F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR) D	JO DAVIESS	62	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 64C03		

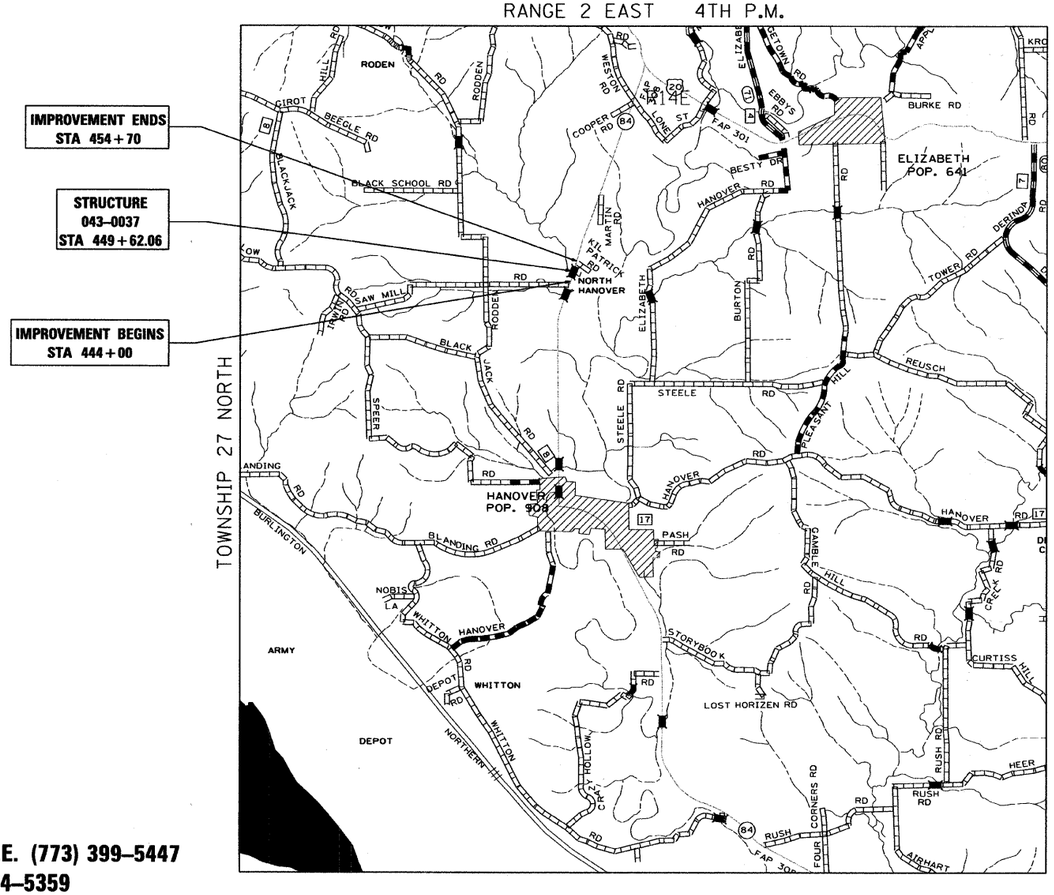
3-6-09 Letting, Item 164

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

TRAFFIC DATA
EXISTING ADT = 2,950 (2010)
PROPOSED ADT = 3,700 (2030)
POSTED SPEED LIMIT = 35 MPH

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
PROPOSED HIGHWAY PLANS
FAP 308 (IL 84)
OVER IRISH HOLLOW CREEK
SECTION: (103C–1BR) D
SUPERSTRUCTURE REPLACEMENT
JO DAVIESS COUNTY
PROJECT: NHF-0308(034)
JOB NO. C–92–026–06

RANGE 2 EAST 4TH P.M.



GROSS AND NET LENGTH OF PROJECT: 1,070 FT (0.203 MILES)

D-92-026-06

LOCATION OF SECTION INDICATED THUS: –

JEROME J. GAP
4193
LICENSED STRUCTURAL ENGINEER OF ILLINOIS
STATE OF ILLINOIS
Dec. 12, 2008
Exp. Nov. 30, 2010

DANNY M. MCLAUGHLIN
062-058972
LICENSED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
12-11-08
EXP: 11-30-09

100' 200' 300' — 1"= 100'
0 10' 20' 30' — 1"= 10'
1"= 50'
1"= 40'
1"= 30'
1"= 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
OR 811

PROJECT ENGINEER: RONALD SCHWENINGER, P.E. (773) 399–5447
PROJECT MANAGER: MADAN CHAND (815) 284–5359

CONTRACT NO. 64C03

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES, INC.
ENGINEERS & SCIENTISTS
8501 W. Higgins Road; Suite 280
Chicago, Illinois 60631
(773) 399-0112

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Dec 16 20 08
George F. Ryan
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

January 30, 20 09
Charles J. Ingrassia /KB
ENGINEER OF DESIGN AND ENVIRONMENT

January 30, 20 09
Christine M. Reed /KB
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

HIGHWAY STANDARDS

HIGHWAY STD. NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
515001-03	NAME PLATE FOR BRIDGES
542401-01	METAL END SECTIONS FOR PIPE CULVERTS
601101-01	CONCRETE HEADWALL FOR PIPE DRAINS
606001-04	CONCRETE CURB TYPE B & COMBINATION CONCRETE CURB AND GUTTER
609006-04	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
610001-04	SHOULDER INLET WITH CURB
630001-08	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/HMA SHOULDER STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-07	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
665001-02	WOVEN WIRE FENCE
701006-03	OFF-ROAD OPERATIONS, 2L,2W,15' TO 24" FROM PAVEMENT EDGE
701011-02	OFF-ROAD MOVING OPERATIONS, 2L,2W, DAY ONLY
701201-03	LANE CLOSURE, 2L, 2W, DAY ONLY FOR SPEEDS ≥ 45MPH
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701321-10	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901-01	TRAFFIC CONTROL DEVICES
704001-05	TEMPORARY CONCRETE BARRIER
720001-01	SIGN PANEL MOUNTING DETAILS
720006-02	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A AND B METAL POSTS (FOR SIGNS & MARKERS)
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
805001-01	ELECTRICAL SERVICE INSTALLATION DETAILS
880001-01	SPAN WIRE MOUNTED SIGNALS AND FLASHING BEACON INSTALLATION
880006-01	TRAFFIC SIGNAL MOUNTING DETAILS
886001-01	DETECTOR LOOP INSTALLATION

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	PLOT SCALE = 50.0000 ' / IN.	CHECKED - RJS	REVISED -
	PLOT DATE = 12/17/2008	DATE - 12/11/08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF DRAWINGS AND HIGHWAY STANDARDS
IL 84 OVER IRISH HOLLOW CREEK, S.N. 043-0037

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	JO DAVIESS	62	2
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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GENERAL NOTES:

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

2. THE FINAL TOP 100 MM (FOUR INCHES) OF SOIL IN ANY RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE SOIL MUST BE FROM THE A HORIZON (ZERO TO 2• DEEP) OF SOIL PROFILES OF LOCAL SOILS.

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

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

5. FERTILIZER NUTRIENTS SHALL BE APPLIED AT THE RATE SPECIFIED IN SECTIONS 250 AND 252 OF THE STANDARD SPECIFICATIONS. THIS SHALL BE INCLUDED IN THE COST OF SEEDING OR SODDING.

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

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

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

MIXTURE USES:	SURFACE	LEVELING BINDER	HMA SHOULDERS 6"	
			TOP LIFT	BOTTOM LIFT
PG.	PG 64-22	PG 64-22	PG 64-22	PG 58-22
DESIGN AIR VOIDS	4.0 @ N50	4.0 @ N50	4.0 @ N50	2.0 @ N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5mm OR IL 12.5mm	IL 9.5mm	IL 9.5mm OR IL 12.5mm	BAM
FRICTION AGGREGATE	MIXTURE "C"	N/A	MIXTURE "C"	N/A
20 YEAR ESAL	1.9	1.9	N/A	N/A

THE UNIT WEIGHT USED TO CALCULATE ALL HMA MIXTURES IS 112 PDS/SQ YD/IN THICKNESS

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

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

11. TO HELP AVOID EXCESS DROP-OFFS AT THE EDGE OF PAVEMENT, THE EXISTING AGGREGATE WEDGE OR SHOULDER IS TO BE PULLED UP AND ROLLED TO MATCH THE EDGE OF PAVEMENT BEFORE PLACING ANY BITUMINOUS MATERIAL. ALL COSTS ASSOCIATED IN PULLING UP THE SHOULDERS SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE OF THE TYPE SPECIFIED.

12. BITUMINOUS AND AGGREGATE PRIME COAT SHALL BE PLACED IN ACCORDANCE WITH SECTION 406 OF THE STANDARD SPECIFICATIONS. THE COST OF THE PRIME COATS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER METRIC TON (TON) FOR LEVELING BINDER (MACHINE METHOD) OF THE TYPE SPECIFIED.

13. A NATIONWIDE 404 PERMIT HAS BEEN ISSUED FOR THIS PROJECT AND THE CONDITIONS OF THAT PERMIT MUST BE ADHERED TO.

14. THIS STRUCTURE WILL RETAIN THE SAME NUMBER 043-0037

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

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

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

17. THE THICKNESS FOR THE BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) ADJACENT TO EXISTING PAVEMENT SHALL BE A MINIMUM OF 300 MM (12"). THE MATERIAL SHALL BE 50 MM (2") HOT-MIX ASPHALT SURFACE COURSE, AND THE REMAINING THICKNESS SHALL BE HOT-MIX ASPHALT BINDER COURSE.

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

19. THE CURB IS REQUIRED ON THE BRIDGE APPROACH PAVEMENT AS SHOWN ON STANDARD 420401.

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

21. CULVERT AND BRIDGE FLOWS MUST BE MAINTAINED THROUGHOUT THE PROJECT. NORMAL FLOW SHALL BE ALLOWED TO PASS AT THE RATE IT ENTERS THE JOBSITE. HIGH FLOWS SHALL BE ALLOWED TO PASS WITHOUT CAUSING DAMAGE TO UPSTREAMPROPERTIES.

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

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

24. EMBANKMENT QUANTITIES FOR THE CONSTRUCTION OF THE TRAFFIC BARRIER TERMINALS AS SHOWN IN THE PLANS ARE INCLUDED IN QUANTITIES FOR EARTH EXCAVATION.

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

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

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

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

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

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

SURVEY MARKERS

30. PERMANENT SURVEY MARKERS, TYPE II, SHALL BE SET AS DIRECTED BY THE ENGINEER. BRIDGE OR CULVERT PROJECTS SHALL HAVE ONE SURVEY MARKER PLACED NEAR THE STRUCTURE. ESTIMATED: 2 EACH.

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

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

33. THE TEMPORARY CONCRETE BARRIER SHALL BE ANCHORED TO THE PAVEMENT WITH 6 ANCHORS PER SECTION FROM STA. 448+56 TO STA. 450+26

34. THE CONTRACTOR SHALL BEGIN FENCE ERECTION AS SOON AS CLEARING OPERATIONS PERMIT. BEFORE REMOVING EXISTING FENCE FROM AN AREA THAT CONTAINS LIVESTOCK, THE CONTRACTOR SHALL ERECT, ALONG THE PROPOSED RIGHT OF WAY LINES, A TEMPORARY FENCE OR WIRE MEETING THE APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL CONCENTRATE HIS PERMANENT FENCING OPERATIONS AT THESE LOCATIONS AND AT OTHER SPECIFIC LOCATIONS AS DIRECTED BY THE ENGINEER. THE COST OF ARRANGING WORK AS HEREIN SPECIFIED AND ERECTING ANY TEMPORARY FENCING WILL NOT BE PAID FOR AS A SEPARATE ITEM BUT SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER METER (FOOT) FOR WOVEN WIRE FENCE AND/OR CHAIN LINK FENCE.

UTILITIES

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

    VERIZON TELEPHONE

    THE FOLLOWING ARE THE KNOWN UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS WHICH ARE NOT MEMBERS OF JULIE AND SHOULD BE NOTIFIED INDIVIDUALLY BY THE CONTRACTOR:

    NONE

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

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

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES
IL 84 OVER IRISH HOLLOW CREEK, S.N. 043-0037

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BRID	JO DAVIESS	62	3
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES

80% FED
20% STATE

	ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY I000-2A	BRIDGE X081-2A
	20200100	EARTH EXCAVATION	CU YD	295	295	
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	30	30	
	20300100	CHANNEL EXCAVATION	CU YD	30	30	
	20400800	FURNISHED EXCAVATION	CU YD	990	990	
	20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	145		145
	25000210	SEEDING, CLASS 2A	ACRE	0.84	0.84	
**	25000750	MOWING	ACRE	0.84	0.84	
	25100630	EROSION CONTROL BLANKET	SQ YD	4,037	4,037	
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	336	336	
	28000300	TEMPORARY DITCH CKECKS	EACH	2	2	
	28000400	PERIMETER EROSION BARRIER	FOOT	2,171	2,171	
	28100107	STONE RIPRAP, CLASS A4	SQ YD	95		95
	28100109	STONE RIPRAP, CLASS A5	SQ YD	14	14	
	28100209	STONE RIPRAP, CLASS A5	TON	2,820		2,820
	28100807	STONE DUMPED RIPRAP, CLASS AH	TON	25		25
	28200200	FILTER FABRIC	SQ YD	1,134	14	1,120
	31100300	SUB-BASE GRANULAR MATERIAL, TYPE A 4"	SQ YD	330	330	
	35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	638	638	
	35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	75	75	
	40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	16	16	
	40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	440	440	
	40600982	HOT-MIX ASPHALT REMOVAL - BUTT JOINT	SQ YD	278	278	
	40600990	TEMPORARY RAMP	SQ YD	30	30	
	40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C" N50	TON	252	252	
	40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	12	12	
	42001165	BRIDGE APPROACH PAVEMENT	SQ YD	254		254
	42001300	PROTECTIVE COAT	SQ YD	254		254
	42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	52		52
	44000100	PAVEMENT REMOVAL	SQ YD	217	217	
	44000700	APPROACH SLAB REMOVAL	SQ YD	240		240
	44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	1,692	1,692	
	48101600	AGGREGATE SHOULDER, TYPE B 8"	SQ YD	145	145	
	48203023	HOT-MIX ASPHALT SHOULDERS, 6 1/2"	SQ YD	1,196	1,196	
	50101500	REMOVAL OF EXISTING SUPERSTRUCTURES	EACH	1		1
	50102400	CONCRETE REMOVAL	CU YD	43		43
	50105220	PIPE CULVERT REMOVAL	FOOT	58	58	

80% FED
20% STATE

	ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY I000-2A	BRIDGE X081-2A
	50200100	STRUCTURE EXCAVATION	CU YD	1,560		1,560
	50300225	CONCRETE STRUCTURES	CU YD	18.1		18.1
	50300255	CONCRETE SUPERSTRUCTURES	CU YD	306.0		306.0
	50300260	BRIDGE DECK GROOVING	SQ YD	698		698
	50300300	PROTECTIVE COAT	SQ YD	920		920
	50401005	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 48 IN.	FOOT	1,220		1,220
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	69,260		69,260
	50800515	BAR SPLICERS	EACH	718		718
	51205200	TEMPORARY SHEET PILING	SQ FT	560		560
	51500100	NAME PLATES	EACH	1		1
	52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	24		24
	52100530	ANCHOR BOLTS, 1 1/4"	EACH	36		36
	52100540	ANCHOR BOLTS, 1 1/2"	EACH	16		16
	54215547	METAL END SECTIONS 12"	EACH	2	2	
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	100		100
	60100945	PIPE DRAINS 12"	FOOT	62	62	
	60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	164		164
	60500060	REMOVING INLETS	EACH	2	2	
	60900140	TYPE B INLET BOX, STANDARD 609006	EACH	2	2	
	60900515	CONCRETE THRUST BLOCKS	EACH	2	2	
*	63000000	STEEL PLATE BEAM GUARDRAIL, TYPE A	FOOT	800	800	
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
*	63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	4	4	
	63200310	GUARDRAIL REMOVAL	FOOT	1,080	1,080	
	63500105	DELINEATORS	EACH	6	6	
	66101150	HOT-MIX ASPHALT SHOULDER CURB	FOOT	24	24	
	66500105	WOVEN WIRE FENCE, 4'	FOOT	202	202	
	66502300	WOVEN WIRE FENCE REMOVAL	FOOT	202	202	
	66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	2	2	
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6	
	67100100	MOBILIZATION	L SUM	1	1	
	70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	2	2	
	70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	
	70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5	
	70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
	70106700	TEMPORARY RUMBLE STRIP	EACH	12	12	

• DENOTES SPECIALTY ITEM
•• NON-PARTICIPATING

FILE NAME = $FILE$	USER NAME = .USER.	DESIGNED -	REVISED -
		DRAWN - EF	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - RJS	REVISED -
	PLOT DATE = 12/17/2008	DATE - 12/11/08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL 84 OVER IRISH HOLLOW CREEK, S.N. 043-0037

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BRID)	JO DAVIESS	62	4
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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SUMMARY OF QUANTITIES

80% FED
20% STATE

	ITEM NUMBER	DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY I000-2A	BRIDGE X081-2A
	70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1,000	1,000	
*	70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	6,086	6,086	
*	70300570	PAVEMENT MARKING TAPE, TYPE III 24"	FOOT	56	56	
	70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	2,474	2,474	
	70400100	TEMPORARY CONCRETE BARRIER	FOOT	1,270	1,270	
	70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1,130	1,130	
*	78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	10,485	10,485	
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	17	17	
*	78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	4	4	
*	78200200	BIDIRECTIONAL PRISMATIC BARRIER MARKER	EACH	4	4	
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	24	24	
*	78200520	BARRIER WALL MARKERS, TYPE B	EACH	28	28	
	78201000	TERMINAL MARKERS - DIRECT APPLIED	EACH	4	4	
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	1,146	1,146	
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	21	21	
	X0322194	POLYMER MODIFIED PORTLAND CEMENT MORTAR	SQ FT	165		165
*	X0323116	REFLECTOR MARKERS,TYPE B	EACH	4	4	
	X0712400	TEMPORARY PAVEMENT	SQ YD	440	440	
	X0919000	TEMPORARY PAVEMENT REMOVAL	SQ YD	440	440	
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
	Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3	EACH	2	2	
	Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3	EACH	2	2	
	Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE) TEST LEVEL 3	EACH	2	2	

• DENOTES SPECIALTY ITEM

FILE NAME = *FILEL*	USER NAME = .USER.	DESIGNED -	REVISED -
		DRAWN - EF	REVISED -
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - RJS	REVISED -
	PLOT DATE = 12/17/2008	DATE - 12/11/08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
IL 84 OVER IRISH HOLLOW CREEK, S.N. 043-0037

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	JO DAVIESS	62	5
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

20200100 EARTH EXCAVATION
20400800 FURNISHED EXCAVATION

LOCATION		EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	FURNISHED EXCAVATION
STATION	OFFSET	(CU YD)	(CU YD)	(CU YD)	(CU YD)
444+00.0 TO 444+75.0	NONE	18.9	14.2	0.0	14.2
444+75.0 TO 445+25.0	NONE	12.1	9.1	0.0	9.1
445+25.0 TO 445+75.0	NONE	13.6	10.2	0.2	10.0
445+75.0 TO 446+25.0	NONE	14.9	11.2	0.2	11.0
446+25.0 TO 446+75.0	NONE	15.7	11.8	0.2	11.6
446+75.0 TO 447+25.0	NONE	16.2	12.2	0.2	12.0
447+25.0 TO 447+75.0	NONE	15.3	11.5	0.1	11.4
447+75.0 TO 448+25.0	NONE	13.5	10.1	1.2	9.0
448+25.0 TO 448+73.1	NONE	36.3	27.2	358.2	-331.0
450+80.4 TO 451+25.0	NONE	10.4	7.8	410.9	-403.1
451+25.0 TO 451+75.0	NONE	15.1	11.4	409.2	-397.8
451+75.0 TO 452+25.0	NONE	5.8	4.4	15.4	-11.0
452+25.0 TO 452+75.0	NONE	7.7	5.8	8.0	-2.2
452+75.0 TO 453+25.0	NONE	10.1	7.6	2.2	5.4
453+25.0 TO 453+57.0	NONE	8.2	6.2	0.6	5.6
453+57.0 TO 453+82.0	NONE	12.2	9.1	0.1	9.1
453+82.0 TO 454+25.0	NONE	21.1	15.9	0.1	15.7
454+25.0 TO 454+70.0	NONE	12.3	9.2	0.1	9.1
442+95.1 TO 444+00.0	LEFT	8.5	6.4	0.0	6.4
454+70.0 TO 455+77.1	LEFT	8.7	6.5	0.0	6.5
443+04.8 TO 444+00.0	RIGHT	7.8	5.8	0.0	5.8
454+70.0 TO 455+66.4	RIGHT	7.9	5.9	0.0	5.9
	TOTAL =	292.4	219.3	1206.7	-987.4
	USE =	295	220	1210	-990

•20201200 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL

LOCATION	QUANTITY (CU YD)
STATION	
JOBSITE	30.0
TOTAL =	30.0

•20300100 CHANNEL EXCAVATION

LOCATION	QUANTITY (CU YD)
STATION	
JOBSITE	30.0
TOTAL =	30.0

25000210 SEEDING, CLASS 2A

LOCATION	QUANTITY (ACRE)
STATION	
444+00.0 TO 448+78.8, LT	0.13
444+00.0 TO 448+65.6, RT	0.21
450+74.7 TO 453+63.7, RT	0.20
450+88.0 TO 454+70.0, LT	0.27
453+88.9 TO 454+70.0, RT	0.03
TOTAL =	0.84

25100630 EROSION CONTROL BLANKET

LOCATION	QUANTITY (SQ YD)
STATION	
444+00.0 TO 448+78.8, LT	609
444+00.0 TO 448+65.6, RT	1016
450+74.7 TO 454+70.0, RT	1089
450+88.0 TO 454+70.0, LT	1323
TOTAL =	4037

28000250 TEMPORARY EROSION CONTROL SEEDING

LOCATION	QUANTITY (POUND)
STATION	
JOBSITE	336
TOTAL =	336

28000300 TEMPORARY DITCH CHECKS

LOCATION	QUANTITY (EACH)
STATION	
451+06.6, RT	1
451+12.7, LT	1
TOTAL =	2

28000400 PERIMETER EROSION BARRIER

LOCATION	QUANTITY (FOOT)
STATION	
444+00.0 TO 448+78.8, LT	563
444+00.0 TO 448+65.6, RT	526
450+74.7 TO 453+63.7, RT	477
450+88.0 TO 454+70.0, LT	516
453+88.9 TO 454+70.0, RT	89
TOTAL =	2171

28100109 STONE RIPRAP, CLASS A5

LOCATION	QUANTITY (SQ YD)
STATION	
451+15.0, RT	7
451+26.1, LT	7
TOTAL =	14

28200200 FILTER FABRIC

LOCATION	QUANTITY (SQ YD)
STATION	
451+15.0, RT	7
451+26.1, LT	7
TOTAL =	14

31100300 SUB-BASE GRANULAR MATERIAL, TYPE A 4"

LOCATION	QUANTITY (SQ YD)
STATION	
448+36.2 TO 448+72.2	165.0
450+81.3 TO 451+17.3	165.0
TOTAL =	330

35101600 AGGREGATE BASE COURSE, TYPE B 4"

LOCATION	QUANTITY (SQ YD)
STATION	
444+00.0 TO 444+50.0	28.3
444+50.0 TO 445+00.0	28.3
445+00.0 TO 445+50.0	43.9
445+50.0 TO 446+00.0	51.1
446+00.0 TO 446+50.0	43.9
446+50.0 TO 447+00.0	43.9
447+00.0 TO 447+50.0	43.9
447+50.0 TO 448+00.0	43.9
448+00.0 TO 448+36.2	31.8
451+17.3 TO 451+50.0	26.9
451+50.0 TO 452+00.0	41.1
452+00.0 TO 452+50.0	43.9
452+50.0 TO 453+00.0	52.2
453+00.0 TO 453+50.0	44.4
453+50.0 TO 453+64.0	7.8
453+64.0 TO 454+00.0	20.0
454+00.0 TO 454+50.0	29.4
454+50.0 TO 454+70.0	13.1
TOTAL =	638

35102000 AGGREGATE BASE COURSE TYPE B 8"

LOCATION	QUANTITY SQ YD
STATION	
453+19.9 TO 453+90.0, RT	75
TOTAL =	75

•40201000 AGGREGATE FOR TEMPORARY ACCESS

LOCATION	QUANTITY (TON)
STATION	
453+64.0, RT	16.0
TOTAL =	16.0

40600625 LEVELING BINDER (MACHINE METHOD), N50

LOCATION	QUANTITY (TON)
STATION	
444+00.0 TO 444+75.0	11.5
444+75.0 TO 445+25.0	7.7
445+25.0 TO 445+75.0	7.7
445+75.0 TO 446+25.0	7.7
446+25.0 TO 446+75.0	11.0
446+75.0 TO 447+25.0	17.1
447+25.0 TO 447+75.0	33.4
447+75.0 TO 448+25.0	46.9
448+25.0 TO 448+36.2	10.5
451+17.3 TO 451+25.0	9.7
451+25.0 TO 451+75.0	63.3
451+75.0 TO 452+25.0	56.2
452+25.0 TO 452+75.0	44.6
452+75.0 TO 453+25.0	38.9
453+25.0 TO 453+57.0	23.0
453+57.0 TO 453+82.0	16.6
453+75.0 TO 454+25.0	22.0
454+25.0 TO 454+70.0	12.0
TOTAL =	440

40600982 HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

LOCATION	QUANTITY (SQ YD)
STATION	
444+00.0 TO 444+50.0	139
454+20.0 TO 454+70.0	139
TOTAL =	278

40600895 CONSTRUCTING TEST STRIP

LOCATION	QUANTITY (EACH)
JOBSITE	2
TOTAL =	2

40600990 TEMPORARY RAMP

LOCATION	QUANTITY (SQ YD)
STATION	
444+00.0 TO 444+05.0	15
454+65.0 TO 454+70.0	15
TOTAL =	30

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

LOCATION	QUANTITY (TON)
STATION	
444+00.0 TO 444+75.0	22.8
444+75.0 TO 445+25.0	15.8
445+25.0 TO 445+75.0	15.9
445+75.0 TO 446+25.0	16.2
446+25.0 TO 446+75.0	16.4
446+75.0 TO 447+25.0	15.9
447+25.0 TO 447+75.0	15.9
447+75.0 TO 448+25.0	15.9
448+25.0 TO 448+36.2	3.6
451+17.3 TO 451+25.0	2.4
451+25.0 TO 451+75.0	15.9
451+75.0 TO 452+25.0	15.9
452+25.0 TO 452+75.0	15.9
452+75.0 TO 453+25.0	16.3
453+25.0 TO 453+57.0	10.3
453+57.0 TO 453+82.0	7.7
453+82.0 TO 454+25.0	13.6
454+25.0 TO 454+70.0	14.8
TOTAL =	252

40800050 INCIDENTAL HOT-MIX ASPHALT SURFACING

LOCATION	QUANTITY (TON)
STATION	
453+19.9 TO 453+90.0, RT	12
TOTAL =	12

42001165 BRIDGE APPROACH PAVEMENT

LOCATION	QUANTITY (SQ YD)
STATION	
448+42.2 TO 448+72.2	126.7
450+81.3 TO 451+11.3	126.7
TOTAL =	254

42001430 BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

LOCATION	QUANTITY (SQ YD)
STATION	
448+36.2 TO 448+42.2	26.0
451+11.3 TO 451+17.3	26.0
TOTAL =	52

44000100 PAVEMENT REMOVAL

LOCATION	QUANTITY (SQ YD)
STATION	
444+00.0 TO 448+36.2, LT	17.0
451+17.3 TO 454+70.0, LT	49.0
444+00.0 TO 448+36.2, RT	13.0
451+17.3 TO 454+70.0, RT	40.0
453+10.0 TO 453+98.5, RT	98.0
TOTAL =	217

• ESTIMATED QUANTITY

FILE NAME = E:\0804\6-8_schedule.dgn	USER NAME = Plotted by new2	DESIGNED - DPS	REVISED - ___
		DRAWN - DPS	REVISED - ___
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - DMM	REVISED - ___
	PLOT DATE = 12/11/2008	DATE - 05/2008	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
IL 84 OVER IRISH HOLLOW CREEK

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	JO DAVIESS	62	6
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

44000700 APPROACH SLAB REMOVAL

LOCATION	QUANTITY (SQ YD)
STATION	
448+22.8 to 448+77.5	133.5
450+80.4 to 451+10.4	105.6
TOTAL =	240

44300200 STRIP REFLECTIVE CRACK CONTROL TREATMENT

LOCATION	QUANTITY (FOOT)
STATION	
444+00.0 TO 448+77.2, LT	447.2
444+00.0 TO 448+67.2, RT	467.2
450+74.7 TO 454+70.0, RT	395.3
450+88.0 TO 454+70.0, LT	382.0
TOTAL =	1692

48101600 AGGREGATE SHOULDERS, TYPE B 8"

LOCATION	QUANTITY (SQ YD)
STATION	
442+95.1 TO 444+00.0, LT	35.0
454+70.0 TO 455+77.1, LT	40.0
443+04.8 TO 444+00.0, RT	35.0
454+70.0 TO 455+66.4, RT	35.0
TOTAL =	145

48203023 HOT-MIX ASPHALT SHOULDERS, 6 1/2"

LOCATION	QUANTITY (SQ YD)
STATION	
444+00.0 TO 444+50.0	49.8
444+50.0 TO 445+00.0	48.7
445+00.0 TO 445+50.0	74.8
445+50.0 TO 446+00.0	68.1
446+00.0 TO 446+50.0	82.6
446+50.0 TO 447+00.0	89.2
447+00.0 TO 447+50.0	81.5
447+50.0 TO 448+00.0	81.5
448+00.0 TO 448+36.2	59.9
451+17.3 TO 451+50.0	53.4
451+50.0 TO 452+00.0	81.5
452+00.0 TO 452+50.0	81.5
452+50.0 TO 453+00.0	88.1
453+00.0 TO 453+50.0	84.8
453+50.0 TO 453+64.0	18.8
453+64.0 TO 454+00.0	49.9
454+00.0 TO 454+50.0	78.1
454+50.0 TO 454+70.0	23.1
SUBTOTAL =	1195.1
TOTAL =	1196

50105220 PIPE CULVERT REMOVAL

LOCATION	QUANTITY (FOOT)
STATION	
450+89.3, RT	28.4
451+02.4, LT	29.2
TOTAL =	58

54215547 METAL END SECTIONS 12"

LOCATION	QUANTITY (EACH)
STATION	
451+15.0, RT	1
451+26.1, LT	1
TOTAL =	2

60100945 PIPE DRAINS 12"

LOCATION	QUANTITY (FOOT)
STATION	
451+15.0, RT	39.0
451+26.1, LT	22.4
TOTAL =	62

60500060 REMOVING INLETS

LOCATION	QUANTITY (EACH)
STATION	
450+89.3, RT	1
451+02.4, LT	1
TOTAL =	2

60900140 TYPE B INLET BOX, STANDARD 609006

LOCATION	QUANTITY (EACH)
STATION	
451+15.0, RT	1
451+26.1, LT	1
TOTAL =	2

60900515 CONCRETE THRUST BLOCKS

LOCATION	QUANTITY (EACH)
STATION	
451+15.0, RT	1
451+26.1, LT	1
TOTAL =	2

63000000 STEEL PLATE BEAM GUARD RAIL, TYPE A

LOCATION	QUANTITY (FOOT)
STATION	
445+71.8 TO 448+21.8, RT	250.0
446+85.1 TO 448+35.1, LT	150.0
451+18.5 TO 452+68.5, RT	150.0
451+31.7 TO 453+81.7, LT	250.0
TOTAL =	800

63100085 TRAFFIC BARRIER TERMINAL, TYPE 6

LOCATION	QUANTITY (EACH)
STATION	
448+21.8 TO 448+65.6, RT	1
448+35.1 TO 448+78.8, LT	1
450+74.7 TO 451+18.5, RT	1
450+88.0 TO 451+31.7, LT	1
TOTAL =	4

63100169 TRAFFIC BARRIER TERMINAL TYPE 1, (SPECIAL) FLARED

LOCATION	QUANTITY (EACH)
STATION	
445+21.8 TO 445+71.8, RT	1
446+35.1 TO 446+85.1, LT	1
452+68.5 TO 453+18.5, RT	1
453+81.7 TO 454+31.7, LT	1
TOTAL =	4

63200310 GUARDRAIL REMOVAL

LOCATION	QUANTITY (FOOT)
STATION	
445+54.0 TO 448+68.7, RT	315.0
446+17.5 TO 448+65.5, LT	248.1
450+72.8 TO 452+74.2, RT	201.9
450+86.0 TO 453+99.7, LT	314.3
TOTAL =	1080

63500105 DELINEATORS

LOCATION	QUANTITY (EACH)
STATION	
445+21.8, RT	1
453+18.5, RT	1
446+35.1, LT	1
454+31.1, LT	1
451+15.0, RT	1
451+26.1, LT	1
TOTAL =	6

66101150 HOT-MIX ASPHALT SHOULDER CURB

LOCATION	QUANTITY (FOOT)
STATION	
451+20.6 TO 451+31.6, LT	11.0
451+08.5 TO 451+21.5, RT	13.0
TOTAL =	24.0

66500105 WOVEN WIRE FENCE, 4'

LOCATION	QUANTITY (FOOT)
STATION	
448+03.0 TO 448+52.3, RT	51.3
448+64.1 TO 448+66.6, LT	17.8
450+87.7 TO 451+32.3, RT	52.2
451+00.0 TO 451+52.5, LT	79.8
TOTAL =	202

66502300 WOVEN WIRE FENCE REMOVAL

LOCATION	QUANTITY (FOOT)
STATION	
448+03.0 TO 448+52.3, RT	51.3
448+64.1 TO 448+66.6, LT	17.8
450+87.7 TO 451+32.3, RT	52.2
451+00.0 TO 451+52.5, LT	79.8
TOTAL =	202

66700305 PERMANENT SURVEY MARKERS, TYPE II

LOCATION	QUANTITY (EACH)
JOBSITE	2
TOTAL =	2

67000400 ENGINEER'S FIELD OFFICE, TYPE A

LOCATION	QUANTITY (CAL MO)
JOBSITE	6
TOTAL =	6

67100100 MOBILIZATION

LOCATION	QUANTITY (L SUM)
JOBSITE	1
TOTAL =	1

70100405 TRAFFIC CONTROL AND PROTECTION, STANDARD 701321

LOCATION	QUANTITY (EACH)
JOBSITE	2
TOTAL =	2

70100450 TRAFFIC CONTROL AND PROTECTION, STANDARD 701201

LOCATION	QUANTITY (L SUM)
JOBSITE	1
TOTAL =	1

70103815 TRAFFIC CONTROL SURVEILLANCE

LOCATION	QUANTITY (CAL DAY)
JOBSITE	5
TOTAL =	5

70106500 TEMPORARY BRIDGE TRAFFIC SIGNALS

LOCATION	QUANTITY (EACH)
JOBSITE	1
TOTAL =	1

70106700 TEMPORARY RUMBLE STRIP

LOCATION	QUANTITY (EACH)
STAGE 1	6
STAGE 2	6
TOTAL =	12

70300100 SHORT-TERM PAVEMENT MARKING

LOCATION	QUANTITY (FOOT)
STAGE 1	
STATION	
441+28.4 TO 457+25.0	500
SUBTOTAL =	500
STAGE 2	
STATION	
441+33.0 TO 457+41.3	500
SUBTOTAL =	500
TOTAL =	1000

70301000 WORK ZONE PAVEMENT MARKING REMOVAL

LOCATION	QUANTITY (SQ FT)
STAGE 1	
STATION	
442+95.1 TO 455+77.1, LT	431.7
441+28.4 TO 457+25.0	586.0
441+18.4, LT	28.0
457+85.0	28.0
SUBTOTAL =	1240.3
STAGE 2	
STATION	
441+33.0 TO 457+41.3	590.0
443+04.8 TO 455+66.4, RT	421.0
440+73.0	28.0
457+51.3, RT	28.0
SUBTOTAL =	1233.7
TOTAL =	2474

• ESTIMATED QUANTITY

FILE NAME = E:\0824\6-8_schedule.dgn	USER NAME = Plotted by new2	DESIGNED - DPS	REVISED - ___
		DRAWN - DPS	REVISED - ___
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - DMM	REVISED - ___
	PLOT DATE = 12/11/2008	DATE - 05/2008	REVISED - ___

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
IL 84 OVER IRISH HOLLOW CREEK

SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	JO DAVIESS	62	7
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

70300520 PAVEMENT MARKING TAPE, TYPE III 4"

LOCATION	QUANTITY (FOOT)
STAGE 1, SOLID WHITE	
STATION	
442+95.1 TO 455+77.1, LT	1295
STATION	
441+28.4 TO 457+25.0	1758
SUBTOTAL =	3053
STAGE 2, SOLID WHITE	
STATION	
441+33.0 TO 457+41.3	1770
STATION	
443+04.8 TO 455+66.4, RT	1263
SUBTOTAL =	3033
TOTAL =	6086

70300570 PAVEMENT MARKING TAPE, TYPE III 24"

LOCATION	QUANTITY (FOOT)
STAGE 1	
STATION	
441+18.4, LT	14.0
457+85.0	14.0
SUBTOTAL =	28.0
STAGE 2	
STATION	
440+73.0	14.0
457+51.3, RT	14.0
SUBTOTAL =	28.0
TOTAL =	56.0

70400100 TEMPORARY CONCRETE BARRIER

LOCATION	QUANTITY (FOOT)
STAGE 1	
STATION	
443+16.0 TO 453+16.0	1000
454+32.2 TO 455+54.0	130
SUBTOTAL =	1130
STAGE 2	
443+04.0 TO 455+65.9	140
SUBTOTAL =	140
TOTAL =	1270

70400200 RELOCATE TEMPORARY CONCRETE BARRIER

LOCATION	QUANTITY (FOOT)
STAGE 2	
STATION	
443+04.0 TO 455+65.9	1130
TOTAL =	1130

78001110 PAINT PAVEMENT MARKING - LINE 4"

LOCATION	QUANTITY (FOOT)
SOLID WHITE	
STATION	
441+28.4 TO 457+41.3, LT	3226
441+28.4 TO 457+41.3, RT	3226
SUBTOTAL =	6452
SKIP DASH YELLOW	
441+28.4 TO 457+41.3	807
SUBTOTAL =	807
SOLID YELLOW	
441+28.4 TO 457+41.3	3226
SUBTOTAL =	3226
TOTAL =	10485

78100100 RAISED REFLECTIVE PAVEMENT MARKER

LOCATION	QUANTITY (EACH)
STATION	
441+40.0	1
442+20.0	1
443+00.0	1
443+80.0	1
444+60.0	1
445+40.0	1
446+20.0	1
447+00.0	1
447+80.0	1
451+80.0	1
452+60.0	1
453+40.0	1
454+20.0	1
455+00.0	1
455+80.0	1
456+60.0	1
457+40.0	1
TOTAL =	17

78100105 RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)

LOCATION	QUANTITY (EACH)
STATION	
448+60.0	1
449+40.0	1
450+20.0	1
451+00.0	1
TOTAL =	4

78200200 BIDIRECTIONAL PRISMATIC BARRIER REFLECTOR

LOCATION	QUANTITY (EACH)
LOCATION	
444+00.0	1
448+78.8	1
450+88.0	1
454+70.0	1
TOTAL =	4

78200410 GUARDRAIL MARKERS, TYPE A

LOCATION	QUANTITY (EACH)
STATION	
445+21.8 TO 448+65.6, RT	7
446+35.1 TO 448+78.8, LT	5
450+74.7 TO 453+18.5, RT	5
450+88.0 TO 454+31.7, LT	7
TOTAL =	24

78200520 BARRIER WALL MARKERS, TYPE B

LOCATION	QUANTITY (EACH)
STATION	
443+16.0 TO 455+54.0 0, STAGE I	24
443+04.0 TO 455+65.9, STAGE II	4
TOTAL =	28

78201000 TERMINAL MARKER - DIRECT APPLIED

LOCATION	QUANTITY (EACH)
STATION	
445+21.8, RT	1
446+35.1, LT	1
453+18.5, RT	1
454+31.7, LT	1
TOTAL =	4

78300100 PAVEMENT MARKING REMOVAL

LOCATION	QUANTITY (SQ FT)
PRE-STAGE	
STATION	
442+95.1 TO 455+77.1, LT	431.7
441+28.4 TO 457+25.0	532.7
441+28.4 TO 444+00.0, RT	90.5
454+70.0 TO 457+25.0, RT	85.0
SUBTOTAL =	1139.9
AFTER STAGE 1, BEFORE STAGE 2	
STATION	
457+25.0 TO 457+41.3	5.4
SUBTOTAL =	5.4
TOTAL =	1146

78300200 RAISED REFLECTIVE PAVEMENT MARKING REMOVAL

LOCATION	QUANTITY (EACH)
STATION	
441+40.0	1
442+20.0	1
443+00.0	1
443+80.0	1
444+60.0	1
445+40.0	1
446+20.0	1
447+00.0	1
447+80.0	1
448+60.0	1
449+40.0	1
450+20.0	1
451+00.0	1
451+80.0	1
452+60.0	1
453+40.0	1
454+20.0	1
455+00.0	1
455+80.0	1
456+60.0	1
457+40.0	1
TOTAL =	21

X0323116 REFLECTOR MARKERS TYPE B

LOCATION	QUANTITY (EACH)
LOCATION	
448+78.8	1
450+88.0	1
448+65.6	1
450+74.7	1
TOTAL =	4

X0325911 HOT MIX ASPHALT SURFACE COURSE, SPECIAL

LOCATION	QUANTITY (TON)
STATION	
442+85.1 TO 448+66.9, LT	90
451+05.7 TO 455+87.1, LT	80
442+94.8 TO 444+00.0, RT	20
454+70.0 TO 455+76.4, RT	20
TOTAL =	210

X0712400 TEMPORARY PAVEMENT

LOCATION	QUANTITY (SQ YD)
STATION	
442+85.1 TO 448+66.9, LT	195.0
451+05.7 TO 455+87.1, LT	160.0
442+94.8 TO 444+00.0, RT	40.0
454+70.0 TO 455+76.4, RT	40.0
TOTAL =	440

X0919000 TEMPORARY PAVEMENT REMOVAL

LOCATION	QUANTITY (SQ YD)
STATION	
442+85.1 TO 448+66.9, LT	195.0
451+05.7 TO 455+87.1, LT	160.0
442+94.8 TO 444+00.0, RT	40.0
454+70.0 TO 455+76.4, RT	40.0
TOTAL =	440

Z0013798 CONSTRUCTION LAYOUT

LOCATION	QUANTITY (L SUM)
JOBSITE	1
TOTAL =	1

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

LOCATION	QUANTITY (EACH)
STAGE 1	
STATION	
442+91.0, RT	1
455+79.0, RT	1
TOTAL =	2

Z0030260 IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3

LOCATION	QUANTITY (EACH)
STAGE 1	
STATION	
453+16.0, LT	1
454+04.6, LT	1
TOTAL =	2

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

LOCATION	QUANTITY (EACH)
STAGE 2	
STATION	
442+79.0, LT	1
455+91.0, LT	1
TOTAL =	2

• ESTIMATED QUANTITY

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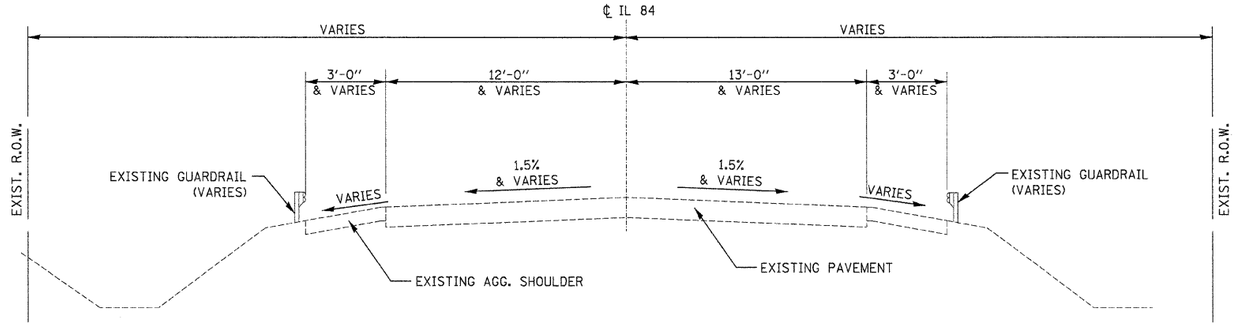
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES
IL 84 OVER IRISH HOLLOW CREEK

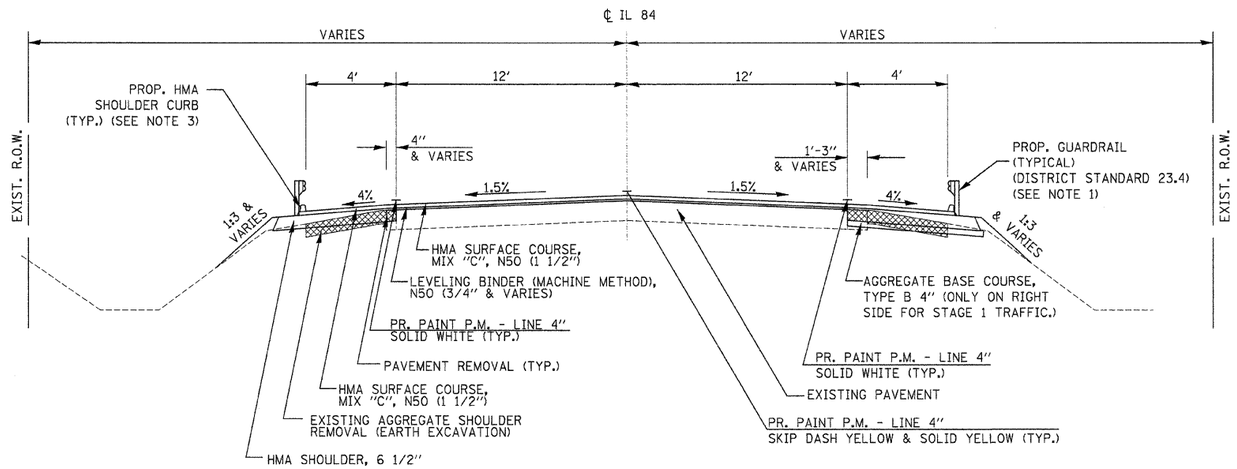
SCALE: _____ | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	JO DAVIESS	62	8
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



EXISTING TYPICAL SECTION

IL ROUTE 84



NOTES:

1. LIMITS OF PROPOSED GUARDRAIL:
   STA. 446+35.09 TO STA. 448+78.84 (LT.)
   STA. 450+87.96 TO STA. 454+31.71 (LT.)
   STA. 445+21.83 TO STA. 448+65.58 (RT.)
   STA. 450+74.70 TO STA. 453+18.45 (RT.)

