

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PLANS FOR
PROPOSED LOCAL AGENCY IMPROVEMENT
FEDERAL-AID BRRP PROJECT**

SUMMARY OF QUANTITIES
CONSTRUCTION TYPE CODE: X081-2A

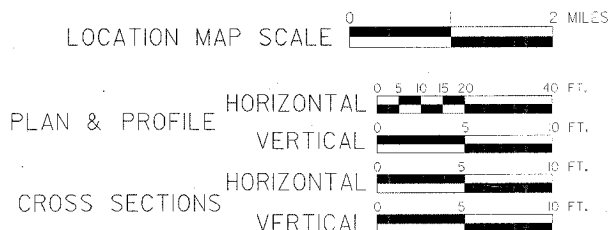
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- 701006-02 OFF-ROAD OPERATIONS, 2L 2W, 4.5 m (15') TO 600 m (24') AWAY FOR SPEEDS > 45 MPH
- 701301-02 LANE CLOSURE, 2L 2W, SHORT TIME OPERATIONS
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- BLR 21-6 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS
- BLR 22-4 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

NAME AND ADDRESS OF UTILITIES	TYPE
COMED 919 West First Street Dixon, IL 61021 (815) 284-5857	ELECTRIC
NICOR GAS 4651 Linden Road Rockford, IL 61109 (815) 965-5416	GAS
VERIZON 112 West Elm Sycamore, IL 60178 (815) 895-1115	TELEPHONE
INSIGHT COMMUNICATIONS 115 Galena Avenue Dixon, IL 61021 (815) 284-3389	CABLE



**BRIDGE REPLACEMENT &
REHABILITATION PROGRAM**
C.H. 33, FAS 1184
SECTION 01-00282-00-BR
ROCKYFORD ROAD
LEE COUNTY
PROJECT BR-OS-103(135)
JOB NO. C-92-067-05
CONTRACT NO. 85369
2005

CODE NO.	ITEM	UNIT	QUANTITY
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNITS	53
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNITS	419
20200100	EARTH EXCAVATION	CU YD	8,912
20201200	REMOVE AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	908
20400800	FURNISHED EXCAVATION	CU YD	741
20900110	POROUS GRANULAR BACKFILL	CU YD	102
25000350	SEEDING, CLASS 7	ACRE	5.30
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	477
25000500	PHOSPHOROUS FERTILIZER NUTRIENT	POUND	477
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	477
25001000	SEEDING, CLASS 2 (SPECIAL)	ACRE	5.30
25100115	MULCH METHOD 2	ACRE	5.30
25100630	EROSION CONTROL BLANKET	SO YD	1,785
28000300	TEMPORARY DITCH CHECKS	EACH	15
28000400	PERIMETER EROSION BARRIER	FOOT	600
28000500	INLET AND PIPE PROTECTION	EACH	3
28100105	STONE CUMBED RIPRAP, CLASS A3	SO YD	37
31101000	SUB-BASE GRANULAR MATERIAL, TYPE B	TON	4,684
35100100	AGGREGATE BASE COURSE, TYPE A	TON	2,945
40500500	BITUMINOUS MIXTURE COMPLETE	TON	344
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	4,974
40600300	AGGREGATE PRIME COAT	TON	15
42001165	BRIDGE APPROACH PAVEMENT	SO YD	240
48100100	AGGREGATE SHOULDERS, TYPE A	TON	1,282
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1
50200100	STRUCTURE EXCAVATION	CU YD	433
50200400	ROCK EXCAVATION FOR STRUCTURES	CU YD	83
50300225	CONCRETE STRUCTURES	CU YD	267.5
50300255	CONCRETE SUPERSTRUCTURES	CU YD	158.5
50300260	BRIDGE DECK GROOVING	SO YD	411
50300310	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	6
50400735	F & E PPC BULB T BEAMS, 63"	FOOT	647
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	56,750
50901005	STEEL BRIDGE RAIL, TYPE SM	FOOT	206
51500100	NAME PLATES	EACH	1
542A0223	PIPE CULVERTS, CLASS A, TYPE 1 18"	FOOT	68
542A0473	PIPE CULVERTS, CLASS A, TYPE 1, EQUIVALENT ROUND-SIZE 18"	FOOT	36
542D0270	PIPE CULVERTS, CLASS 2, TYPE 1 15"	FOOT	236
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	5
54214503	PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 18"	EACH	2
63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	225
63100087	TRAFFIC BARRIER TERMINAL, TYPE 6A	EACH	4
63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	4
63200310	GUARDRAIL REMOVAL	FOOT	581
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	30
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	1
67100100	MOBILIZATION	L SUM	1
70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1,042
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	347
78000200	THERMOPLASTIC PAVEMENT MARKING LINE - 4"	FOOT	41,440
78200455	BIDIRECTIONAL GUARD RAIL REFLECTORS	EACH	12
78201000	TERMINAL MARKER DIRECT APPLIED	EACH	4
X40C6414	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50	TON	1,710
Z0002600	BAR SPLICERS	EACH	74
Z0005400	BREAKER-RUN CRUSHED STONE	TON	1,861

* SPECIALTY ITEM

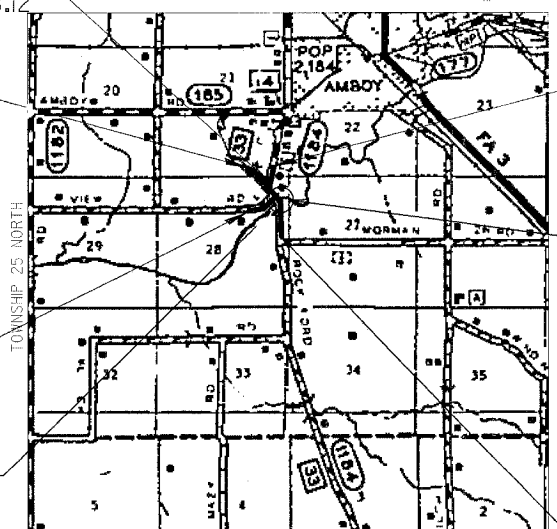
NET LENGTH 3,681.00 FEET = 0.697 MILES

NEWMAN ROAD
ENDS AT STA. 199+88.12

NEWMAN ROAD
BEGINS AT STA. 196+89.24

RIVER VIEW ROAD
BEGINS AT STA. 99+65.79

RIVER VIEW ROAD
ENDS AT STA. 101+69.91



LOCATION MAP

SECTION 01-00282-00-BR
ENDS AT STA. 42+00

SECTION 01-00282-00-BR
REMOVE EXISTING TWO-SPAN (2 @ 51'-9")
REINFORCED CONCRETE DECK ON STEEL
STRINGERS AT STATION 20+00. NO SALVAGE,
AND REPLACE WITH A SINGLE SPAN (1 @ 106'-6")
REINFORCED CONCRETE DECK ON 63" P.P.C.
BULB T-BEAMS SUPPORTED BY CLOSED
ABUTMENT AT STATION 20+00.

SECTION 01-00282-00-BR
BEGINS AT STA. 10+22

APPROVED October 21, 2005 20 05
Kevin A. ...
LOCAL AGENCY OFFICIAL

PASSED November 15, 2005 20 05
John C. ...
DISTRICT ENGINEER OF LOCAL ROADS & STREETS

APPROVED November 15, 2005 20 05
John C. ...
FOR BIDDING DISTRICT ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FUNCTIONAL CLASSIFICATION	HIGHWAY	3R GUIDELINES	
		ADT/YEAR	%TRUCKS
MAJOR COLLECTOR (RURAL)	ROCKYFORD ROAD	950/2024	4%
LOCAL	RIVER VIEW ROAD	120/2024	1%
LOCAL	NEWMAN ROAD	< 50/2024	< 1%



33382
REGISTERED
PROFESSIONAL
ENGINEER
OF
ILLINOIS
John C. ...
10/15/05

PREPARED BY
**WILLET
HOFMANN &
ASSOCIATES, INC.**
CONSULTING ENGINEERS
Land Surveying - Transportation - Structural
Environmental - Architecture
809 East Second Street
Dixon, Illinois 61021
Phone: 815-284-3381

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PA 272	01-00282-00-BR	LEE	51	2
FED. ROAD DIST. NO. 7		BLIND	FED. AID PROJECT	

SCHEDULES

GENERAL NOTES

THE CONTRACTOR SHALL CAREFULLY PRESERVE ALL PROPERTY MARKS, SECTION OR SUBSECTION MONUMENTS ENCOUNTERED, UNTIL AN OWNER OR AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. ANY PROPERTY MARKS, SECTION OR SUBSECTION MONUMENTS UNLESS REFERENCED, DAMAGED BY THE CONTRACTOR SHALL BE REPLACED AT THE EXPENSE OF THE CONTRACTOR.

THE CONTRACTOR SHALL REMOVE ALL STRUCTURES WITHIN THE EXISTING AND NEW RIGHT OF WAY AS DIRECTED BY THE ENGINEER AND AS SHOWN ON PLANS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED. ALL EXISTING DRAINAGE PIPES AND END SECTIONS SHALL BE CAREFULLY REMOVED DURING CONSTRUCTION AND STACKED ALONG THE RIGHT OF WAY AS DIRECTED BY THE ENGINEER. THIS SALVAGE AND STORAGE OF EXISTING DRAINAGE PIPES AND END SECTIONS SHALL BE CONSIDERED AN INCIDENTAL ITEM AND WILL NOT BE PAID FOR SEPARATELY. ALL SALVAGED PIPES SHALL REMAIN THE PROPERTY OF THE COUNTY.

ALL TELEPHONE AND ELECTRIC POLES, GAS PIPES, ETC. IN THE WAY OF THE IMPROVEMENT SHALL BE MOVED BY THE UTILITIES PRIOR TO CONSTRUCTION AND SHALL NOT BE INCLUDED IN THE CONTRACT. THE CONTRACTOR SHALL NOTIFY THE RESPECTIVE UTILITIES TO MAKE THE NECESSARY ADJUSTMENTS PRIOR TO THIS CONSTRUCTION.

THE LOCATION AND ELEVATION OF THE VARIOUS UNDERGROUND UTILITIES AS SHOWN ON THE PLANS ARE NOT TO BE TAKEN AS EXACT. THE CONTRACTOR SHALL USE SPECIAL CARE WHEN CONDUCTING CONSTRUCTION OPERATIONS NEAR THEM TO PREVENT DAMAGE.

ALL TREES LESS THAN 6" DIAMETER WITHIN THE CONSTRUCTION LINES AND SHOWN ON THE PLANS TO BE REMOVED WILL NOT BE PAID FOR UNDER THE BID ITEM OF "TREE REMOVAL". THE COST OF REMOVING THESE TREES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID PER CUBIC YARD FOR EARTH EXCAVATION.

THE FINAL TOP 4" OF SOIL IN ANY AREA DISTURBED BY THE CONTRACTOR MUST BE ABLE TO SUPPORT VEGETATION.

EXISTING MAIL BOXES, STREET SIGNS AND TRAFFIC SIGNS THAT ARE WITHIN THE CONSTRUCTION LIMITS SHALL BE REMOVED AND RESET BY THE CONTRACTOR. COST OF REMOVING AND RESETTING TO BE INCLUDED IN THE CONTRACT UNIT PRICE BID PER UNIT FOR EARTH EXCAVATION

WHERE THE PROPOSED CONSTRUCTION MEETS AN EXISTING BITUMINOUS SURFACE, OR WHERE SAWING IS STATED ON THE PLANS, THE EXISTING SURFACE SHALL BE SAWED IN A NEAT, STRAIGHT LINE. COST OF SAWING TO BE INCLUDED IN THE CONTRACT UNIT PRICE PER UNIT FOR EARTH EXCAVATION.

EARTHWORK SCHEDULE

LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE 25%	EMBANKMENT	EARTHWORK BAL/NCE WASTE (+) OR SHORTAGE (-)
NEWMAN ROAD STA. 196+89.24 TO 199+88.12	188	141	198	-57
RIVER VIEW ROAD STA. 99+65.79 TO 101+69.91	169	127	62	65
ROCKYFORD ROAD STA. 10+22 TO 42+00	8,555	6,416	7,165	-749
TOTALS	8,912	6,684	7,425	-741

TREE REMOVAL (6 TO 15 UNITS DIAMETER)		
STATION	UNITS	REMARKS
17' L 18+38	14	
33' R 25+29	12	
37' R 25+33	12	
32' R 25+36	15	
PROJECT TOTAL	53	

20100110

TREE REMOVAL (OVER 15 UNITS DIAMETER)		
STATION	UNIT	REMARKS
34' L 18+14	37	
36' L 18+36	32	
38' L 18+92	30	
49' L 20+78	24	
10' R 20+86	18	
19' R 20+92	18	
30' R 24+66	48	
32' R 24+90	58	
34' R 25+02	60	
63' L 25+53	54	
32' R 32+46	40	
PROJECT TOTAL	419	

20100210

REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL		
STATION	CU YD	REMARKS
CONTINGENCY ITEM	908	AS DIRECTED BY ENGINEER
PROJECT TOTAL	908	

20201200

SEEDING, CLASS 7		
STATION	ACRE	REMARKS
ROCKYFORD ROAD L 10+22 TO 42+00	1.59	BRIDGE OMMIT STA. 19+38.65 TO 20+61.35
R 10+22 TO 42+00	3.32	BRIDGE OMMIT STA. 19+38.65 TO 20+61.35
RIVER VIEW ROAD L 99+65.79 TO 101+40	0.09	
R 99+65.79 TO 101+40	0.08	
NEWMAN ROAD L 196+89.24 TO 199+60	0.11	
R 196+89.24 TO 199+60	0.11	
PROJECT TOTAL	5.30	

25000350

NITROGEN FERTILIZER NUTRIENT		
STATION	POUND	REMARKS
ROCKYFORD ROAD L & R	442	4.91 AC @ 90LBS/ACRE
RIVER VIEW ROAD L & R	15	0.17 AC @ 90LBS/ACRE
NEWMAN ROAD L & R	20	0.22 AC @ 90LBS/ACRE
PROJECT TOTAL	477	

25000400

PHOSPHOROUS FERTILIZER NUTRIENT		
STATION	POUND	REMARKS
ROCKYFORD ROAD L & R	442	4.91 AC @ 90LBS/ACRE
RIVER VIEW ROAD L & R	15	0.17 AC @ 90LBS/ACRE
NEWMAN ROAD L & R	20	0.22 AC @ 90LBS/ACRE
PROJECT TOTAL	477	

25000500

POTASSIUM FERTILIZER NUTRIENT		
STATION	POUND	REMARKS
ROCKYFORD ROAD L & R	442	4.91 AC @ 90LBS/ACRE
RIVER VIEW ROAD L & R	15	0.17 AC @ 90LBS/ACRE
NEWMAN ROAD L & R	20	0.22 AC @ 90LBS/ACRE
PROJECT TOTAL	477	

25000600

SEEDING, CLASS 2 (SPECIAL)		
STATION	ACRE	REMARKS
ROCKYFORD ROAD L 10+22 TO 42+00	1.59	BRIDGE OMMIT STA. 19+38.65 TO 20+61.35
R 10+22 TO 42+00	3.32	BRIDGE OMMIT STA. 19+38.65 TO 20+61.35
RIVER VIEW ROAD L 99+65.79 TO 101+40	0.09	
R 99+65.79 TO 101+40	0.08	
NEWMAN ROAD L 196+89.24 TO 199+60	0.11	
R 196+89.24 TO 199+60	0.11	
PROJECT TOTAL	5.30	

25001000

MULCH METHOD 2		
STATION	ACRE	REMARKS
ROCKYFORD ROAD L & R	4.91	2 TONS/ACRE
RIVER VIEW ROAD L & R	0.17	2 TONS/ACRE
NEWMAN ROAD L & R	0.22	2 TONS/ACRE
PROJECT TOTAL	5.30	

25100115

SCHEDULES

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PA 492	01-00282-00-BR	LEE	51	3
FED. ROAD DIST. NO. 7		SLR/08	FED. AID PROJECT	

EROSION CONTROL BLANKET		
STATION	SQ YD	REMARKS
L 19+30 - 19+70	177	40' BACK TO WATER'S EDGE TO ROW
R 19+30 - 19+70	680	40' BACK TO WATER'S EDGE TO ROW
L 20+28 - 20+68	145	40' BACK TO WATER'S EDGE TO ROW
R 20+28 - 20+68	686	40' BACK TO WATER'S EDGE TO ROW
R 20+82 - 22+27	97	6' WIDE ALONG DITCH BOTTOM
PROJECT TOTAL	1,785	

25100630

TEMPORARY DITCH CHECKS		
STATION	EACH	REMARKS
ROCKYFORD ROAD		
L & R 15+00	2	
L & R 16+00	2	
L & R 17+00	2	
L & R 18+00	2	
L & R 19+00	2	
R 21+00	1	
L 22+00	1	
L 23+00	1	
L & R 42+00	2	
PROJECT TOTAL	15	

28000300

PERIMETER EROSION BARRIER		
STATION	FOOT	REMARKS
ROCKYFORD ROAD		
R 29+00 TO 31+00	200	AT R.O.W.
R 35+00 TO 39+00	400	AT R.O.W.
PROJECT TOTAL	600	

28000400

INLET AND PIPE PROTECTION		
STATION	EACH	REMARKS
ROCKYFORD ROAD		
38' L 21+38	1	
30' R 22+73	1	
27' L 30+00	1	
PROJECT TOTAL	3	

28000500

STONE DUMPED RIPRAP, CLASS A-3		
STATION	SQ YD	REMARKS
ROCKYFORD ROAD		
L 20+25 TO 20+62	37	37' X 9'
PROJECT TOTAL	37	

28100705

SUB-BASE GRANULAR MATERIAL, TYPE B		
STATION	TON	REMARKS
ROCKYFORD ROAD		
10+22 TO 10+72	64.2	8" THICKNESS
10+72 TO 19+38.65	1,139.4	8" THICKNESS
20+61.35 TO 42+00	2,811.8	8" THICKNESS
RIVER VIEW ROAD		
99+65.79 TO 100+36.36	81.6	8" THICKNESS
100+36.36 TO 101+16.13	96.8	8" THICKNESS
101+16.13 TO 101+69.89	99.5	8" THICKNESS
NEWMAN ROAD		
196+89.24 TO 197+39.99	48.8	8" THICKNESS
197+39.99 TO 199+23.50	222.7	8" THICKNESS
199+23.50 TO 199+88	118.7	8" THICKNESS
PROJECT TOTAL	4,684	

31101000

AGGREGATE BASE COURSE, TYPE A		
STATION	TON	REMARKS
ROCKYFORD ROAD		
10+22 TO 10+72	32.1	4" THICKNESS
10+72 TO 19+38.65	569.7	4" THICKNESS
20+61.35 TO 42+00	1,405.9	4" THICKNESS
FEL 17+36	65.8	10" THICKNESS
FER 22+50	51.2	10" THICKNESS
FEL 34+25	73.0	10" THICKNESS
CER 12+68	28.5	8" THICKNESS
PEL 24+53	35.1	8" THICKNESS
PER 25+63	35.3	8" THICKNESS
CER 26+13	78.2	10" THICKNESS
PER 32+62	55.6	8" THICKNESS
CER 37+53	49.3	8" THICKNESS
CER 39+41	25.0	8" THICKNESS
CER 40+60	22.4	8" THICKNESS
RIVER VIEW ROAD		
99+65.79 TO 100+36.36	51.0	5" THICKNESS
100+36.36 TO 101+16.13	60.5	5" THICKNESS
101+16.13 TO 101+69.89	62.2	5" THICKNESS
NEWMAN ROAD		
196+89.24 TO 197+39.99	30.5	5" THICKNESS
197+39.99 TO 199+23.50	139.1	5" THICKNESS
199+23.50 TO 199+88	74.2	5" THICKNESS
PROJECT TOTAL	2,945	

35100100

BITUMINOUS MIXTURE COMPLETE		
STATION	TON	REMARKS
ROCKYFORD ROAD		
CER 12+68	11.2	3"
PEL 24+53	13.8	3"
PER 25+63	13.9	3"
PER 32+62	21.9	3"
CER 37+53	19.4	3"
CER 39+41	9.8	3"
CER 40+60	8.8	3"
RIVER VIEW ROAD		
99+65.79 TO 100+36.36	29.2	3"
100+36.36 TO 101+16.13	35.3	3"
101+16.13 TO 101+69.89	38.2	3"
NEWMAN ROAD		
196+89.24 TO 197+39.99	17.3	3"
197+39.99 TO 199+23.50	80.7	3"
199+23.5 TO 199+88	44.9	3"
PROJECT TOTAL	344	

40500300

BITUMINOUS MATERIALS (PRIME COAT)		
STATION	GALLON	REMARKS
ROCKYFORD ROAD		
CER 12+68	24.9	OVER AGGR. 0.4 GAL/SY
PEL 24+53	30.7	OVER AGGR. 0.4 GAL/SY
PER 25+63	30.8	OVER AGGR. 0.4 GAL/SY
PER 32+62	48.8	OVER AGGR. 0.4 GAL/SY
CER 37+53	43.1	OVER AGGR. 0.4 GAL/SY
CER 39+41	21.8	OVER AGGR. 0.4 GAL/SY
CER 40+60	19.6	OVER AGGR. 0.4 GAL/SY
10+22 TO 10+72	51.9	OVER AGGR. 0.4 GAL/SY
10+22 TO 10+72	13.0	OVER BIT. 0.1 GAL/SY
10+72 TO 19+38.65	924.4	OVER AGGR. 0.4 GAL/SY
10+72 TO 19+38.65	231.1	OVER BIT. 0.1 GAL/SY
20+61.35 TO 42+00	2,281.2	OVER AGGR. 0.4 GAL/SY
20+61.35 TO 42+00	570.3	OVER BIT. 0.1 GAL/SY
RIVER VIEW ROAD		
99+65.79 TO 100+36.36	65.6	OVER AGGR. 0.4 GAL/SY
99+65.79 TO 100+36.36	16.4	OVER BIT. 0.1 GAL/SY
100+36.36 TO 101+16.13	78.0	OVER AGGR. 0.4 GAL/SY
100+36.36 TO 101+16.13	19.5	OVER BIT. 0.1 GAL/SY
101+16.13 TO 101+69.89	84.6	OVER AGGR. 0.4 GAL/SY
101+16.13 TO 101+69.89	21.2	OVER BIT. 0.1 GAL/SY
NEWMAN ROAD		
196+89.24 TO 197+39.99	38.3	OVER AGGR. 0.4 GAL/SY
196+89.24 TO 197+39.99	9.6	OVER BIT. 0.1 GAL/SY
197+39.99 TO 199+23.50	179.4	OVER AGGR. 0.4 GAL/SY
197+39.99 TO 199+23.50	44.9	OVER BIT. 0.1 GAL/SY
199+23.50 TO 199+88	99.8	OVER AGGR. 0.4 GAL/SY
199+23.50 TO 199+88	25.0	OVER BIT. 0.1 GAL/SY
PROJECT TOTAL	4,974	

40600100

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PA 498	01-00283-00-BR	LEE	51	4
FED. ROAD DIST. NO. 7		ALPINE	FED. AID PROJECT	

SCHEDULES

AGGREGATE PRIME COAT

STATION	TON	REMARKS
ROCKYFORD ROAD		
CER 12+68	0.09	3 POUNDS PER SQUARE YARD
PEL 24+53	0.11	3 POUNDS PER SQUARE YARD
PER 25+63	0.12	3 POUNDS PER SQUARE YARD
PER 32+62	0.18	3 POUNDS PER SQUARE YARD
CER 37+53	0.16	3 POUNDS PER SQUARE YARD
CER 39+41	0.08	3 POUNDS PER SQUARE YARD
CER 40+60	0.07	3 POUNDS PER SQUARE YARD
10+22 TO 10+72	0.19	3 POUNDS PER SQUARE YARD
10+72 TO 19+38.65	3.47	3 POUNDS PER SQUARE YARD
20+61.35 TO 42+00	8.55	3 POUNDS PER SQUARE YARD
RIVER VIEW ROAD		
99+65.79 TO 100+36.36	0.25	3 POUNDS PER SQUARE YARD
100+36.36 TO 101+16.13	0.29	3 POUNDS PER SQUARE YARD
101+16.13 TO 101+69.89	0.32	3 POUNDS PER SQUARE YARD
NEWMAN ROAD		
196+89.24 TO 197+39.99	0.14	3 POUNDS PER SQUARE YARD
197+39.99 TO 199+23.50	0.67	3 POUNDS PER SQUARE YARD
199+23.50 TO 199+88	0.37	3 POUNDS PER SQUARE YARD
PROJECT TOTAL	15	

40600300

BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50

STATION	TON	REMARKS
ROCKYFORD ROAD		
10+22 TO 10+72	11.7	1.5" THICKNESS SURFACE
10+72 TO 19+38.65	208.0	1.5" THICKNESS SURFACE
20+61.35 TO 42+00	513.3	1.5" THICKNESS SURFACE
ROCKYFORD ROAD		
10+22 TO 10+72	15.6	2" THICKNESS 1ST LIFT
10+72 TO 19+38.65	277.3	2" THICKNESS 1ST LIFT
20+61.35 TO 42+00	684.4	2" THICKNESS 1ST LIFT
PROJECT TOTAL	1,710	

X4066414

BRIDGE APPROACH PAVEMENT

STATION	SQ YD	REMARKS
ROCKYFORD ROAD		
19+14.72 TO 19+44.72	120	36' X 30' SKW 10 RT AHD
20+55.28 TO 20+85.28	120	36' X 30' SKW 10 RT AHD
PROJECT TOTAL	240	

42001165

AGGREGATE SHOULDERS, TYPE A

STATION	TON	REMARKS
ROCKYFORD ROAD		
L 10+22 TO 19+12.40	192.3	EXCLUDING ENTRANCES
L 20+81 TO 20+98.22	8.4	INCLUDES R @ RIVER RD
L 21+23 TO 25+11.4	94.3	EXCLUDING ENTRANCES, INCLUDES R @ RIVER RD & NEWMAN RD
L 25+38 TO 42+00	375.7	EXCLUDING ENTRANCES, INCLUDES R @ NEWMAN RD
R 10+22 TO 19+18.76	195.2	EXCLUDING ENTRANCES
R 20+87.7 TO 42+00	415.6	EXCLUDING ENTRANCES
PROJECT TOTAL	1,282	

48100100

PIPE CULVERTS, CLASS A, TYPE 1 18"

STATION	FOOT	REMARKS
RIVER VIEW ROAD		
101+40	68	SKW
PROJECT TOTAL	68	

542A0223

PIPE CULVERTS, CLASS A, TYPE 1, EQUIVALENT ROUND-SIZE 18"

STATION	FOOT	REMARKS
ROCKYFORD ROAD		
30+00	36	
PROJECT TOTAL	36	

542A5473

PIPE CULVERTS, CLASS D, TYPE 1 15"

STATION	FOOT	REMARKS
ROCKYFORD ROAD		
CER 12+68	34	
FEL 17+36	46	
FER 22+50	46	
PEL 24+53	28	
FEL 34+25	48	
CER 40+60	34	
PROJECT TOTAL	236	

542D0220

PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"

STATION	EACH	REMARKS
RIVER VIEW ROAD		
101+40 R & L	2	
PROJECT TOTAL	2	

54213663

PRECAST REINFORCED CONCRETE FLARED END SECTIONS, EQUIVALENT ROUND-SIZE 18"

STATION	EACH	REMARKS
ROCKYFORD ROAD		
30+00 L & R	2	
PROJECT TOTAL	2	

54214503

STEEL PLATE BEAM GUARDRAIL, TYPE A

STATION	FOOT	REMARKS
L 18+74.92 TO 19+12.42	37.5	S.W. RAIL
R 18+06.27 TO 19+18.77	112.5	S.E. RAIL
L 20+92 TO 101+16	37.5	N.W. RAIL (35' RADIUS)
R 20+87.57 TO 21+25.07	37.5	N.E. RAIL
PROJECT TOTAL	225	

63000000

TRAFFIC BARRIER TERMINAL, TYPE 6A

STATION	EACH	REMARKS
L 19+12.42 TO 19+47.20	1	S.W. CORNER OF BRIDGE
R 19+88.77 TO 19+53.55	1	S.E. CORNER OF BRIDGE
L 20+46.46 TO 20+92	1	N.W. CORNER OF BRIDGE (35' R)
R 20+52.79 TO 20+87.57	1	N.E. CORNER OF BRIDGE
PROJECT TOTAL	4	

63100087

TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)

STATION	EACH	REMARKS
R 17+56.27 TO 18+06.27	1	50' (ROCKYFORD ROAD)
L 18+24.92 TO 18+74.92	1	50' (ROCKYFORD ROAD)
R 21+25.07 TO 21+75.07	1	50' (ROCKYFORD ROAD)
R 100+66 TO 101+16	1	50' (RIVER VIEW ROAD)
PROJECT TOTAL	4	

63100167

GUARDRAIL REMOVAL

STATION	FOOT	REMARKS
AT EXISTING BRIDGE (SOUTH END)	152	WEST SIDE OF ROAD
AT EXISTING BRIDGE (SOUTH END)	253	EAST SIDE OF ROAD
AT EXISTING BRIDGE (NORTH END)	74	WEST SIDE OF ROAD
AT EXISTING BRIDGE (NORTH END)	102	EAST SIDE OF ROAD
PROJECT TOTAL	581	

63200310

SCHEDULES

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PA 283	01-00282-00-BR	LEE	51	5
FED. ROAD DIST. NO. 7		ALPMS	FED. AID PROJECT	

FURNISHING AND ERECTING RIGHT-OF-WAY		
STATION	EACH	REMARKS
ROCKYFORD ROAD		
34.38'L -13+62.90	1	
45' L 15+00	1	
45' L 16+00	1	
45' L 17+00	1	
45' L 17+70.95	1	PT
60' L 19+50	1	
60' L 20+75.64	1	
50' L 21+50	1	
45' L 22+00	1	
45' L 23+00	1	
45' L 24+00	1	
40' L 24+41.80	1	
40' L 25+70	1	
79.69' L 25+70.41	1	
40' L 31+19.31	1	PC
40' L 32+00	1	
40' L 33+00	1	
40' L 34+00	1	
40' L 37+57.13	1	PC
40' L 38+00	1	
40' L 39+00	1	
40' L 40+00	1	
32.70' L 40+93.77	1	PT
40' R 24+27.95	1	
40' R 25+00	1	
40' R 25+88	1	PT
40' R 31+19.31	1	PC
40' R 32+20.45	1	
RIVER VIEW ROAD		
33' L 100+00	1	
33' R 100+00	1	
PROJECT TOTAL	30	

66600105

SHORT-TERM PAVEMENT MARKING		
STATION	FOOT	REMARKS
212+83 - 324+20	1,012	4' STRIPE @ 40' GAP
14+20 - 17+56	30	4' STRIPE @ 40' GAP
PROJECT TOTAL	1,042	

70300100

WORK ZONE PAVEMENT MARKING REMOVAL		
STATION	SQ FT	REMARKS
ENTIRE PROJECT	347	
PROJECT TOTAL	347	

70301000

THERMOPLASTIC PAVEMENT MARKING LINE - 4"		
STATION	FOOT	REMARKS
213+00 TO 221+00	800	NPZ EB/NB SOLID 4" YELLOW
237+00 TO 307+00	7,000	NPZ EB/NB SOLID 4" YELLOW
312+00 TO 318+00	600	NPZ EB/NB SOLID 4" YELLOW
327+50 TO 321+00	650	NPZ WB/SB SOLID 4" YELLOW
315+00 TO 248+00	6,700	NPZ WB/SB SOLID 4" YELLOW
229+00 TO 223+00	600	
212+83 TO 248+00	879	4" SKIP DASH 10'/30'
307+00 TO 312+00	125	4" SKIP DASH 10'/30'
315+00 TO 327+00	300	4" SKIP DASH 10'/30'
14+20 TO 17+56	672	2 - 4" YELLOW
212+83 TO 324+20	22,374	4" WHITE EDGE LINE
14+20 TO 17+90	740	4" WHITE EDGE LINE
PROJECT TOTAL	41,440	

78000200

BIDIRECTIONAL GUARDRAIL REFLECTORS		
STATION	EACH	REMARKS
L&R - GUARDRAIL AT BRIDGE STA. 20+00	12	SEE STANDARD 635006-02
PROJECT TOTAL	12	

78200455

TERMINAL - MARKER DIRECT APPLIED		
STATION	EACH	REMARKS
BRIDGE AT STA. 20+00	4	ENDS OF TRA. BAR. TER. T-1, SPL (TAN)
PROJECT TOTAL	4	

