

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(51-23-1.51-24)RS-1	LAWRENCE	47	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 74308	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

F.A.P. ROUTE 327 (U.S. ROUTE 50)
SECTION (51-23-1.51-24)RS-1
PROJECT: NHF-0327(041)
RESURFACING
LAWRENCE COUNTY

C-97-058-08

FOR INDEX OF SHEETS, SEE SHEET NO. 2

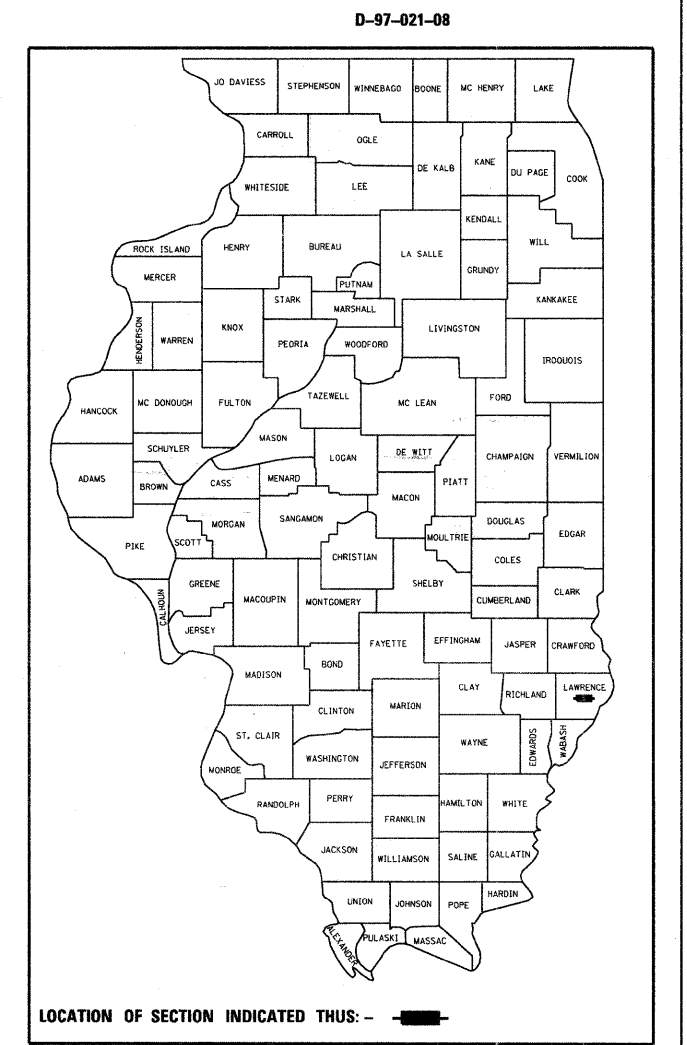
STATION EQUATIONS

STA. 671+45.88 (BK) = STA. 1671+45.88 (AH)
 STA. 1731+00.35 (BK) = STA. 730+67.12 (AH)

PAVING OMISSIONS

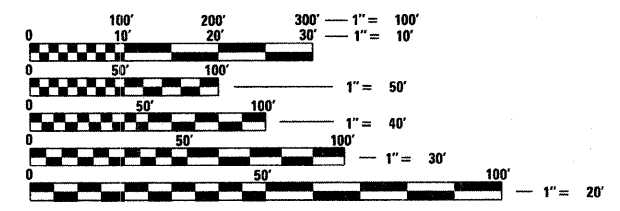
STA. 582+53 TO STA. 584+05
 STA. 603+36 TO STA. 604+65
 STA. 652+05 TO STA. 656+55
 STA. 740+80 TO STA. 741+96

2007 ADT = 6000



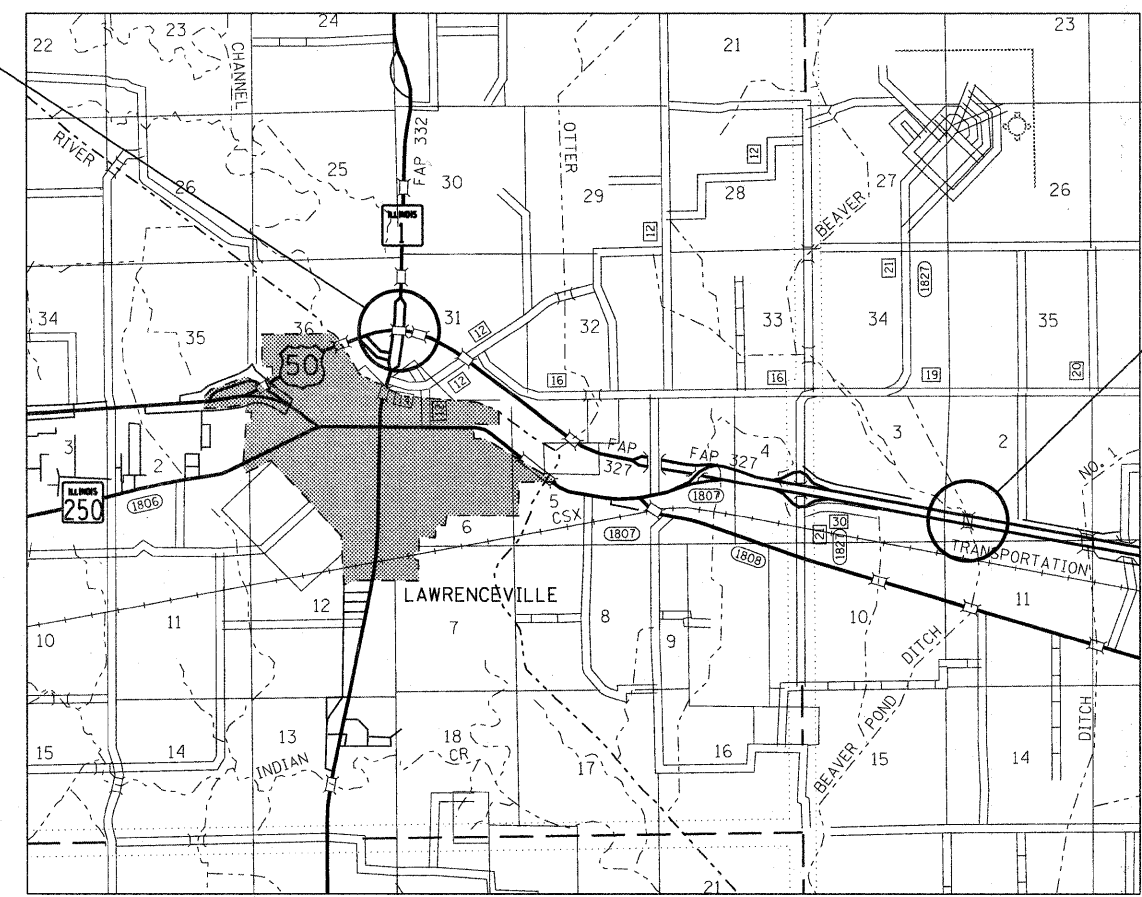
F.A.P. ROUTE 327
SECTION (51-23-1.51-24)RS-1
LAWRENCE COUNTY
PROJECT BEGINS:
STA. 577 + 71.78

F.A.P. ROUTE 327
SECTION (51-23-1.51-24)RS-1
LAWRENCE COUNTY
PROJECT ENDS:
STA. 803 + 06.00



FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
 JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
 1-800-892-0123
 OR 811



PROJECT ENGINEER: TOM RONAN
PROJECT MANAGER: JENNIFER WENTHE

GROSS LENGTH = 22,534.0 FT. = 4.27 MILE
NET LENGTH = 21,686.0 FT. = 4.11 MILE

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED October 14, 2008

Raymond A. Driskell
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

December 5, 2008
Cris E. Harm
 INTERIM ENGINEER OF DESIGN AND ENVIRONMENT

December 5, 2008
Christine M. Reed
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GENERAL NOTES

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS; THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2007; AND THE SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL.

THIS PROJECT IS LOCATED ON FAP ROUTE 327 IN LAWRENCE COUNTY, FROM IL 1 TO BEAVER POND DITCH. THE WORK INCLUDED IN SECTION (51-23-1,51-24)RS-1 CONSISTS OF PAVEMENT PATCHING, MILLING, HOT-MIX ASPHALT RESURFACING, AGGREGATE SHOULDERS, BRIDGE REHABILITATION, PAVEMENT MARKING, AND ANY OTHER WORK NECESSARY TO COMPLETE THE SECTION.

PAVEMENT MARKING SHALL BE APPLIED IN ACCORDANCE WITH SECTION 780 OF THE STANDARD SPECIFICATIONS. SHORT TERM PAVEMENT MARKING SHALL BE APPLIED TO THE MILLED SURFACE, BITUMINOUS MATERIALS (PRIME COAT), AND HOT-MIX ASPHALT SURFACE COURSE AS SPECIFIED IN SECTION 703 OF THE STANDARD SPECIFICATIONS. TEMPORARY TAPE SHALL BE USED ON THE SURFACE COURSE AND PAINT SHALL BE USED ON MILLED SURFACES.

THE TOTAL QUANTITY OF THERMOPLASTIC PAVEMENT MARKING-LINE 4" CONSISTS OF 35,026 FEET OF YELLOW AND 50,682 FEET OF WHITE.

THE TOTAL QUANTITY OF THERMOPLASTIC PAVEMENT MARKING-LINE 6" CONSISTS OF 6,290 FEET OF WHITE.

THE TOTAL QUANTITY OF THERMOPLASTIC PAVEMENT MARKING-LINE 8" CONSISTS OF 1,336 FEET OF WHITE.

THE RAISED REFLECTIVE PAVEMENT MARKERS PLACED ON THE 4 LANE SECTION OF US 50 SHALL BE PLACED AS DOUBLE MARKERS AS SHOWN ON STANDARD 781001. THE TOTAL QUANTITY OF RAISED REFLECTIVE PAVEMENT MARKERS IS 124 TWO-WAY AMBER AND 696 ONE-WAY CRYSTAL.

THE MATERIAL USED FOR AGGREGATE SHOULDERS, TYPE B SHALL BE CRUSHED STONE, CRUSHED CONCRETE, OR RAP.

THE EXISTING PAVEMENT SHALL BE PATCHED IN ACCORDANCE WITH SECTION 442 OF THE STANDARD SPECIFICATIONS AND THE SPECIAL PROVISIONS. THE QUANTITY OF PATCHING SHOWN ON THE PLANS IS AN ESTIMATE ONLY AND THE FINAL LOCATIONS AND QUANTITY SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

BASE COURSE WIDENING SHALL INCLUDE ALL EXCAVATION FOR CONSTRUCTION OF THE WIDENING. THE WIDENING SHALL, AT THE CONTRACTOR'S OPTION BE CONSTRUCTED OF EITHER PORTLAND CEMENT CONCRETE 8" THICK, OR HOT-MIX ASPHALT, 10" THICK. THE WIDENING SHALL REMAIN IN PLACE AT THE CONCLUSION OF THE JOB.

THE PAY ITEM TEMPORARY RAMP HAS BEEN INCLUDED FOR THE CONSTRUCTION OF TEMPORARY RAMPS IN ACCORDANCE WITH ARTICLE 406.08 OF THE STANDARD SPECIFICATIONS. THE COST SHALL INCLUDE BOTH THE INSTALLATION AND THE REMOVAL OF THE TEMPORARY RAMPS.

THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE CURING TIME FOR THE VARIOUS HOT-MIX ASPHALT LIFTS.

THE CONTRACTOR SHALL PROVIDE INTERNET ACCESSIBILITY TO THE HOT-MIX ASPHALT PLANT QUALITY CONTROL LAB SO THAT HOT-MIX ASPHALT PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL HOT-MIX ASPHALT ITEMS.

THE CONTRACTOR SHALL USE EITHER RC-70 OR AN EMULSIFIED POLYMER PRIME SS-1HP FOR THE PAY ITEM BITUMINOUS MATERIALS (PRIME COAT).

A UNIFORMLY STRAIGHT SAW CUT SHALL BE MADE AT LOCATIONS WHERE PROPOSED NEW CONSTRUCTION WILL ABUT EXISTING HOT-MIX ASPHALT SURFACES. THE SAW CUT SHALL BE MADE FULL DEPTH THROUGH THE EXISTING SURFACE. THIS WORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT ITEMS INVOLVED AND NO EXTRA COMPENSATION WILL BE ALLOWED.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE:	SURFACE COURSE	LEVELING BINDER
PG GRADE:	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ Ndesign = 90	4.0% @ Ndesign = 90
MIXTURE COMPOSITION:	IL-9.5	IL-9.5
FRICTION AGGREGATE:	Mixture D	N/A

MIXTURE USE:	CLASS D PATCHING
PG GRADE:	PG 64-22
DESIGN AIR VOIDS:	4.0% @ Ndesign = 70
MIXTURE COMPOSITION:	IL-19.0
FRICTION AGGREGATE:	N/A

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN THE CALCULATING PLAN QUANTITIES:

AGGREGATE SHOULDERS	2.05 TONS/CU YD
BITUMINOUS MATERIALS (PRIME COAT)	0.10 GAL/SQ YD
AGGREGATE (PRIME COAT)	4 LBS/SQ YD
HOT-MIX ASPHALT	112 LBS/SQ YD/INCH

INDEX OF SHEETS

SHEET NO.	ITEM
1	COVER SHEET
2	INDEX OF SHEETS AND GENERAL NOTES
3	SUMMARY OF QUANTITIES
4-6	TYPICAL SECTIONS
7	DETAILS
8-11	SCHEDULE OF QUANTITIES
12-15	TIE POINTS
16-25	PLAN SHEETS
26-31	STAGE CONSTRUCTION - SN 051-0016 & 051-0017
32	PAVEMENT MARKING DETAIL
33-47	BRIDGE REPAIR PLANS

THE FOLLOWING STANDARDS ARE A PART OF THESE PLANS AND ARE INCLUDED AFTER SHEET NO. 47:

