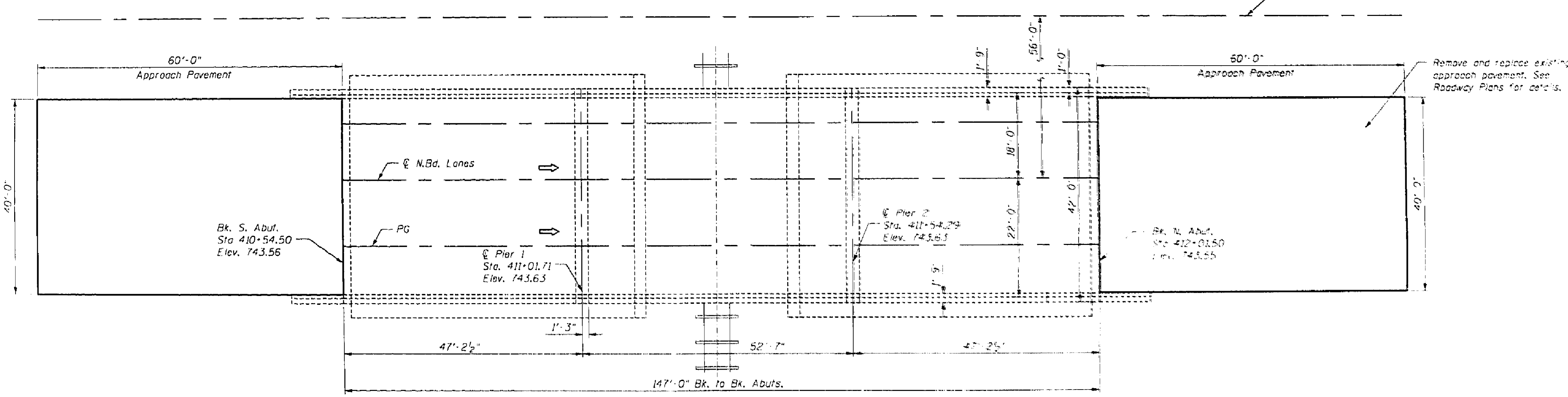
SHEET NO. 1
14 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

B.M. #144 P.R. Spike in power pole on 2nd pole west of Rte. 55. North Side of railroad
Elev. 718.86



ELEVATION

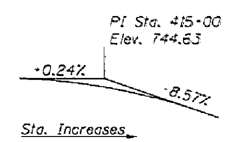


PLAN

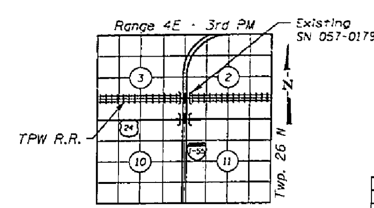
PROPOSED WORK

Remove bituminous concrete overlay and waterproofing.
Repair separation between bridge deck and steel beams at abutments by removing a 10 foot portion of the deck at each abutment, welding shear studs to the exposed beams, and replacing the deck.
Overlay remaining deck areas with microsilica concrete.
Replace abutment bearings with elastomeric bearings.
Repair areas of delamination in north pier cap.
Repair areas of delamination on both abutments.
Epoxy seal cracks on the north abutment cap and backwall.
Replace expansion joints.
Remove and replace areas of slopewall failure.
Repair gap at abutments and slopewall with CLSM.
Plug drains within 10' of piers and abutments.
Extend drains below bottom flanges of beams.

HIGHWAY CLASSIFICATION



PROFILE GRADE F.A.I. 55



LOCATION SKETCH

DESIGN STRESSES (ORIGINAL CONSTRUCTION)

FIELD UNITS

f_c = 1,200 psi (Deck Slab)
f_c = 1,400 psi (Curb, Parapet, Sub)
f_s = 20,000 psi (Reinforcement)
f_s = 20,000 psi (Structural Steel)
v_c = 75 psi (Ftgs)
n = 10

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

3-4-02
Applies to Sh. 1 thru 14

SMITH ENGINEERING CONSULTANTS, INC.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

General Plan & Elevation
F.A.I. Rt. 55 Over TPW R.R.
(Sec 57-1,57-2)RS
McLean County
Sta. 411+28.42
S.N. 057-0179 (NB)

DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.N.I. / F.A. 55	157-1,57-2RS	McLean		
FED. ROAD DIST. NO. >		ILLINOIS	FED. AID PROJECT>	

SHEET NO. 2
14 SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu. Yds.	29.8		29.8
Concrete Superstructures	Cu. Yds.	34.8		34.8
Concrete Bridge Deck Scarification 1/4"	Sq. Yds.	543		543
Bar Splicers	Each	70		70
Reinforcement Bars, Epoxy Coated	Lbs.	7,880		7,880
Silicone Joint Sealer, 1/2"	Foot	42		42
Silicone Joint Sealer, 2"	Foot	42		42
Floor Drain Extension	Each	12		12
Plug Existing Deck Drain	Each	12		12
Formed Concrete Repair (≤ 5")	Sq. Ft.		111	111
Slopewall Repair	Sq. Yds.		80.4	80.4
Epoxy Crack Sealing	Foot		1.5	1.5
Controlled Low Strength Material (CLSM)	Cu. Yds.		0.2	0.2
Furnishing and Erecting Structural Steel	Lbs.	2,440		2,440
Jack and Remove Existing Bearings	Each	12		12
Elastomeric Bearing Assembly, Type I	Each	6		6
Elastomeric Bearing Assembly, Type II	Each	6		6
Bridge Deck Microsilica Concrete Overlay	Sq. Yds.	543		543
Bituminous Concrete Removal (Deck)	Sq. Ft.	629		629
Deck Slab Repair (Partial Depth)	Sq. Yds.	1.2		1.2
Stud Shear Connectors	Each	468		468
Polymer Concrete	Cu. Ft.	5.6		5.6
Bridge Deck Grooving	Sq. Yds.	596		596
Protective Coat	Sq. Yds.	106		106

GENERAL NOTES

1. All structural steel shall conform to AASHTO Classification M-270 Gr. 35 unless otherwise noted
2. All new structural steel shall be shop painted with Inorganic zinc rich primer per AASHTO M300, Type I. The cost shall be included in the cost of Furnishing and Erecting Structural Steel.
3. The existing structural steel contains lead. The Contractor should take appropriate precautions to deal with the presence of lead on this project.
4. Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42, or M-53 Grade 60.
5. Prior to pouring the new concrete deck, all loose rust, loose mill scale, and other loose potentially detrimental foreign materials shall be removed from the surfaces of the beams or girders in contact with concrete. The cost of this work will be included in the pay item covering removal of the existing concrete. All heavy rust and other tightly adhered potentially detrimental foreign matter shall also be removed from the surfaces of the beams or girders in contact with concrete. Tightly adhered paint may remain unless otherwise noted. This removal shall be accomplished by methods that will not damage the steel. The cost of this work will be paid for according to Article 109.04 of the Standard Specifications.
6. Joint openings shall be adjusted according to Article 503.10(c) of the Standard Specifications when the deck is poured at an ambient temperature other than 50 degrees Fahrenheit.
7. Plan dimensions and details relative to existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the Contractor's responsibility to verify such dimensions and details in the field and make adjustments. Variations shall not be cause for additional compensation for a change in the scope of work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
8. Fasteners shall be high strength bolts. Bolts 3/4" ϕ, open holes 13/16 "ϕ, unless otherwise noted.
9. The area along the slopewalls as determined by the engineer should be cleared of vegetation, bushes, saplings, etc. according to Section 201 of the Standard Specs.
10. Existing structural steel shall only be cleaned as required by the Special Provision "Cleaning and Painting Adjacent Areas of Existing Steel Structures".

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL, STRUCTURAL, TRANSPORTATION AND SURVEYING

REVISIONS	
NAME	DATE

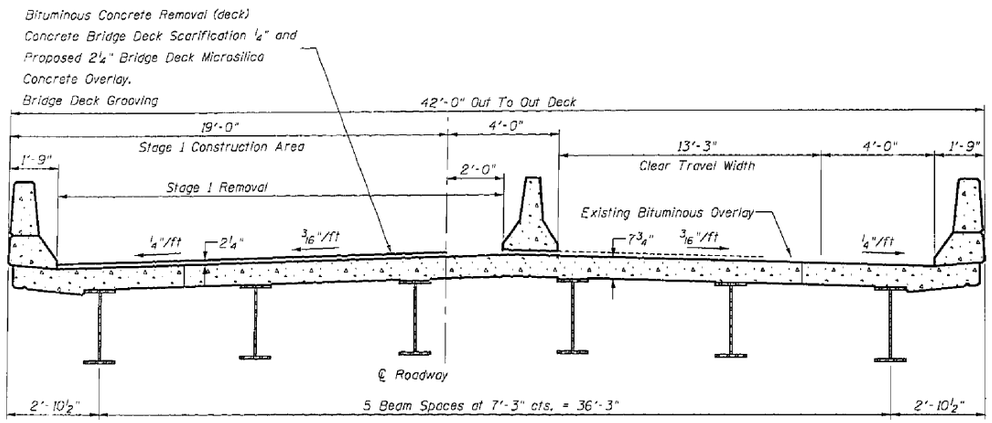
ILLINOIS DEPARTMENT OF TRANSPORTATION
Total Bill of Materials
&
General Notes
S.N. 057-0179 (NB)

DATE 07-04-2002

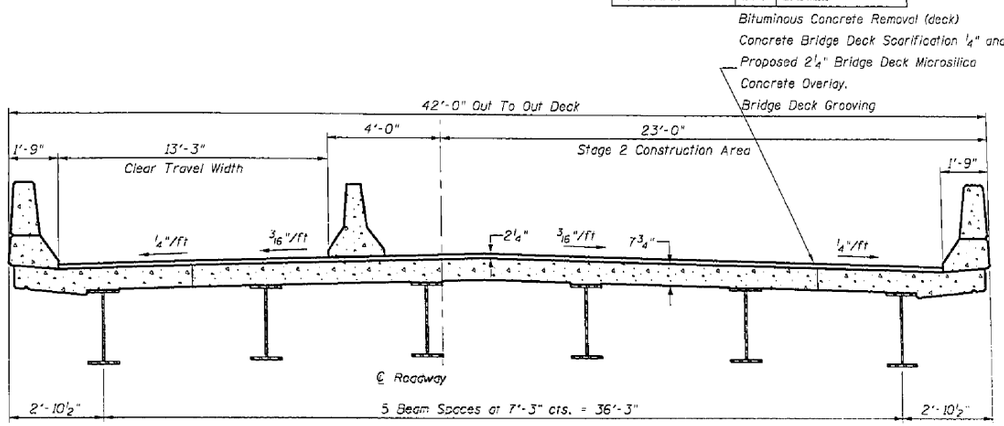
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	157-1,57-2RS	McLean	14	3

SHEET NO. 3
14 SHEETS

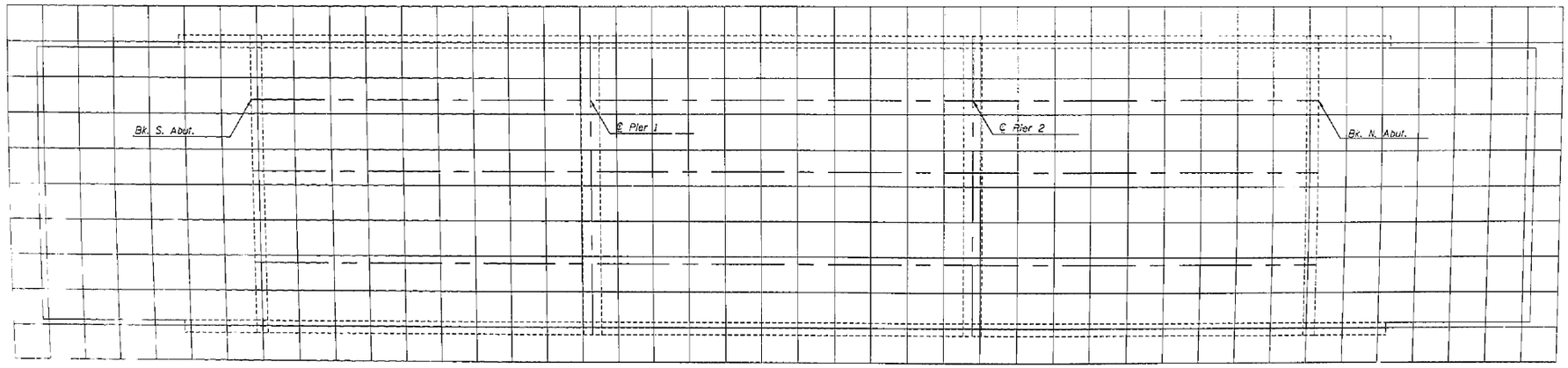


CROSS-SECTION STAGE 1
(LOOKING NORTH)



CROSS-SECTION STAGE 2
(LOOKING NORTH)

Note: For areas of required deck patching and type see sheet 4 of 14.



DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

Note: The Engineer shall mark the actual deck slab repair areas above as part of the As Built plans

DECK SLAB REPAIR RECORD
NORTHBOUND

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL-STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Cross Section, Staging Details And Deck Slab Repair Record

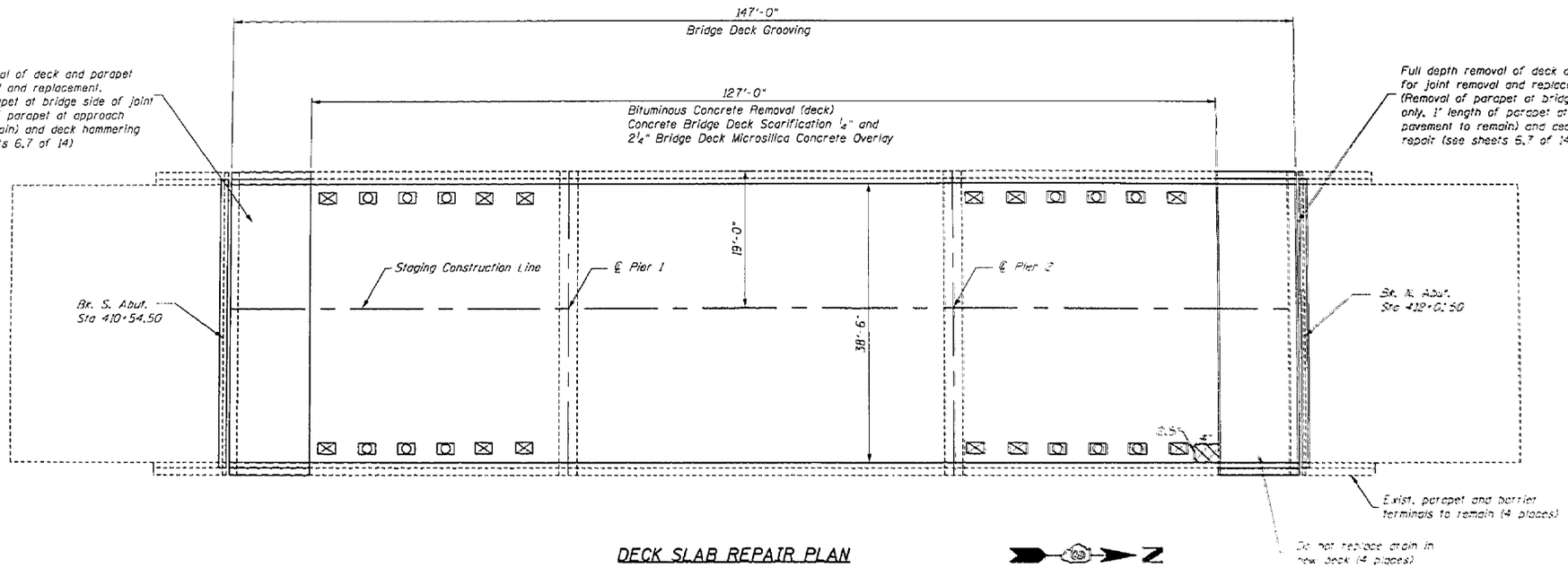
S.N. 057-0179 (NB)

DATE 03-04-2002

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
B.R.S. P.R. 55	(57-1,57-2)RS	McLean	14	4
FED. ROAD DIST. NO. 3		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 4
14 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DECK SLAB REPAIR PLAN

N

LEGEND

- Deck Slab Repair (Partial Depth)
- Exist. Floor drain to be extended
- Exist. Floor drain to be plugged

Note:
The amount of patching quantities shown above are all results of Infrared and Ground Penetrating Radar Survey performed on 8-15-2000.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Deck Slab Repair (Partial Depth)	Sq. Yds.	12
Bridge Deck Microsilica Concrete Overlay	Sq. Yds.	543
Concrete Bridge Deck Scarification ¼"	Sq. Yds.	543
Bituminous Concrete Removal (Deck)	Sq. Yds.	629
Bridge Deck Grooving	Sq. Yds.	596

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL-STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Deck Slab Repair

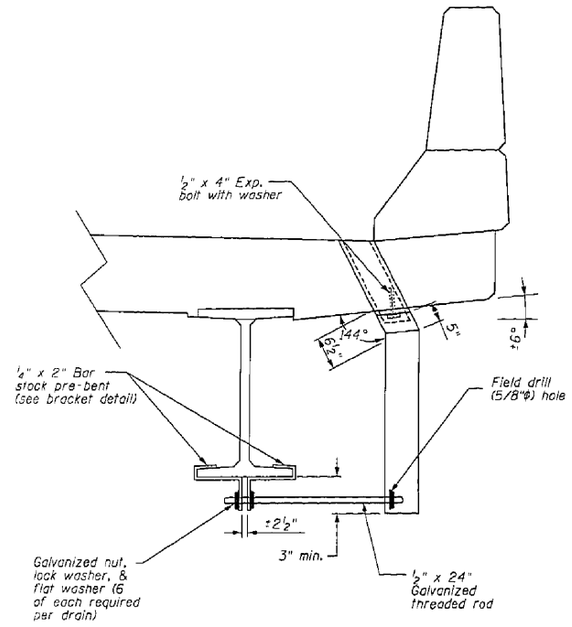
S.N. 057-0179 (NB)

DATE 03-04-2002

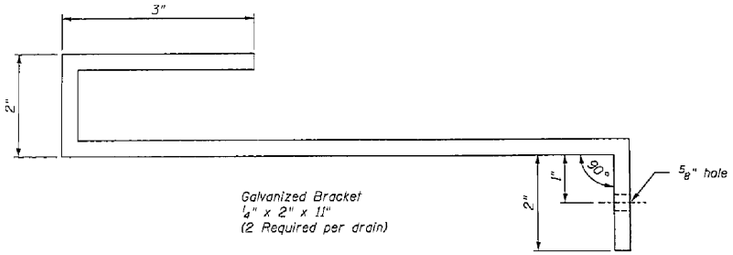
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(57-1,57-2)RS	McLean		5
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

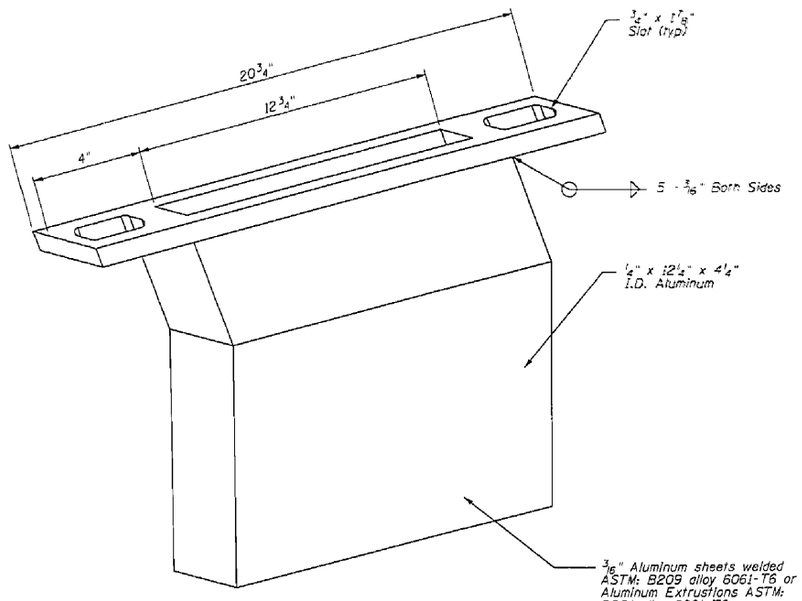
SHEET NO. 5
14 SHEETS



SECTION AT DRAIN



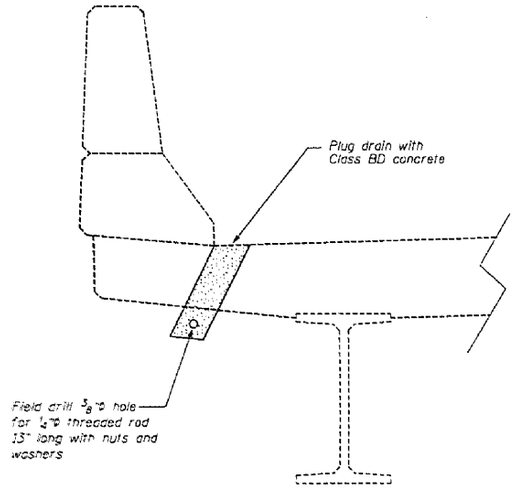
BRACKET DETAIL



DRAIN EXTENSION

NOTE:

For actual locations of drains to be extended or plugged, see sheet 4 of 14.



DRAIN ELIMINATION DETAIL

NOTE:

Expansion bolts, washers, nuts, threaded rods, and brackets will not be paid for separately but shall be included in the cost of "Floor Drain Extension".

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Plug Existing Deck Drain	Each	12
Floor Drain Extension	Each	12

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

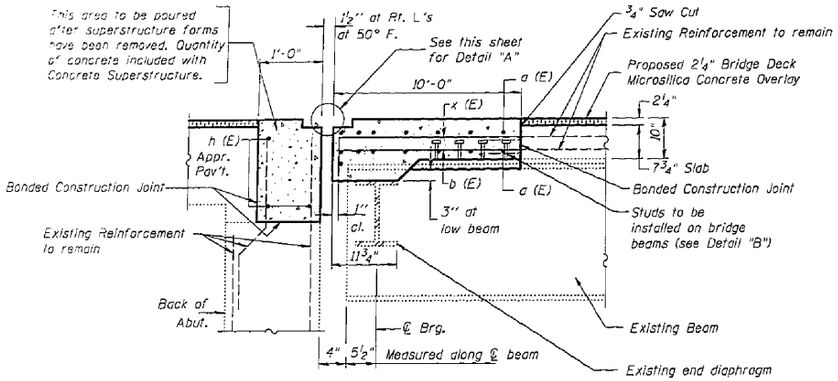
ILLINOIS DEPARTMENT OF TRANSPORTATION

Floor Drain Extension & Removal Details
S.N. 057-0179 (NB)

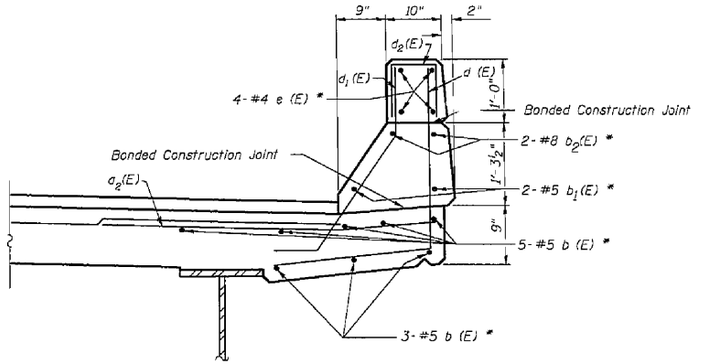
DATE 03-04-2002

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	157-1,57-2RS	McLean	14	6

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

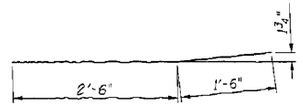


SECTION A-A AT JOINT
AND DECK REPLACEMENT

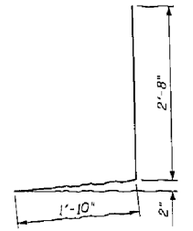


SECTION B - B AT PARAPET
REPLACEMENT

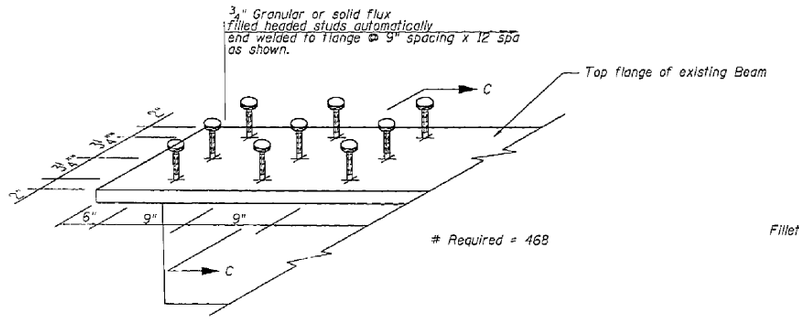
* Lap w/ existing longitudinal reinforcement



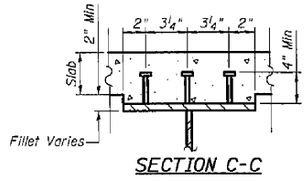
BAR a_2 (E)



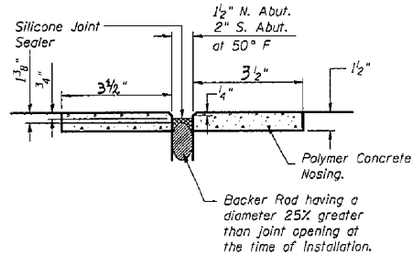
BAR d (E)



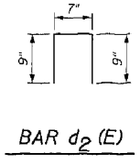
DETAIL B
Typical Repair for Each Beam
@ Each Abutment



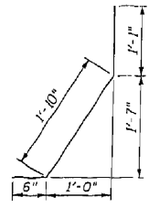
SECTION C-C



SILICONE JOINT SEALER DETAIL "A"



BAR d_2 (E)



BAR d_1 (E)

NOTES

1. The limits of all concrete removal shall be saw cut ¾" into concrete.
2. Existing vertical bars in abutment back wall extending into the removed area shall be cleaned, straightened and incorporated in the new construction.
3. The removal and replacement of concrete at the abutment stem, parapet and deck will be paid for as concrete removal and concrete superstructure.
4. The parapet shall be removed on the deck side as shown on sheet 7 of 14.
5. The aluminum railing post shall be temporarily removed and re-erected in the areas of parapet removal. Cost included with Concrete Superstructures. Any portion of railing that is damaged during construction shall be replaced at the Contractor's expense. (See sheet 8 of 14 for details)
6. Two (2) d_2(E) Bars shall be set in parapet under each rail post.
7. Work this sheet with sheet 7 of 14

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stud Shear Connectors	Each	468
Concrete Removal	Cu. Yds.	29.8
Concrete Superstructures	Cu. Yds.	34.8
Silicone Joint Sealer 1½"	Foot	42
Silicone Joint Sealer 2"	Foot	42
Polymer Concrete	Cu. Ft.	5.6
Protective Coat	Sq. Yds.	106

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Deck Separation Repair Details

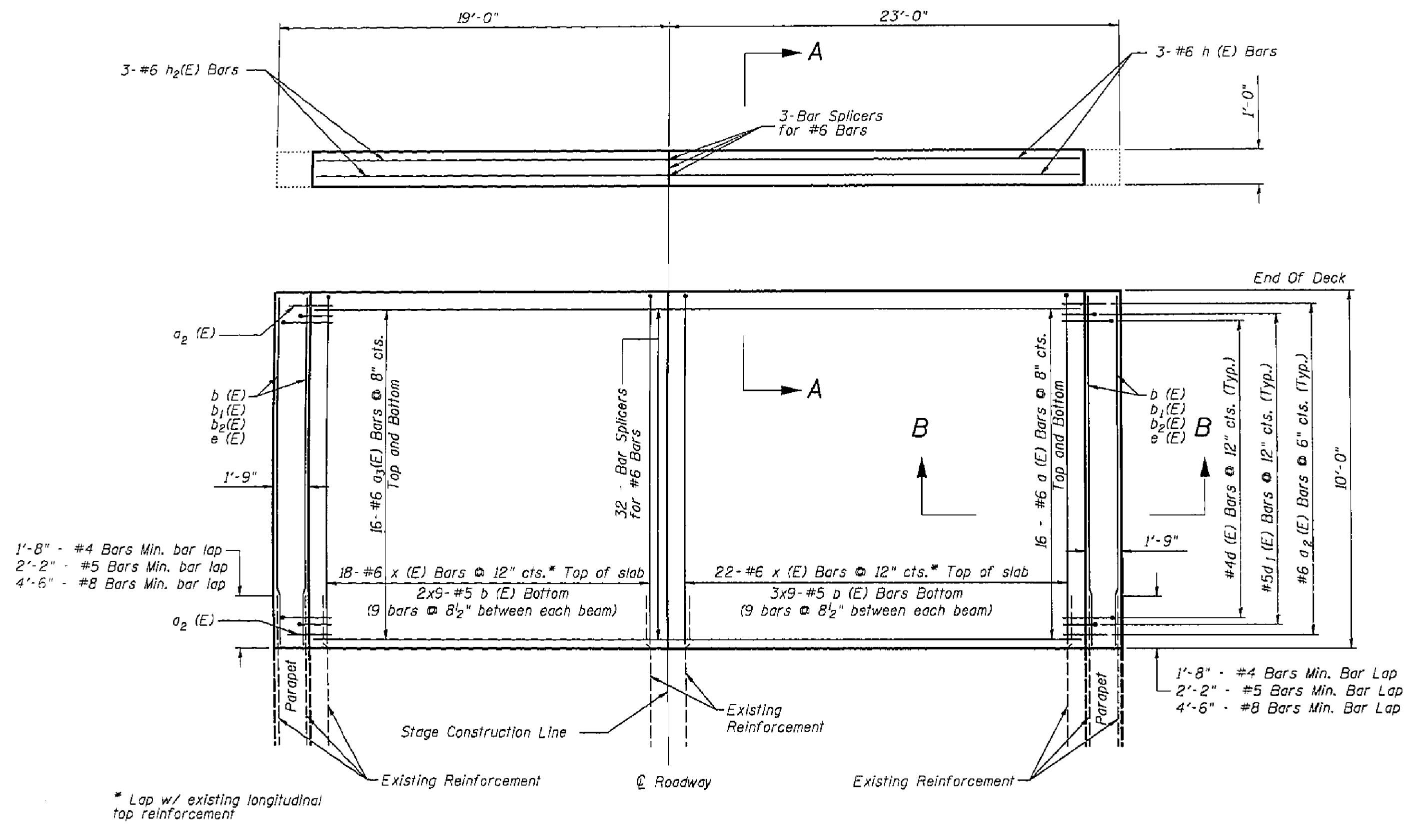
S.N. 057-0179 (NB)

DATE 07-01-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.I. 55	(57-1,57-2)RS	McLean	[illegible]	[illegible]
FED. ROAD DIST. NO. 5	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 7
14 SHEETS



* Lap w/ existing longitudinal top reinforcement

PLAN AT NORTH ABUTMENT

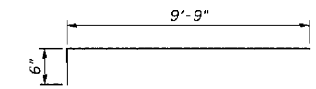
South Abutment Similar

BILL OF MATERIAL *

Bar	No.	Size	Length	Shape
a (E)	64	#6	22'-0"	
a_2(E)	84	#6	4'-0"	
a_3(E)	64	#6	18'-0"	
b (E)	122	#5	9'-9"	
b_1 (E)	8	#5	9'-9"	
b_2(E)	8	#8	9'-9"	
d (E)	44	#4	4'-6"	
d_1 (E)	44	#5	3'-5"	
d_2(E)	8	#4	2'-1"	
e (E)	16	#4	9'-9"	
h (E)	6	#6	22'-0"	
h_2(E)	6	#6	18'-0"	
x (E)	80	#6	10'-3"	
Reinforcement Bars (Epoxy Coated)			Lbs	7,880

* Total for both abutments

Reinforcement Bars designated (E) shall be epoxy coated.



BAR x (E)

N

Notes:

1. See sheet 6 of 14 for Sections A-A at Joint and Deck Replacement and B-B At Parapet Replacement
2. For 10' slab and parapet removal existing longitudinal reinforcement bars shall be cut back to provide the minimum bar lap noted. The remaining reinforcement bars shall be cleaned, straightened and incorporated into the new construction.