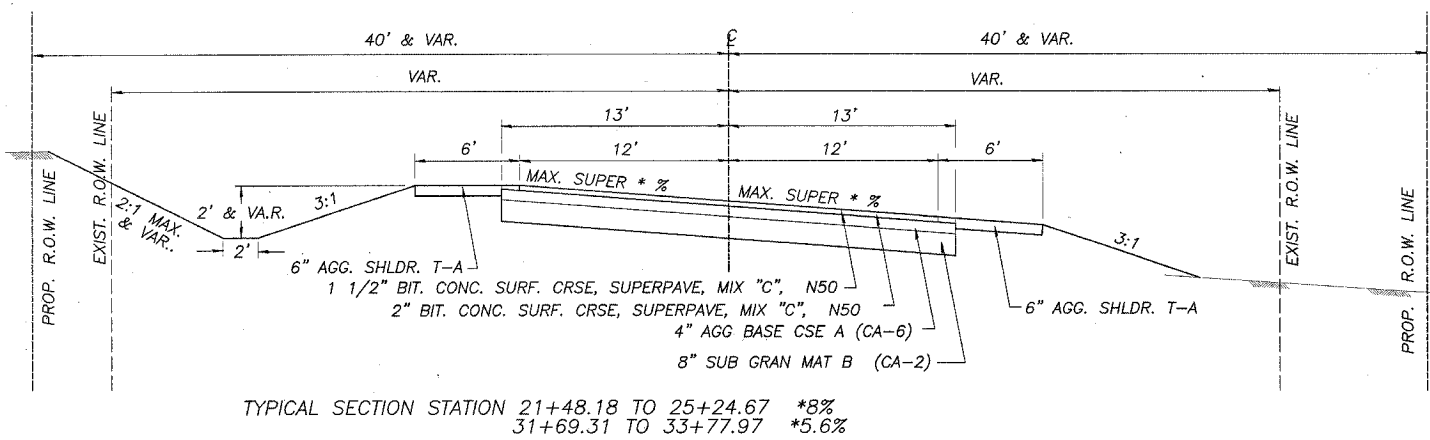
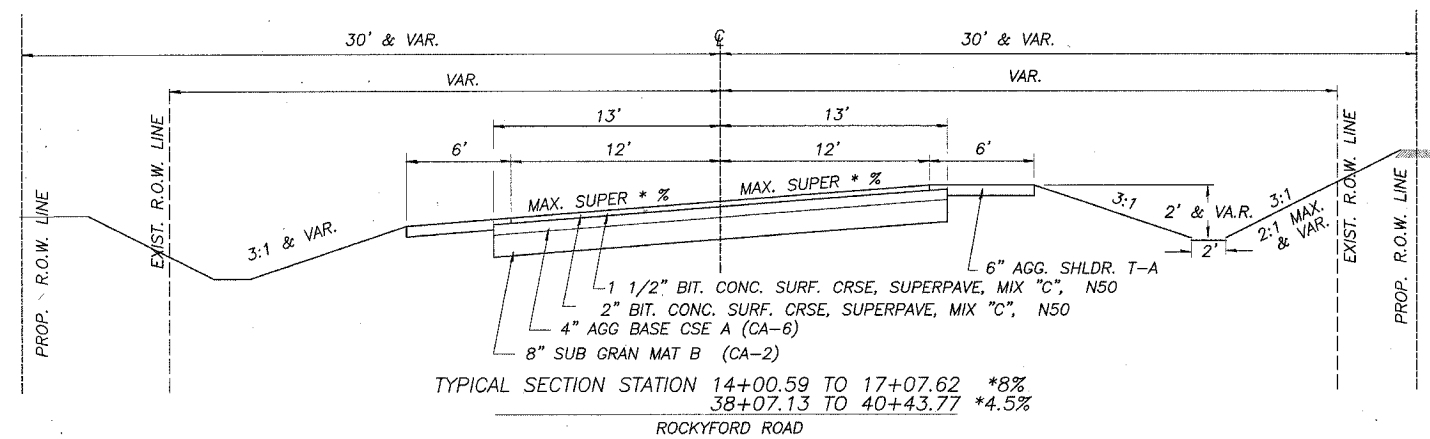
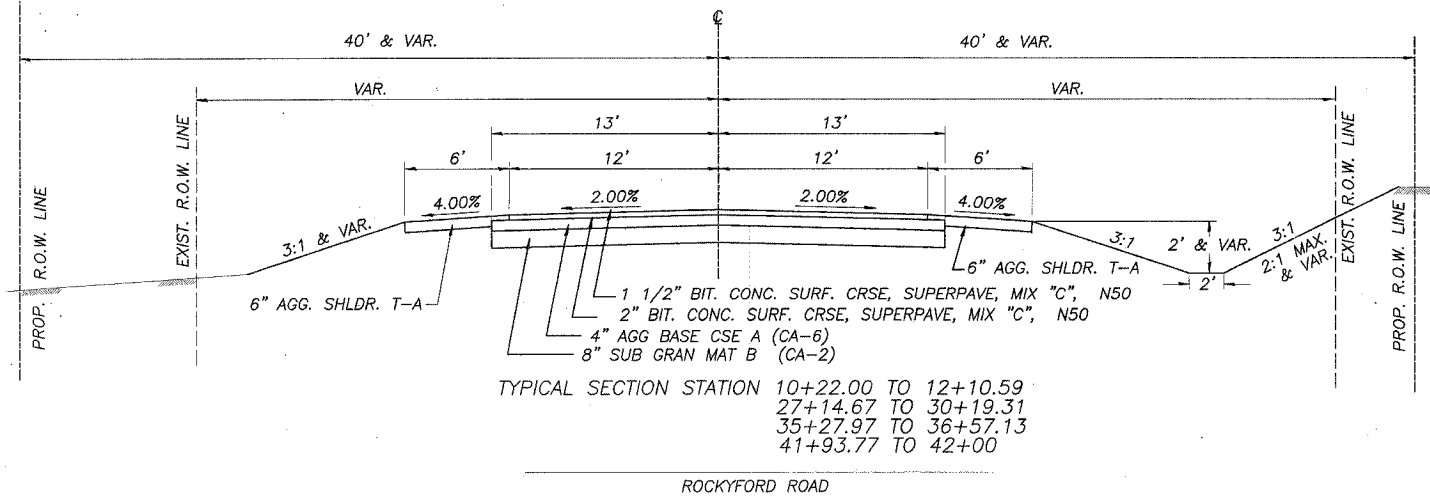
78201000

BREAKER-RUN CRUSHED STONE		
STATION	TON	REMARKS
CONTINGENCY ITEM	1,861	AS REQUIRED BY ENGINEER
PROJECT TOTAL	1,861	

Z0005400

PROPOSED TYPICAL SECTIONS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01-00282-00-BR		LEE	51	6
FED. ROAD DIST. NO. 7		RUNOFF	FED. AID PROJECT	



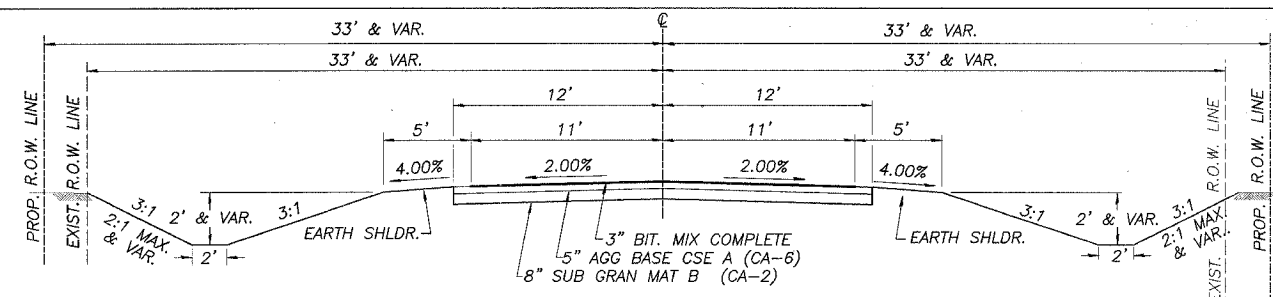
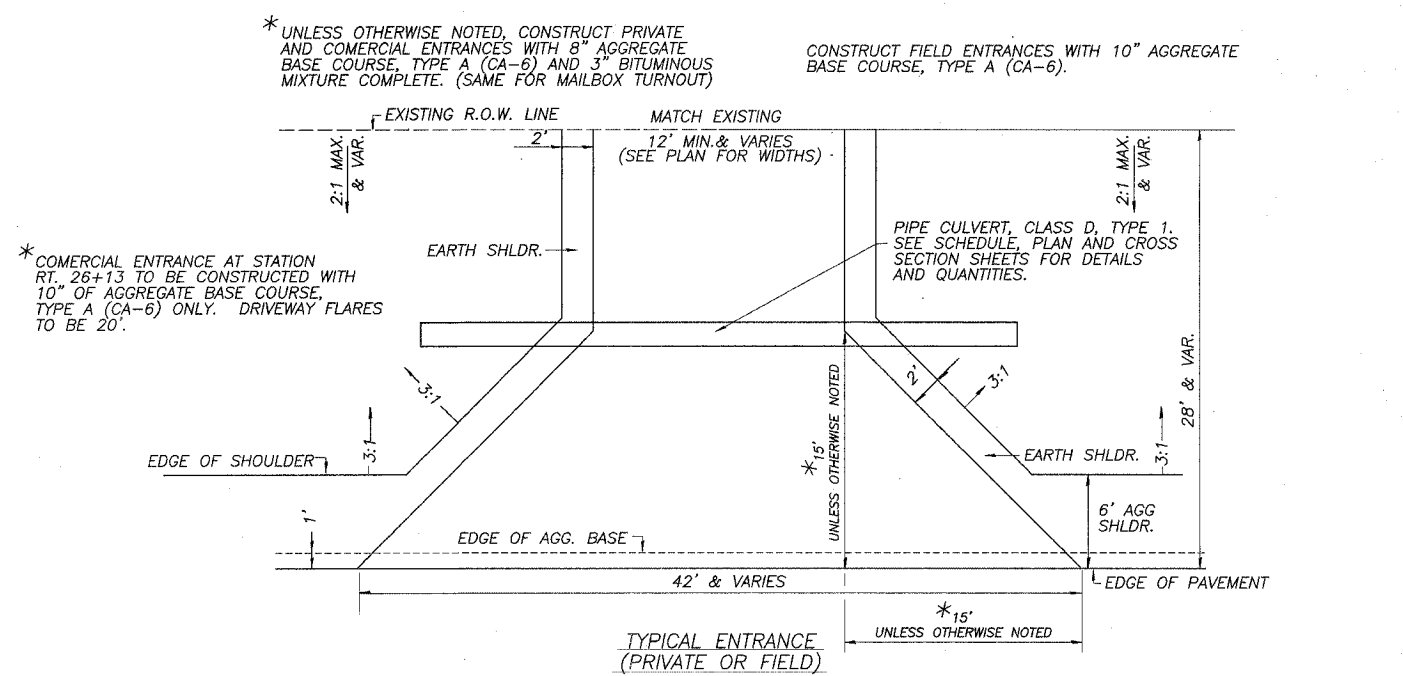
PAVEMENT MIXTURE REQUIREMENTS

MIXTURE USE	CONSTRUCTION SURFACE
PG:	PG 58-22
RAP % (MAX)	15
DESIGN AIR Voids	3.0 @ N50
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL 9.5 OR 12.5
FRICTION AGGREGATE	C
20 YEAR ESAL	0.11

ROCKYFORD ROAD PAVEMENT STRUCTURAL DESIGN
80,000 LB. DESIGN

STRUCTURAL DESIGN TRAFFIC (S.D.T.) = YEAR 2014 P.V. 910
S.U. 20 > 950 ADT
M.U. 20

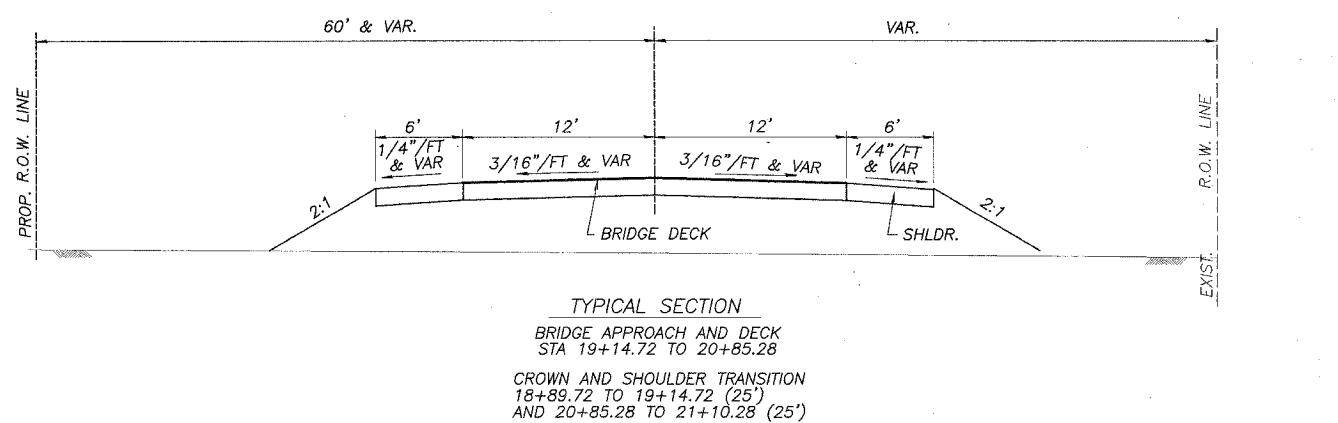
ASSUMED: $E_{Ri} = 2.0$ KSI
CLASS III ROAD T. F. 0.10; AC 5 OR 10
USE: 1 1/2" BIT. CONC. SURF. CRSE, SUPERPAVE, MIX C, N50
2" BIT. CONC. SURF. CRSE, SUPERPAVE, MIX C, N50
4" AGGREGATE BASE CRSE, TYPE A
8" SUB-BASE GRANULAR MATERIAL, TY B
PAVEMENT DESIGN PROCEDURES MEMORANDUM #95-11 TO COUNTY ENGINEERS/SUPERINTENDENTS OF HIGHWAYS, MUNICIPAL ENGINEERS /DIRECTORS OF PUBLIC WORKS, CONSULTING ENGINEERS WAS USED.



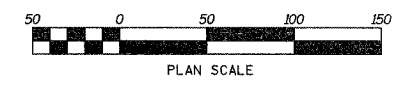
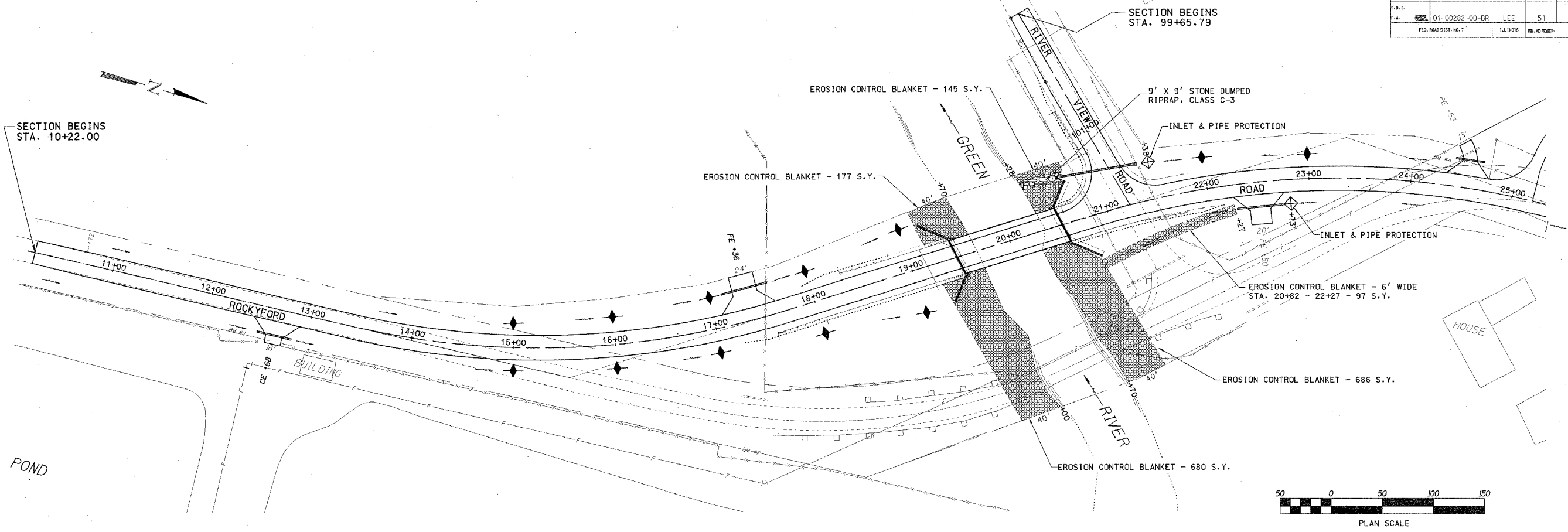
NEWMAN ROAD & RIVER VIEW ROAD PAVEMENT STRUCTURAL DESIGN

STRUCTURAL DESIGN TRAFFIC (S.D.T.) = YEAR 2014 P.V. 100
S.U. 5 } 110 ADT
M.U. 5 }

ASSUMED: CLASS IV ROAD
OGLE COUNTY SOIL SURVEY: AASHTO SOIL TYPE A-6 & 7.
 $E_{Ri} = 3.0$ KSI
USE 13" AGGREGATE BASE
PAVEMENT DESIGN PROCEDURES MEMORANDUM #95-11 TO COUNTY ENGINEERS/SUPERINTENDENTS OF HIGHWAYS, MUNICIPAL ENGINEERS /DIRECTORS OF PUBLIC WORKS, CONSULTING ENGINEERS WAS USED.



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01-00282-00-BR	LEE	LEE	51	7
FED. ROAD DIST. NO. 7		ILLINOIS	REL. AD. PROJ.	



- LEGEND**
- RIPRAP
 - TEMPORARY DITCH CHECK
 - EROSION CONTROL BLANKET
 - PERIMETER EROSION BARRIER - SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
 - INLET AND PIPE PROTECTION

NOTE: ALL ITEMS SHALL BE CONSTRUCTED AS SHOWN ON STANDARD 280001 AND AS DIRECTED BY THE ENGINEER. MAINTENANCE AND CLEANING OF THE EROSION CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE EROSION CONTROL PAY ITEM.

STORM WATER POLLUTION PREVENTION PLAN
 THE FOLLOWING PLAN IS ESTABLISHED AND INCORPORATED IN THE PROJECT TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM SEWER WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

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

CERTAIN EROSION CONTROL FACILITIES SHALL BE INSTALLED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION DEPENDING ON THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL INSTALL PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A TIME FRAME SPECIFIED HEREIN AND AS DIRECTED BY THE ENGINEER, THEREFORE MINIMIZING THE AMOUNT OF AREA SUSCEPTIBLE TO EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE ENGINEER WILL DETERMINE IF ANY TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS, WHICH ARE NOT INCLUDED IN THIS PLAN, SHALL BE ADDED. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN STANDARD 280001 OF THE PLANS.

SECTION 280, TEMPORARY EROSION CONTROL, OF THE STANDARD SPECIFICATIONS ADDITIONALLY SUPPLEMENTS THIS PLAN.

SITE DESCRIPTION
DESCRIPTION OF CONSTRUCTION ACTIVITY:

1. THE PROJECT CONSISTS OF TOTAL REPLACEMENT OF THE BRIDGE OVER THE GREEN RIVER REALIGNMENT OF ROCKYFORD ROAD.
2. CONSTRUCTION INCLUDES EARTH EXCAVATION, DRIVEWAYS, PIPE CULVERTS, VARIOUS PAVEMENT ITEMS AND OTHER MISCELLANEOUS ITEMS OF CONSTRUCTION.

DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE:

1. BRIDGE CONSTRUCTION
2. EARTH EXCAVATION
3. CULVERT AND INSTALLATION
4. AGGREGATE BASE, BITUMINOUS SURFACE AND RELATED APPURTENANCES

AREA OF CONSTRUCTION SITE:

THE TOTAL AREA OF THE CONSTRUCTION IS ESTIMATED TO BE 8.3 ACRES OF WHICH 8.3 ACRES WILL BE DISTURBED BY EXCAVATION, GRADING, AND OTHER ACTIVITIES.

OTHER REPORTS, STUDIES AND PLANS WHICH AID IN THE DEVELOPMENT OF THE STORM SEWER POLLUTION PREVENTION PLAN AS REFERENCED DOCUMENTS:

1. INFORMATION OF THE SOILS AND TERRAIN WITHIN THE SITE WAS OBTAINED FROM TOPOGRAPHIC SURVEYS AND SOIL BORINGS THAT WERE UTILIZED FOR THE DEVELOPMENT OF THE PROPOSED TEMPORARY EROSION CONTROL SYSTEMS.
2. PROJECT PLANS, DOCUMENTS, SPECIFICATIONS AND SPECIAL PROVISIONS, AND PLAN DRAWINGS INDICATING DRAINAGE PATTERNS AND APPROXIMATE SLOPES ANTICIPATED AFTER GRADING ACTIVITIES WERE UTILIZED FOR THE PROPOSED PLACEMENT OF THE TEMPORARY EROSION CONTROL SYSTEMS.

DRAINAGE TRIBUTARIES AND SENSITIVE AREAS RECEIVING RUNOFF FROM THIS CONSTRUCTION SITE:

1. DITCH OUTLETS AND CULVERT FLOWS INTO TRIBUTARY OF THE GREEN RIVER

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROL
 DESCRIPTION OF STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION

1. THE DRAWINGS, SPECIFICATIONS AND SPECIAL PROVISIONS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES INCLUDE: TEMPORARY SEEDING, PERMANENT SEEDING, MOWING, PERIMETER EROSION BARRIER, AND OTHER APPROPRIATE MEASURES AS DIRECTED BY THE ENGINEER. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 7 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED.
 - (a) AREAS OF EXISTING VEGETATION (WOOD AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED BY THE ENGINEER FOR PRESERVING AND SHALL BE PROTECTED FROM CONSTRUCTION ACTIVITIES.
 - (b) DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER, ALONG WITH REQUIRED TREE REMOVAL.
 - (c) AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.
 - (d) BARE AND SPARSELY VEGETATED GROUND IN HIGH ERODABLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN DAYS.
 - (e) IMMEDIATELY AFTER TREE REMOVAL IS COMPLETED, AREAS WHICH ARE HIGHLY ERODABLE AS DETERMINED BY THE ENGINEER, SHALL BE TEMPORARILY SEEDED WHEN NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN DAYS.
 - (f) AT LOCATIONS WHERE A SIGNIFICANT AMOUNT OF WATER DRAINS INTO THE CONSTRUCTION ZONE FROM OUTSIDE AREAS (ADJACENT LANDOWNERS), TEMPORARY DITCH CHECKS WILL BE UTILIZED TO LOCALLY DIVERT WATER, REDUCE FLOW RATES, AND COLLECT OUTSIDE SILTATION INSIDE THAT RIGHT-OF-WAY LINE.
2. ESTABLISHMENT OF THESE TEMPORARY EROSION CONTROL MEASURES WILL HAVE ADDITIONAL BENEFITS TO THE PROJECT. DESIRABLE GRASS SEED WILL BECOME ESTABLISHED IN THESE AREAS AND WILL SPREAD SEEDS ONTO THE CONSTRUCTION SITE UNTIL PERMANENT SEEDING/MOWING AND OVERSEEDING CAN BE COMPLETED.

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES.

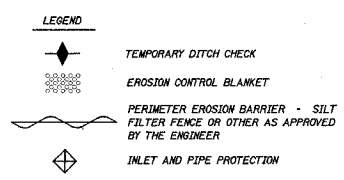
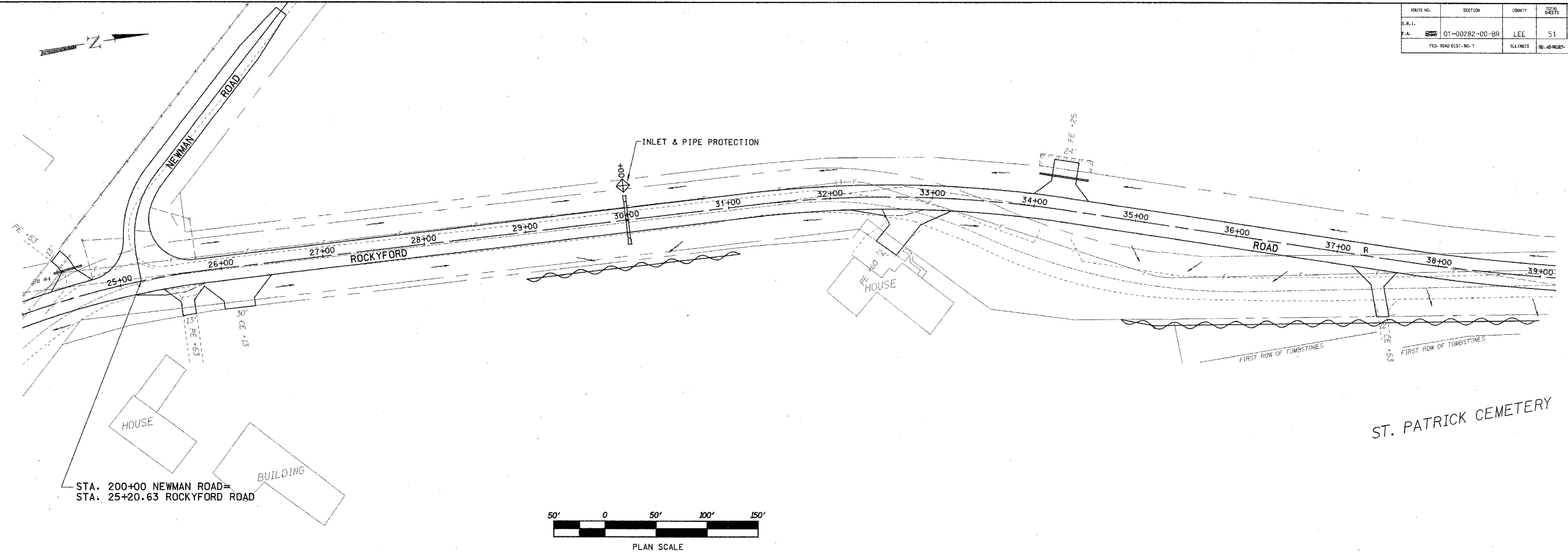
I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

Keith A. Row
 COUNTY ENGINEER 10/6/05
 DATE

STORM WATER POLLUTION PREVENTION PLAN

WHA #1154D03

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.1.				
F.A. 506	01-00282-00-BR	LEE	51	8
FED. ROAD DIST. NO. 7		ILLINOIS		



NOTE: ALL ITEMS SHALL BE CONSTRUCTED AS SHOWN ON STANDARD 280001 AND AS DIRECTED BY THE ENGINEER. MAINTENANCE AND CLEANING OF THE EROSION CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE EROSION CONTROL PAY ITEM.

DESCRIPTION OF STABILIZATION PRACTICES DURING CONSTRUCTION.

- I. DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED. THE CONTRACTOR SHALL NOT USE THIS AREA FOR STAGING (EXCEPT AS DESCRIBED ON THE PLANS AND DIRECTED BY THE ENGINEER), PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.
 - (a) WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.
 - (b) EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.
 - (c) AS CONSTRUCTION PROCEEDS, THE CONTRACTOR SHALL INSTITUTE THE FOLLOWING AS DIRECTED BY THE ENGINEER:
 - I. PLACE TEMPORARY EROSION CONTROL FACILITIES AT LOCATIONS SHOWN ON THE PLANS.
 - II. TEMPORARILY SEED ERODABLE BARE EARTH ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODABLE SURFACE AREA WITHIN THE CONTRACT LIMITS USING SEEDING CLASS 7.
 - III. CONSTRUCT ROADSIDE DITCHES AND PROVIDE TEMPORARY EROSION CONTROL SYSTEMS.
 - IV. TEMPORARILY DIVERT WATER AROUND PROPOSED CULVERT LOCATIONS.
 - V. BUILD NECESSARY EMBANKMENT AT CULVERT LOCATIONS AND THEN EXCAVATE AND PLACE CULVERT.
 - VI. CONTINUE BUILDING UP THE EMBANKMENT TO THE PROPOSED GRADE WHILE AT THE SAME TIME, PLACING PERMANENT EROSION CONTROL SUCH AS RIPRAP DITCH LINING AND CONDUCTING FINAL SHAPING TO THE SLOPES.
 - (d) EXCAVATED AREAS AND EMBANKMENT SHALL BE PERMANENTLY SEEDED IMMEDIATELY AFTER FINAL GRADING. IF NOT, THEY SHALL BE TEMPORARILY SEEDED IF NO CONSTRUCTION ACTIVITY IN THE AREA IS PLANNED FOR SEVEN DAYS.
 - (e) CONSTRUCTION EQUIPMENT SHALL BE STORED AND FUELED ONLY AT DESIGNED LOCATIONS. ALL NECESSARY MEASURES SHALL BE TAKEN TO CONTAIN ANY FUEL OR OTHER POLLUTANT IN ACCORDANCE WITH EPA WATER QUALITY REGULATIONS. LEAKING EQUIPMENT OR SUPPLIES SHALL BE IMMEDIATELY REPAIRED OR REMOVED FROM THE SITE.
 - (f) THE RESIDENT ENGINEER SHALL INSPECT THE PROJECT DAILY DURING CONSTRUCTION ACTIVITIES. INSPECTION SHALL ALSO BE DONE WEEKLY AND AFTER RAINS OF 1/4 INCH OR GREATER OR EQUIVALENT SNOWFALL AND DURING THE WINTER SHUTDOWN PERIOD. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE CONSTRUCTION FIELD ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.

- (g) SEDIMENT COLLECTED DURING CONSTRUCTION OF THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE INCLUDED IN THE UNIT BID PRICE FOR EARTH EXCAVATION FOR EROSION CONTROL.
- (h) THE TEMPORARY EROSION CONTROL SYSTEM SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED OR NO LONGER FUNCTIONING. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR VARIOUS TEMPORARY EROSION CONTROL PAY ITEMS.

DESCRIPTION OF STRUCTURAL PRACTICES AFTER FINAL GRADING.

- I. TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDED AND ESTABLISHED.
- II. ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP, AND DISTURBED TURF RESEDED.

MAINTENANCE AFTER CONSTRUCTION.

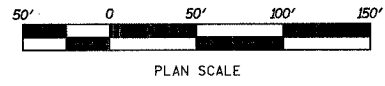
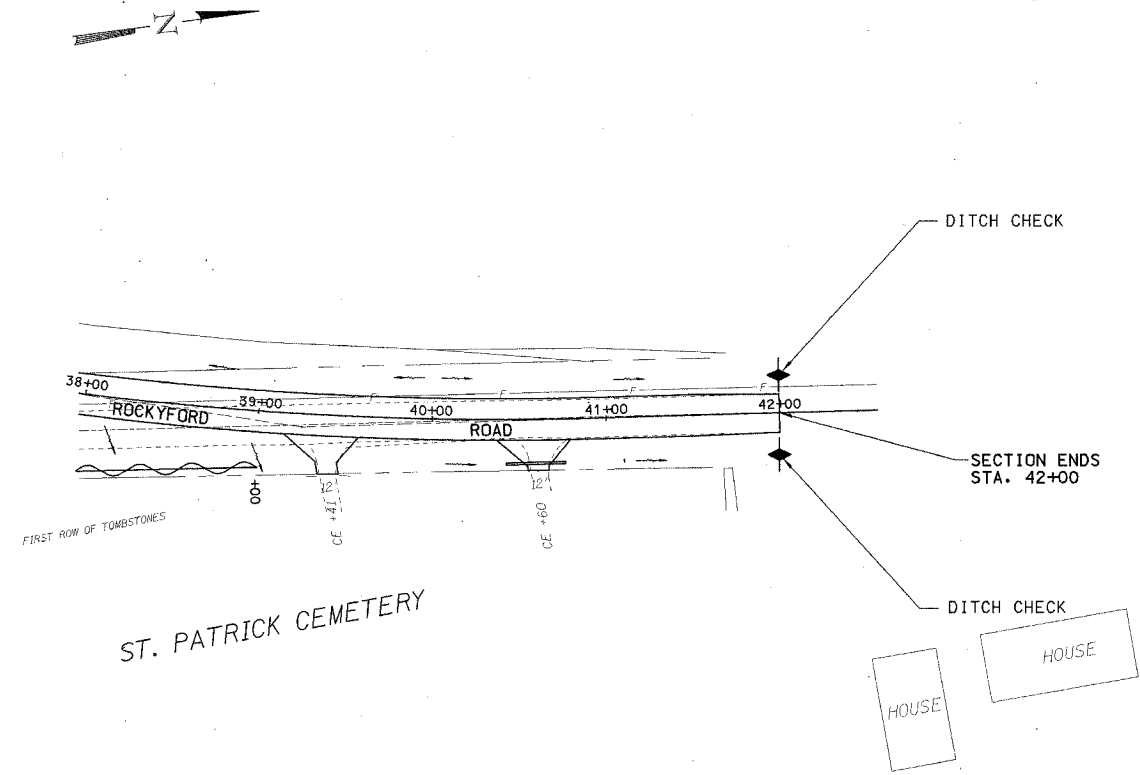
- I. CONSTRUCTION IS COMPLETE AFTER ACCEPTANCE BY I.D.O.T. FINAL INSPECTION. MAINTENANCE UP TO THIS DATE WILL BE BY THE CONTRACTOR.





MISCELLANEOUS:

- I. TEMPORARY DITCH CHECKS SHALL BE LOCATED AS SHOWN ON THE PLANS, OR AS DIRECTED BY THE ENGINEER.
- II. TEMPORARY EROSION CONTROL SEEDING SHALL BE SEEDING CLASS 7.
- III. STRAW BALES, HAY BALES, PERIMETER EROSION BARRIER AND SILT FENCES WILL BE PERMITTED FOR TEMPORARY OR PERMANENT DITCH CHECKS. DITCH CHECKS MAY BE COMPOSED OF AGGREGATE, SILT PANELS, ROLLED EXCELSTOR, URETHANE FOAM/GEOTEXTILE (SILT SEDGES), AND/OR ANY OTHER MATERIAL APPROVED BY THE EROSION AND SEDIMENT CONTROL COORDINATOR.
- IV. SEDIMENT COLLECTED DURING CONSTRUCTION BY THE VARIOUS TEMPORARY EROSION CONTROL SYSTEMS SHALL BE DISPOSED OF ON THE SITE ON A REGULAR BASIS, AS DIRECTED BY THE ENGINEER. THE COST OF THIS MAINTENANCE SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION.
- V. ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.

