6-17-05 Letting, Item 026

CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	27	1

INDEX OF SHEETS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

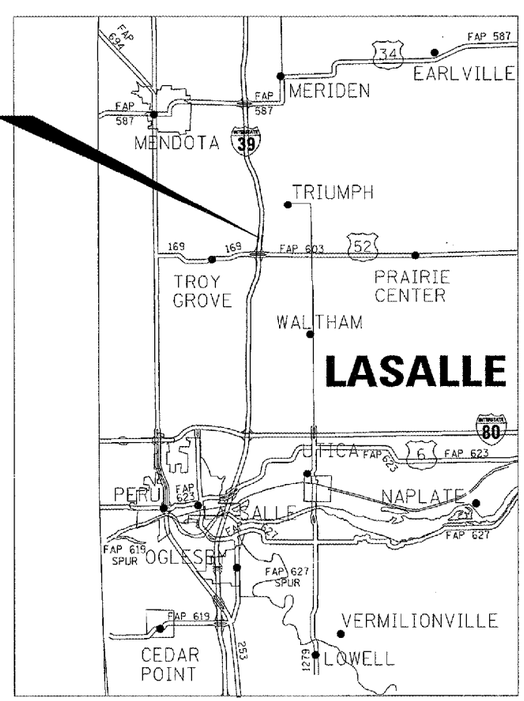
PROPOSED
HIGHWAY PLANS

FAI ROUTE 412 (I–39)
SECTION (50–6VB)I–2

LASALLE COUNTY
C–93–074–05
BRIDGE REPAIR

PROJECT LOCATION

FAI 412 OVER C. & N.W. RAILROAD
S.N. 050–0168 (NB)



GROSS LENGTH OF PROJECT = SB: 176 FEET 0.03 MI
NB: 176 FEET 0.03 MI

NET LENGTH OF PROJECT = SB: 176 FEET 0.03 MI
NB: 176 FEET 0.03 MI

D–93–002–05

LOCATION OF SECTION INDICATED THUS: –

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 CONTRACT 66568

PROJECT ENGINEER: TOM HUFNAGEL (815(434–8418
UNIT CHIEF: RON WOODSHANK (815) 434–8419

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 3/29 20 05
Gregory L. Moreno
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
May 13, 20 05
Mike Hine
ENGINEER OF DESIGN AND ENVIRONMENT
May 13, 20 05
Victor Modeer
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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MARCH 21, 2005
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CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	2
FED. ROAD DIST. NO.	ILLINOIS	STATE AID PROJECT		

GENERAL NOTES:

Plan dimensions and details relative to the existing roadway and 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 to make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the contractor will be paid for the quantity actually furnished at the unit price bid for the work.

The contractor shall be responsible for protecting utility property from construction operations as outlined in Article 107.31 of the Standard Specifications. The "Julie" Number is 1-800-892-0123. A minimum of forty-eight (48) hours advance notice is required.

The cost of any saw cuts made to complete the work as described in plan details, unless otherwise noted shall not be paid for separately but shall be included in the various pay items involved.

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.

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.

New Reinforcement bars shall be Epoxy Coated.

Reinforcement bars that are to remain in place which are damaged during concrete removal operations shall be repaired or replaced using approved bar splicer or anchorage system. Cost included with "Concrete Removal".

All structural steel shall be AASHTO M 270 Grade 50 except expansion joint plates and attached bars which shall be AASHTO M 270 Grade 36.

Anchor Bolts shall be high strength bolts (AASHTO M 164, Type3). 1½" dia. open holes for 1" dia. bolts.

Expansion joint plates and attached bars shall be shop painted with the inorganic zinc rich primer.

Reinforcement bars shall conform to the requirements of AASHTO M 31 or M322 Grade 60.

STANDARDS

000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001	AREAS OF REINFORCEMENT
001006	DECIMAL OF AN INCH AND OF A FOOT
609001-02	BRIDGE APPROACH SHOULDER PAVEMENT AND DRAIN
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
701101-01	OFF-ROAD OPERATIONS, MULTILANE, 4.5 m (15') TO 600mm (24") FROM EDGE OF PAVEMENT
701106-01 701400-02	OFF-ROAD OPERATIONS, MULTILANE, MORE THAN 4.5 m (15') AWAY APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701402-03	LANE CLOSURE, FREEWAY/EXPRESSWAY
701411-03	LANE CLOSURE, MULTILANE, AY ENTRANCE OR EXIT RAMP, FOR SPEEDS ≥ 45 MPH
702001-05	TRAFFIC CONTROL DEVICES
701426-02	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS ≥ 45 MPH

DATE: 4/1/2005

PREPARED BY: Bruce A. Anderson
DISTRICT OPERATIONS ENGINEER

EXAMINED BY: Dennis Jurgensen
DISTRICT CONSTRUCTION ENGINEER

Thomas R. Lamkin
DISTRICT STUDIES & PLANS ENGINEER

Kenneth R. Lang
DISTRICT MATERIALS ENGINEER

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

MARCH 21, 2005
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CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	3
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		

SUMMARY OF QUANTITIES

CONSTRUCTION CODE TYPE: X181-2A

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY
	44000910	BITUMINOUS CONCRETE REMOVAL (DECK)	SQ YD	682
	50102400	CONCRETE REMOVAL	CU YD	32.6
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	32.3
	50301245	FORMED CONCRETE REPAIR (DEPTH EQUAL TO OR LESS THAN 5")	SQ FT	220
	50500725	JACK AND REPLACE BEARINGS	EACH	12
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	7463
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	3
	67100100	MOBILIZATION	L SUM	1
	70100305	TRAFFIC CONTROL AND PROTECTION, STANDARD 701400	L SUM	1
	70100805	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	L SUM	1
	70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1914
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	632
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	1144
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1144
**	78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	1914
**	78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	50
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	632
	XZ191205	BRIDGE DECK MICROSILICA CONCRETE OVERLAY 3"	SQ YD	682
	X0321468	PLUG EXISTING DECK DRAINS	EACH	8
	X0322379	CONCRETE SEALER	SQ YD	93
	XX005128	STRIP SEAL EXPANSION JOINT ASSEMBLY	FOOT	100
	X7200201	WIDTH RESTRICTION SIGNING	L SUM	1
	Z0002600	BAR SPLICER	EACH	28
	Z0006205	BRIDGE DECK HYDRO-SCARIFICATION 1 1/2"	SQ YD	682
	Z0015595	DECK DRAIN EXTENSIONS	EACH	24
*	Z0030250	IMPACT ATTENUTOR, TEMPORARY, NON-REDIRECTIVE, TEST LEVEL 3	EACH	1
*	Z0030350	IMPACT ATTENUTOR, RELOCATE, NON-REDIRECTIVE, TEST LEVEL 3	EACH	1
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1
	X0322194	POLYMER MODIFIED PORTLAND CEMENT MORTAR	SQ FT	59
	X0322905	PPC I BEAM REPAIRS	L SUM	1

*SFTY-3N **SPECIALTY ITEMS

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

MARCH 21, 2005
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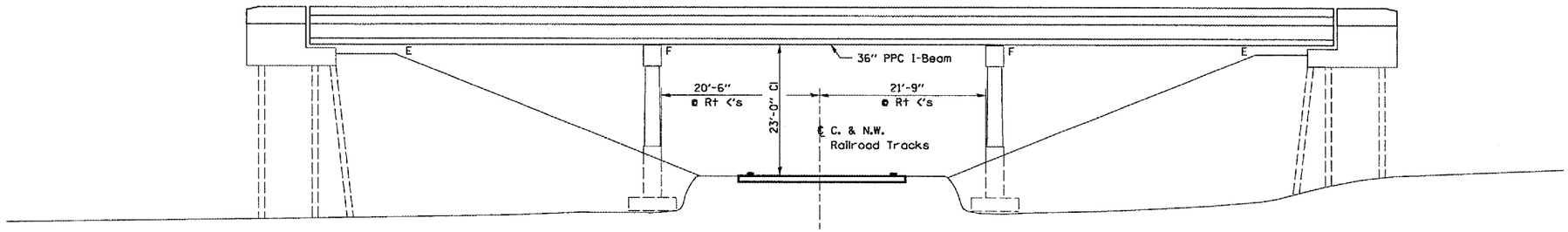
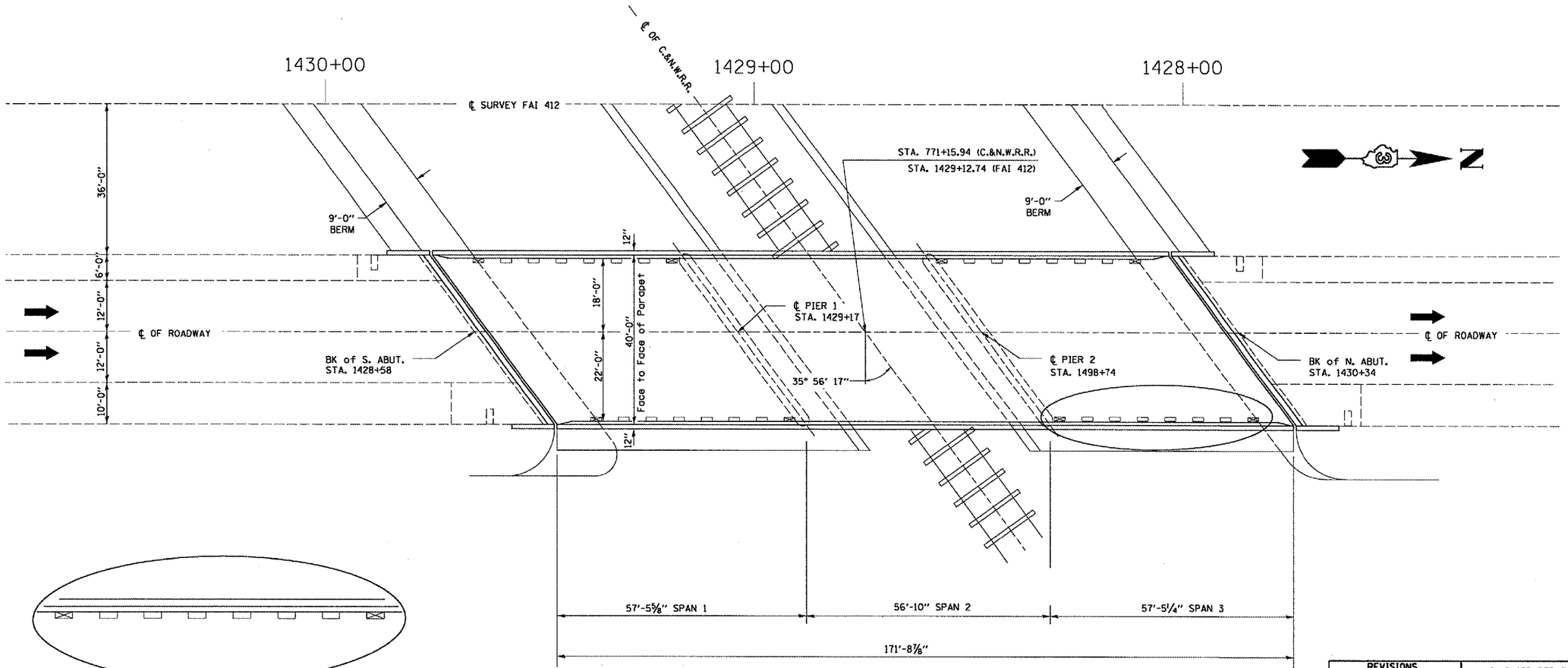
CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	4
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		



ELEVATION

For General Notes see Sheet 6 of 25.



PLAN

S.N. 050-0168 (NB)

PLUG THE FIRST DRAIN AND LAST DRAIN AT ALL LOCATIONS

EXTEND REMAINING SIX DRAINS

DECK DRAIN DETAIL
(FOR ALL DECK DRAIN LOCATIONS)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL PLAN VIEW
S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

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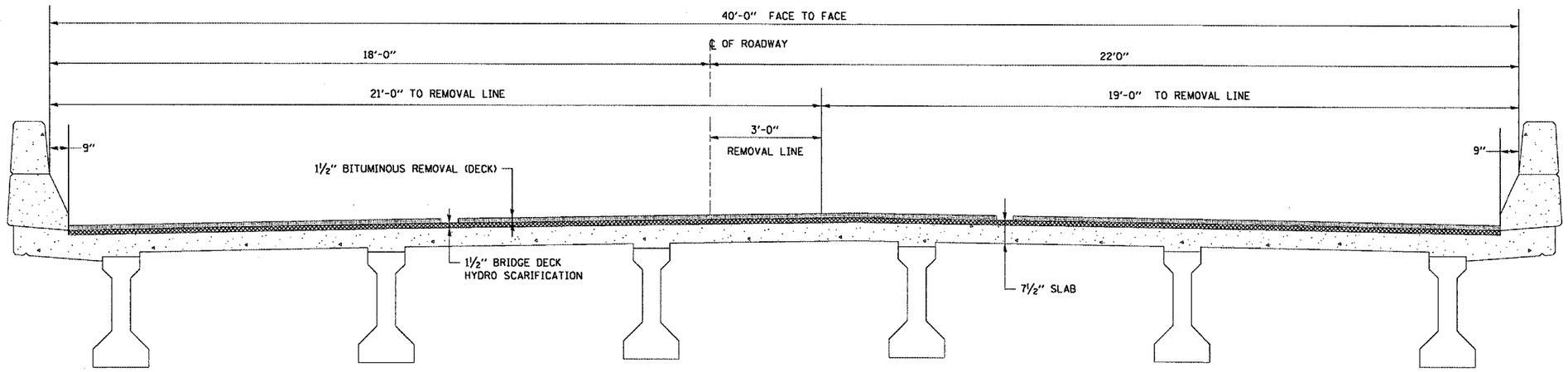
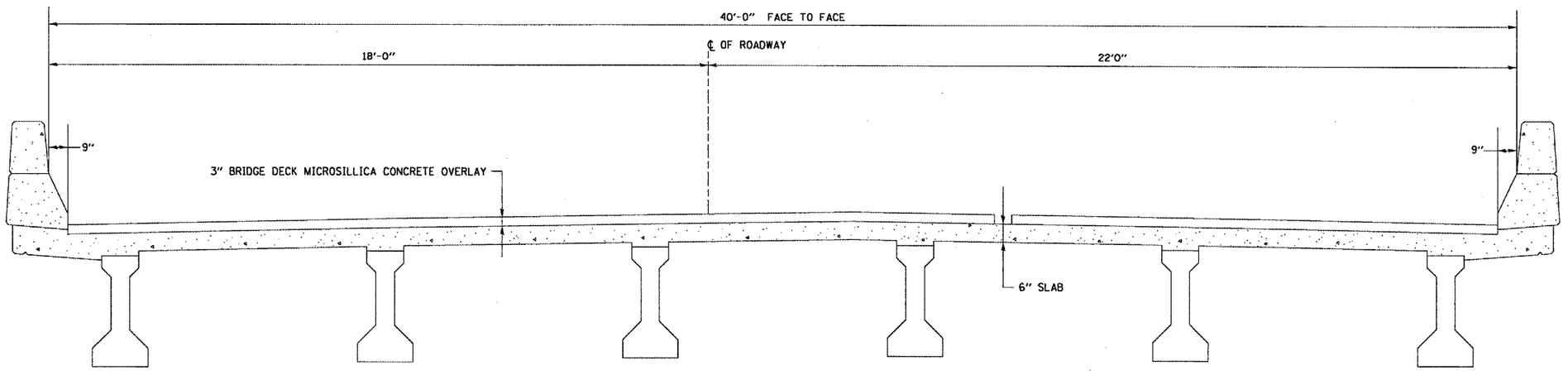
CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	5
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		



EXISTING TYPICAL SECTION



PROPOSED TYPICAL SECTION

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK RECONSTRUCTION DETAILS

TYPICALS

S.N. 050-0168 (NB)

F.A.I. 412 OVER C. & N.W. RAILROAD

SECTION (50-6VB)I-1

STA. 1429+12.74

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LASALLE COUNTY SECTION: (50-6VB)I-2 FAI 412 (I-39)