STD. NO.	DESCRIPTION
000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
442201-03	CLASS C AND D PATCHES
482011-03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
630001-08	STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631011-05	TRAFFIC BARRIER TERMINAL, TYPE 2
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
667101-01	PERMANENT SURVEY MARKERS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011-02	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-02	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS >= 45 MPH
701311-03	LANE CLOSURE 2L, 2W, MOVING OPERATIONS - DAY ONLY
701336-05	LANE CLOSURE, 2L, 2W, WORK AREAS IN SERIES, FOR SPEEDS >= 45 MPH
701400-03	APPROACH TO LANE CLOSURE, FREEWAY/EXPRESSWAY
701402-07	LANE CLOSURE, FREEWAY/EXPRESSWAY, WITH BARRIER
701406-05	LANE CLOSURE, FREEWAY/EXPRESSWAY, DAY OPERATIONS ONLY
701411-05	LANE CLOSURE, MULTILANE, AT ENTRANCE OR EXIT RAMP, FOR SPEEDS >= 45MPH
701426-03	LANE CLOSURE, MULTILANE, INTERMITTENT OR MOVING OPER., FOR SPEEDS >= 45MPH
701901-01	TRAFFIC CONTROL DEVICES
704001-05	TEMPORARY CONCRETE BARRIER
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

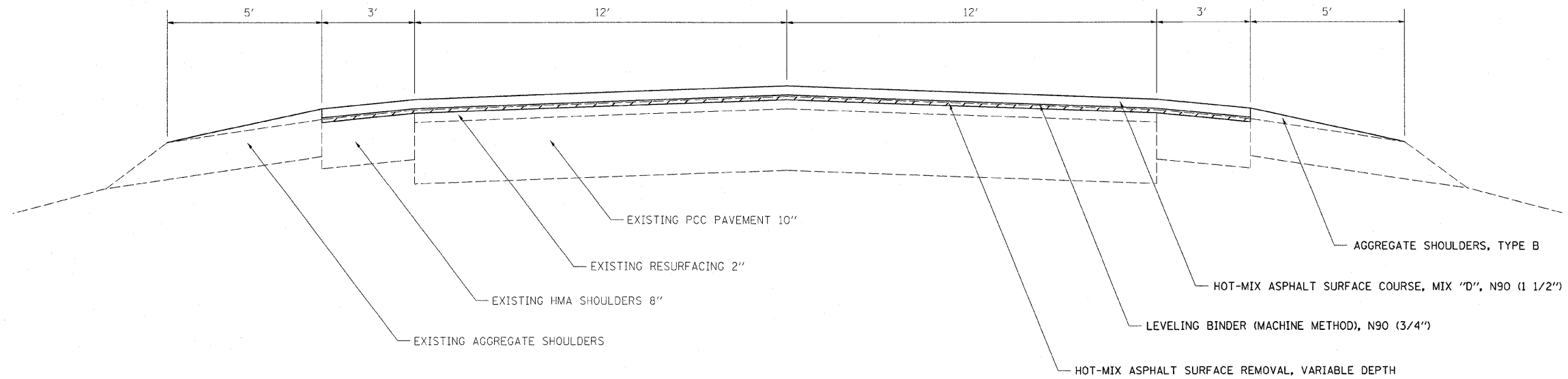
SUMMARY OF QUANTITIES			80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		1000	SFTY-2A
20400800	FURNISHED EXCAVATION	CU YD	20	20	
35650700	BASE COURSE WIDENING	SQ YD	560	560	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	14118	14118	
40600300	AGGREGATE (PRIME COAT)	TON	281	281	
40600645	LEVELING BINDER (MACHINE METHOD), N90	TON	5259	5259	
40600895	CONSTRUCTING TEST STRIP	EACH	1	1	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	2781	2781	
40600990	TEMPORARY RAMP	SQ YD	561	561	
40603345	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	10635	10635	
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	768	768	
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	124589	124589	
44000915	HOT-MIX ASPHALT SURFACE REMOVAL (DECK)	SQ YD	944		944
44201785	CLASS D PATCHES, TYPE I, 12 INCH	SQ YD	928	928	
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	4067	4067	
44201794	CLASS D PATCHES, TYPE III, 12 INCH	SQ YD	324	324	
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	525	525	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	3773	3773	
50102400	CONCRETE REMOVAL	CU YD	26.7		26.7
50300255	CONCRETE SUPERSTRUCTURE	CU YD	28.2		28.2
50300260	BRIDGE DECK GROOVING	SQ YD	896		896
50300300	PROTECTIVE COAT	SQ YD	1013		1013
50500405	FURNISHING AND ERECTING STRUCTURAL STEEL	POUND	3460		3460
50500715	JACK AND REMOVE EXISTING BEARINGS	EACH	28		28
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	3760		3760
50800515	BAR SPLICERS	EACH	48		48
52000110	PREFORMED JOINT STRIP SEAL	FOOT	178		178
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	28		28
52100520	ANCHOR BOLTS, 1"	EACH	56		56
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	375	375	
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2	
63200310	GUARDRAIL REMOVAL	FOOT	228	228	
63500205	REMOVING AND REPLACING DELINEATORS	EACH	185	185	
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	15	15	

SUMMARY OF QUANTITIES (Cont'd)			80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		1000	SFTY-2A
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	3	3
67100100	MOBILIZATION	L SUM	1	0.5	0.5
70100207	TRAFFIC CONTROL AND PROTECTION, STANDARD 701402	EACH	1		1
70100420	TRAFFIC CONTROL AND PROTECTION, STANDARD 701411	EACH	6	4	2
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	1	
70100700	TRAFFIC CONTROL AND PROTECTION, STANDARD 701406	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	4	4	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	13572	13572	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	85708	85708	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	6290	6290	
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	1336	1336	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1508	1508	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	750		750
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	700		700
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	85708	85708	
* 78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	6290	6290	
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	1336	1336	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	820	820	
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	8		8
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2	
X0325305	STRUCTURAL REPAIR OF CONCRETE (DEPTH EQUAL TO OR LESS THAN 5 INCHES)	SQ FT	59		59
X4421000	PARTIAL DEPTH PATCHING	TON	218	218	
X4422000	PARTIAL DEPTH REMOVAL (VARIABLE DEPTH)	SQ YD	1950	1950	
XZ191200	BRIDGE DECK MICROSILICA CONCRETE OVERLAY 2 1/2"	SQ YD	944		944
Z0006204	BRIDGE DECK HYDRO-SCARIFICATION 1/2"	SQ YD	944		944
Z0016002	DECK SLAB REPAIR (FULL DEPTH, TYPE II)	SQ YD	14		14
Z0030250	IMPACT ATTENUATORS, ^{TEMPORARY} (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2		2
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2		2

* Specialty Items

TYPICAL CROSS SECTIONS

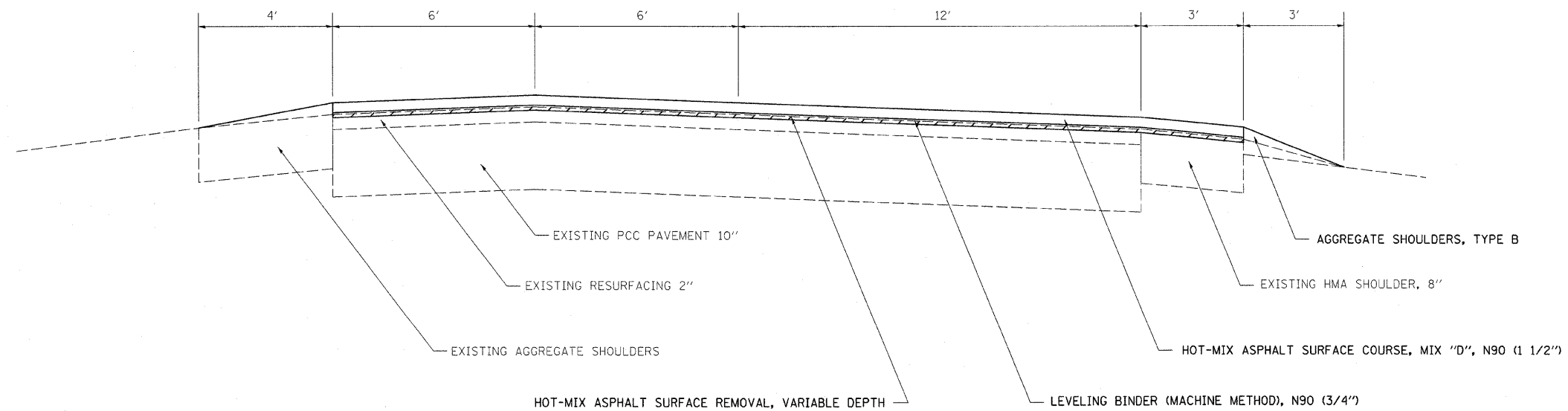
STA 577+71.78 TO STA 603+36.00



TYPICAL CROSS SECTIONS

STA 608+50.00 TO STA 803+06.00

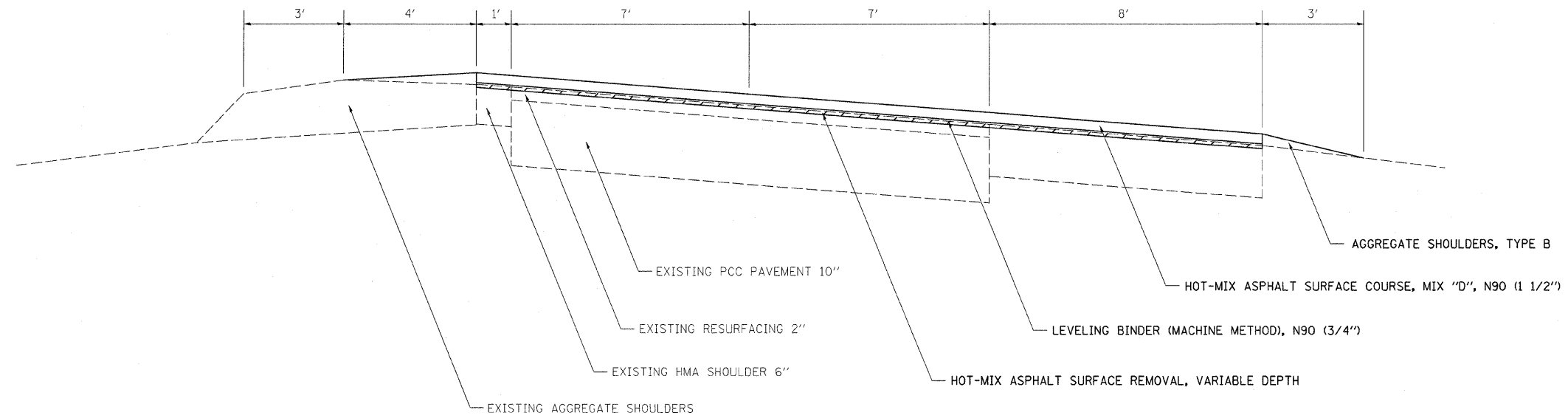
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	PLOT SCALE = 50,0000 ' / IN.	CHECKED -	REVISED -							CONTRACT NO. 74308			
	PLOT DATE = 10/14/2000	DATE -	REVISED -							ILLINOIS FED. AID PROJECT			

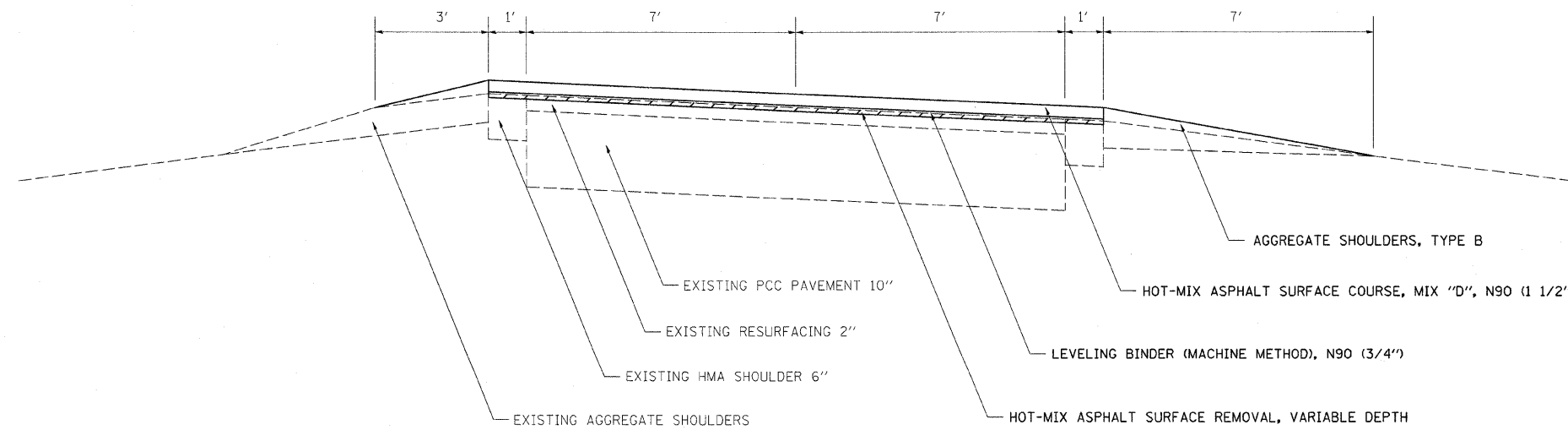
TYPICAL CROSS SECTIONS

BUS. 50 RAMP A
STA 86+49.72 TO STA 100+06.6



TYPICAL CROSS SECTIONS

BUS. 50 RAMP B
STA 86+49.72 TO STA 102+47.78

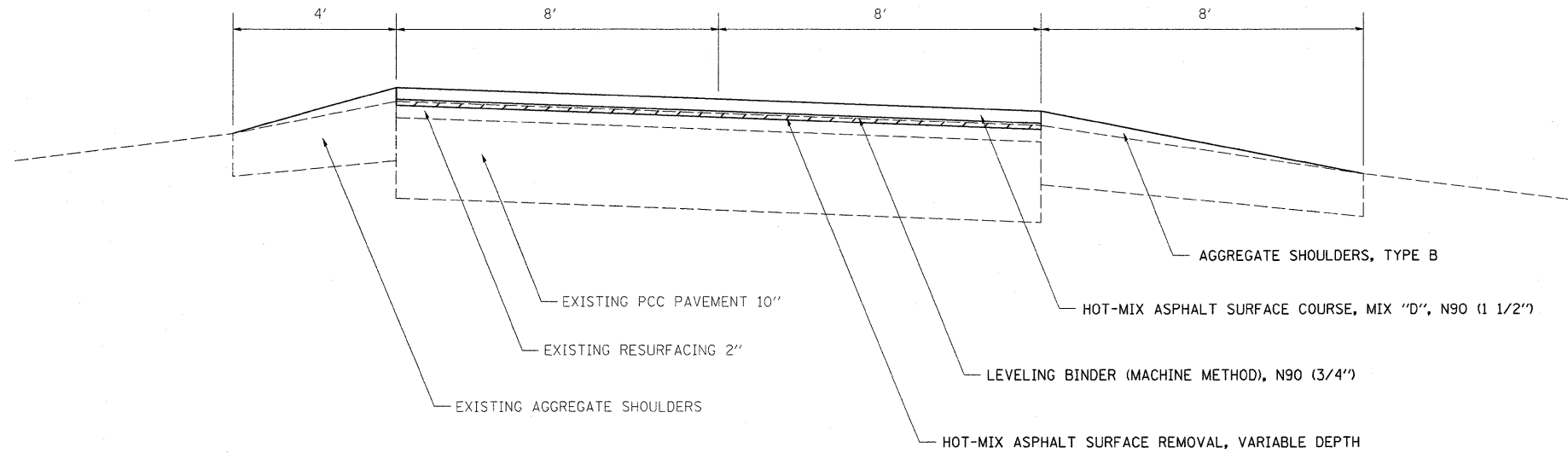


FILE NAME =	USER NAME = swartzw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 50,0000 ' / IN.	CHECKED -	REVISED -	REVISED -		CONTRACT NO. 74308							
PLOT DATE = 10/14/2008	DATE -	REVISED -	REVISED -		SCALE: NA	SHEET NO. 2 OF 3 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

