

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

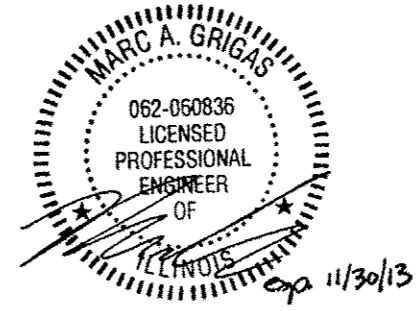
**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 5 (US BUS 20)
SECTION (19VB-1)D
PROJECT: ACF-0005(054)
BRIDGE DECK REPLACEMENT
STEPHENSON COUNTY

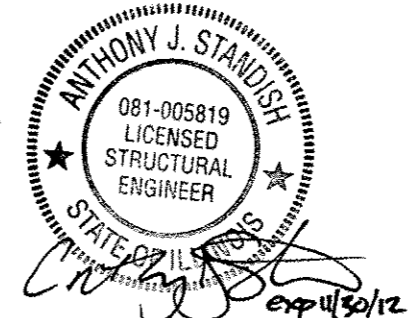
FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR STATE STANDARDS, SEE SHEET NO. 2

FUNCTIONAL CLASSIFICATION
RURAL MINOR ARTERIAL (NON-URBAN)
2015 ADT = 10,425
2035 ADT = 15,500
POSTED AND DESIGN SPEED LIMIT 55 MPH

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	1
FED. ROAD DIST. NO. 2		ILLINOIS	CONTRACT NO. 64E76	

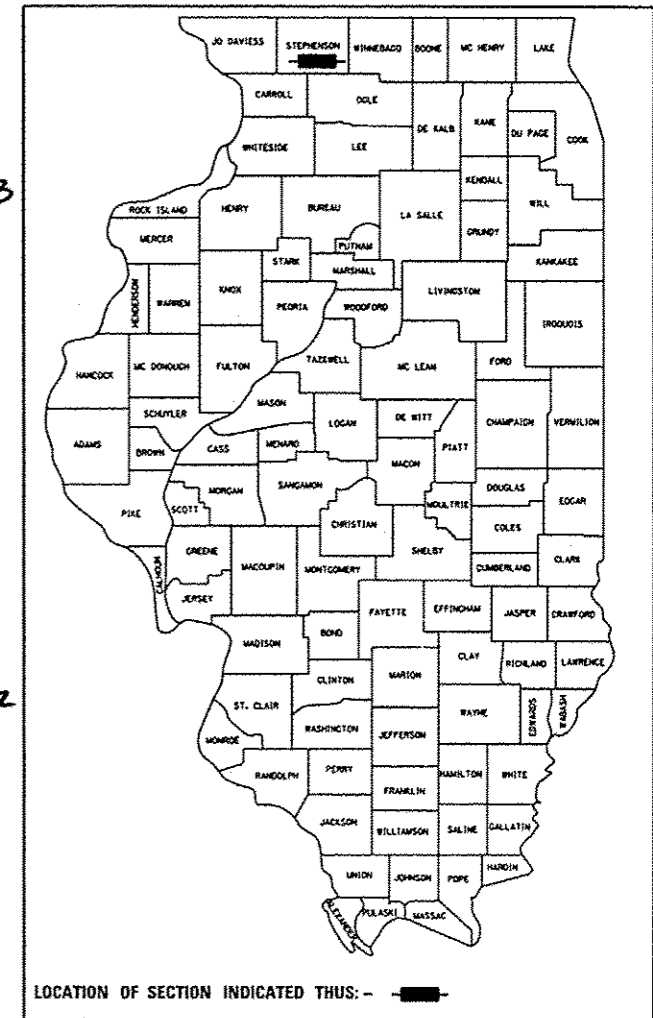


MARC A. GRIGAS, P.E.
THIS STAMP APPLIES TO
DRAWINGS NO. 1-31, 59-73



ANTHONY J. STANDISH, P.E., S.E.
THIS STAMP APPLIES TO
DRAWINGS NO. 32-58

D-92-030-09



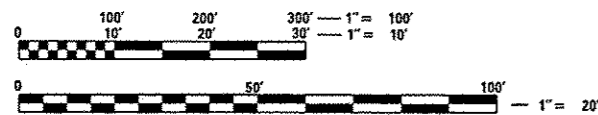
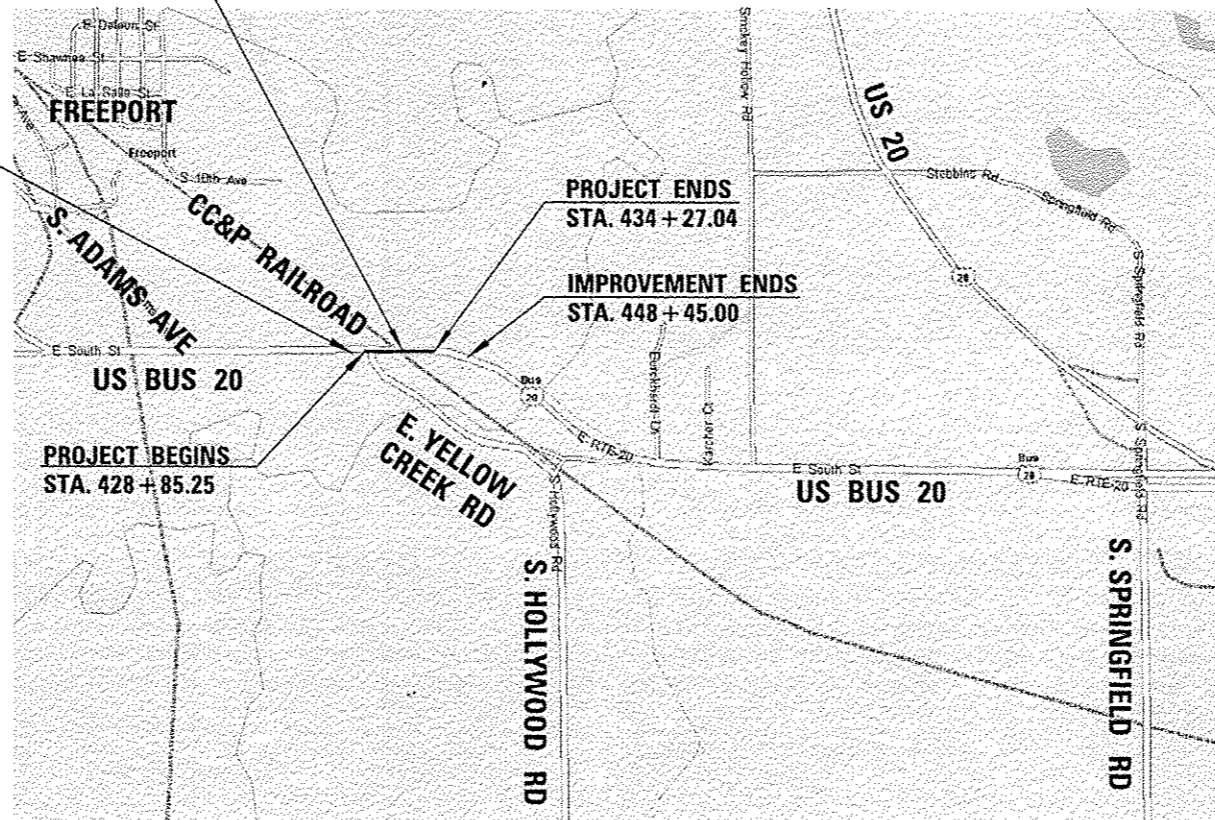
LOCATION OF SECTION INDICATED THUS: - [highlighted box]

SA STRAND ASSOCIATES*
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
815/744-4200
IDFPR NO. 184-001273

DECK REMOVAL AND REPLACEMENT
STA. 431 + 55.65
EXISTING SN 089-0007
US BUS 20 OVER CC&P
RAILROAD

IMPROVEMENT BEGINS
STA. 411 + 30.00

C-92-027-12



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

FREEPORT TOWNSHIP SECTION 4

PROJECT ENGINEER: AHMAD EL-AHMAD (815) 284-5944
PROJECT MANAGER: MASOOD AHMAD

GROSS LENGTH = 542 FEET = 0.103 MILES
NET LENGTH = 542 FEET = 0.103 MILES

1" = 0.27 MI.



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED August 8 2012
Erie S. Thekkilak
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 5 2012
John D. Baranelli, P.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

October 5 2012
William R. Frey, Jr.
acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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


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780001-03	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

FILE NAME: s:\p1\62881-6399\G14\B2\micro\cadd\sharts\0284E76-sh1-2\index.dgn

 1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME: brianf	DESIGNED - EMD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS AND STANDARDS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE: 10,0000' / IN.	DRAWN - BJF	REVISED -		S	(19VB-1)D	STEPHENSON	73	2			
	PLOT DATE: 8/6/2012	CHECKED - MAG	REVISED -		SCALE: AS SHOWN SHEET NO. OF SHEETS STA. TO STA.			FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -					CONTRACT NO. 64E76				

1. THE REMOVAL OF BITUMINOUS SURFACING LESS THAN 6 INCH THICKNESS 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 OR A THICKNESS OF 6 INCHES OR MORE ON A FLEXIBLE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL OF THE TYPE SPECIFIED.
2. IT IS ESTIMATED THAT THERE WILL BE 515 CUBIC YARDS OF EARTH EXCAVATION FOR THE PROJECT. ALL SURPLUS EXCAVATED MATERIAL WOULD NOT BE HAULED TO A BORROW SITE FROM THE PROJECT INSTEAD WILL BE USED ON THE EXISTING DITCHES WITHIN THE PROJECT LIMITS AND SEEDED. THE SURPLUS MATERIAL SHOULD BE CLEAN FROM ANY CONCRETE OR ASPHALT DEBRIS AND FOLLOW THE ARTICLE 202 AND 204 OF THE STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION. THE LOCATION FOR THE SURPLUS EXCAVATED MATERIAL WILL BE PLACED AS DIRECTED BY THE ENGINEER. THE COST OF THIS WORK INCLUDING SEEDING WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
3. 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.
4. 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 USED 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. THIS WORK WILL BE INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION.
5. FERTILIZER SHALL BE APPLIED TO ALL DISTURBED AREAS AND INCORPORATED INTO THE SEEDBED PRIOR TO SEEDING OR PLACEMENT OF SOD AT THE RATE SPECIFIED IN SECTIONS 250 AND 252 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
6. MULCH METHOD II SHALL BE APPLIED OVER ALL SEEDING AREAS. THIS SHALL BE INCLUDED IN THE COST OF THE HEAVY DUTY EROSION CONTROL BLANKET.
7. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY ALL DIMENSIONS AND CONDITIONS EXISTING IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING OF MATERIALS.
8. 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.
9. EXCEPT FOR THE TOP 3", ALL AGGREGATE BASES AND SUBBASES 12" IN THICKNESS SHALL BE CONSTRUCTED OF AGGREGATE GRADATION CA-2. IF THE SPECIFIED THICKNESS EXCEEDS 12", THE BASES OR SUBBASES SHALL BE CONSTRUCTED OF TOPSIZE 6" BREAKER-RUN CRUSHED STONE WITH 70% TO 90% BY WEIGHT, PASSING THE 4" SIEVE AND 15% TO 40% BY WEIGHT, PASSING THE 2" SIZE SIEVE, EXCEPT FOR THE TOP 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 COMPACTION IN ALL BY THE TOP 3" LAYER MAY BE ADDED AFTER THE SUBBASE OR BASE COURSE IS PLACED ON THE GRADE.

10. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USES:	SHOULDER SURFACE	SHOULDER BASE	LEVELING BINDER	SURFACE
PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ N DESIGN=50	2% @ N DESIGN=50	4.0% @ N DESIGN=50	4.0% @ N DESIGN=50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL-9.5 MM OR IL-12.5 MM	BAM OR IL 19.0	IL-9.5 MM	IL-9.5 MM OR IL-12.5 MM
FRICTION AGGREGATE	N/A	N/A	N/A	N/A
20 YEAR ESAL	0.9	N/A	0.9	0.9

11. INSTALL RUMBLE STRIPS IN ALL SHOULDERS IN ACCORDANCE WITH STATE STANDARD 642006. RUMBLE STRIPS SHALL BE PLACED ON SHOULDERS ON BOTH SIDES OF THE PAVEMENT.
12. BITUMINOUS AND AGGREGATE PRIME COAT SHALL BE PLACED IN ACCORDANCE WITH SECTION 406 OF THE STANDARD SPECIFICATIONS. THE COST OF THE PRIME COATS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER TON FOR LEVELING BINDER (MACHINE METHOD) OF THE TYPE SPECIFIED.
13. THIS STRUCTURE WILL RETAIN THE SAME NUMBER SN 089-0007.
14. 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.
15. THE THICKNESS FOR THE BRIDGE APPROACH PAVEMENT CONNECTOR (PCC) ADJACENT TO EXISTING PCC PAVEMENT SHALL BE A MINIMUM OF 12".
16. 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.

17. EMBANKMENT QUANTITIES FOR THE CONSTRUCTION OF THE TRAFFIC BARRIER TERMINALS AS SHOWN IN THE PLANS ARE INCLUDED IN QUANTITIES FOR EARTH EXCAVATION.
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTING AND MAINTAINING AN ELECTRONIC LOG OF ALL STAKEOUT SURVEY THAT IS PERFORMED ON THE JOB, EITHER BY HIM/HER OR ANY SUB-CONTRACTOR PERFORMING THE STAKEOUT. UPON REQUEST, ALL LOGS SHALL BE SUBMITTED TO THE DEPARTMENT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK, BUT SHALL BE CONSIDERED INCLUDED IN THE COST FOR CONSTRUCTION LAYOUT.
19. PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:
 1. ALL WORDS, SUCH AS ONLY, SHALL BE 8 FEET HIGH.
 2. ALL NON-FREWAY ARROWS SHALL BE THE LARGE SIZE.
 3. THE DISTANCE BETWEEN YELLOW NO-PASSING LINES SHALL BE 8 INCHES, NOT 7 INCHES, AS SHOWN IN THE DETAIL OF TYPICAL LANE AND EDGE LINES.
 4. CENTERLINE SKIP DASH PAVEMENT MARKING ON MULTI-LANE DIVIDED, MULTI-LANE UNDIVIDED, AND ONE-WAY ROADWAY SHALL BE ACCORDING TO DISTRICT STANDARD 41.1.
20. PERMANENT SURVEY MARKERS, TYPE II, SHALL BE SET AT INTERVALS OF 1 MILES OR AS DIRECTED BY THE ENGINEER. BRIDGE OR CULVERT PROJECTS SHALL HAVE ONE SURVEY MARKER PLACED NEAR THE STRUCTURE. ESTIMATED: 1 EACH
21. PERMANENT SURVEY MARKERS, TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON DISTRICT STANDARD 66.2. OPTION 2 WOULD BE TO INSTALL A VAULTED STYLE MONUMENT AS DESCRIBED BY NGS AS A 3D MONUMENT (TOP SECURITY SLEEVE ROD MONUMENT), WITH INSTALLATION INSTRUCTIONS PROVIDED BY THE DISTRICT CHIEF OF SURVEYS. IF POURED IN PLACE, THE BOTTOM OF THE MARKER SHALL BE 5'-0" BELOW THE GROUND SURFACE.
22. THE PERMANENT SURVEY MARKERS, IF POSSIBLE, SHALL BE INSTALLED AT THE BEGINNING OF THE JOB AND PROTECTED THROUGHOUT.
23. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE HORIZONTAL COORDINATES MAY BE DERIVED BY GPS AND THE ELEVATION DERIVED USING AN ELECTRONIC LEVEL. THE META DATA, SUCH AS THE GEOID USED, (NGS ADJUSTMENT IE: 97 HARN, 03, 07), AND THE BASE POINT(S) NAME OR NUMBER SHALL BE SUBMITTED ALONG WITH A COMPLETE COLLECTION LOG. IF COLLECTED USING RTK METHOD, IT WILL REQUIRE EITHER 3 COLLECTIONS (AVERAGED) FROM 2 DIFFERENT BASES, OR A MINIMUM OF 3 COLLECTIONS (AVERAGED), AT LEAST 2 HOURS APART, FROM THE SAME BASE. IF USING A CORS TYPE NETWORK, THE COLLECTION PROCEDURE SHALL INCLUDE LOCALIZING WITH CHECK SHOTS ON AT LEAST 2 DIFFERENT HARN MONUMENTS BOTH BEFORE AND AFTER COLLECTION. THE LEVEL CIRCUIT SHALL BE RUN FROM FURNISHED MARK TO FURNISH MARK AND THEN ADJUSTED. THE ERROR OF CLOSURE SHALL BE SUBMITTED WITH THE ELECTRONIC LEVEL NOTES IN A RECOGNIZED FORMAT APPROVED BY THE ENGINEER AND/OR THE CHIEF OF SURVEYS. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE DISTRICT CHIEF OF SURVEYS.
24. THE TEMPORARY CONCRETE BARRIER SHALL BE ANCHORED TO THE PAVEMENT WITH 6 ANCHORS PER SECTION AT THE FOLLOWING LOCATIONS:

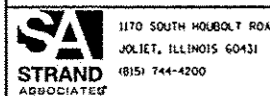
STAGE 1	STA. 425+93.07 TO STA. 428+25.00
	STA. 428+25.00 TO STA. 433+75.00
	STA. 433+75.00 TO STA. 436+44.50
STAGE 2	STA. 427+38.00 TO STA. 429+00.00
	STA. 429+00.00 TO STA. 433+62.80
	STA. 433+62.80 TO STA. 437+70.00
25. STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS SHALL BE USED TO TRANSITION BETWEEN THE PROPOSED TRAFFIC BARRIER TERMINAL, TYPE 6 AND THE EXISTING GUARDRAIL. THE NEW GUARDRAIL SHALL BE ATTACHED TO THE EXISTING GUARDRAIL AT A SPLICE LOCATION.
26. 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:

COMED:	(815) 490-2869
FRONTIER:	(815) 895-1515
NICOR GAS CO.:	(630) 983-8676
COMCAST CABLE:	(815) 395-8977
AERO NORTH COMMUNICATIONS:	(815) 801-3388

 IDOT IS NOT A MEMBER OF JULIE. IF YOU ARE NEAR ANY OVERHEAD LIGHTING, INTERSECTION LIGHTING OR TRAFFIC SIGNALS, CONTACT THE IDOT TRAFFIC OFFICE AT 815/284-5469 AT LEAST 48 HOURS PRIOR TO WORK.
27. THE APPLICABLE PORTIONS OF ARTICLE 105.07 OF THE STANDARD SPECIFICATIONS 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 = AWARD DATE + 100 DAYS.

27. THE APPLICABLE PORTIONS OF ARTICLE 105.07 OF THE STANDARD SPECIFICATIONS 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 = AWARD DATE + 100 DAYS.
28. 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.
29. TEMPORARY IMPACT ATTENUATORS WILL BE MEASURED AS EACH FOR EACH ATTENUATOR SUPPLIED ON THE JOB AS SPECIFIED IN THE PLANS, AND SHALL INCLUDE THE COST OF RENTING/OWNING THE ATTENUATOR FOR THE TIME REQUIRED ON THE JOB PLUS HAULING TO AND FROM THE PROJECT SITE, AS WELL AS ONE PLACEMENT AND REMOVAL FROM THE ROADWAY. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR IMPACT ATTENUATORS. TEMPORARY OF THE TYPE SPECIFIED. RELOCATE TEMPORARY IMPACT ATTENUATORS WILL BE PAID FOR AS EACH AND WILL BE PAID FOR EACH TIME THE ATTENUATORS IS REQUIRED BY STAGING TO BE PICKED UP AND MOVED TO A DIFFERENT LOCATION ON THE PROJECT, WHETHER IT IS TO ANOTHER LOCATION ON THE ROADWAY OR TO A STORAGE/STAGING LOCATION FOR THE PROJECT. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR IMPACT ATTENUATORS, RELOCATE OF THE TYPE SPECIFIED.
30. THIS WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 704 OF THE STANDARD SPECIFICATIONS. TEMPORARY CONCRETE BARRIER WILL BE MEASURED IN FEET ALONG THE CENTERLINE OF THE BARRIER AND SHALL INCLUDE THE COST OF RENTING/OWNING THE BARRIER FOR THE TIME REQUIRED ON THE JOB PLUS HAULING TO AND FROM THE PROJECT SITE, AS WELL AS ONE PLACEMENT AND REMOVAL FROM THE ROADWAY IN ACCORDANCE WITH SECTION 704 OF THE STANDARD SPECIFICATION. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR TEMPORARY CONCRETE BARRIER. RELOCATE TEMPORARY CONCRETE BARRIER WILL BE PAID FOR IN FEET ALONG THE CENTERLINE OF THE BARRIER, AND WILL BE PAID FOR EACH TIME THE BARRIER IS REQUIRED BY STAGING TO BE PICKED UP AND MOVED TO A DIFFERENT LOCATION ON THE PROJECT, WHETHER IT IS TO ANOTHER LOCATION ON THE ROADWAY OR TO A STORAGE/STAGING LOCATION FOR THE PROJECT. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR RELOCATE TEMPORARY CONCRETE BARRIER.
31. PROPOSED PAVEMENT MARKING PLANS ARE NOT INCLUDED. PAVEMENT MARKINGS SHALL BE PLACED PER DISTRICT STANDARD 41.1 AND HIGHWAY STANDARD 780001.

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1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME: brianf	DESIGNED - EMD	REVISED -
		DRAWN - B.J.F	REVISED -
	PLOT SCALE: 40.0000' / 1"	CHECKED - MAG	REVISED -
	PLOT DATE: 8/6/2012	DATE - 03/13/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

SCALE: AS SHOWN	SHEET NO.	OF	SHEETS	STA.	TO	STA.	F.A.P. RTE. 5	SECTION (19VB-11D)	COUNTY STEPHENSON	TOTAL SHEETS 73	SHEET NO. 3	CONTRACT NO. 64E76
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FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT

Benchmark: Chiseled "□" on NE wingwall of S.N. 089-0007. Elev. 789.55.

Existing Structure: S.N. 089-0007 built in 1958 as FA Route 6, Section 19VB-1 at Station 431+55.65. Structure consists of 3 span reinforced concrete deck on Steel WF Beams supported on open stub abutments founded on concrete battered piles and two reinforced concrete piers founded on treated timber battered piles. 238'-4" Bk to Bk of abutments 63'-8" Out-to-Out deck. Concrete Deck to be removed and replaced with a wider, 68'-0" out-to-out deck using Stage Construction.

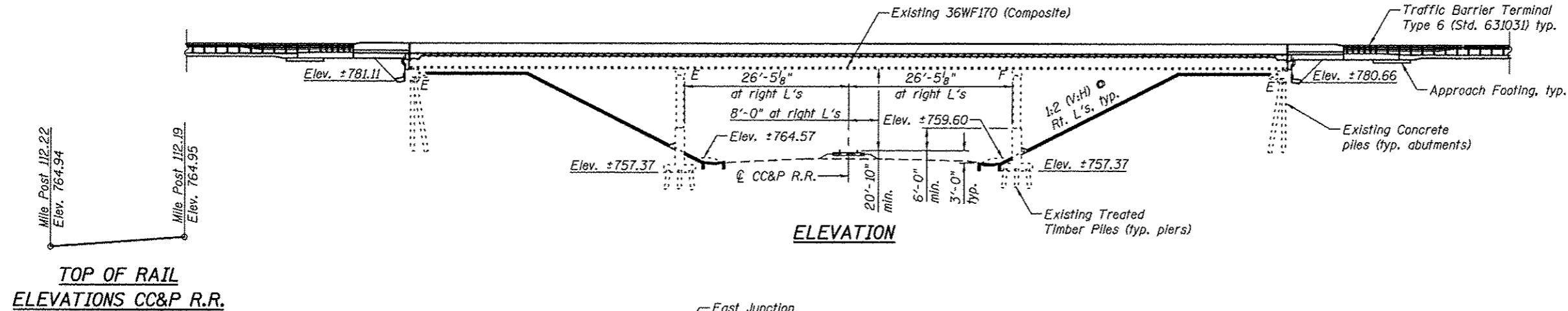
No salvage.

SCOPE OF WORK

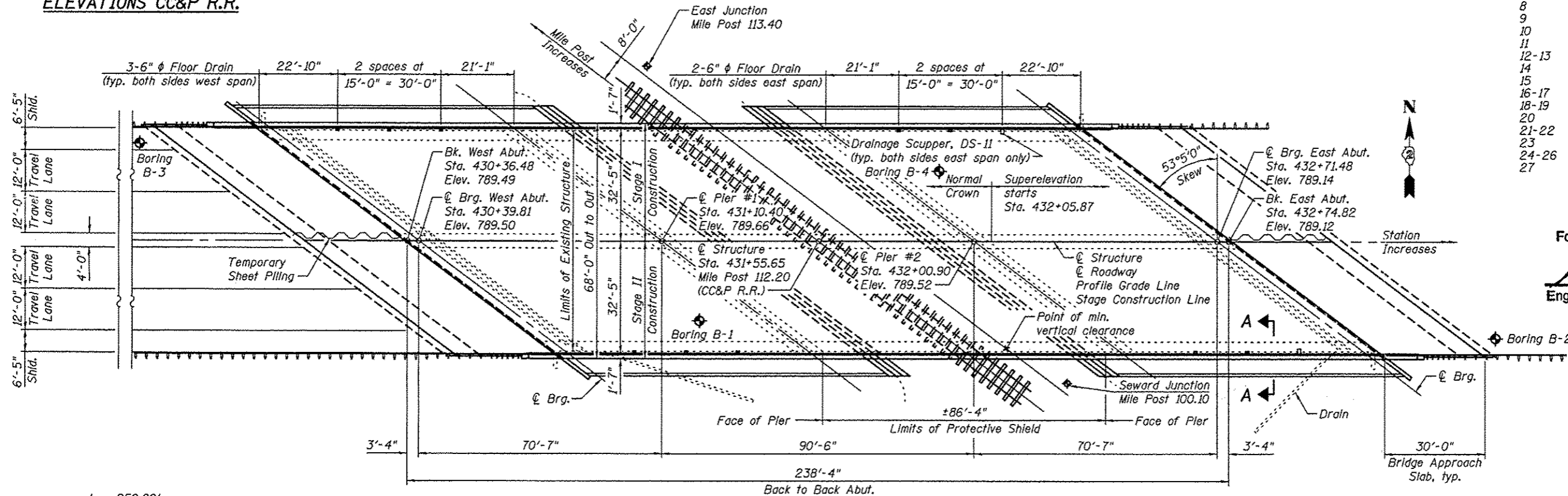
1. Remove and replace existing deck, parapets, expansion joints, end diaphragms, and bridge approach slabs utilizing stage construction.
2. Remove and replace bearings at abutments.
3. Remove and replace existing backwalls and wingwalls, extend abutments to accommodate bridge widening, and construct new "dogear" type wingwalls.
4. Paint existing steel beams.
5. Plate web and both flanges at ends of steel beams.

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- 24-26 Soil Boring Logs
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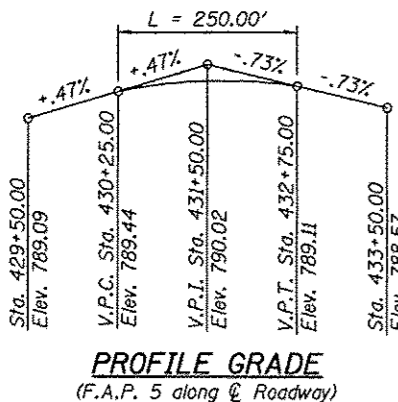


TOP OF RAIL ELEVATIONS CC&P R.R.



PLAN

See Sheet 3 of 27 for Section A-A



CURVE DATA

$\Delta = 42^\circ 47' 21''$ (RT)
 $D = 2^\circ 30' 16''$
 $T = 896.34'$
 $L = 1,708.57'$
 $E = 169.32'$
 $R = 2,287.82'$
 $S.E. = .54''$
 P.C. STA. = 433+58.37
 P.T. STA. = 450+66.94
 P.I. STA. = 442+54.71

DESIGN SPECIFICATIONS

2002 AASHTO Standard Specifications for Highway Bridges

LOADING HS20-44

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

SEISMIC DATA

Seismic Performance Category (SPC) = A
 Horizontal Bedrock Acceleration Coefficient (A) = 3.1
 Site Coefficient (S) = 1.2

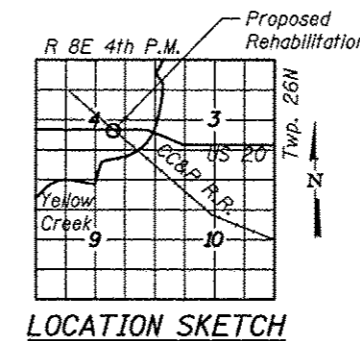
DESIGN STRESSES

FIELD UNITS (NEW CONSTRUCTION)

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 36,000$ psi (Structural Steel)

FIELD UNITS (EXISTING CONSTRUCTION)

$f'_c = 2,000$ psi
 $f_y = 40,000$ psi (Reinforcement)
 $f_y = 33,000$ psi (Structural Steel)



LOCATION SKETCH

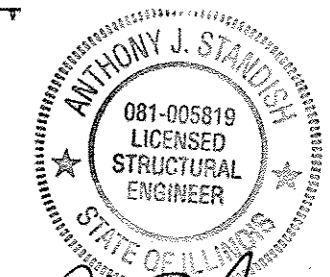
STATION 431+55.65
 REBUILT 20L BY
 STATE OF ILLINOIS
 F.A.P. Rte 5 Sec (19VB-1)D
 LOADING HS-20
 STRUCTURE NO. 089-0007

NAME PLATE
 See Std. 515001

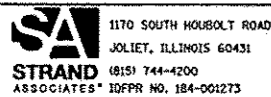
Note:
 Existing Name Plate shall be cleaned and relocated next to new Name Plate. Cost included with Name Plates.

APPROVED
 For Structural Adequacy Only

Anthony J. Standish
 Engineer of Bridges & Structures



GENERAL PLAN & ELEVATION
 F.A.P. Rte 5 (US BUS 20)
 OVER CC&P RAILROAD
 SECTION (19VB-1)D
 STEPHENSON COUNTY
 STA. 431+55.65
 S.N. 089-0007



USER NAME = brianf
 DESIGNED KDH
 CHECKED AJS
 DRAWN BJF
 CHECKED RRD
 PLOT SCALE =
 PLOT DATE = 6/7/2012

REVISIONS:
 REVISIONED -
 REVISIONED -
 REVISIONED -
 REVISIONED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION
 STRUCTURE NO. 089-0007

SHEET NO. 1 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	32
CONTRACT NO. 64E76				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FED 20% STATE ROADWAY 0004 RURAL	80% FED 20% STATE BRIDGE 0014 SN 089-0007
20200100	EARTH EXCAVATION	CU YD	515	515	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	105	105	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	406	406	
△ 25000750	MOWING	ACRE	.25	.25	
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	406	406	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	50	50	
28000400	PERIMETER EROSION BARRIER	FOOT	629	629	
31100910	SUBBASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	824	824	
31200500	STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"	SQ YD	525	525	
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	11	11	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	168	168	
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	611	611	
42100615	PAVEMENT REINFORCEMENT	SQ YD	611	611	
44000100	PAVEMENT REMOVAL	SQ YD	588	588	
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	1,268	1,268	

△ SPECIALTY ITEM 100% STATE ONLY

FILE NAME = s:\p1\12322-5399-5345\2012\mtrca\load shasta\0204E76-sha-500.dgn

SA
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
STRAND
ASSOCIATES*
(815) 744-4200

USER NAME = brianf	DESIGNED - EMD	REVISED -
PLLOT SCALE = 20.0000' / 1"	DRAWN - B.J.F.	REVISED -
PLLOT DATE = 6/6/2012	CHECKED - VLF	REVISED -
	DATE - 02/29/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: AS SHOWN	SHEET	OF	SHEETS	STA.	TO STA.
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	4
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FED 20% STATE ROADWAY 0004 RURAL	80% FED 20% STATE BRIDGE 0014 SN 089-0007
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	150	150	
44004250	PAVED SHOULDER REMOVAL	SQ YD	368	368	
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	499	499	
50102400	CONCRETE REMOVAL	CU YD	52		52
50104720	REMOVAL OF EXISTING CONCRETE DECK	EACH	1		1
50157300	PROTECTIVE SHIELD	SQ YD	655		655
50200100	STRUCTURE EXCAVATION	CU YD	353		353
50300100	FLOOR DRAINS	EACH	10		10
50300225	CONCRETE STRUCTURES	CU YD	120		120
50300255	CONCRETE SUPERSTRUCTURE	CU YD	715		715
50300260	BRIDGE DECK GROOVING	SQ YD	2,083		2,083
50300300	PROTECTIVE COAT	SQ YD	2,382		2,382
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	6,804		6,804
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	179,780		179,780

* SPECIALTY ITEM  100% STATE ONLY

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SA
1170 SOUTH HOBOLT ROAD
JOLIET, ILLINOIS 60431
STRAND
ASSOCIATES* (815) 744-4200

USER NAME * brianf	DESIGNED - EMD	REVISED -
PLOT SCALE * 20.0000' / IN.	DRAWN - B.J.F.	REVISED -
PLOT DATE * 8/6/2012	CHECKED - V.L.F.	REVISED -
	DATE - 02/29/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

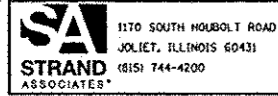
SCALE: AS SHOWN SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	5
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 [ILLINOIS] FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FED 20% STATE ROADWAY 0004 RURAL	80% FED 20% STATE BRIDGE 0014 SN 089-0007
50800515	BAR SPLICERS	EACH	1,086		1,086
51100100	SLOPE WALL 4 INCH	SQ YD	173		173
51500100	NAME PLATES	EACH	1		1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	220		220
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12		12
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	12		12
52100520	ANCHOR BOLTS, 1"	EACH	48		48
58700300	CONCRETE SEALER	SQ FT	1,081		1,081
59000200	EPOXY CRACK INJECTION	FOOT	20		20
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	210		210
• 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	262.5	262.5	
• 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	521	521	
• 64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	5,887	5,887	
• 66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	1	1	

• SPECIALTY ITEM ▲ 100% STATE ONLY

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USER NAME = brianf	DESIGNED - EMD	REVISED -
PLOT SCALE = 20,000' / IN	DRAWN - BJF	REVISED -
PLOT DATE = 8/6/2012	CHECKED - VLF	REVISED -
	DATE - 02/29/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

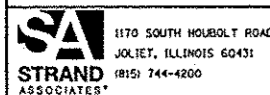
SUMMARY OF QUANTITIES			
SCALE:	SHEET	OF	SHEETS
AS SHOWN			

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	6
FED. ROAD DIST. NO. 2 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 64E76	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FED 20% STATE ROADWAY 0004 RURAL	80% FED 20% STATE BRIDGE 0014 SN 089-0007
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10	10	
67100100	MOBILIZATION	L SUM	1	1	
70100310	TRAFFIC CONTROL AND PROTECTION, STANDARD 701421	L SUM	1	1	
70100400	TRAFFIC CONTROL AND PROTECTION, STANDARD 701431	EACH	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,322	1,322	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	29,346	29,346	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	9,782	9,782	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,062.5	1,062.5	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,033	1,033	
• 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	35,992	35,992	
• 78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	2,286	2,286	
• 78001150	PAINT PAVEMENT MARKING - LINE 12"	FOOT	366	366	
• 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	18	18	

• SPECIALTY ITEM  100% STATE ONLY

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USER NAME = brsonf	DESIGNED - EMD	REVISED -
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PLOT DATE = 8/6/2012	CHECKED - VLF	REVISED -
	DATE - 02/29/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: AS SHOWN SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	7
FED. ROAD DIST. NO. 2 [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 64E76	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE
				0004 RURAL	0014 SN 089-0007
78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8	
78200520	BARRIER WALL MARKERS, TYPE B	EACH	10	10	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	7,130	7,130	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	353		353
X7810400	TEMPORARY RAISED PAVEMENT MARKER	EACH	439	439	
Z0001899	JACK AND REMOVE EXISTING BEARINGS	EACH	24		24
Z0001903	STRUCTURAL STEEL REMOVAL	POUND	8,990		8,990
Z0004552	APPROACH SLAB REMOVAL	SQ YD	440	440	
Z0007101	CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES NO. 1	L SUM	1		1
Z0010501	CLEANING AND PAINTING STEEL BRIDGE NO. 1	L SUM	1		1
Z0012754	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	20		20
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	2		2
Z0024476	FLEXIBLE DELINEATOR MAINTENANCE	EACH	20	20	

* SPECIALTY ITEM ▲ 100% STATE ONLY

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STRAND ASSOCIATES
 1170 SOUTH HOUBOLT ROAD
 JOLIET, ILLINOIS 60431
 (815) 744-4200

USER NAME = brianf	DESIGNED - EMD	REVISIONS -
PLOT SCALE = 20.0000' / IN.	DRAWN - BJF	REVISIONS -
PLOT DATE = 8/6/2012	CHECKED - VLF	REVISIONS -
	DATE - 02/29/12	REVISIONS -

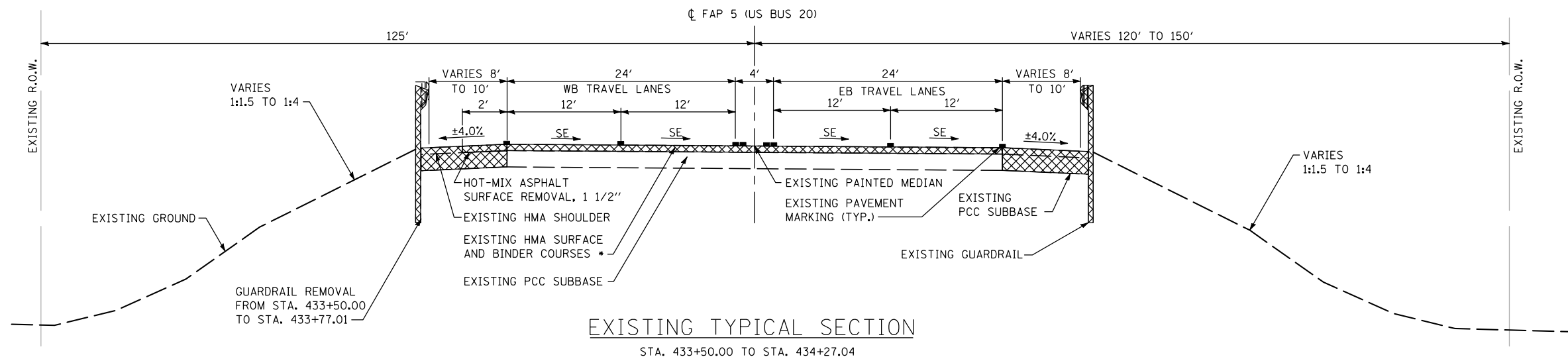
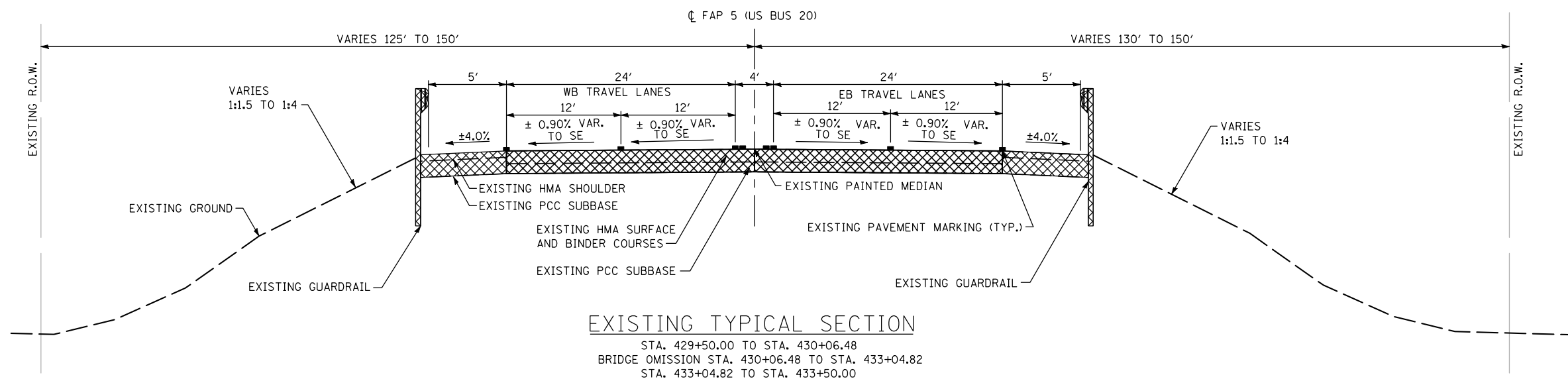
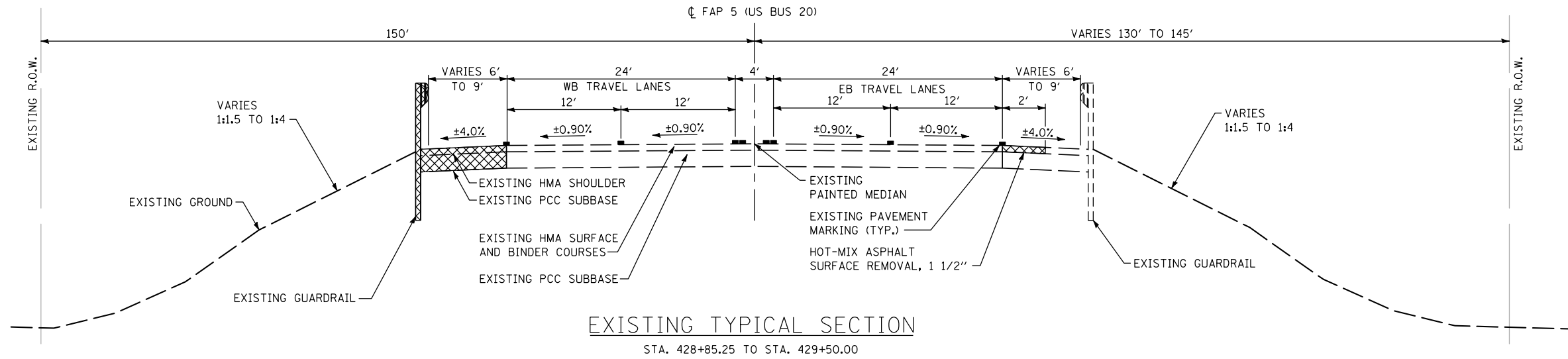
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: AS SHOWN	SHEET	OF	SHEETS	STA.	TO STA.
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F.A.P. RTE. 5	SECTION (19VB-11D)	COUNTY STEPHENSON	TOTAL SHEETS 73	SHEET NO. 8
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

TYPICAL SECTIONS



• FROM STA. 433+50.00 TO STA. 433+75.00
HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"

NOTE: SEE SHEET 11 FOR SUPERELEVATION RATE

REMOVAL ITEMS

FILE NAME = s:\p1\6380--6395\6346\025\macro\cadd sheets\1264E76-sh-t-typical.dgn



1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = brianf	DESIGNED <i>EMD</i>	REVISED -
	DRAWN <i>BJF</i>	REVISED -
PLOT SCALE = 40.0000' / IN.	CHECKED <i>MAG</i>	REVISED -
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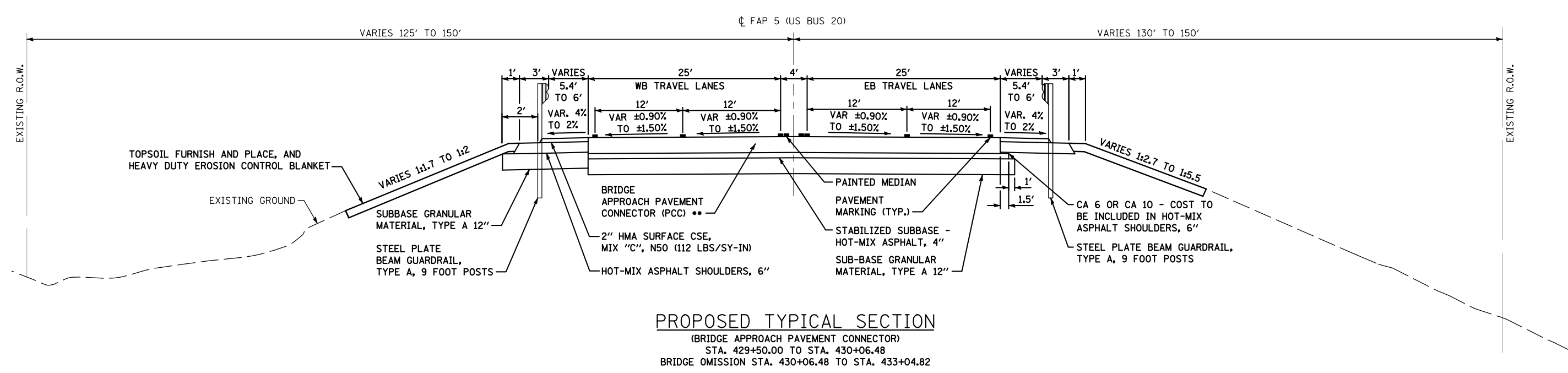
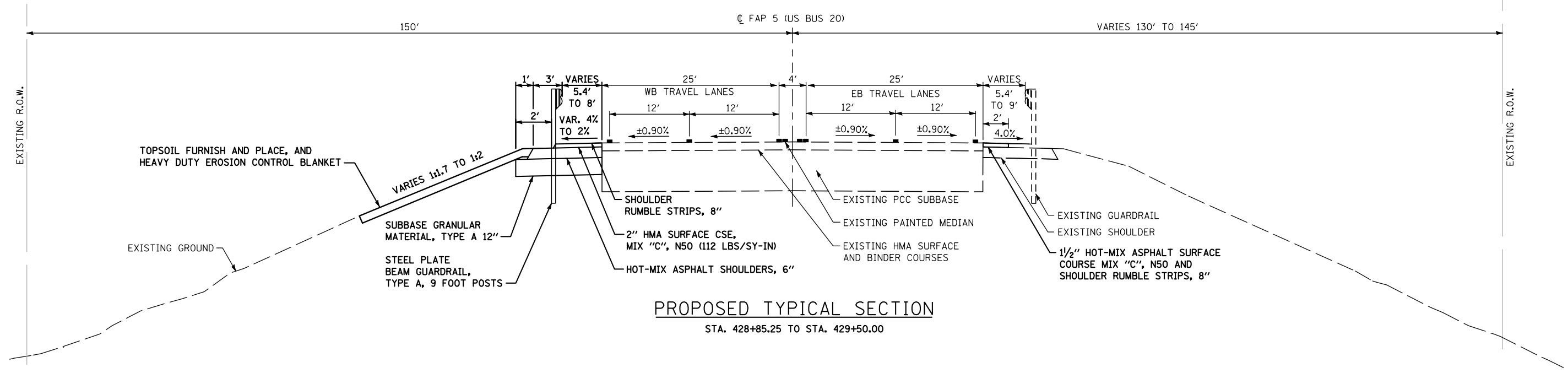
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING TYPICAL SECTION

SCALE: AS SHOWN SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	10
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

TYPICAL SECTIONS



••REFER TO GENERAL NOTES FOR PAVEMENT STRUCTURE OF BRIDGE APPROACH PAVEMENT CONNECTOR

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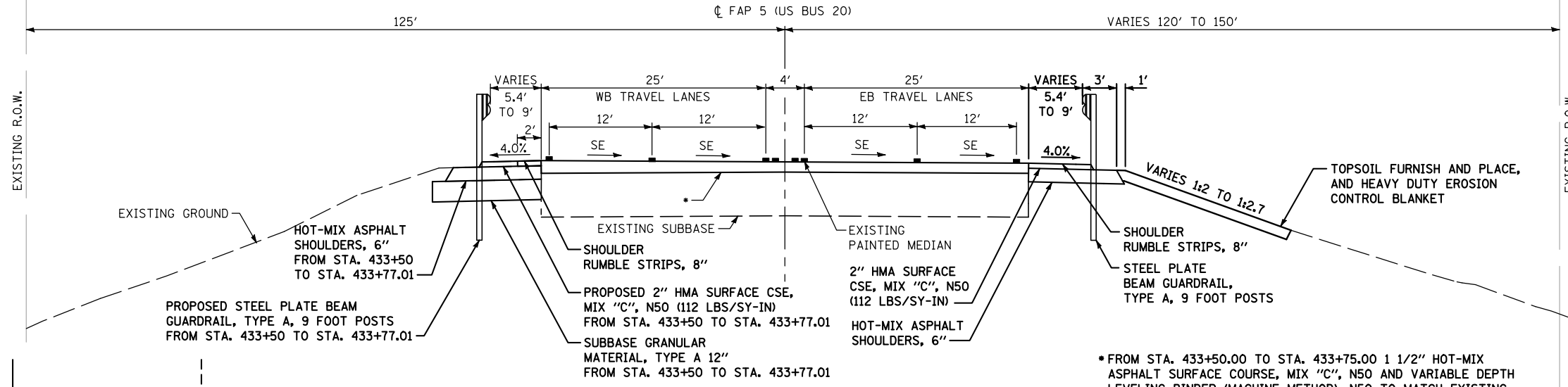
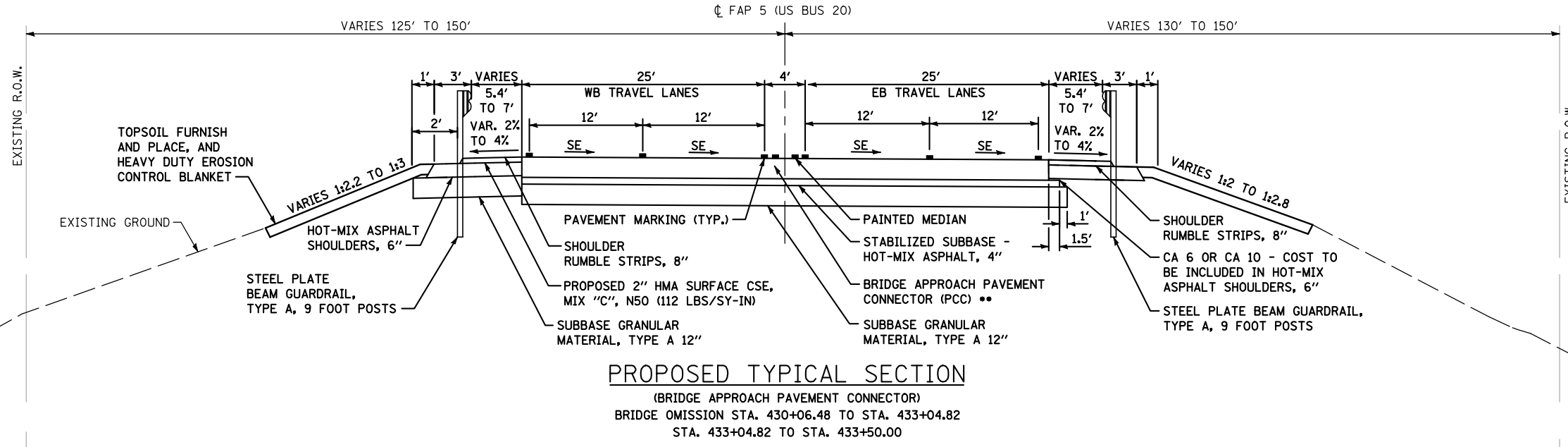
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DRAWN <i>BJF</i>	DRAWN <i>BJF</i>	REVISED -
PLOT SCALE = 40.0000' / IN.	CHECKED <i>MAG</i>	REVISED -
PLOT DATE = 8/6/2012	DATE <i>3/13/2012</i>	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

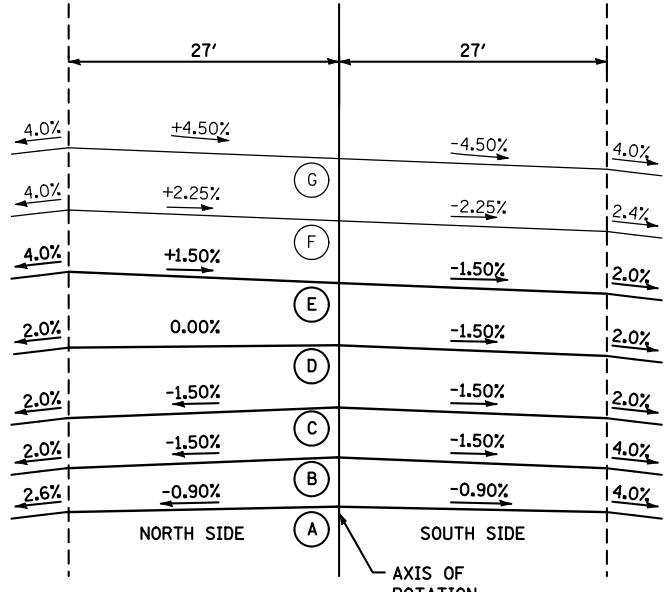
PROPOSED TYPICAL SECTION			
SCALE: AS SHOWN	SHEET NO.	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	11
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

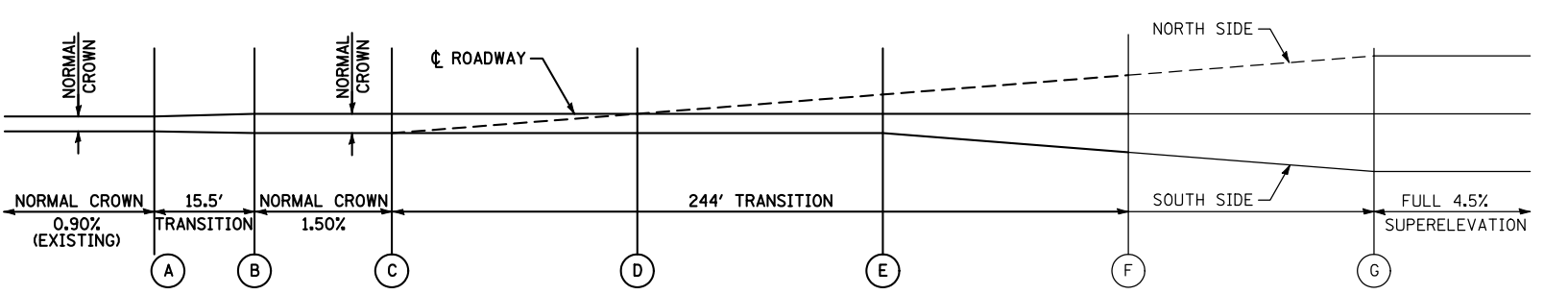
TYPICAL SECTIONS



- * FROM STA. 433+50.00 TO STA. 433+75.00 1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 AND VARIABLE DEPTH LEVELING BINDER (MACHINE METHOD), N50 TO MATCH EXISTING SUPERELEVATION. FROM STA. 433+75.00 TO STA. 434+27.04 EXISTING HMA SURFACE AND BINDER COURSES
- ** REFER TO GENERAL NOTES FOR PAVEMENT STRUCTURE OF BRIDGE APPROACH PAVEMENT CONNECTOR



STA.	NORTH SIDE S.E.	SOUTH SIDE S.E.
A	-0.90%	-0.90%
B	-1.50%	-1.50%
C	-1.50%	-1.50%
D	0.00%	-1.50%
E	+1.50%	-1.50%
F	+2.25%	-2.25%
G	+4.50%	-4.50%



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SA STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = brianf
DESIGNED EMD
DRAWN BJF
PLOT SCALE = 48.0000' / IN.
CHECKED MAG
PLOT DATE = 8/6/2012
DATE 3/13/2012

REVISED -
REVISED -
REVISED -
REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROPOSED TYPICAL SECTION
SCALE: AS SHOWN SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	12

CONTRACT NO. 64E76
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT

LOCATION		EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR 25% SHRINKAGE	EMBANKMENT TO STAY ON SITE	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
STA.	STA.	CU YD	CU YD	CU YD	CU YD
428+50	428+85	8.16	6.12	1.85	4.27
428+85	429+00	6.39	4.79	1.58	3.21
429+00	429+50	48.91	36.68	8.14	28.54
429+50	429+78	44.92	33.69	4.44	29.25
429+78	430+00	17.97	13.48	1.09	12.38
BRIDGE OMISSION					
432+00	432+43	6.60	4.95	12.18	-7.23
432+43	432+50	2.44	1.83	2.16	-0.33
432+50	433+00	51.09	38.32	1.13	37.19
433+00	433+50	85.86	64.39	0.65	63.75
433+50	433+77	29.83	22.38	0.35	22.02
433+77	434+00	5.21	3.91	0.21	3.70
429+47	429+50	2.46	1.84	0.28	1.56
429+50	430+00	70.40	52.80	2.20	50.60
430+00	430+50	41.67	31.25	4.70	26.55
430+50	430+70	4.03	3.02	3.34	-0.31
430+70	431+00	2.34	1.75	2.69	-0.94
BRIDGE OMISSION					
433+00	433+31	21.97	16.48	2.38	14.10
433+31	433+50	25.73	19.30	2.45	16.85
433+50	434+00	34.48	25.86	5.22	20.64
434+00	434+27	0.00	0.00	5.18	-5.18
434+27	434+50	0.00	0.00	3.30	-3.30
TOTAL:		515.00	385.00	70.00	320.00

20200100 EARTH EXCAVATION

CU YD	LOCATION	QUANTITY
US BUS 20		
STA. 428+50.00 TO 430+00.00	LT	126.35
BRIDGE OMISSION		
STA. 432+00.00 TO 434+00.00	LT	181.03
STA. 429+46.51 TO 431+00.00	RT	120.89
BRIDGE OMISSION		
STA. 433+00.00 TO 434+50.00	RT	82.18
TOTAL:		515.00 CU YD

20201200 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

CU YD	LOCATION	DEPTH (IN)	QUANTITY
US BUS 20			
STA. 428+50.00 TO 430+00.00	LT	6.00	25.72
BRIDGE OMISSION			
STA. 432+00.00 TO 434+00.00	LT	6.00	31.21
STA. 429+46.51 TO 431+00.00	RT	6.00	25.23
BRIDGE OMISSION			
STA. 433+00.00 TO 434+00.00	RT	6.00	20.57
TOTAL:			105.00 CU YD

