

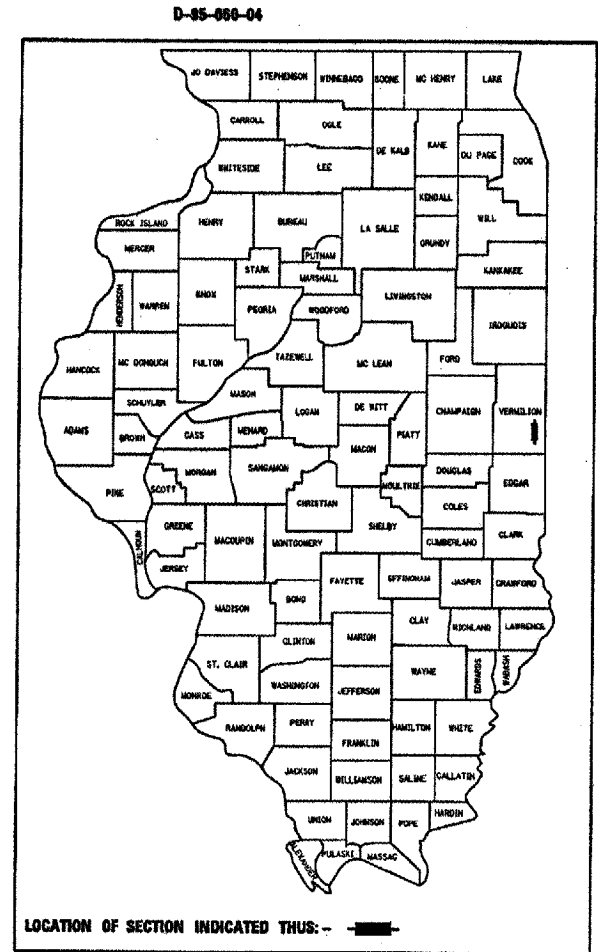
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	1

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

F.A.P. ROUTE 332 (U.S. 150 /IL 1)  
SECTION 47BR-2  
PROJECT BRF-0332 (083)  
VERMILION COUNTY

C-95-065-04  
BRIDGE REPLACEMENT



FOR INDEX OF SHEETS, SEE SHEET NO. 2  
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 4-6

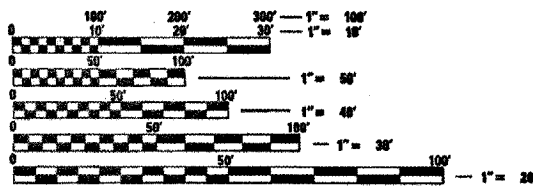
PROJECT ENGINEER: KENSIL A. GARNETT (217)465-4181

SQUAD LEADER: ROBERT M. NELSON

PROJECT ENGINEER: KENSIL A. GARNETT

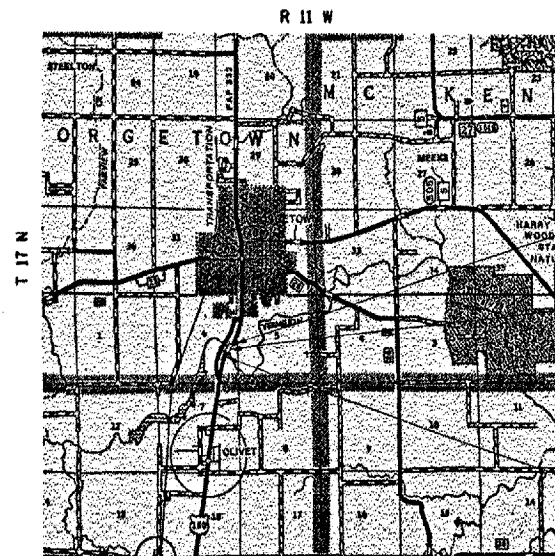
**CURRENT ADT**  
F.A.P. 332 (U.S. 150 /IL 1)  
CURRENT ADT 5,900 (2004)  
DESIGN ADT 6,600 (2024)

**DESIGN DESIGNATION**  
FUNCTIONAL CLASSIFICATION  
PRINCIPAL ARTERIAL



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.  
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION  
1-800-892-0123 GEORGETOWN TOWNSHIP



TOTAL LENGTH OF SECTION & PROJECT = 427.00 FEET = 0.081 MILES  
NET LENGTH OF SECTION & PROJECT = 427.00 FEET = 0.081 MILES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED July 5, 2006  
*Joseph E. Crane*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

August 18, 2006  
*Mike June*  
ENGINEER OF DESIGN AND ENVIRONMENT

August 18, 2006  
*Matthias R. Sees, P.E.*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

PLOT DATE = 6/28/2006  
FILE NAME = c:\projects\70420\text1.dgn  
PLOT SCALE = 20,000 / IN  
USER NAME = pierstonb

CONTRACT NO. 70420

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	2
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

## INDEX OF SHEETS

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19	SEEDING PLAN
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44	DETAIL OF DITCH LOCATED AT STATION 2523+50.00, RT. 61.66' TO STATION 2524+36.96, RT. 32.99'
45 - 48	TYPICAL APPLICATION OF PAVEMENT MARKINGS AND MARKERS
49 - 68	STATION CROSS SECTIONS

## LIST OF STANDARDS

STANDARD NO.	NAME OF STANDARD
000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001	AREAS OF REINFORCEMENT REBARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-02	TEMPORARY EROSION CONTROL SYSTEMS
420001-06	PAVEMENT JOINTS
420101-03	7.2 M (24') JOINTED PCC PAVEMENT
420401-05	BRIDGE APPROACH PAVEMENT
421001-01	<b>REINFORCEMENT FOR C.R.C. PAVEMENT</b>
483001-02	PCC SHOULDER
515001-02	NAME PLATE FOR BRIDGES
542301	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401	METAL END SECTION FOR PIPE CULVERTS
610001-02	SHOULDER INLET WITH CURB
630001-06	STEEL PLATE BEAM GUARDRAIL
630301-03	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-02	TRAFFIC BARRIER TERMINAL TYPE 2
631031-05	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
666001	RIGHT OF WAY MARKERS
667101	<b>PERMANENT SURVEY MARKERS</b>
701201-02	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > = 45 MPH
701206-01	LANE CLOSURE, 2L, 2W, NIGHT ONLY, FOR SPEEDS > = 45 MPH
701301-02	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-02	LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
701321-08	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
702001-06	TRAFFIC CONTROL DEVICES
704001-02	TEMPORARY CONCRETE BARRIER
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001	DETECTOR LOOP INSTALLATIONS
886006	TYPICAL LAYOUT FOR DETECTION LOOPS

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 USER NAME = pbrsondy

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**INDEX OF SHEETS &  
 LIST OF STANDARDS**  
 F.A.P. 332 (U.S. ROUTE 150/IL 1)  
 SECTION 47BR-2  
 VERMILION COUNTY  
 SCALE: NOT TO SCALE  
 DATE: 04/21/06  
 DRAWN BY: S.B.P.  
 CHECKED BY: R.M.N.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	3
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

## GENERAL NOTES

G. N. -100

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

G. N. -105.09A

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

G. N. -107.31

UTILITY LINES WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES INVOLVED (QUALITY LEVEL C &/OR QUALITY LEVEL D) AND THE ACCURACY SHOULD BE CONSIDERED APPROXIMATE ONLY. UTILITY COMPANIES MAY BE ADJUSTING THEIR FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL OPERATE WITH THESE ORGANIZATIONS WHILE THESE ADJUSTMENTS ARE BEING PERFORMED. J.U.L.I.E. - JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS SYSTEM (800)892-0123.

G. N. -201

TREES THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. ANY TREE DUE TO ITS LOCATION AND DEEMED SUITABLE FOR SAVING BY THE ENGINEER SHALL BE PROTECTED DURING CLEARING AND SUBSEQUENT CONSTRUCTION OPERATIONS.

G. N. -205

BENCHING PROCEDURES SHALL BE USED IN AREAS WHERE EXISTING EMBANKMENTS ARE WIDENED FOR THE PROPOSED PAVEMENT. STEPS SHALL BE CUT INTO THE EXISTING EMBANKMENT SLOPES AND SHALL HAVE THE FOLLOWING DIMENSIONS:

HORIZONTAL: 3  
VERTICAL: 1

G. N. -250C

TEMPORARY EROSION CONTROL SEEDING AND MULCH, METHOD 2 IS INCLUDED IN THIS CONTRACT TO SEED NEW EARTH SHOULDERS DURING TIME PERIODS WHEN PERMANENT SEEDING IS NOT ALLOWED. SOME OR ALL OF THE CLASS 7 SEEDING AND MULCH WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTH SHOULDERS AT THE TIME OF THEIR COMPLETION.

G. N. -281

THE RIPRAP GRADATION SHALL BE IN ACCORDANCE WITH THE GRADATION SPECIFIED IN THE PLANS OR WITH APPROVAL OF THE ENGINEER, A RIPRAP GRADATION MEETING A D50 GREATER THAN OR EQUAL TO 0.5 TO 0.8 FEET. D50 IS DEFINED AS THE MEAN ROCK SIZE AS DESCRIBED IN THE FHWA HYDRAULIC ENGINEERING CIRCULARS (HEC 11, HEC 14 AND HEC 15). IF GRAVEL IS USED FOR THE BEDDING MATERIAL UNDER RIPRAP, THE GRAVEL SHALL BE CRUSHED AS ALLOWED UNDER ARTICLE 1005.01.

G. N. -483

THE P.C. CONCRETE FOR P.C.C. SHOULDERS SHALL MEET THE REQUIREMENTS OF SECTION 420 OF THE STANDARD SPECIFICATIONS.

G. N. -542B

ALL THE ENTRANCE CULVERTS LENGTHS SHOWN IN THE PLANS WERE CALCULATED WITH THE ASSUMPTION THAT METAL PIPES AND METAL END SECTION WOULD BE USED.

G. N. -609

PRIOR TO ROUTING THE TRAFFIC ONTO THE SHOULDERS AS SHOWN IN THE STAGING PLANS, THE CONTRACTOR SHALL SECURE THE GRATINGS ON SHOULDER INLETS AS DIRECTED BY THE ENGINEER. THIS WORK WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

G. N. -631

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

G. N. -663A

CALCIUM CHLORIDE SHALL BE APPLIED FULL WIDTH TO THE PROPOSED AGGREGATE ROADWAYS AND/OR DETOURS FOR THE SOLE PURPOSE OF CONTROLLING DUST. THIS WORK SHALL BE PERFORMED ON ALL FINAL SURFACES AS WELL AS ANY REMAINING AGGREGATE SURFACES THAT WOULD LAY OVER ANY PARTICULAR WEEKEND. THE FOLLOWING APPLICATION RATE HAS BEEN USED TO CALCULATE THIS ESTIMATED QUANTITY: 5 LBS./SQ. YD. ANY ADDITIONAL QUANTITY FOR MAINTENANCE WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 WHEN SPECIFIED BY THE ENGINEER.

G. N. -667

THE RESIDENT ENGINEER SHALL CONTACT THE PROGRAM DEVELOPMENT CHIEF OF SURVEYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE FOR INSTRUCTION AS TO SETTING OF TEMPORARY OR PERMANENT TIES FOR CENTERLINE ALIGNMENT CONTROL SURVEY MARKERS AND TO DETERMINE IF IT WILL BE NECESSARY FOR THE CONTRACTOR TO HIRE AN ILLINOIS LAND SURVEYOR.

G. N. -781

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

G. N. -1004.01

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

G. N. -Z0038

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

### COMMITMENTS:

MELVIN AND LISA WITHERSPOON, OWNERS OF THE PROPERTY AT 6437 STATE ROUTE 1, GEORGETOWN, IL 61846, HAS REQUESTED 2 CRIMSON KING MAPLES AND 2 CLEVELAND SELECT PEAR TREES AS REPLACEMENT TREES. PLEASE CONTACT THEM AT (256)303-5888 4-6 WEEKS IN ADVANCE SO THEY CAN MAKE ARRANGEMENTS FROM ALABAMA ON PLACEMENT OF THE TREES. PARCEL NO. 5395001 & TE.

ILLINOIS DEPARTMENT OF TRANSPORTATION

### GENERAL NOTES

F.A.P. 332 (U.S. ROUTE 150/IL 1)  
SECTION 47BR-2  
VERMILION COUNTY

SCALE: NOT TO SCALE  
DATE: 04/21/06

DRAWN BY: B.B.P.  
CHECKED BY: R.M.N.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	4
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

## SUMMARY OF QUANTITIES

SHEET 1 OF 3

LOCATION OF WORK:

VERMILION COUNTY

ROADWAY / STRUCTURE  
IMPROVEMENTS  
FAP 332 (US 150 / IL 1)  
STA. 2520+50  
STA. 2524+77  
80% FEDERAL  
20% STATE  
X081-2A

CONSTRUCTION TYPE CODE:

CODE NO	ITEM	UNIT	TOTAL QUANTITY	QUANTITY
20100500	TREE REMOVAL, ACRES	ACRE	0.8	0.8
20200100	EARTH EXCAVATION	CU YD	340.0	340.0
20400800	FURNISHED EXCAVATION	CU YD	5120.0	5120.0
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	181.0	181.0
* 25000300	SEEDING, CLASS 3	ACRE	0.5	0.5
* 25000314	SEEDING, CLASS 4B	ACRE	0.3	0.3
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	80.0	80.0
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	80.0	80.0
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	80.0	80.0
* 25100115	MULCH, METHOD 2	ACRE	0.8	0.8
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	80.0	80.0
28000300	TEMPORARY DITCH CHECKS	EACH	12.0	12.0
28000400	PERIMETER EROSION BARRIER	FOOT	796.0	796.0
28000500	INLET AND PIPE PROTECTION	EACH	1.0	1.0
28100107	STONE RIPRAP, CLASS A4	SQ YD	1260.0	1260.0
28200200	FILTER FABRIC	SQ YD	1260.0	1260.0
35100300	AGGREGATE BASE COURSE, TYPE A 4"	SQ YD	651.0	651.0
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	18.0	18.0
42000411	PORTLAND CEMENT CONCRETE PAVEMENT 9 1/2" (JOINTED)	SQ YD	579.0	579.0
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	267.0	267.0
44000100	PAVEMENT REMOVAL	SQ YD	717.0	717.0
44004000	PAVED DITCH REMOVAL	FOOT	19.0	19.0
48101200	AGGREGATE SHOULDERS, TYPE B	TON	73.0	73.0
48300410	PORTLAND CEMENT CONCRETE SHOULDERS 9 1/2"	SQ YD	386.0	386.0
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1.0	1.0
50104650	SLOPE WALL REMOVAL	SQ YD	421.0	421.0
50105220	PIPE CULVERT REMOVAL	FOOT	72.0	72.0
50200100	STRUCTURE EXCAVATION	CU YD	5.7	5.7
50300225	CONCRETE STRUCTURES	CU YD	103.8	103.8
50300255	CONCRETE SUPERSTRUCTURE	CU YD	244.2	244.2
50300260	BRIDGE DECK GROOVING	SQ YD	633.0	633.0
50300300	PROTECTIVE COAT	SQ YD	792.0	792.0
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	16.0	16.0

\* SPECIALTY ITEM

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ILLINOIS DEPARTMENT OF TRANSPORTATION

**SUMMARY OF QUANTITIES**

F.A.P. 332 (U.S. ROUTE 150/IL 1)

SECTION 47BR-2

VERMILION COUNTY

Sheet 1 of 3

SCALE: NOT TO SCALE  
DATE: 06/16/06

DRAWN BY: B.B.P.  
CHECKED BY: R.M.N.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	5
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

## SUMMARY OF QUANTITIES

SHEET 2 OF 3

LOCATION OF WORK:

VERMILION COUNTY

ROADWAY / STRUCTURE  
IMPROVEMENTS  
FAP 332 (US 150 / IL 1)  
STA. 2520+50  
STA. 2524+77  
80% FEDERAL  
20% STATE  
X081-2A

CONSTRUCTION TYPE CODE:

CODE NO	ITEM	UNIT	TOTAL QUANTITY	QUANTITY
50401005	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 48 IN.	FOOT	1185.0	1185.0
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	73,110.0	73,110.0
51201600	FURNISHING STEEL PILES HP12X53	FOOT	385.0	385.0
<b>X0325278</b>	<b>DRIVING PILES</b>	FOOT	<b>385.0</b>	<b>385.0</b>
51203600	TEST PILE STEEL HP12X53	EACH	2.0	2.0
<b>X0325277</b>	<b>PILE SHOES</b>	EACH	<b>16.0</b>	<b>16.0</b>
51500100	NAME PLATES	EACH	1.0	1.0
54213453	END SECTIONS 18"	EACH	2.0	2.0
54215547	METAL END SECTIONS 12"	EACH	2.0	2.0
542D0223	PIPE CULVERTS, CLASS D, TYPE 1 18"	FOOT	41.0	41.0
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	106.5	106.5
60100945	PIPE DRAINS 12"	FOOT	80.0	80.0
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	140.0	140.0
60900515	CONCRETE THRUST BLOCKS	EACH	2.0	2.0
61000115	TYPE E INLET BOX, STANDARD 610001	EACH	2.0	2.0
*63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	250.0	250.0
*63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1.0	1.0
*63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4.0	4.0
*63200310	GUARDRAIL REMOVAL	FOOT	623.0	623.0
66201120	CONCRETE SHOULDER CURB	FOOT	29.0	29.0
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	2.0	2.0
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8.0	8.0
67100100	MOBILIZATION	L SUM	1.0	1.0
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1.0	1.0
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1.0	1.0
70100455	TRAFFIC CONTROL AND PROTECTION, STANDARD 701206	L SUM	1.0	1.0
*70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1.0	1.0
70106700	TEMPORARY RUMBLE STRIP	EACH	6.0	6.0
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1388.0	1388.0
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	567.0	567.0
70400100	TEMPORARY CONCRETE BARRIER	FOOT	715.0	715.0

PLOT DATE = 6/25/2005  
 PLOT SCALE = 20.000000  
 PLOT USER = p1arsonb

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUMMARY OF QUANTITIES**  
 F.A.P. 332 (U.S. ROUTE 150/IL 1)  
 SECTION 47BR-2  
 VERMILION COUNTY  
 Sheet 2 of 3  
 SCALE: NOT TO SCALE  
 DATE: 06/16/06  
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

# SUMMARY OF QUANTITIES

SHEET 3 OF 3

LOCATION OF WORK:

VERMILION COUNTY

ROADWAY / STRUCTURE  
IMPROVEMENTS  
FAP 332 (US 150 / IL 1)  
STA. 2520+50  
STA. 2524+77  
80% FEDERAL  
20% STATE  
X081-2A

CONSTRUCTION TYPE CODE:

CODE NO	ITEM	UNIT	TOTAL QUANTITY	QUANTITY
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	715.0	715.0
*78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	1388.0	1388.0
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	6.0	6.0
*78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	3.0	3.0
*78200405	GUARDRAIL MARKERS	EACH	16.0	16.0
*78200500	BARRIER WALL MARKERS	EACH	8.0	8.0
*A2000820	TREE, ACER PLATANOIDES CRIMSON KING, (CRIMSON KING NORWAY MAPLE), 2-1/2" CALIPER, BALLED AND BURLAPPED	EACH	2.0	2.0
*B0237351	TREE, PYRUS CALLERYANA CLEVELAND (CLEVELAND SELECT CALLERY PEAR), 6' HEIGHT, TREE FORM, BALLED AND BURLAPPED	EACH	2.0	2.0
X0323149	TEMPORARY MECHANICALLY STABILIZED EARTH WALL	SQ FT	1575.0	1575.0
X0324865	DIAMOND GRINDING (BRIDGE SECTION)	SQ YD	936.0	936.0
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1.0	1.0
*X6330100	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL	EACH	3.0	3.0
XX004548	TREE PROTECTION AND PRESERVATION	L SUM	1.0	1.0
Z0002600	BAR SPLICERS	EACH	733.0	733.0
Z0008236	DRILLED SHAFT IN SOIL 36"	FOOT	20.0	20.0
Z0008330	DRILLED SHAFT IN ROCK 30"	FOOT	28.0	28.0
**Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2.0	2.0
**Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2.0	2.0
Z0038700	PERMANENT BENCH MARKS	EACH	1.0	1.0
*SPECIALTY ITEMS				
**SFTY-3N				

PLOT DATE = 6/29/2006  
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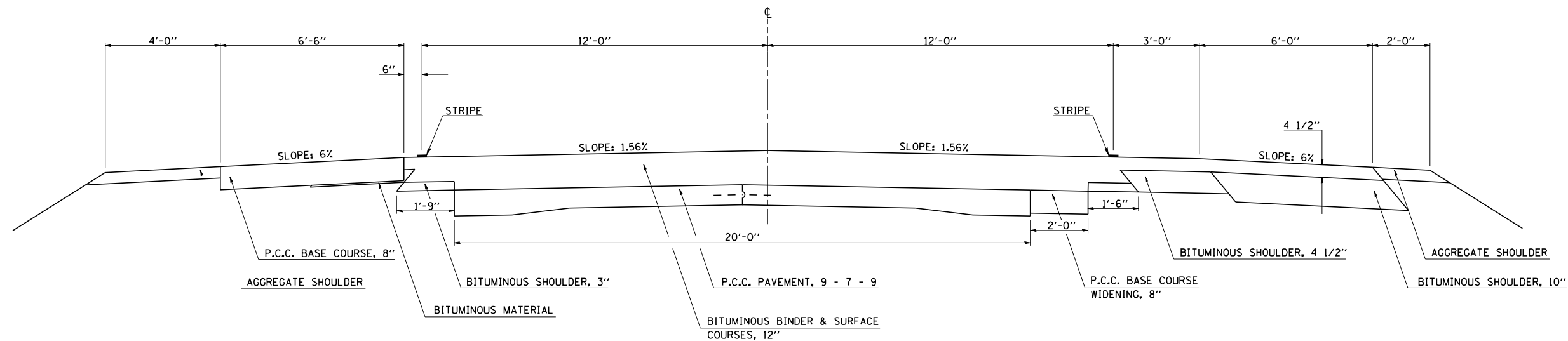
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SUMMARY OF QUANTITIES**  
F.A.P. 332 (U.S. ROUTE 150/IL 1)  
SECTION 47BR-2  
VERMILION COUNTY  
Sheet 3 of 3

SCALE: NOT TO SCALE  
DATE: 06/16/06  
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CHECKED BY: R.M.L.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	7
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

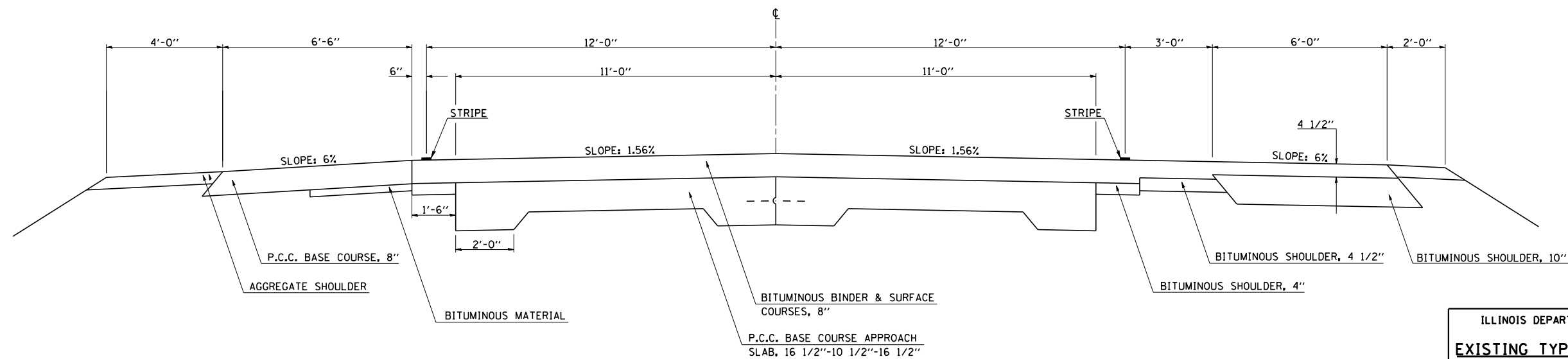
### EXISTING TYPICAL CROSS SECTION

STATION 2520+50.00 TO STATION 2521+15.14 (APPROACH)  
 (APPROACH) STATION 2524+68.00 TO STATION 2524+77.00



### EXISTING TYPICAL CROSS SECTION

STATION 2521+15.14 TO STATION 2521+58.61 (BRIDGE)  
 (BRIDGE) STATION 2524+24.53 TO STATION 2524+68.00



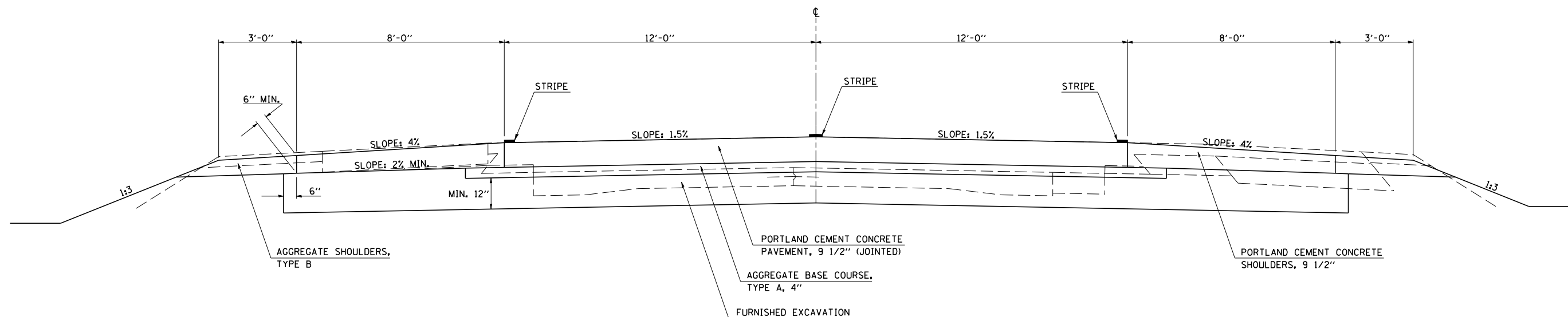
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**EXISTING TYPICAL CROSS SECTIONS**  
 F.A.P. 332 (U.S. ROUTE 150/IL 1)  
 SECTION 47BR-2  
 VERMILION COUNTY  
 SCALE: NOT TO SCALE  
 DATE: 04/18/06  
 DRAWN BY: B.B.P.  
 CHECKED BY: R.M.N.

PLOT DATE = 6/30/2006  
 FILE NAME = c:\projects\view\d506004 (v8)\70420\typical.dgn  
 PLOT SCALE = 42.3529' / IN.  
 USER NAME = nelsonm

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	8
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

# 1 PROPOSED TYPICAL CROSS SECTION

STATION 2520+50.00 TO STATION 2521+67.00 (APPROACH)  
 (APPROACH) STATION 2523+77.00 TO STATION 2524+77.00



CONCRETE SHOULDER CURB  
 STATION 2521+46.61 RT. TO STATION 2521+59.72 RT.  
 STATION 2521+59.11 LT. TO STATION 2521+74.28 LT.

PLOT DATE = 6/30/2006  
 FILE NAME = c:\projects\view\d506004 (v8)\70420\typical.dgn  
 PLOT SCALE = 42.3529' / IN.  
 USER NAME = nelsonm

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PROPOSED TYPICAL CROSS SECTIONS**  
 F.A.P. 332 (U.S. ROUTE 150/IL 1)  
 SECTION 47BR-2  
 VERMILION COUNTY

SCALE: NOT TO SCALE  
 DATE: 04/18/06

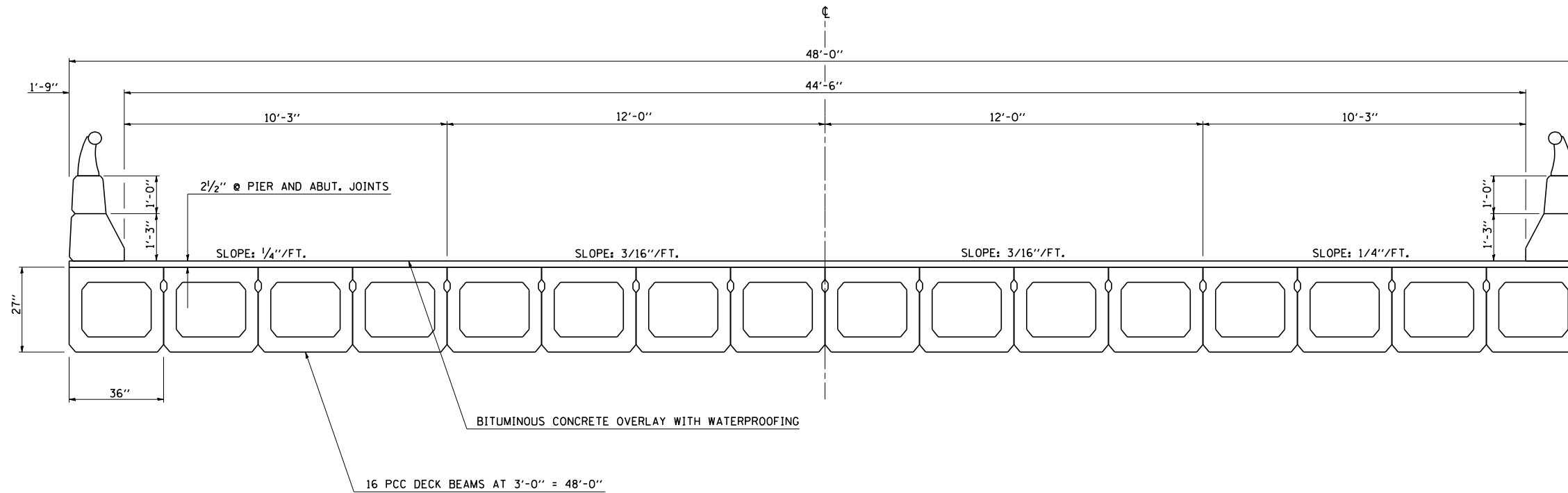
DRAWN BY: B.B.P.  
 CHECKED BY: R.M.N.



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	9
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

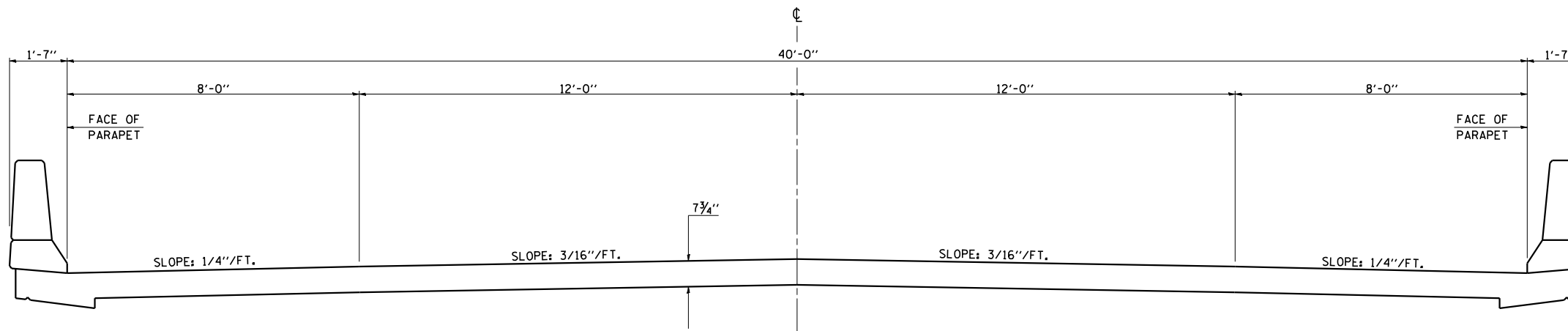
### EXISTING TYPICAL CROSS SECTION

STATION 2521+61.00 TO STATION 2524+24.53



### PROPOSED TYPICAL CROSS SECTION

STATION 2521+97.00 TO STATION 2523+47.00



PLOT DATE = 6/30/2006  
 FILE NAME = c:\projects\view\d506004 (v8)\70420\typical.dgn  
 PLOT SCALE = 42.3529' / IN.  
 USER NAME = nelsonm

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**EXISTING / PROPOSED TYPICAL  
 CROSS SECTIONS - BRIDGE**  
 F.A.P. 332 (U.S. ROUTE 150/IL 1)  
 SECTION 47BR-2  
 VERMILION COUNTY  
 SCALE: NOT TO SCALE DRAWN BY: B.B.P.  
 DATE: 04/18/06 CHECKED BY: R.M.N.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	10
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

# SCHEDULE OF QUANTITIES

## SHEET 1 OF 2

### EARTHWORK

STATION	TO	STATION	EARTH EXCAVATION (CU. YD.)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (-25%) (CU. YD.)	EMBANKMENT (CU. YD.)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU. YD.)
US 150 / IL 1	2520+50.00	2522+50.00	196.00	147.00	1387.00	-1240.00
US 150 / IL 1	2523+00.00	2524+77.00	141.00	105.75	3982.00	-3876.25
SUB-TOTALS =			337.00	252.75	5369.00	-5116.25
USE =			340.00			-5120.00

FURNISHED EXCAVATION = 5120.00 CU. YD.

### TREE REMOVAL, ACRES

STATION	TO	STATION	AREA (ACRE)
2520+50.00	RT. 23' - 62'	2522+05.25	0.14
2520+50.00	LT. 23' - 59'	2521+98.27	0.14
2522+93.23	RT. 20' - 75'	2524+75.00	0.16
2523+68.27	LT. 23' - 72'	2524+77.00	0.12
2523+42.25	LT. 61' - 89'	2526+00.00	0.12
TOTAL			0.68
USE			0.80*

\*0.80 USED FOR ESTIMATE OF COST

### REMOVAL OF EXISTING STRUCTURE

STATION	TO	STATION	EACH
2521+58.61		2524+24.53	1

### SLOPE WALL REMOVAL

STATION	TO	STATION	SO YD
2521+62.60		2521+85.91	221.19
2523+88.77		2524+21.80	199.80
TOTAL			420.99
USE			421.00

### PAVEMENT REMOVAL

STATION	TO	STATION	LENGTH (FEET)	WIDTH (FEET)	AREA (SQ. YARDS)
2520+50.00		2521+58.67	108.67	40.00	482.98
2524+24.53		2524+77.00	52.47	40.00	233.21
TOTAL					716.19
USE					717.00

### PAVED DITCH REMOVAL

STATION	OFFSET	TO	STATION	OFFSET	FOOT
2524+29.97	32.15' RT.		2524+43.24	32.45' RT.	13.27
2524+71.95	30.01' RT.		2524+77.01	29.58' RT.	5.08
TOTAL					18.35
USE					19.00

### PIPE CULVERT REMOVAL

STATION	OFFSET	TO	STATION	OFFSET	FOOT
2523+88.31	25.82 RT.		2524+10.17	32.77 RT.	22.94
2524+10.17	32.77 RT.		2524+29.86	33.70 RT.	19.71
2524+43.24	32.45 RT.		2524+71.95	30.01 RT.	28.81
TOTAL					71.46
USE					72.00

### PIPE CULVERTS, CLASS D, TYPE 1 18"

STATION	OFFSET	FLOWLINE ELEVATION	TO	STATION	OFFSET	FLOWLINE ELEVATION	FOOT
2524+36.96	32.99 RT.	624.62		2524+77.01	29.58 RT.	625.41	40.19
TOTAL							40.19
USE							41.00

### END SECTIONS 18"

STATION	OFFSET	EACH
2524+36.96	32.99 RT.	1
2524+77.01	29.58 RT.	1
TOTAL		2

### SHOULDER DRAINS

TYPE E INLET BOX, STANDARD 610001

STATION	OFFSET	EACH
2521+48.78	RT. 20'	1
2521+61.28	LT. 20'	1
TOTAL		2

### CONCRETE SHOULDER CURB

STATION	TO	STATION	OFFSET	FOOT
2521+46.61		2521+59.72	RT.	13.11
2521+59.11		2521+74.28	LT.	15.17
TOTAL				28.28
USE				29.00

### PIPE DRAINS 12"

STATION	OFFSET	FOOT
2521+48.78	RT. 20' TO 56'	40
2521+61.28	LT. 20' TO 56'	40
TOTAL		80

### CONCRETE THRUST BLOCKS

STATION	OFFSET	EACH
2521+48.78	RT. 54'	1
2521+61.28	LT. 54'	1
TOTAL		2

### AGGREGATE BASE COURSE, TYPE A 4"

STATION	TO	STATION	WIDTH (FEET)	AREA (SQ. YD.)
2520+50.00		2521+67.00	27.00	351.00
2523+77.00		2524+77.00	27.00	300.00
TOTAL				651.00

### METAL END SECTIONS 12"

STATION	OFFSET	EACH
2521+48.78	RT. 56'	1
2521+61.28	LT. 56'	1
TOTAL		2

ILLINOIS DEPARTMENT OF TRANSPORTATION

### SCHEDULE OF QUANTITIES

F.A.P. 332 (U.S. ROUTE 150/IL 1)  
SECTION 47BR-2  
VERMILION COUNTY  
Sheet 1 of 2

SCALE: NOT TO SCALE  
DATE: 04/21/06

DRAWN BY: B.B.P.  
CHECKED BY: R.M.N.