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Expansion Joint Replacement at Abutments

S.N. 057-0179 (NB)

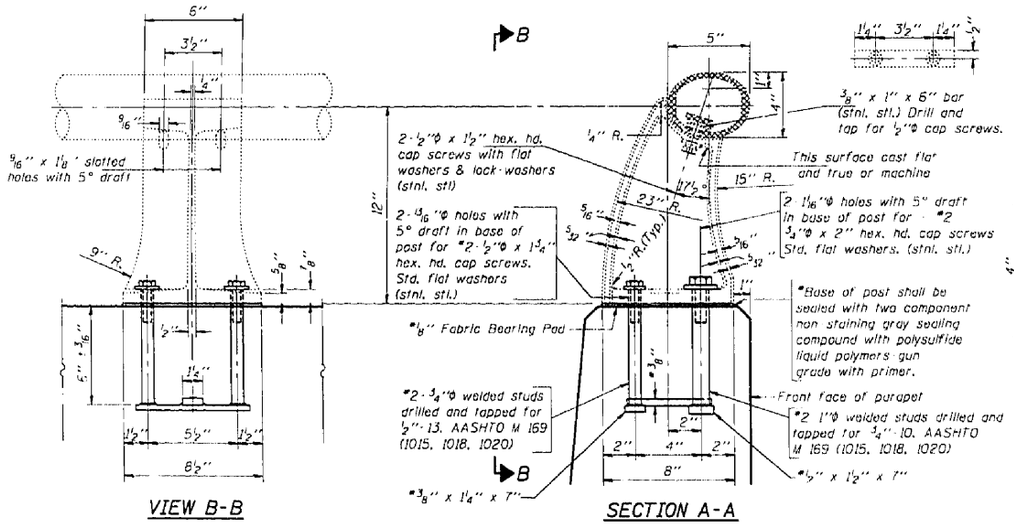
DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

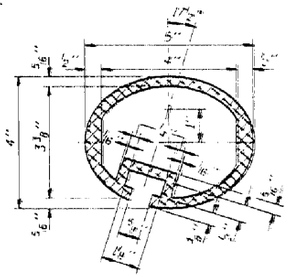
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I.R.S. & U.S. / F.A. 55	(57-1,57-2)RS	McLean		
FED. ROAD DIST. NO. 5	ILLINOIS	FED. AID PROJECT-		

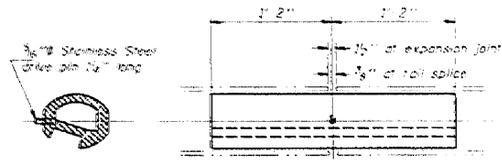
SHEET NO. 8
14 SHEETS

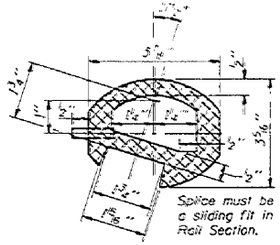
Notes:
All Posts shall be normal to parapet.
All joints in rail shall be spliced per detail.
Provide 1-⅛" and 2-1/16" Aluminum Shims for 25% of the Posts.
Rail elements shall be parallel to Grade-high spots will be ground and low spots shimmed.
This information is included for the contractor to use to replace portions of the Rail, Rail Post and Anchorage devices damaged during parapet removal. Cost of replacement shall be included with Concrete Superstructures.
Horizontal rail element & rail posts shown are for information only.

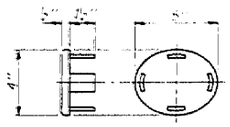


* New Rail Post anchorage devices will be required at each location where posts are connected to new construction. Cost shall be included with Removing and Re-erecting Existing Railing.









DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

R17/REPS 1-27-2000

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Aluminum Railing Details

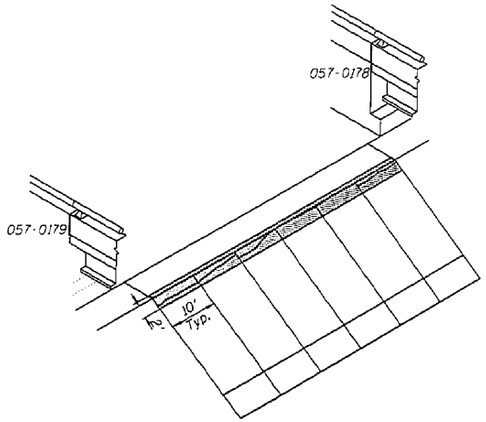
S.N. 057-0179 (SB)

DATE 03-04-2002

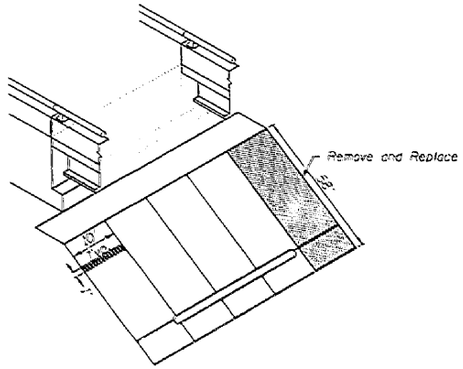
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
U.S.I. / F.A. 55	(57-1,57-2)RS	McLean		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT-		

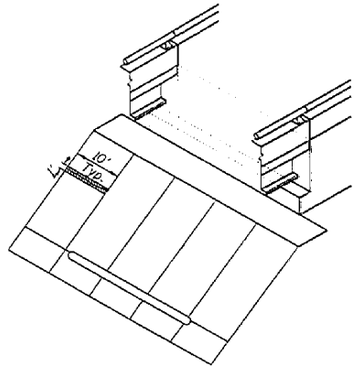
SHEET NO. 9
14 SHEETS



SOUTH SLOPEWALL REPAIR BETWEEN
SN 057-0178 & 057-0179



SOUTH SLOPEWALL REPAIR



NORTH SLOPEWALL REPAIR

LEGEND

Slopewall Repair

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Slopewall Repair	Sq. Yds.	80.4

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Slopewall Repair Details

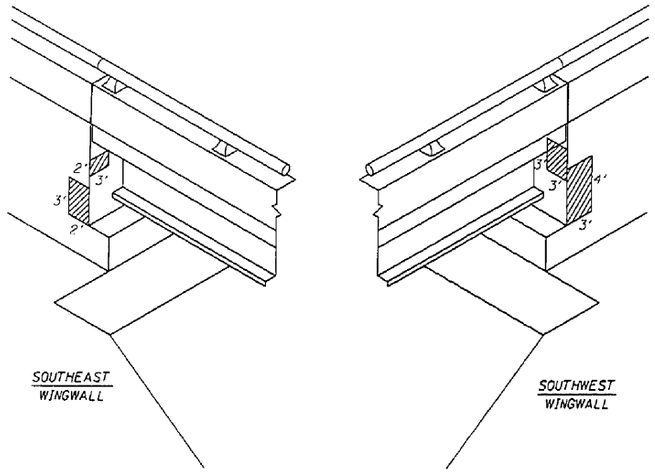
S.N. 057-0179 (NB)

DATE 03-04-2002

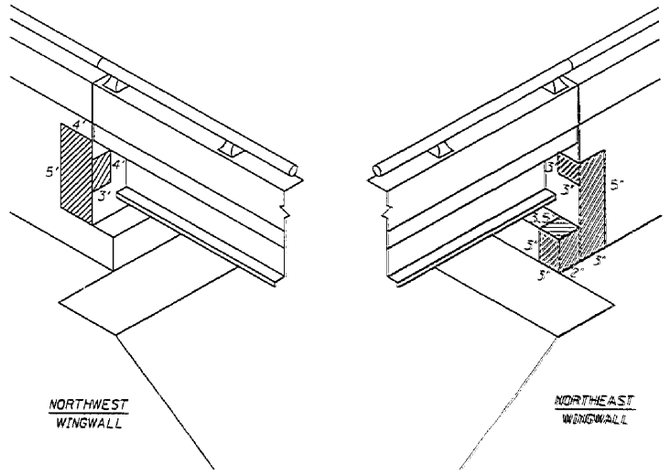
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(5T-1,57-2)RS	McLean		
FED. ROAD DIST. NO. 5	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 10
14 SHEETS



SOUTH WING WALL REPAIRS



NORTH WING WALL REPAIRS

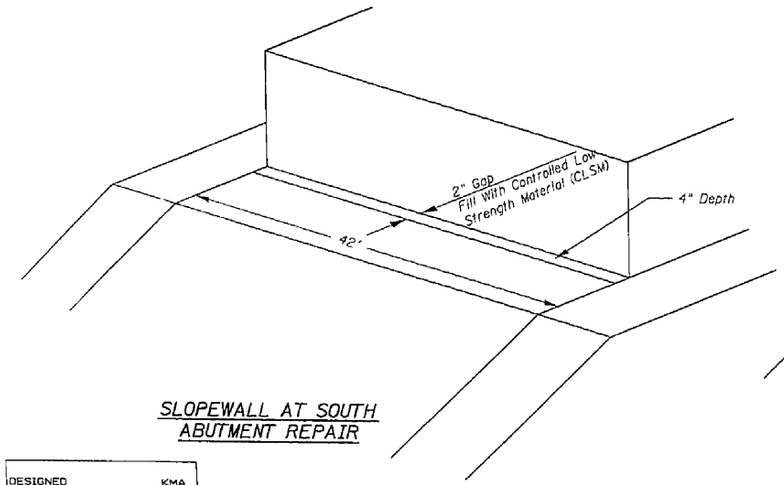
LEGEND

Formed Concrete Repair (5")

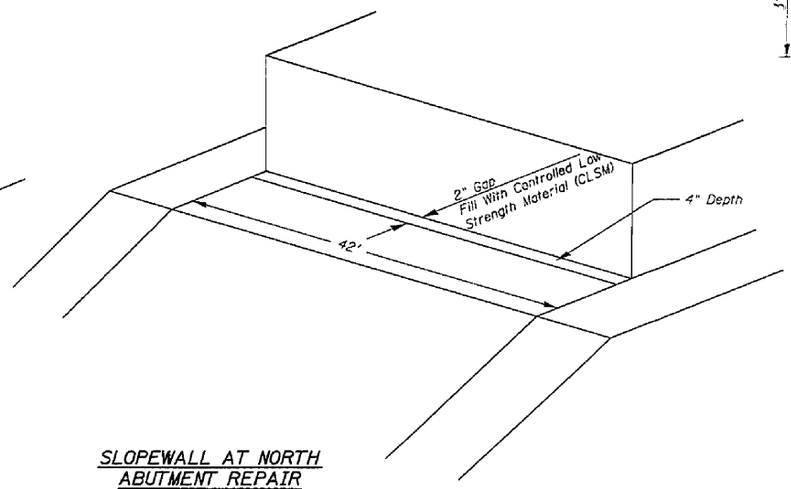
Epoxy Crack Sealing

BILL OF MATERIAL

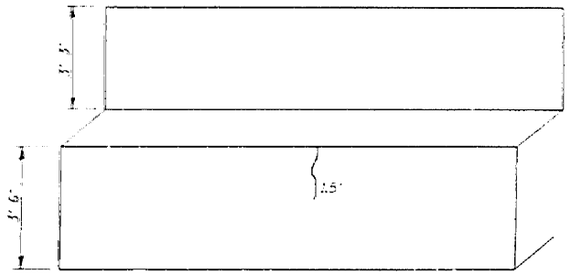
ITEM	UNIT	TOTAL
Controlled Low Strength Material (CLSM)	Cu. Yds.	2.2
Formed Concrete Repair (5")	Sq. Ft.	111
Epoxy Crack Sealing	Feet	15



SLOPEWALL AT SOUTH ABUTMENT REPAIR



SLOPEWALL AT NORTH ABUTMENT REPAIR



SOUTH ABUTMENT AND BACKWALL CRACK REPAIR

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Abutment/ Wingwall Repairs

S.N. 057-0179 (NB)

DATE - 03-04-2002

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(57-1,57-2)RS	McLean		

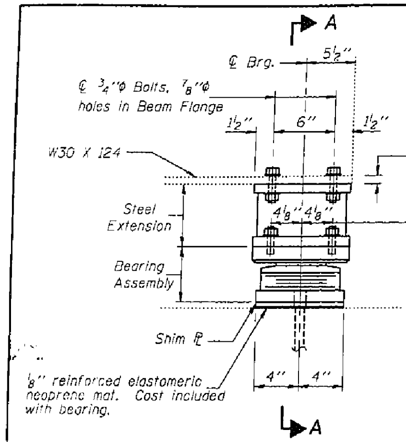
SHEET NO. 11
14 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

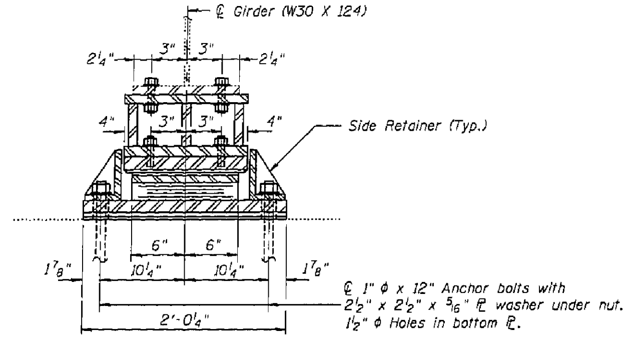
GIRDER REACTIONS

R℄	(K)	19.7
Rℓ	(K)	39.8
Imp.	(K)	11.7
R (Total)	(K)	71.2

Notes: Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost shall be included in the cost of Furnishing and Erecting Structural Steel.
New steel exte[...]s, side retainers, shim ℄'s, connection bolts and anchor bolts are included in Furnishing and Erecting Structural Steel.
See Sheet 13 of 14 for Anchor Bolt installation.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
Min. jack capacity = 35 Tons.

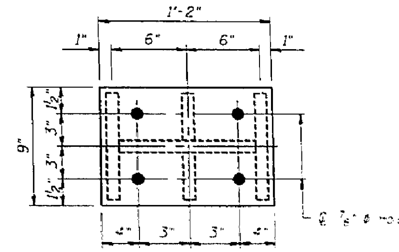


ELEVATION AT NORTH ABUTMENT

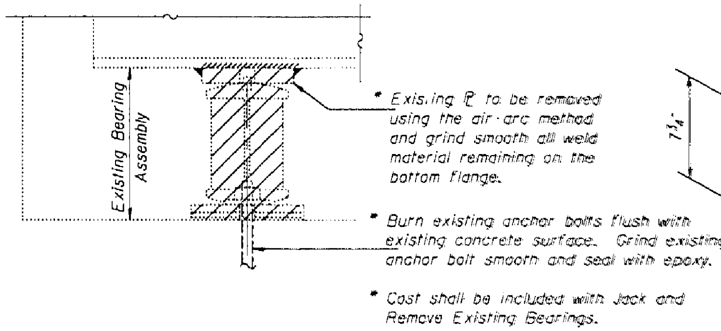


SECTION A-A

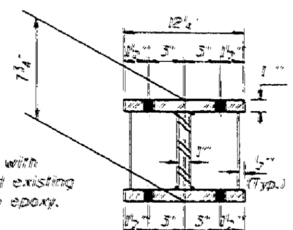
TYPE II TFE ELASTOMERIC EXP. BRG.



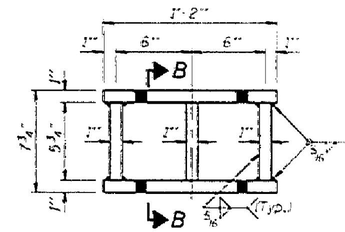
PLAN TOP AND BOTTOM PLATE



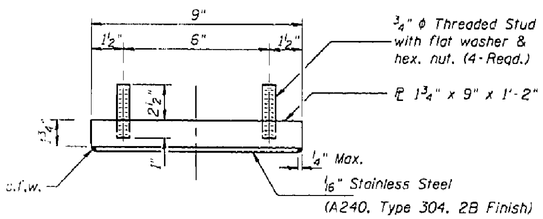
EXISTING BEARING REMOVAL DETAIL



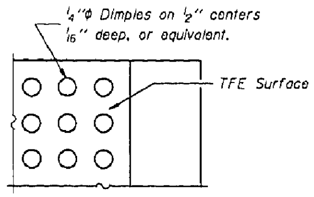
SECTION B-B



STEEL EXTENSION DETAIL



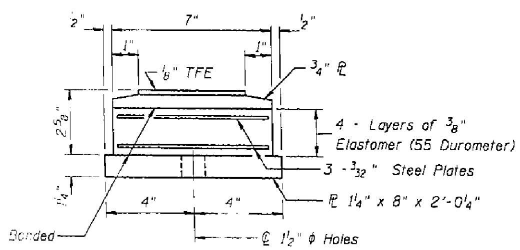
TOP BEARING ASSEMBLY



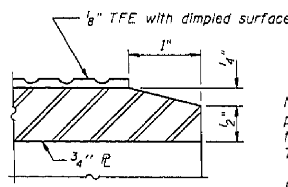
PLAN-TFE SURFACE

Location	** Girder	1	2	3	4	5	6
South Abutment	Steel Extension	7¾"	7¾"	7¾"	7¾"	7¾"	7¾"
	Shim thickness	15/16"	⅜"	9/16"	½"	9/16"	½"

** Girder designation is from West to East



BOTTOM BEARING ASSEMBLY



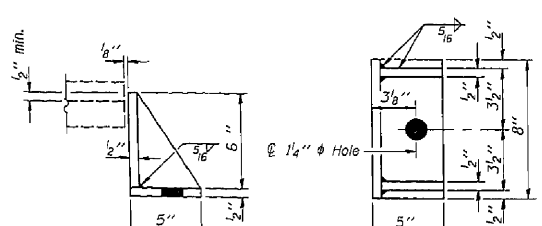
SECTION THRU TFE

Note: The ⅛" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of ⅛" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

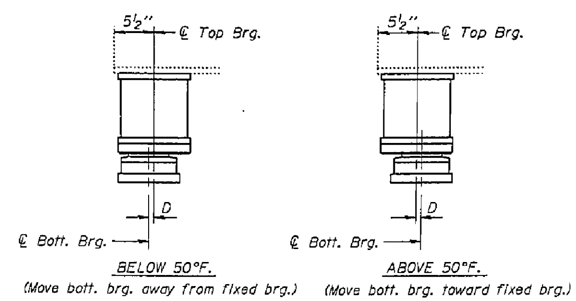
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	6
Jack and Remove Existing Bearing	Each	6
Furnishing and Erecting Structural Steel	Lbs.	1,212



SIDE RETAINER

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



SETTING ANCHOR BOLTS AT EXP. BRG.

D=⅛" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Bearing Extension Details
South Abutment

S.N. 057-0179 (NB)

DATE 03-04-2002

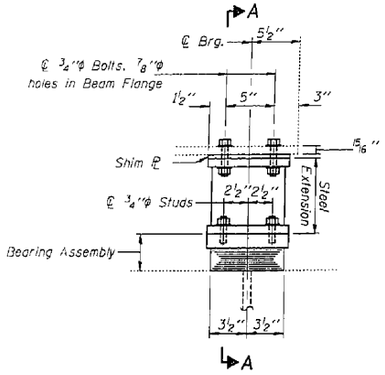
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. R. I. 55	(57-1,57-2)RS	McLean		
FED. ROAD DIST. NO. 5	ILLINOIS	FED. AID PROJECT		

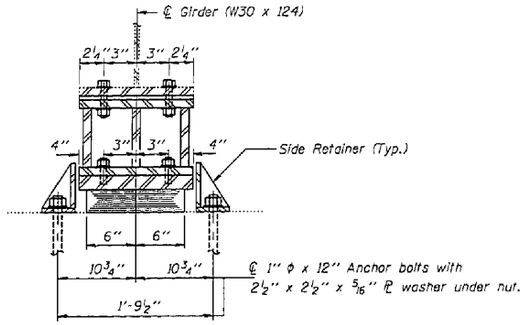
SHEET NO. 12
14 SHEETS

GIRDER REACTIONS

R℄	(K)	19.7
R℄	(K)	39.8
Imp.	(K)	11.7
R (Total)	(K)	71.2



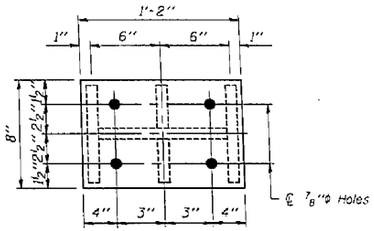
ELEVATION AT SOUTH ABUTMENT



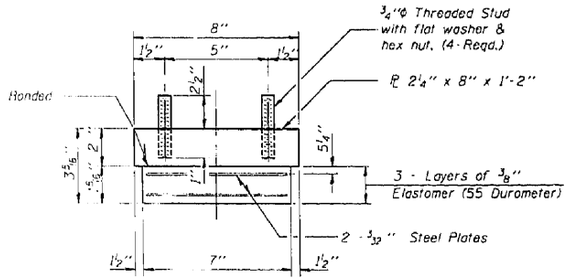
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

Notes: Diaphragm removal and reinstallation may be required to facilitate drilling holes. Cost shall be included in the cost of Furnishing and Erecting Structural Steel.
New steel extensions, side retainers, shim ℄'s, connection bolts, and anchor bolts are included in Furnishing and Erecting Structural Steel.
See Sheet 13 of 14 for Anchor Bolt installation.
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions.
Min. jack capacity = 35 Tons.

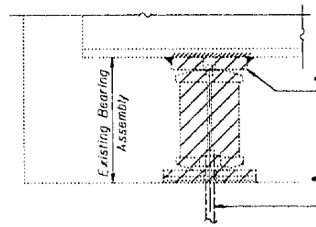


PLAN TOP AND BOTTOM PLATE



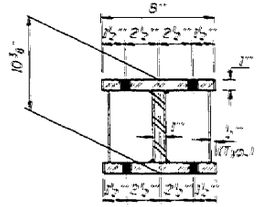
BEARING ASSEMBLY

Note: Shim plates shall not be placed under Bearing Assembly.

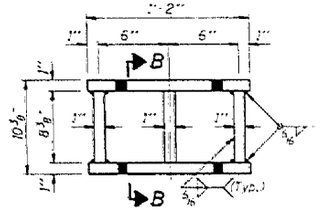


* Existing ℄ to be removed using the air-arc method and grind smooth all weld material remaining on the bottom flange.
* Burn existing anchor bolts flush with existing concrete surface. Grind existing anchor bolt smooth and seal with epoxy.
* Cost shall be included with Jack and Remove Existing Bearings.

EXISTING BEARING REMOVAL DETAIL



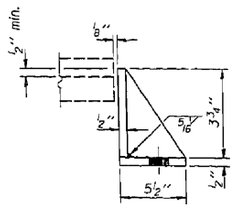
SECTION B-B

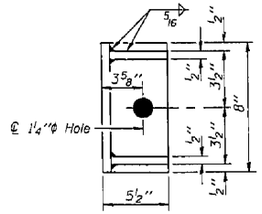


STEEL EXTENSION DETAIL

Location	** Girder	1	2	3	4	5	6
North Abutment	Steel Extension	10⅛"	10⅛"	10⅛"	10⅛"	10⅛"	10⅛"
	Shim thickness	1/16"	⅝		¾"	¼"	½"

** Girder designation is from West to East





SIDE RETAINER

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	6
Jack and Remove Existing Bearing	Each	6
Furnishing and Erecting Structural Steel	Lbs.	1,228

DESIGNED	JMW
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Bearing Extension Details
North Abutment
S.N. 057-0179 (NB)

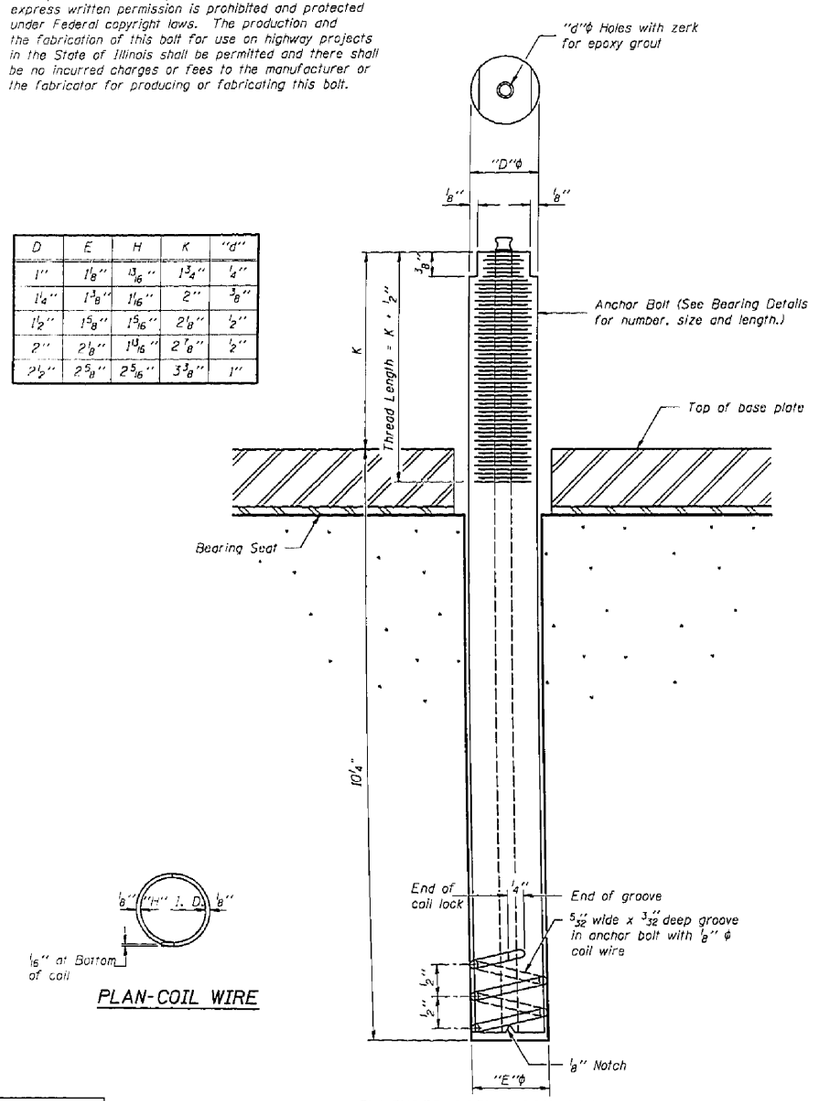
DATE 03-04-2002

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I.B.R.S. P.A. 55	(57-1,57-2)RS	McLean		
FED. ROAD DIST. NO. 3	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 13
14 SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

D	E	H	K	"d"
1"	$1\frac{1}{8}$"	$\frac{13}{16}$"	$1\frac{3}{4}$"	$\frac{1}{4}$"
$1\frac{1}{4}$"	$1\frac{3}{8}$"	$1\frac{1}{16}$"	2"	$\frac{3}{8}$"
$1\frac{1}{2}$"	$1\frac{5}{8}$"	$1\frac{5}{16}$"	$2\frac{1}{8}$"	$\frac{1}{2}$"
2"	$2\frac{1}{8}$"	$1\frac{9}{16}$"	$2\frac{7}{8}$"	$\frac{1}{2}$"
$2\frac{1}{2}$"	$2\frac{5}{8}$"	$2\frac{5}{16}$"	$3\frac{3}{8}$"	1"



PLAN-COIL WIRE

ILLINOIS COIL-LOCK ANCHOR BOLT

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.

The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade I and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

1. With the coil wire in place, the bolt shall be inserted into the hole and turned clockwise to a snug fit in the hole. Nut and washer shall be placed on the bolt. The nut shall be tensioned until the steel base plates are held securely to the concrete bearing seat.
2. Epoxy grout shall be pumped through the zerk fitting with a pressure gun. Pumping shall continue until the epoxy overflows the hole around the bolt shank. After pumping is discontinued, excess epoxy shall be immediately wiped off.

ALTERNATE ANCHOR BOLTS

The Contractor may use, at his option, the capsule or the adhesive cartridge type anchor rods that have been previously tested and given a prior approval by the Department. The Contractor shall install these anchor rods in pre-drilled holes according to the manufacturer's recommendations and procedures.

The capsule or the adhesive cartridge type anchor rods shall be a "two part" system composed of:

1. A threaded rod stud with nut and washer of the type specified.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
N. Abut.	4.50F
S. Abut.	4.50F

ASTM F 1554 Grade 105, ASTM A 449 and AASHTO M 314 Grade 105 anchor bolts may be substituted for the anchor bolts shown above.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished and installed and including the epoxy grout or capsules, shall not be paid for separately but shall be included in the unit bid price for "Furnishing and Erecting Structural Steel".

DESIGNED	KMA
CHECKED	RGD
DRAWN	WJH
CHECKED	NRF

ABB-1 4-30-99

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

Anchor Bolt Details

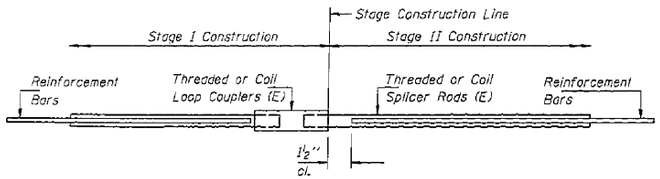
S.N. 057-0179 (NB)

DATE 03-04-2002

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

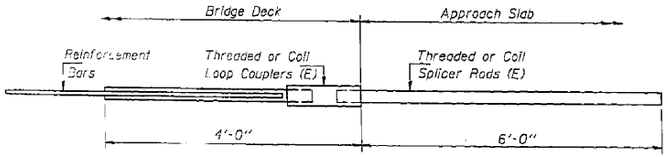
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 55	(57-1,57-2RS	McLean		
FED. ROAD DIST. NO. 3		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 14
14 SHEETS



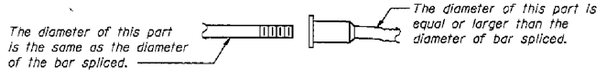
SPLICER DETAIL

Bar Size	No. Assemblies Required	Location
#6	35	North Abutment
#6	35	South Abutment



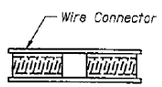
INTEGRAL ABUTMENT BAR SPLICER ASSEMBLY DETAIL FOR #5 BAR

Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 0



ROLLED THREAD DOWEL BAR

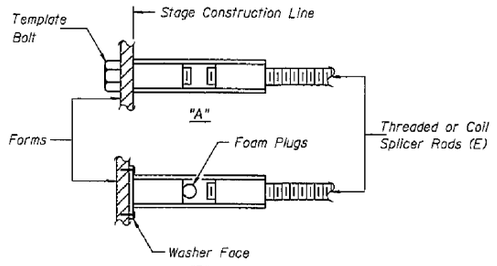
** ONE PIECE



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$

② Minimum *Pull-out Strength (Tension in kips) = $1.25 \times fs_{allow} \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
fs_{allow} = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

BAR SPLICER ASSEMBLIES			
		Strength Requirements	
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6

Bar splicer assemblies shall be according to Section 508 of the Standard Specifications, except as noted. The furnishing and installation of bar splicer assemblies will be measured and paid for at the contract unit price each for "BAR SPLICERS."

