

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 332 (US 136)

SECTION RX-1-BR-1

STRUCTURE REPLACEMENT (SEATON HILL BRIDGE)

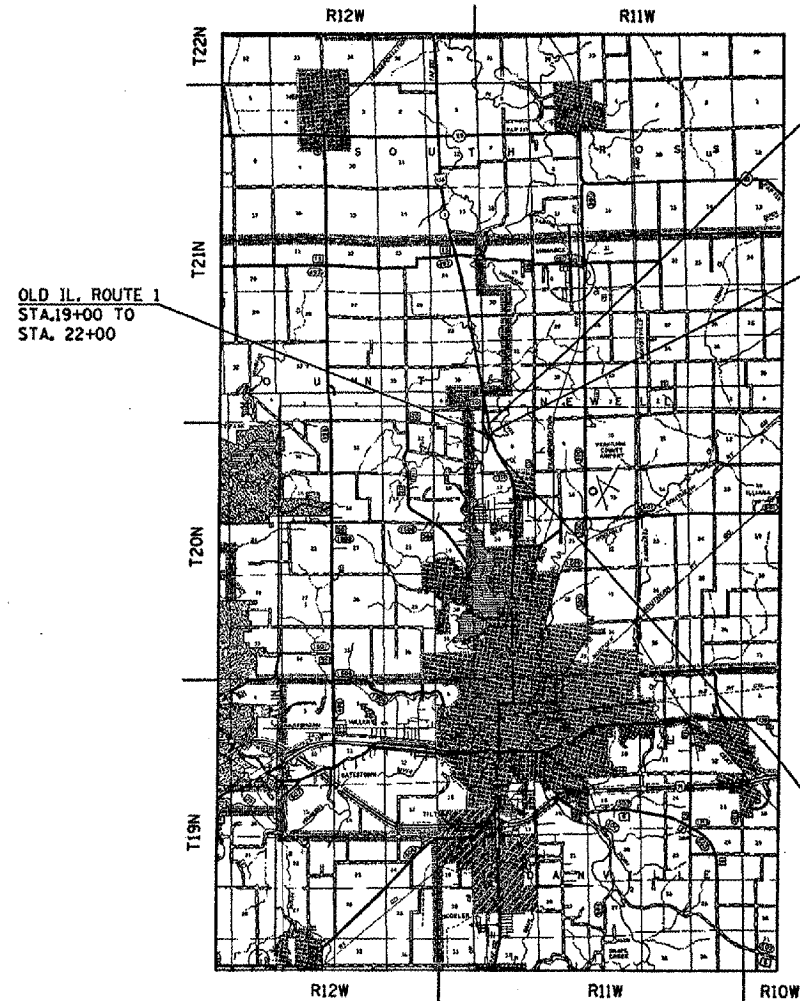
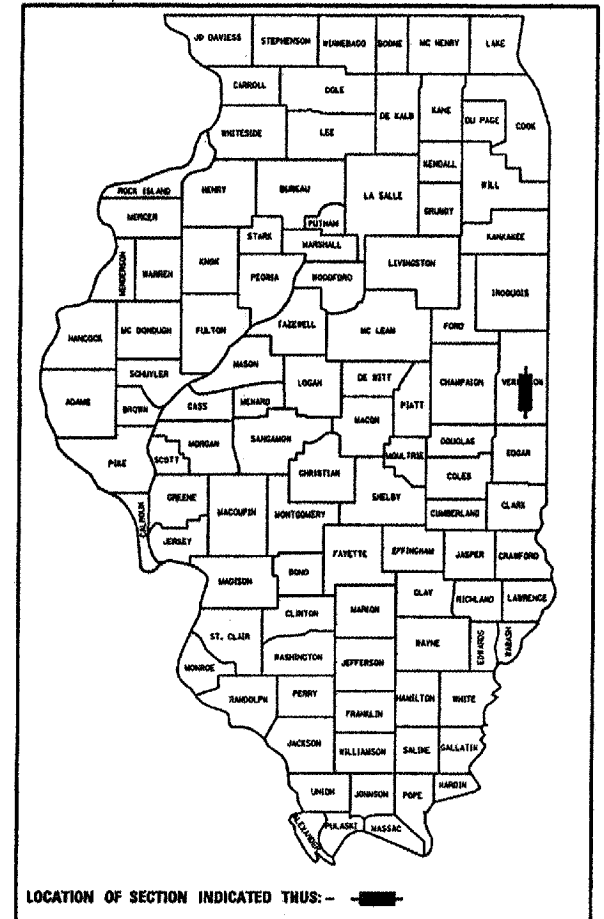
PROJECT BRF-0332(085)

NORTH FORK VERMILION RIVER 3.5 MI. N. OF DANVILLE
VERMILION COUNTY

C-95-056-96

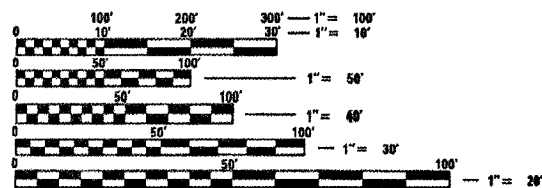
FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR SUMMARY OF QUANTITIES, SEE SHEET NO'S. 5 THRU 7

D-95-031-96



DESIGN DESIGNATION

4750(06) ARTERIAL 1.09(FD-20)



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 NEWELL TOWNSHIP

CONTRACT NO. 90841

TOTAL LENGTH OF SECTION & PROJECT=1,600.00 FEET=0.303 MILES
NET LENGTH OF SECTION & PROJECT=1,600.00 FEET=0.303 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED: *[Signature]* 10/19/06
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 13, 2006
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

October 13, 2006
[Signature] P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

PROJECT ENGINEER: KEVIN TRAPP (217) 465-4181

SQUAD LEADER: JASON W. STULTS

F.A.D. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..332	..88:1:88:1	..VERMILION	..140	..2
STA.		TO STA.		
FED. ROAD DIST. NO. .		ILLINOIS FED. AID PROJECT		

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LIST OF STANDARDS

280001-02	TEMPORARY EROSION CONTROL SYSTEMS
420401-05	BRIDGE APPROACH PAVEMENT
482001	BITUMINOUS SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-02	NAME PLATE FOR BRIDGES
542101	REINFORCED CONCRETE END SECTIONS 375mm (15") THRU 900mm (36") AT RIGHT ANGLES WITH ROADWAY
542401	METAL END SECTIONS FOR PIPE CULVERTS
602306	INLET - TYPE B
602601	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
610001-02	SHOULDER INLET WITH CURB
630001-06	STEEL PLATE BEAM GUARDRAIL
630301-03	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-05	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-02	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-01	REFLECTOR MARKER AND MOUNTING DETAILS
664001-01	CHAIN LINK FENCE
666001	RIGHT-OF-WAY MARKERS
667101	PERMANENT SURVEY MARKERS
701006-02	OFF-RD OPERATIONS, 2L, 2W, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE
701201-02	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301-02	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
702001-06	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS
781001-02	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
880001	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
000001-04	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT

PLOT DATE: 8/26/2008
 PLOT SCALE: 1/8" = 1'-0"
 USER NAME:

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		INDEX OF SHEETS/LIST OF STANDARDS

SCALE: VERT. DATE HORIZ. DRAWN BY CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..332	..Bx-1-BB-1	..VERMILION	..140	..3
STA. -----		TO STA. -----		
FED. ROAD DIST. NO. _		ILLINOIS	FED. AID PROJECT	

GENERAL NOTES

G. N. -100
ENGLISH UNITS OF MEASUREMENT SHALL GOVERN OVER AND SUPERSEDE ANY METRIC UNITS SHOWN IN THIS CONTRACT. WHERE INCLUDED, METRIC UNITS ARE FOR INFORMATION ONLY.

G. N. -105.09A
ALL ELEVATIONS SHOWN IN THE PLANS ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988. (NAVD 88)

G. N. -107.31
UTILITY LINES WERE PLOTTED FROM INFORMATION FURNISHED BY THE VARIOUS UTILITY COMPANIES INVOLVED (QUALITY LEVEL C &/ OR QUALITY LEVEL D) AND THE ACCURACY SHOULD BE CONSIDERED APPROXIMATE ONLY.

UTILITY COMPANIES MAY BE ADJUSTING THEIR FACILITIES DURING CONSTRUCTION. THE CONTRACTOR SHALL COOPERATE WITH THESE ORGANIZATIONS WHILE THESE ADJUSTMENTS ARE BEING PERFORMED. J.U.L.I.E. - JOINT UTILITY LOCATION INFORMATION FOR EXCAVATORS SYSTEM (800) 892-0123.

AmerenIP
MR. MARK HIPLE
1112 W. ANTHONY DR.
PO BOX 17070
URBANA, IL 61803-7070
(217) 383-7270

AT&T Corp.
MR. CHARLES CUSHWA
816 VORHEES ST.
DANVILLE, IL 61832
(217) 443-7830

G. N. -201
TREES THAT INTERFERE WITH THE CONSTRUCTION OPERATIONS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER. ANY TREE DUE TO ITS LOCATION AND DEEMED SUITABLE FOR SAVING BY THE ENGINEER SHALL BE PROTECTED DURING CLEARING AND SUBSEQUENT CONSTRUCTION OPERATIONS.

G. N. -202
GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, SHRUBS, TREES OR OTHER NATURAL OR MAN-MADE OBJECTS WHERE SHALLOW FILLS OR CUTS ARE ADJACENT TO THE ITEMS. IT IS THE INTENT THAT THE LIMITS OF CONSTRUCTION BE SUCH AS TO PRESERVE IN THE ORIGINAL STATE AS MUCH AREA OF TEMPORARY EASEMENTS AS POSSIBLE. THE DECISION AS TO ITEMS TO REMAIN IN PLACE SHALL BE AS DIRECTED BY THE ENGINEER.

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G. N. -250C(SPL)
TEMPORARY EROSION CONTROL SEEDING IS INCLUDED IN THIS CONTRACT TO SEED NEW EARTH SHOULDERS DURING TIME PERIODS WHEN PERMANENT SEEDING IS NOT ALLOWED. SOME OR ALL OF THE TEMPORARY EROSION CONTROL SEEDING WILL BE DELETED IF IT IS POSSIBLE TO PLACE PERMANENT SEEDING ON EARTH SHOULDERS AT THE TIME OF THEIR COMPLETION.

G. N. -281
THE RIPRAP GRADATION SHALL BE IN ACCORDANCE WITH THE GRADATION SPECIFIED IN THE PLANS OR, WITH APPROVAL OF THE ENGINEER, A RIPRAP GRADATION MEETING A D50 GREATER THAN OR EQUAL TO 1.0 FEET. D50 IS DEFINED AS THE MEAN ROCK SIZE AS DESCRIBED IN THE FHWA HYDRAULIC ENGINEERING CIRCULARS (HEC 11, HEC 14 AND HEC 15).

IF GRAVEL IS USED FOR THE BEDDING MATERIAL UNDER RIPRAP, THE GRAVEL SHALL BE CRUSHED AS ALLOWED UNDER ARTICLE 1005.01.

G. N. -406
THE QUANTITIES INCLUDED IN THE PLANS FOR BITUMINOUS CONCRETE RESURFACING ARE INTENDED TO GIVE THE COVERAGE SHOWN ON THE TYPICAL CROSS SECTIONS. IT IS NOT INTENDED TO INCREASE THE THICKNESS OF THE BITUMINOUS MIXTURE IN ORDER TO USE ALL OF THE QUANTITIES INCLUDED IN THE CONTRACT.

G. N. -406D
ALL LEVELING BINDER AND BINDER SHALL BE GIVEN A FOG COAT OF PRIME BEFORE THE SURFACE COURSE IS PLACED WHEN DIRECTED BY THE ENGINEER.

THE FOG COAT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER GALLON FOR BITUMINOUS MATERIAL (PRIME COAT) AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

G. N. -406H

MIXTURE REQUIREMENTS

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

Location(s):	US 136	US 136	US 136
Mixture Use(s):	BOTTOM 6" OF FULL DEPTH PAVE	TOP 2" OF FULL DEPTH PAVEMENT	SURFACE & INCIDENTAL
AC/PG:	PG 64-22	PG 64-22	PG 64-22
RAP %: (Max)**	25%	15%	15%
Design Air Voids:	4.0% Ndes = 50	4.0% Ndes = 50	4.0% Ndes = 50
Mixture Composition: (Gradation Mixture)	IL19.0	IL9.5	IL9.5
Friction Aggregate:	N. A.	MIX C	MIX C

Location(s):	US 136	US 136	US 136
Mixture Use(s):	BOTTOM 6" OF 8" BIT. SHOULDERS	TOP 2" OF 8" BIT. SHOULDERS	FLEX CONN & VAR DEPTH BINDER
AC/PG:	PG 58-22	PG 58-22	PG 64-22
RAP %: (Max)**	30%	30%	25%
Design Air Voids:	2.0% Ndes = 30	3.0% Ndes = 30	4.0% Ndes = 50
Mixture Composition: (Gradation Mixture)	B. A. M.	IL9.5L	IL19.0
Friction Aggregate:	N. A.	MIX C	N. A.

G. N. -482
ALL MATERIAL PLACED AS BITUMINOUS SHOULDERS SUPERPAVE SHALL BE COMPACTED TO 94.0-98.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY. THIS REQUIREMENT SHALL APPLY TO BOTH B. A. M. AND IL 9.5L GRADATION SHOULDER MIXES. THIS MAXIMUM DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE OF FOUR TESTS AS IN OTHER QC/QA TESTING. A NUCLEAR GAUGE DENSITY/CORE CORRELATION SHALL BE PERFORMED FOR BOTH THE B. A. M. AND IL 9.5L MIXES USING STANDARD CORRELATION PROCEDURES.

G. N. -542
BEFORE ORDERING PIPE CULVERTS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR THE EXACT LENGTHS.

G. N. -542B
ALL THE ENTRANCE CULVERTS LENGTHS SHOWN IN THE PLANS WERE CALCULATED WITH THE ASSUMPTION THAT METAL PIPES AND METAL END SECTIONS WOULD BE USED.

G. N. -551
EXISTING STORM SEWERS SHALL BE REMOVED IN ACCORDANCE WITH SECTION 551 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE CONTRACTOR WILL NOT BE REQUIRED TO SALVAGE ANY EXISTING SEWER PIPE.

G. N. -631
IF THE CONTRACTOR ELECTS TO USE THE ALTERNATIVE MOUNTING METHOD OF THRU DRILLING THE MOUNTING HOLES FOR THE TRAFFIC BARRIER TERMINALS, TYPE 6, THE HOLES SHALL BE DRILLED USING A CORE DRILL. A HAMMER DRILL WILL NOT BE ALLOWED.

G. N. -663A
CALCIUM CHLORIDE SHALL BE APPLIED FULL WIDTH TO THE PROPOSED AGGREGATE ROADWAYS AND/OR DETOURS FOR THE SOLE PURPOSE OF CONTROLLING DUST. THIS WORK SHALL BE PERFORMED ON ALL FINAL SURFACES AS WELL AS ANY REMAINING AGGREGATE SURFACES THAT WOULD LAY OVER ANY PARTICULAR WEEKEND.

THE FOLLOWING APPLICATION RATE HAS BEEN USED TO CALCULATE THIS ESTIMATED QUANTITY: 5 LBS./SQ. YD.

ANY ADDITIONAL QUANTITY FOR MAINTENANCE WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 WHEN SPECIFIED BY THE ENGINEER.

G. N. -666(SPL)
METHOD B OF STANDARD 666001 SHALL BE UTILIZED FOR PLACEMENT OF RIGHT-OF-WAY MARKERS AT THE FOLLOWING LOCATIONS:

STATION 195+21.27 122.0' RT
STATION 195+28.35 76.0' RT

G. N. -667
THE RESIDENT ENGINEER SHALL CONTACT THE PROGRAM DEVELOPMENT CHIEF OF SURVEYS PRIOR TO THE PRE-CONSTRUCTION CONFERENCE FOR INSTRUCTION AS TO SETTING OF TEMPORARY OR PERMANENT TIES FOR CENTERLINE ALIGNMENT CONTROL SURVEY MARKERS AND TO DETERMINE IF IT WILL BE NECESSARY FOR THE CONTRACTOR TO HIRE AN ILLINOIS LAND SURVEYOR.

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		GENERAL NOTES
SCALE:	VERT. DRAWN BY	CHECKED BY
DATE	HORIZ.	

GENERAL NOTES

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..332	..BX-1-BB-1	..VERMILION	..140	..4..
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS	FED. AID PROJECT	

G. N. - 781

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

G. N. - Z0038

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

G. N. - 1004.01

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

G. N. - 1004.03

REVISE ARTICLE 1004.03 (c) NOTE 5/ OF THE STANDARD SPECIFICATIONS TO READ:

' 5/ GRADATION CA-16 SHALL BE USED IN LIEU OF CA-13 WHEN THE SURFACE COURSE IS LESS THAN 1 3/4 INCHES IN THICKNESS. CA-13 OR CA-16 MAY BE USED WHEN THE SURFACE COURSE IS 1 3/4 INCHES OR MORE IN THICKNESS.'

EARTHWORK ANALYSIS

LOCATION	EARTH EXCAVATION	EARTH EXCAVATION INCLUDED IN TEMP ACCESS RD	EXCAVATION TO BE USED AS EMBANKMENT ADJUSTED FOR SHRINKAGE	EMBANKMENT	EMBANKMENT INCLUDED IN TEMP ACCESS RD	EARTHWORK BALANCE
	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
	STA. 185+50.00 TO STA. 202+00.00	11589.0		8691.8	6762.0	
PRIVATE ENTRANCE 1	2.0		1.5	381.0		- 379.5
PRIVATE ENTRANCE 2	0.0		0.0	543.0		- 543.0
PRIVATE ENTRANCE 3	3.0		2.3	53.0		- 50.7
OLD RT 1 ALIGNMENT	3118.0		2338.5	0.0		+ 2338.5
TEMPORARY ACCESS ROAD		11.0			310.0	
TOTALS =	14712.0	11.0	11034.1	7739.0	310.0	+ 3295.1

SHRINKAGE FACTOR (SF) = 25%

COMMITMENTS

PARCEL NUMBER

5644003

COMMITMENT

12 COLORADO SPRUCES WILL BE PLANTED ON THE PROPERTY IN A LOCATION TO BE DETERMINED BY THE PROPERTY OWNER. LEAVE ALL TREES REMOVED FROM PROPERTY ON PROPERTY TO BE USED BY PROPERTY OWNERS AS FIREWOOD.

5644004

INSURE ALL CONCRETE REMOVED FROM BRIDGE ABUTMENT IS REMOVED FROM WORK SITE AREA AND ADJACENT PROPERTIES.

A CHAIN LINK GATE SHALL BE PLACED AT THE LOCATION IN THE PLANS TO ALLOW ONLY THE BUREAU OF OPERATIONS AND THE PROPERTY OWNER ACCESS.

PLOT DATE = 8/26/2006
 FILE NAME = c:\p\projects\4593196 (v81)\ext.dgn
 PLOT SCALE = 1/8"=1'-0"
 USER NAME = stults,jr

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		GENERAL NOTES
SCALE:	VERT. / HORIZ.	DRAWN BY
DATE		CHECKED BY

CONTRACT NO. 90841				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	5
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

LOCATION OF WORK:

FAS 332 Vermillion County
 Sta. 186+00.00 To Sta. 202+00.00
 Rural 80% FED 20% STATE 1000
 FAS 332 Vermillion County
 SN 092-0205
 Rural 80% FED 20% STATE X081-2A

CONSTRUCTION TYPE CODE:

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	FAS 332	FAS 332
A2002319	TREE, BETULA NIGRA (RIVER BIRCH), TRANSPLANT 2-2	EACH	27.0	27.0	0.0
A2002913	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), TRANSPLANT 2-2	EACH	27.0	27.0	0.0
A2003625	TREE, FRAXINUS AMERICANA (WHITE ASH), TRANSPLANT 2-2	EACH	27.0	27.0	0.0
A2006909	TREE, QUERCUS PALUSTRIS (PIN OAK), TRANSPLANT 2-2	EACH	27.0	27.0	0.0
A2006509	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), TRANSPLANT 2-2	EACH	27.0	27.0	0.0
A2007611	TREE, TAXODIUM DISTICHUM (COMMON BALD CYPRESS), TRANSPLANT 2-2	EACH	28.0	28.0	0.0
X0325577	UNDERWATER STRUCTURE EXCAVATION PROTECTION, SPECIAL - LOCATION 1	EACH	1.0	1.0	0.0
X0325578	UNDERWATER STRUCTURE EXCAVATION PROTECTION, SPECIAL - LOCATION 2	EACH	1.0	1.0	0.0
X0325579	UNDERWATER STRUCTURE EXCAVATION PROTECTION, SPECIAL - LOCATION 3	EACH	1.0	1.0	0.0
20100500	TREE REMOVAL, ACRES	ACRE	1.3	1.3	0.0
20200100	EARTH EXCAVATION	CU YD	14,712.0	14,712.0	0.0
20700400	POROUS GRANULAR EMBANKMENT (SPECIAL)	CU YD	292.0	0.0	292.0
20900110	POROUS GRANULAR BACKFILL	CU YD	117.0	117.0	0.0
25000100	SEEDING, CLASS 1	ACRE	0.5	0.5	0.0
25000200	SEEDING, CLASS 2	ACRE	1.5	1.5	0.0
25000314	SEEDING, CLASS 4B	ACRE	1.0	1.0	0.0
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	180.0	180.0	0.0
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	180.0	180.0	0.0
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	180.0	180.0	0.0
25100110	MULCH, METHOD 1	TON	1.0	1.0	0.0
25100120	MULCH, METHOD 2	TON	3.0	3.0	0.0
25100630	EROSION CONTROL BLANKET	SQ YD	2,100.0	2,100.0	0.0
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	300.0	300.0	0.0
28000400	PERIMETER EROSION BARRIER	FOOT	2,111.0	2,111.0	0.0
28000500	INLET AND PIPE PROTECTION	EACH	4.0	4.0	0.0
28100109	STONE RIPRAP, CLASS AS	SQ YD	1,910.0	0.0	1,910.0
28200200	FILTER FABRIC	SQ YD	1,910.0	0.0	1,910.0
28300400	AGGREGATE DITCH	TON	100.0	100.0	0.0
35100700	AGGREGATE BASE COURSE, TYPE A 8"	SQ YD	2,935.0	2,935.0	0.0
35101800	AGGREGATE BASE COURSE, TYPE B 6"	SQ YD	107.0	107.0	0.0
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	124.0	124.0	0.0
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	1,251.0	1,251.0	0.0
40800010	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	26.0	26.0	0.0
40800040	INCIDENTAL BITUMINOUS SURFACING	TON	14.0	14.0	0.0
42001300	PROTECTIVE COAT	SQ YD	276.0	276.0	0.0
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	276.0	276.0	0.0
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	489.0	489.0	0.0
44000030	BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	1,049.0	1,049.0	0.0
44000100	PAVEMENT REMOVAL	SQ YD	803.0	803.0	0.0
44000700	APPROACH SLAB REMOVAL	SQ YD	111.0	111.0	0.0
44001430	BITUMINOUS SHOULDER REMOVAL	SQ YD	654.0	654.0	0.0
44004300	PAVEMENT BREAKING	SQ YD	1,005.0	1,005.0	0.0

* DENOTES SPECIALTY ITEM

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION	
NAME	DATE	SUMMARY OF QUANTITIES	
SCALE: VERT. _____	HORIZ. _____	DRAWN BY _____	CHECKED BY _____
DATE _____			

PLT DATE: 8/26/2006
 FILE NAME: I:\PROJECTS\90841\SUMMARY.DGN
 PLOT SCALE: 1/8"=1'-0"
 USER NAME: jstallin

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	6
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS FED. AID PROJECT _____		

SUMMARY OF QUANTITIES

LOCATION OF WORK:

FAS 332
Vermilion
County
Sta. 186+00.00
To
Sta. 202+00.00
Rural
80% FED
20% STATE
I000

FAS 332
Vermilion
County
SN 092-0205
Rural
80% FED
20% STATE
X081-2A

CONSTRUCTION TYPE CODE:

CODE NO	ITEM	UNIT	TOTAL QUANTITY		
48202000	BITUMINOUS SHOULDERS SUPERPAVE	TON	78.0	78.0	0.0
48202600	BITUMINOUS SHOULDERS SUPERPAVE 8"	SQ YD	1,297.0	1,297.0	0.0
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1.0	0.0	1.0
50102400	CONCRETE REMOVAL	CU YD	77.0	77.0	0.0
50104000	BRIDGE RAIL REMOVAL	FOOT	663.0	663.0	0.0
50104650	SLOPE WALL REMOVAL	SQ YD	322.0	322.0	0.0
50105220	PIPE CULVERT REMOVAL	FOOT	136.0	136.0	0.0
50200100	STRUCTURE EXCAVATION	CU YD	678.0	0.0	678.0
50300160	NEOPRENE EXPANSION JOINT 4"	FOOT	108.0	0.0	108.0
50300225	CONCRETE STRUCTURES	CU YD	573.8	0.0	573.8
50300255	CONCRETE SUPERSTRUCTURE	CU YD	609.8	0.0	609.8
50300300	PROTECTIVE COAT	SQ YD	2,205.0	0.0	2,205.0
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	32.0	0.0	32.0
50300320	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	16.0	0.0	16.0
50400905	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 42 IN.	FOOT	3,295.0	0.0	3,295.0
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	167,890.0	0.0	167,890.0
51201400	FURNISHING STEEL PILES HP10X42	FOOT	2,574.0	0.0	2,574.0
51201600	FURNISHING STEEL PILES HP12X53	FOOT	5,032.0	0.0	5,032.0
51202700	DRIVING STEEL PILES	FOOT	7,606.0	0.0	7,606.0
51203400	TEST PILE STEEL HP10X42	EACH	2.0	0.0	2.0
51203600	TEST PILE STEEL HP12X53	EACH	4.0	0.0	4.0
51204600	METAL SHOES	EACH	104.0	0.0	104.0
51500100	NAME PLATES	EACH	1.0	0.0	1.0
54215424	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 24"	EACH	2.0	2.0	0.0
54215547	METAL END SECTIONS 12"	EACH	4.0	4.0	0.0
54215550	METAL END SECTIONS 15"	EACH	5.0	5.0	0.0
5422D015	PIPE CULVERTS, CLASS D, TYPE 2 15" (TEMPORARY)	FOOT	244.0	244.0	0.0
542A1069	PIPE CULVERTS, CLASS A, TYPE 2 24"	FOOT	92.0	92.0	0.0
542D1060	PIPE CULVERTS, CLASS D, TYPE 2 15"	FOOT	200.0	200.0	0.0
58700200	BRIDGE SEAT SEALER	SQ FT	342.0	0.0	342.0
59100100	GEOCOMPOSITE WALL DRAIN	SQYD	128.0	0.0	128.0
60100945	PIPE DRAINS 12"	FOOT	232.0	232.0	0.0
60109580	PIPE UNDERDRAINS FOR STRUCTURES, 4"	FOOT	105.0	0.0	105.0
60240215	INLETS, TYPE B, TYPE I FRAME, CLOSED LID	EACH	1.0	1.0	0.0
60500060	REMOVING INLETS	EACH	2.0	2.0	0.0
60801024	FLAP GATE 24"	EACH	1.0	1.0	0.0
60900515	CONCRETE THRUST BLOCKS	EACH	4.0	4.0	0.0
61000115	TYPE E INLET BOX, STANDARD 610001	EACH	4.0	4.0	0.0
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	687.5	687.5	0.0
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4.0	4.0	0.0
* 63100169	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED)	EACH	2.0	2.0	0.0
63200310	GUARDRAIL REMOVAL	FOOT	608.0	608.0	0.0
66101120	BITUMINOUS SHOULDER CURB	FOOT	216.0	216.0	0.0
66300105	CALCIUM CHLORIDE APPLIED	TON	2.0	2.0	0.0

* DENOTES SPECIALTY ITEM

PLT DATE = 8/26/2006
PLT SCALE = 1/8"=1'-0"
USER NAME = s10111

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SUMMARY OF QUANTITIES

SCALE: VERT. _____
HORIZ. _____
DATE _____

DRAWN BY _____
CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	7
STA. _____		TO STA. _____		
FED. ROAD DIST. NO. _____		ILLINOIS	FED. AID PROJECT	

SUMMARY OF QUANTITIES

LOCATION OF WORK:

FAS 332 Vermillion County
 Sta. 186+00.00 To Sta. 202+00.00
 Rural 80% FED 20% STATE 1000
 FAS 332 Vermillion County
 SN 092-0205
 Rural 80% FED 20% STATE X081-2A

CONSTRUCTION TYPE CODE:

CODE NO	ITEM	UNIT	TOTAL QUANTITY	FAS 332	FAS 332
66406100	CHAIN LINK GATES, 4' X 18' DOUBLE	EACH	1.0	1.0	0.0
66410300	CHAIN LINK FENCE REMOVAL	FOOT	51.0	51.0	0.0
66502300	WOVEN WIRE FENCE REMOVAL	FOOT	102.0	102.0	0.0
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	3.0	3.0	0.0
66700095	PERMANENT SURVEY MARKERS	EACH	1.0	1.0	0.0
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10.0	6.0	4.0
67100100	MOBILIZATION	L SUM	1.0	1.0	0.0
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1.0	1.0	0.0
70106700	TEMPORARY RUMBLE STRIP	EACH	6.0	6.0	0.0
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	224.0	224.0	0.0
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3,602.0	3,602.0	0.0
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	81.0	81.0	0.0
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	161.0	161.0	0.0
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	2,516.0	2,516.0	0.0
* 78008310	POLYUREA PAVEMENT MARKING TYPE II- LINE 4"	FOOT	1,085.0	1,085.0	0.0
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	15.0	15.0	0.0
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	6.0	6.0	0.0
78200410	GUARDRAIL MARKERS, TYPE A	EACH	15.0	15.0	0.0
78200520	BARRIER WALL MARKERS, TYPE B	EACH	12.0	12.0	0.0
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2.0	2.0	0.0
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	16.0	16.0	0.0
* 89000100	TEMPORARY TRAFFIC SIGNAL INSTALLATION	EACH	1.0	1.0	0.0
* D2002172	EVERGREEN, PICEA PUNGENS (COLORADO SPRUCE), 6' HEIGHT, BALLED AND BURLAPPED	EACH	12.0	12.0	0.0
X0323082	DRAINAGE SCUPPERS, DS-33	EACH	2.0	0.0	2.0
X0323586	PIPE DRAIN REMOVAL	FOOT	86.0	86.0	0.0
X0324059	DEBRIS DEFLECTION SYSTEM, COMPLETE	L SUM	1.0		1.0
X0324865	DIAMOND GRINDING (BRIDGE SECTION)	SO YD	3,620.0	1,644.0	1,976.0
* X0324952	DETOUR SIGNING	L SUM	1.0	1.0	0.0
X0348700	AGGREGATE DITCH CHECK	EACH	1.0	1.0	0.0
X2800110	TEMPORARY DITCH CHECKS, AGGREGATE	EACH	16.0	16.0	0.0
X4021000	TEMPORARY ACCESS (PRIVATE ENTRANCE)	EACH	1.0	1.0	0.0
X4066414	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	TON	90.0	90.0	0.0
X4066614	BITUMINOUS CONCRETE BINDER COURSE, SUPERPAVE, IL-19.0, N50	TON	50.0	50.0	0.0
X4073041	BITUMINOUS CONCRETE PAVEMENT (FULL-DEPTH), SUPERPAVE, 8"	SO YD	1,718.0	1,718.0	0.0
X5012650	CONCRETE HEADWALL REMOVAL SPECIAL	EACH	1.0	1.0	0.0
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1.0	0.0	1.0
X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1.0	0.0	1.0
X5020503	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 3	EACH	1.0	0.0	1.0
X5020504	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 4	EACH	1.0	0.0	1.0
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	20.0	20.0	0.0
XX001017	REMOVE RIGHT-OF-WAY MARKERS	EACH	2.0	2.0	0.0
XX004568	TEMPORARY ACCESS ROAD	L SUM	1.0	1.0	0.0
Z0002600	BAR SPLICERS	EACH	104.0	0.0	104.0

* DENOTES SPECIALTY ITEM

PLT DATE = 8/28/2008
 FILE NAME = s:\projects\90841\summary.dwg
 PLOT SCALE = 1/8"=1'-0"
 USER NAME = sstump

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SUMMARY OF QUANTITIES

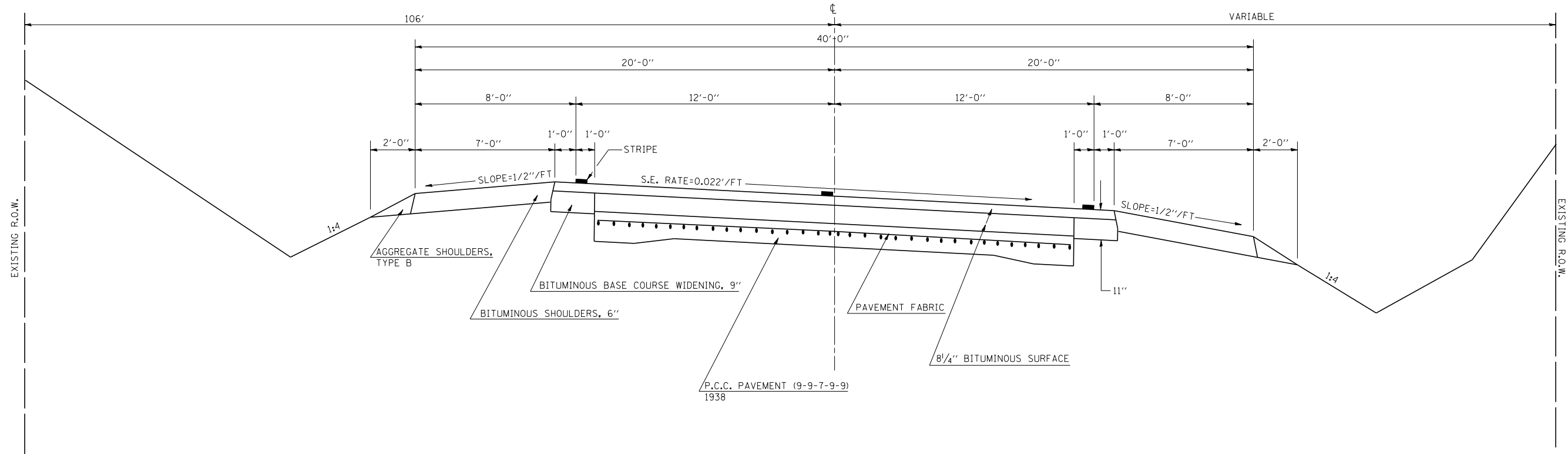
SCALE: VERT. _____
 HORIZ. _____
 DATE _____

DRAWN BY _____
 CHECKED BY _____

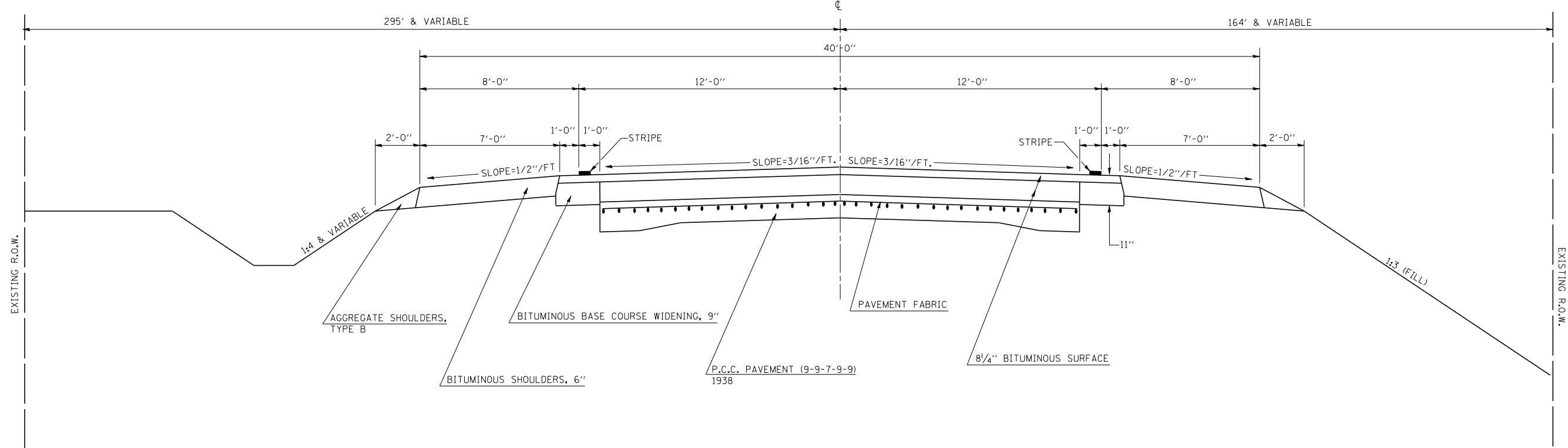
**EXISTING TYPICAL CROSS SECTION
STA 186+00.00 TO STA 196+04.00**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	8

CONTRACT NO. 90841



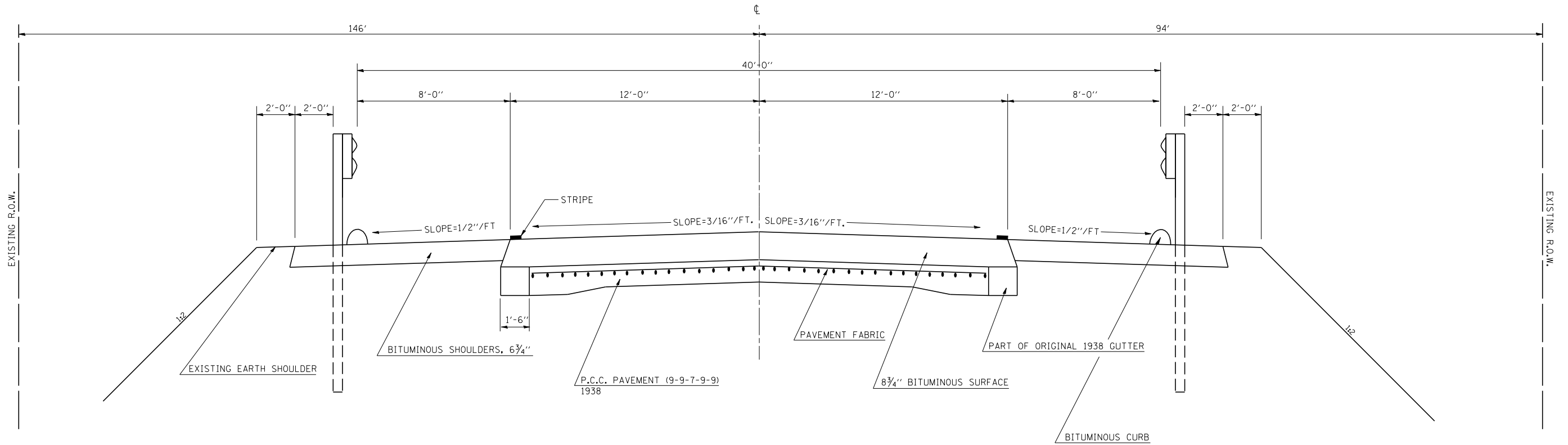
**EXISTING TYPICAL CROSS SECTION
STA 196+04.00 TO STA 196+40.44**



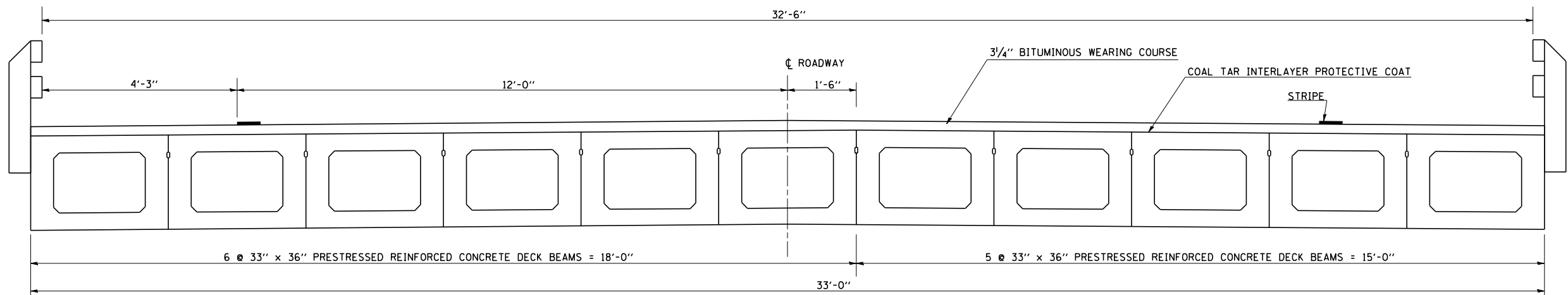
EXISTING TYPICAL CROSS SECTION
STA 199+75.69 TO STA 202+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	9

CONTRACT NO. 90841



EXISTING STRUCTURE CROSS SECTION
S.N. 092-0035

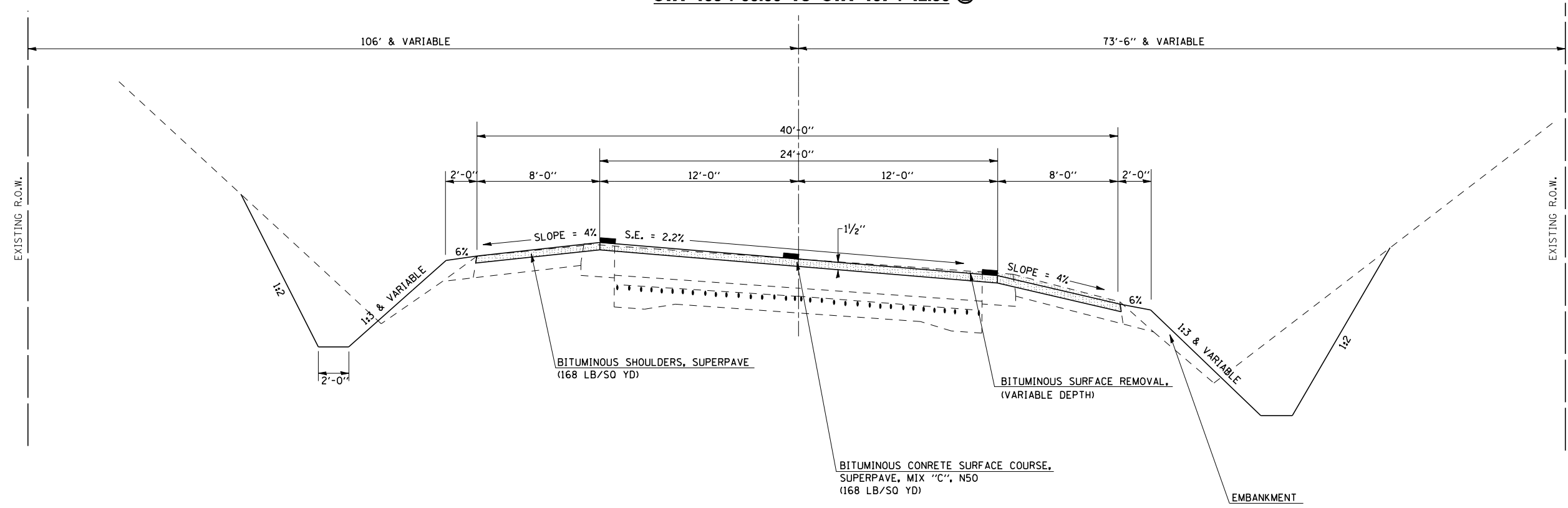


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	10

CONTRACT NO. 90841

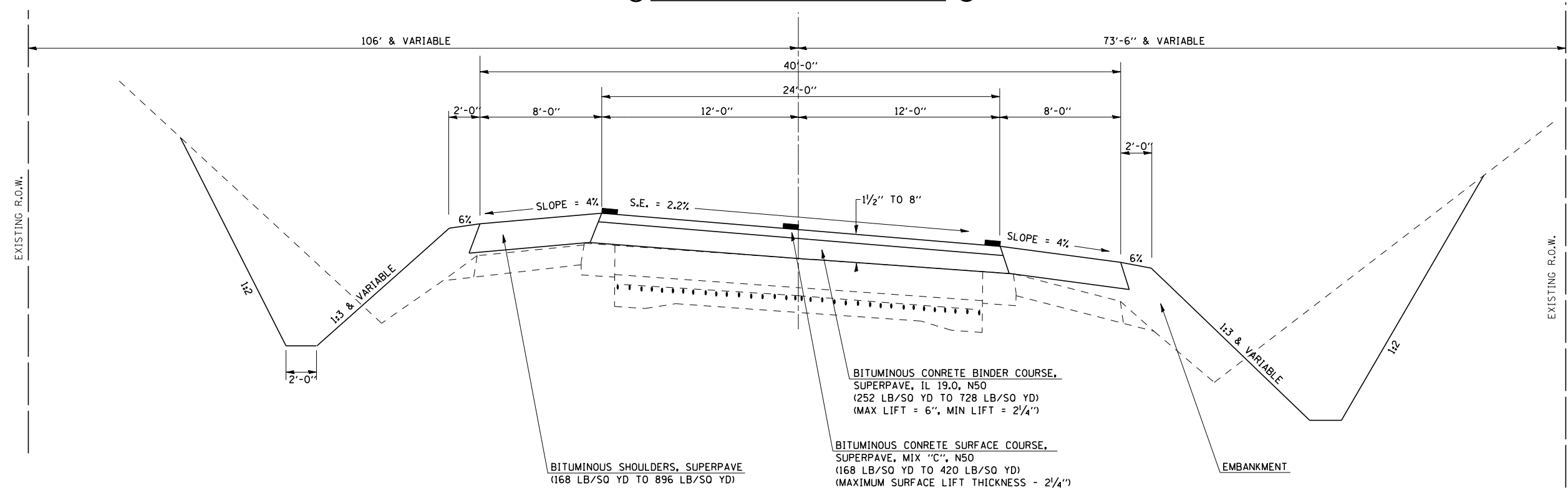
① PROPOSED TYPICAL CROSS SECTION

STA 186+00.00 TO STA 187+42.50 ②



② PROPOSED TYPICAL CROSS SECTION

① STA 187+42.50 TO STA 188+78.50 ③

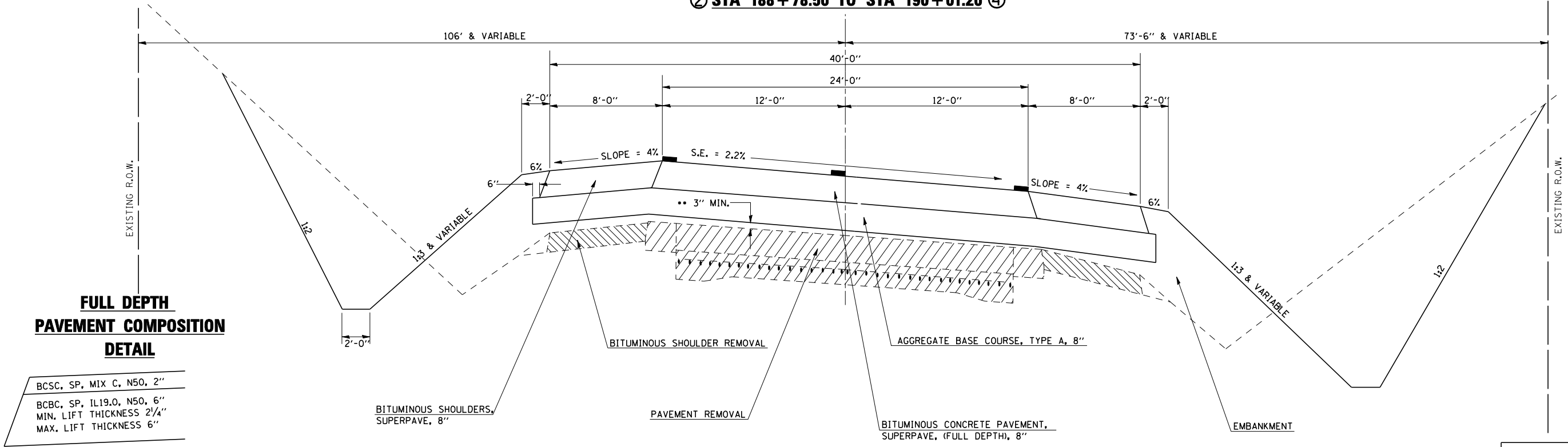


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	11

CONTRACT NO. 90841

③ PROPOSED TYPICAL CROSS SECTION

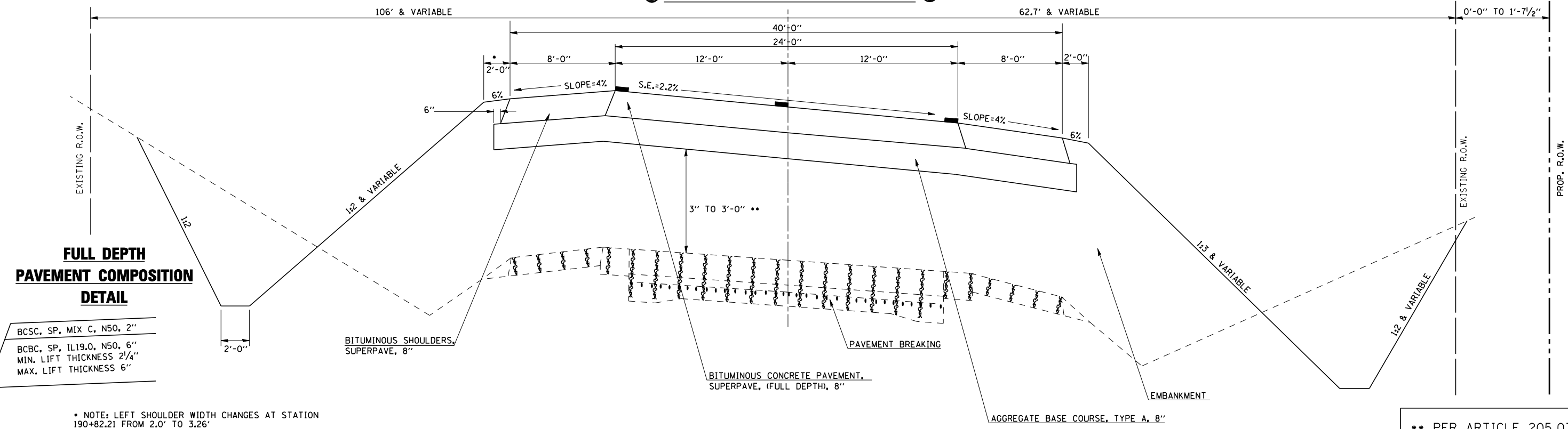
② STA 188+78.50 TO STA 190+01.20 ④



** PER ARTICLE 205.03

④ PROPOSED TYPICAL CROSS SECTION

③ STA 190+01.20 TO STA 192+25.00 ⑤



* NOTE: LEFT SHOULDER WIDTH CHANGES AT STATION 190+82.21 FROM 2.0' TO 3.26'

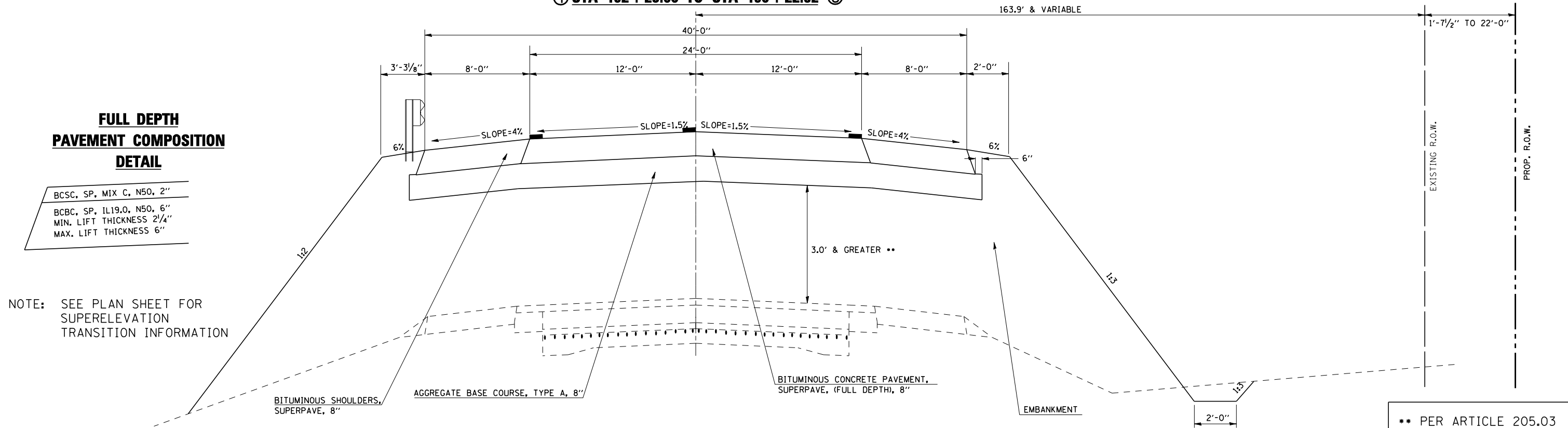
** PER ARTICLE 205.03

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	12

CONTRACT NO. 90841

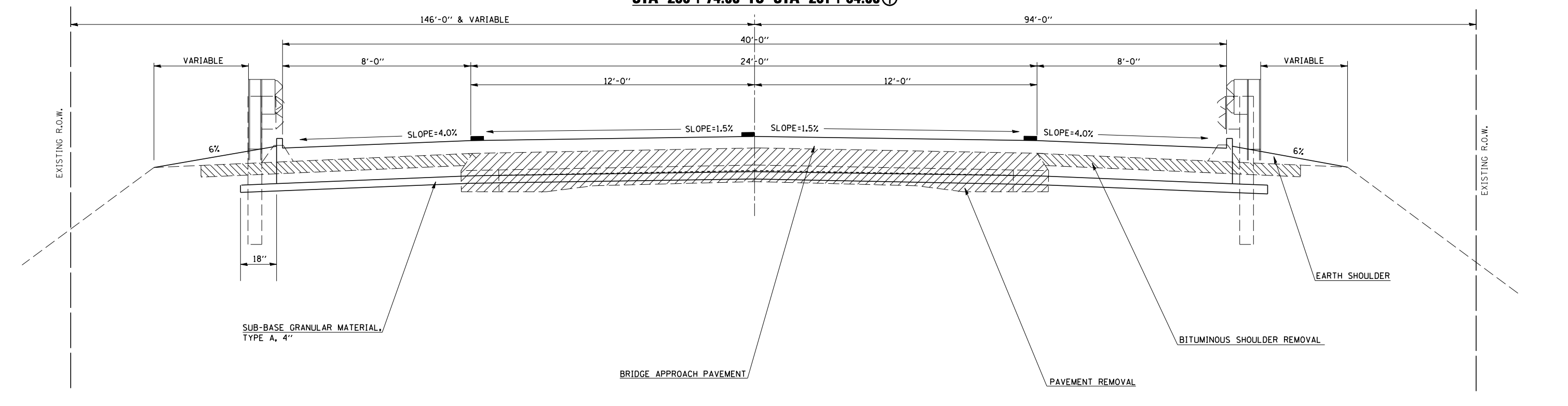
5 PROPOSED TYPICAL CROSS SECTION

4 STA 192+25.00 TO STA 196+22.82 6



6 PROPOSED TYPICAL CROSS SECTION

5 STA 196+22.82 TO STA 196+52.82
STA 200+74.68 TO STA 201+04.68 7

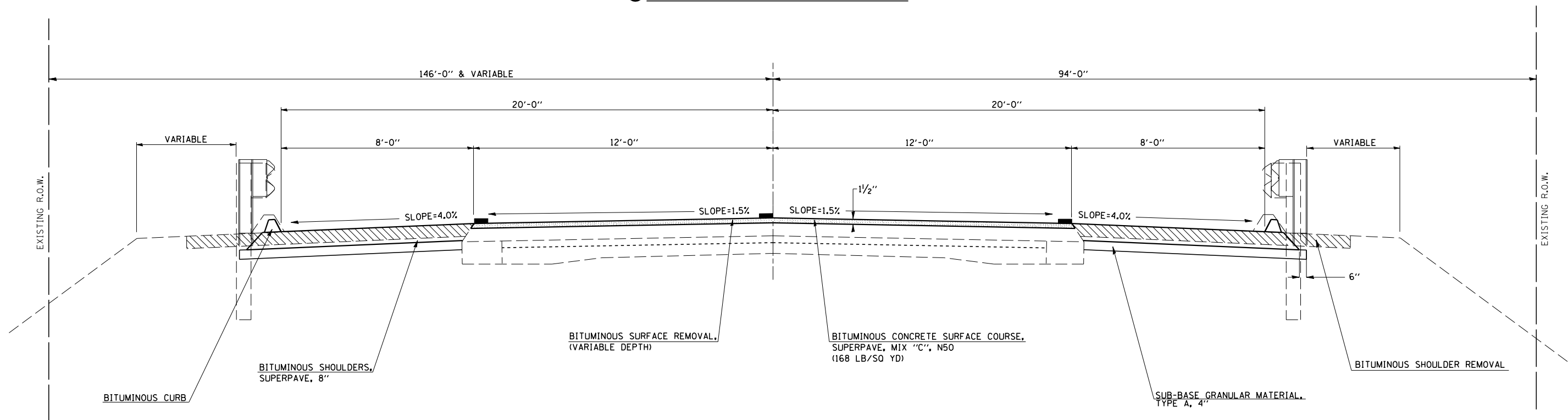


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	13

CONTRACT NO. 90841

7 PROPOSED TYPICAL CROSS SECTION

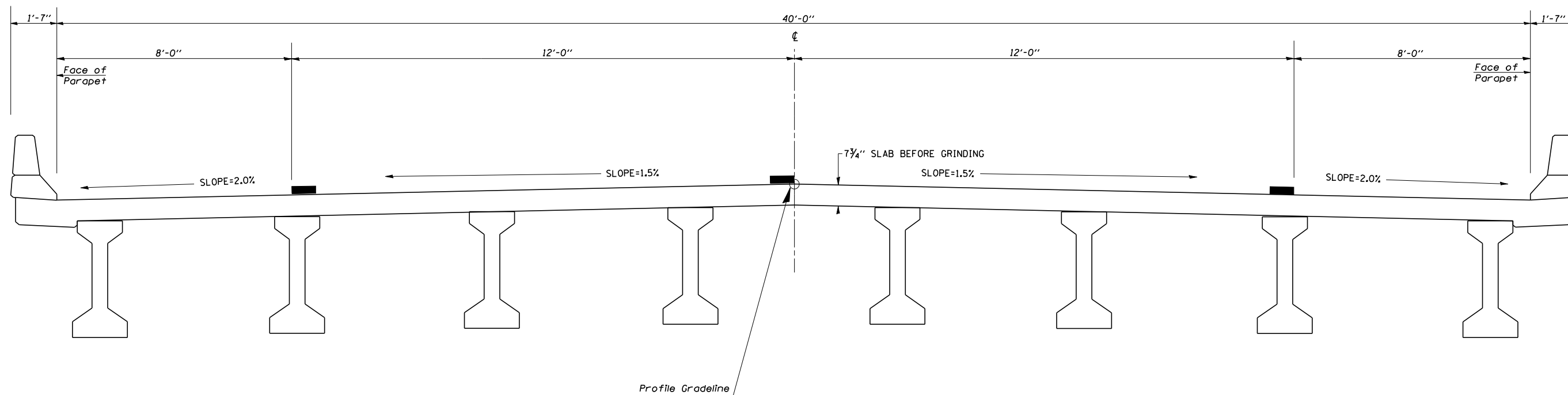
4 STA 201+04.68 TO STA 202+00.00



PROPOSED STRUCTURE CROSS SECTION

S.N. 092-0205

STA.196+52.82 TO STA. 200+74.68



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	14
STA. _____ TO STA. _____		FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT		

SCHEDULE OF QUANTITIES

TREE, BETULA NIGRA (RIVER BIRCH), TRANSPLANT 2-2 - #5000729

STATION	TO	STATION	EACH
19+10.00		21+26.70	27.0
TOTAL =			27.0 EACH

POROUS GRANULAR BACKFILL - 20900110

STATION	TO	STATION	CU YD
193+07.41			116.8
TOTAL =			116.8

AGGREGATE DITCH - 28300400

STATION	TO	STATION	TON
191+25.20		192+25.20	99.9
TOTAL =			99.9

TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), TRANSPLANT 2-2 - #5000730

STATION	TO	STATION	EACH
19+10.00		21+26.70	27.0
TOTAL =			27.0 EACH

EROSION CONTROL BLANKET - 25100630

STATION	TO	STATION	SO YD
191+00.00		196+60.71	1856.1
188+99.74		189+99.68	228.1
196+29.95			4.0
201+36.82			4.0
196+00.69			4.0
201+09.67			4.0
TOTAL =			2100.2

AGGREGATE BASE COURSE TYPE B, 6" 35101800

AGGREGATE SURFACE COURSE TYPE B 40200800

BITUMINOUS MATERIALS (PRIME COAT) 40800010

INCIDENTAL BITUMINOUS SURFACING 40800040

STATION	TYPE	SO YD	TON	GALLON	TON
190+31.19	PE	91.5		21.7	10.6
194+41.91	PE	7.0	49.5	1.7	1.5
194+96.54	PE	8.3	74.2	2	1.8
TOTALS =		106.8	123.7	25.4	13.9

TREE, FRAXINUS AMERICANA (WHITE ASH), TRANSPLANT 2-2 - #5000731

STATION	TO	STATION	EACH
19+10.00		21+26.70	27.0
TOTAL =			27.0 EACH

PERIMETER EROSION BARRIER - 28000400

STATION	O/S	TO	STATION	O/S	FOOT
191+08.84	55.0		197+32.18	55.0	623.3
196+92.85	0.0		197+32.18	55.0	67.8
198+48.30	0.0		199+18.12	104.7	126.5
199+18.12	104.7		199+54.42	113.5	37.6
195+63.25	135.0		195+86.99	80.3	59.6
195+86.99	80.3		196+39.23	78.7	52.3
196+39.23	78.7		196+92.85	0.0	96.3
198+11.99	49.8		198+48.30	0.0	61.8
198+11.99	49.8		199+47.77	92.8	142.6
199+47.77	92.8		200+62.83	94.0	115.1
200+62.83	94.0		200+79.46	87.3	17.9
200+79.46	87.3		201+33.66	90.8	54.3
TOTAL =					2100.0

PROTECTIVE COAT - 42001300

STATION	TO	STATION	SO YD
196+22.82		196+52.82	137.8
200+74.68		201+04.68	137.8
TOTAL =			275.6

TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), TRANSPLANT 2-2 - #5000733

STATION	TO	STATION	EACH
19+10.00		21+26.70	27.0
TOTAL =			27.0 EACH

BRIDGE APPROACH PAVEMENT (SPECIAL) - 42001400

STATION	TO	STATION	SO YD
196+22.82		196+52.82	137.8
200+74.68		201+04.68	137.8
TOTAL =			275.6

TREE, TAXODIUM DISTICHUM (COMMON BALD CYPRESS), TRANSPLANT 2-2 - #5000734

STATION	TO	STATION	EACH
19+10.00		21+26.70	28.0
TOTAL =			28.0 EACH

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) - 42001430

STATION	TO	STATION	SO YD
195+22.82		196+22.82	444.4
201+04.68		201+14.67	44.4
TOTAL =			488.8

UNDERWATER STRUCTURE EXCAVATION PROTECTION, SPECIAL - LOCATION 1 - #5000807

STATION	EACH
197+04.85	1.0
TOTAL = 1.0 EACH	

APPROACH SLAB REMOVAL - 44000700

STATION	TO	STATION	SO YD
196+20.62		196+41.24	57.8
199+73.91		199+93.91	53.3
TOTAL =			111.1

UNDERWATER STRUCTURE EXCAVATION PROTECTION, SPECIAL - LOCATION 2 - #5000808

STATION	EACH
197+71.70	1.0
TOTAL = 1.0 EACH	

CONCRETE REMOVAL - 50102400

STATION	TO	STATION	CU YD
21+23.71		SOUTH ABUTMENT	76.6
TOTAL =			76.6

UNDERWATER STRUCTURE EXCAVATION PROTECTION, SPECIAL - LOCATION 3 - #5000809

STATION	EACH
198+42.18	1.0
TOTAL = 1.0 EACH	

BRIDGE RAIL REMOVAL - 50104000

STATION	TO	STATION	FOOT
196+56.06		199+86.88	330.8
196+28.05		199+60.26	322.2
TOTAL =			663.0

TREE REMOVAL, ACRES - 20100500

STATION	TO	STATION	ACRE
190+46.85		197+25.18	0.45
198+72.30		202+00.00	0.32
194+83.10		195+32.54	0.02
195+10.34		195+31.43	0.08
195+54.42		196+38.83	0.06
198+62.49		200+66.41	0.03

SEEDING, SEEDING, SEEDING, NITROGEN PHOSPHORUS POTASSIUM MULCH MULCH TEMPORARY EROSION CONTROL

CLASS 1	CLASS 2	CLASS 4B	FERTILIZER NUTRIENT	FERTILIZER NUTRIENT	FERTILIZER NUTRIENT	METHOD 1	METHOD 2	SEEDING
25000100	25000200	25000314	25000400	25000500	25000600	25100110	25100120	28000250
185+50.00	196+60.71		63.9	63.9	63.9	1.42		71.0
196+20.57	197+32.13	0.03						3.0
198+48.14	200+94.11	0.35						35.0
201+42.24	202+00.00		2.7	2.7	2.7	0.06		3.0
185+88.92	196+34.71		69.3	69.3	69.3	1.54		77.0
191+95.00	195+24.86	0.46	41.4	41.4	41.4	0.92		46.0
198+48.14	200+45.36							30.0
200+66.59	202+00.00	0.03	2.7	2.7	2.7	0.06		3.0
TOTALS =								
0.50	1.50	1.00	180.0	180.0	180.0	1.0	3.0	300.0
ACRE	ACRE	ACRE	POUND	POUND	POUND	TON	TON	POUND

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	
		SCHEDULE OF QUANTITIES SCALE: VERT. _____ HORIZ. _____ DATE _____ DRAWN BY _____ CHECKED BY _____

PLOT DATE = 8/26/2006
 FILE NAME = c:\projects\90841\90841.dgn
 PLOT SCALE = 1/8"=1'-0"
 USER NAME = stults,jr

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	15
STA. _____ TO STA. _____		FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT		

SCHEDULE OF QUANTITIES

<p>PIPE CULVERT REMOVAL - 50105220</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>O/S</th> <th>FOOT</th> </tr> </thead> <tbody> <tr> <td>190+31.19</td> <td>32.7</td> <td>36.6</td> </tr> <tr> <td>193+07.41</td> <td></td> <td>76.0</td> </tr> <tr> <td>194+41.91</td> <td>32.8</td> <td>22.9</td> </tr> <tr> <td colspan="2">TOTAL =</td> <td>135.5</td> </tr> </tbody> </table> <p>TOTAL = 136.0 FOOT</p> <p>CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS, 24" - 54215424</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>O/S</th> <th>EACH</th> </tr> </thead> <tbody> <tr> <td>193+07.41</td> <td>48.4</td> <td>1.0</td> </tr> <tr> <td>193+07.41</td> <td>43.7</td> <td>1.0</td> </tr> <tr> <td colspan="2">TOTAL =</td> <td>2.0 EACH</td> </tr> </tbody> </table> <p>METAL END SECTIONS, 12" - 54215547</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>O/S</th> <th>EACH</th> </tr> </thead> <tbody> <tr> <td>196+29.95</td> <td>38.42</td> <td>1.0</td> </tr> <tr> <td>201+36.82</td> <td>79.23</td> <td>1.0</td> </tr> <tr> <td>196+00.69</td> <td>47.38</td> <td>1.0</td> </tr> <tr> <td>201+09.67</td> <td>77.87</td> <td>1.0</td> </tr> <tr> <td colspan="2">TOTAL =</td> <td>4.0 EACH</td> </tr> </tbody> </table> <p>METAL END SECTIONS, 15" - 54215550</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>O/S</th> <th>EACH</th> </tr> </thead> <tbody> <tr> <td>190+02.73</td> <td>32.7</td> <td>1.0</td> </tr> <tr> <td>190+61.08</td> <td>32.7</td> <td>1.0</td> </tr> <tr> <td>194+04.03</td> <td>54.3</td> <td>1.0</td> </tr> <tr> <td>194+68.90</td> <td>60.6</td> <td>1.0</td> </tr> <tr> <td>195+39.00</td> <td>58.2</td> <td>1.0</td> </tr> <tr> <td colspan="2">TOTAL =</td> <td>5.0 EACH</td> </tr> </tbody> </table> <p>PIPE CULVERTS, CLASS D, TYPE 2, 15" (TEMPORARY) - 5422D015</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>O/S</th> <th>TO</th> <th>STATION</th> <th>O/S</th> <th>FOOT</th> </tr> </thead> <tbody> <tr> <td>190+02.73</td> <td>32.8</td> <td></td> <td>192+46.33</td> <td>51.3</td> <td>244.0</td> </tr> <tr> <td colspan="5">TOTAL =</td> <td>244.0 FOOT</td> </tr> </tbody> </table> <p>PIPE CULVERTS, CLASS A, TYPE 2, 24" - 542A1069</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>LT O/S</th> <th>RT O/S</th> <th>FOOT</th> </tr> </thead> <tbody> <tr> <td>193+07.41</td> <td>43.7</td> <td>48.4</td> <td>92.2</td> </tr> <tr> <td colspan="3">TOTAL =</td> <td>92.2 FOOT</td> </tr> </tbody> </table> <p>TOTAL = 92.0 FOOT</p> <p>PIPE CULVERTS, CLASS D, TYPE 2, 15" - 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60240215</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>O/S</th> <th>EACH</th> </tr> </thead> <tbody> <tr> <td>194+68.90</td> <td>49.5</td> <td>1.0</td> </tr> <tr> <td colspan="2">TOTAL =</td> <td>1.0 EACH</td> </tr> </tbody> </table> <p>REMOVING INLETS - 60500060</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>EACH</th> </tr> </thead> <tbody> <tr> <td>199+95.84</td> <td>1.0</td> </tr> <tr> <td>199+76.26</td> <td>1.0</td> </tr> <tr> <td colspan="2">TOTAL =</td> <td>2.0 EACH</td> </tr> </tbody> </table> <p>FLAP GATE, 24" - 60801024</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>O/S</th> <th>EACH</th> </tr> </thead> <tbody> <tr> <td>193+07.41</td> <td>48.39</td> <td>1.0</td> </tr> <tr> <td colspan="2">TOTAL =</td> <td>1.0 EACH</td> </tr> </tbody> </table>	STATION	O/S	FOOT	190+31.19	32.7	36.6	193+07.41		76.0	194+41.91	32.8	22.9	TOTAL =		135.5	STATION	O/S	EACH	193+07.41	48.4	1.0	193+07.41	43.7	1.0	TOTAL =		2.0 EACH	STATION	O/S	EACH	196+29.95	38.42	1.0	201+36.82	79.23	1.0	196+00.69	47.38	1.0	201+09.67	77.87	1.0	TOTAL =		4.0 EACH	STATION	O/S	EACH	190+02.73	32.7	1.0	190+61.08	32.7	1.0	194+04.03	54.3	1.0	194+68.90	60.6	1.0	195+39.00	58.2	1.0	TOTAL =		5.0 EACH	STATION	O/S	TO	STATION	O/S	FOOT	190+02.73	32.8		192+46.33	51.3	244.0	TOTAL =					244.0 FOOT	STATION	LT O/S	RT O/S	FOOT	193+07.41	43.7	48.4	92.2	TOTAL =			92.2 FOOT	STATION	O/S	TO	STATION	O/S	FOOT	190+02.73	32.7		190+61.08	32.7	58.0	194+00.31	54.2		194+67.16	49.7	62.9	194+70.65	49.6		195+39.46	58.2	69.4	194+68.90	49.5				9.3	TOTAL =					199.6	TOTAL =					200.0 FOOT	STATION	FOOT	196+29.95	38.4	201+36.88	63.7	196+00.69	47.4	201+09.67	82.5	TOTAL =		232.0 FOOT	STATION	O/S	EACH	194+68.90	49.5	1.0	TOTAL =		1.0 EACH	STATION	EACH	199+95.84	1.0	199+76.26	1.0	TOTAL =		2.0 EACH	STATION	O/S	EACH	193+07.41	48.39	1.0	TOTAL =		1.0 EACH	<p>CONCRETE THRUST BLOCKS - 60900515</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>O/S</th> <th>EACH</th> </tr> </thead> <tbody> <tr> <td>196+29.95</td> <td>32.8</td> <td>1.0</td> </tr> <tr> <td>201+36.88</td> <td>69.9</td> <td>1.0</td> </tr> <tr> <td>196+00.69</td> <td>42.9</td> <td>1.0</td> </tr> <tr> <td>201+09.67</td> <td>68.7</td> <td>1.0</td> </tr> <tr> <td colspan="2">TOTAL =</td> <td>4.0 EACH</td> </tr> </tbody> </table> <p>TYPE E INLET BOX, STANDARD 610001 - 61000115</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>EACH</th> </tr> </thead> <tbody> <tr> <td>196+29.95</td> <td>1.0</td> </tr> <tr> <td>201+36.88</td> <td>1.0</td> </tr> <tr> <td>196+00.69</td> <td>1.0</td> </tr> <tr> <td>201+09.67</td> <td>1.0</td> </tr> <tr> <td colspan="2">TOTAL =</td> <td>4.0 EACH</td> </tr> </tbody> </table> <p>STEEL PLATE BEAM GUARDRAIL, TYPE A - 63000000</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>TO</th> <th>STATION</th> <th>FOOT</th> </tr> </thead> <tbody> <tr> <td>191+02.30</td> <td></td> <td>196+27.30</td> <td>525.0</td> </tr> <tr> <td>201+33.77</td> <td></td> <td>201+96.27</td> <td>62.5</td> </tr> <tr> <td>201+02.05</td> <td></td> <td>202+02.05</td> <td>100.0</td> </tr> <tr> <td colspan="3">TOTAL =</td> <td>687.5 FOOT</td> </tr> </tbody> </table> <p>TRAFFIC BARRIER TERMINAL, TYPE 6 - 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66410300</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>O/S</th> <th>TO</th> <th>STATION</th> <th>O/S</th> <th>FOOT</th> </tr> </thead> <tbody> <tr> <td>21+17.44</td> <td>28.4</td> <td>RT</td> <td>21+17.44</td> <td>18.1</td> <td>LT</td> </tr> <tr> <td colspan="5">TOTAL =</td> <td>50.7</td> </tr> <tr> <td colspan="5">TOTAL =</td> <td>51.0 FOOT</td> </tr> </tbody> </table>	STATION	O/S	EACH	196+29.95	32.8	1.0	201+36.88	69.9	1.0	196+00.69	42.9	1.0	201+09.67	68.7	1.0	TOTAL =		4.0 EACH	STATION	EACH	196+29.95	1.0	201+36.88	1.0	196+00.69	1.0	201+09.67	1.0	TOTAL =		4.0 EACH	STATION	TO	STATION	FOOT	191+02.30		196+27.30	525.0	201+33.77		201+96.27	62.5	201+02.05		202+02.05	100.0	TOTAL =			687.5 FOOT	STATION	TO	STATION	EACH	196+27.30		196+60.45	1.0	201+00.62		201+33.77	1.0	195+93.73		196+26.88	1.0	200+67.05		201+00.20	1.0	TOTAL =			4.0 EACH	STATION	TO	STATION	EACH	190+52.30		191+02.30	1.0	195+43.73		195+93.73	1.0	TOTAL =			2.0 EACH	STATION	TO	STATION	FOOT	195+54.00		196+56.06	102.06	199+86.88		201+96.27	209.39	195+74.23		196+28.05	53.82	199+60.26		202+02.50	242.24	TOTAL =			607.51	TOTAL =			608.0 FOOT	STATION	TO	STATION	FOOT	196+24.95		196+39.95	15.0	201+21.81		202+00.00	78.2	195+95.69		196+05.69	10.0	200+87.55		202+00.00	112.5	TOTAL =			215.7	TOTAL =			216.0 FOOT	STATION	TO	STATION	TONS	0+00.00		5+06.59	1.97	TOTAL =			1.97	TOTAL =			2.0 TONS	STATION	EACH	12+80.00	1.0	TOTAL =		1.0 EACH	STATION	O/S	TO	STATION	O/S	FOOT	21+17.44	28.4	RT	21+17.44	18.1	LT	TOTAL =					50.7	TOTAL =					51.0 FOOT	<p>WOVEN WIRE FENCE REMOVAL - 66502300</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>O/S</th> <th>TO</th> <th>STATION</th> <th>O/S</th> <th>FOOT</th> </tr> </thead> <tbody> <tr> <td>194+82.30</td> <td>54.0</td> <td></td> <td>194+65.87</td> <td>154.69</td> <td>102.0</td> </tr> <tr> <td colspan="5">TOTAL =</td> <td>102.0 FOOT</td> </tr> </tbody> </table> <p>FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS - 66600105</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>O/S</th> <th>EACH</th> </tr> </thead> <tbody> <tr> <td>192+50.00</td> <td>64.0</td> <td>1.0</td> </tr> <tr> <td>195+21.27</td> <td>122.0</td> <td>1.0</td> </tr> <tr> <td>195+28.35</td> <td>76.0</td> <td>1.0</td> </tr> <tr> <td colspan="2">TOTAL =</td> <td>3.0 EACH</td> </tr> </tbody> </table> <p>PERMANENT SURVEY MARKERS - 66700095</p> <table border="1"> <thead> <tr> <th>LOCATION</th> <th>EACH</th> </tr> </thead> <tbody> <tr> <td>SN 092-0205</td> <td>1.0</td> </tr> <tr> <td colspan="2">TOTAL =</td> <td>1.0 EACH</td> </tr> </tbody> </table> <p>TEMPORARY RUMBLE STRIPS - 70106700</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>EACH</th> </tr> </thead> <tbody> <tr> <td>44+12.00</td> <td>1.0</td> </tr> <tr> <td>47+62.00</td> <td>1.0</td> </tr> <tr> <td>49+62.00</td> <td>1.0</td> </tr> <tr> <td>56+51.00</td> <td>1.0</td> </tr> <tr> <td>58+51.00</td> <td>1.0</td> </tr> <tr> <td>62+01.00</td> <td>1.0</td> </tr> <tr> <td colspan="2">TOTAL =</td> <td>6.0 EACH</td> </tr> </tbody> </table> <p>TEMPORARY PAVEMENT MARKING, LINE 4" - 70300220</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>TO</th> <th>STATION</th> <th>FOOT</th> </tr> </thead> <tbody> <tr> <td>186+00.00</td> <td></td> <td>202+00.00</td> <td>401.0</td> </tr> <tr> <td colspan="3">TOTAL =</td> <td>3602.0 FOOT</td> </tr> </tbody> </table> <p>YELLOW</p> <p>TEMPORARY PAVEMENT MARKING, LINE 24" - 70300280</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>TO</th> <th>STATION</th> <th>FOOT</th> </tr> </thead> <tbody> <tr> <td>52+62.00</td> <td></td> <td></td> <td>25.7</td> </tr> <tr> <td>53+51.00</td> <td></td> <td></td> <td>22.9</td> </tr> <tr> <td>19+45.00</td> <td></td> <td></td> <td>32.0</td> </tr> <tr> <td colspan="3">TOTAL =</td> <td>80.6</td> </tr> <tr> <td colspan="3">TOTAL =</td> <td>81.0 FOOT</td> </tr> </tbody> </table> <p>WHITE</p> <p>WORK ZONE PAVEMENT MARKING REMOVAL - 70301000</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>TO</th> <th>STATION</th> <th>SO FT</th> </tr> </thead> <tbody> <tr> <td>52+62.00</td> <td></td> <td></td> <td>51.4</td> </tr> <tr> <td>53+51.00</td> <td></td> <td></td> <td>45.8</td> </tr> <tr> <td>19+45.00</td> <td></td> <td></td> <td>64.0</td> </tr> <tr> <td colspan="3">TOTAL =</td> <td>161.2</td> </tr> <tr> <td colspan="3">TOTAL =</td> <td>161.0 SO FT</td> </tr> </tbody> </table> <p>PAINT PAVEMENT MARKING, LINE 4" - 78001110</p> <table border="1"> <thead> <tr> <th>STATION</th> <th>TO</th> <th>STATION</th> <th>FOOT</th> </tr> </thead> <tbody> <tr> <td>186+00.00</td> <td></td> <td>196+22.82</td> <td>2045.6</td> </tr> <tr> <td>201+04.68</td> <td></td> <td>202+00.00</td> <td>190.6</td> </tr> <tr> <td colspan="3">TOTAL =</td> <td>255.7</td> </tr> <tr> <td colspan="3">TOTAL =</td> <td>23.8</td> </tr> <tr> <td colspan="3">TOTAL =</td> <td>2515.7</td> </tr> </tbody> </table> <p>YELLOW</p>	STATION	O/S	TO	STATION	O/S	FOOT	194+82.30	54.0		194+65.87	154.69	102.0	TOTAL =					102.0 FOOT	STATION	O/S	EACH	192+50.00	64.0	1.0	195+21.27	122.0	1.0	195+28.35	76.0	1.0	TOTAL =		3.0 EACH	LOCATION	EACH	SN 092-0205	1.0	TOTAL =		1.0 EACH	STATION	EACH	44+12.00	1.0	47+62.00	1.0	49+62.00	1.0	56+51.00	1.0	58+51.00	1.0	62+01.00	1.0	TOTAL =		6.0 EACH	STATION	TO	STATION	FOOT	186+00.00		202+00.00	401.0	TOTAL =			3602.0 FOOT	STATION	TO	STATION	FOOT	52+62.00			25.7	53+51.00			22.9	19+45.00			32.0	TOTAL =			80.6	TOTAL =			81.0 FOOT	STATION	TO	STATION	SO FT	52+62.00			51.4	53+51.00			45.8	19+45.00			64.0	TOTAL =			161.2	TOTAL =			161.0 SO FT	STATION	TO	STATION	FOOT	186+00.00		196+22.82	2045.6	201+04.68		202+00.00	190.6	TOTAL =			255.7	TOTAL =			23.8	TOTAL =			2515.7
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53+51.00			22.9																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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201+04.68		202+00.00	190.6																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
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PLOT DATE = 8/28/2006
 FILE NAME = c:\projects\90841\90841.dgn
 PLOT SCALE = 1/8"=1'-0"
 USER NAME = stults

REVISIONS		ILLINOIS DEPARTMENT OF TRANSPORTATION
NAME	DATE	

SCHEDULE OF QUANTITIES

SCALE: VERT. _____
 HORIZ. _____

DRAWN BY _____
 CHECKED BY _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	16
STA. _____ TO STA. _____		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

SCHEDULE OF QUANTITIES

POLYUREA PAVEMENT MARKING TYPE II, LINE 4" - 78008310

STATION	TO	STATION	FOOT
196+22.82		201+04.68	963.8

WHITE

196+22.82		201+04.68	120.5
			TOTAL = 1084.3
			TOTAL = 1085.0 FOOT

2-WAY AMBER
RAISED REFLECTIVE PAVEMENT MARKER - 78100100

STATION	TO	STATION	EACH
186+00.00		196+22.82	14.0
201+04.68		202+00.00	1.0
			TOTAL = 15.0 EACH

2-WAY AMBER
RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE) - 78100105

STATION	TO	STATION	EACH
196+22.82		201+04.68	6.0
			TOTAL = 6.0 EACH

GUARDRAIL MARKERS, TYPE A - 78200410

STATION	TO	STATION	EACH
190+89.80		196+60.45	7.0
201+00.62		201+96.27	2.0
195+81.23		196+26.88	4.0
200+67.05		202+02.05	2.0
			TOTAL = 15.0 EACH

BARRIER WALL MARKERS, TYPE B - 78200520

STATION	TO	STATION	EACH
196+60.45		201+00.62	6.0
196+26.88		200+67.05	6.0
			TOTAL = 12.0 EACH

TERMINAL MARKER - DIRECT APPLIED - 78201000

STATION	EACH
190+52.30	1.0
195+43.73	1.0
TOTAL = 2.0 EACH	

RAISED REFLECTIVE PAVEMENT MARKER, REMOVAL - 78300200

STATION	TO	STATION	EACH
186+00.00		202+00.00	16.0
			TOTAL = 16.0 EACH

EVERGREEN, PICEA PUNGENS (COLORADO SPRUCES), 6' HEIGHT, BALLED AND BURLAPPED - D2002172

PARCEL #	EACH
5644003	12.0
TOTAL = 12.0 EACH	

PIPE DRAIN REMOVAL - X0323586

STATION	O/S	TO	O/S	FOOT
199+95.84	16.73		54.67	37.9
199+76.26	16.11		64.27	48.2
				TOTAL = 86.1
				TOTAL = 86.0

DIAMOND GRINDING (BRIDGE SECTION) - X0324865

STATION	TO	STATION	SQ YD
194+22.82		195+22.82	444.4
201+14.63		202+14.67	444.4
195+22.82		196+22.82	444.4
201+04.68		201+14.67	44.4
196+22.82		196+52.82	133.3
200+74.68		201+04.68	133.3
			1976.0
			TOTAL = 3620.2
			TOTAL = 3620.0 SQ YD

AGGREGATE DITCH CHECK - X0348700

STATION	O/S	EACH
191+71.88	39.7	1.0
		TOTAL = 1.0 EACH

TEMPORARY DITCH CHECKS, AGGREGATE - X2800110

STATION	O/S	EACH
LT 185+96.93	29.1	1.0
LT 186+68.62	28.6	1.0
LT 187+48.40	29.6	1.0
LT 188+28.19	30.4	1.0
LT 189+07.98	32.2	1.0
LT 189+96.69	35.3	1.0
LT 190+71.99	39.9	1.0
LT 191+03.72	39.9	1.0
RT 186+86.23	32.2	1.0
RT 187+58.54	32.6	1.0
RT 188+45.39	32.9	1.0
RT 189+65.12	32.5	1.0
RT 191+15.00	37.2	1.0
RT 192+25.00	49.9	1.0
RT 193+50.00	53.1	1.0
RT 195+75.00	54.9	1.0
		TOTAL = 16.0 EACH

TEMPORARY ACCE (PRIVATE ENTRANCE) - X4021000

STATION	O/S	EACH
190+31.19		1.0
		TOTAL = 1.0 EACH

CONCRETE HEADWALL REMOVAL SPECIAL - X5012650

STATION	O/S	EACH
193+07.41	45.0	1.0
		TOTAL = 1.0 EACH

PLOT DATE = 8/26/2006
 FILE NAME = c:\projects\9593196\081\text2.dgn
 PLOT SCALE = 1/8"=1'-0"
 USER NAME = stults,j

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: VERT.
 HORIZ.
 DATE

DRAWN BY
 CHECKED BY

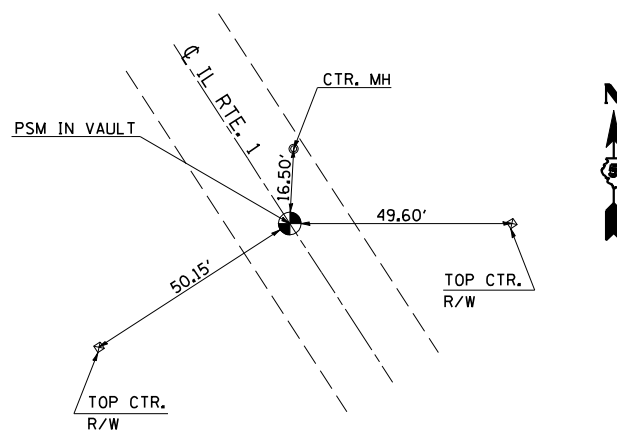
TIE POINTS

SHEET 1 OF 2

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	17

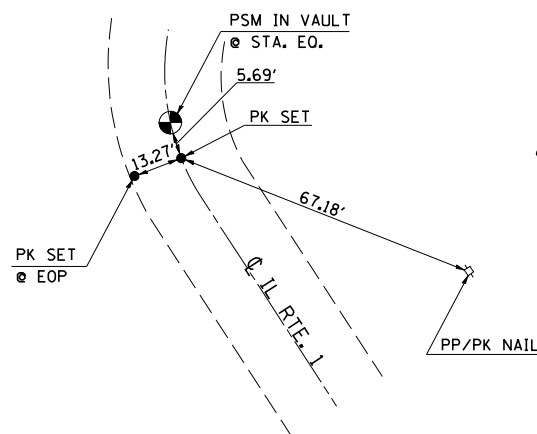
CONTRACT NO. 90841

PRC 163+68.07

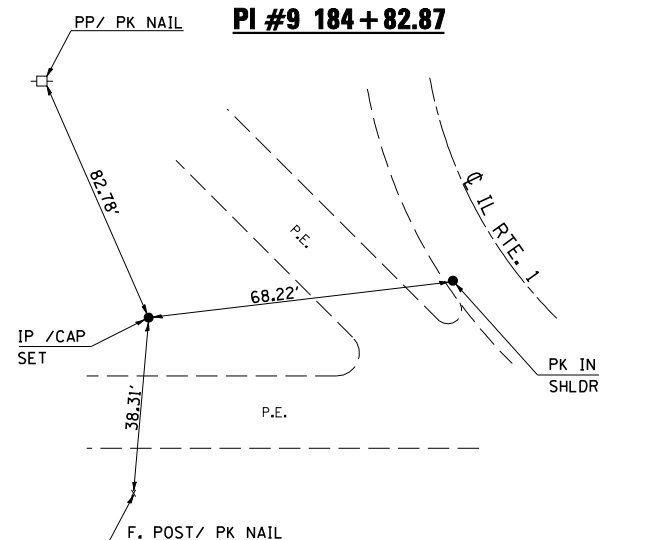


PC 174+77.78 #15

STA. EO. 174+83.42 BK = 175+02.84 AH

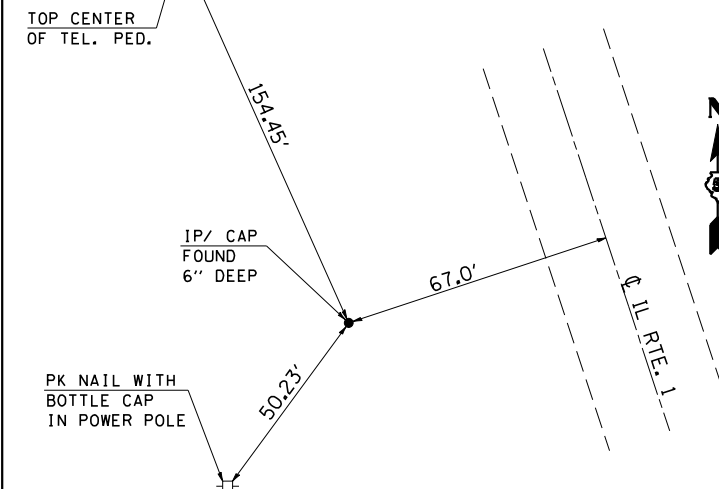


PI #9 184+82.87

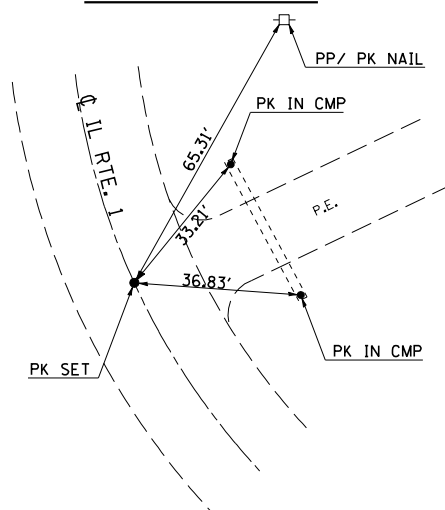


TS 9210

185+78.94, 67.22' LT.