PLOT DATE = 6/30/2006  
 FILE NAME = G:\projects\view\d506004 (v8)\70420\text.dgn  
 PLOT DATE = 02/25/06 / IN.  
 USER NAME = nelsonrm

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	11
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

# SCHEDULE OF QUANTITIES

## SHEET 2 OF 2

### REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL

REMOVE				RE-ERECT				EACH
STATION	TO	STATION	OFFSET	STATION	TO	STATION	OFFSET	
2518+98.74		2519+48.74	RT.	2520+34.07		2520+84.07	23' RT	1
2519+67.41		2520+17.41	LT.	2520+98.63		2521+48.63	23' LT	1
2526+58.97		2527+08.97	LT.	2524+59.93		2525+09.93	23' LT	1
TOTAL								3

### GUARDRAIL REMOVAL

STATION	TO	STATION	OFFSET	LENGTH FOOT	USE
2519+48.74		2521+52.17	RT.	203.43	
2520+17.41		2521+69.53	LT.	152.12	
2524+14.37		2524+47.19	RT.	39.47 (RADIUS)	
2524+31.83		2526+58.97	LT.	227.14	
TOTAL				622.16	
USE				623.00	

### TRAFFIC BARRIER TERMINAL, TYPE 6

STATION	OFFSET	TO	STATION	OFFSET	LENGTH FOOT	EACH
2521+59.07	20.00' RT		2521+92.22	20.00' RT	33.15	1
2521+73.63	20.00' LT		2522+06.78	20.00' LT	33.15	1
2523+37.22	20.00' RT		2523+70.37	20.00' RT	33.15	1
2523+51.78	20.00' LT		2523+84.93	20.00' LT	33.15	1
TOTAL						4

### STEEL PLATE BEAM GUARDRAIL, TYPE A

STATION	OFFSET	TO	STATION	OFFSET	LENGTH FOOT	RAILS	SPBGR TY A FOOT
2520+84.07	23.00' RT		2521+59.07	20.00' RT	75.00	6	75
2521+48.63	23.00' LT		2521+73.63	20.00' LT	25.00	2	25
2523+70.37	20.00' RT		2524+38.49	26.39' RT	68.54	6	75 (RADIUS)
2523+84.93	20.00' LT		2524+59.93	23.00' LT	75.00	6	75
TOTAL						250	

### TRAFFIC BARRIER TERMINAL, TYPE 2

STATION	OFFSET	TO	STATION	OFFSET	LENGTH FOOT	EACH
2524+38.49	26.39' RT		2524+47.19	37.94' RT	14.79	1 (RADIUS)
TOTAL						1

### PAINT PAVEMENT MARKING - LINE 4"

ROUTE	STATION	TO	STATION	LENGTH (FOOT)	4" WHITE (FOOT)	4" SKIP DASH YELLOW (FOOT)	4" NO PASSING YELLOW (FOOT)
US 150/IL 1	2520+50.00		2524+77.00	427	854	107	427
TOTAL = 1,388 FOOT							

### TEMPORARY PAINT PAVEMENT MARKING - LINE 4"

ROUTE	STATION	TO	STATION	LENGTH (FOOT)	4" WHITE (FOOT)	4" SKIP DASH YELLOW (FOOT)	4" NO PASSING YELLOW (FOOT)
US 150/IL 1	2520+50.00		2524+77.00	427	854	107	427
TOTAL = 1,388 FOOT							

### RAISED REFLECTIVE PAVEMENT MARKER

STATION	TO	STATION	OFFSET	LENGTH FEET	SPACING FEET	MARKERS EACH
2520+50.00		2521+97.00	CL	147.00	80	3
2523+47.00		2524+77.00	CL	130.00	80	3
TOTAL						6

### RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)

STATION	TO	STATION	OFFSET	LENGTH FEET	SPACING FEET	MARKERS EACH
2521+97.00		2523+47.00	CL	150.00	80	3
TOTAL						3

### GUARDRAIL MARKERS

STATION	TO	STATION	OFFSET	MARKERS EACH
2520+34.07		2521+92.22	RT.	4
2520+98.63		2522+06.78	LT.	4
2523+37.22		2524+27.55	RT.	4
2523+51.78		2525+09.93	LT.	4
TOTAL				16

### BI-DIRECTIONAL SILVER / SILVER 16 BARRIER WALL MARKERS

STATION	TO	STATION	OFFSET	MARKERS EACH
2521+89.72		2523+39.72	RT.	4
2522+04.28		2523+54.28	LT.	4
TOTAL				8

BI-DIRECTIONAL SILVER / SILVER 8

### AGGREGATE SURFACE COURSE, TYPE B

STATION	OFFSET	ENTRANCE TYPE	TON
2524+63.00	RT.	PE	17.1
USE			18.0

### BRIDGE APPROACH PAVEMENT (SPECIAL)

STATION	TO	STATION	SO. YD.
2521+67.00		2521+97.00	133.50
2523+47.00		2523+77.00	133.50
TOTAL			267.00

### DIAMOND GRINDING (BRIDGE SECTION)

STATION	TO	STATION	SO. YD.
2520+67.00		2521+67.00	445.00
2521+67.00		2523+77.00	934.00
2523+77.00		2524+77.00	444.00
TOTAL			1823.00

### TREES

LOCATION TREE, ACER PLATANOIDES CRIMSON KING (CRIMSON KING NORWAY MAPLE), 2 1/2" CALIPER, BALLED AND BURLAPED (EACH)

COORDINATE WITH PROPERTY OWNER 2  
TOTAL 2

LOCATION TREE, PYRUS CALLERYANA CLEVELAND (CLEVELAND SELECT CALLERY PEAR), 6' HEIGHT, TREE FORM, BALLED AND BURLAPED (EACH)

COORDINATE WITH PROPERTY OWNER 2  
TOTAL 2

### STONE RIPRAP, CLASS A4

STATION	OFFSET	TO	STATION	OFFSET	LENGTH (FOOT)	WIDTH (FOOT)	SO YD
2523+50.00	61.66 RT.		2523+75.00	51.61 RT.	26.94	4	11.98
2523+75.00	51.61 RT.		2524+00.00	35.45 RT.	29.77	4	13.24
2524+00.00	35.45 RT.		2524+25.00	33.38 RT.	25.09	4	11.16
2524+25.00	33.38 RT.		2524+36.96	32.99 RT.	10.45	4	4.65

SUB-TOTAL 41.03  
QUANTITY FOR SLOPES FROM BRIDGE PLANS 1812.00  
TOTAL 1853.03  
USE 1854.00

### FILTER FABRIC

STATION	OFFSET	TO	STATION	OFFSET	LENGTH (FOOT)	WIDTH (FOOT)	SO YD
2523+50.00	61.66 RT.		2523+75.00	51.61 RT.	26.94	4	11.98
2523+75.00	51.61 RT.		2524+00.00	35.45 RT.	29.77	4	13.24
2524+00.00	35.45 RT.		2524+25.00	33.38 RT.	25.09	4	11.16
2524+25.00	33.38 RT.		2524+36.96	32.99 RT.	10.45	4	4.65

SUB-TOTAL 41.03  
QUANTITY FOR SLOPES FROM BRIDGE PLANS 1812.00  
TOTAL 1853.03  
USE 1854.00

### FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS

STATION	OFFSET	EACH
2523+82.00	75.00' RT.	1
2524+07.00	50.00' RT.	1
TOTAL		2

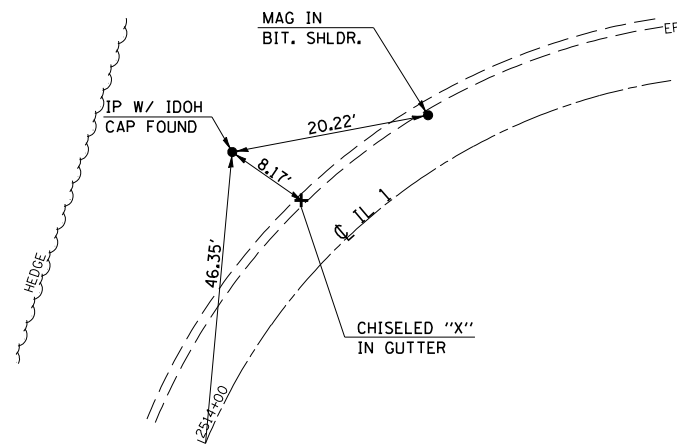
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**SCHEDULE OF QUANTITIES**  
F.A.P. 332 (U.S. ROUTE 150/IL 1)  
SECTION 47BR-2  
VERMILION COUNTY  
Sheet 2 of 2

SCALE: NOT TO SCALE  
DATE: 04/21/06  
DRAWN BY: B.B.P.  
CHECKED BY: R.M.N.

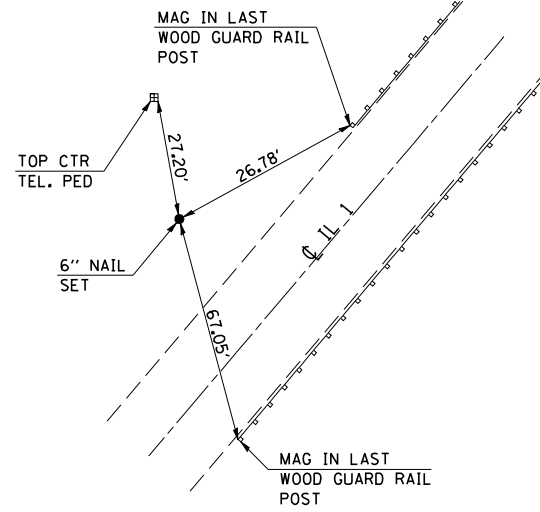
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	12

## TIE POINTS

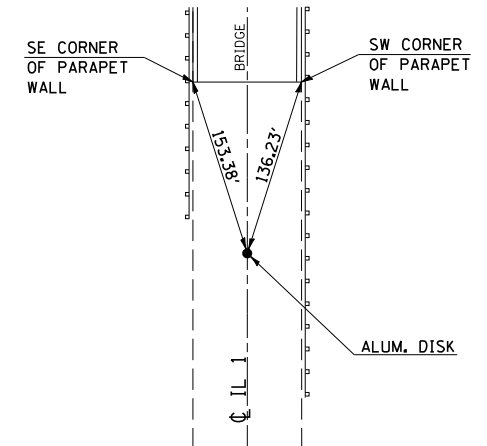
**TRAV. PT. 28**  
**STATION 2514 + 44.38, 30.98' LT.**



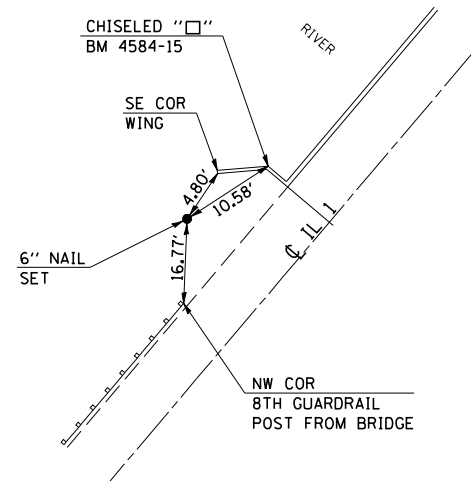
**TOPO POINT 402**  
**STATION 2519 + 42.76, 26.58' LT.**



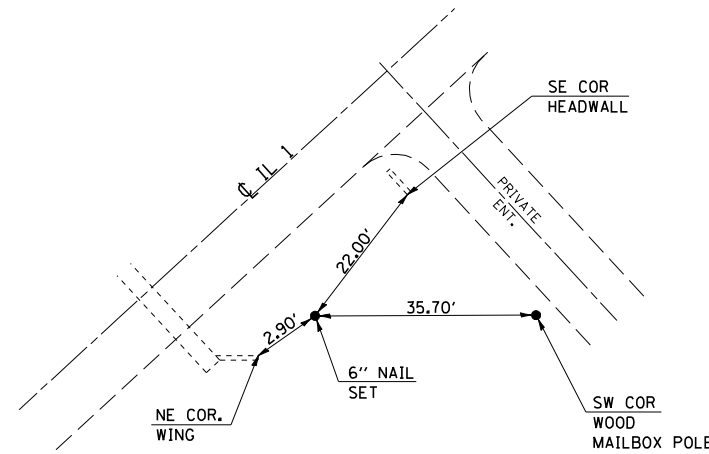
**PT CURVE 149**  
**STATION 2520 + 17.99**



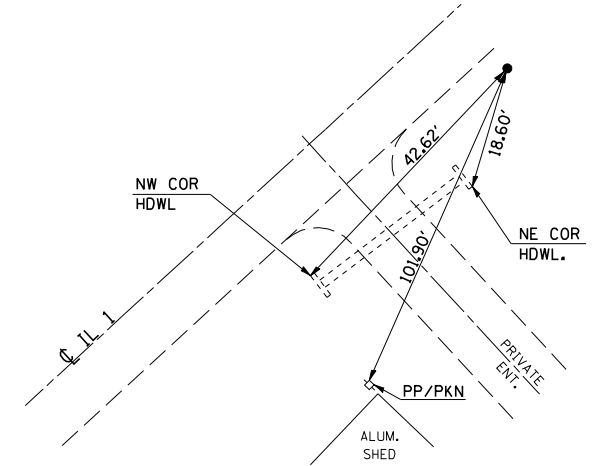
**TOPO POINT 401**  
**STATION 2521 + 61.51, 33.10' LT.**



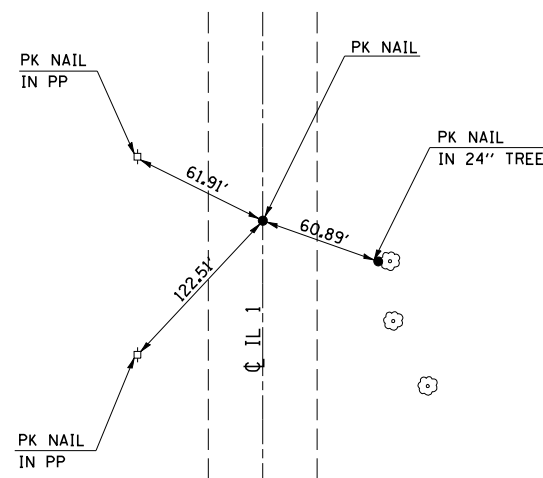
**TOPO POINT 400**  
**STATION 2524 + 21.99, 33.39' RT.**



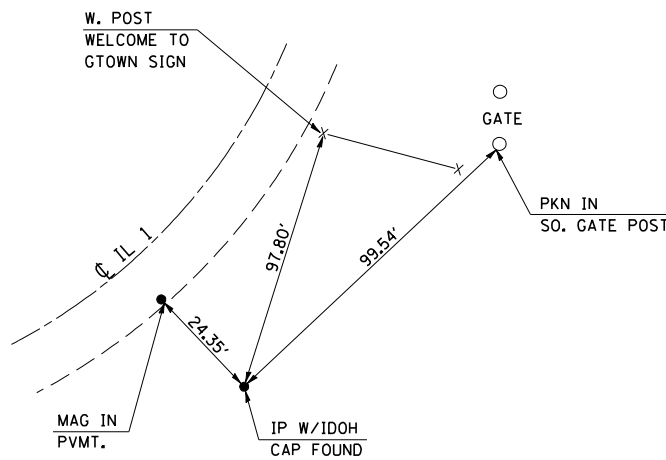
**TRAV. STA. 27**  
**STATION 2527 + 76.82, 19.19' RT.**



**PI KINK**  
**STATION 2529 + 62.56**



**TRAV. STA. 26**  
**STATION 2541 + 54.85, 58.92' LT.**



ILLINOIS DEPARTMENT OF TRANSPORTATION  
**TIE POINTS**  
F.A.P. 332 (U.S. ROUTE 150/IL 1)  
SECTION 47BR-2  
VERMILION COUNTY

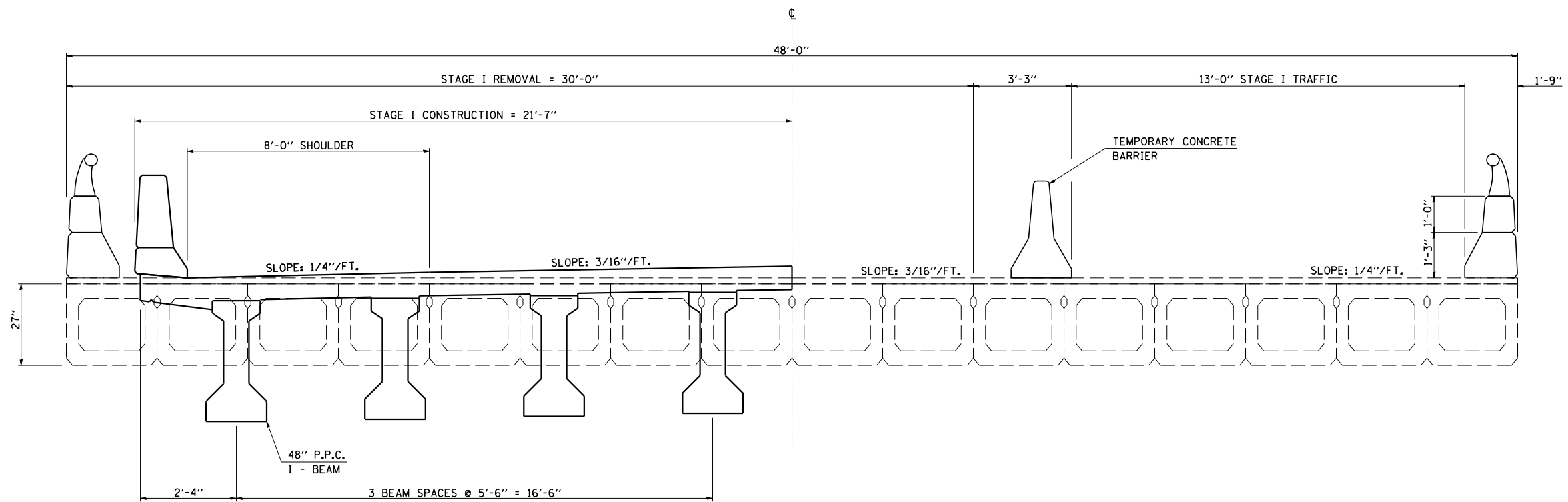
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DATE: 04/18/06  
DRAWN BY: B.B.P.  
CHECKED BY: R.M.J.

PLOT DATE = 6/30/2006  
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 PLOT SCALE = 42.3529' / IN.  
 USER NAME = nelsonrm

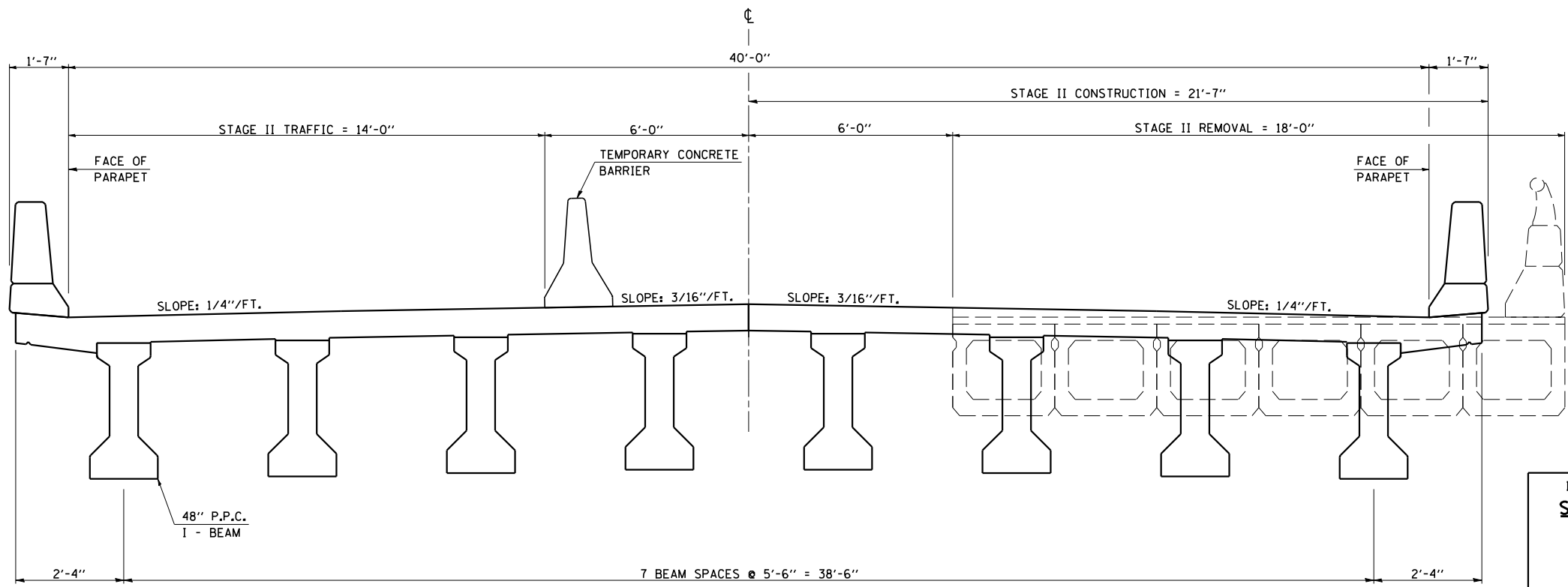


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	14
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

### STAGE I CONSTRUCTION (LOOKING NORTH)



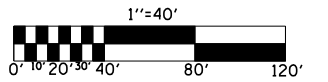
### STAGE II CONSTRUCTION (LOOKING NORTH)



ILLINOIS DEPARTMENT OF TRANSPORTATION  
**STAGE CONSTRUCTION DETAILS-  
 TYPICAL CROSS SECTIONS**  
 F.A.P. 332 (U.S. ROUTE 150/IL 1)  
 SECTION 47BR-2  
 VERMILION COUNTY  
 SCALE: NOT TO SCALE DRAWN BY: B.B.P.  
 DATE: 04/18/06 CHECKED BY: R.M.N.

PLOT DATE = 6/30/2006  
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 FILE SCALE = 42.35253 / IN.  
 USER NAME = melsonr

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	15
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



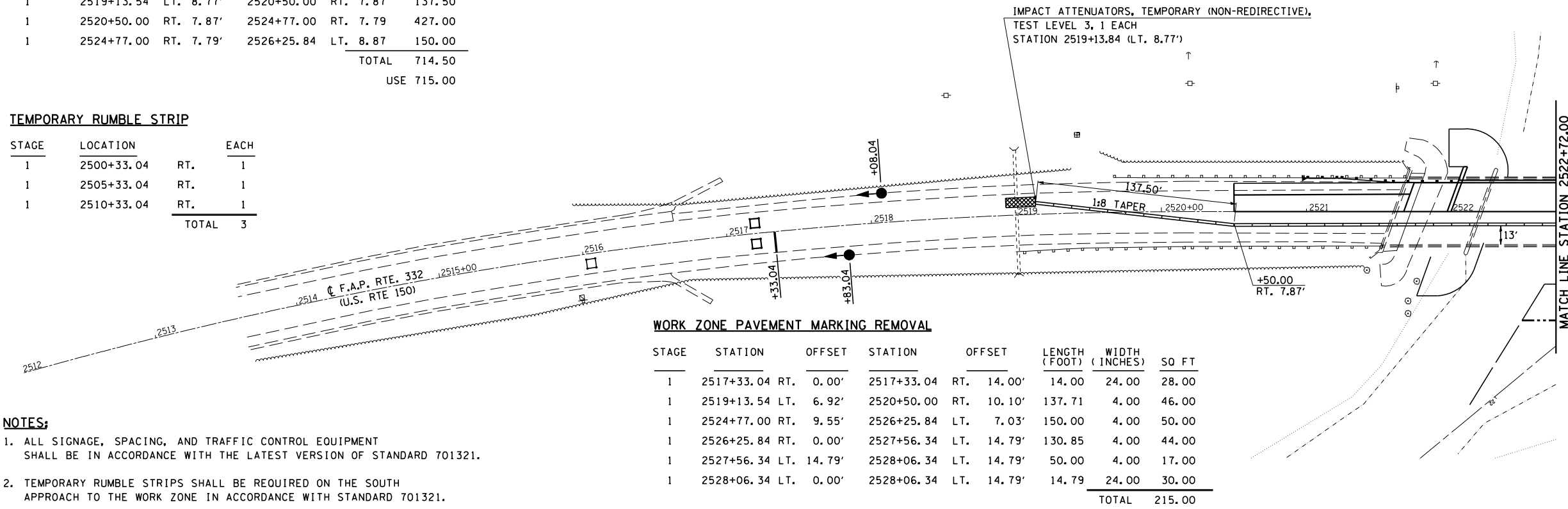
**TEMPORARY CONCRETE BARRIER**

STAGE	STATION	OFFSET	STATION	OFFSET	LENGTH (FOOT)
1	2519+13.54	LT. 8.77'	2520+50.00	RT. 7.87	137.50
1	2520+50.00	RT. 7.87'	2524+77.00	RT. 7.79	427.00
1	2524+77.00	RT. 7.79'	2526+25.84	LT. 8.87	150.00
TOTAL					714.50
USE					715.00

**TEMPORARY RUMBLE STRIP**

STAGE	LOCATION	EACH
1	2500+33.04 RT.	1
1	2505+33.04 RT.	1
1	2510+33.04 RT.	1
TOTAL		3

**STAGE I CONSTRUCTION**



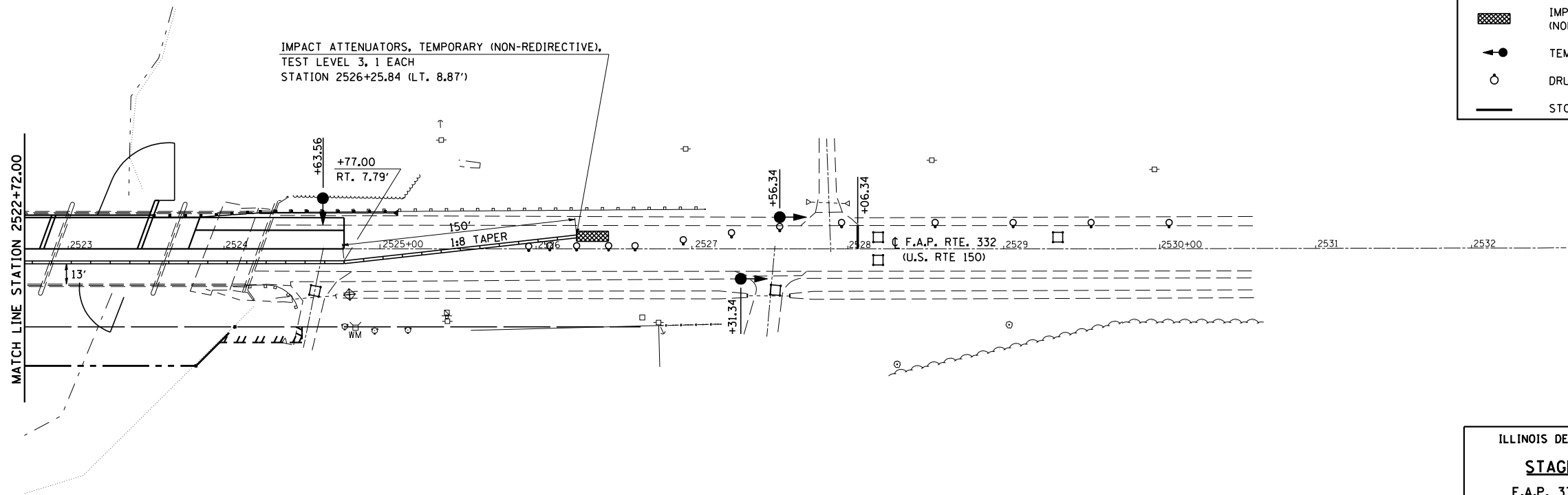
**WORK ZONE PAVEMENT MARKING REMOVAL**

STAGE	STATION	OFFSET	STATION	OFFSET	LENGTH (FOOT)	WIDTH (INCHES)	SO FT
1	2517+33.04	RT. 0.00'	2517+33.04	RT. 14.00'	14.00	24.00	28.00
1	2519+13.54	LT. 6.92'	2520+50.00	RT. 10.10'	137.71	4.00	46.00
1	2524+77.00	RT. 9.55'	2526+25.84	LT. 7.03'	150.00	4.00	50.00
1	2526+25.84	RT. 0.00'	2527+56.34	LT. 14.79'	130.85	4.00	44.00
1	2527+56.34	LT. 14.79'	2528+06.34	LT. 14.79'	50.00	4.00	17.00
1	2528+06.34	LT. 0.00'	2528+06.34	LT. 14.79'	14.79	24.00	30.00
TOTAL							215.00

**NOTES:**

- ALL SIGNAGE, SPACING, AND TRAFFIC CONTROL EQUIPMENT SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF STANDARD 701321.
- TEMPORARY RUMBLE STRIPS SHALL BE REQUIRED ON THE SOUTH APPROACH TO THE WORK ZONE IN ACCORDANCE WITH STANDARD 701321.
- ALL TEMPORARY BRIDGE TRAFFIC SIGNALS FOR STAGE I AND II WILL BE MEASURED AS 1 UNIT.

**STAGE I CONSTRUCTION**



**LEGEND**

- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- TEMPORARY BRIDGE TRAFFIC SIGNALS
- DRUM WITH STEADY BURNING LIGHT
- STOP BAR

ILLINOIS DEPARTMENT OF TRANSPORTATION

**STAGE I CONSTRUCTION**

F.A.P. 332 (U.S. ROUTE 150/IL 1)  
SECTION 47BR-2  
VERMILION COUNTY

SCALE: 1" = 40'  
DATE: 04/18/06

DRAWN BY: B.B.P.  
CHECKED BY: R.M.J.

PLOT DATE = 6/30/2006  
 FILE NAME = I:\projects\view\506004\8\70420staging.dgn  
 FILE SIZE = 84,703 / IN.  
 USER NAME = rmlsonr

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	16
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

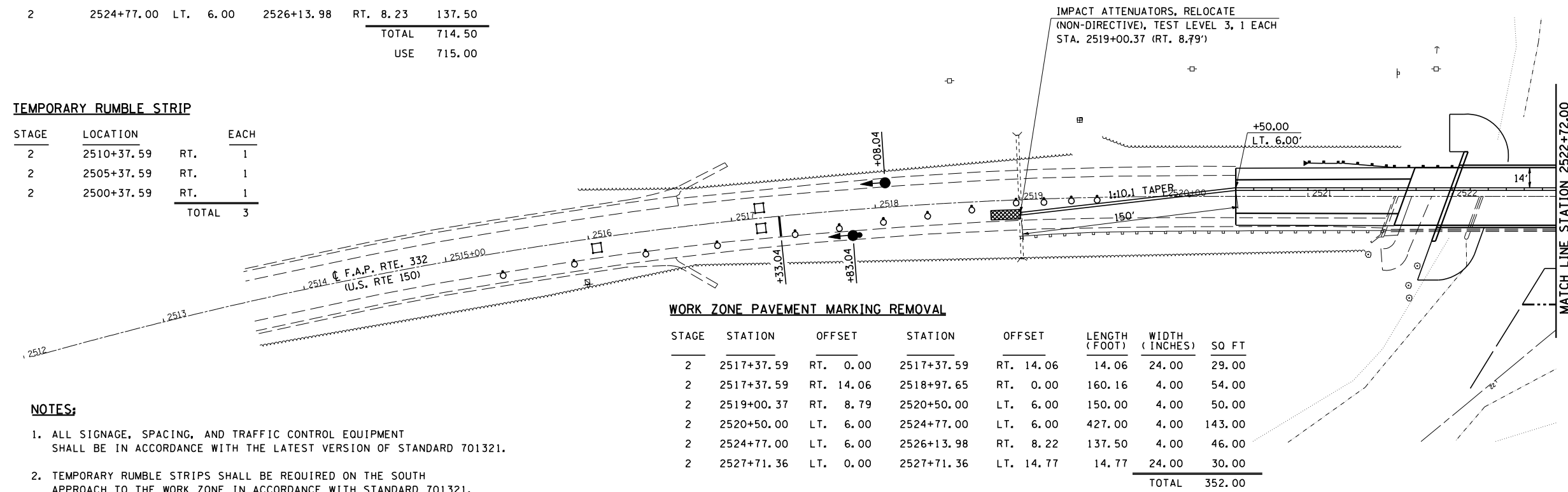
**RELOCATE TEMPORARY CONCRETE BARRIER**

STAGE	STATION	OFFSET	STATION	OFFSET	LENGTH (FOOT)
2	2519+00.37	RT. 8.79	2520+50.00	LT. 6.00	150.00
2	2520+50.00	LT. 6.00	2524+77.00	LT. 6.00	427.00
2	2524+77.00	LT. 6.00	2526+13.98	RT. 8.23	137.50
TOTAL					714.50
USE					715.00

**TEMPORARY RUMBLE STRIP**

STAGE	LOCATION	EACH
2	2510+37.59 RT.	1
2	2505+37.59 RT.	1
2	2500+37.59 RT.	1
TOTAL		3

**STAGE II CONSTRUCTION**

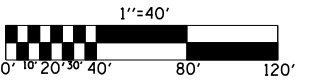


**WORK ZONE PAVEMENT MARKING REMOVAL**

STAGE	STATION	OFFSET	STATION	OFFSET	LENGTH (FOOT)	WIDTH (INCHES)	50 FT
2	2517+37.59	RT. 0.00	2517+37.59	RT. 14.06	14.06	24.00	29.00
2	2517+37.59	RT. 14.06	2518+97.65	RT. 0.00	160.16	4.00	54.00
2	2519+00.37	RT. 8.79	2520+50.00	LT. 6.00	150.00	4.00	50.00
2	2520+50.00	LT. 6.00	2524+77.00	LT. 6.00	427.00	4.00	143.00
2	2524+77.00	LT. 6.00	2526+13.98	RT. 8.22	137.50	4.00	46.00
2	2527+71.36	LT. 0.00	2527+71.36	LT. 14.77	14.77	24.00	30.00
TOTAL							352.00

**NOTES:**

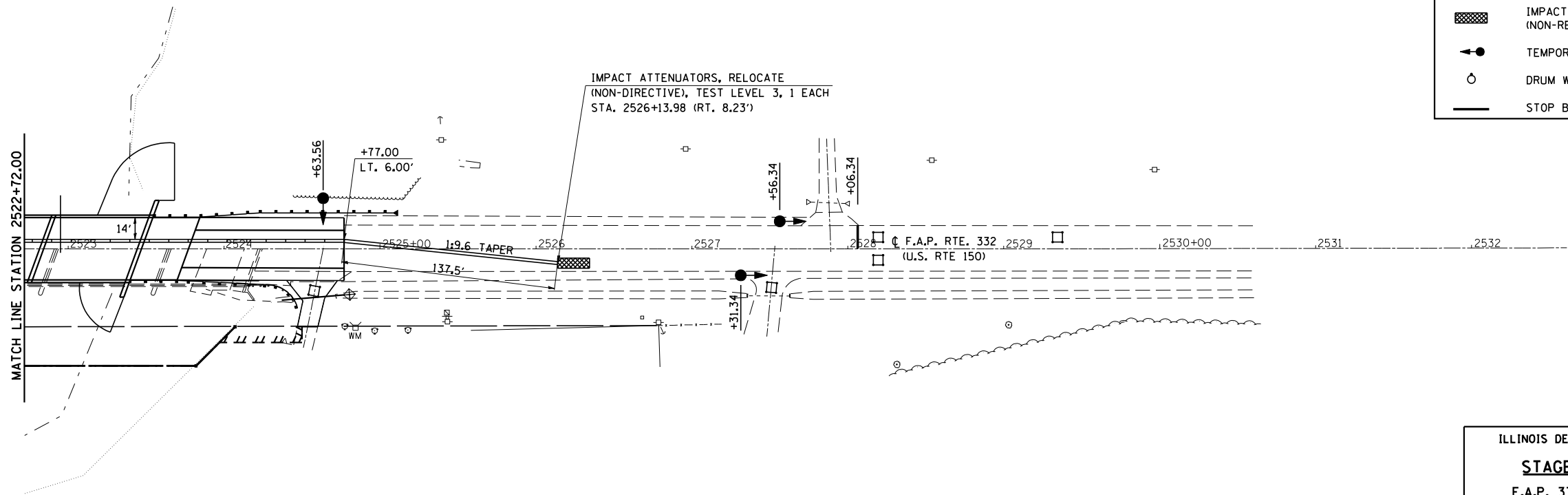
- ALL SIGNAGE, SPACING, AND TRAFFIC CONTROL EQUIPMENT SHALL BE IN ACCORDANCE WITH THE LATEST VERSION OF STANDARD 701321.
- TEMPORARY RUMBLE STRIPS SHALL BE REQUIRED ON THE SOUTH APPROACH TO THE WORK ZONE IN ACCORDANCE WITH STANDARD 701321.
- ALL TEMPORARY BRIDGE TRAFFIC SIGNALS FOR STAGE I AND II WILL BE MEASURED AS 1 UNIT.



**LEGEND**

- RELOCATE TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- TEMPORARY BRIDGE TRAFFIC SIGNALS
- DRUM WITH STEADY BURNING LIGHT
- STOP BAR

**STAGE II CONSTRUCTION**



**LEGEND**

- RELOCATE TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- TEMPORARY BRIDGE TRAFFIC SIGNALS
- DRUM WITH STEADY BURNING LIGHT
- STOP BAR

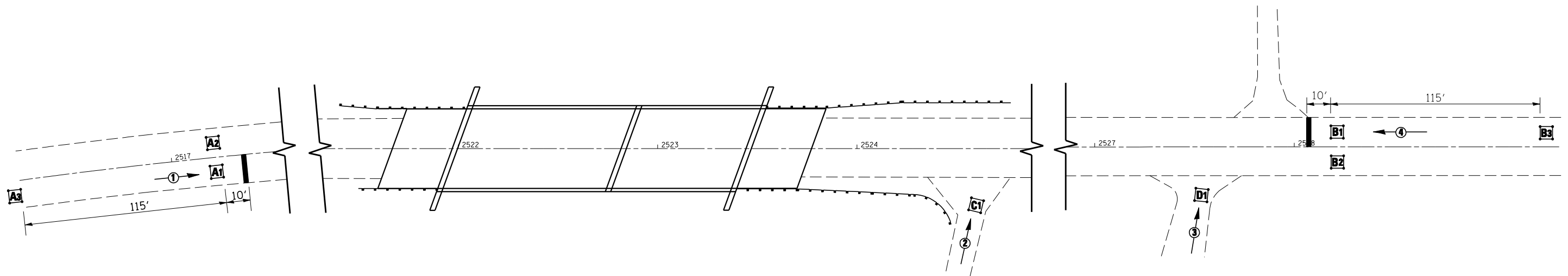
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 SCALE = 84.7093 / IN.  
 USER NAME = rnelsonr

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**STAGE II CONSTRUCTION**  
 F.A.P. 332 (U.S. ROUTE 150/IL 1)  
 SECTION 47BR-2  
 VERMILION COUNTY  
 SCALE: 1" = 40'  
 DATE: 04/18/06  
 DRAWN BY: B.B.P.  
 CHECKED BY: R.M.N.



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	17
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

## Detail of Temporary Traffic Signal Phasing and Timing



**Suggested Timings**

PHASE	1	2	3	4
Min. Grn.	12	7	7	12
add sec./act.	2.0	0.0	0.0	2.0
Max Init Grn	20	0	0	20
Max Green	25	7	7	25
Passage	2.5	0.0	0.0	2.5
Amber Clear	3.5	3.0	3.0	3.5
Red Clear	0.0	0.0	0.0	0.0
Lock Call	yes	yes	yes	yes

**OL A =  $\phi 1$**

Trailing grn = 24 sec.  
 Trailing yel = 3.5 sec.  
 Trailing red = 0 sec.

**OL B =  $\phi 2$**

Trailing grn = 17 sec. (stage 1)  
 Trailing grn = 40 sec. (stage 2 - confirm in field)  
 Trailing yel = 3.0 sec.  
 Trailing red = 0 sec.

**OL C =  $\phi 3 + \phi 4$**

Trailing grn = 24 sec.  
 Trailing yel = 3.5 sec.  
 Trailing red = 0 sec.

**Detector Loop Data**

Loop	Size	Mode	Delay	Turns
A1, B1	6' X 6'	Presence	0	5
A2, B2	6' X 6'	Presence	2	5
A3, B3	6' X 6'	Presence	0	5
C1, D1	6' X 6'	Presence	6	4

**General Notes**

- Loops A2 and B2 shall have delay inhibit wired to corresponding phase green.
- Loops C1 and D1 shall be per the special provision for Detector Loop (Special).
- The advisory speed signs or plates shall show a speed of 30 mph.

