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DESIGN DESIGNATION

300(00) AREA SERVICE 0.731 (BIT-20)

CALL J.U.L.I.E. BEFORE YOU DIG, 800-892-0123

CONTRACT NO. 34860

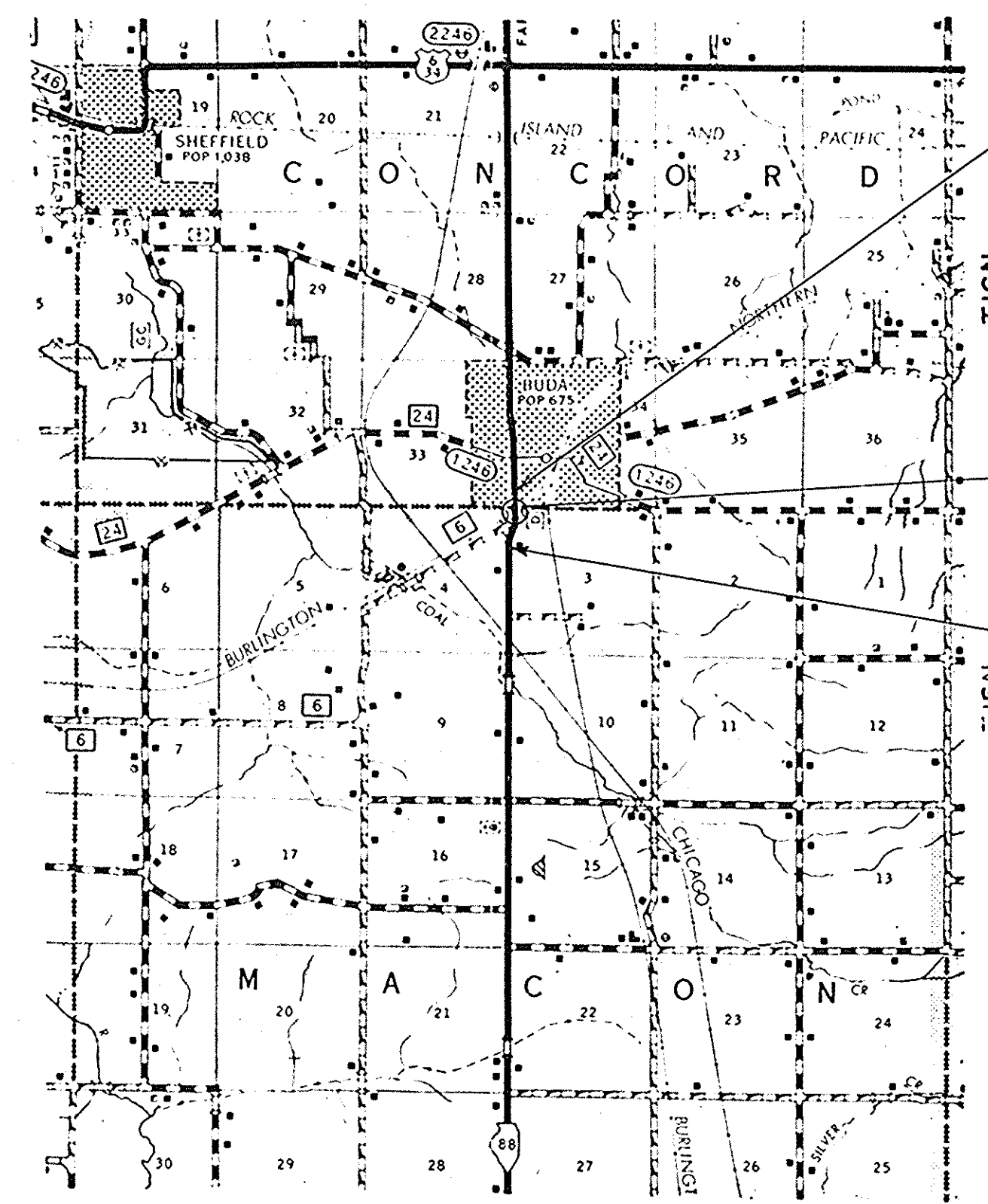
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLANS FOR PROPOSED
FEDERAL AID HIGHWAY

PLAN
PROFILE HORIZ.
PROFILE VERT.
CROSS SECTIONS

F.A. ROUTE 646
SECTION 122 V-BR.
PROJECT BR-F-646 (16)
BUREAU COUNTY

C92-146-80
R7E



PROJECT BEGINS

STA. 155+75.18
AT A POINT APPROXIMATELY
430' NORTH AND 186' EAST
OF THE SW CORNER OF SECTION 34, T16N
R7E OF THE 4TH PRINCIPLE MERIDIAN, AND
INCLUDES REMOVAL AND RECONSTRUCTION OF
THE STRUCTURE CARRYING TRAFFIC ON ILL. 88
(FA 646) OVER THE B.N.R.R. TRACKS AT BUDA.

BRIDGE OMISSION (STRUCTURE NO. 006-0138)

STA. 163+58.93-165+97.76

PROJECT ENDS

STA. 178+14.57

EQUATION 178+14.57 BK=

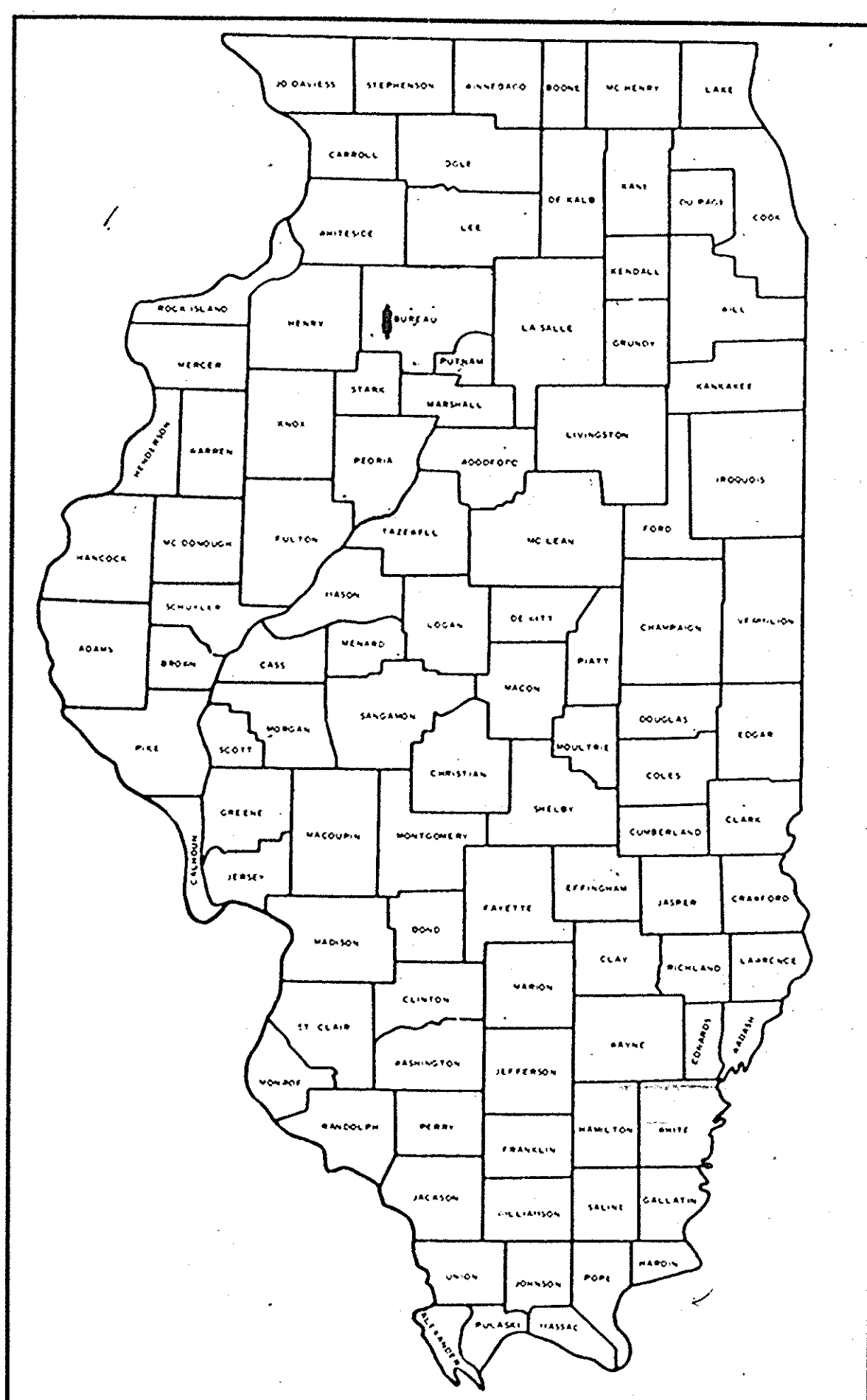
178+19.57 AH

GROSS LENGTH OF SECTION = 2239.39 FT. = 0.42412 MI.

NET LENGTH OF SECTION = 2000.36 FT. = 0.3788 MI.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	122 V-BR	BUREAU	36	7
P.H.W.A. REG. ILLINOIS PROJECT				

P-92-007-78



LOCATION OF SECTION INDICATED THUS: —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED October 3 1980
C. J. S. DISTRICT ENGINEER

EXAMINED Dec 4 1980
Philip W. Lane ENGINEER OF PLANS AND CONTRACTS

PASSED Dec 4 1980
Thomas R. Light ENGINEER OF DESIGN

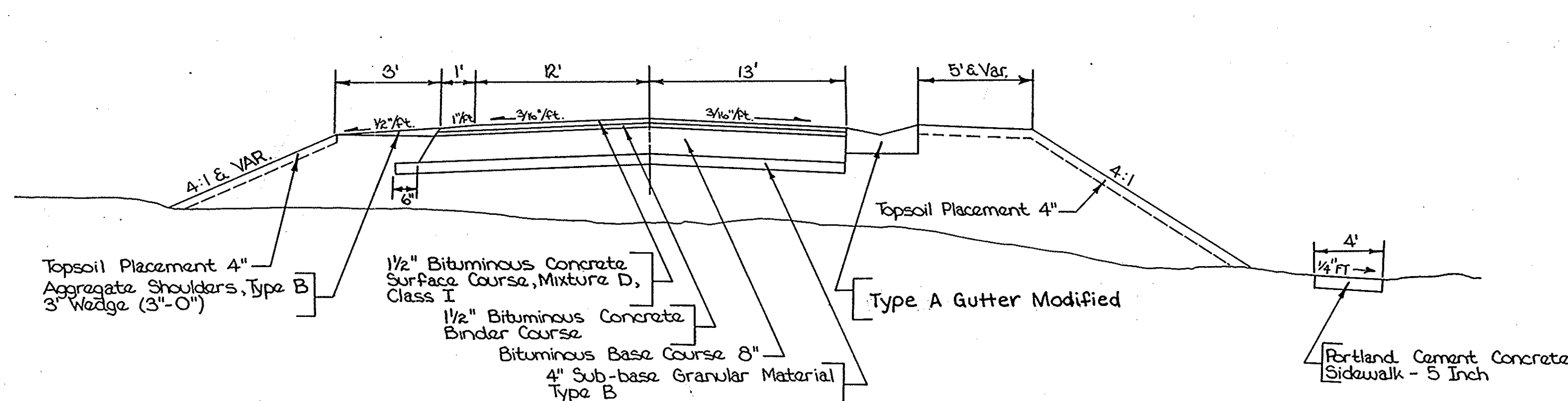
APPROVED Dec 4 1980
John J. Homan DIRECTOR, DIVISION OF HIGHWAYS

REVISED SET 1-28-81

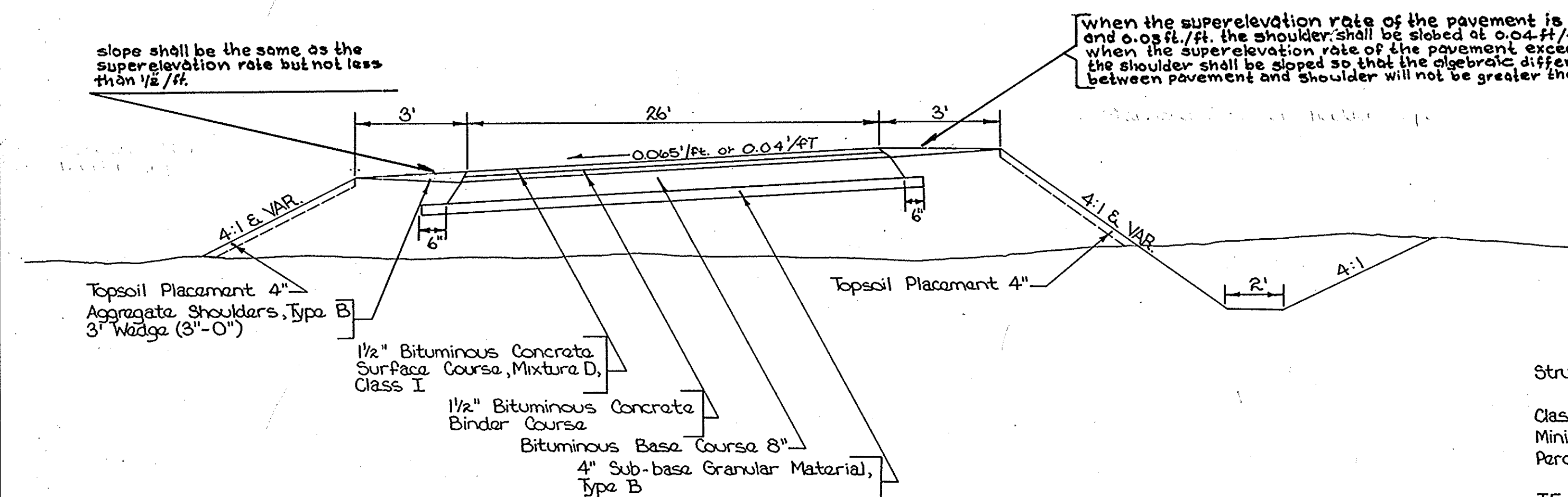
TYPICAL SECTIONS

The thickness of bituminous mixture shown on the plans is the nominal thickness. Deviations from the nominal thickness will be permitted when such deviations occur due to irregularities in the existing surface or base on which the bituminous mixture is placed

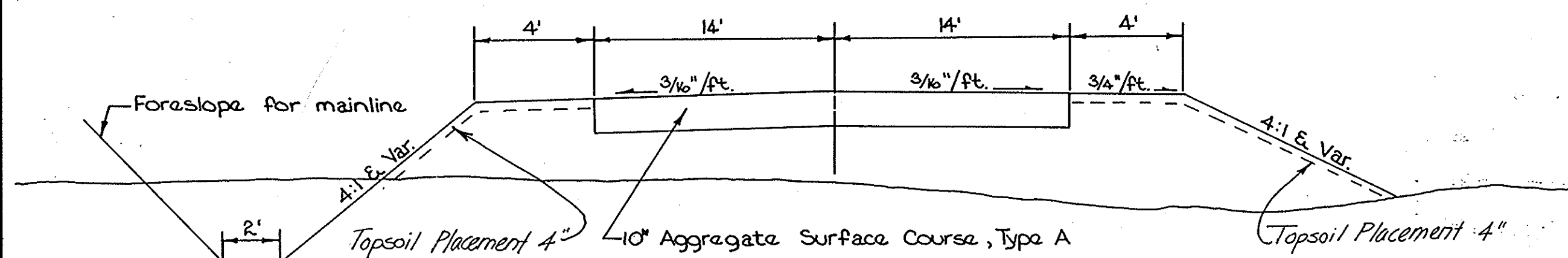
* 122V-BR				
ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA. 646	*	Bureau	36	2
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		



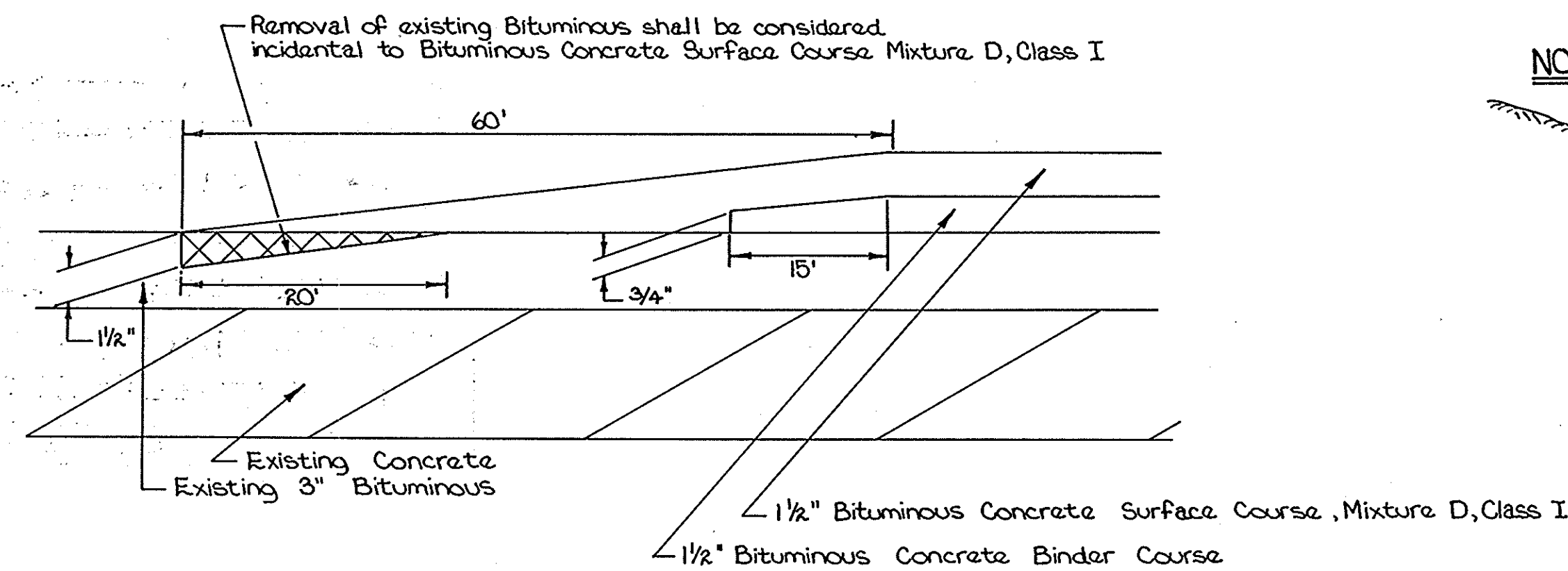
MAINLINE TANGENT SECTION



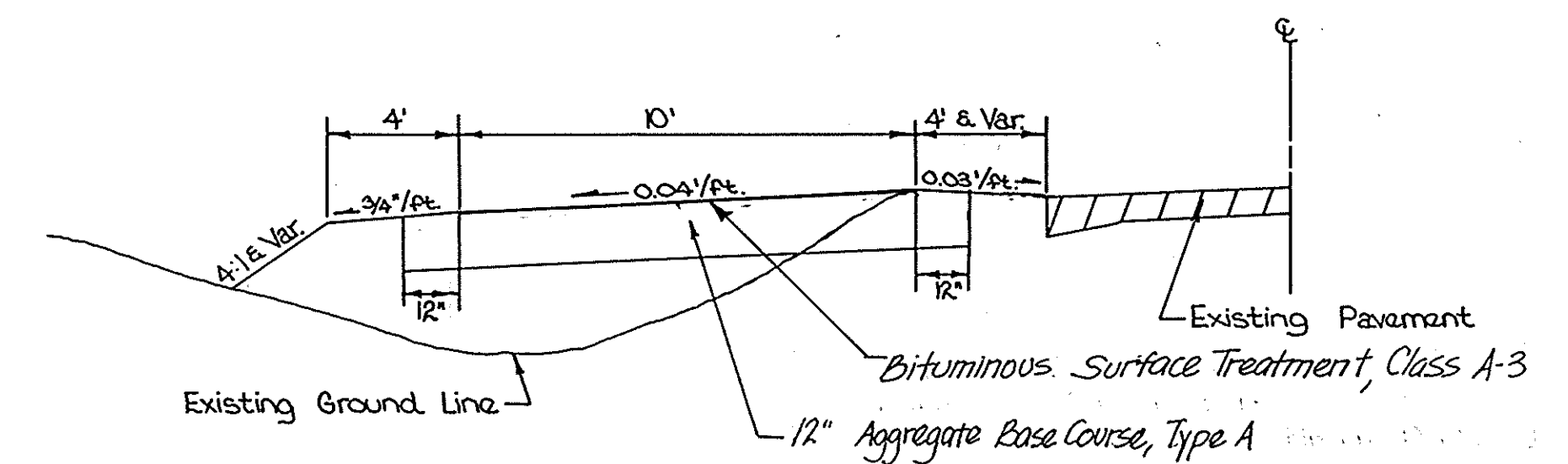
MAINLINE SUPERELEVATION SECTION



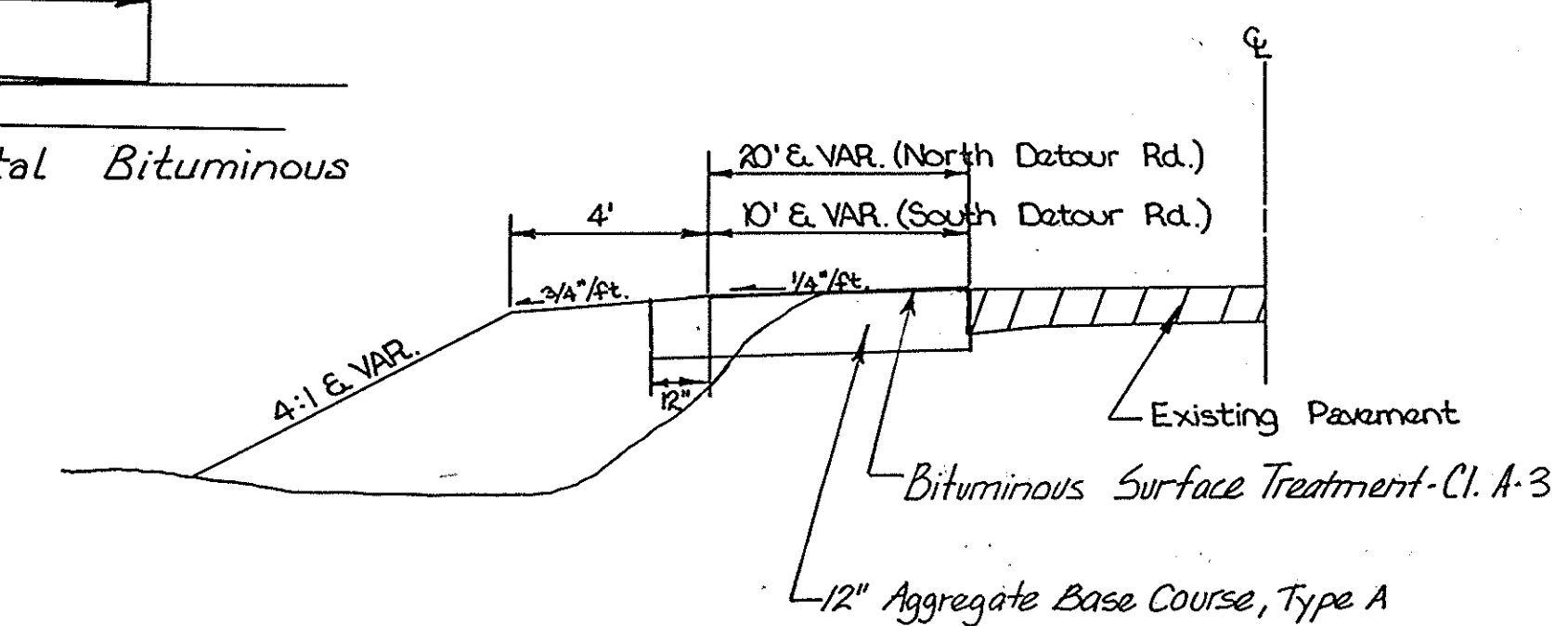
SIDE ROAD STATION 173+05 (FA. 646)
COUNTY HWY. 6.



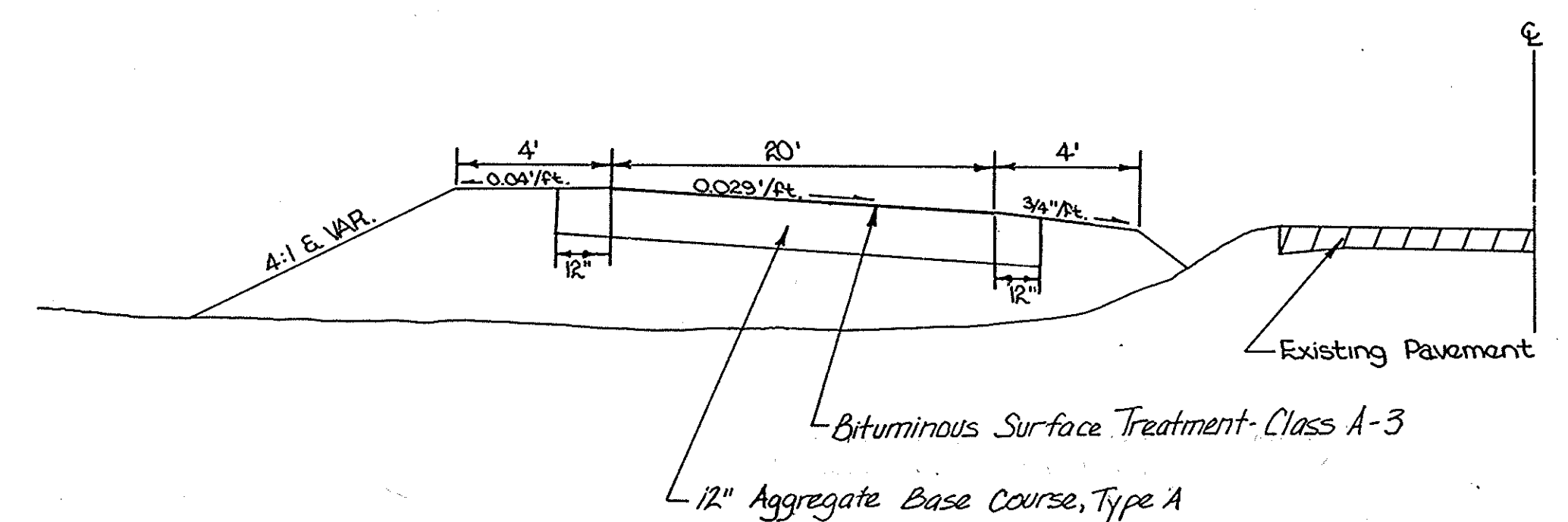
TAPER STATION 155+15.18 - 155+75.18



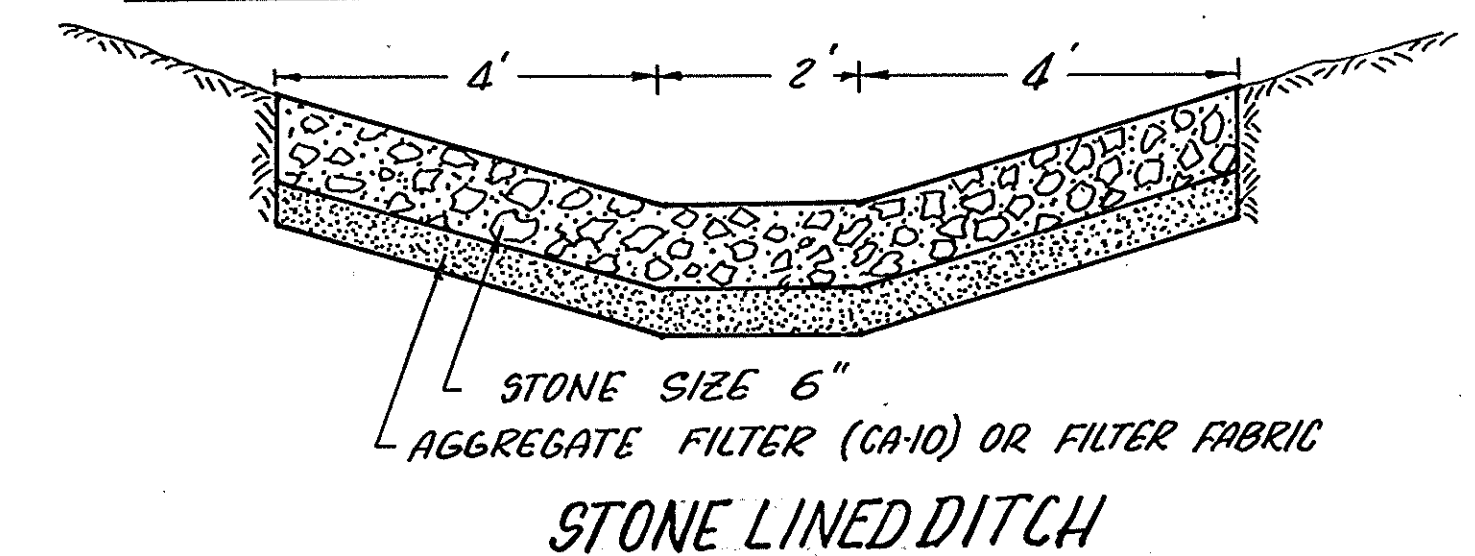
SOUTH DETOUR ROAD SUPERELEVATED



NORTH & SOUTH DETOUR ROAD ADJACENT TO EXISTING PAVEMENT



NORTH DETOUR ROAD - SUPERELEVATED



STONE SIZE 6"
AGGREGATE FILTER (CA-10) OR FILTER FABRIC
STONE LINED DITCH

Structural Design Traffic: Year 1990; PC = 1385
SU = 345; MU = 195
Class II Road or Street
Minimum Soil Support: C.B.R. = 5
Percent of S.D.T. in Design Lane: $U_p = 50\%$; $U_s = 50\%$; $U_m = 50\%$
TF = 0.731; $D_t = 3.5$
Pavement Structure Materials:
Surface Course Type: 3" Class I, min. strength 1700; $A_{s1} = 4$
Base Course Type: 8" Stab. Gran. Mat., min. strength 1500; $A_{s2} = 3$
Sub-base Type: 4" Gran. Mat. Type B, min. strength 30; $A_{s3} = 11$

NOTE: Protective Coat shall be applied to all gutters, approach pavement, and approach shoulder pavement.

DESIGNED B. Wagner
DRAWN T. Dysart
CHECKED

DATE 7-25-'80
SCALE None

Revised
Rev. 2-23-81

GENERAL NOTES

THE GUTTER OUTLET RIGHT OF STA. 160 + 50 SHALL BE CONSTRUCTED WITH THE BASIN FLOW TO BE A DEPTH GREAT ENOUGH TO DRAIN THE UNDERDRAIN AS SHOWN ON THE PLANS, THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE OUTLET.

THE INLET BOX LEFT OF STATION 162 + 48 SHALL INCLUDE THE REMOVAL AND DISPOSAL OF THE EXISTING INLET.

SEE CROSS-SECTIONS FOR SPECIAL DITCHES AND BACK SLOPES.

EXCAVATION IN OLD GRAVEL OR MACADAM ROAD TO BE PAID FOR AS EARTH EXCAVATION.

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 CONSIDERED INCIDENTAL TO PAVEMENT REMOVAL.

THE CONTRACTOR SHALL PLACE A PERMANENT BENCH MARK, TYPE I IN THE BRIDGE PARAPETS AS DIRECTED BY THE ENGINEER.

TYPICAL SECTIONS SHALL GOVERN WHENEVER DEVIATIONS OCCUR BETWEEN THEM AND THE STANDARDS.

SEEDING CLASS II (MODIFIED) SHALL BE PLACED ON THE TOPSOIL AND DISTURBED EARTH SURFACES.

SPECIAL SEEDING SHALL BE PLACED ON THE TEMPORARY DETOUR AND SHALL CONSIST OF 64#/ACRE FARM OATS AND 50#/ACRE PERENNIAL RYEGRASS. MULCH SHALL BE REQUIRED ON THE SPECIAL SEEDING DURING THE NON-GROWING SEASON AT THE RATE OF 2 TONS OF STRAW PER ACRE AND 60 GALLONS OF EMULSIFIED ASPHALT PER TON OF STRAW. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO SEEDING CLASS II (MODIFIED).

THE FOLLOWING ITEMS HAVE BEEN ESTIMATED FOR THE ENTIRE SECTION:

NITROGEN FERTILIZER NUTRIENTS	500	LBS.
PHOSPHOROUS FERTILIZER NUTRIENTS	1000	LBS.
POTASSIUM FERTILIZER NUTRIENTS	300	LBS.
AGRICULTURAL GROUND LIMESTONE	15	TONS
EMULSIFIED ASPHALT	3.8	TONS
EXCELSIOR BLANKET	538	SQ YDS
SPECIAL SEEDING	0.5	ACRE

SEEDING CLASS II (MODIFIED) - UNLESS OTHERWISE SPECIFIED BY THE ENGINEER, THE RATE OF APPLICATION OF ACTUAL FERTILIZER NUTRIENTS PER ACRE OF SEEDING CLASS II (MODIFIED) SHALL BE:

NITROGEN FERTILIZER NUTRIENTS	100	LBS.
PHOSPHORUS FERTILIZER NUTRIENTS	200	LBS.
POTASSIUM FERTILIZER NUTRIENTS	60	LBS.

MULCH METHOD II SHALL BE APPLIED AT A RATE OF 2 TON/ACRE OF SEEDING UNLESS OTHERWISE SPECIFIED BY THE ENGINEER.

EMULSIFIED ASPHALT SHALL BE APPLIED AT A RATE OF 100 GALLONS/TON OF MULCH UNLESS OTHERWISE SPECIFIED BY THE ENGINEER

AGRICULTURAL GROUND LIMESTONE SHALL BE APPLIED AT A RATE OF 3 TONS/ACRE OF SEEDING UNLESS OTHERWISE SPECIFIED BY THE ENGINEER.

NO OVERHAUL HAS BEEN COMPUTED AND NONE SHALL BE PAID FOR FROM ANY SOURCE.

THE CONTRACTOR SHALL RESET, IN THE APPROXIMATE LOCATION, THE TWO 4' IRON POSTS LOCATED AT THE NW & SW CORNERS OF DELBERT MARTIN'S PROPERTY THAT WILL BE REMOVED DURING CONSTRUCTION. THE EXISTING POSTS MAY BE RESET IF SALVAGABLE, IF NOT, A SIMILIAR TYPE 4' IRON POST MAY BE USED. THIS WORK SHALL BE INCIDENTAL TO THE CONTRACT.

AGGREGATE PRIME COAT SHALL BE PLACED ON THE BITUMINOUS PRIME COAT ON CEL STA 155+20, SRR 173+05, SRL&R STA 156+45, PEL STA 157+61 & RT STA 156+68-158+34. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

THE COST OF MAKING CONNECTIONS FROM EXISTING SEWERS TO PROPOSED DRAINAGE STRUCTURES SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

BEFORE FINAL PAVEMENT MARKING, THE BUREAU OF TRAFFIC WILL BE CONTACTED TO FIELD CHECK THE NO PASSING ZONE MARKINGS.

TEMPORARY EASEMENT OFFSETS ARE MEASURED FROM THE EXISTING C.

THE TOPSOIL EXCAVATION QUANTITIES HAVE BEEN ADJUSTED TO ALLOW FOR 20% SHRINKAGE OF TOPSOIL BETWEEN REMOVAL AND REPLACEMENT

<i>David C. Davis</i>	1-25-81
DISTRICT ENGINEER OF DESIGN	DATE
<i>W. J. Parsons</i>	1-28-81
DISTRICT ENGINEER OF PLANNING	DATE
<i>W. J. Parsons</i>	1-28-81
DISTRICT ENGINEER OF TRAFFIC	DATE
<i>W. J. Parsons</i>	1-28-81
DISTRICT ENGINEER OF CONSTRUCTION	DATE
<i>W. J. Parsons</i>	1-28-81
DISTRICT ENGINEER OF MAINTENANCE	DATE
<i>W. J. Parsons</i>	1-28-81
DISTRICT ENGINEER OF MATERIALS	DATE

SUMMARY OF QUANTITIES

CODE NO	DESCRIPTION	UNIT	TOTAL	S42 6203	S51 X171	Y005
201001	TREE REMOVAL (6-15 INCH DIAMETER)	IN DIA	~~125~~ 143	~~125~~ 143		
201002	TREE REMOVAL (OVER 15 INCH DIAMETER)	IN DIA	~~287~~ 282	~~287~~ 282		
201005	TREE REMOVAL, ACRES	ACRE	0.2	0.2		
202001*	EARTH EXCAVATION	CU YD	6836	6836		
202002*	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	~~366~~ 320	~~366~~ 320		
204001*	BORROW EXCAVATION	CU YD	75,248	75,248		
208003*	QUARRY-RUN GRANULAR EMBANKMENT	TON	~~4398.74~~ 4389	~~4398.74~~ 4389		
213010*	SUB-BASE GRANULAR MATERIAL, TYPE B	TON	~~1194.34~~ 1170	~~1194.34~~ 1170		
215012	AGGREGATE SHOULDERS, TYPE B	TON	~~132.5~~ 124	~~132.5~~ 124		
216001	TOPSOIL EXCAVATION	CU YD	1698	1698		
216004	TRENCH BACKFILL	CU YD	23	23		
216003	TOPSOIL PLACEMENT 4 INCH	SQ YD	12,722		12,722	
301001*	AGGREGATE BASE COURSE, TYPE A	TON	~~1619.83~~ 1608	~~1619.83~~ 1608		
301014	AGGREGATE BASE COURSE, TYPE B	TON	~~289.86~~ 353	~~289.86~~ 353		
306004	BITUMINOUS CONCRETE BASE COURSE WIDENING 9"	SQ YD	54	54		
308005	BITUMINOUS BASE COURSE 8"	SQ YD	4724	4724		
402001	AGGREGATE SURFACE COURSE, TYPE A	TON	~~840.06~~ 848	~~840.06~~ 848		
403004	BITUMINOUS MATERIALS (COVER AND SEAL COATS)	TON	6.3	6.3		
403005	COVER COAT AGGREGATE	TON	42.45	42.45		
403006	SEAL COAT AGGREGATE	TON	22.2	22.2		
406002	BITUMINOUS MATERIALS (PRIME COAT)	TON	~~3.26~~ 10.2	~~3.26~~ 10.2		
406007*	BITUMINOUS CONCRETE BINDER COURSE	TON	~~469.65~~ 427	~~469.65~~ 427		
406013	BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I	TON	~~491.7~~ 480	~~491.7~~ 480		
407004	INCIDENTAL BITUMINOUS SURFACING	TON	~~188~~ 120	~~188~~ 120		
503003	PROTECTIVE COAT	SQ YD	~~1262~~ 1309	~~1262~~ 1309		
408015	PORTLAND CEMENT CONCRETE BRIDGE APPROACH SHOULDER PAVEMENT	SQ YD	~~15.54~~ 14	~~15.54~~ 14		
501001*	REMOVAL OF EXISTING STRUCTURE	EACH	1	1		
501052*	REMOVE EXISTING CULVERTS	EACH	3	3		
502001	STRUCTURE EXCAVATION	CU YD	~~389.5~~ 520	~~389.5~~ 520		
503001	FLOOR DRAINS	EACH	16	16		
503004*	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	1	1		
504003	CLASS X CONCRETE	CU YD	498.2	498.2		
504008	CLASS X CONCRETE (OUTLETS)	CU YD	~~6.21~~ 6.4	~~6.21~~ 6.4		
507001	FURNISHING AND ERECTING STRUCTURAL STEEL	L. SUM	2955	2955		
507005	STUD SHEAR CONNECTORS	EACH	2955	2955		
511025	PIPE CULVERT, TYPE 1, 15"	LIN FT	30	30		
511174	PIPE CULVERT, TYPE 3, 18"	LIN FT	166	166		
511780	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1	1		
511041	PIPE CULVERT, TYPE 1, RCCP, 24"	LIN FT	~~157.5~~ 120	~~157.5~~ 120		
511760	END SECTIONS 15"	EACH	2	2		
511761	END SECTIONS 18"	EACH	3	3		
511877*	METAL END SECTIONS 12"	EACH	2	2		
511878*	METAL END SECTIONS 15"	EACH	2	2		
511983*	REMOVE AND RELAY PIPE CULVERT 15"	LIN FT	30	30		
512001	REINFORCEMENT BARS	POUND	~~2977.090~~ 15280	~~2977.090~~ 15280		
513028	DRIVING CONCRETE PILES	LIN. FT.	~~3003~~ 2384.3	~~3003~~ 2384.3		
512002	REINFORCEMENT BARS (EPOXY COATED)	POUND	39,710	39,710		
513022	FURNISHING CONCRETE PILES	LIN FT	~~3003~~ 2834.3	~~3003~~ 2834.3		
513042	TEST PILE CONCRETE	EACH	2	2		
514001	NAME PLATES	EACH	1	1		
603067	STORM SEWER, TYPE 3, 18"	LIN FT	~~125~~ 128	~~125~~ 128		
607001*	PIPE DRAINS 4"	LIN FT	9	9		
607005*	PIPE DRAINS 12"	LIN FT	100	100		
607006*	PIPE DRAINS 18"	LIN FT	30	30		
607076*	PIPE UNDERDRAINS 4"	LIN FT	~~2862~~ 286	~~2862~~ 286		
612359	INLETS, TYPE A, TYPE 5 FRAME, OPEN LID	EACH	3	3		
612870	TYPE A INLET BOX, STANDARD 2324	EACH	2	2		
612187	MANHOLES, TYPE A, 4' DIAMETER, TYPE 5 FRAME, OPEN LID	EACH	1	1		
614058	GRATES AND COVERS T2A	EACH	1	1		
616026*	CONCRETE GUTTER T A MOD	LIN FT	105	105		
617001	PAVEMENT REMOVAL	SQ YD	~~2688~~ 2738	~~2688~~ 2738		
617002	DRIVEWAY PAVEMENT REMOVAL	SQ YD	~~146~~ 141	~~146~~ 141		
617004	GUTTER REMOVAL	LIN FT	1169	1169		
617006	SIDEWALK REMOVAL	SQ FT	~~1576~~ 1645	~~1576~~ 1645		
603502	STORM SEWER, TYPE 2B, 12"	LIN FT	258	258		
603506	STORM SEWER, TYPE 2B, 18"	LIN FT	168	168		

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA 646	122188	Bureau	36	3
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT				

SUMMARY OF QUANTITIES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA 646	122	VR Bureau	36	4
FED. ROAD DIST. NO. 7		ILLINOIS	PROJECT	

CODE NO	DESCRIPTION	UNIT	TOTAL	S42 6203	S51 X171	Y005	Y080
617025*	GUTTER OUTLET REMOVAL	EACH	2	2			
617043*	PAVEMENT BREAKING	SQ YD	200	200			
618001	PAVEMENT REMOVAL AND BITUMINOUS REPLACEMENT, TYPE 1, 10 INCH	SQ YD	800		800		
623003	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT 7"	SQ YD	124.114	124.114			
624002	PORTLAND CEMENT CONCRETE SIDEWALK 5"	SQ FT	1354.9	1354.9			
628031	TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	4	4			
628019*	REMOVAL & REINSTALLATION OF EXISTING STEEL PLATE BEAM GUARDRAIL, SINGLE RAIL	LIN FT	862.5	862.5			
630001	WOVEN WIRE FENCE 4'	LIN FT	125	125			
630023*	WOVEN WIRE FENCE REMOVAL	LIN FT	125	125			
632001	DELINEATORS	EACH	5	5			
633005*	STEEL PLATE BEAM GUARDRAIL REMOVAL AND SALVAGE	LIN FT	1140	1140			
633013*	REMOVE AND RE-ERECT TERMINAL SECTION SINGLE RAIL	EACH	1	1			
633008*	TERMINAL SECTION REMOVAL, SINGLE RAIL	EACH	4	4			
636007*	STOCK-PILING SALVAGED AGGREGATE	CU YD	552.564	552.564			
639001	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	16	16			
640001	FIRE HYDRANTS TO BE MOVED	EACH	1	1			
642004	NITROGEN FERTILIZER NUTRIENT	POUND	537.6	500	537.6		
642005	PHOSPHORUS FERTILIZER NUTRIENT	POUND	236	1000	1000	236	
642006	POTASSIUM FERTILIZER NUTRIENT	POUND	236	300	300	236	
642007	AGRICULTURAL GROUND LIMESTONE	TON	0	15	15	0	
643004	EXCELSIOR BLANKET	SQ YD	580	538	538	580	
643006*	EMULSIFIED ASPHALT	TON	4.14	3.8	3.8	4.14	
646004	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	20	25	25		
647001*	PAVEMENT MARKING TAPE	LIN FT	184	184			
648001	TRAFFIC CONTROL & PROTECTION STANDARD 2309	EACH	1	1			
648002	TRAFFIC CONTROL & PROTECTION STANDARD 2310	EACH	1	1			
T50202	PAINT PAVEMENT MARKING LINE 4"	LIN FT	8395	8395			
X04748 *	MOBILIZATION	L SUM	1	1			
X05809 *	TERMINATION OF DEAD END ROADS	EACH	1	1			
X40811	BRIDGE APPROACH PAVEMENT (STANDARD 2360)	SQ YD	266	266			
X50315	ELASTOMERIC BEARING ASSEMBLY, TYPE 1	EACH	10		10		
X50316	ELASTOMERIC BEARING ASSEMBLY, TYPE 2	EACH	5		5		
X60914*	WATER VALVES TO BE ADJUSTED	EACH	4	4			
X62844	TRAFFIC BARRIER TERMINAL TYPE 6	EACH	4	4			
X64201*	SEEDING, CLASS III (MODIFIED)	ACRE	5.53		5.53		
X64308	MULCH, METHOD 2	TON	11.33		11.33		
X64311	HAY OR STRAW BALES	EACH	34	70	34	70	
X64851	TRAFFIC CONTROL & PROTECTION STANDARD 2303	L SUM	1	1			
Z10029*	BREAKER RUN CRUSHED STONE	TON	2106.92	2172	2106.92		
Z10279	NEOPRENE EXPANSION JOINT 2"	LIN FT	96		96		
Z10296*	PERMANENT BENCHMARKS TYPE 1	EACH	1	1			
XZ1232*	CONCRETE THRUST BLOCKS	EACH	2	2			
X07397*	CONCRETE BLOCK WALL (MODIFIED)	LIN FT	28	28			
X07397*	STONE LINED DITCH	FOUR	1000	1000			
X10527*	TRAINERS	POUND	8753.34				
FRC001	Weld Metal Shell Piling		1918				
X92001	Re-Bar Grade 40		7760.85				
FRC002	Railroad Flagman		176.93				
FRC003	Repl Tile in Footing of Pier #2		260.45				
FRC004	Remove Existing Wall		-13.00				
X92004	Sign Credit		1.00				
X92006	Rem Conc Block Wall						
X92006	SEE SPECIAL PROVISIONS OR DRAWINGS						
Δ	NON-PARTICIPATING						