STORM WATER POLLUTION PREVENTION PLAN
 WHA #1154D03

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P.A. 01-00282-00-BR	LEE	51	9	
FED. ROAD DIST. NO. 7	JLLIMETS	NO. AD. RIDGES		



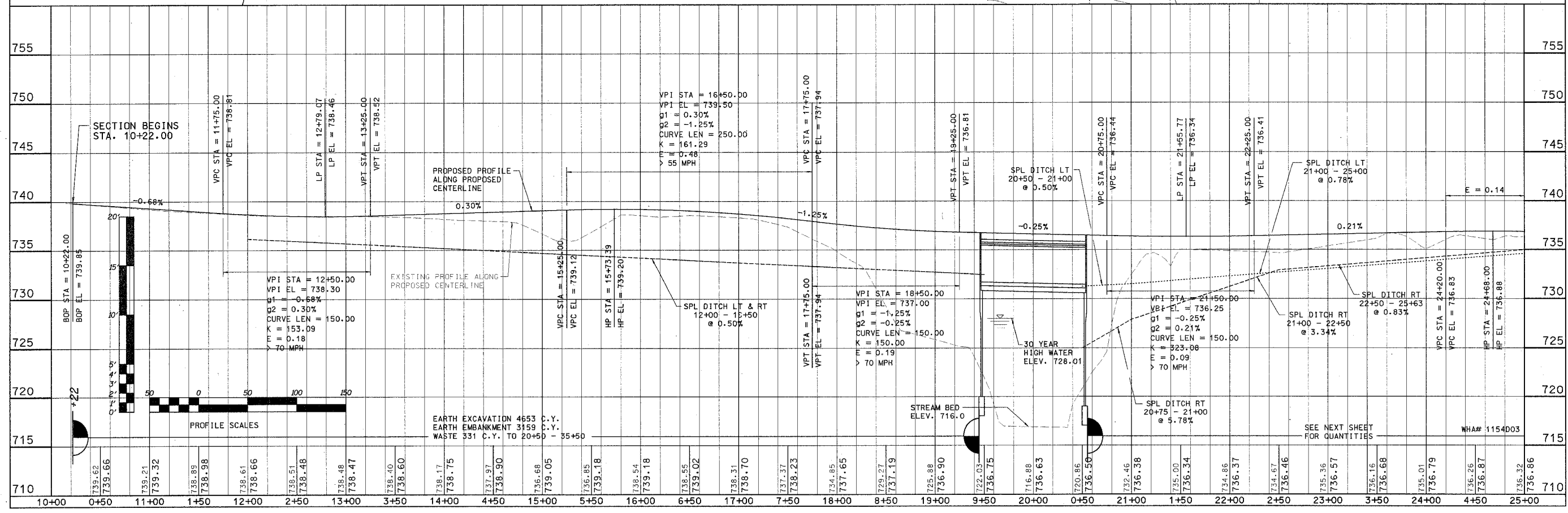
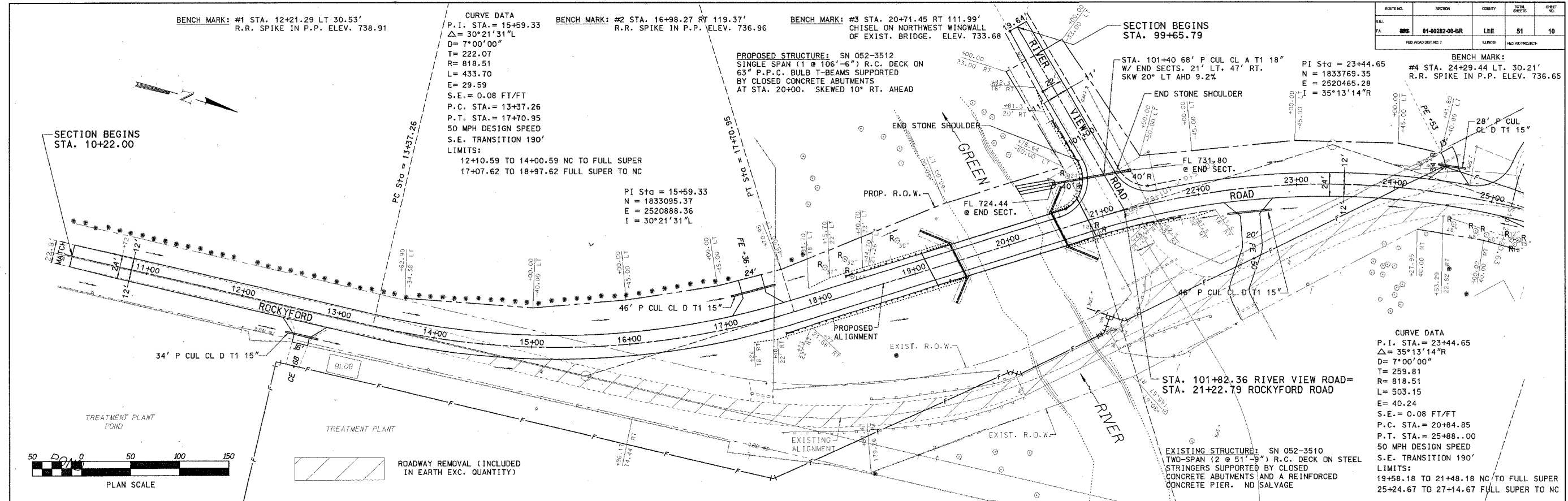
- LEGEND**
-  TEMPORARY DITCH CHECK
 -  EROSION CONTROL BLANKET
 -  PERIMETER EROSION BARRIER - SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
 -  INLET AND PIPE PROTECTION

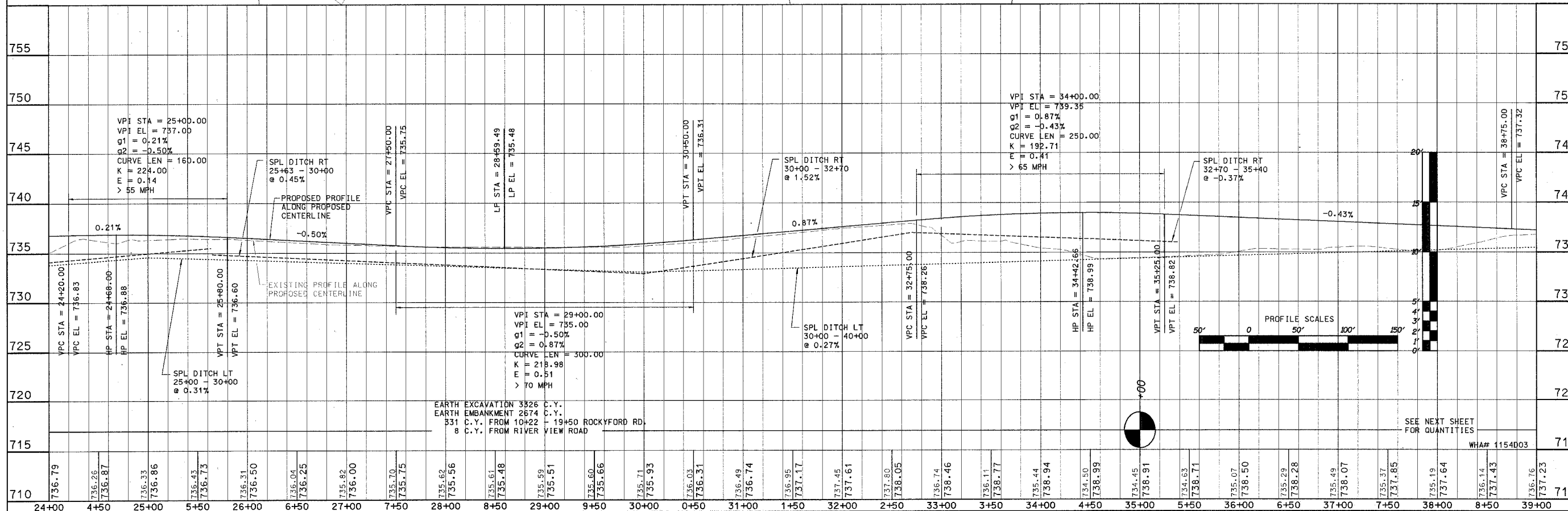
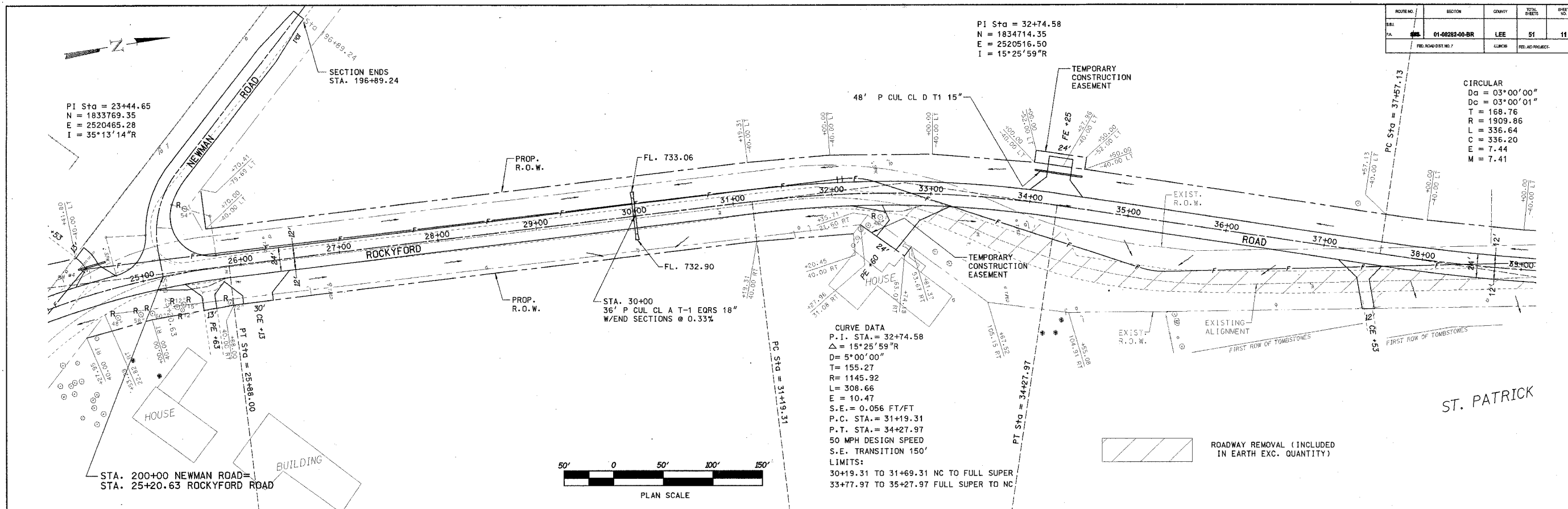
NOTE: ALL ITEMS SHALL BE CONSTRUCTED AS SHOWN ON STANDARD 280001 AND AS DIRECTED BY THE ENGINEER. MAINTENANCE AND CLEANING OF THE EROSION CONTROL ITEMS SHALL BE INCLUDED IN THE RESPECTIVE EROSION CONTROL PAY ITEM.

STORM WATER
POLLUTION
PREVENTION PLAN

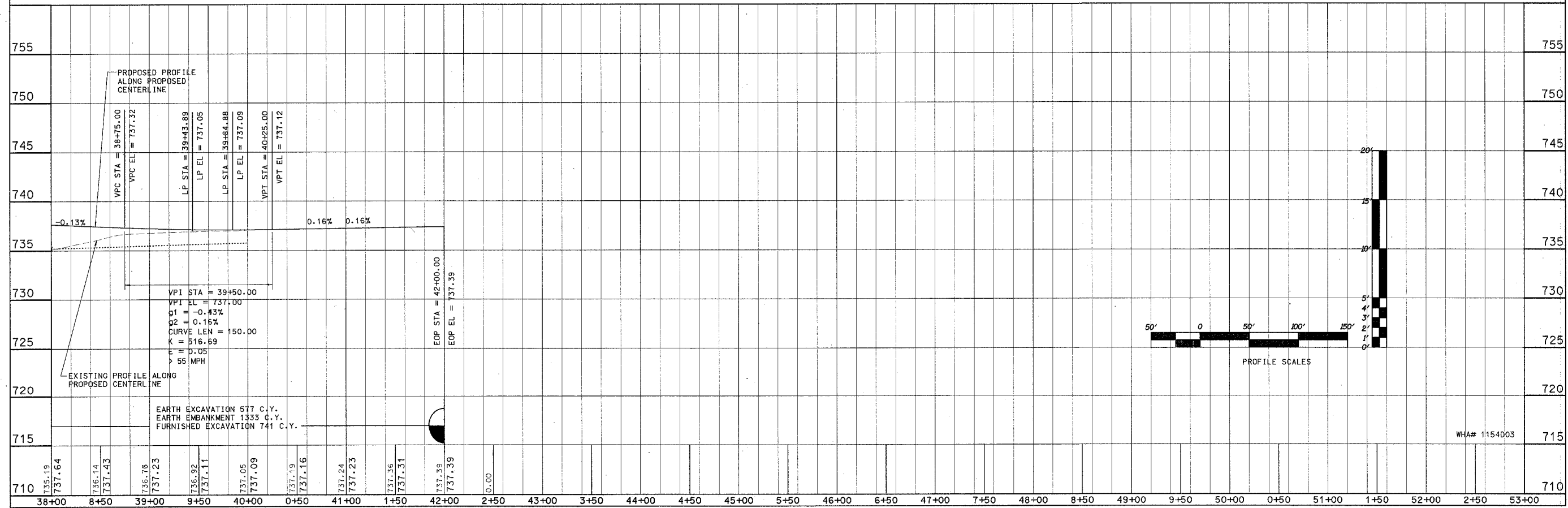
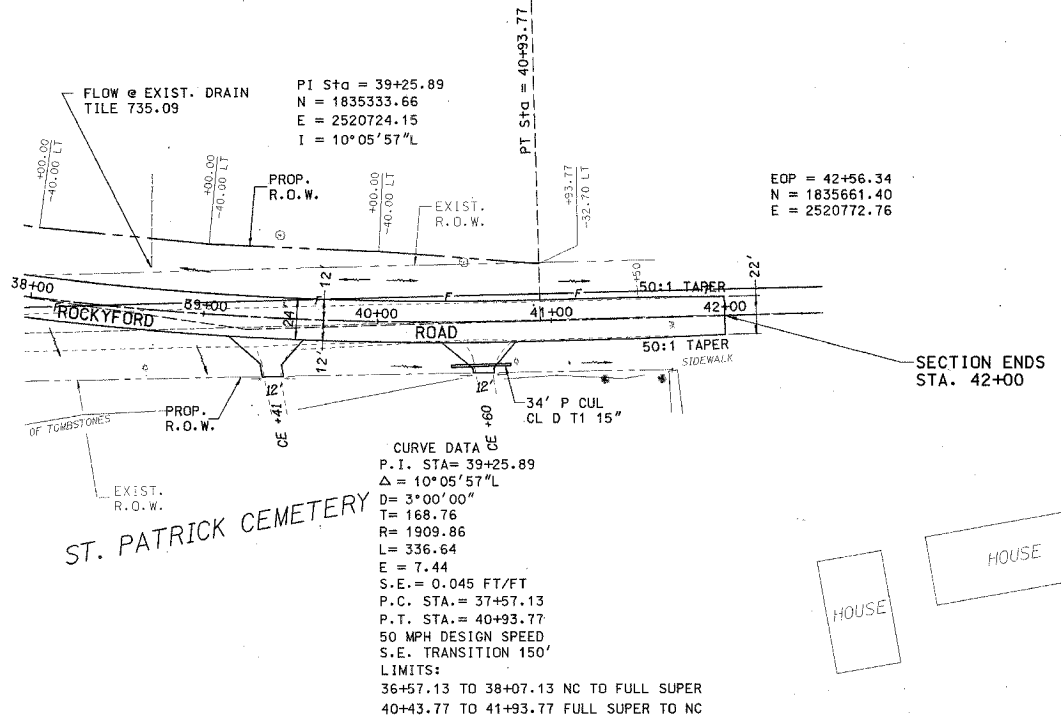
WHA #1154D03

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01-00282-00-0R	LEE	51	10	

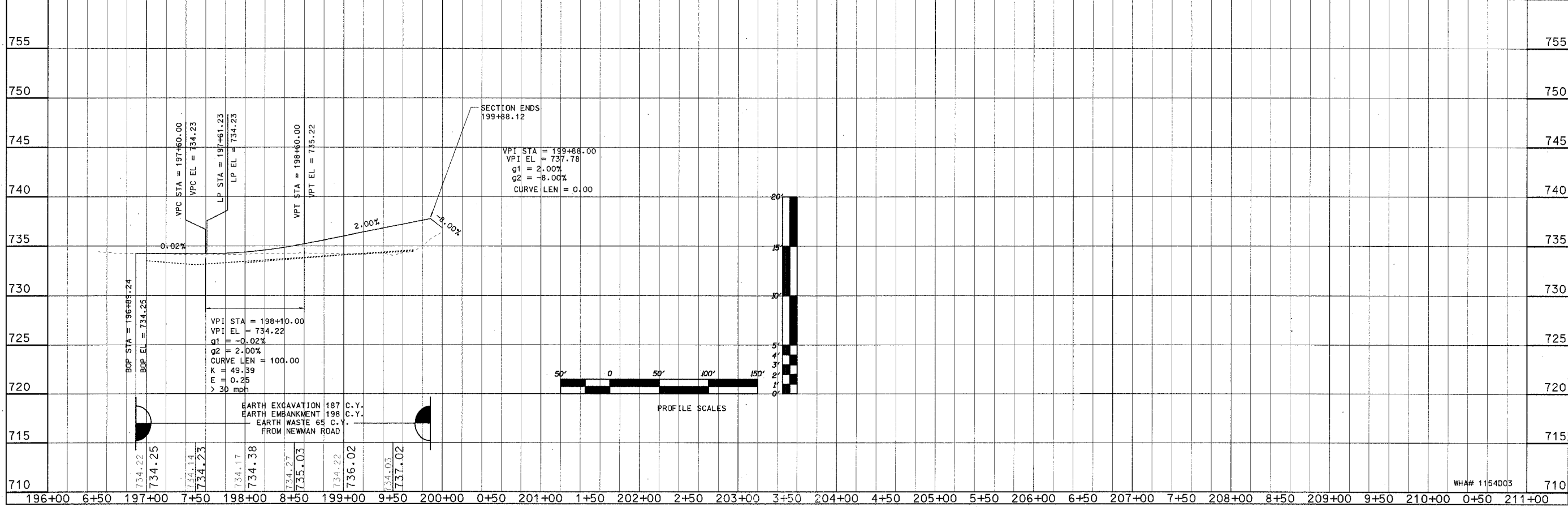
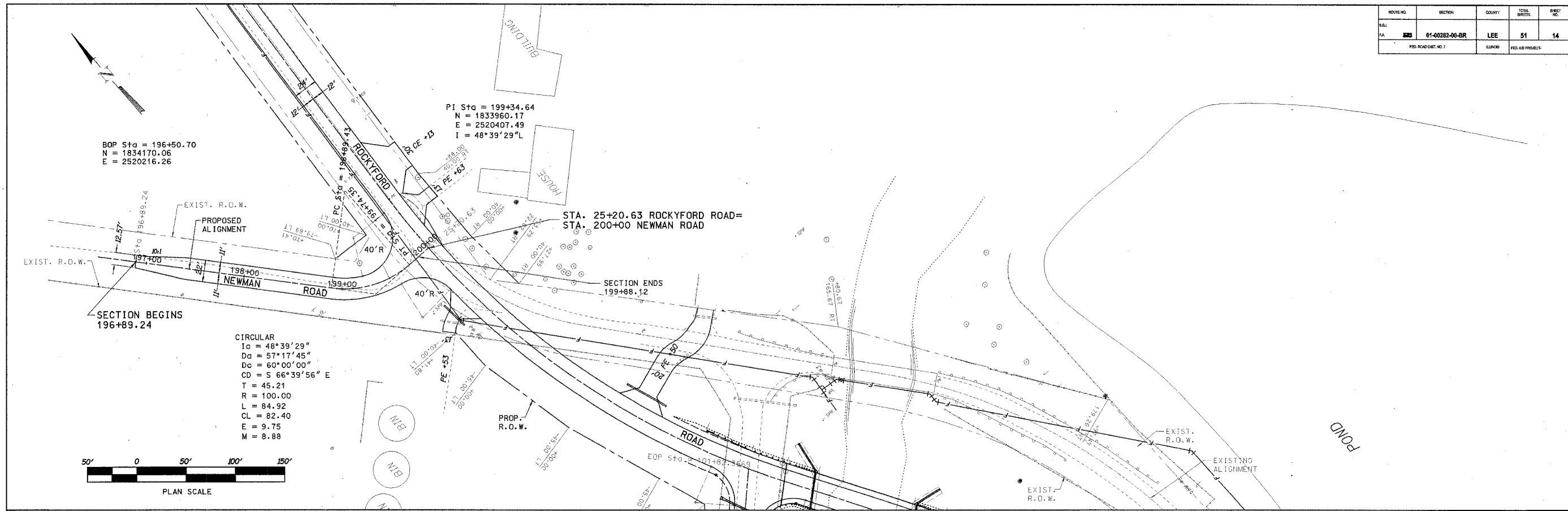




ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
576	01-00282-00-BR	LEE	51	12
FED. ROAD DIST. NO. 7		LANDS	FED. AID PROJECT	



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01-00282-00-BR		LEE	51	14
FED. ROAD DIST. NO. 7		STATE	FED. AID PROJECT	



Existing Structure: S.N. 052-3512
Two-Span 12' x 51'-9" R.C. Deck on Steel Stringers Supported by Closed Concrete Abutments and a Reinforced Concrete Pier. No Salvage. See Plan & Profile for Location of Existing Structure.

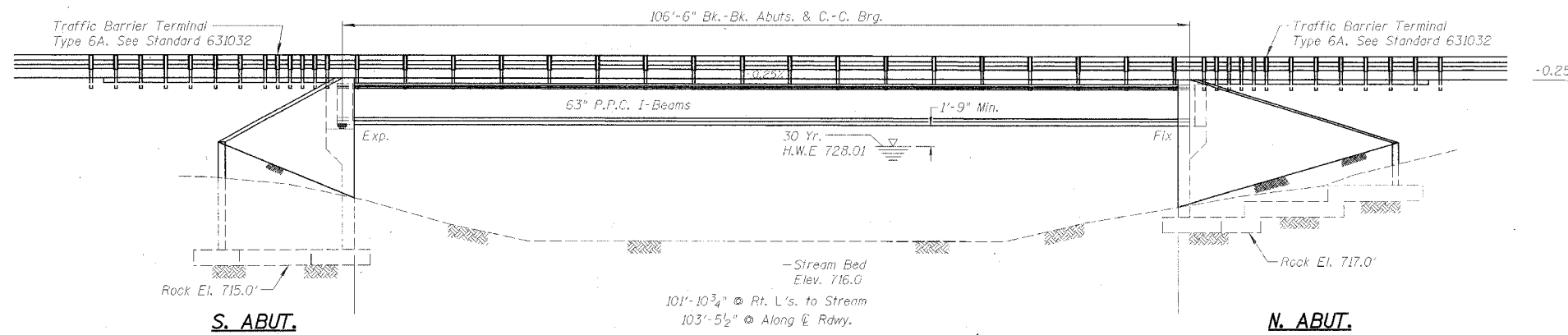
Bench Mark: #1 Sta. 12+21.29 Lt. 30.53'
R.R. Spike in P.P.
Elev.=738.91

Bench Mark: #2 Sta. 16+98.27 Rt. 119.37'
R.R. Spike in P.P.
Elev.=736.96

Bench Mark: #3 Sta. 20+71.45 Rt. 111.99'
Chiseled "D" on MW Wingwall of Exist. Bridge. Elev.=733.60

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01-00282-00-BR	LEE	LEE	61	15

STRUCTURAL SHEET 1 OF 15



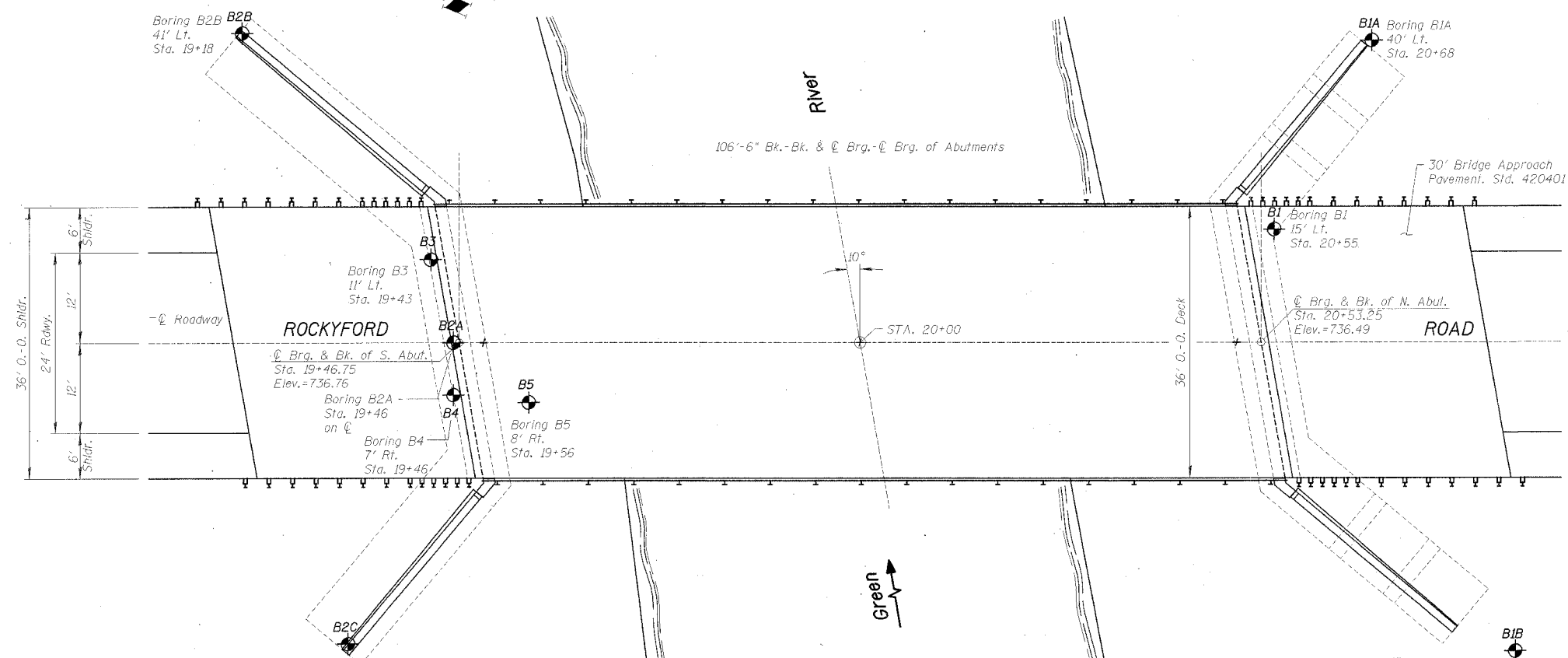
ELEVATION VIEW
(Dimensions Along ϕ Roadway Unless Noted Otherwise)

BILL OF MATERIAL - BRIDGE

ITEM	UNIT	SUB	SUPER	TOTAL
Porous Granular Backfill	Cu. Yd.	102		102
Removal of Existing Structure	Each		1	1
Structure Excavation	Cu. Yd.	433		433
Rock Excavation for Structures	Cu. Yd.	63		63
Concrete Structures	Cu. Yd.	267.5		267.5
Concrete Superstructure	Cu. Yd.	159.5		159.5
Bridge Deck Grooving	Sq. Yd.	411		411
Elastomeric Bearing Assembly, Type I	Each		6	6
Furnishing & Erecting PPC Bulb T Beams, 63"	Foot		647	647
Reinforcement Bars, Epoxy Coated	Pound	30500	26250	56750
Steel Bridge Rail, Type SM	Foot		206	206
Name Plates	Each		1	1
Permanent Survey Markers, Type I	Each		1	1
Bar Splicers	Each		74	74

GENERAL NOTES

See proposal for boring data.
The back face of Closed Abutments and their Wingwalls (or Retaining Walls) shall be waterproofed according to Article 503.18 of the Standard Specifications.
Reinforcement bars shall conform to the requirements of AASHTO M-31, M-42 or M-53 Grade 60.
Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch. Adjustment shall be made either by grinding the surface or by shimming the bearing. Two $\frac{1}{8}$ " adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims. (For Type I Elastomeric Bearings, two $\frac{1}{8}$ " adjusting shims shall be provided for each bearing and placed as detailed).
The contractor shall make allowance for deflection of forms, shrinkage, & settlement of falsework, in addition to the allowance for dead load deflection.
Bearings shall be AASHTO M270 Grade 50 Steel.
All elastomeric bearing assemblies & connection plates shall be hot dipped galvanized in accordance with AASHTO M232 and in accordance with Article 506.04 of Standard Specifications.
The Contractor shall backfill behind abutment and wingwalls to seat elevation height prior to erecting beams.



PLAN VIEW

HORIZONTAL CURVE DATA

P.I. Sta.=23+44.65
S.E.=0.08 Ft./Ft.
P.C. Sta.=20+84.85
P.T. Sta.=25+88.00
S.E. Transition=190'
Super Transition: 19+58.18 - 21+48.18
Full Super: 21+48.18 - 25+24.67
Super Transition: 25+24.67 - 27+14.67

PROFILE GRADE
(Along ϕ Roadway)

V.E.C. Sta. 19+25
Elev.=736.81

V.E.C. Sta. 20+75
Elev.=736.44

WATERWAY INFORMATION

DRAINAGE AREA 188 Sq. Mi.
DESIGN DISCHARGE (30 YR.) 8340 C.F.S.
EXISTING OPENING 1012 Sq. Ft.
REQUIRED OPENING 1012 Sq. Ft.
PROPOSED OPENING 1081 Sq. Ft.
CREATED HEAD (30 YR.) < 0.5'
100 YR. DISCHARGE 10050 C.F.S.
CREATED HEAD (100 YR.) < 1.0'
HIGH WATER ELEV. (100 YR.) 728.96 Ft.

DESIGN SPECIFICATIONS

Design in Accordance With 2002 AASHTO Specifications.

LOADING HS20-44

Allow 50#/Sq. Ft. For Future Wearing Surface

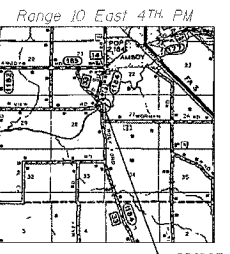
SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.035
Site Coefficient (S) = 1.2

DESIGN STRESSES

FIELD UNITS

f'_c = 3,500 psi
 f_y = 60,000 psi (Reinforcement)
PRECAST/PRESTRESSED UNITS
 f'_c = 6,000 psi
 f_{ci} = 5,000 psi
 f'_s = 270,000 psi ($\frac{1}{2}$ " ϕ Low Lax Strands)
 f'_{se} = 201,960 psi ($\frac{1}{2}$ " ϕ Low Lax Strands)



LOCATION SKETCH

ROCKYFORD ROAD OVER GREEN RIVER
BUILT 2006 BY
LEE COUNTY
SECTION 01-00282-00-BR
C.H. 33 STA. 20+00
STR. NO. 052-3512 LOADING HS20

NAME PLATE LETTERING
Refer to Std. 515001



Brian K. Converse
DATE: 10/21/05
EXPIRES 11/30/06

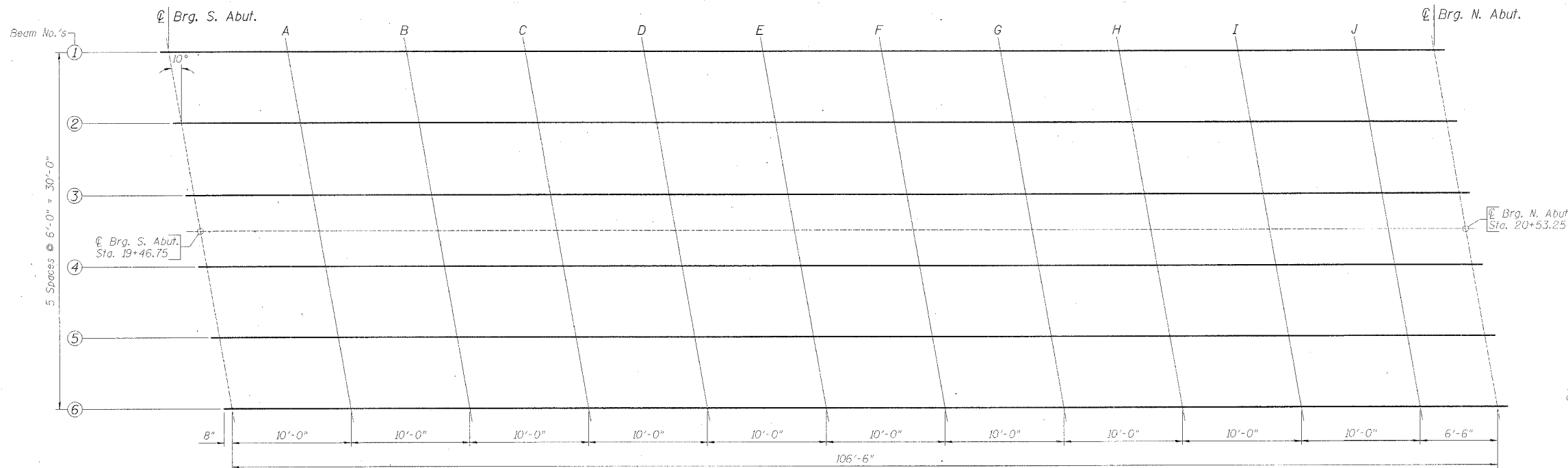
"I CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF, THIS BRIDGE DESIGN IS STRUCTURALLY ADEQUATE FOR THE DESIGN LOADING SHOWN ON THE PLANS. THE DESIGN IS AN ECONOMICAL ONE FOR THE STYLE OF THE STRUCTURE AND COMPLIES WITH REQUIREMENTS OF THE CURRENT 'AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES'."