TYPICAL CROSS SECTIONS

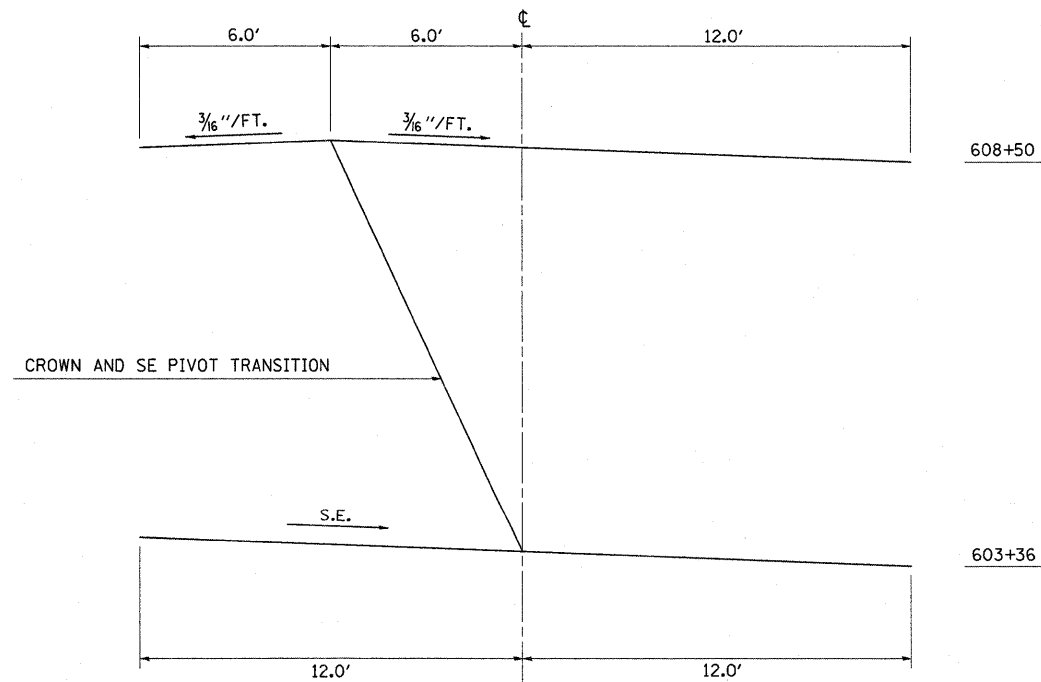
AIRPORT ROAD RAMPS

RAMP A
 STA. 0+16.80 TO STA. 9+84.75
 RAMP B
 STA. 0+00.00 TO STA. 11+06.90
 RAMP C
 STA. 0+11.00 TO STA. 11+84.45
 RAMP D
 STA. 0+00.00 TO STA. 12+12.90



CROWN AND SE PIVOT TRANSITION

STA. 603+36 TO STA. 608+50



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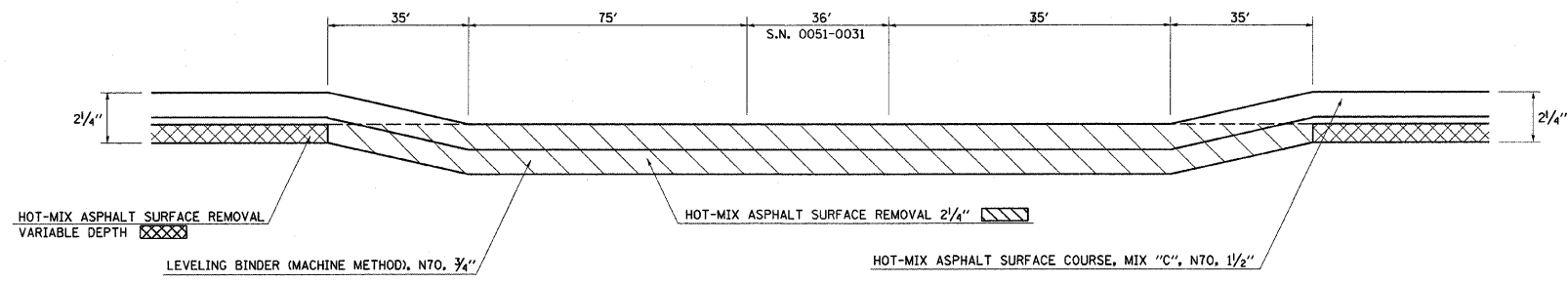
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

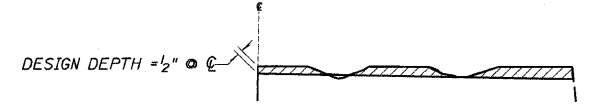
TYPICAL CROSS SECTIONS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(51-23-1,51-24)RS-1	LAWRENCE	47	6
CONTRACT NO. 74308				



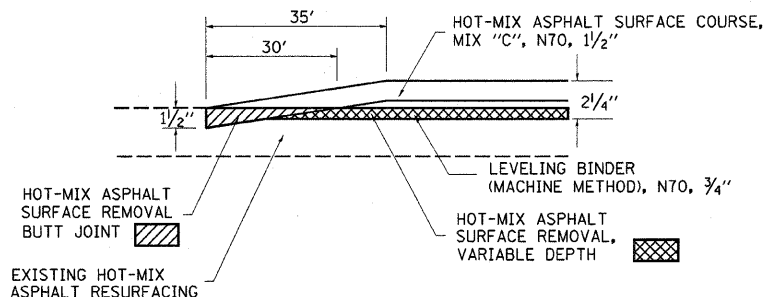
MILLING TRANSITION DETAIL
S.N. 0051-0031

STA. 701+43 TO STA. 703+99



- NOTES:**
- MILLING SHALL BE DONE TO ATTAIN A 3/16" SLOPE IN CROWN SECTIONS
 - EXISTING S.E. AND S.E. TRANSITIONS SHALL BE MAINTAINED UNLESS OTHERWISE SHOWN ON THE PLANS.
 - MILLING TO THE BOTTOM OF WHEEL RUTS SHALL NOT BE NECESSARY UNLESS REQUIRED TO OBTAIN SLOPE OR THE DESIGN DEPTH AT CENTERLINE.
 - THE AVERAGE DEPTH OF MILLING IS ESTIMATED TO BE 1/2" BUT MAY VARY IN ISOLATED LOCATIONS.

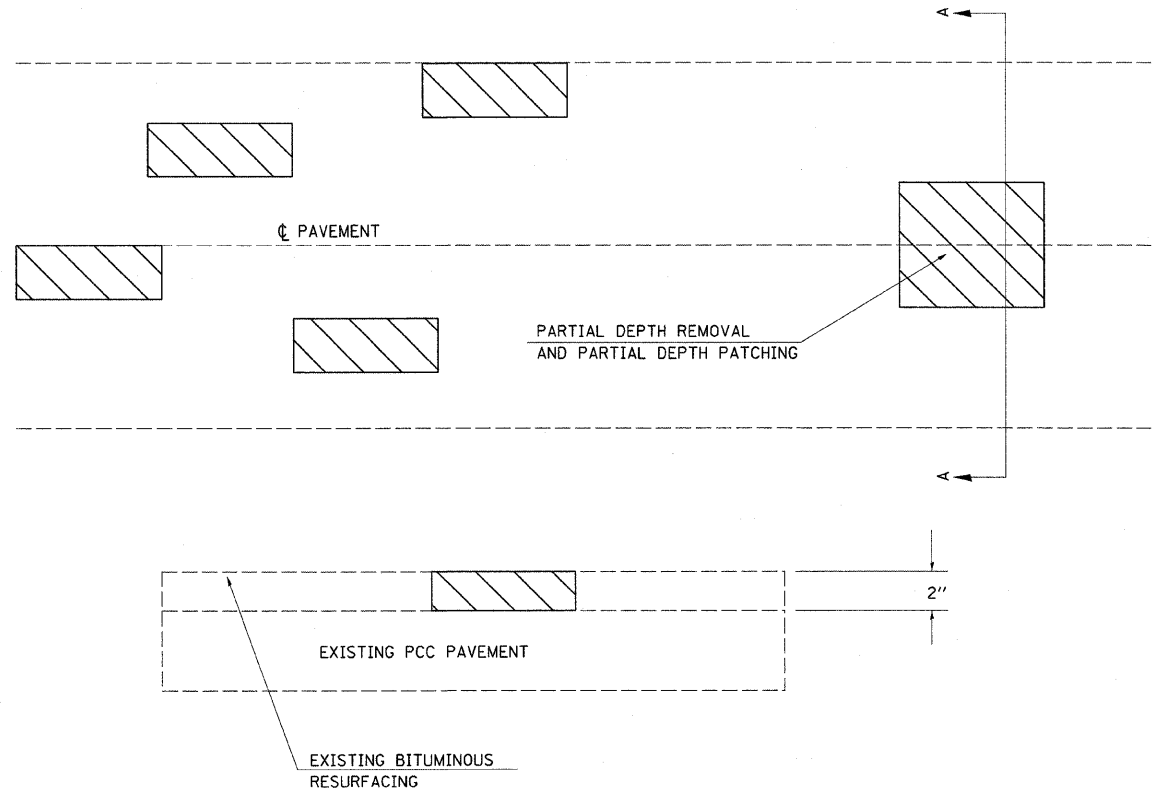
HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH) DETAIL



BUTT JOINT DETAIL

- MAINLINE**
- STA. 577+72 TO STA. 578+07
 - STA. 582+18 TO STA. 582+53
 - STA. 584+05 TO STA. 584+40
 - STA. 603+01 TO STA. 603+36
 - STA. 604+65 TO STA. 605+00
 - STA. 651+70 TO STA. 652+05
 - STA. 656+55 TO STA. 656+90
 - STA. 740+37 TO STA. 740+72
 - STA. 741+88 TO STA. 742+23
 - STA. 802+71 TO STA. 803+06
- BUS. 50 OFF RAMP**
- STA. 86+49.72 TO STA. 86+84.72
 - STA. 93+35.00 TO STA. 93+70.00
 - STA. 95+65.00 TO STA. 96+00.00
- BUS. 50 ON RAMP**
- STA. 86+49.72 TO STA. 86+84.72
- AIRPORT ROAD RAMP A**
- STA. 0+16.80 TO STA. 0+51.80
- AIRPORT ROAD RAMP B**
- STA. 10+71.90 TO STA. 11+06.90
- AIRPORT ROAD RAMP C**
- STA. 0+11.00 TO STA. 0+46.00
- AIRPORT ROAD RAMP D**
- STA. 11+77.90 TO STA. 12+12.90

PARTIAL DEPTH PATCHING DETAIL



SECTION A-A

NOTE: THE MINIMUM DIMENSIONS FOR PARTIAL DEPTH REMOVAL SHALL BE 18" AT CENTERLINE JOINT. ALL OTHERS SHALL BE 24".