2. LIMITS OF PROPOSED BUTT JOINT:
   STA. 444+00.00 TO STA. 444+50.00
   STA. 454+20.00 TO STA. 454+70.00

3. LIMITS OF PROPOSED HOT-MIX
   ASPHALT SHOULDER CURB:
   STA. 451+20.58 TO 451+31.58 (LT.)
   STA. 451+08.45 TO 451+21.45 (RT.)

THE FOLLOWING APPLICATION RATES WERE USED FOR QUANTITY CALCULATIONS.

HOT-MIX ASPHALT SURFACE COURSE, MIX C, N50	0.056 TON / SQ YD / IN
LEVELING BINDER (MACHINE METHOD), N50	0.056 TON / SQ YD / IN
TEMPORARY EROSION CONTROL SEEDING	100 LB / ACRE

PROPOSED TYPICAL SECTION

STA. 444+00.00 TO STA. 448+73.11
STA. 450+80.43 TO STA. 454+70.00

BRIDGE OMMISSION
STA. 448+73.11 TO STA. 450+80.43

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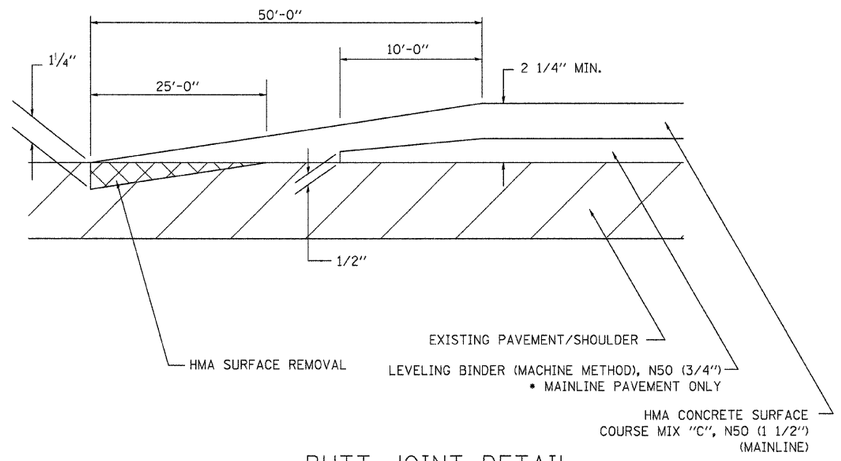
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS
IL 84 OVER IRISH HOLLOW CREEK

SCALE: N.T.S | SHEET NO. __ OF __ SHEETS | STA. _____ TO STA. _____

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BRID)	JO DAVIESS	62	9
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



BUTT JOINT DETAIL

NOTES:

1. THE WORK SHALL BE PERFORMED IN ACCORDANCE WITH ARTICLE 406.08, ARTICLE 440.03 AND THE SPECIAL PROVISIONS FOR BUTT JOINTS.

2. THE SAW CUT JOINTS SHALL BE PRIMED JUST PRIOR TO THE PLACING OF HOT MIX ASPHALT MATERIAL. THE WORK WILL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF ARTICLE 406.06.

3. THE HMA SURF. REMOVAL - BUTT JOINT PAY ITEM INCLUDES THE SAW CUTS.

4. BUTT JOINT BETWEEN STATIONS 444+00.00 TO 444+50.00. MATCH EXISTING ELEVATIONS AT PROJECT LIMIT.

5. BUTT JOINT BETWEEN STATIONS 454+20.00 TO 454+70.00. MATCH EXISTING ELEVATIONS AT PROJECT LIMIT.

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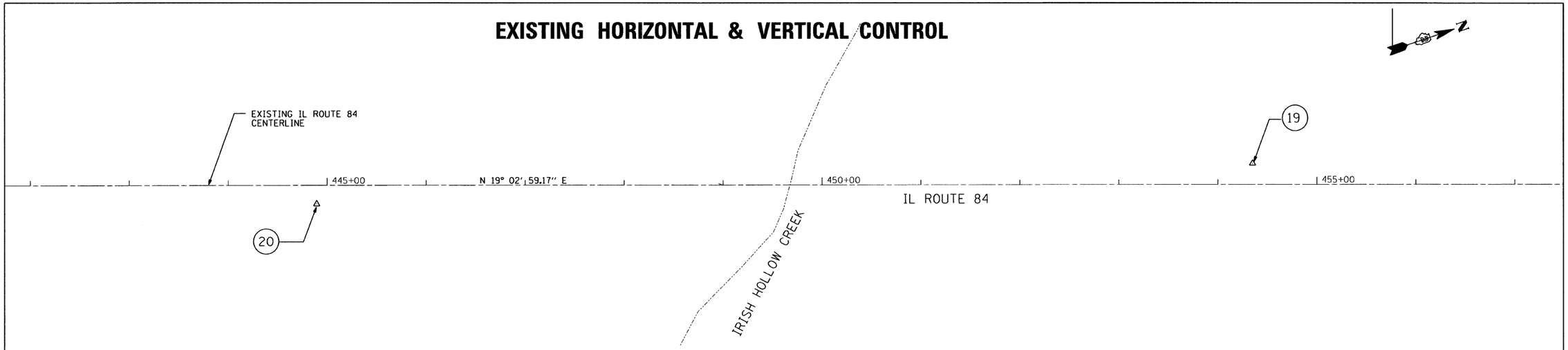
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

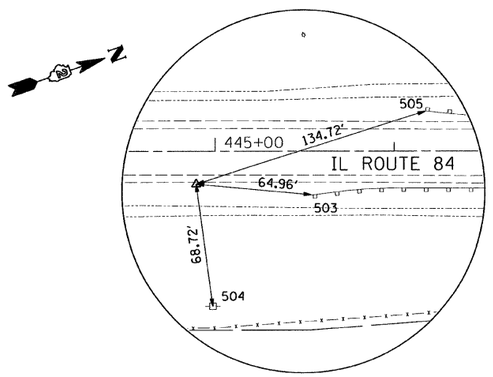
BUTT JOINT DETAIL
IL 84 OVER IRISH HOLLOW CREEK

SCALE: N.T.S. | SHEET NO. OF SHEETS | STA. TO STA.

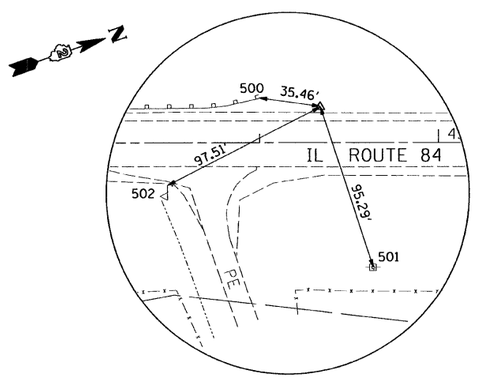
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	JO DAVIESS	62	10
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EXISTING HORIZONTAL & VERTICAL CONTROL





HORIZONTAL CONTROL
POINT No. 20



HORIZONTAL CONTROL
POINT No. 19

HORIZONTAL CONTROL POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
19	2049945.2249	2265463.5954	642.3990	IL84	454+35.0100	21.3065' LT	SURVEY POINT, PIN & CAP
20	2049038.2116	2265192.8039	652.0097	IL84	444+89.2900	18.7712' RT	SURVEY POINT, PIN & CAP

SURVEY WORK POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
100	2049626.4814	2265332.2712	632.0736	IL84	450+90.8600	41.4043' LT	SURVEY POINT, 60d NAIL
101	2049490.5954	2265222.3536	634.3061	IL84	449+26.5400	100.9506' LT	SURVEY POINT, 60d NAIL
102	2049356.6450	2265303.8125	649.3796	IL84	448+26.5200	19.7672' RT	SURVEY POINT, PIN & CAP
103	2049197.1053	2265302.6205	661.2224	IL84	446+75.3200	70.7126' RT	SURVEY POINT, 60d NAIL

BENCH MARKS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
419	2049611.5689	2265353.0167	646.8047	IL84	450+83.5400	16.9277' LT	BRASS DISK IN TOP OF WEST PARAPET WALL ON THE NORTH END OF EXISTING S.N. 043-0037

REFERENCE TIES							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
500	2049913.0951	2265448.5881	641.6420	IL84	453+99.7400	25.0051' LT	STEEL PLATE BEAM GUARDRAIL , END OF GUARDRAIL
501	2049942.2858	2265558.8437	632.7707	IL84	454+63.3200	69.6848' RT	POWER POLE, PAINT
502	2049848.7657	2265477.9078	641.9501	IL84	453+48.5100	23.7053' RT	MAILBOX, PAINT
503	2049097.5290	2265219.2750	651.1867	IL84	445+54.0000	24.4321' RT	STEEL PLATE BEAM GUARDRAIL , END OF GUARDRAIL
504	2049024.7126	2265260.1888	664.0481	IL84	444+98.5200	86.8718' RT	POWER POLE, PAINT
505	2049172.8998	2265195.6897	651.0400	IL84	446+17.5400	22.4618' LT	STEEL PLATE BEAM GUARDRAIL , END OF GUARDRAIL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING HORIZONTAL & VERTICAL CONTROL
IL 84 OVER IRISH HOLLOW CREEK, S.N. 043-0037

SCALE: 50' | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	JO DAVIESS	62	11
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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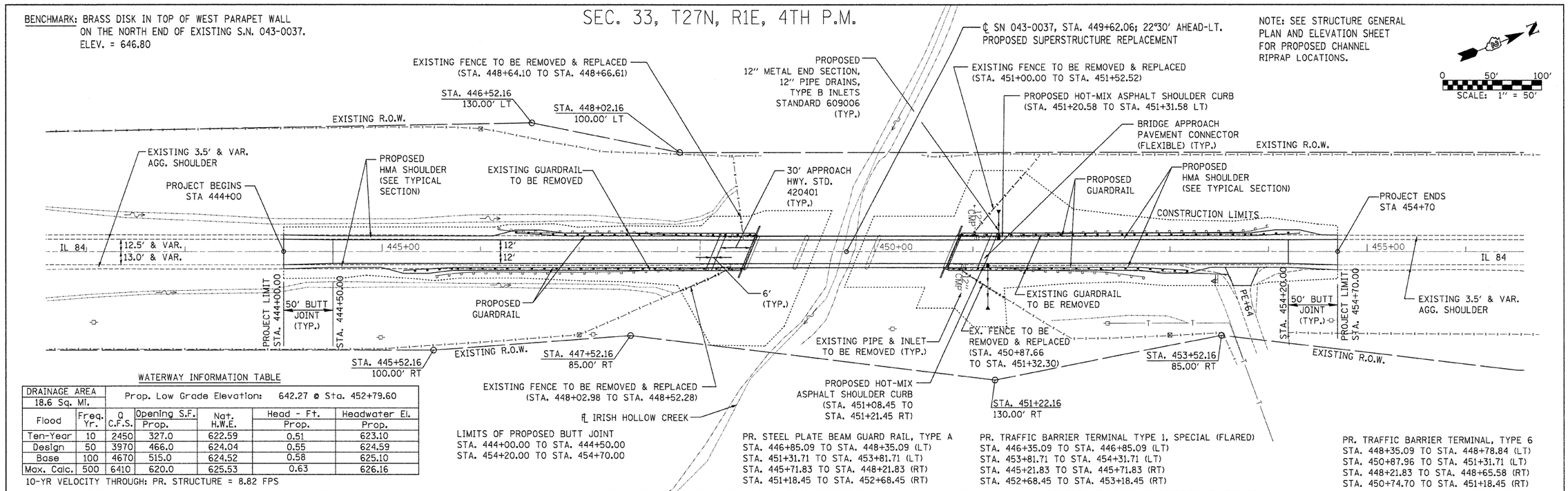
SEC. 33, T27N, R1E, 4TH P.M.

BENCHMARK: BRASS DISK IN TOP OF WEST PARAPET WALL ON THE NORTH END OF EXISTING S.N. 043-0037. ELEV. = 646.80

NOTE: SEE STRUCTURE GENERAL PLAN AND ELEVATION SHEET FOR PROPOSED CHANNEL RIPRAP LOCATIONS.

SCALE: 1" = 50'



WATERWAY INFORMATION TABLE

DRAINAGE AREA 18.6 Sq. Mi.		Prop. Low Grade Elevation: 642.27 @ Sta. 452+79.60				
Flood	Freq. Yr.	Q C.F.S.	Opening S.F. Prop.	Nat. H.W.E.	Head - Ft. Prop.	Headwater El. Prop.
Ten-Year	10	2450	327.0	622.59	0.51	623.10
Design	50	3970	466.0	624.04	0.55	624.59
Base	100	4670	515.0	624.52	0.58	625.10
Max. Calc.	500	6410	620.0	625.53	0.63	626.16

10-YR VELOCITY THROUGH: PR. STRUCTURE = 8.82 FPS

LIMITS OF PROPOSED BUTT JOINT
STA. 444+00.00 TO STA. 444+50.00
STA. 454+20.00 TO STA. 454+70.00

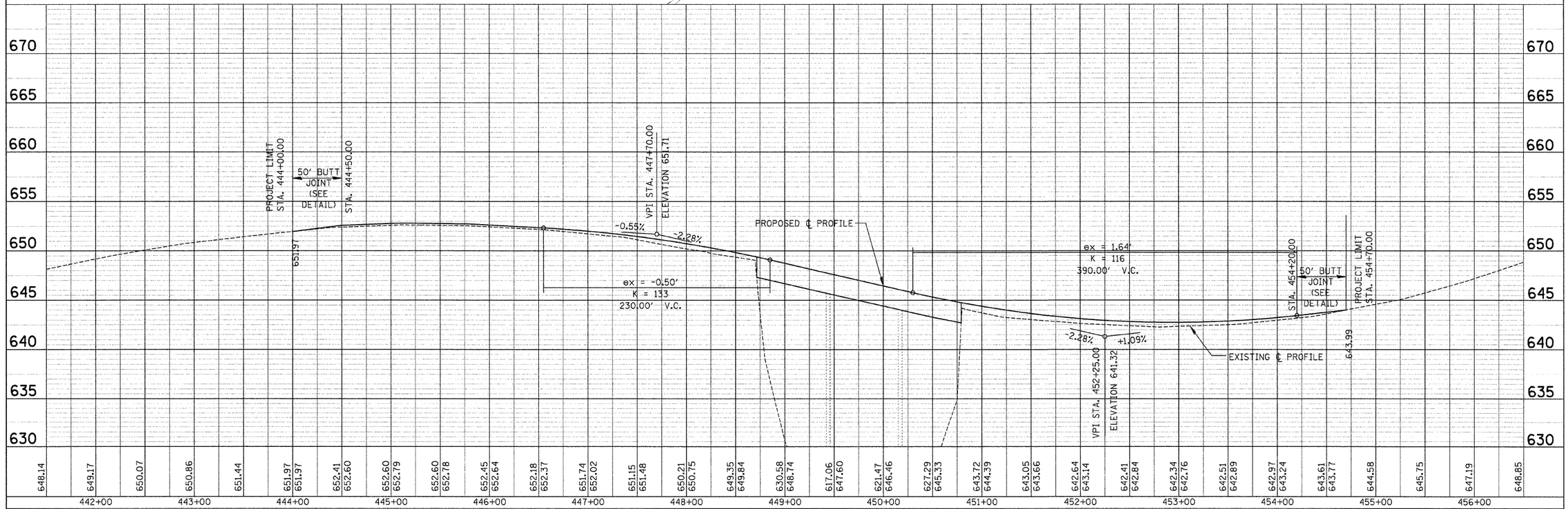
PR. STEEL PLATE BEAM GUARD RAIL, TYPE A
STA. 446+85.09 TO STA. 448+35.09 (LT)
STA. 451+31.71 TO STA. 453+81.71 (LT)
STA. 445+71.83 TO STA. 448+21.83 (RT)
STA. 451+18.45 TO STA. 452+68.45 (RT)

PR. TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (FLARED)
STA. 446+35.09 TO STA. 446+85.09 (LT)
STA. 453+81.71 TO STA. 454+31.71 (LT)
STA. 445+21.83 TO STA. 445+71.83 (RT)
STA. 452+68.45 TO STA. 453+18.45 (RT)

PR. TRAFFIC BARRIER TERMINAL, TYPE 6
STA. 448+35.09 TO STA. 448+78.84 (LT)
STA. 450+87.96 TO STA. 451+31.71 (LT)
STA. 448+21.83 TO STA. 448+65.58 (RT)
STA. 450+74.70 TO STA. 451+18.45 (RT)

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.M. NOTED / STRUCTURE NO. / DATE / BY / NOTE BOOK / PT. OF BEG. / PT. OF WAY CHECKED / CADD FILE NAME

PROFILE — SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.M. NOTED / STRUCTURE NO. / NOTATING CHKD / DATE / BY / NOTE BOOK / PT. OF BEG. / PT. OF WAY CHECKED / CADD FILE NAME



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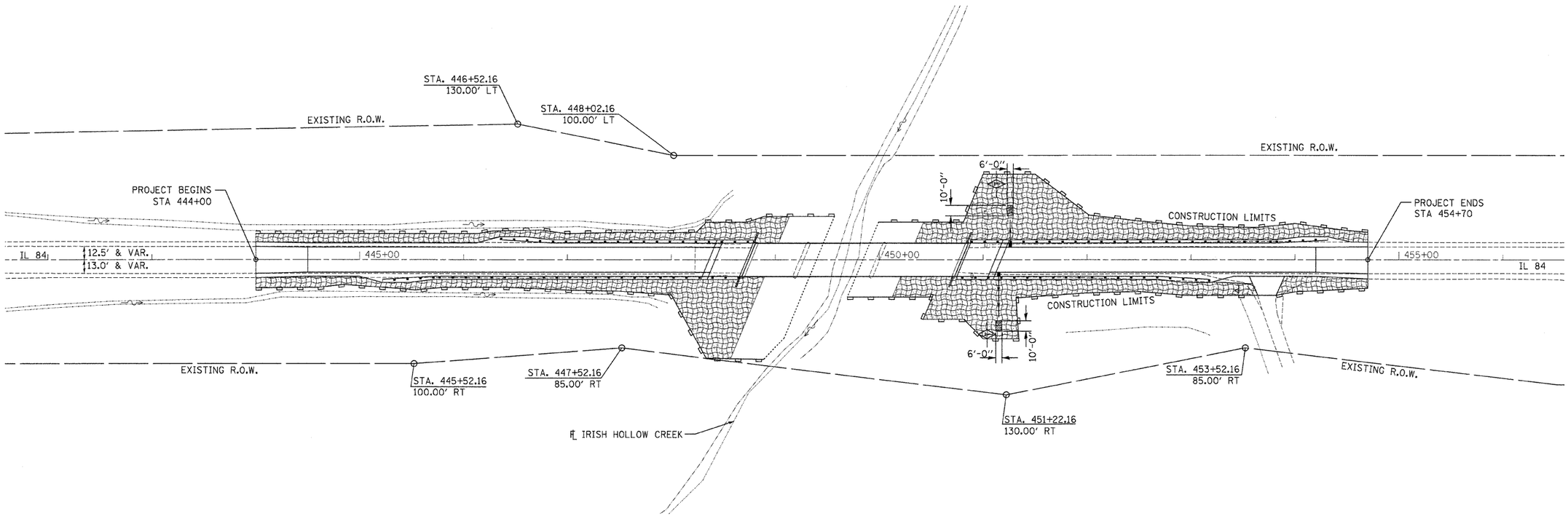
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE SHEET
IL 84 OVER IRISH HOLLOW CREEK

SCALE: 1" = 50' | SHEET NO. OF SHEETS | STA. 444+00 TO STA. 454+70

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	JO DAVIESS	62	12
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

- PERIMETER EROSION BARRIER
- EROSION CONTROL BLANKET
- SEEDING, CLASS 2A
- STONE RIPRAP, CLASS A5
- TEMPORARY DITCH CHECK

EROSION CONTROL PLAN

N

0 50' 100'

SCALE: 1" = 50'

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

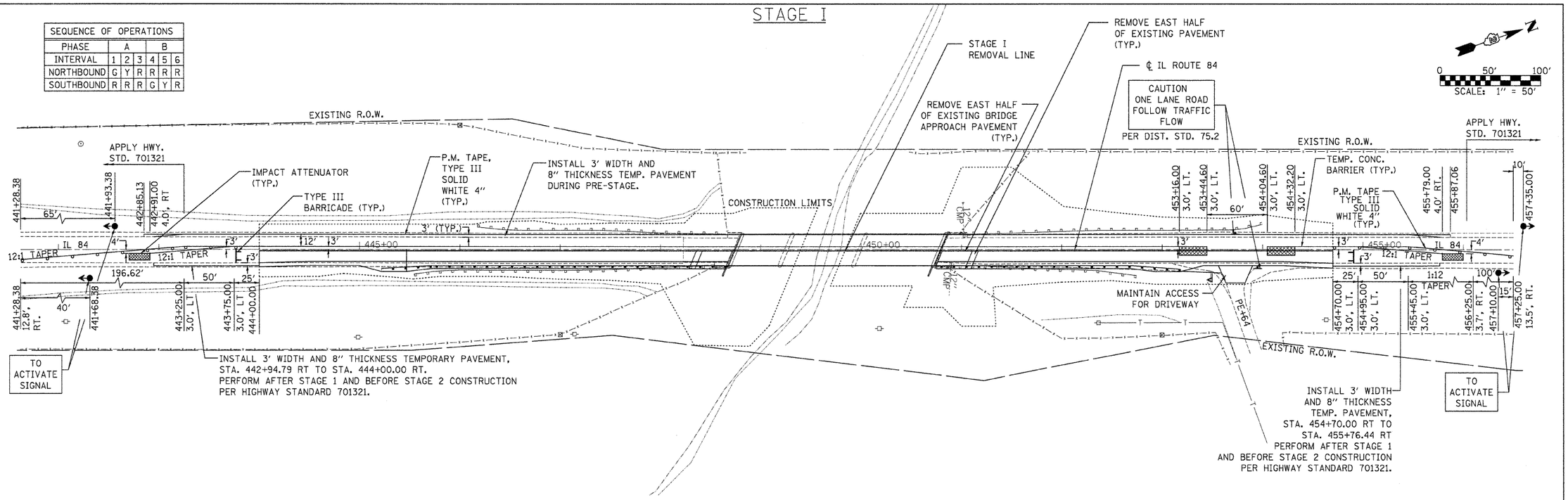
EROSION CONTROL PLAN
IL 84 OVER IRISH HOLLOW CREEK

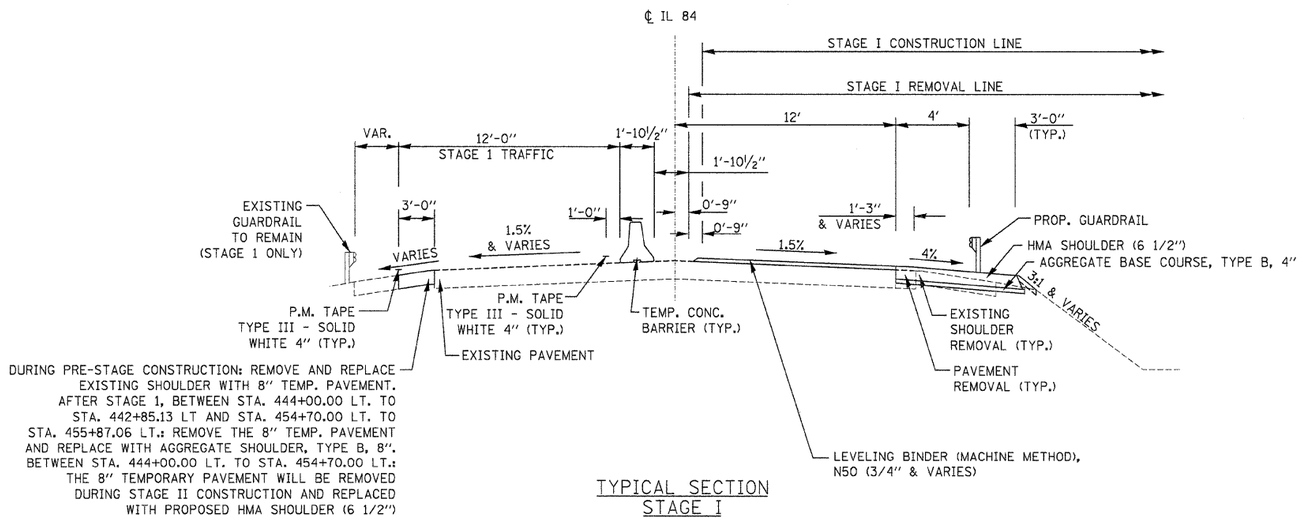
SCALE: 1" = 50' | SHEET NO. OF SHEETS | STA. 444+00.00 TO STA. 454+70.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	JO DAVIESS	62	13
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SEQUENCE OF OPERATIONS						
PHASE	A			B		
INTERVAL	1	2	3	4	5	6
NORTHBOUND	G	Y	R	R	R	R
SOUTHBOUND	R	R	R	G	Y	R

STAGE I





TYPICAL SECTION
STAGE I

PRE - STAGE CONSTRUCTION
1. CLOSE SOUTHBOUND LANE AND REMOVE WEST SIDE SHOULDER 3' WIDTH AND REPLACE WITH 8" TEMPORARY PAVEMENT BETWEEN STA. 442+85.13 LT TO STA. 455+87.06 LT PER HIGHWAY STANDARD 701201. SEE TYPICAL SECTION ON THIS SHEET FOR DETAILS.

STAGE I CONSTRUCTION
1. REMOVE WEST SIDE EXISTING PAVEMENT MARKING EDGE LINE IMMEDIATELY PRIOR TO BARRIER WALL PLACEMENT IN ACCORDANCE WITH HIGHWAY STANDARD 701201.
2. CLOSE EAST HALF OF IL RTE 84 AS SHOWN IN ACCORDANCE WITH HIGHWAY STANDARD 701321.
3. REMOVE EAST HALF OF EXISTING BRIDGE SUPERSTRUCTURE, BRIDGE APPROACH PAVEMENT, APPROACH PAVEMENT DRAINS, SHOULDER, GUARDRAIL AND PORTIONS OF PAVEMENT AS SHOWN.
4. CONSTRUCT EAST HALF OF PROPOSED BRIDGE SUPERSTRUCTURE, APPROACH PAVEMENT, APPROACH PAVEMENT CONNECTORS, PIPE DRAINS AND INLETS, LEVELING BINDER, ENTRANCE, MAILBOX TURNOUT AND SHOULDER.
5. THE PROPOSED EAST SIDE HOT MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED PER DISTRICT DETAIL 23.4 AND 23.4A.
6. CONSTRUCT EAST SIDE GRADING AND EROSION CONTROL.
7. INSTALL EAST SIDE GUARDRAILS PER PROPOSED PLANS.
8. RELOCATE EXISTING MAILBOX.
9. REMOVE EAST SIDE SHOULDER 3' WIDTH AND REPLACE WITH 8" TEMPORARY PAVEMENT BETWEEN STA. 442+94.79 RT TO STA. 444+00.00 RT, AND STA. 454+70.00 RT TO STA. 455+76.44 RT PER HIGHWAY STANDARD 701321.

GENERAL NOTES:
1. MAINTENANCE OF TRAFFIC SHALL BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321, AS SHOWN AND AS DIRECTED BY THE ENGINEER.
2. THE SIGN "TO ACTIVATE SIGNAL" SHOWN IN DISTRICT STANDARD 99.4 SHALL BE INSTALLED AT THE STOP LINE AS DIRECTED BY ENGINEER.
3. TEMPORARY SIGN "CAUTION ONE LANE ROAD FOLLOW TRAFFIC FLOW" TO BE INSTALLED PER DISTRICT STANDARD 75.2.
4. ALL DIMENSIONS ARE IN FEET.

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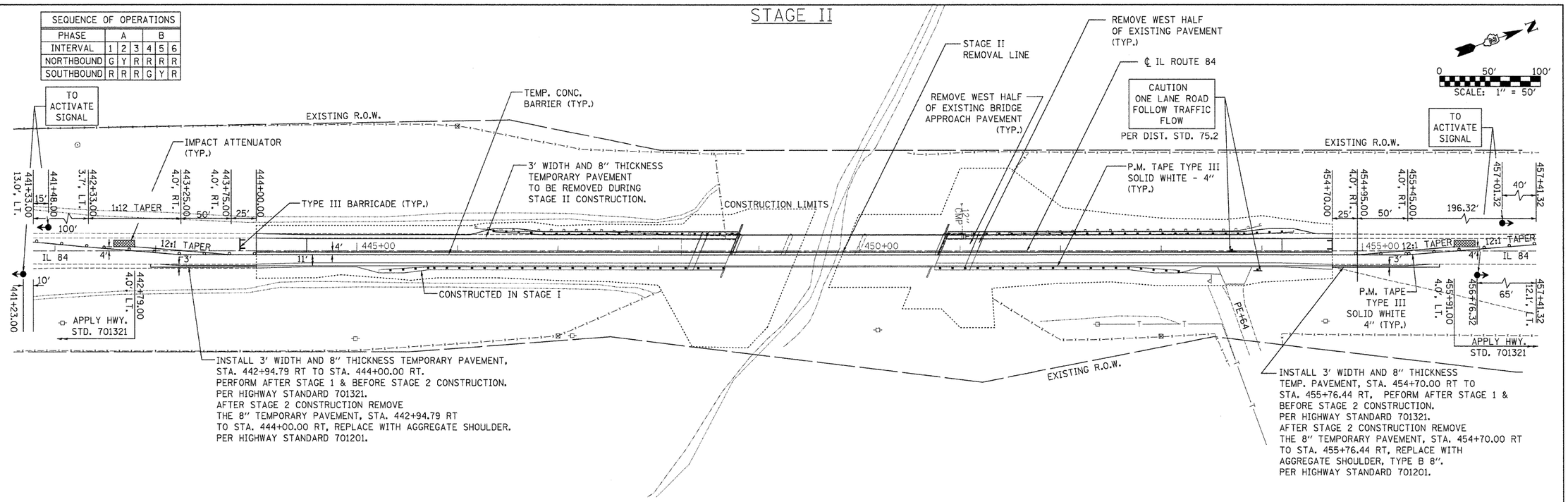
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

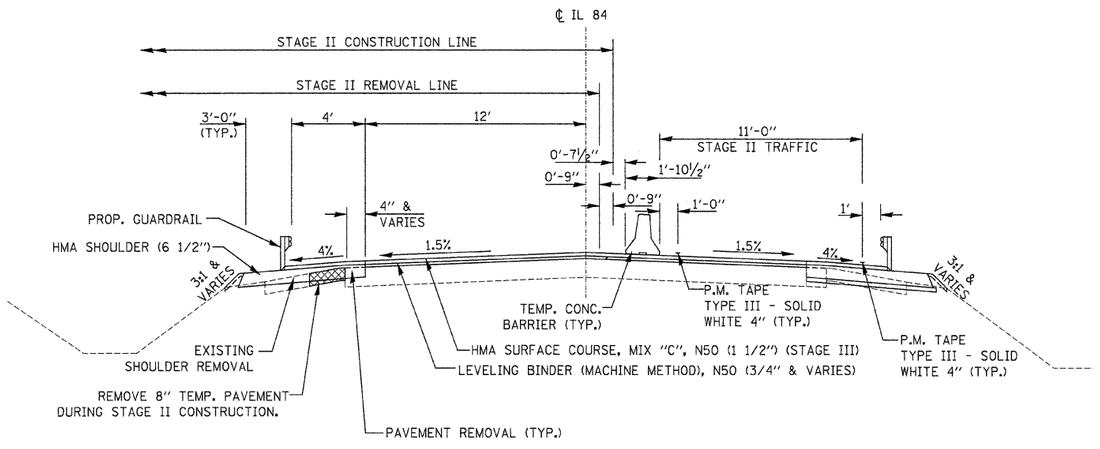
MAINTENANCE OF TRAFFIC PLAN, STAGE I
IL 84 OVER IRISH HOLLOW CREEK

SCALE: 1" = 50' | SHEET NO. OF SHEETS | STA. 444+00.00 TO STA. 454+70.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BRID)	JO DAVIESS	62	14
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SEQUENCE OF OPERATIONS						
PHASE	A			B		
INTERVAL	1	2	3	4	5	6
NORTHBOUND	G	Y	R	R	R	R
SOUTHBOUND	R	R	R	G	Y	R





TYPICAL SECTION
STAGE II

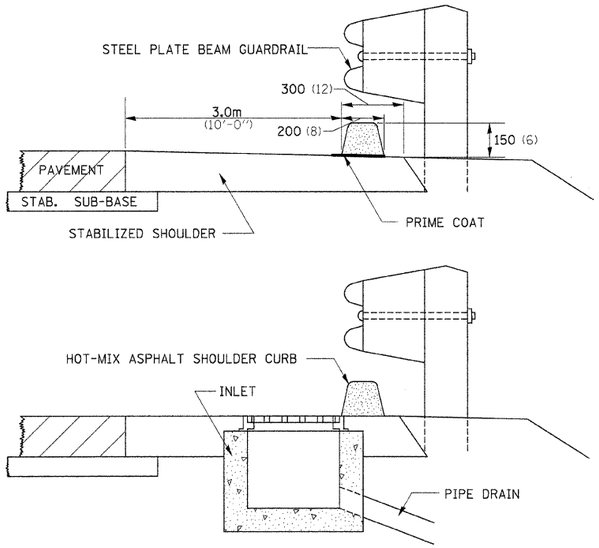
STAGE II CONSTRUCTION
1. CLOSE WEST HALF OF IL RTE 84 AS SHOWN IN ACCORDANCE WITH HIGHWAY STANDARD 701321.
2. REMOVE 8" TEMPORARY PAVEMENT BETWEEN STA. 442+85.13 LT. TO STA. 455+87.06 LT. INSTALL AGGREGATE SHOULDER, TYPE B 8", BETWEEN STA. 442+85.13 LT. TO STA. 444+00.00 LT. AND BETWEEN STA. 454+70.00 LT. TO STA. 455+87.06 LT.
3. REMOVE WEST HALF OF EXISTING BRIDGE SUPERSTRUCTURE, BRIDGE APPROACH PAVEMENT, BRIDGE APPROACH PAVEMENT DRAINS, SHOULDER, GUARDRAIL AND PORTIONS OF PAVEMENT AS SHOWN.
4. CONSTRUCT WEST HALF OF PROPOSED BRIDGE SUPERSTRUCTURE, APPROACH PAVEMENT, APPROACH PAVEMENT CONNECTORS, PIPE DRAIN, LEVELING BINDER AND SHOULDER.
5. THE PROPOSED WEST SIDE HOT MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED PER DISTRICT DETAIL 23.4 AND 23.4A.
6. INSTALL WEST SIDE GUARDRAILS PER PROPOSED PLANS.
7. CONSTRUCT WEST HALF GRADING AND EROSION CONTROL.
8. REMOVE EAST SIDE 8" TEMPORARY PAVEMENT AND REPLACE WITH AGGEGATE SHOULDERS, TYPE B 8", BETWEEN STA. 442+94.79 RT TO STA. 444+00.00 RT AND STA. 454+70.00 RT TO STA. 455+76.44 RT. PERFORM AFTER STAGE 2 AND BEFORE STAGE 3 CONSTRUCTION PER HIGHWAY STANDARD 701201.
9. REMOVE STAGE II TEMPORARY PAVEMENT MARKINGS PER HIGHWAY STANDARD 701201.

STAGE III CONSTRUCTION
1. PLACE THE HMA SURFACE COURSE PER DISTRICT STANDARDS 23.4 & 23.4A UNDER HIGHWAY STANDARD 701201.
2. APPLY PERMANENT PAVEMENT MARKINGS AND RAISED REFLECTIVE PAVEMENT MARKERS UNDER HIGHWAY STANDARD 701311.

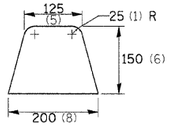
GENERAL NOTES:
1. MAINTENANCE OF TRAFFIC SHALL BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321, AS SHOWN AND AS DIRECTED BY THE ENGINEER.
2. THE SIGN "TO ACTIVATE SIGNAL" SHOWN IN DISTRICT STANDARD 99.4 SHALL BE INSTALLED AT THE STOP LINE AS DIRECTED BY ENGINEER.
3. TEMPORARY SIGN "CAUTION ONE LANE ROAD FOLLOW TRAFFIC FLOW TO BE INSTALLED PER DISTRICT STANDARD 75.2.
4. ALL DIMENSIONS ARE IN FEET.
5. ACCESS TO EXISTING DRIVEWAY (STA. 453+64, RT) SHALL BE MAINTAINED AT ALL TIMES.

FILE NAME = E:\ 0804 \ Stage and Traffic-d0260Gpln.50scale-STAGE II.dgn	USER NAME = DMM	DESIGNED - DMM	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC PLAN, STAGE II IL 84 OVER IRISH HOLLOW CREEK			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - DMM	REVISED -					308	(103C-1BRID)	JO DAVIESS	62	15
	PLOT SCALE = 1' = 50'	CHECKED - FML	REVISED -							CONTRACT NO. 64C03		
	PLOT DATE = 05/20/2008	DATE - 05/2008	REVISED -		SCALE: 1" = 50'	SHEET NO. OF SHEETS	STA. 444+00.00 TO STA. 454+70.00	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

HOT–MIX ASPHALT SHOULDER CURB



CURB DETAIL



GENERAL NOTES

THIS WORK SHALL BE DONE AS SPECIFIED UNDER SECTION 661 OF THE STANDARD SPECIFICATIONS FOR HOT-MIX ASPHALT CURB.

THE METAL PIPES AND INLETS SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER.

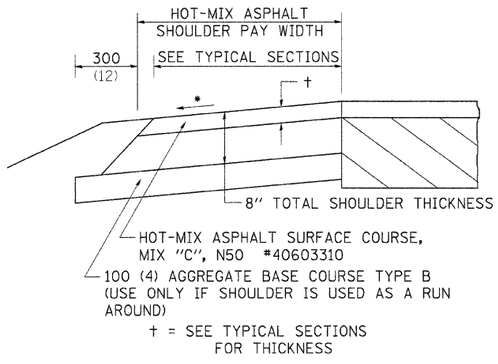
THE BITUMINOUS MATERIALS PRIME COAT SHALL BE CONSIDERED INCLUDED TO THE HOT-MIX ASPHALT SHOULDER CURBS.

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

REVISED - 11-01-07

HOT–MIX ASPHALT SHOULDER CURB 10.4

HOT–MIX ASPHALT SHOULDER



† = SEE TYPICAL SECTIONS FOR THICKNESS

GENERAL NOTES

THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310 AND SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED.

USE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. WHEN RESURFACING EXISTING HOT-MIX ASPHALT SHOULDERS. THE THICKNESS IS SHOWN ON THE TYPICAL SECTIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310.

REMOVAL OF MATERIAL FOR PLACEMENT OF THE HOT-MIX ASPHALT SHOULDER TO BE PAID FOR IN UNITS FOR EXCAVATING AND GRADING EXISTING SHOULDERS OR IN CUBIC YARDS FOR EARTH EXCAVATION OR EARTH EXCAVATION WIDENING.

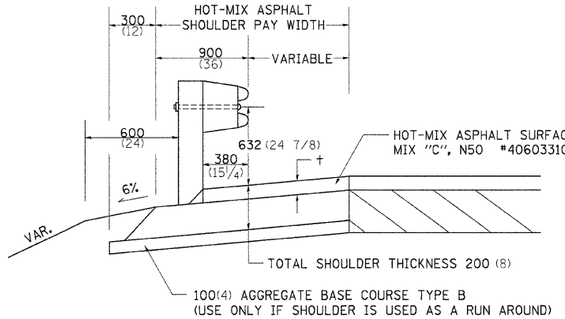
* 4% WHEN MAINLINE IS ON TANGENT. FOR CROSS SLOPE ON SUPERELEVATION SECTION, SEE HIGHWAY STANDARD 482001 OR 482006.

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

REVISED - 11-01-07

HOT–MIX ASPHALT SHOULDER 23.4a

DETAIL OF HOT–MIX ASPHALT SHOULDER AT GUARD RAIL



† = SEE TYPICAL SECTIONS FOR THICKNESS

GENERAL NOTES

THE TOP LIFT SHALL NOT BE PLACED BEHIND THE GUARDRAIL POSTS. WHEN PLACING THE TOP LIFT THE RAIL MUST BE REMOVED FROM THE POSTS. THE POST SHALL NOT BE REMOVED.

THE HEIGHT OF THE GUARD RAIL SHALL BE SET **632** (24⅞) FROM THE FINISHED SURFACE.

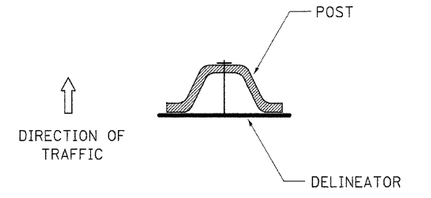
THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIXTURE C, N50. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIXTURE "C", N50 AND SQUARE METER (SQUARE YARD) FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED. THE REMOVAL & REINSTALLATION OF THE GUARDRAIL WILL BE INCLUDED IN THE COST OF THE HOT-MIX ASPHALT SURFACE COURSE, MIXTURE C, N50.

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

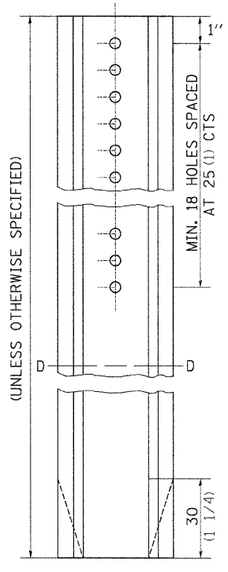
REVISED - 11-01-07

DETAIL OF HOT–MIX ASPHALT SHOULDER AT GUARD RAIL 23.4

DELINEATOR AND POST ORIENTATION



SECTION D-D



DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180° . THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHECD AS SHOWN ABOVE.

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

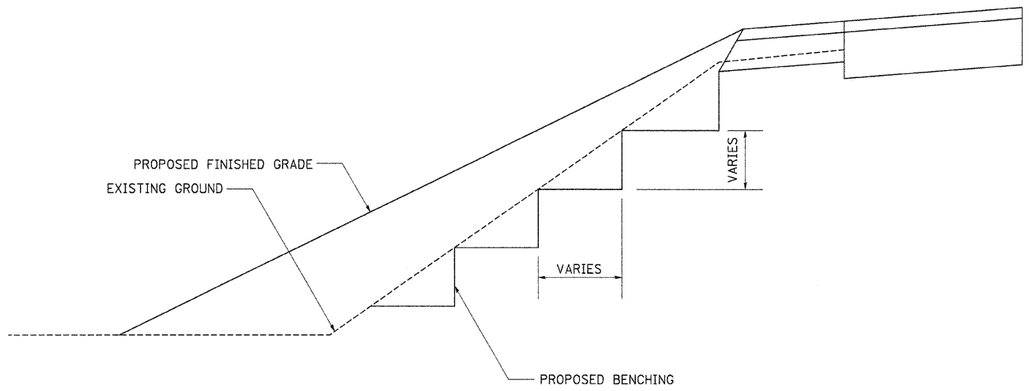
REVISED - 11-01-07

DELINEATOR AND POST ORIENTATION 37.4

REVISED - ___	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED - ___		308	(103C-1BR)D	JO DAVIESS	62	16
REVISED - ___				CONTRACT NO. 64C03		
REVISED - ___	SCALE: ~~50.2003 : 2~~ IN SHEET NO. __ OF ___ SHEETS STA. _____ TO STA. _____	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

PLOT DATE = 12/10/2008

TYPICAL BENCHING ON EXISTING EMBANKMENT



REVISED - 2-22-06

TYPICAL BENCHING ON EXISTING EMBANKMENT 50.4

LETTERING FOR NAME PLATE

STATION
BUILT 200_ BY
STATE OF ILLINOIS
RTE. SEC.
FA PROJECT
LOADING HS 20
STR. NO.

DESIGNERS NOTE

SEE STD. 515001

USE STANDARD 515001 FOR BRIDGES AND MULTI-CELL CULVERTS WITH SPANS OF 20' OR MORE MEASURED ALONG THE CENTERLINE AT THE HIGHWAY.

USE THIS DETAIL FOR ALL OTHER PIPE CULVERTS & BOX CULVERTS WITH STRUCTURE NUMBERS. INCLUDE THE INFORMATION TO FILL OUT THE NAME PLATE FOR EACH CULVERT.

IN BOTH CASES INCLUDE A PAY ITEM FOR NAME PLATES.

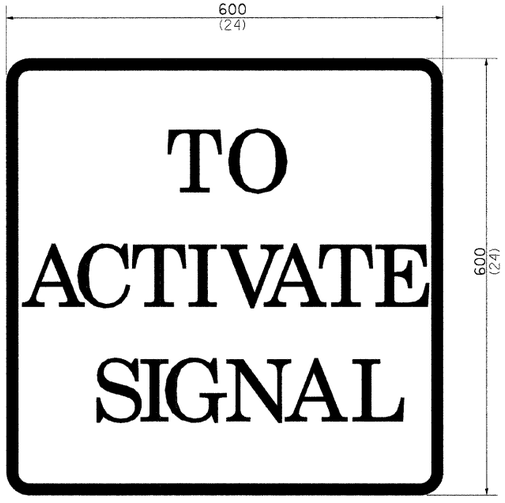
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

STATION	STRUCTURE NO.

REVISED - 11-01-07

LETTERING FOR NAME PLATE 89.4

STOP LINE SIGN FOR TEMPORARY SIGNALS



SIZE: 600(24) x 600(24)

100(4) CAPITAL LETTERS - BLACK

13(1/2) BORDER - BLACK

WHITE REFLECTIVE - TYPE AP
HIGH INTENSITY PRISMATIC SHEETING

GENERAL NOTE:

THIS SIGN SHALL BE INSTALLED AT THE STOP LINE AS DIRECTED BY ENGINEER.