GENERAL PLAN AND ELEVATION SECTION 01-00282-00-BR ROCKYFORD ROAD OVER GREEN RIVER STA. 20+00 (S.N. 052-3512) LEE COUNTY

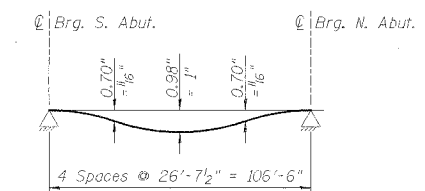
WILLET HOFMANN & ASSOCIATES, Inc.
Consulting Engineers
WHA # 1154003

Design By: B.K. Converse
Date: 9/04
Checked By: M.R. Leslie
Date: 11/04
Drawn By: R.D. Allen
Date: 10/04

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
19	01-00282-00-BR	LEE	51	16
FED. ROAD DIST. NO. 7		ALIGN.	FED. AID PROJECT	
STRUCTURAL SHEET 2 OF 15				

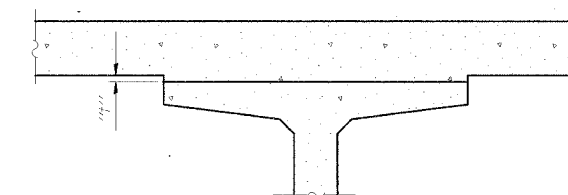


PLAN VIEW



DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete slab only)

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



FILLET HEIGHTS

WEST DECK EDGE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South Abutment	1943.576	18.00 Lt.	736.449	736.449
A	1953.576	18.00 Lt.	736.421	736.448
B	1963.576	18.00 Lt.	736.448	736.494
C	1973.576	18.00 Lt.	736.516	736.579
D	1983.576	18.00 Lt.	736.583	736.659
E	1993.576	18.00 Lt.	736.650	736.731
F	2003.576	18.00 Lt.	736.717	736.797
G	2013.576	18.00 Lt.	736.784	736.856
H	2023.576	18.00 Lt.	736.851	736.909
I	2033.576	18.00 Lt.	736.919	736.958
J	2043.576	18.00 Lt.	736.986	737.002
North Abutment	2050.076	18.00 Lt.	737.030	737.030

CENTERLINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South Abutment	1946.750	0.00	736.753	736.753
A	1956.750	0.00	736.728	736.752
B	1966.750	0.00	736.703	736.749
C	1976.750	0.00	736.678	736.742
D	1986.750	0.00	736.653	736.729
E	1996.750	0.00	736.628	736.709
F	2006.750	0.00	736.603	736.683
G	2016.750	0.00	736.578	736.650
H	2026.750	0.00	736.553	736.611
I	2036.750	0.00	736.528	736.567
J	2046.750	0.00	736.503	736.519
North Abutment	2053.250	0.00	736.487	736.487

EAST DECK EDGE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South Abutment	1949.924	18.00 Rt.	736.433	736.433
A	1959.924	18.00 Rt.	736.408	736.432
B	1969.924	18.00 Rt.	736.383	736.429
C	1979.924	18.00 Rt.	736.358	736.421
D	1989.924	18.00 Rt.	736.333	736.408
E	1999.924	18.00 Rt.	736.308	736.389
F	2009.924	18.00 Rt.	736.283	736.363
G	2019.924	18.00 Rt.	736.258	736.330
H	2029.924	18.00 Rt.	736.233	736.293
I	2039.924	18.00 Rt.	736.208	736.253
J	2049.924	18.00 Rt.	736.183	736.211
North Abutment	2056.424	18.00 Rt.	736.158	736.167

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South Abutment	1944.105	15.00 Lt.	736.510	736.510
A	1954.105	15.00 Lt.	736.485	736.509
B	1964.105	15.00 Lt.	736.505	736.551
C	1974.105	15.00 Lt.	736.556	736.620
D	1984.105	15.00 Lt.	736.608	736.683
E	1994.105	15.00 Lt.	736.659	736.740
F	2004.105	15.00 Lt.	736.710	736.790
G	2014.105	15.00 Lt.	736.761	736.833
H	2024.105	15.00 Lt.	736.812	736.870
I	2034.105	15.00 Lt.	736.864	736.903
J	2044.105	15.00 Lt.	736.916	736.932
North Abutment	2050.605	15.00 Lt.	736.949	736.949

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South Abutment	1947.279	3.00 Rt.	736.705	736.705
A	1957.279	3.00 Rt.	736.680	736.704
B	1967.279	3.00 Rt.	736.655	736.701
C	1977.279	3.00 Rt.	736.630	736.694
D	1987.279	3.00 Rt.	736.605	736.681
E	1997.279	3.00 Rt.	736.580	736.651
F	2007.279	3.00 Rt.	736.555	736.635
G	2017.279	3.00 Rt.	736.530	736.602
H	2027.279	3.00 Rt.	736.494	736.553
I	2037.279	3.00 Rt.	736.454	736.493
J	2047.279	3.00 Rt.	736.414	736.430
North Abutment	2053.779	3.00 Rt.	736.388	736.388

BEAM 2

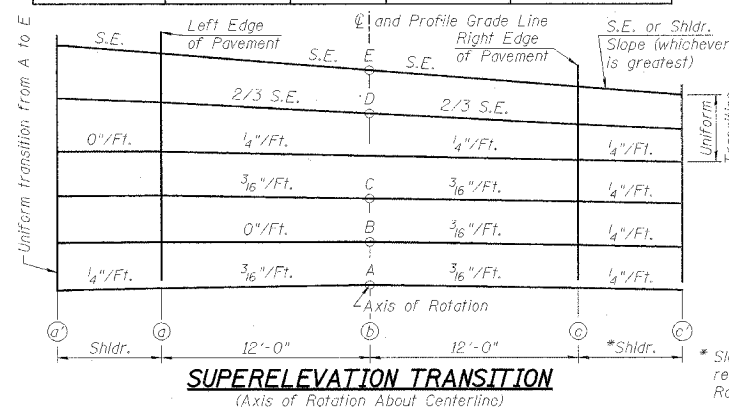
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South Abutment	1945.163	9.00 Lt.	736.616	736.616
A	1955.163	9.00 Lt.	736.591	736.616
B	1965.163	9.00 Lt.	736.596	736.644
C	1975.163	9.00 Lt.	736.618	736.682
D	1985.163	9.00 Lt.	736.639	736.714
E	1995.163	9.00 Lt.	736.659	736.740
F	2005.163	9.00 Lt.	736.679	736.759
G	2015.163	9.00 Lt.	736.699	736.771
H	2025.163	9.00 Lt.	736.720	736.778
I	2035.163	9.00 Lt.	736.740	736.779
J	2045.163	9.00 Lt.	736.760	736.776
North Abutment	2051.663	9.00 Lt.	736.774	736.774

BEAM 5

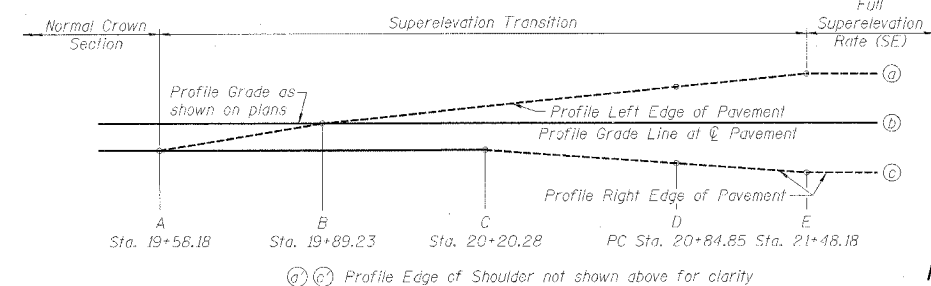
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South Abutment	1948.337	9.00 Rt.	736.609	736.609
A	1958.337	9.00 Rt.	736.584	736.608
B	1968.337	9.00 Rt.	736.559	736.605
C	1978.337	9.00 Rt.	736.534	736.597
D	1988.337	9.00 Rt.	736.509	736.584
E	1998.337	9.00 Rt.	736.484	736.565
F	2008.337	9.00 Rt.	736.459	736.539
G	2018.337	9.00 Rt.	736.434	736.506
H	2028.337	9.00 Rt.	736.372	736.430
I	2038.337	9.00 Rt.	736.302	736.341
J	2048.337	9.00 Rt.	736.231	736.247
North Abutment	2054.837	9.00 Rt.	736.186	736.186

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
South Abutment	1949.395	15.00 Rt.	736.497	736.497
A	1959.395	15.00 Rt.	736.472	736.496
B	1969.395	15.00 Rt.	736.447	736.493
C	1979.395	15.00 Rt.	736.422	736.485
D	1989.395	15.00 Rt.	736.397	736.472
E	1999.395	15.00 Rt.	736.372	736.453
F	2009.395	15.00 Rt.	736.347	736.427
G	2019.395	15.00 Rt.	736.322	736.394
H	2029.395	15.00 Rt.	736.242	736.300
I	2039.395	15.00 Rt.	736.143	736.182
J	2049.395	15.00 Rt.	736.042	736.058
North Abutment	2055.895	15.00 Rt.	735.977	735.977



SUPERELEVATION TRANSITION
(Axis of Rotation About Centerline)

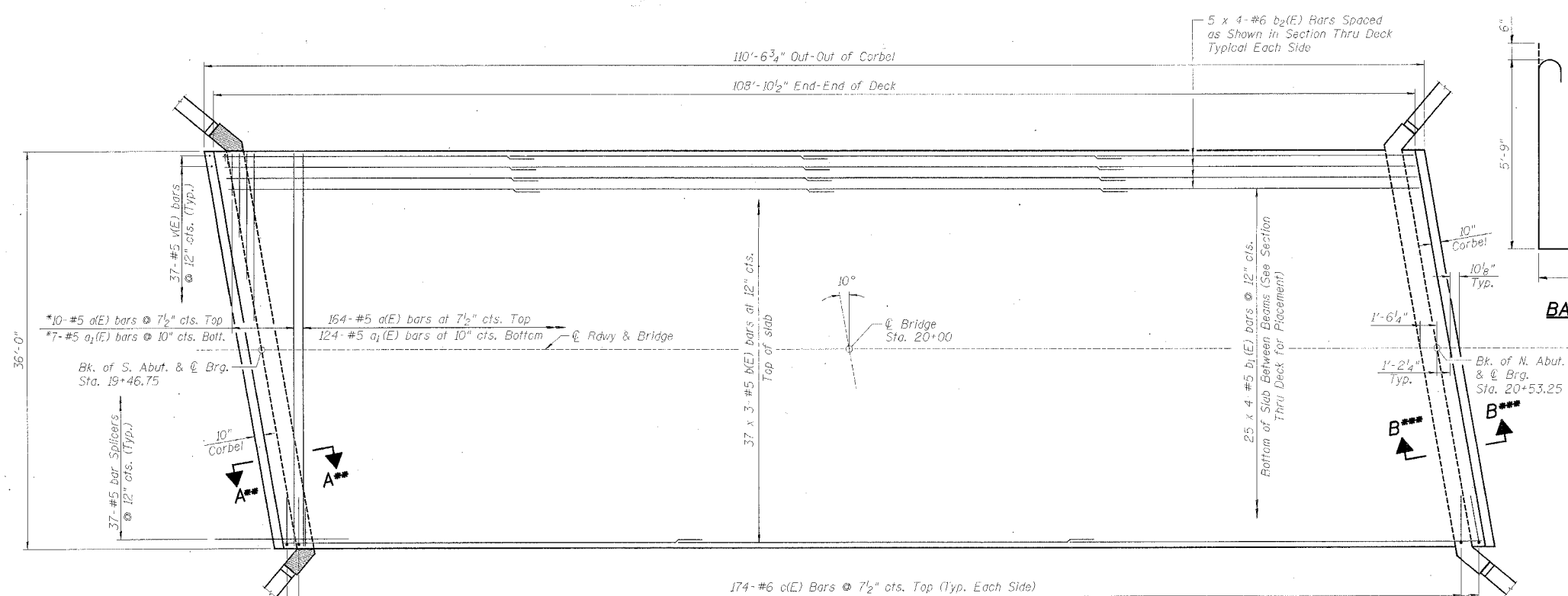


* Slope is constant 1/4"/ft. until roadway reaches 1/4"/ft. then vary uniformly to meet S.E. Roadway Slope = 1/4"/ft. at Sta. 20+30.53

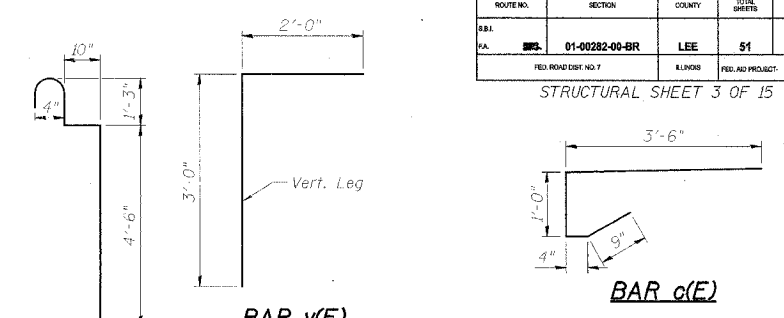
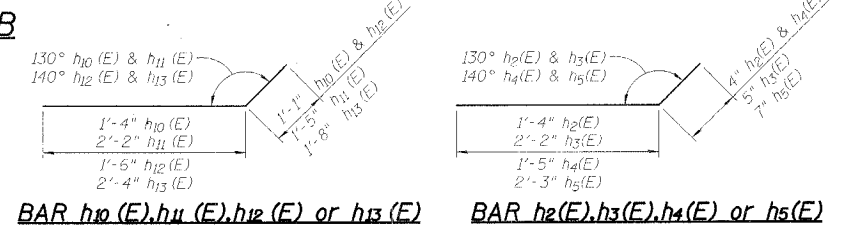
TOP OF SLAB ELEVATIONS
SECTION 01-00282-00-BR
ROCKYFORD ROAD over GREEN RIVER
STA. 20+00 (S.N. 052-3512)
LEE COUNTY
WHA # 1154D03

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01-00282-00-BR	LEE	51	17	
FED. ROAD DIST. NO. 7		ALIKINS	FED. AID PROJECT	

STRUCTURAL SHEET 3 OF 15



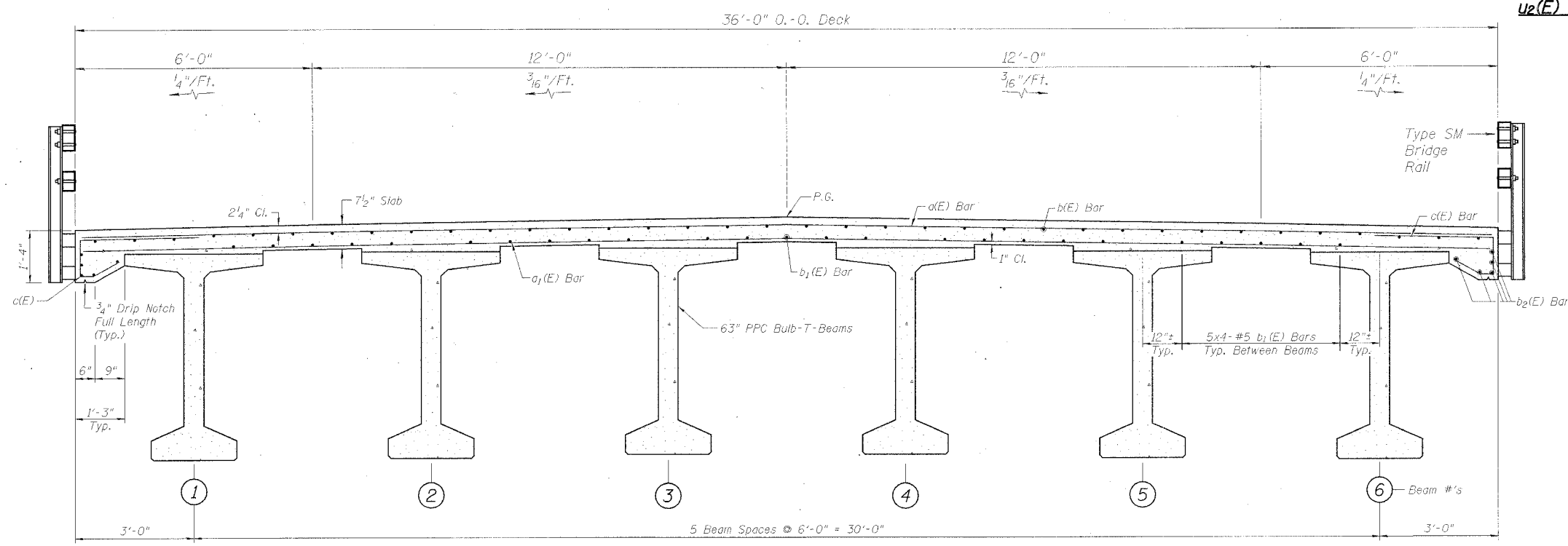
SIZE	LAP
#4	1'-8"
#5	2'-2"
#6	2'-7"
#7	3'-5"
#8	4'-6"



SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	174	#5	35'-8"	—
a ₁ (E)	131	#5	35'-8"	—
b(E)	111	#5	37'-8"	—
b ₁ (E)	100	#5	28'-9"	—
b ₂ (E)	40	#6	29'-1"	—
c(E)	348	#6	5'-7"	—
h ₂ (E)	7	#5	1'-8"	—
h ₃ (E)	7	#5	2'-7"	—
h ₄ (E)	7	#5	1'-9"	—
h ₅ (E)	7	#5	2'-10"	—
h ₁₀ (E)	7	#5	2'-5"	—
h ₁₁ (E)	7	#5	3'-7"	—
h ₁₂ (E)	7	#5	2'-7"	—
h ₁₃ (E)	7	#5	4'-0"	—
m(E)	27	#6	36'-2"	—
m ₁ (E)	6	#6	1'-7"	—
m ₂ (E)	15	#6	3'-6"	—
s(E)	19	#4	13'-4"	□
s ₁ (E)	19	#4	16'-6"	□
u(E)	10	#6	4'-1"	—
u ₁ (E)	26	#4	4'-8"	—
u ₂ (E)	26	#4	10'-0"	—
u ₃ (E)	10	#6	5'-1"	—
v(E)	74	#5	5'-0"	—
Concrete Superstructure			Cu. Yd.	159.5
Reinforcement Bars, Epoxy Coated			Lbs.	26250
Bar Splicers			Each	74
Bridge Deck Grooving			Sq. Yd.	411

BAR u(E), u₁(E), u₂(E) & u₄(E)



SECTION THRU DECK
(Looking Upstation)

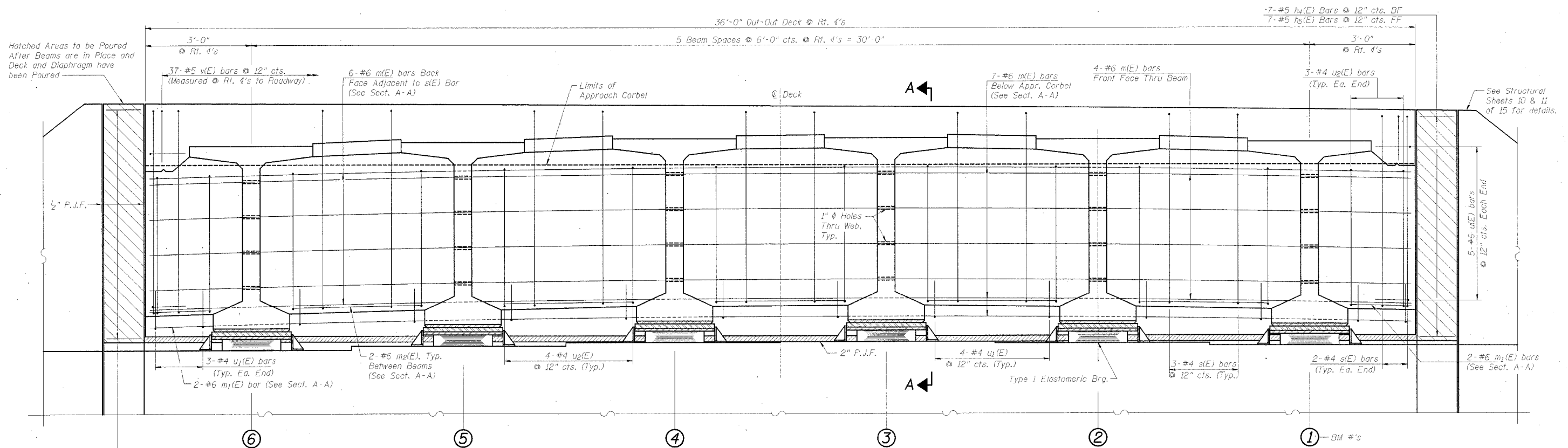
NOTES:

- * Order a(E) & a₁(E) Bars Full Length. Cut To Fit Skew and Use Remainder of Bars in Opposite End.
- ** See Structural Sheet 4 of 15.
- *** See Structural Sheet 5 of 15.
- Reinforcement Bars Designated (E) shall be Epoxy Coated.
- Hatched Area of South Abutment Wing Corners to be poured after Beams are in place and Deck and Diaphragm have been poured.
- Concrete in Diaphragms and Portion of Wingwall to be Billed with Concrete Superstructures.
- All Exposed Edges Shall Have 3/4" Chamfer Unless Otherwise Noted.
- 37x3-#5 b(E) Bars Etc. Indicates 37 Lines of Bars with 3 Lengths Per Line.
- Reinforcement bars in the top of the deck may be placed with a 1 1/2" minimum clearance in the area of the rail post anchor devices. The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.

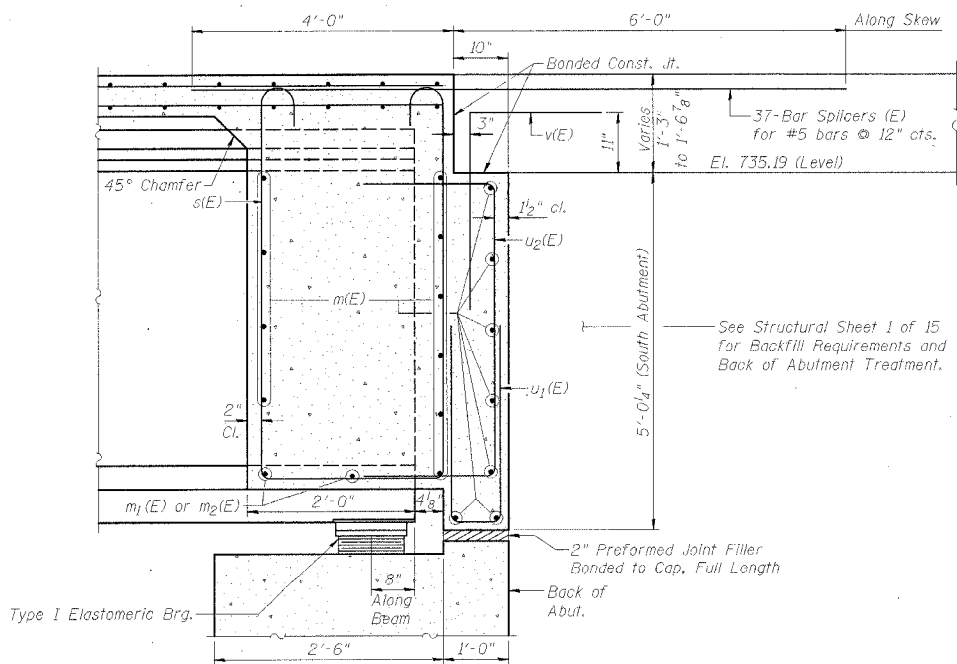
SUPERSTRUCTURE SECTION 01-00282-00-BR
ROCKYFORD ROAD over GREEN RIVER
STA. 20+00 (S.N. 052-3512)
LEE COUNTY
 WHA # 1154D03

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PA. 15A	01-00282-00-BR	LEE	51	18
FED. ROAD DIST. NO. 7	113.000	FED. AID PROJECT		

STRUCTURAL SHEET 4 OF 15



DIAPHRAGM AT ABUTMENT
(South Abutment Looking South)



SECTION A-A
(Dim. at Rt. L's except as noted)

SIZE	MIN. LAP
#4	1'-8"
#5	2'-2"
#6	2'-7"
#7	3'-5"
#8	4'-6"

NOTES:

All Exposed Edges shall have 3/4" Chamfer Except as Noted.

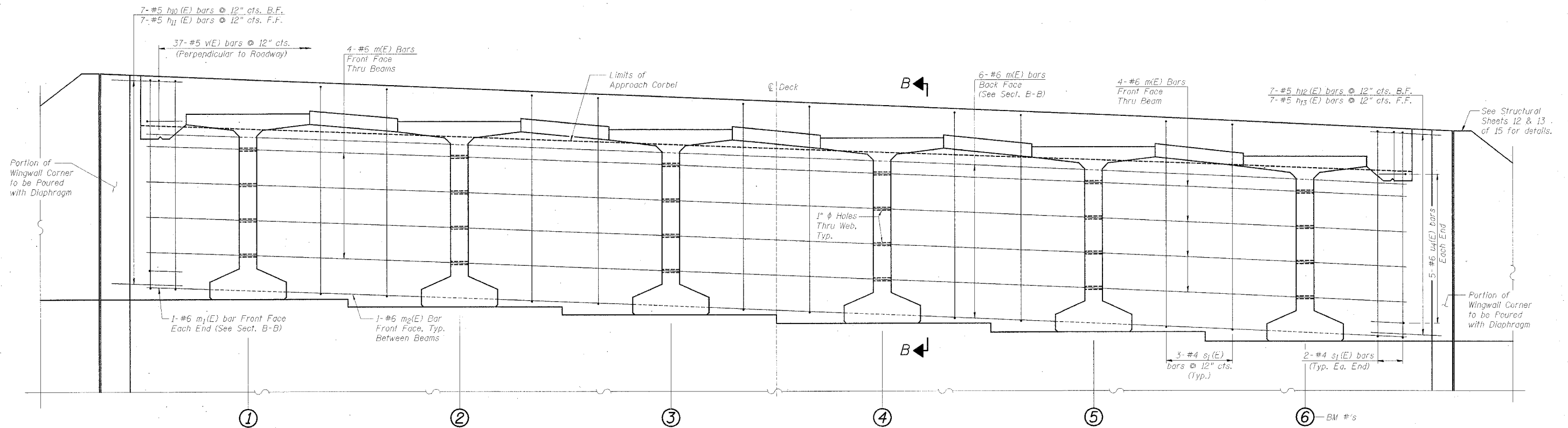
For Bill of Materials See Structural Sheet 3 of 15.

Place s(E) Bars and u2(E) Bars Parallel to Beams and Space at Right Angles to Beams.

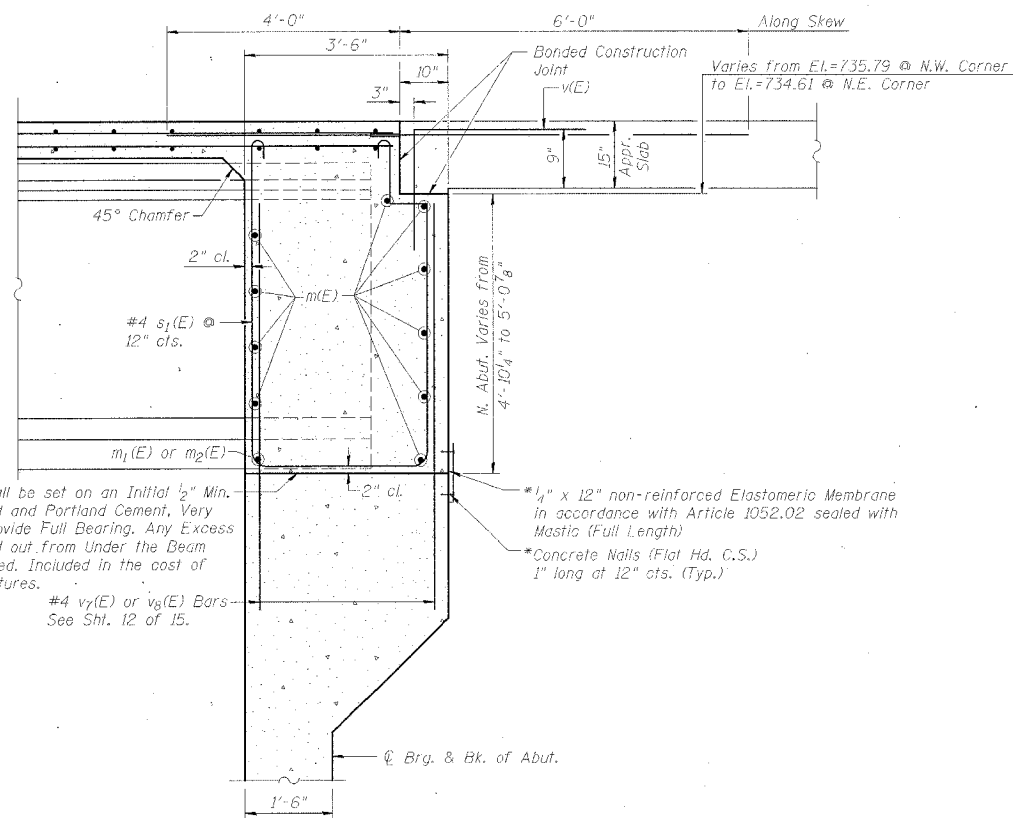
SUPERSTRUCTURE DETAILS @ S. ABUT.
SECTION 01-00282-00-BR
ROCKYFORD ROAD over GREEN RIVER
STA. 20+00 (S.N. 052-3512)
LEE COUNTY
WHA # 1154D03

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA. 100	01-00282-00-BR	LEE	51	19
FED. ROAD DIST. NO. 7		CLASS	FED. AID PROJECT	

STRUCTURAL SHEET 5 OF 15



DIAPHRAGM AT ABUTMENT
(North Abutment Looking North)



SECTION B-B

(Dim. at Rt. L.s except as noted)

*Cost incidental to Concrete Structure

SIZE	MIN. LAP
#4	1'-8"
#5	2'-2"
#6	2'-7"
#7	3'-5"
#8	4'-6"

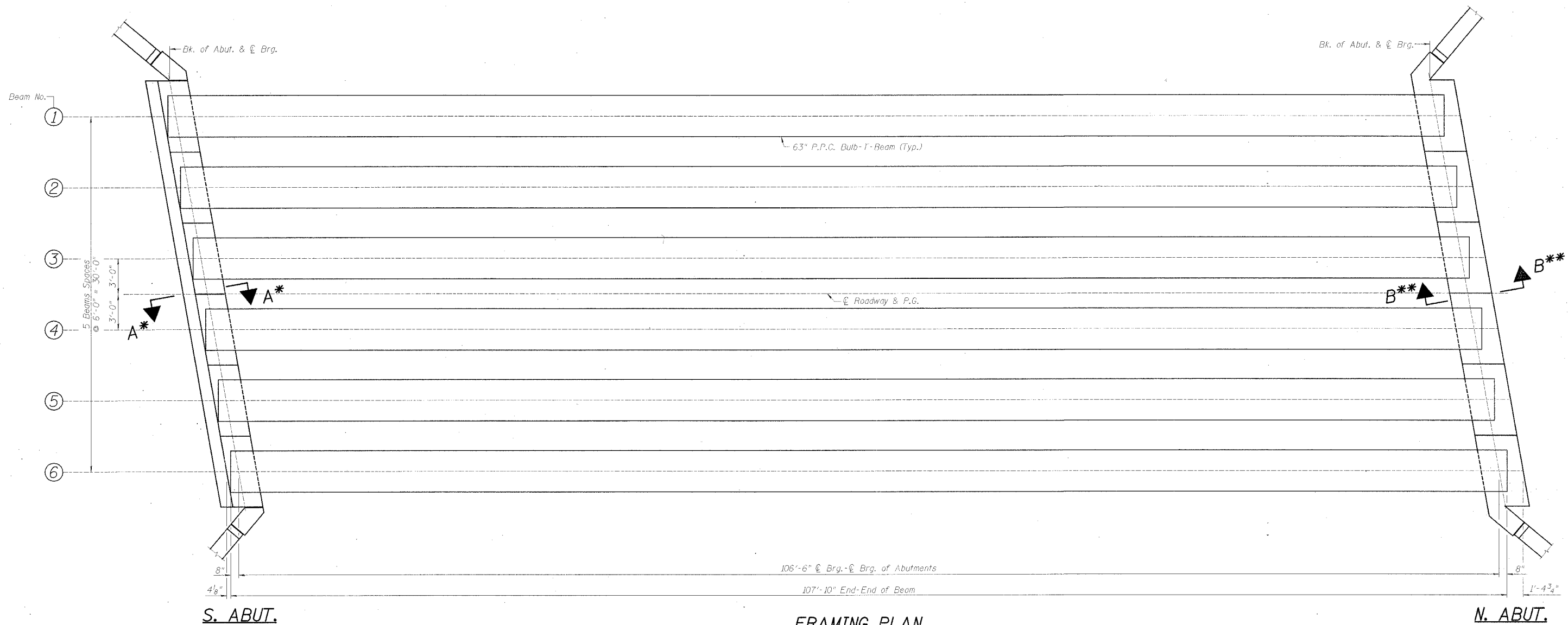
NOTES:

All Exposed Edges shall have 3/4" Chamfer Except as Noted.
For Bill of Materials See Structural Sheet 3 of 15.