FILE NAME =	USER NAME = swartzrw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
308-shd-details.dgn	308-shd-details.dgn	DRAWN -	REVISED -			327	(51-23-1,51-24)RS-1	LAWRENCE	47	7
PLOT SCALE = 50,0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 74308				
PLOT DATE = 10/14/2008		DATE -	REVISED -			SCALE: NA	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

MAINLINE RESURFACING SCHEDULE			LENGTH FOOT	AVERAGE PAVEMENT WIDTH FOOT	AREA SQ YD	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH SQ YD	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4" SQ YD	BITUMINOUS MATERIALS (PRIME COAT) GALLON	AGGREGATE (PRIME COAT) TON	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 TON	LEVELING BINDER (MACHINE METHOD), N90 TON	AGGREGATE SHOULDERS, TYPE B TON	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SQ YD	TEMPORARY RAMP SQ YD
STATION	TO	STATION												
577+72.00	TO	578+07.00	35.0	32.0	1120.0	17.8	0.0	12.4	0.2	10.5	2.6	3.9	124.4	19.4
578+07.00	TO	582+18.00	411.0	32.0	13152.0	1461.3	0.0	146.1	2.9	122.8	61.4	45.5	0.0	0.0
582+18.00	TO	582+53.00	35.0	32.0	1120.0	17.8	0.0	12.4	0.2	10.5	2.6	3.9	124.4	19.4
582+53.00	TO	584+05.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
584+05.00	TO	584+40.00	35.0	30.0	1050.0	16.7	0.0	11.7	0.2	9.8	2.5	3.9	116.7	19.4
584+40.00	TO	603+01.00	1861.0	30.0	55830.0	6203.3	0.0	620.3	12.4	521.1	260.5	206.1	0.0	0.0
603+01.00	TO	603+36.00	35.0	30.0	1050.0	16.7	0.0	11.7	0.2	9.8	2.5	3.9	116.7	19.4
603+36.00	TO	604+65.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
604+65.00	TO	605+00.00	35.0	30.0	1050.0	16.7	0.0	11.7	0.2	9.8	2.5	3.9	116.7	19.4
605+00.00	TO	651+70.00	4670.0	30.0	140100.0	15566.7	0.0	1556.7	31.1	1307.6	653.8	517.1	0.0	0.0
651+70.00	TO	652+05.00	35.0	30.0	1050.0	16.7	0.0	11.7	0.2	9.8	2.5	3.9	116.7	19.4
652+05.00	TO	656+55.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
656+55.00	TO	656+90.00	35.0	30.0	1050.0	16.7	0.0	11.7	0.2	9.8	2.5	3.9	116.7	19.4
656+90.00	TO	671+45.88	1455.9	30.0	43676.4	4852.9	0.0	485.3	9.7	407.6	203.8	161.2	0.0	0.0
671+45.88	TO	676+99.00	553.1	VAR	19507.0	2167.4	0.0	216.6	4.3	182.1	91.0	61.3	0.0	0.0
EAST BOUND														
676+99.00	TO	701+43.00	2444.0	27.0	65988.0	7332.0	0.0	733.2	14.7	615.9	307.9	189.4	0.0	0.0
701+43.00	TO	703+99.00	256.0	27.0	6912.0	0.0	768.0	76.8	1.5	64.5	32.3	19.8	0.0	0.0
703+99.00	TO	711+55.00	0.0	27.0	20412.0	2268.0	0.0	226.8	4.5	190.5	95.3	0.0	0.0	0.0
711+55.00	TO	719+56.00	801.0	27.0	31928.0	3547.6	0.0	354.8	7.1	298.0	149.0	62.1	0.0	0.0
719+56.00	TO	725+26.00	570.0	27.0	15390.0	1710.0	0.0	171.0	3.4	143.6	71.8	44.2	0.0	0.0
725+26.00	TO	730+56.00	530.0	27.0	22270.0	2474.4	0.0	247.4	4.9	207.9	103.9	41.1	0.0	0.0
730+56.00	TO	740+52.00	996.0	32.0	31872.0	3541.3	0.0	354.1	7.1	297.5	148.7	77.2	0.0	0.0
740+52.00	TO	740+87.00	35.0	27.0	945.0	15.0	0.0	10.5	0.2	8.8	2.2	2.7	105.0	19.4
740+87.00	TO	742+04.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
742+04.00	TO	742+39.00	35.0	27.0	945.0	15.0	0.0	10.5	0.2	8.8	2.2	2.7	105.0	19.4
742+39.00	TO	753+57.00	1118.0	27.0	30186.0	3354.0	0.0	335.4	6.7	281.7	140.9	86.7	0.0	0.0
753+57.00	TO	763+07.00	950.0	27.0	35623.0	3958.1	0.0	395.8	7.9	332.5	166.2	73.6	0.0	0.0
763+07.00	TO	802+71.00	3964.0	27.0	107028.0	11892.0	0.0	1189.2	23.8	998.9	499.5	307.2	0.0	0.0
802+71.00	TO	803+06.00	35.0	27.0	945.0	15.0	0.0	10.5	0.2	8.8	2.2	2.7	105.0	19.4
WEST BOUND														
1677+02.00	TO	1680+54.00	352.0	VAR	7246.0	805.1	0.0	80.5	1.6	67.6	33.8	27.3	0.0	0.0
1680+54.00	TO	1707+39.00	2685.0	27.0	72495.0	8055.0	0.0	805.5	16.1	676.6	338.3	208.1	0.0	0.0
1707+39.00	TO	1712+67.00	528.0	27.0	18599.0	2066.6	0.0	206.7	4.1	173.6	86.8	40.9	0.0	0.0
1712+67.00	TO	1722+06.00	939.0	27.0	25353.0	2817.0	0.0	281.7	5.6	236.6	118.3	72.8	0.0	0.0
1722+06.00	TO	1731+00.00	894.0	27.0	33044.0	3671.6	0.0	367.2	7.3	308.4	154.2	69.3	0.0	0.0
1731+00.00	BK=	730+67.0 AH	0.0	27.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
730+67.00	TO	731+30.00	63.0	27.0	2835.0	315.0	0.0	31.5	0.6	26.5	13.2	4.9	0.0	0.0
731+30.00	TO	740+37.00	907.0	27.0	24489.0	2721.0	0.0	272.1	5.4	228.6	114.3	70.3	0.0	0.0
740+37.00	TO	740+72.00	35.0	27.0	945.0	15.0	0.0	10.5	0.2	8.8	2.2	2.7	105.0	19.4
740+72.00	TO	741+88.00	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
741+88.00	TO	742+23.00	35.0	27.0	945.0	15.0	0.0	10.5	0.2	8.8	2.2	2.7	105.0	19.4
742+23.00	TO	751+35.00	912.0	27.0	24624.0	2736.0	0.0	273.6	5.5	229.8	114.9	70.7	0.0	0.0
751+35.00	TO	756+65.00	530.0	27.0	22261.0	2473.4	0.0	247.3	4.9	207.8	103.9	41.1	0.0	0.0
756+65.00	TO	802+71.00	4606.0	27.0	124362.0	13818.0	0.0	1381.8	27.6	1160.7	580.4	357.0	0.0	0.0
802+71.00	TO	803+06.00	35.0	27.0	945.0	15.0	0.0	10.5	0.2	8.8	2.2	2.7	105.0	19.4
TOTALS						110017.0	768.0	11204.0	223.0	9411.0	4675.0	2898.0	1462.0	253.0

RAMP RESURFACING SCHEDULE			LENGTH FOOT	AVERAGE PAVEMENT WIDTH FOOT	AREA SQ YD	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH SQ YD	BITUMINOUS MATERIALS (PRIME COAT) GALLON	AGGREGATE (PRIME COAT) TON	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 TON	LEVELING BINDER (MACHINE METHOD), N90 TON	AGGREGATE SHOULDERS, TYPE B TON	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT SQ YD	TEMPORARY RAMP SQ YD	
STATION	TO	STATION												
BUSINESS 50 OFF RAMP														
86+49.72	TO	86+84.72	35.0	23.0	805.0	89.4	17.8	0.4	7.5	1.9	2.7	89.4	12.8	
86+84.72	TO	93+35.00	650.3	23.0	14956.4	1661.8	332.4	6.6	139.6	69.8	50.4	0.0	0.0	
93+35.00	TO	93+70.00	35.0	23.0	805.0	89.4	17.8	0.4	7.5	1.9	2.7	89.4	12.8	
93+70.00	TO	95+65.00	195.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.1	0.0	0.0	
95+65.00	TO	96+00.00	35.0	23.0	805.0	89.4	17.8	0.4	7.5	1.9	2.7	89.4	12.8	
96+00.00	TO	100+06.60	406.6	23.0	9351.8	1039.1	207.8	4.2	87.3	43.6	31.5	0.0	0.0	
BUSINESS 50 ON RAMP														
86+49.72	TO	86+84.72	35.0	16.0	560.0	62.2	12.4	0.2	5.2	1.3	3.9	62.2	8.9	
86+84.72	TO	102+47.78	1563.1	16.0	25009.0	2778.8	555.8	11.2	233.4	116.7	173.1	0.0	0.0	
AIRPORT ROAD RAMP A														
0+16.80	TO	0+51.80	35.0	VAR	1894.1	210.5	42.0	0.8	17.7	4.4	4.7	210.5	61.1	
0+51.80	TO	0+81.90	65.1	VAR	606.6	67.4	13.4	0.2	5.7	2.8	4.0	0.0	0.0	
0+81.90	TO	9+84.75	902.9	16.0	14445.6	1605.1	321.0	6.4	134.8	67.4	120.0	0.0	0.0	
AIRPORT ROAD RAMP B														
0+00.00	TO	10+20.70	1020.7	16.0	16331.2	1814.6	363.0	7.2	152.4	76.2	135.6	0.0	0.0	
10+20.70	TO	10+71.90	51.2	VAR	973.8	108.2	21.6	0.4	9.1	4.5	6.8	0.0	0.0	
10+71.90	TO	11+06.90	35.0	VAR	2755.0	306.1	61.2	1.2	25.7	6.4	4.7	306.1	72.2	
AIRPORT ROAD RAMP C														
0+11.00	TO	0+46.00	35.0	VAR	1548.4	172.0	34.4	0.6	14.5	3.6	4.7	172.0	50.0	
0+46.00	TO	0+94.30	48.3	VAR	893.5	99.3	19.8	0.4	8.3	4.2	6.4	0.0	0.0	
0+94.30	TO	11+84.45	1090.2	16.0	17442.4	1938.0	387.6	7.8	162.8	81.4	144.9	0.0	0.0	
AIRPORT ROAD RAMP D														
0+00.00	TO	11+05.40	1105.4	16.0	17686.4	1965.2	393.0	7.8	165.1	82.5	146.9	0.0	0.0	
11+05.40	TO	11+77.90	72.5	VAR	1576.0	175.1	35.0	0.8	14.7	7.4	9.6	0.0	0.0	
11+77.90	TO	12+12.90	35.0	VAR	2698.4	299.8	60.0	1.2	25.2	6.3	4.7	299.8	77.8	
TOTALS					131144.0	14572.0	2914.0	58.0	1224.0	584.0	875.0	1319.0	308.0	

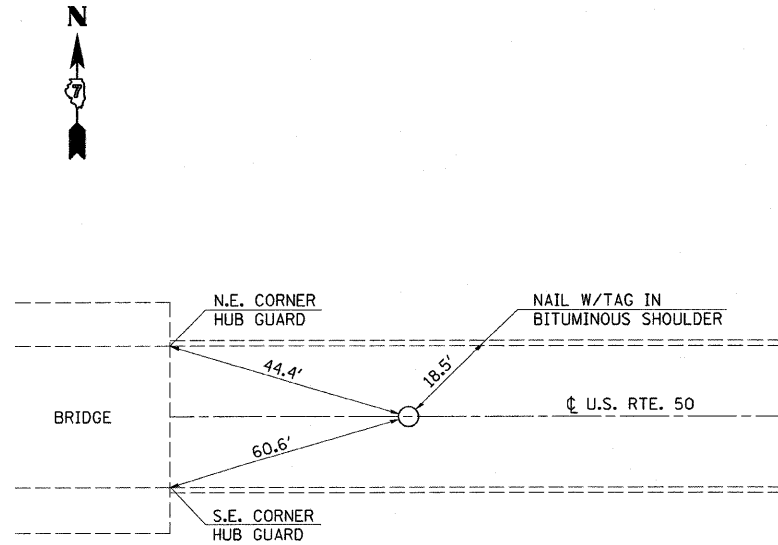
PAVEMENT MARKING SCHEDULE		LENGTH	THERMOPLASTIC PAVEMENT MARKING - LINE 4" WHITE	THERMOPLASTIC PAVEMENT MARKING - LINE 4" YELLOW	THERMOPLASTIC PAVEMENT MARKING - LINE 6" WHITE	THERMOPLASTIC PAVEMENT MARKING - LINE 8" WHITE	TEMPORARY PAVEMENT MARKING - LINE 4"	TEMPORARY PAVEMENT MARKING - LINE 6"	TEMPORARY PAVEMENT MARKING - LINE 8"	SHORT-TERM PAVEMENT MARKING	WORK ZONE PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	REMOVING AND REPLACING DELINEATORS
STATION	TO STATION	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT	EACH	EACH	EACH
US 50														
577+72.00	TO 676+99.00	9927.0	19854.0	2480.0	0.0	0.0	22334.0	0.0	0.0	2976.0	330.7	124.0	0.0	50.0
EAST BOUND														
676+99.00	TO 677+64.00	65.0	65.0	65.0	20.0	0.0	130.0	20.0	0.0	36.0	4.0	2.0	0.0	0.0
677+64.00	TO 710+58.00	3294.0	3294.0	3294.0	820.0	0.0	6588.0	820.0	0.0	1380.0	153.3	82.0	0.0	8.0
710+58.00	TO 711+55.00	97.0	0.0	97.0	20.0	0.0	97.0	20.0	0.0	36.0	4.0	2.0	0.0	0.0
711+55.00	TO 730+56.00	1901.0	1901.0	1901.0	480.0	0.0	3802.0	480.0	0.0	804.0	89.3	48.0	0.0	5.0
730+56.00	TO 732+56.00	200.0	0.0	200.0	50.0	200.0	200.0	50.0	200.0	84.0	9.3	6.0	0.0	1.0
732+56.00	TO 752+71.00	2015.0	2015.0	2015.0	500.0	0.0	4030.0	500.0	0.0	840.0	93.3	50.0	4.0	5.0
752+71.00	TO 753+57.00	86.0	0.0	86.0	20.0	0.0	86.0	20.0	0.0	36.0	4.0	2.0	0.0	0.0
753+57.00	TO 803+06.00	4949.0	4949.0	4949.0	1240.0	0.0	9898.0	1240.0	0.0	2076.0	230.7	124.0	0.0	12.0
WEST BOUND														
1677+01.00	TO 1677+66.00	65.0	65.0	0.0	20.0	0.0	65.0	20.0	0.0	36.0	4.0	5.0	0.0	0.0
1677+66.00	TO 1678+16.00	50.0	50.0	0.0	0.0	50.0	50.0	0.0	50.0	24.0	2.7	5.0	0.0	0.0
1678+16.00	TO 1680+53.00	237.0	237.0	237.0	0.0	0.0	474.0	0.0	0.0	96.0	10.7	18.0	0.0	1.0
1680+53.00	TO 1705+38.00	2485.0	2485.0	2485.0	620.0	0.0	4970.0	620.0	0.0	1044.0	116.0	62.0	0.0	6.0
1705+38.00	TO 1707+38.00	200.0	0.0	200.0	50.0	200.0	200.0	50.0	200.0	84.0	9.3	6.0	0.0	1.0
1707+38.00	TO 1731+00.15	2362.2	2362.1	2362.1	590.0	0.0	4724.3	590.0	0.0	996.0	110.7	60.0	0.0	6.0
1731+00.15	BK= 730+67.12 AH	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
730+67.12	TO 731+13.00	45.9	45.9	45.9	10.0	0.0	91.8	10.0	0.0	12.0	1.3	2.0	0.0	0.0
731+13.00	TO 732+11.00	98.0	0.0	98.0	20.0	0.0	98.0	20.0	0.0	36.0	4.0	2.0	0.0	0.0
732+11.00	TO 749+35.00	1724.0	1724.0	1724.0	430.0	0.0	3448.0	430.0	0.0	720.0	80.0	44.0	4.0	4.0
749+35.00	TO 751+35.00	200.0	0.0	200.0	50.0	200.0	200.0	50.0	200.0	84.0	9.3	6.0	0.0	1.0
751+35.00	TO 803+06.00	5171.0	5171.0	5171.0	1290.0	0.0	10342.0	1290.0	0.0	2172.0	241.3	130.0	0.0	13.0
BUS 50 OFF RAMP														
86+49.72	TO 98+68.00	1218.3	1218.3	1218.3	0.0	0.0	2436.6	0.0	0.0	0.0	0.0	0.0	0.0	3.0
98+68.00	TO 100+06.60	138.6	0.0	138.6	0.0	138.6	138.6	0.0	138.6	0.0	0.0	10.0	0.0	2.0
BUS 50 ON RAMP														
86+49.72	TO 101+00.00	1450.3	1450.3	1450.3	0.0	0.0	2900.6	0.0	0.0	0.0	0.0	0.0	0.0	10.0
101+00.00	TO 101+50.00	50.0	0.0	50.0	0.0	50.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	0.0
101+50.00	TO 102+47.78	97.8	0.0	97.8	20.0	0.0	97.8	20.0	0.0	0.0	0.0	0.0	0.0	1.0
AIRPORT ROAD RAMP A														
0+16.80	TO 8+50.00	833.2	833.2	833.2	0.0	0.0	1666.4	0.0	0.0	0.0	0.0	0.0	0.0	10.0
8+50.00	TO 9+00.00	50.0	0.0	50.0	0.0	50.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	1.0
9+00.00	TO 9+84.75	84.8	0.0	84.8	20.0	0.0	84.8	20.0	0.0	0.0	0.0	0.0	0.0	1.0
AIRPORT ROAD RAMP B														
0+00.00	TO 2+00.00	200.0	0.0	200.0	0.0	200.0	200.0	0.0	200.0	0.0	0.0	15.0	0.0	3.0
2+00.00	TO 11+06.90	906.9	906.9	906.9	0.0	0.0	1813.8	0.0	0.0	0.0	0.0	0.0	0.0	11.0
AIRPORT ROAD RAMP C														
0+11.00	TO 10+50.00	1039.0	1039.0	1039.0	0.0	0.0	2078.0	0.0	0.0	0.0	0.0	0.0	0.0	13.0
10+50.00	TO 11+00.00	50.0	0.0	50.0	0.0	50.0	50.0	0.0	50.0	0.0	0.0	0.0	0.0	1.0
11+00.00	TO 11+84.45	84.5	0.0	84.5	20.0	0.0	84.5	20.0	0.0	0.0	0.0	0.0	0.0	1.0
AIRPORT ROAD RAMP D														
0+00.00	TO 1+97.00	197.0	0.0	197.0	0.0	197.0	197.0	0.0	197.0	0.0	0.0	15.0	0.0	2.0
1+97.00	TO 12+12.90	1015.9	1015.9	1015.9	0.0	0.0	2031.8	0.0	0.0	0.0	0.0	0.0	0.0	13.0
TOTALS			50682.0	35026.0	6290.0	1336.0	85708.0	6290.0	1336.0	13572.0	1508.0	820.0	8.0	185.0

