F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21-VBR	STEPHENSON	112	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 64D15		

FOR INDEX OF SHEETS, SEE SHEET NO. 2

DESIGN DESIGNATION
PRINCIPAL ARTERIAL (RURAL)
CLASS II TRUCK ROUTE

TRAFFIC DATA:
US 20
2011 ADT = 10,475 (BUILD YEAR)
2021 ADT = 12775 (10 YR. STRUCTURAL DESIGN)
2031 ADT = 15,575 (20 YR. DESIGN)
11.8% TRUCKS; 2031 DHV:1,560
POSTED SPEED LIMIT (55MPH)
DESIGN SPEED LIMIT (60MPH)

RAILROAD DATA:
TRAINS/DAY: 6 TO 8
OF TRACKS: 1
SPEEDS: 40 MPH

PROJECT LOCATED IN:
CITY OF FREEPORT
FREEPORT TOWNSHIP
SECTIONS 17, 19, & 20
STEPHENSON COUNTY

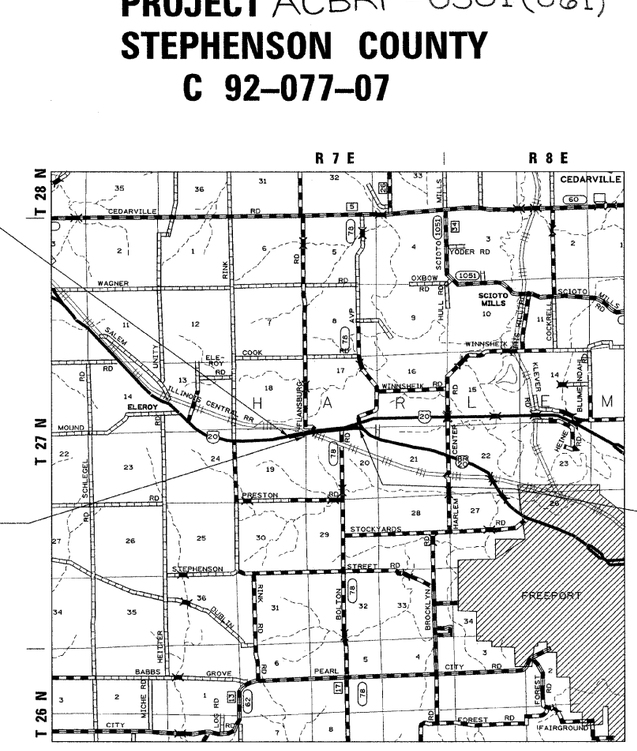
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAP ROUTE 301 (US 20)
SECTION 21 VBR
U.S. RTE. 20 ROADWAY RECONSTRUCTION AND WIDENING
& BRIDGE REPLACEMENT OVER CHICAGO CENTRAL & PACIFIC RR
PROJECT ACBRF-0301(061)
STEPHENSON COUNTY
C 92-077-07

D92-055-07

LOCATION OF SECTION INDICATED THUS: –



PROJECT BEGIN
U.S. RTE. 20
STA. 554+00
ROADWAY RECONSTRUCTION
& WIDENING

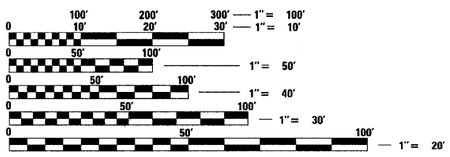
IL. RTE. 20 BRIDGE OVER
CHICAGO CENTRAL & PACIFIC RR
STR. NO. 089-0077
BRIDGE SUPERSTRUCTURE
AND SUBSTRUCTURE REMOVAL
AND REPLACMENT
STA. 567+83 TO STA. 570+45

PROJECT END
U.S. RTE. 20
STA. 592+75
ROADWAY RECONSTRUCTION
& WIDENING

SCALE: 1" = 1 MILE

LOCATION MAP

U.S. RTE. 20 – GROSS (NET) LENGTH = 0.73 MILES (0.73 MILES)



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

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

BRENT A. PORFILIO
039-020284
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
License exp. 11/30/09

8/7/09
date

STRUCTURAL ENGINEER
Signature

FINAL
08-07-09

HOH
HARRY O. HEFTER-ASSOCIATES, INC.
DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd.
Suite 600
Chicago, Il 60604
312-346-8131
PROJECT NUMBER 2945

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 8/10 20 09
George E. [illegible]
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
October 2, 20 09
Charles J. Ingersoll PE
ENGINEER OF DESIGN AND ENVIRONMENT
October 2, 20 09
Christine M. Reed PE
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

IDOT PROJECT MANAGER– MR. SAMEER ABDULLAH (815) 284–5935
HOH PROJECT MANAGER– MR. GERALD BERNER, PE (312) 424–3650

CONTRACT NO. 64D15

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS
DISTRICT 2

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001006 DECIMALS OF AN INCH AND OF A FOOT
280001-04 EROSION CONTROL SYSTEMS, TEMPORARY
420001-07 PAVEMENT JOINTS
420401-07 BRIDGE APPROACH PAVEMENT/CONNECTOR
442201-03 CLASS C AND D PATCHES
515001-03 NAME PLATE FOR BRIDGES
542301-02 PRECAST REINFORCED CONCRETE FLARED END SECTION, ROUND
542401-01 METAL END SECTIONS FOR PIPE CULVERTS
601101-01 CONCRETE HEADWALL FOR PIPE DRAIN
602001-01 CATCH BASIN TYPE A
604041-02 FRAME AND GRATE TYPE 9
606101-04 TYPE A GUTTER, INLET, OUTLET AND ENTRANCE
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701011-02 OFF ROAD OPERATIONS MOVING OPERATIONS, 2L 2W, DAY ONLY
701006-03 OFF ROAD OPERATIONS, 2L, 2W, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701201-03 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
701301-03 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-02 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
701311-03 LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701326-03 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS > 45 MPH
701331-03 LANE CLOSURE, 2L, 2W, WITH RUN-AROUND, FOR SPEEDS > 45 MPH
701502-03 URBAN LANE CLOSURE, 2L, 2W, WITH BIDIRECTIONAL LEFT TURN LANE
701701-06 URBAN LANE CLOSURE, MULTILANE INTERSECTION
701901-01 TRAFFIC CONTROL DEVICES
704001-05 TEMPORARY CONCRETE BARRIERS
720011-01 METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
728001-01 TELESCOPING STEEL SIGN SUPPORT
729001-01 APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGN & MARKERS)
780001-02 TYPICAL PAVEMENT MARKINGS
781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

COMMITMENTS

1. THE GRAVESTONE LOCATED 60 FEET LEFT AT STATION 703+00 SHALL BE LOCATED AND PROTECTED BY MEANS OF A TEMPORARY FENCE INSTALLATION PRIOR TO ANY CONSTRUCTION ACTIVITIES IN THE VICINITY OF THIS SITE.

2. ANY BITUMINOUS DRIVEWAY PAVEMENT DISTURBED BY THIS PROJECT AT STA. 586+11 RT SHALL BE REPLACED WITH POURED CONCRETE. IN ADDITION, THE CONTRACTOR SHALL REMOVE AS MUCH OF THE CONCRETE RETAINING WALL ALONG THE EAST PROPERTY LINE AS IS POSSIBLE WITHIN THE LIMITS OF THE TEMPORARY USE PERMIT.

A COPY OF THIS COMMITMENT SHALL BE PLACED IN THE "COMMITMENT FILE" INSTRUCTING THE STATE'S RESIDENT ENGINEER OF THIS COMMITMENT.

THE OWNERS OF THIS PROPERTY ARE:
GRETCHEN AND ROBERT CROSS
5627 US RTE. 20 WEST
FREEPORT, IL 31032

FILE NAME = H:\Projects\2945\DGNS\D9205507\Z05507NS.dgn	USER NAME = $USER$	DESIGNED - AAF	REVISED -
		DRAWN - JAM	REVISED -
	PLOT SCALE = 28.0000 ' / IN.	CHECKED - BAP	REVISED -
	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
INDEX OF SHEETS, STATE STANDARDS AND COMMITMENTS

SCALE: NONE | SHEET NO. 1 OF 1 SHEETS | STA. N/A | TO STA. N/A

HOH HARRY G. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 800 Chicago, IL 60604 312-346-8133
PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	2
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NIS

GENERAL NOTES

SEE CROSS SECTIONS FOR SPECIAL DITCHES AND BACKSLOPES.

THE REMOVAL OF BITUMINOUS SURFACING NOT ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE REMOVED AS EARTH EXCAVATION. THE REMOVAL OF BITUMINOUS SURFACING ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL OF THE TYPE SPECIFIED.

IT IS ESTIMATED THAT 32,700 CUBIC YARDS OF EARTH WILL BE HAULED TO THE JOB FROM OUTSIDE THE PROJECT LIMITS. A SHRINKAGE FACTOR OF 25 % HAS BEEN USED.

ALL BORROW/WASTE/USE SITES MUST BE APPROVED BY THE DEPARTMENT PRIOR TO REMOVING ANY MATERIAL FROM THE PROJECT OR INITIATING ANY EARTHMOVING ACTIVITIES, INCLUDING TEMPORARY STOCKPILING OUTSIDE THE LIMITS OF CONSTRUCTION.

THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 4 OR 2A SHALL BE USED, EXCEPT IN FRONT OF PROPERTIES WHERE THE GRASS WILL BE MOWED, THEN USE SEEDING, CLASS 1. CLASS 2A SHALL BE USED ON FRONT SLOPES AND DITCH BOTTOMS. CLASS 4 SHALL BE USED BEHIND TYPE A GUTTER, ON ALL BACKSLOPES AND AREAS BEHIND THE BACKSLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES.

PREVIOUSLY PUGMILLED STOCKPILES OF TYPE A OLDER THAN 1 MONTH WILL NOT BE APPROVED FOR USE UNTIL A MOISTURE CHECK IS RUN TO VERIFY MOISTURE CONTENT. MATERIAL SHIPPED TO PROJECTS WITHOUT BEING TESTED WILL NOT BE ACCEPTED

PLACEMENT AND COMPACTION OF THE BACKFILL FOR PROPOSED ACROSS ROAD CULVERTS AND EXISTING ACROSS ROAD CULVERTS THAT ARE REMOVED SHALL CONFORM TO SECTION 502.10 OF THE STANDARD SPECIFICATIONS, EXCEPT THAT THE MATERIAL SHALL CONFORM TO ARTICLE 208.02 OF THE STANDARD SPECIFICATIONS, AND SHALL BE COMPACTED TO A MINIMUM OF 95% OF THE STANDARD LABORATORY DENSITY. ANY MATERIAL CONFORMING TO THE REQUIREMENTS OF ARTICLE 1003.04 OR 1004.05 WHICH HAS BEEN EXCAVATED FROM THE TRENCHES SHALL BE USED FOR BACKFILLING THE TRENCHES. THE ENTIRE EXCAVATION, WITHIN 2 FEET OUTSIDE OF EACH SHOULDER, SHALL BE BACKFILLED WITH TRENCH BACKFILL MATERIAL TO THE BOTTOM OF THE PROPOSED SUBGRADE. THIS TRENCH BACKFILL MATERIAL WILL NOT BE MEASURED FOR PAYMENT, BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE CLASS OF CONCRETE INVOLVED OR OTHER UNIT PRICE ITEM OF THE WORK FOR WHICH IT IS REQUIRED.

THE SUBGRADE ON THIS PROJECT, EXCLUSIVE OF ROCK CUT AREAS IS SCHEDULED TO BE IMPROVED TO A 12" DEPTH ACCORDING TO MECHANISTIC PAVEMENT DESIGN. THE AREAS SCHEDULED TO BE IMPROVED TO A DEPTH GREATER THAN 12" ARE ESTIMATED BASED ON THE ORIGINAL GEOTECHNICAL INVESTIGATION. THE SUBGRADE SHALL BE PROCESSED IN ACCORDANCE WITH ARTICLE 301.03 OF THE STANDARD SPECIFICATIONS BEFORE THE ENGINEER SHALL DETERMINE THE LIMITS AND THE ADDITIONAL THICKNESS OF IMPROVEMENT REQUIRED, IF ANY. ANY ADDITIONAL UNDERCUTTING REQUIRED AFTER THIS EVALUATION SHALL BE PAID FOR AS EARTH EXCAVATION.

EXCEPT FOR THE TOP 75 MM (3"), ALL AGGREGATE BASES AND SUBBASES 300 MM (12") IN THICKNESS SHALL BE CONSTRUCTED OF AGGREGATE GRADATION CA-2. IF THE SPECIFIED THICKNESS EXCEEDS 300 MM (12"), THE BASES OR SUBBASES SHALL BE CONSTRUCTED OF TOPSIZE 150 MM (6") BREAKER-RUN CRUSHED STONE WITH 70% TO 90% BY WEIGHT, PASSING THE 4 SIEVE AND 15% TO 40% BY WEIGHT, PASSING THE 50 MM (2") SIZE SIEVE, EXCEPT FOR THE TOP 75 MM (3"). THE BREAKER-RUN CRUSHED STONE SHALL BE REASONABLY UNIFORMLY GRADED FROM COARSE TO FINE AND BE TAKEN FROM A QUARRY LEDGE CAPABLE OF PRODUCING CLASS "D" QUALITY AGGREGATE. THE TOP 75 MM (3") SHALL BE GRADATION CA-6 OR CA 10 REGARDLESS OF THICKNESS. THE WATER NECESSARY TO ACHIEVE COMPACTION IN ALL BUT THE TOP 75 MM (3") LAYER MAY BE ADDED AFTER THE SUBBASE OR BASE COURSE IS PLACED ON THE GRADE.

ALL EMBANKMENT CONSTRUCTED OF COHESIVE SOIL SHALL BE CONSTRUCTED WITH NOT MORE THAN 110% OF OPTIMUM MOISTURE CONTENT, DETERMINED BY THE STANDARD PROCTOR TEST. COHESIVE SOIL SHALL BE DEFINED AS ANY SOIL WHICH CONTAINS GREATER THAN 10% PARTICLES BY WEIGHT PASSING THE 75 uM (#200 SIEVE). THE 110% OF OPTIMUM MOISTURE LIMIT MAY BE WAIVED IN FREE-DRAINING GRANULAR MATERIAL WHEN APPROVED BY THE ENGINEER.

WHEN LAYING OUT FOR PATCHING, THE MINIMUM DISTANCE BETWEEN NEW PATCHES (SAW CUT TO SAW CUT) SHALL BE 4.6 M (15 FEET). WHEN PATCH SPACING IS LESS THAN 4.6 M (15 FEET), THE PAVEMENT BETWEEN PATCHES SHALL ALSO BE REMOVED AND REPLACED.

THE EXISTING HOT-MIX ASPHALT ON PRIVATE AND COMMERCIAL ENTRANCES SHALL BE BLADED OFF OR MILLED AND DISPOSED OF OUTSIDE THE PROJECT LIMITS. THE COST OF THE BLADING, MILLING, ROLLING, AND DISPOSAL IS INCLUDED IN THE CONTRACT UNIT PRICE FOR INCIDENTAL HOT-MIX ASPHALT SURFACING.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE USES	SURFACE COURSE, LANE	SURFACE COURSE, SHOULDER	LEVEL BINDER	SHOULDER BOTTOM	BINDER OVER PATCHES	BINDER COURSE LANE
PG	PG 64-22	PG 58-22	PG 64-22	PG 58-22	PG 64-22	64-22
DESIGN AIR VOIDS	4.0%	3.0%	4.0%	2.0%	4.0%	4.0%
MIXTURE COMPOSITION	IL-9.5 OR 12.5	IL-9.5 OR 12.5	IL-9.5	BAM	IL-19.0	IL-19.0
(GRADATION MIXTURE)						
FRICTION AGGREGATE	MIX D	MIX C				
20 YEAR ESAL	4.7		4.7		4.7	4.7

THE CONTRACTOR WILL BE REQUIRED TO FURNISH 140 MM (5 1/2 ") HIGH BRASS STENCILS AS APPROVED BY THE ENGINEER AND INSTALL STATIONING AT 250' INTERVALS. STATIONING SHALL BE PLACED ON BOTH LANES OF 2-LANE HIGHWAYS AND ON THE OUTSIDE LANES IN BOTH DIRECTIONS ON 4-LANE HIGHWAYS. THE STATIONS SHALL BE PLACED 150 MM (6") INSIDE THE PAVEMENT MARKING EDGE SO THEY CAN BE READ FROM THE SHOULDER. THIS WORK WILL BE INCLUDED IN THE COST OF THE FINAL PAVEMENT SURFACE.

THE AREA TO BE PRIMED SHALL BE LIMITED TO THAT WHICH CAN BE COVERED WITH HMA THE SAME DAY, UNLESS OTHERWISE PERMITTED BY THE ENGINEER.

REFLECTIVE CRACK CONTROL SHALL BE PLACED ON THE EXISTING SURFACE PRIOR TO ANY RESURFACING, UNLESS PAVEMENT IS MILLED THEN IT WILL BE PLACED ON THE BINDER COURSE.

ON FULL DEPTH PAVEMENT, SHOULDER WIDTHS OF 1.8 M (6 FT.) OR LESS MAY BE PLACED, AT THE CONTRACTOR'S OPTION, SIMULTANEOUSLY WITH THE ADJACENT TRAFFIC LANE FOR BOTH THE BINDER AND SURFACE COURSES, PROVIDED THE CROSS SLOPE OF BOTH THE PAVEMENT AND SHOULDER CAN BE SATISFACTORILY OBTAINED. THE SHOULDER WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE METER (SQUARE YARD) FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED ON THE PLANS.

THE NEW NUMBER FOR THIS STRUCTURE WILL BE 089-0077.

THE CONTRACTOR SHALL SUBMIT FOUR COPIES OF THE REQUIRED SHOP DRAWINGS FOR REVIEW AND APPROVAL TO THE BUREAU OF BRIDGES AND STRUCTURES, 2300 SOUTH DIRKSEN PARKWAY, SPRINGFIELD, IL 62764. AFTER APPROVAL OF INITIAL SUBMITTAL, THE CONTRACTOR SHALL SUBMIT ONE SET OF SHOP DRAWINGS TO DAVE LIPPERT, ENGINEER OF MATERIALS, 126 EAST ASH STREET, SPRINGFIELD, IL 62706, AND EIGHT (8) SETS OF SHOP DRAWINGS TO BE DISTRIBUTED TO:

DISTRICT 2 DISTRICT ENGINEER (1)
FABRICATOR (1)
CONTRACTOR (2)
RESIDENT ENGINEER (2)
DISTRICT 2 BUREAU OF MATERIALS (2)

THE REVIEW AND APPROVAL OF TEMPORARY SHEET PILING WILL REQUIRE 4 TO 6 WEEKS. THE CONTRACTOR SHALL SCHEDULE HIS WORK ACCORDINGLY.

THE ADDITIONAL THICKNESS OF PROPOSED PAVEMENT REQUIRED TO MATCH THE BRIDGE APPROACH PAVEMENT, SHOWN IN STANDARD 420401, SHALL BE INCLUDED IN THE COST OF THE PROPOSED PAVEMENT AND NOT PAID FOR SEPARATELY.

AT BRIDGE EXPANSION JOINTS, IF TEMPORARY EXPANSION JOINT BULKHEADS ARE ATTACHED TO ADJACENT DECK SLABS OR ABUTMENTS FOR SUPPORT, THE CONTRACTOR SHALL CUT THE ATTACHMENTS AS SOON AS THE CONCRETE HAS SET TO PREVENT JOINT DAMAGE DUE TO HORIZONTAL CONTRACTION OR EXPANSION.

THE CURB IS REQUIRED ON THE BRIDGE APPROACH PAVEMENT AS SHOWN ON THE DETAIL.

REFLECTOR MARKERS TYPE B SHALL BE INSTALLED ON THE TOP OF BRIDGE PARAPET WALLS. THE MARKERS SHALL BE ACCORDING TO STANDARD 635011 AND THE COLOR AND SPACING ACCORDING TO STANDARD 635006, EXCEPT THE MINIMUM IS 2 PER SIDE.

BOX CULVERTS THAT ARE STAGE CONSTRUCTED AND UNDERCUT BY MORE THAN 600 MM (2 FEET) SHALL HAVE LEAN CONCRETE PLACED ON THE ROCK FILL AT THE STAGE LINE. THE CONCRETE SHALL RETAIN THE ROCK FILL UNTIL THE SECOND STAGE ROCK FILL IS PLACED. THIS WORK WILL BE INCLUDED IN THE PAY ITEM FOR THE TYPE OF ROCK FILL USED.

THE CONTRACTOR SHALL REMOVE ALL ENTRANCE CULVERTS IN CONDITION FOR REUSE WHICH ARE NOT TO BE LEFT IN PLACE. THEY SHALL BE CLEANED AND STORED ALONG THE RIGHT OF WAY AS DIRECTED. IN NO CASE SHALL THEY BE ROUGHLY HANDLED OR SHOVED BY HEAVY MACHINERY. UNUSABLE MATERIAL SHALL BE DISPOSED OF BY THE CONTRACTOR AT HIS EXPENSE. COST OF THE WORK TO BE INCLUDED IN THE CONTRACT UNIT PRICE FOR CULVERT REMOVAL.

THE PROPOSED PIPES FOR ENTRANCES AND SIDE ROADS SHALL BE PLACED IN LINE WITH THE EXISTING OR PROPOSED DITCH LINE.

CONNECTING BANDS FOR CORRUGATED METAL PIPES SHALL BE METAL AND SHALL BE COATED WITH THE SAME MATERIAL AS THE PIPE SECTIONS. THE CONNECTING BANDS SHALL BE A MINIMUM OF 18" WIDE.

IT IS ANTICIPATED THAT SEVERAL MAILBOXES WILL REQUIRE RELOCATION TO THE APPROACH SIDE OF THE ENTRANCES. WHEN THIS IS DONE, THE CONTRACTOR SHALL BE REQUIRED TO MOUNT THE MAILBOX ON A 100 MM X 100 M (4" X 4") WOOD POST 1 M (40 INCHES) ABOVE THE SHOULDER SURFACE AND EXTENDING TO A MINIMUM OF 0.6 M (24 INCHES) INTO THE EMBANKMENT. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE EARTH EXCAVATION. THERE ARE AN ESTIMATED MAILBOXES TO BE RELOCATED.

IF, DURING THE GRINDING OR RESURFACING OPERATIONS, THE EXISTING MAILBOXES BECOME A HINDRANCE, THE CONTRACTOR SHALL BE REQUIRED TO CAREFULLY REMOVE AND REINSTALL THE MAILBOXES AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE INCIDENTAL HOT MIX ASPHALT SURFACING.

THE COST OF MAKING SEWER CONNECTIONS TO EXISTING DRAINAGE STRUCTURES SHALL BE INCLUDED IN THE VARIOUS CONTRACT UNIT PRICES FOR STORM SEWER.

THE COST OF REMOVING EXISTING STORM SEWER DURING THE INSTALLATION OF NEW STORM SEWERS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE STORM SEWER BEING INSTALLED.

WHERE FIELD TILE IS ENCOUNTERED, STORM SEWER OR PIPE DRAIN WILL BE USED IN ACCORDANCE WITH SECTION 611. THE MINIMUM SIZE FOR REPLACEMENT WILL BE 150 MM (6") FOR PIPE DRAINS AND 200 MM (8") FOR STORM SEWER, BUT THE SIZE MUST BE AT LEAST 50 MM (2") LARGER THAN THE ADJOINING TILE. A FIELD TILE JUNCTION VAULT WILL BE CONSTRUCTED AT THE RIGHT OF WAY TO CONNECT THE TILE AND STORM SEWER.

THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE 1 SPECIAL (TANGENT) OR STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE I SPECIAL (FLARED).

ONE 16D GALVANIZED NAIL SHALL BE USED TO TOE NAIL THE WOOD BLOCK OUT TO THE WOOD POST ON ALL TRAFFIC BARRIER TERMINAL TYPE I SPECIALS.

FILE NAME = H:\PROJECTS\2945\DGNS\D9205507\Z0550707ENI.dgn	USER NAME = $USER$	DESIGNED - AAF	REVISED -
		DRAWN - AAF	REVISED -
	PLOT SCALE = 20.000 ' / IN.	CHECKED - BAP	REVISED -
	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 920 Chicago, Il 60604 312-346-8131

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	3
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

THE ADDITIONAL EMBANKMENT REQUIRED TO BUILD UP THE SHOULDER FOR THE TRAFFIC BARRIER TERMINAL, AS SHOWN ON THE PLANS, SHALL BE HAULED FROM EXCESS EARTH EXCAVATION FROM WITHIN THE PROJECT AND SHALL BE PLACED PRIOR TO THE INSTALLATION OF THE TERMINAL. THE COST OF THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER FURNISHED EXCAVATION. AN ESTIMATED 125 CUBIC YARD OF EMBANKMENT IS REQUIRED AT EACH TERMINAL LOCATION.

DELINEATORS SHALL BE INSTALLED AS SHOWN IN STANDARD 635001, EXCEPT THAT THE POST SHALL BE ROTATED 180 DEGREES AND ONLY METAL-BACKED DELINEATORS SHALL BE PERMITTED.

DELINEATORS SHALL BE PLACED AT THE ENDS OF APPROACH GUARDRAIL TERMINAL SECTIONS, AND AT EACH HEADWALL OR END SECTION OF AR CULVERTS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR DELINEATORS.

PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:

1. ALL WORDS, SUCH AS ONLY, SHALL BE 2.4 M (8 FEET) HIGH.
2. ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
3. THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 200 MM (8"), NOT 180 MM (7") AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.

PERMANENT SURVEY MARKERS, TYPE II, SHALL BE SET AT INTERVALS OF 1.6 KM (1 MILE) OR AS DIRECTED BY THE ENGINEER. BRIDGE OR CULVERT PROJECTS SHALL HAVE ONE SURVEY MARKER PLACED NEAR THE STRUCTURE. ESTIMATED: 4 EACH.

PERMANENT SURVEY MARKERS, TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON DISTRICT STANDARD 66.2. THE BOTTOM OF THE MARKER SHALL BE 5'-0" BELOW THE GROUND SURFACE.

THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE SURVEY CREW.

THE TEMPORARY CONCRETE BARRIER SHALL BE ANCHORED TO THE PAVEMENT WITH 6 ANCHORS PER SECTION WHERE THE DROP-OFF IS WITHIN 3'6" OF THE BARRIER WALL.

THE LENGTH OF TIME A HAZARD CAN BE EXPOSED, FROM WHEN THE GUARDRAIL IS REMOVED OR TO WHEN THE PROPOSED GUARDRAIL IS FINISHED, SHALL NOT BE MORE THAT A PERIOD OF 2 DAYS.

TREE PLANTING LAYOUT SHALL BE PERFORMED BY THE DISTRICT LANDSCAPE ARCHITECT. MULCH SHALL BE PLACED 4" THICK AND TO THE DIAMETER AROUND THE TREE AS SHOWN ON DISTRICT STANDARD 92.1. THE MULCH SHALL BE HARDWOOD WOOD CHIPS PLACED ON WEED BARRIER FABRIC. THIS WORK SHALL BE INCLUDED IN THE COST OF THE TREE.

AGGREGATE BASE COURSE, TYPE B, IS PROVIDED IN THE PLAN QUANTITIES AND SHALL BE USED ONLY AS NEEDED WHEN DIRECTED BY THE ENGINEER.

ALL GUTTER OUTLETS SHALL BE EXTENDED TO DITCH FLOW AS DIRECTED BY THE ENGINEER.

RIGHT-OF-WAY MARKERS WILL BE ERECTED WITH THE BACK FACE OF THE MARKER ON THE RIGHT-OF-WAY LINE UNLESS THE NEW RIGHT-OF-WAY LINE HAS BEEN SURVEYED AND PINNED, IN WHICH INSTANCE THE RIGHT OF WAY MARKERS WILL BE ERECTED 300 MM (12 INCHES) INSIDE THE NEW RIGHT-OF-WAY LINE.

UTILITIES:

THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123. THE FOLLOWING LISTED UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF JULIE:

COMMONWEALTH EDISON - MR. JOSEPH P. LANDISE (312) 909-0070

TWO LINCOLN CENTRE

OAKBROOK TERRACE, IL 60181-4260

VERIZON - MR. KALIN HINSHAW (815) 895-1515

112 WEST ELM STREET

SYCAMORE IL, 60178

GENERAL NOTES

THE APPLICABLE PORTIONS OF ARTICLE 105.07 OF THE STANDARD SPECIFICATION SHALL APPLY EXCEPT FOR THE FOLLOWING: THE CONTRACTOR SHALL BE RESPONSIBLE TO LOCATE THE VERTICAL DEPTHS OF THE UNDERGROUND UTILITIES WHICH MAY INTERFERE WITH CONSTRUCTION OPERATIONS. THIS WORK WILL NOT BE MEASURED OR PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED AS INCLUDED IN THE UNIT BID PRICE FOR THE ITEM OF CONSTRUCTION INVOLVED.

PER SB 699 (90 DAY UTILITY RELOCATION LAW), ONCE RIGHT-OF-WAY IS CLEAR TO AWARD THE PROJECT, A NOTICE WILL BE SENT TO THE UTILITY COMPANIES INSTRUCTING THEM TO HAVE THEIR FACILITIES RELOCATED WITHIN 90 DAYS. ESTIMATED DATE RELOCATION COMPLETE = LETTING DATE + 135 DAYS.

CADD DATA WILL BE AVAILABLE TO CONTRACTORS AND CONSULTANTS WORKING ON THIS PROJECT. THIS INFORMATION WILL BE PROVIDED UPON REQUEST AS MICROSTATION CADD FILES AND GEOPAK COORDINATE GEOMETRY FILES ONLY. IF DATA IS REQUIRED IN OTHER FORMATS IT WILL BE YOUR RESPONSIBILITY TO MAKE THESE CONVERSIONS. IF ANY DISCREPANCY OR INCONSISTENCY ARISES BETWEEN THE ELECTRONIC DATA AND THE INFORMATION ON THE HARD COPY, THE INFORMATION ON THE HARD COPY SHOULD BE USED. CONTACT THE DISTRICT'S PROJECT ENGINEER TO REQUEST THESE FILES.

FILE NAME = H:\PROJECTS\2945\DGNS\D9205507\205507GEN1.dgn	USER NAME = $USER$	DESIGNED - AAF	REVISED -
		DRAWN - AAF	REVISED -
	PLOT SCALE = 20.000 ' / IN.	CHECKED - BAP	REVISED -
	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

HARRY O. HEFFER-ASSOCIATES, INC.
DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600
Chicago, Il 60604
312-346-8131

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	4
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

	CODE	ITEM	UNIT	TOTAL QUANTITY	80% FED 20% STATE ROADWAY QUANTITY 1000	80% FED 20% STATE BRIDGE QUANTITY X131-2A	
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	64	64		
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	155	155		
	20200100	EARTH EXCAVATION	CU YD	7,820	7,820		
	20400800	FURNISHED EXCAVATION	CU YD	21,575	21,575		
	20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	420		420	
	21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	33,867	33,867		
	21400100	GRADING AND SHAPING DITCHES	FOOT	50	50		
	25000100	SEEDING, CLASS 1	ACRE	0.25	0.25		
	25000210	SEEDING, CLASS 2A	ACRE	4.75	4.75		
	25000310	SEEDING, CLASS 4	ACRE	1.25	1.25		
	25000350	SEEDING, CLASS 7	ACRE	1.25	1.25		
	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	538	538		
	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	538	538		
	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	538	538		
△	25000750	MOWING	ACRE	7.25	7.25		
	25100630	EROSION CONTROL BLANKET	SQ YD	33,867	33,867		
	28000300	TEMPORARY DITCH CHECKS	EACH	37	37		
	28000400	PERIMETER EROSION BARRIER	FOOT	8,487	8,487		
	28000500	INLET AND PIPE PROTECTION	EACH	7	7		
	31100910	SUB-BASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	14,581	14,581		
	31100935	SUB-BASE GRANULAR MATERIAL, TYPE A 18"	SQ YD	982	982		
	35101400	AGGREGATE BASE COURSE, TYPE B	TON	453	453		
	40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	647	647		
	40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	7.8	7.8		

SUMMARY OF QUANTITIES

CODE	ITEM	UNIT	TOTAL QUANTITY	80% FED 20% STATE ROADWAY QUANTITY 1000	80% FED 20% STATE BRIDGE QUANTITY X131-2A	
40600300	AGGREGATE (PRIME COAT)	TON	22	22		
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	1,298	1,298		
40600895	CONSTRUCTING TEST STRIP	EACH	1	1		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	21	21		
40600990	TEMPORARY RAMP	SQ YD	779	779		
40601005	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES	TON	44	44		
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	4,619	4,619		
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	641	641		
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1,233	1,233		
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	79	79		
42001300	PROTECTIVE COAT	SQ YD	571	571		
42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	57	57		
44000100	PAVEMENT REMOVAL	SQ YD	2,745	2,745		
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	2,531	2,531		
44000400	GUTTER REMOVAL	FOOT	989	989		
44002224	HOT-MIX ASPHALT REMOVAL OVER PATCHES, 6"	SQ YD	130	130		
44004300	PAVEMENT BREAKING	SQ YD	4,144	4,144		
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	2,348	2,348		
48100100	AGGREGATE SHOULDERS, TYPE A	TON	189	189		
48203023	HOT-MIX ASPHALT SHOULDERS, 6 1/2"	SQ YD	4,025	4,025		
48203031	HOT-MIX ASPHALT SHOULDERS, 8 1/2"	SQ YD	3,634	3,634		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	
50105200	REMOVE EXISTING CULVERTS	EACH	4	4		
50200100	STRUCTURE EXCAVATION	CU YD	770.0		770	
50300225	CONCRETE STRUCTURES	CU YD	899.0		899.0	

* SPECIALITY ITEMS

△ NON-PARTICIPATING 100% STATE

FILE NAME = H:\Projects\2945\DGNS\D9205507\Z0550750.dgn

USER NAME = $USER$ | PLOT SCALE = 20.0000 ' / IN. | PLOT DATE = 8/7/2009

DESIGNED - AAF | DRAWN - AAF | CHECKED - BAP | DATE - 8/7/2009

REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 1 OF 3 SHEETS | STA. N/A | TO STA. N/A

HOH HARRY O. HEITER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 660 Chicago, Il 60604 312-346-8121

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	5
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

S001

SUMMARY OF QUANTITIES

CODE	ITEM	UNIT	TOTAL QUANTITY	80% FED 20% STATE ROADWAY QUANTITY I000	80% FED 20% STATE BRIDGE QUANTITY X131	SAFETY CODE
50300255	CONCRETE SUPERSTRUCTURE	CU YD	731.0		731.0	
50300260	BRIDGE DECK GROOVING	SQ YD	2,410		2,410	
50300300	PROTECTIVE COAT	SQ YD	3,160		3,160	
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1	
50500505	STUD SHEAR CONNECTORS	EACH	6,615		6,615	
50800105	REINFORCEMENT BARS	POUND	58,930		58,930	
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	291,970		291,970	
50800515	BAR SPLICERS	EACH	1,626		1,626	
51100100	SLOPE WALL 4 INCH	SQ YD	100		100	
51100500	BITUMINOUS COATED AGGREGATE SLOPEWALL 6"	SQ YD	3,000		3,000	
51205100	TEMPORARY SHEET PILING	L SUM	1	1		
51205200	TEMPORARY SHEET PILING	SQ FT	3,000		3,000	
51500100	NAME PLATES	EACH	2	1	1	
51603000	DRILLED SHAFT IN SOIL	CU YD	216.3		216.3	
51604000	DRILLED SHAFT IN ROCK	CU YD	71.6		71.6	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	144		144	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	18		18	
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	9		9	
52100530	ANCHOR BOLTS, 1 1/4"	EACH	36		36	
52100540	ANCHOR BOLTS, 1 1/2"	EACH	18		18	
52100560	ANCHOR BOLTS, 2"	EACH	18		18	
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	65	65		
54200445	PIPE CULVERTS, TYPE 1 RCCP 30"	FOOT	74	74		
5421D015	PIPE CULVERTS, CLASS D, TYPE 1 15" (TEMPORARY)	FOOT	51	51		
5421D018	PIPE CULVERTS, CLASS D, TYPE 1 18" (TEMPORARY)	FOOT	92	92		

SUMMARY OF QUANTITIES

CODE	ITEM	UNIT	TOTAL QUANTITY	80% FED 20% STATE ROADWAY QUANTITY I000	80% FED 20% STATE BRIDGE QUANTITY X131	SAFETY CODE
5421D030	PIPE CULVERTS, CLASS D, TYPE 1 30" (TEMPORARY)	FOOT	24	24		
54213450	END SECTIONS 15"	EACH	4	4		
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	2	2		
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	89	89		
△ 55037800	STORM SEWERS TO BE CLEANED 12"	FOOT	120	120		
58700300	CONCRETE SEALER	SQ FT	2,200		2,200	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	150		150	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	170		170	
60200905	CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 9 FRAME AND GRATE	EACH	1	1		
60244110	INLETS, SPECIAL, WITH TYPE 9 FRAME AND GRATE	EACH	1	1		
60500090	REMOVING INLETS TO MAINTAIN FLOW	EACH	1	1		
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	44.7	44.7		
60602600	CONCRETE GUTTER, TYPE A (MODIFIED)	FOOT	799	799		
63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	925.0	925.0		
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		
63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	4	4		
63200310	GUARDRAIL REMOVAL	FOOT	1,414	1,414		
63500105	DELINEATORS	EACH	24	24		
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	9	9		
66600205	RE-ERECTING RIGHT-OF-WAY MARKERS	EACH	5	5		
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	4	4		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12		
67100100	MOBILIZATION	L SUM	1	1		
70100200	TRAFFIC CONTROL AND PROTECTION, STANDARD 701331	EACH	2	2		
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1		

* SPECIALITY ITEMS

△ NON-PARTICIPATING 100% STATE

FILE NAME = H:\Projects\2945\DGNS\D9225507\Z9550750	USER NAME = $USER$	DESIGNED - AAF	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	DRAWN - AAF	REVISED -
	PLOT DATE = 8/7/2009	CHECKED - BAP	REVISED -
		DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 2 OF 3 SHEETS | STA. N/A | TO STA. N/A

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, IL 60604 312-346-8131

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	6
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

S002

SUMMARY OF QUANTITIES

	CODE	ITEM	UNIT	TOTAL QUANTITY	80% FED 20% STATE ROADWAY QUANTITY I000	80% FED 20% STATE BRIDGE QUANTITY X131-2A	
	70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1		
	70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1		
	70102622	TRAFFIC CONTROL AND PROTECTION, STANDARD 701502	L SUM	1	1		
	70102635	TRAFFIC CONTROL AND PROTECTION, STANDARD 701701	L SUM	1	1		
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	2,097	2,097		
	70300625	TEMPORARY PAINT PAVEMENT MARKING - LINE 4"	FOOT	38,996	38,996		
	70300645	TEMPORARY PAINT PAVEMENT MARKING - LINE 12"	FOOT	400	400		
	70300660	TEMPORARY PAINT PAVEMENT MARKING - LINE 24"	FOOT	53	53		
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	14,132	14,132		
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	2,900	2,900		
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2,110	2,110		
*	78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SQ FT	219	219		
*	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	25,162	25,162		
*	78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	1,353	1,353		
*	78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	1,173	1,173		
*	78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	55	55		
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	214	214		
*	78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	22	22		
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	13	13		
*	78200520	BARRIER WALL MARKERS, TYPE B	EACH	4	4		
*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	2,834	2,834		
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	41	41		
	89502400	REMOVE EXISTING FLASHING BEACON INSTALLATION COMPLETE	EACH	1	1		
*	A2001714	TREE, ACER SACCHARUM (SUGAR MAPLE), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	5	5		

SUMMARY OF QUANTITIES

	CODE	ITEM	UNIT	TOTAL QUANTITY	80% FED 20% STATE ROADWAY QUANTITY I000	80% FED 20% STATE BRIDGE QUANTITY X131-2A	
*	A2006714	TREE, QUERCUS MACROCARPA (BUR OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	5	5		
	X0323830	DRAINAGE SCUPPERS, DS-11	EACH	4		4	
	X0325519	DRAIN FOR AGGREGATE BASE COURSE	SQ YD	16	16		
	X0712400	TEMPORARY PAVEMENT	SQ YD	5,941	5,941		
	X0919000	TEMPORARY PAVEMENT REMOVAL	SQ YD	4,388	4,388		
	Z0005400	BREAKER-RUN CRUSHED STONE	TON	1,312	1,312		
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1		
	Z0028415	GEOTECHNICAL REINFORCEMENT	SQ YD	989	989		
	Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	1	1		
	Z0030280	IMPACT ATTENUATORS, TEMPORARY (SEVERE USE,NARROW), TEST LEVEL 3	EACH	5	5		
	Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	1	1		
	Z0030360	IMPACT ATTENUATORS, RELOCATE (SEVERE USE), TEST LEVEL 3	EACH	3	3		
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1		

* SPECIALITY ITEMS

△ NON-PARTICIPATING 100% STATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
SUMMARY OF QUANTITIES

SCALE: NONE | SHEET NO. 3 OF 3 SHEETS | STA. N/A | TO STA. N/A

HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-348-8131

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	7
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

S003

EARTHWORK SCHEDULE

LOCATION			EARTH EXCAVATION			EARTH EXCAVATION ADJUSTED FOR SHRINKAGE			EMBANKMENT			EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)		
			PRE-STAGE	STAGE 1	STAGE 2	PRE-STAGE	STAGE 1	STAGE 2	PRE-STAGE	STAGE 1	STAGE 2	PRE-STAGE	STAGE 1	STAGE 2
STATION	TO	STATION	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
547+80	TO	553+00	190	0	77	143	0	58	23	0	221	120	0	-163
553+00	TO	559+00	158	1,291	860	119	968	645	844	139	314	-726	829	331
559+00	TO	565+00	1,256	343	17	942	257	13	526	5,795	4,218	416	-5,538	-4,205
565+50	TO	571+00	95	0	0	71	0	0	2,916	5,065	1,934	-2,845	-5,065	-1,934
571+00	TO	577+00	169	414	513	127	311	385	1,254	3,086	395	-1,127	-2,776	-10
577+00	TO	583+00	50	714	236	38	536	177	4	151	135	34	385	42
583+00	TO	589+00	280	425	264	210	319	198	61	0	324	149	319	-126
589+00	TO	593+00	30	12	424	23	9	318	0	0	33	23	9	285
		TOTALS	2,228	3,199	2,391	1,671	2,399	1,793	5,628	14,236	7,574	-3,957	-11,837	-5,781

PATCHING SCHEDULE

PARTIAL DEPTH PAVEMENT PATCHING SCHEDULE				44002224 HMA REMOVAL OVER PATCHES-6"	40601005 HMA REPLACEMENT OVER PATCHES (6" THICK)
LOCATION		LENGTH	WIDTH	AREA	WEIGHT
STATION	OFFSET	(FOOT)	(FOOT)	(SQ YD)	(TON)
582 + 87.0	LT	6.0	12.0	8.0	2.7
582 + 87.0	RT	6.0	12.0	8.0	2.7
583 + 59.0	LT	6.0	12.0	8.0	2.7
583 + 59.0	RT	6.0	12.0	8.0	2.7
583 + 93.0	LT	6.0	12.0	8.0	2.7
583 + 93.0	RT	6.0	12.0	8.0	2.7
585 + 37.0	LT	6.0	12.0	8.0	2.7
585 + 37.0	RT	6.0	12.0	8.0	2.7
588 + 44.0	LT	6.0	15.5	10.3	3.5
588 + 44.0	RT	6.0	15.5	10.3	3.5
590 + 14.0	LT	6.0	15.5	10.3	3.5
590 + 14.0	RT	6.0	15.5	10.3	3.5
591 + 41.0	LT	6.0	18.0	12.0	4.0
591 + 41.0	RT	6.0	18.0	12.0	4.0
			TOTAL	**130**	**44**

SHOULDER SCHEDULE

SHOULDER SCHEDULES					48100100 AGGREGATE SHOULDERS TYPE A	48203023 HMA SHOULDERS 6.5"	48203031 HMA SHOULDERS 8.5"	40603310 HMA SURF CSE. MIX "C", N50	31100910 SUB-BASE GRAN. MAT. TYPE A, 12"	31100935 SUB-BASE GRAN. MAT. TYPE A, 18"	40600200 BIT. MAT. PRIME COAT
LOCATION					WEIGHT	AREA	AREA	WEIGHT	AREA	AREA	WEIGHT
STATION	TO	STATION	OFFSET	DESCRIPTION	(TONS)	(SQ YDS)	(SQ YDS)	(TONS)	(SQ YD)	(SQ YD)	(TONS)
547+80	TO	551+39	LT	3' WIDE	87.3						
551+00	TO	554+00	RT	3' WIDE	71.0						
552+70	TO	554+00	LT	3' WIDE	30.8						
554+00	TO	564+49	LT	10' WIDE		1145		96.2	1038 (SEE NOTE)	224 (SEE NOTE)	0.33
554+00	TO	563+06	RT	10' WIDE			987	82.9	863 (SEE NOTE)	224 (SEE NOTE)	0.28
563+06	TO	563+63	RT	GUARDRAIL TERMINAL			107	5.9	114		0.03
563+63	TO	567+68	RT	13' WIDE			585	41.6	630		0.17
564+49	TO	565+21	LT	GUARDRAIL TERMINAL		132		7.4	140		0.04
565+21	TO	567+43	LT	13' WIDE		320		22.8	345		0.09
571+36	TO	573+66	LT	13' WIDE		332		23.6	358		0.09
571+62	TO	573+83	RT	13' WIDE			320	22.7	345		0.09
573+66	TO	574+39	LT	GUARDRAIL TERMINAL		132		7.5	140		0.04
573+83	TO	574+57	RT	GUARDRAIL TERMINAL			139	7.6	147		0.04
574+39	TO	575+29	LT	10' WIDE		100		8.4	110		0.03
574+57	TO	576+50	RT	10' WIDE			215	18.1	237		0.06
575+29	TO	575+80	LT	FLANSBURG RADIUS		52		4.4	58		0.01
576+13	TO	577+03	LT	FLANSBURG RADIUS		65		5.5	75		0.02
576+50	TO	588+03	RT	10' WIDE			1281	107.6	1409		0.37
577+03	TO	592+75	LT	10' WIDE		1747		146.7	1922		0.50
588+03	TO	592+16	RT	SHOULDER RESURF.				32.0			
				TOTAL	**189**	**4,025**	**3,634**	**641**	**7931**	**448**	**2.2**

NOTE: SUB-BASE GRANULAR MATERIAL THICKNESS FROM STA. 554+00 TO 556+00 IS 18".

FILE NAME = H:\PROJECTS\2945\DGNS\D9205507\Z0550795CH.dgn	USER NAME = #USER#	DESIGNED - AAF	REVISED -
		DRAWN - AAF	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - BAP	REVISED -
	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
SCHEDULE OF QUANTITIES

SCALE: NONE | SHEET NO. 1 OF 9 SHEETS | STA. N/A | TO STA. N/A

HOH HARRY G. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 550 Chicago, Il 60604 312-346-8151

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	8
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SCH1

ROADWAY PAVEMENT SCHEDULE

PAVEMENT SCHEDULES ROADWAY AND MEDIAN					40603340 HMA SURF. CSE. MIX D, N 70	40600635 LEV. BINDER (MACHINE METHOD) N70	40600200 BIT. MAT. PRIME COAT	40600300 AGG. MAT. PRIME COAT (ON LEV BIND)	40603085 HMA BINDER CSE IL 19.0, N70	31100910 SUB-BASE GRAN. MAT. TYPE A, 12"	31100935 SUB-BASE GRAN. MAT. TYPE A, 18"	X0712400 TEMPORARY PAVEMENT
LOCATION					WEIGHT	WEIGHT	WEIGHT	WEIGHT	WEIGHT	AREA	AREA	AREA
STATION	TO	STATION	OFFSET	DESCRIPTION	(TONS)	(TONS)	(TONS)	(TONS)	(TONS)	(SQ YD)	(SQ YD)	(SQ YD)
554 + 00	TO	567 + 68	RT	RIGHT LANE	153.2		0.52	2.7	1197	1557 (SEE NOTE)	267 (SEE NOTE)	
554 + 00	TO	567 + 43	LT	LEFT LANE	150.4		0.51	2.7	1175	1524 (SEE NOTE)	267 (SEE NOTE)	
562 + 50	TO	567 + 51		MEDIAN	22.1		0.08	0.4	166	263		
571 + 62	TO	575 + 00	RT	RIGHT LANE	37.9		0.13	0.7	296	451		
571 + 36	TO	575 + 00	LT	LEFT LANE	40.7		0.14	0.7	319	485		
571 + 45	TO	575 + 00		MEDIAN	43.1		0.15	0.8	325	513		
575 + 00	TO	588 + 03	RT	RIGHT WIDENING					759	1250		
575 + 00	TO	592 + 75	RT	RIGHT LANE	198.8	132.6	0.68	3.6				
575 + 00	TO	592 + 75	LT	LEFT LANE	198.8	590.0	0.68	3.6				
575 + 00	TO	592 + 75		MEDIAN	215.4	393.0	0.73	3.8				
575 + 00	TO	577 + 03	LT	FLANSBURG RD.	68.5	45.7	0.23	1.2				
577 + 03	TO	582 + 30	LT	RTL AT FLANSBURG RD.	57.8	106.0	0.20	1.0				
582 + 30	TO	592 + 75	LT	LEFT WIDENING					382	607		
588 + 03	TO	592 + 75	RT	RTL AND BOLTON RD.	45.9	31.0	0.16	0.8				
TEMPORARY PAVEMENT FOR STAGING												
557 + 19			LT,RT	CULVERT TRENCH								33
547 + 80	TO	567 + 83	LT	STAGE 1 TRAFFIC								4000
570 + 65	TO	575 + 15	LT	STAGE 1 TRAFFIC								908
581 + 57	TO	590 + 90	LT	STAGE 1 TRAFFIC								804
551 + 00	TO	554 + 50	RT	STAGE 2 TRAFFIC								196
				TOTAL	1,233	1,298	4.2	22.0	4,619	6,650	534	5,941

NOTE: SUB-BASE GRANULAR MATERIAL THICKNESS FROM STA. 554+00 TO 556+00 IS 18".

HOH HARRY O. HETTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 930 Chicago, IL 60604 312-346-8133

PROJECT NUMBER 2945

FILE NAME =	USER NAME = $USER$	DESIGNED - AAF	REVISED -
H:\PROJECTS\2945\DGNS\D9205507\Z0550?SCH.dgn		DRAWN - AAF	REVISED -
	PLOT SCALE = 22.0000 ' / IN.	CHECKED - BAP	REVISED -
	PLOT DATE = 9/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
SCHEDULE OF QUANTITIES

SCALE: NONE | SHEET NO. 2 OF 9 SHEETS | STA. N/A | TO STA. N/A

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	9
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SCH2

DRIVEWAY SCHEDULE

DRIVEWAY SCHEDULE			35101400 AGG. BASE COURSE TYPE B	40800050 INCIDENTAL HMA SURF.	40600200 BIT. MAT. PRIME COAT	42300300 PCC DRIVEWAY 7"
LOCATION			WEIGHT	WEIGHT	WEIGHT	AREA
STATION	OFFSET	DESCRIPTION	(TONS)	(TONS)	(TONS)	(SQ YD)
551+67	LT	PE	33.1	8.1	0.1	
552 + 00	LT	MAILBOX RETURN	11.8	2.5	0.04	
552 + 48	LT	PE	55.1	12.8	0.2	
560 + 50	LT	FE	63.8			
562 + 95	RT	PE	111.9	25.7	0.4	
576 + 67	RT	CE	23.8	5.5	0.1	
577 + 00	LT	CE/PE	26.3	6.1	0.1	
580 + 30	LT	FE	20.7			
582 + 61	RT	PE	27.4	6.3	0.1	
584 + 70	RT	PE	9.3	2.1	0.0	
586 + 11	RT	PE				57.0
587 + 31	RT	PE	GUTTER REPLACEMENT ONLY			
588 + 79	RT	PE	GUTTER REPLACEMENT ONLY			
589 + 77	RT	PE	18.7	4.4	0.1	
590 + 42	LT	FE	26.4			
591 + 72	LT	PE	24.4	5.6	0.1	
		TOTAL	453	79	1.4	57

GUTTER AND OUTLET SCHEDULE

GUTTER & OUTLET SCHEDULES				60602600 CONCRETE GUTTER, TYPE A (MODIFIED)	60600095 CLASS SI CONCRETE (OUTLET)	42001300 PROTECTIVE COAT
LOCATION				LENGTH	VOLUME	AREA
STATION	TO	STATION	OFFSET	(FOOT)	(CU YD)	(SQ YD)
579 + 85	TO	579 + 97	RT		1.20	5.6
579 + 97	TO	582 + 40	RT	243		81.0
582 + 40	TO	582 + 80	RT		6.81	38.1
582 + 80	TO	584 + 55	RT	175		58.3
584 + 55	TO	584 + 85	RT		5.11	28.4
584 + 85	TO	585 + 88	RT	103		34.3
585 + 88	TO	586 + 34	RT		7.99	101 (SEE NOTE)
586 + 34	TO	587 + 09	RT	75		25.0
587 + 09	TO	587 + 54	RT		7.89	44.3
587 + 54	TO	588 + 56	RT	102		34.0
588 + 56	TO	588 + 98	RT		7.45	40.0
588 + 98	TO	589 + 56	RT	58		19.3
589 + 56	TO	590 + 02	RT		8.23	46.6
590 + 02	TO	590 + 45	RT	43		14.3
			TOTAL	799	44.7	571

NOTE: AREA INCLUDES PCC DRIVEWAY AT THIS LOCATION (57 SQ YDS)

FILE NAME = H:\PROJECTS\2945\DGNS\D9205507\Z05507SCH.dgn	USER NAME = $USER$	DESIGNED - AAF	REVISED -
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	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
SCHEDULE OF QUANTITIES

SCALE: NONE | SHEET NO. 3 OF 9 SHEETS | STA. N/A | TO STA. N/A

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-366-8131

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	10
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SCH3

SEEDING SCHEDULE

SEEDING SCHEDULES				21101615 TOPSOIL FURNISH AND PLACE, 4" (SQ YD)	25000100 SEEDING CLASS 1 (ACRES)	25000210 SEEDING CLASS 2A (ACRES)	25000310 SEEDING CLASS 4 (ACRES)	25000350 SEEDING CLASS 7 (ACRES)	25100630 EROSION CONTROL BLANKET (SQ YD)	25000750 MOWING (ACRE)	25000400 NITROGEN FERT. NUTR. (POUND)	25000500 PHOSPHORUS FERT. NUTR. (POUND)	25000600 POTASSIUM FERT. NUTR. (POUND)
LOCATION													
STATION	TO	STATION	OFFSET										
549 + 80	TO	551 + 58	LT	281		0.06			281	0.06	5	5	5
551 + 00	TO	562 + 83	RT	4487		0.46	0.46		4487	0.93	83	83	83
551 + 68	TO	552 + 38	LT	136	0.03				136	0.03	3	3	3
552 + 55	TO	560 + 38	LT	3473		0.48	0.24		3473	0.72	65	65	65
560 + 62	TO	568 + 52	LT	5062		0.94	0.10		5062	1.05	94	94	94
563 + 08	TO	569 + 89	RT	3476		0.65	0.07		3476	0.72	65	65	65
586 + 26	TO	587 + 16	RT	122	0.03				122	0.03	2	2	2
569 + 21	TO	575 + 78	LT	3688		0.69	0.08		3688	0.76	69	69	69
570 + 49	TO	576 + 54	RT	2706		0.50	0.06		2706	0.56	50	50	50
576 + 24	TO	576 + 87	LT	95		0.02			95	0.02	2	2	2
576 + 78	TO	579 + 84	RT	1019		0.21			1019	0.21	19	19	19
577 + 10	TO	580 + 05	LT	750		0.15			750	0.15	14	14	14
579 + 84	TO	582 + 48	RT	249	0.05				249	0.05	5	5	5
580 + 41	TO	590 + 30	LT	2261		0.42	0.05		2261	0.47	42	42	42
582 + 73	TO	584 + 62	RT	201	0.04				201	0.04	4	4	4
584 + 78	TO	585 + 95	RT	143	0.03				143	0.03	3	3	3
587 + 47	TO	588 + 62	RT	137	0.03				137	0.03	3	3	3
588 + 92	TO	589 + 62	RT	45	0.01				45	0.01	1	1	1
589 + 94	TO	590 + 44	RT	53	0.01				53	0.01	1	1	1
590 + 54	TO	591+62	LT	320		0.03	0.03		320	0.07	6	6	6
591 + 83	TO	592 + 75	LT	210		0.02	0.02		210	0.04	4	4	4
554 + 00	TO	569 + 00	LT	2872				0.75	2872	0.75			
572 + 00	TO	580 + 00	LT	871				0.18	871	0.18			
581 + 00	TO	592 + 00	LT	1210				0.25	1210	0.25			
			TOTAL	**33,867**	**0.2**	**4.6**	**1.1**	**1.2**	**33,867**	**7.2**	**538**	**538**	**538**

FILE NAME = H:\PROJECTS\2945\DGNS\D9205507\Z0550?SCH.dgn	USER NAME = $USER$	DESIGNED - AAF	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
		DRAWN - AAF	REVISED -	
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - BAP	REVISED -	
	PLOT DATE = 8//2009	DATE - 8/7/2009	REVISED -	

US ROUTE 20
SCHEDULE OF QUANTITIES

SCALE: NONE | SHEET NO. 4 OF 9 SHEETS | STA. N/A | TO STA. N/A

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8131

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	11
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SCH4

20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)

UNITS	LOCATION	OFFSET	REMARKS
7	551 + 90.0	LT	
10	557 + 41.0	LT	
7	566 + 49.0	RT	
8	569 + 90.0	LT	
7	570 + 43.0	LT	
7	578 + 97.0	LT	
6	578 + 99.0	LT	
6	579+81.0	LT	
6	579+84.0	LT	
64	**TOTAL**		

20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER)

UNITS	LOCATION	OFFSET	REMARKS
44	551 + 15.0	LT	
15	561 + 42.0	RT	
30	563 + 15.0	RT	
38	563 + 56.0	RT	
28	572 + 30.0	RT	
155	**TOTAL**		

21400100 GRADING AND SHAPING DITCHES

FOOT	LOCATION			OFFSET	REMARKS
50	592 + 20.0	TO	592 + 60.0	RT	REGRADE DITCH AT EXIST END SECTIONS
50	**TOTAL**				

28000300 TEMPORARY DITCH CHECKS

EACH	LOCATION	OFFSET	REMARKS
1	550 + 00.0	RT	
1	552 + 00.0	RT	
2	554 + 00.0	LT, RT	
2	554 + 50.0	LT, RT	
2	555 + 00.0	LT, RT	
2	556 + 00.0	LT, RT	
2	557 + 00.0	LT, RT	
2	557 + 50.0	LT, RT	
2	558 + 50.0	LT, RT	
2	559 + 50.0	LT, RT	
1	560 + 50.0	RT	
2	561 + 50.0	LT, RT	
1	571 + 00.0	LT	
1	572 + 00.0	LT	
1	573 + 00.0	LT	
1	574 + 00.0	LT	
1	574 + 50.0	RT	
1	575 + 00.0	LT	
1	575 + 50.0	RT	
1	578 + 00.0	RT	
1	577 + 30.0	LT	
1	578 + 30.0	LT	
1	580 + 00.0	LT	
1	582 + 00.0	LT	
1	584 + 00.0	LT	
1	586 + 00.0	LT	
1	588 + 00.0	LT	
1	592 + 00.0	LT	
37	**TOTAL**		

28000400 PERIMETER EROSION BARRIER

FOOT	LOCATION			OFFSET	REMARKS
403	547 + 80.0	TO	551 + 83.0	LT	
600	551 + 00.0	TO	557 + 00.0	RT	
70	551 + 67.0	TO	552 + 37.0	LT	
443	552 + 57.0	TO	557 + 00.0	LT	
570	557 + 35.0	TO	562 + 60.0	LT	
620	557 + 40.0	TO	562 + 80.0	RT	
650	562 + 97.0	TO	569 + 20.0	LT	
887	563 + 05.0	TO	569 + 20.0	RT	
800	569 + 77.0	TO	575 + 60.0	LT	
700	569 + 77.0	TO	576 + 48.0	RT	
544	576 + 86.0	TO	582 + 25.0	RT	
290	577 + 21.0	TO	580 + 10.0	LT	
969	580 + 50.0	TO	590 + 19.0	LT	
154	582 + 91.0	TO	584 + 45.0	RT	
112	584 + 88.0	TO	587 + 00.0	RT	
500	587 + 65.0	TO	592 + 65.0	RT	
85	590 + 65.0	TO	591 + 50.0	LT	
90	591 + 97.0	TO	592 + 87.0	LT	
8487	**TOTAL**				

28000500 INLET AND PIPE PROTECTION

EACH	LOCATION	OFFSET	REMARKS
1	592 + 46.0	LT	STAGE 2
1	590 + 53.0	LT	STAGE 2
1	590 + 42.0	RT	STAGE 1
1	590 + 21.0	LT	STAGE 2
1	589 + 52.0	RT	STAGE 1
1	580 + 07.0	LT	STAGE 2
1	557 + 19.0	RT	STAGE 1
7	**TOTAL**		

40201000 AGGREGATE FOR TEMPORARY ACCESS

TON	LOCATION			OFFSET	REMARKS
576	557 + 80.0	TO	562 + 90.0	RT	PE/CE
71	560 + 50.0			LT	FE
647	**TOTAL**				

40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

SQ YD	LOCATION		OFFSET	REMARKS
21.0	165 + 15.0	FLANSBURG		
21	**TOTAL**			

40600990 TEMPORARY RAMP

SQ YD	LOCATION			OFFSET	REMARKS
94	592 + 75.0				
685	579 + 84.0	TO	592 + 17.0	RT	
779	**TOTAL**				

44000100 PAVEMENT REMOVAL

SQ YD	LOCATION			OFFSET	REMARKS
1,989	554 + 00.0	TO	561 + 00.0		EXIST US RTE. 20
756	572 + 25.0	TO	575 + 00.0		EXIST US RTE. 20
2,745	**TOTAL**				

44000159 HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"

FOOT	LOCATION			OFFSET	REMARKS
898	580 + 56.0	TO	590 + 45.0	RT	
2,531	**TOTAL**				

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	PLOT SCALE = 20.0000 ' / IN.	CHECKED - BAP	REVISED -
	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
SCHEDULE OF QUANTITIES

SCALE: NONE | SHEET NO. 5 OF 9 SHEETS | STA. N/A | TO STA. N/A

HARRY O. HEFTER ASSOCIATES, INC.
DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, IL 60604 312-346-6131

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	12
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

44000400 GUTTER REMOVAL

FOOT	LOCATION			OFFSET	REMARKS
989	580 + 56.0	TO	590 + 45.0	RT	
989	**TOTAL**				

44004300 PAVEMENT BREAKING

SQ YD	LOCATION			OFFSET	REMARKS
1,960	561 + 00.0	TO	568 + 00.0		EXIST US RTE. 20
632	570 + 70.0	TO	572 + 25.0		EXIST US RTE. 20
1,356	560 + 50.0	TO	567 + 83.0	LT	TEMP. PAVEMENT
196	570 + 65.0	TO	572 + 50.0	LT	TEMP. PAVEMENT
4,144	**TOTAL**				

44300200 STRIP REFLECTIVE CRACK CONTROL TREATMENT

FOOT	LOCATION			OFFSET	REMARKS
1,303	575 + 00.0	TO	588 + 03.0	RT	USED ON WIDENING
1,045	582 + 30.0	TO	592 + 75.0	LT	USED ON WIDENING
2,348	**TOTAL**				

50105200 REMOVE EXISTING CULVERTS

EACH	LOCATION	OFFSET	REMARKS
1	552 + 50.0	LT	DRIVEWAY
1	557 + 19.0		UNDER US 20
1	564 + 63.0	RT	
1	580 + 30.0	LT	DRIVEWAY
4	**TOTAL**		

51500100 NAME PLATES

EACH	LOCATION	OFFSET	REMARKS
1	557 + 19.0		30" CULVERT
1	**TOTAL**		

550A0050 STORM SEWERS, CLASS A, TYPE 1 12"

FOOT	LOCATION			OFFSET	REMARKS
89	589 + 54.0	TO	590 + 44.0	RT	
89	**TOTAL**				

542D0220 PIPE CULVERTS, CLASS D, TYPE 1 15"

FOOT	LOCATION	OFFSET	REMARKS
34	590 + 42.0	LT	
31	591 + 72.0	LT	
65	**TOTAL**		

54200445 PIPE CULVERTS, TYPE 1 RCCP 30"

FOOT	LOCATION	OFFSET	REMARKS
74	577 + 19.0	LT	
74	**TOTAL**		

5421D015 PIPE CULVERTS, CLASS D, TYPE 1 15" (TEMPORARY)

FOOT	LOCATION			OFFSET	REMARKS
51	560 + 32.0	TO	560 + 68.0	RT	
51	**TOTAL**				

5421D018 PIPE CULVERTS, CLASS D, TYPE 1 18" (TEMPORARY)

FOOT	LOCATION			OFFSET	REMARKS
92	557 + 77.0	TO	558 + 69.0	RT	
92	**TOTAL**				

5421D030 PIPE CULVERTS, CLASS D, TYPE 1 30" (TEMPORARY)

FOOT	LOCATION	OFFSET	REMARKS
24	557 + 19.0	LT	
24	**TOTAL**		

54213450 END SECTIONS 15"

EACH	LOCATION	OFFSET	REMARKS
2	590 + 42.0	LT	
2	591 + 72.0	RT	
4	**TOTAL**		

54213675 PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"

EACH	LOCATION	OFFSET	REMARKS
1	577 + 19.0	RT	
1	577 + 19.0	LT	
2	**TOTAL**		

55037800 STORM SEWERS TO BE CLEANED 12"

FOOT	LOCATION			OFFSET	REMARKS
120	590 + 45.0	TO	592 + 20.0	RT	
120	**TOTAL**				

60200905 CATCH BASINS, TYPE A, 4'-DIAMETER, TYPE 9 FRAME AND GRATE

EACH	LOCATION	OFFSET	REMARKS
1	590 + 45.0	29.5' RT	
1	**TOTAL**		

60244110 INLETS, SPECIAL, WITH TYPE 9 FRAME AND GRATE

EACH	LOCATION	OFFSET	REMARKS
1	589 + 53.0	29.5' RT	
1	**TOTAL**		

60500090 REMOVING INLETS TO MAINTAIN FLOW

EACH	LOCATION	OFFSET	REMARKS
1	590 + 45.0	RT	EXISTING INLET TO BE REPLACED W/ CB
1	**TOTAL**		

63000001 STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS

FOOT	LOCATION			OFFSET	REMARKS
175.0	565 + 34.0	TO	567 + 09.0	LT	
375.0	563 + 75.0	TO	567 + 50.0	RT	
200.0	571 + 54.0	TO	573 + 54.0	LT	
175.0	571 + 96.0	TO	573 + 71.0	RT	
925.0	**TOTAL**				

63100085 TRAFFIC BARRIER TERMINAL, TYPE 6

EACH	LOCATION			OFFSET	REMARKS
1	567 + 09.0	TO	567 + 55.0	LT	
1	567 + 50.0	TO	567 + 96.0	RT	
1	571 + 08.0	TO	571 + 54.0	LT	
1	571 + 50.0	TO	571 + 96.0	RT	
4	**TOTAL**				

63100169 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED

EACH	LOCATION		OFFSET	REMARKS
1	563 + 25.0	563 + 75.0	RT	
1	564 + 84.0	565 + 34.0	LT	
1	573 + 54.0	574 + 04.0	LT	
1	573 + 71.0	574 + 21.0	RT	
4	**TOTAL**			

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		DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
SCHEDULE OF QUANTITIES

SCALE: NONE | SHEET NO. 6 OF 9 SHEETS | STA. N/A | TO STA. N/A

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 660 Chicago, Il 60604 312-346-8151

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	13
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SCH6

63200310 GUARDRAIL REMOVAL

FOOT	LOCATION		OFFSET	REMARKS
65	556 + 87.0	557 + 52.0	LT	
63	556 + 87.0	557 + 50.0	RT	
304	564 + 79.0	567 + 83.0	LT	
354	564 + 90.0	568 + 44.0	RT	
313	570 + 45.0	573 + 58.0	LT	
315	571 + 00.0	574 + 15.0	RT	
1,414	**TOTAL**			

NOTE: GUARDRAIL REMOVAL ON BRIDGE IS INCIDENTAL TO BRIDGE REMOVAL

63500105 DELINEATORS

EACH	LOCATION		OFFSET	REMARKS
1	563 + 24.0		RT	GUARDRAIL END TERMINAL
1	564 + 83.0		LT	GUARDRAIL END TERMINAL
1	574 + 21.0		LT	GUARDRAIL END TERMINAL
1	574 + 21.0		RT	GUARDRAIL END TERMINAL
1	557 + 19.0		LT	END OF ROAD CULVERT
1	557 + 19.0		RT	END OF ROAD CULVERT
4	554 + 00.0	564 + 00.0	LT	EDGE OF PAVT, 400 C-C TYP
4	554 + 00.0	563 + 00.0	RT	EDGE OF PAVT, 400 C-C TYP
5	577 + 00.0	592 + 75.0	LT	EDGE OF PAVT, 400 C-C TYP
5	575 + 00.0	592 + 75.0	RT	EDGE OF PAVT, 400 C-C TYP
24	**TOTAL**			

66600105 FURNISHING AND ERECTING RIGHT OF WAY MARKERS

EACH	LOCATION	OFFSET	REMARKS
1	554 + 32.25	48.50' RT	
1	555 + 00.00	60.00' RT	
1	556 + 78.27	68.20' RT	
1	580 + 00.00	48.43' RT	
1	581 + 00.00	40.00' RT	
1	583 + 00.00	40.00' RT	
1	587 + 00.00	40.00' RT	
1	588 + 92.11	32.50' RT	
1	588 + 92.11	33.72' RT	
9	**TOTAL**		

66600205 RE-ERECTING RIGHT-OF-WAY MARKERS

EACH	LOCATION	OFFSET	REMARKS
5	TBD		TOKEN AMOUNT
5	**TOTAL**		

LOCATION TO BE DETERMINED BY THE RESIDENT ENGINEER IF NEEDED

66700305 PERMANENT SURVEY MARKERS, TYPE II

EACH	LOCATION	OFFSET	REMARKS
1	554 + 00.0		
1	557 + 19.0		ROAD CULVERT
1	569 + 50.0		BRIDGE OVER RAILROAD
1	592 + 75.0		
4	**TOTAL**		

NOTE: EXACT LOCATION OF SURVEY MARKERS TO BE DETERMINED BY THE RESIDENT ENGINEER

70300100 SHORT-TERM PAVEMENT MARKING

FOOT	LOCATION		REMARKS
255	554 + 00.0	562 + 50.0	CENTER LINE (3 APPLICATIONS)
1842	562 + 00.0	592 + 70.0	DOUBLE CENTER LINE (3 APPLICATIONS)
2,097	**TOTAL**		

70300625 TEMPORARY PAINT PAVEMENT MARKING LINE 4"

STAGE 1

FOOT	LOCATION			REMARKS
2,840	547 + 00.0	TO	575 + 70.0	LEFT EDGE LINE-WHITE
1,600	577 + 00.0	TO	593 + 00.0	LEFT EDGE LINE-WHITE
10,180	547 + 90.0	TO	598 + 80.0	DOUBLE CENTER-YELLOW
4,540	547 + 90.0	TO	592 + 74.0	RIGHT EDGE LINE-WHITE
270	FLANSBURG MEDIAN			DOUBLE CENTER-YELLOW

STAGE 2

FOOT	LOCATION			REMARKS
2,791	547 + 90.0	TO	575 + 81.0	LEFT EDGE LINE-WHITE
2,055	576 + 90.0	TO	597 + 45.0	LEFT EDGE LINE-WHITE
10,180	547 + 90.0	TO	598 + 80.0	DOUBLE CENTER-YELLOW
4,540	547 + 90.0	TO	592 + 74.0	RIGHT EDGE LINE-WHITE
38,996	**TOTAL**			

70300645 TEMPORARY PAINT PAVEMENT MARKING LINE 12"

FOOT	LOCATION			REMARKS
200	593 + 00.0	TO	598 + 00.0	STAGE 1-DIAGONALS-YELLOW
200	593 + 00.0	TO	598 + 00.0	STAGE 2-DIAGONALS-YELLOW
400	**TOTAL**			