DESIGNED	KMA
CHECKED	RGO
DRAWN	WJM
CHECKED	MRF

BSD-1 4-30-99

SMITH ENGINEERING CONSULTANTS, INC.
CIVIL/STRUCTURAL ENGINEERS AND SURVEYORS

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

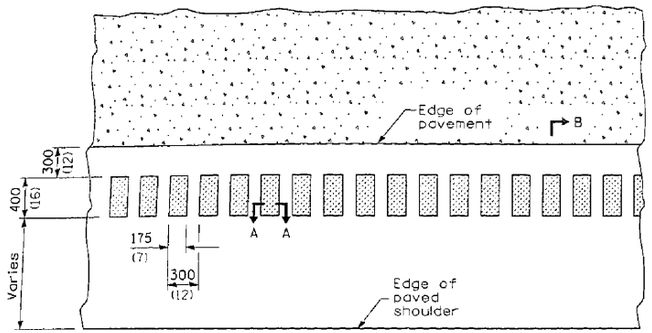
Bar Splicer Assembly Detail

S.N. 057-0179 (NB)

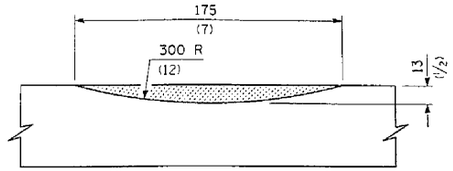
DATE 07-04-2002

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	MCLEAN	205	155
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

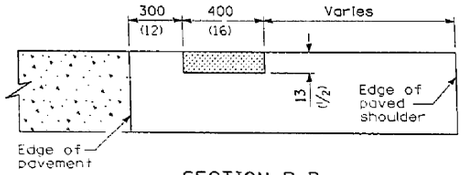
* (57-1,57-2) RS



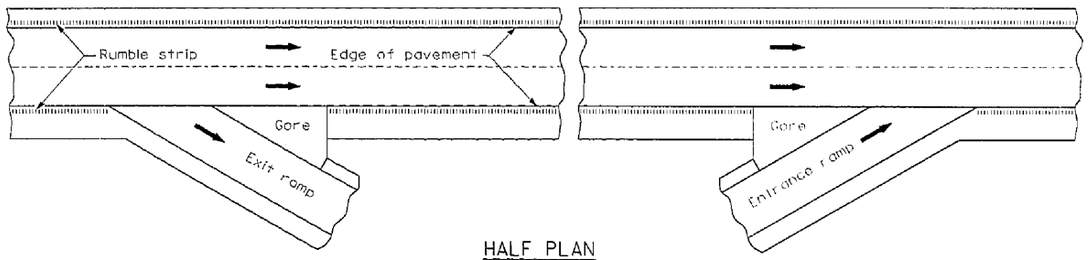
PLAN



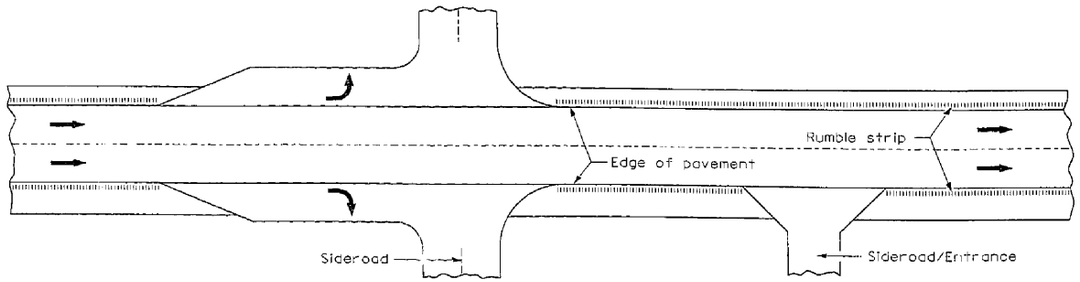
SECTION A-A



SECTION B-B



HALF PLAN
TYPICAL APPLICATION AT AN INTERCHANGE



HALF PLAN
TYPICAL APPLICATION EXPRESSWAY INTERSECTION

GENERAL NOTES

On Portland cement concrete shoulders, no shoulder rumble strip shall be located closer than 150 mm (6") of a traverse joint.

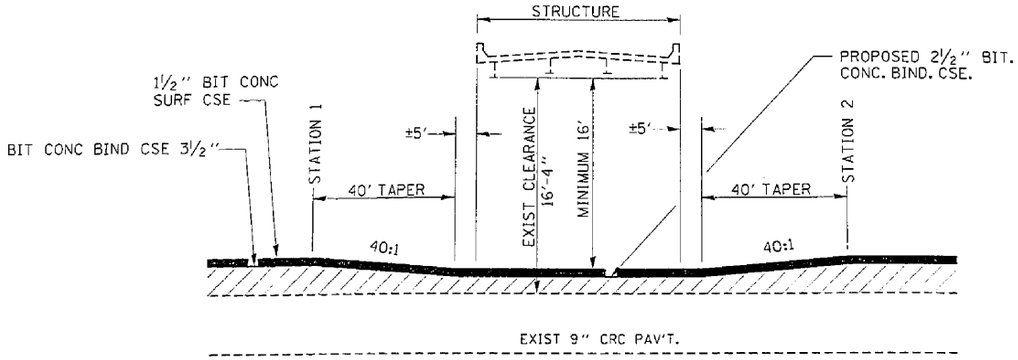
Omit shoulder rumble strips across structures.

All dimensions are in millimeters (inches) unless otherwise shown.

SHOULDER RUMBLE STRIPS DETAIL

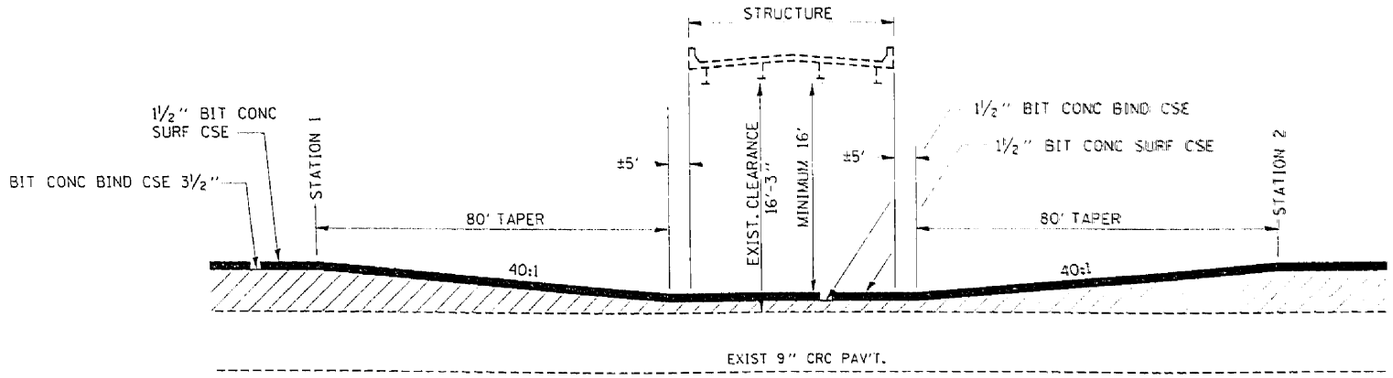
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	MCLEAN	203	156
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (57-1,57-2) RS



TAPER DETAIL UNDER STRUCTURES

SN 057-0171 NB = STA 645+08 TO STA 646+71
SN 057-0172 NB = STA 714+00 TO STA 715+26
SN 057-0172 SB = STA 714+24 TO STA 715+50
SN 057-0177 NB = STA 345+11 TO STA 346+32



TAPER DETAIL UNDER STRUCTURES

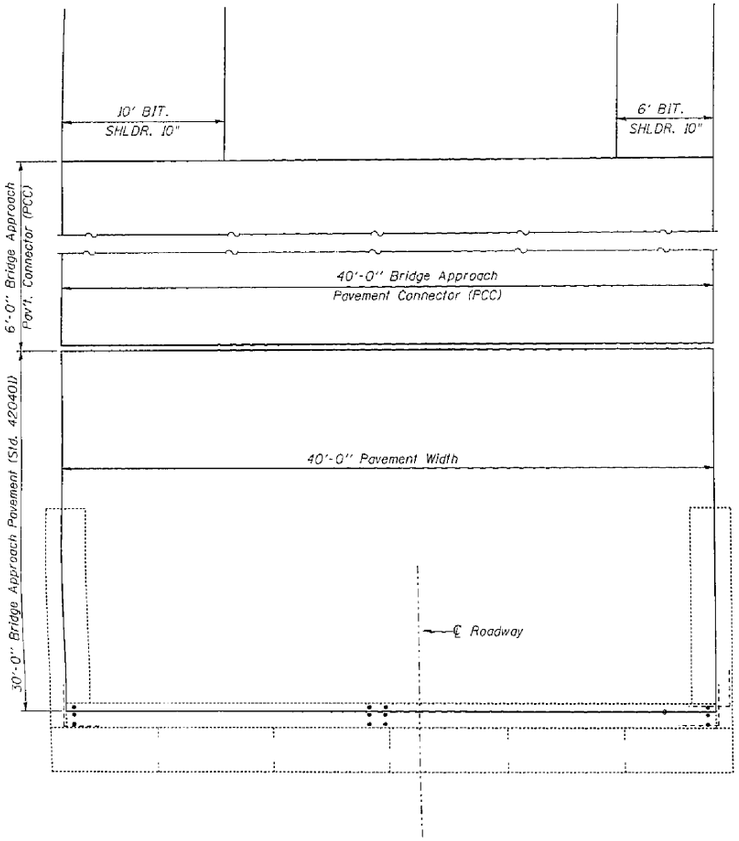
SN 057-0177 SB = STA 344+71 TO STA 346+72

op03359/details.dgn
01/2020

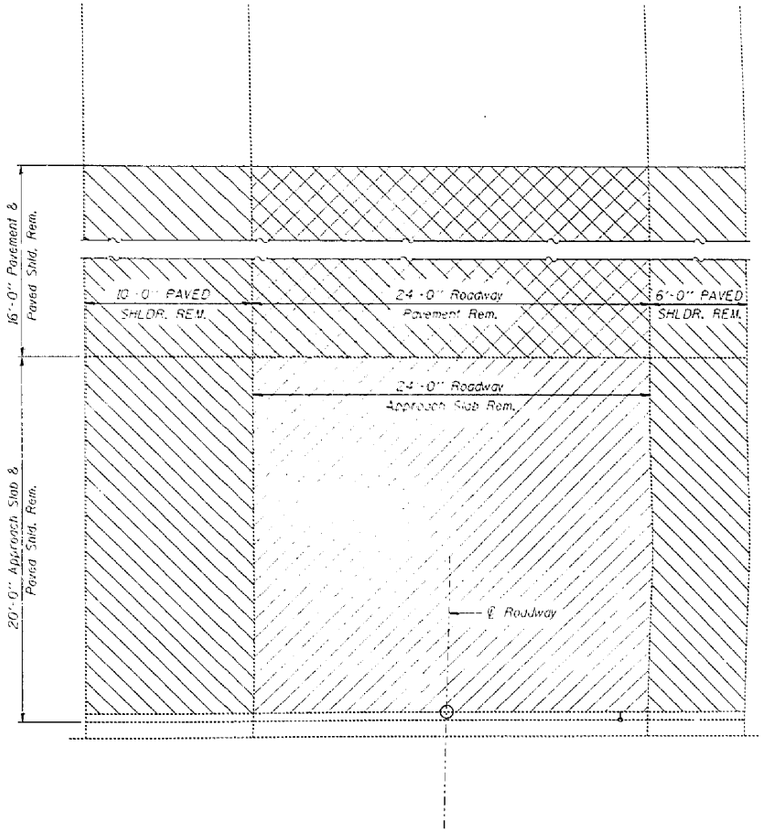
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	MCLEAN	205	157
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (57-1,57-2) RS

NOTE: The existing approach slab, pavement and shoulder shall be removed and replaced with Bridge Approach Pavement Std. 420401. See schedules for quantities.



PROPOSED APPROACH SLAB

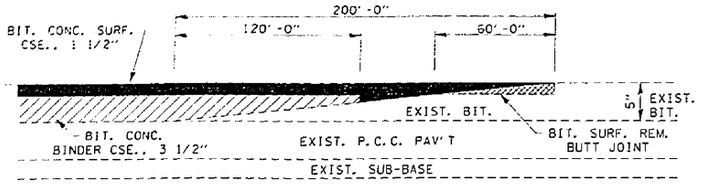


APPROACH SLAB REMOVAL PLAN

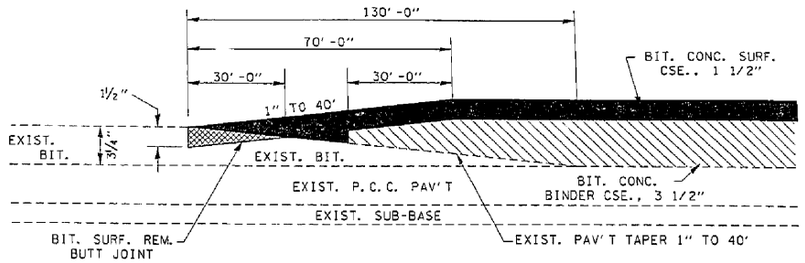
APPROACH SLAB REPLACEMENT DETAIL

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	MCLEAN	205	158
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

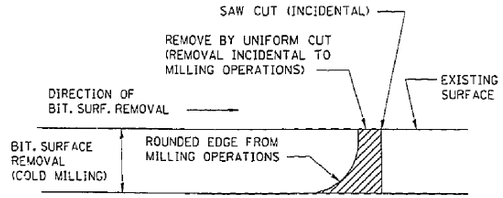
* (57-1,57-2) RS



BITUMINOUS TAPER AT END OF PROJECT

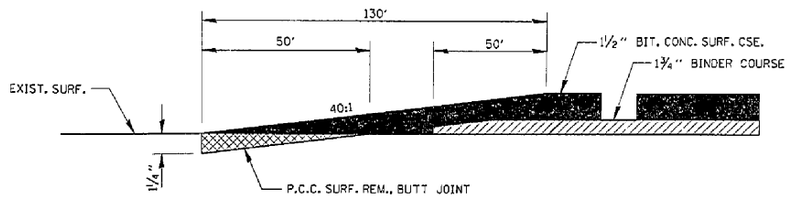


BITUMINOUS TAPER AT BEGINNING OF PROJECT



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

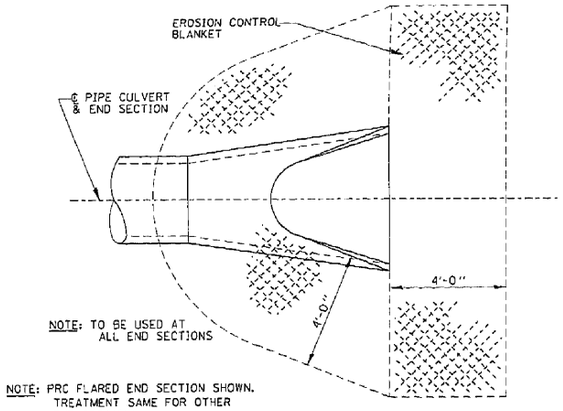
BITUMINOUS DETAIL AT BUTT JOINTS



P.C.C. BUTT JOINT ON RAMPS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	MCLEAN	205	159
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

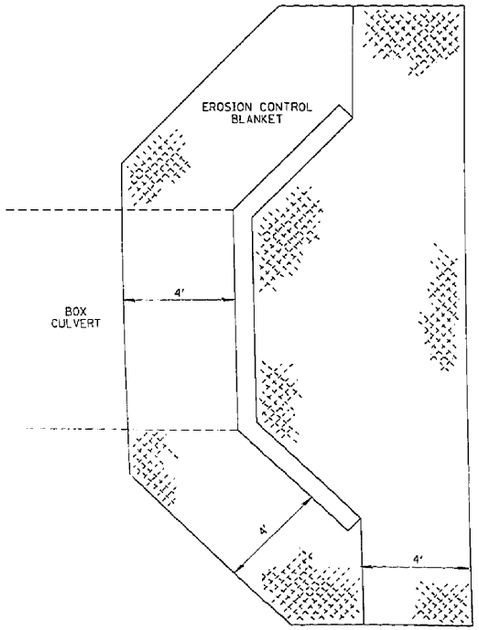
* (57-1,57-2) RS



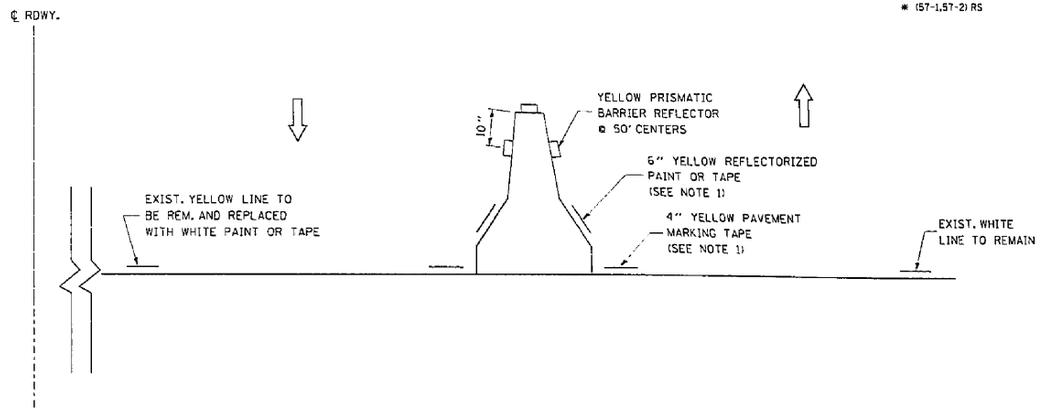
NOTE: TO BE USED AT ALL END SECTIONS

NOTE: PRC FLARED END SECTION SHOWN. TREATMENT SAME FOR OTHER END SECTIONS.

DETAIL OF EROSION CONTROL BLANKET LINING AROUND END SECTION

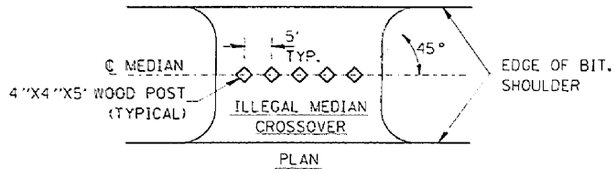


EROSION CONTROL BLANKET AT BOX CULVERT END SECTIONS

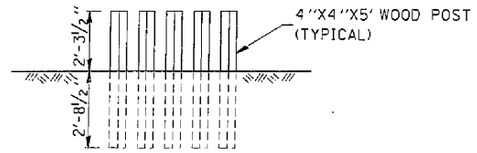


NOTES:

1. THE CONTRACTOR HAS THE OPTION OF USING EITHER THE LINE ON THE TEMPORARY CONCRETE BARRIER OR ON THE PAVEMENT.
2. THE COST OF THE REFLECTORS AND THE BARRIER/PAVEMENT MARKING LINE IS INCLUDED IN THE COST OF THE TEMPORARY CONCRETE BARRIER.



PLAN

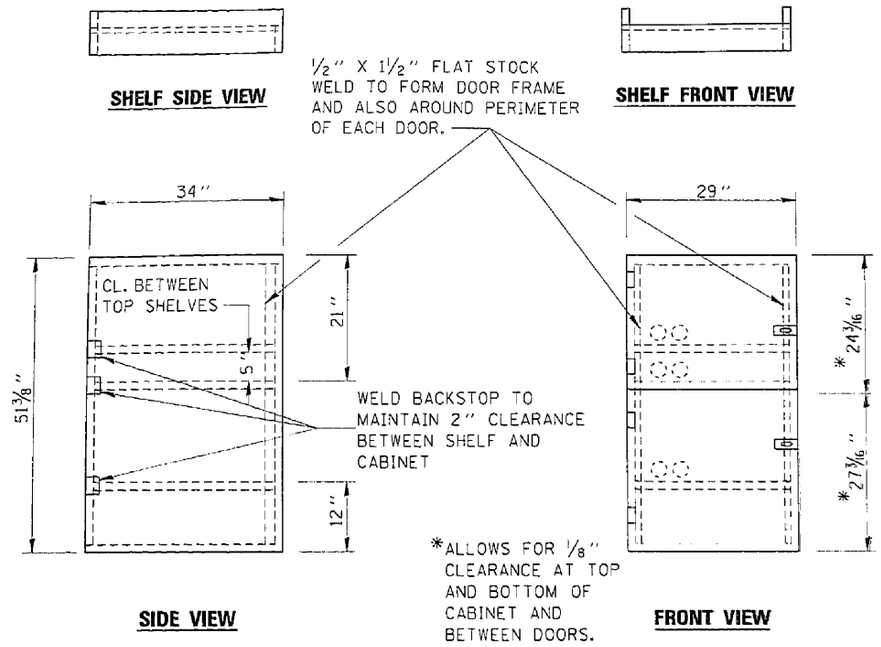


ELEVATION

WOOD POST DETAIL

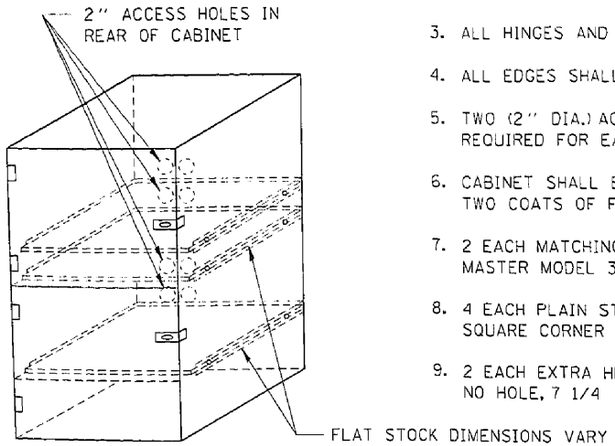
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	MCLEAN	205	160
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (57-1,57-2) RS



NOTES:

1. USE 16 GAUGE STEEL FOR CABINET.
2. THE TOP SHELF SHALL SLIDE IN OR OUT WITH THE TOP DOOR OPEN.
3. ALL HINGES AND HASPS WILL BE WELDED TO THE CABINET.
4. ALL EDGES SHALL BE GROUND SMOOTH.
5. TWO (2" DIA.) ACCESS HOLES WILL BE REQUIRED FOR EACH SHELF.
6. CABINET SHALL BE PAINTED WITH TWO COATS OF FLAT PAINT.
7. 2 EACH MATCHING KEY PADLOCKS, WITH 3 KEYS PROVIDED, MASTER MODEL 3 T OR EQUIVALENT.
8. 4 EACH PLAIN STEEL, NON-REMOVABLE PIN, NO HOLE 4"X4" SQUARE CORNER HINGES TO BE WELDED ON.
9. 2 EACH EXTRA HEAVY, PLAIN STEEL, FIXED STAPLE, NO HOLE, 7 1/4 " HASPS TO BE WELDED ON.



LOCKABLE COMPUTER CABINET

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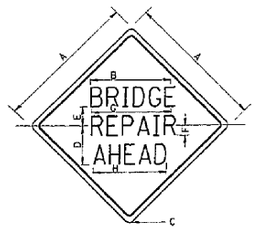
01/02/02

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	MCLEAN	205	161
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (57-1,57-2) RS

ILLINOIS STANDARD
W21-I102

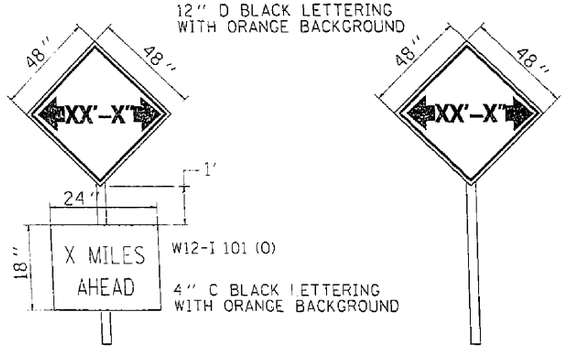


COLOR: LEGEND AND BORDER BLACK — NON-REFLECTORIZED
BACKGROUND ORANGE — REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
36 x 36	36.0	22.3	2.25	10.8	5.6	3.0	21.9	20.7
48 x 48	48.0	26.0	3.0	14.5	7.5	3.5	25.5	24.1

SIGN SIZE	SERIES LINES			MARGIN	BORDER	BLANK STD.
	1	2	3			
36 x 36	5C	5C	5C	0.6	0.8	B4-36D
48 x 48	7C	7C	7C	0.8	1.2	B4-48D

ALL DIMENSIONS IN INCHES.



THE CONTRACTOR SHALL NOTIFY DISTRICT 3 BUREAU OF OPERATIONS 14 CALENDAR DAYS PRIOR TO INSTALLING ANY TRAFFIC CONTROL DEVICES THAT WILL RESTRICT THE PAVEMENT WIDTH.

WIDTH RESTRICTION SIGNING DETAILS

SIGNS SHALL BE PLACED AT THE FOLLOWING LOCATIONS:

2 EACH ON I-55 N.B. SOUTH OF THE LEXINGTON INTERCHANGE.

1 EACH ON THE I-55 N.B. ENTRANCE RAMP AT LEXINGTON.

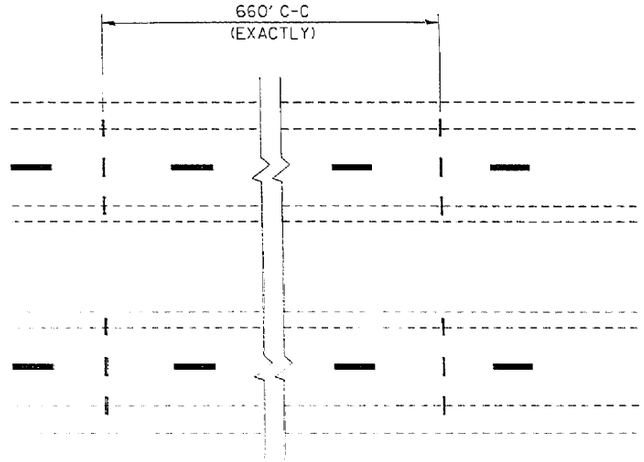
2 EACH ON I-55 S.B. NORTH OF PONTIAC INTERCHANGE.

1 EACH ON THE I-55 S.B. ENTRANCE RAMP AT PONTIAC.

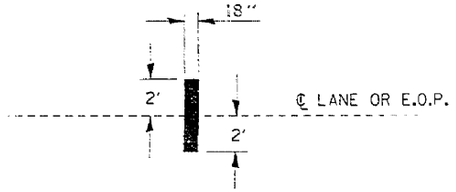
1 EACH ON THE I-55 N.B. ENTRANCE RAMP AT CHENOA.

1 EACH ON THE I-55 S.B. ENTRANCE RAMP AT CHENOA.

2 EACH ON C.H. 8 (LEXINGTON RD.)



IT WILL BE NECESSARY TO HAVE A REPRESENTATIVE OF THE STATE POLICE PRESENT SO THAT THE ACCURACY OF MEASUREMENT CAN BE ATTESTED TO IN COURT.

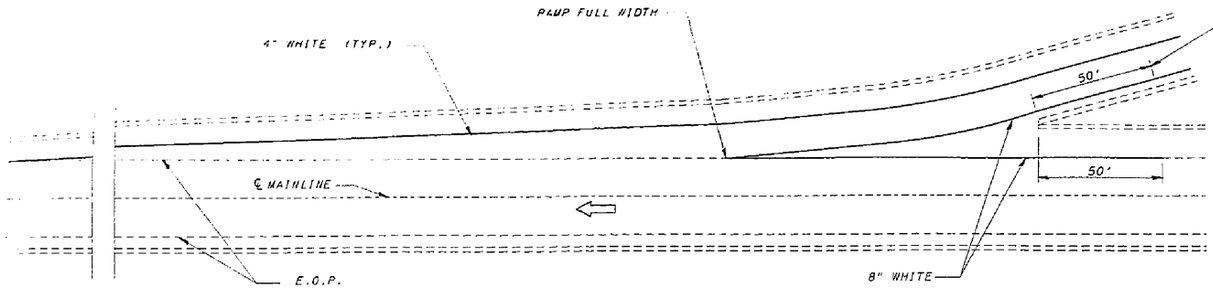


AERIAL SPEED CHECK ZONES

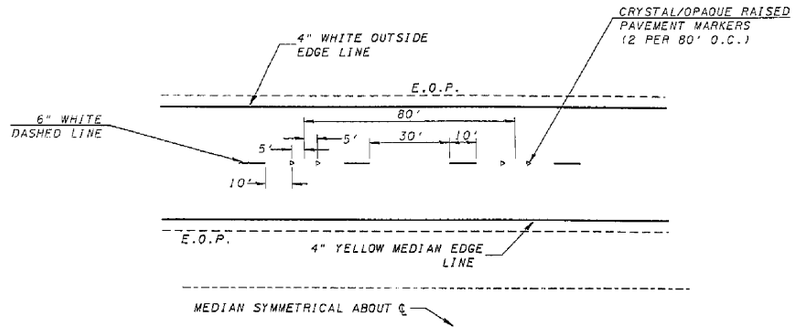
DETAILS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	MCLEAN	205	162
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

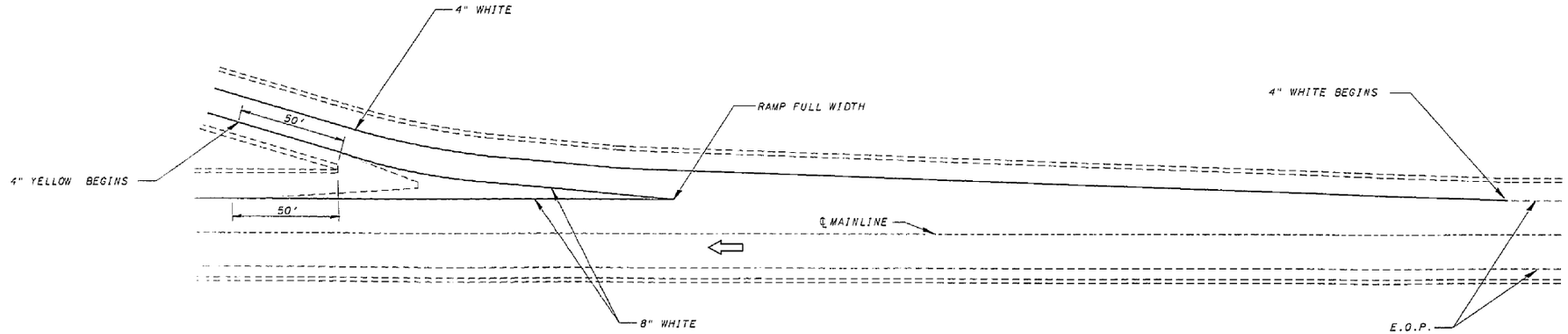
* (57-1,57-2) RS



TYPICAL PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS



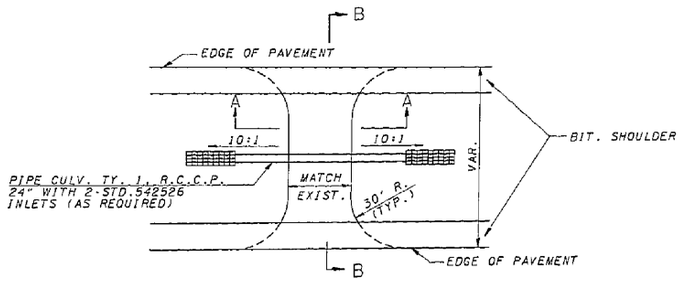
TYPICAL PAVEMENT MARKINGS

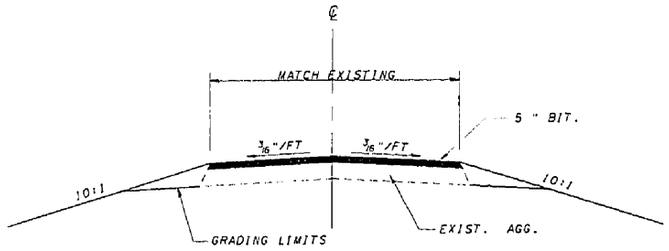


TYPICAL PAVEMENT MARKINGS FOR EXIT RAMP TERMINALS

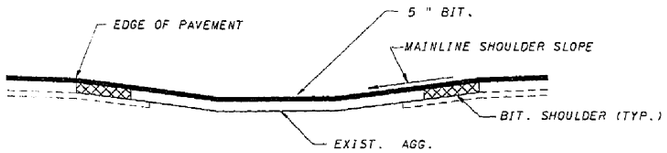
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	*	MCLEAN	205	163
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* (57-1, 57-2) RS



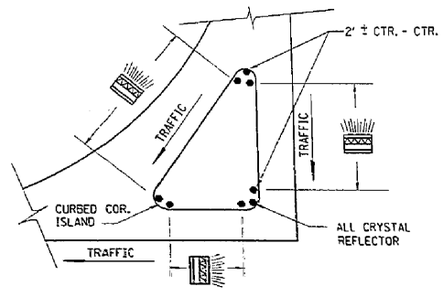


SECTION A-A

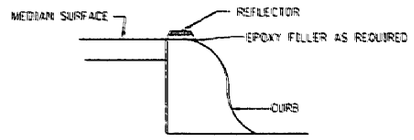


SECTION B-B

BITUMINOUS MAINTENANCE CROSSOVER



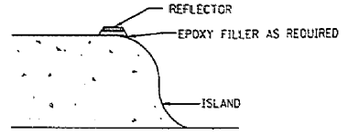
PRISMATIC REFLECTORS



SECTION VIEW

NOTES

1. PRISMATIC REFLECTORS SHALL BE MONO-DIRECTIONAL AND POSITIONED SO THAT THE REFLECTIVE FACE IS FACING THE APPROACHING TRAFFIC.
2. PRISMATIC REFLECTORS SHALL BE SECURED IN PLACE WITH AN EPOXY ADHESIVE.
3. PRISMATIC REFLECTORS SHALL BE EITHER AMBER OR CRYSTAL IN COLOR.