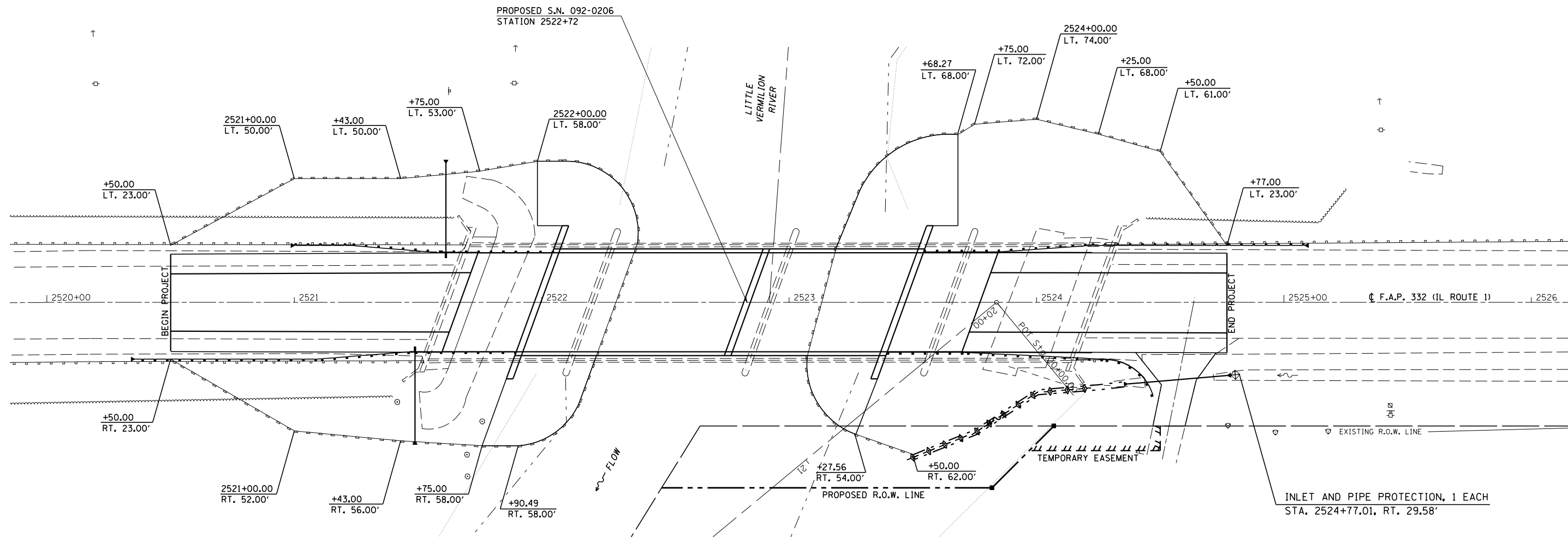
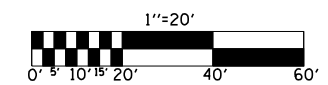
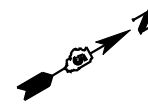
REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETAIL OF TEMPORARY TRAFFIC SIGNAL - PHASING & TIMING**

SCALE: VERT. \_\_\_\_\_  
 HORIZ. \_\_\_\_\_  
 DATE \_\_\_\_\_ DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_

PLOT DATE = 6/30/2006  
 FILE NAME = c:\projects\verm\45666004\vb1\detail.dgn  
 PLOT SCALE = 42,352% / IN.  
 USER NAME = nelsonm

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	18
STA. 2520+00.00		TO STA. 2526+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



**PERIMETER EROSION BARRIER**

STATION	OFFSET	TO	STATION	OFFSET	FOOT
2520+50.00	23'	RT	2521+00.00	52'	58.00
2520+50.00	23'	LT	2521+00.00	50'	57.00
2521+00.00	52'	RT	2521+43.00	56'	44.00
2521+00.00	50'	LT	2521+43.00	50'	43.00
2521+43.00	56'	RT	2521+75.00	58'	33.00
2521+43.00	50'	LT	2521+75.00	53'	33.00
2521+75.00	58'	RT	2521+90.49	58'	16.00
2521+75.00	53'	LT	2522+00.00	58'	26.00
2521+90.49	58'	RT	2522+00.00	58'	166.00
2523+27.56	54'	RT	2523+68.27	68'	163.00
2523+27.56	54'	RT	2523+50.00	62'	24.00
2523+68.27	68'	LT	2523+75.00	72'	8.00
2523+75.00	72'	LT	2524+00.00	74'	26.00
2524+00.00	74'	LT	2524+25.00	68'	26.00
2524+25.00	68'	LT	2524+50.00	61'	26.00
2524+50.00	61'	LT	2524+77.00	23'	47.00
			<b>TOTAL</b>	<b>796.00</b>	

**TEMPORARY DITCH CHECKS •AGGREGATE•**

STATION	OFFSET	EACH
2523+50.00	62.74' RT.	1
2523+56.49	60.12' RT.	1
2523+62.99	57.51' RT.	1
2523+69.48	54.89' RT.	1
2523+75.98	52.17' RT.	1
2523+80.88	49.00' RT.	1
2523+86.76	45.20' RT.	1
2523+92.63	41.40' RT.	1
2523+98.52	37.60' RT.	1
2524+05.49	36.00' RT.	1
2524+12.47	35.42' RT.	1
2524+19.44	34.84' RT.	1
<b>TOTAL</b>		<b>12</b>

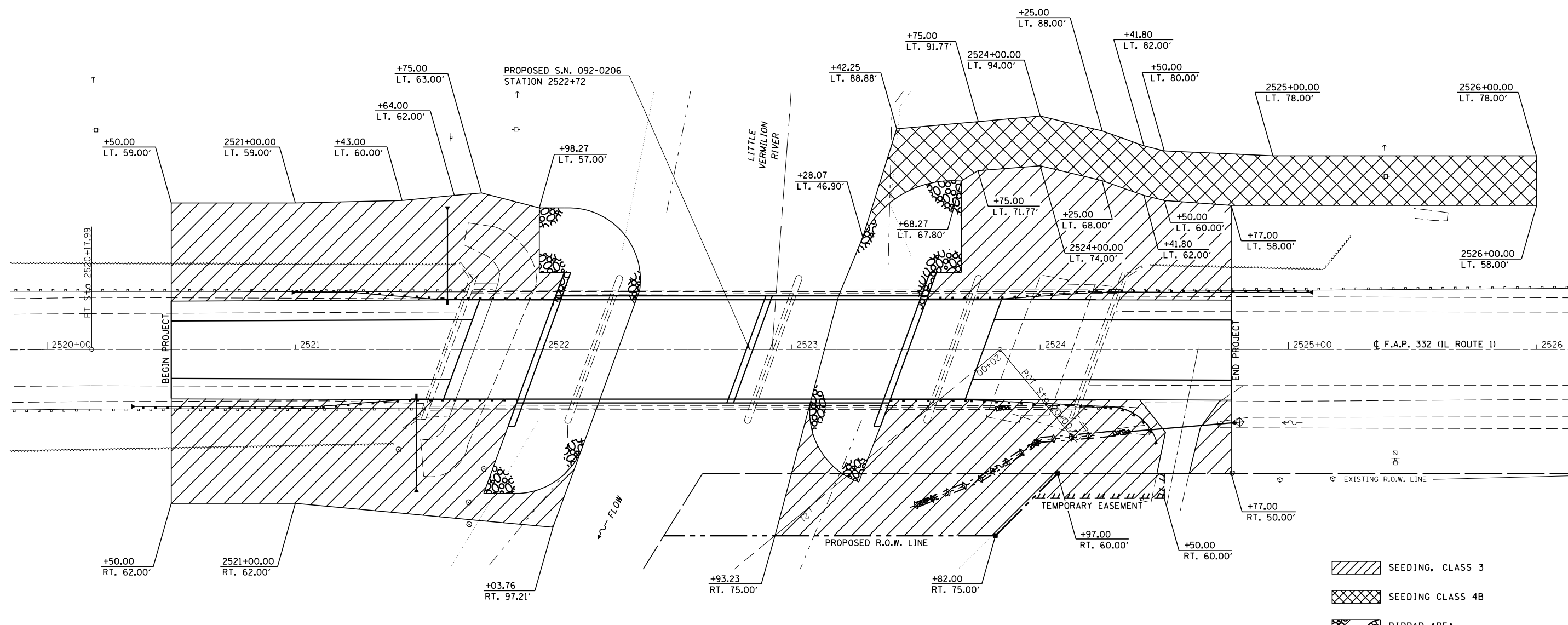
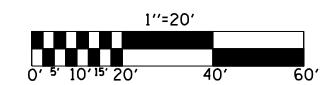
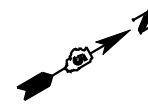
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 USER NAME = nelsonr

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**EROSION CONTROL PLAN**  
 F.A.P. ROUTE 332  
 SECTION 47BR-2  
 VERMILION COUNTY

SCALE: 1" = 20'-0"  
 DATE: 04/11/06

DRAWN BY: B.B.P.  
 CHECKED BY: R.M.N.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	19
STA. 2520+00.00		TO STA. 2526+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



- SEEDING, CLASS 3
- SEEDING CLASS 4B
- RIPRAP AREA

**SEEDING**

LOCATION	SEEDING CLASS 3 (ACRE)	SEEDING CLASS 4B (ACRE)	NITROGEN FERTILIZER NUTRIENT (POUND)	PHOSPHORUS FERTILIZER NUTRIENT (POUND)	POTASSIUM FERTILIZER NUTRIENT (POUND)	MULCH METHOD 2 (ACRE)	TEMPORARY EROSION CONTROL SEEDING (POUND)
US 150/IL 1							
SOUTH END							
2520+50.00 RT. - 2522+05.25 RT.	0.14	0.00	13	13	13	0.14	14
2520+50.00 LT. - 2521+98.27 LT.	0.14	0.00	13	13	13	0.14	14
NORTH END							
2522+93.23 RT. - 2524+75.00 RT.	0.16	0.00	14	14	14	0.16	16
2523+68.27 LT. - 2524+77.00 LT.	0.12	0.00	11	11	11	0.12	12
20 FT. WIDTH FOR ACCESS ON THE WEST SIDE OF US 150/IL 1							
2523+42.25 LT. - 2526+00.00 LT.	0.00	0.13	12	12	12	0.13	13
<b>TOTALS</b>	<b>0.56</b>	<b>0.13</b>	<b>63</b>	<b>63</b>	<b>63</b>	<b>0.69</b>	<b>69</b>
•USE	0.50	0.30	80	80	80	0.80	80
•ROUNDED FOR ESTIMATE OF COST							

ILLINOIS DEPARTMENT OF TRANSPORTATION

**SEEDING PLAN**  
 F.A.P. ROUTE 332  
 SECTION 47BR-2  
 VERMILION COUNTY

SCALE: 1" = 20'-0"  
 DATE: 04/11/06

DRAWN BY: B.B.P.  
 CHECKED BY: R.M.N.

PLOT DATE = 6/30/2006  
 FILE NAME = c:\projects\view\d566004\81\70420\seeding.dgn  
 PLOT SCALE = 42.3529' / IN.  
 USER NAME = nelsonr

Bench Mark: 4584-15 Chiseled square located on the top of the southwest wingwall of the existing structure. Elev. 621.67

Existing Structure: S.N. 092-0041, originally built in 1936 as S.B.I. Route 1, Section 47B-WPH. In 1971, the superstructure was replaced and the substructure was modified as F.A. 1, Section 47BR. The existing structure is a four span PPC deck beam bridge supported on spill-thru, counterforted abutments and solid stem piers on spread footings. The back to back abutments measures 265'-11" and 48'-0" out to out of deck. The existing structure is to be removed and replaced. Traffic to be maintained using stage construction.

No salvage.

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS

- 1 General Plan & Elevation
- 2 General Data & Stage Const. Details
- 3-4 Temporary MSE Wall Details
- 5 Temporary Concrete Barrier
- 6-7 Top of Slab Elevations
- 8 Bridge Approach & Top of Slab Elevations
- 9 Superstructure
- 10 Superstructure Details
- 11 Abutment Diaphragm Details
- 12 Pier Diaphragm & Bearing Details
- 13 Framing Plan
- 14-16 Beam Details
- 17 Anchor Bolt Details
- 18 South Abutment
- 19 North Abutment
- 20 Pier
- 21 Bar Splicer Details
- 22-23 Boring Logs

ROUTE NO.	SECTION	COUNTY	SHEETS	"SET"	SHEET NO. 1
FAP 332	47BR-2	VERMILION	68	20	23 SHEETS
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT		

Contract #70420

STATION 2522+72.00  
BUILT 200 BY  
STATE OF ILLINOIS  
F.A.P. RT. 332 SECTION 47BR-2  
LOADING HL93  
STRUCTURE NO. 092-0206

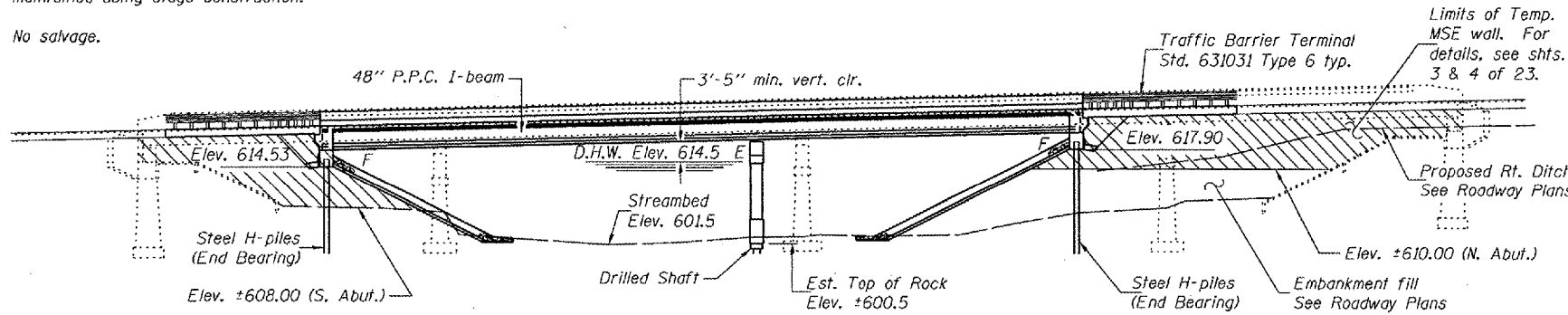
NAME PLATE  
See Std. 515001

GENERAL NOTES

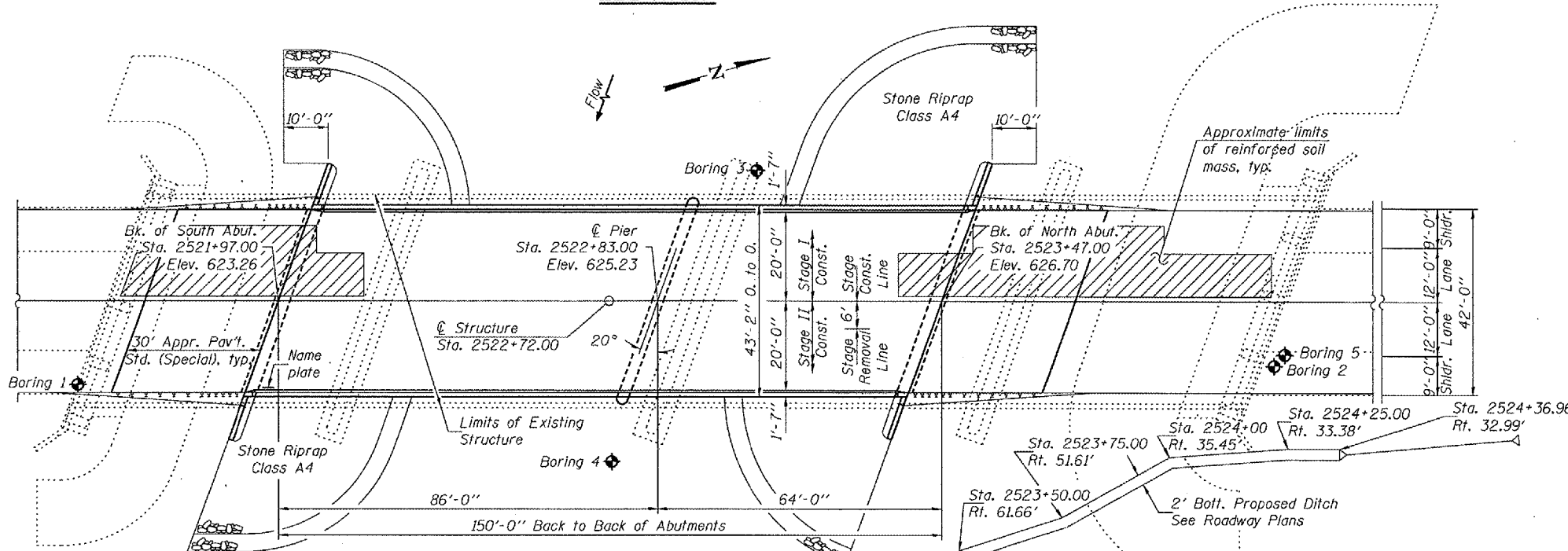
Reinforcement bars shall conform to the requirements of AASHTO M 31 or M 322, Grade 60.  
Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.  
The Contractor shall drive two (2) steel HP12x53 test piles in a permanent location, one at each abutment as directed by the Engineer before ordering the remainder of piles.  
All construction joints shall be bonded.  
The embankment configuration shown shall be the minimum embankment that must be constructed prior to the construction of the abutments.

TOTAL BILL OF MATERIAL

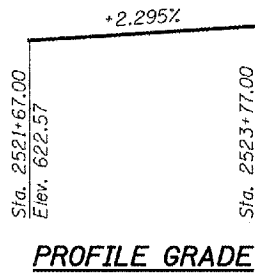
ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		181.0	181.0
Stone Riprap, Class A4	Sq. Yd.		1260	1260
Filter Fabric	Sq. Yd.		1260	1260
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		5.7	5.7
Concrete Structures	Cu. Yd.		103.8	103.8
Concrete Superstructure	Cu. Yd.	244.2		244.2
Bridge Deck Grooving	Sq. Yd.	633		633
Protective Coat	Sq. Yd.	792		792
Elastomeric Bearing Assembly, Type I	Each		16	16
Furnishing and Erecting Precast Prestressed Concrete I Beams, 48"	Foot	1185		1185
Reinforcement Bars, Epoxy Coated	Pound	54810	18300	73110
Furnishing Steel Piles HP12x53	Foot		385	385
Driving Piles	Foot		385	385
Test Pile Steel HP12x53	Each		2	2
Pile Shoes	Each		16	16
Name Plates	Each	1		1
Bar Splicers	Each	526	207	733
Drilled Shaft in Soil 36"	Foot		20	20
Drilled Shaft in Rock 30"	Foot		28	28
Temporary Mechanically Stabilized Earth Wall	Sq. Ft.		1575	1575
Diamond Grinding (Bridge Section)	Sq. Yd.	936		936
Underwater Structure Excavation Protection - Location 1	Each		1	1
Pipe Underdrains for Structures, 4"	Foot		140	140
Geocomposite Wall Drain	Sq. Yd.		106.5	106.5



ELEVATION



PLAN



PROFILE GRADE

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

	S. Abut.	Pier	N. Abut.
Design scour elev.	614.6	597.5	617.9

WATERWAY INFORMATION

Low Grade Elev. 619.54 @ Sta. 2519+00

Flood	Freq. Yr.	Q	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	4027	1411	970	613.3	0	0.1	613.3	613.4
Base	50	5709	1648	1106	614.5	0	0.2	614.5	614.7
Overlapping	100	6376	1729	1153	614.9	0	0.3	614.9	615.2
Max. Calc.	500	7906	1894	1248	615.7	0	0.3	615.7	616.0

DESIGNED *David P. Novak*  
CHECKED *Stephan M. Ryan*  
DRAWN *h.t. duong*  
CHECKED *DPN/SMR*

August 4, 2006  
EXAMINED *Thomas J. ...*  
PASSED *Ralph ...*  
ENGINEER OF BRIDGES AND STRUCTURES



EXPIRES 11-30-2006

LOADING HL-93

Allow 50 psf for future wearing surface

DESIGN SPECIFICATIONS

2004 AASHTO LRFD Bridge Design Specifications with 2005 & 2006 Interims

DESIGN STRESSES

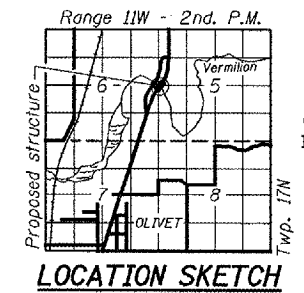
FIELD UNITS  
f<sub>c</sub>' = 3,500 psi  
f<sub>y</sub> = 60,000 psi (reinforcement)

PRECAST PRESTRESSED UNITS

f<sub>c</sub>' = 6,000 psi  
f<sub>ci</sub>' = 5,000 psi  
f<sub>s</sub>' = 270,000 psi (1/2" dia. low lax strands)  
f<sub>sl</sub>' = 201,960 psi (1/2" dia. low lax strands)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1  
Bedrock Acceleration Coefficient (A) = 0.047g  
Site Coefficient (S) = 1.0



LOCATION SKETCH

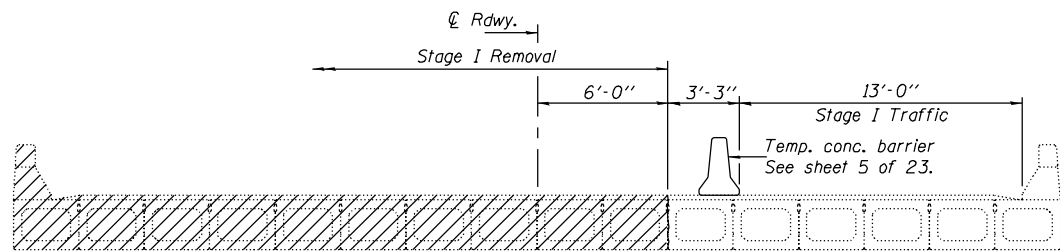
GENERAL PLAN & ELEVATION  
U.S. RTE. 150 / IL. RTE. 1 OVER  
LITTLE VERMILION RIVER  
F.A.P. RTE. 332 - SEC. 47BR-2  
VERMILION COUNTY  
STATION 2522+72.00  
STRUCTURE NO. 092-0206

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

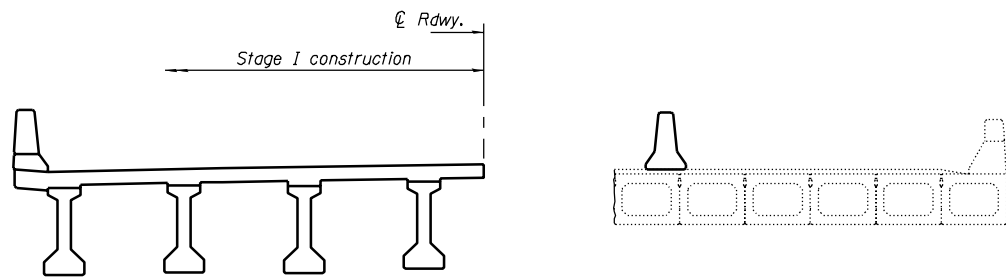
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 332	47BR-2	VERMILION	68	21
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 2  
23 SHEETS

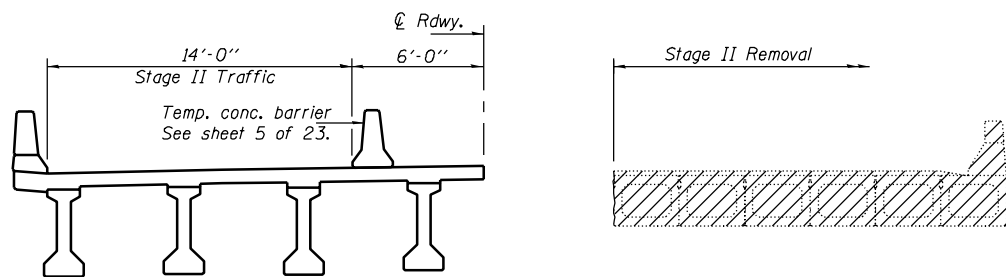
Contract #70420



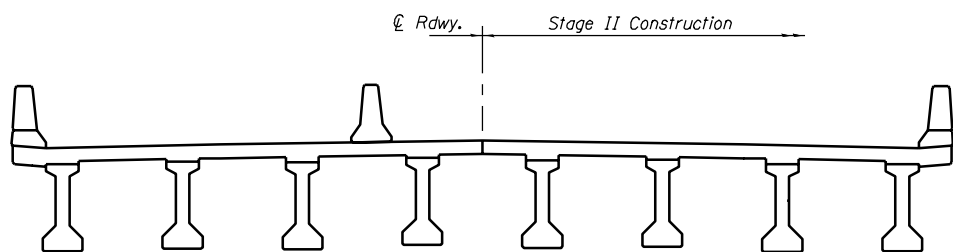
STAGE I REMOVAL



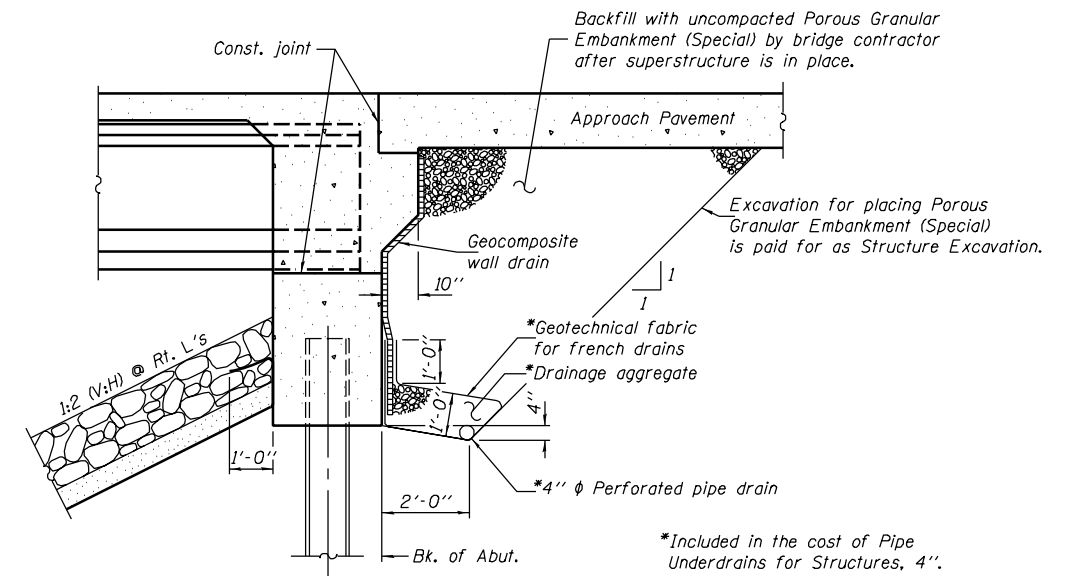
STAGE I CONSTRUCTION



STAGE II REMOVAL



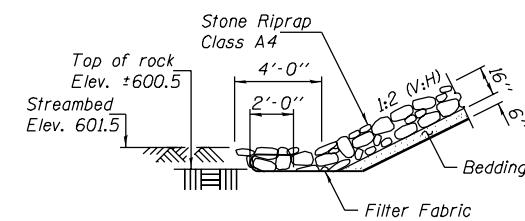
STAGE II CONSTRUCTION



SECTION THRU INTEGRAL ABUTMENT

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

All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. The drainage details behind the abutment shall be omitted within the limits of the Temporary MSE wall. However, the drain pipe shall be placed through the reinforced soil mass of the Temporary MSE wall at the same elevation as designated in the detail. (See Art. 601.05 of the Standard Specifications and Highway Standard 601101).



STONE RIPRAP ANCHOR DETAIL

Notes: Hatched area indicates Removal of Existing Structures.  
For quantity of Temporary Concrete Barriers see Roadway Plans.  
All staging cross sections are looking north.

DESIGNED	D. P. Narielwala
CHECKED	S. M. Ryan
DRAWN	h.t. duong
CHECKED	DPN/SMR

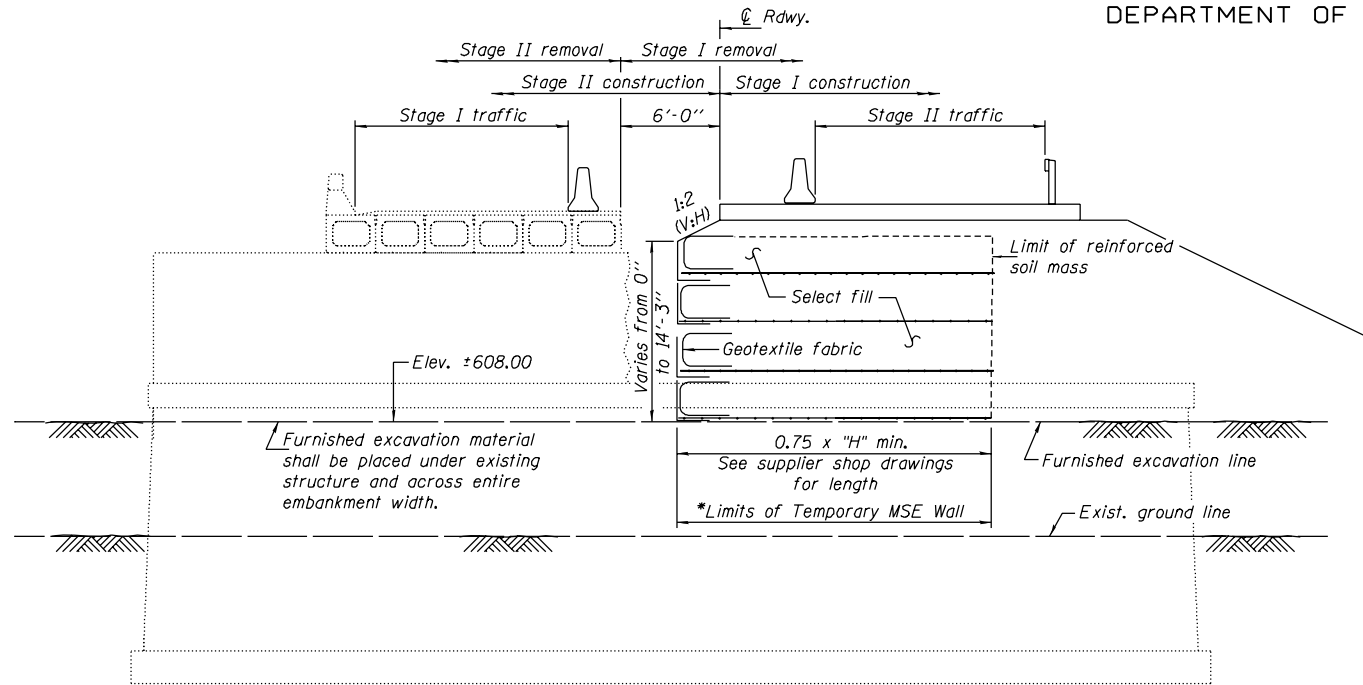
August 4, 2006  
EXAMINED *Thomas J. Damagala*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

GENERAL DATA &  
STAGE CONSTRUCTION DETAILS  
F.A.P. RTE. 332 - SEC. 47BR-2  
VERMILION COUNTY  
STATION 2522+72.00  
STRUCTURE NO. 092-0206

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3 23 SHEETS
FAP 332	47BR-2	VERMILION	68	22	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

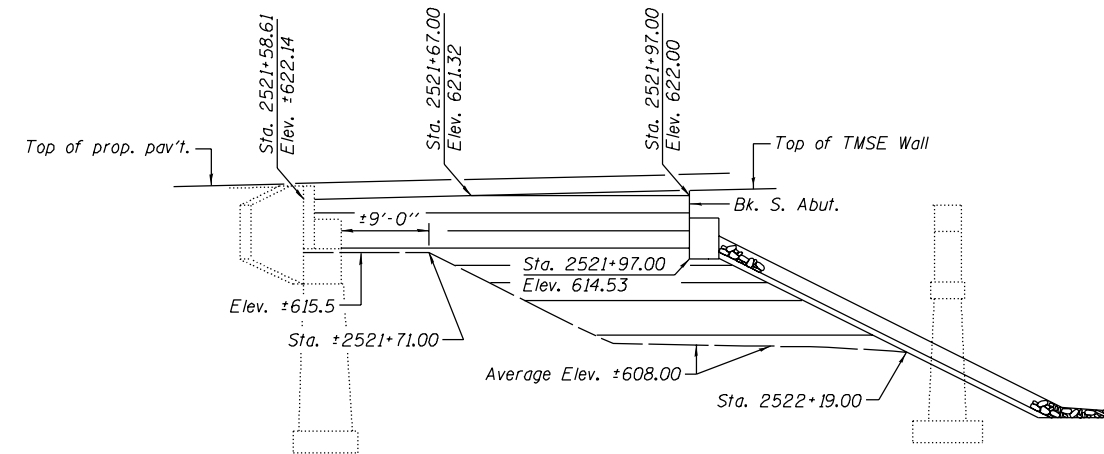
Contract #70420



**TEMPORARY MSE WALL DETAIL**

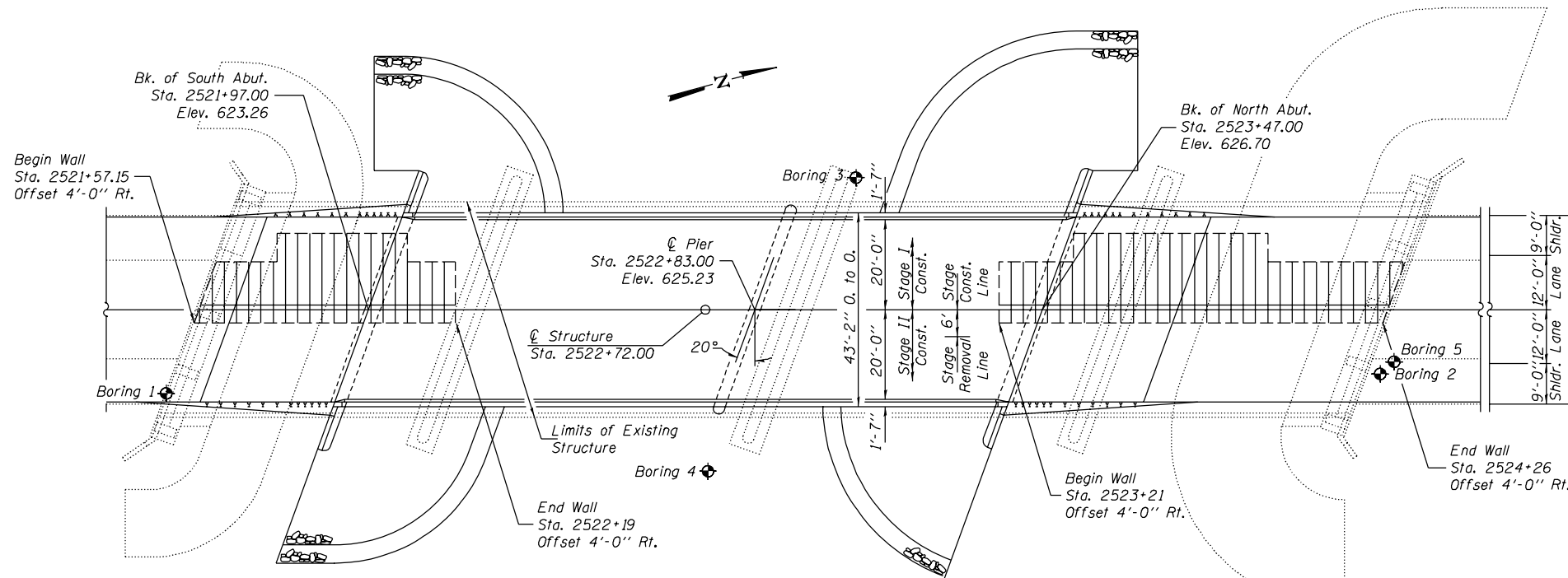
Looking south

\* Per IDOT Special Provision "Temporary Mechanically Stabilized Earth Wall"



**ELEVATION - SOUTH TMSE WALL**

Looking west



**PLAN**

Notes: Piles within the limits of the Temporary MSE Wall shall not be driven through geotextile fabric. The Contractor may drive the piles prior to laying reinforced soil mass or use sono-tubes at the locations of the proposed piles, within the limits of MSE wall. If sono-tubes are used, the cost shall be included with Temporary Mechanically Stabilized Earth Wall.

**BILL OF MATERIAL**

Item	Unit	Quantity
Temporary Mechanically Stabilized Earth Wall	Sq. Ft.	440

**SOUTH TMSE WALL DETAILS**  
F.A.P. RTE. 332 - SEC. 47BR-2  
VERMILION COUNTY  
STATION 2522+72.00  
STRUCTURE NO. 092-0206

DESIGNED	Paul S. Guthrie
CHECKED	Dhruv P. Narielwala
DRAWN	h.t. duong
CHECKED	PSG/DPN

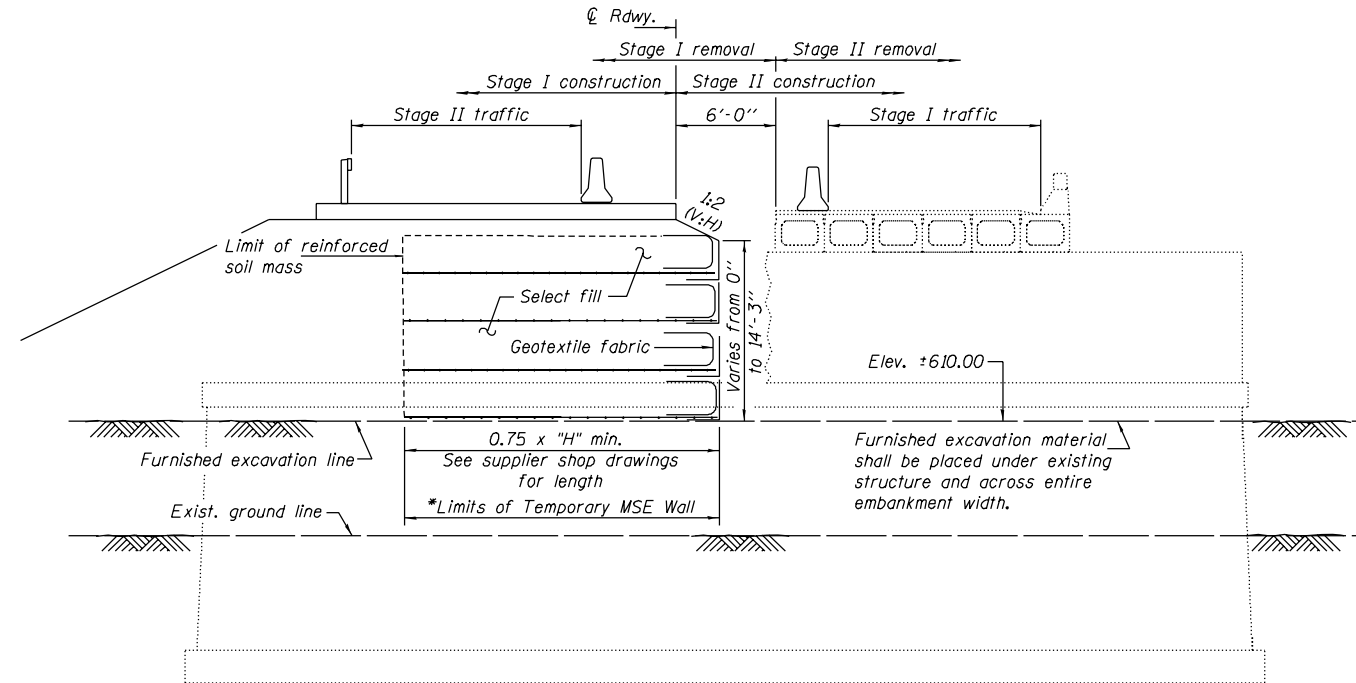
August 4, 2006  
EXAMINED *Thomas J. Damagala*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 332	47BR-2	VERMILION	68	23
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 4  
23 SHEETS

Contract #70420

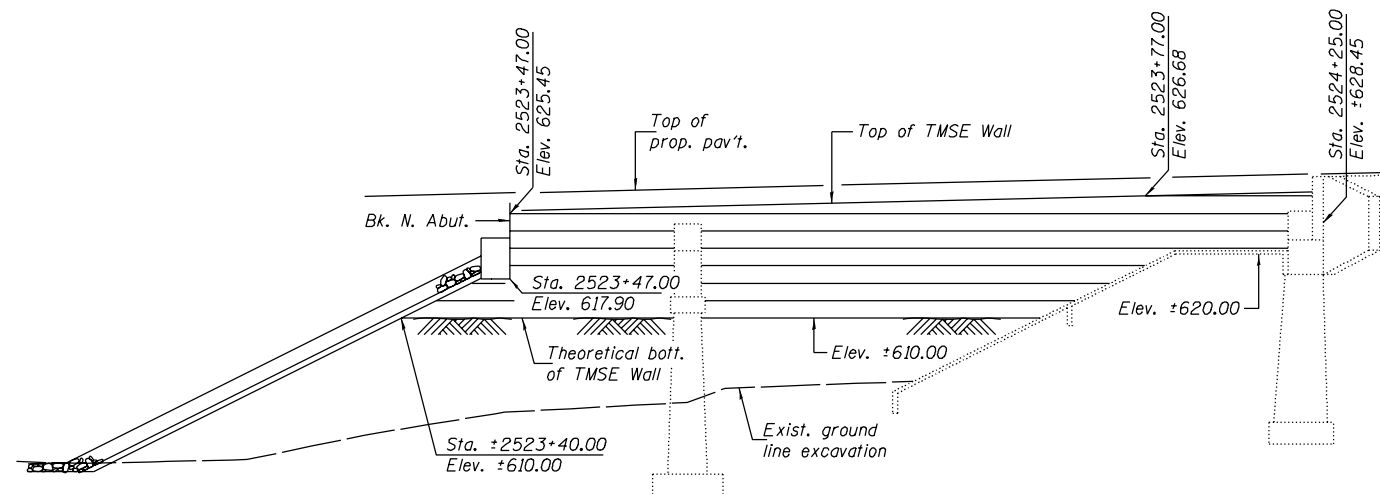


**TEMPORARY MSE WALL DETAIL**

Looking north

\* Per IDOT Special Provision "Temporary Mechanically Stabilized Earth Wall".