70300660 TEMPORARY PAINT PAVEMENT MARKING LINE 24"

FOOT	LOCATION			REMARKS
53	FLANSBURG	TO	598 + 00.0	STOP BAR
53	**TOTAL**			

70301000 WORK ZONE PAVEMENT MARKING REMOVAL

SQ FT	LOCATION	OFFSET	REMARKS
6,477	STAGE 1-4" LINE		TEMPORARY PAVEMENT MARKING
200	STAGE 1-12" LINE		TEMPORARY PAVEMENT MARKING
106	STAGE 1-24" LINE		TEMPORARY PAVEMENT MARKING
6,457	STAGE 2-4" LINE		TEMPORARY PAVEMENT MARKING
200	STAGE 2-12" LINE		TEMPORARY PAVEMENT MARKING
692			STORT-TERM PAVEMENT MARKING
14,132	**TOTAL**		

70400100 TEMPORARY CONCRETE BARRIER

FOOT	LOCATION				REMARKS
562.5	551 + 66.0	TO	557 + 29.0	STAGE 1	RIGHT EDGE OF MOT LANES
1,600.0	559 + 55.0	TO	575 + 55.0	STAGE 1	RIGHT EDGE OF MOT LANES
287.5	564 + 95.5	TO	567 + 83.0	STAGE 1	LEFT EDGE OF MOT LANES
450.0	570 + 65.0	TO	575 + 15.0	STAGE 1	LEFT EDGE OF MOT LANES
2,900	**TOTAL**				

70400200 RELOCATE CONCRETE BARRIER

FOOT	LOCATION				REMARKS
697.5	553 + 11.0	TO	560 + 08.0	STAGE 2	LEFT EDGE OF MOT LANES
1,412.5	560 + 95.0	TO	575 + 08.0	STAGE 2	LEFT EDGE OF MOT LANES
2,110	**TOTAL**				

78008200 POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS

SQ FT	LOCATION			DESC	REMARKS
46.8	573 + 09.0	TO	575 + 89.0	LTL	3 ARROWS IN LTL @ 15.6 SQ FT EACH
46.8	577 + 03.0	TO	580 + 70.0	RTL	3 ARROWS IN RTL @ 15.6 SQ FT EACH
46.8	590 + 40.0	TO	592 + 16.0	RTL	3 ARROWS IN RTL @ 15.6 SQ FT EACH
46.8	593 + 35.0	TO	596 + 31.0	LTL	3 ARROWS IN LTL @ 15.6 SQ FT EACH
31.2	FLANBURG INTERSECTION				2 ARROWS AT FLANSBURG
219	**TOTAL**				

78008210 POLYUREA PAVEMENT MARKING TYPE I - LINE 4"

FOOT	LOCATION			OFFSET	REMARKS
2,906	547 + 80.0	TO	576 + 00.0	LT	WHITE EDGE LINE
1,701	576 + 13.0	TO	592 + 75.0	LT	WHITE EDGE LINE
4,337	547 + 80.0	TO	591 + 17.0	RT	WHITE EDGE LINE
90	591 + 17.0	TO	592 + 75.0	RT	WHITE EDGE LINE
3,140	547 + 80.0	TO	563 + 50.0		YELLOW CENTER LINE x 2
3,744	563 + 50.0	TO	572 + 86.0		YELLOW CENTER LINE x 4
606	572 + 86.0	TO	575 + 89.0		YELLOW CENTER LINE x 2
628	FLANSBURG RD. MEDIAN			RT	YELLOW CENTER LINE x 4
6,904	575 + 49.0	TO	592 + 75.0		YELLOW CENTER LINE x 4
1,106	593 + 35.0	TO	598 + 88.0		YELLOW CENTER LINE X 2
25,162	**TOTAL**				

78008230 POLYUREA PAVEMENT MARKING TYPE I - LINE 6"

FOOT	LOCATION			OFFSET	REMARKS
70	570 + 29.0	TO	573 + 09.0	RT	WHITE DASHED TAPER
280	573 + 09.0	TO	575 + 89.0	RT	WHITE LTL LANE LINE
367	577 + 03.0	TO	580 + 70.0	LT	WHITE RTL LANE LINE
40	580 + 70.0	TO	582 + 30.0	LT	WHITE DASHED TAPER
60	588 + 03.0	TO	590 + 40.0	RT	WHITE DASHED TAPER
176	590 + 40.0	TO	592 + 16.0	RT	WHITE RTL LANE LINE
296	593 + 35.0	TO	596 + 31.0	LT	WHITE LTL LANE LINE
64	596 + 31.0	TO	598 + 88.0	LT	WHITE DASHED TAPER
1,353	**TOTAL**				

78000250 POLYUREA PAVEMENT MARKING TYPE 1 - LINE 12"

FOOT	LOCATION			OFFSET	REMARKS
58	FLANSBURG MEDIAN			LT	WHITE STOP BAR
288	562 + 50.0	TO	572 + 86.0		YELLOW MEDIAN DIAGONALS
827	576 + 49.0	TO	592 + 75.0		YELLOW MEDIAN DIAGONALS
1,173	**TOTAL**				

78008270 POLYUREA PAVEMENT MARKING TYPE I - LINE 24"

FOOT	LOCATION	OFFSET	REMARKS
55	FLANSBURG ROAD	LT	STOP BAR
55	**TOTAL**		

78100100 RAISED REFLECTIVE PAVEMENT MARKER

EACH	LOCATION				REMARKS
10	554 + 00.0	TO	561 + 70.0		2-WAY AMBER, 80' C-C
6	561 + 70.0	TO	562 + 50.0		2-WAY AMBER, 40' C-C x 2
41	562 + 50.0	TO	573 + 09.0	(SEE NOTE)	1 WAY AMBER, 40'/20' C-C x 2 W/ BRIDGE OMISSION
23	573 + 09.0	TO	575 + 89.0	(SEE NOTE)	2-WAY AMBER, 40'/20' C-C x 2
8	FLANSBURG MEDIAN				2-WAY AMBER, 40' C-C x 2
15	573 + 09.0	TO	575 + 89.0	(SEE NOTE)	1-WAY CRYSTAL @ LTL, 20' C-C
82	576 + 49.0	TO	592 + 75.0		1 WAY AMBER, 40 C-C x 2
20	577 + 03.0	TO	580 + 70.0	(SEE NOTE)	1 WAY CRYSTAL @ RTL, 20' C-C
9	590 + 40.0	TO	592 + 16.0	(SEE NOTE)	1 WAY CRYSTAL @ RTL, 20' C-C
214	**TOTAL**				

NOTE: MARKER SPACING ON INSIDE OF TURN BAYS AND TAPERS ARE 20' CC PER D2 STANDARD 41.1

78100105 RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)

EACH	LOCATION			OFFSET	REMARKS
22	576 + 50.0	TO	571 + 50.0		1-WAY AMBER, 40' C-C X 2
22	**TOTAL**				

78200410 GUARDRAIL MARKERS, TYPE A

EACH	LOCATION	OFFSET	REMARKS
1	563 + 70.0	RT	
1	564 + 50.0	RT	
1	565 + 30.0	RT	
1	566 + 10.0	RT	
1	566 + 90.0	RT	
1	567 + 10.0	RT	
1	573 + 70.0	RT	
1	565 + 60.0	LT	
1	567 + 10.0	LT	
1	571 + 20.0	LT	
1	572 + 00.0	LT	
1	572 + 80.0	LT	
1	573 + 60.0	LT	
13	**TOTAL**		

78200520 BARRIER WALL MARKERS, TYPE B

EACH	LOCATION	OFFSET	REMARKS
1	568 + 50.0	RT	
1	571 + 00.0	RT	
1	570 + 40.0	LT	
1	569 + 60.0	LT	
4	**TOTAL**		

78201000 TERMINAL MARKER - DIRECT APPLIED

EACH	LOCATION	OFFSET	REMARKS
1	563 + 25.0	RT	
1	564 + 84.0	RT	
1	574 + 21.0	LT	
1	574 + 04.0	LT	
4	**TOTAL**		

78300100 PAVEMENT MARKING REMOVAL

SQ FT	LOCATION			OFFSET	REMARKS
39	547 + 90.0	TO	552 + 50.0		DASHED CENTER LINE
201	547 + 90.0	TO	554 + 00.0		LEFT EDGE LINE
550	561 + 50.0	TO	579 + 00.0		LEFT EDGE LINE
467	566 + 00.0	TO	573 + 00.0		DOUBLE CENTER LINE
200	577 + 00.0	TO	581 + 00.0		RIGHT TURN LANE
239	587 + 00.0	TO	592 + 50.0		EDGE AND MEDIAN LINES
666	594 + 00.0	TO	599 + 00.0		EDGE AND CENTER LINES
47	577 + 00.0	TO	581 + 00.0		RTL ARROWS INTO FLANSBURG
268	FLANSBURG				MEDIAN AND DIAGONALS
110	FLANSBURG				STOP BAR
47	593 + 35.0	TO	596 + 31.0		LTL ARROWS INTO BOLTON
2,834	**TOTAL**				

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

EACH	LOCATION			OFFSET	REMARKS
15	575 + 00.0	TO	587 + 00.0		ASSUME 80' C-C
26	588 + 00.0	TO	593 + 00.0		ASSUME 40' C-C, 2 SIDES
41	**TOTAL**				

89502400 EXISTING FLASHING BEACON INSTALLATION COMPLETE

EACH	LOCATION	OFFSET	REMARKS
1	565 + 00.0	RT	
1	**TOTAL**		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
SCHEDULE OF QUANTITIES

SCALE: NONE | SHEET NO. 8 OF 9 SHEETS | STA. N/A | TO STA. N/A

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 800 Chicago, Il 60604 312-346-8181

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	15
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SCH8

X0325519 DRAIN FOR AGGREGATE BASE COURSE

SQ YD	LOCATION	OFFSET	REMARKS
4	556 + 00.0	LT	
4	556 + 00.0	RT	
4	562 + 00.0	LT	
4	562 + 00.0	RT	
16	**TOTAL**		

X0919000 TEMPORARY PAVEMENT REMOVAL

SQ YD	LOCATION			OFFSET	REMARKS
33	557 + 19.0			LT, RT	AT PROP. CULVERT
2644	547 + 90.0	TO	560 + 50.0	LT	
711	572 + 50.0	TO	575 + 15.0	LT	
804	581 + 57.0	TO	590 + 90.0	LT	
196	551 + 00.0	TO	554 + 50.0	RT	
4,388	**TOTAL**				

Z0028415 GEOTECHNICAL REINFORCEMENT

SQ YD	LOCATION			OFFSET	REMARKS
989	554+00	TO	556 + 00.0		USE BETWEEN 18" SUBBASE AND EXIST SOIL
989	**TOTAL**				

Z0030250 IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3

EACH	LOCATION	OFFSET	REMARKS
1	551+66	7' RT	STAGE 1
1	**TOTAL**		

Z0030280 IMPACT ATTENUATORS, TEMPORARY (SEVERE USE,NARROW), TEST LEVEL 3

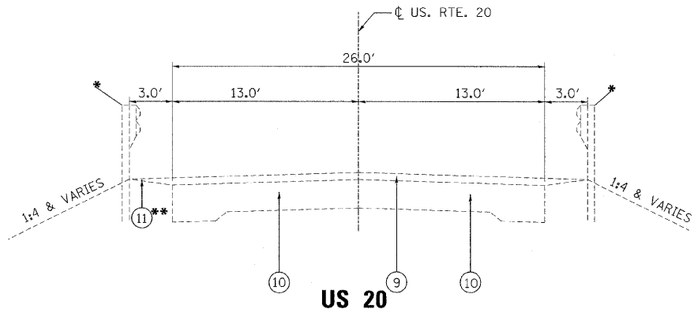
EACH	LOCATION	OFFSET	REMARKS
1	557 + 29.0	20' LT	STAGE 1
1	559 + 55.0	20' LT	STAGE 1
1	564 + 95.5	25.1' LT	STAGE 1
1	575 + 15.0	35' LT	STAGE 1
1	575 + 55.0	7'RT	STAGE 1
5	**TOTAL**		

Z0030350 IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3

EACH	LOCATION	OFFSET	REMARKS
1	553 + 11.0	7' LT	STAGE 2
1	**TOTAL**		

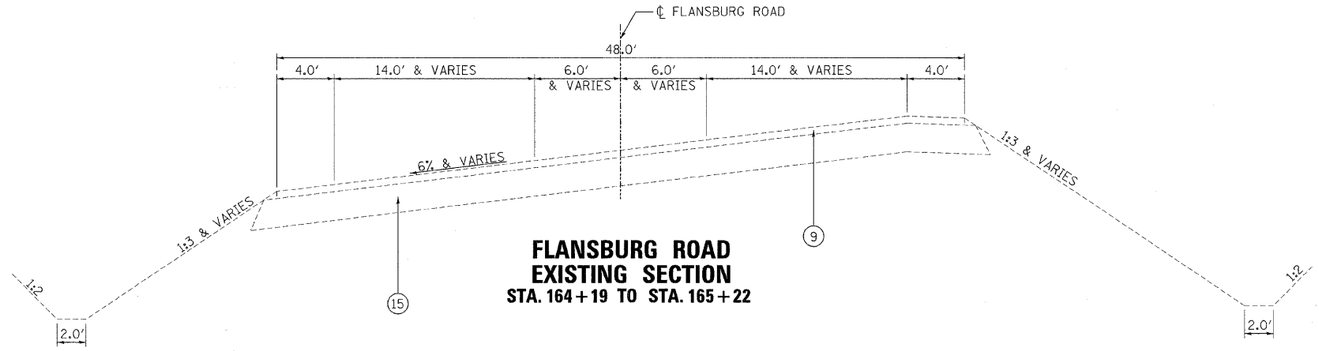
Z0030360 IMPACT ATTENUATORS, RELOCATE (SEVERE USE), TEST LEVEL 3

EACH	LOCATION	OFFSET	REMARKS
1	560 + 08.0	0' LT	STAGE 2
1	560 + 95.0	0' LT	STAGE 2
1	575 + 08.0	1.3' RT	STAGE 2
3	**TOTAL**		



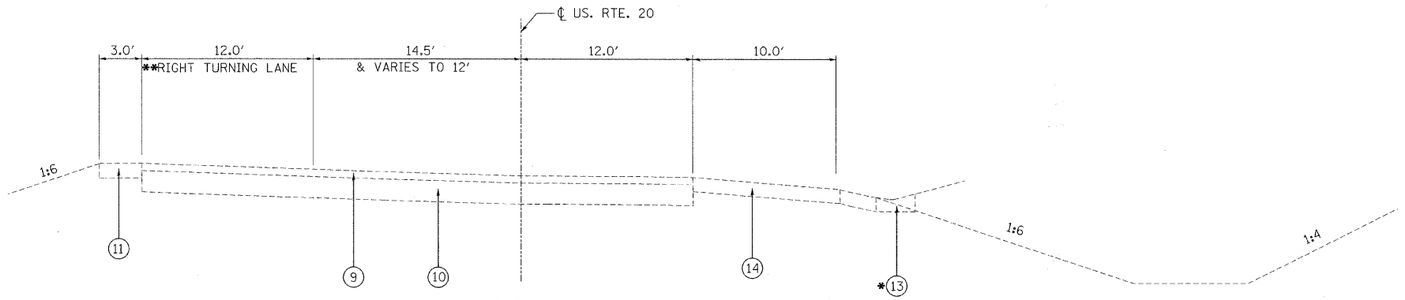
US 20
EXISTING SECTION

STA. 554+00 TO STA. 577+00
STA. 567+14 TO STA. 570+73 (BRIDGE OMISSION)
***STA. 565+00 TO 577+00 (GUARDRAIL)**
****STA. 563+00 TO STA. 577+00 (ASPHALT SHOULDER)**



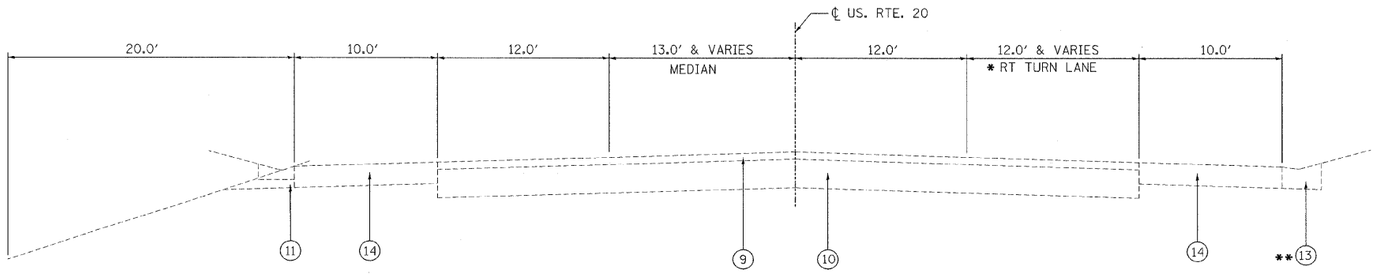
FLANSBURG ROAD
EXISTING SECTION

STA. 164+19 TO STA. 165+22



US 20
EXISTING SECTION

STA. 577+00 TO STA. 583+00
***STA. 580+50 TO STA. 583+00 (TYPE A GUTTER)**
****RTL BEGINS AT STA. 580+00**



US 20
EXISTING SECTION

STA. 583+00 TO STA. 592+00
***RTL BEGINS AT STA. 588+00**
****STARTS AT STA. 580+50 (TYPE A GUTTER)**

LEGEND

1. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (1 1/2")
2. LEVELING BINDER (MACNINE METHOD), N70 (3/4")
3. HMA BASE COURSE (10 1/2")
4. SUB-BASE GRANULAR MATERIAL, TYPE A (4")
5. HOT-MIX ASPHALT SHOULDERS, (6.5")
6. AGGREGATE BASE COURSE, TYPE A (12")
7. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (1 1/2")
8. STEEL PLATE BEAM GUARDRAIL, TYPE A
9. EXISTING HMA SURFACE (TO BE REMOVED/BROKEN - SEE REMOVAL PLANS FOR LIMITS)
10. EXISTING HMA PAVEMENT (TO BE REMOVED/BROKEN - SEE REMOVAL PLANS FOR LIMITS)
11. EXISTING AGGREGATE SHOULDER (TO BE REMOVED - SEE REMOVAL PLANS FOR LIMITS)
12. EXISTING TURF SHOULDER
13. EXISTING GUTTER, TYPE A
14. EXISTING HMA SHOULDER (TO BE REMOVED - SEE REMOVAL PLANS FOR LIMITS)
15. EXISTING AGGREGATE BASE

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	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
EXISTING TYPICAL SECTIONS

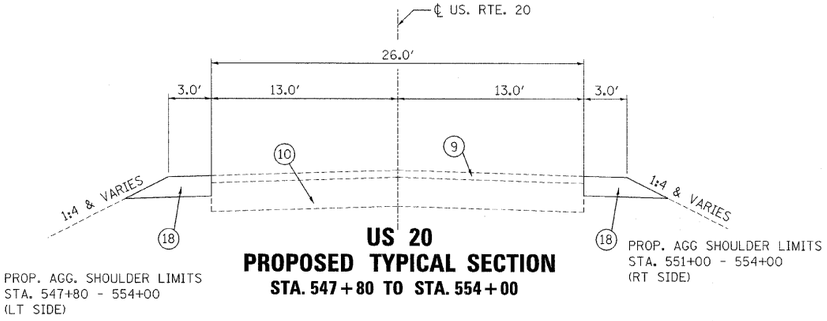
SCALE: NONE | SHEET NO. 1 OF 3 SHEETS | STA. N/A | TO STA. N/A

HOH HARRY G. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8151

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	17
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

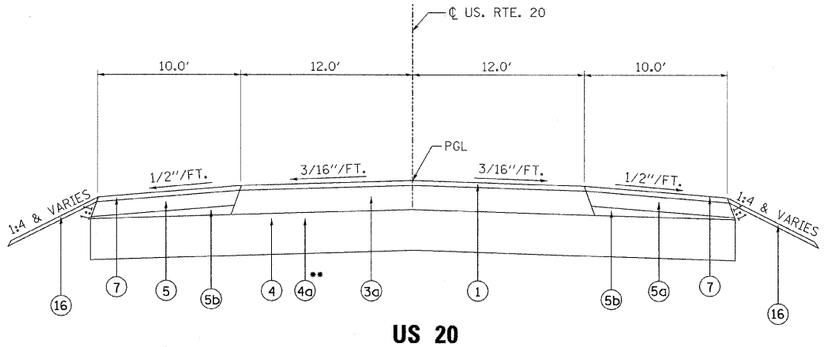
TYP1



PROP. AGG. SHOULDER LIMITS
STA. 547+80 - 554+00
(LT SIDE)

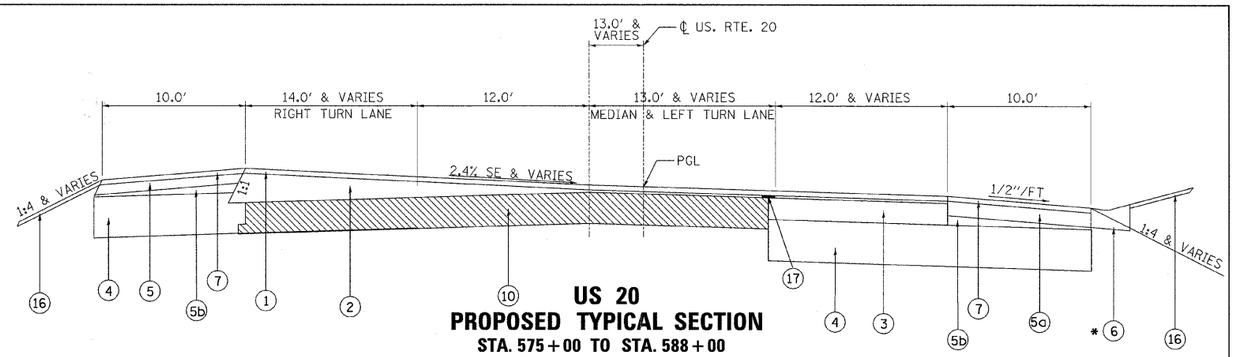
PROP. AGG SHOULDER LIMITS
STA. 551+00 - 554+00
(RT SIDE)

US 20
PROPOSED TYPICAL SECTION
STA. 547+80 TO STA. 554+00



•• USE SUB-BASE THICKNESS OF 18"
FROM STA. 554+00 - 556+00
W/ GEOTECHNICAL REINFORCEMENT BETWEEN
SUBBASE AND EXISTING SOIL

US 20
PROPOSED TYPICAL SECTION
STA. 554+00 TO STA. 563+00

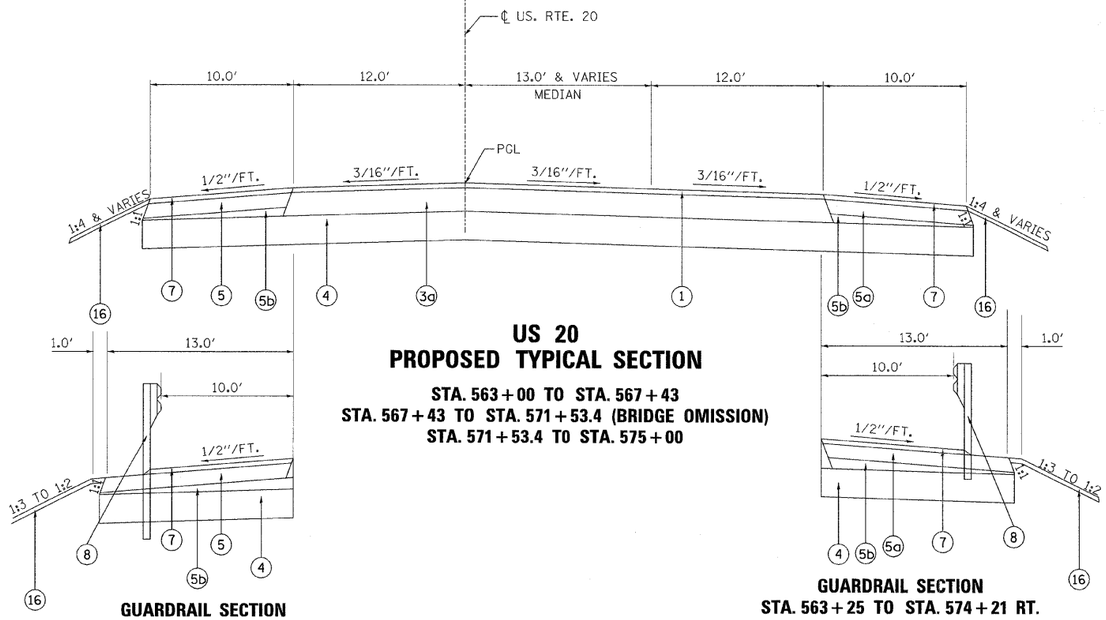


US 20
PROPOSED TYPICAL SECTION
STA. 575+00 TO STA. 588+00
***STA. 579+80 TO STA. 588+03 (TYPE A GUTTER)**
FULL SE STA. 575+90 TO STA. 587+39

LEGEND

1. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (1 1/2")
2. LEVELING BINDER (MACHINE METHOD), N70 (1")
3. HMA BINDER COURSE (10 1/4")
3a. HMA BINDER COURSE (11 1/4")
4. SUB-BASE GRANULAR MATERIAL, TYPE A (12")
4a. SUB-BASE GRANULAR MATERIAL, TYPE A (18") W/ GEOTECHNICAL REINFORCEMENT
5. HOT-MIX ASPHALT SHOULDERS, (6.5")
5a. HOT-MIX ASPHALT SHOULDERS, (8.5")
5b. CA 6 OR CA 10 AGGREGATE (INCLUDED IN COST OF HMA SHOULDER)
6. TYPE A GUTTER
7. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (1 1/2")
8. STEEL PLATE BEAM GUARDRAIL, TYPE A
9. EXISTING HMA SURFACE
10. EXISTING HMA PAVEMENT
11. EXISTING AGGREGATE SHOULDER
12. EXISTING TURF SHOULDER
13. EXISTING GUTTER, TYPE A
14. EXISTING HMA SHOULDER
15. EXISTING AGGREGATE BASE
16. TOPSOIL FURNISH & PLACE 4", SEEDING, EROSION CONTROL BLANKET & FERTILIZER NUTRIENTS
17. STRIP CRACK CONTROL TREATMENT
18. AGGREGATE SHOULDER, TYPE A (8.5")

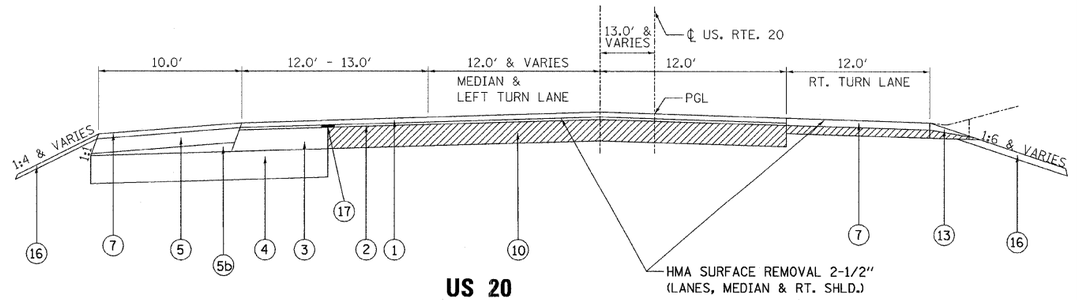
NOTE:
THE RATE OF APPLICATION FOR HMA SURFACE & BINDER COURSE
SHALL BE 112 LB./SQ. YD./IN.



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL SECTION
STA. 564+84 TO STA. 574+04 LT.

GUARDRAIL SECTION
STA. 563+25 TO STA. 574+21 RT.



US 20
PROPOSED TYPICAL SECTION
STA. 588+00 TO STA. 592+75

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US ROUTE 20
PROPOSED TYPICAL SECTIONS

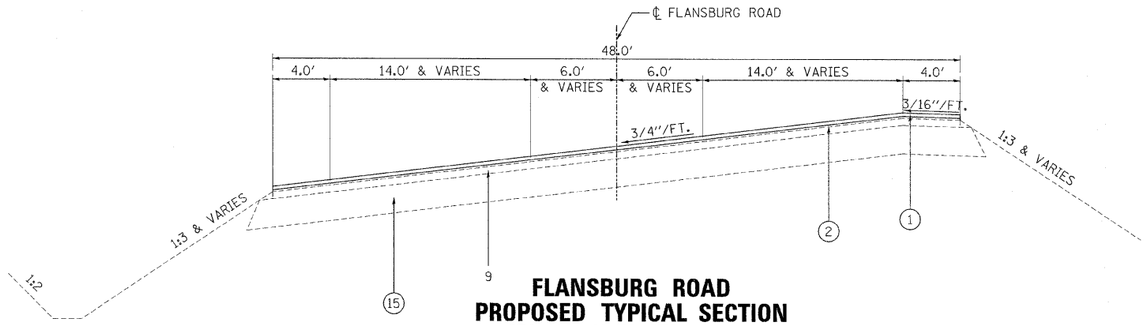
SCALE: NONE | SHEET NO. 2 OF 3 SHEETS | STA. N/A | TO STA. N/A

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 620 Chicago, Il 60604 312-346-8131

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	18
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYP2

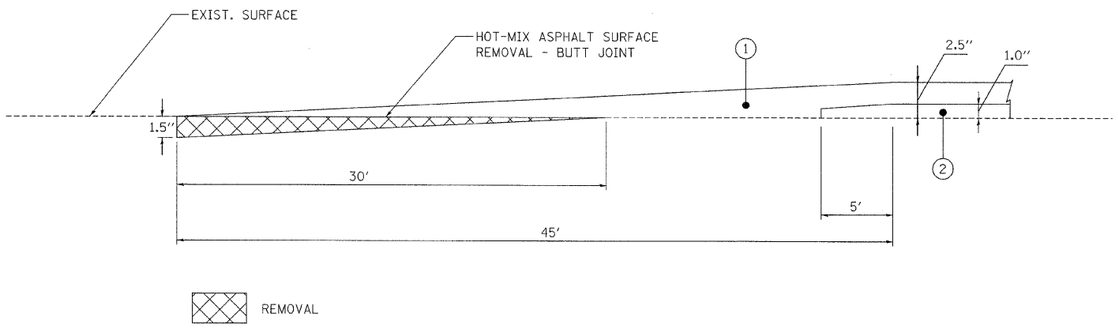


FLANSBURG ROAD
PROPOSED TYPICAL SECTION
STA. 164+19 TO STA. 165+22

LEGEND

1. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (1 1/2")
2. LEVELING BINDER (MACHINE METHOD), N70 (1")
3. HMA BINDER COURSE (10 1/4")
3a. HMA BINDER COURSE (11 1/4")
4. SUB-BASE GRANULAR MATERIAL, TYPE A (12")
4a. SUB-BASE GRANULAR MATERIAL, TYPE A (18")
5. HOT-MIX ASPHALT SHOULDERS, (6.5")
5a. HOT-MIX ASPHALT SHOULDERS, (8.5")
5b. CA 6 OR CA 10 AGGREGATE (INCLUDED IN COST OF HMA SHOULDER)
6. TYPE A GUTTER
7. HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (1 1/2")
8. STEEL PLATE BEAM GUARDRAIL, TYPE A
9. EXISTING HMA SURFACE
10. EXISTING HMA PAVEMENT
11. EXISTING AGGREGATE SHOULDER
12. EXISTING TURF SHOULDER
13. EXISTING GUTTER, TYPE A
14. EXISTING HMA SHOULDER
15. EXISTING AGGREGATE BASE
16. TOPSOIL FURNISH & PLACE 4", SEEDING, EROSION CONTROL BLANKET & FERTILIZER NUTRIENTS
17. STRIP CRACK CONTROL TREATMENT
18. AGGREGATE SHOULDER, TYPE A (8.5")

NOTE:
THE RATE OF APPLICATION FOR HMA SURFACE & BINDER COURSE SHALL BE 112 LB./SQ. YD./IN.



HOT-MIX ASPHALT TAPER DETAIL

STRUCTURAL DESIGN TRAFFIC : YEAR 2021
PV = 11,260 SU = 4.5 MU = 1,100
ROAD/STREET CLASSIFICATION: CLASS II
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
P = 50% S = 50% M = 50%
TRAFFIC FACTOR: ACTUAL TF = 4.72 AC TYPE = 76.7
MINIMUM TF = 3.81
PG GRADE: BINDER = 64-22 SURFACE = 64-22
SUBGRADE SUPPORT RATING:
SSR = POOR (STA. 554+00 TO 592+75)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FLANSBURG ROAD
PROPOSED TYPICAL SECTION

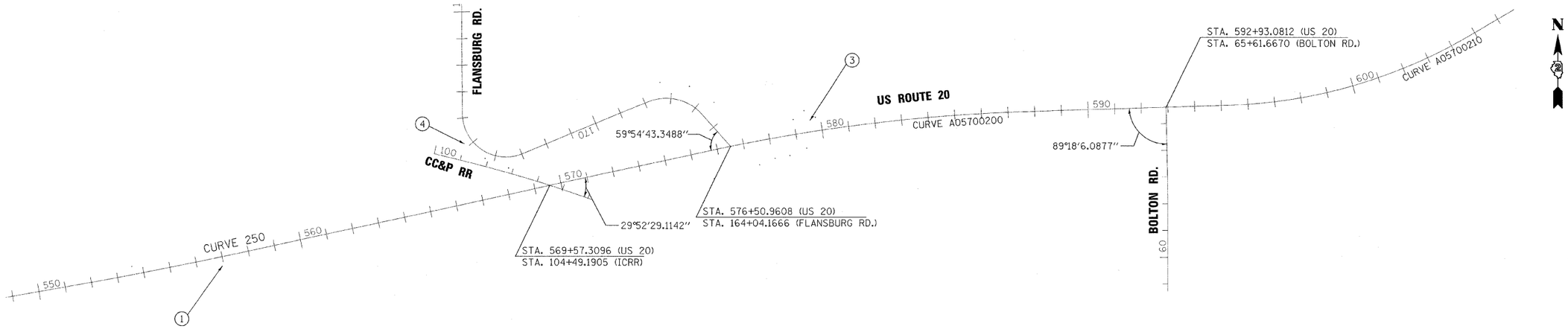
SCALE: NONE | SHEET NO. 3 OF 3 SHEETS | STA. N/A | TO STA. N/A

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 500 Chicago, IL 60604 312-346-8133

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	19
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYP3



APPARENT PROPERTY CORNERS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
700	2062780.3290	2416104.2160	898.4620	US20	579+91.7522	69.6375' LT	PROPERTY CORNER, PIN
702	2062773.8410	2416705.3100	891.7460	US20	585+85.9136	0.4115' LT	PROPERTY CORNER, PK NAIL
703	2062818.3990	2415716.9300	893.7310	US20	576+24.1752	175.7323' LT	R.O.W. MARKER, BACK
704	2062818.5950	2415717.0710	893.7480	US20	576+24.3487	175.8953' LT	R.O.W. MARKER, BACK
705	2062878.4920	2415624.7320	889.6970	US20	575+48.4014	253.8422' LT	R.O.W. MARKER, BACK
706	2062617.6910	2416001.8260	897.0350	US20	578+64.7604	74.6636' RT	R.O.W. MARKER, BACK
707	2062582.7110	2415887.9940	894.2940	US20	577+45.0276	88.8772' RT	R.O.W. MARKER, END
708	2062529.8890	2415717.3340	892.5490	US20	575+64.6072	106.4862' RT	R.O.W. MARKER, BACK
709	2062528.6120	2415717.6220	892.6400	US20	575+64.6165	107.7953' RT	R.O.W. CORNER, PIN
710	2067995.1140	2414696.8170	829.3500	US20	576+57.4564	5451.8031' LT	SECTION CORNER, SECTION CORNER
711	2065353.0690	2414753.4620	817.4010	US20	572+24.3457	2857.2305' LT	SECTION CORNER, SECTION CORNER
712	2062616.9810	2416002.0140	896.8950	US20	578+64.8269	75.3951' RT	R.O.W. CORNER, R.O.W. CORNER
713	2062625.2770	2416028.5320	897.2400	US20	578+92.6687	71.6281' RT	R.O.W. CORNER, R.O.W. CORNER
714	2062602.6900	2417440.3460	876.4320	US20	593+15.1619	196.4154' RT	R.O.W. CORNER, R.O.W. CORNER
715	2057483.5260	2417476.1330	800.6600	US20	591+88.5515	5314.1385' RT	SECTION CORNER, SECTION CORNER
716	2068036.6490	2417341.0240	816.1150	US20	593+88.2545	5237.9597' LT	SECTION CORNER, PIN
717	2062780.3000	2416104.2160	898.4270	US20	579+91.7479	69.6088' LT	PROPERTY CORNER, PROPERTY CORNER
718	2062867.4660	2417403.6870	889.7080	US20	592+86.9200	69.3902' LT	PROPERTY CORNER, PROPERTY CORNER
719	2062602.8160	2417415.8660	876.0090	US20	592+90.6982	195.5129' RT	PROPERTY CORNER

CURVE POINT NUMBERS

CHAIN	CURVE	PI	CC	PC	PT
US20	250	250	251	252	253
US20	A05700200	A057200	A057201	A057202	A057203
US20	A05700210	A057210	A057211	A057212	A057213

SURVEY WORK POINTS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
100	2062837.8850	2415460.9050	890.7450	US20	573+79.6843	249.071' LT	GPS CONTROL POINT, PK NAIL
101	2062618.8670	2415513.8340	903.2800	US20	573+84.7361	23.8048' LT	GPS CONTROL POINT, PK NAIL
102	2062406.6860	2414453.5420	887.5260	US20	563+03.5819	42.3914' LT	GPS CONTROL POINT, NAIL
104	2062560.8820	2415070.4080	880.7250	US20	569+39.1370	61.6234' LT	TOPO SURVEY POINT, NAIL
105	2062562.9910	2415528.5870	902.0880	US20	573+87.2460	33.9315' RT	GPS CONTROL POINT, NAIL
106	2062033.4123	2413287.4001	886.0635	US20	550+87.8283	88.0615' RT	TOPO SURVEY POINT, NAIL

100 0 100 200 300 400 500
SCALE IN FEET

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
EXISTING HORIZONTAL & VERTICAL CONTROL

SCALE: 1"=200' | SHEET NO. 1 OF 1 SHEETS | STA. 553+00 TO STA. 606+75

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, IL 60604 312-346-8131

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	20
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

HVC1

HORIZONTAL CONTROL POINTS

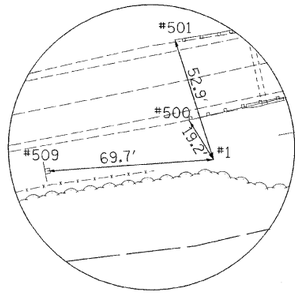
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1	2062201.7360	2413872.9580	880.8540	US20	556+92.9140	34.6877' RT	PIN
2	2062458.9770	2414979.1670	903.2450	US20	568+28.2798	18.503' RT	GPS CONTROL POINT, PIN
3	2062749.9160	2416076.9470	898.0000	US20	579+60.4555	43.7141' LT	GPS CONTROL POINT, PIN
4	2062660.9690	2414781.2340	873.4650	US20	566+77.9257	221.0213' LT	GPS CONTROL POINT, GPS CONTROL POINT

REFERENCE TIES

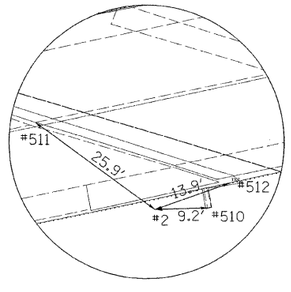
POINT	CHAIN	STATION	OFFSET	DESCRIPTION
500	US20	556+86.3619	16.6395' RT	GUARDRAIL STEEL PLATE BEAM, END
501	US20	556+87.4111	17.9551' LT	GUARDRAIL STEEL PLATE BEAM, END
502	US20	566+70.8815	236.6724' LT	SIGN, PAINTED
503	US20	566+74.9178	236.9713' LT	SIGN, PAINTED
504	US20	567+42.2895	151.0572' LT	POWER POLE, SHINER
505	US20	579+81.4179	51.5899' LT	TREE EVERGREEN
506	US20	579+43.9472	82.8617' LT	TREE DECIDUOUS
507	US20	578+98.7424	56.2869' LT	TREE DECIDUOUS
508	US20	579+31.8946	57.5205' RT	POWER POLE, SHINER
509	US20	556+23.9510	25.347' RT	SIGN, PAINTED
510	US20	568+37.3236	20.1732' RT	TOP OF WINGWALL, SW COR
511	US20	568+11.0446	0.7766' LT.	BRIDGE DECK @ CL W END
512	US20	568+42.0289	16.6753' RT.	IDOT DISK @ THE SW C OF BRDG

BENCH MARKS

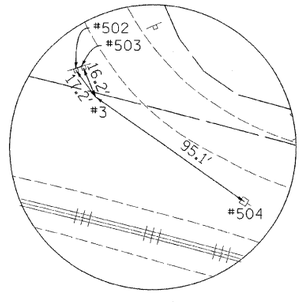
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
401	2062199.8680	2413533.3390	883.2290	US20	553+59.6608	30.6353' LT	POWER POLE WITH TRANSFORMER, POWER POLE WITH TRANSFORMER
402	2062463.6920	2414992.2110	902.1630	US20	568+42.0289	16.6753' RT	POWER POLE WITH TRANSFORMER
403	2062607.0520	2415946.2510	897.3530	US20	578+07.5256	75.5364' RT	POWER POLE WITH TRANSFORMER, POWER POLE WITH TRANSFORMER
404	2062569.7230	2414946.6570	878.1670	US20	568+20.1107	96.6267' LT	BOLT
411	2063536.8350	2414755.9030	839.6140	US20	568+39.7803	1082.1751' LT	HEADWALL, HEADWALL



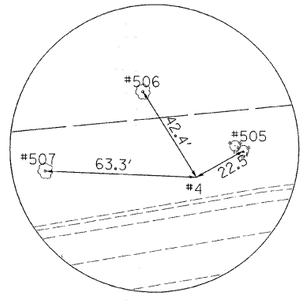
HORIZONTAL CONTROL POINT NO. 1



HORIZONTAL CONTROL POINT NO. 2



HORIZONTAL CONTROL POINT NO. 3



HORIZONTAL CONTROL POINT NO. 4

Chain US20 contains:
CUR 250 CUR A05700200 CUR A05700210 A057150

Beginning chain US20 description
==========

Point PT 240 N 2,061,993.1408 E 2,412,480.9809 Sta 542+86.7582 N

Course from PT 240 to PC 250 81° 23' 12.1128" Dist 270.5097

Curve Data

Curve 250
P.I. Station 551+97.7537 N 2,062,129.5759 E 2,413,381.7018
Delta = 3° 41' 16.4494" (LT)
Degree = 0° 17' 16.7939"
Tangent = 640.4858
Length = 1,280.5292
Radius = 19,894.4845
External = 10.3073
Long Chord = 1,280.3082
Mid. Ord. = 10.3019
P.C. Station 545+57.2680 N 2,062,033.6536 E 2,412,748.4397
P.T. Station 558+37.7972 N 2,062,266.0320 E 2,414,007.4827
C.C. N 2,081,703.7609 E 2,409,768.9443
Back = 81° 23' 12.1128"
Ahead = 77° 41' 55.6634"
Chord Bear = 79° 32' 33.8881"

Course from PT 250 to PC A05700200 77° 41' 55.6653" Dist 1,730.3590

Curve Data

Curve A05700200
P.I. Station 581+68.1576 N 2,062,762.5174 E 2,416,284.3406
Delta = 10° 29' 00.5463" (RT)
Degree = 0° 52' 33.8423"
Tangent = 600.0013
Length = 1,196.6529
Radius = 6,540.1116
External = 27.4649
Long Chord = 1,194.9844
Mid. Ord. = 27.3501
P.C. Station 575+68.1562 N 2,062,634.6866 E 2,415,698.1146
P.T. Station 587+64.8092 N 2,062,781.5494 E 2,416,884.0400
C.C. N 2,056,244.7288 E 2,417,091.4916
Back = 77° 41' 55.6578"
Ahead = 88° 10' 56.2040"
Chord Bear = 82° 56' 25.9309"

Course from PT A05700200 to PC A05700210 88° 10' 56.2040" Dist 755.7384

Curve Data

Curve A05700210
P.I. Station 600+08.3275 N 2,062,820.9937 E 2,418,126.9325
Delta = 28° 39' 16.3206" (LT)
Degree = 3° 00' 00.1166"
Tangent = 487.7798
Length = 955.1408
Radius = 1,909.8387
External = 61.3064
Long Chord = 945.2179
Mid. Ord. = 59.3997
P.C. Station 595+20.5476 N 2,062,805.5213 E 2,417,639.3981
P.T. Station 604+75.6884 N 2,063,068.3571 E 2,418,547.3377
C.C. N 2,064,714.3990 E 2,417,578.8182
Back = 88° 10' 56.2040"
Ahead = 59° 31' 39.8834"
Chord Bear = 73° 51' 18.0437"

Course from PT A05700210 to A057150 59° 31' 39.8834" Dist 200.0014

Point A057150 N 2,063,169.7820 E 2,418,719.7138 Sta 606+75.6898

==========
Ending chain US20 description

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
EXISTING HORIZONTAL & VERTICAL CONTROL

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

HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8131

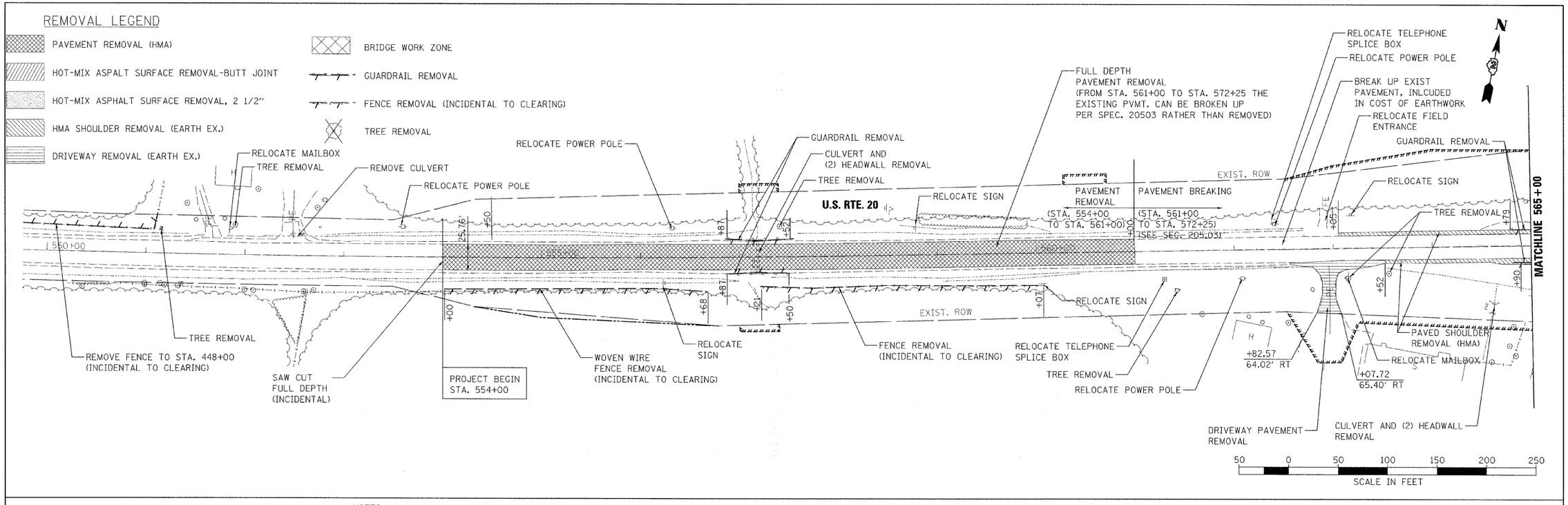
PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	21
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

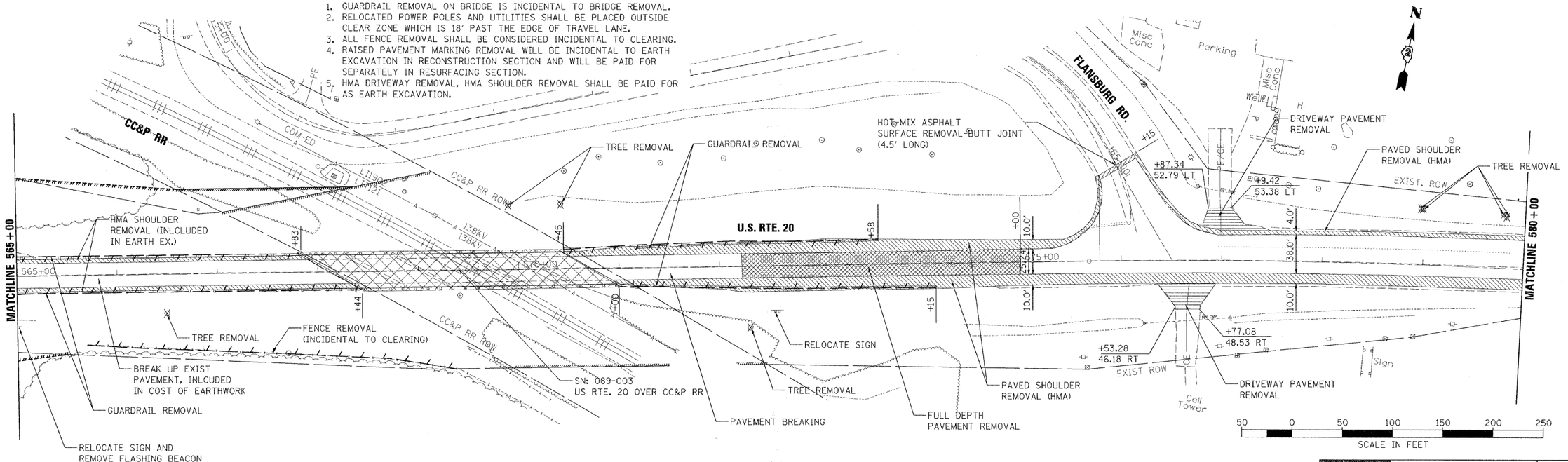
HVC2

REMOVAL LEGEND

- PAVEMENT REMOVAL (HMA)
- HOT-MIX ASPALT SURFACE REMOVAL-BUTT JOINT
- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- HMA SHOULDER REMOVAL (EARTH EX.)
- DRIVEWAY REMOVAL (EARTH EX.)
- BRIDGE WORK ZONE
- GUARDRAIL REMOVAL
- FENCE REMOVAL (INCIDENTAL TO CLEARING)
- TREE REMOVAL



NOTES:
1. GUARDRAIL REMOVAL ON BRIDGE IS INCIDENTAL TO BRIDGE REMOVAL.
2. RELOCATED POWER POLES AND UTILITIES SHALL BE PLACED OUTSIDE CLEAR ZONE WHICH IS 18' PAST THE EDGE OF TRAVEL LANE.
3. ALL FENCE REMOVAL SHALL BE CONSIDERED INCIDENTAL TO CLEARING.
4. RAISED PAVEMENT MARKING REMOVAL WILL BE INCIDENTAL TO EARTH EXCAVATION IN RECONSTRUCTION SECTION AND WILL BE PAID FOR SEPARATELY IN RESURFACING SECTION.
5. HMA DRIVEWAY REMOVAL, HMA SHOULDER REMOVAL SHALL BE PAID FOR AS EARTH EXCAVATION.



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
REMOVAL PLAN

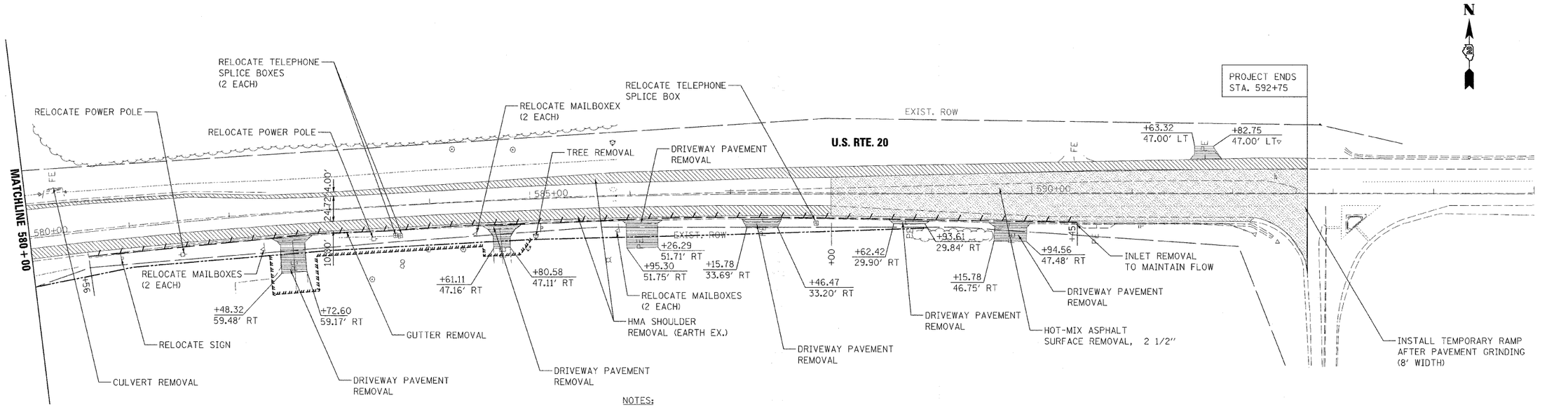
SCALE: 1"=50' | SHEET NO. 1 OF 2 SHEETS | STA. 553+00 TO STA. 580+00

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8131

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	22
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

REM1



NOTES:

1. RELOCATED POWER POLES AND UTILITIES SHALL BE PLACED OUTSIDE CLEAR ZONE WHICH IS 18' PAST THE EDGE OF TRAVEL LANE.
2. HMA DRIVEWAY REMOVAL AND FULL-DEPTH HMA SHOULDER REMOVAL SHALL BE PAID AS EARTH EXCAVATION.

REMOVAL LEGEND

- PAVEMENT REMOVAL (HMA)
- HOT-MIX SURFACE REMOVAL-BUTT JOINT
- HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"
- HMA SHOULDER REMOVAL (EARTH EX.)
- DRIVEWAY REMOVAL (EARTH EX.)
- BRIDGE WORK ZONE
- GUTTER REMOVAL

50 0 50 100 150 200 250
SCALE IN FEET

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
REMOVAL PLAN

SCALE: 1"=50' | SHEET NO. 1 OF 2 SHEETS | STA. 580+00 TO STA. 592+75

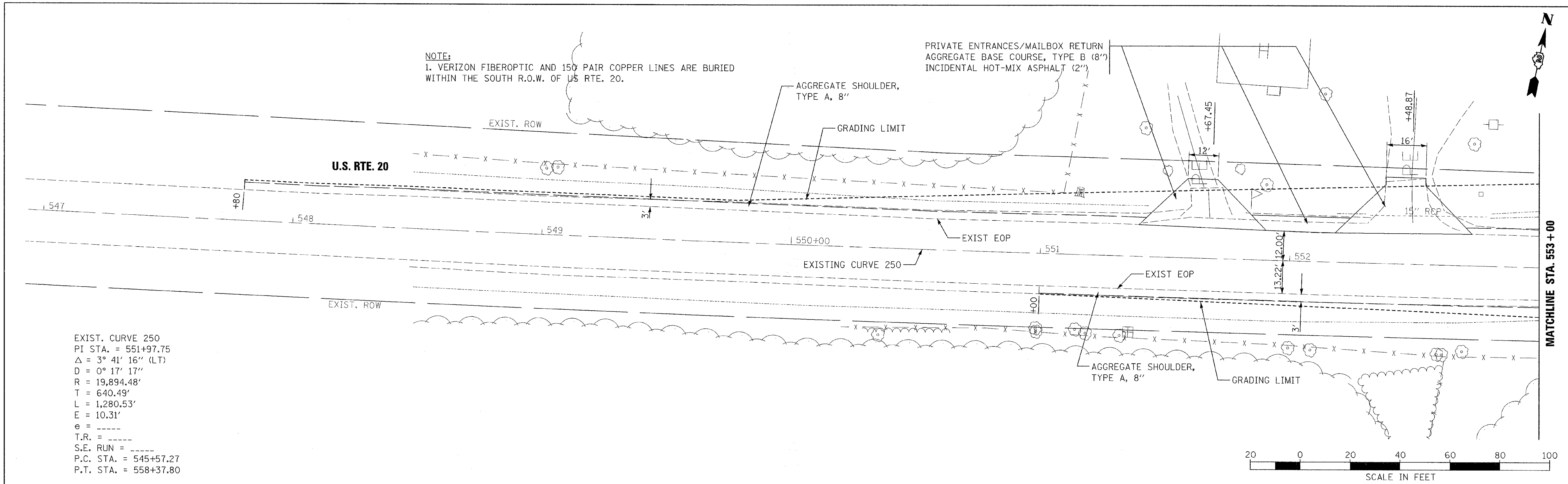
HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-369-0131

PROJECT NUMBER 2945

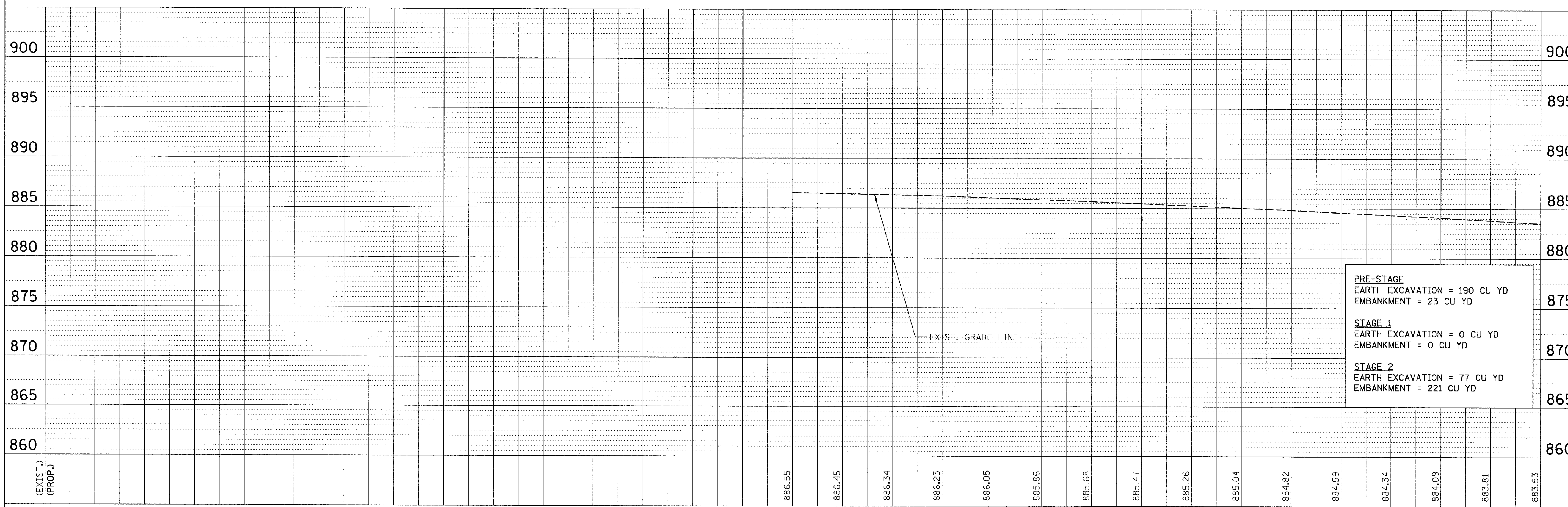
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	23
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

REM2

NOTE:
1. VERIZON FIBEROPTIC AND 150 PAIR COPPER LINES ARE BURIED WITHIN THE SOUTH R.O.W. OF US RTE. 20.



EXIST. CURVE 250
PI STA. = 551+97.75
Δ = 3° 41' 16" (LT)
D = 0° 17' 17"
R = 19,894.48'
T = 640.49'
L = 1,280.53'
E = 10.31'
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 545+57.27
P.T. STA. = 558+37.80



PRE-STAGE
EARTH EXCAVATION = 190 CU YD
EMBANKMENT = 23 CU YD

STAGE 1
EARTH EXCAVATION = 0 CU YD
EMBANKMENT = 0 CU YD

STAGE 2
EARTH EXCAVATION = 77 CU YD
EMBANKMENT = 221 CU YD

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	PLOT DATE = 8/7/2009	CHECKED BAP	REVISED -
		DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
PROPOSED ROADWAY PLAN & PROFILE

SCALE: 1"=20'(H) 1"=4' (V) | SHEET NO. 0 OF 9 SHEETS | STA. 547+00 TO STA. 553+00

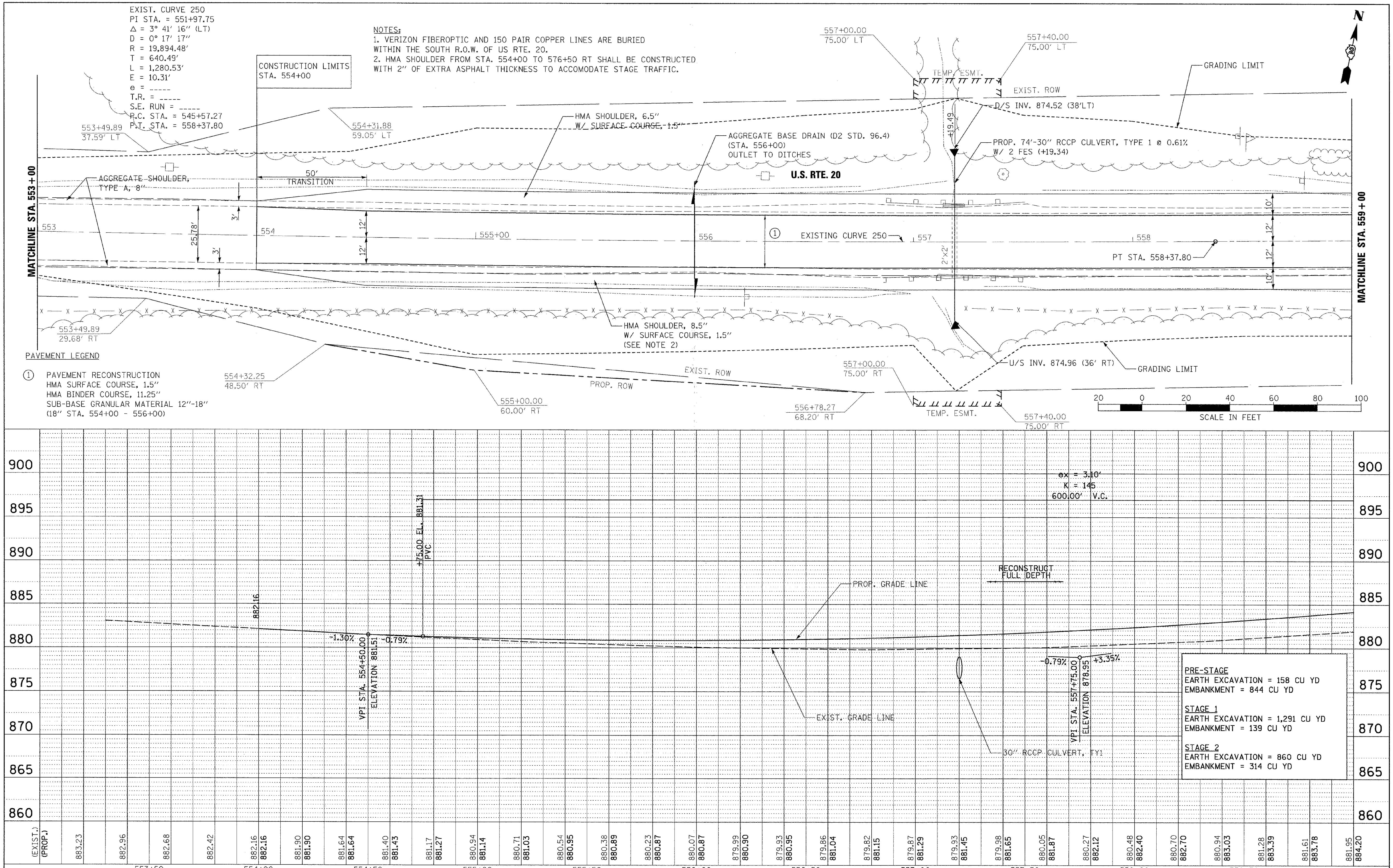
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	24
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN: NOTE BOOK NO. ___ SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT. OF WAY CHECKED / CADD FILE NAME / BY / DATE

PROFILE: NOTE BOOK NO. ___ SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHKD / BY / DATE

HOH — HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS — PROJECT NUMBER 2945

PLN0


EXIST. CURVE 250
PI STA. = 551+97.75
Δ = 3° 41' 16" (LT)
D = 0° 17' 17"
R = 19,894.48'
T = 640.49'
L = 1,280.53'
E = 10.31'
e = _____
T.R. = _____
S.E. RUN = _____
P.C. STA. = 545+57.27
P.T. STA. = 558+37.80
NOTES:
1. VERIZON FIBEROPTIC AND 150 PAIR COPPER LINES ARE BURIED WITHIN THE SOUTH R.O.W. OF US RTE. 20.
2. HMA SHOULDER FROM STA. 554+00 TO 576+50 RT SHALL BE CONSTRUCTED WITH 2" OF EXTRA ASPHALT THICKNESS TO ACCOMODATE STAGE TRAFFIC.
CONSTRUCTION LIMITS STA. 554+00
557+00.00 75.00' LT
557+40.00 75.00' LT
TEMP. ESMT.
EXIST. ROW
GRADING LIMIT
D/S INV. 874.52 (38'LT)
553+49.89 37.59' LT
554+31.88 59.05' LT
HMA SHOULDER, 6.5" W/ SURFACE COURSE, 1.5"
AGGREGATE BASE DRAIN (D2 STD. 96.4) (STA. 556+00) OUTLET TO DITCHES
PROP. 74'-30" RCCP CULVERT, TYPE 1 @ 0.61% W/ 2 FES (+19.34)
+19.49
U.S. RTE. 20
AGGREGATE SHOULDER, TYPE A, 8"
50' TRANSITION
MATCHLINE STA. 553+00
MATCHLINE STA. 559+00
553
554
555+00
556
557
558
EXISTING CURVE 250
PT STA. 558+37.80
2'x2'
25.78'
3'
12'
10'
553+49.89 29.68' RT
HMA SHOULDER, 8.5" W/ SURFACE COURSE, 1.5" (SEE NOTE 2)
U/S INV. 874.96 (36' RT)
GRADING LIMIT
PAVEMENT LEGEND
① PAVEMENT RECONSTRUCTION
HMA SURFACE COURSE, 1.5"
HMA BINDER COURSE, 11.25"
SUB-BASE GRANULAR MATERIAL 12"-18"
(18" STA. 554+00 - 556+00)
554+32.25 48.50' RT
EXIST. ROW
PROP. ROW
555+00.00 60.00' RT
557+00.00 75.00' RT
556+78.27 68.20' RT
TEMP. ESMT.
557+40.00 75.00' RT
20 0 20 40 60 80 100
SCALE IN FEET
N
900
895
890
885
880
875
870
865
860
ex = 3.10'
K = 145
600.00' V.C.
+75.00 EL. 881.31 PVC
RECONSTRUCT FULL DEPTH
PROP. GRADE LINE
882.16
-1.30%
-0.79%
VPI STA. 554+50.00 ELEVATION 881.51
EXIST. GRADE LINE
30" RCCP CULVERT, TY1
-0.79%
+3.35%
VPI STA. 557+75.00 ELEVATION 878.95
PRE-STAGE
EARTH EXCAVATION = 158 CU YD
EMBANKMENT = 844 CU YD
STAGE 1
EARTH EXCAVATION = 1,291 CU YD
EMBANKMENT = 139 CU YD
STAGE 2
EARTH EXCAVATION = 860 CU YD
EMBANKMENT = 314 CU YD
(EXIST.) (PROP.)
883.23
882.96
882.68
882.42
882.16 882.16
881.90 881.90
881.64 881.64
881.40 881.43
881.17 881.27
880.94 881.14
880.71 881.03
880.54 880.95
880.38 880.89
880.23 880.87
880.07 880.87
879.99 880.90
879.93 880.95
879.86 881.04
879.82 881.15
879.87 881.29
879.93 881.45
879.98 881.65
880.05 881.87
880.27 882.12
880.48 882.40
880.70 882.70
880.94 883.03
881.28 883.39
881.61 883.78
881.95 884.20
553+50
554+00
554+50
555+00
555+50
556+00
556+50
557+00
557+50
558+00
558+50
559+00

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	PLOT SCALE = 20.0000 ' / IN.	CHECKED BAP	REVISED -
	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
PROPOSED ROADWAY PLAN & PROFILE

SCALE: 1"=20'(H) 1"=4'(V) | SHEET NO. 1 OF 9 SHEETS | STA. 553+00 TO STA. 559+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	25

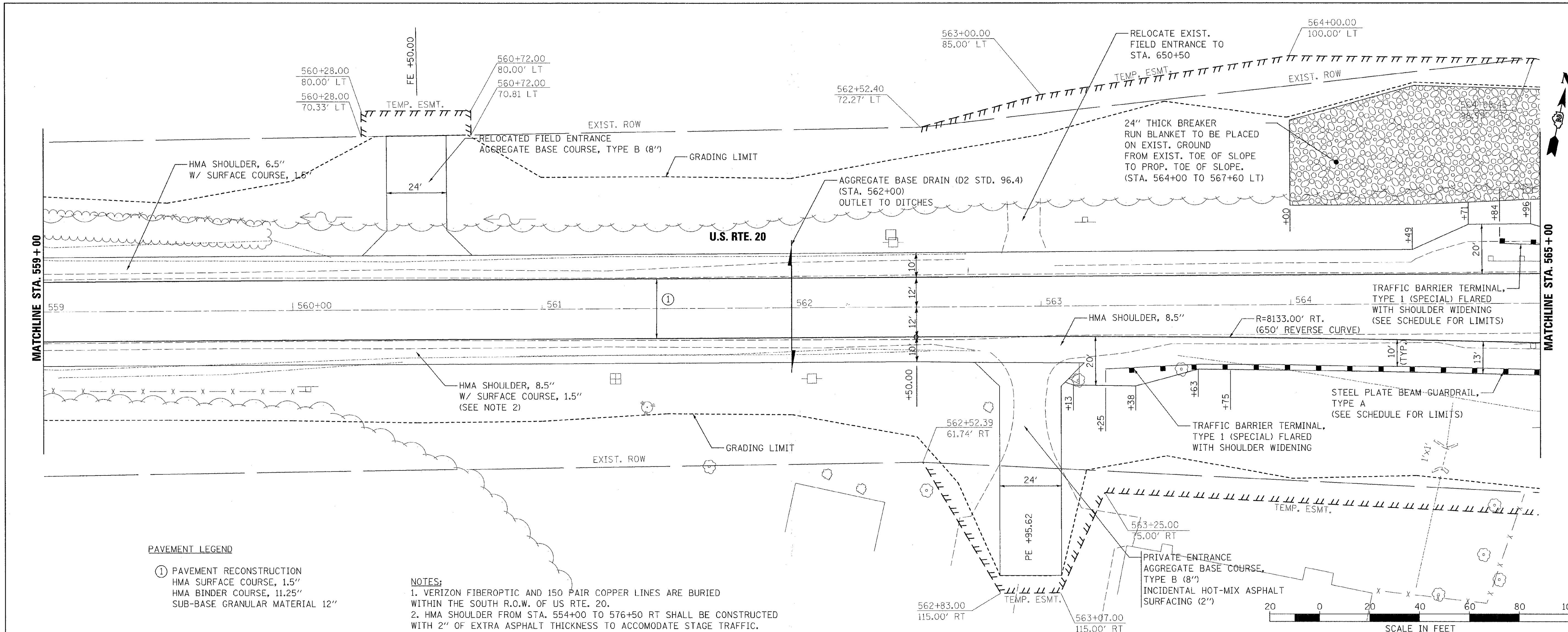
CONTRACT NO. 64D15

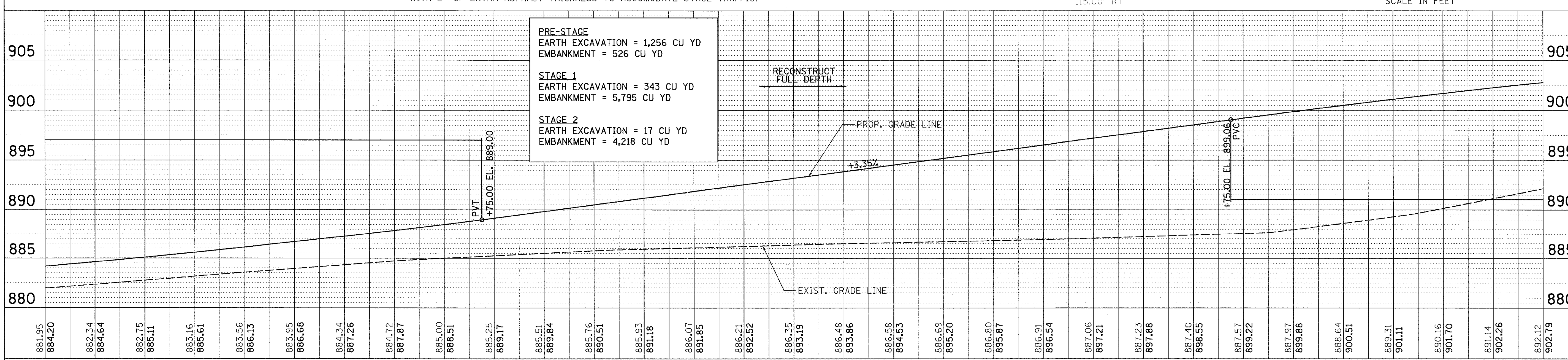
FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS

PROJECT NUMBER 2945

PLN1





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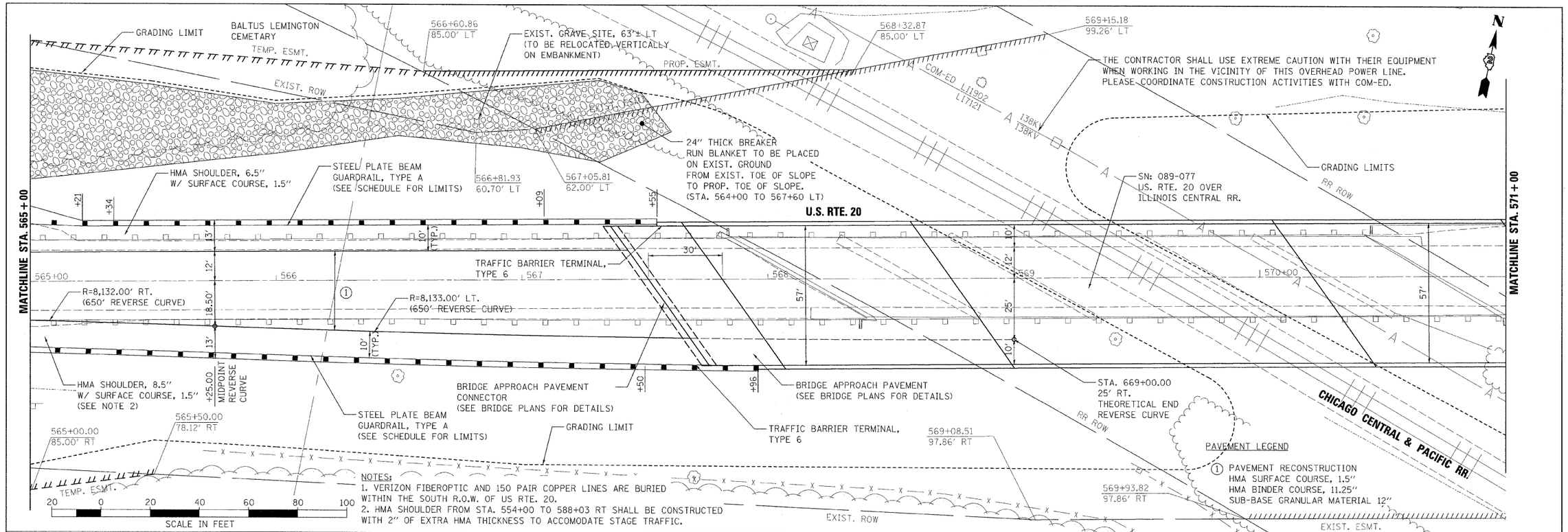
	PLOT DATE = 8/7/2009	CHECKED BAP	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
		DATE 8/7/2009	REVISED -							

PLN2



PRE-STAGE
EARTH EXCAVATION = 95 CU YD
EMBANKMENT = 2,916 CU YD

STAGE 1
EARTH EXCAVATION = 0 CU YD
EMBANKMENT = 5,065 CU YD

STAGE 2
EARTH EXCAVATION = 0 CU YD
EMBANKMENT = 1,934 CU YD

PLAN / PROFILE — SURVEYED, PLOTTED, DRAWN, CHECKED, QUANTITIES CHECKED, R.O.W. CHECKED, B.M. NOTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO., DATE, BY, FILE NAME

HOH — HARRY G. HEITH ASSOCIATES, INC. ENGINEERING CONSULTANTS — 95 East Jackson Blvd, Suite 900, Chicago, Illinois 60604, 312-346-1111 — PROJECT NUMBER 2945

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		DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
PROPOSED ROADWAY PLAN & PROFILE

SCALE: 1"=20'(H) 1"=4'(V) | SHEET NO. 3 OF 9 SHEETS | STA. 565+00 TO STA. 571+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	27
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLN3

NOTES:
1. VERIZON FIBEROPTIC AND 150 PAIR COPPER LINES ARE BURIED WITHIN THE SOUTH R.O.W. OF US RTE. 20.
2. HMA SHOULDER FROM STA. 554+00 TO 576+50 RT SHALL BE CONSTRUCTED WITH 2" OF EXTRA ASPHALT THICKNESS TO ACCOMODATE STAGE TRAFFIC.