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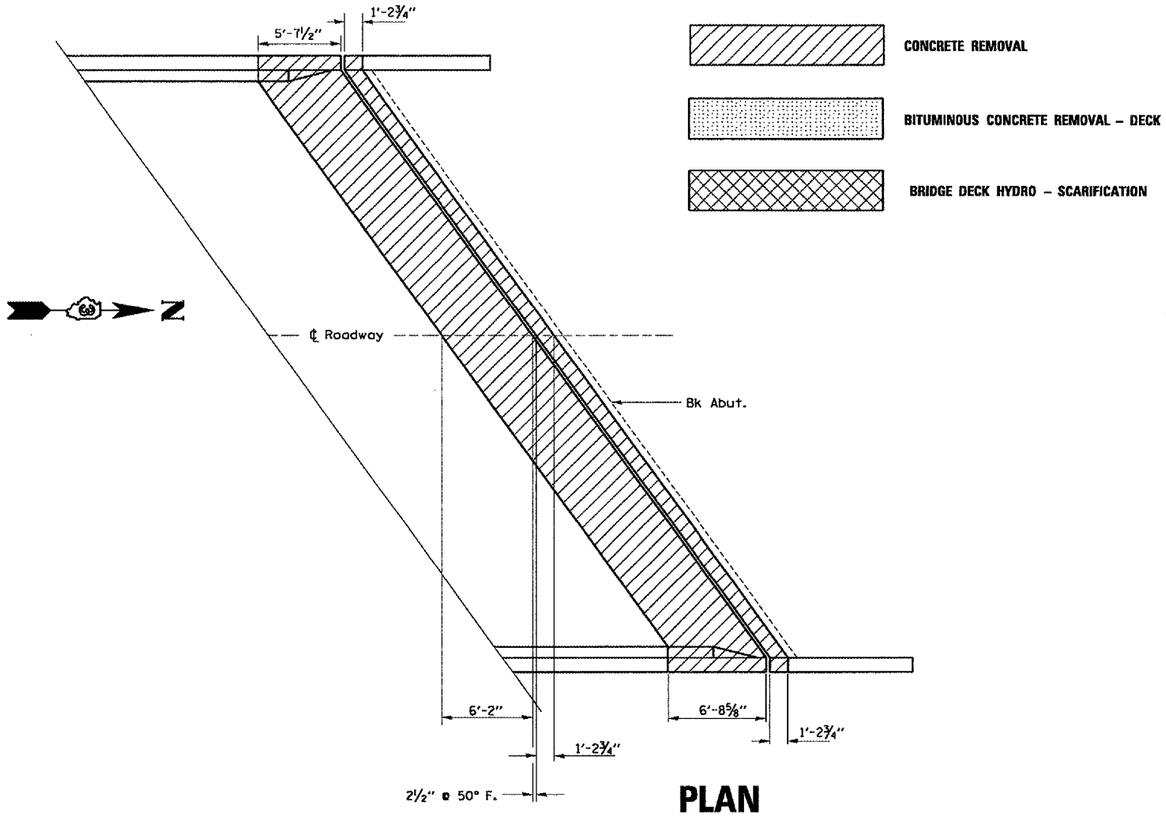
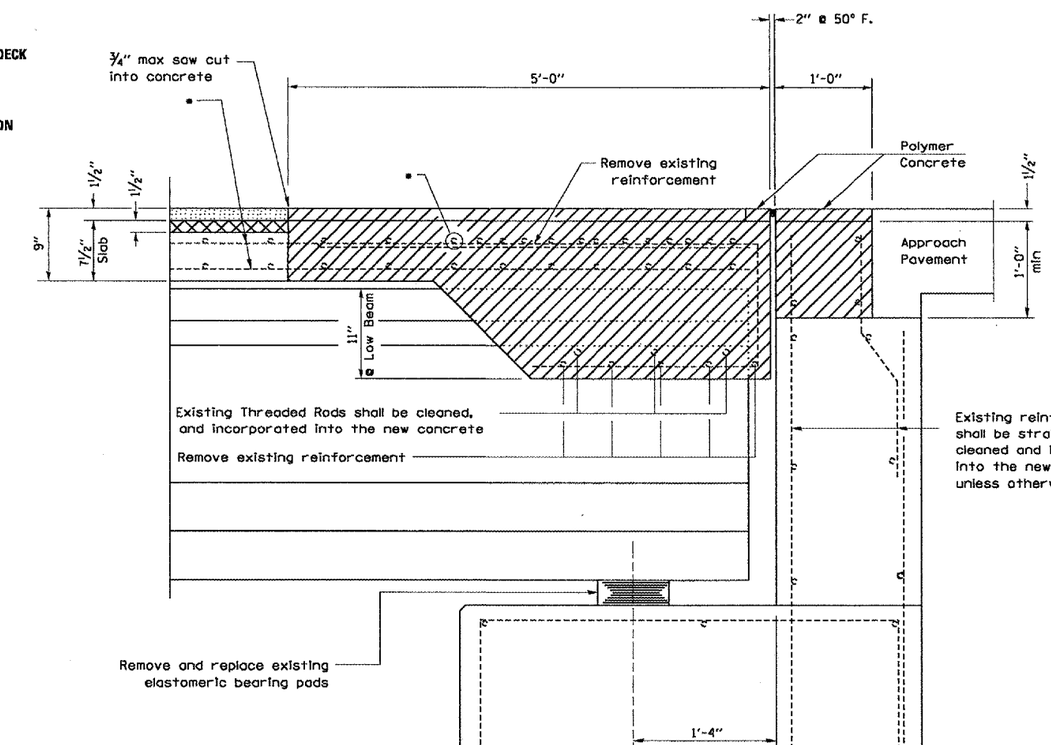
CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	6
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		



PLAN



ABUTMENT SECTION

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GENERAL NOTES:

Plan dimensions and details relative to the existing roadway and 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 to make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in the scope of the work, however, the contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Two coats of an approved Bridge Seat Sealer shall be applied to the deck and face of parapet to the limits shown on plan details. Cost of this work shall be paid for per sq yd for "Concrete Sealer".

New Reinforcement bars shall be Epoxy Coated.

Reinforcement bars that are to remain in place which are damaged during concrete removal operations shall be repaired or replaced using approved bar splicer or anchorage system. Cost included with "Concrete Removal".

The roadway expansion plates shall be flame cut as provided in Article 505.04(k) of the Standard Specifications.

All expansion joint plates and attached bars shall be AASHTO M 270 Grade 36

Expansion joint plates and attached bars shall be shop painted with the inorganic zinc rich primer.

Anchor bolts, High Strength Steel Bolts, Nuts and washers shall conform to the requirements of Article 1006.08 and Article 1006.09 of the Standard Specifications.

Reinforcement bars shall conform to the requirements of AASHTO M 31 or M322 Grade 60.

Existing reinforcement extending into the concrete removal area shall be cut to provide the required bar lap for the size of bar as shown. All other reinforcement shall be removed and replaced with new Epoxy Coated bars.

The Contractor shall exercise care during concrete removal operations so the the existing PPC Beams are not damaged. If the beams are damaged due to the Contractor's operations, they shall be repaired to the satisfaction of the Engineer at no expense to the department.

Removal of existing expansion joint steel, anchor studs, expansion material shall ne be paid for separately but shall be included in the cost of "Concrete Removal".

BILL OF MATERIAL SOUTH ABUTMENT

Item	Unit	Total
CONCRETE REMOVAL	CU. YD.	15.9
JACK AND REPLACE BEARINGS	EACH	6

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CONCRETE REMOVAL
NORTH ABUTMENT
S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

MARCH 21, 2005
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LASALLE COUNTY SECTION: (50-6VB)I-2 FAI 412 (I-39)

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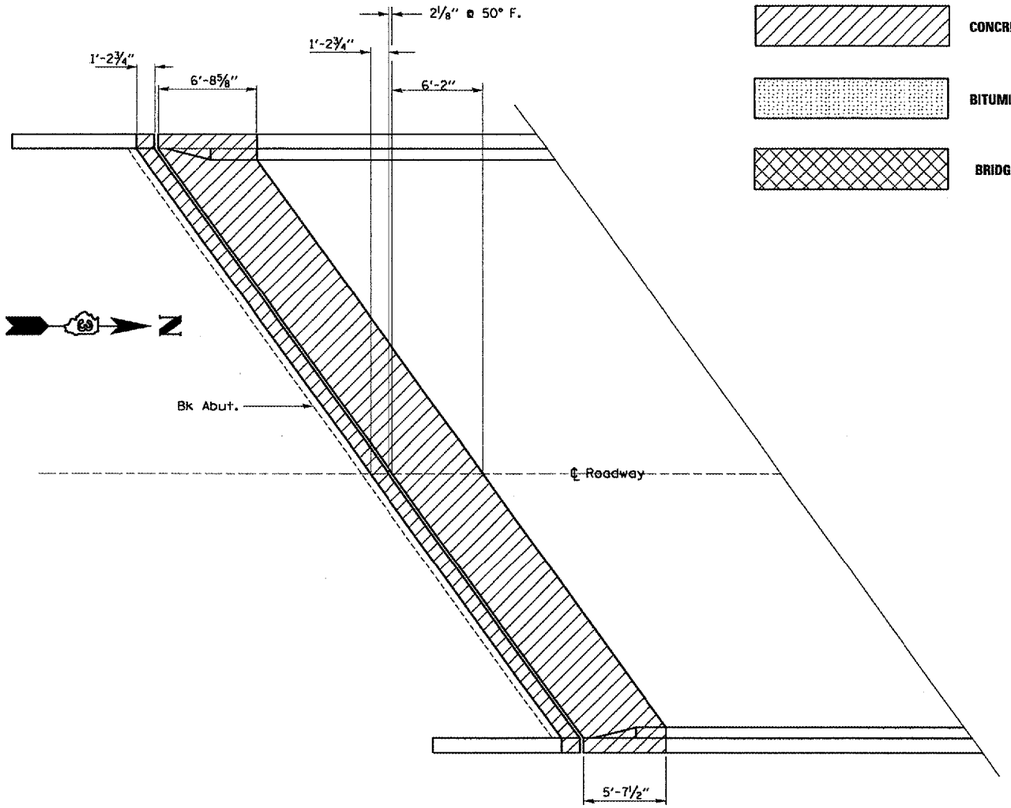
CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	7
FED. ROAD DIST. NO.	ILLINOIS	STATE AID PROJECT		



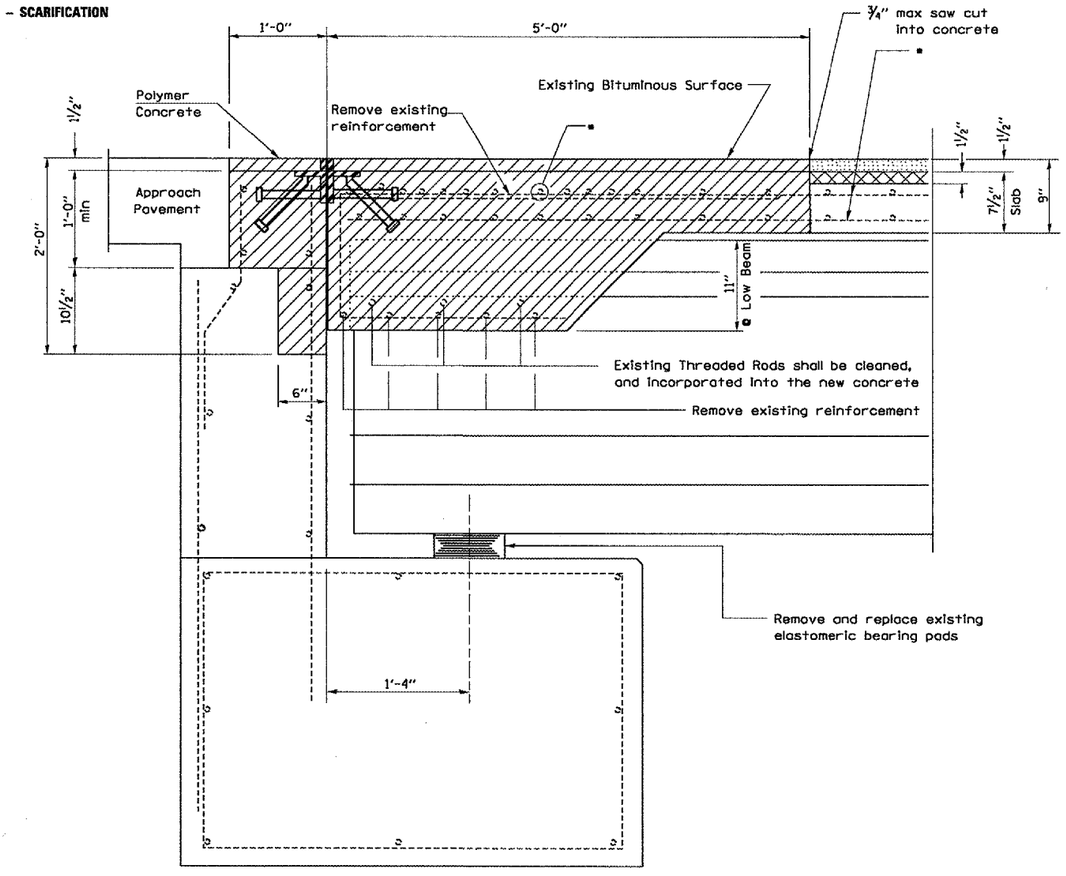
PLAN

CONCRETE REMOVAL

BITUMINOUS CONCRETE REMOVAL – DECK

BRIDGE DECK HYDRO – SCARIFICATION

• Cut existing reinforcement extending into removal area 3'-0" min to provide required lap with new reinforcement



ABUTMENT SECTION

@ RT <'S

BILL OF MATERIAL SOUTH ABUTMENT

Item	*Unit*	*Total*
CONCRETE REMOVAL	*CU. YD.*	*16.7*
JACK AND REPLACE BEARINGS	*EACH*	*6*

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CONCRETE REMOVAL
SOUTH ABUTMENT
S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

MARCH 21, 2005
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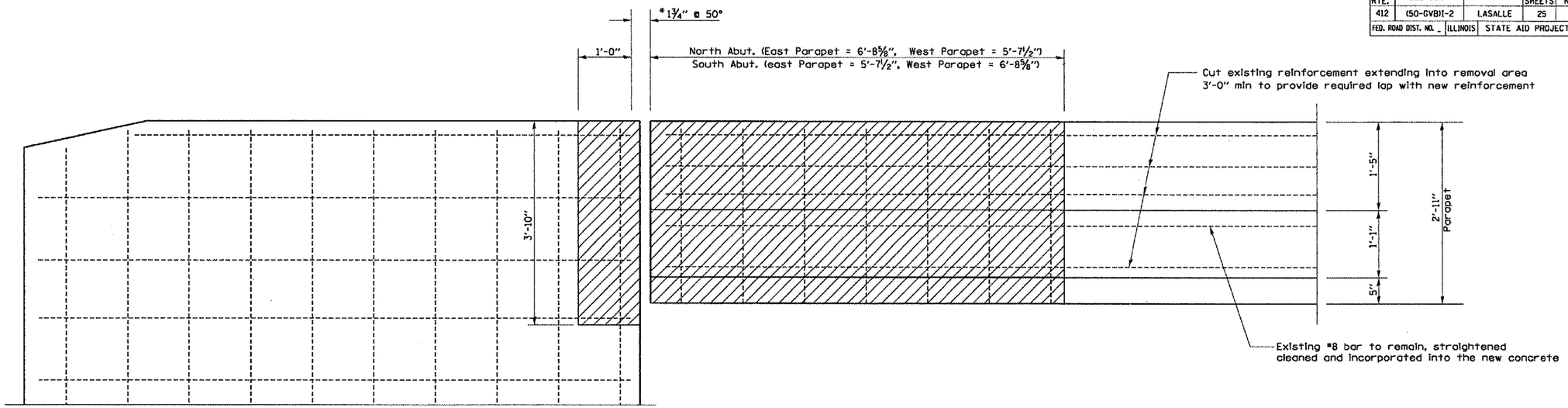
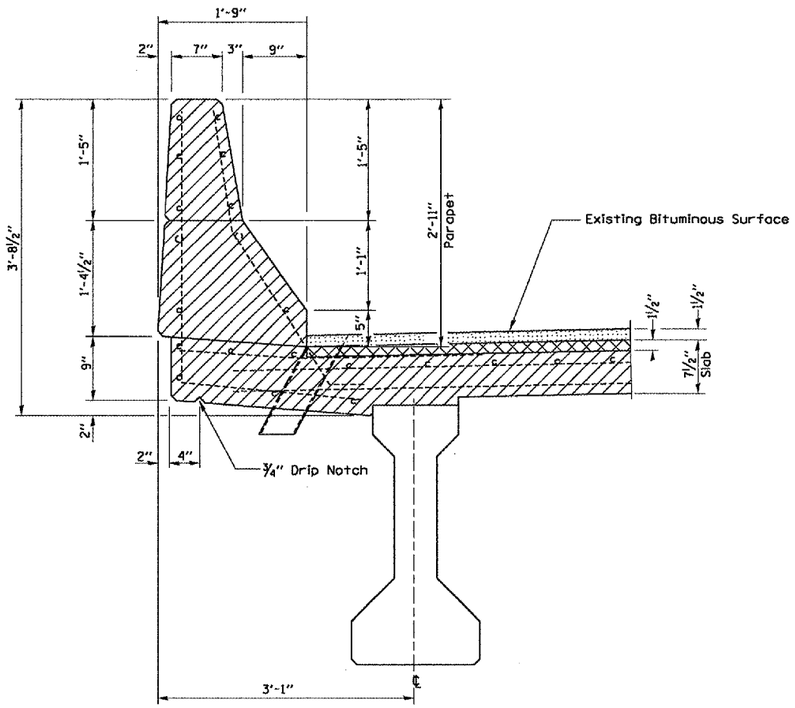
CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	8
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		