Notes: Piles within the limits of the Temporary MSE Wall shall not be driven through geotextile fabric. The Contractor may drive the piles prior to laying reinforced soil mass or use sono-tubes at the locations of the proposed piles, within the limits of MSE wall. If sono-tubes are used, the cost shall be included with Temporary Mechanically Stabilized Earth Wall.



**ELEVATION - NORTH TMSE WALL**

Looking west

**BILL OF MATERIAL**

Item	Unit	Quantity
Temporary Mechanically Stabilized Earth Wall	Sq. Ft.	1135

**NORTH TMSE WALL DETAILS**  
F.A.P. RTE. 332 - SEC. 47BR-2  
VERMILION COUNTY  
STATION 2522+72.00  
STRUCTURE NO. 092-0206

DESIGNED	Paul S. Guthrie
CHECKED	Dhruv P. Narielwala
DRAWN	h.t. duong
CHECKED	PSG/DPN

EXAMINED	Thomas J. Damagala ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

August 4, 2006

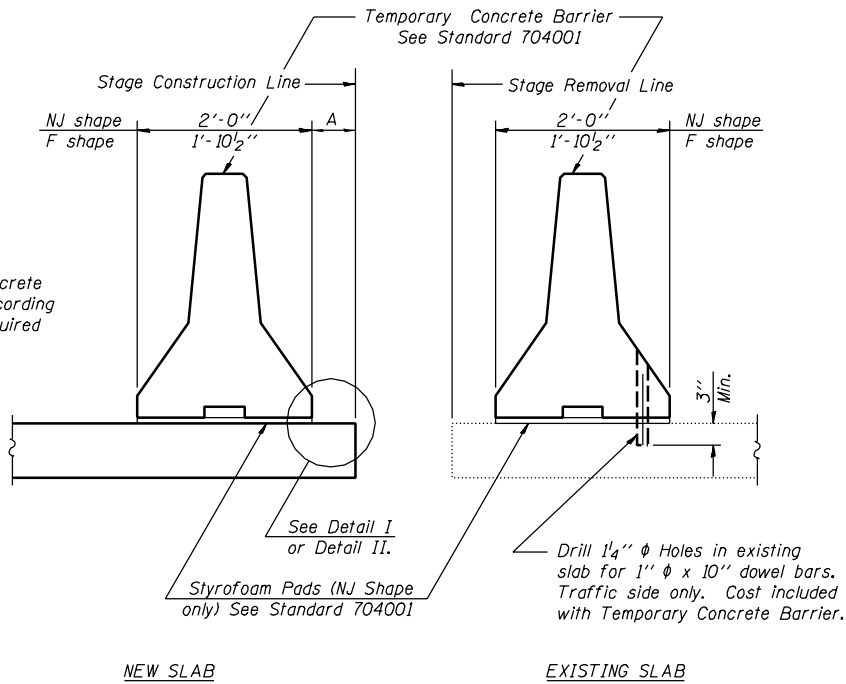
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 332	47BR-2	VERMILION	68	24
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 5  
23 SHEETS

Contract #70420

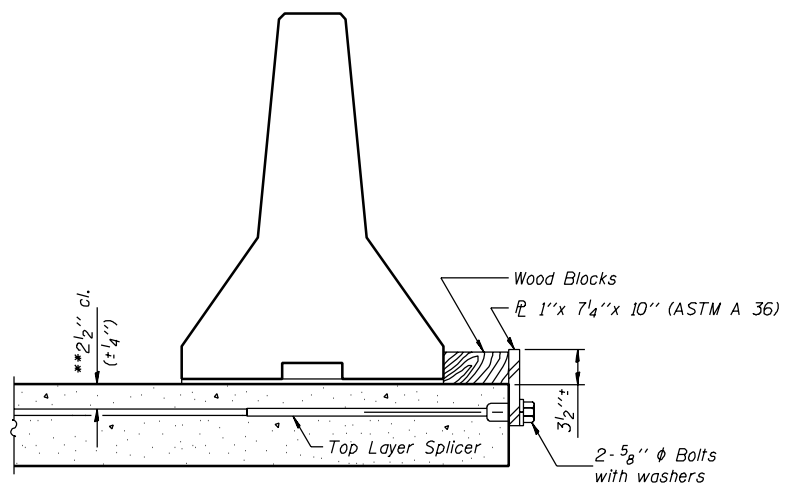
When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB

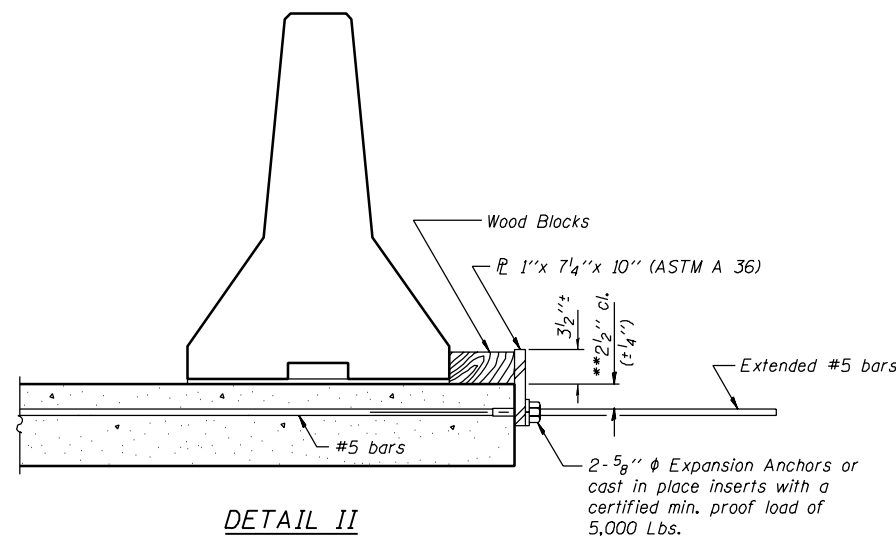
NOTES

- Detail I - With Bar Splicer or Couplers:**  
Connect one (1) 1" x 7 1/4" x 10" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.
- Detail II - With Extended Reinforcement Bars:**  
Connect one (1) 1" x 7 1/4" x 10" steel PL to the concrete slab with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier.



DETAIL I

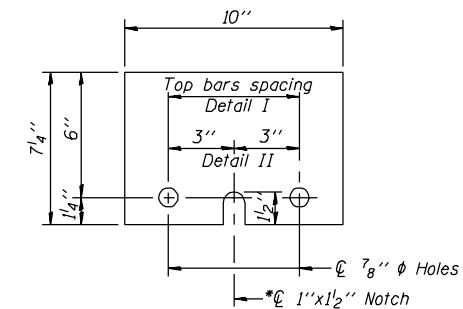
The 1" x 7 1/4" x 10" Plate shall not be removed until Stage II Construction forms and reinforcement bars are in place.



DETAIL II

The 1" x 7 1/4" x 10" Plate shall not be removed until Stage II Construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

\*\*Prior to grinding.



DESIGNED	D. P. Narielwala
CHECKED	S. M. Ryan
DRAWN	h.t. duong
CHECKED	DPN/SMR

August 4, 2006  
EXAMINED *Thomas J. Damagala*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

MODIFIED TEMPORARY CONCRETE BARRIER  
FOR STAGE CONSTRUCTION  
F.A.P. RTE. 332 - SEC. 47BR-2  
VERMILION COUNTY  
STATION 2522+72.00  
STRUCTURE NO. 092-0206

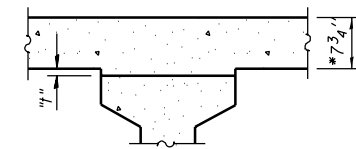
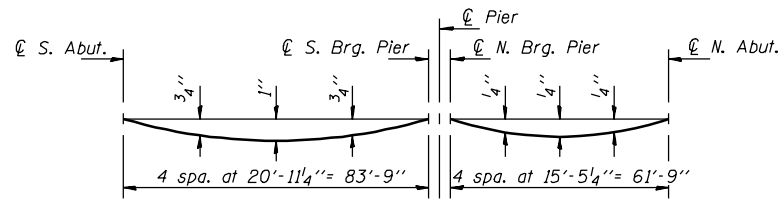


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 332	47BR-2	VERMILION	68	25
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 6  
23 SHEETS

Contract #70420



To determine "f": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections and Grinding" shown below and on sht. 7 of 23, minus 7 3/4" deck thickness, equals the fillet heights "f" above top flanges of beams.

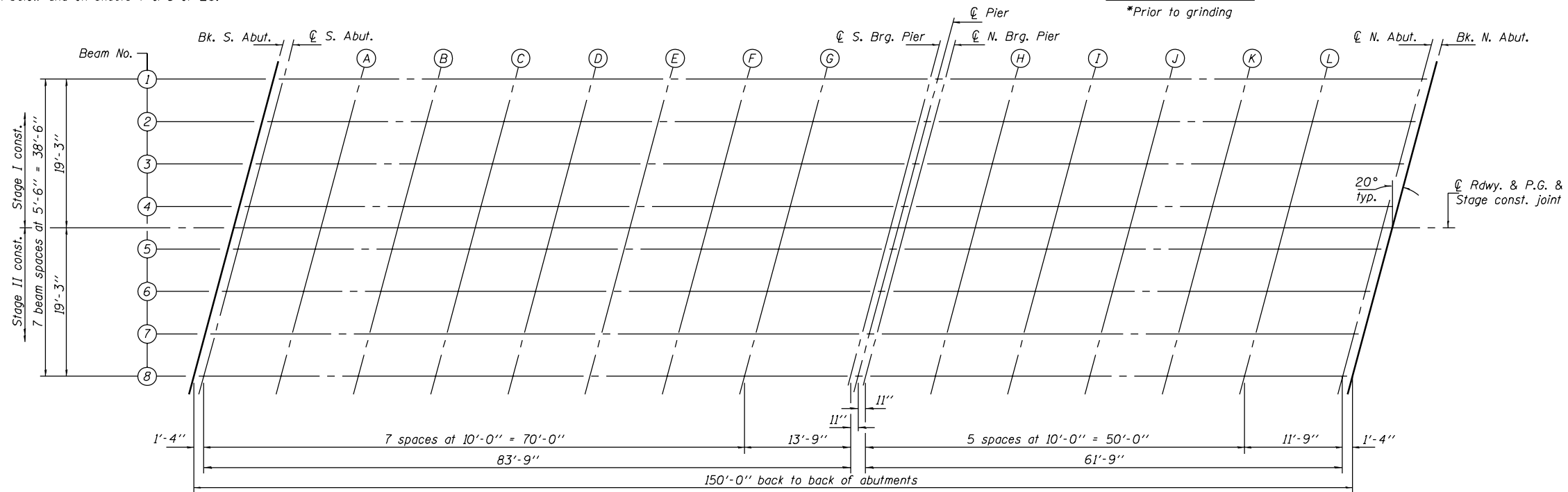
The slab is to be ground after curing to achieve smoothness, but the slab is not to be ground to elevations below the "Theoretical Grade Elevations" shown below and on sheet 7 of 23. For grinding the deck, see Special Provisions.

Notes: The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections and grinding as shown below and on sheets 7 & 8 of 23.



FILLET HEIGHTS

\*Prior to grinding



BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. S. Abut.	252204.01	-19.25	623.08	623.10
CL S. Abut.	252205.34	-19.25	623.11	623.13
A	252215.34	-19.25	623.34	623.39
B	252225.34	-19.25	623.57	623.65
C	252235.34	-19.25	623.8	623.89
D	252245.34	-19.25	624.03	624.13
E	252255.34	-19.25	624.26	624.35
F	252265.34	-19.25	624.49	624.57
G	252275.34	-19.25	624.72	624.78
CL S. Brg. Pier	252289.09	-19.25	625.03	625.05
CL Pier	252290.01	-19.25	625.05	625.07
CL N. Brg. Pier	252290.92	-19.25	625.08	625.10
H	252300.92	-19.25	625.31	625.34
I	252310.92	-19.25	625.53	625.57
J	252320.92	-19.25	625.76	625.81
K	252330.92	-19.25	625.99	626.03
L	252340.92	-19.25	626.22	626.26
CL N. Abut.	252352.68	-19.25	626.49	626.51
Bk. N. Abut.	252354.01	-19.25	626.52	626.54

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. S. Abut.	252202.00	-13.75	623.15	623.17
CL S. Abut.	252203.33	-13.75	623.18	623.20
A	252213.33	-13.75	623.41	623.46
B	252223.33	-13.75	623.64	623.72
C	252233.33	-13.75	623.87	623.96
D	252243.33	-13.75	624.10	624.20
E	252253.33	-13.75	624.33	624.42
F	252263.33	-13.75	624.56	624.64
G	252273.33	-13.75	624.79	624.84
CL S. Brg. Pier	252287.09	-13.75	625.10	625.12
CL Pier	252288.00	-13.75	625.12	625.14
CL N. Brg. Pier	252288.92	-13.75	625.14	625.16
H	252298.92	-13.75	625.37	625.40
I	252308.92	-13.75	625.60	625.64
J	252318.92	-13.75	625.83	625.88
K	252328.92	-13.75	626.06	626.10
L	252338.92	-13.75	626.29	626.33
CL N. Abut.	252350.67	-13.75	626.56	626.58
Bk. N. Abut.	252352.00	-13.75	626.59	626.61

DESIGNED	D. P. Narielwala
CHECKED	S. M. Ryan
DRAWN	h.t. duong
CHECKED	DPN/SMR

August 4, 2006

EXAMINED *Thomas J. Damagala*  
ENGINEER OF BRIDGE DESIGN

PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS  
F.A.P. RTE. 332 - SEC. 47BR-2  
VERMILION COUNTY  
STATION 2522+72.00  
STRUCTURE NO. 092-0206

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 332	47BR-2	VERMILION	68	26
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 7  
23 SHEETS

Contract #70420

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. S. Abut.	252200.00	-8.25	623.20	623.22
CL S. Abut.	252201.33	-8.25	623.23	623.25
A	252211.33	-8.25	623.46	623.51
B	252221.33	-8.25	623.69	623.76
C	252231.33	-8.25	623.92	624.01
D	252241.33	-8.25	624.15	624.25
E	252251.33	-8.25	624.38	624.47
F	252261.33	-8.25	624.61	624.69
G	252271.33	-8.25	624.84	624.89
CL S. Brg. Pier	252285.09	-8.25	625.15	625.17
CL Pier	252286.00	-8.25	625.17	625.19
CL N. Brg. Pier	252286.92	-8.25	625.19	625.21
H	252296.92	-8.25	625.42	625.45
I	252306.92	-8.25	625.65	625.69
J	252316.92	-8.25	625.88	625.93
K	252326.92	-8.25	626.11	626.15
L	252336.92	-8.25	626.34	626.37
CL N. Abut.	252348.67	-8.25	626.61	626.63
Bk. N. Abut.	252350.00	-8.25	626.64	626.66

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. S. Abut.	252198.00	-2.75	623.24	623.26
CL S. Abut.	252199.33	-2.75	623.27	623.29
A	252209.33	-2.75	623.50	623.55
B	252219.33	-2.75	623.73	623.80
C	252229.33	-2.75	623.96	624.05
D	252239.33	-2.75	624.19	624.29
E	252249.33	-2.75	624.42	624.51
F	252259.33	-2.75	624.65	624.73
G	252269.33	-2.75	624.88	624.93
CL S. Brg. Pier	252283.08	-2.75	625.19	625.21
CL Pier	252284.00	-2.75	625.21	625.23
CL N. Brg. Pier	252284.92	-2.75	625.23	625.25
H	252294.92	-2.75	625.46	625.49
I	252304.92	-2.75	625.69	625.73
J	252314.92	-2.75	625.92	625.97
K	252324.92	-2.75	626.15	626.19
L	252334.92	-2.75	626.38	626.41
CL N. Abut.	252346.67	-2.75	626.65	626.67
Bk. N. Abut.	252348.00	-2.75	626.68	626.70

ROADWAY, P.G. & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. S. Abut.	252197.00	0.00	623.26	623.28
CL S. Abut.	252198.33	0.00	623.29	623.31
A	252208.33	0.00	623.52	623.57
B	252218.33	0.00	623.75	623.82
C	252228.33	0.00	623.98	624.07
D	252238.33	0.00	624.21	624.31
E	252248.33	0.00	624.44	624.53
F	252258.33	0.00	624.67	624.75
G	252268.33	0.00	624.90	624.95
CL S. Brg. Pier	252282.08	0.00	625.21	625.23
CL Pier	252283.00	0.00	625.23	625.25
CL N. Brg. Pier	252283.92	0.00	625.25	625.27
H	252293.92	0.00	625.48	625.51
I	252303.92	0.00	625.71	625.75
J	252313.92	0.00	625.94	625.99
K	252323.92	0.00	626.17	626.21
L	252333.92	0.00	626.40	626.43
CL N. Abut.	252345.67	0.00	626.67	626.69
Bk. N. Abut.	252347.00	0.00	626.70	626.72

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. S. Abut.	252196.00	2.75	623.19	623.21
CL S. Abut.	252197.33	2.75	623.22	623.24
A	252207.33	2.75	623.45	623.50
B	252217.33	2.75	623.68	623.76
C	252227.33	2.75	623.91	624.00
D	252237.33	2.75	624.14	624.24
E	252247.33	2.75	624.37	624.46
F	252257.33	2.75	624.60	624.68
G	252267.33	2.75	624.83	624.89
CL S. Brg. Pier	252281.08	2.75	625.15	625.17
CL Pier	252282.00	2.75	625.17	625.19
CL N. Brg. Pier	252282.92	2.75	625.19	625.21
H	252292.92	2.75	625.42	625.45
I	252302.92	2.75	625.65	625.69
J	252312.92	2.75	625.88	625.92
K	252322.92	2.75	626.11	626.15
L	252332.92	2.75	626.33	626.37
CL N. Abut.	252344.67	2.75	626.60	626.62
Bk. N. Abut.	252346.00	2.75	626.64	626.66

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. S. Abut.	252194.00	8.25	623.06	623.08
CL S. Abut.	252195.33	8.25	623.09	623.11
A	252205.33	8.25	623.32	623.37
B	252215.33	8.25	623.55	623.63
C	252225.33	8.25	623.78	623.87
D	252235.33	8.25	624.01	624.11
E	252245.33	8.25	624.24	624.33
F	252255.33	8.25	624.47	624.55
G	252265.33	8.25	624.70	624.76
CL S. Brg. Pier	252279.08	8.25	625.01	625.03
CL Pier	252280.00	8.25	625.03	625.05
CL N. Brg. Pier	252280.91	8.25	625.06	625.08
H	252290.91	8.25	625.28	625.32
I	252300.91	8.25	625.51	625.55
J	252310.91	8.25	625.74	625.79
K	252320.91	8.25	625.97	626.01
L	252330.91	8.25	626.20	626.24
CL N. Abut.	252342.67	8.25	626.47	626.49
Bk. N. Abut.	252344.00	8.25	626.50	626.52

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. S. Abut.	252192.00	13.75	622.92	622.94
CL S. Abut.	252193.33	13.75	622.95	622.97
A	252203.33	13.75	623.18	623.23
B	252213.33	13.75	623.41	623.49
C	252223.33	13.75	623.64	623.73
D	252233.33	13.75	623.87	623.97
E	252243.33	13.75	624.10	624.19
F	252253.33	13.75	624.33	624.41
G	252263.33	13.75	624.56	624.62
CL S. Brg. Pier	252277.08	13.75	624.87	624.89
CL Pier	252278.00	13.75	624.89	624.91
CL N. Brg. Pier	252278.91	13.75	624.91	624.93
H	252288.91	13.75	625.14	625.17
I	252298.91	13.75	625.37	625.41
J	252308.91	13.75	625.60	625.65
K	252318.91	13.75	625.83	625.87
L	252328.91	13.75	626.06	626.10
CL N. Abut.	252340.67	13.75	626.33	626.35
Bk. N. Abut.	252342.00	13.75	626.36	626.38

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection & Grinding
Bk. S. Abut.	252189.99	19.25	622.76	622.78
CL S. Abut.	252191.32	19.25	622.79	622.81
A	252201.32	19.25	623.02	623.07
B	252211.32	19.25	623.25	623.33
C	252221.32	19.25	623.48	623.57
D	252231.32	19.25	623.71	623.81
E	252241.32	19.25	623.94	624.03
F	252251.32	19.25	624.17	624.25
G	252261.32	19.25	624.40	624.45
CL S. Brg. Pier	252275.08	19.25	624.71	624.73
CL Pier	252275.99	19.25	624.73	624.75
CL N. Brg. Pier	252276.91	19.25	624.75	624.77
H	252286.91	19.25	624.98	625.01
I	252296.91	19.25	625.21	625.25
J	252306.91	19.25	625.44	625.49
K	252316.91	19.25	625.67	625.71
L	252326.91	19.25	625.90	625.93
CL N. Abut.	252338.66	19.25	626.17	626.19
Bk. N. Abut.	252339.99	19.25	626.20	626.22

DESIGNED	D. P. Narielwala
CHECKED	S. M. Ryan
DRAWN	h.t. duong
CHECKED	DPN/SMR

August 4, 2006  
 EXAMINED *Thomas J. Damagala*  
 ENGINEER OF BRIDGE DESIGN  
 PASSED *Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

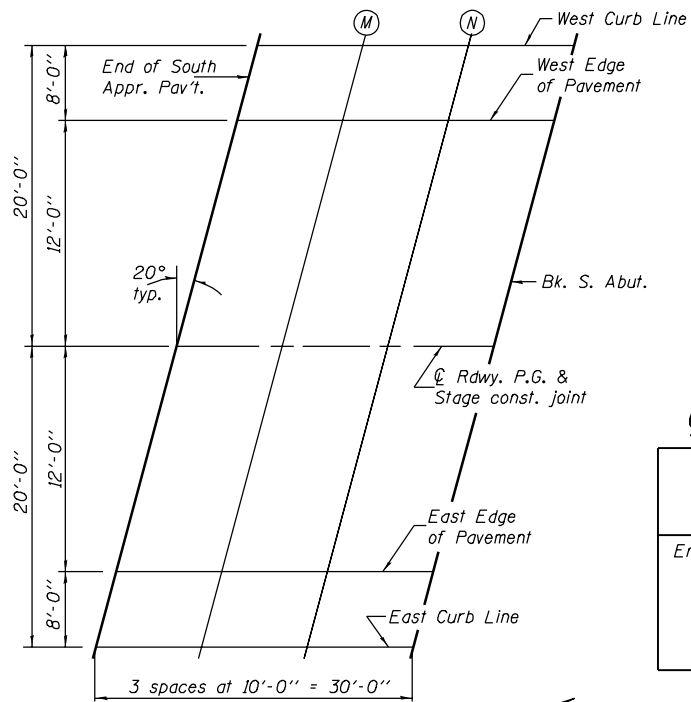
TOP OF SLAB ELEVATIONS  
 F.A.P. RTE. 332 - SEC. 47BR-2  
 VERMILION COUNTY  
 STATION 2522+72.00  
 STRUCTURE NO. 092-0206

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 332	47BR-2	VERMILION	68	27
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 8  
23 SHEETS

Contract #70420



WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End S. Appr. Pav't.	252174.28	-20.00	622.38	622.40
M	252184.28	-20.00	622.61	622.63
N	252194.28	-20.00	622.84	622.86
Bk of S. Abut.	252204.28	-20.00	623.07	623.09

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End S. Appr. Pav't.	252171.37	-12.00	622.48	622.50
M	252181.37	-12.00	622.71	622.73
N	252191.37	-12.00	622.94	622.96
Bk of S. Abut.	252201.37	-12.00	623.17	623.19

ROADWAY, P.G. & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End S. Appr. Pav't.	252167.00	0.00	622.57	622.59
M	252177.00	0.00	622.80	622.82
N	252187.00	0.00	623.03	623.05
Bk of S. Abut.	252197.00	0.00	623.26	623.28

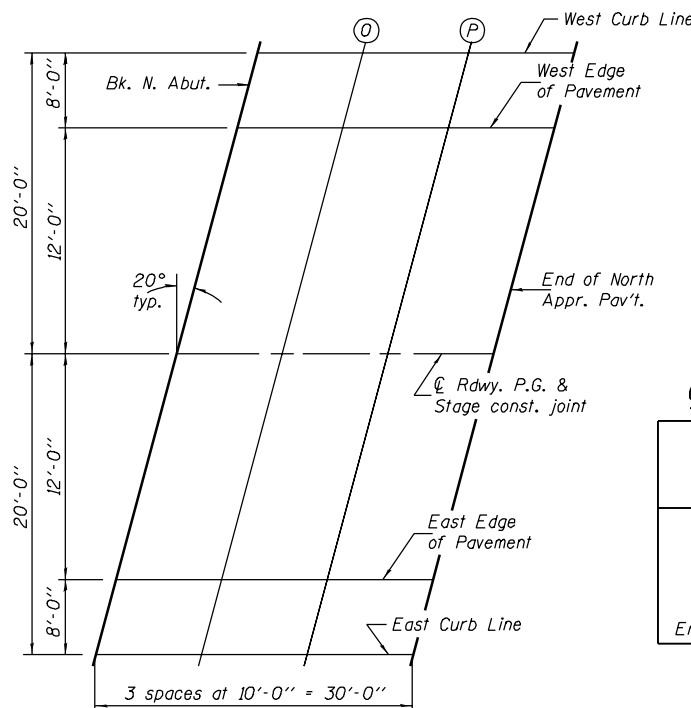
EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End S. Appr. Pav't.	252162.63	12.00	622.28	622.30
M	252172.63	12.00	622.51	622.53
N	252182.63	12.00	622.74	622.76
Bk of S. Abut.	252192.63	12.00	622.97	622.99

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
End S. Appr. Pav't.	252159.72	20.00	622.05	622.07
M	252169.72	20.00	622.28	622.30
N	252179.72	20.00	622.51	623.53
Bk of S. Abut.	252189.72	20.00	622.74	622.76

PLAN  
(South Approach)



WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Bk. of N. Abut.	252354.28	-20.00	626.51	626.53
O	252364.28	-20.00	626.74	626.76
P	252374.28	-20.00	626.97	626.99
End N. Appr. Pav't.	252384.28	-20.00	627.20	627.22

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Bk. of N. Abut.	252351.37	-12.00	626.61	626.63
O	252361.37	-12.00	626.84	626.86
P	252371.37	-12.00	627.07	627.09
End N. Appr. Pav't.	252381.37	-12.00	627.30	627.32

ROADWAY, P.G. & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Bk. of N. Abut.	252347.00	0.00	626.70	626.72
O	252357.00	0.00	626.93	626.95
P	252367.00	0.00	627.16	627.18
End N. Appr. Pav't.	252377.00	0.00	627.39	627.41

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Bk. of N. Abut.	252342.63	12.00	626.41	626.43
O	252352.63	12.00	626.64	626.66
P	252362.63	12.00	626.87	626.89
End N. Appr. Pav't.	252372.63	12.00	627.10	627.12

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Grinding
Bk. of N. Abut.	252339.72	20.00	626.18	626.20
O	252349.72	20.00	626.41	626.43
P	252359.72	20.00	626.64	626.66
End N. Appr. Pav't.	252369.72	20.00	626.87	626.89

PLAN  
(North Approach)

DESIGNED	D. P. Narielwala
CHECKED	S. M. Ryan
DRAWN	h.t. duong
CHECKED	DPN/SMR

EXAMINED	August 4, 2006
PASSED	Thomas J. Damagala ENGINEER OF BRIDGE DESIGN
	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

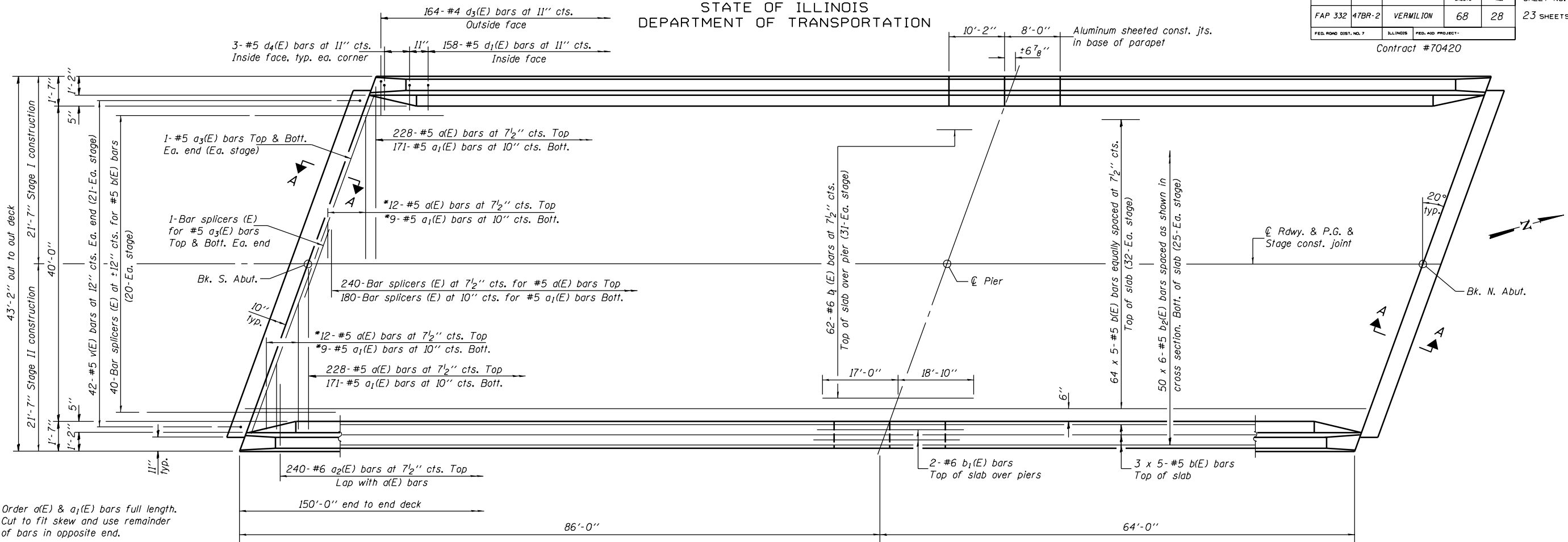
BRIDGE APPROACH  
TOP OF SLAB ELEVATIONS  
F.A.P. RTE. 332 - SEC. 47BR-2  
VERMILION COUNTY  
STATION 2522+72.00  
STRUCTURE NO. 092-0206

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 332	47BR-2	VERMILION	68	28
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 9  
23 SHEETS

Contract #70420

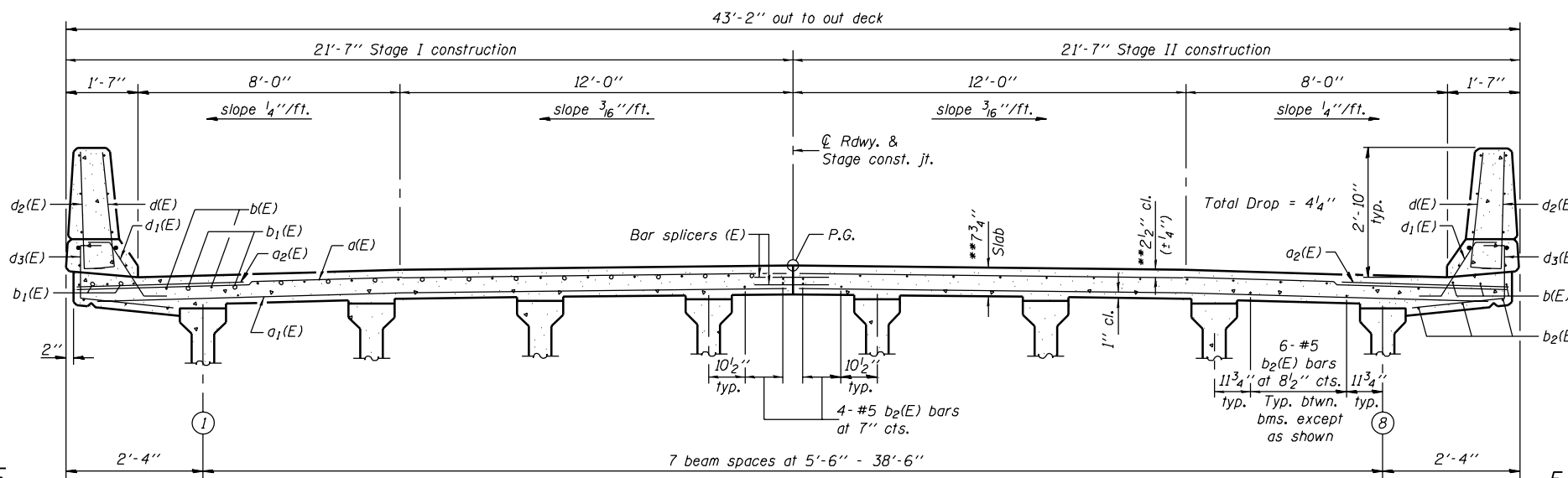


\* Order a(E) & a<sub>1</sub>(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

PLAN

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

Notes:  
See sheet 10 of 23 for superstructure details and Bill of Material.  
For Section A-A and diaphragm details see sheet 11 of 23.  
Reinforcement bars designated (E) shall be epoxy coated.  
Bars indicated thus 50 x 6-#5 etc. indicates 50 lines of bars with 6 lengths per line.  
See sheet 10 of 23 for parapet reinforcement.  
See sheet 21 of 23 for bar splicer details.



CROSS SECTION  
(Looking north)  
\*\*Prior to grinding

DESIGNED	D. P. Narielwala
CHECKED	S. M. Ryan
DRAWN	h.t. duong
CHECKED	DPN/SMR

August 4, 2006  
EXAMINED *Thomas J. Damagala*  
PASSED *Rafael E. Anderson*  
ENGINEER OF BRIDGE DESIGN  
ENGINEER OF BRIDGES AND STRUCTURES

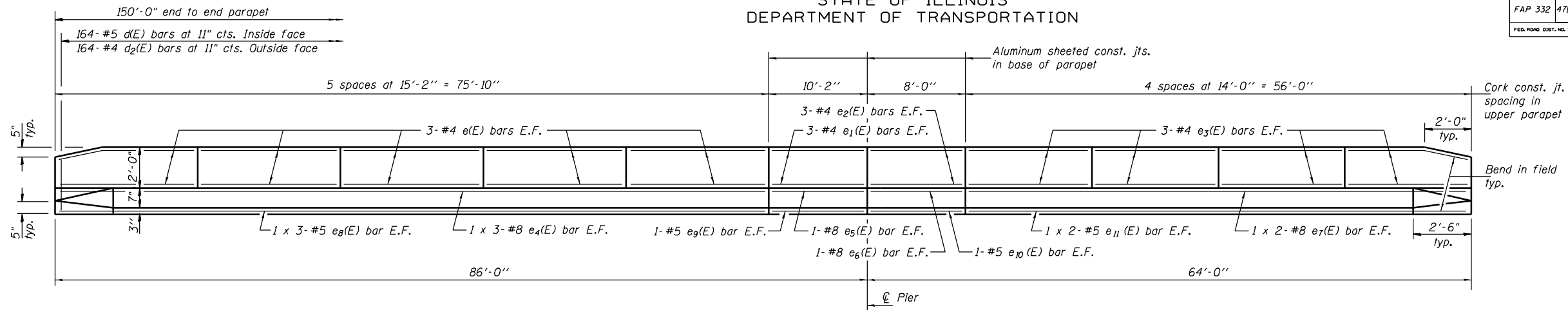
SUPERSTRUCTURE  
F.A.P. RTE. 332 - SEC. 47BR-2  
VERMILION COUNTY  
STATION 2522+72.00  
STRUCTURE NO. 092-0206

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

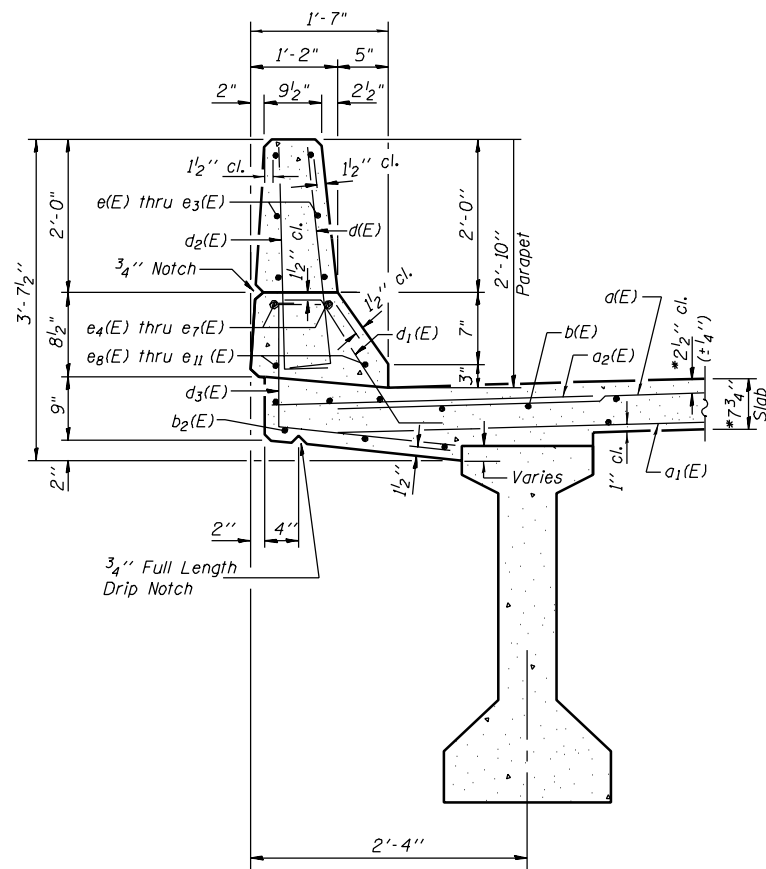
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 332	47BR-2	VERMILION	68	29
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 10  
23 SHEETS

Contract #70420



INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET

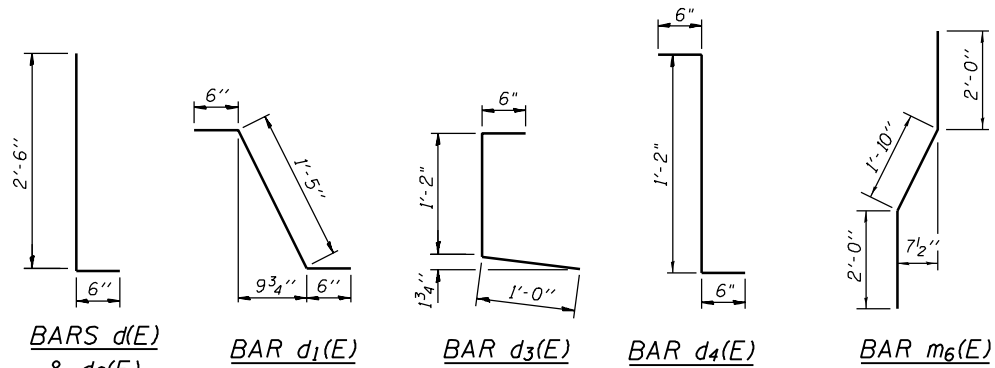
\*Prior to grinding.