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

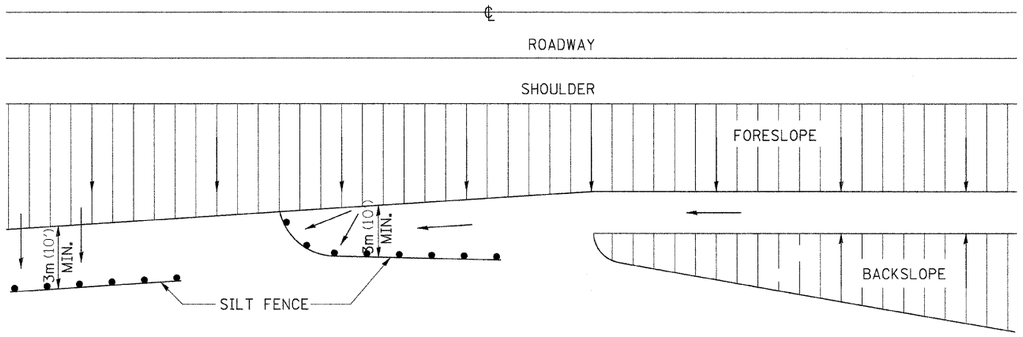
REVISED - 1-22-07

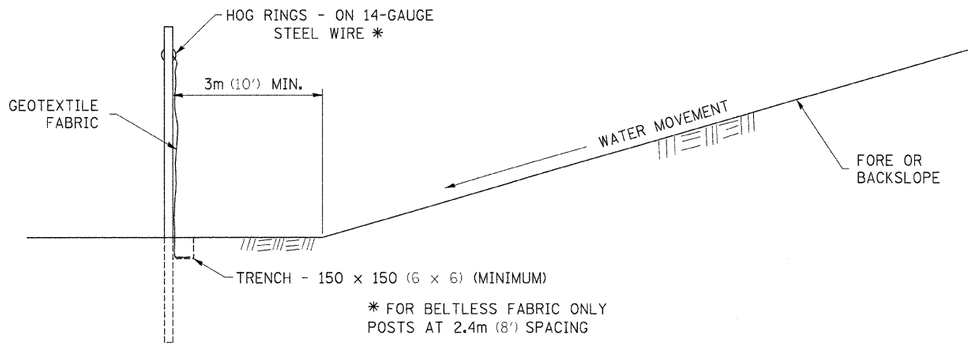
STOP LINE SIGN FOR TEMPORARY SIGNALS 99.4

REVISED - ___	**REGION 2 / DISTRICT 2 STANDARD**	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
REVISED - ___		308	(103C-1BR)D	JO DAVIESS	62 / 17
REVISED - ___				CONTRACT NO. 64C03	
REVISED - ___	SCALE: 50.2008 / 2 IN. SHEET NO. __ OF ___ SHEETS STA. _____ TO STA. _____	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT	

PLOT DATE = 12/10/2008

EROSION CONTROL DETAILS FOR SILT FENCE



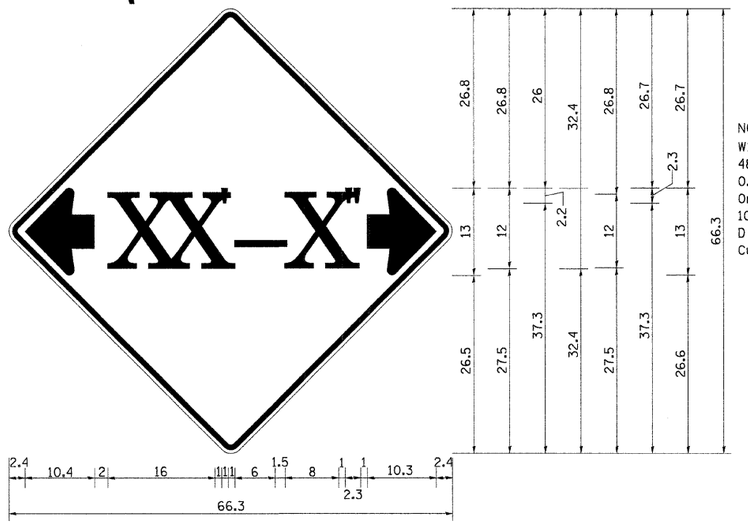


DETAILS OF SILT FESCE

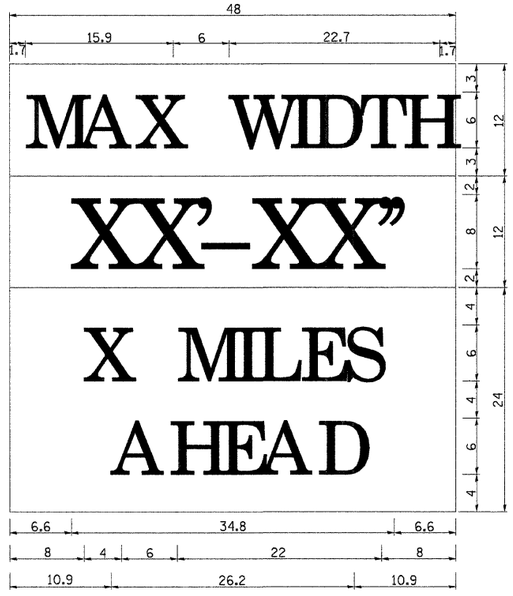
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 10-22-01

INFORMATIONAL WARNING SIGN (FOR NARROW TRAVEL LANES)



NOTES
W12-2 - Horizontal Clearance Sign 48.0" across sides, 1.9" Radius, 0.8" Border, 0.5" Indent, Black on Orange; Standard Arrow Custom 10.4" X 8.1" 180° Black 11 Inch D Series Lettering; Standard Arrow Custom 10.4" X 8.1" 0°



W12-I103 (Width is 8D); No border, Black on White; [MAX WIDTH] D;

No border, Black on Orange; [XX'-XX"] D;

No border, Black on White; [X MILES] D; [AHEAD] D;

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

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

INFORMATIONAL WARNING SIGNS (FOR NARROW TRAVEL LANES) 39.2

REVISED - 1-9-08
REVISED - ___
REVISED - ___
REVISED - ___
REVISED - ___

REGION 2 / DISTRICT 2 STANDARD

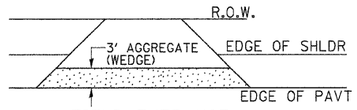
SCALE: 50.2009 : 1 IN | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	JO DAVIESS	62	18
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

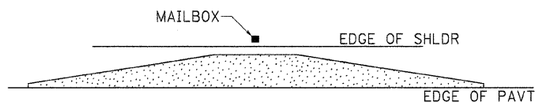
EROSION CONTROL DETAILS FOR SILT FENCE 29.2

PLOT DATE = 12/10/2008

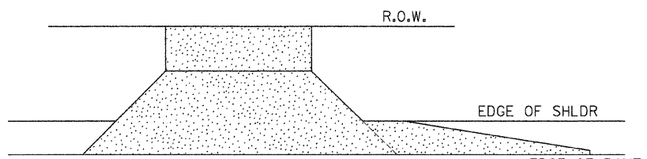
HOT–MIX ASPHALT APPROACHES & MAILBOX RETURNS FOR TWO LIFT (3P) RESURFACING PROJECTS



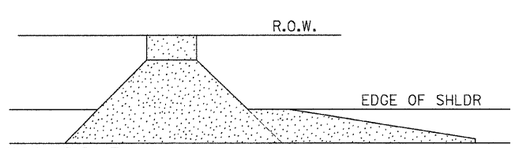
FIELD ENTRANCE



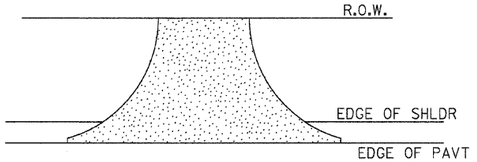
MAILBOX TURNOUT



COMMERCIAL ENTRANCE



PRIVATE ENTRANCE



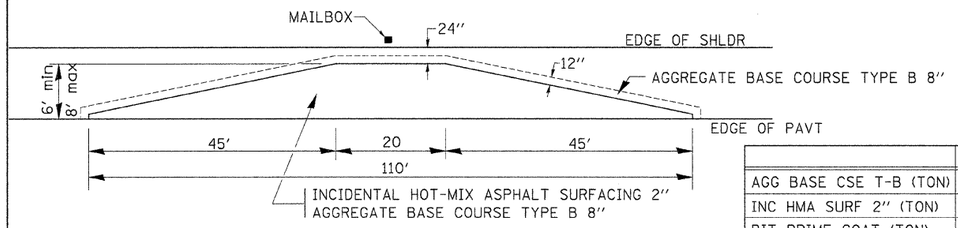
SIDE ROAD RETURN

NOTE: EXISTING HMA PE's, CE's, SR's, & MB TURNOUTS
Place 2 1/4 " Incidental Hot-Mix Asphalt Surfacing #40800050 on entrance to conform to the existing configuration.

EXISTING AGG. PE's & CE's
Place 2" Incidental Hot-Mix Asphalt Surfacing #40800050 on existing entrance to conform to the present configuration.

EXISTING AGG. SIDEROADS
Place 3" Incidental Hot-Mix Asphalt Surfacing #40800050 on sideroad to conform to the present configuration.

EXISTING AGG. MAILBOX TURNOUTS
Existing Agg. Mailbox Turnouts shall be constructed as shown below.

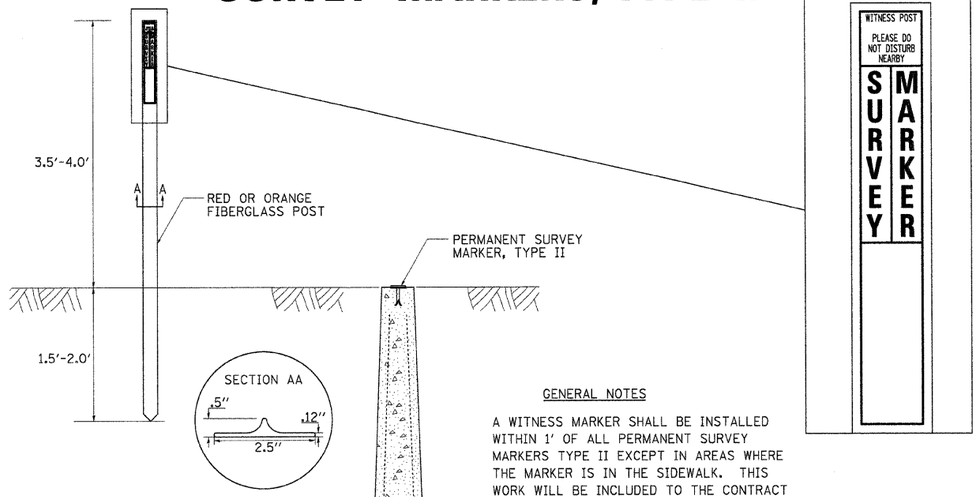


	6'	8'
AGG BASE CSE T-B (TON)	24.5	31.1
INC HMA SURF 2" (TON)	7.3	9.8
BIT PRIME COAT (TON)	0.06	0.08

REVISED - 10-21-08

HOT–MIX ASPHALT APPROACHES & MAILBOX RETURNS FOR TWO LIFT (3P) RESURFACING PROJECTS 47.2

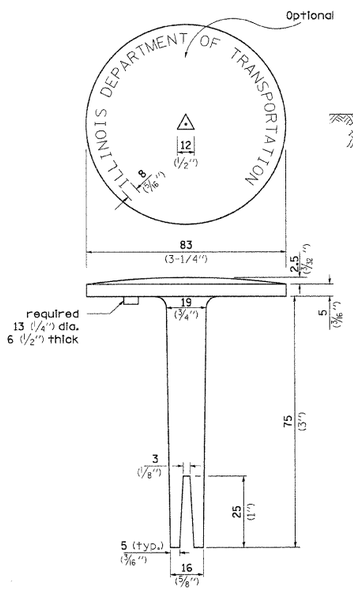
WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



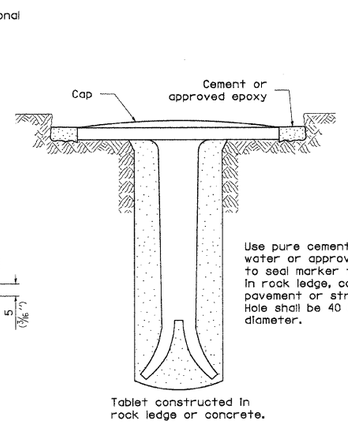
GENERAL NOTES

A WITNESS MARKER SHALL BE INSTALLED WITHIN 1' OF ALL PERMANENT SURVEY MARKERS TYPE II EXCEPT IN AREAS WHERE THE MARKER IS IN THE SIDEWALK. THIS WORK WILL BE INCLUDED TO THE CONTRACT UNIT PRICE PER EACH FOR PERMANENT SURVEY MARKERS, TYPE II.

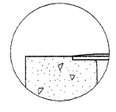
PERMANENT SURVEY MARKERS, TYPE II

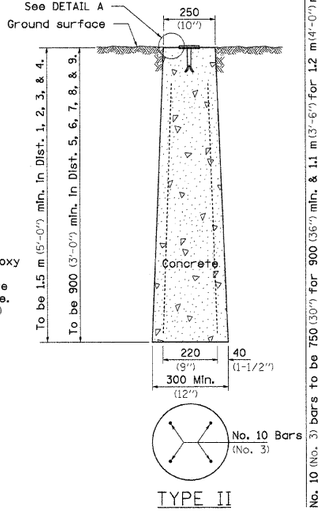


BRASS OR ALUMINUM TABLET



TYPE II


DETAIL A



TYPE II

CAST-IN-PLACE MARKER

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

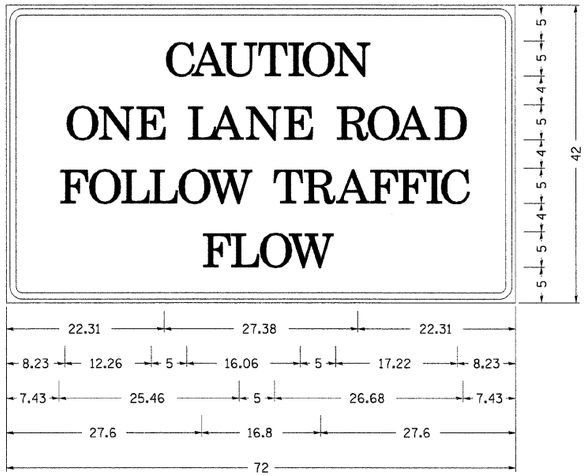
REVISED - 10-21-08

WITNESS MARKER & PERMANENT SURVEY MARKERS, TYPE II 66.2

REVISED - ___	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED - ___		308	(103C-1BR)D	JO DAVIESS	62	19
REVISED - ___				CONTRACT NO. 64C03		
REVISED - ___	SCALE: 50.0000 : 1 IN. SHEET NO. __ OF ___ SHEETS STA. _____ TO STA. _____	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

PLOT DATE = 12/10/2020

ENTRANCE SIGN FOR USE WITH TEMPORARY SIGNALS



Type AA Fluorescent Orange Sheeting ;
2.25" Radius, 0.88" Border, 0.50" Indent, Black on Orange;
[CAUTION] D; [ONE LANE ROAD] D;
[FOLLOW TRAFFIC] D; [FLOW] D

Table Of Widths And Spaces

	C		A		U		T		I		O		N		
22.31	3.36	0.62	4.18	0.94	3.36	0.94	3.04	0.94	0.78	1.17	3.52	1.17	3.36	22.31	
	O		N		E										
8.23	3.51	1.17	3.36	1.18	3.04										
	L		A		N		E								
5.00	3.05	0.31	4.18	0.94	3.36	1.17	3.05								
	R		O		A		D								
5.00	3.36	0.93	3.52	0.94	4.18	0.93	3.36	8.23							
	F		O		L		L		O		W				
7.43	3.04	0.94	3.52	1.17	3.04	0.94	3.05	0.94	3.51	0.94	4.37				
	T		R		A		F		F		I		C		
5.00	3.05	0.94	3.36	0.94	4.18	0.93	3.05	0.94	3.04	0.94	0.78	1.18	3.35	7.43	
	F		L		O		W								
27.60	3.05	0.94	3.04	0.94	3.52	0.93	4.38	27.60							

GENERAL NOTES

THIS SIGN SHALL BE INSTALLED AT ENTRANCES LOCATED BETWEEN THE TEMPORARY SIGNALS AS DIRECTED BY THE ENGINEER.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

THE COST TO FURNISH, INSTALL AND REMOVE THIS SIGN AT THE REQUIRED LOCATIONS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION STANDARD 701321.

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

REVISED - 10-28-05

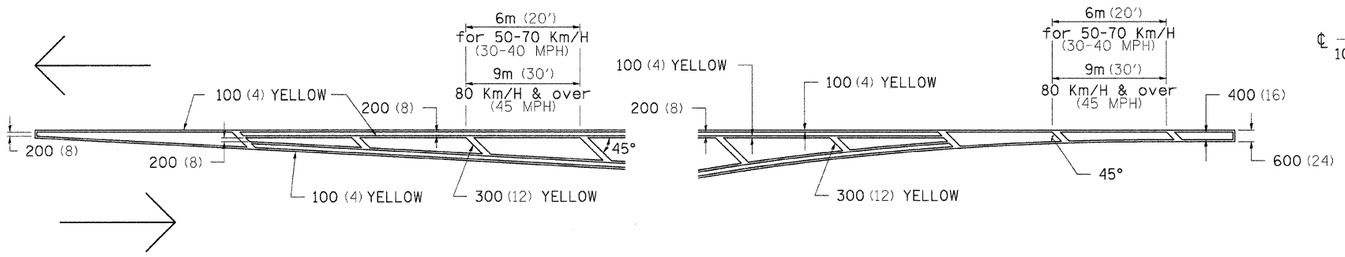
ENTRANCE SIGN FOR USE WITH TEMPORARY SIGNALS **75.2**

REVISED - ___	**REGION 2 / DISTRICT 2 STANDARD**	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
REVISED - ___		308	(103C-1BR)D	JO DAVIESS	62 / 20
REVISED - ___				CONTRACT NO. 64C03	
REVISED - ___	SCALE: ~~50.2008 / 2~~ IN. SHEET NO. __ OF ___ SHEETS STA. _____ TO STA. _____	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT	

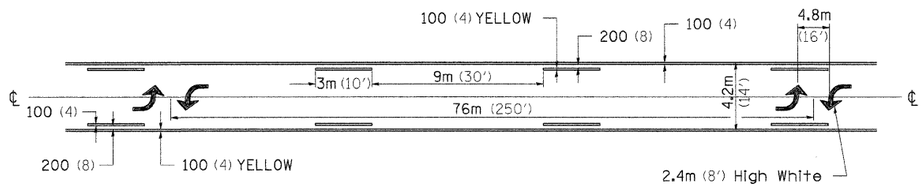
PLOT DATE = 12/10/2008

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

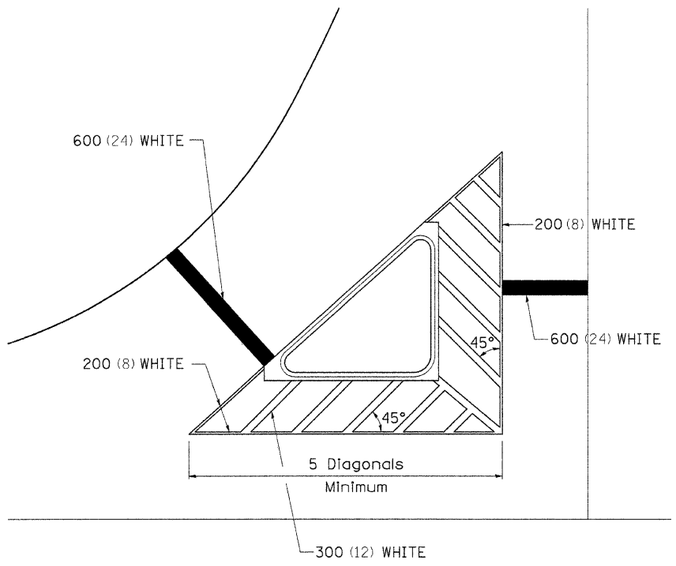


MEDIAN PAVEMENT MARKING

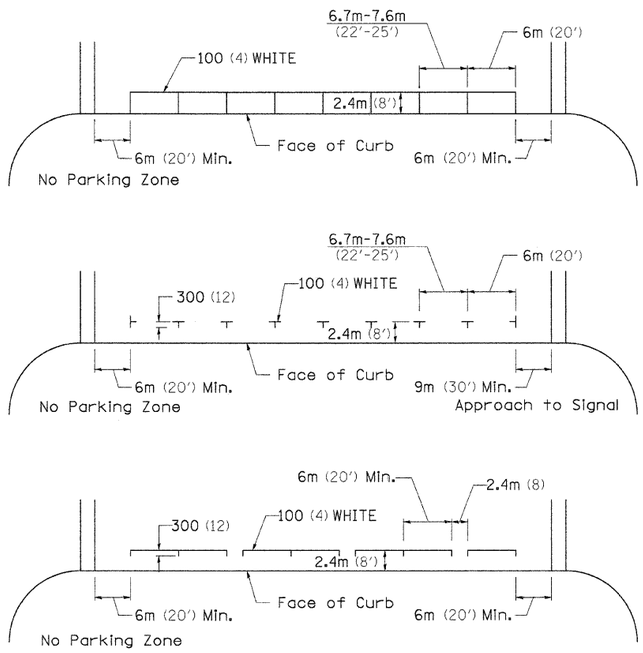


** ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH

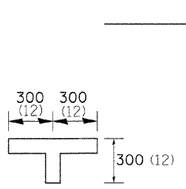


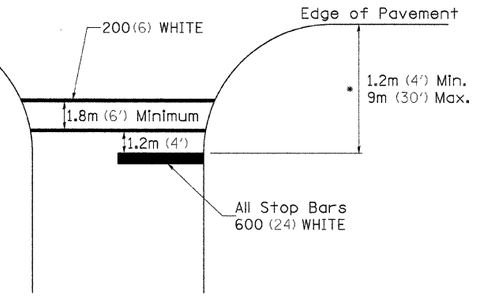
TYPICAL PARKING SPACING



STANDARD CROSSWALK MARKING

See Schedules for Locations



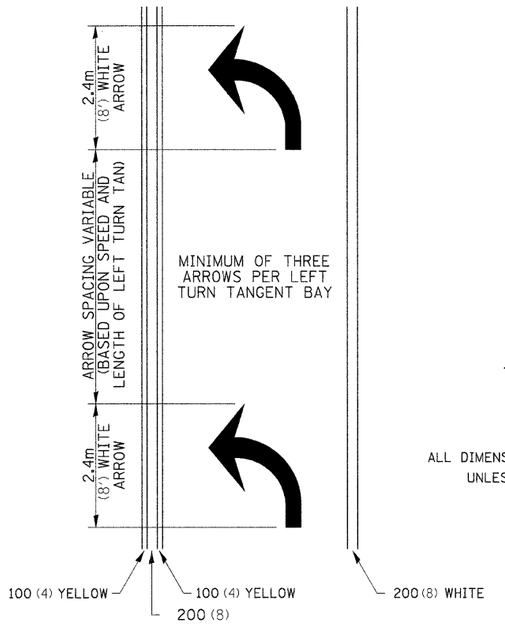


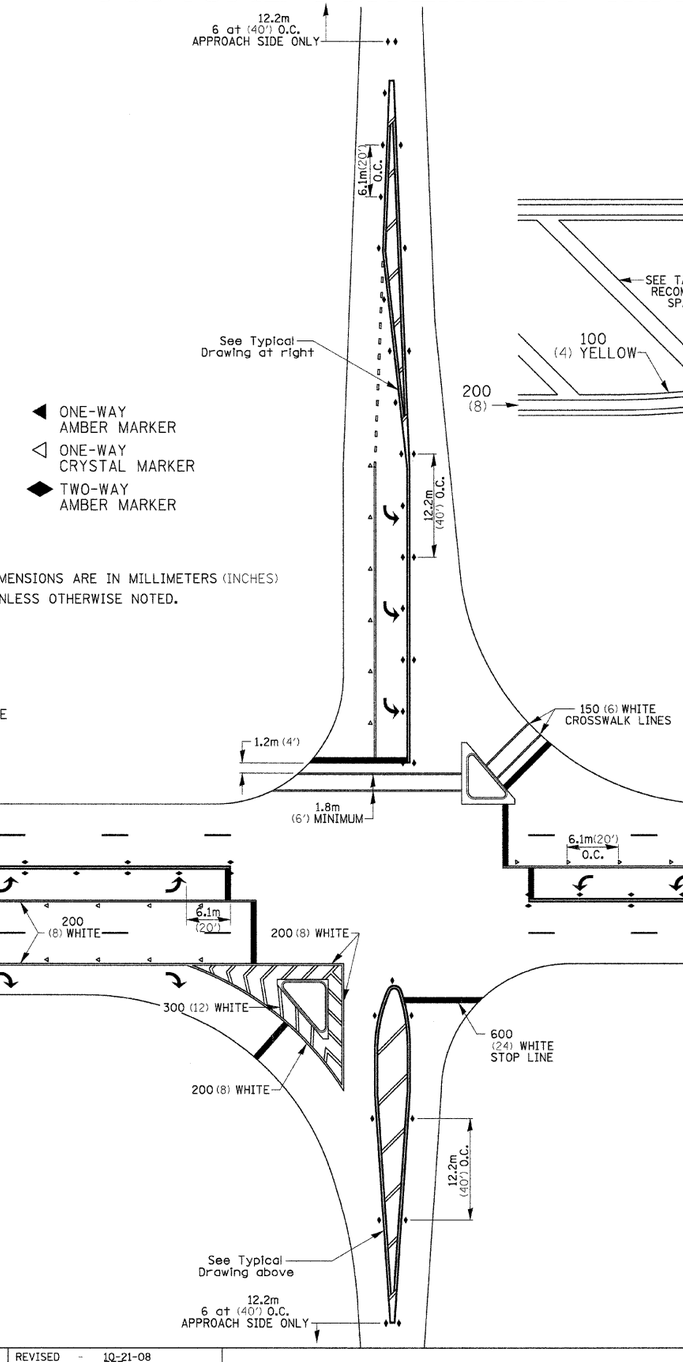
* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

FILE NAME = ...\16-23_district_standards.dgn	USER NAME = Plotted by new2	DESIGNED - ___	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - ___	REVISED - ___			308	(103C-1BR)D	JO DAVIESS	62	21
	PLOT SCALE = 50.2000 ' / IN.	CHECKED - ___	REVISED - ___					CONTRACT NO. 64C03		
	PLOT DATE = 12/10/2008	DATE - _____	REVISED - ___		SCALE: NTS SHEET NO. __ OF ___ SHEETS STA. _____ TO STA. _____		FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT	

TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT





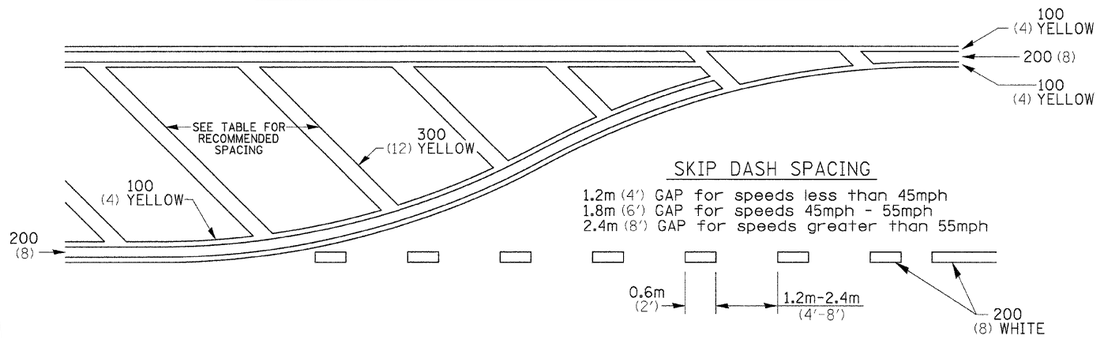
ONE-WAY AMBER MARKER

ONE-WAY CRYSTAL MARKER

TWO-WAY AMBER MARKER

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

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



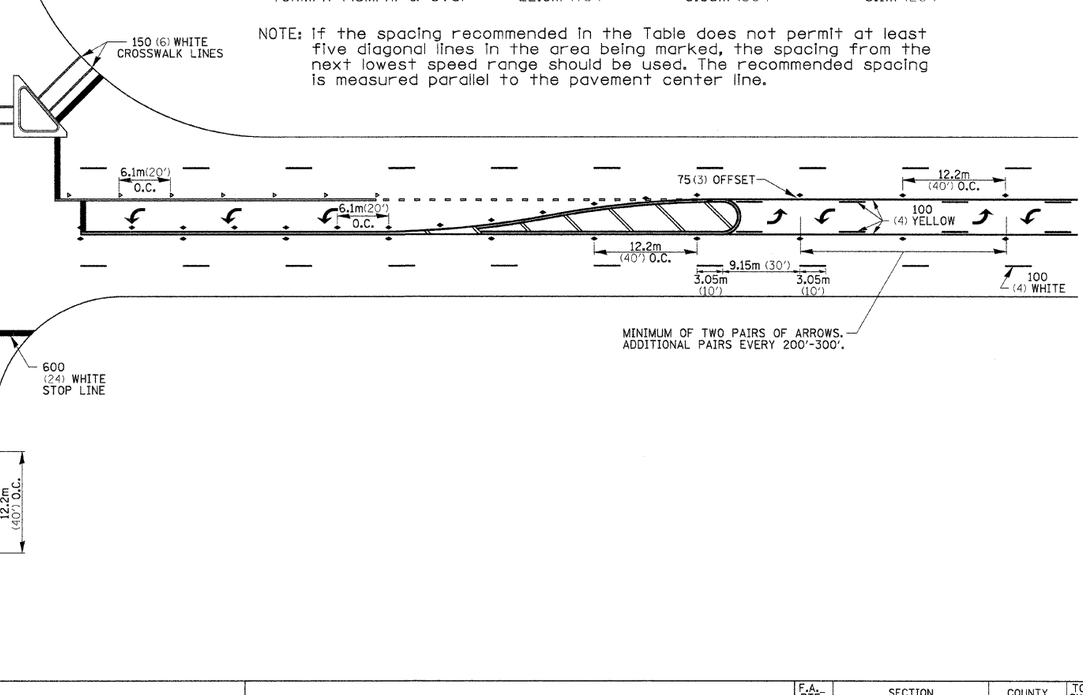
SKIP DASH SPACING

1.2m (4') GAP for speeds less than 45mph
1.8m (6') GAP for speeds 45mph - 55mph
2.4m (8') GAP for speeds greater than 55mph

RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

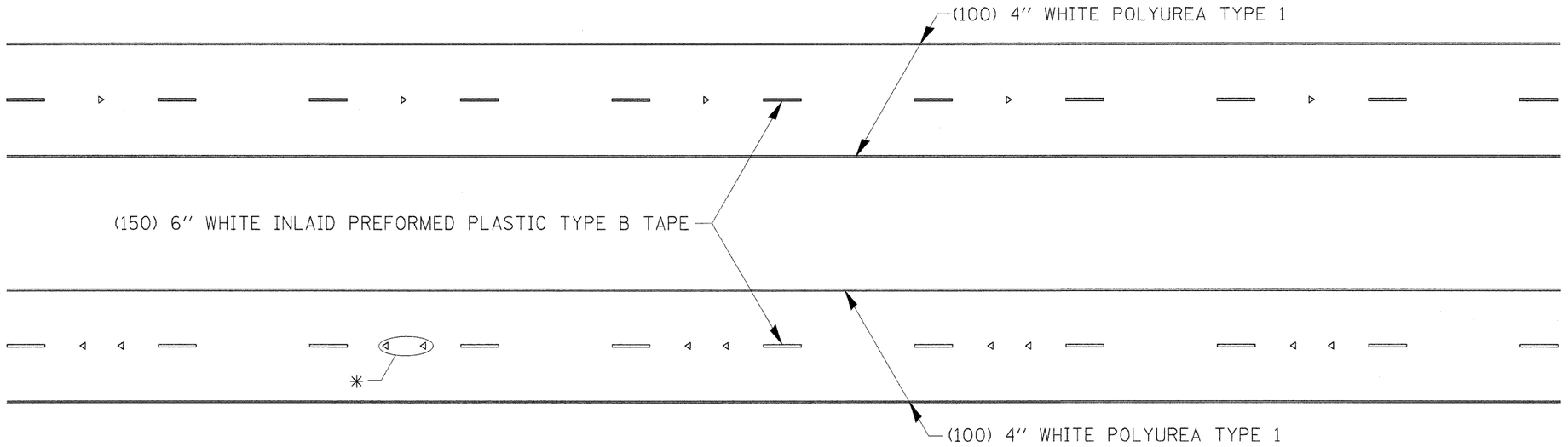
NOTE: If the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



FILE NAME = ...\16-23_district_standards.dgn	USER NAME = Plotted by new2	DESIGNED - ___	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD
		DRAWN - ___	REVISED - ___		
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - ___	REVISED - ___		SCALE: NTS | SHEET NO. __ OF ___ SHEETS | STA. _____ TO STA. _____
	PLOT DATE = 12/10/2020	DATE - _____	REVISED - ___		

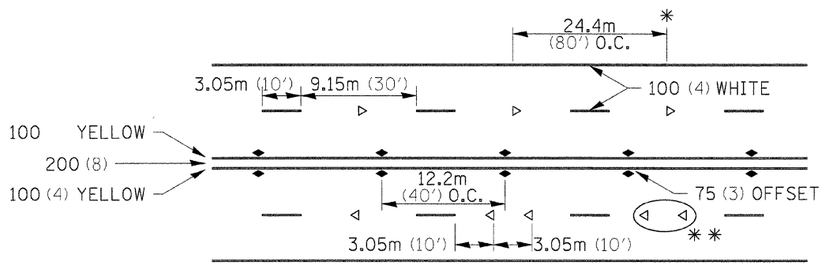
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BRI)D	JO DAVIESS	62	22
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS



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

MULTI–LANE / DIVIDED



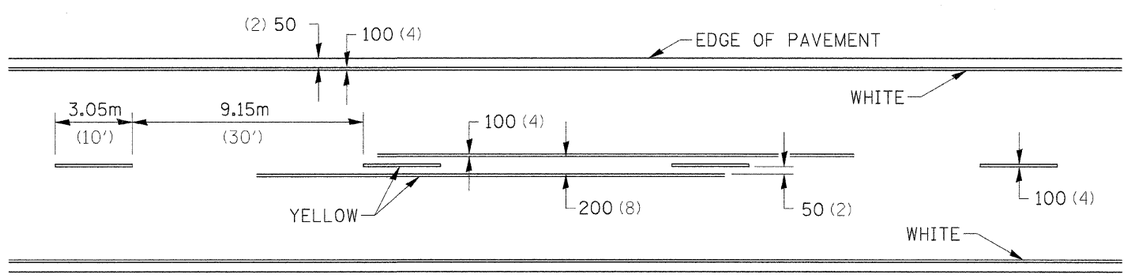
SYMBOLS

* REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15Km/H (10MPH) LOWER THAN POSTED SPEEDS.

** USE DOUBLE MARKERS WHEN ADT ≥ 25,000

MULTI–LANE / UNDIVIDED

TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



FILE NAME = ...\16-23_district_standards.dgn	USER NAME = Plotted by new2	DESIGNED - ___	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - ___	REVISED - ___			308	(103C-1BR)D	JO DAVIESS	62	23
	PLOT SCALE = 50.0000 ' / IN.	CHECKED - ___	REVISED - ___					CONTRACT NO. 64C03		
	PLOT DATE = 12/10/2008	DATE - _____	REVISED - ___		SCALE: NTS SHEET NO. __ OF ___ SHEETS STA. _____ TO STA. _____	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

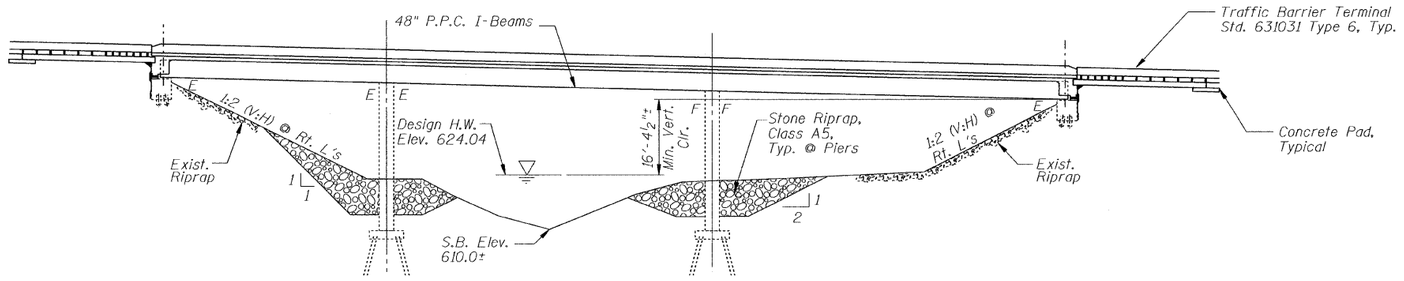
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	24
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 1 OF 26 SHEETS

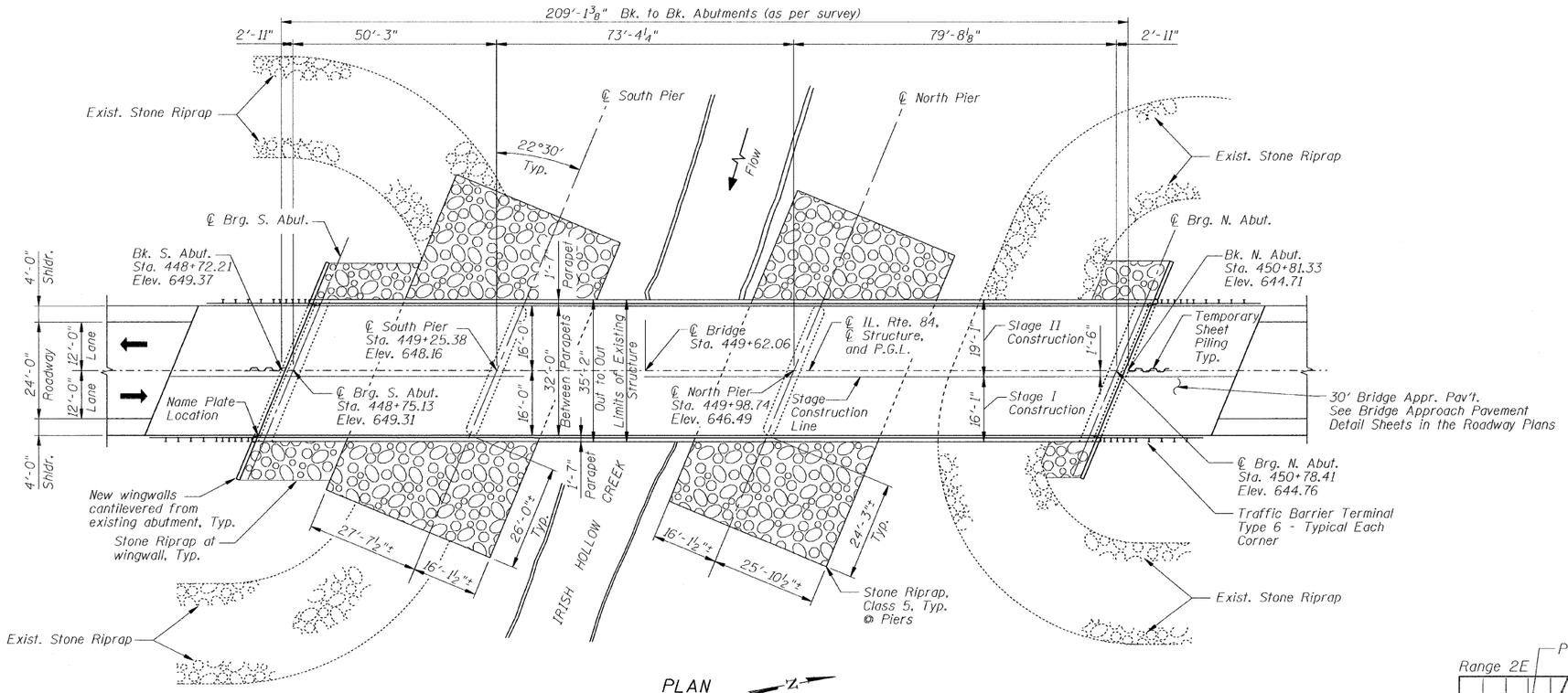
Contract # 64C03

Bench Mark: Brass disk in top of west parapet wall on the north end of existing S.N. 043-0037. Elev. 646.80

Existing Structure: S.N. 043-0037, built in 1984 as F.A. 18 Section 103C-1BR.
The existing structure is a three span PPC I-beam superstructure on solid reinforced concrete piers and open reinforced concrete stub abutments.
The structure is 209'-1 3/8" Bk. to Bk. Abutments and 35'-2" O. to O. Deck. The superstructure shall be removed and replaced with PPC I-beams and the abutments shall be modified to semi-integral. The road shall be kept open to one lane of traffic at all times by utilizing stage construction.
No Salvage.



ELEVATION



PLAN

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (Ft.)	S. Abut.	S. Pier	N. Pier	N. Abut.
	640.11	607.05	607.04	635.20

WATERWAY INFORMATION

Drainage Area = 18.6 Sq.Mi. Low Grade Elev.= 642.27 Ft. @ Sta. 452+79.60

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Ten-Year	10	2450	327	327	622.59	0.51	0.51	623.10	623.10
Design	50	3970	466	466	624.04	0.55	0.55	624.59	624.59
Base	100	4670	515	515	624.52	0.58	0.58	625.10	625.10
Overtopping	-	-	-	-	-	-	-	-	-
Max. Calc.	500	6410	620	620	625.53	0.63	0.63	626.16	626.16

10-Year Velocity through Exist. & Proposed Structure= 8.82 fps

DESIGNED	J.Z.
CHECKED	S.D.H.
DRAWN	M.S.M.
CHECKED	J.Z.

n:\jos2008\plot\2008-306\001\043-0037-sht1.dgn
12/12/2008

STATION 449+62.02
REBUILT 200_ BY
STATE OF ILLINOIS
F.A.P. RT. 308 SEC. (103C-1BR)D
LOADING HL-93
STR. NO. 043-0037

NAME PLATE

(See Std 515001)

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

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications
With 2008 Interim

DESIGN STRESSES

FIELD UNITS (New & Exist. Construction)
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)

PRECAST PRESTRESSED UNITS
f'c = 6,000 psi
f'ci = 5,000 psi
f_{pu} = 270,000 psi (½" ϕ low lax. strands)
f_{pbt} = 201,960 psi (½" ϕ low lax. strands)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Bedrock Acceleration Coefficient (A) = 0.035g
Site Coefficient (S) = 1.0

LOADING HL-93

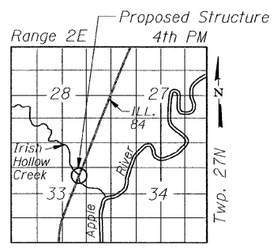
Allow 50 #/ sq. ft. for Future Wearing Surface

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E Anderson (TJD)
ENGINEER OF BRIDGES AND STRUCTURES

JEROME J. GAP
4193
LICENSED STRUCTURAL ENGINEER OF ILLINOIS

LOCATION SKETCH



GENERAL PLAN

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D
JO DAVIESS COUNTY
STATION 449+62.06
S.N. 043-0037

DATE: 12-11-08

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	25
FED. ROAD DIST.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 2 OF 26 SHEETS

Contract # 64C03

GENERAL NOTES

1. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr. 60. See Special Provisions.

2. Reinforcement bars designated (E) shall be epoxy coated.

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

4. Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

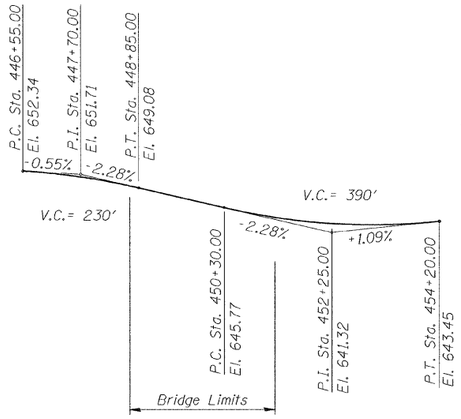
5. For Concrete Structures to remain in service with partial concrete removal, followed by supplemental concrete work, after concrete has been removed to the cut lines shown in the Plans, all loose and unsound material shall be completely removed by mechanical or hand methods acceptable to the Engineer. The remaining surfaces shall be blown free of dust and loose aggregate particles with compressed air. The air line must contain an oil trap to prevent oil from being deposited from the compressor. Surface dirt on the areas adjacent to the cut surface shall be removed by blast cleaning. The surfaces presented as a result of this removal shall be reasonably true and even, with sharp, straight corners that will permit constructing a neat and workmanlike joint with the new construction or be satisfactory for the purpose intended. Where existing reinforcement bars are to extend into new construction, the concrete shall be removed so as to leave the projecting reinforcing steel undamaged. Reinforcement bars to be incorporated into new construction shall be blast cleaned to grey metal. Where existing reinforcing steel is not to extend into the new construction, the reinforcing steel shall be cut off flush with the surface of the remaining portions.
   Care shall be exercised to prevent cutting, stretching or otherwise damaging existing reinforcing steel to be used in new construction. Reinforcing bars so damaged by the Contractor's operations shall be supplemented by new bars spliced into place or by embedded (drilled & grouted) reinforcing steel or anchorage, equal to or greater than the original reinforcing steel. Such supplemental bars or anchorage shall be furnished and placed by the Contractor at no additional cost and without cause for the Contractor claiming delay.

6. Vertical reinforcement bars in the existing wingwalls at the junction with the existing backwalls, exposed during concrete removal, shall be reused in the new stub backwalls and in new bearing pedestals as appropriate and as shown for new construction of the South Abutment and the North Abutment.