DISTRICT NO. 2 DIXON

DESIGNED

DRAWN

CHECKED

DATE

SCALE

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA 646	122	Bureau	36	5
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT				

SCHEDULE OF QUANTITIES

PIPE DRAINS 12"

LOCATION	LIN FT
L STA 165+93.57	35
R STA 166+26.72	65
TOTAL	100

PIPE DRAINS 15"

LOCATION	LIN FT
R STA 162+50	30

TYPE C INLET BOX, STANDARD 2324

LOCATION	EACH
L STA 165+93.57	1
R STA 166+26.72	1
TOTAL	2

METAL END SECTIONS 12"

LOCATION	EACH
L STA 165+93.57	1
R STA 166+26.72	1
TOTAL	2

METAL END SECTIONS 15"

LOCATION	EACH
R STA 160+70	1

TRAFFIC CONTROL AND PROTECTION, STANDARD 2303

LOCATION	L. SUM
AT EACH END OF THE PROJECT	1

TRAFFIC CONTROL AND PROTECTION, STANDARD 2309

LOCATION	EACH
SOUTH END OF PROJECT	1

TRAFFIC CONTROL AND PROTECTION, STANDARD 2310

LOCATION	EACH
NORTH END OF PROJECT	1

DELINEATORS

LOCATION	EACH
STA 0+70 (SIDEROAD) CH. 6	1
R STA 162+79.45	1
L STA 166+89.73	1
TOTAL	3

STEEL PLATE BEAM GUARDRAIL REMOVAL AND SALVAGE

LOCATION	LIN. FT.
L STA 163+00-163+91	91
R STA 163+44-163+94	50
L STA 164+60-165+10	50
R STA 164+77-165+27	50
R STA 165+27-171+77	45
L STA 170+32.5-172+32.5	40
TOTAL	1140

TERMINAL SECTION REMOVAL, SINGLE RAIL

LOCATION	EACH
R STA 161+19-161+44	1
L STA 162+87-163+00	1
R STA 171+77-172+02	1
L STA 172+32.5-172+57.5	1
TOTAL	4

REMOVAL & REINSTALLATION OF EXISTING STEEL PLATE BEAM GUARDRAIL, SINGLE RAIL

LOCATION	LIN. FT.
Remove R Sta. 161+44-161+81.5 Erect L Sta. 162+71.31-163+08.81	37.5
Remove R Sta. 161+81.5-162+19 Erect R Sta. 163+04.45-163+41.95	37.5
Remove R Sta. 162+19-162+69 Erect L Sta. 166+14.73-166+64.73	50.0
Remove R Sta. 162+69-163+44 Erect R Sta. 166+47.89-167+22.89	75.0
Remove L Sta. 165+10-166+10 Erect R Sta. 167+22.89-168+22.89	100.0
Remove L Sta. 166+45-170+32.5 Erect R Sta. 168+22.89-172+70.39	387.5

TREE REMOVAL (6 to 15 INCH DIAMETER)

LOCATION	IN DIA
285' L STA 158+30	13
28' LT STA 160+51	8
3' LT STA 168+41 (5 TREES)	20
6' RT STA 168+63 (2 TREES)	14
25' LT STA 170+20	15
20' RT STA 170+89	8
21' RT STA 170+93	6
18' RT STA 170+97	8
43' RT STA 171+35	10
22' RT STA 171+39	9
36' RT STA 171+39	11
19' RT STA 171+46	7
10' RT STA 171+60	9
29' LT STA 160+75	7
36' RT STA 171+33	10
TOTAL	125

TREE REMOVAL (OVER 15 INCH DIAMETER)

LOCATION	IN DIA
18' LT STA 156+82 (STUMP) Rotten	24
19' LT STA 159+61	32
32' LT STA 160+20	48
40' LT STA 160+20	47
40' RT STA 162+70	23
32' RT STA 171+39	18
35' LT STA 176+23 (STUMP)	76
48' RT STA 161+27	12
TOTAL	287

TREE REMOVAL, ACRES

LOCATION	ACRE
STA 166+14-168+00	0.2

EARTH EXCAVATION

LOCATION	CU YD
STA 155+75.18-165+02 (MAINLINE)	106.3
STA 165+33-178+14.57 (MAINLINE)	468.7
STA 0+16-5+60.0 (SIDE ROAD)	9
STA 156+70-163+00 (RUNAROUND)	200
STA 169+98.48-179+30 (RUNAROUND)	281
STA 156+70-163+00 (RUNAROUND REMOVAL)	122
STA 169+98.48-179+30 (RUNAROUND REMOVAL)	474
TOTAL	683.6

BORROW EXCAVATION

LOCATION	CU YD
STA 155+75.18-165+02 (MAINLINE)	934.7
STA 165+33-178+14.57 (MAINLINE)	593.13
STA 0+16-5+60.0 (SIDE ROAD)	640.4
STA 156+70-163+00 (RUNAROUND)	4
STA 169+98.48-179+30 (RUNAROUND)	180
TOTAL	7524.8

QUARRY RUN GRANULAR EMBANKMENT

LOCATION	TON
STA 168+50-171+00	4,389

SUB-BASE GRANULAR MATERIAL, TYPE B

LOCATION	TON
STA 158+25.18-158+81 (28'-10" WIDE)	44
STA 158+81-160+50 (27'-5" WIDE)	17
STA 160+50-162+79.64 (28'-10" WIDE)	168
STA 162+79.64-163+09.64 (28'-10"-26'-10" WIDE)	21
STA 166+47.05-166+77.05 (26'-10" - 28'-10" WIDE)	21
STA 166+77.05-175+39.57 (28'-10" WIDE)	629
STA 175+39.57-178+14.57 (28'-10" - 20'-10" WIDE)	173
TOTAL	1170

TRENCH BACKFILL

LOCATION	CU YD
Sta. 162+52	23

AGGREGATE SHOULDERS, TYPE B

LOCATION	TON
R STA 155+15-156+18	3
L STA 155+39-156+18	7
L STA 156+70-157+46	3
L STA 158+16-158+77	3
L STA 159+64-160+57	4
R STA 160+50-163+72	13
L STA 162+22-163+45	5
R STA 166+29-172+57	25
L STA 165+96-167+04	4
L STA 167+36-176+07	35
R STA 173+20-178+15	20
L STA 176+69-178+15	6
TOTAL	124

TOPSOIL EXCAVATION

LOCATION	CU YD
STA 161+00-163+53 (2' DEEP)	874
STA 172+00-176+00 (1' DEEP)	824
TOTAL	1698

TOPSOIL PLACEMENT 4"

LOCATION	SQ YD
STA 155+15.18 - BRIDGE	2800
BRIDGE - STA 175+50	8400
STA 0+16-5+60 (SIDE ROAD) C.H. 6	1522
TOTAL	12,722

AGGREGATE BASE COURSE, TYPE A

LOCATION	TON
STA 10+67-17+01.34 (NORTH DETOUR ROAD)	712
STA 10+00-19+05.57 (SOUTH DETOUR ROAD)	891
TOTAL	1603

AGGREGATE BASE COURSE, TYPE B

LOCATION	TON
PEL/MB STA 159+49	25
CEL STA 160+95	75
CEL STA 161+84	75
FEL STA 167+20	39
SRR STA 173+05 (CH 6)	11
PEL STA 176+58	28
TOTAL	285

BITUMINOUS CONCRETE BASE COURSE WIDENING 9"

LOCATION	SQ YD
L STA 156+70-158+25.18 (2.0'-3.25' WIDE)	45
R STA 158+00-158+25.18 (3.25' WIDE)	9
TOTAL	54

BITUMINOUS BASE COURSE 8"

LOCATION	SQ YD
STA 158+25.18-158+81 (26.5' WIDE)	164
STA 158+81-160+50 (26.25' WIDE)	493
STA 160+50-162+79.64 (26.25' WIDE)	670
STA 162+79.64-163+09.64 (26.25'-24.25' WIDE)	84
STA 166+47.05-166+77.05 (24.5'-26.5' WIDE)	85
STA 166+77.05-175+39.57 (26.5' WIDE)	2540
STA 175+39.57-178+14.57 (26.5'-18.5' WIDE)	688
TOTAL	4724

DISTRICT NO. 2 DIXON

DESIGNED

DRAWN

CHECKED

DATE

SCALE

SCHEDULE OF QUANTITIES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA 646	122 VBR	Bureau	36	6
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT				

PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

LOCATION	SQ FT
L STATION 156+68 (3' WIDE)	36
L 156+70-160+54 (3' WIDE)	1152
R 159+25-160+08 (4' WIDE)	332
R 160+08 (4' WIDE)	8
TOTAL	1528
	932.7
	422.2
	1354.9

STOCK-PIILING SALVAGED AGGREGATE

LOCATION	CU YD
STATION 10+67-11+40 & 12+12-17+01.34 (NORTH DETOUR RD)	228
10+00-19+05.57 (SOUTH DETOUR RD)	228
TOTAL	456
	236
	228
	464

FURNISHING AND ERECTING RIGHT OF WAY MARKERS

LOCATION	EACH
25' R STATION 158+91	1
28' R 159+21	1
25' L 159+21	1
35' R 159+71	1
40' L 159+71 In traveled way - Iron Pin Buried	+
40' L 160+21 In traveled way - Iron Pin Buried	+
41.74' R 160+21.90	1
35' L 160+71 In traveled way - Iron Pin Buried	+
49.52' R 160+74.39	1
73.82' R 161+83.79	1
77.05' R 162+76.08	1
101.69' R 164+14.08	1
86.85' R 164+99.17	1
169.82' R 169+65.61	1
215' R 172+00	1
210' R 172+45	1
175' R 173+00	1
100' R 173+65	1
EXIST ROW R 178+00	1
TOTAL	19
	49.16

FIRE HYDRANTS TO BE MOVED

LOCATION	EACH
18' R STATION 159+64 (MOVE BEHIND SW)	1

NITROGEN FERTILIZER NUTRIENT

LOCATION	POUND
ON SEEDING CLASS II (MODIFIED) AREAS	500
	537.6

PHOSPHORUS FERTILIZER NUTRIENT

LOCATION	POUND
ON SEEDING CLASS II (MODIFIED) AREAS	1000
	236

POTASSIUM FERTILIZER NUTRIENT

LOCATION	POUND
ON SEEDING CLASS II (MODIFIED) AREAS	300
	236

AGRICULTURAL GROUND LIMESTONE

LOCATION	TON
ON SEEDING CLASS II (MODIFIED) AREAS	15
	0

EMULSIFIED ASPHALT

LOCATION	TON
ON SEEDING CLASS II (MODIFIED) AREAS	3.8
	4.14

EXCELSIOR BLANKET

LOCATION	SQ YD
L STATION 166+00-167+00 (2 strips lat shld, 1-20' down)	67
R 166+00-169+50 (3 strips lat shld, 1-20' down, 1-40' down)	350
R 160+70-162+52 (In Ditch, 6' wide)	121
TOTAL	538
	580

ENGINEER'S FIELD OFFICE, TYPE A

LOCATION	CAL MO
ENTIRE PROJECT	9-20

PAVEMENT MARKING TAPE

LOCATION	LIN FT
STATION 155+15.18-158+25.18 (3 LAYERS)	37
158+25.18-163+09.64 (1 LAYER)	19
166+47.05-178+14.57 (1 LAYER)	47
TOTAL	103
	184

PAINT PAVEMENT MARKING LINE 4"

LOCATION	LIN FT
STATION 155+15.18-163+09.64 (WHITE EDGE LINE)	1589
166+47.05-178+14.57	2335
155+15.18-166+00 (E RT SOLID L DASHED YELLOW)	1356
166+00-178+14.57 (E RT DASHED L SOLID YELLOW)	1518
TOTAL	6798
	8395

MOBILIZATION

LOCATION	L SUM
ENTIRE PROJECT	1

BRIDGE APPROACH PAVEMENT (STD. 2360)

LOCATION	SQ YD
STATION 163+09.64-163+59.64	133
165+97.05-166+47.05	133
TOTAL	266

WATER VALVES TO BE ADJUSTED

LOCATION	EACH
19' L STATION 158+66	1
19' L 159+77	1
21' R 159+82	1
23' L 161+21	1
TOTAL	4

SEEDING, CLASS II (MODIFIED)

LOCATION	ACRE
STATION 155+15.18-164+21 (MAINLINE)	0.6
165+33-178+14.57	2.0
0+16-5+60 (SIDEROAD) CH 6	0.7
156+70-160+55 (RUNAROUND REMOVAL)	0.2
169+98.48-179+30	0.5
TOTAL	5.0
	5.53

MULCH, METHOD 2

LOCATION	TON
ON SEEDING CLASS II (MODIFIED) AREAS	10
	11.33

HAY OR STRAW BALES

LOCATION	EACH
R STATION 167+00	12
R 168+00	12
L 168+75	10
TOTAL	34
	70

BREAKER-RUN CRUSHED STONE

LOCATION	TON
STATION 158+25.18-159+59	585
174+00-178+14.57	839
N. BRIDGE ABUTMENT	740
TOTAL	2172
	2106.92

PERMANENT BENCH MARKS, TYPE I

LOCATION	EACH
BRIDGE PARAPET	1

PROTECTIVE COAT

LOCATION	SQ YD
RT STA 158+81-160+50 (GUTTER) + Driveways	66
L STA 165+83.05-165+95.82 (APPR SHLD)	6.3
R STA 166+11.05-166+28.97 (APPR SHLD)	89.2
STA 165+97.05-166+47.05 (APPR SLAB)	133
BRIDGE	1043
STA 163+09.64-163+59.64 (APPR SLAB)	133
TOTAL	1389
	1262

PC. CONCRETE BRIDGE APPROACH SHOULDER PAVT.

LOCATION	SQ YD
L STA 165+83.05-165+95.82	6.3
R STA 166+11.05-166+28.97	89.2
TOTAL	95.5

CONCRETE BLOCK WALL (MODIFIED)

LOCATION	LIN FT
LT STA 160+54	260

WOVEN WIRE FENCE REMOVAL

LOCATION	LIN FT
LT STA 158+17-159+42	125

WOVEN WIRE FENCE 4'

LOCATION	LIN FT
L STA 158+17-159+42 (ON THE TEMPORARY EASEMENT LINE)	125

TRAFFIC BARRIER TERMINAL, TYPE I

LOCATION	EACH
L STA 162+46.31-162+71.31	1
R STA 162+79.45-163+04.45	1
L STA 166+64.73-166+89.73	1
R STA 172+10.39-172+35.39	1
TOTAL	4

PAVEMENT REMOVAL AND BITUMINOUS REPLACEMENT TYPE I, 10 INCH

LOCATION	SQ YD
STA 162+52 Not used	0.6

TRAFFIC BARRIER TERMINAL, TYPE 6

LOCATION	EACH
L STA 163+08.81-163+48.63	1
R STA 163+41.95-163+81.77	1
L STA 165+74.92-166+14.73	1
R STA 166+08.07-166+47.89	1
TOTAL	4

CONCRETE THRUST BLOCKS

LOCATION	EACH
L STA 165+93.57	1
R STA 166+26.72	1
TOTAL	2

STONE LINED DITCH

LOCATION	SQ YD
R STA 164+20-165+02	93
	104

DISTRICT NO. 2 DIXON

DESIGNED

DRAWN

CHECKED

DATE

SCALE

SCHEDULE OF QUANTITIES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
1646	122	Bureau	36	7
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT				

AGGREGATE SURFACE COURSE, TYPE A

LOCATION	TON
STA 0+69.5+58 (SIDE ROAD) CH 6	840.06

BITUMINOUS MATERIALS(COVER AND SEAL COATS)

LOCATION	TON
STA 10+67-17+01.34 (NORTH DETOUR ROAD)	2.7 3.0
STA 10+00-19+05.57 (SOUTH DETOUR ROAD)	3.3
TOTAL	6.0 6.3

COVER COAT AGGREGATE

LOCATION	TON
STA 10+67-17+01.34 (NORTH DETOUR ROAD)	19.45
STA 10+00-19+05.57 (SOUTH DETOUR ROAD)	23
TOTAL	42.45

SEAL COAT AGGREGATE

LOCATION	TON
STA 10+67-17+01.34 (NORTH DETOUR ROAD)	10.12
STA 10+00-19+05.57 (SOUTH DETOUR ROAD)	12.13
TOTAL	22.24.2

BITUMINOUS MATERIALS (PRIME COAT)

LOCATION	TON
STA 10+62-17+01.34 (NORTH DETOUR ROAD)	1.4
STA 10+00-19+05.57 (SOUTH DETOUR ROAD)	1.7
STA 155+15.18-155+75.18 (TAPER)	0.1
STA 155+75.18-163+09.64 (156+70-158+28)	2.1
STA 166+47.05-178+14.57	3.9
CEL STA 155+20, SRL&R STA 156+45, RT STA 156+68-158+34	1.0
CEL STA 157+61, PEL/MB 159+49, CEL 160+95	1.0
CEL STA 161+84, SRR, 173+05, PEL 176+58	1.0
TOTAL	10.2 3.26

CLASS X CONCRETE (OUTLET)

LOCATION	CU. YD.
R. STA. 159+68-159+96 (ENT.)	3.8 3.11
R. STA. 160+14-160+50 (OUTLET TYPE 2)	3.1
TOTAL	6.9 6.21

BITUMINOUS CONCRETE BINDER COURSE

LOCATION	TON
STA 155+60.18-155+75.18 (TAPER)	2
STA 155+75.18-158+25.18 (20'-26' WIDTH)	36 56
STA 158+25.18-158+33 (26' WIDTH)	2
STA 158+33-162+79.64 (26' WIDTH)	108 113
STA 162+79.64-163+09.64 (26'-24' WIDTH)	7
STA 166+47.05-166+77.05 (24'-26' WIDTH)	7
STA 166+77.05-175+39.57 (26' WIDTH)	209 217
STA 175+39.57-178+14.57 (26'-18' WIDTH)	56
TOTAL	422 460

BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I

LOCATION	TON
STA 155+15.18-155+75.18 (HOR. TAPER 20' WIDE)	13
STA 155+75.18-158+25.18 (20'-26' WIDTH)	36 56
STA 158+25.18-158+33 (26' WIDTH)	2
STA 158+33-162+79.64 (26' WIDTH)	108 113
STA 163+09.64-163+59.64 (24' WIDTH)	11
STA 163+59.64-166+47.05 (24' WIDTH)	11
STA 162+79.64-163+09.64 (26'-24' WIDTH)	7
STA 166+47.05-166+77.05 (24'-26' WIDTH)	7
STA 166+77.05-175+39.57 (26' WIDTH)	209 215.7
STA 175+39.57-178+14.57 (26'-18' WIDTH)	56
TOTAL	460 491.7

INCIDENTAL BITUMINOUS SURFACING

LOCATION	TON
CEL STA 155+20 (10' TAPER VAR-0'')	1
SRL&R STA 156+45 (10' TAPER 3'-0'')	10
RT STA 156+68-158+34 (10' TAPER 3'-0'')	16
PEL STA 157+61	13
PEL/MB STA 159+49	6
CEL STA 160+95	22
CEL STA 161+84	25
SRR STA 173+05 (CH. 6)	27
PEL STA 176+58	6
TOTAL	188

REMOVAL OF EXISTING STRUCTURES

LOCATION	EACH
STA 163+48.76-165+19.32 (BRIDGE) (ORIGINAL STATIONING)	1

REMOVE EXISTING CULVERTS

LOCATION	EACH
CEL STA 162+00	1
PEL STA 176+58	1
L STA. 162+58	1
TOTAL	3

CONCRETE HEADWALL FOR PIPE DRAINS

LOCATION	EACH
RT STA 179+74	1

PIPE CULVERTS, TYPE 1 15"

LOCATION	LIN. FT.
PEL STA 176+58 (TEMPORARY)	30

PIPE CULVERTS, TYPE 3 18"

LOCATION	LIN. FT.
SRR STA 0+70 (CH 6)	166

END SECTIONS 15"

LOCATION	EACH
PEL STA 176+58	2

END SECTIONS 18"

LOCATION	EACH
SRR STA 0+70 (CH 6)	2
74' R. STA. 164+20	1
TOTAL	3

REMOVE AND RELAY PIPE CULVERTS 15"

LOCATION	LIN. FT.
PEL STA 176+58 (FROM TEMP. TO PERMANENT LOCATION)	30

REINFORCEMENT BARS

LOCATION	POUND
STA 163+09.64-163+59.64	7640
STA 165+97.05-166+47.05	7640
BRIDGE	5580
TOTAL	71090

PIPE UNDERDRAINS 4"

LOCATION	LIN. FT.
STA 159+59 (TRANSVERSELY UNDER THE BREAKER-RUN CRUSHED STONE)	26
RT STA 159+59-160+49 (TIE INTO GUTTER OUTLET)	90
STA 178+14.57 (TRANSVERSELY UNDER THE BREAKER-RUN CRUSHED STONE)	20
RT STA 178+14.57-179+74	160 150
TOTAL	296 286

PIPE DRAINS 4"

LOCATION	LIN. FT.
RSTA. 179+74 (OUTLET)	9

INLETS, TYPE A, TYPE 5 FRAME, OPEN LID

LOCATION	EACH
33' L STA 161+41	1
29' L STA 160+28	1
53' L STA 160+51	1
TOTAL	3

PAVEMENT REMOVAL

LOCATION	SQ. YD.
STA 158+25.18-160+00 (ORIGINAL STATIONING)	350
STA 162+00-163+48.76 (ORIGINAL STATIONING)	298
STA 165+19.32-166+00 (ORIGINAL STATIONING)	161
STA 167+50-172+25 (ORIGINAL STATIONING)	1000 950
STA 173+50-178+14.57 (ORIGINAL STATIONING)	929

DRIVEWAY PAVEMENT REMOVAL

CER STATION	SQ. YD.
158+44 (10X36)	40
158+78 (10X13)	14
159+82 (41' FROM EDGE OF PAVT)	87 92
TOTAL	144 146

GUTTER REMOVAL

LOCATION	LIN. FT.
L STATION 163+19-163+42	23
R 163-27-163+55	28
L 165+09-166+00	91
R 165+26-166+00	74
L 167+50-172+25	475
L 173+50-174+92	142
R 167+50-170+86	336
TOTAL	1169

SIDEWALK REMOVAL

LOCATION	SQ. FT.
L STATION 156+68 (8X3)	24 30.5
L 156+70-160+75 (405 X 3')	1215 1132.2
R 159+25-160+25 (100 X 3 1/2')	350 349.3
R 160+08-(4x4)	56 64
TOTAL	1645 1576

GUTTER OUTLET REMOVAL

LOCATION	EACH
R STATION 170+86-171+14 (OUTLET TYPE I)	1
L 174+92-175+33	1
TOTAL	2

PAVEMENT BREAKING

LOCATION	SQ. YD.
STATION 160+00-161+00	200

PORTLAND CEMENT CONCRETE DRIVEWAY, 7 INCH

LOCATION	SQ. YD.
CER STATION 158+44 (5 1/2 x 36)	22 24.5
PER 158+78 (5 1/2 x 13)	8 22.7
PER 159+82 (36 1/2 from curb-18' wide)	84 76.9
TOTAL	114 124.1

TERMINATION OF DEAD END ROADS

LOCATION	EACH
L 162+84	1

PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"

LOCATION	EACH
78' R STA. 166+28	1

GRATES & COVERS, TYPE 2A

LOCATION	EACH
R STA. 160+50	1

MANHOLE, TYPE A, 4' DIAM., TYPE 5 FRAME, OPEN LID

LOCATION	SQ. YD.
68' R STA 162+52	350

LOCATION	LIN. FT.
L STA 162+48-R STA. 162+52	40
L STA 160+51-161+11 (Between Inlets)	123
L STA 161+41-162+48 (Between Inlets)	114
TOTAL	258

STORM SEWER, TYPE 3, 18"

LOCATION	LIN. FT.
R STA. 162+52-164+20	168

STORM SEWER, TYPE 2 B, 18"

LOCATION	LIN. FT.
R STA. 162+52-164+20	168

STORM SEWER, TYPE 2 B, 12"

LOCATION	LIN. FT.
L STA. 160+28-160+51 (Between Inlets)	32
L STA 160+51-161+11 (Between Inlets)	112
L STA 161+41-162+48 (Between Inlets)	114
TOTAL	258

FLUSH INLET BOX FOR MEDIAN (2240)

LOCATION	EACH
62' L STA. 162+48	1

CONCRETE GUTTER, TYPE A (MODIFIED)

LOCATION	LIN. FT.
R STA. 158+81-159+68	87
R STA. 159+96-160+14	18
TOTAL	105

PIPE CULVERTS TYPE 1, RCCP 24"

LOCATION	LIN. FT.
30' L STA. 165+30-78' R STA. 166+28, (ATTACHED TO EXIST RR PIPE)	128
TOTAL	157.5

PIPE CULVERTS TYPE 1, RCCP 24"

LOCATION	LIN. FT.
30' L STA. 165+30-78' R STA. 166+28, (ATTACHED TO EXIST RR PIPE)	128
TOTAL	157.5

PIPE CULVERTS TYPE 1, RCCP 24"

LOCATION	LIN. FT.
30' L STA. 165+30-78' R STA. 166+28, (ATTACHED TO EXIST RR PIPE)	128
TOTAL	157.5

PIPE CULVERTS TYPE 1, RCCP 24"

LOCATION	LIN. FT.
30' L STA. 165+30-78' R STA. 166+28, (ATTACHED TO EXIST RR PIPE)	128
TOTAL	157.5

PIPE CULVERTS TYPE 1, RCCP 24"

LOCATION	LIN. FT.
30' L STA. 165+30-78' R STA. 166+28, (ATTACHED TO EXIST RR PIPE)	128
TOTAL	157.5

PIPE CULVERTS TYPE 1, RCCP 24"

LOCATION	LIN. FT.
30' L STA. 165+30-78' R STA. 166+28, (ATTACHED TO EXIST RR PIPE)	128
TOTAL	157.5

PIPE CULVERTS TYPE 1, RCCP 24"

LOCATION	LIN. FT.
30' L STA. 165+30-78' R STA. 166+28, (ATTACHED TO EXIST RR PIPE)	128
TOTAL	157.5

PIPE CULVERTS TYPE 1, RCCP 24"

LOCATION	LIN. FT.
30' L STA. 165+30-78' R STA. 166+28, (ATTACHED TO EXIST RR PIPE)	128
TOTAL	157.5

PIPE CULVERTS TYPE 1, RCCP 24"

LOCATION	LIN. FT.
30' L STA. 165+30-78' R STA. 166+28, (ATTACHED TO EXIST RR PIPE)	128
TOTAL	157.5

PIPE CULVERTS TYPE 1, RCCP 24"

LOCATION	LIN. FT.
30' L STA. 165+30-78' R STA. 166+28, (ATTACHED TO EXIST RR PIPE)	128
TOTAL	157.5

PIPE CULVERTS TYPE 1, RCCP 24"

LOCATION	LIN. FT.
30' L STA. 165+30-78' R STA. 166+28, (ATTACHED TO EXIST RR PIPE)	128
TOTAL	157.5

PIPE CULVERTS TYPE 1, RCCP 24"

LOCATION	LIN. FT.
30' L STA. 165+30-78' R STA. 166+28, (ATTACHED TO EXIST RR PIPE)	128
TOTAL	157.5

USGS DATUM
5TH GA (1929)

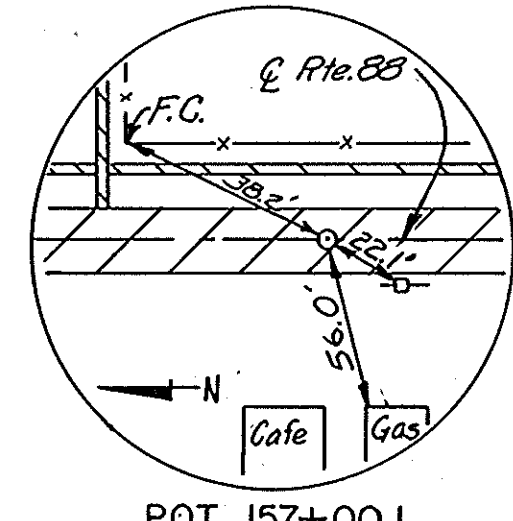
CITY OF BUDA

B.M. BRIDGE CURB N.E. CHISEL
12' LT. 163+89 EL. 786.55

BURLINGTON NORTHERN INC.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 646	22VBR	BUREAU	36	8
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS			

PROJECT BEGINS
STA 155+ 75.18



SCALE 1" = 50'

BM: RR SPIKE IN TEL. POLE
3' R. STA. 166+28 EL. 757.02

SEE SHEET 9A.
FOR DETAILS

L. STA. 165+93.57
INLET, TYPE C (STANDARD 2324)
P DRAIN 12" - 35'
I-METAL END SECTIONS 12"
I- CONC. THRUST BLK.

GUTTER ELEVATIONS

STATION	ELEVATIONS
158+50	790.86
+75	790.45
159+00	790.04
+25	789.51
+50	789.15
+75	788.72
160+00	788.21
+25	787.94
+50	787.62

FLOYD WILLIAMS &
MARJORIE J. WILLIAMS

18' Rt. Sta. 159+64
FIRE HYDNTS. TO BE MVD.

21' Rt. Sta. 159+82
ADJ. WATER VALVE

CURVE DATA

PI 161+00
A = 10° 15'
D = 5° 00'
R = 1145.92
L = 102.77
T = 205.00'
E = 4.60
SE = .04' FT
125' TRANSITION
PC 159+97.23
PT 162+02.23
TRANSITION 159+138.9 - 160+38.89
161+60.56 - 162+85.56

GEORGE H. ROBERTS, JR.
WINONA ROBERTS

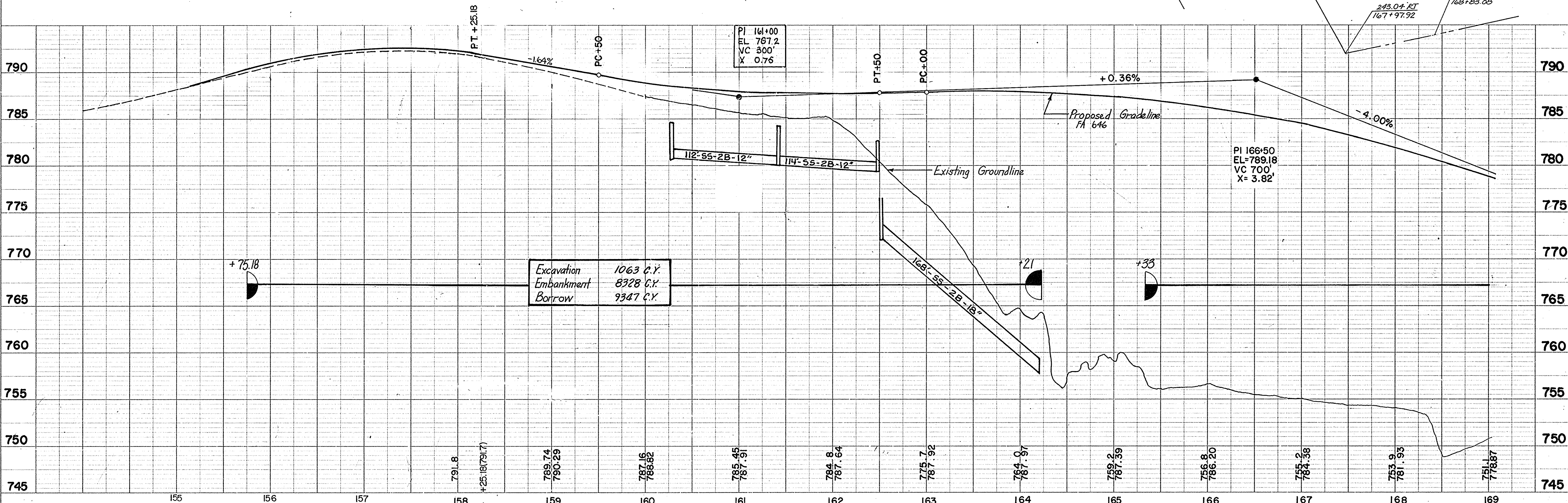
END SECTION 18"
Rt. 74.0

STONE LINE DITCH 6"

R. STA. 166+28.72
INLET, TYPE C (STANDARD 2324)
P DRAIN 12" - 65'
I METAL END SECTIONS 12"
I CONC. THRUST BLOCK

PRC FLAR END SEC 24"

Proposed R.O.W.



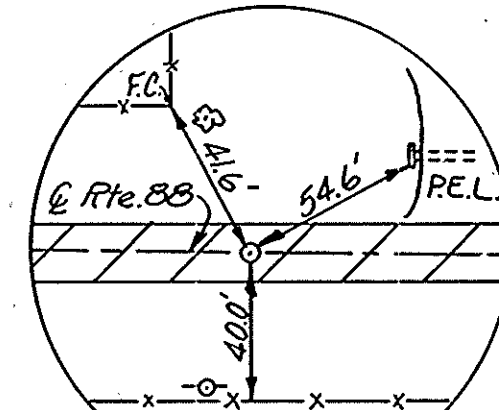
DATE	BY	DATE	BY
8-79	Belville	8-79	Belville
8-79	Belville	8-79	Belville
8-79	Belville	8-79	Belville

DATE	BY	DATE	BY
8-79	Belville	8-79	Belville
8-79	Belville	8-79	Belville
8-79	Belville	8-79	Belville

USGS. DATUM
5TH GA (1929) BUDA

CURVE DATA
PI = 170+96.58
Δ = 10°21'
D = 4°
R = 1432.40
T = 123.73
L = 288.71
E = 5.86
SE = .065/Ft.
175' Transition
PC 168+66.85
PT 172+25.56

B.M. : R.R.SPIKE IN TEL. POLE
EL. 757.02 3' RT. 166+28



P.O.T. 175+99.4
PK & W

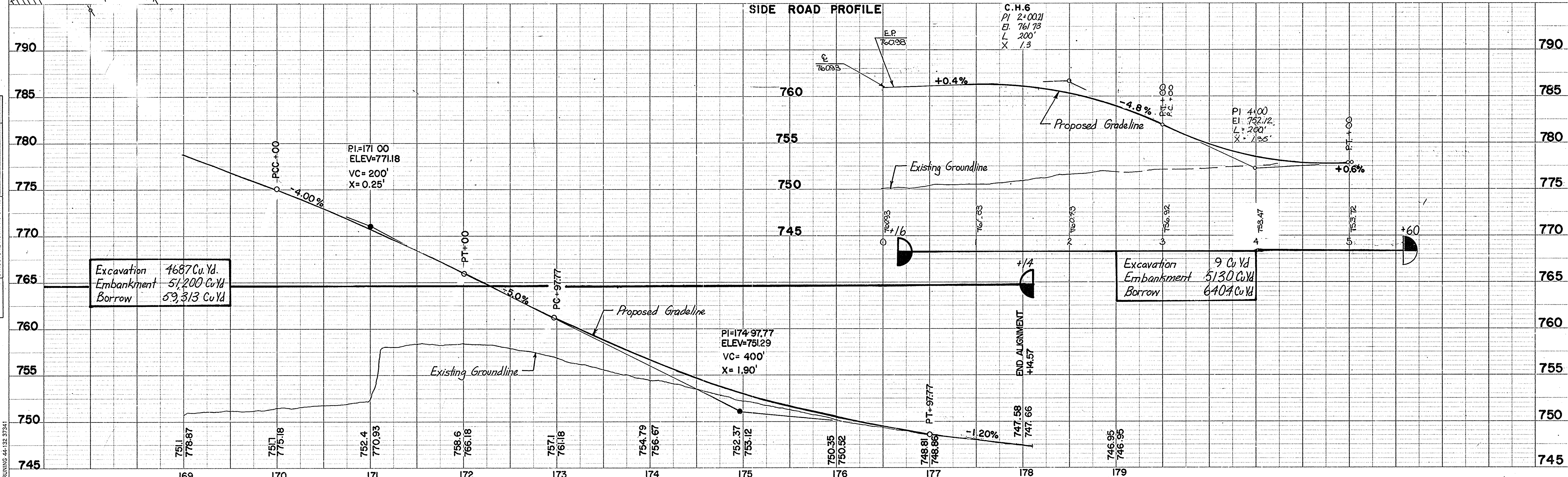
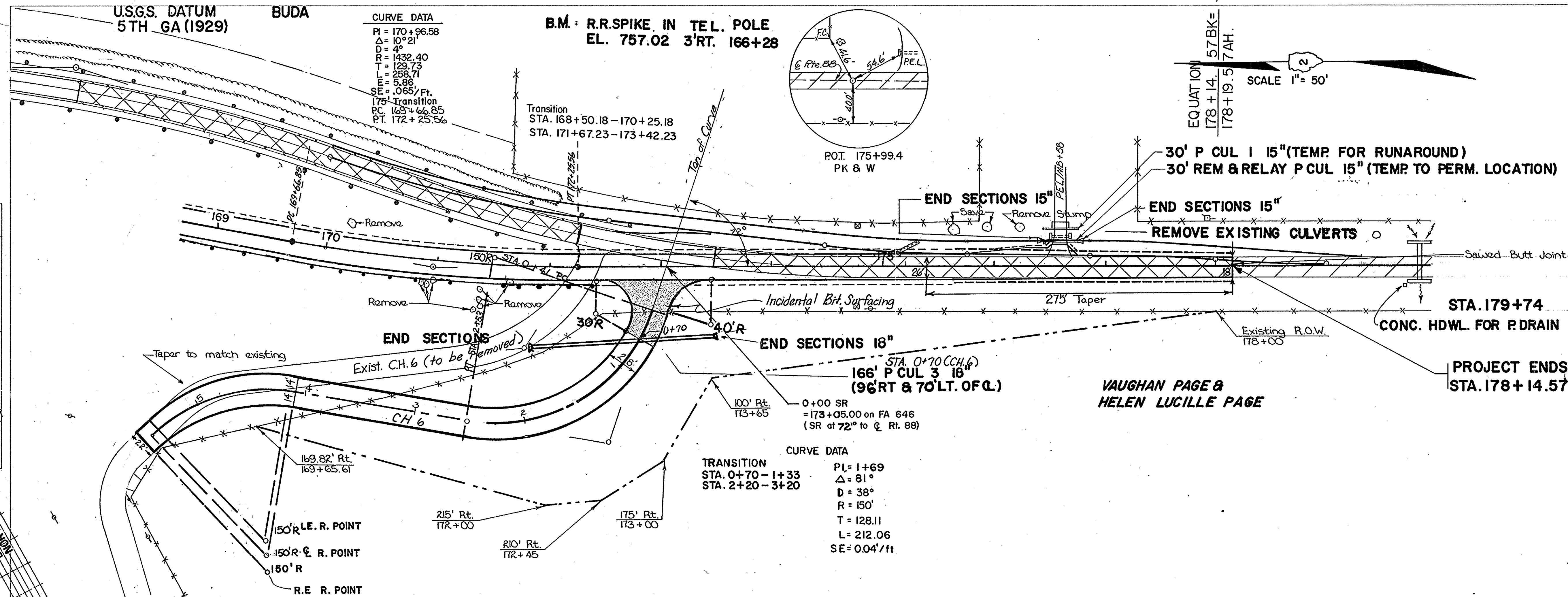
EQUATION
178+14
178+19.57
178+19.57

SCALE 1" = 50'

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 646	122VBR	BUREAU	36	9
STA		TO STA		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID SEC. PROJECT--	

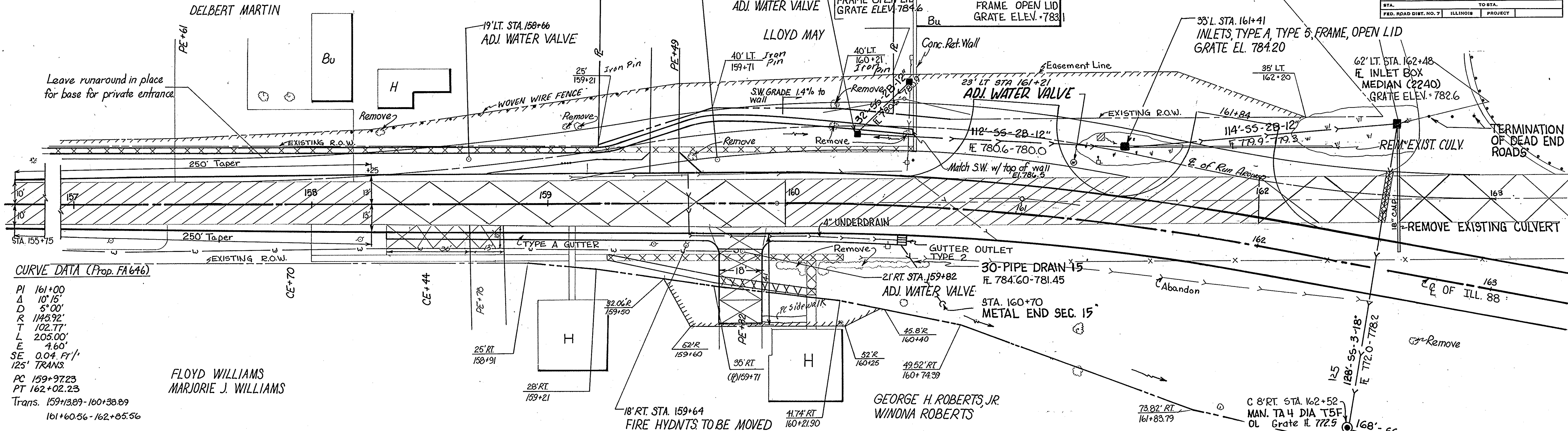
DATE 6-78
BY S. J. Sullivan
SURVEYED
PLOTTER
CHECKED
NOTE BOOK
NO. 26

DATE 6-78
BY S. J. Sullivan
SURVEYED
PLOTTER
CHECKED
NOTE BOOK
NO. 20

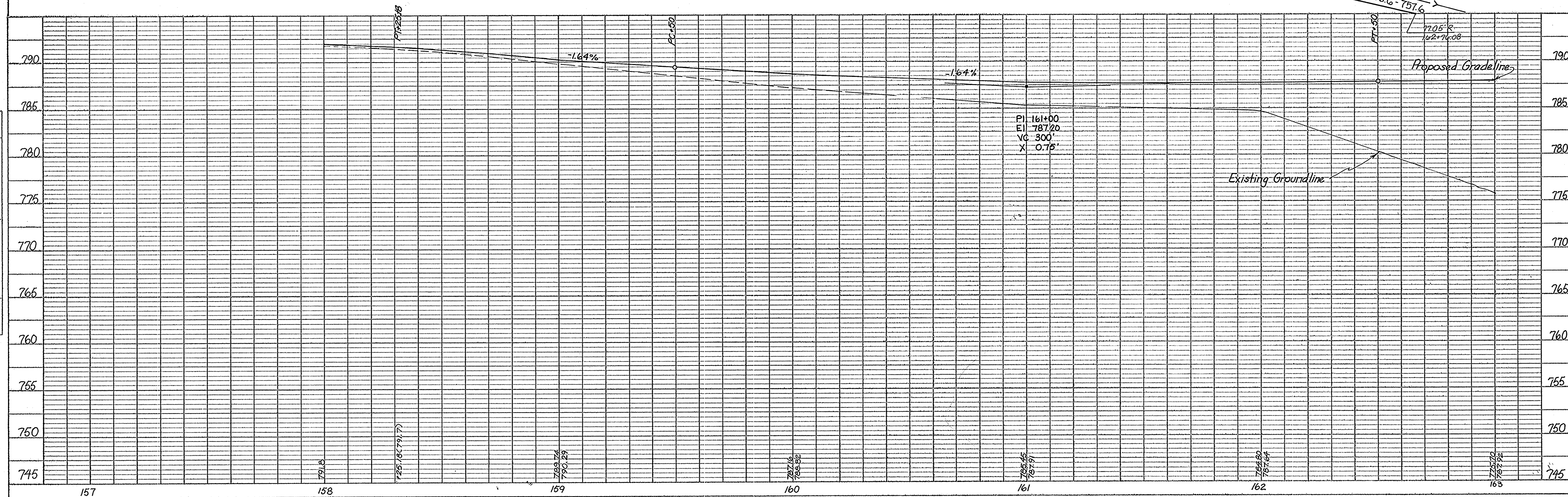


ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA646	122VBR	Bureau	36	9A
STA.		TO STA.		
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

PLAN	SURVEYED	BY	DATE
	PLOTTED NOTE BOOK ALIGNED CHECKED NO. FT. OF WAY CHECKED		



PROFILE	SURVEYED	BY	DATE
	PLOTTED _____ GRADES CHECKED _____ B. M.'S NOTED _____ STRUCTURE NOTATIONS CHECKED _____		
NO. _____	NOTE BOOK _____		



U.S.G.S. DATUM
5th G.A. (1929)

BM: Bridge Curb N.E. Chisel
12' L.F. 163+89 El. 786.55

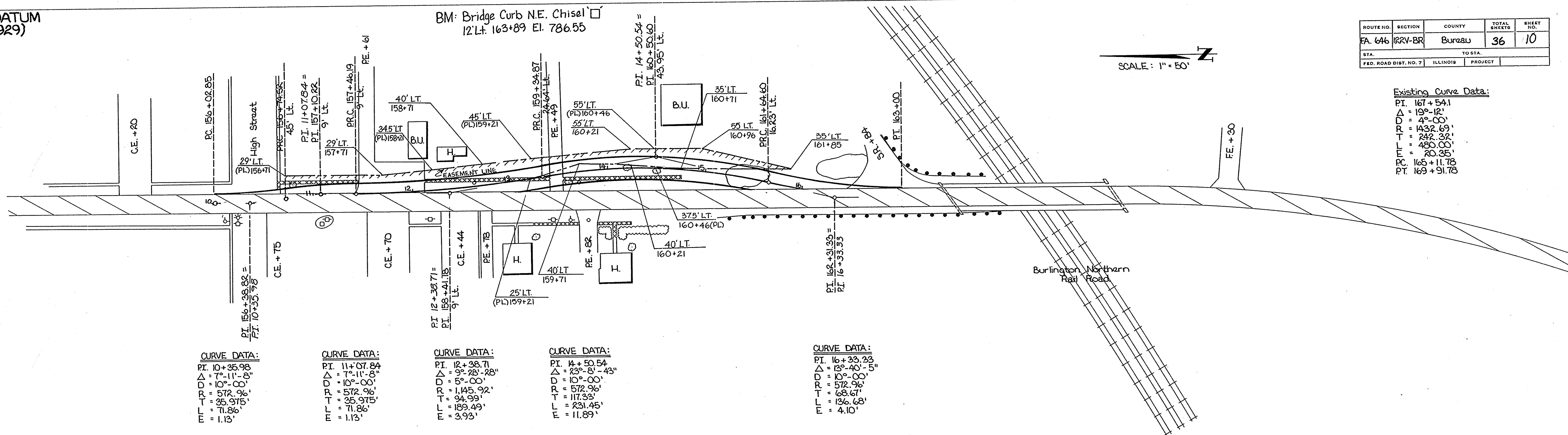
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA. 646	RRV-BR	Bureau	36	10
STA.	TO STA.		PROJECT	
FED. ROAD DIST. NO. 7	ILLINOIS			