21101615 TOPSOIL FURNISH AND PLACE, 4"

SO YD	LOCATION	QUANTITY
US BUS 20		
STA. 428+50.00 TO 429+78.12	LT	127.55
BRIDGE OMISSION		
STA. 432+00.00 TO 433+77.01	LT	138.39
STA. 429+46.51 TO 431+00.00	RT	69.70
BRIDGE OMISSION		
STA. 433+00.00 TO 434+50.00	RT	70.00
TOTAL:		406.00 SO YD

25000750 MOWING

ACRE	LOCATION	QUANTITY
US BUS 20		
STA. 428+50.00 TO 430+00.00	LT	0.03
BRIDGE OMISSION		
STA. 432+00.00 TO 434+00.00	LT	0.03
STA. 429+46.51 TO 431+00.00	RT	0.01
BRIDGE OMISSION		
STA. 433+00.00 TO 434+50.00	RT	0.01
TOTAL:		0.25 ACRE

25100635 HEAVY DUTY EROSION CONTROL BLANKET

SO YD	LOCATION	QUANTITY
US BUS 20		
STA. 428+50.00 TO 430+00.00	LT	127.55
BRIDGE OMISSION		
STA. 432+00.00 TO 434+00.00	LT	138.39
STA. 429+46.51 TO 431+00.00	RT	69.70
BRIDGE OMISSION		
STA. 433+00.00 TO 434+50.00	RT	70.00
TOTAL:		406.00 SO YD

28000250 TEMPORARY EROSION CONTROL SEEDING

POUND	LOCATION	AREA	QUANTITY
US BUS 20			
STA. 428+50.00 TO 430+00.00	LT	0.03	2.64
BRIDGE OMISSION			
STA. 432+00.00 TO 434+00.00	LT	0.03	2.86
STA. 429+46.51 TO 431+00.00	RT	0.01	1.44
BRIDGE OMISSION			
STA. 433+00.00 TO 434+50.00	RT	0.01	1.45
TOTAL:			50.00 POUND

28000400 PERIMETER EROSION BARRIER

FOOT	LOCATION	QUANTITY
US BUS 20		
STA. 428+85.26 TO 428+85.26	LT	17.50
STA. 428+85.26 TO 429+00.00	LT	14.82
STA. 429+00.00 TO 429+50.00	LT	50.04
STA. 429+50.00 TO 429+78.24	LT	28.25
STA. 429+78.24 TO 430+07.88	LT	30.09
STA. 429+46.52 TO 429+46.52	RT	9.40
STA. 429+46.52 TO 430+00.00	RT	53.64
STA. 430+00.00 TO 430+50.00	RT	50.01
STA. 430+50.00 TO 431+00.77	RT	50.78
STA. 432+09.79 TO 432+42.78	LT	36.36
STA. 432+42.78 TO 432+50.00	LT	16.74
STA. 432+50.00 TO 433+00.03	LT	50.14
STA. 433+00.03 TO 433+77.01	LT	76.98
STA. 433+77.01 TO 433+77.01	LT	7.90
STA. 433+02.74 TO 433+31.47	RT	28.90
STA. 433+31.47 TO 433+50.00	RT	18.53
STA. 433+50.00 TO 434+00.00	RT	50.00
STA. 434+00.00 TO 434+27.05	RT	27.19
STA. 434+27.05 TO 434+27.05	RT	11.00
TOTAL:		629.00 FOOT

31100910 SUBBASE GRANULAR MATERIAL, TYPE A 12"

SO YD	LOCATION	QUANTITY
US BUS 20		
STA. 428+85.25 TO 429+35.05	LT	61.45
STA. 429+35.05 TO 429+78.12	LT	47.04
STA. 432+42.77 TO 433+04.25	LT	67.15
STA. 433+04.25 TO 433+77.01	LT	87.47
STA. 429+50.00 TO 429+62.22	LT/RT	76.71
STA. 429+62.22 TO 430+42.40	LT/RT	251.68
STA. 432+77.20 TO 433+49.03	LT/RT	225.47
STA. 433+49.03 TO 433+50.00	LT/RT	6.09
TOTAL:		824.00 SO YD

31200500 STABILIZED SUBBASE - HOT-MIX ASPHALT, 4"

SO YD	LOCATION	QUANTITY
US BUS 20		
STA. 429+50.00 TO 429+62.22	LT/RT	75.36
STA. 429+62.22 TO 430+34.08	LT/RT	221.57
STA. 432+77.20 TO 433+49.03	LT/RT	221.48
STA. 433+49.03 TO 433+50.00	LT/RT	5.98
TOTAL:		525.00 SO YD

40600625 LEVELING BINDER (MACHINE METHOD), N50

TON	LOCATION	WIDTH (FT)	LT/RT	AREA (SQ YD)	QUANTITY
US BUS 20					
STA. 433+50.00 TO 433+75.00	54.00	54.00	LT/RT	150.00	10.50
TOTAL:					11.00 TON

40603310 HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50

TON	LOCATION	WIDTH (FT)	LT/RT	AREA (SQ YD)	QUANTITY
US BUS 20					
STA. 428+85.25 TO 429+35.05	9.11	LT	50.38	5.64	
STA. 429+35.05 TO 429+78.12	7.83	LT	37.47	4.20	
STA. 432+42.77 TO 433+04.25	8.83	LT	60.32	6.76	
STA. 433+04.25 TO 433+77.01	9.82	LT	79.39	8.89	
STA. 429+46.51 TO 430+26.45	8.83	LT	78.43	8.78	
STA. 430+26.45 TO 430+69.61	7.84	LT	37.60	4.21	
STA. 433+31.46 TO 433+74.75	7.84	LT	37.71	4.22	
STA. 433+74.75 TO 434+27.04	8.71	LT	50.63	5.67	
STA. 433+50.00 TO 433+75.00	54.00	LT	150.00	12.60	
STA. 411+30.00 TO 425+66.00	2.00	LT	319.11	26.81	
STA. 426+79.50 TO 430+71.92	2.00	LT	87.20	7.33	
STA. 433+07.46 TO 443+30.00	2.00	LT	227.23	19.09	
STA. 415+00.00 TO 428+85.04	2.00	LT	307.79	25.85	
STA. 433+77.01 TO 448+45.00	2.00	LT	326.22	27.40	
TOTAL:					168.00 TON

42001420 BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)

SO YD	LOCATION	QUANTITY
US BUS 20		
STA. 429+50.00 TO 430+06.48		338.85
STA. 433+04.82 TO 433+50.00		271.23
TOTAL:		611.00 SO YD

42100615 PAVEMENT REINFORCEMENT

SO YD	LOCATION	QUANTITY
US BUS 20		
STA. 429+50.00 TO 430+06.48		338.85
STA. 433+04.82 TO 433+50.00		271.23
TOTAL:		611.00 SO YD

44000100 PAVEMENT REMOVAL

SO YD	LOCATION	QUANTITY
US BUS 20		
STA. 429+50.00 TO 430+06.48		326.32
STA. 433+04.82 TO 433+50.00		261.05
TOTAL:		588.00 SO YD

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1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME = brianf	DESIGNED - EMD	REVISED -
	PLOT SCALE = 40.0000' / IN.	DRAWN - BJF	REVISED -
	PLOT DATE = 8/6/2012	CHECKED - VLF	REVISED -
		DATE - 02/29/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES			
SCALE: AS SHOWN	SHEET	OF	SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	13
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"						63200310	GUARDRAIL REMOVAL						
SO YD	LOCATION						FOOT	LOCATION						
	US BUS 20	WIDTH (FT)				QUANTITY		US BUS 20	QUANTITY					
	STA.	411+30.00	TO	425+66.00	2.00	RT	319.11	STA.	428+85.25	TO	430+03.20	LT	117.95	
	STA.	426+79.50	TO	430+71.92	2.00	RT	87.20	STA.	429+46.51	TO	430+81.67	RT	135.16	
	STA.	433+07.46	TO	443+30.00	2.00	RT	227.23	STA.	432+28.75	TO	433+77.01	LT	148.26	
	STA.	415+00.00	TO	428+85.04	2.00	LT	307.79	STA.	433+07.62	TO	434+27.04	RT	119.42	
	STA.	433+77.01	TO	448+45.00	2.00	LT	326.22							
	TOTAL:					1268.00	SO YD	TOTAL:					521.00	FOOT

44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"						64200108	SHOULDER RUMBLE STRIPS, 8 INCH					
SO YD	LOCATION						FOOT	LOCATION					
	US BUS 20	WIDTH (FT)				QUANTITY		US BUS 20	QUANTITY				
	STA.	433+50.00	TO	433+75.00	54.00	LT/RT	150.00	STA.	411+30.00	TO	425+66.00	RT	1436.00
	TOTAL:					150.00	SO YD	STA.	426+79.50	TO	430+71.92	RT	392.42

44004250	PAVED SHOULDER REMOVAL						66700305	PERMANENT SURVEY MARKERS, TYPE II					
SO YD	LOCATION						FOOT	LOCATION					
	US BUS 20	WIDTH (FT)				QUANTITY		US BUS 20	QUANTITY				
	STA.	428+85.03	TO	429+78.12	7.62	LT	76.83	STA.	411+30.00	TO	425+66.00	RT	1436.00
	STA.	432+42.77	TO	433+48.34	6.27	LT	107.87	STA.	426+79.50	TO	430+71.92	RT	392.42
	STA.	429+63.95	TO	430+69.61	6.34	RT	92.79	STA.	433+07.46	TO	443+30.00	RT	1022.54
	STA.	433+31.46	TO	434+25.49	8.44	RT	89.71	STA.	415+00.00	TO	430+00.00	LT	1500.00
	TOTAL:					368.00	SO YD	STA.	433+09.42	TO	448+45.00	LT	1535.58

48203021	HOT-MIX ASPHALT SHOULDERS, 6"						67000400	ENGINEER'S FIELD OFFICE, TYPE A						
SO YD	LOCATION						CAL MO	LOCATION						
	US BUS 20	WIDTH (FT)				QUANTITY		US BUS 20	QUANTITY					
	STA.	428+85.25	TO	429+35.05	9.83	LT	61.48	STA.	428+85.25	TO	434+27.04	10.00		
	STA.	429+35.05	TO	429+78.12	8.83	LT	44.65	TOTAL:					10.00	CAL MO
	STA.	432+42.77	TO	432+85.82	8.83	LT	42.24							
	STA.	432+85.82	TO	433+77.01	11.97	LT	105.38							
	STA.	429+46.51	TO	430+26.46	8.83	RT	91.54							
	STA.	430+26.46	TO	430+69.61	8.83	RT	42.33							
	STA.	433+31.46	TO	433+74.75	9.49	RT	46.47							
	STA.	433+74.75	TO	434+27.04	12.61	RT	64.20							
	TOTAL:					499.00	SO YD							

63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS						70100310	TRAFFIC CONTROL AND PROTECTION STANDARD 70142I					
FOOT	LOCATION						EACH	LOCATION					
	US BUS 20	QUANTITY					US BUS 20	QUANTITY					
	STA.	428+85.25	TO	429+35.19	LT	50.00	STA.	406+50.00	TO	456+50.00	1		
	STA.	429+46.51	TO	430+21.48	RT	75.00	TOTAL:					1.00	LSUM
	STA.	432+89.81	TO	433+77.01	LT	87.50							
	STA.	433+77.12	TO	434+27.04	RT	50.00							
	TOTAL:					262.50	FOOT						

63100085	TRAFFIC BARRIER TERMINAL, TYPE 6						70100400	TRAFFIC CONTROL AND PROTECTION STANDARD 70143I							
EACH	LOCATION						EACH	LOCATION							
	US BUS 20	OFFSET	OFFSET	LENGTH	QUANTITY		US BUS 20	QUANTITY							
	STA.	429+34.90	32.83	429+78.65	32.83	LT	43.75	1.00	STA.	406+50.00	TO	456+50.00	1		
	STA.	430+26.45	32.83	430+70.20	32.83	RT	43.75	1.00	TOTAL:					1.00	EACH
	STA.	432+46.06	32.83	432+89.81	32.83	LT	43.75	1.00							
	STA.	433+32.61	32.83	433+76.36	32.83	RT	43.75	1.00							
	TOTAL:					4.00	EACH								

70103815	TRAFFIC CONTROL SURVEILLANCE						
EACH	LOCATION						
	US BUS 20	QUANTITY					
	STA.	406+50.00	TO	456+50.00	5		
	TOTAL:					5.00	CAL DA

70300100	SHORT TERM PAVEMENT MARKING								
FOOT	LOCATION								
	US BUS 20	OFFSET	OFFSET	LOCATION	COLOR	QUANTITY			
	STA.	415+00.00	26.00	TO 448+45.00	26.00	LT	SOLID WHITE	334.50	
	STA.	411+11.52	26.00	TO 443+30.00	26.00	RT	SOLID WHITE	321.85	
	STA.	412+90.10	2.00	TO 423+80.23	2.00	RT	SOLID YELLOW	43.61	
	STA.	425+00.00	2.00	TO 427+11.45	2.00	RT	SOLID YELLOW	8.46	
	STA.	418+50.00	2.00	TO 424+13.40	2.00	LT	SOLID YELLOW	22.54	
	STA.	437+18.73	2.00	TO 455+05.00	2.00	RT	SOLID YELLOW	71.45	
	STA.	425+00.00	2.00	TO 427+11.45	2.00	LT	SOLID YELLOW	8.46	
	STA.	438+32.75	2.00	TO 451+66.72	2.00	LT	SOLID YELLOW	53.36	
	STA.	405+00.00	14.00	TO 410+22.83	14.67	RT	WHITE DASHED	52.29	
	STA.	423+89.87	14.00	TO 437+10.54	14.00	RT	WHITE DASHED	132.07	
	STA.	450+28.85	14.00	TO 456+50.00	14.00	RT	WHITE DASHED	62.12	
	STA.	423+91.77	14.00	TO 438+69.05	14.00	LT	WHITE DASHED	147.73	
	STA.	448+75.74	13.00	TO 455+05.00	13.45	LT	WHITE DASHED	62.93	
	TOTAL:					1322.00	FOOT		

70300220	TEMPORARY PAVEMENT MARKING - LINE 4"								
FOOT	LOCATION								
	US BUS 20	OFFSET	OFFSET	LOCATION	STAGE	COLOR	QUANTITY		
	STA.	411+11.52	26.80	TO 411+60.00	28.00	RT	1	SOLID WHITE	48.49
	STA.	411+60.00	28.00	TO 425+66.00	28.00	RT	1	SOLID WHITE	1406.00
	STA.	426+80.00	28.00	TO 434+50.00	28.00	RT	1	SOLID WHITE	770.00
	STA.	434+50.00	28.00	TO 433+30.00	26.00	RT	1	SOLID WHITE	120.02
	STA.	405+00.00	2.00	TO 411+60.00	18.00	RT	1	SOLID YELLOW	660.19
	STA.	411+60.00	18.00	TO 425+00.00	18.00	RT	1	SOLID YELLOW	1340.00
	STA.	425+00.00	18.00	TO 425+66.00	18.00	RT	1	SOLID YELLOW	66.00
	STA.	426+80.00	18.00	TO 427+00.00	18.00	RT	1	SOLID YELLOW	20.00
	STA.	427+00.00	18.00	TO 434+50.00	18.00	RT	1	SOLID YELLOW	750.00
	STA.	434+50.00	18.00	TO 443+30.00	16.00	RT	1	SOLID YELLOW	880.00
	STA.	418+50.00	2.00	TO 425+00.00	17.08	LT/RT	1	SOLID YELLOW	650.28
	STA.	425+00.00	17.08	TO 425+66.00	17.08	RT	1	SOLID YELLOW	66.00
	STA.	426+80.00	17.08	TO 434+50.00	17.08	RT	1	SOLID YELLOW	770.00
	STA.	434+50.00	17.08	TO 443+30.00	2.00	RT/LT	1	SOLID YELLOW	880.21
	STA.	443+30.00	2.00	TO 449+90.00	2.00	LT	1	SOLID YELLOW	660.00
	STA.	418+50.00	12.00	TO 425+00.00	7.08	LT/RT	1	SOLID WHITE	650.28
	STA.	425+00.00	7.08	TO 434+50.00	7.08	RT	1	SOLID WHITE	950.00
	STA.	434+50.00	7.08	TO 443+30.00	12.00	RT/LT	1	SOLID WHITE	880.21
	STA.	443+30.00	12.00	TO 449+90.00	12.00	LT	1	SOLID WHITE	660.00
	STA.	449+90.00	12.00	TO 453+20.00	20.00	LT	1	SOLID WHITE	330.10
	STA.	453+20.00	20.00	TO 456+50.00	26.00	LT	1	SOLID WHITE	330.05
	STA.	406+30.00	27.00	TO 412+90.00	12.50	RT	2	SOLID WHITE	660.16
	STA.	412+90.00	12.50	TO 419+50.00	12.50	RT	2	SOLID WHITE	660.00
	STA.	419+50.00	12.50	TO 425+50.00	7.42	RT/LT	2	SOLID WHITE	600.33
	STA.	427+44.00	7.42	TO 428+50.00	7.42	LT	2	SOLID WHITE	106.00
	STA.	428+50.00	7.42	TO 435+25.00	7.42	LT	2	SOLID WHITE	675.00
	STA.	435+25.00	7.42	TO 451+75.00	13.00	LT/RT	2	SOLID WHITE	1650.13
	STA.	451+75.00	13.00	TO 455+05.00	14.00	LT/RT	2	SOLID WHITE	330.00
	STA.	412+90.00	2.00	TO 419+50.00	2.00	RT	2	SOLID YELLOW	660.00
	STA.	419+50.00	2.00	TO 425+50.00	18.88	RT/LT	2	SOLID YELLOW	600.36
	STA.	425+50.00	18.88	TO 435+25.00	18.88	LT	2	SOLID YELLOW	975.00
	STA.	435+25.00	18.88	TO 451+75.00	2.00	LT/RT	2	SOLID YELLOW	1650.13
	STA.	451+75.00	2.00	TO 455+05.00	2.00	RT	2	SOLID YELLOW	330.00
	STA.	412+90.00	12.90	TO 425+50.00	18.90	LT	2	SOLID YELLOW	1260.01
	STA.	425+50.00	18.90	TO 428+50.00	18.90	LT	2	SOLID YELLOW	300.00
	STA.	428+50.00	18.90	TO 435+25.00	18.90	LT	2	SOLID YELLOW	675.00
	STA.	435+25.00	18.90	TO 448+45.00	15.50	LT	2	SOLID YELLOW	1320.00
	STA.	448+45.00	15.50	TO 455+05.00	2.00	LT	2	SOLID YELLOW	660.14
	STA.	415+00.00	26.00	TO 425+50.00	29.42	LT	2	SOLID WHITE	1050.01
	STA.	425+50.00	29.42	TO 435+25.00	29.42	LT	2	SOLID WHITE	975.00
	STA.	435+25.00	29.42	TO 448+45.00	26.00	LT	2	SOLID WHITE	1320.00
	TOTAL:					29346.00	FOOT		

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1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME = briant	DESIGNED - EMD	REVISED -
	DRAWN - BJF	REVISIONS -	
	CHECKED - VLF	REVISIONS -	
	DATE - 02/29/12	REVISIONS -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: AS SHOWN				SHEET OF SHEETS				STA. TO STA.			
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	14
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			CONTRACT NO. 64E76	

70301000

WORK_ZONE_PAVEMENT_MARKING_REMOVAL

SO FT LOCATION

	US BUS 20	OFFSET	OFFSET	LI/RI	WIDTH (IN)	COLOR	QUANTITY
STAGE 1	STA. 411+11.52	26.80	411+60.00 28.00	RT	4.00	SOLID WHITE	16.16
	STA. 411+60.00	28.00	425+66.00 28.00	RT	4.00	SOLID WHITE	468.67
	STA. 426+80.00	28.00	434+50.00 28.00	RT	4.00	SOLID WHITE	256.67
	STA. 434+50.00	28.00	433+30.00 26.00	RT	4.00	SOLID WHITE	40.01
	STA. 405+00.00	2.00	411+60.00 18.00	RT	4.00	SOLID YELLOW	220.06
	STA. 411+60.00	18.00	425+00.00 18.00	RT	4.00	SOLID YELLOW	446.67
	STA. 425+00.00	18.00	425+66.00 18.00	RT	4.00	SOLID YELLOW	22.00
	STA. 426+80.00	18.00	427+00.00 18.00	RT	4.00	SOLID YELLOW	6.67
	STA. 427+00.00	18.00	434+50.00 18.00	RT	4.00	SOLID YELLOW	250.00
	STA. 434+50.00	18.00	443+30.00 16.00	RT	4.00	SOLID YELLOW	293.33
	STA. 418+50.00	2.00	425+00.00 17.08	LT/RT	4.00	SOLID YELLOW	216.76
	STA. 425+00.00	17.08	425+66.00 17.08	RT	4.00	SOLID YELLOW	22.00
	STA. 426+80.00	17.08	434+50.00 17.08	RT	4.00	SOLID YELLOW	256.67
	STA. 434+50.00	17.08	443+30.00 2.00	RT/LT	4.00	SOLID YELLOW	293.40
	STA. 443+30.00	2.00	449+90.00 2.00	LT	4.00	SOLID YELLOW	220.00
	STA. 418+50.00	12.00	425+00.00 7.08	LT/RT	4.00	SOLID WHITE	216.76
	STA. 425+00.00	7.08	434+50.00 7.08	RT	4.00	SOLID WHITE	316.67
	STA. 434+50.00	7.08	443+30.00 12.00	RT/LT	4.00	SOLID WHITE	293.40
	STA. 443+30.00	12.00	449+90.00 12.00	LT	4.00	SOLID WHITE	220.00
	STA. 449+90.00	12.00	453+20.00 20.00	LT	4.00	SOLID WHITE	110.03
	STA. 453+20.00	20.00	456+50.00 26.00	LT	4.00	SOLID WHITE	110.02
	STA. 406+30.00	27.00	412+90.00 12.50	RT	4.00	SOLID WHITE	220.05
	STA. 412+90.00	12.50	419+50.00 12.50	RT	4.00	SOLID WHITE	220.00
	STA. 419+50.00	12.50	425+50.00 7.42	RT/LT	4.00	SOLID WHITE	200.11
	STA. 427+44.00	7.42	428+50.00 7.42	LT	4.00	SOLID WHITE	35.33
	STA. 428+50.00	7.42	435+25.00 7.42	LT	4.00	SOLID WHITE	225.00
	STA. 435+25.00	7.42	451+75.00 13.00	LT/RT	4.00	SOLID WHITE	550.04
	STA. 451+75.00	13.00	455+05.00 14.00	LT/RT	4.00	SOLID WHITE	110.00
	STA. 412+90.00	2.00	419+50.00 2.00	RT	4.00	SOLID YELLOW	220.00
	STA. 419+50.00	2.00	425+50.00 18.88	RT/LT	4.00	SOLID YELLOW	200.12
	STA. 425+50.00	18.88	435+25.00 18.88	RT/LT	4.00	SOLID YELLOW	325.00
	STA. 435+25.00	18.88	451+75.00 2.00	LT	4.00	SOLID YELLOW	550.04
	STA. 451+75.00	2.00	455+05.00 2.00	LT/RT	4.00	SOLID YELLOW	110.00
	STA. 412+90.00	12.90	425+50.00 18.90	LT	4.00	SOLID YELLOW	420.00
	STA. 425+50.00	18.90	428+50.00 18.90	LT	4.00	SOLID YELLOW	100.00
	STA. 428+50.00	18.90	435+25.00 18.90	LT	4.00	SOLID YELLOW	225.00
	STA. 435+25.00	18.90	448+45.00 15.50	LT	4.00	SOLID YELLOW	440.00
	STA. 448+45.00	15.50	455+05.00 2.00	LT	4.00	SOLID YELLOW	220.05
	STA. 415+00.00	26.00	425+50.00 29.42	LT	4.00	SOLID WHITE	350.00
	STA. 425+50.00	29.42	435+25.00 29.42	LT	4.00	SOLID WHITE	325.00
	STA. 435+25.00	29.42	448+45.00 26.00	LT	4.00	SOLID WHITE	440.00

TOTAL: 9782.00 SO FT

70400100

TEMPORARY_CONCRETE_BARRIER

FOOT

US BUS 20	LOCATION	QUANTITY
STA. 425+93.00	TO 428+25.00	232.88
STA. 428+25.00	TO 433+75.00	550.00
STA. 433+75.00	TO 436+44.50	270.12

TOTAL: 1062.50 FOOT

70400200

RELOCATE_TEMPORARY_CONCRETE_BARRIER

FOOT

LOCATION

US BUS 20	LOCATION	QUANTITY
STA. 427+38.00	TO 429+00.00	162.40
STA. 429+00.00	TO 433+62.80	462.80
STA. 433+62.80	TO 437+70.00	407.49

TOTAL: 1033.00 FOOT

78001110

PAINT_PAVEMENT_MARKING - LINE 4"

FOOT

LOCATION

US BUS 20	OFFSET	OFFSET	RT/LI	COLOR	QUANTITY
STA. 415+00.00	26.00	448+45.00 26.00	LT	SOLID WHITE	3345.00
STA. 411+11.52	26.00	425+66.00 26.00	RT	SOLID WHITE	1454.48
STA. 426+80.00	26.00	443+30.00 26.00	RT	SOLID WHITE	1650.00
STA. 412+90.10	2.00	423+80.86 2.00	RT	SOLID YELLOW	1090.76
STA. 412+90.10	1.33	423+80.86 1.33	RT	SOLID YELLOW	1090.76
STA. 425+26.16	2.00	425+86.82 2.00	RT	SOLID YELLOW	60.66
STA. 425+26.16	1.33	425+86.82 1.33	RT	SOLID YELLOW	60.66
STA. 437+17.19	2.00	455+05.00 2.00	RT	SOLID YELLOW	1787.81
STA. 437+17.19	1.33	455+05.00 1.33	RT	SOLID YELLOW	1787.81
STA. 418+50.00	2.00	424+13.40 2.00	LT	SOLID YELLOW	563.40
STA. 418+50.00	1.33	424+13.40 1.33	LT	SOLID YELLOW	563.40
STA. 425+01.27	2.00	425+86.90 2.00	LT	SOLID YELLOW	85.63
STA. 425+01.27	1.33	425+86.90 1.33	LT	SOLID YELLOW	85.63
STA. 438+32.84	2.00	451+67.59 2.00	LT	SOLID YELLOW	1334.75
STA. 438+32.84	1.33	451+67.59 1.33	LT	SOLID YELLOW	1334.75
STA. 429+50.00	2.00	433+75.00 2.00	LT	SOLID YELLOW	425.00
STA. 429+50.00	1.33	433+75.00 1.33	LT	SOLID YELLOW	425.00
STA. 429+50.00	2.00	433+75.00 2.00	RT	SOLID YELLOW	425.00
STA. 429+50.00	1.33	433+75.00 1.33	RT	SOLID YELLOW	425.00

PAINT PAVEMENT MARKING SUBTOTAL: 17995.50

TOTAL: TWO PAINT APPLICATIONS: 35992.00 FOOT

78001130

PAINT_PAVEMENT_MARKING - LINE 6"

FOOT

LOCATION

US BUS 20	OFFSET	OFFSET	RT/LI	COLOR	QUANTITY
STA. 423+89.87	14.00	437+10.54 14.00	RT	WHITE DASHED	330.1675
STA. 405+00.00	14.00	410+22.83 14.00	RT	WHITE DASHED	130.7075
STA. 450+28.85	14.00	456+50.00 14.00	RT	WHITE DASHED	155.2875
STA. 423+91.77	14.00	438+69.05 14.00	LT	WHITE DASHED	369.32
STA. 448+75.74	14.00	455+05.00 14.00	LT	WHITE DASHED	157.315

PAINT PAVEMENT MARKING SUBTOTAL: 1142.80

TOTAL: TWO PAINT APPLICATIONS: 2286.00 FOOT

78001150

PAINT_PAVEMENT_MARKING - LINE 12"

FOOT

LOCATION

US BUS 20	# OF MEDIUM LINES	WIDTH OF MEDIUM	QUANTITY
STA. 424+13.40	TO 424+13.40	14.98	4.00 59.91
STA. 455+05.00	TO 455+05.00	23.82	4.00 95.27
STA. 425+86.90	TO 425+86.90	1.14	4.00 4.57
STA. 433+75.00	TO 433+75.00	5.67	4.00 22.67

PAINT PAVEMENT MARKING SUBTOTAL: 182.41

TOTAL: TWO PAINT APPLICATIONS: 366.00 FOOT

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PLOT DATE = 8/6/2012	DATE - 02/29/12	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: AS SHOWN SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	15
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

78100100 RAISED REFLECTIVE PAVEMENT MARKER

EACH	LOCATION	US BUS 20	OFFSET	LENGTH	QUANTITY
		STA. 429+50.00 TO 430+39.14	2.00	89.14	4.00
		STA. 429+50.00 TO 430+33.82	2.00	83.82	4.00
		STA. 429+50.00 TO 430+55.11	14.00	105.11	3.00
		STA. 432+95.45 TO 433+50.00	14.00	54.55	2.00
		STA. 429+50.00 TO 430+17.84	14.00	67.84	2.00
		STA. 432+56.18 TO 433+50.00	14.00	93.82	3.00
TOTAL:					18.00 EACH

X7810400 TEMPORARY RAISED PAVEMENT MARKER

EACH	LOCATION	US BUS 20	SPACING	NUMBER PER SIDE	STAGE	QUANTITY
		STA. 418+50.00 TO 425+00.00	20.00	2.00	1	65.00
		STA. 434+50.00 TO 449+90.00	20.00	2.00	1	154.00
		STA. 419+50.00 TO 425+00.00	20.00	2.00	2	55.00
		STA. 435+25.00 TO 451+75.00	20.00	2.00	2	165.00
TOTAL:						439.00 EACH

78200410 GUARDRAIL MARKERS, TYPE A

EACH	LOCATION	US BUS 20	LENGTH (FT)	QUANTITY
		STA. 428+85.25 TO 429+35.19	49.94	2.00
		STA. 429+46.51 TO 430+21.48	74.97	2.00
		STA. 432+89.81 TO 433+77.01	87.20	2.00
		STA. 433+77.12 TO 434+27.04	49.92	2.00
TOTAL:				8.00 EACH

Z0004552 APPROACH SLAB REMOVAL

SO YD	LOCATION	US BUS 20	QUANTITY
		STA. 430+06.48 TO 430+36.48	220.35
		STA. 432+74.82 TO 433+04.82	218.95
TOTAL:			440.00 SO YD

78200520 BARRIER WALL MARKERS, TYPE B

EACH	LOCATION	US BUS 20	LT/RT	LENGTH	QUANTITY
		STA. 429+78.34 TO 432+46.67	LT	268.33	5.00
		STA. 430+64.62 TO 433+32.96	RT	268.34	5.00
TOTAL:					10.00 EACH

Z0024476 FLEXIBLE DELINEATOR MAINTENANCE

EACH	LOCATION	US BUS 20	QUANTITY
		STA. 406+50.00 TO 456+50.00	20.00
TOTAL:			20.00 EACH

78300100 PAVEMENT MARKING REMOVAL

SO FT	LOCATION	US BUS 20	OFFSET	OFFSET	COLOR	QUANTITY
		STA. 411+11.52	26.80	425+66.00	25.83 RT	SOLID WHITE 484.83
		STA. 426+80.00	26.04	443+30.00	25.79 RT	SOLID WHITE 550.00
		STA. 405+00.00	14.00	410+22.83	14.67 RT	WHITE DASHED 65.35
		STA. 423+89.87	13.86	437+10.54	13.23 RT	WHITE DASHED 165.08
		STA. 450+28.85	14.00	456+50.00	14.00 RT	WHITE DASHED 77.64
		STA. 419+74.79	1.71	423+80.86	3.59 RT	SOLID YELLOW 270.72
		STA. 418+50.00	2.68	421+95.56	1.85 LT	SOLID YELLOW 230.37
		STA. 437+17.19	3.11	442+25.32	1.02 RT	SOLID YELLOW 338.76
		STA. 439+19.87	0.98	449+89.89	2.00 LT	SOLID YELLOW 713.35
		STA. 415+00.00	25.83	428+75.02	25.50 LT	SOLID WHITE 458.34
		STA. 433+77.01	25.60	448+45.00	25.50 LT	SOLID WHITE 489.33
		STA. 423+91.77	14.01	438+69.05	12.96 LT	WHITE DASHED 184.66
		STA. 448+75.74	13.00	455+05.00	13.45 LT	WHITE DASHED 78.66
		STA. 412+90.10	2.00	422+59.08	1.63 RT	SOLID YELLOW 645.99
		STA. 420+54.13	1.78	424+13.40	3.82 LT	SOLID YELLOW 239.52
		STA. 425+26.16	1.63	425+86.82	2.35 RT	SOLID YELLOW 40.44
		STA. 425+01.27	3.77	425+86.90	2.66 LT	SOLID YELLOW 57.09
		STA. 441+55.30	1.26	455+05.00	1.99 RT	SOLID YELLOW 899.80
		STA. 438+32.84	2.92	451+67.59	-1.62 LT	SOLID YELLOW 889.84
		STA. 418+50.00	0.00	423+80.86	LT/RT	YELLOW MEDIAN DIAGONAL 28.31
		STA. 437+17.19	0.00	449+89.89	LT/RT	YELLOW MEDIAN DIAGONAL 67.88
		STA. 412+90.10	0.00	424+13.40	LT/RT	YELLOW MEDIAN DIAGONAL 59.91
		STA. 425+01.27	0.00	425+86.90	LT/RT	YELLOW MEDIAN DIAGONAL 4.57
		STA. 438+32.84	0.00	455+05.00	LT/RT	YELLOW MEDIAN DIAGONAL 89.18
TOTAL:						7130.00

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

EACH	LOCATION	US BUS 20	QUANTITY
		STA. 425+97.88	1
		STA. 436+00.25	1
TOTAL:			2.00 EACH

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

EACH	LOCATION	US BUS 20	QUANTITY
		STA. 427+31.29	1
		STA. 437+36.44	1
TOTAL:			2.00 EACH

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PLOT DATE = 8/6/2012	CHECKED - VLF	REVISED -
	DATE - 02/29/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES			
SCALE: AS SHOWN	SHEET	OF	SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	16
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

REFERENCE TIES				
POINT	CHAIN	STATION	OFFSET	DESCRIPTION
501	BUS-20	417+11.27	40.05' LT	GUARDRAIL STEEL PLATE BEAM
502	BUS-20	429+94.64	38.03' LT	TOP OF WINGWALL
503	BUS-20	429+96.15	32.12' LT	BRIDGE CURB
504	BUS-20	430+79.61	37.65' RT	TOP OF WINGWALL
505	BUS-20	436+51.32	27.49' RT	DROP INLET PERIMETER
506	BUS-20	436+51.14	33.59' RT	DROP INLET PERIMETER
507	BUS-20	433+15.79	37.60' RT	HEADWALL
508	BUS-20	446+27.42	38.81' LT	GUARDRAIL STEEL PLATE BEAM
509	BUS-20	446+37.60	29.70' RT	DROP INLET PERIMETER
510	BUS-20	445+53.31	29.37' RT	DROP INLET PERIMETER
511	BUS-20	447+04.86	38.76' RT	GUARDRAIL
513	BUS-20	418+25.66	38.04' RT	GUARDRAIL STEEL PLATE BEAM

HORIZONTAL CONTROL POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
2	2045370.2552	2455066.0941	788.28	BUS-20	429+05.48	30.66' LT	GPS CONTROL POINT, GPS CONTROL POINT
3	2045308.5079	2455780.9777	783.09	BUS-20	436+23.08	30.37' RT	GPS CONTROL POINT, GPS CONTROL POINT

BENCH MARKS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
405	2044953.8973	2456779.8263	761.02	BUS-20	447+09.52	39.23' RT	GPS CONTROL POINT, GPS CONTROL POINT
406	2044686.7971	2457237.7839	761.77	BUS-20	452+36.81	38.02' LT	GPS CONTROL POINT

CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
BUS-20	1320	1320	1321	1322	1323
BUS-20	1330	1330	1331	1332	1333
BUS-20	1340	1340	1341	1342	1343
BUS-20	1350	1350	1351	1352	1353
BUS-20	200	200	201	202	203
BUS-20	210	210	211	212	213
BUS-20	220	220	221	222	223
BUS-20	230	230	231	232	233

BUS-20 Chain BUS-20 contains:
1370 1380 CUR 200 CUR 210 CUR 220 CUR 230 280

Beginning chain BUS-20 description
=====

Point 1370 N 2,047,094.6766 E 2,448,085.8936 Sta 353+08.21

Course from 1370 to 1380 S 52° 24' 29.72" E Dist 1,424.2242

Point 1380 N 2,046,225.8557 E 2,449,214.4169 Sta 367+32.43

Course from 1380 to PC 200 S 52° 25' 42.13" E Dist 1,476.3398

Curve Data

Curve 200
P.I. Station 383+13.46 N 2,045,261.8164 E 2,450,467.5306

Delta = 38° 16' 58.56" (LT)

Degree = 18° 59' 43.39"

Tangent = 104.6933

Length = 201.5381

Radius = 301.6300

External = 17.6525

Long Chord = 197.8100

Mid. Ord. = 16.6766

P.C. Station 382+08.77 N 2,045,325.6534 E 2,450,384.5515

P.T. Station 384+10.31 N 2,045,263.1161 E 2,450,572.2158

C.C. N 2,045,564.7228 E 2,450,568.4713

Back = S 52° 25' 42.13" E

Ahead = N 89° 17' 19.31" E

Chord Bear = S 71° 34' 11.41" E

Course from PT 200 to PC 210 N 89° 17' 19.31" E Dist 1,564.9916

Curve Data

Curve 210
P.I. Station 402+25.30 N 2,045,285.6479 E 2,452,387.0687

Delta = 0° 26' 31.62" (LT)

Degree = 0° 05' 18.32"

Tangent = 250.0012

Length = 500.0000

Radius = 64,797.0206

External = 0.4823

Long Chord = 499.9988

Mid. Ord. = 0.4823

P.C. Station 399+75.30 N 2,045,282.5443 E 2,452,137.0868

P.T. Station 404+75.30 N 2,045,290.6803 E 2,452,637.0193

C.C. N 2,110,074.5717 E 2,451,332.6787

Back = N 89° 17' 19.31" E

Ahead = N 88° 50' 47.68" E

Chord Bear = N 89° 04' 03.49" E

Course from PT 210 to PC 220 N 88° 50' 47.68" E Dist 2,883.0691

Curve Data

Curve 220
P.I. Station 442+54.70 N 2,045,366.7584 E 2,456,415.6582

Delta = 42° 47' 20.64" (RT)

Degree = 2° 30' 15.77"

Tangent = 896.3356

Length = 1,708.5681

Radius = 2,287.8213

External = 169.3201

Long Chord = 1,669.1393

Mid. Ord. = 157.6523

P.C. Station 433+58.37 N 2,045,348.7155 E 2,455,519.5043

P.T. Station 450+66.94 N 2,044,771.2408 E 2,457,085.5659

C.C. N 2,043,061.3577 E 2,455,565.5573

Back = N 88° 50' 47.68" E

Ahead = S 48° 21' 51.68" E

Chord Bear = S 69° 45' 32.00" E

Course from PT 220 to PC 230 S 48° 21' 51.68" E Dist 296.7687

Curve Data

Curve 230
P.I. Station 463+61.25 N 2,043,911.3110 E 2,458,052.9152

Delta = 38° 08' 15.80" (LT)

Degree = 1° 59' 07.57"

Tangent = 997.5435

Length = 1,920.8749

Radius = 2,885.8050

External = 167.5478

Long Chord = 1,885.6097

Mid. Ord. = 158.3539

P.C. Station 453+63.71 N 2,044,574.0702 E 2,457,307.3663

P.T. Station 472+84.58 N 2,043,850.4485 E 2,459,048.6003

C.C. N 2,046,730.8773 E 2,459,224.6701

Back = S 48° 21' 51.68" E

Ahead = S 86° 30' 07.47" E

Chord Bear = S 67° 25' 59.57" E

Course from PT 230 to 280 S 86° 30' 07.47" E Dist 1,155.4094

Point 280 N 2,043,779.9543 E 2,460,201.8571 Sta 484+39.99

Ending chain BUS-20 description
=====

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1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME = brianf	DESIGNED EMD	REVISED -
		DRAWN B/JF	REVISED -
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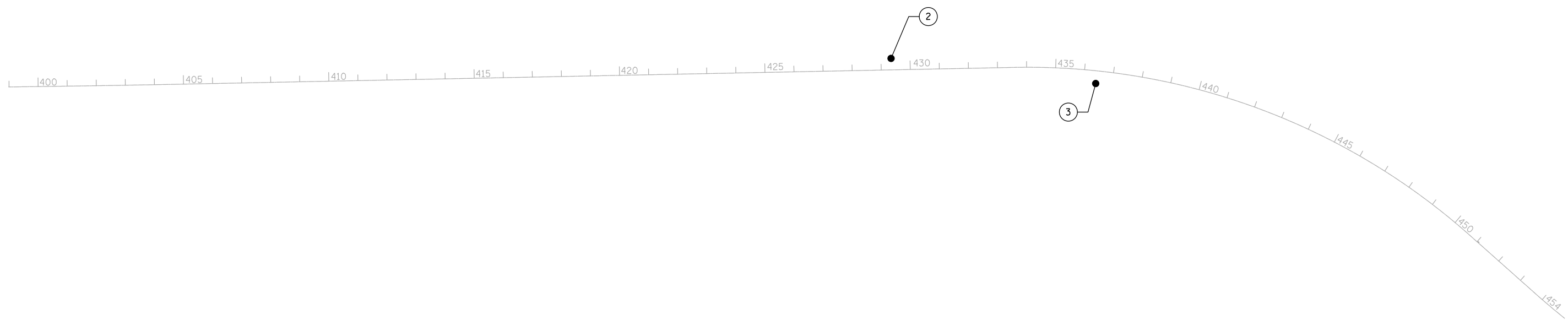
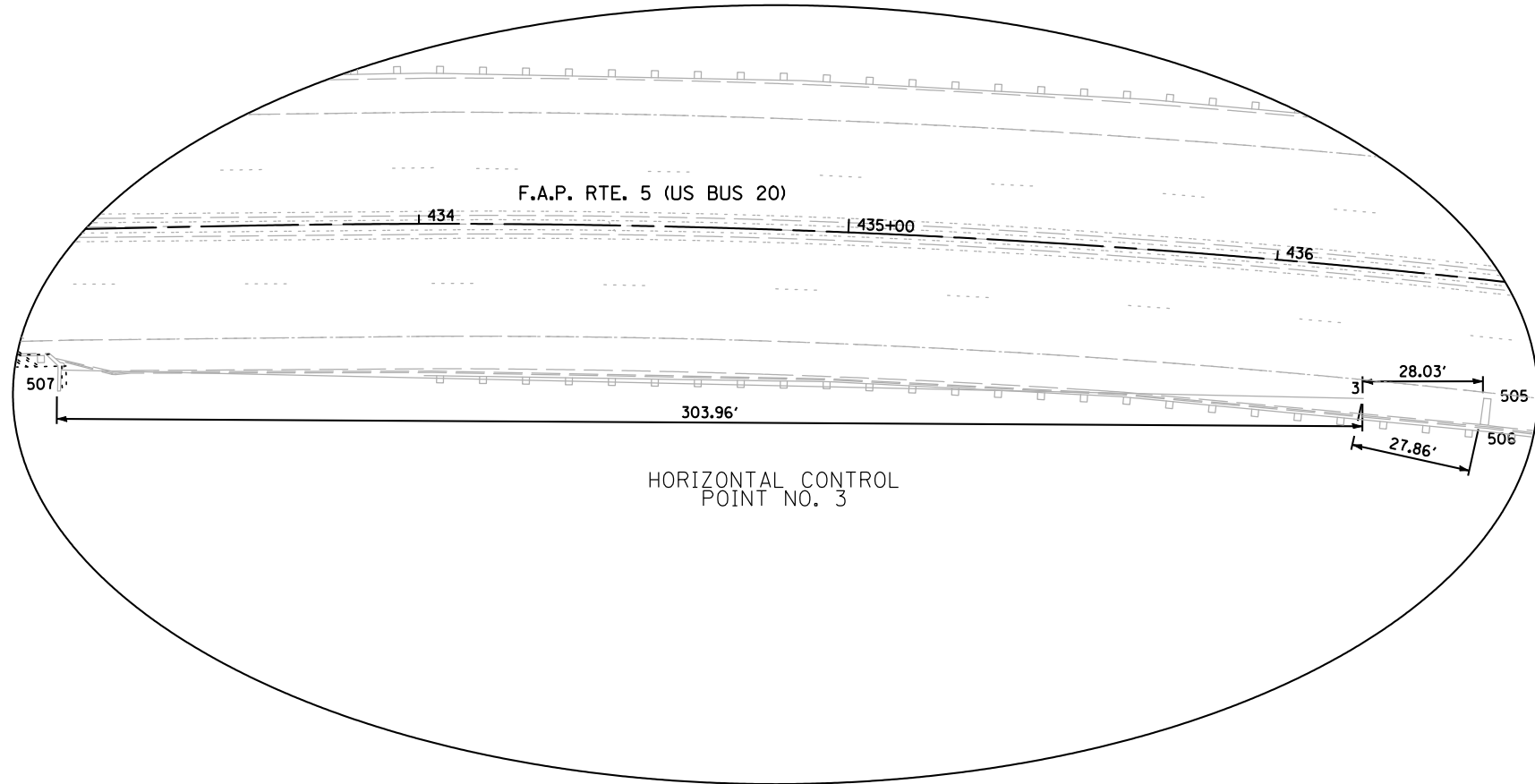
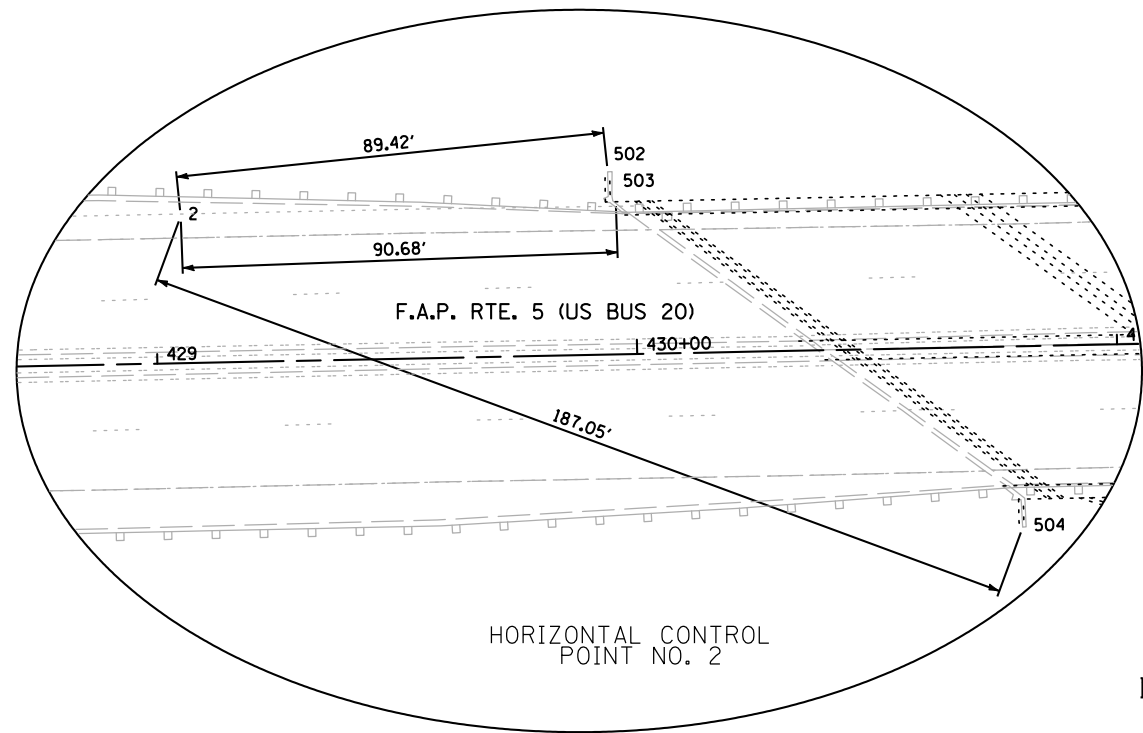
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORIZONTAL AND VERTICAL CONTROL

SCALE: AS SHOWN SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	17
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			CONTRACT NO. 64E76	

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SA
STRAND
ASSOCIATES

1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

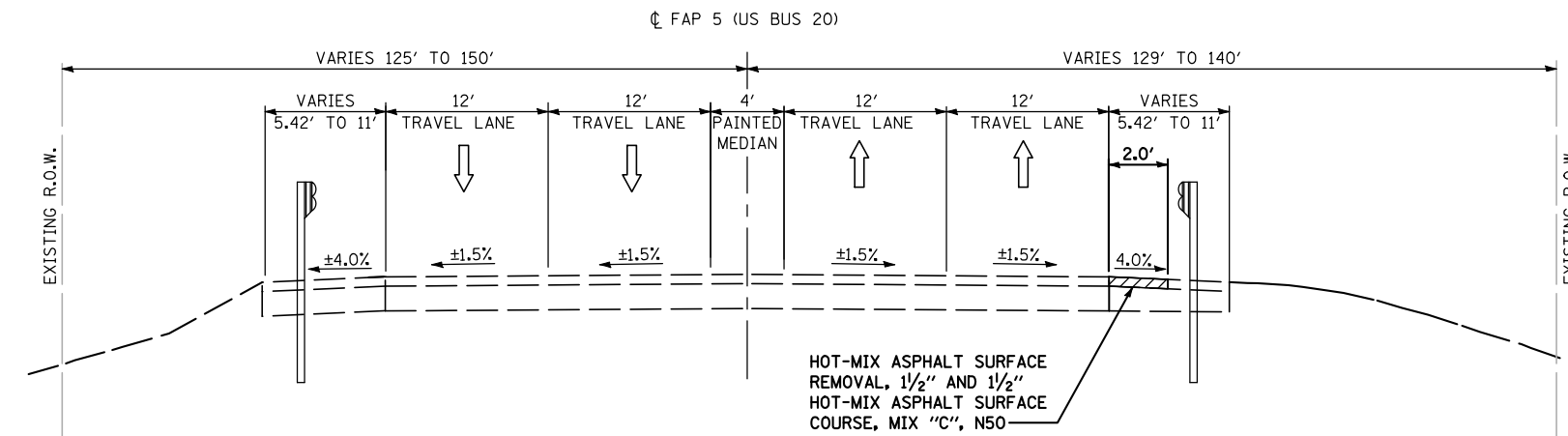
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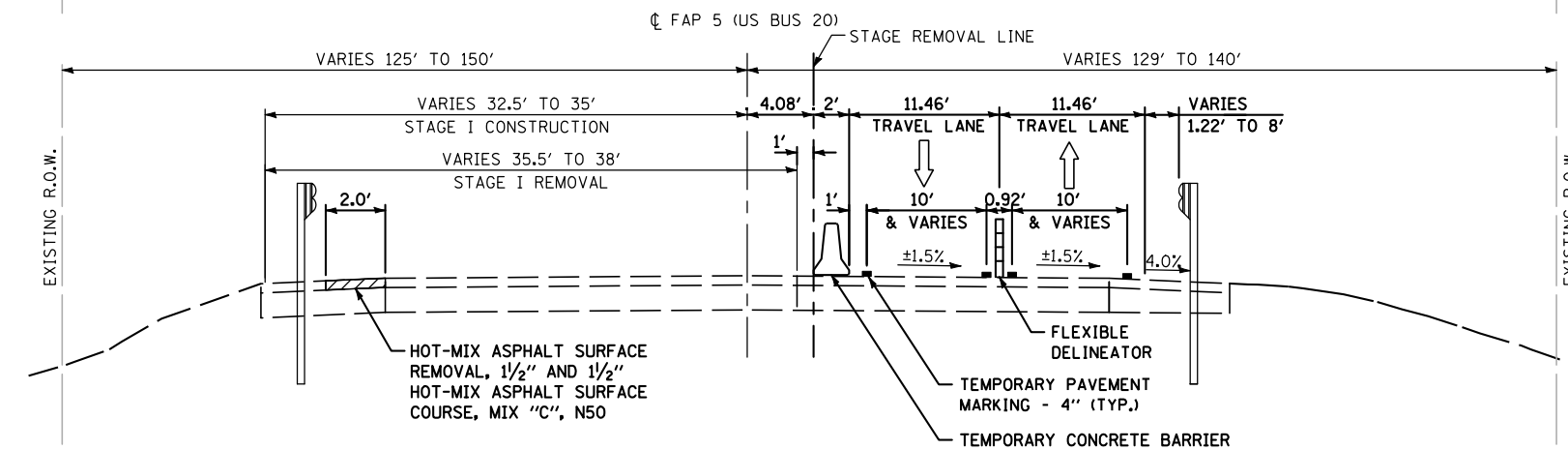
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORIZONTAL AND VERTICAL CONTROL			
SCALE: AS SHOWN	SHEET NO.	OF SHEETS	STA. TO STA.

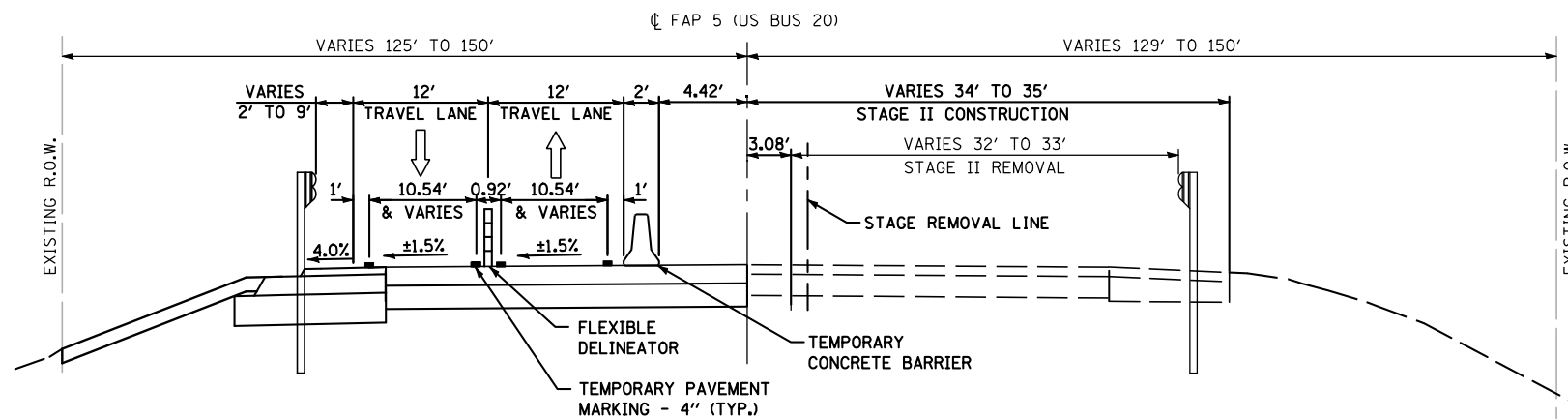
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	18
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				



PRE-STAGE TYPICAL SECTION



STAGE I TYPICAL SECTION



STAGE II TYPICAL SECTION

GENERAL NOTES:

1. PLACEMENT OF TEMPORARY CONCRETE BARRIERS, TEMPORARY IMPACT ATTENUATORS AND DRUMS WITH STEADY BURNING LIGHTS SHALL BE AS SHOWN.
2. PLACEMENT OF OTHER TRAFFIC CONTROL ITEMS NOT SHOWN ON THE PLANS SHALL BE DONE ACCORDING TO STANDARD 701421 OR 701431.

PRE-STAGE NOTES:

1. HOT-MIX ASPHALT SURFACE REMOVAL, 1/2" FROM STA. 411+30.00 TO STA. 425+66.00 RT, STA. 426+79.50 TO STA. 430+71.92 RT AND STA. 433+07.46 TO STA. 443+30.00 RT USING STANDARD 701426.
2. 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 FROM STA. 411+30.00 TO STA. 425+66.00 RT, STA. 426+79.50 TO STA. 430+71.92 RT AND STA. 443+07.46 TO STA. 443+30.00 RT WHERE SHOULDER WILL BE USED AS A RUN AROUND FOR STAGE 1 CONSTRUCTION.

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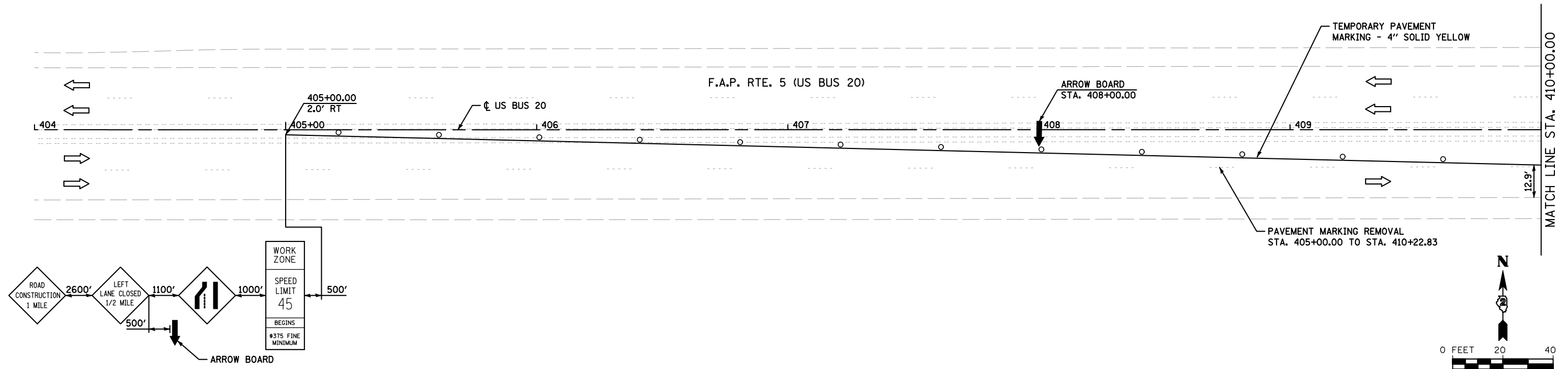
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED MAINTENANCE OF TRAFFIC
NOTES AND TYPICAL SECTIONS**

SCALE: AS SHOWN SHEET NO. OF SHEETS STA. TO STA.