TOTAL BILL OF MATERIAL

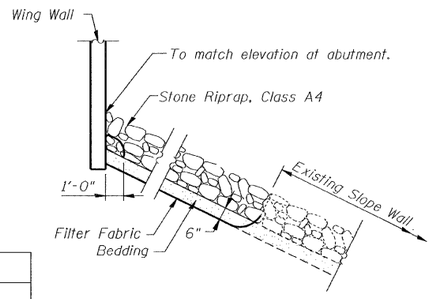
Item	Unit	Super	Sub	Total
Porous Granular Embankment (Special)	CU YD		145	145
Stone Riprap, Class A4	SQ YD		95	95
Stone Riprap, Class A5	TON		2,820	2,820
Stone Dumped Riprap, Class A3	TON		25	25
Filter Fabric	SQ YD		1,120	1,120
Removal of Existing Superstructures	EACH	1		1
Concrete Removal	CU YD		43.0	43.0
Structure Excavation	CU YD		1,560	1,560
Concrete Structures	CU YD		18.1	18.1
Concrete Superstructure	CU YD	306.0		306.0
Bridge Deck Grooving	SQ YD	698		698
Protective Coat	SQ YD	920		920
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48 in.	FOOT	1,220		1,220
Reinforcement Bars, Epoxy Coated	POUND	65,130	4,130	69,260
Bar Splicers	EACH	706	12	718
Temporary Sheet Piling	SQ FT		560	560
Name Plates	EACH	1		1
Elastomeric Bearing Assembly, Type I	EACH	24		24
Anchor Bolts, 1¼"	EACH	36		36
Anchor Bolts, 1½"	EACH	16		16
Geocomposite Wall Drain	SQ YD		100	100
Pipe Underdrains for Structures, 4"	FOOT		164	164
Polymer Modified Portland Cement Mortar	SQ FT		165	165

INDEX OF SHEETS

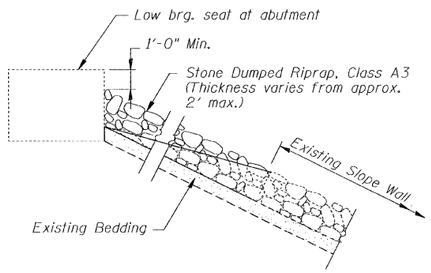


PROFILE GRADE

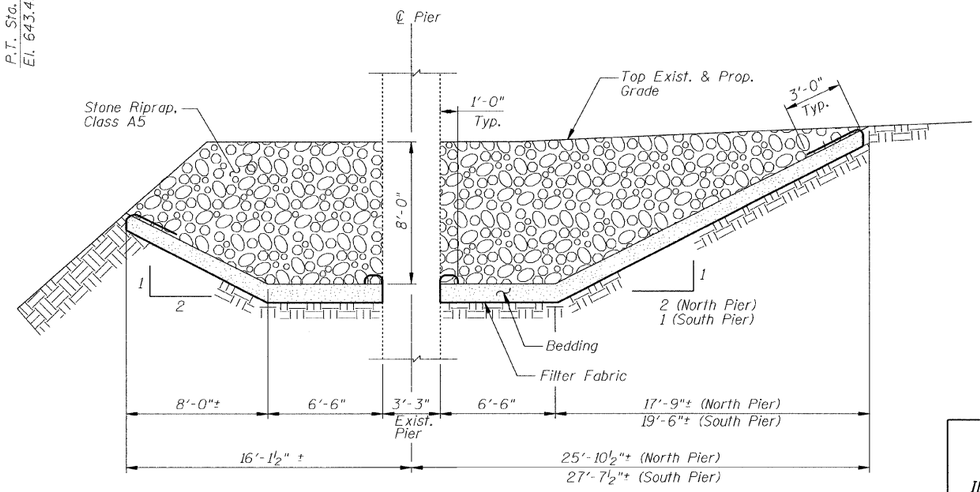
along ℄ IL Rte. 84



SECTION AT NEW WINGWALL



SECTION AT SOUTH ABUTMENT



STONE RIPRAP DETAIL AT PIERS

(Looking West through North Pier)
(Looking East through South Pier, Sim.)

DESIGNED	J.Z.
CHECKED	S.D.H.
DRAWN	M.S.M.
CHECKED	J.Z.

GENERAL NOTES &
TOTAL BILL OF MATERIAL

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D
JO DAVIESS COUNTY
STATION 449+62.06
DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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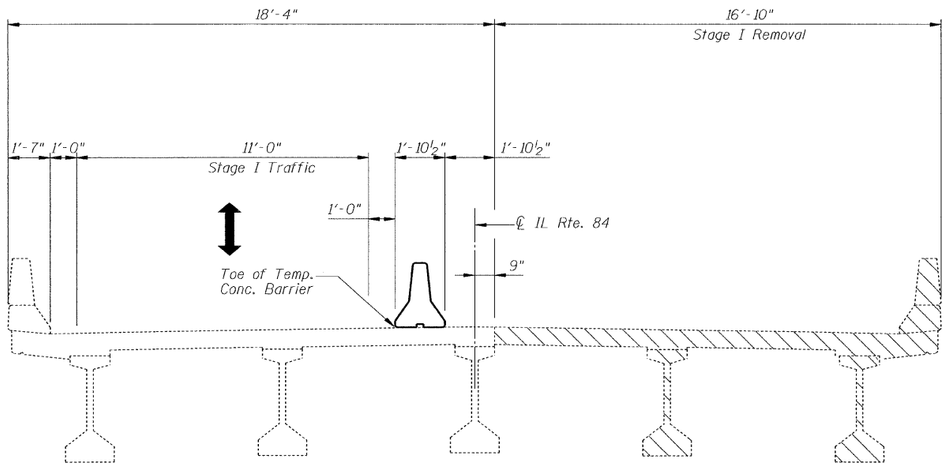
12/2/2008

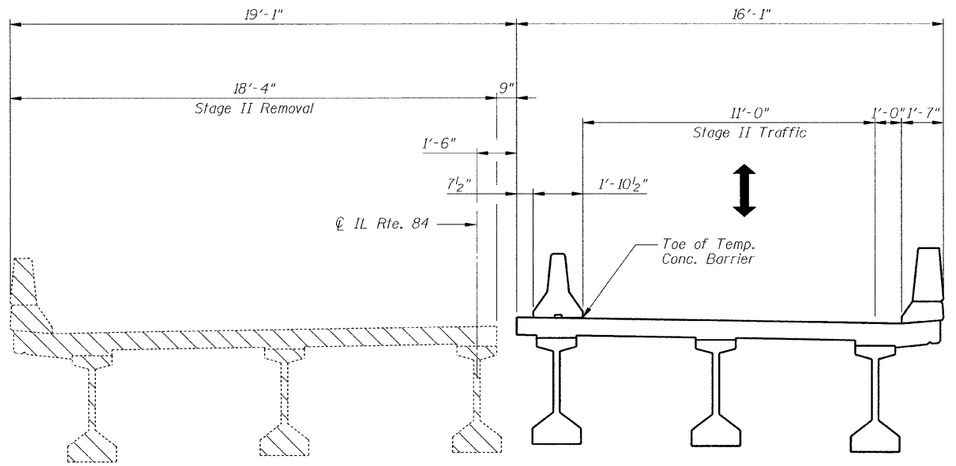
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	26
FED. ROAD DIST.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 3 OF 26 SHEETS

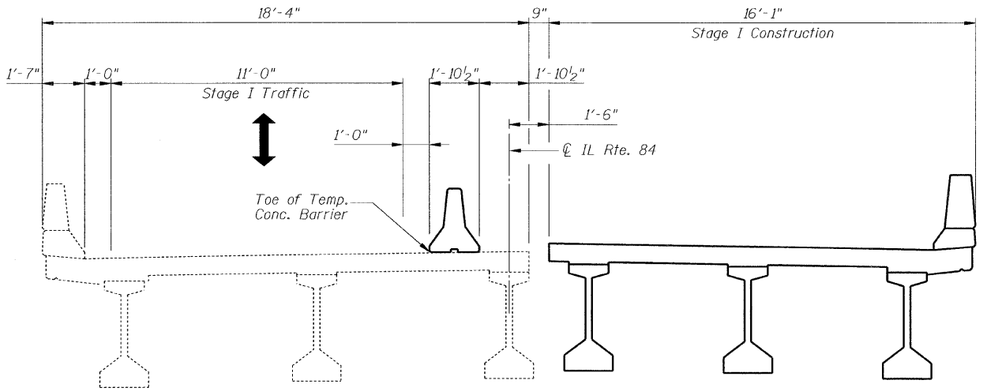
Contract # 64C03



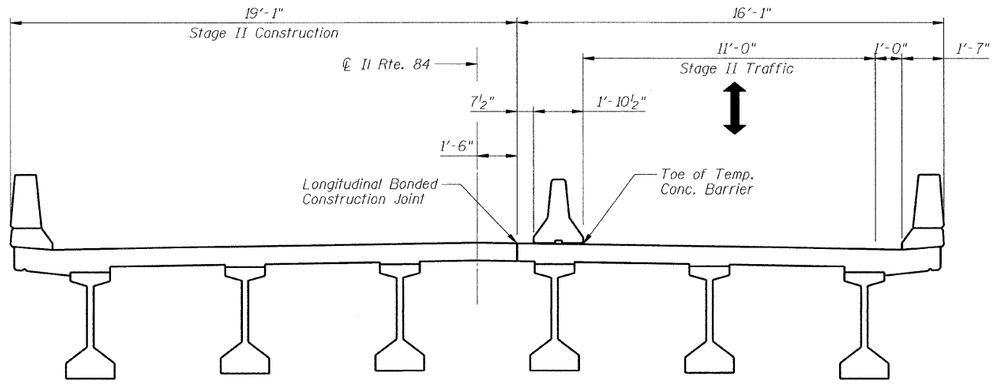
STAGE I REMOVAL
(Looking North)



STAGE II REMOVAL
(Looking North)



STAGE I CONSTRUCTION
(Looking North)



STAGE II CONSTRUCTION
(Looking North)

DESIGNED	J.Z.
CHECKED	S.D.H.
DRAWN	M.S.M.
CHECKED	J.Z.

CONSTRUCTION STAGING

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D
JO DAVIESS COUNTY
STATION 449+62.06
DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

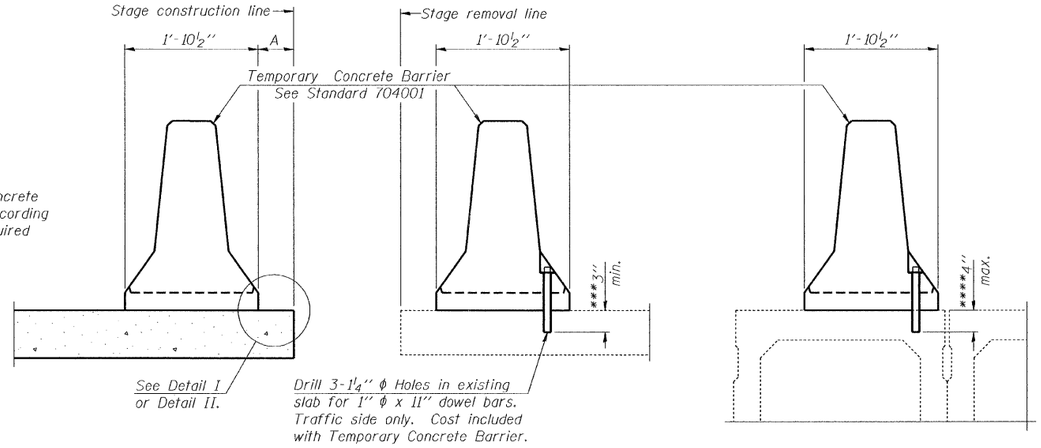
n:\jobs2008\dot\2008-309\00\043-0037-sht3.dgn
12/12/2008

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	27
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 4 OF 26 SHEETS

Contract # 64C03

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



NEW SLAB | EXISTING SLAB | EXISTING DECK BEAM

NOTES

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

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x 10" steel ℄ to the concrete slab or concrete wearing surface with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

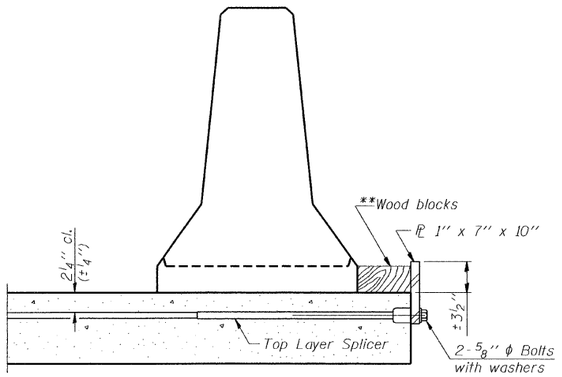
Cost of anchorage is included with Temporary Concrete Barrier.

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

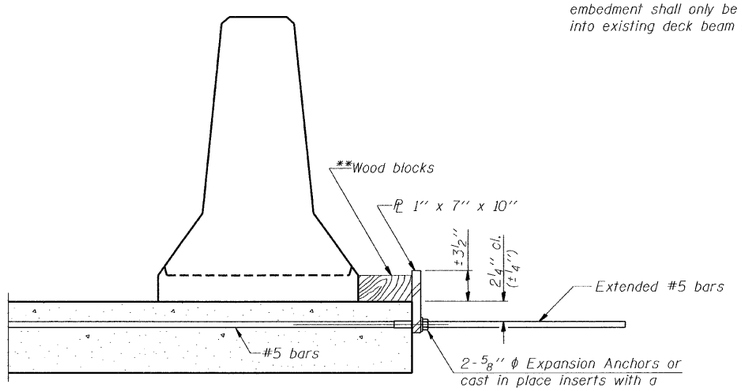
SECTIONS THRU SLAB OR DECK BEAM

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

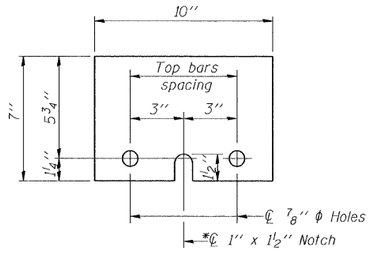
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER ℄ 1" x 7" x 10"

* Required only with Detail II

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

DESIGNED	J.Z.
CHECKED	S.D.H.
DRAWN	M.S.M.
CHECKED	J.Z.

R-27 10-1-08

TEMPORARARY CONCRETE BARRIER FOR STAGE CONSTRUCTION

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D
JO DAVIESS COUNTY
STATION 449+62.06

DATE: 12-11-08 S.N. 043-0037

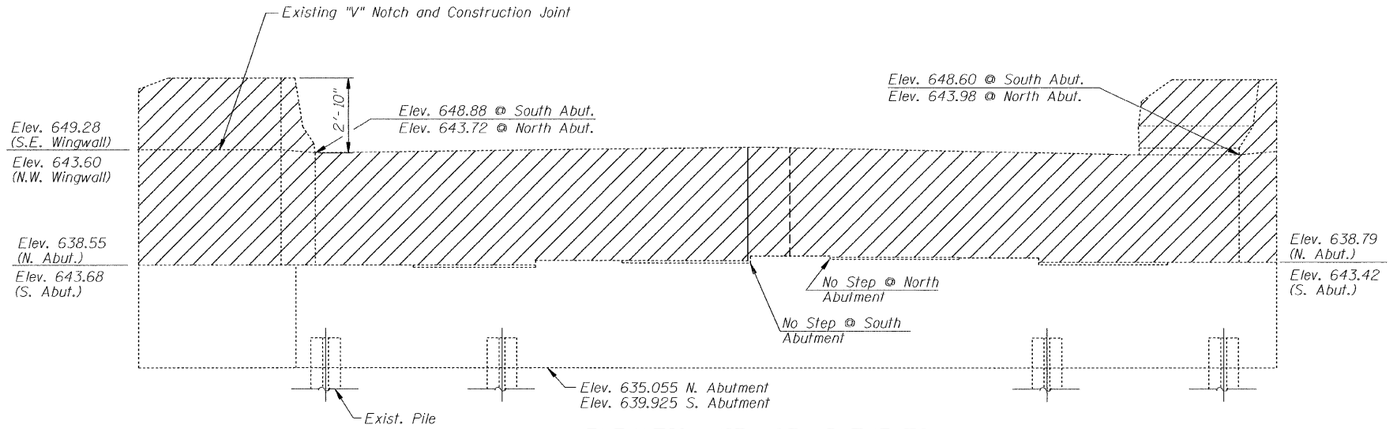
GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

n:\jobs2008\vol1\2008-309\00\043-0037-sn14.dgn
12/12/2008

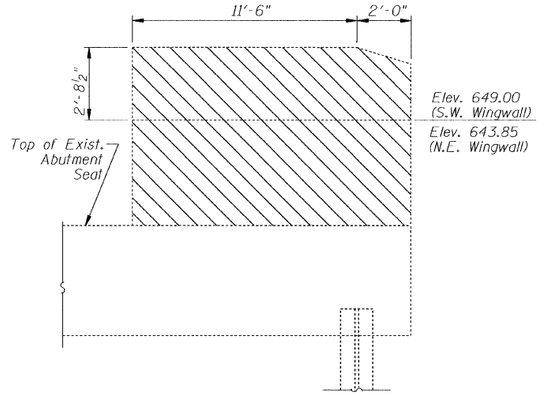
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	28
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 5 OF 26 SHEETS

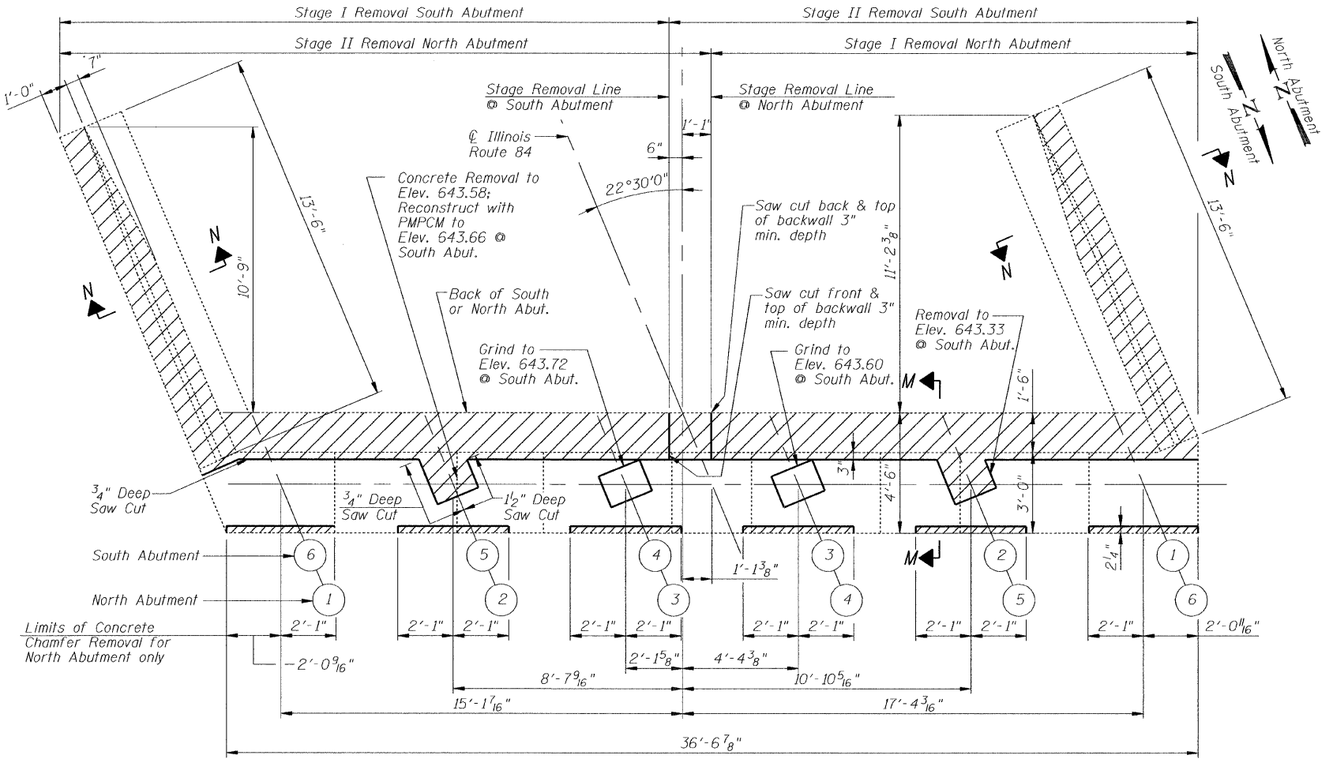
Contract # 64C03



ELEVATION VIEW OF ABUTMENTS



EXISTING WINGWALL ELEVATION
EAST WINGWALL NORTH ABUTMENT AND
WEST WINGWALL SOUTH ABUTMENT



PLAN VIEW OF ABUTMENTS

LEGEND

- Concrete Removal
- Concrete Removal replaced by Polymer Modified Portland Cement Mortar (PMPCM).
- (4) - Proposed Beam (Bearing) Numbers

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
CONCRETE REMOVAL	CU. YD.	42.8

NOTES:

1. For removal of exist. superstructure & staging, see Construction Staging on Sheet 3 of 26.
2. Grind Concrete Bearing Seats @ South Abutment only to Elevations and Dimensions shown in PLAN VIEW OF ABUTMENTS and in BEARING SEAT GRINDING DETAIL PLAN FOR SOUTH ABUTMENT on Sheet 6 of 26.
3. Removal of Concrete Chamfer at North Abutment shall be performed only within the dimensions shown at each beam location.
4. For Quantities of Polymer Modified Portland Cement Mortar, See Sheets 22 and 23 of 26.
5. For Sections M-M and N-N, see Sheet 6 of 26.
6. For areas of Concrete Removal to be replaced by Polymer Modified Portland Cement Mortar, see Sheet 6 of 26.
7. At South Abutment, burn off existing anchor bolts flush with existing concrete surface. Grind existing anchor bolts smooth and seal with epoxy. Cost is included with "Removal of Existing Superstructures."
8. At North Abutment, burn off existing anchor bolts 1" above top of existing concrete surface. Include existing remaining anchor bolts in new concrete bearing pedestal.

DESIGNED	J.J.G.
CHECKED	S.D.H.
DRAWN	M.S.M.
CHECKED	J.J.G.

ABUTMENT CONCRETE REMOVAL
IL Route 84 over Irish Hollow Creek
F.A.P. RTE 308, SECTION (103C-1BR)D
JO DAVIESS COUNTY
STATION 449+62.06
DATE: 12-11-08 S.N. 043-0037
GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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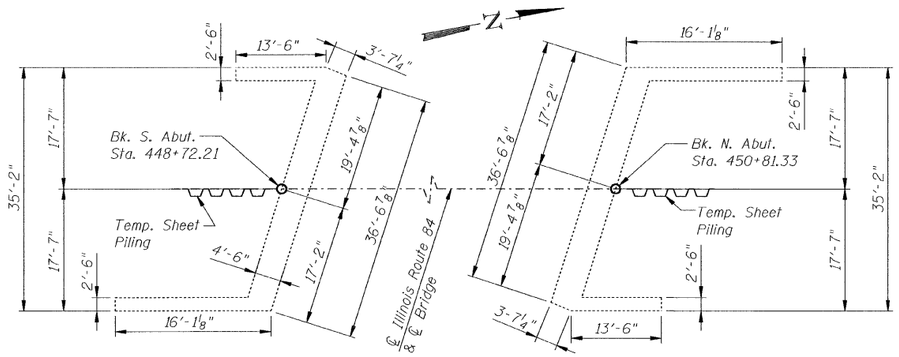
12/2/2008

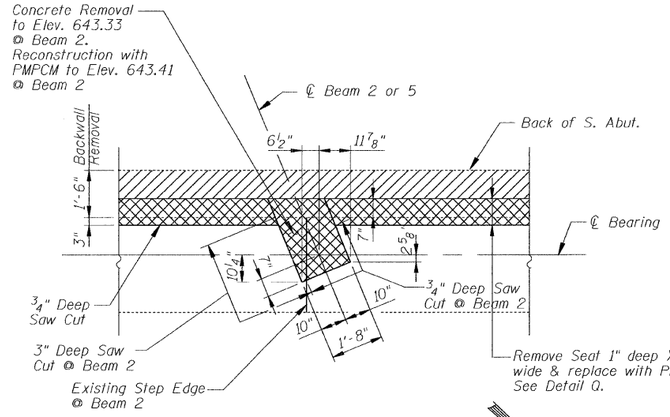
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	29
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 6 OF 26 SHEETS

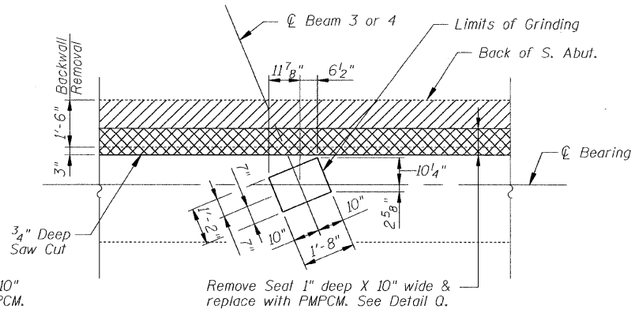
Contract # 64C03



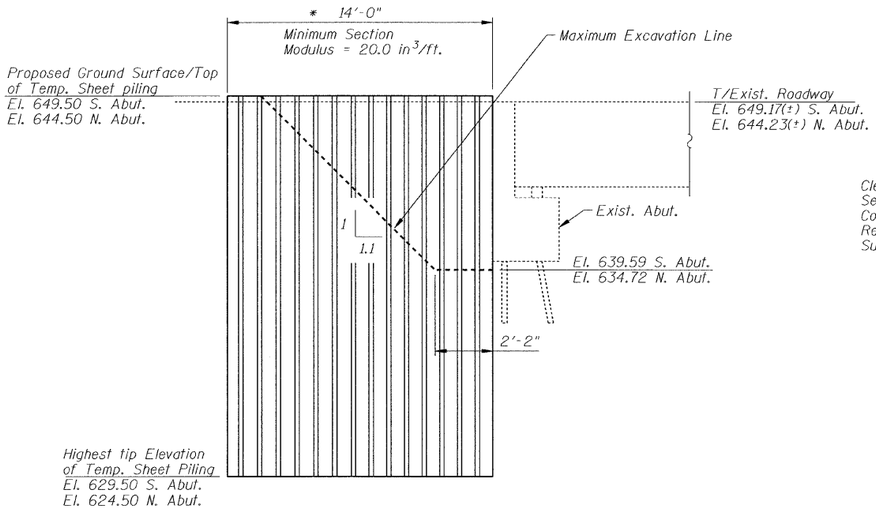
TEMPORARY SHEET PILING LAYOUT



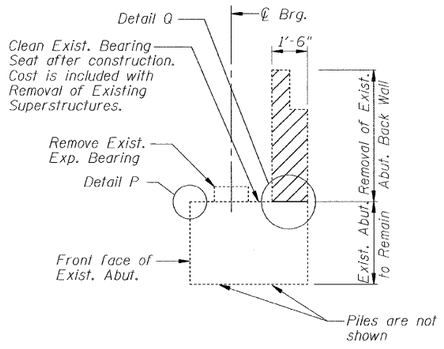
BEARING SEAT REMOVAL DETAIL PLAN FOR SOUTH ABUTMENT



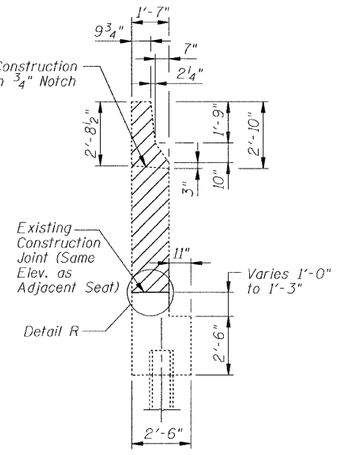
BEARING SEAT GRINDING DETAIL PLAN FOR SOUTH ABUTMENT



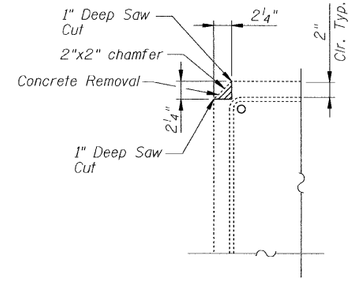
ELEVATION OF TEMPORARY SHEET PILING AT ABUTMENTS



SECTION M-M



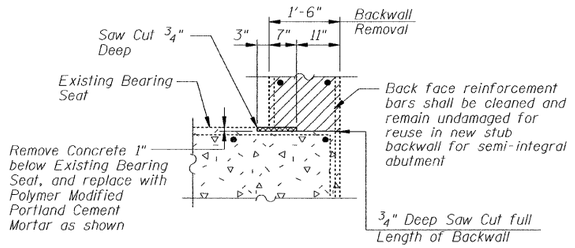
SECTION N-N



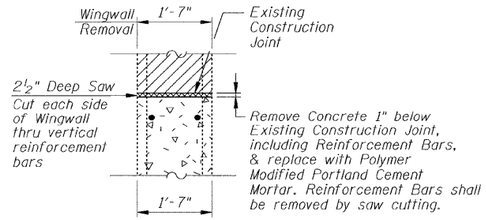
DETAIL P (CHAMFER REMOVAL AT NORTH ABUTMENT)

TEMPORARY SHEET PILING NOTES

1. If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
2. * Dimensions are along ℄ Illinois Route 84.



DETAIL Q



DETAIL R

NOTES

1. For Legend and Locations of Sections M-M and N-N, see Sheet 5 of 26.

DESIGNED	J.J.G.
CHECKED	S.D.H.
DRAWN	M.S.M.
CHECKED	J.J.G.

ABUTMENT SHEET PILING AND REMOVAL DETAILS
IL Route 84 over Irish Hollow Creek
F.A.P. RTE 308, SECTION (103C-1BR)D
JO DAVIESS COUNTY
STATION 449+62.06
DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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12/12/2008

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	30
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 7 OF 26 SHEETS

Contract # 64C03

Beam 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For DL Deflection
Bk. S. Abut.	448+78.42	-15.00	649.00	649.00
CL Brg. S. Abut	448+81.34	-15.00	648.93	648.93
A	448+91.34	-15.00	648.70	648.71
B	449+01.34	-15.00	648.47	648.48
C	449+11.34	-15.00	648.24	648.25
D	449+21.34	-15.00	648.01	648.02
CL S. Brg. S. Pier	449+30.76	-15.00	647.80	647.80
CL S. Pier	449+31.59	-15.00	647.78	647.78
CL N. Brg. S. Pier	449+32.43	-15.00	647.76	647.76
E	449+42.43	-15.00	647.53	647.56
F	449+52.43	-15.00	647.30	647.35
G	449+62.43	-15.00	647.07	647.13
H	449+72.43	-15.00	646.85	646.90
J	449+82.43	-15.00	646.62	646.66
K	449+92.43	-15.00	646.39	646.42
CL S. Brg. N. Pier	450+04.20	-15.00	646.12	646.12
CL. N. Pier	450+04.95	-15.00	646.11	646.11
CL N. Brg. N. Pier	450+05.70	-15.00	646.09	646.09
L	450+15.70	-15.00	645.86	645.89
M	450+25.70	-15.00	645.63	645.69
N	450+35.70	-15.00	645.40	645.47
P	450+45.70	-15.00	645.18	645.25
Q	450+55.70	-15.00	644.97	645.04
R	450+65.70	-15.00	644.77	644.82
S	450+75.70	-15.00	644.57	644.60
CL Brg. N. Abut.	450+84.62	-15.00	644.41	644.41
Bk.N. Abut.	450+87.54	-15.00	644.36	644.36

Beam 2

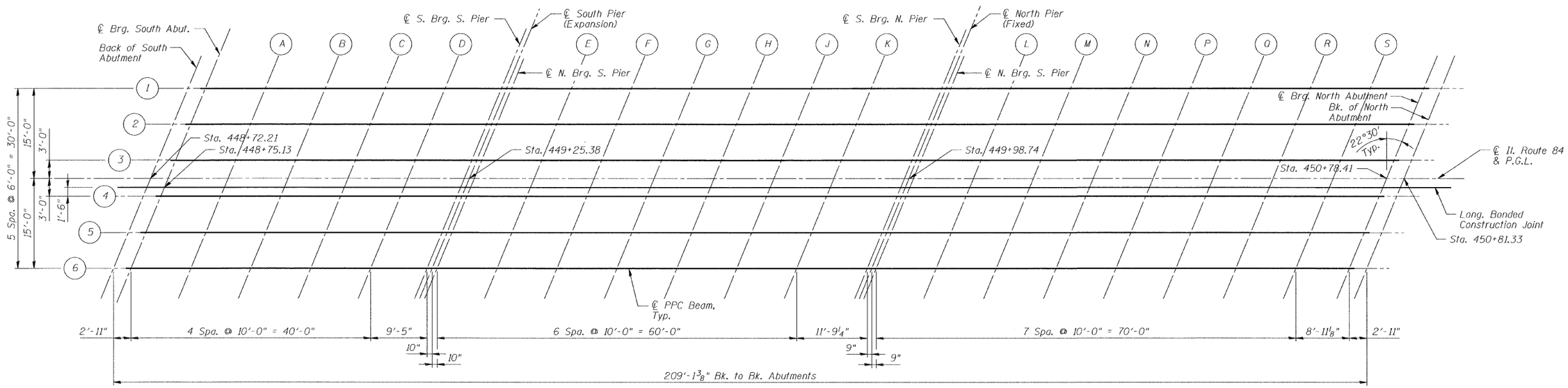
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For DL Deflection
Bk. S. Abut.	448+75.94	-9.00	649.16	649.16
CL Brg. S. Abut	448+78.86	-9.00	649.09	649.09
A	448+88.86	-9.00	648.86	648.87
B	448+98.86	-9.00	648.63	648.64
C	449+08.86	-9.00	648.40	648.42
D	449+18.86	-9.00	648.17	648.18
CL S. Brg. S. Pier	449+28.27	-9.00	647.96	647.96
CL S. Pier	449+29.11	-9.00	647.94	647.94
CL N. Brg. S. Pier	449+29.94	-9.00	647.92	647.92
E	449+39.94	-9.00	647.69	647.72
F	449+49.94	-9.00	647.46	647.51
G	449+59.94	-9.00	647.24	647.29
H	449+69.94	-9.00	647.01	647.06
J	449+79.94	-9.00	646.78	646.82
K	449+89.94	-9.00	646.55	646.58
CL S. Brg. N. Pier	450+01.72	-9.00	646.28	646.28
CL. N. Pier	450+02.47	-9.00	646.27	646.27
CL N. Brg. N. Pier	450+03.22	-9.00	646.25	646.25
L	450+13.22	-9.00	646.02	646.06
M	450+23.22	-9.00	645.79	645.85
N	450+33.22	-9.00	645.56	645.63
P	450+43.22	-9.00	645.34	645.41
Q	450+53.22	-9.00	645.12	645.19
R	450+63.22	-9.00	644.92	644.97
S	450+73.22	-9.00	644.73	644.76
CL Brg. N. Abut.	450+82.14	-9.00	644.56	644.56
Bk.N. Abut.	450+85.06	-9.00	644.51	644.51

Beam 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For DL Deflection
Bk. S. Abut.	448+73.45	-3.00	649.30	649.30
CL Brg. S. Abut	448+76.37	-3.00	649.24	649.24
A	448+86.37	-3.00	649.00	649.01
B	448+96.37	-3.00	648.78	648.79
C	449+06.37	-3.00	648.55	648.56
D	449+16.37	-3.00	648.32	648.33
CL S. Brg. S. Pier	449+25.79	-3.00	648.11	648.11
CL S. Pier	449+26.62	-3.00	648.09	648.09
CL N. Brg. S. Pier	449+27.46	-3.00	648.07	648.07
E	449+37.46	-3.00	647.84	647.87
F	449+47.46	-3.00	647.61	647.65
G	449+57.46	-3.00	647.38	647.43
H	449+67.46	-3.00	647.16	647.21
J	449+77.46	-3.00	646.93	646.97
K	449+87.46	-3.00	646.70	646.73
CL S. Brg. N. Pier	449+99.23	-3.00	646.43	646.43
CL. N. Pier	449+99.98	-3.00	646.41	646.41
CL N. Brg. N. Pier	450+00.73	-3.00	646.40	646.40
L	450+10.73	-3.00	646.17	646.20
M	450+20.73	-3.00	645.94	646.00
N	450+30.73	-3.00	645.70	645.77
P	450+40.73	-3.00	645.48	645.55
Q	450+50.73	-3.00	645.27	645.33
R	450+60.73	-3.00	645.06	645.11
S	450+70.73	-3.00	644.86	644.89
CL Brg. N. Abut.	450+79.65	-3.00	644.70	644.70
Bk.N. Abut.	450+82.57	-3.00	644.64	644.64

P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For DL Deflection
Bk. S. Abut.	448+72.21	0.00	649.37	649.37
CL Brg. S. Abut	448+75.13	0.00	649.31	649.31
A	448+85.13	0.00	649.08	649.09
B	448+95.13	0.00	648.85	648.86
C	449+05.13	0.00	648.62	648.64
D	449+15.13	0.00	648.39	648.40
CL S. Brg. S. Pier	449+24.55	0.00	648.18	648.18
CL S. Pier	449+25.38	0.00	648.16	648.16
CL N. Brg. S. Pier	449+26.21	0.00	648.14	648.14
E	449+36.21	0.00	647.91	647.94
F	449+46.21	0.00	647.68	647.73
G	449+56.21	0.00	647.46	647.51
H	449+66.21	0.00	647.23	647.28
J	449+76.21	0.00	647.00	647.04
K	449+86.21	0.00	646.77	646.80
CL S. Brg. N. Pier	449+97.99	0.00	646.50	646.50
CL. N. Pier	449+98.74	0.00	646.49	646.49
CL N. Brg. N. Pier	449+99.49	0.00	646.47	646.47
L	450+09.49	0.00	646.24	646.28
M	450+19.49	0.00	646.01	646.07
N	450+29.49	0.00	645.79	645.85
P	450+39.49	0.00	645.55	645.63
Q	450+49.49	0.00	645.34	645.41
R	450+59.49	0.00	645.13	645.18
S	450+69.49	0.00	644.93	644.96
CL Brg. N. Abut.	450+78.41	0.00	644.76	644.76
Bk.N. Abut.	450+81.33	0.00	644.71	644.71



PLAN

DESIGNED	J.Z.
CHECKED	J.J.G.
DRAWN	M.S.M.
CHECKED	J.Z.

TOP OF SLAB ELEVATIONS I

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D
JO DAVIESS COUNTY
STATION 449+62.06
S.N. 043-0037

DATE: 12-11-08

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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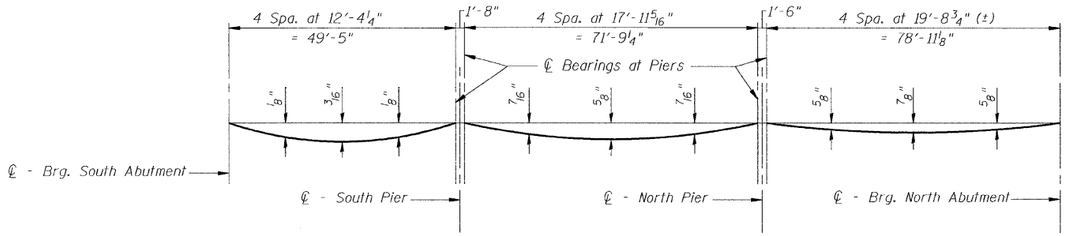
12/2/2008

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	31
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 8 OF 26 SHEETS

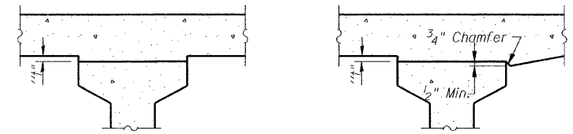
Contract # 64C03



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

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



FILLET HEIGHTS

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

Long Bonded Constr. Jt.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For DL Deflection
Bk. S. Abut.	448+71.59	1.50	649.36	649.36
CL Brg. S. Abut	448+74.51	1.50	649.30	649.30
A	448+84.51	1.50	649.08	649.09
B	448+94.51	1.50	648.84	648.86
C	449+04.51	1.50	648.61	648.63
D	449+14.51	1.50	648.38	648.39
CL S. Brg. S. Pier	449+23.93	1.50	648.17	648.17
CL S. Pier	449+24.76	1.50	648.15	648.15
CL N. Brg. S. Pier	449+25.59	1.50	648.13	648.13
E	449+35.59	1.50	647.90	647.93
F	449+45.59	1.50	647.68	647.72
G	449+55.59	1.50	647.45	647.50
H	449+65.59	1.50	647.22	647.27
J	449+75.59	1.50	646.99	647.04
K	449+85.59	1.50	646.76	646.79
CL S. Brg. N. Pier	449+97.37	1.50	646.50	646.50
CL. N. Pier	449+98.12	1.50	646.48	646.48
CL N. Brg. N. Pier	449+98.87	1.50	646.46	646.46
L	450+08.87	1.50	646.23	646.27
M	450+18.87	1.50	646.01	646.06
N	450+28.87	1.50	645.78	645.85
P	450+38.87	1.50	645.54	645.62
Q	450+48.87	1.50	645.33	645.40
R	450+58.87	1.50	645.12	645.17
S	450+68.87	1.50	644.92	644.95
CL Brg. N. Abut.	450+77.79	1.50	644.75	644.75
Bk.N. Abut.	450+80.71	1.50	644.70	644.70

Beam 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For DL Deflection
Bk. S. Abut.	448+70.97	3.00	649.36	649.36
CL Brg. S. Abut	448+73.89	3.00	649.29	649.29
A	448+83.89	3.00	649.07	649.08
B	448+93.89	3.00	648.83	648.85
C	449+03.89	3.00	648.60	648.62
D	449+13.89	3.00	648.38	648.39
CL S. Brg. S. Pier	449+23.30	3.00	648.16	648.16
CL S. Pier	449+24.14	3.00	648.14	648.14
CL N. Brg. S. Pier	449+24.97	3.00	648.12	648.12
E	449+34.97	3.00	647.90	647.92
F	449+44.97	3.00	647.67	647.71
G	449+54.97	3.00	647.44	647.49
H	449+64.97	3.00	647.21	647.26
J	449+74.97	3.00	646.98	647.03
K	449+84.97	3.00	646.76	646.79
CL S. Brg. N. Pier	449+96.75	3.00	646.49	646.49
CL. N. Pier	449+97.50	3.00	646.47	646.47
CL N. Brg. N. Pier	449+98.25	3.00	646.45	646.45
L	450+08.25	3.00	646.22	646.26
M	450+18.25	3.00	646.00	646.05
N	450+28.25	3.00	645.77	645.84
P	450+38.25	3.00	645.54	645.61
Q	450+48.25	3.00	645.32	645.39
R	450+58.25	3.00	645.11	645.16
S	450+68.25	3.00	644.91	644.94
CL Brg. N. Abut.	450+77.17	3.00	644.74	644.74
Bk.N. Abut.	450+80.09	3.00	644.69	644.69

Beam 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For DL Deflection
Bk. S. Abut.	448+68.48	9.00	649.32	649.32
CL Brg. S. Abut	448+71.40	9.00	649.26	649.26
A	448+81.40	9.00	649.03	649.04
B	448+91.40	9.00	648.80	648.81
C	449+01.40	9.00	648.57	648.59
D	449+11.40	9.00	648.34	648.35
CL S. Brg. S. Pier	449+20.82	9.00	648.13	648.13
CL S. Pier	449+21.65	9.00	648.11	648.11
CL N. Brg. S. Pier	449+22.49	9.00	648.09	648.09
E	449+32.49	9.00	647.86	647.89
F	449+42.49	9.00	647.63	647.68
G	449+52.49	9.00	647.41	647.46
H	449+62.49	9.00	647.18	647.23
J	449+72.49	9.00	646.95	646.99
K	449+82.49	9.00	646.72	646.75
CL S. Brg. N. Pier	449+94.26	9.00	646.45	646.45
CL. N. Pier	449+95.01	9.00	646.44	646.44
CL N. Brg. N. Pier	449+95.76	9.00	646.42	646.42
L	450+05.76	9.00	646.19	646.23
M	450+15.76	9.00	645.96	646.02
N	450+25.76	9.00	645.74	645.80
P	450+35.76	9.00	645.50	645.57
Q	450+45.76	9.00	645.28	645.35
R	450+55.76	9.00	645.07	645.13
S	450+65.76	9.00	644.87	644.90
CL Brg. N. Abut.	450+74.68	9.00	644.70	644.70
Bk.N. Abut.	450+77.60	9.00	644.64	644.64

Beam 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For DL Deflection
Bk. S. Abut.	448+66.00	15.00	649.27	649.27
CL Brg. S. Abut	448+68.92	15.00	649.20	649.20
A	448+78.92	15.00	648.99	649.00
B	448+88.92	15.00	648.75	648.77
C	448+98.92	15.00	648.52	648.54
D	449+08.92	15.00	648.29	648.30
CL S. Brg. S. Pier	449+18.33	15.00	648.08	648.08
CL S. Pier	449+19.17	15.00	648.06	648.06
CL N. Brg. S. Pier	449+20.00	15.00	648.04	648.04
E	449+30.00	15.00	647.81	647.84
F	449+40.00	15.00	647.59	647.63
G	449+50.00	15.00	647.36	647.41
H	449+60.00	15.00	647.13	647.18
J	449+70.00	15.00	646.90	646.95
K	449+80.00	15.00	646.67	646.70
CL S. Brg. N. Pier	449+91.78	15.00	646.41	646.41
CL. N. Pier	449+92.53	15.00	646.39	646.39
CL N. Brg. N. Pier	449+93.28	15.00	646.37	646.37
L	450+03.28	15.00	646.14	646.18
M	450+13.28	15.00	645.92	645.97
N	450+23.28	15.00	645.69	645.76
P	450+33.28	15.00	645.45	645.52
Q	450+43.28	15.00	645.23	645.30
R	450+53.28	15.00	645.02	645.07
S	450+63.28	15.00	644.82	644.84
CL Brg. N. Abut.	450+72.20	15.00	644.64	644.64
Bk.N. Abut.	450+75.12	15.00	644.59	644.59

DESIGNED	J.Z.
CHECKED	J.J.G.
DRAWN	M.S.M.
CHECKED	J.Z.