SCALE: 1" = 50'

Existing Curve Data:

PI. 167+54.1
 $\Delta = 19^\circ-12'$
D = 42'-00'
R = 1432.69'
T = 232.32'
E = 430.00'
PC = 165+11.78
PT = 169+91.78

PLAN	SURVEYED	DATE
NOTE BOOK	BY Tony Dysart	08/1/80
NO. 22	GRADES CHECKED	
	RT. OF WAY CHECKED	



CURVE DATA:
PI. 10+35.98
 $\Delta = 7^\circ-11'-8''$
D = 10'-00'
R = 572.96'
T = 25.375'
E = 71.86'
F = 1.13'

CURVE DATA:
PI. 11+07.54
 $\Delta = 7^\circ-11'-8''$
D = 10'-00'
R = 572.96'
T = 25.375'
E = 71.86'
F = 1.13'

CURVE DATA:
PI. 12+38.71
 $\Delta = 9^\circ-28'-28''$
D = 5'-00'
R = 1145.92'
T = 94.99'
E = 189.49'
F = 3.93'

CURVE DATA:
PI. 14+50.54
 $\Delta = 23^\circ-8'-43''$
D = 10'-00'
R = 572.96'
T = 117.33'
E = 231.45'
F = 11.89'

CURVE DATA:
PI. 16+33.33
 $\Delta = 13^\circ-40'-5''$
D = 10'-00'
R = 572.96'
T = 65.67'
E = 136.63'
F = 4.10'

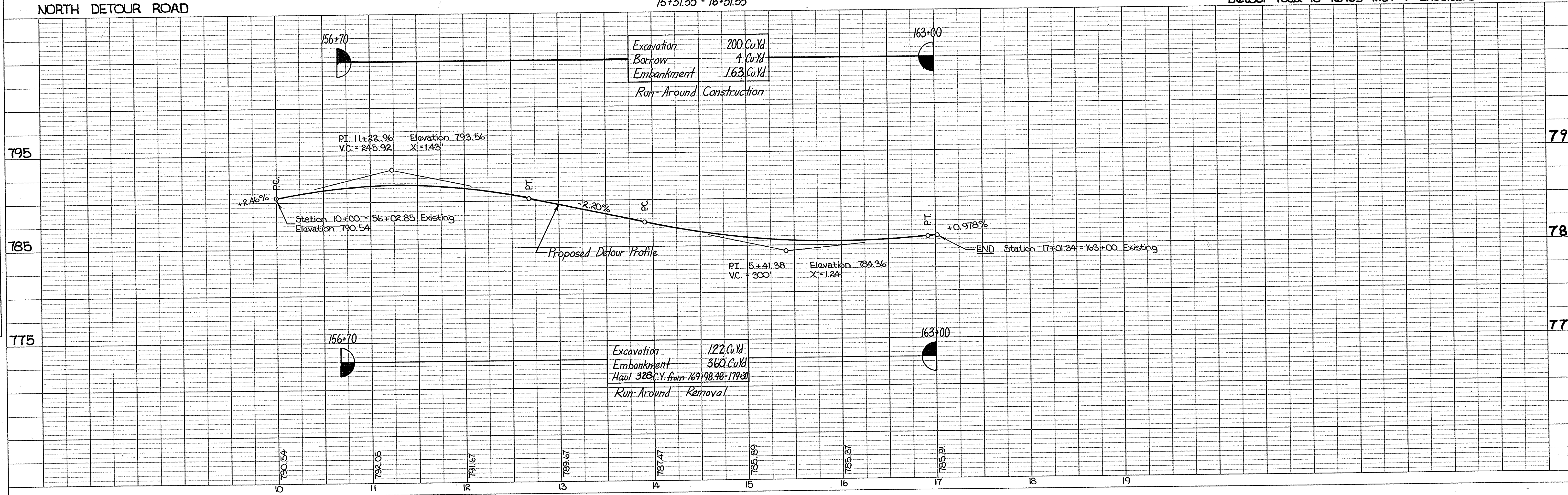
Superelevation 0.029'/1

Transitions 12+66.54 - 13+66.54
15+31.33 - 16+31.33

NORTH DETOUR ROAD

Detour road 10' lanes with 4' shoulders

PROFILE	SURVEYED	DATE
NOTE BOOK	BY Tony Dysart	08/1/80
NO. 22	GRADES CHECKED	
	STRUCTURE NOTATIONS CHKD	



Excavation 200 Cu Yd
Borrow 1 Cu Yd
Embankment 163 Cu Yd
Run-Around Construction

Excavation 122 Cu Yd
Embankment 360 Cu Yd
Haul 328 Cu Yd from 169+98.48 to 179+30
Run-Around Removal

U.S.G.A. DATUM
5TH G.A. (1929)

B.M. R.R. Spike in Tel. Pole
3R+166+28 El. 757.02

BUDA

ROUTE NO.	SHEET NO.	COUNTY	TOTAL SHEETS	SHEET NO.
646	122VBR	BUREAU	36	11
STA.	TO STA.			
FED. ROAD DIST. NO. 7	ILLINOIS PROJECT			

EXISTING MAINLINE
CURVE DATA

PI = 167+54.1
 $\Delta = 19^{\circ} 12'$
D = 4°
R = 1432.69
T = 242.32
L = 480.0
E = 20.35
PC = 165+11.78
PT = 169+91.78

CURVE DATA

PI = 11+29.52
 $\Delta = 12^{\circ} 53' 51''$
D = 5°
R = 1145.92
T = 129.52
L = 257.92
E = 7.30

CURVE DATA

PI = 15+17.56
 $\Delta = 6^{\circ} 24' 01.8''$
D = 5°
R = 1145.92
T = 64.07
L = 128.01
E = 1.79
SE = 0.04 1/4

CURVE DATA

PI = 17+40.00
 $\Delta = 4^{\circ} 31' 35.4''$
D = 5°
R = 1145.92
T = 45.29
L = 90.53
E = 0.89

CURVE DATA

PI = 18+60.33
 $\Delta = 4^{\circ} 31' 35.4''$
D = 5°
R = 1145.92
T = 45.29
L = 90.53
E = 0.89

30' POUL 3 15"
(TEMPORARY)

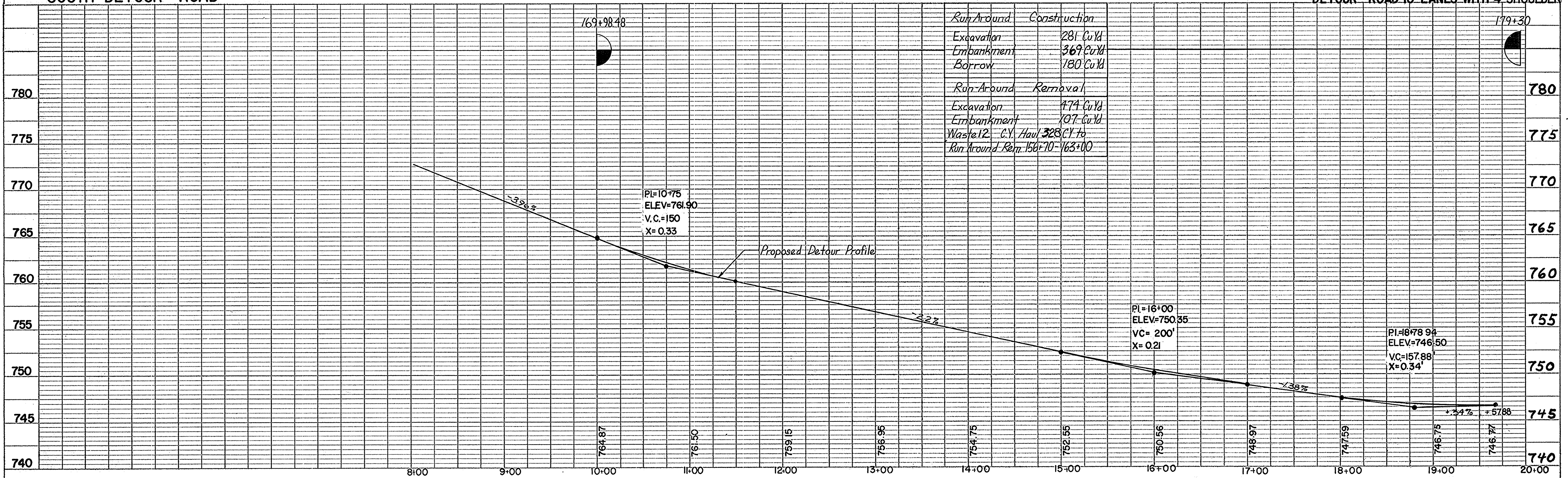
REMOVE EXISTING CULVERTS

REMOVE AND RE-ERECT
TERMINAL SECTION SINGLE RAIL
LOCATION EACH
LT. STA. 12+50-12+75 1

REMOVE AND RE-ERECT
STEEL PLATE BEAM GUARDRAIL
LOCATION CU. FT.
LT. STA. 10+75-12+50 175

DETOUR ROAD 10' LANES WITH 4' SHOULDER

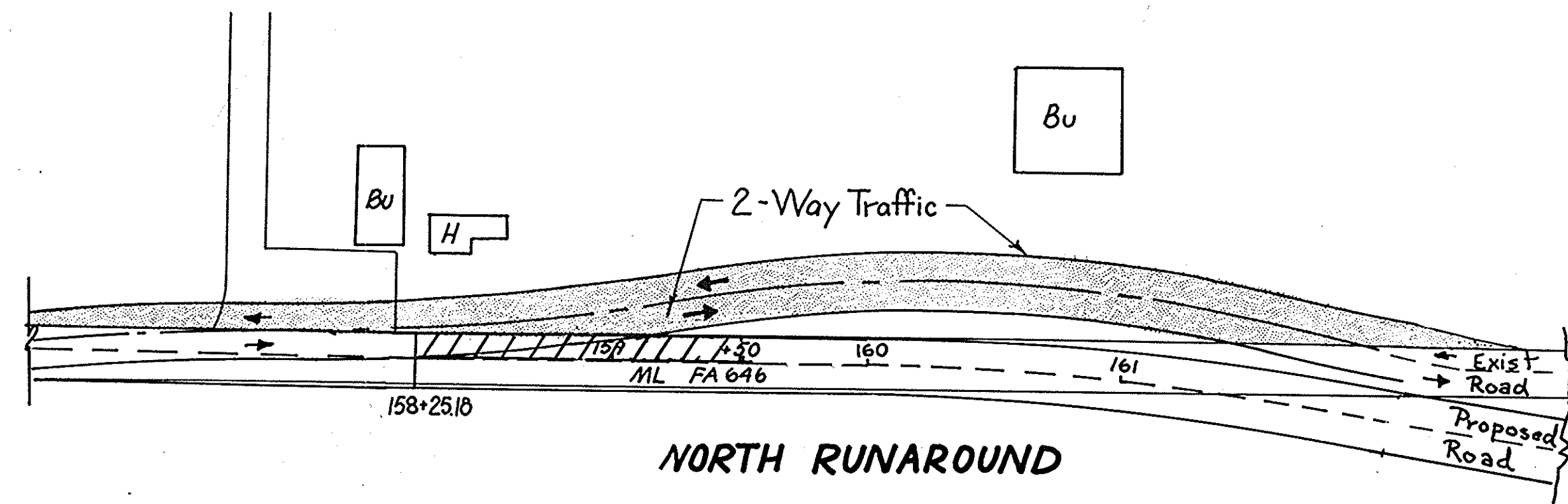
SOUTH DETOUR ROAD



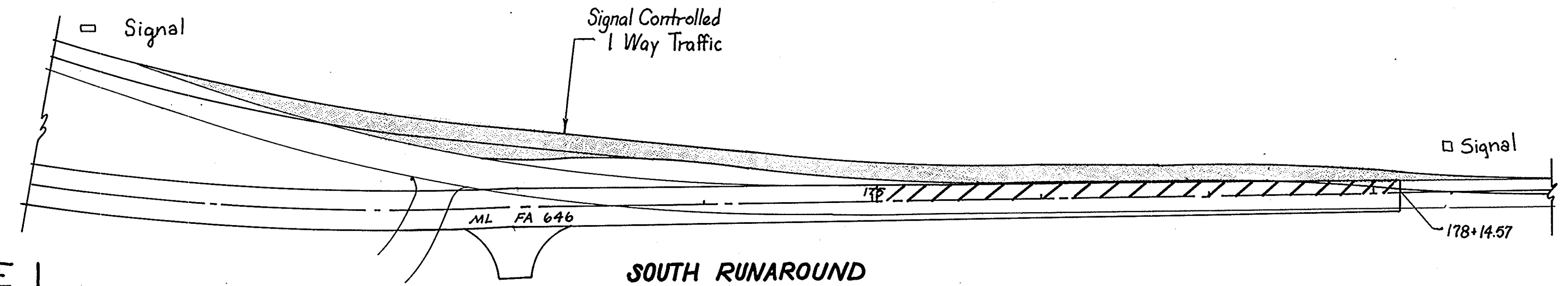
Note: This work starts after bridge and earthwork to exist roadway is complete.

STAGE I: Construct North & South runarounds and proposed highway except north bound lane STA. 158+25.18+159+50 and 175+00-178+14.57.
One lane traffic to be maintain South runaround using signals accordance with Traffic Control Standard 2309.

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA 646	122-48R	BOONVILLE	36	12
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT				

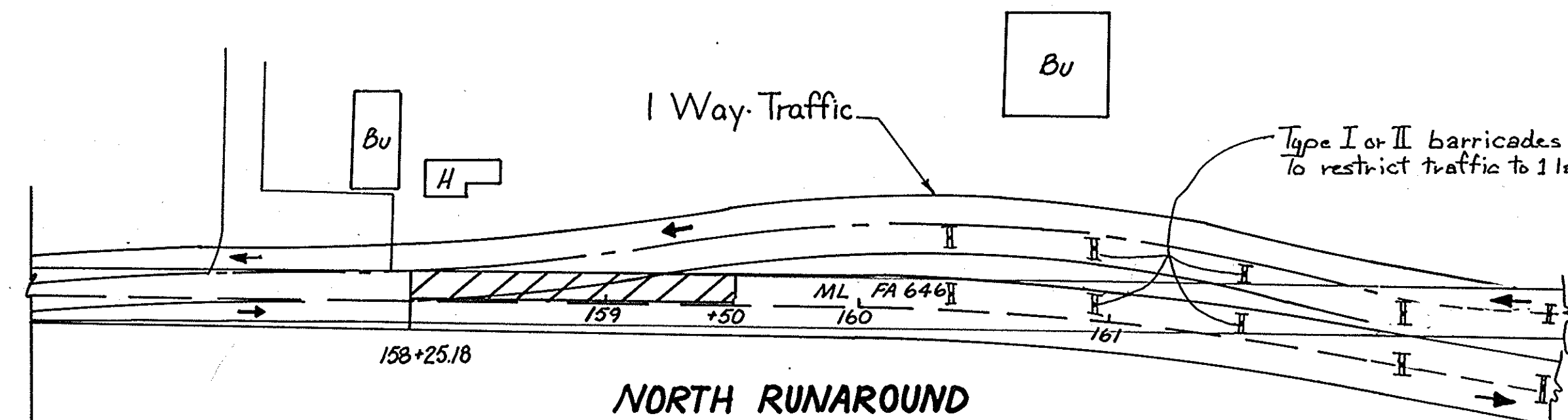


STAGE I

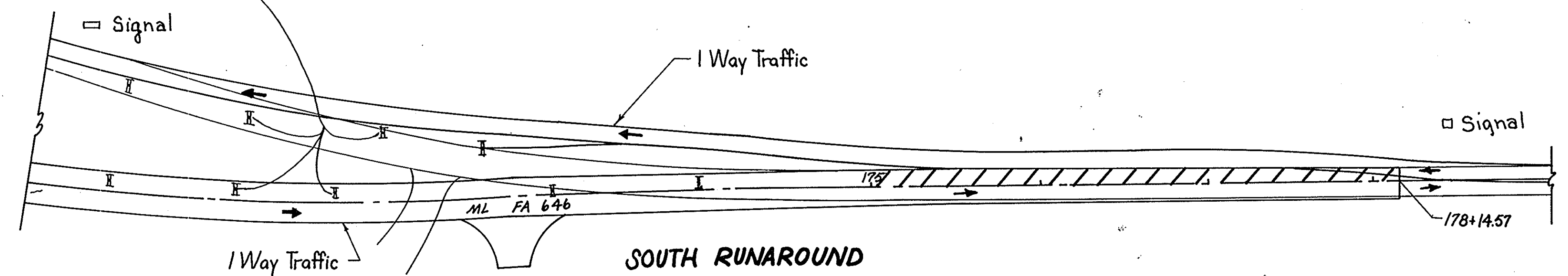


SOUTH RUNAROUND

STAGE II: Open new highway for One lane South bound Traffic.
North & South Runaround used for one lane north bound traffic.
Finish main line STA. 158+25.18-159+50.



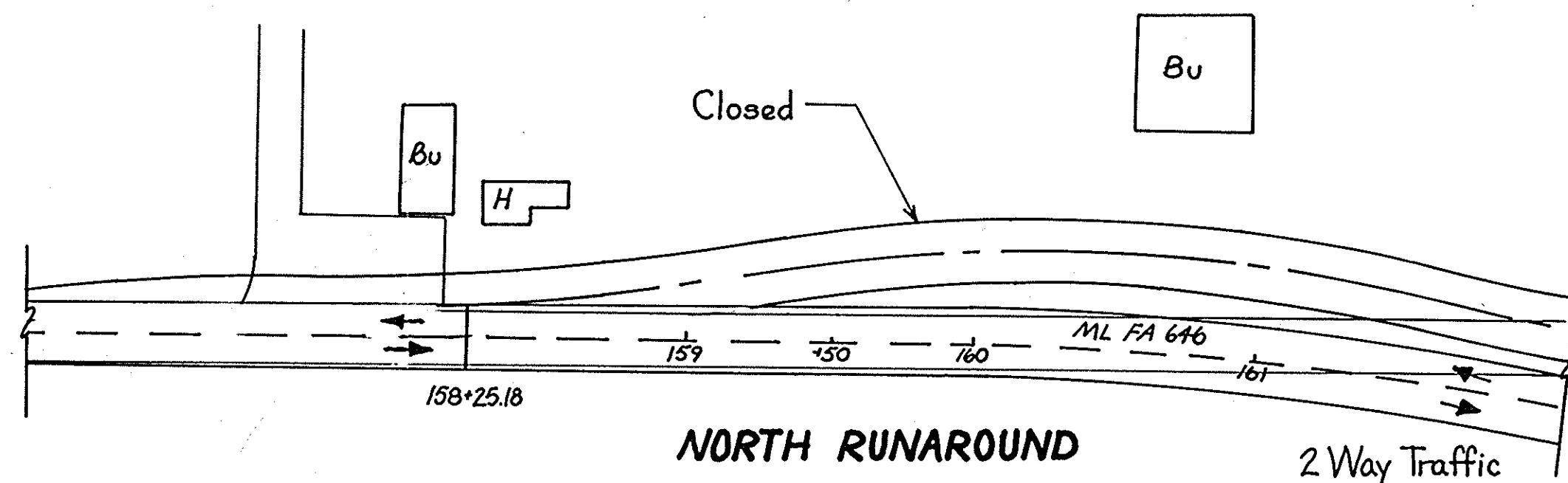
NORTH RUNAROUND



SOUTH RUNAROUND

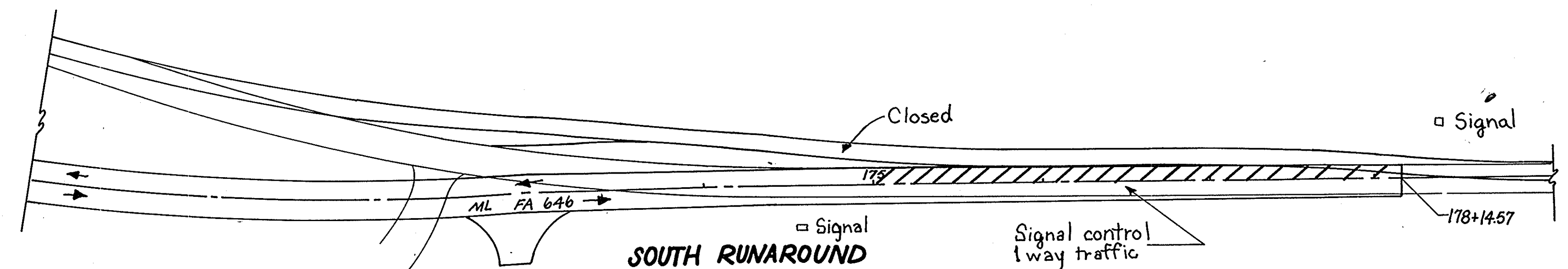
STAGE 2

STAG III North End: North Runaround is closed and two way traffic is started on new highway.
STAGE III South End: North signals are moved to new location
One lane traffic is maintained on new highway using signals
South runaround is removed and mainline STA. 175+00-178+14.57 is finished.



NORTH RUNAROUND

2 Way Traffic



SOUTH RUNAROUND

Signal control 1 way traffic

STAGE 3

DISTRICT NO. 2 DIXON
DESIGNED
DRAWN
CHECKED
DATE
SCALE

Bench Mark: Rail Road Spike in telephone pole, 3' Right of Station 166+28 (Elev. 757.02).

Existing Structure: Station 164+34.04 built as S.B.I. Rt. 88, Sec. 122 VB and C in 1929. Superstructure - 1 span - Steel I₂ Girder, 2 spans - RCDG; 23' Roadway.

Substructure - Spill thru abutments and 2-4 column piers.

Structure to be removed by Contractor upon completion of proposed structure. No Salvage.

Bridge No. 006-0092

Existing dimensions are 26'-4" out to out of deck and 170'-6 3/4" bk. to bk. of abutments.

Existing Structure to be used during construction of proposed structure.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1214-B2	BUREAU	36	13	15 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

GENERAL NOTES

See Proposal for Boring Data.

Fasteners shall be high strength bolts. Bolts 3/4" ϕ , open holes 13/16" ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 189,820 Lbs.

All structural steel shall be AASHTO M222 unpainted.

All structural steel for a distance of three times the depth of the beams each way from deck joints shall be cleaned and given one coat of the basic lead silico chromate primer and maroon field coat. Both coats to be applied in the shop with spot painting only in the field.

All contact surfaces of joints for the diaphragms shall be free of paint or lacquer.

Field welding of construction accessories will not be permitted to the bottom flange of beams nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.

Anchor bolts shall be set before bolting diaphragms over supports.

Slope wall shall be reinforced with welded wire fabric, 6x6" W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

Concrete piles of abutments shall be driven in holes precored through the embankment in accordance with Article 513.09(c) of the Std. Specs.

The embankment configuration shown shall be the minimum embankment that must be constructed prior to construction of the abutments.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8" inch.

Adjustment shall be made either by grinding the surface or by shimming the bearing. Two 6" adjusting shims, of the dimensions of the bottom bearing plate, shall be provided for each bearing in addition to all other plates or shims.

The main load carrying member components subject to tensile stress shall conform to the Supplemental Requirements for Match Toughness Zone 2. These components are the tension flanges, webs and all splice plate material of the wide flange beams.

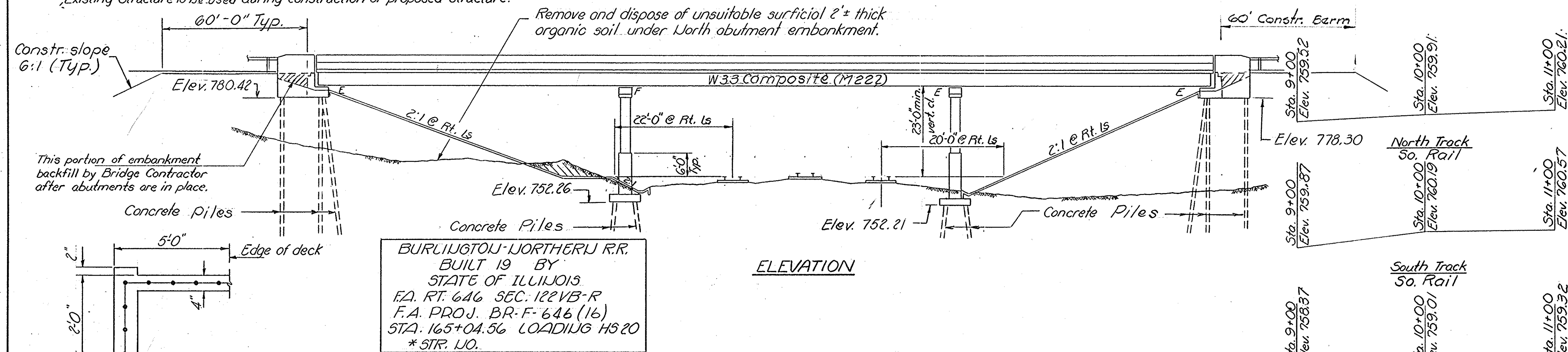
Reinforcement bars shall conform to the requirements of AASHTO M-31 or M-53 Grade 60.

The contractor shall drive Two Concrete test piles in a permanent location. One at Pier 1 and One at So. Abut., as directed by the Engineer before ordering the remainder of piles.

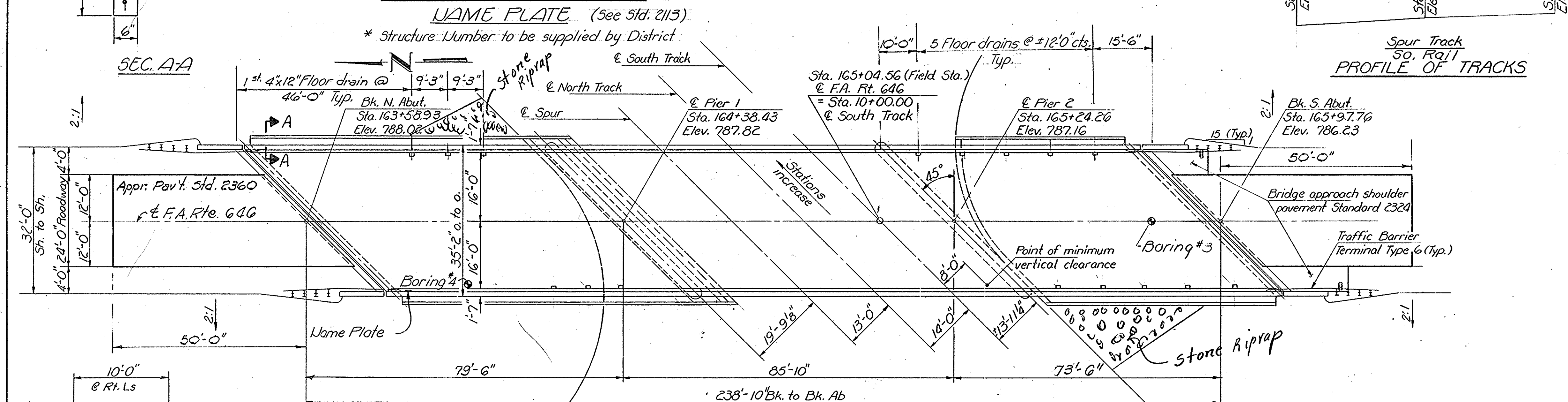
TOTAL BILL OF MATERIAL

Item	Unit	Super.	Sub.	Total
Stud Shear Connectors	Each	2955		2955
Reinforcement Bars	Lbs.	27350	28460	55810
Rein. Bars (Epoxy Ctd.)	Lbs.	39710		39710
Concrete Piles	Lin. Ft.	28343	3003	3003
Test Piles (Concrete)	Each		2	2
Name Plates	Each	1		1
Slope Wall 4"	Sq. Yds.		800	800
Neoprene Expansion Jt. 2"	Lin. Ft.	96		96
Class X Concrete	Cu. Yds.	254.1	244.1	498.2
Elast. Bearing Assembly T1	Each	10		10
Elast. Bearing Assembly T2	Each	5		5
Structural Steel	Lbs.			189,820
Structure Excavation	Cu. Yds.	389.5	520	520
Floor Drains	Each	16		16
Protective Coat	Sq. Yds.	1045	1053	1053
Removal and Disposal of Unsuitable Material	Cu. Yds.		320	320
Removal of Exist. Structures	Each		365	365

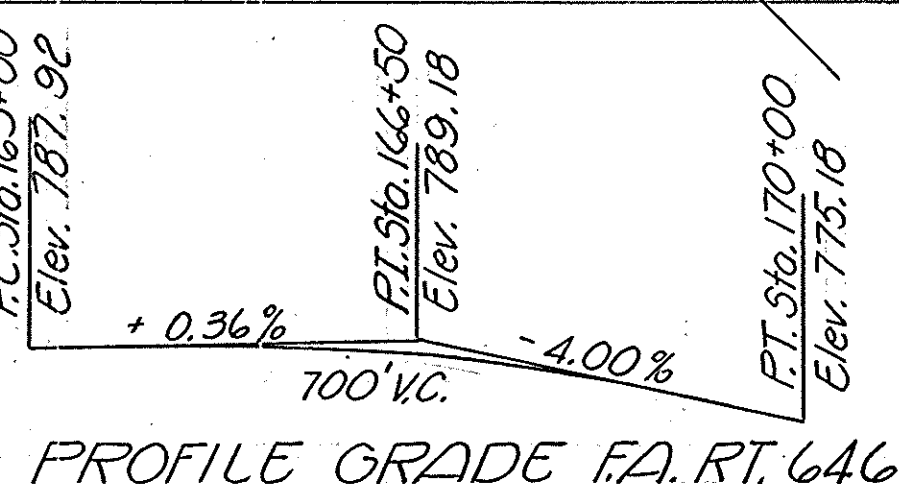
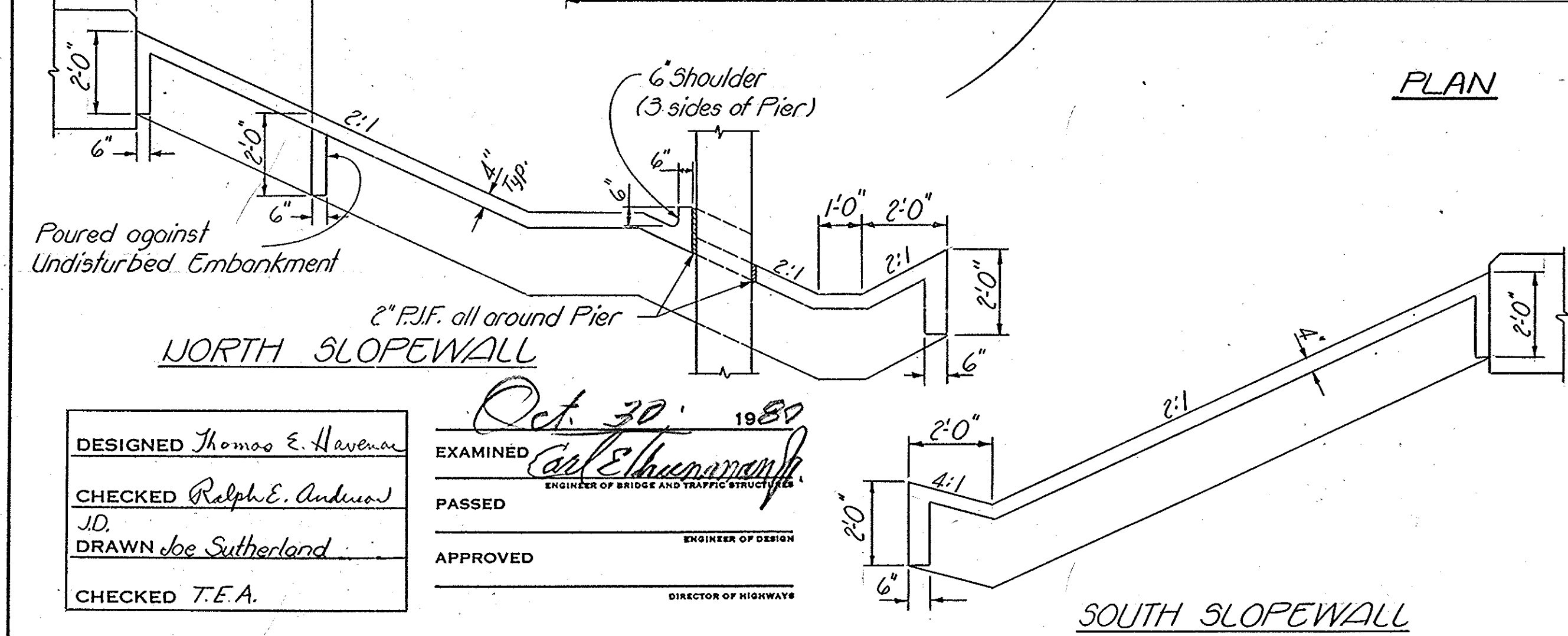
GENERAL PLAN
F.A. RT. 646 (ILL. RT. 88)
OVER BURLINGTON-NORTHERN RR
F.A. RT. 646 SEC. 122VB-R
BUREAU COUNTY
STATION 165+04.56



ELEVATION



PLAN



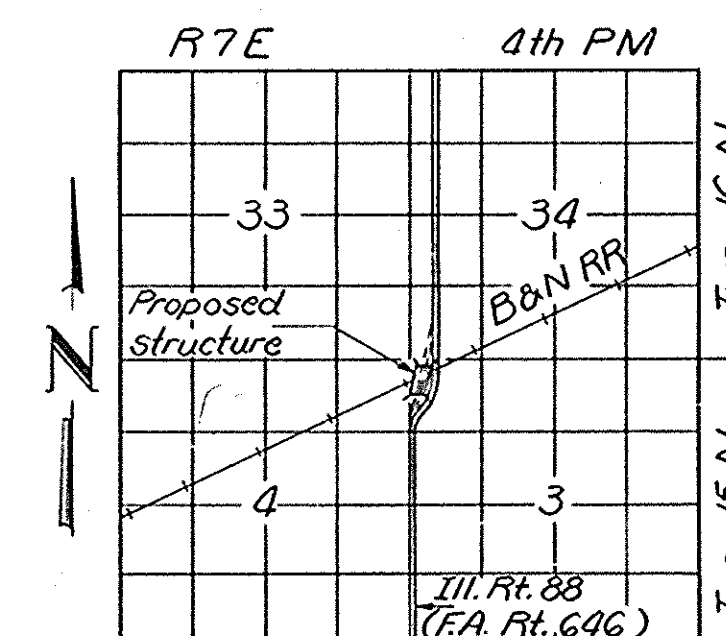
PROFILE GRADE F.A. RT. 646

DESIGN STRESSES
f_c = 3500 psi
f_y = 60,000 psi (Reinforcement)
f_y = 50,000 psi (Structural Steel)

Allow 25 #/ft² for future wearing surface.

Design Specifications: 1977 AASHTO and 1978, 1979 and 1980 Interim Specifications.

DESIGN LOADING HS20-44

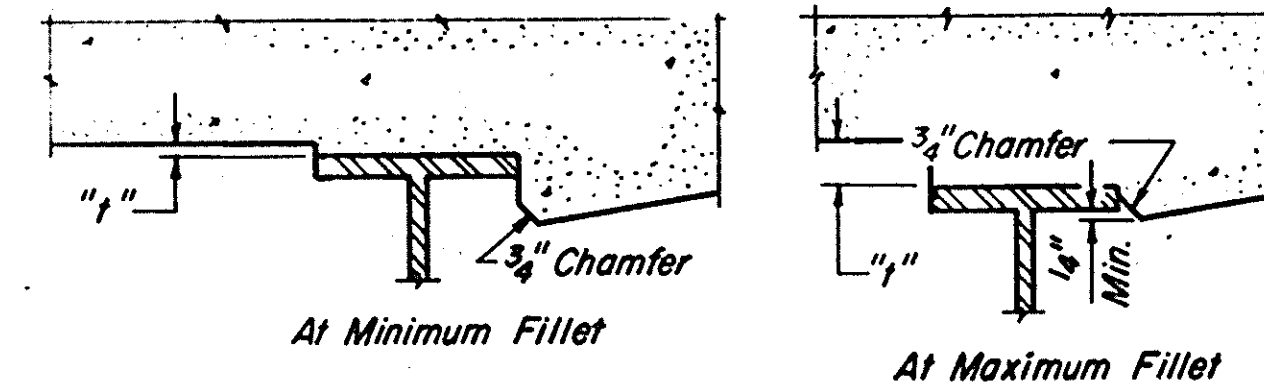


LOCATION SKETCH

DESIGNED Thomas E. Havenan
CHECKED Ralph E. Anderson
J.D.
DRAWN Joe Sutherland
CHECKED T.E.A.

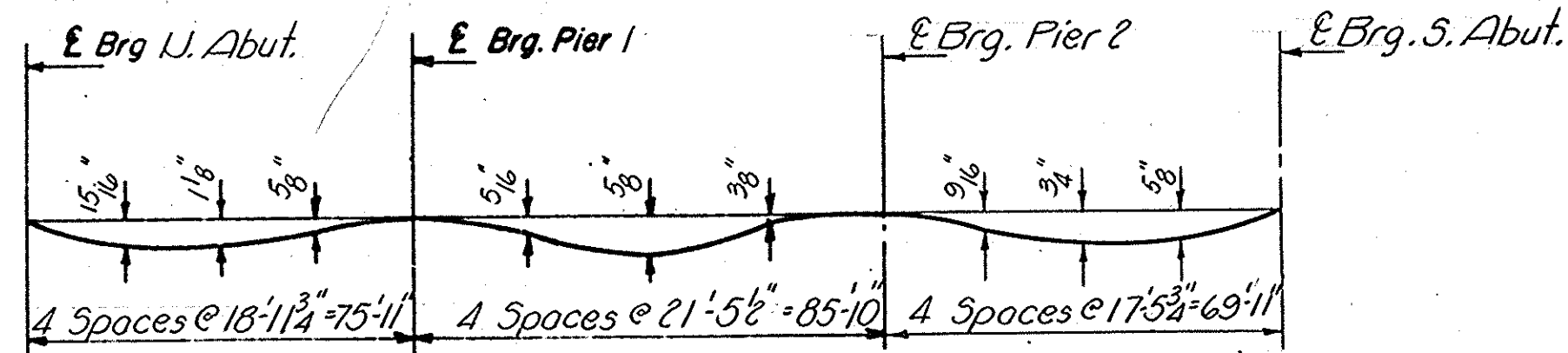
EXAMINED
PASSED
APPROVED
DIRECTOR OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
66.6	122V-B	BUREAU	36	14
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 2
15 SHEETS



DEAD LOAD DEFLECTION DIAGRAM

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

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. U. Abut.	16344.346	-14.584	787.776	787.776
Brg. U. Abut.	16347.926	-14.584	787.779	787.779
A	16357.926	-14.584	787.782	787.823
B	16367.926	-14.584	787.779	787.857
C	16377.926	-14.584	787.769	787.856
D	16387.926	-14.584	787.754	787.843
E	16397.926	-14.584	787.732	787.797
F	16407.926	-14.584	787.704	787.744
G	16417.926	-14.584	787.669	787.684
Brg. Pier 1	16423.843	-14.584	787.646	787.646
H	16433.843	-14.584	787.602	787.614
I	16443.843	-14.584	787.551	787.571
J	16453.843	-14.584	787.494	787.533
K	16463.843	-14.584	787.432	787.484
L	16473.843	-14.584	787.362	787.410
M	16483.843	-14.584	787.287	787.323
N	16493.843	-14.584	787.205	787.228
O	16503.843	-14.584	787.118	787.126
Brg. Pier 2	16509.676	-14.584	787.063	787.063
P	16519.676	-14.584	786.966	786.992
Q	16529.676	-14.584	786.862	786.911
R	16539.676	-14.584	786.752	786.810
S	16549.676	-14.584	786.635	786.695
T	16559.676	-14.584	786.513	786.566
U	16569.676	-14.584	786.384	786.413
Brg. S. Abut.	16579.593	-14.584	786.250	786.250
Bk. S. Abut.	16583.173	-14.584	786.200	786.200

EAST LONGITUDINAL BOUNDED CONST. JT.