ELEVATION AT PARAPET



SECTION AT PARAPET

CONCRETE REMOVAL

BITUMINOUS CONCRETE REMOVAL – DECK

BRIDGE DECK HYDRO – SCARIFICATION

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

CONCRETE REMOVAL AT PARAPET

S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

MARCH 21, 2005
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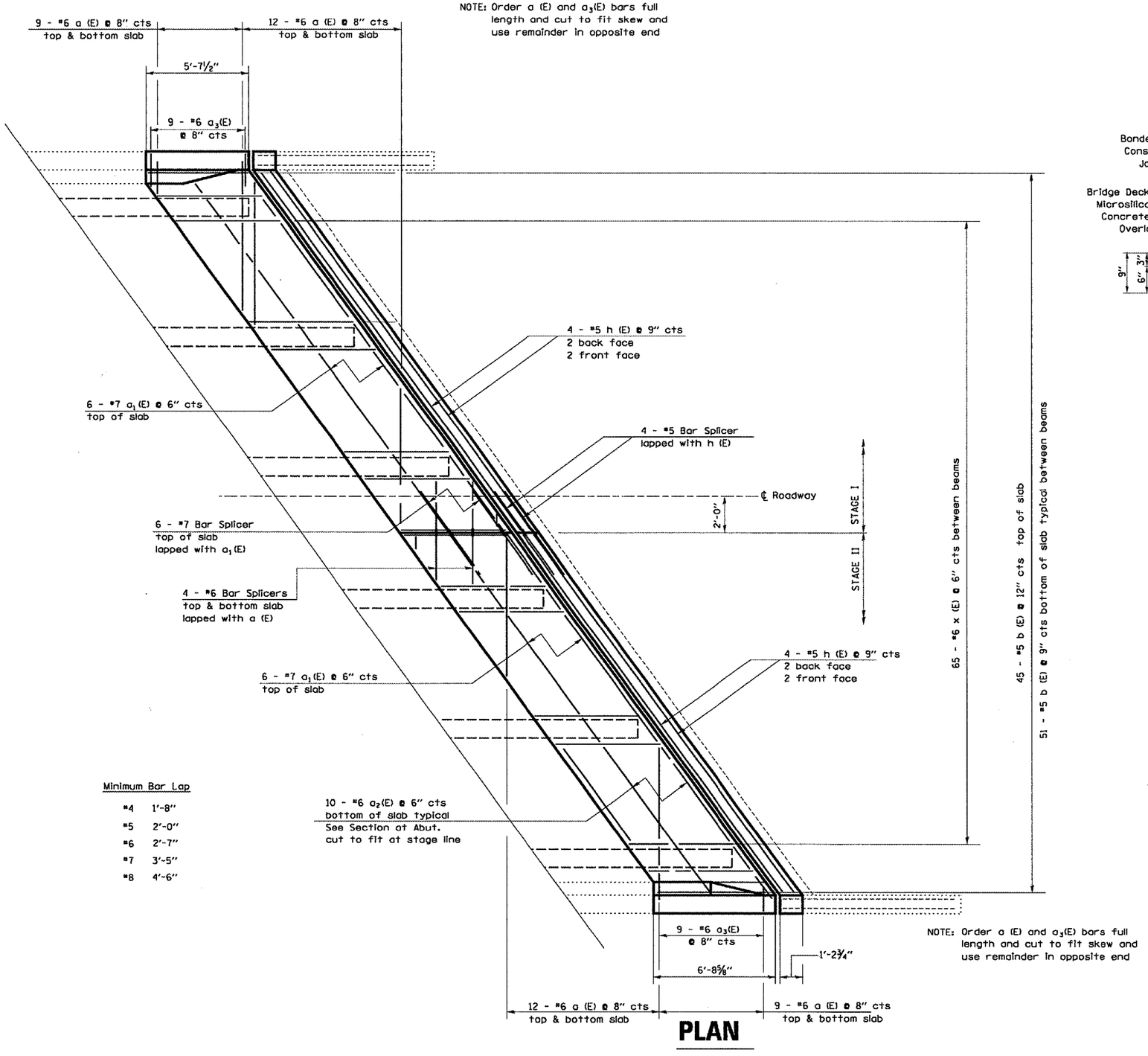
CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	9
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		

NOTE: Order a (E) and a_3(E) bars full length and cut to fit skew and use remainder in opposite end



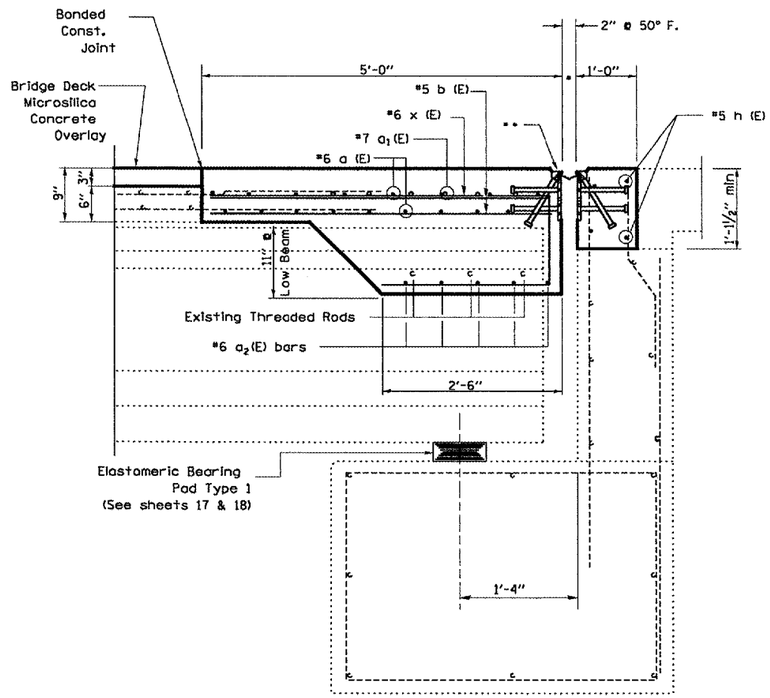
Minimum Bar Lap

#4	1'-8"
#5	2'-0"
#6	2'-7"
#7	3'-5"
#8	4'-6"

NOTE: Order a (E) and a_3(E) bars full length and cut to fit skew and use remainder in opposite end

PLAN

** Strip Seal Expansion Joint Assembly
(See sheet 16 of 25)



ABUTMENT SECTION
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REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION
CONCRETE CONSTRUCTION
NORTH ABUTMENT
S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

MARCH 21, 2005
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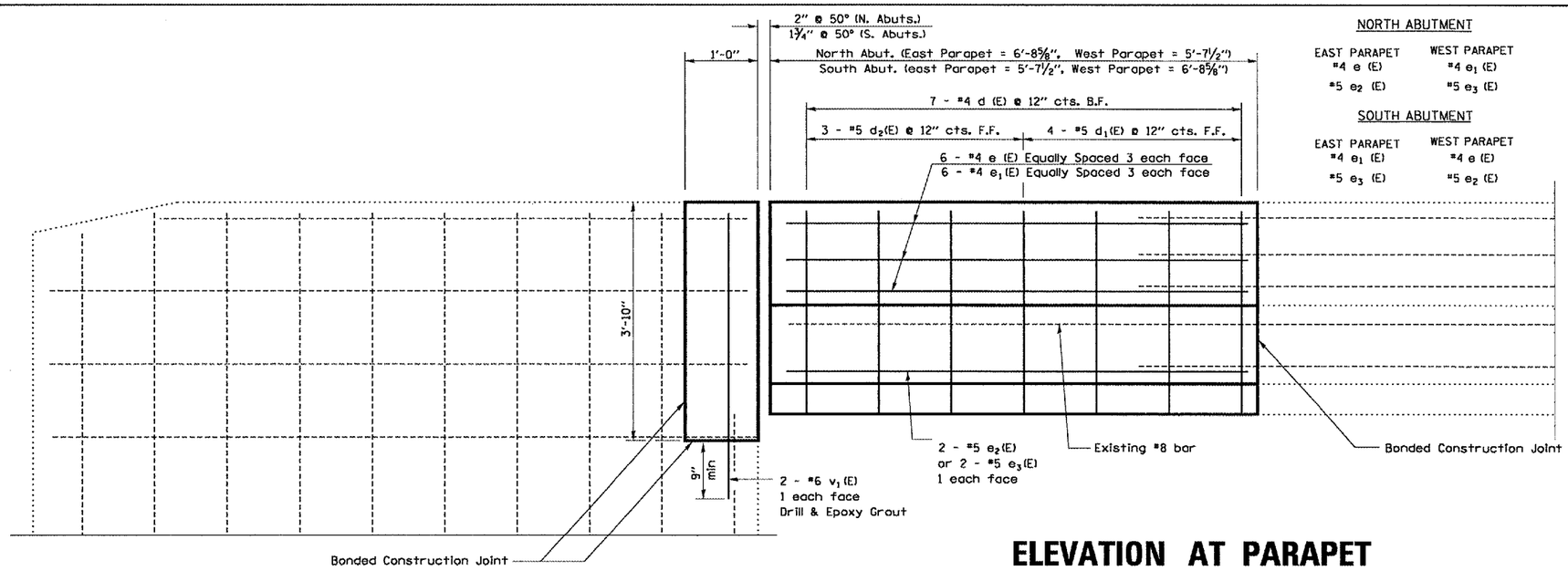
CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	10
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		



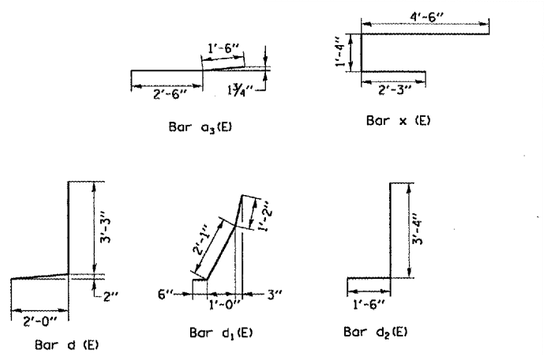
NORTH ABUTMENT

EAST PARAPET	WEST PARAPET
#4 e (E)	#4 e1 (E)
#5 e2 (E)	#5 e3 (E)

SOUTH ABUTMENT

EAST PARAPET	WEST PARAPET
#4 e1 (E)	#4 e (E)
#5 e3 (E)	#5 e2 (E)

ELEVATION AT PARAPET



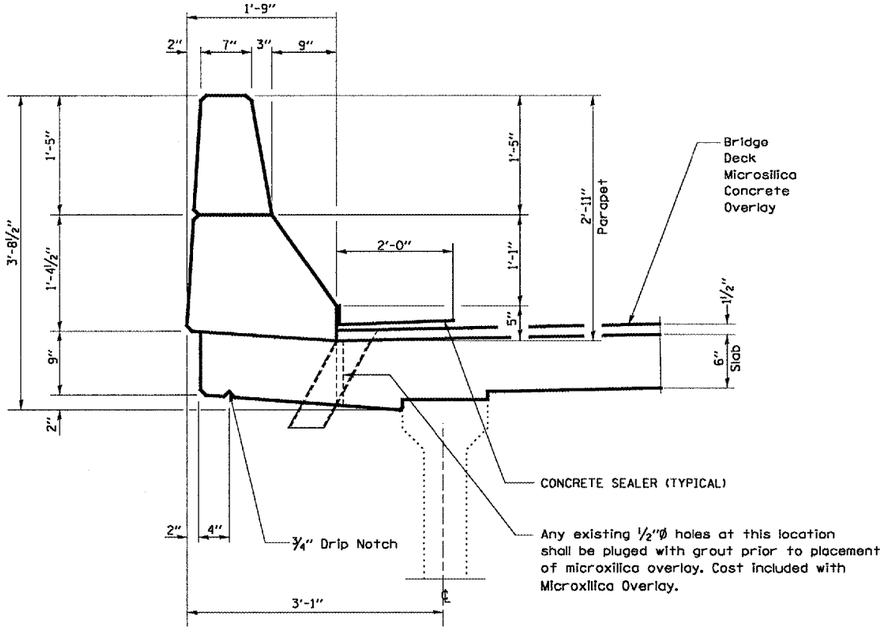
Minimum Bar Lap

#4	1'-8"
#5	2'-0"
#6	2'-7"
#7	3'-5"
#8	4'-6"

SUPERSTRUCTURE BILL OF MATERIAL FOR "ONE" ABUTMENT

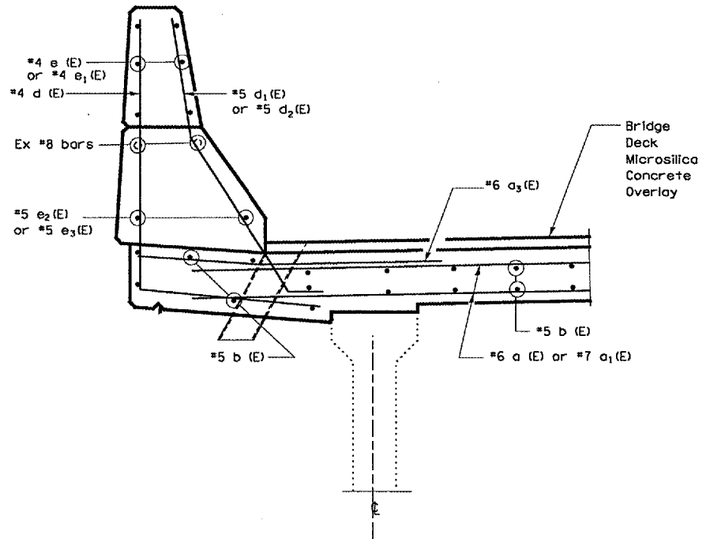
Bar	No.	Size	Length	Shape
a (E)	42	6	8'-2"	
a1 (E)	12	7	25'-2"	
a2 (E)	50	6	8'-6"	
a3 (E)	18	6	4'-0"	
b (E)	96	5	5'-10"	
d (E)	14	4	5'-3"	
d1 (E)	8	5	3'-9"	
d2 (E)	6	5	4'-10"	
e (E)	6	4	6'-4"	
e1 (E)	6	4	5'-4"	
e2 (E)	2	5	6'-4"	
e3 (E)	2	5	5'-4"	
h (E)	8	5	24'-4"	
x (E)	65	6	8'-1"	
v1 (E)	4	6	4'-5"	
Reinforcement Bars, Epoxy Coated			Pound	3663
Concrete Superstructure			Cu. Yds.	15.9

Reinforcement bars designated (E) shall be epoxy coated.