TOP OF SLAB ELEVATIONS II

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D
JO DAVIESS COUNTY
STATION 449+62.06

DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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12/2/2008

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	32
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 9 OF 26 SHEETS

Contract # 64C03

West Edge of Shoulder

Location	Station	Offset	Theoretical Grade Elevations
South End of South Appr. Pav't	448+49.74	-16.00	649.59
A1	448+59.74	-16.00	649.38
A2	448+69.74	-16.00	649.17
North End of South Appr. Pav't	448+79.74	-16.00	648.95

West Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations
South End of South Appr. Pav't	448+48.08	-12.00	649.70
A1	448+58.08	-12.00	649.50
A2	448+68.08	-12.00	649.28
North End of South Appr. Pav't	448+78.08	-12.00	649.07

℄ Roadway & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
South End of South Appr. Pav't	448+43.11	0.00	649.98
A1	448+53.11	0.00	649.78
A2	448+63.11	0.00	649.57
North End of South Appr. Pav't	448+73.11	0.00	649.36

Stage Construction Joint

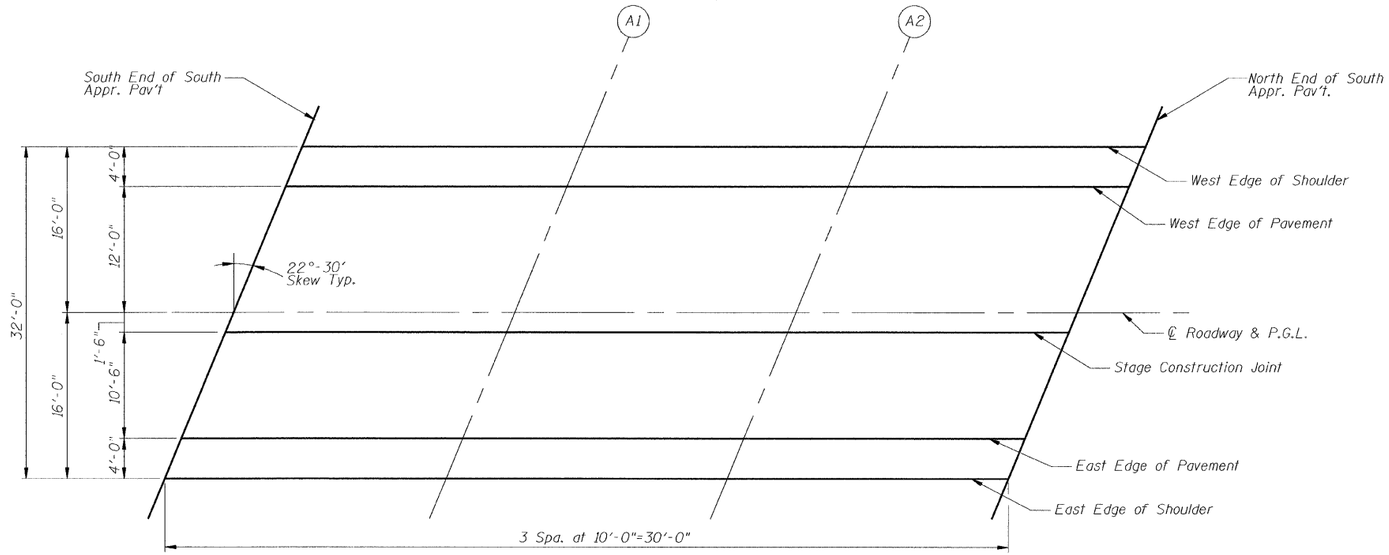
Location	Station	Offset	Theoretical Grade Elevations
South End of South Appr. Pav't	448+42.49	1.50	649.97
A1	448+52.49	1.50	649.77
A2	448+62.49	1.50	649.56
North End of South Appr. Pav't	448+72.49	1.50	649.35

East Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations
South End of South Appr. Pav't	448+38.14	12.00	649.90
A1	448+48.14	12.00	649.70
A2	448+58.14	12.00	649.49
North End of South Appr. Pav't	448+68.14	12.00	649.28

East Edge of Shoulder

Location	Station	Offset	Theoretical Grade Elevations
South End of South Appr. Pav't	448+36.48	16.00	649.85
A1	448+46.48	16.00	649.65
A2	448+56.48	16.00	649.45
North End of South Appr. Pav't	448+66.48	16.00	649.24



PLAN

DESIGNED	J.Z.
CHECKED	J.J.G.
DRAWN	M.S.M.
CHECKED	J.Z.

TOP OF SOUTH APPROACH SLAB ELEVATIONS

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D

JO DAVIESS COUNTY

STATION 449+62.06

DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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12/12/2008

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	33
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 10 OF 26 SHEETS

Contract # 64C03

West Edge of Shoulder

Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't	450+87.06	-16.00	644.34
A3	450+97.06	-16.00	644.17
A4	451+07.06	-16.00	644.00
North End of North Appr. Pav't	451+17.06	-16.00	643.85

West Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't	450+85.40	-12.00	644.45
A3	450+95.40	-12.00	644.28
A4	451+05.40	-12.00	644.11
North End of North Appr. Pav't	451+15.40	-12.00	643.95

℄ Roadway & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't	450+80.43	0.00	644.72
A3	450+90.43	0.00	644.54
A4	451+00.43	0.00	644.37
North End of North Appr. Pav't	451+10.43	0.00	644.21

Stage Construction Joint

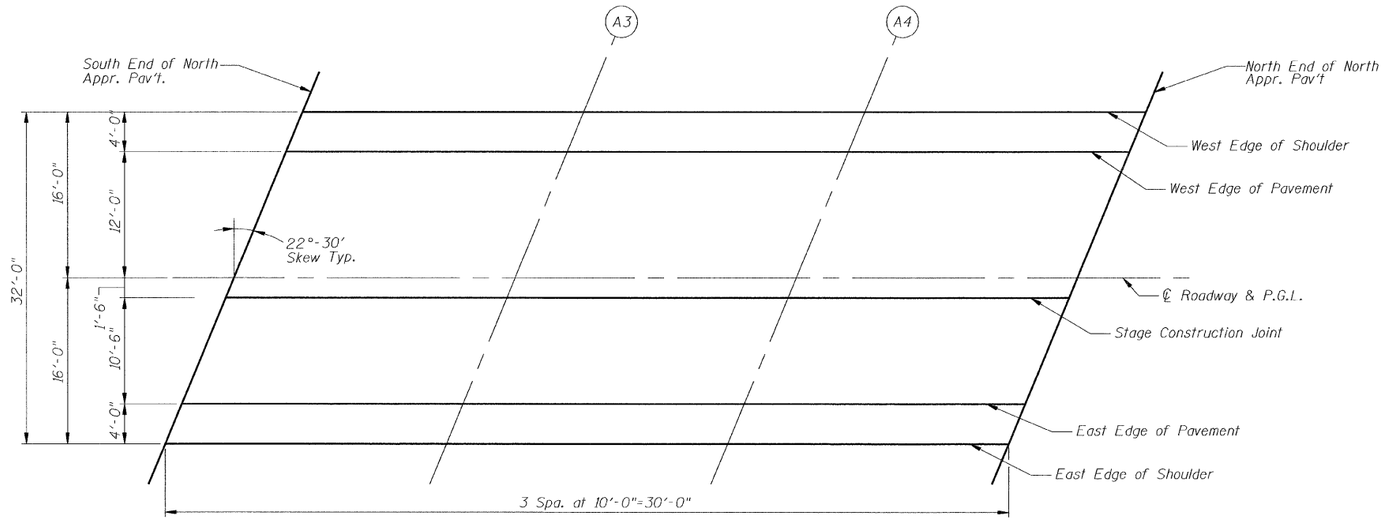
Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't	450+79.81	1.50	644.71
A3	450+89.81	1.50	644.53
A4	450+99.81	1.50	644.36
North End of North Appr. Pav't	451+09.81	1.50	644.20

East Edge of Pavement

Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't	450+75.46	12.00	644.64
A3	450+85.46	12.00	644.45
A4	450+95.46	12.00	644.28
North End of North Appr. Pav't	451+05.46	12.00	644.11

East Edge of Shoulder

Location	Station	Offset	Theoretical Grade Elevations
South End of North Appr. Pav't	450+73.80	16.00	644.59
A3	450+83.80	16.00	644.40
A4	450+93.80	16.00	644.23
North End of North Appr. Pav't	451+03.80	16.00	644.06



PLAN

DESIGNED	J.Z.
CHECKED	J.J.G.
DRAWN	M.S.M.
CHECKED	J.Z.

TOP OF NORTH APPROACH SLAB ELEVATIONS

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D

JO DAVIESS COUNTY

STATION 449+62.06

DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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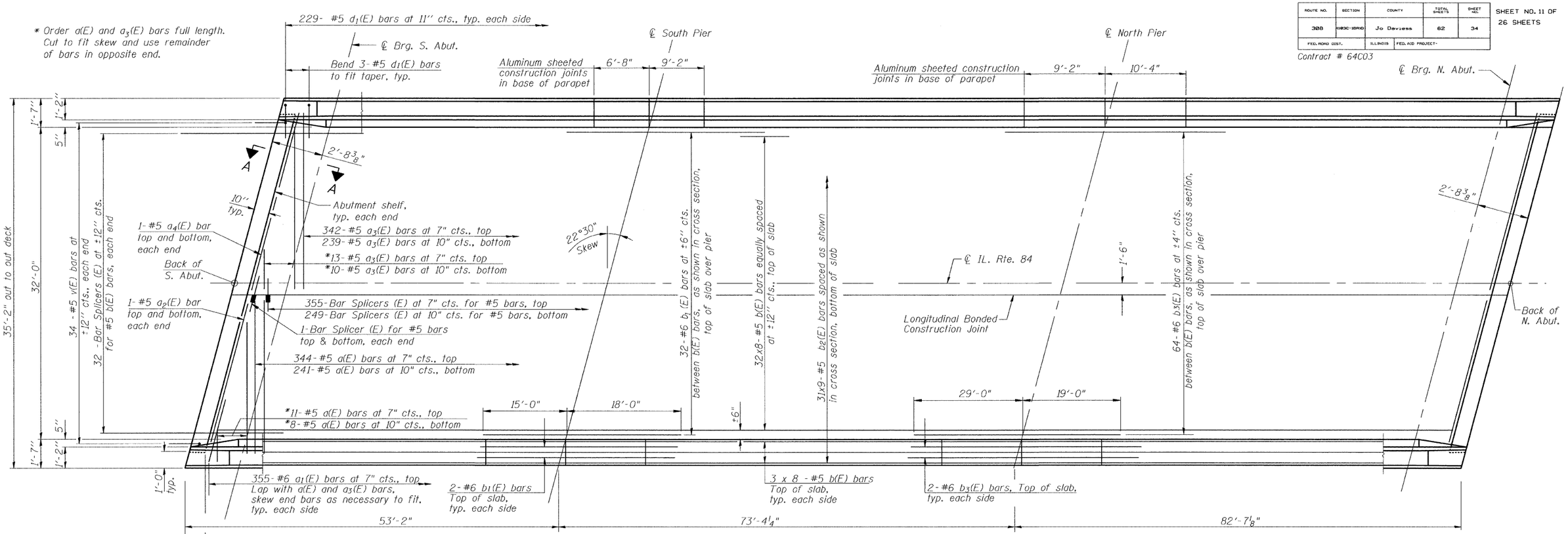
12/2/2008

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103C-1BR(D	Jo Daviess	62	34
FED. ROAD DIST.		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 11 OF 26 SHEETS

Contract # 64C03

* Order a(E) and a_3(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

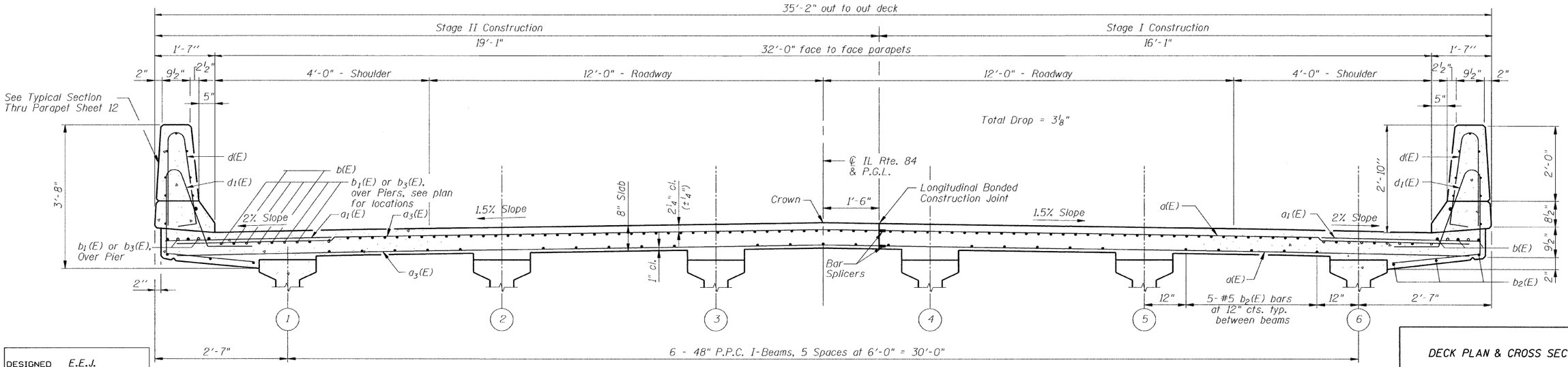


PLAN

MIN. LAP LENGTH

Bar Size	Lap
#4 -	1'-8"
#5 -	2'-2"
#6 -	2'-7"

Notes:
See Sheet 12 of 26 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 12 of 26 for parapet reinforcement.
For Section A-A, see Sheet 18 of 26.



CROSS SECTION

(Looking North Over The Piers)

DESIGNED	E.E.J.
CHECKED	J.Z.
DRAWN	M.S.M.
CHECKED	E.E.J.

DECK PLAN & CROSS SECTION

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D

JO DAVIESS COUNTY

STATION 449+62.06

DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC

CHICAGO ILLINOIS

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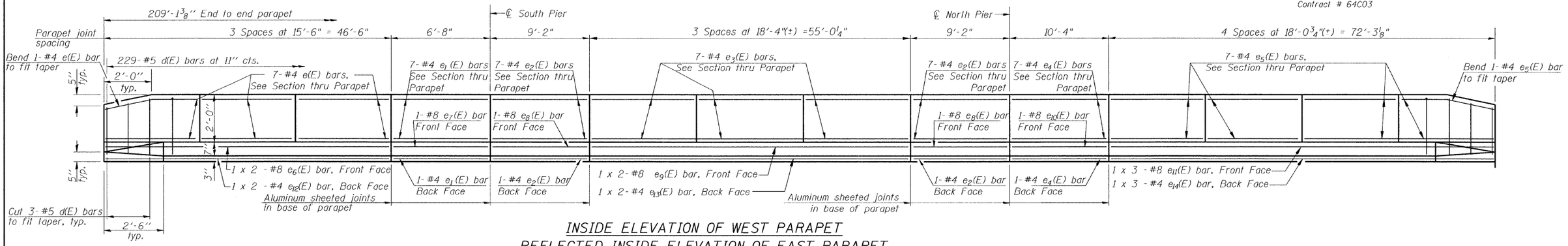
12/12/2008

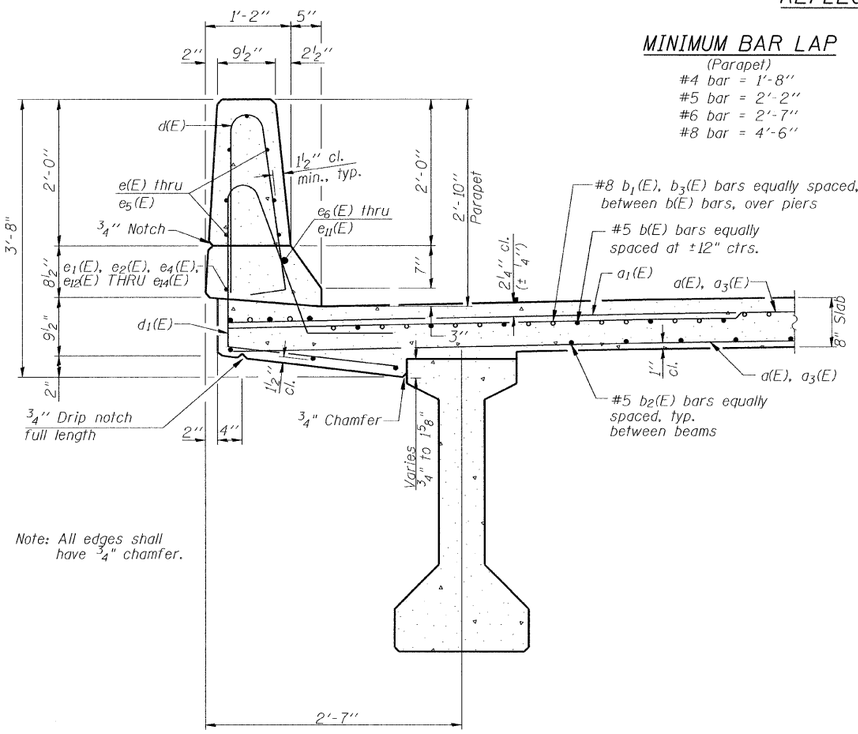
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	35
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 12 OF 26 SHEETS

Contract # 64C03

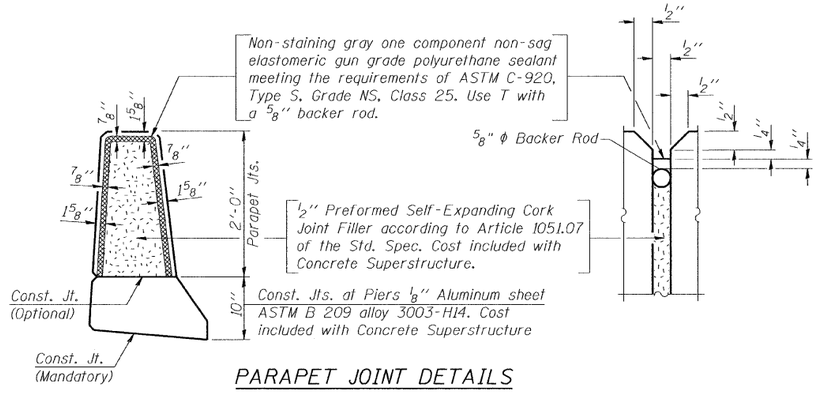


INSIDE ELEVATION OF WEST PARAPET
REFLECTED INSIDE ELEVATION OF EAST PARAPET



SECTION THRU PARAPET

MINIMUM BAR LAP
(Parapet)
#4 bar = 1'-8"
#5 bar = 2'-2"
#6 bar = 2'-7"
#8 bar = 4'-6"



PARAPET JOINT DETAILS

SUPERSTRUCTURE BILL OF MATERIAL

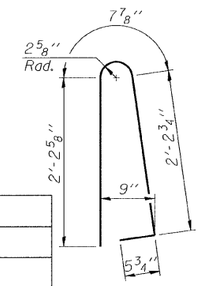
Bar	No.	Size	Length	Shape
d(E)	604	#5	15'-7"	
a1(E)	710	#6	6'-6"	
a2(E)	4	#5	16'-10"	
a3(E)	604	#5	18'-7"	
a4(E)	4	#5	20'-1"	
b(E)	304	#5	28'-0"	
b1(E)	36	#6	33'-0"	
b2(E)	279	#5	25'-2"	
b3(E)	68	#6	48'-0"	
d(E)	458	#5	5'-7"	
d1(E)	458	#5	7'-0"	
e(E)	42	#4	15'-2"	
e1(E)	16	#4	6'-4"	
e2(E)	32	#4	8'-10"	
e3(E)	42	#4	18'-0"	
e4(E)	16	#4	10'-0"	
e5(E)	56	#4	17'-8"	
e6(E)	4	#8	25'-4"	
e7(E)	2	#8	6'-4"	
e8(E)	4	#8	8'-10"	
e9(E)	4	#8	29'-8"	
e10(E)	2	#8	10'-0"	
e11(E)	6	#8	27'-0"	
e12(E)	4	#4	23'-11"	
e13(E)	4	#4	28'-3"	
e14(E)	6	#4	25'-2"	

Bar	No.	Size	Length	Shape
m(E)	20	#6	16'-11"	
m1(E)	16	#6	4'-2"	
m2(E)	8	#6	6'-9"	
m3(E)	8	#6	8'-6"	
m4(E)	4	#6	5'-10"	
m5(E)	4	#6	8'-3"	
m6(E)	20	#6	20'-2"	
m7(E)	4	#6	3'-9"	
m8(E)	32	#4	5'-6"	
m9(E)	8	#4	4'-2"	
m10(E)	16	#6	4'-2"	
m11(E)	4	#6	3'-6"	
m12(E)	6	#8	6'-4"	
m13(E)	4	#8	3'-2"	
s(E)	62	#5	7'-8"	
s1(E)	62	#5	11'-1"	
s2(E)	25	#5	11'-1"	
s3(E)	25	#5	10'-9"	
u(E)	62	#5	4'-8"	
v(E)	68	#5	3'-4"	

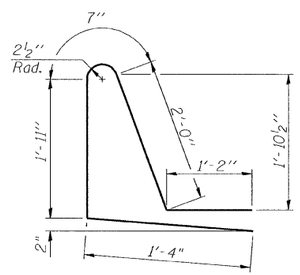
Concrete Superstructure	Cu. Yds.	306.0
Bridge Deck Grooving	Sq. Yds.	698
Protective Coat	Sq. Yds.	920
Reinforcement Bars, Epoxy Coated	Lbs.	65,130

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

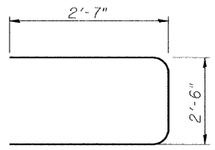
The quantities include reinforcement and concrete superstructure for the diaphragms at abutments and at piers.



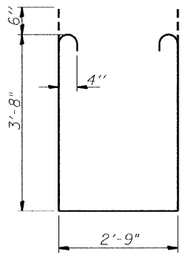
BAR d(E)



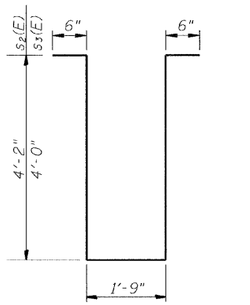
BAR d1(E)



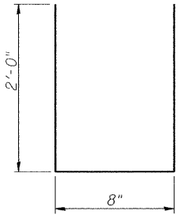
BAR s(E)



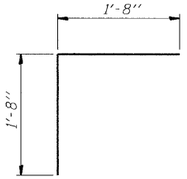
BAR s1(E)



BARS s2(E) & s3(E)



BAR u(E)



BAR v(E)

DESIGNED	E.E.J.
CHECKED	J.Z.
DRAWN	M.S.M.
CHECKED	E.E.J.

DECK DETAILS

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D

JO DAVIESS COUNTY

STATION 449+62.06

DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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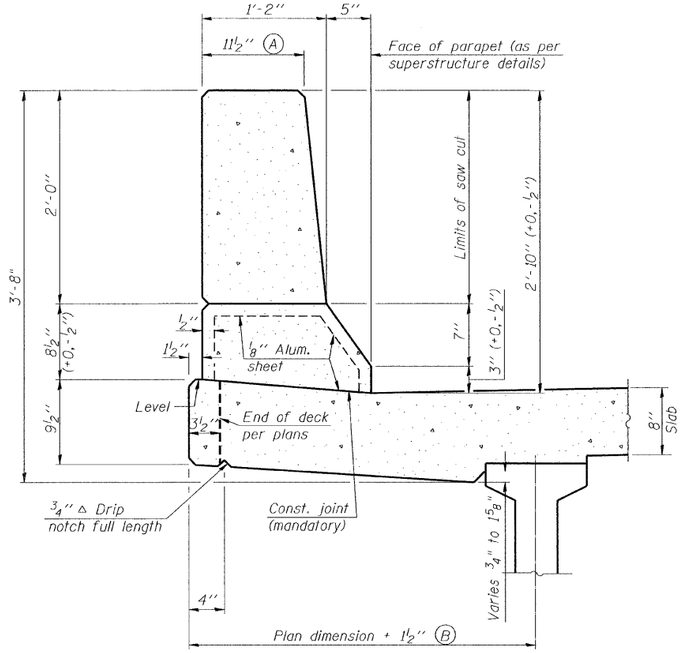
12/12/2008

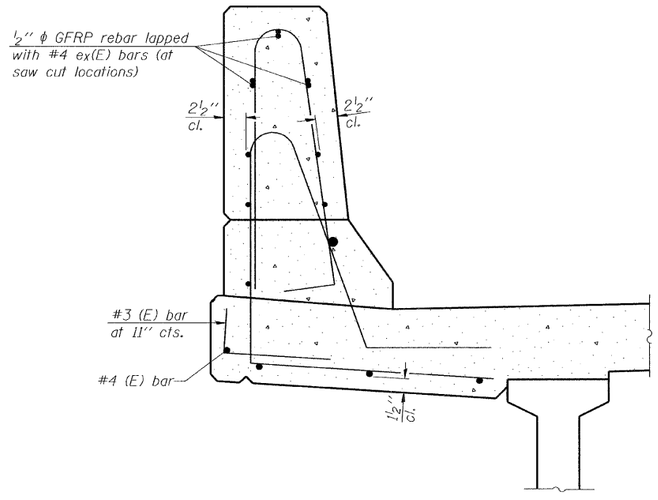
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	36
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 12A OF 26 SHEETS

Contract # 64C03



SECTION
(Showing dimensions)

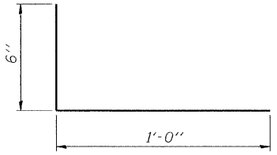


SECTION
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

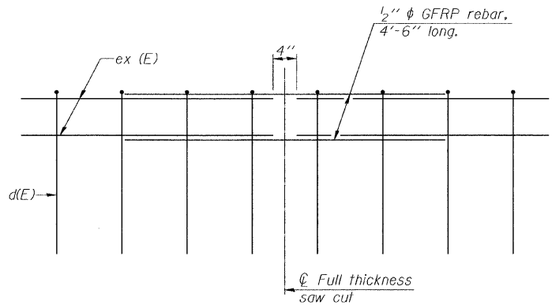
GENERAL NOTES

All dimensions shall remain the same as shown on contract plans, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B= 0.0165 cu. yds./ft. of parapet.

Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section at each parapet joint location.)

DESIGNED	J.Z.
CHECKED	S.D.H.
DRAWN	M.S.M.
CHECKED	J.Z.

SFP-34 10-1-08

CONCRETE PARAPET SLIPFORMING OPTION
IL Route 84 over Irish Hollow Creek
F.A.P. RTE 308. SECTION (103C-1BR)D
JO DAVIESS COUNTY
STATION 449+62.06
S.N. 043-0037
DATE: 12-11-08

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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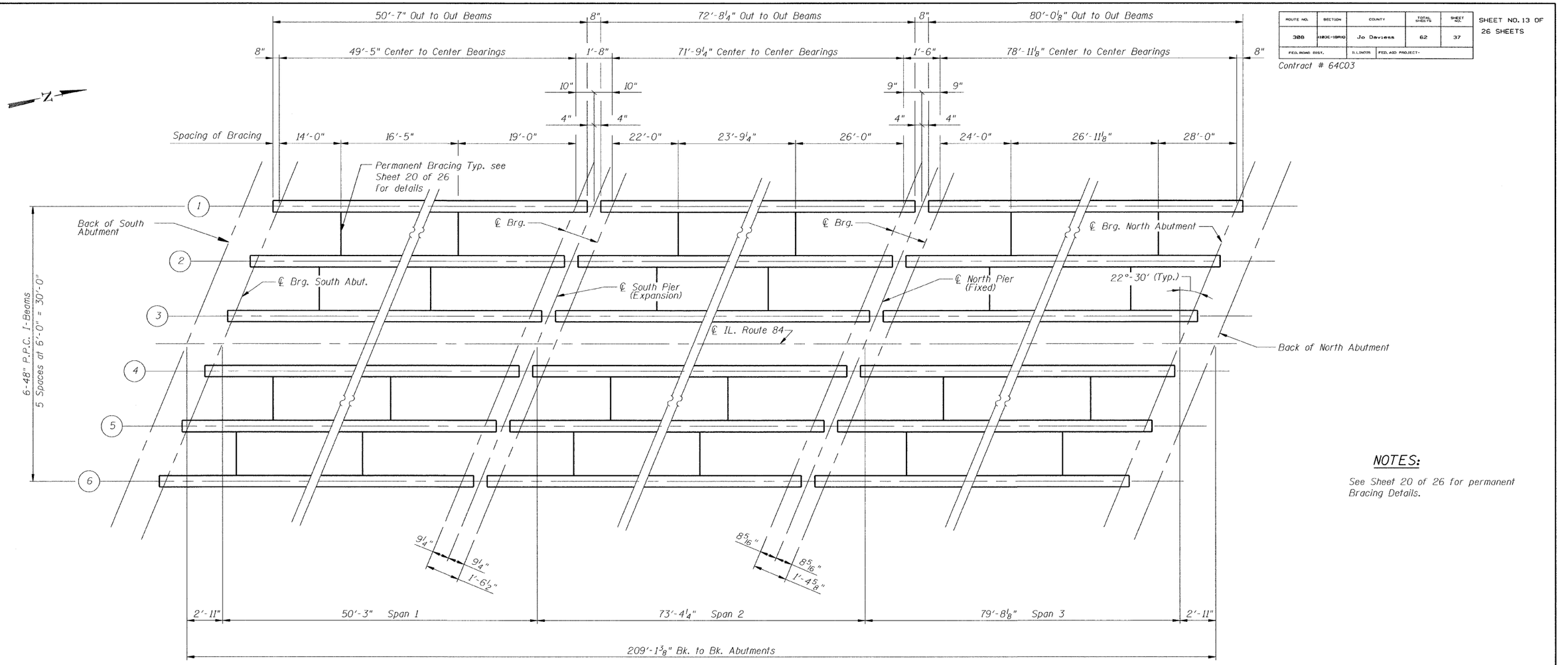
12/2/2008

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	37
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 13 OF 26 SHEETS

Contract # 64C03



FRAMING PLAN

Interior Beam Moment Table						
		0.4 SP. 1	S. Pier	0.5 SP. 2	N. Pier	0.6 SP. 3
I	(in^4)	144,117	-	144,117	-	144,117
I'	(in^4)	379,857	-	379,857	-	379,857
S_b	(in^3)	6,834.1	-	6,834.1	-	6,834.1
S_b'	(in^3)	11,084.2	-	11,084.2	-	11,084.2
S_t	(in^3)	5,355.1	-	5,355.1	-	5,355.1
S_t'	(in^3)	27,666.2	-	27,666.2	-	27,666.2
DC1	(k/')	1.32	-	1.32	-	1.32
M_{DC1}	('k)	353.0	-	776.7	-	898.4
DC2	(k/')	0.15	0.15	0.15	0.15	0.15
M_{DC2}	('k)	26.6	46.4	26.1	94.9	76.4
DW	(k/')	0.3	0.3	0.3	0.3	0.3
M_{DW}	('k)	47.3	82.4	46.4	168.7	135.8
$M_{L \cdot Imp}$	('k)	570.9	572.7	650.1	812.7	902.4

Interior Beam Reaction Table HL93 Loading							
		S. Abut	S. Pier SP. 1	S. Pier SP. 2	N. Pier SP. 2	N. Pier SP. 3	N. Abut
R_{DC1}	(k)	59.4	32.9	47.0	47.0	51.3	77.7
* R_{DC2}	(k)	2.8	9.6	9.6	13.4	13.4	4.8
* R_{DW}	(k)	5.1	17.1	17.1	23.9	23.9	8.5
* $R_{L \cdot Imp}$	(k)	30.7	49.9	50.1	57.5	57.5	35.7
R_{Total}	(k)	98.0	109.5	123.8	141.8	146.1	126.7

* The total R_{DC2}, R_{DW} and $R_{L \cdot Imp}$ are assumed to be distributed evenly to each bearing line at a pier regardless of the span ratios. The bearing design at a pier shall be based on the maximum reactions of either span.

NOTES:

See Sheet 20 of 26 for permanent Bracing Details.

- I — Non-composite moment of intertia of beam section ($in.^4$).
- I' — Composite moment of intertia of beam section ($in.^4$).
- S_b — Non-composite section modulus for the bottom fiber of the prestressed beam ($in.^3$).
- S_b' — Composite section modulus for the bottom fiber of the prestressed beam ($in.^3$).
- S_t — Non-composite section modulus for the top fiber of the prestressed beam ($in.^3$).
- S_t' — Composite section modulus for the top fiber of the prestressed beam ($in.^3$).
- DC1 — Un-factored non-composite dead load (kips/ft.).
- M_{DC1} — Un-factored moment due to non-composite dead load (kips-ft.).
- DC2 — Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2} — Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW — Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW} — Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- $M_{L \cdot Imp}$ — Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

DESIGNED	J.Z.
CHECKED	S.D.H.
DRAWN	M.S.M.
CHECKED	J.Z.

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12/2/2008

FRAMING PLAN

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D
JO DAVIESS COUNTY
STATION 449+62.06

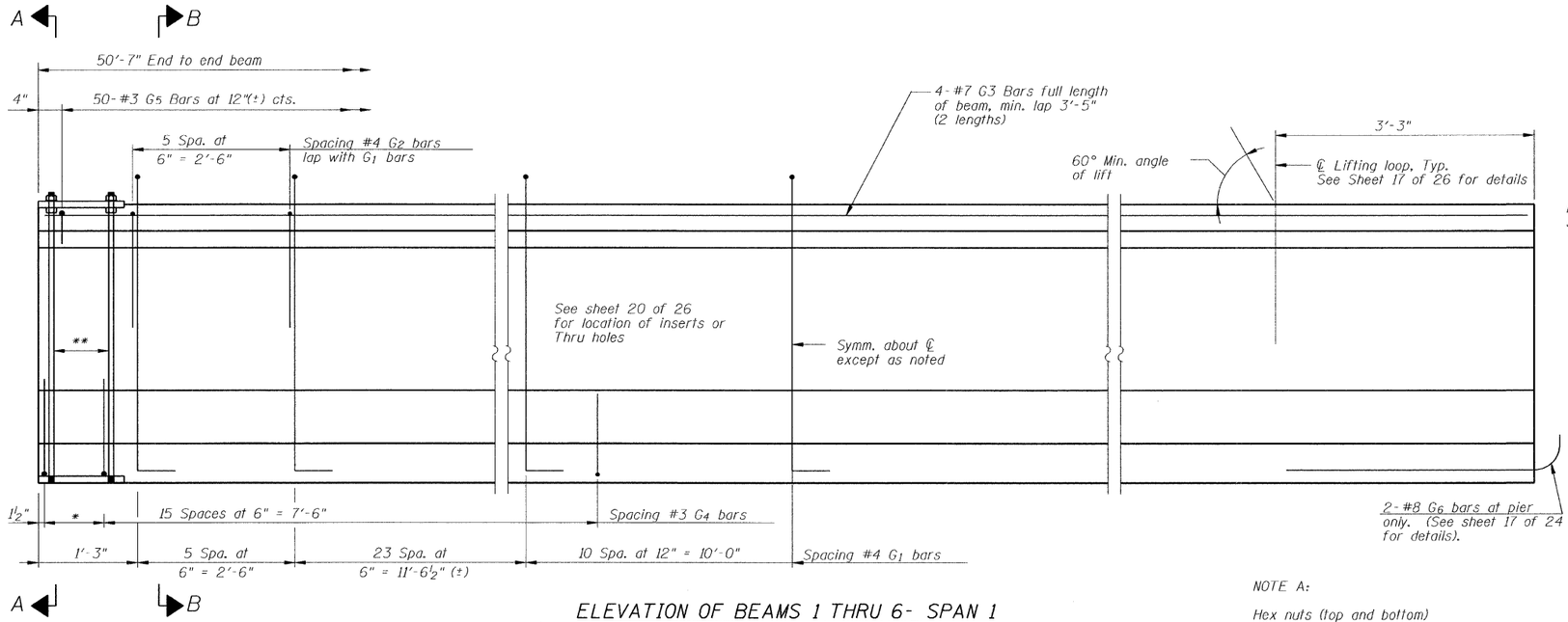
DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	38
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 14 OF 26 SHEETS

Contract # 64C03



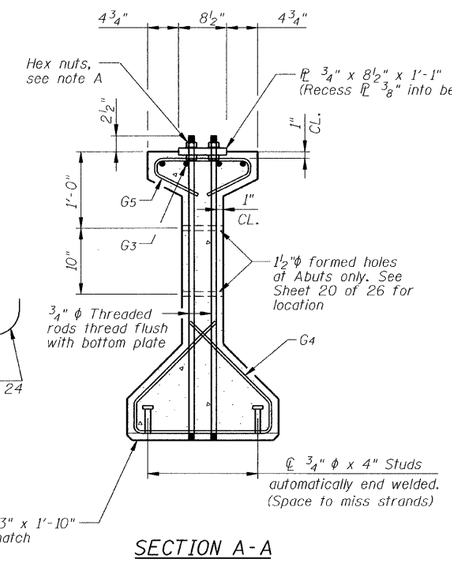
* 3 Spaces at 3" = 9"
** 4-¾"ϕ Threaded dowel rods at 3" cts., each face.

ELEVATION OF BEAMS 1 THRU 6- SPAN 1

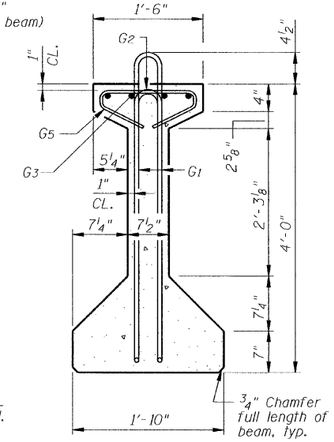
(Showing reinforcement & dimensions)

NOTE A:

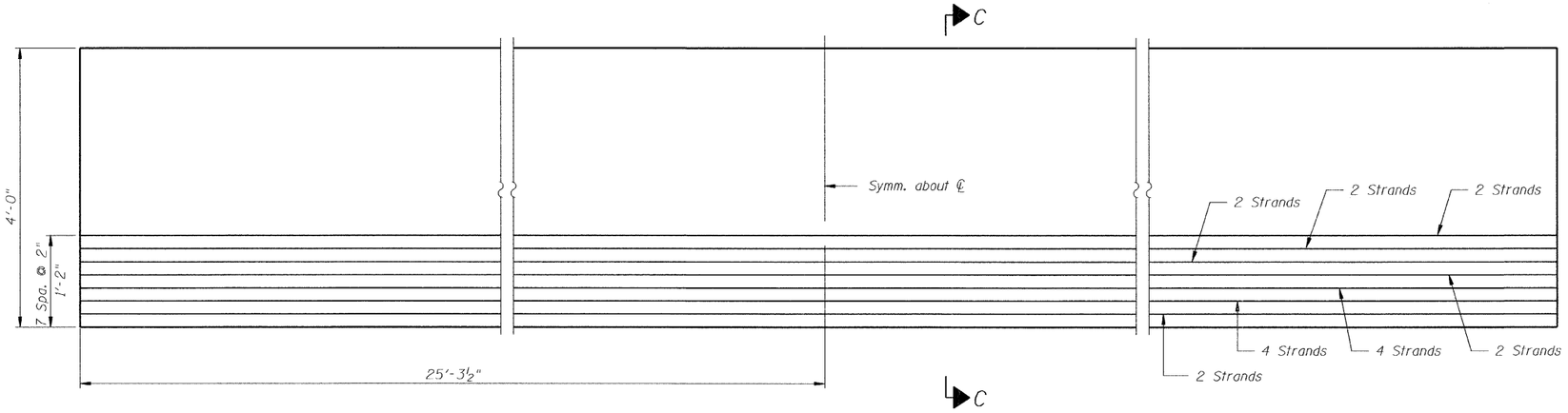
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



SECTION A-A

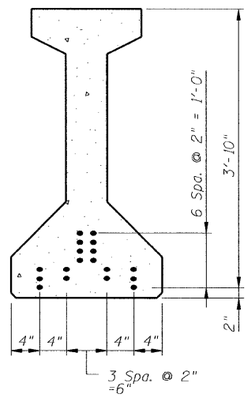


SECTION B-B



ELEVATION OF BEAM

(Showing prestressing steel)



SECTION C-C

BAR LIST

ONE BEAM ONLY

BAR	NO.	SIZE	LENGTH	SHAPE
G1	77	#4	9'-6"	
G2	12	#4	7'-11"	
G3	8	#7	27'-2"	
G4	38	#3	5'-3"	
G5	50	#3	2'-9"	
G6	2	#8	3'-9"	

Notes:

See sheet 17 of 26 for additional details and bill of material.
Required release strength f'ci , shall be 5,000 Psi.

DESIGNED	J.Z.
CHECKED	J.R.S.
DRAWN	M.S.M.
CHECKED	J.Z.

BEAM DETAILS, SPAN 1

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D
JO DAVIESS COUNTY
STATION 449+62.06

DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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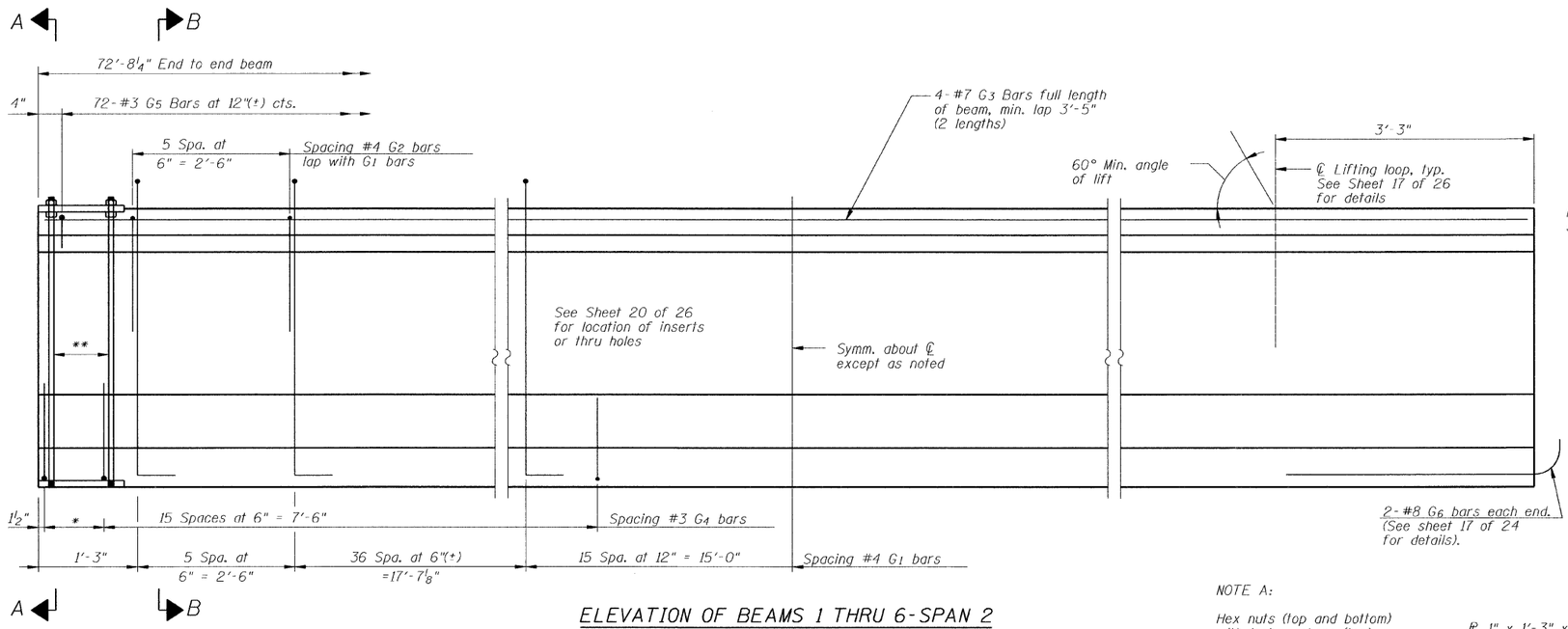
12/12/2008

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	39
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 15 OF 26 SHEETS

Contract # 64C03



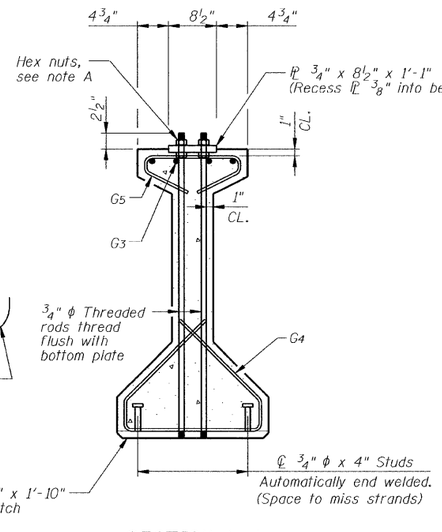
* 3 Spaces at 3" = 9"
** 4-3/4"ϕ Threaded dowel rods at 3" cts., each face.