EXIST. CURVE A05700200
PI STA. = 581+68.16
Δ = 10° 29' 01" (RT)
D = 0° 52' 34"
R = 6,540.11'
T = 600.00'
L = 1,196.65'
E = 27.46'
e = 2.4%
T.R. = 45' (PC), 55' (PT)
S.E. RUN = 65' (PC), 80' (PT)
F.S. = STA. 575+90 TO STA. 587+39
P.C. STA. = 575+68.16
~~P.T. STA. = 587+64.81~~

GRADING LIMITS
TRAFFIC BARRIER TERMINAL, TYPE 6
BRIDGE APPROACH PAVEMENT
BRIDGE APPROACH PAVEMENT CONNECTOR
HMA SHOULDER, 6.5" W/ SURFACE COURSE, 1.5"
STEEL PLATE BEAM GUARDRAIL, TYPE A (SEE SCHEDULE FOR LIMITS)
TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED WITH SHOULDER WIDENING
U.S. RTE. 20
MATCHLINE STA. 571+00
MATCHLINE STA. 577+00
575+48.17 20.66' LT
575+01.09 12.00' LT
165+22.17 20.00' LT
2 CENTER CURVE 50' - 165' R 2' OFFSET
FLANSBURG RD.
40'
165'
400'
576+85.83 91.86' LT
EXIST. ROW
PRIVATE ENTRANCE AGGREGATE BASE COURSE, TYPE B (8") INCIDENTAL HOT-MIX ASPHALT SURFACING (2")
164+58.03 22.56' RT
PE +99.33
70' R
23'
PC STA. 575+99.25 12.07' LT.
R=6,992.00'
59°54'43.34"
PC STA. 575+68.16
STA. 164+04.17 (℄ US RTE. 20)= STA. 576+50.96 (℄ FLANSBURG RD.)
RECONSTRUCT FULL DEPTH
WIDENING AND RESURFACING
R=6,955.00'
PC STA. 575+99.25 24.93' RT.
25'
18" CMP
CE +66.65
10' EOP TO FACE/GUARDRAIL (TYP.)
HMA SHOULDER, 8.5" W/ SURFACE COURSE, 1.5" (SEE NOTE 2)
TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED WITH SHOULDER WIDENING
TRAFFIC BARRIER TERMINAL, TYPE 6
STEEL PLATE BEAM GUARDRAIL, TYPE A (SEE SCHEDULE FOR LIMITS)
RR ROW
572+46.31 97.88' RT
GRADING LIMITS
EXIST. ROW
EXIST. ESMT.
575+64.62 107.75' RT
PRIVATE ENTRANCE AGGREGATE BASE COURSE, TYPE B (8") INCIDENTAL HOT-MIX ASPHALT SURFACING (2") BIT PRIME COAT

PAVEMENT LEGEND

① PAVEMENT RECONSTRUCTION
HMA SURFACE COURSE, 1.5"
HMA BINDER COURSE, 11.25"
SUB-BASE GRANULAR MATERIAL 12"

② PAVEMENT WIDENING
HMA SURFACE COURSE, 1.5"
LEVELING BINDER (MACHINE METHOD) 0.75" MIN.
HMA BINDER COURSE, 10.25"
SUB-BASE GRANULAR MATERIAL 12"

③ PAVEMENT RESURFACING
HMA SURFACE COURSE, 1.5"
LEVELING BINDER (MACHINE METHOD) 0.75" MIN.

20 0 20 40 60 80 100
SCALE IN FEET

ex = 0.22'
K = 146
160.00' V.C.
+70.00 EL. 905.87 PVC
+30.00 EL. 904.22 PVT
PROP. GRADE LINE
APPROXIMATE PROP. GRADE LINE (SEE CROSS SECTIONS)
-1.58%
-0.48%
-0.48%
VPI STA. 573+50.00 ELEVATION 904.61
VPI STA. 575+00.00 ELEVATION 903.88
+00
RECONSTRUCT FULL DEPTH
WIDENING & RESURFACING
PVT +25.00 EL. 906.58
EXIST. GRADE LINE

915 910 905 900 895 890 885

571+00	571+50	572+00	572+50	573+00	573+50	574+00	574+50	575+00	575+50	576+00	576+50	577+00
904.09	903.85	903.71	903.60	903.48	903.36	903.34	903.40	903.47	903.54	903.59	903.58	903.57
908.10	907.92	907.72	907.49	907.23	906.96	906.66	906.35	906.03	905.72	905.43	905.17	904.93
903.56	903.56	903.52	903.48	903.44	903.40	903.37	903.35	903.17	902.83	902.31	901.78	
904.73	904.55	904.40	904.27	904.17	904.07	903.98	903.88	903.53	903.11	902.31	902.05	

PRE-STAGE
EARTH EXCAVATION = 169 CU YD
EMBANKMENT = 1,254 CU YD

STAGE 1
EARTH EXCAVATION = 414 CU YD
EMBANKMENT = 3,086 CU YD

STAGE 2
EARTH EXCAVATION = 513 CU YD
EMBANKMENT = 395 CU YD

PLAN: SURVEYED, PLOTTED, DRAWN, CHECKED, ALIGNMENT, R.O.W., CADD FILE NAME, NOTE BOOK, NO.
PROFILE: SURVEYED, PLOTTED, DRAWN, CHECKED, BAL. NOTED, STRUCTURE NOTATIONS CHKD, NOTE BOOK, NO.

HOH
MARK R. HEITTER ASSOCIATES, INC.
ENGINEERS AND CONSULTING SURVEYORS
55 East Jackson Blvd. Suite 400 Chicago, Illinois 60604 312-346-7171

PROJECT NUMBER 2945

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		DATE - 8/7/2009	REVISED -

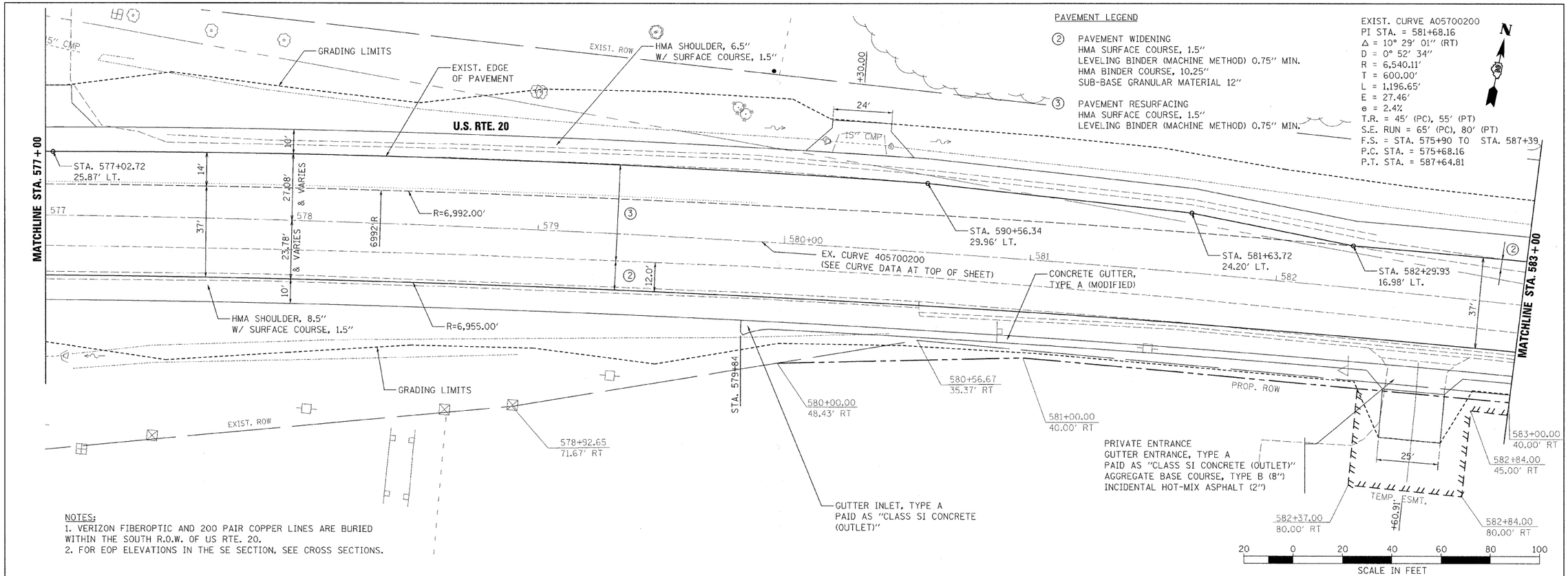
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
PROPOSED ROADWAY PLAN & PROFILE

SCALE: 1"=20'(H) 1"=4'(V) | SHEET NO. 4 OF 9 SHEETS | STA. 571+00 TO STA. 577+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	28
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLN4



PAVEMENT LEGEND

② PAVEMENT WIDENING
HMA SURFACE COURSE, 1.5"
LEVELING BINDER (MACHINE METHOD) 0.75" MIN.
HMA BINDER COURSE, 10.25"
SUB-BASE GRANULAR MATERIAL 12"

③ PAVEMENT RESURFACING
HMA SURFACE COURSE, 1.5"
LEVELING BINDER (MACHINE METHOD) 0.75" MIN.

EXIST. CURVE A05700200
PI STA. = 581+68.16
Δ = 10° 29' 01" (RT)
D = 0° 52' 34"
R = 6,540.11'
T = 600.00'
L = 1,196.65'
E = 27.46'
e = 2.4%
T.R. = 45' (PC), 55' (PT)
S.E. RUN = 65' (PC), 80' (PT)
F.S. = STA. 575+90 TO STA. 587+39
P.C. STA. = 575+68.16
P.T. STA. = 587+64.81

N

NOTES:
1. VERIZON FIBEROPTIC AND 200 PAIR COPPER LINES ARE BURIED WITHIN THE SOUTH R.O.W. OF US RTE. 20.
2. FOR EOP ELEVATIONS IN THE SE SECTION, SEE CROSS SECTIONS.

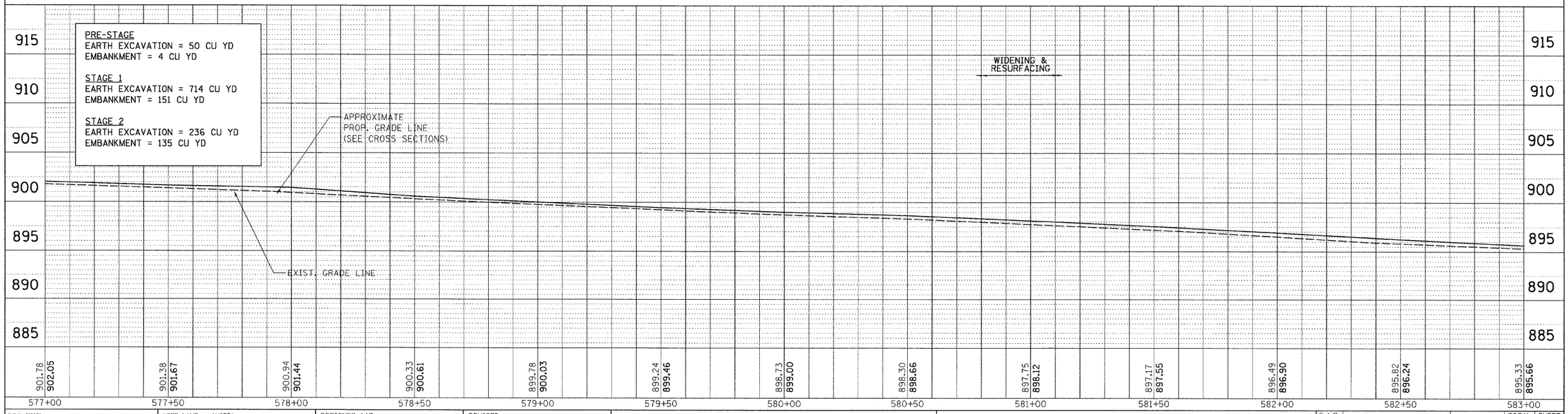
PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
PROFILE CHECKED
R.M. NOTED
STRUCTURE NOTES CHKD
NOTE BOOK
NO.
BY
DATE

PRE-STAGE
EARTH EXCAVATION = 50 CU YD
EMBANKMENT = 4 CU YD

STAGE 1
EARTH EXCAVATION = 714 CU YD
EMBANKMENT = 151 CU YD

STAGE 2
EARTH EXCAVATION = 236 CU YD
EMBANKMENT = 135 CU YD



HOH
HARRY O. HOFFER ASSOCIATES, INC.
ENGINEERS AND CONSULTING SPECIALISTS
55 East Jackson Blvd. Suite 400 Chicago, Illinois 60604 312-294-4311
PROJECT NUMBER 2945

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	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

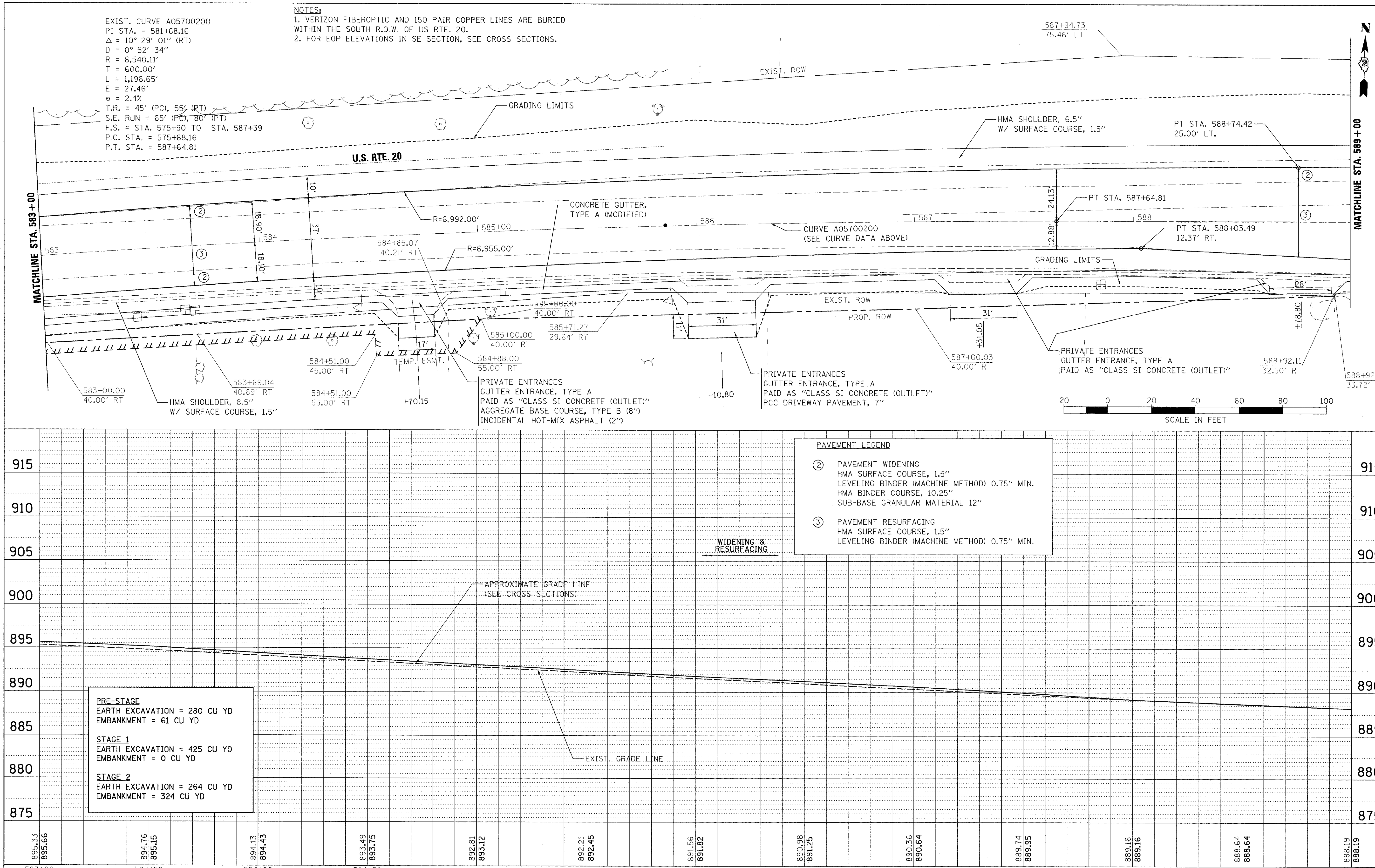
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
PROPOSED ROADWAY PLAN & PROFILE

SCALE: 1"=20'(H) 1"=4'(V) | SHEET NO. 5 OF 9 SHEETS | STA. 577+00 TO STA. 583+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	29
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLN5



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	PLOT SCALE = 20.0000 ' / IN.	DRAWN AAF	REVISED -		
	PLOT DATE = 8/7/2009	CHECKED BAP	REVISED -		
		DATE - 8/7/2009	REVISED -		SCALE: 1"=20'(H) 1"=4'(V) · SHEET NO. 6 OF 9 SHEETS · STA. 583+00 TO STA. 589+00

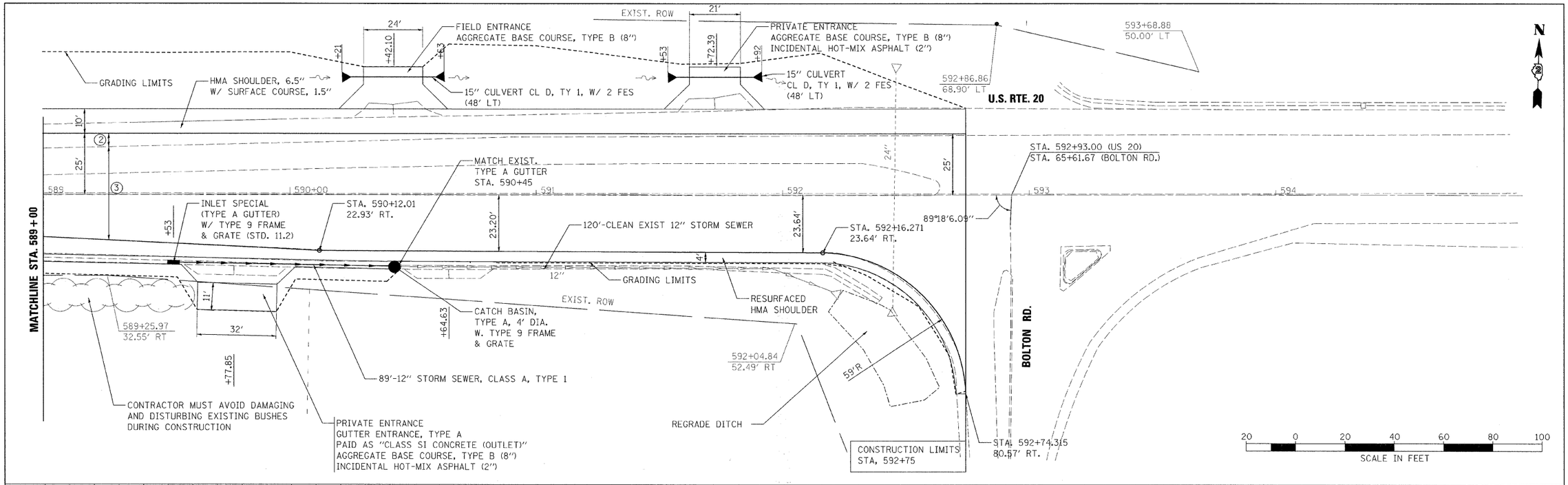
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	30

CONTRACT NO. 64D15

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

HARRY O. HEFTER ASSOCIATES, INC. · PROJECT NUMBER 2945

PLN6



PAVEMENT LEGEND

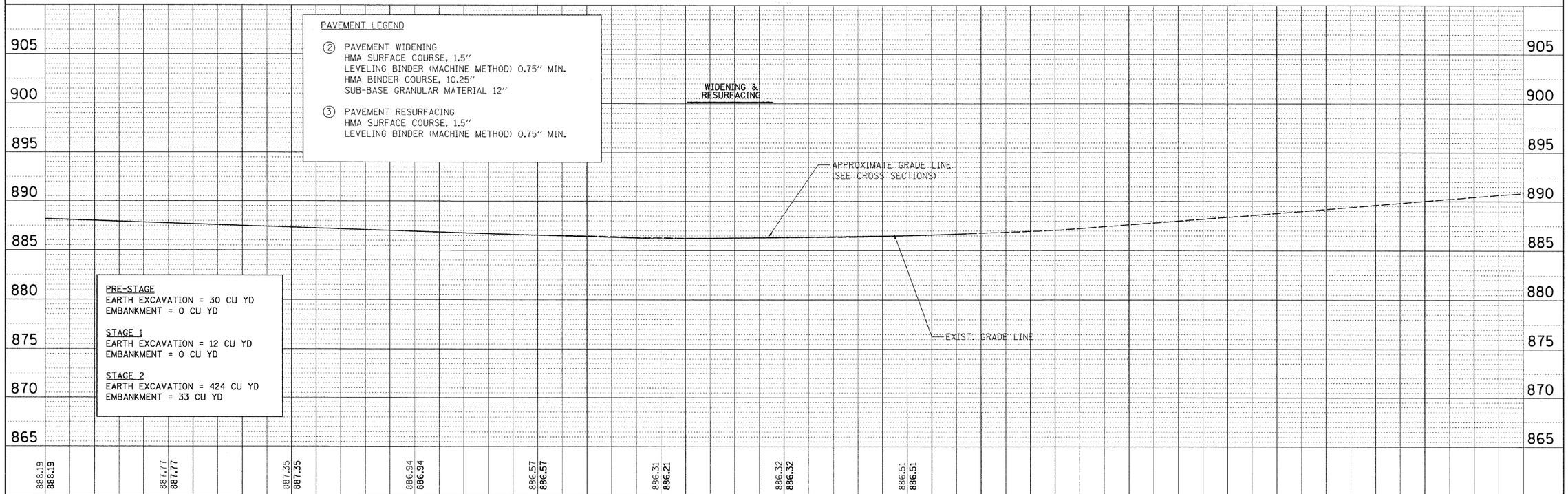
② PAVEMENT WIDENING
HMA SURFACE COURSE, 1.5"
LEVELING BINDER (MACHINE METHOD) 0.75" MIN.
HMA BINDER COURSE, 10.25"
SUB-BASE GRANULAR MATERIAL 12"

③ PAVEMENT RESURFACING
HMA SURFACE COURSE, 1.5"
LEVELING BINDER (MACHINE METHOD) 0.75" MIN.

PRE-STAGE
EARTH EXCAVATION = 30 CU YD
EMBANKMENT = 0 CU YD

STAGE 1
EARTH EXCAVATION = 12 CU YD
EMBANKMENT = 0 CU YD

STAGE 2
EARTH EXCAVATION = 424 CU YD
EMBANKMENT = 33 CU YD



PLAN — SURVEYED; PLOTTED; ALIGNMENT CHECKED; R.P. OF W.A. CHECKED; CADD FILE NAME; NOTE BOOK; NO.; DATE; BY

PROFILE — SURVEYED; PLOTTED; PROFILE CHECKED; BM NOTED; STRUCTURE NOTATNS CHKD; NOTE BOOK; NO.; DATE; BY

PROJECT NUMBER 2945

HOE — HARRY G. HOFER ASSOCIATES, INC. ENGINEERING AND CONSULTING ENGINEERS — 55 East Jackson Blvd. Suite 500 Chicago, Illinois 312/344-811

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	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
PROPOSED ROADWAY PLAN & PROFILE

SCALE: 1"=20'(H) 1"=4' (V) | SHEET NO. 7 OF 9 SHEETS | STA. 589+00 TO STA. 595+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	31
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLN7

US 20 STAGING NOTES

CULVERT INSTALLATION:
THE PROPOSED CROSS CULVERT AND TEMPORARY CULVERT EXTENSION AT STA 557+19.34 WILL BE INSTALLED PRIOR TO THE PRE STAGE WORK BY CLOSING ONE LANE AT A TIME AND USING A FLAGGER DURING DAYTIME HOURS ONLY. ALL PAVEMENT REMOVED SHALL BE REPLACED WITH TEMPORARY PAVEMENT. ALL REQUIRED ADVANCED SIGNING, FLAGGERS AND TRAFFIC CONTROL FOR THE CULVERT INSTALLATION WILL FOLLOW STANDARD 701201.

PRE STAGE:
THE PRE STAGE WILL BE USED TO BUILD ALL TEMPORARY PAVEMENT REQUIRED ALONG THE NORTH EOP FOR THE PURPOSES OF TRAFFIC DURING STAGE 1. IDOT STD 701326 WILL BE USED FOR THE CONSTRUCTION OF TEMPORARY PAVEMENT FROM STA. 550+00 TO FLANSBURG ROAD, AND FROM STA. 582+00 TO 591+00.

BREAKER RUN AGGREGATE WILL BE PLACED PRIOR TO TEMPORARY PAVEMENT EMBANKMENT ALONG SOUTH EMBANKMENT AS SHOWN ON THE PLANS.

ONCE TEMPORARY PAVEMENT IS COMPLETE, TEMPORARY STRIPING SHALL BE PLACED PRIOR TO STAGE 1.

STAGE 1:
UPON COMPLETION OF THE TEMPORARY PAVEMENT AND STRIPING, ONE LANE OF TRAFFIC IN EACH DIRECTION WILL BE PLACED ON THE NORTH LANES. STAGE 1 WILL BE USED TO CONSTRUCT ALL PROPOSED FACILITIES AND THE BRIDGE IN THE EB DIRECTION, INCLUDING ROADWAY PAVEMENT, SHOULDERS, DRIVEWAYS, GUTTERS, CULVERTS AND GRADING. ALL PROPOSED STRIPING AND SURFACE COURSE WILL BE INSTALLED AFTER STAGE 2.

IDOT STD 701331 WILL BE USED FOR ALL ADVANCED SIGNING AND TRAFFIC CONTROL. TEMPORARY BARRIER WALL, WITH TEMPORARY IMPACT ATTENUATORS, WILL BE ADDED TO PROTECT THE WORK ZONE. ANY TURN BAY WORK, AND CONSTRUCTION ADJACENT TO FLANSBURG ROAD WILL FOLLOW IDOT STD 701701 AND D2 STD 94.2.

SHEET PILING WILL BE INSTALLED (STA. 562+00 TO 572+00) ALONG THE TRAFFIC FACE OF PROPOSED FILL FOR THE EB CONSTRUCTION.

CONSTRUCT THE PROPOSED GUARDRAIL ALONG THE EASTBOUND LANES.

UPON COMPLETION OF EB LANES, TEMPORARY STRIPING WILL BE INSTALLED FOR STAGE 2 TRAFFIC.

STAGE 2:
UPON COMPLETION OF STAGE 1, ONE LANE OF TRAFFIC IN EACH DIRECTION WILL BE PLACED ON THE SOUTH LANES. STAGE 2 WILL BE USED TO REMOVE/DEMO ALL TEMPORARY PAVEMENT, CONSTRUCT ALL PROPOSED FACILITIES AND THE BRIDGE IN THE WB DIRECTION, INCLUDING ROADWAY PAVEMENT, SHOULDERS, DRIVEWAYS, CULVERTS AND GRADING. ALL PROPOSED STRIPING AND SURFACE COURSE WILL BE INSTALLED AFTER STAGE 2.

SIMILAR TO STAGE 1, IDOT STD 701331 WILL ALSO BE USED FOR STAGE 2 FOR ALL ADVANCED SIGNING AND TRAFFIC CONTROL. TEMPORARY BARRIER WALL, WITH TEMPORARY IMPACT ATTENUATORS, WILL BE ADDED TO PROTECT THE WORK ZONE. ANY TURN BAY WORK, AND CONSTRUCTION ADJACENT TO FLANSBURG ROAD WILL FOLLOW IDOT STD 701701 AND D2 STD 94.2.

SHEET PILING WILL REMAIN ALONG THE TRAFFIC FACE OF PROPOSED FILL FOR THE EB CONSTRUCTION. PRIOR TO STAGE 3, IT WILL BE EXTRACTED USING IDOT STD 701502.

UPON COMPLETION OF STAGE 2, SHORT TERM PAVEMENT MARKING WILL BE PLACED ON THE BINDER COURSE PRIOR TO INSTALLATION OF THE SURFACE COURSE IN STAGE 3.

INSTALL GUARDRAIL ON WESTBOUND LANES.

STAGE 3:
UPON COMPLETION OF STAGE 2, TRAFFIC WILL BE PLACED ON THE PROPOSED ROADWAY FACILITIES. STAGE 3 WILL BE USED TO PLACE THE SURFACE COURSE, STRIPING AND LANDSCAPING.

THE FOLLOWING IDOT TRAFFIC CONTROL STANDARDS SHALL BE USED FOR THESE ACTIVITIES:
1. SURFACE COURSE PLACEMENT: IDOT STD 701306
2. STRIPING: IDOT STD 701311
3. ROW MARKER PLACEMENT: IDOT STD 701001
4. LANDSCAPING: IDOT STD 701006
5. SHOULDER WORK: IDOT STD 701011

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	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC
STAGING NOTES

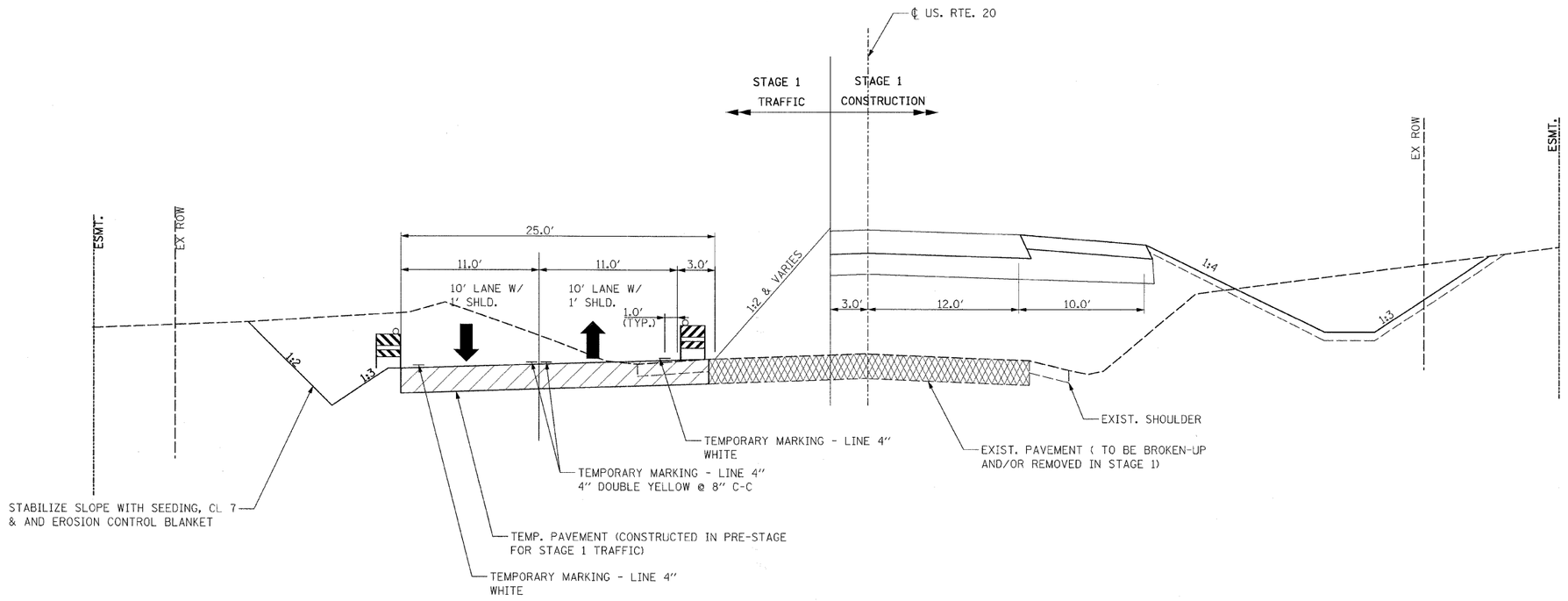
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

HARRY O. HEYER-ASSOCIATES, INC.
DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 400 Chicago, Il 60604 312-346-8131

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	32
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

MOTNOTE



NOTE:
1. SURFACE COURSE TO BE PLACED AFTER STAGE 2 IS COMPLETE

US 20
MOT PROPOSED TYPICAL SECTION

STA. 547+90+00 TO STA. 562+50

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MOT TYPICAL SECTIONS (STAGE 1 TRAFFIC)

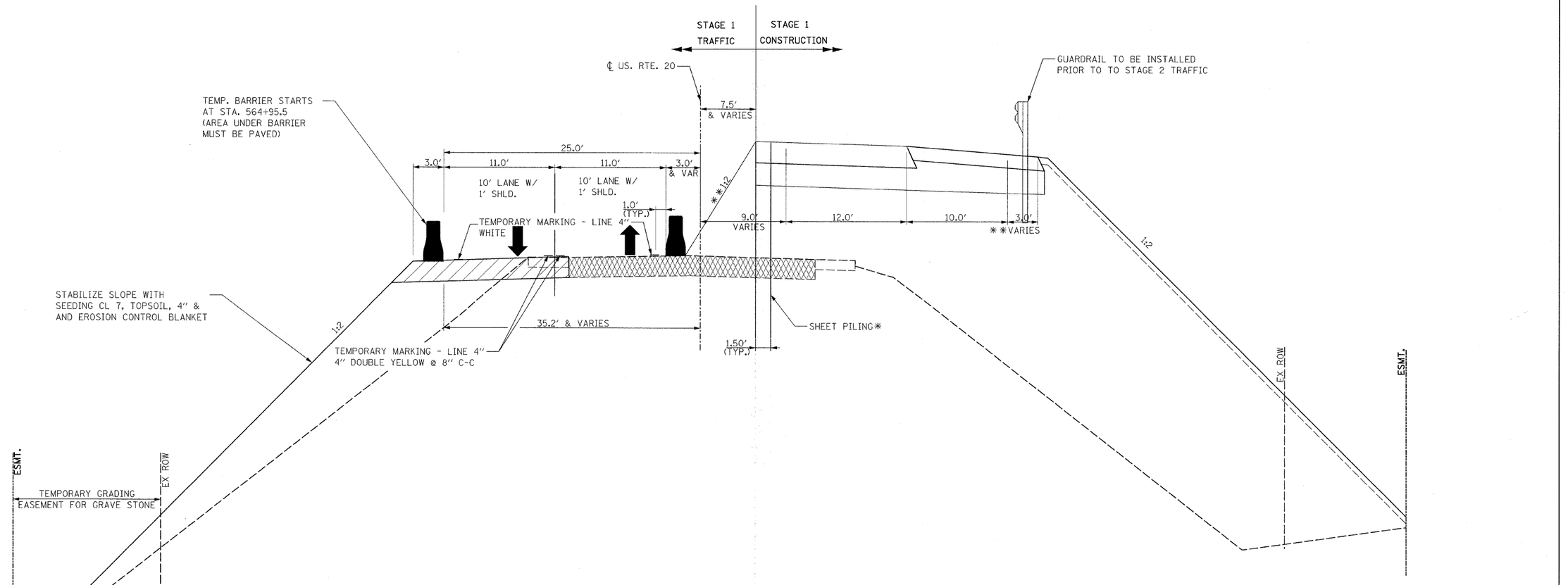
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 500 Chicago, Il 60604 312-346-8151

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	33
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

MTYP1



US 20
MOT PROPOSED TYPICAL SECTION
***STA. 562+50 TO STA. 567+14**
STA. 567+14 TO STA. 570+73 (BRIDGE OMISSION)
****STA. 572+00 TO STA. 575+50**

NOTE:
1. SURFACE COURSE TO BE PLACED AFTER STAGE 2 IS COMPLETE

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	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MOT TYPICAL SECTIONS (STAGE 1 TRAFFIC)

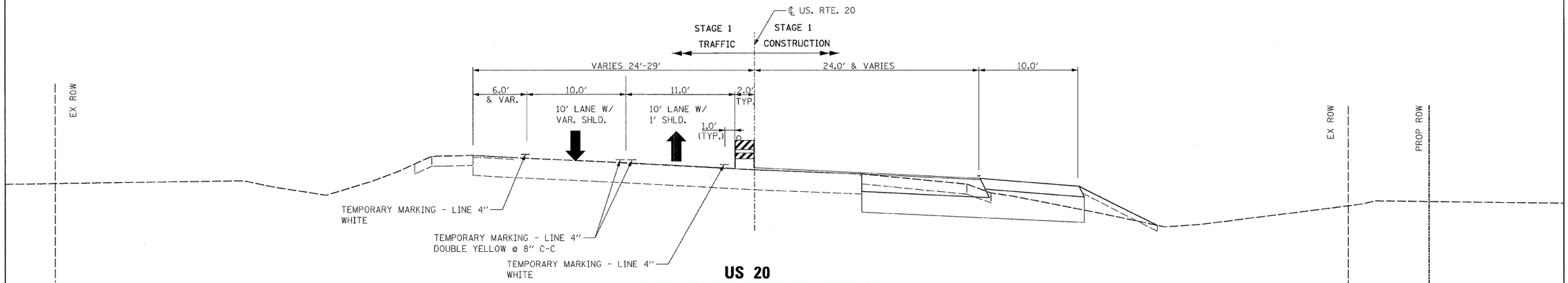
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 800 Chicago, Il 60604 312-346-8131

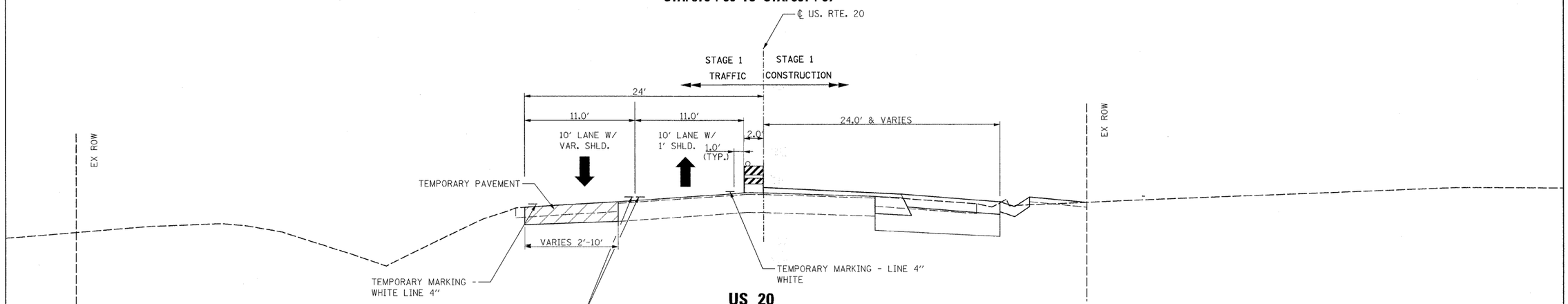
PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	34
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

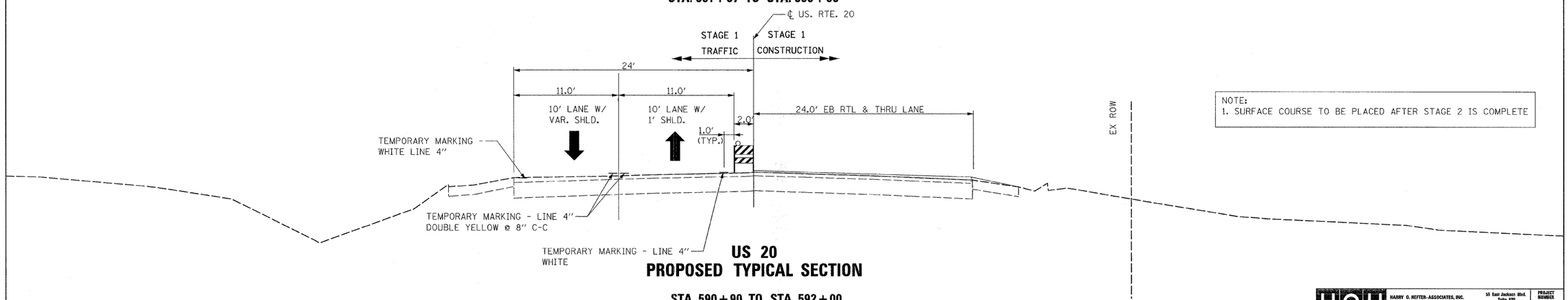
MTYP2



US 20
MOT PROPOSED TYPICAL SECTION
STA. 575+50 TO STA. 581+57



US 20
MOT PROPOSED TYPICAL SECTION
STA. 581+57 TO STA. 590+90



US 20
PROPOSED TYPICAL SECTION
STA. 590+90 TO STA. 592+00

NOTE:
1. SURFACE COURSE TO BE PLACED AFTER STAGE 2 IS COMPLETE

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	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MOT TYPICAL SECTIONS (STAGE 1 TRAFFIC)

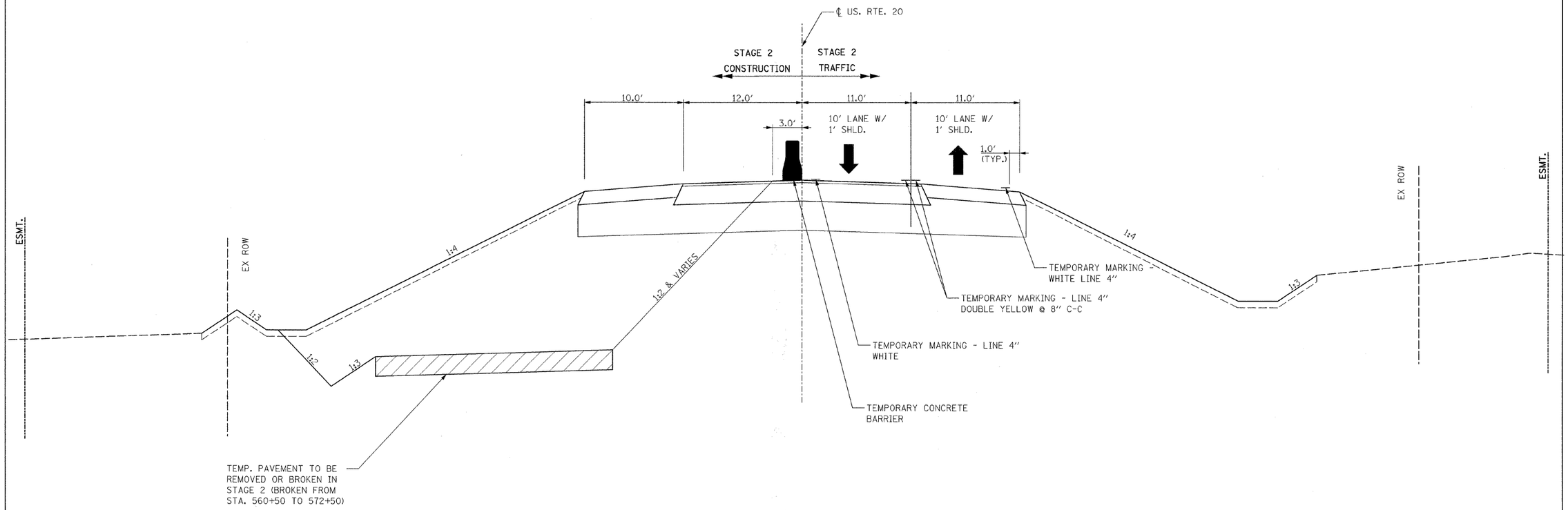
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8131

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	35
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

MTYP3



US 20
MOT PROPOSED TYPICAL SECTION

STA. 554+00 TO STA. 562+50

NOTE:
1. SURFACE COURSE TO BE PLACED AFTER STAGE 2 IS COMPLETE

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		DRAWN - JAM	REVISED -
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	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MOT TYPICAL SECTIONS (STAGE 2 TRAFFIC)

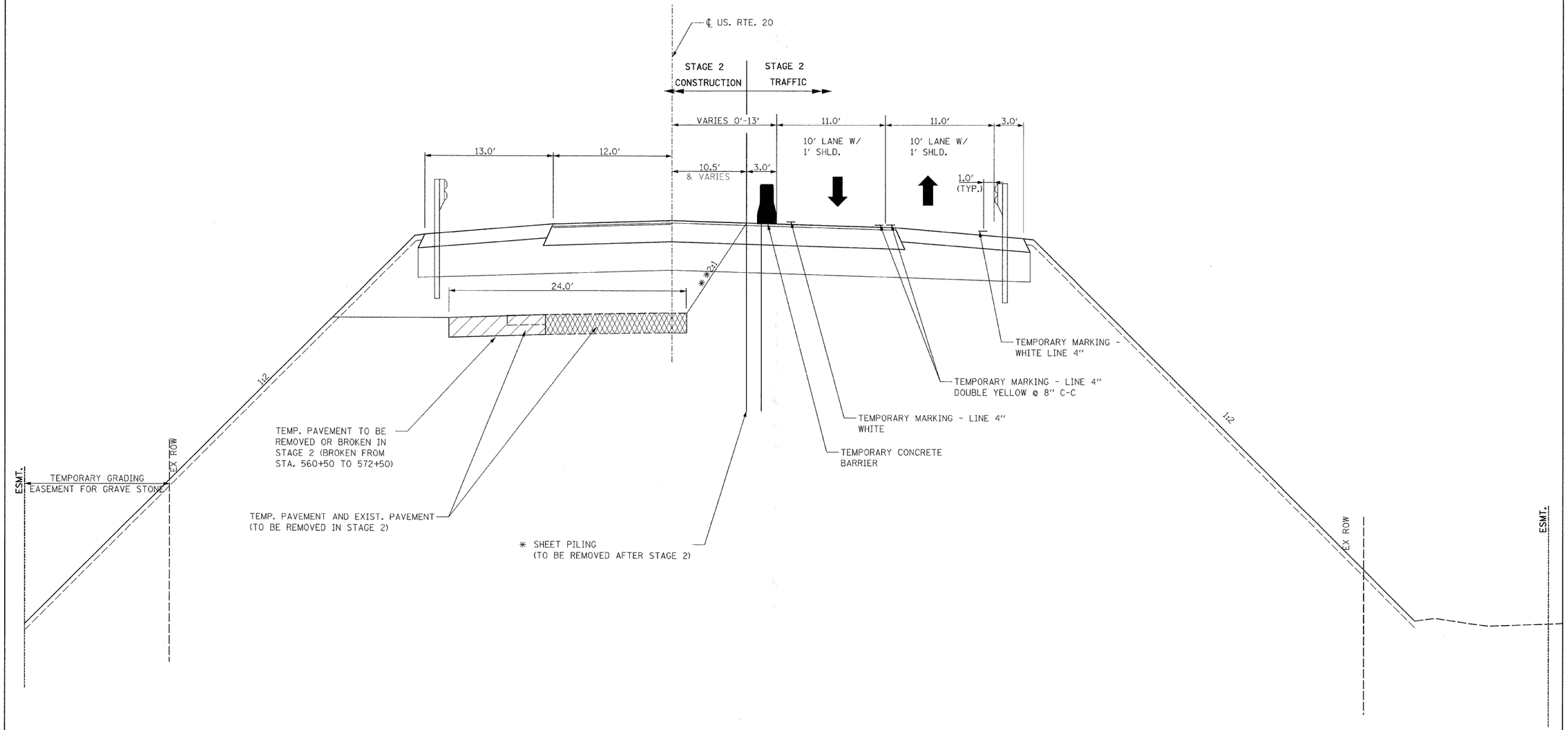
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

HOH HARRY G. HEFTER-ASSOCIATES, INC.
DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600
Chicago, Il 60604
312-368-8131

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	36
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

MTYP4



US 20
MOT PROPOSED TYPICAL SECTION

***STA. 562+50 TO STA. 567+00**
STA. 567+43 TO STA. 571+53.4 (BRIDGE OMISSION)
****STA. 572+00 TO STA. 575+50**

NOTE:
1. SURFACE COURSE TO BE PLACED AFTER STAGE 2 IS COMPLETE

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	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MOT TYPICAL SECTIONS (STAGE 2 TRAFFIC)

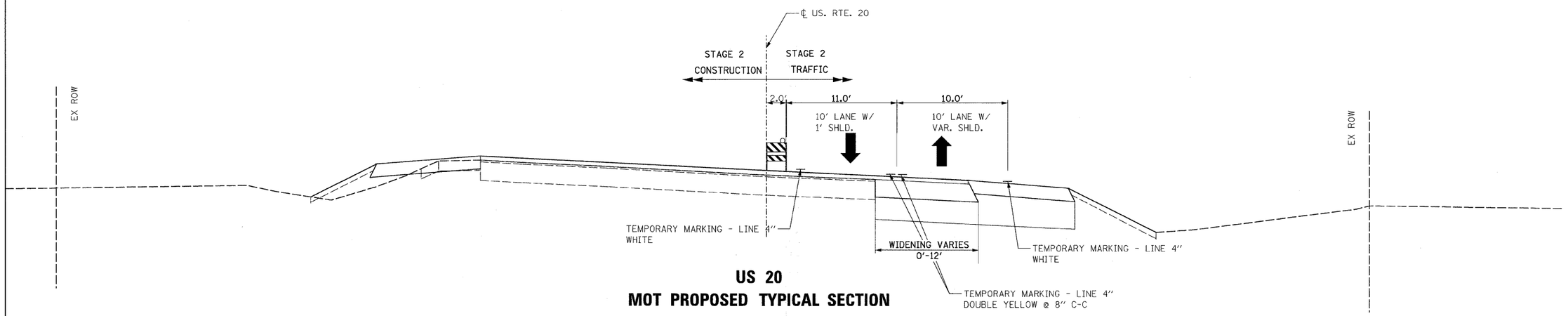
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 808 Chicago, Il 60604 312-346-8131

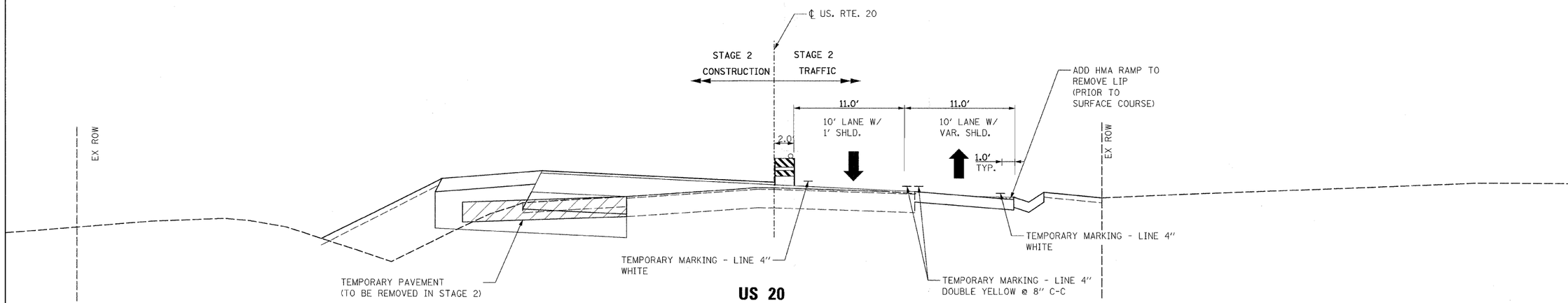
PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	37
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

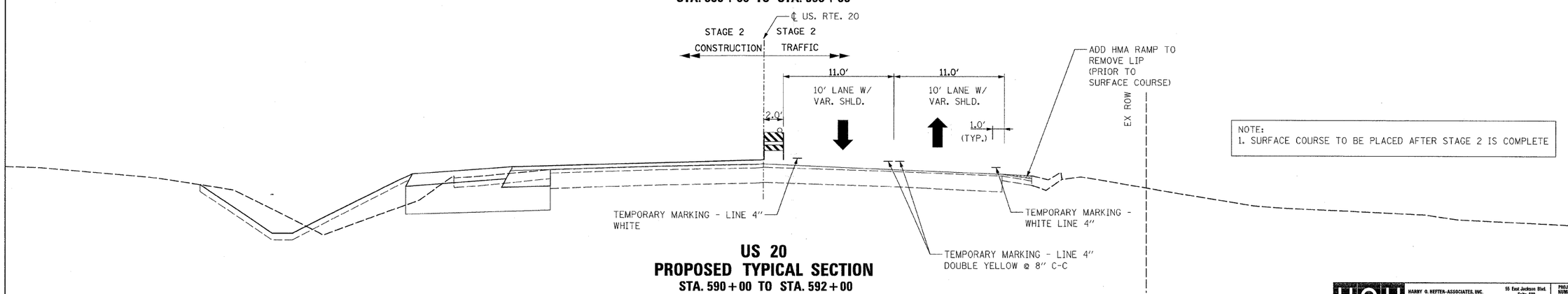
MTYP5



US 20
MOT PROPOSED TYPICAL SECTION
STA. 575+50 TO STA. 588+00



US 20
MOT PROPOSED TYPICAL SECTION
STA. 588+00 TO STA. 590+00



US 20
PROPOSED TYPICAL SECTION
STA. 590+00 TO STA. 592+00

NOTE:
1. SURFACE COURSE TO BE PLACED AFTER STAGE 2 IS COMPLETE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MOT TYPICAL SECTIONS (STAGE 2 TRAFFIC)

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

HOH HARRY G. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-948-8131

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	38
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

MTYP6

MOT LEGEND

- MOT SIGN
- TRAFFIC DIRECTION
- TEMP. CONCRETE BARRIER
- DRUM OR BARRICADE WITH STEADY BURNING LIGHT
- TYPE III BARRICADE
- TEMP. IMPACT ATTENUATOR
- WORK ZONE
- TEMPORARY PAVEMENT
- AGGREGATE FOR TEMP. ACCESS

NOTES:
1. ADVANCED SIGNING SHALL FOLLOW IDOT STD. 701326 FOR PRE-STAGE CONSTRUCTION.
2. OFFSETS GIVEN FOR TEMPORARY BARRIER ARE MEASURED TO THE INSIDE EDGE ADJACENT TO THE TRAFFIC LANE.

END WORK ZONE SPEED LIMIT
G20-1103(0)-3660

2' STUB

U.S. RTE. 20

546+00

27.5:1 TAPER

550+00

12:1 TAPER

CURVE 250

555+00

STA. 548+00

BEGIN 852' TAPER
STA. 547+90, 0' LT

STA. 551+66
6.6' RT

STA. 552+91
7.3' LT

STA. 557+29
20' LT

STA. 559+55
20' LT

MATCHLINE 560+00

EXIST. R.O.W.

PROP. R.O.W.

ADVANCED SIGNING

500' 500'

ROAD CONSTRUCTION AHEAD
W20-1103(0)-48

W1-4L(0)-48

45 MPH
W13-1(0)-2424

DRUMS OR BARRICADES @ 50' C-C (TYP.)

IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3

EXIST. CURVE 250
PI STA = 551+97.7537
N = 2,062,129.5759
E = 2,413,381.7018
Δ = 3° 41' 16.4494" (LT)
D = 0° 17' 16.7939"
R = 19,894.4845'
T = 640.4858'
L = 1,280.5292'
E = 10.3073'
e =
T.R. =
S.E. RUN =
P.C. STA = 545+57.2680
N = 2,062,033.6536
E = 2,412,748.4397
P.T. STA = 558+37.7972
N = 2,062,266.0320
E = 2,414,007.4827

TEMPORARY MARKING - LINE 4" WHITE

TEMPORARY MARKING - LINE 4" DOUBLE YELLOW @ 8" C-C

TEMPORARY PAVEMENT, 8.5" (BUILT IN PRE-STAGE) (STA. 547+80 TO STA. 567+83)

TEMPORARY CONCRETE BARRIER - 562.5' (STA. 551+66 TO STA. 557+29)

WORK ZONE LIMIT (3' NORTH OF US 20 ℄)

EXTEND 30" CULVERT W/ 24' OF TEMP. CULVERT STA. 557+19, 61' LT

END 852' TAPER STA. 556+42, 31' LT

TEMPORARY EASEMENT

3' ADDITIONAL WIDTH OF TEMP. PAVEMENT

IMPACT ATTENUATORS TEMPORARY (SEVERE USE, NARROW) TEST LEVEL 3

42' 19' +50 45' 37' 170' R

STAGE 1 WORK ZONE

AGGREGATE FOR TEMPORARY ACCESS

92'-18" TEMP. CULVERT @ 0.5% SLOPE, 36' RT

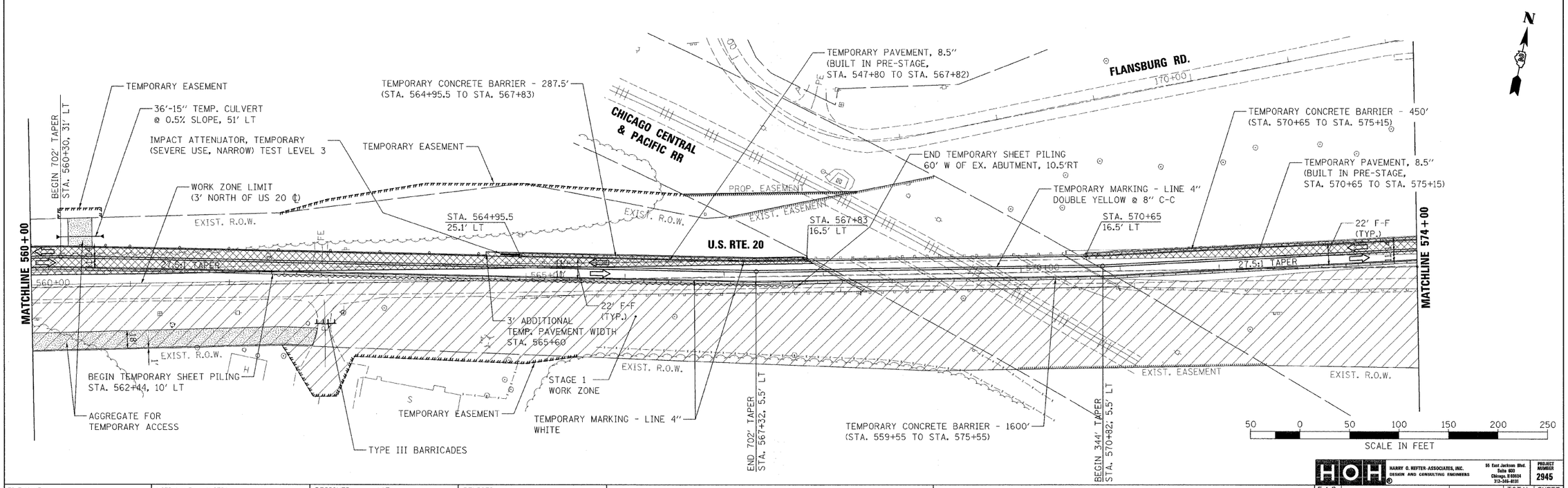
TYPE III BARRICADES (TYP.)

PROPOSED CULVERT TO BE INSTALLED PRIOR TO PRESTAGE USING IDOT STD. 701201

TEMPORARY EASEMENT

N

50 0 50 100 150 200 250
SCALE IN FEET



HOH HARRY O. HEFTER ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, IL 60604 312-346-8131

PROJECT NUMBER 2945

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	PLOT DATE = 8/7/2009	CHECKED - BAP	REVISED -
		DATE 8/7/2009	REVISED -

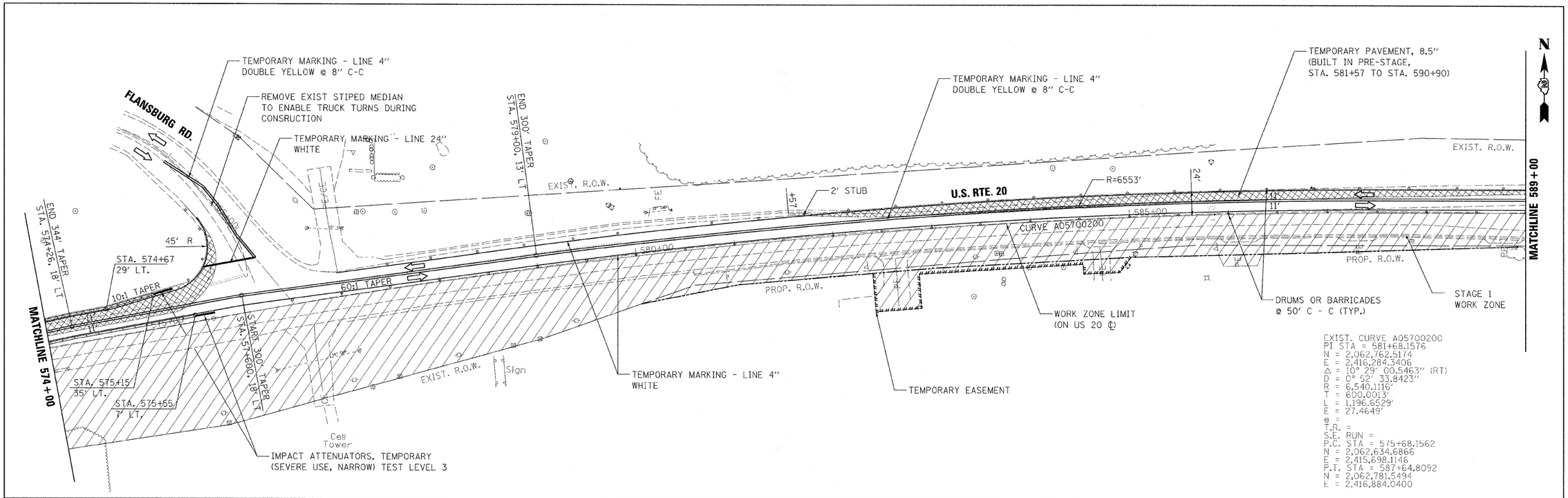
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

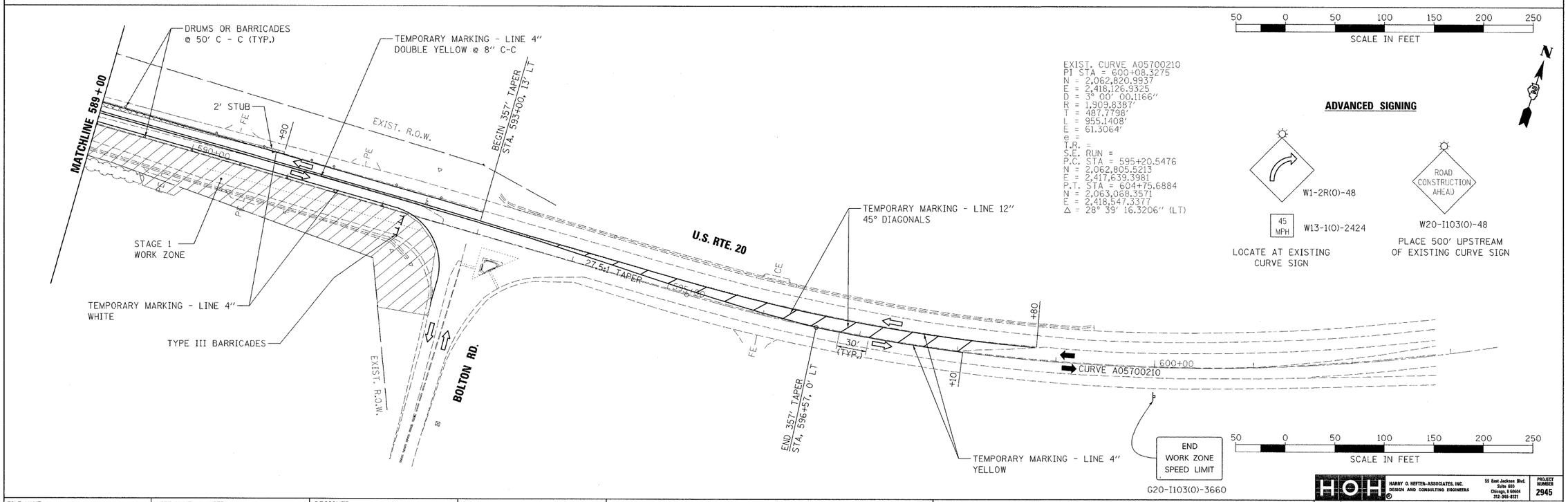
US ROUTE 20
MAINTENANCE OF TRAFFIC – STAGE 1

SCALE: 1"=50' | SHEET NO. 1 OF 2 SHEETS | STA. 546+00 TO STA. 574+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	39
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STG1A





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	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
MAINTENANCE OF TRAFFIC – STAGE 1

SCALE: 1"=50' | SHEET NO. 1 OF 2 SHEETS | STA. 574+00 TO STA. 602+00

HARRY O. HEITEN-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, IL 60604 312-346-8131
PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	40
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STG1B

NOTE:
1. OFFSETS GIVEN FOR TEMPORARY BARRIER ARE MEASURED TO THE INSIDE EDGE ADJACENT TO THE TRAFFIC LANE.
2. SEE SHEET STAGE 1 PLANS FOR MOT LEGEND

END WORK ZONE SPEED LIMIT
G20-1103(0)-3660
STA. 547+00
(FROM STAGE 1)

BEGIN 303' TAPER
STA. 550+47, 0' RT

TEMPORARY MARKING - LINE 4" WHITE

IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3

STA. 553+11
7' LT

STA. 553+70
0' LT

STAGE 2 WORK ZONE

TEMPORARY CONCRETE BARRIER - 697.5'
(STA. 553+11 TO STA. 560+08)

TEMPORARY EASEMENT

3' FOR TEMPORARY CONCRETE BARRIER

AGGREGATE FOR TEMPORARY ACCESS FOR PROP. FIELD ENTRANCE (BUILD IN PRE-STAGE)

TEMPORARY EASEMENT

IMPACT ATTENUATOR, TEMPORARY (SEVERE USE, NARROW) TEST LEVEL 3

TEMPORARY EASEMENT

EXIST. R.O.W.

U.S. RTE. 20

R=8134' (1' LEFT OF PROP EOP)

MATCHLINE 565+00

1 550+00

12:1 TAPER

27.5:1 TAPER

555+00

CURVE 250

560+00

24'

11'

11'

STA. 560+08
0' LT

STA. 560+95
0' LT

TEMP. PAVEMENT MARKING TO STA. 547+90

+00

2' STUB

EXIST. R.O.W.

PROP. R.O.W.

EXIST. R.O.W.