DESIGNED	D. P. Narielwala
CHECKED	S. M. Ryan
DRAWN	h.t. duong
CHECKED	DPN/SMR

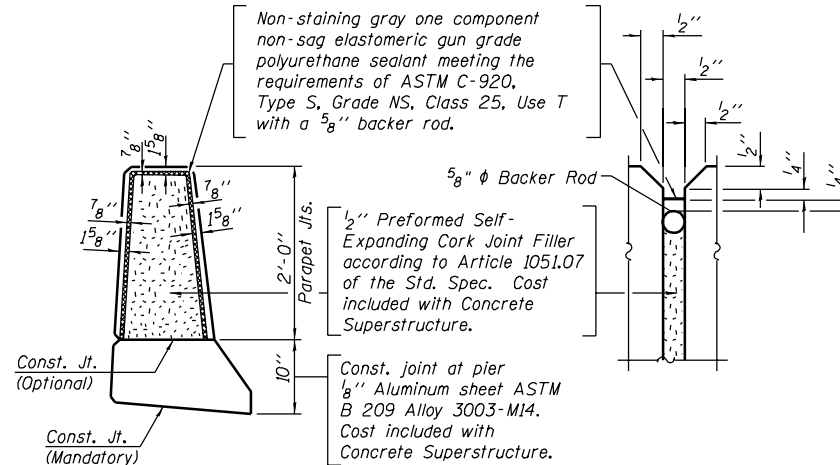
August 4, 2006  
EXAMINED *Thomas J. Damagala*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

MIN. BAR LAPS

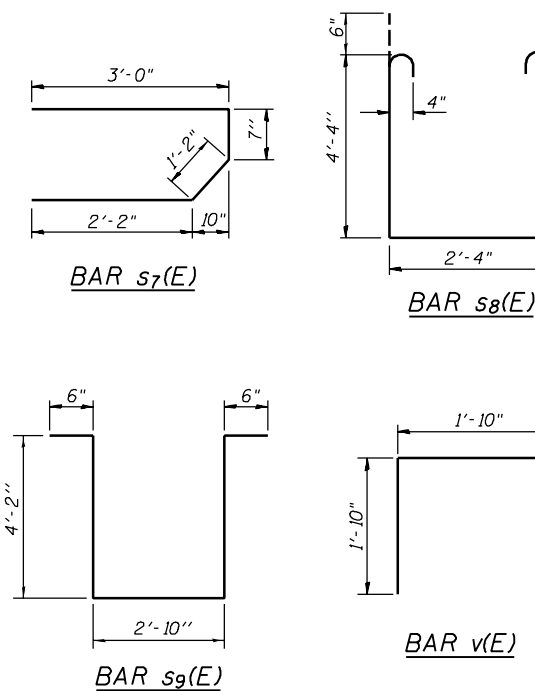
- #4 bar = 1'-4"
- #5 bar = 1'-8"
- #8 bar = 3'-5"



Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25, Use T with a 5/8" backer rod.



PARAPET JOINT DETAILS



SUPERSTRUCTURE  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	480	#5	21'-1"	—
a1(E)	360	#5	20'-3"	—
a2(E)	480	#6	6'-0"	—
a3(E)	8	#5	22'-5"	—
b(E)	350	#5	31'-4"	—
b1(E)	66	#5	35'-10"	—
b2(E)	300	#5	26'-4"	—
d(E)	328	#5	3'-0"	—
d1(E)	316	#5	2'-5"	—
d2(E)	328	#4	3'-0"	—
d3(E)	328	#4	2'-8"	—
d4(E)	12	#5	2'-2"	—
e(E)	60	#4	14'-11"	—
e1(E)	12	#4	9'-11"	—
e2(E)	12	#4	7'-9"	—
e3(E)	48	#4	13'-9"	—
e4(E)	12	#8	27'-6"	—
e5(E)	4	#8	9'-11"	—
e6(E)	4	#8	7'-9"	—
e7(E)	8	#8	29'-8"	—
e8(E)	12	#5	26'-4"	—
e9(E)	4	#5	9'-11"	—
e10(E)	4	#5	7'-9"	—
e11(E)	8	#5	28'-9"	—
m(E)	8	#6	21'-7"	—
m1(E)	12	#6	22'-11"	—
m2(E)	32	#6	7'-10"	—
m3(E)	24	#6	3'-6"	—
m4(E)	4	#6	1'-1"	—
m5(E)	8	#6	1'-7"	—
m6(E)	8	#8	5'-10"	—
m7(E)	24	#6	4'-6"	—
m8(E)	8	#6	2'-3"	—
s7(E)	80	#5	6'-11"	—
s8(E)	84	#4	12'-0"	—
s9(E)	36	#4	12'-2"	—
v(E)	84	#5	3'-8"	—
Reinforcement Bars, Epoxy Coated		Lbs.	54810	
Concrete Superstructure		Cu. Yds.	244.2	

Reinforcement bars designated (E) shall be epoxy coated.  
Bars indicated thus 1 x 3-#8 etc. indicates 1 line of bars with 3 lengths per line.

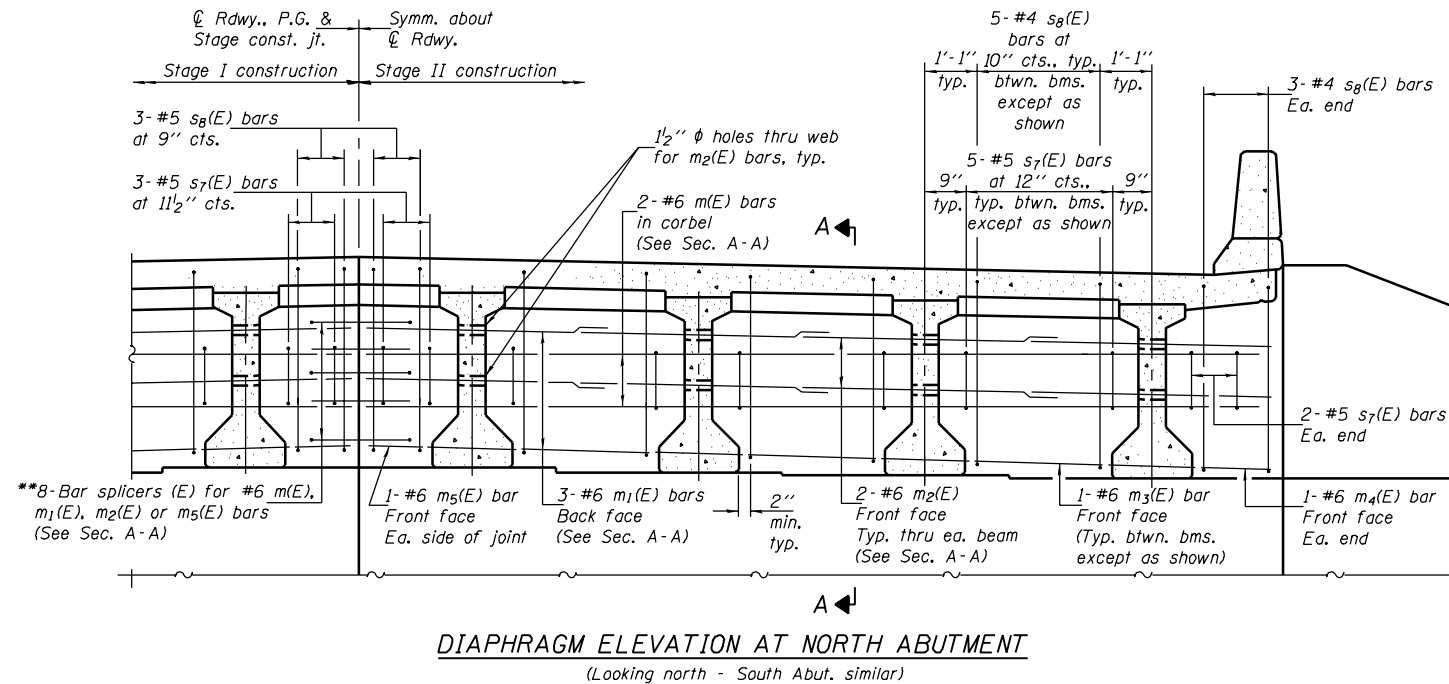
SUPERSTRUCTURE DETAILS  
F.A.P. RTE. 332 - SEC. 47BR-2  
VERMILION COUNTY  
STATION 2522+72.00  
STRUCTURE NO. 092-0206

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 332	47BR-2	VERMILION	68	30
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 11  
23 SHEETS

Contract #70420



\*Prior to grinding  
\*\*Use bent bar splicers in front face.  
See details on sheet 21 of 23.

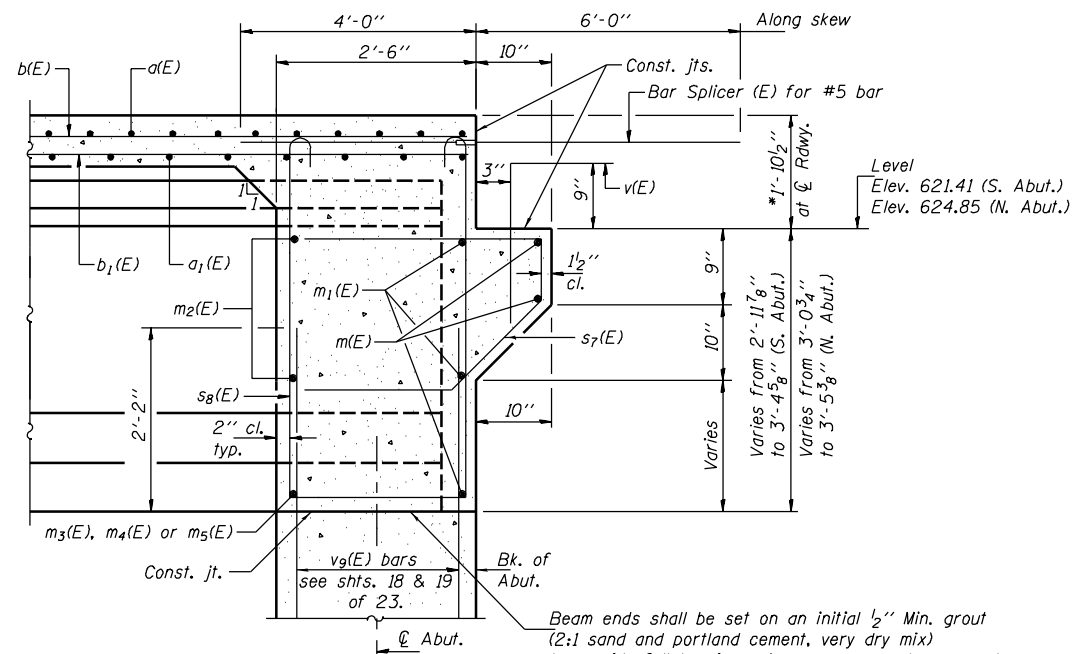
\*\*8-Bar splicers (E) for #6 m(E), m1(E), m2(E) or m5(E) bars (See Sec. A-A)

1- #6 m5(E) bar Front face Ea. side of joint  
3- #6 m1(E) bars Back face (See Sec. A-A)  
2- #6 m2(E) Front face Typ. thru ea. beam (See Sec. A-A)  
1- #6 m3(E) bar Front face (Typ. btwn. bms. except as shown)  
1- #6 m4(E) bar Front face Ea. end

**DIAPHRAGM ELEVATION AT NORTH ABUTMENT**  
(Looking north - South Abut. similar)

Notes: Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 23.  
Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 23.  
For details of bars s7(E) & s8(E) see sheet 10 of 23.  
The s7(E) & s8(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

Reinforcement bars designated (E) shall be epoxy coated.



Beam ends shall be set on an initial 1/2" Min. grout (2:1 sand and portland cement, very dry mix) to provide full bearing. Any excess grout squeezed out from under the beam shall be removed. Cost included with Concrete Structures.

**SECTION A-A**  
Dimensions at Rt. L's to abutments, except as shown.

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

DESIGNED	D. P. Narielwala
CHECKED	S. M. Ryan
DRAWN	h.t. duong
CHECKED	DPN/SMR

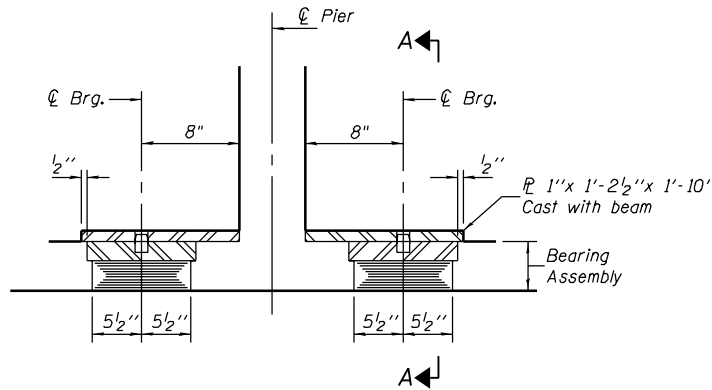
August 4, 2006  
EXAMINED *Thomas J. Damagala*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

**ABUTMENT DIAPHRAGM DETAILS**  
**F.A.P. RTE. 332 - SEC. 47BR-2**  
**VERMILION COUNTY**  
**STATION 2522+72.00**  
**STRUCTURE NO. 092-0206**

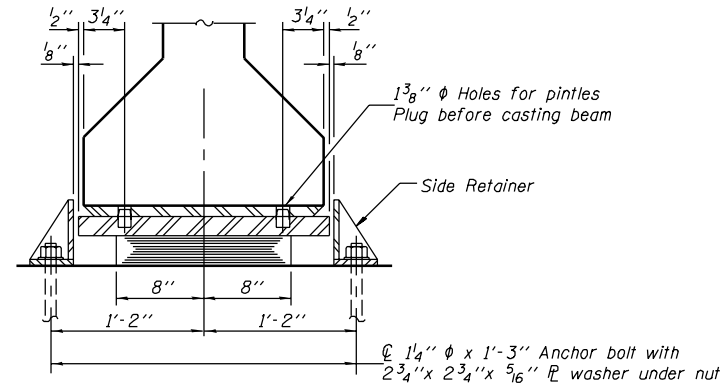
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12 23 SHEETS
FAP 332	47BR-2	VERMILION	68	31	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #70420

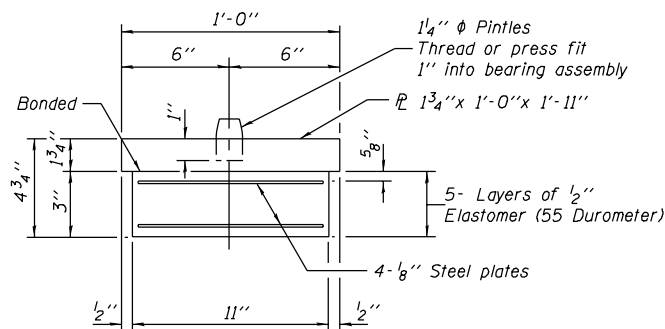


SECTION AT PIER

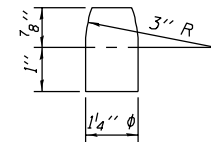


SECTION A-A

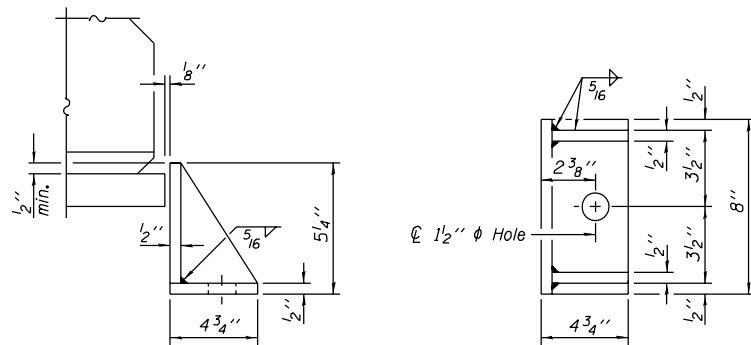
TYPE I ELASTOMERIC EXP. BRG.



BEARING ASSEMBLY



PINTLE



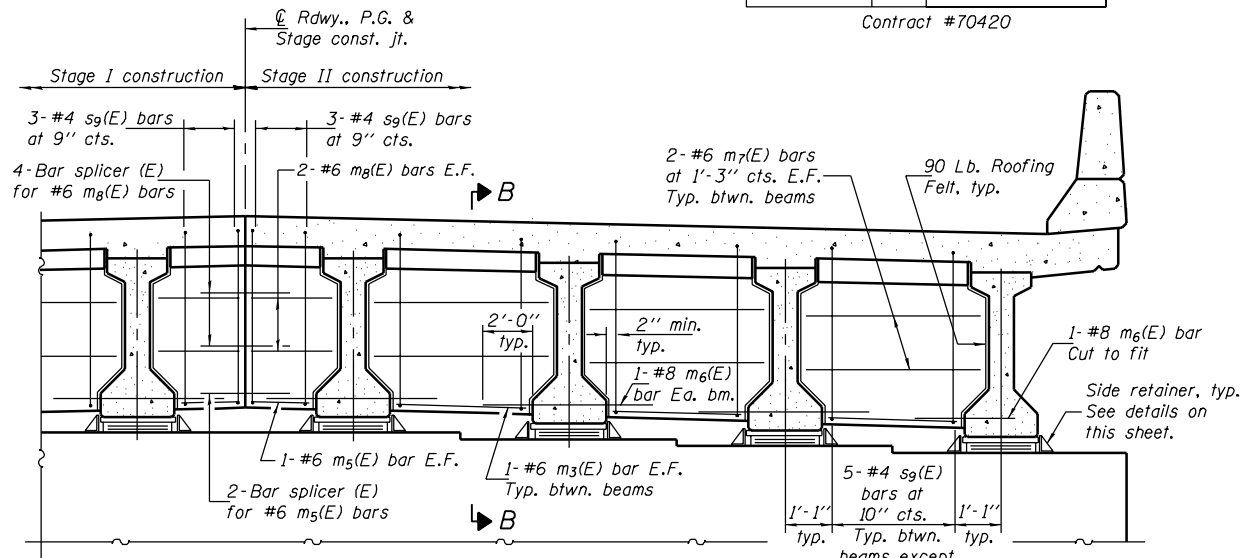
SIDE RETAINER

Cost included with Elastomeric Bearing Assembly, Type I.  
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

DESIGNED	D. P. Narielwala
CHECKED	S. M. Ryan
DRAWN	h.t. duong
CHECKED	DPN/SMR

August 4, 2006  
EXAMINED *Thomas J. Damagala*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

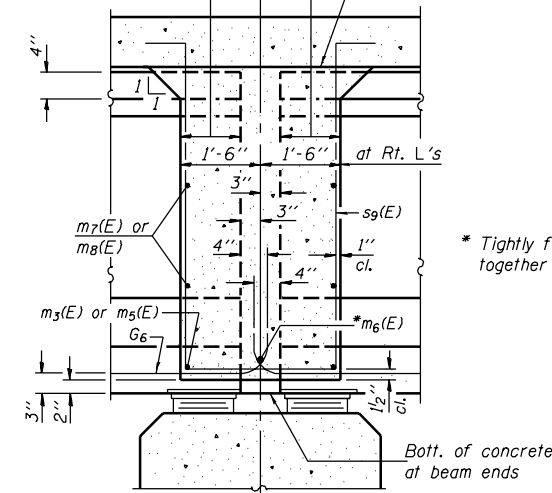
Notes: Holes at expansion bearings shall be drilled and anchor bolts grouted in place after beams have been erected.  
See sheet 17 of 23 for anchor bolt installation.  
See sheet 16 of 23 for additional details of plate cast with beam.  
The side retainers shall be galvanized after shop fabrication according to AASHTO M 111 and ASTM 385.  
Cost of 90 Lb. roofing felt is included with Concrete Superstructure.  
See sheet 10 of 23 for detail of bar s<sub>9</sub>(E). The s<sub>9</sub>(E) bar shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.  
The structural steel bearing plates of the Elastomeric Bearing Assembly shall conform to the requirements of AASHTO M 270, Grade 50.  
Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 23.  
Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 23.  
Reinforcement bars designated (E) shall be epoxy coated.



DIAPHRAGM ELEVATION AT PIER

(Looking north)

Roofing felt shall be bonded to side of beam embedded into diaphragm.  
Pour diaphragm flush with bott. of slab. Concrete in slab above this line shall be placed not less than 45 min. nor more than 90 min. after diaphragm has been poured.



SECTION B-B

(At Pier - Expansion)

Dimensions along  $\bar{C}$  beam, except as shown

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

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	16

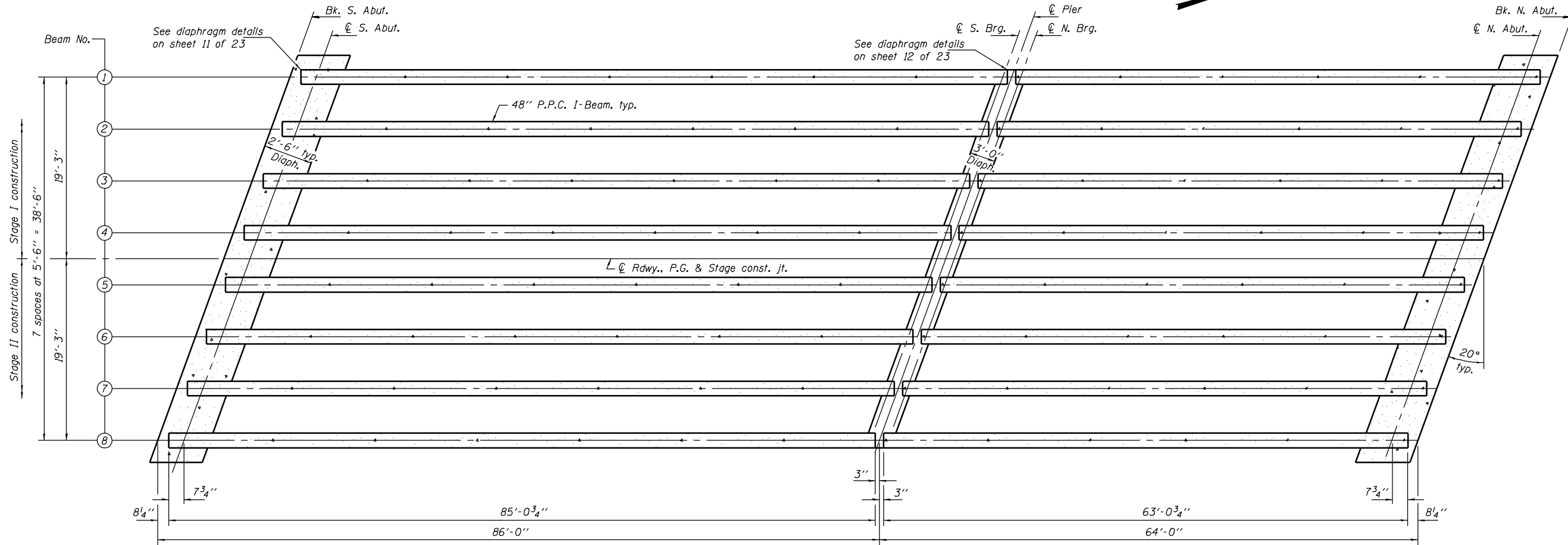
PIER DIAPHRAGM & BEARING DETAILS  
F.A.P. RTE. 332 - SEC. 47BR-2  
VERMILION COUNTY  
STATION 2522+72.00  
STRUCTURE NO. 092-0206

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 332	47BR-2	VERMILION	68	32
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 13  
23 SHEETS

Contract #70420



FRAMING PLAN

	0.4 Sp. 1	Pier	0.6 Sp. 2
Strand Pattern			
I	(in <sup>4</sup> ) 144117	144117	144117
I'	(in <sup>4</sup> ) 366626	—	366626
S <sub>b</sub>	(in <sup>3</sup> ) 6834	6834	6834
S <sub>b</sub> '	(in <sup>3</sup> ) 10938	—	10938
S <sub>t</sub>	(in <sup>3</sup> ) 5355	5355	5355
S <sub>t</sub> '	(in <sup>3</sup> ) 25319	—	25319
DC1	(k/')	1.147	1.147
M DC1	(k)	1027.9	563.1
DC2	(k/')	0.113	0.113
M DC2	(k)	73.3	29.4
DW	(k/')	0.275	0.275
M DW	(k)	178.4	71.4
M L + Imp	(k)	1001.4	686.9

- I Non-composite moment of inertia of beam section.
- I' Composite moment of inertia of beam section.
- S<sub>b</sub> Non-composite section modulus for the bottom fiber of the prestressed beam.
- S<sub>b</sub>' Composite section modulus for the bottom fiber of the prestressed beam.
- S<sub>t</sub> Non-composite section modulus for the top fiber of the prestressed beam.
- S<sub>t</sub>' Composite section modulus for the top fiber of the prestressed beam.
- DC1 Un-factored non-composite dead load.
- M DC1 Un-factored moment due to non composite dead load. It is conservatively calculated at 0.5 of the span.
- DC2 Un-factored long term composite (superimposed excluding future wearing surface) dead load.
- M DC2 Un-factored moment due to long term composite (superimposed excluding future wearing surface) dead load.
- DW Un-factored long term composite (superimposed future wearing surface only) dead load.
- M DW Un-factored moment due to long term composite (superimposed future wearing surface only) dead load.
- M L + Imp Un-factored live load moment plus dynamic load allowance (impact).

	S. Abut.	Pier		N. Abut.
		Span 1	Span 2	
R DC1 (k)	48.6	53.4	40.7	35.9
* R DC2 (k)	4.1	5.0	5.0	2.6
* R DW (k)	9.9	12.2	12.2	6.3
* R L + Imp (k)	73.4	49.5	49.5	66.4
R (Total) (k)	136.0	120.1	107.4	111.2

\* The total R DC2, R DW and R L + Imp are assumed to be distributed evenly to each bearing line at a pier regardless of the span ratios.

DESIGNED	D. P. Narielwala
CHECKED	S. M. Ryan
DRAWN	h.t. duong
CHECKED	DPN/SMR

August 4, 2006  
 EXAMINED *Thomas J. Damagala*  
 ENGINEER OF BRIDGE DESIGN  
 PASSED *Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES

FRAMING PLAN  
 F.A.P. RTE. 332 - SEC. 47BR-2  
 VERMILION COUNTY  
 STATION 2522+72.00  
 STRUCTURE NO. 092-0206

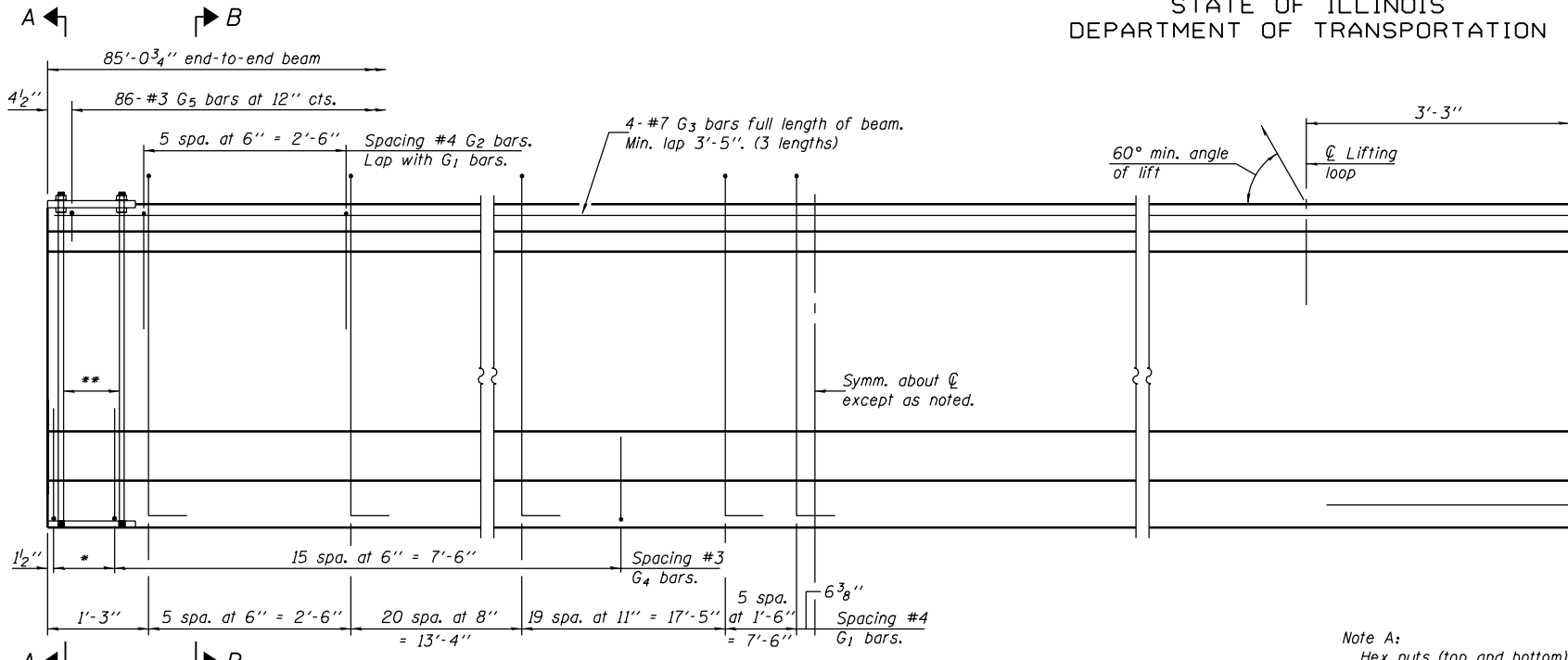


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 332	47BR-2	VERMILION	68	33
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 14  
23 SHEETS

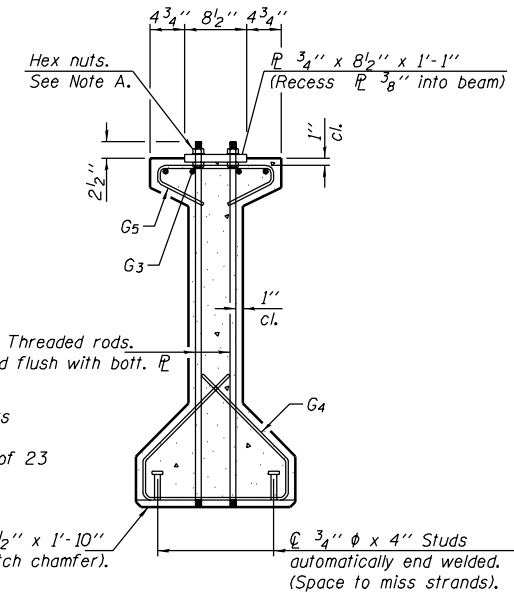
Contract #70420



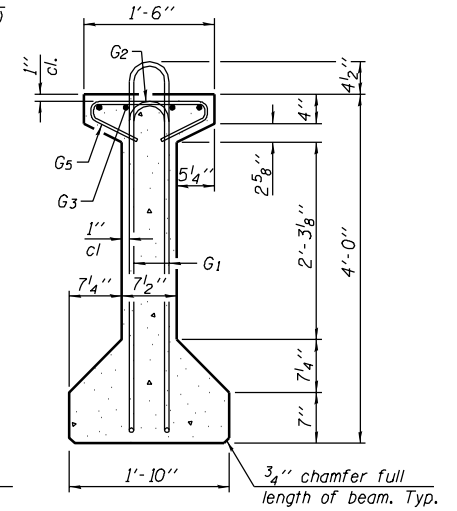
**ELEVATION OF BEAM**  
(Showing reinforcement & dimensions)

\* 3 spaces at 3" = 9".  
\*\* 4-3/4"  $\phi$  threaded dowel rods at 3" cts., each face.

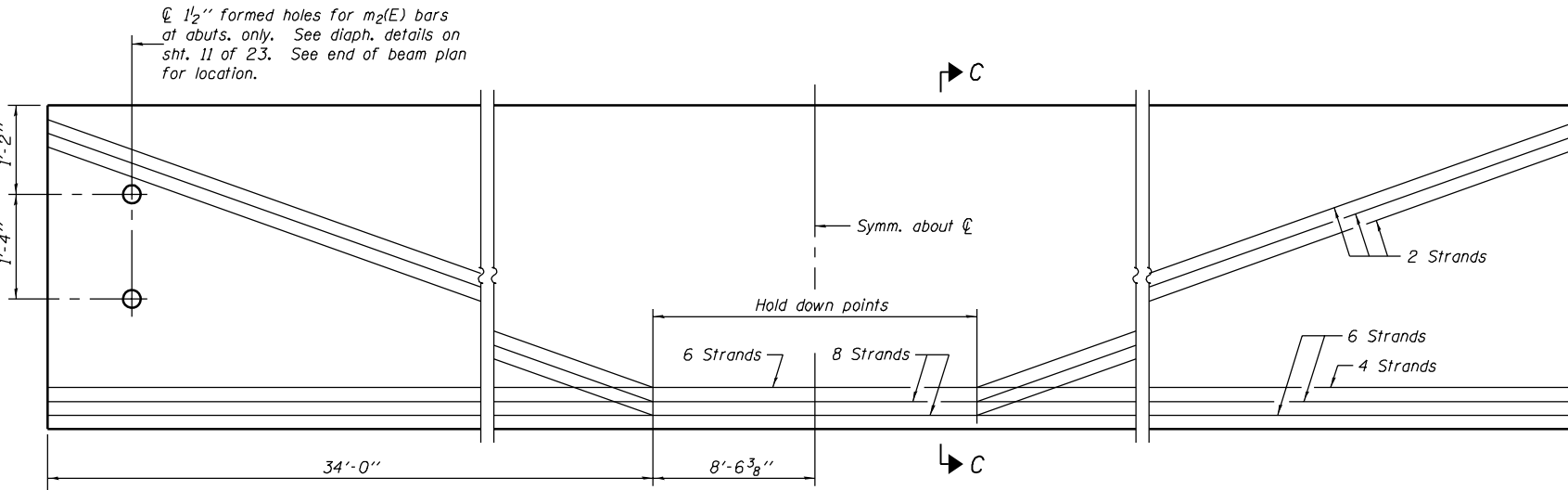
Note A:  
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



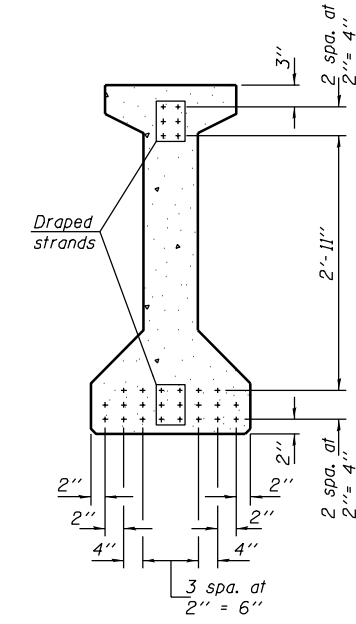
**SECTION A-A**



**SECTION B-B**



**ELEVATION OF BEAM**  
(Showing prestressing steel)

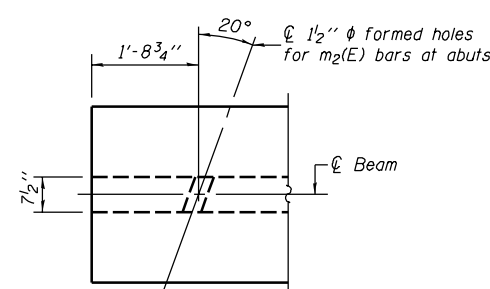


**SECTION C-C**

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

Bar	No.	Size	Length	Shape
G <sub>1</sub>	100	#4	9'-6"	∩L
G <sub>2</sub>	12	#4	5'-1"	∩
G <sub>3</sub>	12	#7	30'-8"	—
G <sub>4</sub>	32	#3	5'-3"	∩
G <sub>5</sub>	86	#3	2'-9"	∩
G <sub>6</sub>	2	#8	3'-9"	∩

Notes: See sheet 16 of 23 for additional details and Bill of Material.  
Required release strength,  $f'_{ci}$ , shall be 5000 psi.



**END OF BEAM - PLAN**

DESIGNED	D. P. Narielwala
CHECKED	S. M. Ryan
DRAWN	h.t. duong
CHECKED	DPN/SMR

August 4, 2006  
EXAMINED *Thomas J. Damagala*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

48" PPC I-BEAM (SPAN 1)  
F.A.P. RTE. 332 - SEC. 47BR-2  
VERMILION COUNTY  
STATION 2522+72.00  
STRUCTURE NO. 092-0206





STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 332	47BR-2	VERMILION	68	36
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 17  
23 SHEETS

Contract #70420

The Illinois Coil-Lock Anchor Bolt is a proprietary item which is the property of the Illinois Department of Transportation. Use, reproduction or disclosure without express written permission is prohibited and protected under Federal copyright laws. The production and the fabrication of this bolt for use on highway projects in the State of Illinois shall be permitted and there shall be no incurred charges or fees to the manufacturer or the fabricator for producing or fabricating this 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.

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 Elastomeric Bearing Assembly, Type I.

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.