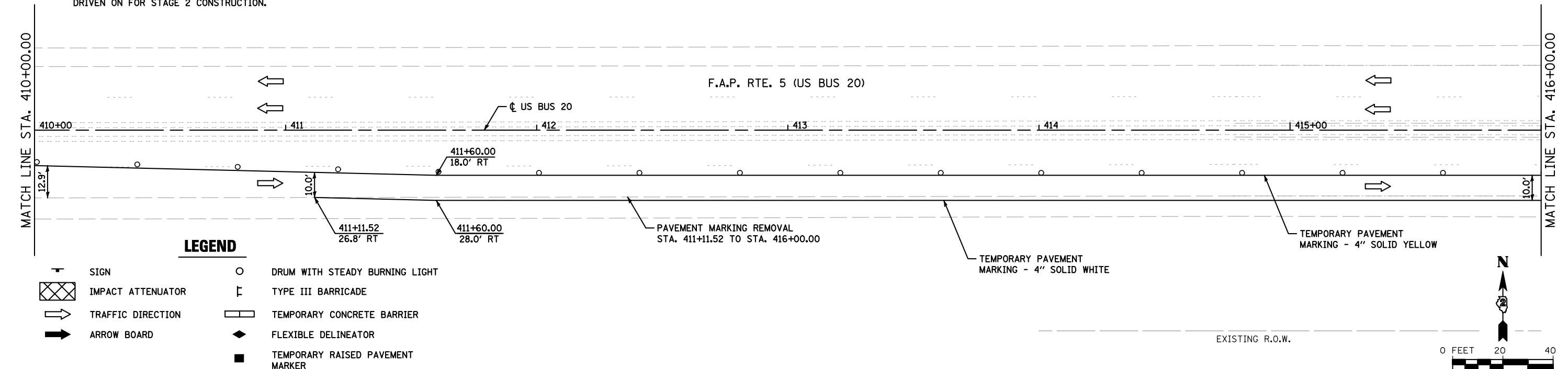
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	20
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

STAGE 1



STAGE 1 NOTES:

1. INSTALL TEMPORARY TRAFFIC SIGNS ACCORDING TO STANDARD 701431.
2. CONSTRUCT THE NORTH SIDE OF THE BRIDGE INCLUDING SHOULDERS AND GUARDRAIL.
3. INSTALL TEMPORARY CONCRETE BARRIER ACCORDING TO STANDARD 704001.
4. DRIVE TEMPORARY SHEET PILING AS REQUIRED.
5. HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" FROM STA. 415+00.00 TO STA. 428+85.04 LT, STA. 433+48.34 TO STA. 448+45.00 LT USING STANDARD 701421.
6. PLACE 1 1/2" HOT-MIX ASPHALT SURFACE COURSE MIX "C", N50 FROM STA. 415+00.00 TO STA. 428+85.04 LT, STA. 433+48.34 TO STA. 448+45.00 LT WHERE SHOULDER WILL BE DRIVEN ON FOR STAGE 2 CONSTRUCTION.



LEGEND

- | | | | |
|--|-------------------|--|----------------------------------|
| | SIGN | | DRUM WITH STEADY BURNING LIGHT |
| | IMPACT ATTENUATOR | | TYPE III BARRICADE |
| | TRAFFIC DIRECTION | | TEMPORARY CONCRETE BARRIER |
| | ARROW BOARD | | FLEXIBLE DELINEATOR |
| | | | TEMPORARY RAISED PAVEMENT MARKER |

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SA STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = briant
PLOT SCALE = 40.0000' / IN.
PLOT DATE = 8/6/2012

DESIGNED - EMD
DRAWN - BJF
CHECKED - MAG
DATE - 03/13/12

REVISED -
REVISED -
REVISED -
REVISED -

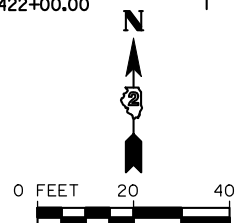
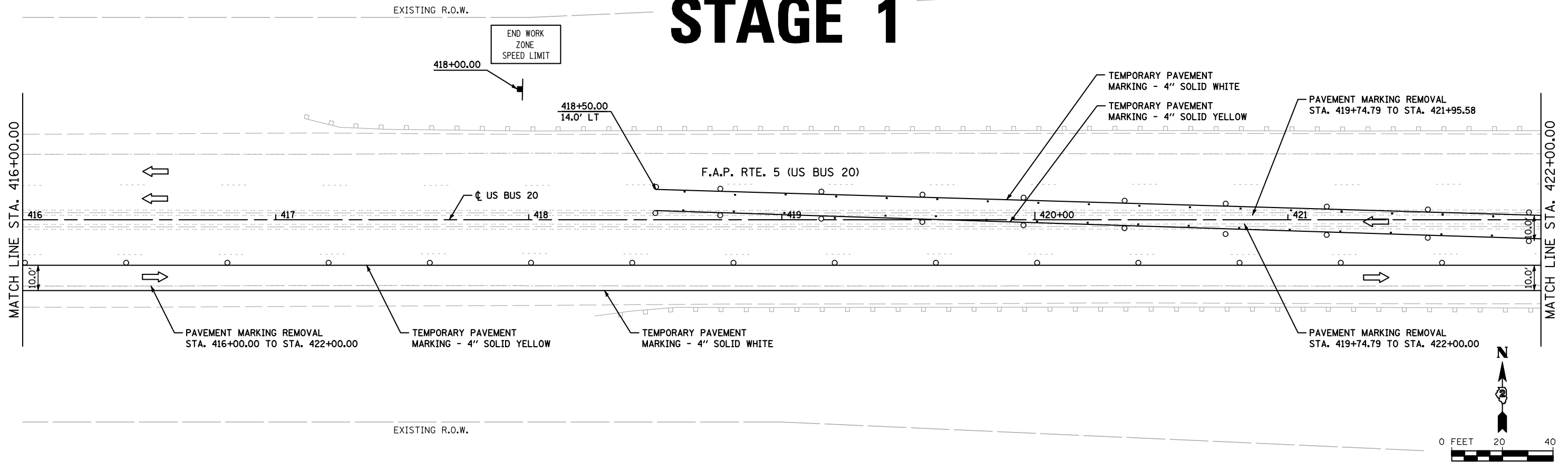
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED MAINTENANCE OF TRAFFIC
STAGE I**

SCALE: AS SHOWN SHEET NO. OF SHEETS STA. 404+00.00 TO STA. 416+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	21
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

STAGE 1

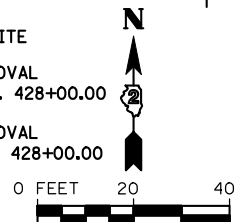
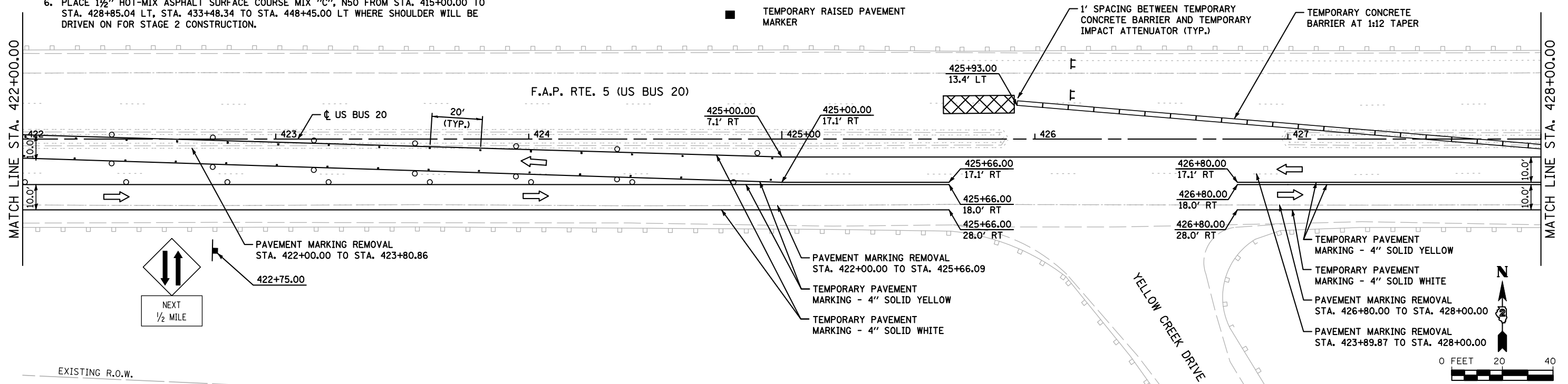


STAGE 1 NOTES:

1. INSTALL TEMPORARY TRAFFIC SIGNS ACCORDING TO STANDARD 701431.
2. CONSTRUCT THE NORTH SIDE OF THE BRIDGE INCLUDING SHOULDERS AND GUARDRAIL.
3. INSTALL TEMPORARY CONCRETE BARRIER ACCORDING TO STANDARD 704001.
4. DRIVE TEMPORARY SHEET PILING AS REQUIRED.
5. HOT-MIX ASPHALT SURFACE REMOVAL, 1½" FROM STA. 415+00.00 TO STA. 428+85.04 LT, STA. 433+48.34 TO STA. 448+45.00 LT USING STANDARD 701421.
6. PLACE 1½" HOT-MIX ASPHALT SURFACE COURSE MIX "C", N50 FROM STA. 415+00.00 TO STA. 428+85.04 LT, STA. 433+48.34 TO STA. 448+45.00 LT WHERE SHOULDER WILL BE DRIVEN ON FOR STAGE 2 CONSTRUCTION.

LEGEND

- SIGN
- IMPACT ATTENUATOR
- TRAFFIC DIRECTION
- ARROW BOARD
- DRUM WITH STEADY BURNING LIGHT
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- FLEXIBLE DELINEATOR
- TEMPORARY RAISED PAVEMENT MARKER



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SA STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

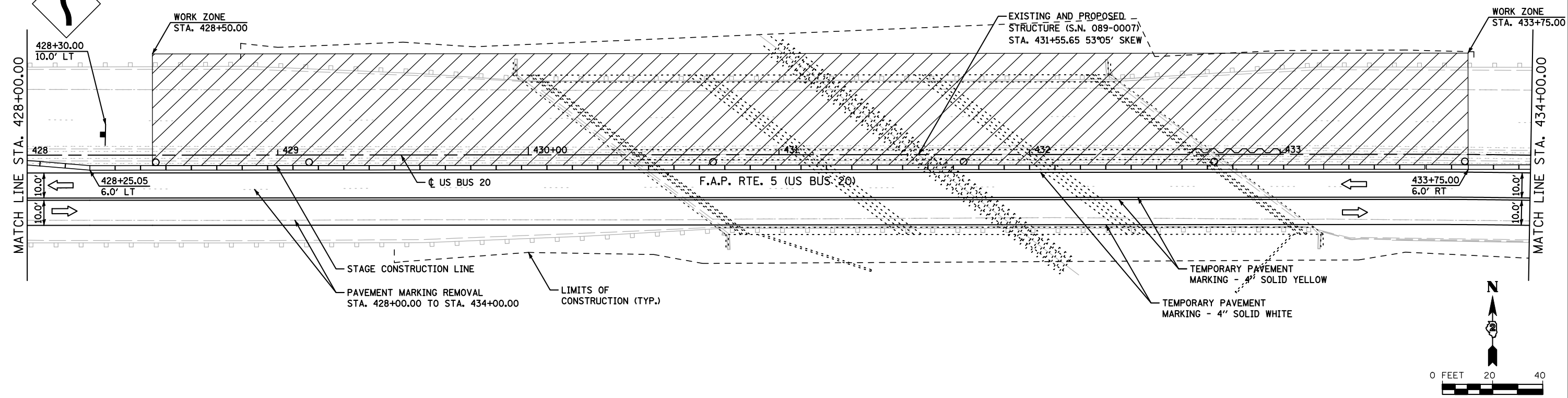
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PLOT SCALE = 40.0000' / IN.	DRAWN - BJF	REVISED -
PLOT DATE = 8/6/2012	CHECKED - MAG	REVISED -
	DATE - 03/13/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUGGESTED MAINTENANCE OF TRAFFIC STAGE I			
SCALE: AS SHOWN	SHEET NO.	OF SHEETS	STA. 416+00.00 TO STA. 428+00.00

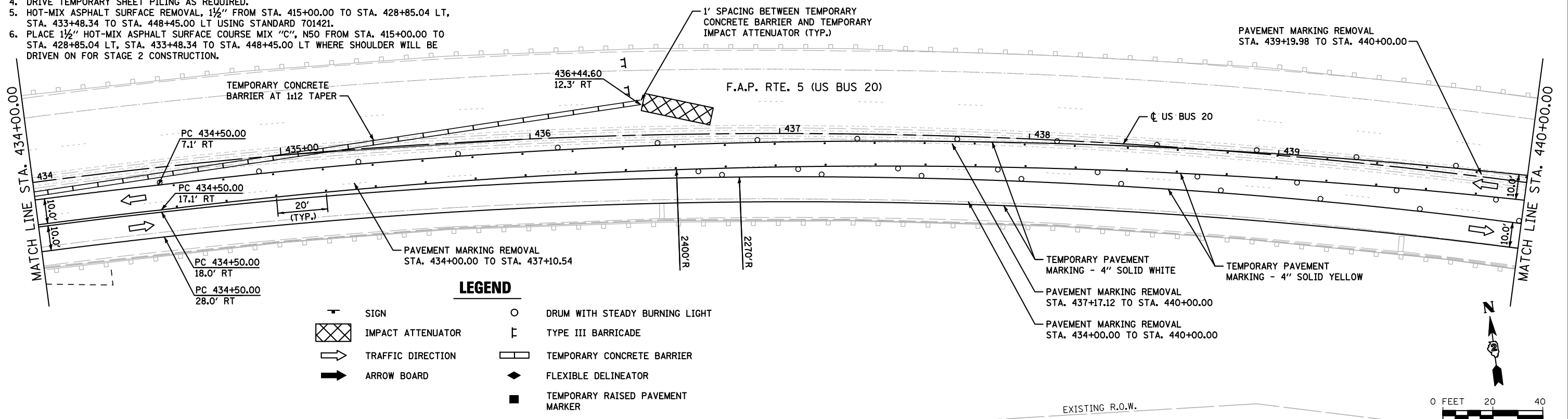
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	22
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 (ILLINOIS) FED. AID PROJECT				

STAGE 1



STAGE 1 NOTES:

1. INSTALL TEMPORARY TRAFFIC SIGNS ACCORDING TO STANDARD 701431.
2. CONSTRUCT THE NORTH SIDE OF THE BRIDGE INCLUDING SHOULDERS AND GUARDRAIL.
3. INSTALL TEMPORARY CONCRETE BARRIER ACCORDING TO STANDARD 704001.
4. DRIVE TEMPORARY SHEET PILING AS REQUIRED.
5. HOT-MIX ASPHALT SURFACE REMOVAL, 1½" FROM STA. 415+00.00 TO STA. 428+85.04 LT, STA. 433+48.34 TO STA. 448+45.00 LT USING STANDARD 701421.
6. PLACE 1½" HOT-MIX ASPHALT SURFACE COURSE MIX "C", N50 FROM STA. 415+00.00 TO STA. 428+85.04 LT, STA. 433+48.34 TO STA. 448+45.00 LT WHERE SHOULDER WILL BE DRIVEN ON FOR STAGE 2 CONSTRUCTION.



LEGEND

- | | | | |
|--|-------------------|--|----------------------------------|
| | SIGN | | DRUM WITH STEADY BURNING LIGHT |
| | IMPACT ATTENUATOR | | TYPE III BARRICADE |
| | TRAFFIC DIRECTION | | TEMPORARY CONCRETE BARRIER |
| | ARROW BOARD | | FLEXIBLE DELINEATOR |
| | | | TEMPORARY RAISED PAVEMENT MARKER |

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SA STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = brianf
PLOT SCALE = 40.0000' / IN.
PLOT DATE = 8/6/2012

DESIGNED - EMD
DRAWN - BJJ
CHECKED - MAG
DATE - 03/13/12

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REVISED -
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REVISED -

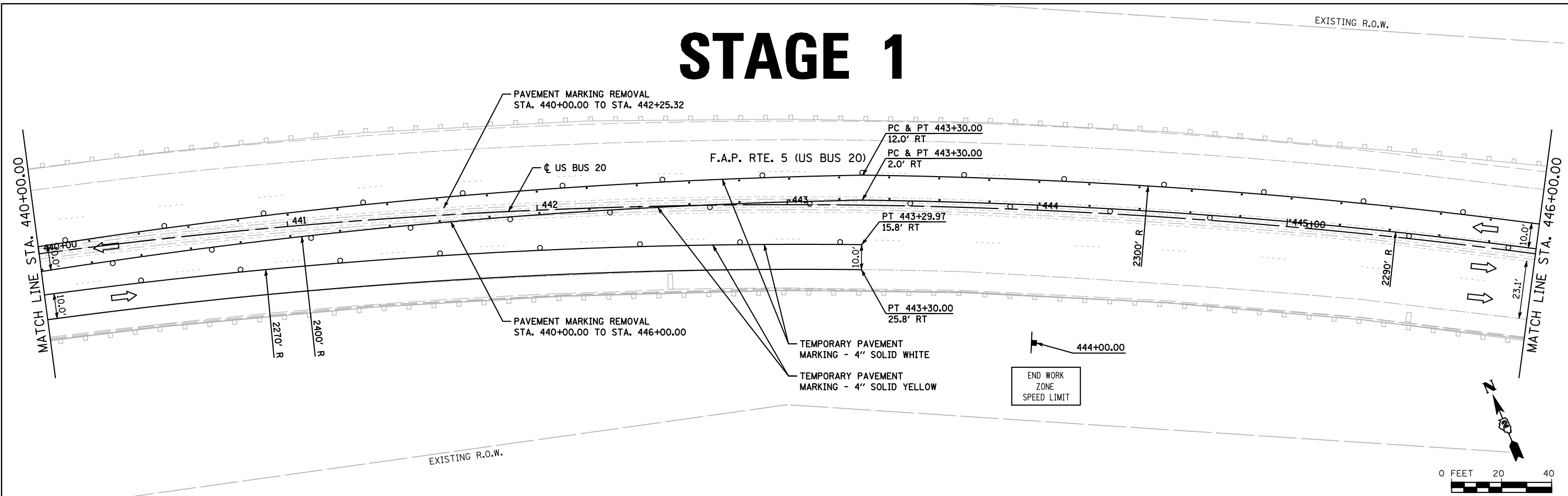
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED MAINTENANCE OF TRAFFIC
STAGE I**

SCALE: AS SHOWN SHEET NO. OF SHEETS STA. 428+00.00 TO STA. 440+00.00

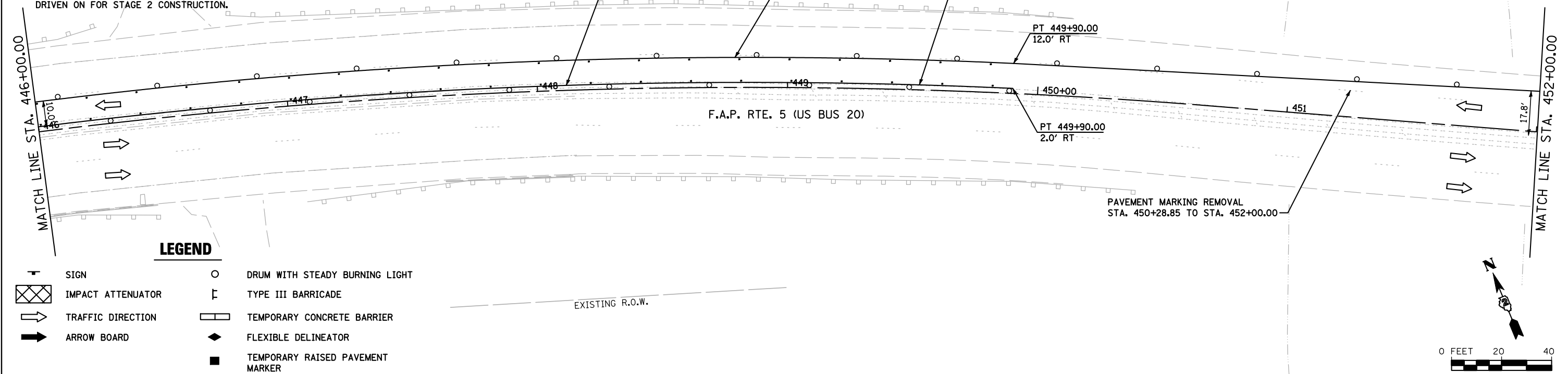
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENS	73	23
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 (ILLINOIS) FED. AID PROJECT				

STAGE 1



STAGE 1 NOTES:

1. INSTALL TEMPORARY TRAFFIC SIGNS ACCORDING TO STANDARD 701431.
2. CONSTRUCT THE NORTH SIDE OF THE BRIDGE INCLUDING SHOULDERS AND GUARDRAIL.
3. INSTALL TEMPORARY CONCRETE BARRIER ACCORDING TO STANDARD 704001.
4. DRIVE TEMPORARY SHEET PILING AS REQUIRED.
5. HOT-MIX ASPHALT SURFACE REMOVAL, 1½" FROM STA. 415+00.00 TO STA. 428+85.04 LT, STA. 433+48.34 TO STA. 448+45.00 LT USING STANDARD 701421.
6. PLACE 1½" HOT-MIX ASPHALT SURFACE COURSE MIX "C", N50 FROM STA. 415+00.00 TO STA. 428+85.04 LT, STA. 433+48.34 TO STA. 448+45.00 LT WHERE SHOULDER WILL BE DRIVEN ON FOR STAGE 2 CONSTRUCTION.



LEGEND

- | | | | |
|--|-------------------|--|----------------------------------|
| | SIGN | | DRUM WITH STEADY BURNING LIGHT |
| | IMPACT ATTENUATOR | | TYPE III BARRICADE |
| | TRAFFIC DIRECTION | | TEMPORARY CONCRETE BARRIER |
| | ARROW BOARD | | FLEXIBLE DELINEATOR |
| | | | TEMPORARY RAISED PAVEMENT MARKER |

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SA STRAND ASSOCIATES
 1170 SOUTH HOUBOLT ROAD
 JOLIET, ILLINOIS 60431
 (815) 744-4200

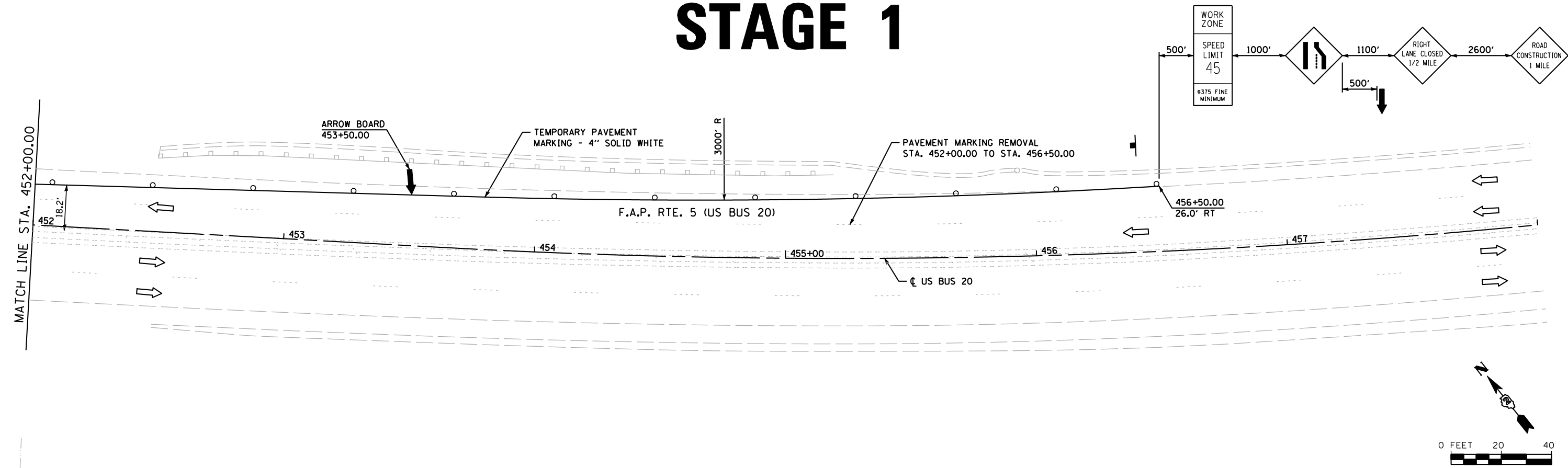
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PLOT SCALE = 40.0000' / IN.	DRAWN - BJF	REVISED -
PLOT DATE = 8/6/2012	CHECKED - MAG	REVISED -
	DATE - 03/13/12	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SUGGESTED MAINTENANCE OF TRAFFIC			
STAGE I			
SCALE: AS SHOWN	SHEET NO.	OF SHEETS	STA. 440+00.00 TO STA. 452+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	24
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 (ILLINOIS) FED. AID PROJECT				

STAGE 1



STAGE 1 NOTES:

1. INSTALL TEMPORARY TRAFFIC SIGNS ACCORDING TO STANDARD 701431.
2. CONSTRUCT THE NORTH SIDE OF THE BRIDGE INCLUDING SHOULDERS AND GUARDRAIL.
3. INSTALL TEMPORARY CONCRETE BARRIER ACCORDING TO STANDARD 704001.
4. DRIVE TEMPORARY SHEET PILING AS REQUIRED.
5. HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" FROM STA. 415+00.00 TO STA. 428+85.04 LT, STA. 433+48.34 TO STA. 448+45.00 LT USING STANDARD 701421.
6. PLACE 1 1/2" HOT-MIX ASPHALT SURFACE COURSE MIX "C", N50 FROM STA. 415+00.00 TO STA. 428+85.04 LT, STA. 433+48.34 TO STA. 448+45.00 LT WHERE SHOULDER WILL BE DRIVEN ON FOR STAGE 2 CONSTRUCTION.

LEGEND

- | | | | |
|--|-------------------|--|----------------------------------|
| | SIGN | | DRUM WITH STEADY BURNING LIGHT |
| | IMPACT ATTENUATOR | | TYPE III BARRICADE |
| | TRAFFIC DIRECTION | | TEMPORARY CONCRETE BARRIER |
| | ARROW BOARD | | FLEXIBLE DELINEATOR |
| | | | TEMPORARY RAISED PAVEMENT MARKER |

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SA STRAND ASSOCIATES
 1170 SOUTH HOUBOLT ROAD
 JOLIET, ILLINOIS 60431
 (815) 744-4200

USER NAME = brianf	DESIGNED - EMD	REVISED -
PLOT SCALE = 40.0000' / IN.	DRAWN - BJF	REVISED -
PLOT DATE = 8/6/2012	CHECKED - MAG	REVISED -
	DATE - 03/13/12	REVISED -

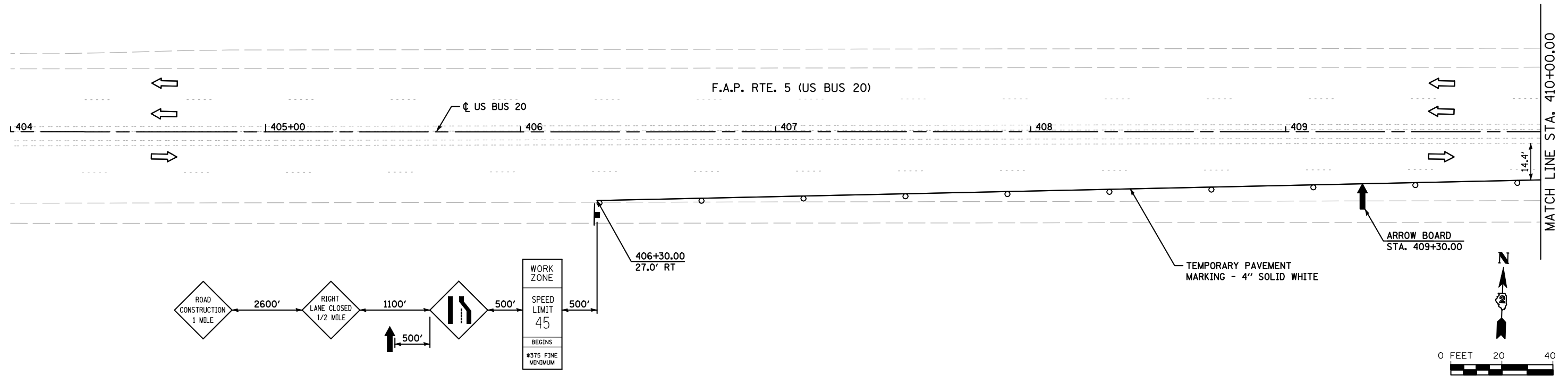
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUGGESTED MAINTENANCE OF TRAFFIC
 STAGE I**

SCALE: AS SHOWN SHEET NO. OF SHEETS STA. 452+00.00 TO STA. 464+00.00

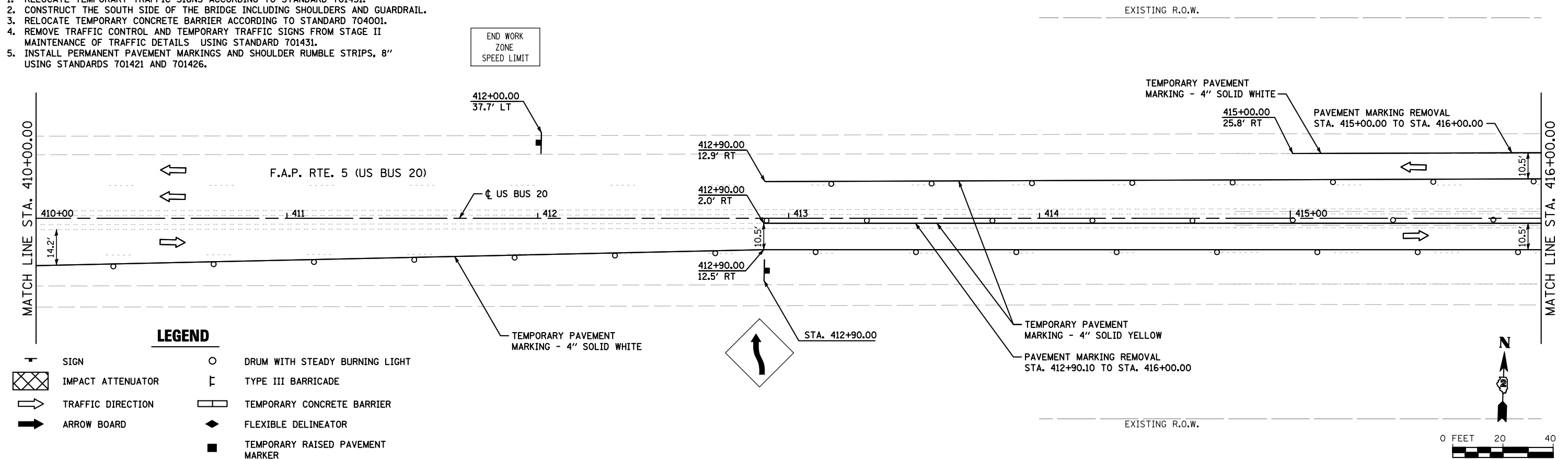
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	25
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

STAGE 2



STAGE 2 NOTES:

1. RELOCATE TEMPORARY TRAFFIC SIGNS ACCORDING TO STANDARD 701431.
2. CONSTRUCT THE SOUTH SIDE OF THE BRIDGE INCLUDING SHOULDERS AND GUARDRAIL.
3. RELOCATE TEMPORARY CONCRETE BARRIER ACCORDING TO STANDARD 704001.
4. REMOVE TRAFFIC CONTROL AND TEMPORARY TRAFFIC SIGNS FROM STAGE II MAINTENANCE OF TRAFFIC DETAILS USING STANDARD 701431.
5. INSTALL PERMANENT PAVEMENT MARKINGS AND SHOULDER RUMBLE STRIPS, 8" USING STANDARDS 701421 AND 701426.



LEGEND

- | | | | |
|--|-------------------|--|----------------------------------|
| | SIGN | | DRUM WITH STEADY BURNING LIGHT |
| | IMPACT ATTENUATOR | | TYPE III BARRIER |
| | TRAFFIC DIRECTION | | TEMPORARY CONCRETE BARRIER |
| | ARROW BOARD | | FLEXIBLE DELINEATOR |
| | | | TEMPORARY RAISED PAVEMENT MARKER |

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SA STRAND ASSOCIATES
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
(815) 744-4200

USER NAME = brianf	DESIGNED - EMD	REVISED -
PLOT SCALE = 40.0000' / IN.	DRAWN - BJF	REVISED -
PLOT DATE = 8/6/2012	CHECKED - MAG	REVISED -
	DATE - 03/13/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

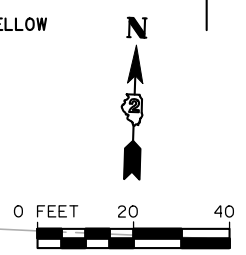
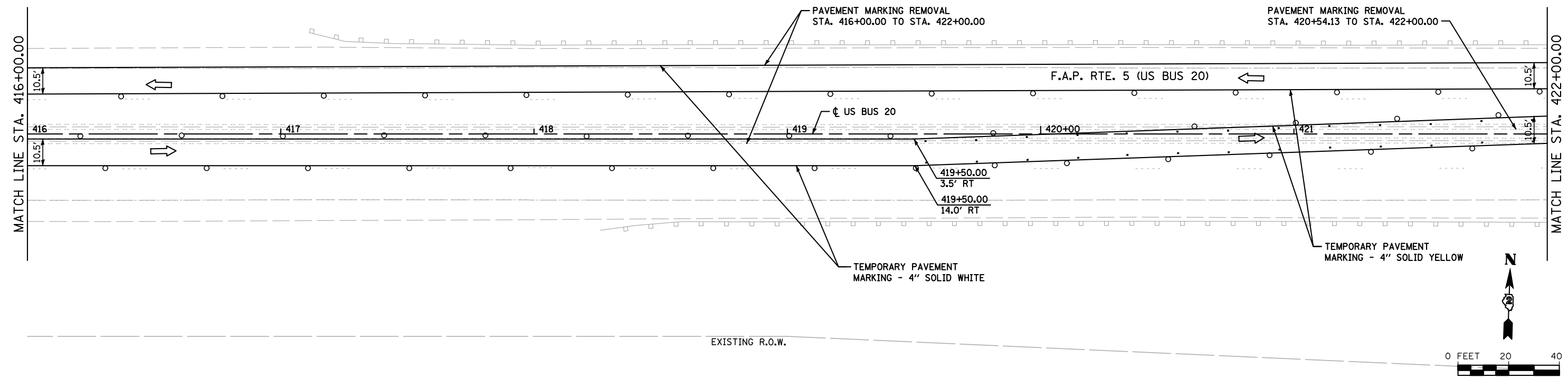
**SUGGESTED MAINTENANCE OF TRAFFIC
STAGE II**

SCALE: AS SHOWN SHEET NO. OF SHEETS STA. 404+00.00 TO STA. 416+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	26
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 (ILLINOIS) FED. AID PROJECT				

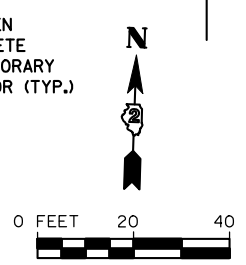
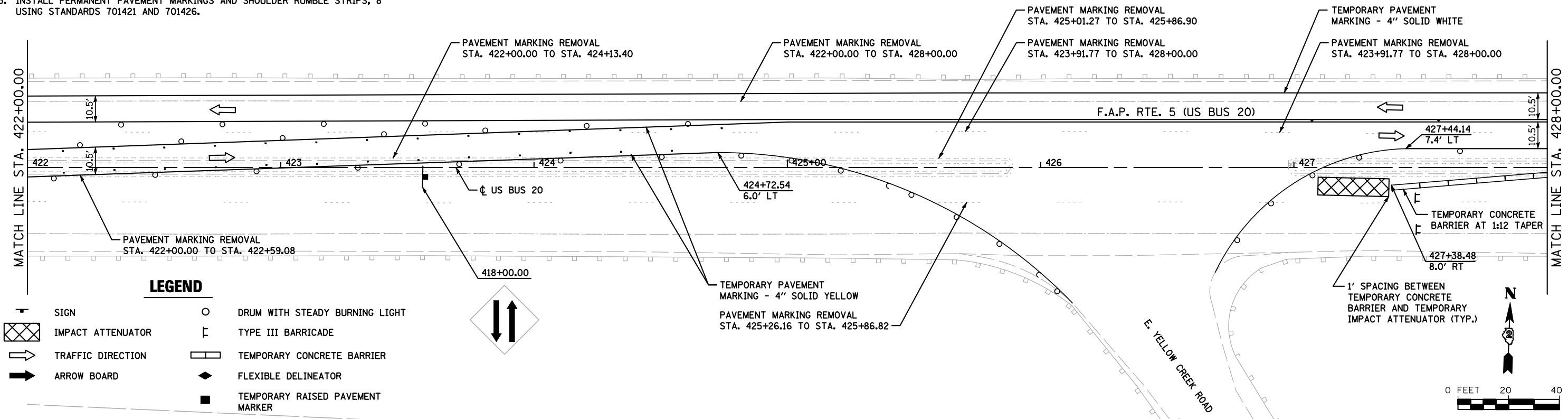
STAGE 2

EXISTING R.O.W.



STAGE 2 NOTES:

1. RELOCATE TEMPORARY TRAFFIC SIGNS ACCORDING TO STANDARD 701431.
2. CONSTRUCT THE SOUTH SIDE OF THE BRIDGE INCLUDING SHOULDERS AND GUARDRAIL.
3. RELOCATE TEMPORARY CONCRETE BARRIER ACCORDING TO STANDARD 704001.
4. REMOVE TRAFFIC CONTROL AND TEMPORARY TRAFFIC SIGNS FROM STAGE II MAINTENANCE OF TRAFFIC DETAILS USING STANDARD 701431.
5. INSTALL PERMANENT PAVEMENT MARKINGS AND SHOULDER RUMBLE STRIPS, 8\"/>



LEGEND

- | | | | |
|--|-------------------|--|----------------------------------|
| | SIGN | | DRUM WITH STEADY BURNING LIGHT |
| | IMPACT ATTENUATOR | | TYPE III BARRICADE |
| | TRAFFIC DIRECTION | | TEMPORARY CONCRETE BARRIER |
| | ARROW BOARD | | FLEXIBLE DELINEATOR |
| | | | TEMPORARY RAISED PAVEMENT MARKER |

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SA STRAND ASSOCIATES
 1170 SOUTH HOUBOLT ROAD
 JOLIET, ILLINOIS 60431
 (815) 744-4200

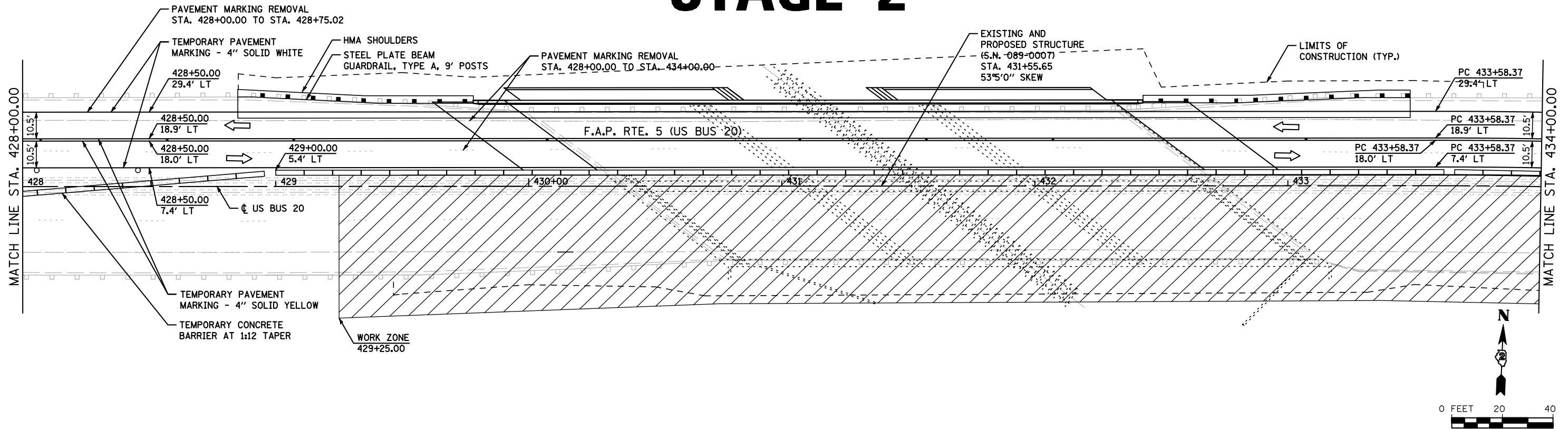
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PLOT DATE = 8/6/2012	CHECKED - MAG	REVISED -
	DATE - 03/13/12	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SUGGESTED MAINTENANCE OF TRAFFIC STAGE II			
SCALE: AS SHOWN	SHEET NO.	OF SHEETS	STA. 416+00.00 TO STA. 428+00.00

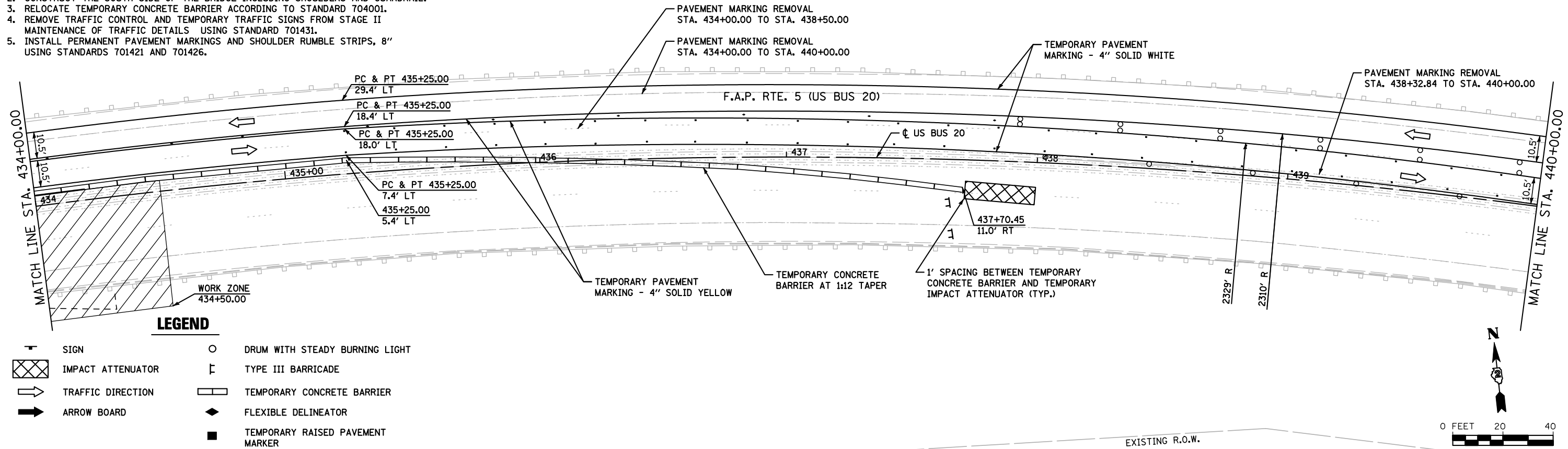
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	27
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 (ILLINOIS) FED. AID PROJECT				

STAGE 2



STAGE 2 NOTES:

1. RELOCATE TEMPORARY TRAFFIC SIGNS ACCORDING TO STANDARD 701431.
2. CONSTRUCT THE SOUTH SIDE OF THE BRIDGE INCLUDING SHOULDERS AND GUARDRAIL.
3. RELOCATE TEMPORARY CONCRETE BARRIER ACCORDING TO STANDARD 704001.
4. REMOVE TRAFFIC CONTROL AND TEMPORARY TRAFFIC SIGNS FROM STAGE II MAINTENANCE OF TRAFFIC DETAILS USING STANDARD 701431.
5. INSTALL PERMANENT PAVEMENT MARKINGS AND SHOULDER RUMBLE STRIPS, 8" USING STANDARDS 701421 AND 701426.



LEGEND

- | | | | |
|--|-------------------|--|----------------------------------|
| | SIGN | | DRUM WITH STEADY BURNING LIGHT |
| | IMPACT ATTENUATOR | | TYPE III BARRICADE |
| | TRAFFIC DIRECTION | | TEMPORARY CONCRETE BARRIER |
| | ARROW BOARD | | FLEXIBLE DELINEATOR |
| | | | TEMPORARY RAISED PAVEMENT MARKER |

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SA STRAND ASSOCIATES
 1170 SOUTH HOUBOLT ROAD
 JOLIET, ILLINOIS 60431
 (815) 744-4200

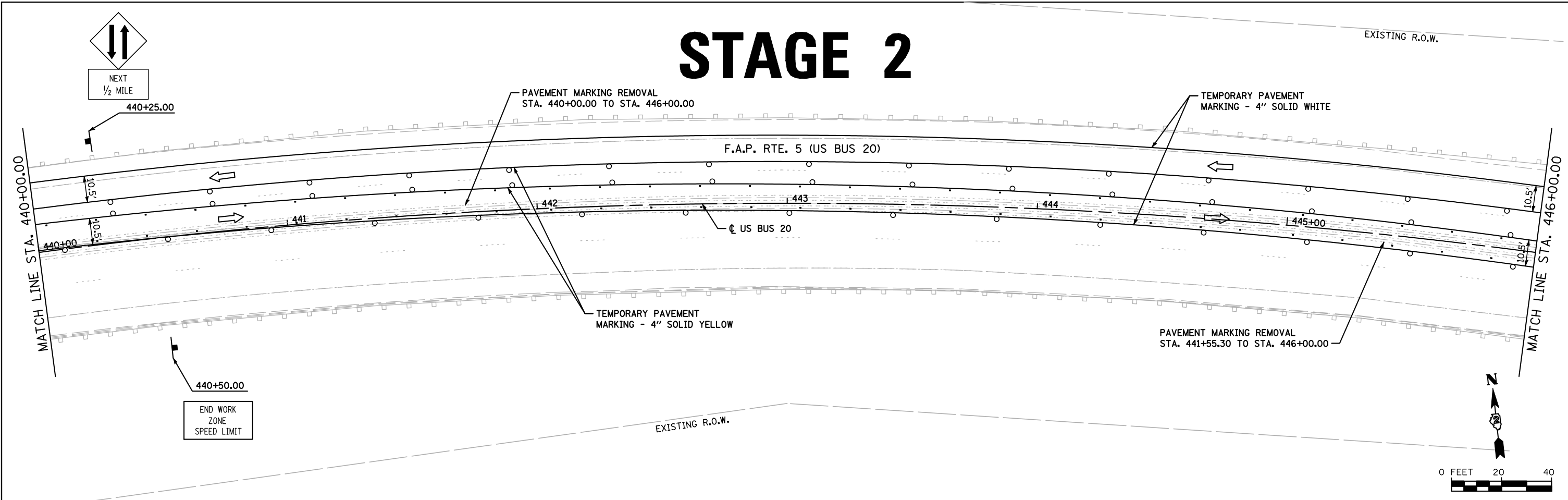
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	DATE - 03/13/12	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

SUGGESTED MAINTENANCE OF TRAFFIC STAGE II			
SCALE: AS SHOWN	SHEET NO.	OF SHEETS	STA. 428+00.00 TO STA. 440+00.00

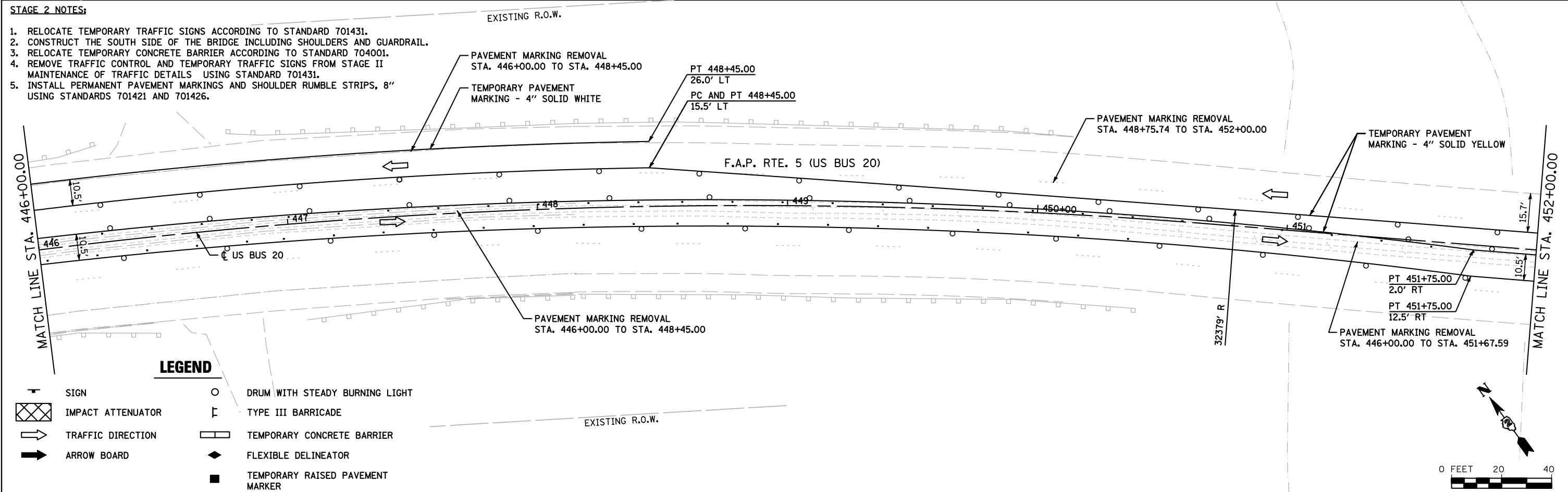
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	28
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

STAGE 2



STAGE 2 NOTES:

1. RELOCATE TEMPORARY TRAFFIC SIGNS ACCORDING TO STANDARD 701431.
2. CONSTRUCT THE SOUTH SIDE OF THE BRIDGE INCLUDING SHOULDERS AND GUARDRAIL.
3. RELOCATE TEMPORARY CONCRETE BARRIER ACCORDING TO STANDARD 704001.
4. REMOVE TRAFFIC CONTROL AND TEMPORARY TRAFFIC SIGNS FROM STAGE II MAINTENANCE OF TRAFFIC DETAILS USING STANDARD 701431.
5. INSTALL PERMANENT PAVEMENT MARKINGS AND SHOULDER RUMBLE STRIPS, 8" USING STANDARDS 701421 AND 701426.



LEGEND

- | | | | |
|--|-------------------|--|----------------------------------|
| | SIGN | | DRUM WITH STEADY BURNING LIGHT |
| | IMPACT ATTENUATOR | | TYPE III BARRICADE |
| | TRAFFIC DIRECTION | | TEMPORARY CONCRETE BARRIER |
| | ARROW BOARD | | FLEXIBLE DELINEATOR |
| | | | TEMPORARY RAISED PAVEMENT MARKER |

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SA STRAND ASSOCIATES
 1170 SOUTH HOUBOLT ROAD
 JOLIET, ILLINOIS 60431
 (815) 744-4200

USER NAME = briant
 DESIGNED - EMD
 DRAWN - BJB
 CHECKED - MAG
 DATE - 03/13/12
 PLOT SCALE = 40.0000' / IN.
 PLOT DATE = 8/6/2012

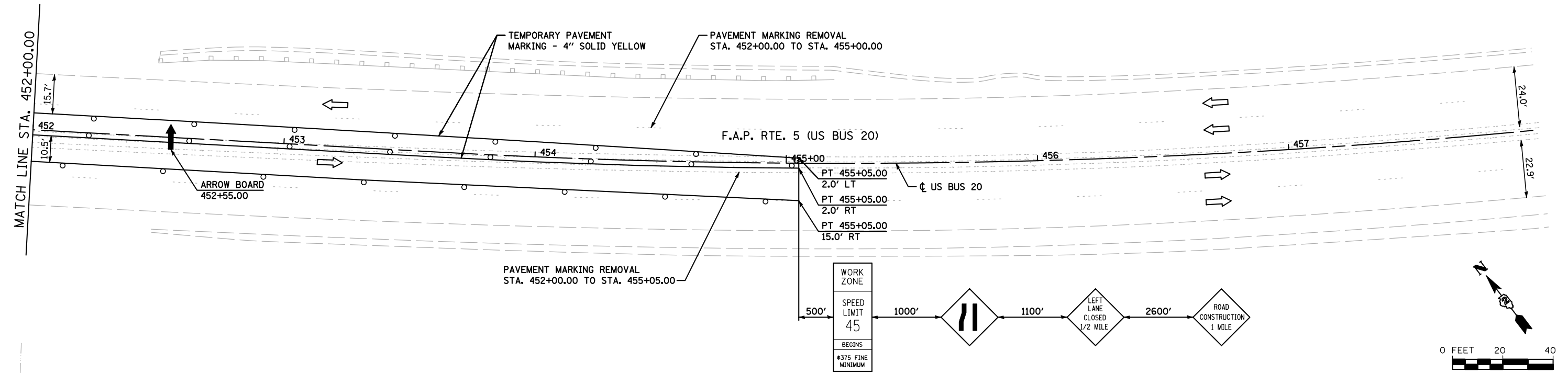
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 REVISED -
 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**SUGGESTED MAINTENANCE OF TRAFFIC
 STAGE II**
 SCALE: AS SHOWN SHEET NO. OF SHEETS STA. 440+00.00 TO STA. 452+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	29
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 (ILLINOIS) FED. AID PROJECT				

STAGE 2



STAGE 2 NOTES:

1. RELOCATE TEMPORARY TRAFFIC SIGNS ACCORDING TO STANDARD 701431.
2. CONSTRUCT THE SOUTH SIDE OF THE BRIDGE INCLUDING SHOULDERS AND GUARDRAIL.
3. RELOCATE TEMPORARY CONCRETE BARRIER ACCORDING TO STANDARD 704001.
4. REMOVE TRAFFIC CONTROL AND TEMPORARY TRAFFIC SIGNS FROM STAGE II MAINTENANCE OF TRAFFIC DETAILS USING STANDARD 701431.
5. INSTALL PERMANENT PAVEMENT MARKINGS AND SHOULDER RUMBLE STRIPS, 8" USING STANDARDS 701421 AND 701426.

LEGEND

- | | | | |
|--|-------------------|--|----------------------------------|
| | SIGN | | DRUM WITH STEADY BURNING LIGHT |
| | IMPACT ATTENUATOR | | TYPE III BARRICADE |
| | TRAFFIC DIRECTION | | TEMPORARY CONCRETE BARRIER |
| | ARROW BOARD | | FLEXIBLE DELINEATOR |
| | | | TEMPORARY RAISED PAVEMENT MARKER |

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1170 SOUTH HOUBOLT ROAD JOLIET, ILLINOIS 60431 (815) 744-4200	USER NAME = brianf	DESIGNED - EMD	REVISED -
	PLOT SCALE = 40.0000' / IN.	DRAWN - BJF	REVISED -
	PLOT DATE = 8/6/2012	CHECKED - MAG	REVISED -
		DATE - 03/13/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED MAINTENANCE OF TRAFFIC
STAGE II**



SCALE: AS SHOWN SHEET NO. OF SHEETS STA. 452+00.00 TO STA. 458+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	30
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

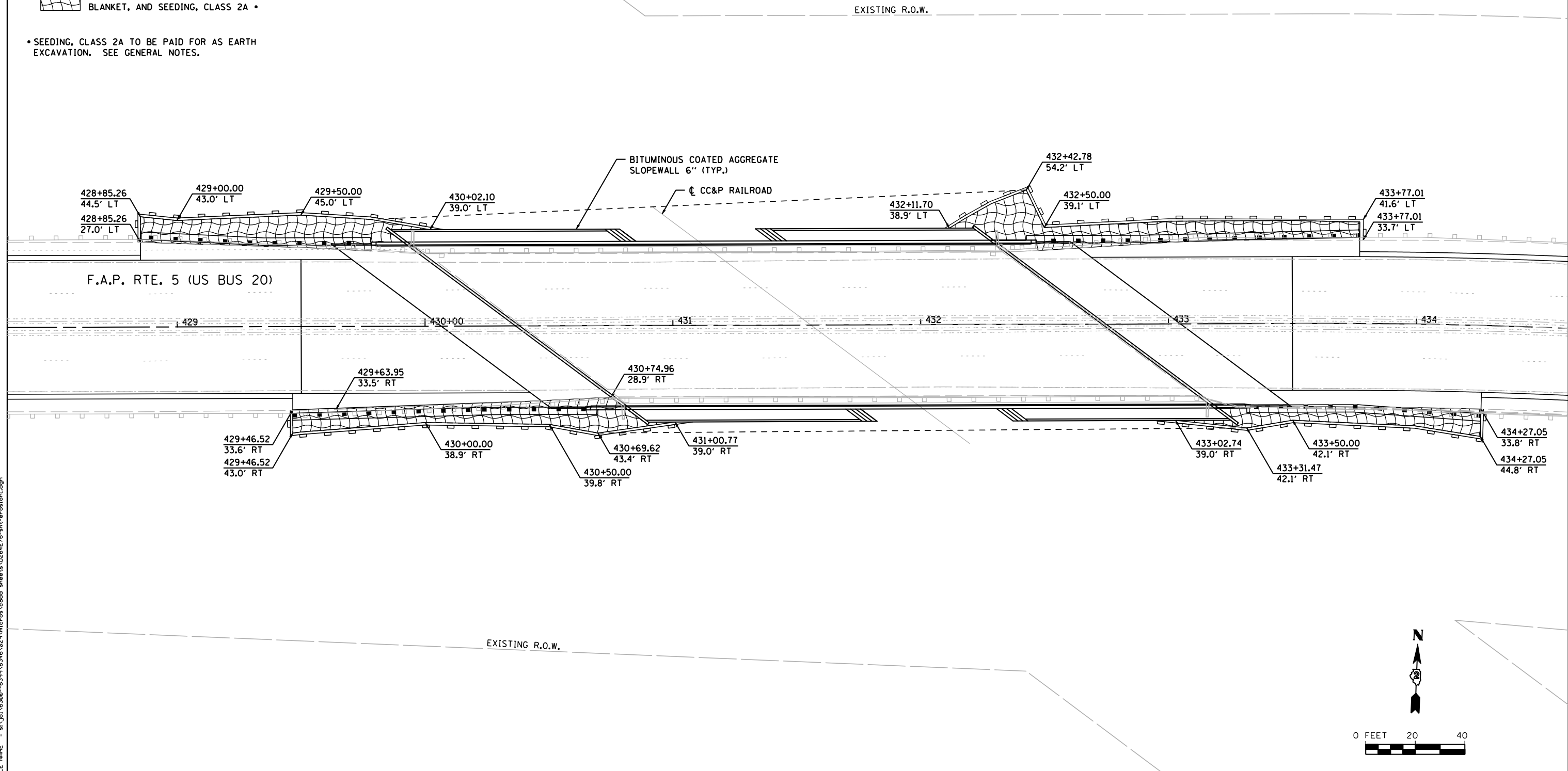
NOTES:

1. ALL ITEMS SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS, ON STANDARD 280001, AND AS DIRECTED BY THE ENGINEER.
2. TEMPORARY EROSION CONTROL SEEDING TO BE USED ON ALL ERODIBLE/BARE AREAS.
3. EROSION CONTROL MEASURES TO BE IN PLACE BEFORE DISTURBING THE GROUND.