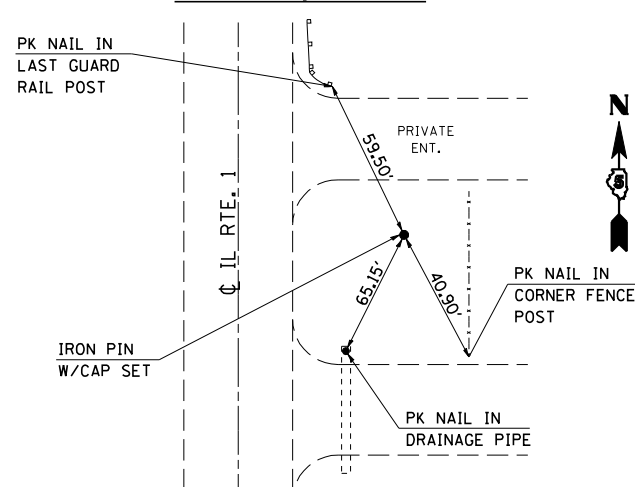


PT 194+47.71 #16



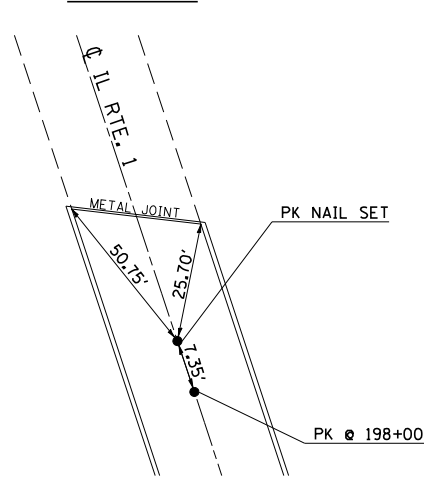
TS 400

195+18.12, 36.16' RT.



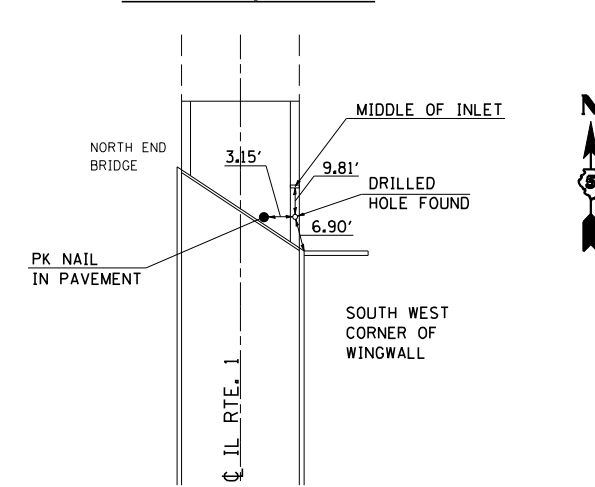
POT CTR. BRIDGE #12

198+07.35



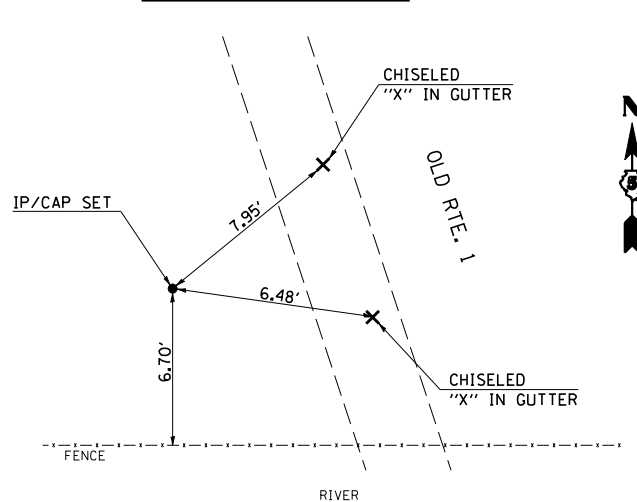
TS 9211

199+66.33, 14.01' RT.



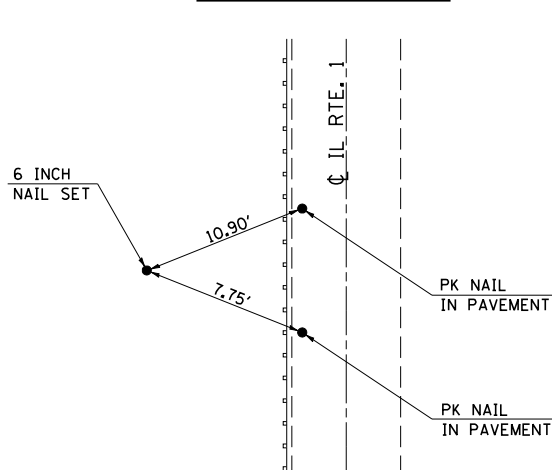
TS 401

200+61.43, 453.72' LT.



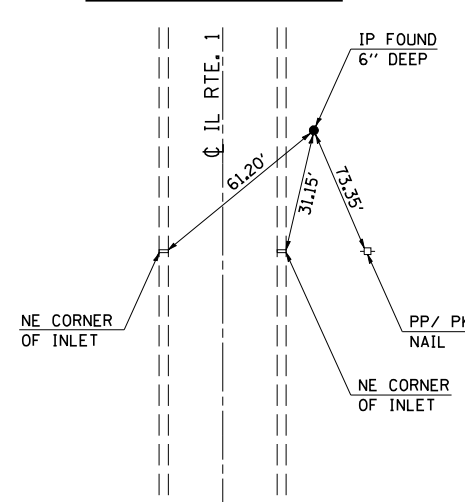
TS 402

201+55.53, 24.79' LT.

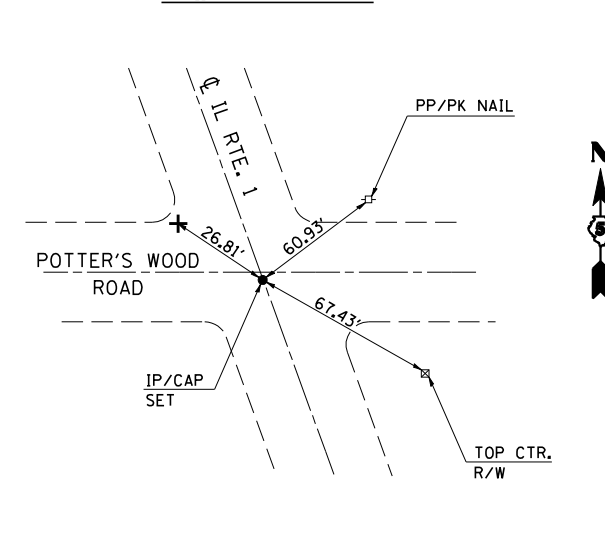


TS 9212

214+35.63, 33.43' RT.



PI #4 218+64.68



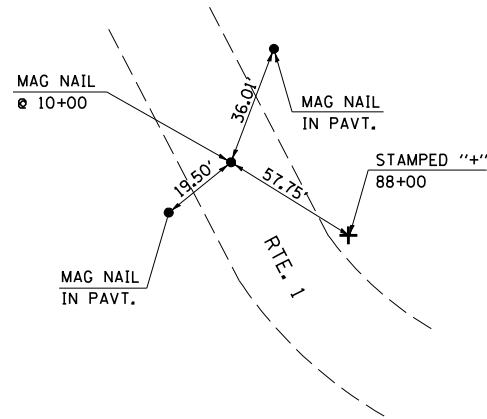
TIE POINTS

SHEET 2 OF 2

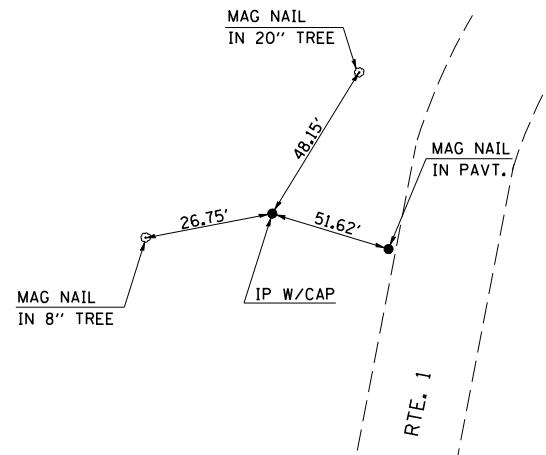
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	18

CONTRACT NO. 90841

INT #45 10+00.00 OLD RT. 1 = 188+55.72 IL. 1

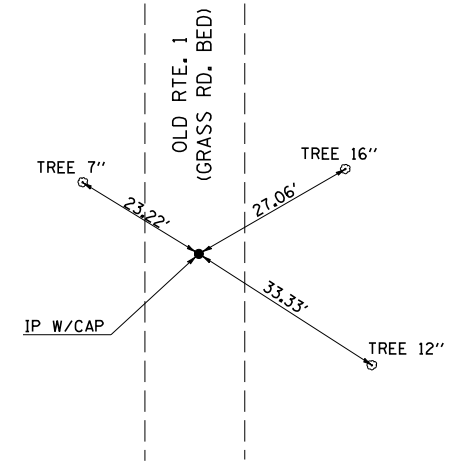


POT #46 12+50.00 Ç OLD RT. 1

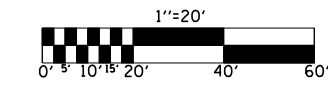


• ALL TIES ARE MAG NAIL IN FACE OF TREE

POT #47 18+56.40 OLD RT. 1

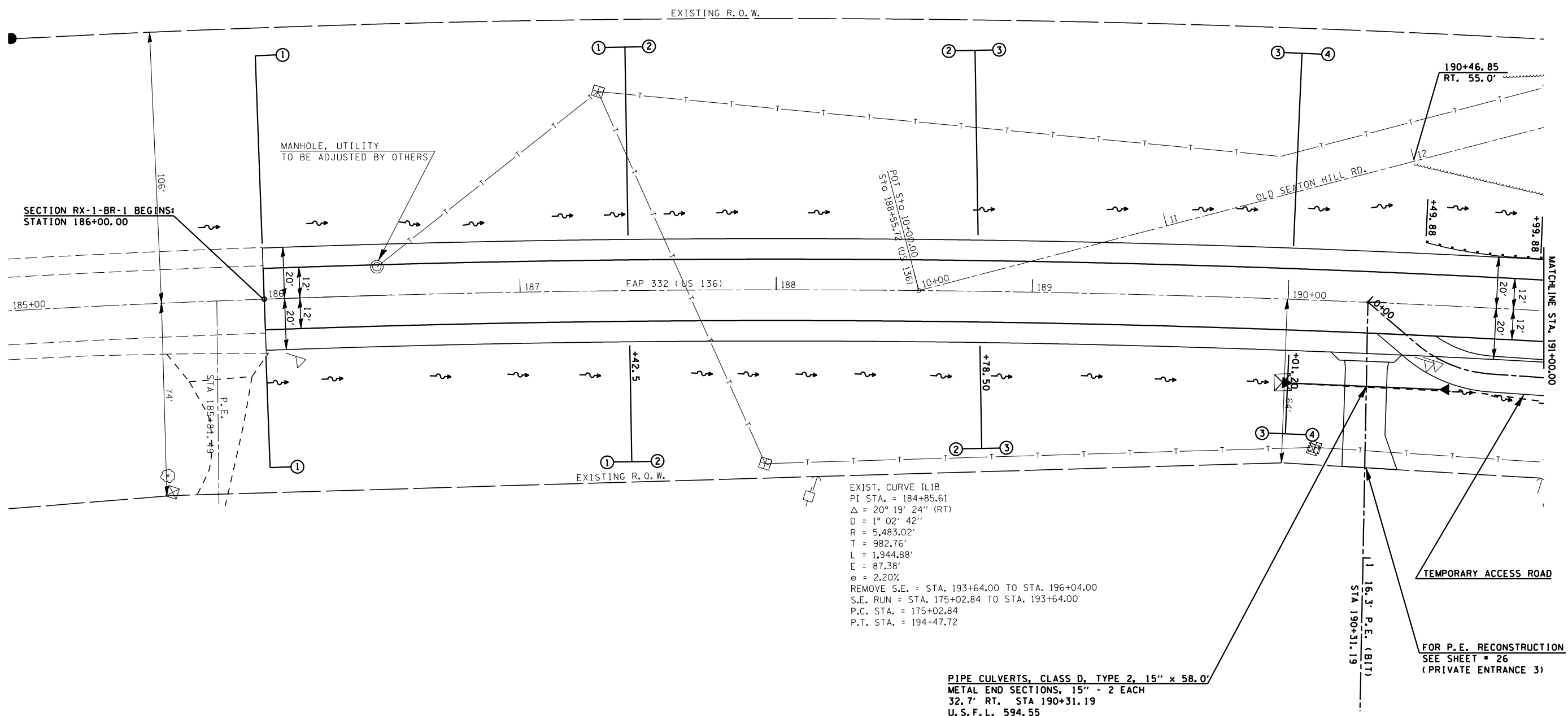


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	..BX-1-BB-1..	..VERMILION	140	19
STA. 185±00.00		TO STA. 191±00.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



SECTION 8, T20N, R11W, 2ND PM

NORTH FORK VERMILION RIVER



EXIST. CURVE IL1B
 PI STA. = 184+85.61
 Δ = 20° 19' 24'' (RT)
 D = 1° 02' 42''
 R = 5,483.02'
 T = 982.76'
 L = 1,944.88'
 E = 87.38'
 e = 2.20%
 REMOVE S.E. = STA. 193+64.00 TO STA. 196+04.00
 S.E. RUN = STA. 175+02.84 TO STA. 193+64.00
 P.C. STA. = 175+02.84
 P.T. STA. = 194+47.72

PIPE CULVERTS, CLASS D, TYPE 2, 15" x 58.0'
 METAL END SECTIONS, 15' - 2 EACH
 32.7' RT. STA 190+31.19
 U.S.F.L. 594.55
 D.S.F.L. 593.97

BM 4395-6 CHISELED "□" ON TOP SIGNAL BASE AT N.W. QUADRANT OF NEWELL RD. & IL. 1, STA. 152+20.27, 58.59' LT. ELEV. = 657.912

BM 4395-7 CHISELED "□" ON TOP OF EAST HDWL OF A.R.P.C., STA. 160+78.46, 42.08' RT. ELEV= 655.987

BM 4395-8 TOP BOLT ON CONCRETE END SECTION OF A.R.P.C., STA. 173+17.84, 38.11' LT. ELEV. = 629.666

MAILBOXES SHALL BE PROTECTED AND RESTORED PER ARTICLE 107.20

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP 332 (US 136)
ROADWAY PLAN

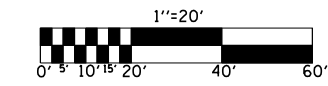
SCALE: VERT. NA
HORIZ. 20

DATE: _____

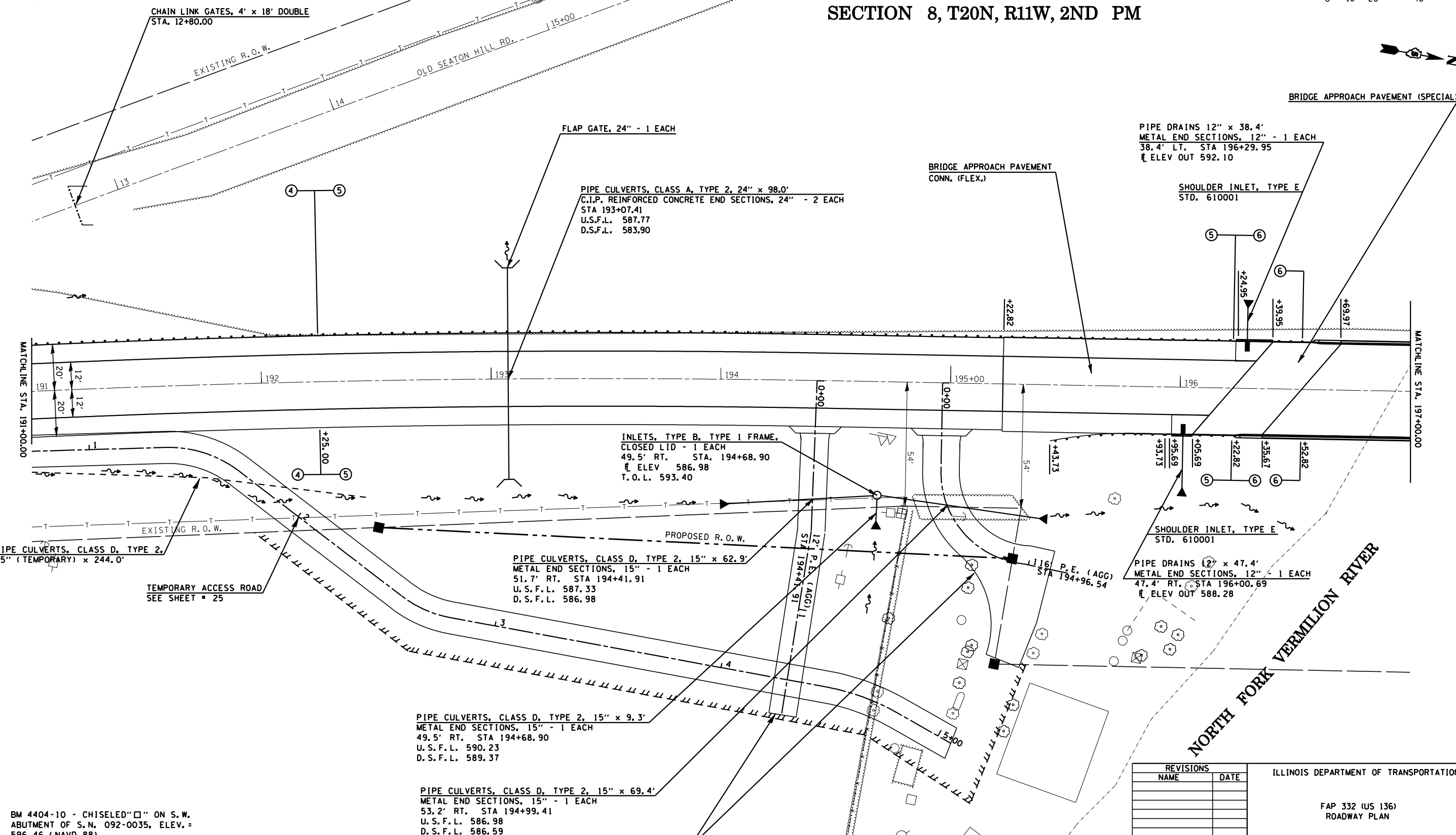
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CHECKED BY _____

PLOT DATE = 8/28/2006
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 USER NAME = stults,j

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	BX-1-BB-1	VERMILION	140	20
STA. 191+00.00		TO STA. 197+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SECTION 8, T20N, R11W, 2ND PM



CHAIN LINK GATES, 4' x 18' DOUBLE
STA. 12+80.00

FLAP GATE, 24" - 1 EACH

PIPE CULVERTS, CLASS A, TYPE 2, 24" x 98.0'
C.I.P. REINFORCED CONCRETE END SECTIONS, 24" - 2 EACH
STA 193+07.41
U.S.F.L. 587.77
D.S.F.L. 583.90

BRIDGE APPROACH PAVEMENT
CONN. (FLEX.)

PIPE DRAINS 12" x 38.4'
METAL END SECTIONS, 12" - 1 EACH
38.4' LT. STA 196+29.95
ELEV OUT 592.10

SHOULDER INLET, TYPE E
STD. 610001

INLETS, TYPE B, TYPE 1 FRAME,
CLOSED LID - 1 EACH
49.5' RT. STA. 194+68.90
ELEV 586.98
T.O.L. 593.40

PIPE CULVERTS, CLASS D, TYPE 2,
15" (TEMPORARY) x 244.0'

TEMPORARY ACCESS ROAD
SEE SHEET # 25

PIPE CULVERTS, CLASS D, TYPE 2, 15" x 62.9'
METAL END SECTIONS, 15" - 1 EACH
51.7' RT. STA 194+41.91
U.S.F.L. 587.33
D.S.F.L. 586.98

PIPE DRAINS 12" x 47.4'
METAL END SECTIONS, 12" - 1 EACH
47.4' RT. STA 196+00.69
ELEV OUT 588.28

PIPE CULVERTS, CLASS D, TYPE 2, 15" x 9.3'
METAL END SECTIONS, 15" - 1 EACH
49.5' RT. STA 194+68.90
U.S.F.L. 590.23
D.S.F.L. 589.37

PIPE CULVERTS, CLASS D, TYPE 2, 15" x 69.4'
METAL END SECTIONS, 15" - 1 EACH
53.2' RT. STA 194+99.41
U.S.F.L. 586.98
D.S.F.L. 586.59

BM 4404-10 - CHISELED "□" ON S.W.
ABUTMENT OF S.N. 092-0035, ELEV. =
596.46 (NAVD 88)

FOR P.E. RECONSTRUCTION
SEE SHEET # 26 & 27
(PRIVATE ENTRANCE 2 & 1)

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP 332 (US 136)
ROADWAY PLAN

SCALE: VERT. NA
HORIZ. 20

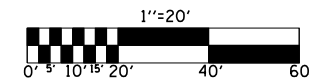
DATE

DRAWN BY JLD
CHECKED BY

MAILBOXES SHALL BE PROTECTED AND RESTORED PER ARTICLE 107.20

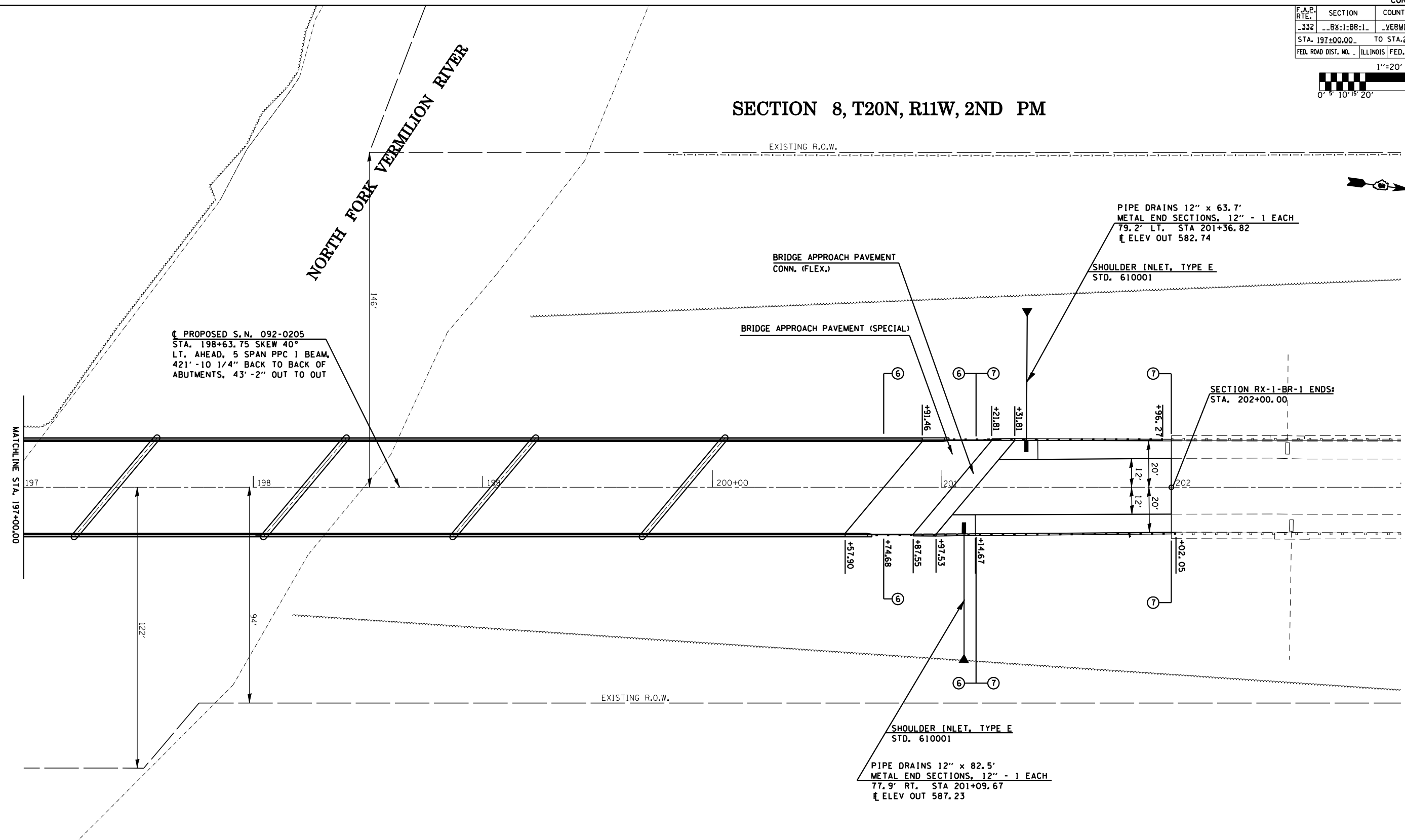
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 PLOT SCALE = 42,352%
 USER NAME = stults,j

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	1-BB-1	VERMILION	140	21
STA. 197±00.00		TO STA. 203±00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SECTION 8, T20N, R11W, 2ND PM

NORTH FORK VERMILION RIVER



PROPOSED S.N. 092-0205
 STA. 198+63.75 SKEW 40°
 LT. AHEAD, 5 SPAN PPC I BEAM,
 421' -10 1/4" BACK TO BACK OF
 ABUTMENTS, 43' -2" OUT TO OUT

PIPE DRAINS 12" x 63.7'
 METAL END SECTIONS, 12" - 1 EACH
 79.2' LT. STA 201+36.82
 ELEV OUT 582.74

SHOULDER INLET, TYPE E
 STD. 610001

SECTION RX-1-BR-1 ENDS:
 STA. 202+00.00

SHOULDER INLET, TYPE E
 STD. 610001

PIPE DRAINS 12" x 82.5'
 METAL END SECTIONS, 12" - 1 EACH
 77.9' RT. STA 201+09.67
 ELEV OUT 587.23

MATCHLINE STA. 197+00.00

BM 4404-11 CHISELED "□" ON N.E. ABUTMENT OF S.N.
 092-0035. ELEV=603.94

BM 4404-13 CHISELED "□" ON WEST HDWL OF A.R.P.C.
 50.0' +/- SOUTH OF INTERSECTION OF POTTER'S
 WOODS RD. ELEV= 648.10

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP 332 (US 136)
 ROADWAY PLAN

SCALE: VERT. NA
 HORIZ. 20

DATE: DRAWN BY: JLD
 CHECKED BY:

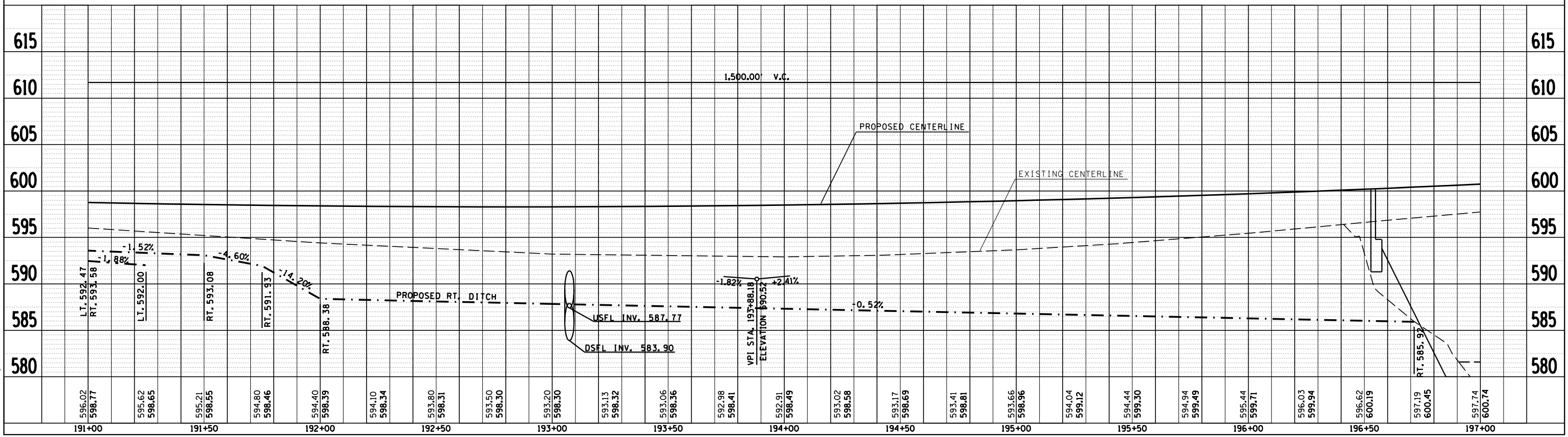
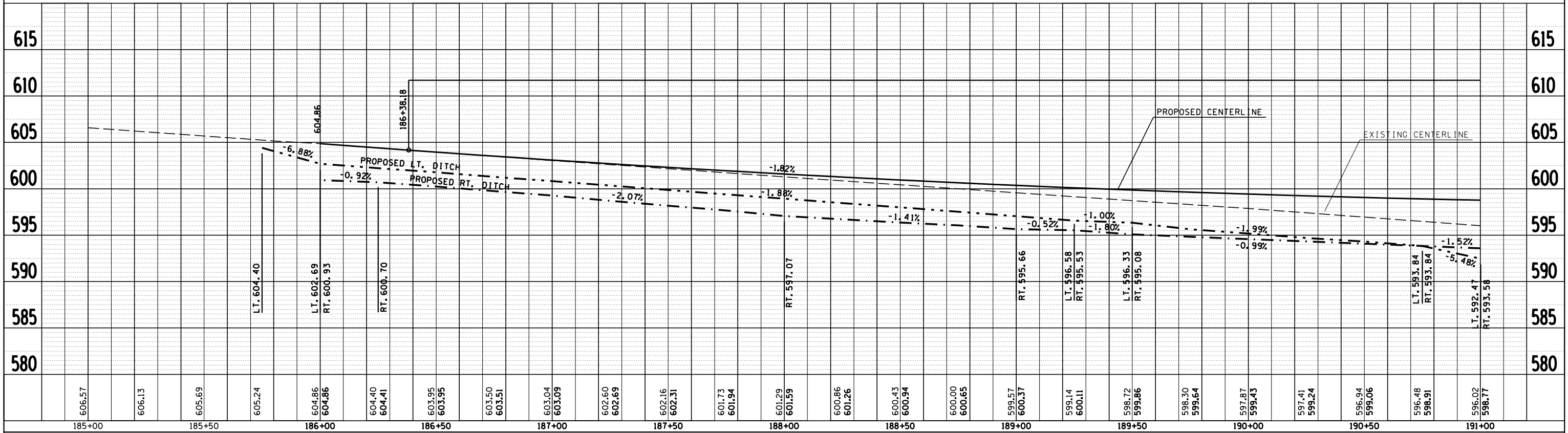
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	.8X-1-BB-1	VERMILION	140	22
STA. 185+00.00		TO STA. 197+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	SURVEYED	BY	DATE
NO.	PLOTTED		
	NOTED		
	RT. OF WAY CHECKED		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
NO.	PLOTTED		
	NOTED		
	STRUCTURE NOTATIONS CHRD		

PLOT DATE = 8/28/2006
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 USER NAME = sults,jr

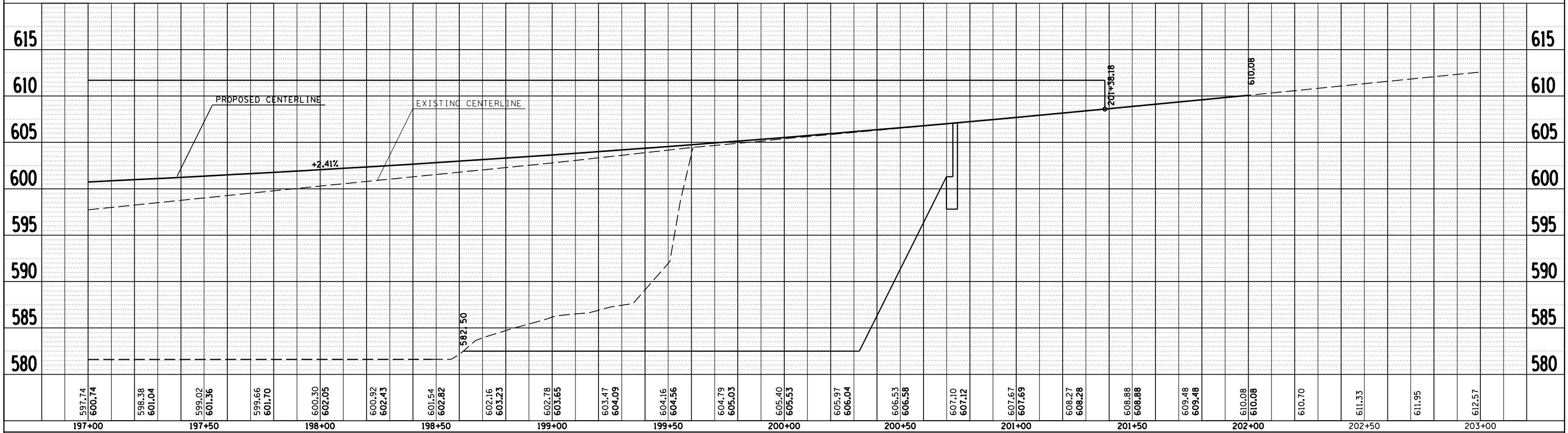


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	BX-1-BB-1	VERMILION	140	23
STA. 197+00.00		TO STA. 203+00.00		
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	BY		
	NOTE BOOK NO.		
	DATE		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	BY		
	NOTE BOOK NO.		
	DATE		

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 USER NAME = smltsj



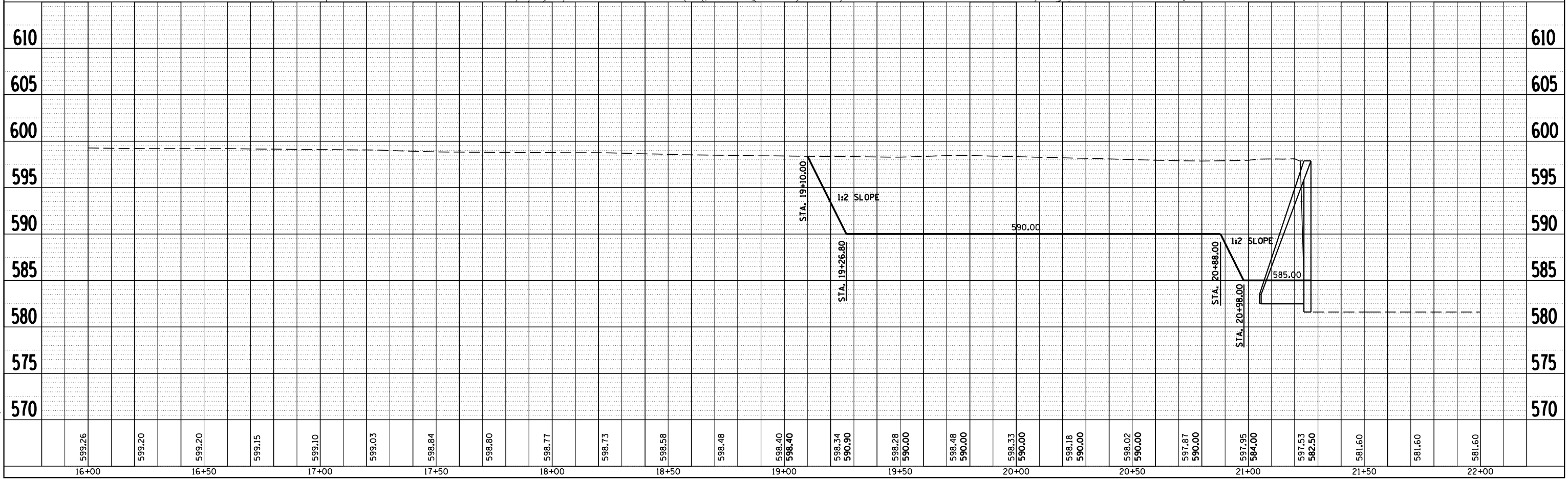
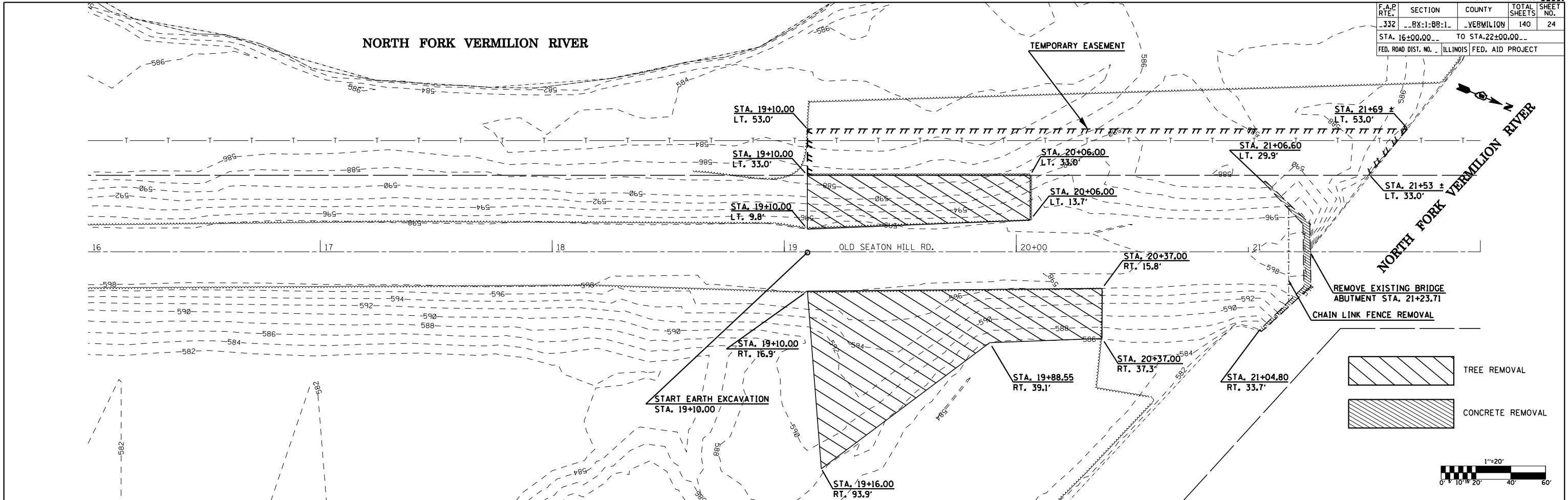
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	8X-1-88-1	VERMILION	140	24
STA. 16+00.00 TO STA. 22+00.00		ILLINOIS FED. AID PROJECT		

NORTH FORK VERMILION RIVER

PLAN	DATE
SURVEYED	
PLOTTED	
NOTED	
BY	

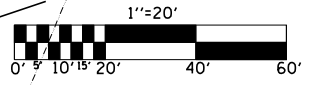
PROFILE	DATE
SURVEYED	
PLOTTED	
NOTED	
BY	

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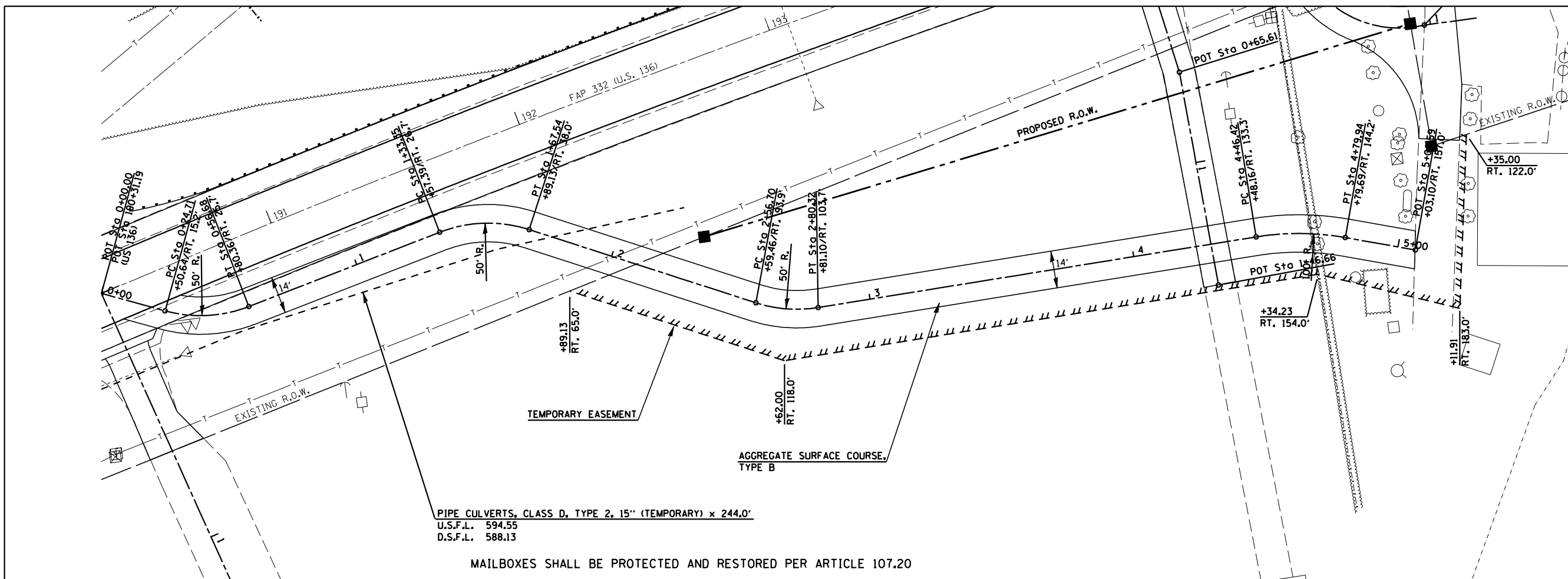


Old Seaton Hill Rd. Plan/Profile-20 Scale

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	.BX=1:BB=1.	VERMILION	140	25
STA. 0+00		TO STA. 5+06.59		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



PLAN	SURVEYED	BY	DATE
	PLOTTED		
	NOTED		
	NO. OF WAY CHECKED		
	CADD FILE NAME		

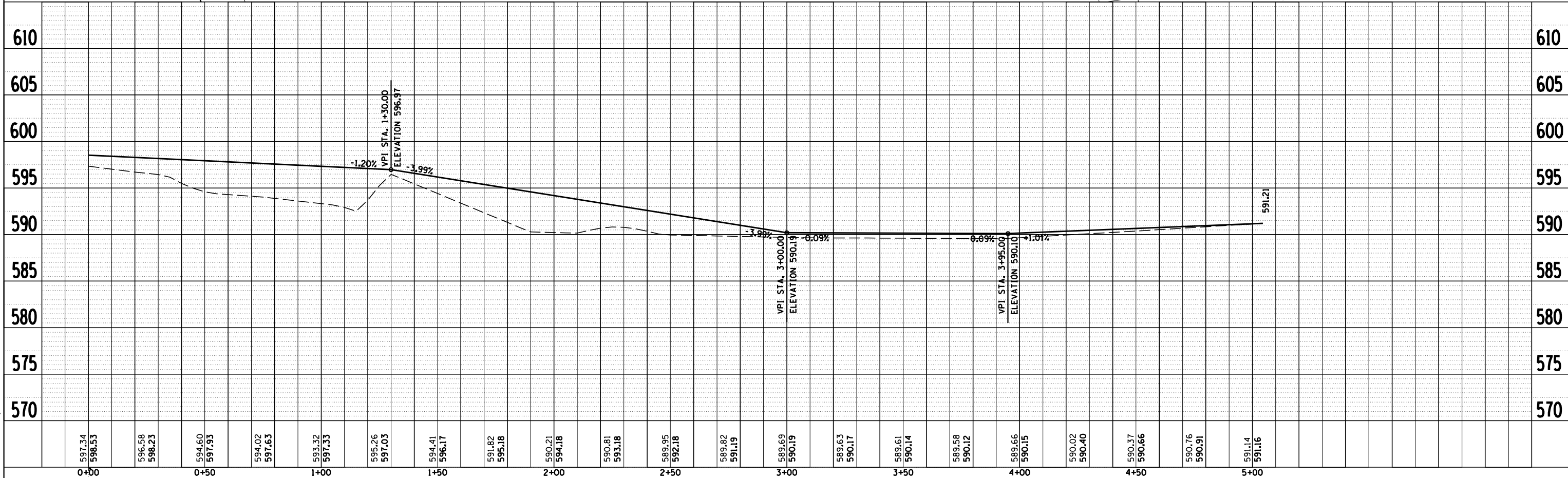


PIPE CULVERTS, CLASS D, TYPE 2, 15" (TEMPORARY) x 244.0'
 U.S.F.L. 594.55
 D.S.F.L. 588.13

MAILBOXES SHALL BE PROTECTED AND RESTORED PER ARTICLE 107.20

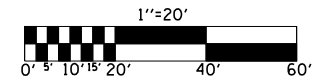
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	PLOTTED		
	NOTED		
	NO. OF WAY CHECKED		
	STRUCTURE NOTATIONS CHKD		

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 USER NAME = stults,j



Temp Access Plan/Profile-20 Scale

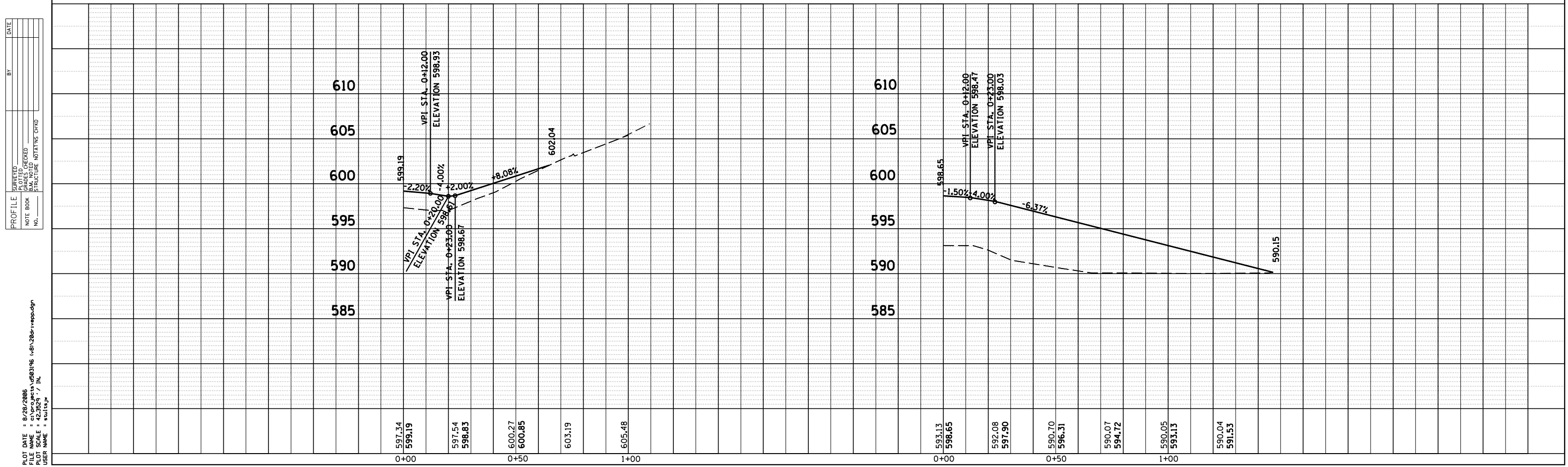
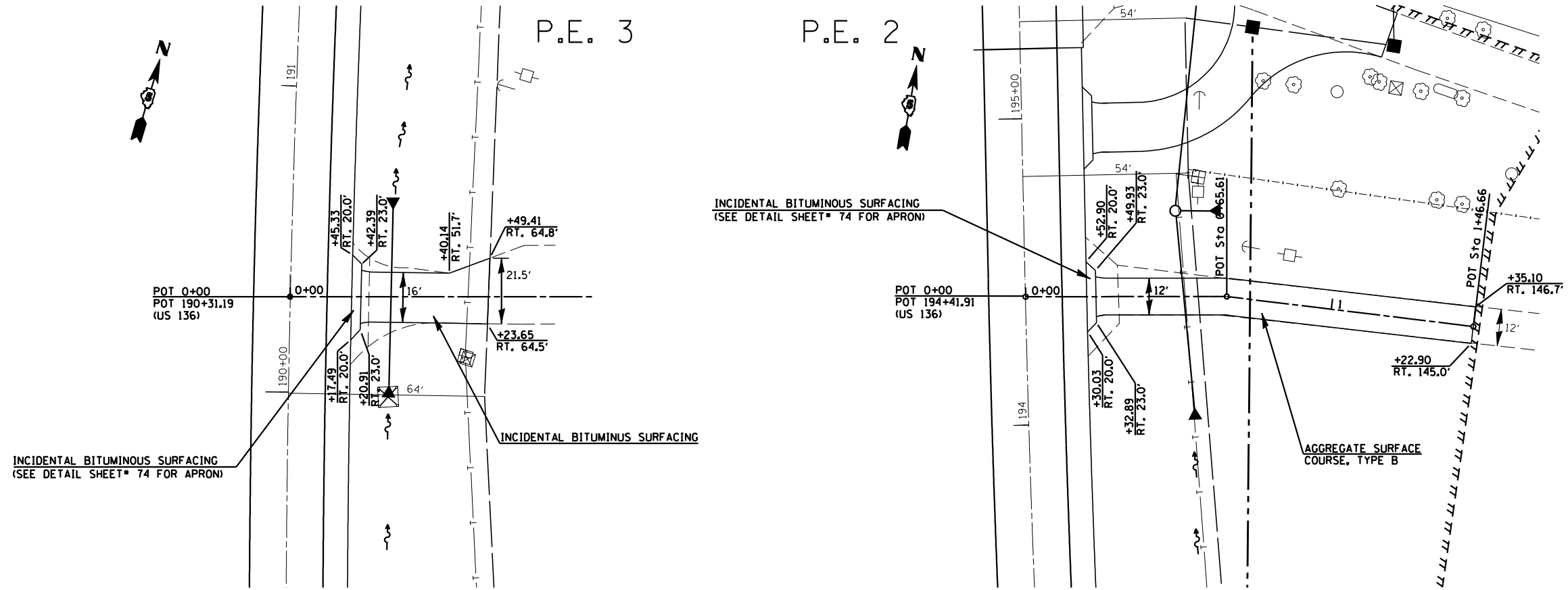
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	BX-1-BB-1	VERMILION	140	26
STA. _____ TO STA. _____		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



PLAN	SURVEYED	BY	DATE
NO.	PLOTTED		
	NOTED		
	BY		
	DATE		

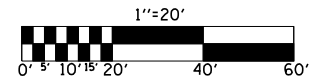
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NO.	PLOTTED		
	NOTED		
	BY		
	DATE		

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 USER NAME = stults,jr

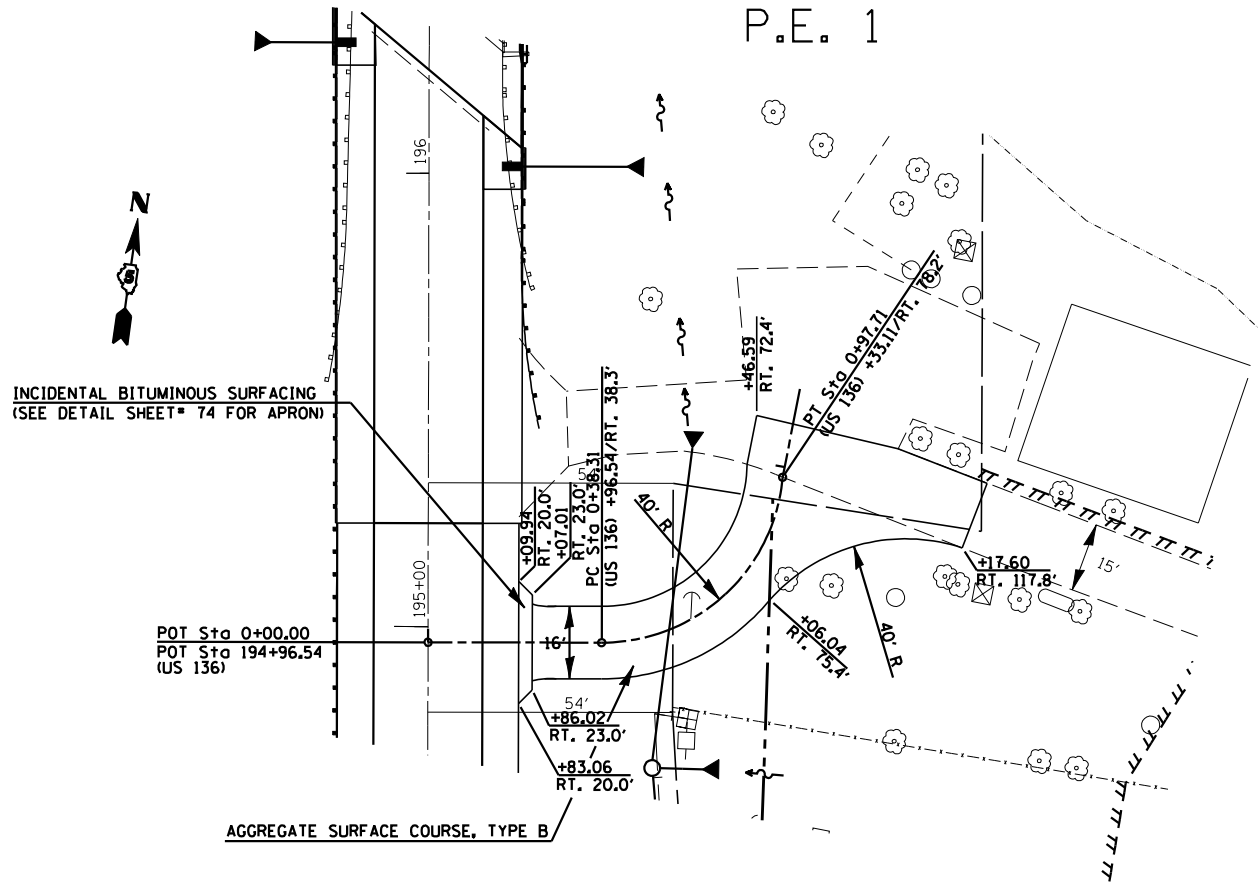


P.E. 2 & 3 Plan & Profile-20 Scale

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	BX-1-BB-1	VERMILION	140	27
STA. _____ TO STA. _____		ILLINOIS FED. AID PROJECT		



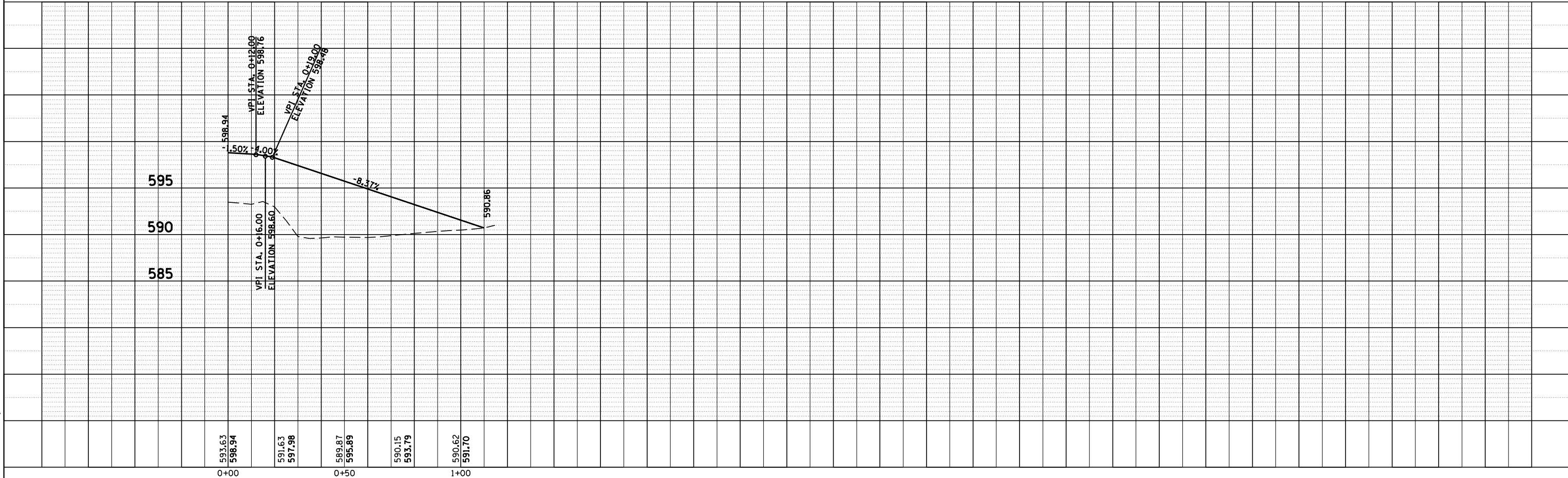
P.E. 1



PLAN	SURVEYED	BY	DATE
NO.	FILE NAME		

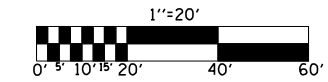
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NO.	FILE NAME		

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 USER NAME = stults,jr

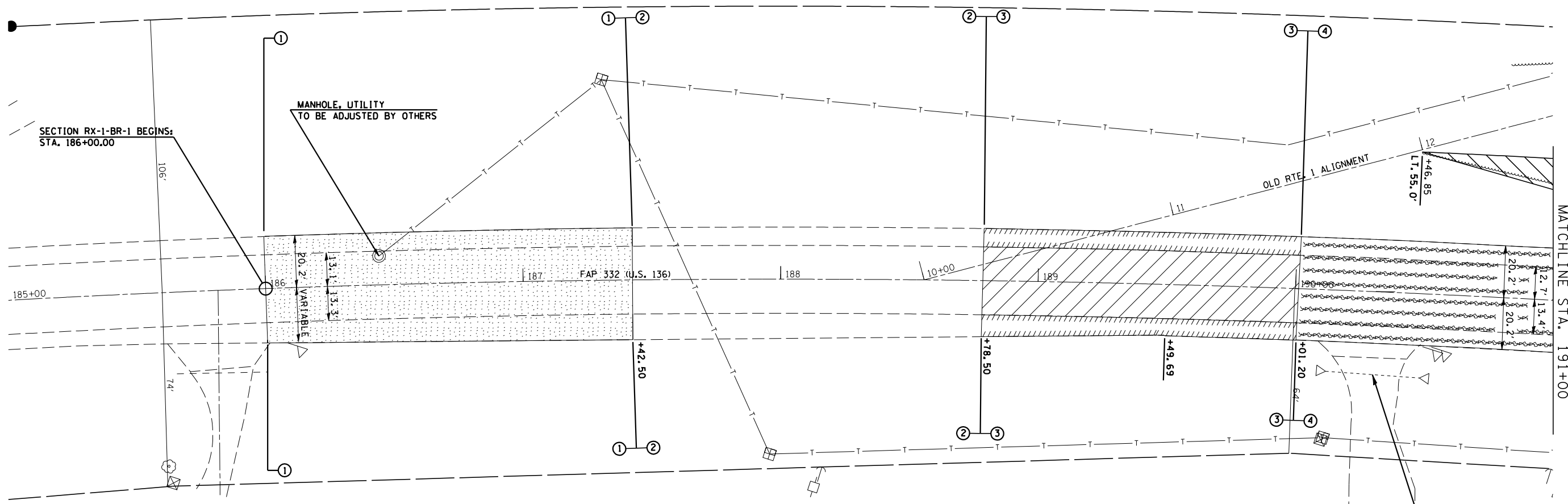




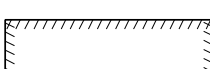
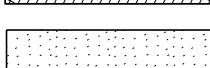
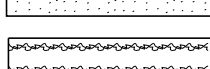
P.E. 1 Plan & Profile-20 Scale

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	BX-1-BB-1	VERMILION	140	28
STA. 185±00.00		TO STA. 191±00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



NORTH FORK VERMILION RIVER



-  PAVEMENT REMOVAL
-  TREE REMOVAL
-  BITUMINOUS SHOULDER REMOVAL
-  BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)
-  PAVEMENT BREAKING

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP 332 REMOVAL PLANS

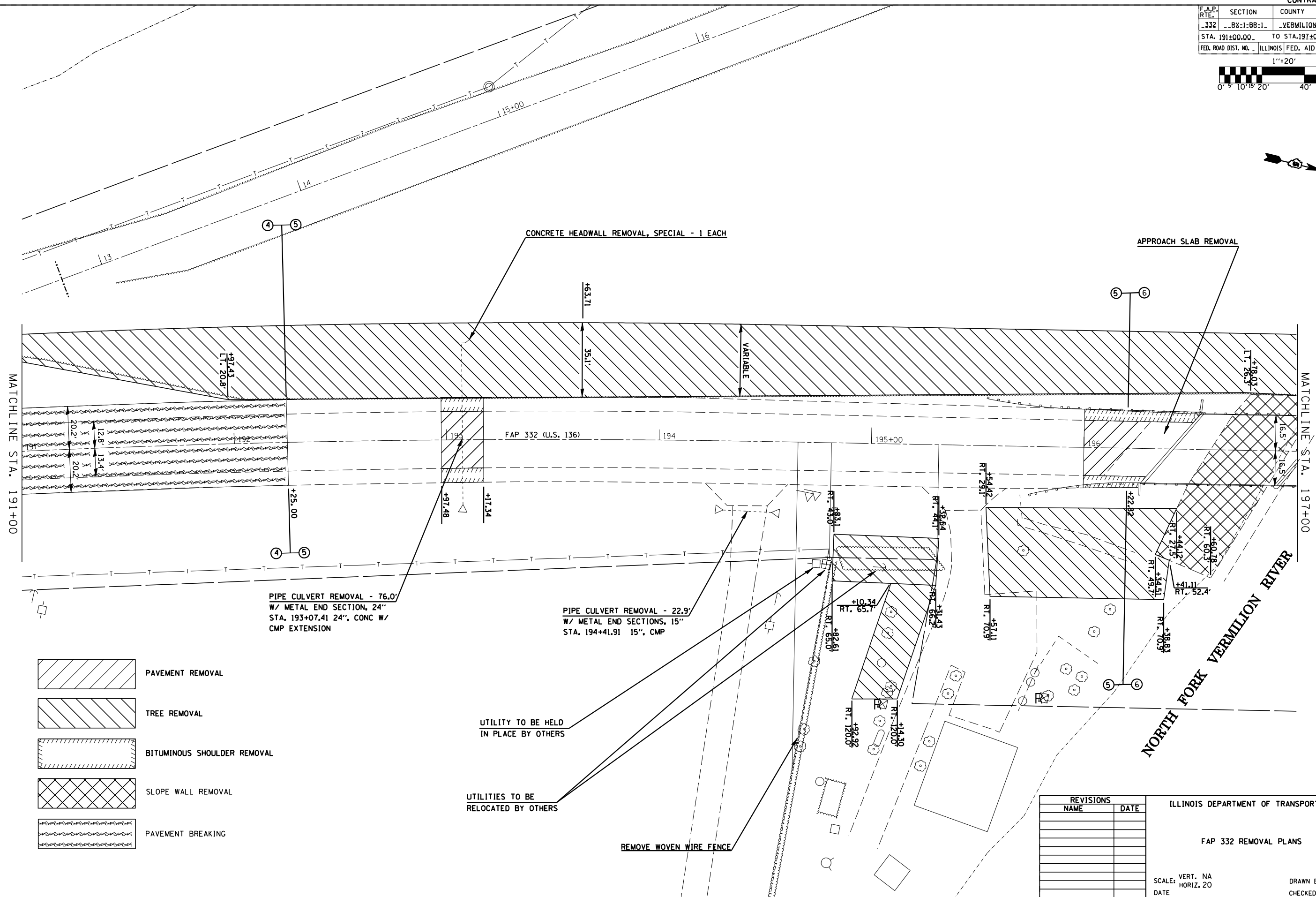
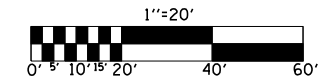
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HORIZ. 20

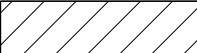
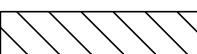
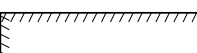

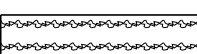
DATE: _____

DRAWN BY: JLD
CHECKED BY: _____

PLOT DATE = 8/26/2006
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PLOT SCALE = 42.3525' / IN.
USER NAME = stults,j

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	8X-1-BB-1	VERMILION	140	29
STA. 191±00.00		TO STA. 197±00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



-  PAVEMENT REMOVAL
-  TREE REMOVAL
-  BITUMINOUS SHOULDER REMOVAL
-  SLOPE WALL REMOVAL
-  PAVEMENT BREAKING

UTILITY TO BE HELD
IN PLACE BY OTHERS

UTILITIES TO BE
RELOCATED BY OTHERS

REMOVE WOVEN WIRE FENCE

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP 332 REMOVAL PLANS

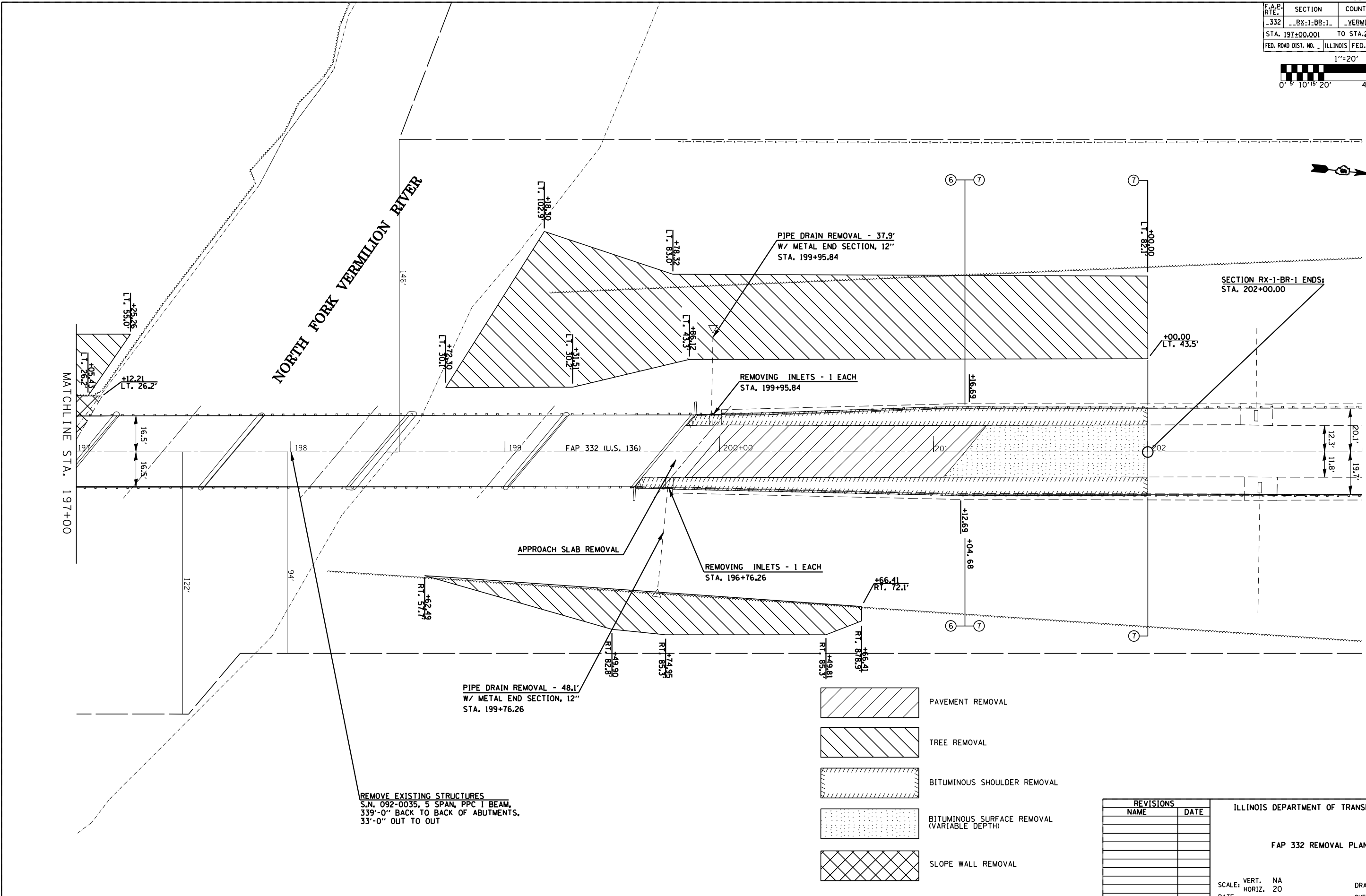
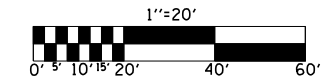
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HORIZ. 20

DATE

DRAWN BY JLD
CHECKED BY

PLOT DATE = 8/28/2006
FILE NAME = c:\projects\90841\90841\136_remove120.dgn
PLOT SCALE = 42.3525' / IN.
USER NAME = stults,j

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	..8X-1-BB-1	_VERMILION	140	30
STA. 197+00.00		TO STA. 203+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



- PAVEMENT REMOVAL
- TREE REMOVAL
- BITUMINOUS SHOULDER REMOVAL
- BITUMINOUS SURFACE REMOVAL (VARIABLE DEPTH)
- SLOPE WALL REMOVAL

REMOVE EXISTING STRUCTURES
 S.N. 092-0035, 5 SPAN, PPC I BEAM,
 339'-0" BACK TO BACK OF ABUTMENTS,
 33'-0" OUT TO OUT

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

FAP 332 REMOVAL PLANS

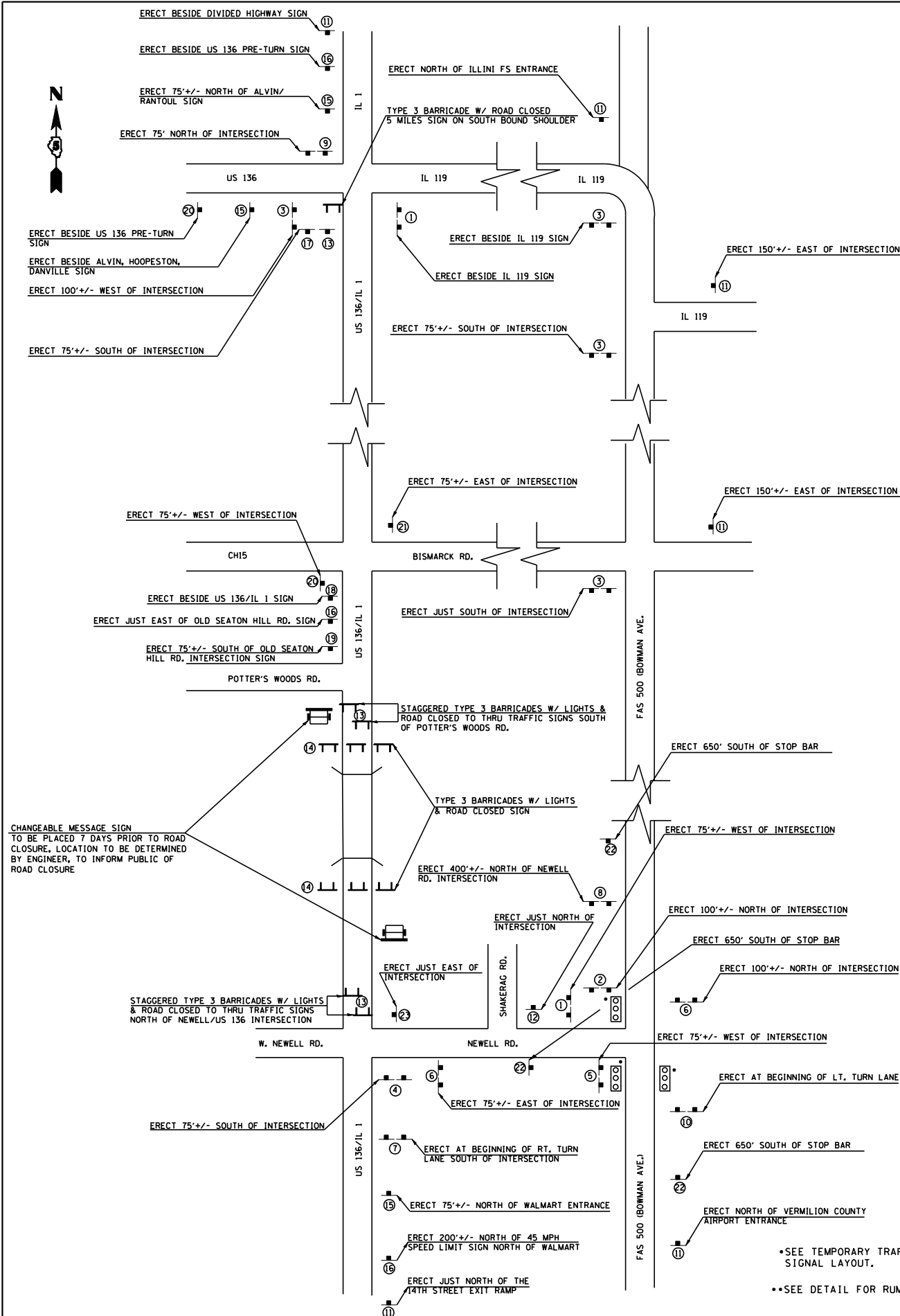
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DATE: DRAWN BY: JLD
 CHECKED BY:

PLOT DATE = 8/28/2006
 FILE NAME = c:\projects\90841\90841\us 136_remove120.dgn
 PLOT SCALE = 42.3525 / IN.
 USER NAME = stults,j

TRAFFIC CONTROL PLAN

FOR MARKED ROUTE
ROAD CLOSED DETOUR



①	M4-8 24"X 12" (O) M3-3 24"X 12" (W) M1-1100 24"X 24" (W)	DETOUR SOUTH ILL 1	DETOUR EAST U.S. 136	M4-8 24"X 12" (O) M3-3 24"X 12" (W) M1-4 30"X 24" (W)
②	M4-8 24"X 12" (O) M3-3 24"X 12" (W) M6-1 21"X 15" (W)	DETOUR SOUTH ILL 1	DETOUR EAST U.S. 136	M4-8 24"X 12" (O) M3-3 24"X 12" (W) M1-4 30"X 24" (W) M6-1 21"X 15" (W)
③	M4-8 24"X 12" (O) M3-3 24"X 12" (W) M1-1100 24"X 24" (W) M6-3 21"X 15" (W)	DETOUR SOUTH ILL 1	DETOUR EAST U.S. 136	M4-8 24"X 12" (O) M3-3 24"X 12" (W) M1-4 30"X 24" (W) M6-3 21"X 15" (W)
④	M4-8 24"X 12" (O) M3-4 24"X 12" (W) M1-1100 24"X 24" (W) M6-1 21"X 15" (W)	DETOUR NORTH ILL 1	DETOUR WEST U.S. 136	M4-8 24"X 12" (O) M3-1 24"X 12" (W) M1-4 30"X 24" (W) M6-1 21"X 15" (W)
⑤	M4-8 24"X 12" (O) M3-4 24"X 12" (W) M1-1100 24"X 24" (W) M6-2 21"X 15" (W)	DETOUR NORTH ILL 1	DETOUR WEST U.S. 136	M4-8 24"X 12" (O) M3-1 24"X 12" (W) M1-4 30"X 24" (W) M6-2 21"X 15" (W)
⑥	M4-8 24"X 12" (O) M3-4 24"X 12" (W) M1-1100 24"X 24" (W)	DETOUR NORTH ILL 1	DETOUR WEST U.S. 136	M4-8 24"X 12" (O) M3-1 24"X 12" (W) M1-4 30"X 24" (W)
⑦	M4-8 24"X 12" (O) M3-1 24"X 12" (W) M1-1100 24"X 24" (W) M5-1R 21"X 15" (W)	DETOUR NORTH ILL 1	DETOUR WEST U.S. 136	M4-8 24"X 12" (O) M3-1 24"X 12" (W) M1-4 30"X 24" (W) M5-1R 21"X 15" (W)
⑧	M4-8 24"X 12" (O) M3-3 24"X 12" (W) M1-1100 24"X 24" (W) M5-1R 21"X 15" (W)	DETOUR SOUTH ILL 1	DETOUR EAST U.S. 136	M4-8 24"X 12" (O) M3-2 24"X 12" (W) M1-4 30"X 24" (W) M5-1R 21"X 15" (W)
⑨	M4-8 24"X 12" (O) M3-3 24"X 12" (W) M1-1100 24"X 24" (W) M6-2 21"X 15" (W)	DETOUR SOUTH ILL 1	DETOUR EAST U.S. 136	M4-8 24"X 12" (O) M3-2 24"X 12" (W) M1-4 30"X 24" (W) M6-2 21"X 15" (W)
⑩	M4-8 24"X 12" (O) M3-1 24"X 12" (W) M1-1100 24"X 24" (W) M6-3 21"X 15" (W)	DETOUR NORTH ILL 1	DETOUR WEST U.S. 136	M4-8 24"X 12" (O) M3-4 24"X 12" (W) M1-4 30"X 24" (W) M6-3 21"X 15" (W)
⑪		IL 1 / U.S. 136 CLOSED, NORTH OF DANVILLE	CUSTOM SIGN 4" LTRS 60"X48" (O)	
⑫		NO THRU TRUCKS	N-6 24"X30" (W)	
⑬		ROAD CLOSED TO THRU TRAFFIC	R11-4 60"X30" (W)	
⑭		ROAD CLOSED	R11-2 60"X30" (W)	

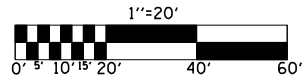
⑮	DETOUR AHEAD	W20-2 48"X48" (O)
⑯	ROAD CLOSED AHEAD	W20-3 48"X48" (O)
⑰	ROAD CLOSED AHEAD	W20-3 48"X48" (O)
	5 MILES	4" LTRS 24"X12" (O)
⑱	ROAD CLOSED AHEAD	W20-3 48"X48" (O)
	3 MILES	4" LTRS 24"X12" (O)
⑲	BARRICADE AHEAD	W21-1100 48"X48" (O)
⑳	ROAD CLOSED AHEAD	W20-3 48"X48" (O)
	RIGHT TURN	M5-1R 21"X 15" (O)
㉑	ROAD CLOSED AHEAD	W20-3 48"X48" (O)
	LEFT TURN	M5-1R 21"X 15" (O)
㉒	ROAD CLOSED AHEAD	W3-3 36"X36" (Y)
㉓	END DETOUR	4" LTRS 24"X12" (O)

•SEE TEMPORARY TRAFFIC SIGNAL SHEET FOR SIGNAL LAYOUT.
••SEE DETAIL FOR RUMBLE STRIP LAYOUT

NOTE: THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SIGNS REQUIRED FOR THIS DETOUR EXCEPT AS NOTED BELOW. SEE DETOUR SIGNING SPECIAL PROVISION.
THE STATE SHALL PROVIDE ROUTE MARKER SHIELDS AND SIGNAL AHEAD SIGNS ONLY.
CHANGEABLE MESSAGE SIGN WILL BE PAID PER CAL DAY.

TEMPORARY TRAFFIC SIGNAL INSTALLATION

BOWMAN AVE.
&
NEWELL RD.



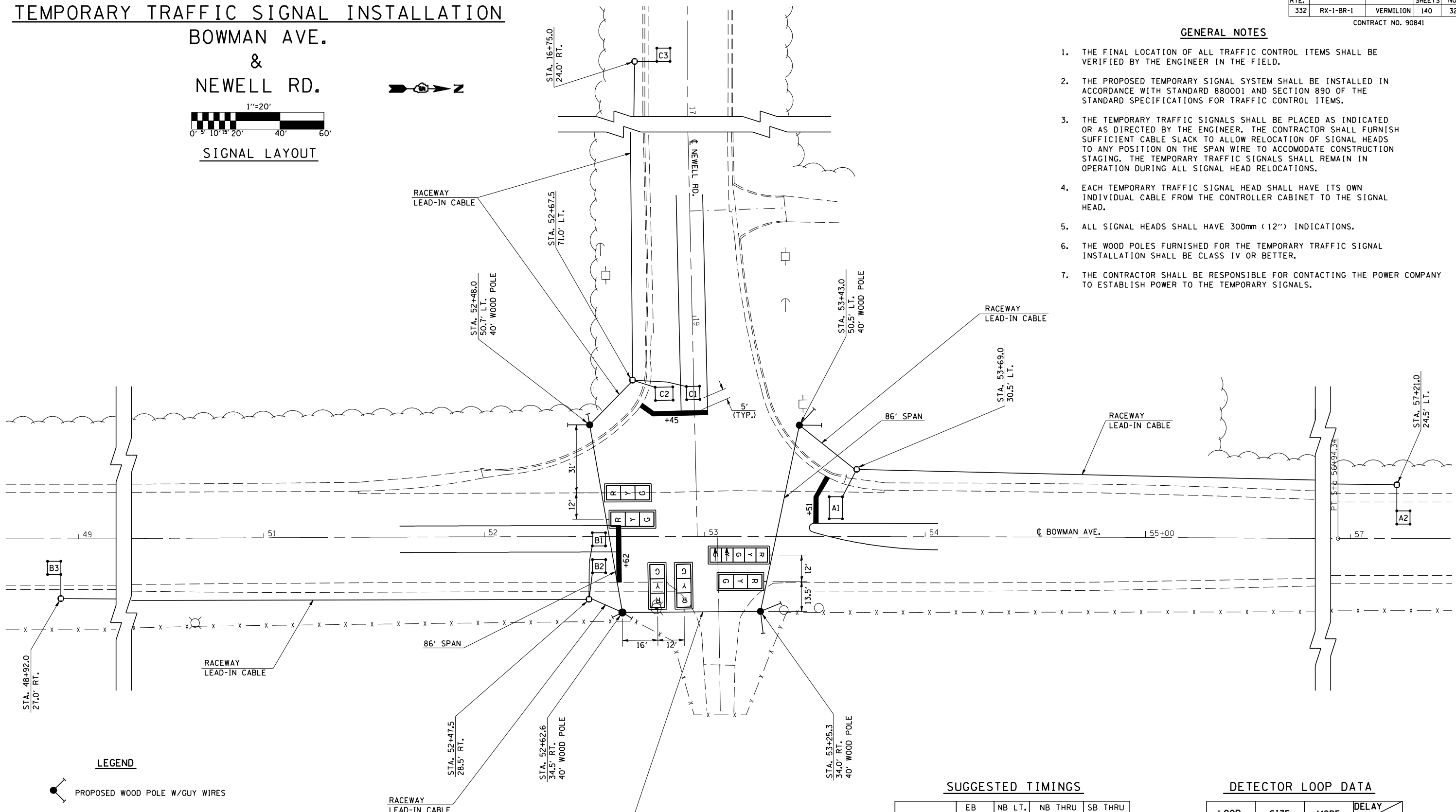
SIGNAL LAYOUT

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	32

CONTRACT NO. 90841

GENERAL NOTES

1. THE FINAL LOCATION OF ALL TRAFFIC CONTROL ITEMS SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD.
2. THE PROPOSED TEMPORARY SIGNAL SYSTEM SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD 880001 AND SECTION 890 OF THE STANDARD SPECIFICATIONS FOR TRAFFIC CONTROL ITEMS.
3. THE TEMPORARY TRAFFIC SIGNALS SHALL BE PLACED AS INDICATED OR AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL FURNISH SUFFICIENT CABLE SLACK TO ALLOW RELOCATION OF SIGNAL HEADS TO ANY POSITION ON THE SPAN WIRE TO ACCOMMODATE CONSTRUCTION STAGING. THE TEMPORARY TRAFFIC SIGNALS SHALL REMAIN IN OPERATION DURING ALL SIGNAL HEAD RELOCATIONS.
4. EACH TEMPORARY TRAFFIC SIGNAL HEAD SHALL HAVE ITS OWN INDIVIDUAL CABLE FROM THE CONTROLLER CABINET TO THE SIGNAL HEAD.
5. ALL SIGNAL HEADS SHALL HAVE 300mm (12") INDICATIONS.
6. THE WOOD POLES FURNISHED FOR THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL BE CLASS IV OR BETTER.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE POWER COMPANY TO ESTABLISH POWER TO THE TEMPORARY SIGNALS.



LEGEND

- PROPOSED WOOD POLE W/ GUY WIRES
- PROPOSED SPAN WIRE MOUNTED SIGNAL HEAD W/ BACKPLATE
- PROPOSED DETECTOR LOOP
- PROPOSED GULFBBOX JUNCTION

SUGGESTED TIMINGS

	EB	NB LT.	NB THRU	SB THRU
MIN GREEN	10	8	10	10
PASSAGE	2.0	2.0	2.0	2.0
MAX GREEN	35	10	35	35
YELLOW	4.0	3.5	4.5	4.5
ALL RED	2.0	1.0	1.5	1.5

DETECTOR LOOP DATA

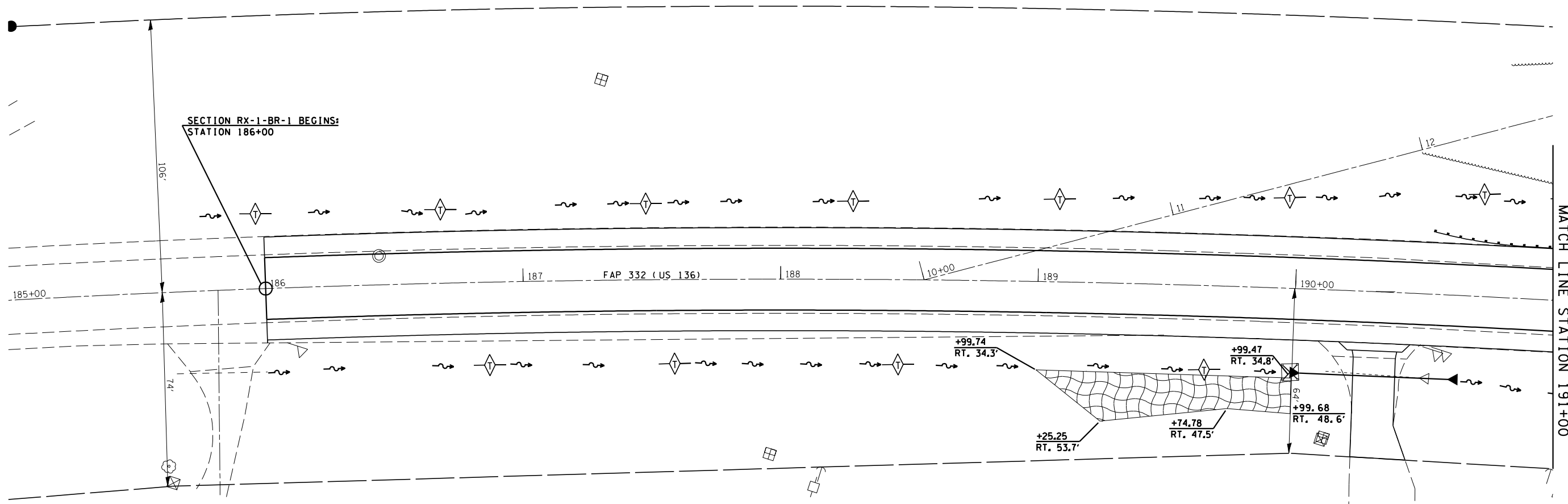
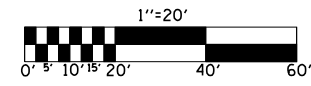
LOOP#	SIZE#	MODE#	DELAY	EXTEND
A1	6' x 10'	PRESENCE	8 SEC.	—
B1-2; C1	6' x 6'	PRESENCE	—	—
C2	6' x 8'	PRESENCE	10 SEC.	—
A2, B3, C3	6' x 6'	PULSE	—	6 SEC.