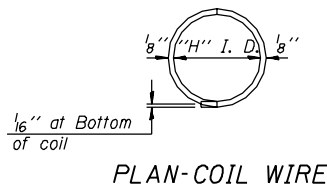
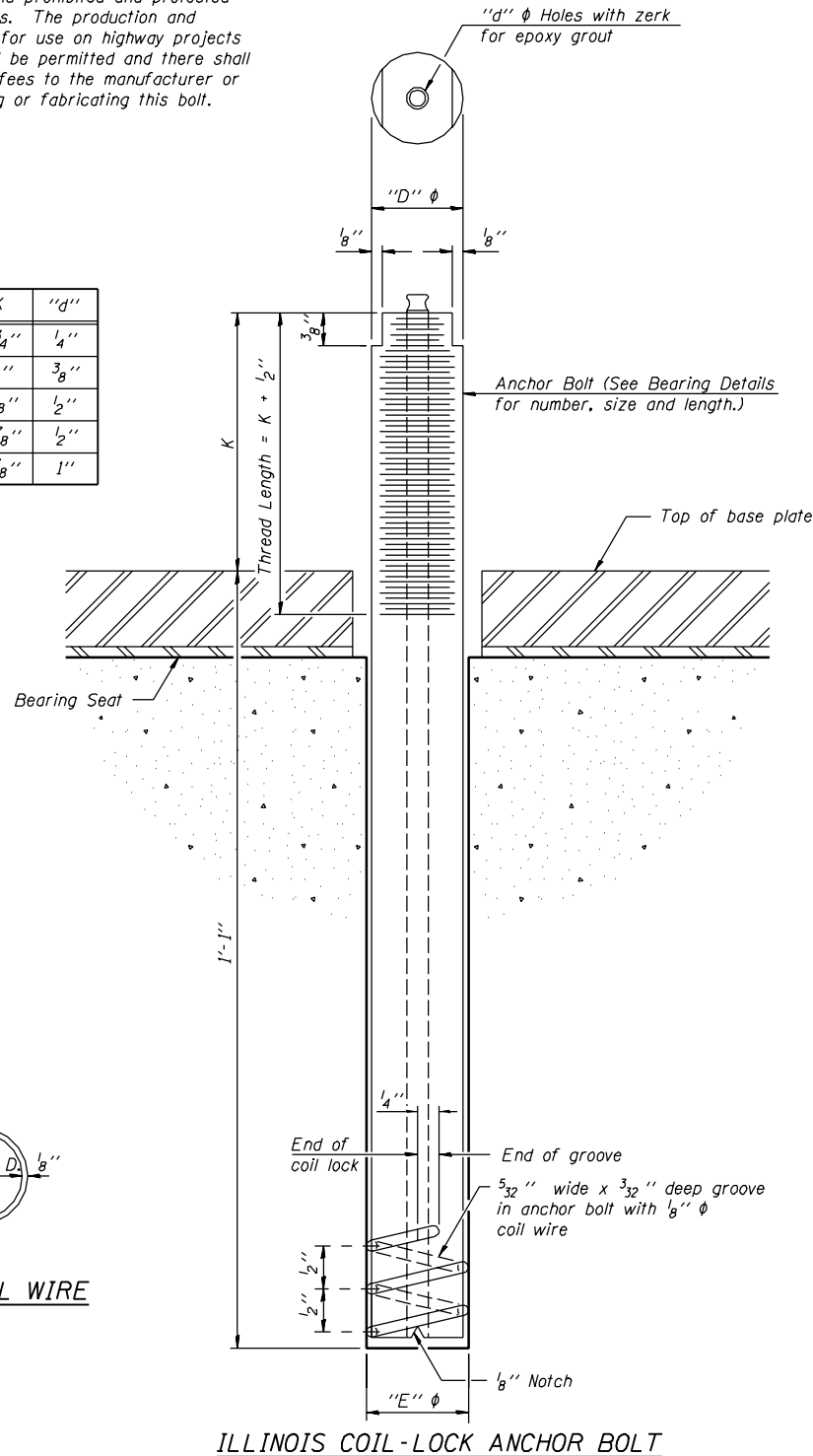
The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:

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
Pier	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.

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	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

DESIGNED	D. P. Narielwala
CHECKED	S. M. Ryan
DRAWN	h.t. duong
CHECKED	DPN/SMR

August 4, 2006  
EXAMINED *Thomas J. Damagala*  
ENGINEER OF BRIDGE DESIGN  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

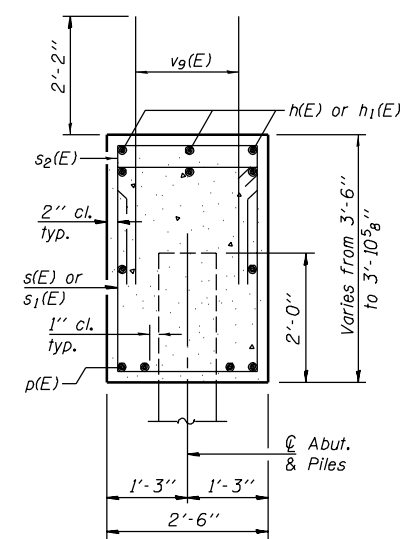
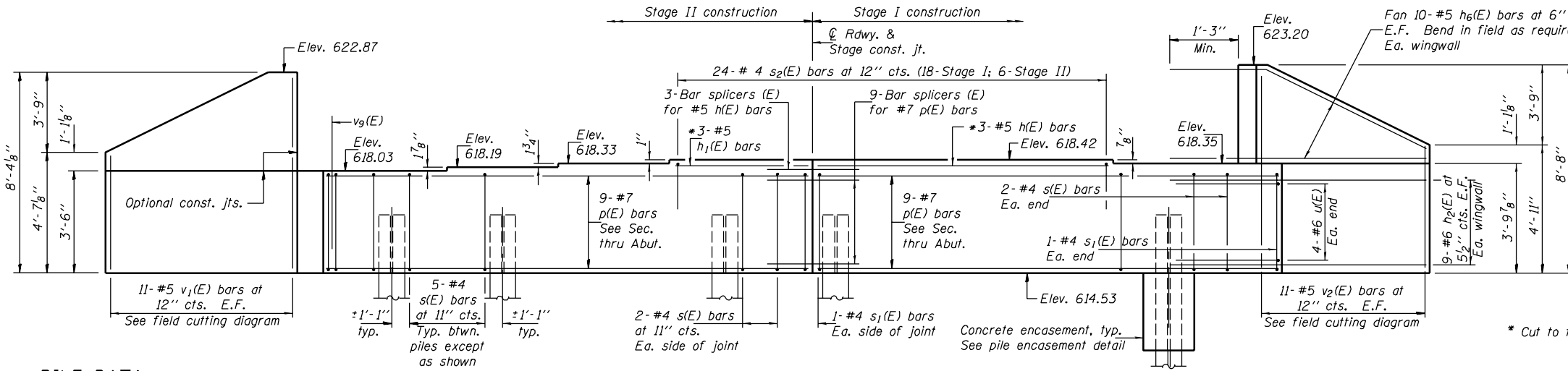
ABB-1 10-22-04

ANCHOR BOLT DETAILS  
FOR BEARINGS  
F.A.P. RTE. 332 - SEC. 47BR-2  
VERMILION COUNTY  
STATION 2522+72.00  
STRUCTURE NO. 092-0206

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 18 23 SHEETS
FAP 332	47BR-2	VERMILION	68	37	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #70420

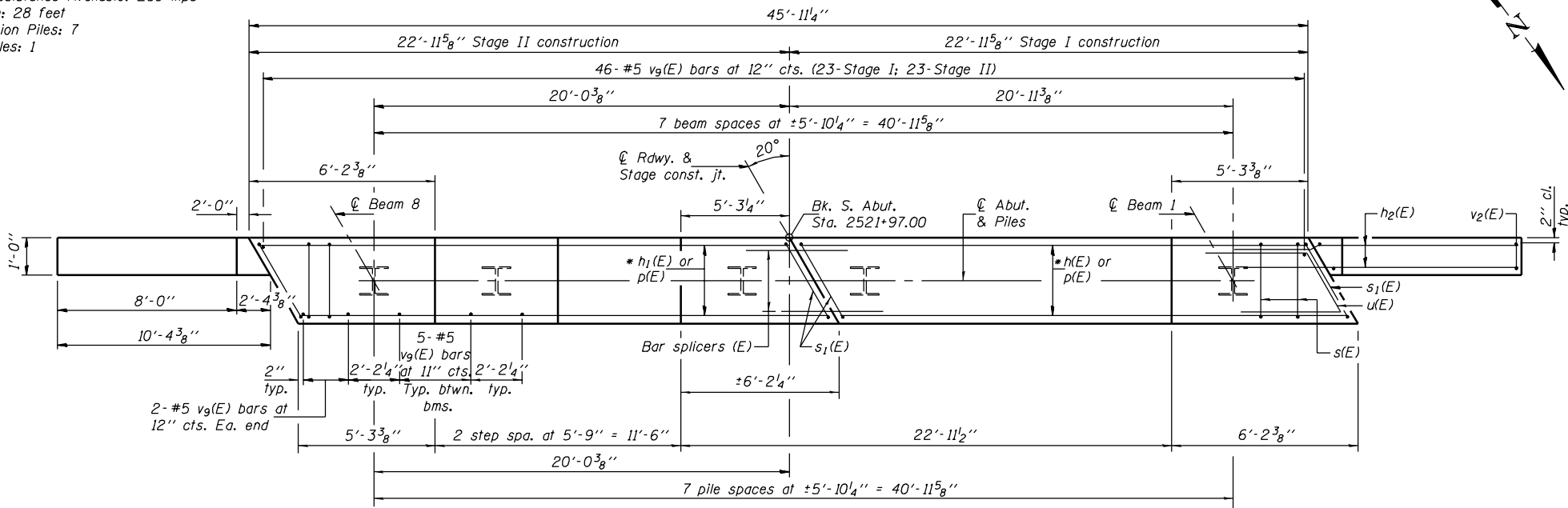


SEC. THRU ABUT.

PILE DATA

Type: Steel HP12x53 w/pile shoes  
Nominal Required Bearing: 418 kips  
Factored Resistance Available: 209 kips  
Est. Length: 28 feet  
No. Production Piles: 7  
No. Test Piles: 1

ELEVATION  
(Looking south)

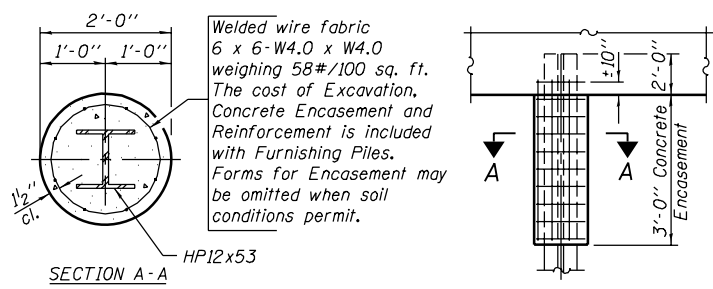


PLAN

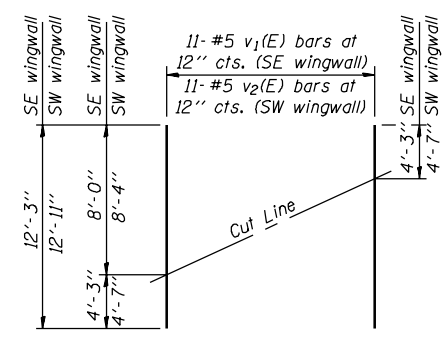
Notes: Pour steps monolithically with cap.  
Reinforcement bars designated (E) shall be epoxy coated.  
For bar splicer details, see sheet 21 of 23.

DESIGNED	D. P. Narielwala
CHECKED	S. M. Ryan
DRAWN	h.t. duong
CHECKED	DPN/SMR

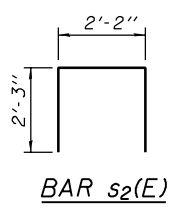
August 4, 2006  
EXAMINED *Thomas J. Damagala*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES



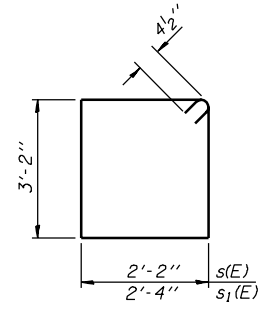
PILE ENCASEMENT DETAIL



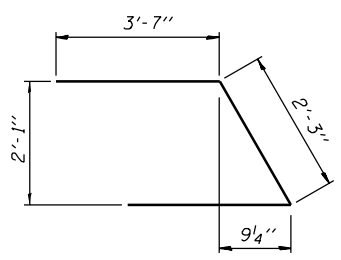
FIELD CUTTING DIAGRAM  
Order v1(E) & v2(E) bars full length. Cut as shown and use remainder of bars in opposite face.



BAR s2(E)



BARS s(E) & s1(E)



BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	3	#5	17'-4"	—
h1(E)	3	#5	5'-10"	—
h2(E)	36	#6	13'-7"	—
h6(E)	40	#5	12'-3"	—
p(E)	18	#7	22'-7"	—
s(E)	38	#4	11'-5"	□
s1(E)	4	#4	11'-9"	□
s2(E)	24	#4	6'-8"	□
u(E)	8	#6	9'-5"	▽
v1(E)	11	#5	12'-3"	—
v2(E)	11	#5	12'-11"	—
v9(E)	85	#5	4'-4"	—
Concrete Structures		Cu. Yd.	21.0	
Reinforcement Bars, Epoxy Coated		Pound	3360	
Furnishing Steel Piles HP12x53		Foot	196	
Driving Piles		Foot	196	
Test Pile Steel HP12x53		Each	1	
Pile Shoes		Each	8	

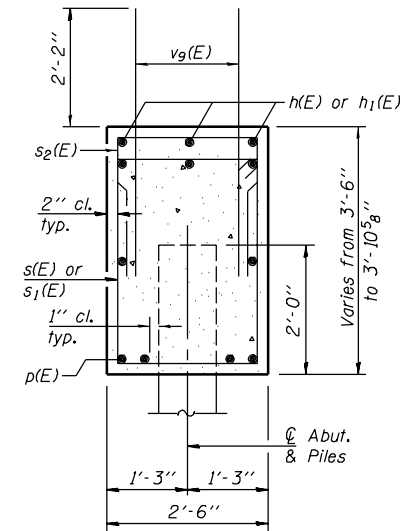
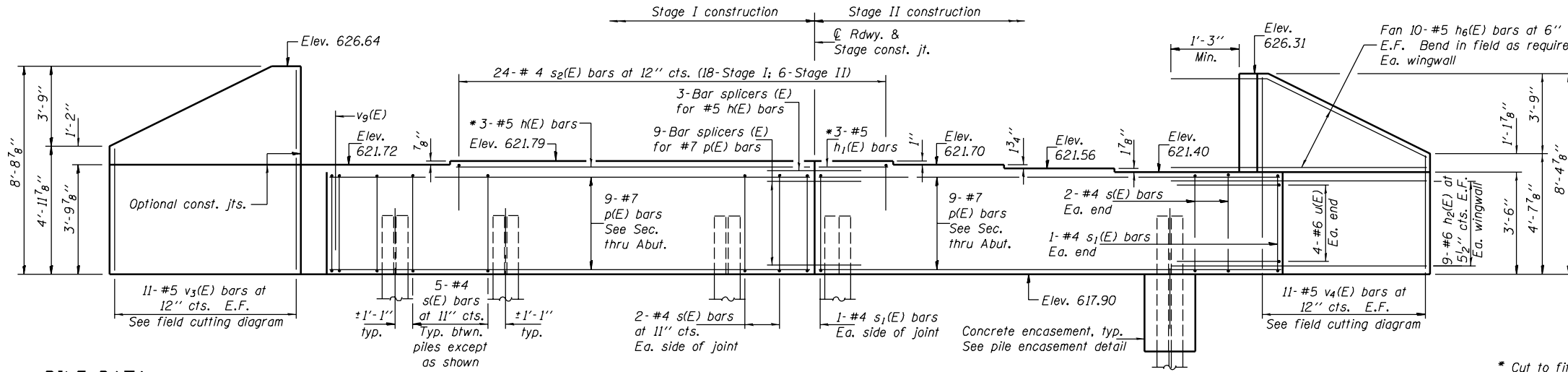
SOUTH ABUTMENT  
F.A.P. RTE. 332 - SEC. 47BR-2  
VERMILION COUNTY  
STATION 2522+72.00  
STRUCTURE NO. 092-0206

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 332	47BR-2	VERMILION	68	38
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 19  
23 SHEETS

Contract #70420

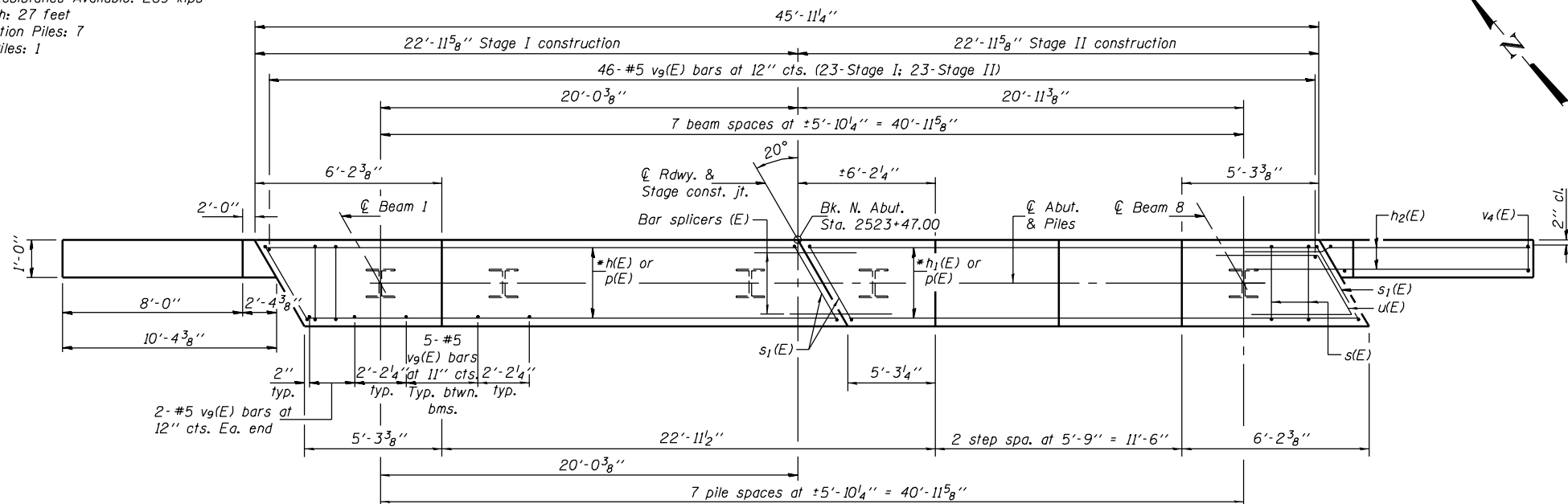


SEC. THRU ABUT.

**PILE DATA**

Type: Steel HP12x53 w/pile shoes  
Nominal Required Bearing: 418 kips  
Factored Resistance Available: 209 kips  
Est. Length: 27 feet  
No. Production Piles: 7  
No. Test Piles: 1

**ELEVATION**  
(Looking north)

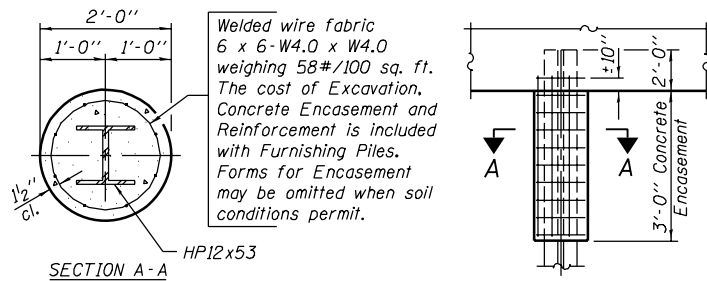


**PLAN**

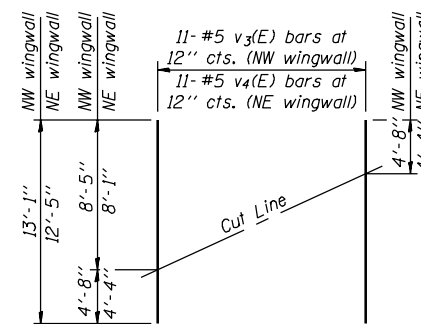
Notes: Pour steps monolithically with cap.  
Reinforcement bars designated (E) shall be epoxy coated.  
For bar splicer details, see sheet 21 of 23.

DESIGNED	D. P. Narielwala
CHECKED	S. M. Ryan
DRAWN	h.t. duong
CHECKED	DPN/SMR

August 4, 2006  
EXAMINED *Thomas J. Damagala*  
PASSED *Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

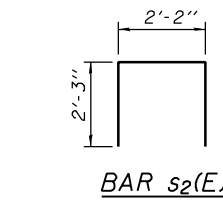


**PILE ENCASEMENT DETAIL**

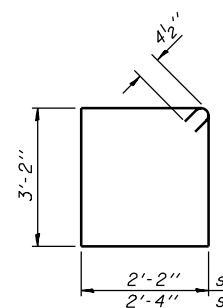


**FIELD CUTTING DIAGRAM**

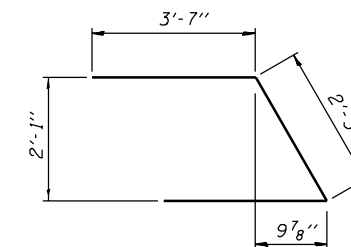
Order v3(E) & v4(E) bars full length.  
Cut as shown and use remainder of bars in opposite face.



**BAR s2(E)**



**BARS s(E)  
& s1(E)**



**BAR u(E)**

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	3	#5	17'-4"	—
h1(E)	3	#5	5'-10"	—
h2(E)	36	#6	13'-7"	—
h6(E)	40	#5	12'-3"	—
p(E)	18	#7	22'-7"	—
s(E)	38	#4	11'-5"	□
s1(E)	4	#4	11'-9"	□
s2(E)	24	#4	6'-8"	□
u(E)	8	#6	9'-5"	△
v3(E)	11	#5	12'-5"	—
v4(E)	11	#5	13'-1"	—
v9(E)	85	#5	4'-4"	—
Concrete Structures		Cu. Yd.	210	
Reinforcement Bars, Epoxy Coated		Pound	3370	
Furnishing Steel Pile HP12x53		Foot	189	
Driving Piles		Foot	189	
Test Pile Steel HP12x53		Each	1	
Pile Shoes		Each	8	

**NORTH ABUTMENT**  
F.A.P. RTE. 332 - SEC. 47BR-2  
VERMILION COUNTY  
STATION 2522+72.00  
STRUCTURE NO. 092-0206



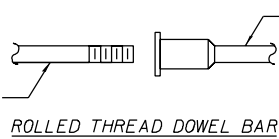
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 332	47BR-2	VERMILION	68	40
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 21  
23 SHEETS

Contract #70420

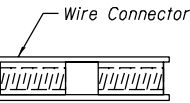
The diameter of this part is the same as the diameter of the bar spliced.



ROLLED THREAD DOWEL BAR



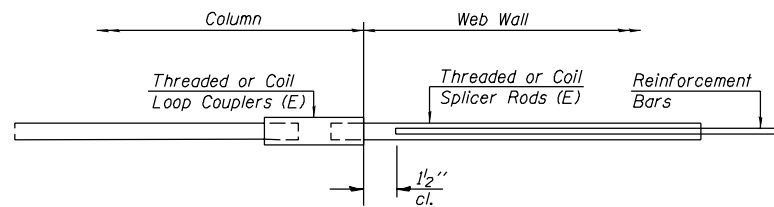
\*\* ONE PIECE



WELDED SECTIONS

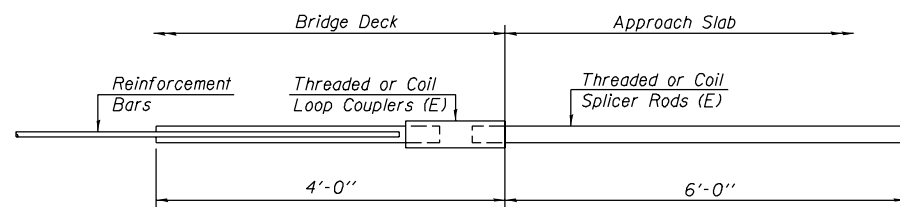
BAR SPLICER ASSEMBLY ALTERNATIVES

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



FOR PIER

Bar Size	No. Assembly Required
#5	166

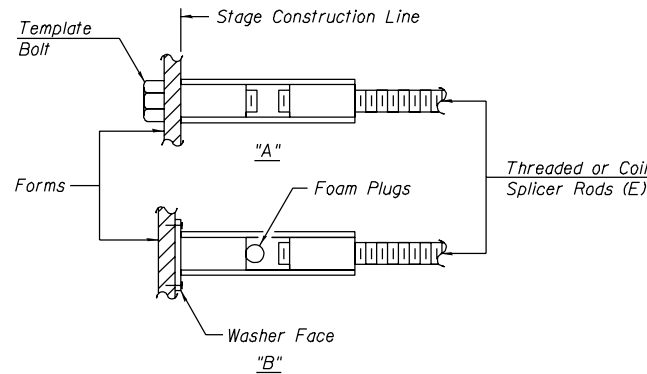


FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar	
Min. Capacity =	23.0 kips - tension
Min. Pull-out Strength =	9.2 kips - tension
No. Required =	80

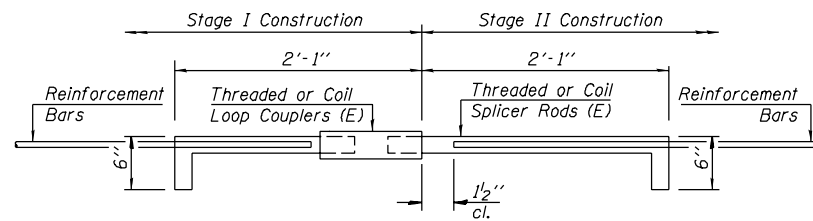
DESIGNED	D. P. Narielwala
CHECKED	S. M. Ryan
DRAWN	h.t. duong
CHECKED	DPN/SMR

EXAMINED	August 4, 2006
PASSED	Thomas J. Damagala ENGINEER OF BRIDGE DESIGN
	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES



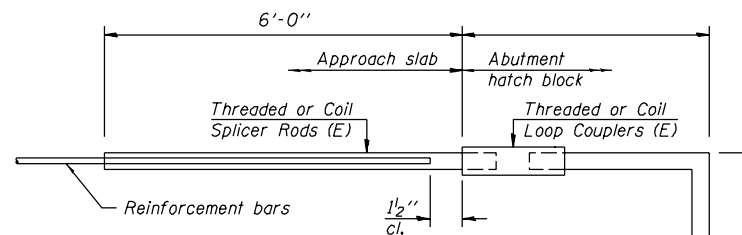
INSTALLATION AND SETTING METHODS

"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.



FOR DIAPHRAGM AT ABUTMENTS

Bar Splicer for #6 bar	
Min. Capacity =	33.1 kips - tension
Min. Pull-out Strength =	13.3 kips - tension
No. Required =	6



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar	
Min. Capacity =	23.0 kips - tension
Min. Pull-out Strength =	9.2 kips - tension
No. Required =	

NOTES

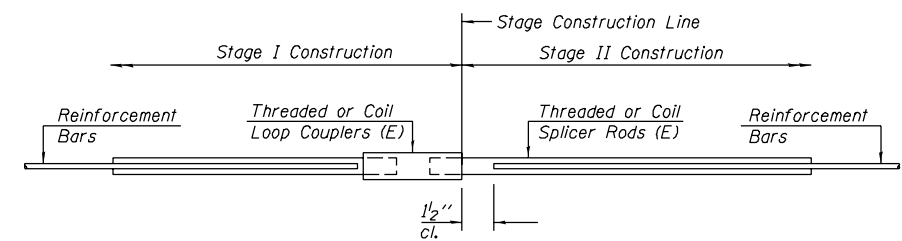
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.  
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.  
All reinforcement bars shall be lapped and tied to 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:

- Minimum Capacity =  $1.25 \times f_y \times A_l$   
(Tension in kips)
- Minimum \*Pull-out Strength =  $1.25 \times f_{s,allow} \times A_l$   
(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)  
 $A_l$  = Tensile stress area of lapped reinforcement bars.  
\* = 28 day concrete

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."



STANDARD

Bar Size	No. Assemblies Required	Location
#5	424	Deck
#5	6	Abutments
#6	10	Abut. diaph.
#6	6	Pier diaph.
#7	18	Abutment
#7	12	Pier

BAR SPLICER ASSEMBLY DETAILS  
F.A.P. RTE. 332 - SEC. 47BR-2  
VERMILION COUNTY  
STATION 2522+72.00  
STRUCTURE NO. 092-0206





STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 332	47BR-2	VERMILION	68	42
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 23  
23 SHEETS

Contract #70420

**Illinois Department of Transportation**  
Division of Highways  
Region 3 District 5  
FAP 331

### SOIL BORING LOG

Page 1 of 1  
Date 3/17/05

ROUTE (US 160 IL Rt. 1) DESCRIPTION Little Vermilion River 0.3 Miles South of Georgetown LOGGED BY CNA

SECTION (47BR-2) LOCATION SE, SEC. 6, TWP. 17N, RNG. 11W, 2nd PM

COUNTY Vermilion DRILLING METHOD Hand Auger HAMMER TYPE

STRUCT. NO. 092-0041  
Station 2522+92

BORING NO. 4 Proposed Pier  
Station 2522+72  
Offset 35.0 ft Rt.  
Ground Surface Elev. 602.0 ft

D	B	U	M	Surface Water Elev.	603.5 ft
E	L	C	O	Stream Bed Elev.	602.5 ft
P	O	S	I	Groundwater Elev.:	
T	W	O	S	First Encounter	602.0 ft
H	S	O	T	Upon Completion	
				After	

(ft)	(#)	(%)	(%)	(min)	(lb)
601.0					
600.5					
600.0					
599.5					
599.0					
598.5					
598.0					
597.5					
597.0					
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586.5					
586.0					
585.5					
585.0					
584.5					
584.0					
583.5					
583.0					

End of Boring

An assumed centerline elevation of 100.00 and station of 10+00 is used when this information is not available.  
The Unconfined Compressive Strength (UCS) Failure Mode is Indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N Value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

**Illinois Department of Transportation**  
Division of Highways  
Region 3 District 5  
FAP 331

### SOIL BORING LOG

Page 1 of 2  
Date 3/17/05

ROUTE (US 160 IL Rt. 1) DESCRIPTION Little Vermilion River 0.3 Miles South of Georgetown LOGGED BY CNA

SECTION (47BR-2) LOCATION SE, SEC. 6, TWP. 17N, RNG. 11W

COUNTY Vermilion DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 092-0041  
Station 2522+92

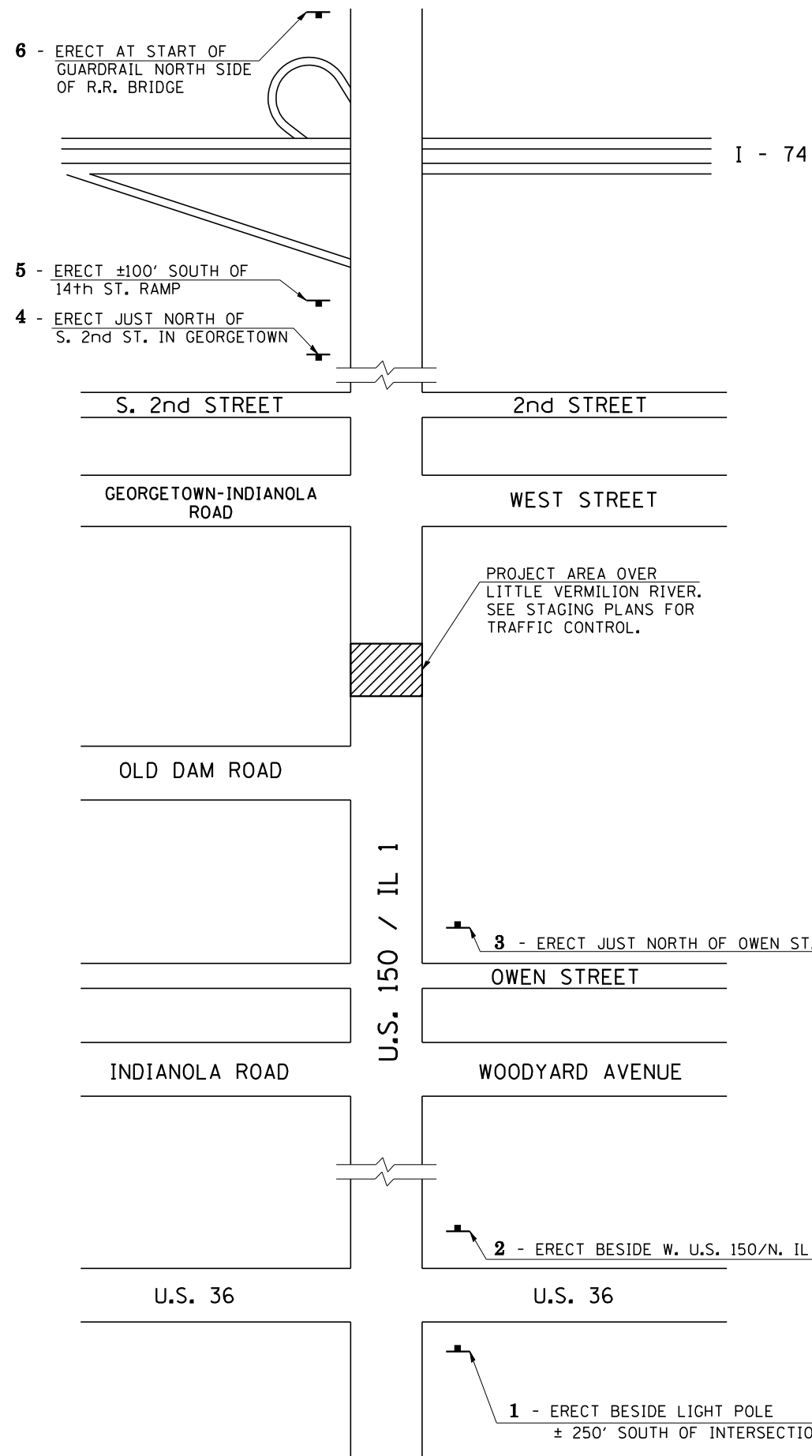
BORING NO. 3 NE Abut (Rock Core)  
Station 2524+24  
Offset 16.5 ft Rt.  
Ground Surface Elev. 628.0 ft

D	B	U	M	Surface Water Elev.	603.5 ft
E	L	C	O	Stream Bed Elev.	602.5 ft
P	O	S	I	Groundwater Elev.:	
T	W	O	S	First Encounter	617.0 ft
H	S	O	T	Upon Completion	Wash Bored
				After	

(ft)	(#)	(%)	(%)	(min)	(lb)
628.0					
626.0					
624.0					
622.0					
620.0					
618.0					
616.0					
614.0					
612.0					
610.0					
608.0					
606.0					
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584.0					
582.0					
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326.0					
324.0					
322.0					
320.0					
318.0					
316.0					
314.0					
312.0					
310.0					
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216.0					
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208.0					

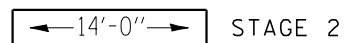
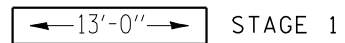
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	43

# WIDTH RESTRICTION SIGNING DETAIL

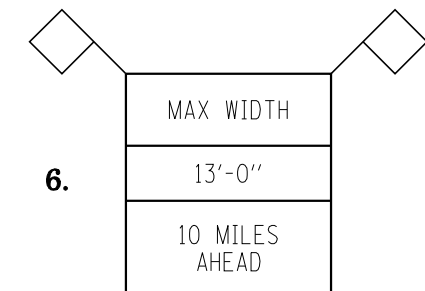
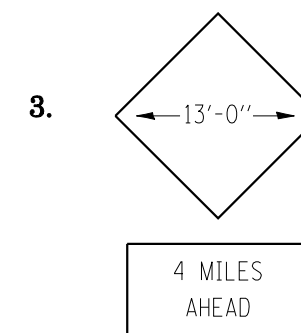
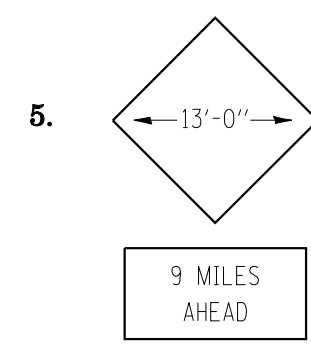
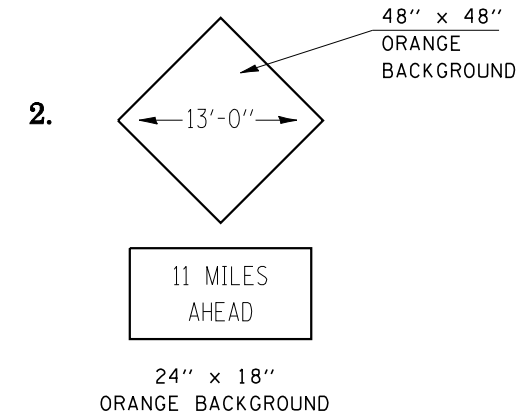
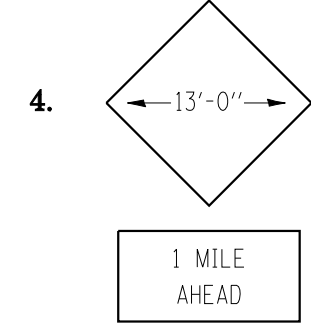
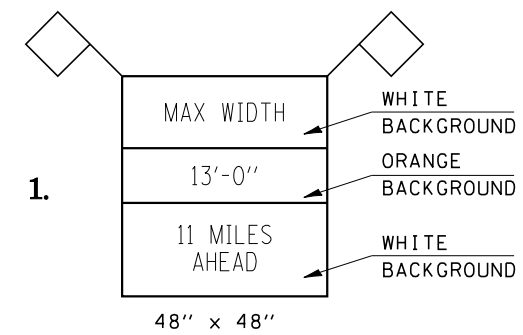


**NOTES:**

- FOR ALL SIGNS WIDTH SHALL BE 14' -0" FOR STAGE 2.
- UNDER "ONE LANE ROAD" SIGNS AT 701321 SETUP ADD THE FOLLOWING:



36" x 12"  
ORANGE BACKGROUND



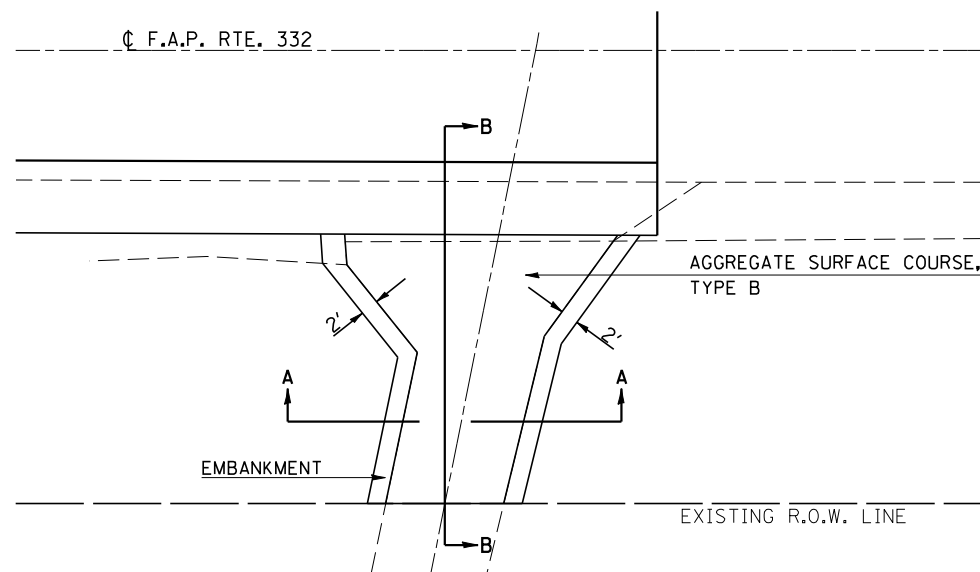
PLOT DATE = 6/30/2006  
 FILE NAME = c:\projects\view\5060004\18\70420detail.dgn  
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 USER NAME = nelsonr