LEGEND

-  PERIMETER EROSION BARRIER
-  HEAVY DUTY EROSION CONTROL BLANKET, AND SEEDING, CLASS 2A

• SEEDING, CLASS 2A TO BE PAID FOR AS EARTH EXCAVATION. SEE GENERAL NOTES.



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SA STRAND ASSOCIATES
 1170 SOUTH HOUBOLT ROAD
 JOLIET, ILLINOIS 60431
 (815) 744-4200

USER NAME = brianf	DESIGNED - EMD	REVISED -
DRAWN - BJF	REVISIONS -	
PLOT SCALE = 40.0000' / IN.	CHECKED - MAG	REVISED -
PLOT DATE = 8/6/2012	DATE - 03/13/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL

SCALE: AS SHOWN SHEET NO. 1 OF 1 SHEETS STA. 428+50.00 TO STA. 434+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	31
CONTRACT NO. 64E76				
FED. ROAD DIST. NO. 2 [ILLINOIS] FED. AID PROJECT				

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts 3/4 in. ϕ , holes 5/8 in. ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 32,990 pounds.

No field welding is permitted except as specified in the contract documents.

The Contractor shall test the existing welds by non-destructive methods within 2 ft. of the end of the existing cover plates for cracks after removal of the existing concrete deck. Dye penetrant (PT), magnetic particle (MT), or other approved testing method shall be performed by qualified personnel approved by the Engineer. If cracks are found, report them to the Bureau of Bridges and Structures for disposition. The cost of testing is included in Removal of Existing Concrete Deck. The cost of crack repair, if necessary, will be paid for according to Article 109.04 of the Standard Specifications.

Reinforcement bars designated (E) shall be epoxy coated.

The Contractor shall sandblast the top of the beams upon removal of the bridge deck. This work will be included in the cost of removing the bridge deck.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the designated areas of the abutment back wall and new abutment seat.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

Cleaning and painting of the existing structural steel shall be as specified in the special provision for Cleaning and Painting Existing Steel Structures. All existing structural steel shall be cleaned per Near White Blast Cleaning SSPC-SP10. All existing steel shall be painted according to the requirements of Paint System 1 OZ/E/U. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No 5B. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Blue, Munsell No. 10B.

All new structural steel shall be shop painted with an inorganic zinc rich primer per AASHTO M 300, Type 1.

A minimum of two (2) air monitors will be required to monitor abrasive blasting operations. See special provision for Containment and Disposal of Lead Paint Cleaning Residues.

The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.

Slip forming of the parapet is not allowed.

The protective shield system shall be designed for a live load of not less than 200 pounds per per square foot. Protective Shield shall be provided in Span 2 and maintain existing minimum vertical clearance. The limits of the Protective Shield system shall be to the outside the new barriers and shall protect beyond to the inside faces of the piers.

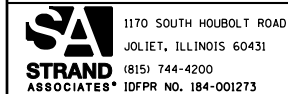
The abutments and piers are to be repaired as necessary using Epoxy Crack Injection and Structural Repair of Concrete (Depth Equal to or less than 5 Inches). At the time observations were performed no deficiencies were identified. Actual areas to be repaired shall be determined by the Engineer in the field at the time of construction. Quantities have been added to the plans and are for bidding purposes only.

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. See Roadway Plans for Quantity and Pay Item.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Concrete Removal	Cu Yd	10	42	52
Removal Of Existing Concrete Deck	Each	1		1
Protective Shield	Sq Yd	655		655
Structure Excavation	Cu Yd		353	353
Floor Drains	Each	10		10
Concrete Structures	Cu Yd		120	120
Concrete Superstructure	Cu Yd	715		715
Bridge Deck Grooving	Sq Yd	2,083		2,083
Protective Coat	Sq Yd	2,366	16	2,382
Furnishing And Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	6,804		6,804
Reinforcement Bars, Epoxy Coated	Pound	156,200	23,580	179,780
Bar Splicers	Each	750	336	1,086
Slope Wall 4 Inch	Sq Yd		173	173
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	220		220
Elastomeric Bearing Assembly, Type I	Each	12		12
Elastomeric Bearing Assembly, Type II	Each	12		12
Anchor Bolts, 1"	Each	48		48
Concrete Sealer	Sq Ft		1,081	1,081
Epoxy Crack Injection	Foot		20	20
Geocomposite Wall Drain	Sq Yd		210	210
Porous Granular Embankment, Special	Cu Yd		353	353
Jack And Remove Existing Bearings	Each	24		24
Structural Steel Removal	Pound	8,990		8,990
Containment And Disposal Of Lead Paint Cleaning Residues No. 1	L Sum	1		1
Cleaning And Painting Steel Bridge No. 1	L Sum	1		1
Structural Repair Of Concrete (Depth Equal To Or Less Than 5 Inches)	Sq Ft		20	20
Drainage Scuppers, DS-11	Each	2		2
Temporary Sheet Piling	Sq Ft		738	738
Pipe Underdrains For Structures 4"	Foot		363	363
Bituminous Coated Aggregate Slope wall 6"	Sq Yd		1,300	1,300

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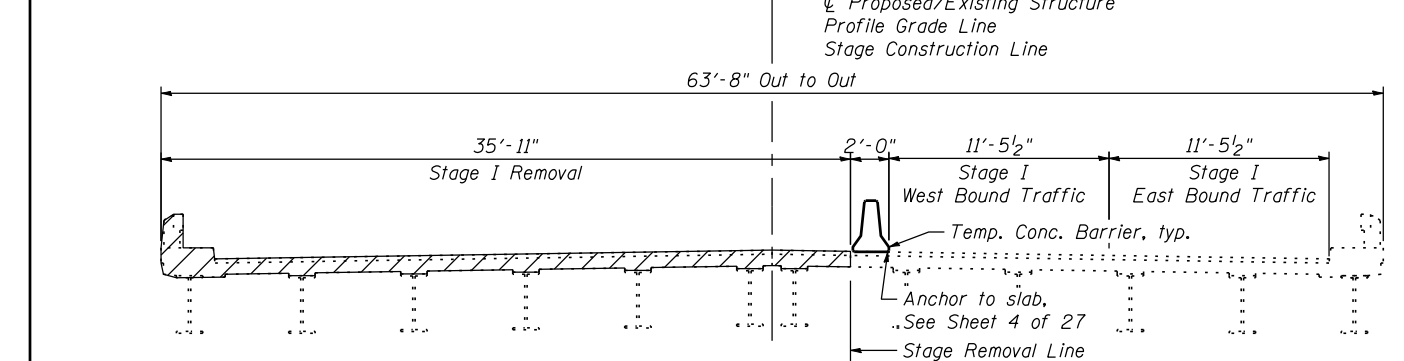
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CHECKED AJS		REVISED -
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PLOT DATE = 8/6/2012	CHECKED RRD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

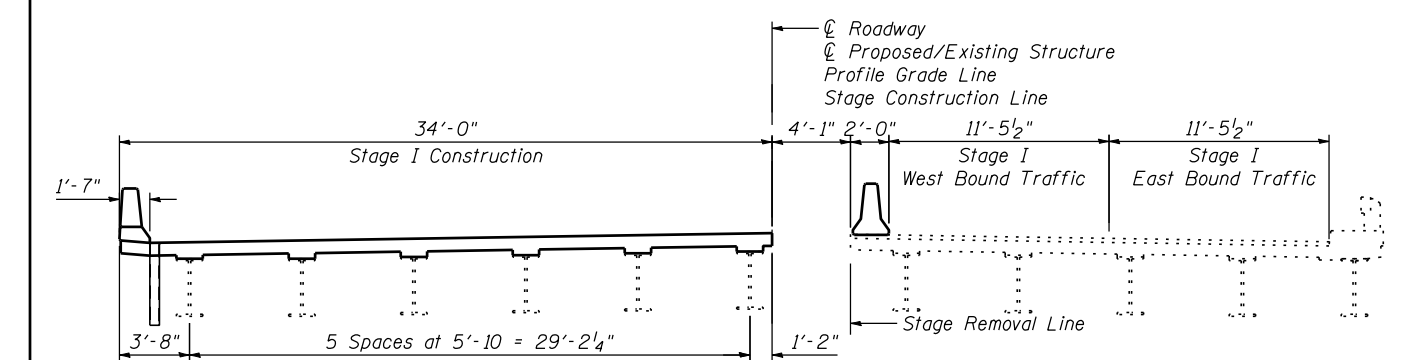
**TOTAL BILL OF MATERIAL AND GENERAL NOTES
STRUCTURE NO. 089-0007**

SHEET NO. 2 OF 27 SHEETS

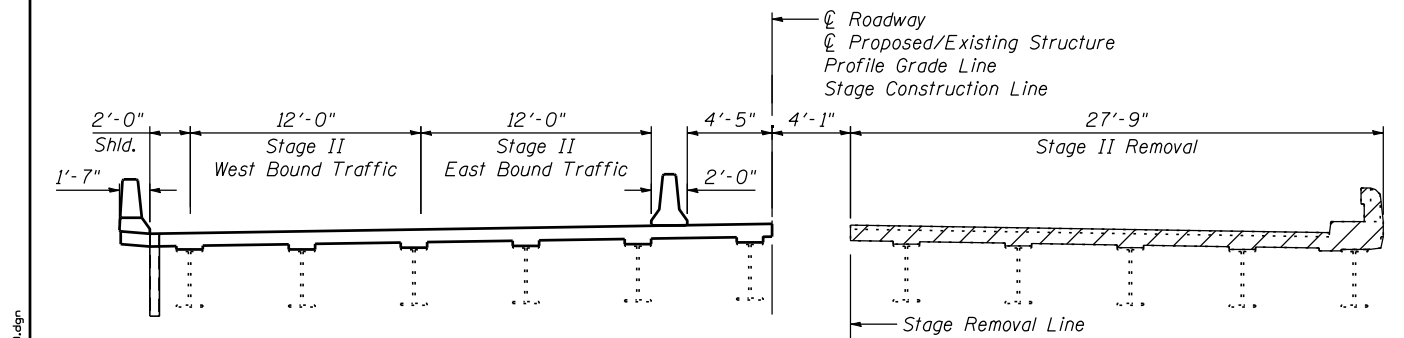
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	33
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64E76	



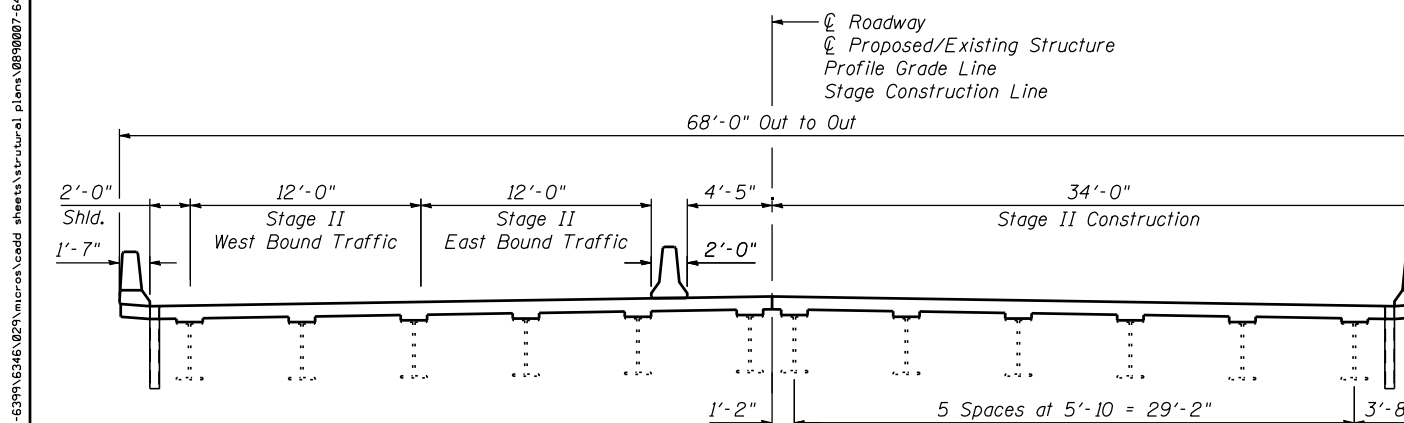
STAGE I REMOVAL



STAGE I CONSTRUCTION

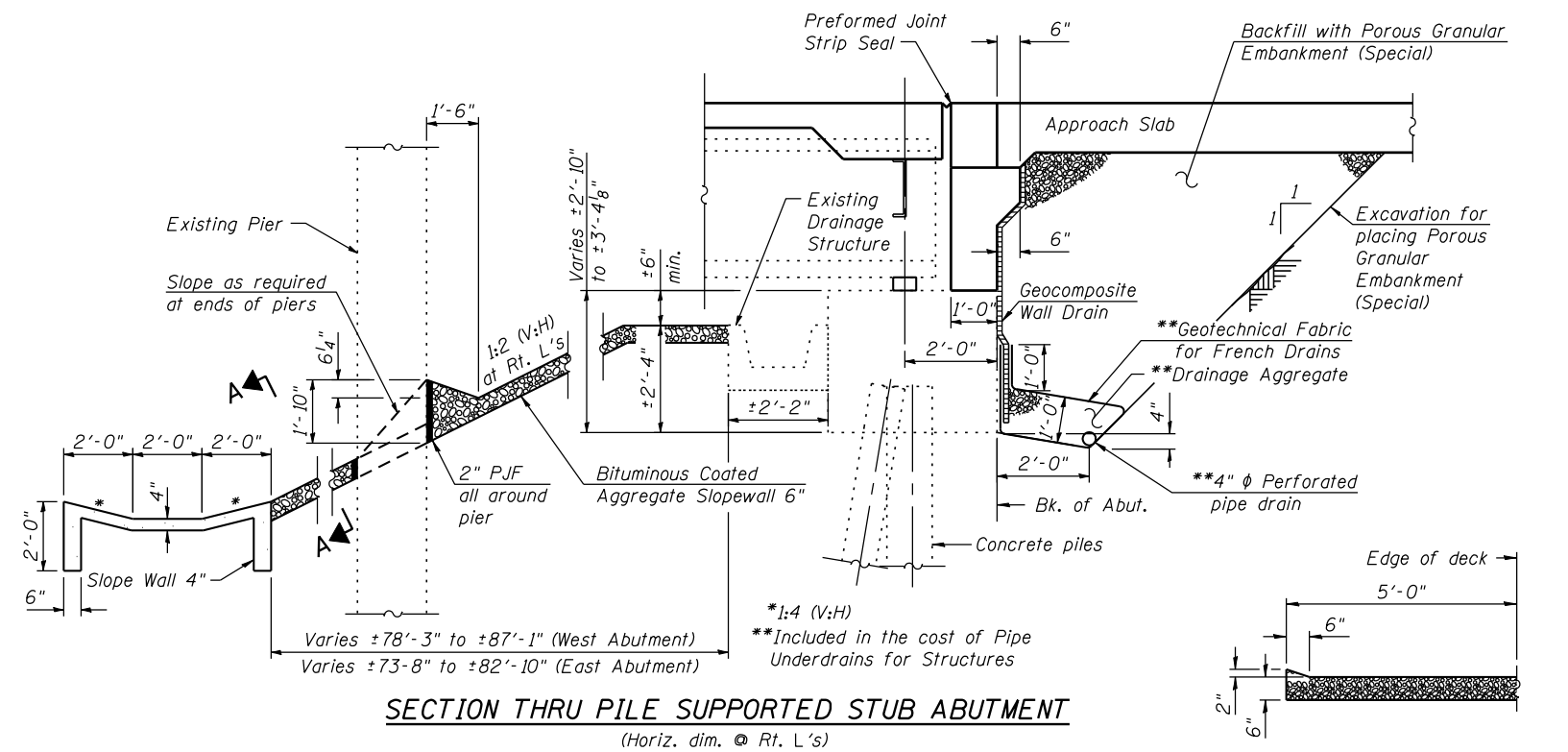


STAGE II REMOVAL



STAGE II CONSTRUCTION

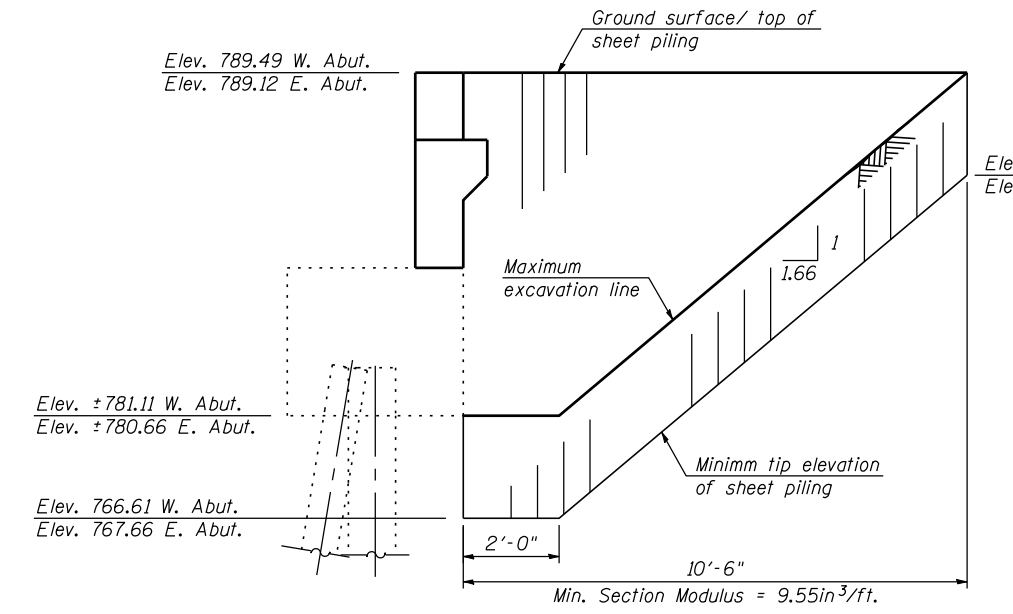
Note:
 All cross sections are looking East.
 For quantity of Temporary Concrete Barrier see Roadway Plans.
 Hatched area indicates Removal of Existing Concrete Deck.
 Removal of existing wearing surface and existing expansive materials are included in Removal of Existing Concrete Deck.



SECTION THRU PILE SUPPORTED STUB ABUTMENT
 (Horiz. dim. @ Rt. L's)

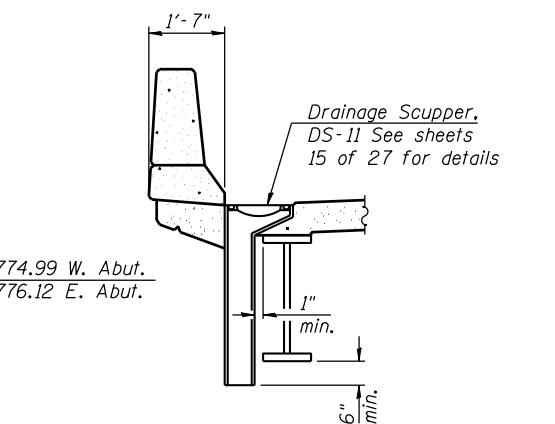
Note:
 All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).
 Beam end plates not shown for clarity.

SECTION A-A
 At Edge of Slopewall

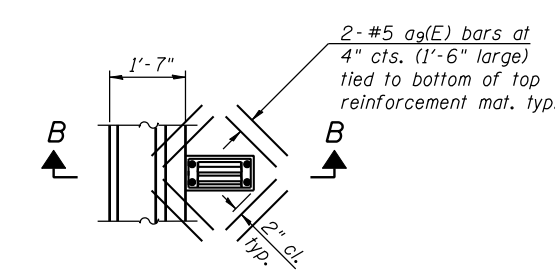


TEMPORARY SHEET PILING
 (Horiz. dim. @ Rt. L's)

Note:
 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.



SECTION B-B



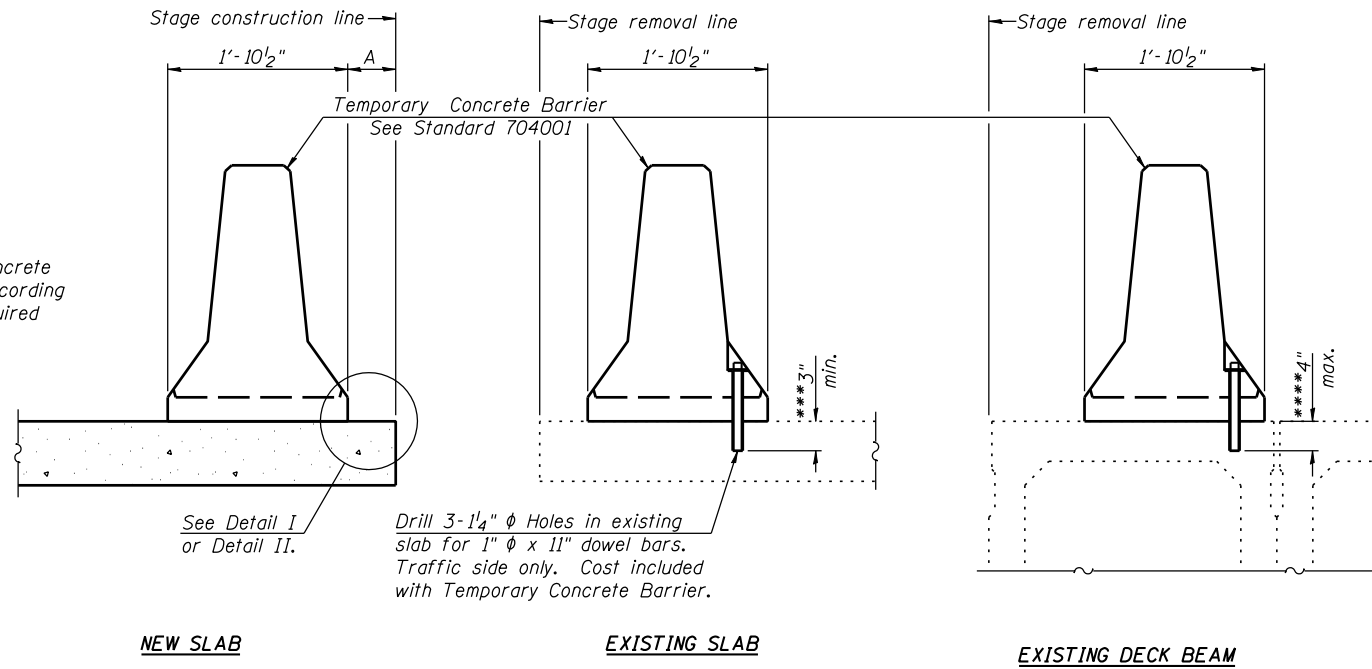
PLAN

Note:
 Cut longitudinal reinforcement to clear drainage scuppers.

USER NAME = brianf	DESIGNED KDH	REVISED -
PLOT SCALE =	CHECKED AJS	REVISED -
PLOT DATE = 8/6/2012	DRAWN BJF	REVISED -
	CHECKED RRD	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	34
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64E76	

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



SECTIONS THRU SLAB OR DECK BEAM

NOTES

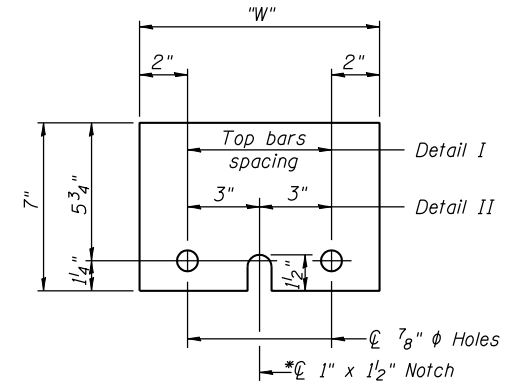
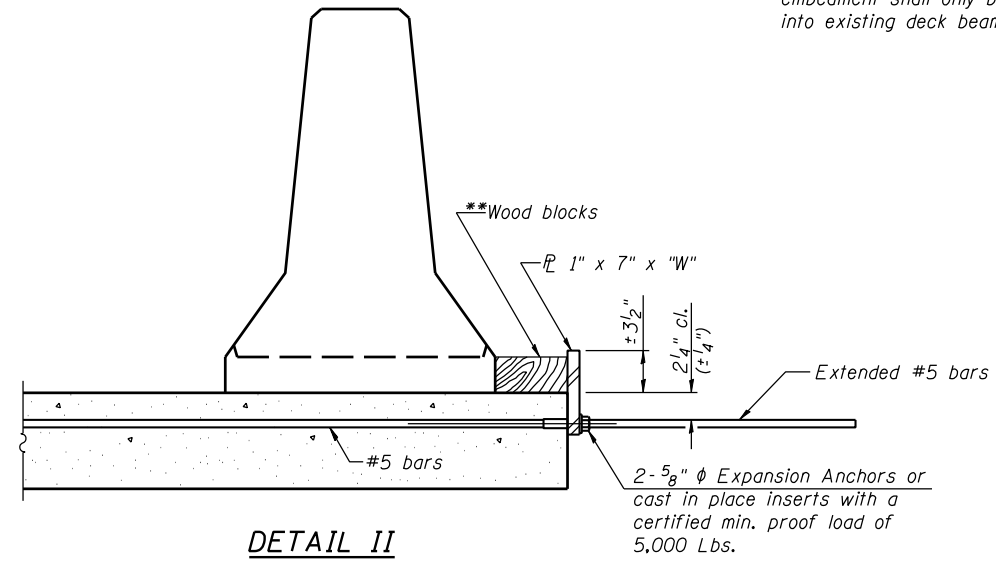
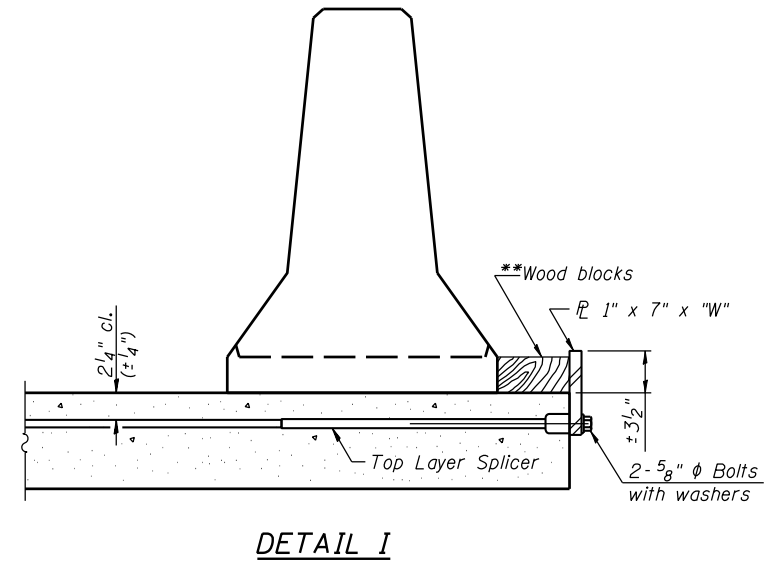
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

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

*** 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.



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

"W" = Top bars spacing + 4"

STEEL RETAINER PL 1" x 7" x "W"
* Required only with Detail II

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R-27

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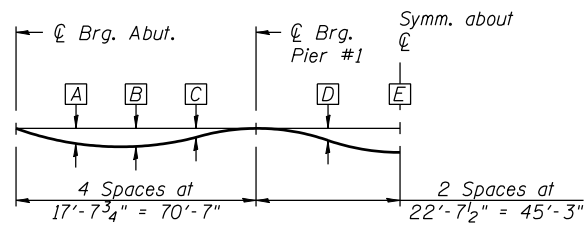
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CHECKED AJS	REVISIONS -	
PLOT SCALE =	DRAWN BJF	REVISED -
PLOT DATE = 8/6/2012	CHECKED RRD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 089-0007**

SHEET NO. 4 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	35
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64E76	



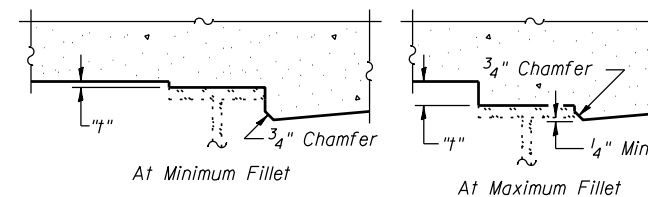
	Beams 1 & 12	Beams 2-5 & 8-11	Beams 6 & 7
A	3/8"	3/8"	1/4"
B	1/2"	1/2"	3/8"
C	1/4"	1/8"	1/8"
D	3/8"	3/8"	1/4"
E	3/4"	5/8"	1/2"

DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete and parapets only)

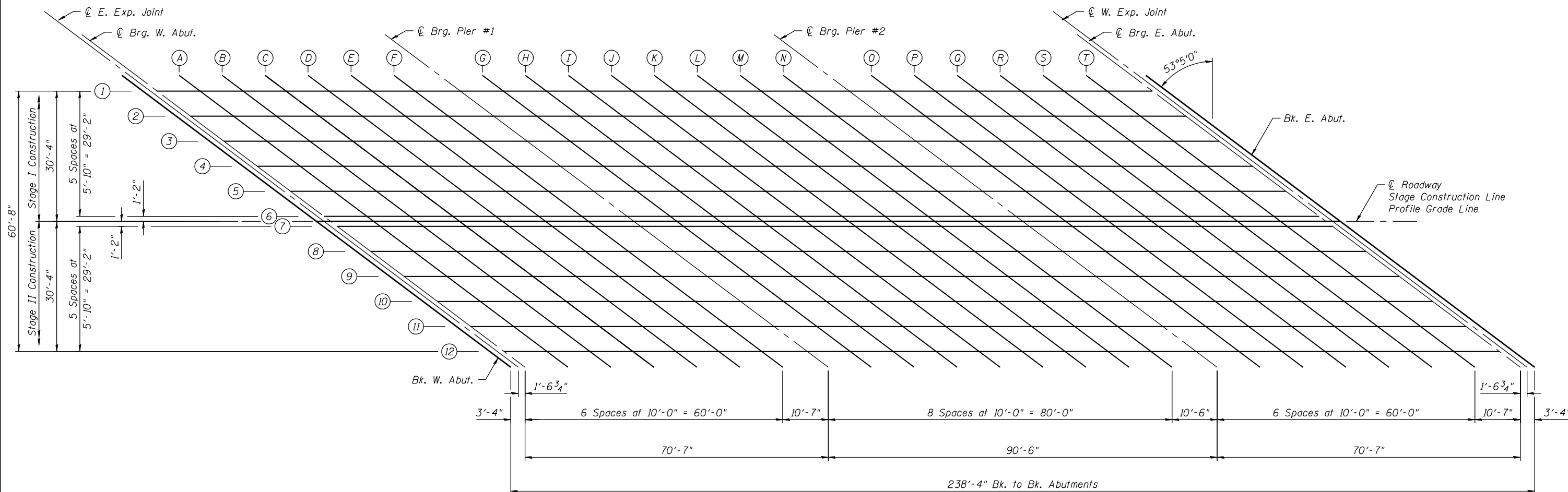
Note:

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 on Sheets 6 and 7 of 27.



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 on Sheets 6 & 7 of 27, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN



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 1170 SOUTH HOUBOLT ROAD
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 (815) 744-4200

USER NAME = brianf	DESIGNED <i>KDH</i>	REVISED -
PLOT SCALE =	CHECKED <i>AJS</i>	REVISED -
PLOT DATE = 8/6/2012	DRAWN <i>BJF</i>	REVISED -
	CHECKED <i>RRD</i>	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS (1 OF 3)
 STRUCTURE NO. 089-0007**

SHEET NO. 5 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	36
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64E76	

BEAM 1

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection. Rows include Back of W. Abut., CL Exp. Joint, CL Brq. W. Abut., A through T, CL Pier #1, CL Pier #2, CL Brq. E. Abut., CL Exp. Joint, Back of E. Abut.

BEAM 2

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection. Rows include Back of W. Abut., CL Exp. Joint, CL Brq. W. Abut., A through T, CL Pier #1, CL Pier #2, CL Brq. E. Abut., CL Exp. Joint, Back of E. Abut.

BEAM 3

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection. Rows include Back of W. Abut., CL Exp. Joint, CL Brq. W. Abut., A through T, CL Pier #1, CL Pier #2, CL Brq. E. Abut., CL Exp. Joint, Back of E. Abut.

BEAM 4

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection. Rows include Back of W. Abut., CL Exp. Joint, CL Brq. W. Abut., A through T, CL Pier #1, CL Pier #2, CL Brq. E. Abut., CL Exp. Joint, Back of E. Abut.

BEAM 5

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection. Rows include Back of W. Abut., CL Exp. Joint, CL Brq. W. Abut., A through T, CL Pier #1, CL Pier #2, CL Brq. E. Abut., CL Exp. Joint, Back of E. Abut.

BEAM 6

Table with 5 columns: Location, Station, Offset, Theoretical Grade Elevations, Theoretical Grade Elevations Adjusted for Dead Load Deflection. Rows include Back of W. Abut., CL Exp. Joint, CL Brq. W. Abut., A through T, CL Pier #1, CL Pier #2, CL Brq. E. Abut., CL Exp. Joint, Back of E. Abut.

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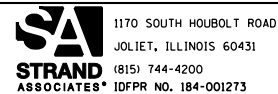


Table with 4 columns: USER NAME = briant, DESIGNED KDH, CHECKED AJS, DRAWN BJF, CHECKED RRD, PLOT SCALE =, PLOT DATE = 8/6/2012

Table with 2 columns: REVISED -, REVISED -, REVISED -, REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS (2 OF 3) STRUCTURE NO. 089-0007

SHEET NO. 6 OF 27 SHEETS

Table with 5 columns: F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO. Values: 5, (19VB-1D), STEPHENSON, 73, 37. Includes CONTRACT NO. 64E76 and ILLINOIS FED. AID PROJECT.

CENTERLINE OF ROADWAY/ PROFILE GRADE LINE/

STAGE CONSTRUCTION LINE

BEAM 7

BEAM 8

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Back of W. Abut.	430+36.48	0.00	789.49	789.49
CL Exp. Joint	430+38.25	0.00	789.50	789.50
CL Brq. W. Abut.	430+39.81	0.00	789.50	789.50
A	430+49.81	0.00	789.54	789.55
B	430+59.81	0.00	789.57	789.60
C	430+69.81	0.00	789.60	789.63
D	430+79.81	0.00	789.62	789.64
E	430+89.81	0.00	789.64	789.66
F	430+99.81	0.00	789.65	789.66
CL Pier #1	431+10.40	0.00	789.66	789.66
G	431+20.40	0.00	789.67	789.68
H	431+30.40	0.00	789.66	789.68
I	431+40.40	0.00	789.66	789.69
J	431+50.40	0.00	789.65	789.69
K	431+60.40	0.00	789.63	789.67
L	431+70.40	0.00	789.61	789.64
M	431+80.40	0.00	789.59	789.61
N	431+90.40	0.00	789.56	789.57
CL Pier #2	432+00.90	0.00	789.52	789.52
O	432+10.90	0.00	789.48	789.48
P	432+20.90	0.00	789.44	789.45
Q	432+30.90	0.00	789.39	789.41
R	432+40.90	0.00	789.33	789.36
S	432+50.90	0.00	789.27	789.30
T	432+60.90	0.00	789.21	789.23
CL Brq. E. Abut.	432+71.48	0.00	789.14	789.14
CL Exp. Joint	432+73.04	0.00	789.13	789.13
Back of E. Abut.	432+74.82	0.00	789.12	789.12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Back of W. Abut.	430+38.04	1.17	789.48	789.48
CL Exp. Joint	430+39.82	1.17	789.49	789.49
CL Brq. W. Abut.	430+41.38	1.17	789.49	789.49
A	430+51.38	1.17	789.53	789.54
B	430+61.38	1.17	789.56	789.59
C	430+71.38	1.17	789.58	789.61
D	430+81.38	1.17	789.61	789.64
E	430+91.38	1.17	789.62	789.64
F	431+01.38	1.17	789.64	789.65
CL Pier #1	431+11.96	1.17	789.64	789.64
G	431+21.96	1.17	789.65	789.66
H	431+31.96	1.17	789.64	789.66
I	431+41.96	1.17	789.64	789.67
J	431+51.96	1.17	789.63	789.67
K	431+61.96	1.17	789.61	789.65
L	431+71.96	1.17	789.59	789.62
M	431+81.96	1.17	789.56	789.58
N	431+91.96	1.17	789.53	789.54
CL Pier #2	432+02.46	1.17	789.50	789.50
O	432+12.46	1.17	789.46	789.46
P	432+22.46	1.17	789.41	789.43
Q	432+32.46	1.17	789.36	789.38
R	432+42.46	1.17	789.30	789.33
S	432+52.46	1.17	789.25	789.28
T	432+62.46	1.17	789.18	789.20
CL Brq. E. Abut.	432+73.04	1.17	789.11	789.11
CL Exp. Joint	432+74.60	1.17	789.10	789.10
Back of E. Abut.	432+76.38	1.17	789.08	789.08

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Back of W. Abut.	430+45.80	7.00	789.42	789.42
CL Exp. Joint	430+47.58	7.00	789.43	789.43
CL Brq. W. Abut.	430+49.14	7.00	789.43	789.43
A	430+59.14	7.00	789.46	789.48
B	430+69.14	7.00	789.49	789.53
C	430+79.14	7.00	789.51	789.55
D	430+89.14	7.00	789.53	789.57
E	430+99.14	7.00	789.54	789.56
F	431+09.14	7.00	789.55	789.56
CL Pier #1	431+19.72	7.00	789.56	789.56
G	431+29.72	7.00	789.56	789.57
H	431+39.72	7.00	789.55	789.58
I	431+49.72	7.00	789.54	789.59
J	431+59.72	7.00	789.52	789.58
K	431+69.72	7.00	789.50	789.56
L	431+79.72	7.00	789.48	789.53
M	431+89.72	7.00	789.45	789.48
N	431+99.72	7.00	789.42	789.43
CL Pier #2	432+10.22	7.00	789.37	789.37
O	432+20.22	7.00	789.33	789.34
P	432+30.22	7.00	789.28	789.30
Q	432+40.22	7.00	789.23	789.26
R	432+50.22	7.00	789.17	789.21
S	432+60.22	7.00	789.11	789.14
T	432+70.22	7.00	789.04	789.07
CL Brq. E. Abut.	432+80.80	7.00	788.96	788.96
CL Exp. Joint	432+82.36	7.00	788.96	788.96
Back of E. Abut.	432+84.14	7.00	788.94	788.94

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Back of W. Abut.	430+53.56	12.83	789.36	789.36
CL Exp. Joint	430+55.34	12.83	789.37	789.37
CL Brq. W. Abut.	430+56.90	12.83	789.37	789.37
A	430+66.90	12.83	789.40	789.42
B	430+76.90	12.83	789.43	789.46
C	430+86.90	12.83	789.45	789.49
D	430+96.90	12.83	789.46	789.49
E	431+06.90	12.83	789.47	789.49
F	431+16.90	12.83	789.48	789.48
CL Pier #1	431+27.48	12.83	789.48	789.48
G	431+37.48	12.83	789.47	789.48
H	431+47.48	12.83	789.46	789.48
I	431+57.48	12.83	789.45	789.49
J	431+67.48	12.83	789.43	789.48
K	431+77.48	12.83	789.40	789.45
L	431+87.48	12.83	789.38	789.42
M	431+97.48	12.83	789.34	789.36
N	432+07.48	12.83	789.30	789.31
CL Pier #2	432+17.98	12.83	789.26	789.26
O	432+27.98	12.83	789.21	789.21
P	432+37.98	12.83	789.16	789.17
Q	432+47.98	12.83	789.10	789.13
R	432+57.98	12.83	789.04	789.07
S	432+67.98	12.83	788.97	789.00
T	432+77.98	12.83	788.90	788.92
CL Brq. E. Abut.	432+88.56	12.83	788.82	788.82
CL Exp. Joint	432+90.12	12.83	788.82	788.82
Back of E. Abut.	432+91.90	12.83	788.80	788.80

BEAM 10

BEAM 11

BEAM 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Back of W. Abut.	430+61.33	18.67	789.30	789.30
CL Exp. Joint	430+63.11	18.67	789.30	789.30
CL Brq. W. Abut.	430+64.67	18.68	789.31	789.31
A	430+74.67	18.68	789.33	789.35
B	430+84.67	18.68	789.35	789.38
C	430+94.67	18.68	789.37	789.41
D	431+04.67	18.68	789.38	789.41
E	431+14.67	18.68	789.38	789.40
F	431+24.67	18.68	789.39	789.40
CL Pier #1	431+35.25	18.68	789.38	789.38
G	431+45.25	18.68	789.37	789.38
H	431+55.25	18.68	789.36	789.38
I	431+65.25	18.68	789.34	789.38
J	431+75.25	18.68	789.32	789.37
K	431+85.25	18.68	789.29	789.34
L	431+95.25	18.68	789.26	789.30
M	432+05.25	18.68	789.22	789.25
N	432+15.25	18.68	789.18	789.19
CL Pier #2	432+25.75	18.68	789.13	789.13
O	432+35.75	18.68	789.08	789.08
P	432+45.75	18.68	789.03	789.05
Q	432+55.75	18.68	788.97	789.00
R	432+65.75	18.68	788.90	788.94
S	432+75.75	18.68	788.83	788.86
T	432+85.75	18.68	788.76	788.78
CL Brq. E. Abut.	432+96.33	18.68	788.68	788.68
CL Exp. Joint	432+97.89	18.67	788.67	788.67
Back of E. Abut.	432+99.67	18.67	788.66	788.66

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Back of W. Abut.	430+69.09	24.50	789.23	789.23
CL Exp. Joint	430+70.87	24.50	789.23	789.23
CL Brq. W. Abut.	430+72.43	24.50	789.24	789.24
A	430+82.43	24.50	789.26	789.28
B	430+92.43	24.50	789.27	789.31
C	431+02.43	24.50	789.29	789.33
D	431+12.43	24.50	789.29	789.33
E	431+22.43	24.50	789.30	789.32
F	431+32.43	24.50	789.29	789.30
CL Pier #1	431+43.01	24.50	789.29	789.29
G	431+53.01	24.50	789.27	789.28
H	431+63.01	24.50	789.26	789.29
I	431+73.01	24.50	789.24	789.28
J	431+83.01	24.50	789.21	789.26
K	431+93.01	24.50	789.18	789.23
L	432+03.01	24.50	789.14	789.19
M	432+13.01	24.50	789.10	789.13
N	432+23.01	24.50	789.06	789.07
CL Pier #2	432+33.51	24.50	789.00	789.00
O	432+43.51	24.50	788.95	788.96
P	432+53.51	24.50	788.89	788.91
Q	432+63.51	24.50	788.83	788.85
R	432+73.51	24.50	788.75	788.79
S	432+83.51	24.50	788.68	788.72
T	432+93.51	24.50	788.61	788.63
CL Brq. E. Abut.	433+04.09	24.50	788.53	788.53
CL Exp. Joint	433+05.65	24.50	788.53	788.53
Back of E. Abut.	433+07.43	24.50	788.51	788.51

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Back of W. Abut.	430+76.86	30.33	789.14	789.14
CL Exp. Joint	430+78.64	30.33	789.14	789.14
CL Brq. W. Abut.	430+80.20	30.33	789.14	789.14
A	430+90.20	30.33	789.16	789.18
B	431+00.20	30.33	789.17	789.21
C	431+10.20	30.33	789.18	789.23
D	431+20.20	30.33	789.19	789.23
E	431+30.20	30.33	789.18	789.21
F	431+40.20	30.33	789.18	789.19
CL Pier #1	431+50.78	30.33	789.17	789.17
G	431+60.78	30.33	789.15	789.16
H	431+70.78	30.33	789.13	789.16
I	431+80.78	30.33	789.11	789.15
J	431+90.78	30.33	789.08	789.14
K	432+00.78	30.33	789.04	789.10
L	432+10.78	30.33	789.00	789.05
M	432+20.78	30.33	788.96	788.99
N	432+30.78	30.33	788.91	788.93
CL Pier #2	432+41.28	30.33	788.85	788.85
O	432+51.28	30.33	788.79	788.80
P	432+61.28	30.33	788.73	788.75
Q	432+71.28	30.33	788.66	788.69
R	432+81.28	30.33	788.59	788.63
S	432+91.28	30.33	788.52	788.56
T	433+01.28	30.33	788.44	788.47
CL Brq. E. Abut.	433+11.86	30.33	788.37	788.37
CL Exp. Joint	433+13.42	30.33	788.36	788.36
Back of E. Abut.	433+15.20	30.33	788.34	788.34

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NORTH EDGE OF WESTBOUND SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	429+63.34	- 32.42	788.65
A1	429+73.34	- 32.42	788.68
A2	429+83.34	- 32.42	788.73
E. End West Appr. Slab	429+93.34	- 32.42	788.77

NORTH EDGE OF WESTBOUND PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	429+71.87	- 26.00	788.80
A1	429+81.87	- 26.00	788.85
A2	429+91.87	- 26.00	788.89
E. End West Appr. Slab	430+01.87	- 26.00	788.94

SOUTH EDGE OF WESTBOUND PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	430+03.82	- 2.00	789.31
A1	430+13.82	- 2.00	789.36
A2	430+23.82	- 2.00	789.40
E. End West Appr. Slab	430+33.82	- 2.00	789.45

CENTERLINE OF ROADWAY / PROFILE GRADE LINE / STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	430+06.48	0.00	789.35
A1	430+16.48	0.00	789.40
A2	430+26.48	0.00	789.45
E. End West Appr. Slab	430+36.48	0.00	789.49

NORTH EDGE OF EASTBOUND PAVEMENT

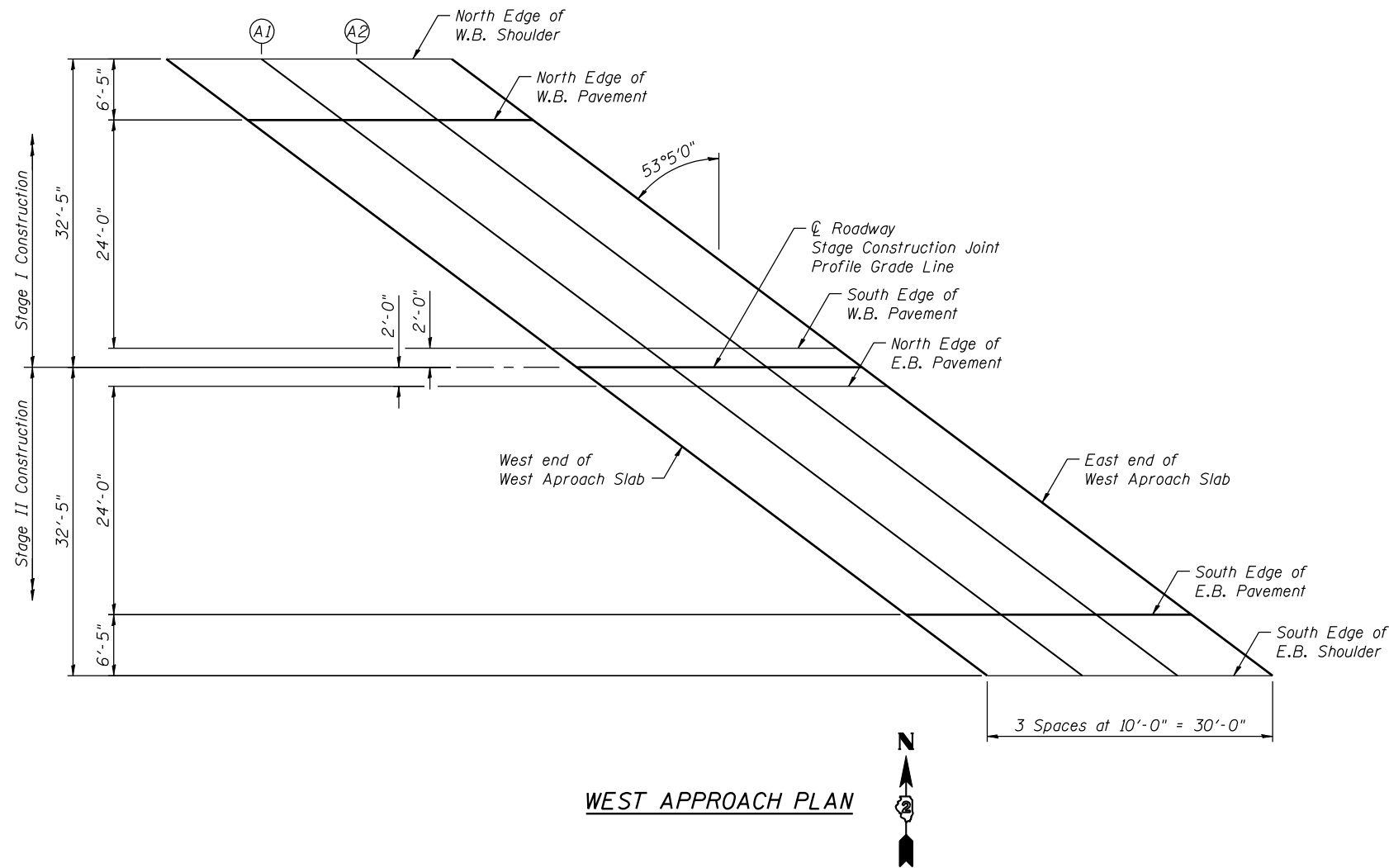
Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	430+09.14	2.00	789.33
A1	430+19.14	2.00	789.38
A2	430+29.14	2.00	789.43
E. End West Appr. Slab	430+39.14	2.00	789.47

SOUTH EDGE OF EASTBOUND PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	430+41.09	26.00	789.12
A1	430+51.09	26.00	789.15
A2	430+61.09	26.00	789.19
E. End West Appr. Slab	430+71.09	26.00	789.21

SOUTH EDGE OF EASTBOUND SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr. Slab	430+49.62	32.42	789.02
A1	430+59.62	32.42	789.05
A2	430+69.62	32.42	789.08
E. End West Appr. Slab	430+79.62	32.42	789.10



WEST APPROACH PLAN

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NORTH EDGE OF WESTBOUND SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	432+31.67	-32.42	789.03
A3	432+41.67	-32.42	789.04
A4	432+51.67	-32.42	789.04
E. End East Appr. Slab	432+61.67	-32.42	789.04

NORTH EDGE OF WESTBOUND PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	432+40.20	-26.00	789.17
A3	432+50.20	-26.00	789.17
A4	432+60.20	-26.00	789.17
E. End East Appr. Slab	432+70.20	-26.00	789.17

SOUTH EDGE OF WESTBOUND PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	432+72.15	-2.00	789.14
A3	432+82.15	-2.00	789.07
A4	432+92.15	-2.00	789.00
E. End East Appr. Slab	433+02.15	-2.00	788.94

CENTERLINE OF ROADWAY / PROFILE GRADE LINE / STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	432+74.82	0.00	789.12
A3	432+84.82	0.00	789.04
A4	432+94.82	0.00	788.97
E. End East Appr. Slab	433+04.82	0.00	788.90

NORTH EDGE OF EASTBOUND PAVEMENT

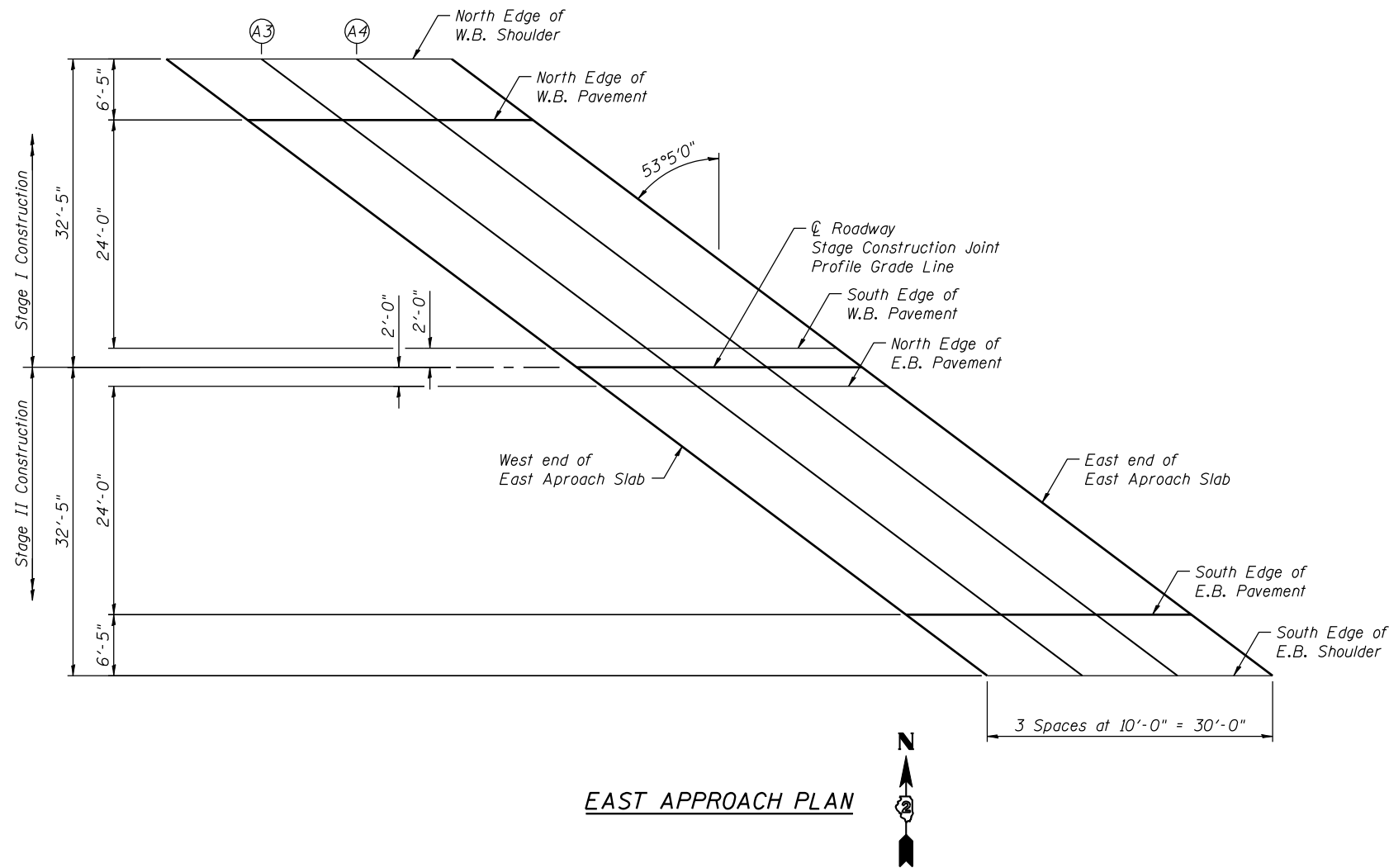
Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	432+77.47	2.00	789.07
A3	432+87.47	2.00	788.99
A4	432+97.47	2.00	788.92
E. End East Appr. Slab	433+07.47	2.00	788.85

SOUTH EDGE OF EASTBOUND PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	433+09.42	26.00	788.48
A3	433+19.42	26.00	788.40
A4	433+29.42	26.00	788.32
E. End East Appr. Slab	433+39.42	26.00	788.18

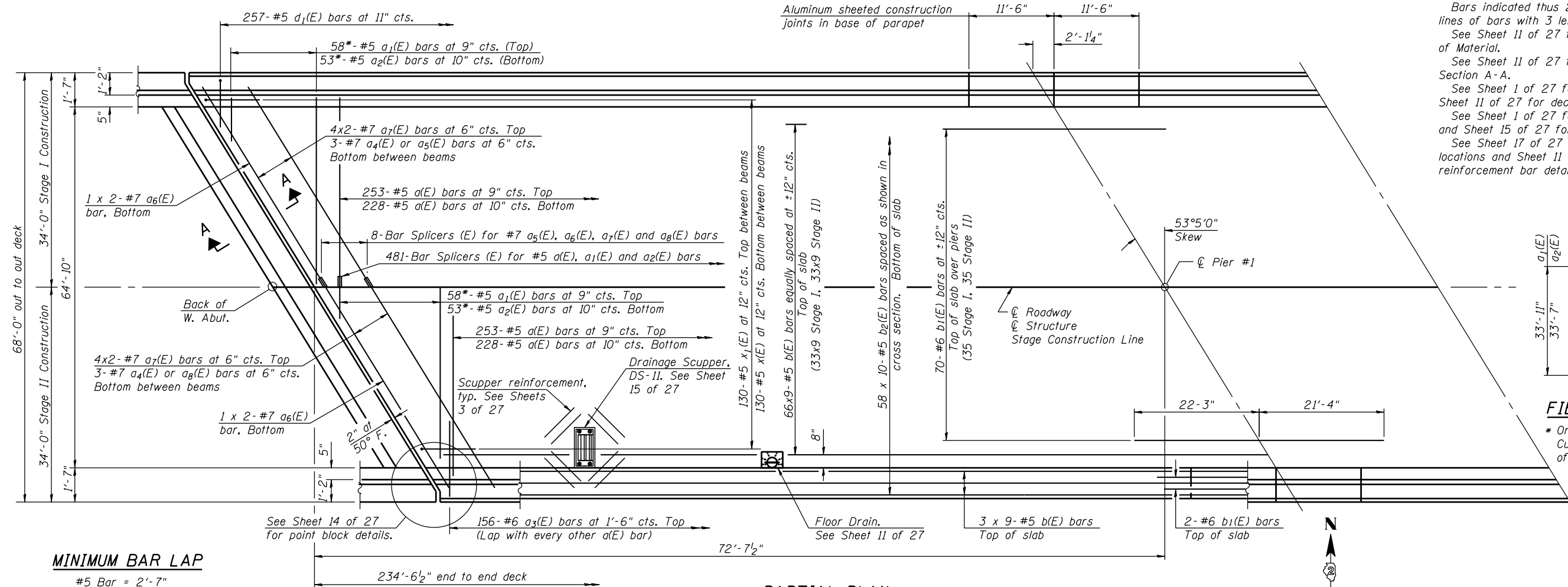
SOUTH EDGE OF EASTBOUND SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr. Slab	433+17.95	32.42	788.28
A3	433+27.95	32.42	788.21
A4	433+37.95	32.42	788.07
E. End East Appr. Slab	433+47.95	32.42	787.94

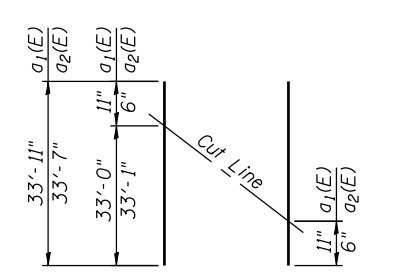


EAST APPROACH PLAN

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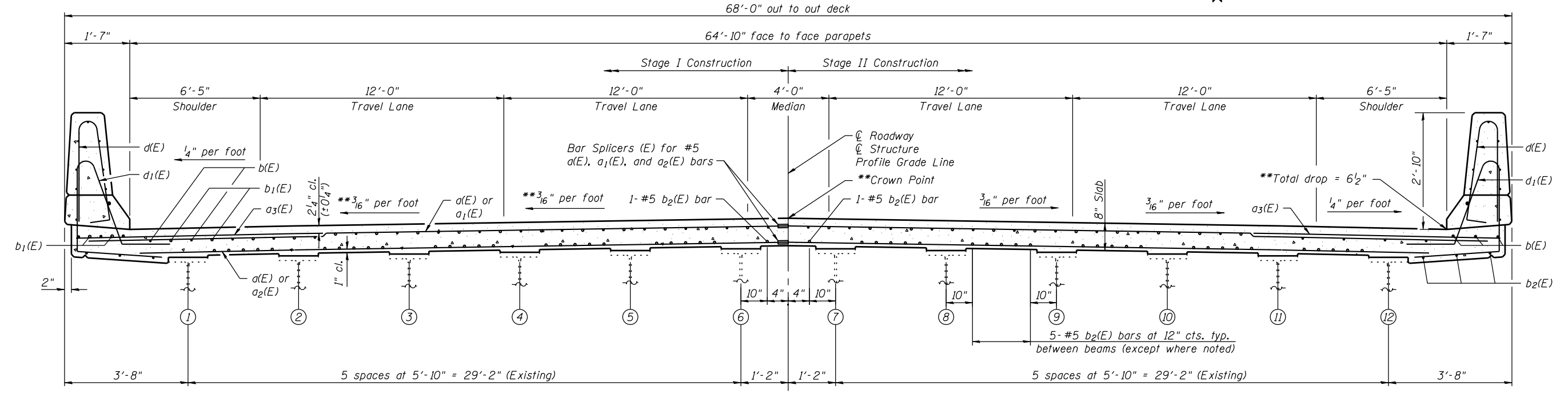
Notes:
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 See Sheet 11 of 27 for superstructure details and Bill of Material.
 See Sheet 11 of 27 for parapet reinforcement and Section A-A.
 See Sheet 1 of 27 for location of deck drains and Sheet 11 of 27 for deck drain details.
 See Sheet 1 of 27 for location of drainage scuppers and Sheet 15 of 27 for drainage scupper details.
 See Sheet 17 of 27 for deep fillet reinforcement locations and Sheet 11 of 27 for deep fillet reinforcement bar details.