ELEVATION OF BEAMS 1 THRU 6-SPAN 2

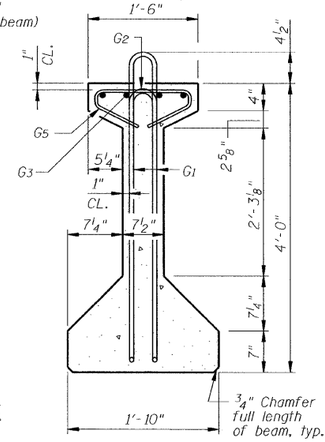
(Showing reinforcement & dimensions)

NOTE A:

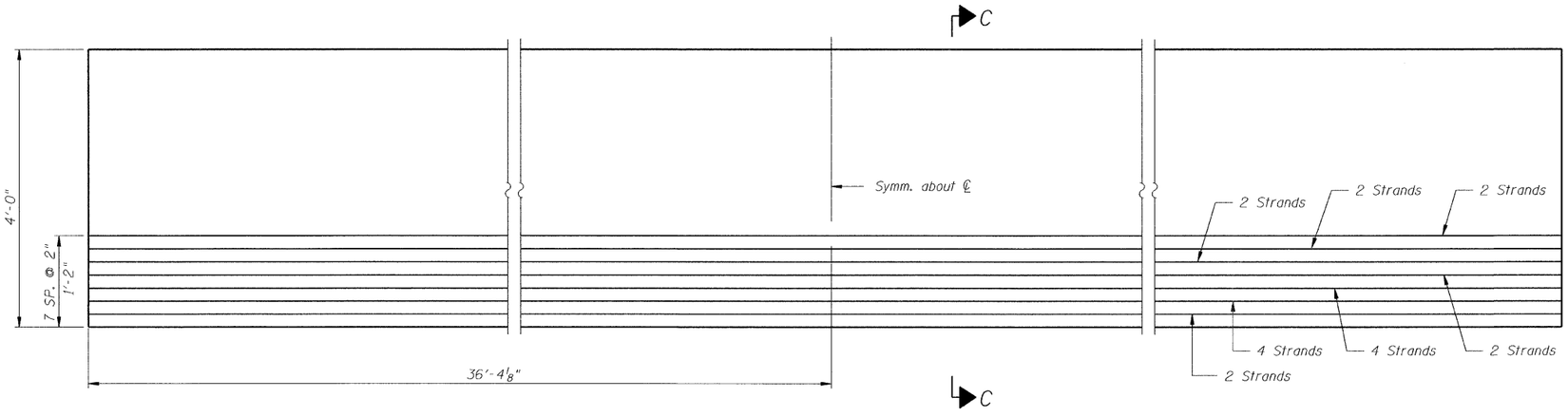
Hex nuts (top and bottom) with lock washers (top). Only tighten sufficiently to compress lock washers.



SECTION A-A

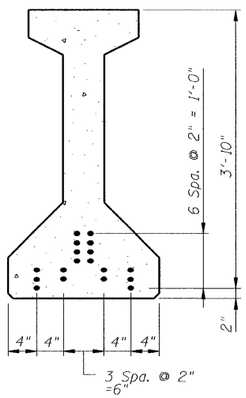


SECTION B-B



ELEVATION OF BEAM

(Showing prestressing steel)



SECTION C-C

BAR LIST

ONE BEAM ONLY

BAR	NO.	SIZE	LENGTH	SHAPE
G1	113	#4	9'-6"	
G2	12	#4	7'-11"	
G3	8	#7	38'-4"	
G4	38	#3	5'-3"	
G5	72	#3	2'-9"	
G6	4	#8	3'-9"	

Notes:

See sheet 17 of 26 for additional details and bill of material.
Required release strength f'ci, shall be 5,000 Psi.

DESIGNED	J.Z.
CHECKED	J.R.S.
DRAWN	M.S.M.
CHECKED	J.Z.

BEAM DETAILS, SPAN 2

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D
JO DAVIESS COUNTY
STATION 449+62.06
DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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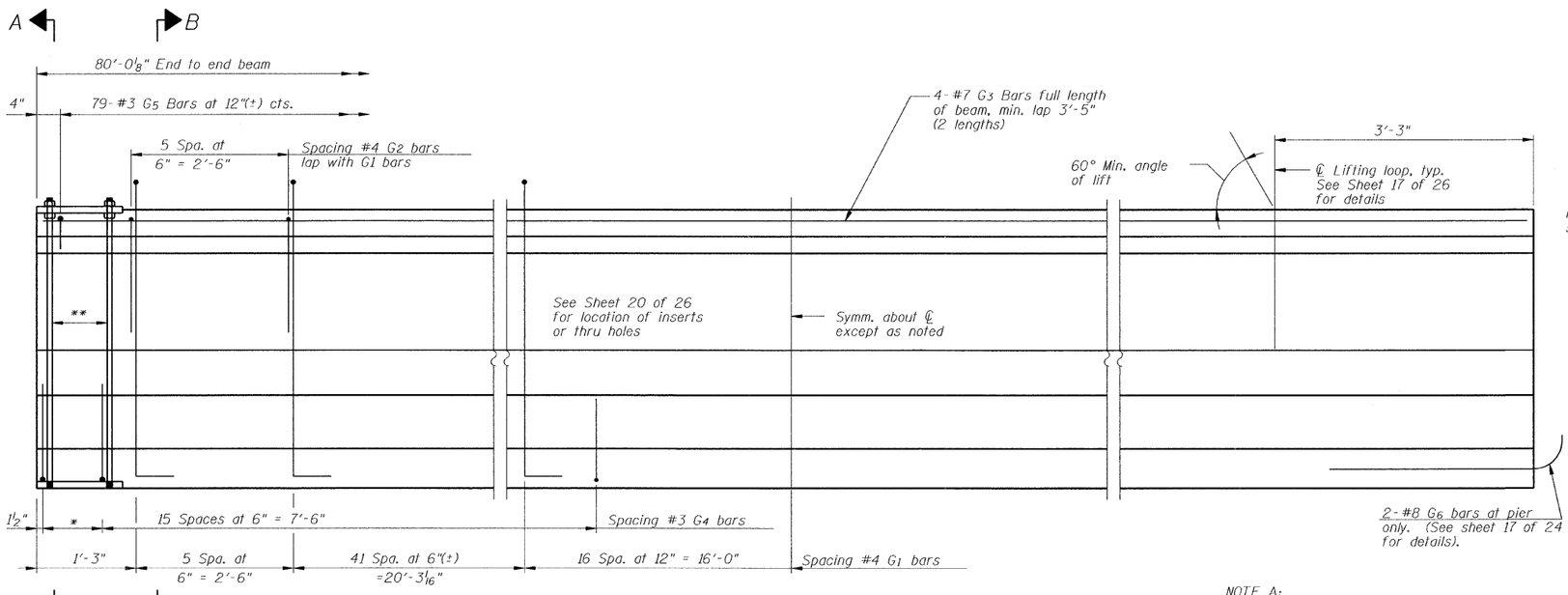
12/12/2008

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	48
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 16 OF 26 SHEETS

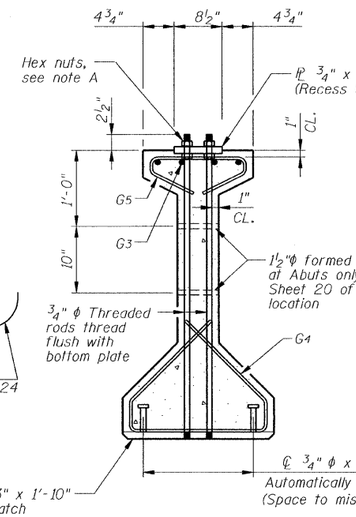
Contract # 64C03



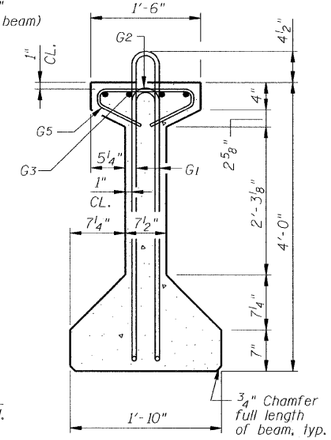
ELEVATION OF BEAMS 1 THRU 6-SPAN 3

(Showing reinforcement & dimensions)

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



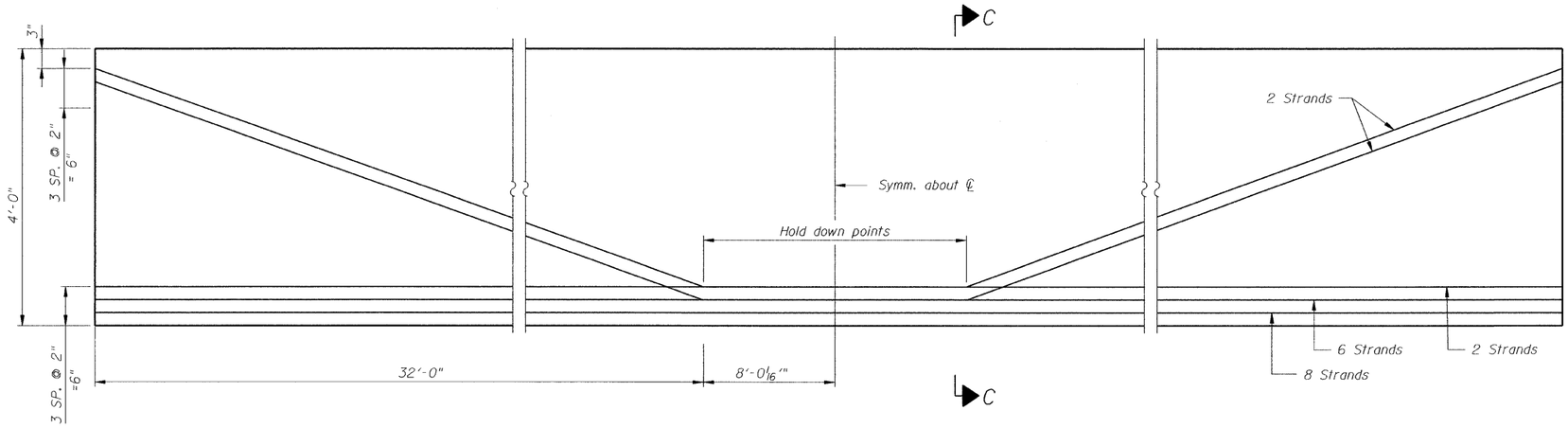
SECTION A-A



SECTION B-B

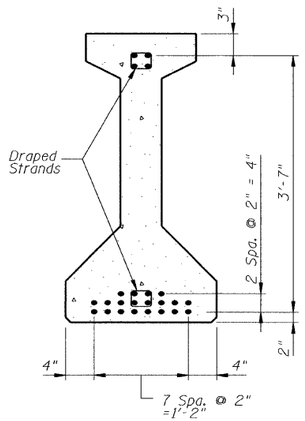
NOTE A:

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	125	#4	9'-6"	
G2	12	#4	7'-11"	
G3	8	#7	41'-10"	
G4	38	#3	5'-3"	
G5	79	#3	2'-8"	
G6	2	#8	3'-9"	

Notes:

See sheet 17 of 26 for additional details and bill of material.
Required release strength f'ci , shall be 5,000 Psi.

DESIGNED	J.Z.
CHECKED	J.R.S.
DRAWN	M.S.M.
CHECKED	J.Z.

BEAM DETAILS, SPAN 3

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D

JO DAVIESS COUNTY

STATION 449+62.06

DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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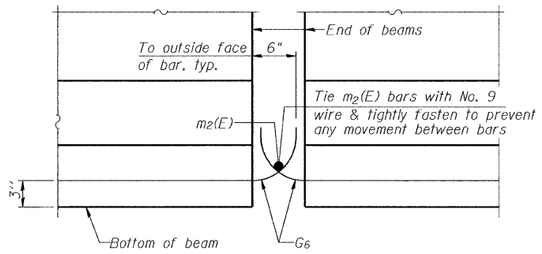
12/12/2008

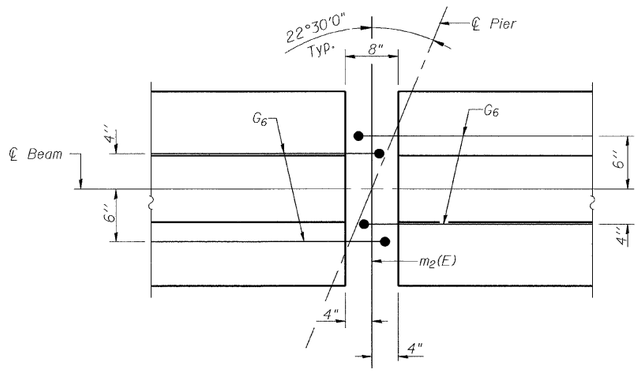
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	41
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 17 OF 26 SHEETS

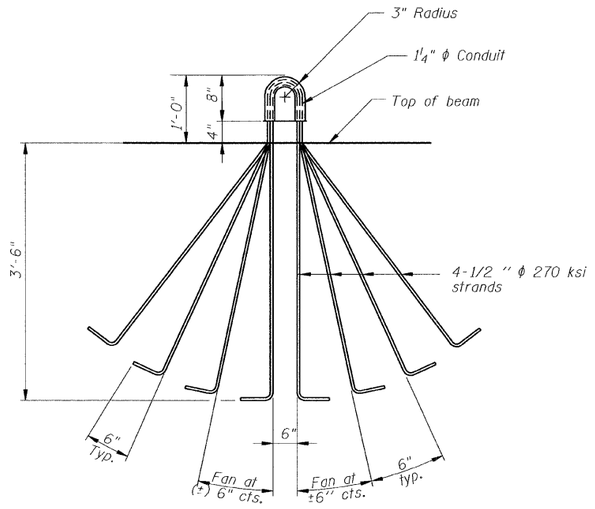
Contract # 64C03



ELEVATION OF BEAM AT PIER



PLAN OF BEAM AT PIER



LIFTING LOOP DETAIL

NOTES

Inserts for $\frac{3}{4}$" ϕ threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, 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.

Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions).

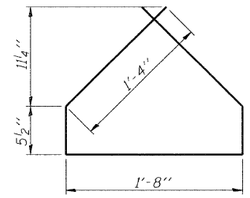
A minimum $2\frac{1}{2}$" ϕ lifting pin shall be used to engage the lifting loops during handling.

Cut G6 bars when necessary to maintain $1\frac{1}{2}$" clearance.

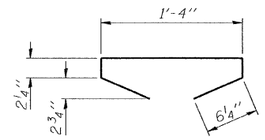
The top and bottom plates shall be AASHTO M270 Grade 50.

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

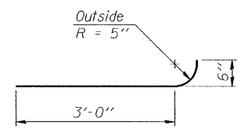
Threaded rods shall be ASTM F 1554 Grade 55.



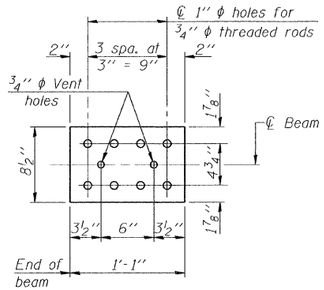
BAR G4



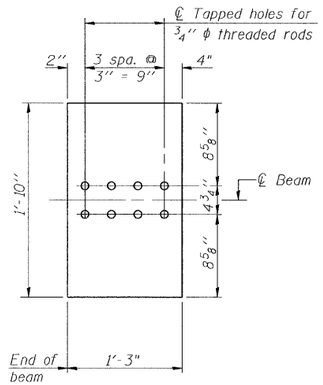
BAR G5



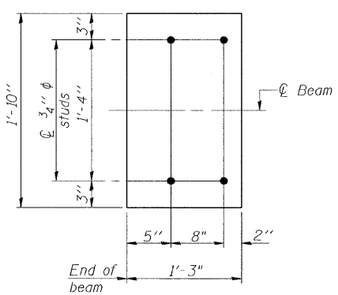
BAR G6



TOP PLATE

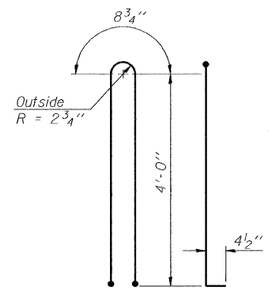


BOTTOM PLATE
(Showing threaded rods)

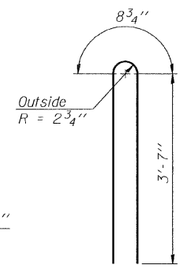


BOTTOM PLATE
(Showing studs)

See bearing details for pintle hole locations when required.



BAR G1



BAR G2

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48"	Ft.	1,220

DESIGNED	J.Z.
CHECKED	S.D.H.
DRAWN	M.S.M.
CHECKED	J.Z.

BEAM DETAILS

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D

JO DAVIESS COUNTY

STATION 449+62.06

DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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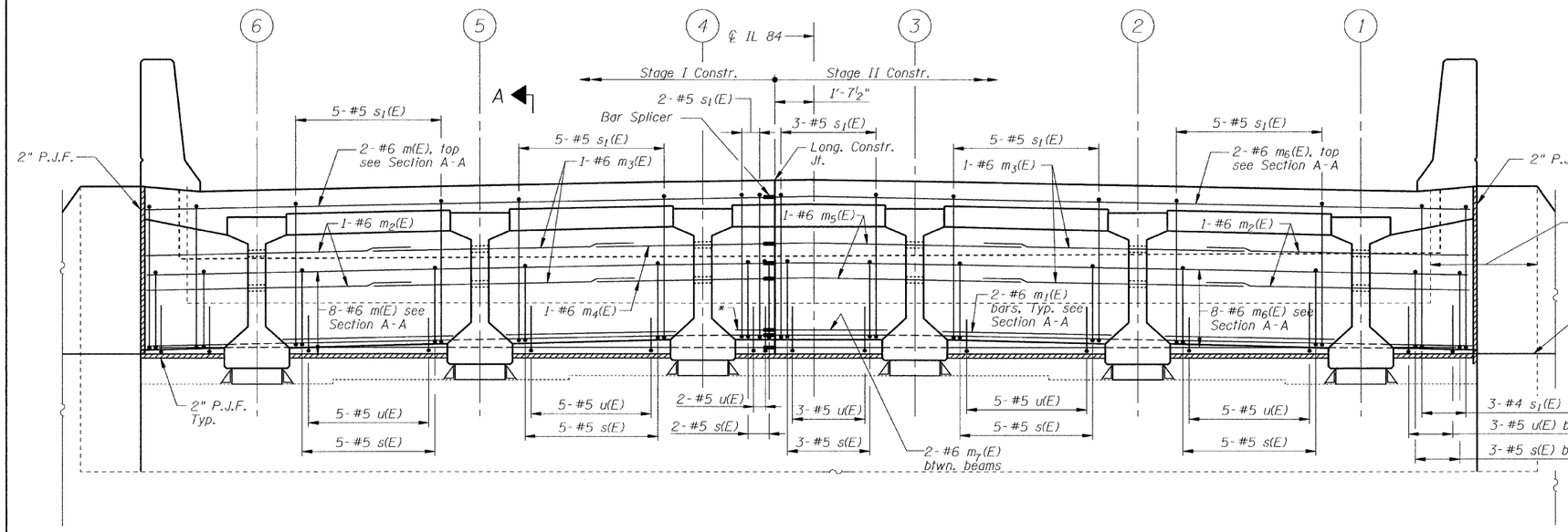
12/12/2008

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103C-1BR(D	Jo Daviess	62	42
FED. ROAD DIST.		ILLINOIS	FED. AID PROJECT-	

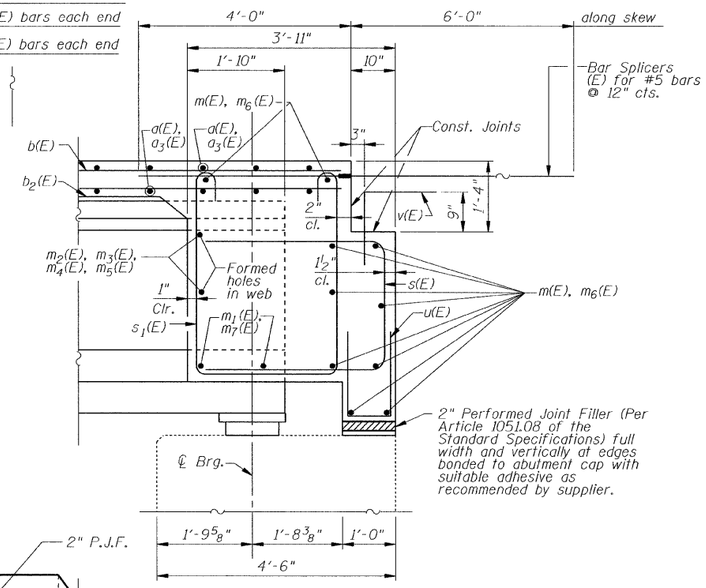
SHEET NO. 18 OF 26 SHEETS

Contract # 64C03



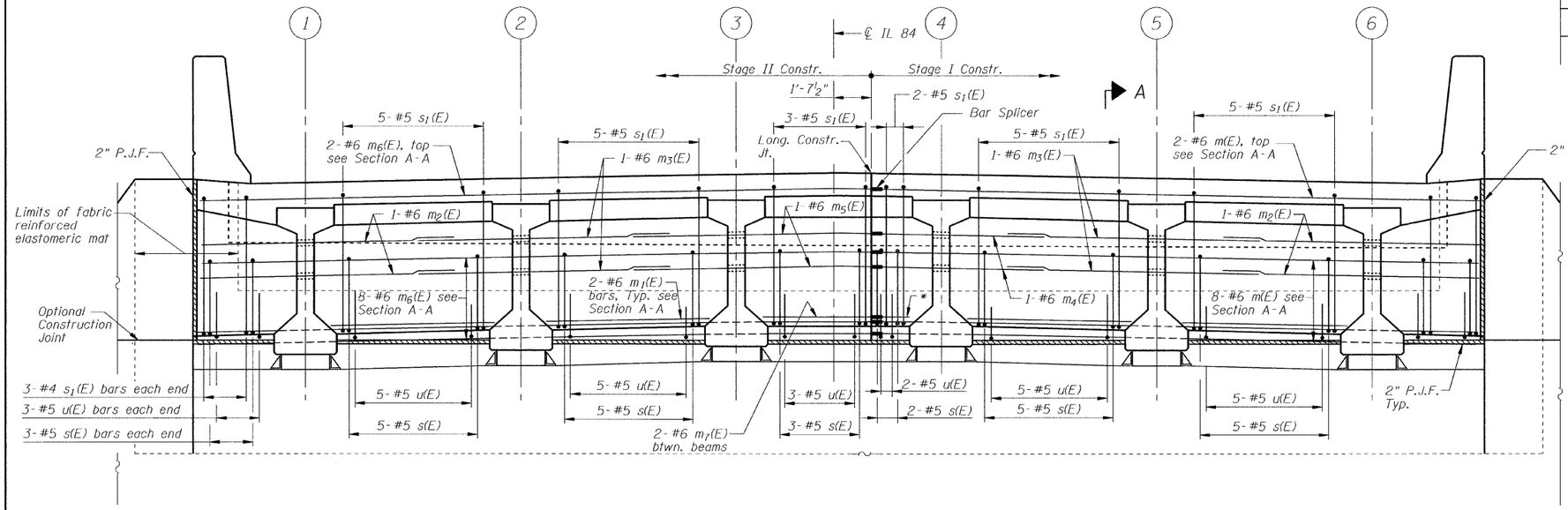
DIAPHRAGM AT SOUTH ABUTMENT

(Looking South)



SECTION A-A

(Dim. at ft. Ls except as noted)



DIAPHRAGM AT NORTH ABUTMENT

(Looking North)

NOTES

1. Concrete and reinforcement bars in diaphragm are included in the Bill of Material on Sheet 12 of 26.
2. For details of bars m(E) thru m (E), s(E) and s_1(E), see Sheet 12 of 26.
3. The s(E) and s_1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
4. For bar splicer details see Sheet 26 of 26.
5. For spacing of v(E) and approach pavement bar splicers, see Sheet 11 of 26.
6. Bar splicers indicated with "*" may be field cut to fit.

DESIGNED	J.Z.
CHECKED	S.D.H.
DRAWN	M.S.M.
CHECKED	J.Z.

ABUTMENT DIAPHRAGMS

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D
JO DAVIESS COUNTY
STATION 449+62.06

DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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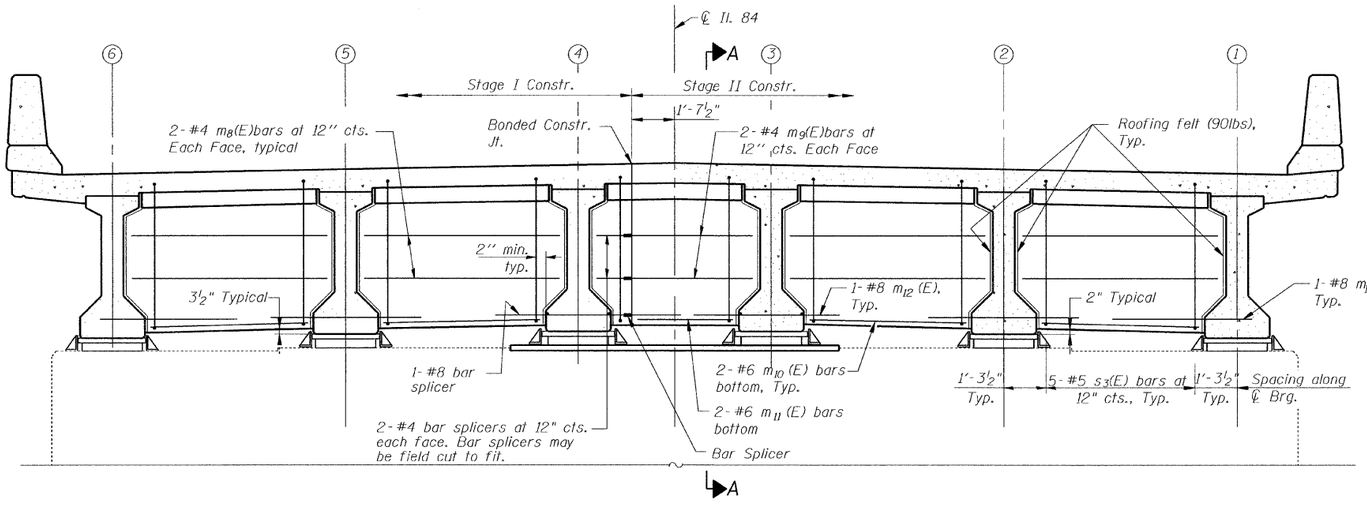
12/2/2008

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	43
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

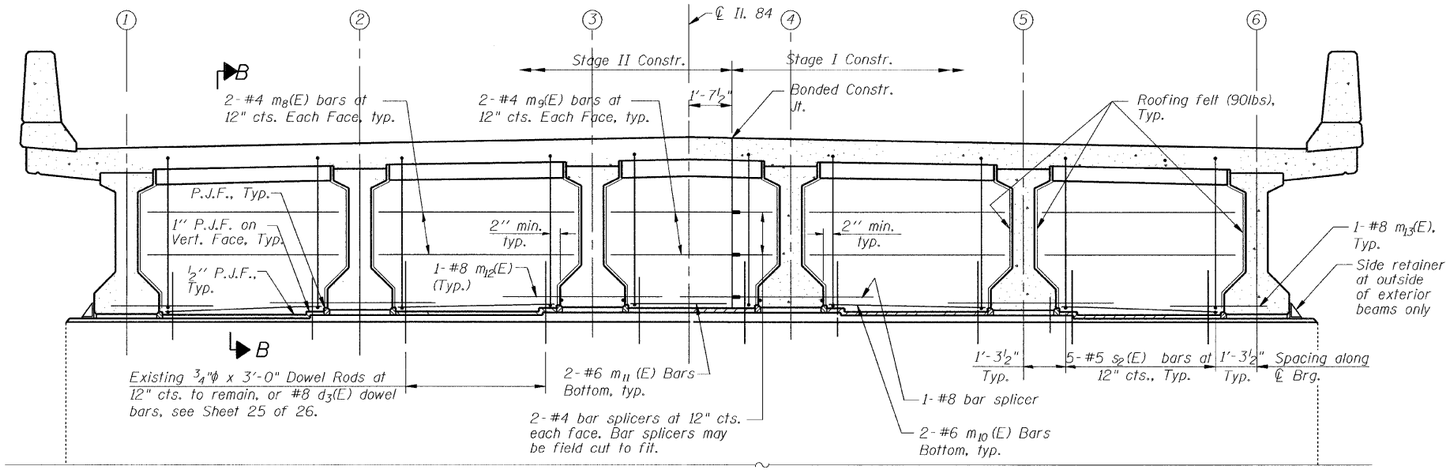
SHEET NO. 19 OF 26 SHEETS

Contract # 64C03



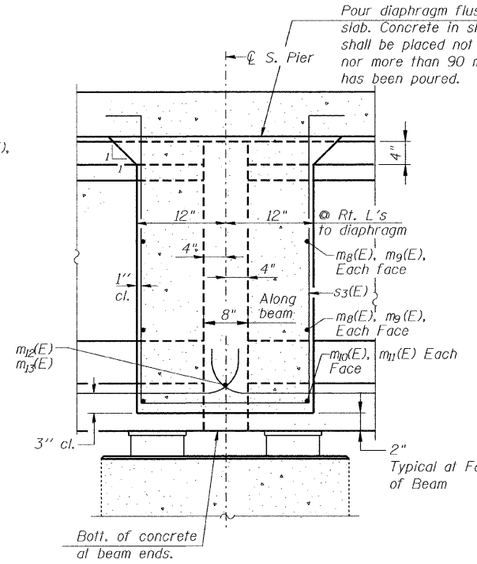
DIAPHRAGM AT SOUTH PIER

(Expansion)
(Looking South)



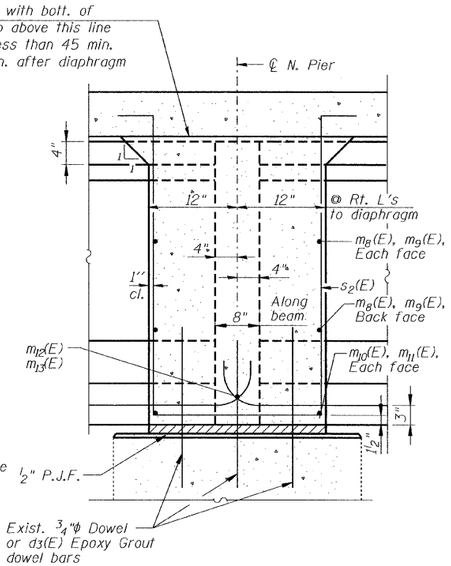
DIAPHRAGM AT NORTH PIER

(Fixed)
(Looking North)



SECTION A-A AT SOUTH PIER

(Expansion)



SECTION B-B AT NORTH PIER

(Fixed)

NOTES:

1. Concrete and reinforcement bars in diaphragm are included in the Bill of Material on Sheet 12 of 26.
2. For details of bars m (E) thru m_{18}(E), s_2(E), and s_3(E), see Sheet 12 of 26.
3. The s_2(E) and s_3(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

DESIGNED	J.Z.
CHECKED	S.D.H.
DRAWN	M.S.M.
CHECKED	J.Z.

PIER DIAPHRAGMS

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D
JO DAVIESS COUNTY
STATION 449+62.06
S.N. 043-0037

DATE: 12-11-08

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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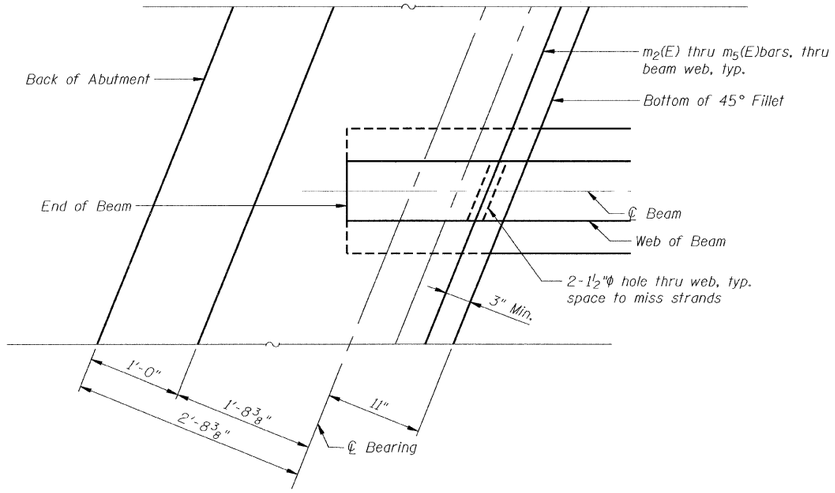
2/2/2008

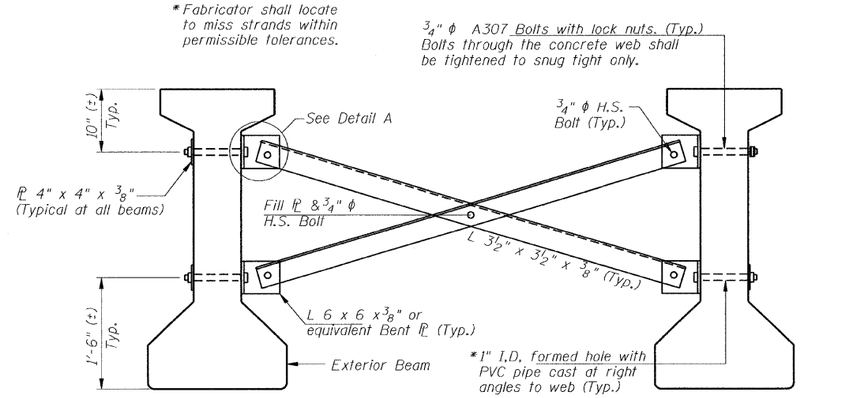
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	44
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT:		

SHEET NO. 20 OF 26 SHEETS

Contract # 64C03

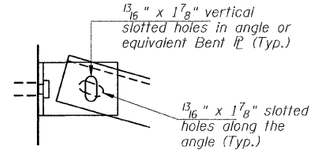


INSERT LOCATION AT ABUTMENTS



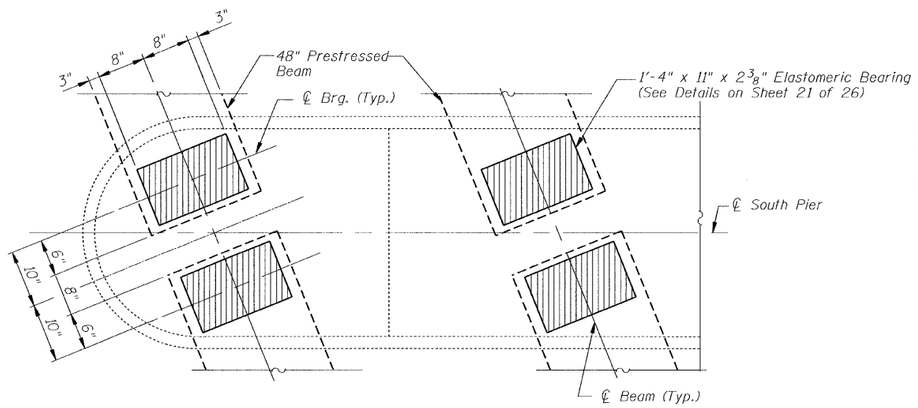
NOTES:

All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.
Two hardened washers are required for each set of oversized holes.
All bolts shall be $^{15}/_{16}$" ϕ unless otherwise noted.
$^{5}/_{16}$" x 3" x 3" plate washers are required over all slotted holes.
All bolts shall be galvanized according to AASHTO M232.
Bracing shall be installed as beams are erected and tightened as soon as possible during erection.
Permanent bracing shall not be paid for separately, but shall be included in the Cost of Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48".

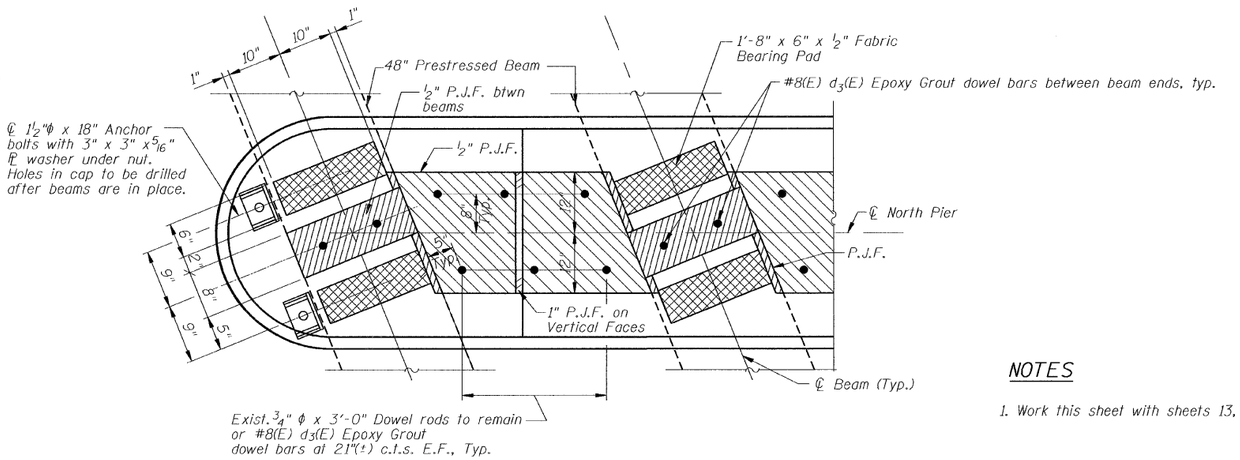


DETAIL A

PERMANENT BRACING DETAILS



BEARING PADS DETAILS AT SOUTH PIER



BEARING PADS AND P.J.F. DETAILS AT NORTH PIER

NOTES

1. Work this sheet with sheets 13, 18, 19, and 25 of 26.

DESIGNED	J.Z.
CHECKED	S.D.H.
DRAWN	M.S.M.
CHECKED	J.Z.

DIAPHRAGM DETAILS
IL Route 84 over Irish Hollow Creek
F.A.P. RTE 308, SECTION (103C-1BR)D
JO DAVIESS COUNTY
STATION 449+62.06
DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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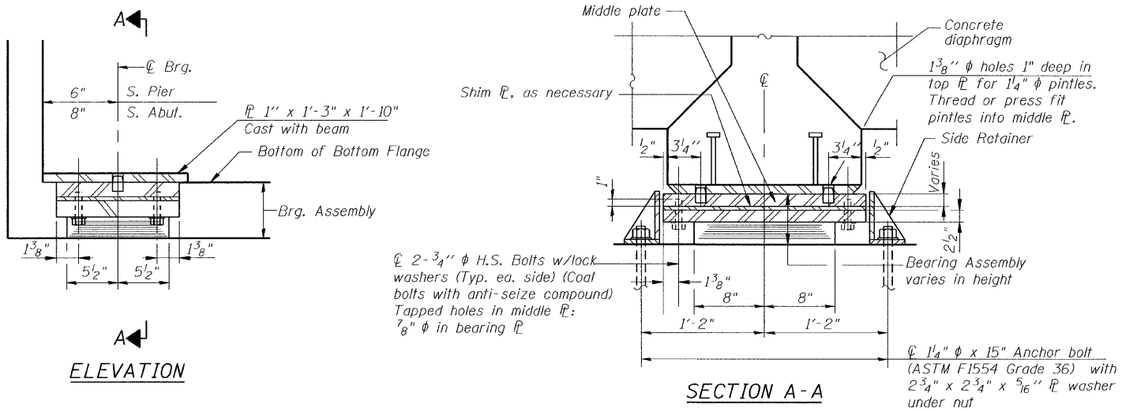
12/2/2008

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
388	(103C-1BR)D	Jo Daviess	62	45
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

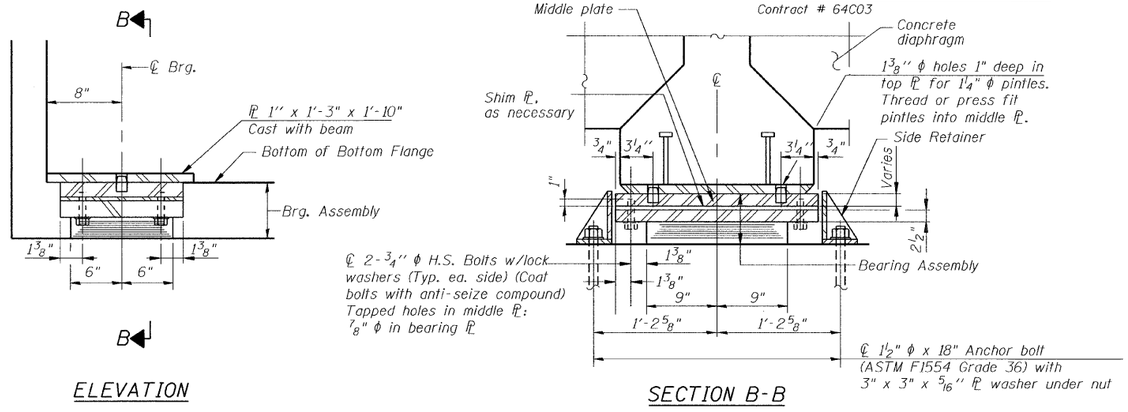
SHEET NO. 21 OF 26 SHEETS

Contract # 64C03



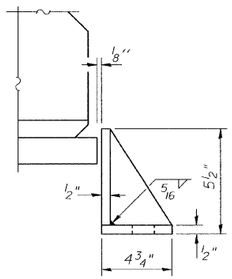
TYPE I ELASTOMERIC EXP. BRG. - SOUTH ABUTMENT & SOUTH PIER

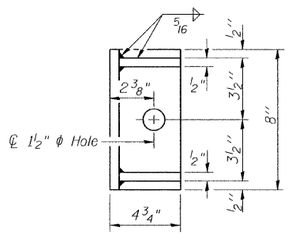
(6 Required at S. Abut., 12 Required at S. Pier)



TYPE I ELASTOMERIC EXP. BRG. - N. ABUT.

(6 Required at N. Abut.)



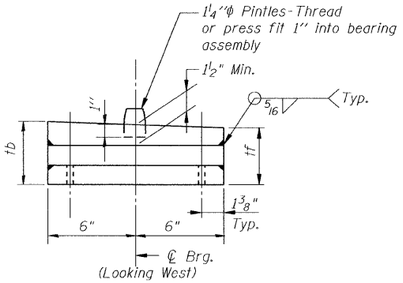


SIDE RETAINER AT S. ABUT & S. PIER

(36 required, 12 at S. abut., 24 at S. Pier)

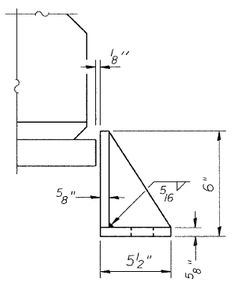
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

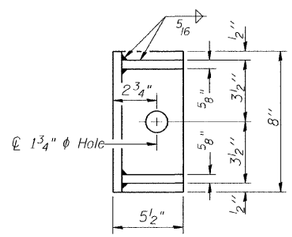
The side retainers shall be galvanized after shop fabrication according to AASHTO M 111 or ASTM 385.



MIDDLE PLATE AT S. ABUT. & S. PIER

(Fabricate stacked middle plate from 1" min. thickness of plates)



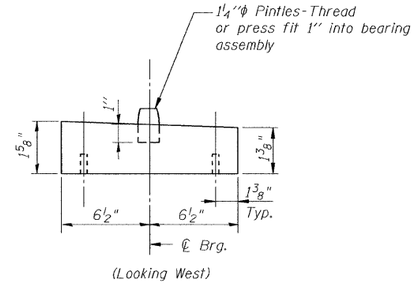


SIDE RETAINER AT N. ABUT.

(16 required, 12 at N. abut., 4 at N. Pier)

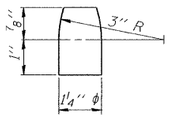
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

The side retainers shall be galvanized after shop fabrication according to AASHTO M 111 or ASTM 385.



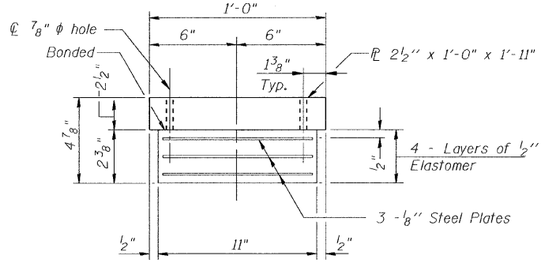
MIDDLE PLATE AT N. ABUT.

(Fabricate middle plate from 1" min. thickness)



PINTLE

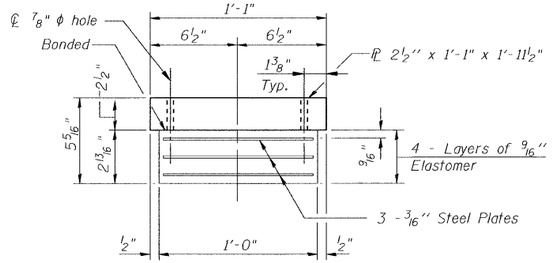
(Typical)



BEARING ASSEMBLY AT S. ABUT. & S. PIER

MIDDLE PLATE THICKNESS

Beam No.	At. S. Abutment		At. S. Pier	
	tb, (IN)	tf, (IN)	tb, (IN)	tf, (IN)
1	3 3/4	3 9/16	1 13/16	1 9/16
2	5 3/4	5 9/16	1 5/8	1 3/8
3	5 3/16	5	1 5/8	1 3/8
4	4 7/16	4 3/16	1 5/8	1 3/8
5	4 3/4	4 1/2	2 5/16	2 1/16
6	3 15/16	3 11/16	1 3/4	1 7/16



BEARING ASSEMBLY AT N. ABUT.

Notes:

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

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

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

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

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

H.S. bolts in bearing assembly shall be galvanized according to AASHTO M298 class 50.

All embedded and separate bearing plates, side retainers, anchor bolts, nuts, washers and pintles shall be galvanized according to AASHTO M111 or M232 (as applicable).

See sheet 16 of 26 for additional details of plate cast with beam.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	24
Anchor Bolts, 1 1/4"	Each	36
Anchor Bolts, 1 1/2"	Each	16

DESIGNED	J.Z.
CHECKED	S.D.H.
DRAWN	M.S.M.
CHECKED	J.Z.