SECTION AT PARAPET

DIMENSIONS



SECTION AT PARAPET

REINFORCEMENT

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PARAPET RECONSTRUCTION
NORTH ABUTMENT
S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

MARCH 21, 2005
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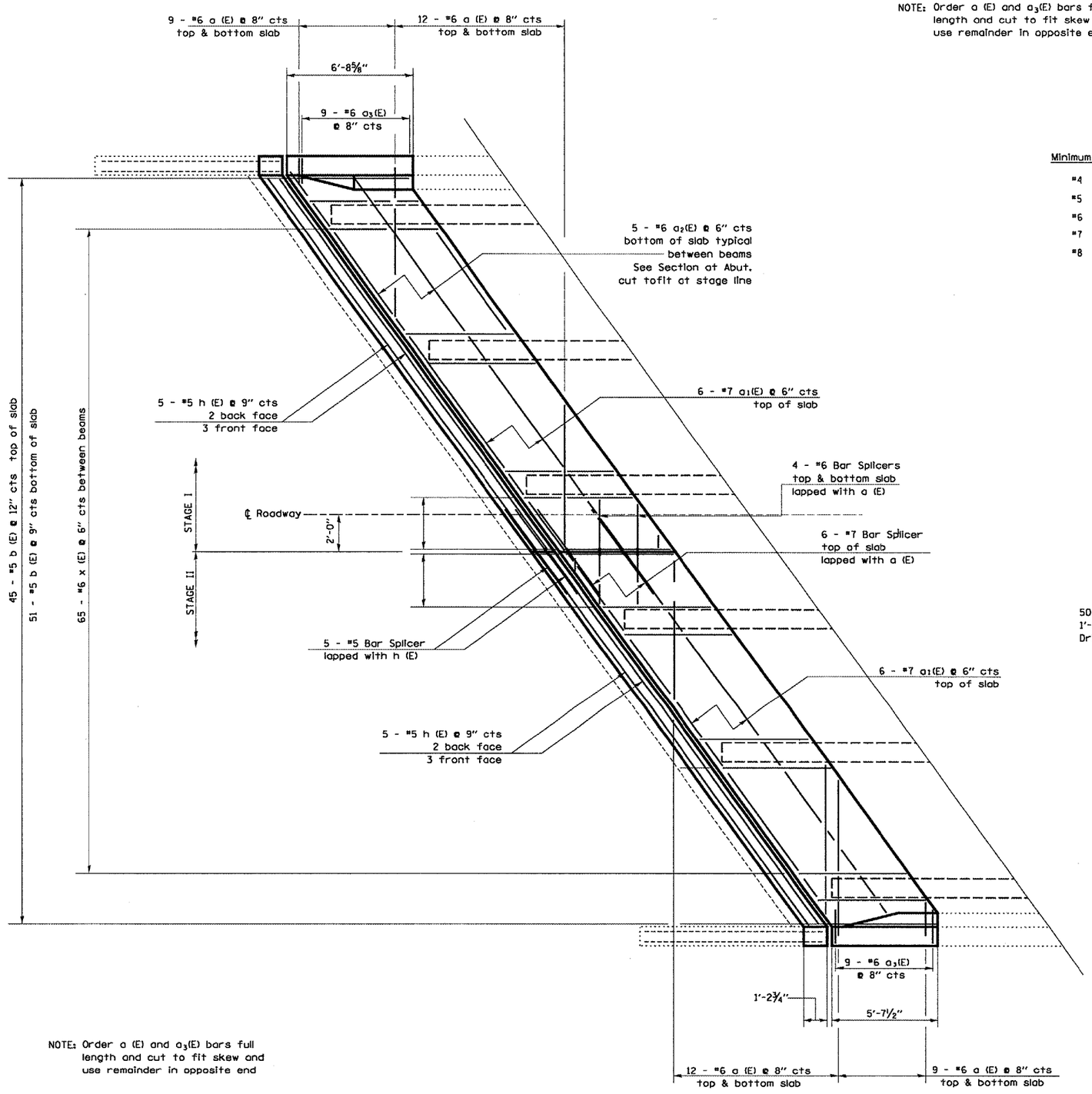
CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	11
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		

NOTE: Order a (E) and a_3(E) bars full length and cut to fit skew and use remainder in opposite end



NOTE: Order a (E) and a_3(E) bars full length and cut to fit skew and use remainder in opposite end

MARCH 21, 2005
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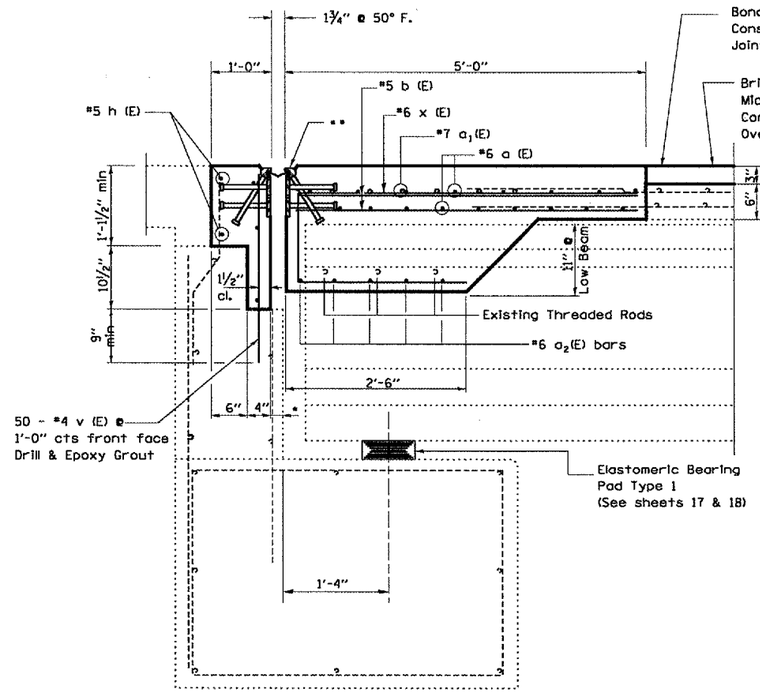
Minimum Bar Lap

#4	1'-8"
#5	2'-0"
#6	2'-7"
#7	3'-5"
#8	4'-6"

** Strip Seal Expansion Joint Assembly (See sheet 16 of 25)



ABUTMENT SECTION

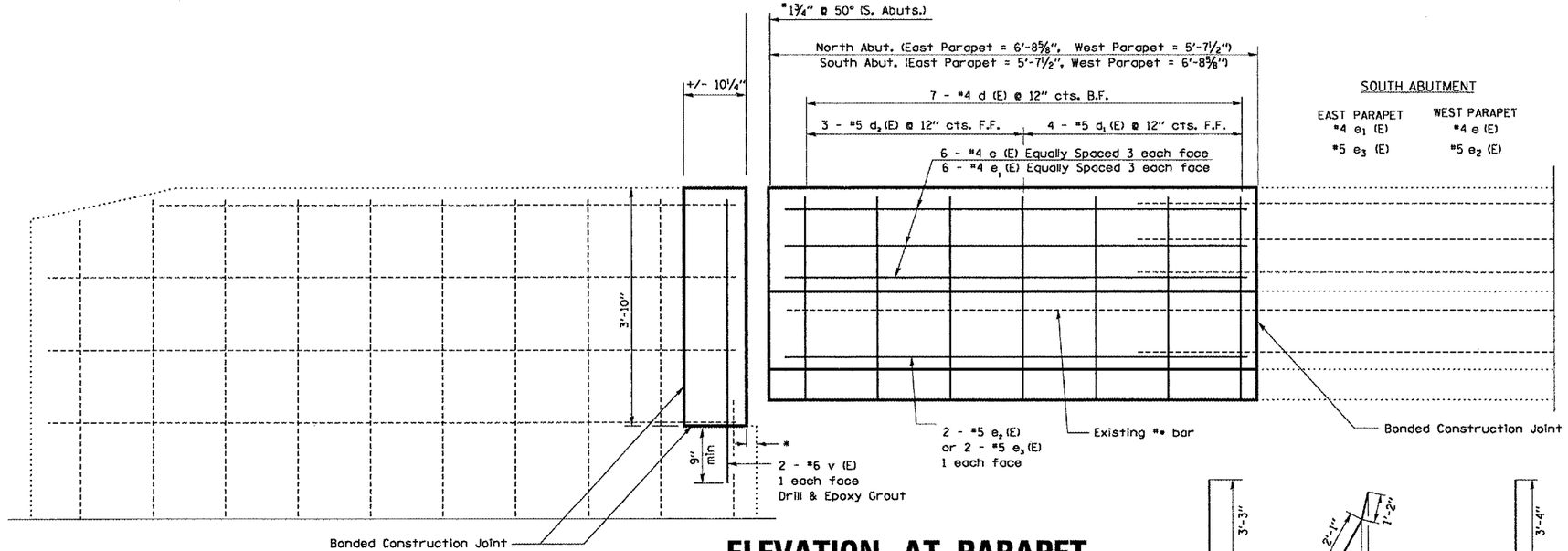
@ RT <'S

REVISIONS NAME	DATE

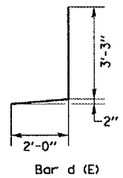
ILLINOIS DEPARTMENT OF TRANSPORTATION
CONCRETE CONSTRUCTION
SOUTH ABUTMENT
S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

CONTRACT NO. 66568

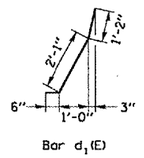
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	12
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		



ELEVATION AT PARAPET



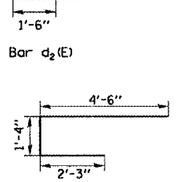
Bar d (E)



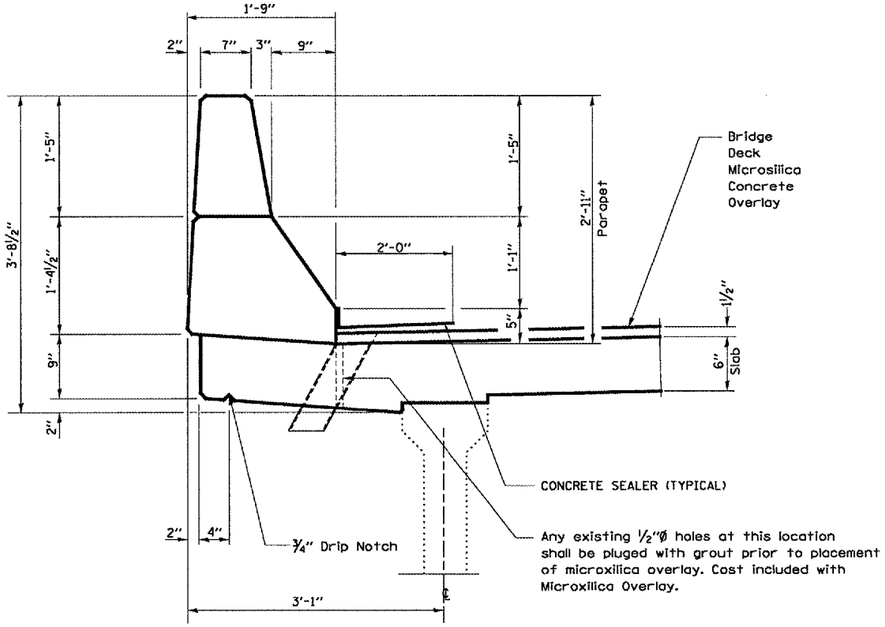
Bar d_1(E)

Bar d_2(E)

Bar a_3(E)

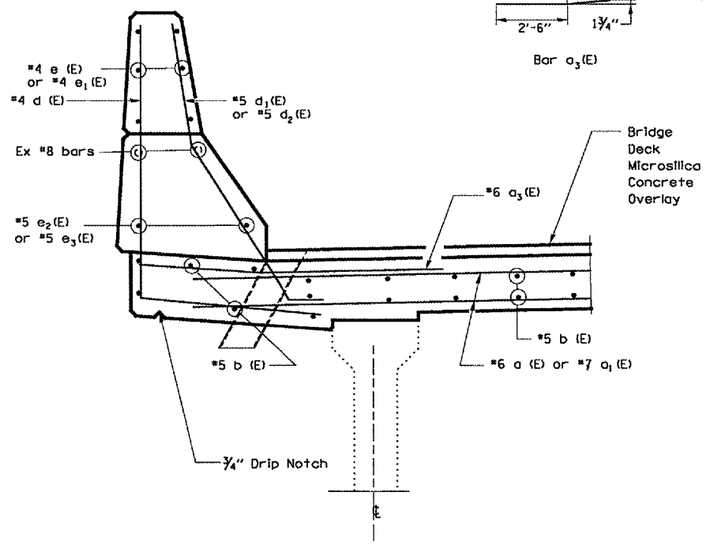


Bar x (E)



SECTION AT PARAPET

DIMENSIONS



SECTION AT PARAPET

REINFORCEMENT

SUPERSTRUCTURE BILL OF MATERIAL FOR SN 050-0168 @ SOUTH ABUTMENT

Bar	No.	Size	Length	Shape
a (E)	42	6	8'-2"	
a_1(E)	12	7	25'-2"	
a_2(E)	50	6	8'-6"	
a_3(E)	18	6	4'-0"	
b (E)	96	5	5'-10"	
d (E)	14	4	5'-3"	
d_1(E)	8	5	3'-9"	
d_2(E)	6	5	4'-10"	
e (E)	6	4	6'-4"	
e_1(E)	6	4	5'-4"	
e_2(E)	2	5	6'-4"	
e_3(E)	2	5	5'-4"	
h (E)	10	5	24'-4"	
x (E)	65	6	8'-1"	
v (E)	50	4	2'-7"	
v_1(E)	4	6	4'-5"	
Reinforcement Bars, Epoxy Coated		Pound	3800	
Concrete Superstructure		Cu. Yds.	16.4	

Reinforcement bars designated (E) shall be epoxy coated.

Minimum Bar Lap

#4	1'-8"
#5	2'-0"
#6	2'-7"
#7	3'-5"
#8	4'-6"

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PARAPET RECONSTRUCTION
SOUTH ABUTMENT
S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

MARCH 21, 2005
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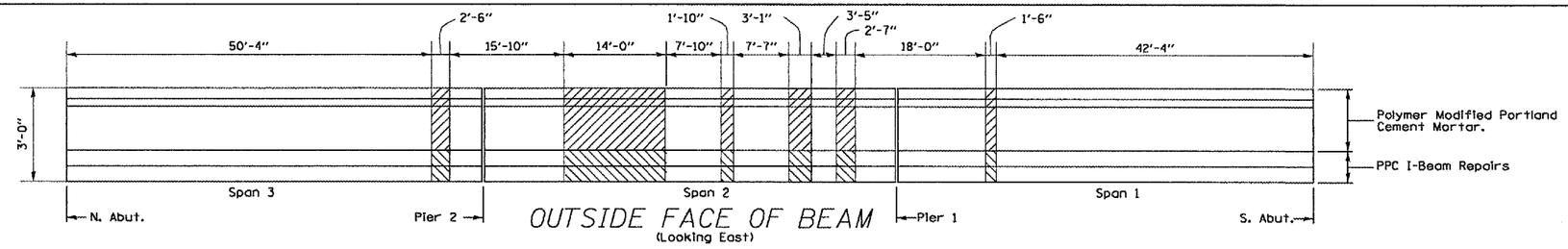
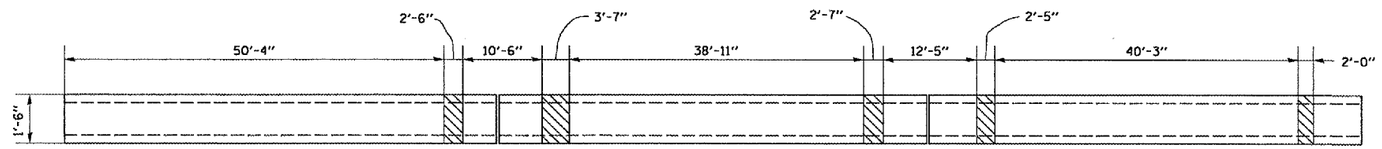
CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	13
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		