FIELD CUTTING DIAGRAM
 * Order a₁(E) & a₂(E) bars full length. Cut as shown and use remainder of bars in opposite end.

MINIMUM BAR LAP
 #5 Bar = 2'-7"
 #7 Bar = 5'-2"

PARTIAL PLAN



NEAR PIER
 **Varies starting at Sta. 432+05.87 to accommodate superelevation transition

CROSS SECTION
 (Looking East)

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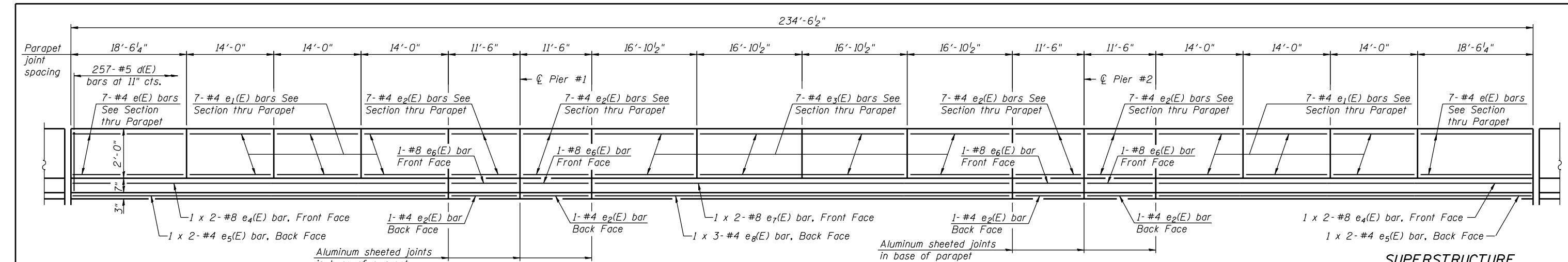
SA STRAND ASSOCIATES
 1170 SOUTH HOUBOLT ROAD
 JOLIET, ILLINOIS 60431
 (815) 744-4200
 IDFPR NO. 184-001273

USER NAME = briantf	DESIGNED KDH	REVISED -
PLOT SCALE =	CHECKED AJS	REVISED -
PLOT DATE = 8/6/2012	DRAWN BJF	REVISED -
	CHECKED RRD	REVISED -

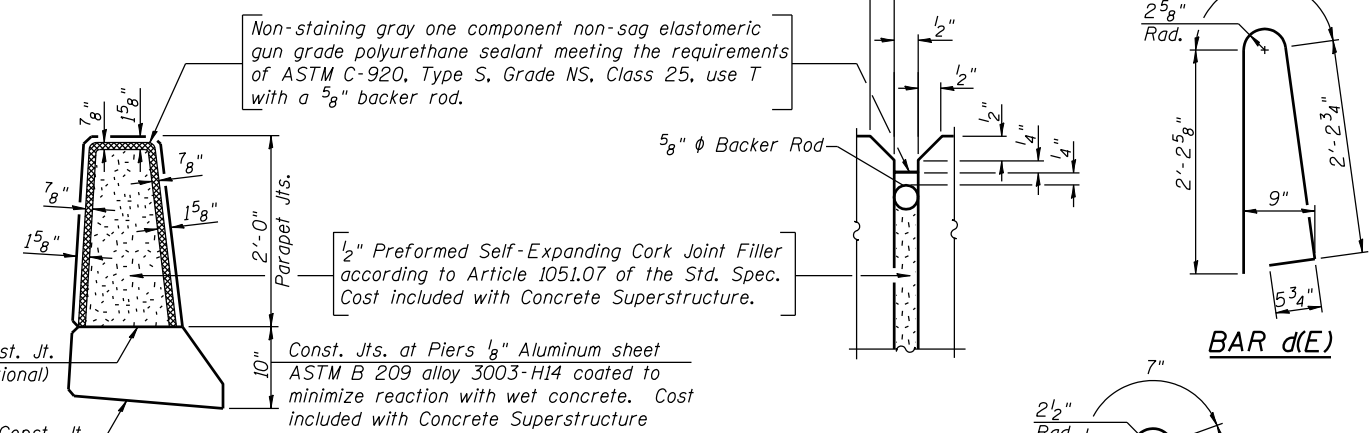
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 089-0007
 SHEET NO. 10 OF 27 SHEETS

F.A.P. RTE. 5	SECTION (19VB-1D)	COUNTY STEPHENSON	TOTAL SHEETS 73	SHEET NO. 41
CONTRACT NO. 64E76				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF PARAPET



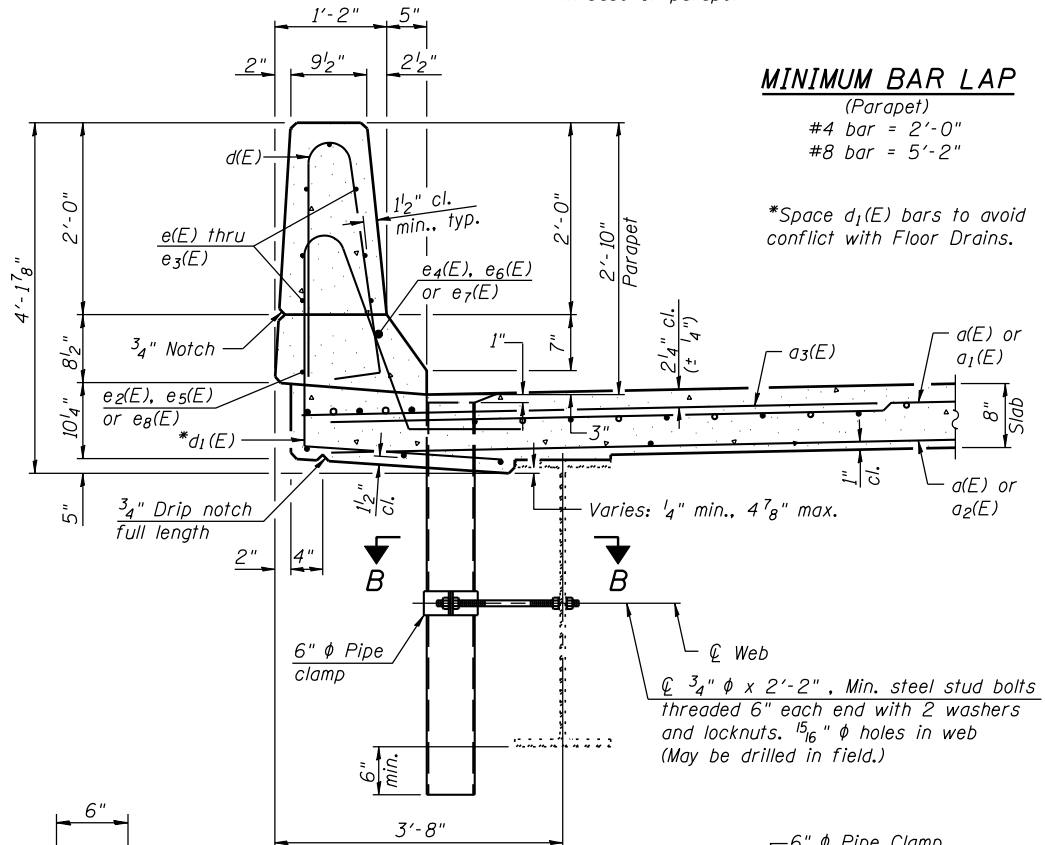
PARAPET JOINT DETAILS

Notes:
 Drains shall be located clear of all diaphragms.
 The exterior surfaces of the floor drains shall be painted with the finish coat as specified in Article 506 of the Standard Specifications. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
 Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
 Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.
 See Sheets 16 and 17 of 27 for deep fillet reinforcement details.

SUPERSTRUCTURE BILL OF MATERIAL

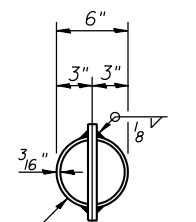
Bar	No.	Size	Length	Shape
a(E)	962	#5	33'-8"	—
a ₁ (E)	116	#5	33'-11"	—
a ₂ (E)	106	#5	33'-7"	—
a ₃ (E)	312	#6	6'-6"	—
a ₄ (E)	60	#7	11'-2"	—
a ₅ (E)	6	#7	2'-9"	—
a ₆ (E)	8	#7	30'-9"	—
a ₇ (E)	32	#7	30'-9"	—
a ₈ (E)	6	#7	2'-5"	—
a ₉ (E)	16	#5	1'-6"	—
b(E)	648	#5	28'-3"	—
b ₁ (E)	74	#6	43'-7"	—
b ₂ (E)	580	#5	25'-9"	—
b ₃ (E)	46	#4	25'-3"	—
b ₄ (E)	2	#4	11'-0"	—
d(E)	514	#5	5'-7"	—
d ₁ (E)	514	#5	8'-4"	—
e(E)	28	#4	18'-2"	—
e ₁ (E)	84	#4	13'-8"	—
e ₂ (E)	64	#4	11'-2"	—
e ₃ (E)	56	#4	16'-6"	—
e ₄ (E)	8	#8	32'-8"	—
e ₅ (E)	8	#4	31'-1"	—
e ₆ (E)	8	#8	11'-2"	—
e ₇ (E)	4	#8	36'-2"	—
e ₈ (E)	6	#4	23'-9"	—
s ₄ (E)	490	#4	3'-4"	—
x(E)	260	#5	6'-8"	—
x ₁ (E)	260	#5	4'-1"	—
Reinforcement Bars, Epoxy Coated		Pound	104,180	
Concrete Superstructure		Cu. Yds.	508	

Bars indicated thus 1 x 3-#8 etc. indicates 1 line of bars with 3 lengths per line.

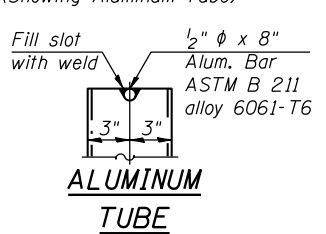


SECTION THRU PARAPET

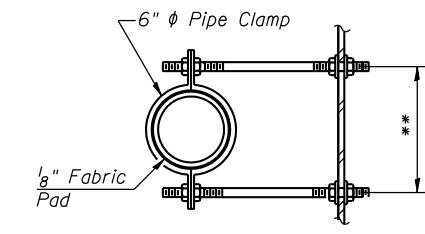
Note:
 Floor drain shown. See Sheets 3 and 15 of 27 for drainage scupper details.



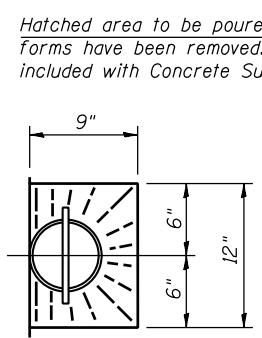
ALUMINUM TUBE
 6" O.D. Aluminum Tube alloy 6061-T6 or 6" Fiberglass Pipe



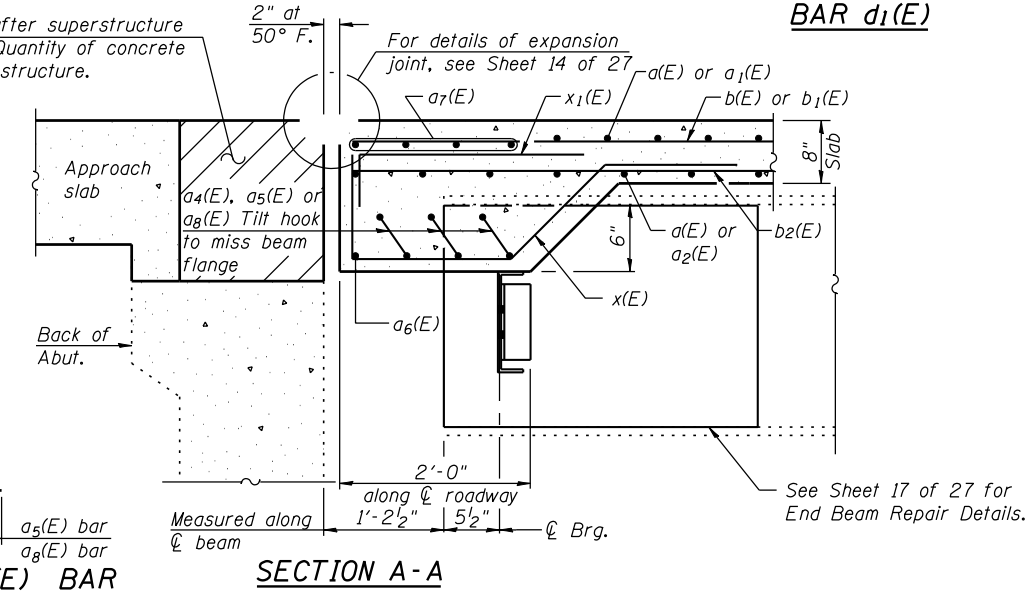
FIBERGLASS PIPE
 1/2" φ x 8" Fiberglass Reinf. Plastic Rebar



SECTION B-B
 **Dimension as required by Pipe Clamp

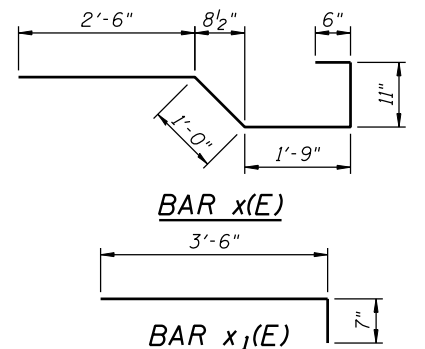


TOP PLAN
 s₄(E) BAR
 a₄(E) BAR
 a₅(E) and a₈(E) BAR



SECTION A-A

See Sheet 17 of 27 for End Beam Repair Details.

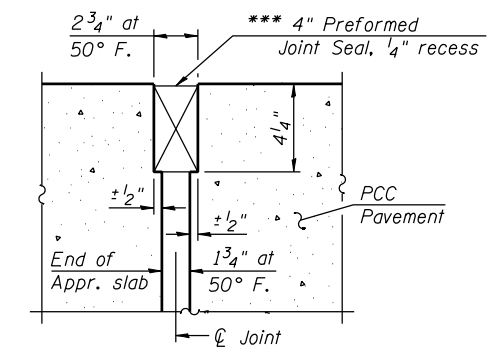
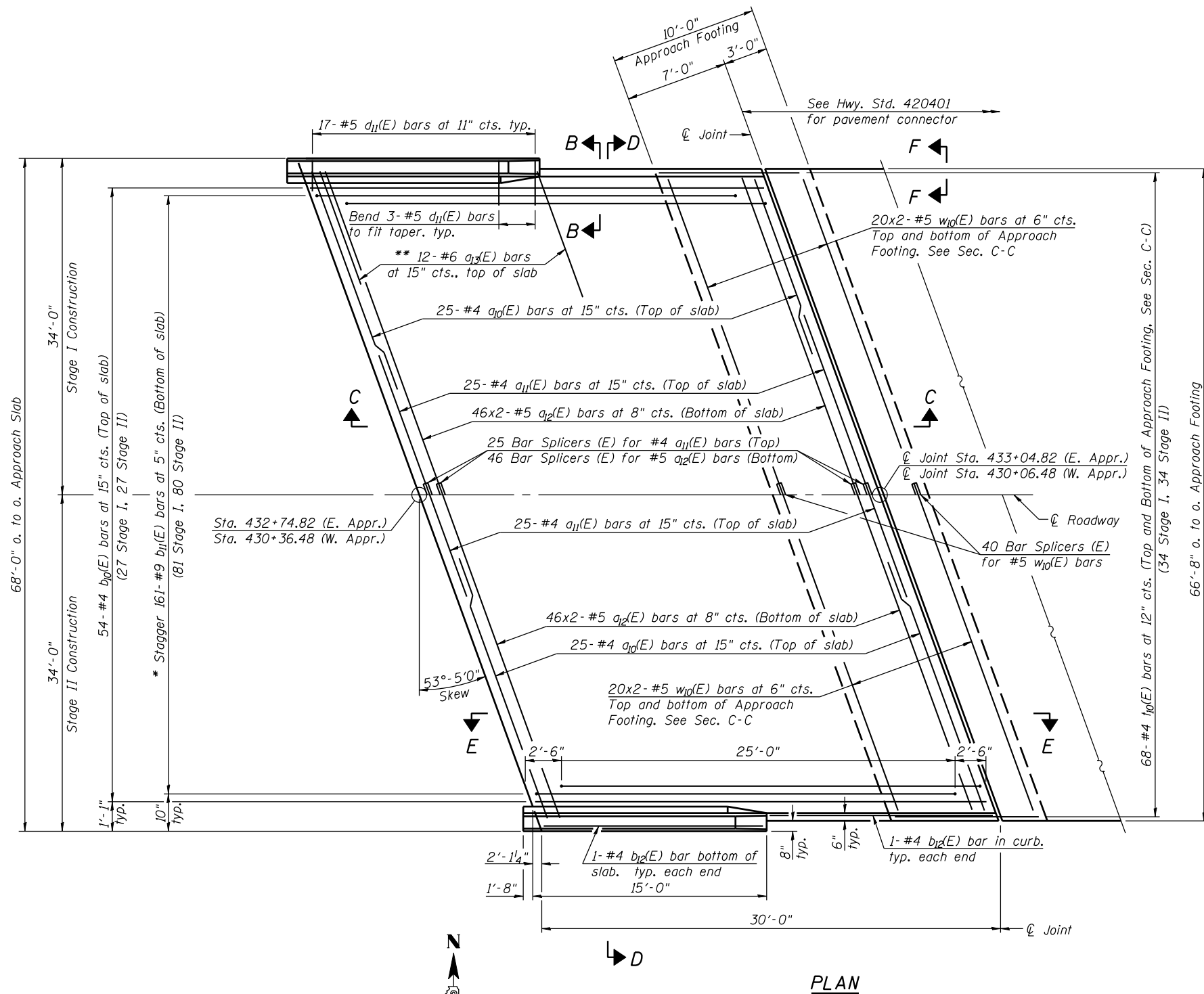


BAR x(E)

BAR x₁(E)

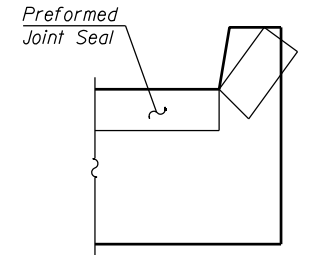
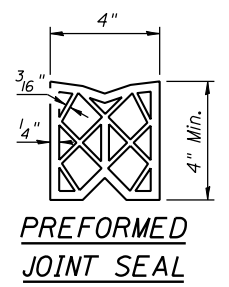
FILE NAME = s:\p1\6380--6398\6346\025\micro\cadd sheets\structural\plans\089-0007-64E76-011-SUPDET.dgn

Notes:
See Sheet 13 of 27 for Sections C-C & D-D and View E-E.
a₁₀(E) and a₁₁(E) bar spacings measured along \bar{C} Roadway.



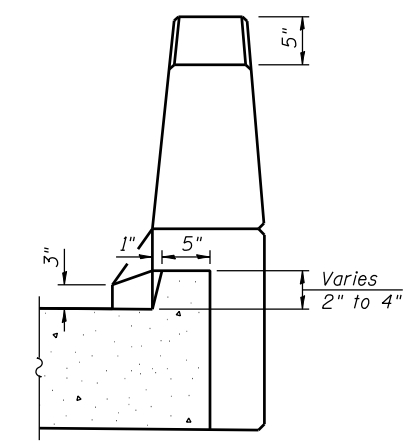
DETAIL A

*** Cost included with Concrete Superstructure.



VIEW F-F

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

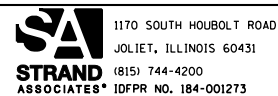


VIEW B-B

* Tilt #9 b11(E) bars as required to maintain clearance.
** Space between a10(E) bars, typ. each parapet.

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BA-R 7-1-10



USER NAME = brianf	DESIGNED KDH	REVISED -
CHECKED AJS	REVISOR -	
PLOT SCALE =	DRAWN BJF	REVISED -
PLOT DATE = 8/6/2012	CHECKED RRD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

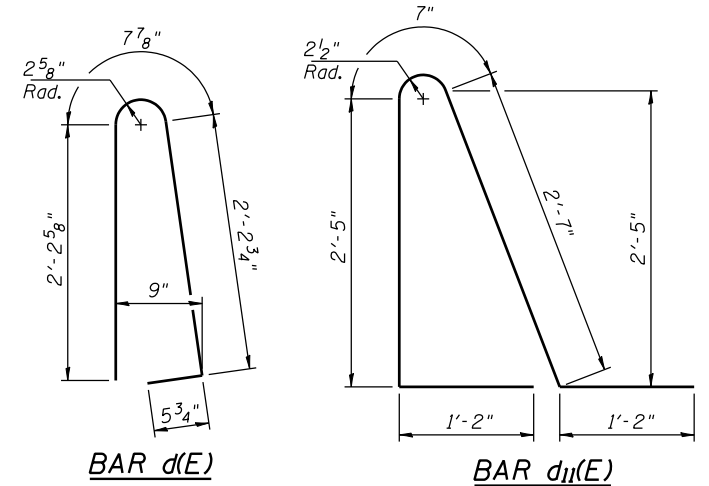
**BRIDGE APPROACH SLAB DETAILS (1 OF 2)
STRUCTURE NO. 089-0007**

SHEET NO. 12 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	43
CONTRACT NO. 64E76				

ILLINOIS FED. AID PROJECT

Notes:
 See Sheet 12 of 27 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see Sheet 22 of 27.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see Sheet 23 of 27.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see Sheet 3 of 27.
 For additional parapet details, see Sheet 11 of 27.

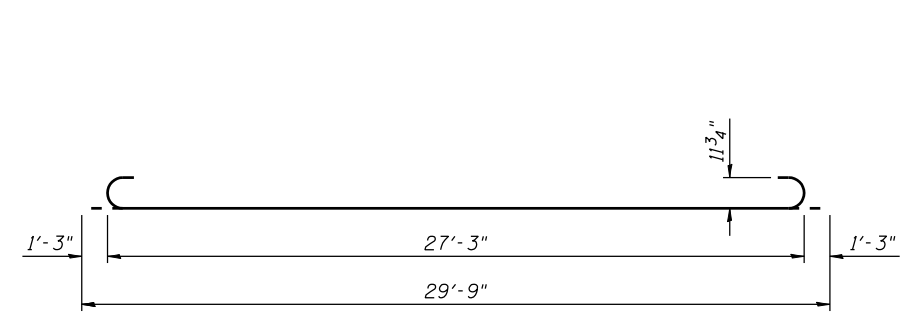
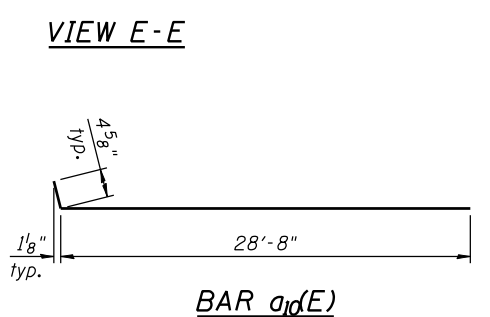
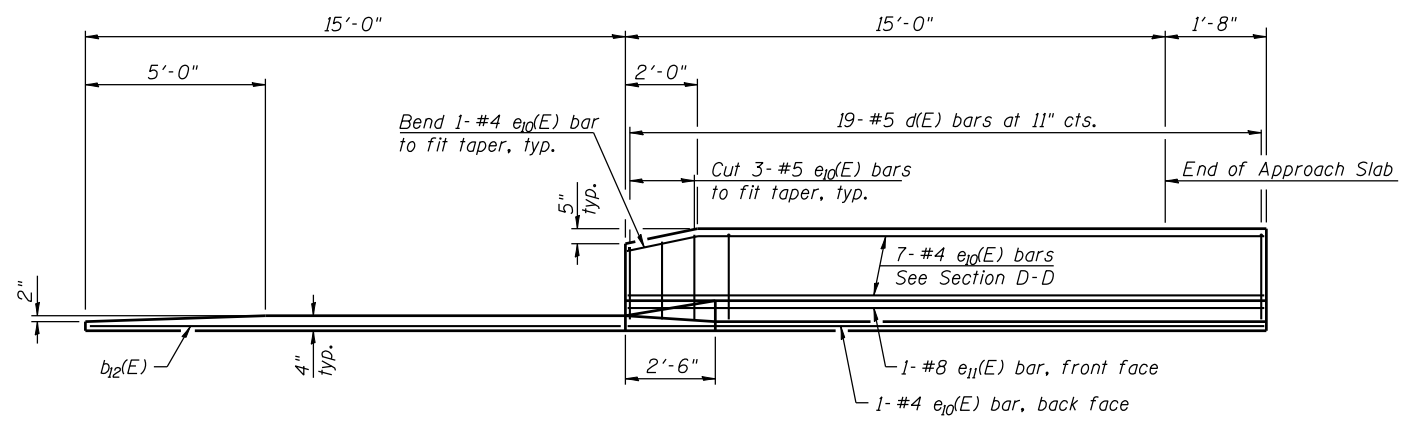
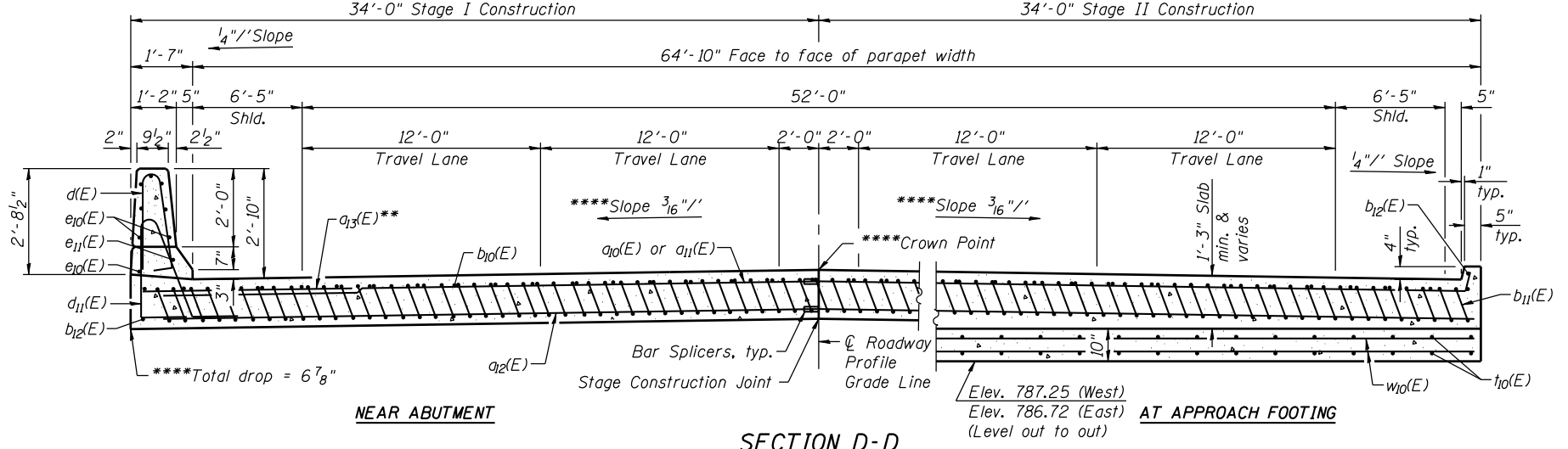
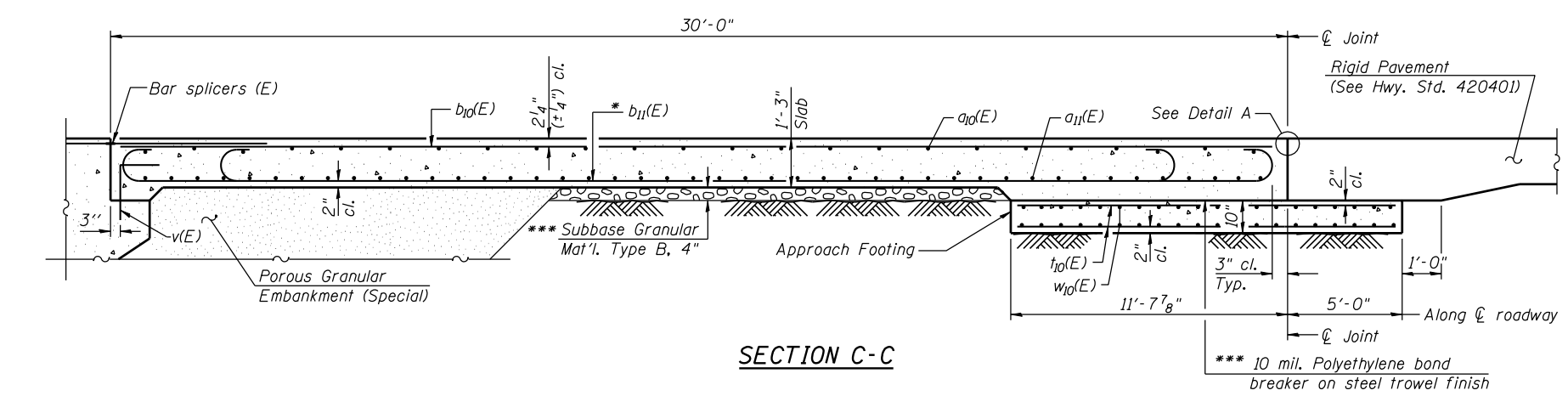


* Tilt #9 b11(E) bars as required to maintain clearance.
 ** Alternate with a0(E) bars.
 *** Cost included with Concrete Superstructure.
 **** West Approach Slab slope as shown. East varies to accommodate superelevation transition.

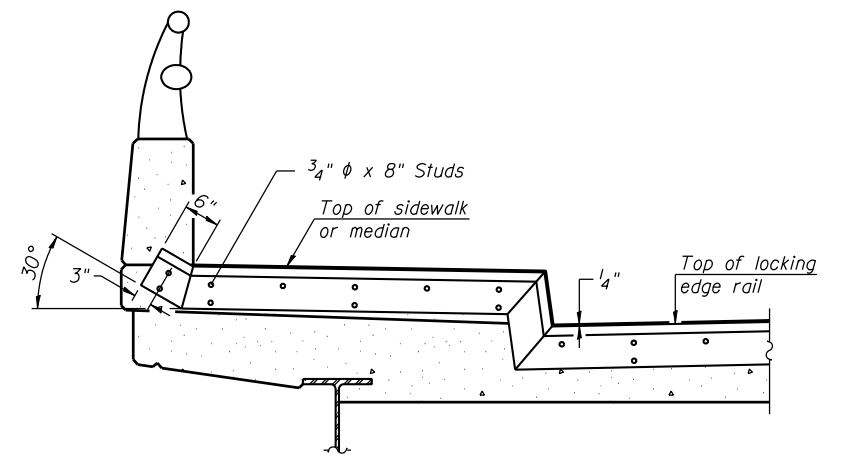
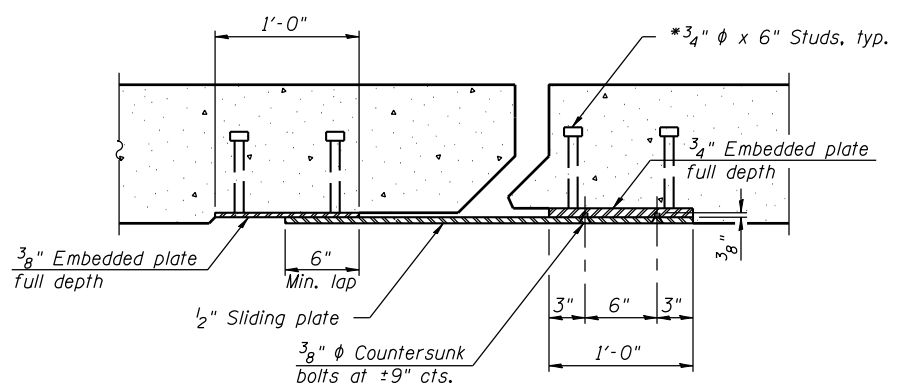
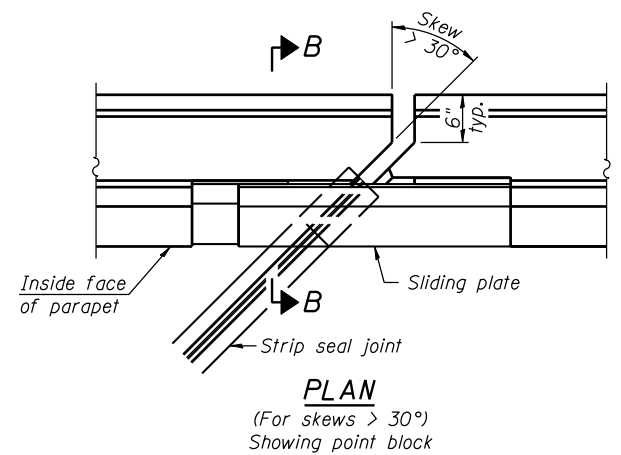
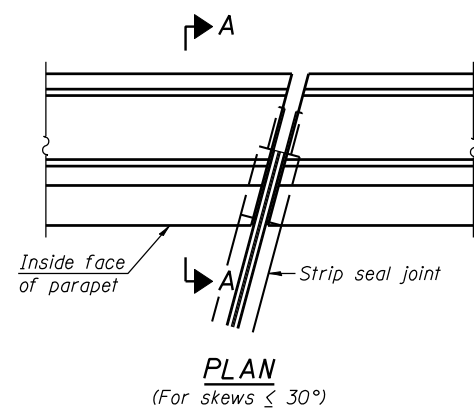
**TWO APPROACHES
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a0(E)	100	#4	29'-1"	—
a11(E)	100	#4	28'-8"	—
a2(E)	368	#5	28'-10"	—
a3(E)	48	#6	10'-10"	—
b0(E)	108	#4	29'-8"	—
b11(E)	322	#9	29'-9"	—
b2(E)	8	#4	14'-8"	—
d(E)	76	#5	5'-7"	—
d11(E)	68	#5	7'-11"	—
e0(E)	32	#4	16'-4"	—
e11(E)	4	#8	16'-4"	—
t10(E)	272	#4	16'-3"	—
w10(E)	320	#5	28'-10"	—
Concrete Superstructure		Cu. Yd.	207	
Concrete Structures		Cu. Yd.	70	
Reinforcement Bars, Epoxy Coated		Pound	52,020	
Reinforcement Bars, Epoxy Coated		Pound	12,580	

■ Included in Superstructure Quantity on Sheet 2 of 27
 ■ Included in Substructure Quantity on Sheet 2 of 27

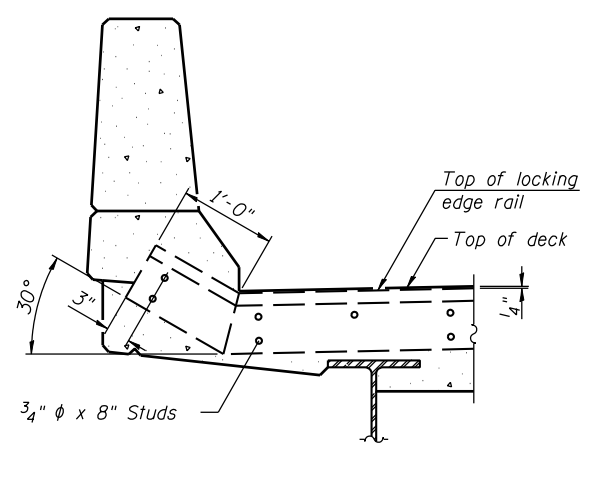


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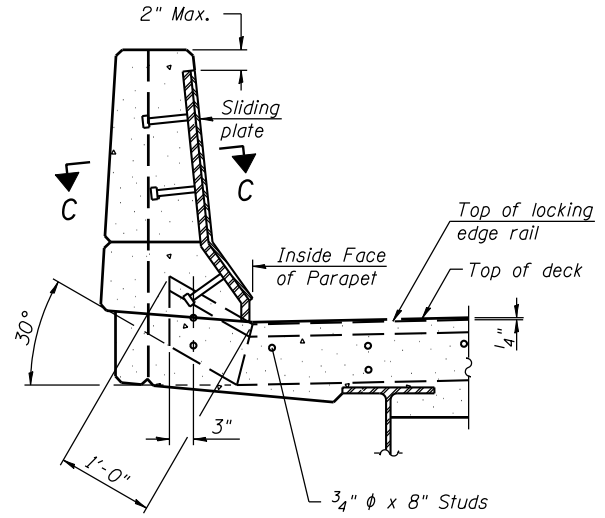


TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN

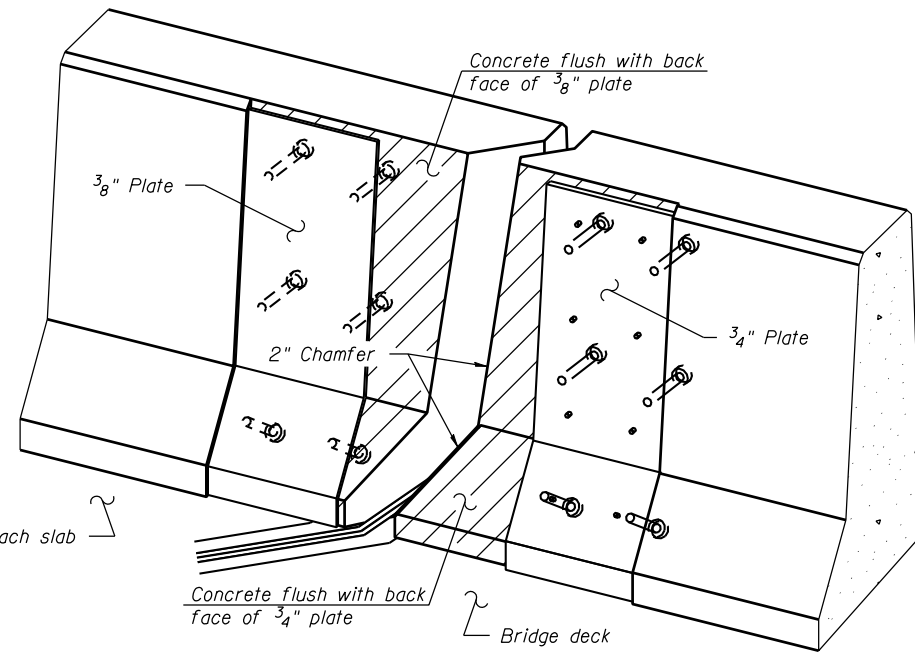
Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.



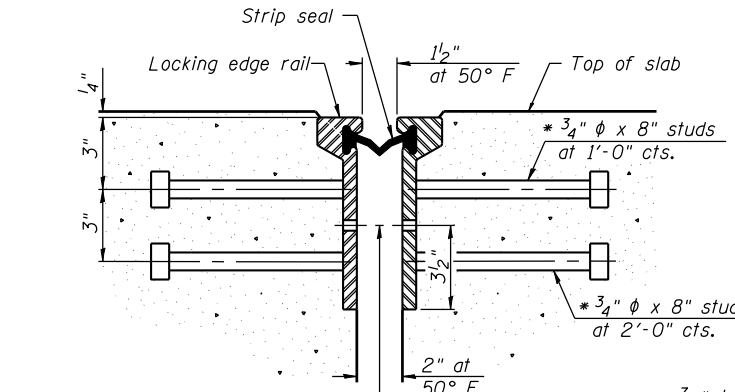
SECTION A-A



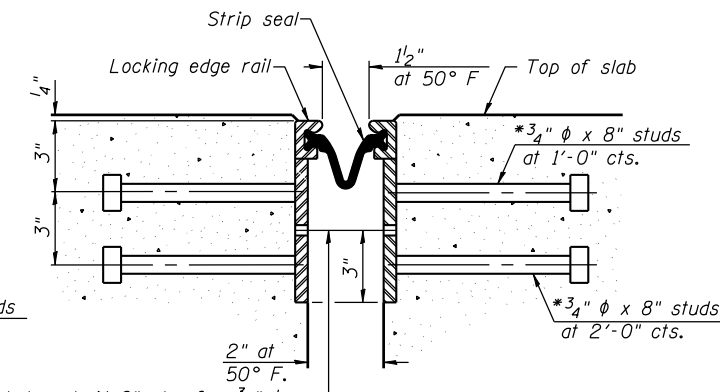
SECTION B-B



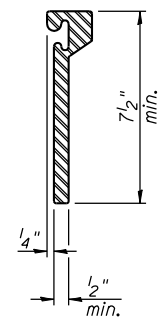
TRIMETRIC VIEW (Showing back plates only)



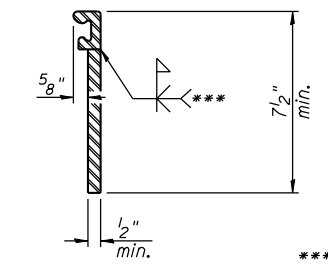
SECTION THRU ROLLED RAIL JOINT



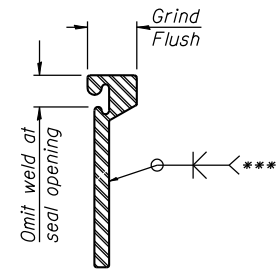
SECTION THRU WELDED RAIL JOINT



ROLLED EXTRUDED RAIL



WELDED RAIL



LOCKING EDGE RAIL SPLICE

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

The inside of the locking edge rail groove shall be free of weld residue. Rolled rail shown, welded rail similar.

LOCKING EDGE RAILS

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 Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. 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.

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. Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.

Parapet plates and anchorage studs for skews > 30 degrees included in the cost of Preformed Joint Strip Seal.

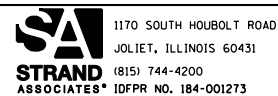
BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	220

FILE NAME = s:\p1\6380--6395\6346\025\microscad\sheet\structural\plans\0890007-64E76-014-JOINT.dgn

EJ-SSJ

1-27-12



USER NAME = briantf	DESIGNED KDH	REVISED -
PLOT SCALE =	CHECKED AJS	REVISED -
PLOT DATE = 8/6/2012	DRAWN BJF	REVISED -
	CHECKED RRD	REVISED -

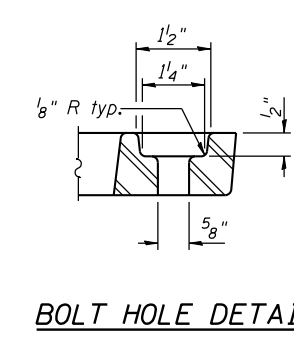
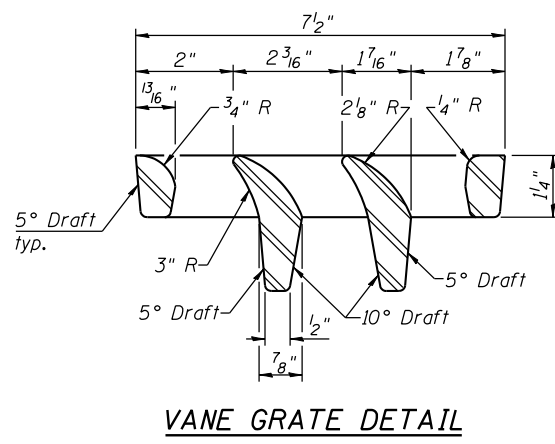
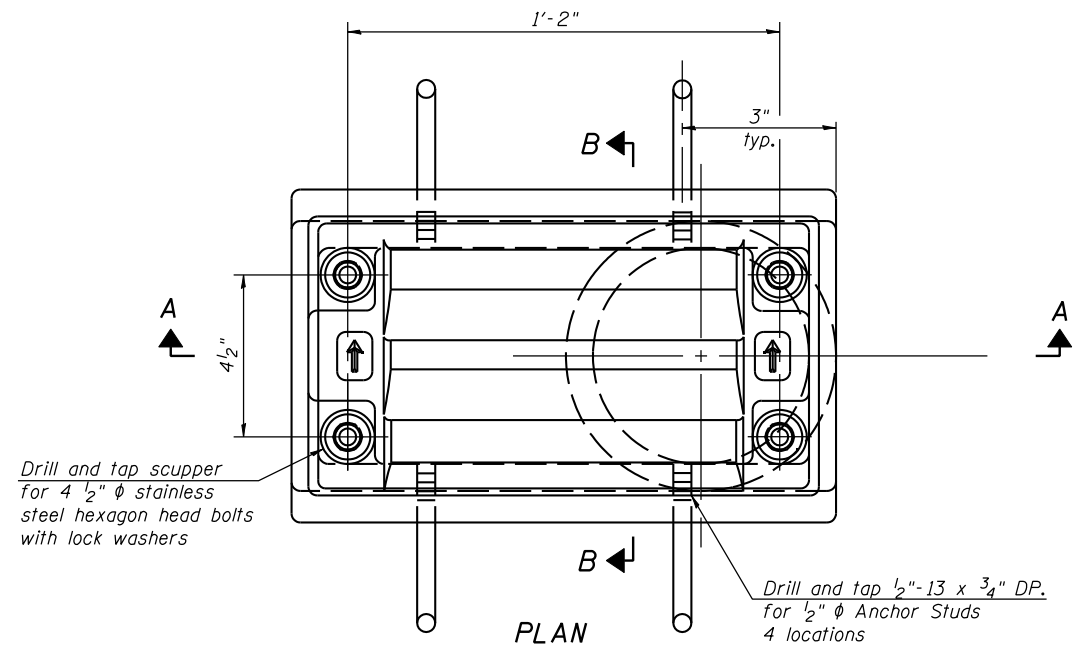
* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

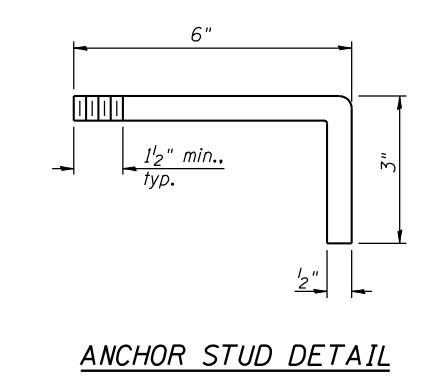
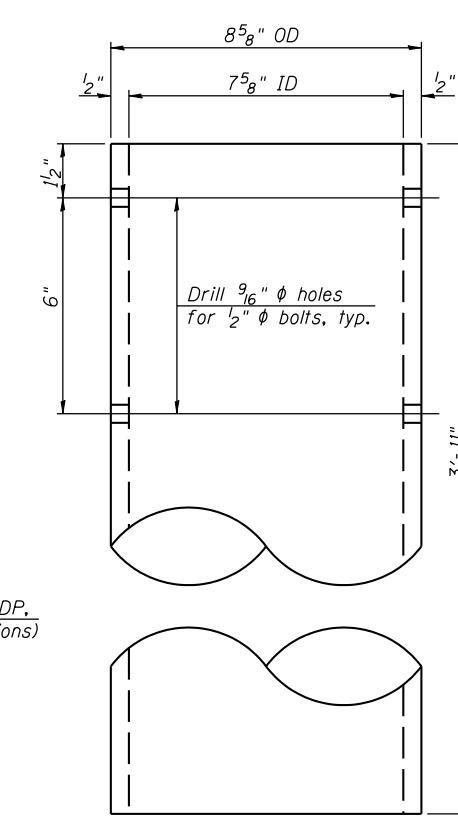
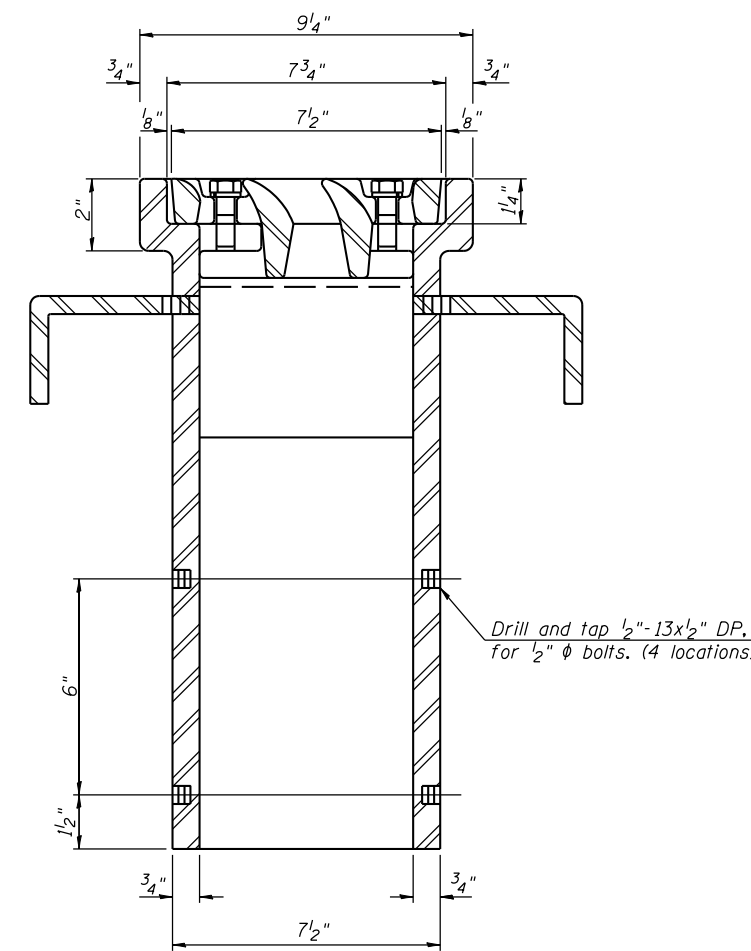
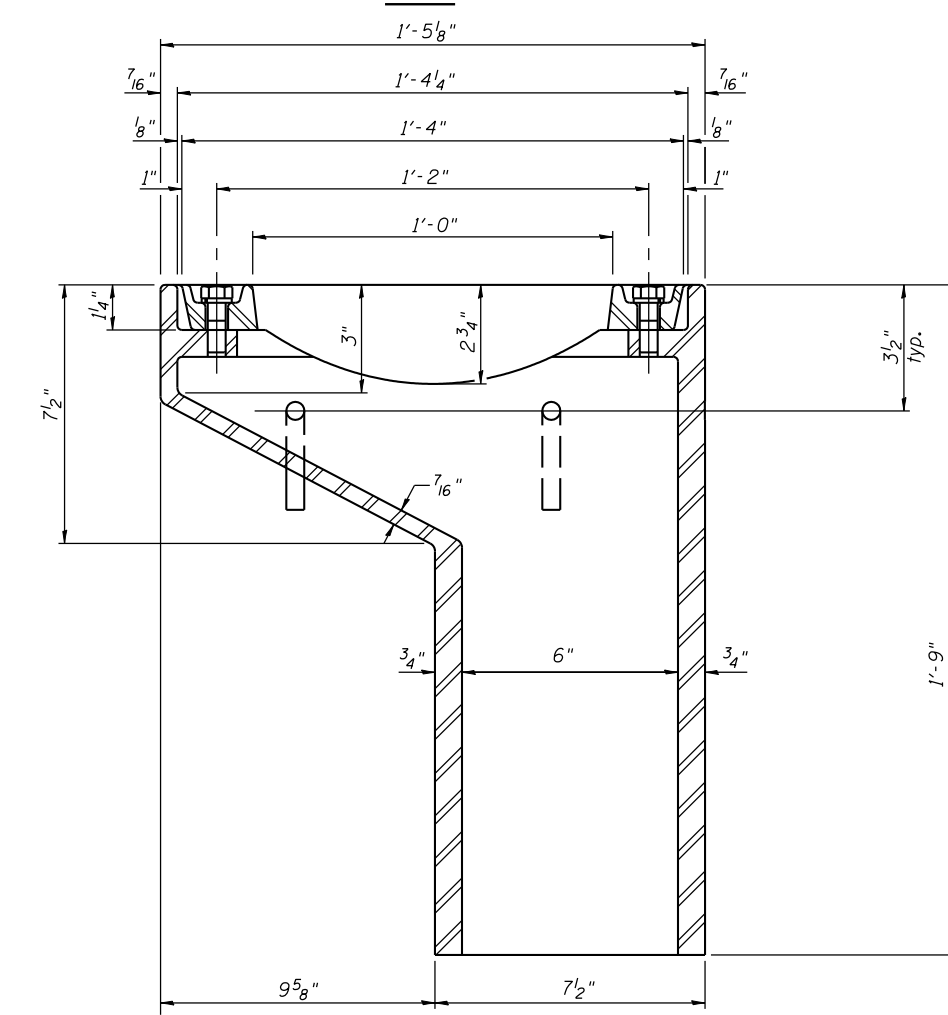
PREFORMED JOINT STRIP SEAL STRUCTURE NO. 089-0007

SHEET NO. 14 OF 27 SHEETS

F.A.P. RTE. 5	SECTION (19VB-1D)	COUNTY STEPHENSON	TOTAL SHEETS 73	SHEET NO. 45
				CONTRACT NO. 64E76
ILLINOIS FED. AID PROJECT				



Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
 Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
 Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.
 As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.
 Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	2

FILE NAME = S:\JUL6300-6399\6346\029\Micros\CADD Sheets\Structural\Plans\0890007-64E76-014-SCUPPER.dgn

DS-11

7-1-10



USER NAME = briantf
 PLOT SCALE =
 PLOT DATE = 8/6/2012

DESIGNED *KDH*
 CHECKED *AJS*
 DRAWN *BJF*
 CHECKED *RRD*

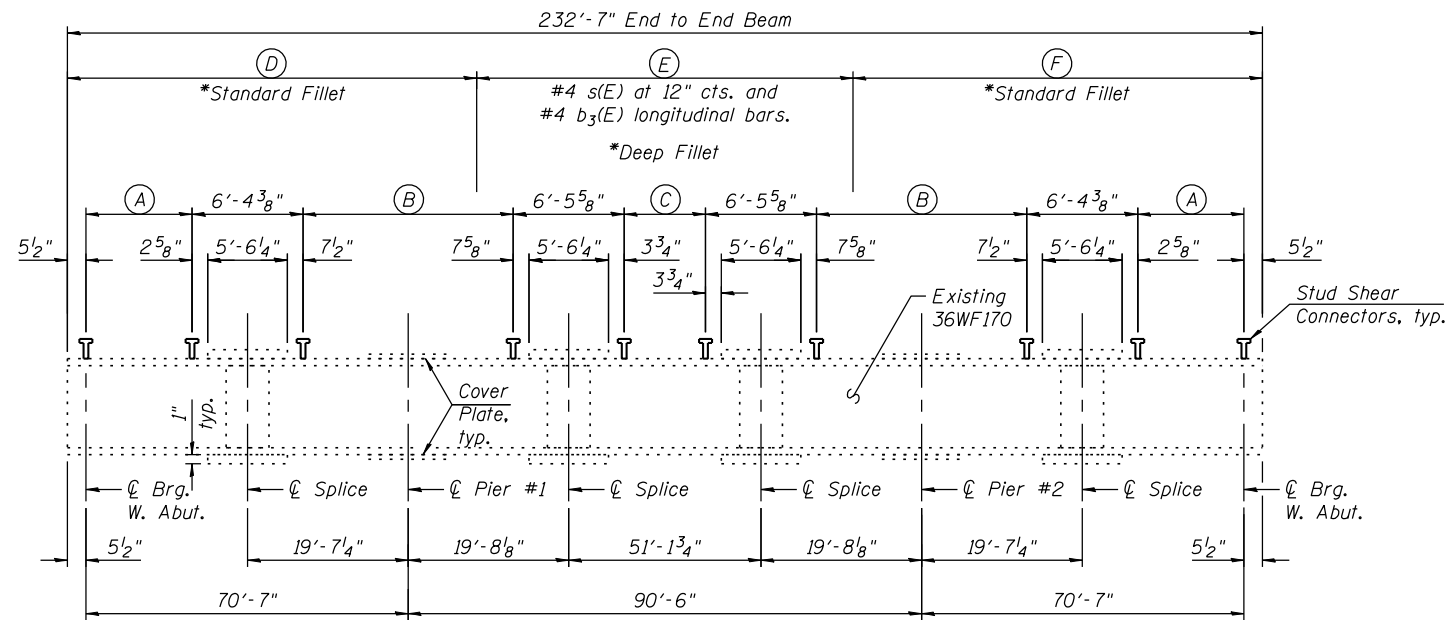
REVISED -
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 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DRAINAGE SCUPPERS, DS-11
 STRUCTURE NO. 089-0007**

SHEET NO. 15 OF 24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-11D)	STEPHENSON	73	46
CONTRACT NO. 64E76				
ILLINOIS FED. AID PROJECT				



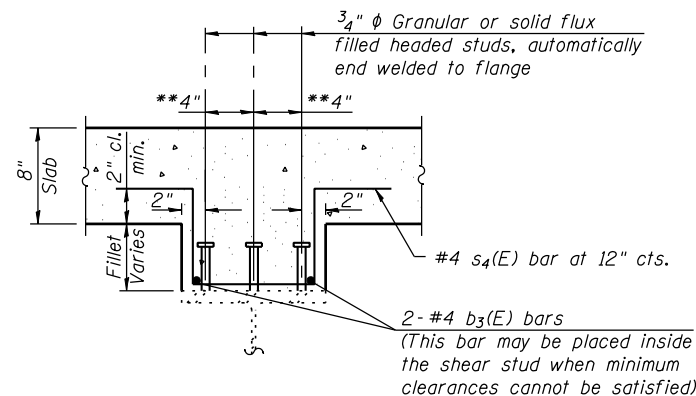
- (A) 48 Spaces at 1'-0" = 48'-0"
- (B) 26 Spaces at 1'-3" = 32'-6"
- (C) 36 Spaces at 1'-3" = 45'-0"

EXISTING BEAM ELEVATION

*See Deep Fillet Reinforcement Table on Sheet 17 of 27 for (D), (E), (F) and deep fillet reinforcement b3(E) and s4(E) bar locations

STANDARD INTERIOR FILLET SECTION

See Existing Beam Elevation for locations



Note:

See Sheet 11 of 27 for s4(E) and b3(E) bar details and Bill of Material

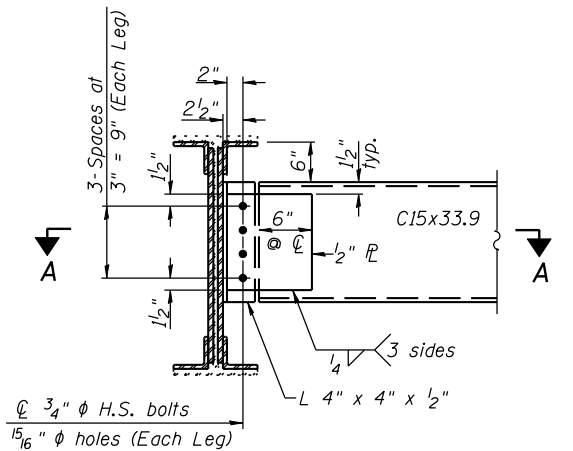
** Vary spacing (3" min. to 4 1/2" max.) on the Cover Plate Taper to allowed the Stud Shear Connector to maintain a 1" distance to the edge of the Cover Plate or beam to the face of the Stud Shear Connector per Article 505.08 of the Standard Specifications.