- THE FOLLOWING LOOPS SHALL BE WIRED TO COMMON AMPLIFIERS:
(A1), (A2), (B1), (B2), (B3), (C1), (C2), (C3)
8 AMPLIFIERS TOTAL REQUIRED.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	8X-1-BB-1	VERMILION	140	33
STA. 195±00.00		TO STA. 191±00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SECTION 8, T20N, R11W, 2ND PM

NORTH FORK VERMILION RIVER



PLOT DATE : 8/28/2006
 FILE NAME : c:\projects\90841\186\186\136_erosion20.dgn
 PLOT SCALE : 4.23525' / IN.
 USER NAME : stults,j

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

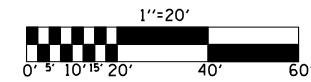
EROSION CONTROL PLAN

SCALE: VERT. NA
 HORIZ. 20

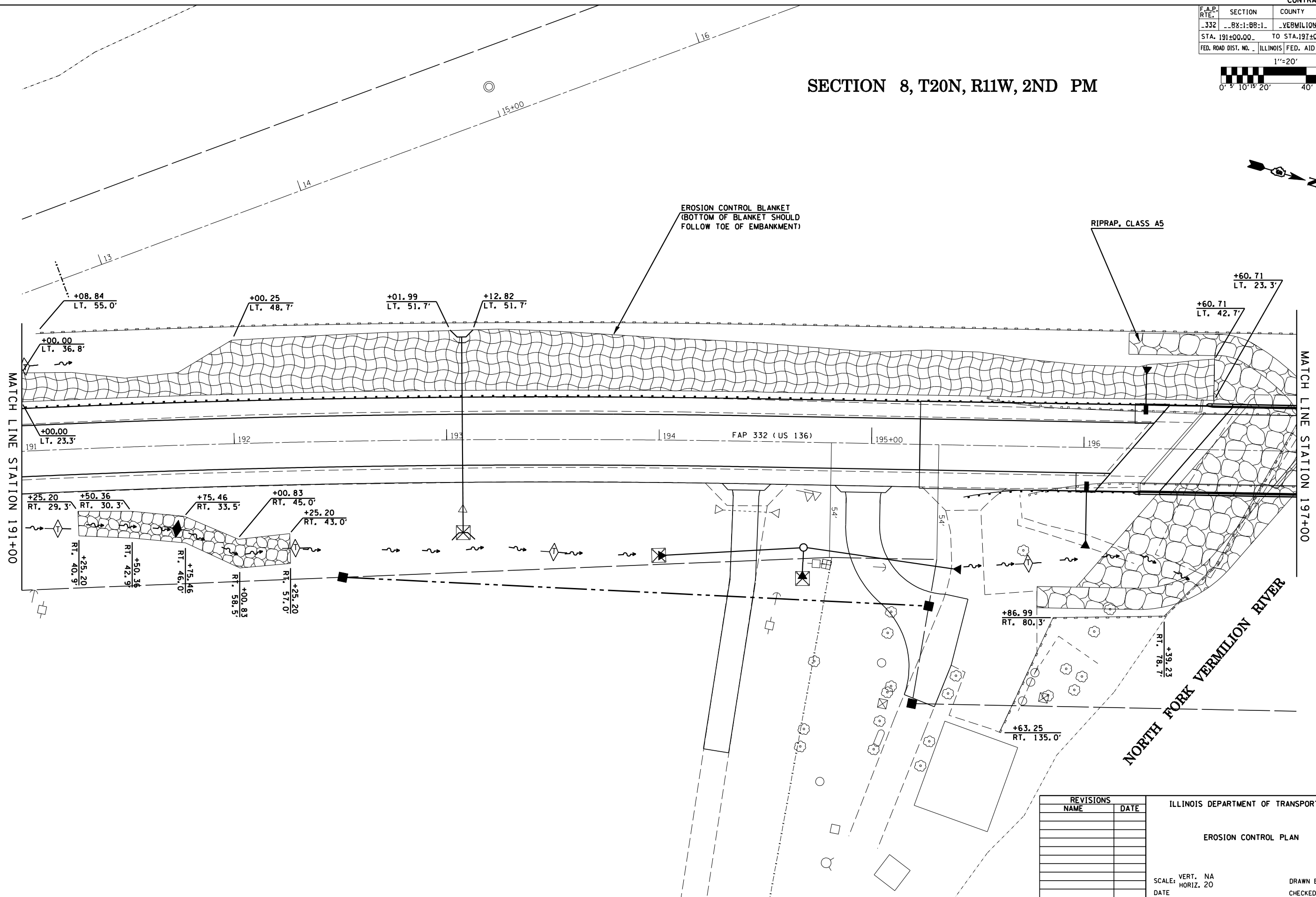
DATE

DRAWN BY JLD
 CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	8X-1-BB-1	VERMILION	140	34
STA. 191±00.00		TO STA. 197±00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



SECTION 8, T20N, R11W, 2ND PM



PLOT DATE = 8/28/2006
 FILE NAME = c:\projects\90841\196 (v8)\v136_erosion20.dgn
 PLOT SCALE = 42.3525' / IN.
 USER NAME = stults,j

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

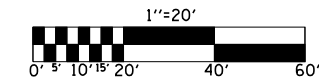
EROSION CONTROL PLAN

SCALE: VERT. NA
 HORIZ. 20

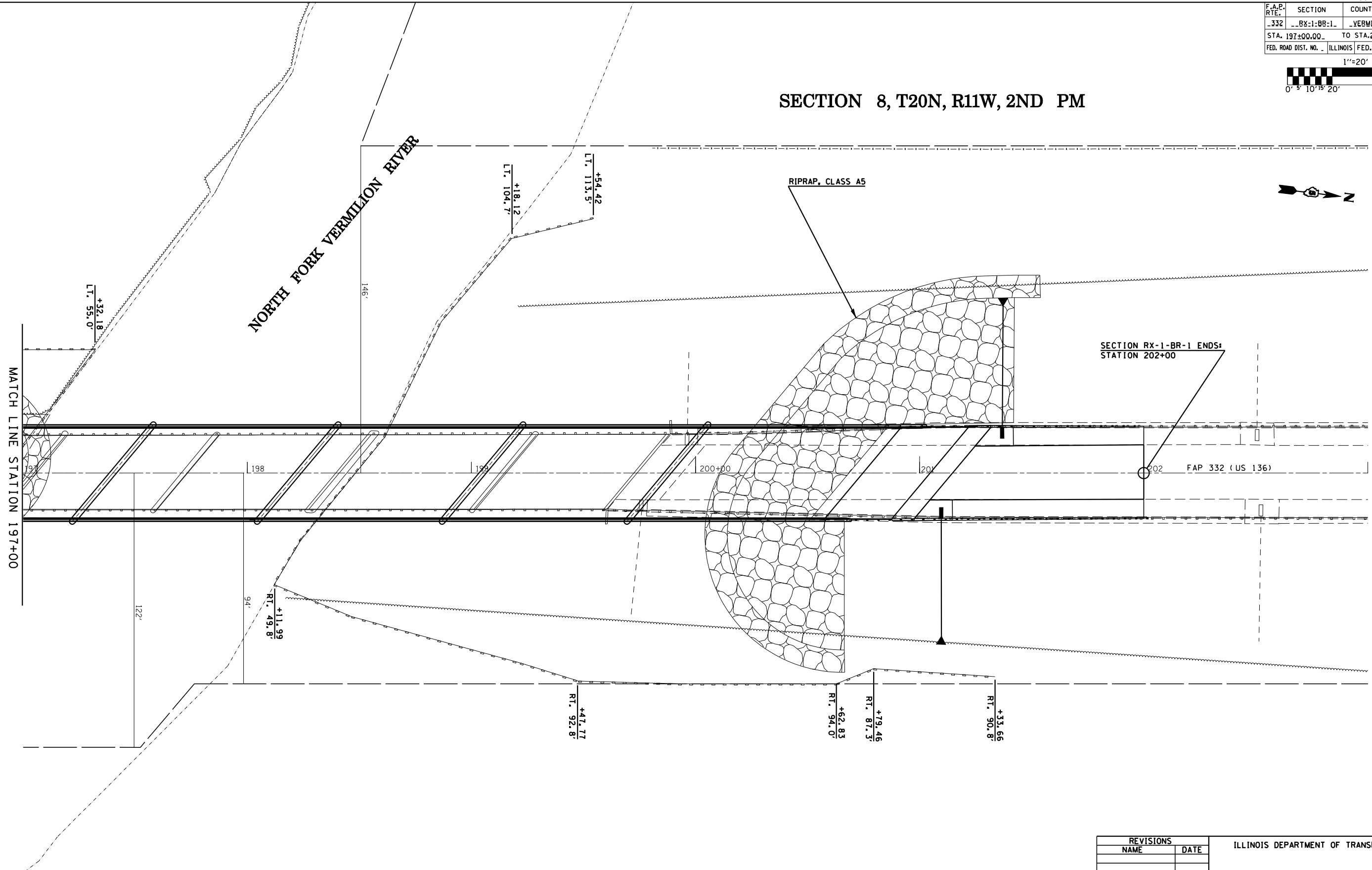
DATE

DRAWN BY JLD
 CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	BX-1-BB-1	VERMILION	140	35
STA. 197+00.00		TO STA. 203+00.00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



SECTION 8, T20N, R11W, 2ND PM



REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN

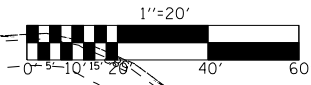
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HORIZ. 20

DATE

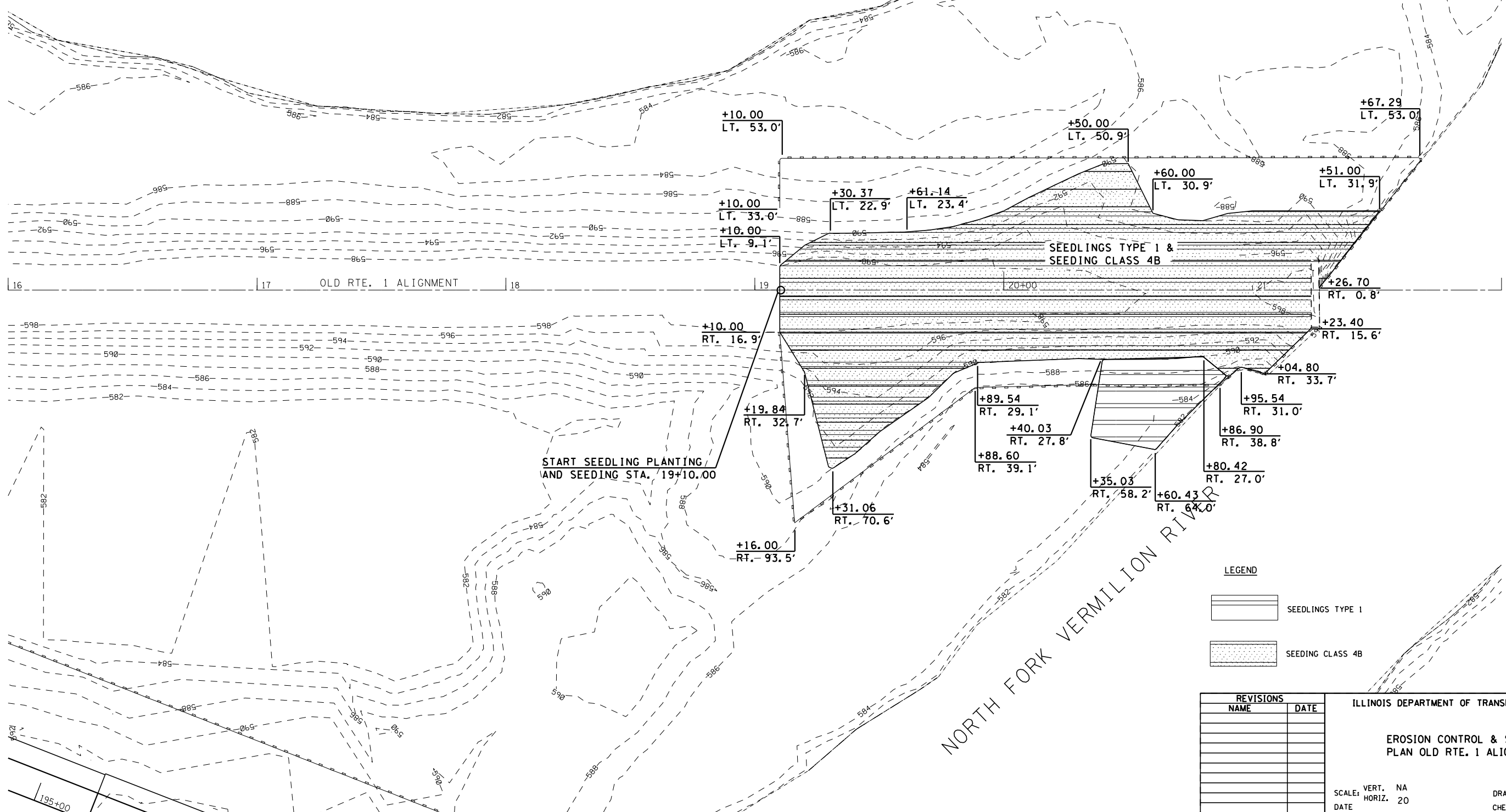
DRAWN BY JLD
CHECKED BY

PLOT DATE : 8/28/2006
 FILE NAME : c:\projects\90841\198 (v8)\v136_erosion.dgn
 PLOT SCALE : 42,352%
 USER NAME : stults,j

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	..8X-1-88-1	VERMILION	140	36
STA. 16±00		TO STA. 22±00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



NORTH FORK VERMILION RIVER



START SEEDLING PLANTING AND SEEDING STA. 19+10.00

NORTH FORK VERMILION RIVER

LEGEND

- SEEDINGS TYPE 1
- SEEDING CLASS 4B

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

EROSION CONTROL & SEEDING PLAN OLD RTE. 1 ALIGNMENT

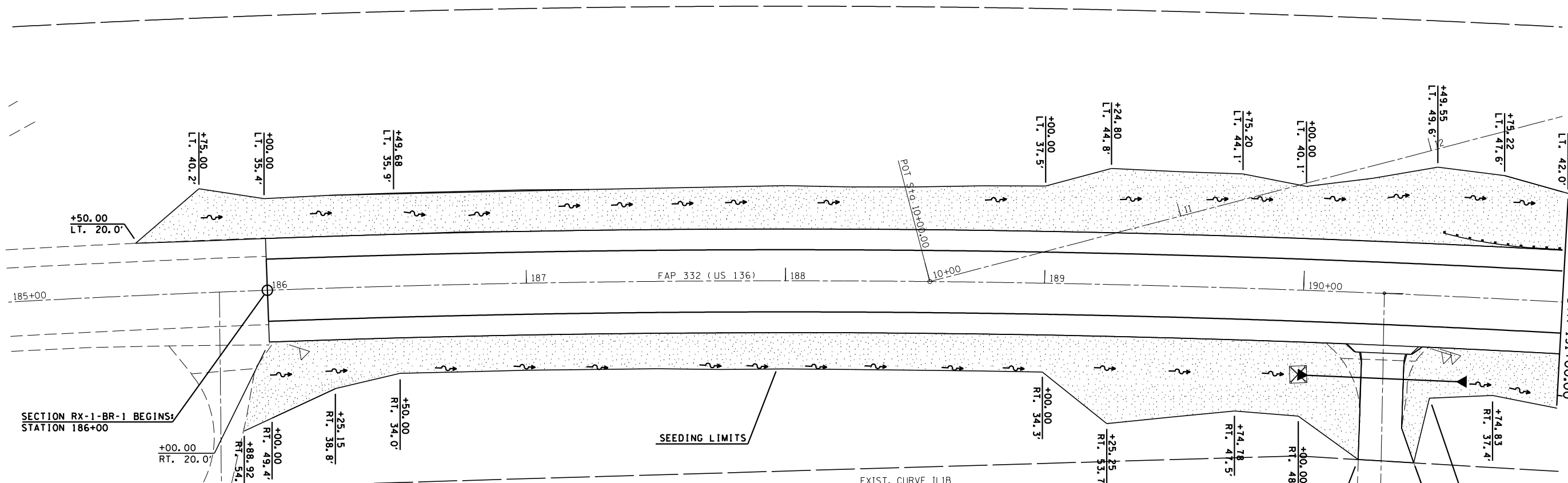
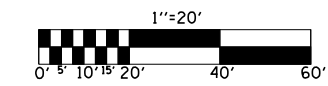
SCALE: VERT. NA
HORIZ. 20

DATE: _____

DRAWN BY JLD
CHECKED BY _____

PLOT DATE = 8/26/2006
 FILE NAME = c:\projects\90841\841\oldseaton\erocn20.dgn
 PLOT SCALE = 42,352% / IN.
 USER NAME = stults,j

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	BR-1-BB-1	VERMILION	140	37
STA. 185±00.00		TO STA. 191±00.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



SECTION RX-1-BR-1 BEGINS:
STATION 186+00

SEEDING LIMITS

EXIST. CURVE IL1B
 PI STA. = 184+85.61
 $\Delta = 20^\circ 19' 24''$ (RT)
 $D = 1^\circ 02' 42''$
 $R = 5,483.02'$
 $T = 982.76'$
 $L = 1,944.88'$
 $E = 87.38'$
 $e = 2.20\%$
 REMOVE S.E. = STA. 193+64.00 TO STA. 196+04.00
 S.E. RUN = STA. 175+02.84 TO STA. 193+64.00
 P.C. STA. = 175+02.84
 P.T. STA. = 194+47.72

 SEEDING, CLASS 2

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

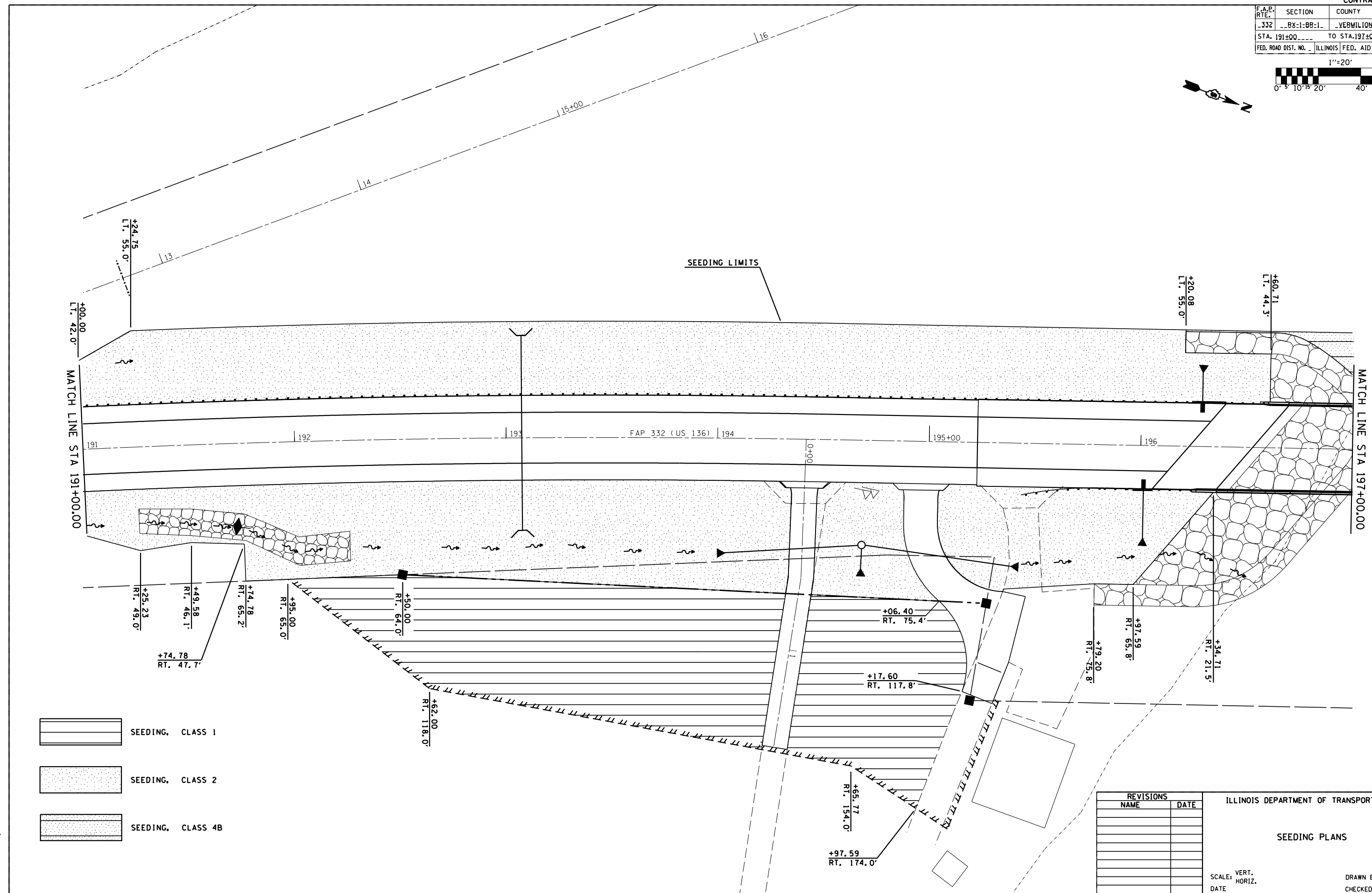
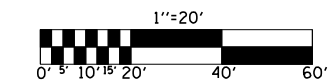
SEEDING PLANS

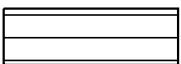

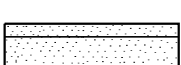
SCALE: VERT. NA
 HORIZ. 20

DATE: DRAWN BY: JLD
 CHECKED BY:

PLOT DATE = 8/28/2006
 FILE NAME = c:\projects\90841\136\136_seeding20.dgn
 PLOT SCALE = 42.3525' / IN.
 USER NAME = stults,j

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	1-BX-1-BB-1	VERMILION	140	38
STA. 191+00		TO STA. 197+00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



-  SEEDING, CLASS 1
-  SEEDING, CLASS 2
-  SEEDING, CLASS 4B

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

SEEDING PLANS

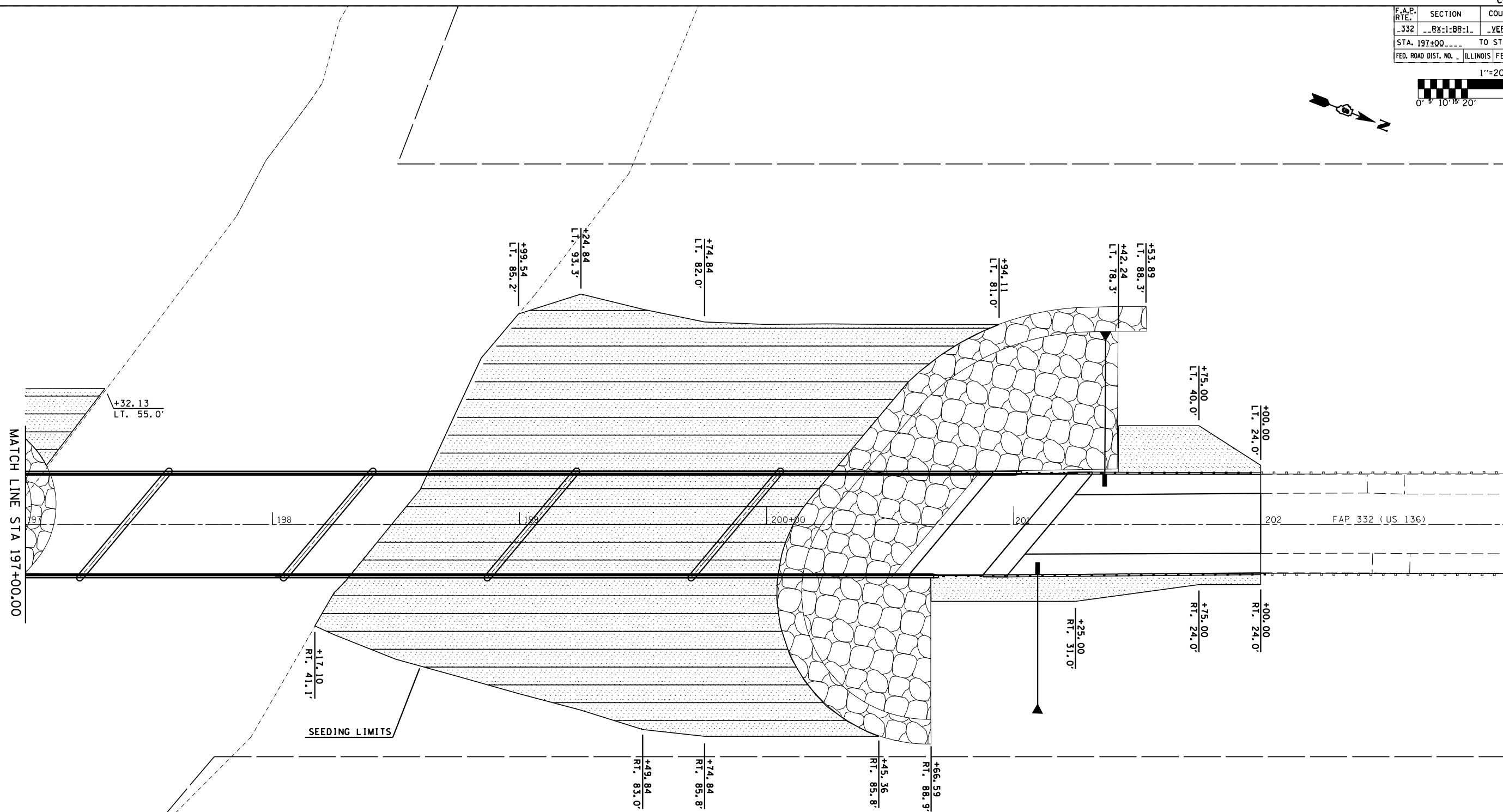
SCALE: VERT. _____
HORIZ. _____

DATE _____

DRAWN BY _____
CHECKED BY _____

PLOT DATE = 8/28/2006
FILE NAME = c:\projects\90841\136\136_seeding20.dgn
PLOT SCALE = 42,352% / IN.
USER NAME = stults,j

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	..8X-1-BB-1	_VERMILION	140	39
STA. 197±00		TO STA. 203±00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	



- SEEDING, CLASS 2
- SEEDING, CLASS 4B

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

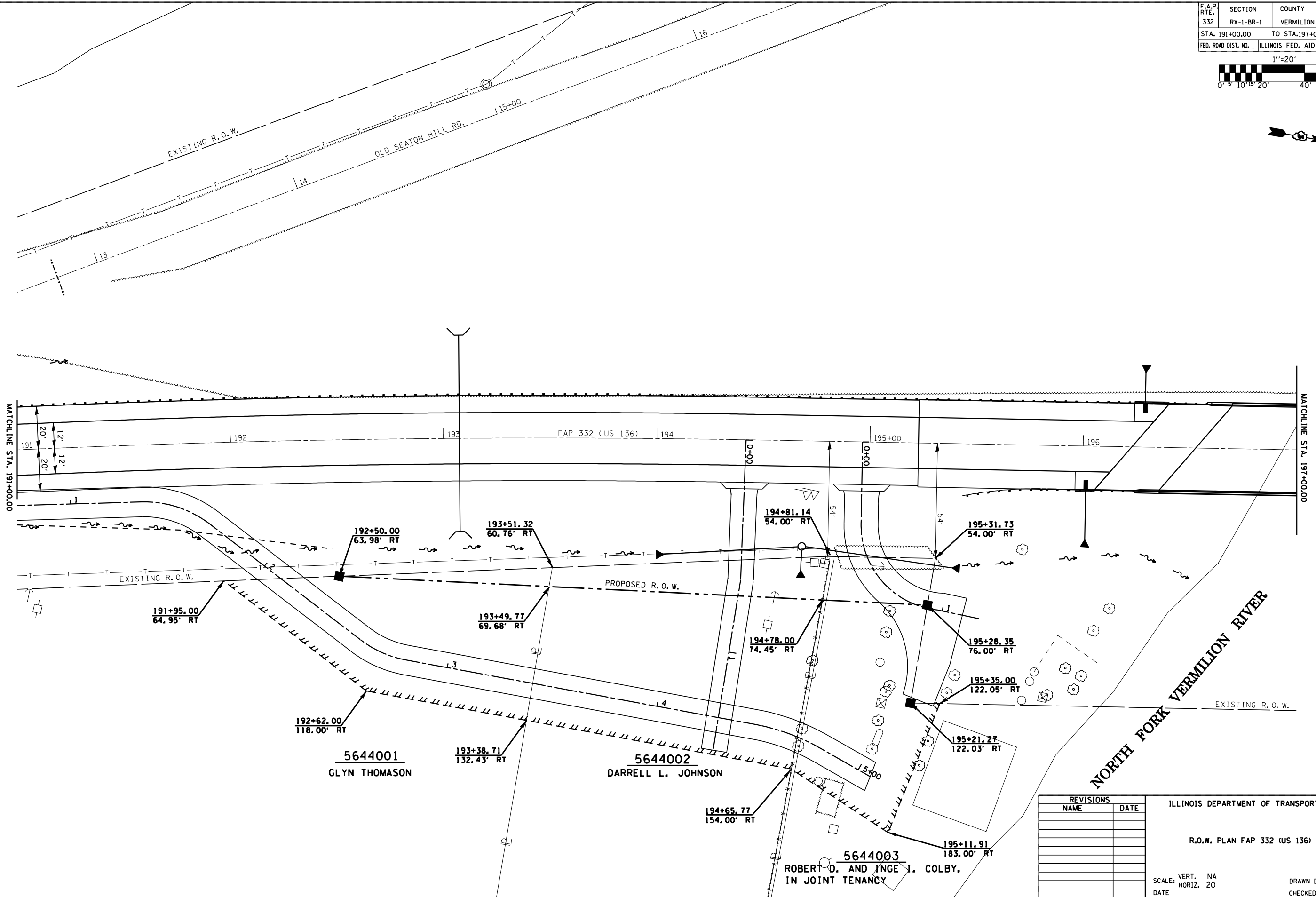
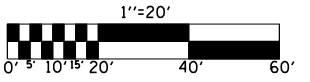
SEEDING PLANS

SCALE: VERT. _____
HORIZ. _____

DATE _____ DRAWN BY _____
CHECKED BY _____

PLOT DATE = 8/26/2006
 FILE NAME = c:\projects\90841\136\un136_seeding20.dgn
 PLOT SCALE = 42,3525 . / . IN.
 USER NAME = stults,j

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	40
STA. 191+00.00		TO STA. 197+00.00		
FED. ROAD DIST. NO. ILLINOIS		FED. AID PROJECT		



PLOT DATE = 8/28/2006
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 PLOT SCALE = 42.3525' / IN.
 USER NAME = stults,j

REVISIONS	
NAME	DATE

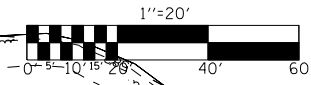
ILLINOIS DEPARTMENT OF TRANSPORTATION

R.O.W. PLAN FAP 332 (US 136)

SCALE: VERT. NA
 HORIZ. 20

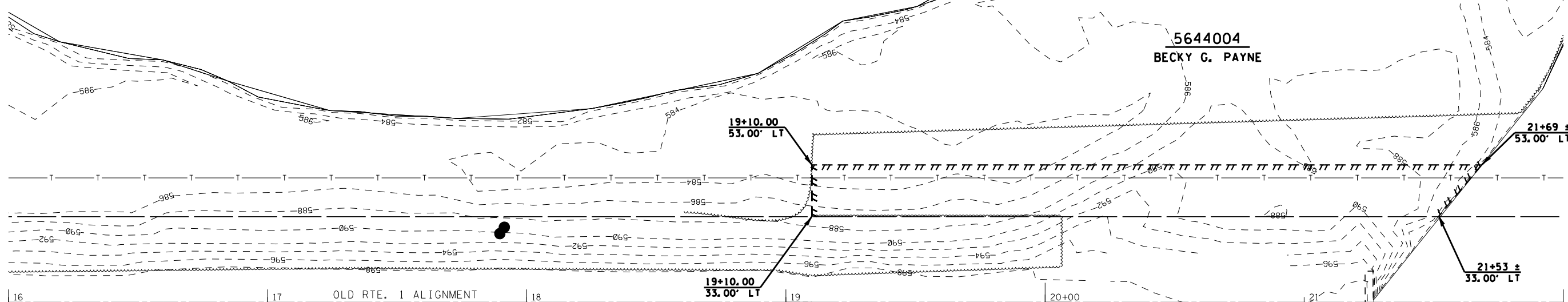
DRAWN BY JWS
 CHECKED BY

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
322	RX-1-BR-1	VERMILION	140	41
STA. 16+00.00		TO STA. 22+00.00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



NORTH FORK VERMILION RIVER

5644004
BECKY G. PAYNE



PLOT DATE = 8/28/2006
FILE NAME = c:\projects\90841\16\17\18\19\20\21\22\136.rwdgn
PLOT SCALE = 42.3525' / IN.
USER NAME = stults,j

REVISIONS	
NAME	DATE

ILLINOIS DEPARTMENT OF TRANSPORTATION

R.O.W. PLAN OLD RTE. 1 ALIGNMENT

SCALE: VERT. NA
HORIZ. 20
DATE
DRAWN BY JWS
CHECKED BY

Old Seaton Hill Rd. R.O.W. 20 Scale

Bench Mark: 4401-11 Chiseled square located on the East corner of the existing North Abutment. Elev. 603.94.

Existing Structure: S.N. 092-0035, originally built in 1937 as S.B.I. Route 1, Section RX-21B. In 1972, the superstructure was replaced and the substructure widened as F.A. 1, Section RX-1 BR. The existing structure is a five simple span PPC deck beam bridge supported on spill-thru counterforted abutments and solid stem piers on spread footings. The back to back abutments measures 339'-0" and 33'-0" out to out of deck. The existing structure is to be removed and replaced. Traffic will be detoured.

No salvage

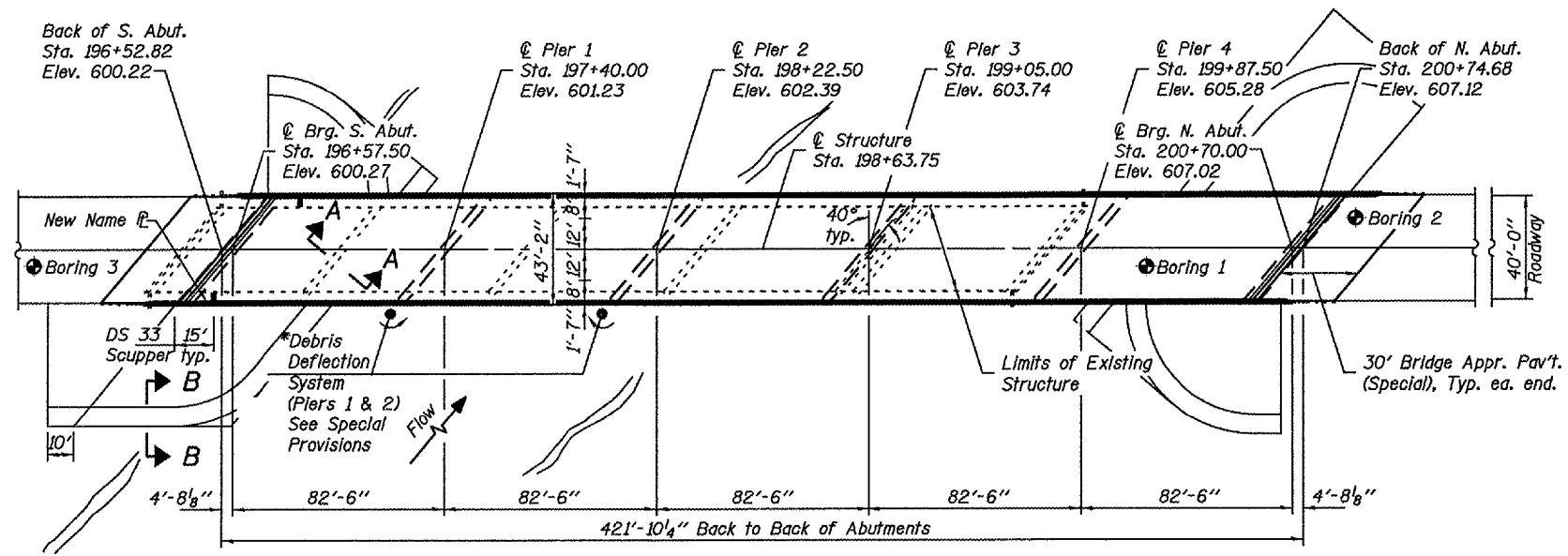
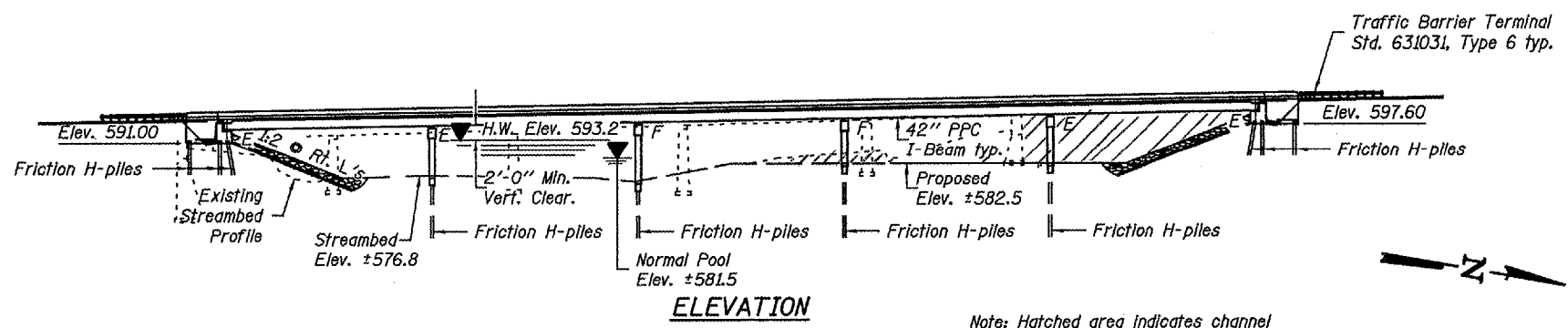
(*)SEC. RX-1-BR-1		DATE	BY	CHKD	APP'D	SHEET NO.
F.A.P.	332	04	VERMILION	14042		SHEETS
Contract #90841						

INDEX OF SHEETS

- S-1 GENERAL PLAN AND ELEVATION
- S-2 GENERAL NOTES
- S-3 TOP OF DECK AND POURING SEQUENCE
- S-4 TO S-6 TOP OF DECK ELEVATIONS
- S-7 DECK PLAN AND CROSS SECTION
- S-8 DECK PLAN
- S-9 PARAPET DETAILS
- S-10 DIAPHRAGM DETAILS
- S-11 MODIFIED CONTINUOUS SEAL TYPE NEOPRENE EXPANSION JOINTS
- S-12 FRAMING PLAN
- S-13 TO S-15 PPC I-BEAMS
- S-16 TO S-17 ELASTOMERIC BEARINGS
- S-18 TO S-21 ABUTMENTS
- S-22 TO S-25 PIERS
- S-26 DS-33 SCUPPER DETAILS
- S-27 BAR SPLICER ASSEMBLY DETAILS
- S-28 ANCHOR BOLT DETAILS
- S-29 TO S-31 SOIL BORINGS

NOTES

1. Up to 1/4 inch will be ground off the bridge slab and the bridge approach pavement.
2. The Profile Grade shows the final elevations after grinding.

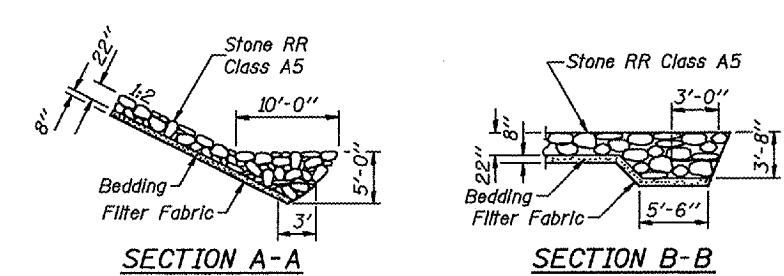
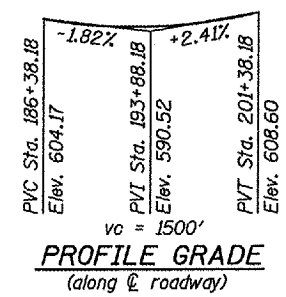


STATION 198+63.75
 BUILT BY
 STATE OF ILLINOIS
 F.A.P. RT. 332 SEC. RX-1-BR-1
 LOADING HS20
 STR. NO. 092-0205
NAME PLATE
 See Std. 515001

APPROVED
 For Structural Adequacy Only
Ralph E. Anderson
 Engineer of Bridges & Structures

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		292	292
Stone Riprap, Class A5	Sq. Yd.		1910	1910
Filter Fabric	Sq. Yd.		1910	1910
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		678	678
Driving Steel Piles	Foot		7,606	7,606
Concrete Structures	Cu. Yd.		573.8	573.8
Concrete Superstructure	Cu. Yd.	609.8		609.8
Protective Coat	Sq. Yd.	2205		2205
Neoprene Expansion Joint, 4"	Foot	108		108
Elastomeric Bearing Assembly, Type I	Each	32		32
Elastomeric Bearing Assembly, Type II	Each	16		16
Furnishing and Erecting Precast Prestressed Concrete I Beams, 42"	Foot	3,295		3,295
Reinforcing Bars, Epoxy Coated	Pound	131,170	36,720	167,890
Furnishing Steel Piles HP10x42	Foot		2,574	2,574
Furnishing Steel Piles HP12x53	Foot		5,032	5,032
Test Pile Steel HP10x42	Each		2	2
Test Pile Steel HP12x53	Each		4	4
Name Plates	Each	1		1
Drainage Scuppers, DS-33	Each	2		2
Bar Splicers	Each	104		104
Bridge Seat Sealer	Sq. Ft.		342	342
Diamond Grinding (Bridge Section)	Sq. Yd.	1976		1976
Underwater Structure Excavation Protection Location 1	Each		1	1
Underwater Structure Excavation Protection Location 2	Each		1	1
Underwater Structure Excavation Protection Location 3	Each		1	1
Underwater Structure Excavation Protection Location 4	Each		1	1
Metal Shoes	Each		104	104
Pipe Underdrains for Structures	Foot		105	105
Geocomposite Wall Drain	Sq. Yd.		128	128
Debris Deflection System, Complete	L. Sum			1



LOADING HS20-44
 Allow 50#/sq. ft. for future wearing surface.
DESIGN SPECIFICATIONS
 2002 AASHTO

DESIGN STRESSES
FIELD UNITS
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)
PRECAST PRESTRESSED UNITS
 $f'_c = 6,000$ psi
 $f'_d = 5,000$ psi
 $f'_s = 270,000$ psi ($\frac{1}{2}$ " ϕ low lax. strands)
 $f'_{sl} = 201,960$ psi ($\frac{1}{2}$ " ϕ low lax. strands)

SEISMIC DATA
 Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 0.047g
 Site Coefficient (S) = 1.2

WATERWAY INFORMATION

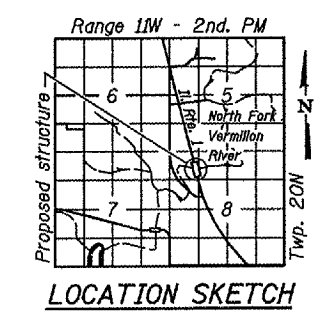
Drainage Area = 282 mi.² Exist. Low Grade Elev. 592.9 ft. Sta. 194+00
 Prop. Low Grade Elev. 598.3 ft. Sta. 193+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
OverTop	25	15000	2096	2824	0.3	0.2	592.0	591.8
Design	50	17730	2549	3270	0.4	0.2	594.2	593.4
Base	100	19800	2686	3439	0.3	0.2	594.9	594.0
Max. Calc.	500	24710	2926	3783	0.4	0.4	596.6	595.4

10 Year Velocity through Existing Bridge = 6.1 fps 10 Year Velocity through Prop. bridge = 4.5 fps
 *Note: Existing natural WSE with existing downstream construction. Proposed natural WSE with modified downstream construction.



Sean Margens
 Structural Engineer
 Clark Dietz, Inc.
 DATE: 9/7/2006
 License Expires 11-30-2006



GENERAL PLAN AND ELEVATION

U.S. ROUTE 136/IL. ROUTE 1 OVER NORTH FORK VERMILION RIVER
 F.A.P. ROUTE 332 SEC. RX-1-BR-1
 VERMILION COUNTY
 STATION 198+63.75
 STRUCTURE NO. 092-0205

CHICAGO, ILLINOIS
 EVANSVILLE, INDIANA
 INDIANAPOLIS, INDIANA
 KENOSHA, WISCONSIN
 SPRING GREEN, WISCONSIN

REVISIONS

NAME	DATE

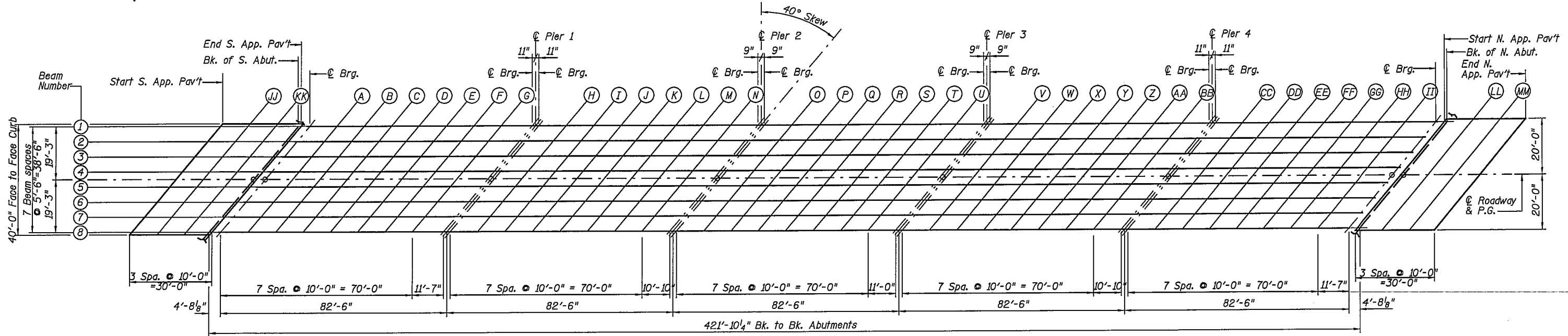
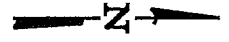
DATE: 9/7/2006

S-1

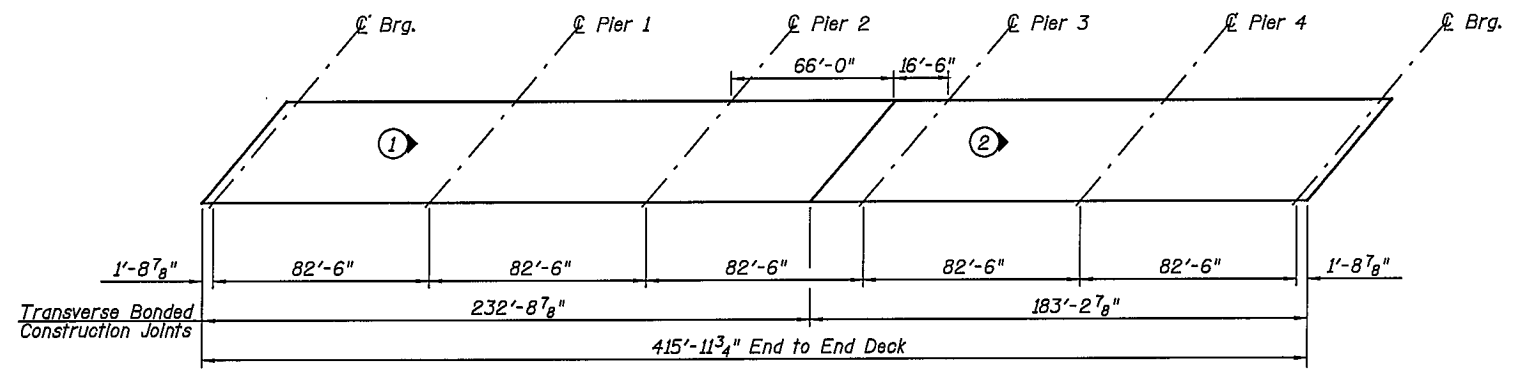
(*)SEC. RX-1-BR-1

ROUTE NO.	SECTION	COUNTY	SHEET	"OF"	SHEET NO.
F.A.P. 332	(N)	VERMILION	140	44	- SHEETS
FEDERAL DIST. NO. 7	ALLIANCE	FED. AID PROJECT			

Contract #90841



PLAN

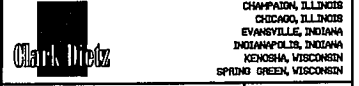


DECK POURING SEQUENCE

Designation ① & ② shows deck pouring sequence. See General Notes for pouring information.

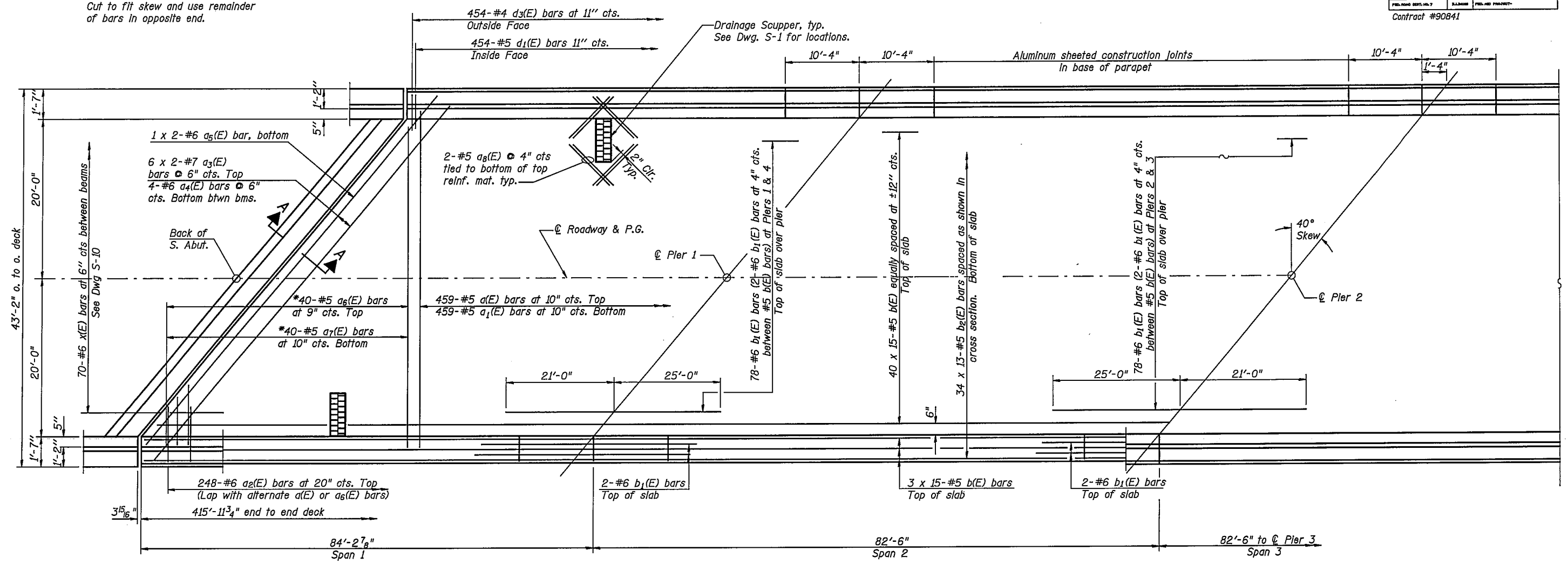
TOP OF DECK AND POURING SEQUENCE

U.S. ROUTE 136/IL. ROUTE 1 OVER
NORTH FORK VERMILION RIVER
F.A.P. ROUTE 332 SEC. RX-1-BR-1
VERMILION COUNTY
STATION 198+63.75
STRUCTURE NO. 092-0205



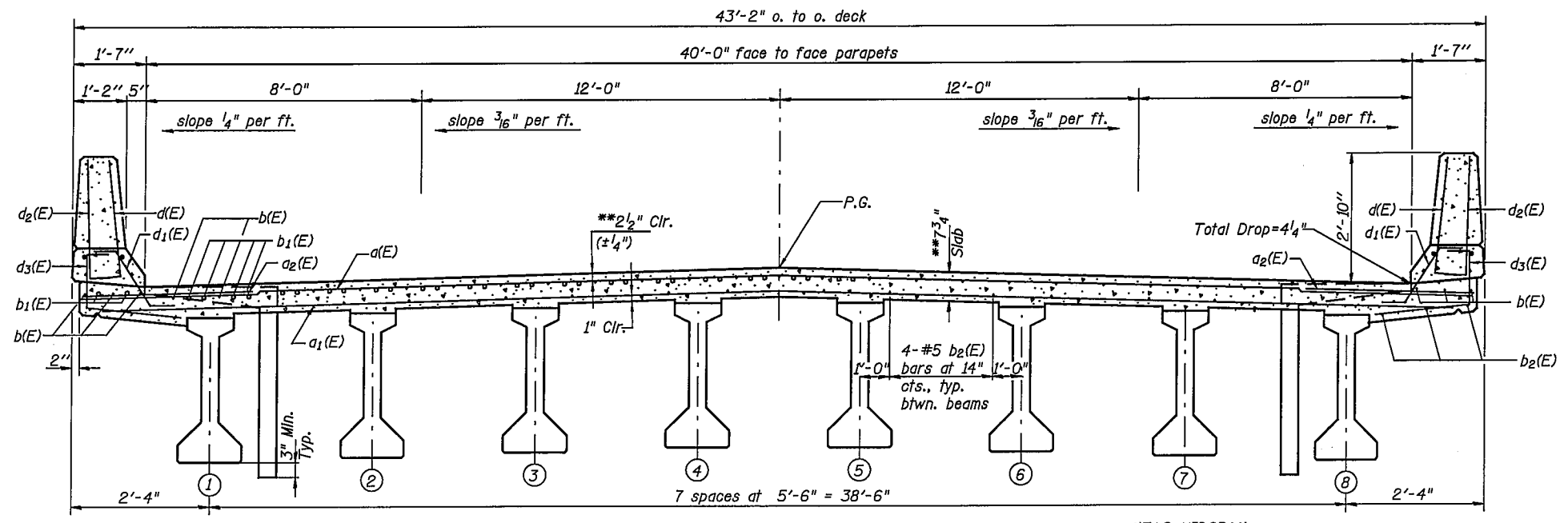
REVISIONS		DATE	DRAWING NUMBER
NAME			

* Order $a_6(E)$ & $a_7(E)$ bars full length. Cut to fit skew and use remainder of bars in opposite end.



HALF PLAN

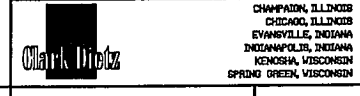
Note: Work this Dwg. with Dwg. S-8.



Notes:
 See sheet S-9 for superstructure details and Bill of Material.
 For Section A-A and diaphragm details see sheet S-10.
 Reinforcement bars designated (E) shall be epoxy coated.
 Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
 See sheet S-9 for parapet reinforcement.

MIN BAR LAP	
#5	2'-2"
#6	2'-7"
#7	3'-10"

DECK PLAN AND CROSS SECTION
 U.S. ROUTE 136/IL. ROUTE 1 OVER NORTH FORK VERMILION RIVER
 F.A.P. ROUTE 332 SEC. RX-1-BR-1
 VERMILION COUNTY
 STATION 198+63.75
 STRUCTURE NO. 092-0205



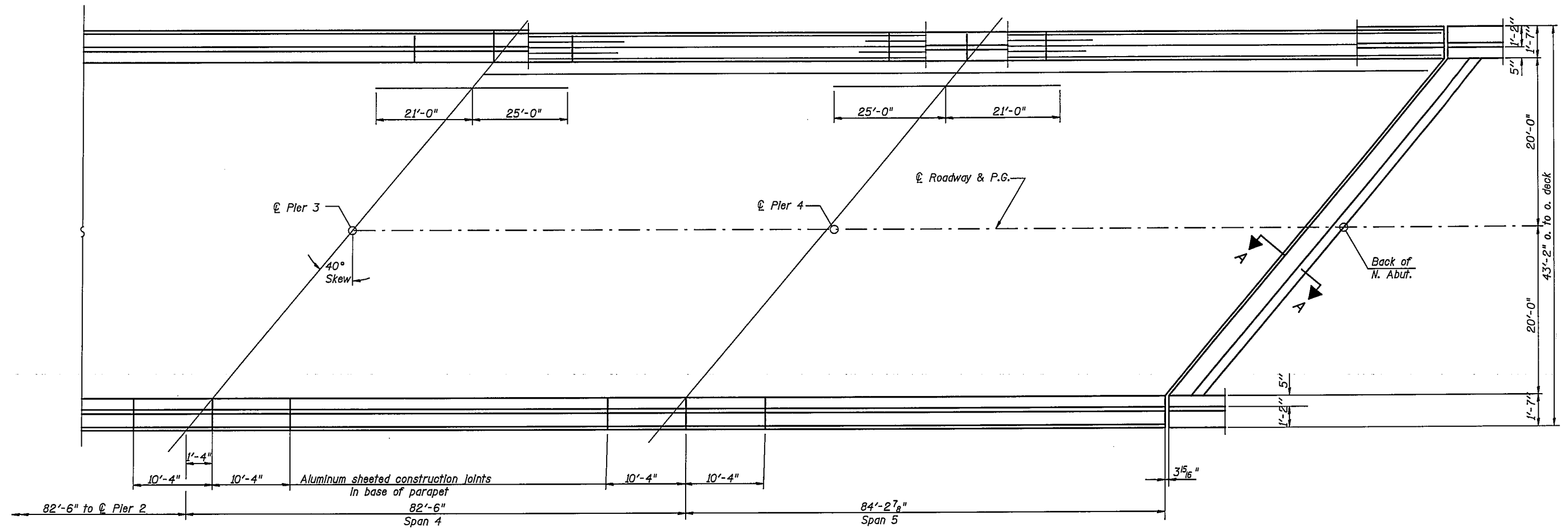
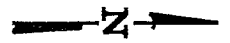
REVISIONS	
NAME	DATE

(*)SEC. RX-1-BR-1

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET
F.A.P. 332	69	VERMILION	140	49
FOLLOWING DETAILS?				
ILLINOIS				
INDIANAPOLIS, INDIANA				
KENOSHA, WISCONSIN				
SPRING GREEN, WISCONSIN				

SHEET NO. - SHEETS

Contract #90841



HALF PLAN

DECK PLAN
 U.S. ROUTE 136/IL. ROUTE 1 OVER
 NORTH FORK VERMILION RIVER
 F.A.P. ROUTE 332 SEC. RX-1-BR-1
 VERMILION COUNTY
 STATION 198+63.75
 STRUCTURE NO. 092-0205

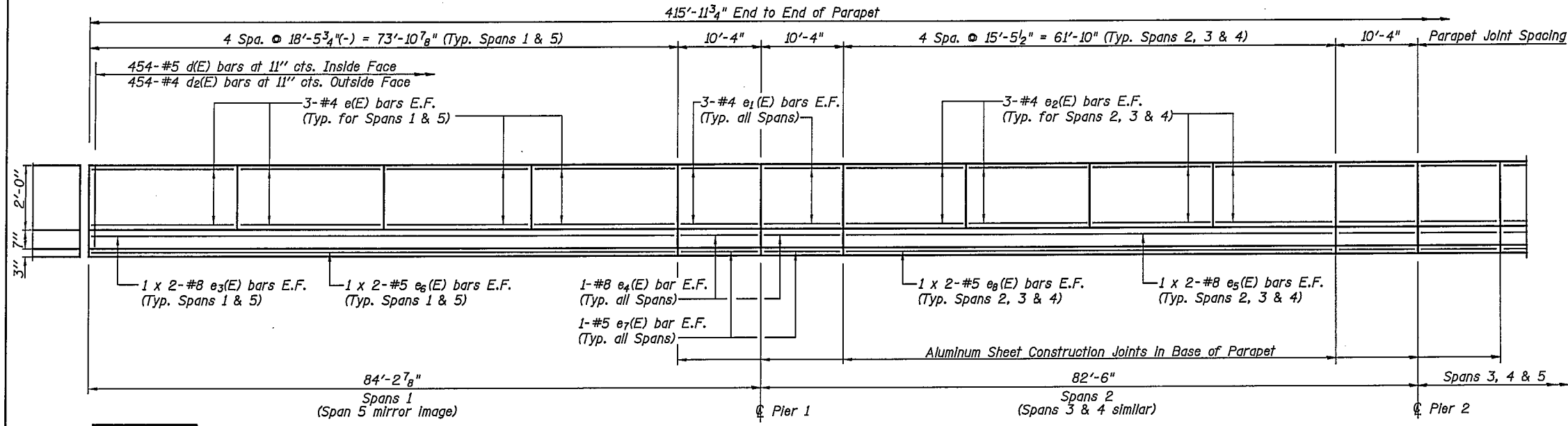


REVISIONS		DATE	
NAME			

DESIGNED BY: JY	CHECKED BY: 192288
DRAWN BY: HEV	DATE: 1/95
CHECKED BY: HHI	
APPROVED BY: JXX	
DATE: 1/95	

DRAWING NUMBER
S-8

ROUTE NO.	SECTION	QUANTITY	SCALE	SHEET	SHEET NO.
F.A.P. 332	(*)	VERMILION	1/40	50	- SHEETS
Contract #90841					

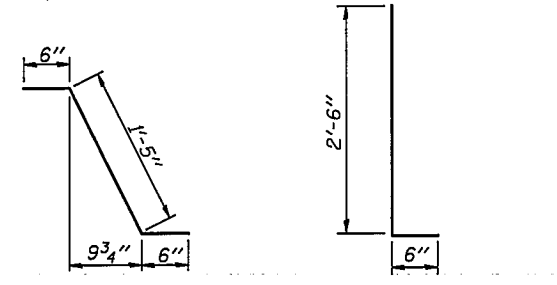


#5	1'-8"
#8	3'-5"

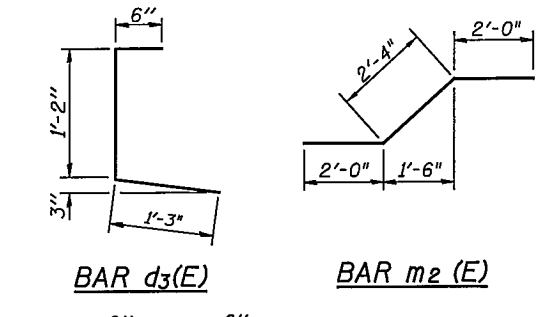
INSIDE ELEVATION OF PARAPET

SUPERSTRUCTURE BILL OF MATERIAL

Bar No.	Size	Length	Shape
d(E)	459	#5	42'-6"
a ₁ (E)	459	#5	41'-10"
a ₂ (E)	496	#6	4'-6"
a ₃ (E)	24	#7	29'-2"
a ₄ (E)	56	#6	6'-3"
a ₅ (E)	4	#6	28'-5"
a ₆ (E)	40	#5	42'-1"
a ₇ (E)	40	#5	41'-5"
a ₈ (E)	16	#5	2'-0"
b(E)	690	#5	29'-9"
b ₁ (E)	328	#6	46'-0"
b ₂ (E)	442	#5	34'-0"
d ₁ (E)	908	#5	3'-0"
d ₂ (E)	908	#4	2'-5"
d ₃ (E)	908	#4	2'-11"
e(E)	96	#4	18'-1"
e ₁ (E)	96	#4	10'-0"
e ₂ (E)	144	#4	15'-1"
e ₃ (E)	16	#8	38'-6"
e ₄ (E)	32	#8	10'-0"
e ₅ (E)	24	#8	32'-6"
e ₆ (E)	16	#5	37'-8"
e ₇ (E)	32	#5	10'-0"
e ₈ (E)	24	#5	31'-7"
m(E)	112	#4	6'-2"
m ₁ (E)	56	#6	4'-6"
m ₂ (E)	32	#8	6'-4"
s(E)	56	#4	10'-4"
s ₁ (E)	56	#4	10'-10"
x(E)	140	#6	7'-6"
Reinforcement Bars, Epoxy Coated	Lbs.	131,170	
Concrete Superstructure	Cu. Yds.	609.8	

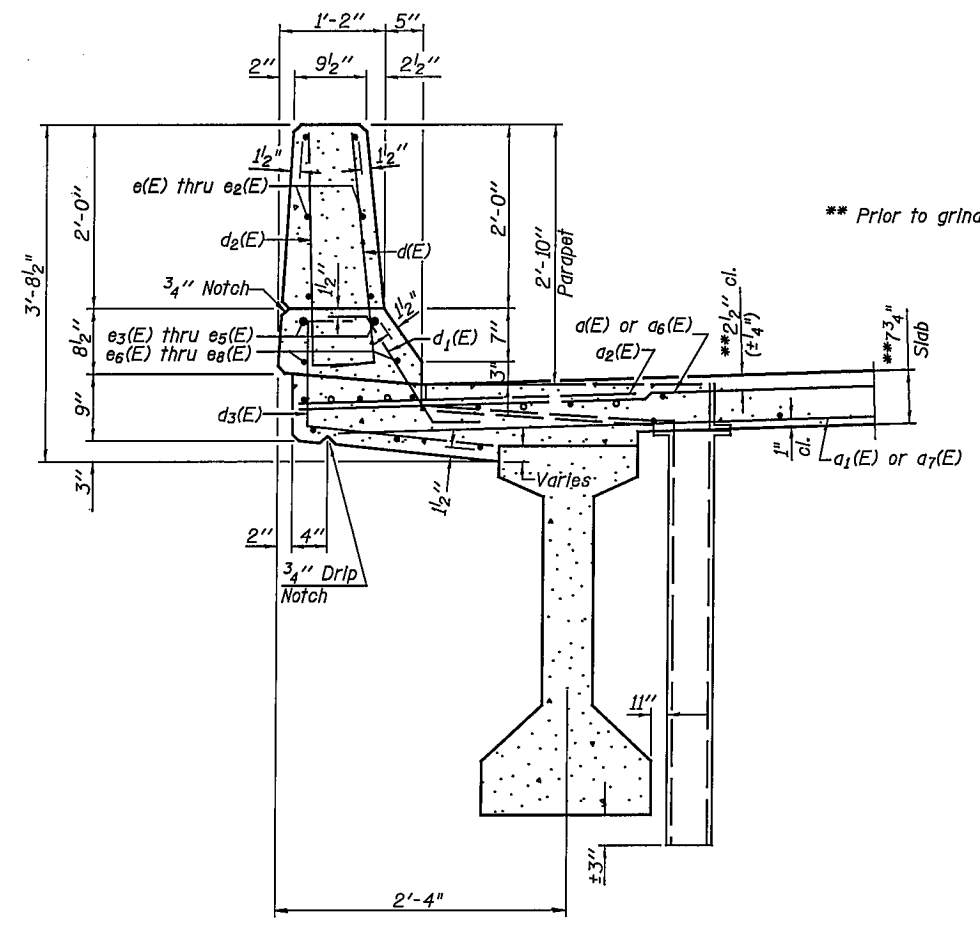


BAR d₁(E) BARS d(E) & d₂(E)

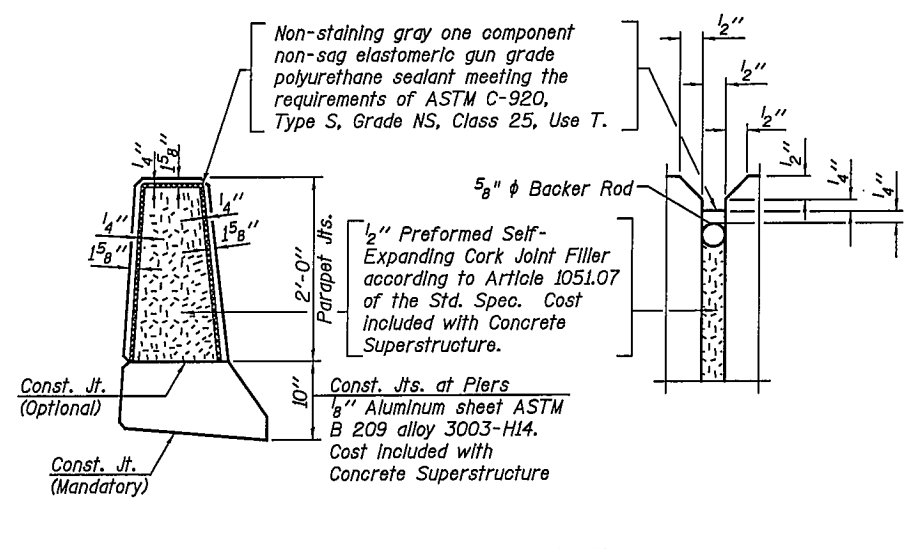


BAR d₃(E) BARS s(E) & s₁(E) BAR x(E)

Reinforcement bars designated (E) shall be epoxy coated.
 Bars indicated thus 1 x 2-#8 etc. indicates 1 line with 2 lengths per line.



SECTION THRU PARAPET

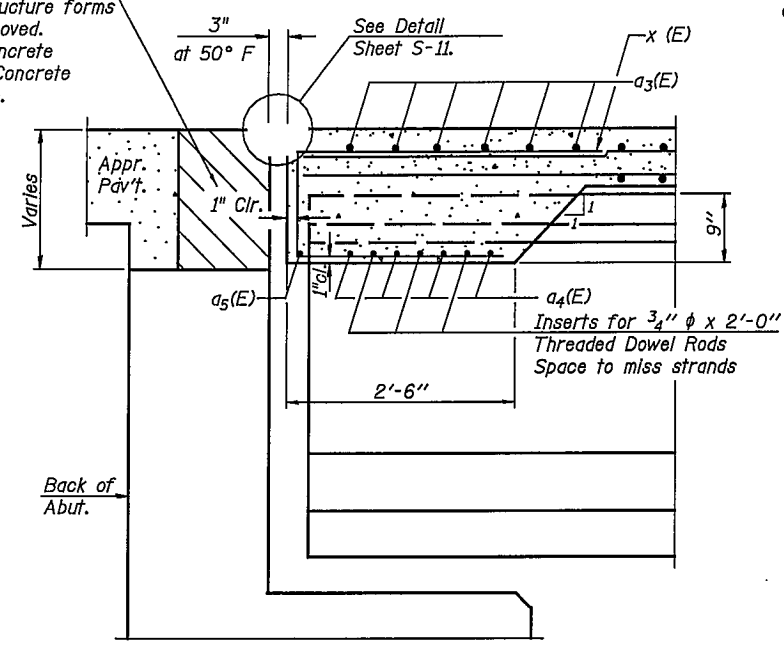


PARAPET JOINT DETAILS

PARAPET DETAILS
 U.S. ROUTE 136/IL. ROUTE 1 OVER NORTH FORK VERMILION RIVER
 F.A.P. ROUTE 332 SEC. RX-1-BR-1 VERMILION COUNTY
 STATION 198+63.75 STRUCTURE NO. 092-0205

REVISIONS	NAME	DATE

Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.

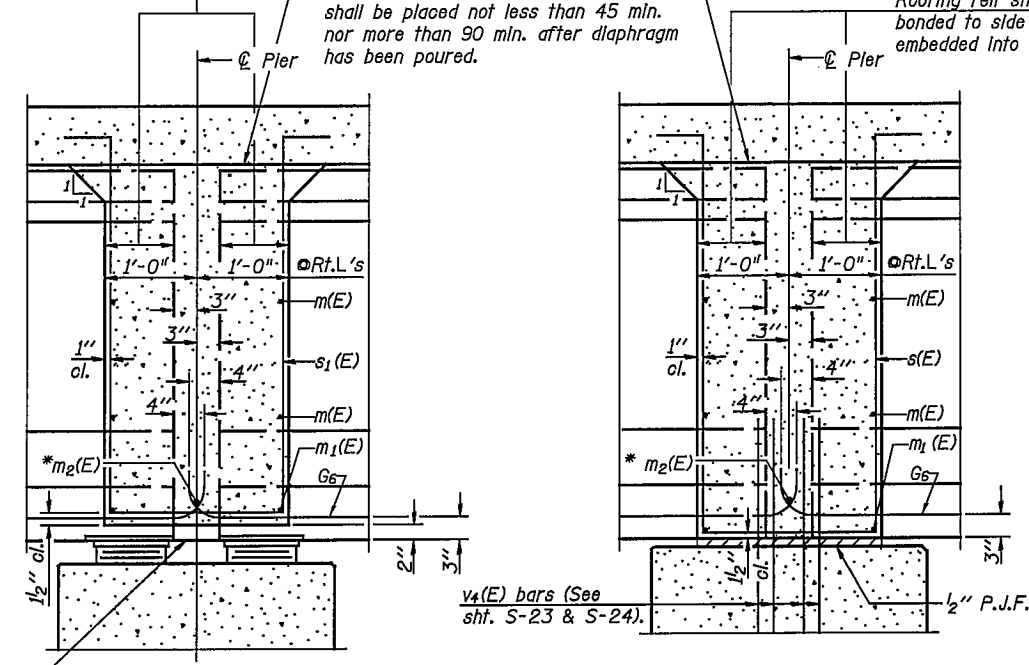


**SECTION A-A
AT ABUTMENT**
(at Rt. Ls)

Roofing felt shall be bonded to side of beam embedded into diaphragm.

Pour diaphragm flush with bott. of slab. Concrete in slab above this line shall be placed not less than 45 min. nor more than 90 min. after diaphragm has been poured.

Roofing felt shall be bonded to side of beam embedded into diaphragm.

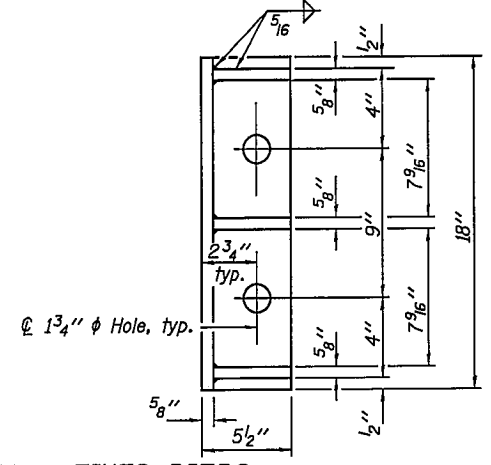
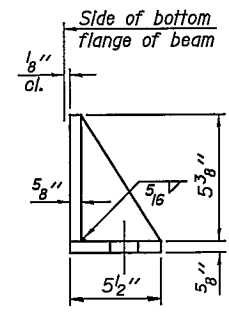


**SECTION B-B
AT PIER**
(Expansion)
(Piers 1 & 4)

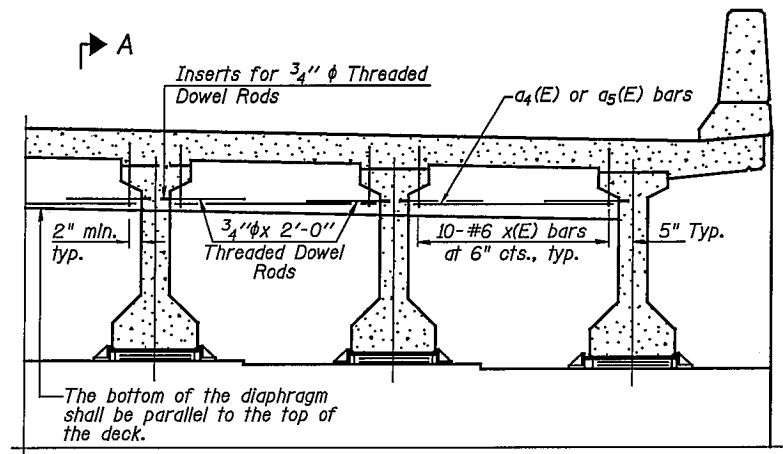
**SECTION C-C
AT PIER**
(Fixed)
(Piers 2 & 3)

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

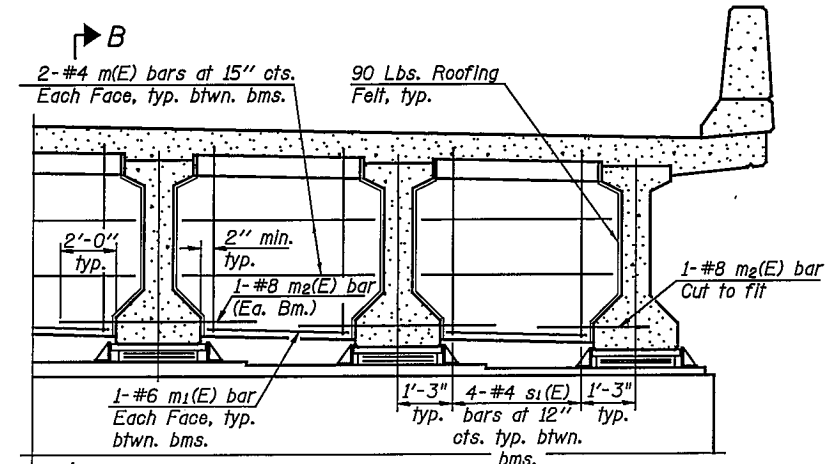
Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet S-9.
Concrete in diaphragm is included with Concrete Superstructure on sheet S-9.
The s(E), s1(E) and x(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
Cost of 90 Lb. roofing felt is included with Concrete Superstructure. See sheet 28 for anchor bolt details.
Horizontal dimensions for Sec. B-B and Sec. C-C are along \mathcal{C} of beam unless otherwise noted.



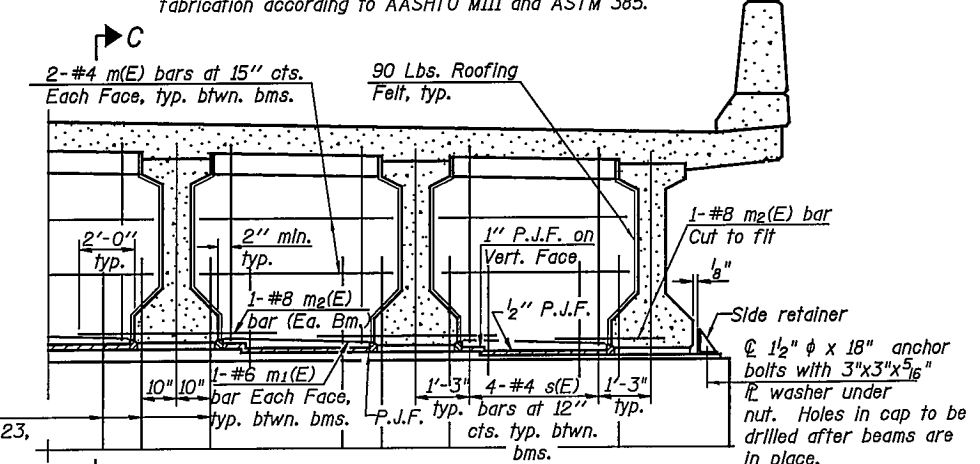
SIDE RETAINER @ FIXED PIERS
Cost included with Concrete Structure.
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.
The side retainers shall be galvanized after shop fabrication according to AASHTO M111 and ASTM 385.



DIAPHRAGM AT ABUTMENT

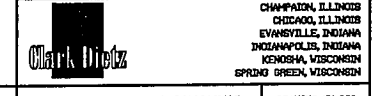


DIAPHRAGM AT PIER
(Expansion)
(Piers 1 & 4)



DIAPHRAGM AT PIER
(Fixed)
(Piers 2 & 3)

DIAPHRAGM DETAILS
U.S. ROUTE 136/IL. ROUTE 1 OVER
NORTH FORK VERMILION RIVER
F.A.P. ROUTE 332 SEC. RX-1-BR-1
VERMILION COUNTY
STATION 198+63.75
STRUCTURE NO. 092-0205



REVISIONS	NAME	DATE

NOTES: DIMENSIONAL DATA TO BE OBTAINED BY FIELD AND PORTION OF THIS DRAWING.

DRAWING NO.	PROJECT NO.	DATE	SCALE

DRAWING NUMBER: S-10

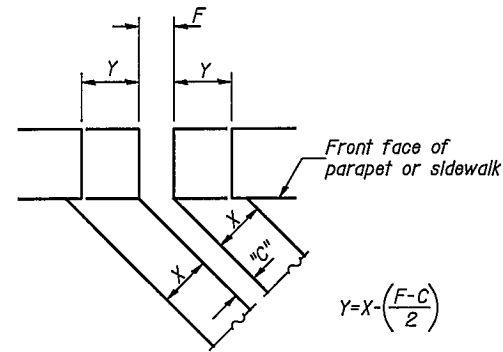
Joint Size	"C" at 50°F	"D" at 50°F
4"	3"	2 1/2" Min.

INSTALLATION NOTES

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

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

NOTE B: The dimension shall provide sufficient depth for the joint material plus two 1/8" adjusting shim plates plus 1/4" clearance.



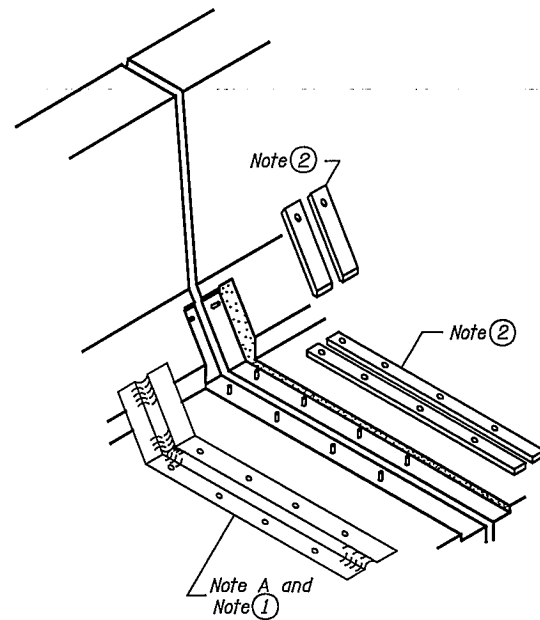
$$Y = X - \left(\frac{F - C}{2} \right)$$

For dimension "F" see sheet S-7 or S-8.

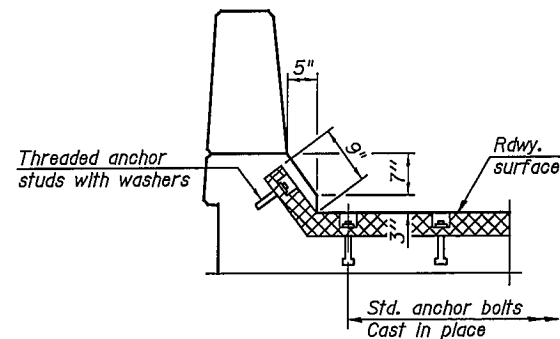
FORMING BLOCKOUT SKETCH

SKREW LIMITATIONS

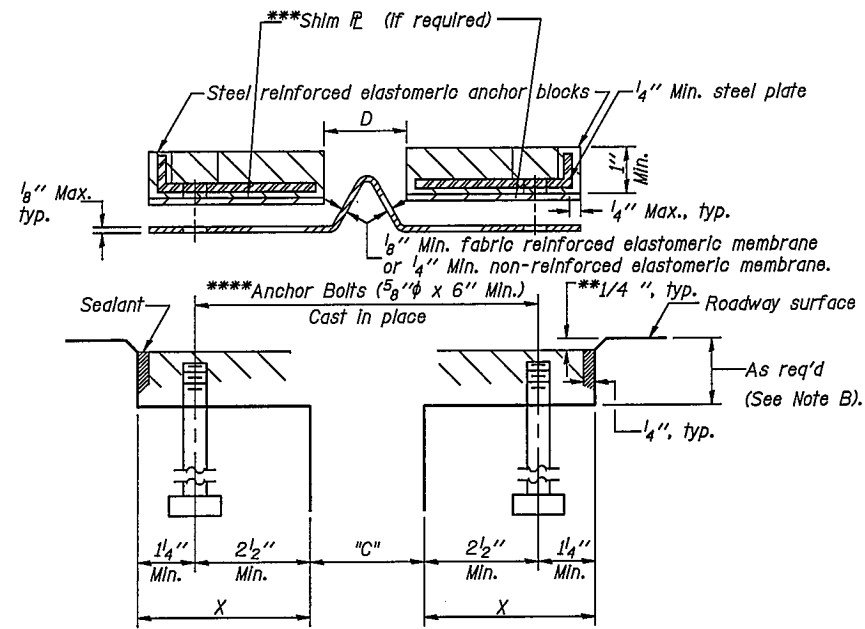
The details of the anchor blocks and the elastomeric membrane in the parapet, as shown, are for up to 50° skews.



AT PARAPET



AT PARAPET TYPICAL END TREATMENT



CROSS SECTION

- ** Use the 1/8" Shim P's to maintain this 1/4" dimension after grinding.
- *** Two 1/8" adjusting shims, of the dimensions of the anchor blocks, shall be provided for each anchor block. If required, the adjusting shims shall be placed as shown (after grinding) to maintain the 1/4" clearance (minimum) between the final roadway surface and the top of the anchor blocks. The shims shall be galvanized according to AASHTO M111 and conform to the requirements of AASHTO M270 Gr. 36. Cost is included with the Neoprene Expansion Joint.
- **** The anchor bolts shall be long enough to allow for one 1/8 inch adjusting shim plate.

GENERAL NOTES

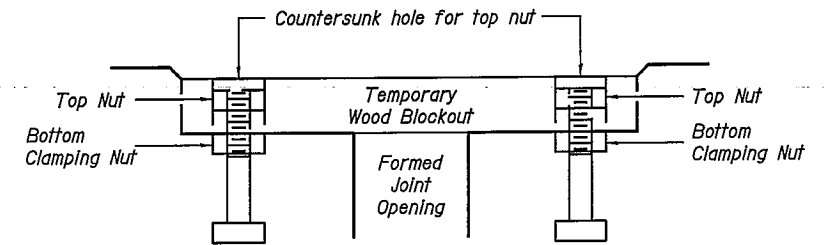
Continuous Seal Neoprene Expansion Joint shall consist of molded anchor blocks of elastomer and steel, field assembled over continuous lengths of elastomeric membrane.

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

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

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

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



Note: Stud needs to be threaded lower to allow for use of clamping nut.