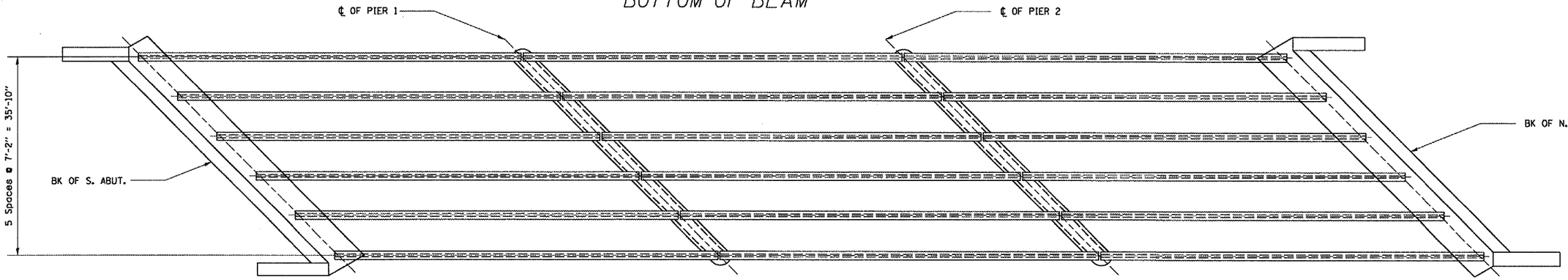
OUTSIDE FACE OF BEAM
(Looking East)



WEST FACIA BEAM
*BOTTOM OF BEAM

BILL OF MATERIAL

Item	Unit	Total
PPC I-Beam Repairs	L.S.	1
Polymer Modified Portland Cement Mortar	Sq. Ft.	59

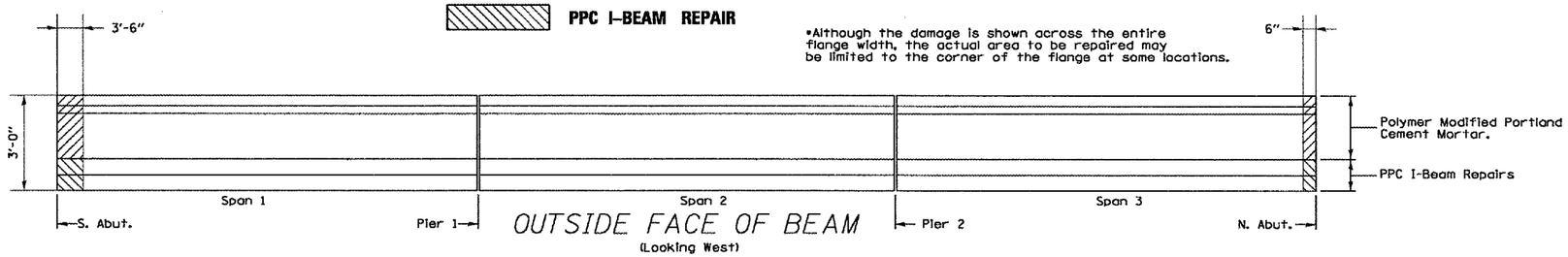


POLYMER MODIFIED PORTLAND CEMENT MORTAR

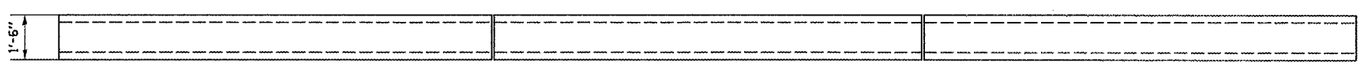
PPC I-BEAM REPAIR

*Although the damage is shown across the entire flange width, the actual area to be repaired may be limited to the corner of the flange at some locations.

For location of required preloading see sheet 13A of 25.



OUTSIDE FACE OF BEAM
(Looking West)



EAST FACIA BEAM
*BOTTOM OF BEAM

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

P.P.C. DECK BEAM REPAIR

S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

MARCH 21, 2005
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LASALLE COUNTY SECTION: (50-6VB)I-2 FAI 412 (I-39)

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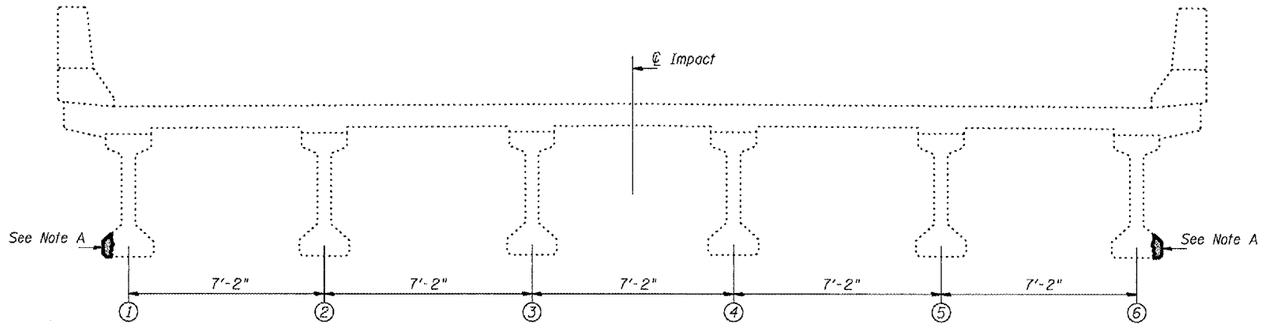
CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-GVBI)-2	LASALLE	25	13A
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		



CROSS SECTION
(Looking North)

Note A:
PPC I-Beams to be repaired as detailed.

NOTES

Prior to beginning any repair work, the contractor shall be responsible for providing a preloading system on the bridge deck over the existing damaged beam at the specified locations. The preloading system should produce a total maximum service load moment as shown at the centerline of the damaged area.

Preloading shall be kept in place for at least three (3) days after completion of concrete repair or until the concrete has reached an ultimate strength of 5,000 psi.

The contractor's proposed preloading system, with computations, sealed and signed by an Illinois Structural Engineer shall be submitted to the Bureau of Bridges and Structures for approval. The preloading system shall be placed shortly after bridge closure for repairs.

Separate preload sequences may be necessary for repair of different areas in one span. It may not be possible to use one preload within a span for repair of all areas within that span without overstressing the beam. The calculations submitted must ensure that any preload system proposed for use during repair of multiple locations does not overstress the beam.

PRELOADING FOR PPC I-BEAM REPAIRS
(Service Moment)

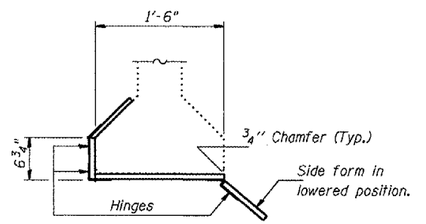
WEST FASCIA

Span	Location		*Moment (kips)
	From	Distance	
2	Pier 2	19'-6"	260
2	Pier 2	35'-6"	270
2	Pier 2	45'-6"	160
3	Pier 1	12'-3"	170

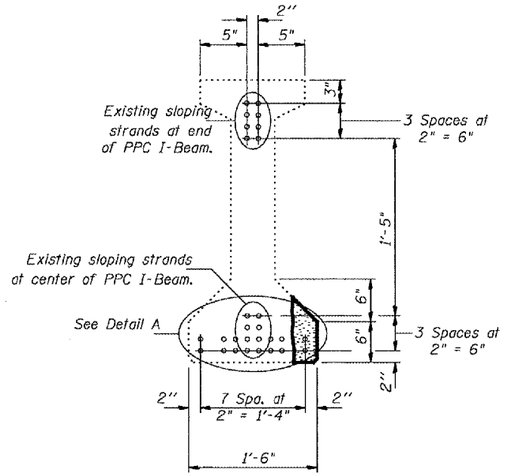
*The magnitude of the moments to be applied were obtained by assuming a simple span behavior between the fascia and first interior beams (AASHTO 3.23.2.3.1.2) for Live Load + Impact. The effect of the proposed preload system shall be determined using the same assumption.

REPAIR PROCEDURES FOR WEST AND EAST FASCIA BEAMS

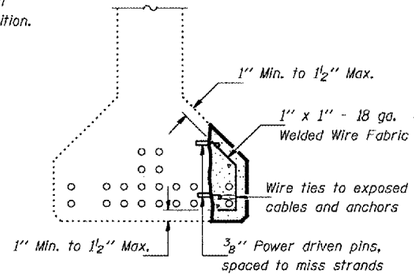
1. The damaged area of the beam shall be cleaned of all loose and spalled concrete, and sealant. Hand tools shall be used for the removal of concrete adjacent to the prestressing strands. While a 15 pound chipping hammer may be used away from prestressing strands, extreme care shall be taken not to damage the exposed prestressing strands. Any exposed portions of the strands shall be sandblasted.
2. Using the same tools, remove the existing concrete to sound concrete along the edges of the damaged area to a depth of 1" min. to 1½" max. The edges shall be saw cut ¾" deep or less.
3. Power driven pins as shown in Detail A shall be placed at 9" alternate centers horizontally and located vertically 3" and 7" up from bottom of Fascia Beams Use wire ties in areas where the strands are exposed as shown in Detail A. Place 1" x 1" x 18 gauge welded wire fabric in repair areas and attach it to the pins or strands with wire ties. The clearance between the finished surface of the new concrete and the welded wire fabric shall be 1" minimum. All beams involved in this work shall be rebuilt to their original dimensions.
4. All surfaces of existing concrete in the area to be repaired shall be coated with an epoxy-resin primer bonding agent. The concrete beam to be repaired or crack sealed must be at a temperature of at least 50° F. or higher.
5. The repair shall be made using a concrete meeting all the requirements specified in Section 1020 of the Standard Specifications for Class PS Concrete for precast prestressed concrete members, except the maximum size of the aggregate shall be ½". Place the lower form on the bottom of the beam and compact by vibrating (or other approved methods) the concrete mix into the voids. After accessible voids have been filled and compacted, the top vertical form shall be raised into position and the remaining voids filled and compacted. The sloping upper surface shall be finished to the configuration of the existing PPC I-Beam flange. The cost of concrete removal, Class PS Concrete, power driven pins, wire ties, wire mesh, epoxy bonding agent, and all other work required to perform any repairs on East and West Fascia beams is included in the Lump Sum price for PPC I-Beam Repairs. The preloading system will not be paid separately but will be included in the unit bid for this item.



SUGGESTED FORM DETAIL



PATCHING DETAIL
Beam 5, Span 3.



DETAIL A

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
PPC I Beam Repairs	L.S.	1

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FORMED CONCRETE REPAIR
PPC I-BEAMS
S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

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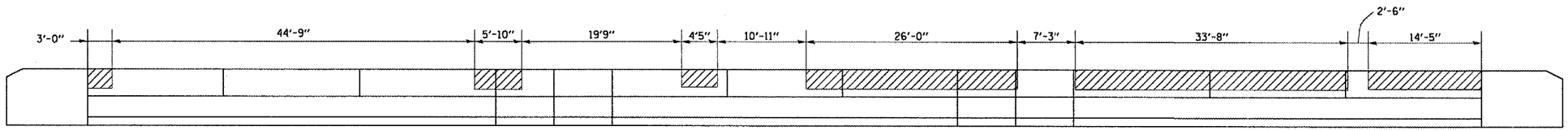
CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	14
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		

N

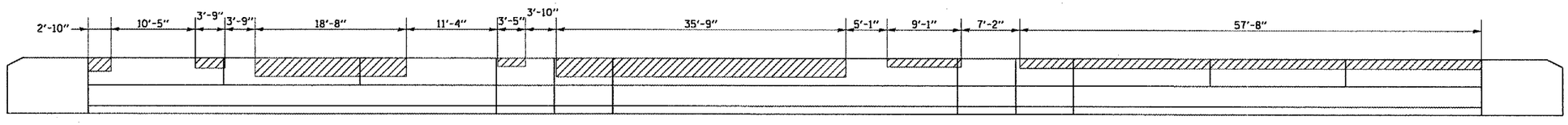


BILL OF MATERIAL WEST PARAPET

Item	Unit	Total
Formed Concrete Repair (Depth ≤ 5")	Sq. Ft.	87

WEST PARAPET ELEVATION
INSIDE FACE

FORMED CONCRETE REPAIR ≤ 5"



EAST PARAPET ELEVATION
INSIDE FACE

BILL OF MATERIAL EAST PARAPET

Item	Unit	Total
Formed Concrete Repair (Depth ≤ 5")	Sq. Ft.	92

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

PARAPET WALL REPAIR

S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

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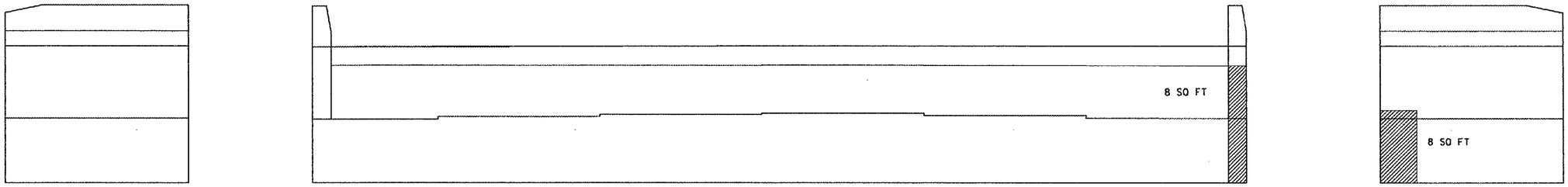
CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	15
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		



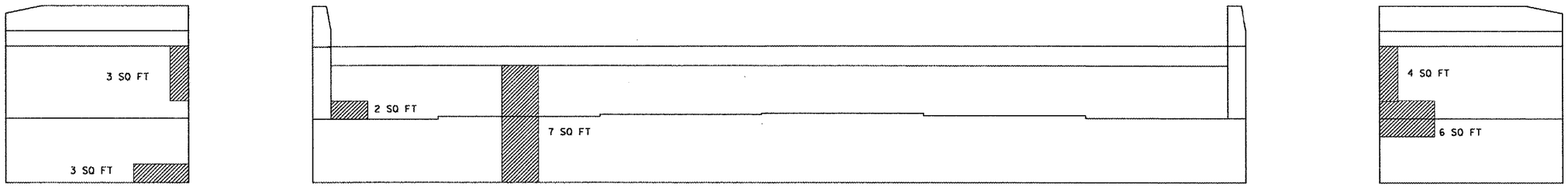
EAST WING ELEVATION WEST WING

BILL OF MATERIAL N. ABUTMENT

Item	Unit	Total
Formed Concrete Repair (Depth ≤ 5")	Sq. Ft.	16

NORTH ABUTMENT

FORMED CONCRETE REPAIR ≤ 5"



EAST WING ELEVATION WEST WING

BILL OF MATERIAL S. ABUTMENT

Item	Unit	Total
Formed Concrete Repair (Depth ≤ 5")	Sq. Ft.	25

SOUTH ABUTMENT

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

ABUTMENT WALL REPAIR

S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

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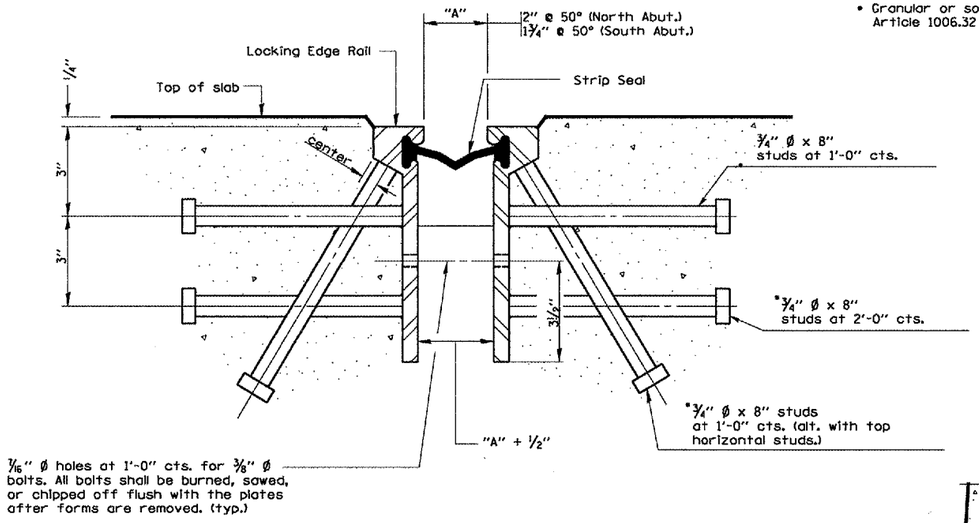
CONTRACT NO. 66568