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**WIDTH RESTRICTION SIGNING DETAIL**  
 F.A.P. 332 (U.S. ROUTE 150/IL 1)  
 SECTION 47BR-2  
 VERMILION COUNTY  
 SCALE: NOT TO SCALE  
 DATE: 04/18/06  
 DRAWN BY: B.B.P.  
 CHECKED BY: R.M.N.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	44

### PRIVATE ENTRANCE DETAIL

AT STATION 2524+63.00

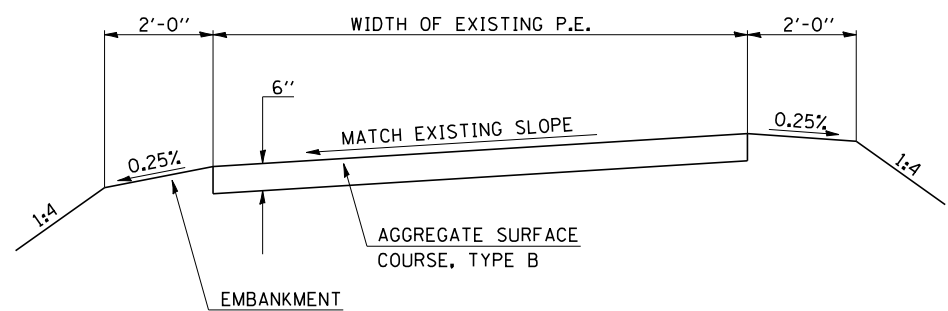
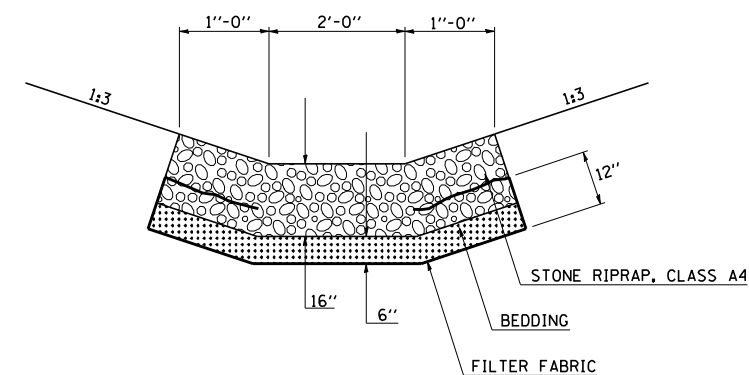


PLAN

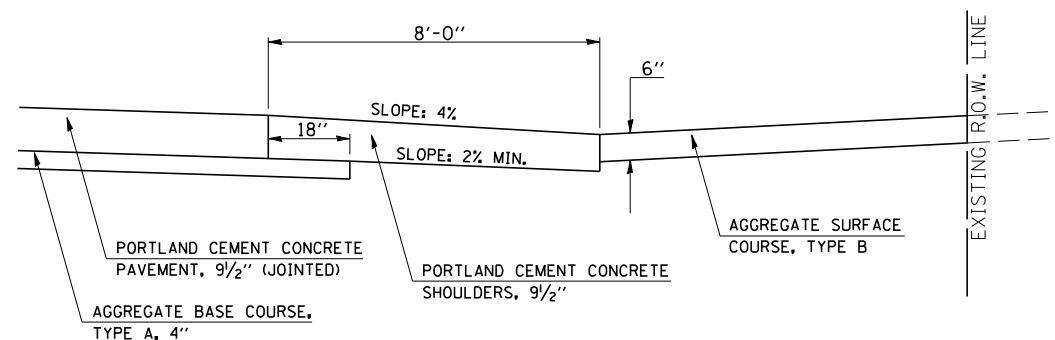


### DITCH DETAIL

LOCATED AT  
STATION 2523+50, RT. 61.66' TO STATION 2524+36.96, RT. 32.99'



SECTION A-A



SECTION B-B

NOTE:

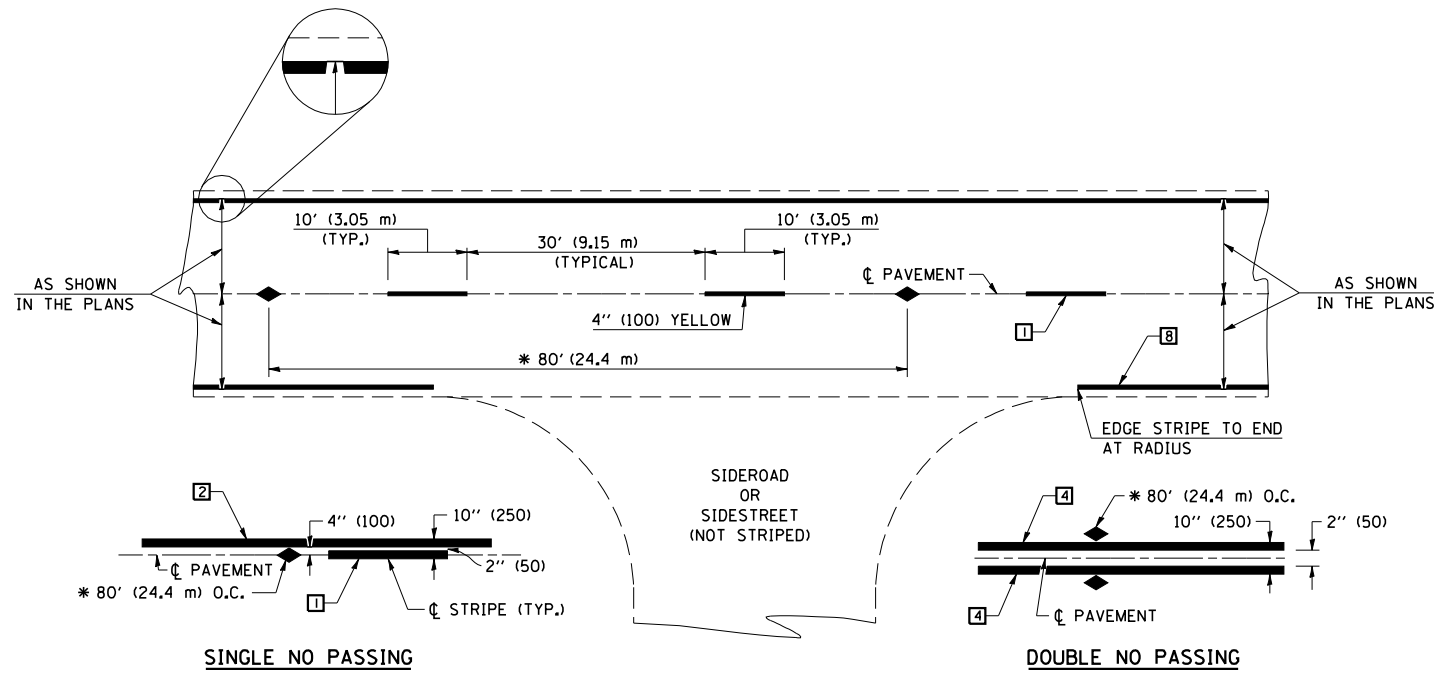
1. THE PROPOSED AGGREGATE SURFACE COURSE, TYPE B SHALL COVER THE SAME AREA AS THE EXISTING AGGREGATE.
2. EARTH EXCAVATION REQUIRED FOR THE CONSTRUCTION OF THE AGGREGATE SURFACE COURSE SHALL BE INCLUDED IN THE COST OF AGGREGATE SURFACE COURSE, TYPE B.

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**PRIVATE ENTRANCE DETAIL & DITCH DETAIL (RIPRAP)**  
F.A.P. 332 (U.S. ROUTE 150/IL 1)  
SECTION 47BR-2  
VERMILION COUNTY

SCALE: NOT TO SCALE  
DATE: 04/18/06  
DRAWN BY: B.B.P.  
CHECKED BY: R.M.N.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	45

# TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS



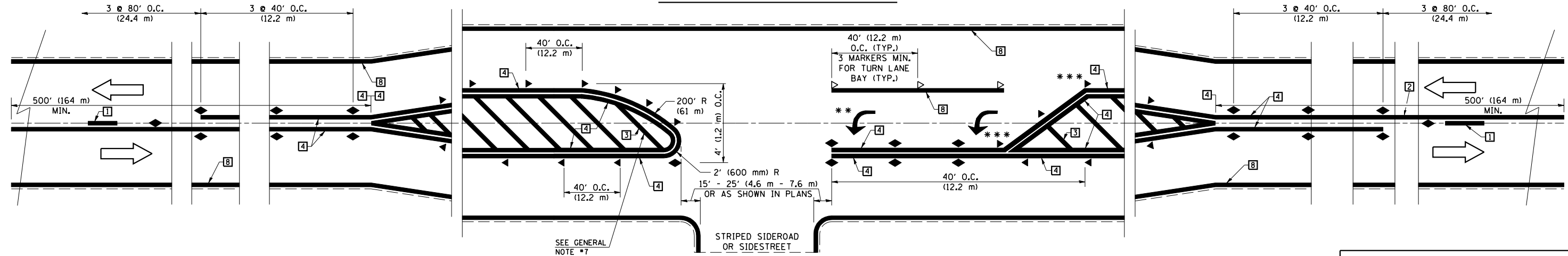
## TYPICAL PAVEMENT MARKING LEGEND

- 1 4" (100) SKIP-DASH (YELLOW)
- 2 4" (100) SOLID (YELLOW)
- 3 12" (300) DIAGONAL (YELLOW)
- 4 4" (100) DOUBLE YELLOW (NARROW)
- 5 RESERVED
- 6 RESERVED
- 7 4" (100) SKIP-DASH (WHITE)
- 8 4" (100) SOLID (WHITE)
- 9 12" (300) DIAGONAL (WHITE)
- 10 6" (150) CROSS WALK (WHITE)
- 11 24" (600) STOP BAR (WHITE)
- 12 8" (200) SOLID (WHITE)
- 13 4" (100) LANE LINE EXTENSIONS (WHITE)
- 14 4" (100) PARKING WHITE

## TYPICAL PAVEMENT MARKERS LEGEND

- ◆ TWO-WAY AMBER MARKER
- ▶ ONE-WAY AMBER MARKER
- ▷ ONE-WAY CRYSTAL MARKER

## DETAIL OF RURAL LEFT TURN LANE



SHEET 1 OF 4

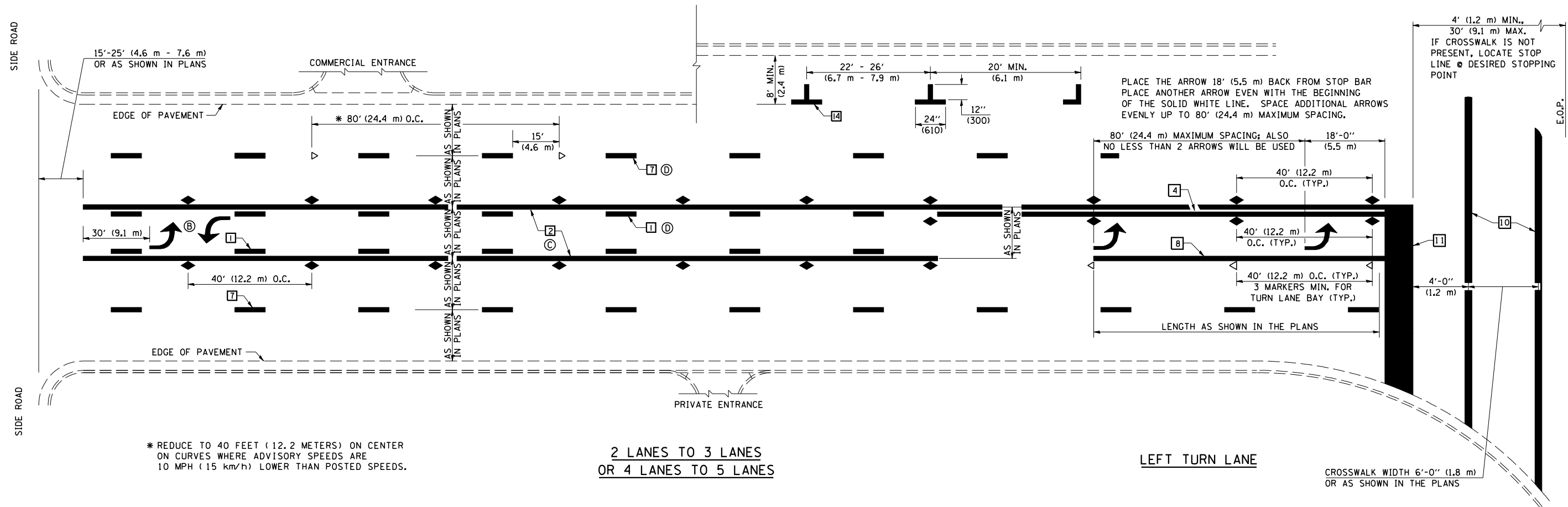
DESIGNED	NAME	DATE	REVISIONS
J.M.H.	5/85	6/88	NAME
FMS	6/85	6/88	DATE
CTD	6/85	6/88	GEOMETRICS/K.A.G.
CADD NO.	F-5,25		K.A.G.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETAIL OF TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS**  
 F.A.P. 332 (U.S. ROUTE 150/IL 1)  
 SECTION 47BR-2  
 VERMILION COUNTY  
 Sheet 1 of 4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	46

### TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS



\* REDUCE TO 40 FEET (12.2 METERS) ON CENTER ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

2 LANES TO 3 LANES  
OR 4 LANES TO 5 LANES

LEFT TURN LANE

CROSSWALK WIDTH 6'-0" (1.8 m)  
OR AS SHOWN IN THE PLANS

SHEET 2 OF 4

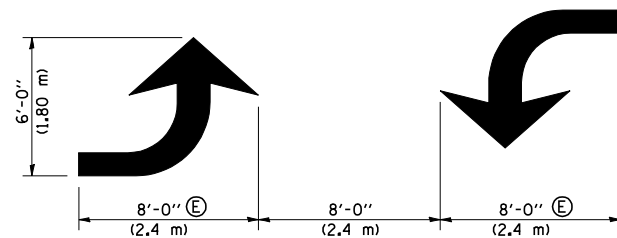
	NAME	DATE	REVISIONS
DESIGNED	J.M.H.	5/85	
CHECKED	FMS	6/88	
CADD NO.	CTD	6/88	
			NAME DATE
			GEOMETRICS/K.A.G. 07/02
			K.A.G. 09/05

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

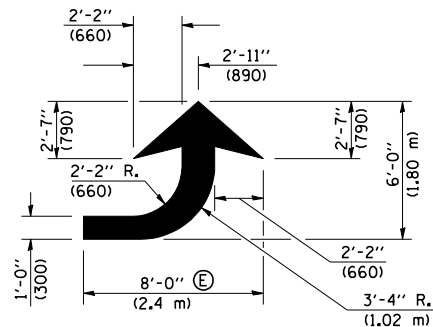
ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETAIL OF TYPICAL APPLICATIONS  
 OF PAVEMENT MARKINGS  
 AND MARKERS**  
 F.A.P. 332 (U.S. ROUTE 150/IL 1)  
 SECTION 47BR-2  
 VERMILION COUNTY  
 Sheet 2 of 4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	47

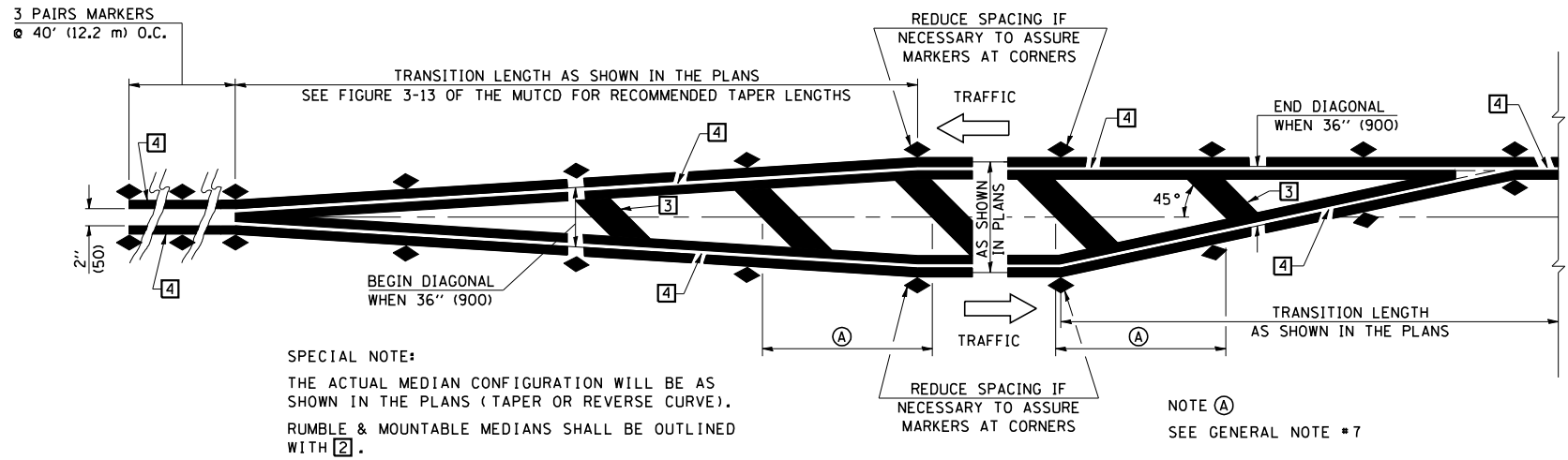
### TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS



TYPICAL DOUBLE TURN ARROWS (WHITE)

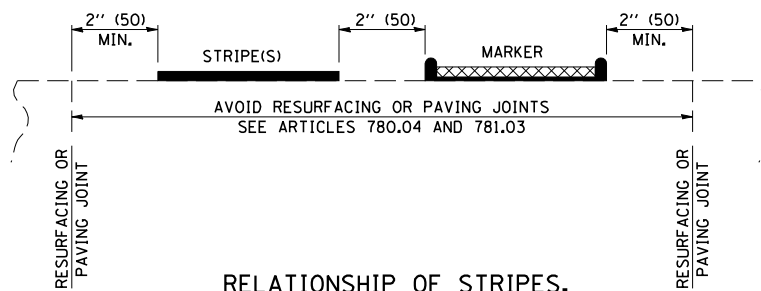


LEFT ARROW  
REVERSE FOR RIGHT ARROW  
AREA = 15.6 SQ. FT. (1.47 m<sup>2</sup>)  
(WHITE)

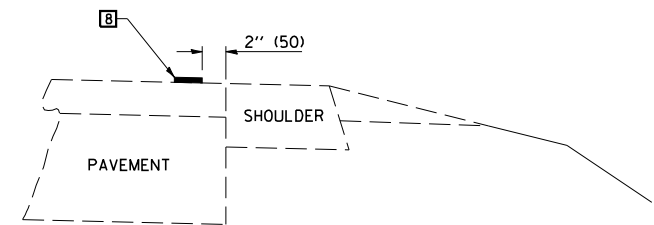


SPECIAL NOTE:  
THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).  
RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

TYPICAL MEDIAN TRANSITIONS



RELATIONSHIP OF STRIPES, MARKERS AND JOINTS



RELATIONSHIP OF EDGE STRIPE TO SAFETY SHOULDER OR PAVED SURFACE

- SPECIAL NOTES:
- (B) TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE.
  - (C) THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
  - (D) THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER. SEE EXAMPLE ON SHEET 2 OF 3.
  - (E) TURN ARROW SIZE DEPENDS ON THE LOCATION.  
RURAL LOCATION - LARGE ARROW SIZE  
URBAN LOCATION - SMALL ARROW SIZE

#### GENERAL NOTES

1. WHEN MEDIANS ARE PRESENT, PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
2. SCALE: NONE
3. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
4. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
5. A STRIPING KEY IS AVAILABLE ELSEWHERE AND SHALL BE SHOWN WHERE THE QUANTITIES ARE LISTED.
6. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
7. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING,  
< 30 MPH USE 15' (< 50 km/h USE 4.5 m)  
30-45 MPH USE 20' (50-75 km/h USE 6.0 m)  
> 45 MPH USE 30' (> 75 km/h USE 9.0 m)

SHEET 3 OF 4

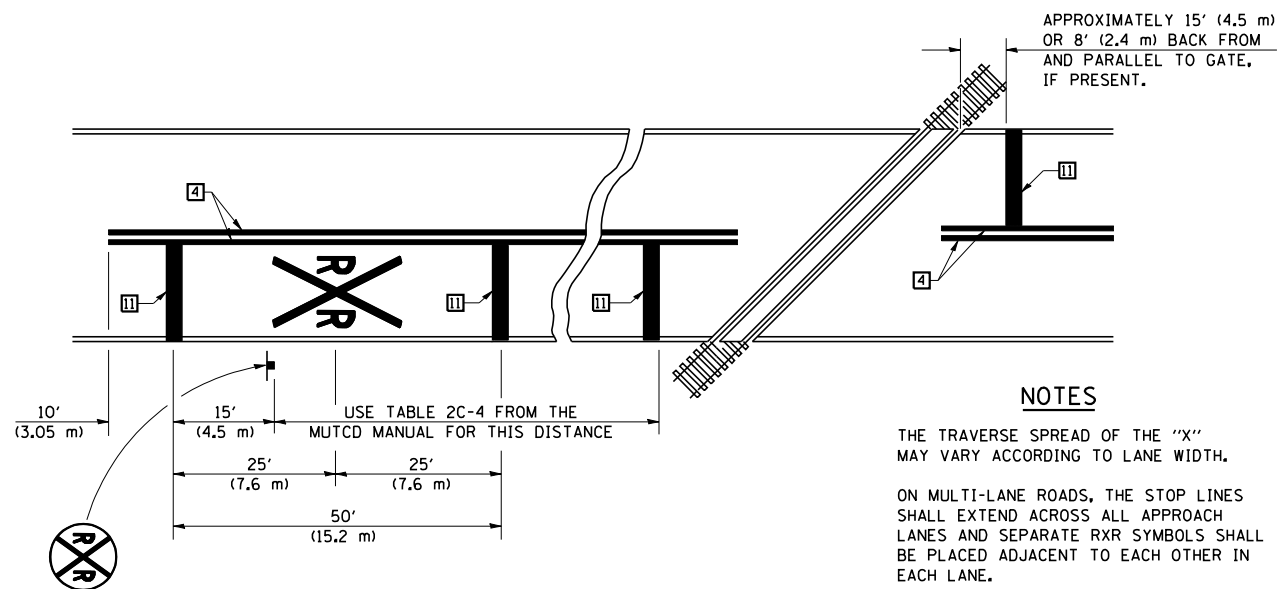
DESIGNED	NAME	DATE	REVISIONS	NAME	DATE
J.M.H.	J.M.H.	5/85			
6/88					
CHECKED	FMS	6/85		GEOMETRICS/K.A.G.	07/02
	CTD	6/88			
CADD NO.	F-5,25			K.A.G.	09/05

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

ILLINOIS DEPARTMENT OF TRANSPORTATION  
DETAIL OF TYPICAL APPLICATIONS  
OF PAVEMENT MARKINGS  
AND MARKERS  
F.A.P. 332 (U.S. ROUTE 150/IL 1)  
SECTION 47BR-2  
VERMILION COUNTY  
Sheet 3 of 4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	47BR-2	VERMILION	68	48

### TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS

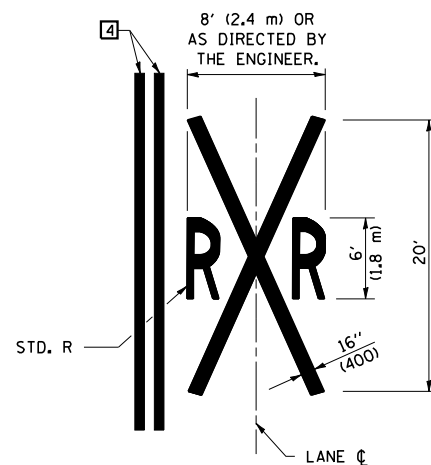


**NOTES**

THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE R XR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.



#### PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

SHEET 4 OF 4

	NAME	DATE	REVISIONS
DESIGNED	J.M.H.	5/85	NAME
CHECKED	FMS	6/88	DATE
	CTD	6/88	GEOMETRICS/K.A.G.
CADD NO.	F-5.25		K.A.G.

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

ILLINOIS DEPARTMENT OF TRANSPORTATION  
**DETAIL OF TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS**  
 F.A.P. 332 (U.S. ROUTE 150/IL 1)  
 SECTION 47BR-2  
 VERMILION COUNTY  
*Sheet 4 of 4*



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	47BR-2	VERMILION	68	49
STA. 2520+00.00		TO STA. 2521+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

BY	DATE

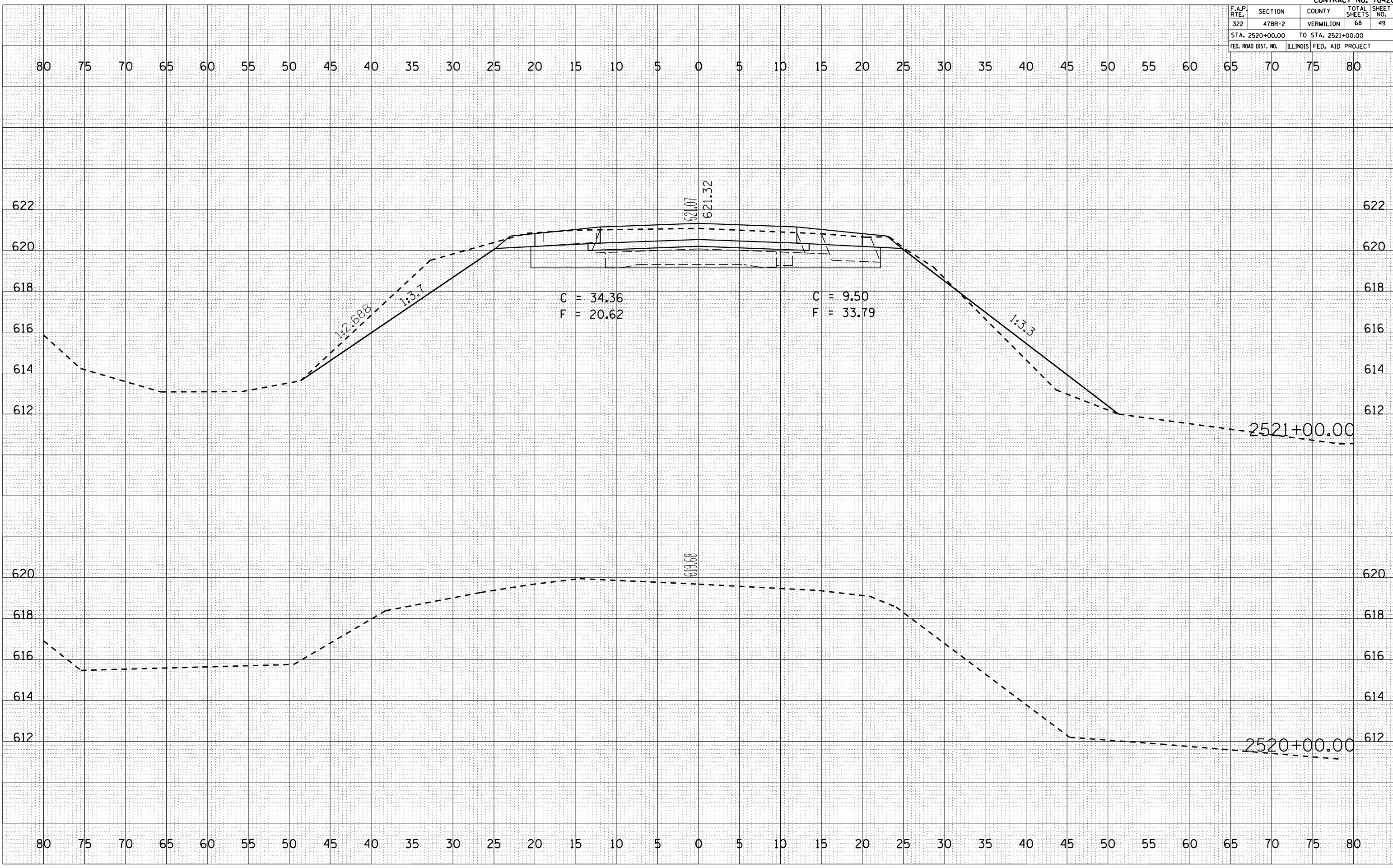
NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 6/30/2006  
 FILE NAME = \\s11111\...  
 PLOT SCALE = 10.5682' / IN.  
 USER NAME = nelsonm





F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	47BR-2	VERMILION	68	51
STA. 2521+43.00		TO STA. 2521+43.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BY	DATE

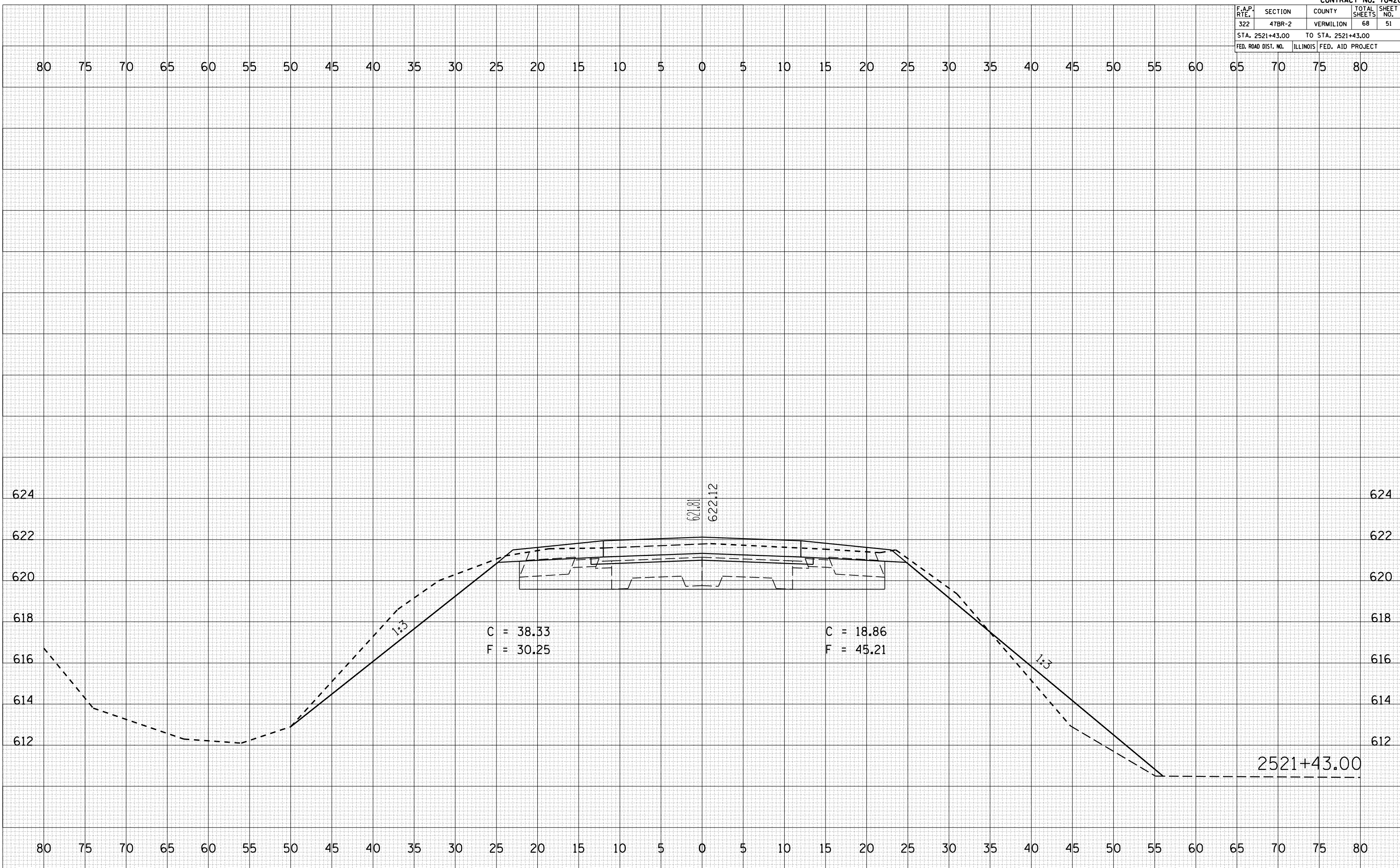
FINAL SURVEY	SURVEYED
NOTE BOOK NO.	AREAS CHECKED

BY	DATE

ORIGINAL SURVEY	SURVEYED
NOTE BOOK NO.	AREAS CHECKED

PLOT DATE = 6/30/2006  
 FILE NAME = I:\B11111111.dwg  
 PLOT SCALE = 10.0000 / IN.  
 USER NAME = nelsonm





F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	47BR-2	VERMILION	68	53
STA. 2521+75.00		TO STA. 2521+75.00		
FED. ROAD DIST. NO.	ILLINOIS		FED. AID PROJECT	

BY	DATE

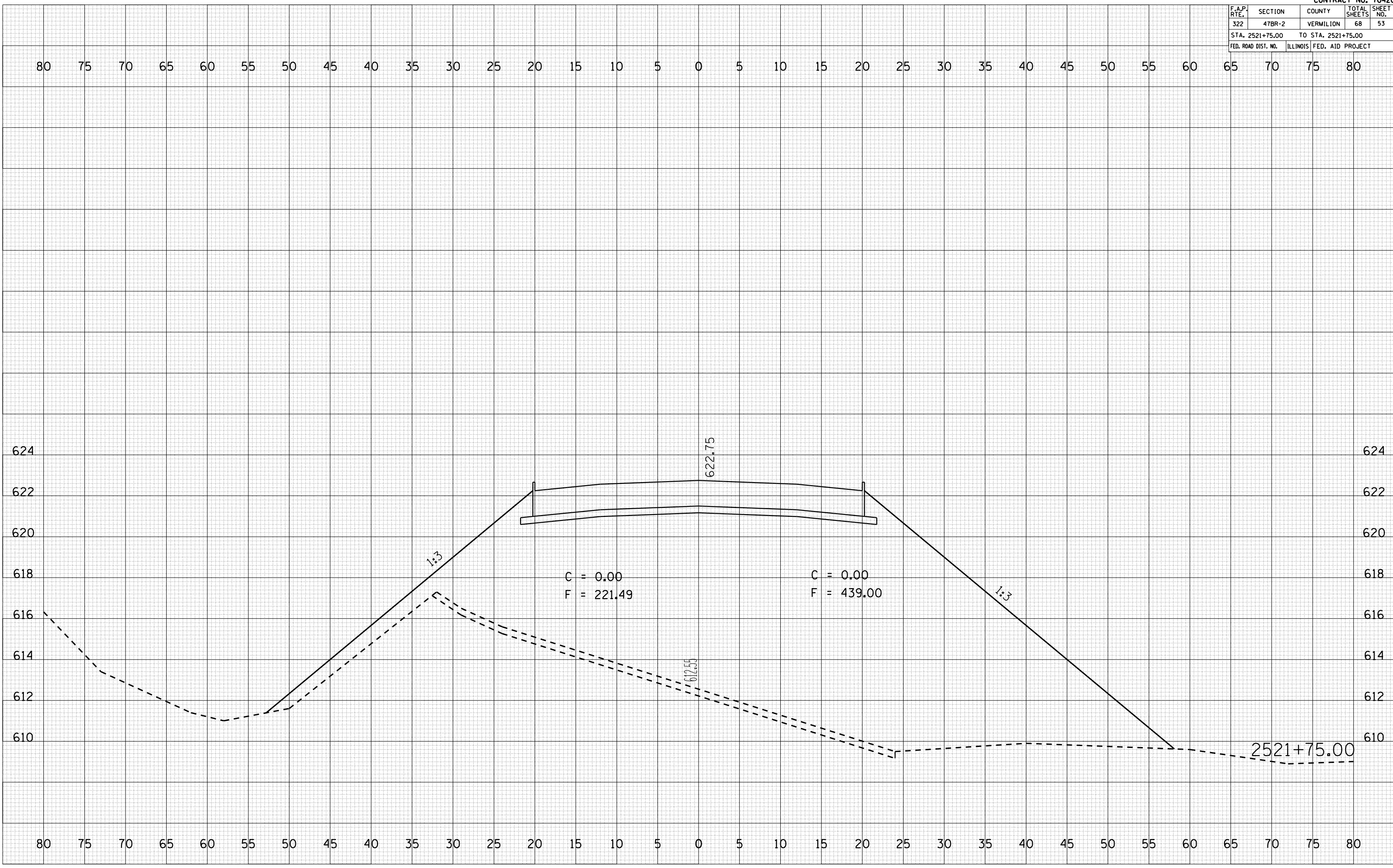
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NO.			

BY	DATE

ORIGINAL SURVEY	SURVEYED	PLOTTED	AREAS CHECKED
NO.			