GUARDRAIL SCHEDULE	GUARDRAIL REMOVAL	STEEL PLATE BEAM GUARD RAIL, TYPE A	TRAFFIC BARRIER TERMINAL, TYPE 2	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL MARKERS, TYPE A	FURNISHED EXCAVATION
LOCATION	FOOT	FOOT	EACH	EACH	EACH	EACH	CU YD
DL 916+69 TO 920+94	114.0	187.5	1.0	1.0	1.0	4.0	10.0
PL 917+56 TO 921+81	114.0	187.5	1.0	1.0	1.0	4.0	10.0
TOTALS	228.0	375.0	2.0	2.0	2.0	8.0	20.0

BASE COURSE WIDENING	WIDTH	BASE COURSE WIDENING
LOCATION	FOOT	SQ YD
SN 051-0017 (EB)		
LT 738+82.00 TO 740+85.00	5.0	112.8
RT 739+00.00 TO 740+90.00	4.0	84.4
LT 742+01.00 TO 742+97.00	5.0	53.3
RT 742+06.00 TO 742+73.00	4.0	29.8
SN 051-0016 (WB)		
RT 739+79.00 TO 740+74.00	5.0	52.8
LT 740+02.00 TO 740+69.00	4.0	29.8
RT 741+91.00 TO 743+94.00	5.0	112.8
LT 741+86.00 TO 743+75.00	4.0	84.0
TOTAL		560.0

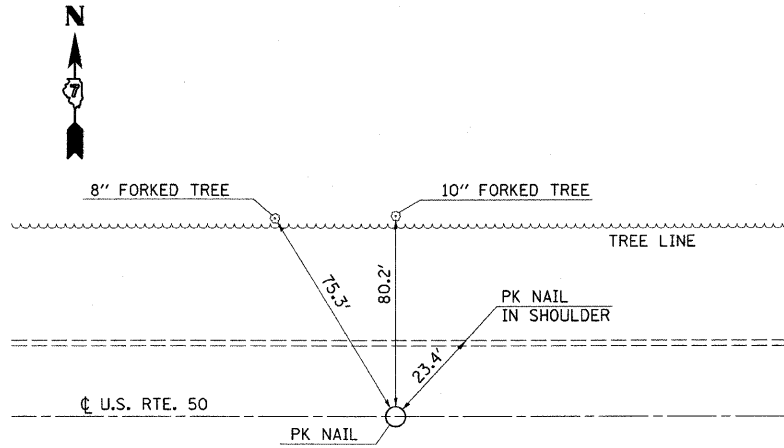
SURVEY MARKERS		PERMANENT SURVEY MARKERS, TYPE I
LOCATION		EACH
604+60.97	PT	1.0
623+59.05	POT	1.0
647+04.39	PC	1.0
674+99.01	PT	1.0
671+45.88	PC	1.0
679+37.39	PRC	1.0
681+96.00	PI	1.0
684+53.75	PT	1.0
688+30.67	PC	1.0
697+28.57	PT	1.0
699+49.20	PC	1.0
715+00.00	POC	1.0
88+64.00	PT	1.0
95+66.07	PC	1.0
100+06.71	PC	1.0
TOTAL		15.0

P.T. 604+60.97 (BK) = 605+11.68 (AH)



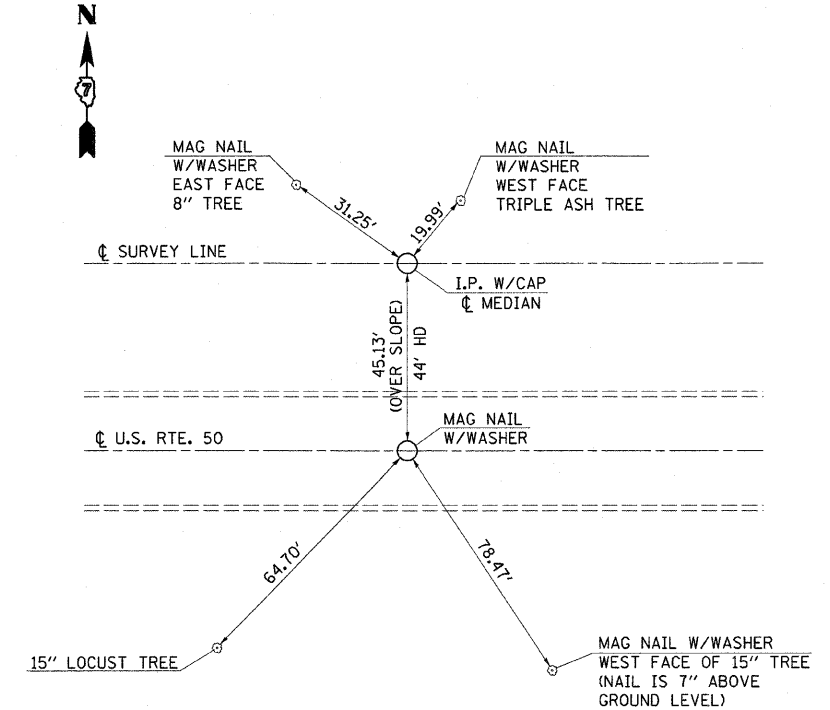
NOTE: NOT DRAWN TO SCALE

P.O.T. 623+59.05



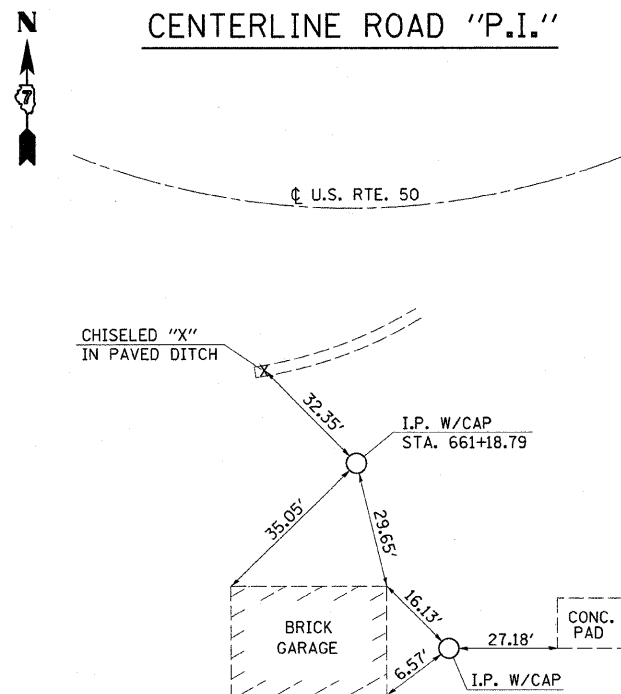
NOTE: NOT DRAWN TO SCALE

P.C. 647+04.39



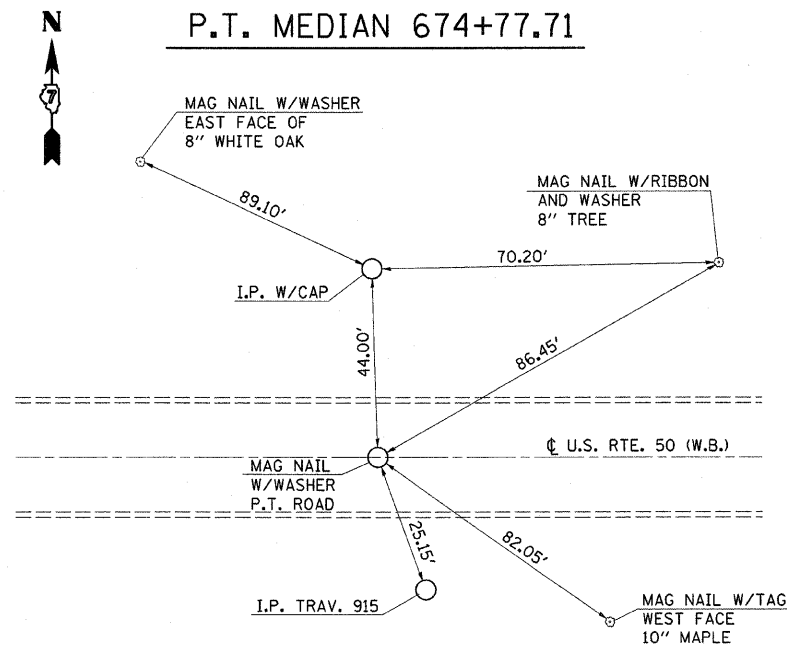
NOTE: NOT DRAWN TO SCALE

CENTERLINE MEDIAN 661+18.79
CENTERLINE ROAD "P.I."



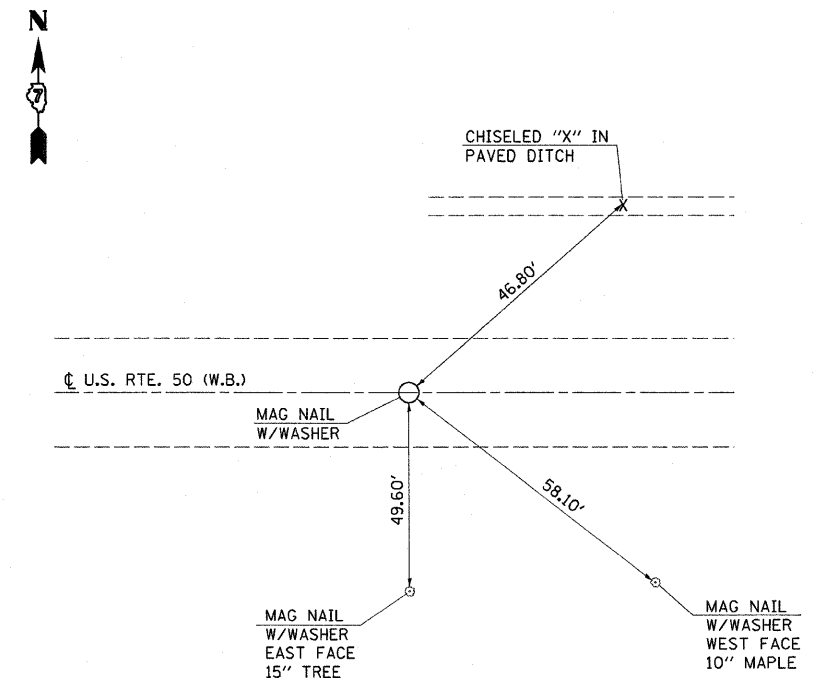
NOTE: NOT DRAWN TO SCALE

P.T. ROAD 674+99.01 (BK) = 674+77.71 (AH)
P.T. MEDIAN 674+77.71



NOTE: NOT DRAWN TO SCALE

P.C. 671+45.88 (WB)