PROPOSED GUARDRAIL

WORK ZONE LIMIT
(3' NORTH OF US 20 ℄)

END 303' TAPER
STA. 554+00, 11' RT

PROP. EOP

PROP. EDGE OF SHOULDER

TEMPORARY MARKING - LINE 4" DOUBLE YELLOW @ 8" C-C

DRUMS OR BARRICADES @ 50' C-C

PROPOSED PAVEMENT BUILT IN STAGE 1

PROP. LIMITS OF CONSTRUCTION

TEMPORARY EASEMENT

TEMPORARY PAVEMENT
(STA. 551+00 - STA. 554+50)
(BUILT IN STAGE 1 OR PRE-STAGE)

EXIST. CURVE 250
PI STA = 551+97.7537
N = 2,062,129.5759
E = 2,413,381.7018
Δ = 3° 41' 16.4494" (LT)
D = 0° 17' 16.7939"
R = 19,894.4845'
T = 640.4858'
L = 1,280.5292'
E = 10.3073'
S.E. RUN =
P.C. STA = 545+57.2680
N = 2,062,033.6536
E = 2,412,748.4397
P.T. STA = 558+37.7972
N = 2,062,266.0320
E = 2,414,007.4827

BEGIN 650' REVERSE CURVE
STA. 562+50, 11' RT

PROPOSED GUARDRAIL

TEMPORARY EASEMENT

N

50 0 50 100 150 200 250
SCALE IN FEET

ADVANCED SIGNING

ROAD CONSTRUCTION AHEAD
W20-1103(0)-48
STA. 538+00
(FROM STAGE 1)

W1-4R(0)-48

45 MPH
W13-1(0)-2424
STA. 545+00

CHICAGO CENTRAL & PACIFIC RR

PROP. EASEMENT

EXIST. EASEMENT

EXIST. R.O.W.

170+00

TEMPORARY CONCRETE BARRIER - 1412.5'
(STA. 560+95 TO STA. 575+08)

FLANSBURG RD.

Misc Conc

Parking

Misc Conc

WELL

STAGE 2 WORK ZONE

TEMPORARY MARKING - LINE 4" WHITE

TYPE III BARRICADES

STA. 574+60
7.3' RT

STA. 575+08
1.3' RT

TYPE 6, TBT

U.S. RTE. 20

12:1 TAPER

575+00

DRUMS OR BARRICADES @ 50' C-C

EXIST. R.O.W.

MATCHLINE 565+00

565+00

25'

27.5:1 TAPER

MATCHLINE 580+00

3'

3'

PROP. EOP

PROPOSED GUARDRAIL

PROPOSED GUARDRAIL

WORK ZONE LIMIT
(ON US 20 ℄)

EXIST. R.O.W.

EXIST. R.O.W.

Sign

EXIST. EASEMENT

MIDPOINT 650' REVERSE CURVE
STA. 565+75, 17.3' RT

PROP. EDGE OF SHOULDER

R=8132'
(1' INSIDE PROP. EOP)

END 650' REVERSE CURVE
STA. 569+00, 24' RT

PROPOSED PAVEMENT BUILT IN STAGE 1

BEGIN 303' TAPER
STA. 573+00, 24' RT.

IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW) TEST LEVEL 3

TEMPORARY MARKING - LINE 4" DOUBLE YELLOW @ 8" C-C

END 303' TAPER
STA. 576+03, 13' RT.

N

50 0 50 100 150 200 250
SCALE IN FEET

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 500 Chicago, IL 60604 312-346-8181
PROJECT NUMBER 2945

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	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

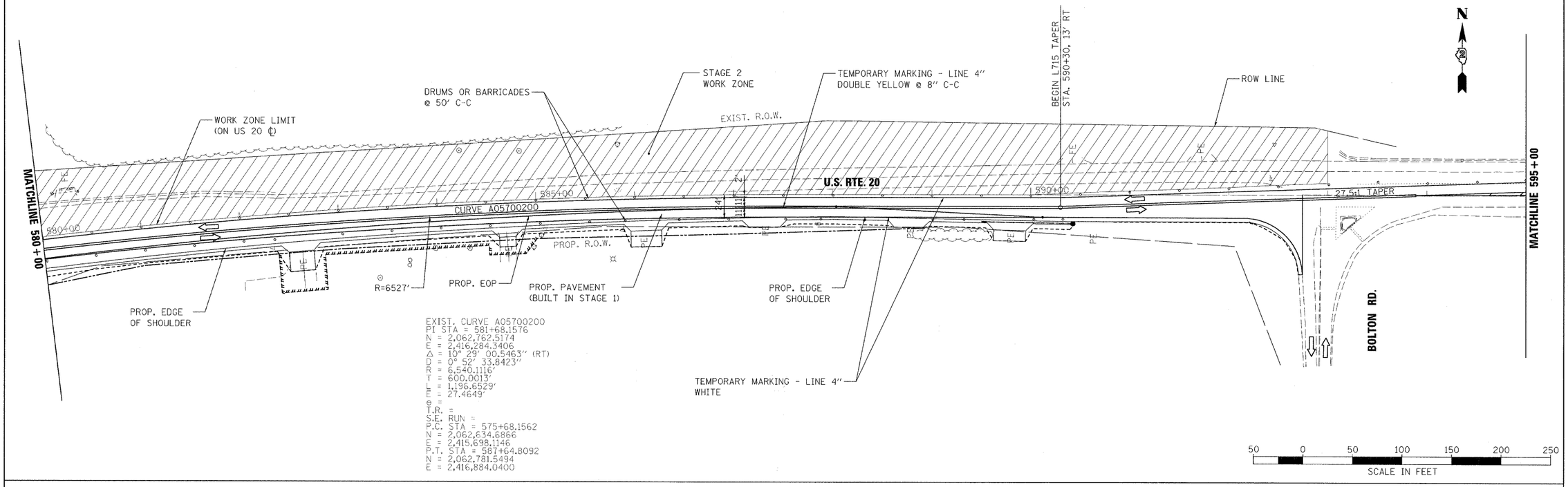
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
MAINTENANCE OF TRAFFIC – STAGE 2

SCALE: 1"=50' | SHEET NO. 1 OF 2 SHEETS | STA. 553+00 TO STA. 580+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	41
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STG2A



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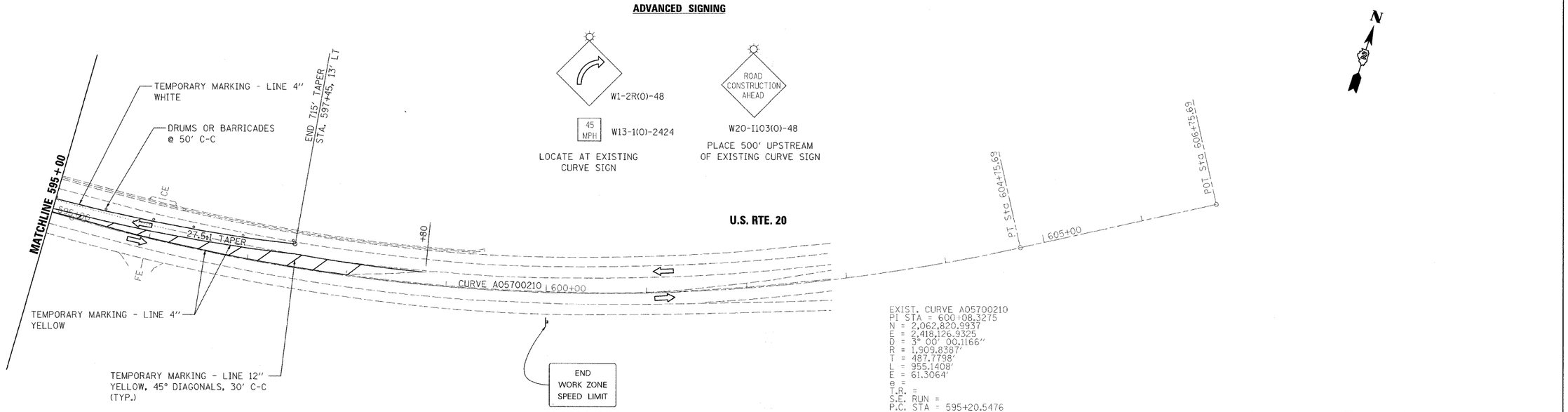

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
MAINTENANCE OF TRAFFIC – STAGE 2

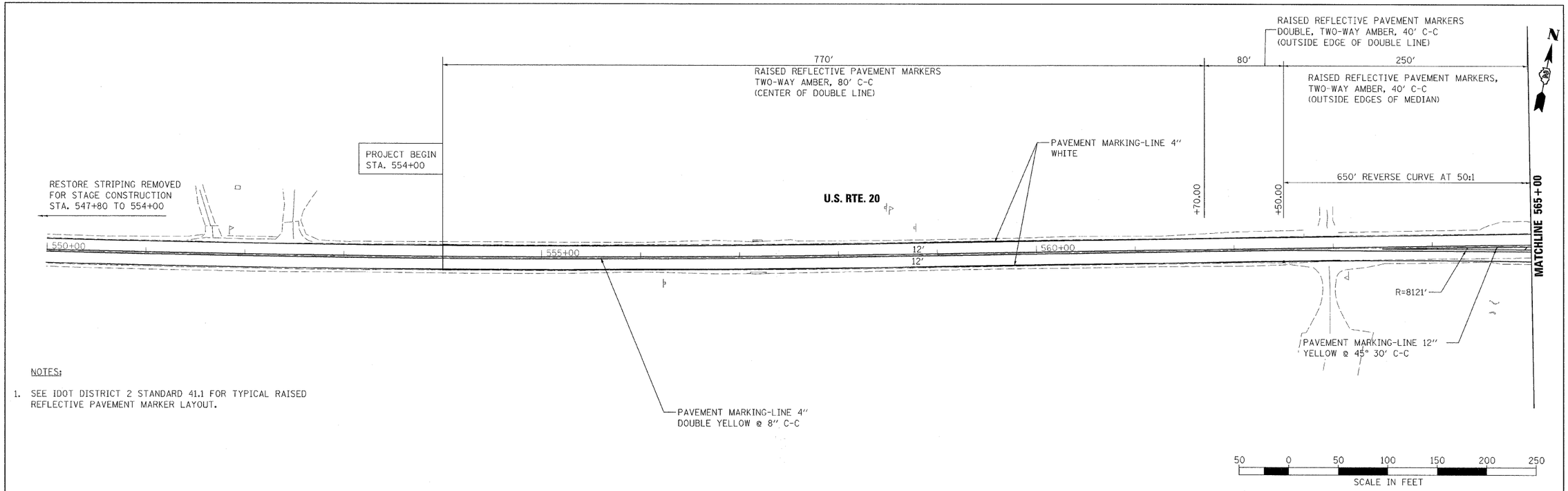
SCALE: 1"=50' | SHEET NO. 1 OF 2 SHEETS | STA. 580+00 TO STA. 606+75

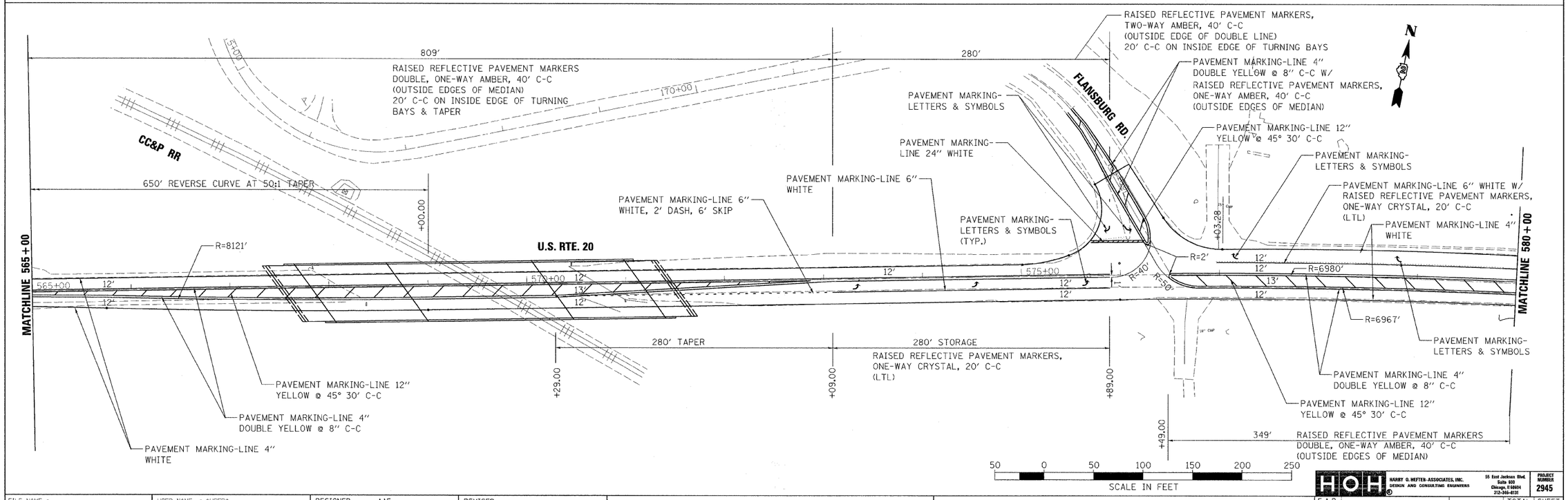
HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 800 Chicago, Il 60604 312-366-8131

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	42
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STG2B





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	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
PAVEMENT MARKING PLAN

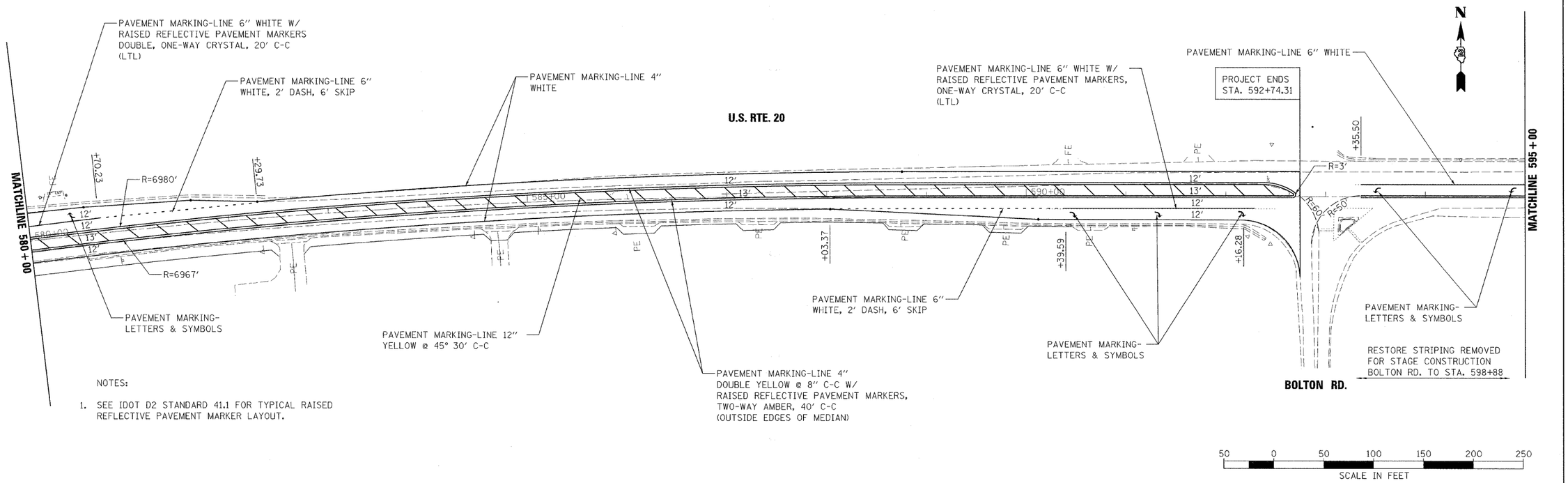
SCALE: 1"=50' | SHEET NO. 1 OF 2 SHEETS | STA. 553+00 TO STA. 580+00

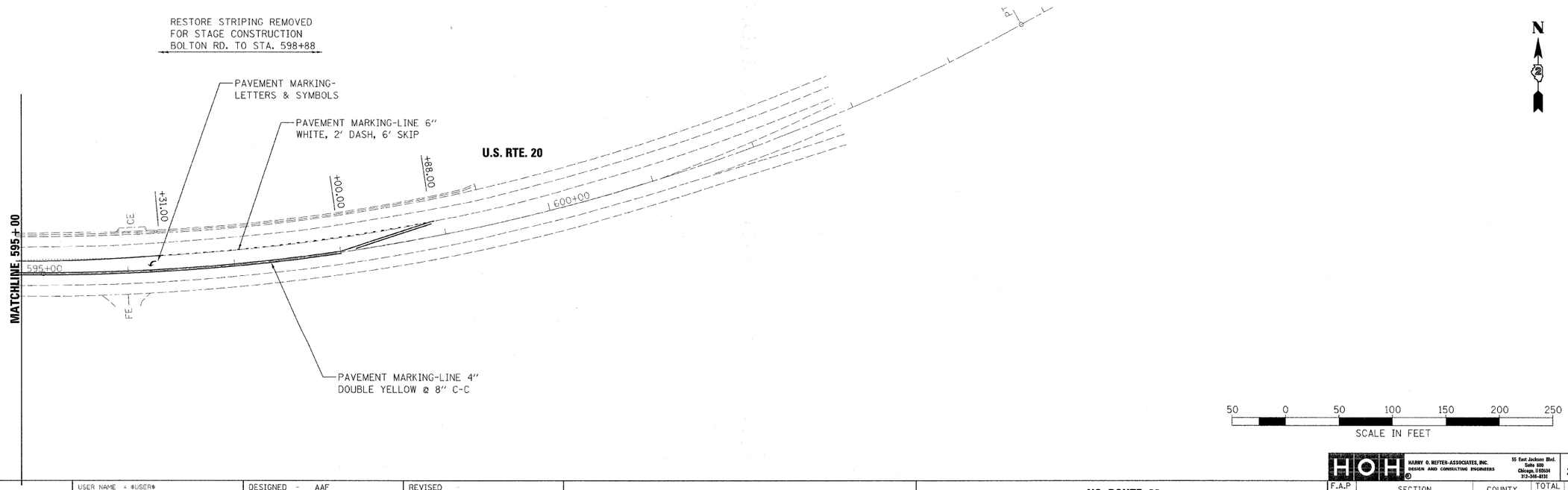
HOH HARRY O. HEFTER ASSOCIATES, INC.
DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, IL 60604 312-366-8131

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	43
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PM1





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	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
PAVEMENT MARKING PLAN

SCALE: 1"=50' | SHEET NO. 1 OF 2 SHEETS | STA. 580+00 TO STA. 592+75

HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-368-0331

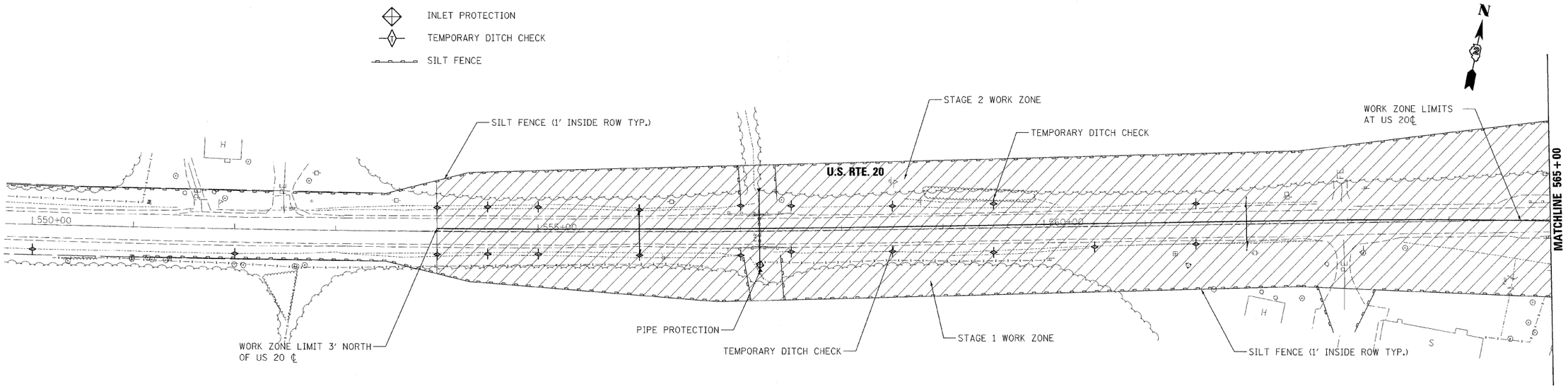
PROJECT NUMBER 2945

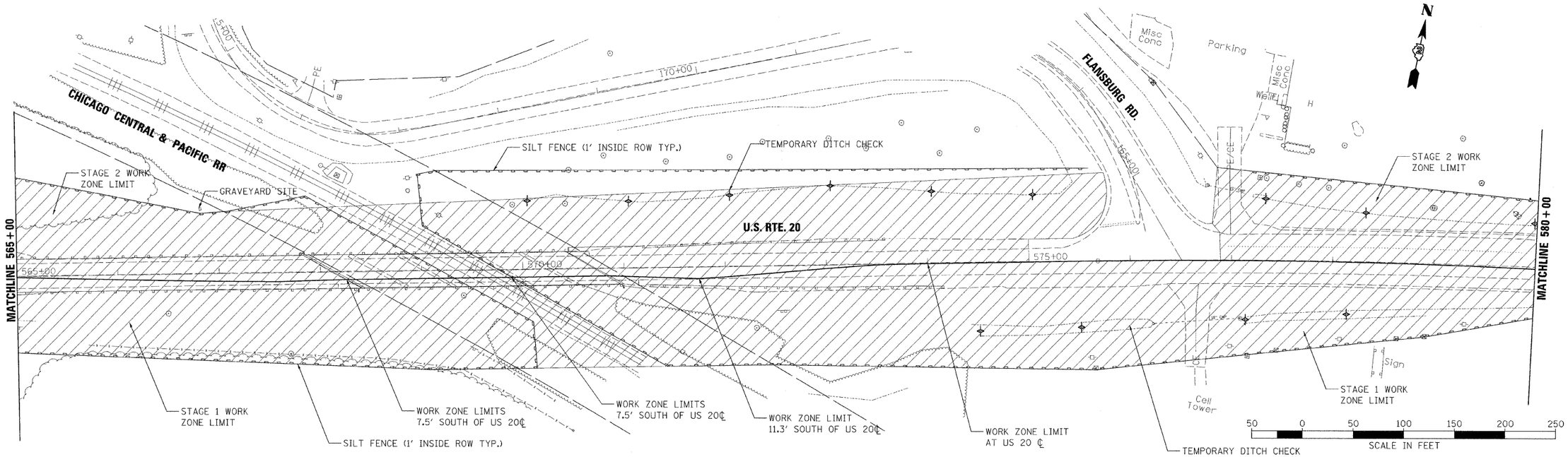
F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	44
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PM2

EROSION CONTROL LEGEND

- INLET PROTECTION
- TEMPORARY DITCH CHECK
- SILT FENCE





HOH — HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, IL 60604 312-346-8131

PROJECT NUMBER 2945

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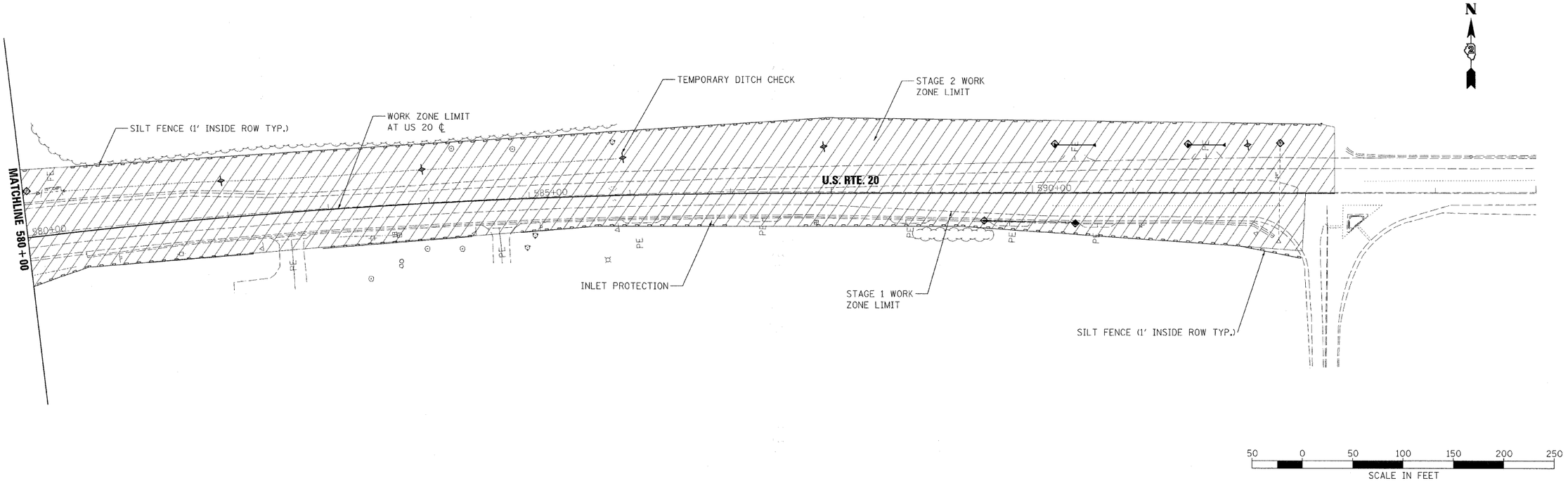
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1"=50' | SHEET NO. 1 OF 2 SHEETS | STA. 553+00 TO STA. 580+00

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	45
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

ER1



EROSION CONTROL LEGEND

- INLET PROTECTION
- TEMPORARY DITCH CHECK
- SILT FENCE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
EROSION AND SEDIMENT CONTROL PLAN

SCALE: 1"=50' | SHEET NO. 1 OF 2 SHEETS | STA. 580+00 TO STA. 606+75

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8131

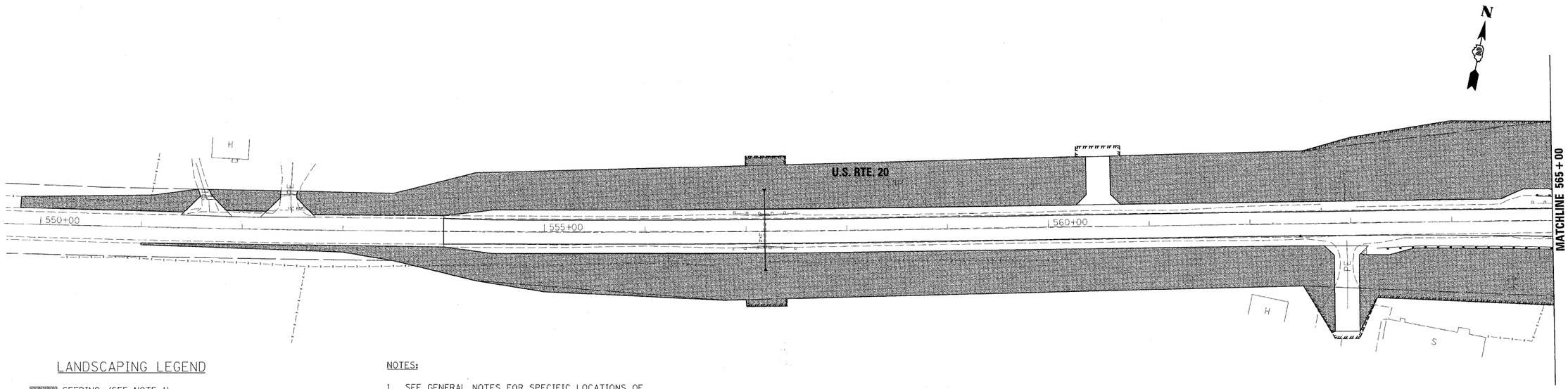
PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	46

CONTRACT NO. 64D15

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

ER2



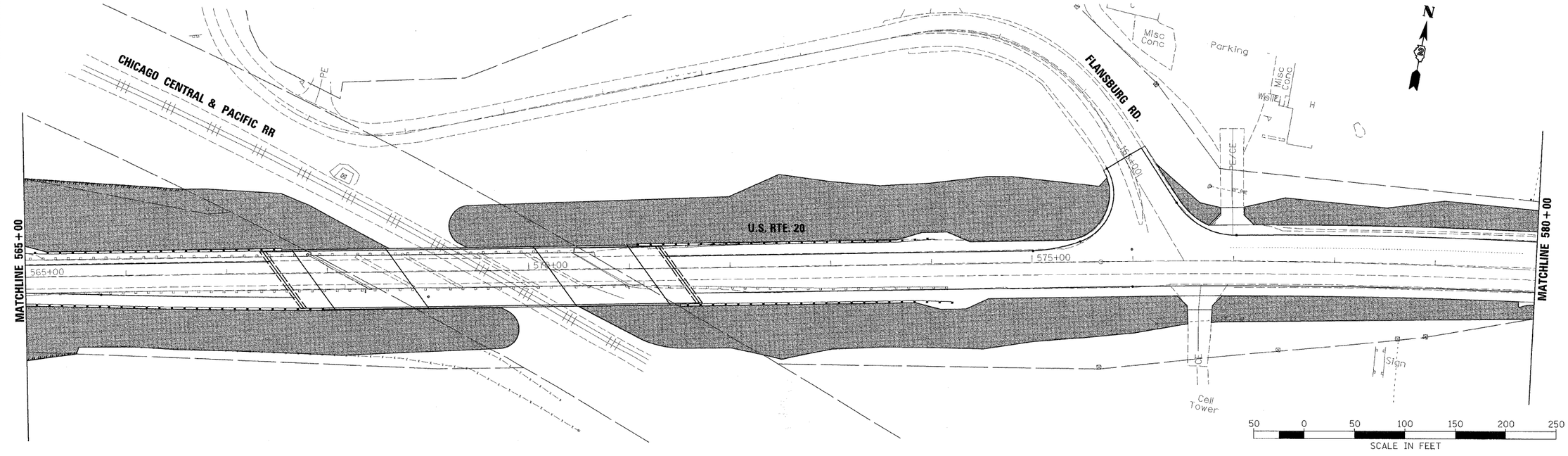
LANDSCAPING LEGEND

SEEDING, (SEE NOTE 1)
TOPSOIL FURNISH & PLACE, 4"
EROSION CONTROL BLANKET
NITROGEN FERTILIZER NUTRIENT
PHOSPHORUS FERTILIZER NUTRIENT
POTASSIUM FERTILIZER NUTRIENT

NOTES;

1. SEE GENERAL NOTES FOR SPECIFIC LOCATIONS OF SEEDING TYPES.

50 0 50 100 150 200 250
SCALE IN FEET



50 0 50 100 150 200 250
SCALE IN FEET

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	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
LANDSCAPING PLAN

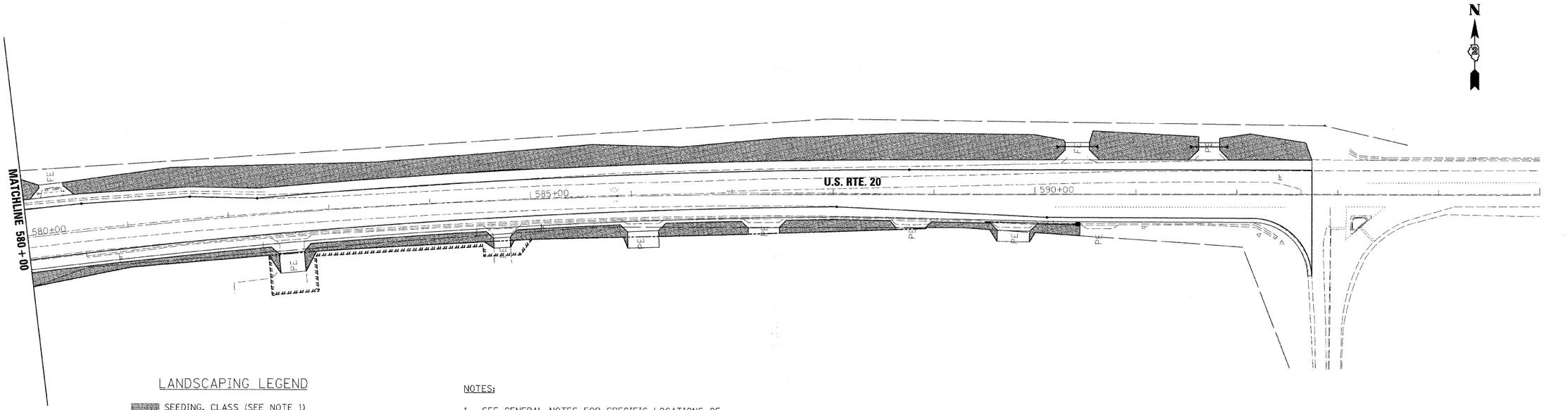
SCALE: 1"=50' | SHEET NO. 1 OF 2 SHEETS | STA. 553+00 TO STA. 580+00

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 800 Chicago, Il 60604 312-346-8134

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	47
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LS1



LANDSCAPING LEGEND

SEEDING, CLASS (SEE NOTE 1)
TOPSOIL FURNISH & PLACE, 4"
EROSION CONTROL BLANKET
NITROGEN FERTILIZER NUTRIENT
PHOSPHORUS FERTILIZER NUTRIENT
POTASSIUM FERTILIZER NUTRIENT

NOTES:

1. SEE GENERAL NOTES FOR SPECIFIC LOCATIONS OF SEEDING TYPES.

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SCALE IN FEET

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	PLOT DATE = 8/7/2009	DATE - 8/7/2009	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20
LANDSCAPING PLAN

SCALE: 1"=50' | SHEET NO. 1 OF 2 SHEETS | STA. 580+00 TO STA. 606+75

HOH HARRY O. HEFTER-ASSOCIATES, INC.
DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 660 Chicago, Il 60604 312-346-0211

PROJECT NUMBER 2945

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	48
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

LS2

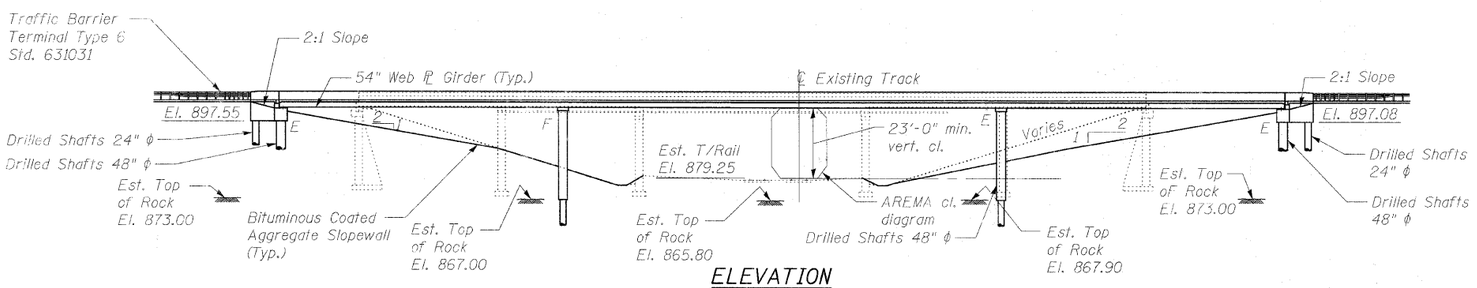
Bench Mark: IDOT disk at south west corner of structure El. 902.16
Existing Structure: S.N. 089-0003, built as S.B.I. Rte. 5, Section 21VB-VC in 1935 and widened as S.B.I. Rte. 5, Section 21VB-Y in 1971 is 32.5' wide by 264' long. In 1995 the steel beam superstructure was removed and replaced with P.P.C. deck beams. The existing five span P.P.C. deck beam superstructure, four reinforced concrete multiple column piers, and both open pilaster abutments shall be removed. A new three span continuous plate girder superstructure on caisson bent abutments and two reinforced concrete solid wall stem piers on caisson shafts shall be built. Traffic shall be staged during construction.
Salvage: Remove and store the existing steel columns used as additional supports on the existing piers per District 2 directions. The cost of salvage of the existing steel columns is included with removal of existing structures.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

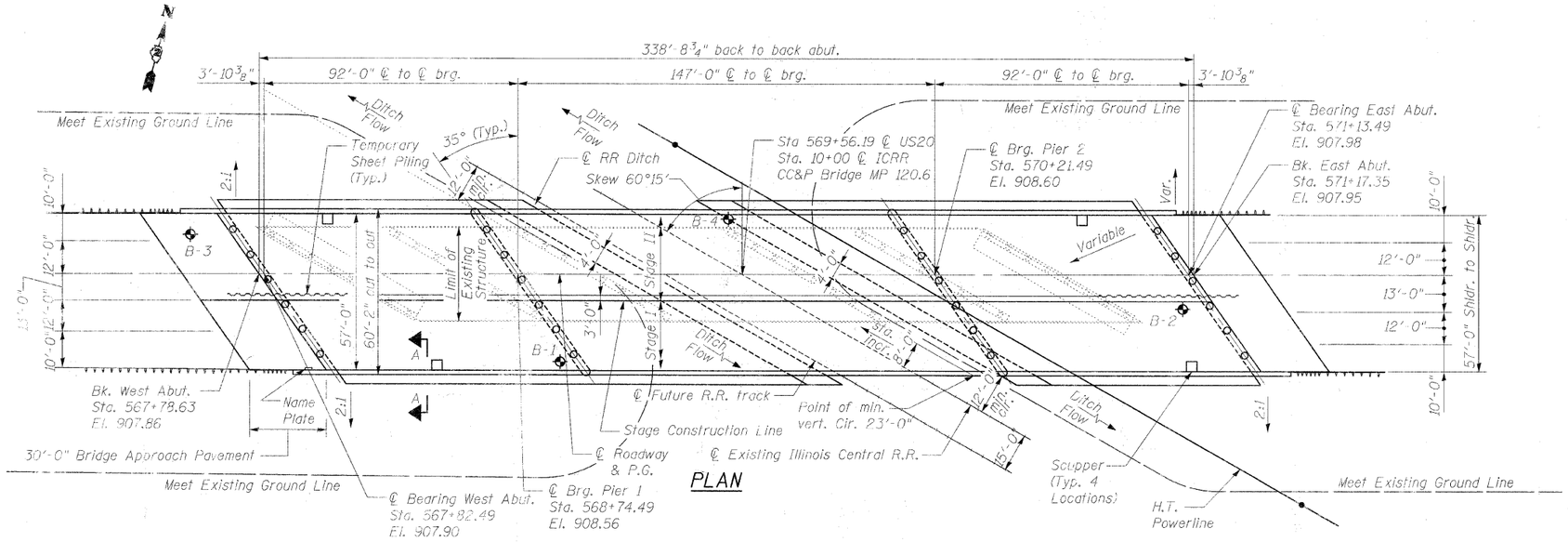
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21VBR	STEPHENSON	112	49
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 1
32 SHEETS

Contract #64D15



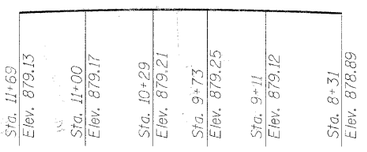
ELEVATION



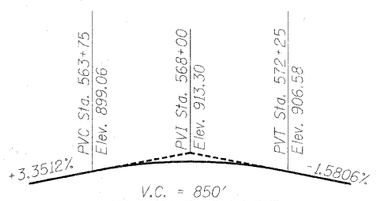
PLAN

No.	Station	Offset*
B-1	Sta. 568+89	29'R
B-2	Sta. 571+12	11'R
B-3	Sta. 567+57	12'L
B-4	Sta. 569+56	20'L

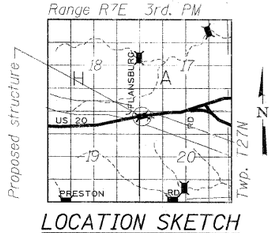
* from ℄ F.A. 301



PROFILE GRADE TOP OF EXISTING ICRR



PROFILE GRADE F.A. ROUTE 301
(along ℄ roadway)



LOCATION SKETCH

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

STATION 569+56.19
BUILT 2009 BY
STATE OF ILLINOIS
F.A.P. RT. 301 - SEC. 1-HBR-2
LOADING HL93
STR. NO. 089-0077

NAME PLATE
See Std. 515001

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E Anderson
ENGINEER OF BRIDGES AND STRUCTURES

DESIGN SPECIFICATIONS
2007 AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS WITH 2008 INTERIMS

DESIGN STRESSES
f'_c = 3500 PSI
f_y = 60,000 PSI (reinforcement)
f_y = 50,000 PSI (M270 Grade 50) (Structural Steel)

LOADING HL-93
Allow 50 #/sq.ft. Future Wearing Surface

SEISMIC DATA
Seismic Performance Zone (SPZ) = 1
Acceleration Coefficient (A) = 0.04
Site Class C
Design Spectral Acceleration at
0.2 Sec. S_{DS} = 0.096
1.0 Sec. S_{D1} = 0.06

date
STATE OF ILLINOIS
MOHAMMAD M. HUSAIN
062-056529
STRUCTURAL ENGINEER
11-30-10
Licensed Structural Engineer
(Illinois Structural Engineer's Seal)
MY LICENSE EXPIRES 11-30-2010

GENERAL PLAN AND ELEVATION
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8131

PROJECT NUMBER 2945

8:05:39 AM
8/6/2009
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS 2	STEPHENSON	112	50
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 2
32 SHEETS

Contract #64D15

GENERAL NOTES

1. Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$-in. ϕ, holes $\frac{15}{16}$-in. ϕ, unless otherwise noted.
2. Calculated weight of Structural Steel:
   = 782,600 lb. (AASHTOM270GR50)
   = 65,300 lb. (AASHTOM270GR36)
3. No field welding is permitted except as specified in the contract documents.
4. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions
5. Reinforcement bars designated (E) shall be epoxy coated.
6. Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
7. Concrete Sealer shall be applied to the designated areas of the Abutments.
8. The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 10Y 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Blue 10B 3/6. See Special Provision for "Cleaning and Painting New Metal Structures".
9. All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
10. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
11. Two $\frac{1}{8}$ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
12. The Contractor is advised that the existing PPC Deck beams are in a deteriorated condition with reduced load carrying capacity. It is the contractor's resposibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.
13. If the Contractor procedures for existing beam removal involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams beams for the proposed loads. Cost included with Removal of Existing Structures.
14. If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
15. The Contractor shall connect the first sheet piling to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.
16. 4" Slope wall shall be reinforced with wire fabric 6" x 6" - W4.0 x w4.0 with a mass of 58 lbs per 100 sq.ft.
17. Slipforming of the parapets is not allowed.
18. The cost of the slope wall removal included with removal of existing structures.
19. The SSPC QP-1 painting contractor certifications will be required for this bridge.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structure	Each	-	-	1
Structure Excavation	Cu. Yd.	-	770	770
Concrete Structures	Cu. Yd.	-	899	899
Concrete Superstructure	Cu. Yd.	731.0	-	731.0
Bar Splicers	Each	1,238	388	1,626
Bridge Deck Grooving	Sq. Yd.	2,410	-	2,410
Protective Coat	Sq. Yd.	3,160	-	3,160
Elastomeric Bearing Assembly, Type I	Each	-	18	18
Elastomeric Bearing Assembly, Type II	Each	-	9	9
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	6,615	-	6,615
Reinforcement Bars, Epoxy Coated	Pound	197,850	94,120	291,970
Reinforcement Bars	Pound	-	58,930	58,930
Bituminous Coated Aggregate Slopewall, 6"	Sq. Yd.	-	3,000	3,000
Slope Wall, 4"	Sq. Yd.	-	100	100
Temporary Sheet Piling	Sq. Ft.	-	3,000	3,000
Name Plates	Each	-	1	1
Pourous Granular Embankment (Special)	Cu. Yd.	-	420	420
Pipe Underdrains for Structures, 4"	Foot	-	170	170
Geocomposite Wall Drain	Sq. Yd.	-	150	150
Preformed Joint Strip Seal	Foot	144	-	144
Concrete Sealer	Sq. Ft.	-	2,200	2,200
Anchor Bolts, 1¼"	Each	-	36	36
Anchor Bolts, 1½"	Each	-	18	18
Anchor Bolts, 2"	Each	-	18	18
Drainage Scupper, DS-11	Each	4	-	4
Drilled Shaft in Soil	Cu. Yd.	-	216.3	216.3
Drilled Shaft in Rock	Cu. Yd.	-	71.6	71.6

INDEX OF SHEETS

1. General Plan and Elevation
2. General Notes, Index of Drawing & Bill of Material
3. Stage Construction Plan
4. Substructure Layout Plan
5. Top of Deck Elevations Layout & Details
6. Top of Deck Elevations
7. Top of Deck Elevations
8. Top of Deck Elevations
9. Top of Deck Elevations
10. Deck Plan
11. Deck Section and Details
12. Top of West Approach Slab Elevations
13. Top of West Approach Slab Elevations
14. Bridge Approach Slab Details - Sheet 1
15. Bridge Approach Slab Details - Sheet 2
16. Bridge Joint System Expansion (Strip Seal)
17. Steel Framing Plan
18. Structural Steel Details - Sheet 1
19. Structural Steel Details - Sheet 2
20. Bearing Details - Sheet 1
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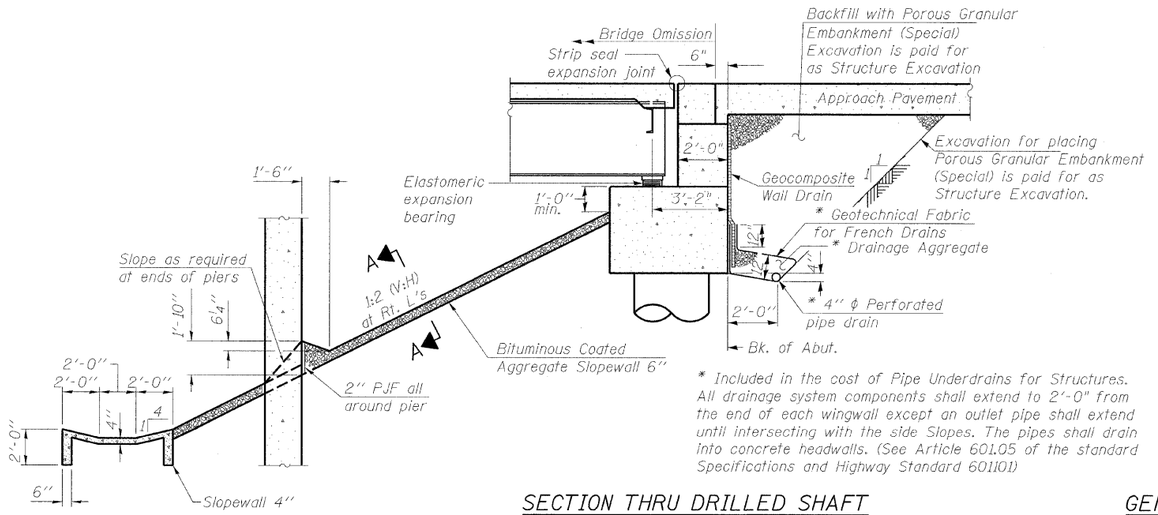
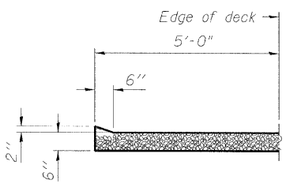
22. West Abutment
23. East Abutment
24. Abutment Details
25. Pier 1
26. Pier 2
27. Drainage Scupper, DS-11
28. Bar Splicer Assembly Details
29. Temporary Concrete Barrier
30. Soil Borings - Sheet 1
31. Soil Borings - Sheet 2
32. Soil Borings - Sheet 3



* Included in the cost of Pipe Underdrains for Structures. All drainage system components shall extend to 2'-0" from the end of each wingwall except on outlet pipe shall extend until intersecting with the side Slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the standard Specifications and Highway Standard 601101)

SECTION THRU DRILLED SHAFT SUPPORTED STUB ABUTMENT

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



SECTION A-A

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

GENERAL NOTES, INDEX OF SHEETS AND BILL OF MATERIAL
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, IL 60604 312-346-8131

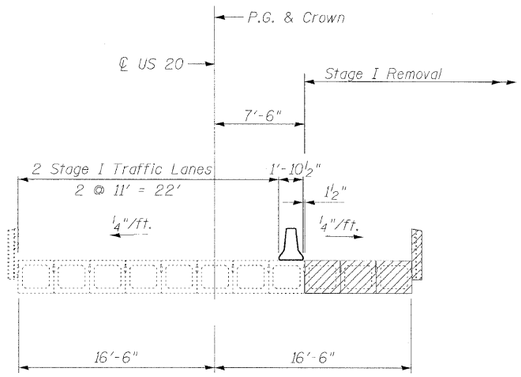
PROJECT NUMBER 2945

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21VBR	STEPHENSON	112	51
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

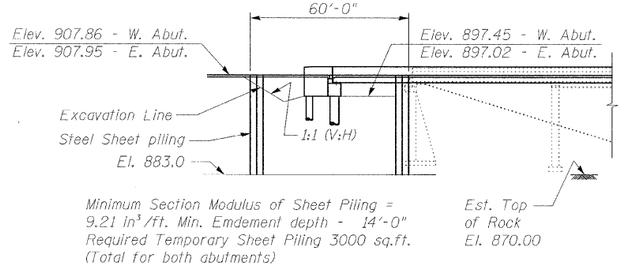
SHEET NO. 3
32 SHEETS

Contract #64D50



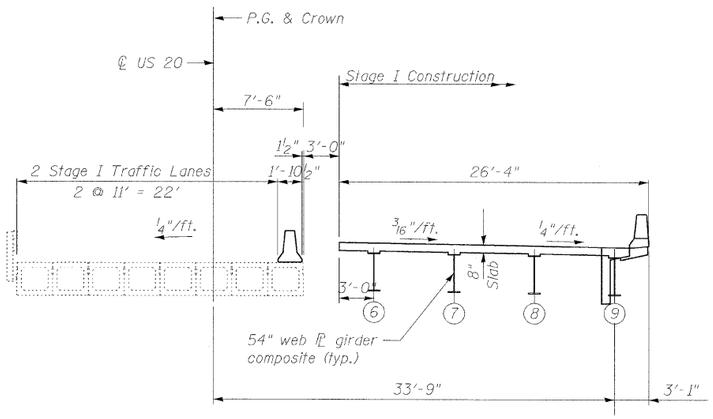
STAGE I REMOVAL

(Dimensions perpendicular to ℄ F.A. Rte. 301)
(Looking East)



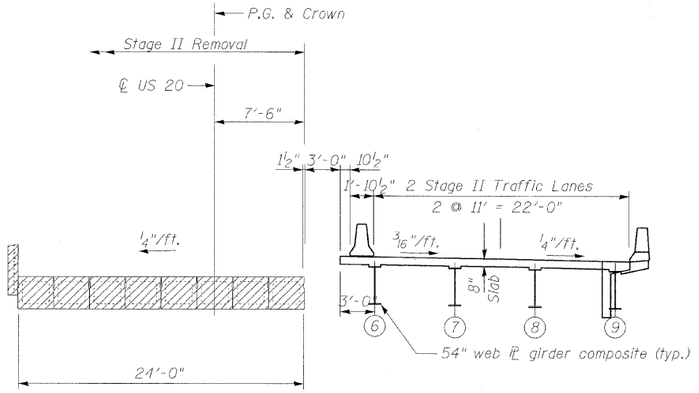
TEMPORARY SHEET PILING

(Typical at both abutments)



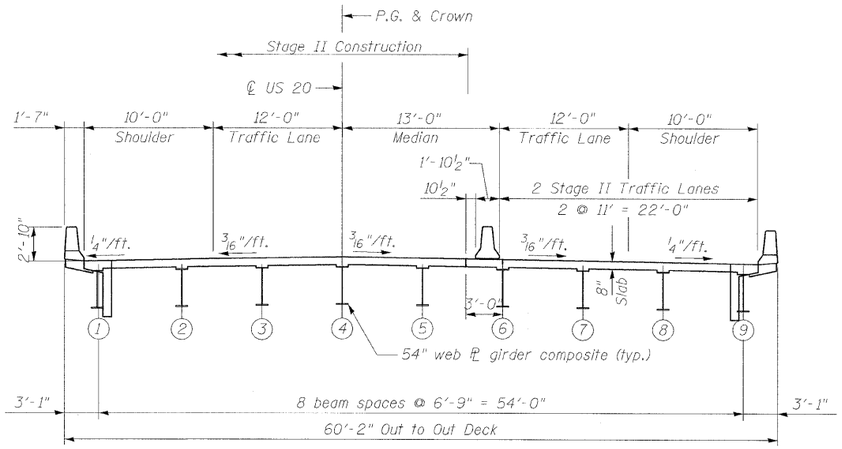
STAGE I CONSTRUCTION

(Dimensions perpendicular to ℄ F.A. Rte. 301)
(Looking East)



STAGE II REMOVAL

(Dimensions perpendicular to ℄ F.A. Rte. 301)
(Looking East)



STAGE II CONSTRUCTION

(Dimensions perpendicular to ℄ F.A. Rte. 301)
(Looking East)

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

STAGE CONSTRUCTION PLAN
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH
HARRY O. HEFTER-ASSOCIATES, INC.
DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8131

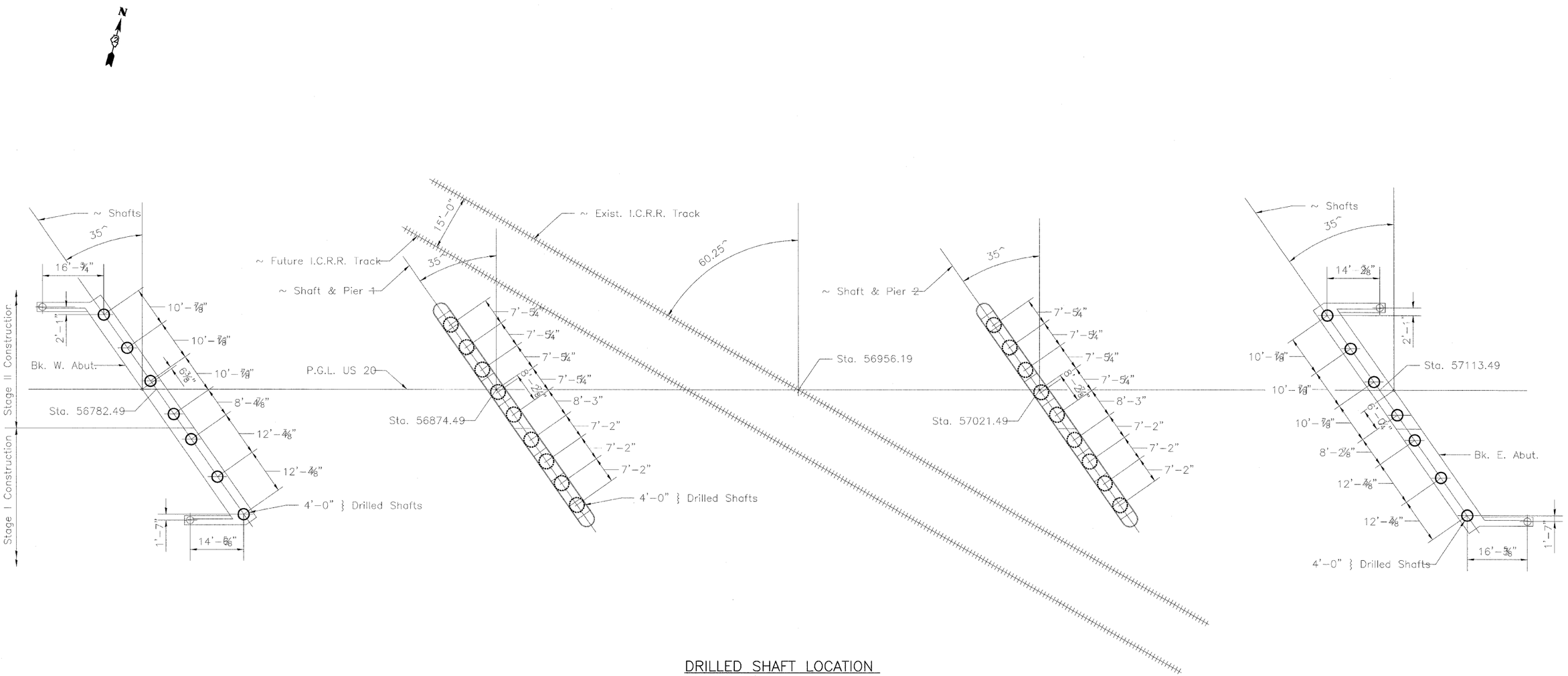
PROJECT NUMBER 2945

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	52
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 4
32 SHEETS

Contract #64D15



DRILLED SHAFT LOCATION

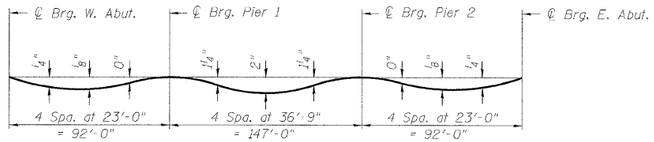
DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

SUBSTRUCTURE LAYOUT PLAN
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8131

PROJECT NUMBER 2945

H:\Projects\2945\DGNS\Structural\CCPRR\US20 OVER ICR PREFINAL DWGS\01\0096 64D50 004 STRUCTURALLAYOUT PLAN.dgn 8/6/2009 8:9:51 AM

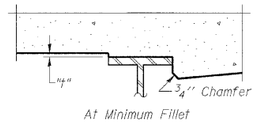


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



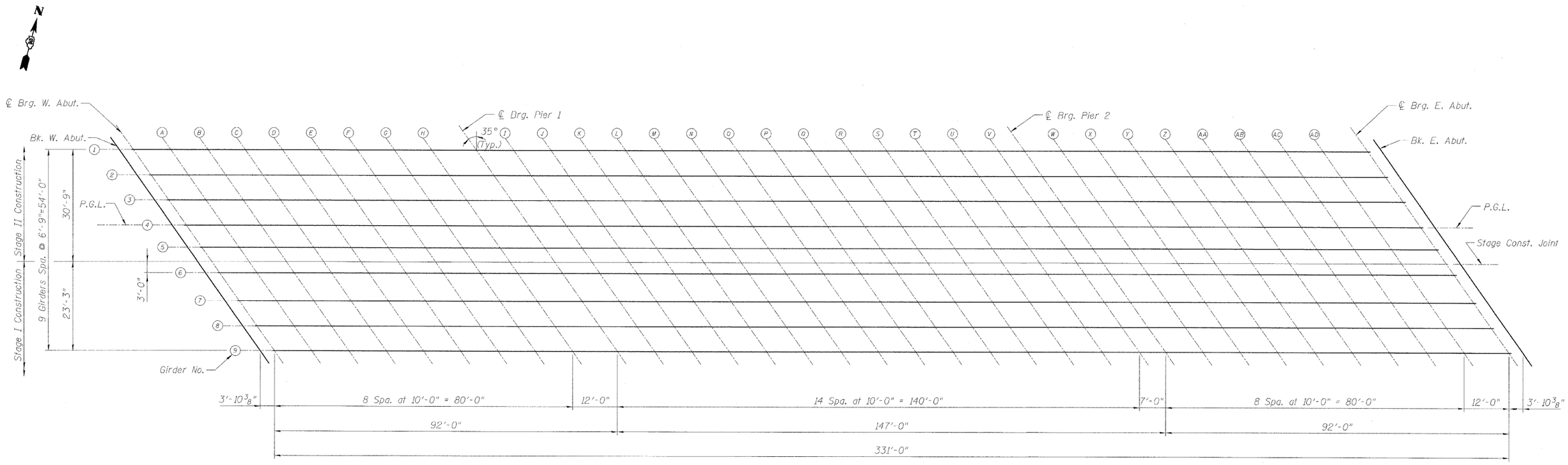
To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	53
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 5
32 SHEETS

Contract #64D15



FRAMING PLAN

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

TOP OF DECK ELAVATIONS
LAYOUT AND DETAILS
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 400 Chicago, IL 60604 312-346-8121

PROJECT NUMBER 2945

8/9/53 AM

8/6/2009

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	54
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 6
32 SHEETS

Contract #64D15

GIRDER 1

LOCATION	STATION	OFFSET	THEORET. GRADE ELEVATION	EL. ADJ. FOR D.L. DEFLECTION
BK. W. ABUT.	56764.449	-20.250	907.348	907.348
CL. BRG. W ABUT	56768.309	-20.250	907.389	907.389
A	56778.309	-20.250	907.493	907.509
B	56788.309	-20.250	907.592	907.612
C	56798.309	-20.250	907.684	907.703
D	56808.309	-20.250	907.771	907.785
E	56818.309	-20.250	907.851	907.859
F	56828.309	-20.250	907.926	907.929
G	56838.309	-20.250	907.996	907.995
H	56848.309	-20.250	908.059	908.058
CL. BRG. PIER 1	56860.309	-20.250	908.127	908.127
I	56870.309	-20.250	908.178	908.199
J	56880.309	-20.250	908.223	908.274
K	56890.309	-20.250	908.262	908.345
L	56900.309	-20.250	908.295	908.409
M	56910.309	-20.250	908.323	908.462
N	56920.309	-20.250	908.344	908.502
O	56930.309	-20.250	908.360	908.526
P	56940.309	-20.250	908.370	908.535
Q	56950.309	-20.250	908.374	908.527
R	56960.309	-20.250	908.373	908.505
S	56970.309	-20.250	908.365	908.470
T	56980.309	-20.250	908.352	908.425
U	56990.309	-20.250	908.333	908.375
V	57000.309	-20.250	908.308	908.322
CL. BRG. PIER 2	57007.309	-20.250	908.288	908.288
W	57017.309	-20.250	908.253	908.252
X	57027.309	-20.250	908.213	908.212
Y	57037.309	-20.250	908.166	908.168
Z	57047.309	-20.250	908.114	908.121
AA	57057.309	-20.250	908.056	908.069
AB	57067.309	-20.250	907.993	908.011
AC	57077.309	-20.250	907.923	907.944
AD	57087.309	-20.250	907.848	907.865
CL. BRG. E. ABUT	57099.309	-20.250	907.750	907.750
BK. OF E. ABUT.	57103.172	-20.250	907.717	907.717

GIRDER 2

LOCATION	STATION	OFFSET	THEORET. GRADE ELEVATION	EL. ADJ. FOR D.L. DEFLECTION
BK. W. ABUT.	56769.176	-13.500	907.539	907.539
CL. BRG. W ABUT	56773.035	-13.500	907.580	907.580
A	56783.035	-13.500	907.681	907.697
B	56793.035	-13.500	907.777	907.797
C	56803.035	-13.500	907.866	907.885
D	56813.035	-13.500	907.950	907.964
E	56823.035	-13.500	908.028	908.036
F	56833.035	-13.500	908.101	908.103
G	56843.035	-13.500	908.167	908.167
H	56853.035	-13.500	908.228	908.226
CL. BRG. PIER 1	56865.035	-13.500	908.293	908.293
I	56875.035	-13.500	908.341	908.362
J	56885.035	-13.500	908.383	908.433
K	56895.035	-13.500	908.419	908.502
L	56905.035	-13.500	908.450	908.563
M	56915.035	-13.500	908.474	908.614
N	56925.035	-13.500	908.493	908.651
O	56935.035	-13.500	908.506	908.672
P	56945.035	-13.500	908.513	908.678
Q	56955.035	-13.500	908.515	908.668
R	56965.035	-13.500	908.511	908.643
S	56975.035	-13.500	908.500	908.605
T	56985.035	-13.500	908.485	908.558
U	56995.035	-13.500	908.463	908.504
V	57005.035	-13.500	908.435	908.449
CL. BRG. PIER 2	57012.035	-13.500	908.413	908.413
W	57022.035	-13.500	908.375	908.374
X	57032.035	-13.500	908.332	908.331
Y	57042.035	-13.500	908.283	908.285
Z	57052.035	-13.500	908.228	908.235
AA	57062.035	-13.500	908.168	908.180
AB	57072.035	-13.500	908.101	908.119
AC	57082.035	-13.500	908.029	908.050
AD	57092.035	-13.500	907.951	907.968
CL. BRG. E. ABUT	57104.035	-13.500	907.850	907.850
BK. OF E. ABUT.	57107.898	-13.500	907.815	907.815

GIRDER 3

LOCATION	STATION	OFFSET	THEORET. GRADE ELEVATION	EL. ADJ. FOR D.L. DEFLECTION
BK. W. ABUT.	56773.902	-6.750	907.702	907.702
CL. BRG. W ABUT	56777.761	-6.750	907.742	907.742
A	56787.761	-6.750	907.840	907.856
B	56797.761	-6.750	907.933	907.954
C	56807.761	-6.750	908.020	908.039
D	56817.761	-6.750	908.101	908.115
E	56827.761	-6.750	908.176	908.184
F	56837.761	-6.750	908.246	908.249
G	56847.761	-6.750	908.310	908.309
H	56857.761	-6.750	908.368	908.366
CL. BRG. PIER 1	56869.761	-6.750	908.429	908.429
I	56879.761	-6.750	908.475	908.496
J	56889.761	-6.750	908.514	908.565
K	56899.761	-6.750	908.547	908.630
L	56909.761	-6.750	908.575	908.689
M	56919.761	-6.750	908.597	908.737
N	56929.761	-6.750	908.613	908.771
O	56939.761	-6.750	908.624	908.790
P	56949.761	-6.750	908.628	908.793
Q	56959.761	-6.750	908.627	908.780
R	56969.761	-6.750	908.620	908.752
S	56979.761	-6.750	908.607	908.712
T	56989.761	-6.750	908.588	908.662
U	56999.761	-6.750	908.564	908.605
V	57009.761	-6.750	908.534	908.547
CL. BRG. PIER 2	57016.761	-6.750	908.509	908.509
W	57026.761	-6.750	908.469	908.468
X	57036.761	-6.750	908.423	908.422
Y	57046.761	-6.750	908.371	908.373
Z	57056.761	-6.750	908.314	908.320
AA	57066.761	-6.750	908.250	908.263
AB	57076.761	-6.750	908.181	908.199
AC	57086.761	-6.750	908.106	908.127
AD	57096.761	-6.750	908.025	908.043
CL. BRG. E. ABUT	57108.761	-6.750	907.921	907.921
BK. OF E. ABUT.	57112.625	-6.750	907.885	907.885

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

TOP OF DECK ELEVATIONS
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8131

PROJECT NUMBER 2945

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	55
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 7
32 SHEETS

Contract #64D15

GIRDER 4 & P.G.L.