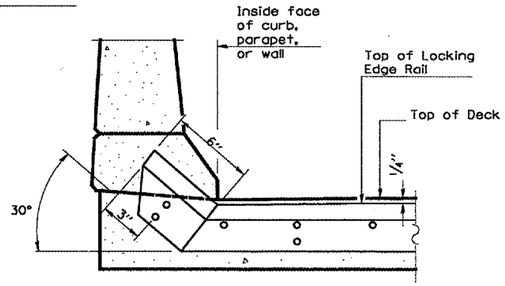
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	16
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		



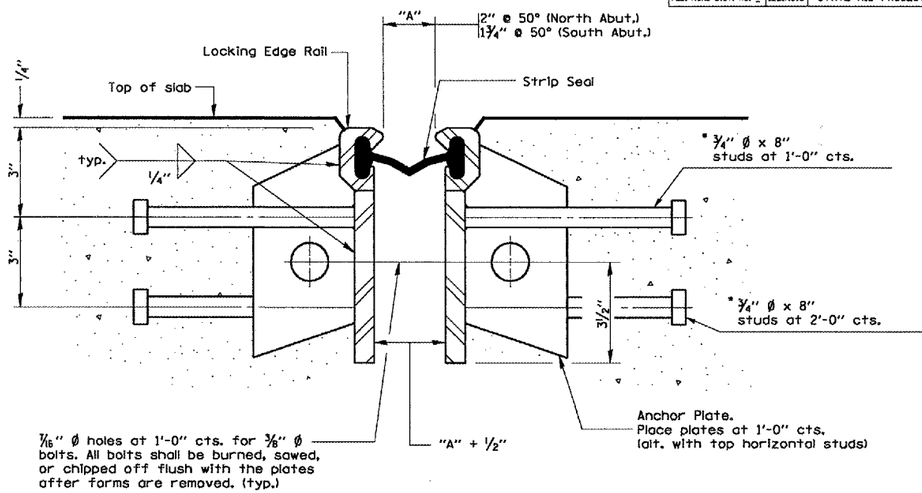
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

SECTION THRU ROLLED RAIL EXP. JOINT

(480 Studs Required)



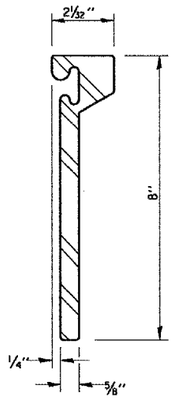
AT PARAPET



SECTION THRU WELDED RAIL EXP. JOINT

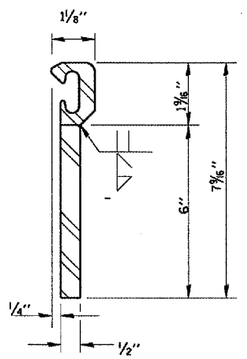
(288 Studs Required)

(192 Anchor Plates Required)

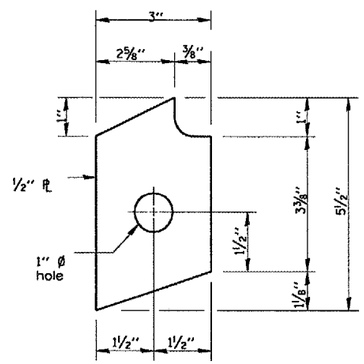


ROLLED (EXTRUDED) RAIL

LOCKING EDGE RAILS



WELDED RAIL



ANCHOR

(for welded rail)

NOTES

The strip seal shall be made continuous and shall have a minimum thickness of ¼". The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.

Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STRIP SEAL EXPANSION JOINT ASSEMBLY

S.N. 050-0168 (NB)

F.A.I. 412 OVER C. & N.W. RAILROAD

SECTION (50-6VB)I-1

STA. 1429+12.74

MARCH 21, 2005
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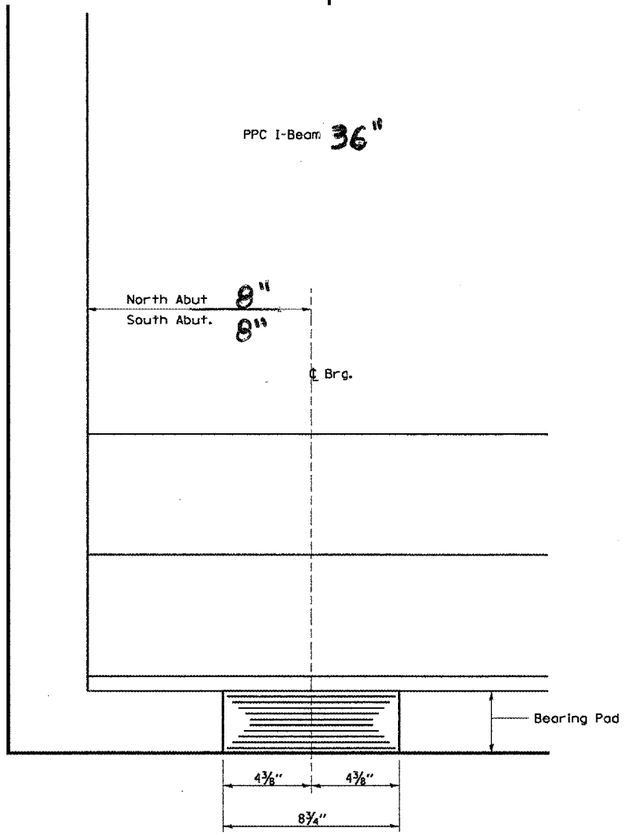
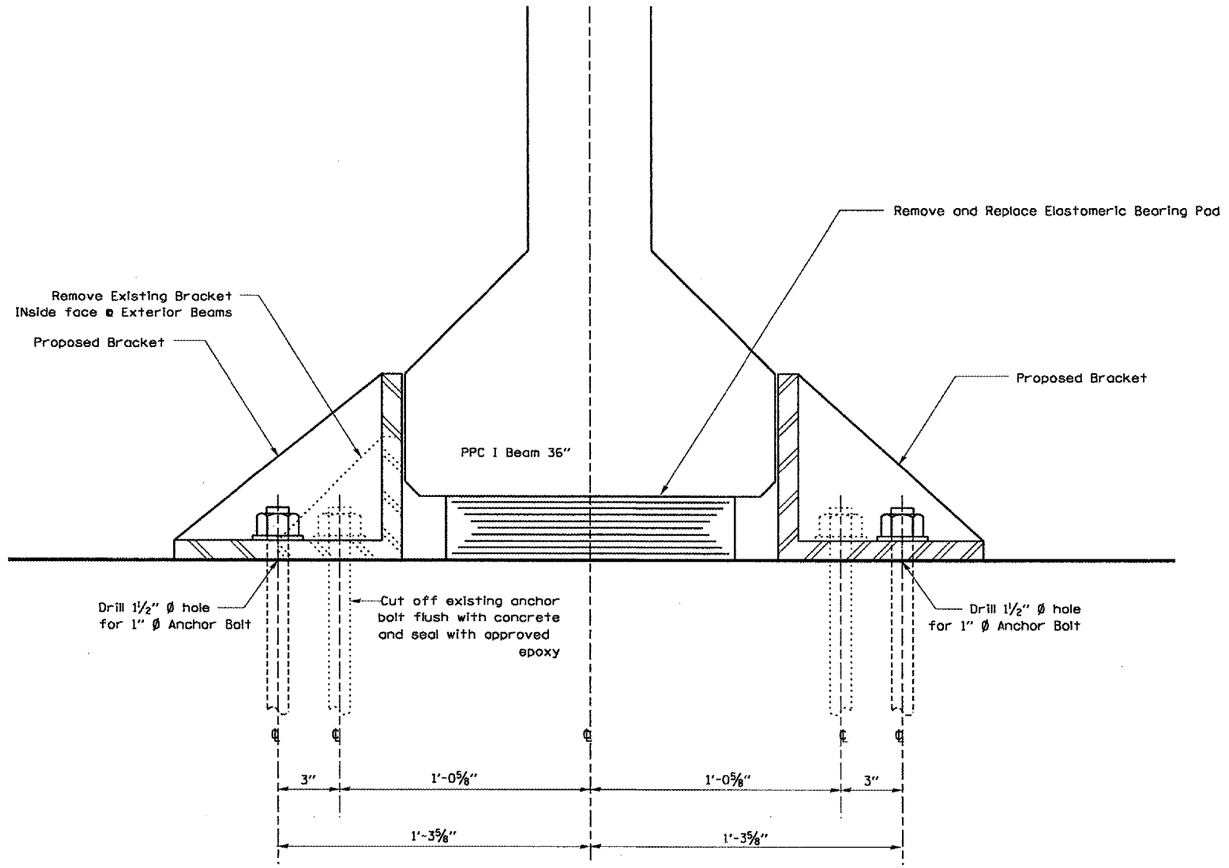
CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	17
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		



ELEVATION AT ABUT.

(Along ℄ Beam)



SECTION B–B

Reaction for Bearing Replacement

R DL = 29.2 kips
R SDL = 6.7 kips
R LL = 37.3 kips
R Imp = 10.3 kips

Min Jack size: 1.5*(R DL + R SDL + 1/2(R LL + R Imp))/2 In Tons

NOTE: The minimum jack size assumes no traffic over bearings being replaced plus a 50% safety factor for the jack.

Sheet 1 OF 2

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

BEARING REPLACEMENT DETAILS

S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

MARCH 21, 2005
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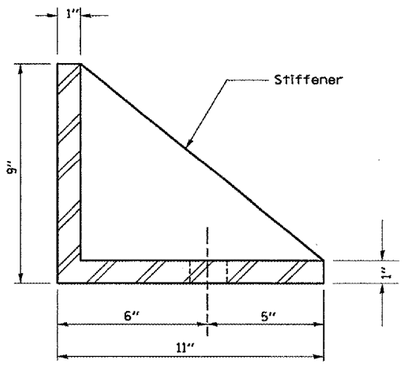
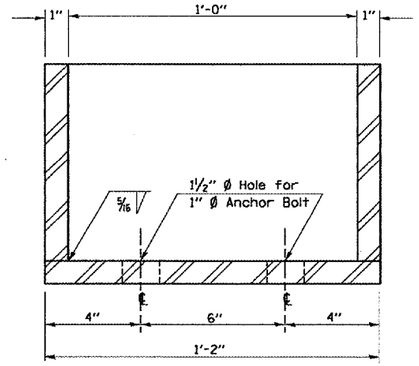
CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	18
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		

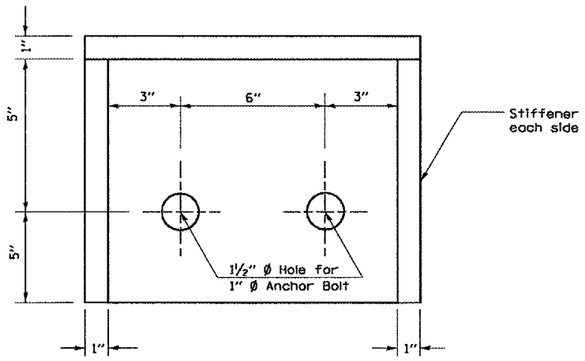


SIDE VIEW



FRONT VIEW

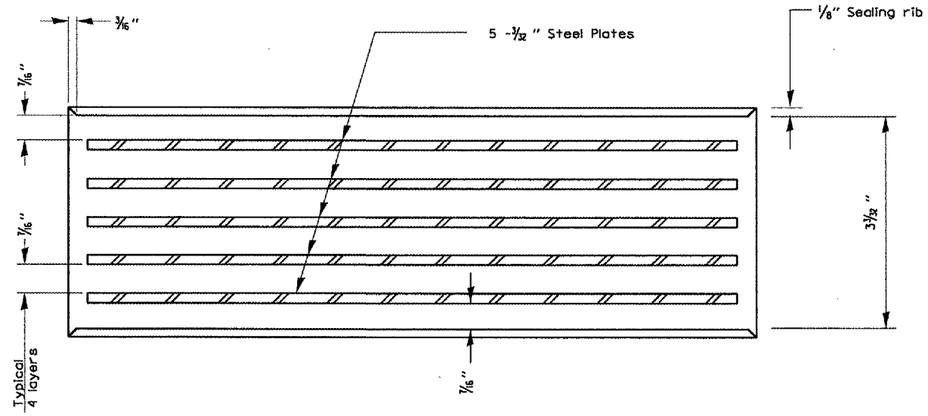
The cost of side retainers and anchor bolts is included with Elastomeric Bearing Assembly Type I.



PLAN VIEW

BRACKET DETAIL

11" X 9" X 1" X 1'-2"
24 REQUIRED



ELASTOMERIC BEARING PAD

3 3/32" X 8 3/4" X 1'-2"
12 REQUIRED

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	24

Sheet 2 OF 2

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

BEARING REPLACEMENT DETAILS

S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

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LASALLE COUNTY SECTION: (50-6VB)I-2 FAI 412 (I-39)

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CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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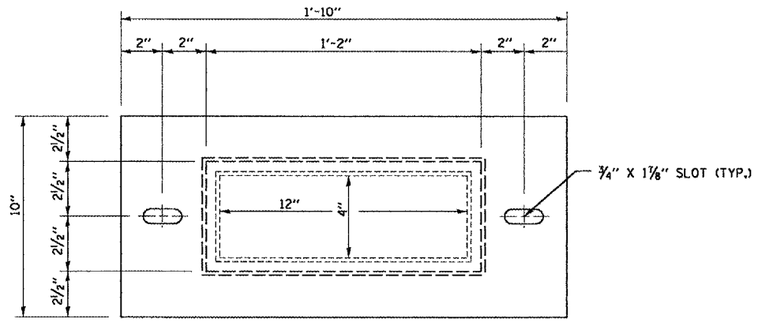
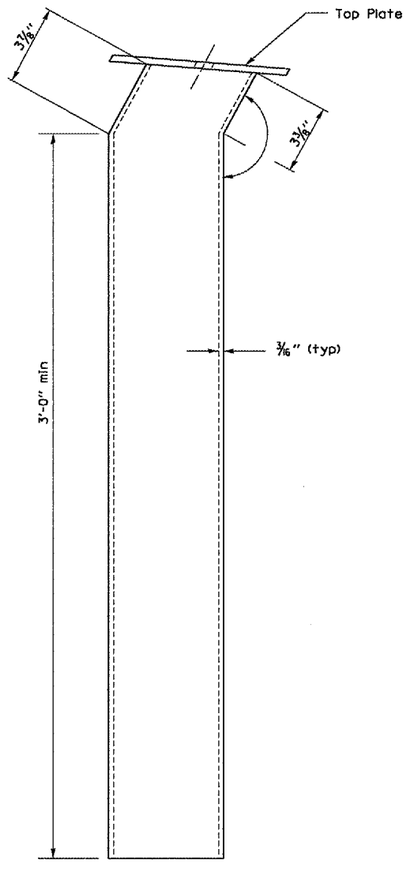
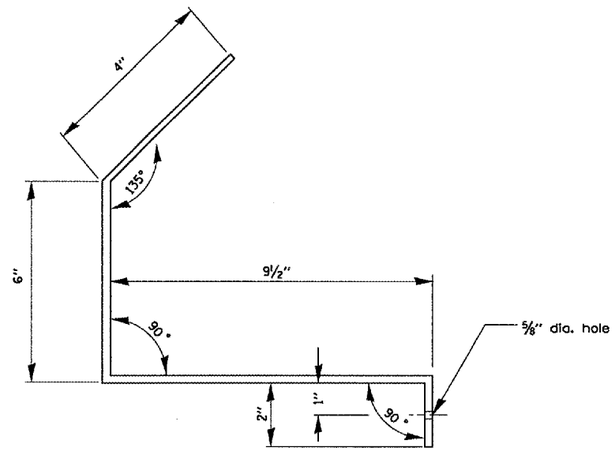
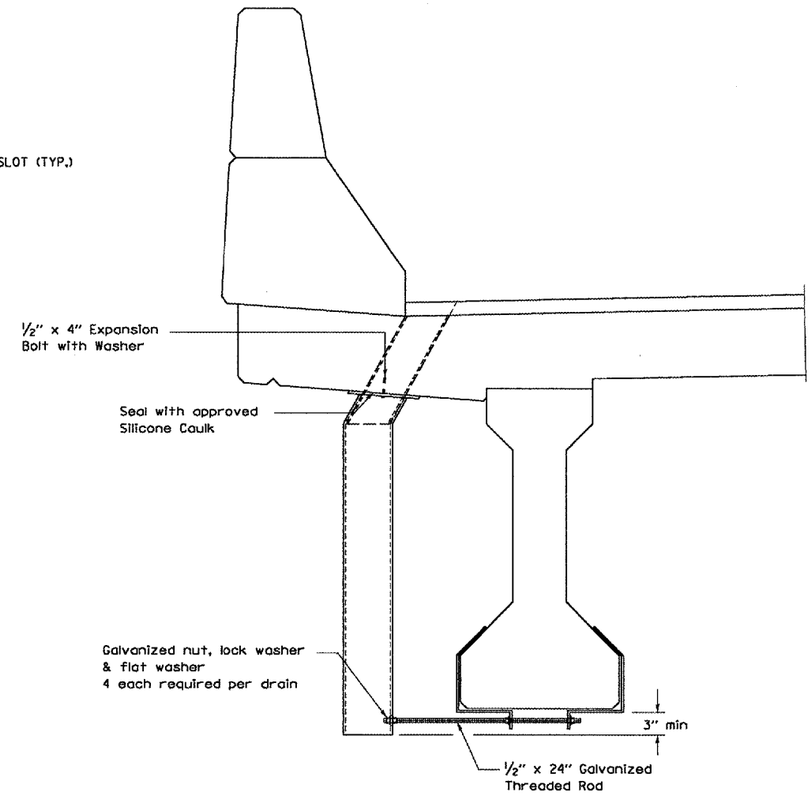
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		