3/4" φ Granular or solid flux filled headed studs, automatically end welded to flange. (No. Required = 6,804)

End beam flange repair, typ. See Sheet 17 of 27 for details

End beam web repair, typ. See Sheet 17 of 27 for details

SECTION A-A



PROPOSED DIAPHRAGM D

20 Required

Note:

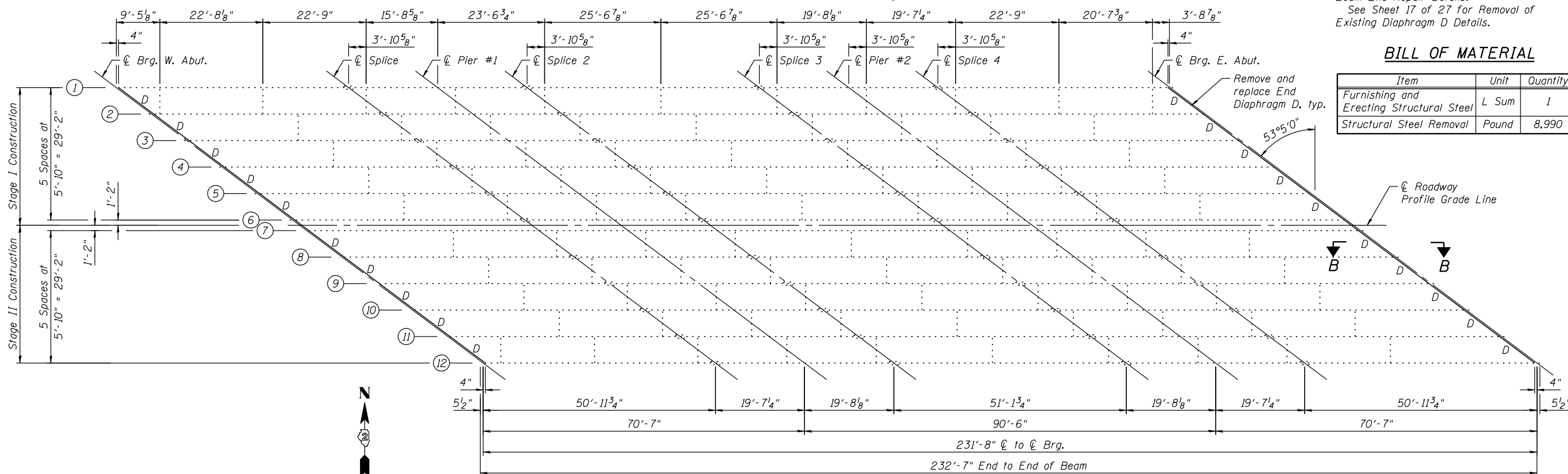
Two hardened washers required for each set of oversized holes.

See Sheet 17 of 27 for Section B-B and Beam End Repair Details.

See Sheet 17 of 27 for Removal of Existing Diaphragm D Details.

BILL OF MATERIAL

Item	Unit	Quantity
Furnishing and Erecting Structural Steel	L Sum	1
Structural Steel Removal	Pound	8,990



EXISTING FRAMING PLAN

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GIRDERS 2-5 AND 8-11 MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Pier	0.5 Sp. 2
I_s	(in ⁴)	10,353	14,525	10,353
$I_c(n)$	(in ⁴)	33,216	18,868	33,216
$I_c(3n)$	(in ⁴)	22,406	18,868	22,406
$I_c(cr)$	(in ⁴)	-	17,774	-
S_s	(in ³)	573	779	573
$S_c(n)$	(in ³)	977	1,163	977
$S_c(3n)$	(in ³)	845	1,163	845
$S_c(cr)$	(in ³)	-	876	-
Z	(in ³)	-	-	-
ϕ	(k/')	0.83	0.83	0.83
$M\phi$	('k)	275	580	275
$s\phi$	(k/')	0.33	0.33	0.33
$M_s\phi$	('k)	105	222	112
M_t	('k)	412	409	430
MIM	('k)	105	99	100
$\sum_3 [M_t + I]$	('k)	862	847	883
M_o	('k)	1,615	2,144	1,651
M_u	('k)	-	-	-
$f_s \phi$ non-comp	(ksi)	5.8	8.9	5.8
$f_s \phi$ (comp)	(ksi)	1.5	3.04	1.6
$f_s \sum_3 [M_t + M_I]$	(ksi)	10.6	11.60	10.9
f_s (Overload)	(ksi)	17.9	23.54	18.3
f_s (Total)	(ksi)	23.27	30.61	23.8
VR	(k)	44.3	58.2	47.9

GIRDERS 2-5 AND 8-11 REACTION TABLE			
		Abut.	Pier
$R\phi$	(k)	31.2	106.0
R_t	(k)	37.5	56.3
R_I	(k)	9.6	13.6
R_{Total}	(k)	78.3	175.9

* Compact section
 ** Braced non-compact and partially braced section

GIRDERS 6-7 MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Pier	0.5 Sp. 2
I_s	(in ⁴)	10,353	14,525	10,353
$I_c(n)$	(in ⁴)	29,519	17,643	29,519
$I_c(3n)$	(in ⁴)	19,602	17,643	19,602
$I_c(cr)$	(in ⁴)	-	16,997	-
S_s	(in ³)	573	779	573
$S_c(n)$	(in ³)	939	1,043	939
$S_c(3n)$	(in ³)	798	1,043	798
$S_c(cr)$	(in ³)	-	812	-
Z	(in ³)	-	-	-
ϕ	(k/')	0.66	0.66	0.66
$M\phi$	('k)	216	458	218
$s\phi$	(k/')	0.24	0.24	0.24
$M_s\phi$	('k)	84	168	85
M_t	('k)	327	314	341
MIM	('k)	84	76	79
$\sum_3 [M_t + I]$	('k)	685	651	700
M_o	('k)	1,281	1,695	1,304
M_u	('k)	-	-	-
$f_s \phi$ non-comp	(ksi)	4.5	7.1	4.6
$f_s \phi$ (comp)	(ksi)	1.3	2.5	1.3
$f_s \sum_3 [M_t + M_I]$	(ksi)	8.8	9.62	9.0
f_s (Overload)	(ksi)	14.6	19.22	14.9
f_s (Total)	(ksi)	19.0	24.98	19.4
VR	(k)	30.8	38.5	31.2

GIRDERS 6-7 REACTION TABLE			
		Abut.	Pier
$R\phi$	(k)	24.2	83.5
R_t	(k)	26.5	37.0
R_I	(k)	6.8	9.0
R_{Total}	(k)	57.5	129.5

* Compact section
 ** Braced non-compact and partially braced section

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) 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 and Overload) 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 and Overload) due to long-term composite (superimposed) dead loads (in.4 and in.3).
 $I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in. and in.).
 Z : Plastic Section Modulus of the steel section in non-composite areas (in.3).
 ϕ : Un-factored non-composite dead load (kips/ft.).
 $M\phi$: Un-factored moment due to non-composite dead load (kip-ft.).
 $s\phi$: Un-factored long-term composite (superimposed) dead load (kips/ft.).
 $M_s\phi$: Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).
 M_t : Un-factored live load moment (kip-ft.).
 M_I : Un-factored moment due to impact (kip-ft.).
 M_o : Factored design moment (kip-ft.).
 $1.3 [M\phi + M_s\phi + \frac{5}{3} (M_t + M_I)]$
 M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).
 f_s (Overload): Sum of stresses as computed from the moments below (ksi).
 $M\phi + M_s\phi + \frac{5}{3} (M_t + M_I)$
 f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.3 [M\phi + M_s\phi + \frac{5}{3} (M_t + M_I)]$
 VR: Maximum L_t + impact shear range within the composite portion of the span for stud shear connector design (kips).

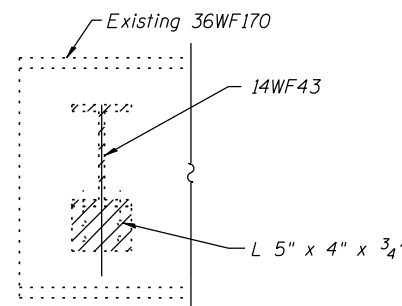
DEEP FILLET REINFORCEMENT TABLE

Beam No.	Dimension			Bar Quantity		
	D	E	F	$b_3(E)$	$b_4(E)$	$s_4(E)$
1	115'-10"	-	115'-10"	-	-	-
2	115'-10"	-	115'-10"	-	-	-
3	115'-10"	-	115'-10"	-	-	-
4	115'-10"	-	115'-10"	-	-	-
5	73'-9"	72'-11"	85'-0"	2 x 4	-	74
6	49'-8"	110'-4"	71'-7"	2 x 5	-	111
7	55'-2"	98'-9"	77'-9"	2 x 5	-	100
8	58'-6"	82'-9"	80'-5"	2 x 4	-	83
9	83'-8"	60'-4"	87'-8"	2 x 3	-	61
10	88'-2"	47'-11"	95'-7"	2 x 2	-	49
11	109'-7"	11'-0"	111'-1"	-	2	12
12	115'-10"	-	115'-10"	-	-	-

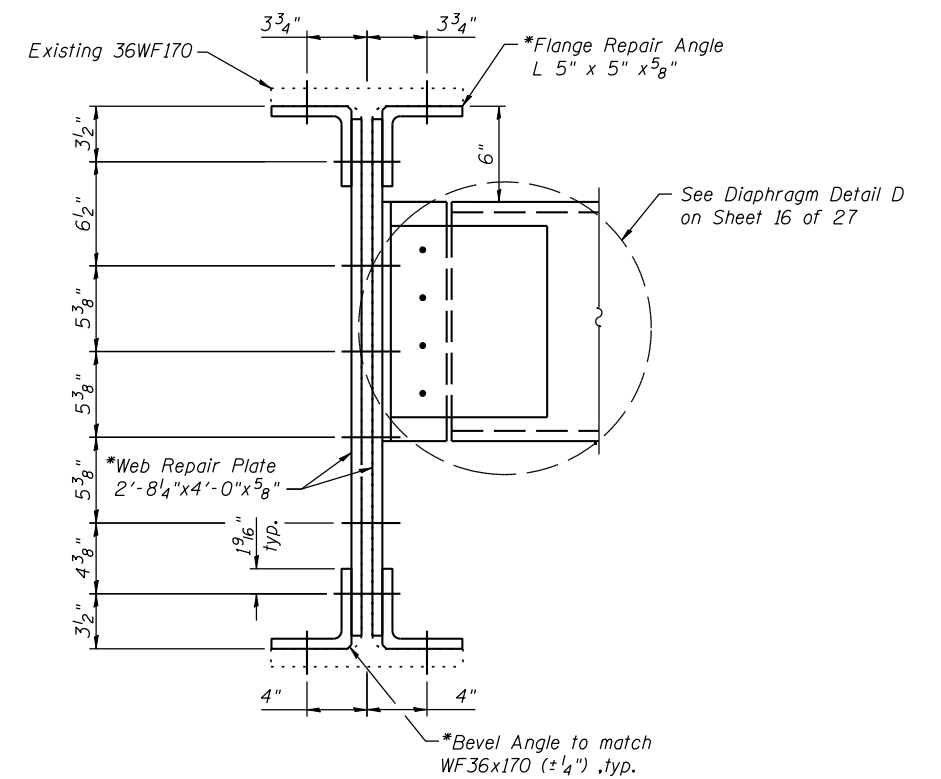
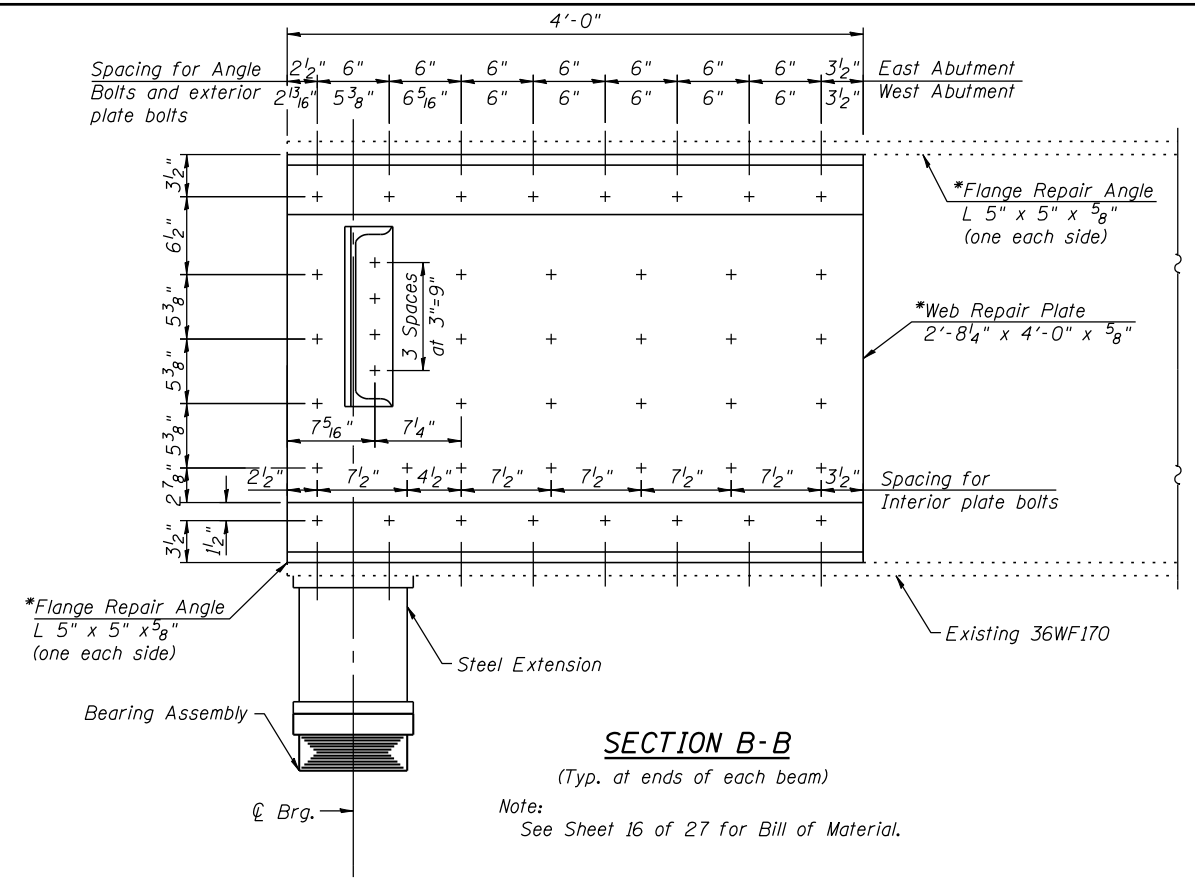
Note:
 Engineer shall field verify fillet heights. Any location that exceeds a fillet height of 6" requires reinforcement.
 Bars indicated thus 2 x 5-#5 etc. indicates 2 lines of bars with 5 lengths per line.

LEGEND

 Structural Steel Removal

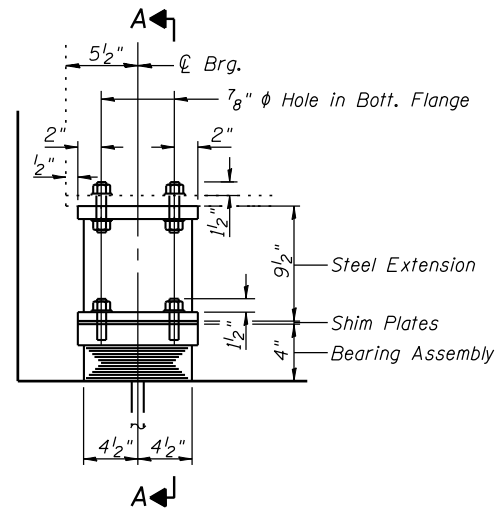


REMOVAL OF EXISTING DIAPHRAGM D

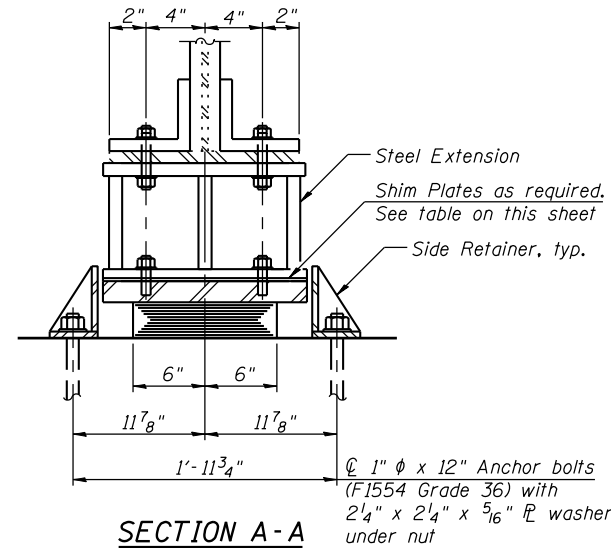


*Structural Steel shall be paid for as Furnishing and Erecting Structural Steel.

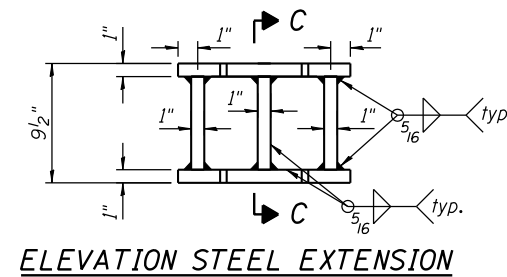
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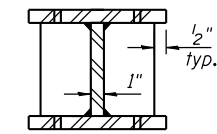
ELEVATION AT EAST ABUTMENT



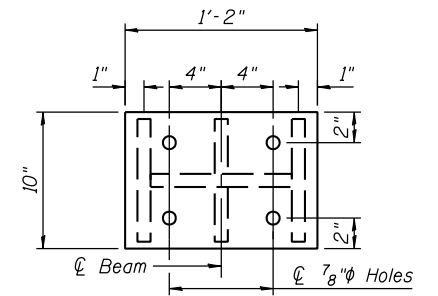
SECTION A-A



ELEVATION STEEL EXTENSION



SECTION C-C

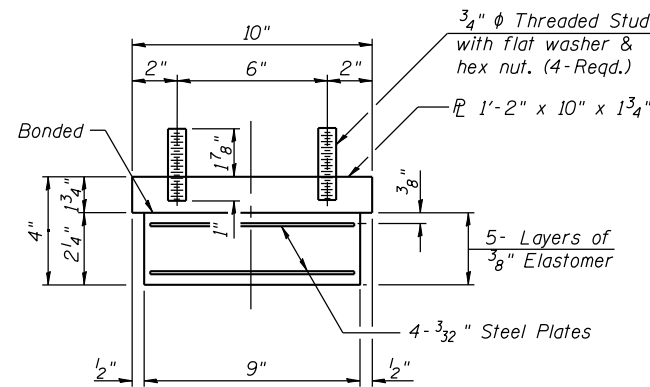


PLAN STEEL EXTENSION

EAST ABUTMENT STEEL EXTENSION

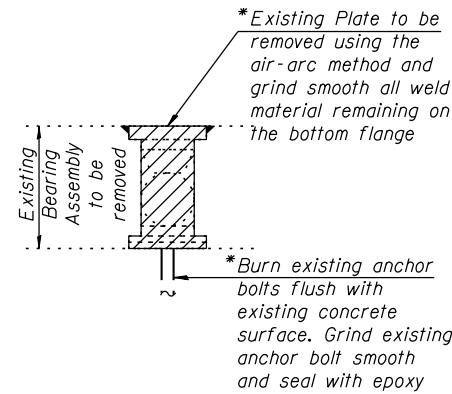
Note:
Steel Extensions are to be paid for as Furnishing and Erecting Structural Steel.
Prior to ordering any steel extension material, the Contractor shall verify in the field all bearing height and steel extension dimensions.

EAST ABUTMENT TYPE I ELASTOMERIC EXP. BEARING



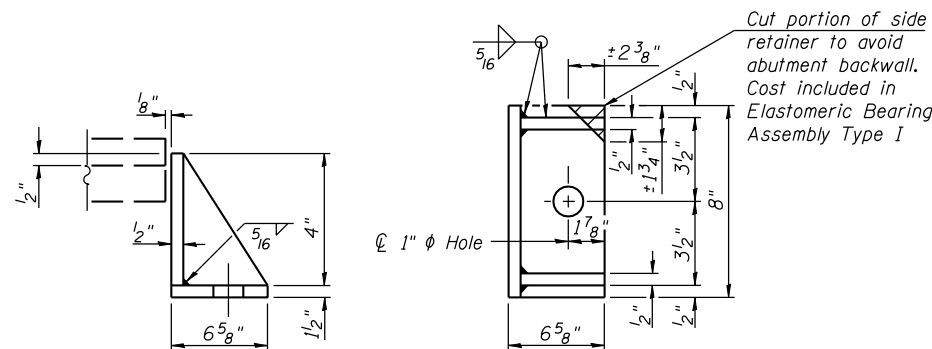
EAST ABUTMENT BEARING ASSEMBLY

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



REMOVE EXISTING BEARING AT EAST ABUTMENT

*Cost is included in "Jack and Remove Existing Bearings"



EAST ABUTMENT SIDE RETAINER

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

EAST ABUTMENT SHIM PLATE DETAILS

Beam No.	Shim Plate Height
1	1/4"
2	1/2"
3	1 3/8"
4	1 5/8"
5	1 7/8"
6	1"
7	1"
8	3/8"
9	1/8"
12	1/4"

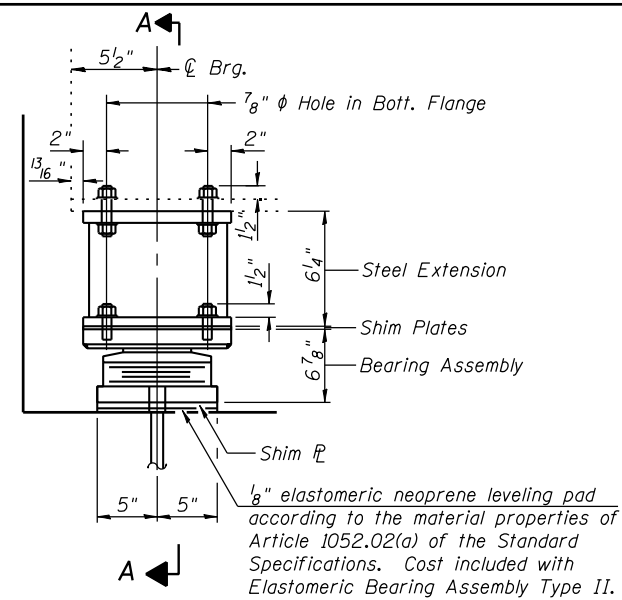
Note:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed 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 elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Two 1/8 inch adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.
See Sheet 19 of 27 for West Abutment Bearing Details. See Sheet 17 of 27 for Interior Girder Reaction Tables. Jack and Removal of existing Bearing Procedure:

- A. Jacking and removing existing bearings shall be done after existing deck removal is complete.
- B. The Contractor shall submit, for approval by the Engineer, plans for jacking existing girders and installing new bearings prior to commencing any related work. This work shall be done after existing concrete deck is removed and prior to pouring of the new deck. The maximum dead load reaction per beam (weight of steel only) per bearing at East Abutment is 6.6 kips. Minimum jack capacity is 14 kips at East Abutment.
- C. The new bearings and steel extensions shall be in place and the jacks shall be lowered before the new concrete deck is poured.
- D. See Special Provision.

BILL OF MATERIAL

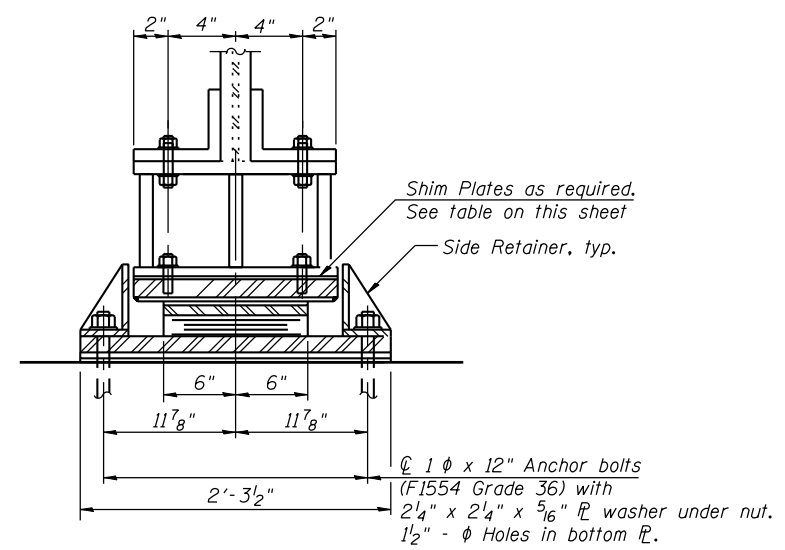
Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts, 1"	Each	24
Jack and Remove Existing Bearings	Each	12

FILE NAME = s:\p1\6380--6395\6346\025\micro\acadd sheets\structural\plans\089-0007-64E76-017-BEAR.dgn

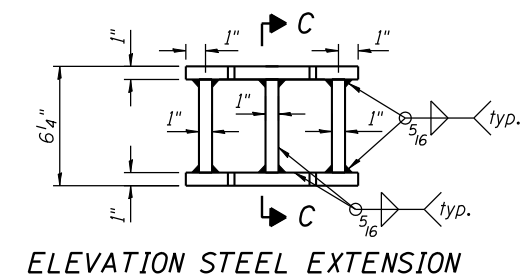


ELEVATION AT WEST ABUTMENT

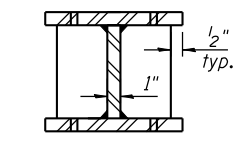
WEST ABUTMENT TYPE II ELASTOMERIC EXP. BEARING



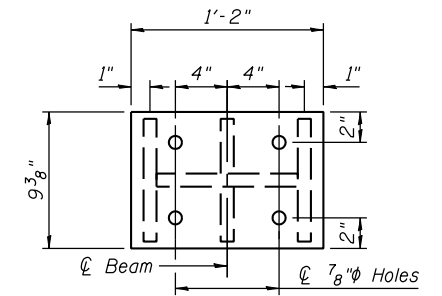
SECTION A-A



ELEVATION STEEL EXTENSION



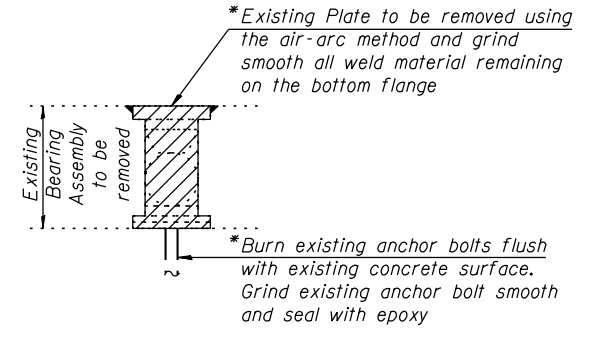
SECTION C-C



PLAN STEEL EXTENSION

WEST ABUTMENT STEEL EXTENSION

Note: Steel Extensions are to be paid for as Furnishing and Erecting Structural Steel. Prior to ordering any steel extension material, the Contractor shall verify in the field all bearing height and steel extension dimensions.



REMOVE EXISTING BEARING AT WEST ABUTMENT

*Cost is included in "Jack and Remove Existing Bearings"

Notes: Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. 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.

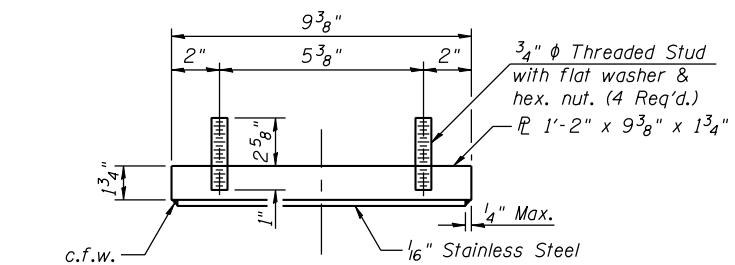
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

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

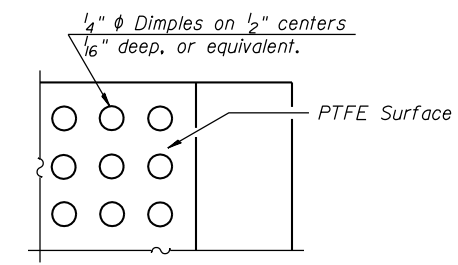
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

See Sheet 19 of 27 for West Abutment Bearing Details. See Sheet 17 of 27 for Interior Girder Reaction Tables. Jack and Removal of existing Bearing Procedure:

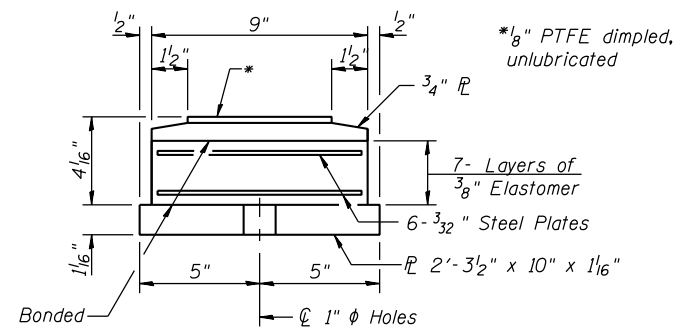
- Jacking and removing existing bearings shall be done after existing deck removal is complete.
- The Contractor shall submit, for approval by the Engineer, plans for jacking existing girders and installing new bearings prior to commencing any related work. This work shall be done after existing concrete deck is removed and prior to pouring of the new deck. The maximum dead load reaction per beam (weight of steel only) per bearing at West Abutment is 6.8 kips. Minimum jack capacity is 14 kips at West Abutment.
- The new bearings and steel extensions shall be in place and the jacks shall be lowered before the new concrete deck is poured.
- See Special Provision.



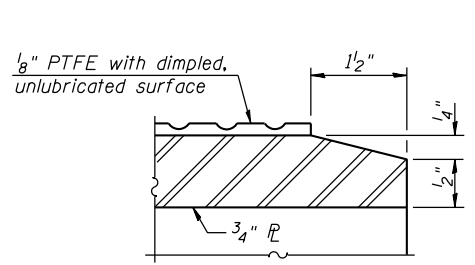
WEST ABUTMENT TOP BEARING ASSEMBLY



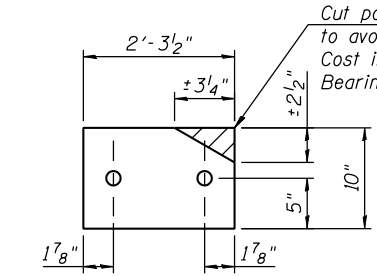
PLAN-PTFE SURFACE



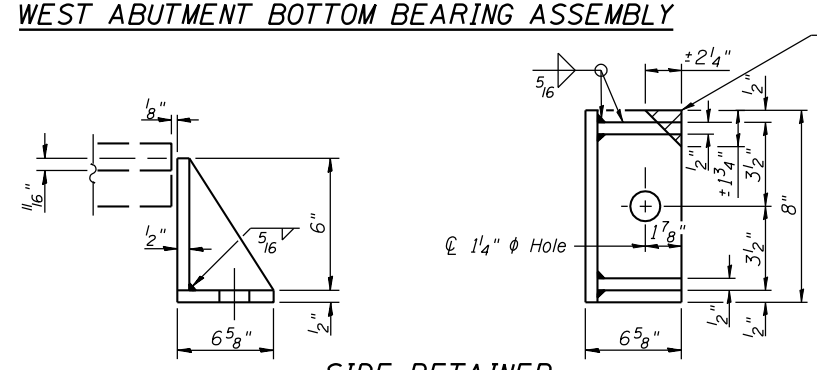
WEST ABUTMENT BOTTOM BEARING ASSEMBLY



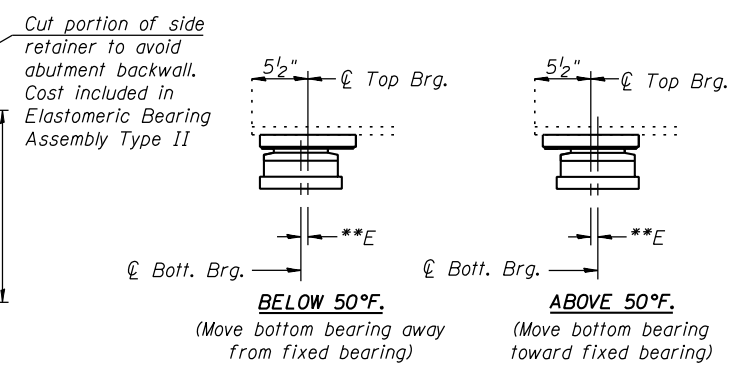
SECTION THRU PTFE



PLAN-BOTTOM PLATE



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



SETTING ANCHOR BOLTS AT WEST ABUTMENT EXP. BEARING

**E = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F.

WEST ABUTMENT SHIM PLATE DETAILS

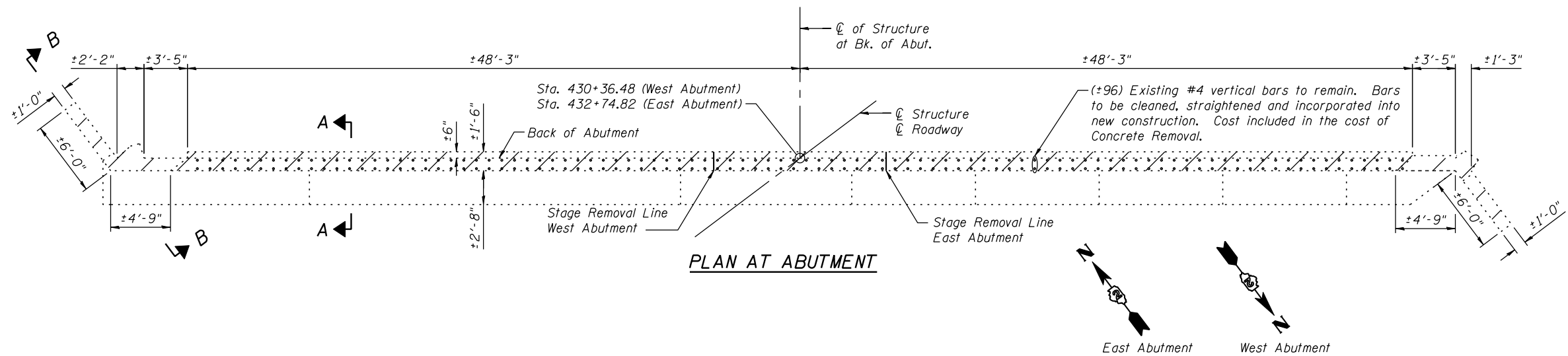
Beam No.	Shim Plate Height
1	1"
2	1"
3	1 1/4"
4	5/8"
5	5/8"
6	7/8"
7	1"
8	1 5/8"
9	1"
11	1"
12	3/4"

BILL OF MATERIAL

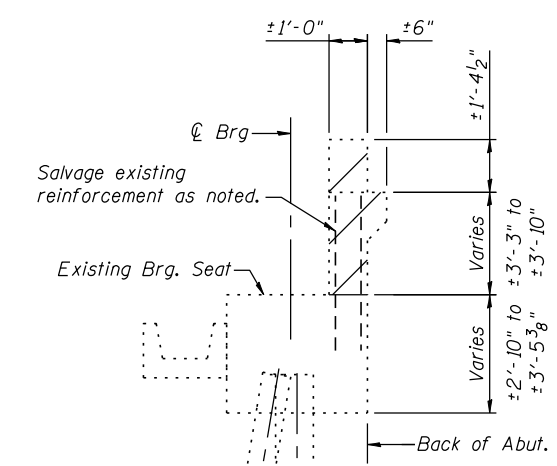
Item	Unit	Total
Elastomeric Bearing Assembly Type II	Each	12
Anchor Bolts, 1"	Each	24
Jack and Remove Existing Bearings	Each	12

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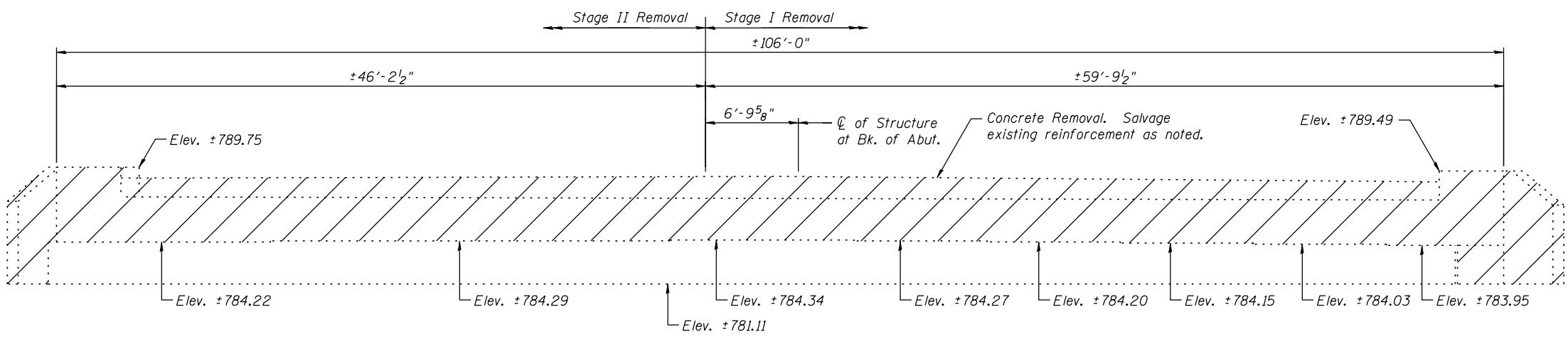
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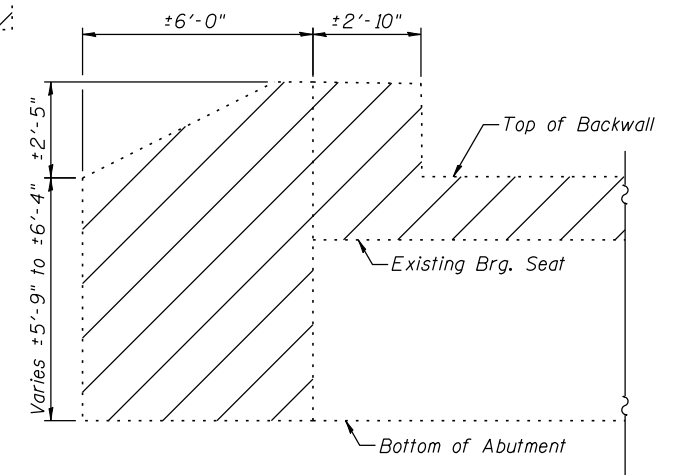
PLAN AT ABUTMENT



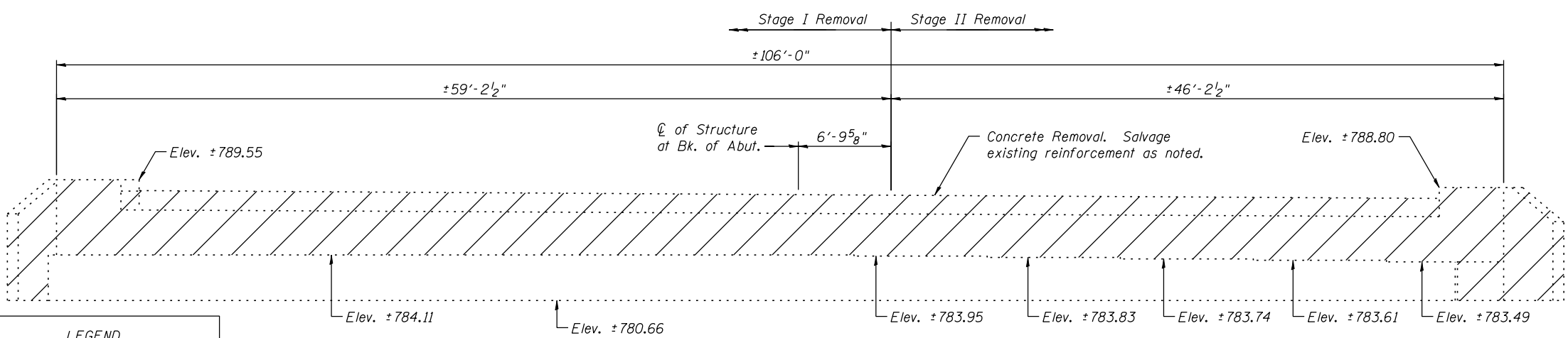
SECTION A-A



WEST ABUTMENT ELEVATION
(Looking West)



SECTION B-B
(Dimensions are at Rt. L's to Roadway)



EAST ABUTMENT ELEVATION
(Looking East)

LEGEND

Concrete Removal

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Concrete Removal	Cu Yd	52



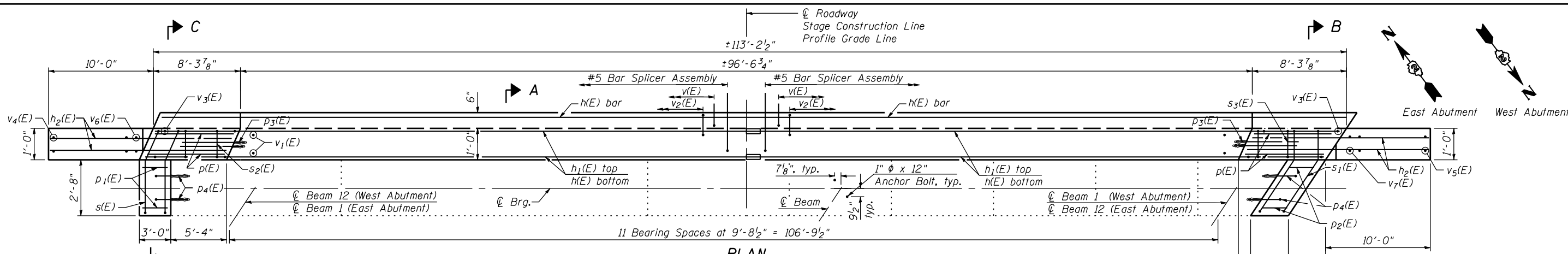
USER NAME = brianf	DESIGNED <i>KDH</i>	REVISED -
PLOT SCALE =	CHECKED <i>AJS</i>	REVISED -
PLOT DATE = 8/6/2012	DRAWN <i>BJF</i>	REVISED -
	CHECKED <i>RRD</i>	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ABUTMENT REMOVAL DETAILS
STRUCTURE NO. 089-0007

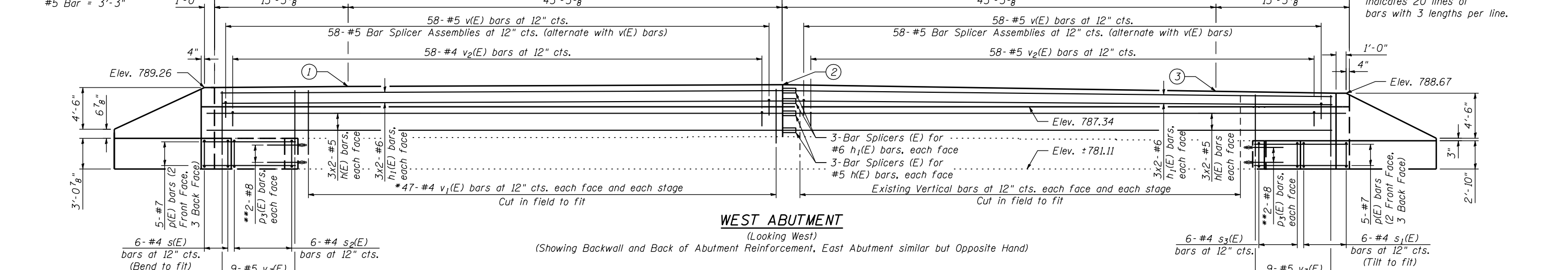
SHEET NO. 20 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	51
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64E76	



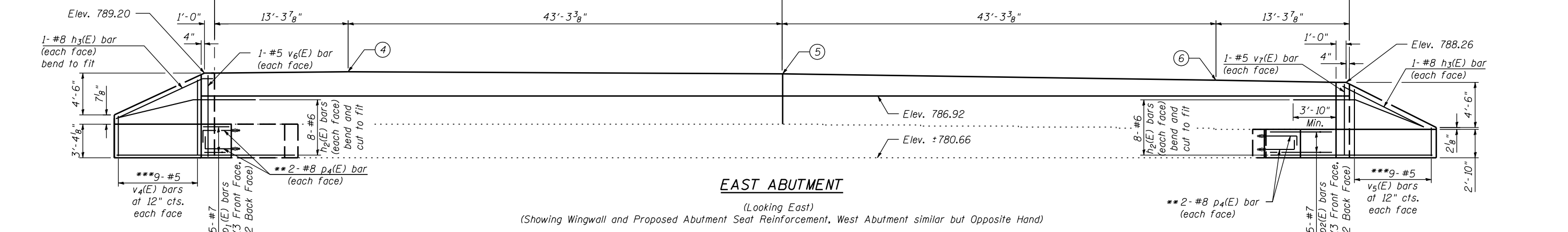
*Alternate with existing vertical reinforcement and epoxy grout into 3/4"φ x 9" drilled holes located as shown in Section A-A. See Section 584 of the Standard Specifications
 **Epoxy grout bars into 1 1/2"φ x 9" drilled holes located as shown in Section A-A. See Section 584 of the Standard Specifications
 ***See Sheet 22 of 27 for Field Cutting Diagram

MINIMUM BAR LAP
 #5 Bar = 3'-3"



- ① South Edge of Eastbound Pavement Elev. 789.37
- ② Crown Point Elev. 789.49
- ③ North Edge of Westbound Pavement Elev. 788.89

- ④ North Edge of Westbound Pavement Elev. 789.34
- ⑤ Crown Point Elev. 789.12
- ⑥ South Edge of Eastbound Pavement Elev. 788.50



- ④ North Edge of Westbound Pavement Elev. 789.34
- ⑤ Crown Point Elev. 789.12
- ⑥ South Edge of Eastbound Pavement Elev. 788.50

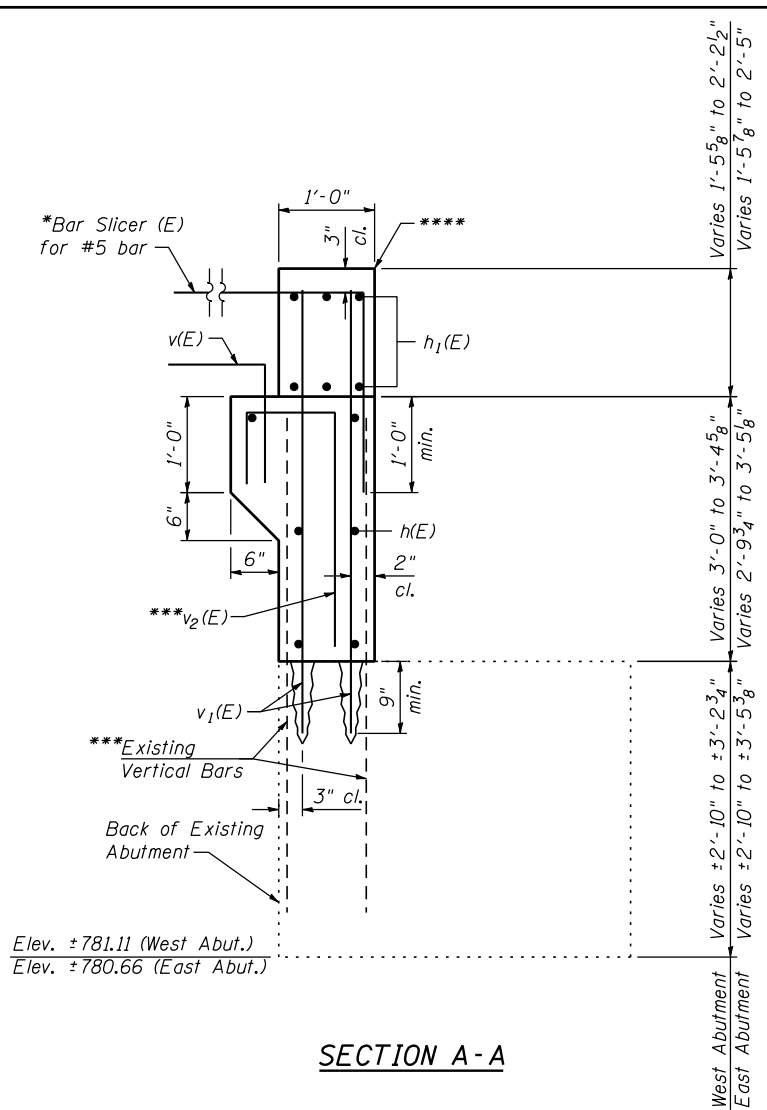
Notes:
 See Sheet 22 of 27 for Section A-A, Section B-B, Section C-C, Bar Details and Bill of Material.
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.