SECTION VIEW

NOTES

1. PRISMATIC REFLECTORS SHALL BE MONO-DIRECTIONAL AND POSITIONED SO THAT THE REFLECTIVE FACE IS FACING THE APPROACHING TRAFFIC.
2. PRISMATIC REFLECTORS SHALL BE SECURED IN PLACE WITH AN EPOXY ADHESIVE.
3. PRISMATIC REFLECTORS SHALL BE EITHER AMBER OR CRYSTAL IN COLOR.

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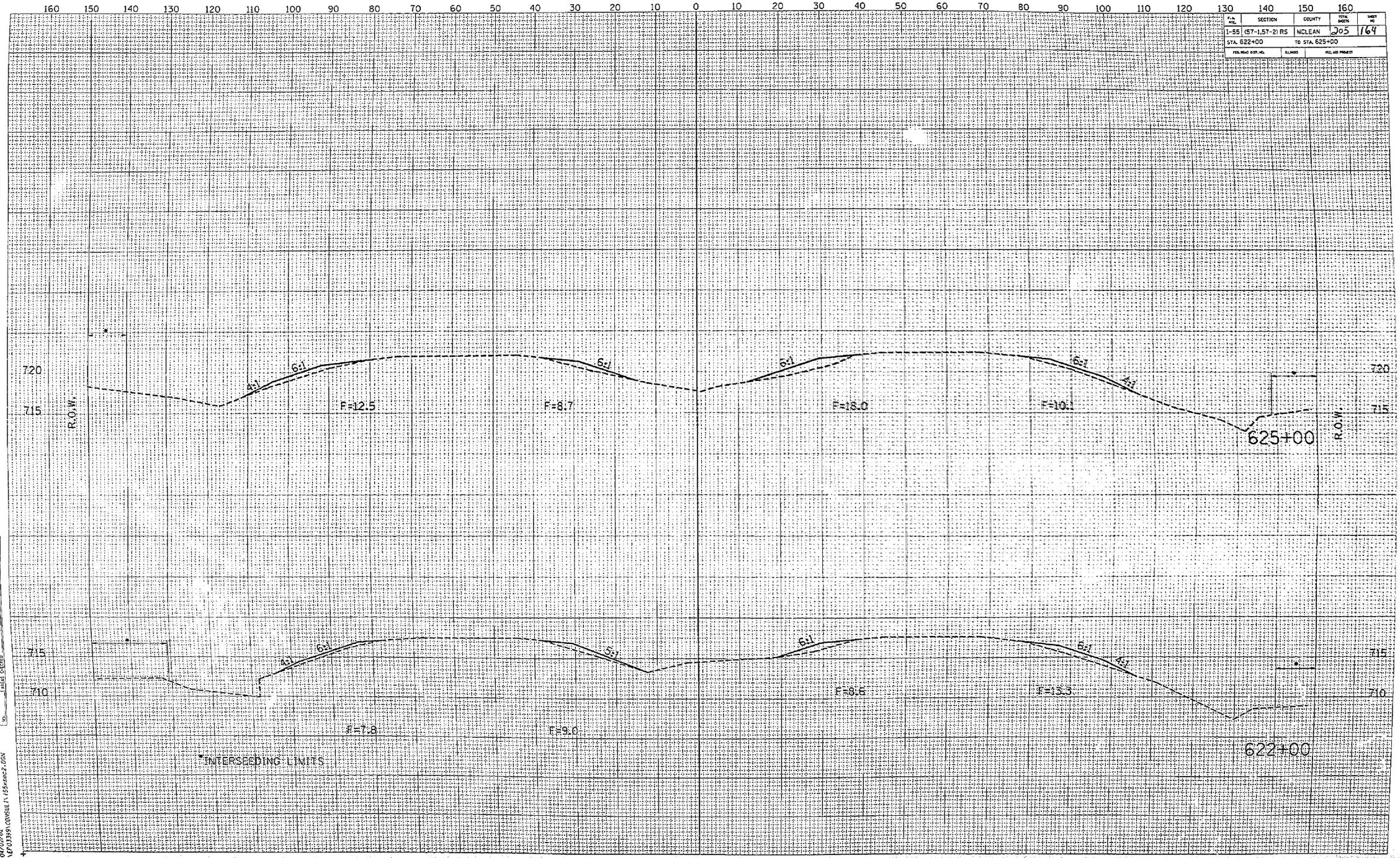
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-1,57-2) RS	MCLEAN	205	164
STA. 622+00		TO STA. 625+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
AREAS CHECKED	
SITE BOOK	
NO.	

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

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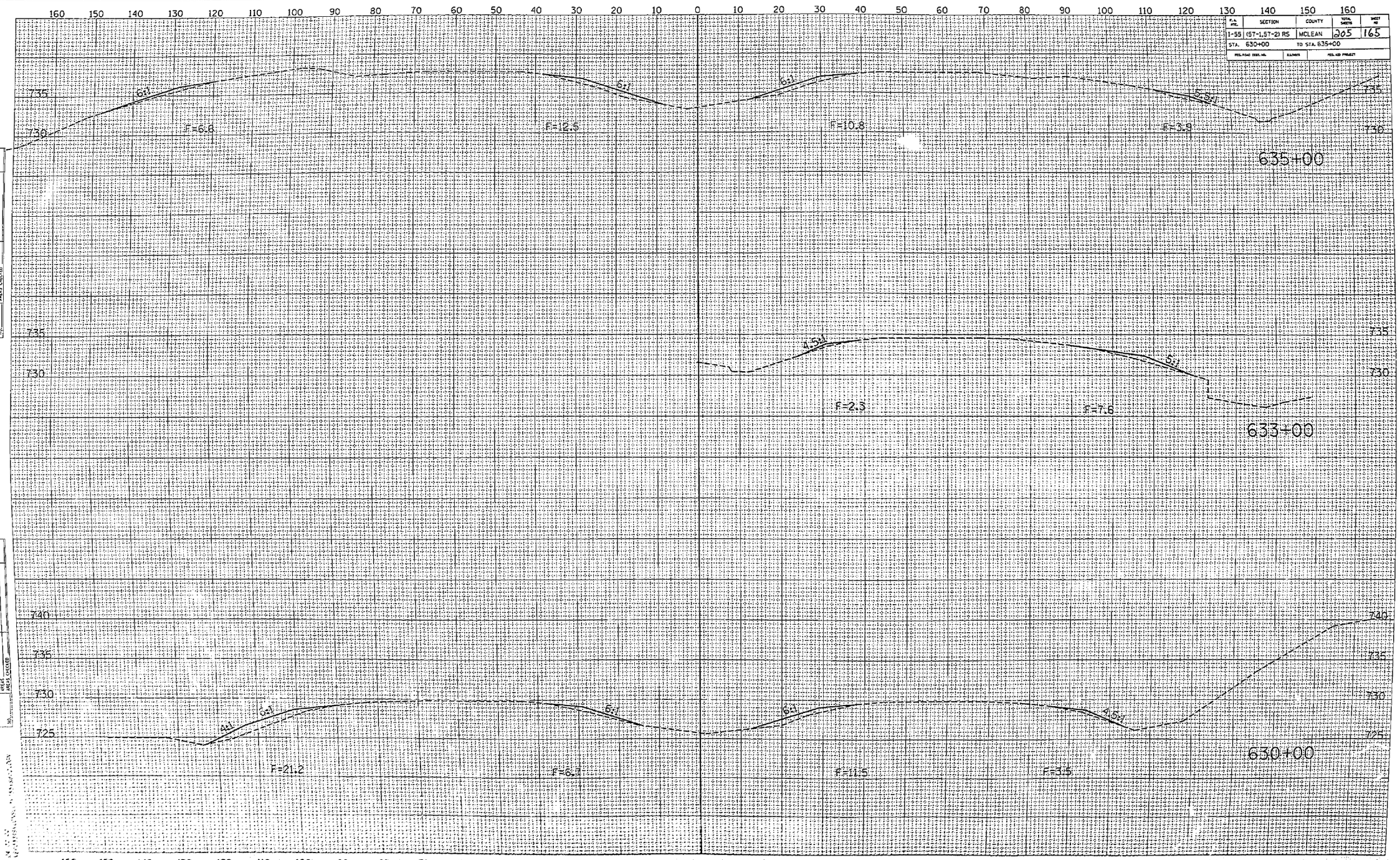
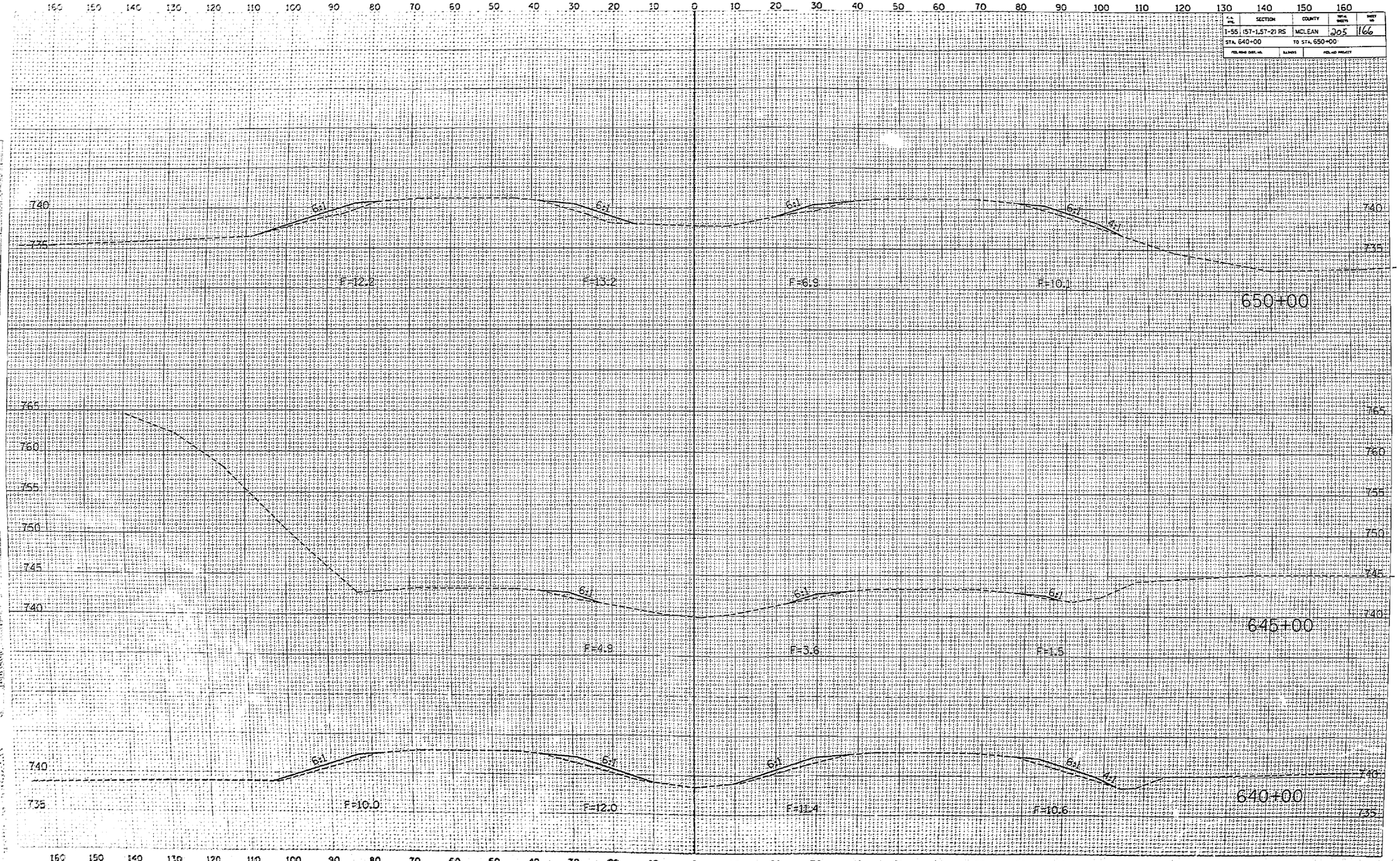
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
I-55	(57-1,57-2) RS	MCLEAN	205	165
STA. 630+00		TO STA. 635+00		
FED. ROAD DIST. NO.	STATE	FED. AID PROJECT		

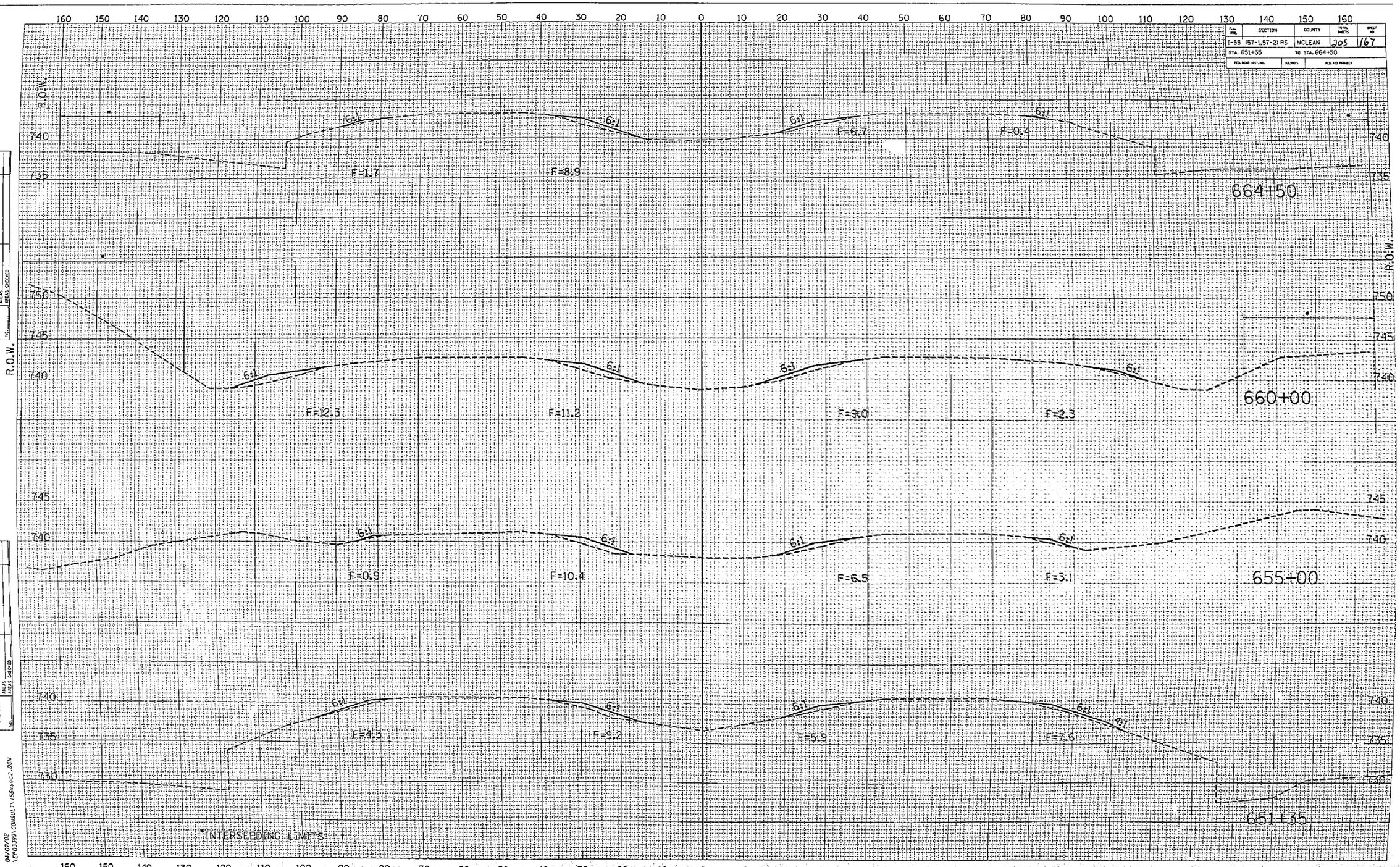


FINAL SURVEY
NOTE BOOK
SPACING PLOTTED
TEMPLATE
AREAS
LINES CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
PLOTTED
TEMPLATE
AREAS
LINES CHECKED
BY
DATE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-1,57-2) RS	MCLEAN	205	166
STA. 640+00		TO STA. 650+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		





F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-1,57-2) RS	MCLEAN	205	167
STA. 651+35		TO STA. 664+50		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

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

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

04/02/02
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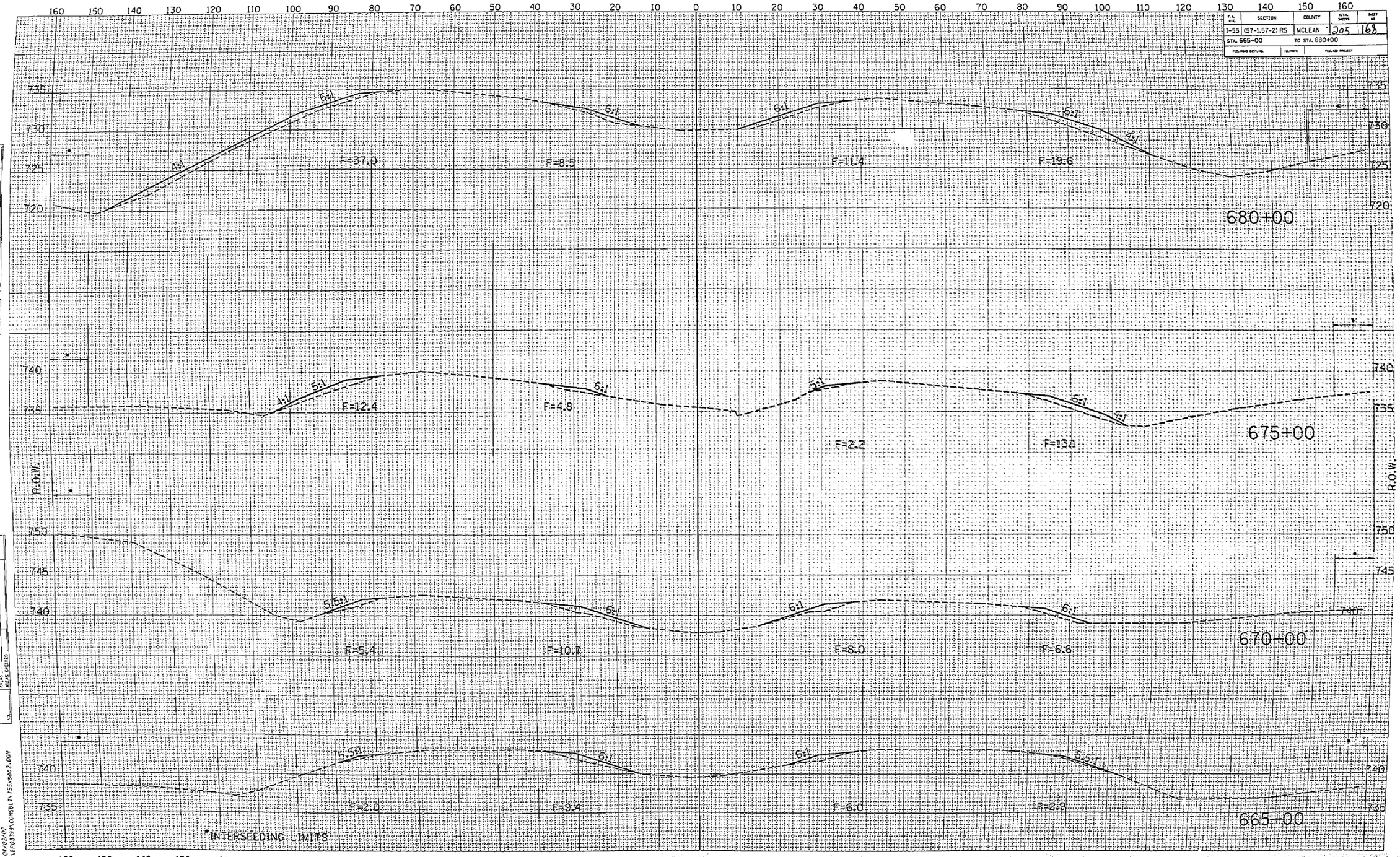
160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160
F.A. RTE. | SECTION | COUNTY | TOTAL SHEETS | SHEET NO.
I-55 | (57-1,57-2) RS | MCLEAN | 205 | 168
STA. 665+00 TO STA. 680+00
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT
735
730
725
720
740
745
750
R.O.W.
6:1
4:1
5:1
5.5:1
5.5:1
F=37.0
F=8.5
F=11.4
F=19.6
F=12.4
F=4.8
F=2.2
F=13.1
F=5.4
F=10.7
F=8.0
F=6.6
F=2.0
F=9.4
F=6.0
F=2.9
680+00
675+00
670+00
665+00
INTERSEEDING LIMITS
FINAL SURVEY
NOTE BOOK
CS
PLOTTED
PLOTTED
TEMPLATE
AREAS CHECKED
BY
DATE
ORIGINAL SURVEY
NOTE BOOK
CS
PLOTTED
PLOTTED
TEMPLATE
AREAS CHECKED
BY
DATE
04/02/02
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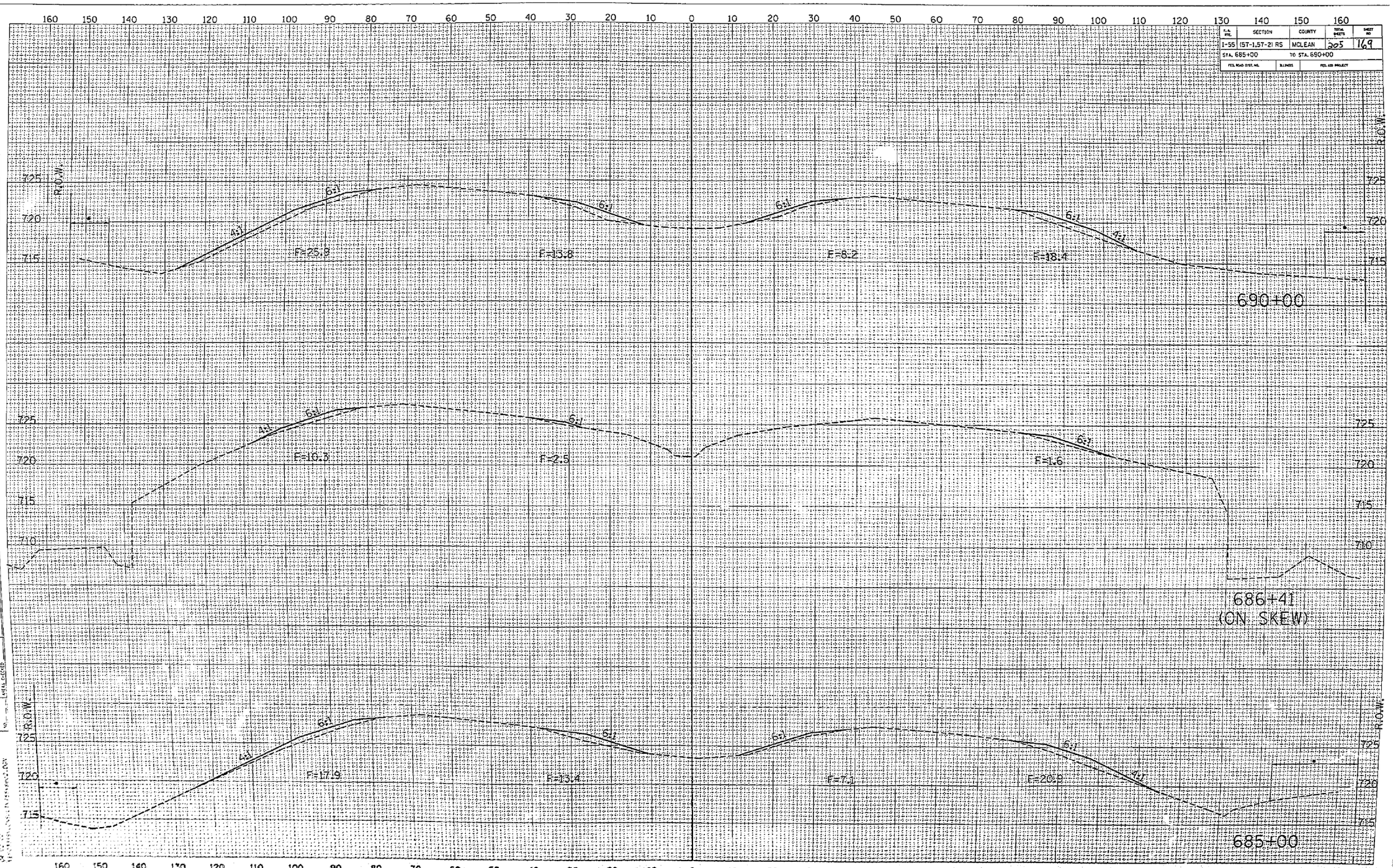
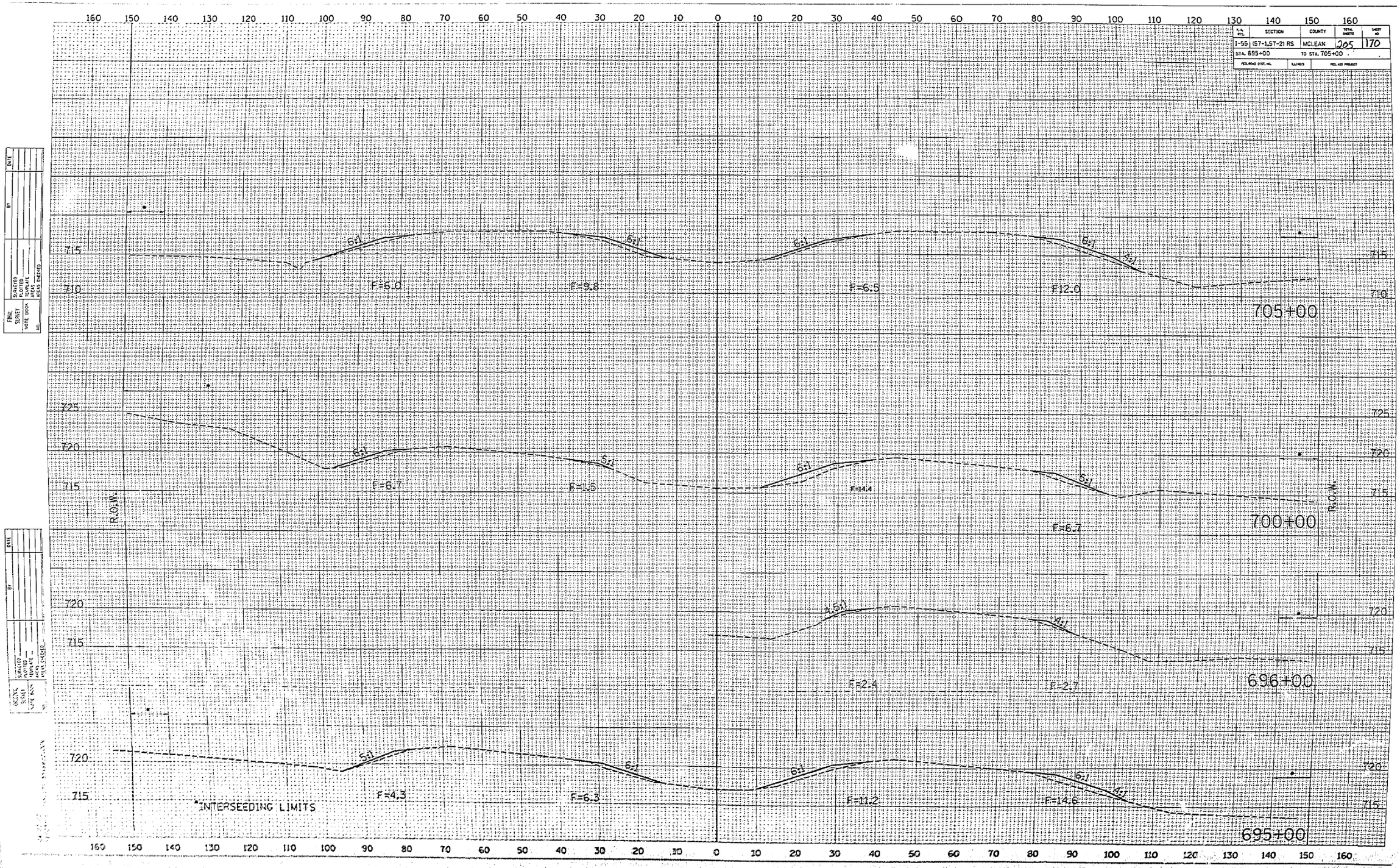
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(5T-1,5T-2) RS	MCLEAN	205	169
STA. 685+00		TO STA. 690+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



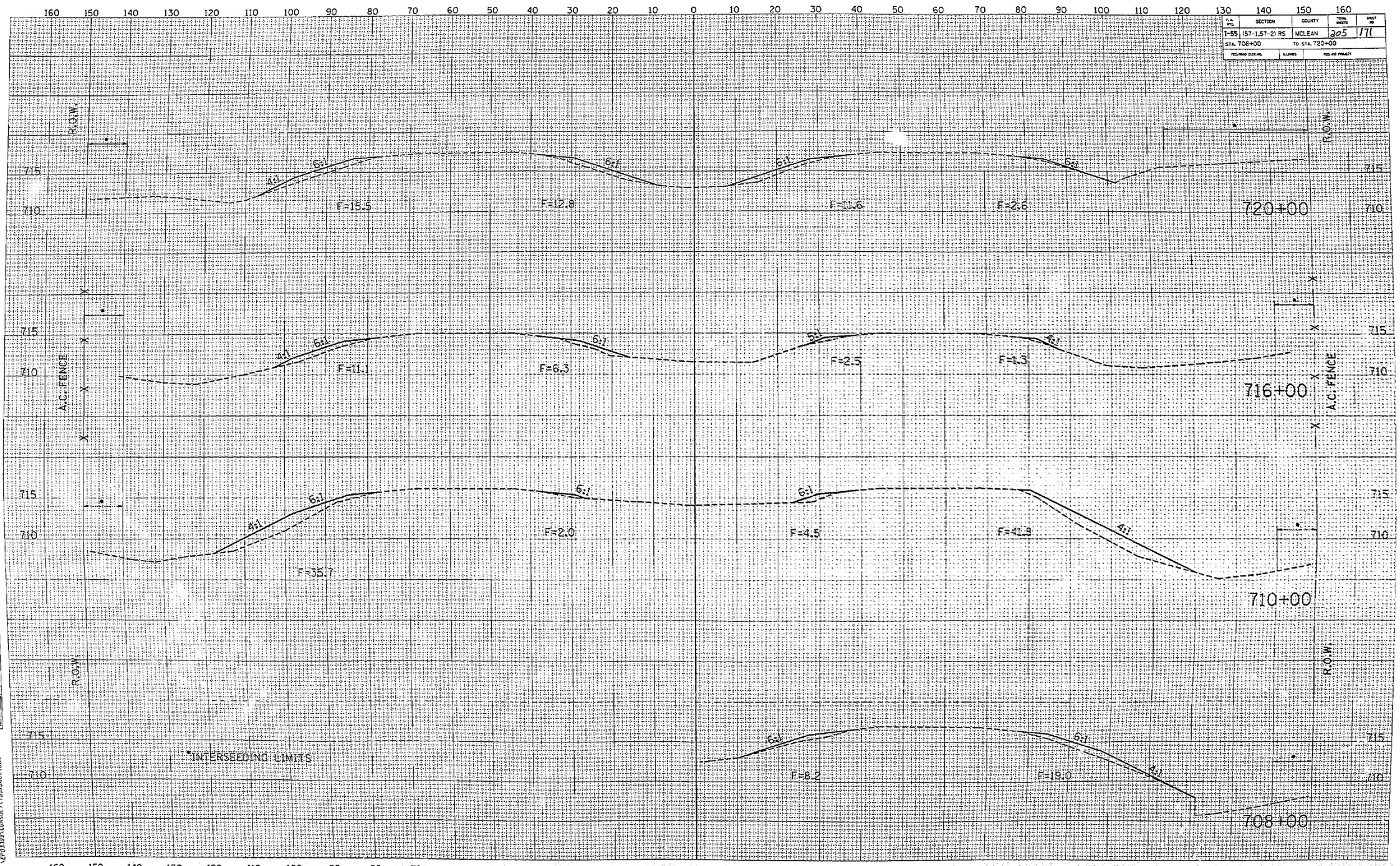
FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	157-1,57-2I RS	MCLEAN	205	170
STA. 695+00		TO STA. 705+00		
FED.ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-1,57-2) RS	MCLEAN	205	171
STA. 708+00		TO STA. 720+00		
RAILROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