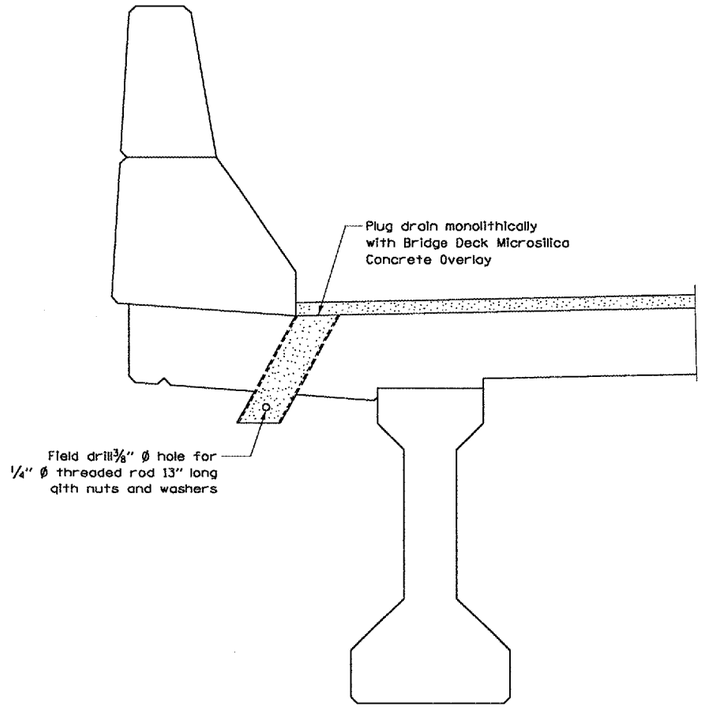






DECK DRAIN EXTENSION





PLUG DECK DRAIN

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

DECK DRAIN DETAILS

S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

MARCH 21, 2005
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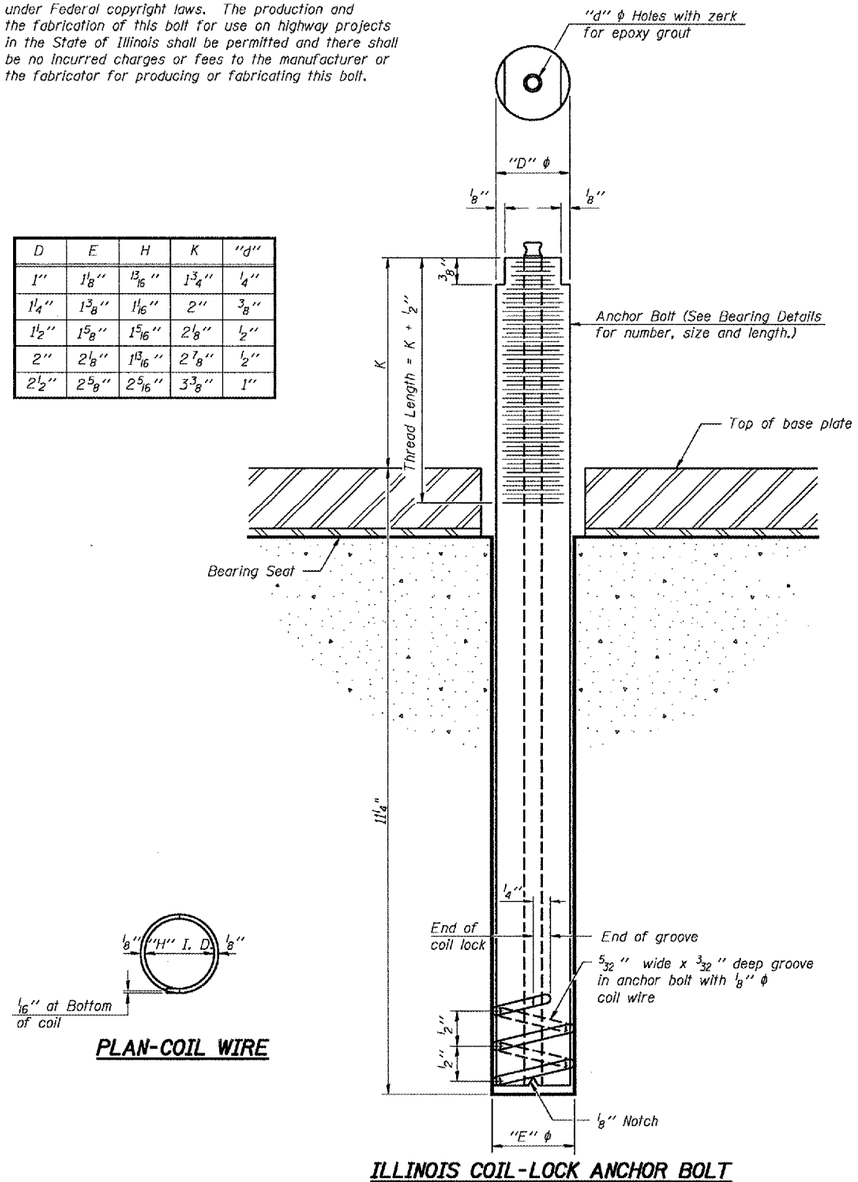
CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	19A
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		

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
Abutments	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.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

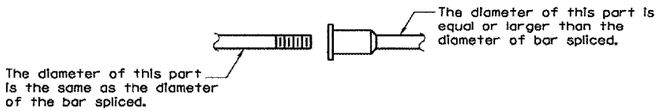
ANCHOR BOLT DETAILS

S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

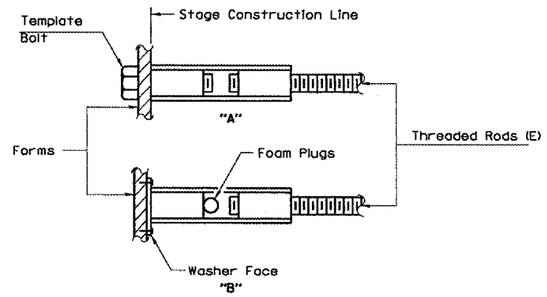
ABB-1 10-22-04

CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	20
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		

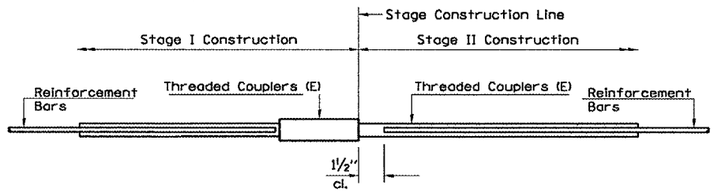


ROLLED THREAD DOWEL BAR



INSTALLATION AND SETTING METHODS

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



STANDARD

	No. Assemblies Required	Location
#5	9	N & S ABUTS @ STAGE LINE
#6	8	N & S ABUTS @ STAGE LINE
#7	12	N & S ABUTS @ STAGE LINE

NOTES

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

① Minimum Capacity = $1.25 \times f_y \times A_t$ (Tension in kips)
② Minimum *Pull-out Strength = $1.25 \times f_{s\,allow} \times A_t$ (Tension in kips)

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_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#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
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

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."

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY DETAILS
S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

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CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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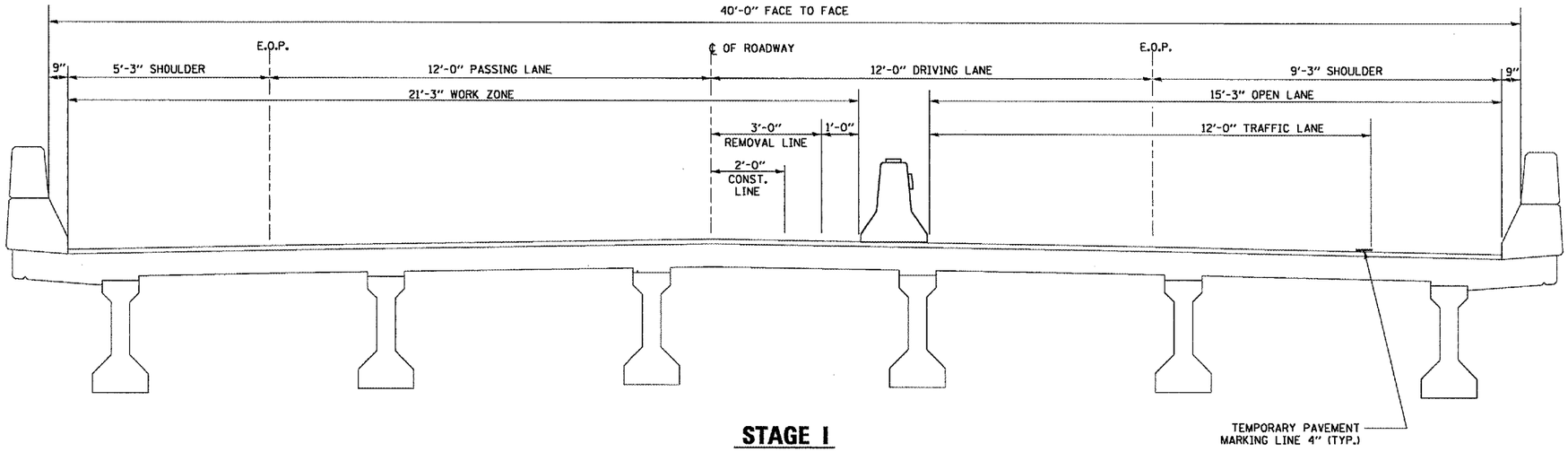
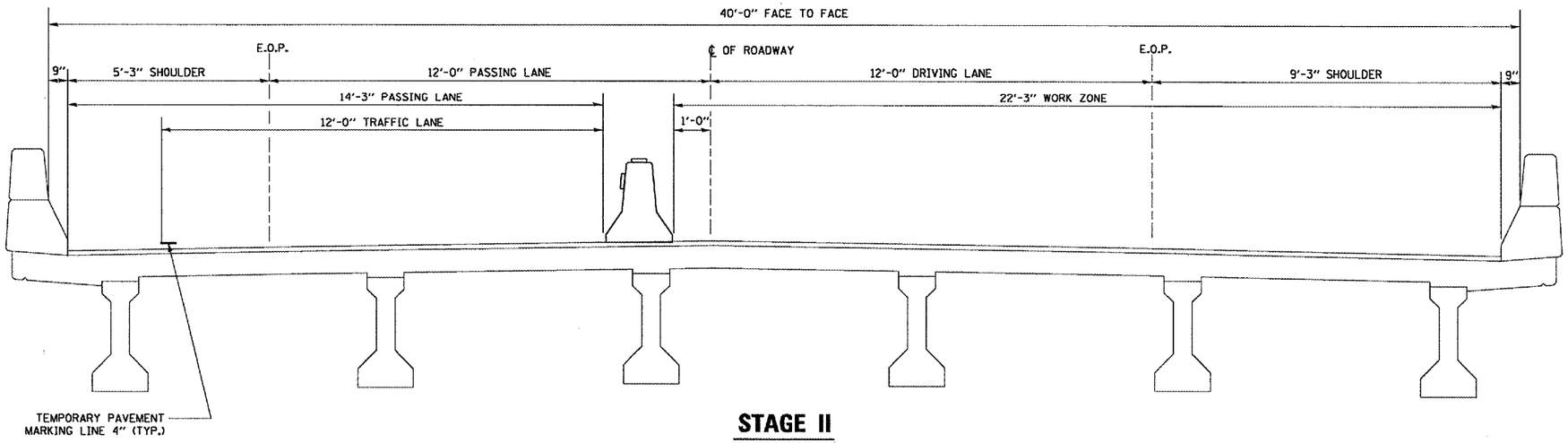
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		



STAGE I

NORTHBOUND LANE SHOWN
(SOUTHBOUND LANE SIMILAR)



STAGE II

NORTHBOUND LANE SHOWN
(SOUTHBOUND LANE SIMILAR)

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL
TYPICAL SECTIONS
S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

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LASALLE COUNTY SECTION: (50-6VB)I-2 FAI 412 (I-39)

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CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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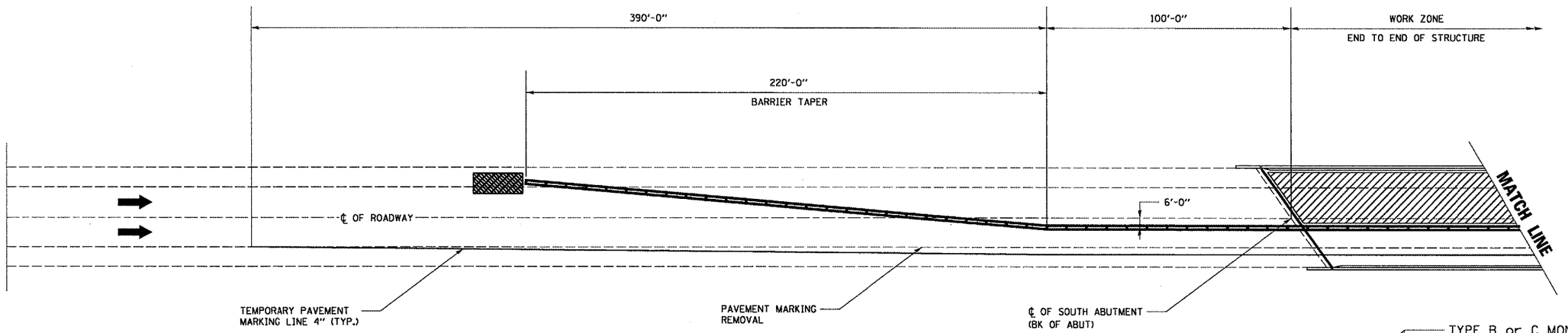
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		