RECOMMENDED BLOCKOUT DETAIL

BILL OF MATERIAL

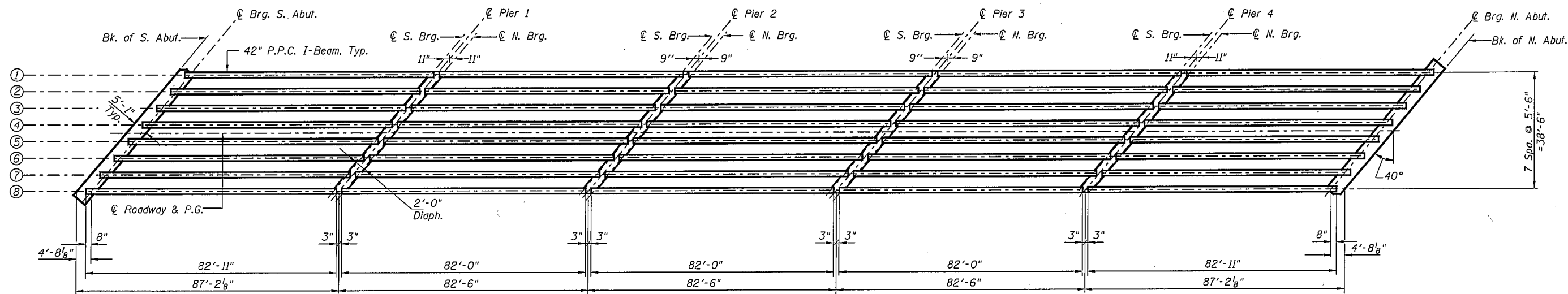
Item	Unit	Total
Neoprene Expansion Joint, 4"	Foot	108

MODIFIED CONTINUOUS SEAL TYPE NEOPRENE EXPANSION JOINTS

U.S. ROUTE 136/IL. ROUTE 1 OVER NORTH FORK VERMILION RIVER
F.A.P. ROUTE 332 SEC. RX-1-BR-1
VERMILION COUNTY
STATION 198+63.75
STRUCTURE NO. 092-0205



REVISIONS		DATE	DRAWING NUMBER
NAME	DATE		
			S-11



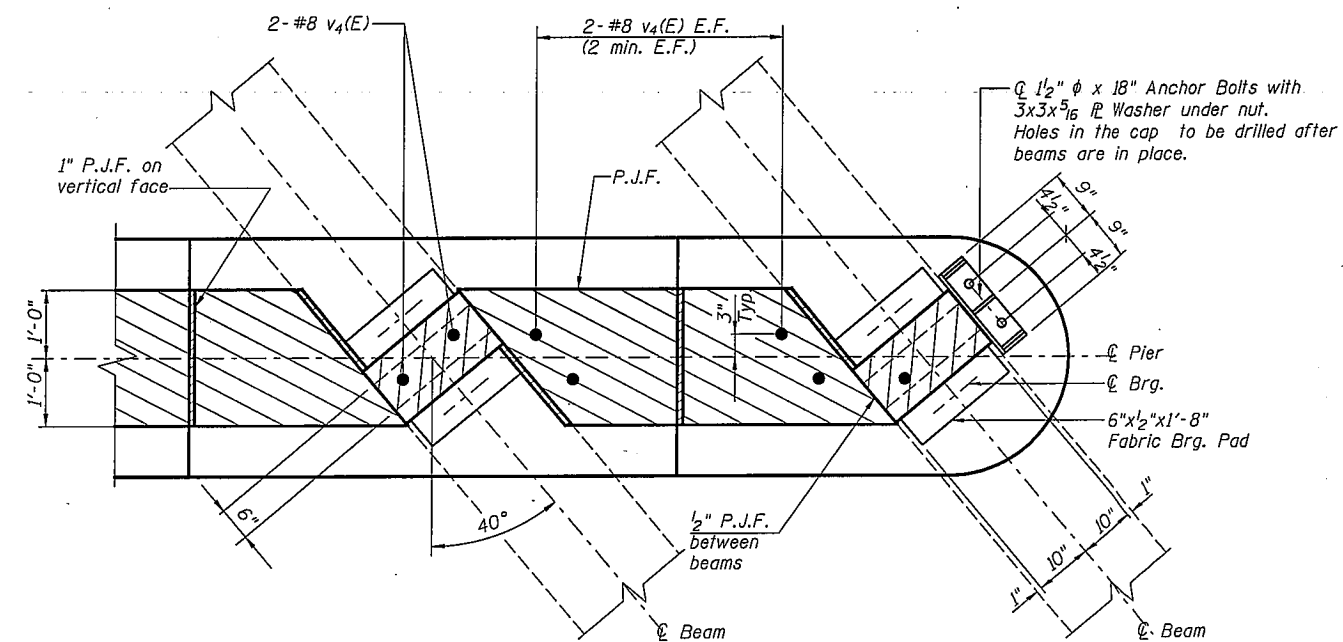
FRAMING PLAN



	0.4 Sp. 1 0.6 Sp. 5	Pier 1 Pier 4	0.5 Sp. 2 0.5 Sp. 4	Pier 2 Pier 3	0.5 Sp. 3
I	(in ⁴) 90956		90956		90956
I'	(in ⁴) 257302		257302		257302
S _b	(in ³) 5153		5153		5153
S _b '	(in ³) 8502		8502		8502
S _t	(in ³) 3736		3736		3736
S _t '	(in ³) 13368		13368		13368
Q	(k/')		1.050		1.050
M _Q	(k')		864		853
s _Q	(k/')	0.355	0.355	0.355	0.355
M _{sQ}	(k)	188	244	80	179
M _L	(k)	478	382	389	351
M (Imp)	(k)	116	92	94	84

I and I' are the moment of inertia and composite moment of inertia of the beam section.
 S_b and S_b' are the non-composite and composite section modulus for the bottom fiber of the prestressed beam.
 S_t and S_t' are the non-composite and composite section modulus for the top fiber of the prestressed beam.
 M_Q is the moment due to dead loads on the non-composite prestressed beam. It is conservatively calculated at 0.5 of the span.
 M_{sQ} is the moment due to dead loads on the composite section.
 M_L is the moment due to live load on the composite section.
 M (Imp) is the moment due to live load impact on the composite section.
 R (Total) is the sum of the reaction per bearing due to R_Q (non-composite) + R_{sQ} (composite) + R_L + I (Composite).

	S. Abutment N. Abutment	Pier 1, Span 1 Pier 4, Span 5	Pier 1, Span 2 Pier 4, Span 4	Pier 2, Span 2 Pier 3, Span 4	Pier 2, Span 3 Pier 3, Span 3
R _Q	(k) 42.3	42.3	42.0	42.0	42.1
R _{sQ}	(k) 11.6	16.6	16.6	14.3	14.3
R _L	(k) 30.7	33.3	32.1	32.3	32.2
R (Imp)	(k) 7.4	8.0	7.7	7.8	7.8
R Total	(k) 92.0	100.2	98.4	96.4	96.4



PLAN VIEW OF FIXED PIER

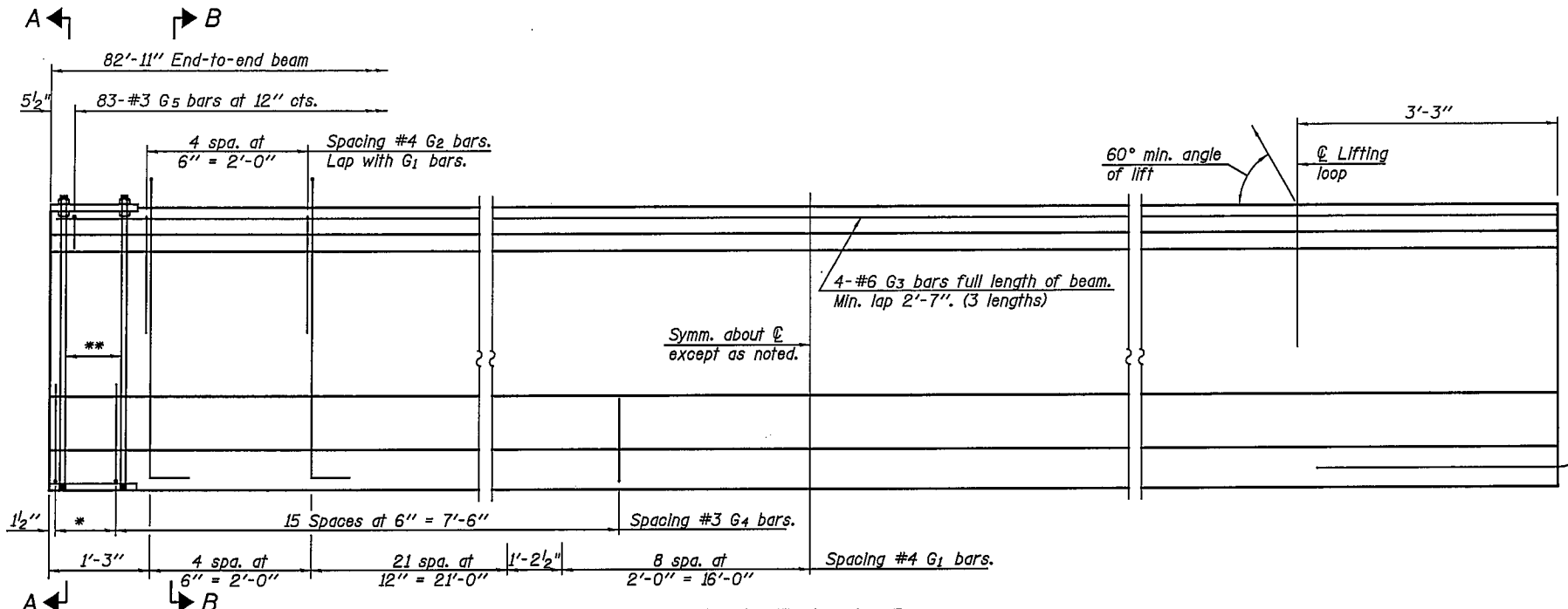
(Piers 2 & 3)

FRAMING PLAN
 U.S. ROUTE 136/IL. ROUTE 1 OVER
 NORTH FORK VERMILION RIVER
 F.A.P. ROUTE 332 SEC. RX-1-BR-1
 VERMILION COUNTY
 STATION 198+63.75
 STRUCTURE NO. 092-0205

CHAMPAIGN, ILLINOIS
 CHICAGO, ILLINOIS
 EVANSVILLE, INDIANA
 INDIANAPOLIS, INDIANA
 KENOSHA, WISCONSIN
 SPRING GREEN, WISCONSIN

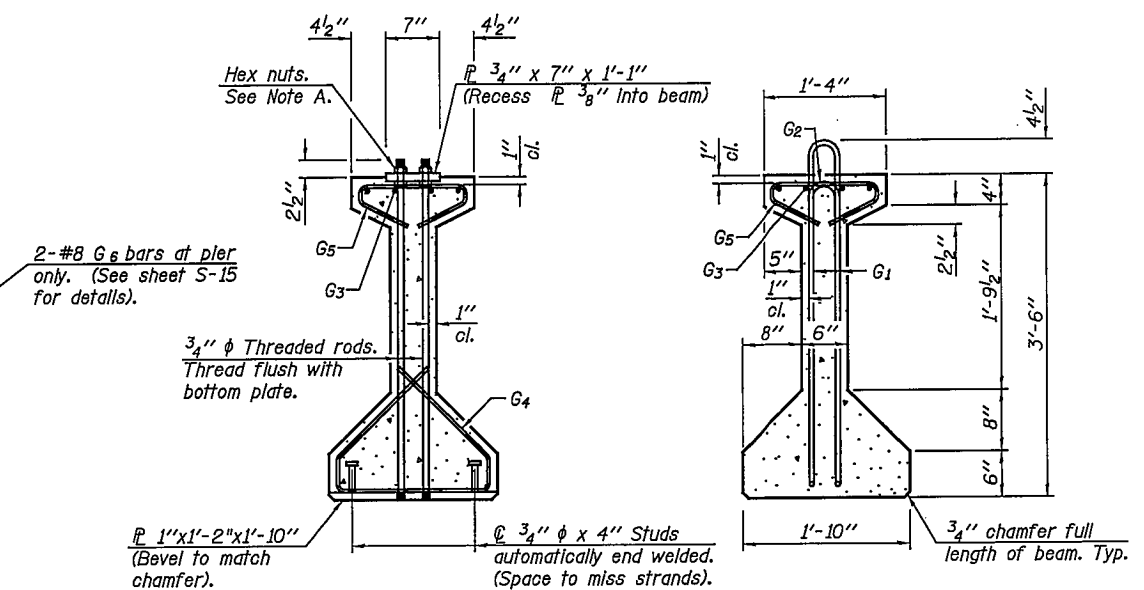
REVISIONS	NAME	DATE	ACTIVITY

DRAWING NUMBER
 S-12



ELEVATION OF BEAM
(Showing reinforcement & dimensions)

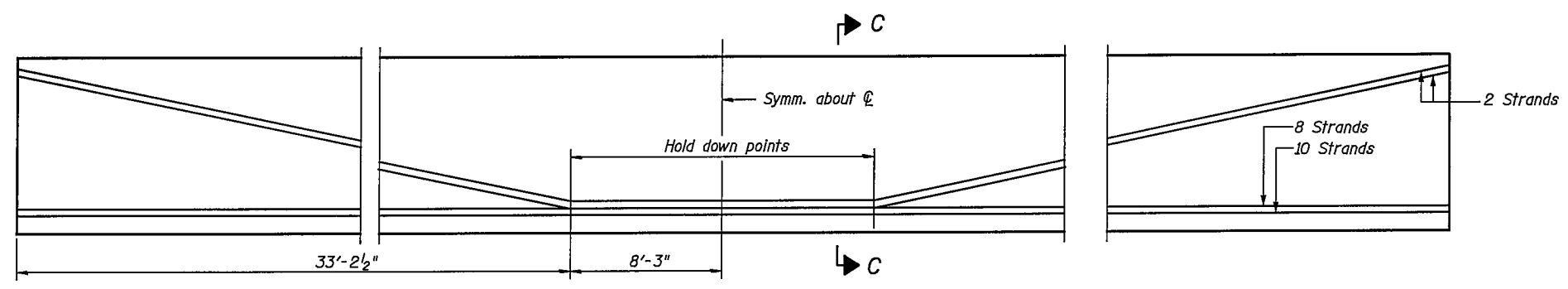
* 3 spaces at 3" = 9".
** 4-3/4" φ threaded dowel rods at 3" cts., each face.



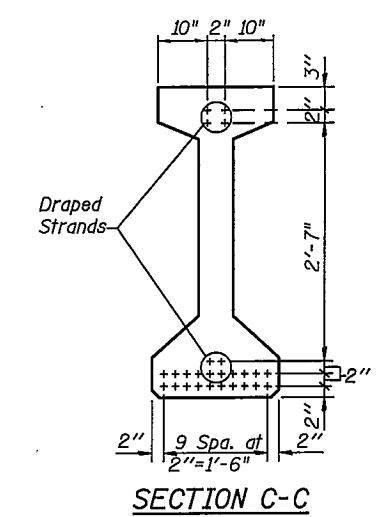
SECTION A-A

SECTION B-B

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



ELEVATION OF BEAM
(Showing Prestressing Steel)



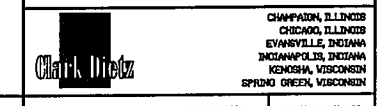
SECTION C-C

BAR LIST
ONE BEAM ONLY

Bar	No.	Size	Length	Shape
G1	69	#4	8'-5"	∩L
G2	10	#4	4'-4"	∩
G3	12	#6	29'-5"	—
G4	38	#3	4'-11"	∩
G5	83	#3	2'-6"	∩
G6	2	#8	3'-9"	∩

Notes:
See sheet S-15 for additional details and Bill of Material.
Required release strength, f'cl, shall be 5,000 psi.

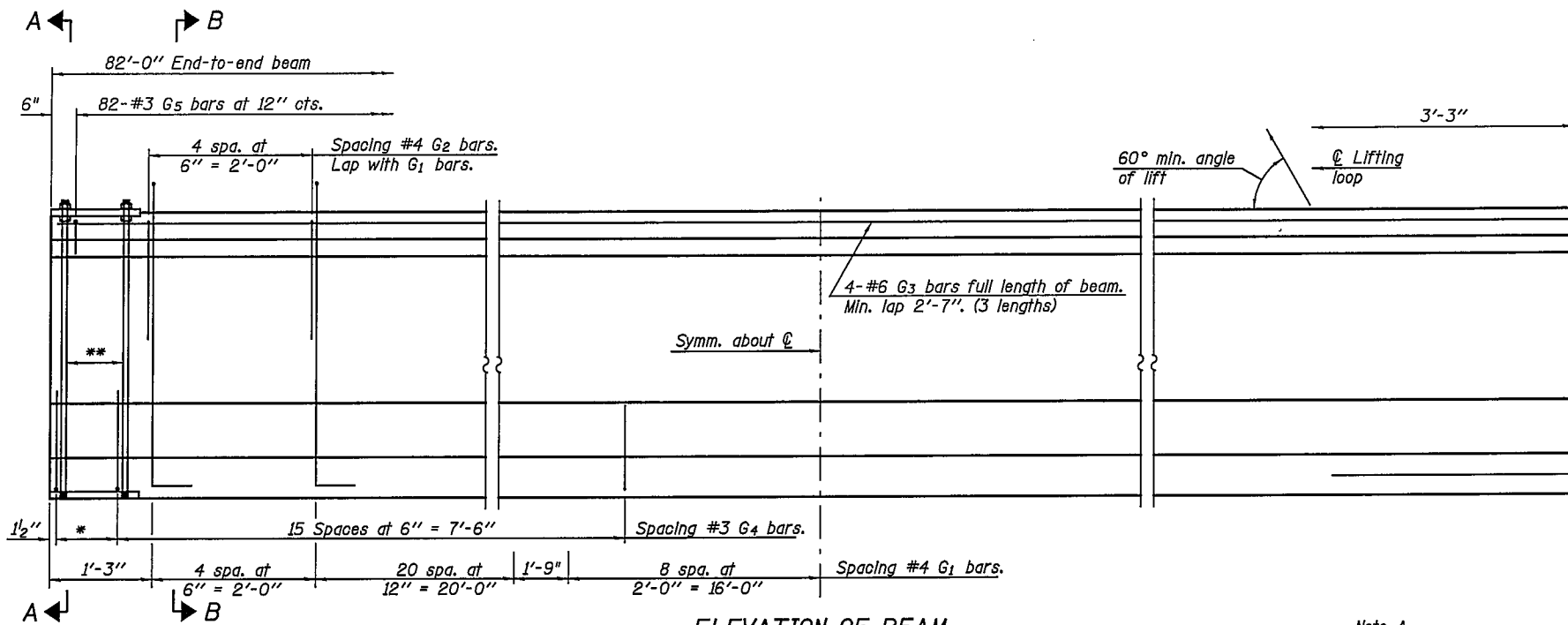
PPC I-BEAMS
SPANS 1 & 5
U.S. ROUTE 136/IL. ROUTE 1 OVER
NORTH FORK VERMILION RIVER
F.A.P. ROUTE 332 SEC. RX-1-BR-1
VERMILION COUNTY
STATION 198+63.75
STRUCTURE NO. 092-0205



REVISIONS	NAME	DATE	DESCRIPTION

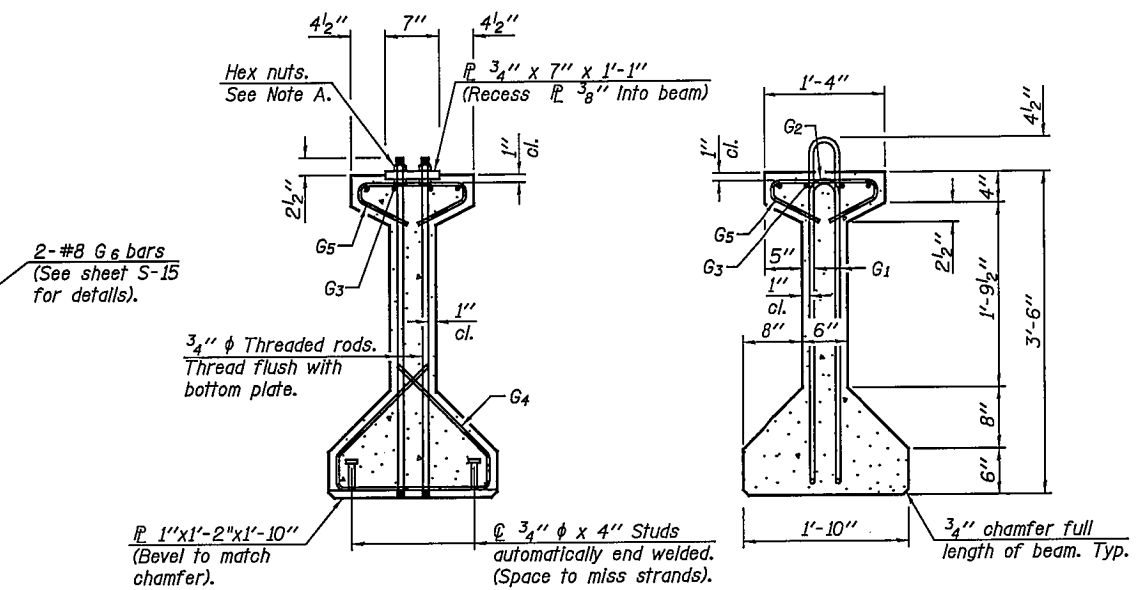
ROUTE NO.	SECTION	QUALITY	DATE	SHEET
F.A.P. 332	90	VERMILION	1/40	53
FED. ROAD DIST. NO. 7		ILLINOIS	INDIANA	
WISCONSIN		MICHIGAN		

Contract #90841



ELEVATION OF BEAM
(Showing reinforcement & dimensions)

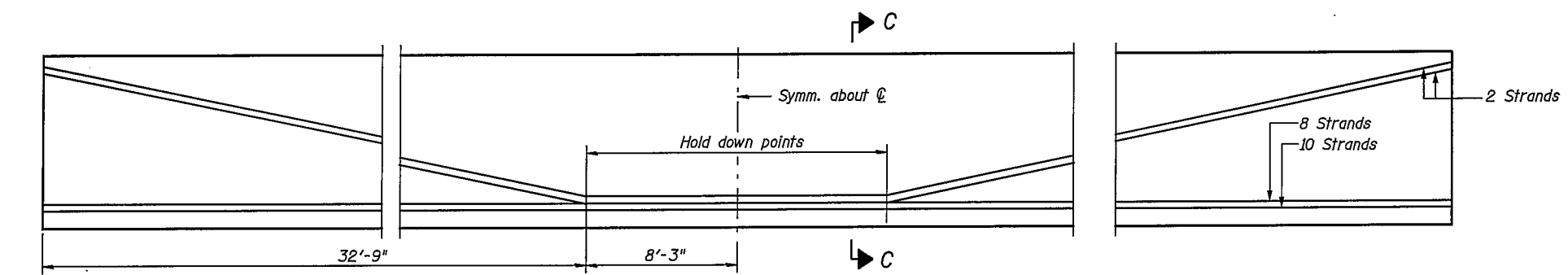
* 3 spaces at 3" = 9".
** 4-3/4" φ threaded dowel rods at 3" cts., each face.



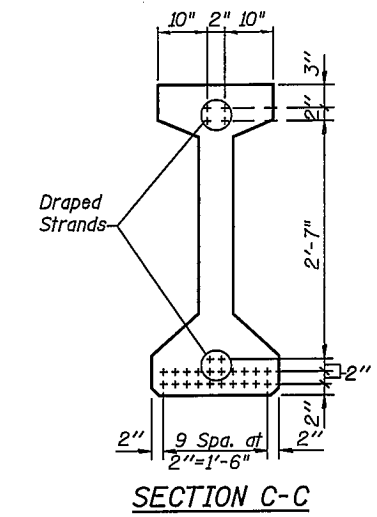
SECTION A-A

SECTION B-B

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



ELEVATION OF BEAM
(Showing Prestressing Steel)



SECTION C-C

**BAR LIST
ONE BEAM ONLY**

Bar	No.	Size	Length	Shape
G1	67	#4	8'-5"	∩L
G2	10	#4	4'-4"	∩
G3	12	#6	29'-0"	—
G4	38	#3	4'-11"	∩
G5	82	#3	2'-6"	∩
G6	4	#8	3'-9"	∩

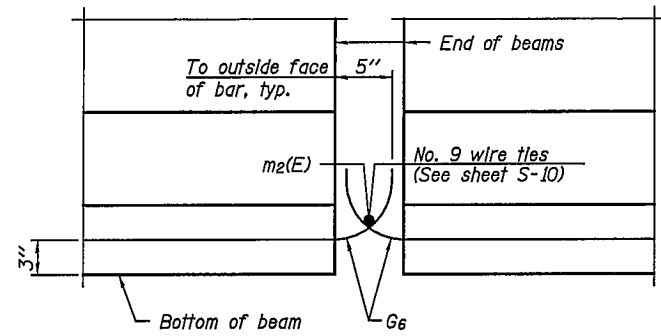
Notes:
See sheet S-15 for additional details and Bill of Material.
Required release strength, f'ci, shall be 5,000 psi.

PPC I-BEAMS
SPANS 2, 3 & 4
U.S. ROUTE 136/IL. ROUTE 1 OVER
NORTH FORK VERMILION RIVER
F.A.P. ROUTE 332 SEC. RX-1-BR-1
VERMILION COUNTY
STATION 188+63.75
STRUCTURE NO. 092-0205

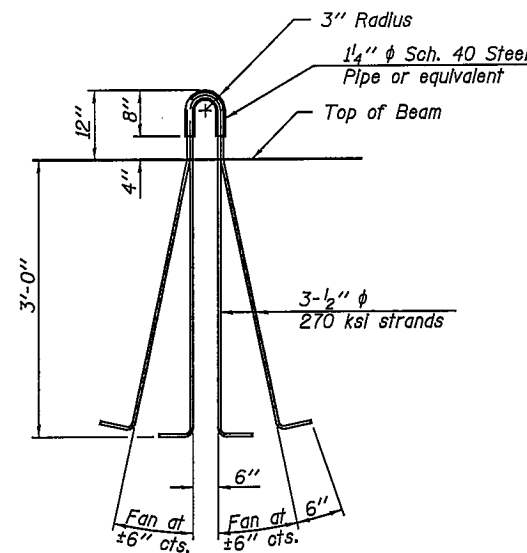


REVISIONS	NAME	DATE	DESCRIPTION

DRAWING NUMBER
S-14



ELEVATION OF BEAM AT PIER



LIFTING LOOP DETAIL

NOTES

Inserts for $\frac{3}{4}$ " ϕ threaded dowel rods, when specified, are to be two struts, coil type for interior beams and single coil, flared loop type for exterior beams.

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.

The nominal diameter shall be $\frac{1}{2}$ " and the nominal cross-sectional area shall be 0.153 sq. in.

Non-prestressing steel shall conform to AASHTO designation M-31 or M 322, Grade 60.

A minimum $2\frac{1}{2}$ " ϕ lifting pin shall be used to engage the lifting loops during handling.

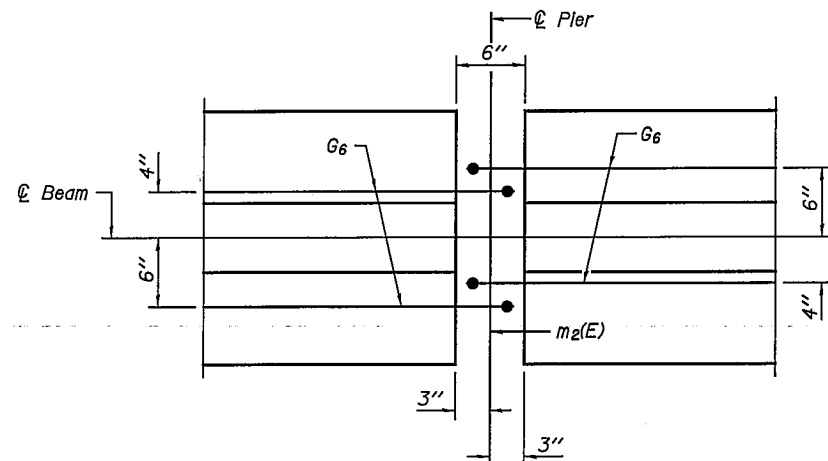
Reinforcement bars designated (E) shall be epoxy coated.

Cut G bars when necessary to maintain $\frac{1}{2}$ " clearance.

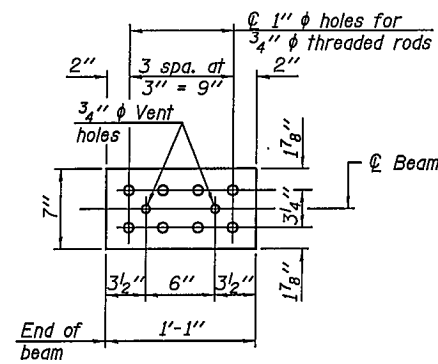
The bottom plates and studs shall be galvanized according to AASHTO M111 and ASTM A385.

Threaded rods shall be ASTM F 1554 Grade 55.

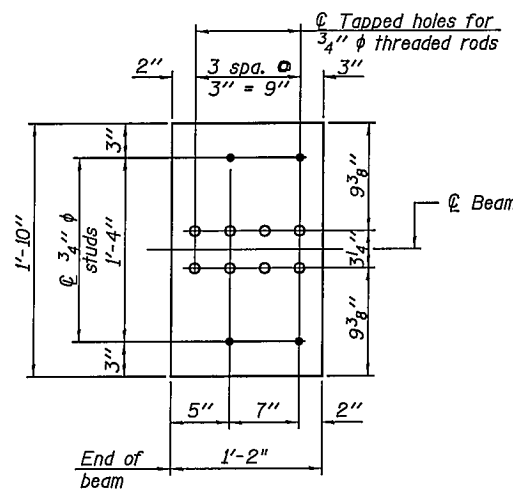
The cut strands at each beam end shall be given two coats of zinc dust spray or paint meeting the requirements of ASTM A 780. The zinc dust spray or paint shall be applied before corrosion appears and allowed to dry according to the manufacturer's specifications prior to another coat of zinc. A concrete sealer meeting the requirements of Section 587 of the Standard Specifications shall be applied to all portions of the I-beam or Bulb-T beam, except the top surface of the top flange and the bottom surface of the bottom flange, starting at each beam end and extending out a distance of 42 inches. The sealer shall be applied after visible crack growth has subsided. This work shall be performed by the producer and included with the cost of the beam.



PLAN OF BEAM AT PIER

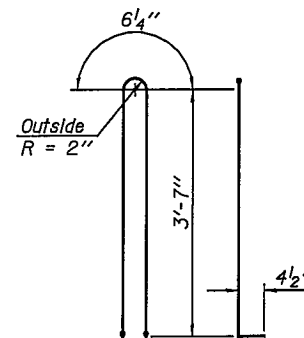


TOP PLATE

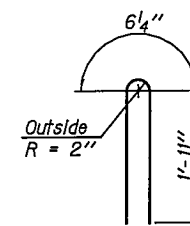


BOTTOM PLATE

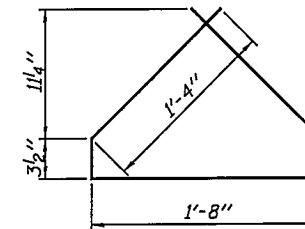
See bearing details for pintle hole locations when required.



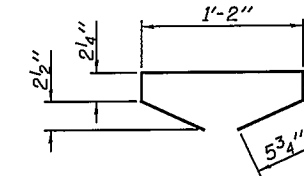
BAR G1



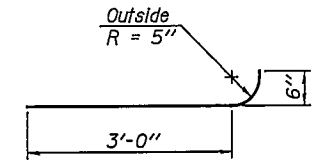
BAR G2



BAR G4



BAR G5



BAR G6

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 42"	Ft.	3,295

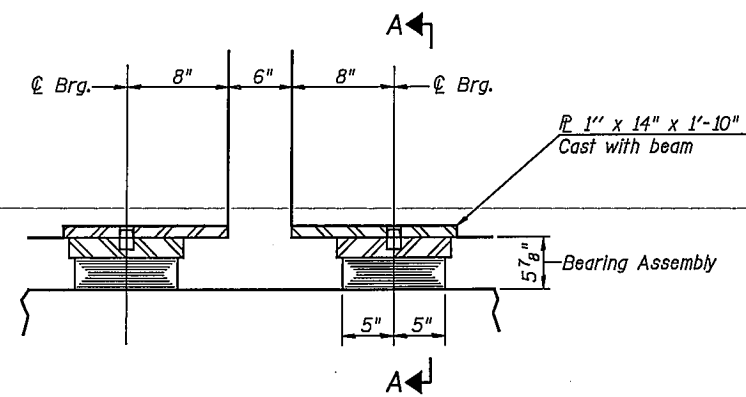
BEAM DETAILS AND NOTES

U.S. ROUTE 136/IL. ROUTE 1 OVER NORTH FORK VERMILION RIVER
 F.A.P. ROUTE 332 SEC. RX-1-BR-1
 VERMILION COUNTY
 STATION 138+63.75
 STRUCTURE NO. 092-0205

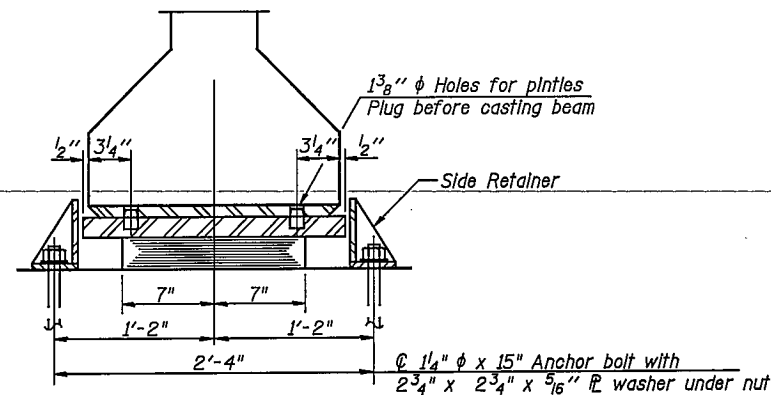
CHAMPAIGN, ILLINOIS
 CHICAGO, ILLINOIS
 EVANSVILLE, INDIANA
 INDIANAPOLIS, INDIANA
 KENOSHA, WISCONSIN
 SPRING GREEN, WISCONSIN

REVISIONS	NAME	DATE

S-15



SECTION AT PIER



SECTION A-A

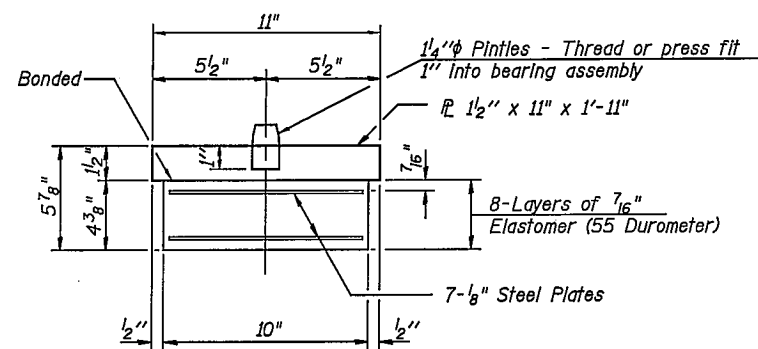
TYPE I ELASTOMERIC EXP. BRG.

PIER 1 - SPANS 1 & 2

PIER 4 - SPANS 4 & 5

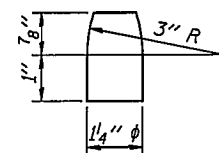
Notes:

After beams have been erected holes at expansion bearings shall be drilled and anchor bolts grouted in place. See sheet S-28 for anchor bolt installation.

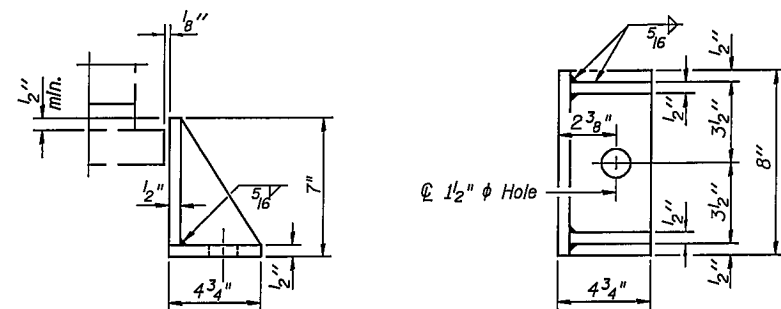


BEARING ASSEMBLY

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



PINTLE



SIDE RETAINER

Cost included with Elastomeric Bearing Assembly, Type I

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

The side retainers shall be galvanized after shop fabrication according to AASHTO M111 and ASTM 385.

PI-2E-1 7-15-05

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	32

ELASTOMERIC BEARING ASSEMBLY, TYPE I

U.S. ROUTE 136/IL. ROUTE 1 OVER NORTH FORK VERMILION RIVER
F.A.P. ROUTE 332 SEC. RX-1-BR-1
VERMILION COUNTY
STATION 198+63.75
STRUCTURE NO. 092-0205

CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

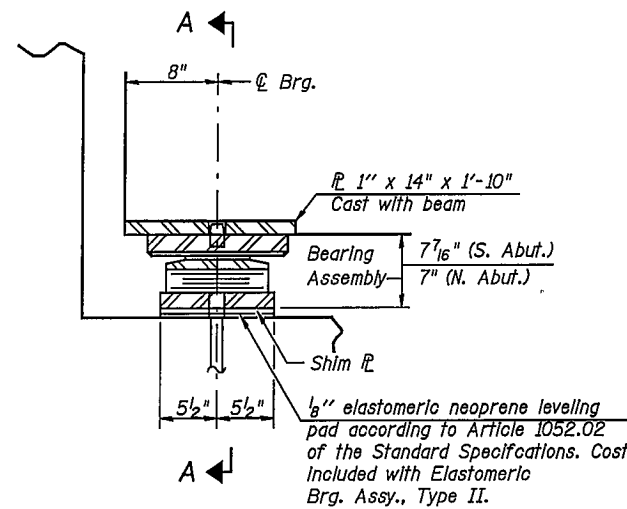
Clark Ditzel

REVISIONS	NAME	DATE

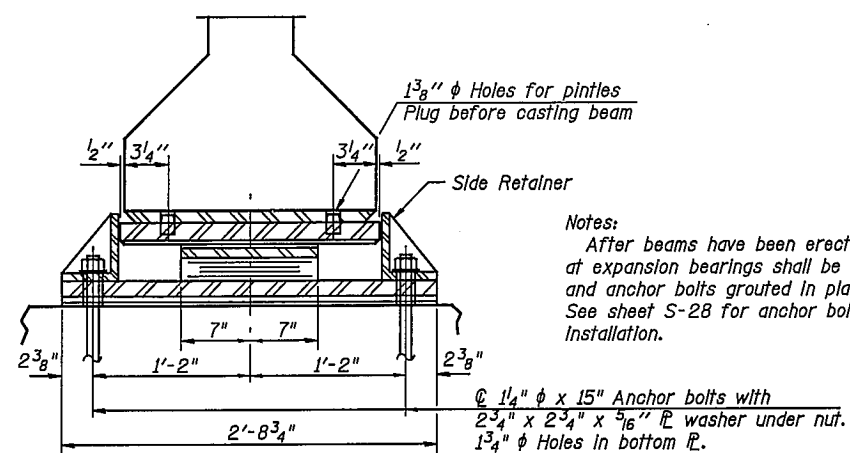
S-16

ROUTE NO.	SECTION	COUNTY	DATE	SHEET NO.
F.A.P. 332	(A)	VERMILION	140	58
FED. ROAD DIST. NO. 7		DESIGNER	FED. AID PROJECT	

Contract #90841



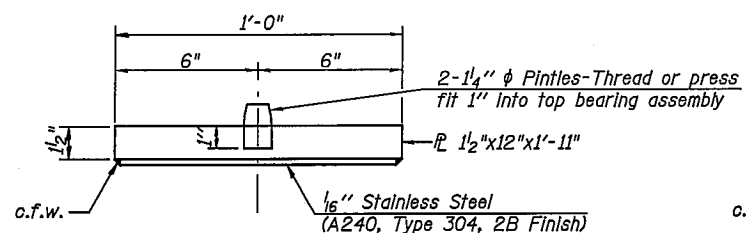
SECTION AT ABUT.



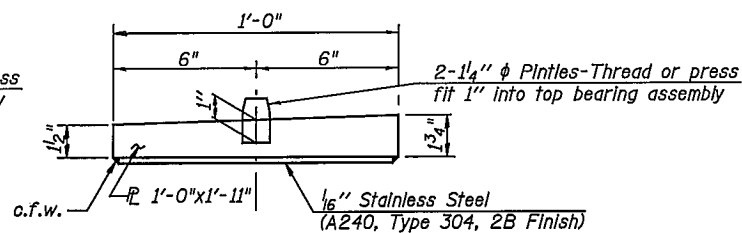
SECTION A-A

Notes:
After beams have been erected
at expansion bearings shall be drilled
and anchor bolts grouted in place.
See sheet S-28 for anchor bolt
installation.

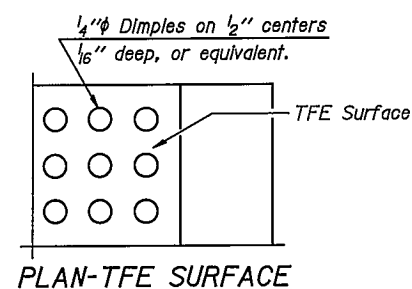
**TYPE II TFE ELASTOMERIC EXP. BRG.
NORTH & SOUTH ABUTMENT**



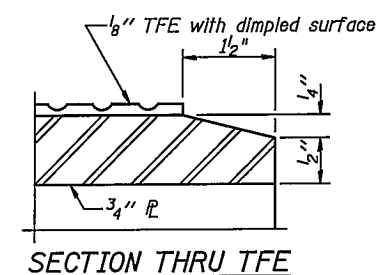
TOP BEARING ASSEMBLY
SOUTH ABUTMENT



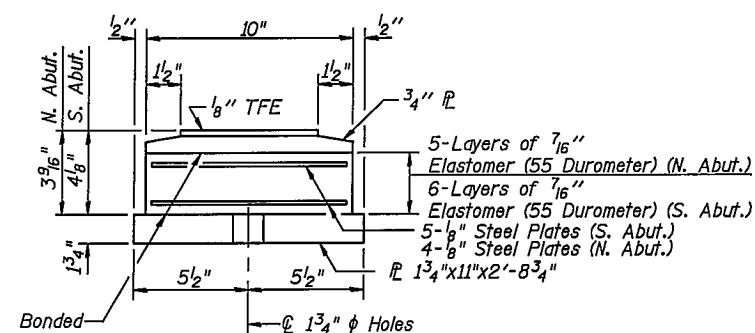
TOP BEARING ASSEMBLY
NORTH ABUTMENT



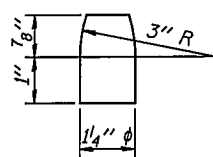
PLAN-TFE SURFACE



SECTION THRU TFE



BOTTOM BEARING ASSEMBLY

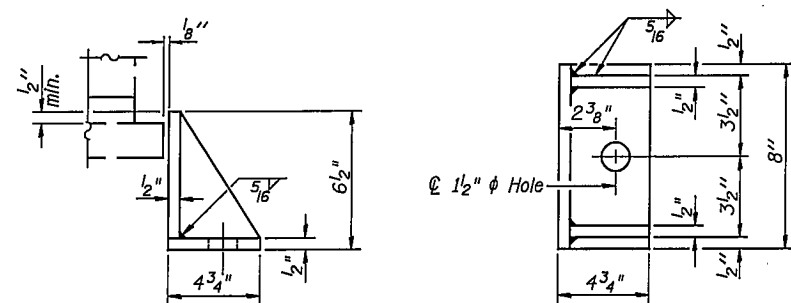


PINTLE

Notes:
The 1/8\"/>

BILL OF MATERIAL

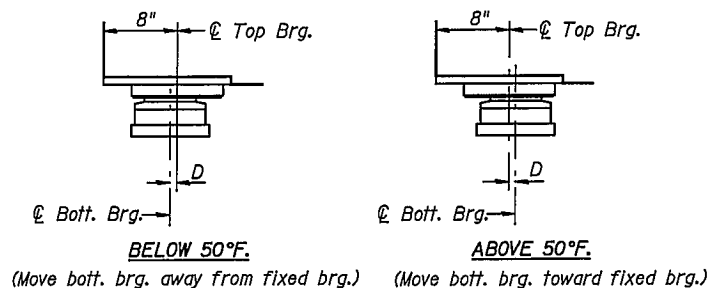
Item	Unit	Total
Elastomeric Bearing Assembly, Type II	Each	16



SIDE RETAINER

Cost included with Elastomeric Bearing Assembly, Type II.
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.
The side retainers shall be galvanized after shop fabrication according to AASHTO M11 and ASTM 385.

PI-2E-2 7-15-05



SETTING ANCHOR BOLTS AT EXP. BRG.

D=1/8\"/>

ELASTOMERIC BEARING ASSEMBLY, TYPE II

U.S. ROUTE 136/IL. ROUTE 1 OVER
NORTH FORK VERMILION RIVER
F.A.P. ROUTE 332 SEC. RX-1-BR-1
VERMILION COUNTY
STATION 198+63.75
STRUCTURE NO. 092-0205



REVISIONS	NAME	DATE	DESCRIPTION

S-17

ROUTE NO.	SECTION	PROJECT	DATE	NO.
F.A.P. 332	(*)	VERMILION	1/4/0	59
CONTRACT #90841				

**ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h ₁₀ (E)	16	#5	27'-1"	
h ₁₁ (E)	12	#5	8'-5"	
h ₁₂ (E)	12	#5	8'-5"	
h ₁₃ (E)	20	#4	13'-2"	
h ₁₄ (E)	12	#4	13'-2"	
h ₁₅ (E)	8	#6	27'-4"	
n ₁₀ (E)	22	#6	12'-6"	
n ₁₁ (E)	12	#6	6'-3"	
p ₁₀ (E)	16	#7	30'-0"	
p ₁₁ (E)	12	#7	14'-4"	
p ₁₂ (E)	2	#5	32'-0"	
s ₁₀ (E)	50	#4	17'-3"	
s ₁₁ (E)	30	#4	9'-5"	
u ₁₀ (E)	4	#6	11'-10"	
u ₁₁ (E)	4	#6	11'-2"	
u ₁₂ (E)	34	#4	8'-11"	
v ₁₀ (E)	53	#5	2'-0"	
v ₁₁ (E)	53	#4	3'-7"	
v ₁₂ (E)	28	#6	7'-6"	
v ₁₃ (E)	6	#6	7'-1"	
v ₁₄ (E)	22	#6	7'-7"	
v ₁₅ (E)	106	#4	5'-1"	
Structure Excavation		Cu. Yd.	308	
Concrete Structures		Cu. Yd.	70.7	
Reinforcement Bars, Epoxy Coated		Pound	5,530	
Furnishing Steel Piles HPI0x42		Foot	1,206	
Driving Steel Piles HPI0x42		Foot	1,206	
Test Pile Steel HPI0x42		Each	1	
Bar Splicers		Each	52	
Metal Shoes		Each	18	

Bars indicated thus 5x3-#5 etc. indicates 5 lines of bars with 3 lengths per line.
Reinforcement bars designated (E) shall be epoxy coated.
For details of Bar Splicers, see sheet S-27.

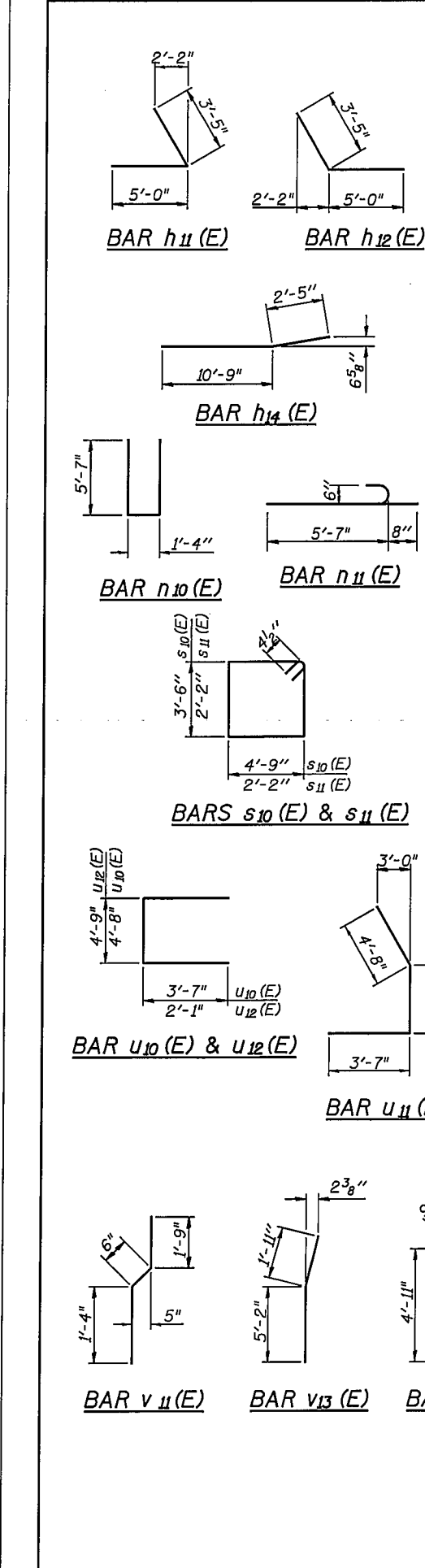
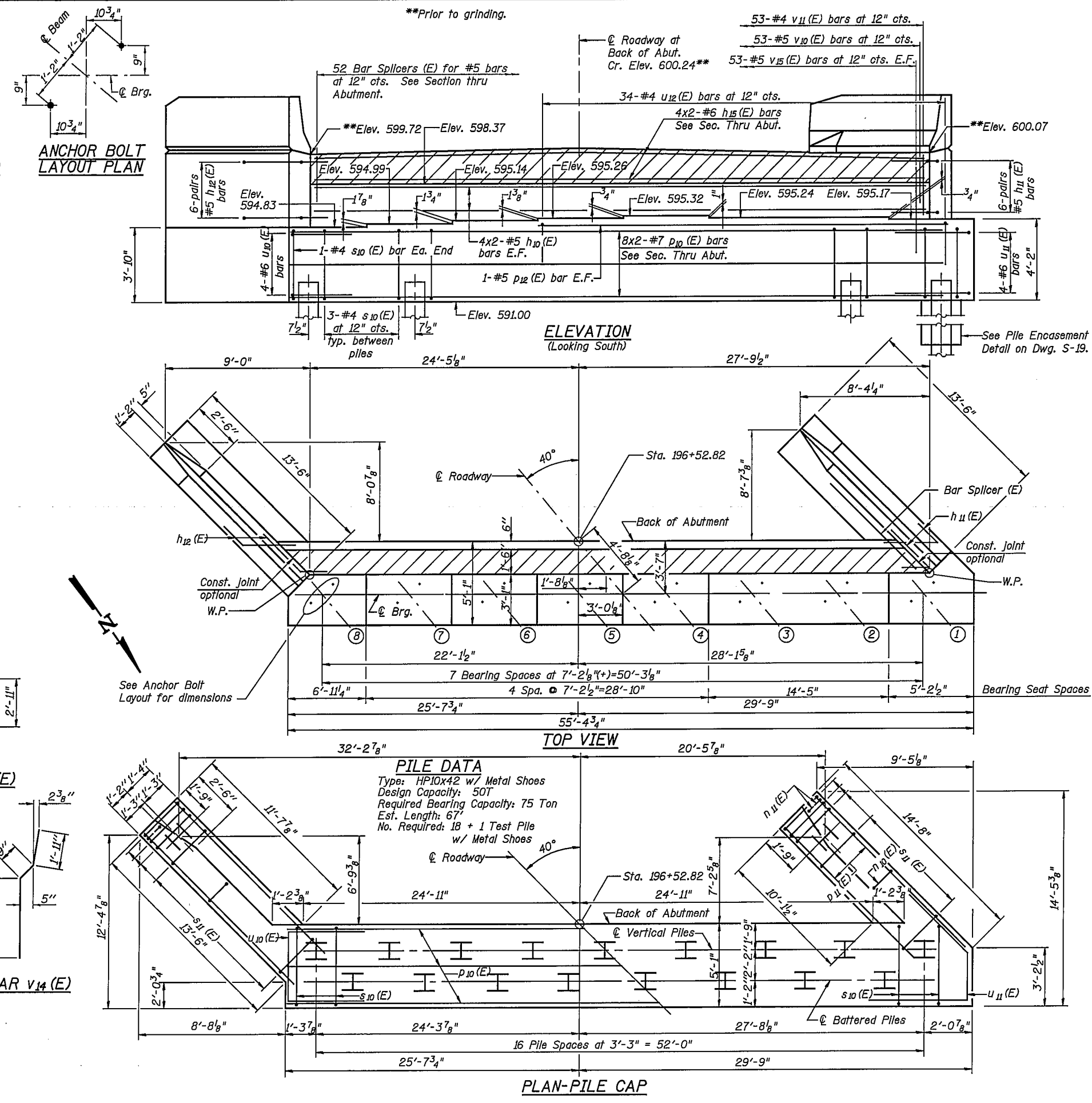
MIN. BAR LAP	
#5	2'-3"
#6	2'-9"
#7	4'-10"

SOUTH ABUTMENT PLANS & ELEVATION

U.S. ROUTE 136/IL. ROUTE 1 OVER NORTH FORK VERMILION RIVER
F.A.P. ROUTE 332 SEC. RX-1-BR-1
VERMILION COUNTY
STATION 198+63.75
STRUCTURE NO. 092-0205



REVISIONS	NAME	DATE	DESCRIPTION



**Prior to grinding.

53-#4 v₁₁(E) bars at 12" cts.

53-#5 v₁₀(E) bars at 12" cts.

53-#5 v₁₅(E) bars at 12" cts. E.F.

52 Bar Splicers (E) for #5 bars at 12" cts. See Section thru Abutment.

⊙ Roadway at Back of Abut. Cr. Elev. 600.24**

34-#4 u₁₂(E) bars at 12" cts.

4x2-#6 h₁₅(E) bars See Sec. Thru Abut.

**Elev. 599.72 - Elev. 598.37

**Elev. 600.07

**ELEVATION
(Looking South)**

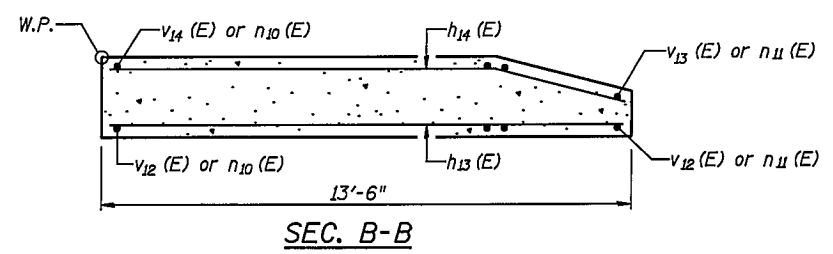
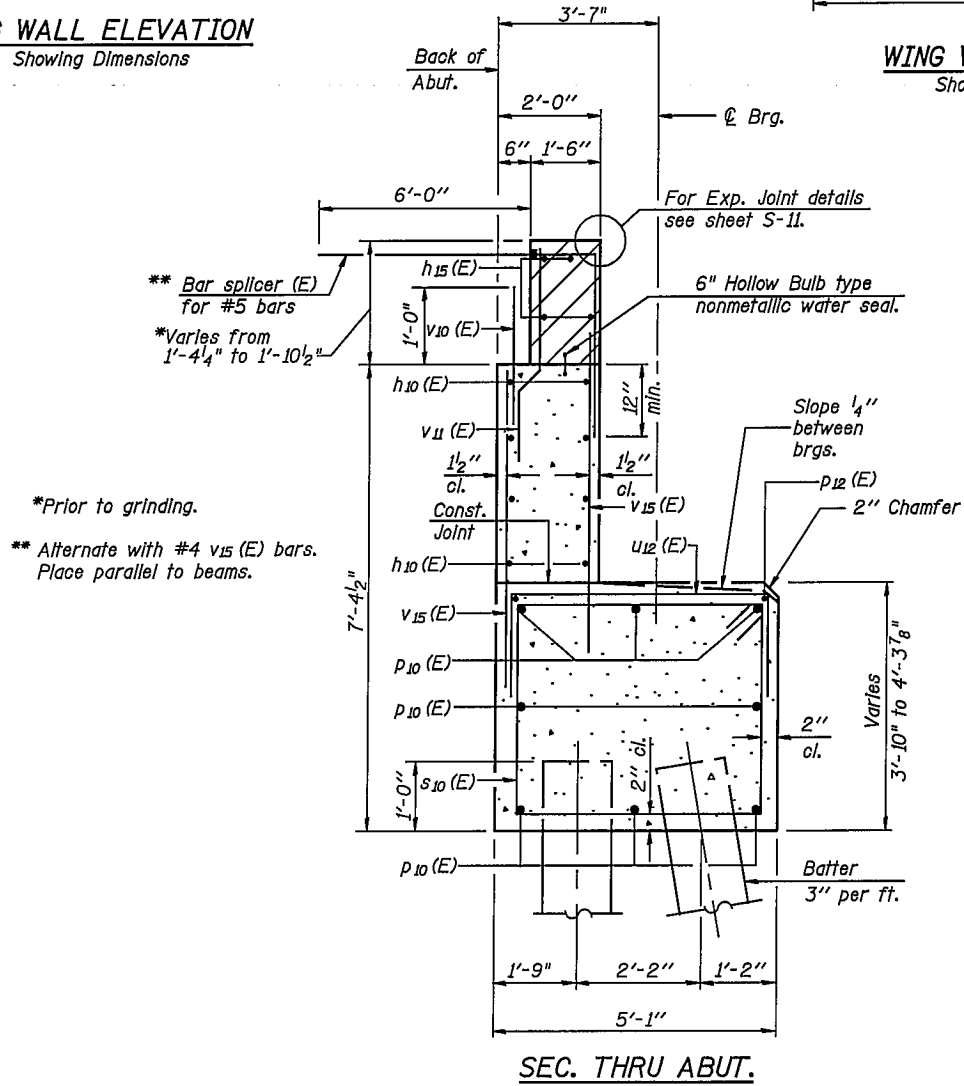
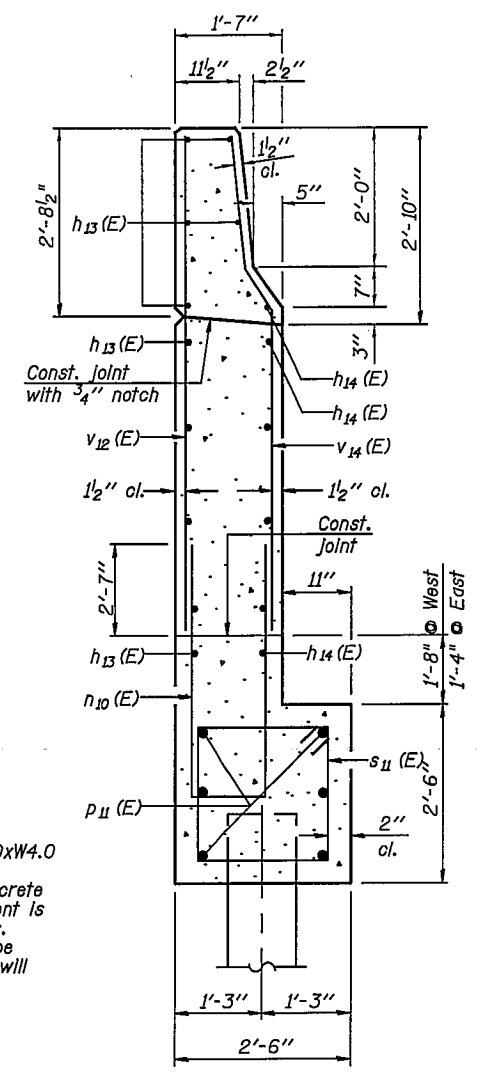
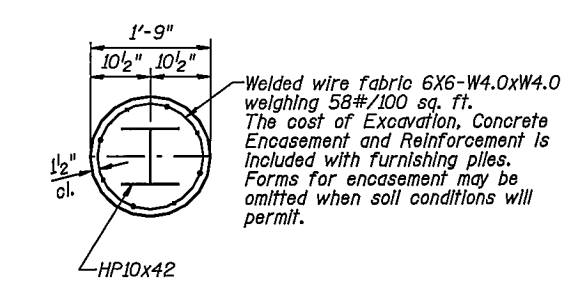
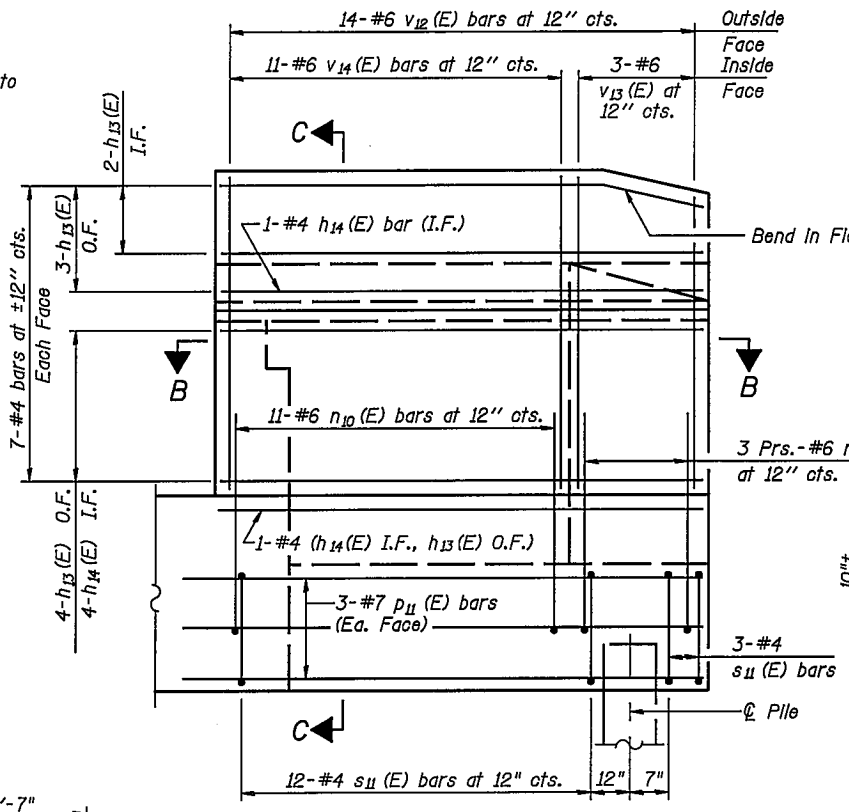
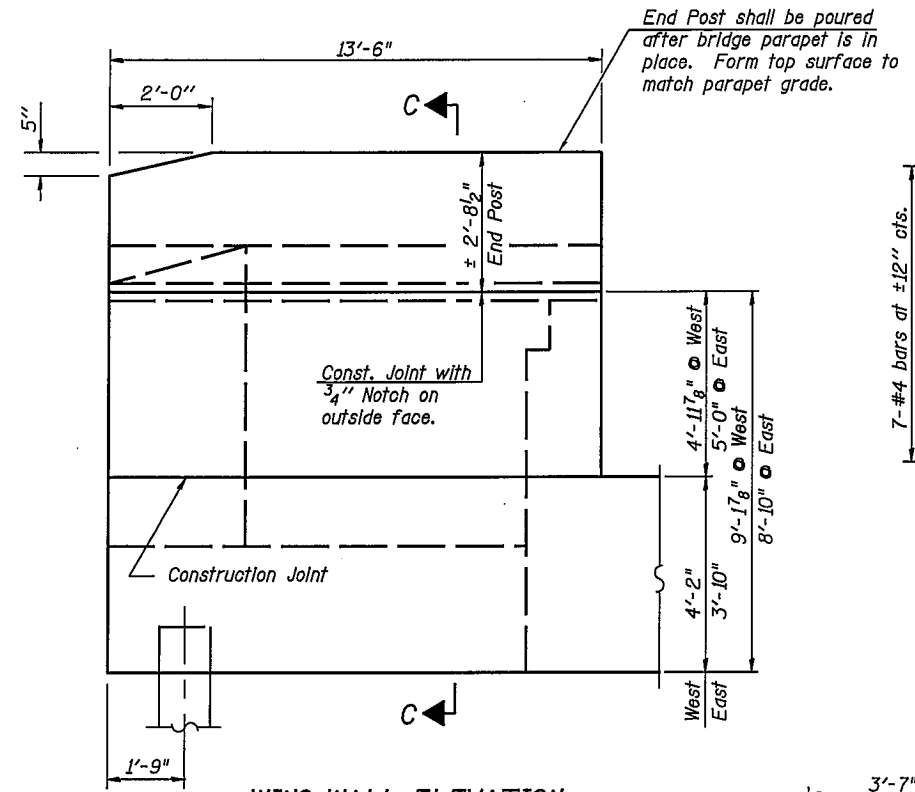
TOP VIEW

PILE DATA

Type: HPI0x42 w/ Metal Shoes
Design Capacity: 50T
Required Bearing Capacity: 75 Ton
Est. Length: 67'
No. Required: 18 + 1 Test Pile w/ Metal Shoes

PLAN-PILE CAP

REVISIONS	NAME	DATE	DESCRIPTION



Notes: Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure. Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap. Reinforcement bars designated (E) shall be epoxy coated. Quantity of concrete in end post included with Concrete Superstructure on sheet S-9.

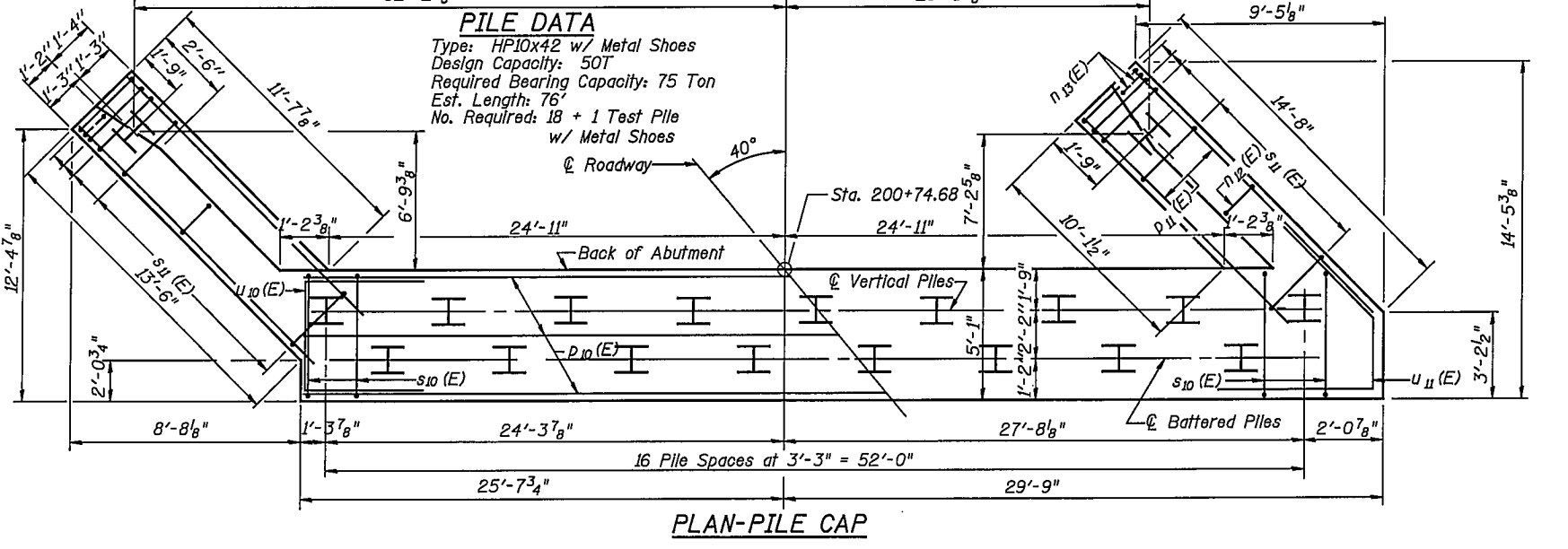
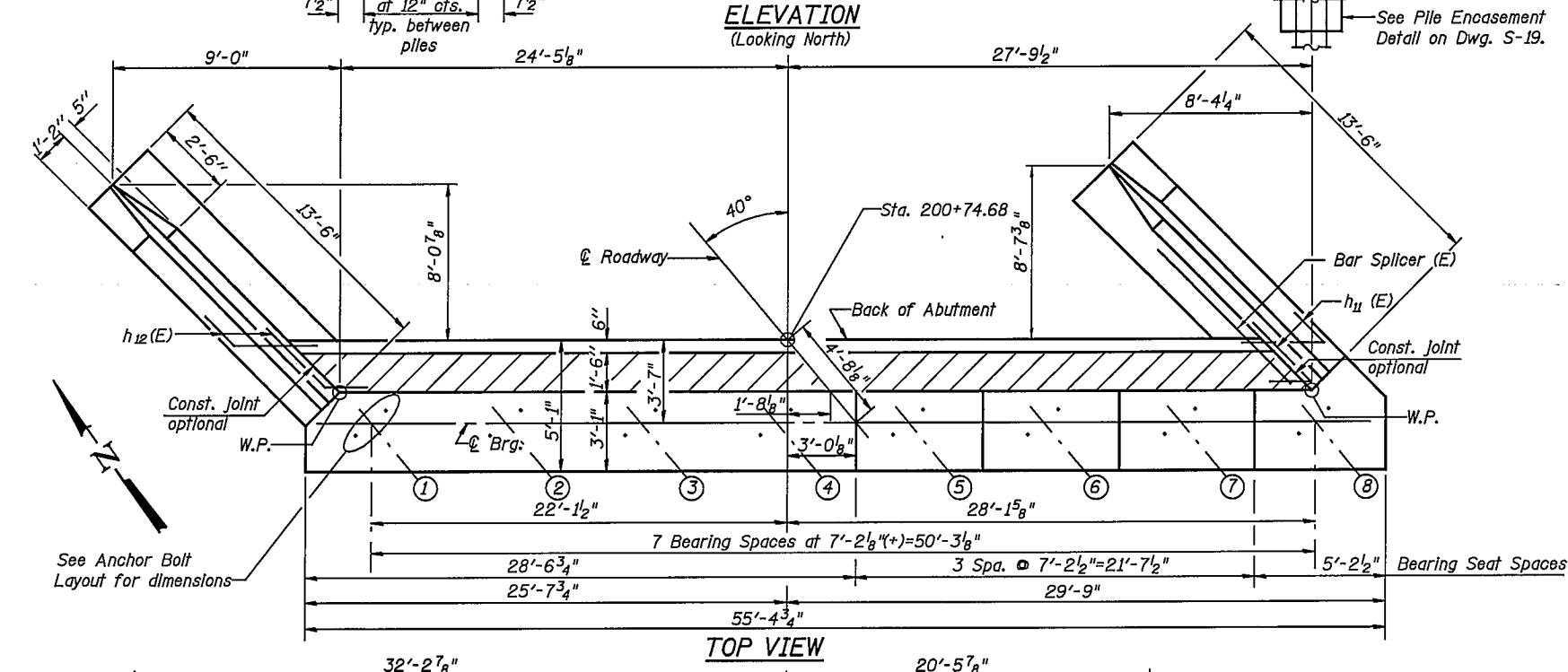
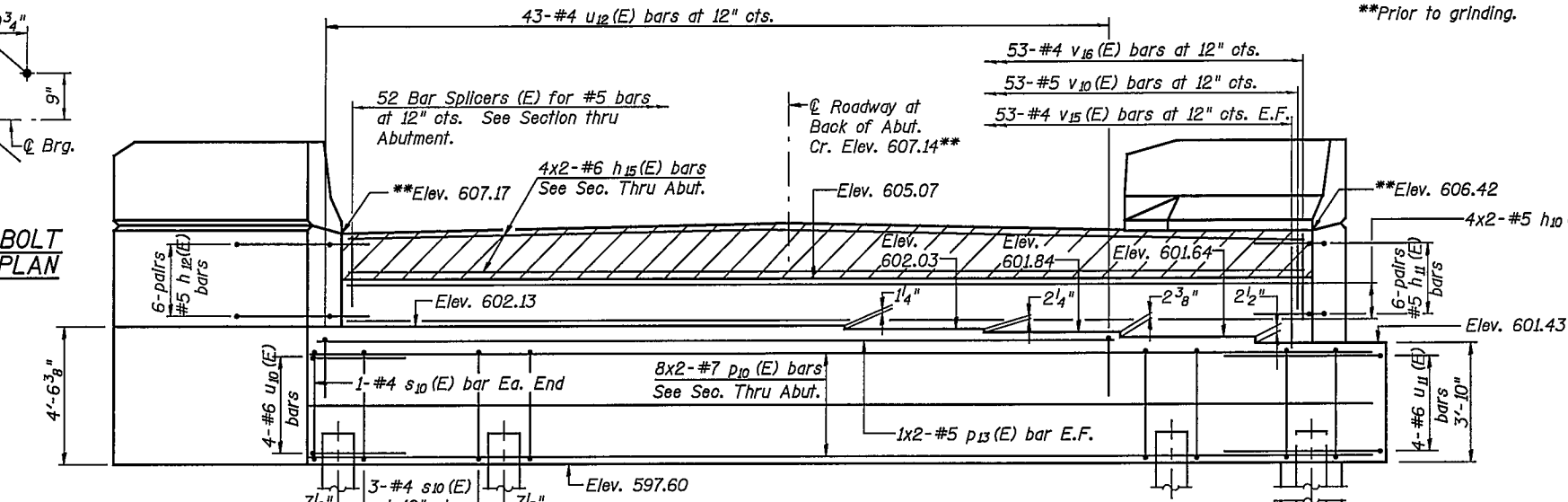
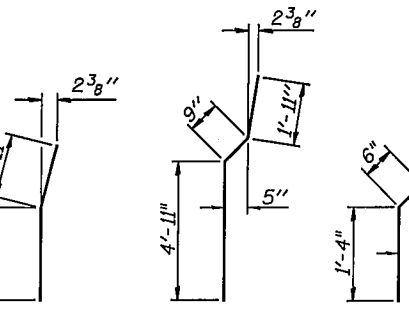
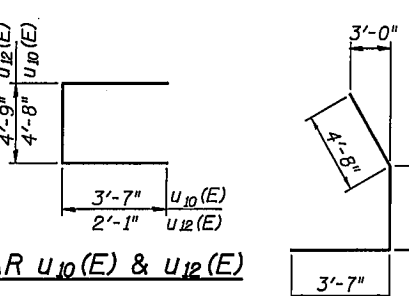
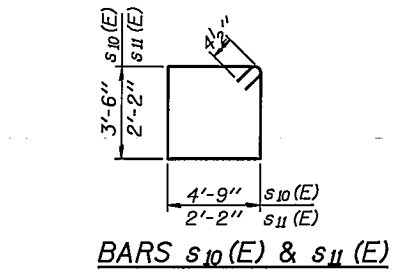
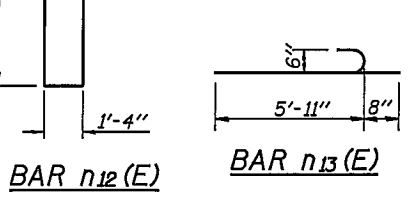
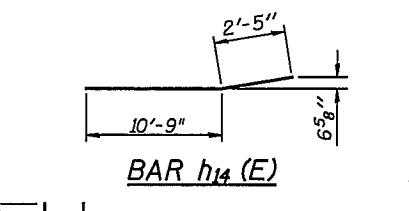
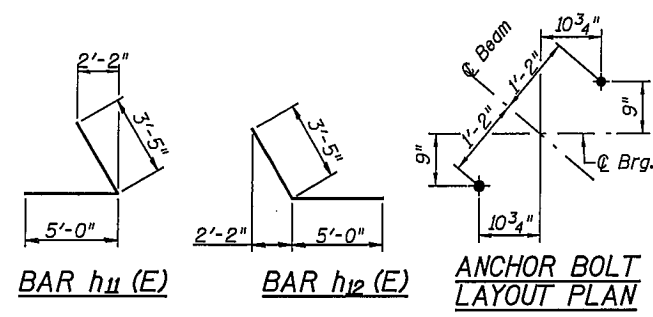
SOUTH ABUTMENT SECTIONS AND DETAILS

U.S. ROUTE 136/IL. ROUTE 1 OVER NORTH FORK VERMILION RIVER
F.A.P. ROUTE 332 SEC. RX-1-BR-1
VERMILION COUNTY
STATION 138+63.75
STRUCTURE NO. 092-0205

REVISIONS	NAME	DATE

CHAMPAGNE, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

DRAWING NUMBER: S-19



PILE DATA
 Type: HP10x42 w/ Metal Shoes
 Design Capacity: 50T
 Required Bearing Capacity: 75 Ton
 Est. Length: 76'
 No. Required: 18 + 1 Test Pile w/ Metal Shoes

ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_{10} (E)	16	#5	27'-1"	
h_{11} (E)	12	#5	8'-5"	
h_{12} (E)	12	#5	8'-5"	
h_{13} (E)	20	#4	13'-2"	
h_{14} (E)	12	#4	13'-2"	
h_{15} (E)	8	#6	27'-4"	
n_{12} (E)	22	#6	13'-2"	
n_{13} (E)	12	#6	6'-7"	
p_{10} (E)	16	#7	30'-0"	
p_{11} (E)	12	#7	14'-4"	
p_{13} (E)	4	#5	22'-0"	
s_{10} (E)	50	#4	17'-3"	
s_{11} (E)	30	#4	9'-5"	
u_{10} (E)	4	#6	11'-10"	
u_{11} (E)	4	#6	11'-2"	
u_{12} (E)	43	#4	8'-11"	
v_{10} (E)	53	#5	2'-0"	
v_{12} (E)	28	#6	7'-6"	
v_{13} (E)	6	#6	7'-1"	
v_{14} (E)	22	#6	7'-7"	
v_{15} (E)	106	#4	5'-1"	
v_{16} (E)	53	#4	3'-9"	
Structure Excavation		Cu. Yd.	314	
Concrete Structures		Cu. Yd.	72.5	
Reinforcement Bars, Epoxy Coated		Pound	5,650	
Furnishing Steel Piles HP10x42		Foot	1,368	
Driving Steel Piles		Foot	1,368	
Test Pile Steel HP10x42		Each	1	
Bar Splacers		Each	52	
Metal Shoes		Each	18	

Bars indicated thus 5x3-#5 etc. Indicates 5 lines of bars with 3 lengths per line.
 Reinforcement bars designated (E) shall be epoxy coated.
 For details of Bar Splacers, see sheet S-27.

MIN. BAR LAP

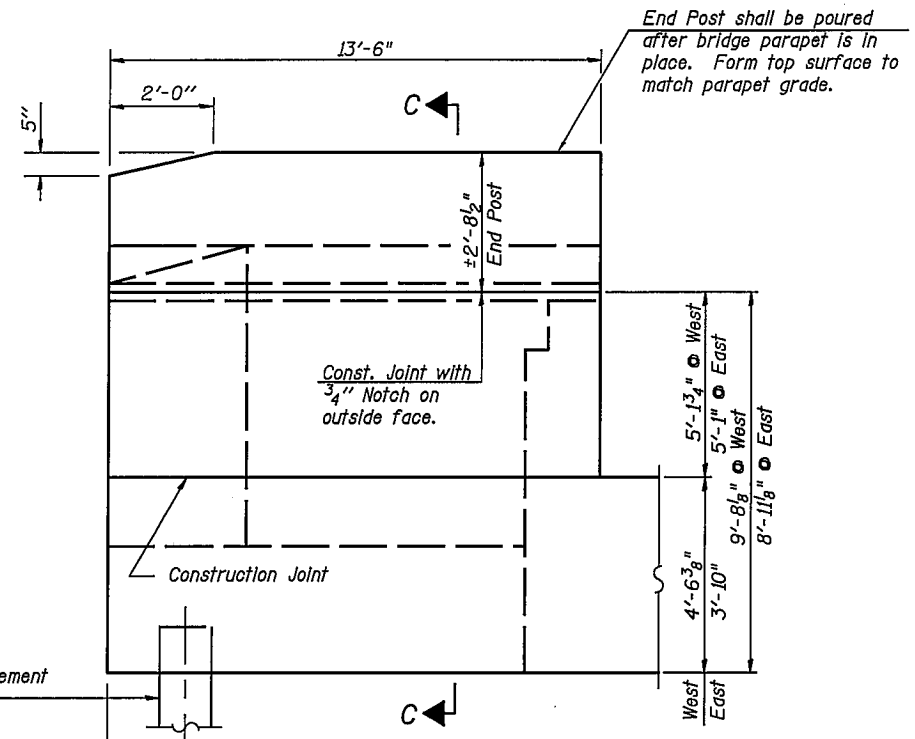
#5	2'-3"
#6	2'-9"
#7	4'-10"

NORTH ABUTMENT PLANS & ELEVATION
 U.S. ROUTE 136/IL. ROUTE 1 OVER
 NORTH FORK VERMILION RIVER
 F.A.P. ROUTE 332 SEC. RX-1-BR-1
 VERMILION COUNTY
 STATION 198+63.75
 STRUCTURE NO. 092-0205

REVISIONS

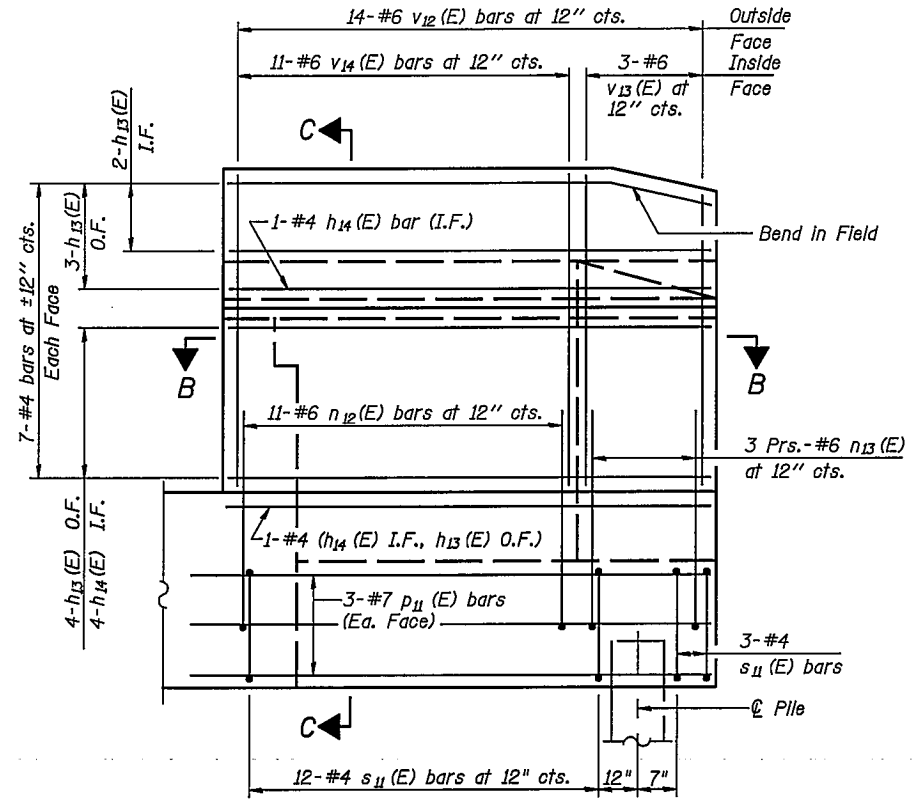
NAME	DATE	DESCRIPTION

DESIGNED BY: MHI
 CHECKED BY: MHI
 APPROVED BY: MHI
 DATE: 1/22/88
 SHEET NO.: S-20

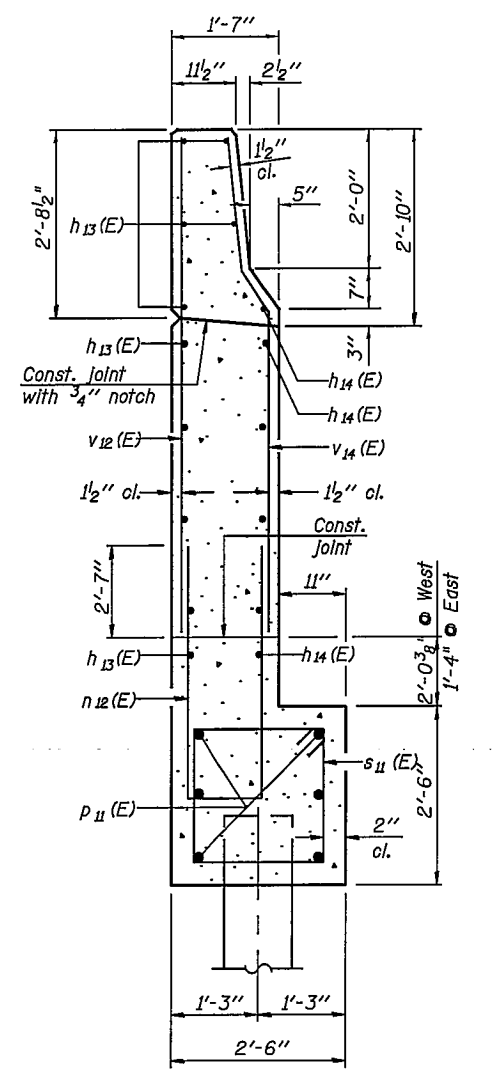


WING WALL ELEVATION
Showing Dimensions

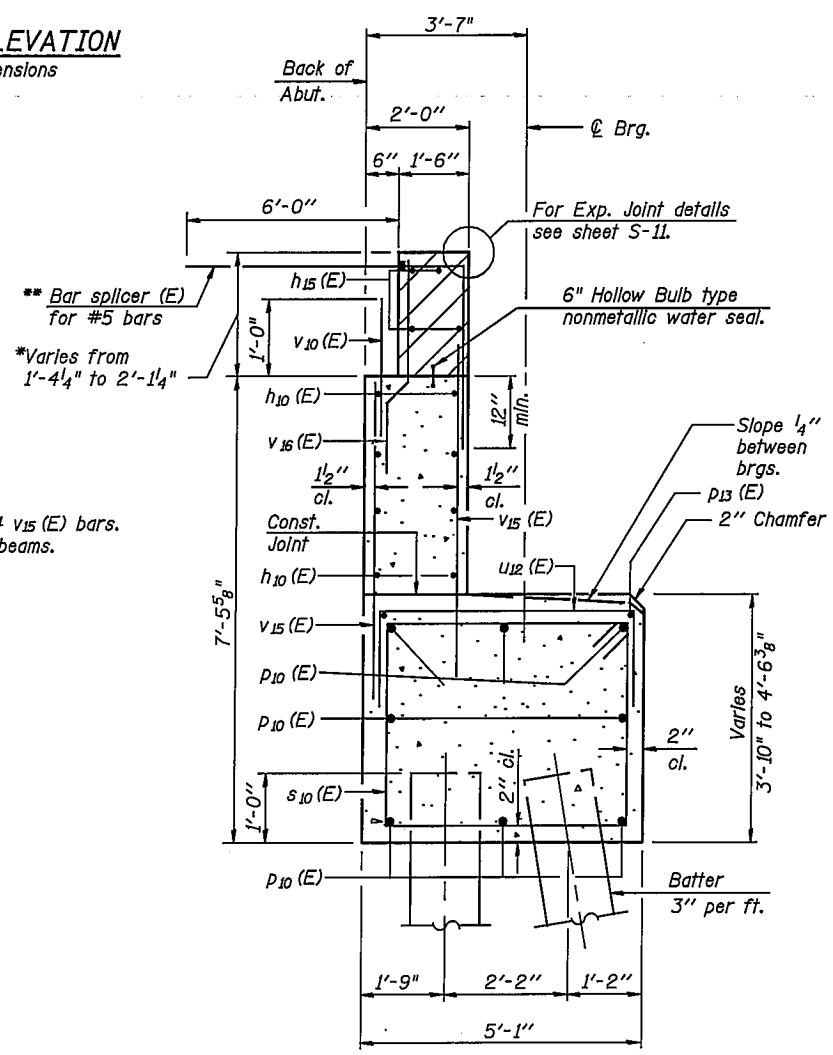
See Pile Encasement Detail on S-19.



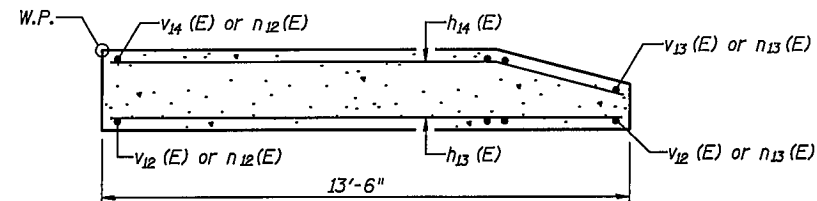
WING WALL ELEVATION
Showing Reinforcement



SECTION C-C



SEC. THRU ABUT.



SEC. B-B

Notes: Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure. Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap. Reinforcement bars designated (E) shall be epoxy coated. Quantity of concrete in end post included with Concrete Superstructure on sheet S-9.

*Prior to grinding
** Alternate with #4 v₁₅(E) bars. Place parallel to beams.

** Bar splicer (E) for #5 bars
*Varies from 1'-4 1/4" to 2'-1 1/4"

For Exp. Joint details see sheet S-11.

NORTH ABUTMENT SECTIONS & DETAILS
U.S. ROUTE 136/IL. ROUTE 1 OVER NORTH FORK VERMILION RIVER
F.A.P. ROUTE 332 SEC. RX-1-BR-1
VERMILION COUNTY
STATION 198+63.75
STRUCTURE NO. 092-0205



REVISIONS	NAME	DATE	DESCRIPTION

NOTES: DIMENSIONS IN FEET TO BE OBTAINED BY MEASURING AND PORTION OF THIS DRAWING.

DESIGNED BY: JY PROJECT NO. 182288
DRAWN BY: MEV DATE: 1/85
CHECKED BY: MH
APPROVED BY: JCC
ACTIVITY: DETAILS

Notes: Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.