PLOT DATE = 6/30/2006  
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 PLOT SCALE = 10.5682' / IN.  
 USER NAME = nelsonm



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	47BR-2	VERMILION	68	54
STA. 2522+00.00		TO STA. 2522+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BY	DATE

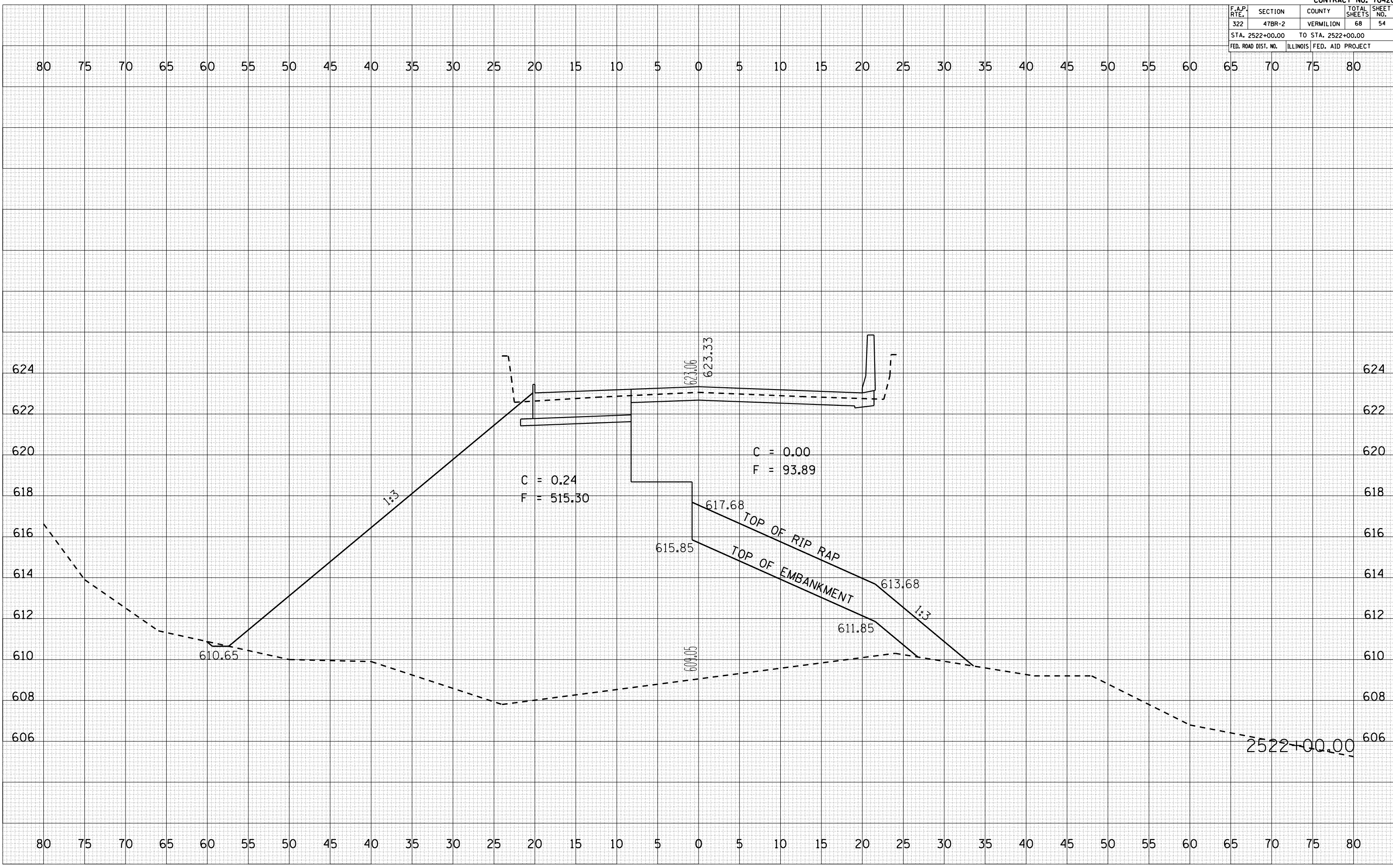
NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 6/30/2006  
 FILE NAME = I:\B\111...s...  
 PLOT SCALE = 10.5682' / IN.  
 USER NAME = nelsonm



C = 0.24  
 F = 515.30

C = 0.00  
 F = 93.89

TOP OF RIP RAP

TOP OF EMBANKMENT

2522+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	47BR-2	VERMILION	68	55
STA. 2522+25.00		TO STA. 2522+25.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

BY	DATE

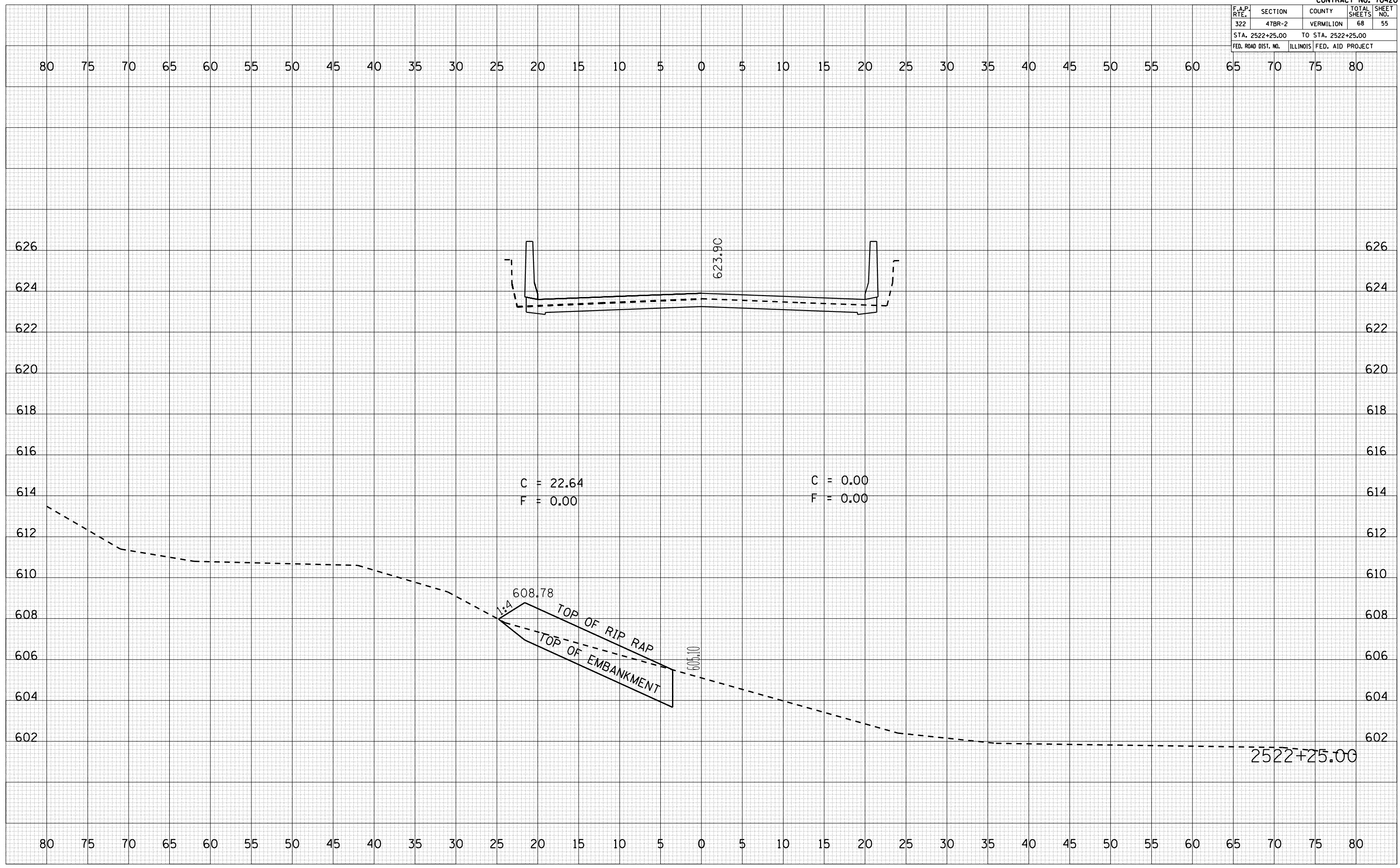
FINAL SURVEY NO.	SURVEYED	PLOTTED	DATE	AREAS CHECKED

BY	DATE

ORIGINAL SURVEY NO.	SURVEYED	PLOTTED	DATE	AREAS CHECKED

PLOT DATE = 6/30/2006  
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 PLOT SCALE = 10.5682' / IN.  
 USER NAME = nelsonm







F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	47BR-2	VERMILION	68	57
STA. 2522+75.00		TO STA. 2522+75.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BY	DATE

FINAL SURVEY	SURVEYED	PLOTTED	DATE

NO.	AREAS CHECKED

BY	DATE

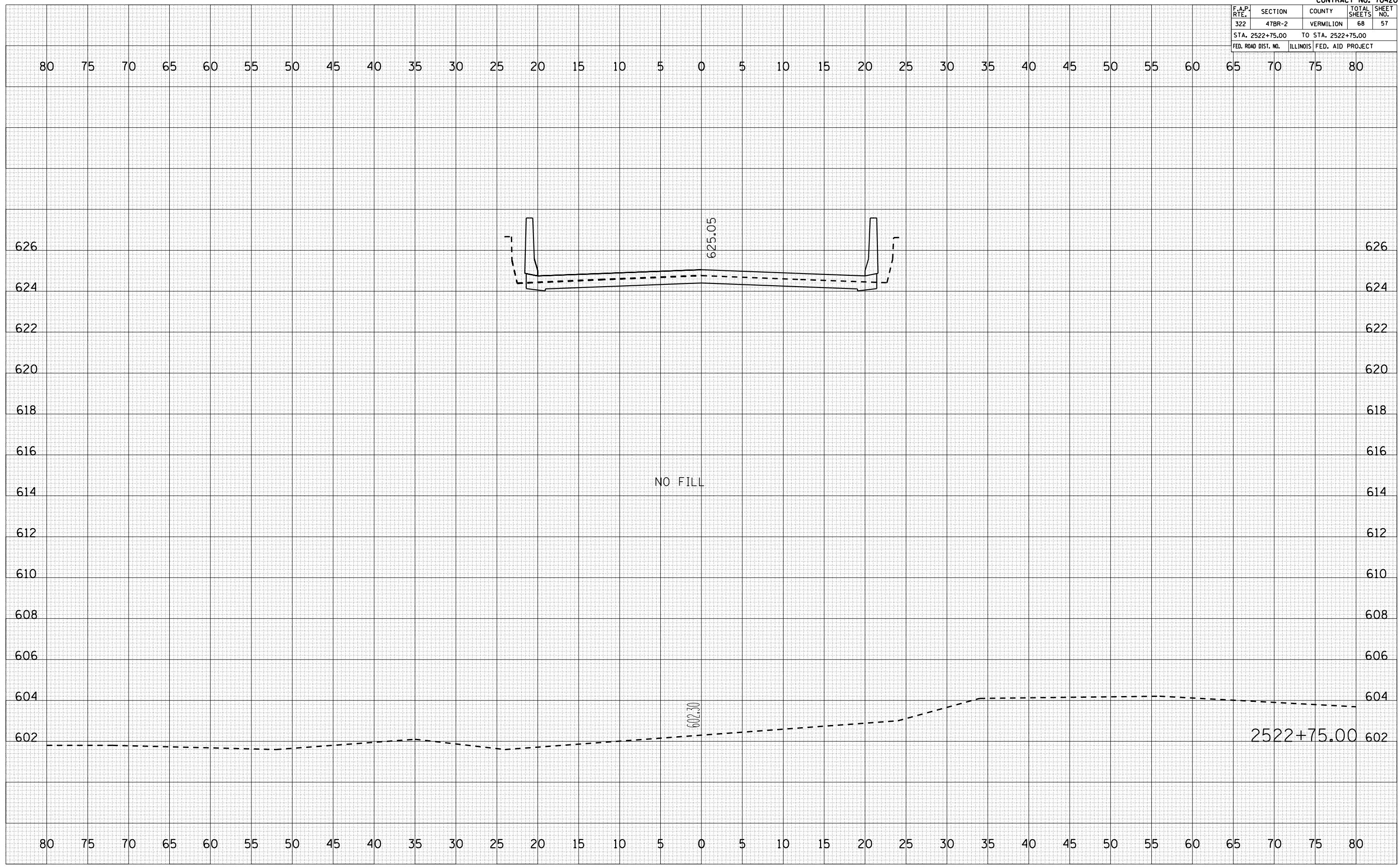
  

ORIGINAL SURVEY	SURVEYED	PLOTTED	DATE

NO.	AREAS CHECKED

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 FILE NAME = 481111.dwg  
 PLOT SCALE = 10.5682 / IN.  
 USER NAME = rd13onm



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	47BR-2	VERMILION	68	58
STA. 2523+00.00		TO STA. 2523+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

BY	DATE

FINAL SURVEY	SURVEYED	PLOTTED	DATE

NO.	AREAS CHECKED

BY	DATE

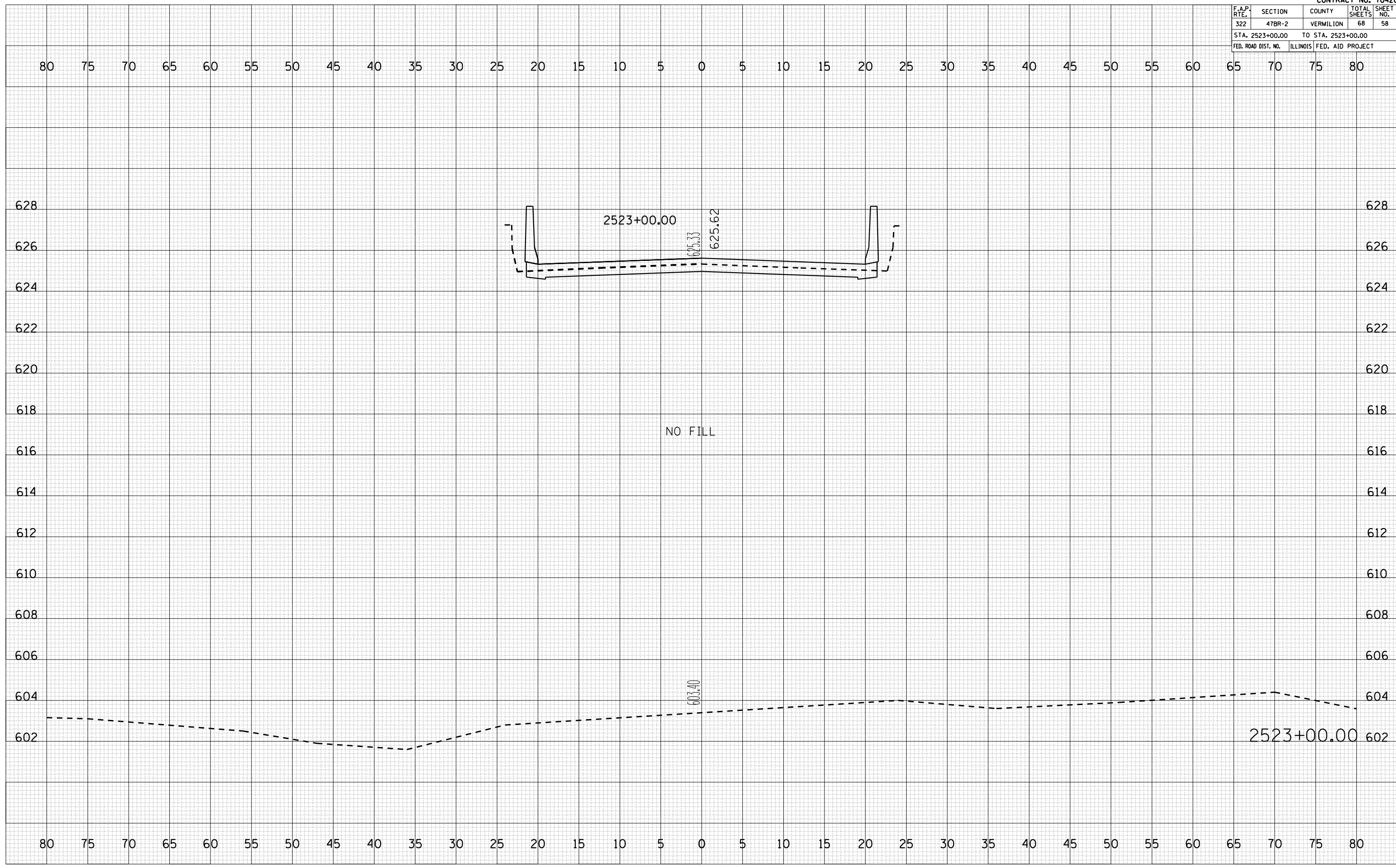
  

ORIGINAL SURVEY	SURVEYED	PLOTTED	DATE

NO.	AREAS CHECKED

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PLOT SCALE = 10.5682' / IN.  
USER NAME = rd13onm



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	47BR-2	VERMILION	68	59
STA. 2523+25.00		TO STA. 2523+25.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BY	DATE

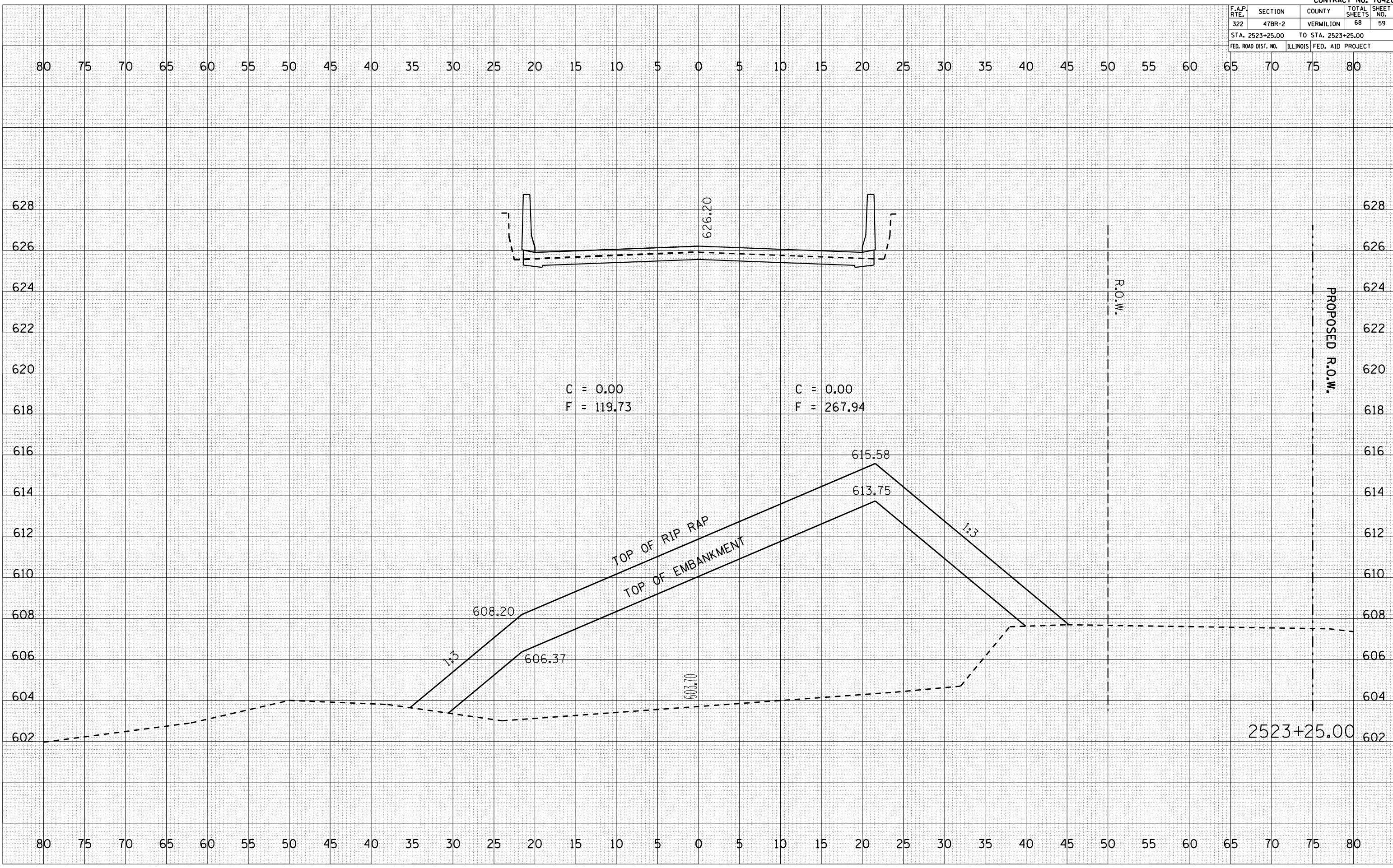
NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 6/30/2006  
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 PLOT SCALE = 10.5682' / IN.  
 USER NAME = nelsonm



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	47BR-2	VERMILION	68	60
STA. 2523+50.00		TO STA. 2523+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

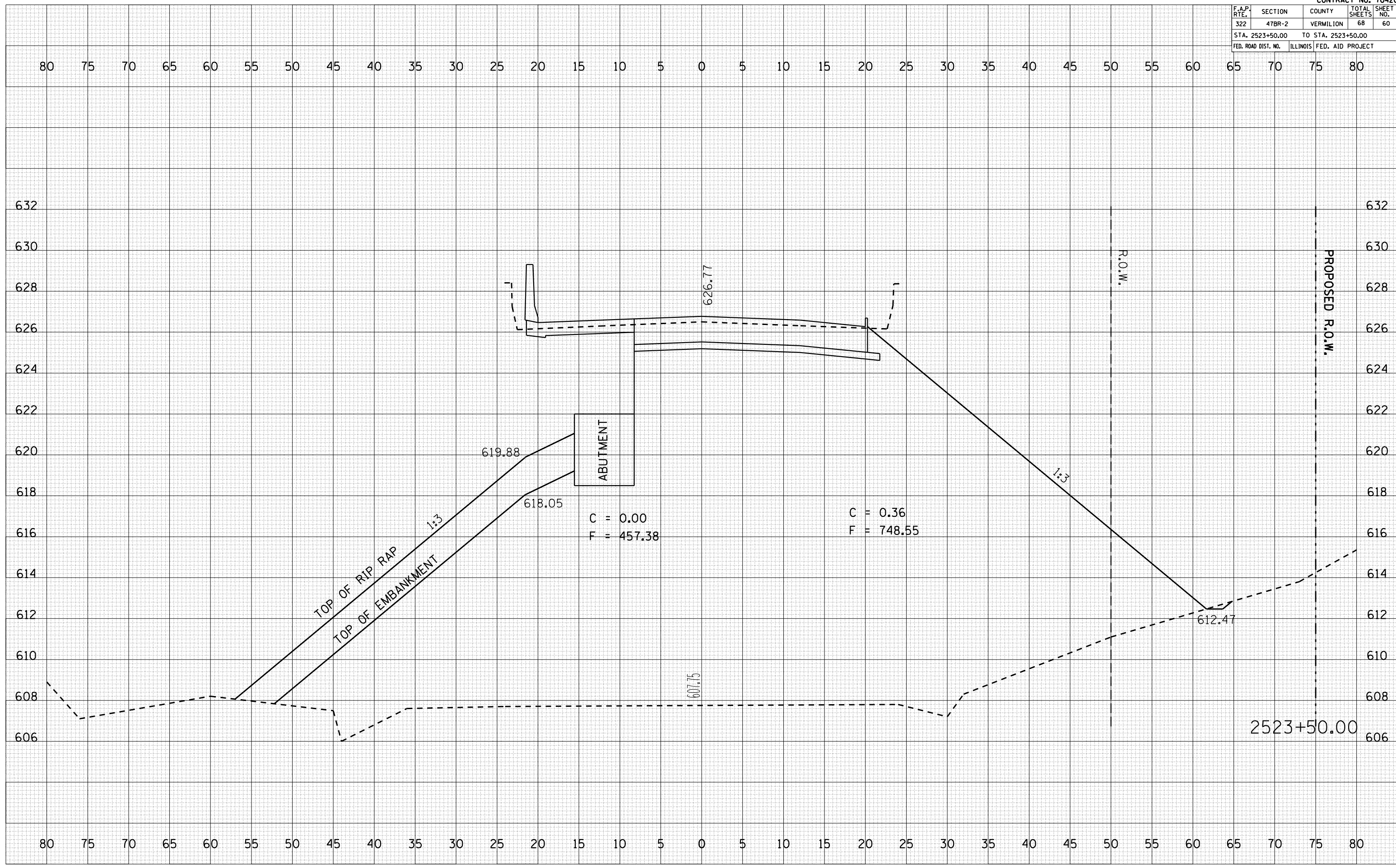
BY	DATE

NO.	DATE	BY	DESCRIPTION

NO.	DATE	BY	DESCRIPTION

PLOT DATE = 6/30/2006  
 FILE NAME = I:\B11111111.dwg  
 PLOT SCALE = 1/8" = 1'-0"  
 USER NAME = nelsonm



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	47BR-2	VERMILION	68	61
STA. 2523+75.00		TO STA. 2523+75.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BY	DATE

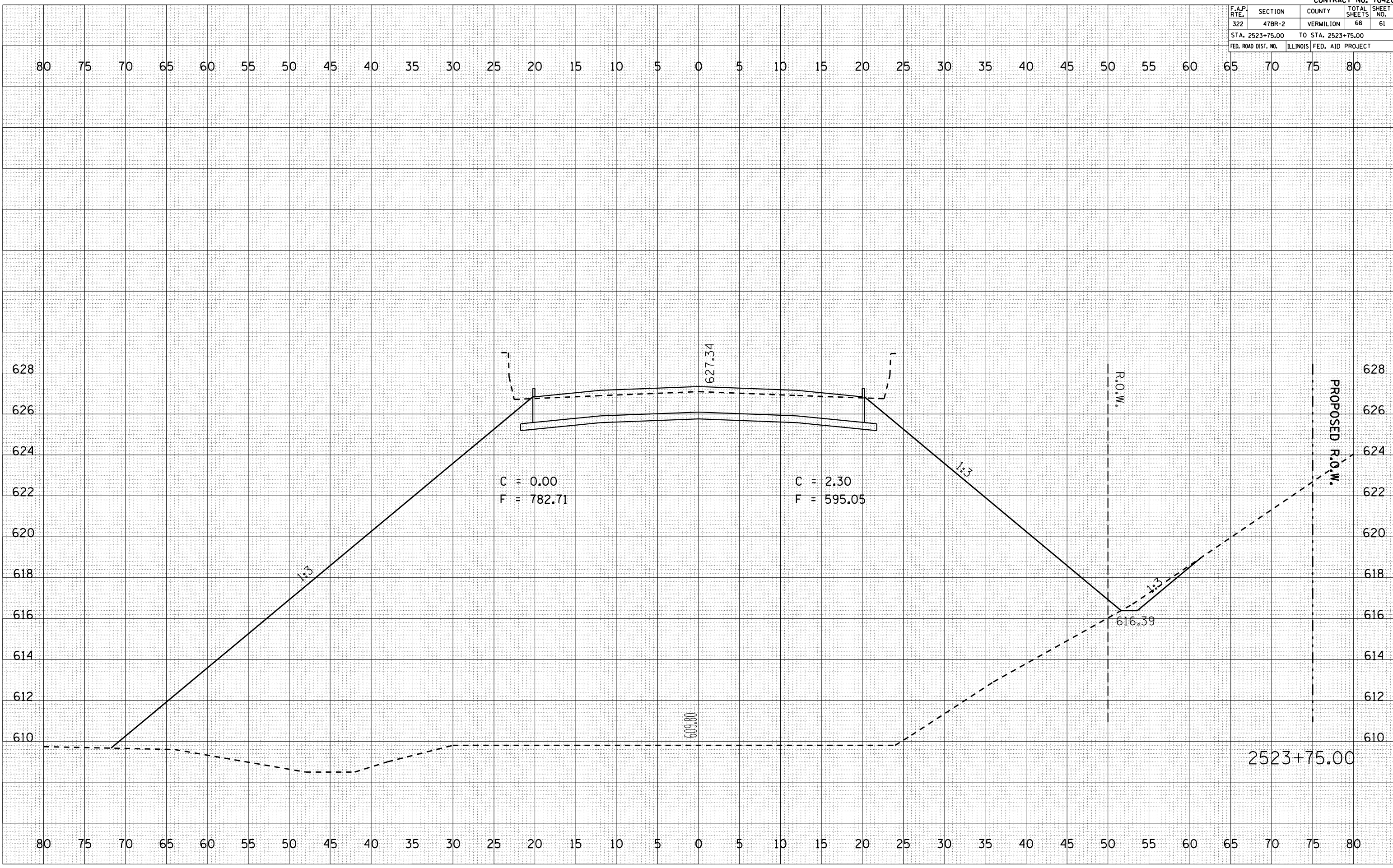
FINAL SURVEY	SURVEYED	PLOTTED	AREAS CHECKED

BY	DATE

ORIGINAL SURVEY	SURVEYED	PLOTTED	AREAS CHECKED

PLOT DATE = 6/30/2006  
 FILE NAME = I:\B\111...s...  
 PLOT SCALE = 10.0000' / IN.  
 USER NAME = nelsonm



2523+75.00

R.O.W.

PROPOSED R.O.W.

C = 0.00  
F = 782.71

C = 2.30  
F = 595.05

609.80

627.34

616.39

1:3

1:3

1:3

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	47BR-2	VERMILION	68	62
STA. 2524+00.00		TO STA. 2524+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BY	DATE

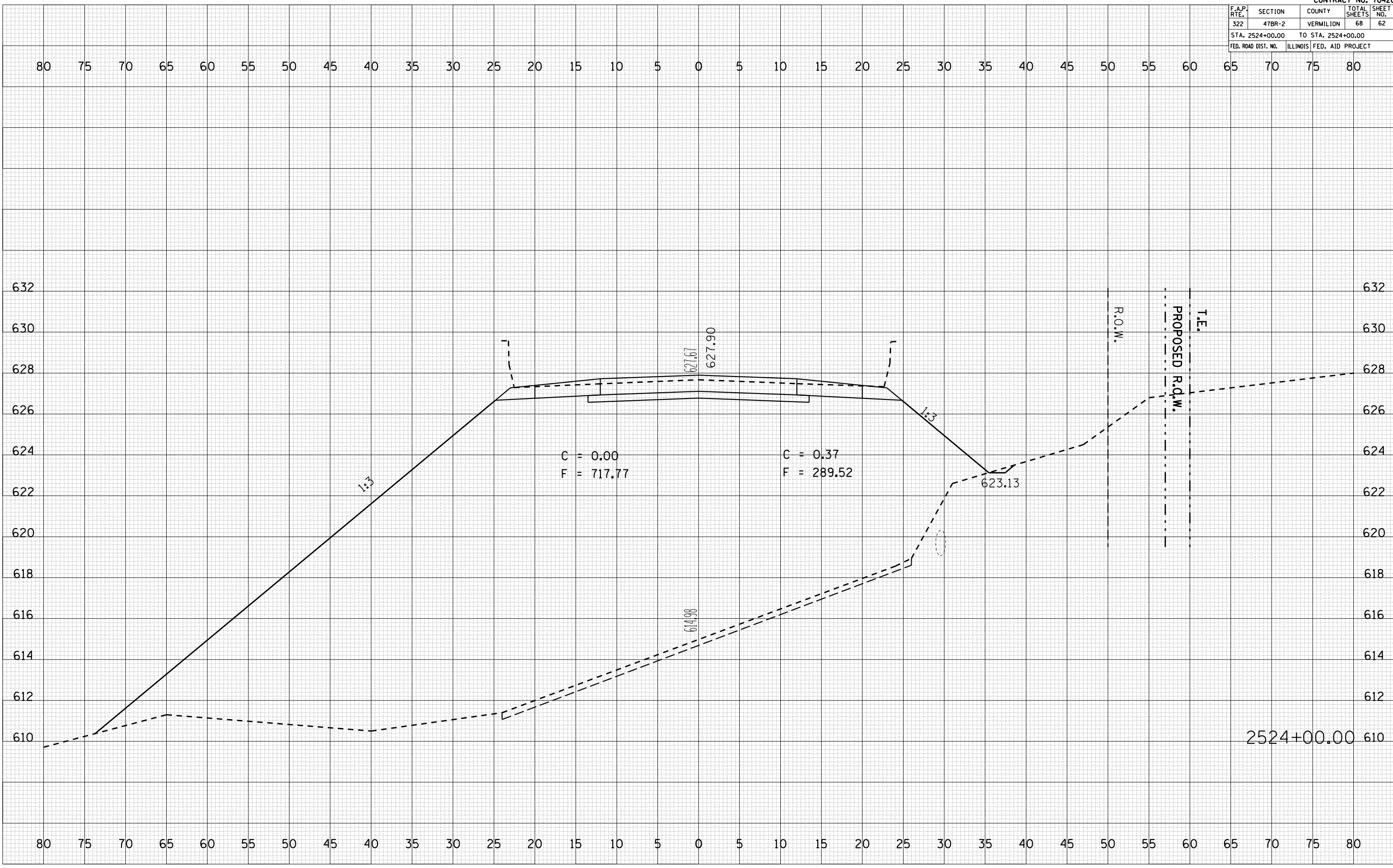
NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 6/30/2006  
 FILE NAME = I:\B\11111111.dwg  
 PLOT SCALE = 10.5682' / IN.  
 USER NAME = nelsonm





F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	47BR-2	VERMILION	68	64
STA. 2524+25.00		TO STA. 2524+25.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BY	DATE

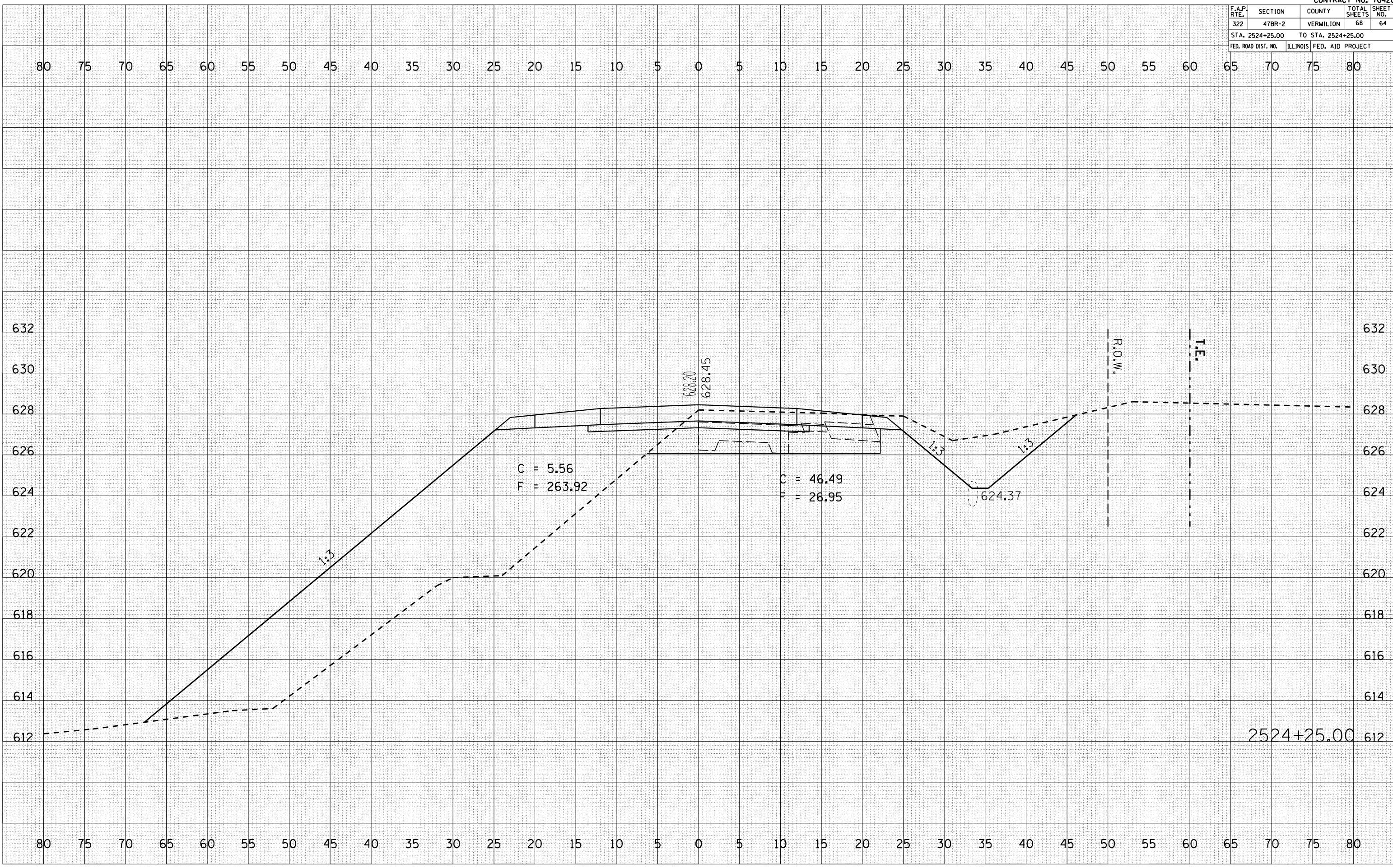
NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 6/30/2006  
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 PLOT SCALE = 10.5682' / IN.  
 USER NAME = nelsonm





F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	47BR-2	VERMILION	68	65
STA. 2524+41.80		TO STA. 2524+41.80		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BY	DATE

FINAL SURVEY	SURVEYED	PLOTTED	DATE

NO.	AREAS CHECKED

BY	DATE

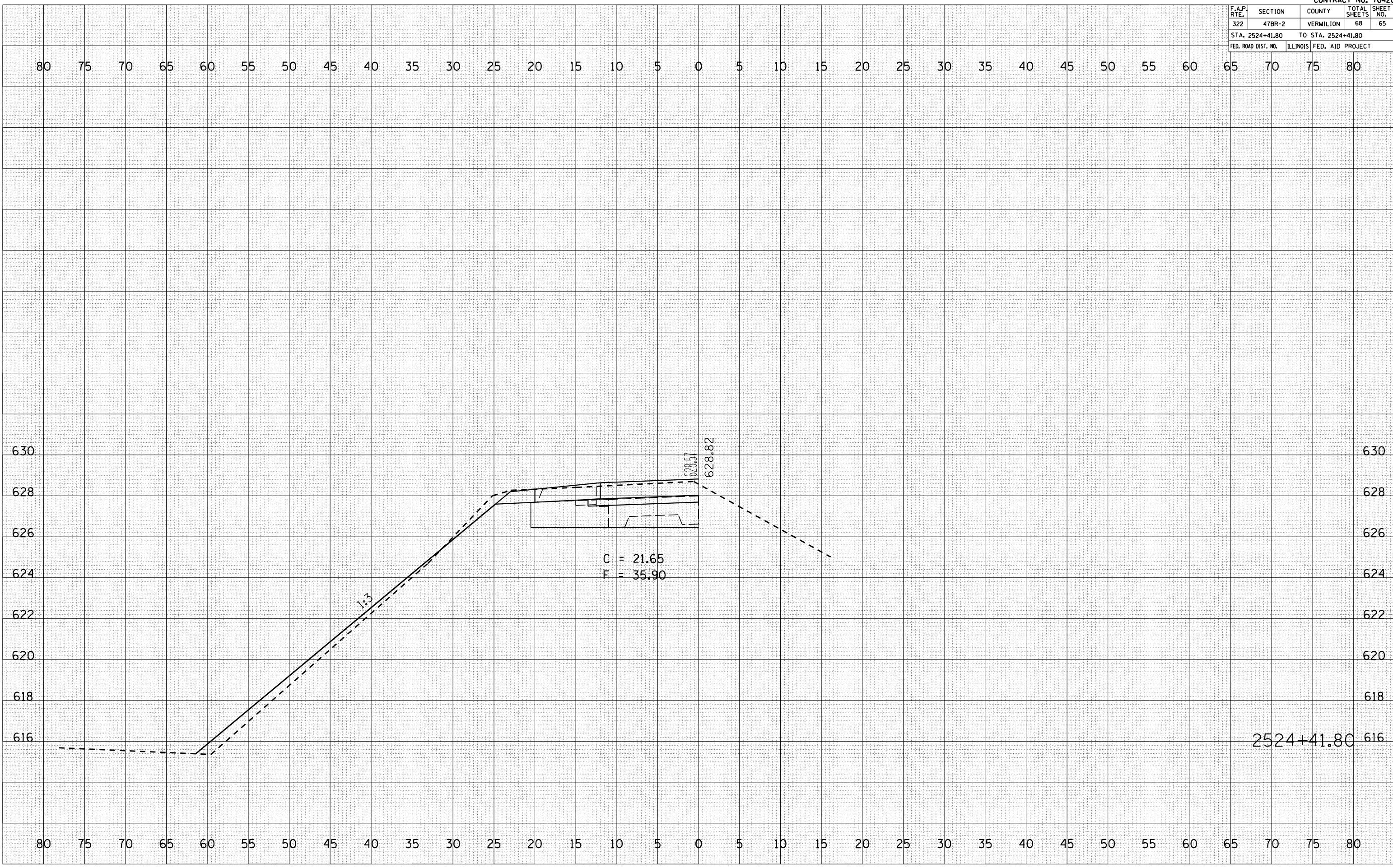
  

ORIGINAL SURVEY	SURVEYED	PLOTTED	DATE

NO.	AREAS CHECKED

PLOT DATE = 6/30/2006  
 FILE NAME = I:\B11111111.dwg  
 PLOT SCALE = 10.5682 / IN.  
 USER NAME = nelsonm



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	47BR-2	VERMILION	68	66
STA. 2524+50.00		TO STA. 2524+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BY	DATE

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 6/30/2006  
 FILE NAME = I:\B111111.dwg  
 PLOT SCALE = 10.5682 / IN.  
 USER NAME = nelsonm