FILE NAME = s:\p1\6380--6395\6346\025\micro\cadd sheets\structural\plans\089-0007-64E76-020-ABUT.dgn

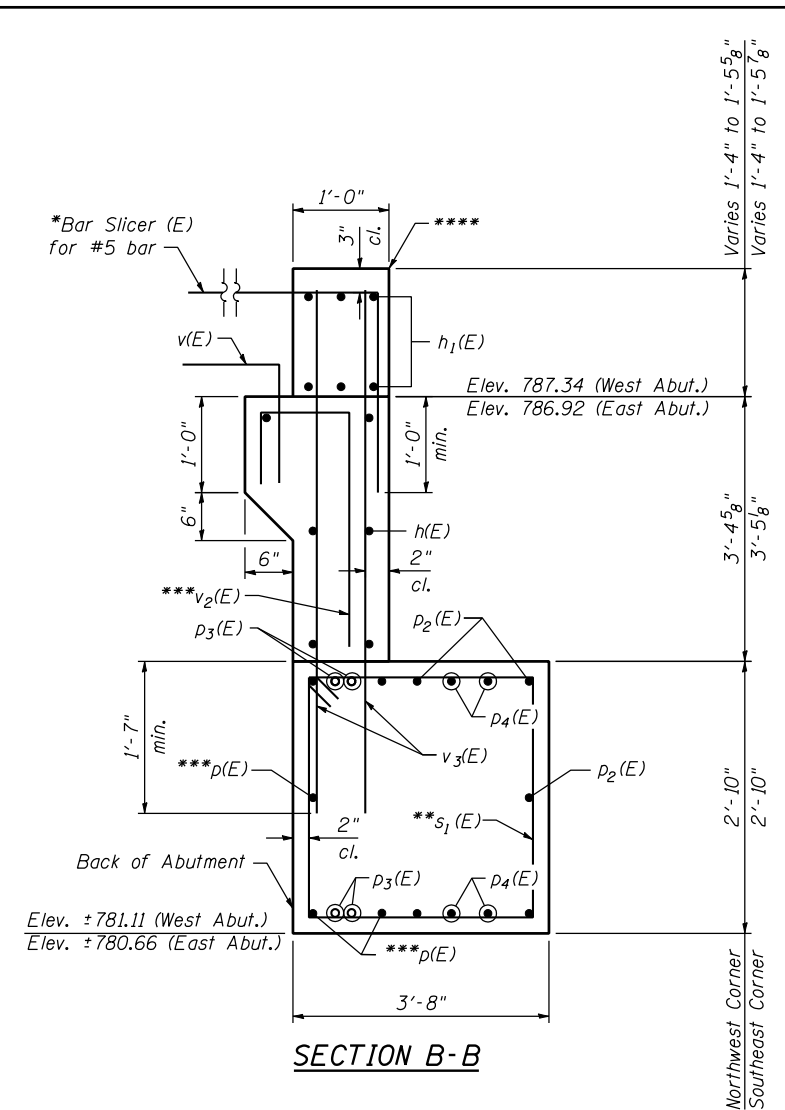
USER NAME = brianf	DESIGNED KDH	REVISED -
PLOT SCALE =	CHECKED AJS	REVISED -
PLOT DATE = 8/6/2012	DRAWN BJF	REVISED -
	CHECKED RRD	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	52
CONTRACT NO. 64E76				
ILLINOIS FED. AID PROJECT				

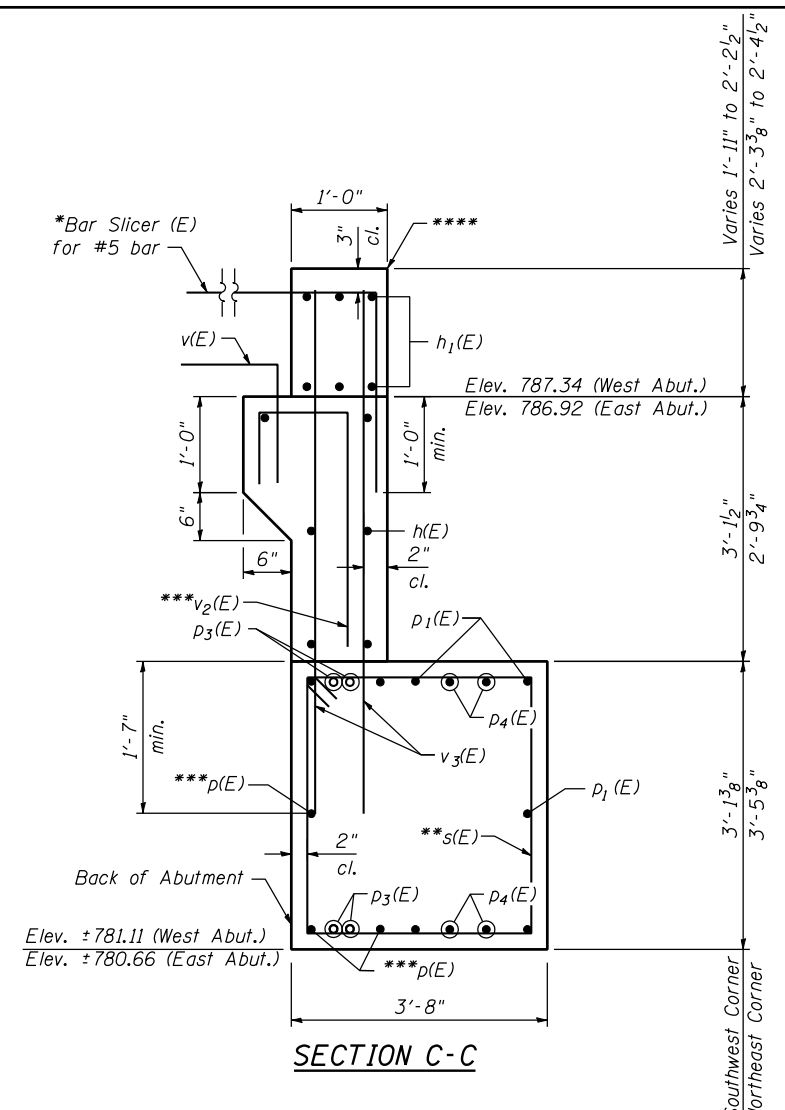
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SECTION A-A



SECTION B-B

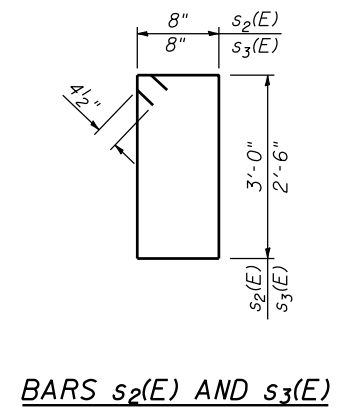


SECTION C-C

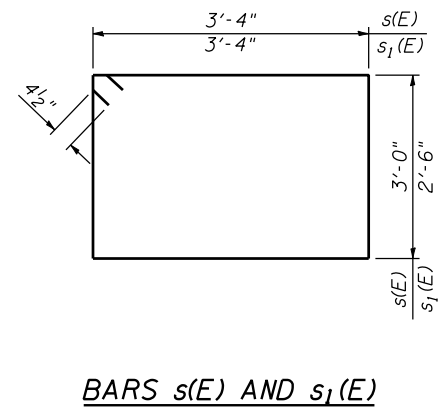
* Align with Approach Slab longitudinal reinforcement.
 ** Tilt in field to fit skew.
 *** Cut in field as necessary to fit.
 **** See Sheet 11 of 27 for hatch block pouring and payment details and Sheet 14 of 27 for Preformed Joint Strip Seal details.

BILL OF MATERIAL

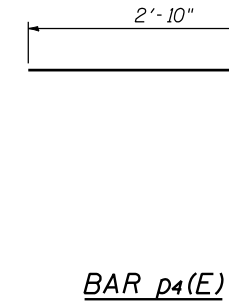
Bar	No.	Size	Length	Shape
h(E)	48	#5	30'-0"	—
h1(E)	48	#6	30'-0"	—
h2(E)	64	#6	18'-0"	—
h3(E)	8	#6	9'-9"	—
p(E)	20	#7	8'-7"	—
p1(E)	10	#7	2'-8"	—
p2(E)	10	#7	3'-3"	—
p3(E)	16	#8	6'-11"	—
p4(E)	16	#8	3'-10"	—
s(E)	12	#4	13'-5"	□
s1(E)	12	#4	12'-5"	□
s2(E)	12	#4	8'-1"	□
s3(E)	12	#4	7'-1"	□
v(E)	232	#5	3'-5"	—
v1(E)	376	#4	7'-0"	—
v2(E)	232	#4	5'-1"	—
v3(E)	72	#4	7'-10"	—
v4(E)	18	#5	12'-0"	—
v5(E)	18	#5	10'-0"	—
v6(E)	4	#5	8'-1"	—
v7(E)	4	#5	7'-3"	—
Reinforcement Bars, Epoxy Coated		Pound	11,000	
Concrete Structures		Cu Yd	50	



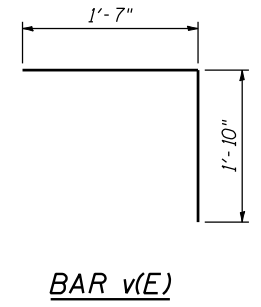
BARS s2(E) AND s3(E)



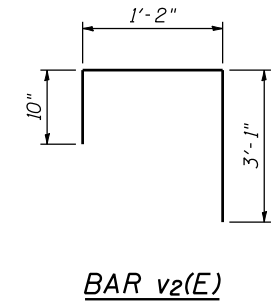
BARS s(E) AND s1(E)



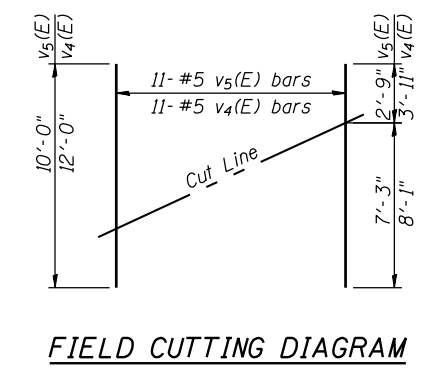
BAR p4(E)



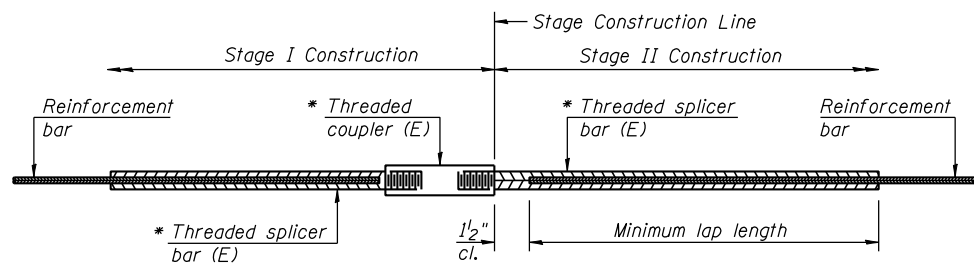
BAR v(E)



BAR v2(E)



FIELD CUTTING DIAGRAM



STANDARD BAR SPLICER ASSEMBLY

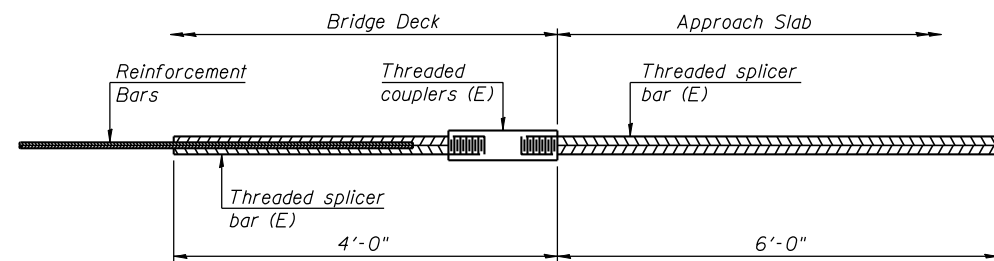
Bar size to be spliced	Minimum Lap Lengths					
	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

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

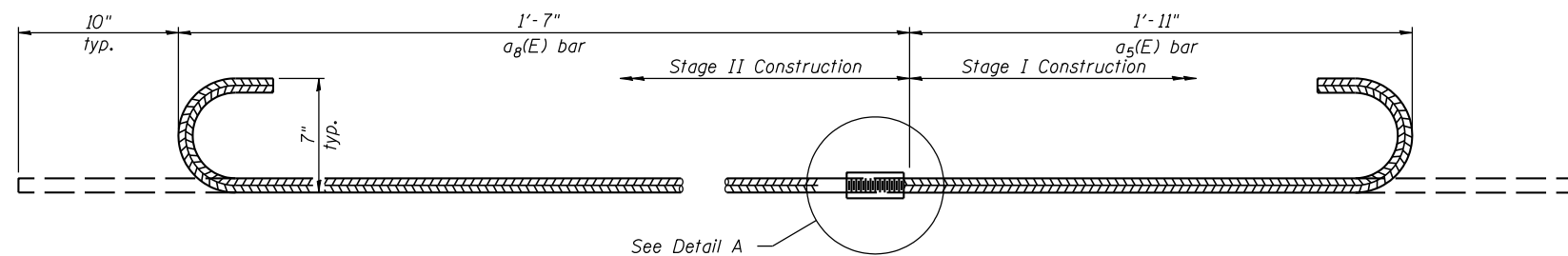
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	592	Table 3
Deck	#7	10	Table 3
West Approach Slab	#4	25	Table 4
East Approach Slab	#4	25	Table 4
West Approach Slab	#5	86	Table 3
East Approach Slab	#5	86	Table 3
West Abutment	#5	6	Table 4
East Abutment	#5	6	Table 4
West Abutment	#6	6	Table 4
East Abutment	#6	6	Table 4



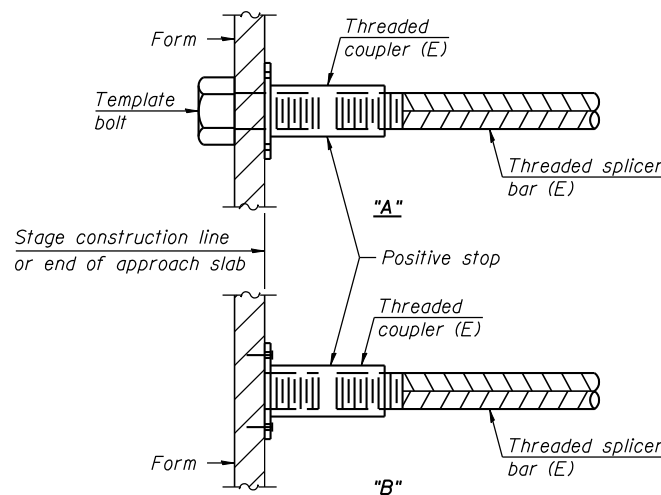
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



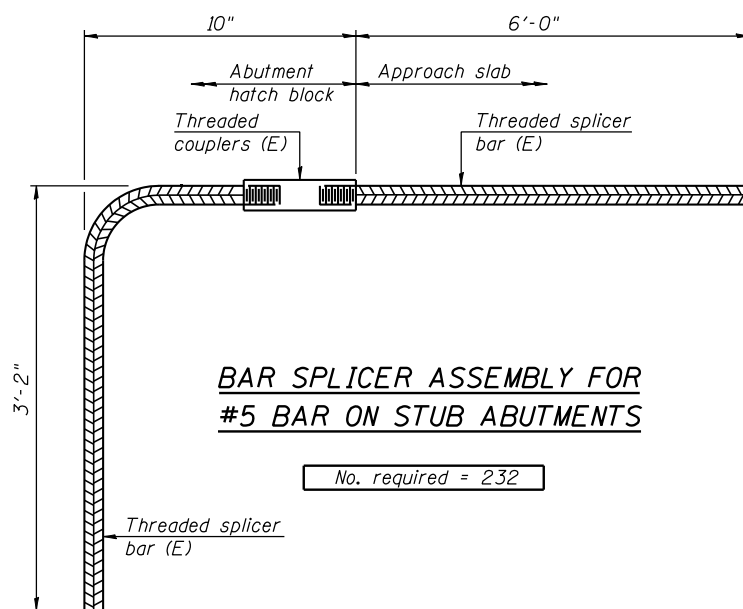
#7 a5(E) AND a8(E) BAR SPLICER ASSEMBLY FOR EDGE BEAMS AT STAGE CONSTRUCTION JOINT

No. required = 6



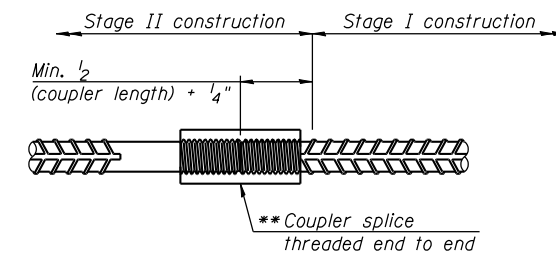
INSTALLATION AND SETTING METHODS

"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.



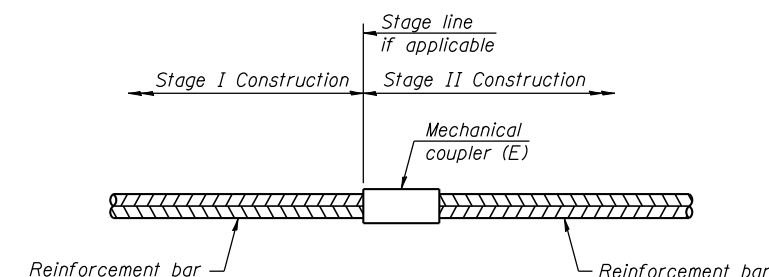
BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 232



DETAIL A

** The bar splicer assembly shall allow completion of the splice without turning of the hook bars. The stage II splice bar shall be threaded such that the entire coupler can be threaded onto the splice bar.



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

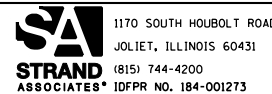
NOTES

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

FILE NAME = s:\p1\6380--6399\6346\025\micro\cadd sheets\structural\plans\089-0007-64E76-022-SPLICE.dgn

BSD-1

1-27-12



USER NAME = brianf	DESIGNED KDH	REVISED -
PLOT SCALE =	CHECKED AJS	REVISED -
PLOT DATE = 8/6/2012	DRAWN BJF	REVISED -
	CHECKED RRD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER AND ASSEMBLY DETAILS
STRUCTURE NO. 089-0007**

SHEET NO. 23 OF 27 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1)D	STEPHENSON	73	54
				CONTRACT NO. 64E76

ILLINOIS FED. AID PROJECT



SOIL BORING LOG

Date 8/11/08

ROUTE FAP 5 DESCRIPTION P92-030-09 BR 20 over the CC&P R.R., .1 m. E. of S. Hollywood Road LOGGED BY W. Garza

SECTION 19 VB-1 LOCATION Silver Creek Twp. - 4 NE, SEC., TWP. 26N, RNG. 8E

COUNTY Stephenson DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

Table with columns for STRUCT. NO., BORING NO., Station, Offset, Ground Surface Elev., and soil layers with depth, blow count, and moisture data.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Date 8/11/08

ROUTE FAP 5 DESCRIPTION P92-030-09 BR 20 over the CC&P R.R., .1 m. E. of S. Hollywood Road LOGGED BY W. Garza

SECTION 19 VB-1 LOCATION Silver Creek Twp. - 4 NE, SEC., TWP. 26N, RNG. 8E

COUNTY Stephenson DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

Table with columns for STRUCT. NO., BORING NO., Station, Offset, Ground Surface Elev., and soil layers with depth, blow count, and moisture data.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Date 8/12/08

ROUTE FAP 5 DESCRIPTION P92-030-09 BR 20 over the CC&P R.R., .1 m. E. of S. Hollywood Road LOGGED BY W. Garza

SECTION 19 VB-1 LOCATION Silver Creek Twp. - 4 NE, SEC., TWP. 26N, RNG. 8E

COUNTY Stephenson DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

Table with columns for STRUCT. NO., BORING NO., Station, Offset, Ground Surface Elev., and soil layers with depth, blow count, and moisture data.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

Note: In the above logs, groundwater elevations are at the time the boring was taken.

Soil Boring Log Station and Elevation Shift Boring Log Station + 39515.05' = Plan Set Station Boring Log Elevation + 689.35' = Plan Set Elevation

FILE NAME

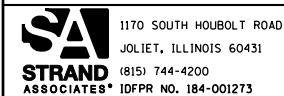


Table with columns for USER NAME, DESIGNED, CHECKED, DRAWN, PLOT DATE, REVISED, and CHECKED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (1 OF 3) STRUCTURE NO. 089-0007

SHEET NO. 24 OF 27 SHEETS

Table with columns for F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.

ILLINOIS FED. AID PROJECT



SOIL BORING LOG

ROUTE FAP 5 DESCRIPTION P92-030-09 BR 20 over the CC&P R.R., .1 m. E. of S. Hollywood Road LOGGED BY W. Garza SECTION 19 VB-1 LOCATION Silver Creek Twp. - 4 NE, SEC. , TWP. 26N, RNG. 8E COUNTY Stephenson DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

Table with columns for Depth (ft), Blows (6"/ft), and Soil Description. Includes soil types like STIFF gray/brown SILTY CLAY LOAM, MEDIUM brown SILTY CLAY LOAM, MEDIUM gray SILTY CLAY, VERY LOOSE gray clean medium coarse SAND, MEDIUM gray clean medium coarse SAND, and Wash DENSE gray clean medium coarse SAND.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

ROUTE FAP 5 DESCRIPTION P92-030-09 BR 20 over the CC&P R.R., .1 m. E. of S. Hollywood Road LOGGED BY W. Garza SECTION 19 VB-1 LOCATION Silver Creek Twp. - 4 NE, SEC. , TWP. 26N, RNG. 8E COUNTY Stephenson DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

Table with columns for Depth (ft), Blows (6"/ft), and Soil Description. Includes soil types like MEDIUM brown LOAM, MEDIUM brown dirty SAND, HARD brown LOAM, VERY STIFF tan LOAM, VERY STIFF gray SILTY CLAY LOAM, VERY STIFF gray SILTY CLAY LOAM, and VERY STIFF gray SILTY CLAY LOAM.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

ROUTE FAP 5 DESCRIPTION P92-030-09 BR 20 over the CC&P R.R., .1 m. E. of S. Hollywood Road LOGGED BY W. Garza SECTION 19 VB-1 LOCATION Silver Creek Twp. - 4 NE, SEC. , TWP. 26N, RNG. 8E COUNTY Stephenson DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

Table with columns for Depth (ft), Blows (6"/ft), and Soil Description. Includes soil types like STIFF gray SILTY CLAY LOAM, MEDIUM gray/brown SILTY CLAY LOAM, MEDIUM gray SILTY CLAY with SAND lens, LOOSE gray fine SAND, Wash LOOSE gray fine SAND - top 6 inches washed out, MEDIUM gray clean medium coarse SAND, and Wash VERY DENSE gray dirty SAND & GRAVEL.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

Note: In the above logs, groundwater elevations are at the time the boring was taken.

Soil Boring Log Station and Elevation Shift Boring Log Station + 39515.05' = Plan Set Station Boring Log Elevation + 689.35' = Plan Set Elevation

FILE NAME

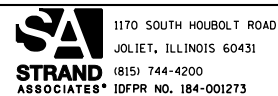


Table with columns for USER NAME, DESIGNED, CHECKED, DRAWN, PLOT DATE, REVISED, and CHECKED.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (2 OF 3) STRUCTURE NO. 089-0007

SHEET NO. 25 OF 27 SHEETS

Table with columns for F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO.

ILLINOIS FED. AID PROJECT



SOIL BORING LOG

Date 8/14/08

ROUTE FAP 5 DESCRIPTION P92-030-09 BR 20 over the CC&P R.R., .1 m. E. of S. Hollywood Road LOGGED BY W. Garza

SECTION 19 VB-1 LOCATION Silver Creek Twp. - 4 NE, SEC. , TWP. 26N, RNG. 8E

COUNTY Stephenson DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

Table with columns for Soil Description, Depth (ft), and Soil Properties (D, B, U, M). Includes soil types like MEDIUM brown SILTY CLAY LOAM, VERY DENSE brown dirty SAND & GRAVEL, etc.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Date 8/14/08

ROUTE FAP 5 DESCRIPTION P92-030-09 BR 20 over the CC&P R.R., .1 m. E. of S. Hollywood Road LOGGED BY W. Garza

SECTION 19 VB-1 LOCATION Silver Creek Twp. - 4 NE, SEC. , TWP. 26N, RNG. 8E

COUNTY Stephenson DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

Table with columns for Soil Description, Depth (ft), and Soil Properties (D, B, U, M). Includes soil types like STIFF gray SILTY CLAY, MEDIUM gray SILTY CLAY, etc.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)



SOIL BORING LOG

Date 8/14/08

ROUTE FAP 5 DESCRIPTION P92-030-09 BR 20 over the CC&P R.R., .1 m. E. of S. Hollywood Road LOGGED BY W. Garza

SECTION 19 VB-1 LOCATION Silver Creek Twp. - 4 NE, SEC. , TWP. 26N, RNG. 8E

COUNTY Stephenson DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

Table with columns for Soil Description, Depth (ft), and Soil Properties (D, B, U, M). Includes soil types like HARD gray SANDY GRAVEL with broken 6" CLAY LOAM TILL, etc.

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer) The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

Note: In the above logs, groundwater elevations are at the time the boring was taken.

Soil Boring Log Station and Elevation Shift Boring Log Station + 39515.05' = Plan Set Station Boring Log Elevation + 689.35' = Plan Set Elevation

FILE NAME

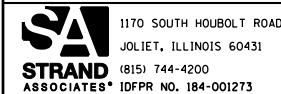


Table with columns for USER NAME, DESIGNED, CHECKED, DRAWN, PLOT DATE, REVISED, etc.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS (3 OF 3) STRUCTURE NO. 089-0007

SHEET NO. 26 OF 27 SHEETS

Table with columns for F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO., etc.

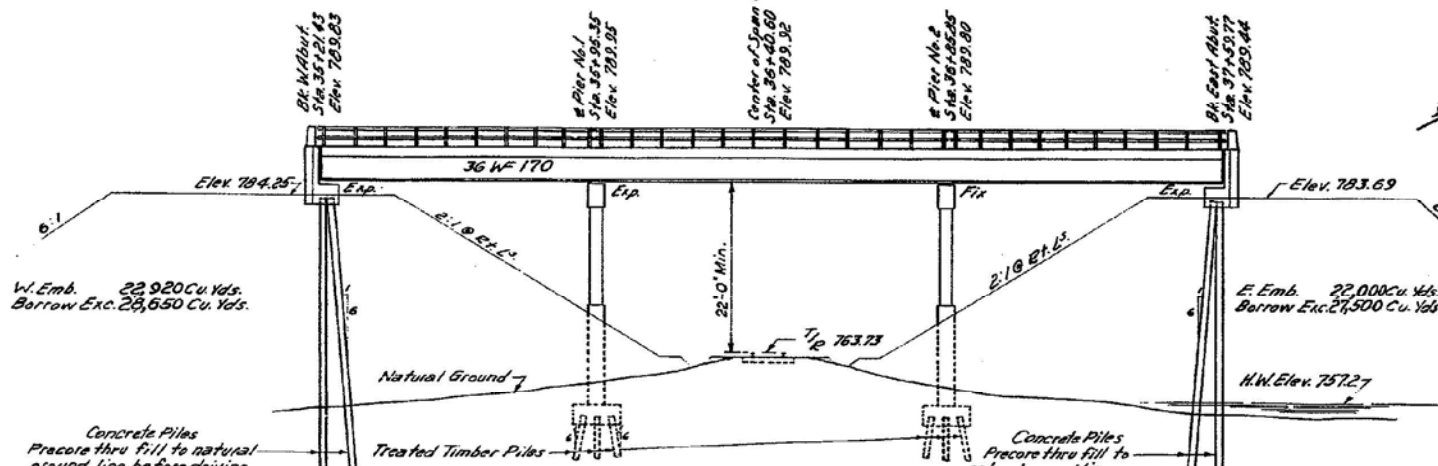
ILLINOIS FED. AID PROJECT

B.M. R.P. Spike in P.P. 1074 Lt. Sta. 37+02 Elev. 759.62.
Existing Structure - None.

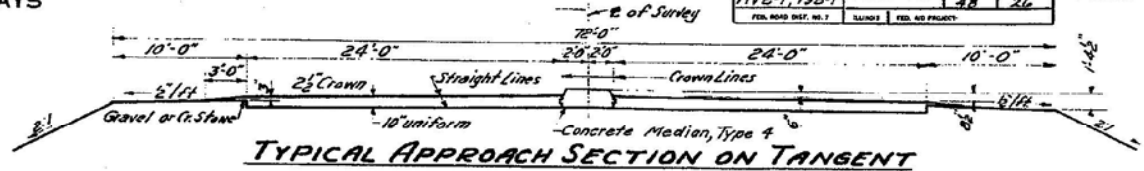
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

SECTION	COUNTY	SHEET NO.	SHEET TOTAL
19VB-1, 19B-1	STEPHENSON	23	5
19VB-1, 19B-1		48	26

SHEET NO. 1
7 SHEETS



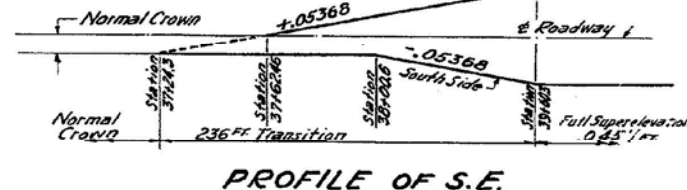
ELEVATION
Scale - Vertical 1"=10'
Horizontal 1"=20'



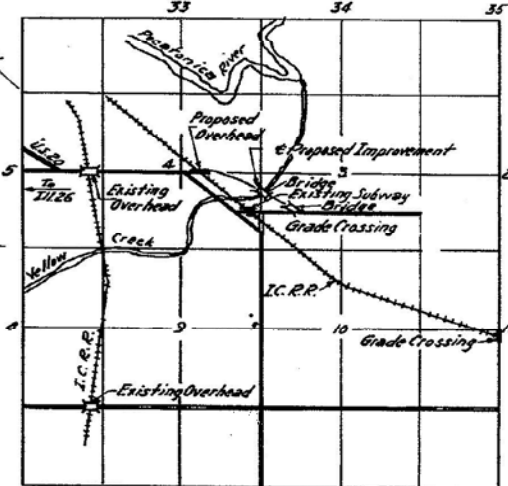
TYPICAL APPROACH SECTION ON TANGENT

GENERAL NOTES

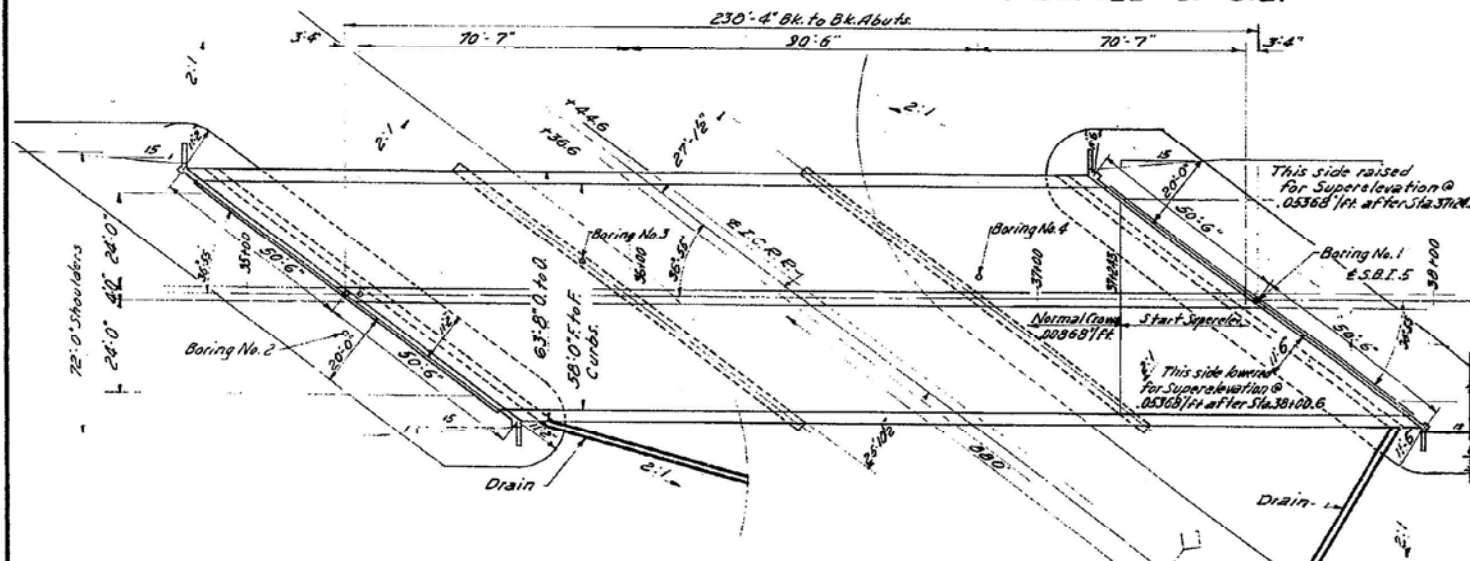
Class X Concrete shall be used throughout except in handrail posts. Handrail Concrete shall be used in handrail posts. The Concrete Floor Slab shall be finished in accordance with Article 51.13(a) of the Standard Specifications. All Rivets 2" and Open Holes 2" diameter, unless noted. Field Connections riveted unless noted. All handrail posts shall be fabricated to be in a vertical position after erection. All Bolts, Rockers, Bearing Plates, Lead Plates, Pintles and Anchor Bolts shall be fabricated and set in accordance with Article 51.14 of the Standard Specifications and are included for payment as Structural Steel. Anchor Bolts shall be set before riveting diaphragms over supports. The Roadway Expansion Guard Angles shall be bent to fit the Crown of Roadway. The Exposed Surfaces of Expansion Angles shall be given two shop coats of red lead paint. Expansion Guards are included for payment as Structural Steel. Except as otherwise provided, all Structural Steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Articles 57.1 to 57.5 inclusive of the Standard Specifications. All Paint shall be furnished and applied by the Contractor involved. The Contractor shall drive a concrete test pile in a permanent location on a department and a timber test pile as directed by the Engineer before ordering remainder of piles. All Timber Piles shall be cribsofied. Boring Data are shown on the drawings only as a guide to bidders in estimating Soil Conditions which may be encountered in the work.



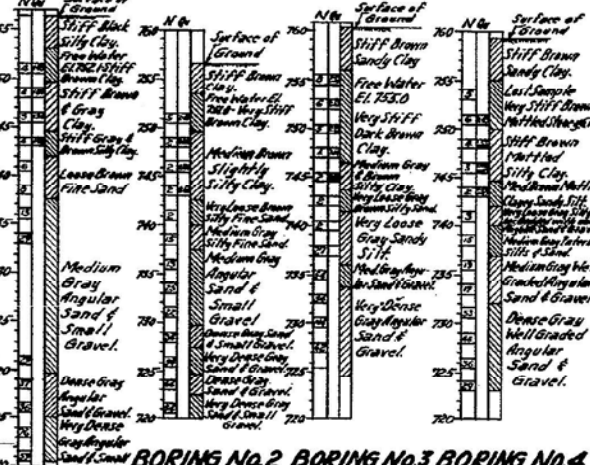
PROFILE OF S.E.



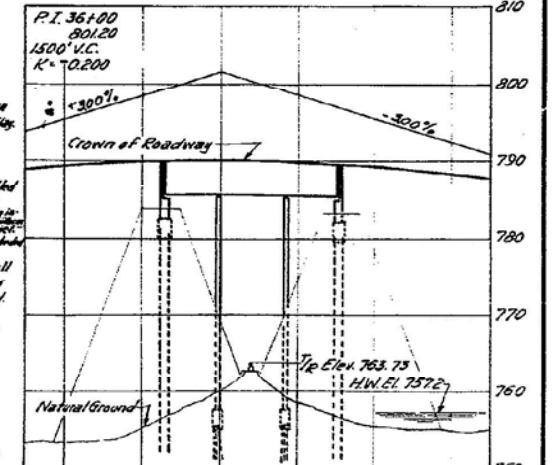
LOCATION PLAN



PLAN
Scale: 1"=20'



BORING NO. 1 BORING NO. 2 BORING NO. 3 BORING NO. 4



PROFILE & S.B.I. RT. 5

TOTAL BILL OF MATERIAL

ITEM	Supers. Sec.	Substr.	Sec. 19VB-1	Sec. 19VF-1
Class X Concrete	Cu. Yds.	392.4	594.2	986.6
Handrail Concrete	Cu. Yds.	0.5		0.5
Structural Steel	Lbs.		594,500	594,500
Concrete Piles	Lin. Ft.	1,740	1,740	
Cribsofied Piles	Lin. Ft.	4,640	4,640	
Test Piles (Concrete)	Each	1		
Metal Handrail	Lin. Ft.		472.1	472.1
Cast Iron Frames	Each	4		4
Borrow Excavation	Cu. Yds.		56,150	56,150
Reinforcement Bars	Lbs.	70,570	46,340	116,910
Name Plate	Each	1		
Test Piles (Timber)	Each	1		

ILLINOIS CENTRAL R.R.
BUILT 195
BY
STATE OF ILLINOIS
S.B.I. RT. 5 SEC. 19VB-1
FH/PROJ. PG. 19(3) STA. 36+40.6
LOADING H-20-5.25

LOAD PLATE
Refer to Std. 2113
F.A. PROJ. FG-19(3)
ILLINOIS CENTRAL OVERHEAD
S.B.I. RT. 5 SEC. 19VB-1
EAST OF FREEPORT
STEPHENSON COUNTY
STATION 36+40.6

BASIS FOR DESIGN

F_s = Structural Steel 10,000 p.s.i.
F_s = Reinforcement Bars 20,000 p.s.i.
F_c = Superstructure 1,400 p.s.i.
F_c = Substructure 300 p.s.i.
n = 10
Loading H20-516

HORIZONTAL CURVE DATA

P.I. Sta. 47+41.7 T = 823.4
D = 42'-51" L = 1714.0'
D = 2'-30" E = 170.1'
R = 2292.0' S.E. = 0-25"
Attain S.E. Sta. 37+24.3 to Sta. 39+50.3
Curve to Rt. tangent at # Bridge.

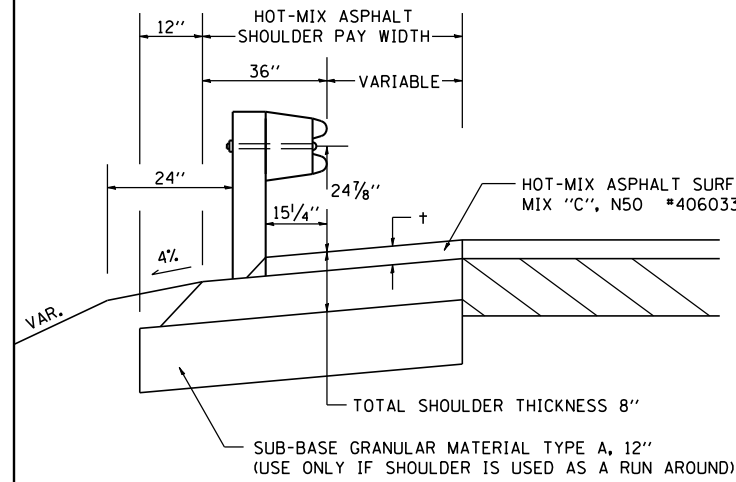
DESIGNED M. A. Ruggach
CHECKED Donald C. Hoffman
DRAWN M. A. R. Ruggach
CHECKED D.E.I.

AUG. 26 1955
EXAMINED [Signature]
PASSED [Signature]
APPROVED [Signature]

FILE NAME = s:\p1\6380--6395\6345\025\micro\cadd sheets\Structural Plans\089-0007-64E76-027-ECPE.dgn

For Information only

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.

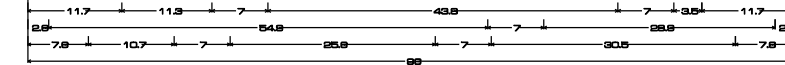
THE HEIGHT OF THE GUARD RAIL SHALL BE SET 24 7/8" FROM THE FINISHED SURFACE.

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 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.

REVISED - 6-06-11

DETAIL OF HOT-MIX ASPHALT SHOULDER AT GUARD RAIL 23.4

ROAD CLOSED TO OVERSIZED LOADS



Permit Loads - Loads Over 13 Feet 6.0' Radius, 1.5' Borden Block on Chassis
 NO OVERSIZED LOADS, OVERWEIGHT LOADS D 800 spacing 200 MILES AHEAD D.
 Table of letter and colors info.
 NO OVERSIZED
 OVERWEIGHT LOADS
 XX MILES AHEAD

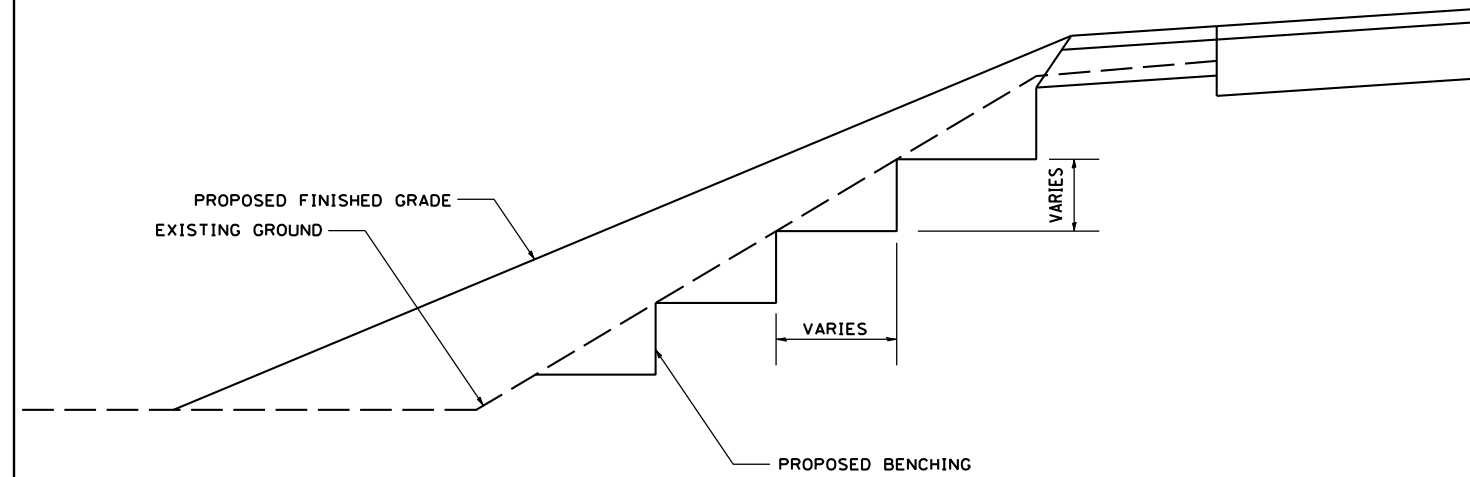
All work to furnish and install these signs shall be included in the cost of the Traffic Control Standards and shall not be paid for separately.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 3-11-09

ROAD CLOSED TO OVERSIZED LOADS 40.4

TYPICAL BENCHING ON EXISTING EMBANKMENT



REVISED - 2-22-06

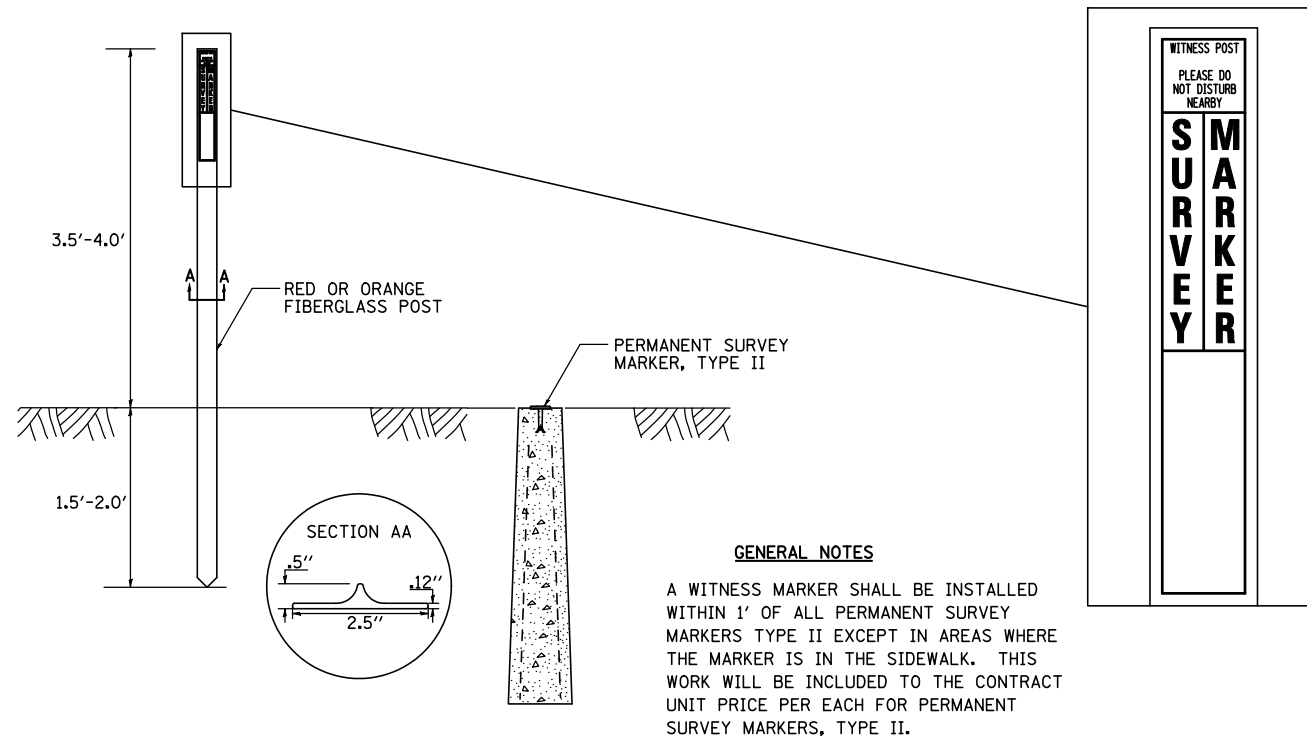
TYPICAL BENCHING ON EXISTING EMBANKMENT 50.4

REVISED -	REGION 2 / DISTRICT 2 STANDARD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
REVISED -		5	(19VB-1)D	STEPHENSON	73	59	
REVISED -						CONTRACT NO. 64E76	
REVISED -		SCALE: 2.0000' / IN.	SHEET NO.	OF SHEETS	STA.	TO STA.	

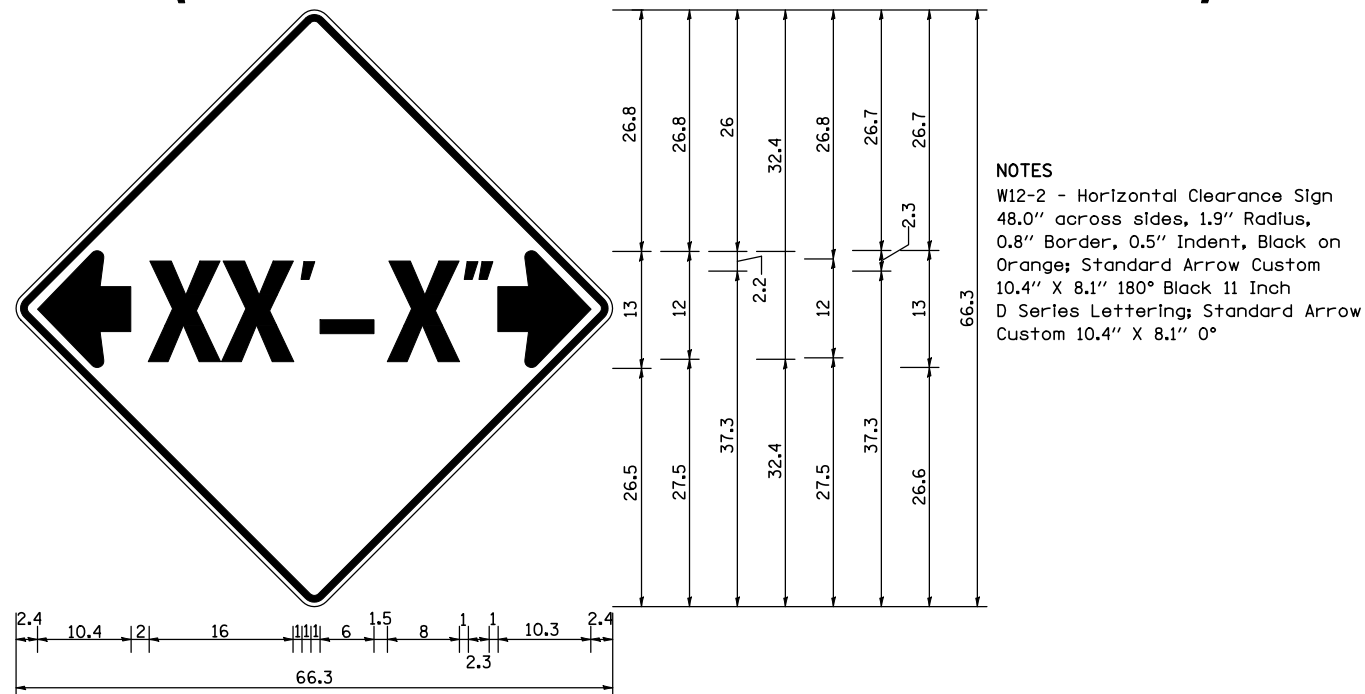
PLOT DATE = 8/6/2012

FED. ROAD DIST. NO. 2 [ILLINOIS] FED. AID PROJECT

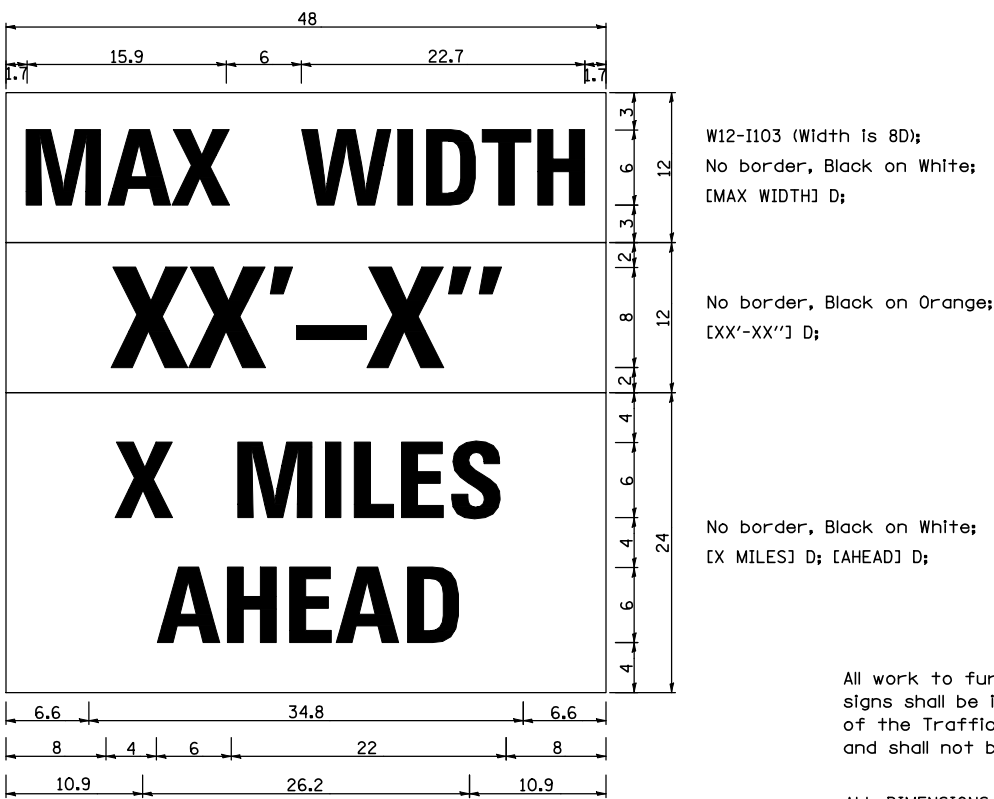
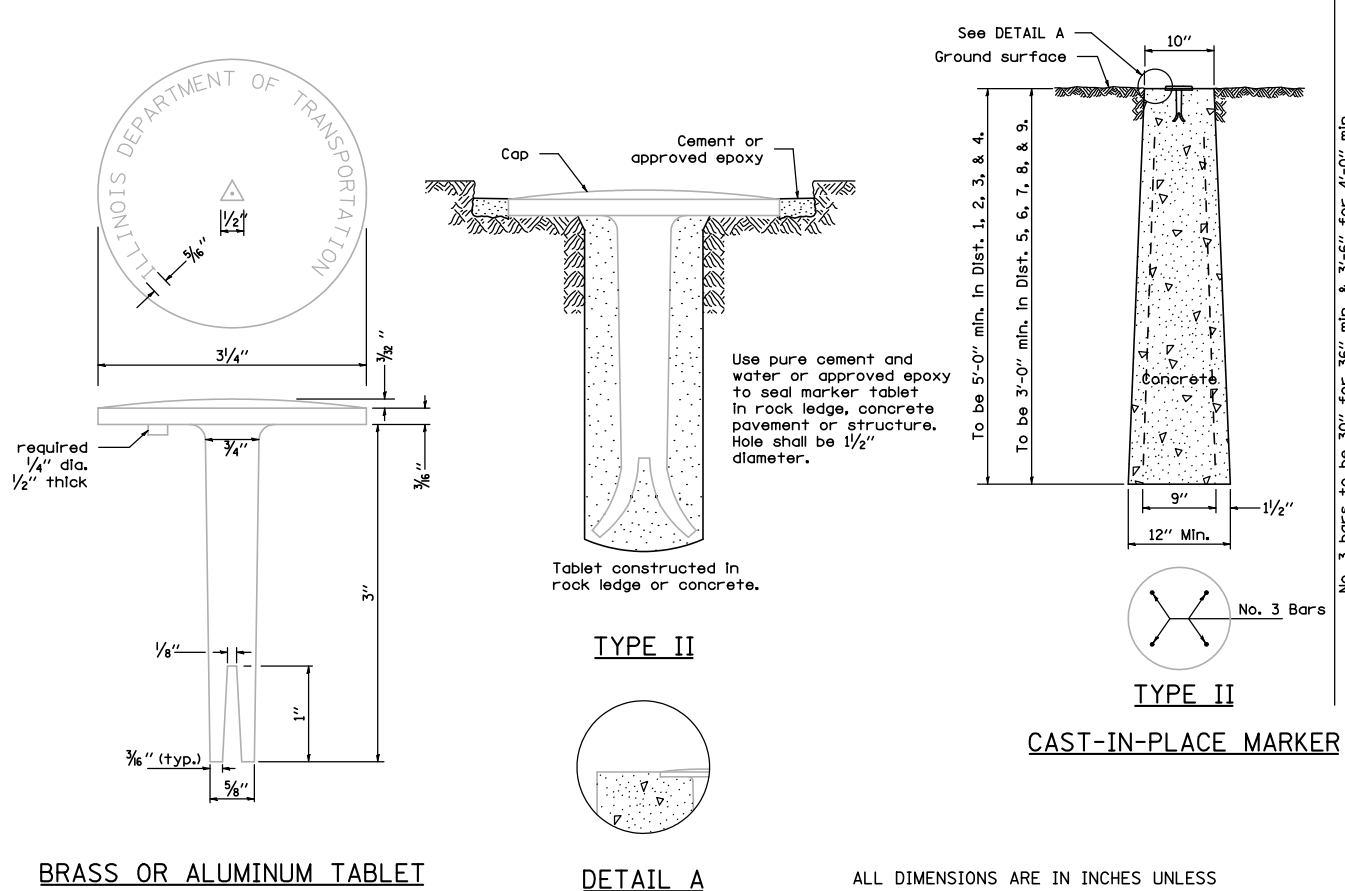
WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



INFORMATIONAL WARNING SIGN (FOR NARROW TRAVEL LANES)



PERMANENT SURVEY MARKERS, TYPE II



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.

INFORMATIONAL WARNING SIGNS (FOR NARROW TRAVEL LANES) 39.2

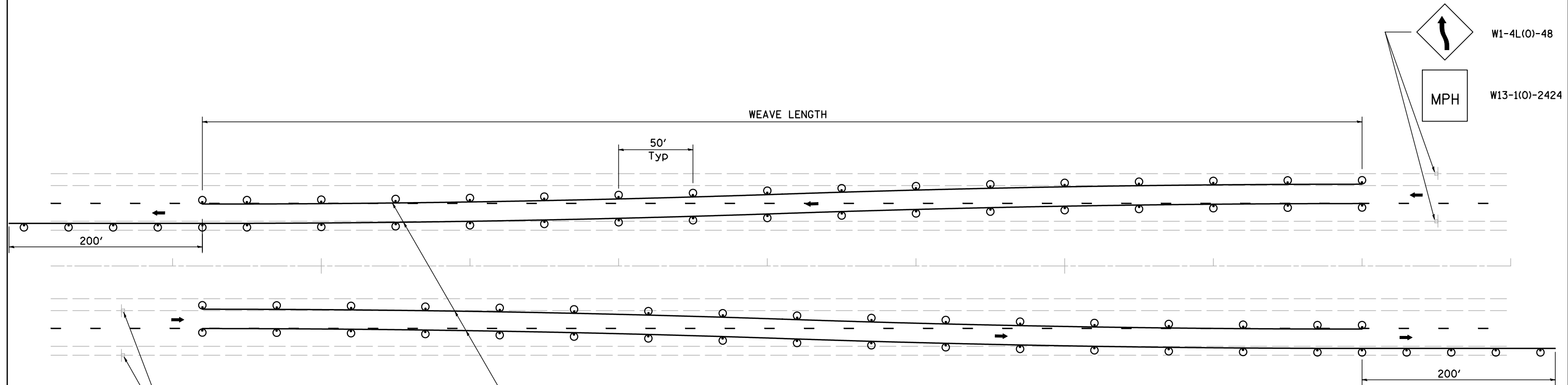
REVISED - 10-14-11

WITNESS MARKER & PERMANENT SURVEY MARKERS, TYPE II 66.2

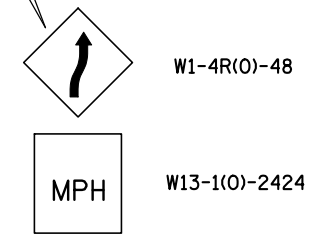
REVISED 09	REGION 2 / DISTRICT 2 STANDARD			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -	SCALE: 2.0000' / IN.	SHEET NO.	OF SHEETS	STA.	TO STA.	5	(19VB-1D)	STEPHENSON 73 60
REVISED -				CONTRACT NO. 64E76		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
REVISED -								

PLOT DATE = 8/6/2012

TRAFFIC CONTROL TYPICAL WEAVE



Temporary Pavement Marking required if Typical Weave is used for 14 days or more.



- LEGEND**
- ⊙ DRUM WITH STEADY BURN MONO-DIRECTIONAL LIGHTS
 - ⊥ SIGN ON PERMANENT MOUNT

DESIGNER NOTE:

1. USE ON LONG 4-LANE PROJECTS WHERE THE CONTRACTOR MAY CHANGE A PORTION OF THE WORK TO THE OPPOSITE LANE.
2. USE WHERE THE PROJECT IS ADJACENT TO ANOTHER AND THE CONTRACTOR COULD BE WORKING ON DIFFERENT LANES.
3. TEMPORARY PAVEMENT MARKING SHALL BE USED WHEN TYPICAL WEAVE IS USED FOR 14 DAYS OR MORE.
4. TRAFFIC CONTROL TYPICAL WEAVE SHALL BE INCLUDED IN THE COST OF THE SPECIFIC TRAFFIC CONTROL STANDARDS OF ITEMS.

STANDARD WEAVE CONDITIONS FOR DIFFERENT SPEED LIMITS

POSTED SPEED LIMIT	ADVISORY SPEED LIMIT	WEAVE LENGTH
65 MPH	45 MPH	780 FT.
55 MPH	35 MPH	660 FT.
45 MPH	25 MPH	540 FT.