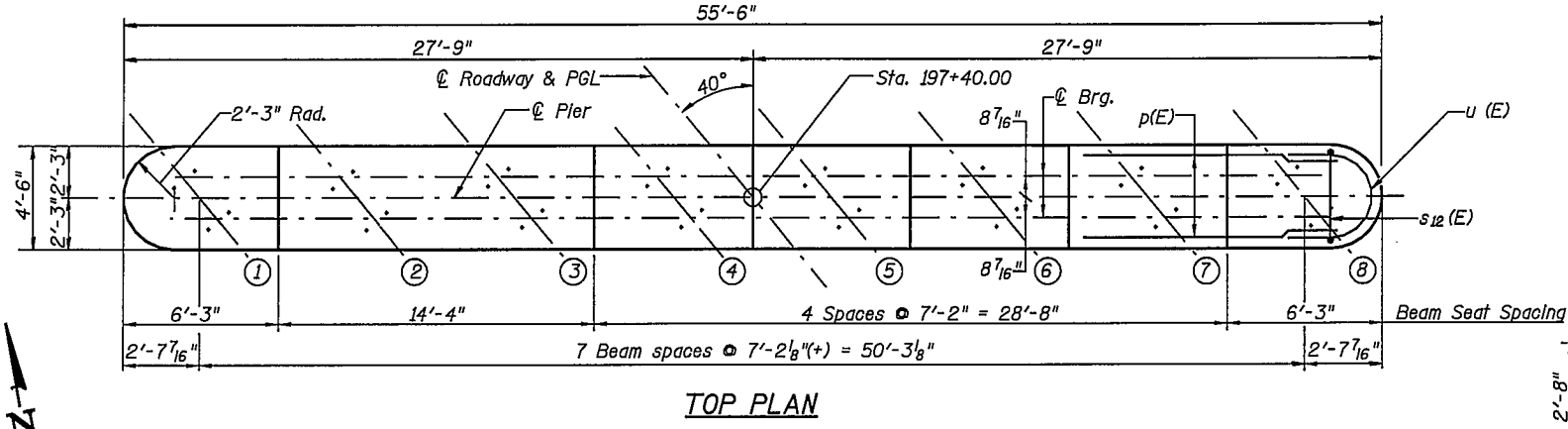
PILE DATA

Type: HP12x53 w/ Metal Shoes
 Design Capacity: 55T
 Required Bearing Capacity: 82.5 Ton
 Est. Length: 76'
 No. Required: 17 + 1 Test Pile
 w/ Metal Shoes

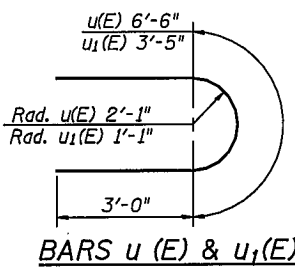
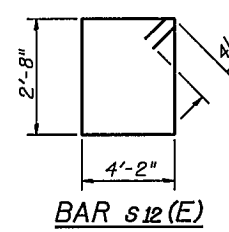
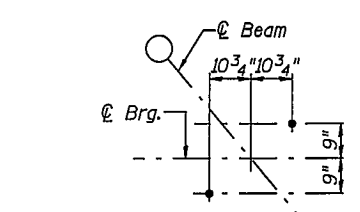
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	68	#5	27'-0"	—
p(E)	14	#7	27'-4"	—
p ₁ (E)	2	#5	32'-6"	—
s ₁₂ (E)	51	#5	14'-5"	□
u(E)	6	#5	12'-6"	U
u ₁ (E)	34	#5	9'-5"	U
u ₂ (E)	33	#4	8'-4"	U
v(E)	108	#5	19'-3"	—
Structure Excavation		Cu. Yd.	14	
Concrete Structures		Cu. Yd.	114.3	
Reinforcement Bars, Epoxy Coated		Pound	6,300	
Furnishing Steel Piles HP12x53		Foot	1,292	
Driving Steel Piles		Foot	1,292	
Test Pile Steel HP12x53		Each	1	
Underwater Structure Excavation Protection Location 1		Each	1	
Metal Shoes		Each	17	

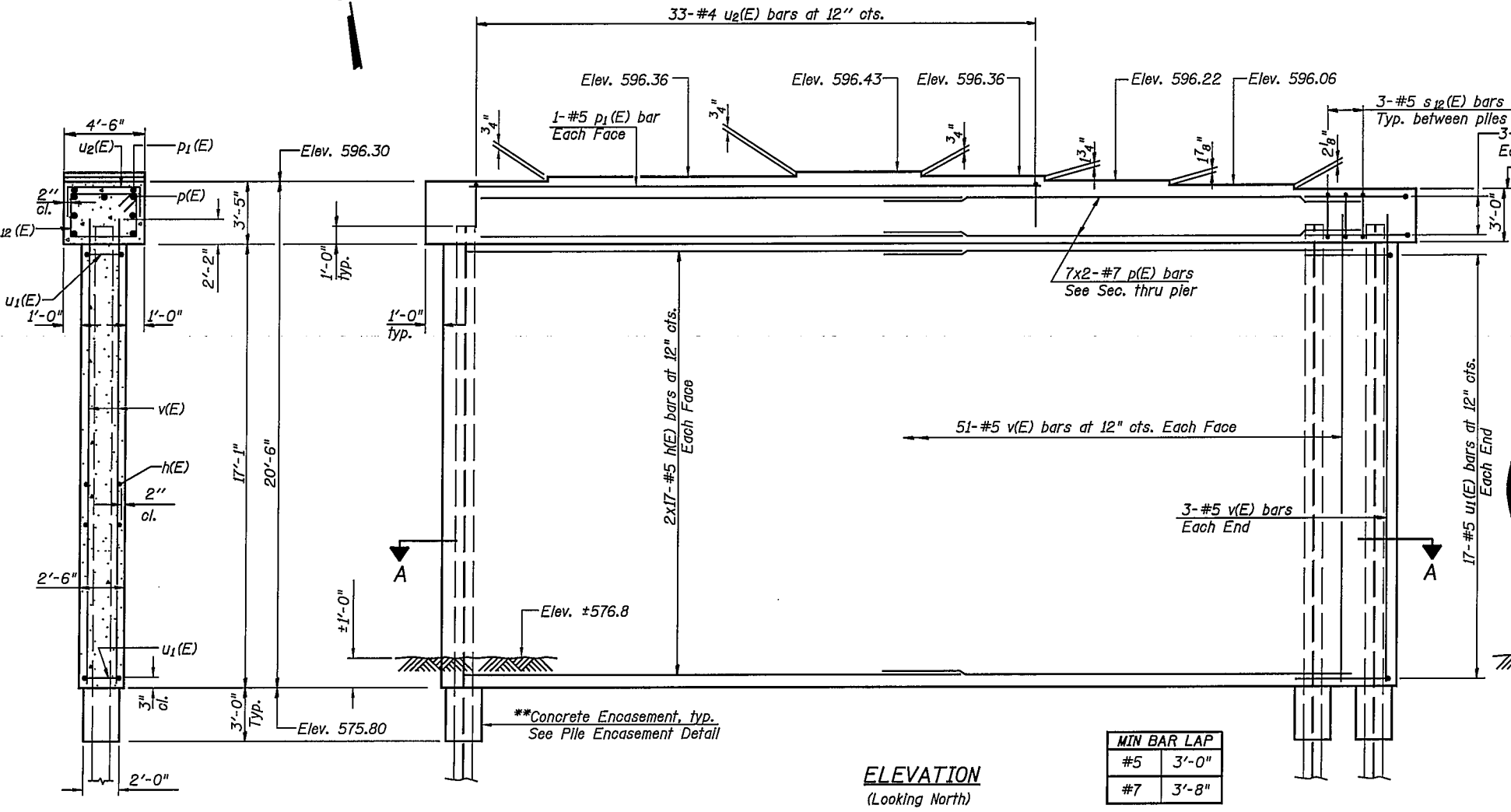
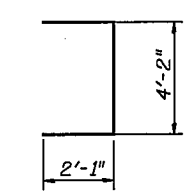
Bars Indicated thus 5x3-#5 etc. Indicates 5 lines of bars with 3 lengths per line.
 Reinforcement bars designated (E) shall be epoxy coated.



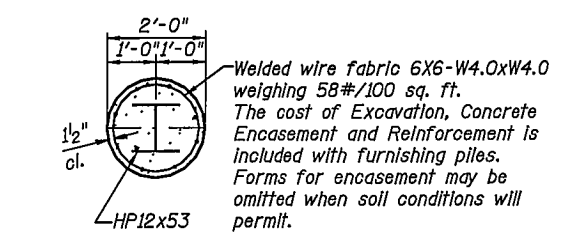
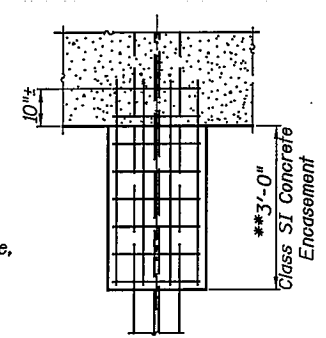
ANCHOR BOLT LAYOUT



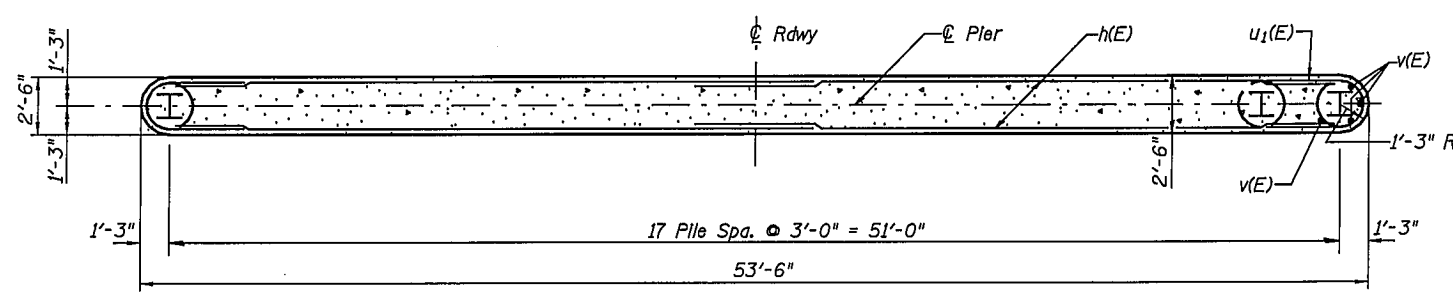
BAR u2(E)



Note: Location of metal shell pile, top of pile elevation, and connection of Debris Deflection System to bridge to be determined by Contractor. See Special Provisions.



SECTION THRU PIER



SECTION A-A

MIN BAR LAP	
#5	3'-0"
#7	3'-8"

**Forms shall be placed below Elevation 575.8 after excavation for Pier walls. Reinforcement and Concrete Encasement shall be poured underwater into forms. The cost of Concrete Encasement, Reinforcement, form excavation, and furnishing and placing forms is included with furnishing piles. If a portion of the pier wall is under water, concrete shall be trimmed under water into forms according to Article 503.08 of the Standard Specifications. Concrete shall be trimmed to an Elevation 1'-0" above the water level at the time of Construction.

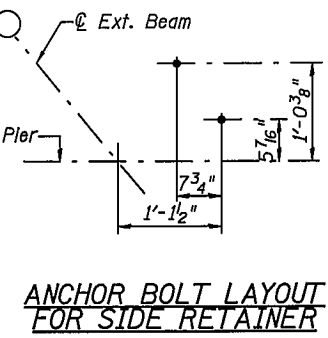
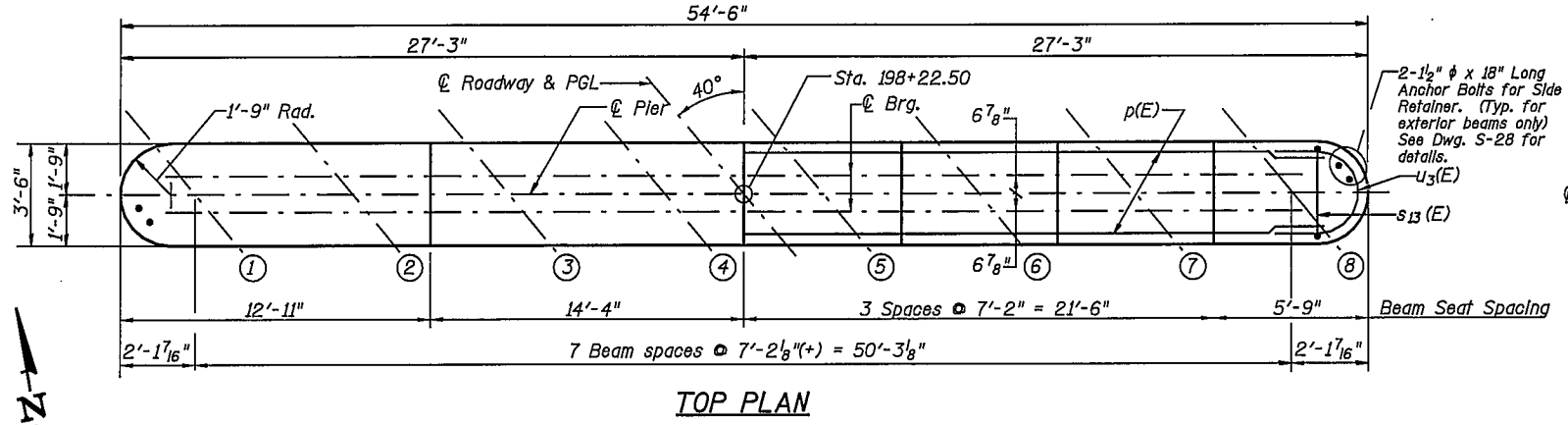
PIER 1 DETAILS
 U.S. ROUTE 136/IL. ROUTE 1 OVER
 NORTH FORK VERMILION RIVER
 F.A.P. ROUTE 332 SEC. RX-1-BR-1
 VERMILION COUNTY
 STATION 198+63.75
 STRUCTURE NO. 092-0205

REVISIONS	
NAME	DATE

Notes: Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.

PILE DATA

Type: HP12x53 w/ Metal Shoes
 Design Capacity: 55T
 Required Bearing Capacity: 82.5 Ton
 Est. Length: 76'
 No. Required: 17 + 1 Test Pile
 w/ Metal Shoes

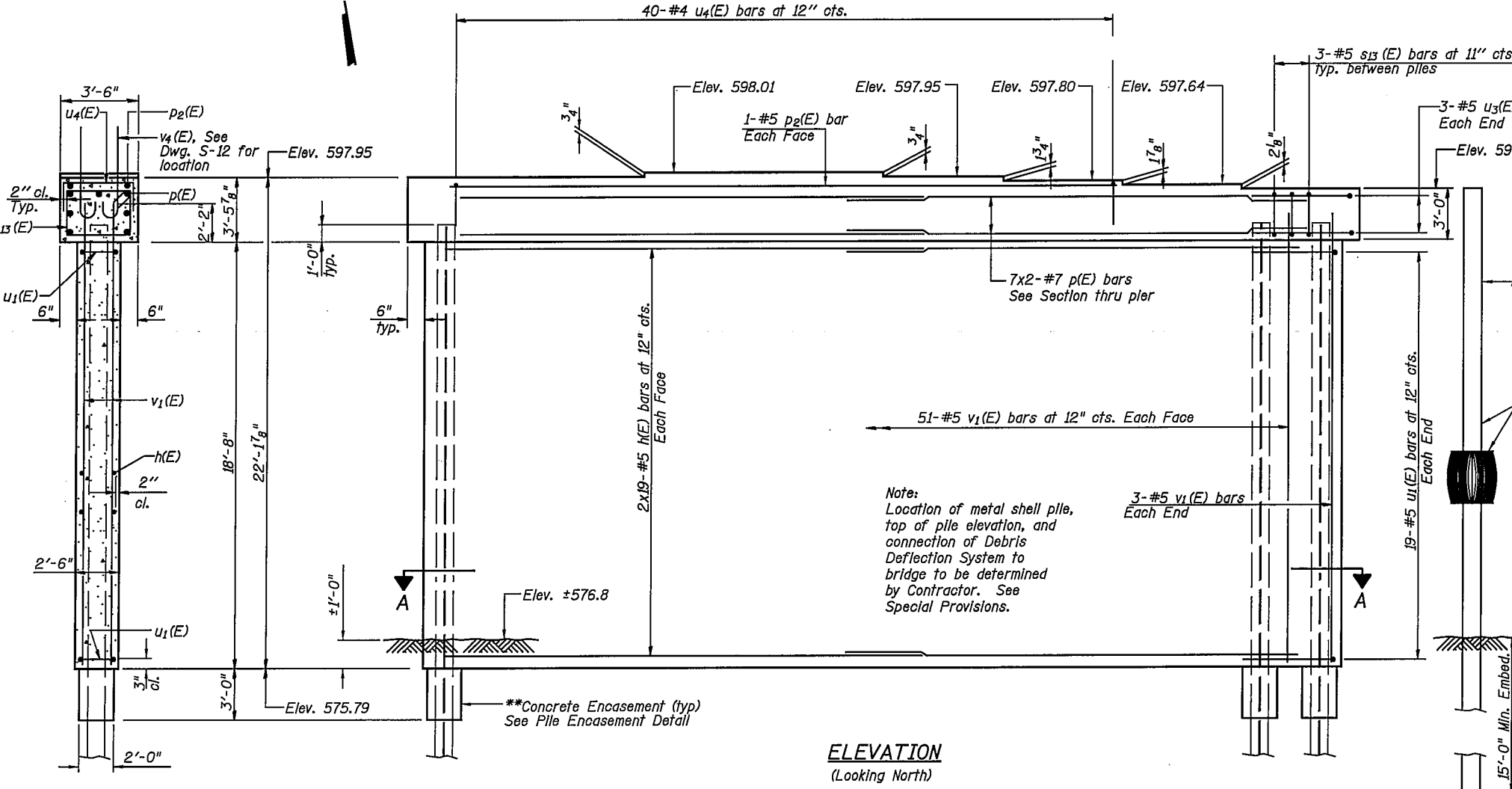


BILL OF MATERIAL

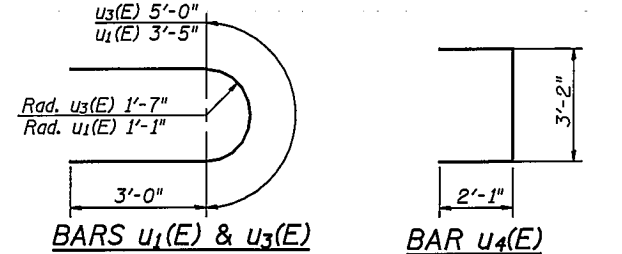
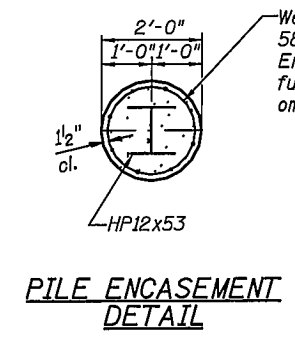
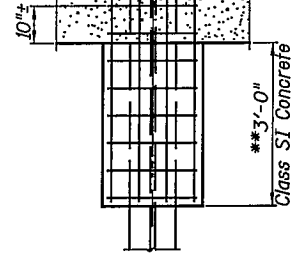
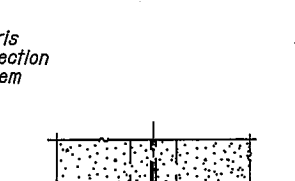
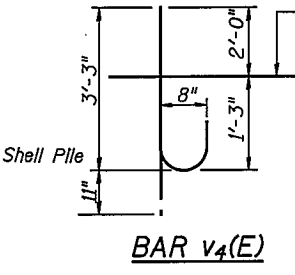
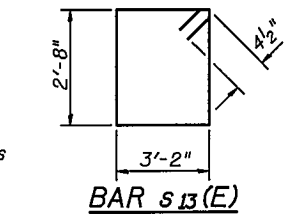
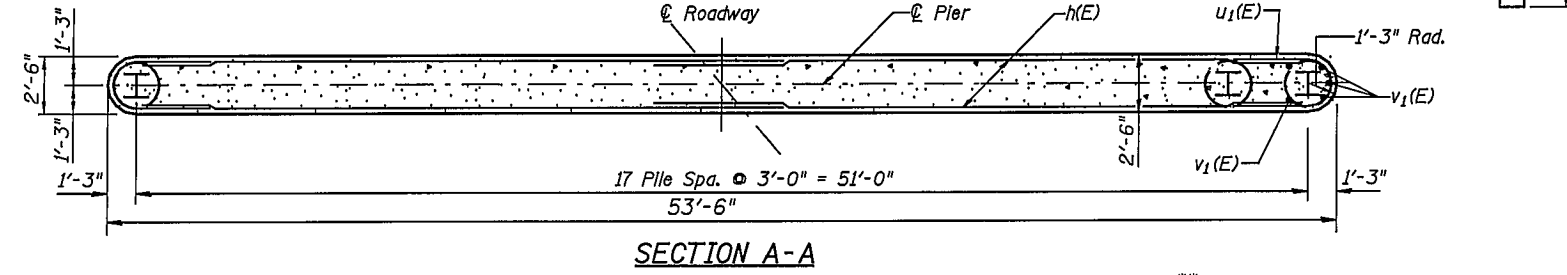
Bar	No.	Size	Length	Shape
h(E)	76	#5	27'-0"	—
p(E)	14	#7	27'-4"	—
p2(E)	2	#5	39'-8"	—
s13(E)	51	#5	12'-5"	□
u1(E)	38	#5	9'-5"	U
u3(E)	6	#5	11'-0"	U
u4(E)	40	#4	7'-4"	U
v1(E)	108	#5	20'-10"	—
v4(E)	42	#8	4'-2"	—

Structure Excavation	Cu. Yd.	14
Concrete Structures	Cu. Yd.	115.2
Reinforcement Bars, Epoxy Coated	Pound	7,120
Furnishing Steel Piles HP12x53	Foot	1,292
Driving Steel Piles	Foot	1,292
Test Pile Steel HP12x53	Each	1
Underwater Structure Excavation Protection-Location 2	Each	1
Metal Shoes	Each	17

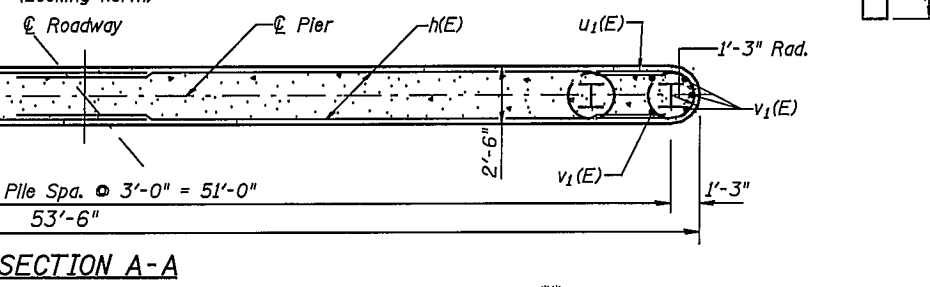
Bars Indicated thus 5x3-#5 etc. Indicates 5 lines of bars with 3 lengths per line.
 Reinforcement Bars designated (E) shall be epoxy coated.



SECTION THRU PIER



ELEVATION (Looking North)



MIN BAR LAP

#5	3'-0"
#7	3'-8"

**Forms shall be placed below Elevation 575.8 after excavation for Pier walls. Reinforcement and Concrete Encasement shall be poured underwater into forms. The cost of Concrete Encasement, Reinforcement, form excavation, and furnishing and placing forms is included with furnishing piles. If a portion of the pier wall is under water, concrete shall be trimmed under water into forms according to Article 503.08 of the Standard Specifications. Concrete shall be trimmed to an Elevation 1'-0" above the water level at the time of Construction.

PIER 2 DETAILS
 U.S. ROUTE 136/IL. ROUTE 1 OVER NORTH FORK VERMILION RIVER
 F.A.P. ROUTE 332 SEC. RX-1-BR-1
 VERMILION COUNTY
 STATION 198+63.75
 STRUCTURE NO. 092-0205

REVISIONS

NO.	DATE	DESCRIPTION

DESIGNED BY: JMM
 CHECKED BY: JMM
 APPROVED BY: JMM
 ACTIVITY: BRIDGE

DRAWING NUMBER: S-23

ROUTE NO.	SECTION	QUANTITY	DATE	BY
F.A.P. 332	(*)	VERMILION	1/40/65	

Contract #90841
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	60	#5	27'-0"	—
p(E)	14	#7	27'-4"	—
p ₂ (E)	2	#5	39'-8"	—
s ₁₃ (E)	51	#5	12'-5"	□
u ₁ (E)	30	#5	9'-5"	U
u ₃ (E)	6	#5	11'-0"	U
u ₄ (E)	40	#4	7'-4"	U
v ₂ (E)	108	#5	16'-6"	—
v ₄ (E)	42	#8	4'-2"	U

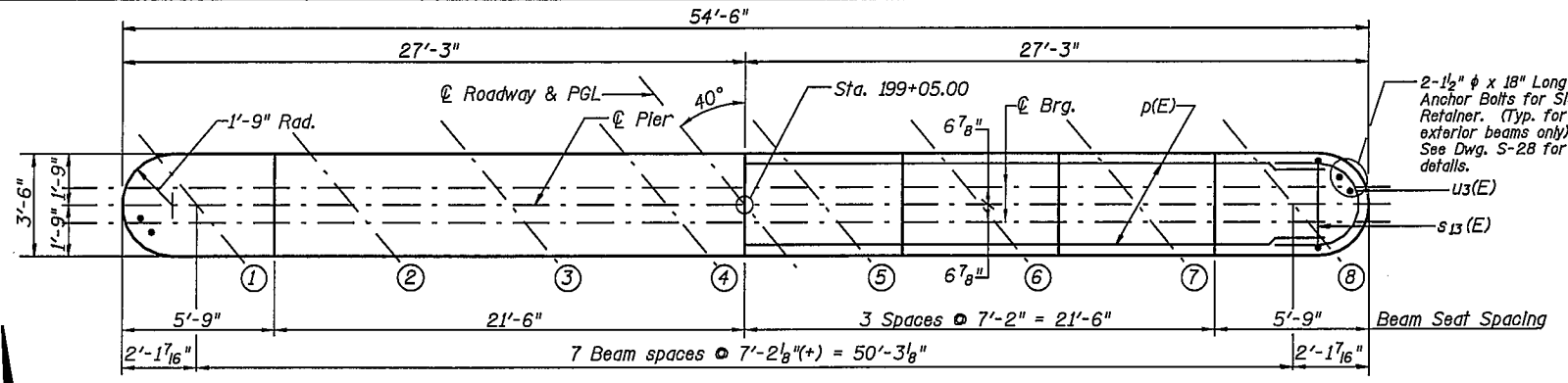
Structure Excavation	Cu. Yd.	
Concrete Structures		14
Reinforcement Bars, Epoxy Coated	Pound	6,100
Furnishing Steel Piles HP12x53	Foot	1,224
Driving Steel Piles	Foot	1,224
Test Pile Steel HP12x53	Each	1
Underwater Structure Excavation Protection-Location 3	Each	1
Metal Shoes	Each	17

Bars indicated thus 5x3-#5 etc. indicates 5 lines of bars with 3 lengths per line.
 Reinforcement Bars designated (E) shall be epoxy coated.

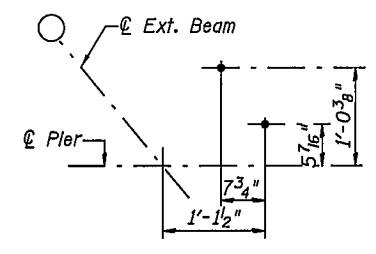
Notes: Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.

PILE DATA

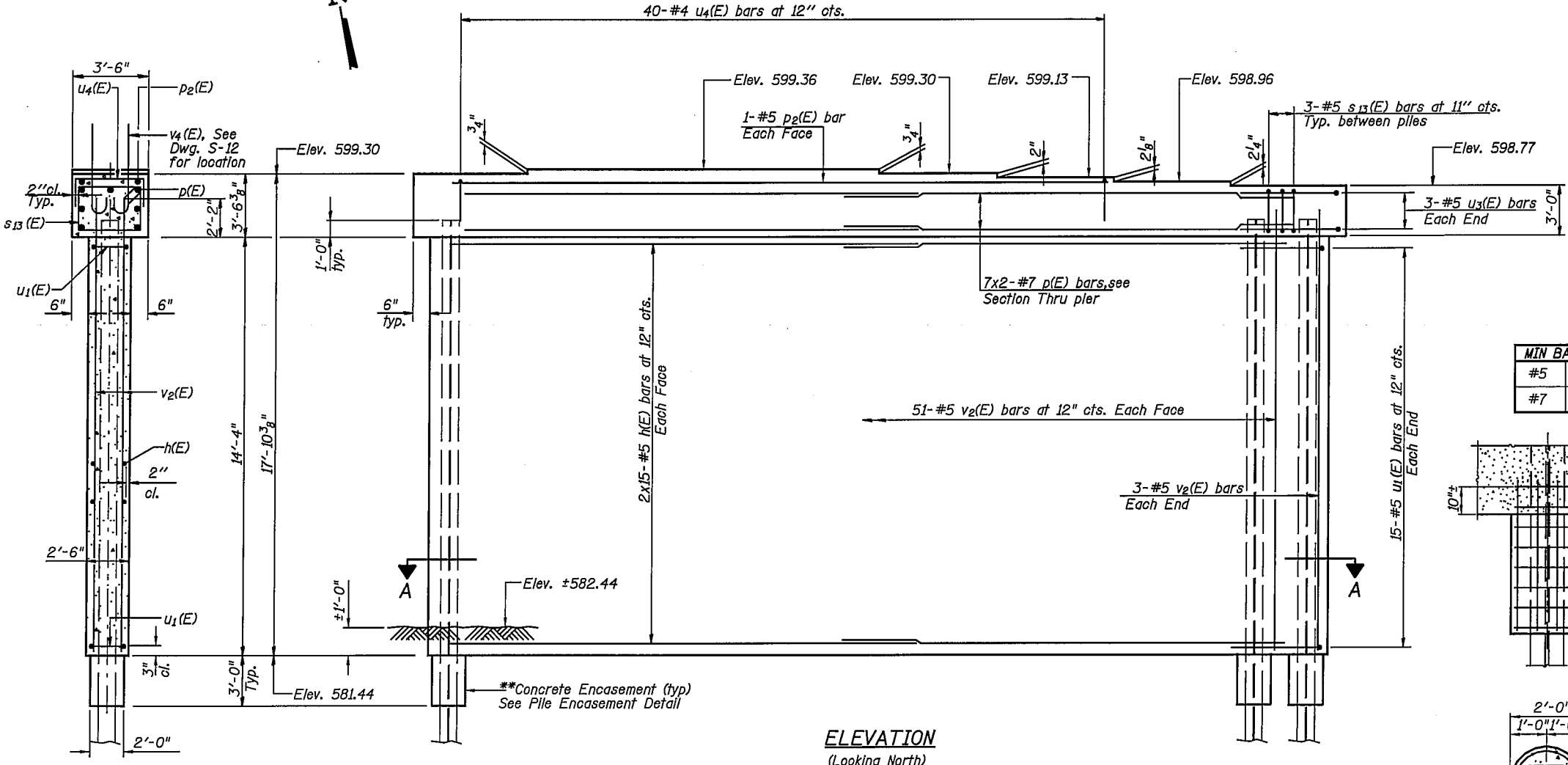
Type: HP12x53 w/ Metal Shoes
 Design Capacity: 55T
 Required Bearing Capacity: 82.5 Ton
 Est. Length: 72'
 No. Required: 17 + 1 Test Pile w/ Metal Shoes



TOP PLAN

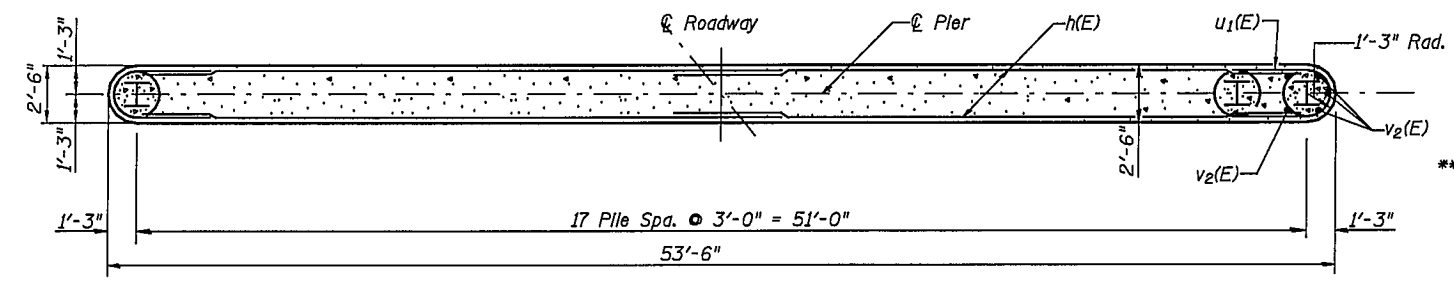


ANCHOR BOLT LAYOUT FOR SIDE RETAINER



ELEVATION (Looking North)

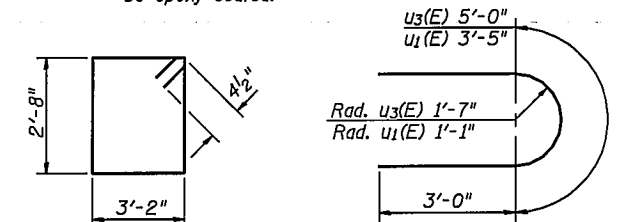
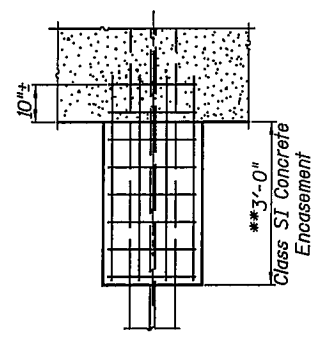
SECTION THRU PIER



SECTION A-A

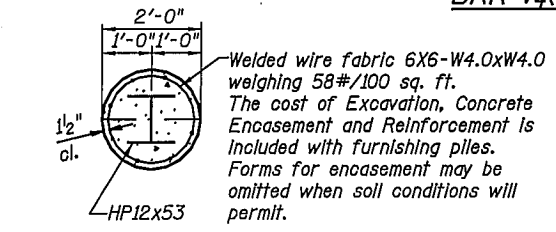
MIN BAR LAP

#5	3'-0"
#7	3'-8"



BARS u₁(E) & u₃(E)

BAR u₄(E)



PILE ENCASEMENT DETAIL

**Forms shall be placed below Elevation 581.44 after excavation for Pier walls. Reinforcement and Concrete Encasement shall be poured underwater into forms. The cost of Concrete Encasement, Reinforcement, form excavation, and furnishing and placing forms is included with furnishing piles. If a portion of the pier wall is under water, concrete shall be trimmed under water into forms according to Article 503.08 of the Standard Specifications. Concrete shall be trimmed to an Elevation 1'-0" above the water level at the time of construction.

PIER 3 DETAILS
 U.S. ROUTE 136/IL. ROUTE 1 OVER NORTH FORK VERMILION RIVER
 F.A.P. ROUTE 332 SEC. RX-1-BR-1 VERMILION COUNTY STATION 198+63.75 STRUCTURE NO. 092-0205

REVISIONS	NAME	DATE

ROUTE NO.	SECTION	COUNTY	POST MILE	STATION
F.A.P. 332	(A)	VERMILION	140	66

Contract #90841
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	64	#5	27'-0"	—
p(E)	14	#7	27'-4"	—
p ₂ (E)	2	#5	39'-8"	—
s ₁₂ (E)	51	#5	14'-5"	□
u(E)	6	#5	12'-6"	U
u ₁ (E)	32	#5	9'-5"	U
u ₂ (E)	40	#4	8'-4"	U
v ₃ (E)	108	#5	17'-6"	—

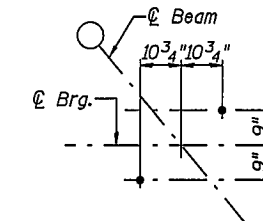
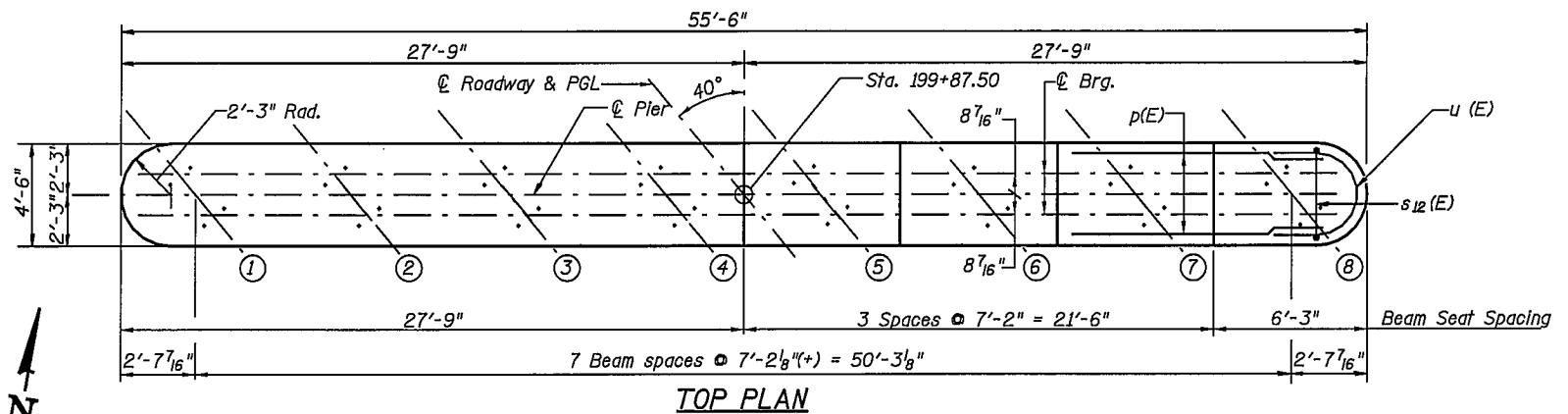
Structure Excavation	Cu. Yd.	14
Concrete Structures	Cu. Yd.	106.8
Reinforcement Bars, Epoxy Coated	Pound	6,020
Furnishing Steel Piles HP12x53	Foot	1,224
Driving Steel Piles HP12x53	Foot	1,224
Test Pile Steel HP12x53	Each	1
Underwater Structure Excavation Protection-Location 4	Each	1
Metal Shoes	Each	17

Bars indicated thus 5x3-#5 etc. indicates 5 lines of bars with 3 lengths per line.
 Reinforcement Bars designated (E) shall be epoxy coated.

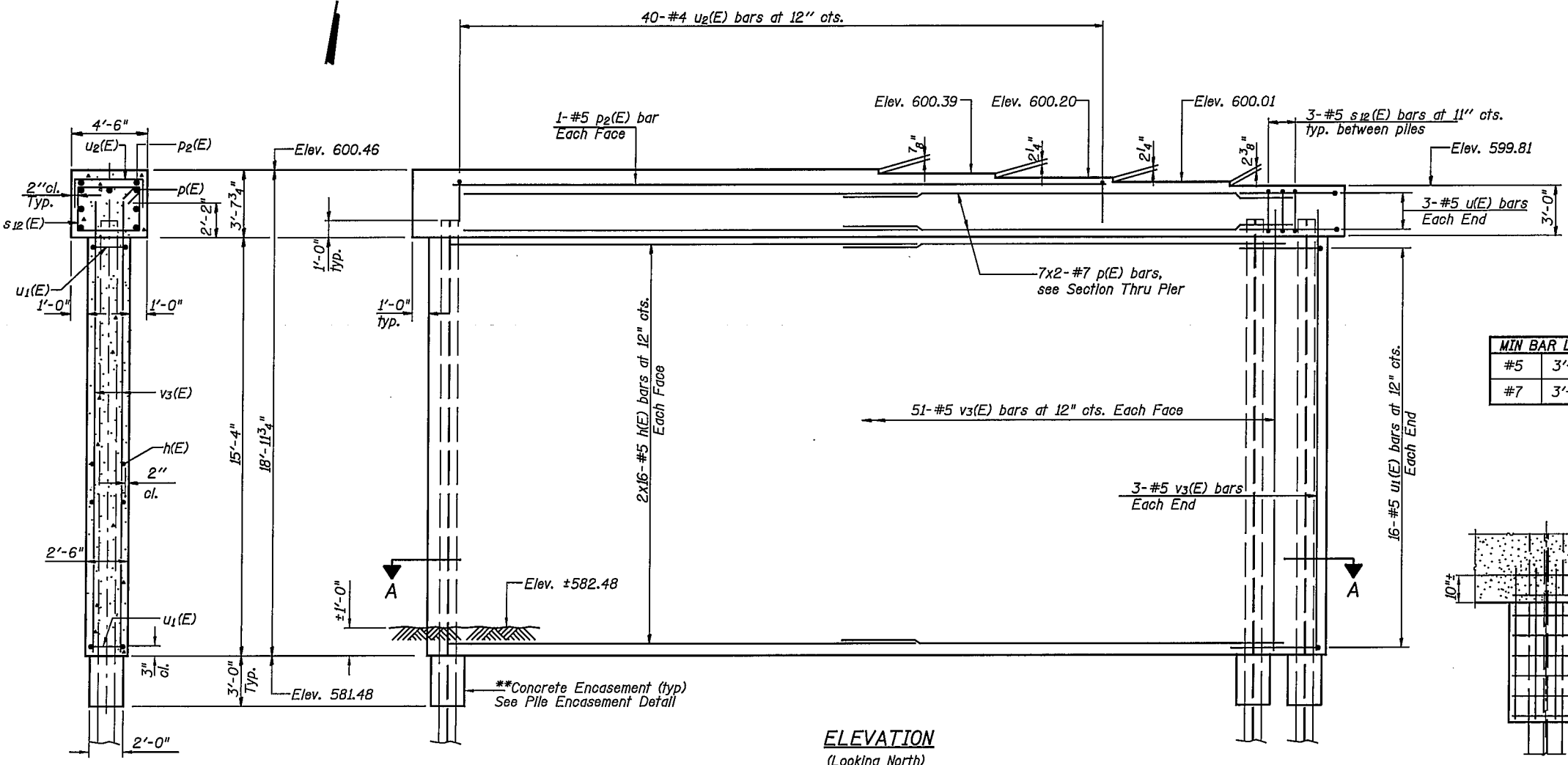
Notes: Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.

PILE DATA

Type: HP12x53 w/ Metal Shoes
 Design Capacity: 55T
 Required Bearing Capacity: 82.5 Ton
 Est. Length: 72'
 No. Required: 17 + 1 Test Pile w/ Metal Shoes



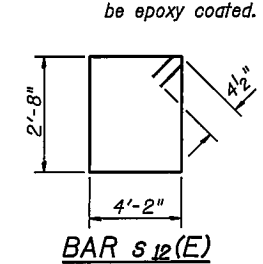
ANCHOR BOLT LAYOUT



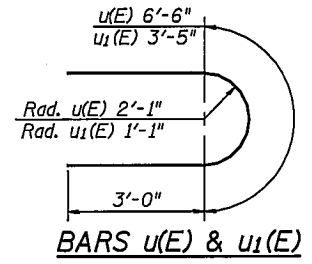
ELEVATION (Looking North)

MIN BAR LAP

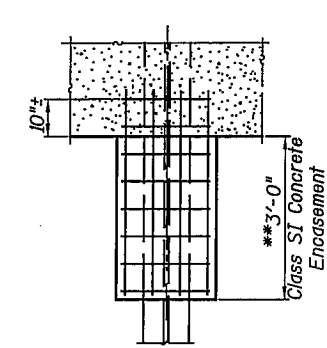
#5	3'-0"
#7	3'-8"



BAR s₁₂(E)

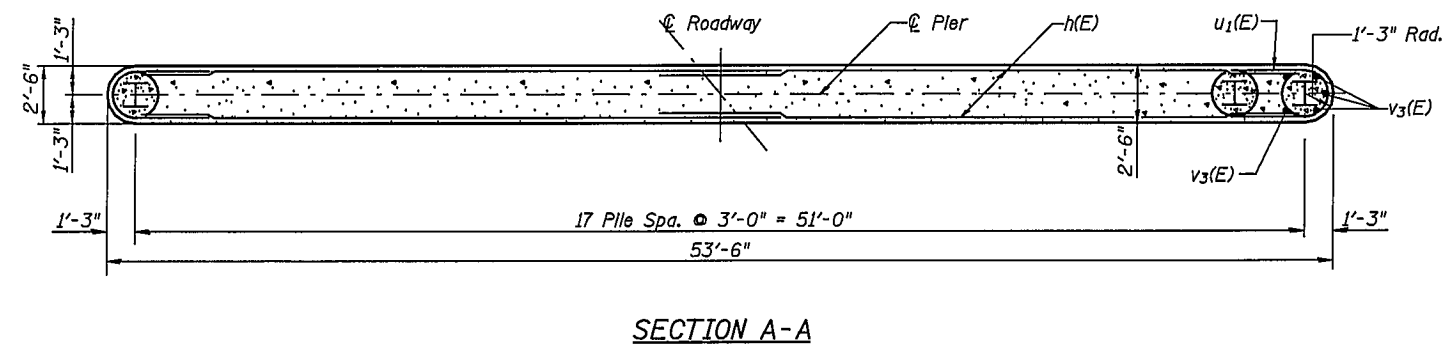


BARS u(E) & u₁(E)



PILE ENCASEMENT DETAIL

SECTION THRU PIER

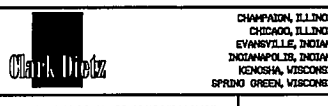


SECTION A-A

**Forms shall be placed below Elevation 581.48 after excavation for Pier walls. Reinforcement and Concrete Encasement shall be poured underwater into forms. The cost of Concrete Encasement, Reinforcement, form excavation, and furnishing and placing forms is included with furnishing piles. If a portion of the pier wall is under water, concrete shall be trimmed under water into forms according to Article 503.08 of the Standard Specifications. Concrete shall be trimmed to an Elevation 1'-0" above the water level at the time of Construction.

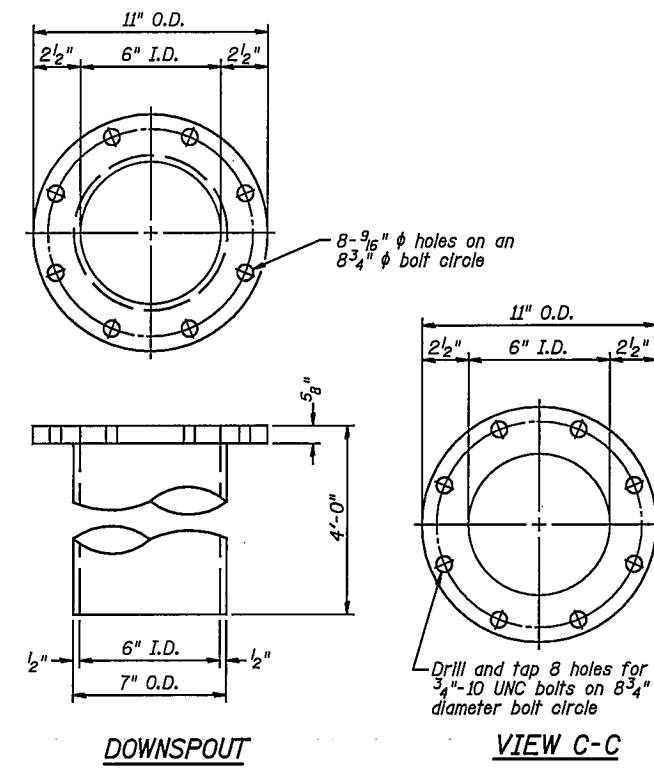
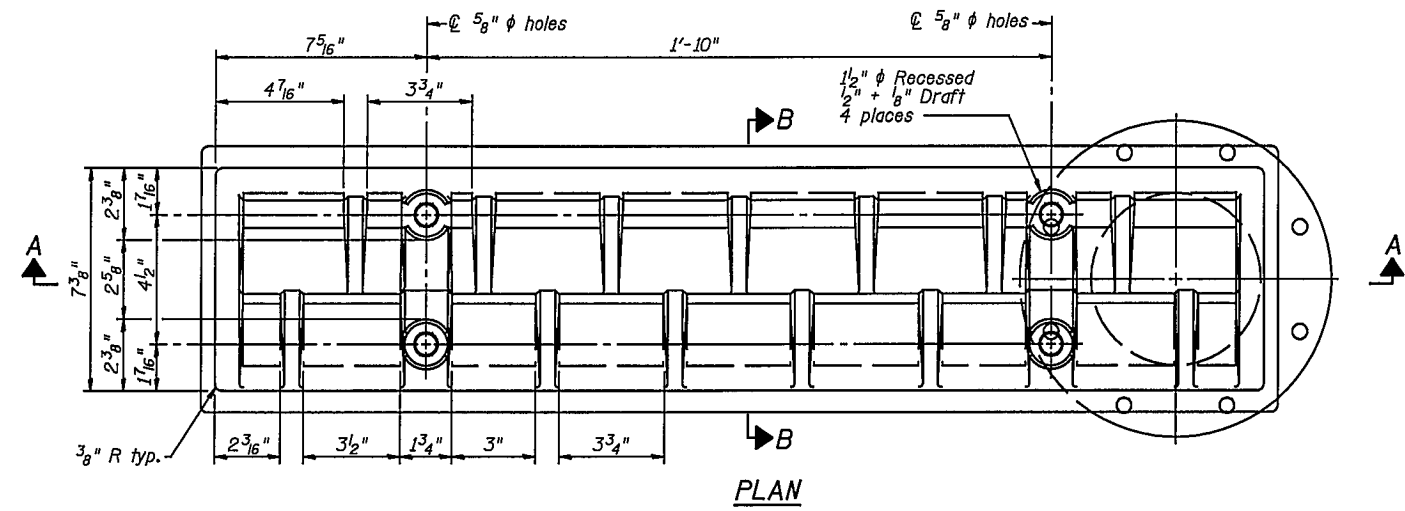
BAR u₂(E)

PIER 4 DETAILS
 U.S. ROUTE 136/IL. ROUTE 1 OVER NORTH FORK VERMILION RIVER
 F.A.P. ROUTE 332 SEC. RX-1-BR-1
 VERMILION COUNTY
 STATION 198+63.75
 STRUCTURE NO. 092-0205

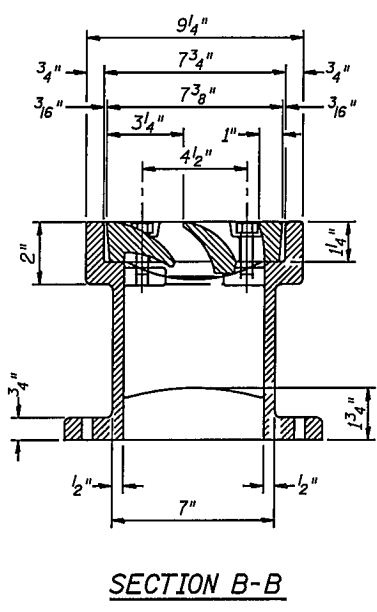
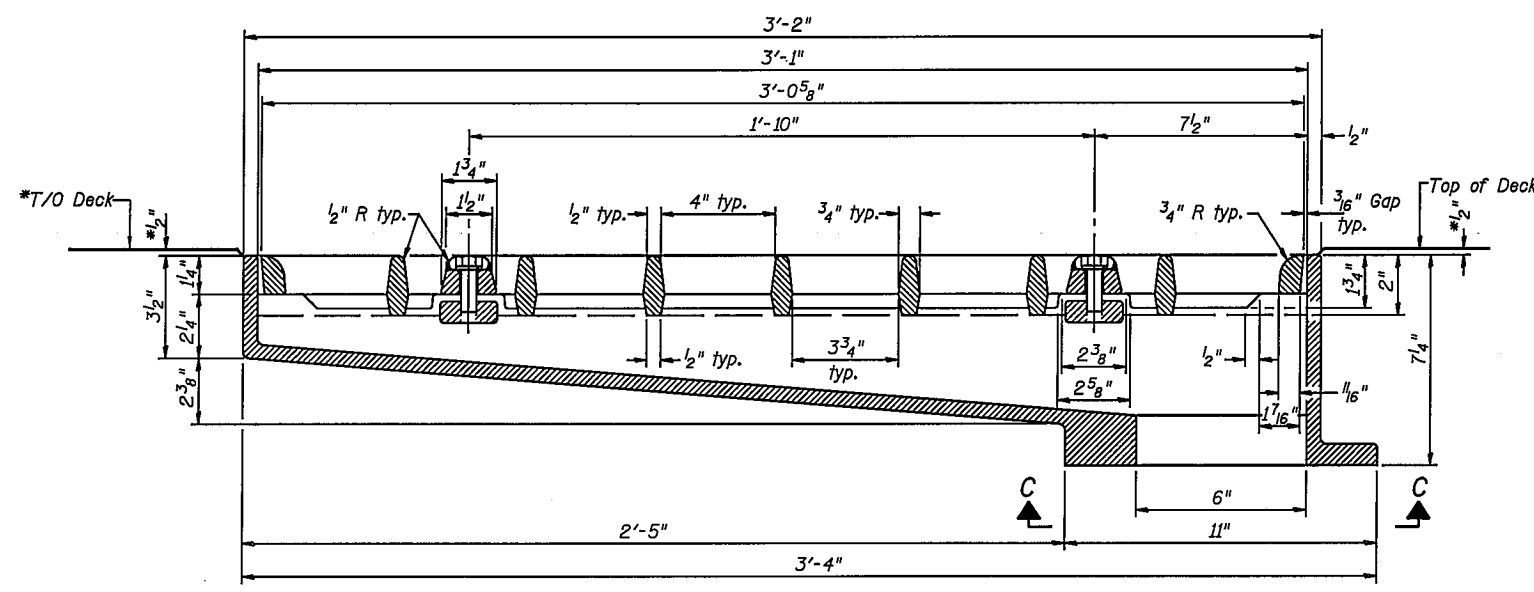


REVISIONS	NAME	DATE

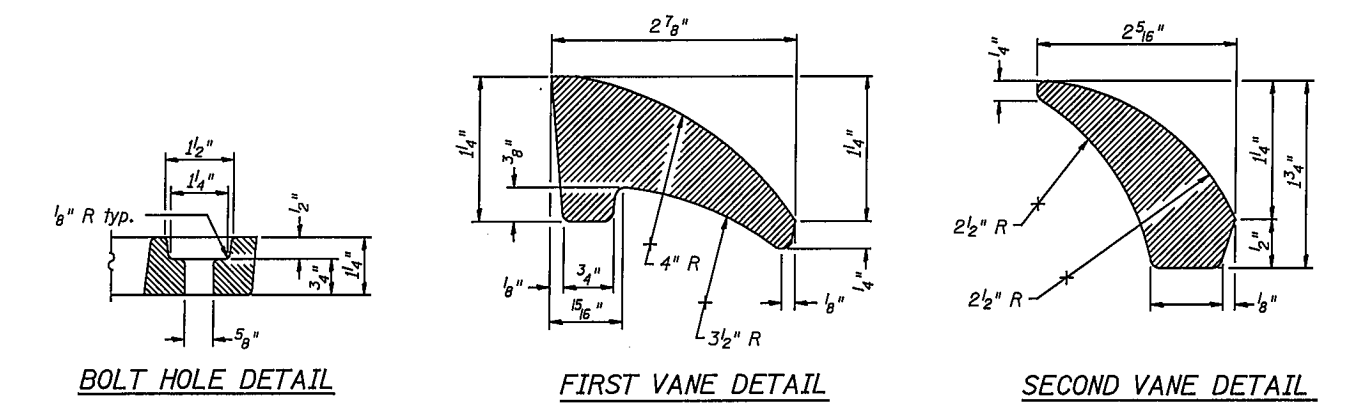
ROUTE NO.	SECTION	COUNTY	STATION	SHEET	SHEET NO.
F.A.P. 332	69	VERMILION	140	67	- SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	
Contract #90841					



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.
 The grate, frame and downspout shall be galvanized according to AASHTO M 111 and ASTM A 385. 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 cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.
 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-33.



*Prior to grinding
 See sheet S-9 for scupper location relative to parapet.



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-33	Each	2

REVISIONS	
NAME	DATE

DS-33 SCUPPER DETAILS

U.S. ROUTE 136/IL. ROUTE 1 OVER
 NORTH FORK VERMILION RIVER
 F.A.P. ROUTE 332 SEC. RX-1-BR-1
 VERMILION COUNTY
 STATION 136+63.75
 STRUCTURE NO. 092-0205

CHAMPAIGN, ILLINOIS
 CHICAGO, ILLINOIS
 EVANSTON, ILLINOIS
 INDIANAPOLIS, INDIANA
 KENOSHA, WISCONSIN
 SPRING GREEN, WISCONSIN

NOTES: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY MEASURING ANY PORTION OF THIS DRAWING.

DRAWING NUMBER
 S-26

NOTES

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

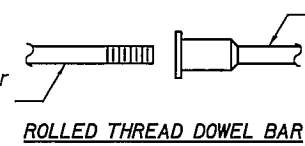
- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
- ② Minimum *Pull-out Strength = $1.25 \times f_{s_{allow}} \times A_t$
(Tension in kips)

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

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	5.9
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6
#9	5'-9"	75.0	30.0
#10	7'-3"	95.0	38.0
#11	9'-0"	117.4	46.8

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

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

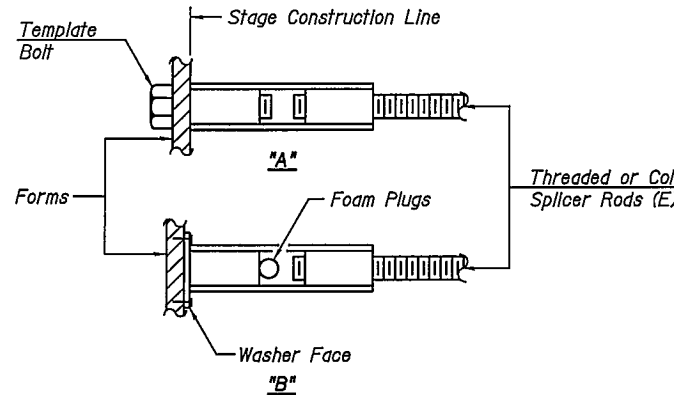


Wire Connector



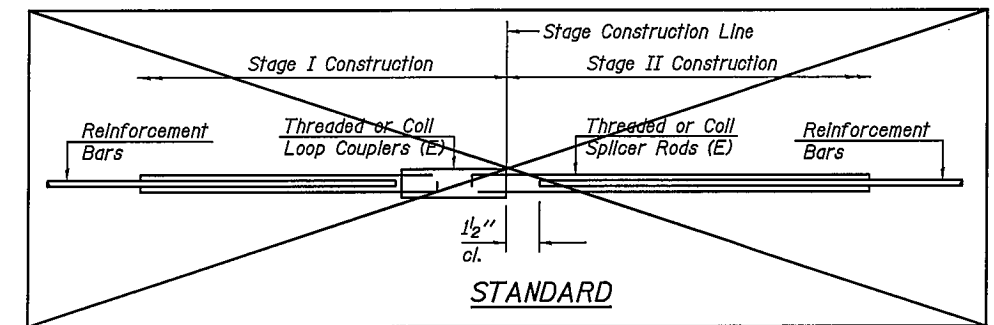
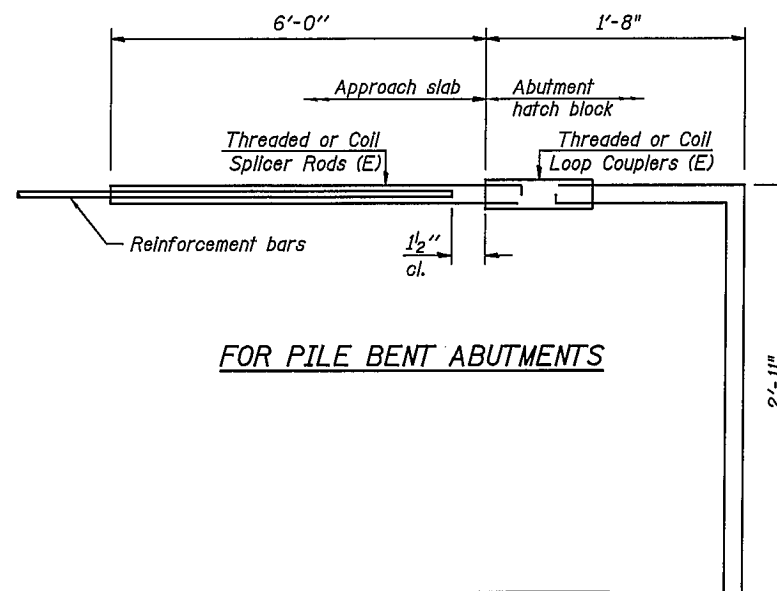
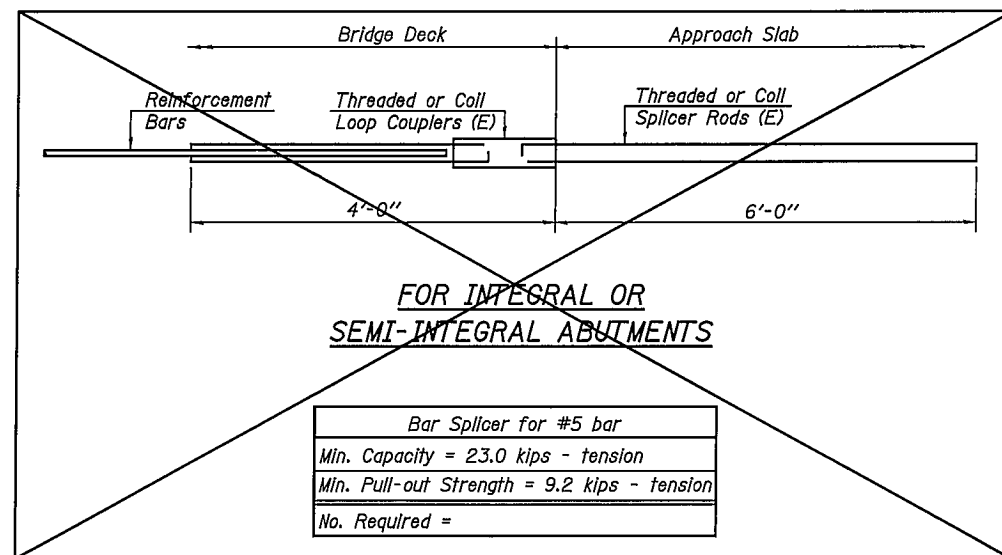
BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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



BAR SPLICER ASSEMBLY DETAILS

U.S. ROUTE 136/IL. ROUTE 1 OVER NORTH FORK VERMILION RIVER
 F.A.P. ROUTE 332 SEC. RX-1-BR-1
 VERMILION COUNTY
 STATION 198+63.75
 STRUCTURE NO. 092-0205



REVISIONS	
NAME	DATE

NOTE: DIMENSIONAL DATA IS SET TO BE OBTAINED BY HOLDING AND POSITIONING OF THIS DRAWING.

DESIGNED BY: JY	CHECKED BY: JY/2288
DRAWN BY: MEV	DATE: X/85
CHECKED BY: HH	
APPROVED BY: JY	
AUTOMATIC	

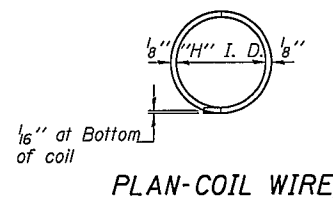
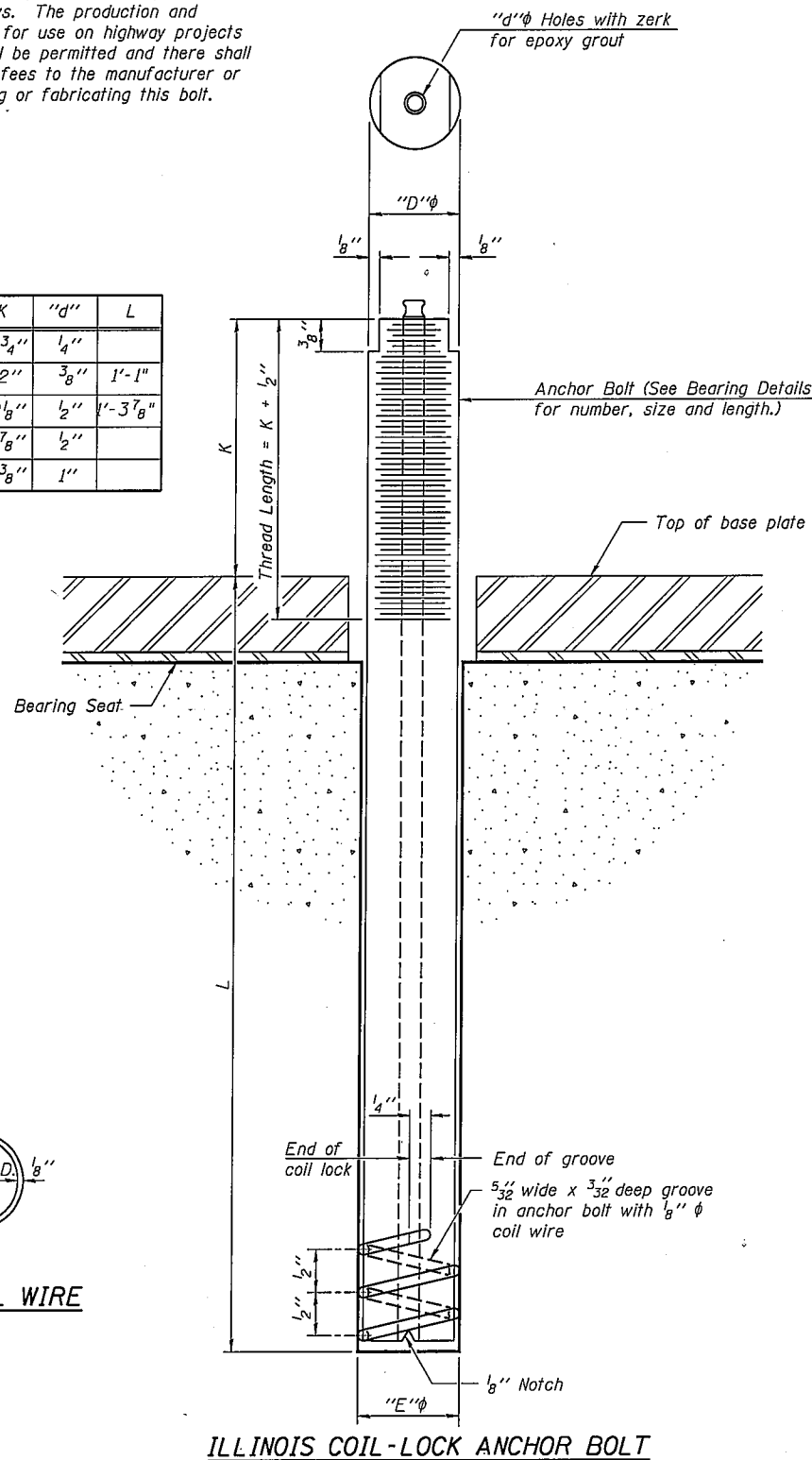
DRAWING NUMBER: S-27

ROUTE NO.	SECTION	COUNTY	SHEETS	"OF"	SHEET NO.
F.A.P. 332	(A)	VERMILION	140	69	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #90841

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

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



MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A 519, Grade 1026, CW and supplied with hexagonal nuts and cut washers.
 The coil wire shall be made of any suitable soft steel wire.
 The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed.
 The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C 881, Type I, Grade 1 and of a Class suitable for the temperature at installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

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

ALTERNATE ANCHOR BOLTS

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

- The capsule or the adhesive cartridge type anchor rods shall be a two part system composed of:
1. A threaded rod stud with nut and washer of the type specified.
 2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

Location	Type
Abut's	A307
Pier's	A307

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

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or according to the manufacturer's recommendation after beams or girders have been erected and adjusted.
 Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.
 The anchor bolts, furnished and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for Concrete Structures.

ANCHOR BOLT DETAILS FOR BEARINGS

ANCHOR BOLT DETAILS FOR BEARINGS

U.S. ROUTE 136/IL. ROUTE 1 OVER
 NORTH FORK VERMILION RIVER
 F.A.P. ROUTE 332 SEC. RX-1-BR-1
 VERMILION COUNTY
 STATION 198+63.75
 STRUCTURE NO. 092-0205

CHAMPAIGN, ILLINOIS
 CHICAGO, ILLINOIS
 EVANSVILLE, INDIANA
 INDIANAPOLIS, INDIANA
 KENOSHA, WISCONSIN
 SPRING GREEN, WISCONSIN

DESIGNED BY: XX	CHECKED BY: XX	DATE: 10/22/88
DRAWN BY: HW	CHECKED BY: HM	DATE: 11/85
APPROVED BY: XXX	ACTIVITY: DETAILS	

REVISIONS	NAME	DATE

S-28

Illinois Department of Transportation
 Division of Highways
 IDOT - Dist 5
 FAP 332

SOIL BORING LOG

Page 1 of 3

ROUTE (US 136/IL Rt. 1) DESCRIPTION Northfork Vermillion River 3.5 Miles N. of Danville LOGGED BY CNA

SECTION RX-1-BR-1 LOCATION NW, SEC. 8, TWP. 11W, RNG. 20N, 2nd PM

COUNTY Vermillion DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	BORING NO.	Station	Offset	Ground Surface Elev.	DEPT H	BLOW S	UCS	M O I S T	Soil Description			
									(ft)	(/6")	(tsf)	(%)
092-0035 (Exist.) 198+07.35 (Exist.)	1 N. Pier 200+15	198+07.35	7.0 ft Rt.	605.8					Pavement			
									Dark Brown Coarse Sand (Alluvium) (continued)			
									Brown Mottled Silty Clay Loam (Embankment)			
									Brown Very Coarse Sand with Small Angular Gravel (Drilled Rough)			
									Brown/Pink to Gray Sandy Clay Loam Till with Small Gravel			
									(No Sample Recovered)			
									Dark Brown Coarse Sand (Alluvium)			

2/28/2005 8:32:53 AM 8:50:00 SOIL BORING LOGS/VERMILION CNTY/092-0035.GPJ

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
 Division of Highways
 IDOT - Dist 5
 FAP 332

SOIL BORING LOG

Page 2 of 3

ROUTE (US 136/IL Rt. 1) DESCRIPTION Northfork Vermillion River 3.5 Miles N. of Danville LOGGED BY CNA

SECTION RX-1-BR-1 LOCATION NW, SEC. 8, TWP. 11W, RNG. 20N, 2nd PM

COUNTY Vermillion DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	BORING NO.	Station	Offset	Ground Surface Elev.	DEPT H	BLOW S	UCS	M O I S T	Soil Description			
									(ft)	(/6")	(tsf)	(%)
092-0035 (Exist.) 198+07.35 (Exist.)	1 N. Pier 200+15	198+07.35	7.0 ft Rt.	605.8					Gray Sandy Clay Loam Till			
									Gray Sandy Clay Loam Till (continued)			
									(Boring Deepened Below 65' on 02/25/05)			
									Gray Poorly Sorted Very Coarse Sand & Gravel			
									(7' of Blow In)			

2/28/2005 8:32:54 AM 8:50:00 SOIL BORING LOGS/VERMILION CNTY/092-0035.GPJ

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
 Division of Highways
 IDOT - Dist 5
 FAP 332

SOIL BORING LOG

Page 3 of 3

ROUTE (US 136/IL Rt. 1) DESCRIPTION Northfork Vermillion River 3.5 Miles N. of Danville LOGGED BY CNA

SECTION RX-1-BR-1 LOCATION NW, SEC. 8, TWP. 11W, RNG. 20N, 2nd PM

COUNTY Vermillion DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO.	BORING NO.	Station	Offset	Ground Surface Elev.	DEPT H	BLOW S	UCS	M O I S T	Soil Description			
									(ft)	(/6")	(tsf)	(%)
092-0035 (Exist.) 198+07.35 (Exist.)	1 N. Pier 200+15	198+07.35	7.0 ft Rt.	605.8					Dark Gray to Black Mottled Silty Clay Loam (continued)			
									Gray Poorly Sorted Very Coarse Sand & Gravel			
									Gray Sandy Clay Loam Till			
									End of Boring			

2/28/2005 8:32:54 AM 8:50:00 SOIL BORING LOGS/VERMILION CNTY/092-0035.GPJ

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

BBS, from 137 (Rev. 8-99)

SOIL BORINGS

U.S. ROUTE 136/IL. ROUTE 1 OVER
 NORTH FORK VERMILION RIVER
 F.A.P. ROUTE 332 SEC. RX-1-BR-1
 VERMILION COUNTY
 STATION 198+63.75
 STRUCTURE NO. 092-0205

CHAMPAIGN, ILL. INDIS
 CHICAGO, ILL. INDIS
 EVANSVILLE, INDIANA
 INDIANAPOLIS, INDIANA
 KENOSHA, WISCONSIN
 SPRING GREEN, WISCONSIN

Clark Dietz

REVISIONS	NAME	DATE

NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

DRAWING NUMBER: S-29



Illinois Department of Transportation

SOIL BORING LOG

Date 5/12/04

ROUTE (US 136/L Rt. 1) DESCRIPTION Northfork Vermillion River 3.5 Miles N. of Danville LOGGED BY CNA

SECTION RX-1-BR-1 LOCATION NW, SEC. 8, TWP. 11W, RNG. 20N, 2nd PM

COUNTY Vermillion DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 092-0035 (Exist.)
Station 198+07.35 (Exist.)

BORING NO. 3 S. Abut.
Station 196+06
Offset 14.0 ft RL
Ground Surface Elev. 595.4 ft

DEPTH (ft)	BLOW COUNT	UCS FAILURE MODE	SPT (blows)	SOIL DESCRIPTION	DEPTH (ft)	BLOW COUNT	UCS FAILURE MODE	SPT (blows)
595.4				Pavement				
593.4				Gray/Brown Sandy Clay Loam (Embankment)				
	3					3		
	4	2.9 B	13			9	5.9 S	11
	6					11		
588.4				Brown Loam to Dirty Coarse Sand (Alluvium)				
	5					5		
	6			(No Sample Recovered)		9	5.0 B	11
	7					11		
	2					4		
	3					8	3.9 B	12
	2					9		
578.4				Gray to Brown/Pink Sandy Clay Loam Till				
	3					5		
	8	5.0 S	11			7	2.9 B	12
	10					9		

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

BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation

SOIL BORING LOG

Date 5/12/04

ROUTE (US 136/L Rt. 1) DESCRIPTION Northfork Vermillion River 3.5 Miles N. of Danville LOGGED BY CNA

SECTION RX-1-BR-1 LOCATION NW, SEC. 8, TWP. 11W, RNG. 20N, 2nd PM

COUNTY Vermillion DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 092-0035 (Exist.)
Station 198+07.35 (Exist.)

BORING NO. 3 S. Abut.
Station 196+06
Offset 14.0 ft RL
Ground Surface Elev. 595.4 ft

DEPTH (ft)	BLOW COUNT	UCS FAILURE MODE	SPT (blows)	SOIL DESCRIPTION	DEPTH (ft)	BLOW COUNT	UCS FAILURE MODE	SPT (blows)
595.4				Gray to Brown/Pink Sandy Clay Loam Till (continued)				
	1					5	4.5 B	11
	5					6		
548.4				Gray Dirty Coarse Sand Seam				
	3					6	3.7 S	12
545.9				Gray to Brown/Pink Sandy Clay Loam Till				
	3					8	3.7 B	12
	10					10		
539.4				Gray Coarse Sand & Gravel				
	0					2		
	2			(No Sample Recovered - Large Gravel Stuck in Sampler)		5		
	5					5		

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

BBS, from 137 (Rev. 8-99)

SOIL BORINGS

U.S. ROUTE 136/L. ROUTE 1 OVER
NORTH FORK VERMILION RIVER
F.A.P. ROUTE 332 SEC. RX-1-BR-1
VERMILION COUNTY
STATION 198+63.75
STRUCTURE NO. 092-0205

CHAMPAIGN, ILLINOIS
 CHICAGO, ILLINOIS
 EVANSVILLE, INDIANA
 INDIANAPOLIS, INDIANA
 KENOSHA, WISCONSIN
 SPRING GREEN, WISCONSIN

DRAWING NUMBER
S-30

REVISIONS	NAME	DATE

DESIGNED BY: XX	PROJECT NO: J02288
DRAWN BY: MEV	DATE: X/05
CHECKED BY: MIA	
APPROVED BY: XXX	
ACTIVITY: DETAILS	

NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET
F.A.P. 332	(*)	VERMILION	140	72
FED. ROAD DIST. NO. 7	BUILDING	FED. AID PROJECT		

Contract #90841



Illinois Department of Transportation
Division of Highways
DOT - Dist 5
FAP 332

SOIL BORING LOG

Date 5/13/04

ROUTE (US 136/IL Rt. 1) DESCRIPTION Northfork Vermilion River 3.5 Miles N. of Danville LOGGED BY CNA

SECTION RX-1-BR-1 LOCATION NW, SEC. 8, TWP. 11W, RNG. 20N, 2nd PM

COUNTY Vermillion DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 092-0035 (Exist.)
Station 198+07.35 (Exist.)

BORING NO. 2 N. Abut.
Station 200+87
Offset 8.0 R.L.L.
Ground Surface Elev. 607.3 ft

Surface Water Elev. 582.2 ft
Stream Bed Elev. 577.5 ft

Groundwater Elev.:
First Encounter 584.3 ft
Upon Completion Wash Bore ft
After Hrs. ft

DEPTH (ft)	BLOW COUNT (blows/ft)	UNCONSOLIDATED SOIL TESTS (UCS)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BLOW COUNT (blows/ft)	UNCONSOLIDATED SOIL TESTS (UCS)	MOISTURE (%)
0.0				Pavement	0.0			
607.3					607.3			
605.3				Brown Mottled Silty Clay Loam (Embankment)	605.3			
3								
4	2.9	19						
5	B							
582.3				Brown Dirty Coarse Sand & Gravel	582.3			
578.8				Gray to Brown/Pink Sandy Clay Loam Till	578.8			
2	2.5	11						
3	B							
10								
3								
5	2.4	21						
5	S							
591.3				Green/Gray Mottled Silty Clay Loam	591.3			
3								
4	1.4	21						
5	B							
2								
5	1.8	14						
5	S							
587.8				No Sample Recovered	587.8			
5								
5								

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

BBS, from 137 (Rev. 8-99)



Illinois Department of Transportation
Division of Highways
DOT - Dist 5
FAP 332

SOIL BORING LOG

Date 5/13/04

ROUTE (US 136/IL Rt. 1) DESCRIPTION Northfork Vermilion River 3.5 Miles N. of Danville LOGGED BY CNA

SECTION RX-1-BR-1 LOCATION NW, SEC. 8, TWP. 11W, RNG. 20N, 2nd PM

COUNTY Vermillion DRILLING METHOD Hollow Stem Auger HAMMER TYPE Automatic

STRUCT. NO. 092-0035 (Exist.)
Station 198+07.35 (Exist.)

BORING NO. 2 N. Abut.
Station 200+87
Offset 8.0 R.L.L.
Ground Surface Elev. 607.3 ft

Surface Water Elev. 582.2 ft
Stream Bed Elev. 577.5 ft

Groundwater Elev.:
First Encounter 584.3 ft
Upon Completion Wash Bore ft
After Hrs. ft

DEPTH (ft)	BLOW COUNT (blows/ft)	UNCONSOLIDATED SOIL TESTS (UCS)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BLOW COUNT (blows/ft)	UNCONSOLIDATED SOIL TESTS (UCS)	MOISTURE (%)
0.0				Gray to Brown/Pink Sandy Clay Loam Till (continued)	0.0			
5								
10	6.2	12						
15	B							
3								
9	5.5	12						
15	S							
5								
10	4.1	12						
13	B							
582.3				End of Boring	582.3			

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

BBS, from 137 (Rev. 8-99)

SOIL BORINGS

U.S. ROUTE 136/IL. ROUTE 1 OVER
NORTH FORK VERMILION RIVER
F.A.P. ROUTE 332 SEC. RX-1-BR-1
VERMILION COUNTY
STATION 198+63.75
STRUCTURE NO. 092-0205

CHAMPAIGN, ILLINOIS
CHICAGO, ILLINOIS
EVANSVILLE, INDIANA
INDIANAPOLIS, INDIANA
KENOSHA, WISCONSIN
SPRING GREEN, WISCONSIN

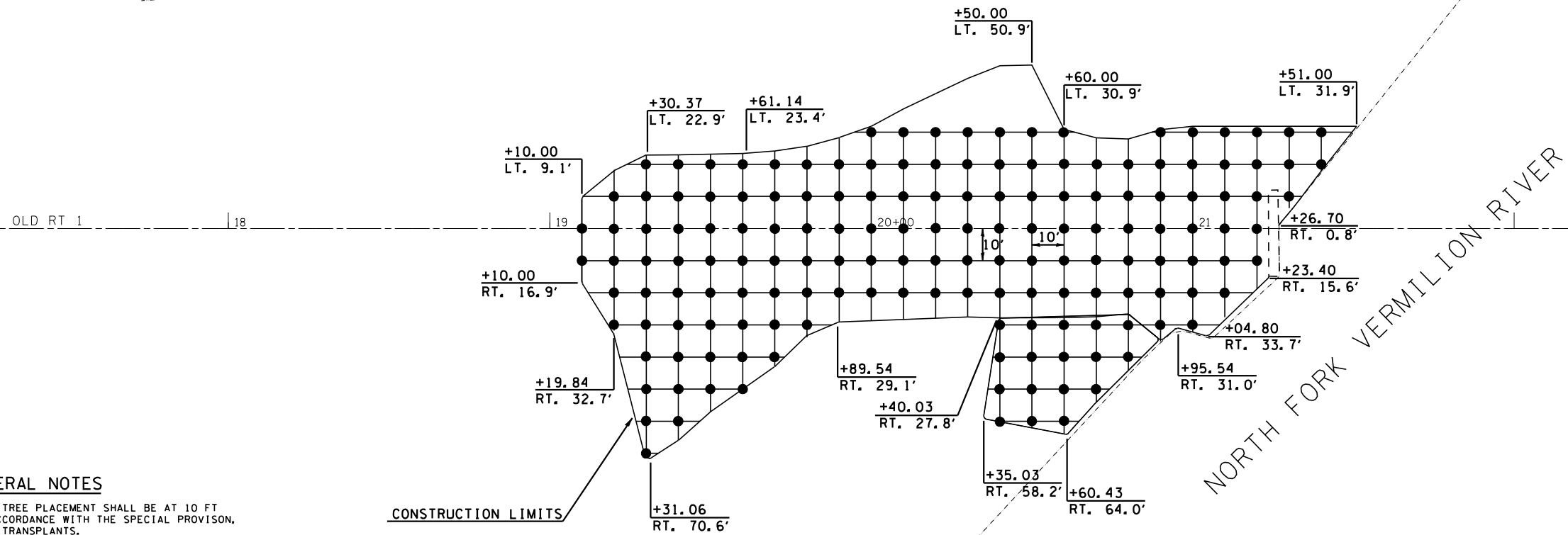
Clark Dietz

REVISIONS	NAME	DATE	NOTES	DRAWING NUMBER
DESIGNED BY: XX			PROJECT NO. 102288	S-31
DRAWN BY: MEW			DATE: X/05	
CHECKED BY: MH				
APPROVED BY: XXX				
REVISIONS				

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	73

CONTRACT NO. 90841

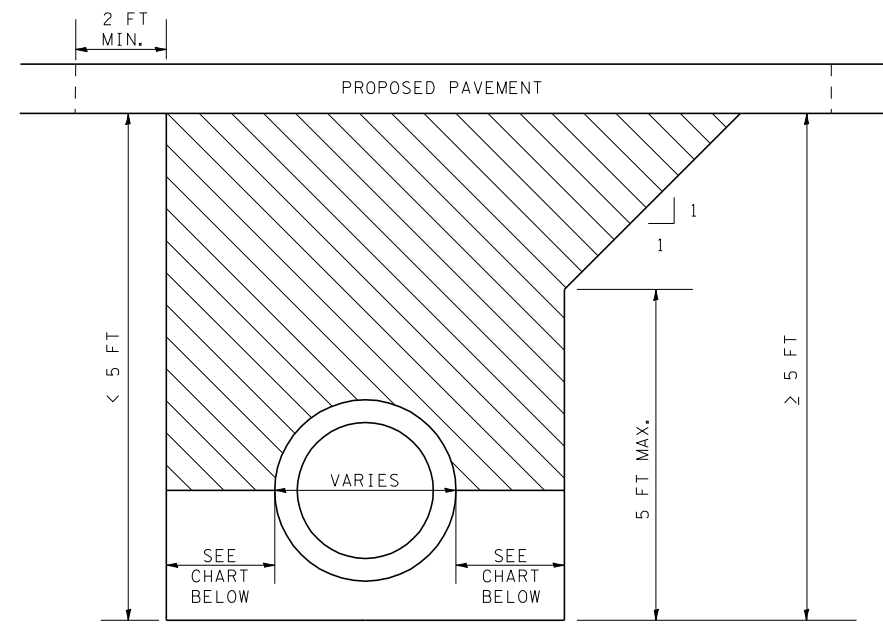
DETAIL OF TREE PLANTING



GENERAL NOTES

- FOR INFORMATION, TREE PLACEMENT SHALL BE AT 10 FT CENTERS AND IN ACCORDANCE WITH THE SPECIAL PROVISION, REPLACEMENT TREE TRANSPLANTS.

DETAIL OF POROUS GRANULAR BACKFILL AT A.R. PIPE CULVERTS



PAY LIMITS OF POROUS GRANULAR BACKFILL

POROUS GRANULAR BACKFILL SHALL EXTEND 2 FT OUTSIDE OF PROPOSED EDGE OF PAVEMENT

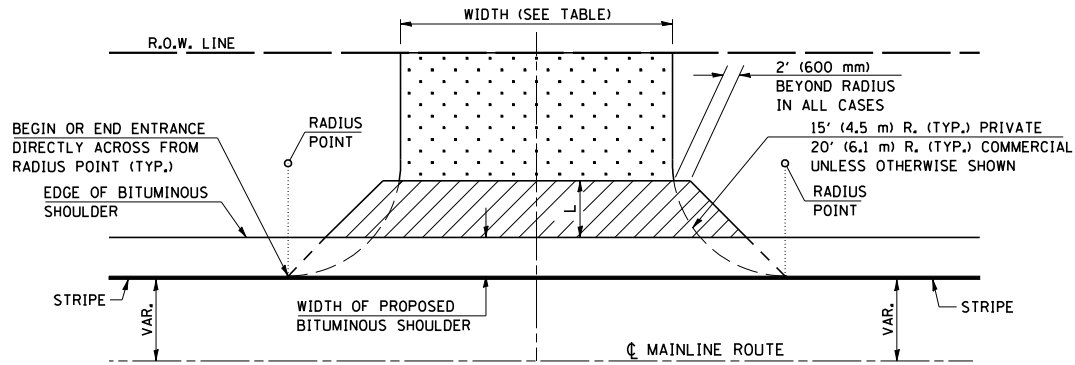
TRENCH DEPTH	MAX. WIDTH
< 5 FT	9 IN + O.D. + 9 IN
≥ 5 FT	18 IN + O.D. + 18 IN

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	74

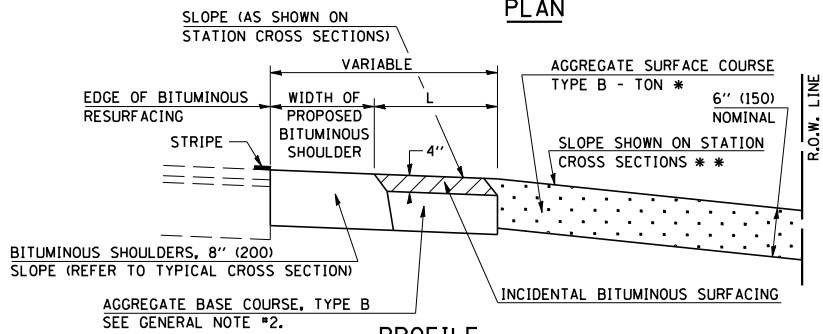
CONTRACT NO. 90841

TYPICAL DETAIL OF RURAL PRIVATE AND COMMERCIAL ENTRANCES

ADJACENT TO PROPOSED BITUMINOUS SHOULDERS (AGGREGATE OR EARTH)



PLAN



PROFILE

ALLOWABLE ENTRANCE WIDTHS

	PRIVATE	COMMERCIAL
MIN.	12' (3.6 m)	24' (7.3 m)
MAX.	24' (7.3 m)	35' (10.7 m)

THE ALLOWABLE ENTRANCE WIDTHS SHALL BE INTERPRETED TO BE THE WIDTHS AT THE COMPLETED RADIUS, WHICH MAY BE LOCATED BEHIND THE EXISTING R.O.W. LINE.

** MIN. SLOPE = 1%
MAX. SLOPE = 12%

* EARTH EXCAVATION REQUIRED FOR THE CONSTRUCTION OF THE AGGREGATE SURFACE COURSE SHALL BE INCLUDED IN THE COST OF AGGREGATE SURFACE COURSE.

GENERAL NOTES

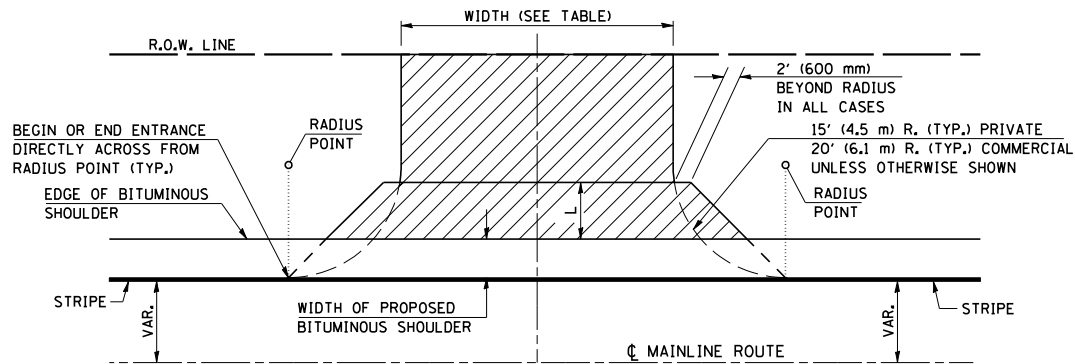
1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
2. AGGREGATE BASE COURSE, TYPE B, 6" (150 mm) MIN. SHALL BE USED WHERE IN THE OPINION OF THE ENGINEER THERE IS NOT SUFFICIENT BASE MATERIAL FOR THE PROPOSED ENTRANCES. THIS MATERIAL SHALL GENERALLY BE USED TO WIDEN ANY EXISTING RETURN OR TO CONSTRUCT NEW ENTRANCES WHERE NONE NOW EXISTS.
3. THE AGGREGATE BASE COURSE SHALL BE CONSTRUCTED 1' (0.3 m) WIDER THAN THE SURFACE DIMENSIONS AS SHOWN ABOVE.
4. ANY NECESSARY WORK BEHIND THE INCIDENTAL BITUMINOUS SURFACING SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
5. ENTRANCE SIDESLOPES SHALL BE CONSTRUCTED TO 4:1 SLOPES UNLESS OTHERWISE SHOWN.