BEARING DETAILS

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D

JO DAVIESS COUNTY

STATION 449+62.06

S.N. 043-0037

DATE: 12-11-08

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC

CHICAGO ILLINOIS

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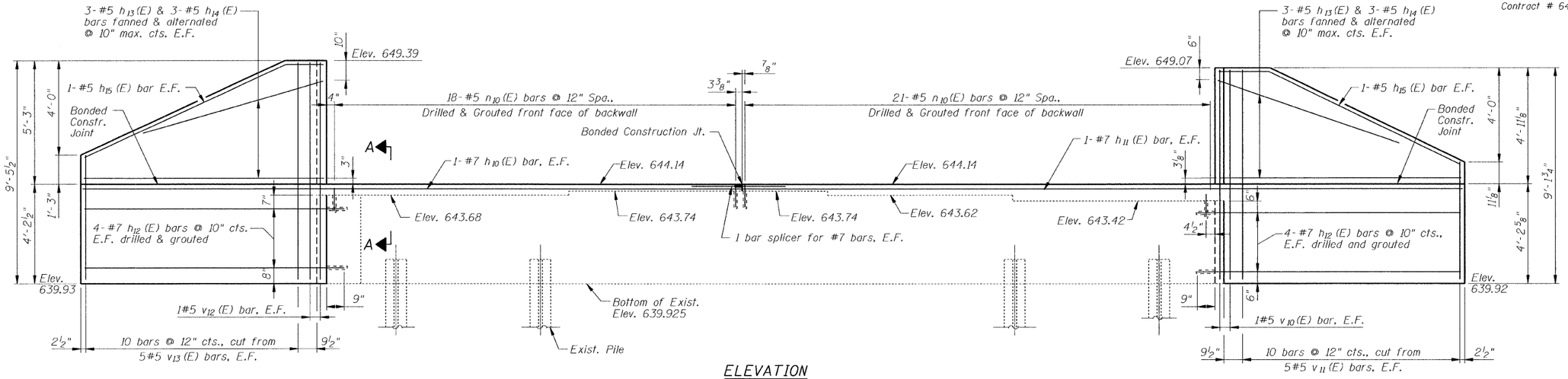
12/12/2008

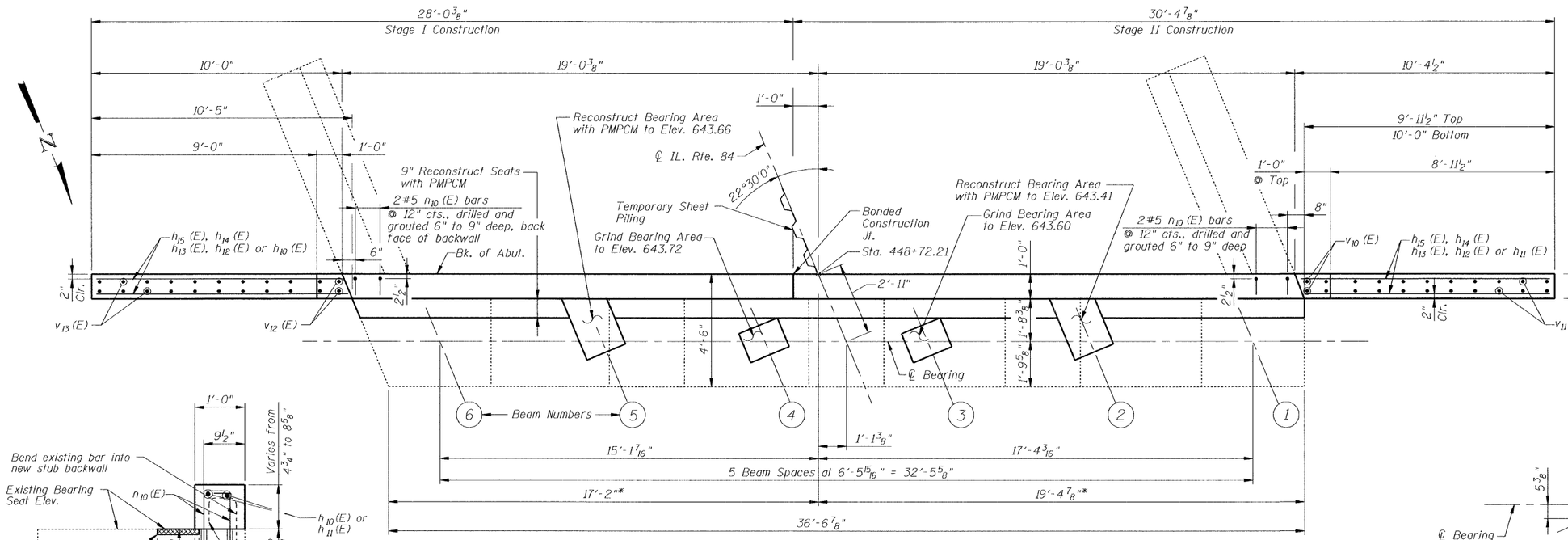
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	46
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 22 OF 26 SHEETS

Contract # 64C03

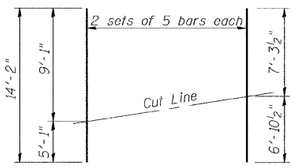


ELEVATION

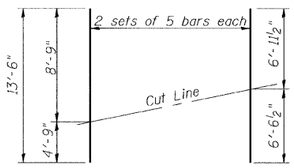


TOP PLAN

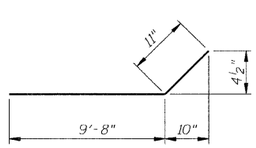
SECTION A-A



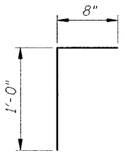
BAR v13(E) FIELD CUTTING DIAGRAM



BAR v11(E) FIELD CUTTING DIAGRAM



BAR h15(E)



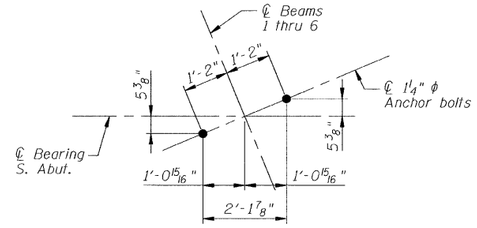
BAR n10(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	2	#7	27'-9"	
h11(E)	2	#7	30'-1"	
h12(E)	16	#7	10'-8"	
h13(E)	12	#5	9'-9"	
h14(E)	12	#5	7'-6"	
h15(E)	4	#5	10'-7"	
n10(E)	43	#5	1'-8"	
v10(E)	2	#5	8'-9"	
v11(E)	10	#5	13'-6"	
v12(E)	2	#5	9'-1"	
v13(E)	10	#5	14'-2"	
Porous Granular Embankment (Special)		Cu. Yd.		70
Structure Excavation		Cu. Yd.		72
Concrete Structures		Cu. Yd.		6.6
Reinforcement Bars, Epoxy Coated		Pound		1,250
Geocomposite Wall Drain		Sq. Yd.		50
Pipe Underdrains for Structures, 4"		Foot		82
Polymer Modified Portland Cement Mortar		Sq. Ft.		74

NOTES:

1. For Bar Splicer details see Sheet 26 of 26.
2. See Sheet 6 of 26 for Temporary Sheet Piling.
3. * Dimensions as indicated are original design dimensions. Reproduced ℄ location may not generate the dimensions shown. These dimensions may need to be adjusted based on reproduced ℄ location.
4. For dimensions and details of Bearing Seat Reconstruction and Grinding, see Section M-M, Detail Q, Bearing Seat Grinding Detail Plan, and Bearing Seat Removal Detail Plan on Sheet No. 6 of 26.
5. PMPCM denotes Polymer Modified Portland Cement Mortar.



ANCHOR BOLT LOCATION PLAN

DESIGNED	J.J.G.
CHECKED	S.D.H.
DRAWN	M.S.M.
CHECKED	J.J.G.

SOUTH ABUTMENT

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D

JO DAVIESS COUNTY

STATION 449+62.06

DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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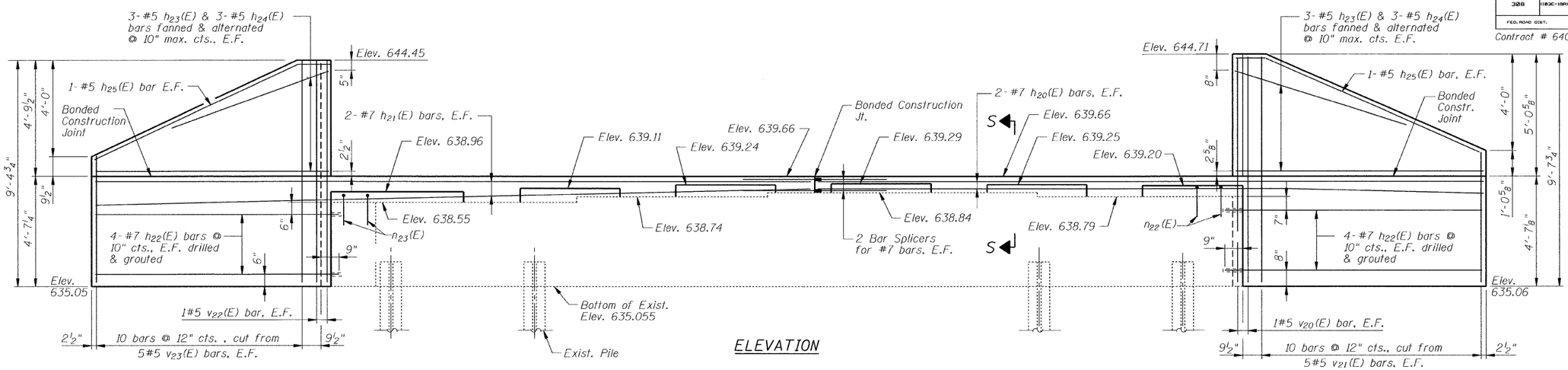
12/12/2008

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103C-1BR(D	Jo Daviess	62	47
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 23 OF 26 SHEETS

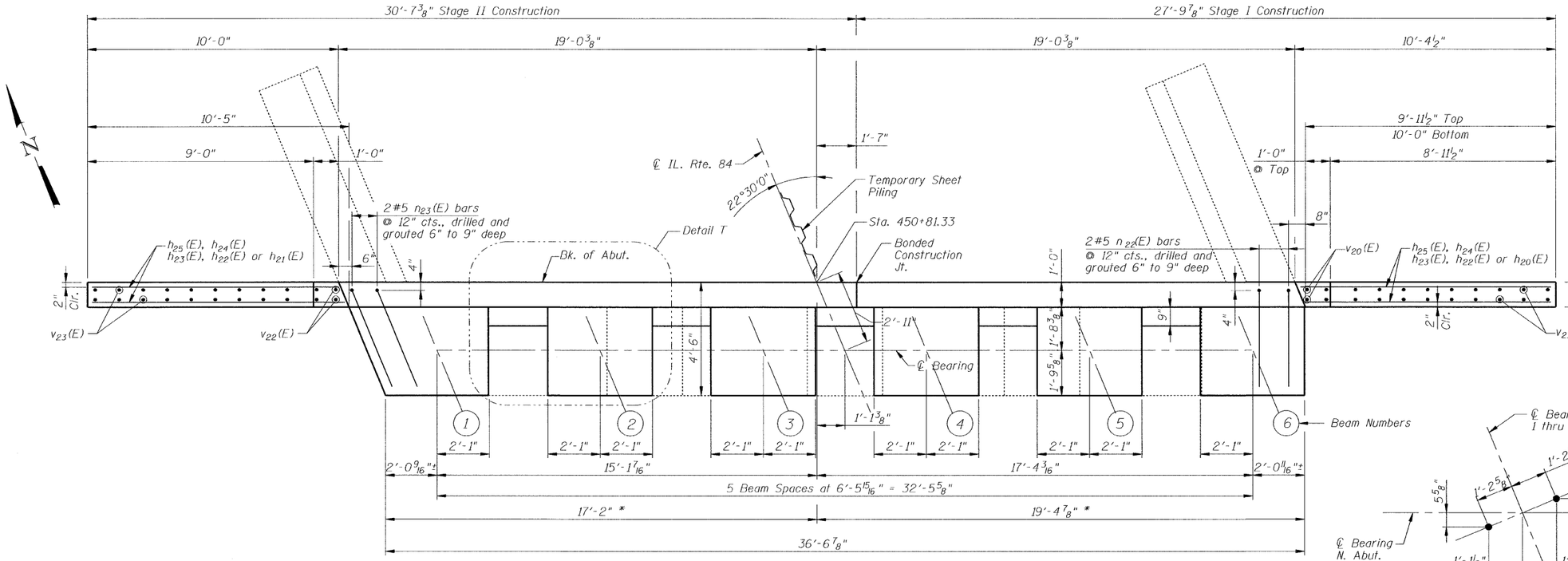
Contract # 64C03



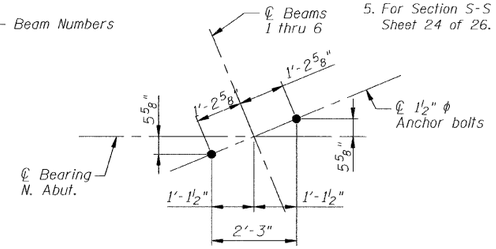
ELEVATION

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_{20}(E)	4	#7	27'-6"	
h_{21}(E)	4	#7	30'-3"	
h_{22}(E)	16	#7	10'-8"	
h_{23}(E)	12	#5	9'-9"	
h_{24}(E)	12	#5	7'-6"	
h_{25}(E)	4	#5	10'-7"	
n_{20}(E)	30	#5	3'-2"	
n_{21}(E)	36	#5	3'-7"	
n_{22}(E)	2	#5	5'-0"	
n_{23}(E)	2	#5	5'-4"	
u_{20}(E)	52	#5	1'-10"	
u_{21}(E)	6	#5	4'-6"	
u_{22}(E)	12	#5	9'-5"	
v_{20}(E)	2	#5	9'-3"	
v_{21}(E)	10	#5	14'-6"	
v_{22}(E)	2	#5	9'-0"	
v_{23}(E)	10	#5	14'-0"	
Porous Granular Embankment (Special)		Cu. Yd.	75	
Structure Excavation		Cu. Yd.	76	
Concrete Structures		Cu. Yd.	8.7	
Reinforcement Bars, Epoxy Coated		Pound	1,920	
Geocomposite Wall Drain		Sq. Yd.	50	
Pipe Underdrains for Structures, 4"		Foot	82	
Polymer Modified Portland Cement Mortar		Sq. Ft.	52	



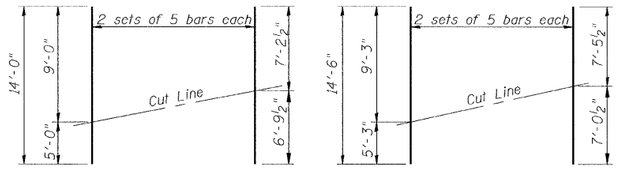
TOP PLAN



ANCHOR BOLT LOCATION PLAN

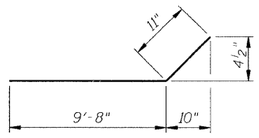
NOTES:

1. Space reinforcement to miss anchor bolts.
2. For Bar Splicer details see Sheet 26 of 26.
3. See Sheet 6 of 26 for Temporary Sheet Piling.
4. * Dimensions as indicated are original design dimensions. Reproduced ℄ locaton may not generate the dimensions shown. These dimensions may need to be adjusted based on reproduced ℄ location.
5. For Section S-S and Detail T, see Sheet 24 of 26.

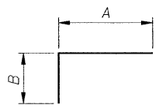


BAR v_{23}(E) FIELD CUTTING DIAGRAM

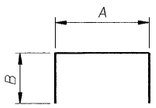
BAR v_{21}(E) FIELD CUTTING DIAGRAM



BAR h_{25}(E)



BARS n_{20}(E), n_{21}(E) n_{22}(E), & n_{23}(E)



BARS u_{20} (E) & u_{21} (E), & u_{22} (E)

BAR DIMENSIONS

Bar	A	B
n_{20}(E)	2'-2"	1'-0"
n_{21}(E)	2'-8"	11"
n_{22}(E)	4'-0"	1'-0"
n_{23}(E)	4'-4"	1'-0"
u_{20}(E)	8"	7"
u_{21}(E)	3'-6"	6"
u_{22}(E)	3'-7"	2'-11"

DESIGNED	J.J.G.
CHECKED	S.D.H.
DRAWN	M.S.M.
CHECKED	J.J.G.

NORTH ABUTMENT

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D

JO DAVIESS COUNTY

STATION 449+62.06

S.N. 043-0037

DATE: 12-11-08

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC

CHICAGO ILLINOIS

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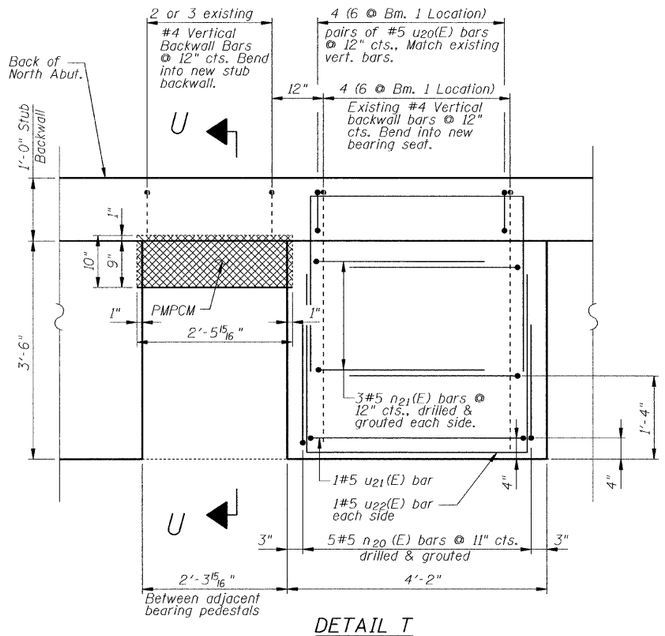
12/2/2008

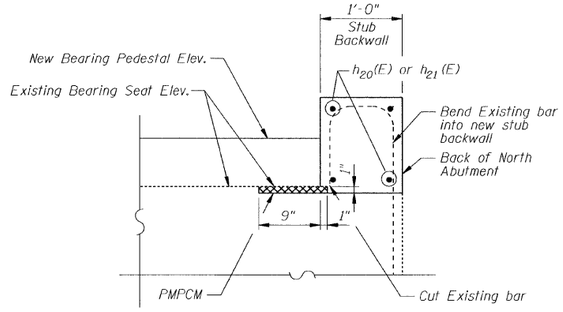
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	48
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 24 OF 26 SHEETS

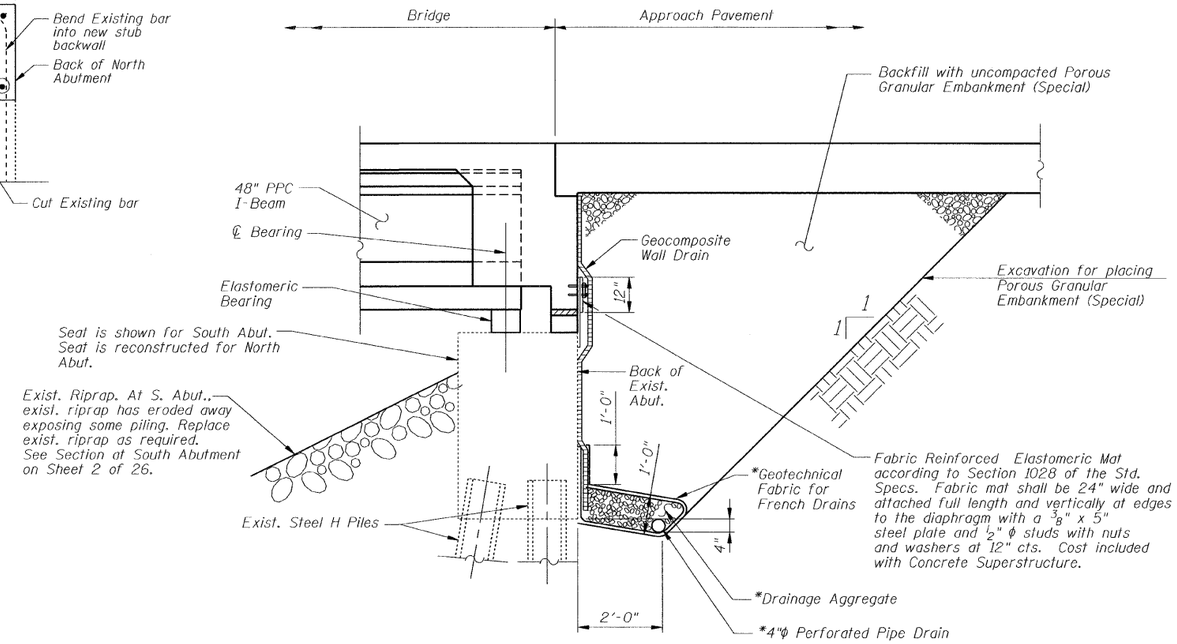
Contract # 64C03



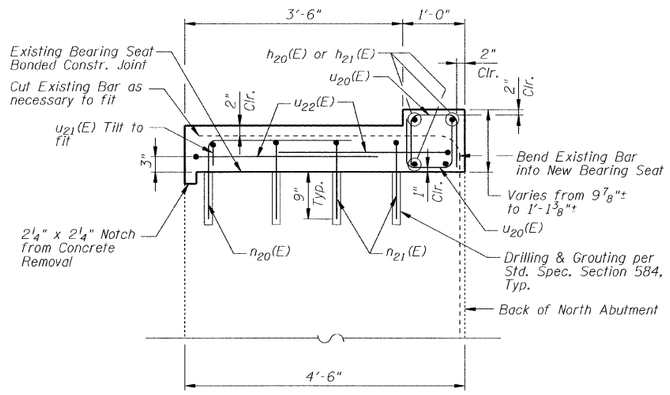
DETAIL T
(PLAN VIEW OF TYPICAL NORTH ABUTMENT PEDESTAL AND PATCH BETWEEN PEDESTALS)



SECTION U-U



SECTION THRU ABUTMENT



SECTION S-S

NOTES:

1. For location of Detail T and Section S-S, see Sheet 23 of 26.

DESIGNED	J.J.G.
CHECKED	S.D.H.
DRAWN	M.S.M.
CHECKED	J.J.G.

ABUTMENT DETAILS
IL Route 84 over Irish Hollow Creek
F.A.P. RTE 308, SECTION (103C-1BR)D
JO DAVIESS COUNTY
STATION 449+62.06
DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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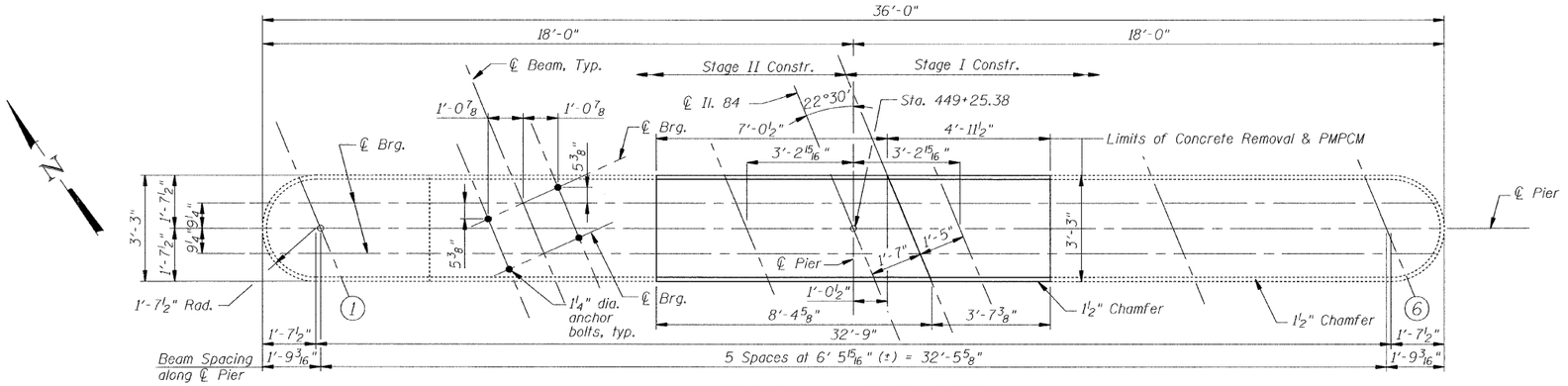
12/12/2008

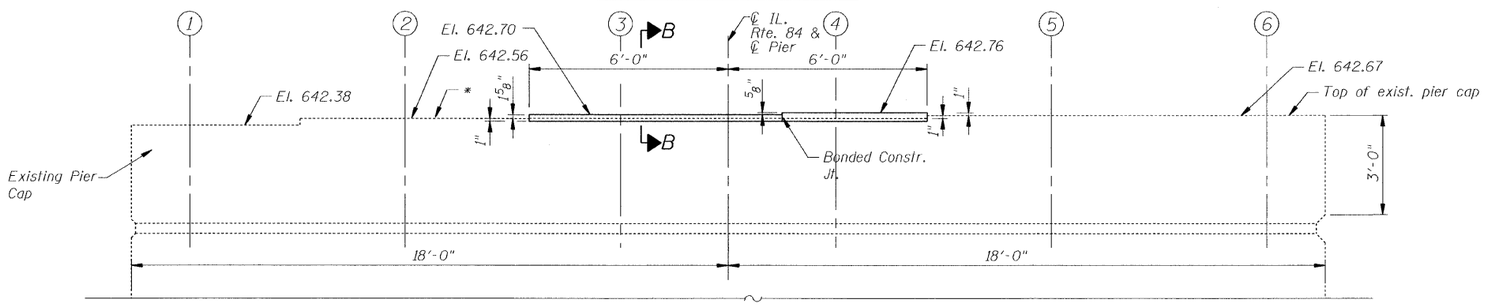
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	Jo Daviess	62	49
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 25 OF 26 SHEETS

Contract # 64C03



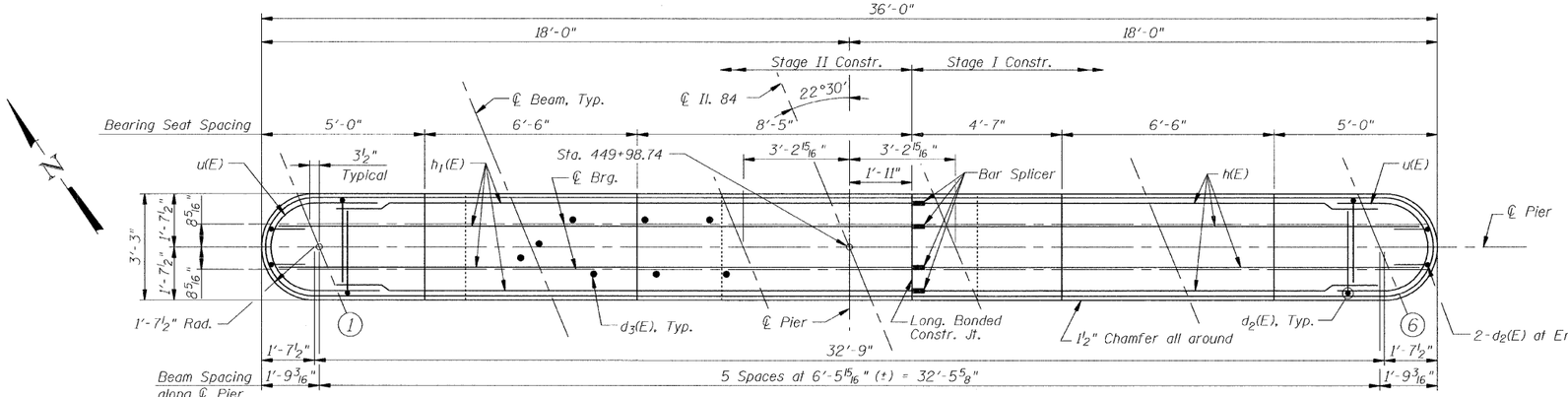
TOP PLAN - SOUTH PIER



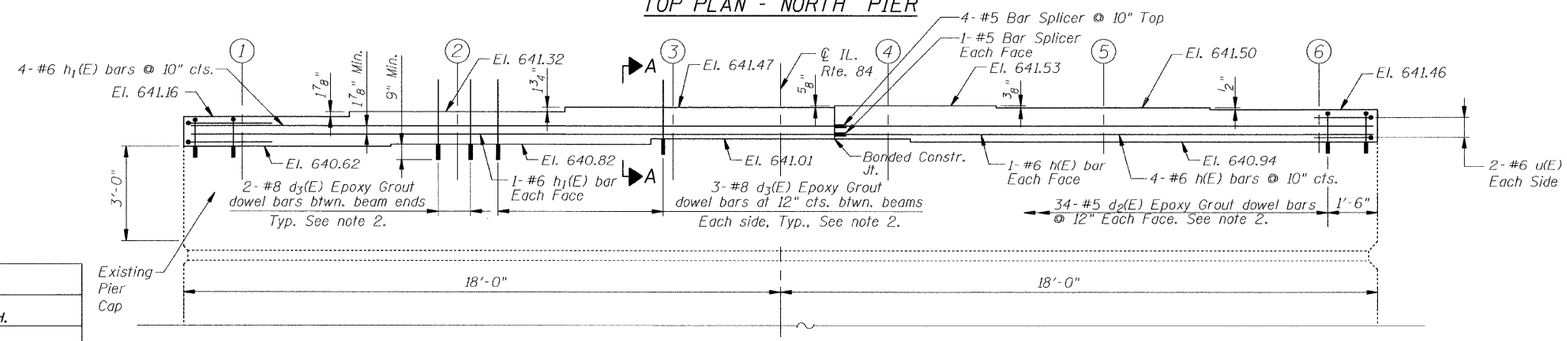
ELEVATION - SOUTH PIER CAP

(LOOKING NORTH)

* Grind ¼"(±) at bearing seat of beam ② as necessary.



TOP PLAN - NORTH PIER

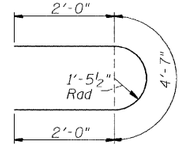


ELEVATION - NORTH PIER CAP

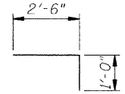
(LOOKING NORTH)

BILL OF MATERIAL

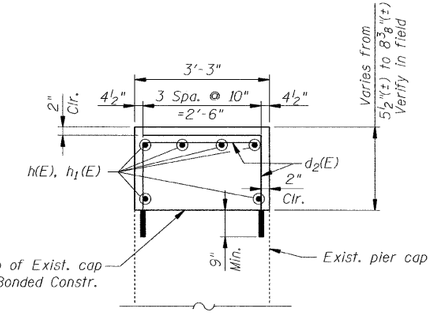
Bar	No.	Size	Length	Shape
$d_2(E)$	72	#5	3'-6"	
$d_3(E)$	42	#8	3'-1"	
h(E)	6	#6	14'-8"	
$h_1(E)$	6	#6	18'-0"	
u(E)	4	#6	8'-7"	
Concrete Removal		Cu. Yds.	0.2	
Structure Excavation		Cu. Yds.	1,412	
Concrete Structures		Cu. Yds.	2.8	
Reinforcement Bars, Epoxy coated		Lbs.	960	
Polymer Modified Portland Cement Mortar		Sq. Ft.	39	



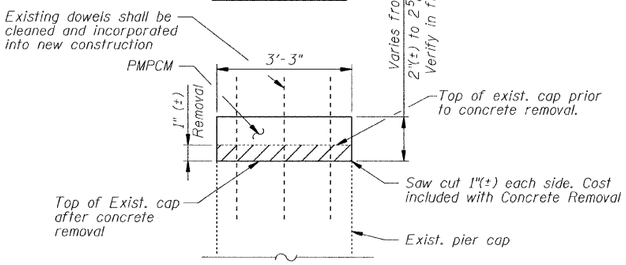
BAR u(E)



BAR $d_2(E)$



SECTION A-A



SECTION B-B

Notes:

1. Verify existing pier cap elevations in the field.
2. Dowel bars into existing concrete shall be epoxy grouted in accordance with Std. Specification Section 584.
3. PMPCM- Denotes Polymer Modified Portland Cement Mortar

LEGEND

- Concrete Removal

DESIGNED	J.Z.
CHECKED	S.D.H.
DRAWN	M.S.M.
CHECKED	J.Z.

PIER DETAILS

IL Route 84 over Irish Hollow Creek

F.A.P. RTE 308, SECTION (103C-1BR)D

JO DAVIESS COUNTY

STATION 449+62.06

DATE: 12-11-08 S.N. 043-0037

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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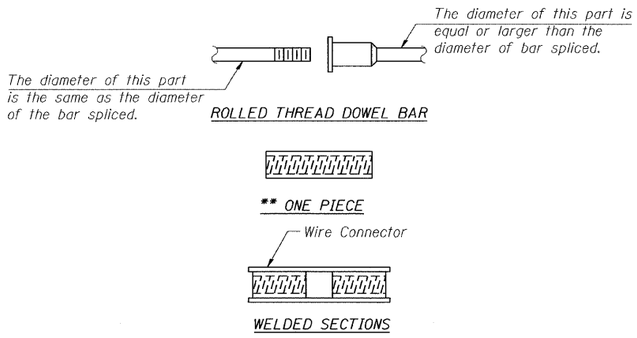
12/12/2008

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	103C-1BR(D	Jo Daviess	62	50
FED. ROAD DIST.	ILLINOIS	FED. AID PROJECT-		

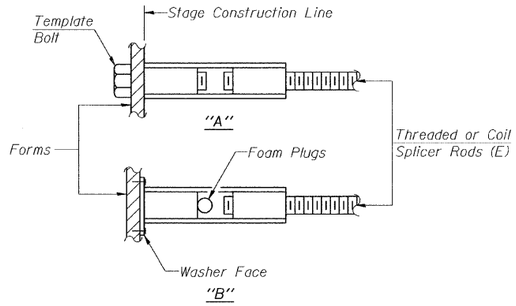
SHEET NO. 26 OF 26 SHEETS

Contract # 64C03



BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

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

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

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

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

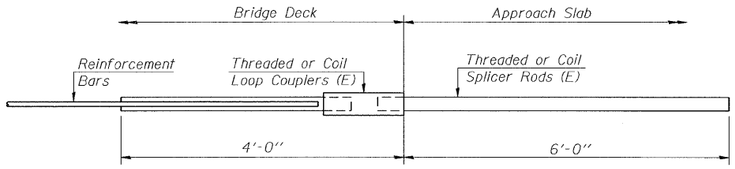
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

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

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

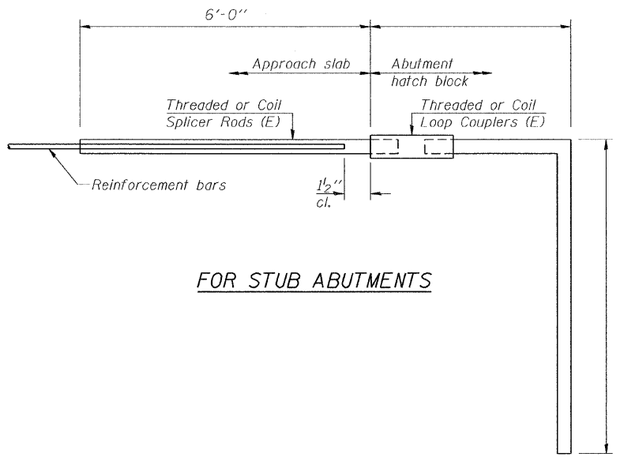
Where fy = Yield strength of lapped reinforcement bars in ksi.
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

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



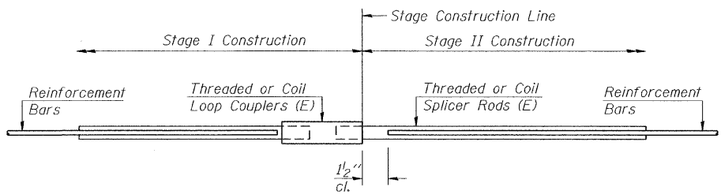
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 64



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 0



STANDARD

Bar Size	No. Assemblies Required	Location
#5	608	BRIDGE DECK
#6	12	S. ABUT. DIAPH.
#6	12	N. ABUT. DIAPH.
#4	4	S. PIER DIAPH.
#8	1	S. PIER DIAPH.
#4	4	N. PIER DIAPH.
#8	1	N. PIER DIAPH.
#5	6	N. PIER CAP
#7	2	S. ABUT.
#7	4	N. ABUT.

DESIGNED	J.Z.
CHECKED	E.E.J.
DRAWN	M.S.M.
CHECKED	J.Z.

BSD-1 5-16-08

BAR SPLICER ASSEMBLY DETAILS
IL Route 84 over Irish Hollow Creek
F.A.P. RTE 308, SECTION (103C-1BR)D
JO DAVIESS COUNTY
STATION 449+62.06
S.N. 043-0037
DATE: 12-11-08

GRAEF, ANHALT, SCHLOEMER & ASSOCIATES INC
CHICAGO ILLINOIS

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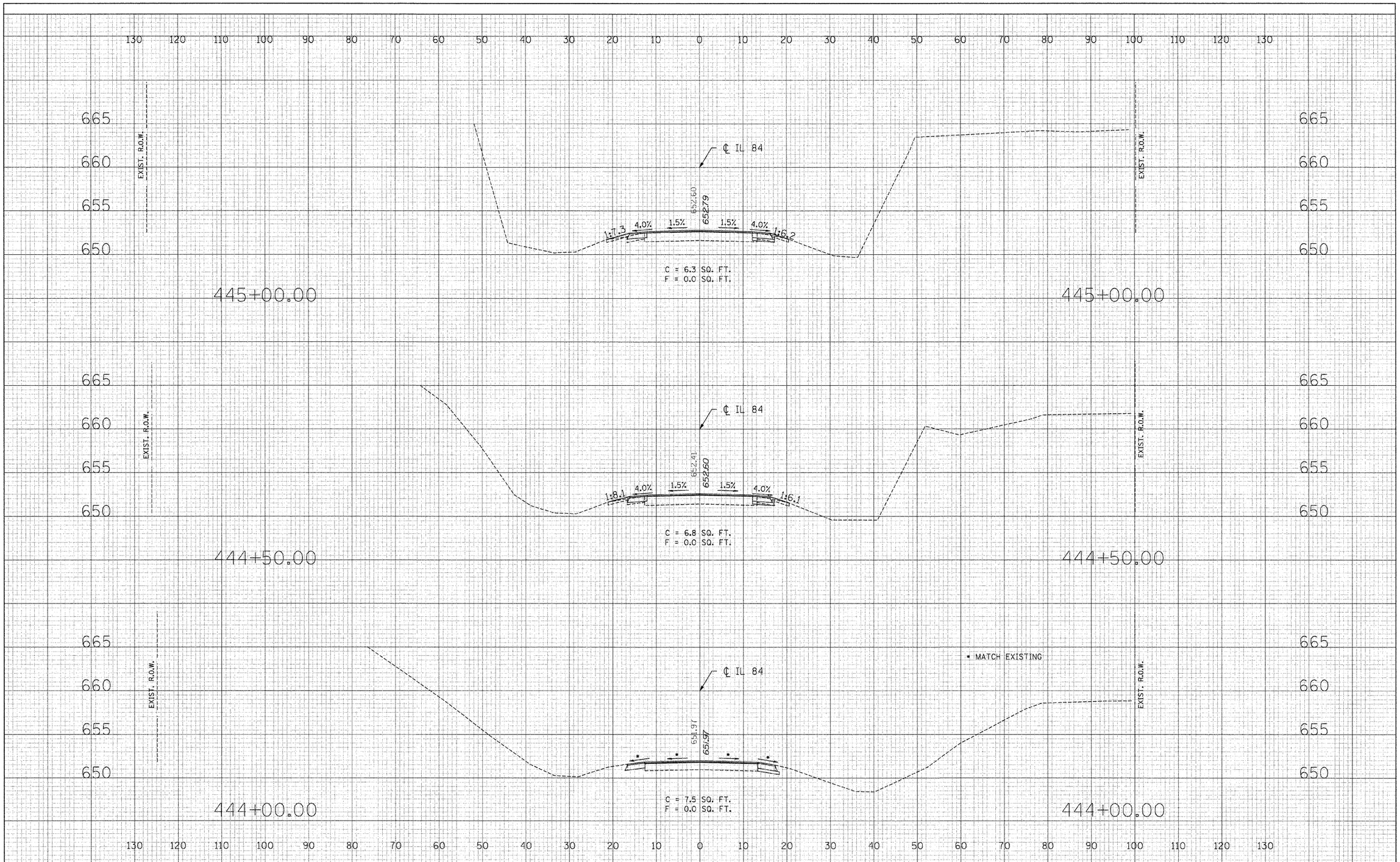
12/12/2008



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

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

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		DRAWN - ST	REVISED -
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	PLOT DATE = 12/11/2008	DATE - 04/2008	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

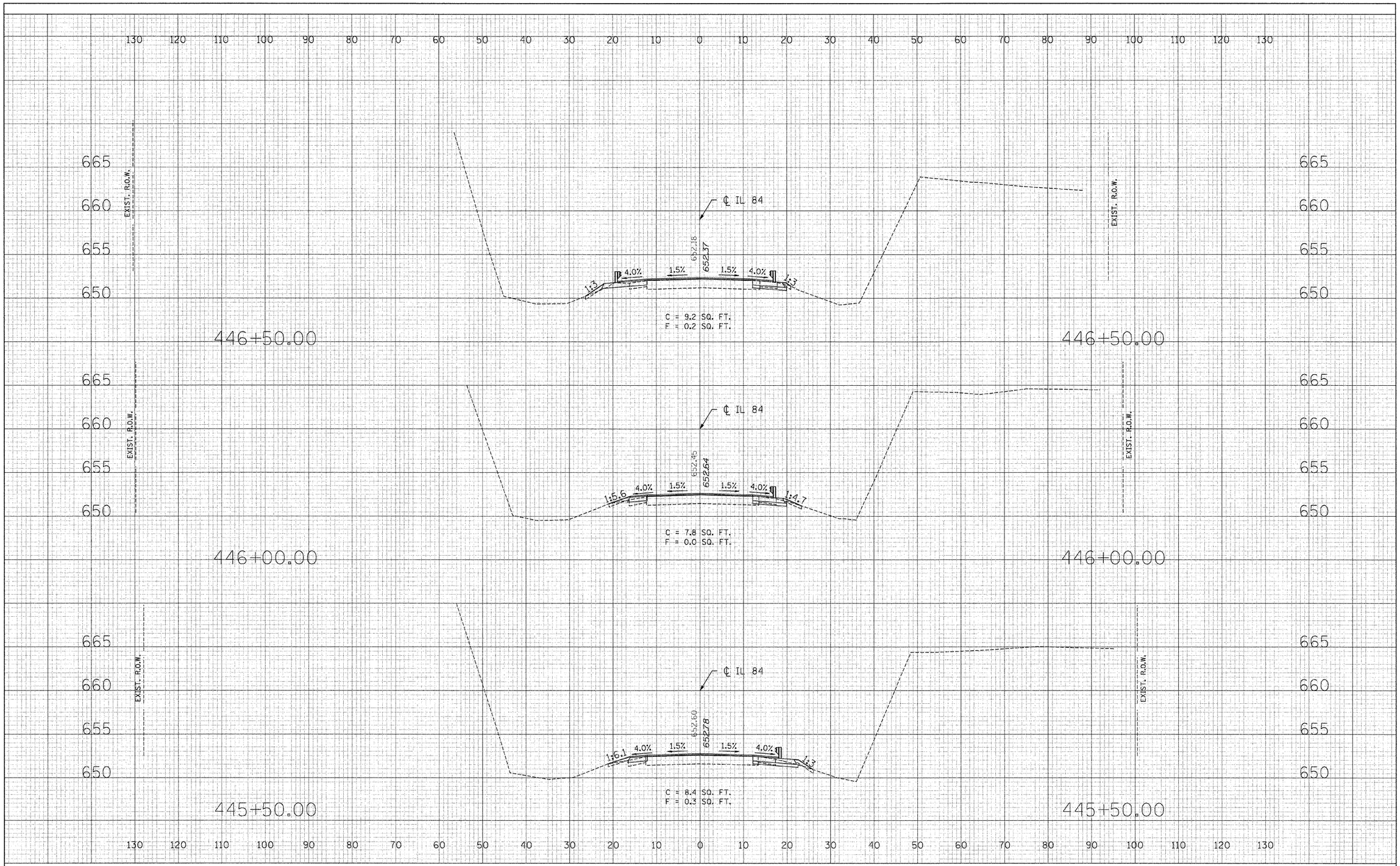
CROSS SECTIONS
IL 84 OVER IRISH HOLLOW CREEK

SCALE: 1"=10'H,5'V | SHEET NO. OF SHEETS | STA. 444+00.00 TO STA. 445+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	JO DAVIESS	62	51
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



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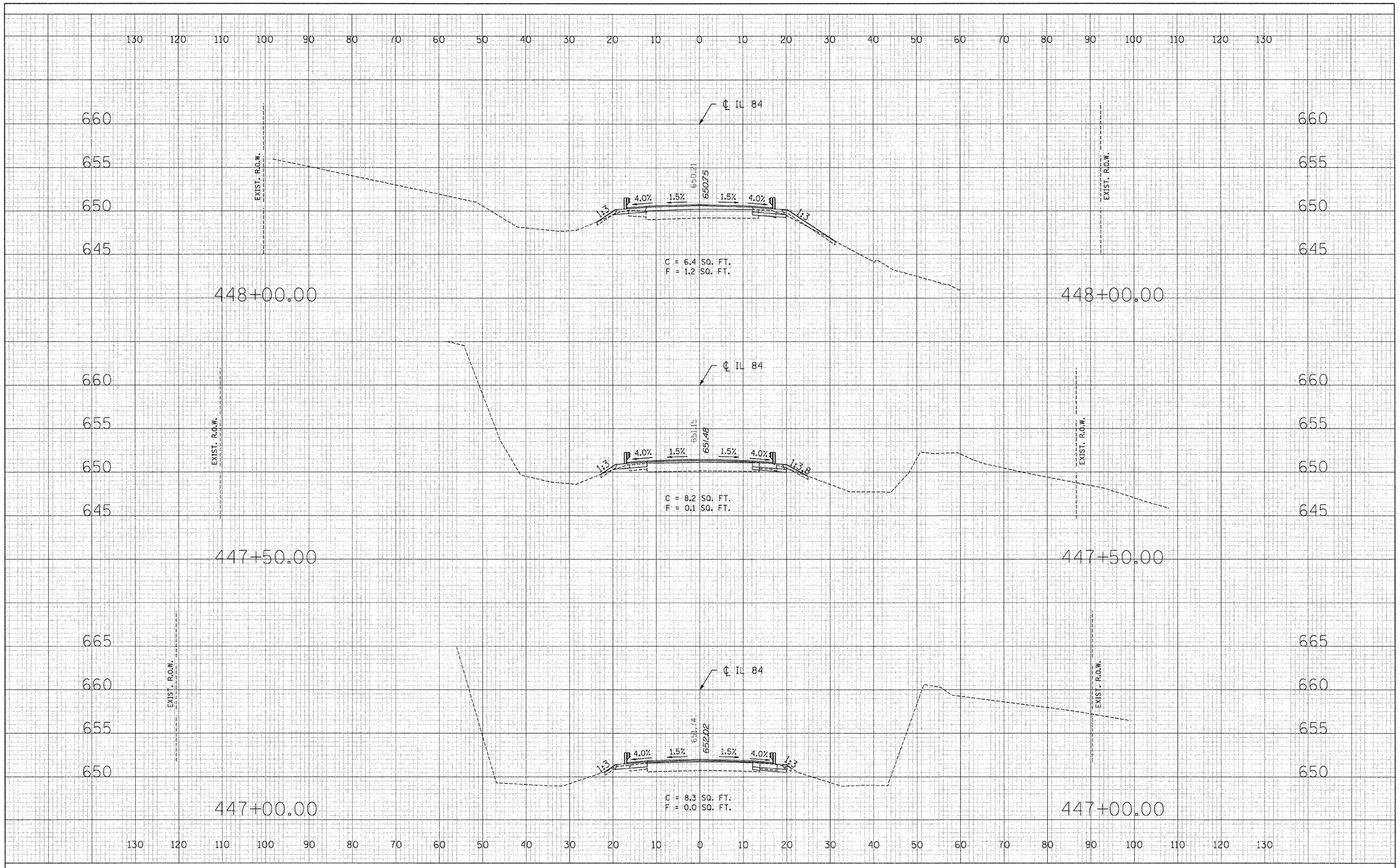
	PLOT DATE = 12/11/2008	DATE - 04/2008	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 84 OVER IRISH HOLLOW CREEK