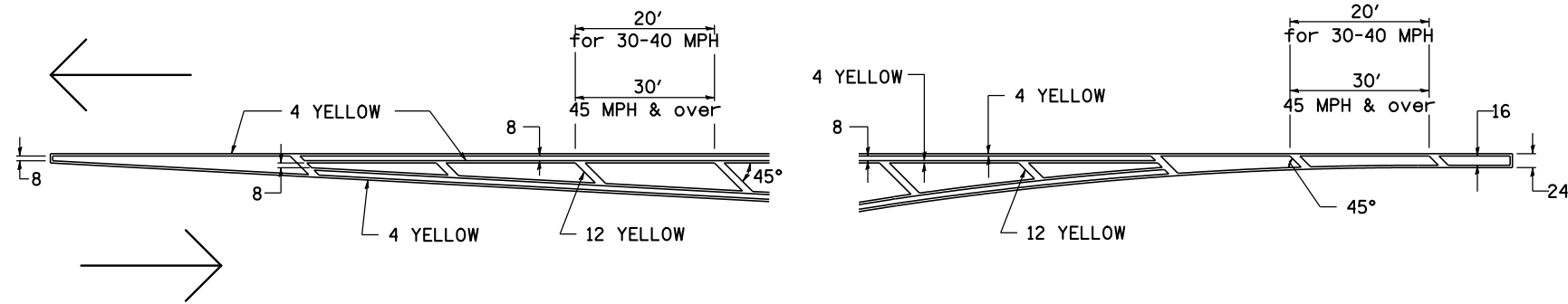
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL TYPICAL WEAVE 39.1

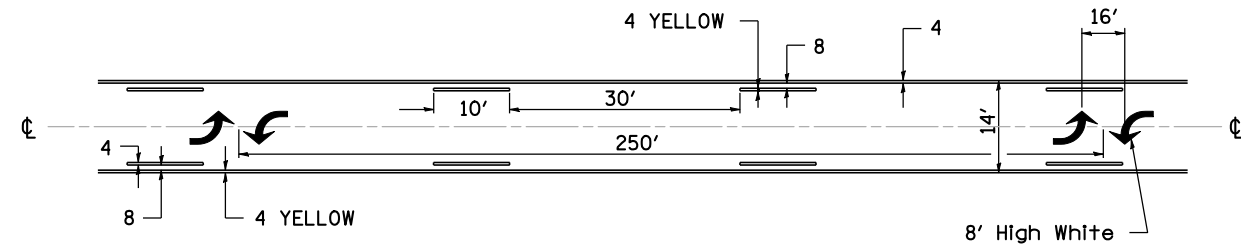
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st\joi\6300--6399\6346\029\micro\codd	heets\0264E76-shit-districtdetails.dgn	DRAWN -	REVISED -						5	(19VB-1)D	STEPHENSON	73	61
	PLOT SCALE = 2.0000' / IN.	CHECKED -	REVISED -		SCALE:				SHEET NO. OF SHEETS STA. TO STA.				
	PLOT DATE = 8/6/2012	DATE -	REVISED -						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT CONTRACT NO. 64E76				

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

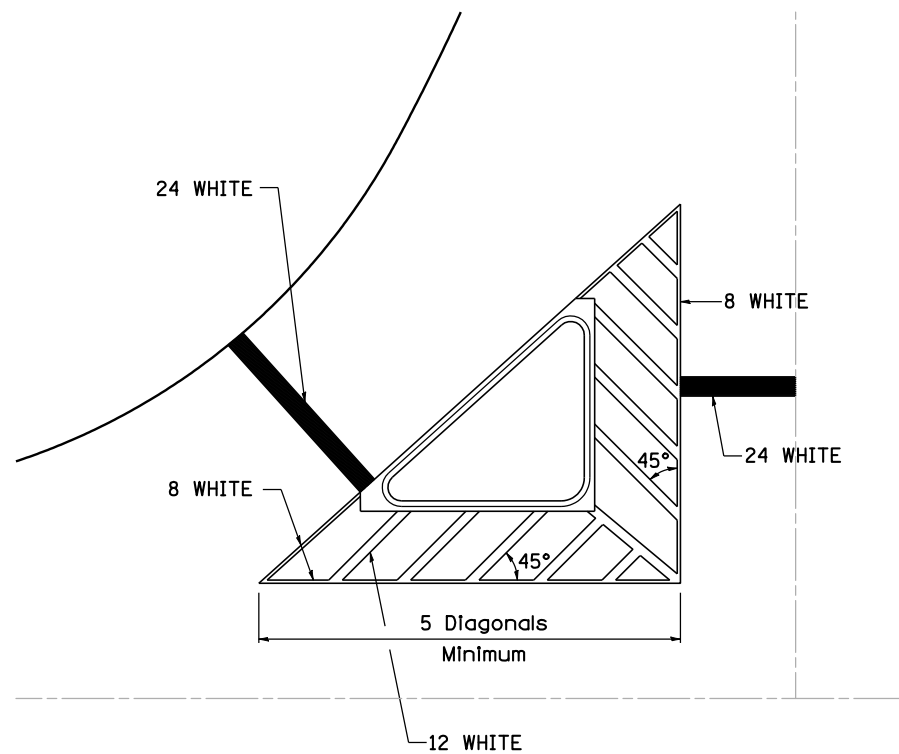


MEDIAN PAVEMENT MARKING

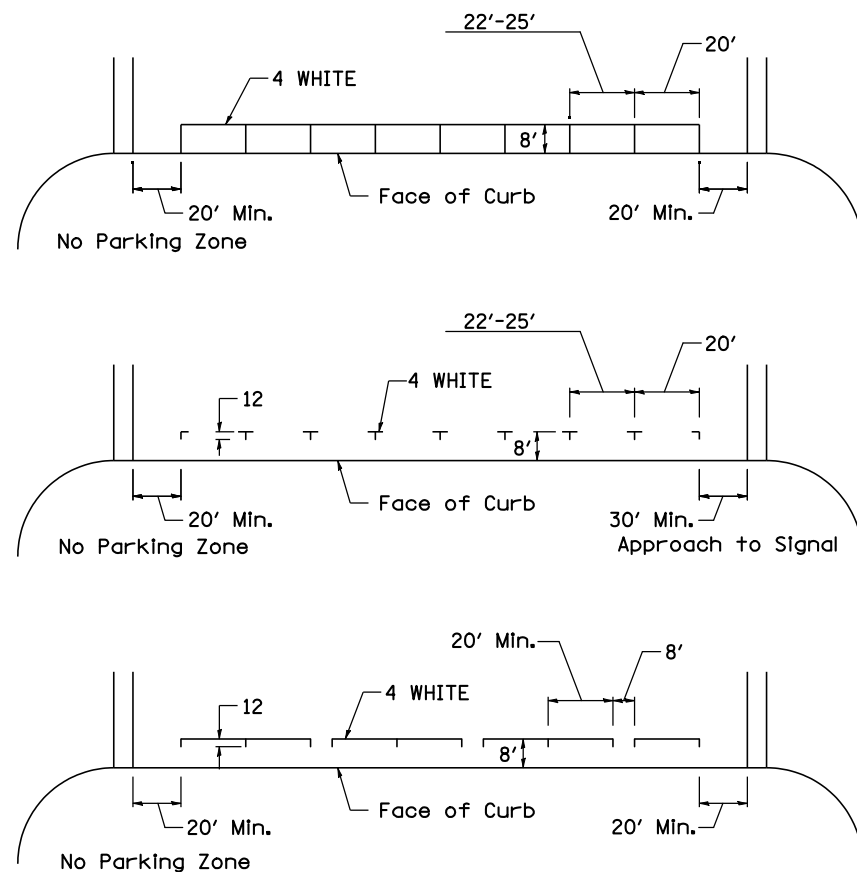


** ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH

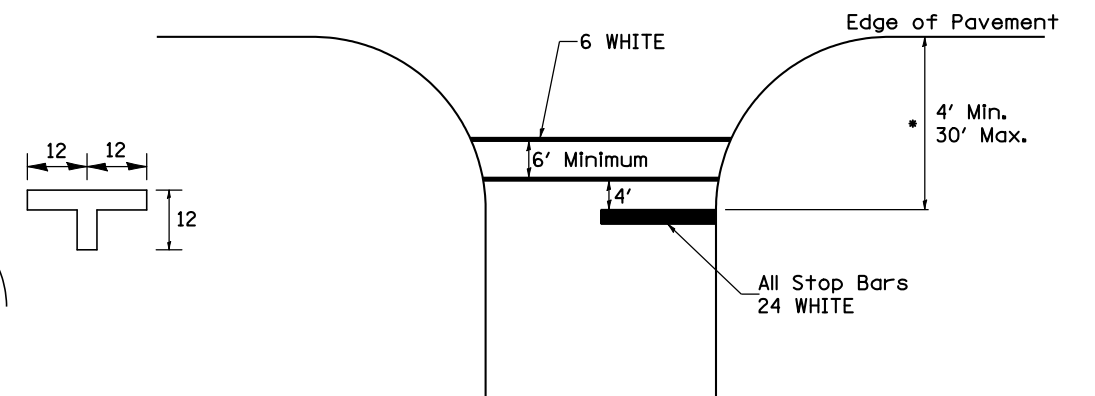


TYPICAL PARKING SPACING



STANDARD CROSSWALK MARKING

See Schedules for Locations



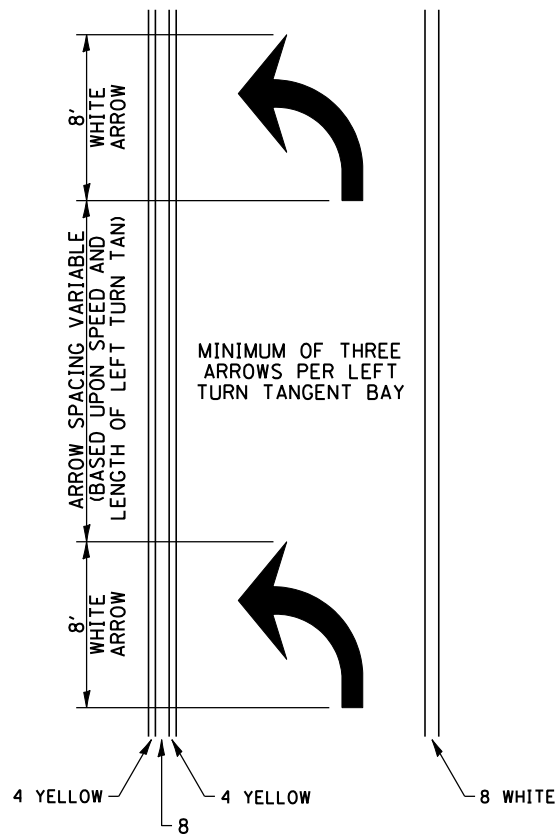
* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

TYPICAL PAVEMENT MARKINGS SHEET 1 OF 3 41.1

FILE NAME =	USER NAME = brianf	DESIGNED -	REVISED - 3-5-12	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
st:\joi\6300--6399\6346\029\micro\cadd	heets\0264E76-shit-districtdetails.dgn	DRAWN -	REVISED -		5	(19VB-1)D	STEPHENSON	73	62				
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	PLOT DATE = 8/6/2012	DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT

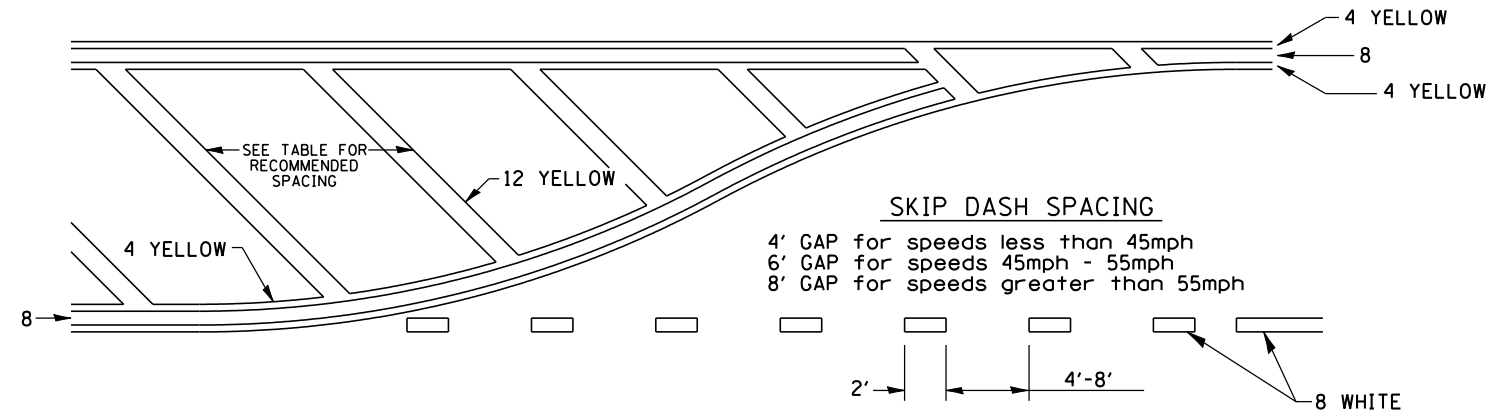


- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

6 at 40' O.C. APPROACH SIDE ONLY

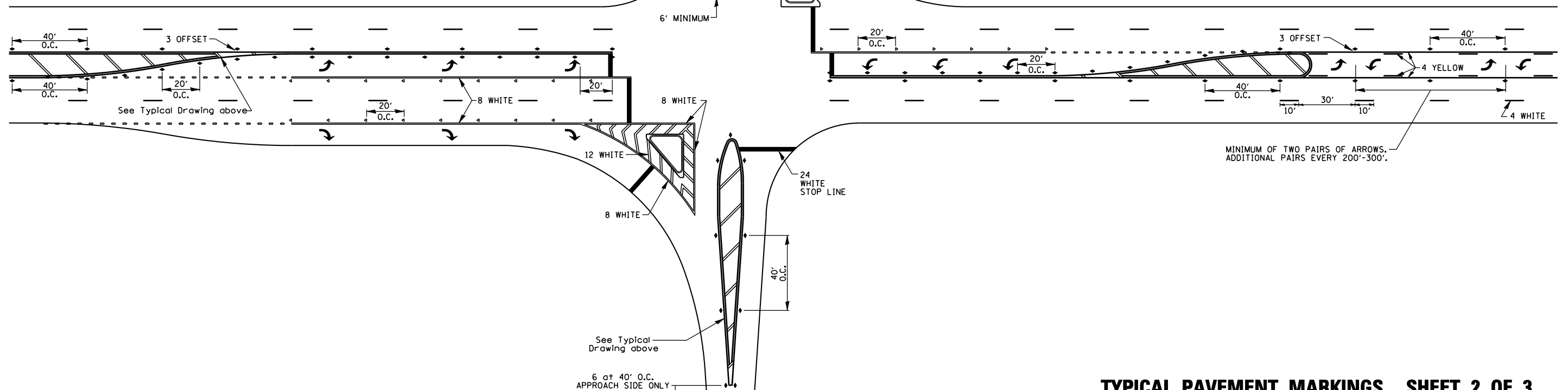
TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 30MPH	50'	15'	10'
30-40MPH	75'	20'	15'
45MPH & over	75'	30'	20'

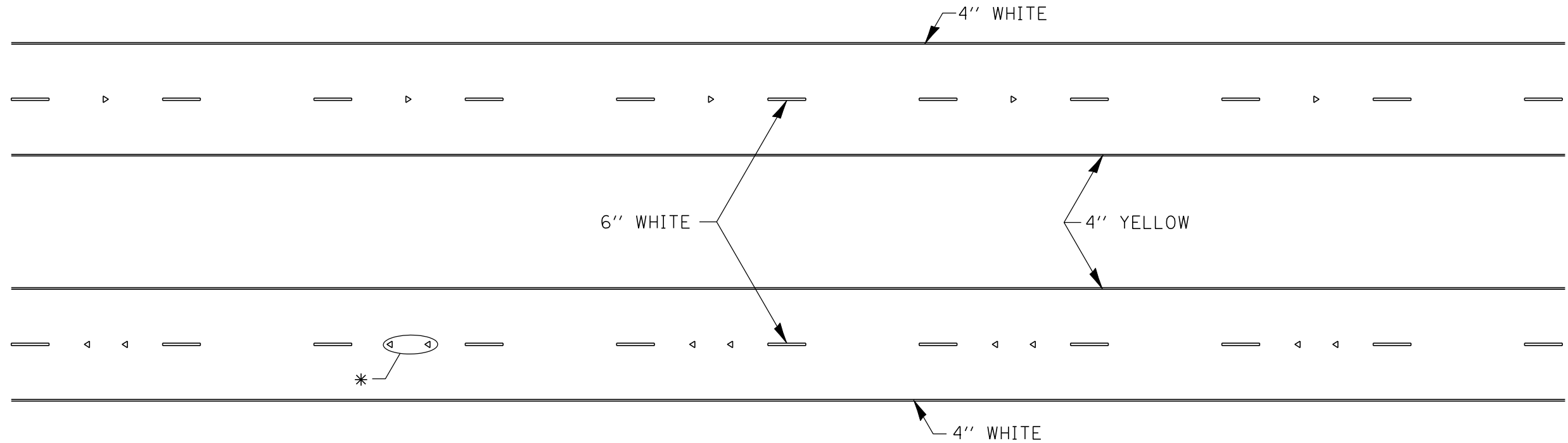
NOTE: if the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



MINIMUM OF TWO PAIRS OF ARROWS. ADDITIONAL PAIRS EVERY 200'-300'.

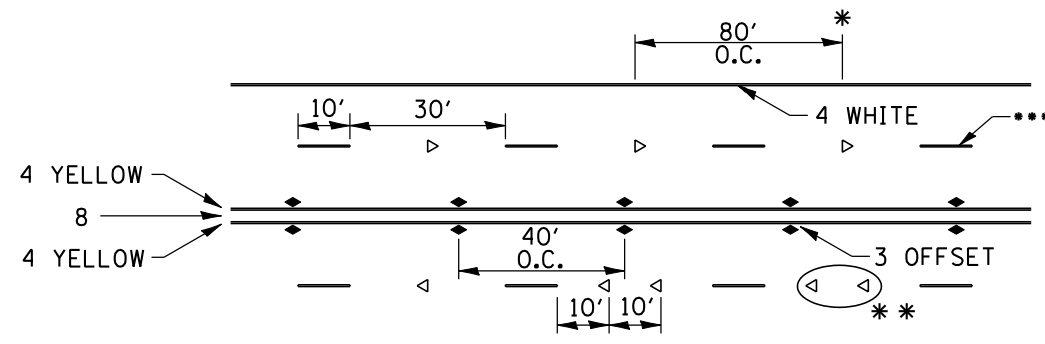
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		CHECKED -	REVISED -						CONTRACT NO. 64E76					
		DATE -	REVISED -						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT \geq 25,000.

MULTI-LANE / DIVIDED



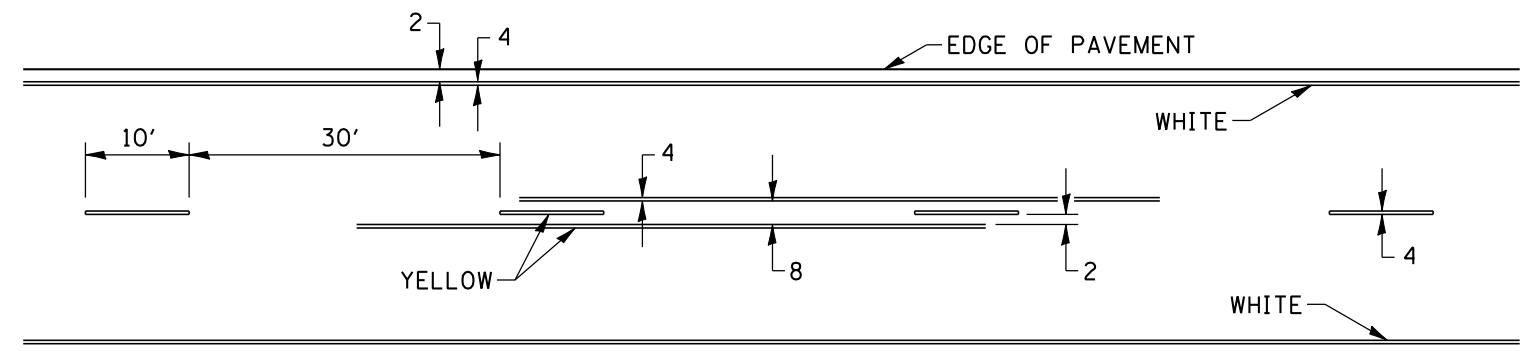
SYMBOLS

- REDUCE TO 40' O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH LOWER THAN POSTED SPEEDS.
- USE DOUBLE MARKERS WHEN ADT \geq 25,000
- CENTERLINE SKIP DASH PAVEMENT MARKING SPEED LIMIT LESS THAN 40 MPH USE 4" LINE SPEED LIMIT 40 MPH AND OVER USE 6" LINE

MULTI-LANE / UNDIVIDED & ONE WAY

(FOR MULTI-LANE UNDIVIDED HIGHWAYS USE THIS
DETAIL NOT HIGHWAY STANDARD 781001)

TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES

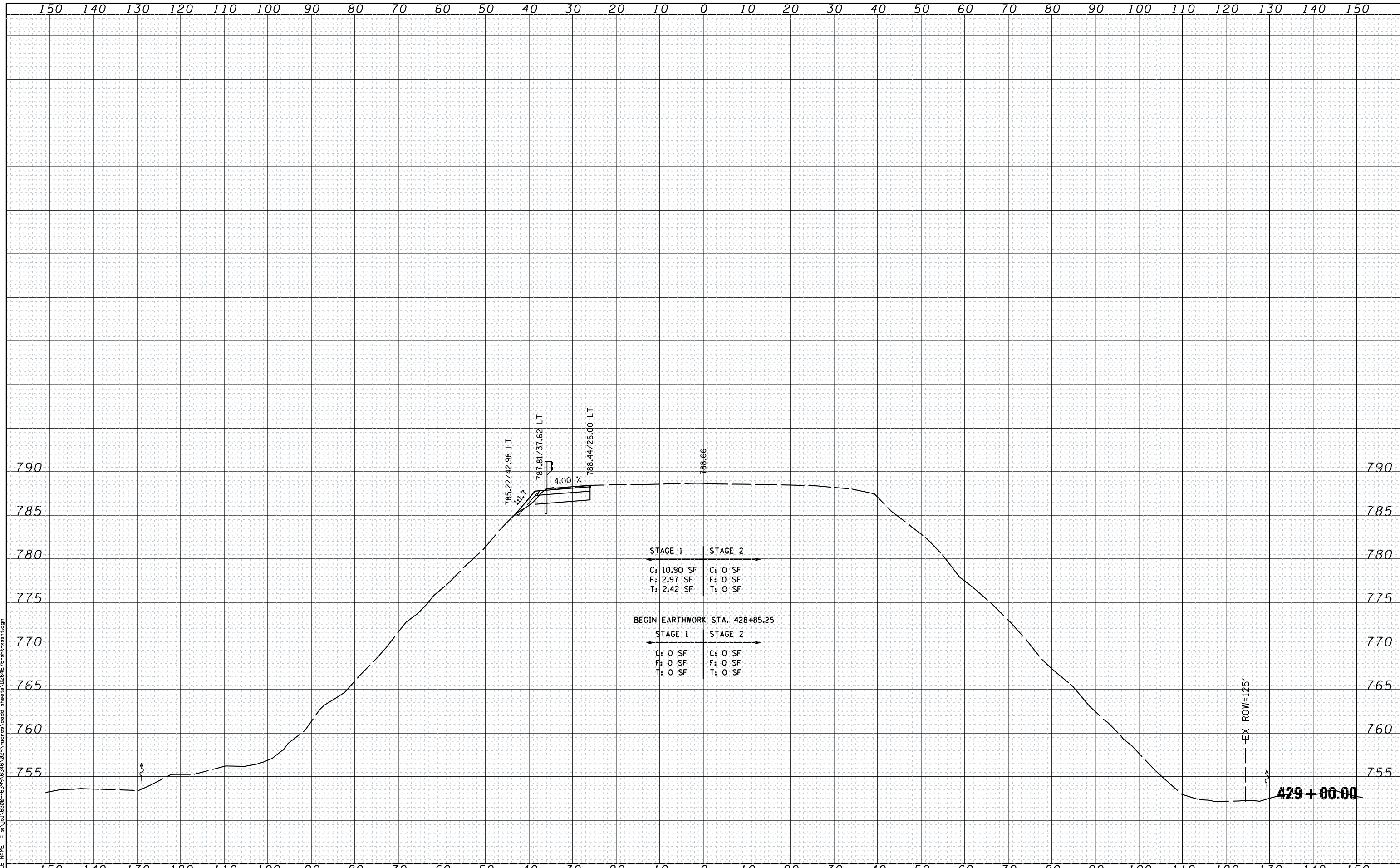


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st:\joi\6300--6399\6346\029\microsc\codd	heets\0264E76-shit-districtdetails.dgn	DRAWN -	REVISED -					5	(19-VB-1)D	STEPHENSON	73	64
	PLOT SCALE = 2.0000' / IN.	CHECKED -	REVISED -		SCALE:			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT	CONTRACT NO. 64E76	
	PLOT DATE = 8/6/2012	DATE -	REVISED -		SHEET NO.	OF SHEETS	STA.	TO STA.				

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

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

FILE NAME = s:\p1\6299-6399\6346\25\micro\road\area\1264E76-shr-ssht.dgn



SA
1170 SOUTH HOUBOLT ROAD
JOLIET, ILLINOIS 60431
STRAND ASSOCIATES*
(815) 744-4200

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PLOT SCALE = 20.0000' / IN.	DRAWN - EMD	REVISD -
PLOT DATE = 8/6/2012	CHECKED -	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
STURCTURE NO. 089-0007**

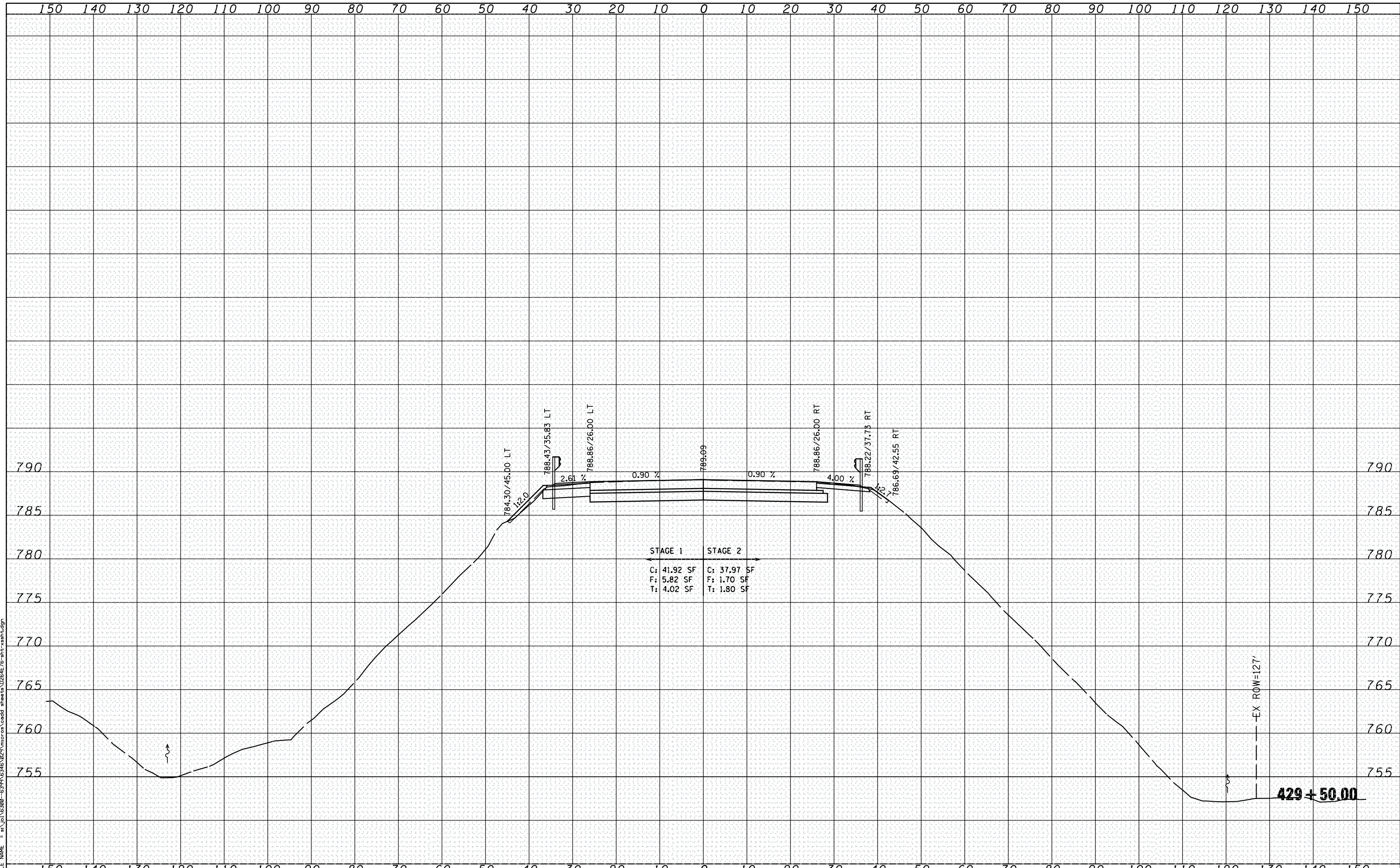
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	65
			CONTRACT NO. 64E76	
ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
FINAL SURVEY	
NOTE BOOK	
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DATE	
BY	
SURVEYED	
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ORIGINAL SURVEY	
NOTE BOOK	
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STAGE 1	STAGE 2
C: 41.92 SF	C: 37.97 SF
F: 5.82 SF	F: 1.70 SF
T: 4.02 SF	T: 1.80 SF

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PLOT SCALE = 20.0000' / IN.
DRAWN - EMD
PLOT DATE = 8/6/2012
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
STURCTURE NO. 089-0007**

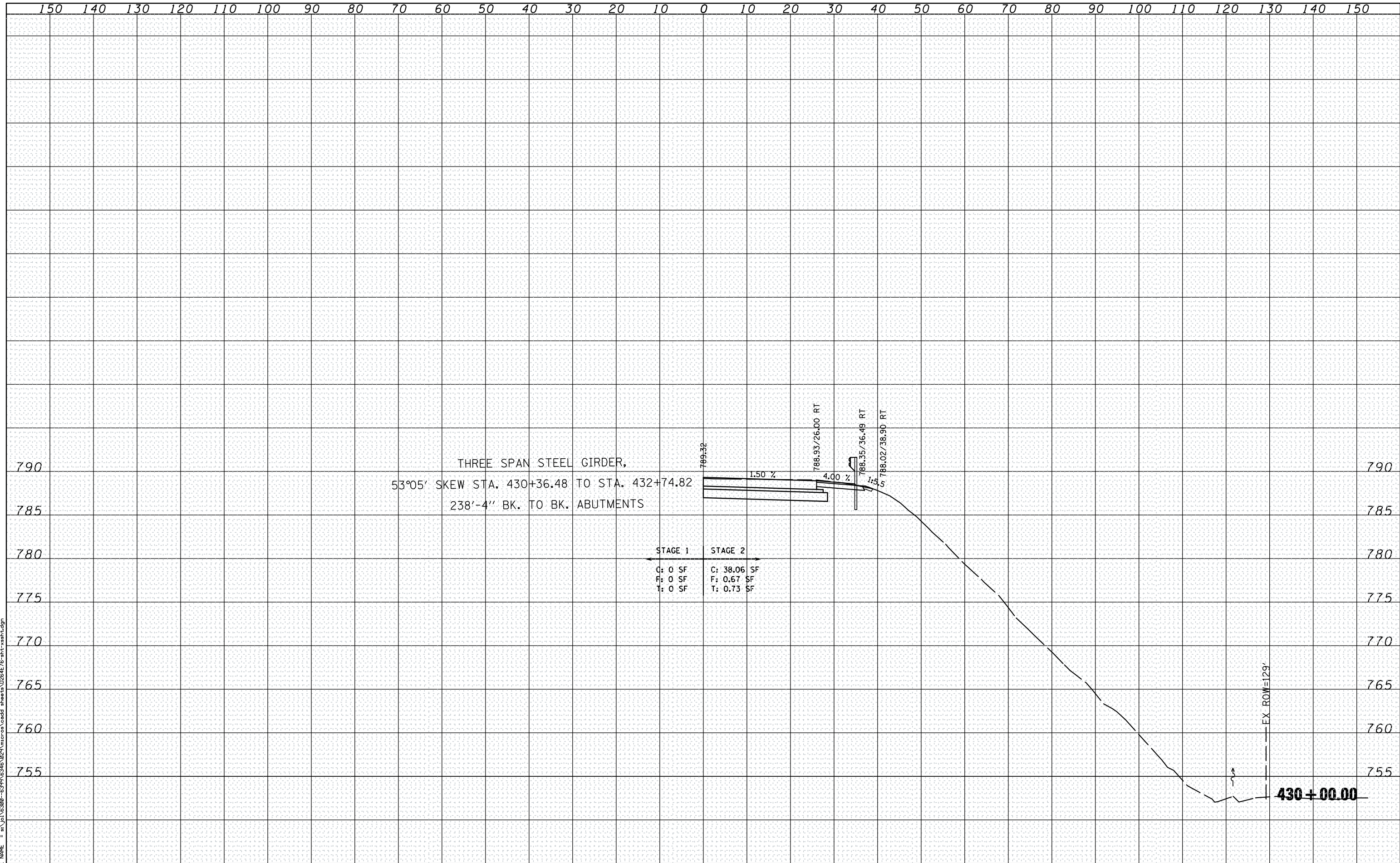
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	66
CONTRACT NO. 64E76			ILLINOIS FED. AID PROJECT	

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

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

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PLOT SCALE = 20.0000' / IN.	DRAWN - EMD	REVISD -
PLOT DATE = 8/6/2012	CHECKED -	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

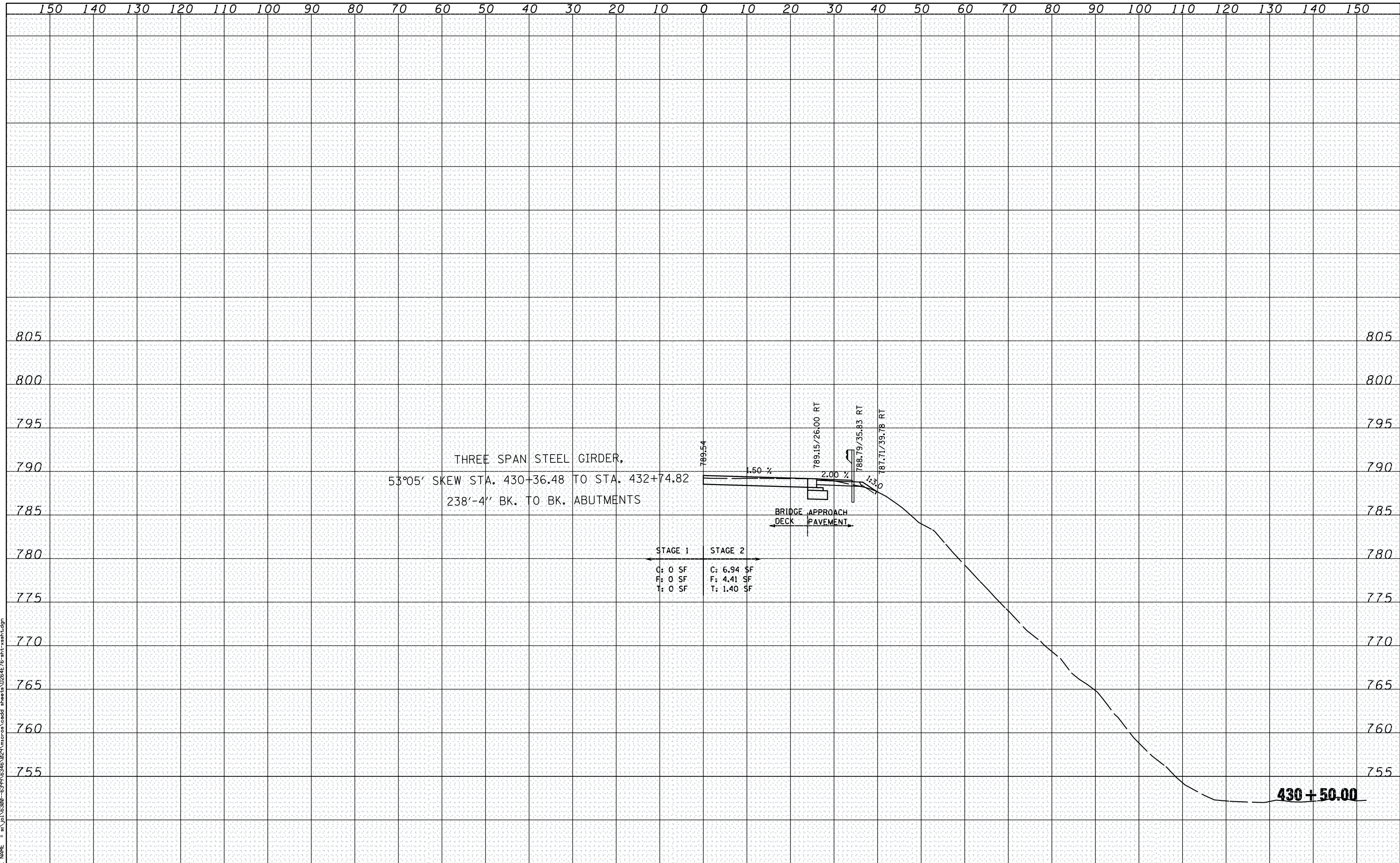
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	67
				CONTRACT NO. 64E76
ILLINOIS FED. AID PROJECT				

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

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

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USER NAME = brianf	DESIGNED - EMD	REVISD -
PLOT SCALE = 20.0000' / IN.	CHECKED - MAG	REVISD -
PLOT DATE = 8/6/2012	DRAWN - EMD	REVISD -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

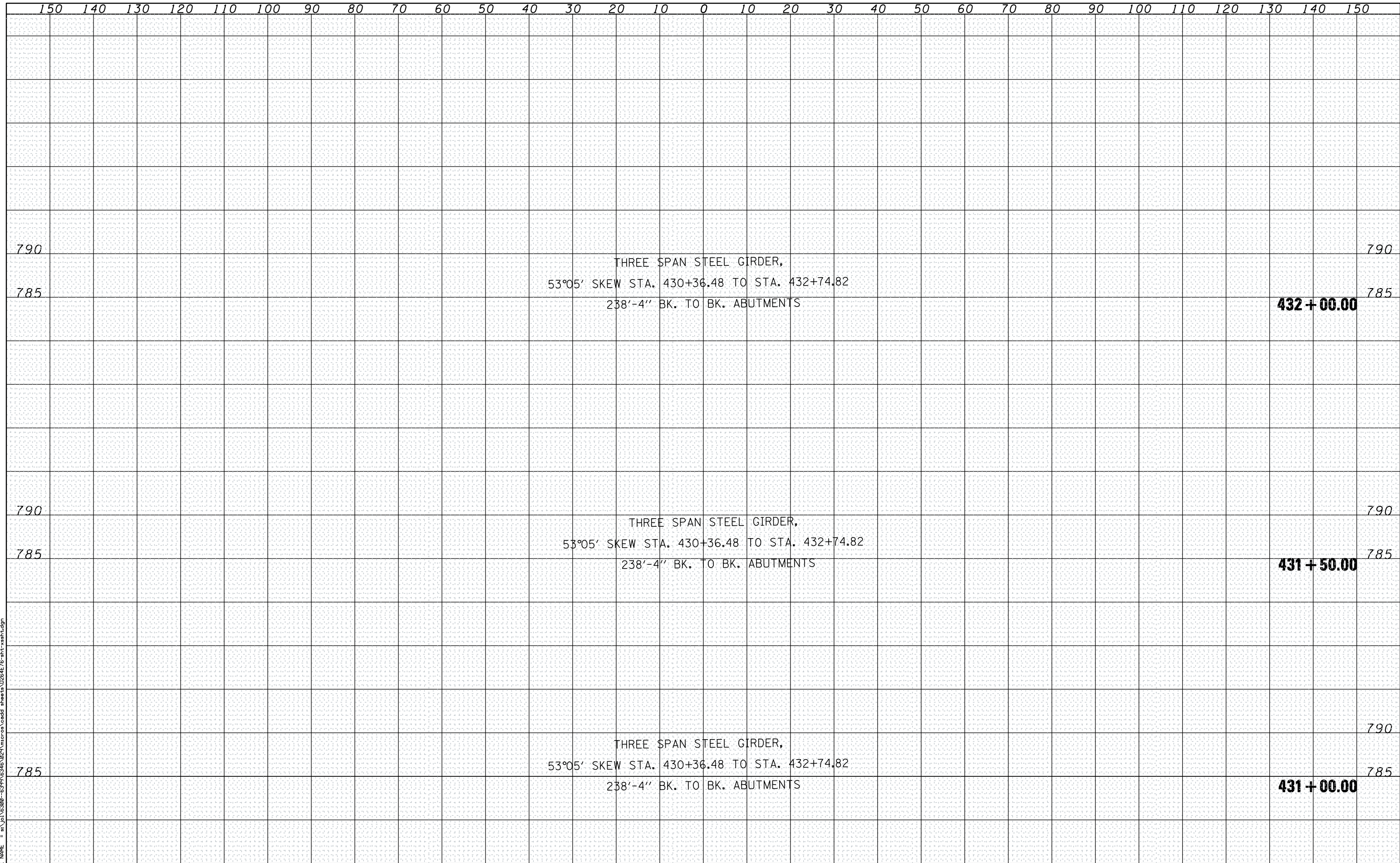
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5	(19VB-1D)	STEPHENSON	73	68
			CONTRACT NO. 64E76	
ILLINOIS FED. AID PROJECT				

DATE	
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FINAL SURVEY	
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PLOT DATE = 8/6/2012	CHECKED -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

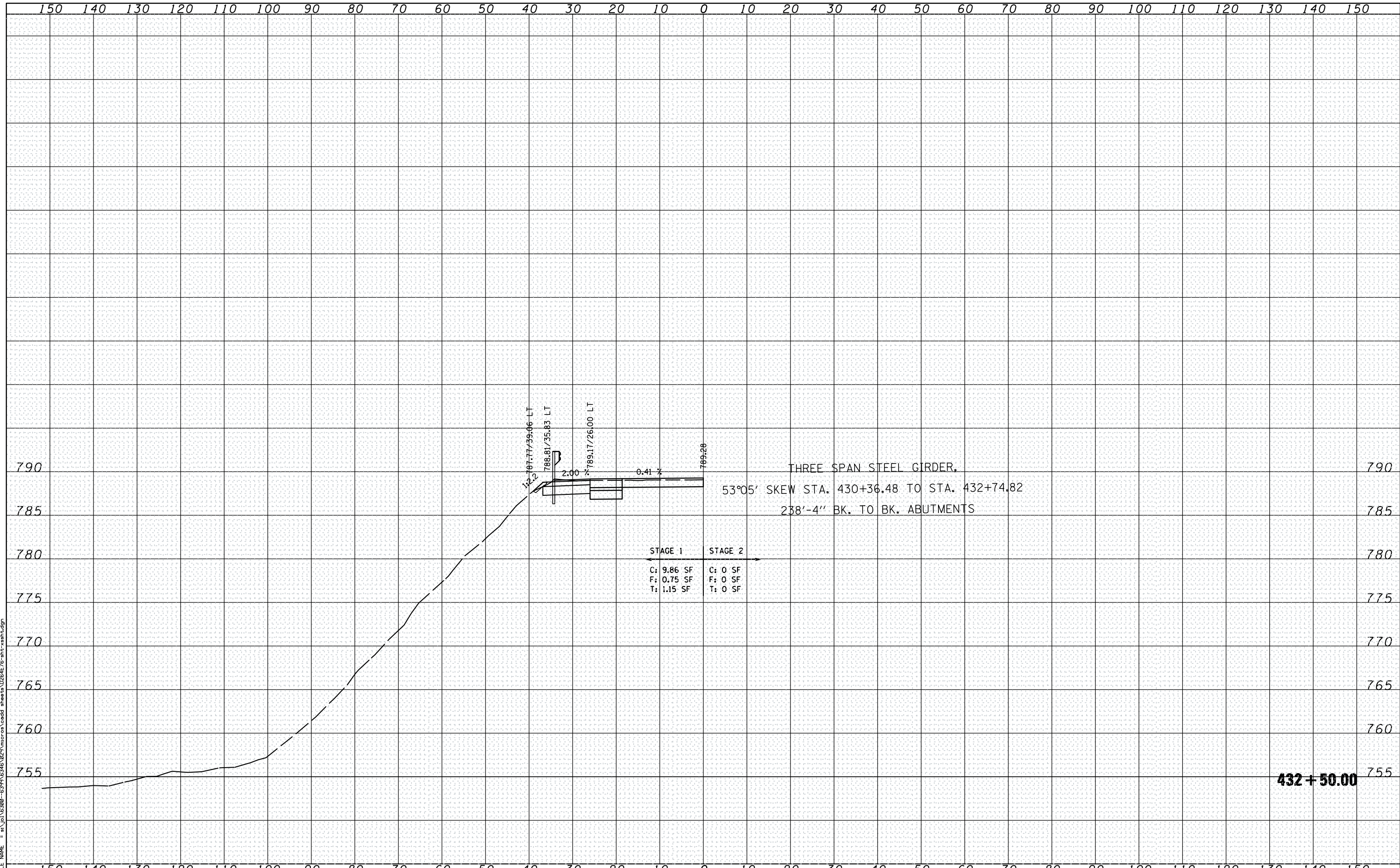
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	69
CONTRACT NO. 64E76			ILLINOIS FED. AID PROJECT	

DATE	
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FINAL SURVEY NO.	

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ORIGINAL SURVEY NO.	

FILE NAME = s:\p1\6399-6399\6346\25\micro\3d\bridge\1264E76-shr-ssht.dgn



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PLOT SCALE = 20.0000' / IN.	CHECKED - MAG	REVISIED -
PLOT DATE = 8/6/2012	DRAWN - EMD	REVISIED -
	CHECKED -	REVISIED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

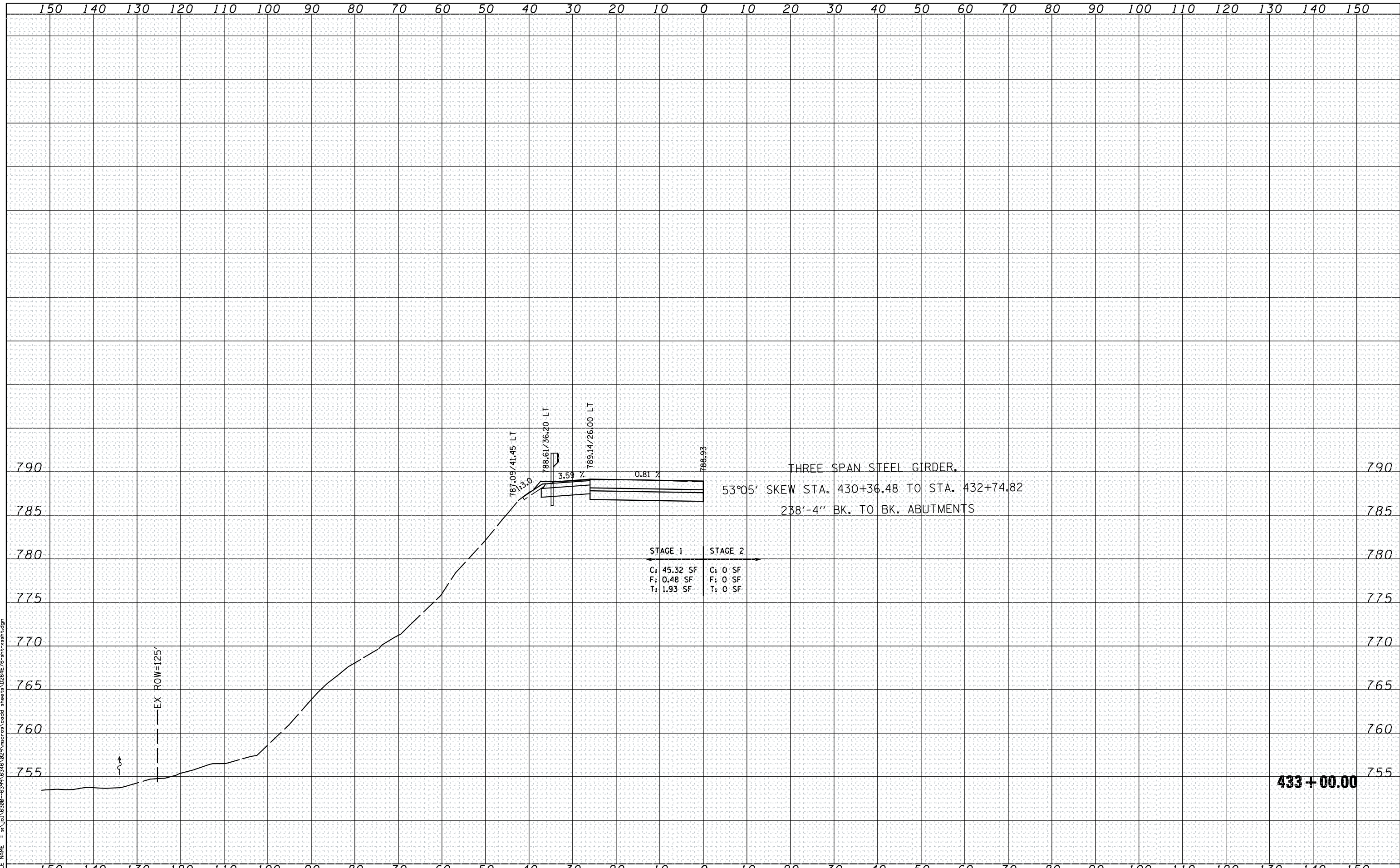
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STURCTURE NO. 089-0007	
SCALE:	SHEET 6 OF 9 SHEETS STA. 432+50.00 TO STA. 432+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	70
			CONTRACT NO. 64E76	
ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
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FINAL SURVEY NO.	

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ORIGINAL SURVEY NO.	

FILE NAME = s:\p1\6288-6299-6346\25\micro\road\bridge\1264E76-shr-vast.dgn



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USER NAME = brianf	DESIGNED - EMD	REVISD -
PLOT SCALE = 20.0000' / IN.	CHECKED - MAG	REVISD -
PLOT DATE = 8/6/2012	DRAWN - EMD	REVISD -
	CHECKED -	REVISD -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS	
STURCTURE NO. 089-0007	
SCALE:	SHEET 7 OF 9 SHEETS STA. 433+00.00 TO STA. 433+00.00

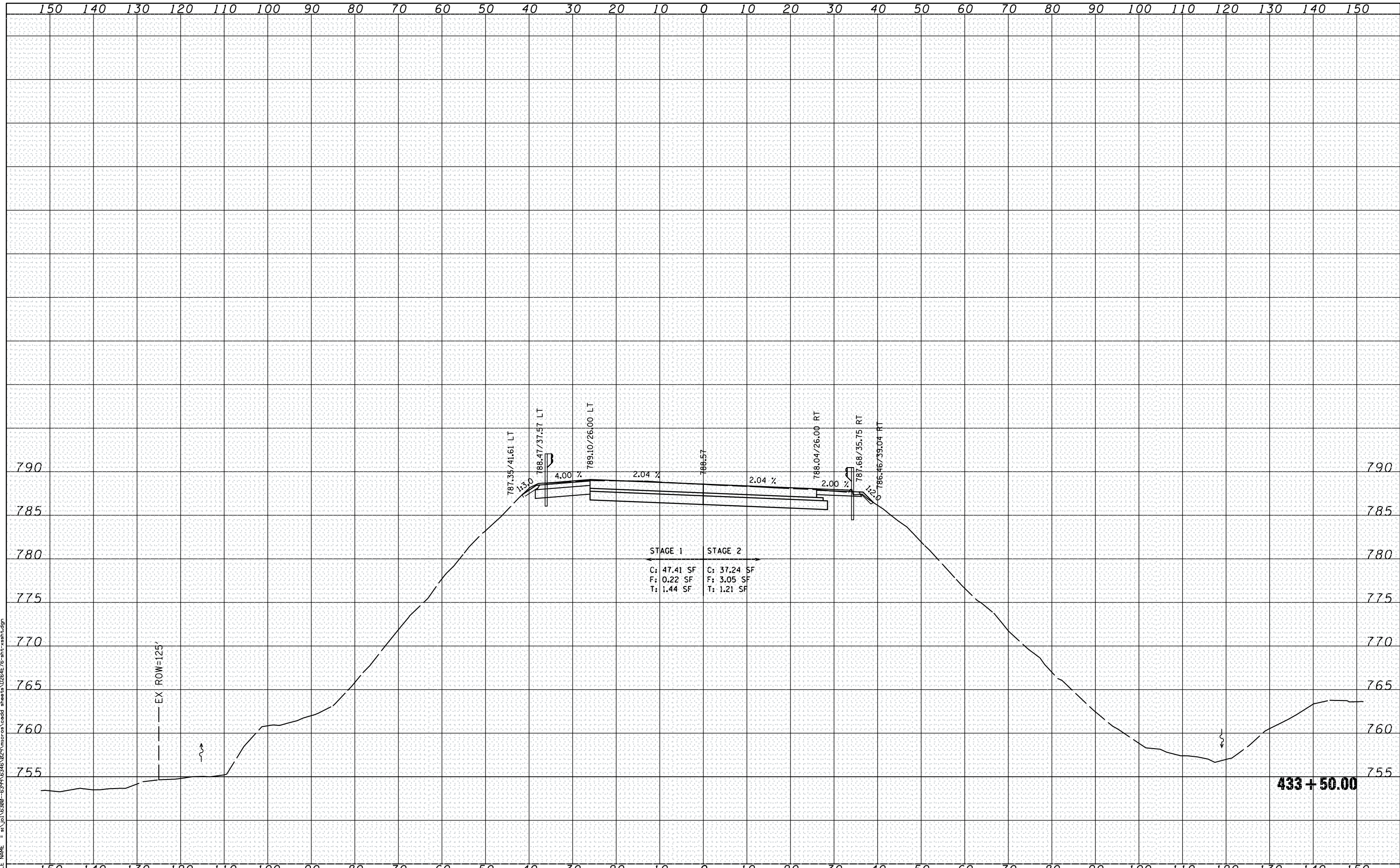
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	71
CONTRACT NO. 64E76			ILLINOIS FED. AID PROJECT	

433 + 00.00

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
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SURVEYED	
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USER NAME = brianf	DESIGNED - EMD	REVISIED -
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PLOT SCALE = 20.0000' / IN.	DRAWN - EMD	REVISIED -
PLOT DATE = 8/6/2012	CHECKED -	REVISIED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

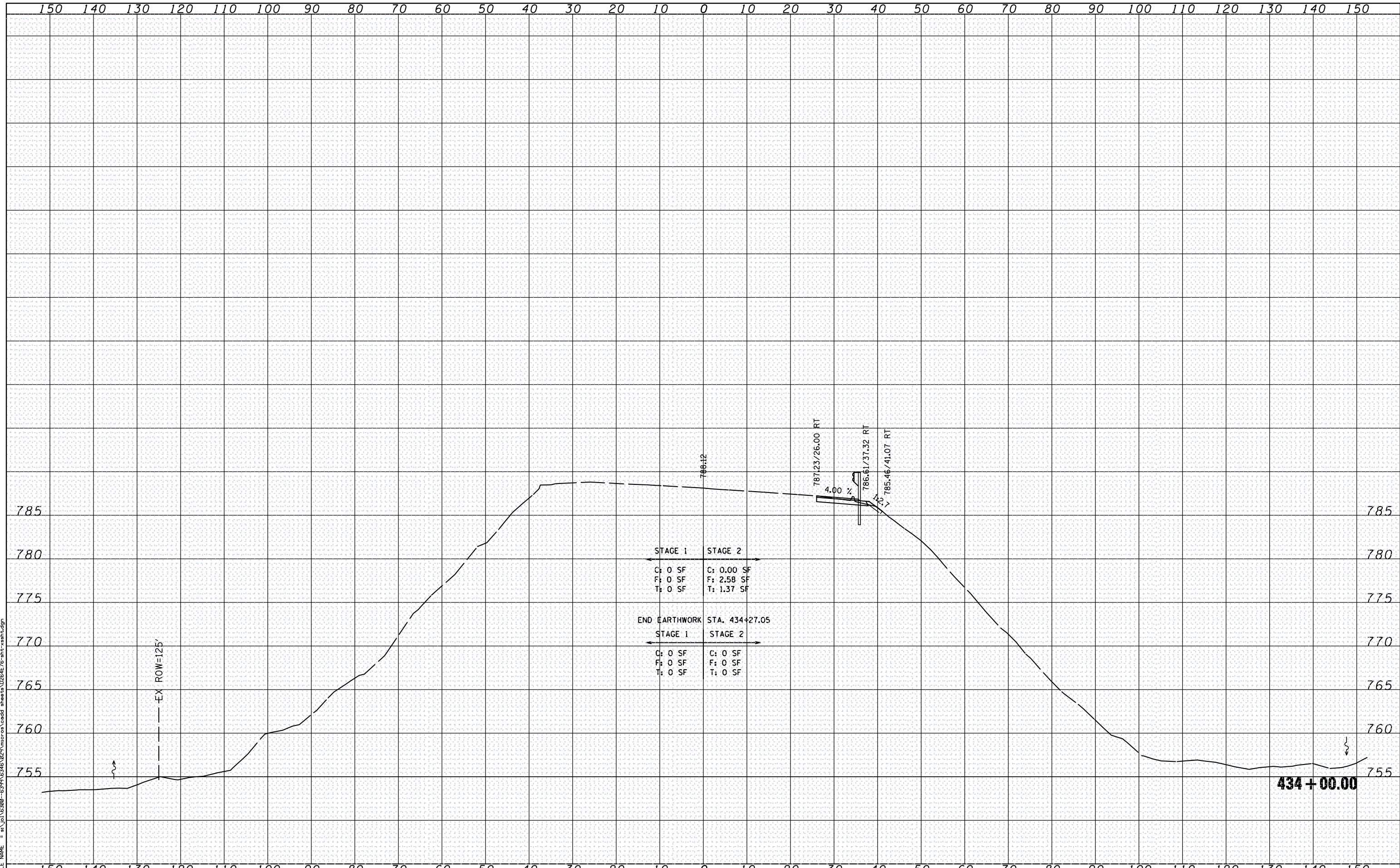
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STURCTURE NO. 089-0007	
SCALE:	SHEET 8 OF 9 SHEETS STA. 433+50.00 TO STA. 433+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	72
			CONTRACT NO. 64E76	
ILLINOIS FED. AID PROJECT				

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

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

FILE NAME = s:\p1\6399-6399\6346\25\micro\road\areas\1264E76-shr-vast.dgn



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PLOT DATE = 8/6/2012	DRAWN - EMD	REVISED -
	CHECKED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS	
STURCTURE NO. 089-0007	
SCALE:	SHEET 9 OF 9 SHEETS STA. 434+00.00 TO STA. 434+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5	(19VB-1D)	STEPHENSON	73	73
				CONTRACT NO. 64E76
ILLINOIS FED. AID PROJECT				