SUPERSTRUCTURE DETAILS • N. ABUT
SECTION 01-00282-00-BR
ROCKYFORD ROAD over GREEN RIVER
STA. 20+00 (S.N. 052-3512)
LEE COUNTY
WHA # 1154003

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01-00282-00-BR	LEE	51	20	
FED. ROAD DIST. NO. 7		FED. AID PROJECT:		

STRUCTURAL SHEET 6 OF 15



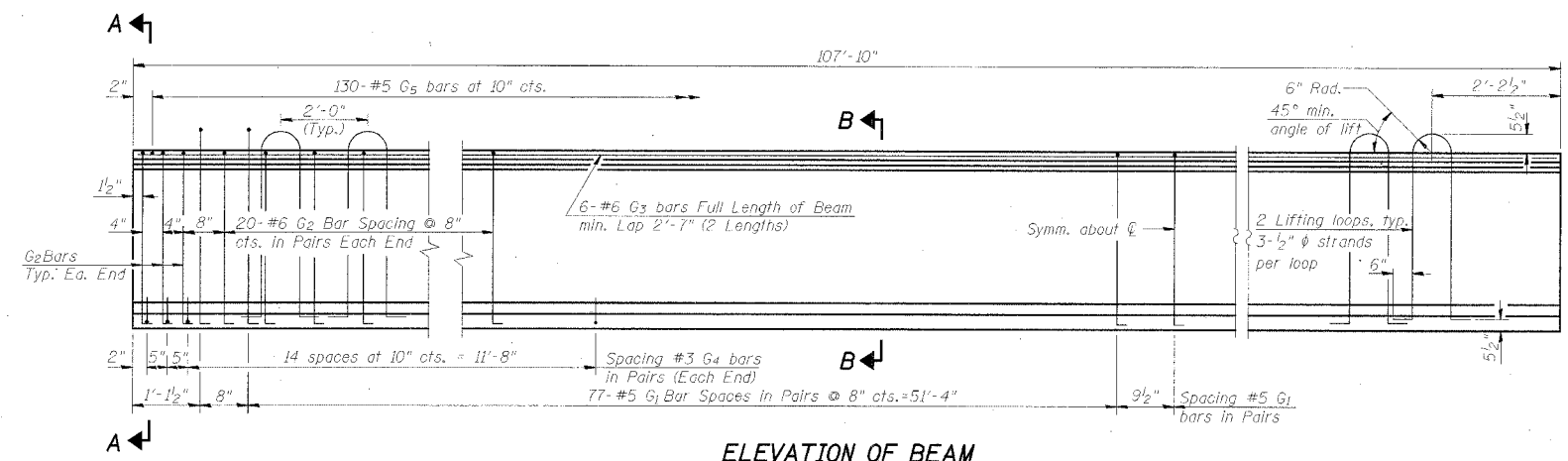
FRAMING PLAN

NOTE:
 * See Structural Sheet 4 of 15 for Details.
 ** See Structural Sheet 5 of 15 for Details.

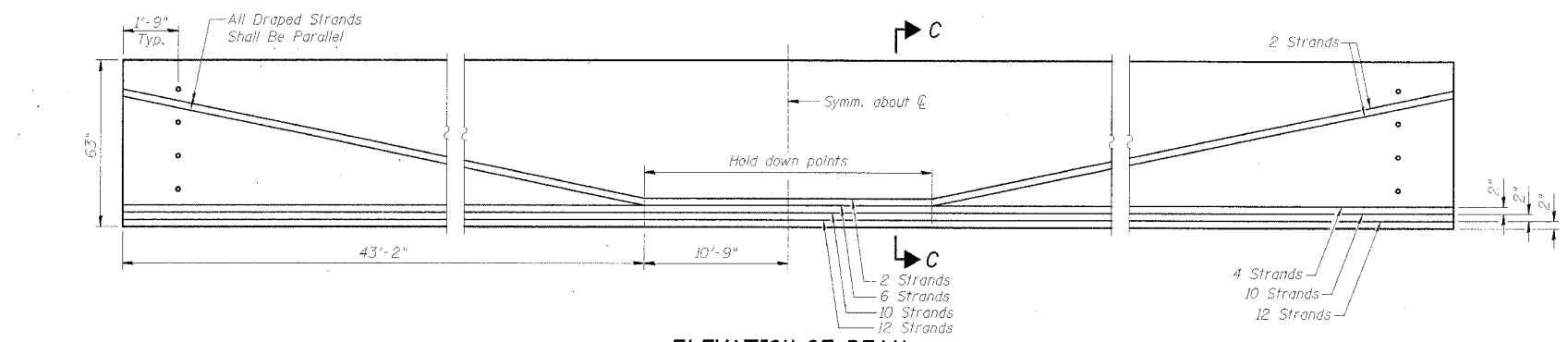
FRAMING PLAN
 SECTION 01-00282-00-BR
 ROCKYFORD ROAD over GREEN RIVER
 STA. 20+00 (S.N. 052-3512)
 LEE COUNTY
 WPA # 1154003

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01-00282-00-BR		LEE	51	21
FED. ROAD DIST. NO. 1		ILLINOIS	FED. AID PROJECT:	

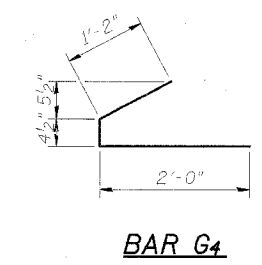
STRUCTURAL SHEET 7 OF 15



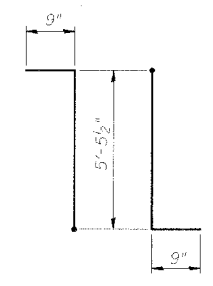
ELEVATION OF BEAM
(Showing Reinforcement & Dimensions)



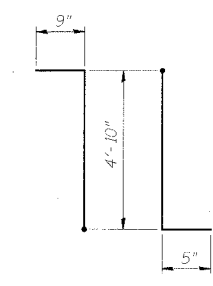
ELEVATION OF BEAM
(Showing Prestressing Steel)



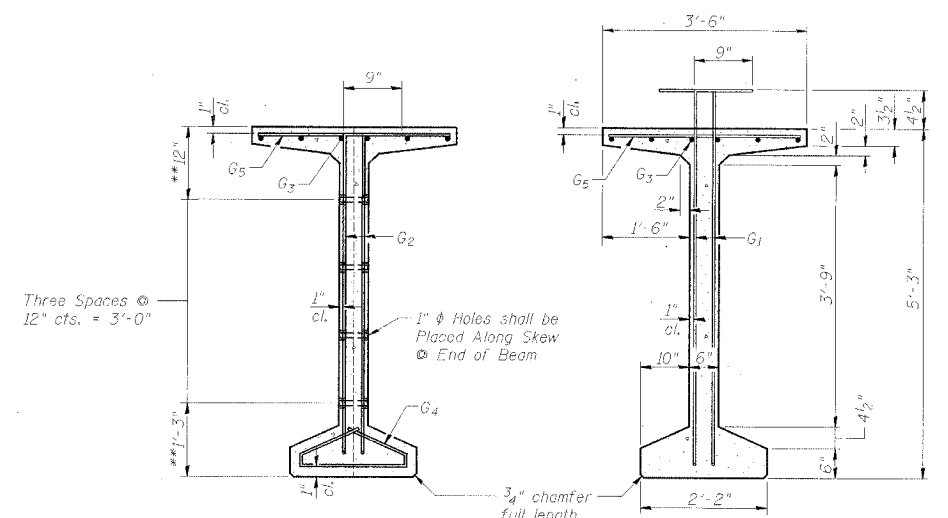
BAR G4



BAR G1

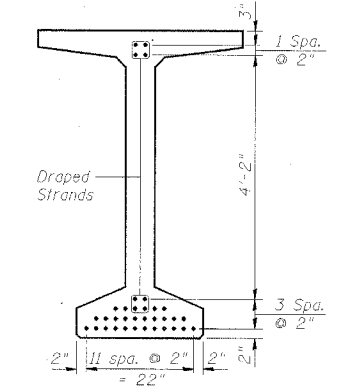


BAR G2



SECTION A-A

SECTION B-B



SECTION C-C

***BAR LIST**

Bar	No.	Size	Length	Shape
G1	318	#5	6'-11 1/2"	TL
G2	96	#6	6'-0"	TL
G3	12	#6	65'-1"	TL
G4	68	#3	3'-6 1/2"	TL
G5	130	#5	3'-4"	TL

*For one beam only.

BILL OF MATERIAL

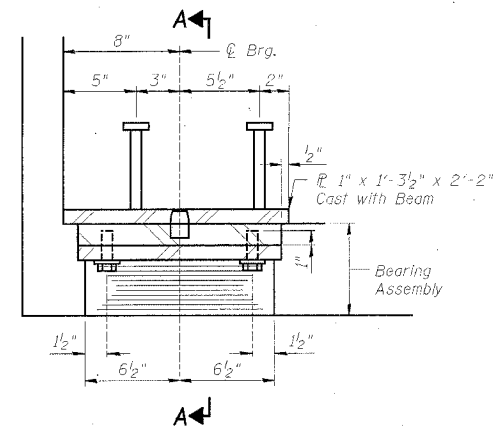
Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete Bulb T-Beams, 63"	Ft.	647

NOTES

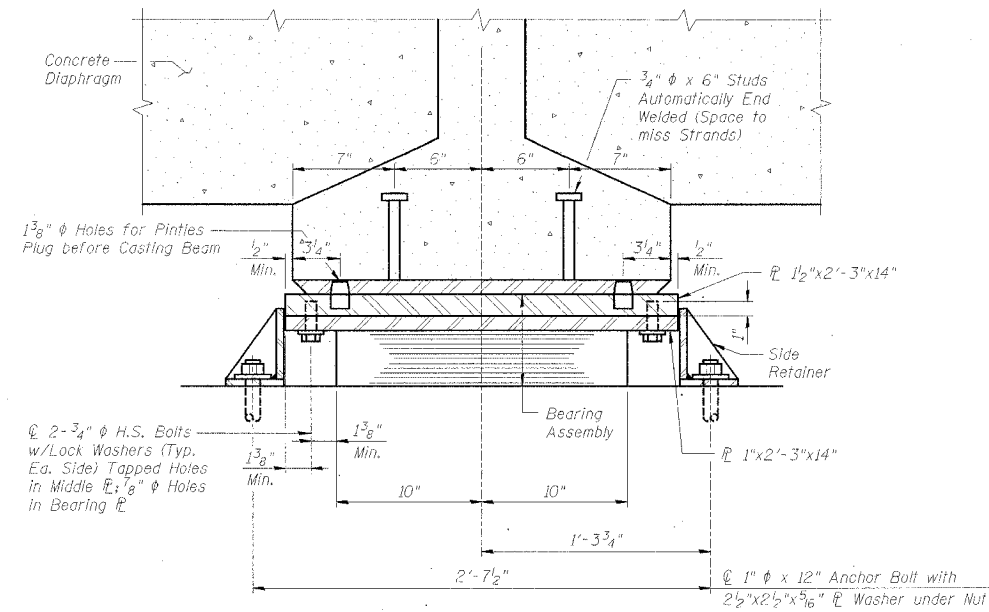
- Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270.
- The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.
- Non-prestressing steel shall conform to AASHTO designation M-31, M-42 or M-53 Grade 60.
- Lifting loops shall be 3 - 1/2" diameter 270 ksi strands, as shown.
- Required release strength, f'ci, shall be 5000 psi.
- Reinforcement bars designated (E) shall be epoxy coated.
- See Structural Sheet 8 of 15 for Embedded Plate at Expansion Bearing Location.

PRECAST PRESTRESSED CONCRETE BULB T-BEAM, 63" DETAILS
SECTION 01-00282-00-BR
ROCKYFORD ROAD over GREEN RIVER
STA. 20+00 (S.N. 052-3512)
LEE COUNTY
WHA # 1154D03

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01-00282-00-BR	LEE	51	22	
PROJECT NO. 1		STRUCTURAL SHEET 8 OF 15		



ELEVATION AT ABUT.

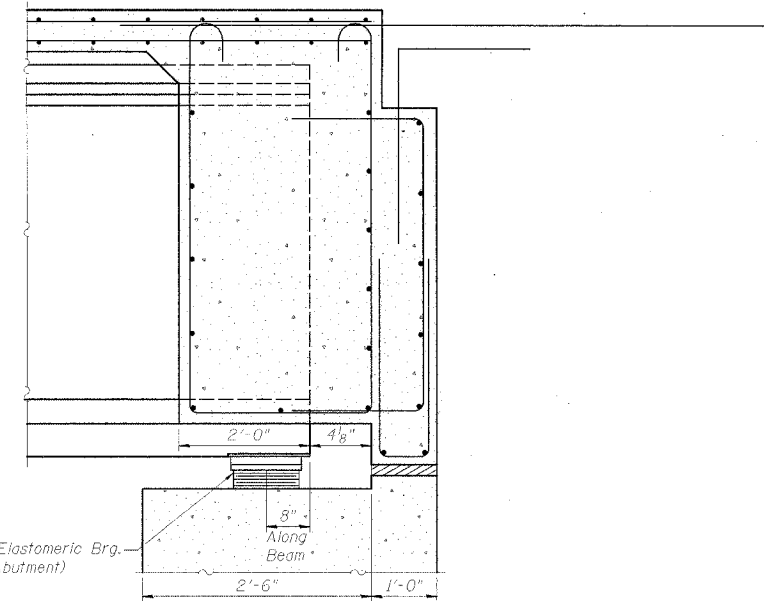


SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

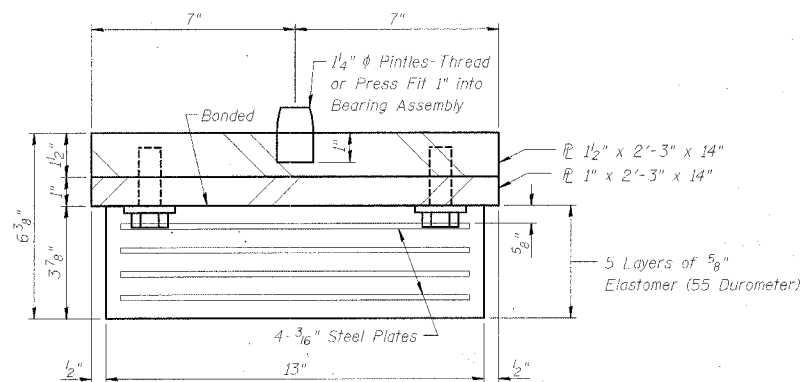
Notes: After Beams have been Erected Holes at Expansion Bearings shall be drilled and Anchor Bolts Grouted in Place.

See sheet 14 of 15 for Anchor Bolt installation.



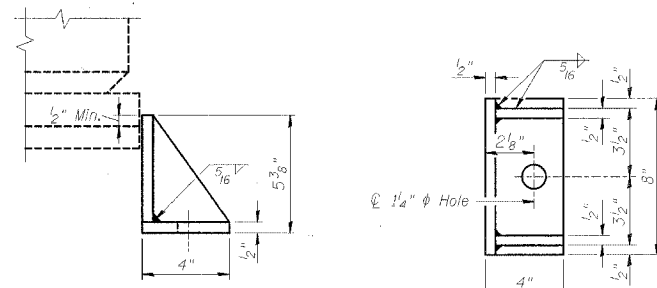
SECTION THRU S. ABUT.

(Dim. at Rt. L's except as noted)



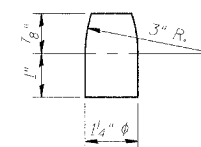
BEARING ASSEMBLY

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



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates. Weight included with Structural Steel.



PINTLE

BILL OF MATERIAL

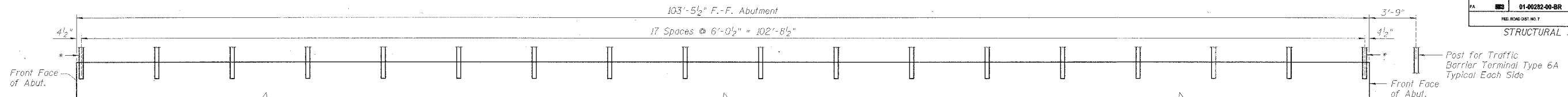
Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	6

Note: Bearing assembly shall be installed prior to pouring slab & diaphragm.

TYPE I ELASTOMERIC BEARING DETAILS
SECTION 01-00282-00-BR
ROCKYFORD ROAD over GREEN RIVER
STA. 20+00 (S.N. 052-3512)
LEE COUNTY
WHA # 115-4003

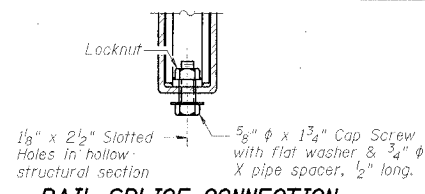
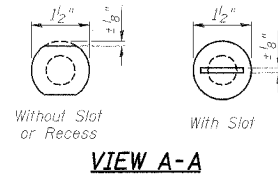
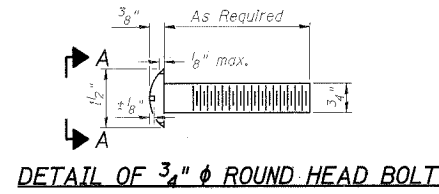
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01-00282-00-BR	LEE	51	23	
FED. ROAD DIST. NO. 1		ALABAMA		FED. AID PROJECT

STRUCTURAL SHEET 9 OF 15

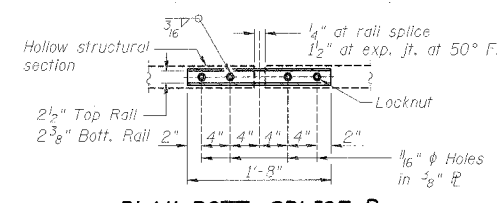


ELEVATION VIEW

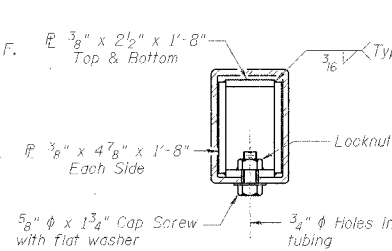
* The Contractor shall Block Out Concrete at Abutment Wingwall Corners as Required for Guardrail Anchorage Device.



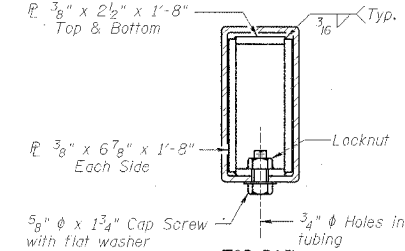
RAIL SPLICE CONNECTION AT EXPANSION JT.



PLAN-BOTT. SPLICE R TYPICAL

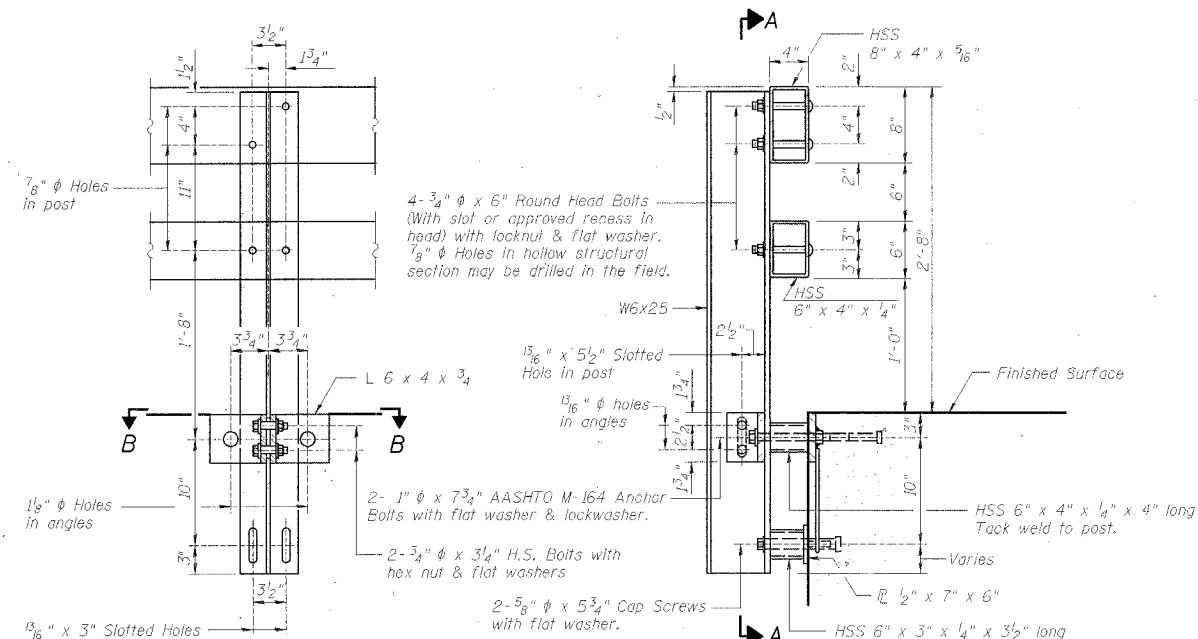


SECTION AT RAIL SPLICE BOTTOM RAIL



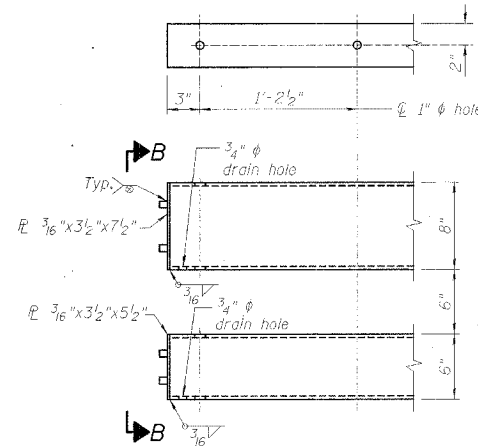
SECTION AT RAIL SPLICE TOP RAIL

SECTIONS AT RAIL SPLICE

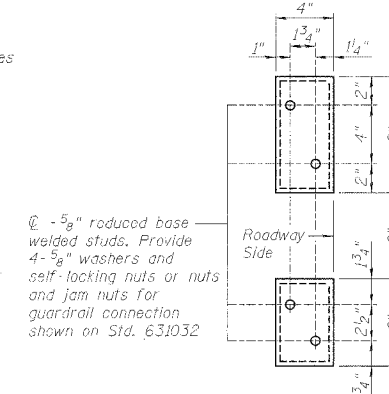


SECTION A-A

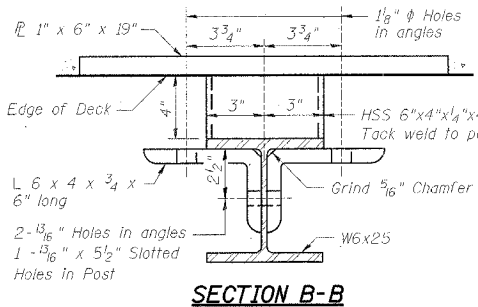
SECTION AT RAIL POST



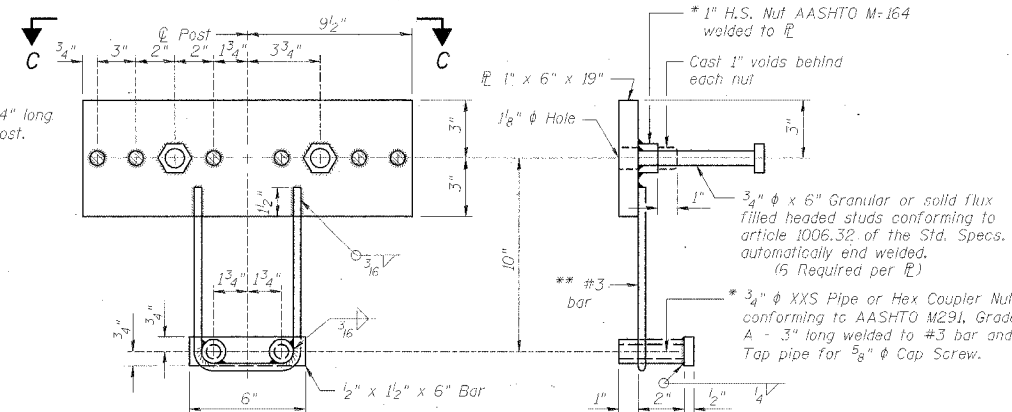
END OF RAIL DETAILS



VIEW B-B



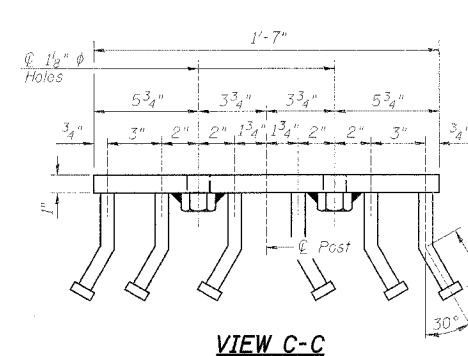
SECTION B-B



ANCHOR DEVICE

* Threaded areas shall be plugged or blocked off during casting of beam. Galvanized after fabrication.

** Whenever the lower insert assemblies interfere with strand locations, the #3 bars shall be cut and adjusted in order to allow raising or lowering of the lower inserts. Maximum adjustment not to exceed 1/2".



VIEW C-C

NOTES

Hollow structural sections shall conform to the requirements of ASTM designation A-500 Grade B Structural Steel Tubing and shall meet the longitudinal CVN requirements of 15 ft-lbs at 0° F.
 All other steel shapes and plates shall conform to the requirements of AASHTO M-270, Grade 36 except posts and angles shall conform to AASHTO M-270, Grade 50.
 Bolts, cap screws, and nuts shall conform to the requirements of ASTM designation A-307 except for high strength bolts, nuts, and washers noted which shall conform to AASHTO M-164.
 All bolts, nuts, cap screws, washers, and lock washers shall be galvanized according to AASHTO M-232.
 All posts, railing, rail splices, anchor devices, and angles shall be galvanized after shop fabrication according to AASHTO M-111 and ASTM A-385. Galvanized rail shall not be painted.
 Railing shall be according to Section 509 of the Standard Specifications, except as noted, and will be paid for at the contract unit price per foot for STEEL BRIDGE RAIL, TYPE SM.
 All field drilled holes shall be coated with an approved zinc rich paint before erection.
 For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with STEEL BRIDGE RAIL, TYPE SM.
 The 1/2" x 7" x 6" plates that come in contact with concrete shall receive two coats of asphalt paint conforming to Section 1060.07 Type II or place 1/2" fabric bearing pads between the plates and concrete.
 The 3/4" high strength bolts used to connect the 6" x 4" x 3/4" angles to the post shall be tightened according to Article 505.04(f)(2) of the Standard Specifications. The 1" high strength bolts connecting the angles to the concrete shall be tightened to a snug fit and given an additional 1/8 turn. The 5/8" diameter cap screws in bottom of posts shall be tightened to a snug fit only.

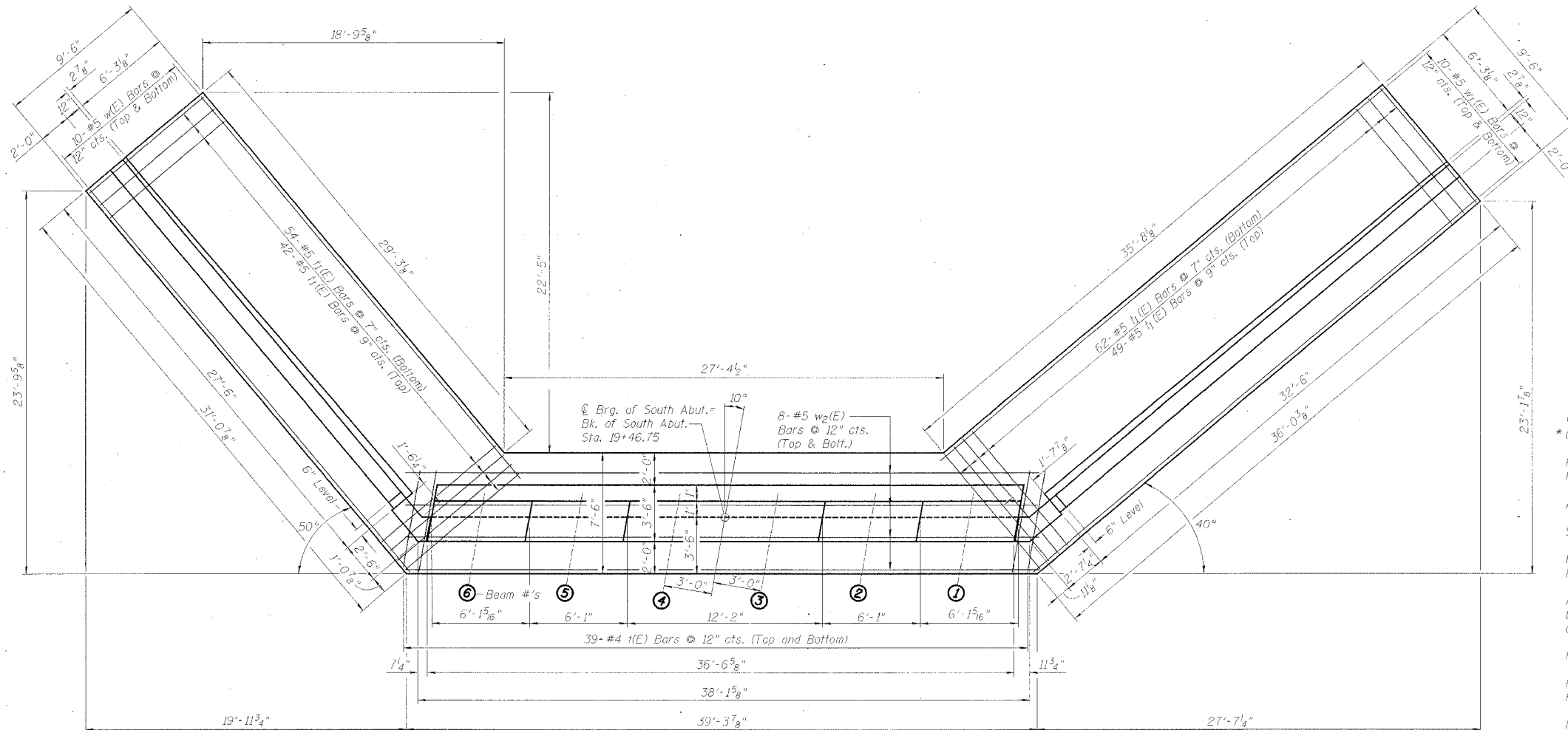
BILL OF MATERIAL

Item	Unit	Quantity
Steel Bridge Rail, Type SM	Foot	206

STEEL BRIDGE RAIL, TYPE SM
 SECTION 01-00282-00-BR
 ROCKYFORD ROAD over GREEN RIVER
 STA. 20+00 (S.N. 052-3512)
 LEE COUNTY
 WHA # 1154003

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01-00282-00-BR	LEE	51	24	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

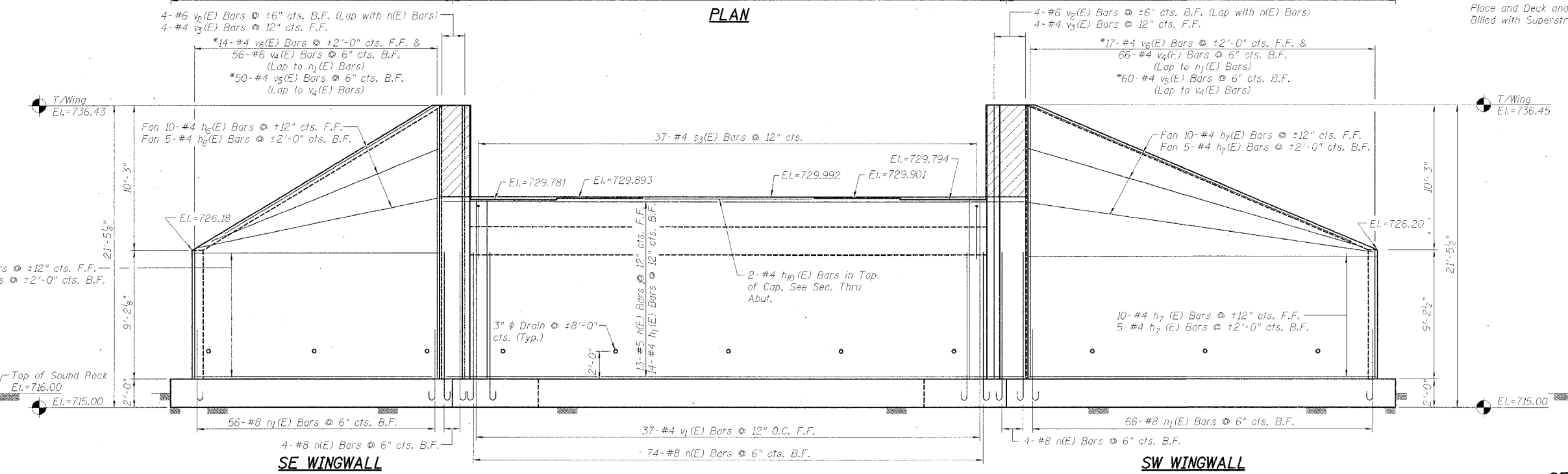
STRUCTURAL SHEET 10 OF 15



PLAN

NOTES:

- * Cut in Field to Fit, If Necessary
- Footings for Abutment and Wingwalls shall be Poured Monolithically.
- All Corners shall Have a 3/4" Chamfer Unless Otherwise Noted.
- Space Reinforcement in Abutment to Miss Anchor Bolts.
- Portion of Footing in Rock shall be Poured Against in Place Rock. No Forming will be Allowed.
- A Deposit of Clean Stone Wrapped in Geotechnical Fabric of Least 2 Feet in Each Direction shall be Placed at the Back of Each Drain Hole in the Abutment and Wingwall.
- For Bill of Materials See Structural Sheet 11 of 15.
- Payment of Porous Granular Backfill shall be Limited to Two Feet Measured Horizontally Behind the Abutment Only.
- Hatched Area of Wings shall be Poured After Beams are in Place and Deck and Diaphragm have been Poured. Quantities Billed with Superstructure on Structural Sheet 3 of 15.