SCALE: 1"=10'H,5'V | SHEET NO. OF SHEETS | STA. 445+50.00 TO STA. 446+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	JO DAVIESS	62	52
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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BY — DATE

ORIGINAL SURVEY — NOTE BOOK — NO.
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BY — DATE

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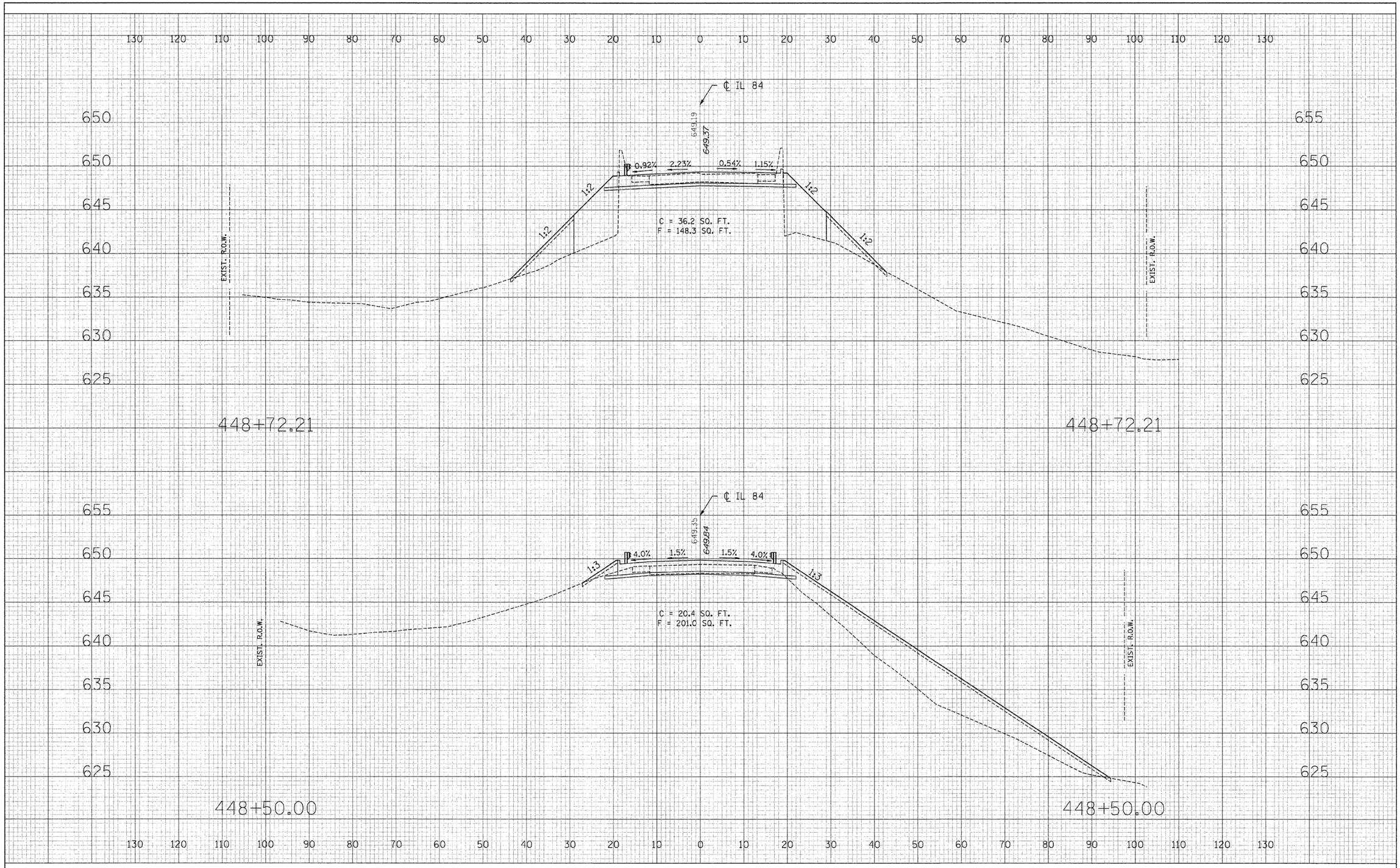
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 84 OVER IRISH HOLLOW CREEK

SCALE: 1"=10'H,5'V | SHEET NO. OF SHEETS | STA. 447+00.00 TO STA. 448+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	JO DAVIESS	62	53
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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

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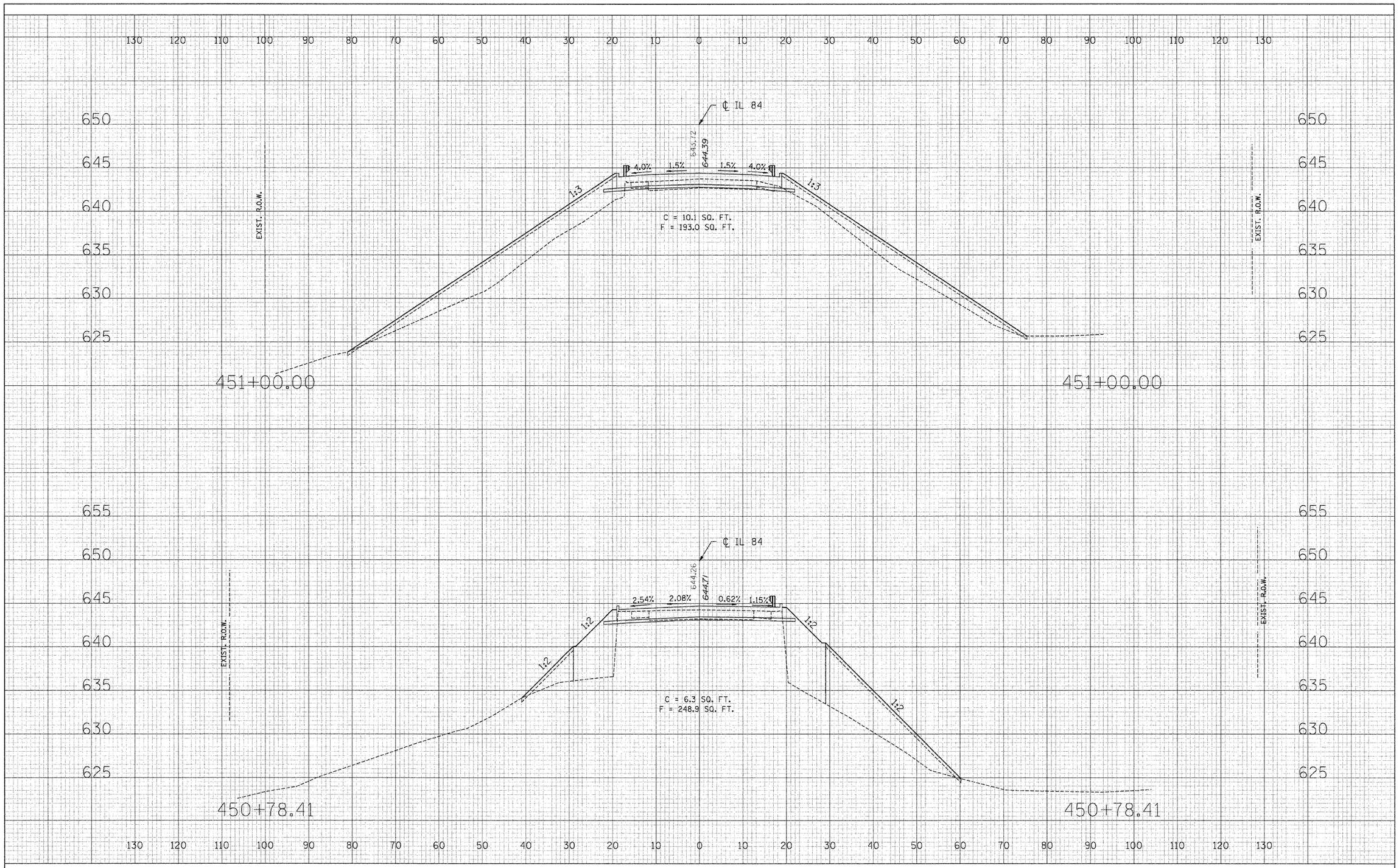
	PLOT DATE = 12/11/2008	DATE - 04/2008	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 84 OVER IRISH HOLLOW CREEK

SCALE: 1"=10'H,5'V | SHEET NO. OF SHEETS | STA. 448+50.00 TO STA. 448+72.21

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	JO DAVIESS	62	54
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

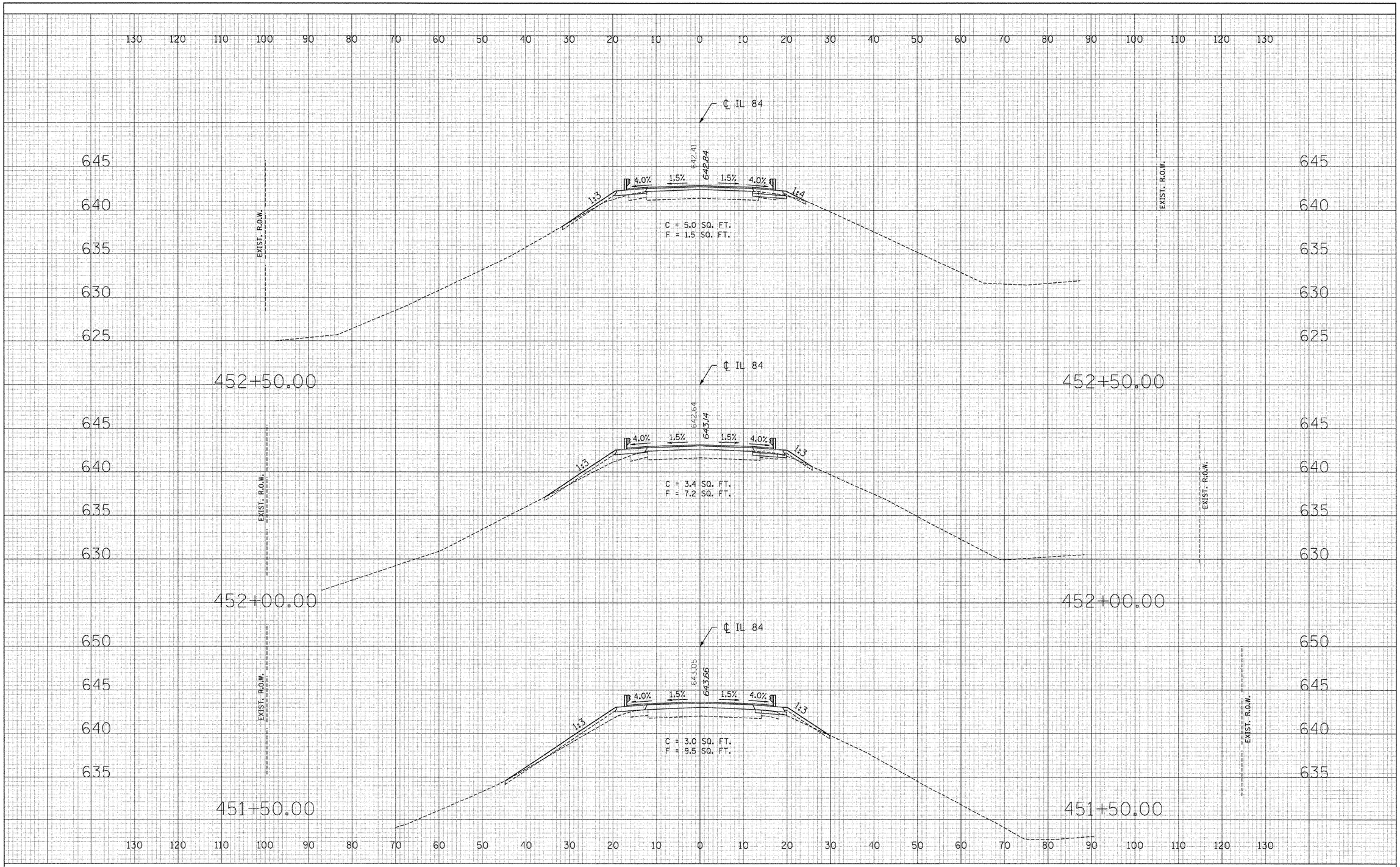
CROSS SECTIONS
IL 84 OVER IRISH HOLLOW CREEK

SCALE: 1"=10'H,5'V | SHEET NO. OF SHEETS | STA. 450+78.41 TO STA. 451+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	JO DAVIESS	62	55
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



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	PLOT DATE = 12/11/2008	DATE - 04/2008	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 84 OVER IRISH HOLLOW CREEK

SCALE: 1"=10'H,5'V | SHEET NO. OF SHEETS | STA. 451+50.00 TO STA. 452+50.00

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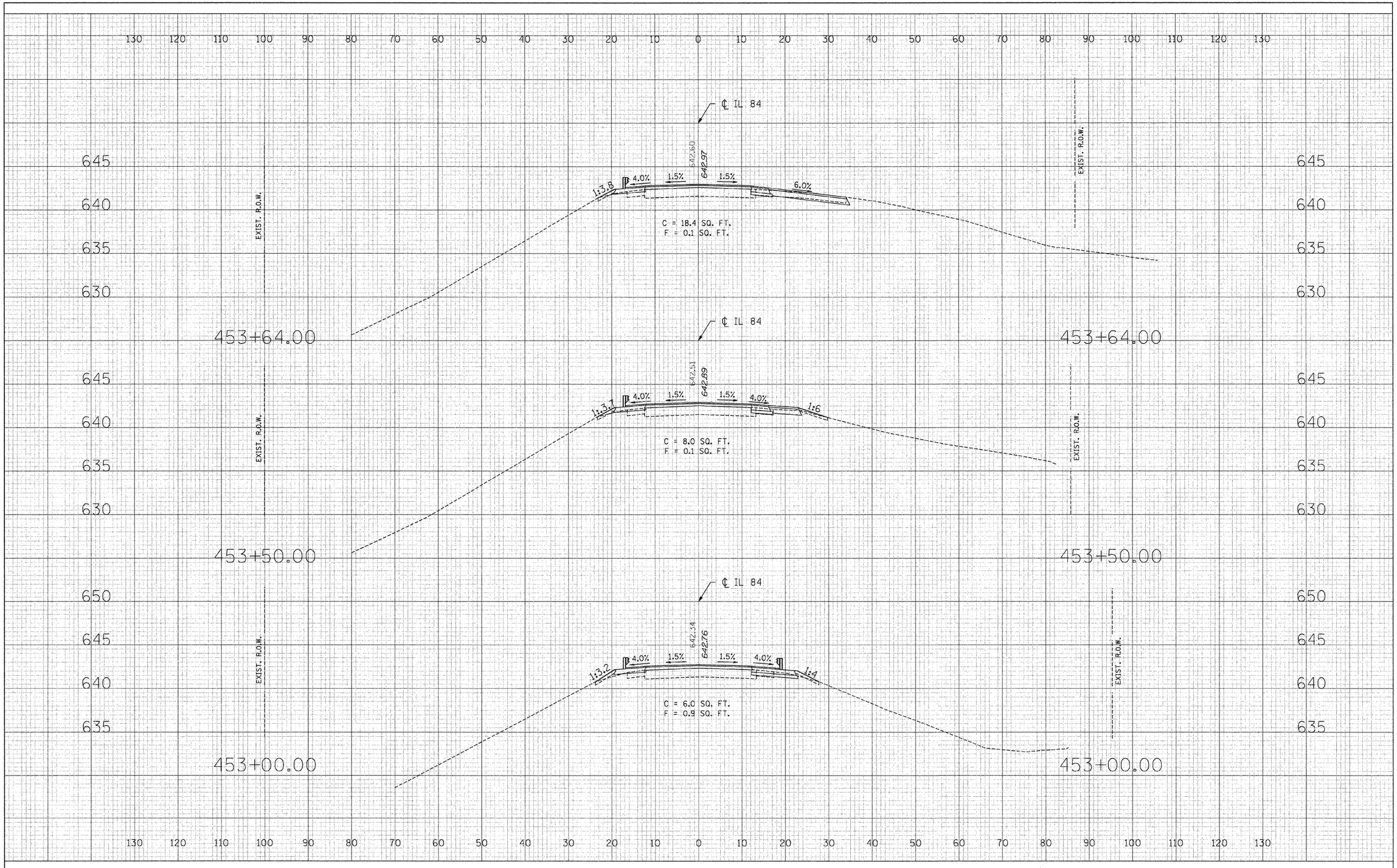
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

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

ORIGINAL SURVEY

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

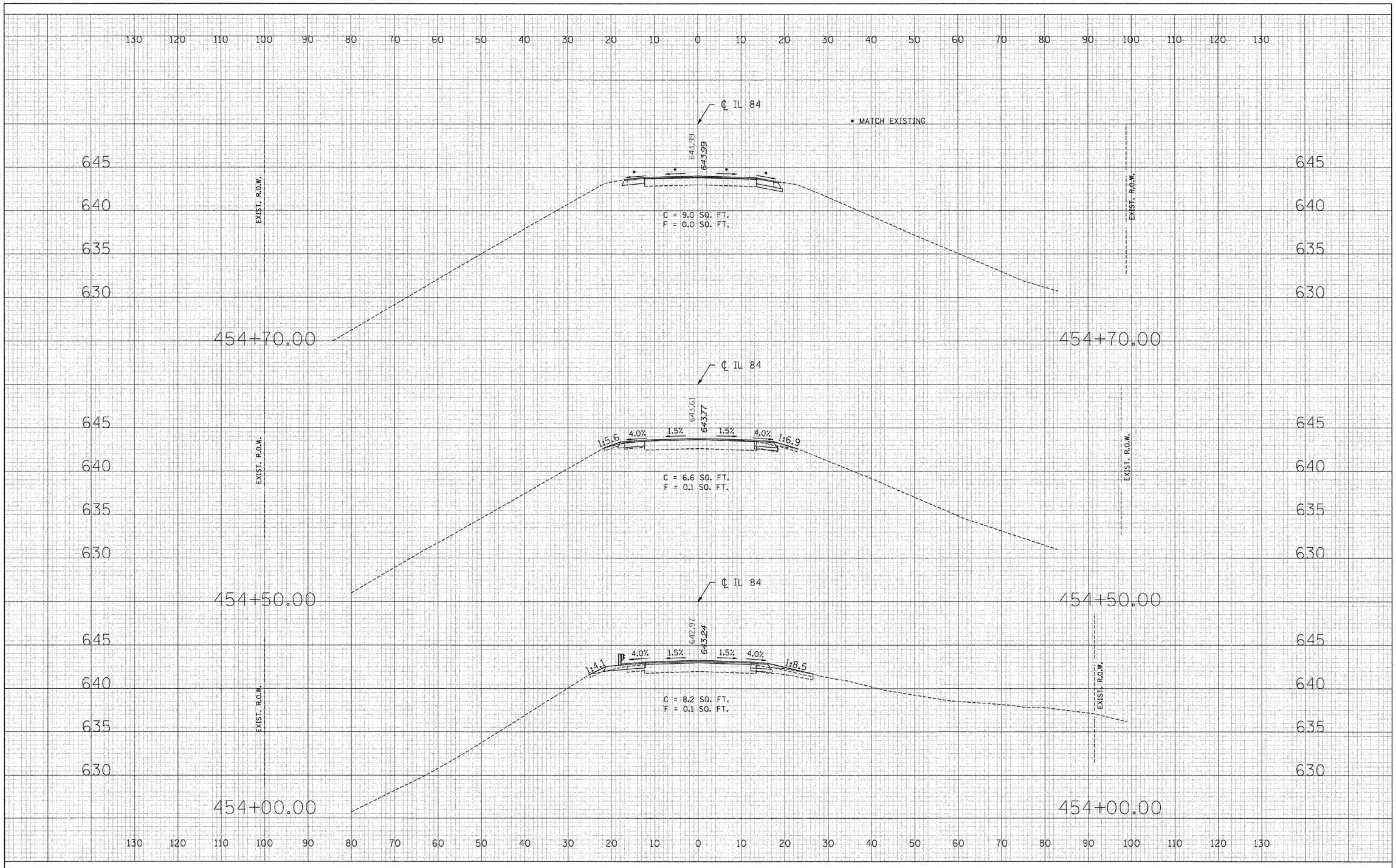
FILE NAME = E:\0804\51-58_XS-SHT.dgn	USER NAME = Plotted by new2	DESIGNED - ST	REVISED -
		DRAWN - ST	REVISED -
	PLOT SCALE = 10.000 ft / IN.	CHECKED - FL	REVISED -
	PLOT DATE = 12/11/2008	DATE - 04/2008	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 84 OVER IRISH HOLLOW CREEK

SCALE: 1"=10'H,5'V | SHEET NO. OF SHEETS | STA. 453+00.00 TO STA. 453+64.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BR)D	JO DAVIESS	62	57
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FILE NAME =	USER NAME = Plotted by new2	DESIGNED - ST	REVISED -
E:\0804\51-58_XS-SHT.dgn		DRAWN - ST	REVISED -
	PLOT SCALE = 10.000 ft / IN.	CHECKED - FL	REVISED -
	PLOT DATE = 12/11/2008	DATE - 04/2008	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
IL 84 OVER IRISH HOLLOW CREEK

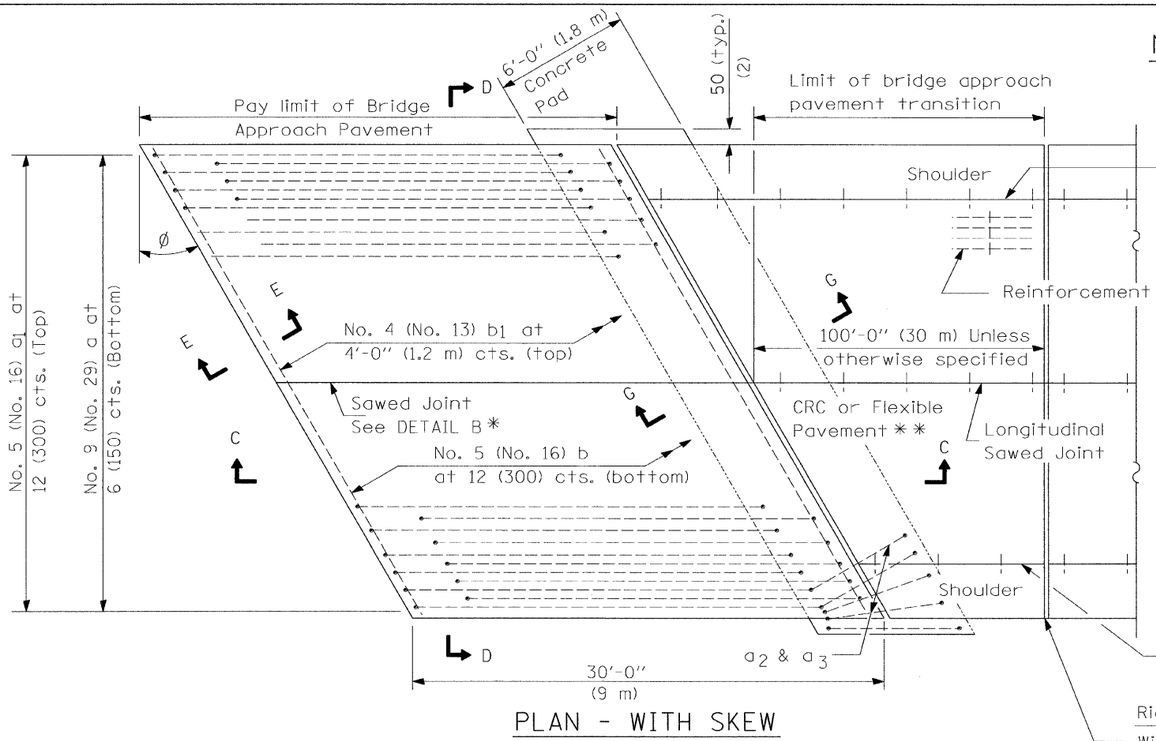
SCALE: 1"=10'H,5'V | SHEET NO. OF SHEETS | STA. 454+00.00 TO STA. 454+70.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308	(103C-1BRID)	JO DAVIESS	62	58
		CONTRACT NO. 64C03		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

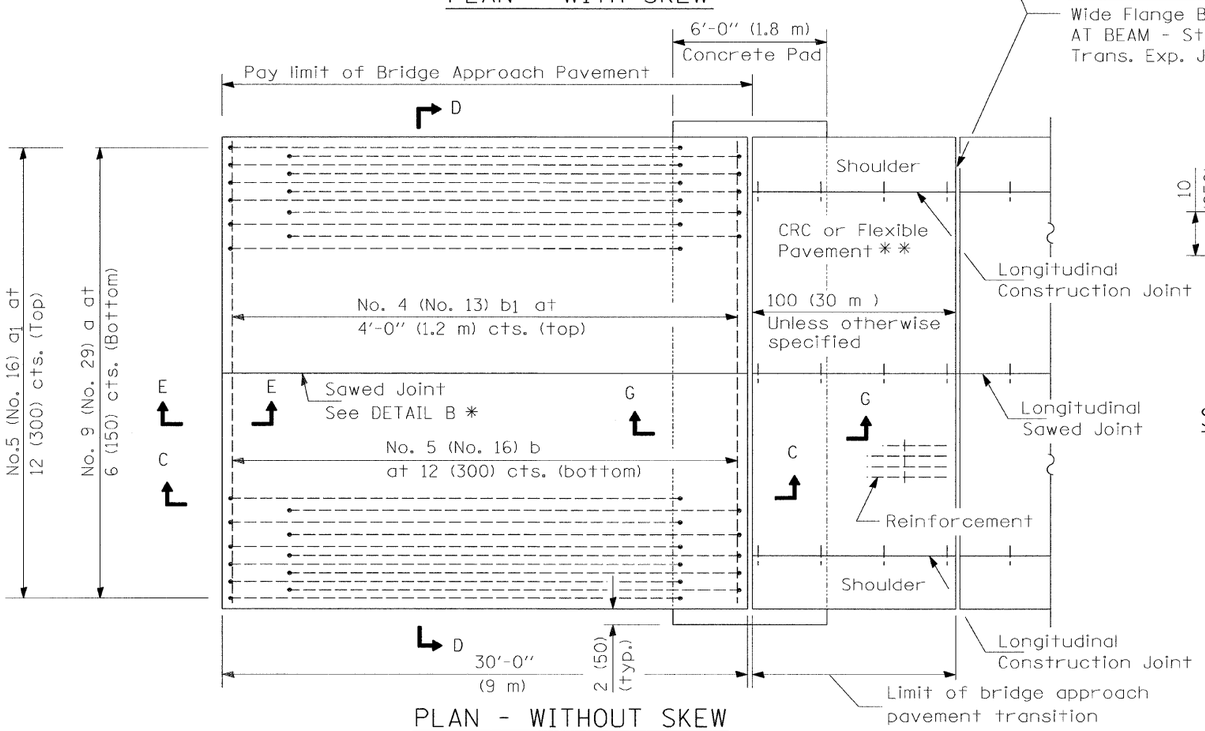
FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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

NEW CONSTRUCTION



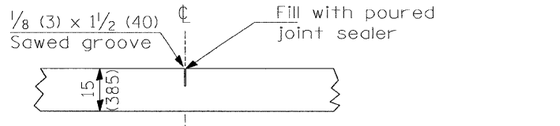
PLAN - WITH SKEW



PLAN - WITHOUT SKEW

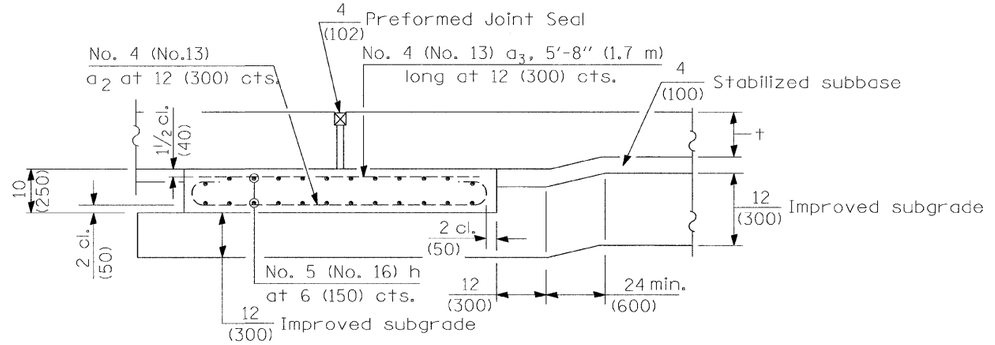
Rigid Pavement only:

Wide Flange Beam Terminal Joint (See DETAIL AT BEAM - Standard 421101 or 421106) or 2 (50) Trans. Exp. Joint as detailed on Standard 420001.



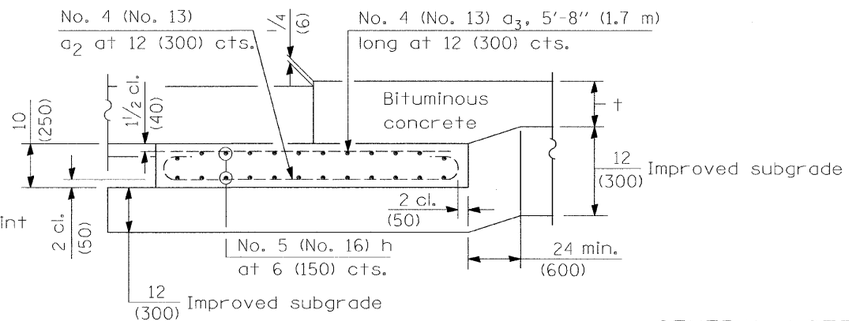
DETAIL B *

(Reinforcement Not Shown)



SECTION G-G - RIGID PAVEMENT

(Showing reinforcement)



SECTION G-G - FLEXIBLE PAVEMENT

(Showing reinforcement)

* Saw ℄ or lane edge if poured two or more lane widths at a time.

* * Omit Reinforcement, tie bars and Long. sawed Jt. for Flexible Pavement.

GENERAL NOTES

THICKNESS-"t"=Thickness of Pavement.

See Standard 421001 for reinforcement details not shown.

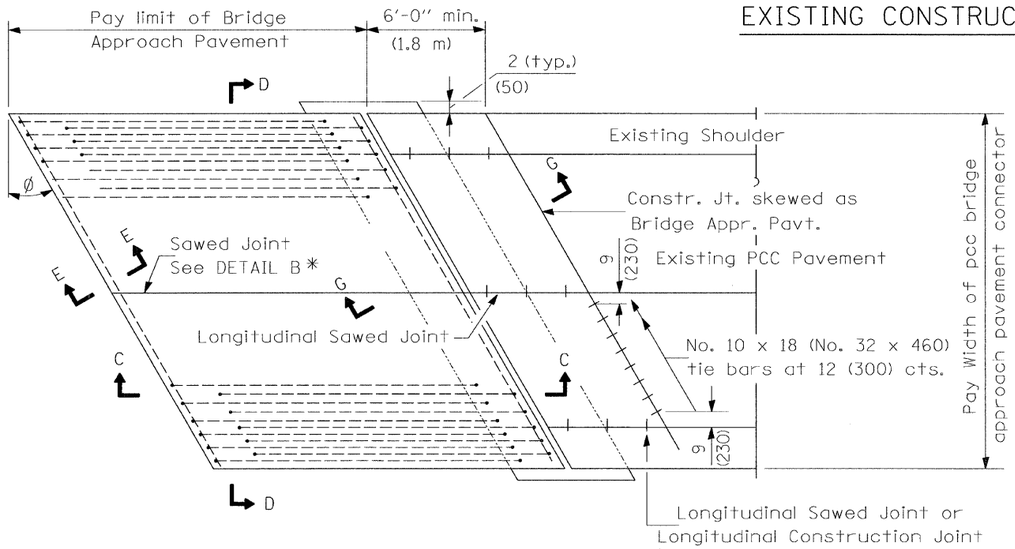
See Standard 420001 for joint details not shown.

All dimensions are in inches (millimeters) unless otherwise shown.

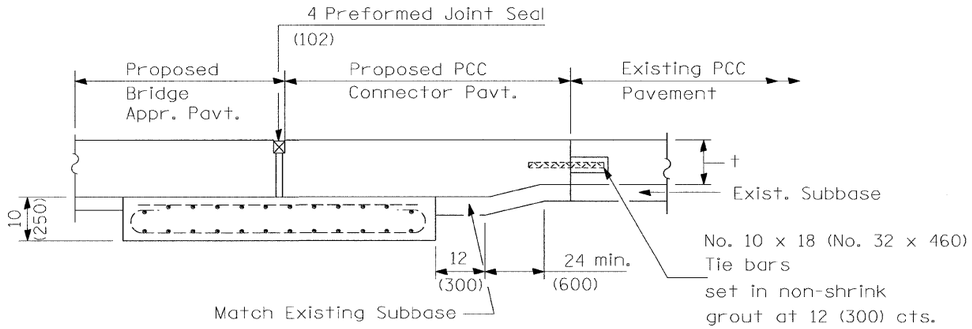
BRIDGE APPROACH PAVEMENT DETAIL

(Sheet 1 of 4)

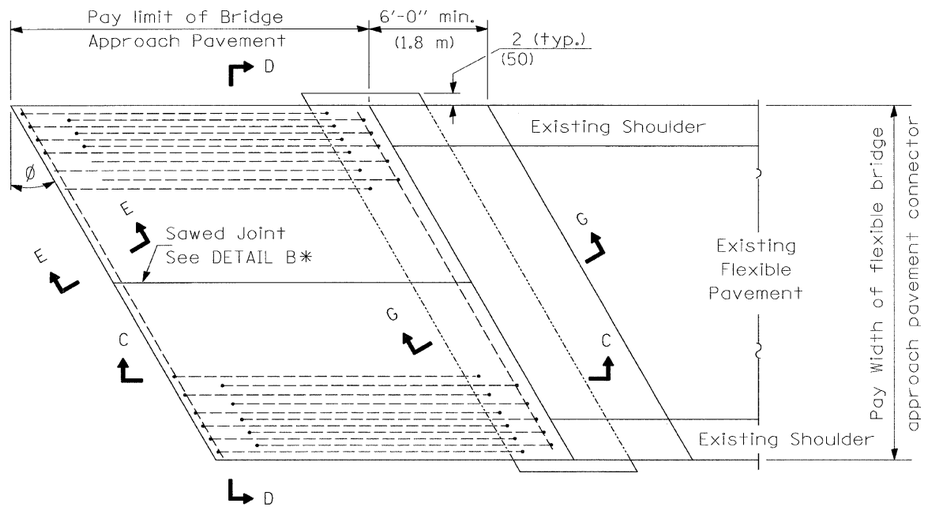
EXISTING CONSTRUCTION



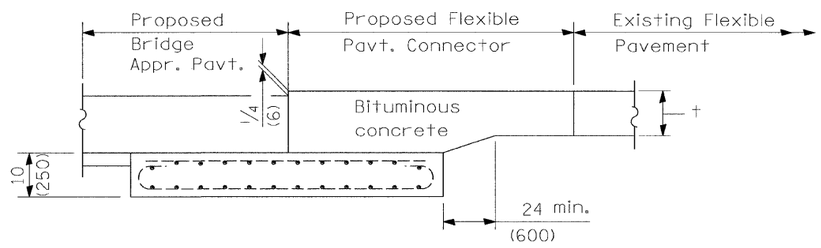
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)



SECTION G-G - RIGID PAVEMENT

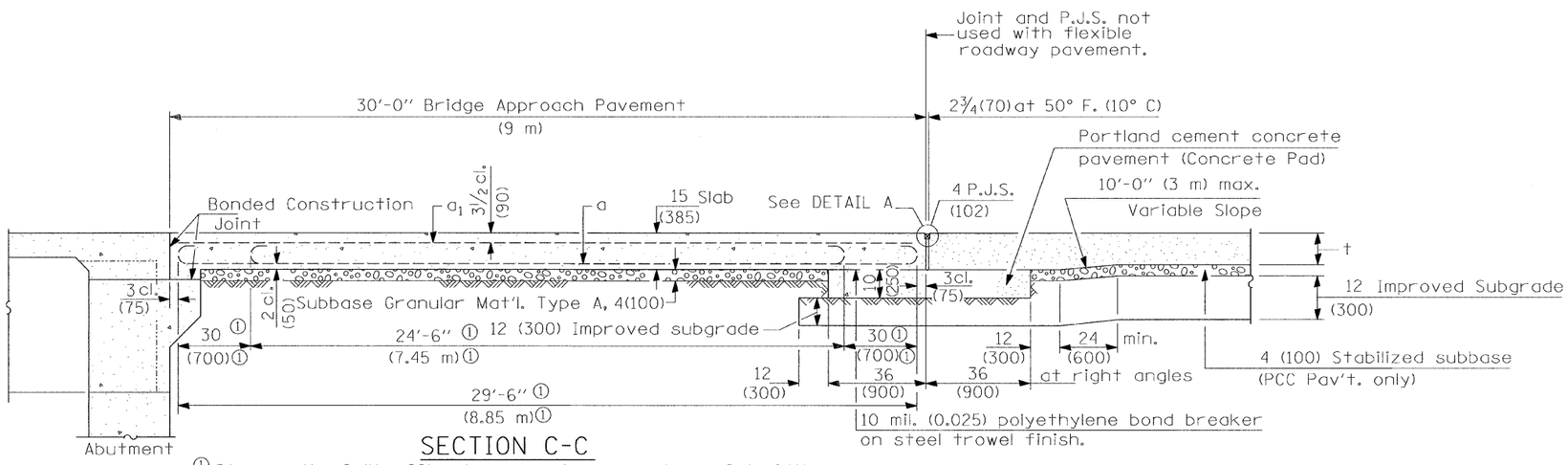


BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



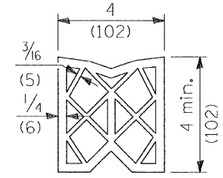
SECTION G-G - FLEXIBLE PAVEMENT

BRIDGE APPROACH
PAVEMENT DETAIL
(Sheet 2 of 4)

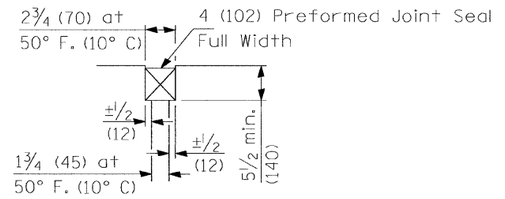


SECTION C-C

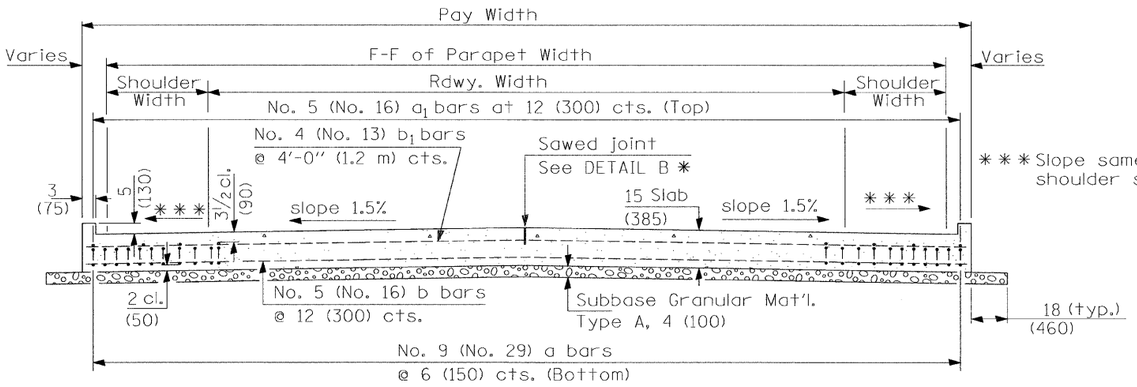
① Stagger No. 9 (No. 29) a bars as shown on plan - full width



PREFORMED JOINT SEAL



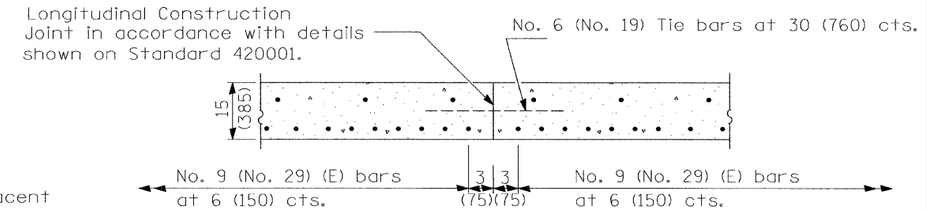
DETAIL A



*** Slope same as adjacent shoulder slope.

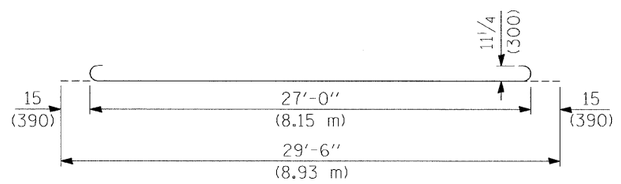
SECTION D-D

(See Plan for Dimensions not shown)

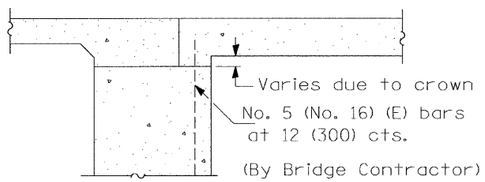


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.

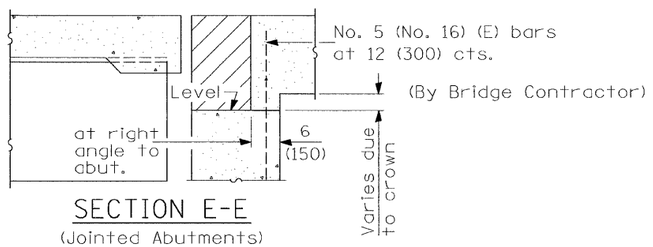


BAR a



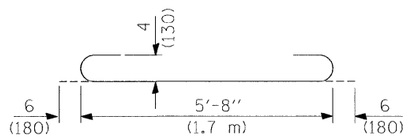
SECTION E-E

(Integral Abutments)



SECTION E-E

(Jointed Abutments)



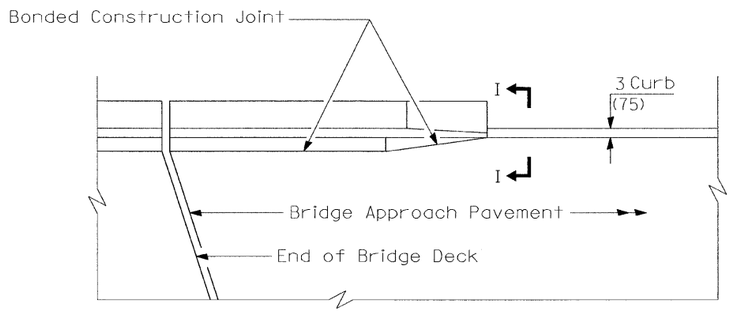
BAR a2

DESIGN STRESSES

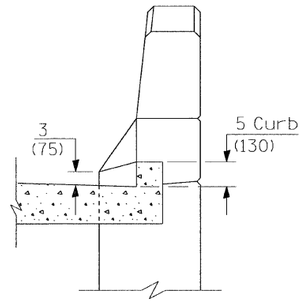
fy = 60,000 p.s.i. (400 MPa)
f'c = 3,500 p.s.i. (24 MPa)
n = 8.5

BRIDGE APPROACH PAVEMENT DETAIL

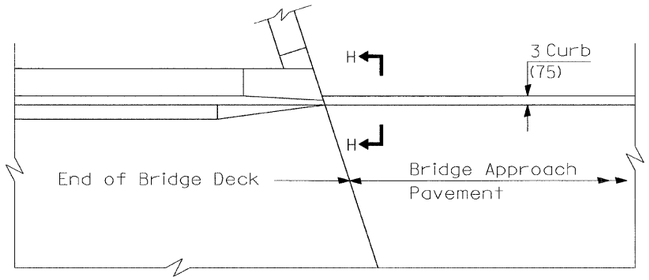
(Sheet 3 of 4)



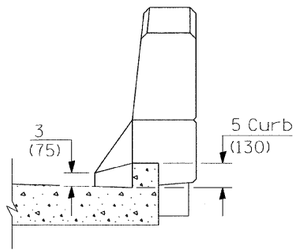
PARAPET TO CURB TRANSITION
PILE BENT ABUTMENT



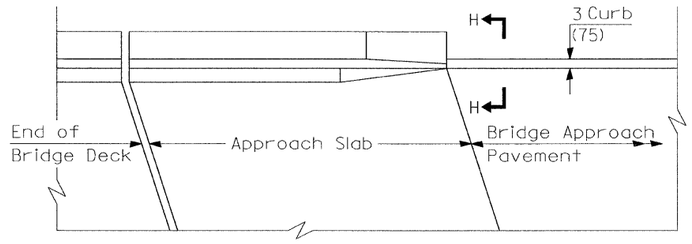
SECTION I - I



PARAPET TO CURB TRANSITION
INTEGRAL ABUTMENT



SECTION H - H



PARAPET TO CURB TRANSITION
VAULTED ABUTMENT

BRIDGE APPROACH
PAVEMENT DETAIL
(Sheet 4 of 4)