04/02/02
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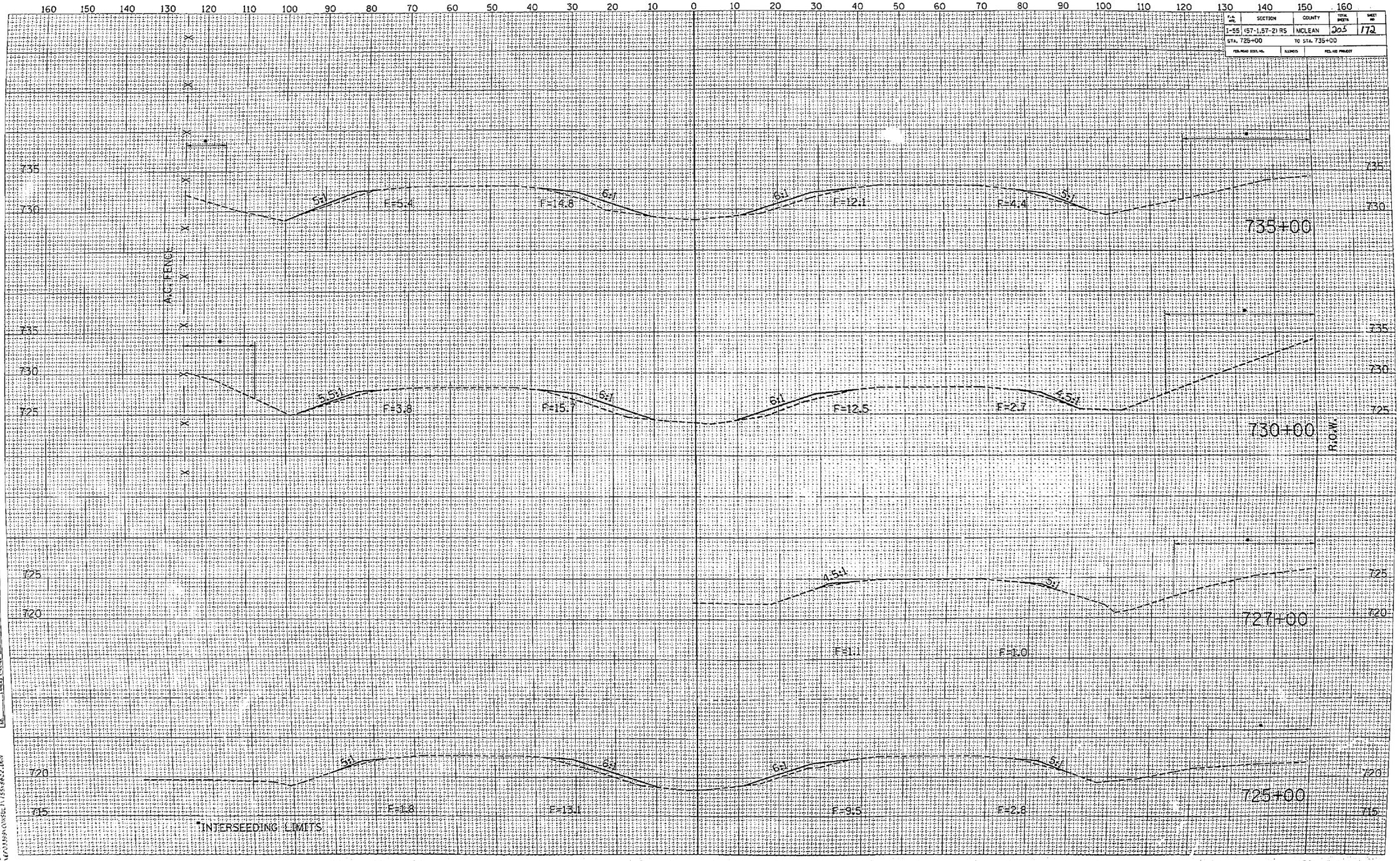
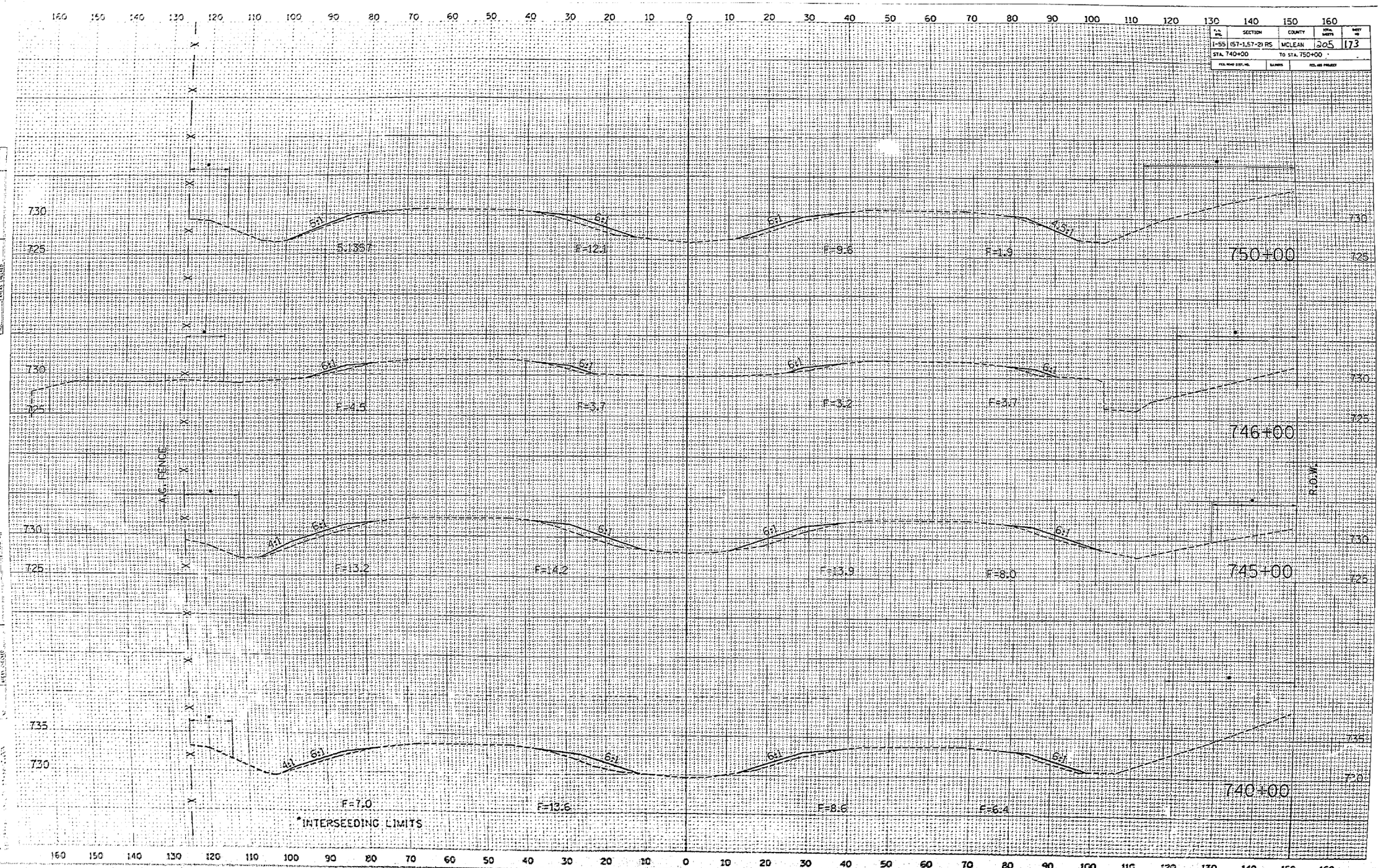
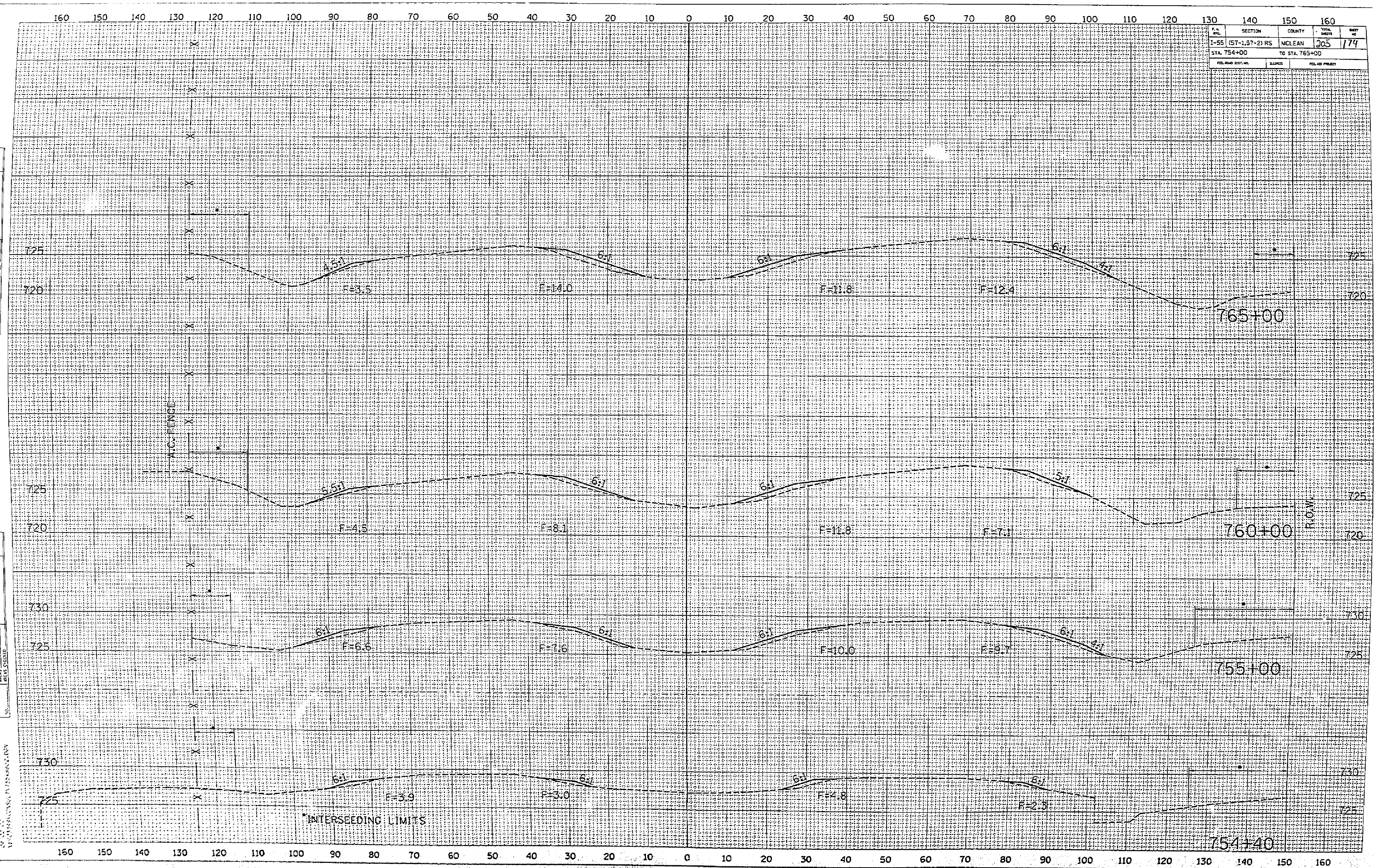
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	157-1,57-2) RS	MCLEAN	205	172
STA. 725+00		TO STA. 735+00		
FED. ROAD DIST. NO.	ILLINOIS		FED. AID PROJECT	



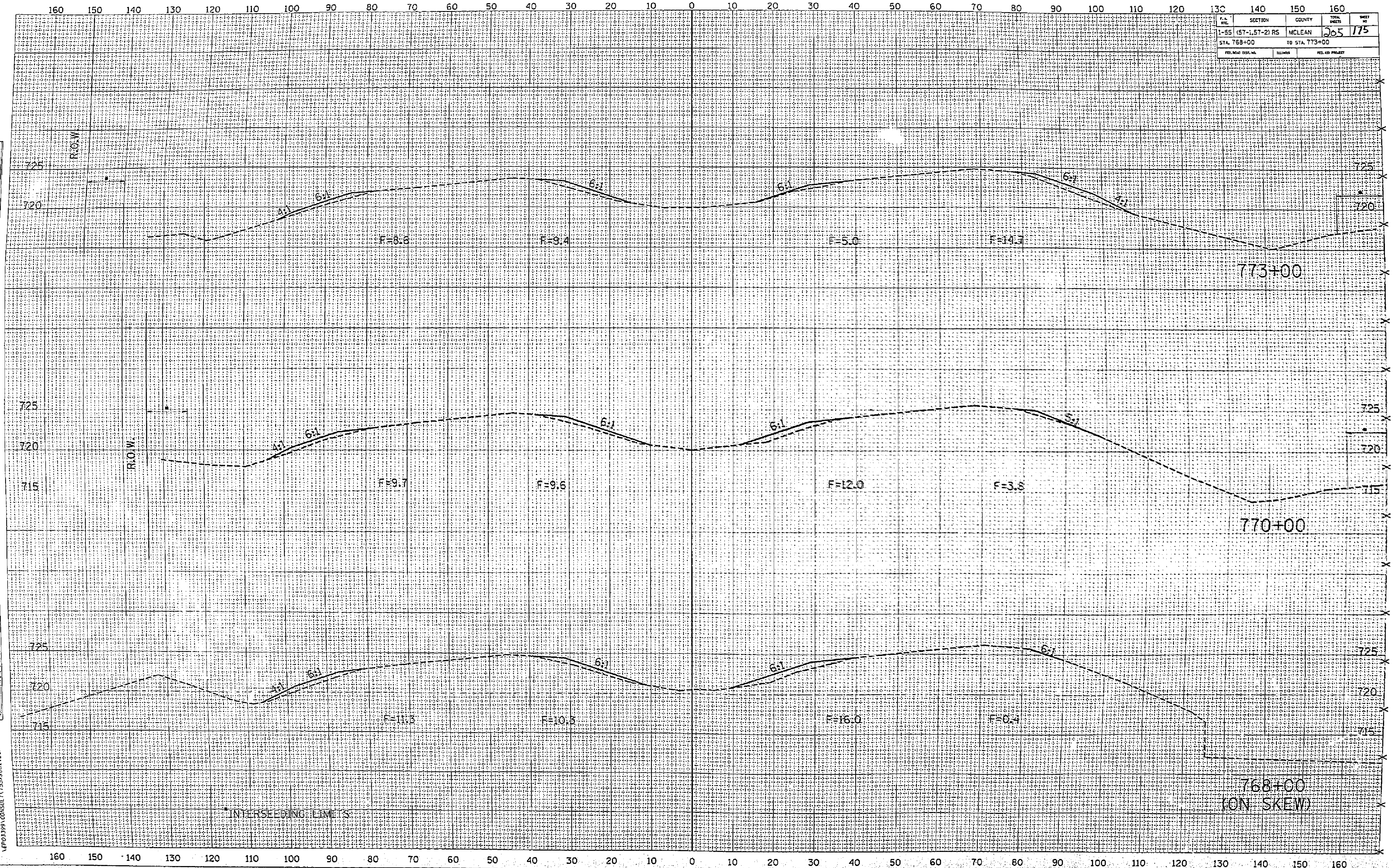


S.N. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-1,57-2) RS	MCLEAN	205	173
STA. 740+00		TO STA. 750+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

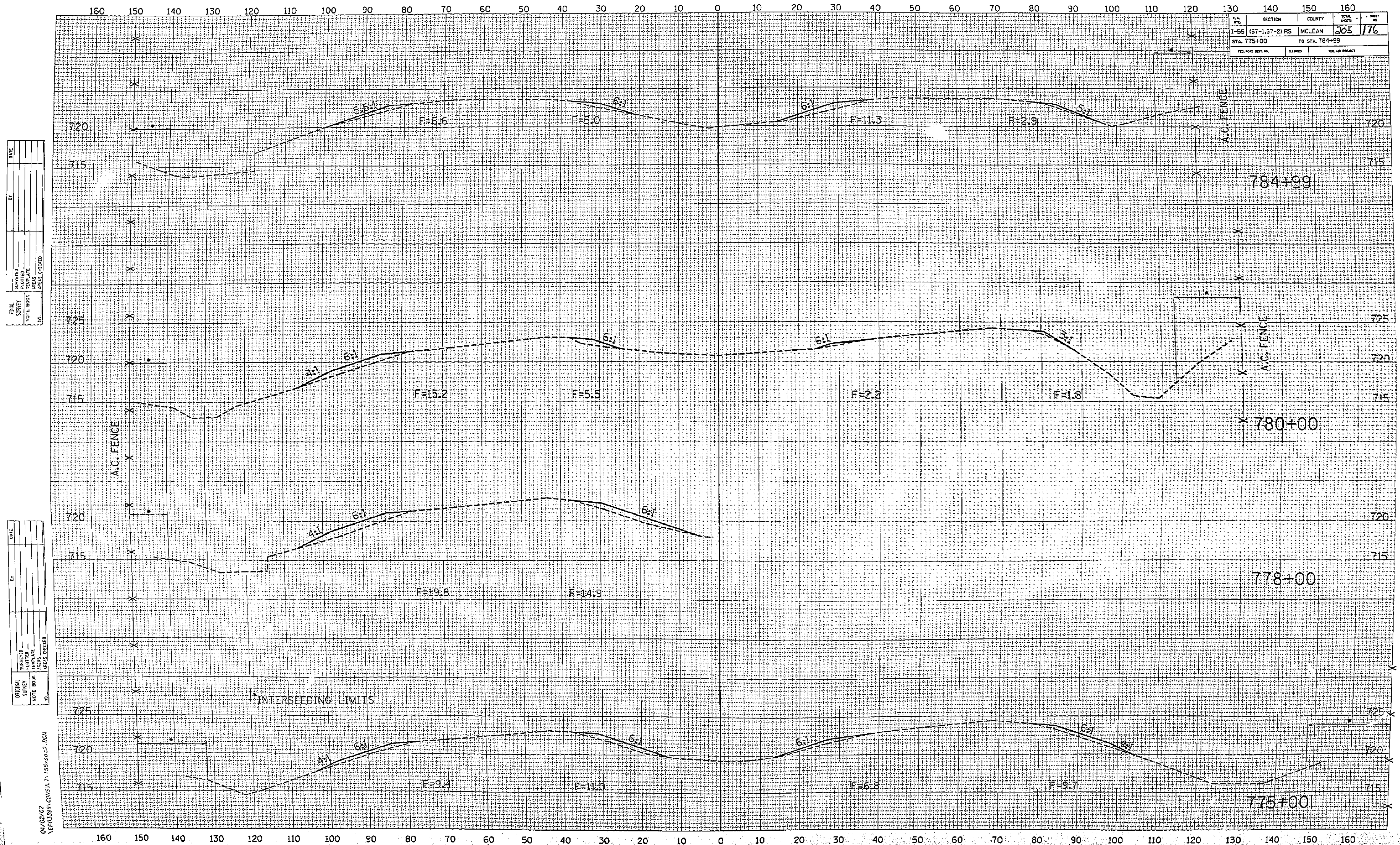
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-1,57-2) RS	MCLEAN	205	174
STA. 754+00	TO STA. 765+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



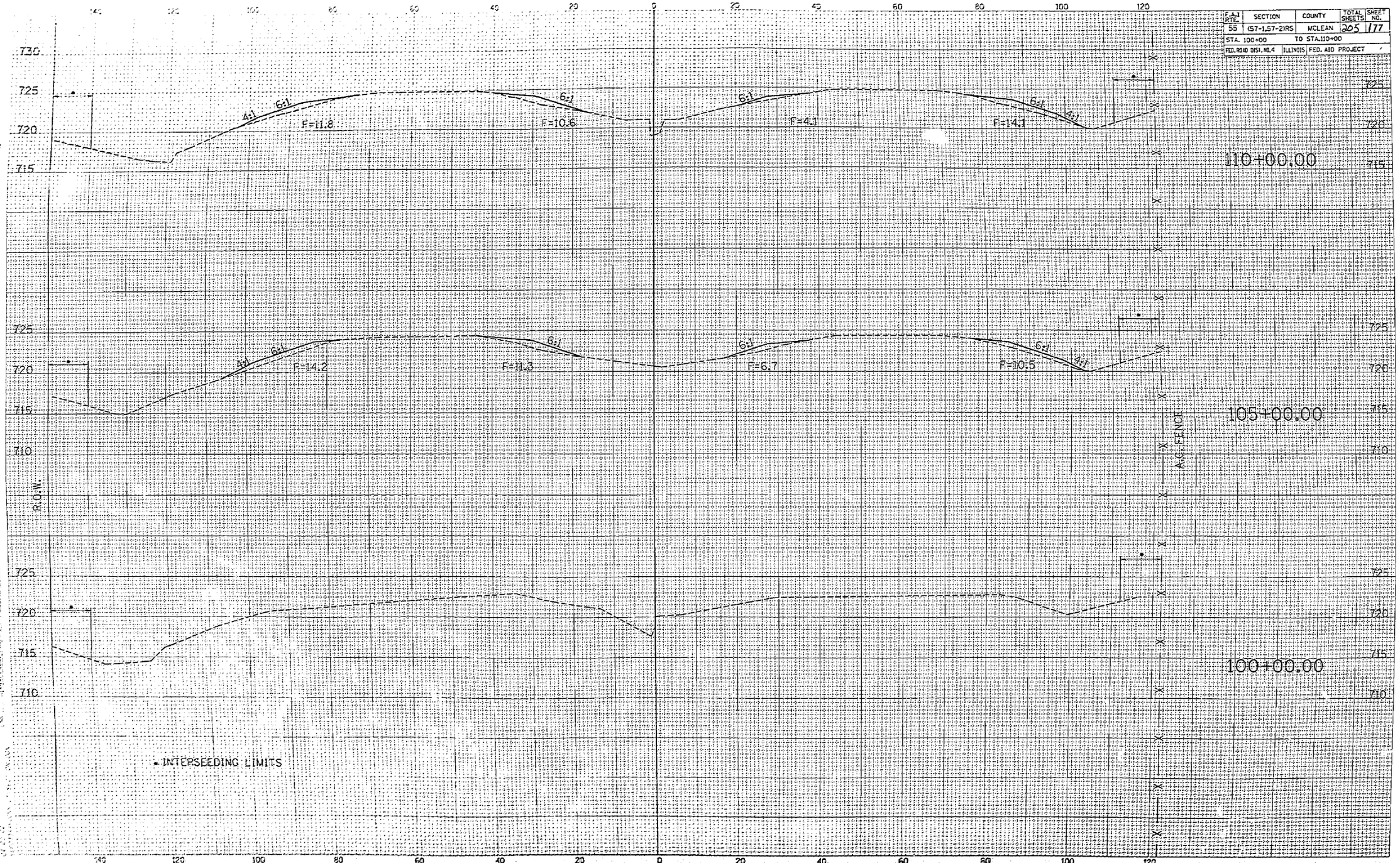
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1-55	(57-1,57-2) RS	MCLEAN	205	175
STA. 768+00	TO STA. 773+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



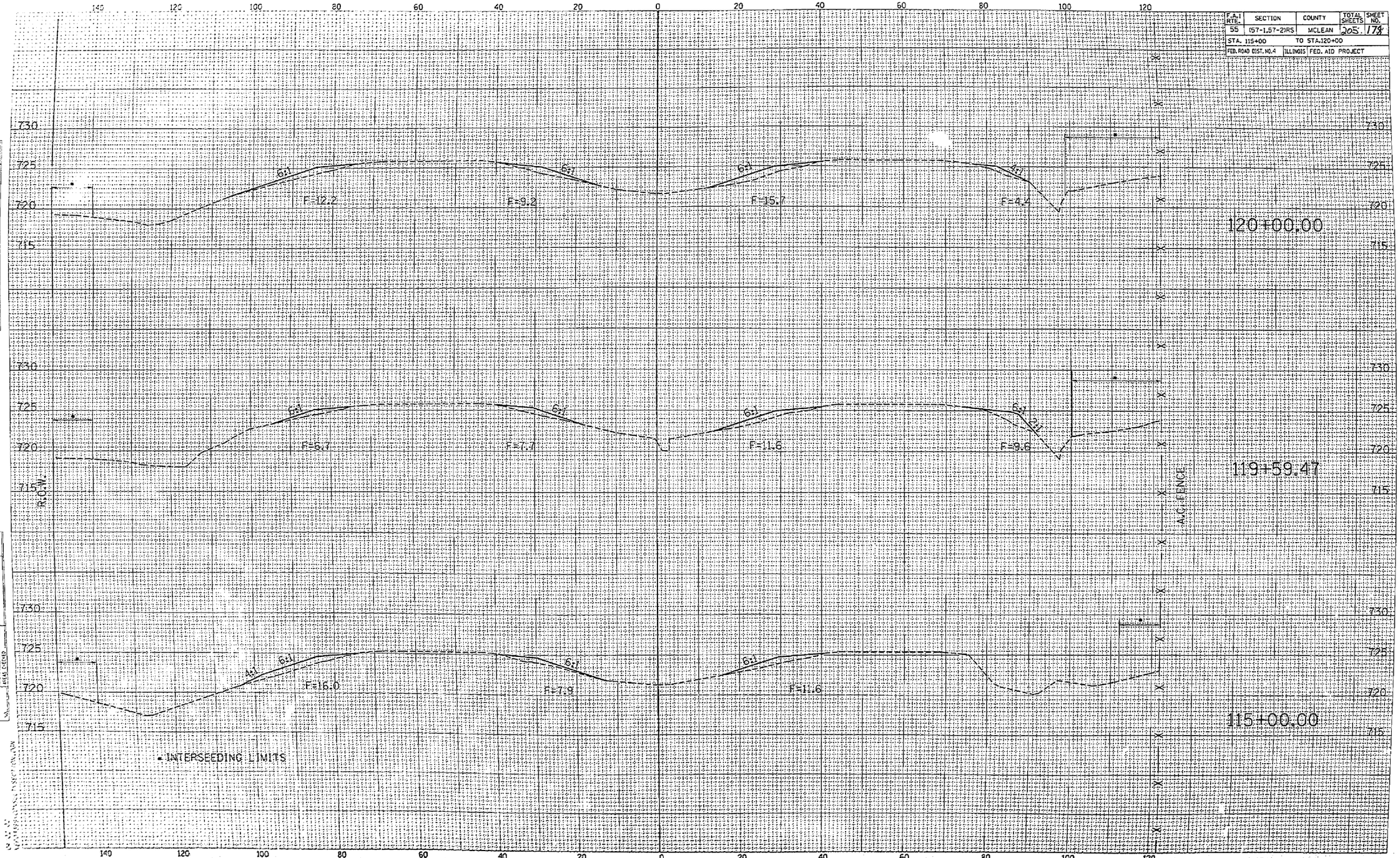
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
I-55	(57-1,57-2) RS	MCLEAN	205	176
STA. 775+00		TO STA. 784+99		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	177
STA. 100+00		TO STA. 110+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



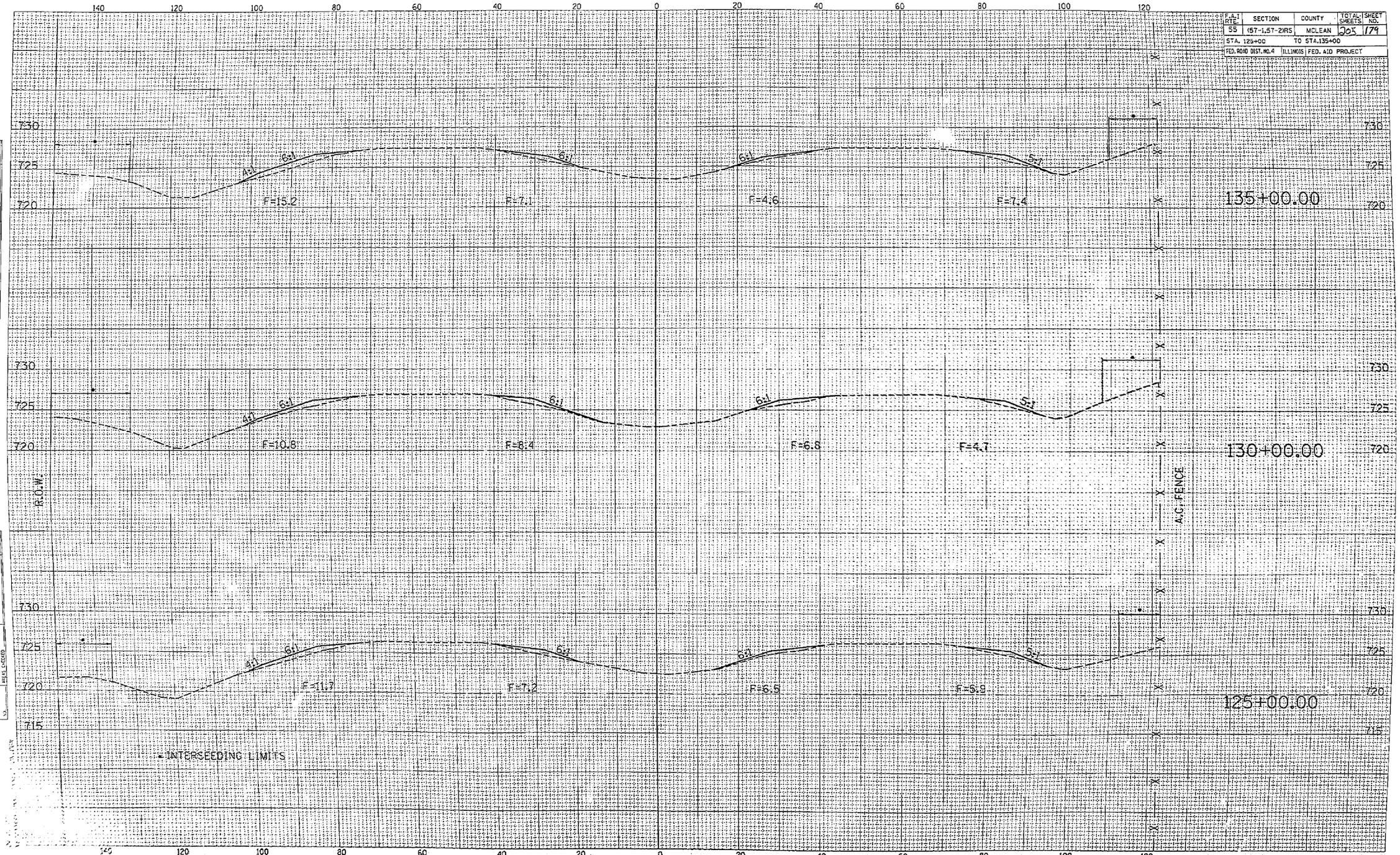
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	178
STA. 115+00		TO STA. 120+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