LOCATION	STATION	OFFSET	THEORET. GRADE ELEVATION	EL. ADJ. FOR D.L. DEFLECTION
BK. W. ABUT.	56778.628	0.000	907.856	907.856
CL. BRG. W ABUT	56782.488	-0.000	907.895	907.895
A	56792.488	-0.000	907.990	908.006
B	56802.488	-0.000	908.080	908.101
C	56812.488	-0.000	908.164	908.184
D	56822.488	-0.000	908.243	908.257
E	56832.488	-0.000	908.315	908.324
F	56842.488	-0.000	908.382	908.385
G	56852.488	-0.000	908.443	908.443
H	56862.488	-0.000	908.498	908.497
CL. BRG. PIER 1	56874.488	-0.000	908.557	908.557
I	56884.488	-0.000	908.599	908.621
J	56894.488	-0.000	908.636	908.687
K	56904.488	-0.000	908.667	908.750
L	56914.488	-0.000	908.692	908.806
M	56924.488	-0.000	908.711	908.850
N	56934.488	-0.000	908.724	908.882
O	56944.488	-0.000	908.732	908.898
P	56954.488	-0.000	908.734	908.898
Q	56964.488	-0.000	908.730	908.883
R	56974.488	-0.000	908.720	908.852
S	56984.488	-0.000	908.704	908.809
T	56994.488	-0.000	908.683	908.756
U	57004.488	-0.000	908.656	908.697
V	57014.488	-0.000	908.623	908.636
CL. BRG. PIER 2	57021.488	-0.000	908.596	908.596
W	57031.488	-0.000	908.553	908.552
X	57041.488	-0.000	908.505	908.504
Y	57051.488	-0.000	908.450	908.452
Z	57061.488	-0.000	908.390	908.397
AA	57071.488	-0.000	908.324	908.337
AB	57081.488	-0.000	908.252	908.270
AC	57091.488	-0.000	908.174	908.195
AD	57101.488	-0.000	908.091	908.108
CL. BRG. E. ABUT	57113.488	-0.000	907.983	907.983
BK. OF E. ABUT.	57117.351	0.000	907.946	907.946

GIRDER 5

LOCATION	STATION	OFFSET	THEORET. GRADE ELEVATION	EL. ADJ. FOR D.L. DEFLECTION
BK. W. ABUT.	56783.355	6.750	907.798	907.798
CL. BRG. W ABUT	56787.214	6.750	907.835	907.835
A	56797.214	6.750	907.928	907.944
B	56807.214	6.750	908.015	908.036
C	56817.214	6.750	908.097	908.116
D	56827.214	6.750	908.172	908.186
E	56837.214	6.750	908.242	908.250
F	56847.214	6.750	908.306	908.309
G	56857.214	6.750	908.365	908.364
H	56867.214	6.750	908.417	908.416
CL. BRG. PIER 1	56879.214	6.750	908.472	908.472
I	56889.214	6.750	908.512	908.533
J	56899.214	6.750	908.546	908.596
K	56909.214	6.750	908.574	908.657
L	56919.214	6.750	908.596	908.710
M	56929.214	6.750	908.613	908.752
N	56939.214	6.750	908.623	908.781
O	56949.214	6.750	908.628	908.794
P	56959.214	6.750	908.627	908.792
Q	56969.214	6.750	908.620	908.773
R	56979.214	6.750	908.608	908.740
S	56989.214	6.750	908.589	908.694
T	56999.214	6.750	908.565	908.639
U	57009.214	6.750	908.535	908.577
V	57019.214	6.750	908.500	908.513
CL. BRG. PIER 2	57026.214	6.750	908.471	908.471
W	57036.214	6.750	908.425	908.424
X	57046.214	6.750	908.374	908.374
Y	57056.214	6.750	908.317	908.319
Z	57066.214	6.750	908.254	908.261
AA	57076.214	6.750	908.185	908.198
AB	57086.214	6.750	908.110	908.129
AC	57096.214	6.750	908.030	908.051
AD	57106.214	6.750	907.944	907.961
CL. BRG. E. ABUT	57118.214	6.750	907.833	907.833
BK. OF E. ABUT.	57122.077	6.750	907.795	907.795

STAGE CONSTRUCTION JOINT

LOCATION	STATION	OFFSET	THEORET. GRADE ELEVATION	EL. ADJ. FOR D.L. DEFLECTION
BK. W. ABUT.	56785.981	10.500	907.765	907.765
CL. BRG. W ABUT	56789.840	10.500	907.801	907.801
A	56799.840	10.500	907.893	907.909
B	56809.840	10.500	907.979	908.000
C	56819.840	10.500	908.059	908.078
D	56829.840	10.500	908.133	908.147
E	56839.840	10.500	908.201	908.209
F	56849.840	10.500	908.264	908.267
G	56859.840	10.500	908.320	908.320
H	56869.840	10.500	908.371	908.370
CL. BRG. PIER 1	56881.840	10.500	908.425	908.425
I	56891.840	10.500	908.463	908.484
J	56901.840	10.500	908.495	908.546
K	56911.840	10.500	908.522	908.605
L	56921.840	10.500	908.542	908.656
M	56931.840	10.500	908.557	908.697
N	56941.840	10.500	908.566	908.724
O	56951.840	10.500	908.570	908.736
P	56961.840	10.500	908.567	908.732
Q	56971.840	10.500	908.559	908.712
R	56981.840	10.500	908.545	908.677
S	56991.840	10.500	908.525	908.630
T	57001.840	10.500	908.499	908.573
U	57011.840	10.500	908.468	908.509
V	57021.840	10.500	908.431	908.444
CL. BRG. PIER 2	57028.840	10.500	908.401	908.401
W	57038.840	10.500	908.354	908.353
X	57048.840	10.500	908.301	908.300
Y	57058.840	10.500	908.242	908.244
Z	57068.840	10.500	908.178	908.185
AA	57078.840	10.500	908.107	908.120
AB	57088.840	10.500	908.031	908.049
AC	57098.840	10.500	907.949	907.970
AD	57108.840	10.500	907.861	907.879
CL. BRG. E. ABUT	57120.840	10.500	907.748	907.748
BK. OF E. ABUT.	57124.703	10.500	907.710	907.710

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

TOP OF DECK ELEVATIONS
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 800 Chicago, Il 60604 312-346-8131
PROJECT NUMBER 2945

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	56
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 8
32 SHEETS

Contract #64D15

GIRDER 6

LOCATION	STATION	OFFSET	THEORET. GRADE ELEVATION	EL. ADJ. FOR D.L. DEFLECTION
BK. W. ABUT.	56788.081	13.500	907.738	907.738
CL. BRG. W ABUT	56791.941	13.500	907.774	907.774
A	56801.941	13.500	907.865	907.880
B	56811.941	13.500	907.949	907.970
C	56821.941	13.500	908.028	908.047
D	56831.941	13.500	908.101	908.115
E	56841.941	13.500	908.168	908.176
F	56851.941	13.500	908.229	908.232
G	56861.941	13.500	908.285	908.284
H	56871.941	13.500	908.334	908.333
CL. BRG. PIER 1	56883.941	13.500	908.386	908.386
I	56893.941	13.500	908.423	908.444
J	56903.941	13.500	908.454	908.505
K	56913.941	13.500	908.480	908.563
L	56923.941	13.500	908.499	908.613
M	56933.941	13.500	908.513	908.652
N	56943.941	13.500	908.521	908.678
O	56953.941	13.500	908.523	908.689
P	56963.941	13.500	908.519	908.684
Q	56973.941	13.500	908.510	908.663
R	56983.941	13.500	908.494	908.627
S	56993.941	13.500	908.473	908.578
T	57003.941	13.500	908.446	908.520
U	57013.941	13.500	908.414	908.455
V	57023.941	13.500	908.375	908.389
CL. BRG. PIER 2	57030.941	13.500	908.345	908.345
W	57040.941	13.500	908.296	908.295
X	57050.941	13.500	908.242	908.242
Y	57060.941	13.500	908.182	908.184
Z	57070.941	13.500	908.117	908.123
AA	57080.941	13.500	908.045	908.058
AB	57090.941	13.500	907.968	907.986
AC	57100.941	13.500	907.884	907.905
AD	57110.941	13.500	907.795	907.813
CL. BRG. E. ABUT	57122.941	13.500	907.681	907.681
BK. OF E. ABUT.	57126.804	13.500	907.642	907.642

GIRDER 7

LOCATION	STATION	OFFSET	THEORET. GRADE ELEVATION	EL. ADJ. FOR D.L. DEFLECTION
BK. W. ABUT.	56792.808	20.250	907.677	907.677
CL. BRG. W ABUT	56796.667	20.250	907.712	907.712
A	56806.667	20.250	907.800	907.816
B	56816.667	20.250	907.882	907.902
C	56826.667	20.250	907.958	907.977
D	56836.667	20.250	908.028	908.042
E	56846.667	20.250	908.092	908.100
F	56856.667	20.250	908.151	908.153
G	56866.667	20.250	08.203	908.203
H	56876.667	20.250	908.250	908.249
CL. BRG. PIER 1	56888.667	20.250	908.299	908.299
I	56898.667	20.250	908.333	908.354
J	56908.667	20.250	908.361	908.412
K	56918.667	20.250	908.384	908.467
L	56928.667	20.250	908.401	908.515
M	56938.667	20.250	908.412	908.551
N	56948.667	20.250	908.417	908.574
O	56958.667	20.250	908.416	908.582
P	56968.667	20.250	908.410	908.574
Q	56978.667	20.250	908.398	908.551
R	56988.667	20.250	908.380	908.512
S	56998.667	20.250	908.356	908.461
T	57008.667	20.250	908.326	908.400
U	57018.667	20.250	908.291	908.332
V	57028.667	20.250	908.250	908.263
CL. BRG. PIER 2	57035.667	20.250	908.217	908.217
W	57045.667	20.250	908.166	908.165
X	57055.667	20.250	908.109	908.109
Y	57065.667	20.250	908.046	908.049
Z	57075.667	20.250	907.978	907.985
AA	57085.667	20.250	907.904	907.916
AB	57095.667	20.250	907.824	907.842
AC	57105.667	20.250	907.738	907.758
AD	57115.667	20.250	907.646	907.663
CL. BRG. E. ABUT	57127.667	20.250	907.528	907.528
BK. OF E. ABUT.	57131.530	20.250	907.488	907.488

GIRDER 8

LOCATION	STATION	OFFSET	THEORET. GRADE ELEVATION	EL. ADJ. FOR D.L. DEFLECTION
BK. W. ABUT.	56797.534	27.000	907.604	907.604
CL. BRG. W ABUT	56801.393	27.000	907.638	907.638
A	56811.393	27.000	907.723	907.739
B	56821.393	27.000	907.802	907.823
C	56831.393	27.000	907.876	907.895
D	56841.393	27.000	907.943	907.957
E	56851.393	27.000	908.005	908.013
F	56861.393	27.000	908.060	908.063
G	56871.393	27.000	908.110	908.110
H	56881.393	27.000	908.155	908.153
CL. BRG. PIER 1	56893.393	27.000	908.200	908.200
I	56903.393	27.000	908.231	908.253
J	56913.393	27.000	908.257	908.308
K	56923.393	27.000	908.277	908.360
L	56933.393	27.000	908.291	908.405
M	56943.393	27.000	908.299	908.439
N	56953.393	27.000	908.302	908.459
O	56963.393	27.000	908.298	908.464
P	56973.393	27.000	908.289	908.454
Q	56983.393	27.000	908.274	908.427
R	56993.393	27.000	908.253	908.386
S	57003.393	27.000	908.227	908.332
T	57013.393	27.000	908.194	908.268
U	57023.393	27.000	908.156	908.197
V	57033.393	27.000	908.112	908.126
CL. BRG. PIER 2	57040.393	27.000	908.078	908.078
W	57050.393	27.000	908.024	908.023
X	57060.393	27.000	907.964	907.964
Y	57070.393	27.000	907.899	907.901
Z	57080.393	27.000	907.828	907.835
AA	57090.393	27.000	907.751	907.763
AB	57100.393	27.000	907.668	907.686
AC	57110.393	27.000	907.579	907.600
AD	57120.393	27.000	907.485	907.502
CL. BRG. E. ABUT	57132.393	27.000	907.364	907.364
BK. OF E. ABUT.	57136.257	27.000	907.323	907.323

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

TOP OF DECK ELEVATIONS
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 400 Chicago, Il 60604 312-346-8121
PROJECT NUMBER 2945

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	57
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 9
32 SHEETS

Contract #64D15

GIRDER 9

LOCATION	STATION	OFFSET	GRADE ELEVATION	FOR D.L. DEFLECTION
BK. W. ABUT.	56802.260	33.750	907.505	907.505
CL. BRG. W ABUT	56806.120	33.750	907.539	907.539
A	56816.120	33.750	907.621	907.636
B	56826.120	33.750	907.697	907.718
C	56836.120	33.750	907.767	907.787
D	56846.120	33.750	907.832	907.846
E	56856.120	33.750	907.891	907.899
F	56866.120	33.750	907.944	907.947
G	56876.120	33.750	907.991	907.991
H	56886.120	33.750	908.033	908.032
CL. BRG. PIER 1	56898.120	33.750	908.075	908.075
I	56908.120	33.750	908.104	908.125
J	56918.120	33.750	908.126	908.177
K	56928.120	33.750	908.144	908.227
L	56938.120	33.750	908.155	908.269
M	56948.120	33.750	908.160	908.300
N	56958.120	33.750	908.160	908.317
O	56968.120	33.750	908.154	908.320
P	56978.120	33.750	908.142	908.307
Q	56988.120	33.750	908.124	908.277
R	56998.120	33.750	908.101	908.233
S	57008.120	33.750	908.071	908.176
T	57018.120	33.750	908.036	908.110
U	57028.120	33.750	907.995	908.037
V	57038.120	33.750	907.949	907.962
CL. BRG. PIER 2	57045.120	33.750	907.913	907.913
W	57055.120	33.750	907.856	907.855
X	57065.120	33.750	907.794	907.793
Y	57075.120	33.750	907.725	907.727
Z	57085.120	33.750	907.651	907.658
AA	57095.120	33.750	907.572	907.584
AB	57105.120	33.750	907.486	907.504
AC	57115.120	33.750	907.395	907.415
AD	57125.120	33.750	907.297	907.315
CL. BRG. E. ABUT	57137.120	33.750	907.173	907.173
BK. OF E. ABUT.	57140.983	33.750	907.131	907.131

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

TOP OF DECK ELEVATIONS
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8131
PROJECT NUMBER 2945

8/9/57 AM

8/6/2009

H:\Projects\2945\DGNS\Structural\CCPRRVS20 OVER ICR PREFINAL DWGS\01\00966-64D50-010-DECKPLAN.dgn

* Order $a(E)$, $a_1(E)$, $a_4(E)$ & $a_5(E)$ bars full length. Cut to fit skew and use remainder of bars in opposite end.

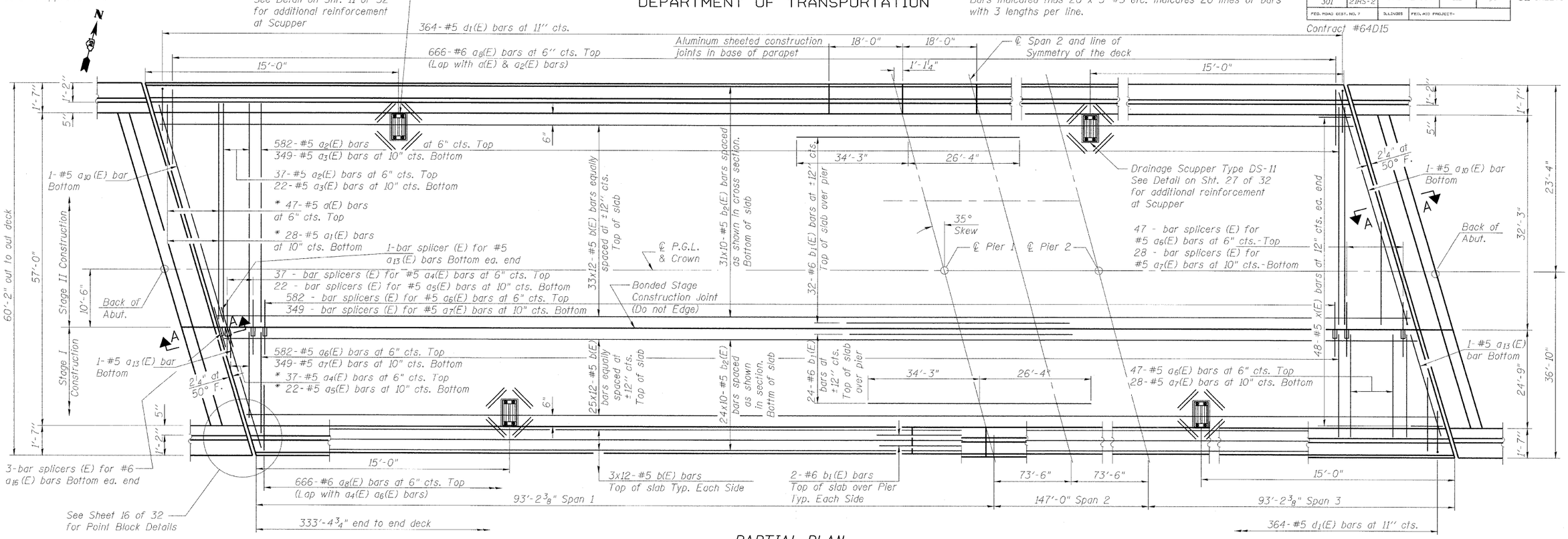
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
See Sheet 11 of 32 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3- #5 etc. indicates 20 lines of bars with 3 lengths per line.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	58
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 10
32 SHEETS

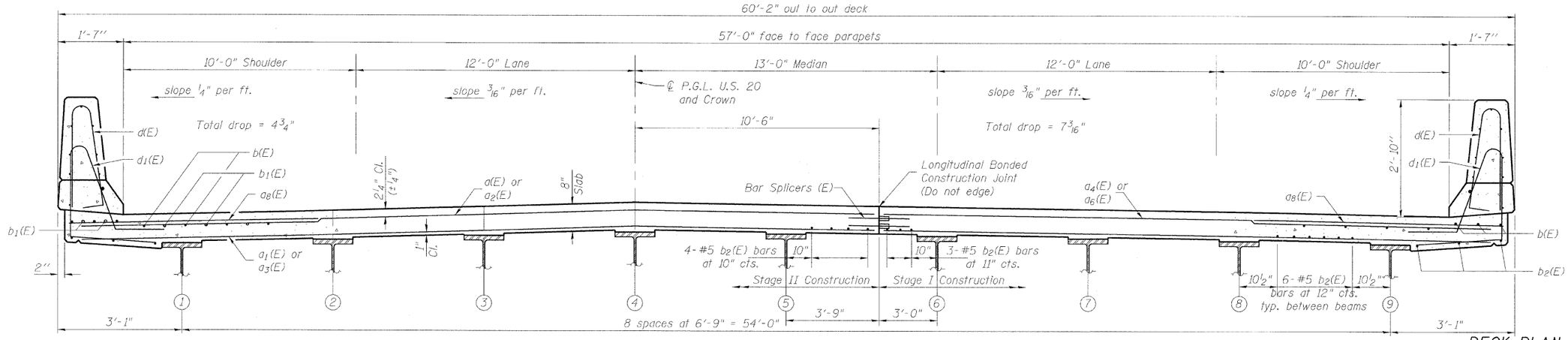
Contract #64D15



PARTIAL PLAN

Minimum Bar Laps

#5 bar = 2'-2"
#6 bar = 2'-7"



CROSS SECTION
(Looking East)

NEAR PIER

NEAR MIDSPAN

DECK PLAN
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

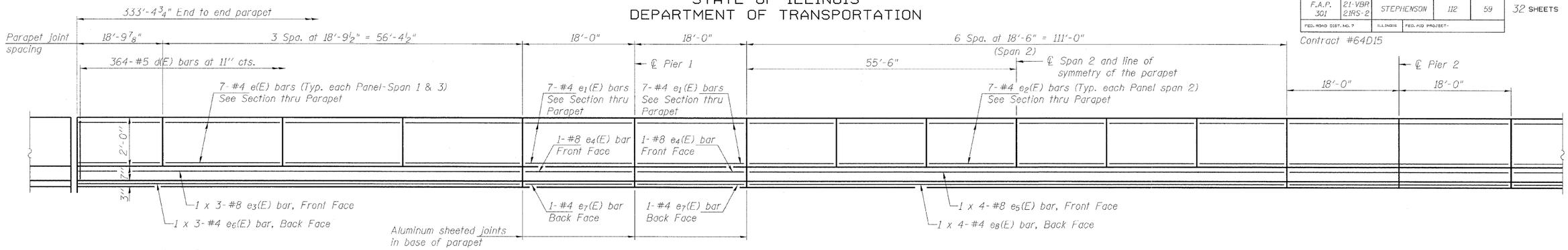
HOH HARRY O. HEFTER-ASSOCIATES, INC. BRIDGE AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8121
PROJECT NUMBER 2945

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	59
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

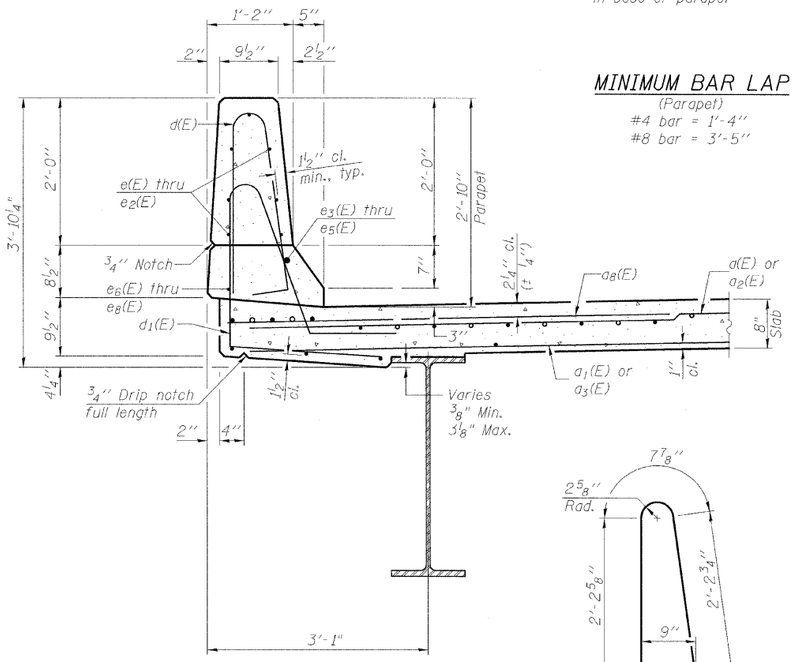
SHEET NO. 11
32 SHEETS

Contract #64D15

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



INSIDE ELEVATION OF PARAPET

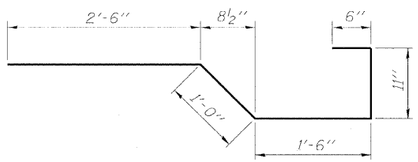


SECTION THRU PARAPET

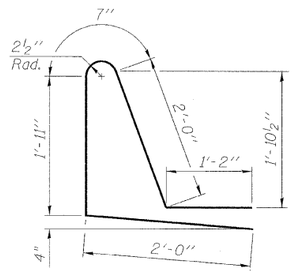
MINIMUM BAR LAP

(Parapet)
#4 bar = 1'-4"
#8 bar = 3'-5"

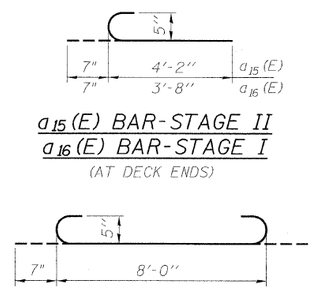
BAR d(E)



BAR x(E)



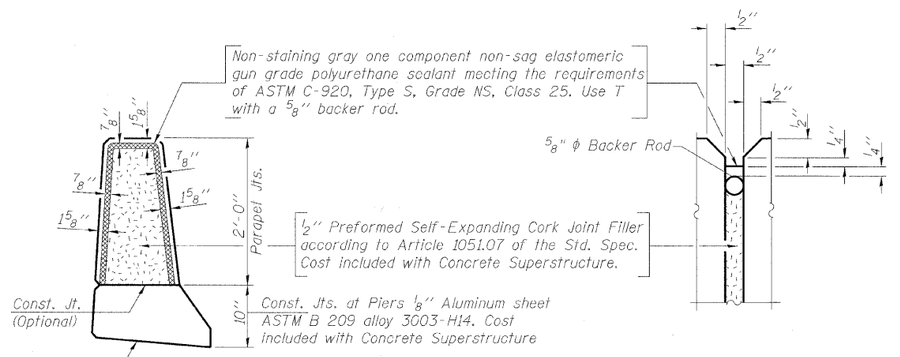
BAR d1(E)



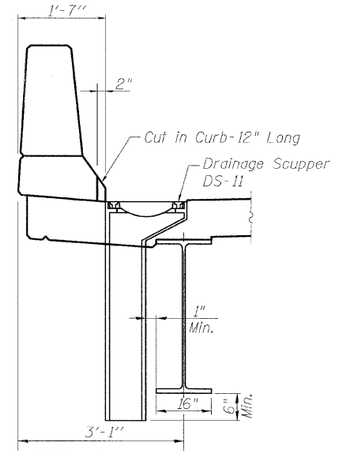
a15(E) BAR-STAGE II
a16(E) BAR-STAGE I

(AT DECK ENDS)

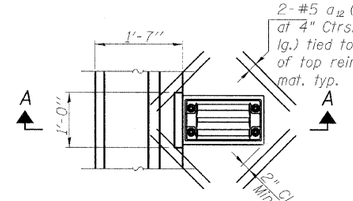
a9(E) BAR



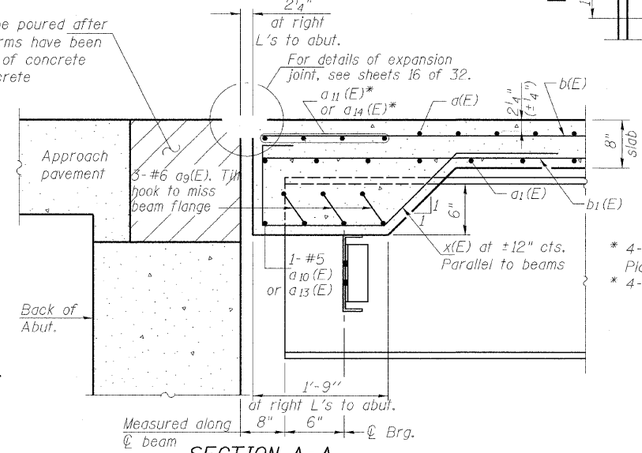
PARAPET JOINT DETAILS



SECTION THRU SCUPPER



PLAN



SECTION A-A

(Between Beams Only)

* 4-#6 $a_{11}(E)$ bars at 6" spa. Stage II Place under longitudinal bars
* 4-#6 $a_{14}(E)$ bars at 6" spa. stage I

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	47	#5	32'-11"	
a1(E)	28	#5	32'-8"	
a2(E)	619	#5	33'-3"	
a3(E)	371	#5	33'-0"	
a4(E)	37	#5	25'-5"	
a5(E)	22	#5	25'-2"	
a6(E)	629	#5	25'-9"	
a7(E)	377	#5	25'-6"	
a8(E)	1332	#6	6'-0"	
a9(E)	42	#6	9'-2"	
a10(E)	2	#5	40'-8"	
a11(E)	8	#6	40'-8"	
a12(E)	32	#5	1'-6"	
a13(E)	2	#5	31'-7"	
a14(E)	8	#6	31'-7"	
a15(E)	6	#6	4'-9"	
a16(E)	6	#6	4'-3"	
b(E)	768	#5	29'-9"	
b1(E)	120	#6	60'-7"	
b2(E)	550	#5	35'-3"	
d(E)	728	#5	5'-7"	
d1(E)	728	#5	7'-8"	
e(E)	112	#4	18'-5"	
e1(E)	56	#4	17'-8"	
e2(E)	84	#4	18'-6"	
e3(E)	12	#8	33'-11"	
e4(E)	8	#8	17'-8"	
e5(E)	8	#8	31'-1"	
e6(E)	12	#4	32'-0"	
e7(E)	8	#4	17'-9"	
e8(E)	8	#4	28'-11"	
x(E)	96	#5	6'-5"	
Reinforcement Bars, Epoxy Coated			Pound	150,400
Concrete Superstructure			Cu. Yds.	570

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

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

DECK SECTION AND DETAILS
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 800 Chicago, IL 60604 312-346-8131
PROJECT NUMBER 2945

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	60
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 12
32 SHEETS

Contract #64D15

WEST CURB LINE

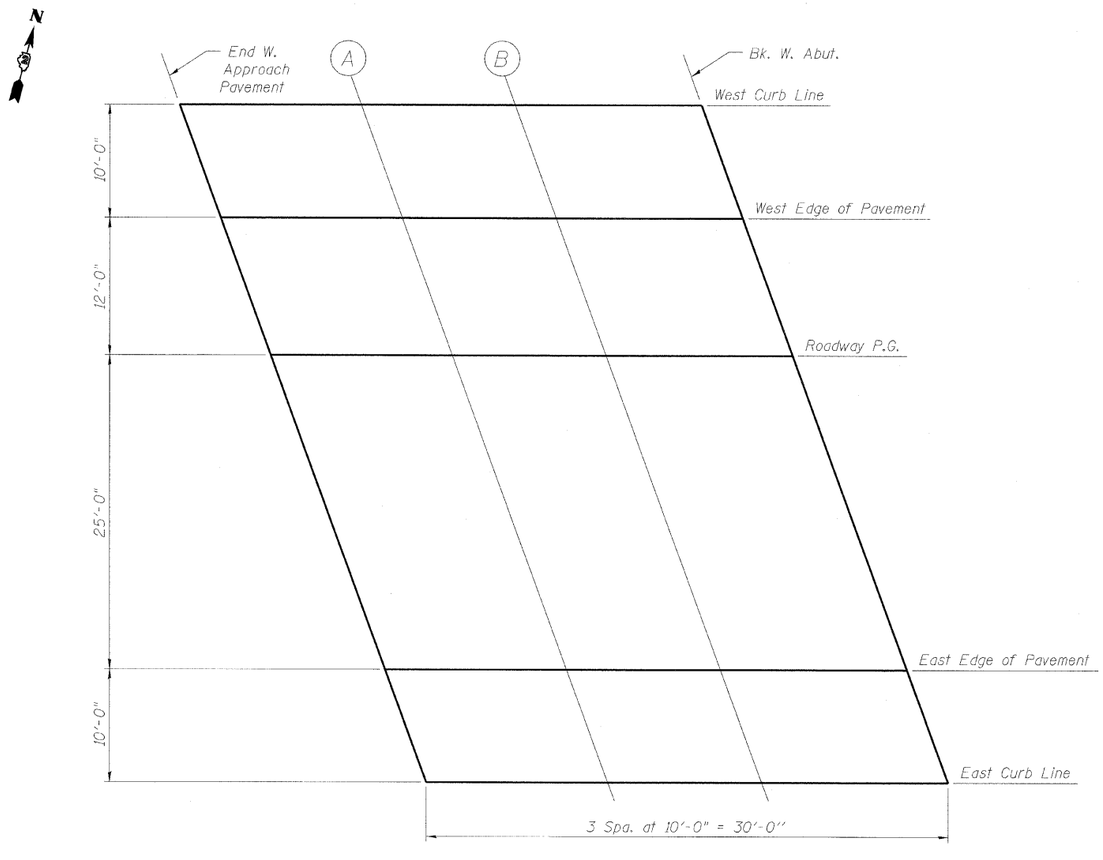
Location	Station	Offset	Theoretical Grade Elevations
End W. Approach	56733.833	-22.000	906.950
A	56743.833	-22.000	907.074
B	56753.833	-22.000	907.192
Bk. W. Abut.	56763.833	-22.000	907.304

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Approach	56740.835	-12.000	907.246
A	56750.835	-12.000	907.366
B	56760.835	-12.000	907.480
Bk. W. Abut.	56770.835	-12.000	907.588

ROADWAY P.G.

Location	Station	Offset	Theoretical Grade Elevations
End W. Approach	56749.238	-0.000	907.534
A	56759.238	-0.000	907.649
B	56769.238	-0.000	907.759
Bk. W. Abut.	56779.238	-0.000	907.862



PLAN

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End W. Approach	56766.743	24.999	907.341
A	56776.743	24.999	907.446
B	56786.743	24.999	907.545
Bk. W. Abut.	56796.743	24.999	907.639

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
End W. Approach	56773.745	35.000	907.207
A	56783.745	35.000	907.308
B	56793.745	35.000	907.403
Bk. W. Abut.	56803.745	35.000	907.492

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

E-S 5-16-08

TOP OF WEST-APPROACH SLAB ELEVATIONS
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8131

PROJECT NUMBER 2945

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	61
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 13
32 SHEETS

Contract #64D15

WEST CURB LINE

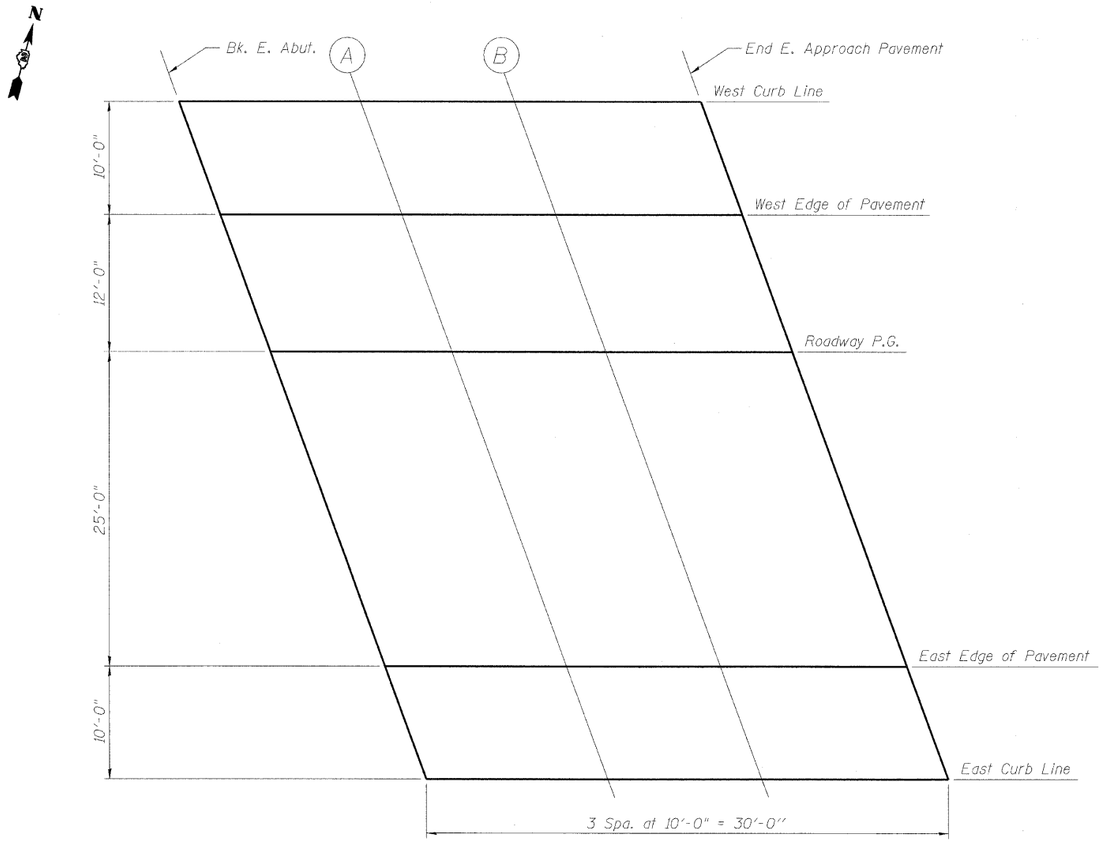
Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	57101.333	-22.000	907.696
A	57111.333	-22.000	907.607
B	57121.333	-22.000	907.512
End E.Approach P	57131.333	-22.000	907.411

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	57108.335	-12.000	907.843
A	57118.335	-12.000	907.749
B	57128.335	-12.000	907.650
End E.Approach P	57138.335	-12.000	907.545

ROADWAY P.G.

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	57116.738	-0.000	907.952
A	57126.738	-0.000	907.854
B	57136.738	-0.000	907.750
End E.Approach P	57146.738	-0.000	907.640



PLAN

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	57134.243	24.999	907.386
A	57144.243	24.999	907.278
B	57154.243	24.999	907.163
End E.Approach P	57164.243	24.999	907.044

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
Bk. E. Abut.	57141.245	35.000	907.102
A	57151.245	35.000	906.990
B	57161.245	35.000	906.872
End E.Approach P	57171.245	35.000	906.748

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

E-S 5-16-08

TOP OF EAST-APPROACH SLAB ELEVATIONS
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 660 Chicago, Il 60604 312-346-4131
PROJECT NUMBER 2945

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

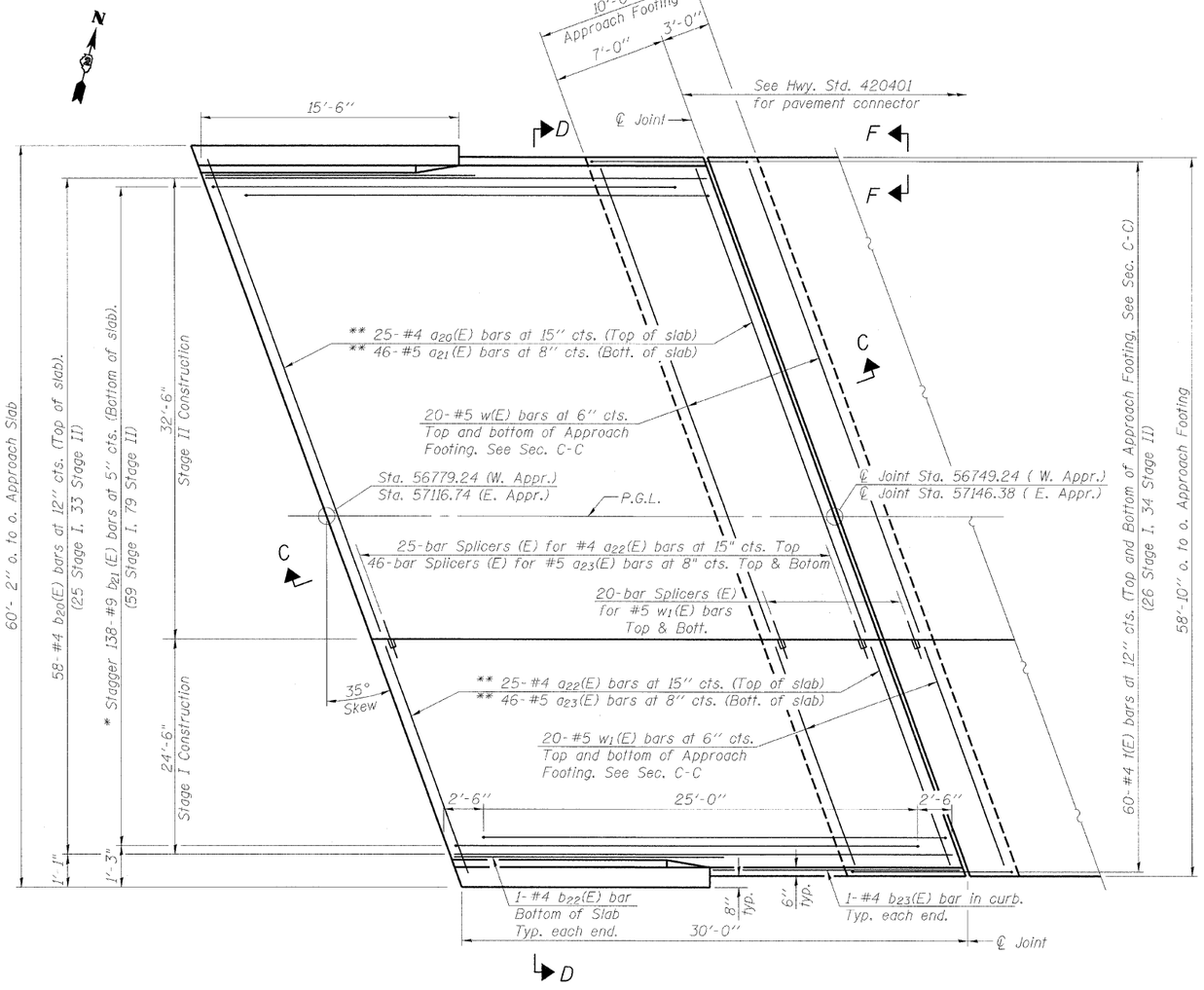
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	62
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT=		

SHEET NO. 14
32 SHEETS

Contract #64D15

Notes:
See sheet 15 of 32 for Sections C-C & D-D.
a(E), a_1(E), and w(E) bar spacings measured perpendicular to ℄ Rdwy.

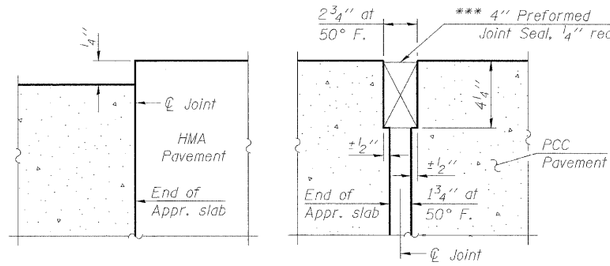
*** Cost included with Concrete Superstructure.



PLAN

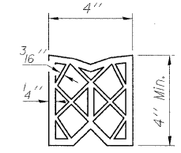
* Tilt #9 b_{21}(E) bars as required to maintain clearance.
** Cut to fit at parapet.

East Approach Slab as shown. West Approach Slab similar and opposite hand.

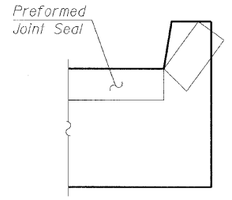


FLEXIBLE PAVEMENT — RIGID PAVEMENT

DETAIL A



PREFORMED JOINT SEAL



VIEW F-F

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

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

BRIDGE APPROACH SLAB DETAILS SHT. 1
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8131
PROJECT NUMBER 2945

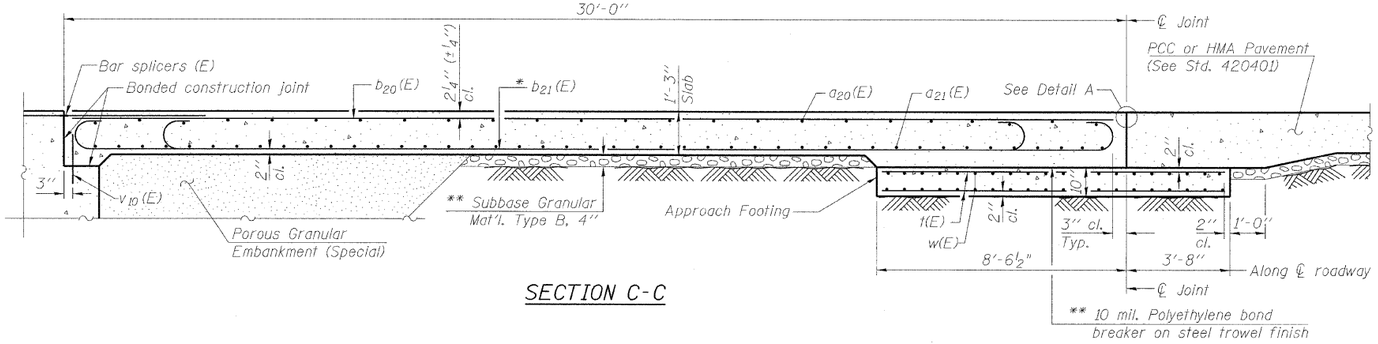
8:20:05 AM
8/6/2009
H:\Projects\2945\DGNS\Structure\CCPRRUS20 OVER ICR PREFINAL DWGS\0100096-64D50-015-BRIDGE APPROACHSLABDET AUSSHT2.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

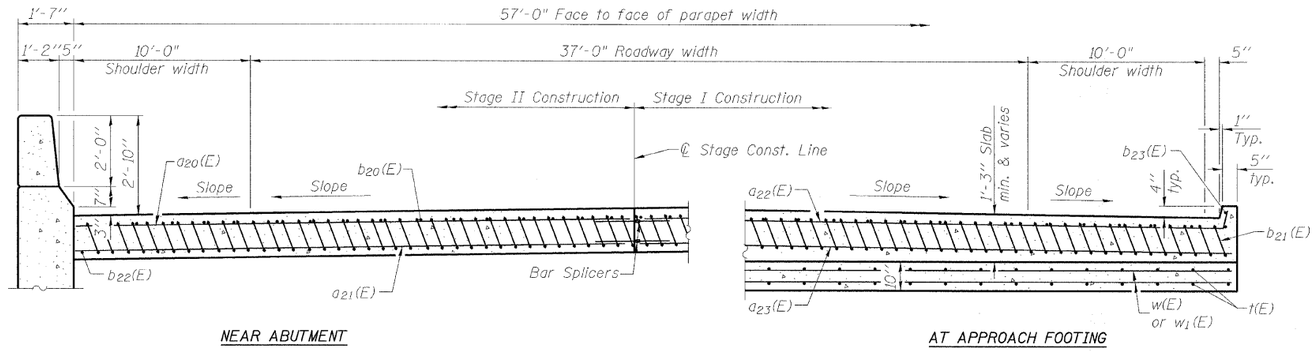
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	63
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 15
32 SHEETS

Contract #64D15



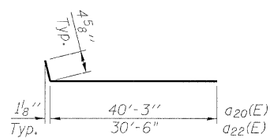
SECTION C-C



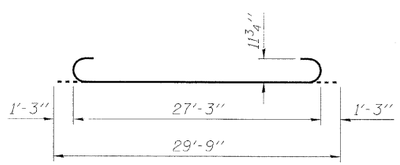
NEAR ABUTMENT

AT APPROACH FOOTING

SECTION D-D
(See Plan for dimensions not shown)



BAR a_{20}(E) & a_{22}(E)
Bend at curb only



BAR b_{21}(E)

Note:
See sheet 14 of 32 for Sections C-C & D-D
a_{20}(E), a_{21}(E), and w(E) bar spacings measured perpendicular to ℄ Rdwy.

Notes:
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v_{10}(E) bar details, see sheet 24 of 32.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 28 of 32.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 32.

* Tilt #9 b_{21}(E) bars as required to maintain clearance.

** Cost included with Concrete Superstructure.

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_{20}(E)	50	#4	40'-7"	
a_{21}(E)	92	#5	40'-5"	
a_{22}(E)	50	#4	30'-10"	
a_{23}(E)	92	#5	30'-8"	
b_{20}(E)	116	#4	29'-8"	
b_{21}(E)	276	#9	29'-9"	
b_{22}(E)	4	#4	15'-6"	
b_{23}(E)	4	#4	14'-2"	
t(E)	240	#4	11'-10"	
w(E)	80	#5	40'-5"	
w_1(E)	80	#5	30'-8"	
Concrete Superstructure			Cu. Yd.	161.0
Concrete Structures			Cu. Yd.	44.0
Reinforcement Bars, Epoxy Coated			Pound	47,450

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

BRIDGE APPROACH SLAB DETAILS SHT. 2
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 800 Chicago, IL 60604 312-346-8131

PROJECT NUMBER 2945

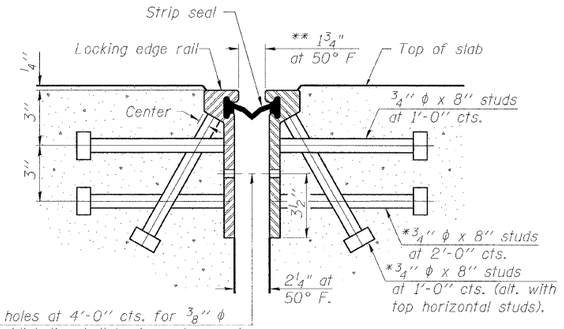
*Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.
**When joint is fixed, dimension is set at 1 1/2".

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

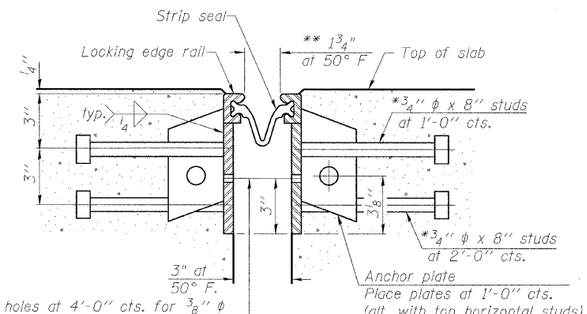
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	64
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 16
32 SHEETS

Contract #64D15



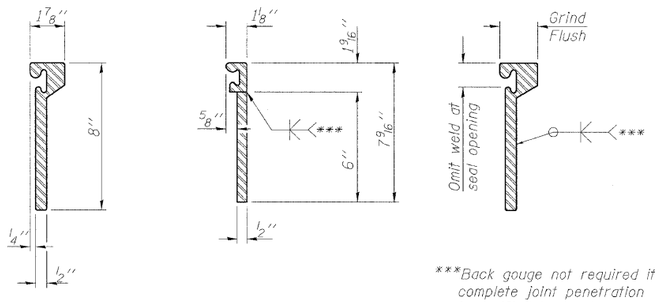
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.



7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

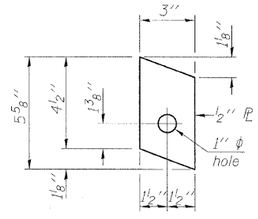
Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.
The manufacturer's recommended installation methods shall be followed.
The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

SECTION THRU ROLLED RAIL JOINT

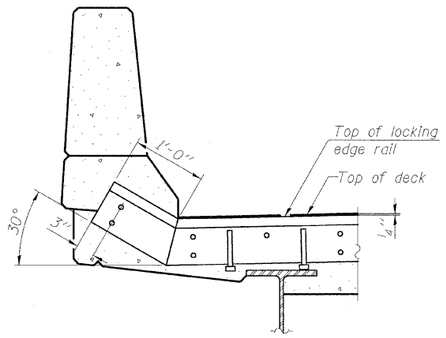


***Back gouge not required if complete joint penetration is verified by mock-up.

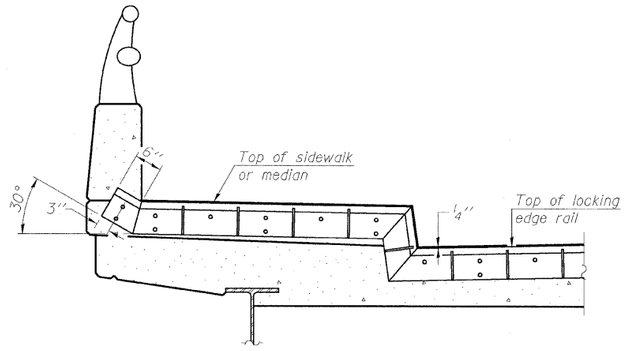
SECTION THRU WELDED RAIL JOINT



ANCHOR PL
(for welded rail)



AT PARAPET



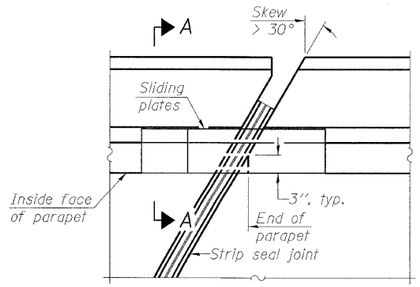
AT SIDEWALK OR MEDIAN
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

ROLLED (EXTRUDED) RAIL

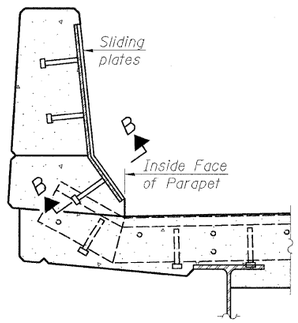
WELDED RAIL

LOCKING EDGE RAIL SPLICE
The inside of the locking edge rail groove shall be free of weld residue.

LOCKING EDGE RAILS



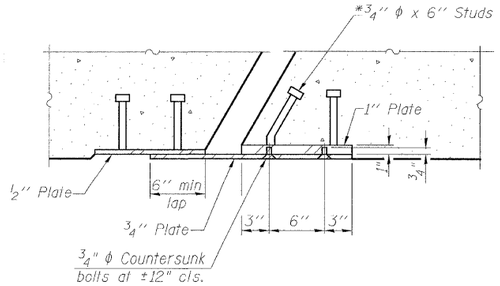
PLAN



SECTION A-A

POINT BLOCK DETAILS
(for skews > 30°)

TYPICAL END TREATMENTS



SECTION B-B

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	144

BRIDGE JOINT SYSTEM EXPANSION (STRIP SEAL)
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

EJ-SSJ 5-16-08

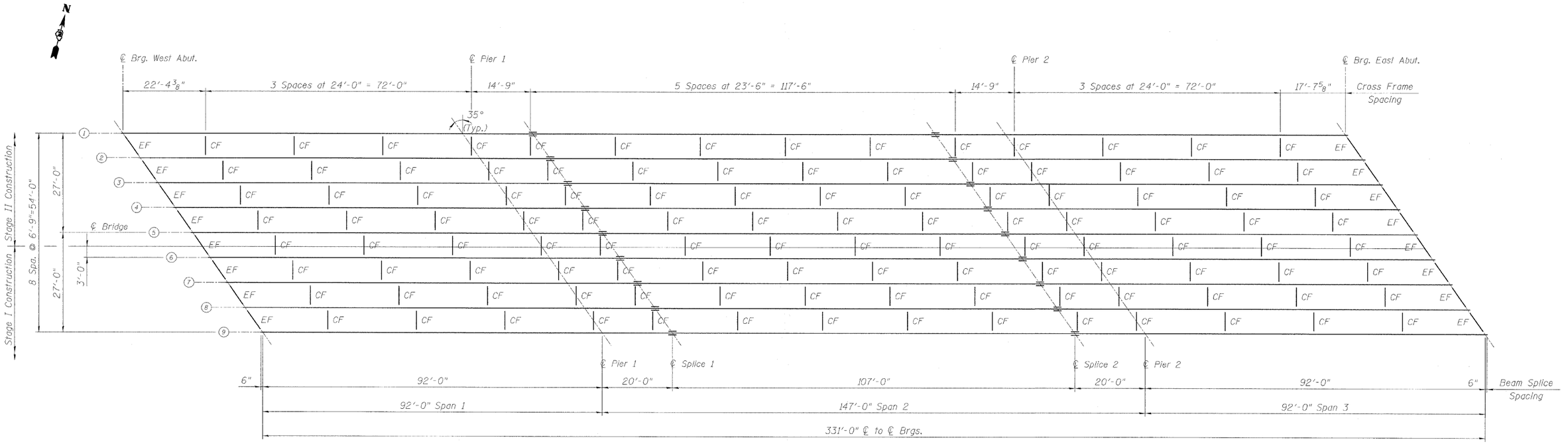
HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 800 Chicago, Il 60604 312-346-8121
PROJECT NUMBER 2945

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	65
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 17
32 SHEETS

Contract #64D15



FRAMING PLAN

See Sheet 19 of 32 for Cross Frame (CF) and End Frame (EF) Details

TOP OF WEB ELEVATION FOR FABRICATION									
Girder Number	1	2	3	4	5	6	7	8	9
℄ BRG. W. ABUT.	906.556	906.747	906.908	907.061	907.002	906.941	906.879	906.805	906.705
℄ PIER 1	907.252	907.418	907.554	907.682	907.597	907.511	907.424	907.325	907.200
℄ SPLICE 1	907.357	907.517	907.649	907.771	907.681	907.590	907.497	907.393	907.263
℄ SPLICE 2	907.476	907.639	907.708	907.800	907.680	907.559	907.437	907.303	907.142
℄ PIER 2	907.413	907.538	907.634	907.721	907.596	907.470	907.342	907.203	907.038
℄ BRG. N. ABUT.	906.917	907.016	907.087	907.149	906.999	906.848	906.695	906.530	906.340

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

STEEL FRAMING PLAN
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
65 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8131

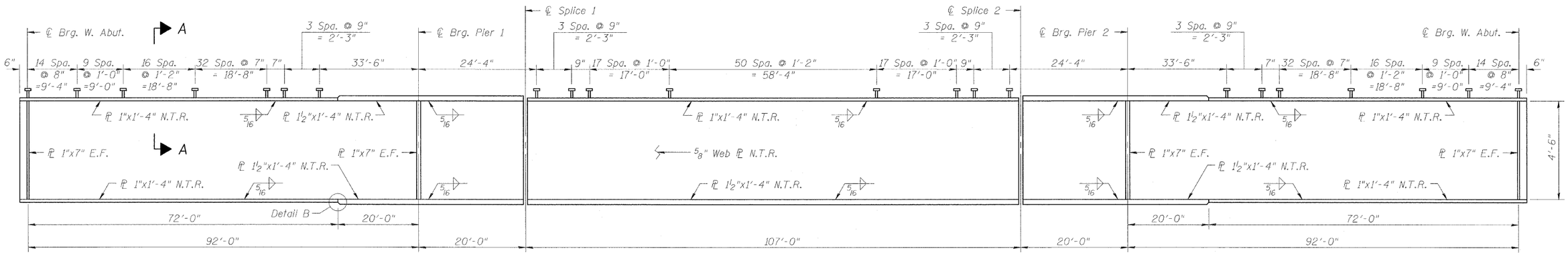
PROJECT NUMBER 2945

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	66
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

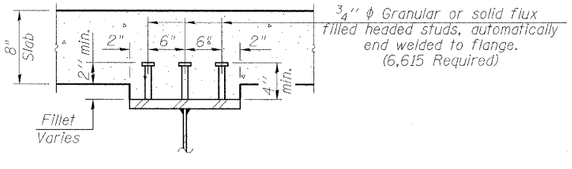
SHEET NO. 18
32 SHEETS

Contract #64D15

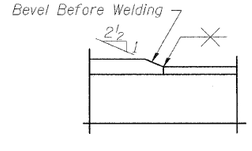


GIRDER ELEVATION

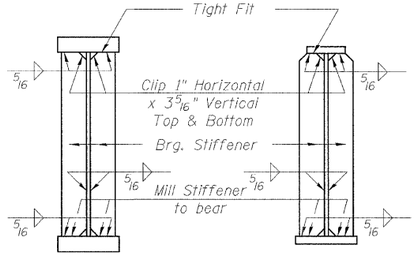
"NTR" denotes plates to which notch toughness requirements are applicable.



SECTION A-A

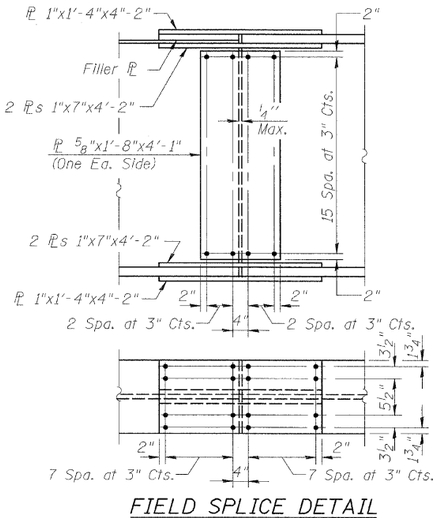


DETAIL "B"



SECTION AT PIER

SECTION AT ABUTMENT



FIELD SPLICE DETAIL

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

STRUCTURAL STEEL DETAILS - SHEET 1
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8131

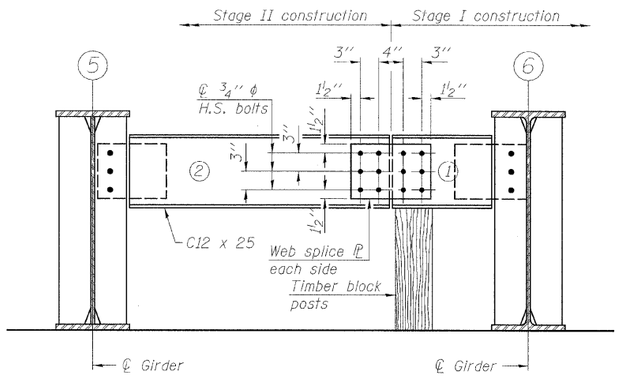
PROJECT NUMBER 2945

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	67
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 19
32 SHEETS

Contract #64D15

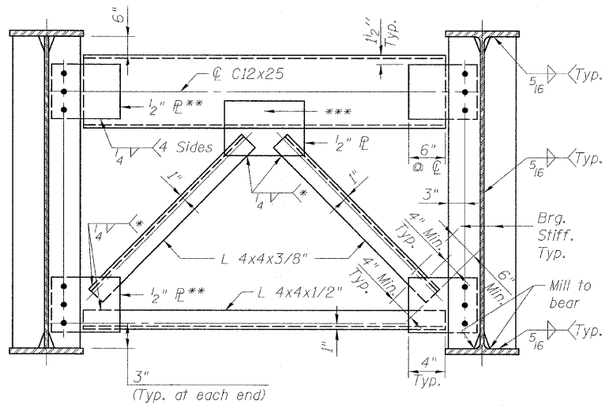


END DIAPHRAGM

END DIAPHRAGM STAGE CONSTRUCTION SEQUENCE

1.) Order Diaphragm in two sections.
2.) Attach section (1) of Diaphragm to Girder 6.
3.) Place Timber Block Posts between section (1) of diaphragm and abutment bearing section.
4.) Attach section (2) of diaphragm to both Girder 5 and section (1) of diaphragm during Stage II Construction with splice plates.
5.) Remove Timber Block Posts.

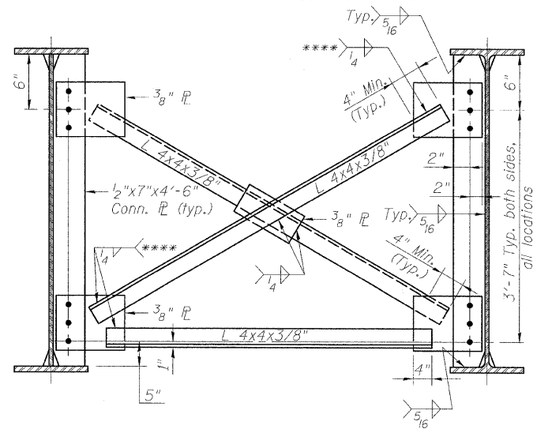
NOTE:
Cross Frame not shown for clarity.
See Typical End Cross Sections for Details.
Cost of Timber Block Posts is included with Structural Steel.
Install C12 x 25 in Stage I and lower portion of EF after Stage II construction.



TYPICAL END CROSS FRAME (EF)

NOTES:
Detail 15/16 "ϕ holes for all 3/4"ϕ bolts.
Two hardened washers required for each set of oversized holes.
Place diaphragm with channel flanges and outstanding angle legs outward from abutment wall.

* Weld near side of 1/2" flange
** 1/2" plates to be bent for skew
*** Use bolted connection for stage construction



TYPICAL INTERIOR CROSS FRAME (CF)

**** Fillet weld angles along 3 sides on one face of gusset plate.

NOTES:
Detail 15/16 "ϕ holes for all 3/4"ϕ bolts.
Two hardened washers required for each set of oversized holes.
All Structural steel shall be AASHTO M270 Grade 50 except the bearing plates, diaphragms, cross frames, connecting plates and angles that shall be AASHTO M270 Grade 36.
Interior cross frames at Stage construction between Girders 5 and 6 shall have standard long slot holes 13/16 " x 1 7/8" for 3/4"ϕ bolts for both 3/8" and 1/2" connection plates at Girder 5 for Stage II construction. Bolts in slots shall be finger tight until the second Stage pour is complete. Position slots so that bolts start at one end with no concrete load and finish near the opposite end under deck load. All holes shall have hardened or 3/8" plate washers.

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 & 2	0.5 Sp. 2
I_s	(in^4)	32404	45173	38096
$I_c(n)$	(in^4)	72516	-	88530
$I_c(3n)$	(in^4)	52857	-	63099
S_s	(in^3)	1157	1585	1497
$S_c(n)$	(in^3)	1584	-	2024
$S_c(3n)$	(in^3)	1425	-	1827
Z	(in^3)	-	-	-
DC1	(k/')	1.092	1.147	1.117
M_{DC1}	('k)	357	1693	1121
DC2	(k/')	0.191	0.191	0.191
M_{DC2}	('k)	77	258	219
DW	(k/')	0.338	0.338	0.338
M_{DW}	('k)	152	513	437
M_{L+Imp}	('k)	1060	1163	1597
M_u(Strength I)	('k)	2626	5244	5125
$\phi_f M_n$, $\phi_f M_{nc}$	('k)	8200	7448	9656
f_s DC1	(ksi)	3.70	12.82	8.98
f_s DC2	(ksi)	0.65	1.95	1.44
f_s DW	(ksi)	1.15	3.88	2.59
f_s 1.3(L+I)	(ksi)	0.87	0.95	1.03
f_s (Service II)	(ksi)	6.37	19.61	14.04
f_s (Total)(Strength I)	(ksi)	8.69	25.96	18.71
Vr	(k)	22.48	-	26.93

INTERIOR GIRDER REACTION TABLE HL93 Loading			
		Abut.	Pier
R_{DC1}	(k)	29.21	143.04
R_{DC2}	(k)	5.76	25.84
R_{DW}	(k)	10.19	45.63
R_{L+Imp}	(k)	80.61	159.29
R_{Total}	(k)	125.77	373.90

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads ($in.^4$ and $in.^3$).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads ($in.^4$ and $in.^3$).

$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

Z: Plastic Section Modulus of the steel section in non-composite areas. Omit line in Moment Table if not used in design calculations ($in.^3$).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L+Imp}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+Imp}$

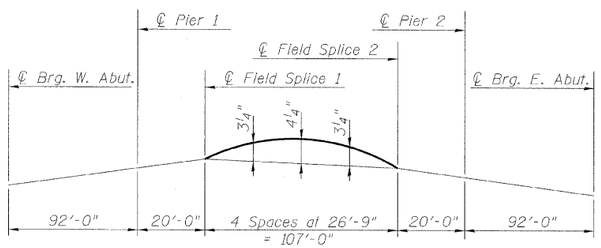
$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

$\phi_f M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).

f_s (Service II): Sum of stresses as computed from the moments below (ksi).
$M_{DC1} + M_{DC2} + M_{DW} + 1.3\ M_{L+Imp}$

f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+Imp}$

Vr: Factored shear range computed according to Article 6.10.10.



CAMBER DIAGRAM

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

STRUCTURAL STEEL DETAILS - SHEET 2
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8131
PROJECT NUMBER 2945

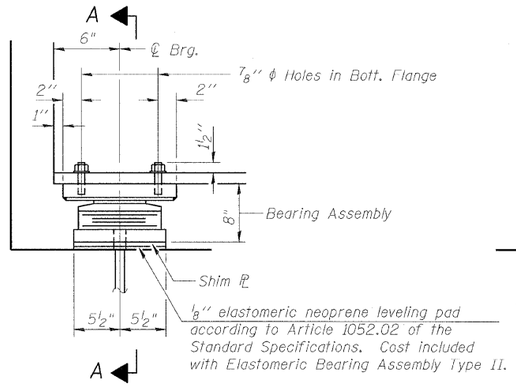
8:20:11 AM
8/6/2009
H:\Projects\2945\DGNS\Structural\CCPRRNS20 OVER ICR PREFINAL DWGS\D0D096-64D50-020-BEARINGDETAILSSHT1.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

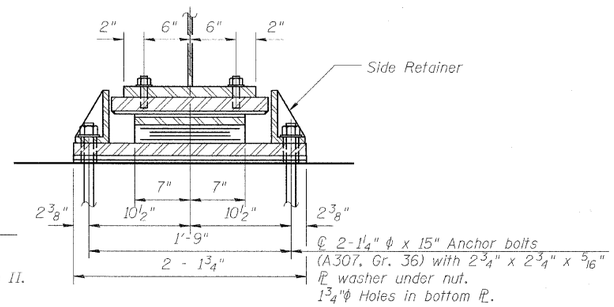
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	68
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 20
32 SHEETS

Contract #64D15

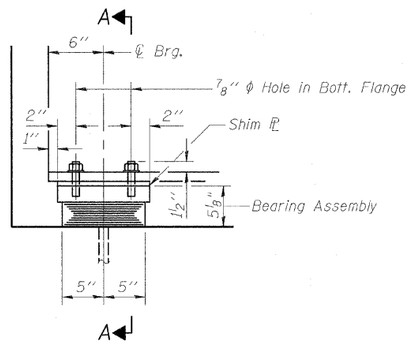


ELEVATION AT E. ABUT.
(Looking South)

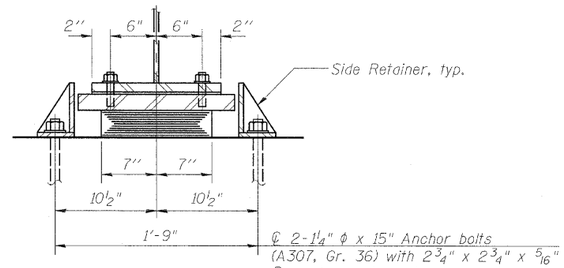


SECTION A-A

TYPE II ELASTOMERIC EXP. BRG.

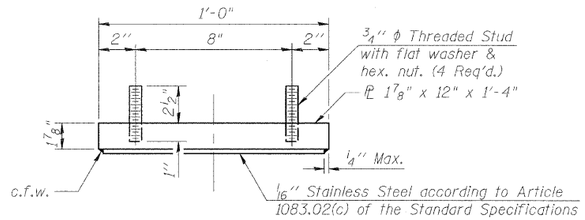


ELEVATION AT W. ABUT.
(Looking North)

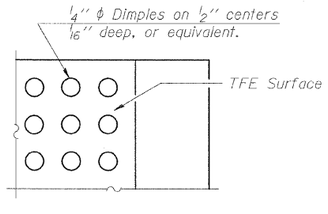


SECTION A-A

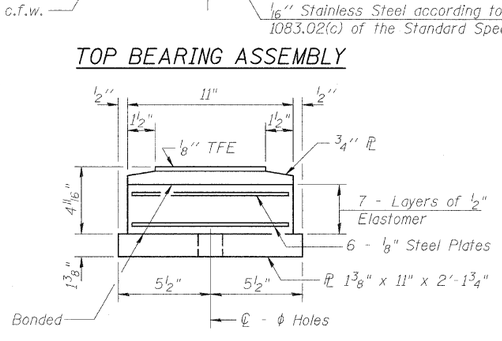
TYPE I ELASTOMERIC EXP. BRG.



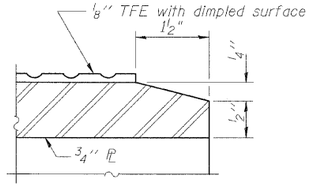
TOP BEARING ASSEMBLY



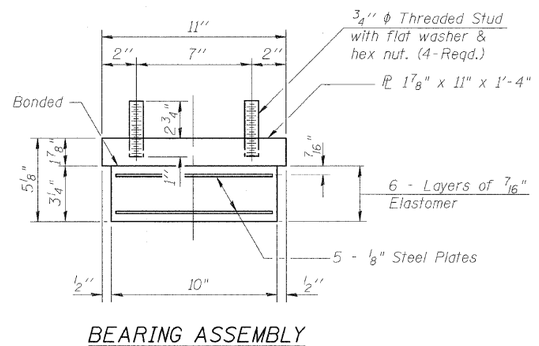
PLAN-TFE SURFACE



BOTTOM BEARING ASSEMBLY

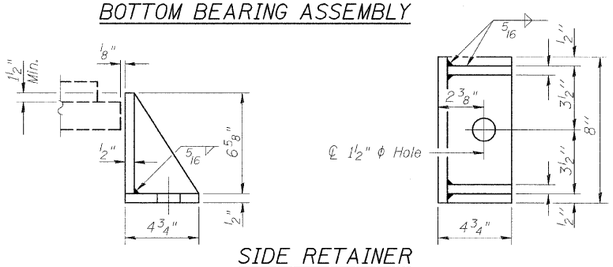


SECTION THRU TFE

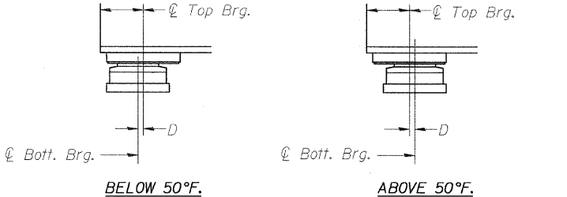


BEARING ASSEMBLY

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

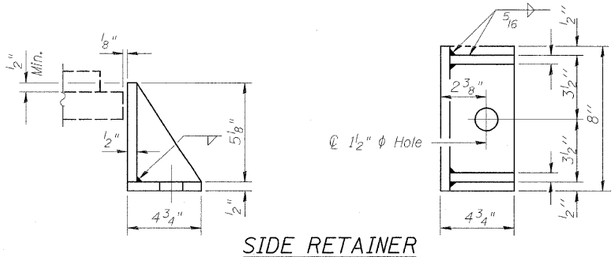


SIDE RETAINER
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



BELOW 50°F. (Move bott. brg. away from fixed brg.)
ABOVE 50°F. (Move bott. brg. toward fixed brg.)

SETTING ANCHOR BOLTS AT EXP. BRG.
D=1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.



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

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

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I and Type 2.

Anchor bolts for Type II bearings shall be placed in holes drilled through the bottom bearing plate after members are in place. Side retainers shall be placed after bolts are installed.

The 1/8" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

Bonding of 1/8" TFE sheet during vulcanizing process will be permitted provided the process and method of adjusting assembly height is approved by the Engineer.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	18
Elastomeric Bearing Assembly Type II	Each	9
Anchor Bolts 1 1/4"	Each	36
Anchor Bolts 1 1/2"	Each	18
Anchor Bolts 2"	Each	18

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8131
PROJECT NUMBER 2945

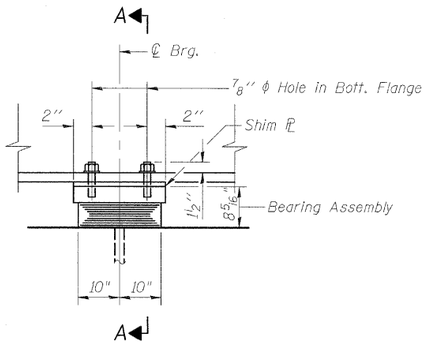
BEARING DETAILS SHEET 1
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

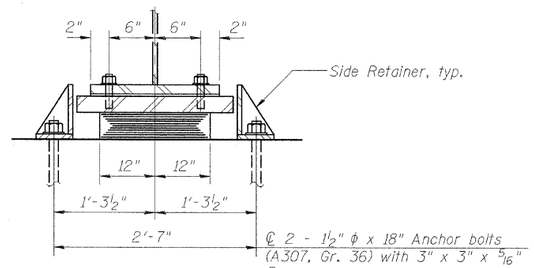
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	69
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 21
32 SHEETS

Contract #64D15

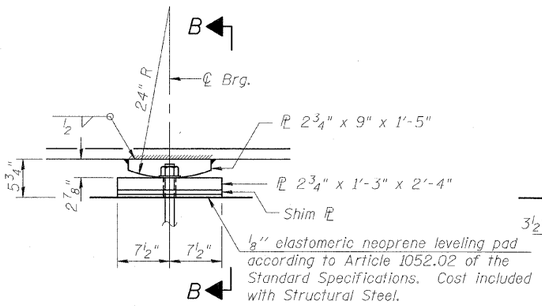


ELEVATION AT PIER 2

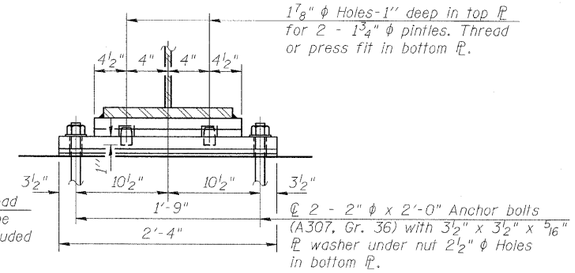


SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

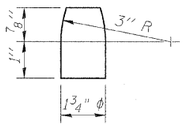


ELEVATION AT PIER 1

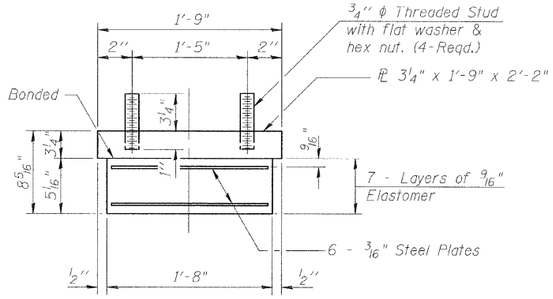


SECTION B-B

FIXED BEARING



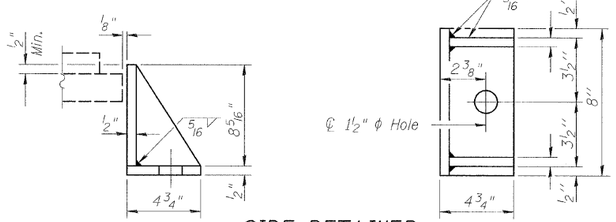
PINTLE



BEARING ASSEMBLY

Note:
For notes see sheet 20 of 32.

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



SIDE RETAINER

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

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

I-2E-1

5-16-08

BEARING DETAILS SHEET 2
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, IL 60604 312-345-8131
PROJECT NUMBER 2945

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	70
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 22
32 SHEETS

Contract #64D15

ABUTMENTs
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_{10} (E)	20	#5	23'-0"	
h_{11} (E)	28	#5	8'-0"	
h_{12} (E)	28	#5	8'-0"	
h_{13} (E)	52	#4	14'-2"	
h_{14} (E)	36	#4	15'-3"	
h_{15} (E)	8	#6	19'-6"	
h_{16} (E)	8	#6	18'-0"	
h_{17} (E)	8	#6	21'-9"	
h_{18} (E)	8	#6	18'-6"	
h_{19} (E)	20	#5	18'-3"	
h_{20} (E)	20	#5	21'-6"	
h_{21} (E)	20	#5	17'-9"	
h_{22} (E)	4	#6	13'-6"	
h_{23} (E)	4	#6	22'-4"	
n(E)	56	#6	13'-4"	
n_1(E)	24	#6	6'-0"	
n_2(E)	252	#6	23'-2"	
n_3(E)	48	#6	5'-3"	
n_3(E)	48	#6	5'-3"	
p_{10} (E)	32	#7	23'-9"	
p_{11} (E)	32	#7	18'-4"	
p_{12} (E)	32	#7	23'-2"	
p_{13} (E)	32	#7	18'-10"	
p_{14} (E)	24	#7	16'-3"	
sp 10	7	#4	27'-7"	
sp 11	7	#4	27'-2"	
sp 12	2	#4	27'-7"	
sp 13	2	#4	27'-2"	
s_{10}(E)	144	#5	18'-7"	
s_{11} (E)	64	#5	9'-5"	
s_{12}(E)	37	#5	9'-2"	
u_{10}(E)	8	#6	13'-2"	
u_{11} (E)	8	#6	12'-2"	
u_{12}(E)	32	#5	13'-8"	
v_{10}(E)	140	#5	2'-6"	
v_{11} (E)	140	#4	3'-2"	
v_{12} (E)	64	#6	8'-0"	
v_{13} (E)	12	#6	7'-5"	
v_{14} (E)	56	#6	8'-2"	
v_{15}	126	#8	27'-3"	
v_{16}	126	#8	26'-10"	
v_{17}	24	#6	27'-3"	
v_{18}	24	#6	26'-10"	
v_{19} (E)	280	#5	7'-0"	
Structure Excavation		Cu. Yd.	685	
Concrete Structures		Cu. Yd.	245	
Reinforcement Bars, Epoxy Coated		Pound	23,300	
Reinforcement Bars		Pound	27,500	
Drilled Shaft in Soil		Cu. Yd.	169.8	
Drilled Shaft in Rock		Cu. Yd.	20.3	

For details of Bar Splicers, see sheet 28 of 32.
For bearing Seat Elevations, see sheet 23 of 32.