NOTE: NOT DRAWN TO SCALE

FILE NAME =	USER NAME = swartzw	DESIGNED -	REVISED -
c:\pwork\pwork\swartzw\dms58697\d77	308-shr-details.dgn	DRAWN -	REVISED -
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 10/14/2008	DATE -	REVISED -

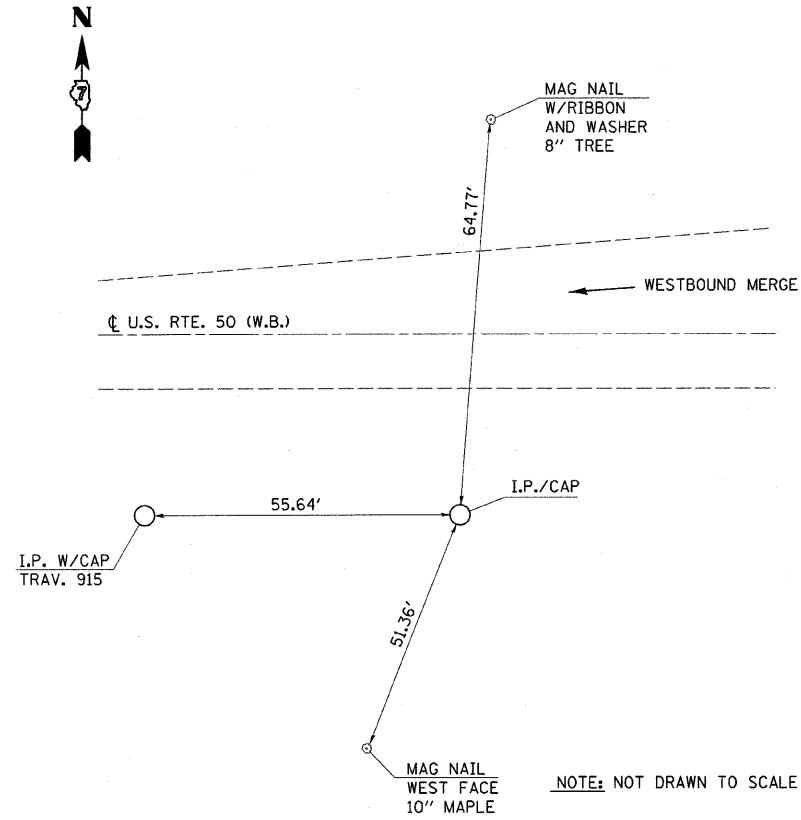
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TIE POINTS

SCALE: NA SHEET NO. 1 OF 4 SHEETS STA. TO STA.

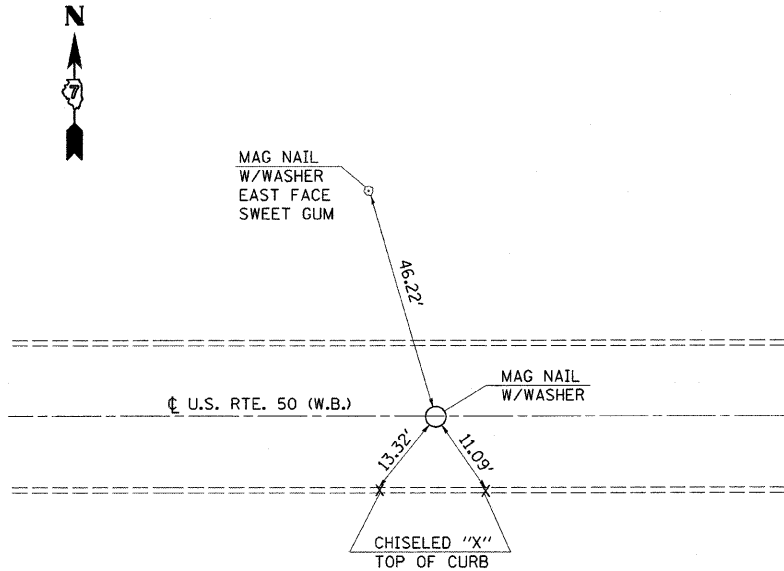
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(51-23-1,51-24)RS-1	LAWRENCE	47	12
CONTRACT NO. 74308				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

P.I. 675+43.05 (WB)



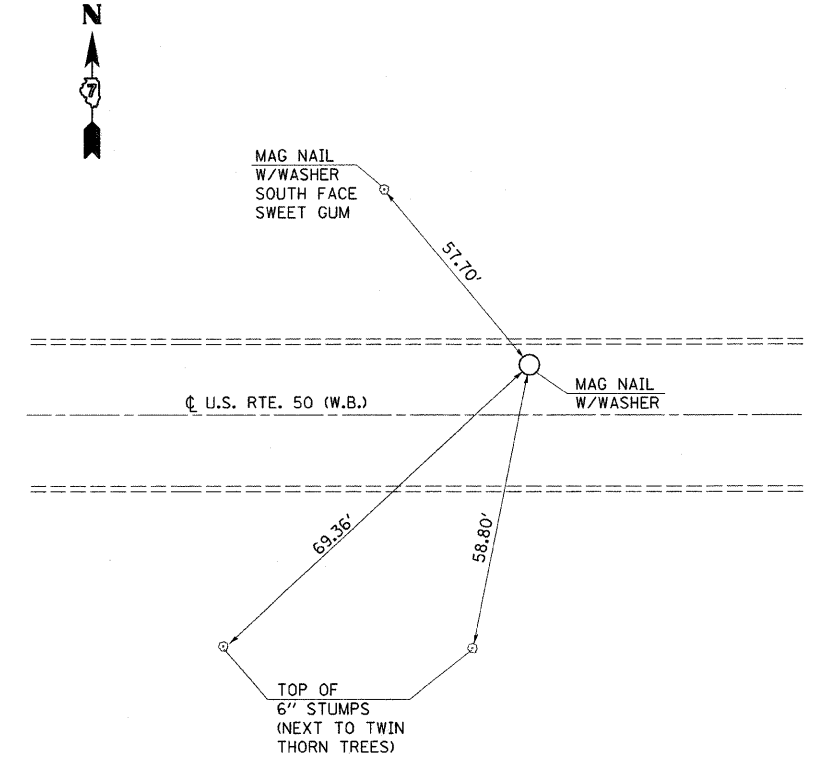
NOTE: NOT DRAWN TO SCALE

P.R.C. 679+37.39 (WB)



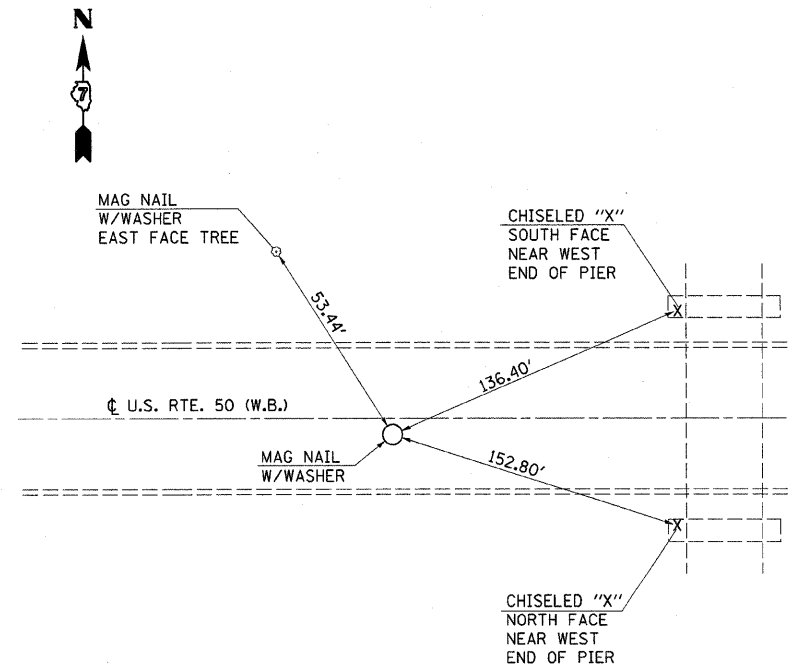
NOTE: NOT DRAWN TO SCALE

P.I. 681+96.00 (WB)



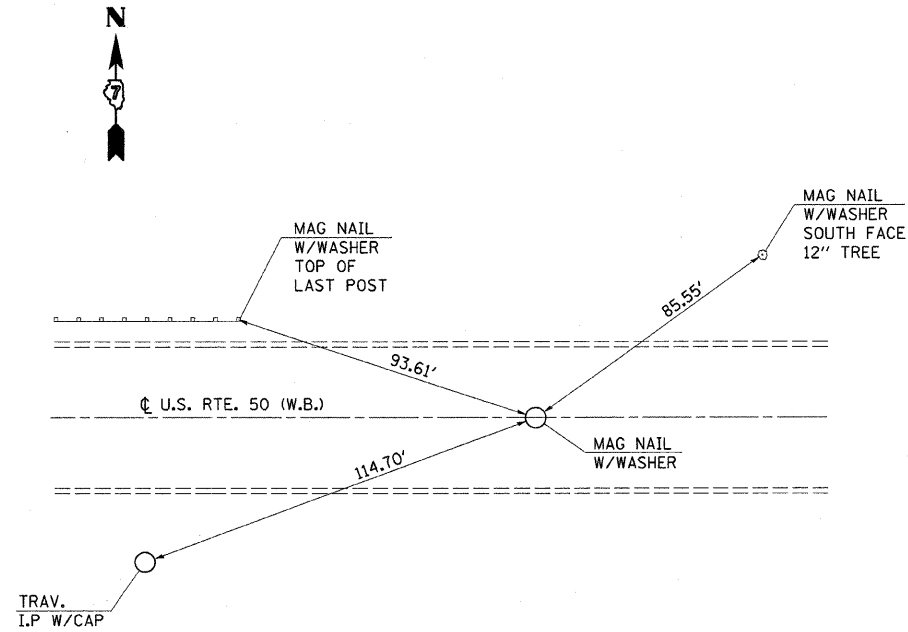
NOTE: NOT DRAWN TO SCALE

P.T. 684+53.75 (WB)



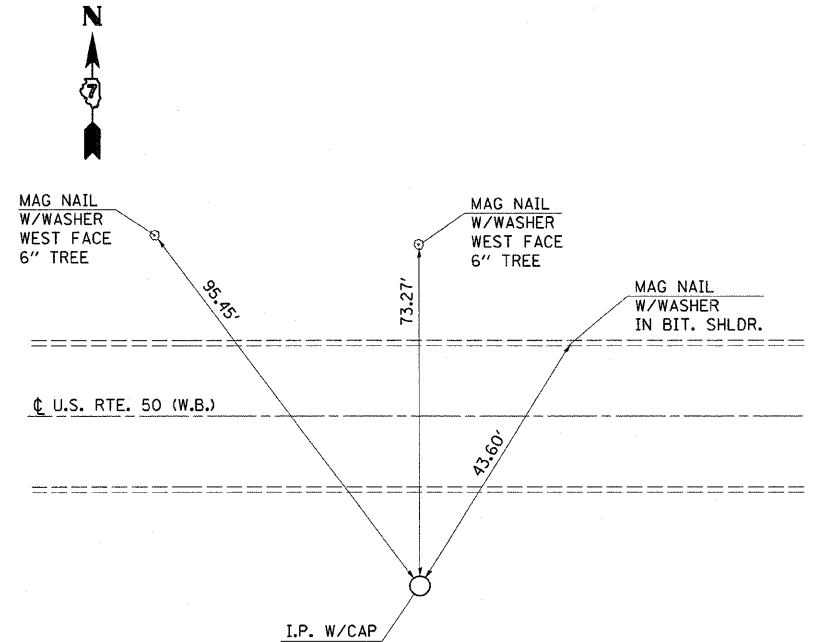
NOTE: NOT DRAWN TO SCALE

P.C. 688+30.67 (WB)



NOTE: NOT DRAWN TO SCALE

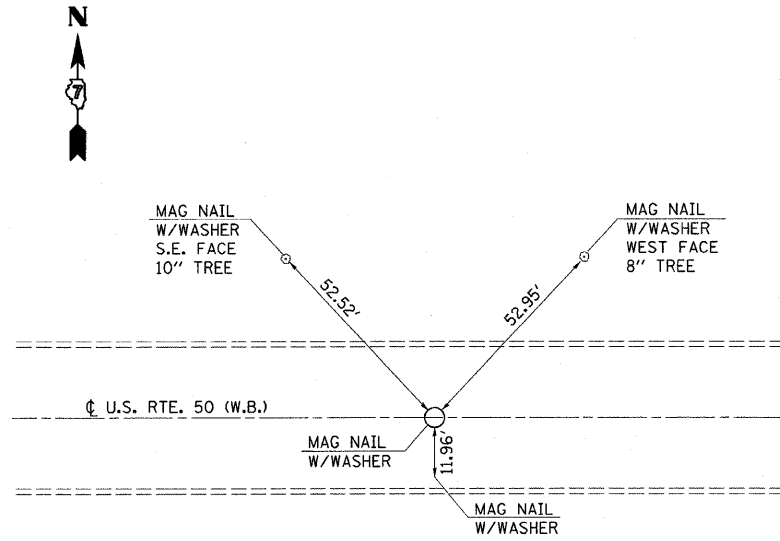
P.I. 692+80.67 (WB)



NOTE: NOT DRAWN TO SCALE

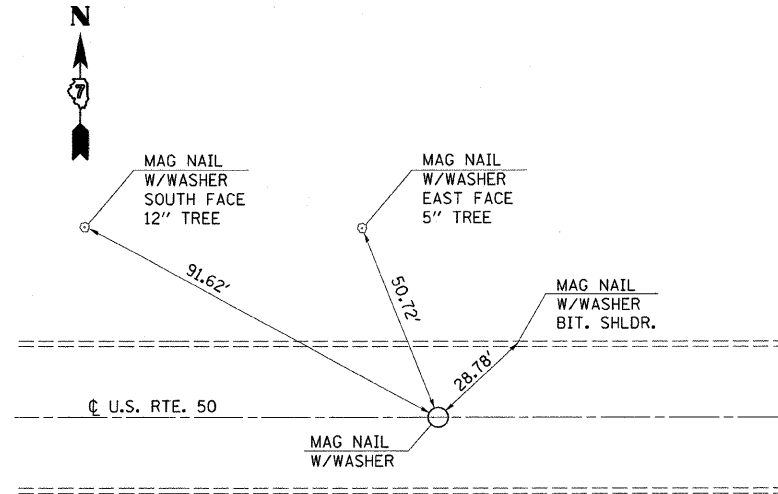
FILE NAME =	USER NAME = swartzrw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TIE POINTS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ci:\pw_work\pwi\dot\swartzrw\dms58697\d77	308-sht-detail.dgn	DRAWN -	REVISED -		SCALE: NA	SHEET NO. 2 OF 4 SHEETS	STA.	TO STA.	327	(51-23-1,51-24)RS-1	LAWRENCE	47 13
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -									CONTRACT NO. 74308
	PLOT DATE = 10/14/2008	DATE -	REVISED -						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