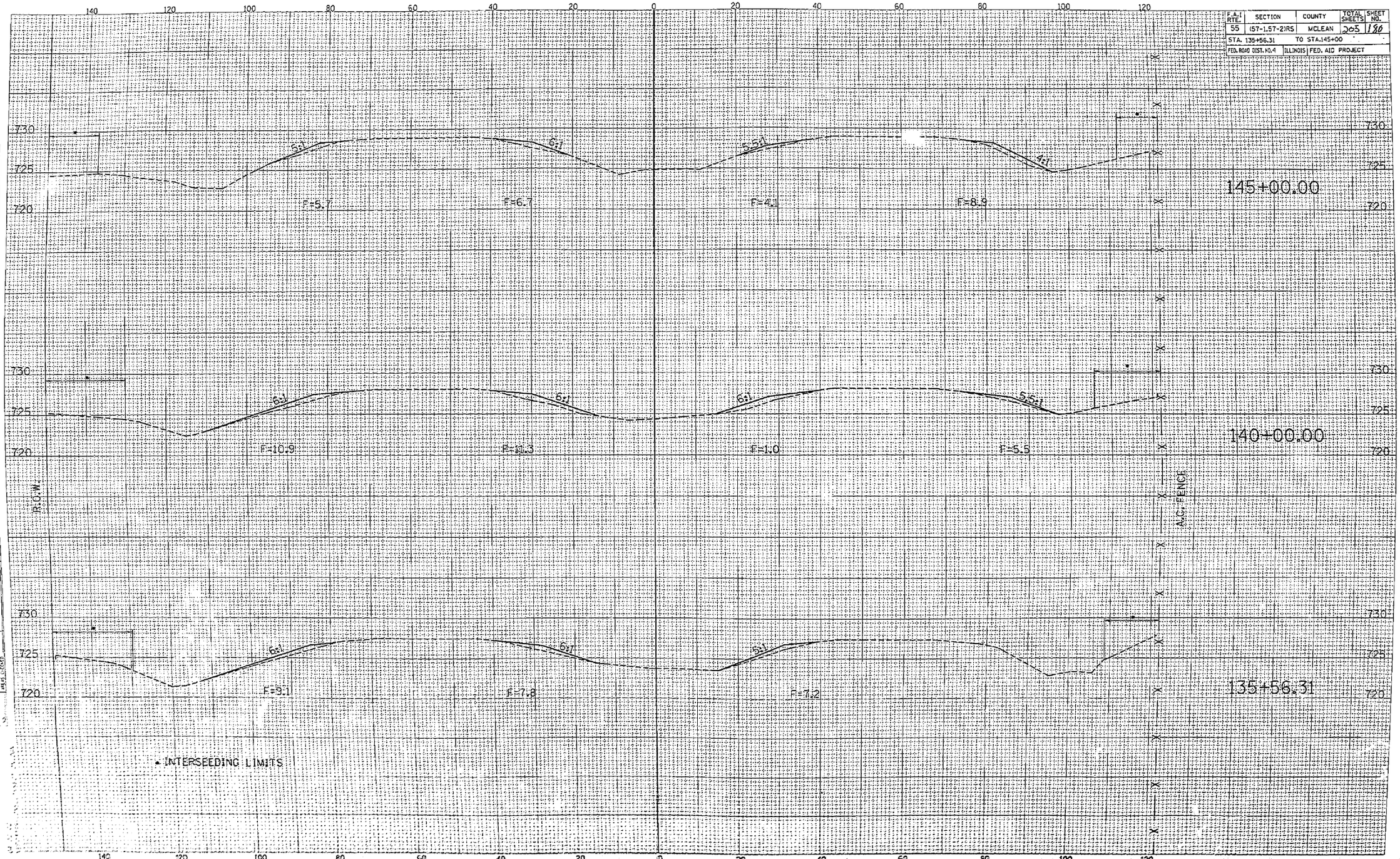
▪ INTERSEEDING LIMITS

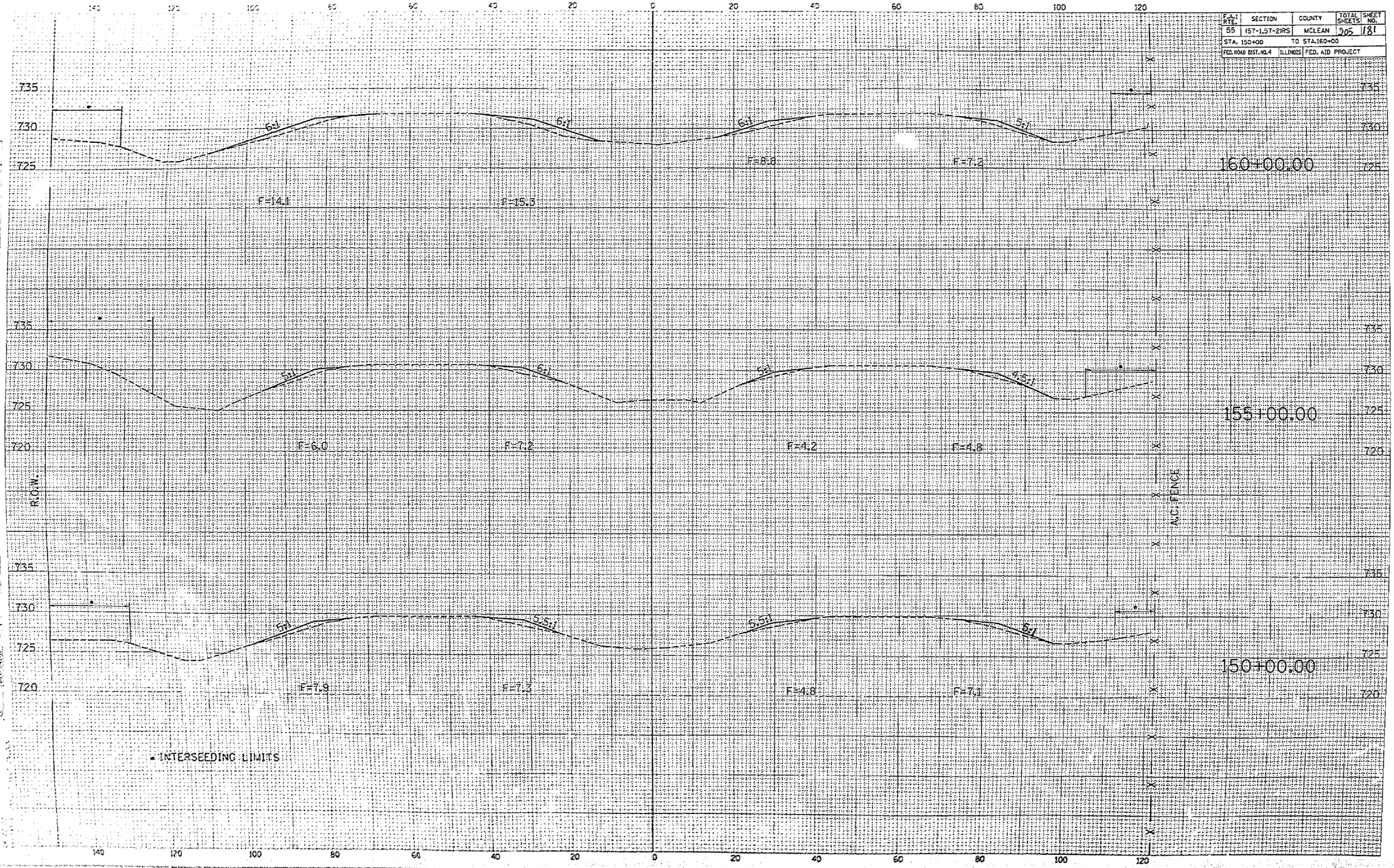
FIELD SURVEY	SURVEYED PLOTTED NOTE BOOK AREAS CHECKED	BY	DATE
FIELD SURVEY	SURVEYED PLOTTED NOTE BOOK AREAS CHECKED	BY	DATE
FIELD SURVEY	SURVEYED PLOTTED NOTE BOOK AREAS CHECKED	BY	DATE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	179
STA. 125+00		TO STA. 135+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

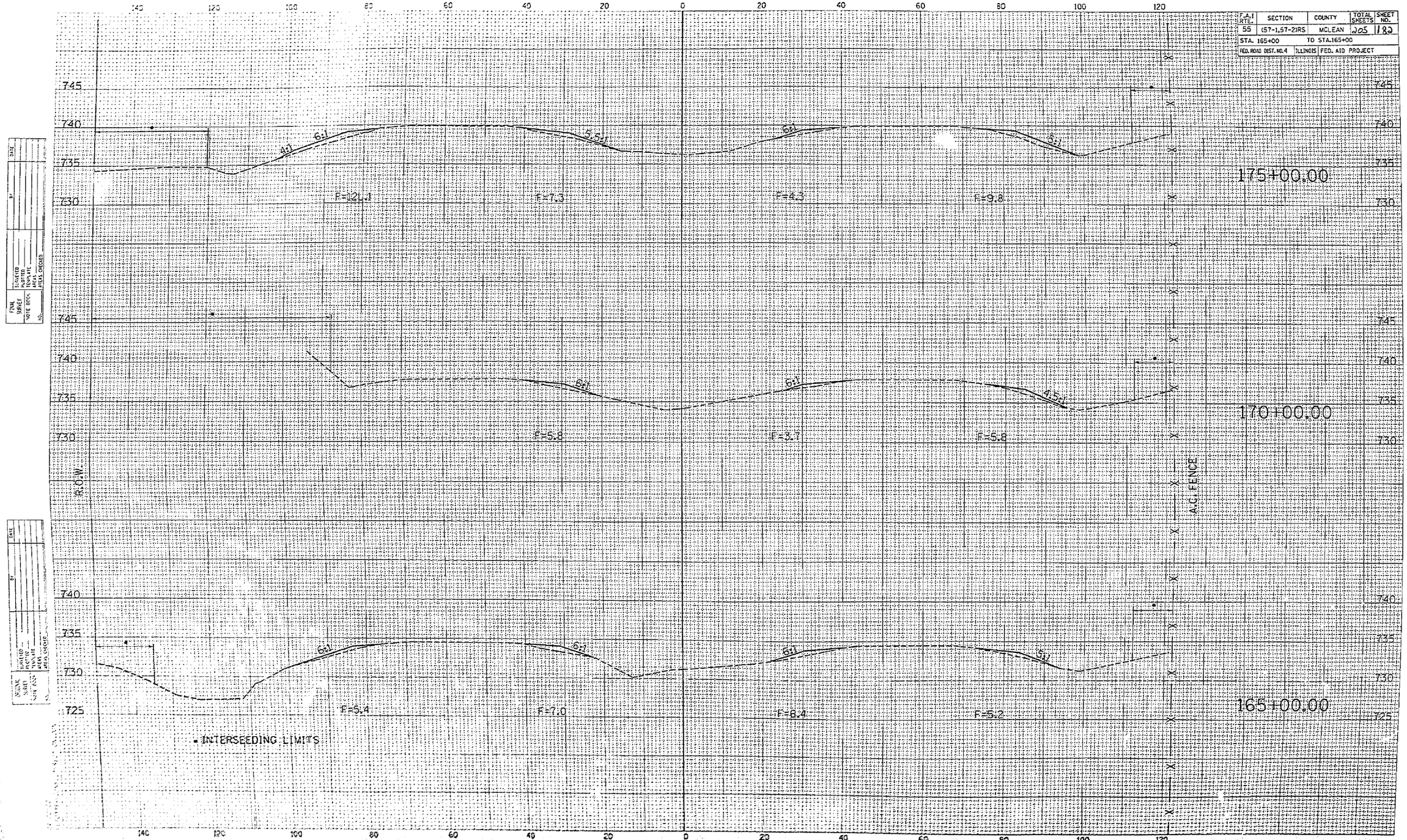


F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	180
STA. 135+56.31		TO STA. 145+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

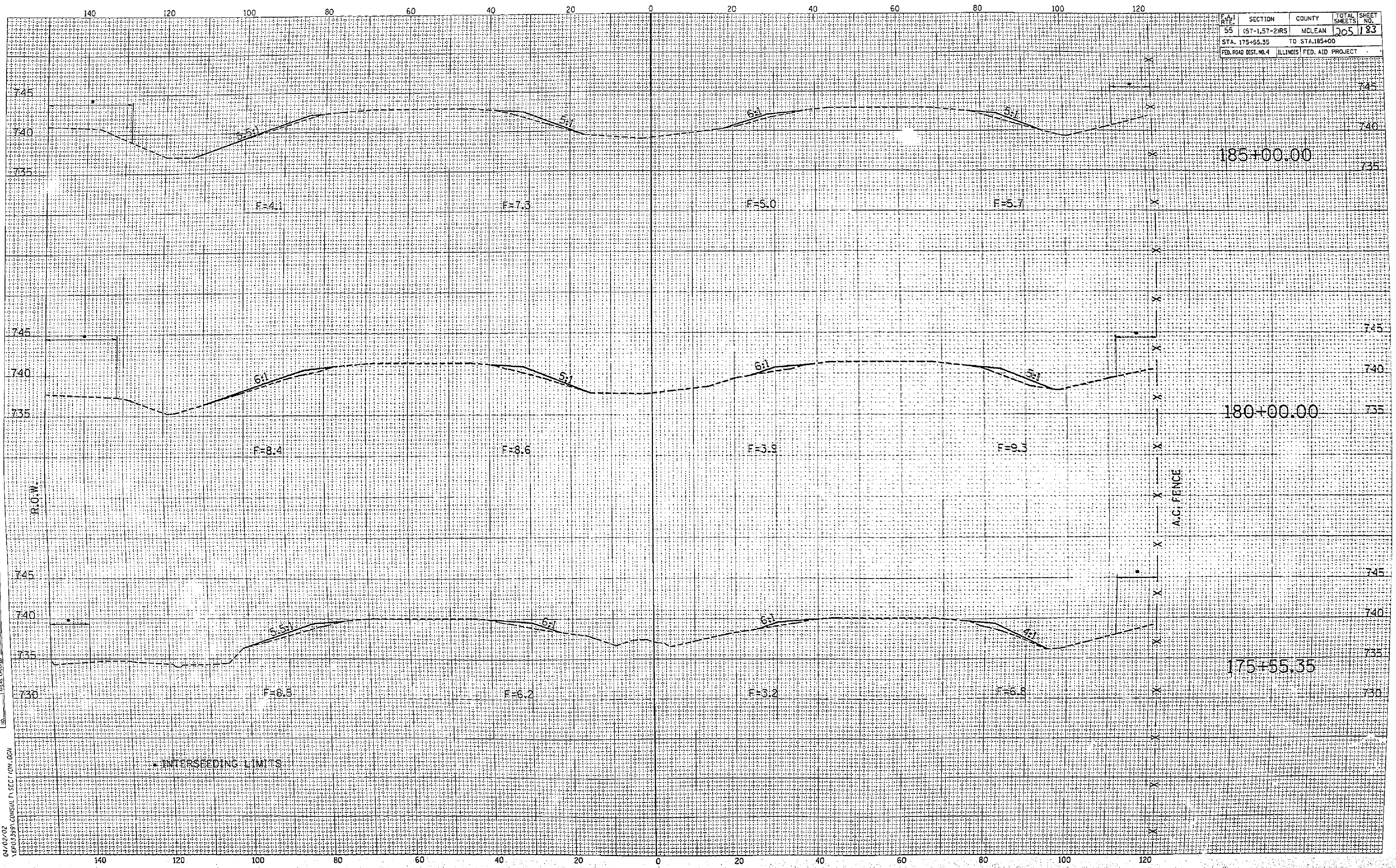



F.A.I. RTE. 55
SECTION (57-1,57-2)RS
COUNTY McLEAN
TOTAL SHEETS 205
SHEET NO. 181
STA. 150+00 TO STA. 160+00
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT
160+00.00
155+00.00
150+00.00
735
730
725
720
6:1
5:1
4.5:1
5.5:1
F=14.1
F=15.3
F=8.8
F=7.2
F=6.0
F=7.2
F=4.2
F=4.8
F=7.9
F=7.3
F=4.8
F=7.1
R.O.W.
A/C. FENCE
- INTERSEEDING LIMITS

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	182
STA. 165+00		TO STA. 165+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	183
STA. 175+55.35	TO STA.185+00			
FED. ROAD DIST. NO.4	ILLINOIS	FED. AID PROJECT		



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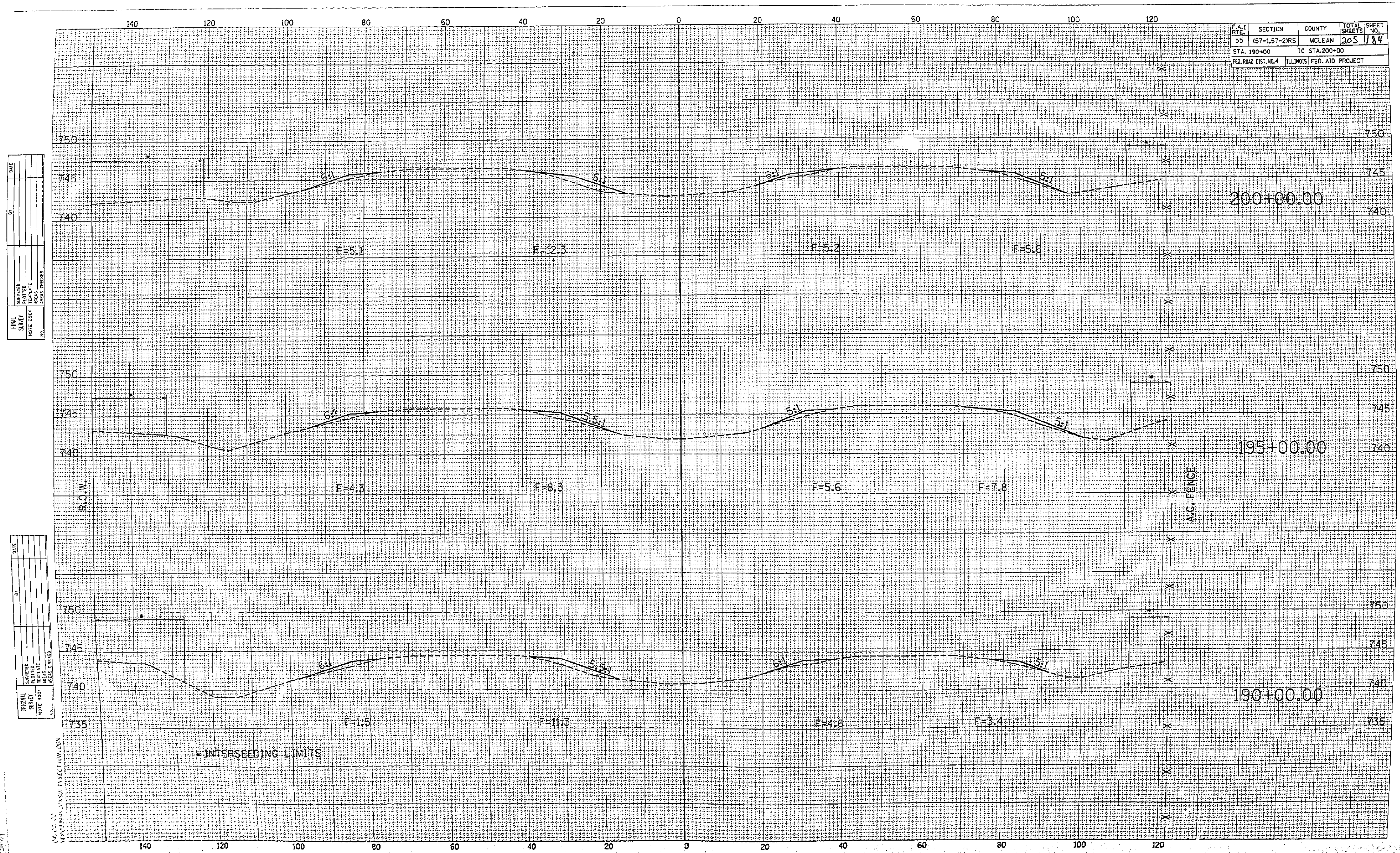
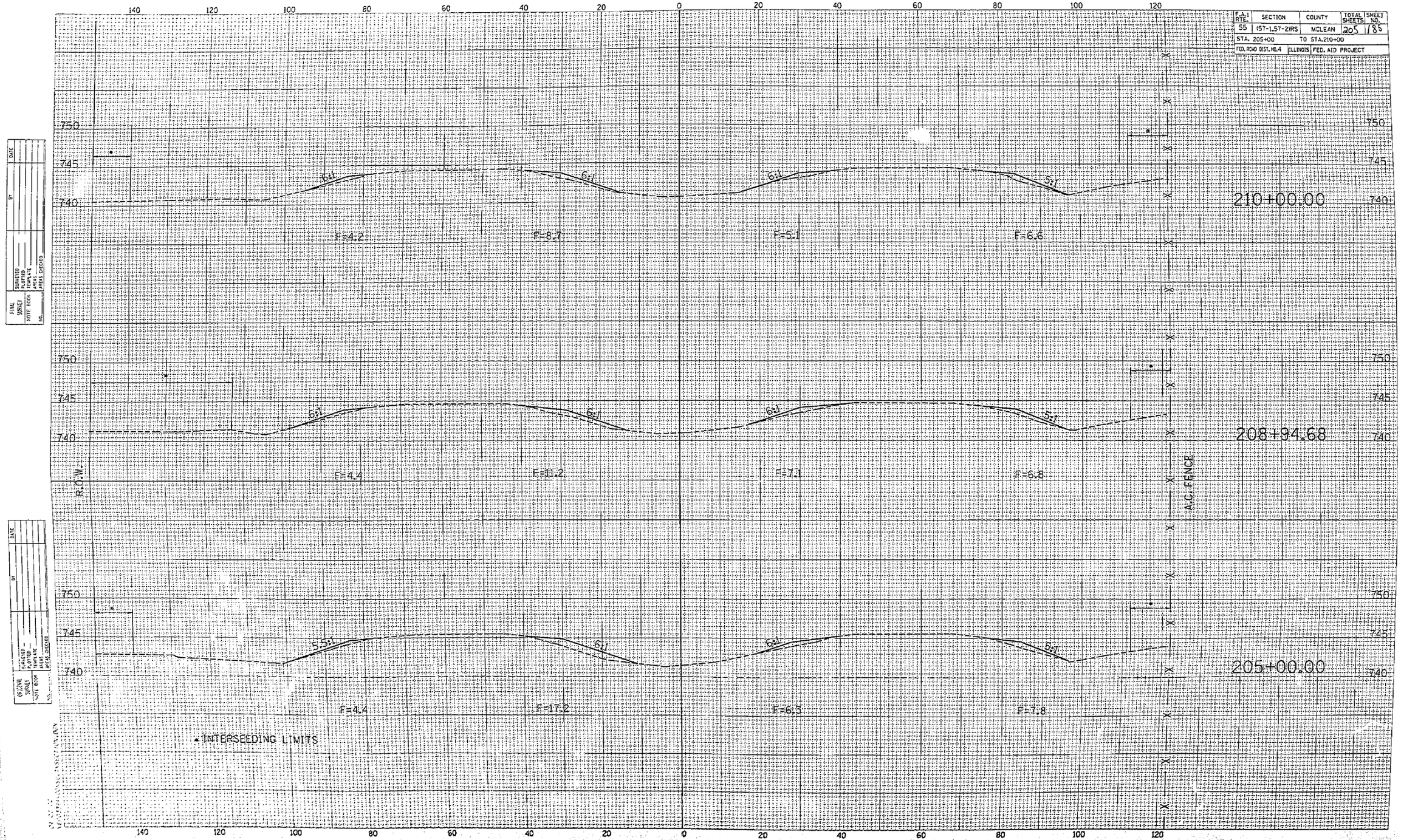
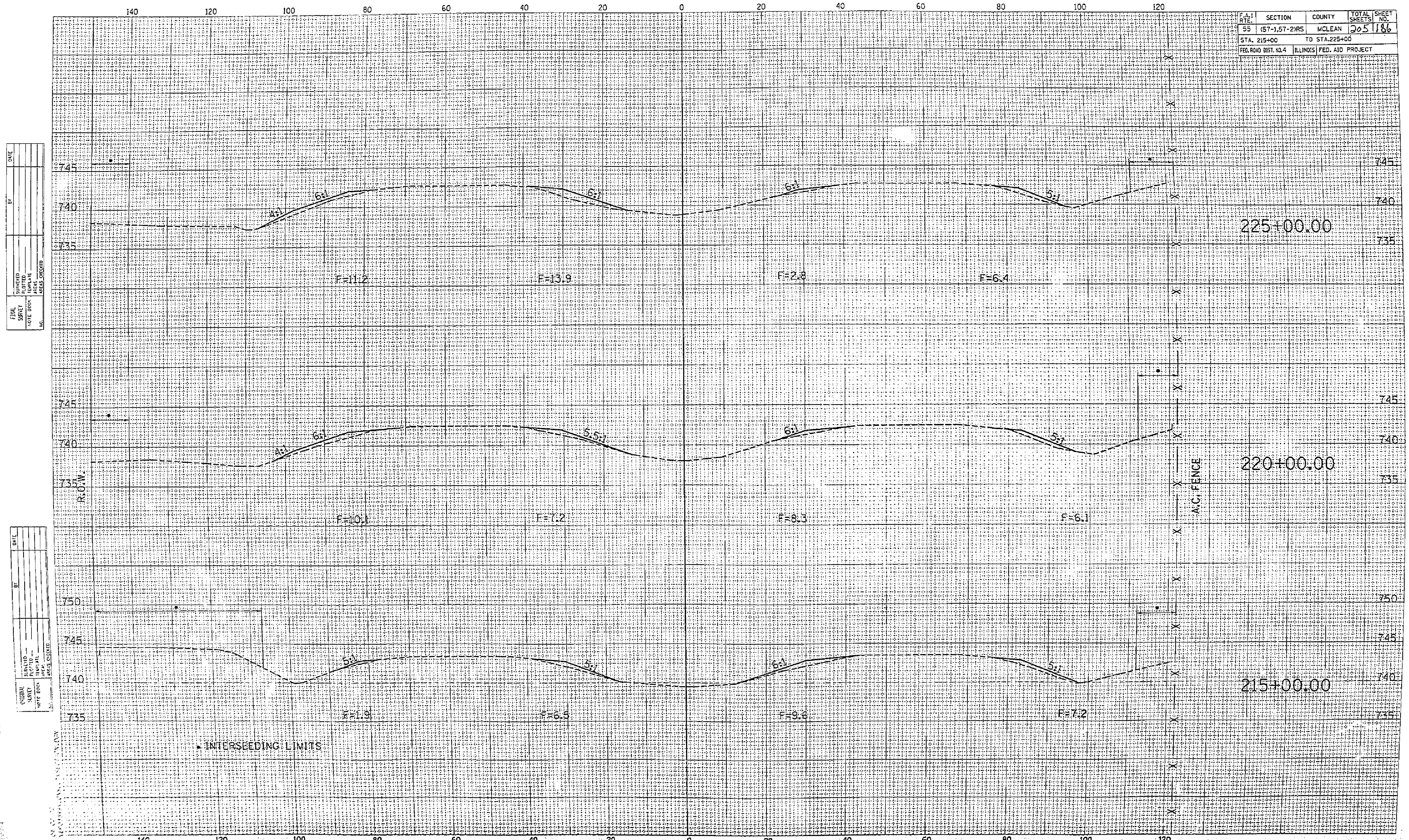
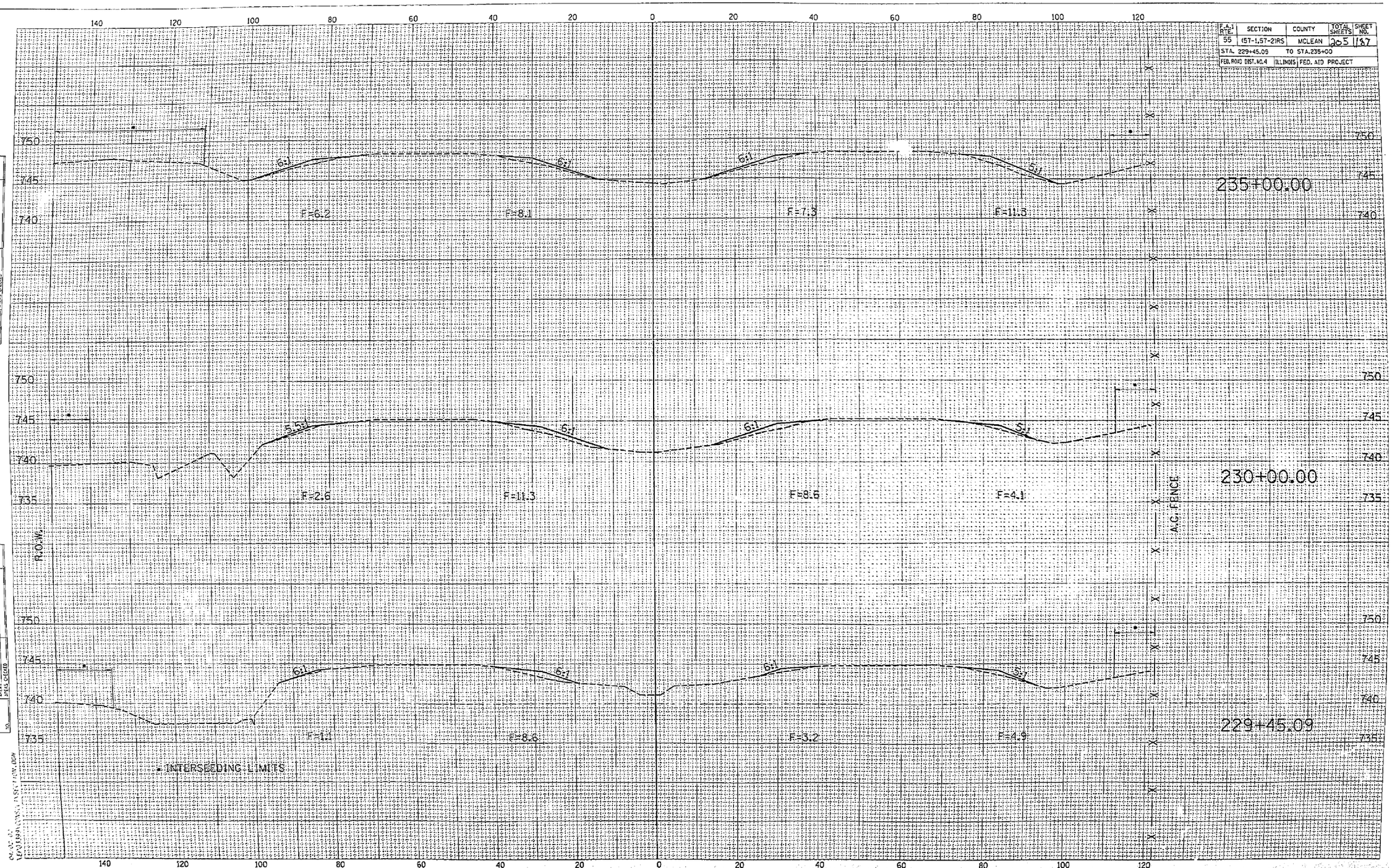
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	184
STA. 190+00	TO STA.200+00			
FED. ROAD DIST. NO.4	ILLINOIS	FED. AID PROJECT		




F.A.I. RTE. 55
SECTION 157-1,57-2)RS
COUNTY MCLEAN
TOTAL SHEETS 205
SHEET NO. 185
STA. 205+00 TO STA. 210+00
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT
210+00.00
208+94.68
205+00.00
F=4.2
F=8.7
F=5.1
F=6.6
F=4.4
F=11.2
F=7.1
F=6.8
F=4.4
F=17.2
F=6.3
F=7.8
6:1
5:1
R.O.W.
A.C. FENCE
▲ INTERSEEDING LIMITS
FINAL SURVEY
ORIGINAL SURVEY
SURVEYED
PLOTTED
TEMPLATE
AREA CHECKED
NOTE BOOK
DATE
BY

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	186
STA. 215+00	TO STA.225+00			
FED. ROAD DIST. NO.4	ILLINOIS	FED. AID PROJECT		