BAR h_{11} (E)

BAR h_{12} (E)

BAR h_{14} (E)

BAR n(E)

BAR n_1(E)

BAR u_{11} (E)

BARS s_{10} (E) & s_{11} (E)

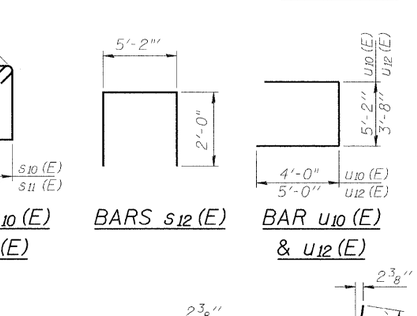
BARS s_{12} (E)

BAR u_{10} (E) & u_{12} (E)

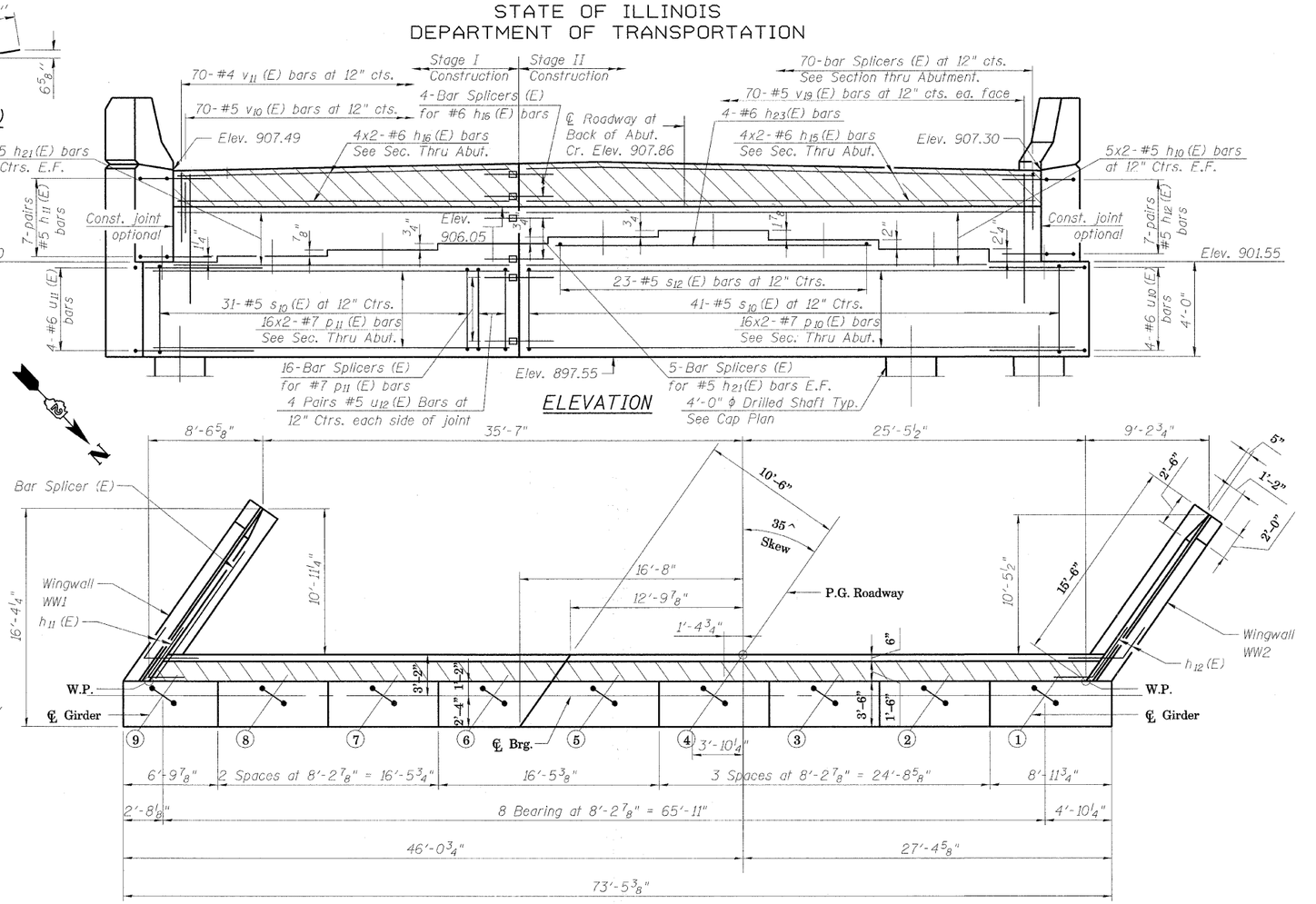
BAR v_{11} (E)

BAR v_{13} (E)

BAR v_{14} (E)

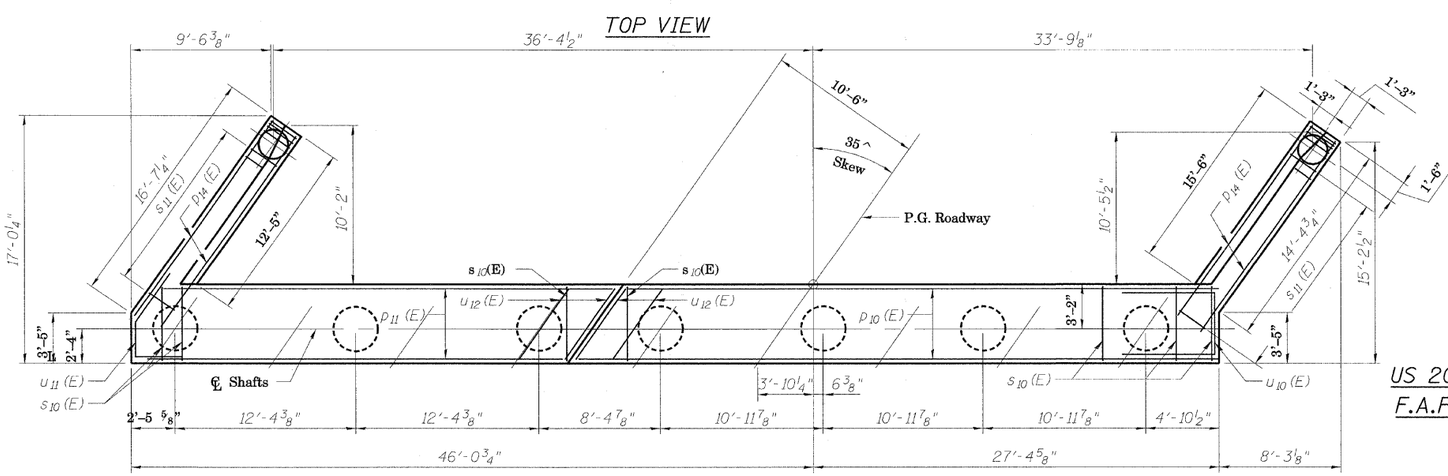


ANCHOR BOLT LOCATION



ELEVATION

TOP VIEW



PLAN-PILE CAP

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

A-1-R (>30°)

10-1-08

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, IL 60604 312-346-8121

PROJECT NUMBER 2945

WEST ABUTMENT
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

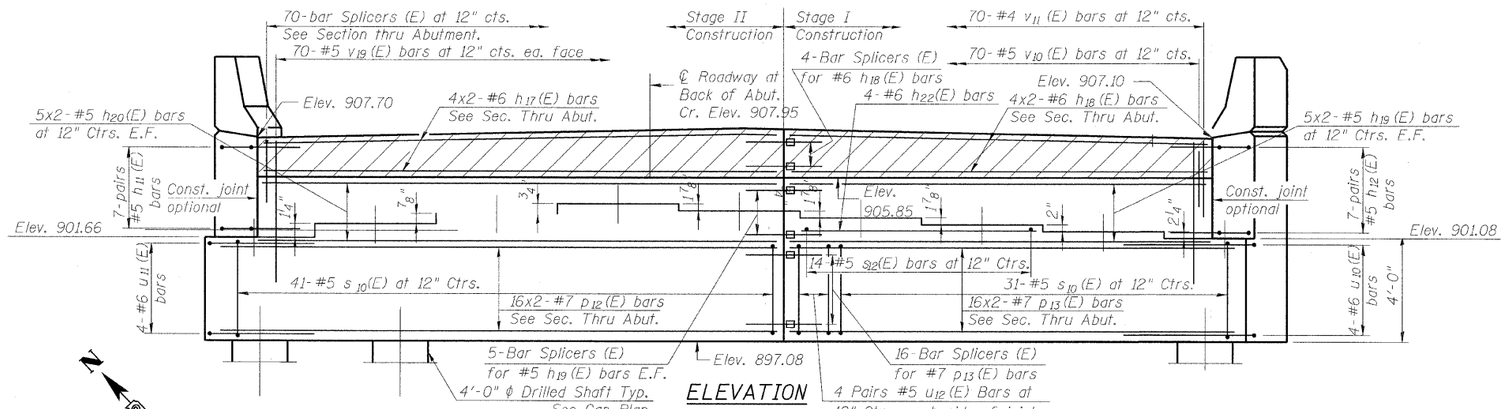
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	71
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 23
32 SHEETS

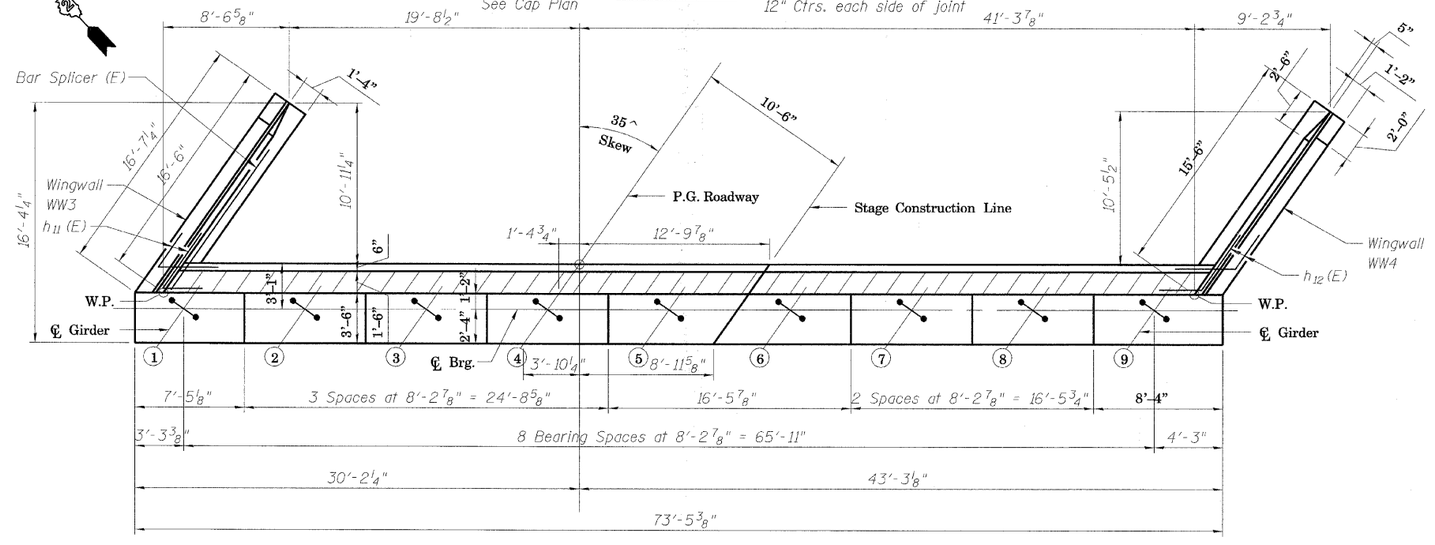
Contract #64D15

BEARING SEAT ELEVATIONS

GIRDER	CL. BRG. W. ABUT.	CL. PIER 1	CL. PIER 2	CL. BRG. E. ABUT.
1	901.546	902.148	902.095	901.656
2	901.736	902.314	902.220	901.756
3	901.898	902.450	902.316	901.827
4	902.051	902.578	902.403	901.889
5	901.991	902.493	902.278	901.739
6	901.931	902.407	902.152	901.587
7	901.868	902.320	902.025	901.434
8	901.795	902.221	901.885	901.270
9	901.695	902.096	901.720	901.079

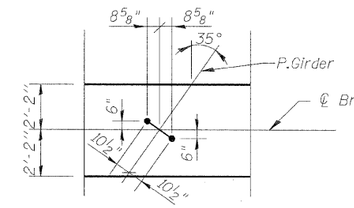


ELEVATION



TOP VIEW

PLAN-PILE CAP



ANCHOR BOLT LOCATION

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

A-1-R 10-1-08

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, IL 60604 312-346-8121
PROJECT NUMBER 2945

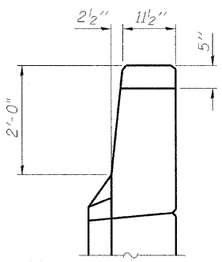
EAST ABUTMENT
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

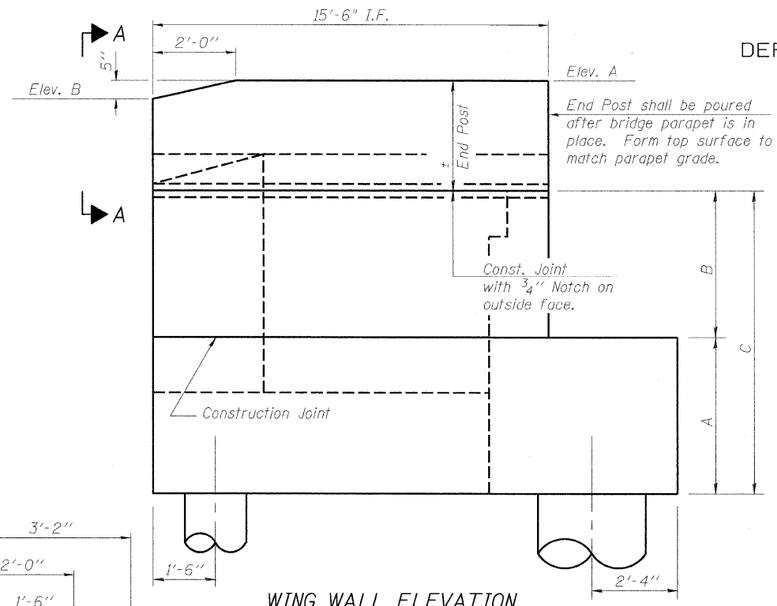
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	72
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 24
32 SHEETS

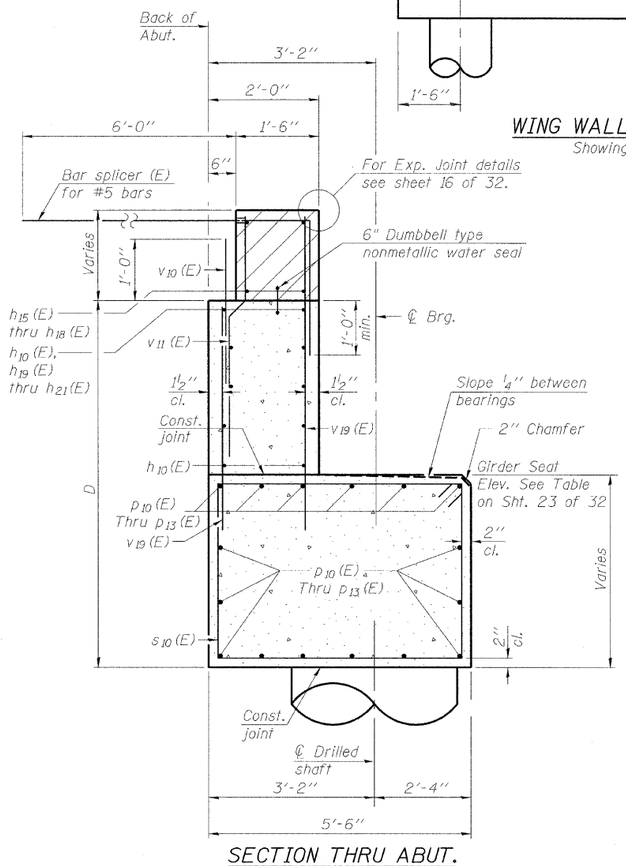
Contract #64D15



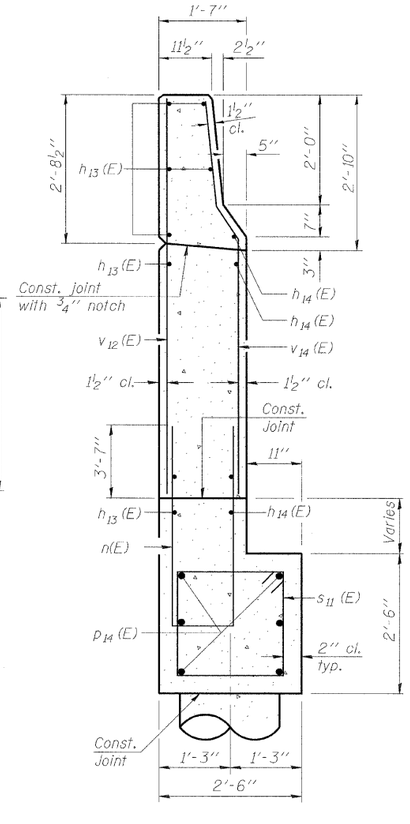
VIEW A-A



WING WALL ELEVATION
Showing Dimensions

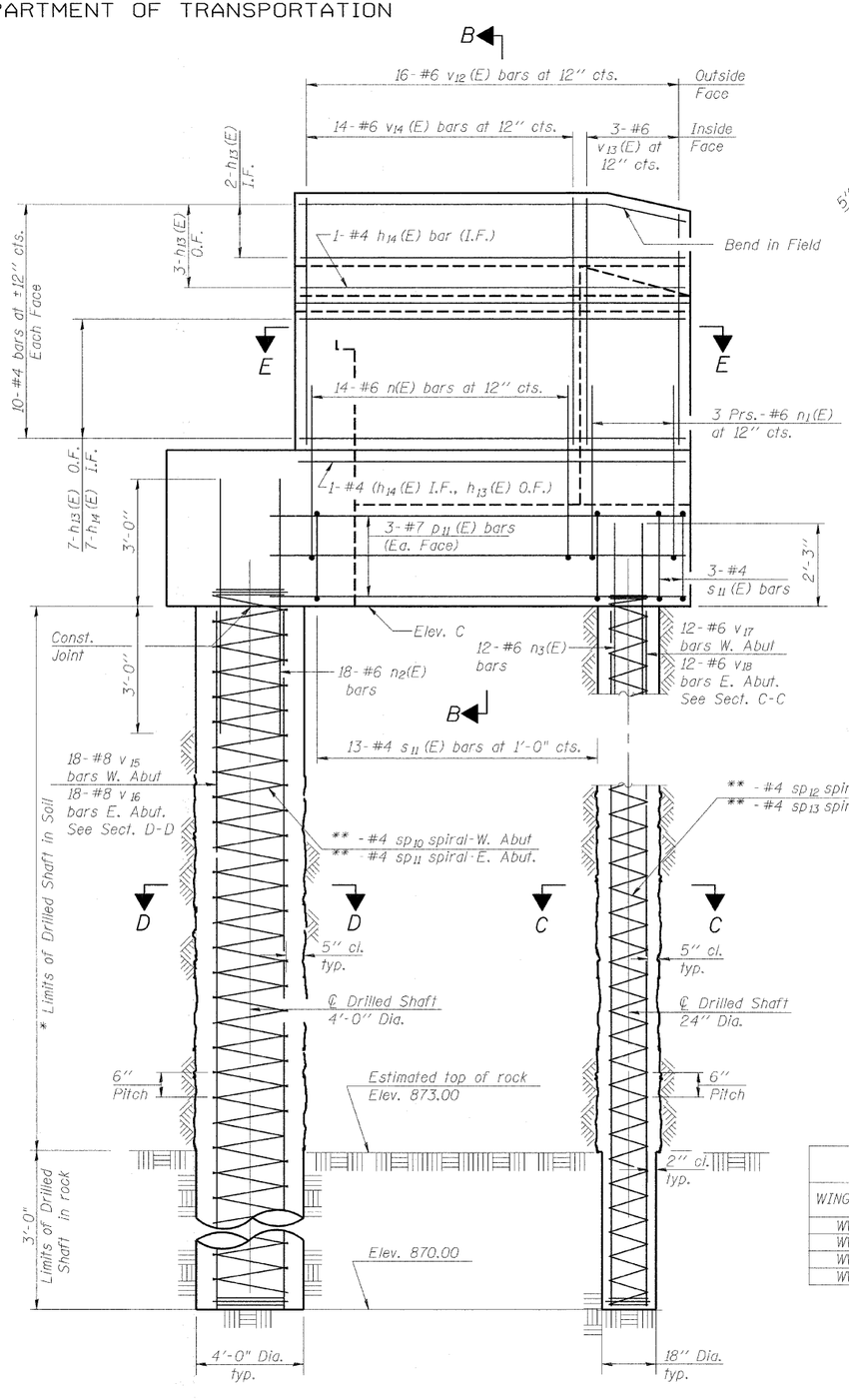


SECTION THRU ABUT.



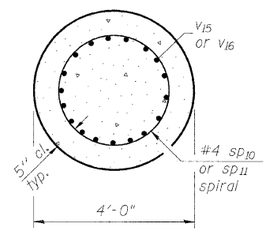
SECTION B-B

Note:
Abutment drilled shafts are designed for allowable end bearing pressure of 10 tsf on rock.

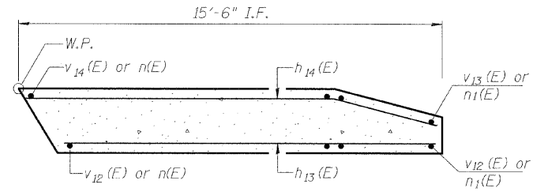


WING WALL & DRILLED SHAFT ELEVATION
Showing Reinforcement

SECTION C-C



SECTION D-D



SECTION E-E

Notes:
Quantity of concrete in end post included with Concrete Superstructure on sheet 2 of 32.
Min. lap for spirals = 1'-8".
Pour steps monolithically with cap.
Concrete sealer shall be applied to all exposed surfaces of backwalls, bridge seats, and front face of shaft caps.

* The quantities and detailing are based on the estimated elevations shown on the plans. The actual elevations may differ at each shaft and corresponding adjustments shall be made to the drilled shaft and reinforcement quantities and payment limits.

** Provide 1½ extra turns top and bottom of each drilled shaft. Extend spiral 2" into abutment or wingwall cap. Provide min. 4-#4 spacers or equivalent.

WINGWALL DIMENSIONS

WINGWALL	ELEVATIONS			DIMENSIONS			
	ELEV. A	ELEV. B	ELEV. C	A	B	C	D
WW1	910.04	909.78	897.55	4'-2"	5'-6"	9'-8"	8'-6"
WW2	909.78	909.55	897.55	4'-0"	5'-5"	9'-5"	8'-6"
WW3	910.53	909.98	897.08	4'-7"	6'-0"	10'-7"	8'-9"
WW4	909.93	909.35	897.08	4'-0"	6'-0"	10'-0"	8'-9"

ABUTMENT DETAILS
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

A-1-D 10-1-08

HOH HARRY O. HEFTEN-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8131
PROJECT NUMBER 2945

8:20:47 AM 8/6/2009
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8:20:18 AM

8/6/2009

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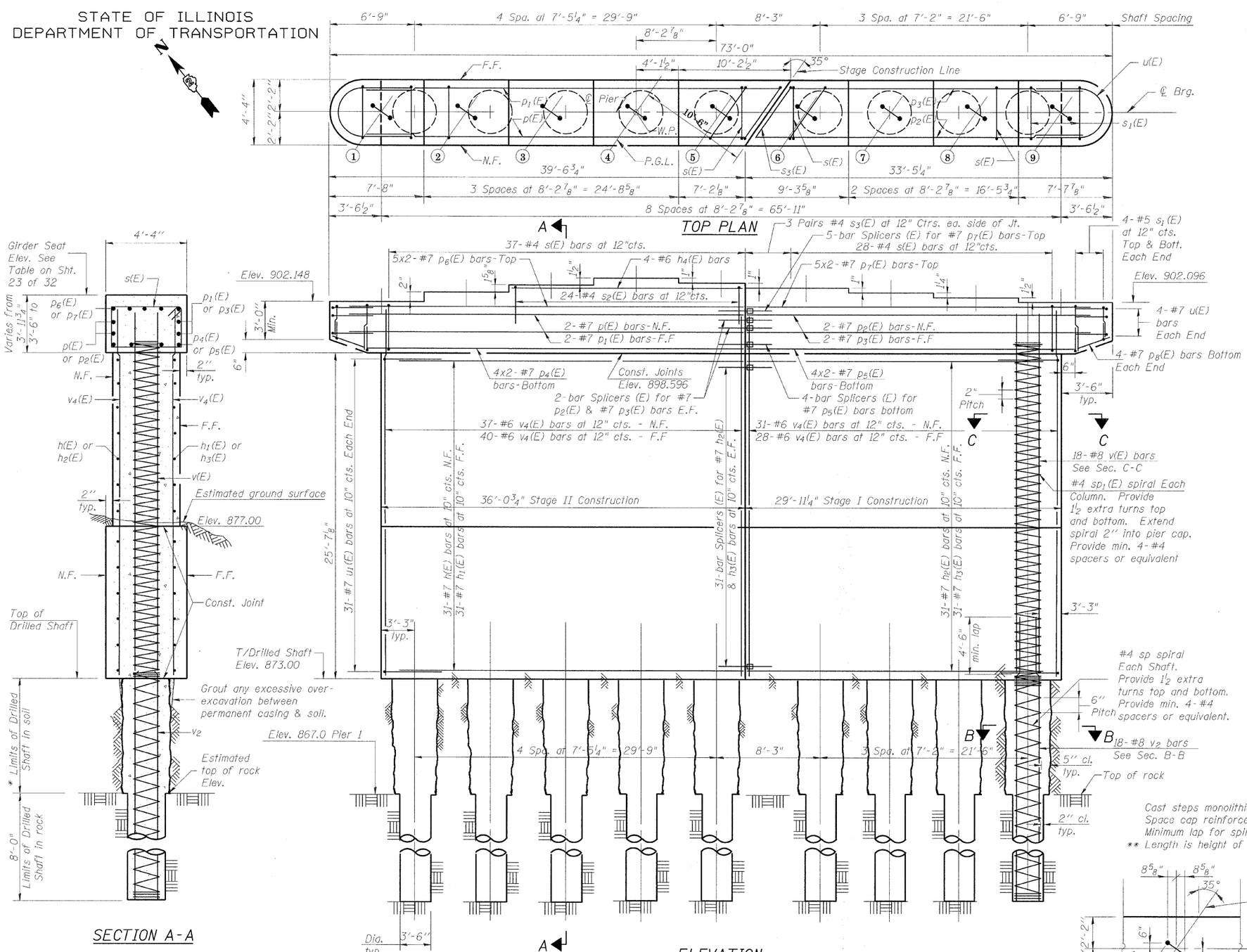
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	73
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 25
32 SHEETS

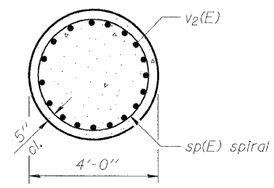
Contract #64D15



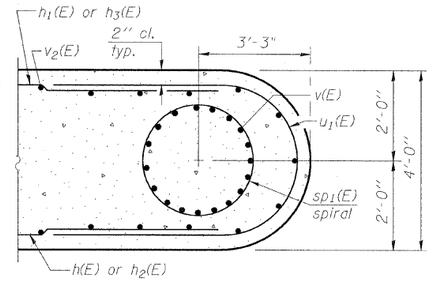
SECTION A-A

ELEVATION
(Looking East)

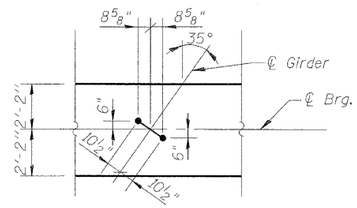
NOTE:
Drilled Shafts are designed for allowable end bearing pressure of 30 tsf on rock.
For bearing seat elevations see sheet 23 of 32.



SECTION B-B



SECTION C-C



ANCHOR BOLT LOCATION

* The quantities and detailing are based on the estimated elevations shown on the plans. The actual elevations may differ at each shaft and corresponding adjustments shall be made to the drilled shaft and reinforcement quantities and payment limits.

Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
Minimum lap for spirals = 1'-8"
** Length is height of spiral.

LEGEND:
N.F. = Near Face
F.F. = Far Face
E.F = Each Face

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

PIER 1
STRUCTURE NO.
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

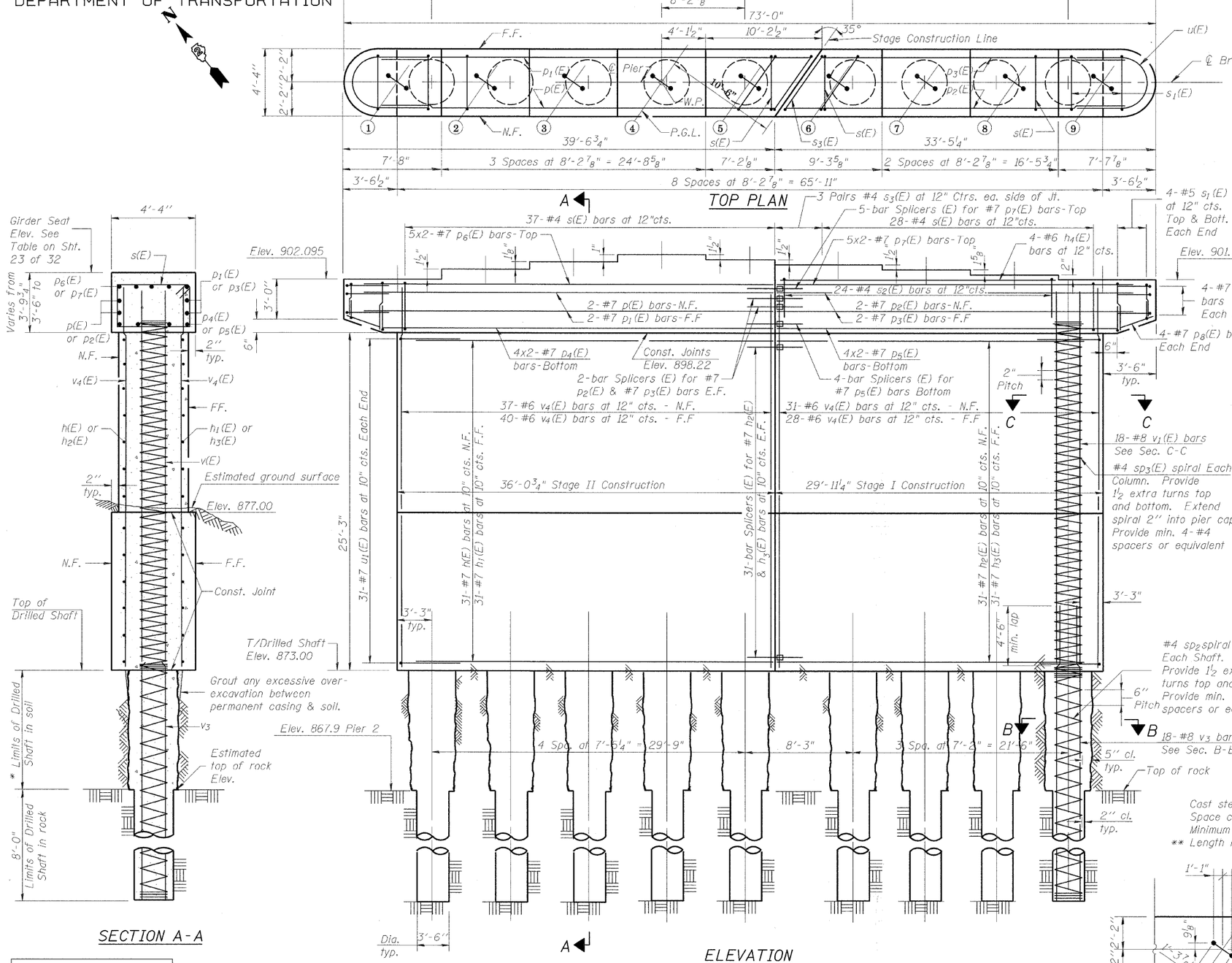
HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 900 Chicago, Il 60604 312-346-8131

PROJECT NUMBER 2945

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

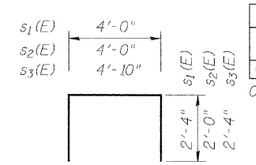
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	74
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 26
32 SHEETS
Contract #64D15

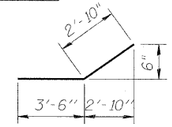


SECTION A-A

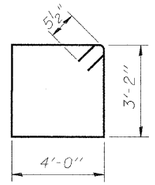
ELEVATION
(Looking East)



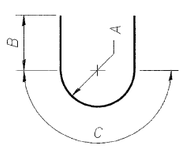
BARS s1(E), s2(E) & s3(E)



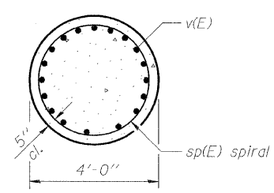
BAR p8(E)



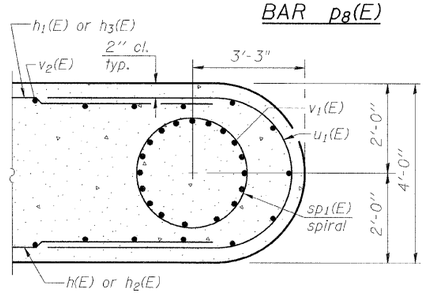
BAR s(E)



BAR u(E) or u1(E)



SECTION B-B



SECTION C-C

A, B & C DIMENSIONS

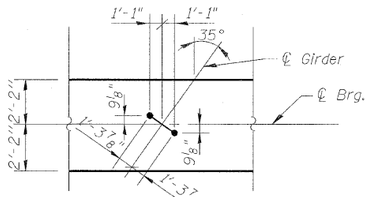
Bar	A	B	C
u(E)	2'-0"	3'-5"	6'-3"
u1(E)	1'-10"	3'-5"	5'-9"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	62	#7	33'-8"	——
h1(E)	62	#7	36'-5"	——
h2(E)	62	#7	27'-7"	——
h3(E)	62	#7	24'-10"	——
h4(E)	8	#6	23'-3"	——
p(E)	4	#7	37'-0"	——
p1(E)	4	#7	40'-0"	——
p2(E)	4	#7	30'-11"	——
p3(E)	4	#7	27'-11"	——
p4(E)	16	#7	21'-6"	——
p5(E)	16	#7	17'-0"	——
p6(E)	20	#7	21'-10"	——
p7(E)	20	#7	17'-4"	——
p8(E)	16	#7	6'-4"	⌐
s(E)	130	#4	15'-3"	□
s1(E)	32	#5	8'-8"	⊔
s2(E)	48	#4	8'-0"	⊔
s3(E)	24	#4	9'-6"	⊔
** sp	9	#4	14'-0"	∿∿∿
** sp1(E)	9	#4	25'-9"	∿∿∿
** sp2	9	#4	13'-1"	∿∿∿
** sp3(E)	9	#4	25'-5"	∿∿∿
u(E)	16	#7	13'-1"	⊃
u1(E)	124	#7	12'-7"	⊃
v(E)	162	#8	28'-6"	——
v1(E)	162	#8	28'-10"	——
v2	162	#8	18'-6"	——
v3	162	#8	17'-7"	——
v4	272	#6	28'-7"	——
Structure Excavation		Cu. Yd.	85	
Concrete Structures		Cu. Yd.	610	
Reinforcement Bars		Pound	31,430	
Reinforcement Bars, Epoxy Coated		Pound	70,820	
Drilled Shaft in Soil		Cu. Yd.	46.5	
Drilled Shaft in Rock		Cu. Yd.	51.3	

Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
Minimum lap for spirals = 1'-8"
** Length is height of spiral.

LEGEND:
N.F. = Near Face
F.F. = Far Face
E.F = Each Face



ANCHOR BOLT LOCATION

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

* The quantities and detailing are based on the estimated elevations shown on the plans. The actual elevations may differ at each shaft and corresponding adjustments shall be made to the drilled shaft and reinforcment quantities and payment limits.

NOTE:
Drilled Shafts are designed for allowable end bearing pressure of 30 tsf on rock. For bearing seat elevations see sheet 23 of 32.

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 800 Chicago, Il 60604 312-346-8131
PROJECT NUMBER 2945

PIER 2
STRUCTURE NO.
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

8:20:20 AM 8/6/2009
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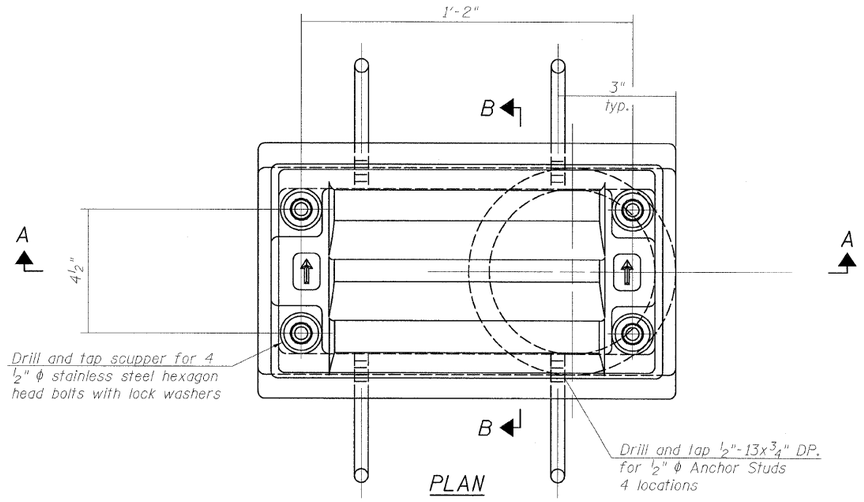
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

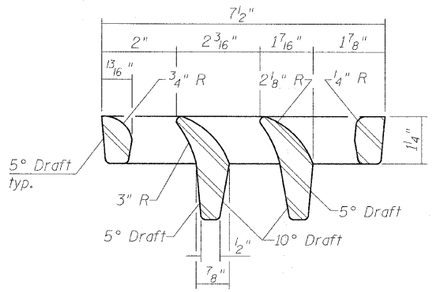
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	75
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 27
32 SHEETS

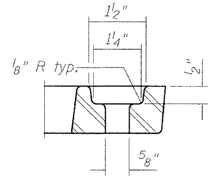
Contract #64D15



PLAN



VANE GRATE DETAIL



BOLT HOLE DETAIL

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

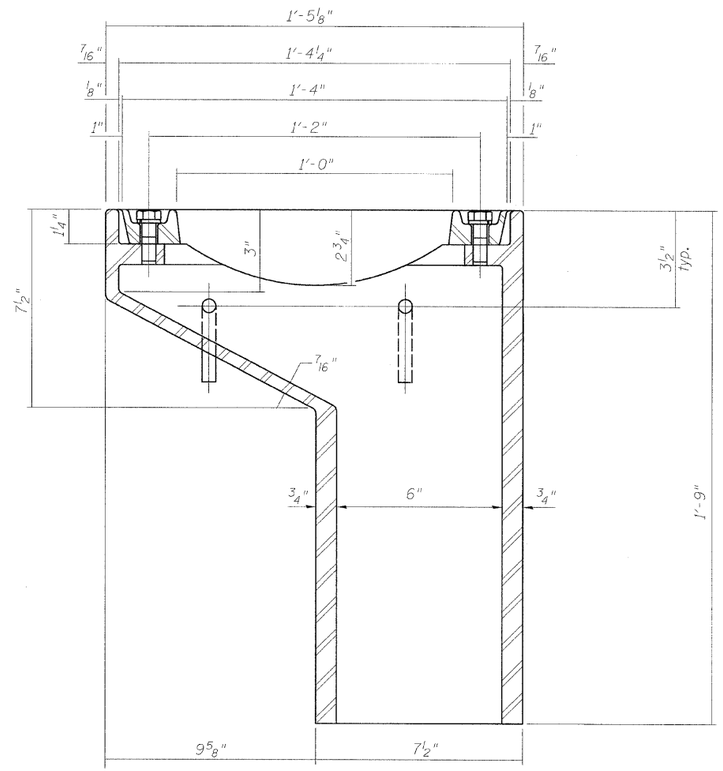
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

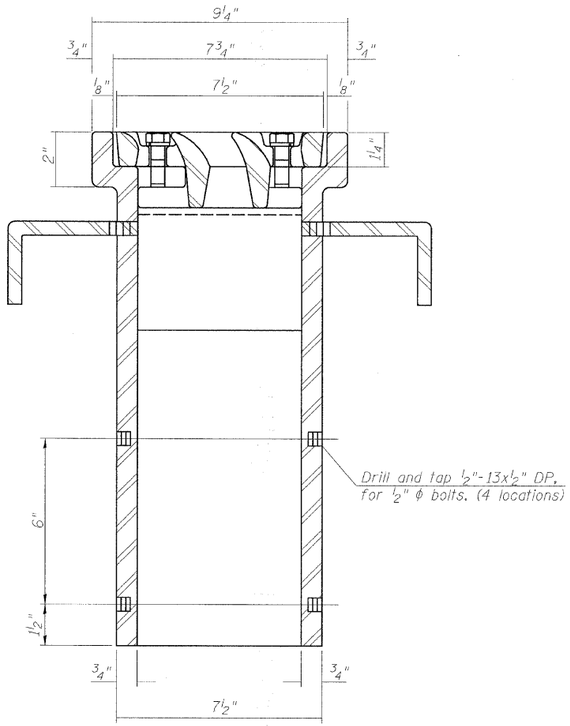
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

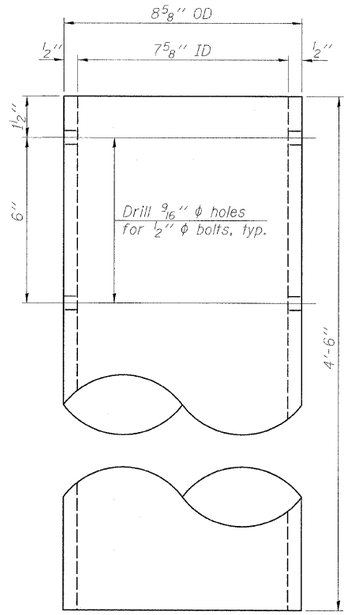
Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



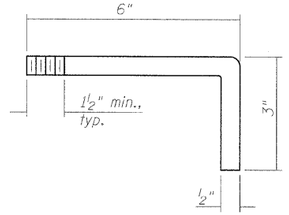
SECTION A-A
See sheet of for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VE.JAR
CHECKED	CEN

DS-11 5-16-08

DRAINAGE SCUPPER, DS-11
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY G. HEITER ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS 55 East Jackson Blvd. Suite 600 Chicago, IL 60604 312-341-1111

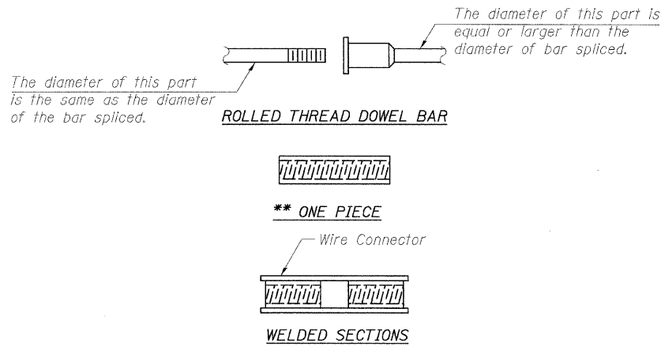
PROJECT NUMBER 2945

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21 VBR 21RS-2	STEPHENSON	112	76
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

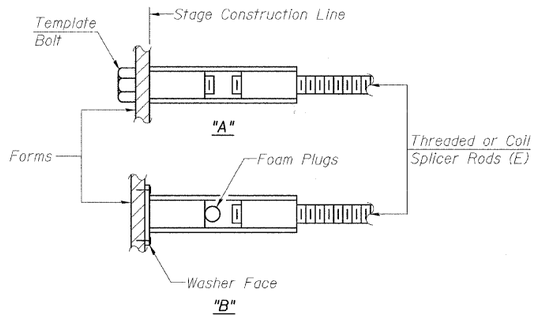
SHEET NO. 28
32 SHEETS

Contract #64D15



BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

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

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

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

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

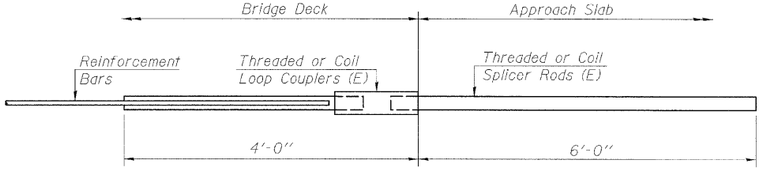
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = 1.25 x fy x A_t

② Minimum *Pull-out Strength (Tension in kips) = 0.66 x fy x A_t

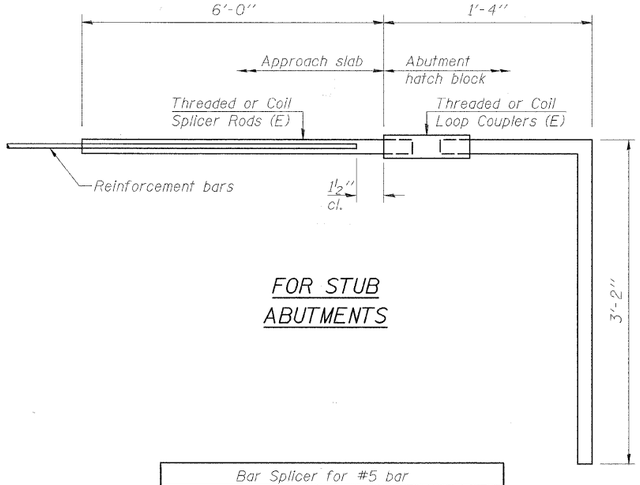
Where fy = Yield strength of lapped reinforcement bars in ksi.
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

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



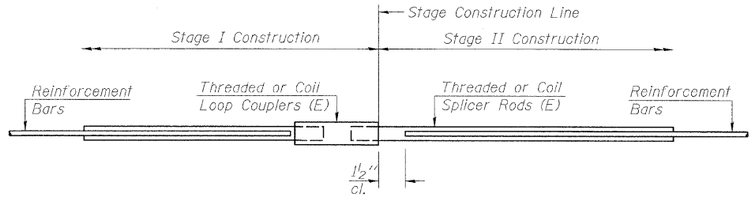
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 140



STANDARD

Bar Size	No. Assemblies Required	Location
#4	50	Appr. Pavement
#5	1,048	Deck
#5	20	Abutments
#5	172	Appr. Pavement
#6	6	Deck
#6	8	Abutments
#7	32	Abutments
#7	150	Piers

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

BSD-1 5-16-08

BAR SPLICER ASSEMBLY DETAILS
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8131
PROJECT NUMBER 2945

8/20/25 AM

8/6/2009

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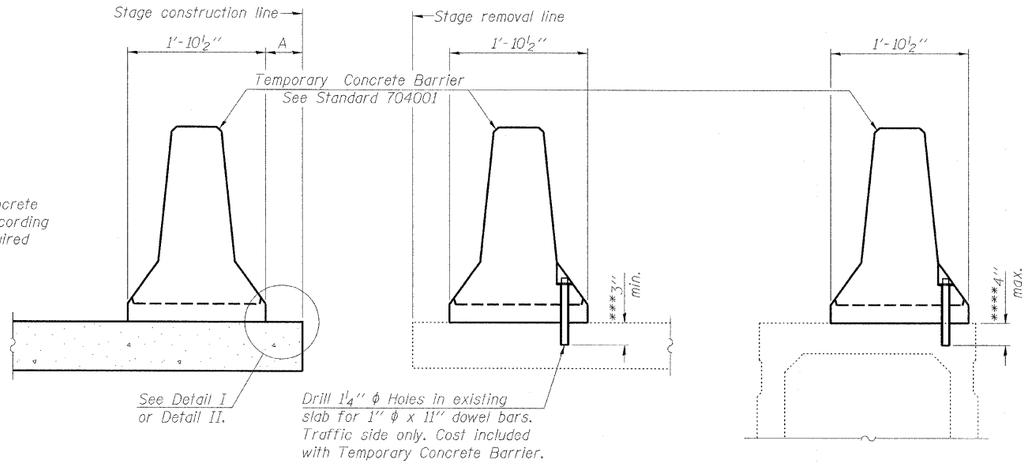
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	77
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 29
32 SHEETS

Contract #64D15



NEW SLAB — EXISTING SLAB — EXISTING DECK BEAM

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

NOTES

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

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

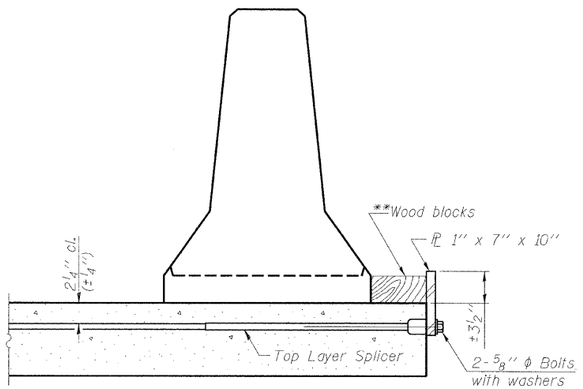
Cost of anchorage is included with Temporary Concrete Barrier.

The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

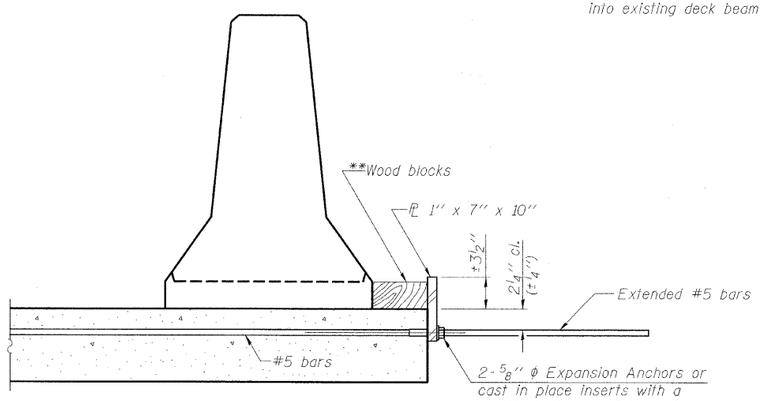
SECTIONS THRU SLAB OR DECK BEAM

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

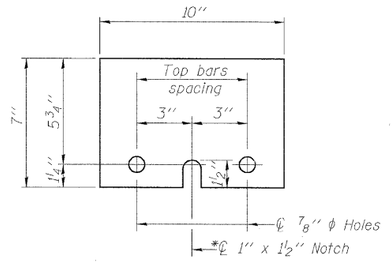
****If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER ℄ 1" x 7" x 10"

* Required only with Detail II

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

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

R-27 5-16-08

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION US 20 OVER ILLINOIS CENTRAL RAILROAD F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2 STEPHENSON COUNTY STATION 569+56.19 STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 620 Chicago, Il 60604 312-346-8131

PROJECT NUMBER 2945

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	78
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 30
32 SHEETS

Contract #64D15

NW 1/4 SEC 20, T27N, R7E, 4th PM Harlem Twp.
ILLINOIS DEPARTMENT OF TRANSPORTATION
BRIDGE FOUNDATION BORING LOG

Project P-92-171-90 Bridge US 20 over CC R.R. Date 12-6-91
Route FA 5 (US 20) Bored By S. Beshears
Sec 21-VRB STA. 785+69.26 Checked By C. Hage
County Stephenson Boring No. B-1 Station 785+18 Offset 29' R. C.L.

Surface Water El. NONE Groundwater El. at Completion WASH After 12 Days 868.0
12-16-93 884.8

	EL.	N	Qu	W%
Ground Surface 884.0	0			
Medium, brown Silty Clay Loam.		1 1 1	1.0 P	24
Same as above	5	2 3 3	0.8 B	29
Very Soft, brown, moist Silty Clay Loam.		1 1 1	0.1 P	30
Stiff, brown Silty Clay Loam.	10	4 6 8	1.8 B	19
Very Stiff, brown Sandy Clay Loam.		4 6 8	2.5 P	24
869.5				
Dense, tan weathered Limestone.	15	5 11 37		
867.0				
Very Dense, reddish tan weathered Limestone.		100	3" PEN	
Same as above	20	100	1" PEN	
Same as above 861.5				
First Core run 4' 12/18/91 Tan Competent Limestone 60% Recovery	25			100 1" PEN
857.5				
Second Core run 3' Competent Limestone No recovery due to core barrel breaking after coring 1'6" hard, even coring. 854.5				
END OF BORING	30			
	35			
	40			
	45			

Type failure: B-Bulge Failure, S-Shear Failure, E-Estimated Value, P-Penetrometer

ILLINOIS DEPARTMENT OF TRANSPORTATION
BRIDGE FOUNDATION BORING LOG

Project P-92-171-90 Bridge US 20 over CC R.R. Date 12-9-91
Route FA 5 (US 20) SN 089-0003 Bored By C. Jenkins
Sec 21-VRB STA. 785+69.26 Checked By C. Hage
County Stephenson Boring No. B-2 Station 787+41 Offset 11' R. C.L.

Surface Water El. NONE Groundwater El. at Completion DRY After Days

	EL.	N	Qu	W%
Ground Surface 904.6	0			
1' Asphalt 903.6				
Medium, tan brown Sandy Clay Loam.			0.5 P	19
Stiff, tan/gray mottled Silt Loam.		4 6 6	1.5 P	19
Very Stiff, tan/gray Silt Loam.	5	4 5 7	2.8 S	18
Same as above		4 6 6	2.3 S	17
Very Stiff, tan Silt.	10	4 7 6	2.1 P	16
Very Stiff, tan/gray mottled Silt.		3 5 7	2.5 B	19
Stiff, tan/gray Silty Clay.	15	4 6 7	2.5 B	24
Stiff, gray/black Silty Clay.		3 5 7	2.9 B	25
Medium, tan Silt Loam.	20	4 5 6	0.8 B	25
		3		
Soft, tan Silt.		4 5	0.3 B	26
Medium, tan Silt Loam.	25	2 4 5	0.8 B	21
Very Stiff, tan Silt Loam.		4 5 7	2.9 S	18
Very Stiff, reddish/brown Silty Clay w/a Sand lense.	30	6 6 7	2.8 S	39
873.1				
Medium, yellow weathered Limestone.		5 5 8		
870.1				
Very Dense, yellow/white weathered Limestone.	35	100	4" PEN	
Same as above		100	3" PEN	
Same as above 864.1	40	100	3" PEN	
END OF BORING				
	45			

Type failure: B-Bulge Failure, S-Shear Failure, E-Estimated Value, P-Penetrometer

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

SOIL BORINGS - SHEET 1
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, IL 60604 312-346-8131
PROJECT NUMBER 2945

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	79
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 31
32 SHEETS

Contract #64D15

ILLINOIS DEPARTMENT OF TRANSPORTATION
BRIDGE FOUNDATION BORING LOG

Project P-92-171-90 Bridge US 20 over CC R.R. Date 12-10-91
Route FA 5 (US 20) SN 089-0003 Bored By S. Beshears
Sec 21-VRB STA. 785+69.26 Checked By C. Hage
County Stephenson Boring No. B-3 Station 783+86 Offset 12' L. C.L.

Surface Water El. N.A. Groundwater El. at Completion N.A. After ___ Days ___

	EL.	N	Qu	W%
Ground Surface 904.2	0			
1' Pavement 903.2				
Medium, dark brown Sandy Clay Loam. No Sample			0.5 P	22
		4 6 7		
Stiff, red/brown, Silt Loam w/Clay lenses.	5	3 4 4	2.0 P	19
Stiff, gray/brown Silt Loam.		4 4 5	2.0 B	19
Very Stiff, gray brown Silt.	10	3 4 4	2.5 B	24
Stiff, gray brown Silt.		3 3 5	2.0 B	22
Very Stiff, gray brown Silty Clay Loam, w/Organics.	15	4 5 7	2.4 B	25
Very Stiff, black, gray & brown Silty Clay Loam.		3 3 5	2.6 B	28
Stiff, gray & black, Silty Clay Loam w/Organics.	20	3 5 8	2.0 B	24
	45			

	EL.	N	Qu	W%
Stiff, red brown Silt.		4 6 9	2.0 B	23
Stiff, brown Silty Clay Loam.	25	4 5 7	1.2 B	22
Same as above		3 5 8	1.7 B	22
Stiff, red brown, Sandy Clay Till w/Gravel.	30	5 9 10	2.0 P	18
872.7				
Medium, redish tan weathered Limestone.		3 10 18		
869.7				
Very Dense, reddish tan Limestone.	35	100	8" PEN	
Same as above		100	4" PEN	
Same as above	40	100	2" PEN	
863.2				
END OF BORING				

Type failure: B-Bulge Failure, S-Shear Failure, E-Estimated Value, P-Penetrometer

ILLINOIS DEPARTMENT OF TRANSPORTATION
BRIDGE FOUNDATION BORING LOG

Project P-92-171-90 Bridge US 20 over CC R.R. Date 12-31-91
Route FA 5 (US 20) SN 089-0003 Bored By S. Beshears
Sec 21-VRB STA. 785+69.26 Checked By C. Hage
County Stephenson Boring No. B-4 Station 786+53 (785+85 12-20-93) Offset 20' L. C.L.

Surface Water El. N.A. Groundwater El. at Completion N.A. After ___ Days ___

	EL. (884.5 12-16-93)	N	Qu	W%
Ground Surface 878.3	0			
Medium, brown Silty Clay Loam.		2 3 5	1.0 P	24
Soft, red brown Silty Clay Loam.	5	1 1 1	0.2 P	28
Same as above		1 1 1	0.2 P	27
868.8				
Medium, red brown Silty Clay Loam. Limestone fragments.	10	1 2 3	0.8 P	24
865.8				
Limestone.		100	2" PEN	
Limestone.	15	100	3" PEN	
861.8				
END OF BORING				
	20			
	45			

	EL	N	Qu	W%
	25			
	30			
	35			
	40			
	45			

Type failure: B-Bulge Failure, S-Shear Failure, E-Estimated Value, P-Penetrometer

DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

SOIL BORINGS - SHEET 2
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 800 Chicago, Il 60604 312-346-8131
PROJECT NUMBER 2945

8:20:27 AM 8/6/2009
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 301	21-VBR 21RS-2	STEPHENSON	112	80
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 32
32 SHEETS

Contract #64D15

ILLINOIS DEPARTMENT OF TRANSPORTATION
District Two Materials

Rock Core Description

Sh. 1 of 1

PROJECT P92-171-90
ROUTE FA 5
SEC. 21-VRB
COUNTY Stephenson

BRIDGE Over the C.C.R.R.
Bored By C. Jenkins
STA. 785+69.26
Checked By T. Bratt
Date 12/03/93

Boring No. B-1
Sta 785 + 22
O/S 29' Rt.

Ground Surface Elevation 884.8
Rock Surface Elevation 869.5
Begin Coring Elevation 862.3

PROFILE From	To	Description	CORE Notes
862.3	857.3	DOLOMITE - Yellow-buff w/a fracture zone visible from 861.9 to 861.0, minor solution cavities are visible at random intervals	Core Run #1 Begin Elev.: 862.3 End Elev.: 857.3 Recovery=4.3'/5'= 86% RQD= 1.4'/ 5'= 28%
857.3	852.3	Qu values are as follows: 862.3 - 862.0 = 1811 PSI 858.7 - 858.0 = 2319 PSI 2174 PSI 857.0 - 856.5 = 3188 PSI 856.5 - 856.0 = 1739 PSI 854.9 - 854.5 = 2609 PSI	Core Run #2 Begin Elev.: 857.3 End Elev.: 852.3 Recovery=5'/5'= 100% RQD= 2.9'/ 5'= 57.9%

ILLINOIS DEPARTMENT OF TRANSPORTATION
District Two Materials

Rock Core Description

Sh. 1 of 1

PROJECT P92-171-90
ROUTE FA 5
SEC. 21-VRB
COUNTY Stephenson

BRIDGE Over the C.C.R.R.
Bored By C. Jenkins
STA. 785+69.26
Checked By T. Bratt
Date 12/03/93

Boring No. B-4
Sta 786 + 25
O/S 29' Lt.

Ground Surface Elevation 884.5
Rock Surface Elevation 865.5
Begin Coring Elevation 862.0

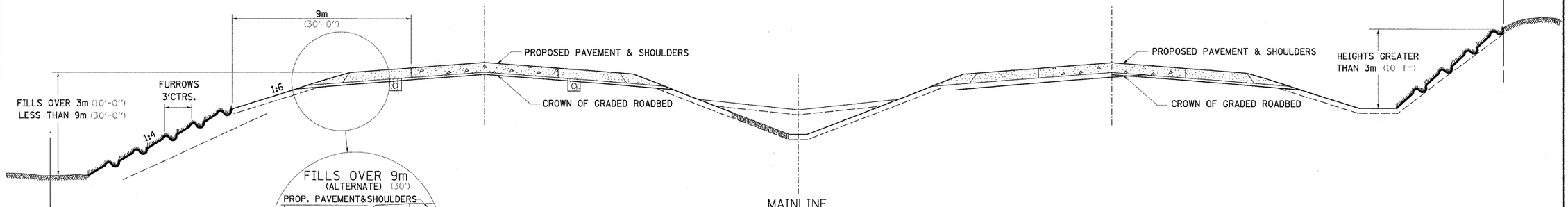
PROFILE From	To	Description	CORE Notes
862.0	857.0	DOLOMITE: - Same as B-1 Qu values are as follows: 861.0 - 860.6 = 3496 PSI 852.9 - 852.5 = 1956 PSI	Core Run #1 Begin Elev.: 862.0 End Elev.: 857.0 Recovery=4.0'/5.0'= 80% RQD= 1.5'/ 5.0'= 30%
857.0	852.0		Core Run #2 Begin Elev.: 857.0 End Elev.: 852.0 Recovery=5.0'/5.0'= 100% RQD= 3.0'/ 5.0'= 60%

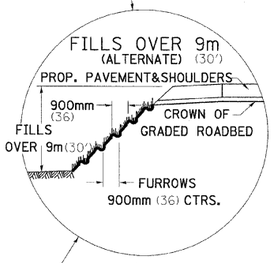
DESIGNED	MMH
CHECKED	CEN
DRAWN	R.VEJAR
CHECKED	CEN

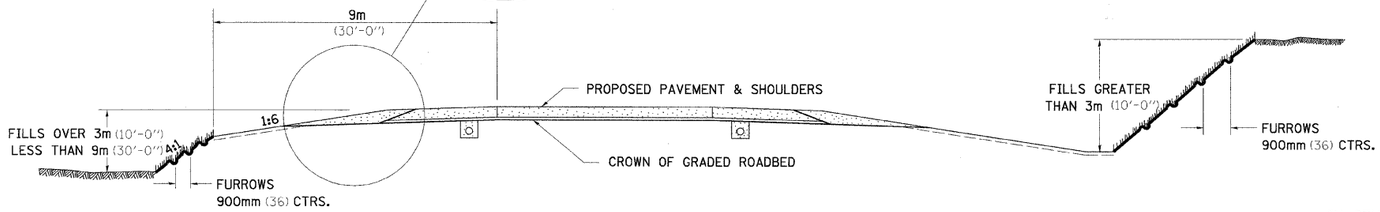
SOIL BORINGS - SHEET 3
US 20 OVER ILLINOIS CENTRAL RAILROAD
F.A.P. RTE. 301 - SEC. 21-VBR & 21RS-2
STEPHENSON COUNTY
STATION 569+56.19
STRUCTURE NO. 089-0077

HOH HARRY O. HEFTER-ASSOCIATES, INC. DESIGN AND CONSULTING ENGINEERS
55 East Jackson Blvd. Suite 600 Chicago, Il 60604 312-346-8121
PROJECT NUMBER 2945

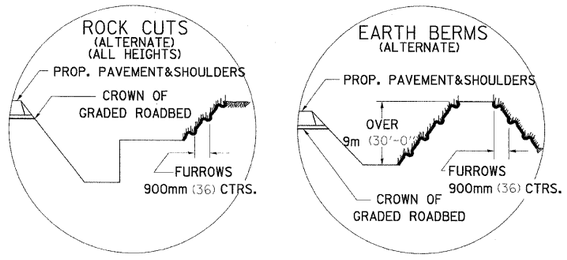
TYPICAL FURROWED ROADWAY SLOPES

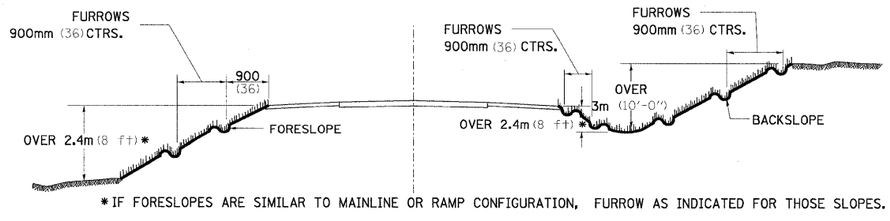






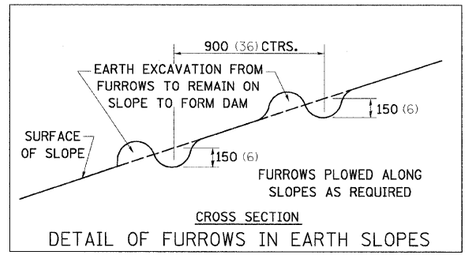
RAMPS





*IF FORESLOPES ARE SIMILAR TO MAINLINE OR RAMP CONFIGURATION, FURROW AS INDICATED FOR THOSE SLOPES.

CROSSROAD GRADE SEPERATIONS



DETAIL OF FURROWS IN EARTH SLOPES

GENERAL NOTES

IN GENERAL, THE ENTIRE EARTH SURFACE WITHIN THE RIGHT-OF-WAY SHALL BE SEEDED AND MULCHED.

NO AGRICULTURAL GROUND LIMESTONE SHALL BE APPLIED TO THE GRADED ROADBED.

FORESLOPES AND/OR BACKSLOPES 3m (10 ft) OR LESS IN HEIGHT WILL NOT REQUIRE FURROWING UNLESS OTHERWISE NOTED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

FORESLOPES AND/OR BACKSLOPES OVER 3m (10 ft) IN HEIGHT SHALL BE FURROWED. THE OPERATION SHALL INCLUDE FINISHING THE SLOPES TO FINAL LINE AND GRADE, AS SHOWN ON THE CROSS SECTIONS BEFORE FURROWING IS DONE. FURROWS SHALL BE PLOWED ALONG A LEVEL LINE CONFORMING TO THE CONTOURS OF THE SLOPE. THE COST OF FURROWING SHALL BE CONSIDERED INCLUDED IN THE PROJECT COST AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

SEQUENCE AND OPERATION FOR SEEDING, MULCHING AND FURROWING OF ROADWAY SLOPES:

1. SPREAD FERTILIZER.
2. PERFORM THE OPERATION OF GROUND PREPARATION.
3. PLOW FURROWS.
4. PERFORM THE OPERATION OF SEEDING. THE SEED SHALL BE SOWN ON THE SURFACE OF THE PREPARED GROUND AFTER FURROWING.
5. THE OPERATION OF COVERING THE SEED, BY HARROWING OR OTHER MEANS, SHALL BE PERFORMED ONLY IF SO DIRECTED BY THE ENGINEER AND SHALL BE INCLUDED TO THE ITEM OF SEEDING.
6. SECTION 250 AND 251 OF THE STANDARD SPECIFICATIONS SHALL GOVERN THIS WORK EXCEPT AS NOTED HEREIN.

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

TYPICAL FURROWED ROADWAY SLOPES 1.1

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	PLOT SCALE = 1.0000 ' / IN.	DRAWN -	REVISED -
	PLOT DATE = 8/6/2009	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			112	81
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STORM WATER POLLUTION PREVENTION PLAN
EROSION CONTROL PLAN

THE FOLLOWING PLAN WAS ESTABLISHED AND INCLUDED IN THESE PLANS TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE SILTATION WITHIN THE CONSTRUCTION ZONE AND TO ELIMINATE SEDIMENTS FROM ENTERING AND LEAVING THE CONSTRUCTION ZONE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN ITEMS, AS SHOWN IN THIS PLAN AND REFERENCED BY THE LEGEND, SHALL BE PLACED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE PLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION RESULTING FROM THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL PLACE PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A REASONABLE AMOUNT OF TIME: THEREFORE, REDUCING THE AMOUNT OF AREA BEING OPEN TO THE POSSIBILITY OF EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE RESIDENT ENGINEER WILL DETERMINE IF TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED, THE SIZE OF THE PROPOSED DITCH CHECKS, THE PROPER METHOD OF INSTALLATION, AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS SHALL BE ADDED WHICH ARE NOT INCLUDED IN THE PLANS. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN STANDARD 280001 OF THE PLANS.

SITE DESCRIPTION
DESCRIPTION OF CONSTRUCTION ACTIVITY:

THIS PROJECT CONSISTS OF REMOVAL AND REPLACEMENT OF US 20 BRIDGE OVER IL CENTRAL RR, RECONSTRUCTION OF APPROACH PAVEMENT, AND WIDENTING AND RESURFACING US 20 EAST OF BRIDGE

DESCRIPTION OF INTENDED SEQUENCE OF ACTIVITIES:
THE SEQUENCE OF EVENTS ARE AS FOLLOW: CLEARING, EMBANKMENT, EXCAVATION, GRADING AND PAVING. THIS PROJECT WILL BE CONSTRUCTED IN SEGMENTS AS SHOWN IN THE "STAGING PLANS".

TOTAL CONSTRUCTION SITE (CONSTRUCTION LIMIT TO CONSTRUCTION LIMIT) 11 ACRES
PROPOSED R.O.W (TOTAL PARCEL AREA) 0.13 ACRES
DISTURBED BY EXCAVATION (E.O.P TO CONSTRUCTION LIMIT) 11 ACRES

SUPPORTING REPORTS AND PLANS
THE FOLLOWING ASSISTED IN DEVELOPING THE EROSION CONTROL PLAN AS REFERENCED DOCUMENTS:

SOIL PROFILE SHEETS, SOILS REPORTS, BORING LOGS
USGS DRAINAGE MAPS, PROJECT PLAN DOCUMENTS

DRAINAGE TRIBUTARIES RECEIVING WATER FROM CONSTRUCTION SITE
PECATONICA RIVER AND PRESTON RIVER

EROSION CONTROLS AND SEDIMENT CONTROL PROCEDURES
STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:
PERIMETER EROSION CONTROL SHALL BE PLACED PRIOR TO BEGINNING EARTHWORK.

STABILIZATION PRACTICES DURING CONSTRUCTION:
AS EARTH EXCAVATION AND EMBANKMENT ARE BEING COMPLETED THE CONTRACTOR SHALL PLACE DITCH CHECKS, INLET AND PIPE PROTECTION, EROSION CONTROL BLANKET, AND SEEDING AS STAGES OF THE PROJECT ARE COMPLETED. PERIMETER EROSION BARRIER WILL BE INSTALLED AT ADDITIONAL LOCATIONS AS THE PROJECT PROGRESSES. SEEDING SHALL BE COMPLETED AS SPECIFIED IN THE EROSION CONTROL/SEEDING MOBILIZATION AND TEMPORARY SEEDING SPECIAL PROVISION.