ELEVATION
(Looking South)

NOTATIONS

F.F.	- FRONT FACE
B.F.	- BACK FACE

MIN. LAP

#4	1'-4"
#5	1'-8"
#6	2'-0"
#7	3'-5"
#8	4'-6"

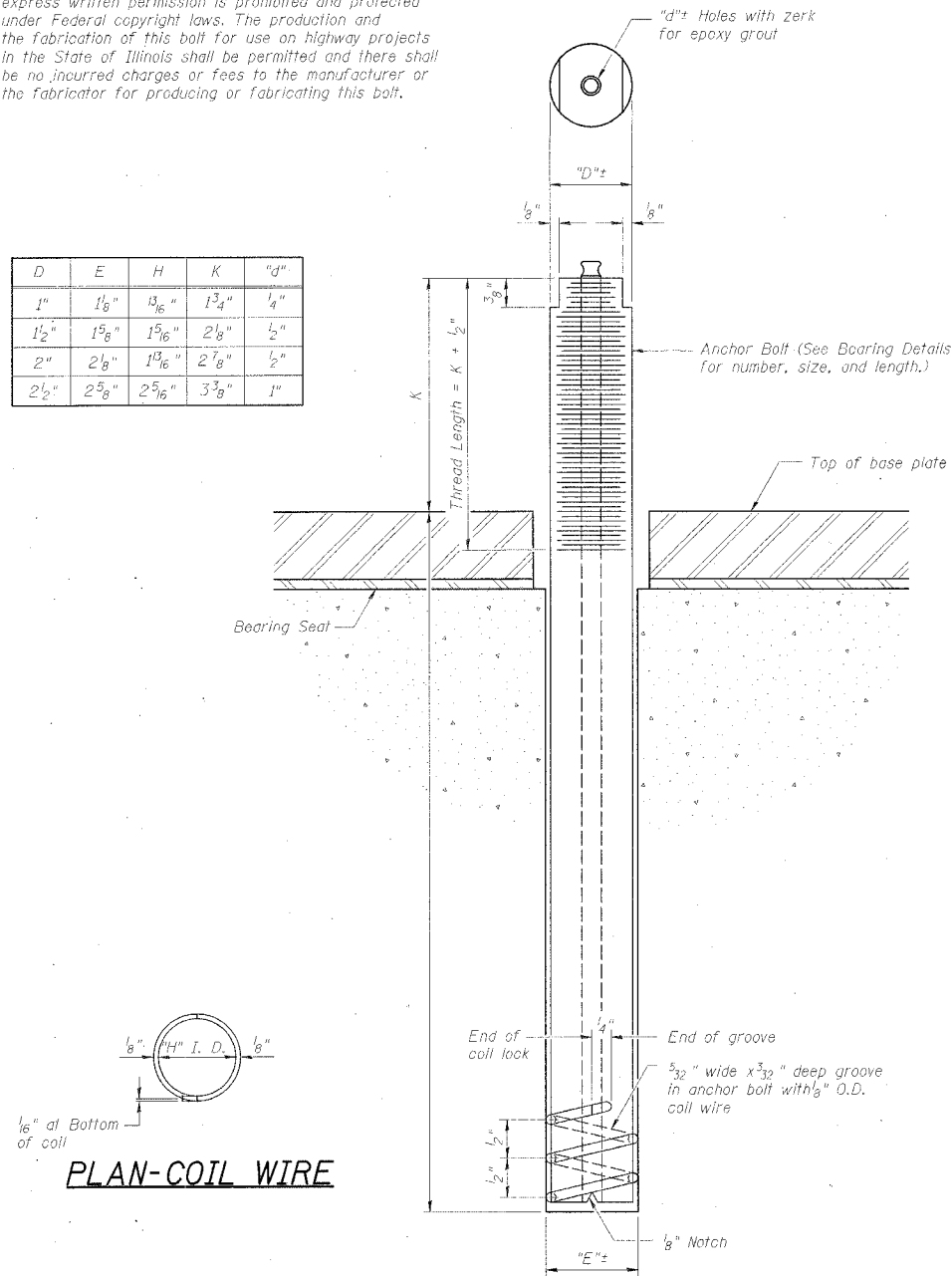
SOUTH ABUTMENT
SECTION 01-00282-00-BR
ROCKYFORD ROAD over GREEN RIVER
STA. 20+00 (S.N. 032-3512)
LEE COUNTY
WHA # 1154D03

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PA 88L	01-00282-00-BR	LEE	51	28
FED. ROAD DIST. NO. 1		ALWAYS	FED. AID PROJECT	

STRUCTURAL SHEET 14 OF 15

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

D	E	H	K	"d"
1"	1 1/8"	1 3/16"	1 3/4"	1/4"
1 1/2"	1 5/8"	1 5/16"	2 1/8"	1/2"
2"	2 1/8"	1 9/16"	2 7/8"	1/2"
2 1/2"	2 5/8"	2 5/16"	3 3/8"	1"



ILLINOIS COIL-LOCK ANCHOR BOLT

MATERIALS FOR ILLINOIS COIL-LOCK ANCHOR BOLT

The anchor bolt shall be fabricated from cold drawn or hot finished seamless carbon steel mechanical tubing conforming to ASTM A519, Grade 1026 and supplied with hexagonal nuts and cut washers.

The coil wire shall be made of any suitable soft steel wire.

The finished anchor bolt shall be cleaned of rust and other foreign materials and wrapped or packaged to prevent contamination until they are installed. The epoxy grout shall be a two-component, epoxy resin bonding system conforming to ASTM C881, Type I, Grade 1 and of a Class suitable for the temperature of installation.

INSTALLATION PROCEDURE for the ILLINOIS COIL-LOCK ANCHOR BOLT

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

ALTERNATE ANCHOR BOLTS

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

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

1. A threaded rod stud with nut and washer conforming to ASTM A307.
2. A sealed glass capsule or a sealed glass adhesive cartridge containing premeasured amounts of the adhesive chemical.

GENERAL NOTES

Holes in the masonry for anchor bolts shall be drilled through the base plates to the diameter and depth shown or in accordance with the manufacturer's recommendation after beams or girders have been erected and adjusted.

Prior to setting the bolts, the holes shall be dry and all dust and loose particles shall be removed by the use of compressed air or vacuuming.

The anchor bolts, furnished, and installed and including the epoxy grout or capsules shall not be paid for separately but shall be included in the unit bid price for "Elastomeric Bearing Assembly, Type I".

ANCHOR BOLT DETAILS
SECTION 01-00282-00-BR
ROCKYFORD ROAD over GREEN RIVER
STA. 20+00 (S.N. 052-3512)
LEE COUNTY
WHA # 1154D03

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PA 15	01-00282-00-BR	LEE	51	29
FED. ROAD DIST. NO. 7		ELMOS	FED. AID PROJECT	

STRUCTURAL SHEET 15 OF 15

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.

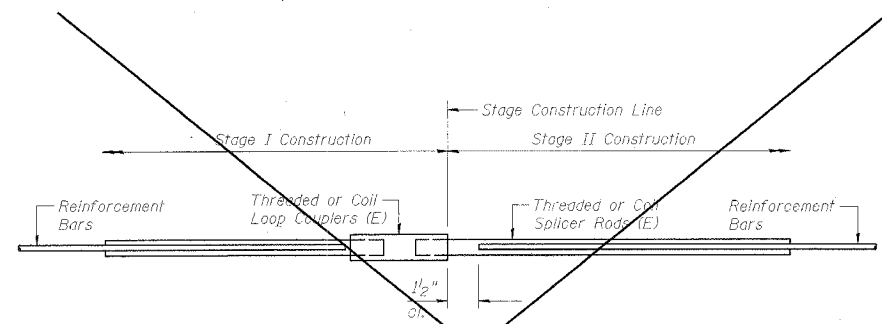
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity = $1.25 \times f_y \times A_1$
(Tension in kips)
- ② Minimum *Pull-out Strength = $1.25 \times f_{s,allow} \times A_1$
(Tension in kips)

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 $f_{s,allow}$ = Allowable tensile stress in lapped reinforcement bars in ksi (Service Load)
 A_1 = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#5	2'-0"	23.0	9.2
#6	2'-7"	33.1	13.3
#7	3'-5"	45.1	18.0
#8	4'-6"	58.9	23.6

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



SPLICER DETAIL

Bar Size	No. Assemblies Required	Location

The diameter of this part is equal or larger than the diameter of the bar spliced.

ROLLED THREAD DOWEL BAR

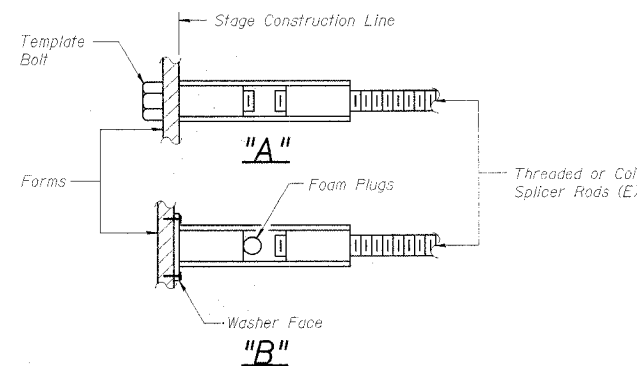
**** ONE PIECE**

Wire Connector

WELDED SECTIONS

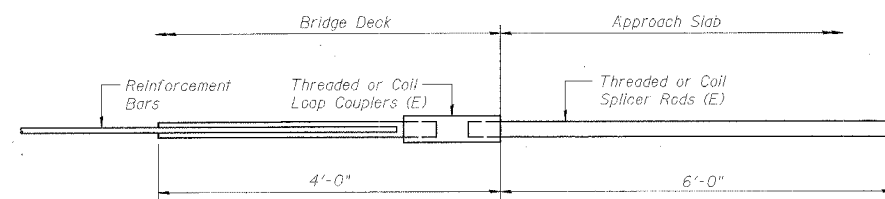
BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

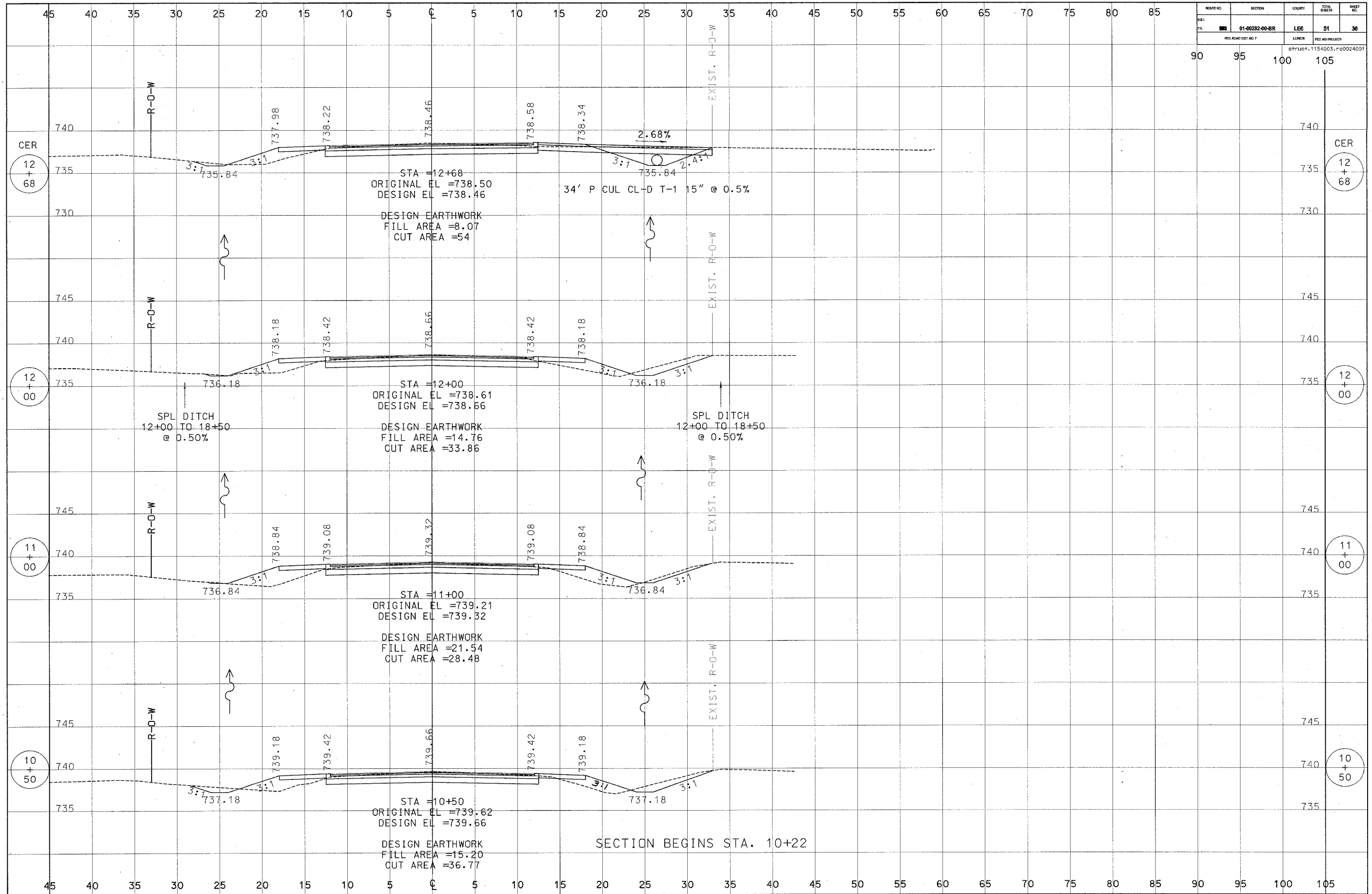
"A" : Set bar splicer assembly by means of a template bolt.
 "B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
 (E) : Indicates epoxy coating.

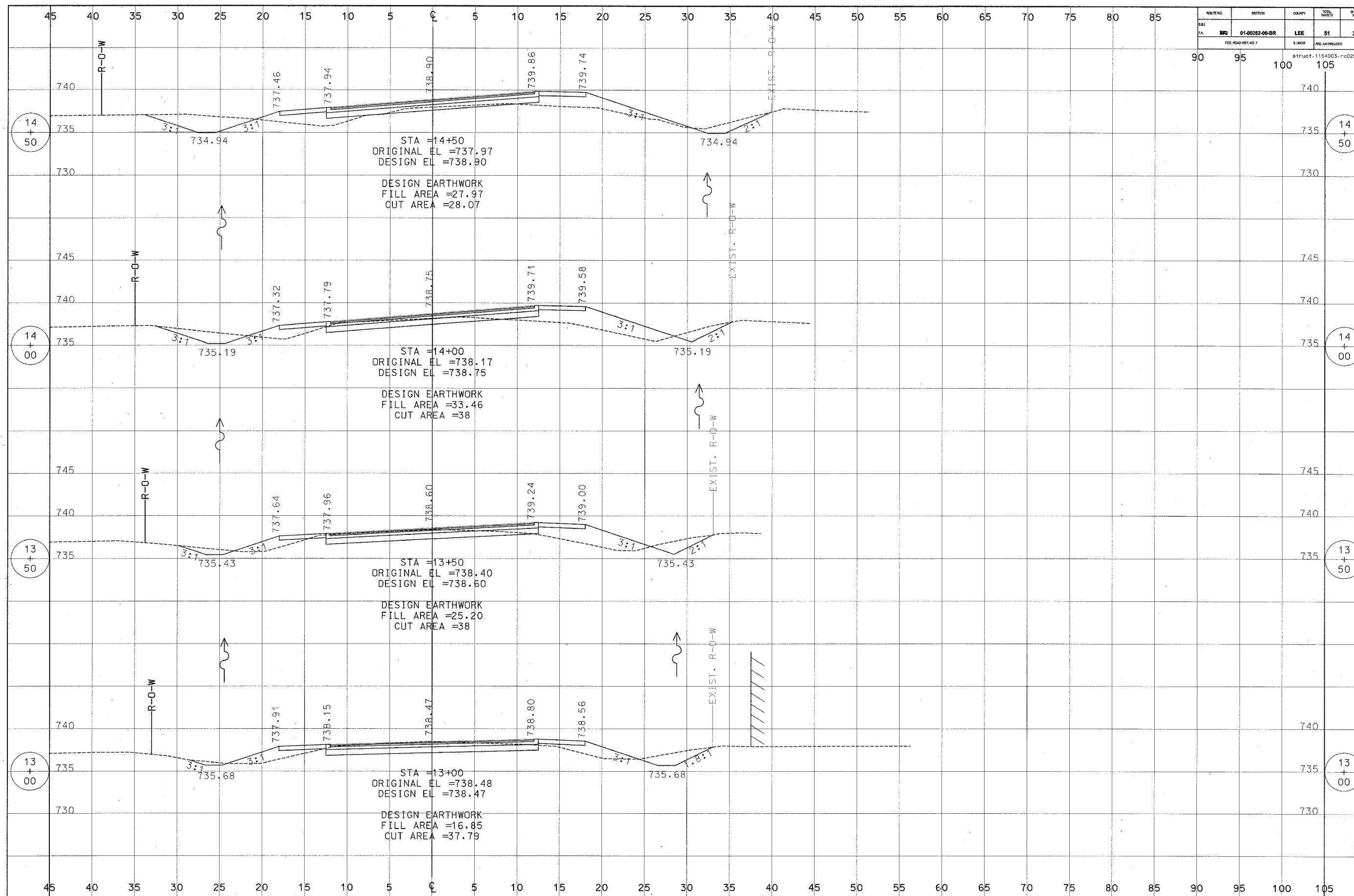


**SEMI-INTEGRAL ABUTMENT
 BAR SPLICER ASSEMBLY DETAIL
 FOR #5 BAR**

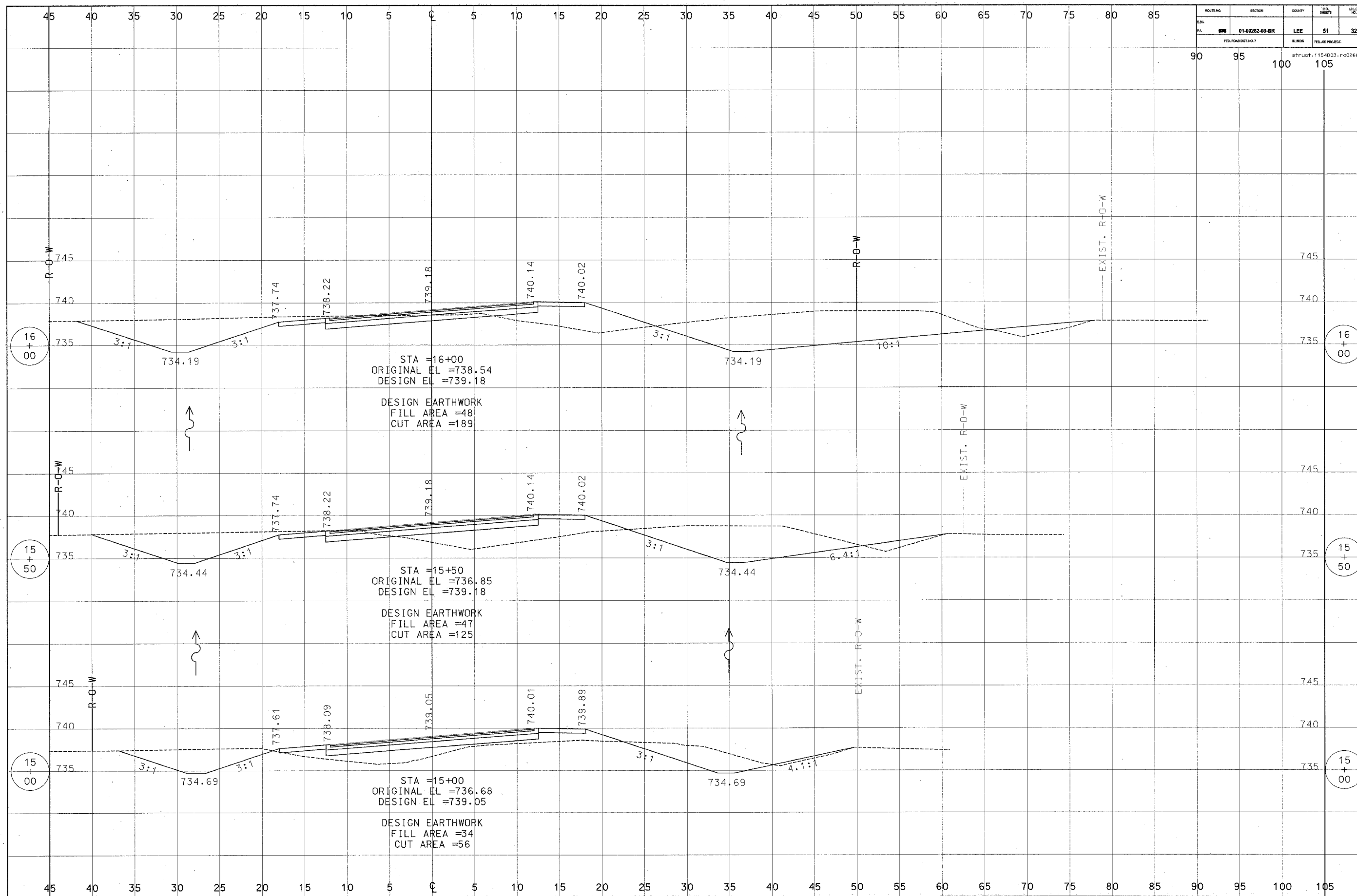
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 9.2 kips - tension
No. Required = 74

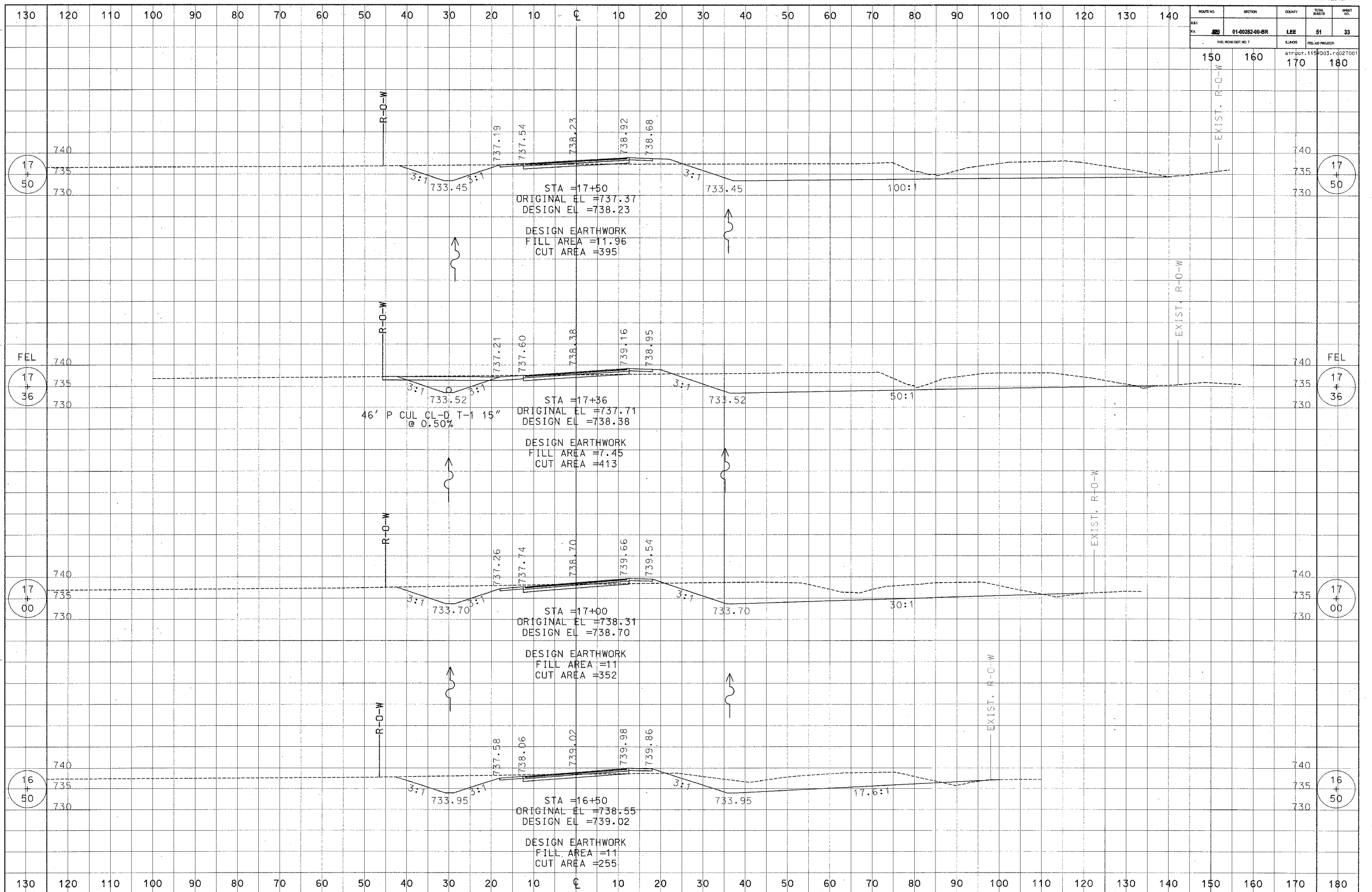
BAR SPLICER ASSEMBLY DETAILS
 SECTION 01-00282-00-BR
 ROCKYFORD ROAD over GREEN RIVER
 STA. 20+00 (S.N. 052-3512)
 LEE COUNTY
 WHA # 1154D03



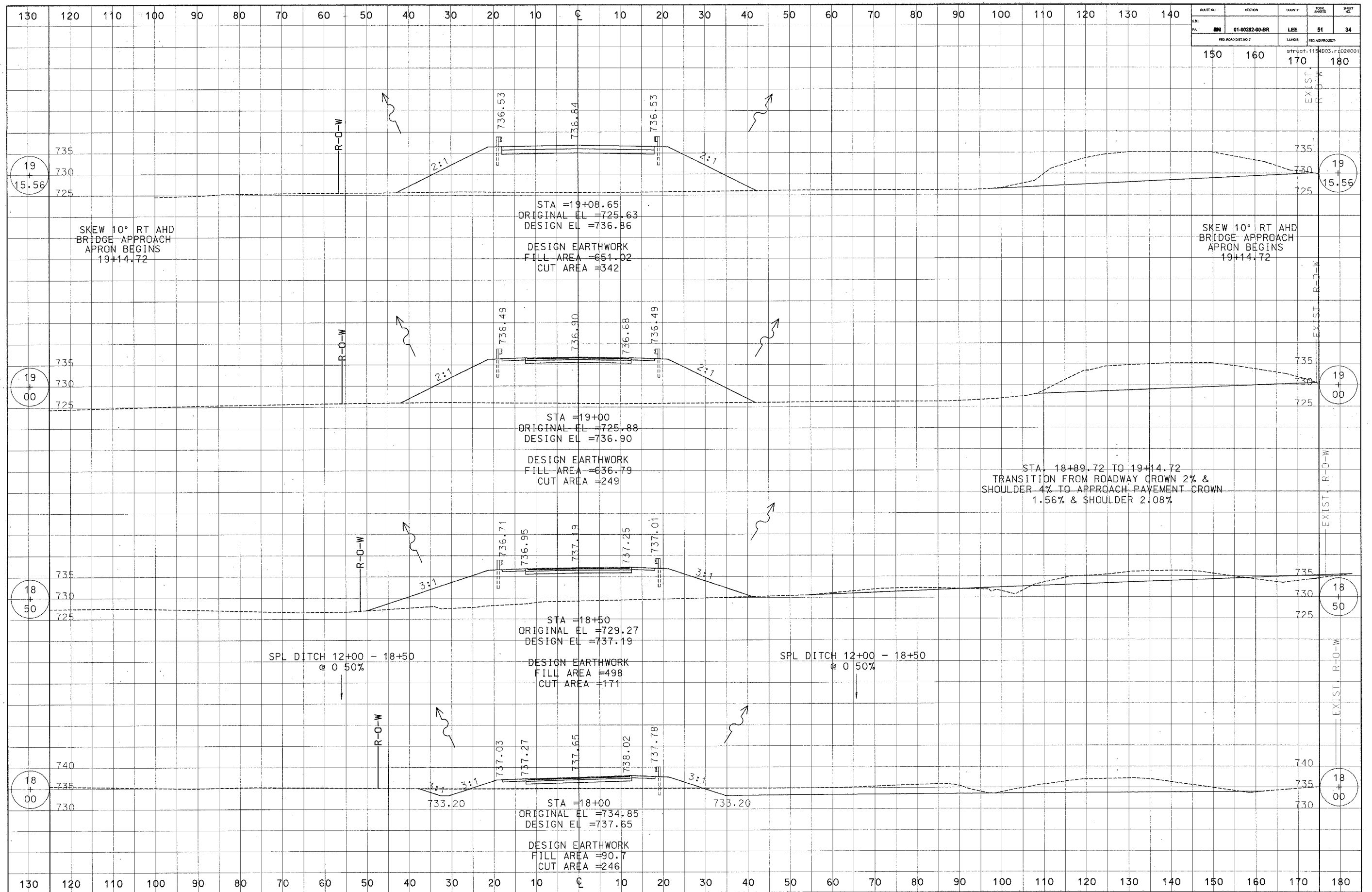


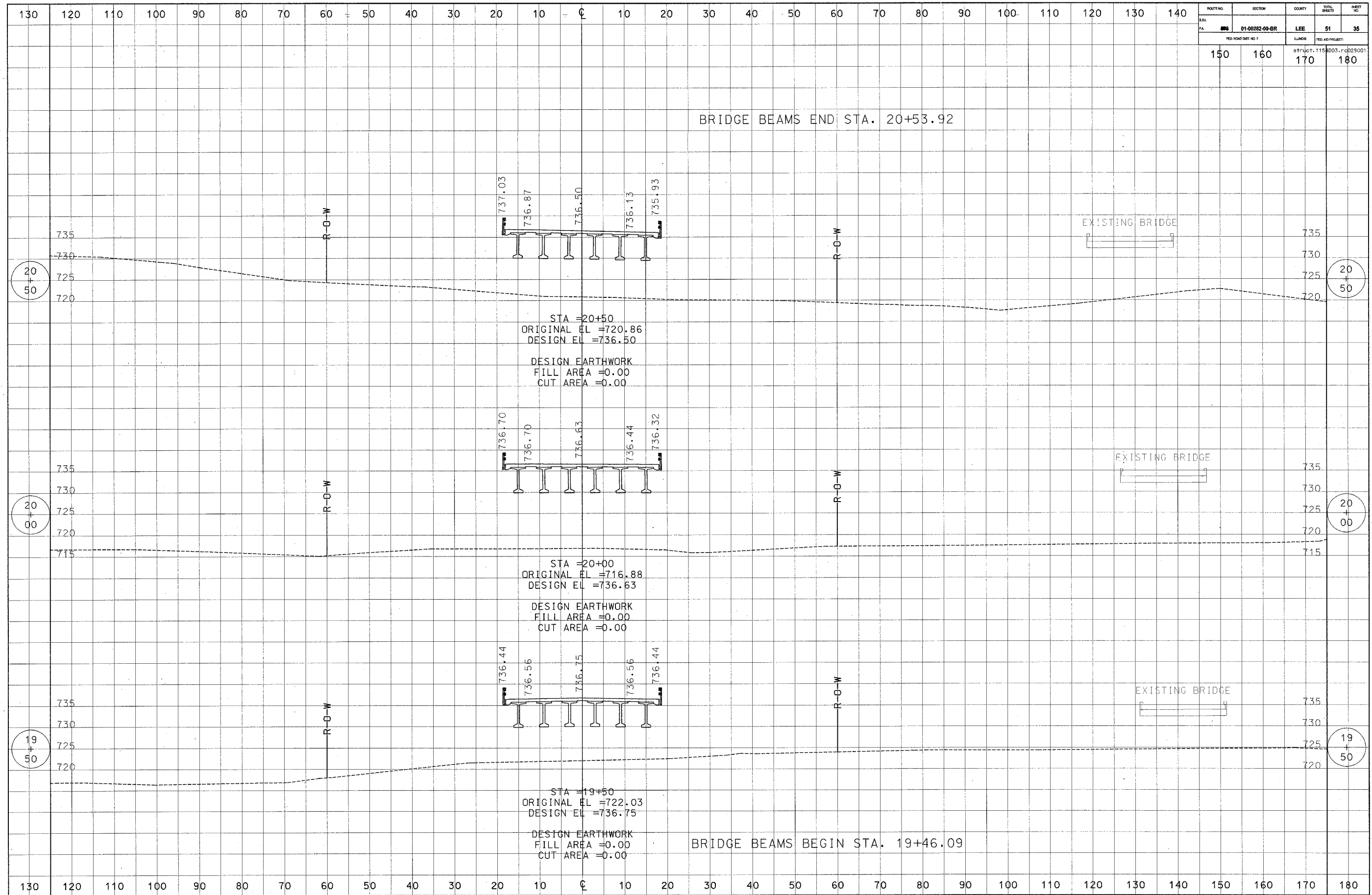
ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
90	95	LEE	51	31
FED. ROAD DIST. NO. 7		BLIND	PRELIM PROJECT	
			90	105