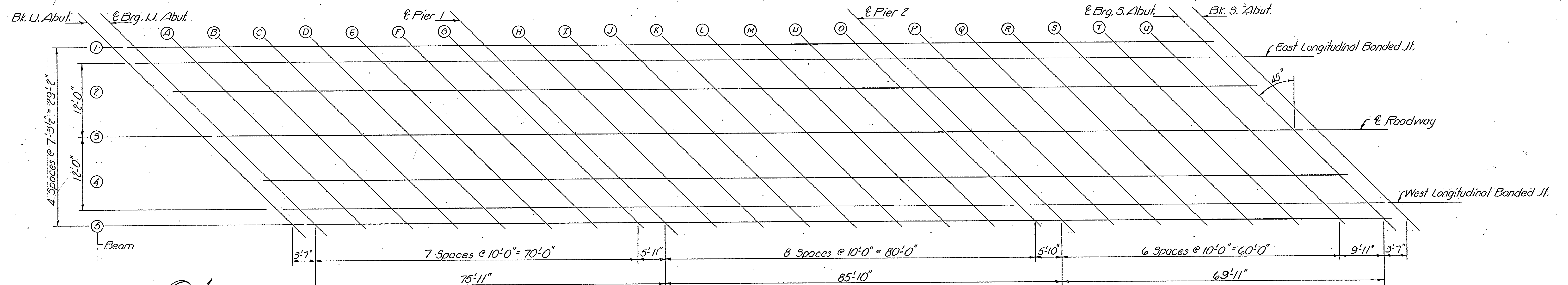
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. U. Abut.	16346.929	-12.001	787.832	787.832
Brg. U. Abut.	16350.509	-12.001	787.834	787.834
A	16360.509	-12.001	787.836	787.877
B	16370.509	-12.001	787.831	787.909
C	16380.509	-12.001	787.820	787.907
D	16390.509	-12.001	787.803	787.892
E	16400.509	-12.001	787.779	787.844
F	16410.509	-12.001	787.749	787.790
G	16420.509	-12.001	787.714	787.729
Brg. Pier 1	16426.426	-12.001	787.689	787.689
H	16436.426	-12.001	787.643	787.656
I	16446.426	-12.001	787.591	787.617
J	16456.426	-12.001	787.533	787.572
K	16466.426	-12.001	787.469	787.521
L	16476.426	-12.001	787.398	787.445
M	16486.426	-12.001	787.321	787.357
N	16496.426	-12.001	787.238	787.260
O	16506.426	-12.001	787.148	787.156
Brg. Pier 2	16512.259	-12.001	787.093	787.093
P	16522.259	-12.001	786.994	787.020
Q	16532.259	-12.001	786.888	786.937
R	16542.259	-12.001	786.776	786.835
S	16552.259	-12.001	786.658	786.718
T	16562.259	-12.001	786.534	786.587
U	16572.259	-12.001	786.404	786.433
Brg. S. Abut.	16582.176	-12.001	786.268	786.268
Bk. S. Abut.	16585.756	-12.001	786.218	786.218

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. U. Abut.	16351.637	-7.293	787.909	787.909
Brg. U. Abut.	16355.217	-7.293	787.910	787.910
A	16365.217	-7.293	787.908	787.949
B	16375.217	-7.293	787.900	787.979
C	16385.217	-7.293	787.886	787.974
D	16395.217	-7.293	787.866	787.955
E	16405.217	-7.293	787.840	787.905
F	16415.217	-7.293	787.807	787.848
G	16425.217	-7.293	787.768	787.783
Brg. Pier 1	16431.134	-7.293	787.742	787.742
H	16441.134	-7.293	787.693	787.706
I	16451.134	-7.293	787.638	787.664
J	16461.134	-7.293	787.577	787.616
K	16471.134	-7.293	787.510	787.562
L	16481.134	-7.293	787.436	787.484
M	16491.134	-7.293	787.356	787.392
N	16501.134	-7.293	787.270	787.293
O	16511.134	-7.293	787.178	787.196
Brg. Pier 2	16516.967	-7.293	787.121	787.121
P	16526.967	-7.293	787.015	787.045
Q	16536.967	-7.293	786.911	786.959
R	16546.967	-7.293	786.795	786.854
S	16556.967	-7.293	786.674	786.734
T	16566.967	-7.293	786.547	786.601
U	16576.967	-7.293	786.414	786.443
Brg. S. Abut.	16586.884	-7.293	786.275	786.275
Bk. S. Abut.	16590.464	-7.293	786.224	786.224

BEAM 3 & ROADWAY

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. U. Abut.	16358.929	-0.001	788.024	788.024
Brg. U. Abut.	16362.509	-0.001	788.023	788.023
A	16372.509	-0.001	788.017	788.058
B	16382.509	-0.001	788.005	788.083
C	16392.509	-0.001	787.986	788.074
D	16402.509	-0.001	787.962	788.051
E	16412.509	-0.001	787.931	787.994
F	16422.509	-0.001	787.894	787.934
G	16432.509	-0.001	787.850	787.865
Brg. Pier 1	16438.426	-0.001	787.822	787.822
H	16448.426	-0.001	787.768	787.781
I	16458.426	-0.001	787.709	787.734
J	16468.426	-0.001	787.643	787.682
K	16478.426	-0.001	787.571	787.623
L	16488.426	-0.001	787.493	787.540
M	16498.426	-0.001	787.408	787.444
N	16508.426	-0.001	787.317	787.340
O	16518.426	-0.001	787.220	787.229
Brg. Pier 2	16524.259	-0.001	787.161	787.161
P	16534.259	-0.001	787.054	787.081
Q	16544.259	-0.001	786.941	786.990
R	16554.259	-0.001	786.822	786.881
S	16564.259	-0.001	786.697	786.756
T	16574.259	-0.001	786.565	786.618
U	16584.259	-0.001	786.427	786.456
Brg. S. Abut.	16594.176	-0.001	786.284	786.284
Bk. S. Abut.	16597.756	-0.001	786.231	786.231



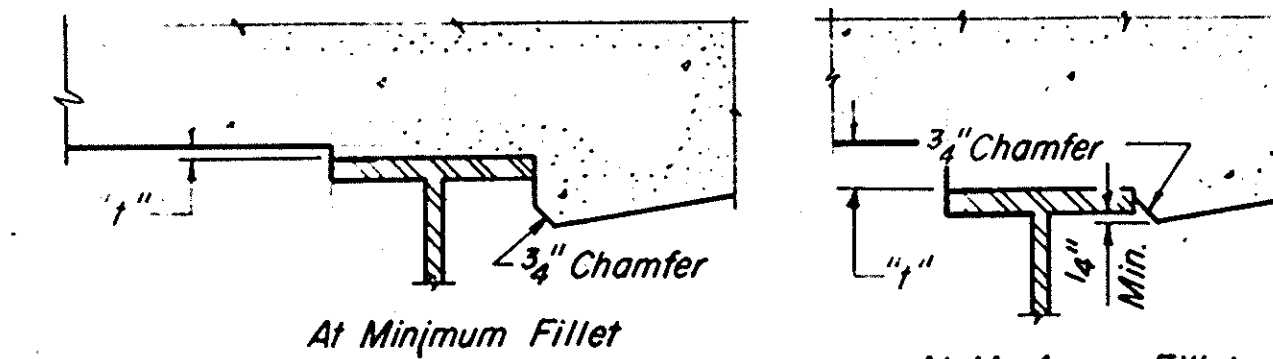
DESIGNED Thomas E. Haveron
CHECKED Ralph E. Anderson
J.D. DRAWN
CHECKED T.E.A.
E-S 8-1-65

EXAMINED Oct. 30 1980
PASSED
APPROVED
ENGINEER OF DESIGN
CHIEF HIGHWAY ENGINEER

BEAM LAYOUT

TOP OF SLAB ELEVATIONS
F.A. RT. 646 SEC. 122VB-R
BUREAU COUNTY
STA. 165+04.56

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



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

FILLET HEIGHTS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
646	122V-BR	BUREAU	36	15	15 SHEETS
FED. ROAD DIST. NO. 1	122V-BR	FED. AID PROJECT			

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. U. Abut.	16366.221	7.291	787.908	787.908
E Brg. U. Abut.	16369.801	7.291	787.901	787.905
A	16379.801	7.291	787.895	787.936
B	16389.801	7.291	787.881	787.956
C	16399.801	7.291	787.855	787.942
D	16409.801	7.291	787.821	787.915
E	16419.801	7.291	787.790	787.855
F	16429.801	7.291	787.748	787.789
G	16439.801	7.291	787.700	787.715
E Pier 1	16445.718	7.291	787.669	787.669
H	16455.718	7.291	787.611	787.624
I	16465.718	7.291	787.547	787.573
J	16475.718	7.291	787.471	787.516
K	16485.718	7.291	787.400	787.452
L	16495.718	7.291	787.317	787.365
M	16505.718	7.291	787.228	787.264
N	16515.718	7.291	787.131	787.156
O	16525.718	7.291	787.031	787.040
E Pier 2	16531.551	7.291	786.970	786.970
P	16541.551	7.291	786.855	786.885
Q	16551.551	7.291	786.741	786.790
R	16561.551	7.291	786.617	786.676
S	16571.551	7.291	786.481	786.547
T	16581.551	7.291	786.351	786.409
U	16591.551	7.291	786.208	786.237
E Brg. S. Abut.	16601.468	7.291	786.061	786.061
Bk. S. Abut.	16605.048	7.291	786.006	786.006

WEST LONGITUDINAL BOUNDED CONST. JT.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. U. Abut.	16370.929	11.999	787.831	787.831
E Brg. U. Abut.	16374.509	11.999	787.827	787.827
A	16384.509	11.999	787.814	787.855
B	16394.509	11.999	787.794	787.872
C	16404.509	11.999	787.768	787.855
D	16414.509	11.999	787.736	787.825
E	16424.509	11.999	787.697	787.763
F	16434.509	11.999	787.653	787.693
G	16444.509	11.999	787.602	787.617
E Pier 1	16450.426	11.999	787.569	787.569
H	16460.426	11.999	787.508	787.521
I	16470.426	11.999	787.441	787.467
J	16480.426	11.999	787.368	787.407
K	16490.426	11.999	787.288	787.340
L	16500.426	11.999	787.203	787.250
M	16510.426	11.999	787.111	787.147
N	16520.426	11.999	787.012	787.035
O	16530.426	11.999	786.908	786.916
E Pier 2	16536.259	11.999	786.844	786.844
P	16546.259	11.999	786.730	786.757
Q	16556.259	11.999	786.609	786.659
R	16566.259	11.999	786.483	786.541
S	16576.259	11.999	786.350	786.410
T	16586.259	11.999	786.211	786.264
U	16596.259	11.999	786.065	786.094
E Brg. S. Abut.	16606.176	11.999	785.915	785.915
Bk. S. Abut.	16609.756	11.999	785.859	785.859

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. U. Abut.	16373.512	14.582	787.774	787.774
E Brg. U. Abut.	16377.092	14.582	787.770	787.770
A	16387.092	14.582	787.755	787.796
B	16397.092	14.582	787.734	787.812
C	16407.092	14.582	787.706	787.793
D	16417.092	14.582	787.672	787.762
E	16427.092	14.582	787.632	787.697
F	16437.092	14.582	787.586	787.627
G	16447.092	14.582	787.534	787.549
E Pier 1	16453.009	14.582	787.500	787.500
H	16463.009	14.582	787.437	787.450
I	16473.009	14.582	787.368	787.394
J	16483.009	14.582	787.294	787.332
K	16493.009	14.582	787.212	787.264
L	16503.009	14.582	787.125	787.173
M	16513.009	14.582	787.032	787.068
N	16523.009	14.582	786.932	786.955
O	16533.009	14.582	786.826	786.834
E Pier 2	16538.842	14.582	786.761	786.761
P	16548.842	14.582	786.645	786.672
Q	16558.842	14.582	786.523	786.572
R	16568.842	14.582	786.395	786.453
S	16578.842	14.582	786.260	786.320
T	16588.842	14.582	786.119	786.173
U	16598.842	14.582	785.972	786.002
E Brg. S. Abut.	16608.759	14.582	785.820	785.820
Bk. S. Abut.	16612.339	14.582	785.764	785.764

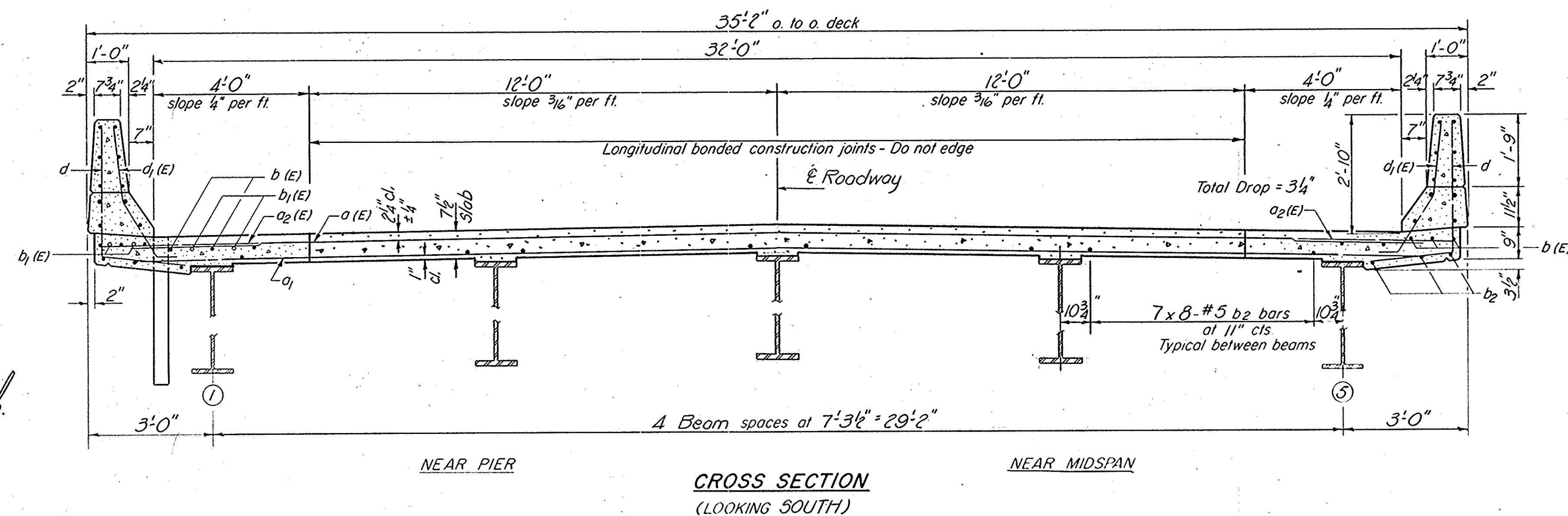
DESIGNED <i>Thomas E. Hawman</i>	EXAMINED <i>Carl E. Thompson</i>
CHECKED <i>Ralph E. Anderson</i>	PASSED
J.D.	APPROVED
DRAWN	ENGINEER OF DESIGN
CHECKED <i>T.E.A.</i>	CHIEF HIGHWAY ENGINEER

E-5 8-1-65

TOP OF SLAB ELEVATIONS
F.A. RT. 646 SEC. 122V-BR
BUREAU COUNTY
STA. 165+04.56

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. B. 3. F. A. 646	224-BR	BUREAU	36	16
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT.	

SHEET NO. 4
15 SHEETS



SUPERSTRUCTURE
F.A. RT. 646 SEC. 122VB-R
BUREAU COUNTY
STA. 165+04.56

Oct. 30 1980

EXAMINED *Carl E. Hummer*

PASSED

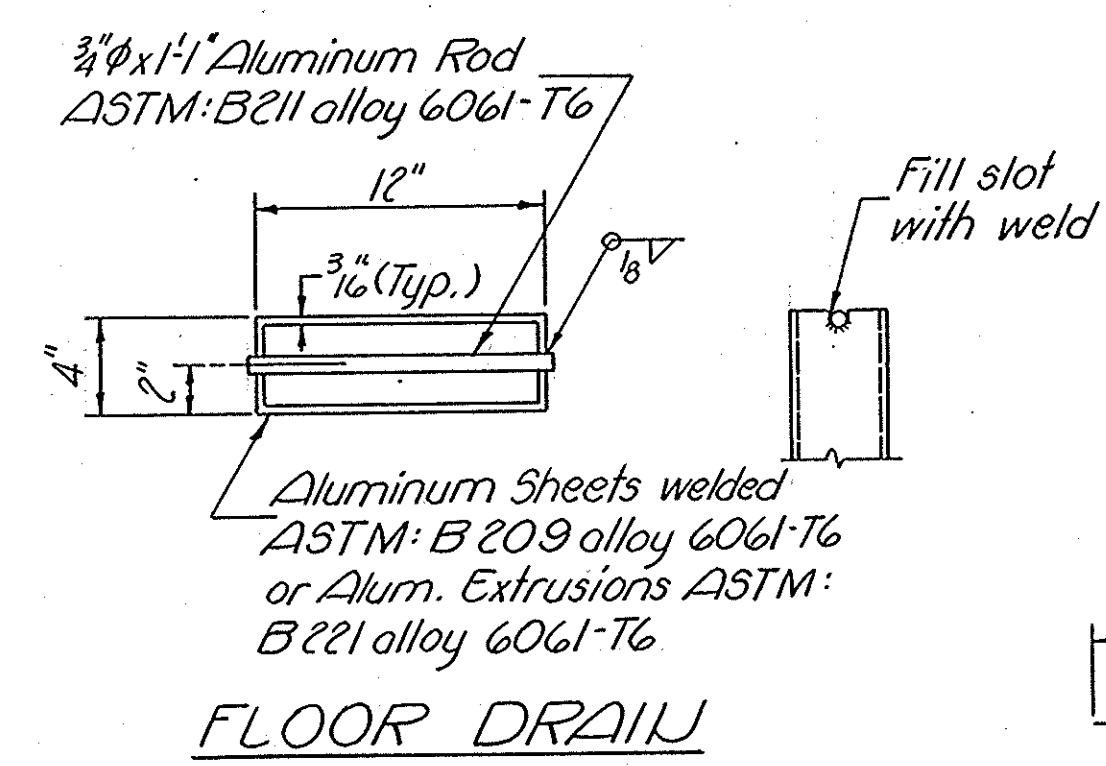
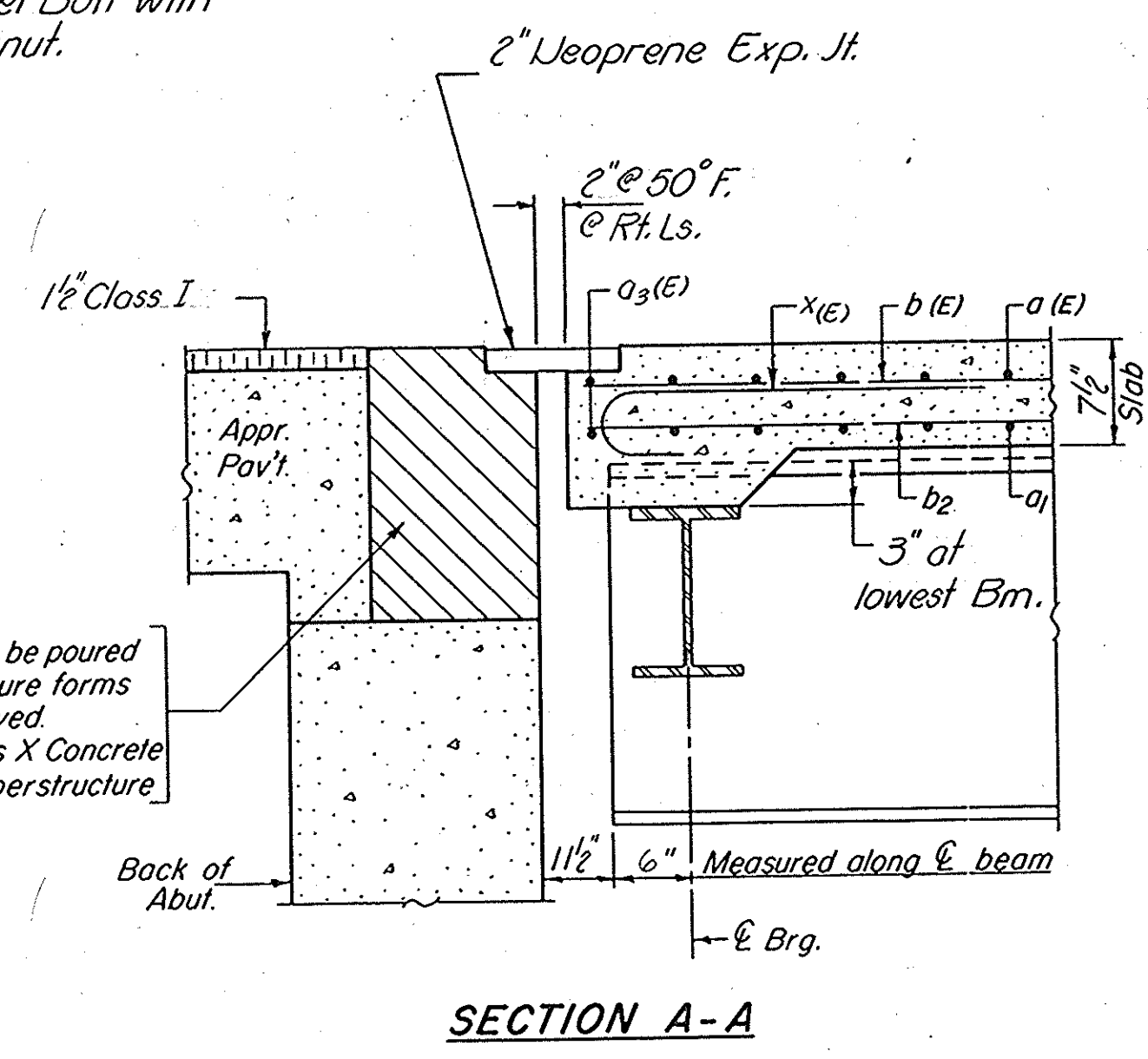
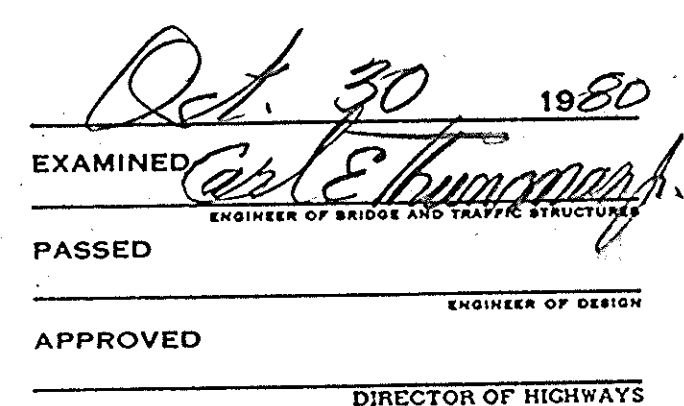
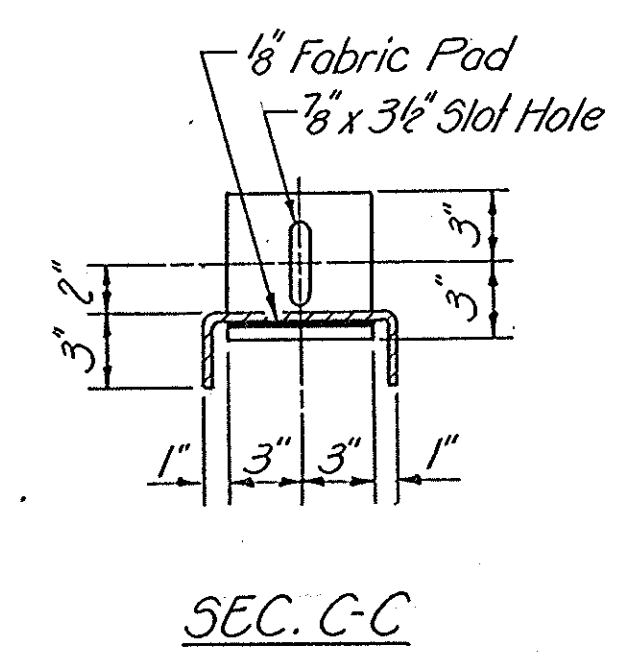
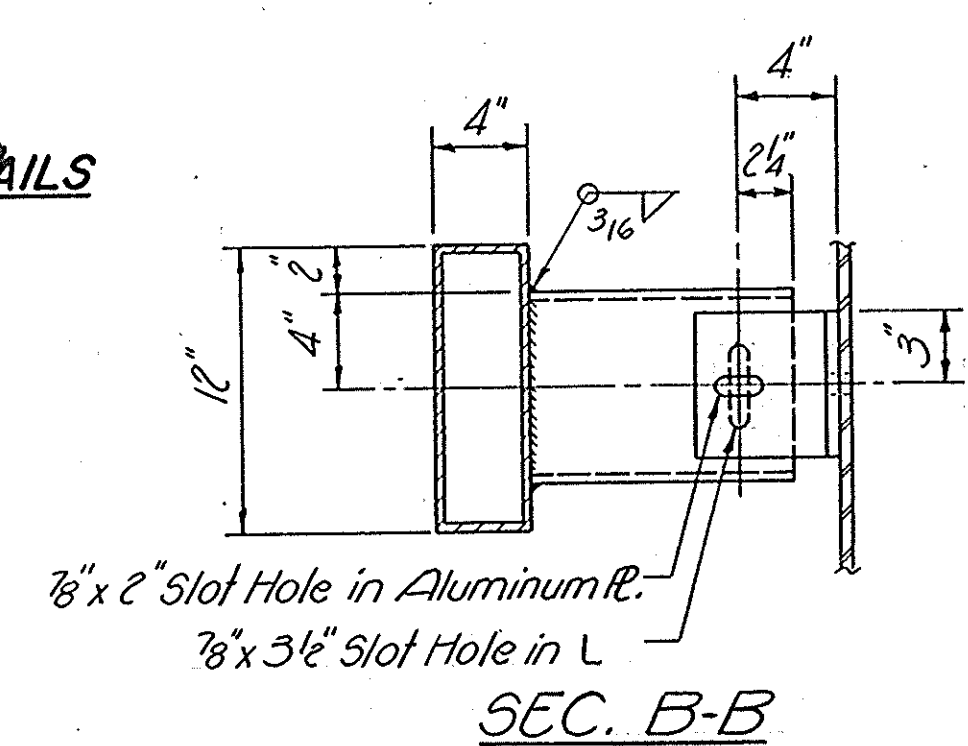
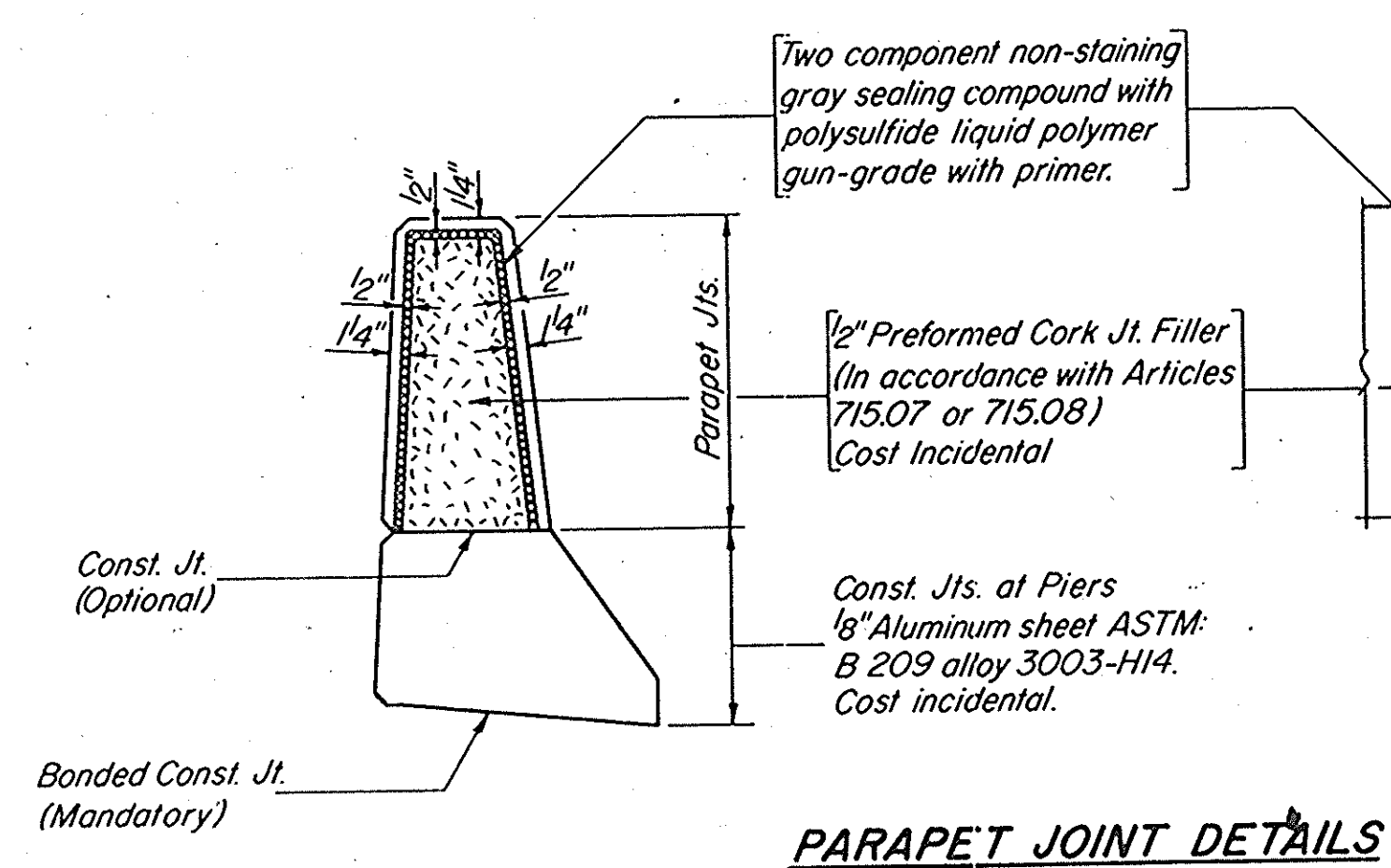
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES

APPROVED

ENGINEER OF DESIGN

DIRECTOR OF HIGHWAYS

TKD 83224 782 750 125 10-64



Note:
The exterior surfaces of the aluminum drains shall be cleaned and given a washcoat pretreatment in accordance with the Steel Structure Painting Council's Specification SSPC-SPI & SSPC-PT3 followed by the Basic Lead Silico Chromate primer and a maroon field coat.

Reinforcement bars designated (E) shall be epoxy coated. See Special Provisions.

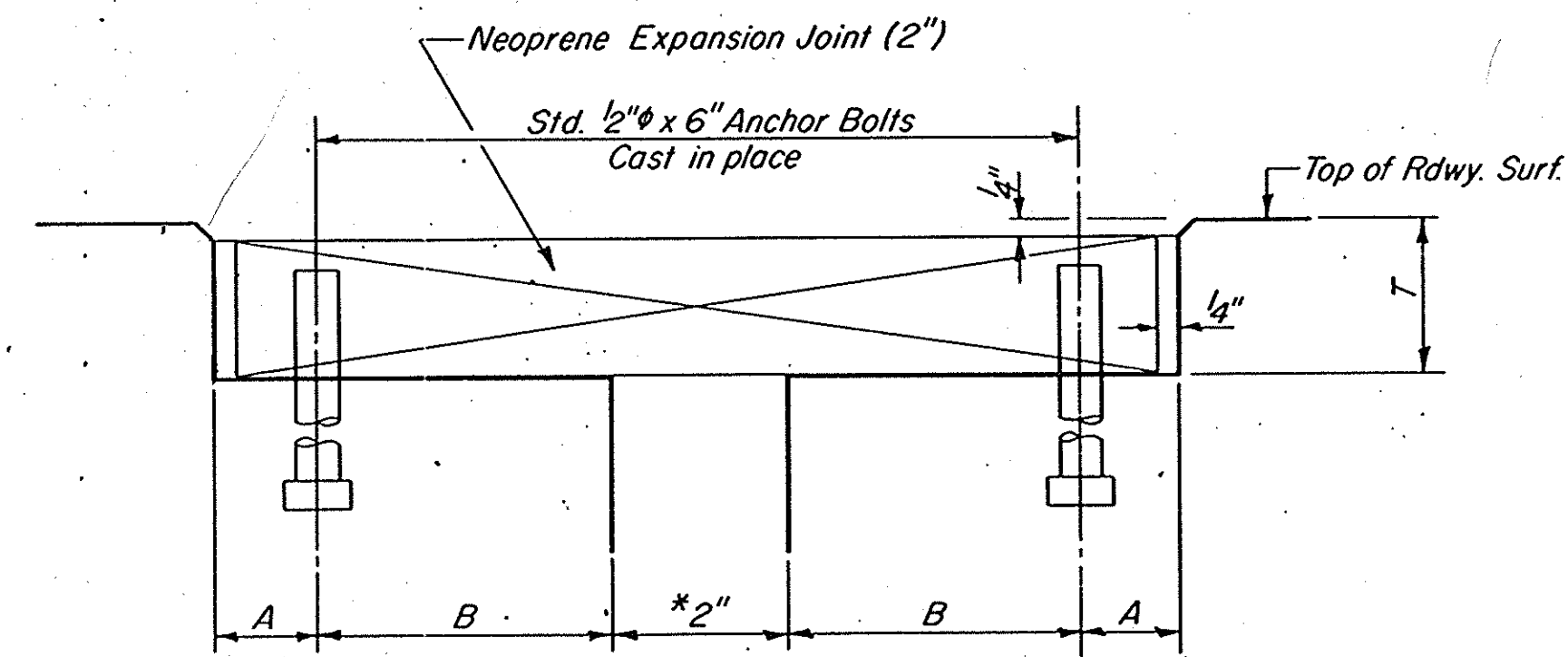
SUPERSTRUCTURE DETAILS
FA. RT. 646 SEC. 122VB-R
BUREAU COUNTY
STA 165+04.56

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
646	122V-B2	BUREAU	36	18	15 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

ALTERNATE NEOPRENE EXPANSION JOINTS (2")
(See Special Provisions)

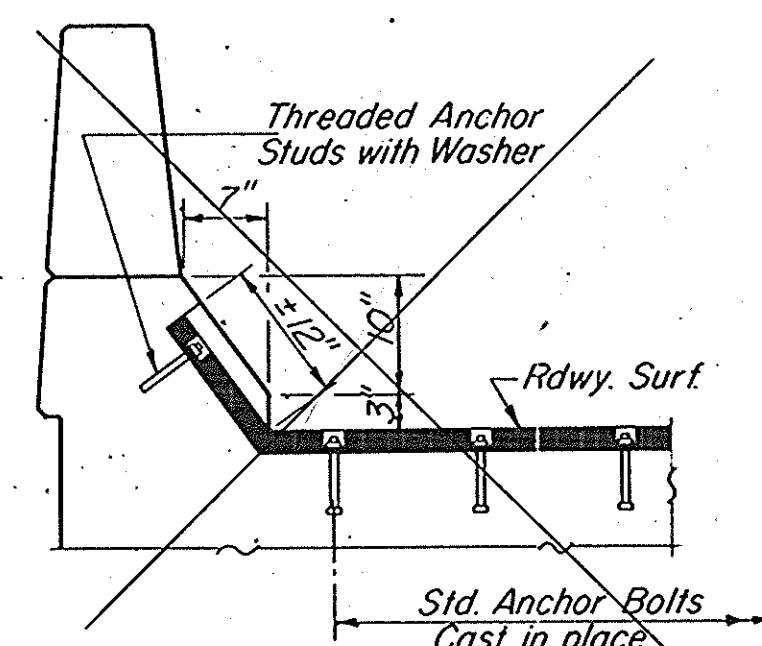
Model	Supplier	Blockout Dimensions
TRANSFLEX, MODEL 200A	General Tire Company	$T = 1\frac{3}{16}"$, $A = 1\frac{1}{8}"$, $B = 3\frac{5}{16}"$
WABOFLEX, MODEL SR 2	Watson Bowman Associates, Inc.	$T = 1\frac{3}{16}"$, $A = 1\frac{1}{4}"$, $B = 3\frac{3}{16}"$
FEL-SPAN, MODEL T-30 Set joint seal $1\frac{5}{8}"$ at 50°F.	Fel-Pro Building Products Inc.	$T = 1\frac{3}{4}"$, $A = 2\frac{1}{4}"$, $B = 2\frac{1}{16}"$
WABO ELASTODAM, TYPE 300 Set joint seal $1\frac{5}{8}"$ at 50°F.	Watson Bowman Associates, Inc.	$T = 1\frac{3}{4}"$, $A = 2\frac{1}{4}"$, $B = 2\frac{1}{16}"$
WABO ALU-STRIP, TYPE III S300 Set joint seal $1\frac{1}{2}"$ at 50°F. Permitted for up to 50° skew.	Watson Bowman Associates, Inc.	$T = 1\frac{3}{4}"$, $A = 1\frac{5}{8}"$, $B = 2\frac{3}{4}"$
LOW PROFILE ONFLEX-25 Set joint seal $1\frac{1}{2}"$ at 50°F. Roadway bolt channel shall be filled with approved grout. Permitted for up to 50° skew.	Structural Accessories, Inc.	$T = 1\frac{3}{4}"$, $A = 1\frac{5}{8}"$, $B = 2\frac{3}{8}"$



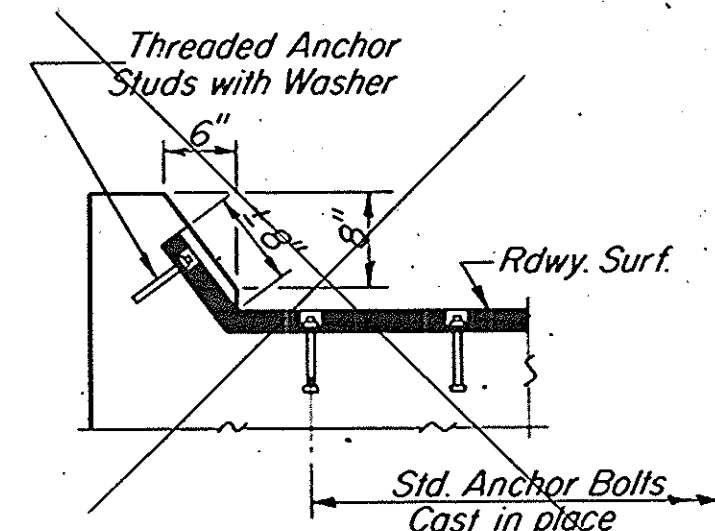
CROSS SECTION

*At 50°F.
Dimensions are at right angles.

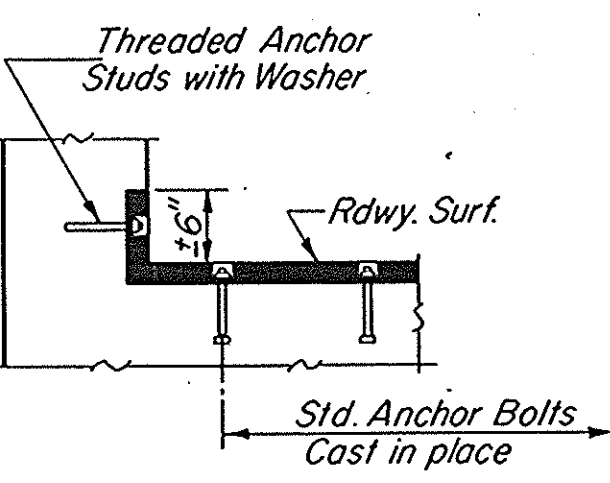
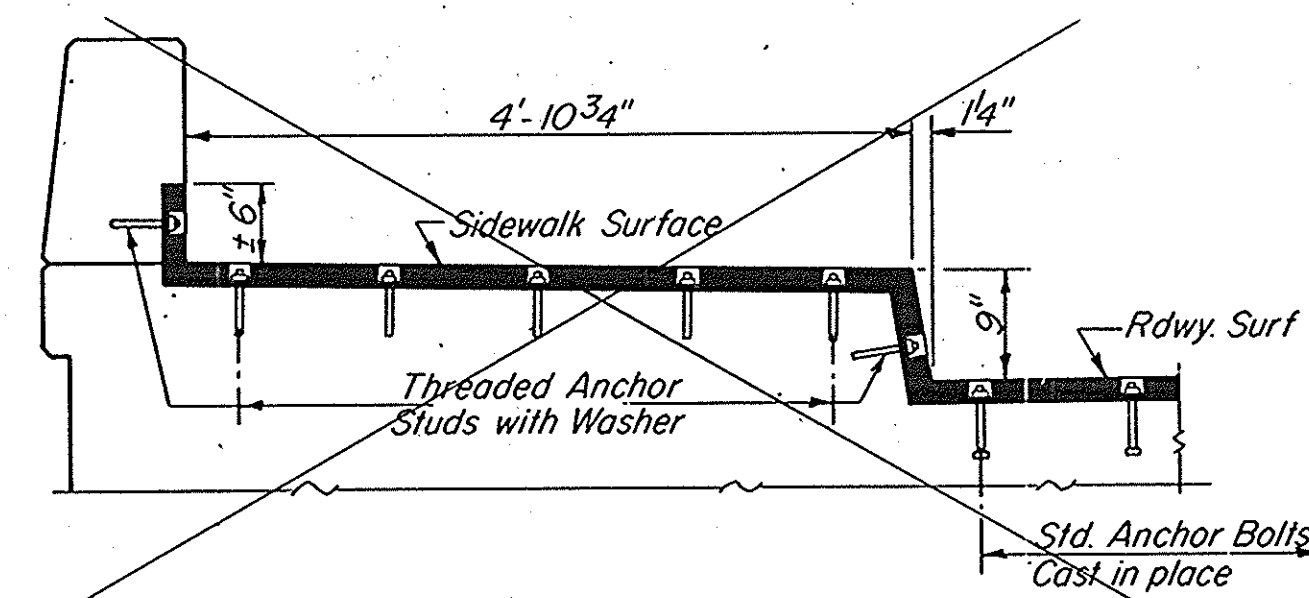
NOTE:
Joint openings shall be adjusted in accordance with Article 503.07 (c) of the Std. Specs. when the deck is poured at an ambient temperature other than 50°F.



AT CURBS



AT SIDEWALK



AT ABUTMENT

TYPICAL END TREATMENTS

DESIGNED <i>Thomas E. Anderson</i>
CHECKED <i>Ralph E. Anderson</i>
DRAWN
CHECKED <i>T.E.A.</i>

EXAMINED <i>Carl E. Hummer</i>
PASSED
APPROVED
DIRECTOR OF HIGHWAYS

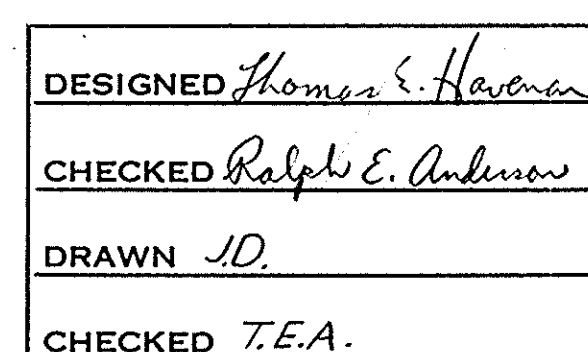
EJ-1 2-10-77

NEOPRENE EXPANSION JOINTS (2")
FOR EXPANSION LENGTH OF DECK = 0 to 160 ft.

FA. RT. 646 SEC. 122VB-R
BUREAU COUNTY
STA. 165+04.56

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S. B. 1. F. A. 646	1224-82	BUREAU	36	19
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 7
15 SHEETS



Oct. 30 1980

EXAMINED *Carl E. Hummer*

PASSED

ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES

ENGINEER OF DESIGN

APPROVED

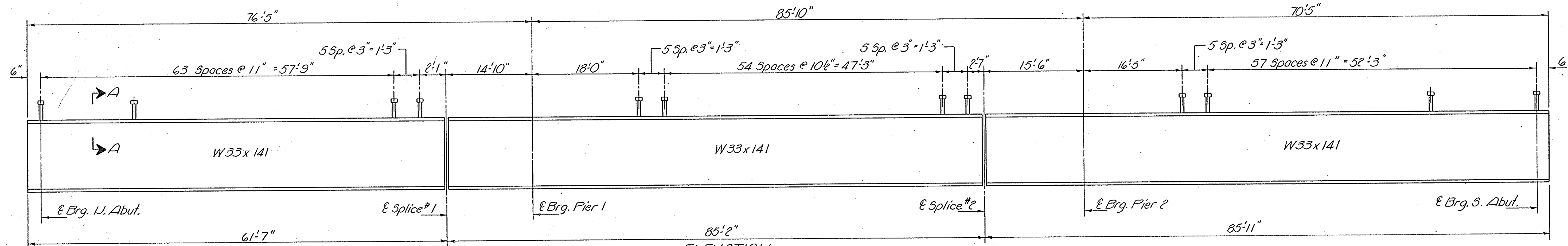
DIRECTOR OF HIGHWAY

* Note:
U.T.R. designates Notch Toughness Requirement.

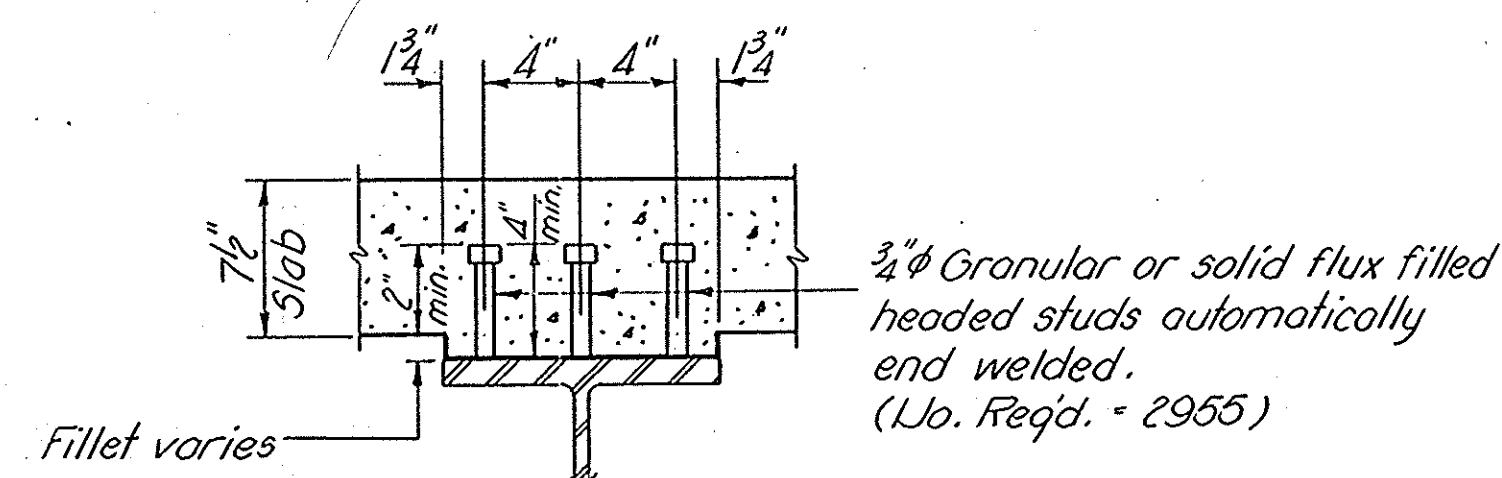
STRUCTURAL STEEL
F.A. RT. 646 SEC. 122VB-R
BUREAU COUNTY
STA. 165+04.56

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 8
RT. 646	122V-82	BUREAU	36	20	15 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



ELEVATION
Showing stud location



SEC. A-A

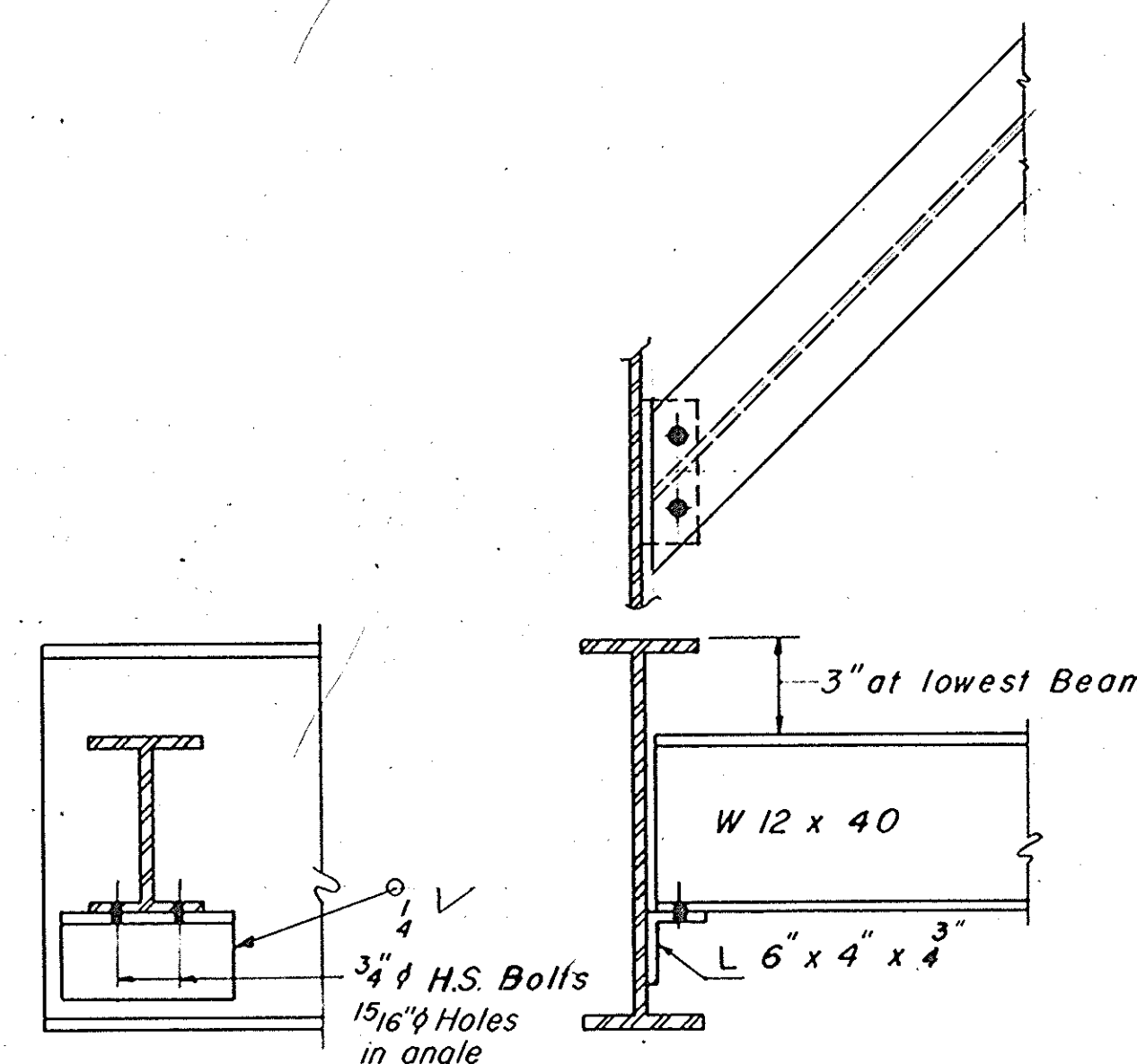
INTERIOR BEAM MOMENT TABLE					
	0.4 Span 1	Pier 1	0.5 Span 2	Pier 2	0.6 Span 3
I_s (in ⁴)	7450	7450	7450	7450	7450
I_c (in ⁴)	18555		18555		18555
S_s (in ³)	448		448		448
S_c (in ³)	634.1		634.1		634.1
Z (in ³)		514		514	
ϕ (ksi)	.868	.868	.868	.868	.868
1.3 M ϕ (k)	488.80	759.10	520.41	678.26	401.71
$f_s \phi$ (ksi)	13.09	17.72	8.58	15.83	10.76
$S \phi$ (ksi)	.346	.346	.346	.346	.346
1.3 M $s \phi$ (k)	220.96	237.30	187.36	216.37	181.73
1.3 (3/4 M ϕ + I) (k)	1692.43	996.19	1621.43	951.60	1550.08
Total (k)	2402.19	1992.59	2129.20	1846.23	2133.52
$f_s S \phi + I$ (ksi)	36.21	28.80	34.23	27.27	32.77
f_s Total (ksi)	49.30	46.52	42.81	43.10	48.53
VR (k)	55.22		47.58		55.64

INTERIOR BEAM REACTION TABLE				
	U. Abut.	Pier 1	Pier 2	S. Abut.
1.3 (R ϕ + S ϕ) (k)	47.35	142.31	134.86	42.95
1.3 (3/4 R ϕ + I) (k)	110.95	151.68	148.51	110.30
R Total (k)	158.30	293.99	283.37	153.25

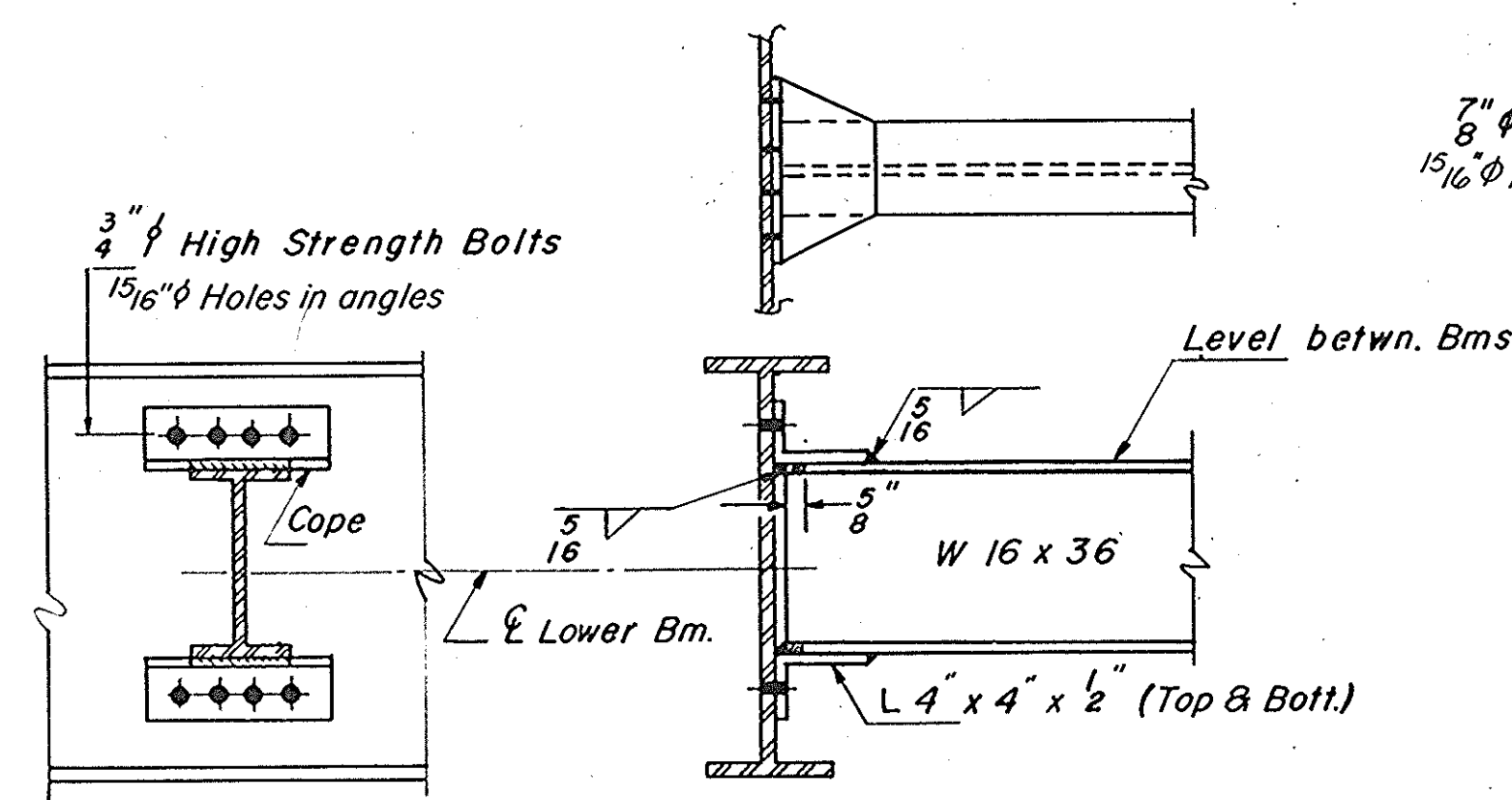
I_s and S_s are the moment of inertia and section modulus of the steel section.
 I_c and S_c are the moment of inertia and section modulus of the composite section used in computing f_s .
 VR is the maximum $L +$ Impact shear range in span used to determine shear connector spacing.
 Z is the plastic modulus of the steel section used in computing f_s of the piers.