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

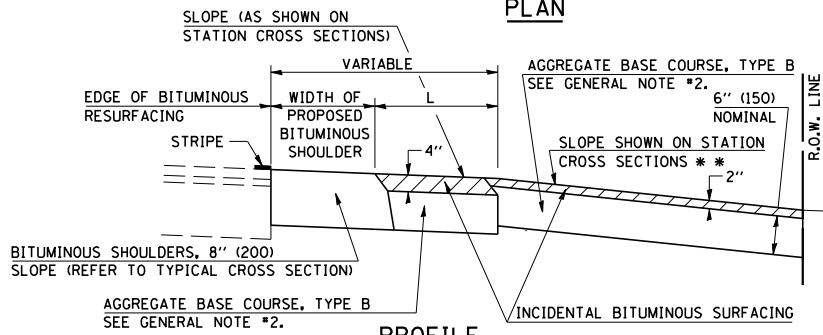
	NAME	DATE	REVISIONS	
			NAME	DATE
DESIGNED				
CHECKED				
CADD NO.				

TYPICAL DETAIL OF RURAL PRIVATE AND COMMERCIAL ENTRANCES

ADJACENT TO PROPOSED BITUMINOUS SHOULDERS (BITUMINOUS)



PLAN



PROFILE

ALLOWABLE ENTRANCE WIDTHS

	PRIVATE	COMMERCIAL
MIN.	12' (3.6 m)	24' (7.3 m)
MAX.	24' (7.3 m)	35' (10.7 m)

THE ALLOWABLE ENTRANCE WIDTHS SHALL BE INTERPRETED TO BE THE WIDTHS AT THE COMPLETED RADIUS, WHICH MAY BE LOCATED BEHIND THE EXISTING R.O.W. LINE.

** MIN. SLOPE = 1%
MAX. SLOPE = 12%

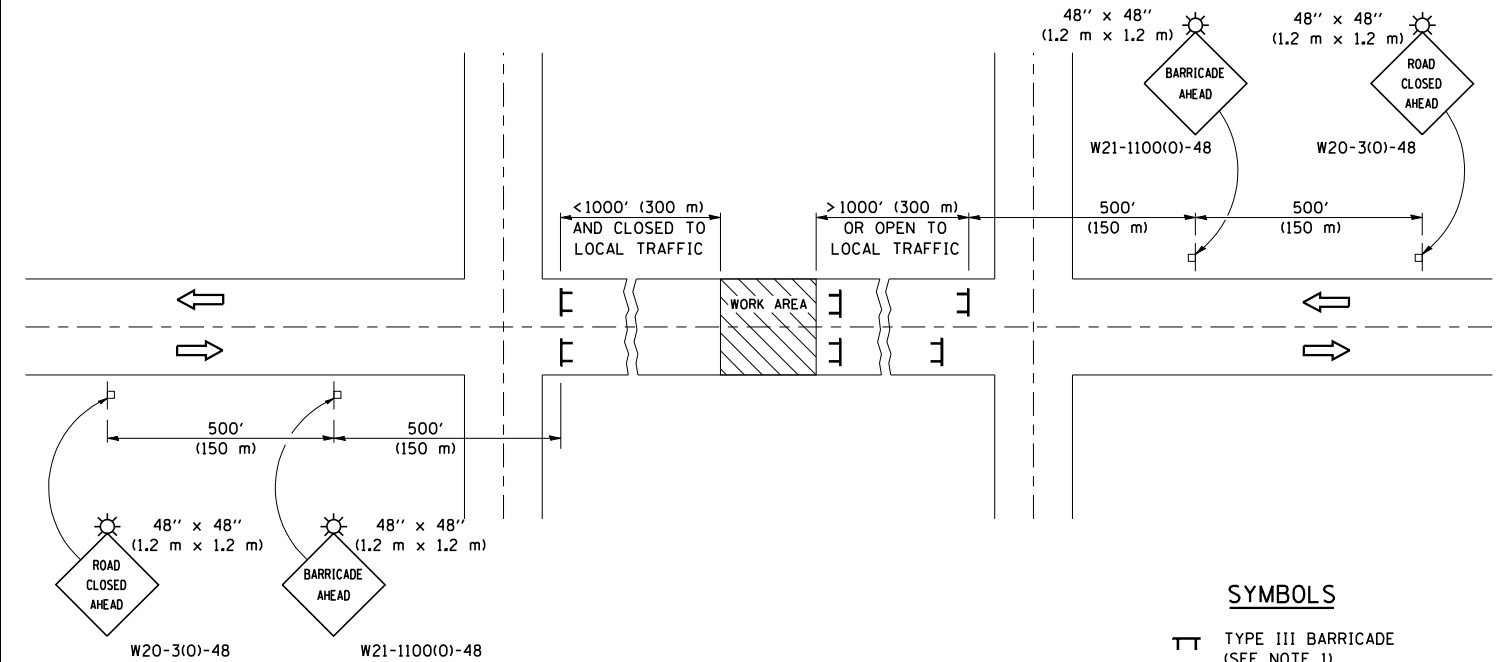
GENERAL NOTES

1. THE EXISTING SURFACE SHALL BE PREPARED IN ACCORDANCE WITH SECTION 408 OF THE STANDARD SPECIFICATIONS.
2. AGGREGATE BASE COURSE, TYPE B, 6" (150 mm) MIN. SHALL BE USED WHERE IN THE OPINION OF THE ENGINEER THERE IS NOT SUFFICIENT BASE MATERIAL FOR THE PROPOSED ENTRANCES. THIS MATERIAL SHALL GENERALLY BE USED TO WIDEN ANY EXISTING RETURN OR TO CONSTRUCT NEW ENTRANCES WHERE NONE NOW EXISTS.
3. THE AGGREGATE BASE COURSE SHALL BE CONSTRUCTED 1' (0.3 m) WIDER THAN THE SURFACE DIMENSIONS AS SHOWN ABOVE.
4. ANY NECESSARY WORK BEHIND THE INCIDENTAL BITUMINOUS SURFACING SHALL BE AS SHOWN IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.
5. ENTRANCE SIDESLOPES SHALL BE CONSTRUCTED TO 4:1 SLOPES UNLESS OTHERWISE SHOWN.

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

	NAME	DATE	REVISIONS	
			NAME	DATE
DESIGNED				
CHECKED				
CADD NO.				

TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR ROAD CLOSURE



SYMBOLS

- TT TYPE III BARRICADE (SEE NOTE 1)
- ⚡ FLASHING AMBER LIGHT (TYPE A)

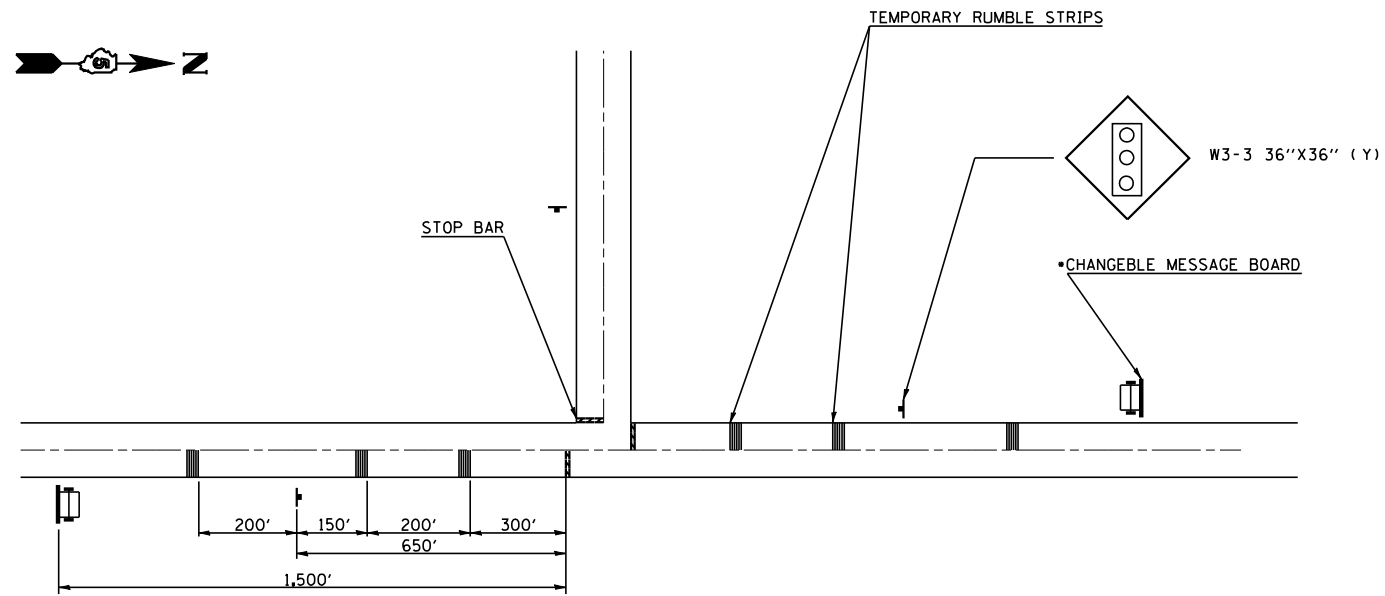
GENERAL NOTES

1. TYPE III BARRICADES SHALL BE AS SHOWN ON STANDARD 702001 "TYPICAL APPLICATIONS OF TYPE III BARRICADES CLOSING A ROAD". EACH TYPE III BARRICADE SHALL HAVE TWO FLASHING AMBER LIGHTS MOUNTED ABOVE IT.
2. IF THE ROAD IS OPEN TO LOCAL TRAFFIC OR EXCEEDS 1000' (300 m), ANOTHER SET OF TYPE III BARRICADES, EQUIPPED AS IN NOTE 1 ABOVE, SHALL BE PLACED AT EACH END OF THE WORK AREA.
3. WHEN A STOP CONDITION EXISTS, NO SIGNS ARE REQUIRED IN ADVANCE OF THE "STOP" SIGN WHEN THE ROAD IS CLOSED WITHIN 100' (30 m) OF THE INTERSECTION.
4. STANDARD 702001 SHALL APPLY FOR THE PLACEMENT & DESIGN OF TYPE III BARRICADES.
5. IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 IS NOT AVAILABLE, THE SIGNS MAY BE MOUNTED ON AN NCHRP 350 TEMPORARY SIGN SUPPORT DIRECTLY IN FRONT OF THE BARRICADE.
6. REFLECTORIZED STRIPING SHALL APPEAR ON BOTH SIDES OF THE TYPE III BARRICADES IF ROAD IS OPEN TO LOCAL TRAFFIC.
7. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
8. A MINIMUM OF TWO FLASHING LIGHTS SHALL BE USED AT NIGHT ON EACH APPROACH IN ADVANCE OF THE WORK AREA. FLASHING LIGHTS SHALL BE INSTALLED ABOVE THE FIRST TWO SIGNS IN THE SERIES.
9. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
10. FORMS BT. 725 AND BT. 726 ARE REQUIRED.
11. WHEN A SIDEROAD INTERSECTS THE HIGHWAY ON WHICH WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC DEVICES SHALL BE ERECTED AND PROVIDED AS DIRECTED BY THE ENGINEER.
12. AN ADDITIONAL SIGN MAY BE REQUIRED AT A MAJOR INTERSECTING ROAD IN ADVANCE OF THE CLOSURE. THE ADDITIONAL SIGN SHALL GIVE THE DISTANCE TO THE BARRICADE IN MILES OR FRACTIONS OF A MILE.

	NAME	DATE	REVISIONS	
			NAME	DATE
DESIGNED	J.H.M.	8-11-87		
CHECKED	P.E.K.	8-25-87	R.M.H.	12/97
CADD NO.	F-5.03		C.P./K.A.G.	01/05

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

DETAIL OF TEMPORARY RUMBLE STRIP LAYOUT ON BOWMAN AVE.



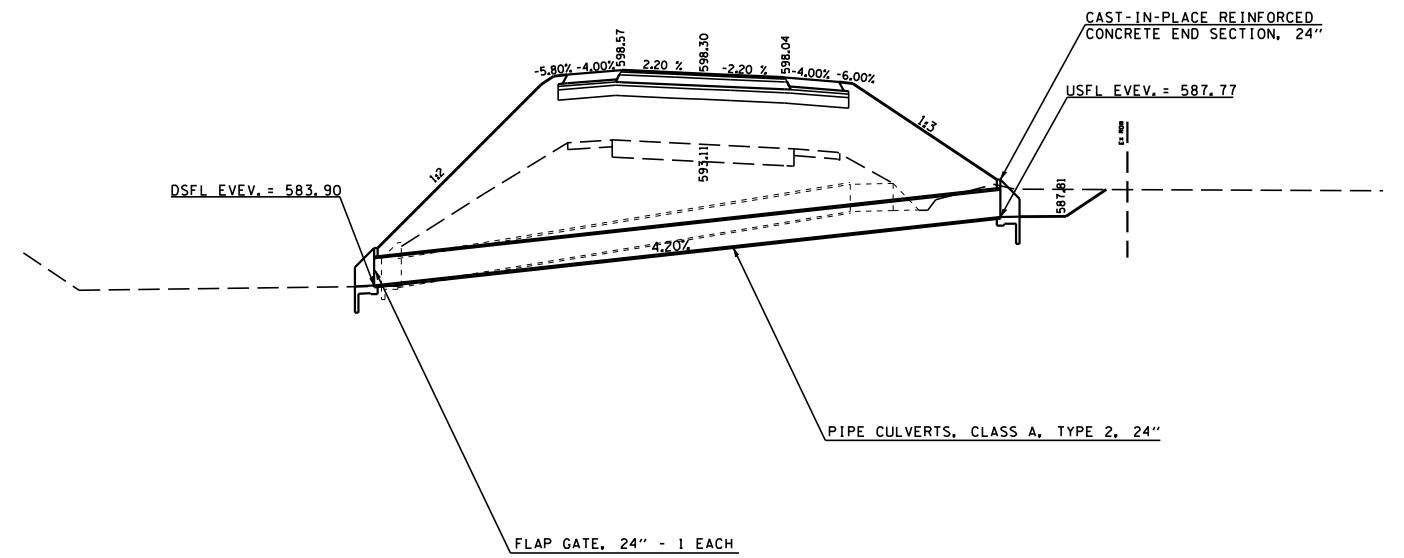
*NOTE: CHANGEABLE MESSAGE BOARD SHALL BE ACTIVATED 3 DAYS PRIOR TO ACTIVATION OF THE TEMPORARY SIGNALS

PIPE CULVERT DETAIL

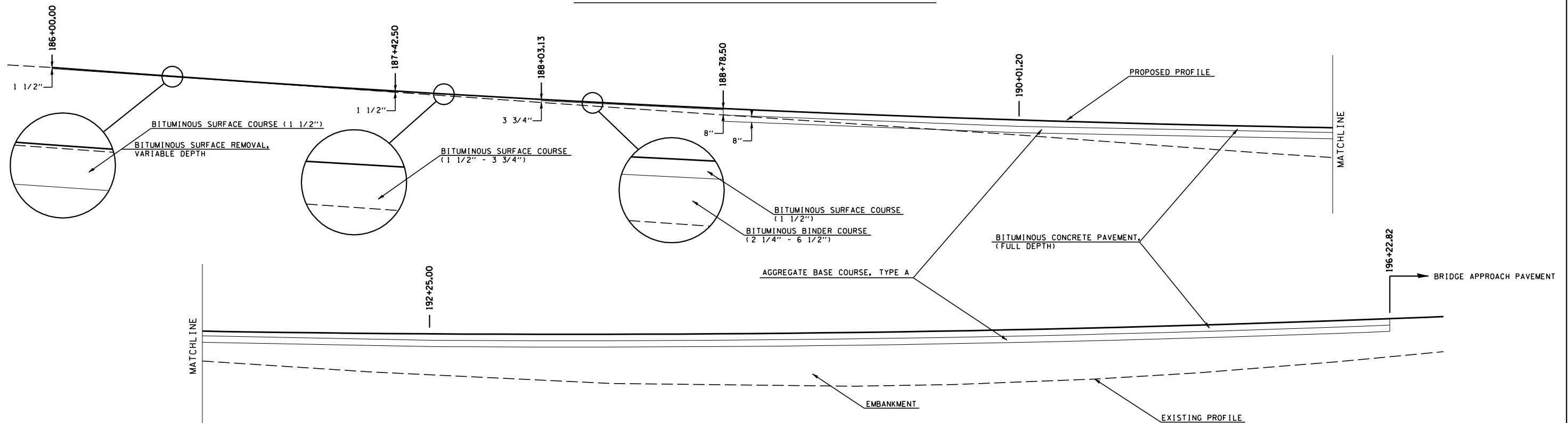
STA 193+07.41

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	75

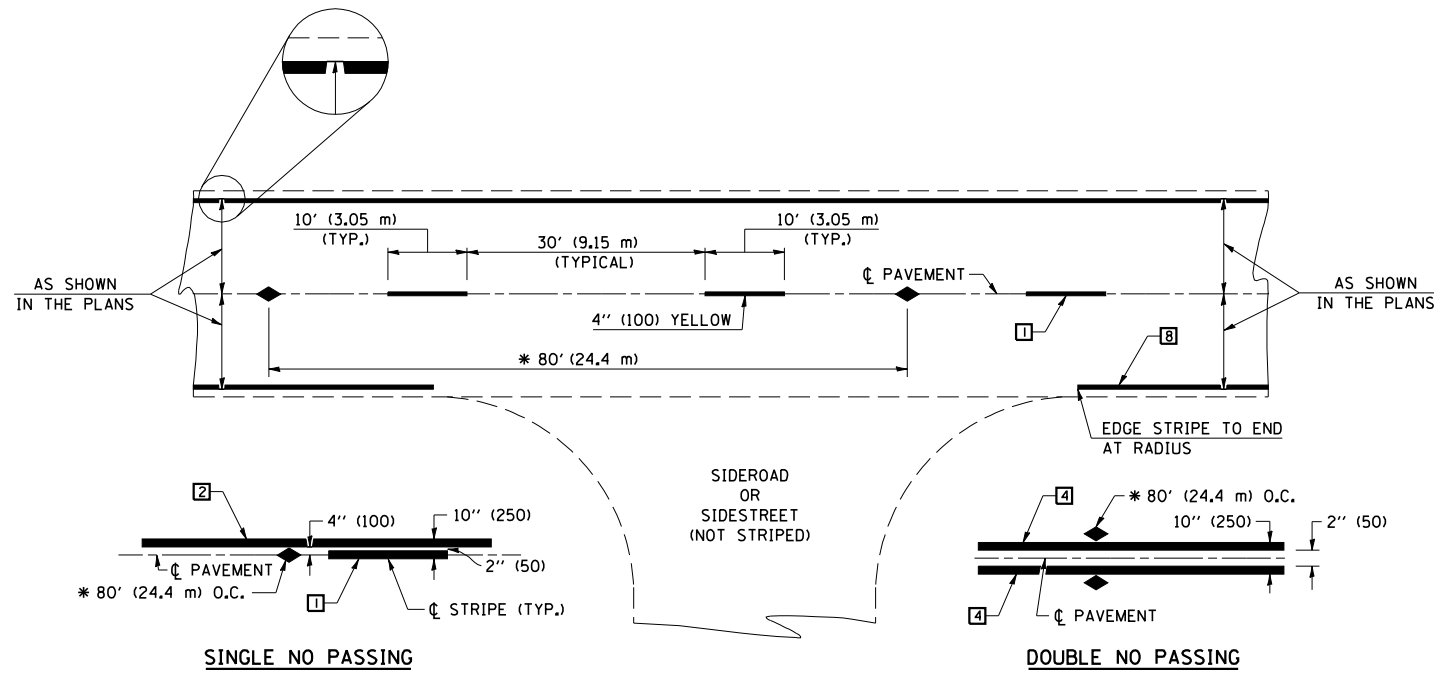
CONTRACT NO. 90841



DETAIL OF PROFILE CHANGE US-136



TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS



* REDUCE TO 40' (12.2 m) O.C. ON CURVES WITH POSTED OR ADVISORY SPEEDS OF 45 mph (70 km/h) OR LESS.

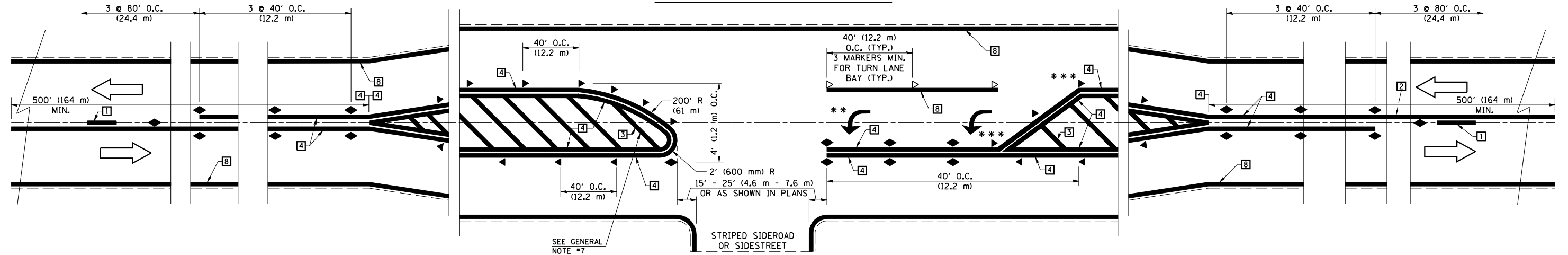
TYPICAL PAVEMENT MARKING LEGEND

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

TYPICAL PAVEMENT MARKERS LEGEND

- TWO-WAY AMBER MARKER
- ONE-WAY AMBER MARKER
- ONE-WAY CRYSTAL MARKER

DETAIL OF RURAL LEFT TURN LANE



*** REDUCE SPACING IF NECESSARY TO ASSURE MARKERS AT CORNER POINTS.

** TURN ARROWS SHALL BE PLACED AS SHOWN ON SHEET #2.

SHEET 1 OF 4

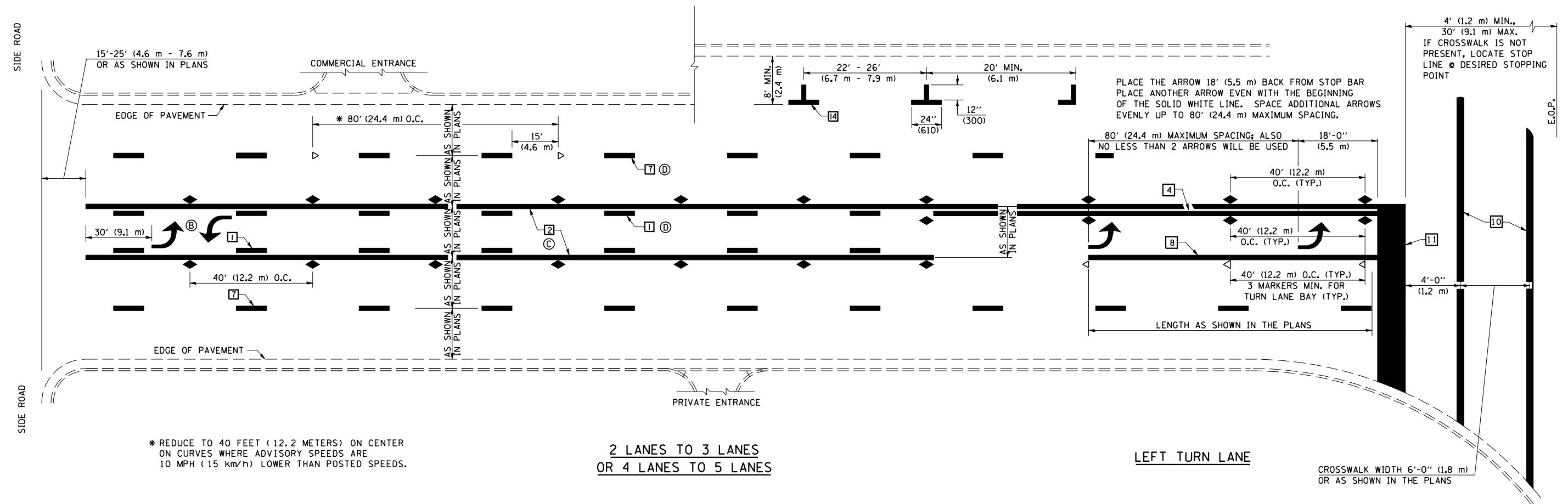
DESIGNED	NAME	DATE	REVISIONS
J.M.H.	J.M.H.	5/85	NAME
FMS	CTD	6/85	DATE
CADD NO.	F-5,25	6/88	GEOMETRICS/K.A.G.
			K.A.G.

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	77

CONTRACT NO. 90841

TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS



USFL EVEV. = 587.77

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

**2 LANES TO 3 LANES
OR 4 LANES TO 5 LANES**

LEFT TURN LANE

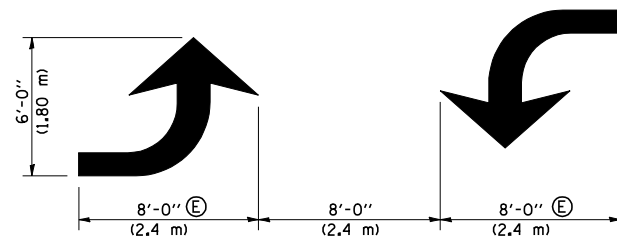
**CROSSWALK WIDTH 6'-0" (1.8 m)
OR AS SHOWN IN THE PLANS**

SHEET 2 OF 4

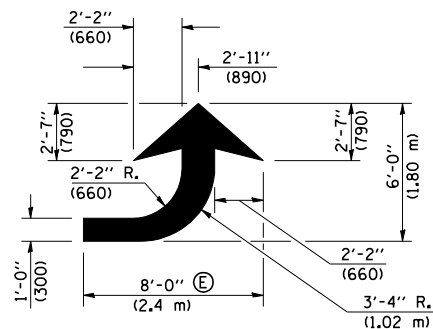
	NAME	DATE	REVISIONS
DESIGNED	J.M.H.	5/85	NAME
CHECKED	FMS	6/88	DATE
	CTD	6/85	GEOMETRICS/K.A.G.
CADD NO.	F-5.25	6/88	K.A.G.
			09/05

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

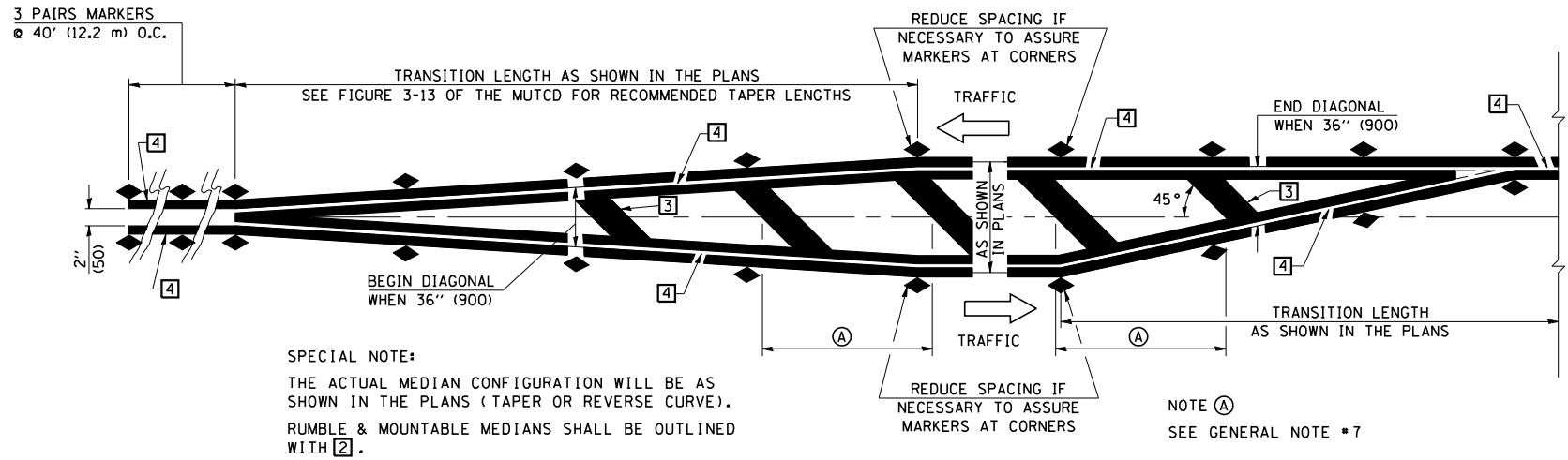
TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS



TYPICAL DOUBLE TURN ARROWS (WHITE)



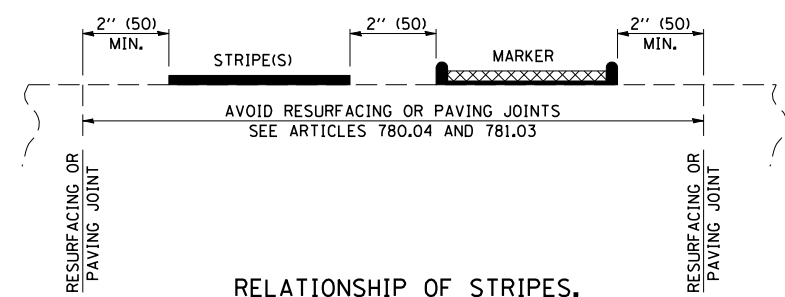
LEFT ARROW
 REVERSE FOR RIGHT ARROW
 AREA = 15.6 SQ. FT. (1.47 m²)
 (WHITE)



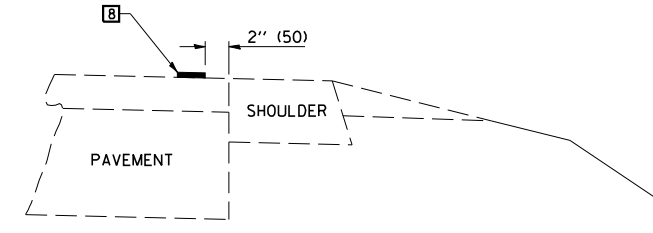
SPECIAL NOTE:
 THE ACTUAL MEDIAN CONFIGURATION WILL BE AS SHOWN IN THE PLANS (TAPER OR REVERSE CURVE).
 RUMBLE & MOUNTABLE MEDIANS SHALL BE OUTLINED WITH [2].

NOTE (A)
 SEE GENERAL NOTE # 7

TYPICAL MEDIAN TRANSITIONS



RELATIONSHIP OF STRIPES, MARKERS AND JOINTS



RELATIONSHIP OF EDGE STRIPE TO SAFETY SHOULDER OR PAVED SURFACE

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

GENERAL NOTES

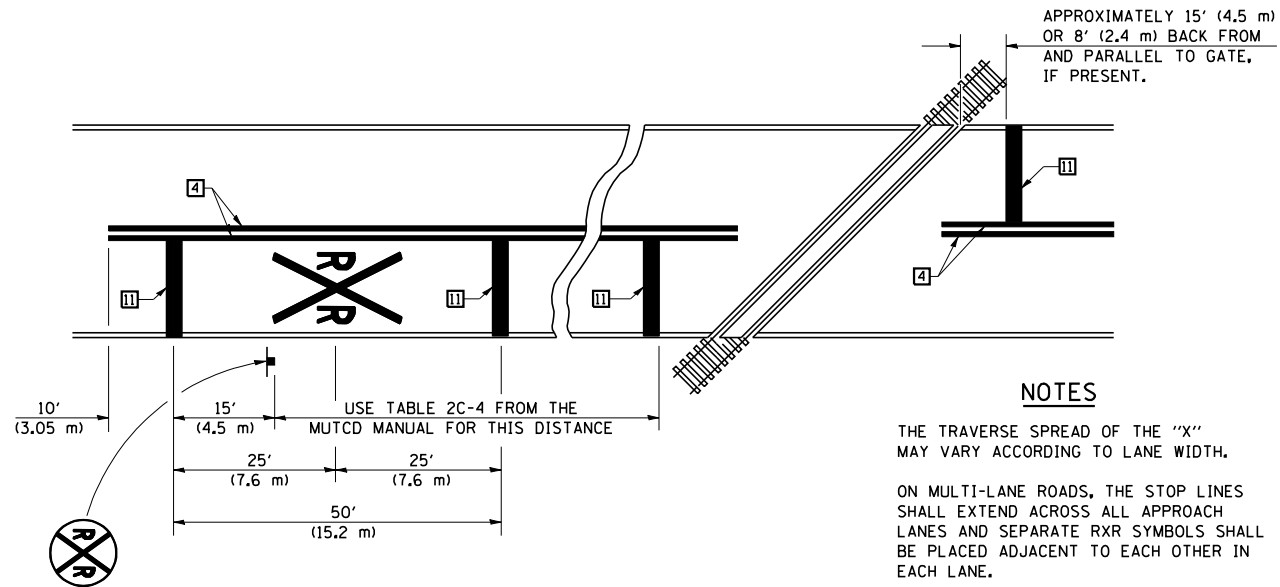
1. WHEN MEDIANS ARE PRESENT, PAVEMENT MARKINGS ARE TO BE PLACED ADJACENT TO MEDIANS.
2. SCALE: NONE
3. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
4. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
5. A STRIPING KEY IS AVAILABLE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

SHEET 3 OF 4

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

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

TYPICAL APPLICATIONS OF PAVEMENT MARKINGS AND MARKERS

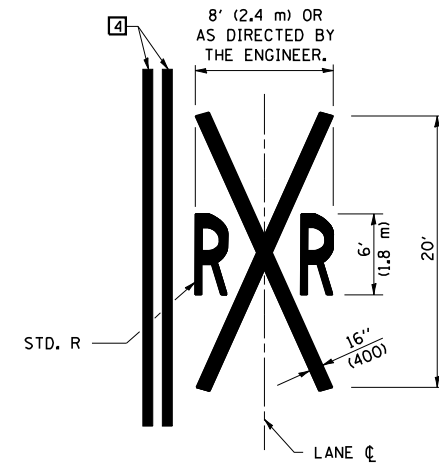


NOTES

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

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

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



PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING

SHEET 4 OF 4

	NAME	DATE	REVISIONS
DESIGNED	J.M.H.	5/85	NAME
CHECKED	FMS	6/88	DATE
	CTD	6/85	GEOMETRICS/K.A.G.
CADD NO.	F-5.25	6/88	K.A.G.
			09/05

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

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	80
STA. 185+00.00		TO STA. 185+75.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BY	DATE

FINAL SURVEY	SURVEYED	PLOTTED	DATE

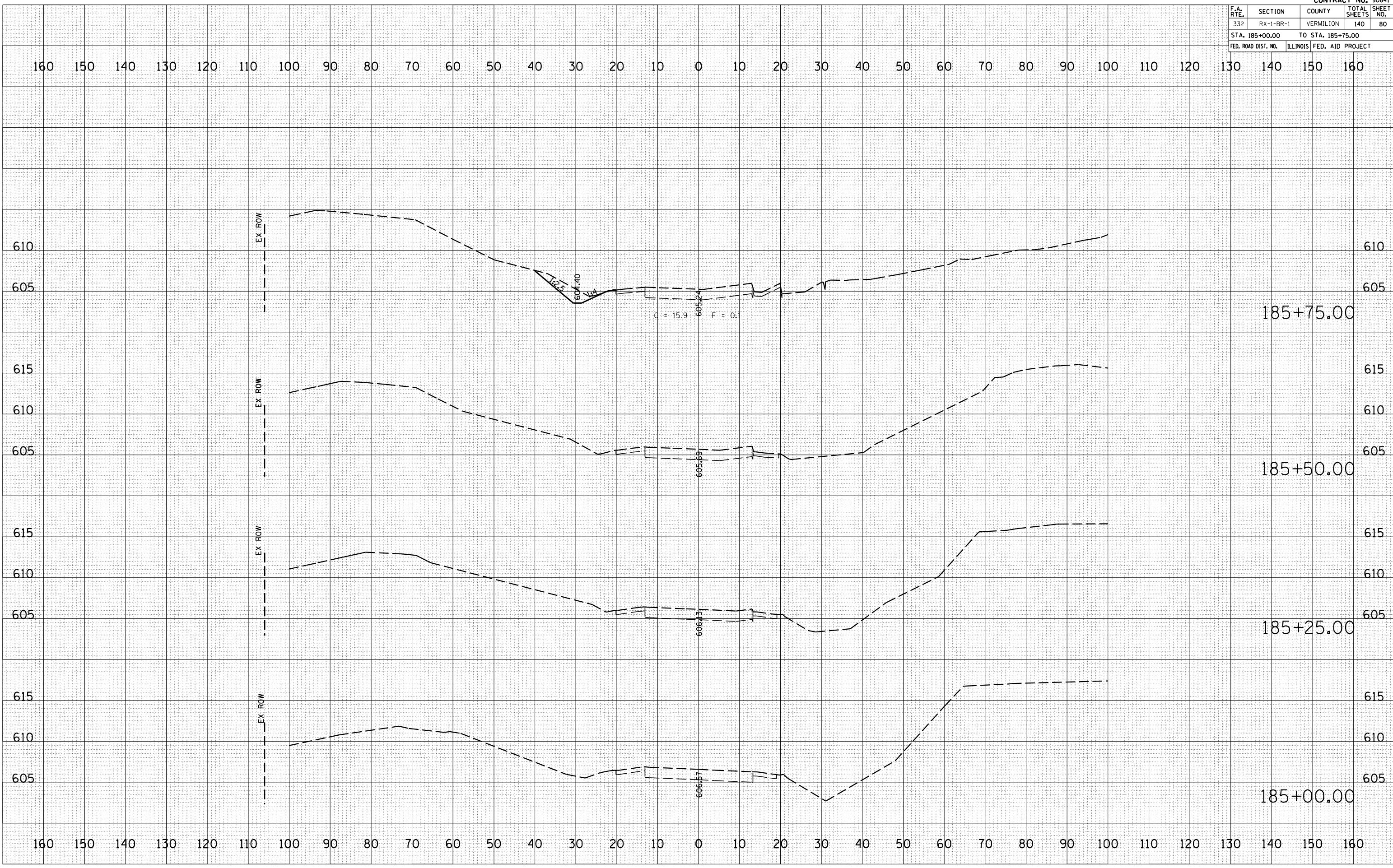
NO.	AREAS CHECKED

BY	DATE

ORIGINAL SURVEY	SURVEYED	PLOTTED	DATE

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
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 PLOT SCALE = 211765 / IN.
 USER NAME = stulzjw



160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160

610 610

605 605

185+75.00

615 615

610 610

605 605

185+50.00

615 615

610 610

605 605

185+25.00

615 615

610 610

605 605

185+00.00

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	81
STA. 186+00.00		TO STA. 186+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

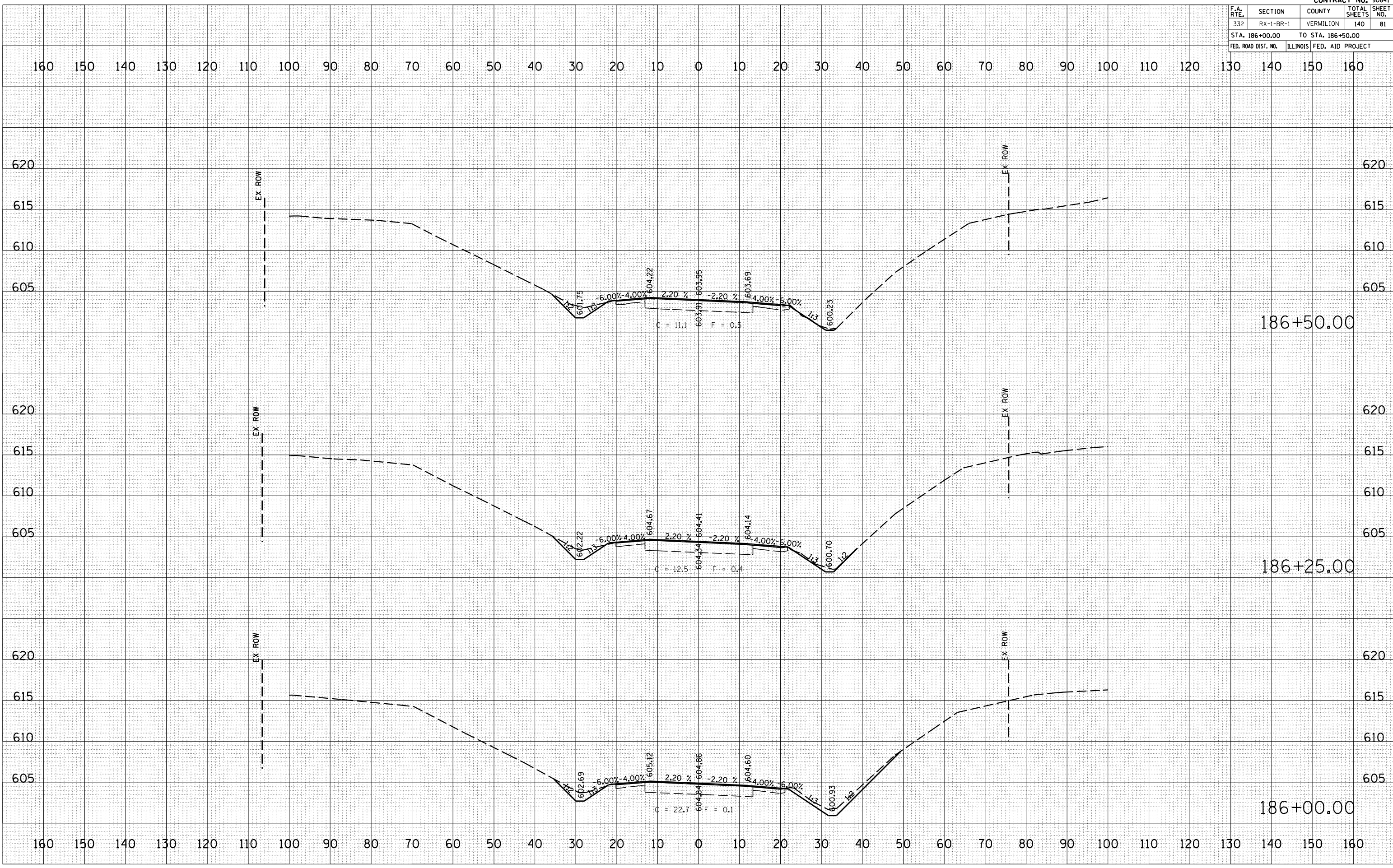
BY	DATE

FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	AREAS CHECKED

BY	DATE

ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
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PLOT SCALE = 1"=20'
USER NAME = stulzj



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	82
STA. 186+75.00		TO STA. 187+25.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

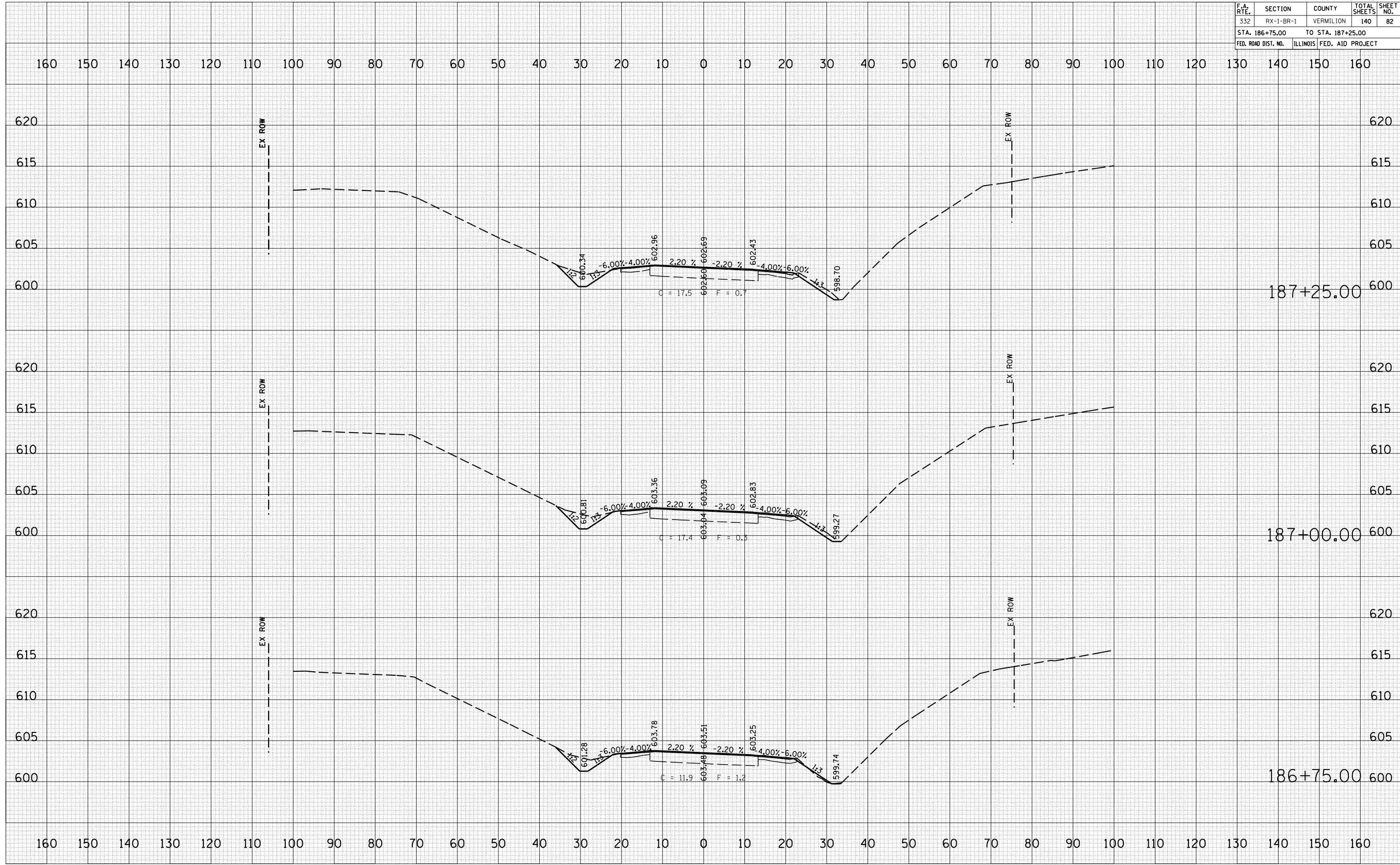
BY	DATE

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

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 USER NAME = stults



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	83
STA. 187+50.00		TO STA. 188+00.00		
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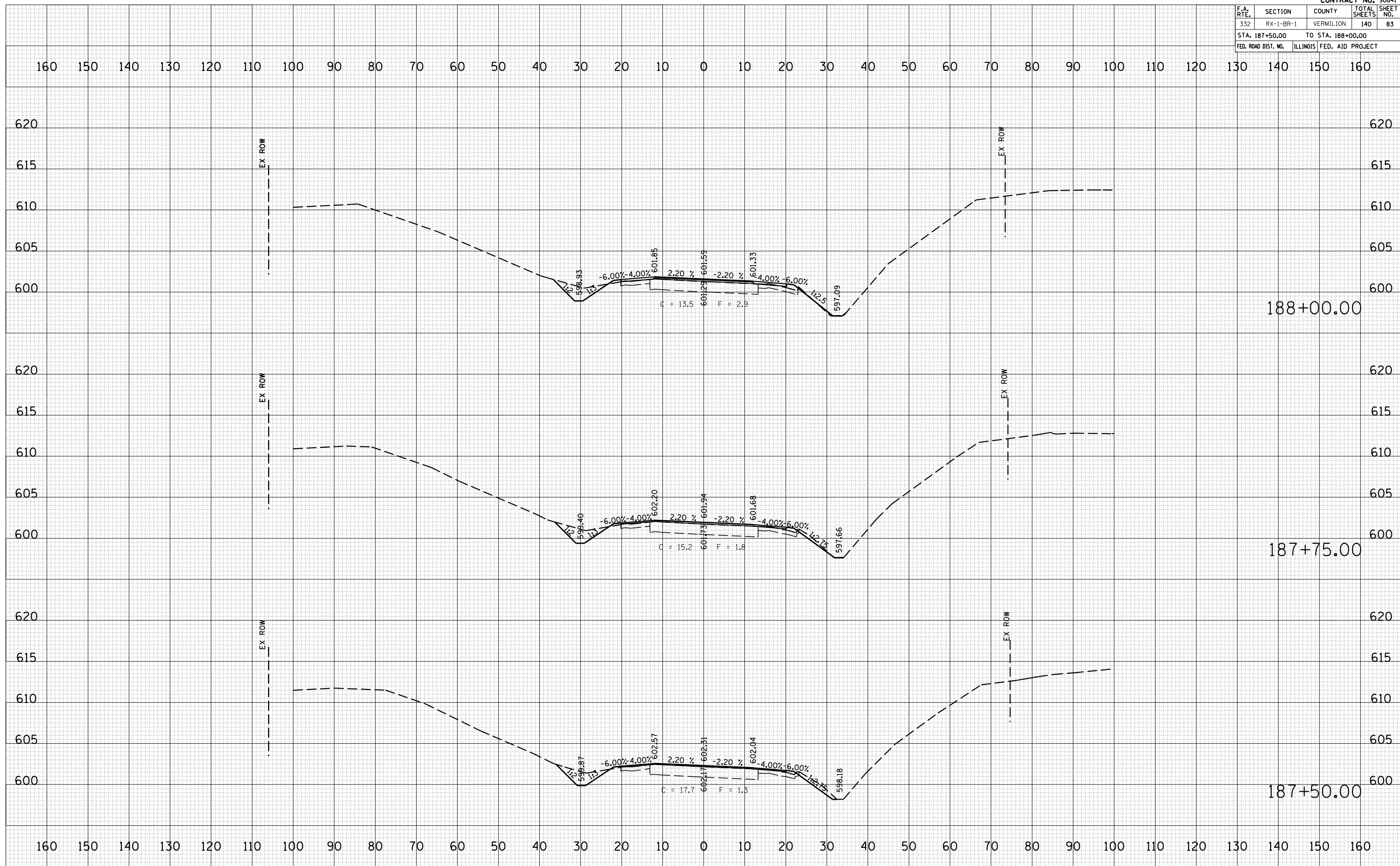
BY	DATE

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
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 PLOT SCALE = 1"=20'
 USER NAME = stulzj



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	84
STA. 188+25.00		TO STA. 188+75.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

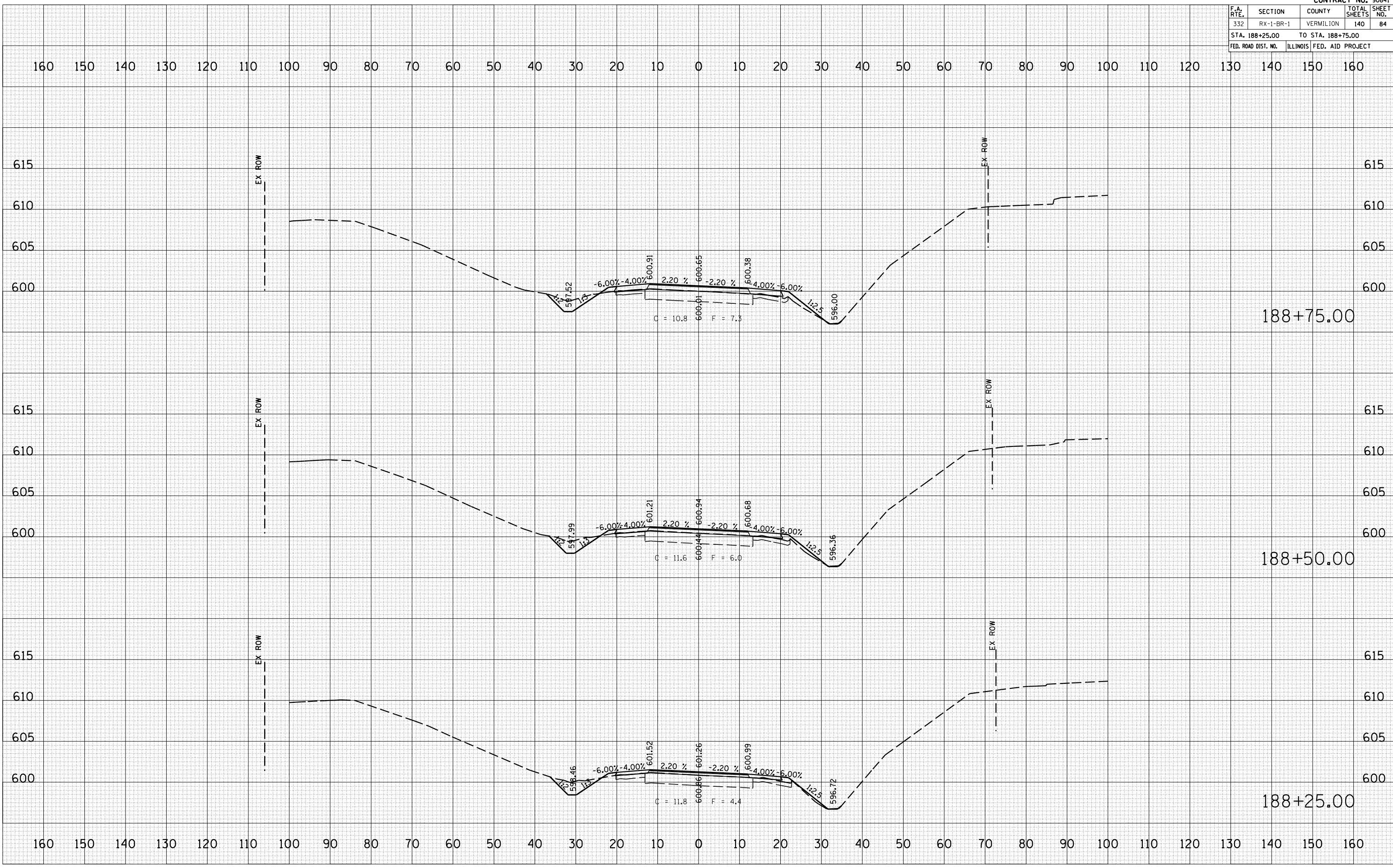
BY	DATE

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
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 PLOT SCALE = 1"=20'
 USER NAME = stulzj



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	85
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FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

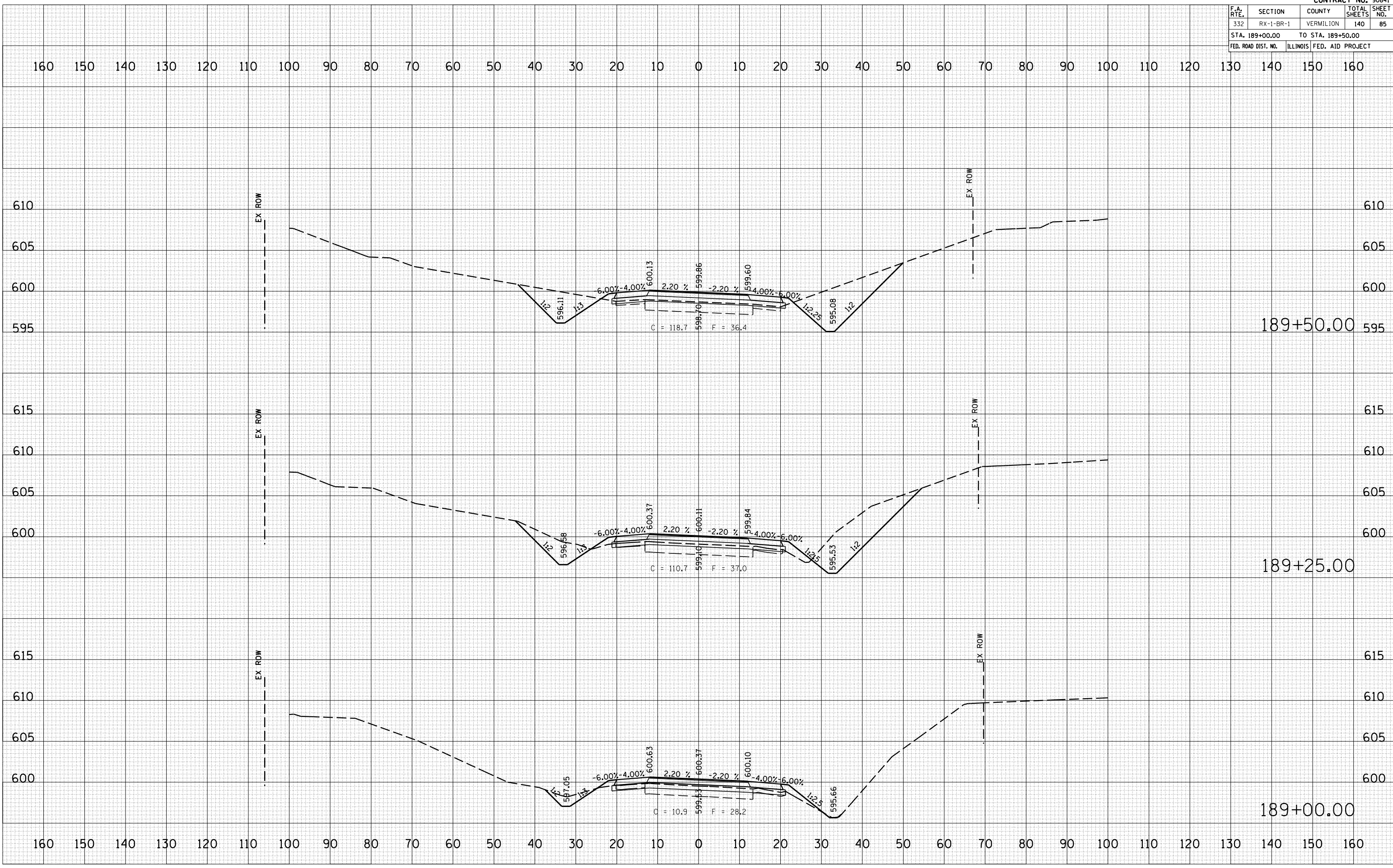
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	AREAS CHECKED

BY _____ DATE _____

ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	AREAS CHECKED

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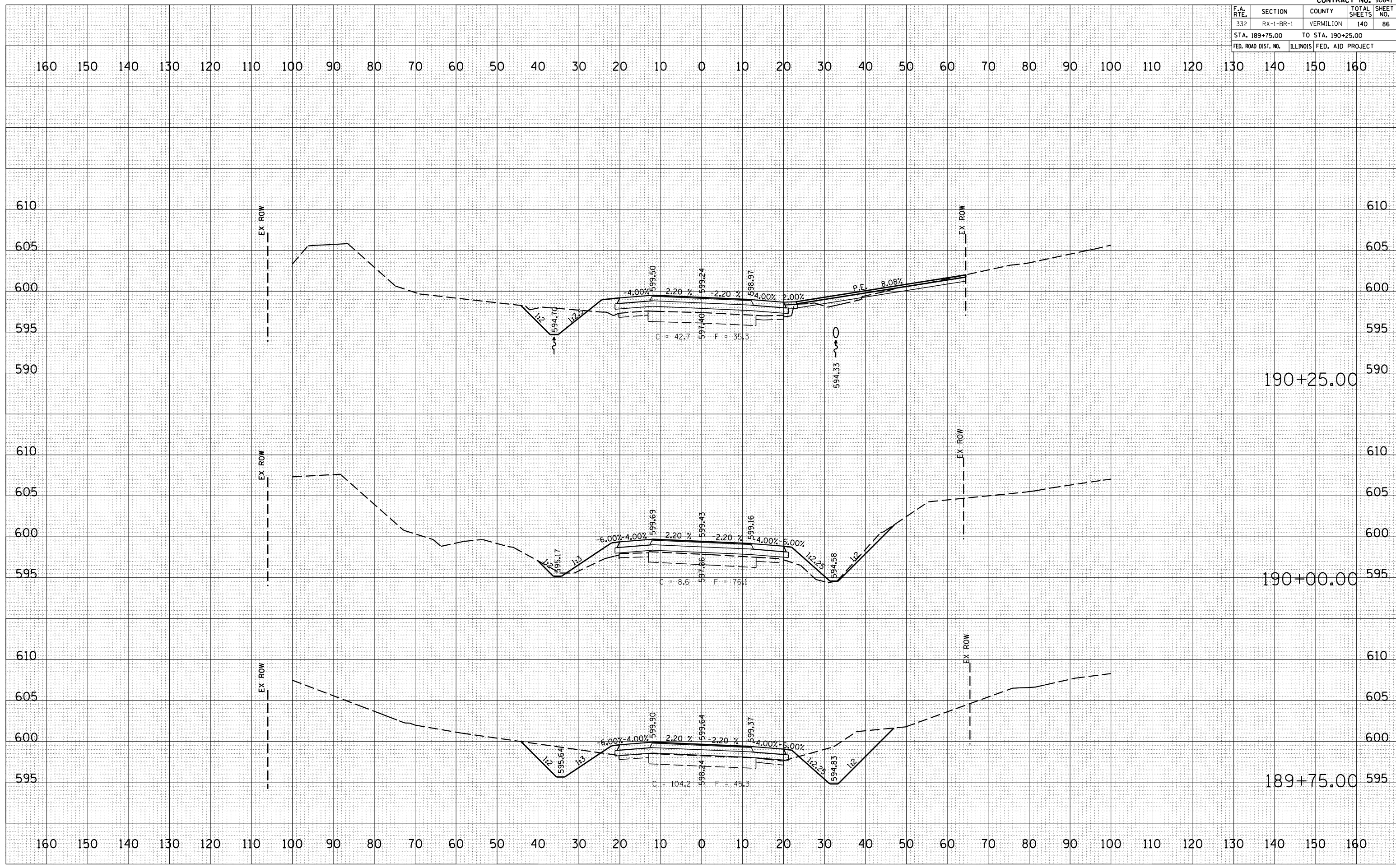


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	86
STA. 189+75.00		TO STA. 190+25.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____
 NO. _____

BY _____ DATE _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____
 NO. _____

DATE = 8/28/2006
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 PLOT SCALE = 1" = 20.00'
 USER NAME = stulz



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	87
STA. 190+50.00		TO STA. 191+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

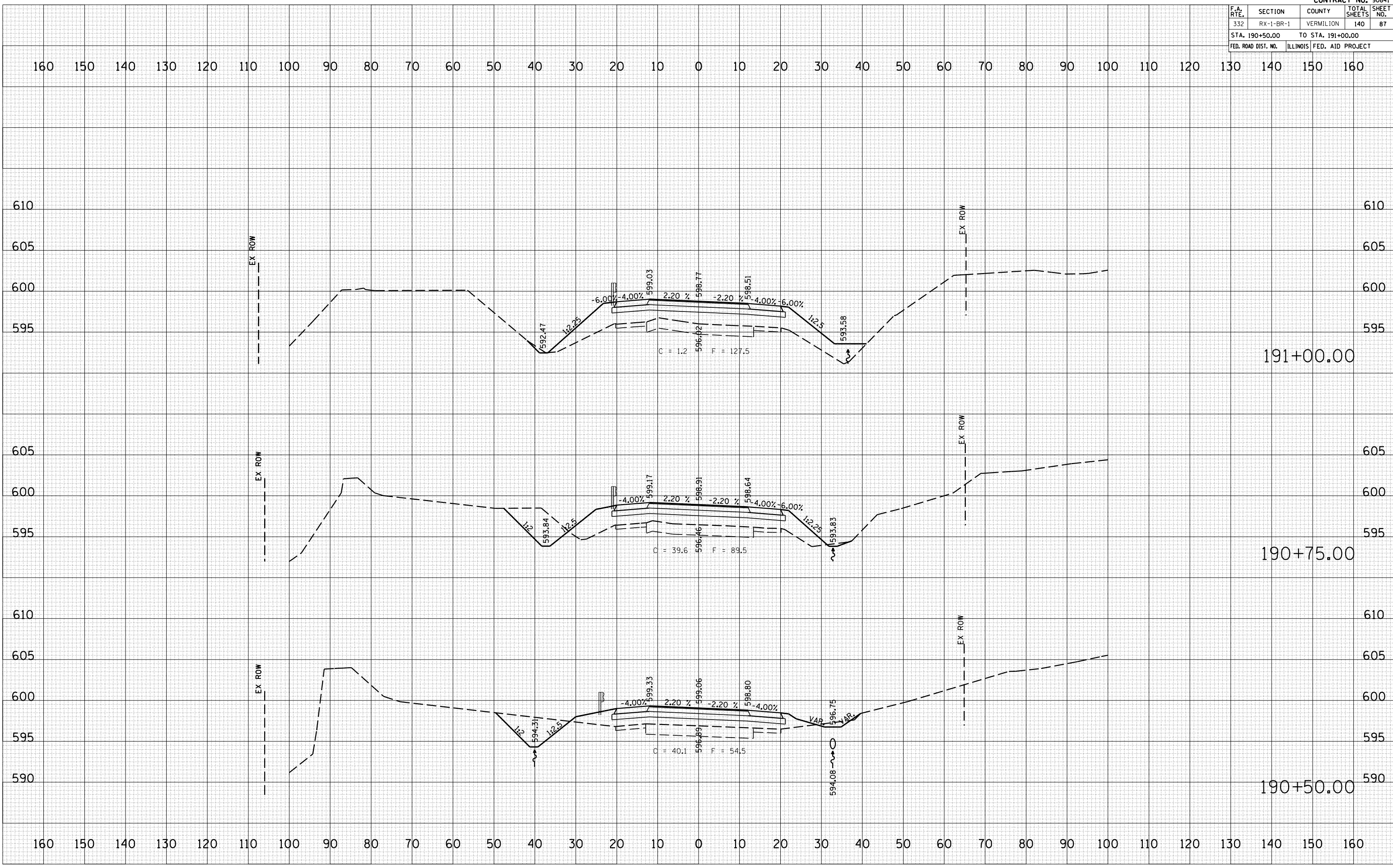
BY	DATE

NO.	DATE	BY	DESCRIPTION

BY	DATE

NO.	DATE	BY	DESCRIPTION

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 PLOT SCALE = 1"=40'
 USER NAME = stulz



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	88
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FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

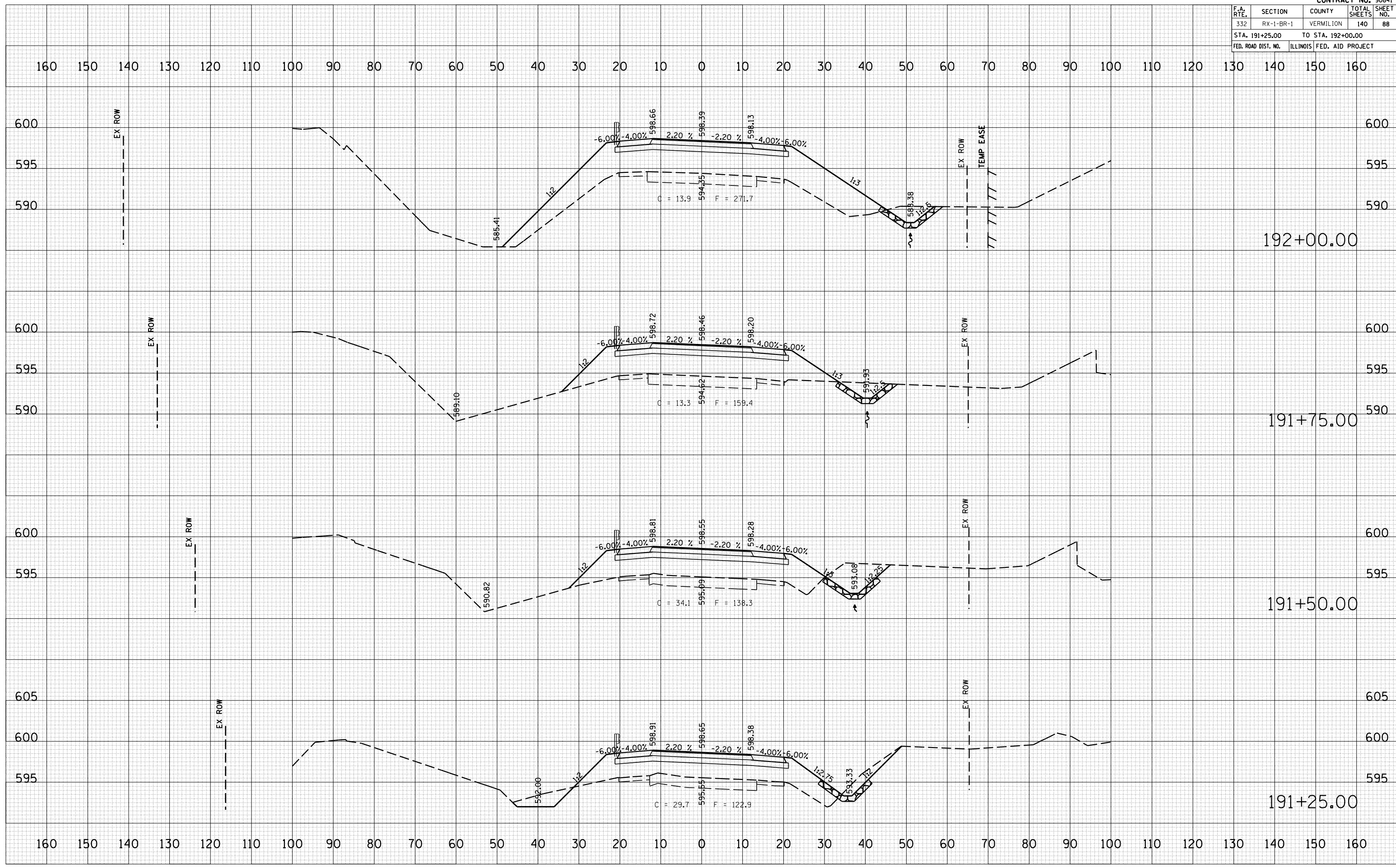
BY	DATE

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

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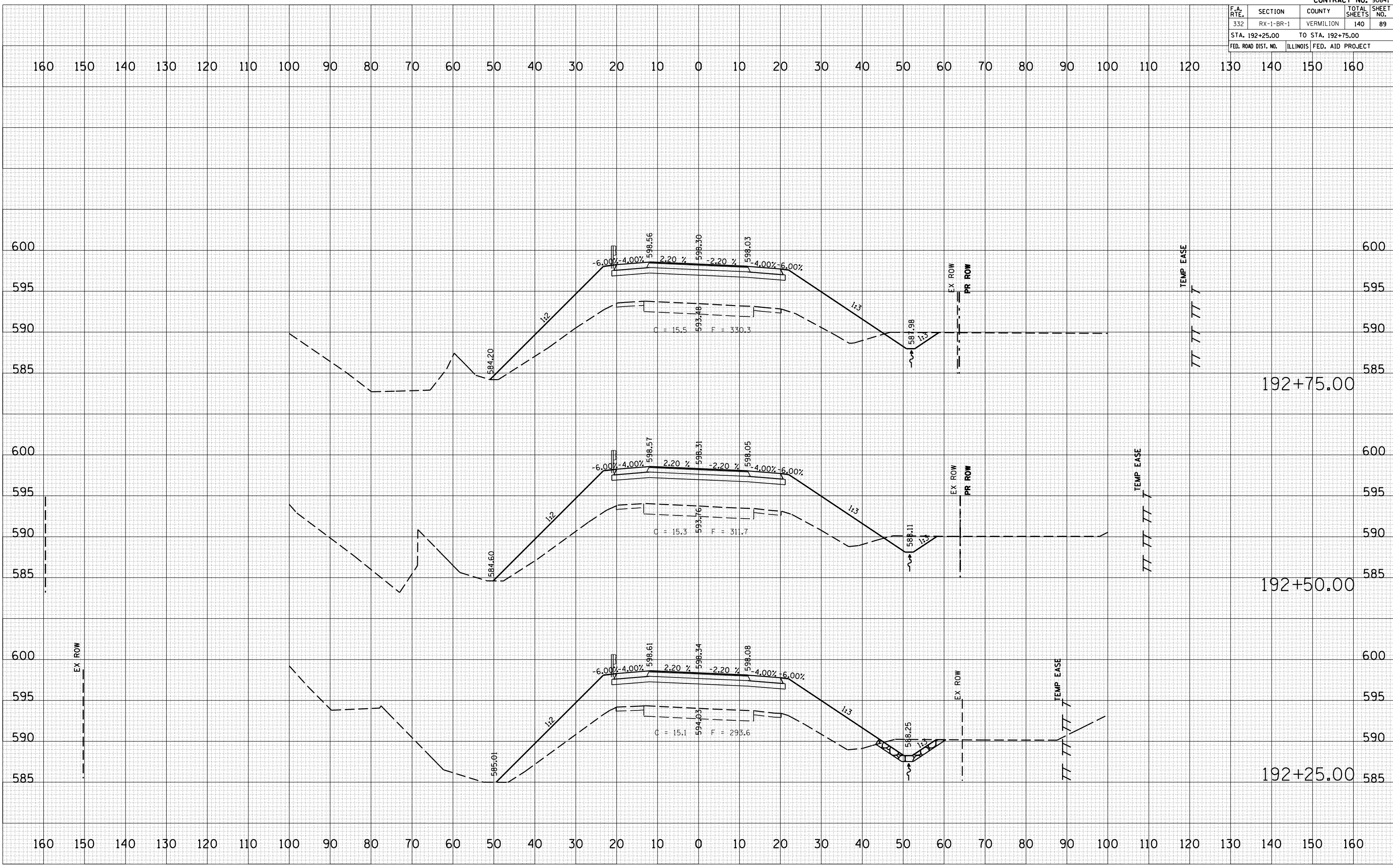


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	89
STA. 192+25.00		TO STA. 192+75.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

BY	DATE

BY	DATE

PLOT DATE = 8/28/2006
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 PLOT SCALE = 1"=40'
 USER NAME = stulz



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	90
STA. 193+00.00		TO STA. 193+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

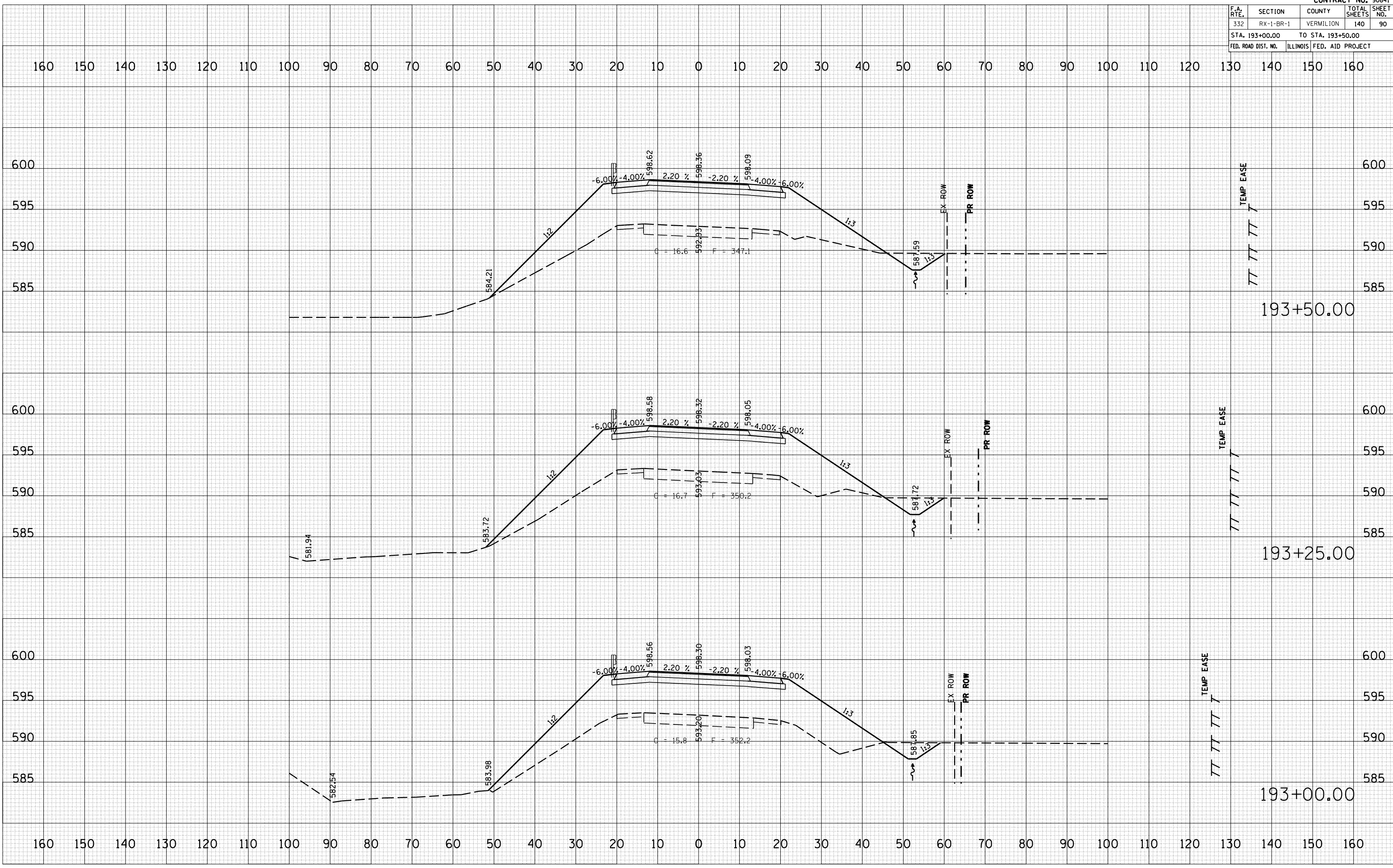
BY	DATE

NO.	AREAS CHECKED	PLATE	PLOTTED	SURVEYED

BY	DATE

NO.	AREAS CHECKED	PLATE	PLOTTED	SURVEYED

PLOT DATE = 8/28/2006
 FILE NAME = s:\90841\90841.dwg
 PLOT SCALE = 1"=20'
 USER NAME = stulz



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	91
STA. 193+75.00		TO STA. 194+25.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

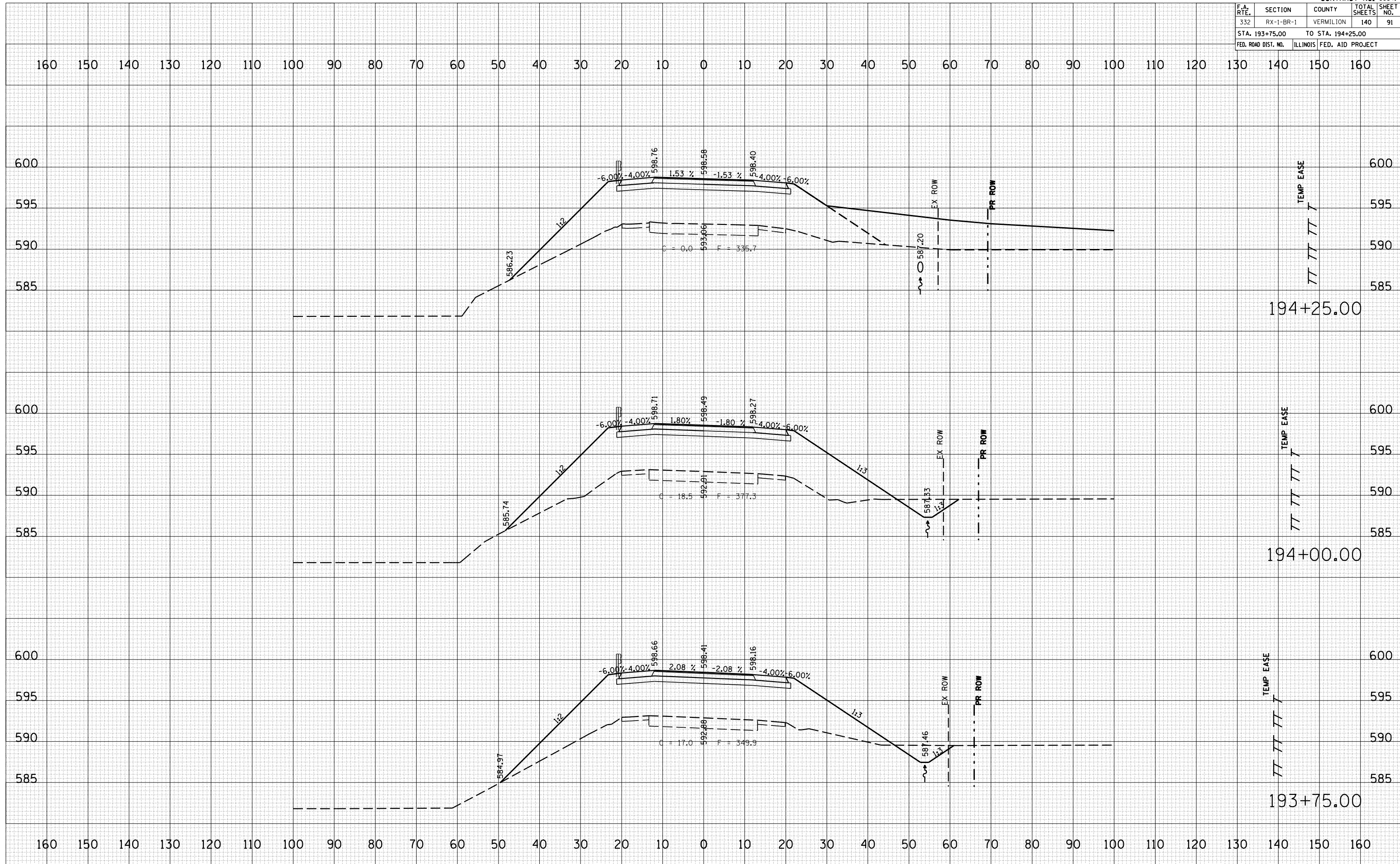
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SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____

BY: _____ DATE: _____

ORIGINAL SURVEYED _____
 SURVEY PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____

PLT DATE = 8/28/2006
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 PLOT SCALE = 2:1 (1" = 20')



TEMP EASE
 TT TT TT TT

194+25.00

TEMP EASE
 TT TT TT TT

194+00.00

TEMP EASE
 TT TT TT TT

193+75.00

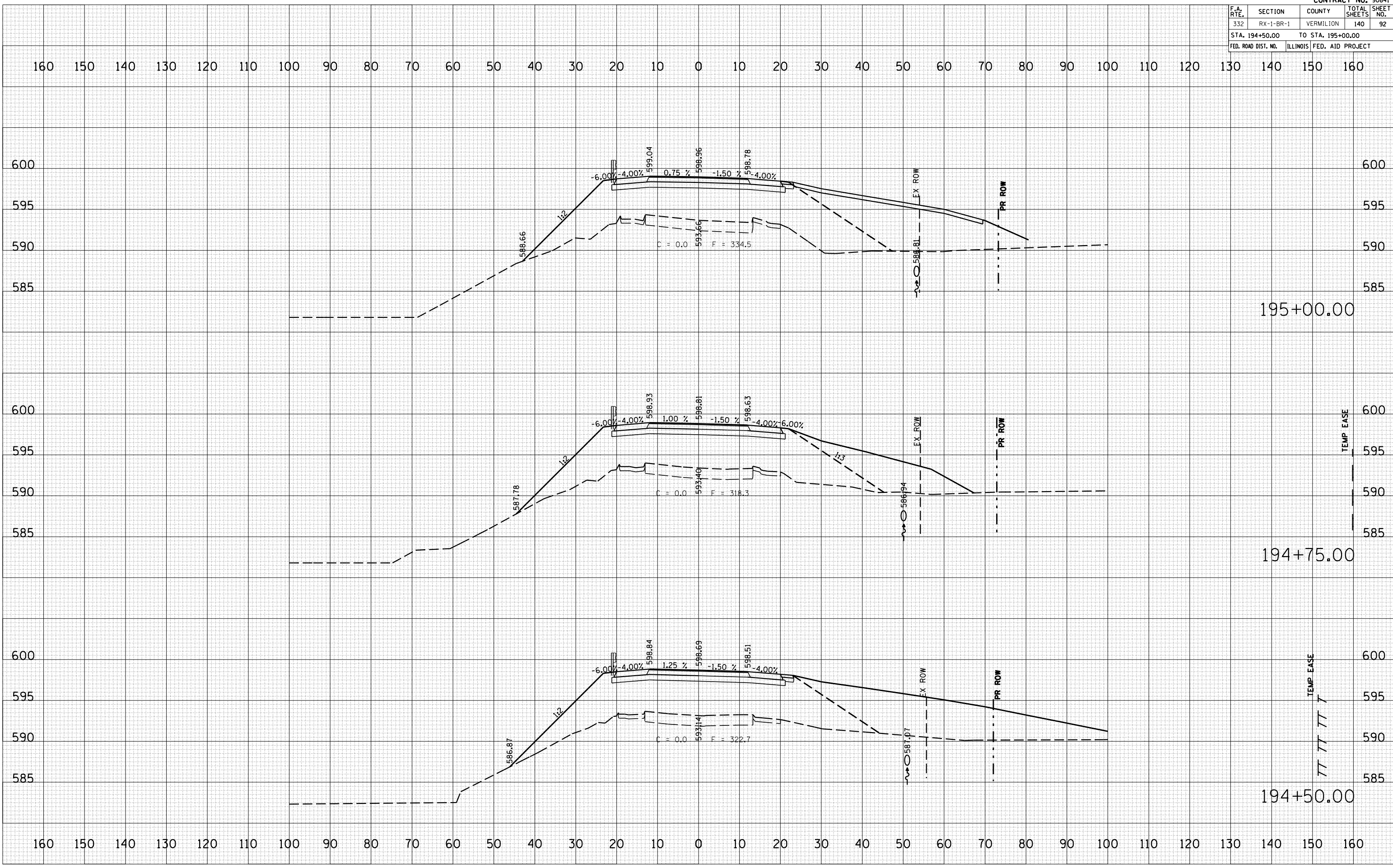
CONTRACT NO. 90841				
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	92
STA. 194+50.00		TO STA. 195+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BY	DATE

BY	DATE

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

PLOT DATE = 8/28/2006
 FILE NAME = \\s\shere\d\p03196 (0)\asshet\p03196
 PLOT SCALE = 211765" / IN.
 USER NAME = stulcsj*



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	93
STA. 195+25.00		TO STA. 195+75.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

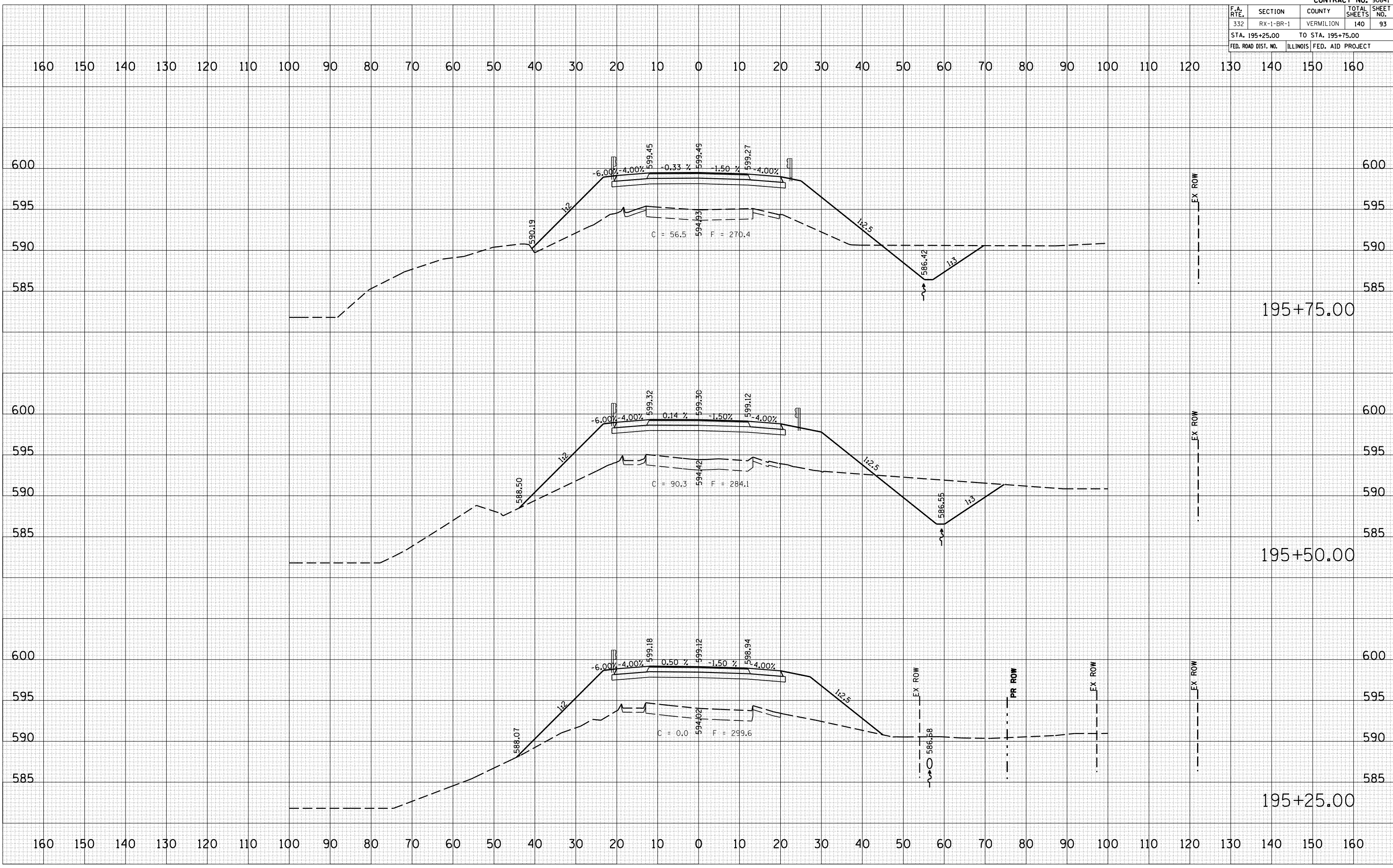
BY	DATE

NO.	AREAS CHECKED	AREAS	DATE

BY	DATE

NO.	AREAS CHECKED	AREAS	DATE

PLOT DATE = 8/28/2006
 FILE NAME = \\s01316\10\1\sheet\93.dwg
 PLOT SCALE = 211765 / IN.
 USER NAME = stults