MAINTENANCE AFTER FINAL GRADING
TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDED AND ESTABLISHED WITH THE PROPER STAND. ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP AND DISTURBED TURF RESEEDED.

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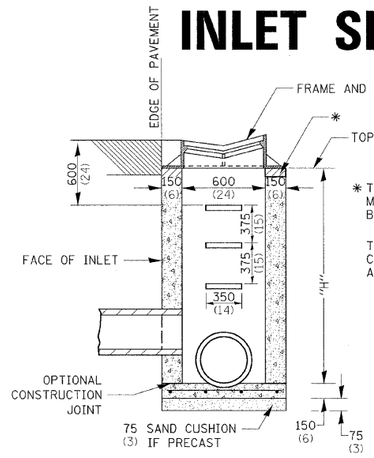
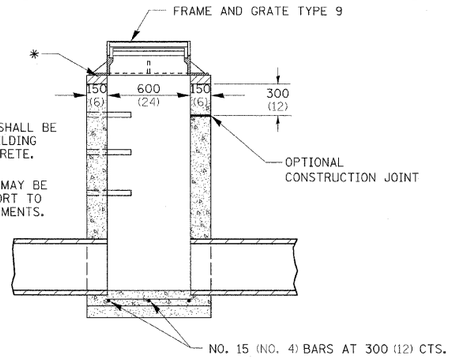
	PLOT SCALE = 1.0000 ' / IN.	DRAWN -	REVISED -							
	PLOT DATE = 8/7/2009	CHECKED -	REVISED -						CONTRACT NO.	
		DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

INLET SPECIAL (TYPE A GUTTER)

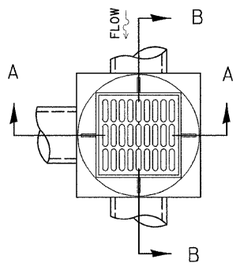


* THE WALL ADJUSTMENTS SHALL BE MADE WITH CONCRETE BUILDING BRICK OR CLASS SI CONCRETE.

THE HEIGHT OF THE BOX MAY BE CONSTRUCTED 150 (6) SHORT TO ALLOW FOR FIELD ADJUSTMENTS.



SEC. A-A



NOTES

SEE STANDARD 602701 FOR DETAILS OF STEPS.

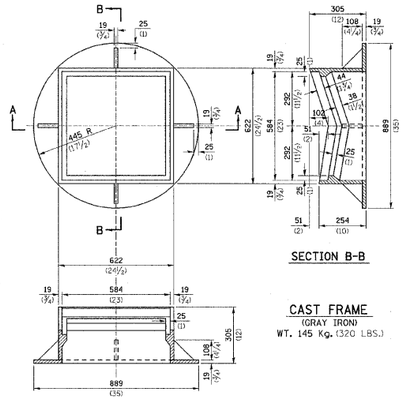
EXCEPT AS NOTED HEREON INLET SPECIAL SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS.

THE SIDE WALLS MAY BE BUILT AS PRECAST SEGMENTED SECTIONS.

ALL VOIDS AROUND PIPE ENTRANCE, BOTH INSIDE AND OUTSIDE, SHALL BE SEALED WITH MORTAR.

WEIGHT OF CAST IRON FRAME & GRATE = 200kg (440 LBS.).
STEPS SHALL BE OMITTED WHEN DEPTH OF "H" IS LESS THAN 1524 (60).

FRAME AND GRATES TYPE 9

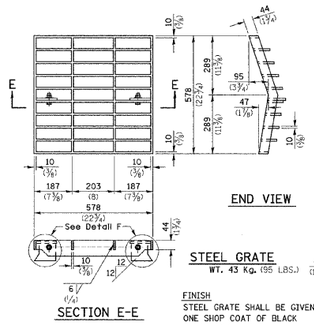


DETAIL OF FRAME & GRATE

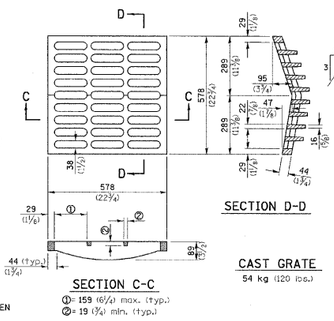
NOTES

CLASS SI CONCRETE OR PRECAST CONCRETE SHALL BE USED THROUGHOUT. PRECAST CONCRETE SHALL BE IN ACCORDANCE WITH SECTION 504.01 THRU 504.05 OF THE STANDARD SPECIFICATIONS EXCEPT THAT CONCRETE STRENGTH SHALL BE 27.5 MPa (4,000 PSI) AFTER 28 DAYS.

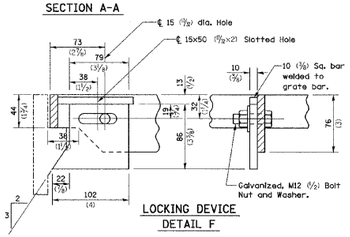
THE CONTRACT UNIT PRICE EACH FORINLET SPECIAL SHALL INCLUDE THE COST OF CONSTRUCTING THE INLET BOX, FURNISHING AND INSTALLING THE FRAME AND GRATE, THE CAST IRON STEPS (IF USED), THE PRECAST FLOOR SLAB, SAND CUSHION (WHEN USED) AND REINFORCEMENT BARS.



FINISH
STEEL GRATE SHALL BE GIVEN ONE SHOP COAT OF BLACK BITUMINOUS PAINT.



SECTION A-A



GENERAL NOTES

THE MATERIAL FOR STEEL GRATE SHALL CONFORM TO ARTICLE 1006.04 OF THE STANDARD SPECIFICATIONS.

THE USE OF EITHER A CAST GRATE OR A STEEL GRATE WITH THE CAST FRAME SHALL BE THE OPTION OF THE CONTRACTOR.

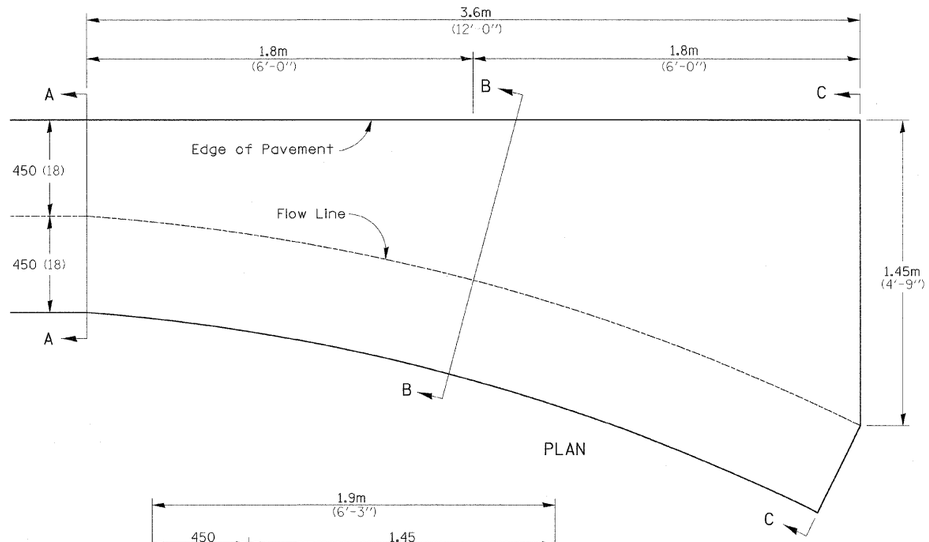
THE CAST GRATE MAY BE MADE OF EITHER GRAY IRON OR DUCTILE IRON CONFORMING TO THE STANDARD SPECIFICATIONS. DUCTILE IRON CASTING SHALL BE GRADE 65-45-12

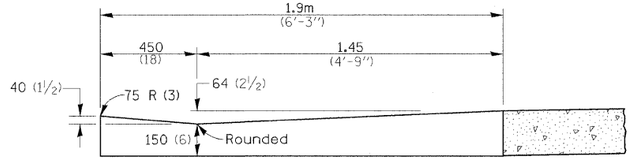
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 1-27-00

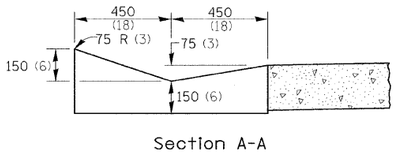
INLET SPECIAL (TYPE A GUTTER) 11.2

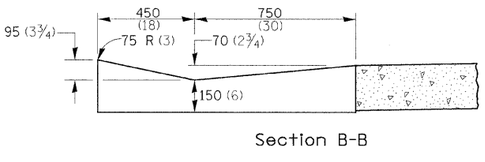
STANDARD INLET FOR TYPE A GUTTER (MODIFIED)





- QUANTITY -
Section A-A to C-C
0.92 m³ (1.2 Cu. Yds.)
Class SI Concrete





Class SI Concrete shall be used throughout.
The gutter inlet will be paid for at the contract unit price per cubic yard for Class SI Concrete (OUTLETS)

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

REVISED - 5-4-94

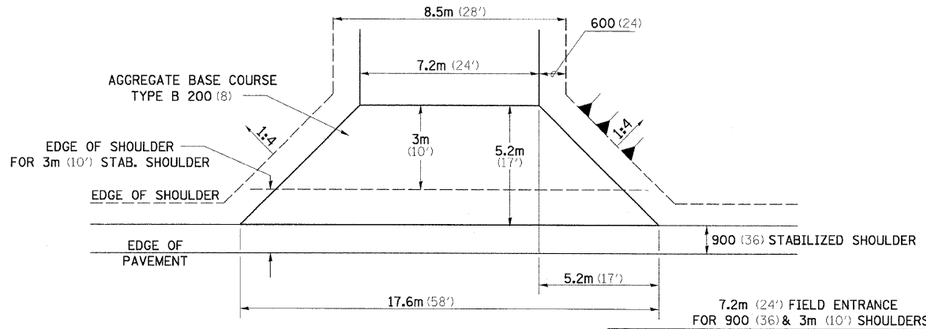
STANDARD INLET FOR TYPE A GUTTER (MODIFIED) 20.2

REVISED -	REGION 2 / DISTRICT 2 STANDARD		F.A. RTE.	SECTION	COUNTY
REVISED -					
REVISED -					CONTRACT NO.
REVISED -	SCALE: 1.0000 '/ IN.	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

TOTAL SHEETS	SHEET NO.
112	83

PLOT DATE = 8/6/2009

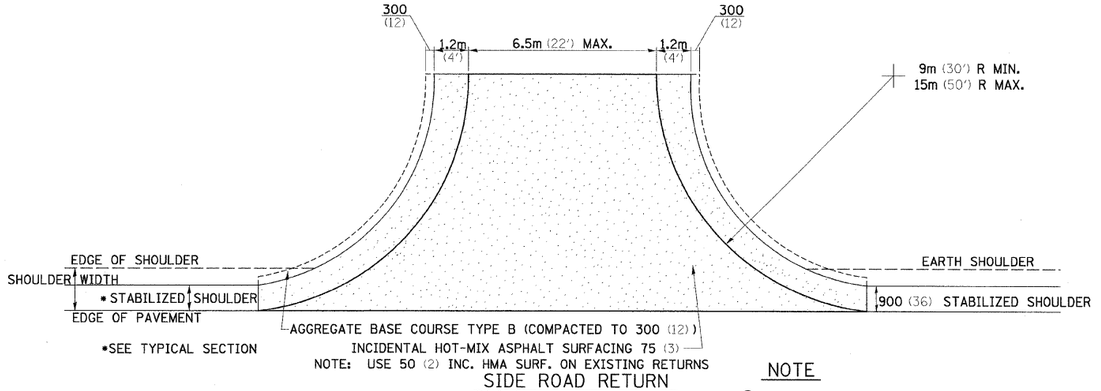
ENTRANCES, SIDEROADS, AND MAILBOX RETURNS WITH 3' OR 10' HOT-MIX ASPHALT SHOULDERS



FIELD ENTRANCE

7.2m (24') FIELD ENTRANCE FOR 900 (36) & 3m (10') SHOULDERS

AGG BASE CSE TYPE B M TON (TON)	APRON M TON (TON)	PER METER (FOOT) ADD. RUN
FOR 900 (36) STAB SHLD.	31.3 (35.3)	3.5 (1.2)
FOR 3m (10') STAB SHLD.	14.9 (17.2)	3.5 (1.2)



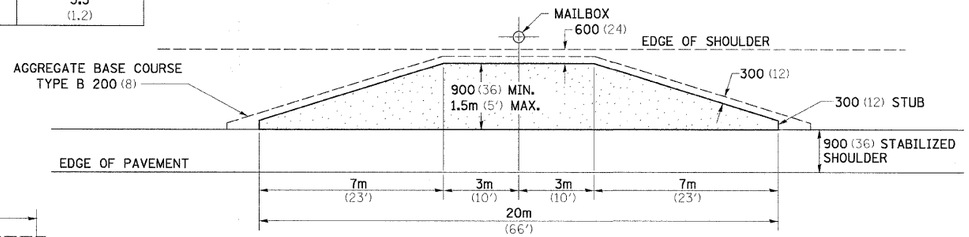
•SEE TYPICAL SECTION

NOTE: USE 50 (2) INC. HMA SURF. ON EXISTING RETURNS

SIDE ROAD RETURN

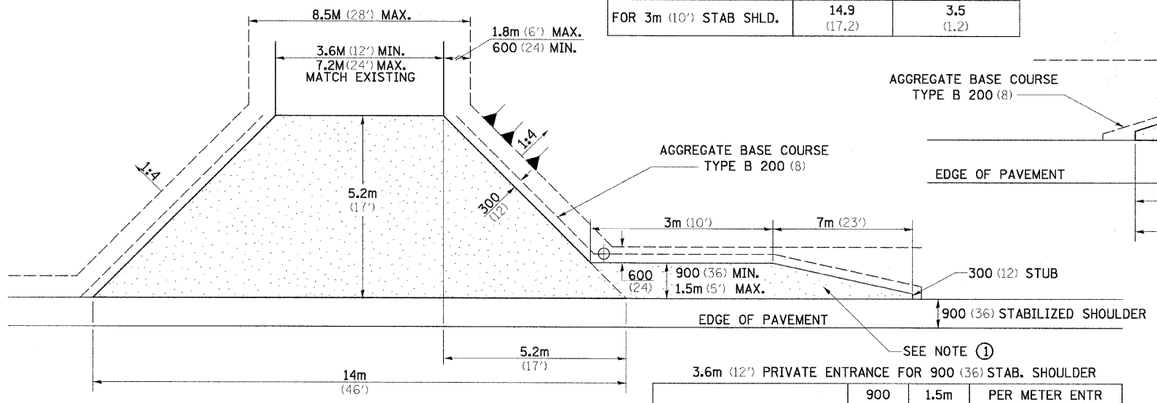
NOTE

1. ALL ENTRANCES TO BE CONSTRUCTED WITH AN 8" AGGREGATE BASE COURSE, TYPE B AND WITH A 2" INCIDENTAL HOT-MIX ASPHALT SURFACING, UNLESS OTHERWISE NOTED.
2. TURNOUTS ARE TO BE CONSTRUCTED ON THE APPROACH SIDE OF ALL PE & CE REGARDLESS IF A MAILBOX IS PRESENT.
3. ALL PE & CE ARE TO BE SURFACED TO RIGHT OF WAY LINE. AREA BEHIND RIGHT OF WAY SHALL MATCH EXISTING SURFACE.
4. FE ARE TO BE AGGREGATE TO RIGHT OF WAY OR TOUCH DOWN WHICH EVER IS GREATER.
5. QUANTITIES SHOWN ARE FOR NEW CONSTRUCTION.
6. ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.



MAILBOX TURNOUT

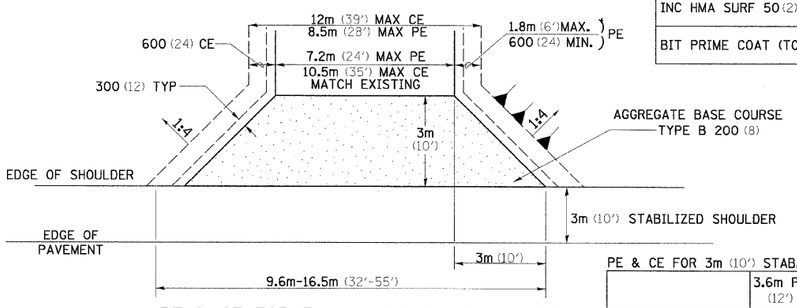
	900 (36)	1.5m (5')
AGG BASE CSE T-B (TON)	10.7 (11.8)	14.4 (15.9)
INC BIT SURF 50 (2) (TON)	2.2 (2.4)	3.4 (3.8)
BIT PRIME COAT (TON)	0.02 (0.02)	0.04 (0.04)



PRIVATE ENTRANCE FOR 900 (36) STAB. SHOULDERS

3.6m (12') PRIVATE ENTRANCE FOR 900 (36) STAB. SHOULDER

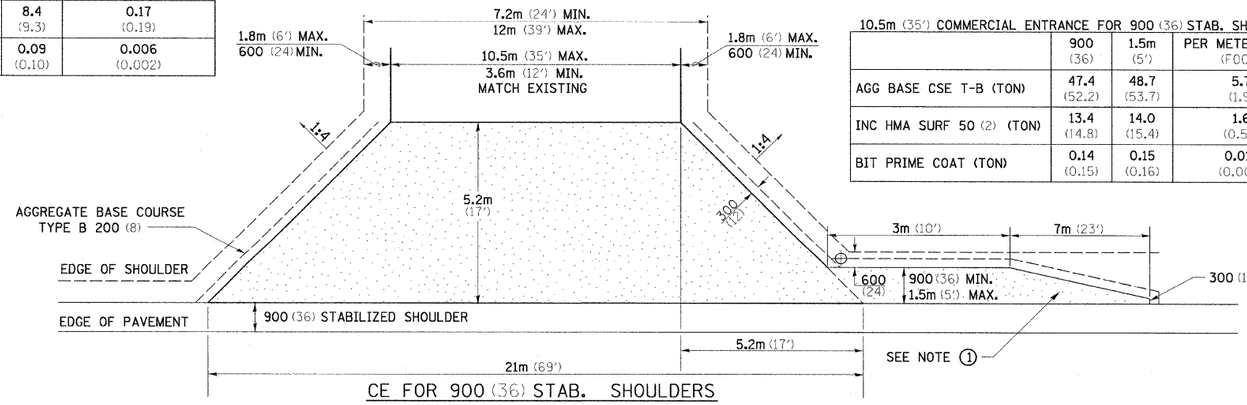
	900 (36)	1.5m (5')	PER METER ENTR (FOOT)
AGG BASE CSE (TON)	29.4 (32.4)	30.8 (33.9)	0.64 (0.7)
INC HMA SURF 50 (2) (TON)	7.8 (8.6)	8.4 (9.3)	0.17 (0.19)
BIT PRIME COAT (TON)	0.08 (0.09)	0.09 (0.10)	0.006 (0.002)



PE & CE FOR 3m (10') STAB. SHOULDERS

PE & CE FOR 3m (10') STAB. SHOULDER

	3.6m PE (12')	10.5m CE (35')
AGG BASE CSE (TON)	11.4 (12.6)	21.9 (24.2)
INC HMA SURF (TON)	3.1 (3.4)	6.3 (7.0)
PRIME (TON)	0.04 (0.04)	0.06 (0.07)



CE FOR 900 (36) STAB. SHOULDERS

10.5m (35') COMMERCIAL ENTRANCE FOR 900 (36) STAB. SHOULDER

	900 (36)	1.5m (5')	PER METER ENTR (FOOT)
AGG BASE CSE T-B (TON)	47.4 (52.2)	48.7 (53.7)	5.7 (1.9)
INC HMA SURF 50 (2) (TON)	13.4 (14.8)	14.0 (15.4)	1.6 (0.55)
BIT PRIME COAT (TON)	0.14 (0.15)	0.15 (0.16)	0.018 (0.006)

ENTRANCES, SIDE ROADS, AND MAILBOX RETURNS WITH 3' OR 10' HOT-MIX ASPHALT SHOULDERS 21.1

FILE NAME =	USER NAME = $USER$	DESIGNED -	REVISED - 1-15-08
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	PLOT SCALE = 1.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/6/2009	DATE -	REVISED -

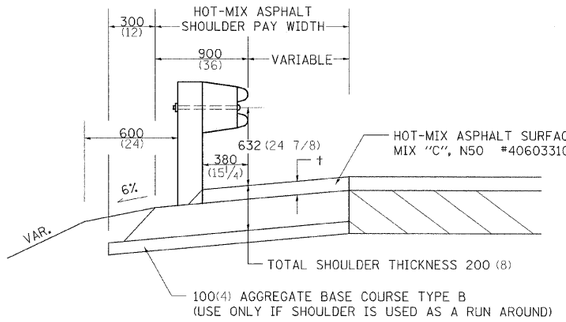
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REGION 2 / DISTRICT 2 STANDARD

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			112	84
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

DETAIL OF HOT–MIX ASPHALT SHOULDER AT GUARD RAIL



† = SEE TYPICAL SECTIONS FOR THICKNESS

GENERAL NOTES

THE TOP LIFT SHALL NOT BE PLACED BEHIND THE GUARDRAIL POSTS. WHEN PLACING THE TOP LIFT THE RAIL MUST BE REMOVED FROM THE POSTS. THE POST SHALL NOT BE REMOVED.

THE HEIGHT OF THE GUARD RAIL SHALL BE SET **632** ($24\frac{7}{8}$) FROM THE FINISHED SURFACE.

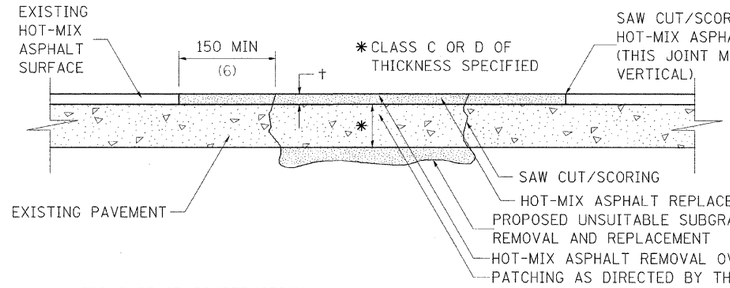
THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIXTURE C, N50. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIXTURE "C", N50 AND SQUARE METER (SQUARE YARD) FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED. THE REMOVAL & REINSTALLATION OF THE GUARDRAIL WILL BE INCLUDED IN THE COST OF THE HOT-MIX ASPHALT SURFACE COURSE, MIXTURE C, N50.

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

REVISED - 11-01-07

DETAIL OF HOT–MIX ASPHALT SHOULDER AT GUARD RAIL 23.4

PAVEMENT PATCHING FOR HOT–MIX ASPHALT SURFACED PAVEMENT



LIFT PLACEMENT:

† < 4" MAY BE PLACED IN ONE LIFT.

† > 4" TO BE PLACED IN TWO LIFTS WITH 2" MIN. COMPACTED TOP LIFT.

SEQUENCE OF CONSTRUCTION:

1. REMOVE THE EXISTING HOT-MIX ASPHALT SURFACE.
2. RESIDENT ENGINEER WILL DETERMINE IF LOCATION IS TO BE PATCHED OR TO ONLY REPLACE HOT-MIX ASPHALT SURFACE.
3. REMOVE AND REPLACE FULL DEPTH PATCHES AT LOCATIONS DIRECTED BY THE ENGINEER.
4. REPLACE HOT-MIX ASPHALT SURFACE OVER FULL DEPTH PATCHES AND AT LOCATIONS OF HOT-MIX ASPHALT SURFACE REMOVAL.

GENERAL NOTES:

1. THE WIDTH OF THE FULL DEPTH PATCH OVER A TRENCH SHALL BE 300 (12) WIDER ON EACH SIDE OF THE TRENCH.
2. FOR BASIS OF PAYMENT: SEE THE RECURRING SPECIAL PROVISION "PATCHING WITH HOT-MIX ASPHALT OVERLAY REMOVAL".

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

REVISED - 11-01-07

PAVEMENT PATCHING FOR HOT–MIX ASPHALT SURFACED PAVEMENT 32.4

TREE REPLACEMENT SCHEDULE

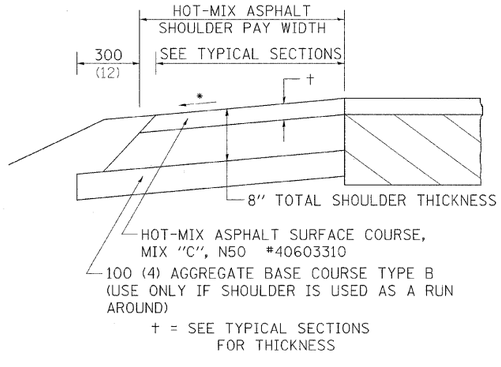
CODE NUMBER	SCIENTIFIC NAME	COMMON NAME	SIZE	UNIT	QUANTITY
A2001714	ACER SACCHARUM	SUGAR MAPLE	1-3/4"	EACH	5
A2006714	QUERCUS MACROCARPA	BUR OAK	1-3/4"	EACH	5

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

REVISED - 8-10-05

TREE REPLACEMENT SCHEDULE 90.4

HOT–MIX ASPHALT SHOULDER



† = SEE TYPICAL SECTIONS FOR THICKNESS

GENERAL NOTES

THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310 AND SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED.

USE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. WHEN RESURFACING EXISTING HOT-MIX ASPHALT SHOULDERS. THE THICKNESS IS SHOWN ON THE TYPICAL SECTIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310.

REMOVAL OF MATERIAL FOR PLACEMENT OF THE HOT-MIX ASPHALT SHOULDER TO BE PAID FOR IN UNITS FOR EXCAVATING AND GRADING EXISTING SHOULDERS OR IN CUBIC YARDS FOR EARTH EXCAVATION OR EARTH EXCAVATION WIDENING.

* 4% WHEN MAINLINE IS ON TANGENT. FOR CROSS SLOPE ON SUPERELEVATION SECTION, SEE HIGHWAY STANDARD 482001 OR 482006.

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

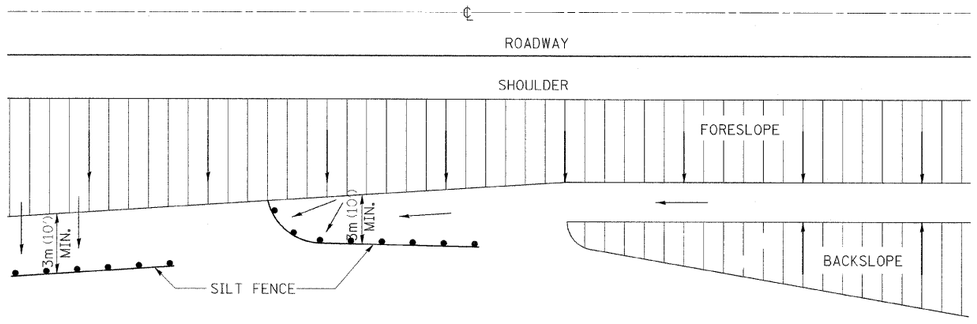
REVISED - 11-01-07

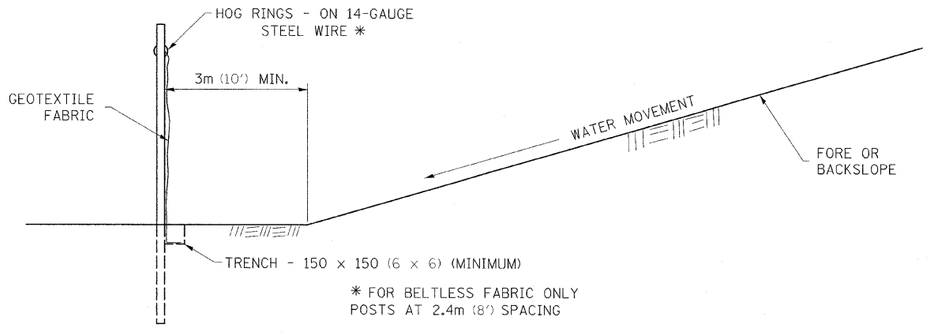
HOT–MIX ASPHALT SHOULDER 23.4a

REVISED -	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
REVISED -					112 / 85
REVISED -				CONTRACT NO.	
REVISED -	SCALE: 1.0000 ' / IN. | SHEET NO. OF SHEETS | STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

PLOT DATE = 8/6/2009

EROSION CONTROL DETAILS FOR SILT FENCE





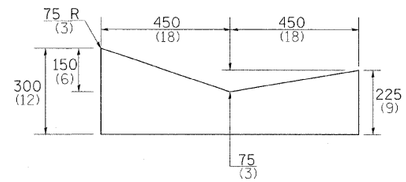
DETAILS OF SILT FENCE

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

REVISED - 10-22-01

EROSION CONTROL DETAILS FOR SILT FENCE 29.2

CONCRETE GUTTER, TYPE A (MODIFIED)



NOTES:

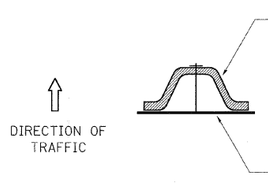
THIS WORK SHALL BE DONE IN ACCORDANCE WITH THIS DETAIL AND STANDARD 606101
THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER METER (FOOT) FOR CONCRETE GUTTER, TYPE A (MODIFIED).

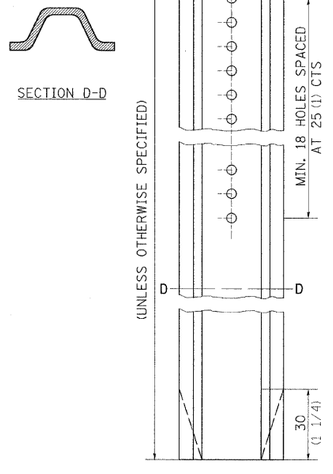
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 5-4-94

CONCRETE GUTTER, TYPE A (MODIFIED) 36.4

DELINEATOR AND POST ORIENTATION





DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180° . THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHECD AS SHOWN ABOVE.

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

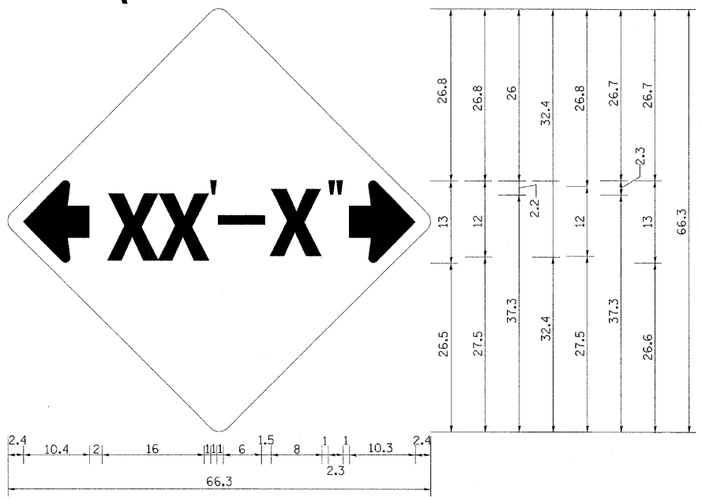
REVISED - 11-01-07

DELINEATOR AND POST ORIENTATION 37.4

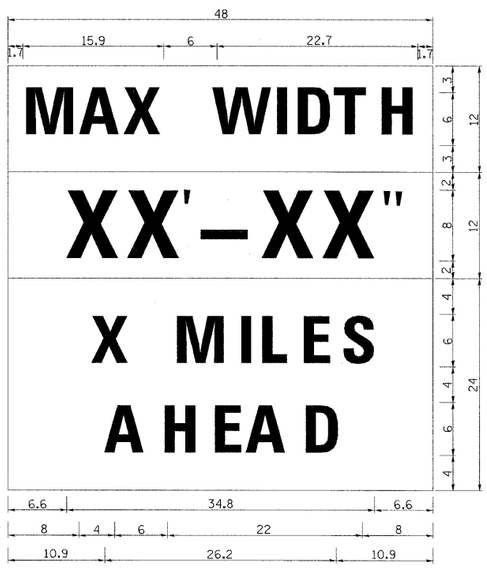
REVISED -	REGION 2 / DISTRICT 2 STANDARD		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -						112	86
REVISED -					CONTRACT NO.		
REVISED -	SCALE: 1.0000 ' / IN.	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLOT DATE = 8/6/2009

INFORMATIONAL WARNING SIGN (FOR NARROW TRAVEL LANES)



NOTES
W12-2 - Horizontal Clearance Sign
48.0" across sides, 1.9" Radius,
0.8" Border, 0.5" Indent, Black on
Orange; Standard Arrow Custom
10.4" X 8.1" 180° Black 11 Inch
D Series Lettering; Standard Arrow
Custom 10.4" X 8.1" 0°



W12-I103 (Width is 8D);
No border, Black on White;
[MAX WIDTH] D;

No border, Black on Orange;
[XX'-XX"] D;

No border, Black on White;
[X MILES] D; [AHEAD] D;

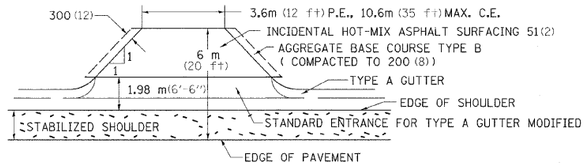
All work to furnish and install these signs shall be included in the cost of the Traffic Control Standards and shall not be paid for separately.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 1-9-08

INFORMATIONAL WARNING SIGNS (FOR NARROW TRAVEL LANES) 39.2

STANDARD ENTRANCES FOR TYPE A GUTTER, MODIFIED

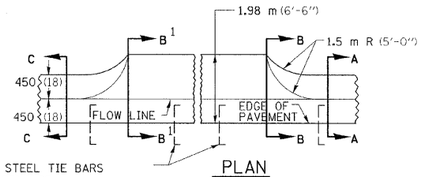


NOTE:
REFER TO IDOT STANDARD 606101-04
FOR LATEST DRIVEWAY OUTLET
STANDARD PLAN DIMENSIONS.

PRIVATE & COMMERCIAL ENTRANCE

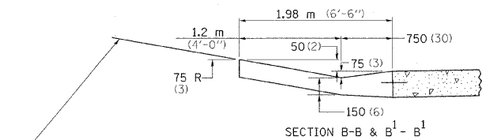
NOTE:
THE GUTTER ENTRANCE WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC METER (CUBIC YARD) FOR CLASS SI CONCRETE (OUTLETS), WHICH PRICE SHALL INCLUDE THE COST OF TIE BARS.

STANDARD ENTRANCE FOR TYPE A GUTTER MODIFIED

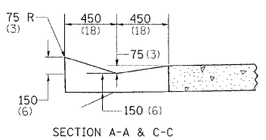


12.5 (1/2") Ø STEEL TIE BARS
@ 1350 (30) CENTERS

PLAN



SECTION B-B & B^1 - B^1



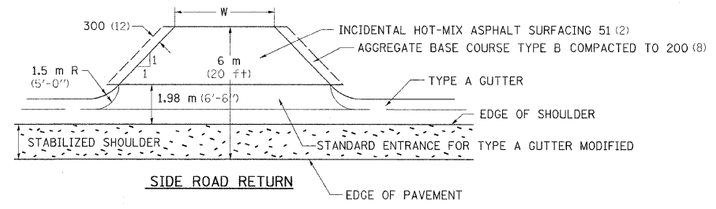
SECTION A-A & C-C

-QUANTITIES-

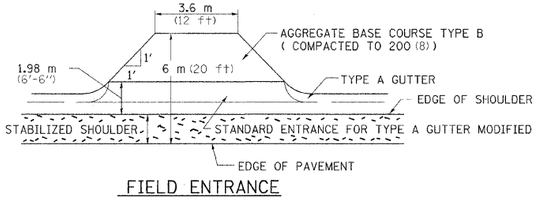
SECTION B-B TO B^1-B^1 = 0.33 m^3/m (0.13 CU. YD. PER LINEAL FOOT)

SECTION C-C TO B^1-B^1 + B-B TO A-A = 0.65 m^3 (0.85 CU. YD.)

MAX. GRADE 6%
FOR FIRST 6 m (20 ft)



SIDE ROAD RETURN



FIELD ENTRANCE

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

REVISED - 1-10-08

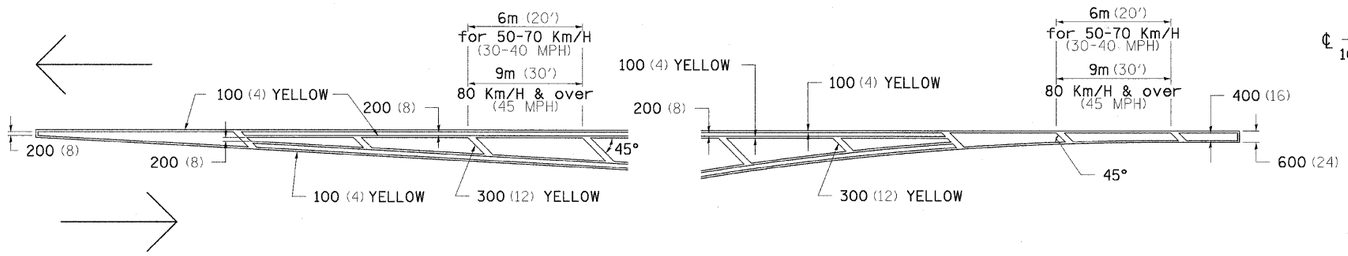
STANDARD ENTRANCES FOR TYPE A GUTTER, MODIFIED 42.2

REVISED -	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -					112	87
REVISED -				CONTRACT NO.		
REVISED -	SCALE: 1.0000 ' / IN. SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

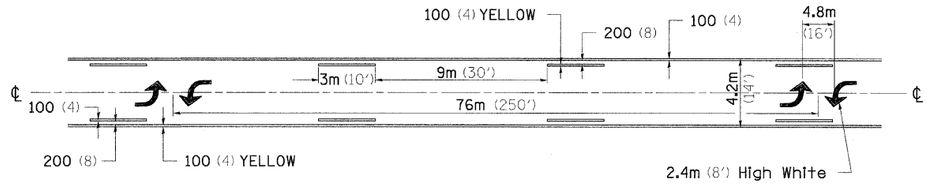
PLOT DATE = 8/6/2009

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

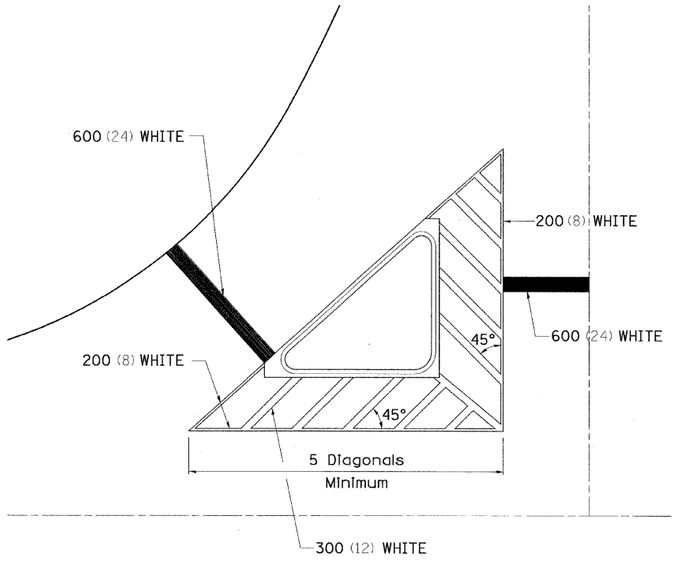


MEDIAN PAVEMENT MARKING

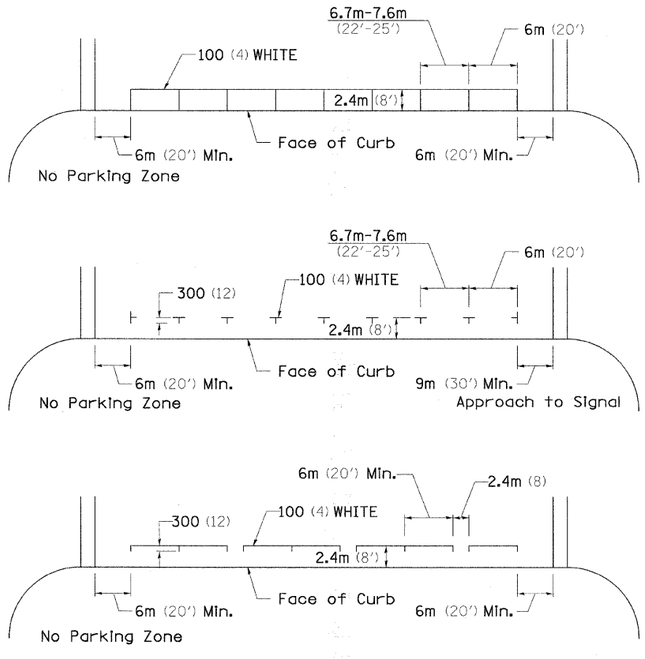


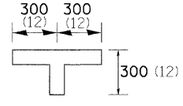
** ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH



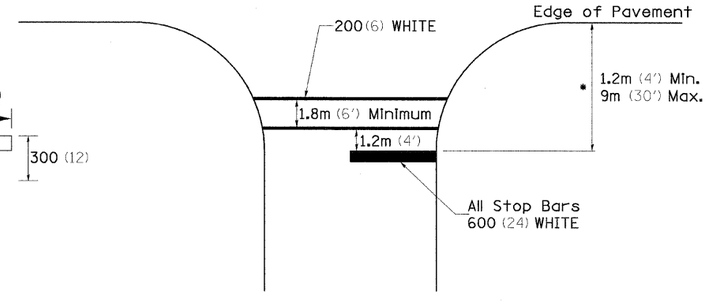
TYPICAL PARKING SPACING





STANDARD CROSSWALK MARKING

See Schedules for Locations



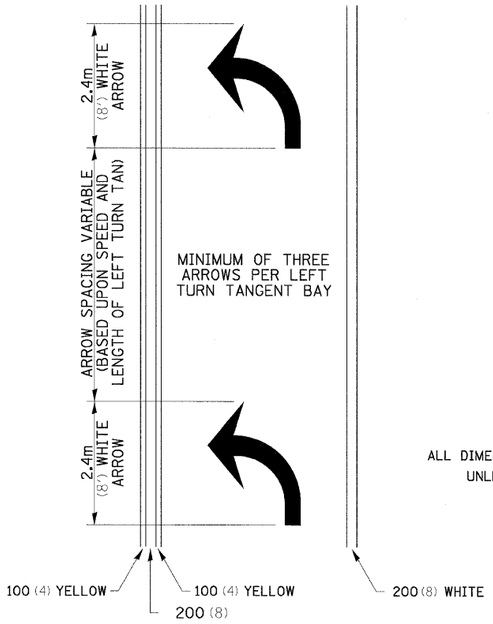
* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

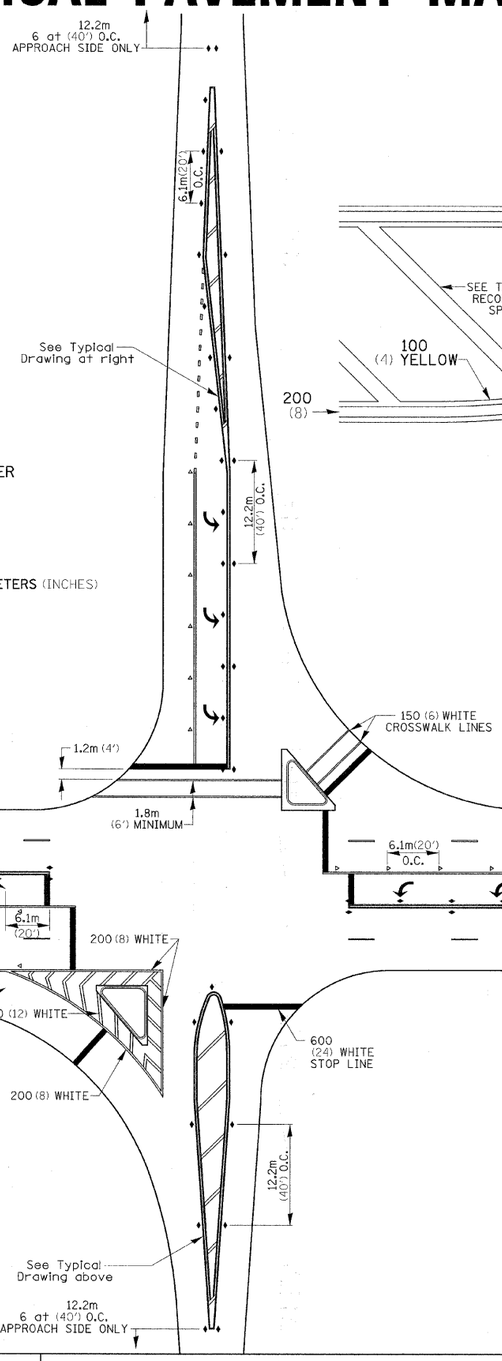
TYPICAL PAVEMENT MARKINGS SHEET 1 OF 3 41.1

FILE NAME = H:\Projects\2945\DGNS\D9205507\Z0550702STD.dgn	USER NAME = $USER$	DESIGNED -	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1.0000 ' / IN.	DRAWN -	REVISED -						112	88
	PLOT DATE = 8/6/2009	CHECKED -	REVISED -					CONTRACT NO.		
		DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT

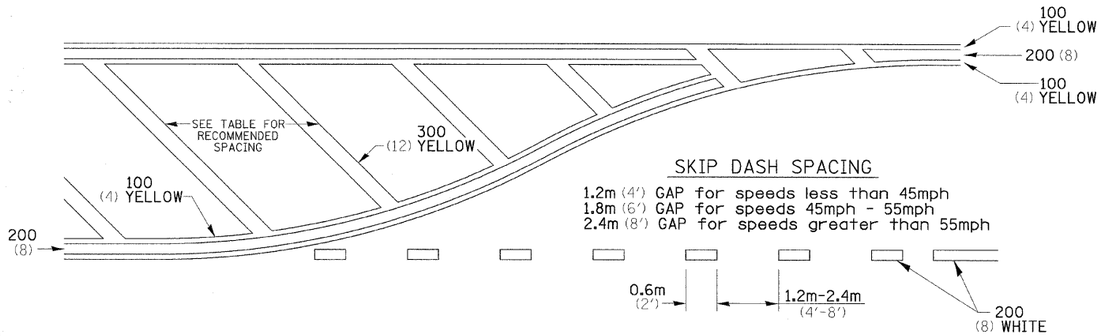




- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

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

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



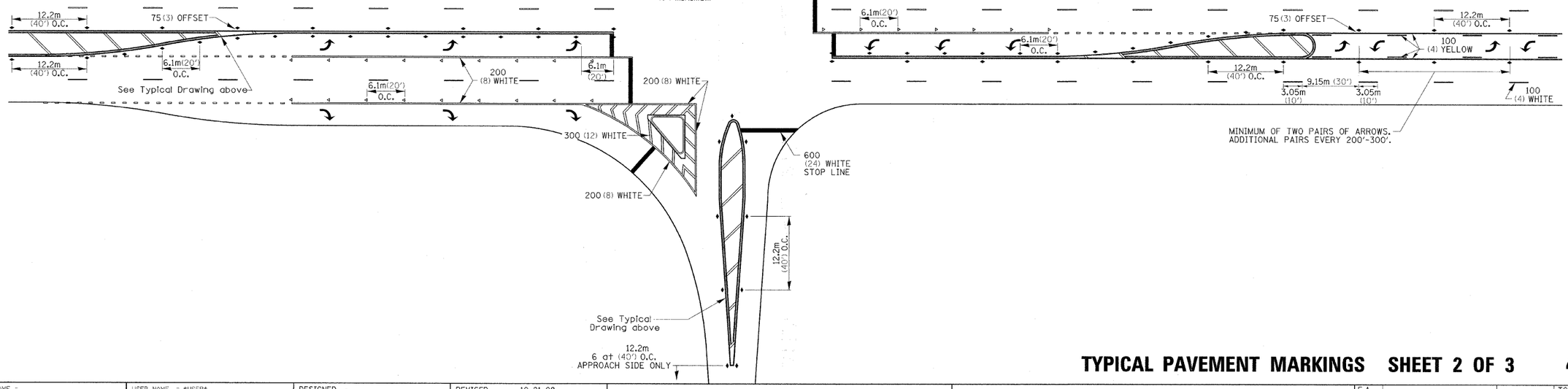
SKIP DASH SPACING

1.2m (4') GAP for speeds less than 45mph
1.8m (6') GAP for speeds 45mph - 55mph
2.4m (8') GAP for speeds greater than 55mph

RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

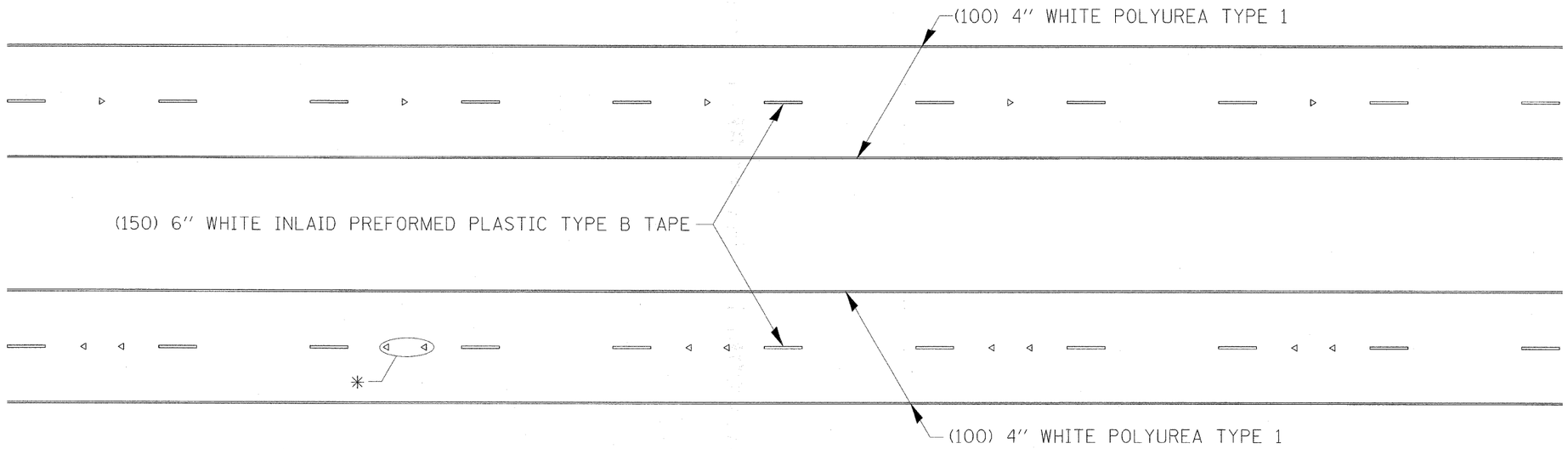
NOTE: if the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



TYPICAL PAVEMENT MARKINGS SHEET 2 OF 3 41.1

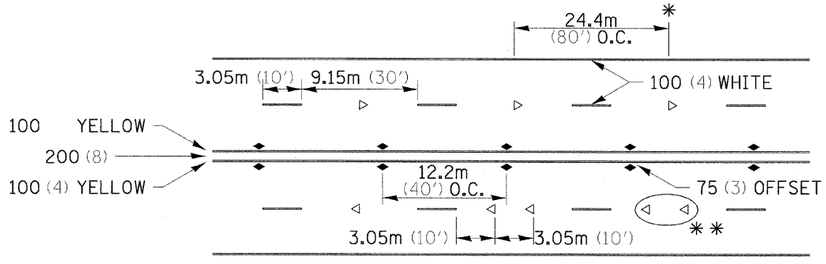
FILE NAME = H:\Projects\2945\DGNS\D9205507\Z05507DSTD.dgn	USER NAME = $USER$	DESIGNED -	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1.2000 ' / IN.	DRAWN -	REVISED -								112	89
	PLOT DATE = 8/6/2009	CHECKED -	REVISED -							CONTRACT NO.		
		DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT ≥ 25,000.

MULTI-LANE / DIVIDED



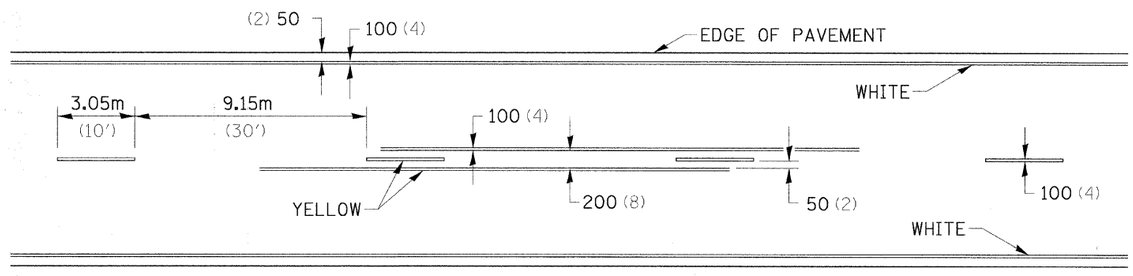
SYMBOLS

* REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15Km/H (10MPH) LOWER THAN POSTED SPEEDS.

** USE DOUBLE MARKERS WHEN ADT ≥ 25,000

MULTI-LANE / UNDIVIDED

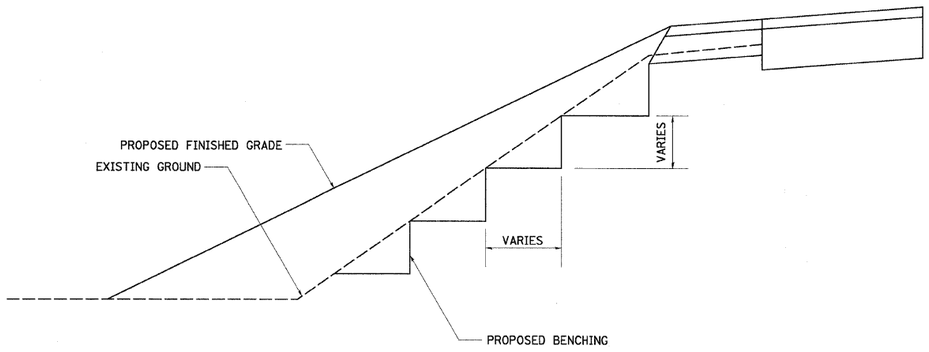
TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



TYPICAL PAVEMENT MARKINGS SHEET 3 OF 3 41.1

FILE NAME = H:\Projects\2945\DGNS\D9205507\Z05507DSTD.dgn	USER NAME = $USER$	DESIGNED -	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 1.0000 ' / IN.	DRAWN -	REVISED -								112	90
	PLOT DATE = 8/6/2009	CHECKED -	REVISED -							CONTRACT NO.		
		DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

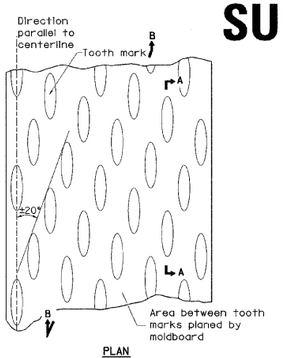
TYPICAL BENCHING ON EXISTING EMBANKMENT



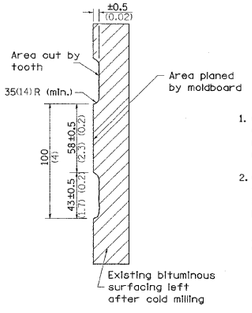
REVISED - 2-22-06

TYPICAL BENCHING ON EXISTING EMBANKMENT 50.4

REQUIRED COLD MILLED SURFACE TEXTURE



PLAN

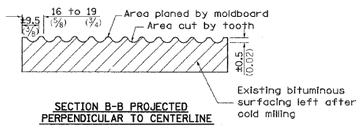


SECTION A-A

NOTES

1. Cold Milling shall consist of two processes: Cutting with carbide teeth mounted on a rotating drum, and planing with a moldboard mounted immediately behind the cutting drum.
2. Other similar patterns will be acceptable if they consist of a smooth, flat, planed surface interspersed with a pattern of discontinuous longitudinal striations.

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

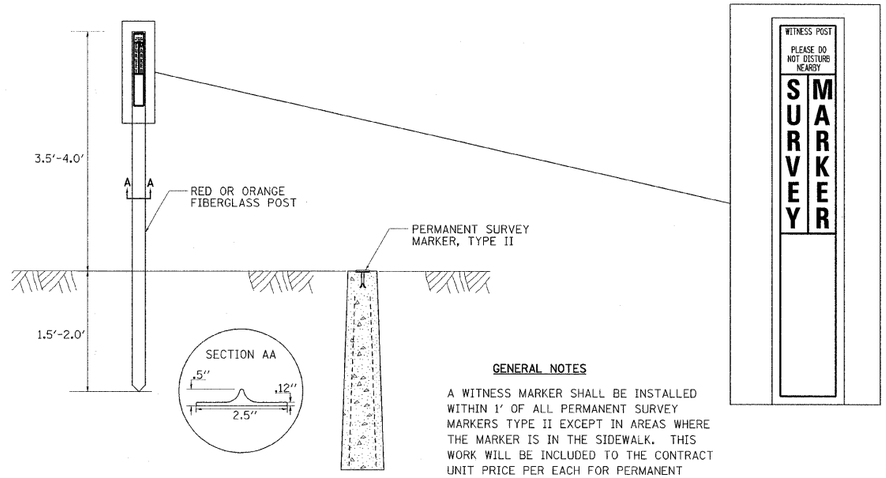


SECTION B-B PROJECTED PERPENDICULAR TO CENTERLINE

REVISED - 5-1-96

REQUIRED COLD MILLED SURFACE TEXTURE 43.4

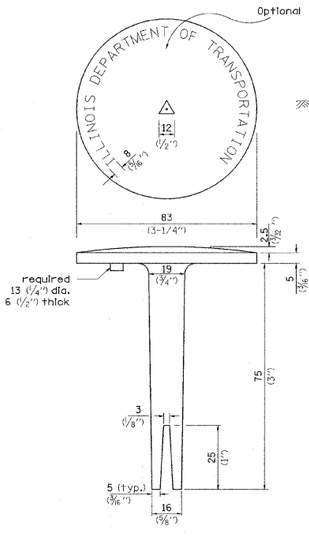
WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



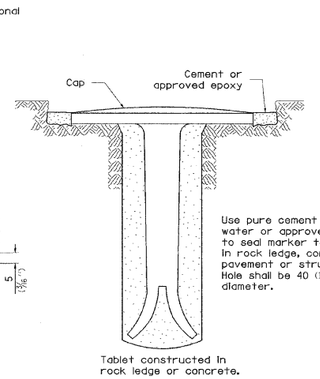
GENERAL NOTES

A WITNESS MARKER SHALL BE INSTALLED WITHIN 1' OF ALL PERMANENT SURVEY MARKERS TYPE II EXCEPT IN AREAS WHERE THE MARKER IS IN THE SIDEWALK. THIS WORK WILL BE INCLUDED TO THE CONTRACT UNIT PRICE PER EACH FOR PERMANENT SURVEY MARKERS, TYPE II.

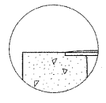
PERMANENT SURVEY MARKERS, TYPE II



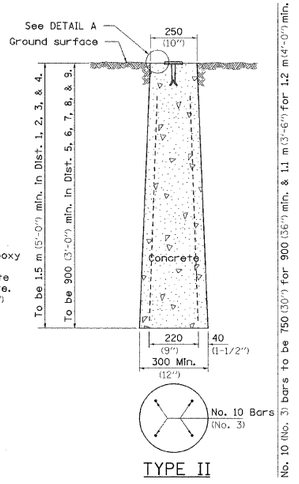
BRASS OR ALUMINUM TABLET



TYPE II



DETAIL A



TYPE II

CAST-IN-PLACE MARKER

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

REVISED - 10-21-08

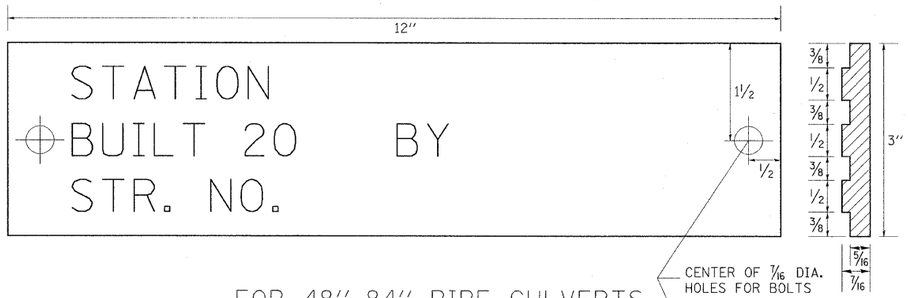
WITNESS MARKER & PERMANENT SURVEY MARKERS, TYPE II 66.2

REVISED -	REGION 2 / DISTRICT 2 STANDARD		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -						112	91
REVISED -					CONTRACT NO.		
REVISED -	SCALE: 1.0000 ' / IN.	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

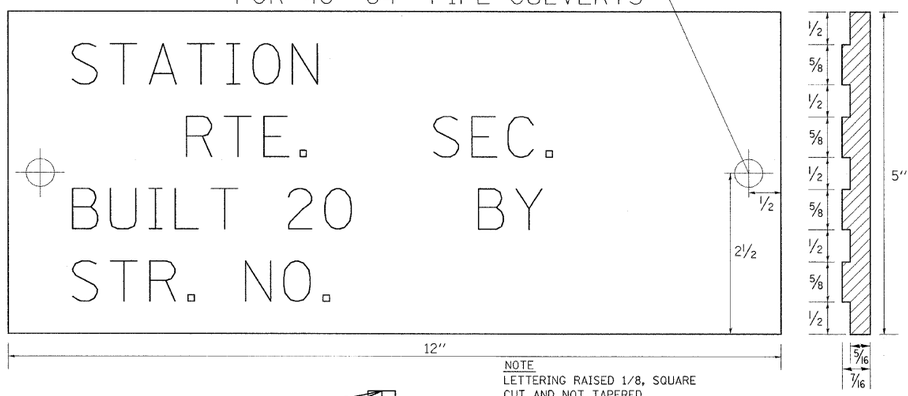
PLOT DATE = 8/6/2009

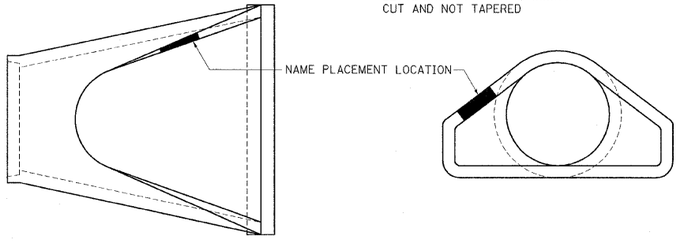
NAME PLATE FOR CULVERTS

FOR 24''-42'' PIPE CULVERTS



FOR 48''-84'' PIPE CULVERTS





DESIGNERS NOTE

SEE STD. 515001

USE STANDARD 515001 FOR BRIDGES AND MULTI-CELL CULVERTS WITH SPANS OF 20' OR MORE MEASURED ALONG THE CENTERLINE AT THE HIGHWAY.

USE THIS DETAIL FOR ALL OTHER PIPE CULVERTS & BOX CULVERTS WITH STRUCTURE NUMBERS. INCLUDE THE INFORMATION TO FILL OUT THE NAME PLATE FOR EACH CULVERT.

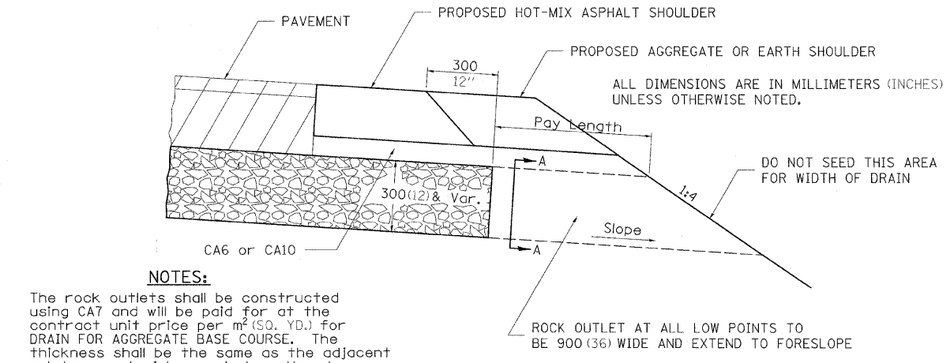
IN BOTH CASES INCLUDE A PAY ITEM FOR NAME PLATES.

STATION	STRUCTURE NO.

REVISED - 5-7-09

NAME PLATE FOR CULVERTS 88.2

DRAIN FOR AGGREGATE BASE COURSE



NOTES:

The rock outlets shall be constructed using CA7 and will be paid for at the contract unit price per m^2 (SQ. YD.) for DRAIN FOR AGGREGATE BASE COURSE. The thickness shall be the same as the adjacent sub-base material as noted on the plans and shall include the cost of the fliter fabric. The Rock outlets will be measured in m^2 (SQ. YD.), the width being 900 (36) by the length shown above. The cost of the CA6 or CA10 under the shoulder shall be included in the contract unit price per m^2 (SQ. YD.) for SUB-BASE GRANULAR MATERIAL, TYPE A of the thickness specified. The filter fabric to be used shall conform to the filter fabric used for Riprap.

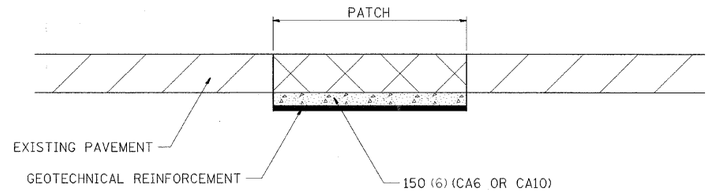
SECTION A-A

NOTE: Slope same as shoulder with 2% min.

REVISED - 10-10-06

X0325519 **DRAIN FOR AGGREGATE BASE COURSE 96.4**

SUBGRADE REPLACEMENT



NOTES:

THE CA 6 OR CA 10 SHALL BE COMPACTED IN A MANNER APPROVED BY THE ENGINEER. IF THE MOISTURE CONTENT OF THE MATERIAL IS SUCH THAT COMPACTION SATISFACTORY TO THE ENGINEER CANNOT BE OBTAINED, SUFFICIENT WATER SHALL BE ADDED SO THAT SATISFACTORY COMPACTION CAN BE OBTAINED.