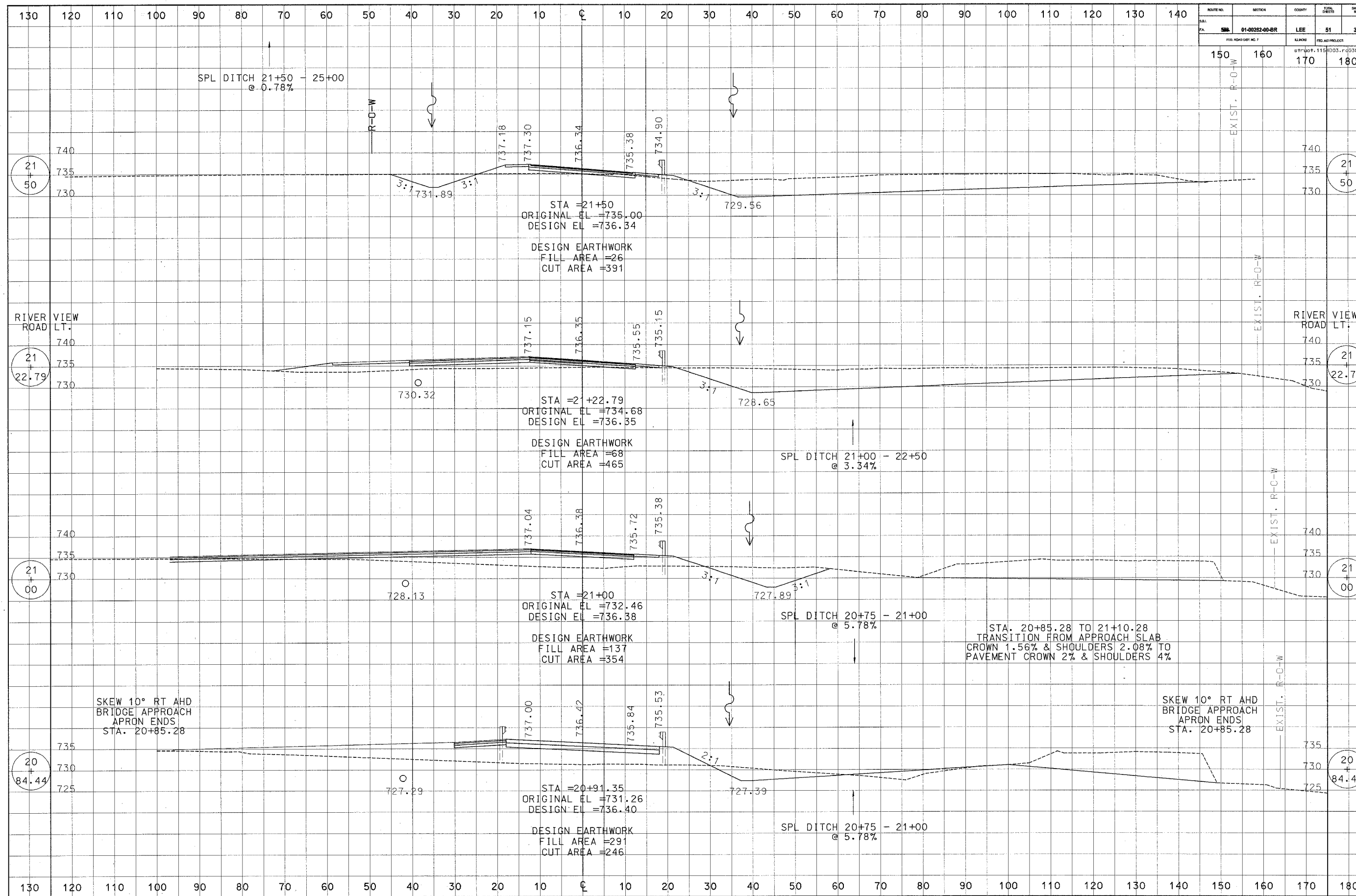




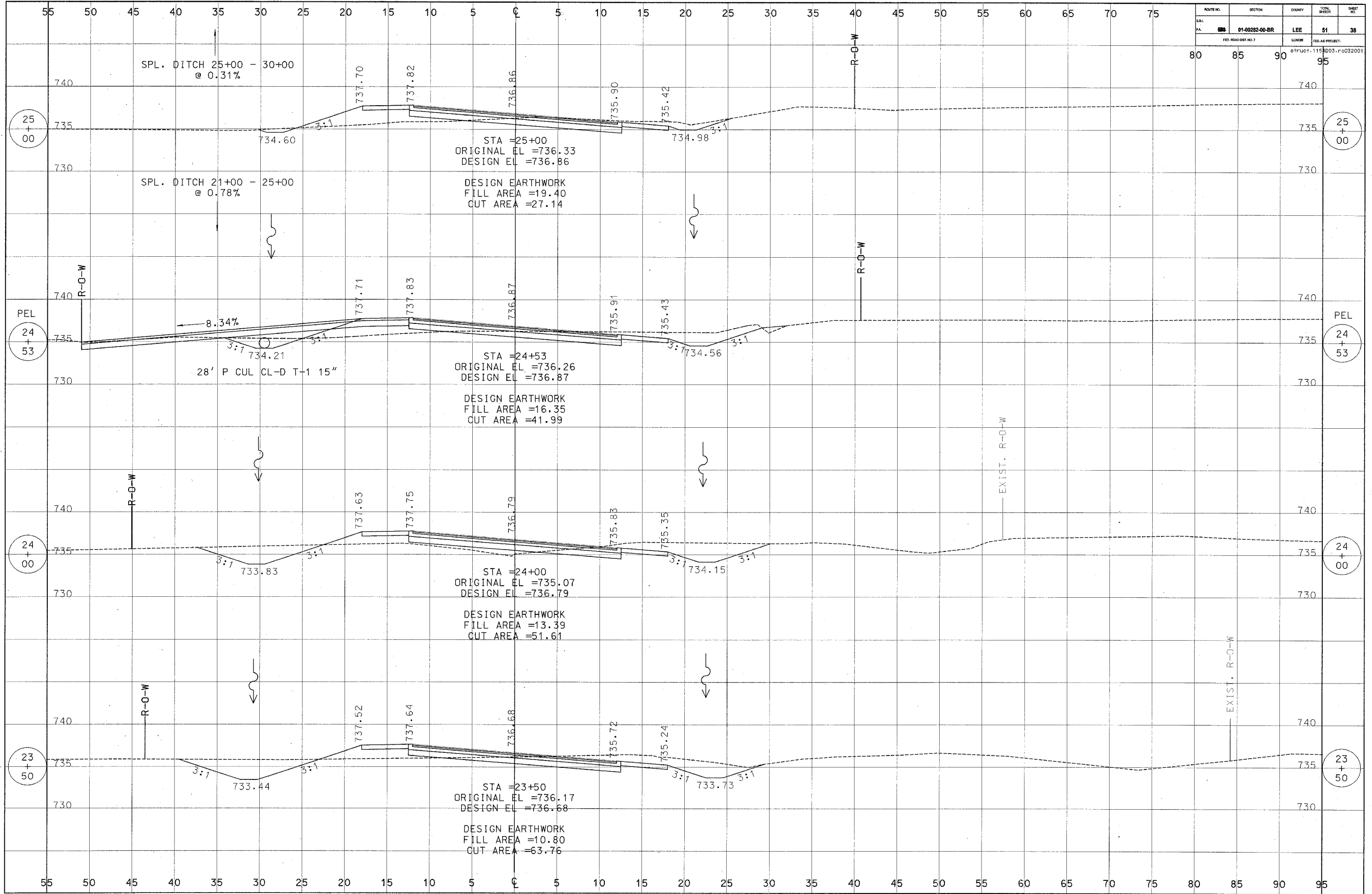
ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
01-40282-40-BR		LEE	51	33
PROJECT NO. 7		DATE	PROJECT	
150	160	170	180	180



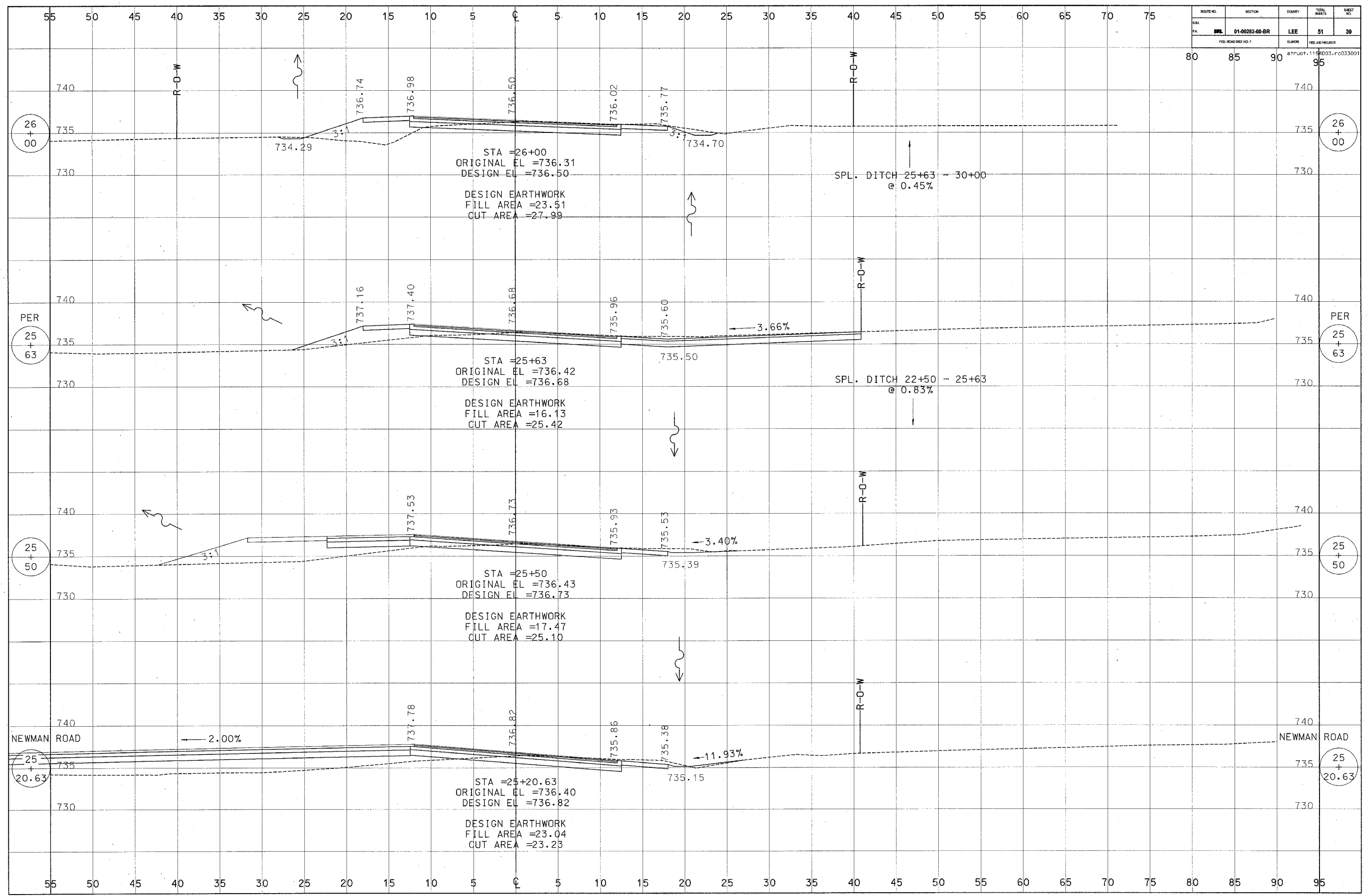




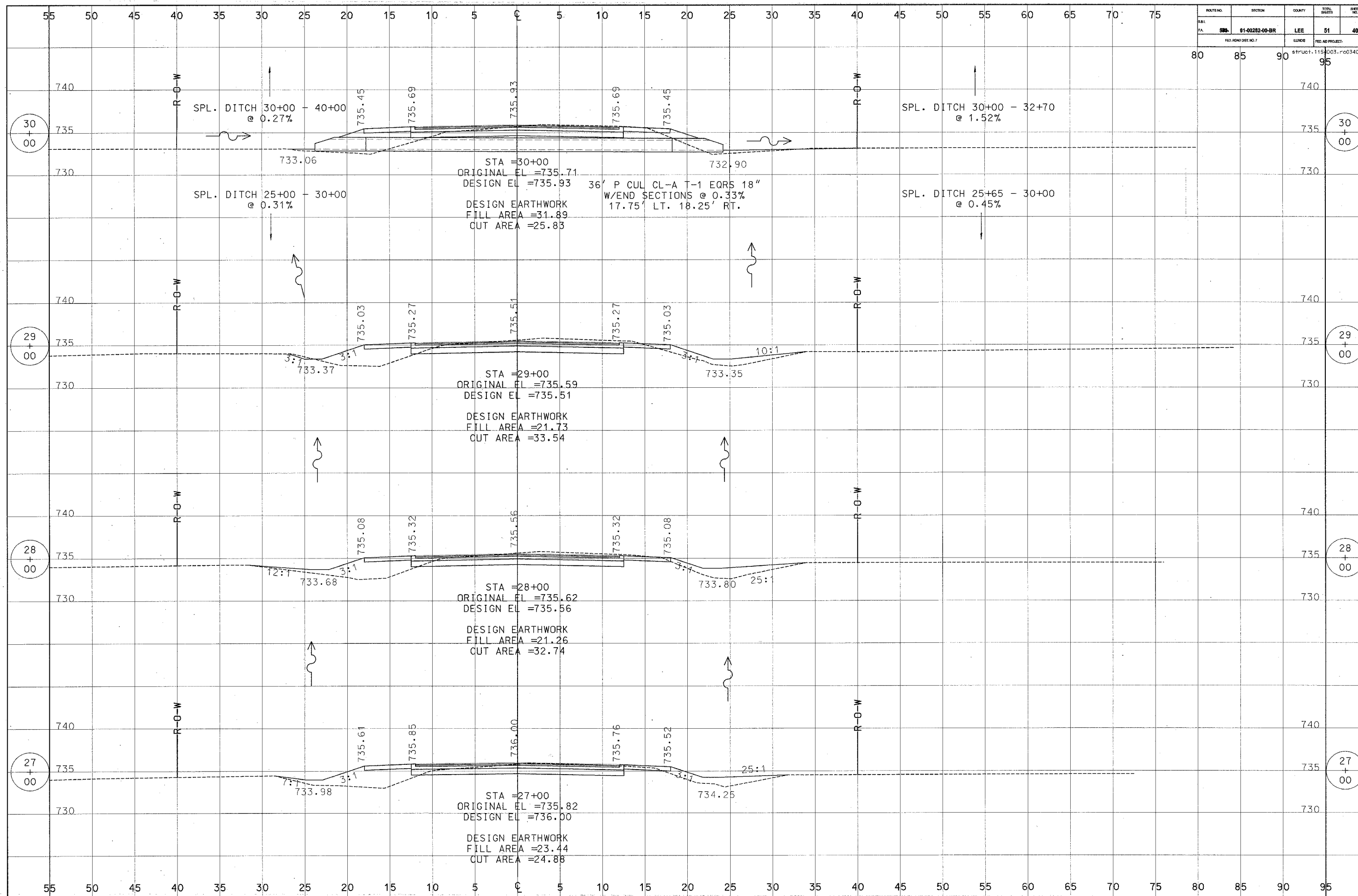
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01-00282-00-BR		LEE	51	36
FED. ROAD DIST. NO. 7		ALBANY	FED. AID PROJECT	
150	160	170	180	

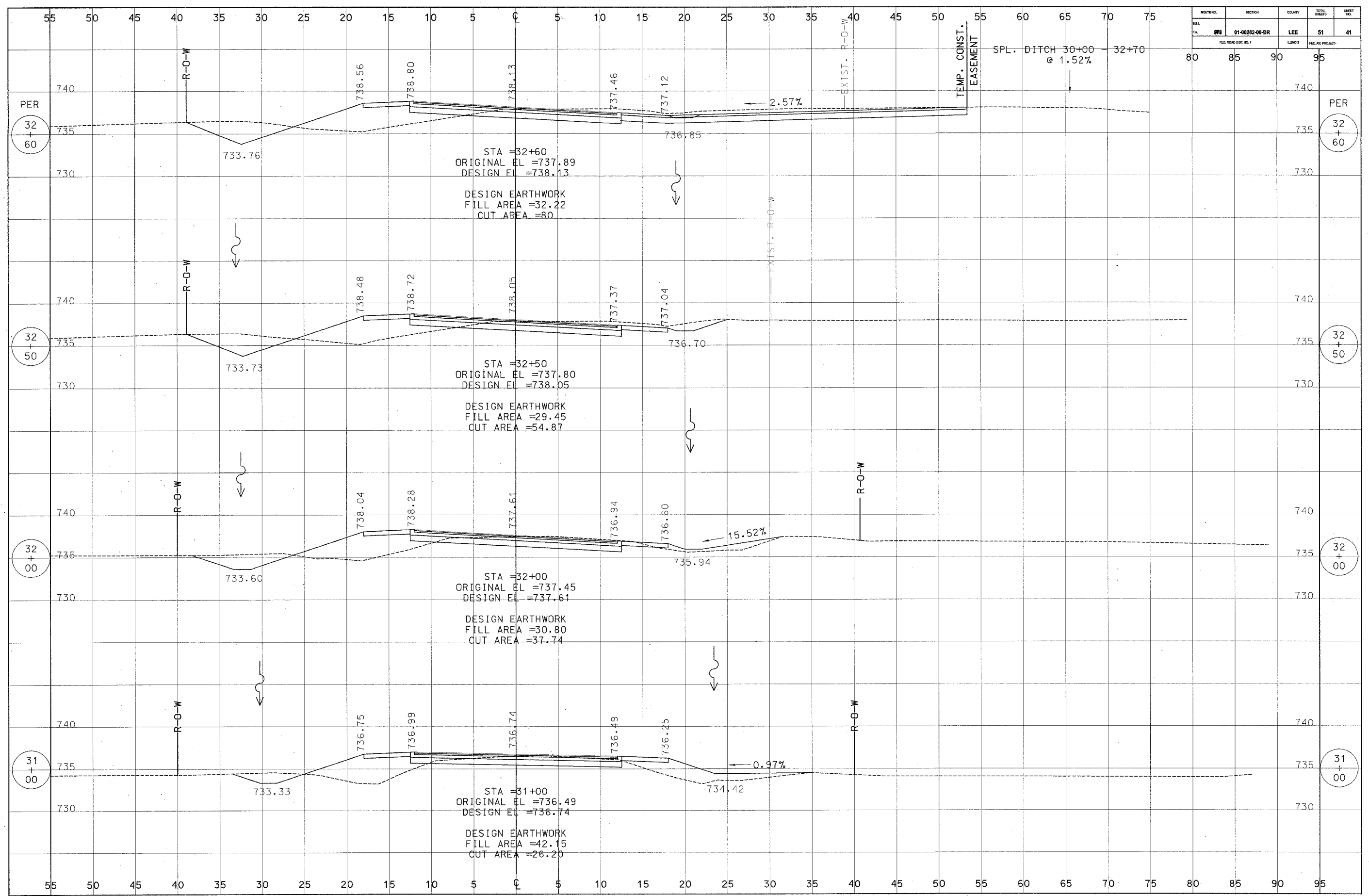


ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01-00282-00-BR		LEE	51	38
FED. ROAD DIST. NO. 7		FED. AID PROJECT:		
		81FUC07-115 RD03-R0032001		



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01-00282-00-BR	LEE	51	39	
FED. ROAD DIST. NO. 7		STATE	FED. AID PROJ. NO.	
		11540033	FD033001	





ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01-00282-00-BR	LEE	51	41	
FED. ROAD DIST. NO. 1		LENDIS	FED. AID PROJ. NO.	