P.T. 697+28.57 (WB)



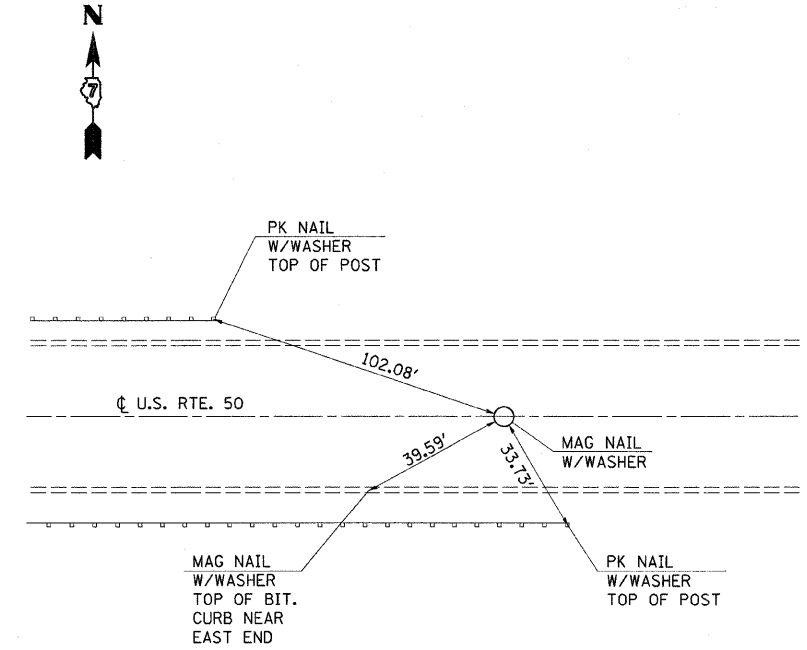
NOTE: NOT DRAWN TO SCALE

P.C. 699+49.20



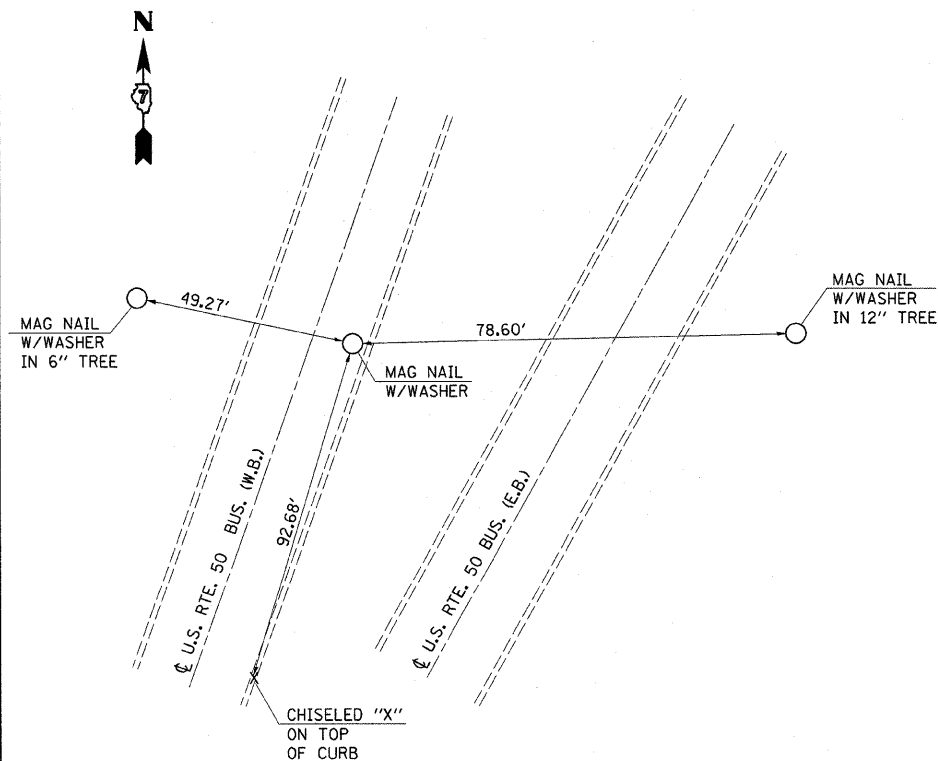
NOTE: NOT DRAWN TO SCALE

P.O.C. 715+00 (W.B.) EAST END OF JOB



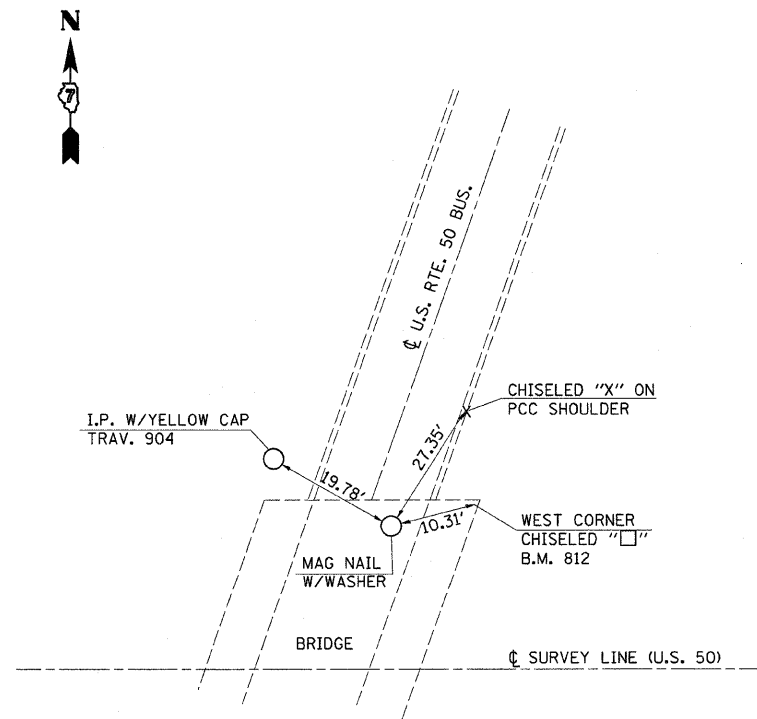
NOTE: NOT DRAWN TO SCALE

P.T. 88+64.00



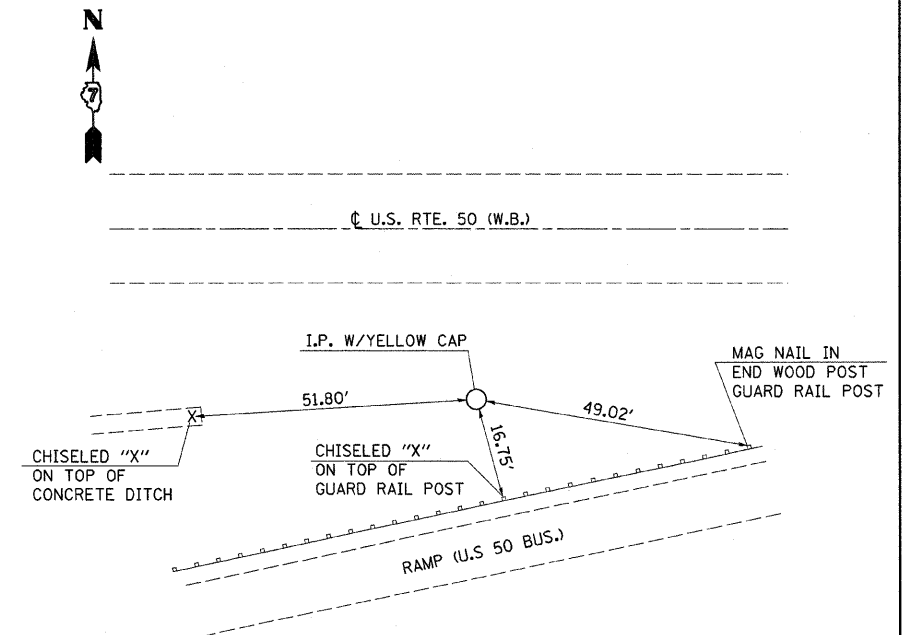
NOTE: NOT DRAWN TO SCALE

P.C. 95+66.07



NOTE: NOT DRAWN TO SCALE

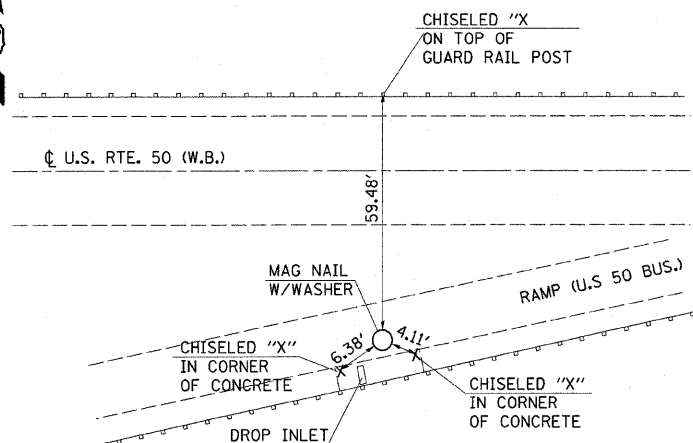
P.C. 97+94.22



NOTE: NOT DRAWN TO SCALE

FILE NAME =	USER NAME = swartzrw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TIE POINTS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pw_wark\pwwork\swartzrw\dms50697\d77	308-shd-details.dgn	DRAWN -	REVISED -		SCALE: NA	SHEET NO. 3 OF 4 SHEETS	STA.	TO STA.	327	(51-23-1,51-24)RS-1	LAWRENCE	47	14
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -									CONTRACT NO. 74308	
	PLOT DATE = 10/14/2008	DATE -	REVISED -						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

P.T. 100+06.71



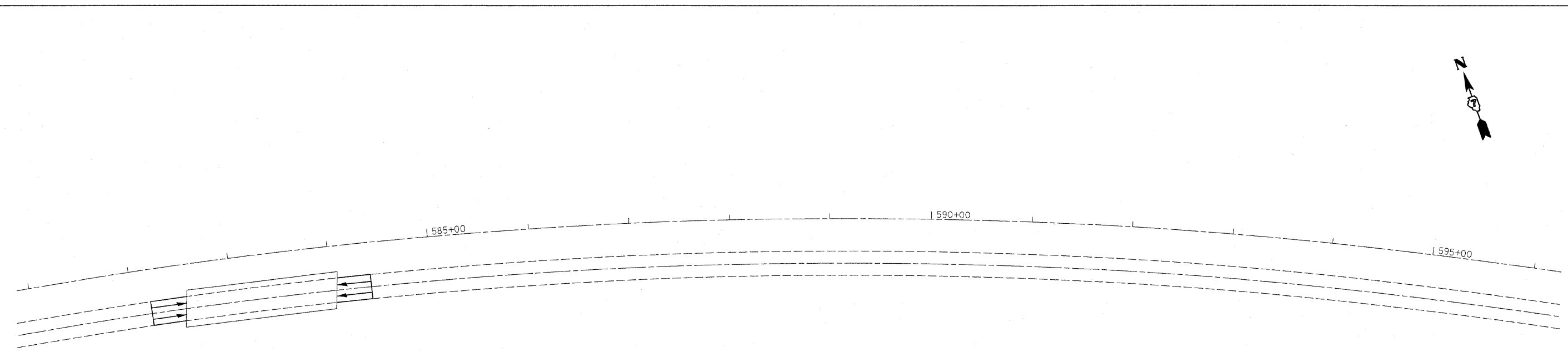
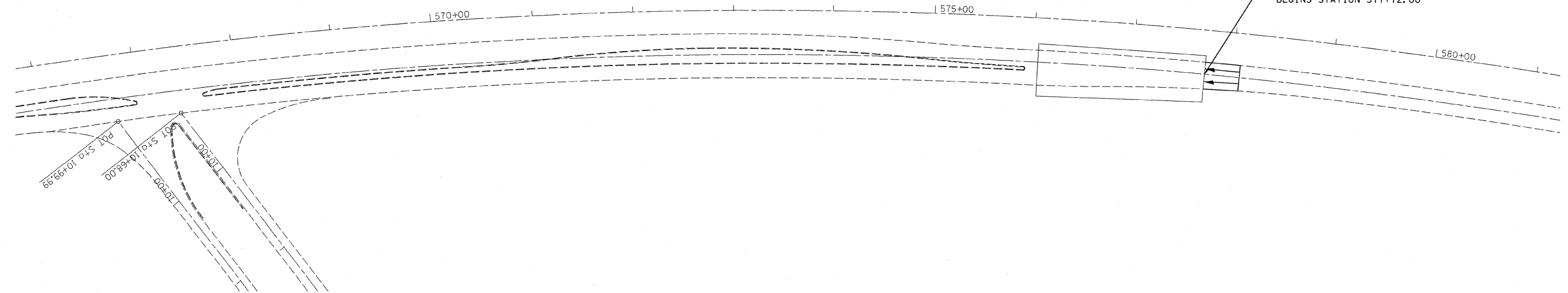
NOTE: NOT DRAWN TO SCALE

FILE NAME =	USER NAME = swartzw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TIE POINTS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\p\work\p\dot\swartzw\dms58697\d77	308-aht-details.dgn	DRAWN -	REVISED -		SCALE: NA	SHEET NO. 4 OF 4 SHEETS	STA.	TO STA.	327	(51-23-1,51-24)RS-1	LAWRENCE	47	15
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -							CONTRACT NO. 74308			
	PLOT DATE = 10/14/2008	DATE -	REVISED -							ILLINOIS FED. AID PROJECT			