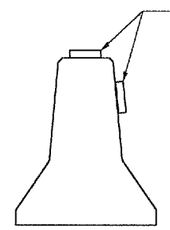
PLAN

LEGEND

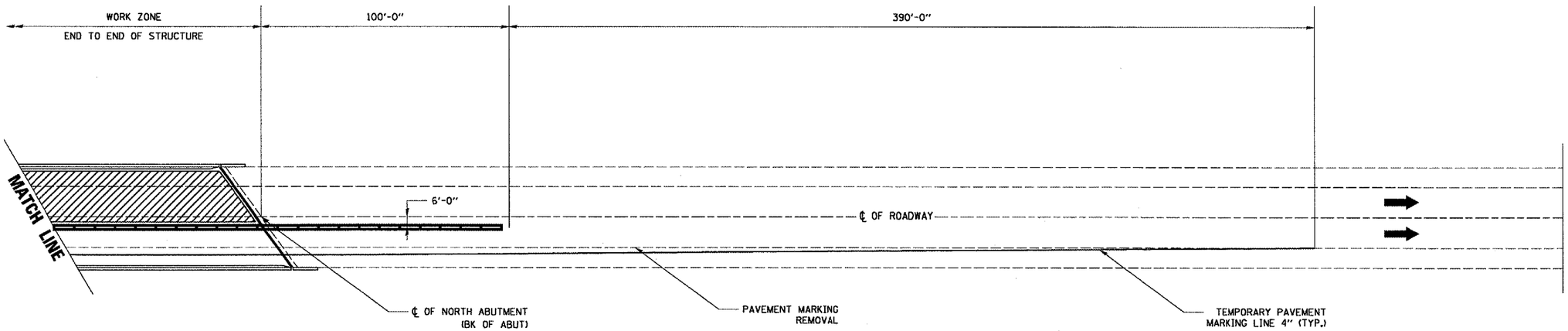
TEMPORARY CONCRETE BARRIER

WORK ZONE

IMPACT ATTENUATOR



TEMPORARY CONCRETE BARRIER



PLAN

WORK THIS SHEET WITH TRAFFIC CONTROL AND PROTECTION STANDARD 701402

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL

STAGE I

S.N. 050-0168 (NB)

F.A.I. 412 OVER C. & N.W. RAILROAD

SECTION (50-6VB)I-1

STA. 1429+12.74

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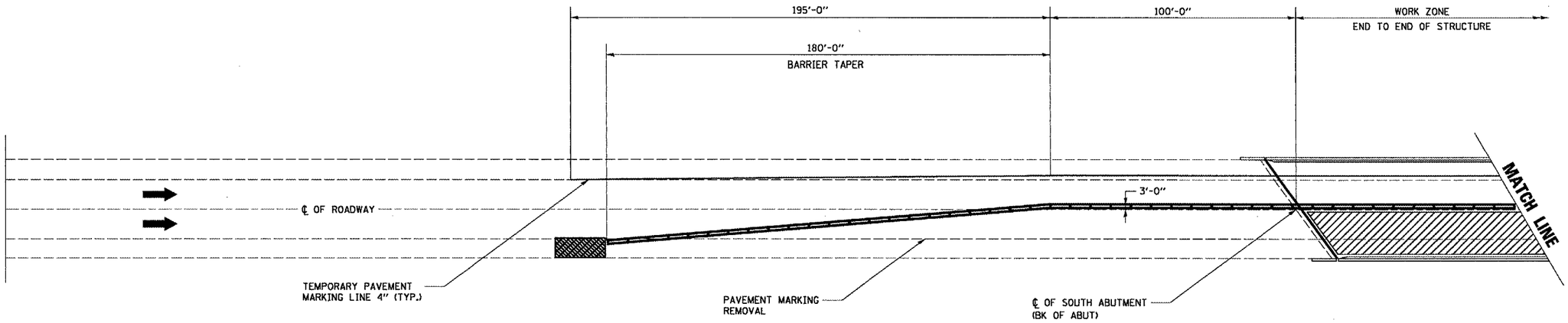
CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	23
FED. ROAD DIST. NO.	ILLINOIS	STATE AID PROJECT		



PLAN

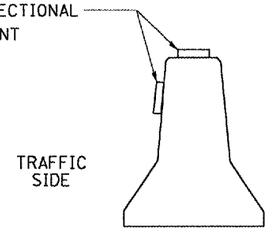
LEGEND

TEMPORARY CONCRETE BARRIER

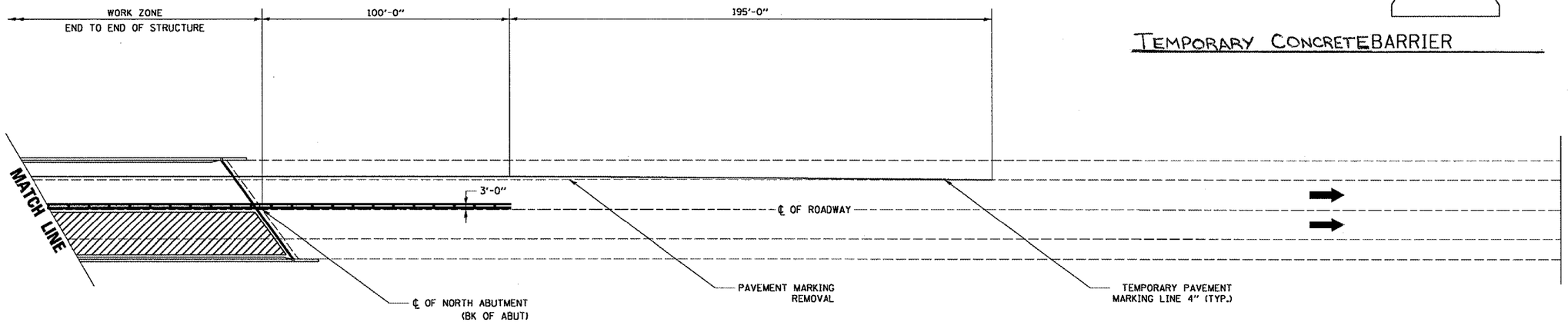
WORK ZONE

IMPACT ATTENUATOR

TYPE B or C MONODIRECTIONAL REFLECTORS ON TANGENT PORTION OF BARRIER ACCORDING TO MANUAL SPECIFICATIONS.



TEMPORARY CONCRETE BARRIER



PLAN

WORK THIS SHEET WITH TRAFFIC CONTROL AND PROTECTION STANDARD 701402

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

STAGING AND TRAFFIC CONTROL

STAGE II

S.N. 050-0168 (NB)

F.A.I. 412 OVER C. & N.W. RAILROAD

SECTION (50-6VB)I-1

STA. 1429+12.74

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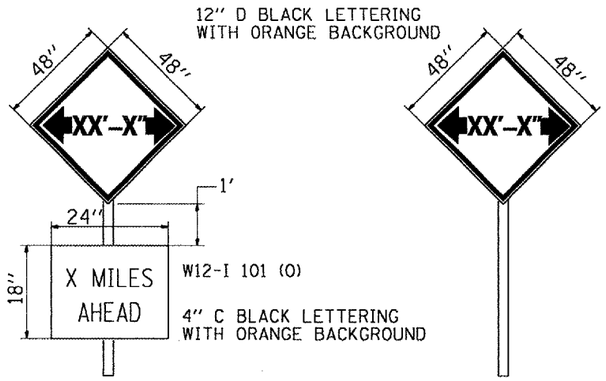
CONTRACT NO. 66568

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	24
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		



TO BE POST MOUNTED AS SHOWN ELSEWHERE IN THE PLANS.

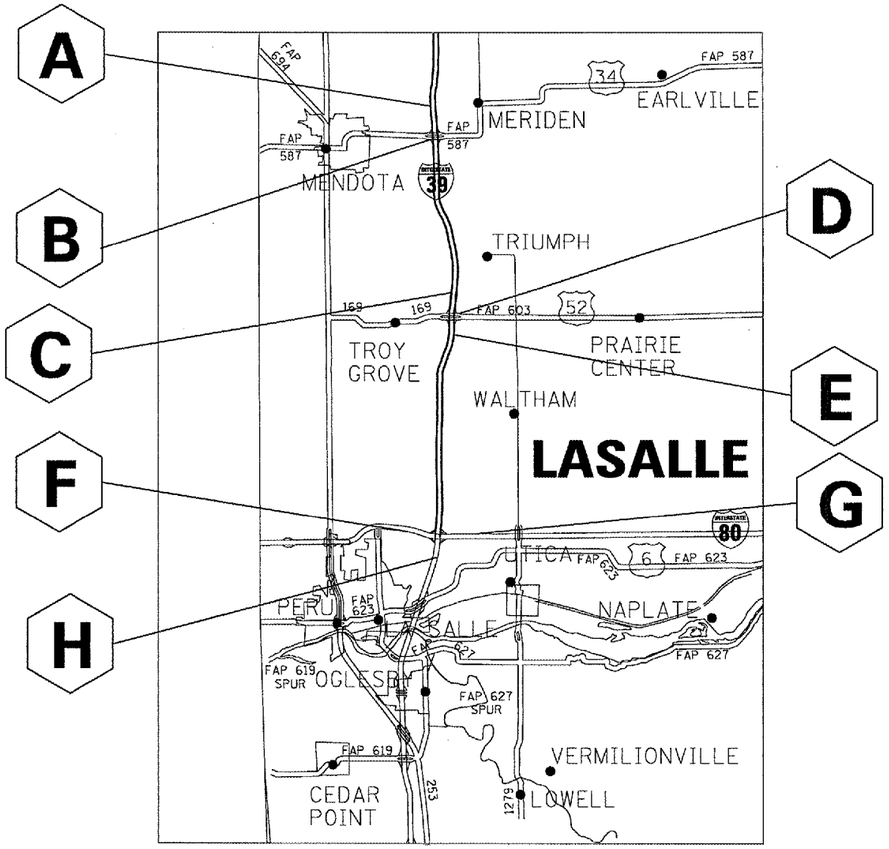
THE ENGINEER WILL NOTIFY DISTRICT 3 BUREAU OF OPERATIONS 14 CALENDAR DAYS PRIOR TO INSTALLING ANY TRAFFIC CONTROL DEVICES THAT WILL RESTRICT THE PAVEMENT WIDTH.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE ENGINEER TO MEET THIS REQUIREMENT.

WIDTH RESTRICTION SIGNING DETAILS

TABLE OF WIDTH RESTRICTION SIGNS

NO. OF SIGNS	TYPE OF SIGN	LOCATION		WIDTH RESTRICTION & MILES AHEAD
2	WIDTH RESTRICTION WITH WITH W12-I101 (O)	A	I-39 SOUTHBOUND 1 MI NORTH OF US 34	12'-9" 7 MI AHEAD
2	WIDTH RESTRICTION WITH WITH W12-I101 (O)	B	US 34, TOP OF SOUTHBOUND ON RAMP TO I-39	12'-9" 6 MI AHEAD
2	WIDTH RESTRICTION	C	WITHIN TRAFFIC CONTROL STANDARD 701401	12'-9"
2	WIDTH RESTRICTION WITH WITH W12-I101 (O)	D	US 52, TOP OF RAMP TO I-39 NORTHBOUND	12'-9" 0.2 MI AHEAD
2	WIDTH RESTRICTION WITH WITH W12-I101 (O)	E	I-39 NORTHBOUND I MI SOUTH OF US 52	12'-9" 1.2 MI AHEAD
2	WIDTH RESTRICTION WITH WITH W12-I101 (O)	F	I 80 EASTBOUND 1/4 MI WEST OF I-39	12'-9" 7 MI AHEAD I-39 NORTHBOUND
2	WIDTH RESTRICTION WITH WITH W12-I101 (O)	G	I-80 WESTBOUND 1/4 MI EAST OF I-39	12'-9" 7 MI AHEAD I-39 NORTHBOUND
2	WIDTH RESTRICTION WITH WITH W12-I101 (O)	H	I-39 NORTHBOUND 1 MI SOUTH OF I-80	12'-9" 8 MI AHEAD



NOTE:
THE CONTRACTOR SHALL FURNISH ERECT AND MAINTAIN THE ABOVE SIGNS.

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

WIDTH RESTRICTION SIGNING

S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

MARCH 21, 2005
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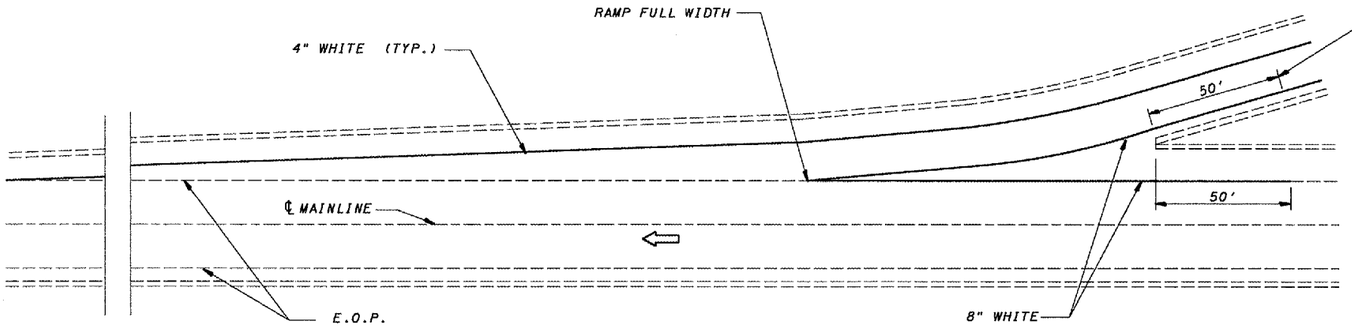
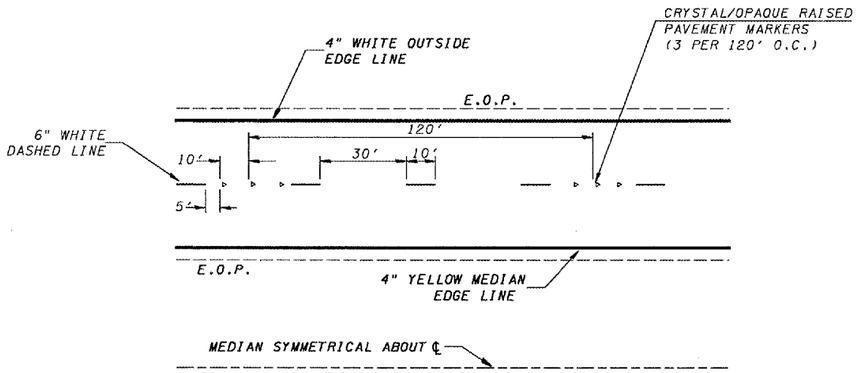
CONTRACT NO. 66568

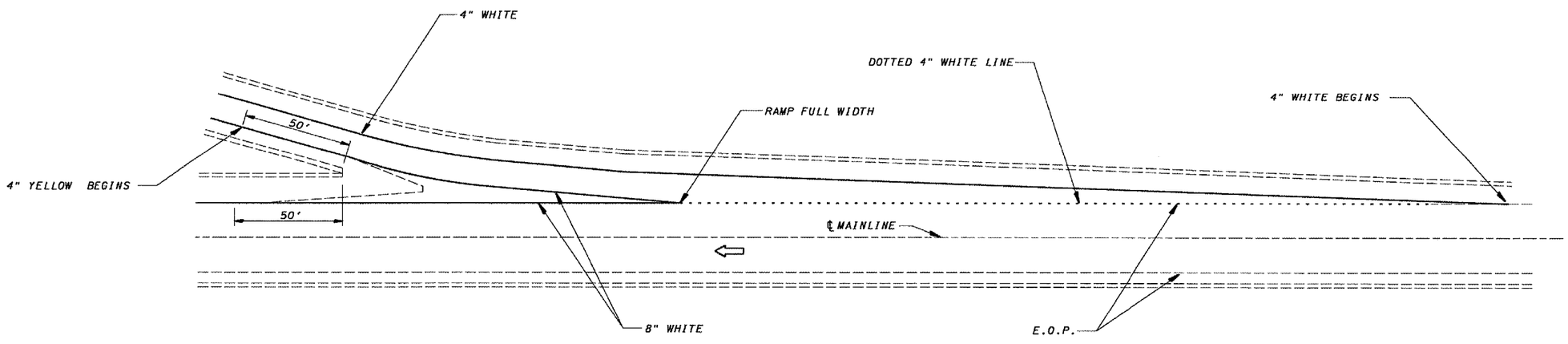
F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
412	(50-6VB)I-2	LASALLE	25	25
FED. ROAD DIST. NO. _	ILLINOIS	STATE AID PROJECT		



TYPICAL PAVEMENT MARKING FOR ENTRANCE RAMP TERMINALS



TYPICAL PAVEMENT MARKINGS



TYPICAL PAVEMENT MARKINGS FOR EXIT RAMP TERMINALS

REVISIONS NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

TYPICAL PAVEMENT MARKING

S.N. 050-0168 (NB)
F.A.I. 412 OVER C. & N.W. RAILROAD
SECTION (50-6VB)I-1
STA. 1429+12.74

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