* TOP OF FLANGE ELEVATIONS						
Beam #	E Brg. U. Abut.	E Splice #1	E Brg. Pier 1	E Splice #2	E Brg. Pier 2	E Brg. S. Abut.
1	787.11	787.00	786.91	786.48	786.32	785.58
2	787.24	787.10	787.01	786.55	786.38	785.61
3	787.36	787.19	787.08	786.59	786.42	785.62
4	787.24	787.04	786.93	786.41	786.23	785.39
5	787.10	786.88	786.76	786.21	786.02	785.15

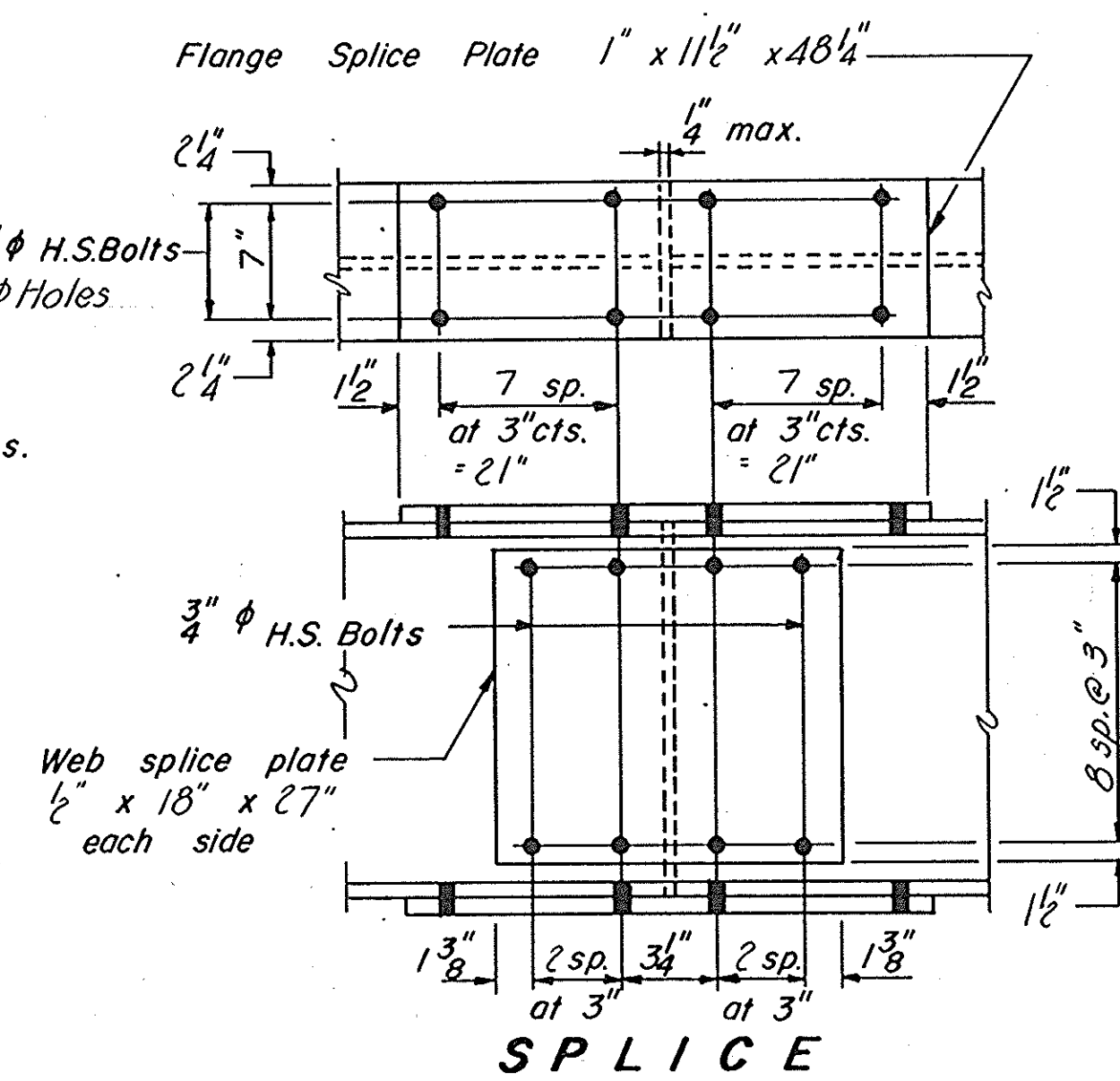
* For fabrication only



DIAPHRAGM D
8 Required



DIAPHRAGM D1
48 Required



SPlice

Note: Hardened washers shall be required over 1 5/16" holes in angles.

Note:
All bolts shall be AASHTO M164 (A325)
Type 3 high strength bolts.

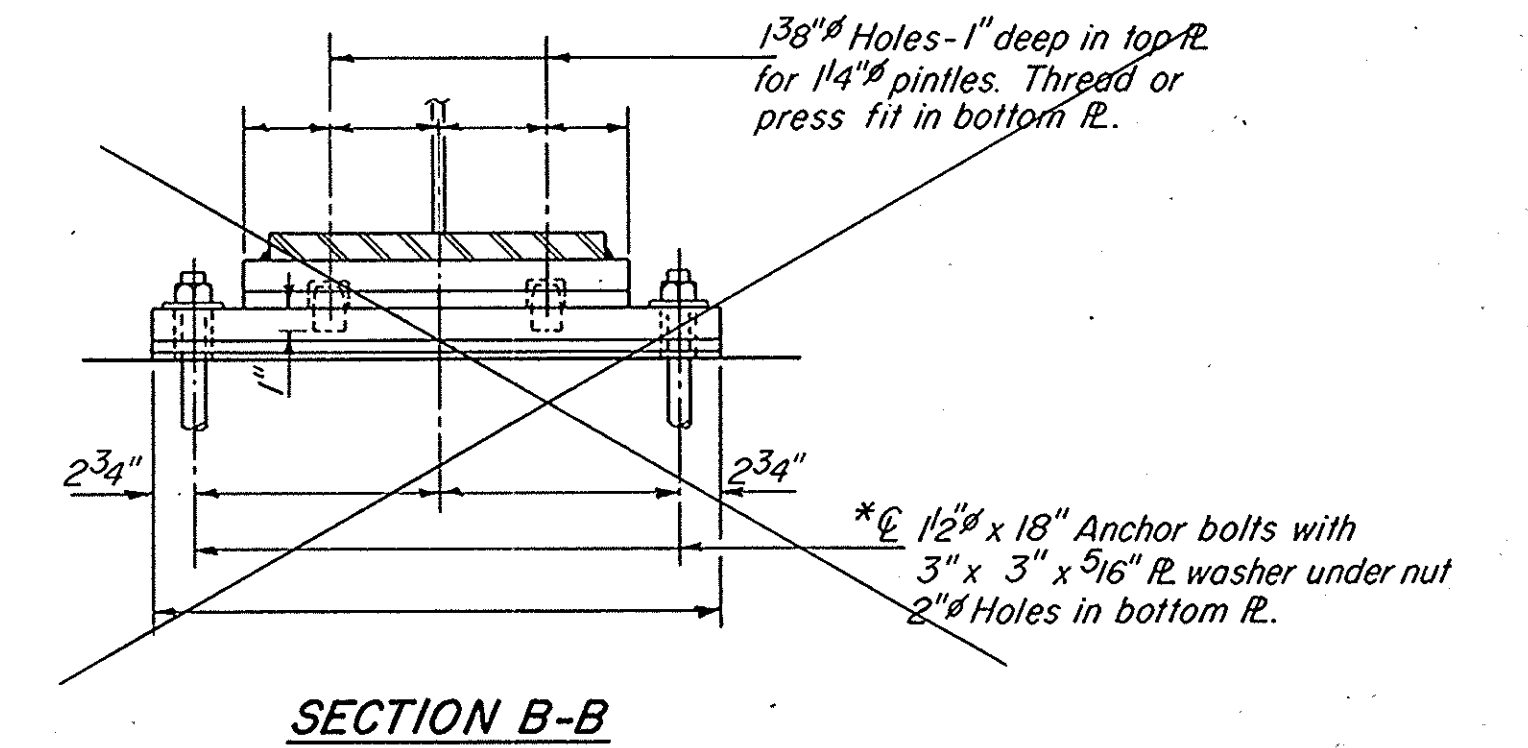
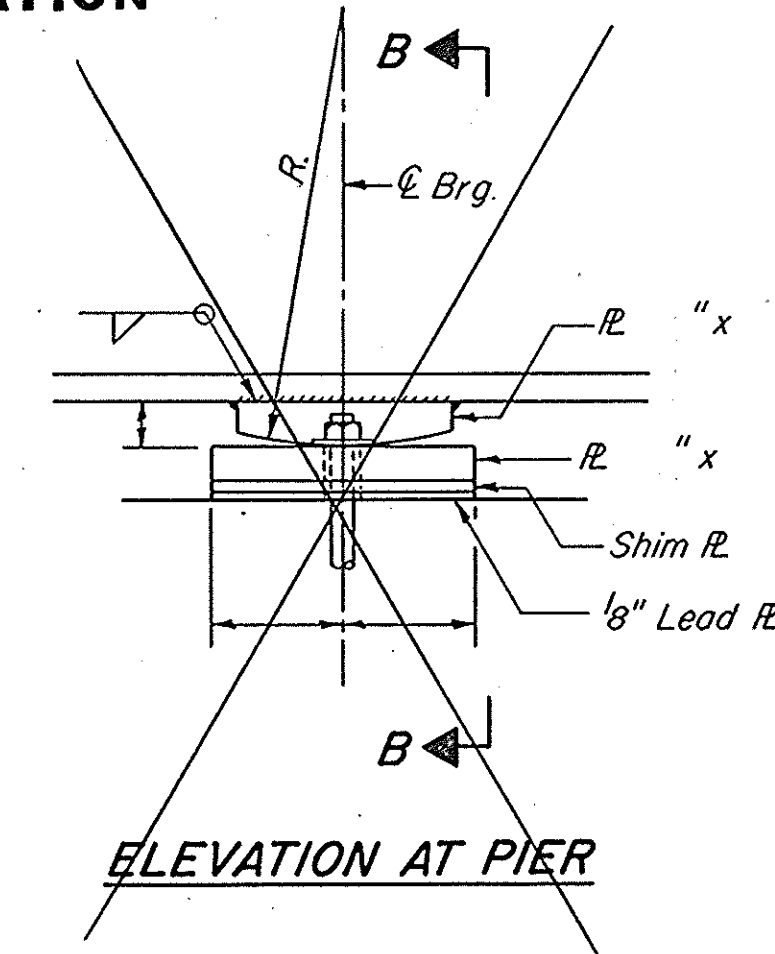
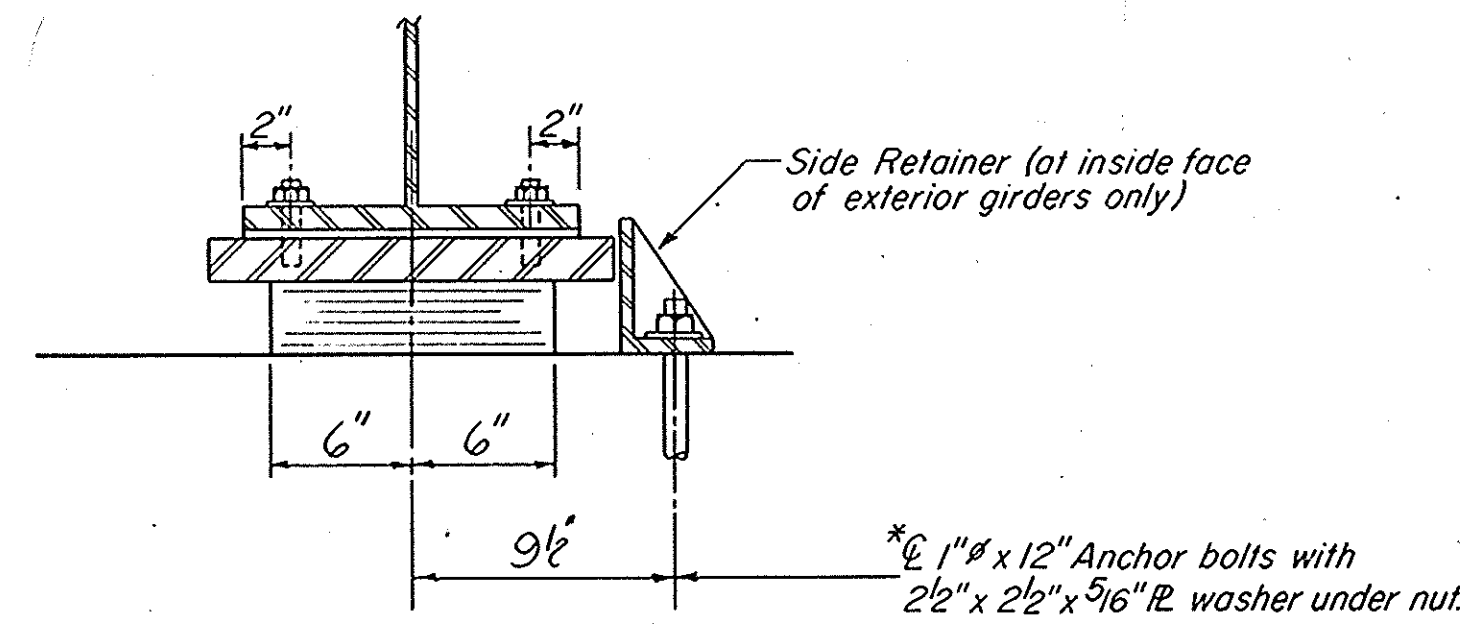
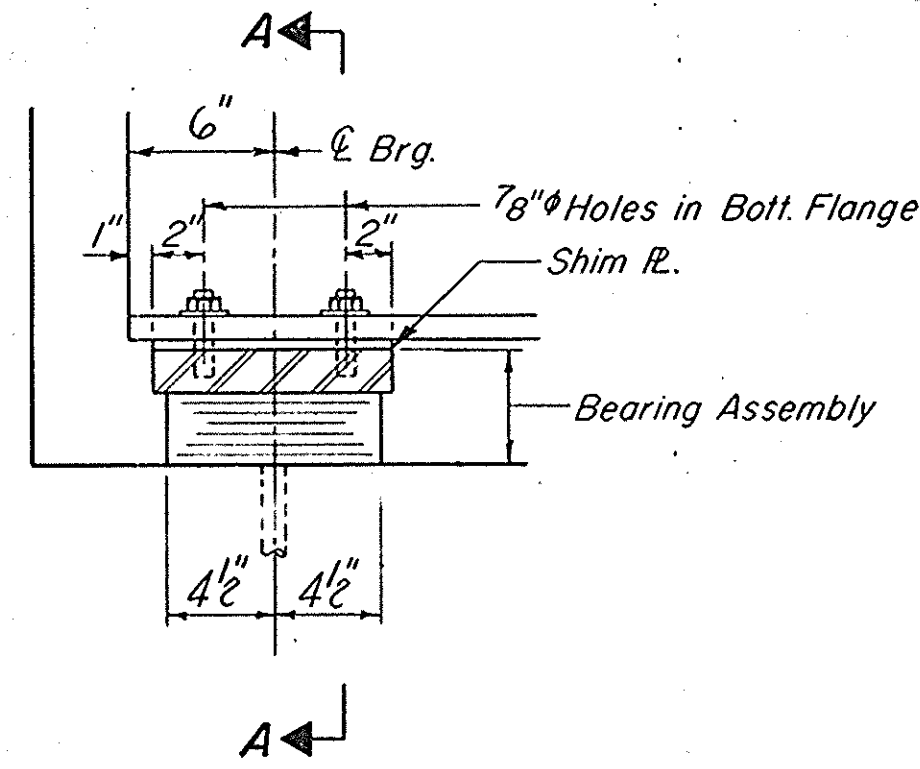
DESIGNED	Thomas E. Hartman
CHECKED	Ralph E. Amberson
JD.	
DRAWN	
CHECKED	T.E.A.

EXAMINED	Oct 30 1980
PASSED	Carl E. Hummer
APPROVED	
UNDER SECRETARY, CHIEF TRANSPORTATION ENGINEER	

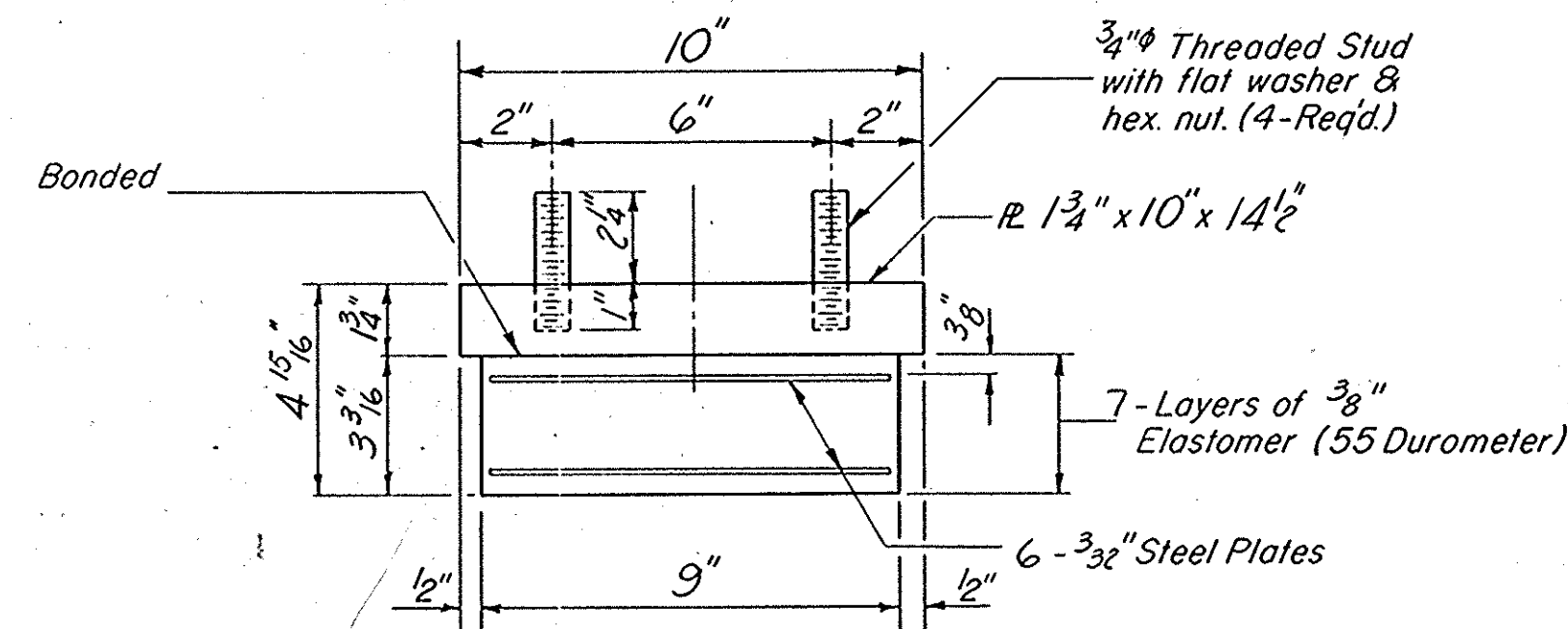
STRUCTURAL STEEL
F.A. RT. 646 SEC. 122VB-R
BUREAU COUNTY
STA. 165+04.56

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 9
122V-B	122V-B	BUREAU	36	21	15 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



TYPE I ELASTOMERIC EXP. BRG.
UO. ABUT.

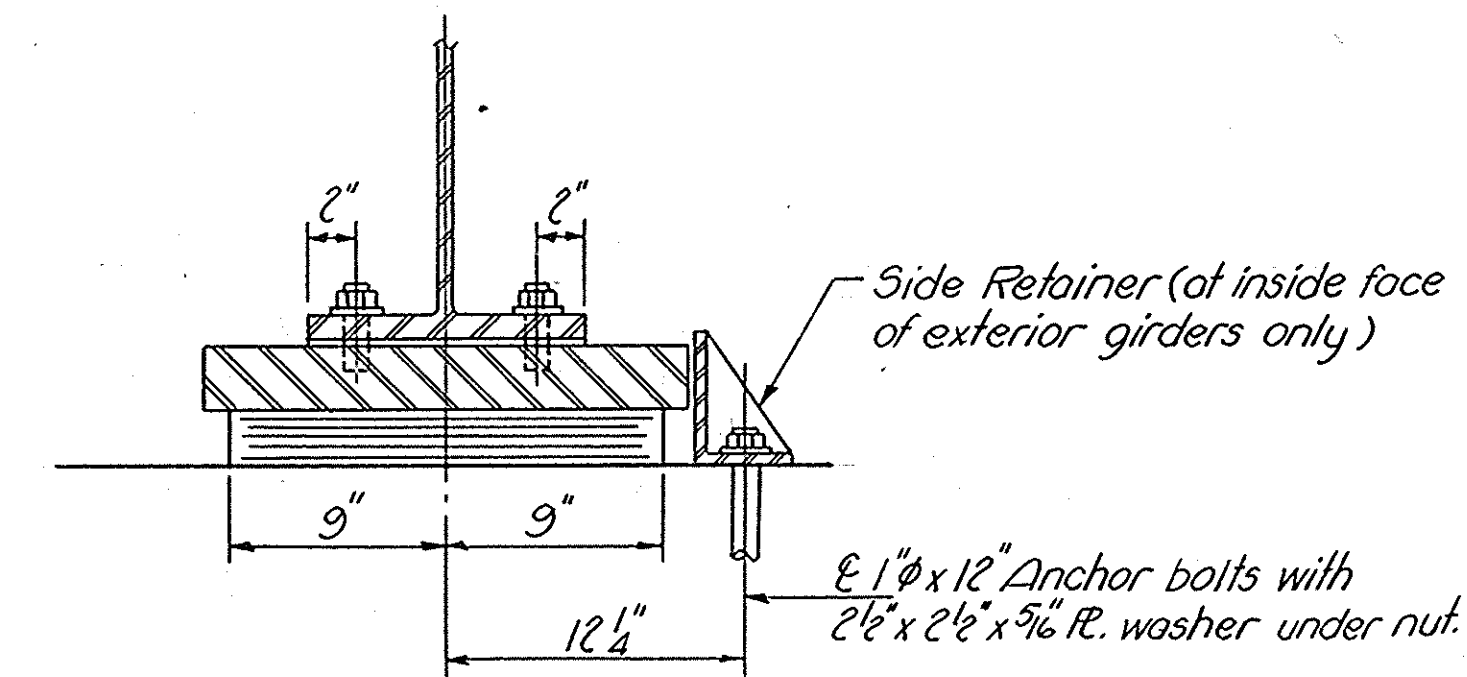
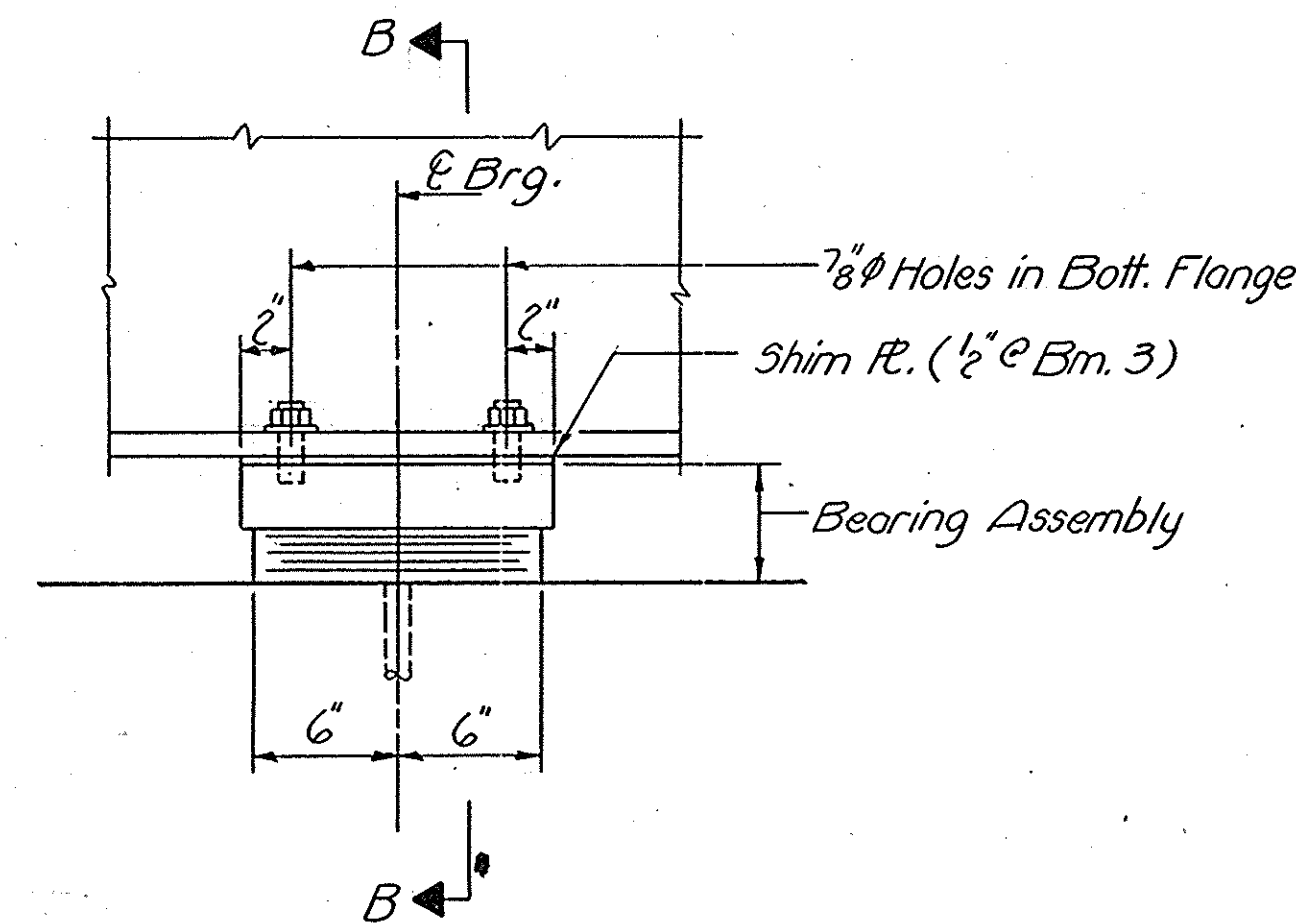


** BEARING ASSEMBLY
UO. ABUT.

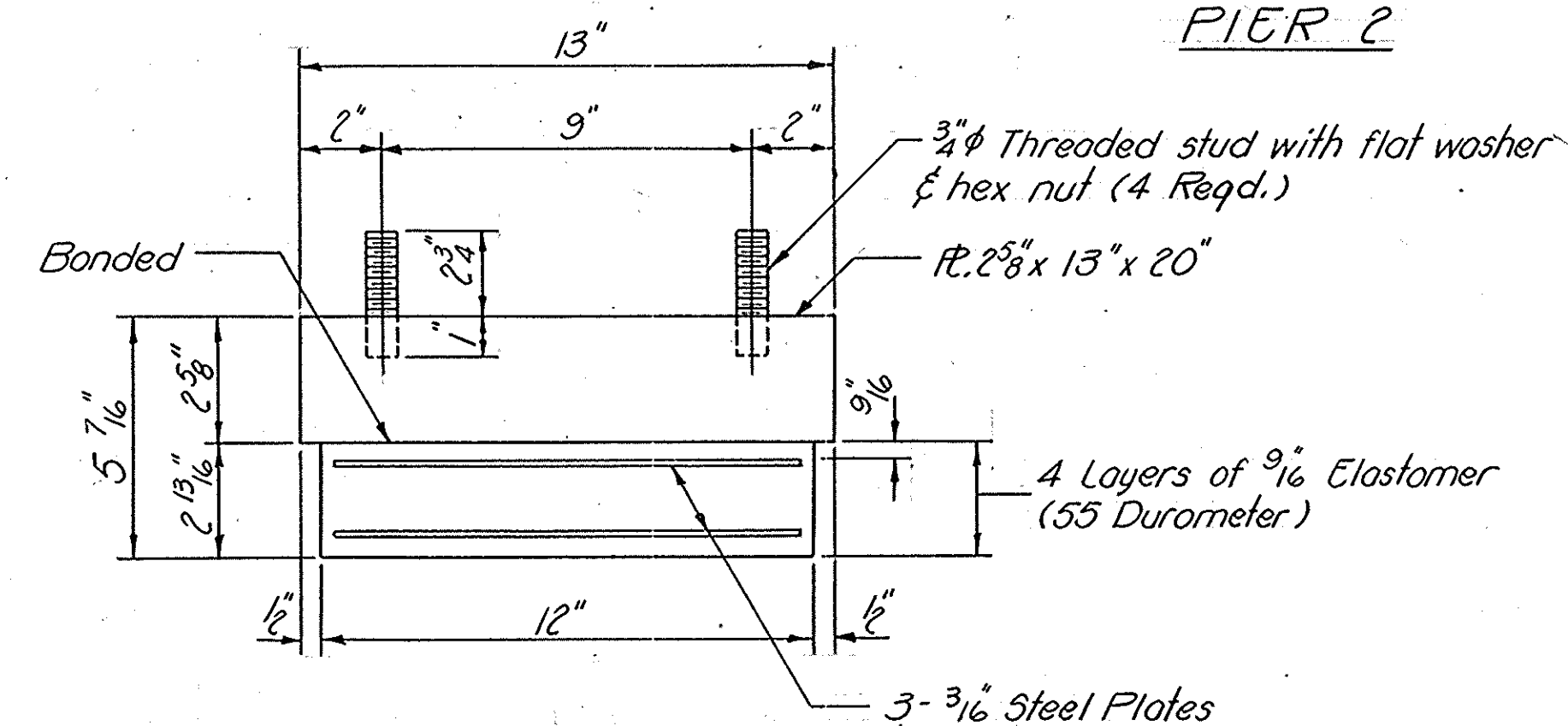
** Note: Shim plates shall not be placed under Bearing Assembly.

Note: All plates and angles shall be AASTO M222 unpainted.

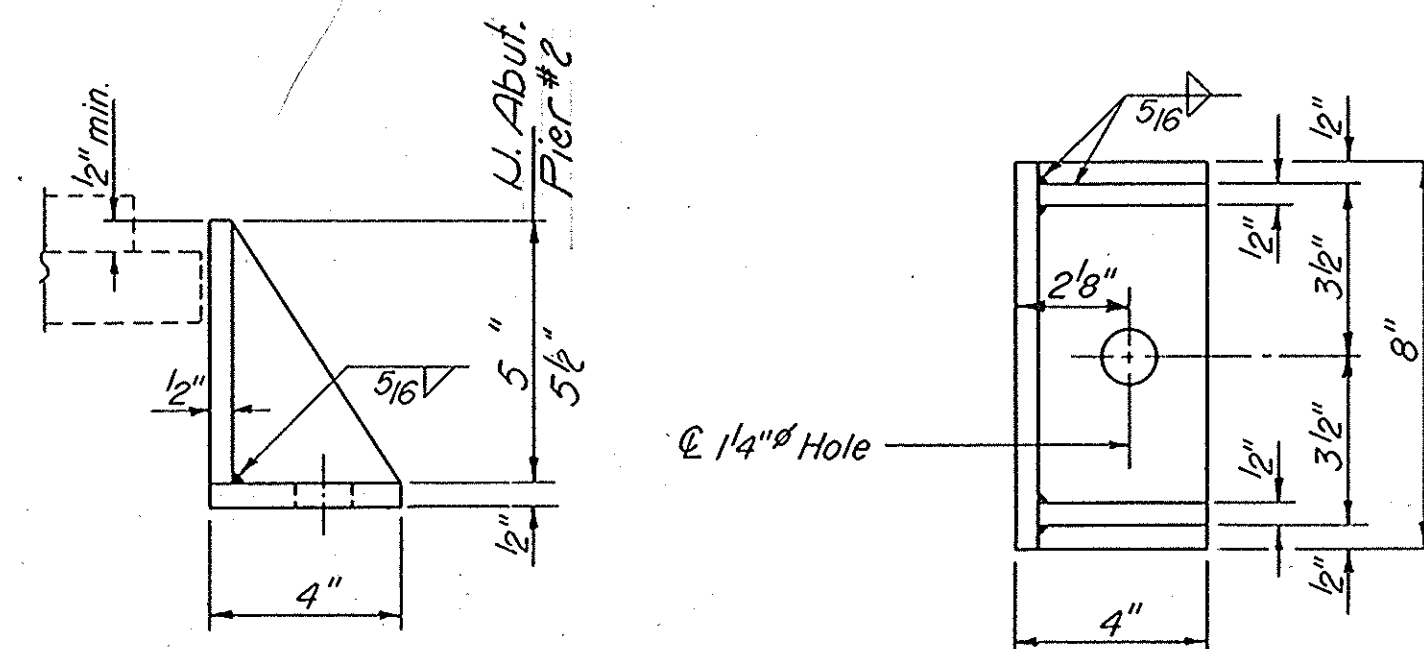
*Note: After girders have been erected holes at expansion bearings shall be drilled and anchor bolts grouted in place.



TYPE I ELASTOMERIC EXP. BRG.
PIER 2



** BEARING ASSEMBLY
PIER 2



SIDE RETAINER

DESIGNED	Thomas E. Hawman
CHECKED	Ralph E. Anderson
DRAWN	J.D.
CHECKED	TEA.

EXAMINED	Det. 30 1980
PASSED	Car. E. Thompson
APPROVED	ENGINEER OF DESIGN
	DIRECTOR OF HIGHWAYS

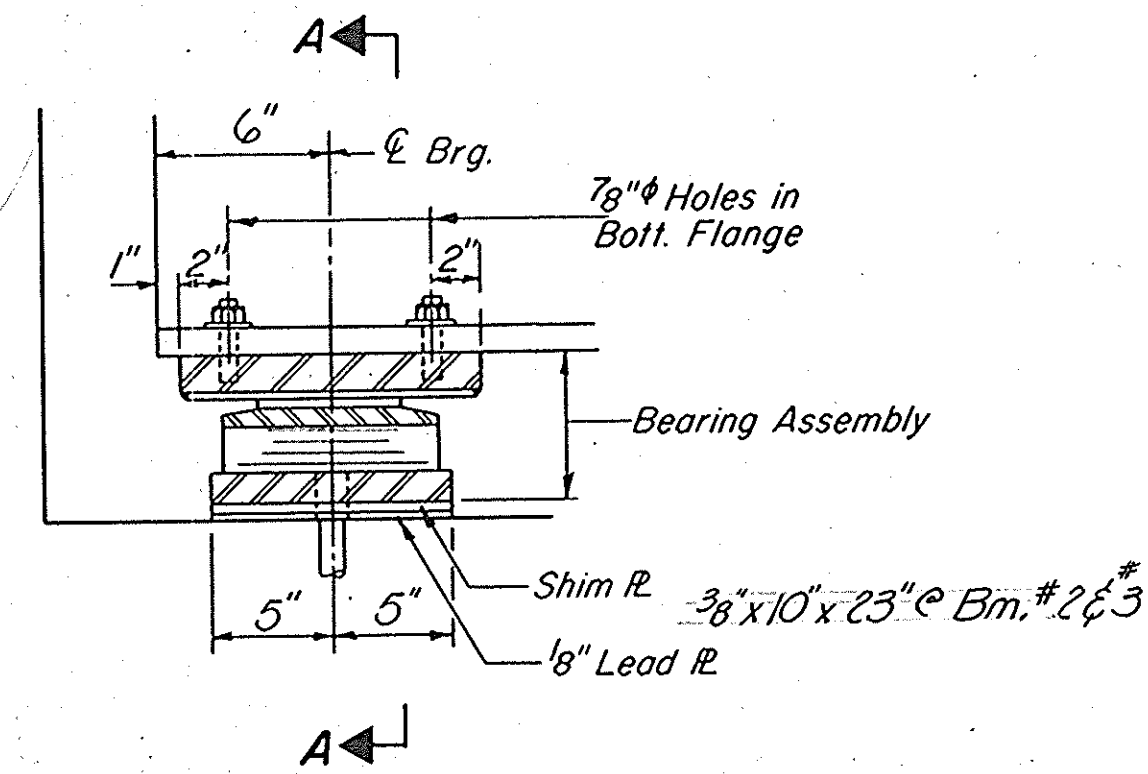
I-2-EI 4-1-79

BEARINGS
F.A. RT. 646 SEC. 122VB-R
BUREAU COUNTY
STA. 165+04.56

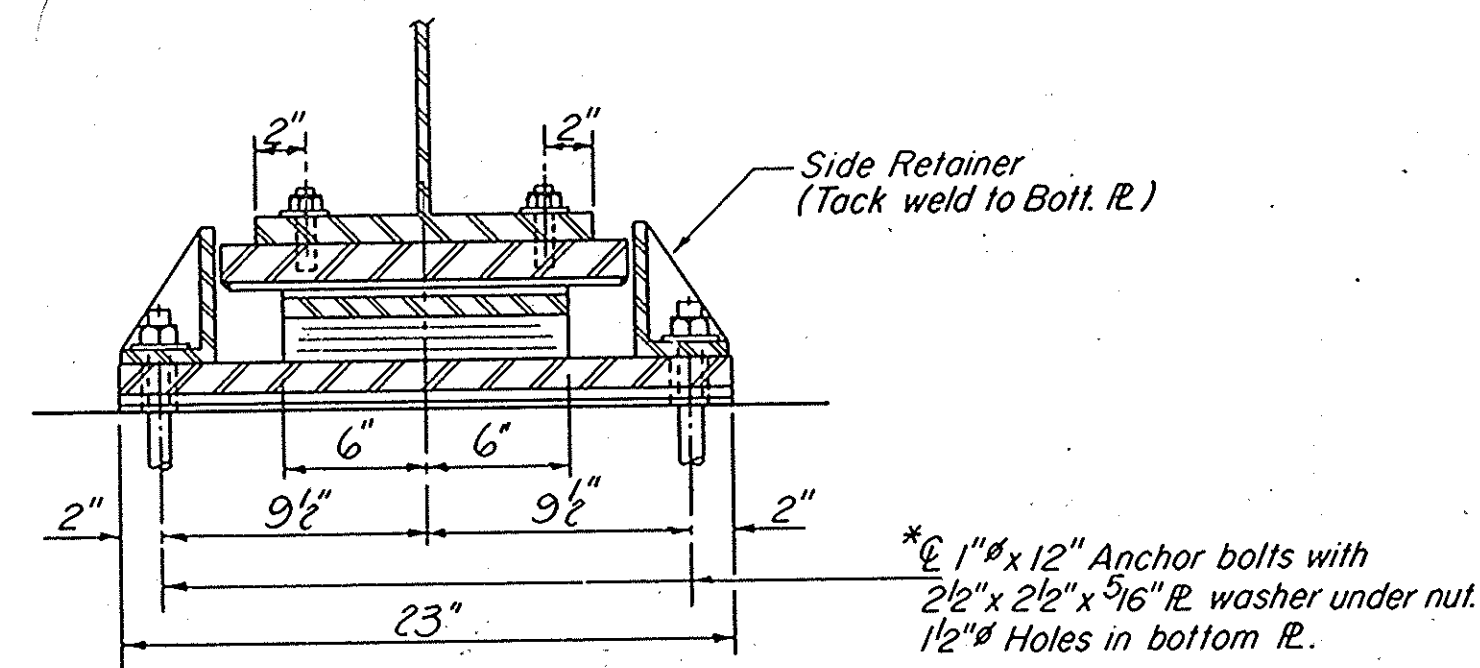
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
646	22V-B2	BUREAU	36	22
FED. ROAD DIST. NO. 2	ILLINOIS	FED. AID PROJECT		

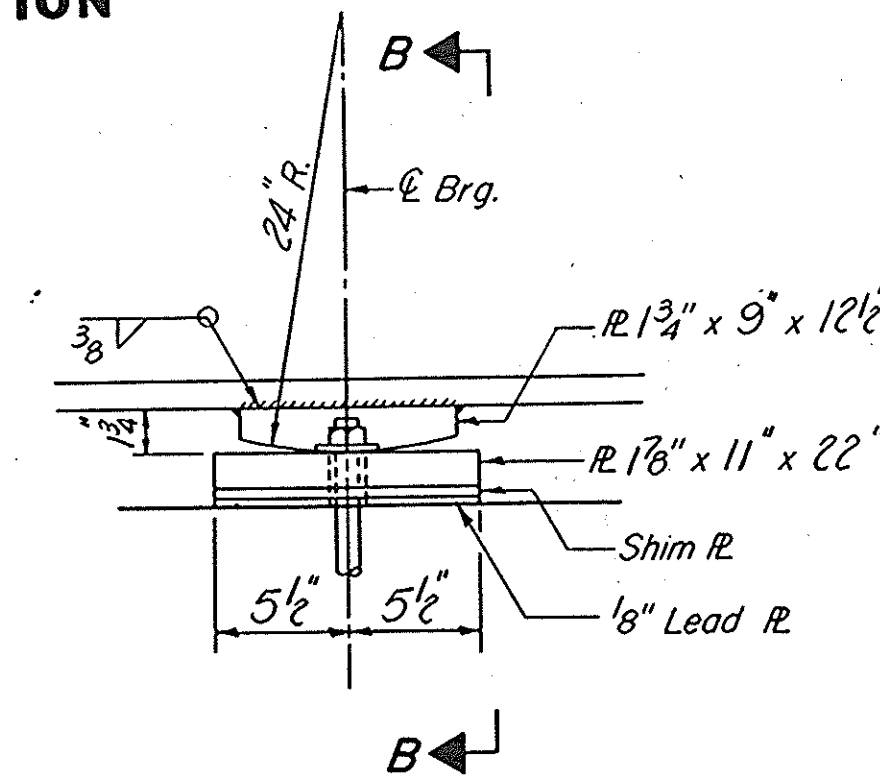
SHEET NO. 10
15 SHEETS



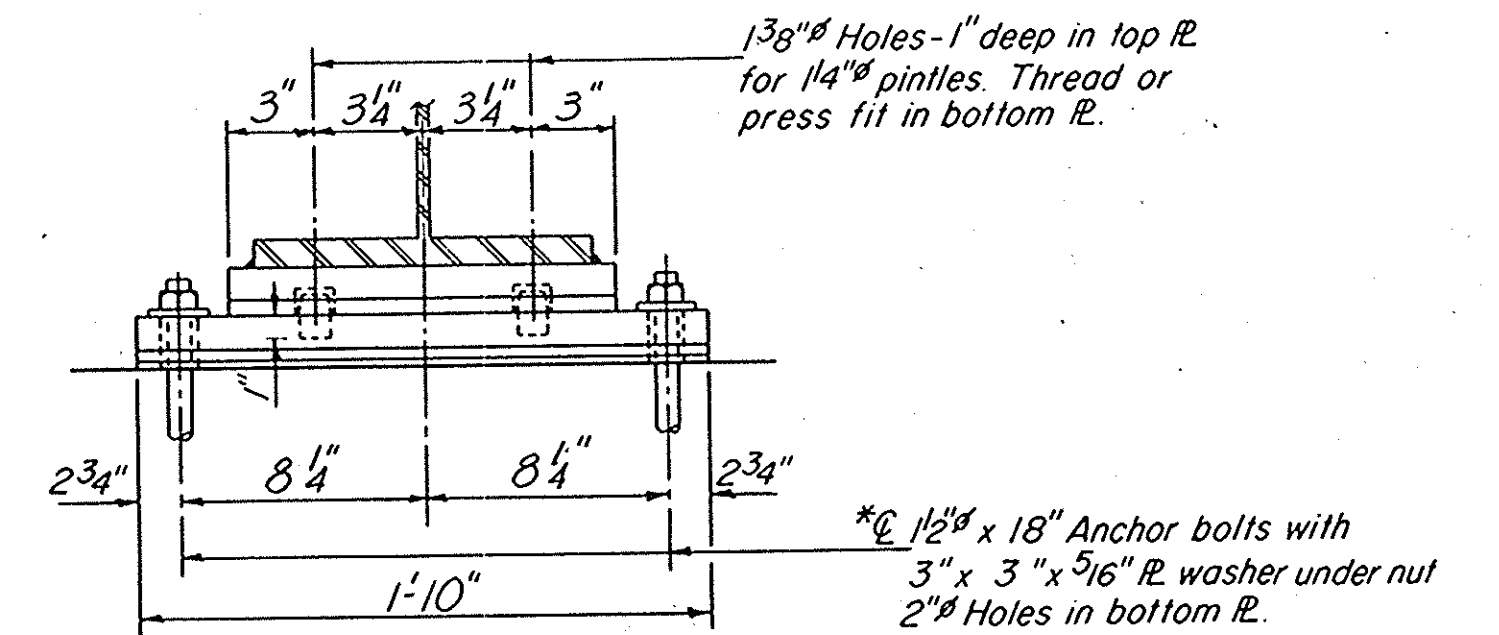
SECTION AT ABUT.