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	94
STA. 196+00.00		TO STA. 196+25.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BY	DATE

NO.	AREAS CHECKED

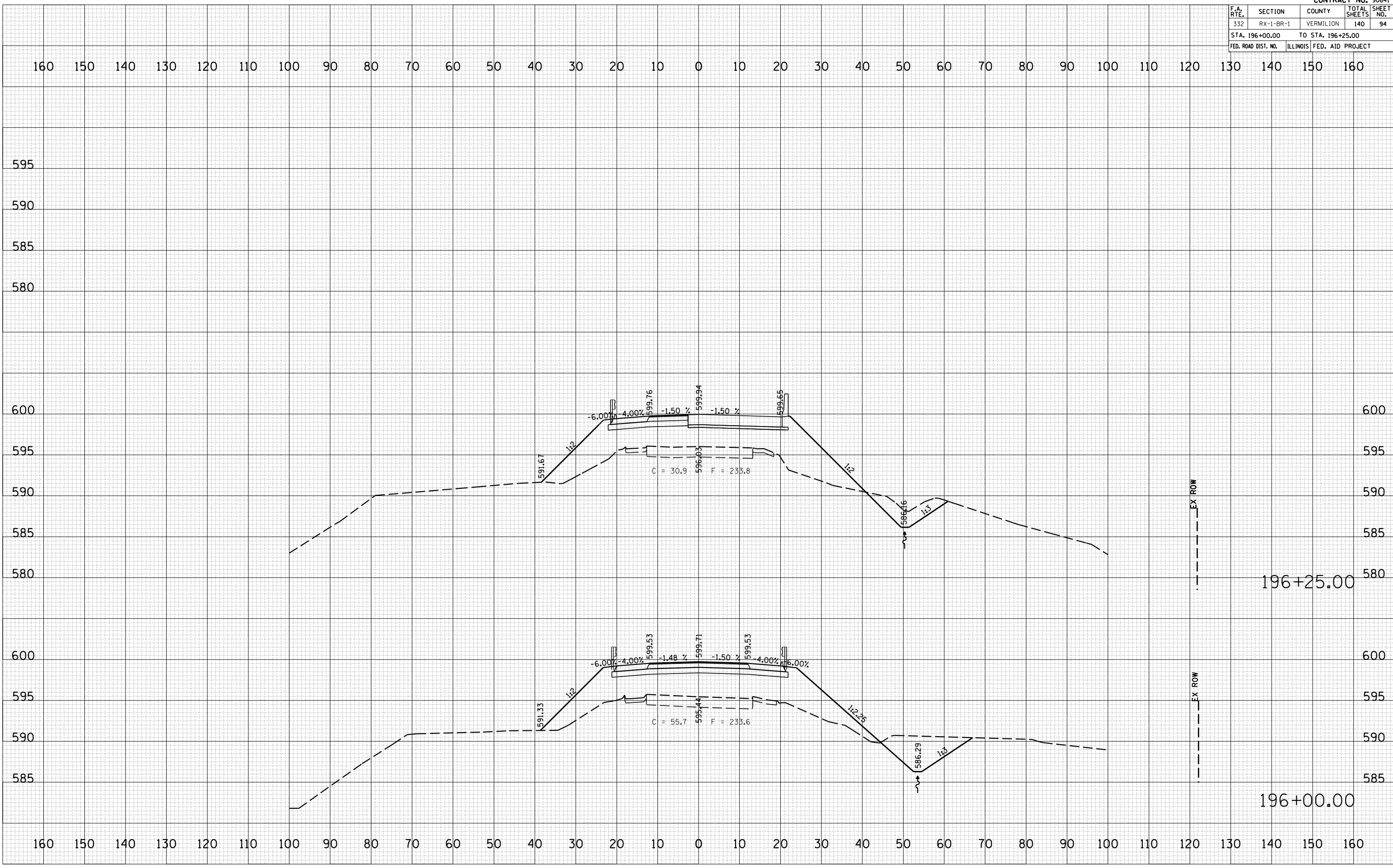
NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
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 PLOT SCALE = 1"=20'
 USER NAME = stulz



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	95
STA. 196+30.00_		TO STA. 196+50.00_		
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT				

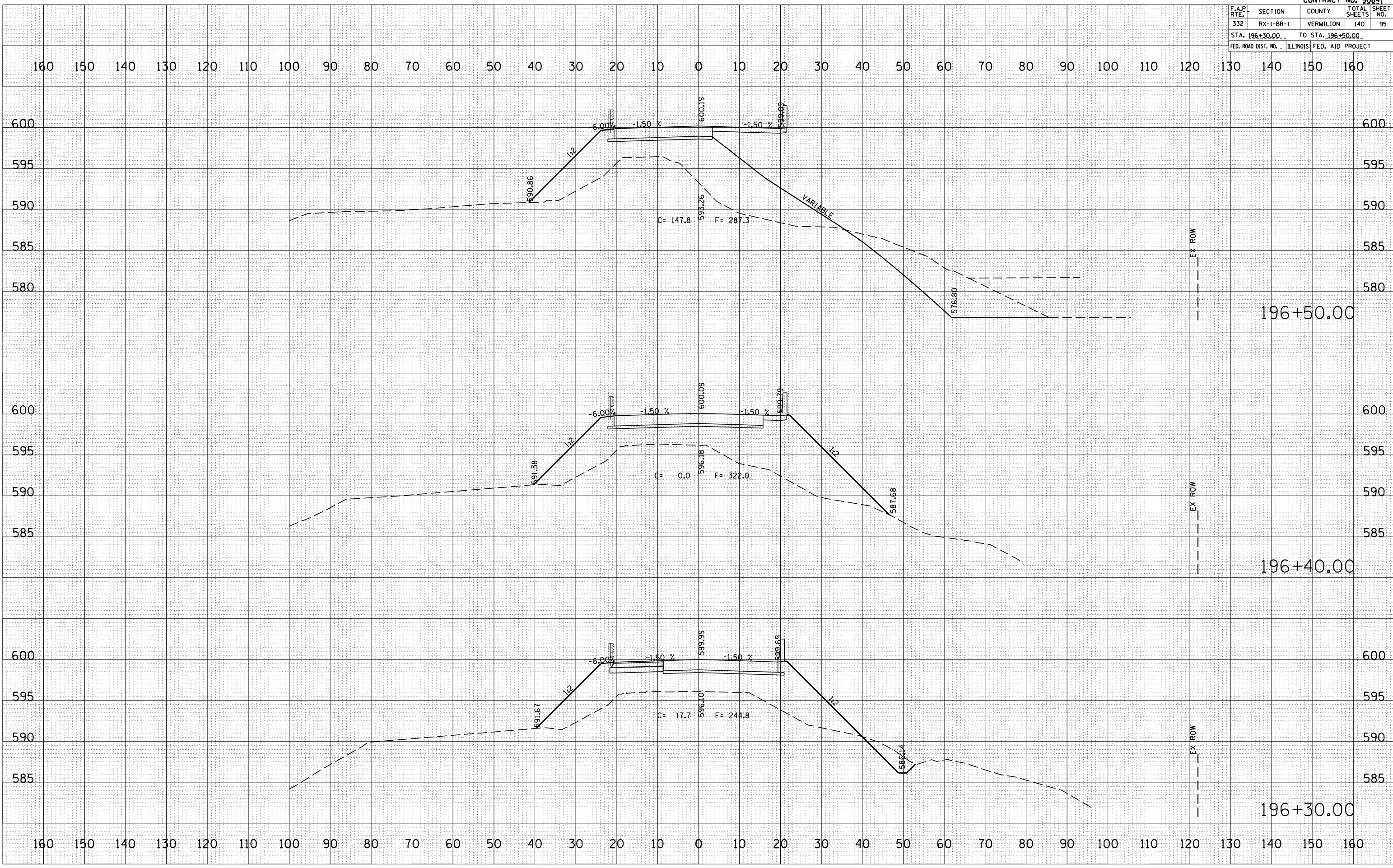
BY	DATE

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
 FILE NAME = s:\90841\95.dwg
 PLOT SCALE = 1"=20'
 USER NAME = stulzj



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	96
STA. 196+60.00_		TO STA. 196+70.00_		
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT				

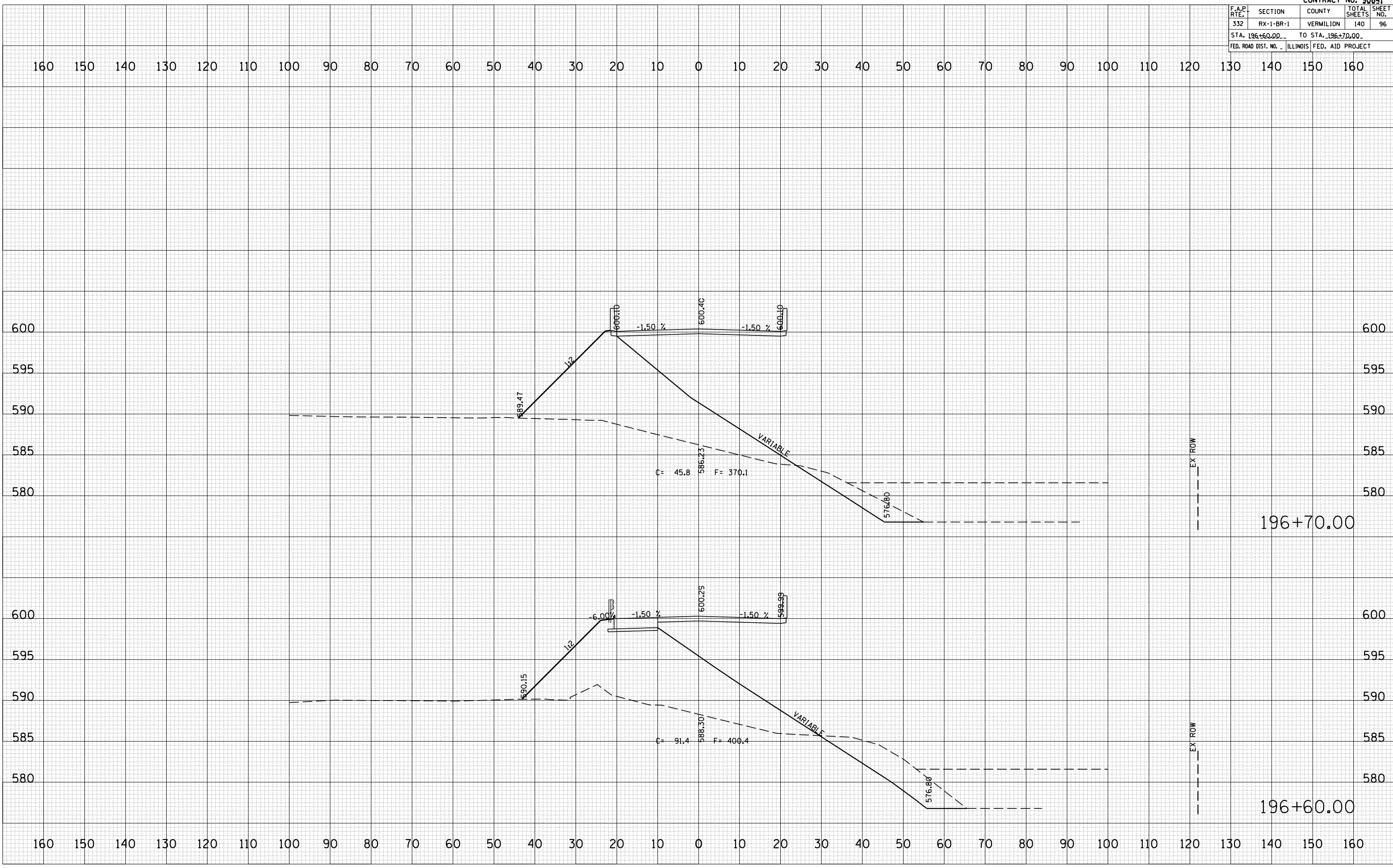
BY	DATE

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
 FILE NAME = s:\90841\96\196+60.00.dwg
 PLOT SCALE = 2:1
 USER NAME = stulz



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	97
STA. 196+80.00_		TO STA. 196+90.00_		
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT				

BY	DATE

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
 FILE NAME = s:\90841\97.dwg
 PLOT SCALE = 1"=200'
 USER NAME = stulz



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	98
STA. 197+00.00_		TO STA. 197+10.00_		
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT				

BY	DATE

NO.	AREAS CHECKED

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
 FILE NAME = I:\Roads\90841\98\98.dwg
 PLOT SCALE = 211765 / IN
 USER NAME = stults



197+10.00

197+00.00

EX ROW

EX ROW

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	99

STA. 197+20.00_ TO STA. 197+20.00_
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT

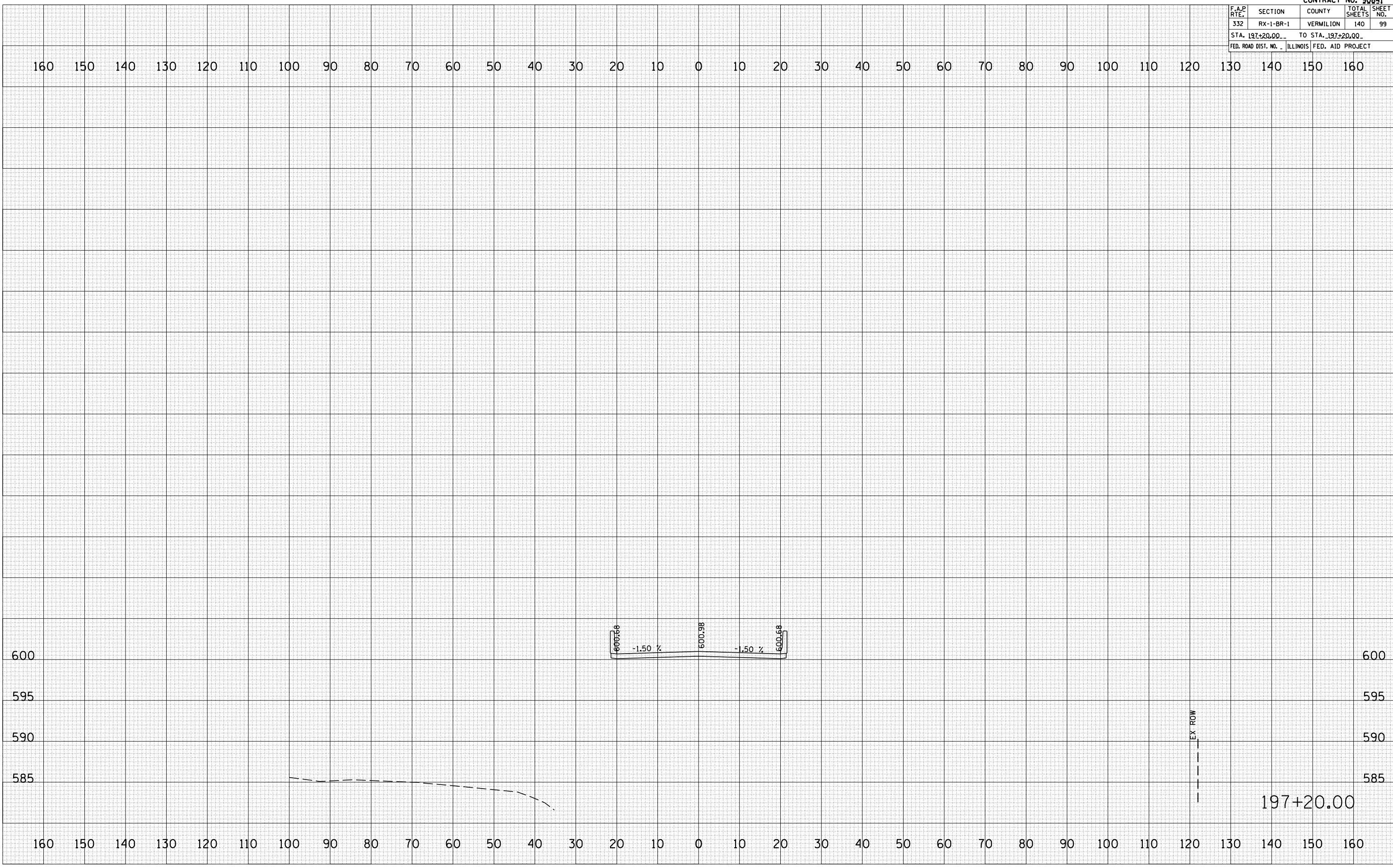
BY	DATE

FINAL SURVEY SURVEYED
NOTE BOOK PLOTTED
NO. AREAS CHECKED

BY	DATE

ORIGINAL SURVEY SURVEYED
NOTE BOOK PLOTTED
NO. AREAS CHECKED

PLOT DATE = 8/28/2006
FILE NAME = s:\11705\11705_1.dwg
PLOT SCALE = 1" = 40'
USER NAME = stulzj



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	100
STA. 198+00.00		TO STA. 198+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

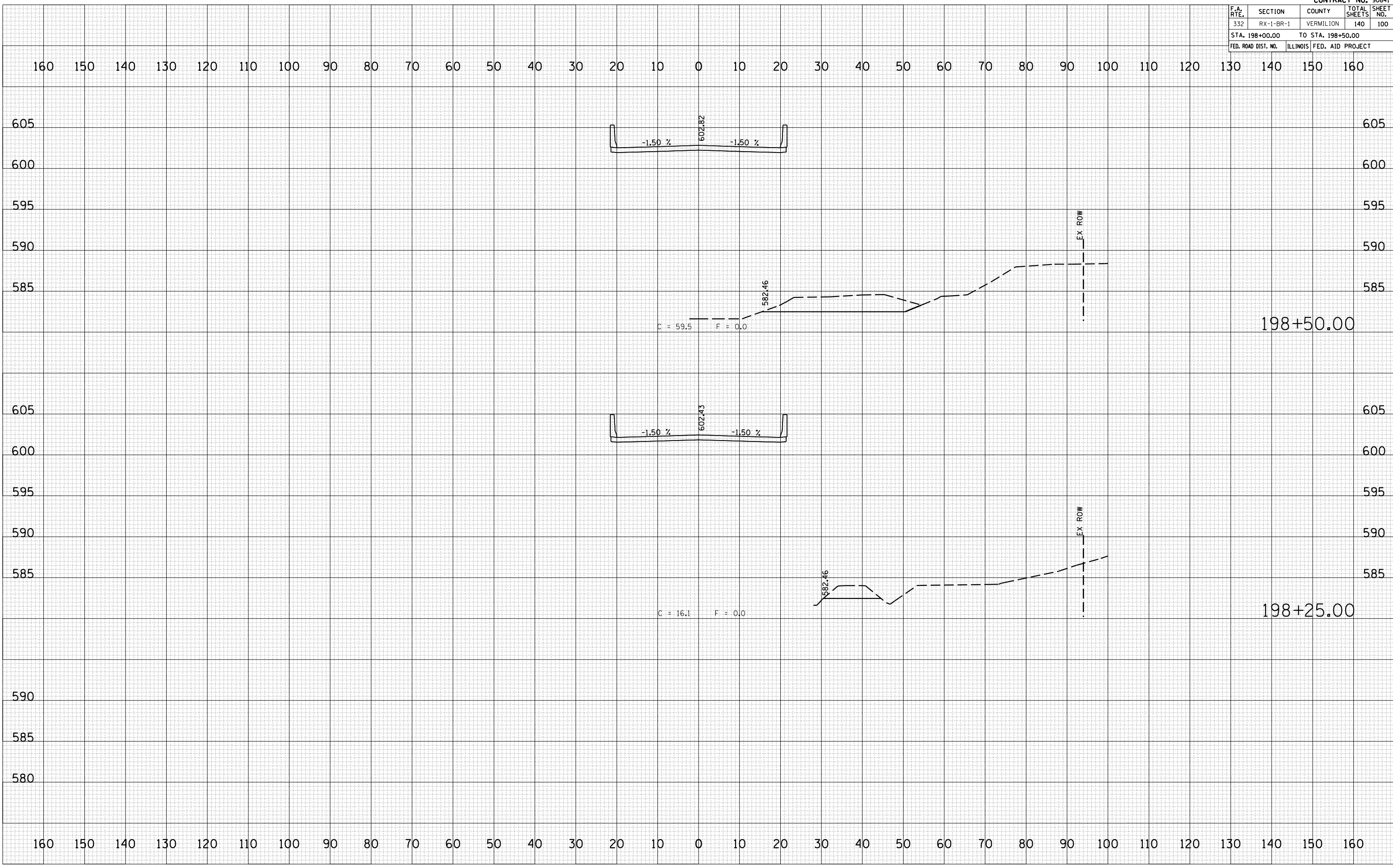
BY	DATE

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
 FILE NAME = 211785
 PLOT SCALE = 1" = 40'
 USER NAME = stults



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	101
STA. 198+75.00		TO STA. 199+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BY	DATE

NO.	AREAS CHECKED

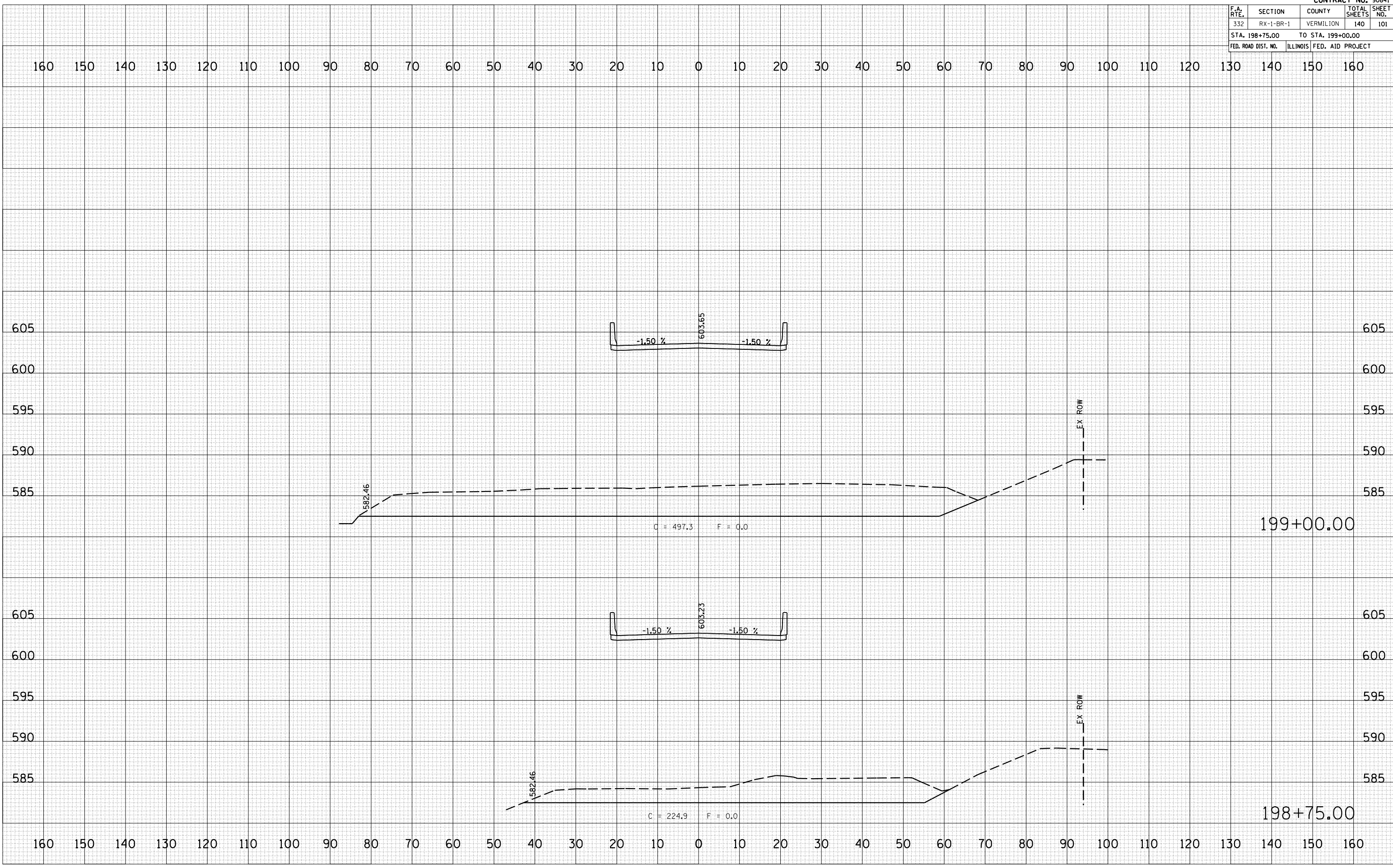
NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
 FILE NAME = s:\90841\90841.dwg
 PLOT SCALE = 1" = 20' IN.
 USER NAME = stulzj



199+00.00

198+75.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	102
STA. 199+25.00		TO STA. 199+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

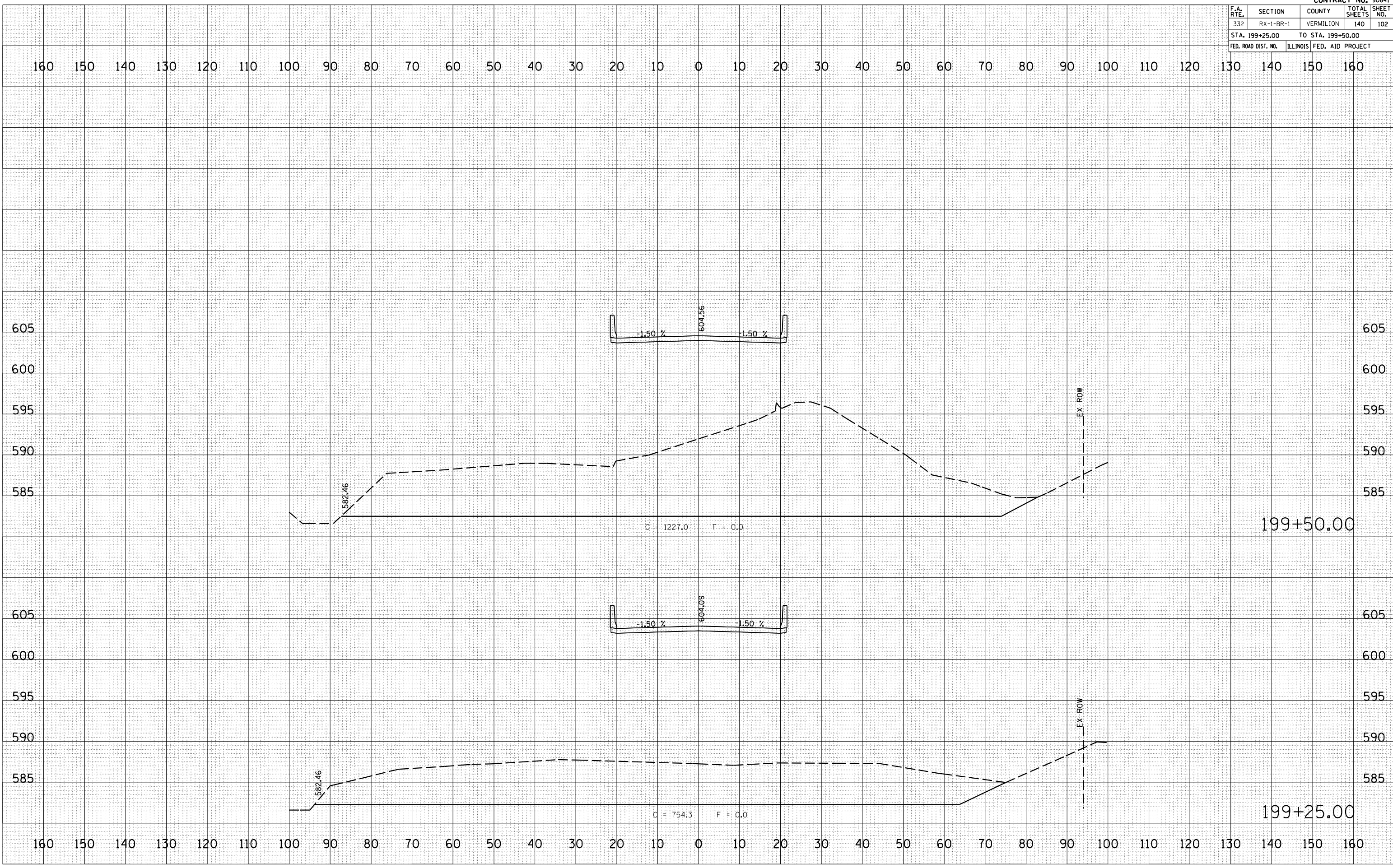
BY	DATE

FINAL SURVEY	SURVEYED
NOTE BOOK NO.	
AREAS CHECKED	

BY	DATE

ORIGINAL SURVEY	SURVEYED
NOTE BOOK NO.	
AREAS CHECKED	

PLOT DATE = 8/28/2006
FILE NAME = s:\11765\11765.dwg
PLOT SCALE = 1" = 20'
USER NAME = stulzj

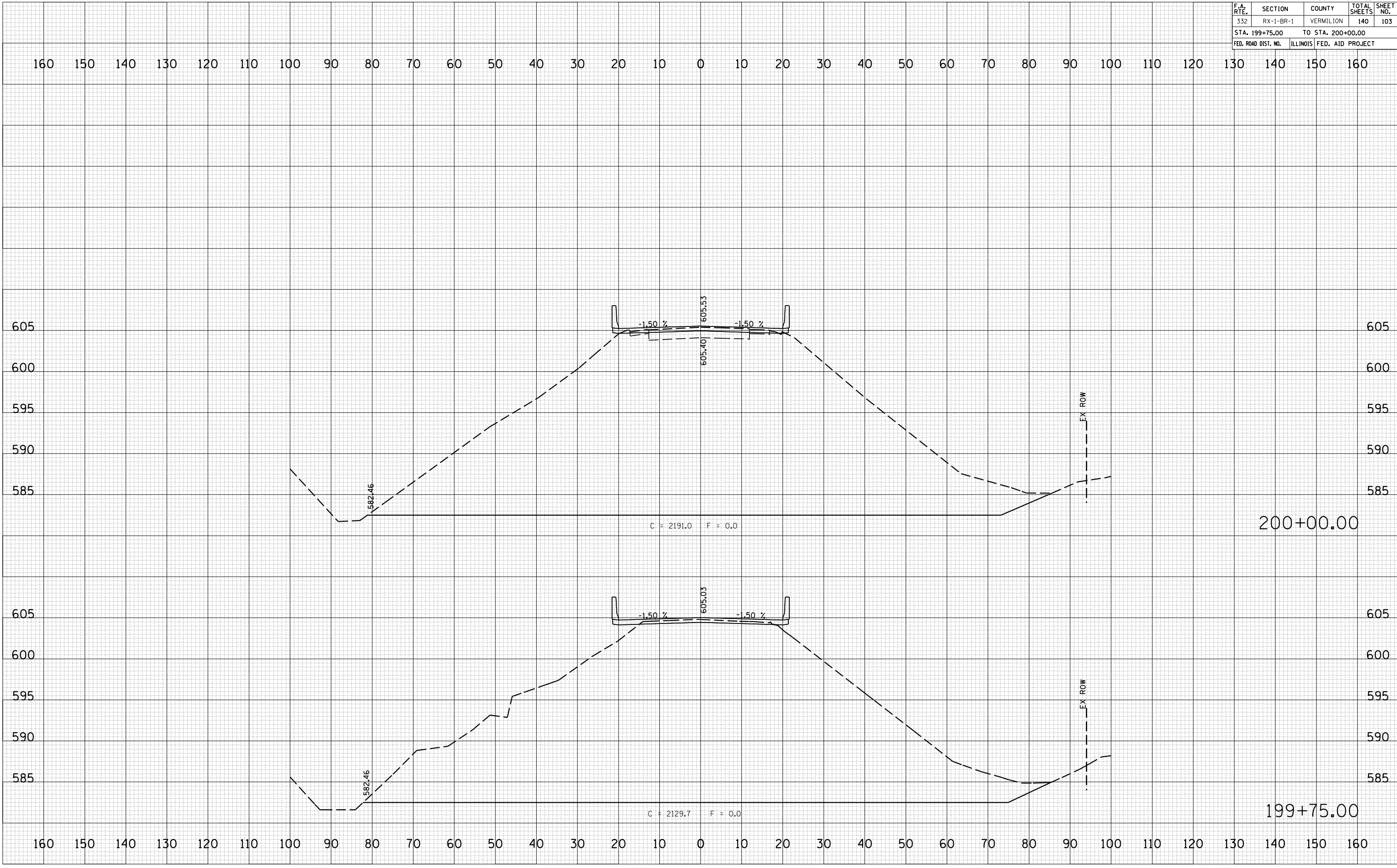


F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	103
STA. 199+75.00		TO STA. 200+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BY		DATE
SURVEYED	PLOTTED	
NOTE BOOK NO.	AREAS CHECKED	

BY		DATE
SURVEYED	PLOTTED	
NOTE BOOK NO.	AREAS CHECKED	

PLOT DATE = 8/28/2006
 FILE NAME = s:\03196
 PLOT SCALE = 1"=40'
 USER NAME = stulps



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	104
STA. 200+25.00		TO STA. 200+50.00		
FED. ROAD DIST. NO.	ILLINOIS		FED. AID PROJECT	

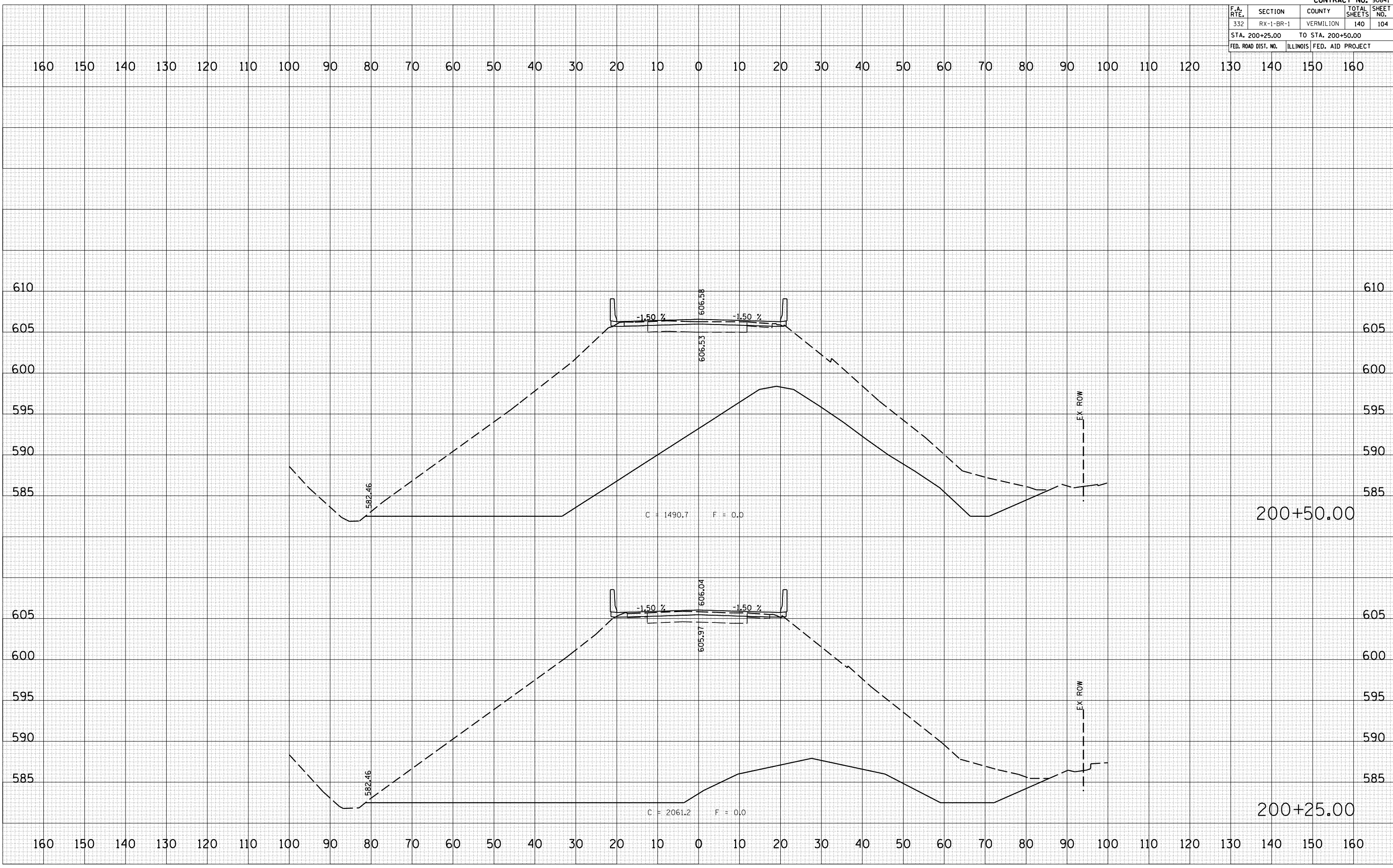
BY	DATE

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
 FILE NAME = s:\03196\03196.dwg
 PLOT SCALE = 211765 / IN.
 USER NAME = stults



200+50.00

200+25.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	105
STA. 200+75.00		TO STA. 201+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

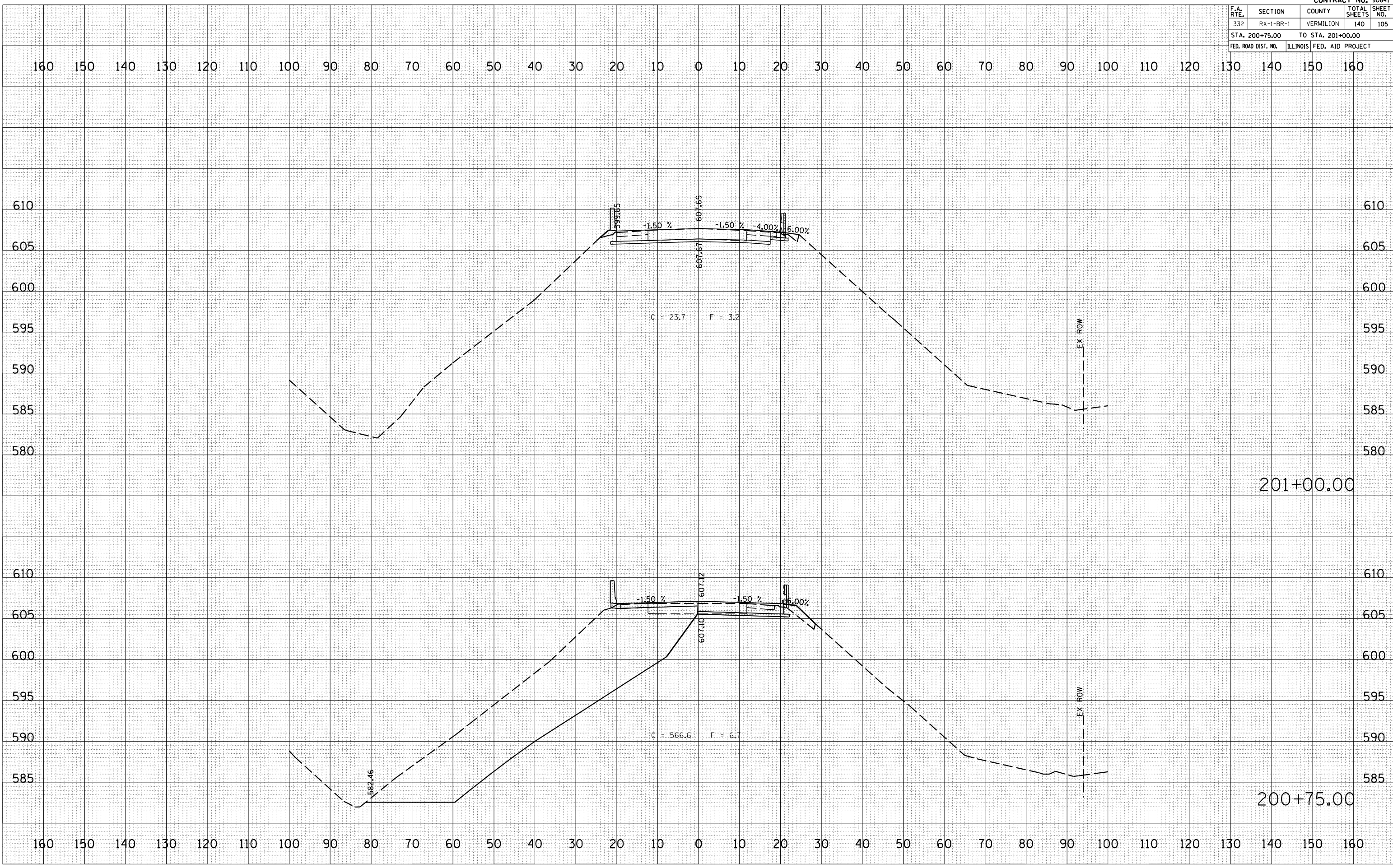
BY	DATE

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
 FILE NAME = s:\projects\90841\90841.dwg
 PLOT SCALE = 1"=40'
 USER NAME = stulz



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	106
STA. 201+25.00		TO STA. 201+50.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

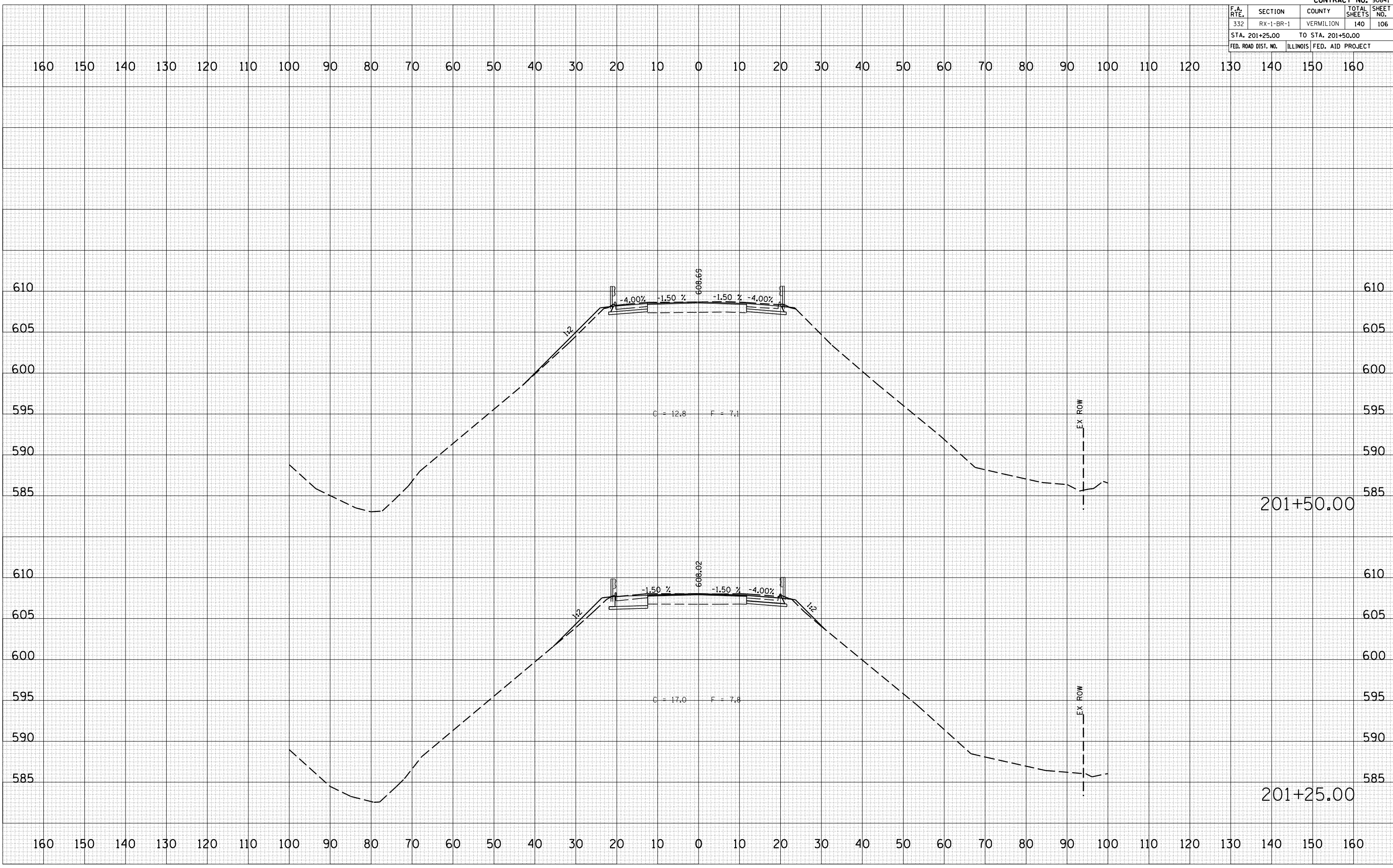
BY	DATE

NO.	AREAS CHECKED

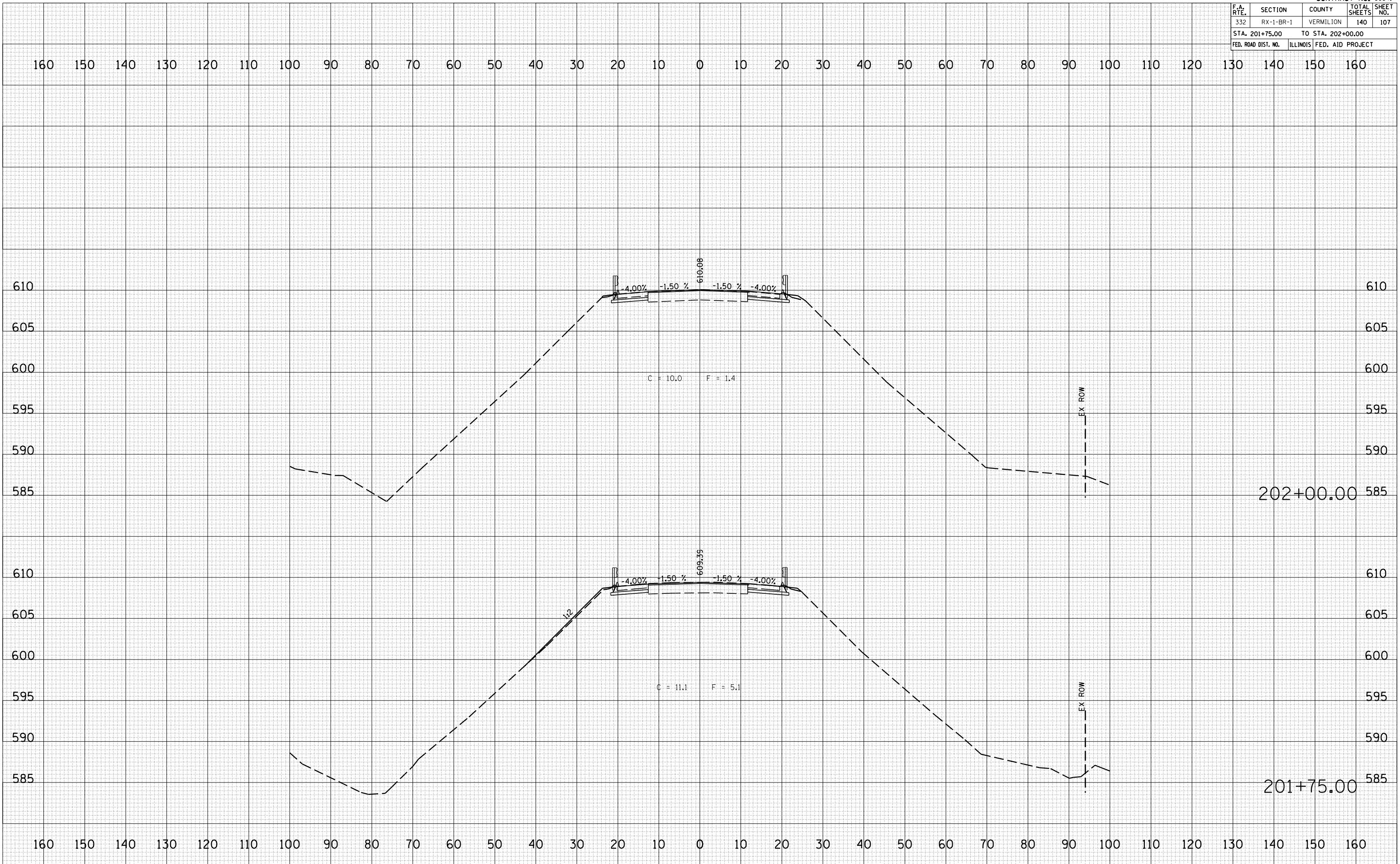
BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
 FILE NAME = \\s01316\101\shere\106\106.dwg
 PLOT SCALE = 211765 / IN.
 USER NAME = stults



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	107
STA. 201+75.00		TO STA. 202+00.00		
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



DATE: _____
 BY: _____
 SURVEYED: _____
 PLOTTED: _____
 FINISHED: _____
 NO. _____

DATE: _____
 BY: _____
 SURVEYED: _____
 PLOTTED: _____
 ORIGINAL: _____
 NO. _____

DATE: 8/28/2006
 FILE NAME: 44893196
 PLOT SCALE: 2:11765
 USER NAME: stults

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	108
STA. 202+25.00		TO STA. 202+50.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

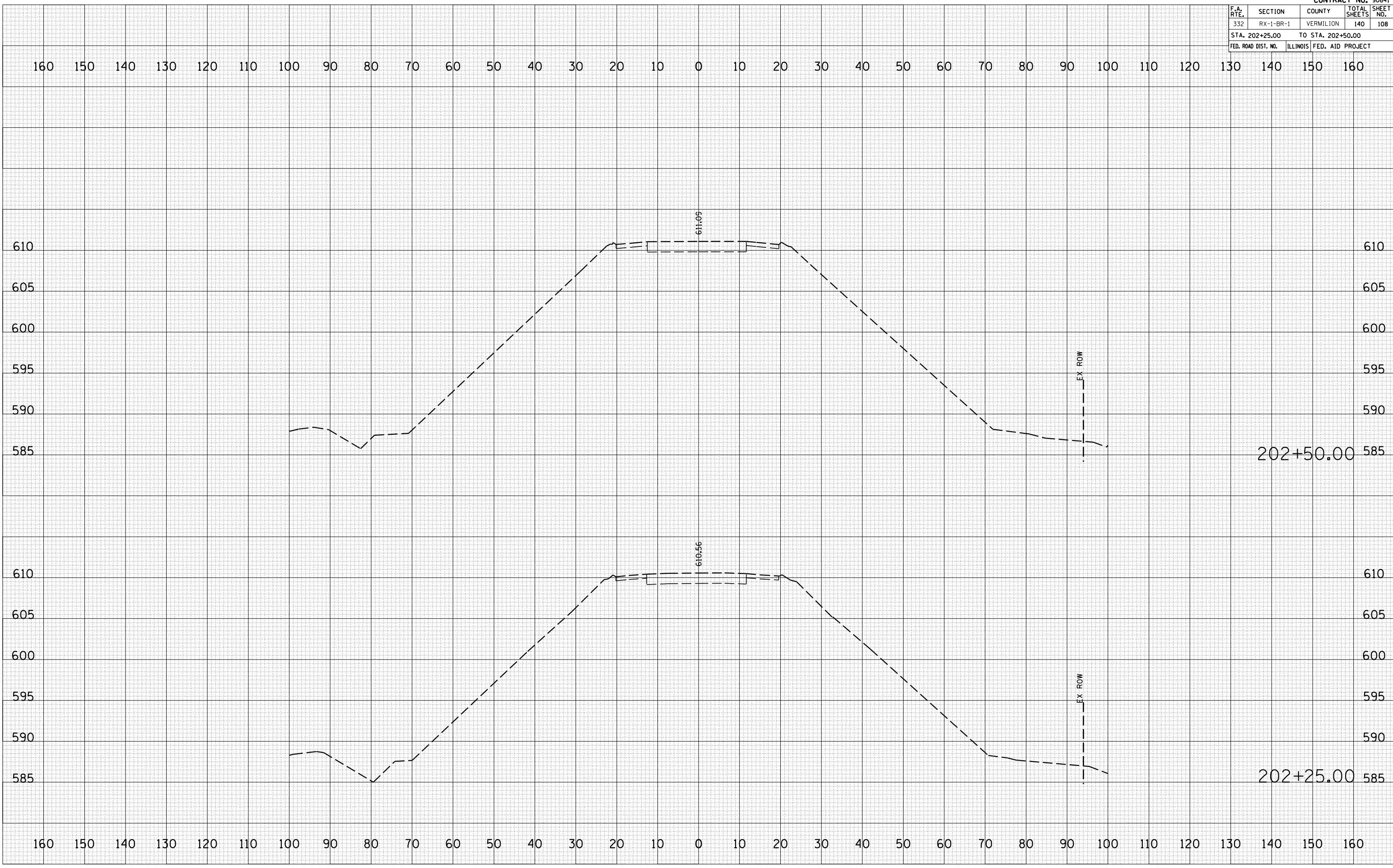
BY	DATE

FINAL SURVEY	SURVEYED
NOTE BOOK NO.	
AREAS CHECKED	

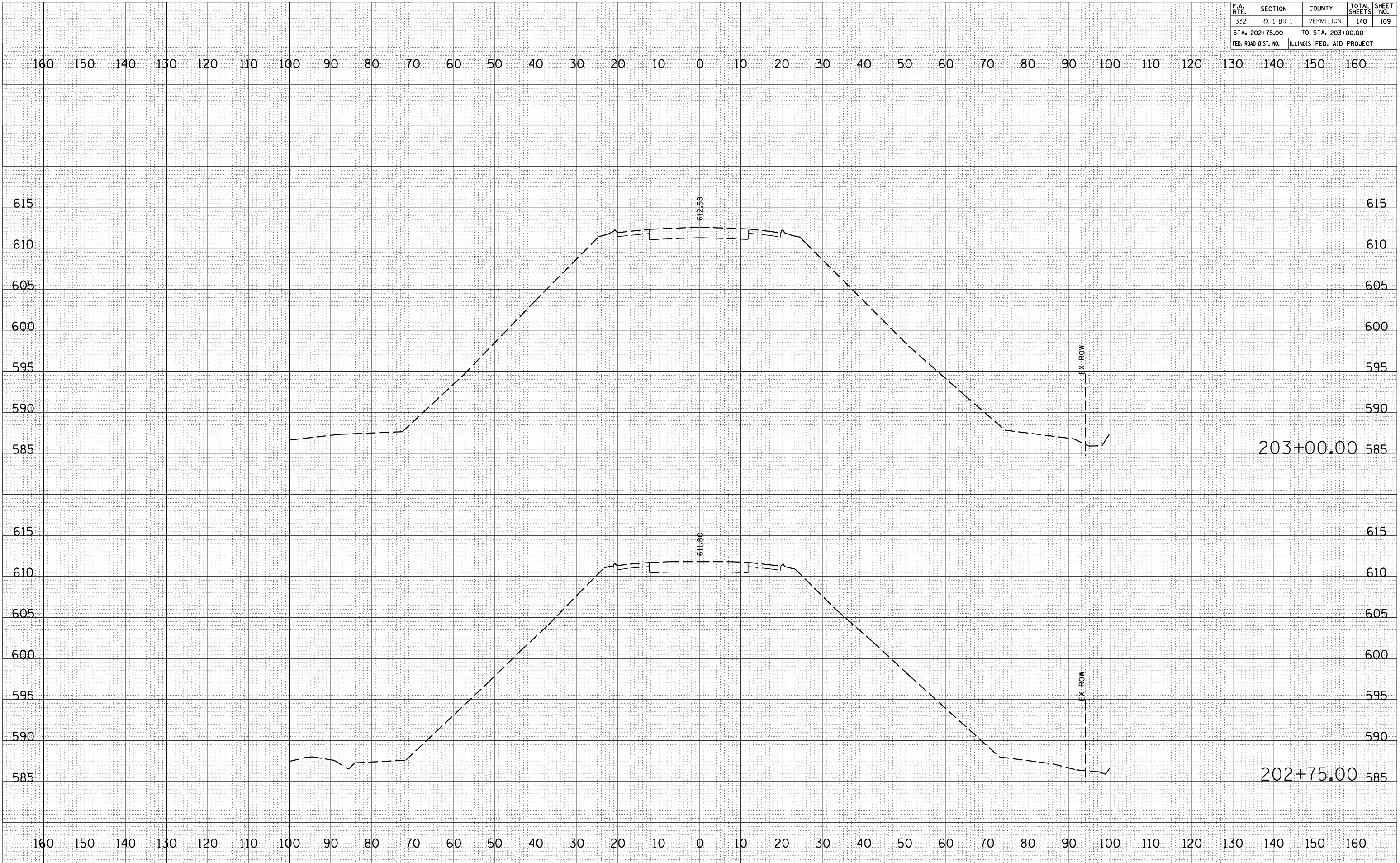
BY	DATE

ORIGINAL SURVEY	SURVEYED
NOTE BOOK NO.	
AREAS CHECKED	

PLOT DATE = 8/28/2006
FILE NAME = \\s\share\st\p\211785.dwg
PLOT SCALE = 1" = 20'
USER NAME = stults



F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	109
STA. 202+75.00		TO STA. 203+00.00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



BY	DATE

BY	DATE

ORIGINAL SURVEY NO. _____
 SURVEYED _____
 PLOTTED _____
 FILE NAME _____
 PLOT SCALE _____ IN.
 USER NAME _____
 DATE: 8/28/2006
 FILE NAME: \\s01316\c\01\assh\plots\109.dwg
 PLOT SCALE: 1"=40'
 USER NAME: stults

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	.BX-1-BB-1	VERMILION	140	110
STA. +00.00		TO STA. +30.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

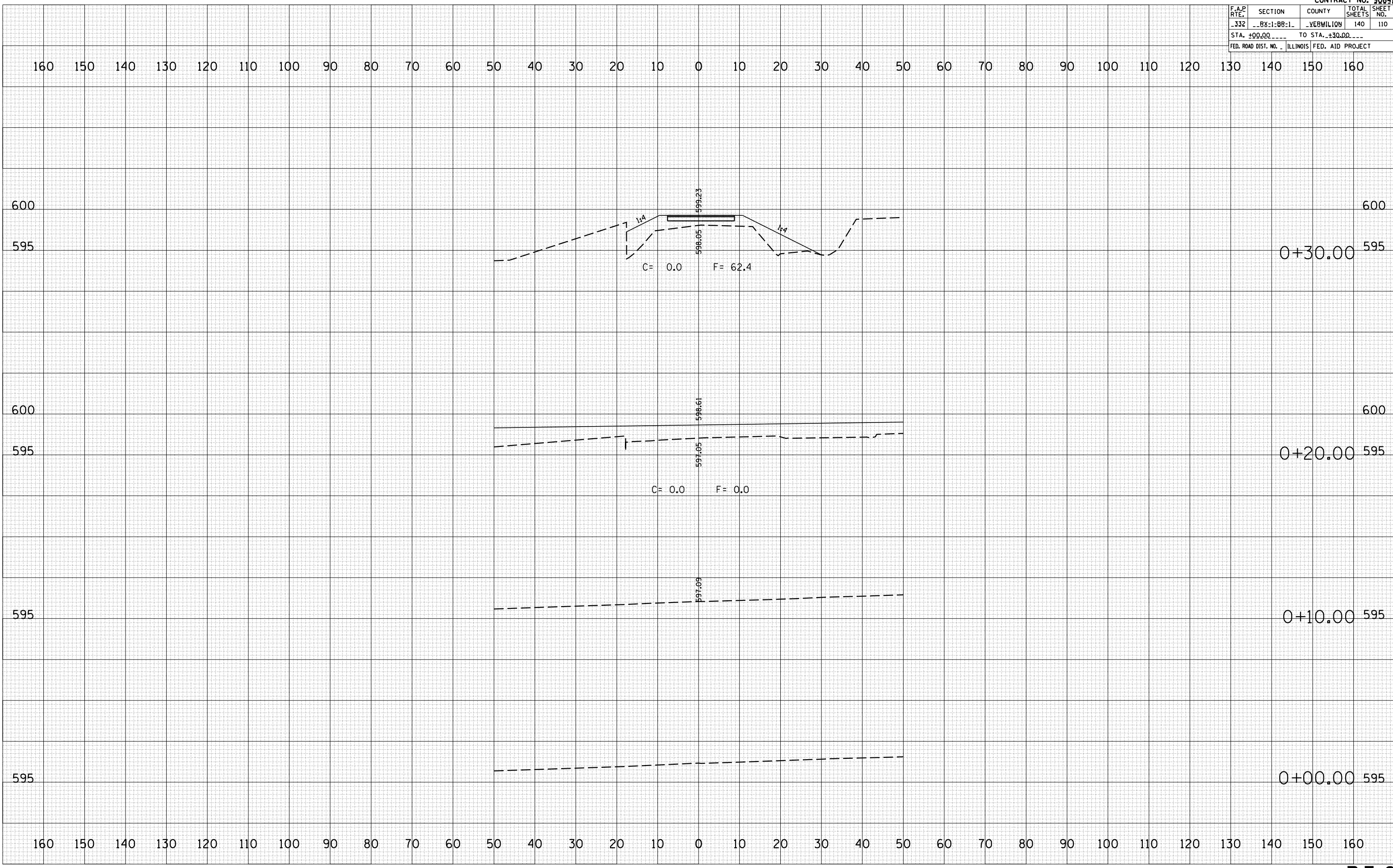
BY	DATE

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
 PLOT NAME = 90841-110
 PLOT SCALE = 21.1764" / IN.
 REFERENCE = #REF#

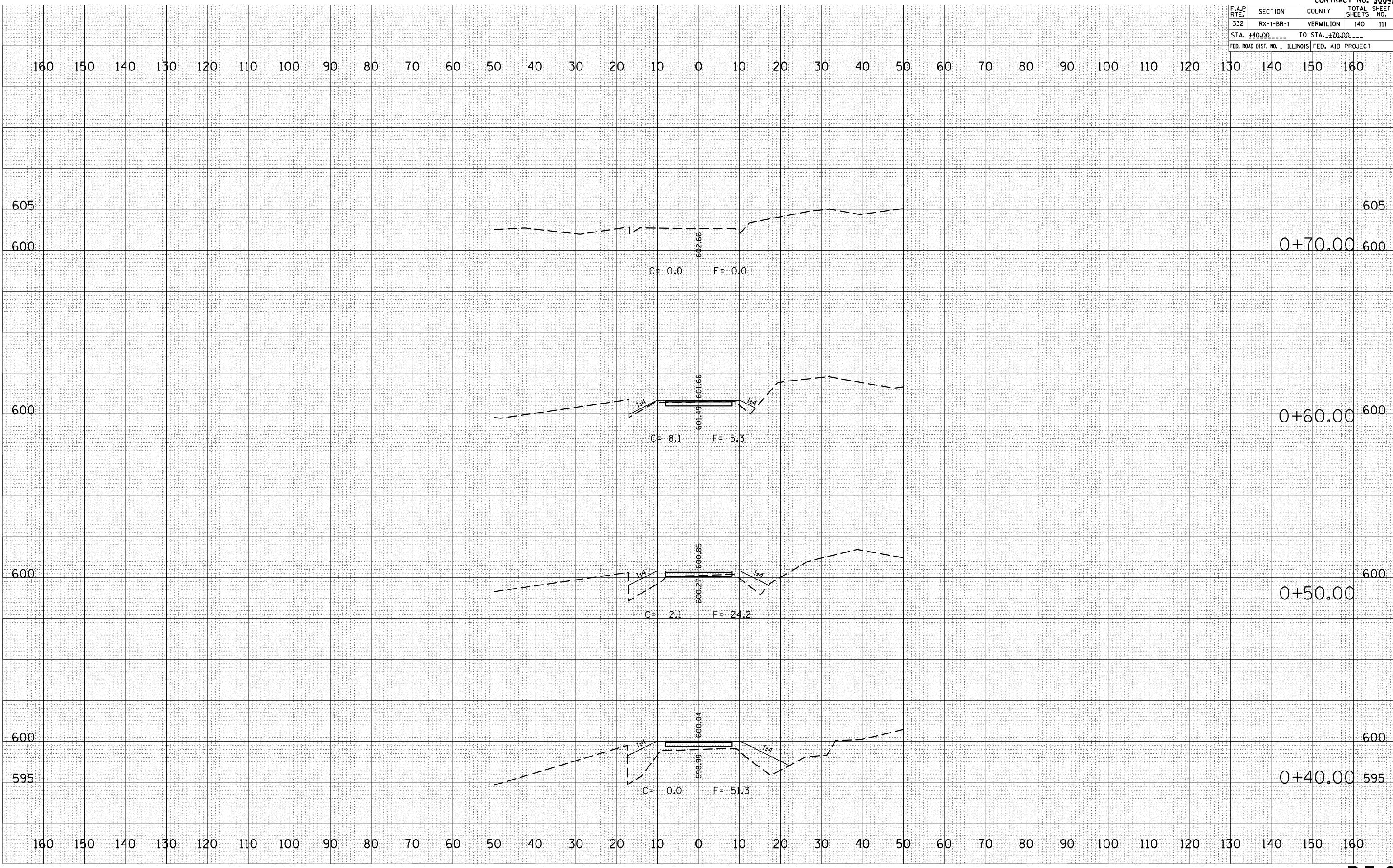


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	RX-1-BR-1	VERMILION	140	111
STA. +40.00		TO STA. +70.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

BY	DATE

BY	DATE

ORIGINAL SURVEY NO. _____
 SURVEYED _____
 PLOTTED _____
 DATE _____
 BY _____
 CHECKED _____
 AREAS CHECKED _____
 NO. _____
 PLOT DATE = 8/28/2006
 PLOT NAME = 211764
 PLOT SCALE = 1" = 40.00'
 REFERENCE = #REF#

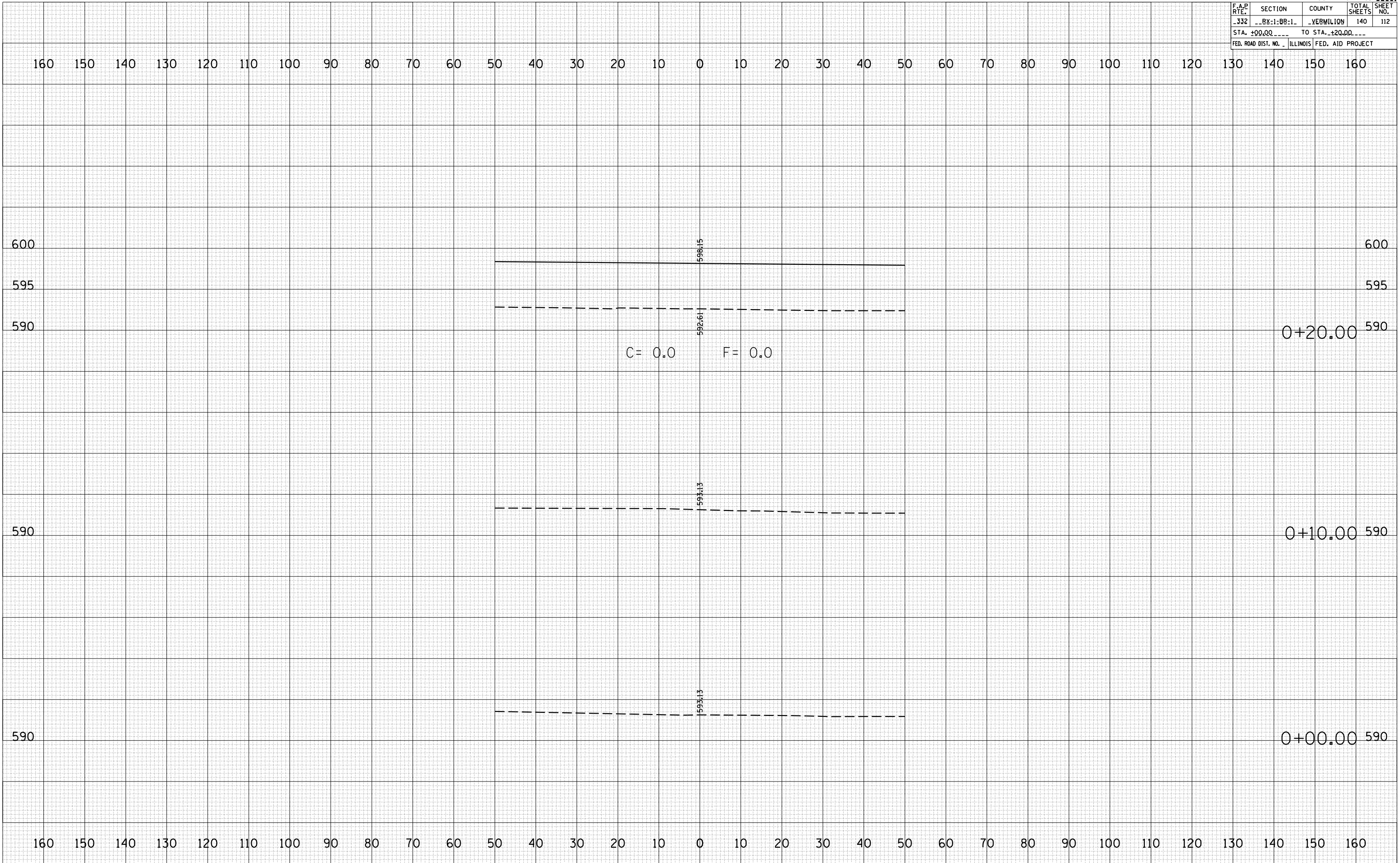


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	..BX-1-BB-1	..VERMILION	140	112
STA. +00.00		TO STA. +20.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

BY	DATE	FINAL SURVEY	SURVEYED

BY	DATE	ORIGINAL SURVEY	SURVEYED

PLOT DATE = 8/28/2006
 PLOT NAME = 4993196
 PLOT SCALE = 2:11/24" / IN.
 REFERENCE = #REF#



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	..8X-1-BB-1	VERMILION	140	113
STA. +30.00		TO STA. +50.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

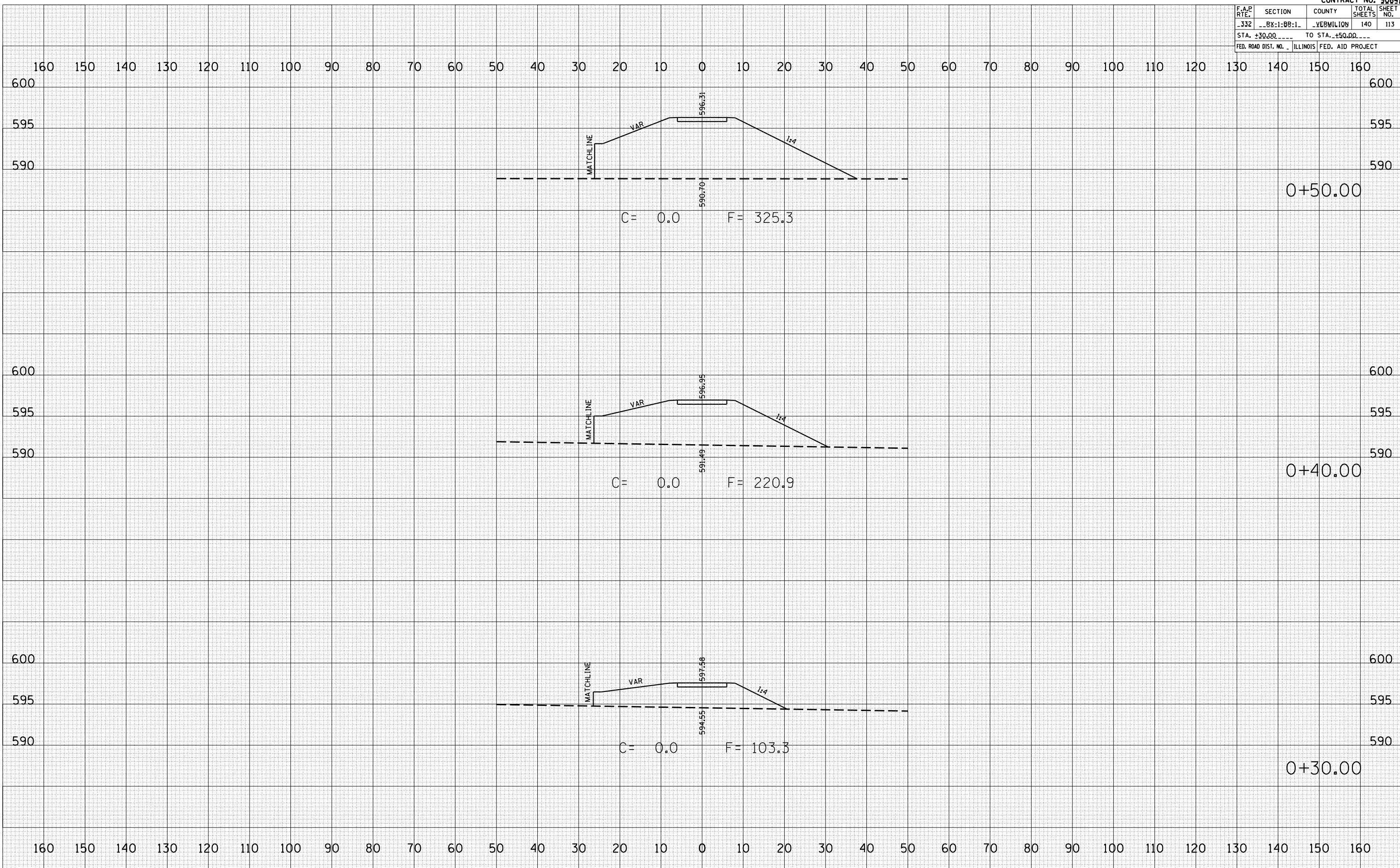
BY	DATE

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
 PLOT NAME = 4803196
 PLOT SCALE = 211/84" / IN.
 REFERENCE = #REF#



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	..BX-1-BB-1	VERMILION	140	114
STA. +60.00		TO STA. +80.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

BY	DATE

NO.	AREAS CHECKED

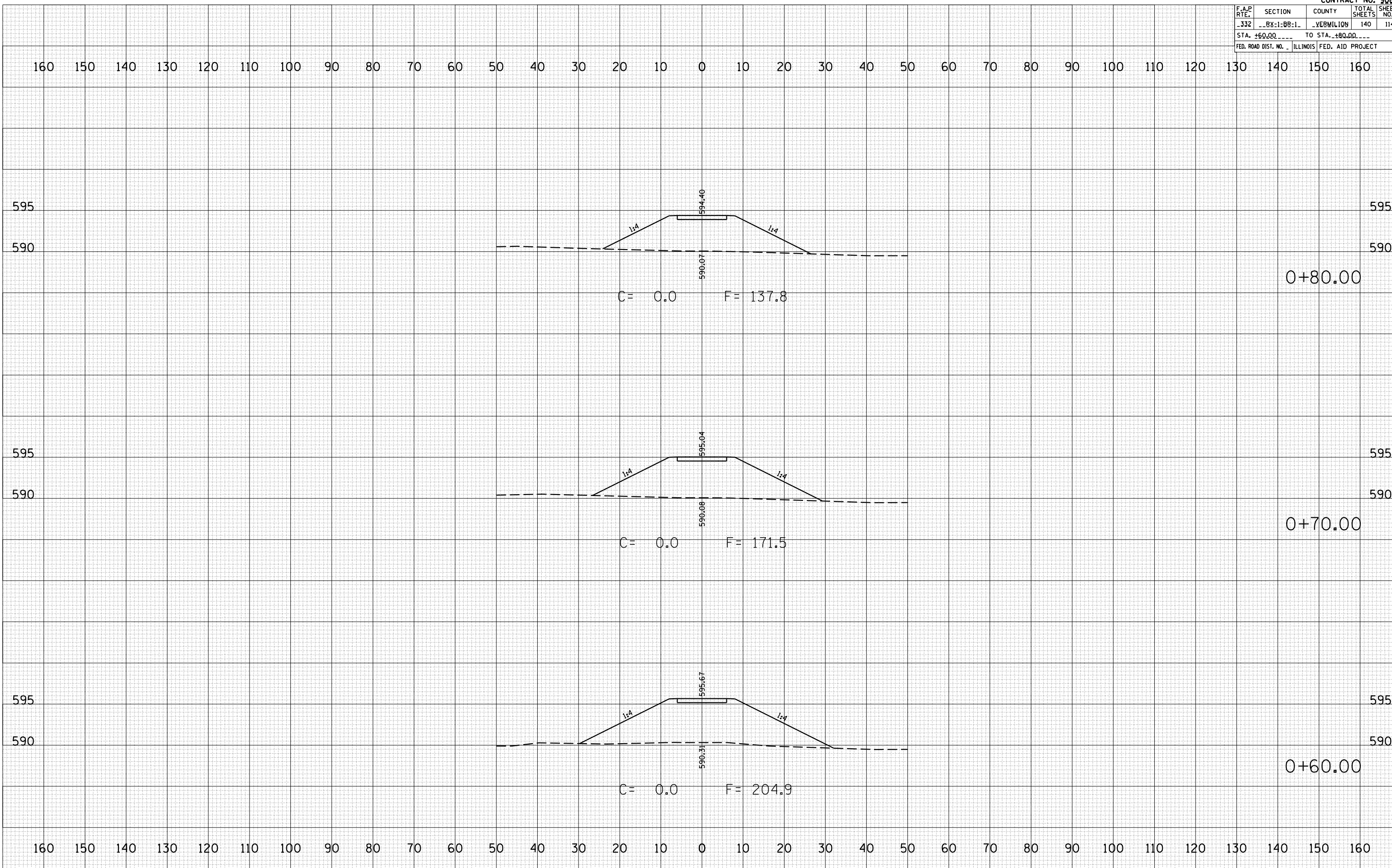
NO.	AREAS CHECKED

BY	DATE

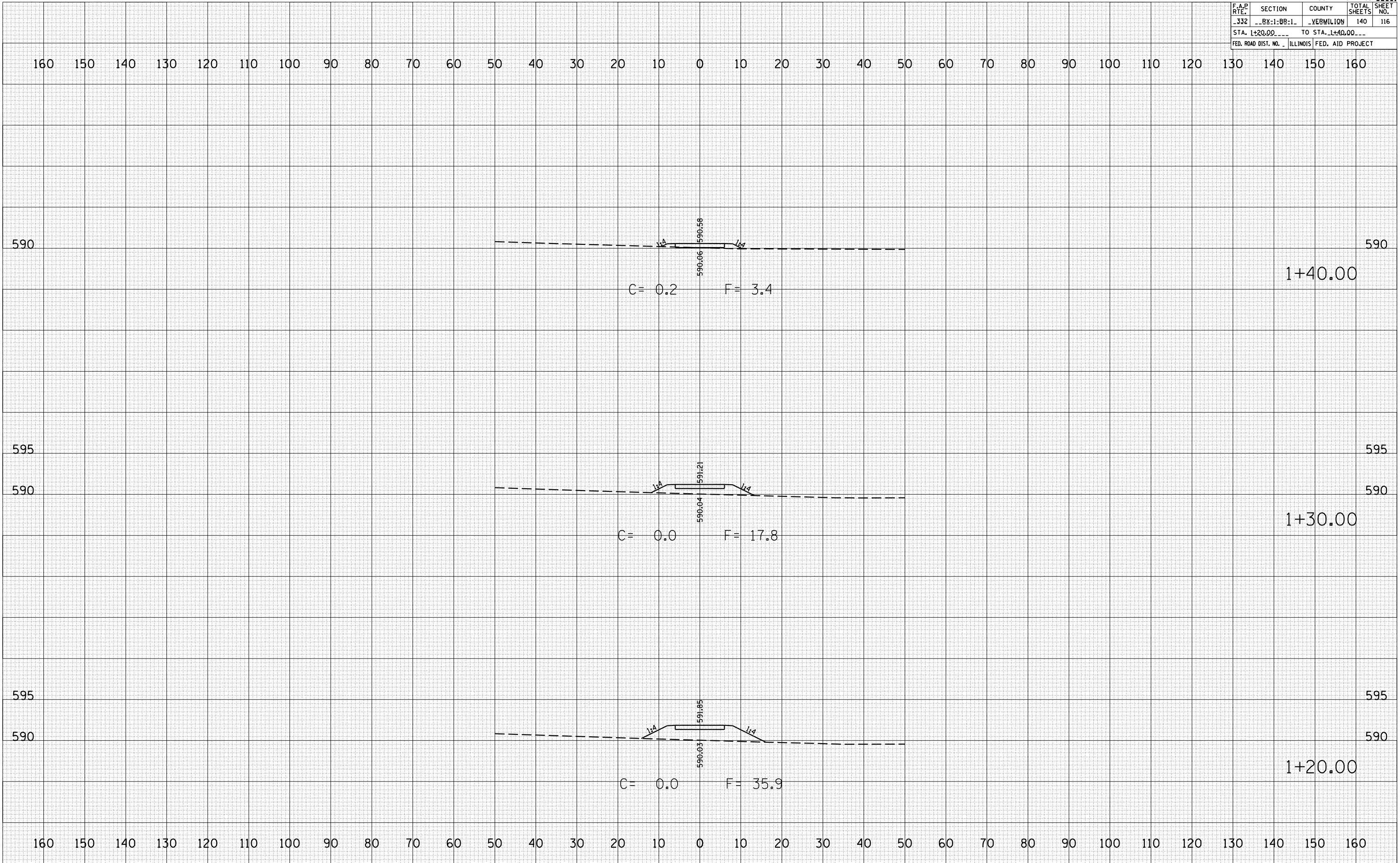
NO.	AREAS CHECKED

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
 PLOT NAME = 03196
 PLOT SCALE = 211764 / IN.
 REFERENCE = #REF#



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
..332	..Bx-1-BB-1	..VERMILION	140	116
STA. 1+20.00 ___		TO STA. 1+40.00 ___		
FED. ROAD DIST. NO. ___ ILLINOIS FED. AID PROJECT				



BY _____ DATE _____

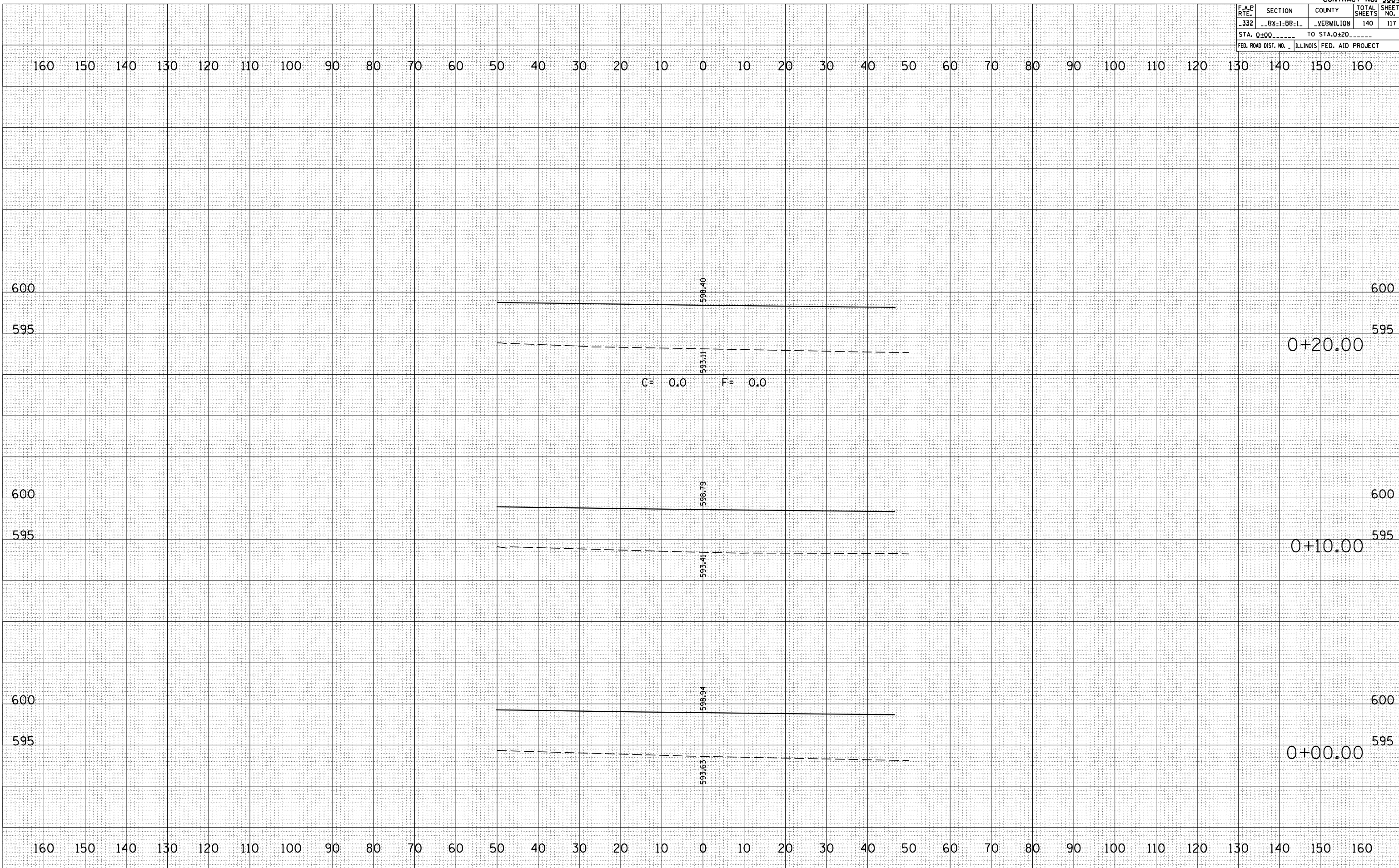
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	AREAS CHECKED

BY _____ DATE _____

ORIGINAL SURVEY	SURVEYED
NO.	PLOTTED
REFERENCE * REF *	AREAS CHECKED

PLOT DATE = 8/28/2006
PLOT NAME = 90841Bx-1-BB-1
PLOT SCALE = 2" = 100'
REFERENCE = * REF *

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	BX-1-BB-1	VERMILION	140	117
STA. 0+00		TO STA. 0+20		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



BY	DATE

NO.	AREAS CHECKED

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
 FILE NAME = 211765.dgn
 PLOT SCALE = 1/4" = 100'
 USER NAME = stulz

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	_BX-1-BB-1	_VERMILION	140	118
STA. 0±30		TO STA. 0±50		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

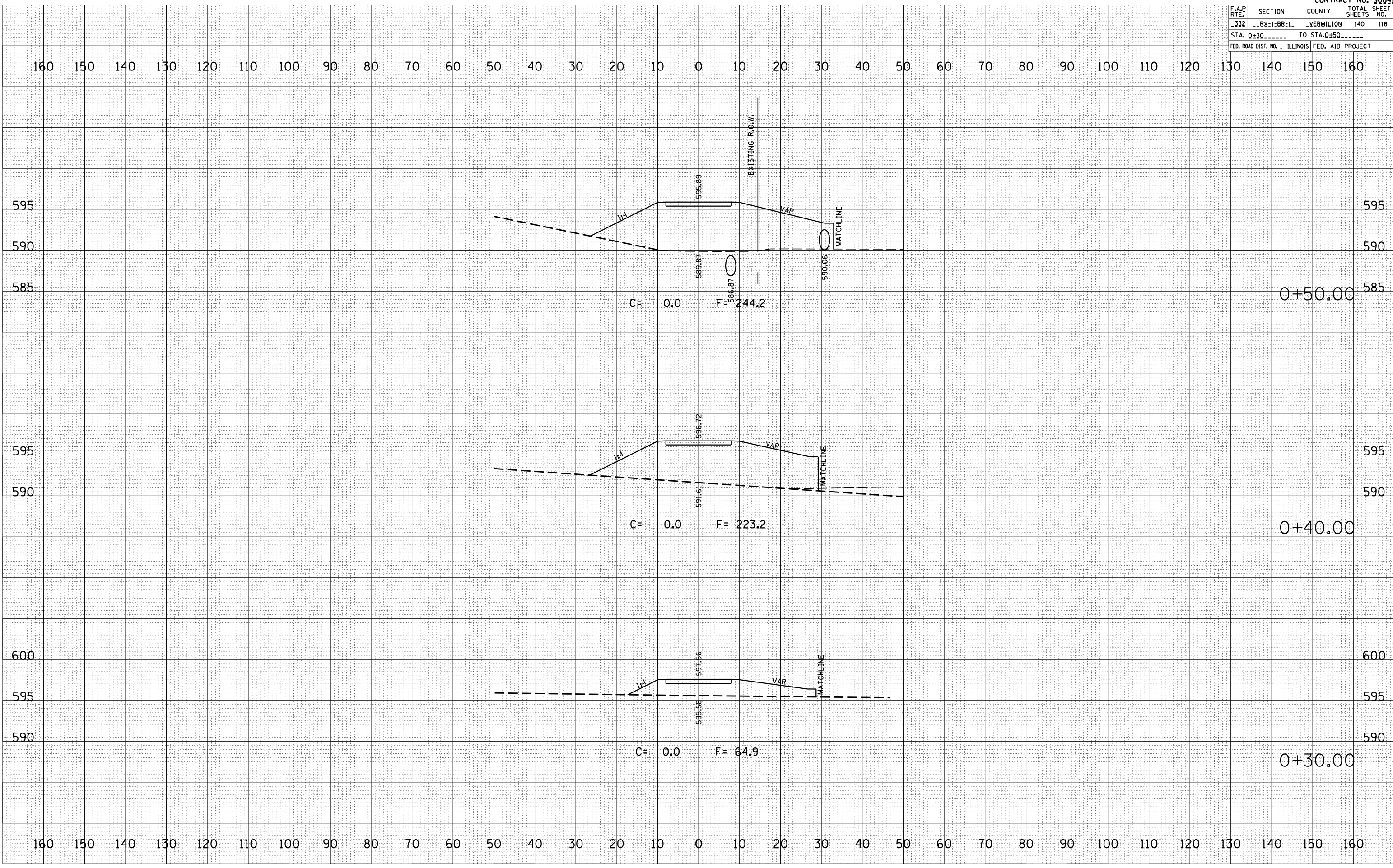
BY	DATE

FINAL SURVEY	SURVEYED	DATE

BY	DATE

ORIGINAL SURVEY	SURVEYED	DATE

PLOT DATE = 8/28/2006
 FILE NAME = s:\90841\90841.dgn
 PLOT SCALE = 211765 / IN.
 USER NAME = stulzj*