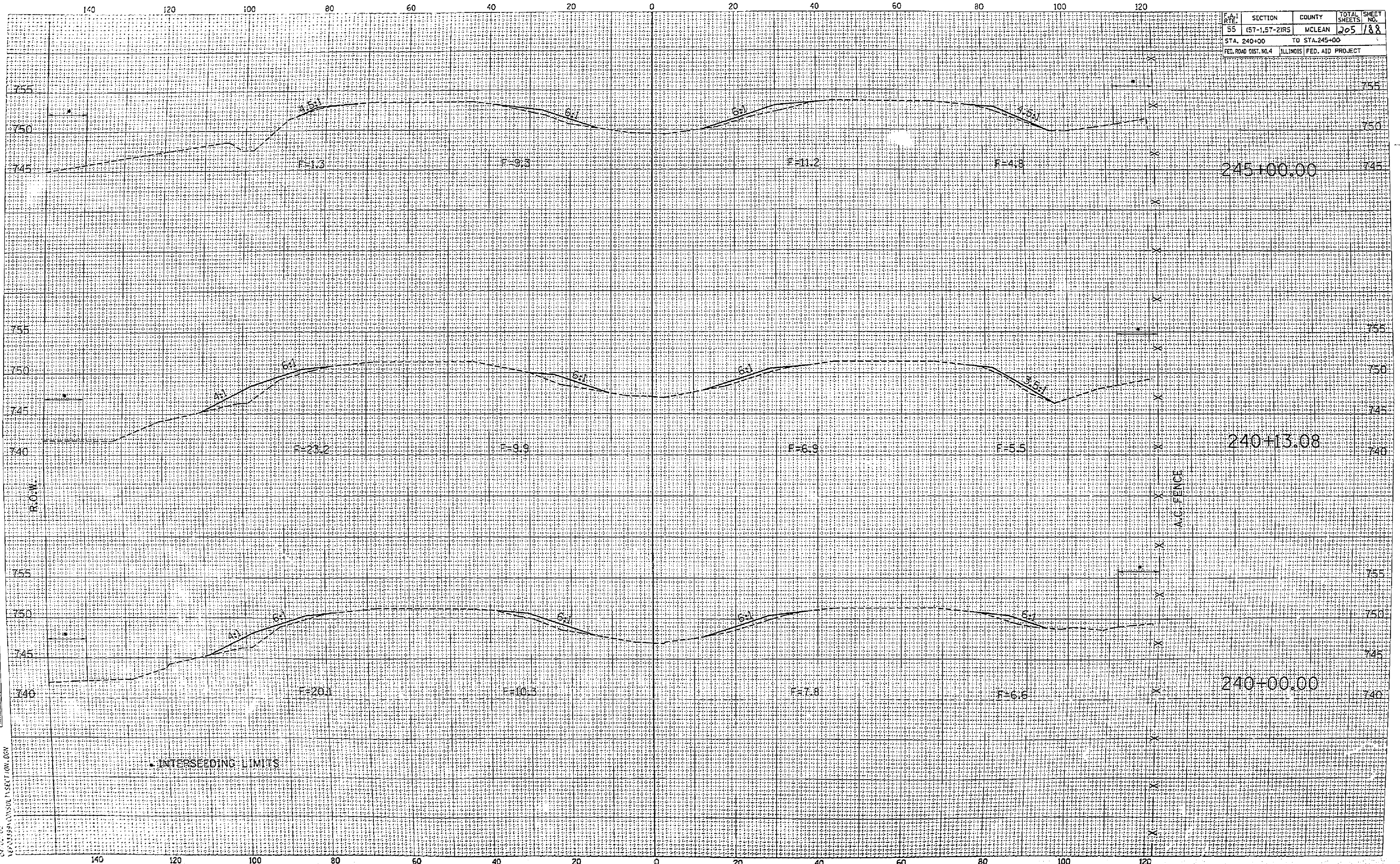



F.A.I RTE. 55
SECTION (57-1,57-2)RS
COUNTY MCLEAN
TOTAL SHEETS 205
SHEET NO. 1187
STA. 229+45.09 TO STA. 235+00
FED. ROAD DIST. NO. 4
ILLINOIS
FED. AID PROJECT
235+00.00
230+00.00
229+45.09
F=6.2
F=8.1
F=7.3
F=11.5
F=2.6
F=11.3
F=8.6
F=4.1
F=1.1
F=8.6
F=3.2
F=4.9
6:1
5:1
5.5:1
R.O.W.
A.G. FENCE
• INTERSEEDING LIMITS
FINAL SURVEY NOTE BOOK
ORIGINAL SURVEY NOTE BOOK
SURVEYED PLOTTED TEMPLATE AREAS CHECKED
DATE
BY

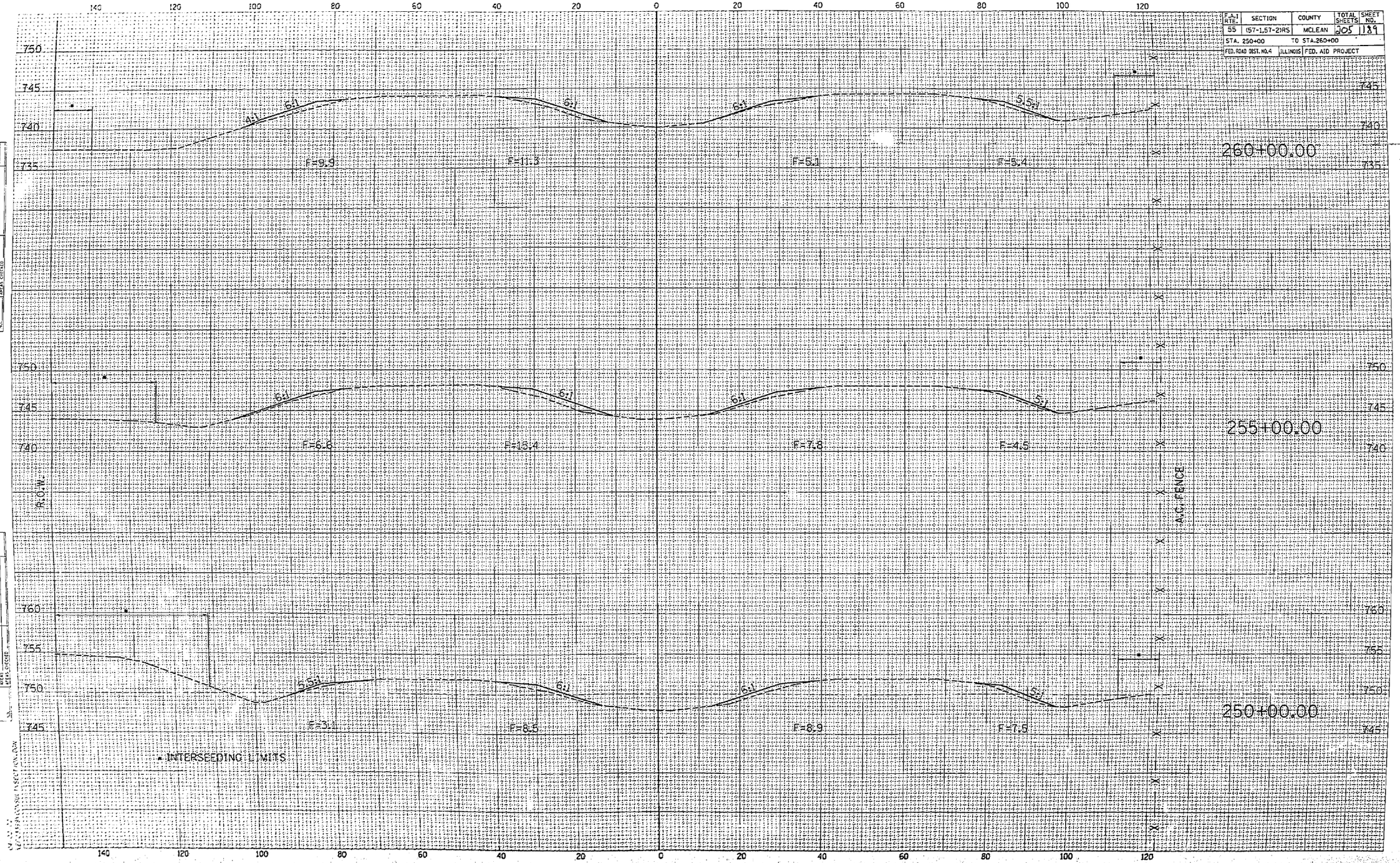
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	188
STA. 240+00	TO STA. 245+00			
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

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

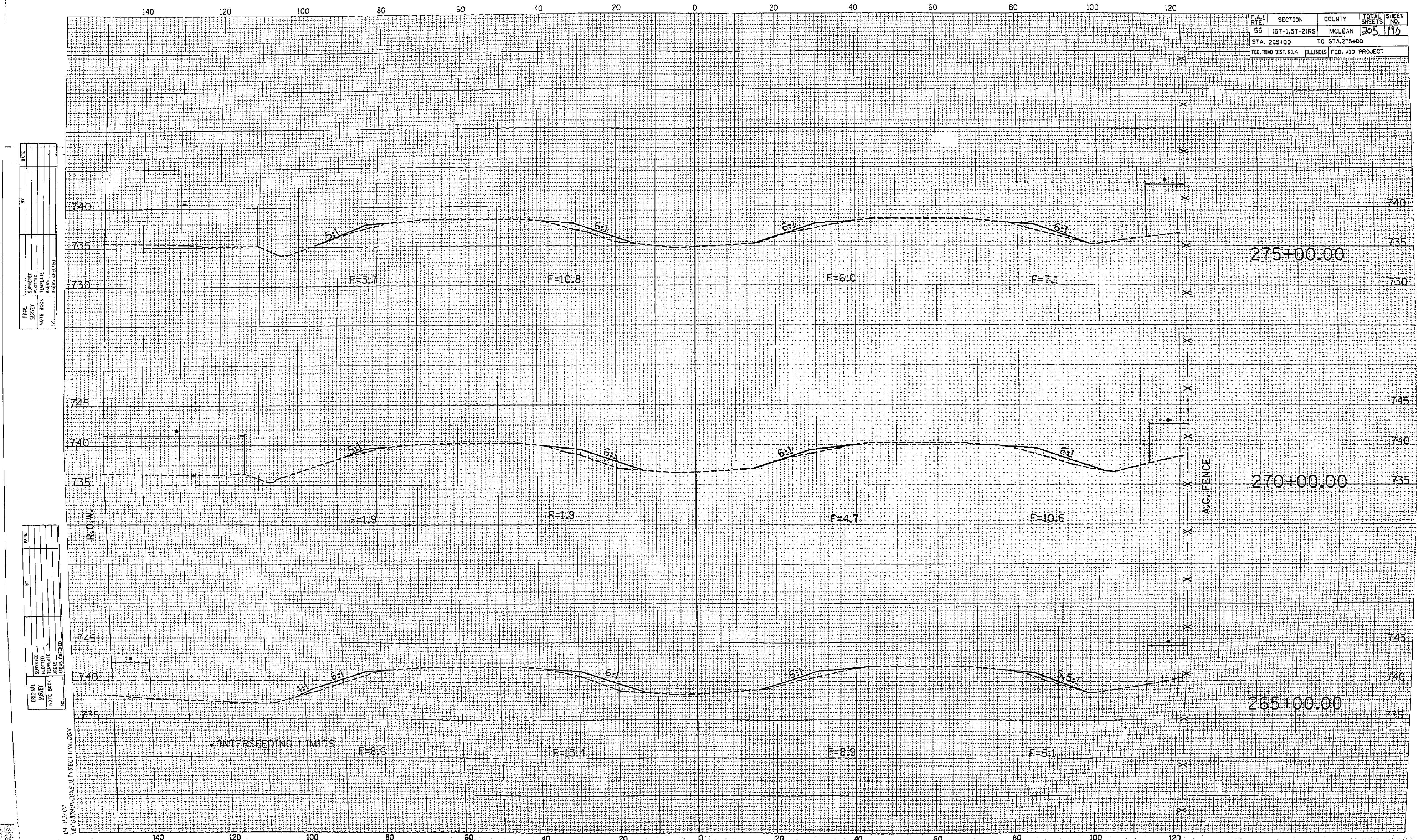
ORIGINAL SURVEY — SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED — NOTE BOOK NO. — BY — DATE



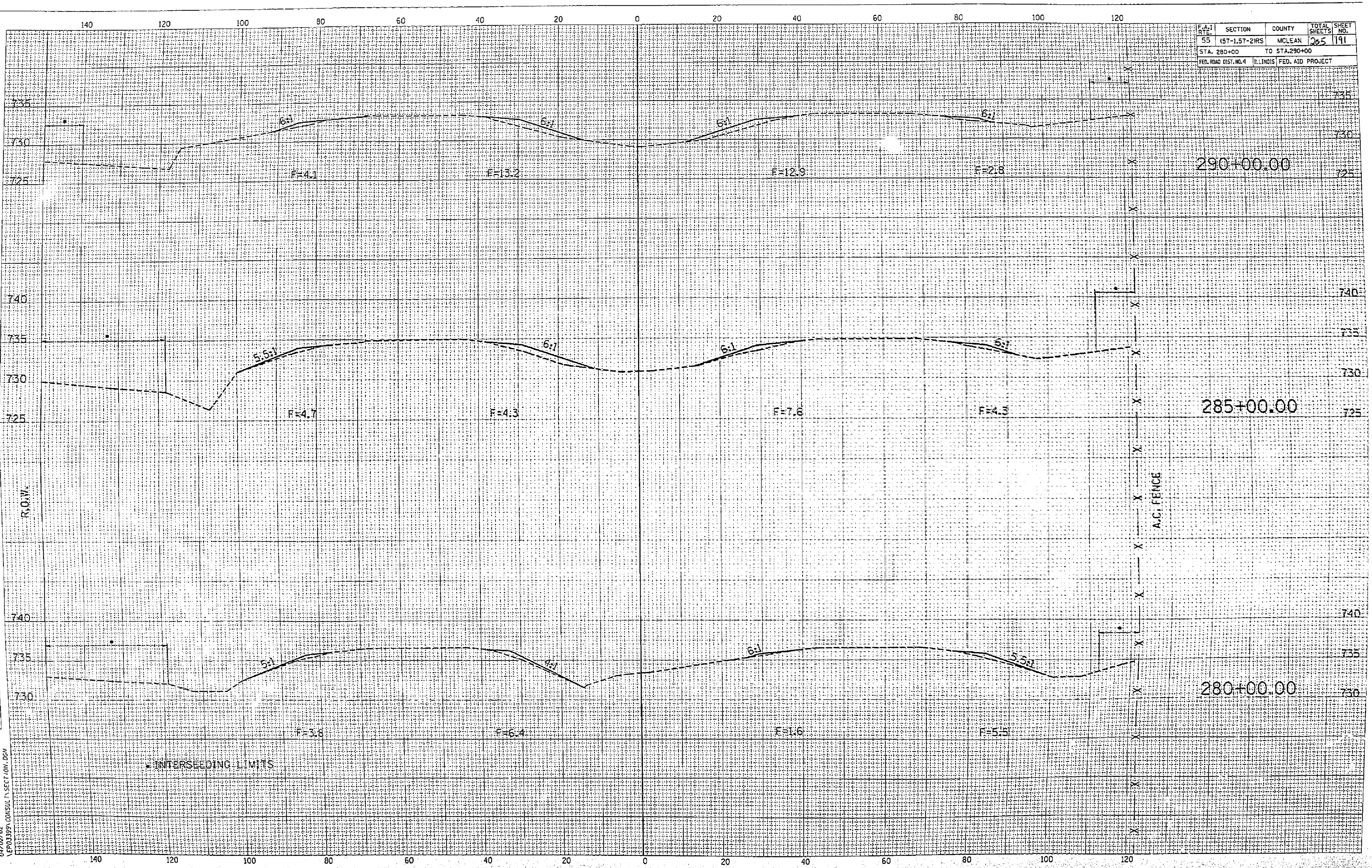
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	1139
STA. 250+00		TO STA. 260+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	190
STA. 265+00	TO STA.275+00			
FED. ROAD DIST. NO.4	ILLINOIS	FED. AID PROJECT		



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	191
STA. 280+00	TO STA.290+00			
FED. ROAD DIST. NO.4	ILLINOIS	FED. AID PROJECT		



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

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

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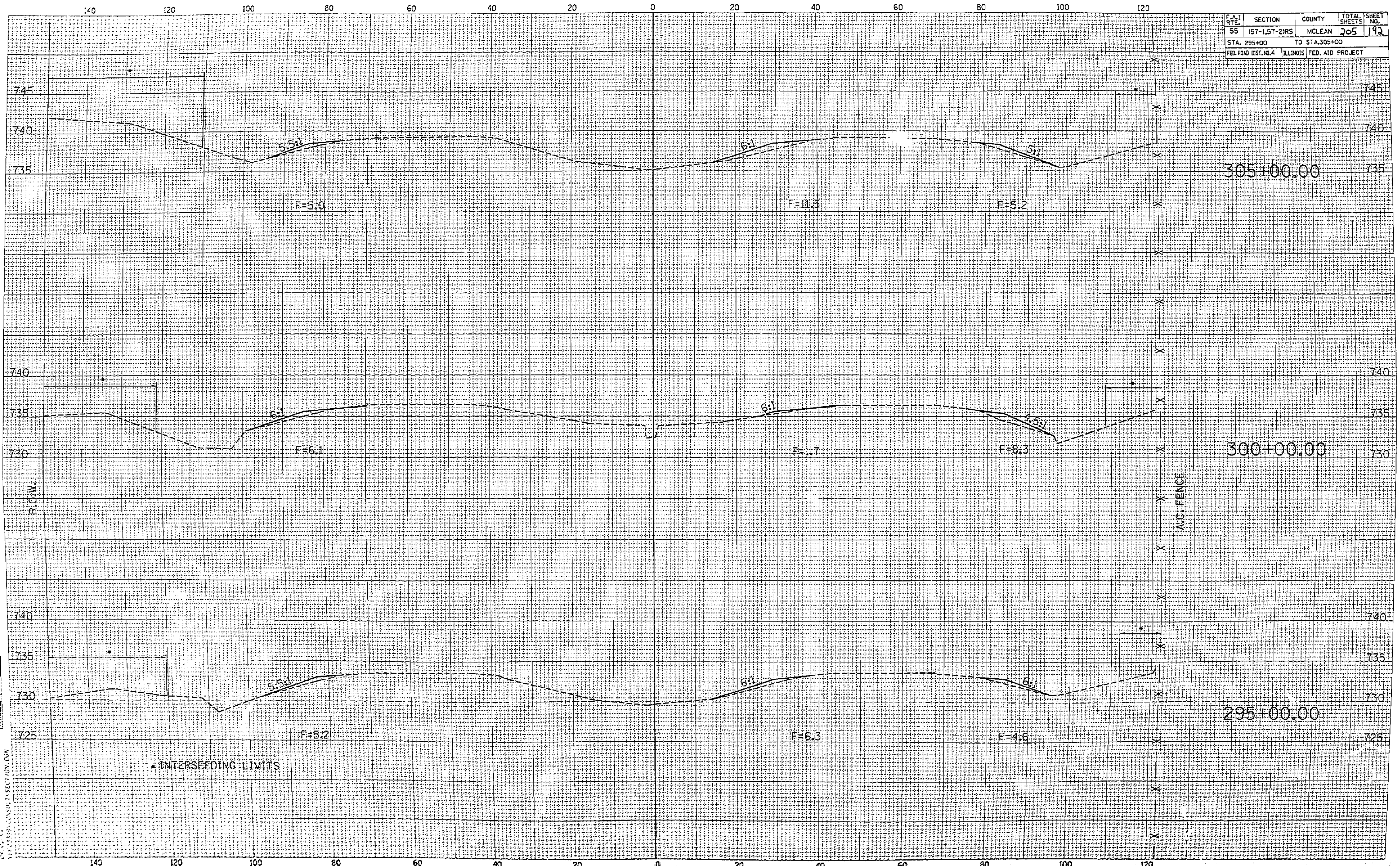
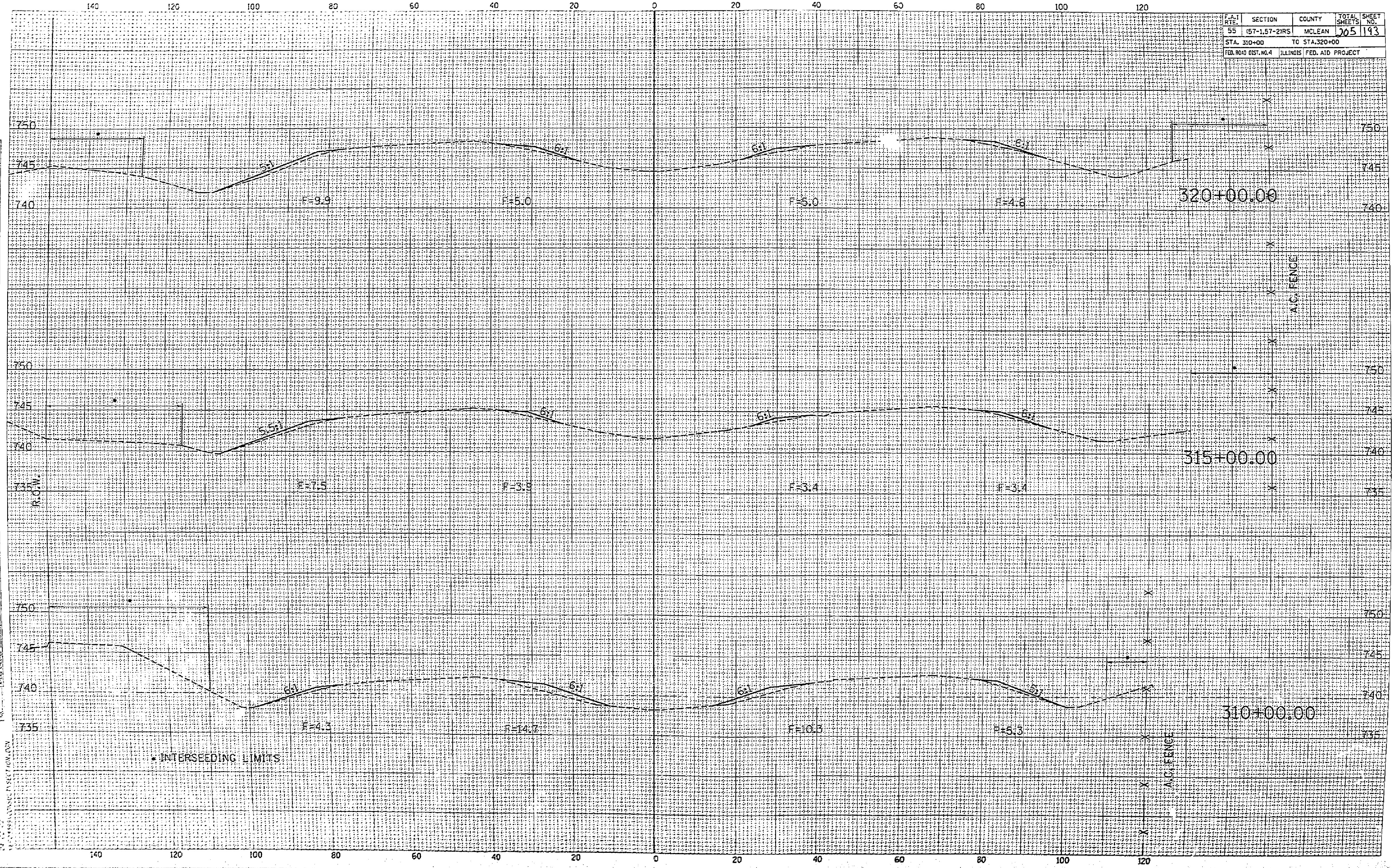
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	192
STA. 295+00	TO STA.305+00			
FED. ROAD DIST. NO.4	ILLINOIS	FED. AID PROJECT		

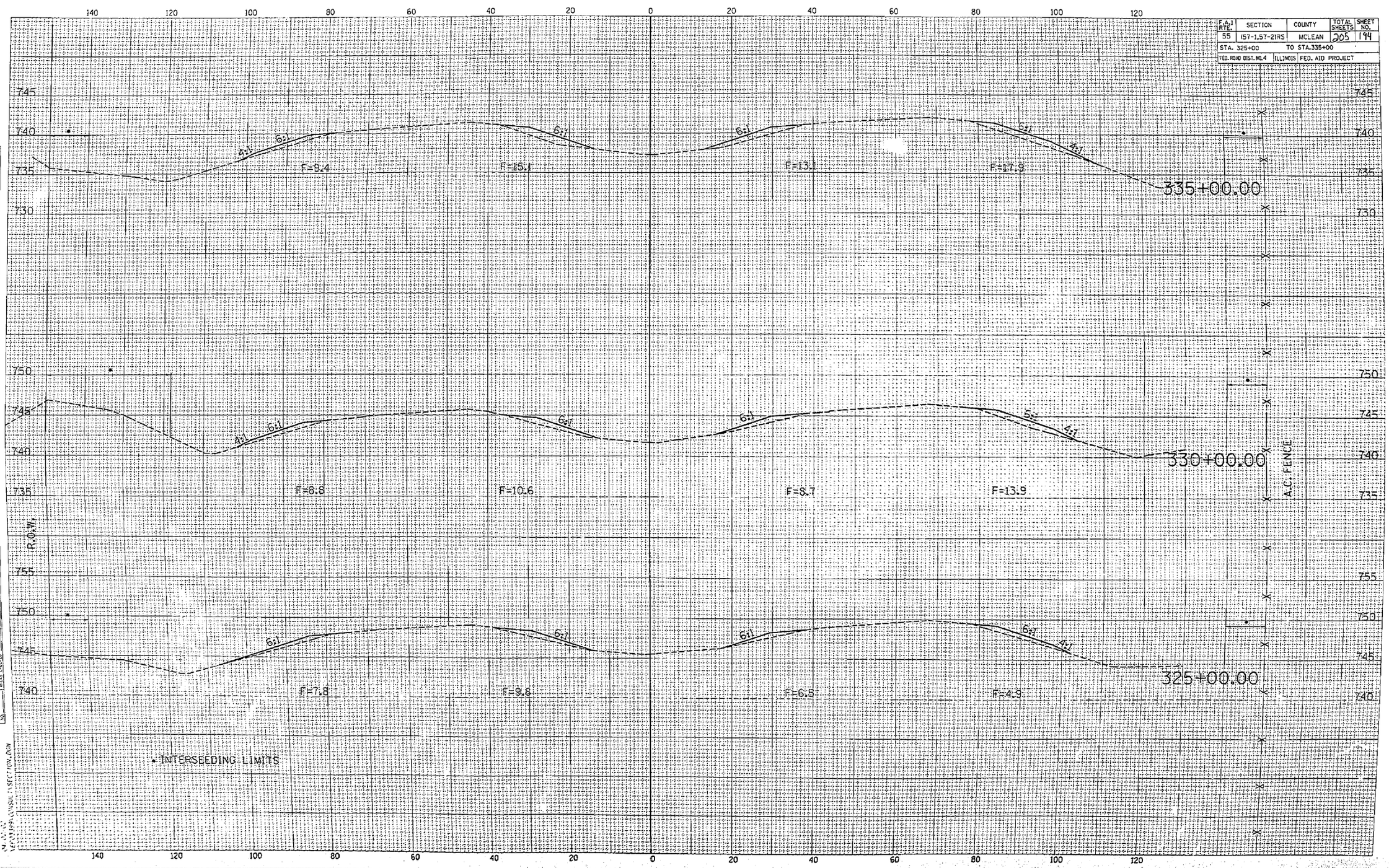


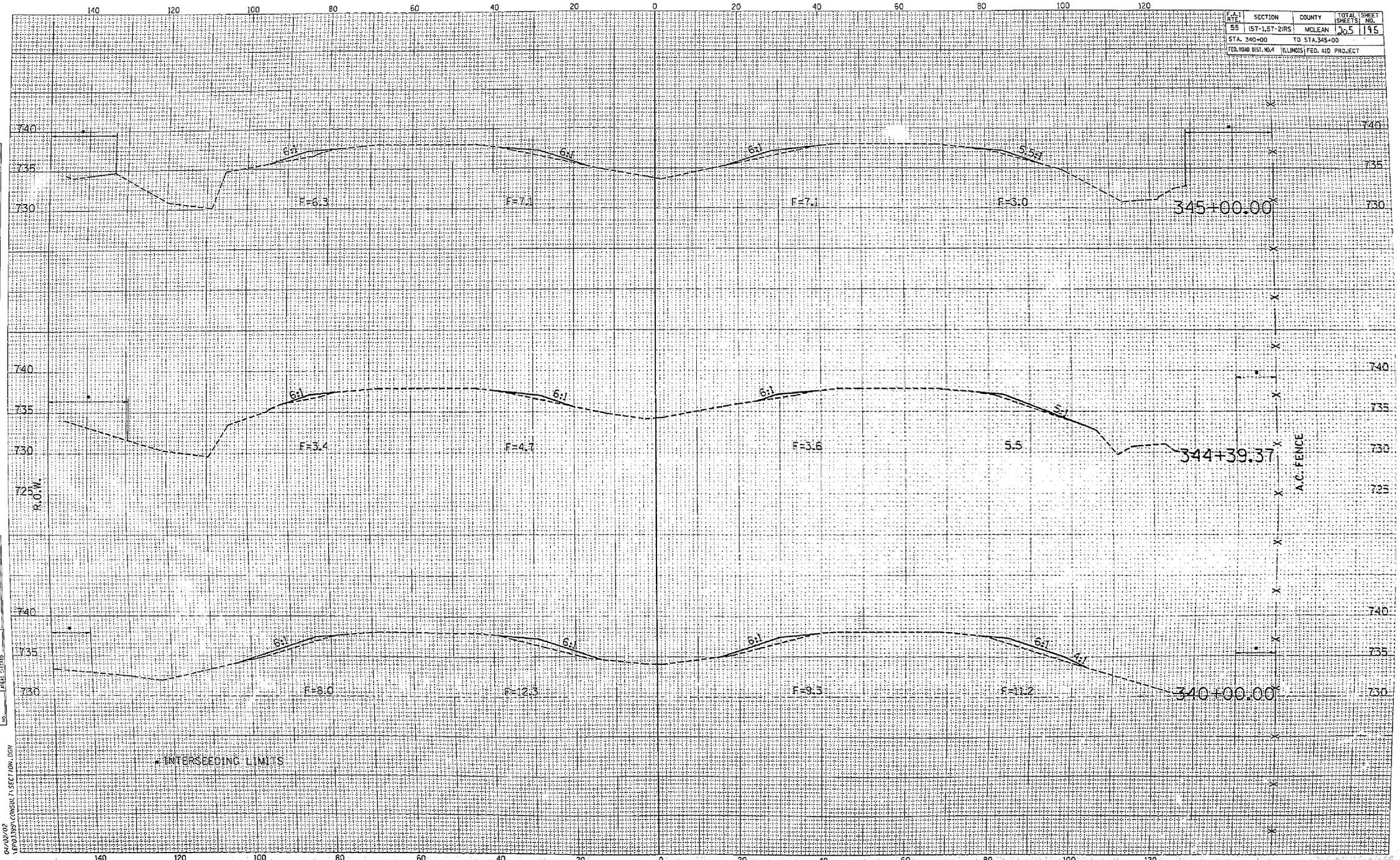
FINAL SURVEY | NOTE BOOK NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

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

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	193
STA. 310+00	TO STA.320+00			
FED. ROAD DIST. NO.4	ILLINOIS	FED. AID PROJECT		




F.A.I. RTE. 55
SECTION (57-1,5T-2)RS
COUNTY MCLEAN
TOTAL SHEETS 205
SHEET NO. 194
STA. 325+00 TO STA. 335+00
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT
335+00.00
330+00.00
325+00.00
A.C. FENCE
R.O.W.
F=9.4
F=15.1
F=13.1
F=17.9
F=8.8
F=10.6
F=8.7
F=13.9
F=7.8
F=9.8
F=6.5
F=4.9
6:1
4:1
• INTERSEEDING LIMITS
FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE


F.A.I. RTE. 55
SECTION 157-1,57-2IRS
COUNTY MCLEAN
TOTAL SHEETS 205
SHEET NO. 195
STA. 340+00 TO STA. 345+00
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT
FINAL SURVEY NOTE BOOK NO.
SURVEYED PLOTTED TEMPLATE AREAS CHECKED
DATE BY
ORIGINAL SURVEY NOTE BOOK NO.
SURVEYED PLOTTED TEMPLATE AREAS CHECKED
DATE BY
345+00.00
344+39.37
340+00.00
F=6.3
F=7.3
F=7.1
F=3.0
F=3.4
F=4.7
F=3.6
F=8.0
F=12.3
F=9.5
F=11.2
6:1
5.5:1
5:1
4:1
5.5
R.O.W.
A.C. FENCE
740
735
730
725
140
120
100
80
60
40
20
0
INTERSEEDING LIMITS
04/02/02
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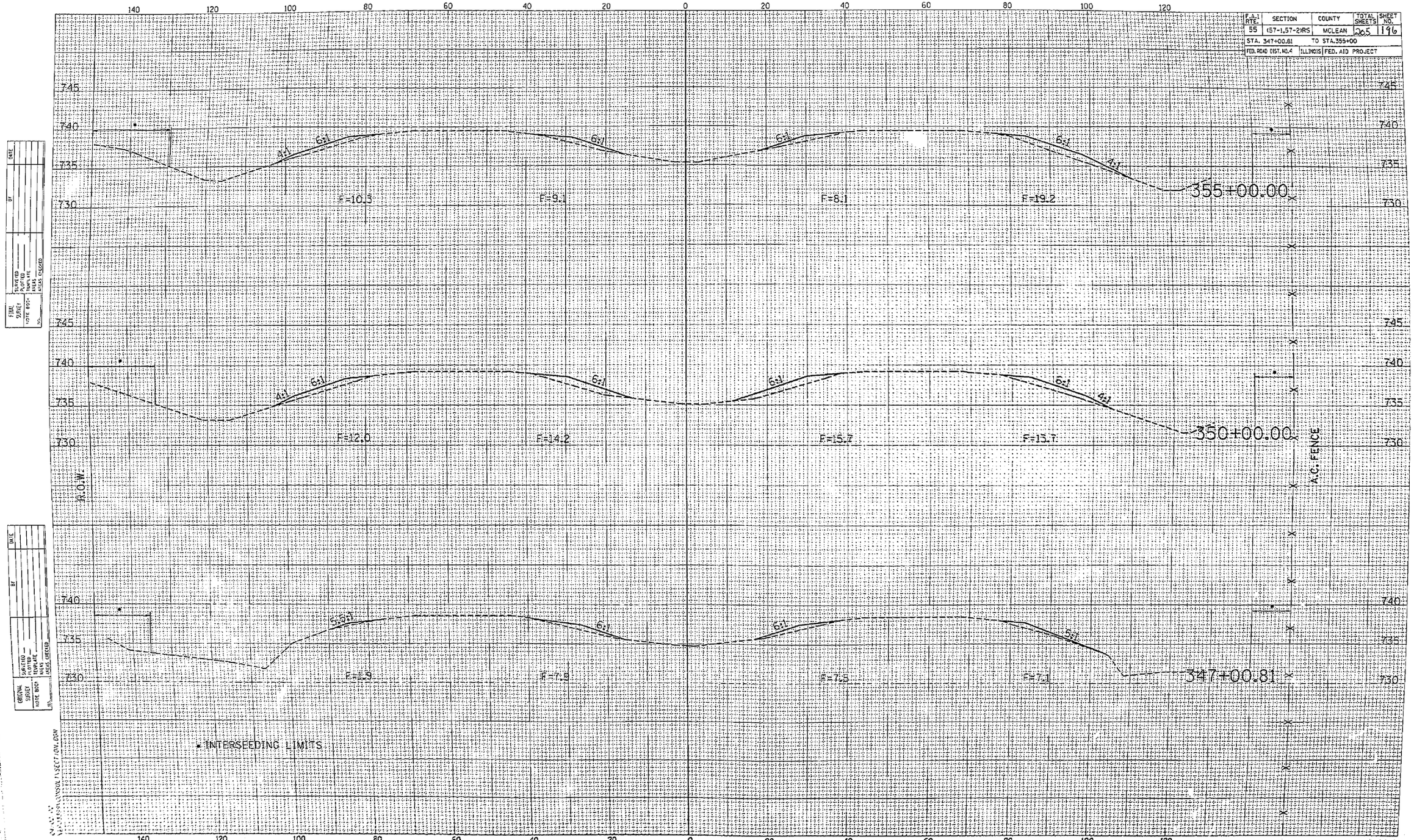
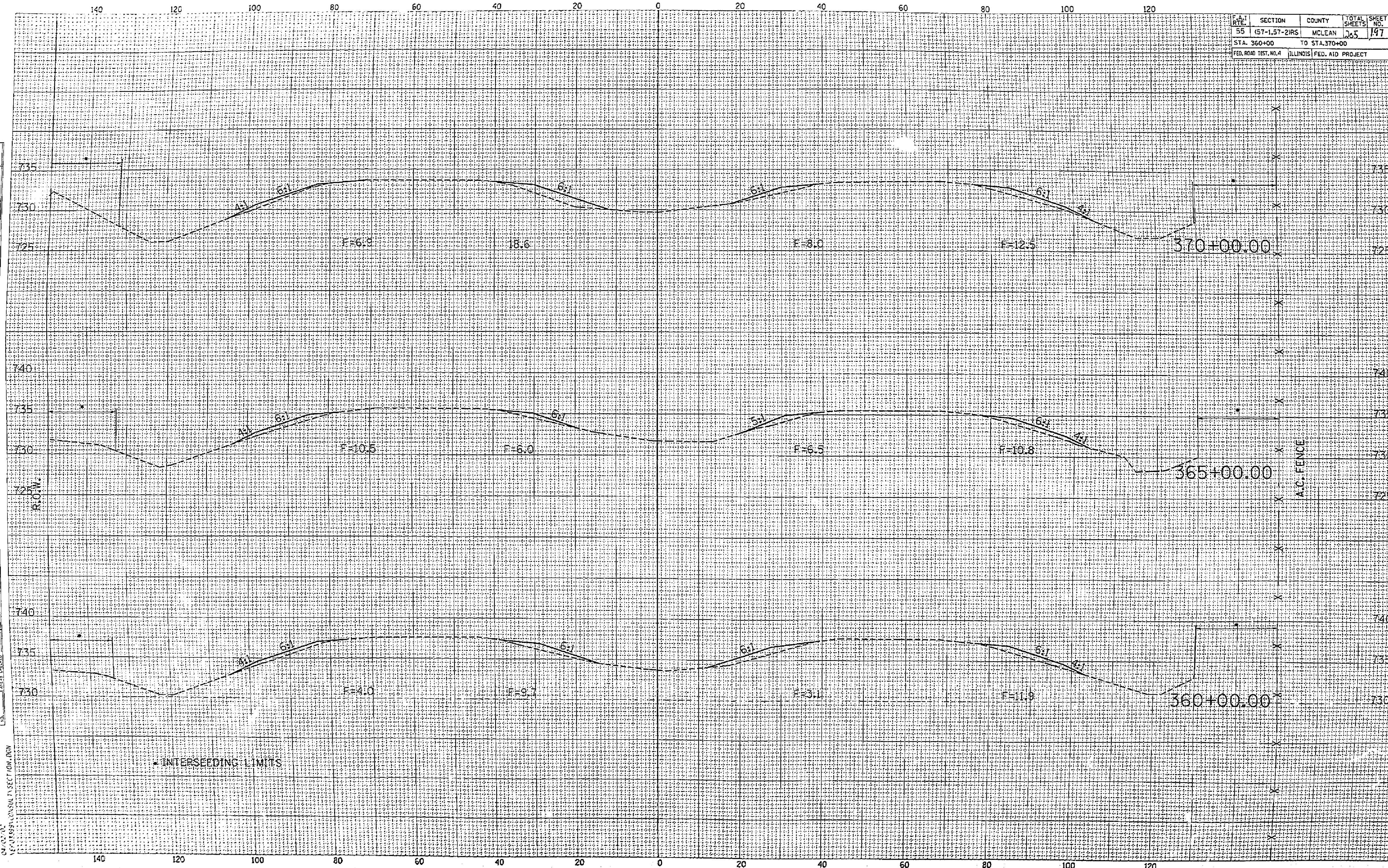
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	265	196
STA. 347+00.81		TO STA. 355+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		



F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	197
STA. 360+00 TO STA.370+00				
FED. ROAD DIST. NO.4	ILLINOIS	FED. AID PROJECT		



F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	198
STA. 375+00		TO STA. 380+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

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

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

140 120 100 80 60 40 20 0 20 40 60 80 100 120

730
725
720
715
735

4:1
6:1
4.5:1
4.6:1

F=11.4
F=7.1
F=14.5
F=16.5
F=41.6

380+00.00
375+00.00

R.O.W.

* INTERSEEDING LIMITS

A.G. FENCE

04/02/02
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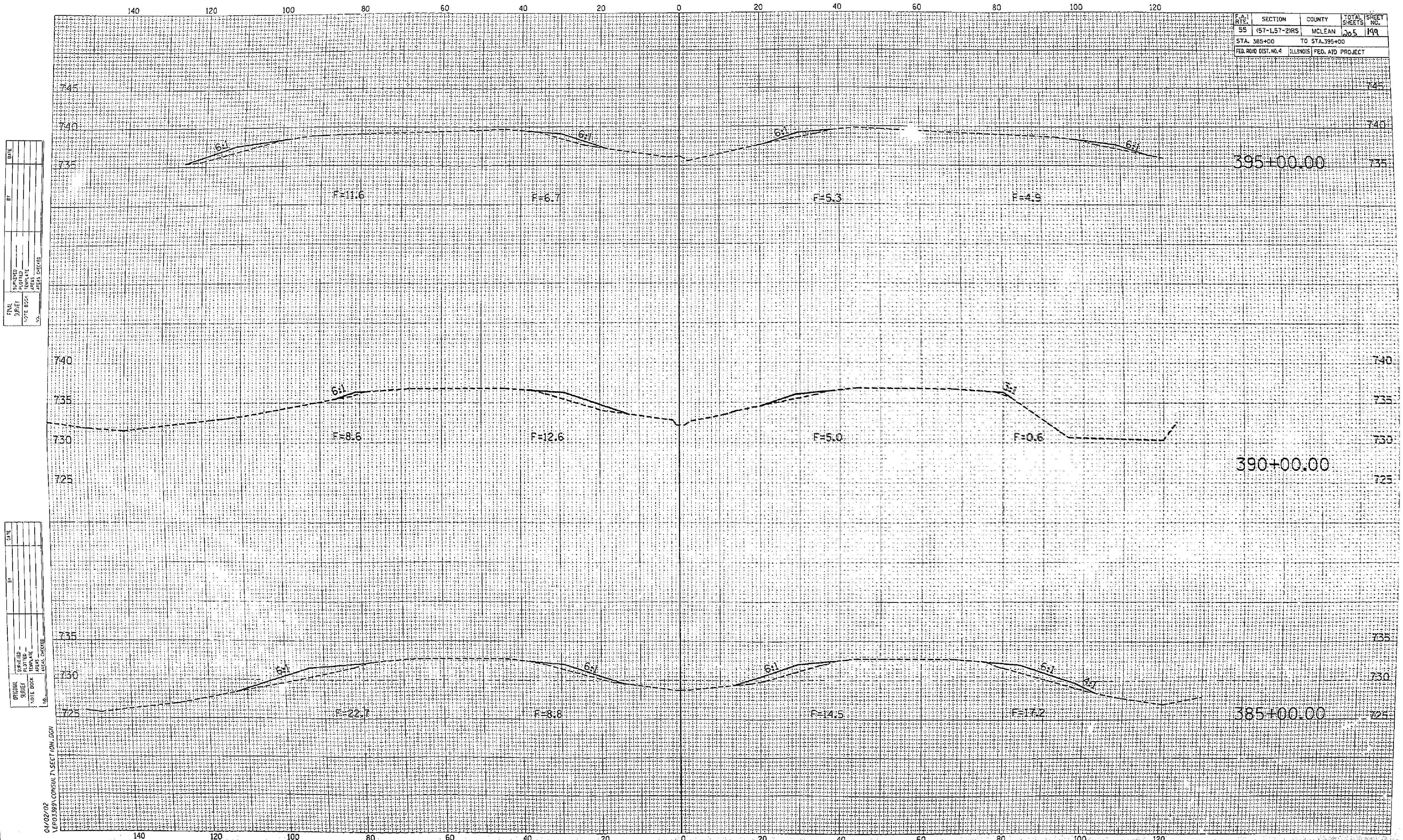
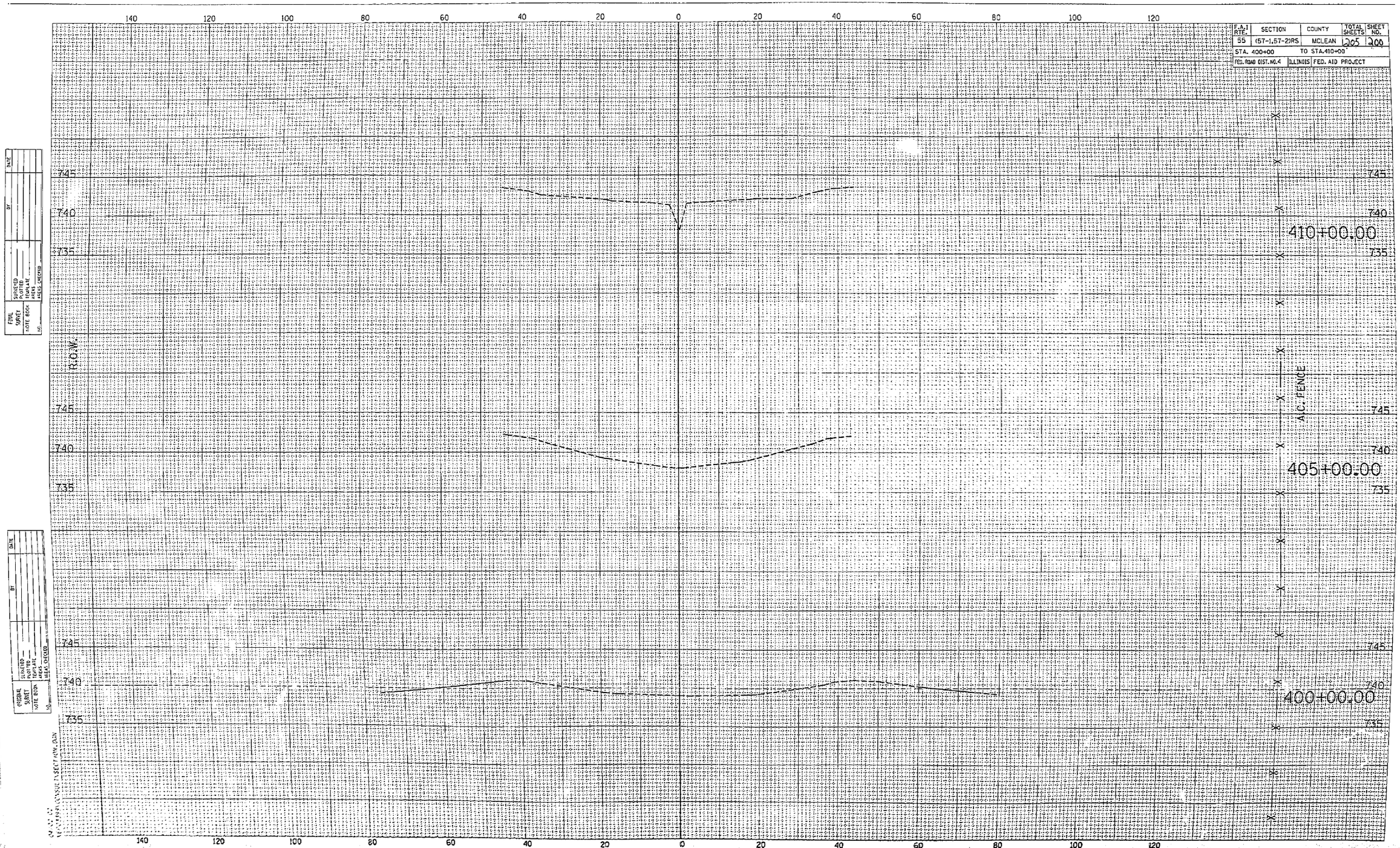
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	199
STA. 385+00	TO STA.395+00			
FED. ROAD DIST. NO.4	ILLINOIS	FED. AID PROJECT		

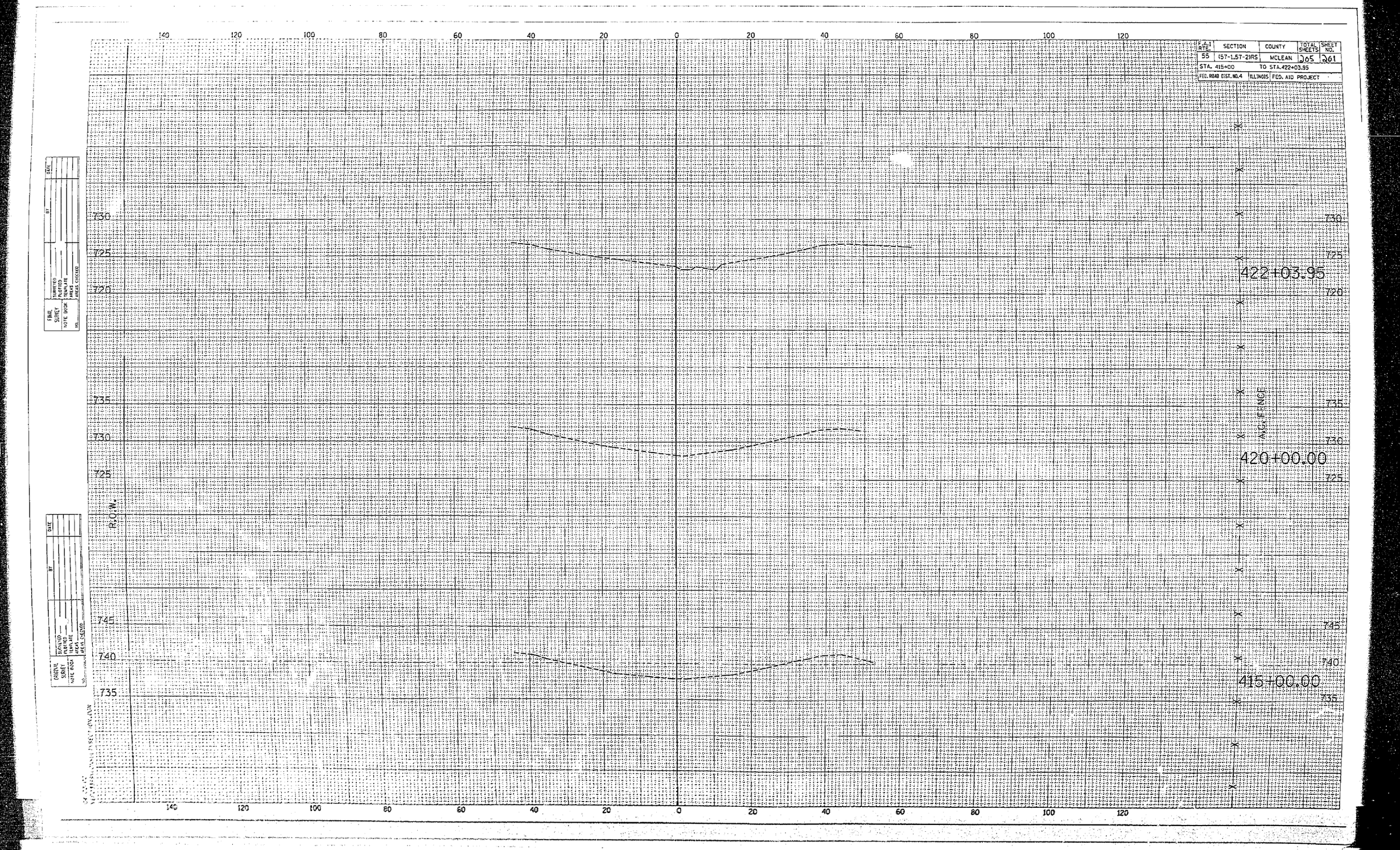


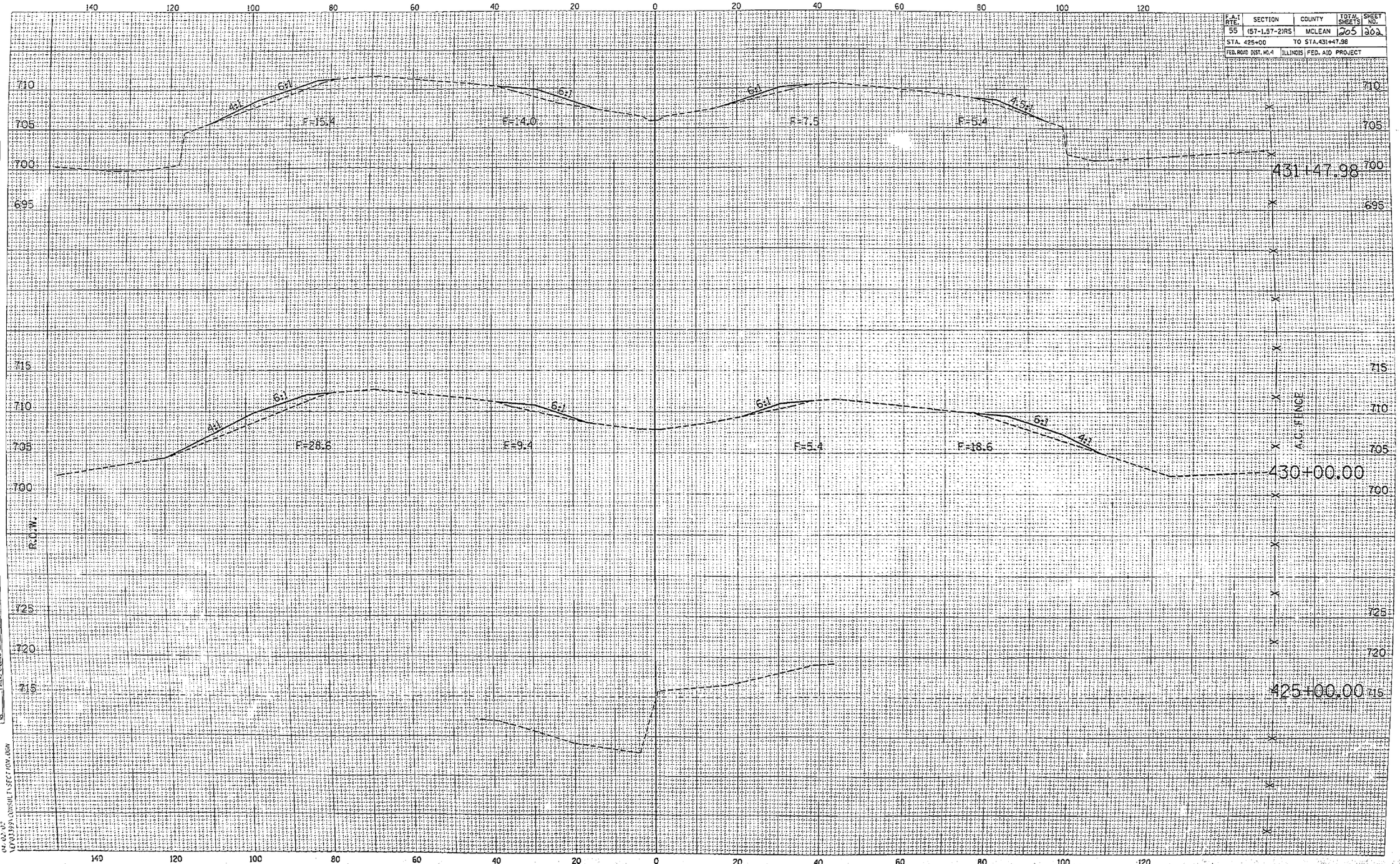


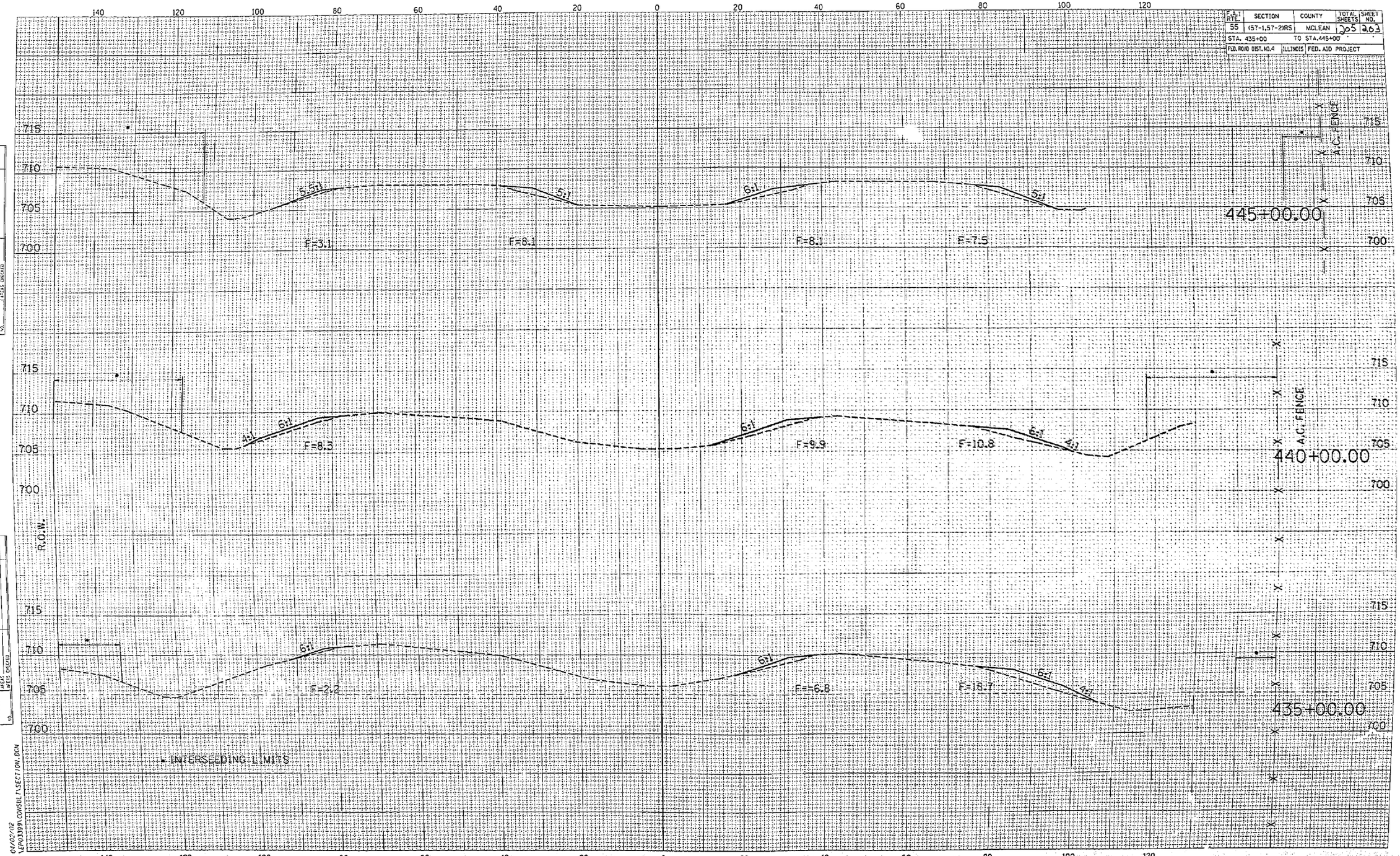
F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	200
STA. 400+00		TO STA. 410+00		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY NOTE BOOK DATE BY SURVEYED PLOTTED ROADWAY AREAS CHECKED

ORIGINAL SURVEY NOTE BOOK DATE BY SURVEYED PLOTTED ROADWAY AREAS CHECKED


F.A.I. RTE. 55
SECTION 157-1,57-2IRS
COUNTY MCLEAN
TOTAL SHEETS 265
SHEET NO. 261
STA. 415+00 TO STA. 422+03.95
FED. ROAD DIST. NO. 4
ILLINOIS
FED. AID PROJECT
422+03.95
420+00.00
415+00.00
AVG. FENCE
R.O.W.
730
725
720
735
745
740
140
120
100
80
60
40
20
0
FINAL SURVEY NOTE BOOK
SUBMITTED
PLOTTED
TRIPLITE
AREAS CHECKED
BY
DATE


F.A.I. RTE. 55
SECTION (57-1,57-2)RS
COUNTY MCLEAN
TOTAL SHEETS 205
SHEET NO. 202
STA. 425+00 TO STA. 431+47.98
FED. ROAD DIST. NO. 4
ILLINOIS FED. AID PROJECT
4:1
6:1
F=15.4
F=14.0
F=7.5
F=5.4
4:1
6:1
F=28.6
F=9.4
F=5.4
F=18.6
4:1
A.G.I. FENCE
R.O.W.
431+47.98
430+00.00
425+00.00
710
705
700
695
715
725
720


F.A.I. RTE. 55
SECTION (57-1,57-2)RS
COUNTY MCLEAN
TOTAL SHEETS 305
SHEET NO. 263
STA. 435+00 TO STA. 445+00
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT
445+00.00
440+00.00
435+00.00
A.C. FENCE
R.O.W.
5:1
6:1
4:1
F=3.1
F=8.1
F=8.1
F=7.5
F=8.3
F=9.9
F=10.8
F=2.2
F=6.8
F=18.7
715
710
705
700
140
120
100
80
60
40
20
0
20
40
60
80
100
120
▪ INTERSEEDING LIMITS
ORIGINAL SURVEY
PLOTTED FROM FIELD NOTE BOOK
NO.
BY
DATE
AREAS CHECKED
FINAL SURVEY
PLOTTED FROM FIELD NOTE BOOK
NO.
BY
DATE
AREAS CHECKED
01/02/02
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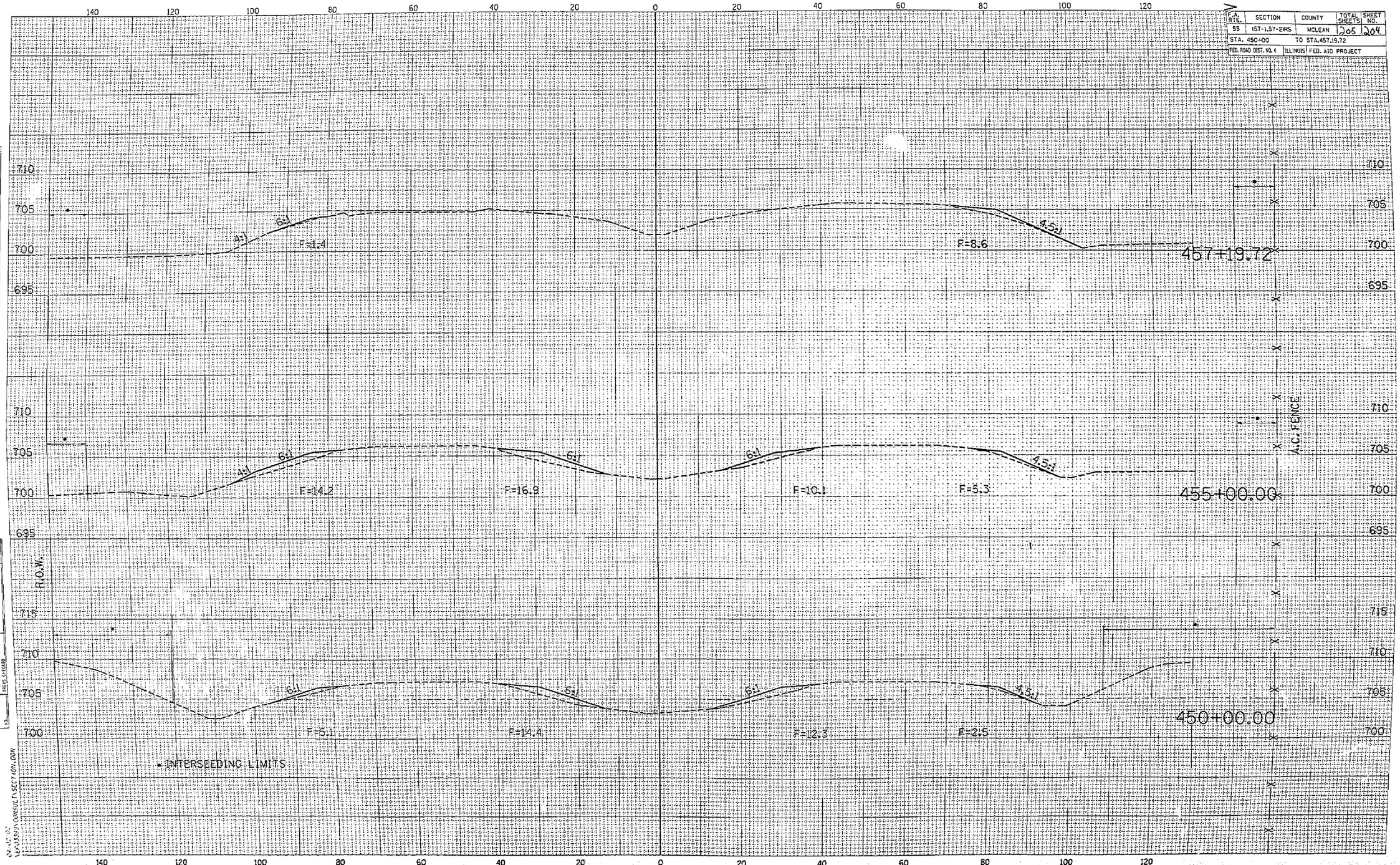
F.A. RTE. 55
SECTION 157-1,57-2HRS
COUNTY MCLEAN
TOTAL SHEETS 205
SHEET NO. 204
STA. 450+00 TO STA. 457+19.72
FED. ROAD DIST. NO. 4 ILLINOIS FED. AID PROJECT
457+19.72
455+00.00
450+00.00
A.C. FENCE
R.O.W.
INTERSEEDING LIMITS
F=1.4
F=8.6
F=14.2
F=16.9
F=10.1
F=5.3
F=5.1
F=14.4
F=12.3
F=2.5
4:1
6:1
4.5:1
710
705
700
695
715
DATE
BY
ORIGINAL SURVEY
FINAL SURVEY
PLOTTED FROM DIGITIZED TEMPLATE
NOTE BOOK
AREAS CHECKED
VS.

F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
55	(57-1,57-2)RS	MCLEAN	205	205
STA. 460+00		TO STA. 461+62.35		
FED. ROAD DIST. NO. 4	ILLINOIS	FED. AID PROJECT