SECTION A-A

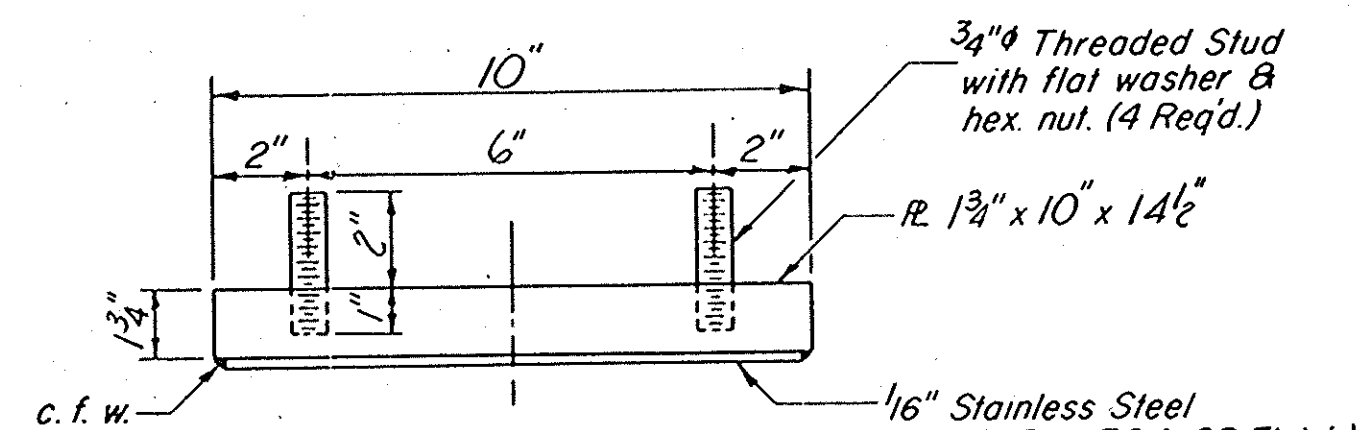


ELEVATION AT PIER

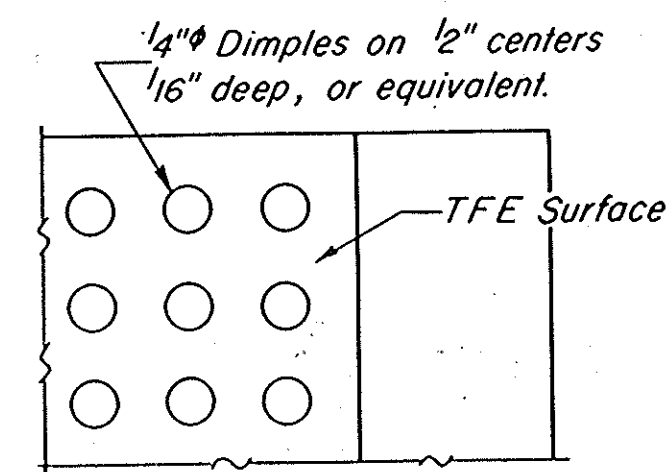


SECTION B-B

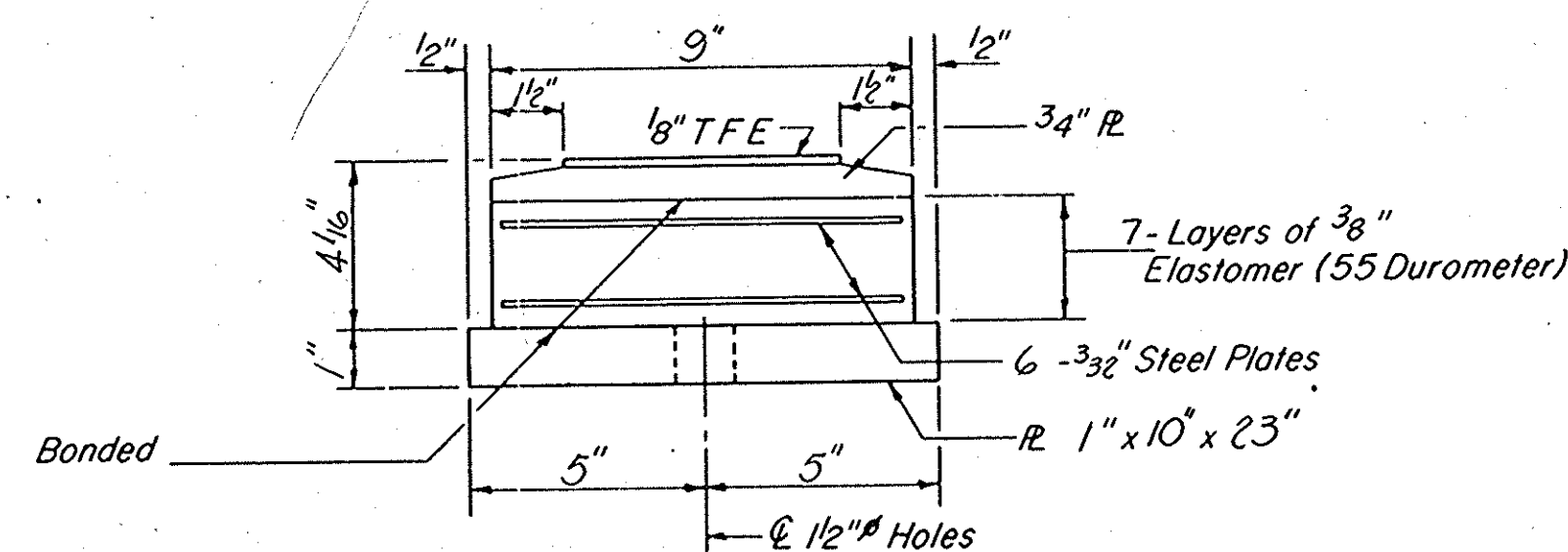
TYPE II TFE ELASTOMERIC EXP. BRG.
50. ABUT.



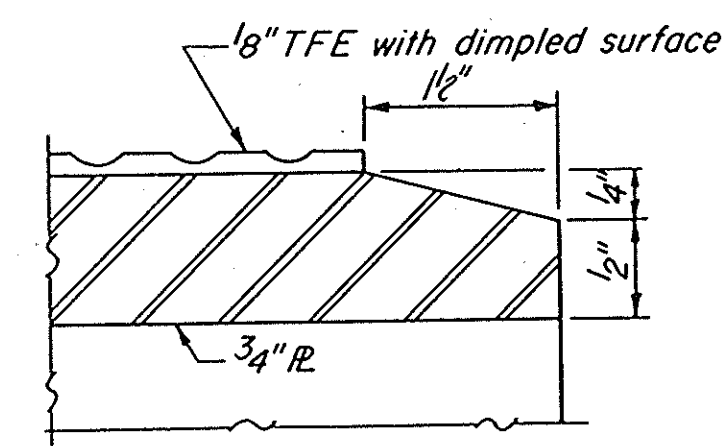
TOP BEARING ASSEMBLY



PLAN-TFE SURFACE



BOTTOM BEARING ASSEMBLY

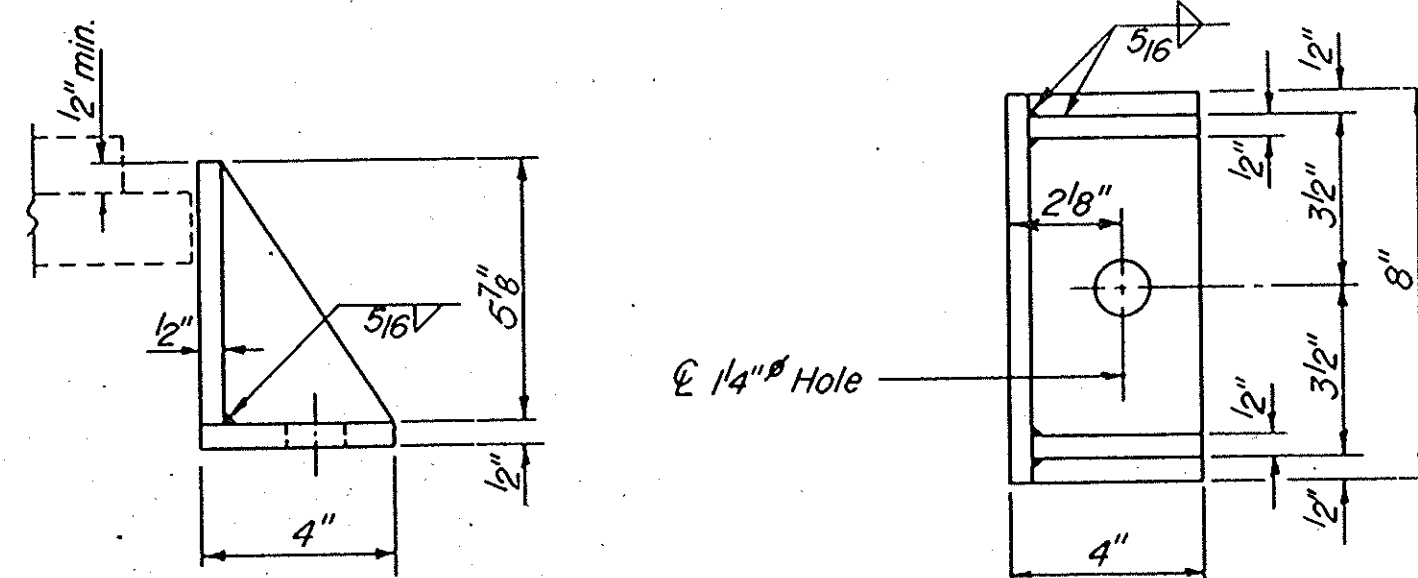


SECTION THRU TFE

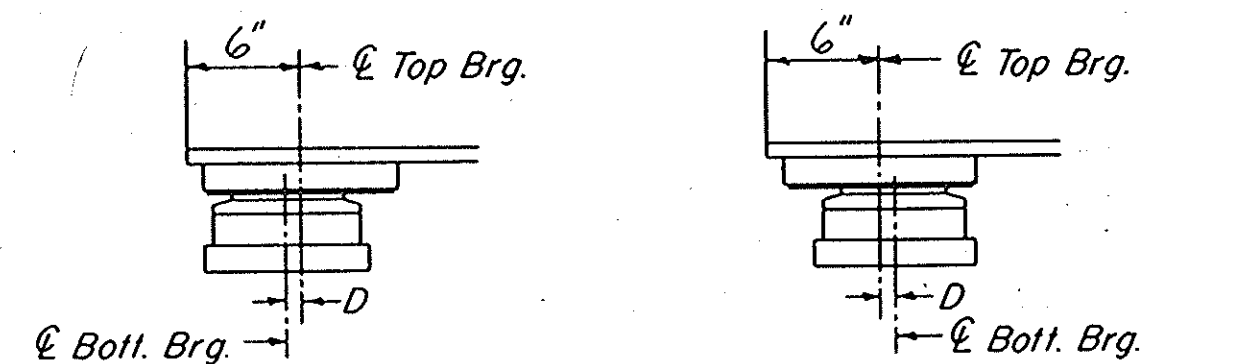
Note: The 1/8" TFE sheet shall be bonded directly to the top steel plate with a two-component, medium viscosity epoxy resin, conforming to the requirements of the Federal Specification MMM-A-134, Type I. The bond agent shall be applied on the full area of the contact surfaces.

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

All plates and angles shall be AASHTO M222 unpainted.



SIDE RETAINER

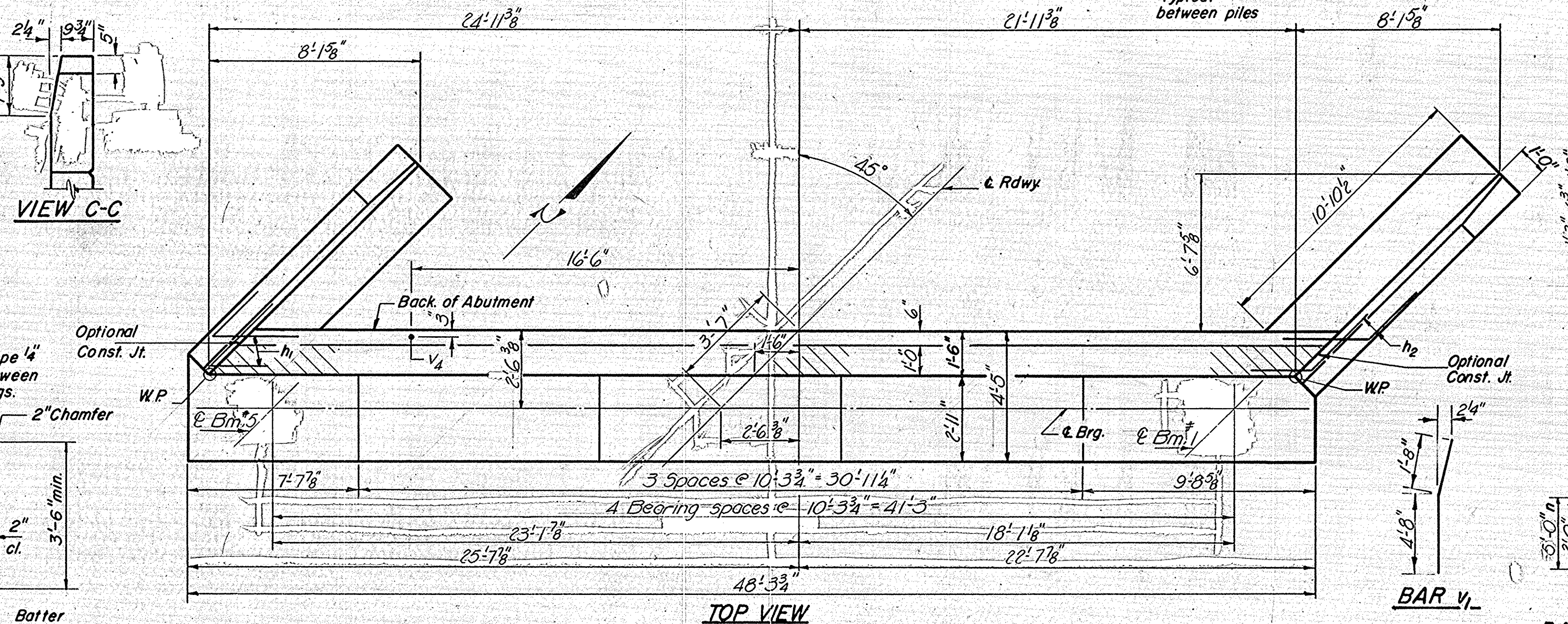
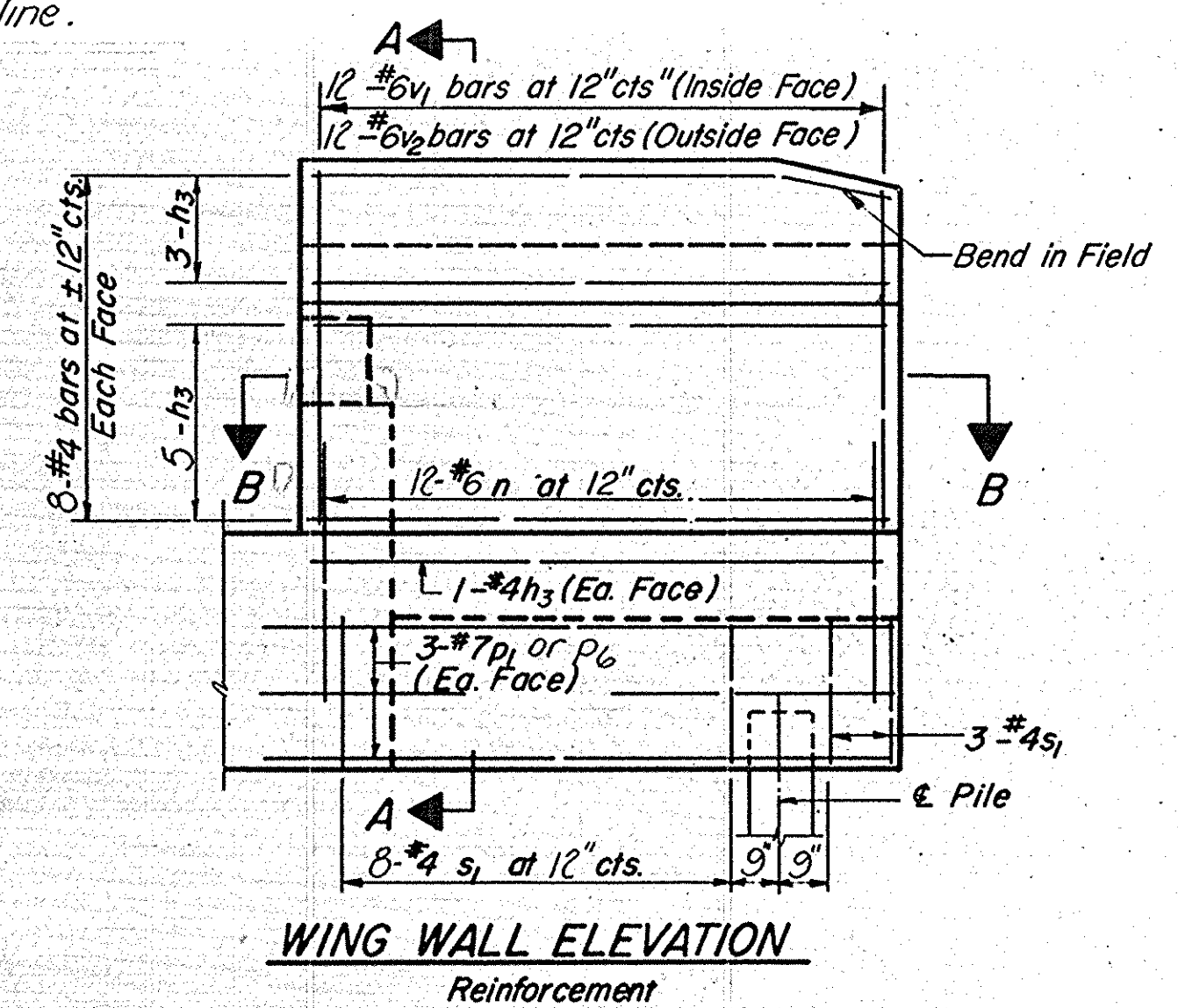


BELOW 50°F (Move bott. brg. away from fixed brg.)
ABOVE 50°F (Move bott. brg. toward fixed brg.)
SETTING ANCHOR BOLTS AT EXP. BRG.
D = 1/8" per each 100' of expansion for every 15° temp. change from the normal temp. of 50°F

DESIGNED	Thomas E. Haverstick
CHECKED	Ralph E. Anderson
DRAWN	J.D.
CHECKED	T.E.A.

EXAMINED	Oct. 30 1980
PASSED	Carl E. Thompson
APPROVED	ENGINEER OF DESIGN
	DIRECTOR OF HIGHWAYS

BEARINGS
F.A. RT 646 SEC. 122VB-R
BUREAU COUNTY
STA. 165+04.56

[illegible]

NORTH
ABUTMENT
FA. RT. 646 SEC. 122VB-R
BUREAU COUNTY
STA. 165+04.56

Oct 30 1980

EXAMINED

PASSED

APPROVED

ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES

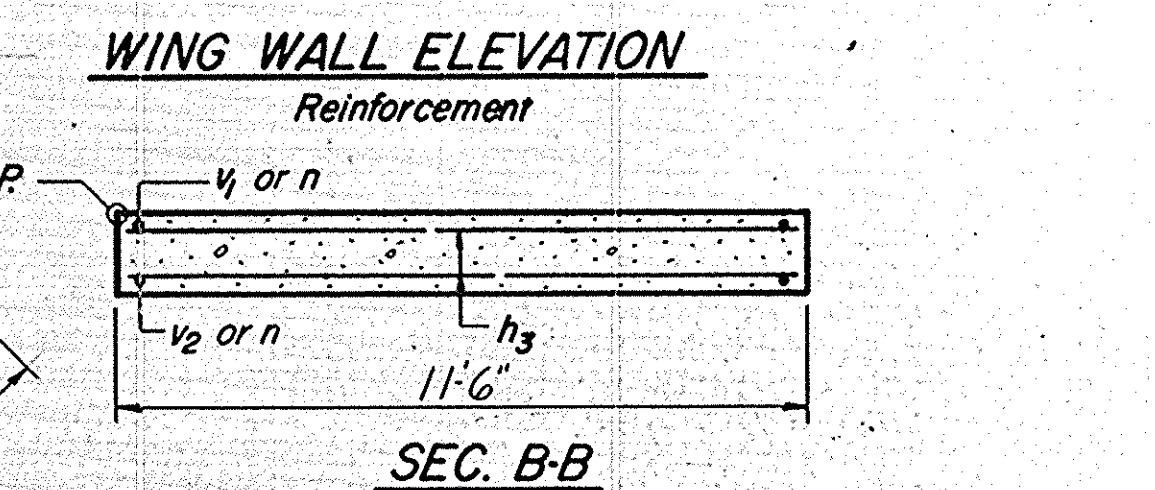
ENGINEER OF DESIGN

DIRECTOR OF HIGHWAYS

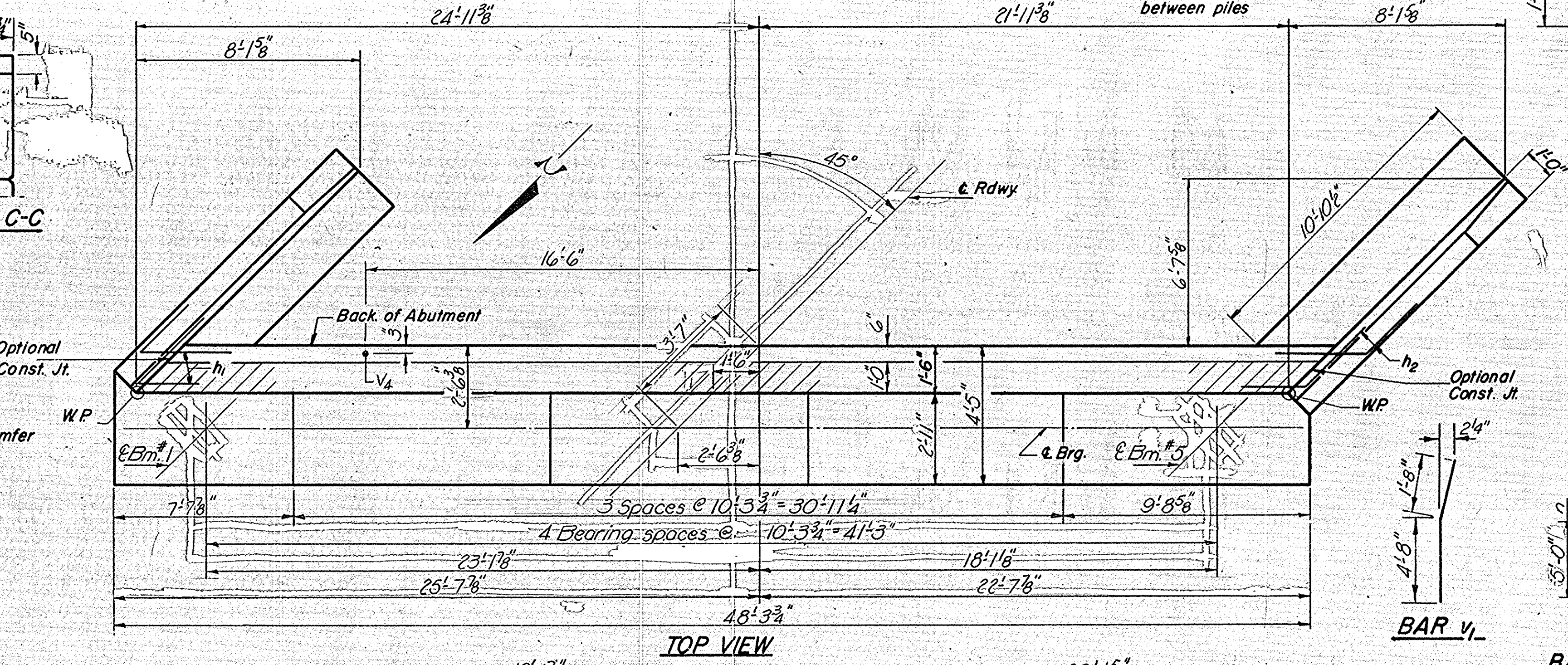
A-1-R (35°-60°) 6-25-76

Hatched area to be poured after superstructure forms have been removed. Class X Concrete quantity included with superstructure.

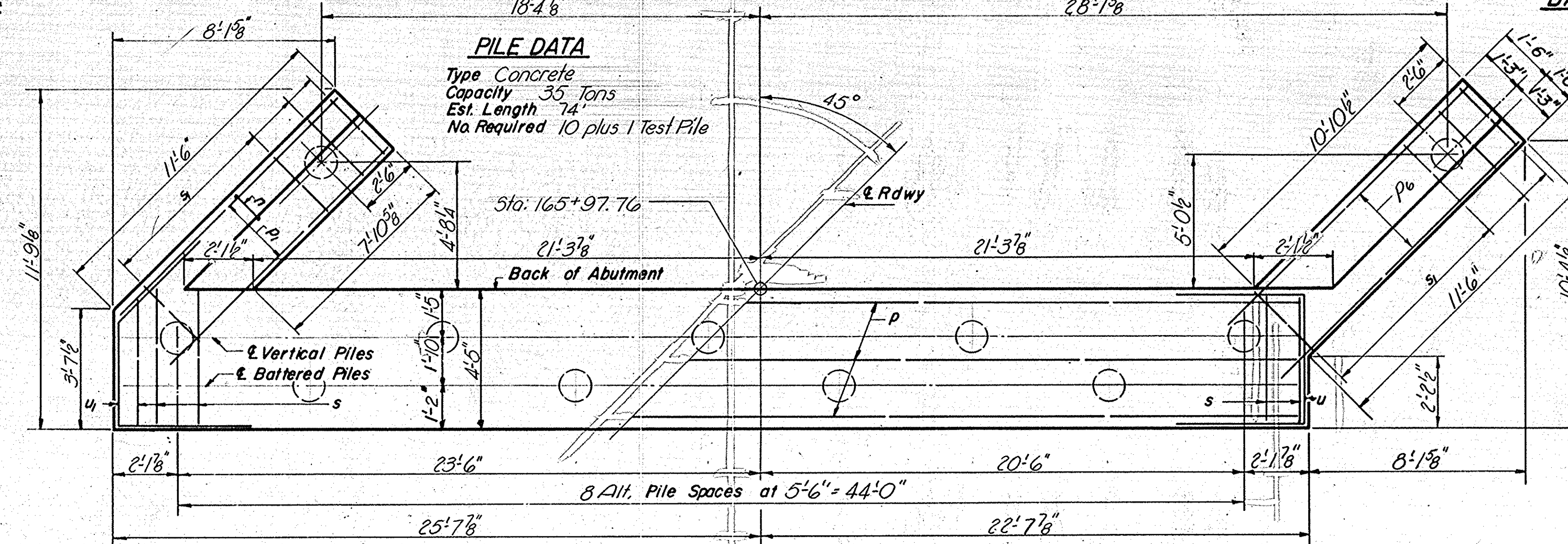
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12 15 SHEETS
S. B. 1. F. A. 6 16	22N-0R	BUREAU	36	24	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



SEC. B-B



TOP VIEW



PLAN - PILE CAP

[illegible]

SOUTH ABUTMENT
F.A.. RT. 646 SEC. 122 VB-R
BUREAU COUNTY
STA. 165+04.56

DESIGNED	Thomas E. Harwin
CHECKED	Ralph E. Anderson
J.D.	
DRAWN	
CHECKED	T.E.A.

Oct. 30 1933

EXAMINED *Carl E. Thompson*

PASSED

APPROVED

ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES

ENGINEER OF DESIGN

DIRECTOR OF HIGHWAYS

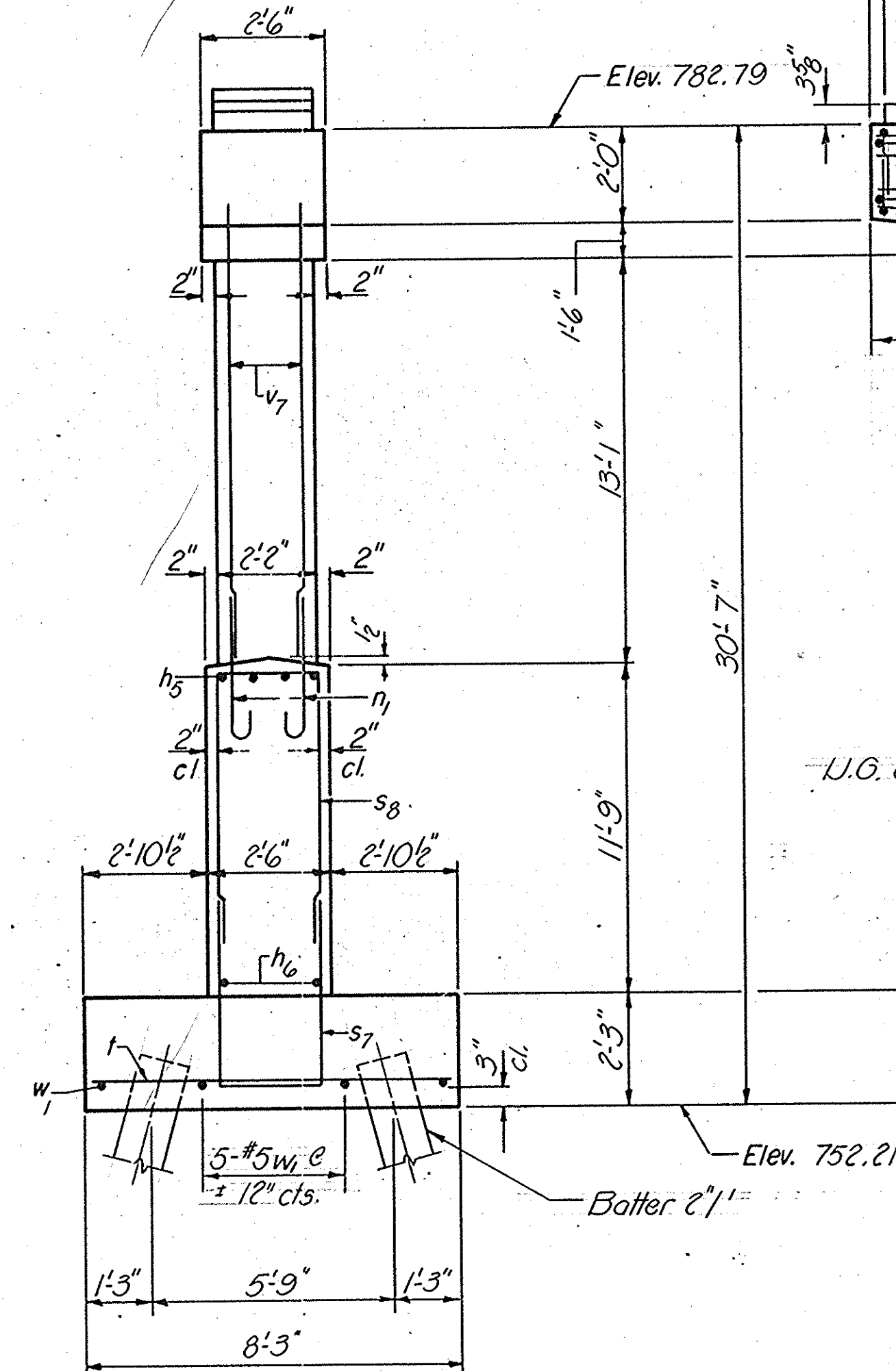
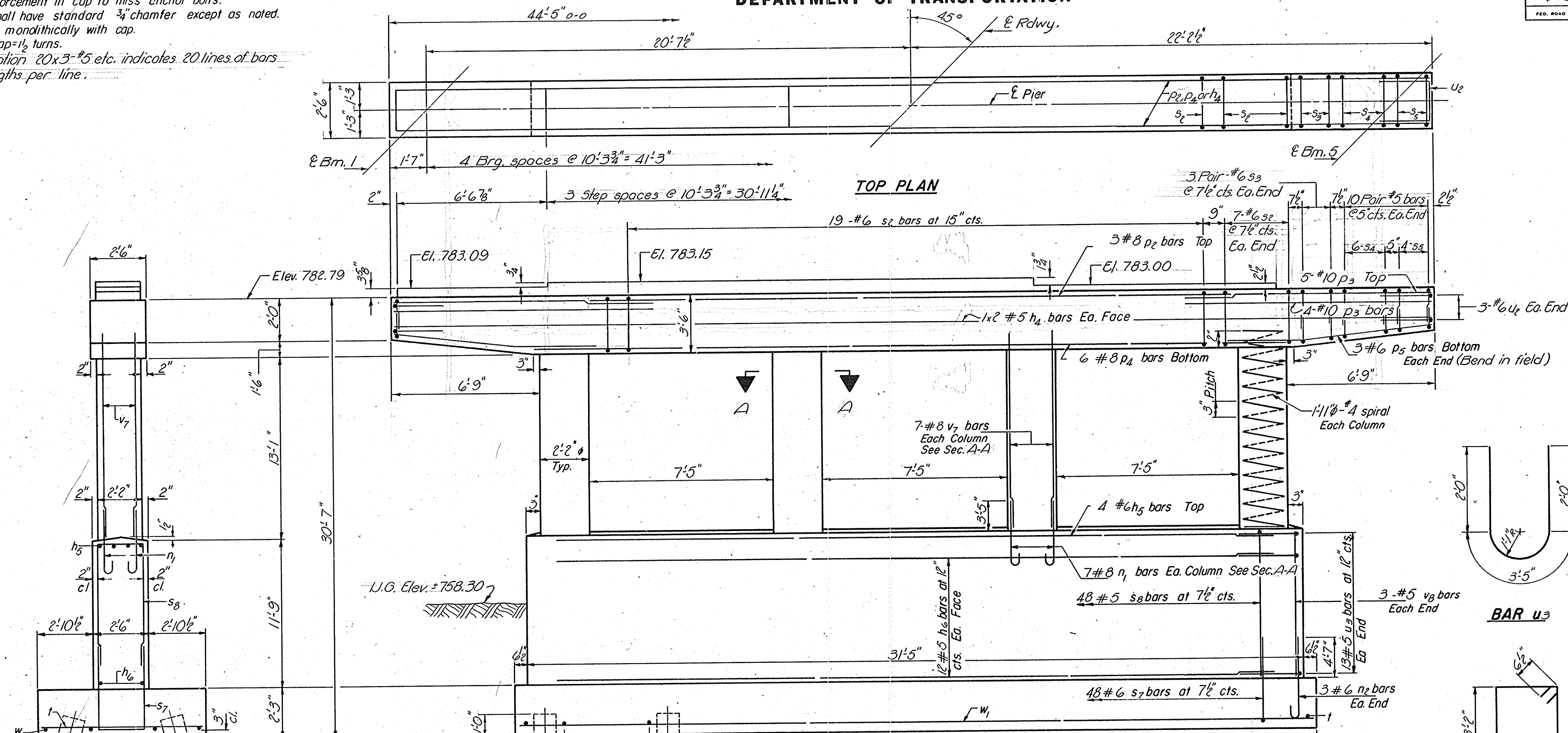
A-1-R (35°-60°) 6-25-76

033324 782 780 128 10-54

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
122V-B8	122V-B8	BUREAU	36	26	15 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

NOTES:
Space Reinforcement in cap to miss anchor bolts.
All edges shall have standard $\frac{3}{4}$ " chamfer except as noted.
Four steps monolithically with cap.
Min Spiral lap=1 $\frac{1}{2}$ turns.
The designation 20x3-#5 etc. indicates 20 lines of bars with 3 lengths per line.



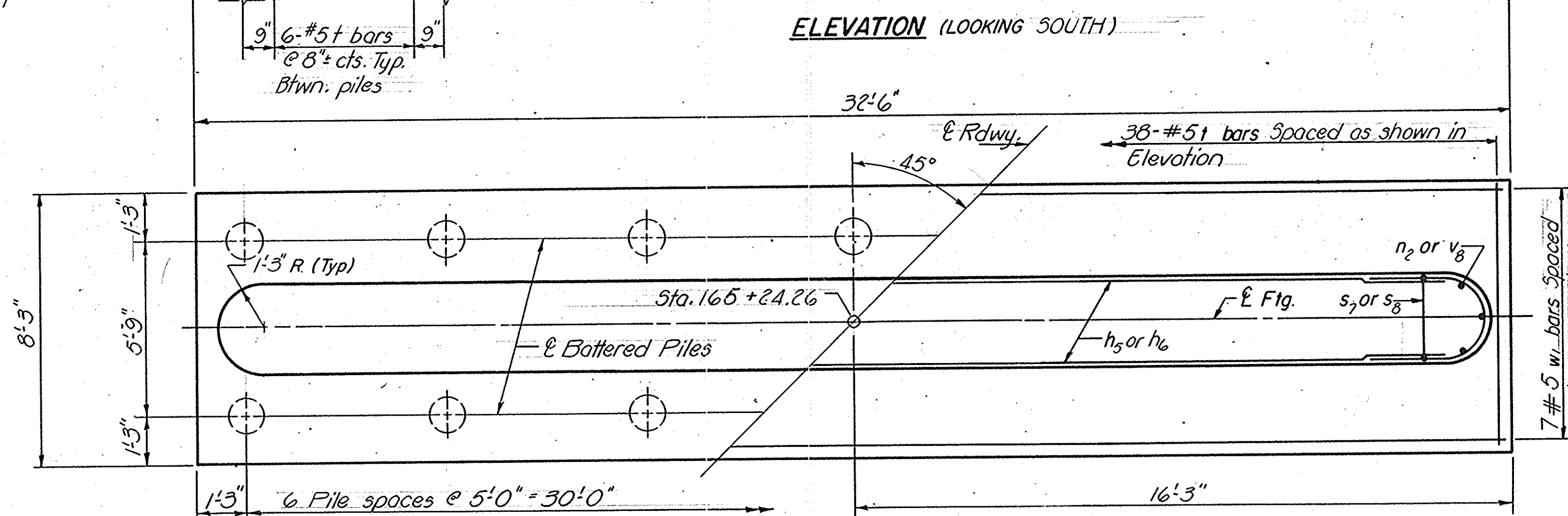
END VIEW

PILE DATA

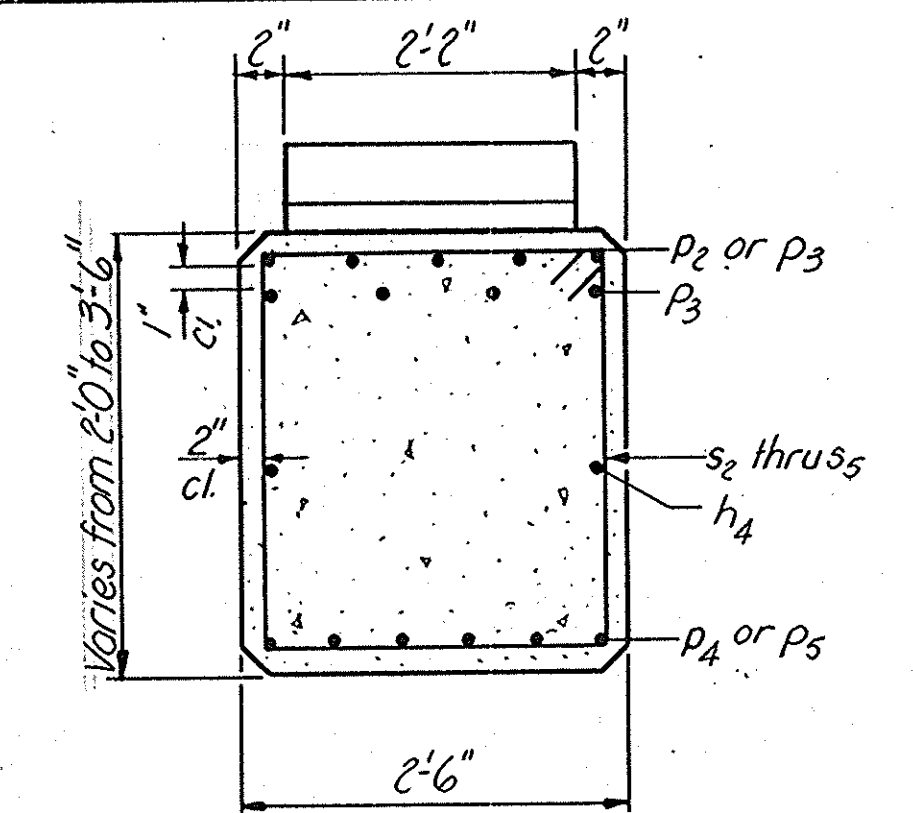
Type: Concrete
Capacity: 40 Ton
Est. Length: 52'
No. Required: 14

MIN. BAR LAPS

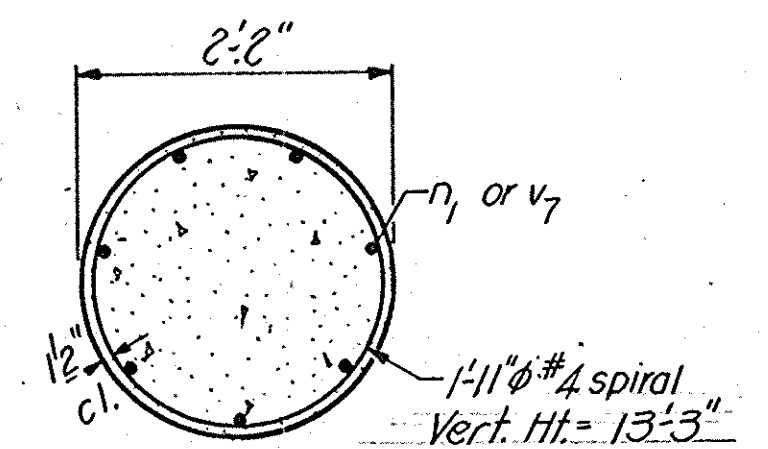
#5 bar - 1'-8"
#6 bar - 2'-0"
#8 bar - 5'-1"



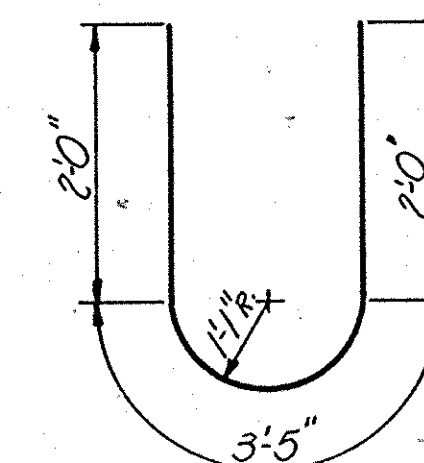
FOOTING PLAN



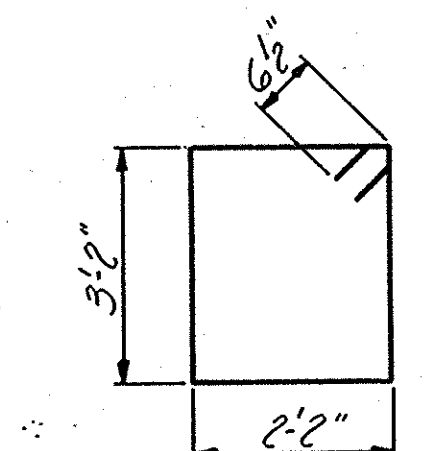
SEC. THRU CAP



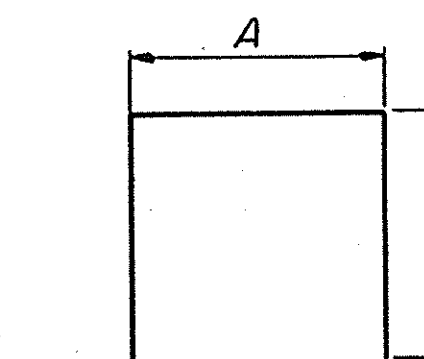
SEC. A-A



BAR U3



BAR S2



BARS S3 THRU S8 & U2

ABB DIMENSIONS

Bar	A	B
S3	2'-2"	2'-7"
S4	2'-2"	2'-2"
S5	2'-2"	1'-8"
S7	2'-2"	6'-6"
S8	2'-2"	11'-5"
U2	2'-1"	2'-3"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h4	4	#5	23'-0"	
h5	4	#6	29'-0"	
h6	24	#5	29'-0"	
n1	28	#8	6'-10"	
n2	6	#6	7'-3"	
p2	3	#8	24'-6"	
p3	18	#10	15'-0"	
p4	6	#8	31'-0"	
p5	6	#6	9'-0"	
s2	33	#6	11'-9"	
s3	12	#6	7'-4"	
s4	24	#5	6'-6"	
s5	16	#5	5'-6"	
s7	48	#6	15'-2"	
s8	48	#5	25'-0"	
sp	4	#4	13'-3"	WWWW
t	38	#5	8'-0"	
u2	6	#6	6'-7"	
u3	26	#5	7'-5"	
v7	28	#8	15'-9"	
v8	6	#5	11'-6"	
w1	7	#5	32'-3"	

Class X Concrete	Cu. Yds.	77.1
Reinforcement Bars	Lbs.	9930
Concrete Piles	Lin. Ft.	728

* Weight of spiral includes 2.4 lbs. per foot of vertical height for spacers.