SPL. DITCH 30+00 - 32+70 @ 1.52%

TEMP. CONST. EASEMENT

EXIST. R-O-W

R-O-W

R-O-W

R-O-W

R-O-W

R-O-W

R-O-W

STA = 32+60
ORIGINAL EL = 737.89
DESIGN EL = 738.13

DESIGN EARTHWORK
FILL AREA = 32.22
CUT AREA = 80

STA = 32+50
ORIGINAL EL = 737.80
DESIGN EL = 738.05

DESIGN EARTHWORK
FILL AREA = 29.45
CUT AREA = 54.87

STA = 32+00
ORIGINAL EL = 737.45
DESIGN EL = 737.61

DESIGN EARTHWORK
FILL AREA = 30.80
CUT AREA = 37.74

STA = 31+00
ORIGINAL EL = 736.49
DESIGN EL = 736.74

DESIGN EARTHWORK
FILL AREA = 42.15
CUT AREA = 26.20

PER 32+60

PER 32+60

32+50

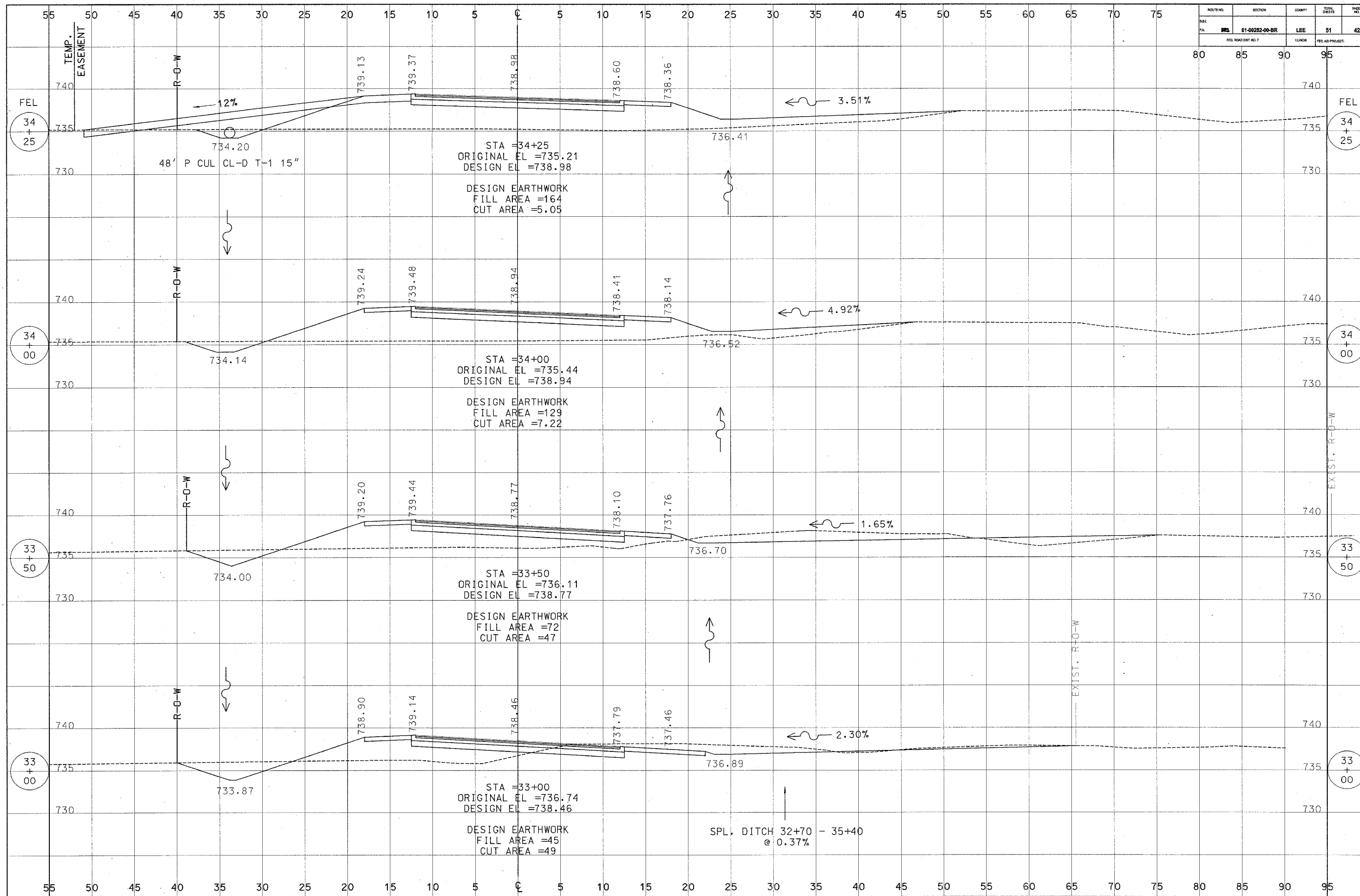
32+50

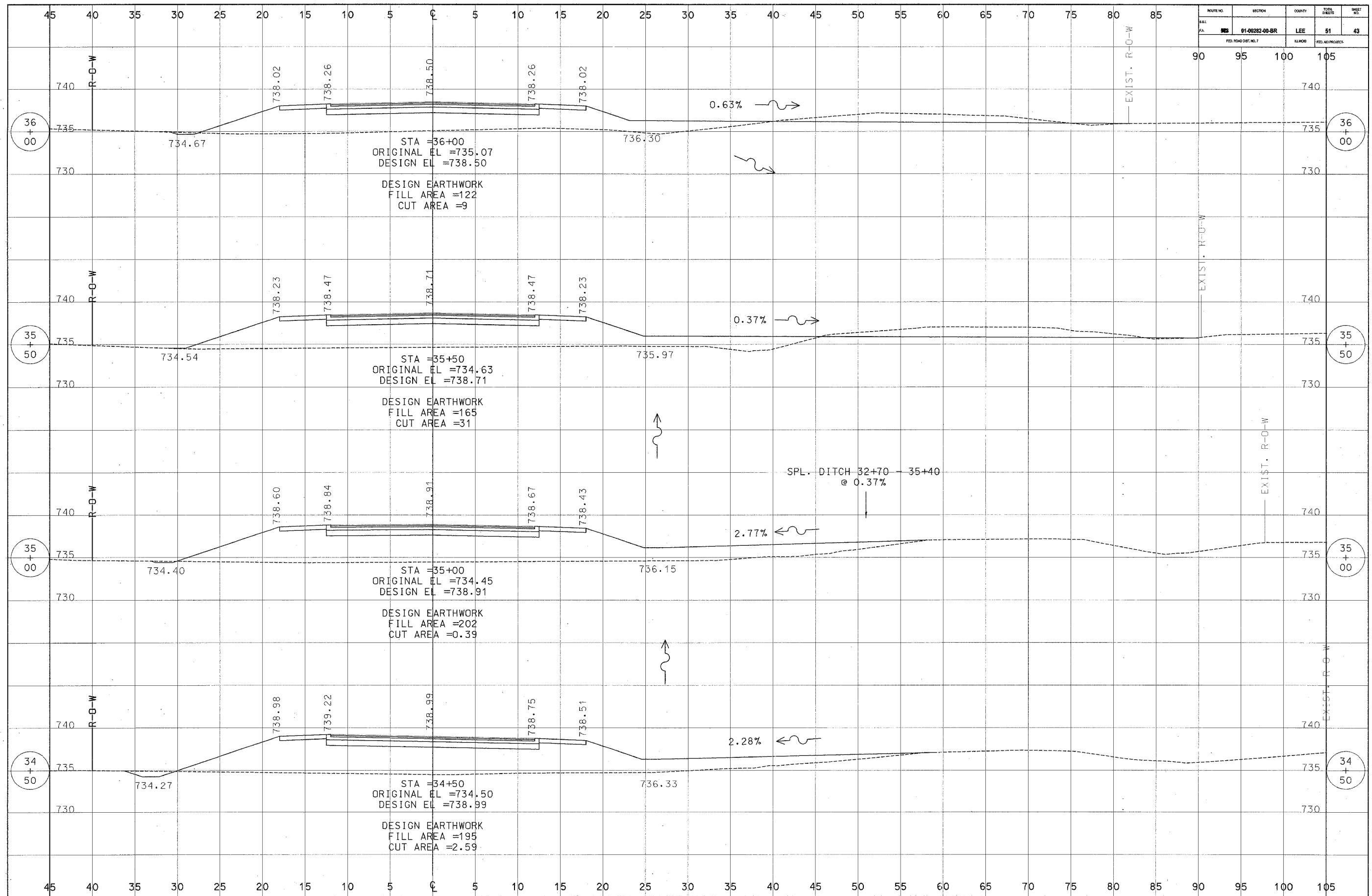
32+00

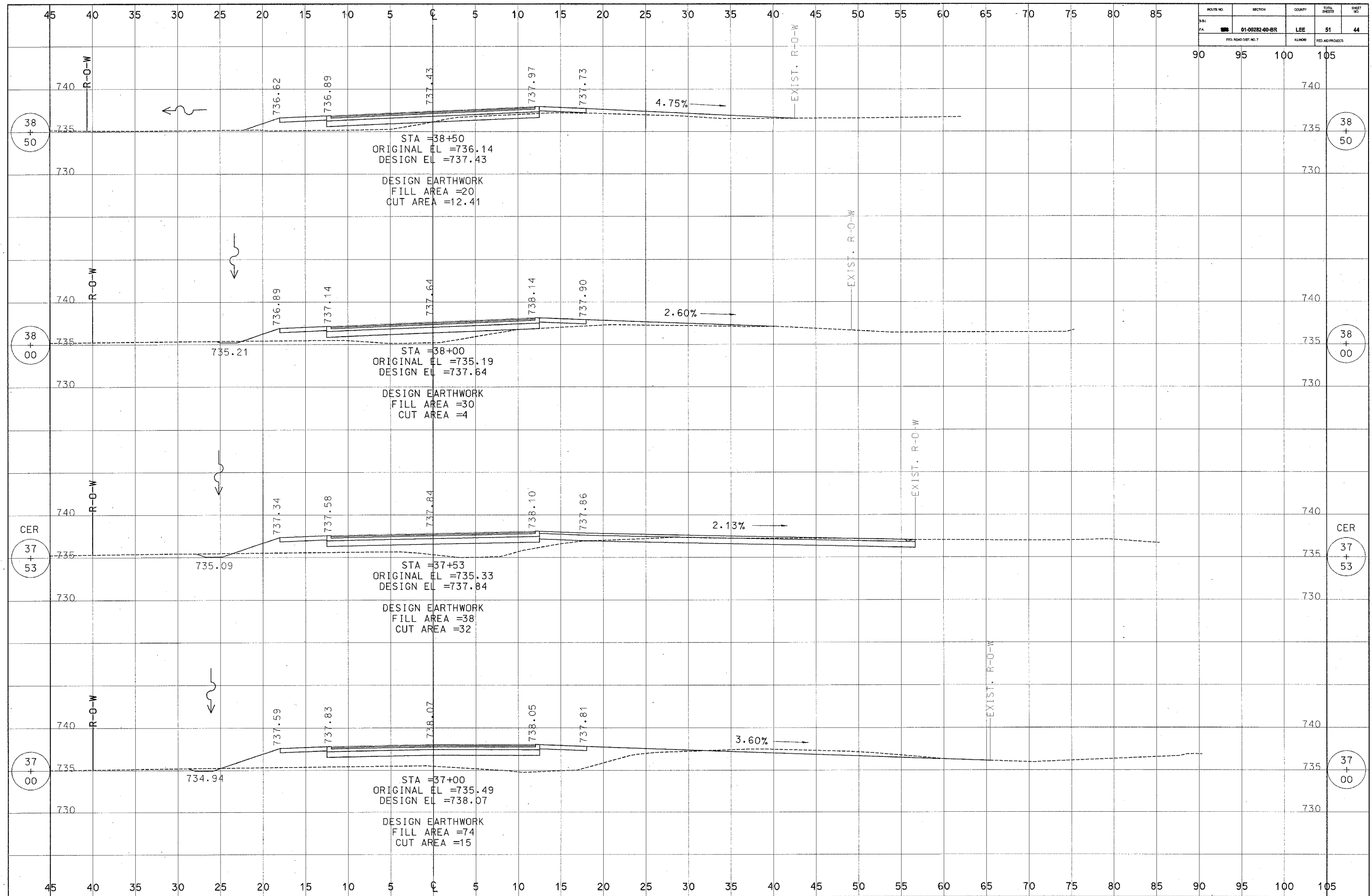
32+00

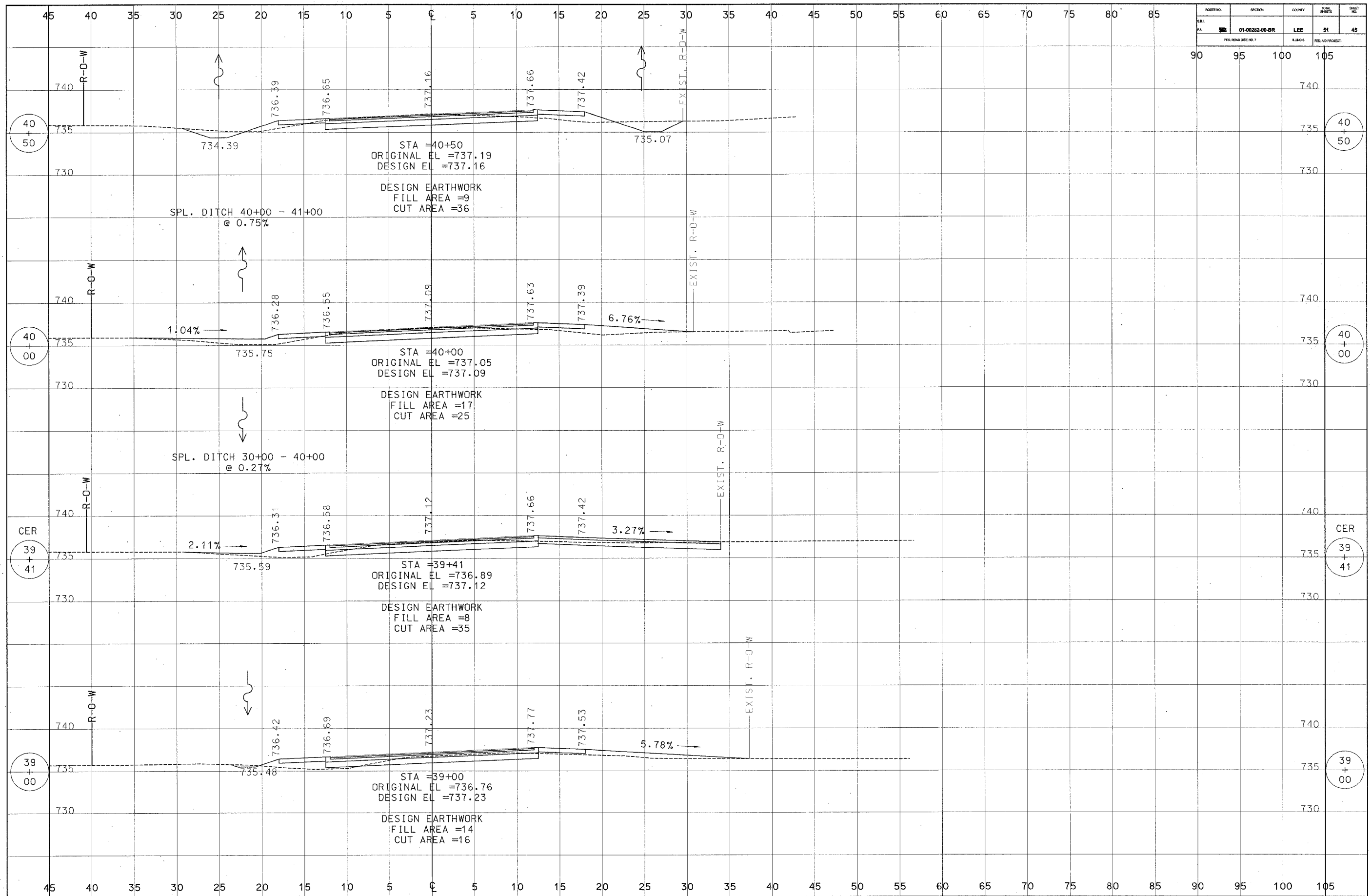
31+00

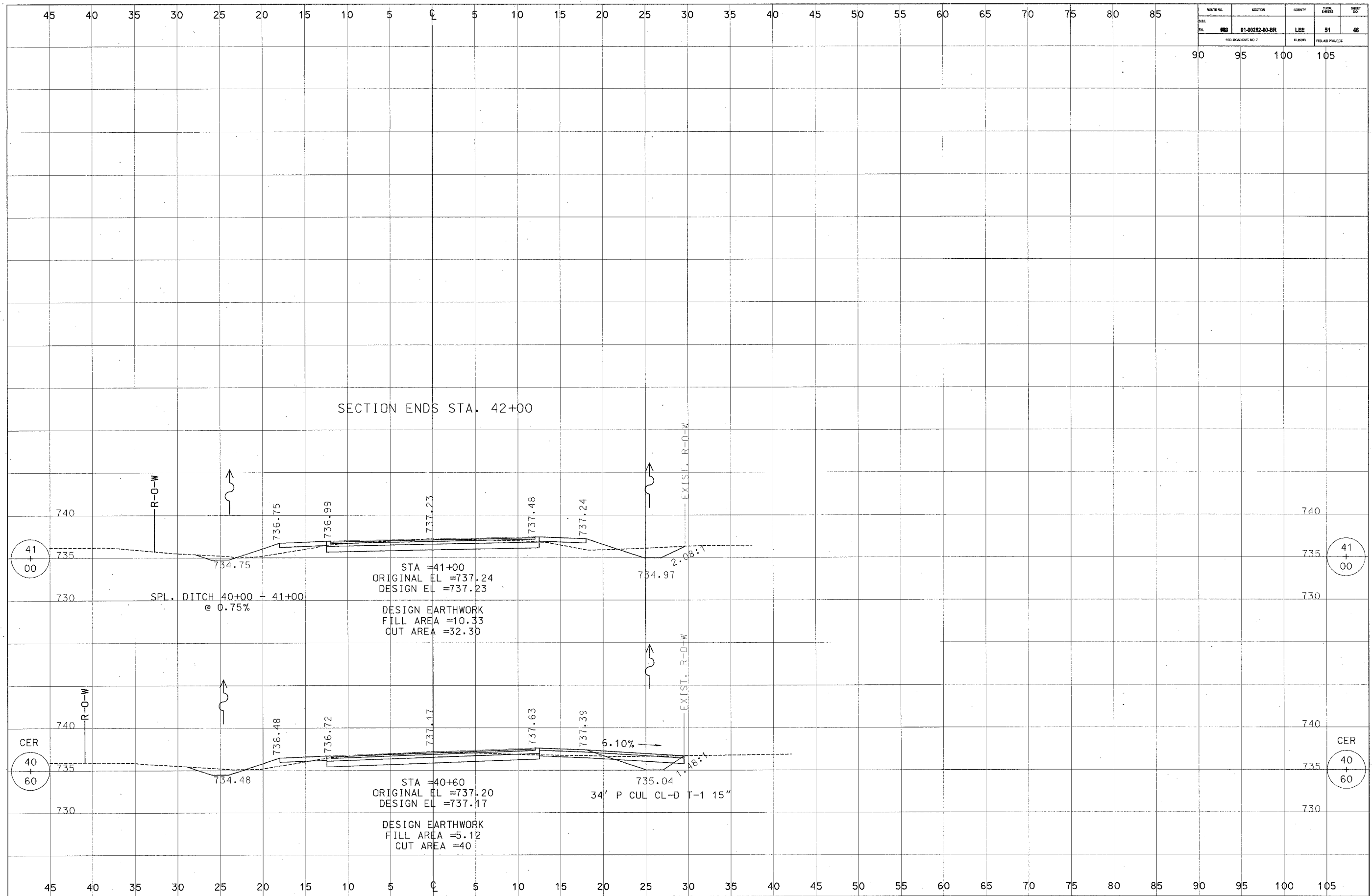
31+00

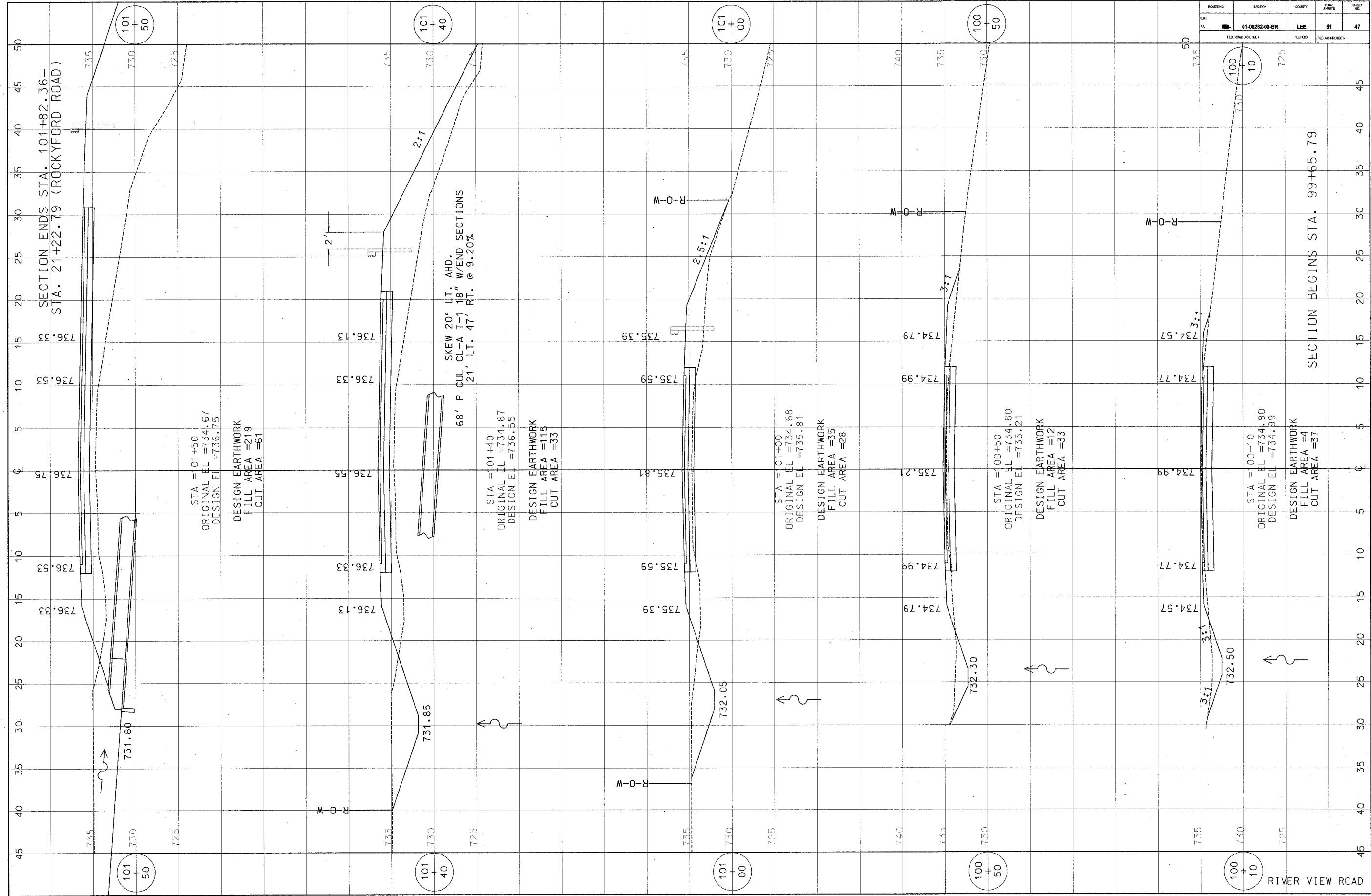


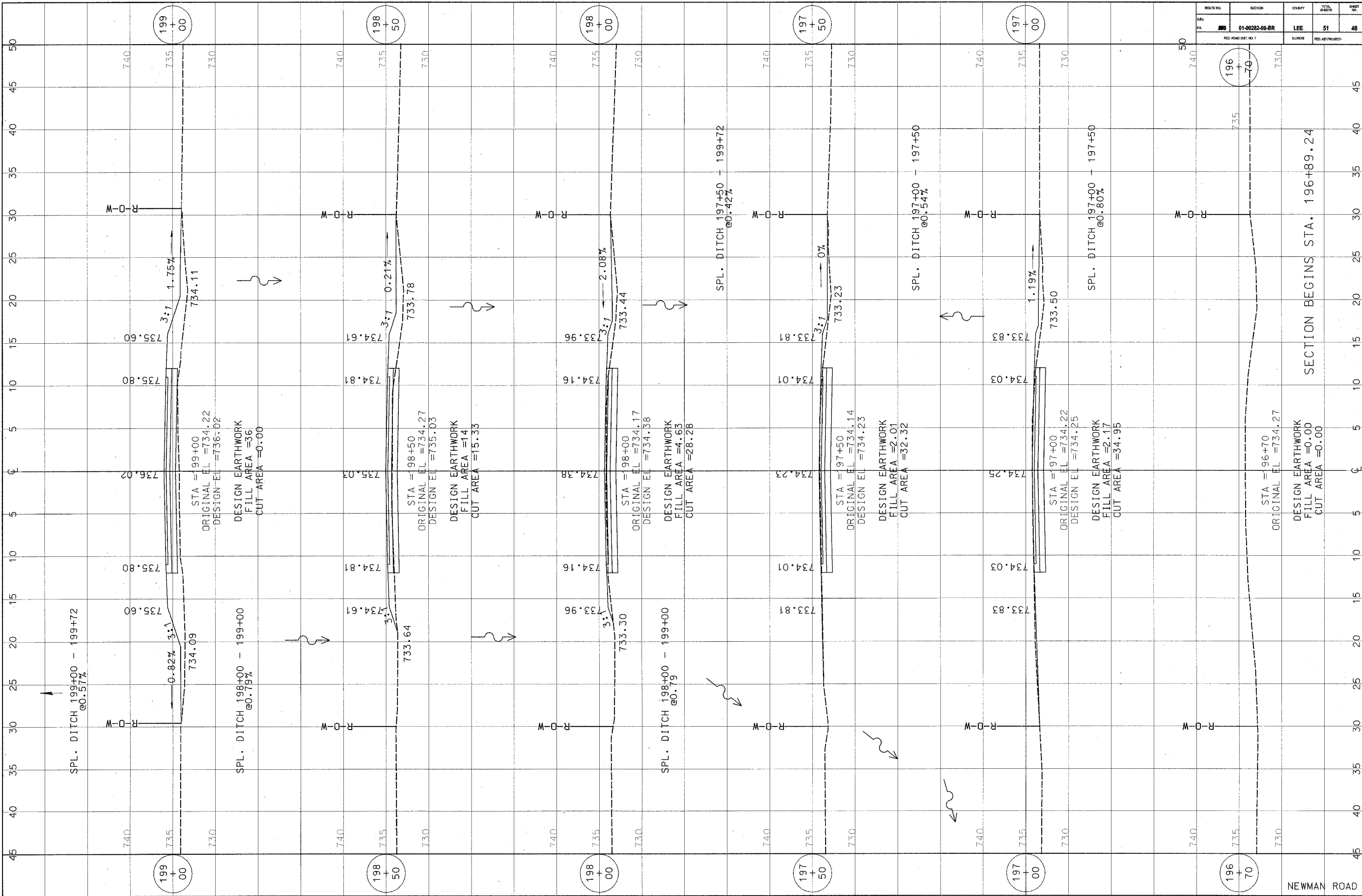






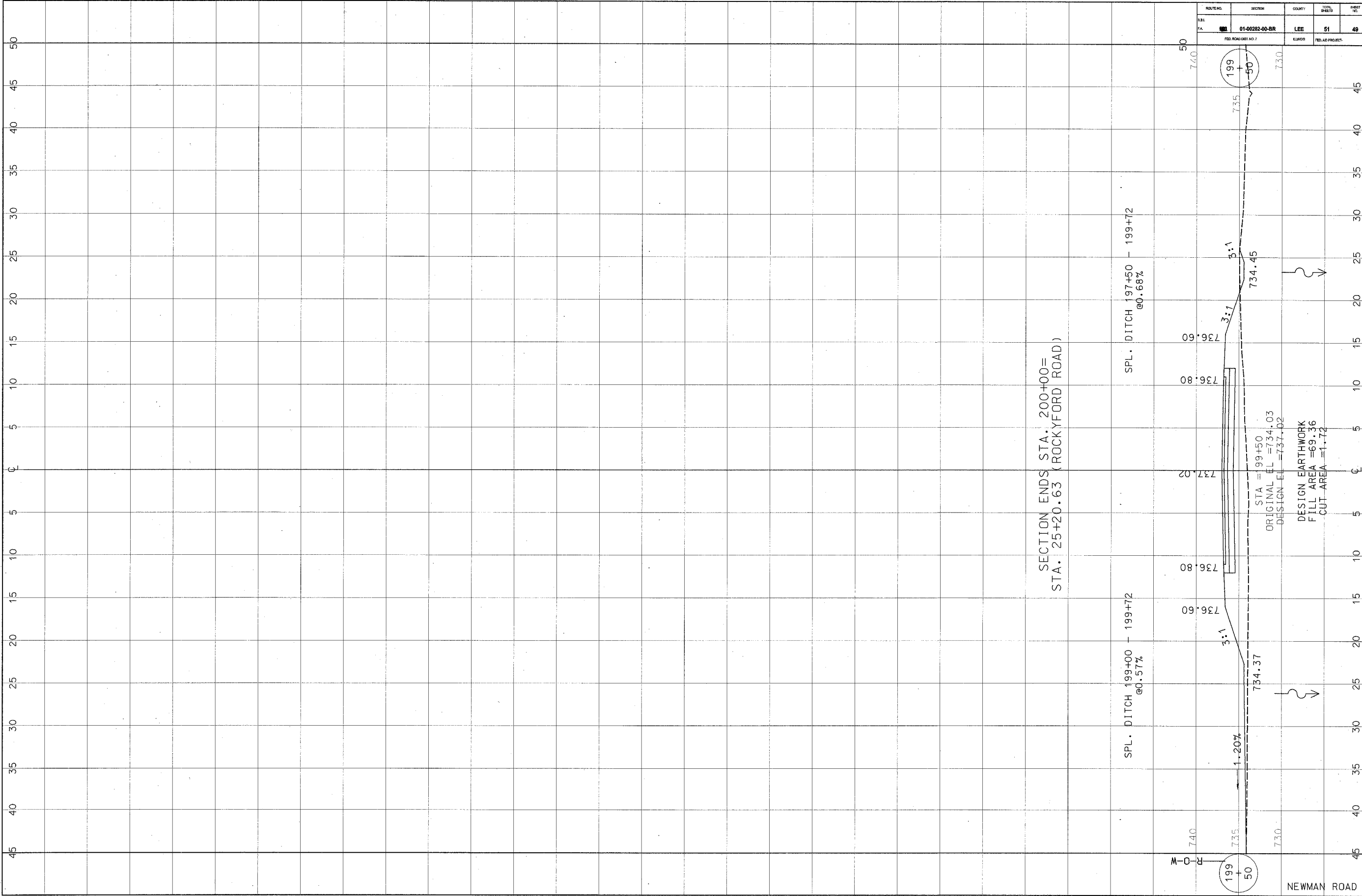




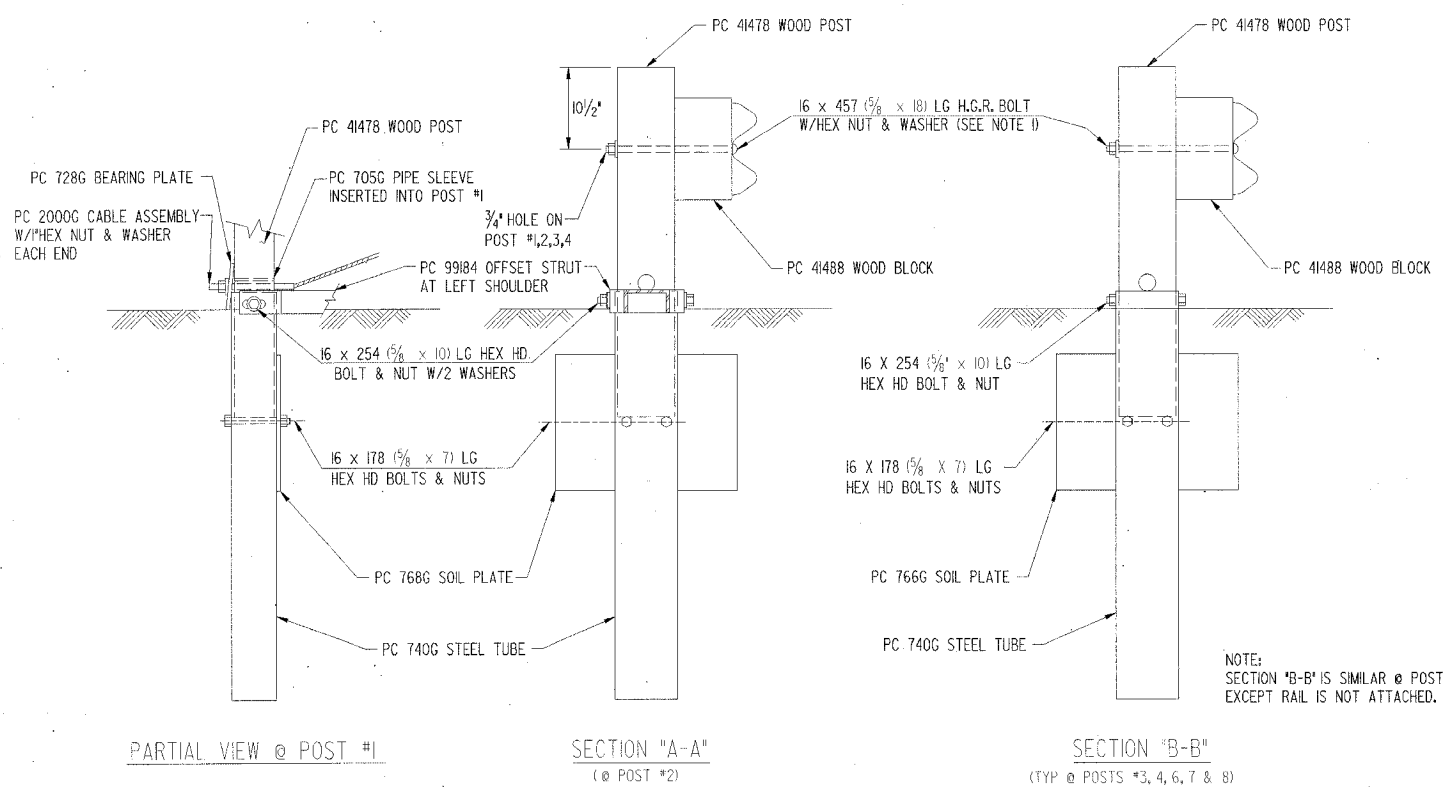
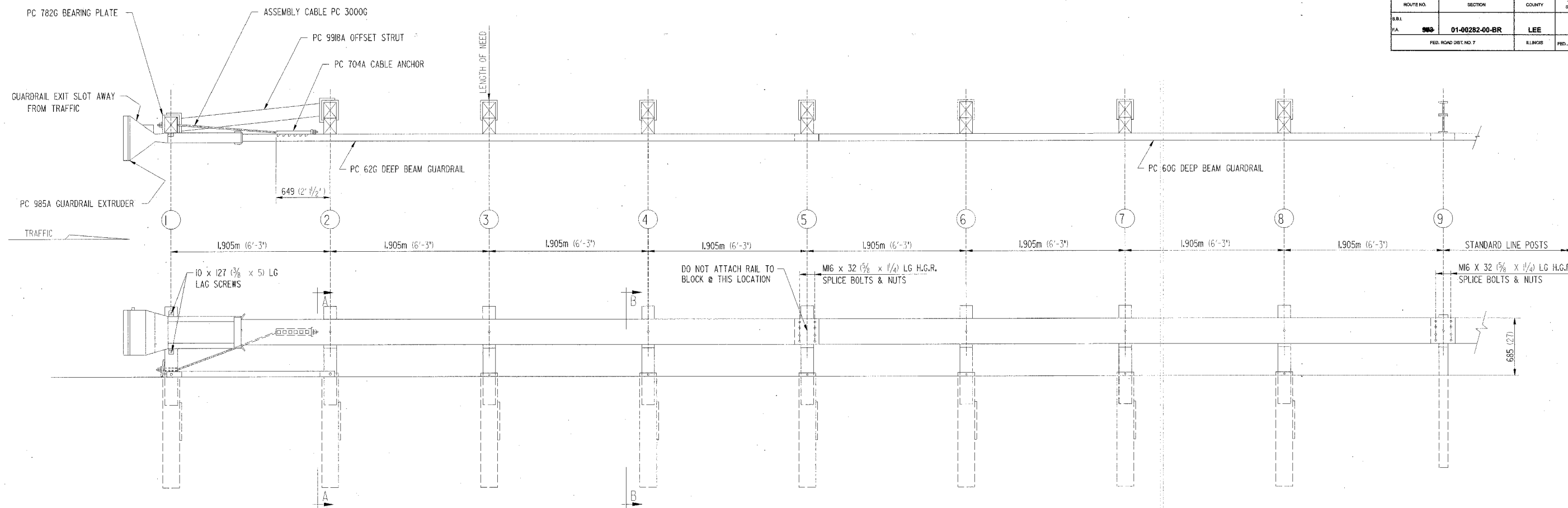


ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
01-00282-00-BR	LEE	51	48	

NEWMAN ROAD



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.R.L. PA. 988	01-00282-00-BR	LEE	51	50
FED. ROAD DIST. NO. 7		KLMGIB	FED. AID PROJECT	

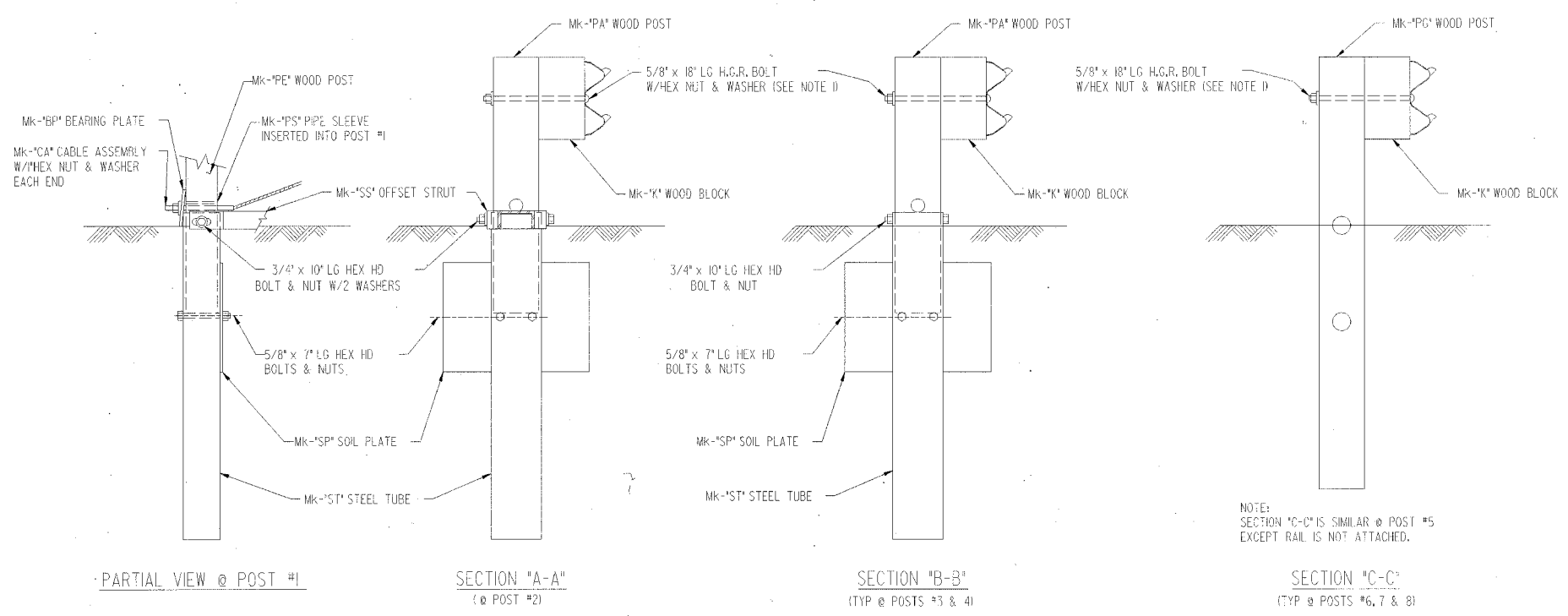
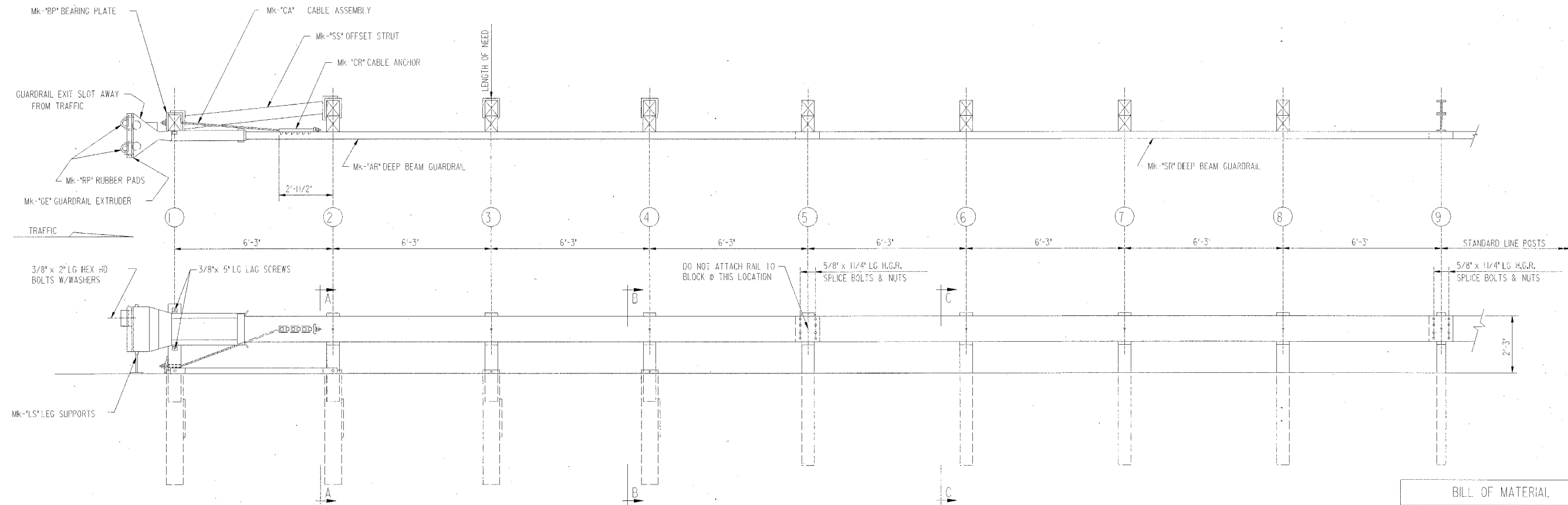


BILL OF MATERIAL		
PC	QTY.	DESCRIPTION
60G	1	12/25/6'-3"/S (GUARDRAIL)
62G	1	12/25/6'-3"/S ANC (GUARDRAIL)
704A	1	CABLE ANCHOR BRACKET
705G	1	2" x 5 1/2" PIPE
740G	8	4'-6" TUBE SLEEVE
766G	8	1/4" x 18" x 26" SOIL PLATE
782G	1	5/8" x 5/8" x 8" BEARING PLATE
985A	1	ET-2000 EXTRUDER
3000G	1	CABLE 3/4" x 6'-6"
3300G	11	5/8" WASHER
3340G	47	5/8" HEX NUT
3350G	16	5/8" dia. x 1 1/4" SPLICE BOLT
3478G	16	5/8" dia. x 7 1/2" HEX HD BOLT
3497G	8	5/8" dia. x 9 1/2" HEX HD BOLT
3580G	7	5/8" dia. x 18" POST BOLT
3900G	2	1" WASHER
3970G	2	1" HEX NUT
41478	8	WD 3'-9" POST 5 1/2" x 7 1/2"
41488	7	WD BLOCK 1'-2" x 5 1/2" x 7 1/2"
4225G	2	3/8" dia. x 4" LAG SCREW
9918A	1	6'-3" STRUT

NOTES:
 1.) THE 16 (5/8") FLAT WASHER IS USED UNDER THE NUT, BEHIND THE POST ONLY. NO WASHER IS USED AT THE RAIL.
 2.) THE BREAKAWAY POSTS @ LOCATIONS #5, 6, 7 & 8 MAY BE AS SHOWN OR MAY UTILIZE POSTS AS SHOWN IN OPTION 'B' WITHOUT FOUNDATION TUBES. (SEE SYRO DRAWING NO. SS-241.) POSTS @ LOCATIONS #1, 2, 3 & 4 MUST USE FOUNDATION TUBES.
 3.) THE ET-2000 WAS TESTED ON FLAT & LEVEL TERRAIN. IT IS NOT RECOMMENDED ON SLOPES.
 4.) MANUFACTURER SUGGESTS CUSTOMER TO PROVIDE REFLECTORIZER OF TERMINAL.

**STANDARD 93.1 ET-2000 TERMINAL
 OPTION "A"
 SECTION 01-00282-00-BR
 ROCKYFORD ROAD over GREEN RIVER
 STA. 20+00 (S.N. 052-3512)
 LEE COUNTY
 W/A # 1154D03**

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PA 000	01-00282-00-BR	LEE	51	51
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT:	



BILL OF MATERIAL		
MK	QTY	DESCRIPTION
PE	1	WOOD POST
LS	2	LEG SUPPORT
RP	2	RUBBER PAD
SR	1	DEEP BEAM GUARD RAIL (12GA)
AR	1	DEEP BEAM GUARD RAIL (12GA)
PS	1	PIPE SLEEVE
SP	4	SOIL PLATE
K	7	WOOD BLOCK
PG	4	WOOD POST
PA	3	WOOD POST
ST	4	STEEL TUBE
BP	1	BEARING PLATE
CR	1	CABLE ANCHOR
CA	1	CABLE ASSEMBLY
SS	1	OFFSET STRUT (LEFT OR RIGHT)
GE	1	GUARDRAIL EXTRUDER
HARDWARE		
	4	3/4" x 10" HEX HD BOLT
	4	3/4" HEX NUT
	4	3/4" WASHER
	7	5/8" x 18" H.G.R. POST BOLT
	16	5/8" x 11/4" H.G.R. SPLICE BOLT
	8	5/8" x 7" HEX HD BOLT
	16	5/8" H.G.R. NUT
	15	5/8" HEX NUT
	7	5/8" WASHER
	2	3/8" x 5" LAG SCREW
	4	3/8" x 2" HEX HD BOLT
	4	3/8" WASHER
	2	1" HEX NUT
	2	1" WASHER

NOTES:
 1) THE 5/8" FLAT WASHER IS USED UNDER THE NUT, BEHIND THE POST ONLY. NO WASHER IS USED AT THE RAIL.
 2) THE BREAKAWAY POSTS @ LOCATIONS #5, 6, 7 & 8 MAY BE AS SHOWN OR MAY UTILIZE POSTS AS SHOWN IN OPTION 'A' WITH FOUNDATION TUBES. (SEE SYRO DRAWING NO. SS-251). POSTS @ LOCATIONS #1, 2, 3 & 4 MUST USE FOUNDATION TUBES.
 3) THE ET-2000 WAS TESTED ON FLAT & LEVEL TERRAIN. IT IS NOT RECOMMENDED ON SLOPES.
 4) MANUFACTURER SUGGESTS CUSTOMER TO PROVIDE REFLECTORIZATION OF TERMINAL.

STANDARD 93.1 ET-2000 TERMINAL
OPTION "B"
 SECTION 01-00282-00-BR
 ROCKYFORD ROAD over GREEN RIVER
 STA. 20+00 (S.N. 052-3512)
 LEE COUNTY
 WHA # 1154D03