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	BX-1-BB-1	VERMILION	140	119
STA. 0+60		TO STA. 0+80		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

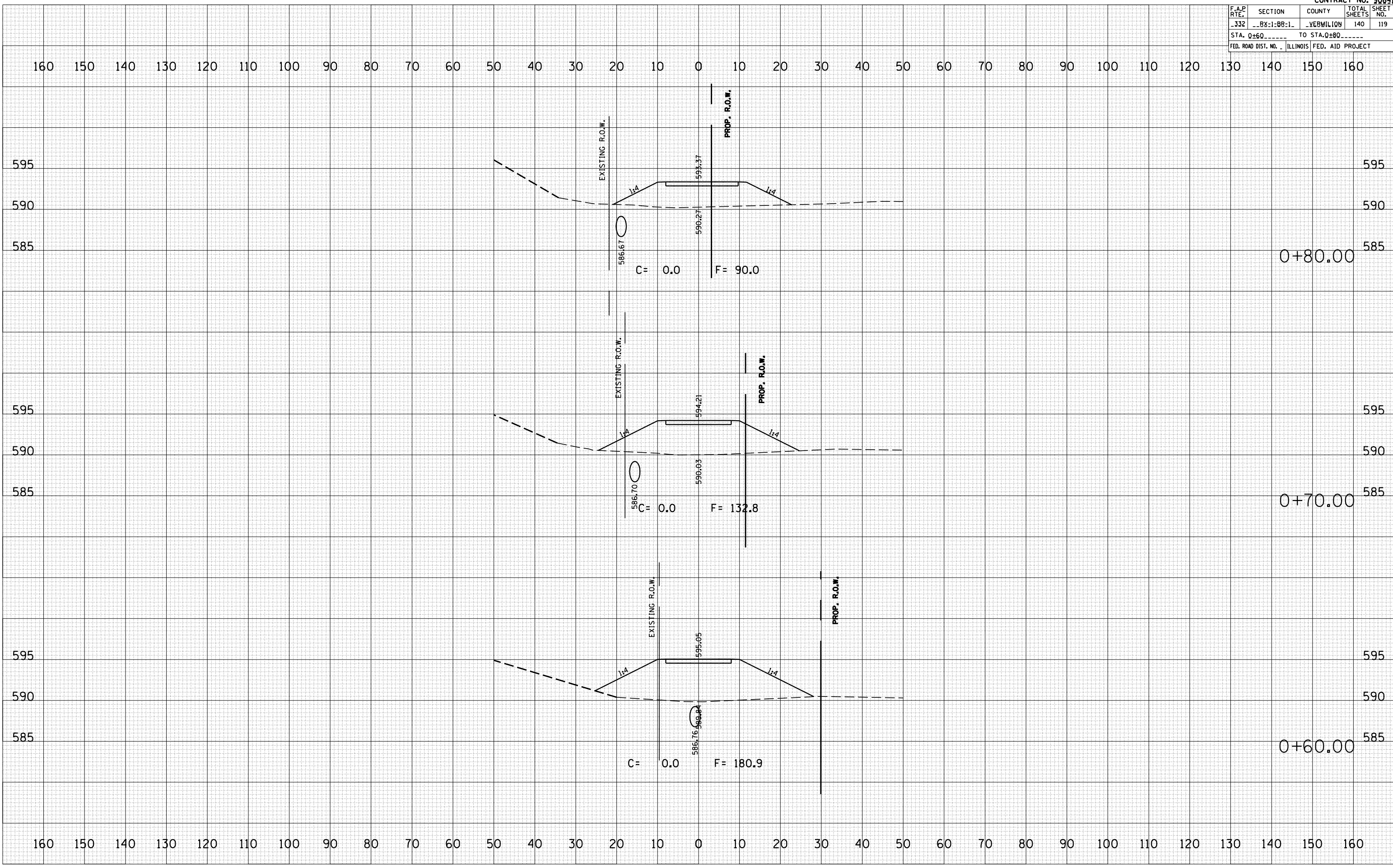
BY	DATE

FINAL SURVEY	SURVEYED

BY	DATE

ORIGINAL SURVEY	SURVEYED

PLOT DATE = 8/28/2006
FILE NAME = 211765.dwg
PLOT SCALE = 1"=20'
USER NAME = stulz



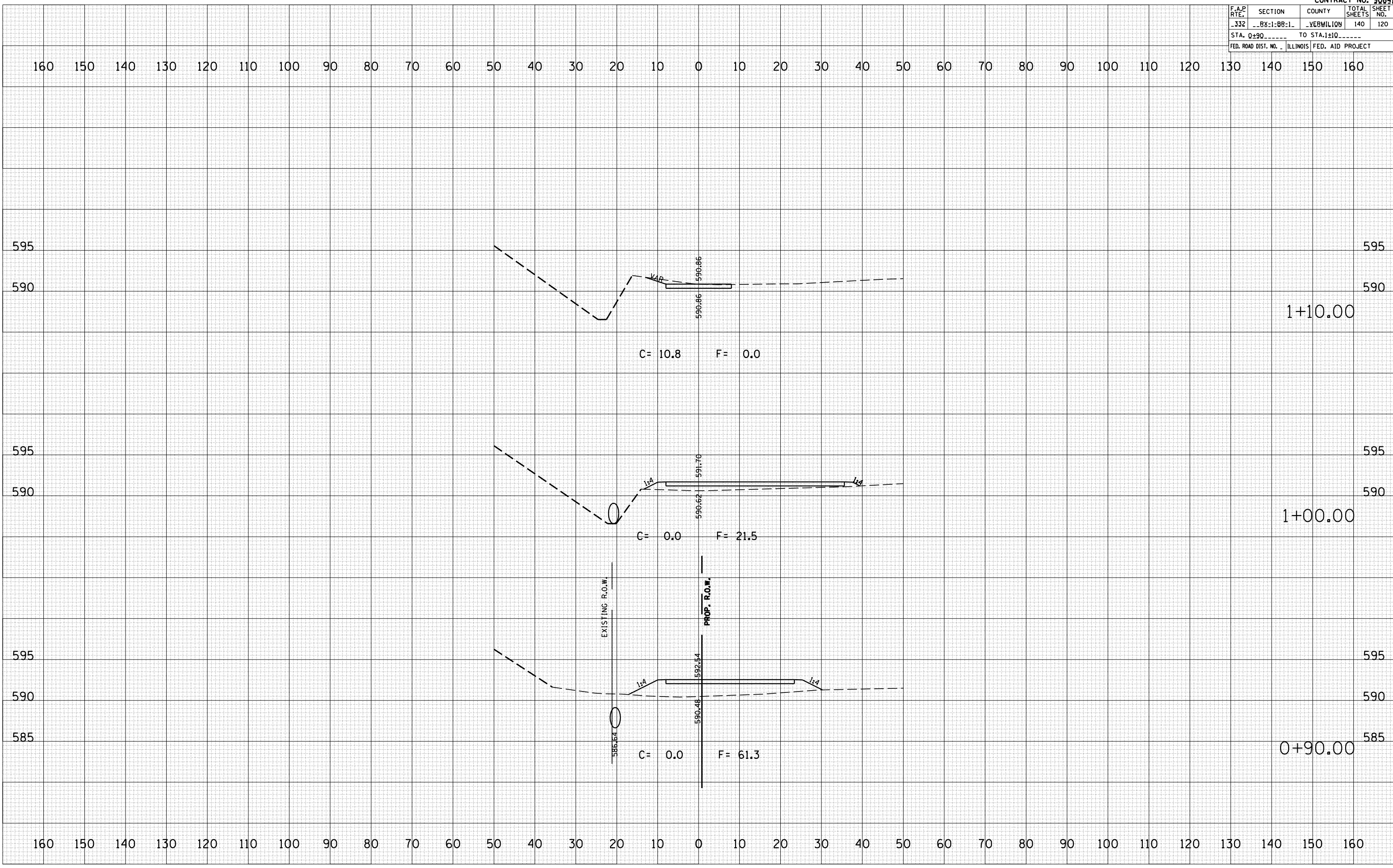
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	BX-1-BB-1	VERMILION	140	120
STA. 0+90		TO STA. 1+10		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

BY	DATE

BY	DATE

ORIGINAL SURVEYED PLOTTED
 SURVEY SURVEY PLOTTED
 NOTE BOOK NO. _____
 AREAS CHECKED _____
 NO. _____

PLOT DATE = 8/28/2006
 FILE NAME = s:\90841\90841.dwg
 PLOT SCALE = 211765 / IN.
 USER NAME = stulzj

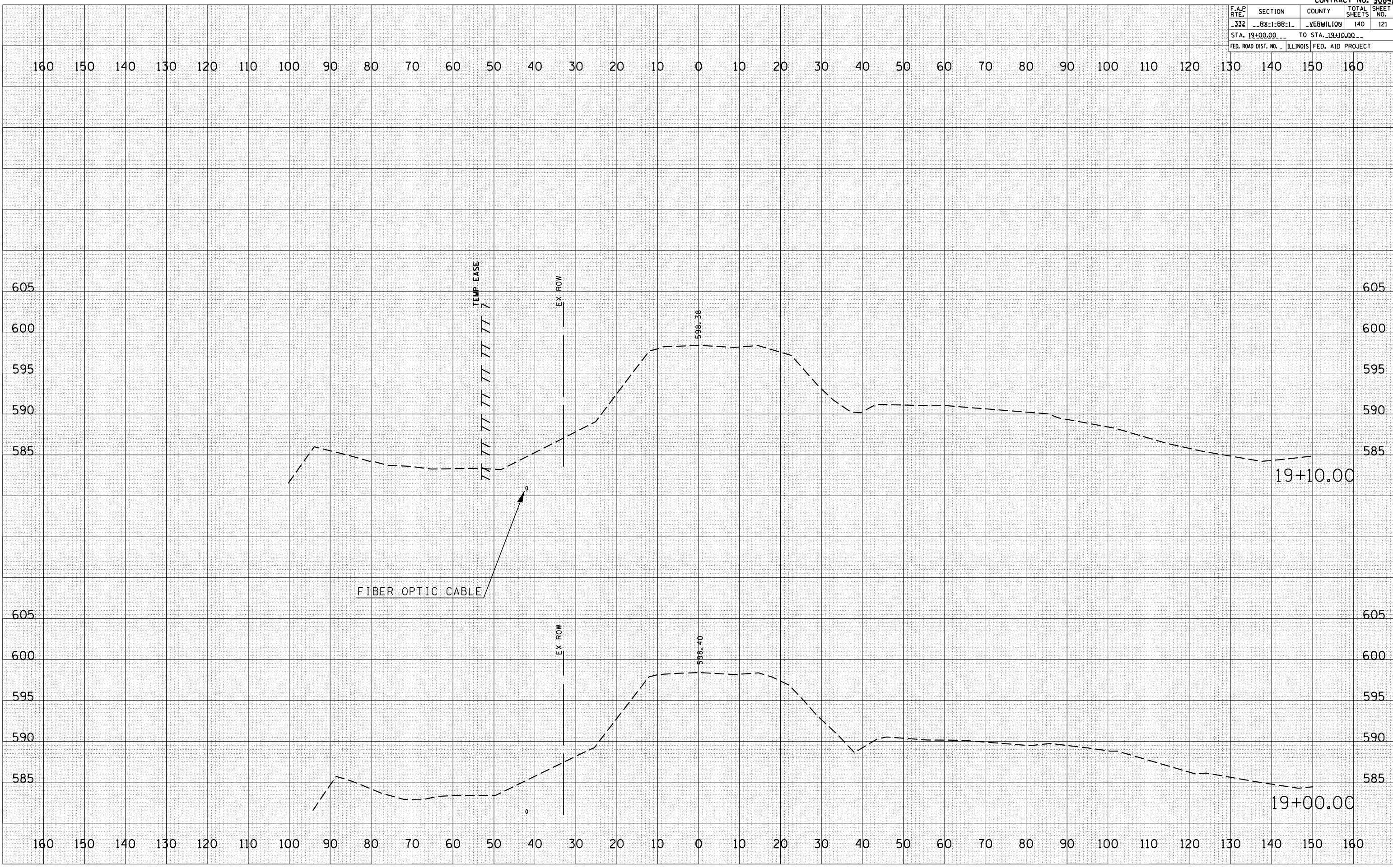


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	_BX-1-BB-1	_VERMILION	140	121
STA. 19+00.00 TO STA. 19+10.00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

BY	DATE
FINAL SURVEY	SURVEYED
NO. 1	PLOTTED
	DATE
	AREAS CHECKED

BY	DATE
ORIGINAL SURVEY	SURVEYED
NO. 1	PLOTTED
	DATE
	AREAS CHECKED

PLOT DATE = 8/28/2006
PLOT NAME = 19+00-19+10
PLOT SCALE = 2.11764" = 1' IN.
REFERENCE = #REF#



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	.BX-1-BB-1	VERMILION	140	122
STA. 19+20.00		TO STA. 19+30.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

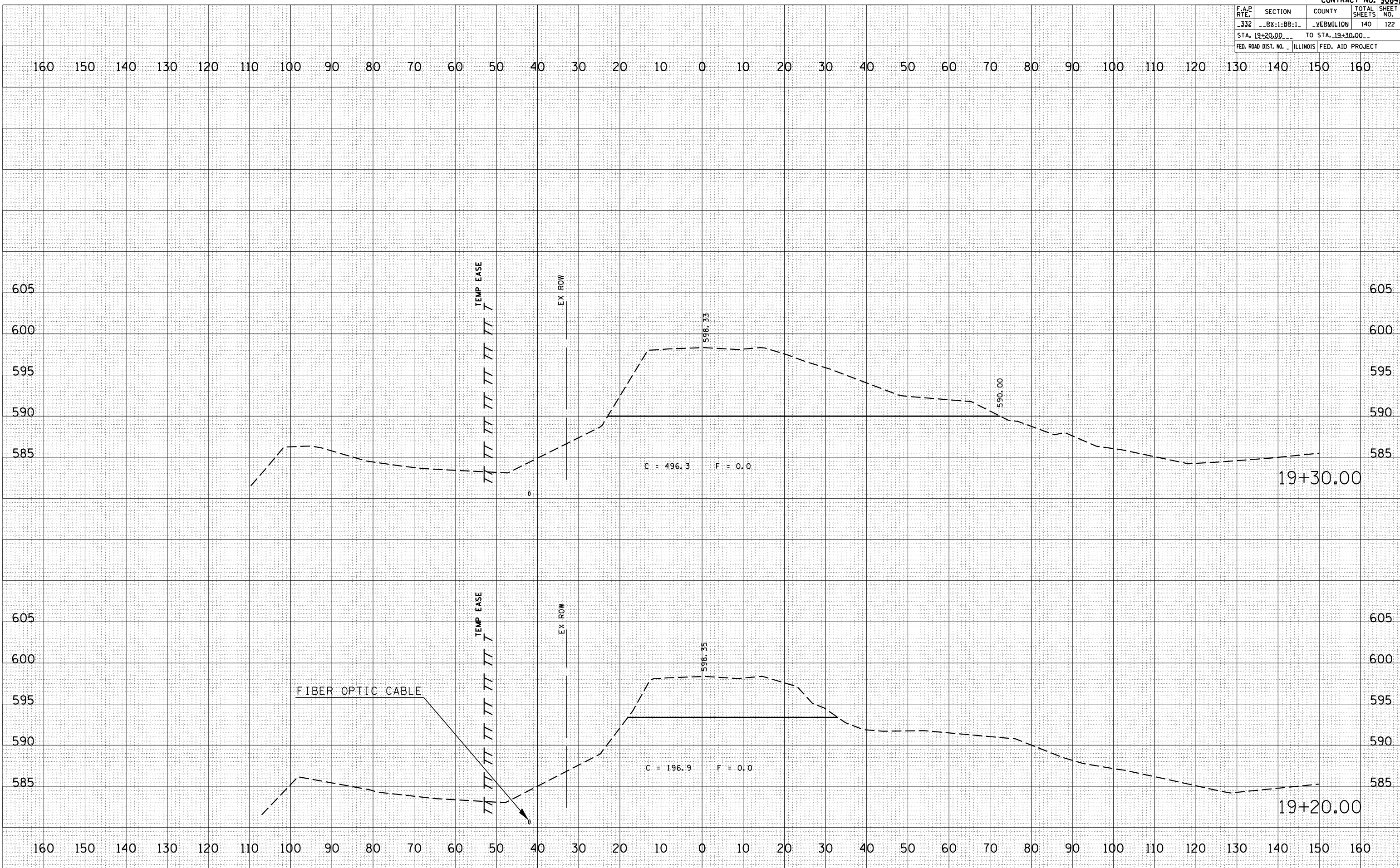
BY	DATE

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
 PLOT NAME = 19+20.00
 PLOT SCALE = 20/1764 IN.
 REFERENCE = #REF#



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	.BX-1-BB-1	VERMILION	140	123
STA. 19+40.00		TO STA. 19+50.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

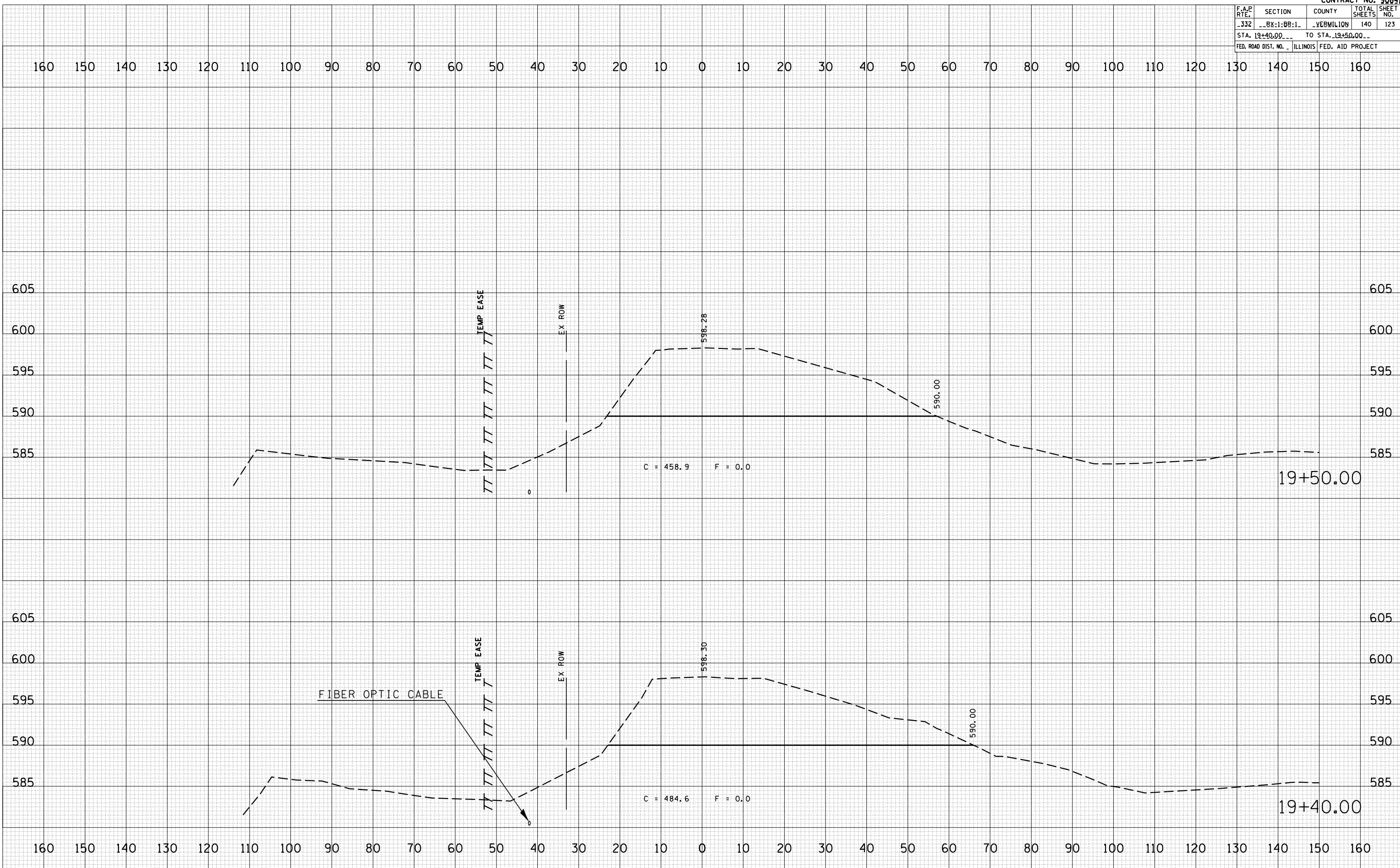
BY	DATE

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
 PLOT NAME = 19+40.00-19+50.00
 PLOT SCALE = 20/1" IN.
 REFERENCE = #REF#



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	BX-1-BB-1	VERMILION	140	124
STA. 19+60.00		TO STA. 19+70.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

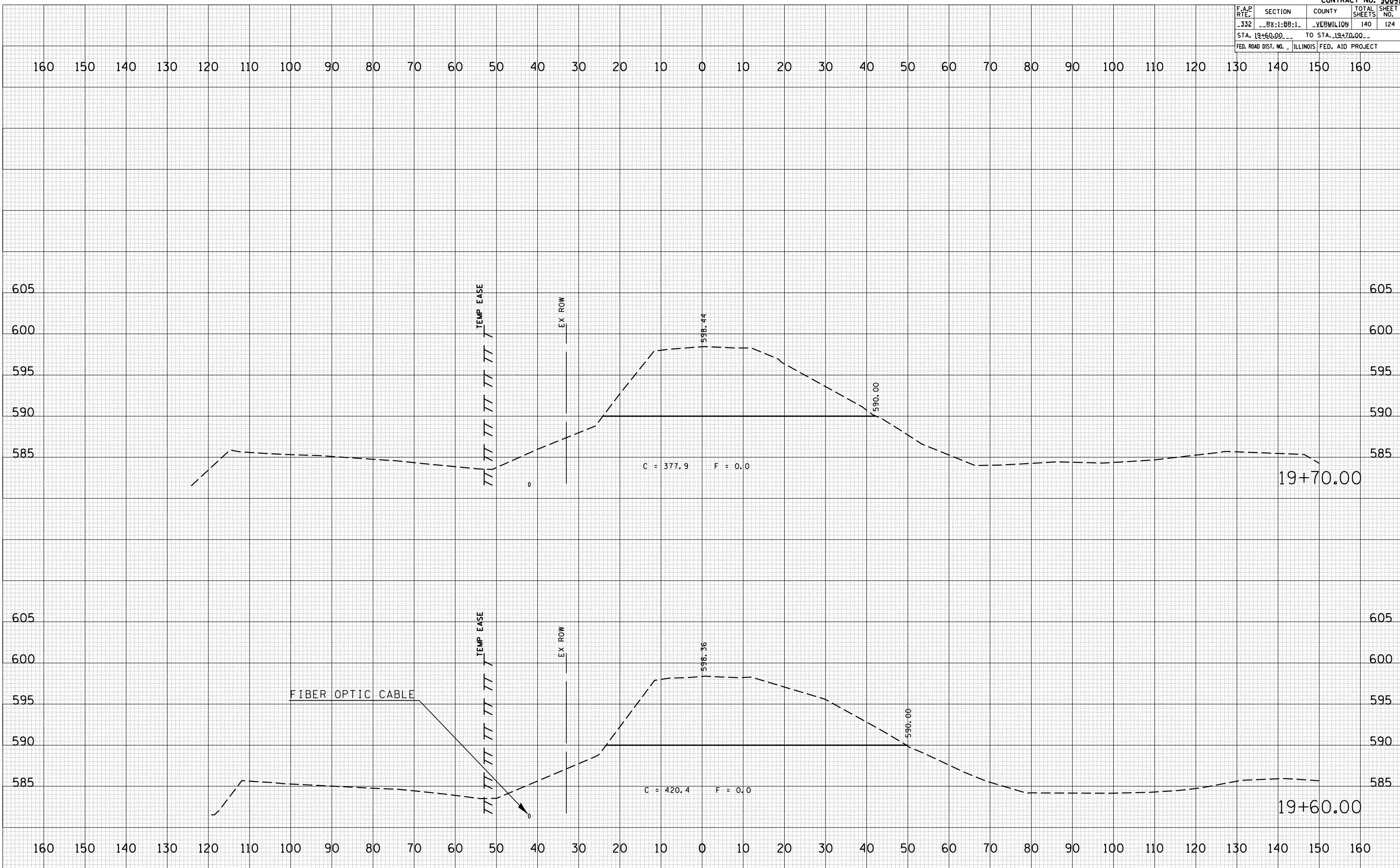
BY	DATE

NO.	DATE	BY	DESCRIPTION

BY	DATE

NO.	DATE	BY	DESCRIPTION

PLOT DATE = 8/28/2006
 PLOT NAME = 19+60-70
 PLOT SCALE = 20/1765' IN.
 REFERENCE = #REF#



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	BX-1-BB-1	VERMILION	140	125
STA. 19+80.00_ TO STA. 19+90.00_				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

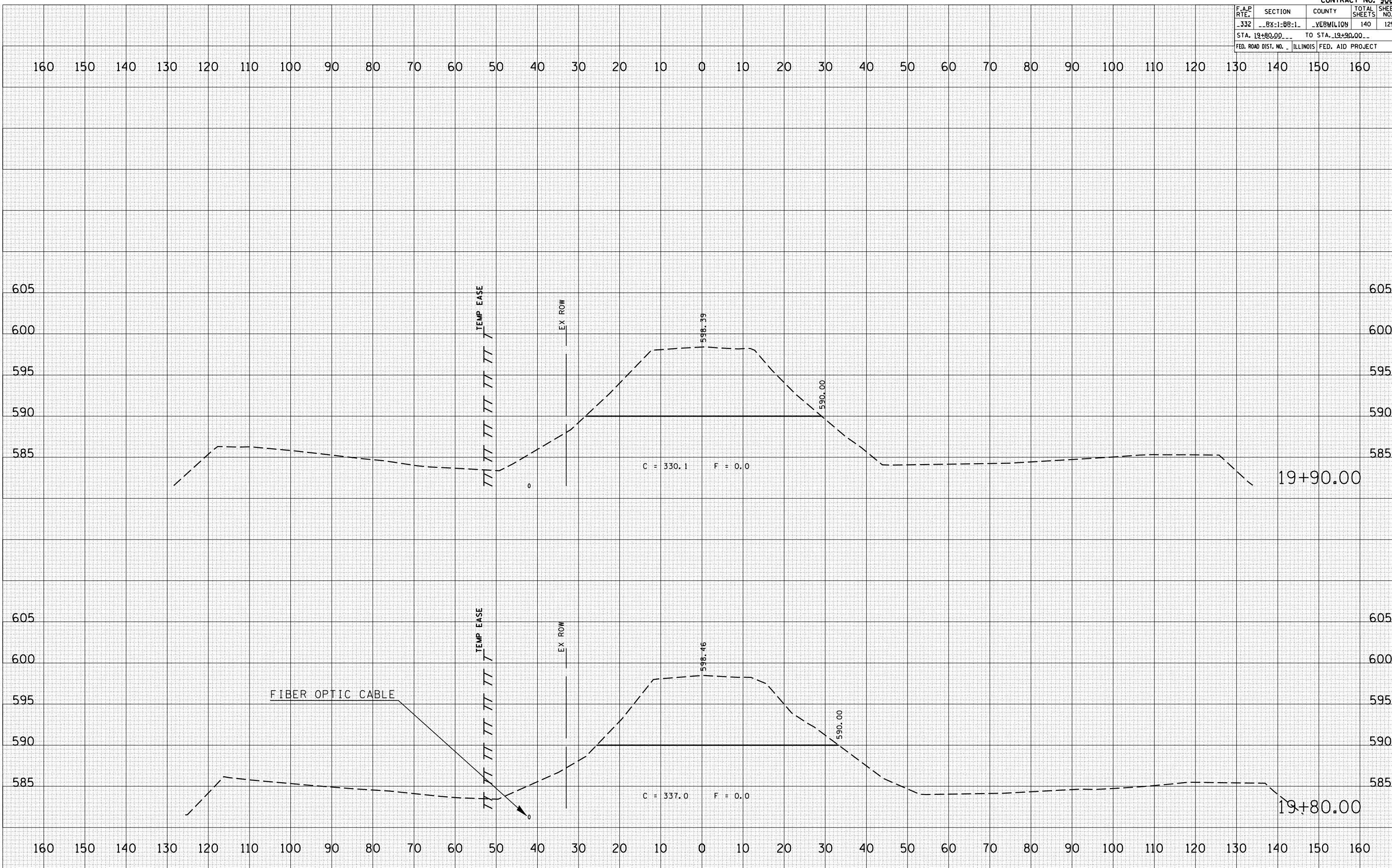
BY	DATE

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
FILE NAME = 1980196
PLOT SCALE = 211765 / IN.
REFERENCE = #REF#



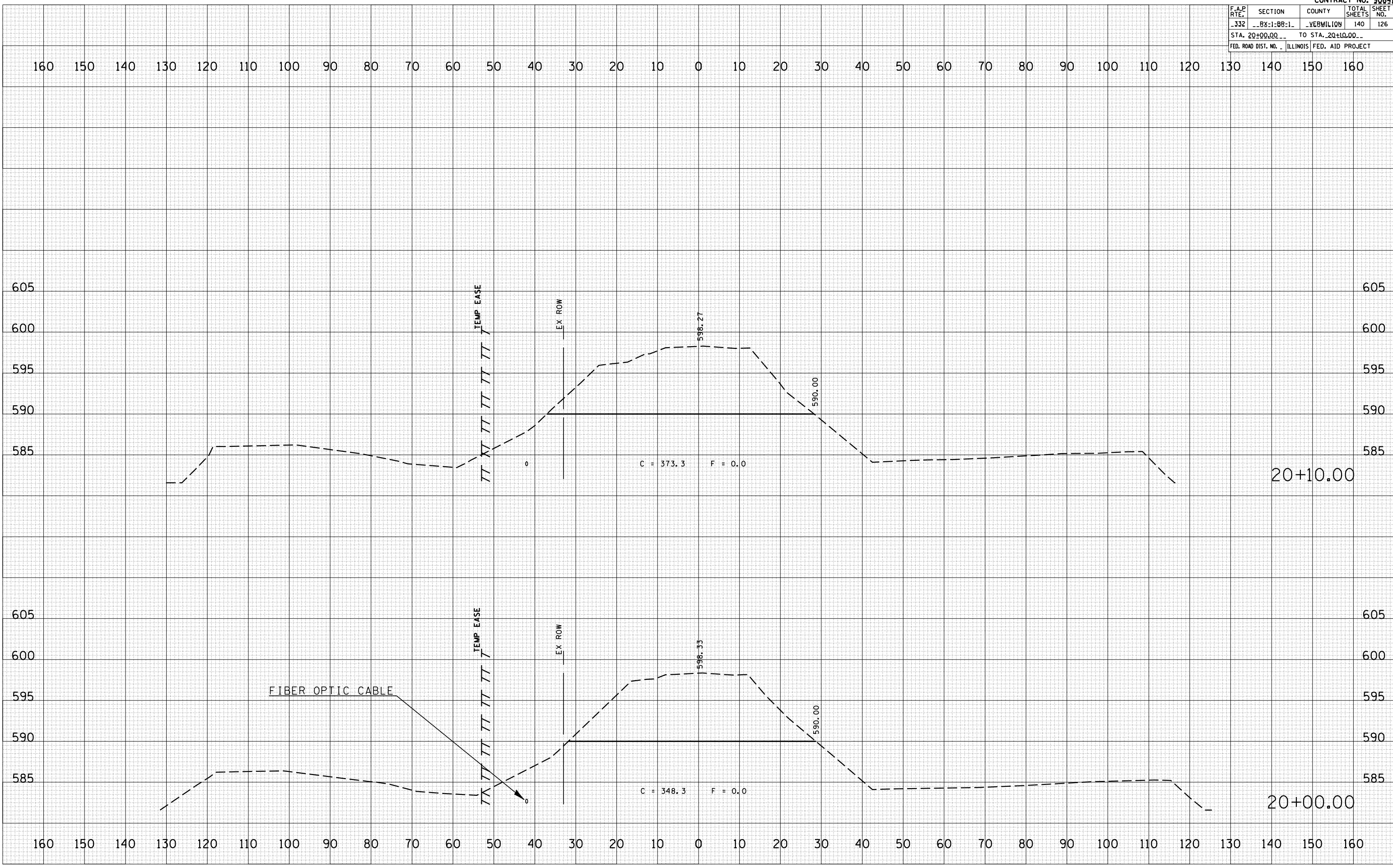
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	_BX-1-BB-1	_VERMILION	140	126
STA. 20+00.00		TO STA. 20+10.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

BY	DATE
BY	DATE
BY	DATE

NO.	AREAS CHECKED
NO.	AREAS CHECKED
NO.	AREAS CHECKED

BY	DATE
BY	DATE
BY	DATE

NO.	AREAS CHECKED
NO.	AREAS CHECKED
NO.	AREAS CHECKED

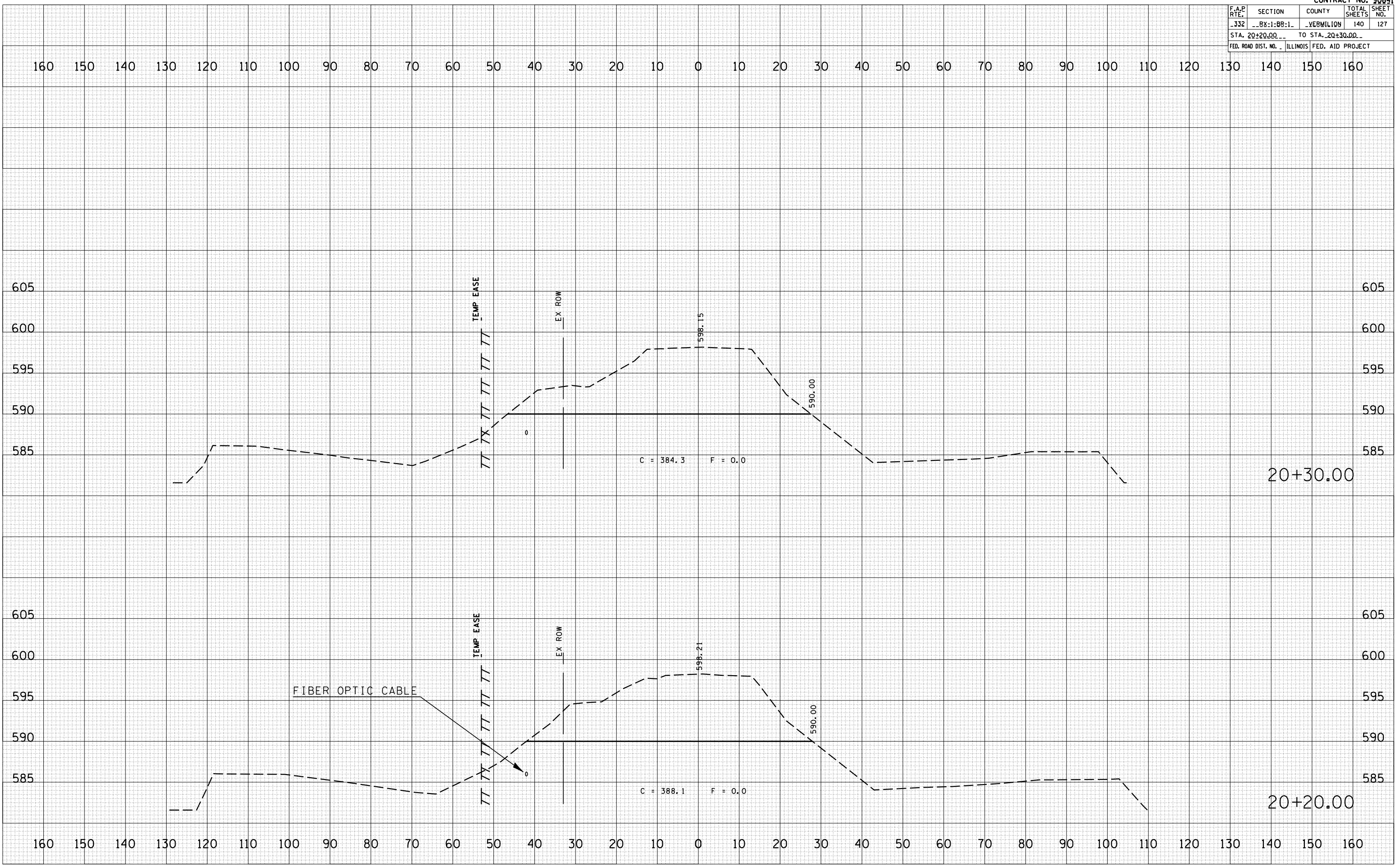


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	BX-1-BB-1	VERMILION	140	127
STA. 20+20.00		TO STA. 20+30.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

BY	DATE

BY	DATE

PLOT DATE = 8/28/2006
 FILE NAME = 90841B
 PLOT SCALE = 20/1" = 100' / IN.
 REFERENCE = #REF#



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	.8X-1-BB-1	VERMILION	140	128
STA. 20+40.00		TO STA. 20+50.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

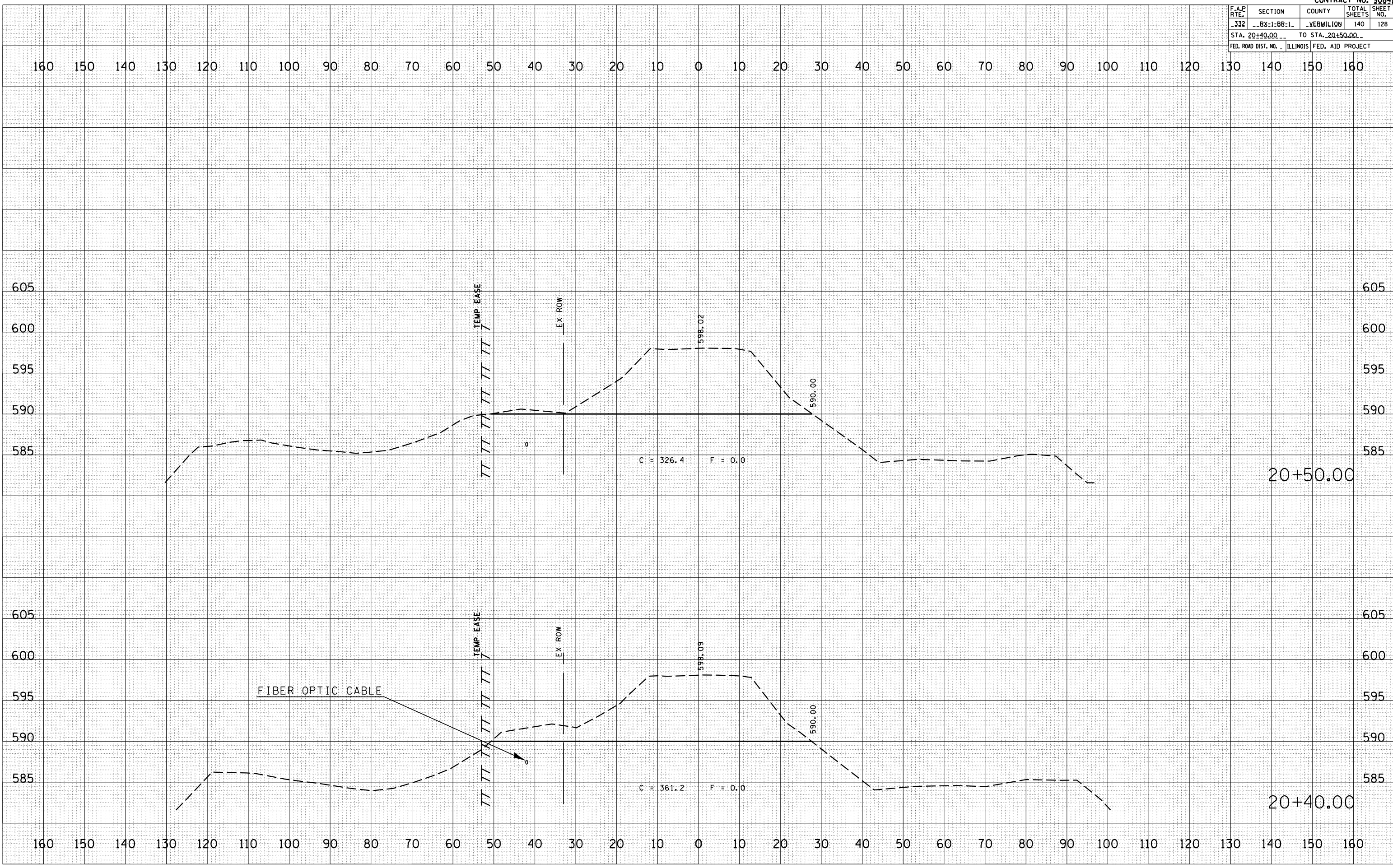
BY	DATE

NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
 PLOT NAME = 03196
 PLOT SCALE = 211765
 REFERENCE = #REF#

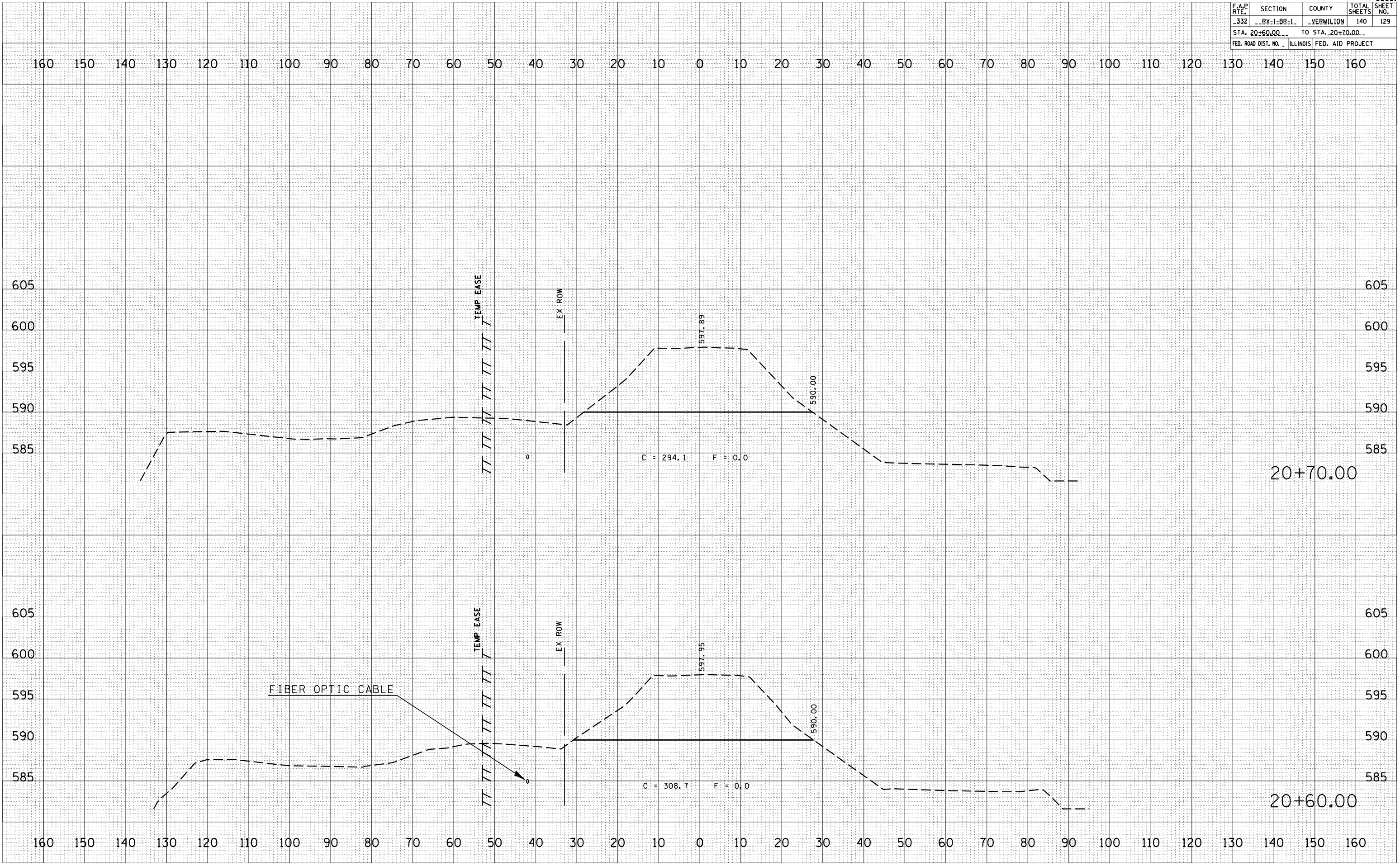


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	.8X-1-BB-1	VERMILION	140	129
STA. 20+60.00 TO STA. 20+70.00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

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

PLOT DATE = 8/28/2006
FILE NAME = 4903196 (0)old r1
PLOT SCALE = 211765 / IN.
REFERENCE = #REF#

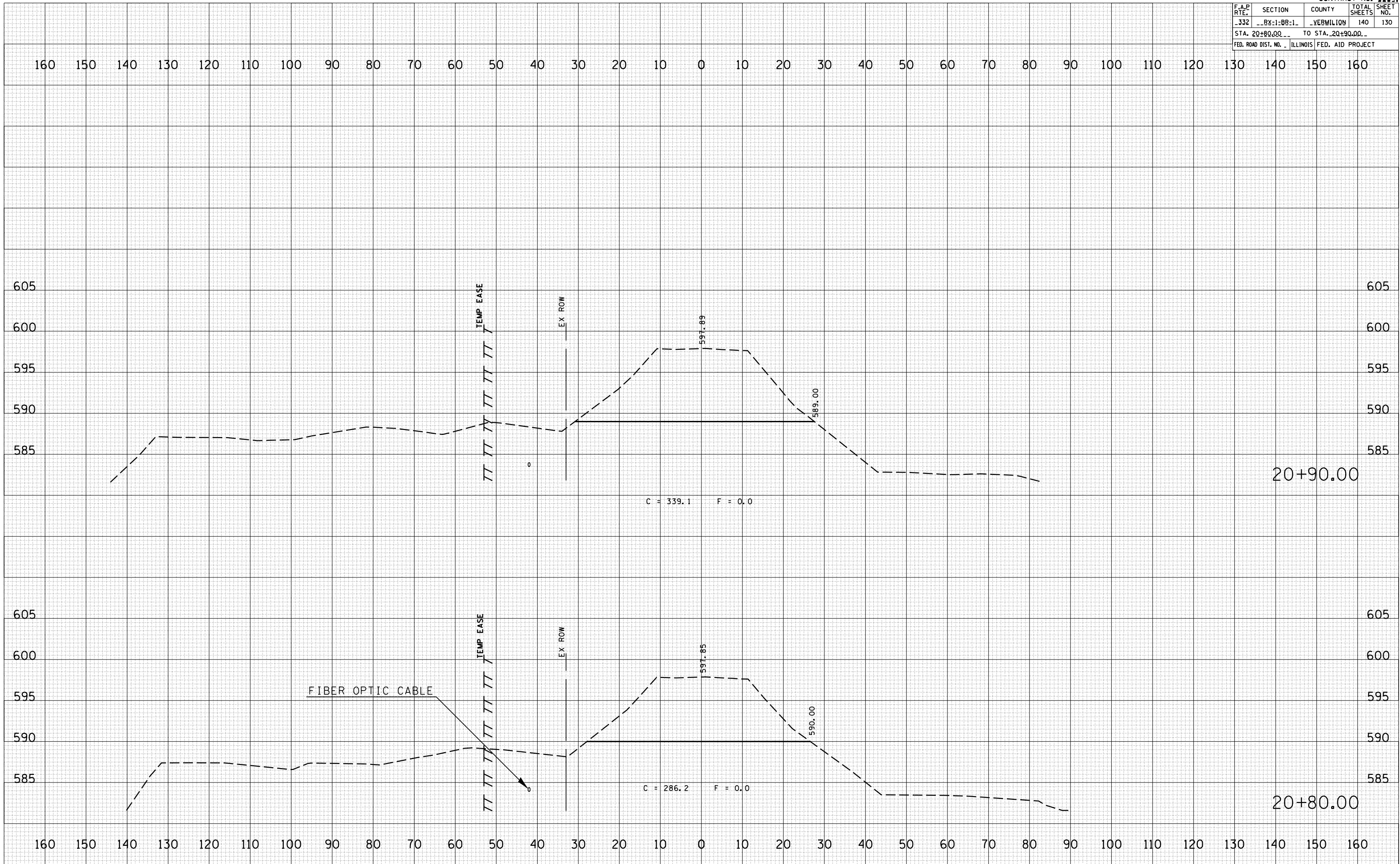


CONTRACT NO. 90841				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	BX-1-BB-1	VERMILION	140	130
STA. 20+80.00		TO STA. 20+90.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

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

PLOT DATE = 8/28/2006
 FILE NAME = 90841.dwg
 PLOT SCALE = 1" = 20' IN.
 REFERENCE = REF#



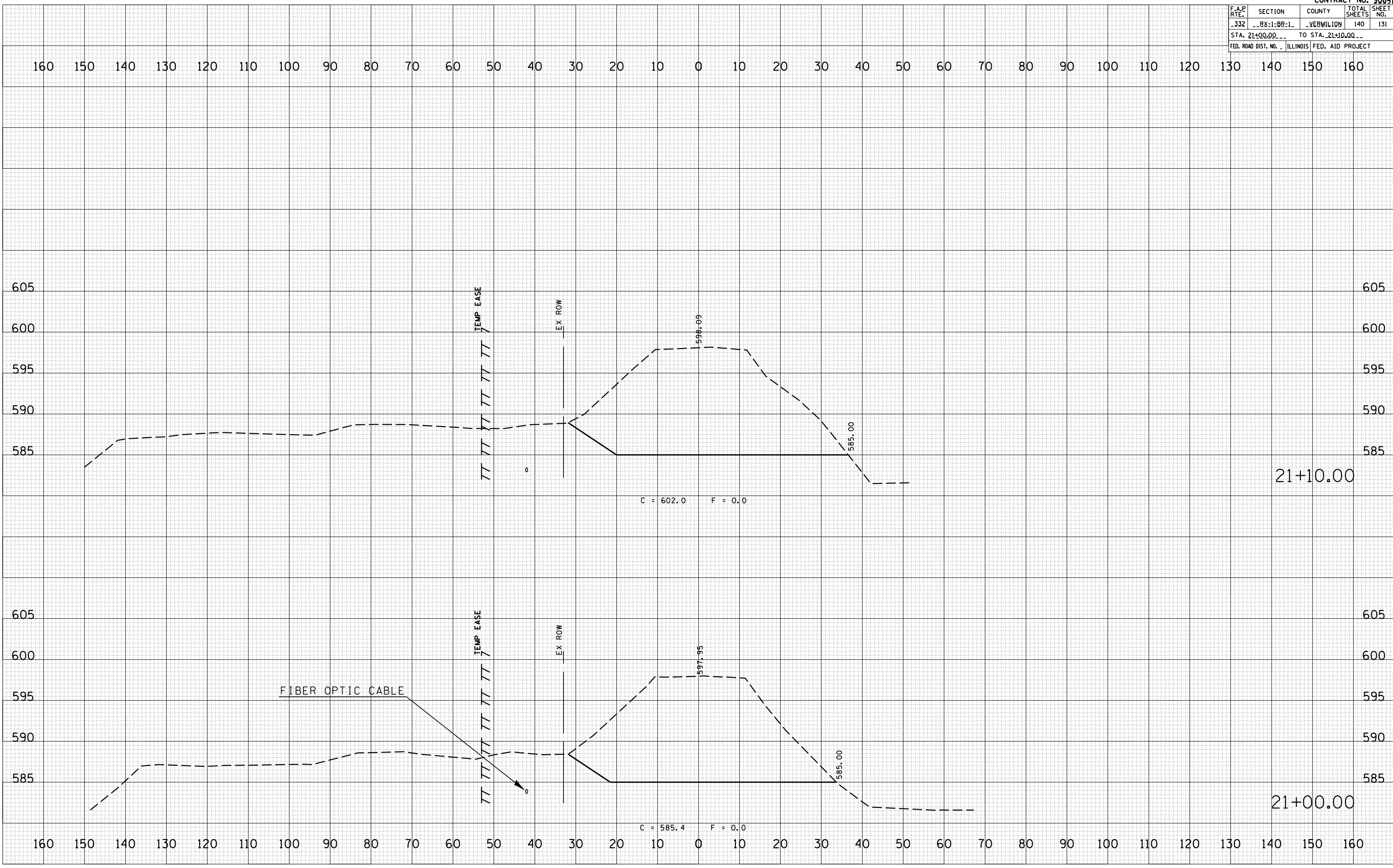
OLD SEATON HILL RD.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	BX-1-BB-1	VERMILION	140	131
STA. 21+00.00 TO STA. 21+10.00				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

BY	DATE

BY	DATE

PLOT DATE = 8/28/2006
 FILE NAME = 90841_131.dwg
 PLOT SCALE = 1" = 20.00'
 REFERENCE = #REF#

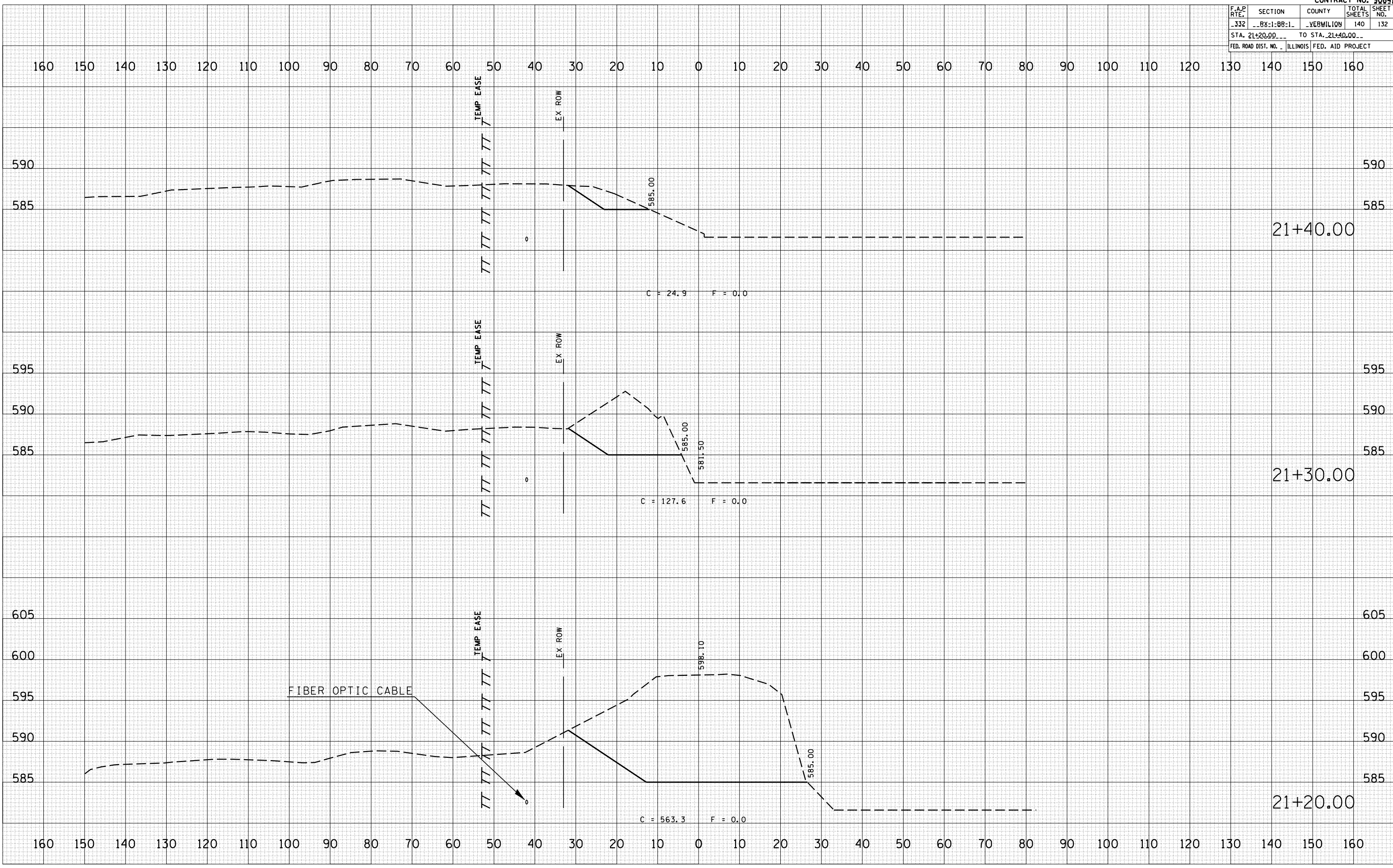


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	.8X-1-BB-1	VERMILION	140	132
STA. 21+20.00		TO STA. 21+40.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

BY	DATE

BY	DATE

ORIGINAL SURVEY PLOTTED
 SURVEY PLOTTED
 DATE 8/28/2006
 PLOT NAME 4803196
 PLOT SCALE 21/764 IN.
 REFERENCE #REF#



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	_BX-1-BB-1	_VERMILION	140	133
STA. 21+50.00		TO STA. 21+90.00		
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT				

BY	DATE

NO.	AREAS CHECKED

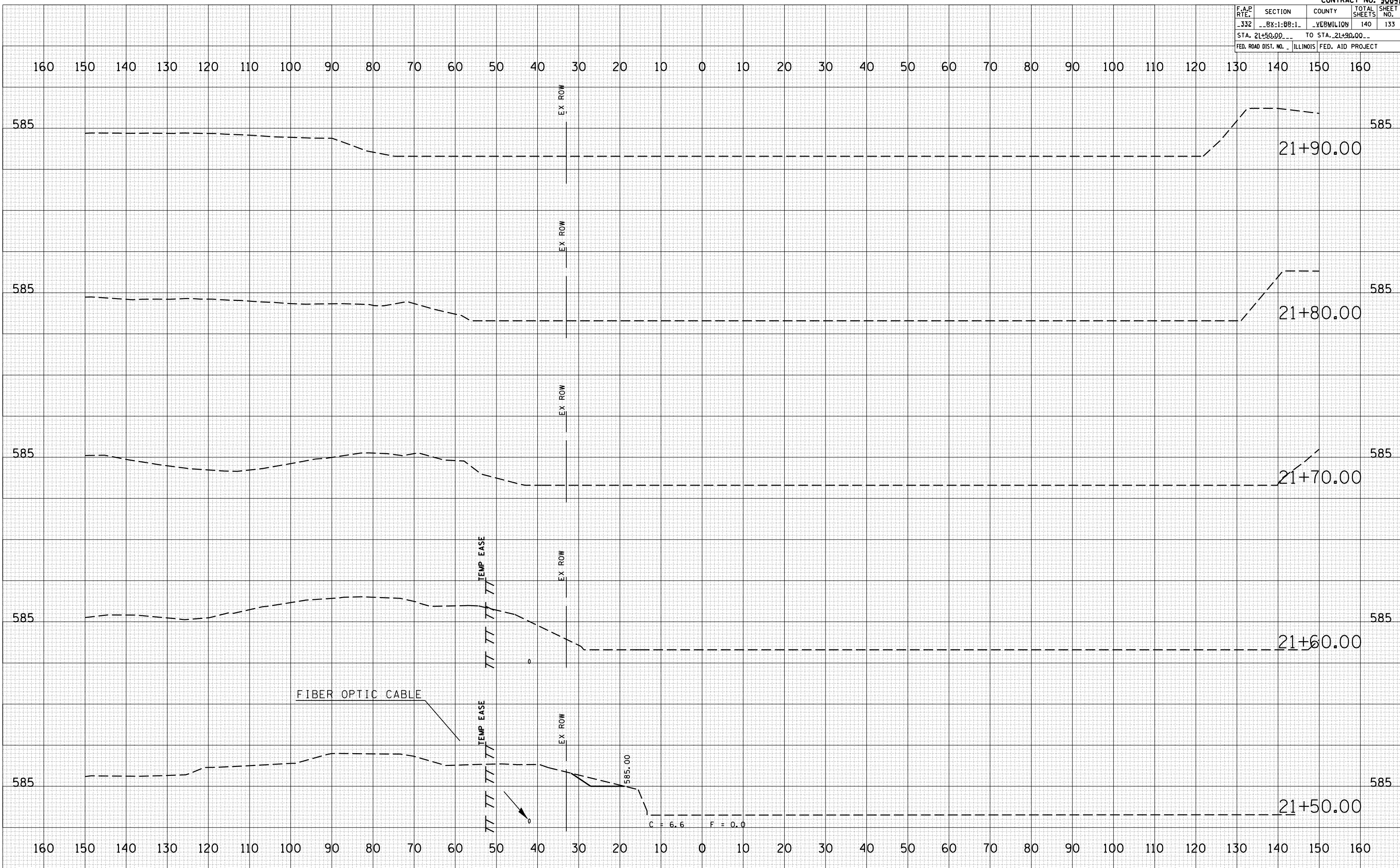
NO.	AREAS CHECKED

BY	DATE

NO.	AREAS CHECKED

NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
PLOT NAME = 211764
PLOT SCALE = 1" = 40'
REFERENCE = #REF#



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	.BX-1-BB-1	VERMILION	140	134
STA. 22+00.00		TO STA. 22+00.00		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

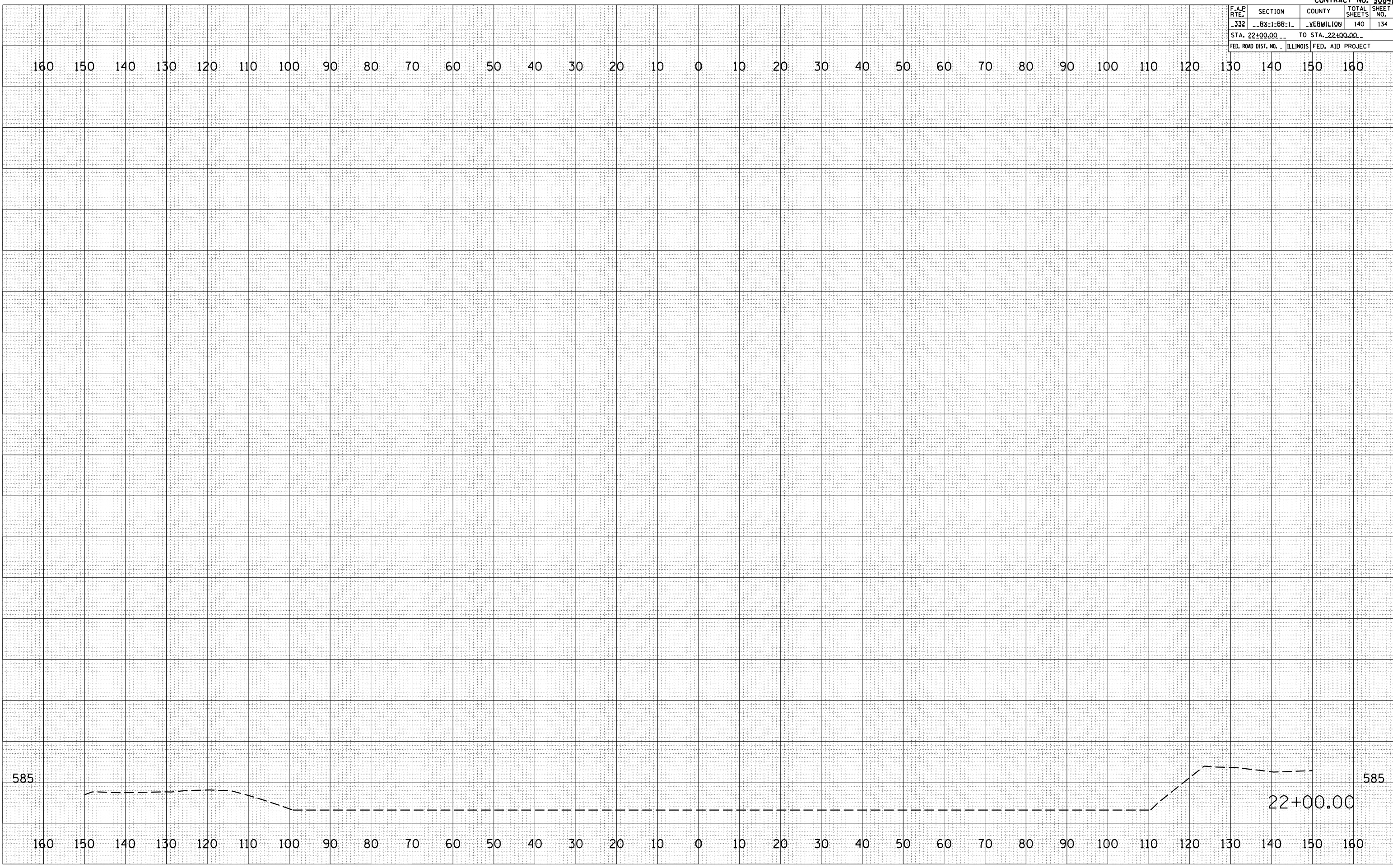
BY	DATE

FINAL SURVEY	SURVEYED
NOTE BOOK NO.	AREAS CHECKED

BY	DATE

ORIGINAL SURVEY	SURVEYED
NOTE BOOK NO.	AREAS CHECKED

PLOT DATE = 8/28/2006
 FILE NAME = 03196 (01)old r-1
 PLOT SCALE = 211764 / IN.
 REFERENCE = #REF#



OLD SEATON HILL RD.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	.BX-1-BB-1	VERMILION	140	135
STA. +00.00		TO STA. +75.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

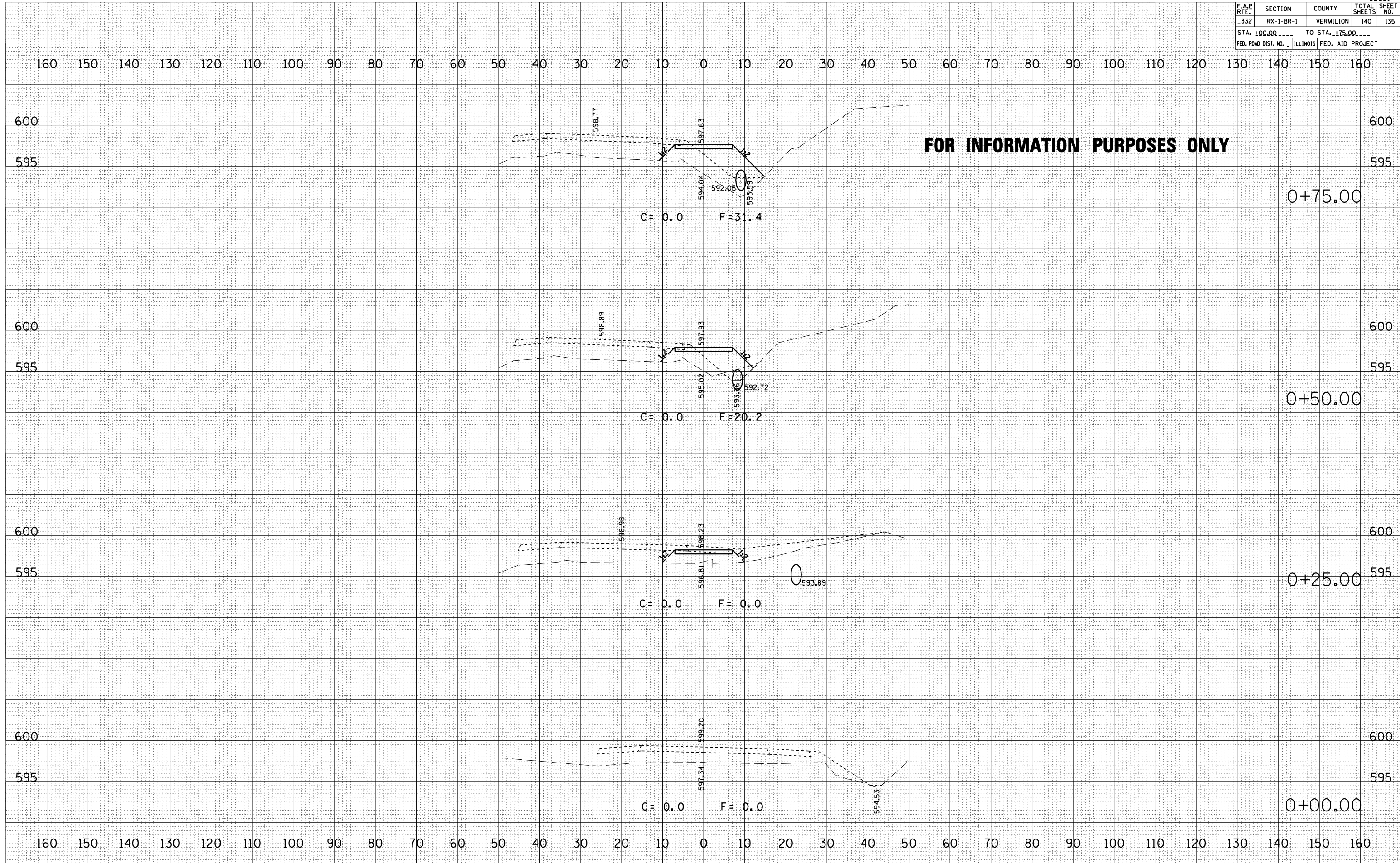
BY	DATE

NO.	DATE	BY	DESCRIPTION

BY	DATE

NO.	DATE	BY	DESCRIPTION

PLOT DATE = 8/28/2006
 FILE NAME = 4893196
 PLOT SCALE = 211765 / IN.
 USER NAME = stults



FOR INFORMATION PURPOSES ONLY

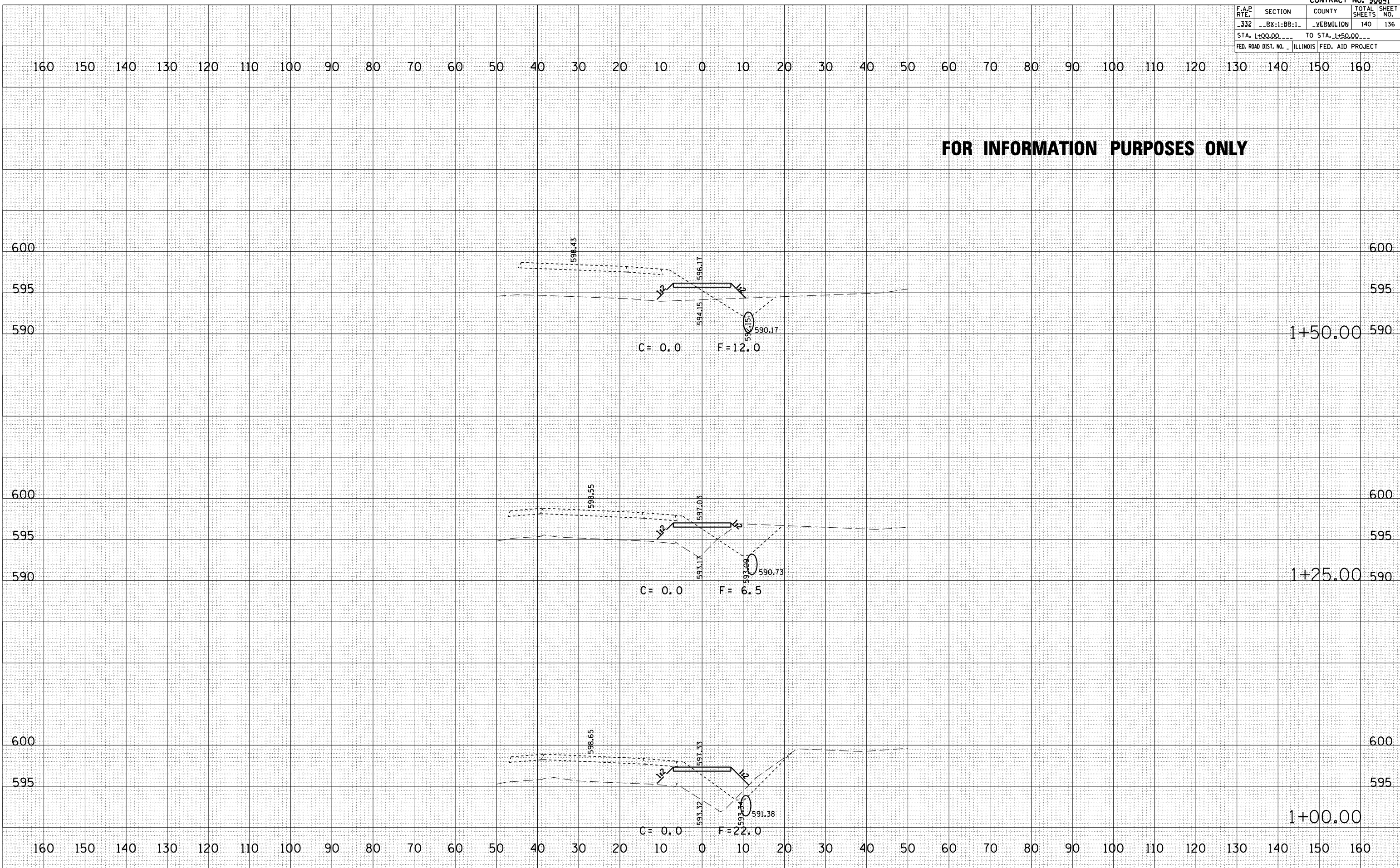
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	..8X-1-BB-1	..VERMILION	140	136
STA. 1+00.00		TO STA. 1+50.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FOR INFORMATION PURPOSES ONLY

BY	DATE

BY	DATE

ORIG. SURVEY	SURVEYED
FILE NAME	



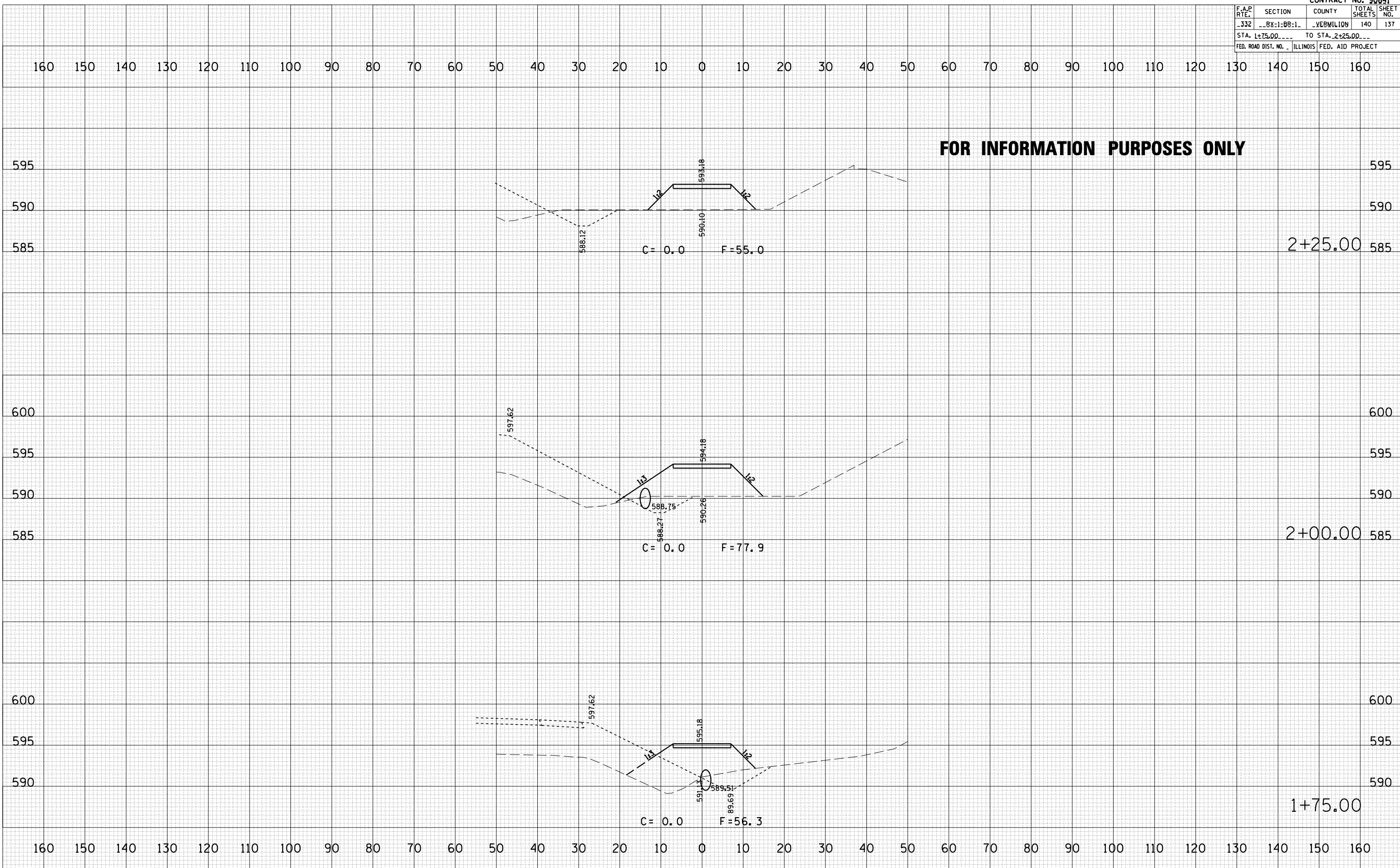
TEMPORARY ACCESS RD.

CONTRACT NO. 90841				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	8X-1-BB-1	VERMILION	140	137
STA. 1+75.00		TO STA. 2+25.00		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

BY	DATE
ORIGINAL SURVEY	SURVEYED
NO.	PLOTTED
	AREAS CHECKED

PLOT DATE = 8/28/2006
 FILE NAME = 603196
 PLOT SCALE = 211765
 USER NAME = stulzj



FOR INFORMATION PURPOSES ONLY

TEMPORARY ACCESS RD.

CONTRACT NO. 90841

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	..Bx-1-BB-1	VERMILION	140	138

STA. 2+50.00 TO STA. 3+50.00
 FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

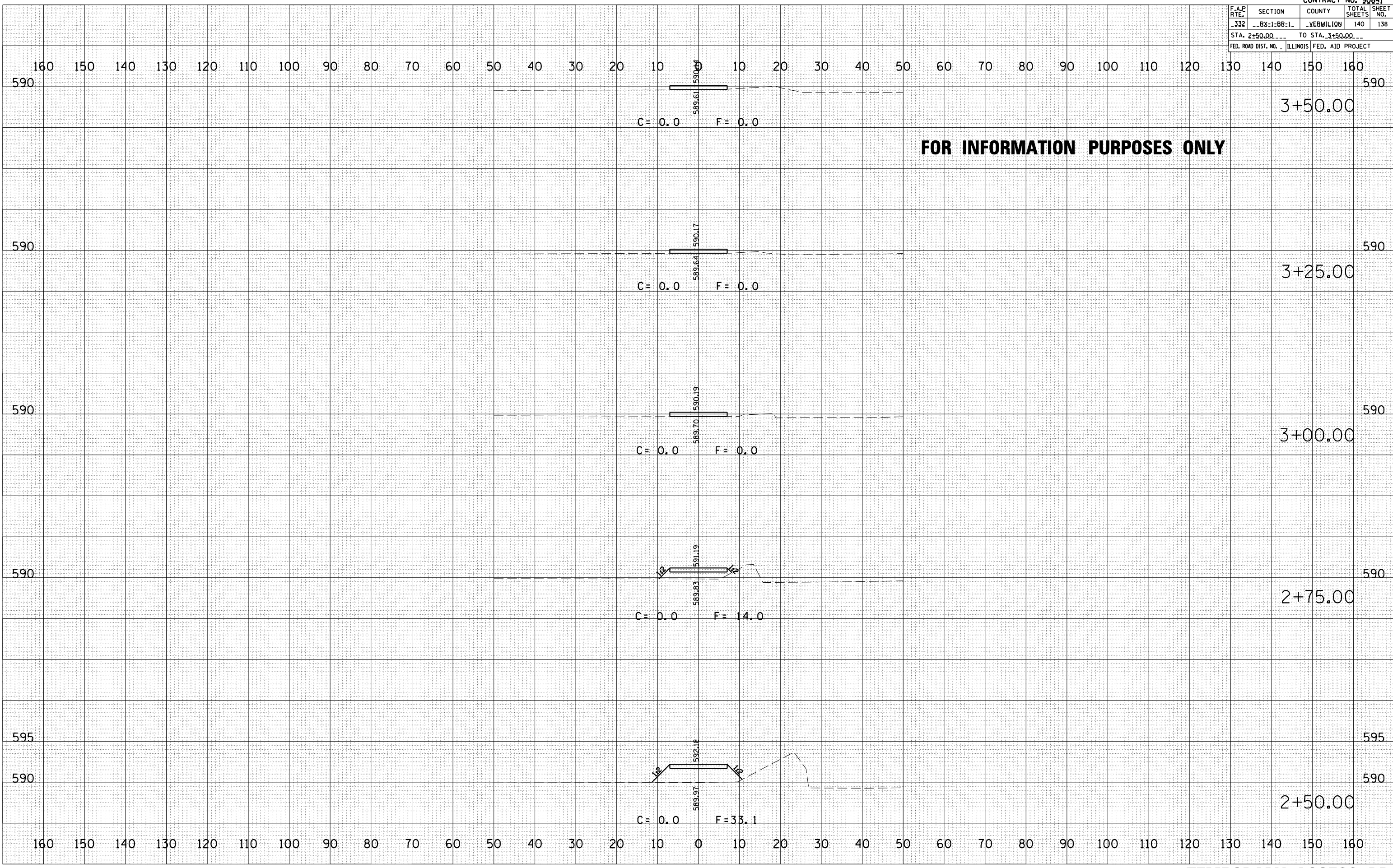
BY _____ DATE _____

FINAL SURVEY SURVEYED _____
 SURVEY PLOTTED _____
 NOTE BOOK NO. _____
 AREAS CHECKED _____

BY _____ DATE _____

ORIGINAL SURVEY SURVEYED _____
 SURVEY PLOTTED _____
 NOTE BOOK NO. _____
 AREAS CHECKED _____

PLOT DATE = 8/28/2006
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 PLOT SCALE = 1" = 20.000' IN.
 USER NAME = stulzsj



FOR INFORMATION PURPOSES ONLY

TEMPORARY ACCESS RD.

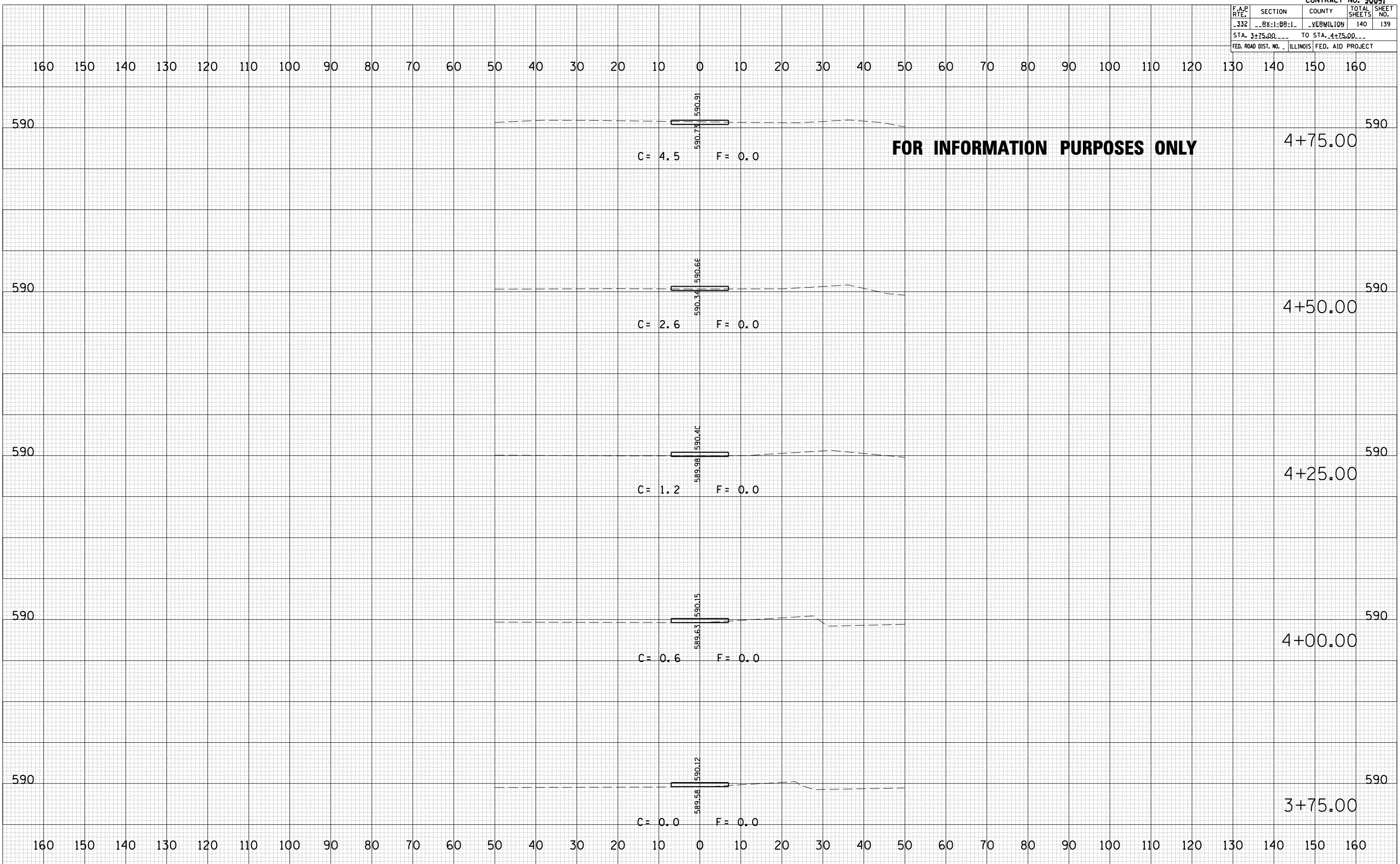
BY	DATE

FINAL	SURVEYED	PLOTTED	PLATE	AREAS
NO.	NO.	NO.	NO.	CHECKED

BY	DATE

ORIGINAL	SURVEYED	PLOTTED	PLATE	AREAS
NO.	NO.	NO.	NO.	CHECKED

PLOT DATE = 8/28/2006
 FILE NAME = c:\temp\90841\90841_139.dwg
 PLOT SCALE = 211765 / IN.
 USER NAME = stulzj



TEMPORARY ACCESS RD.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
.332	..Bx-1-BB:1	..VERMILION	140	140
STA. 5+00.00		TO STA. 5+00.00		
FED. ROAD DIST. NO. _		ILLINOIS FED. AID PROJECT		

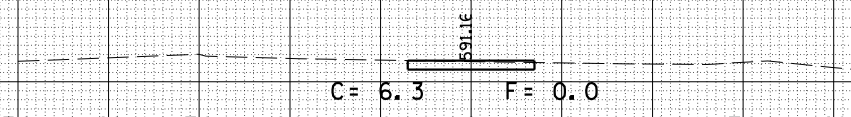
160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160

FOR INFORMATION PURPOSES ONLY

DATE	BY
SURVEYED	NO.
PLOTTED	
AREAS CHECKED	

DATE	BY
SURVEYED	NO.
PLOTTED	
AREAS CHECKED	

PLOT DATE = 8/28/2006
 FILE NAME = 4693196
 PLOT SCALE = 211765 / IN.
 USER NAME = stulzj



5+00.00

160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160

TEMPORARY ACCESS RD.