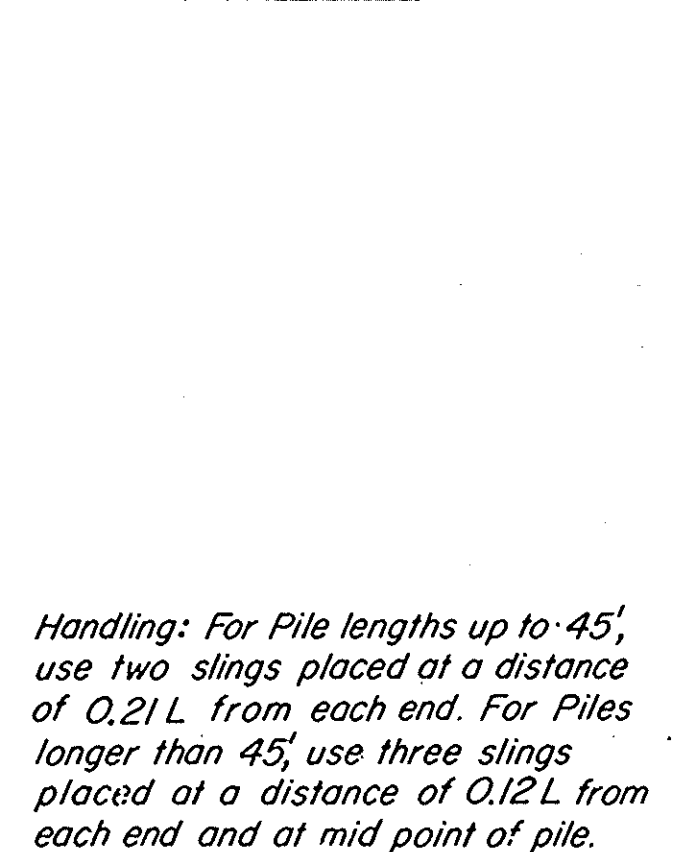
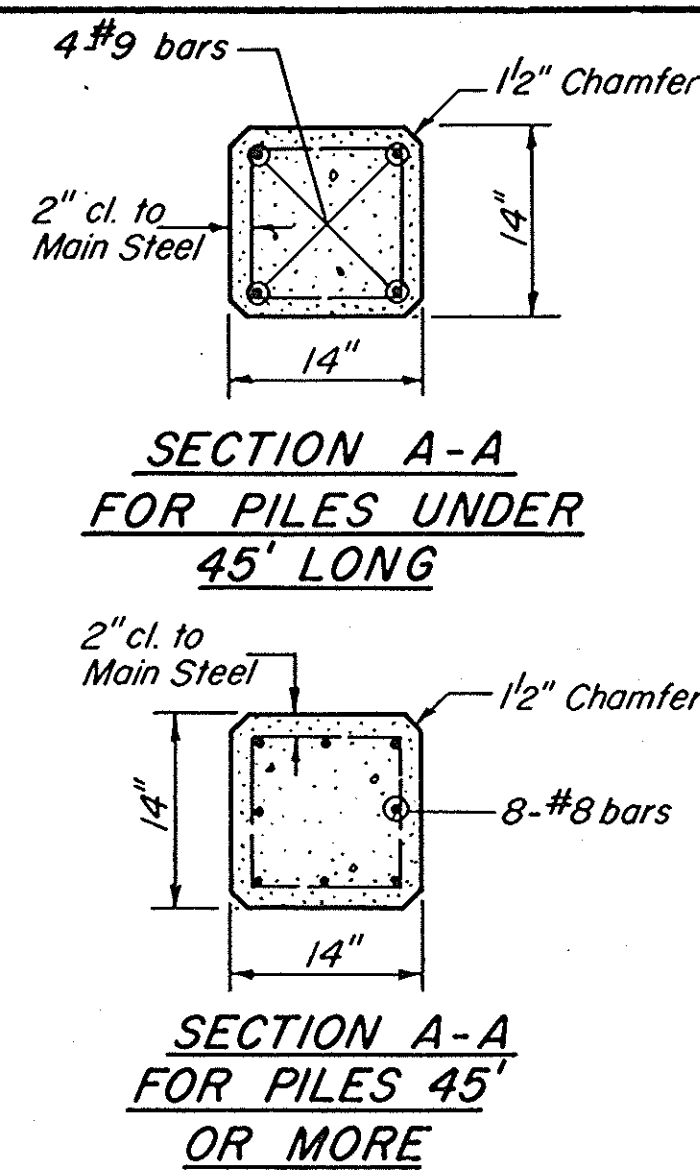
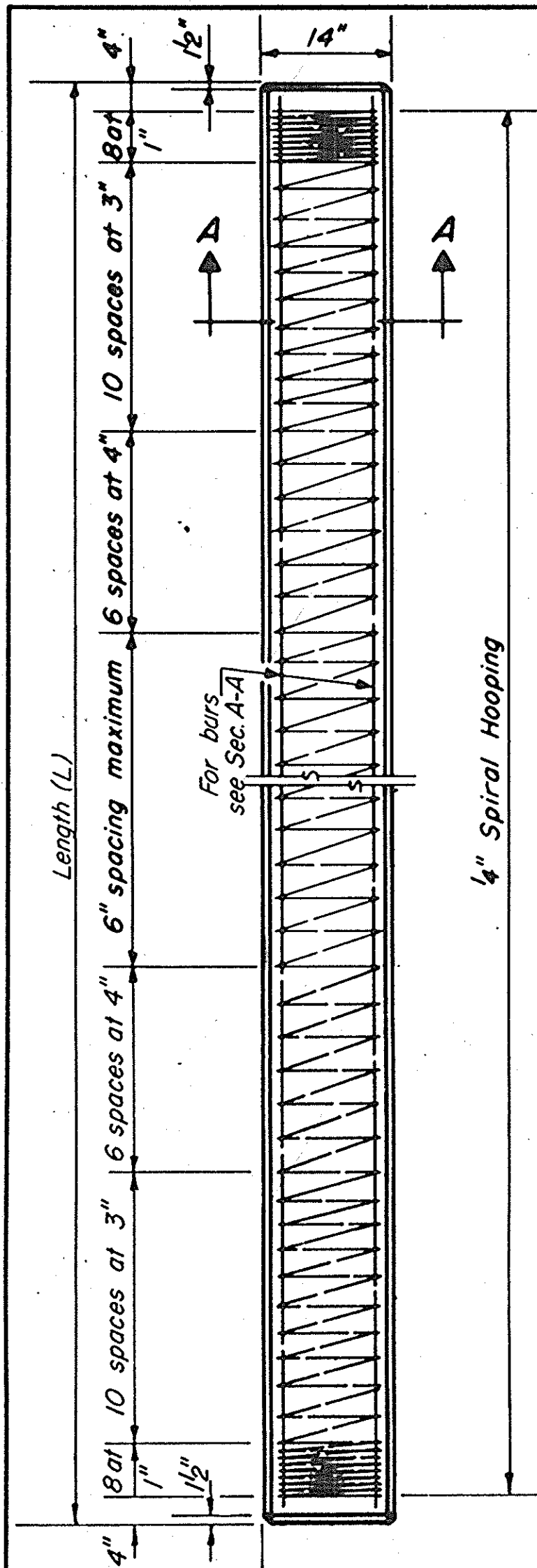
PIER 2
F.A. RT. 646 SEC. 122VB-R
BUREAU COUNTY
STA. 165+04.56

DESIGNED Thomas E. Harlan
CHECKED Ralph E. Anderson
DRAWN J.D.
CHECKED T.E.A.

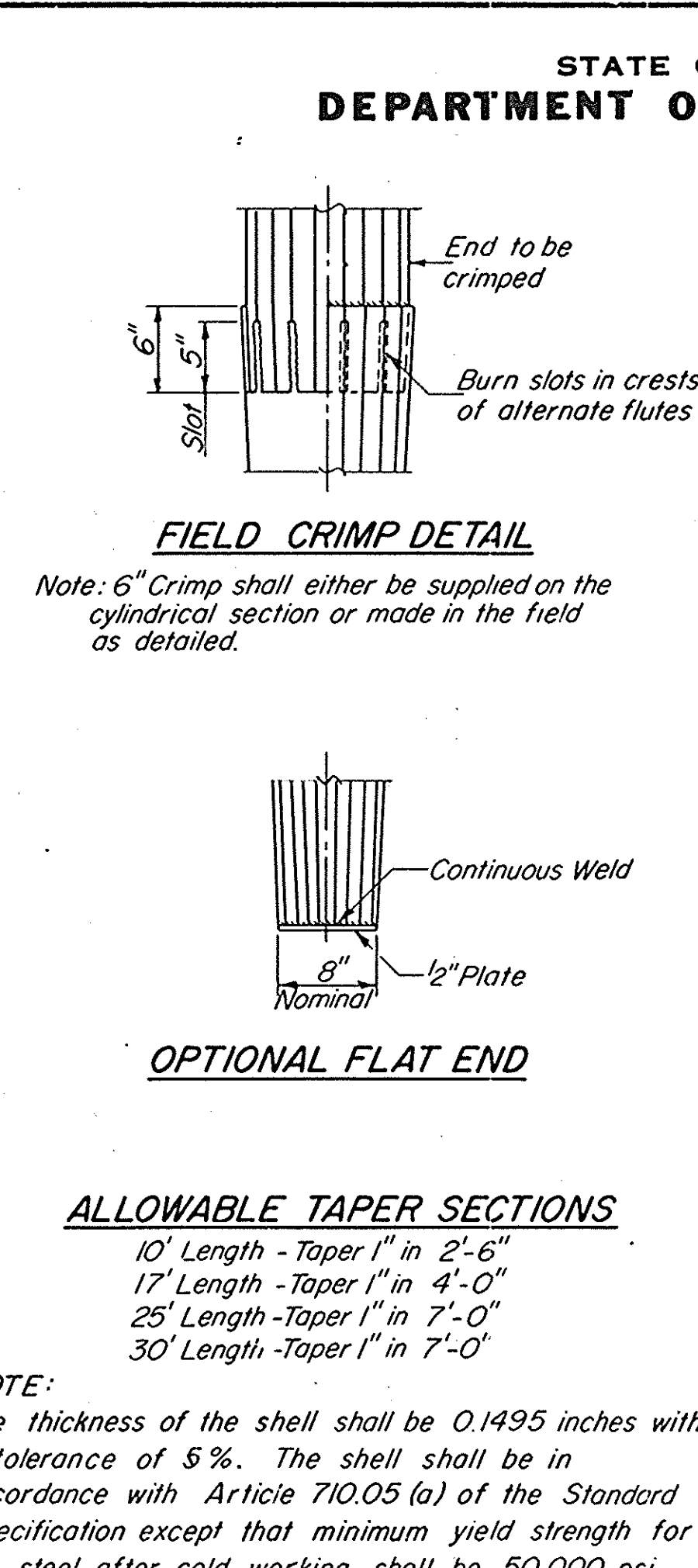
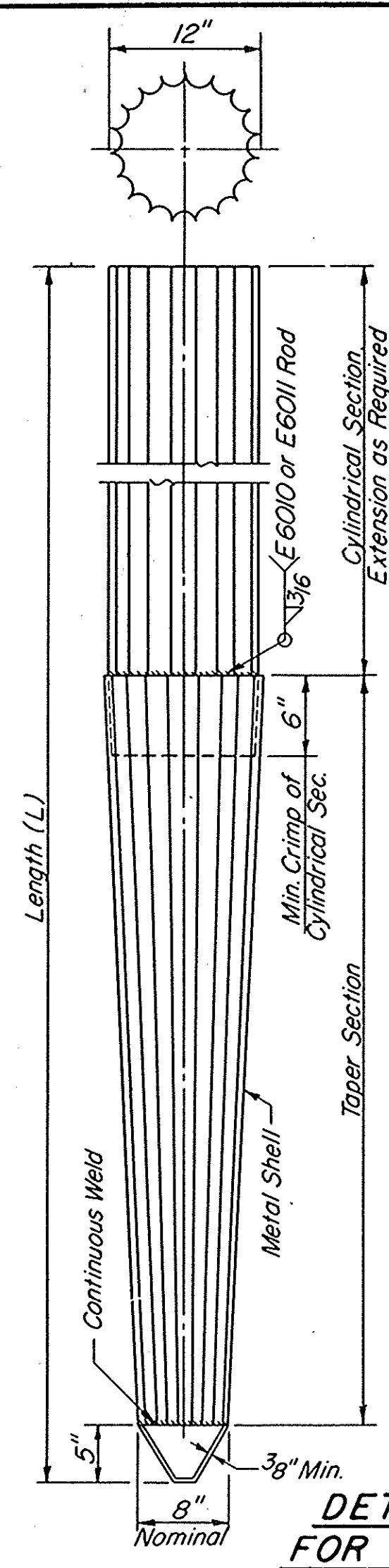
EXAMINED Oct 30 1980 Carl E. Thompson
PASSED
APPROVED
DIRECTOR OF HIGHWAYS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

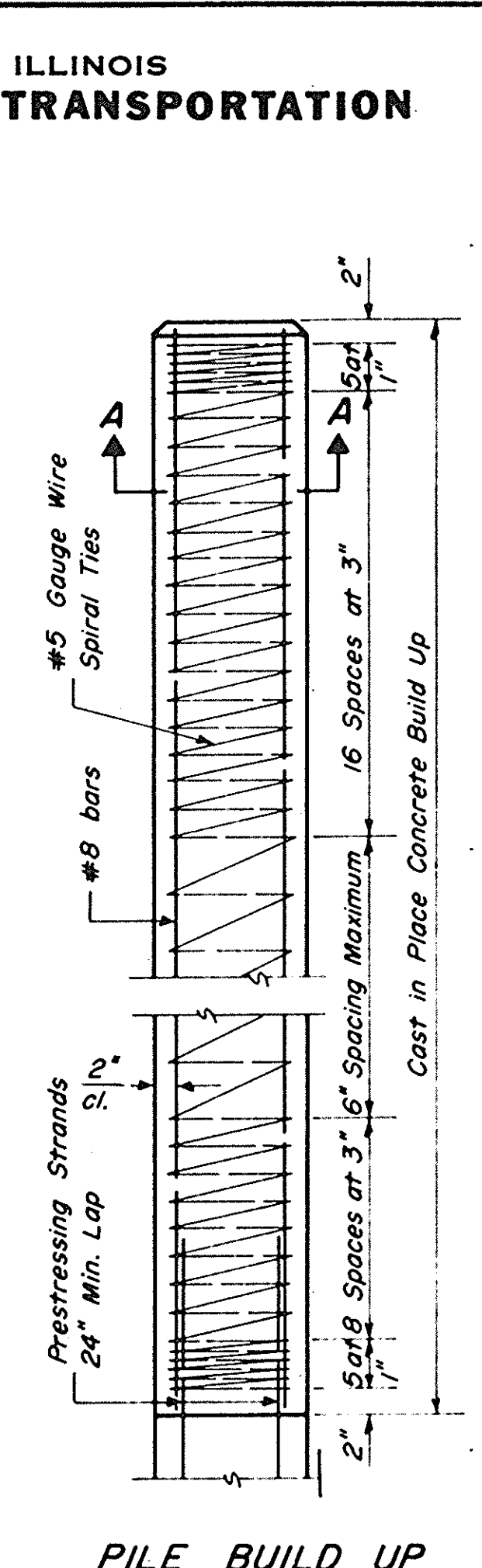
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
646	122VB-R	BUREAU	36	27	15
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			



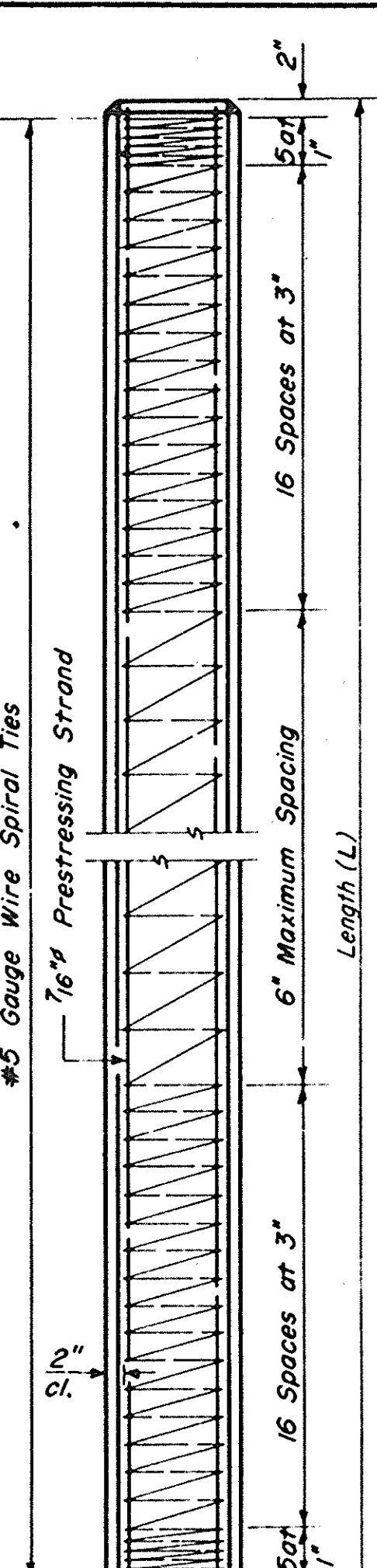
DETAIL OF PRECAST
CONCRETE PILES



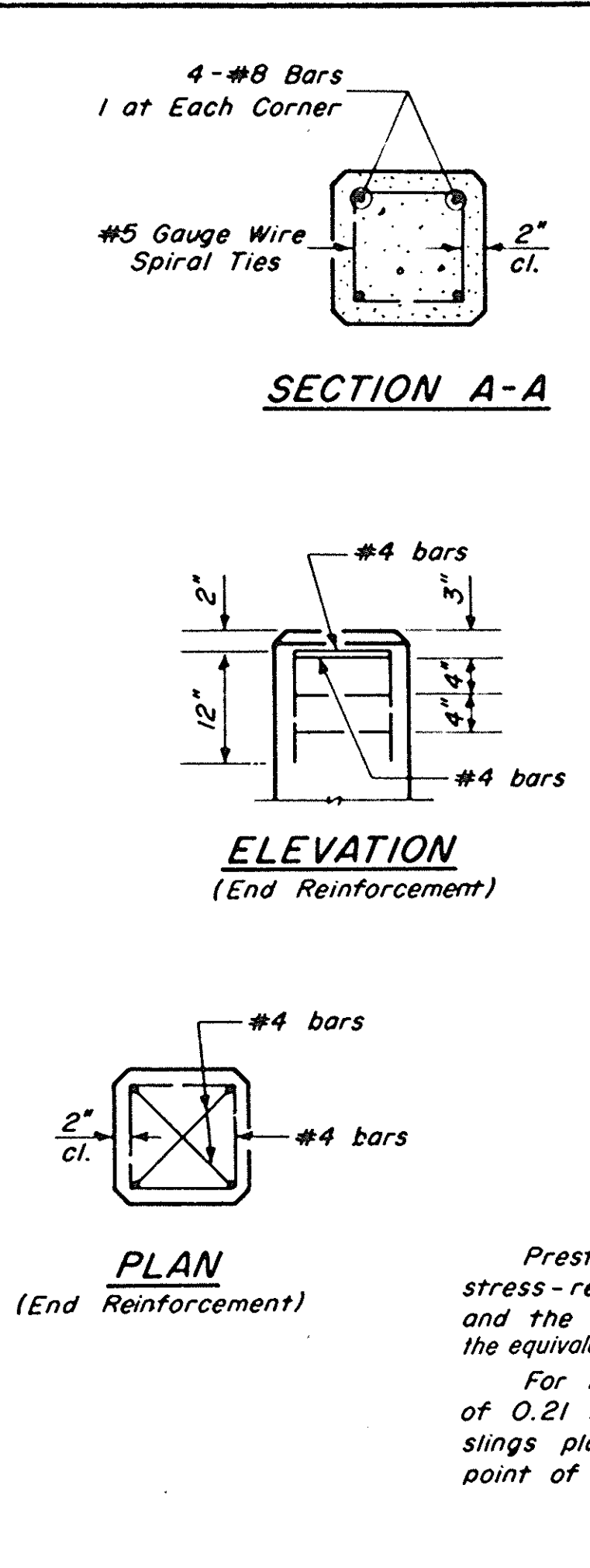
DETAIL OF TAPERED METAL SHELLS
FOR CAST IN PLACE CONCRETE PILES



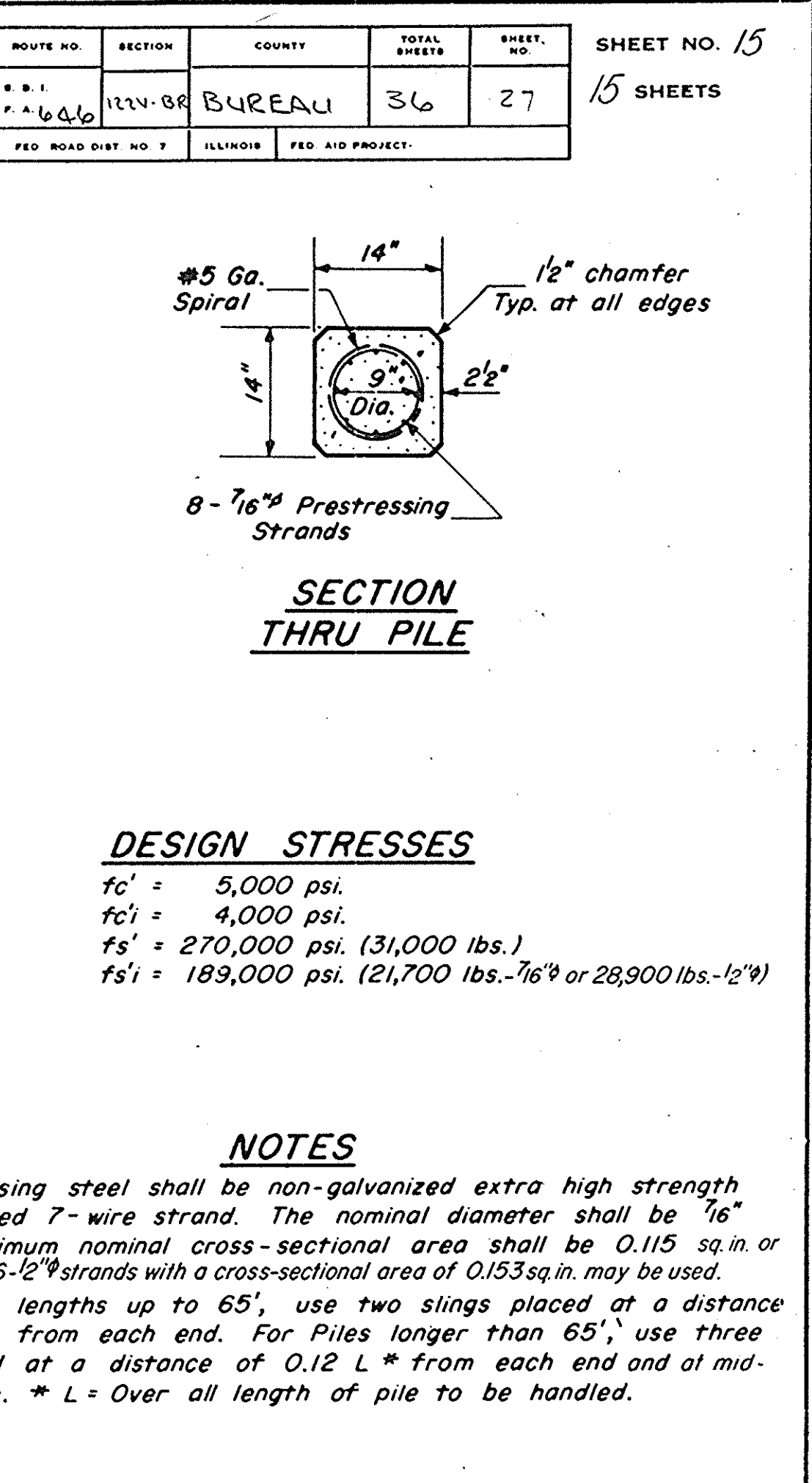
PILE BUILD UP



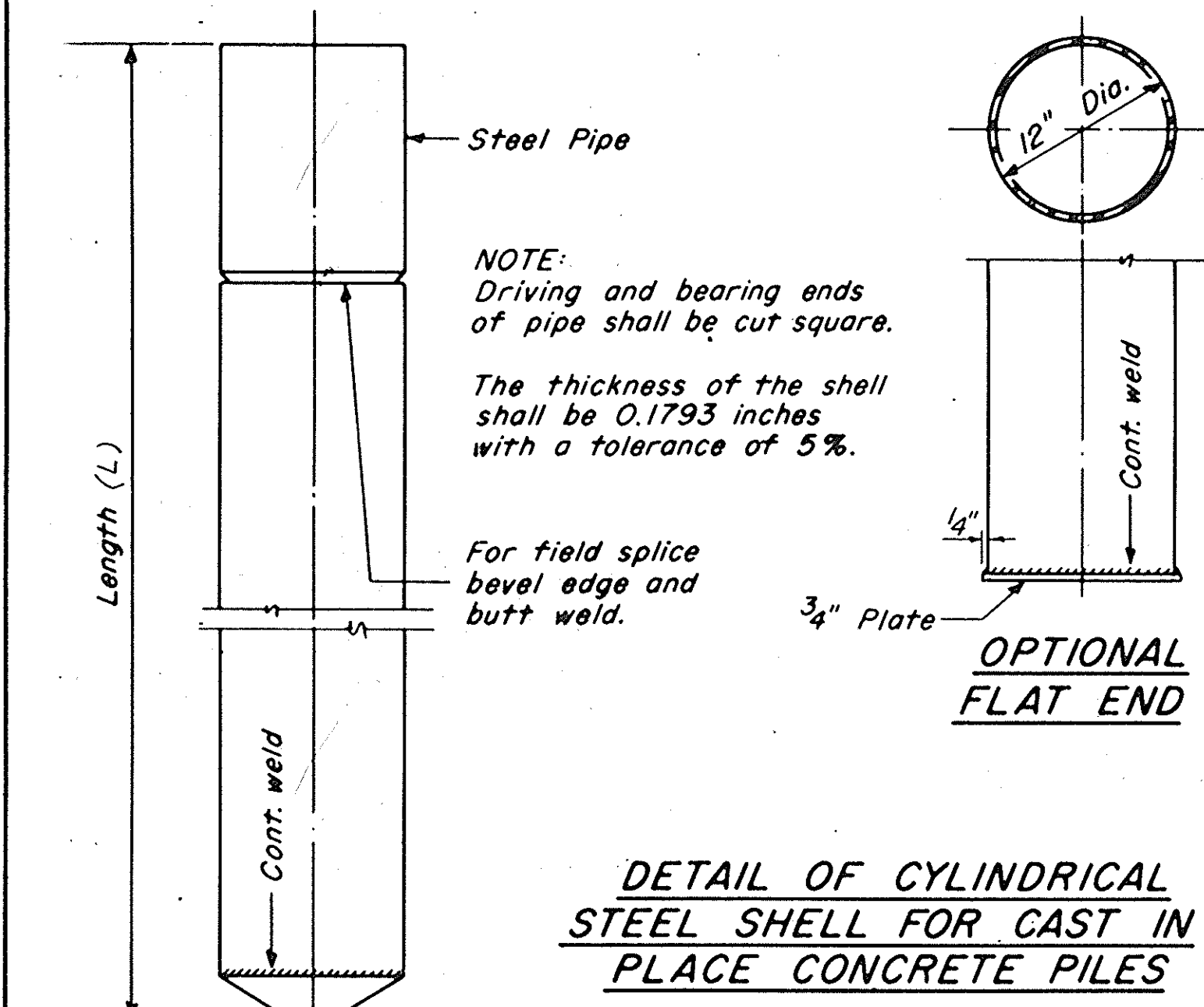
PILE PLAN



SECTION A-A

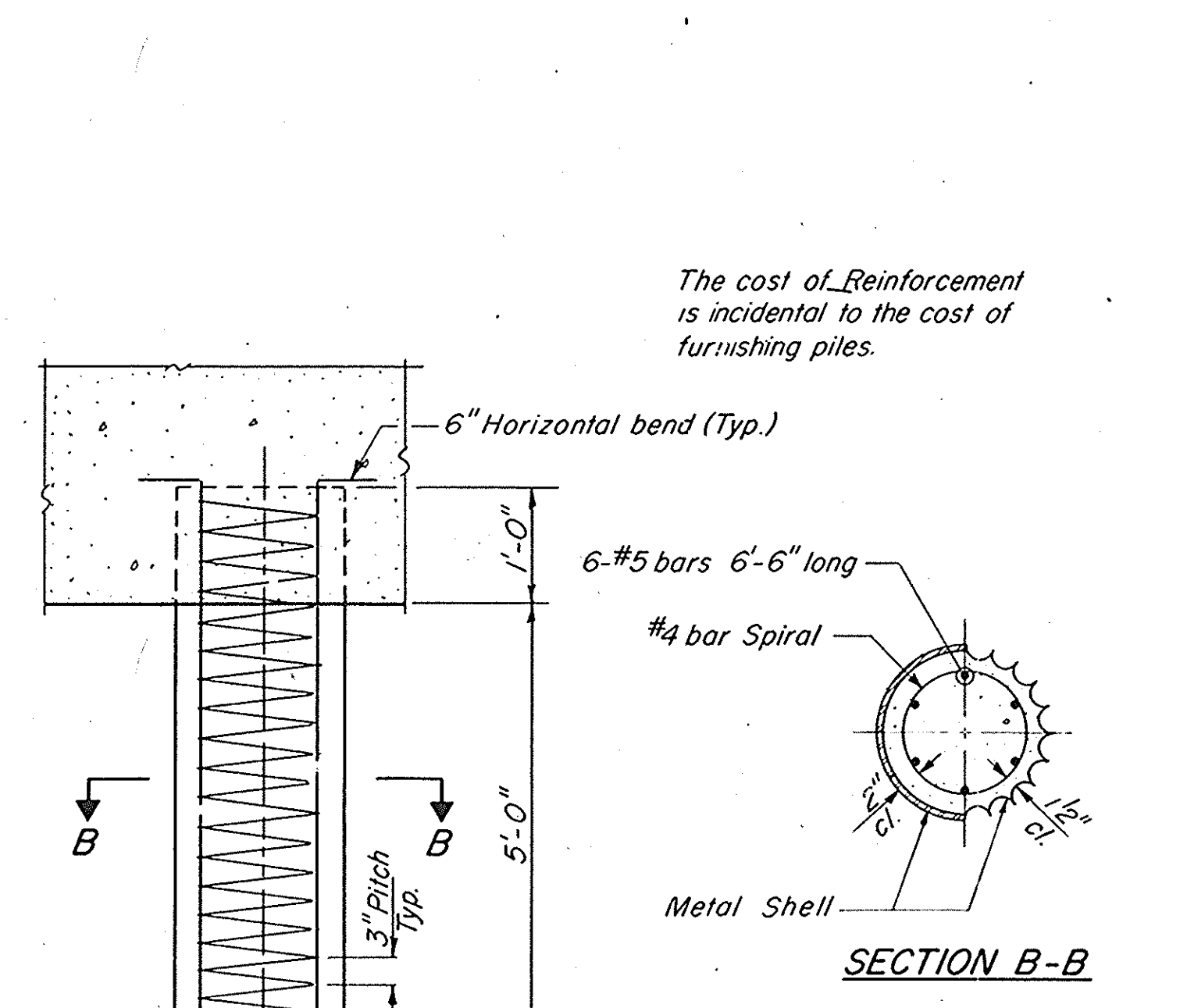


PRECAST PRESTRESSED CONCRETE PILE



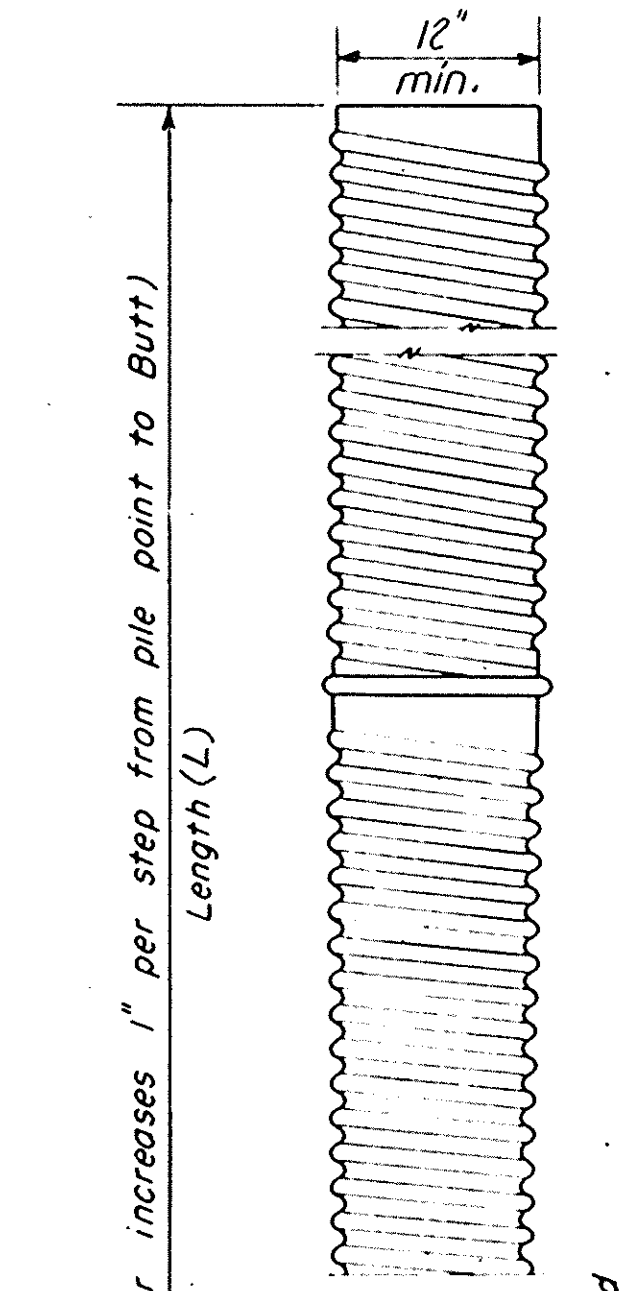
DESIGNED *Thomas E. Hanna*
CHECKED *Ralph E. Anderson*
JD.
DRAWN
CHECKED *T.E.A.*

EXAMINED *Carl E. Hummer*
PASSED
APPROVED
DIRECTOR OF HIGHWAYS



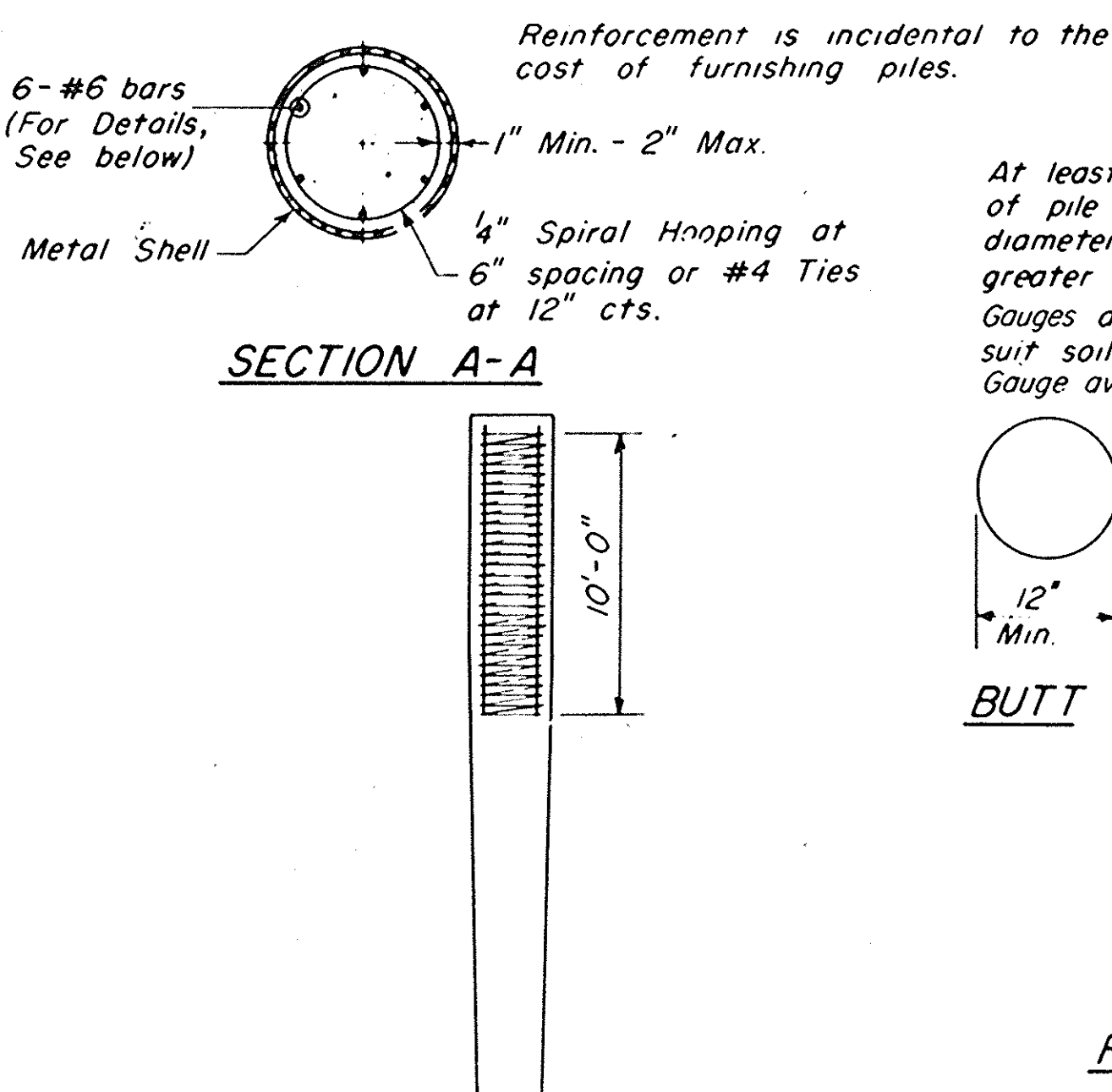
DESIGNED *Thomas E. Hanna*
CHECKED *Ralph E. Anderson*
JD.
DRAWN
CHECKED *T.E.A.*

EXAMINED *Carl E. Hummer*
PASSED
APPROVED
DIRECTOR OF HIGHWAYS



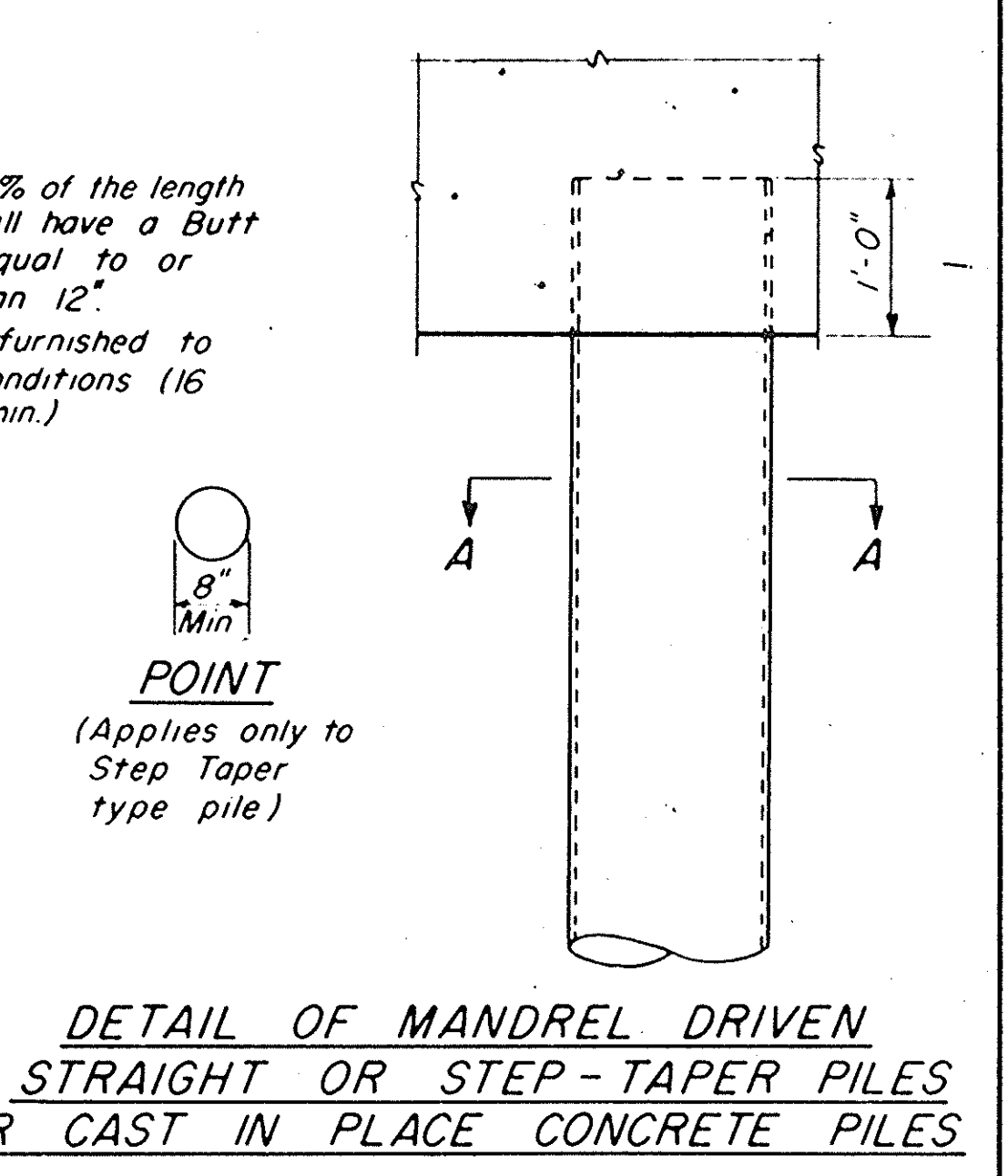
DESIGNED *Thomas E. Hanna*
CHECKED *Ralph E. Anderson*
JD.
DRAWN
CHECKED *T.E.A.*

EXAMINED *Carl E. Hummer*
PASSED
APPROVED
DIRECTOR OF HIGHWAYS



DESIGNED *Thomas E. Hanna*
CHECKED *Ralph E. Anderson*
JD.
DRAWN
CHECKED *T.E.A.*

EXAMINED *Carl E. Hummer*
PASSED
APPROVED
DIRECTOR OF HIGHWAYS



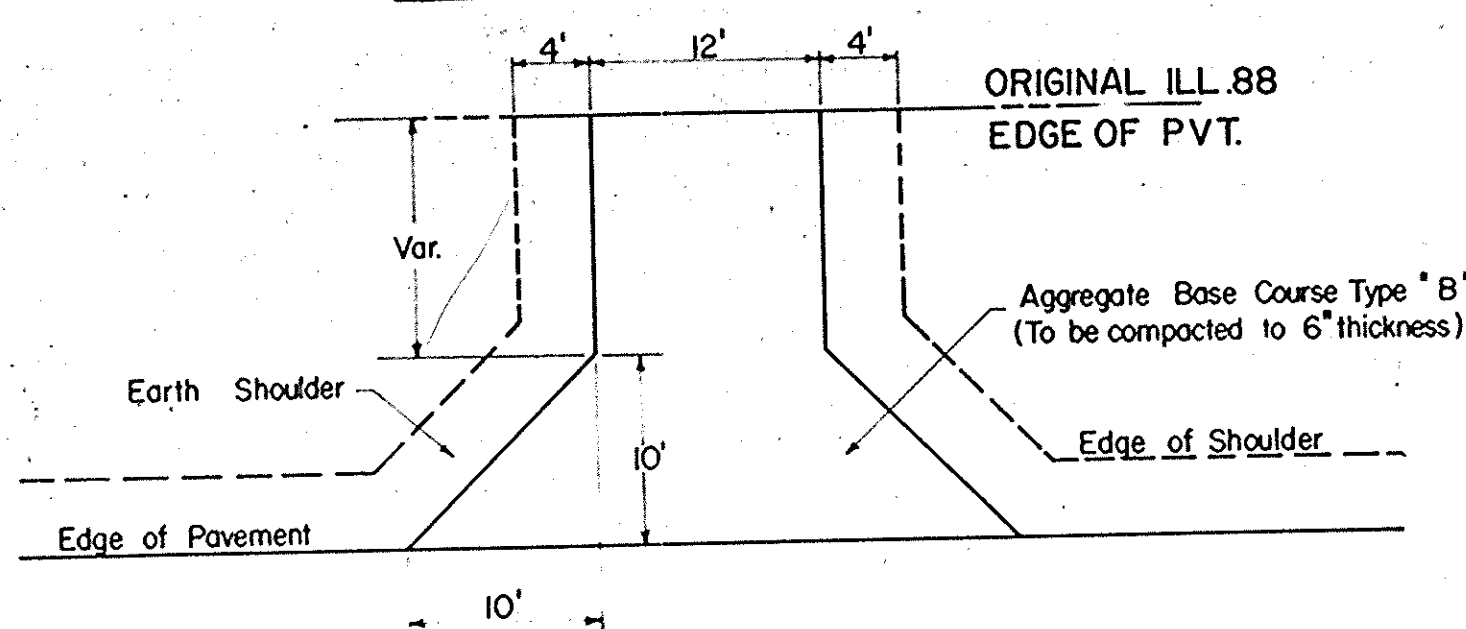
DESIGNED *Thomas E. Hanna*
CHECKED *Ralph E. Anderson*
JD.
DRAWN
CHECKED *T.E.A.*