THE CA 6 OR CA 10 WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CU YD FOR GRANULAR SUBGRADE REPLACEMENT

THE GEOTECHNICAL REINFORCEMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQ YD FOR GEOTECHNICAL REINFORCEMENT

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

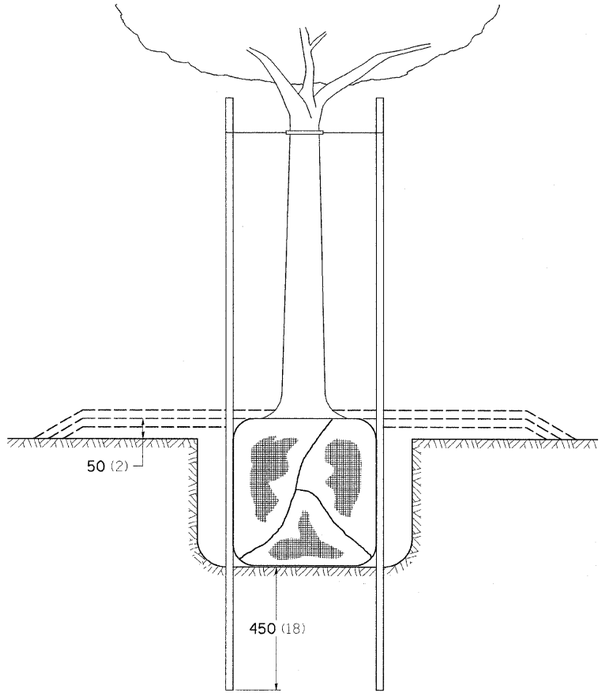
REVISED - 1-09-08

SUBGRADE REPLACEMENT 97.4

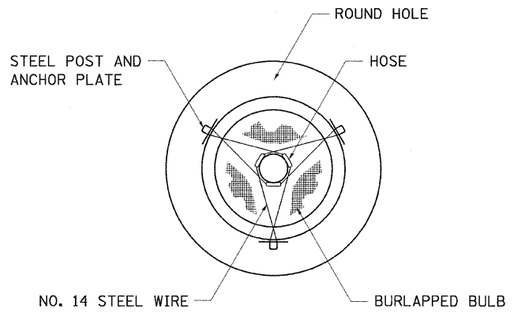
REVISED -	**REGION 2 / DISTRICT 2 STANDARD**	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
REVISED -					112 / 92
REVISED -				CONTRACT NO.	
REVISED -	SCALE: 1.2000 ' / IN. | SHEET NO. OF SHEETS | STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

PLOT DATE = 8/6/2009

DETAILS OF PLANTING AND BRACING TREES

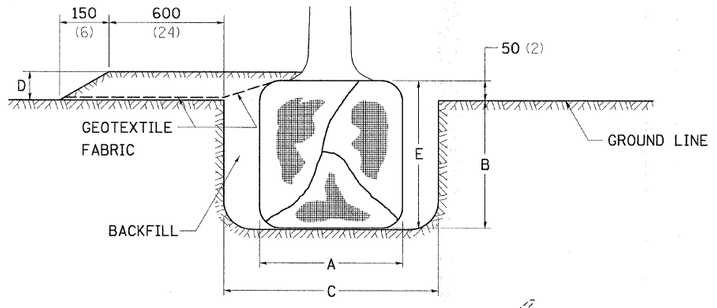


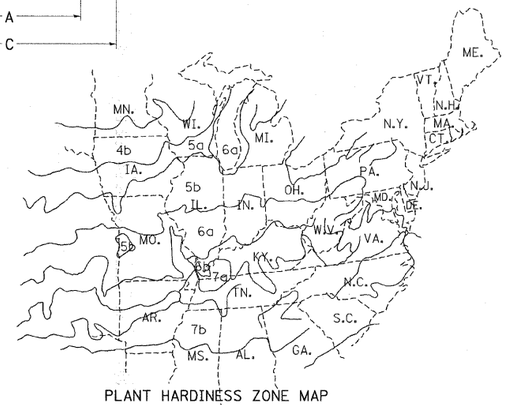
TREES SMALLER THAN 115 (4½) IN DIAMETER



SMALL TREE SIZE	A DIAMETER OF BALL OR ROOT SYS.	B DEPTH OF HOLE EXCAVATION	C WIDTH OF HOLE EXCAVATION	D THICKNESS OF MULCH COVER	E DEPTH OF BALL OR ROOT SYS.	F VOLUME OF MULCH COVER m^3 (CU. YDS.)
1.5-1.8m (5'-6')	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.5-1.8m (5'-6') BB	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.8-2.0m (6'-7') BB	450 (18)	300 (12)	750 (30)	100 (4)	350 (14)	0.41 (0.54)
2.0-2.4m (7'-8') BB	500 (20)	275 (11)	750 (30)	100 (4)	325 (13)	0.41 (0.54)
2.4-3.0m (8'-10') BB	600 (24)	350 (14)	900 (36)	100 (4)	400 (16)	0.47 (0.61)
3.0-3.6m (10'-12') BB	650 (26)	375 (15)	900 (36)	100 (4)	425 (17)	0.47 (0.61)

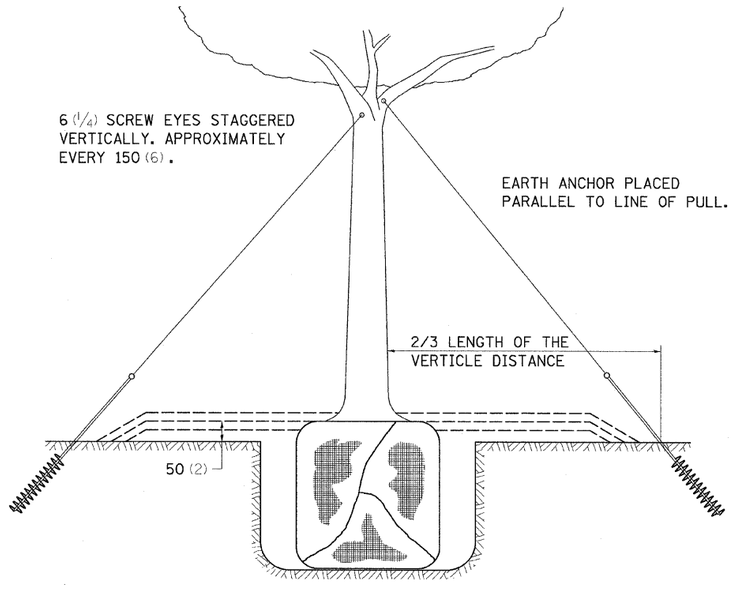
LARGE TREE SIZE	A DIAMETER OF BALL OR ROOT SYS.	B DEPTH OF HOLE EXCAVATION	C WIDTH OF HOLE EXCAVATION	D THICKNESS OF MULCH COVER	E DEPTH OF BALL OR ROOT SYS.	F VOLUME OF MULCH COVER m^3 (CU. YDS.)
0-50 (0-2)	500 (20)	275 (11)	900 (36)	100 (4)	325 (13)	0.47 (0.61)
50-65 (2-2½)BB	600 (24)	350 (14)	1200 (48)	100 (4)	400 (16)	0.60 (0.78)
65-75 (2½-3)BB	700 (28)	425 (17)	1200 (48)	100 (4)	475 (19)	0.60 (0.78)
75-90 (3-3½) BB	800 (32)	425 (17)	1500 (60)	100 (4)	475 (19)	0.73 (0.96)
90-100 (3½-4) BB	900 (36)	500 (20)	1500 (60)	100 (4)	550 (22)	0.73 (0.96)
100-115 (4-4½) BB	1000 (40)	550 (22)	1800 (72)	100 (4)	600 (24)	0.89 (1.16)
115-125 (4½-5) BB	1100 (44)	600 (24)	1800 (72)	100 (4)	650 (26)	0.89 (1.16)
125-140 (5-5½) BB	1200 (48)	675 (27)	2100 (84)	100 (4)	725 (29)	1.06 (1.38)



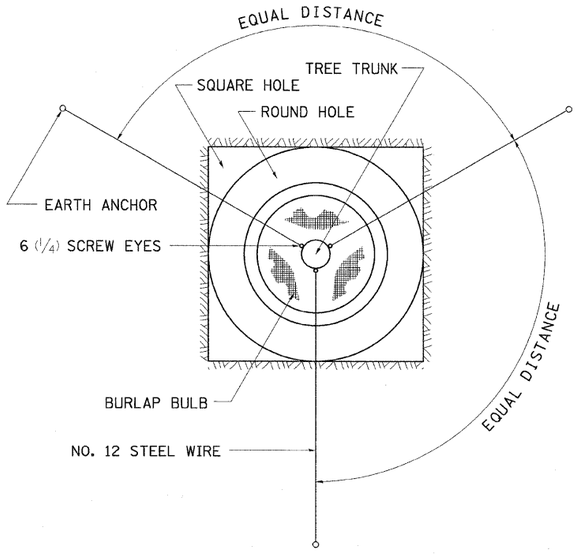


PLANT HARDINESS ZONE MAP

U.S. DEPARTMENT OF AGRICULTURE
AGRICULTURAL RESEARCH SERVICE
PUBLICATION NO. 814



TREES OVER 115 (4½) IN DIAMETER



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

DETAILS OF PLANTING AND BRACING TREES 92.1

FILE NAME = H:\Projects\2945\DGNS\D9205707\Z25507D2STD.dgn	USER NAME = $USER$	DESIGNED -	REVISED - 10-15-04	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD
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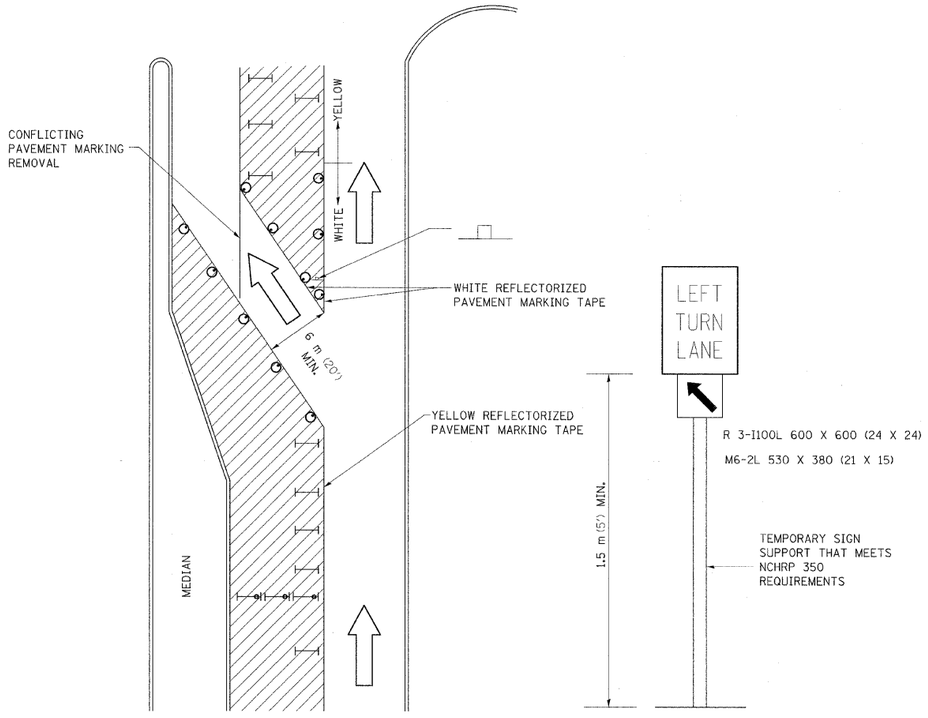
	PLOT DATE = 8/6/2009	CHECKED -	REVISED -		
		DATE -	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			112	93
		CONTRACT NO.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC)



LEGEND

- WORK AREA
- LANE OPEN TO TRAFFIC
- TYPE I OR II BARRICADE OR DRUM WITH FLASHING BURNING LIGHT
- DRUM OR BARRICADE WITH STEADY BURN LIGHT
- SIGN (SEE DETAIL)
- TYPE I OR II CHECK BARRICADE WITH STEADY LIGHT BURN

REVISED - 10-15-04

GENERAL NOTES

CONES MAY BE SUBSTITUTED FOR BARRICADES OR DRUMS AT HALF THE SPACING DURING DAY OPERATIONS. CONES SHALL BE A MINIMUM OF 710 (28) IN HEIGHT.

STEADY BURNING LIGHTS WILL NOT BE REQUIRED ON BARRICADES OR DRUMS FOR DAY OPERATIONS. ALL LIGHTS WILL BE MONODIRECTIONAL.

REFLECTORIZED TEMPORARY PAVEMENT MARKING TAPE SHALL BE PLACED THROUGHOUT THE BARRICADED AREA OF EACH BAY WHERE THE CLOSURE TIME IS GREATER THAN FOURTEEN DAYS.

THIS APPLICATION ALSO APPLIES WHEN WORK IS BEING PERFORMED IN THE RIGHT LANE(S) AND THE RIGHT TURN BAY IS TO REMAIN OPEN. UNDER THIS CONDITION, "RIGHT TURN LANE" R3-100 600 x 600 (24 X 24) AND M6-2R 530 X 380 (21 X 15) SHALL BE USED.

THESE CONTROLS SHALL SUPPLEMENT MAINLINE TRAFFIC CONTROL FOR LANE CLOSURES. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) SHALL BE INCLUDED IN THE COST SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

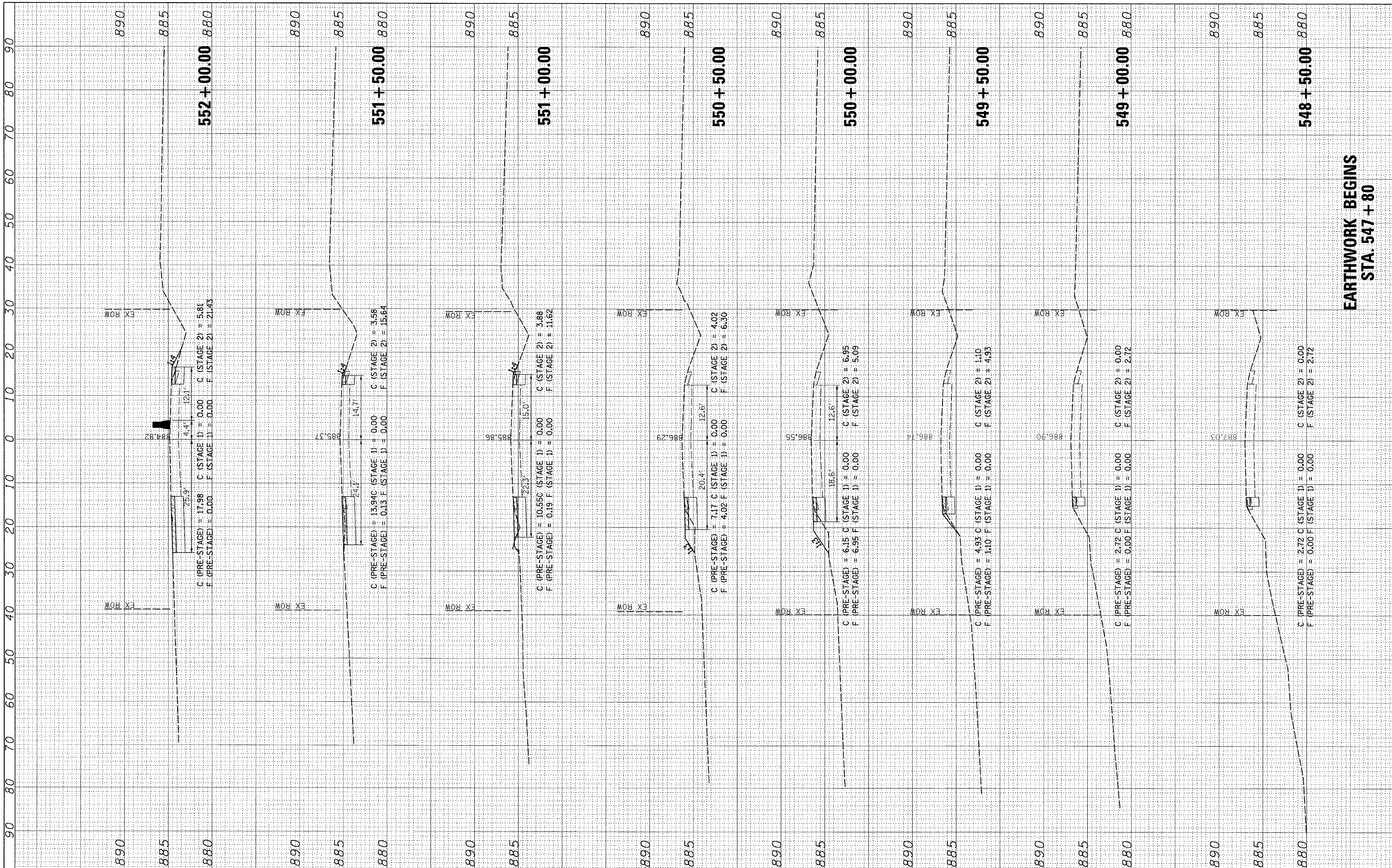
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL AND PROTECTION AT TURN BAYS (TO REMAIN OPEN TO TRAFFIC) 94.2

REVISED -	REGION 2 / DISTRICT 2 STANDARD		F.A. RTE.	SECTION	COUNTY
REVISED -					
REVISED -					CONTRACT NO.
REVISED -	SCALE: 1.0000 ' / IN.	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT

TOTAL SHEETS	SHEET NO.
112	94

PLOT DATE = 8/6/2009



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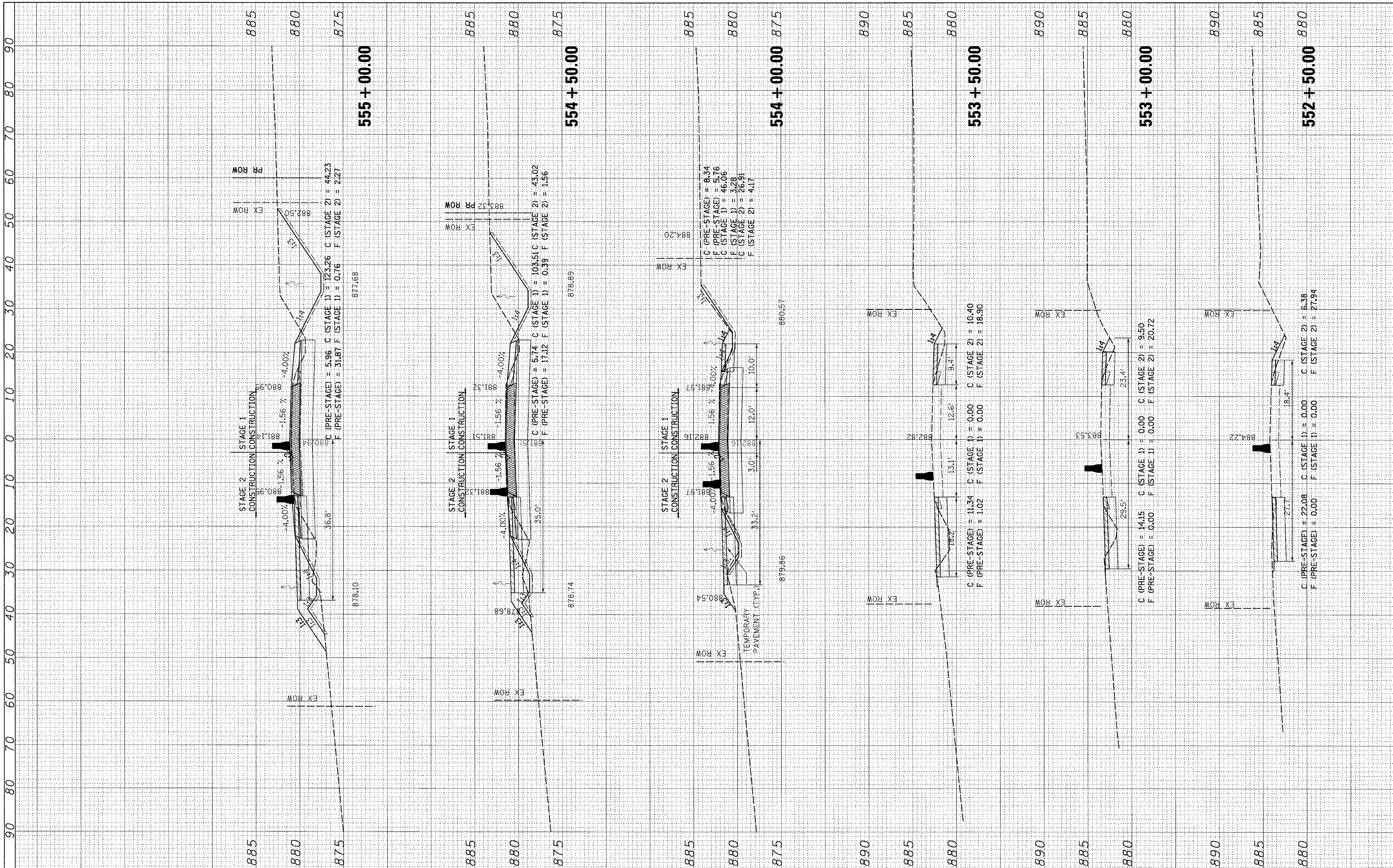
	PLOT DATE = 8/6/2009	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20 CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 548+50.00 TO STA. 552+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	95
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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	PLOT DATE = 8/6/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

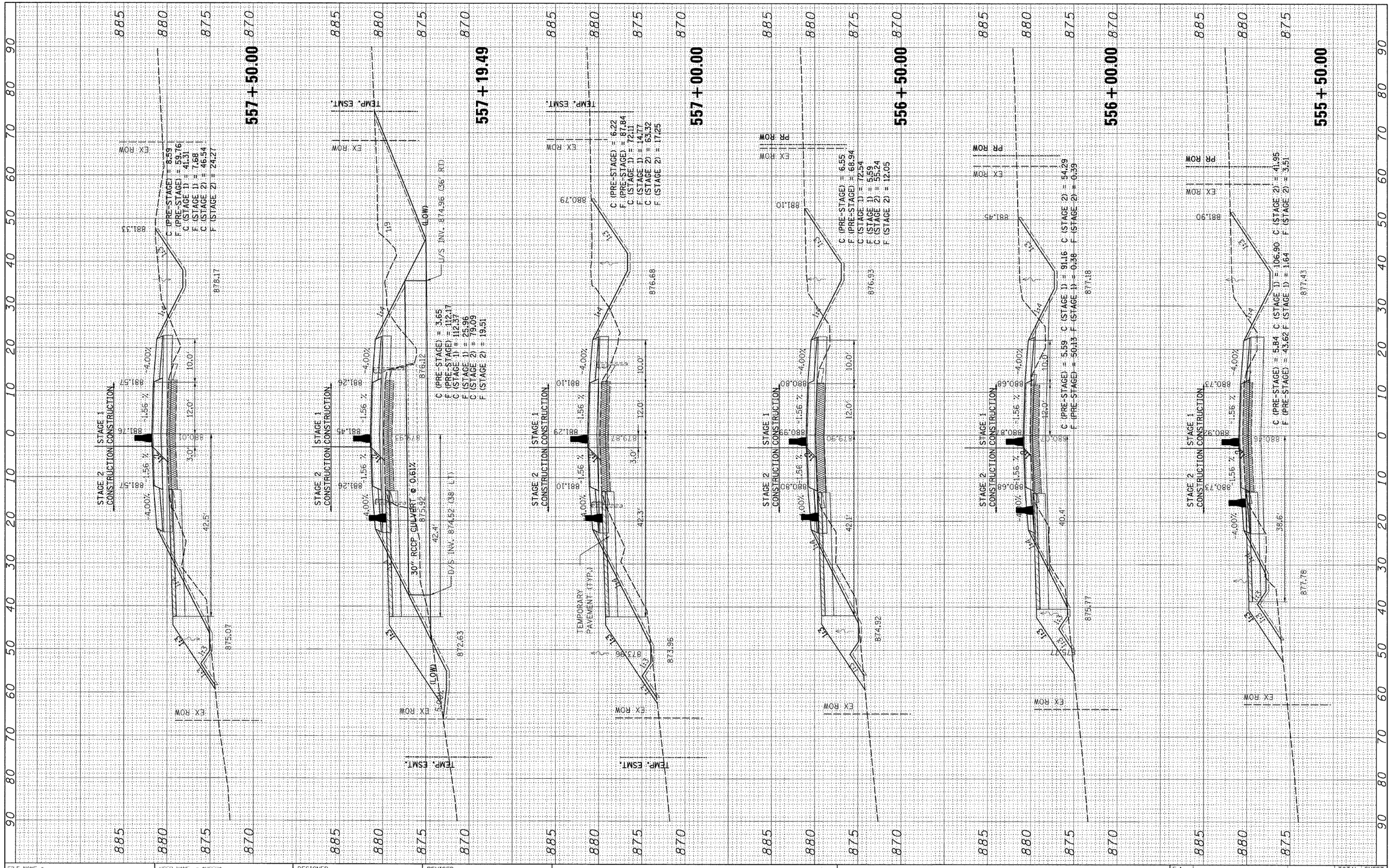
US ROUTE 20 CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 552+50.00 TO STA. 555+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	96
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20 CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 555+50.00 TO STA. 557+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	97
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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

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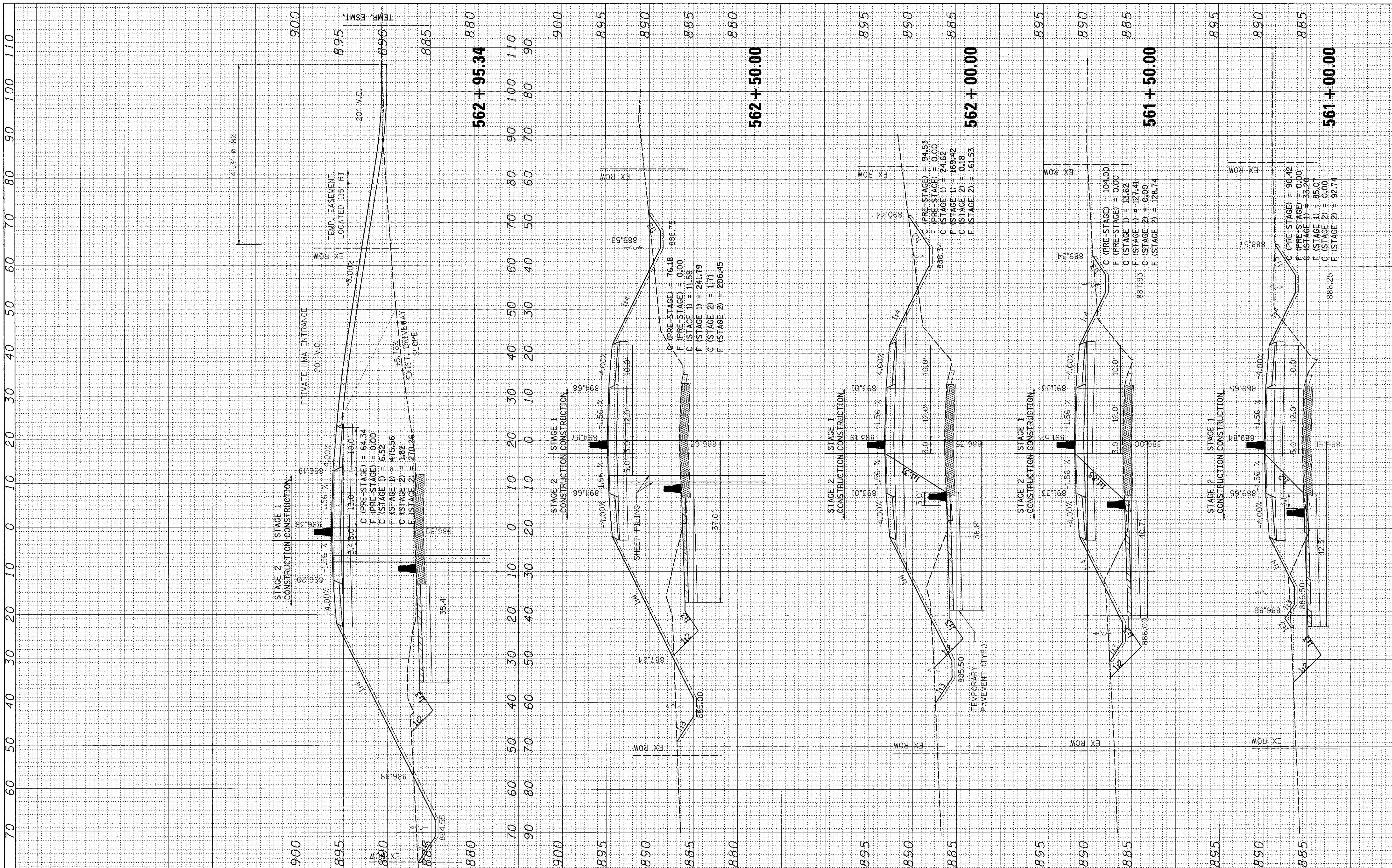
	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/6/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20 CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 558+00.00 TO STA. 560+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	98
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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	PLOT DATE = 8/6/2009	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. 561+00.00 TO STA. 562+95.34
		DATE -	REVISED -		

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	99
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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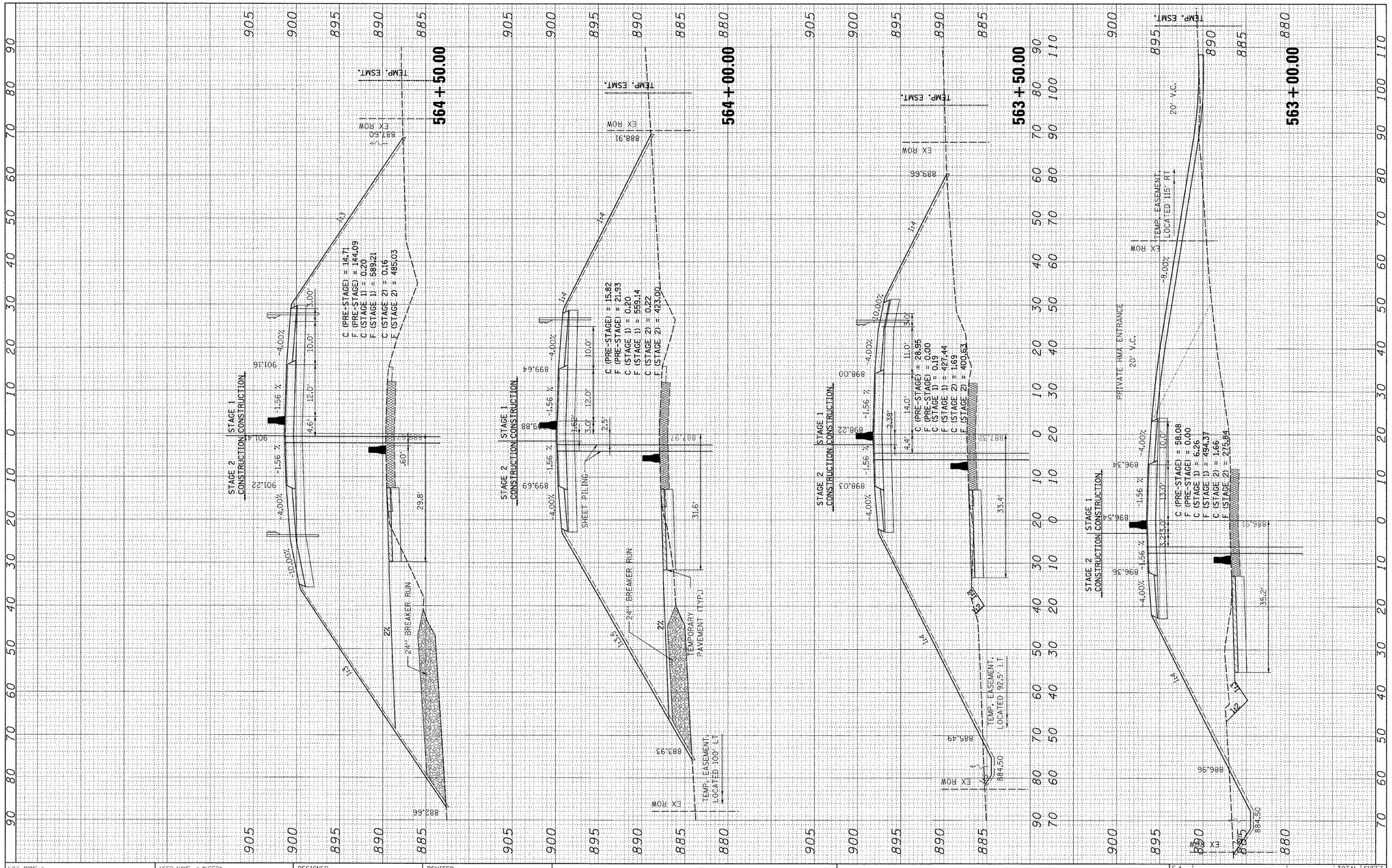
ORIGINAL SURVEY	SURVEYED	BY	DATE
	PLOTTED		
NOTE BOOK	TEMPLATE		
NO.	AREAS		
	AREAS CHECKED		



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	PLOT DATE = 8/6/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20 CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 563+00.00 TO STA. 564+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	100
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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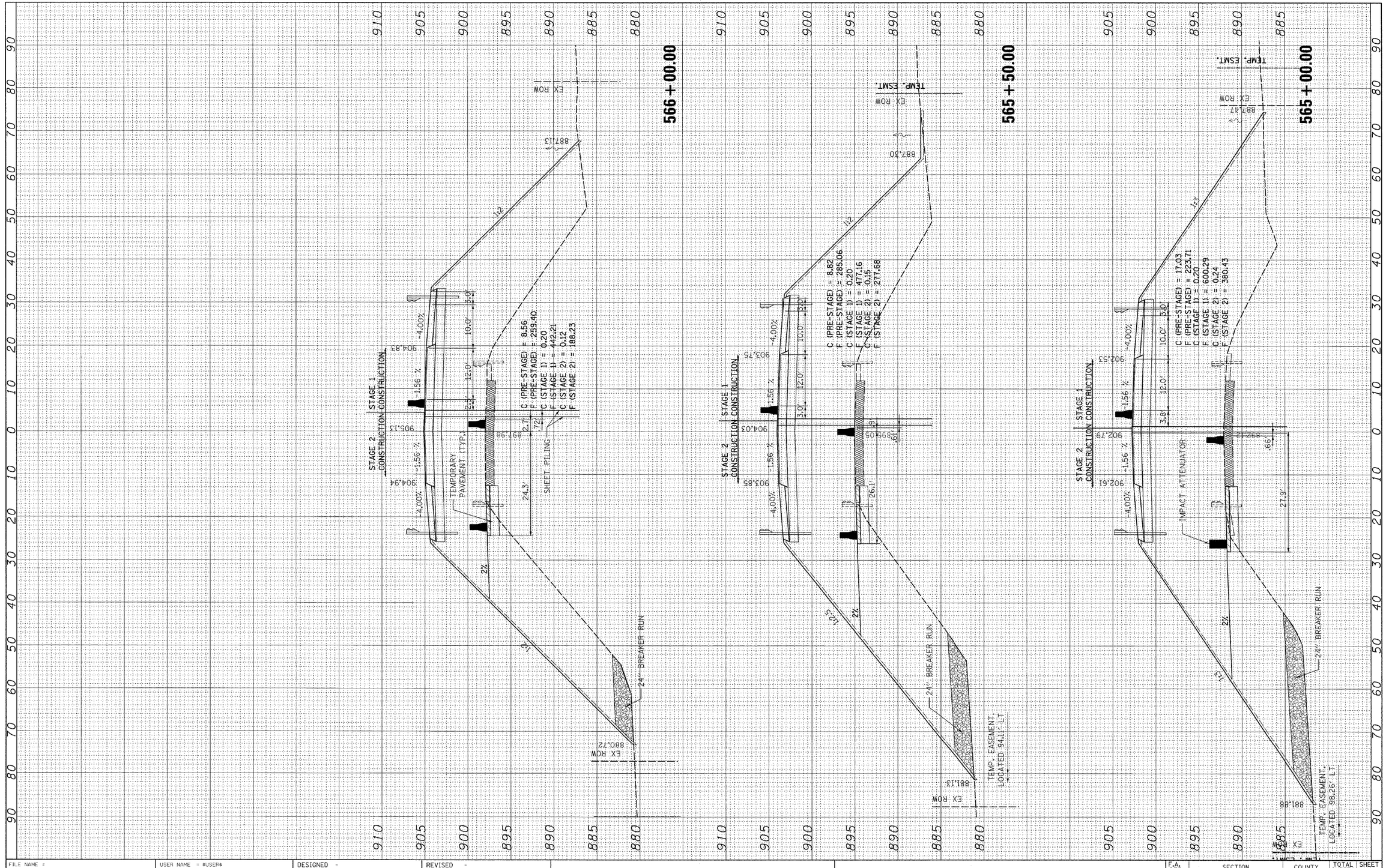
	AREAS		
	AREAS CHECKED		



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	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/6/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20 CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 565+00.00 TO STA. 566+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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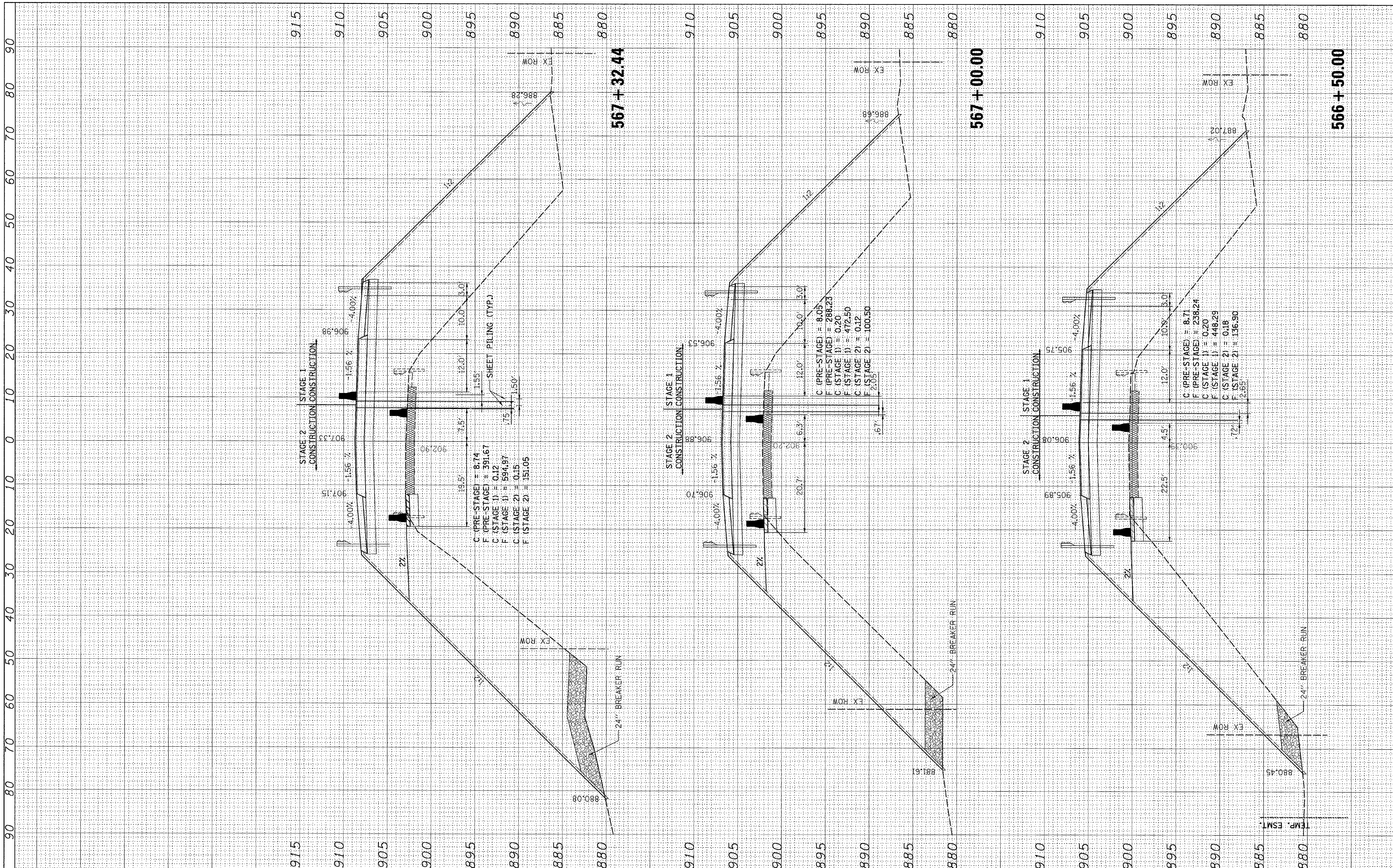
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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	PLOT DATE = 8/6/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20 CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 566+50.00 TO STA. 567+32.44

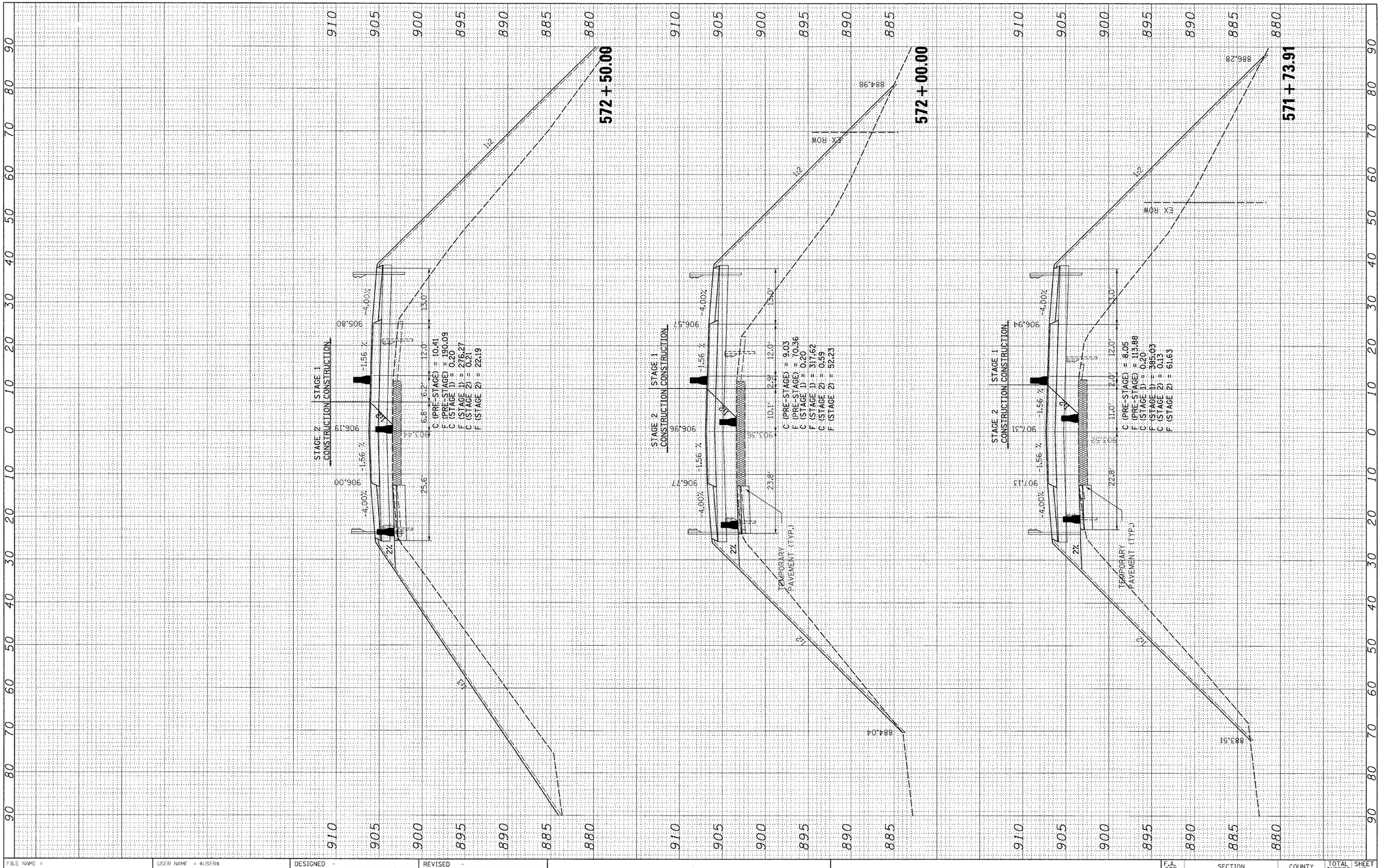
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	102

CONTRACT NO. 64D15

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

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

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



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		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/6/2009	DATE -	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

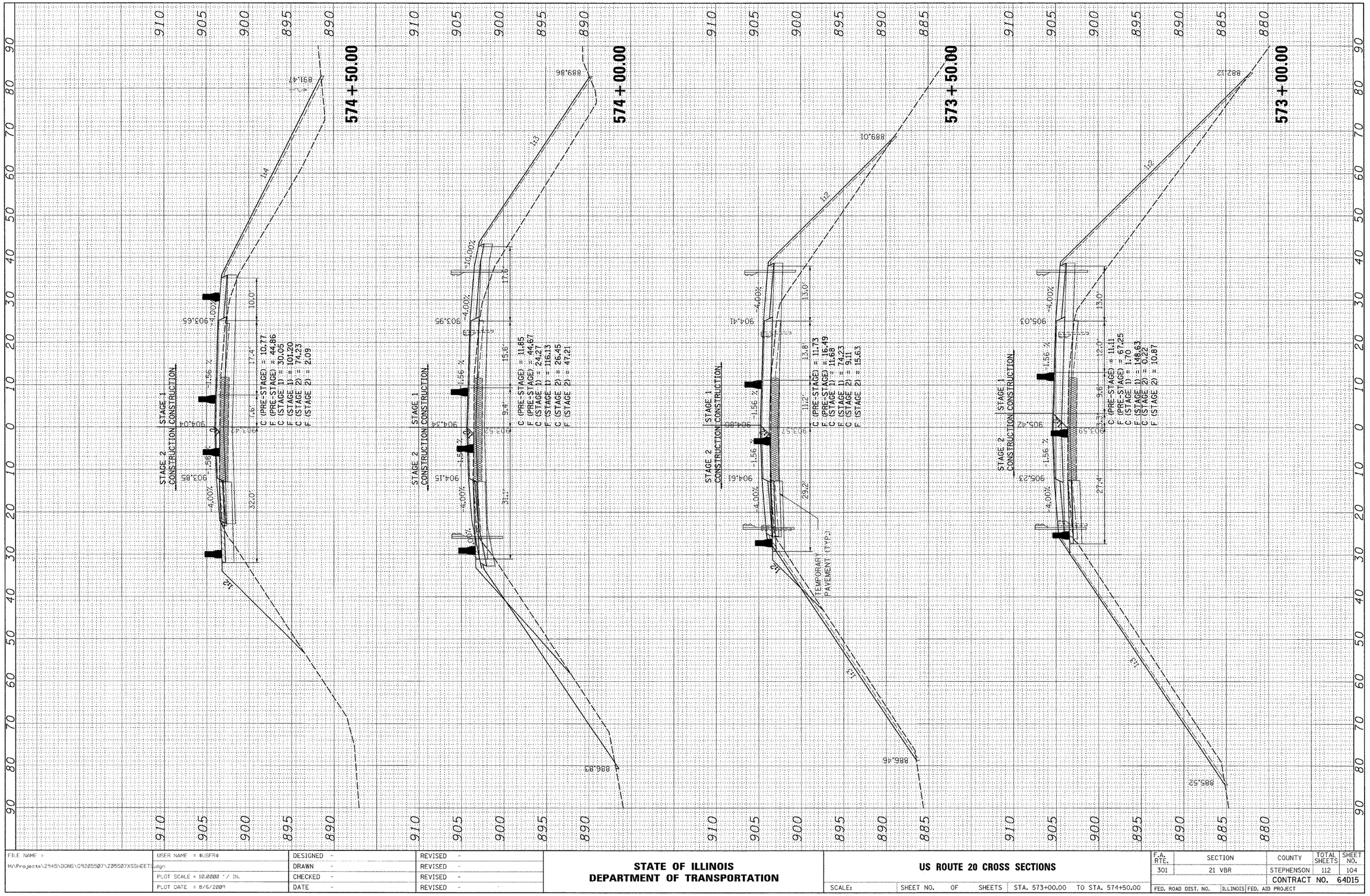
US ROUTE 20 CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 571+73.91 TO STA. 572+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	103
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



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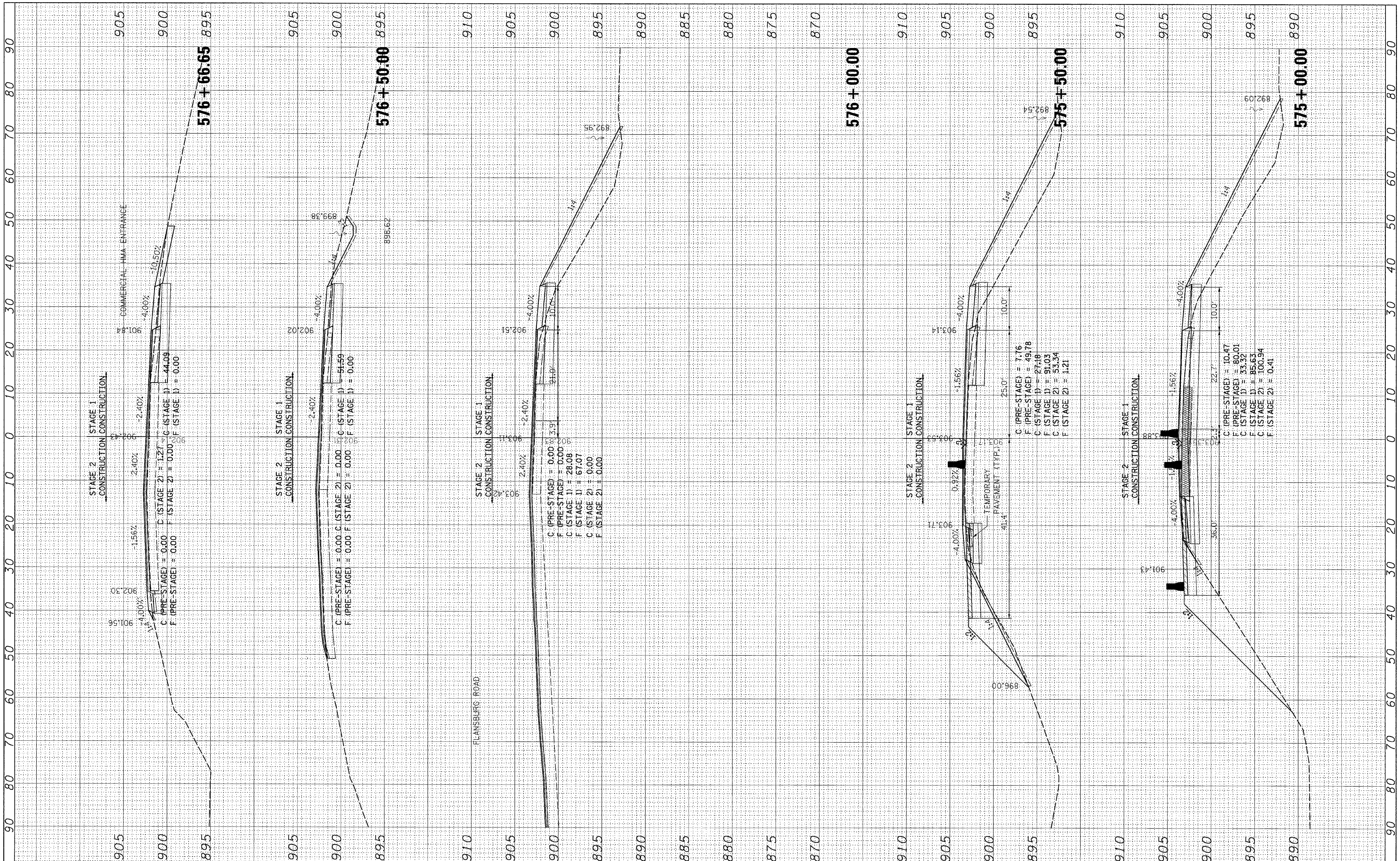
	PLOT DATE = 8/6/2009	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20 CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 573+00.00 TO STA. 574+50.00

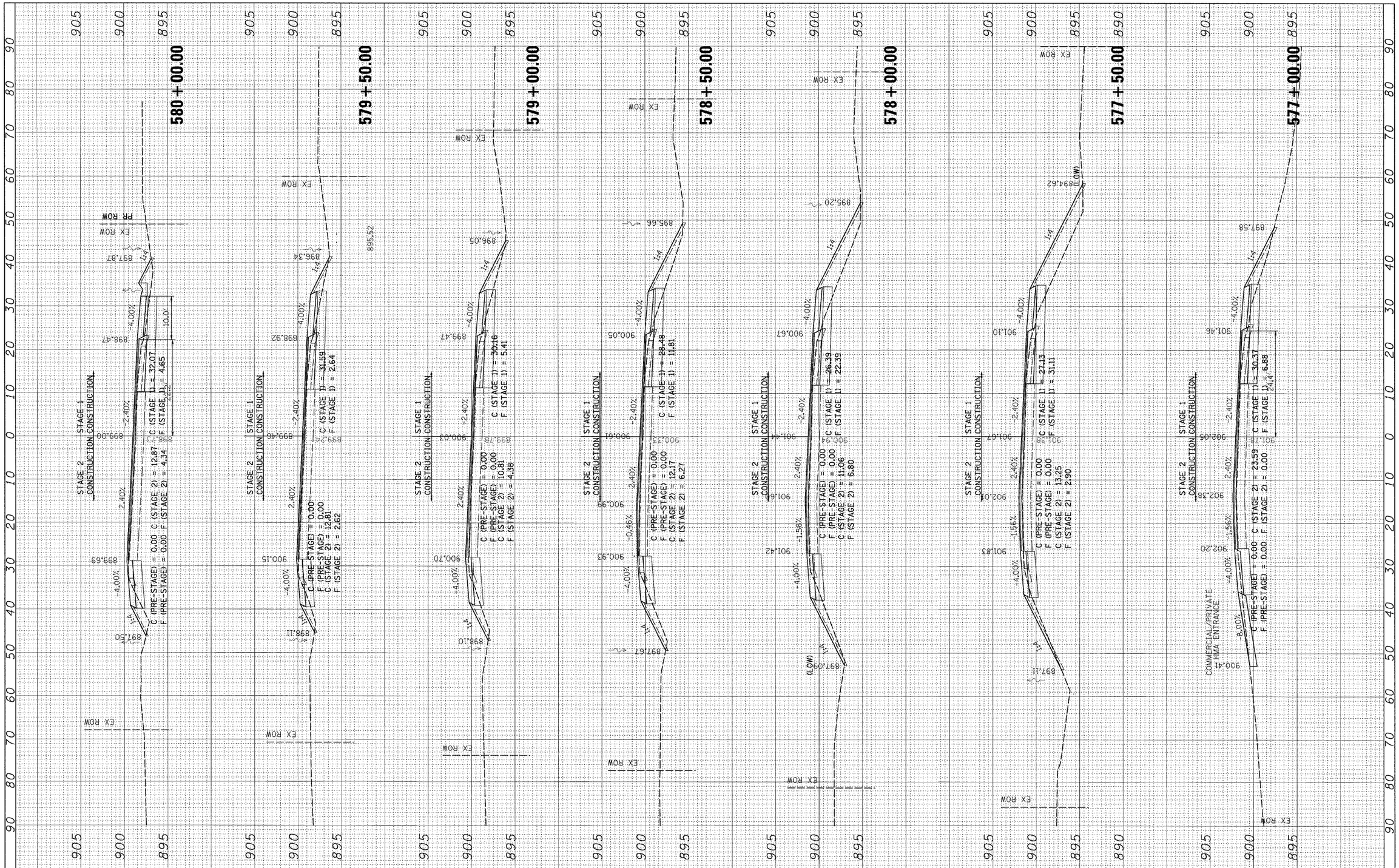
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	104
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FILE NAME =	USER NAME = $USER$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US ROUTE 20 CROSS SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
H:\Projects\2945\DGNS\D9205507\Z05507XSSHEETS.dgn		DRAWN -	REVISED -			301	21 VBR	STEPHENSON	112	105
	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -			CONTRACT NO. 64D15				
	PLOT DATE = 8/6/2009	DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. 575+00.00 TO STA. 576+66.65	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



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	PLOT DATE = 8/6/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

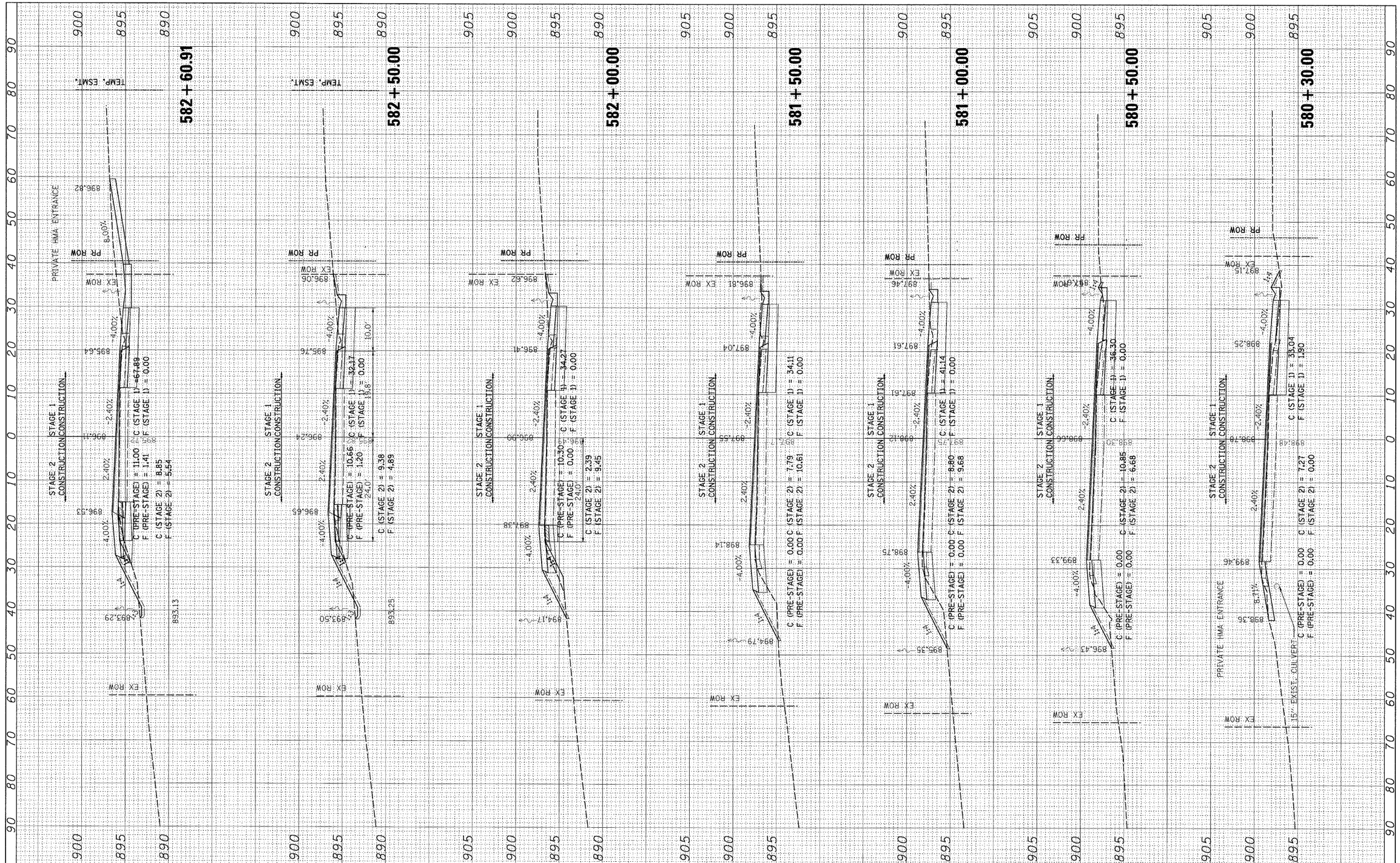
US ROUTE 20 CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 577+00.00 TO STA. 580+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	106
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



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	PLOT DATE = 8/6/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

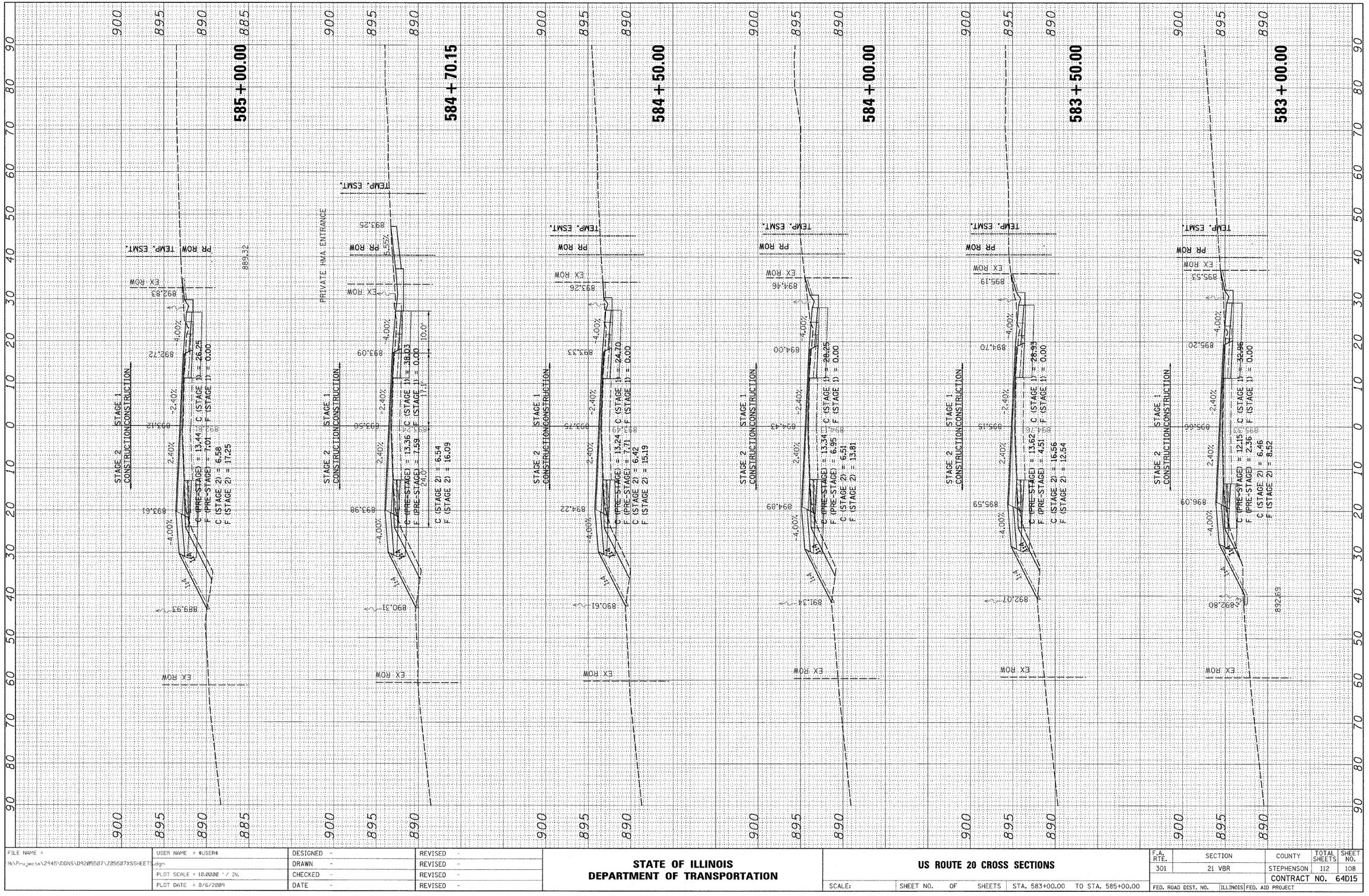
US ROUTE 20 CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 580+30.00 TO STA. 582+60.91

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	107
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



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	PLOT SCALE = 10.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 8/6/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20 CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 583+00.00 TO STA. 585+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	108
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	X-SECTIONS		
	AREAS		
	AREAS CHECKED		

588+00.00

STAGE 1
CONSTRUCTION

STAGE 2
CONSTRUCTION

C (PRE-STAGE) = 9.47
F (PRE-STAGE) = 0.00
C (STAGE 2) = 30.07
F (STAGE 2) = 11.00

587+50.00

C (PRE-STAGE) = 11.85
F (PRE-STAGE) = 0.00
C (STAGE 2) = 16.10
F (STAGE 2) = 14.57

587+31.05

C (PRE-STAGE) = 12.11
F (PRE-STAGE) = 0.00
C (STAGE 2) = 12.77
F (STAGE 2) = 17.27

587+00.00

C (PRE-STAGE) = 13.09
F (PRE-STAGE) = 0.00
C (STAGE 2) = 7.67
F (STAGE 2) = 19.93

586+50.00

C (PRE-STAGE) = 14.14
F (PRE-STAGE) = 0.12
C (STAGE 2) = 6.42
F (STAGE 2) = 21.08

586+00.00

C (PRE-STAGE) = 14.25
F (PRE-STAGE) = 0.81
C (STAGE 2) = 6.64
F (STAGE 2) = 19.57

585+50.00

C (PRE-STAGE) = 14.05
F (PRE-STAGE) = 4.61
C (STAGE 2) = 5.97
F (STAGE 2) = 18.95

EX ROW
PR ROW
-4.00%
-2.40%
-2.07%
-1.56%
+0.67%
1:4

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	X-SECTIONS		
	AREAS		
	AREAS CHECKED		

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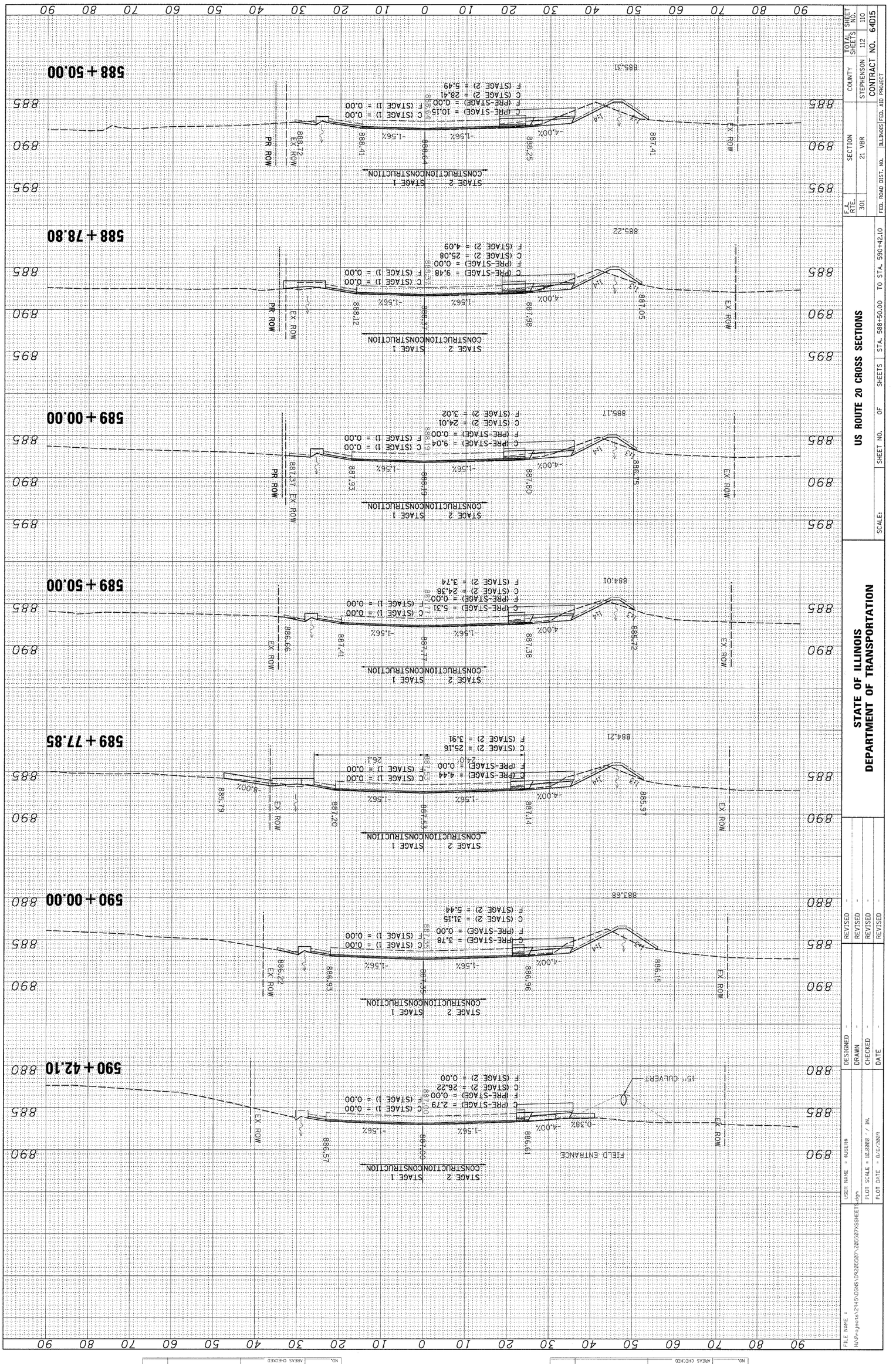
	PLOT DATE = 8/6/2009	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20 CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 585+50.00 TO STA. 588+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	109
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20 CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 588+60.00 | TO STA. 590+42.10

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	110
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 64D15	

	DESIGNED	-
	DRAWN	-
	CHECKED	-
	DATE	-

REVISED	-
REVISED	-
REVISED	-
REVISED	-

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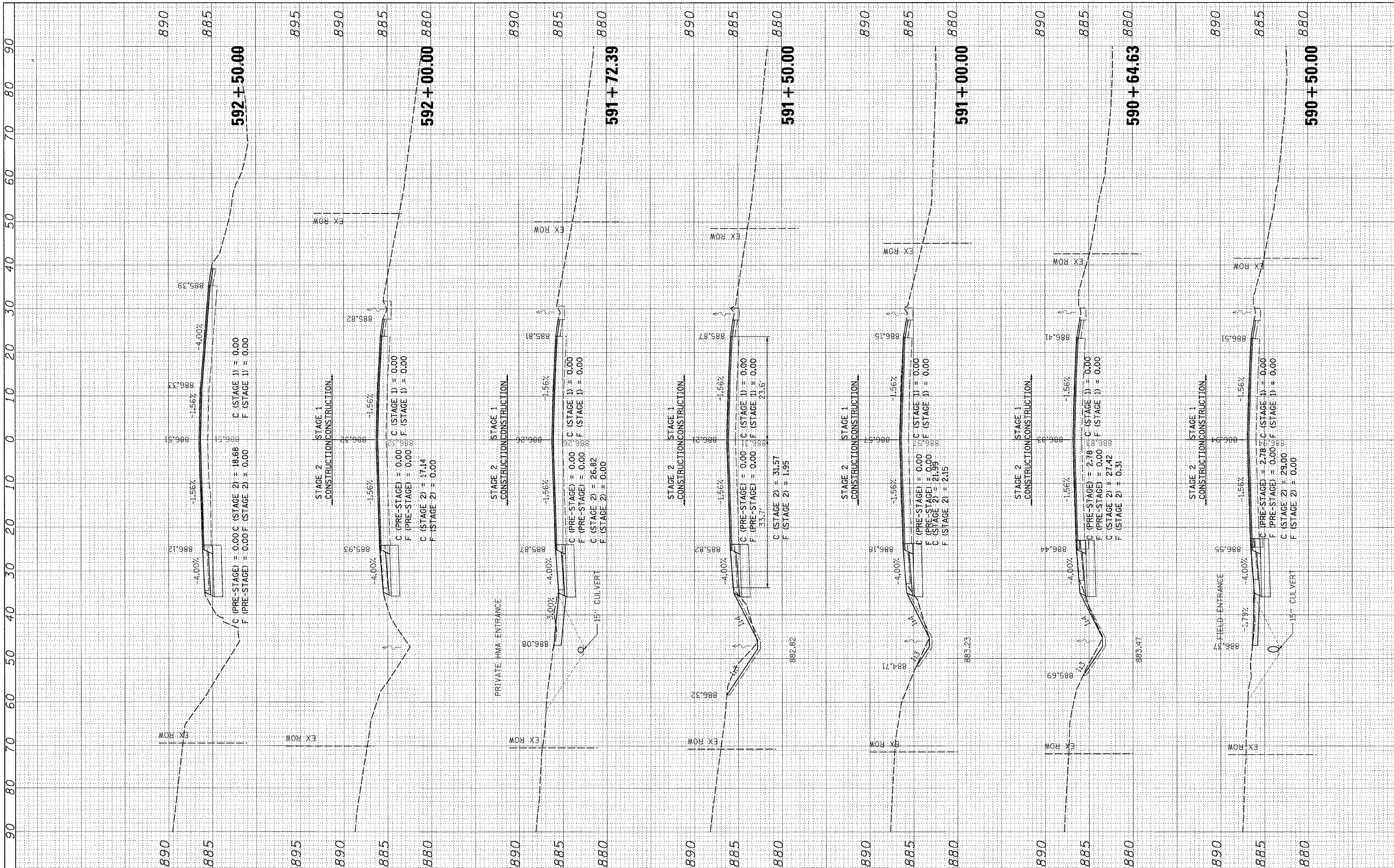
PLOT SCALE = 10.0000 ' / IN.
PLOT DATE = 8/6/2009

ORIGINAL			DATE
SURVEYED		BY	
PLOTTED			
TEMPLATE			
AREAS			
NO.	AREAS CHECKED		

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



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	PLOT DATE = 8/6/2009	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20 CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 590+50.00 TO STA. 592+50.00

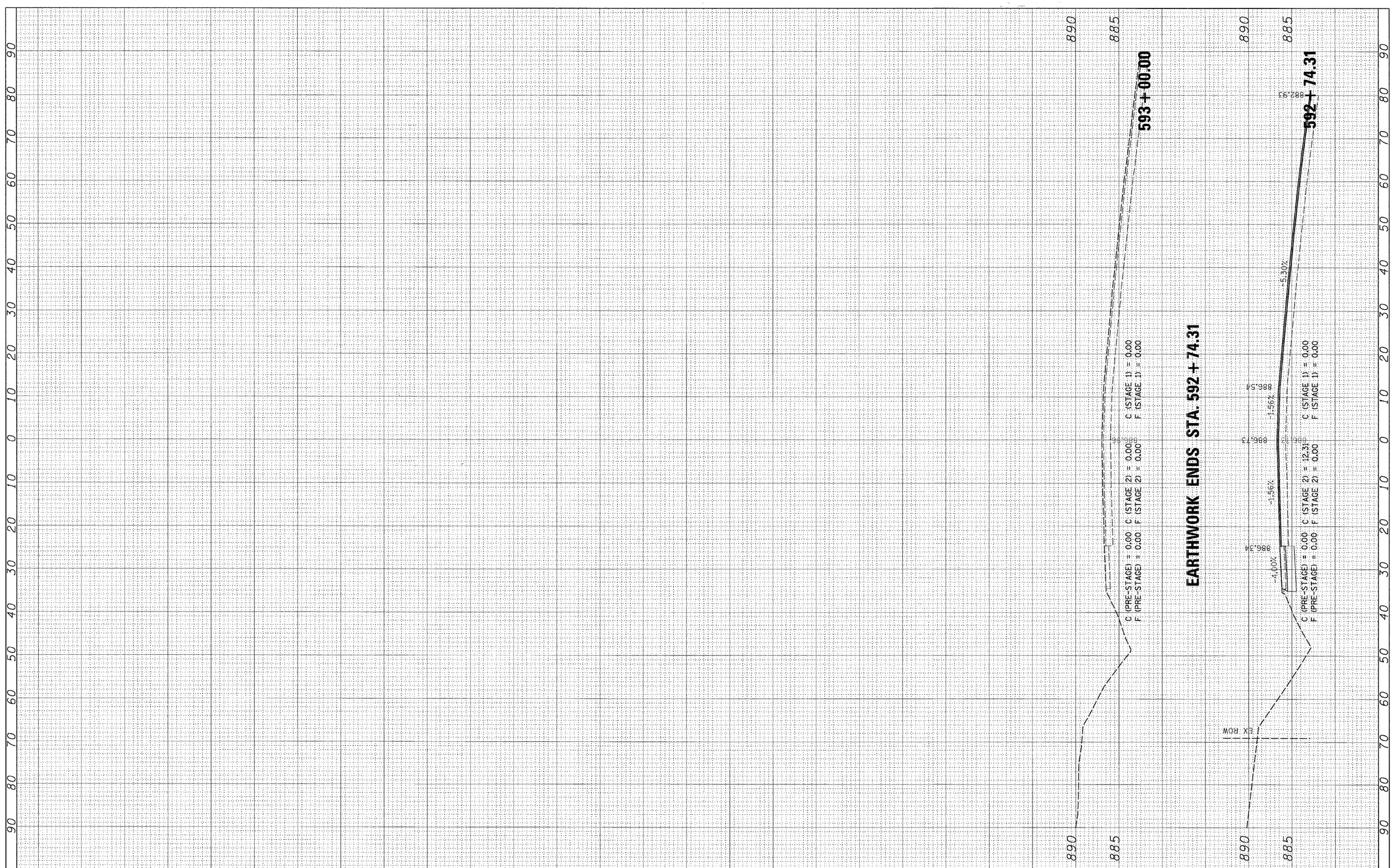
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	111

CONTRACT NO. 64D15

FED. ROAD DIST. NO. | ILLINOIS | FED. AID PROJECT

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

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



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	PLOT DATE = 8/6/2024	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US ROUTE 20 CROSS SECTIONS

SCALE: | SHEET NO. OF SHEETS | STA. 592+74.31 TO STA. 593+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
301	21 VBR	STEPHENSON	112	112
		CONTRACT NO. 64D15		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		