EXAMINED *Carl E. Hummer*
PASSED
APPROVED
DIRECTOR OF HIGHWAYS

BITUMINOUS APPROACHES & MAILBOX TURNOUTS

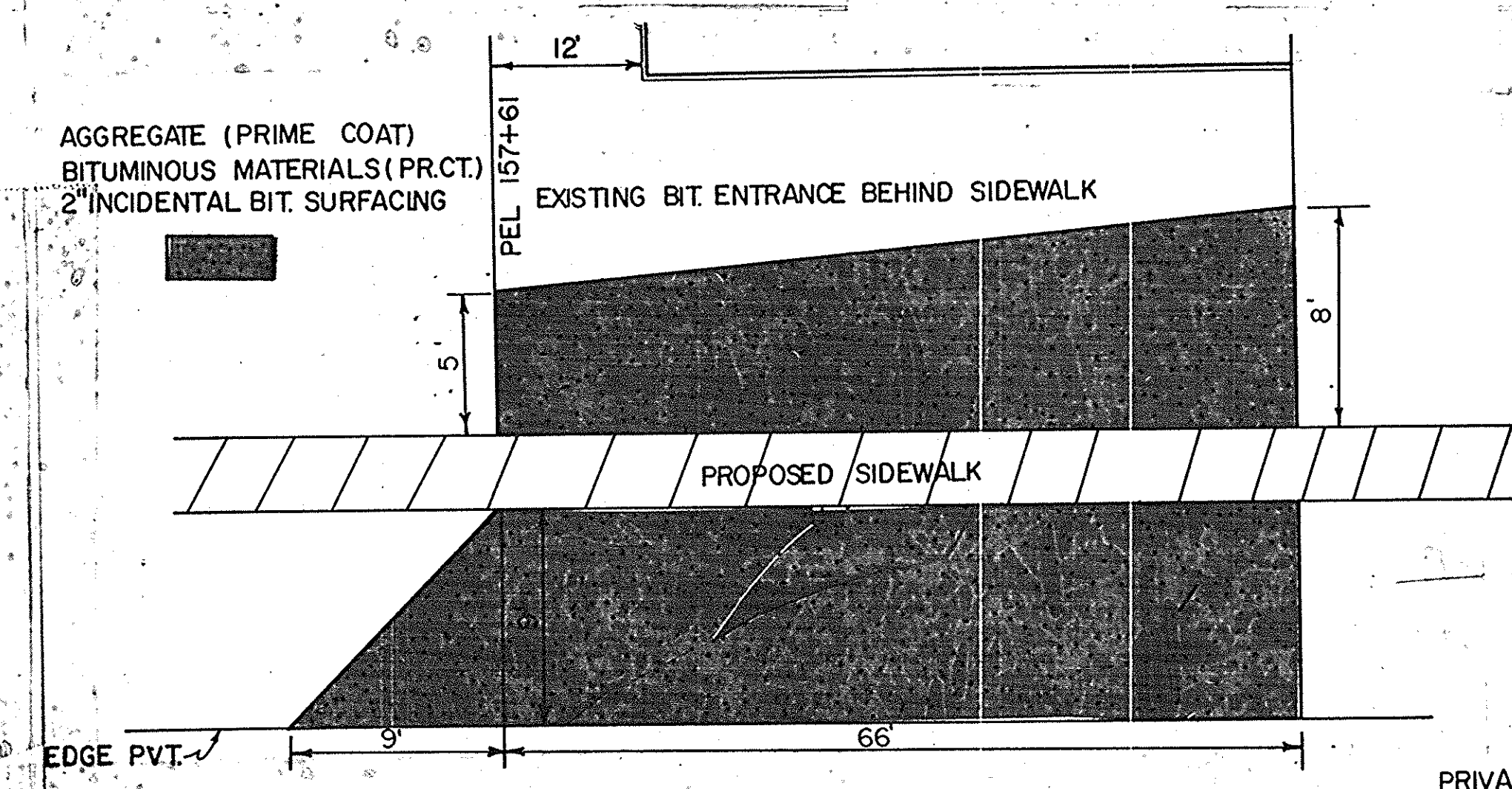
LT. STA. 167 + 20

FIELD ENTRANCE



ITEM	APPROACH PORTION (TON)	STRAIGHT PORTION (Tons/Lin. Ft.)
Aggregate Base Course Type "B" (6")	8.35	.46

AGGREGATE (PRIME COAT)
 BITUMINOUS MATERIALS (PRCT.)
 2" INCIDENTAL BIT. SURFACING

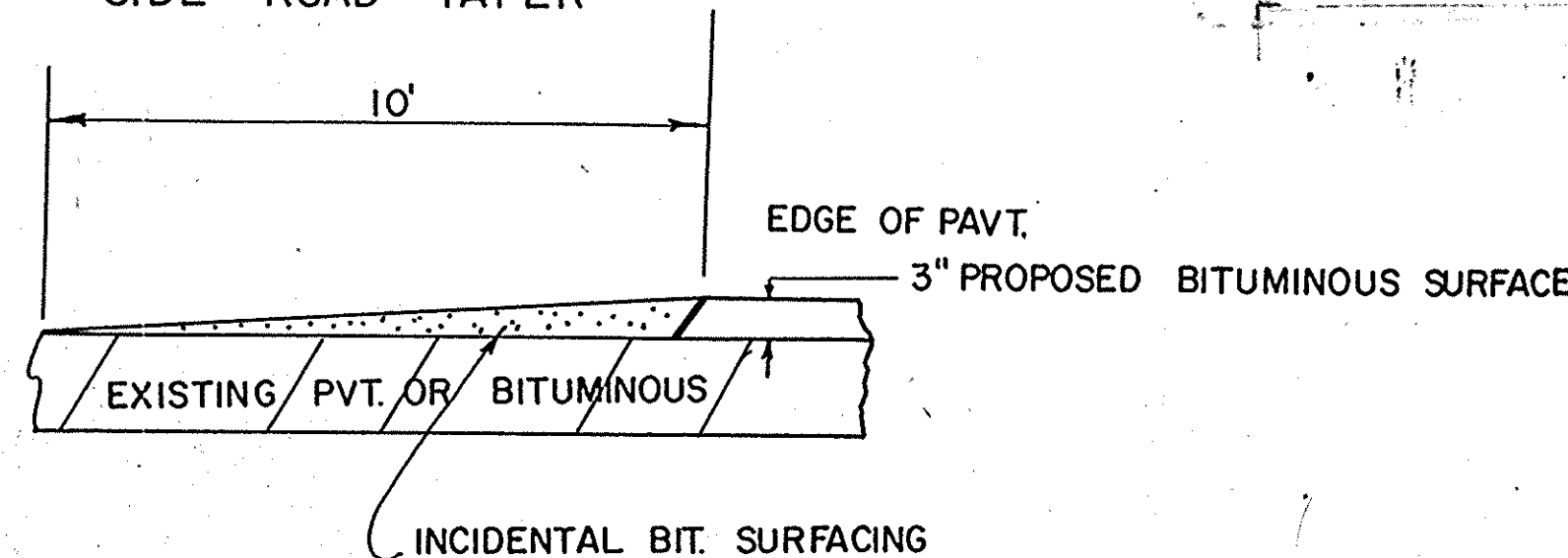


PRIVATE ENTRANCE WITH MAILBOX TURNOUT
 QUANTITIES BASED ON 6' MAILBOX PAD

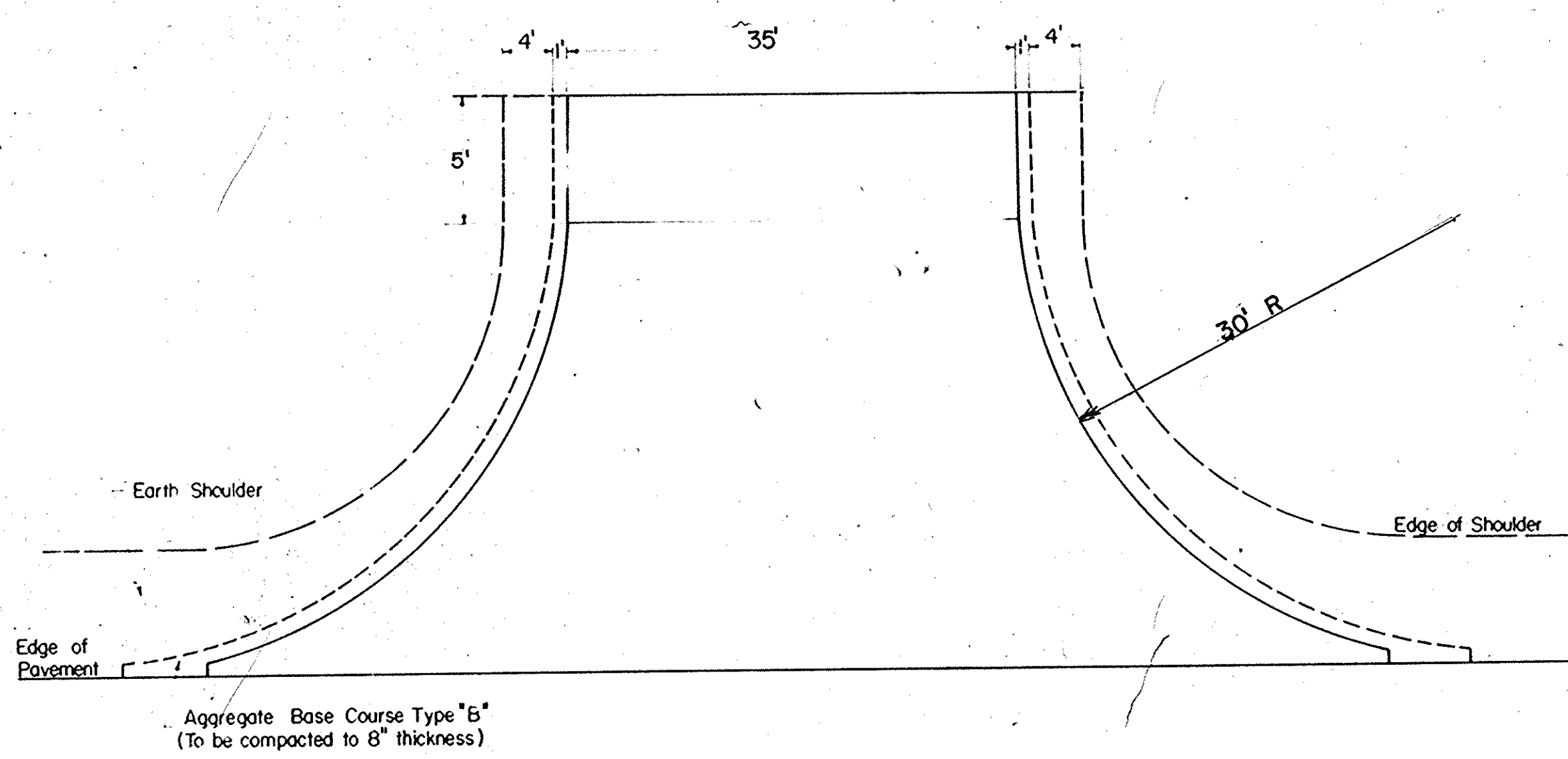
ITEM	APPROACH PORTION (TON)	STRAIGHT PORTION (Tons/Lin. Ft.)
Aggregate Base Course Type "B" (6")	17.58	.53
Bituminous Materials, Prime Coat	.07	
Incidental Bituminous Surfacing, Class I (2")	5.25	
Aggregate Material, Prime Coat	.07	

LT. STA 157+61 PRIVATE & COMMERCIAL ENTRANCE COMBINED

SIDE ROAD TAPER



L. STA. 160 + 95 & STA. 161 + 84
 COMMERCIAL ENTRANCE

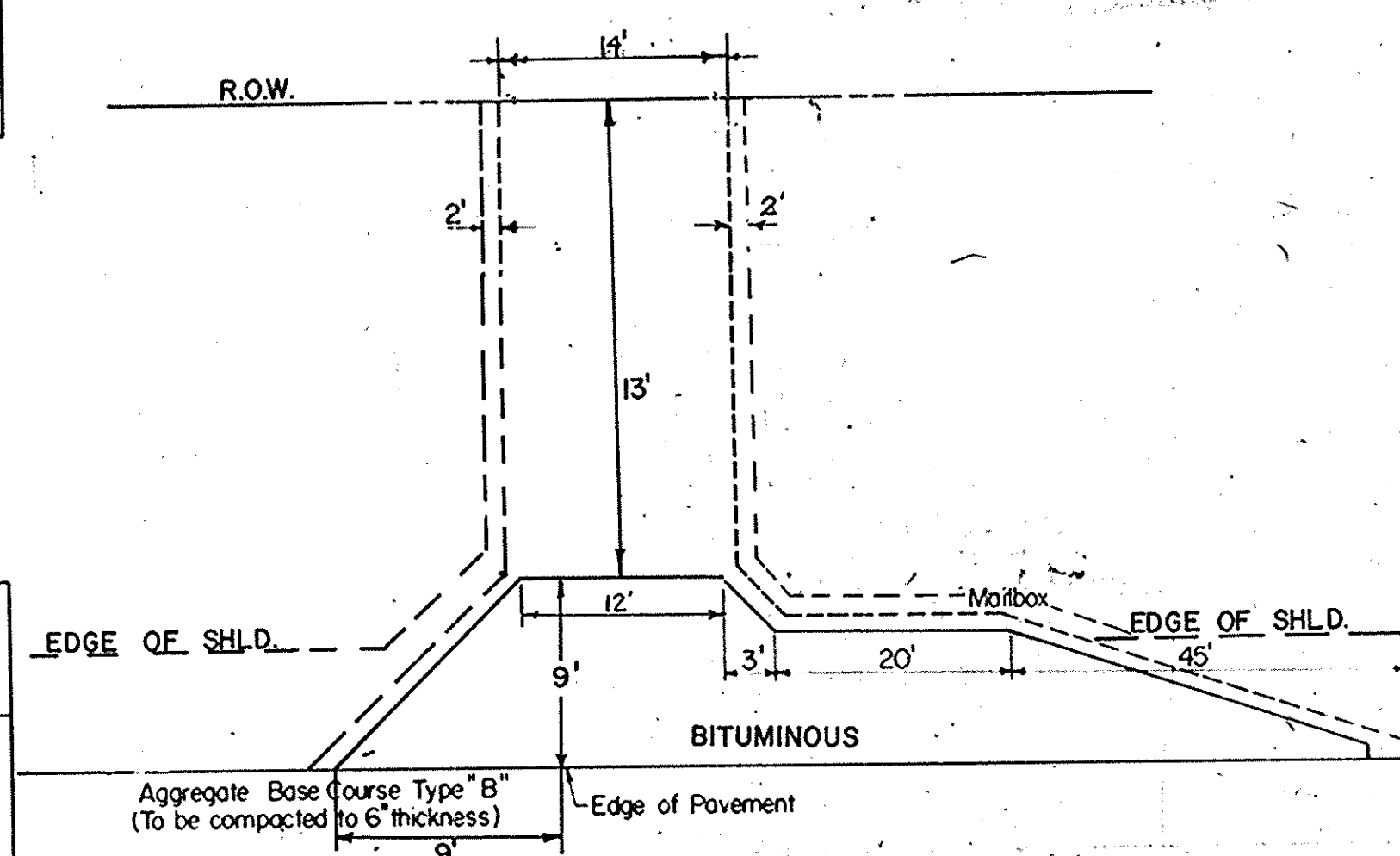


Note: Quantities Based on a 30' Commercial Entrance

ITEM	20'R	30'R	40'R	STRAIGHT PORTION (Tons/Lin. Ft.)
Aggregate Base Course Type "B" (8")	4530	7445	10796	187
Bituminous Materials, Prime Coat	.14	.23	.33	.006
Incidental Bituminous Surfacing Class I (2 1/2")	1356	22.34	32.46	.54
Aggregate Material, Prime Coat	.15	.24	.35	.006

PRIVATE ENTRANCE WITH MAILBOX TURNOUT

STA. 159+49 & 176+58

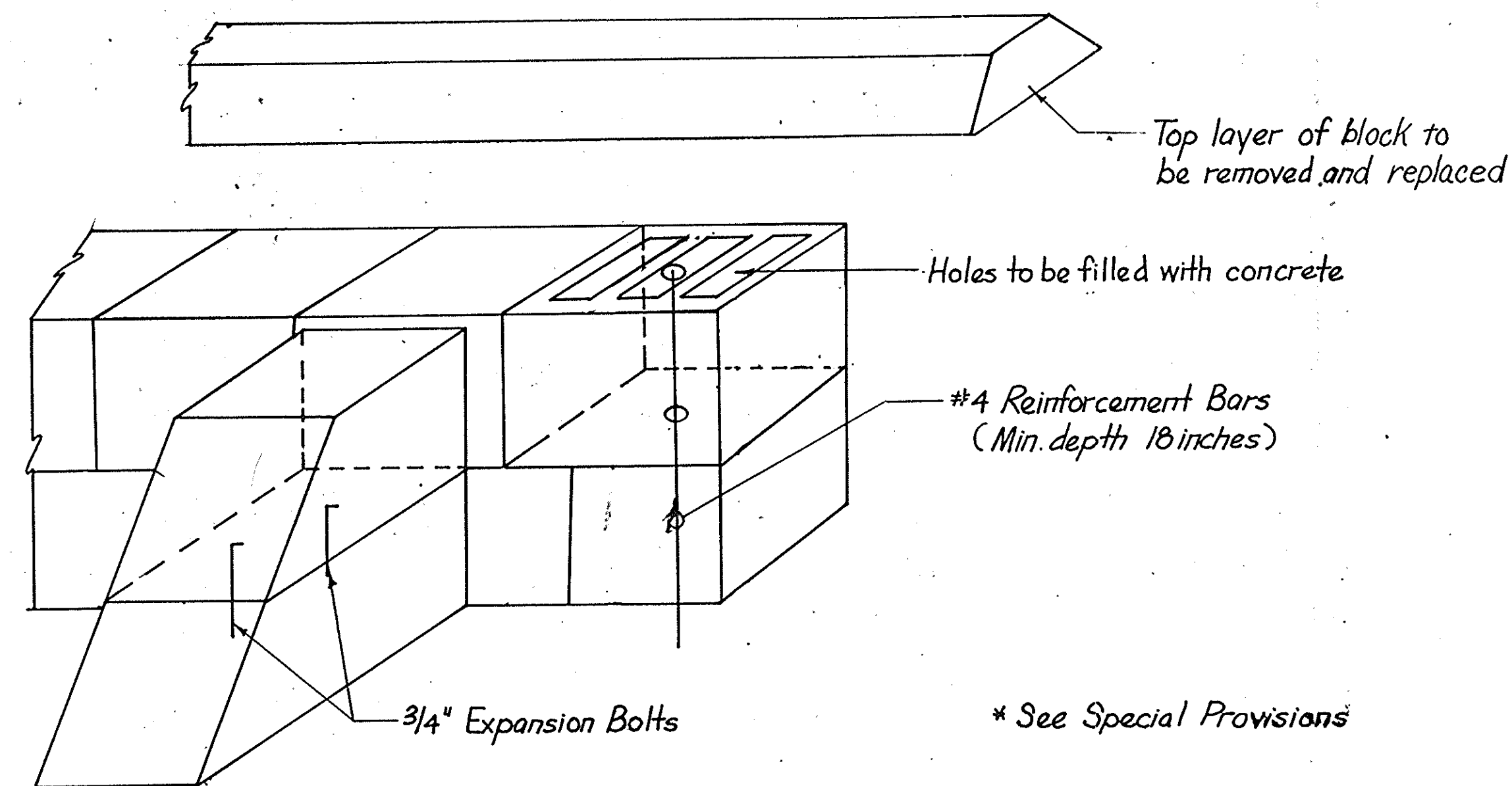


Note: Quantities Based on a 22' Wide Sideroad

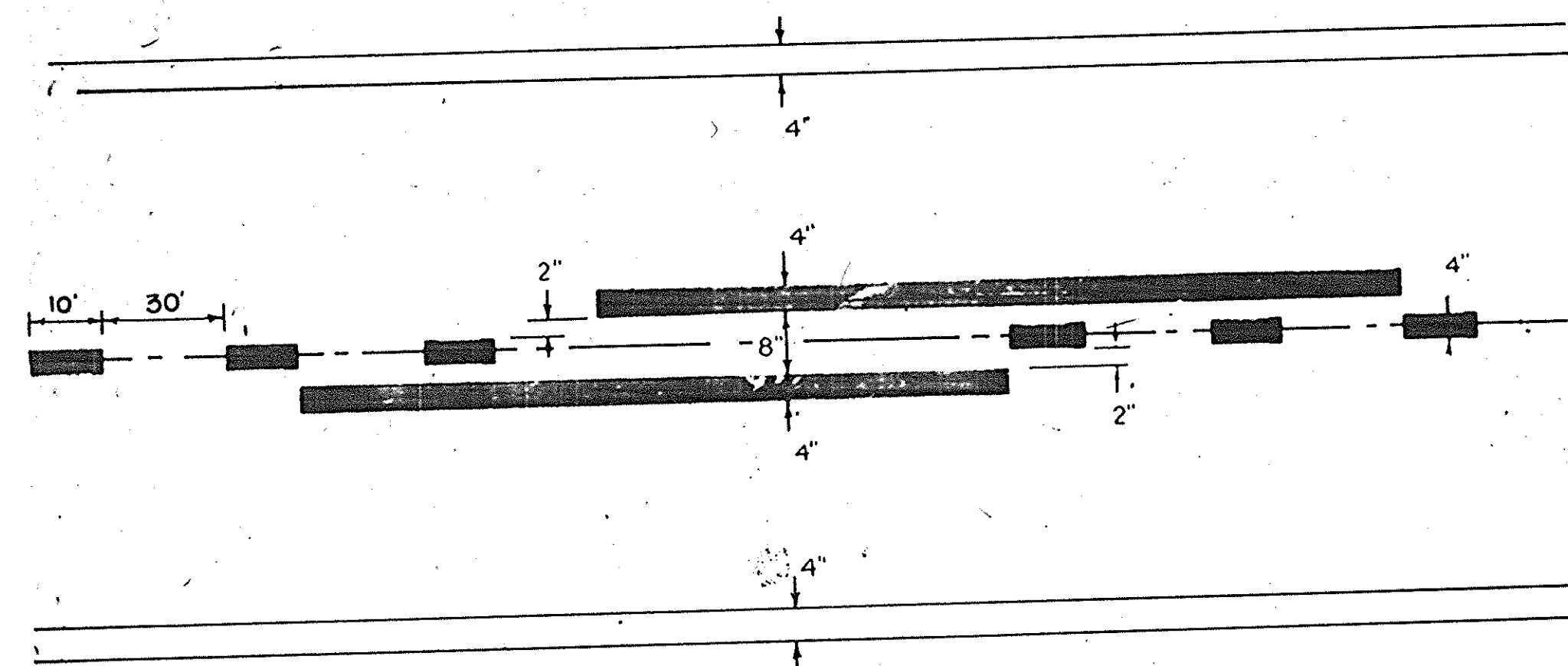
ITEM	20'R	30'R	40'R	STRAIGHT PORTION (Tons/Lin. Ft.)
Aggregate Base Course Type "B" (8")	32.14	54.71	81.64	1.11
Bituminous Material Prime Coat	.10	.17	.25	.003
Bituminous Concrete Binder Course (1 1/2")	5.71	9.77	14.62	.21
Bituminous Concrete Surface Course (1 1/2")	5.71	9.77	14.62	.21
Aggregate Material, Prime Coat	.10	.17	.26	.004

DISTRICT NO. 2 DIXON

DESIGNED
 DRAWN: Barry Barton DATE: Oct. 20, 1978
 CHECKED SCALE



* MODIFICATION OF CONCRETE BLOCK WALL
L. STA 160+54



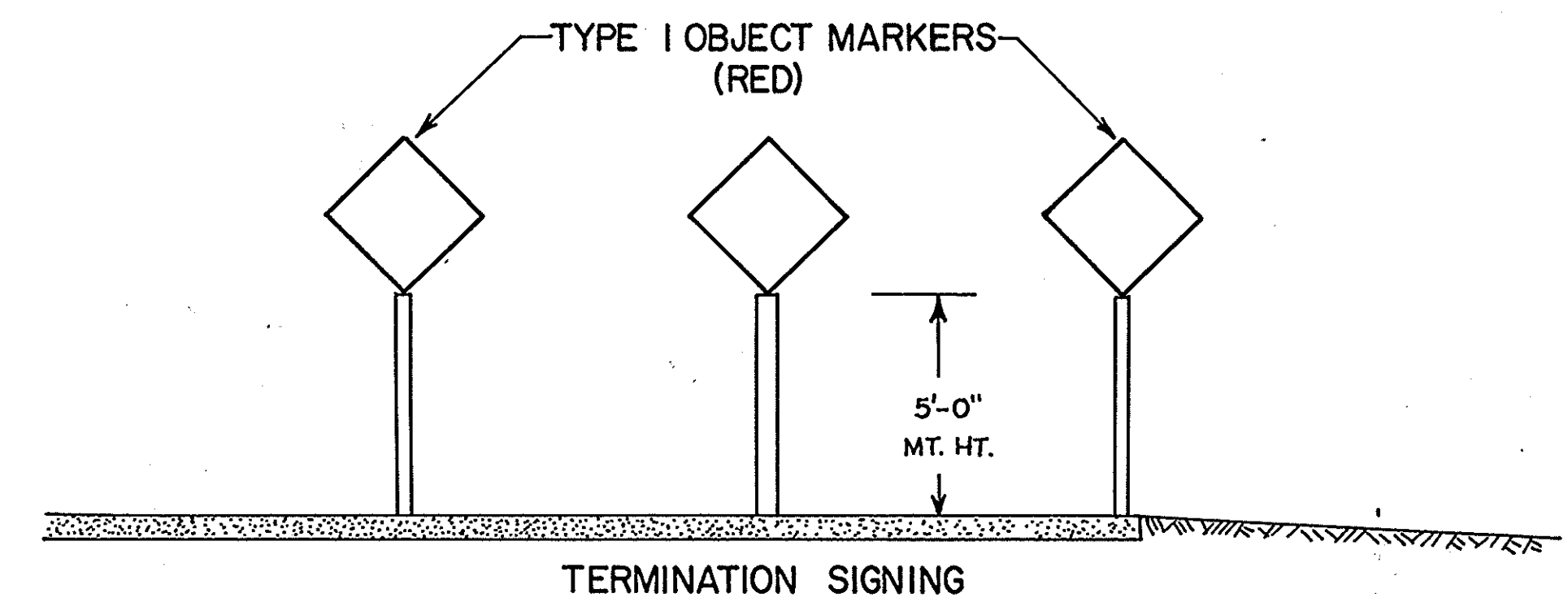
CENTERLINE & EDGE LINE STRIPING - TWO LANE ROADWAY
MODIFIED TWO LINE SYSTEM

COLOR
CENTERLINE & ZONE LINES - YELLOW
EDGE LINE - WHITE

TERMINATION OF DEAD END ROADS

A "DEAD END" (W9-2) SIGN SHALL BE ERECTED SLIGHTLY BEYOND THE LAST ROAD INTERSECTING THE ROAD WITH NO OUTLET. IF THIS INTERSECTION IS MORE THAN 1500 FEET FROM TERMINATION POINT, OR IF SIGHT DISTANCE TO THE CLOSURE IS LESS THAN 500 FEET, A ROAD ENDS 500' (24-12) SIGN SHALL BE ERECTED 500 FEET IN ADVANCE OF THE TERMINATION OF THE ROAD.

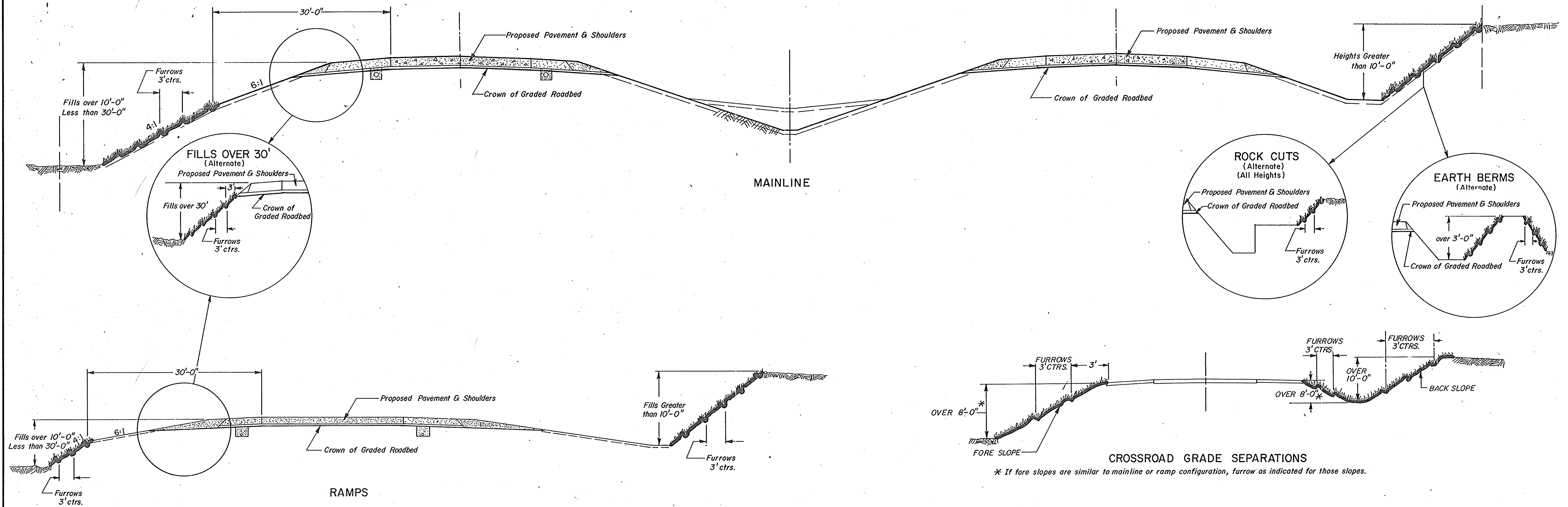
THIS WORK WILL BE PAID FOR AT THE UNIT PRICE PER EACH FOR "TERMINATION OF DEAD END ROADS" WHICH PRICE SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO FURNISH AND INSTALL THREE SIGNS, AS DETAILED ON THIS DRAWING.



NOTE: USE 4" X 6" WOOD POSTS TELESCOPING STEEL POSTS.
USE STANDARDS 2319 AND 2320 FOR MOUNTING AND
INSTALLATION DETAILS.

TYPICAL FURROWED ROADWAY SLOPES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA 646	121VBR	Bureau	36	30
FED. ROAD DIST. NO. 7 ILLINOIS PROJECT				



GENERAL NOTES

In general, the entire earth surface within the right of way shall be seeded and mulched.

No agricultural ground limestone shall be applied to the graded roadbed.

Foreslopes and/or backslopes 10 feet or less in height will not require furrowing unless otherwise noted in the plans or as directed by the Engineer.

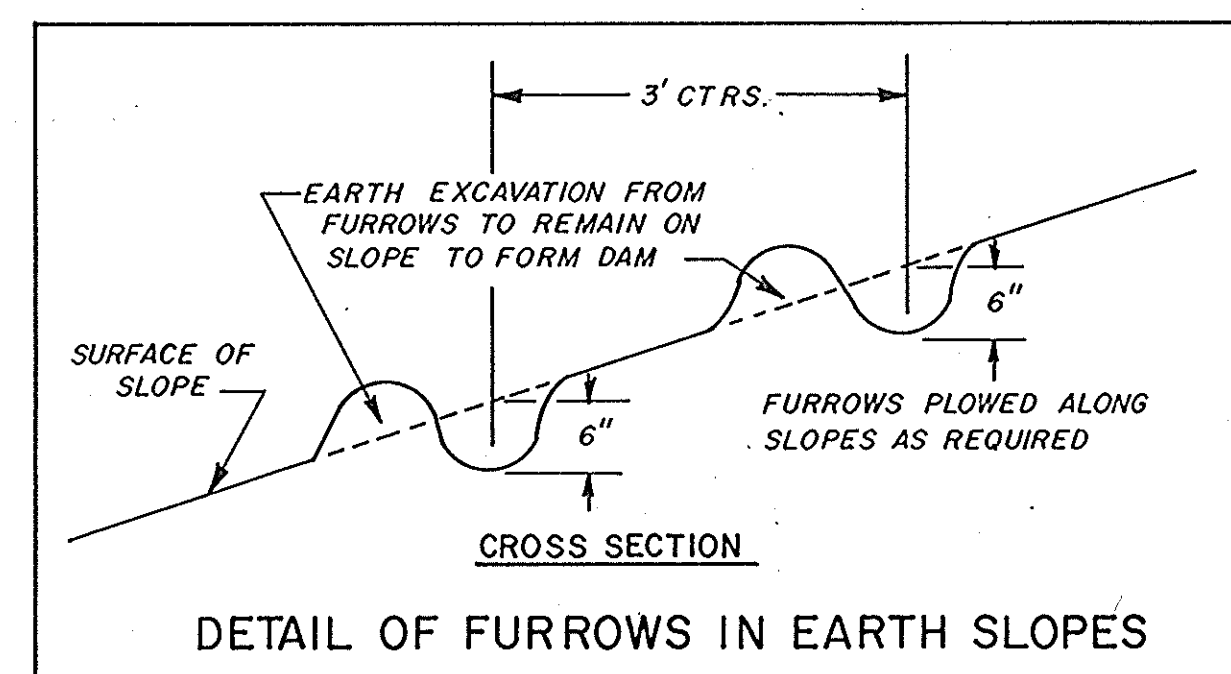
Foreslopes and/or backslopes over 10 feet in height shall be furrowed. The operation shall include finishing the slopes to final line and grade, as shown on the cross sections before furrowing is done. Furrows shall be plowed along a level line conforming to the contours of the slope. The cost of furrowing shall be considered incidental to the project, and no additional compensation will be allowed.

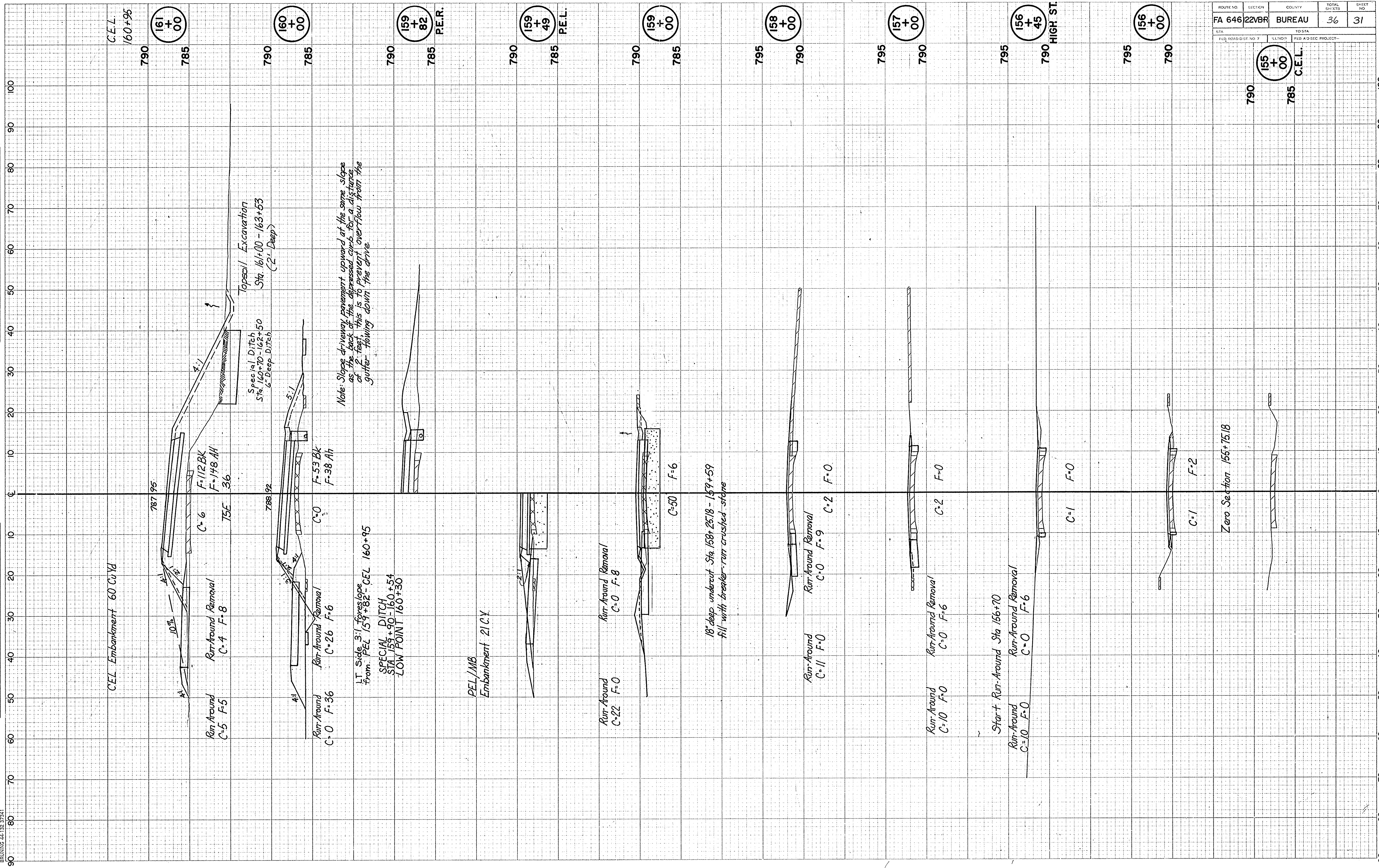
Sequence and operation for Seeding, Mulching and Furrowing of Roadway Slopes:

1. Spread fertilizer and agricultural ground limestone
2. Perform the operation of ground preparation.
3. Plow furrows.
4. Perform the operation of seeding. The seed shall be sown on the surface of the prepared ground after furrowing.
- 4a The operation for covering the seed, by harrowing or other means, shall be performed only if so directed by the Engineer and shall be incidental to the item of seeding.
5. Section 642 and 643 of the Standard Specifications shall govern this work except as noted herein.

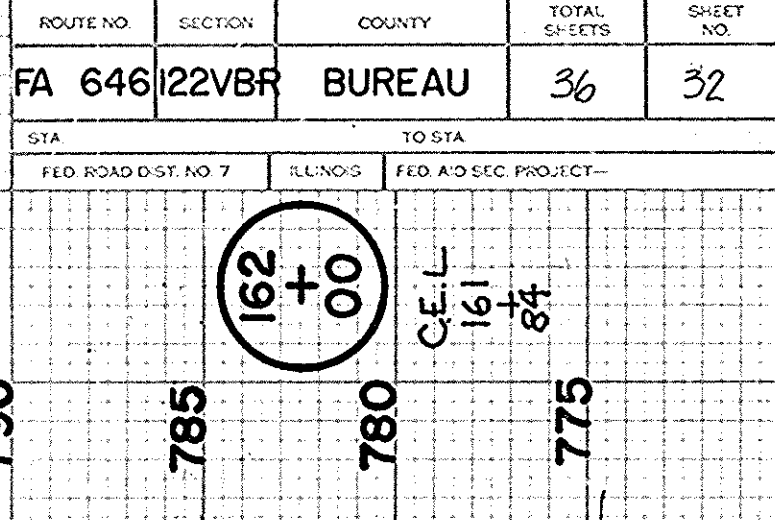
DIXON

DRAWN W. FRITZ
CHECKED D. SCHULTZ
DATE
SCALE

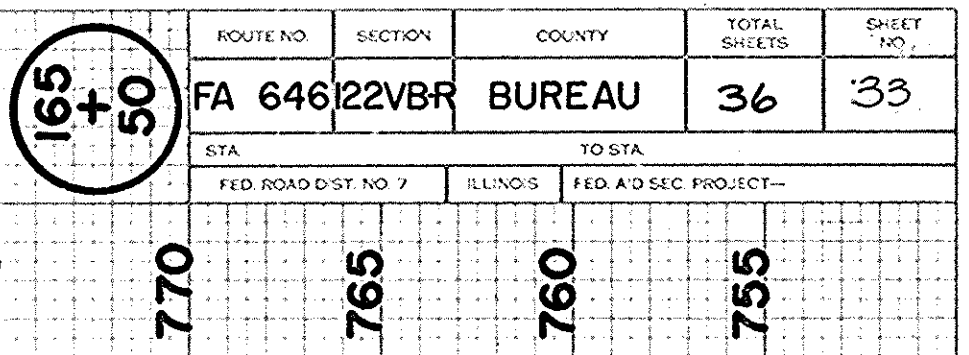




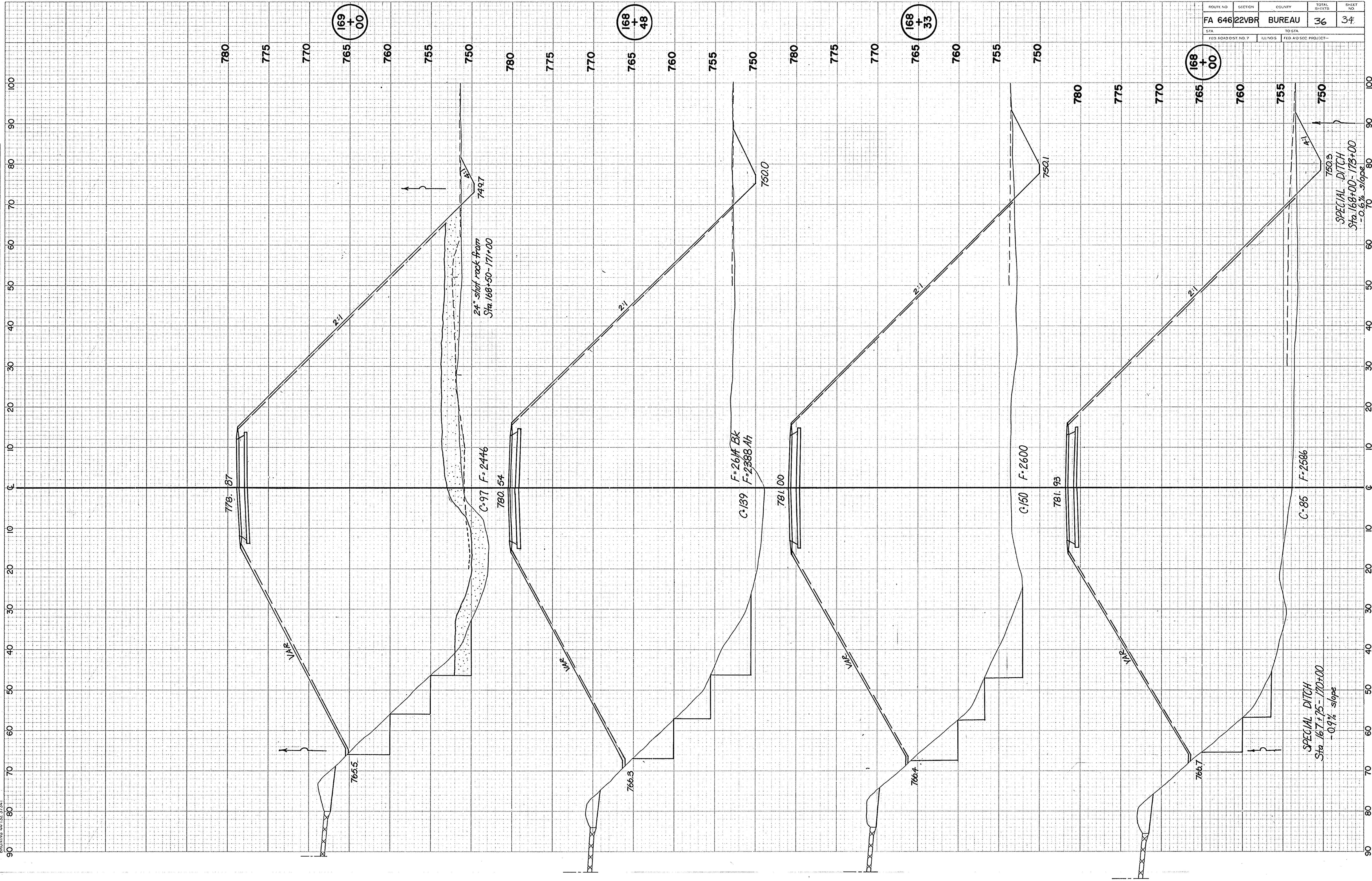
ROUTE NO.	SECTION	COUNTY	TOTAL SHEET	SHEET NO.
FA 646	22VBR	BUREAU	36	31
STA. TO STA.				
FILED ROAD DIST. NO. 7 11/1/80 FILED A SEC. PROJECT-				
790				785
	C.E.L.			



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



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

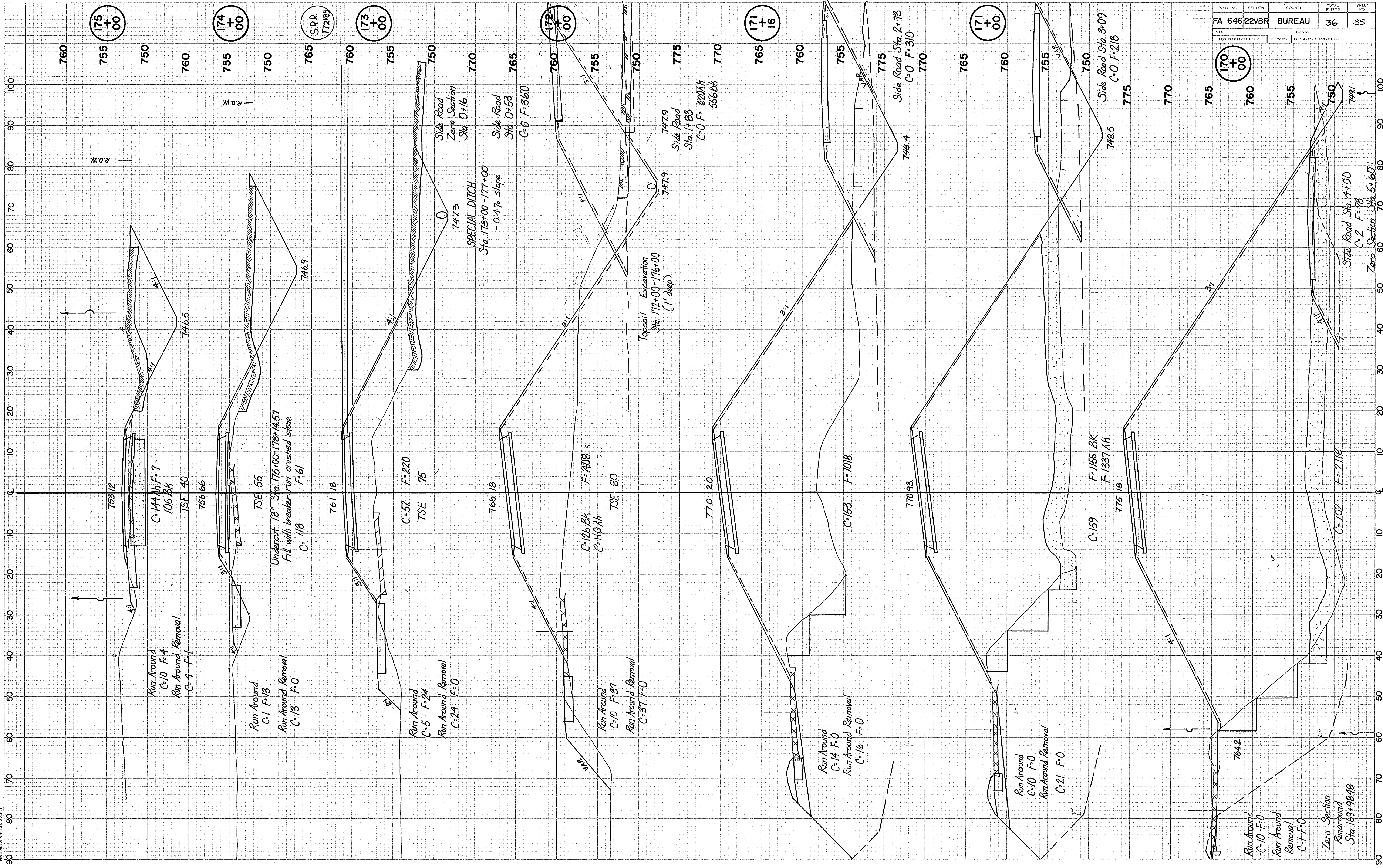


STA		TO STA	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID SEC. PROJECT--	

ORIGINAL	DATE
SURVEY	
NOTED	
NO.	

FINAL	DATE
SURVEY	
NOTED	
NO.	

BRUNING 44-32 37241



ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 646122VBR	BUREAU		36	35

STA.	TO STA.
FED. ROAD DIST. NO. 7	FED. AID SEC. PROJECT
170+00	

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

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