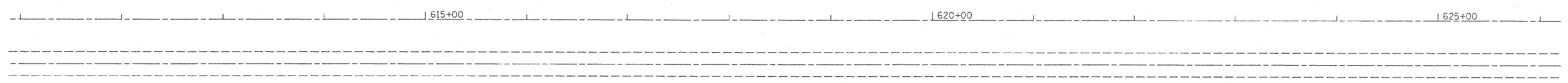
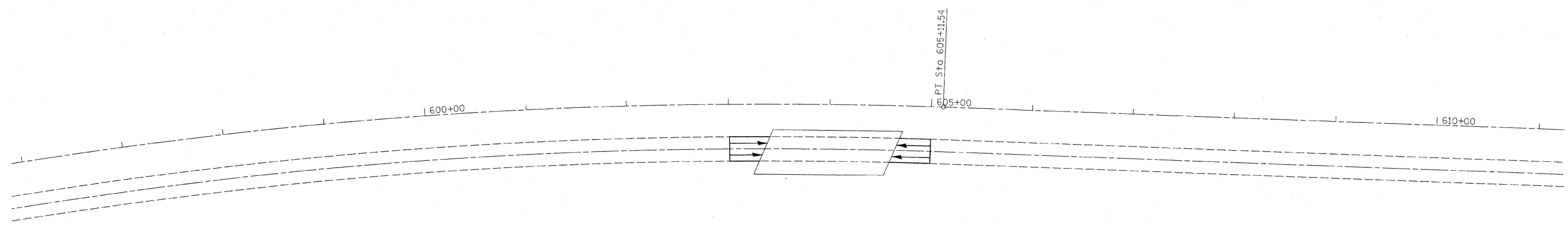
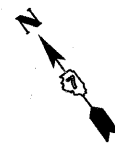
EXIST. CURVE 3
 PI STA. = 581+12.24
 Δ = 66° 00' 00" (RT)
 D = 1° 12' 00"
 R = 4,774.65'
 T = 3,100.69'
 L = 5,500.00'
 E = 918.47'
 θ = -----
 T.R. = 100'
 S.E. RUN = 0.015 f+/f+
 P.C. STA. = 550+11.54
 P.T. STA. = 605+11.54



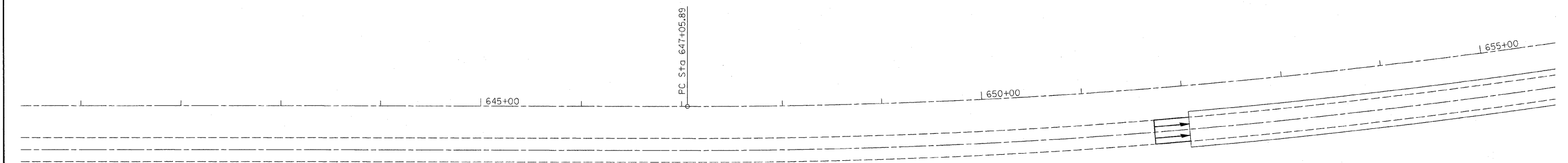
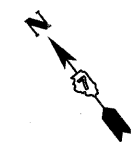
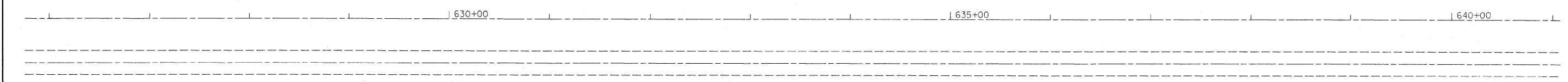
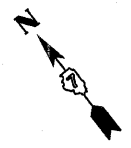
F. A. P. ROUTE 327 (U. S. ROUTE 50)
 SECTION (51-23-1, 51-24)RS-1
 LAWRENCE COUNTY
 BEGINS STATION 577+72.00



FILE NAME =	USER NAME = swartzw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DOUBLE PLAN SHEET			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\piv_work\pivdot\swartzw\dms50697\d77	308-sht-50plan.dgn	DRAWN -	REVISED -					327	(51-23-1,51-24)RS-1	LAWRENCE	47	16
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -		SCALE: 50			SHEET NO. 1 OF 10 SHEETS			STA. 577+72 TO STA. 596+00	
	PLOT DATE = 10/14/2008	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



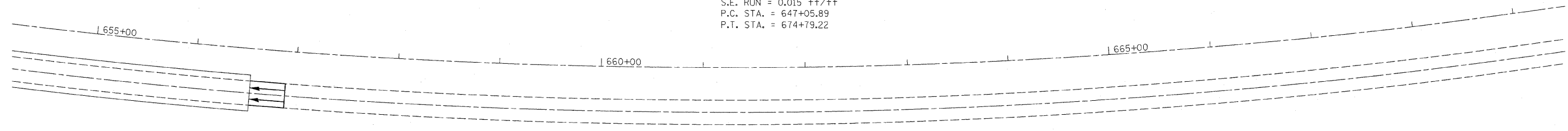
FILE NAME = c:\pwwork\pwwidot\swartzr\dms50697\d77	USER NAME = swartzr 308-shr-50plan.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DOUBLE PLAN SHEET				F.A.P. RTE. 327	SECTION (51-23-1,51-24)RS-1	COUNTY LAWRENCE	TOTAL SHEETS 47	SHEET NO. 17
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		SCALE: 50	SHEET NO. 2 OF 10 SHEETS	STA. 596+00	TO STA. 626+00	CONTRACT NO. 74308				
	PLOT DATE = 12/14/2008	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								



FILE NAME =	USER NAME = swartzw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DOUBLE PLAN SHEET		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cd:\pw_work\p\dot\swartzw\dms50597\d77	308-sh1-50plan.dgn	DRAWN -	REVISED -				327	(51-23-1,51-24)RS-1	LAWRENCE	47	18
	PLOT SCALE = 50,000' / IN.	CHECKED -	REVISED -		SCALE: 50 SHEET NO. 3 OF 10 SHEETS STA. 626+00 TO STA. 655+00		CONTRACT NO. 74308				
	PLOT DATE = 12/14/2008	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

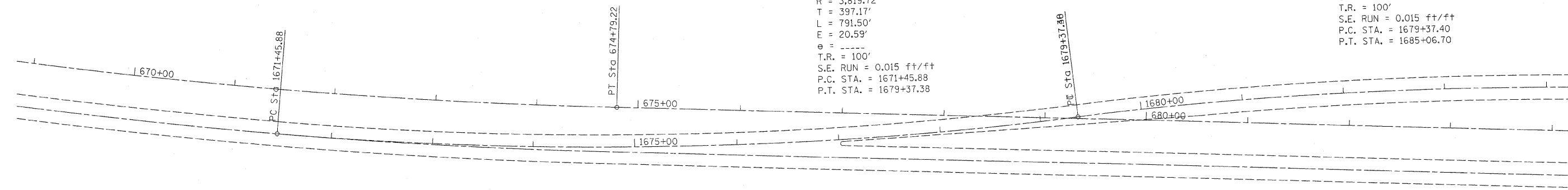


EXIST. CURVE 4
 PI STA. = 661+20.28
 $\Delta = 27^\circ 44' 00''$ (LT)
 D = $1^\circ 00' 00''$
 R = 5,729.57'
 T = 1,414.39'
 L = 2,773.33'
 E = 171.99'
 e = -----
 T.R. = 100'
 S.E. RUN = 0.015 ft/ft
 P.C. STA. = 647+05.89
 P.T. STA. = 674+79.22

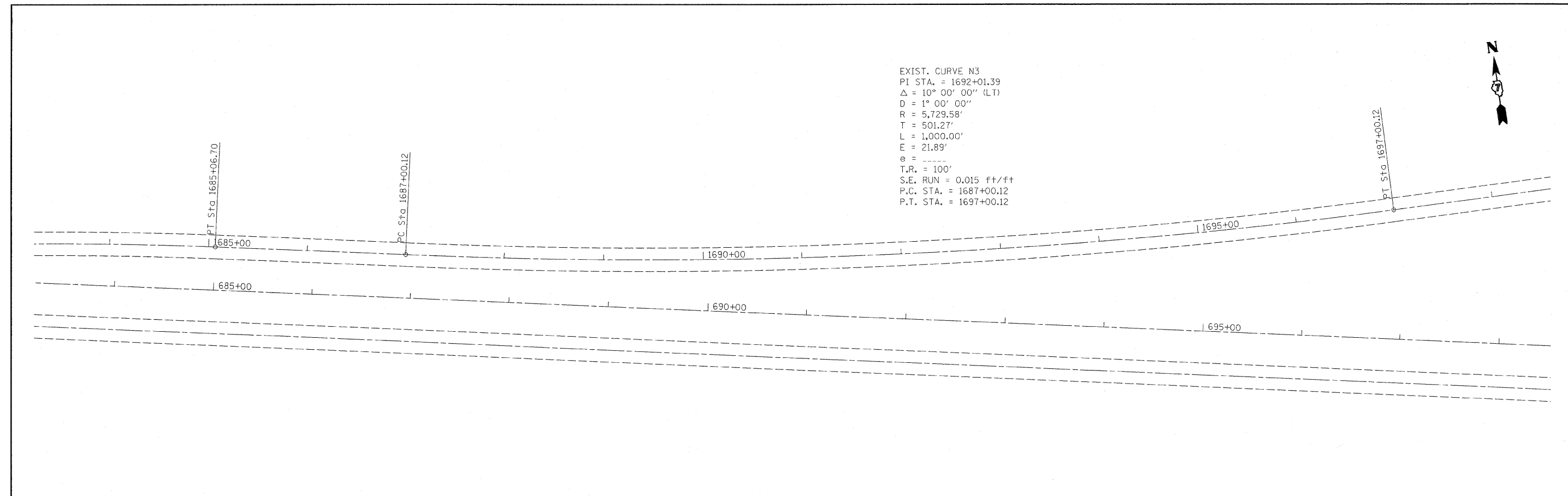


EXIST. CURVE N1
 PI STA. = 1675+43.05
 $\Delta = 11^\circ 52' 21''$ (LT)
 D = $1^\circ 30' 00''$
 R = 3,819.72'
 T = 397.17'
 L = 791.50'
 E = 20.59'
 e = -----
 T.R. = 100'
 S.E. RUN = 0.015 ft/ft
 P.C. STA. = 1671+45.88
 P.T. STA. = 1679+37.38

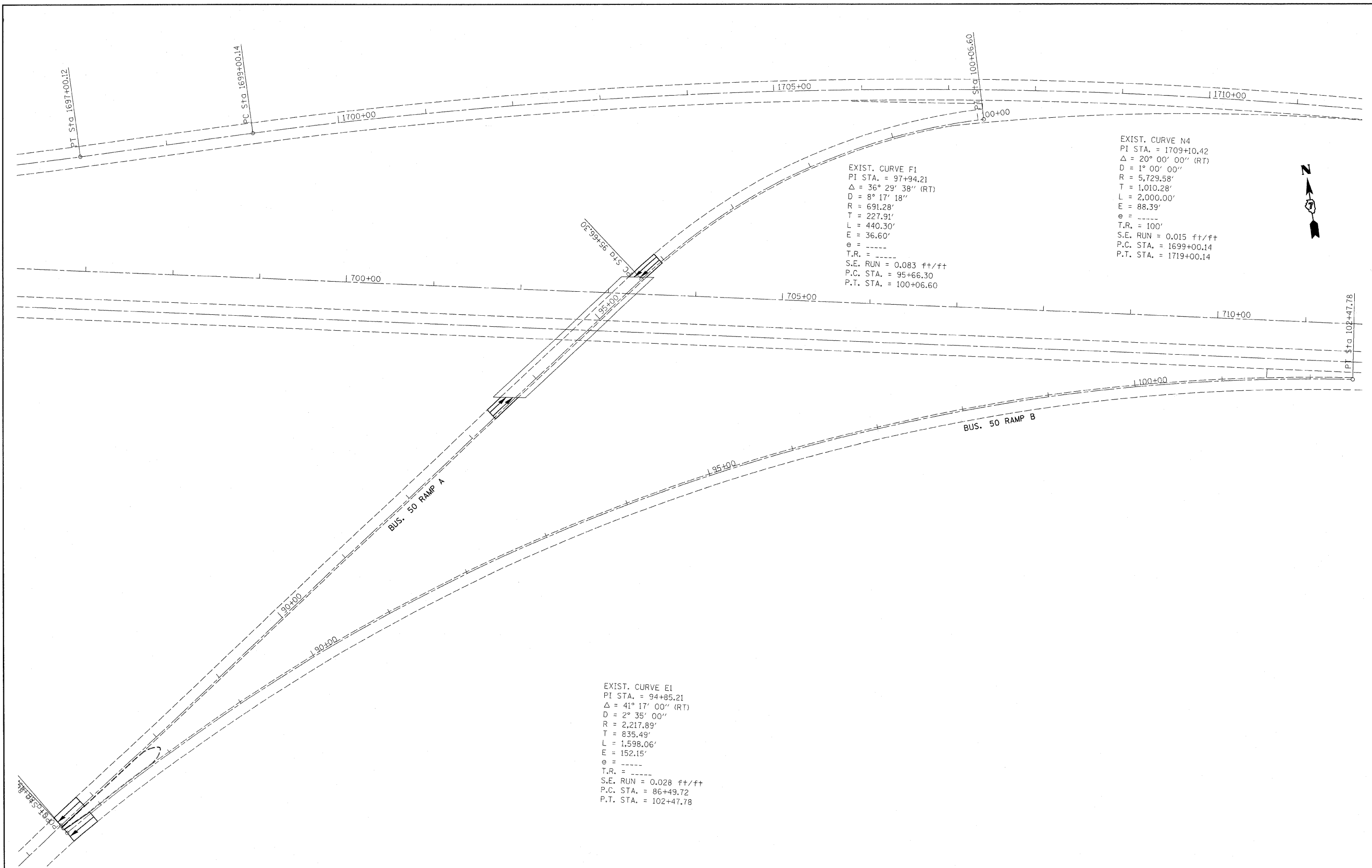
EXIST. CURVE N2
 PI STA. = 1682+22.58
 $\Delta = 8^\circ 32' 22''$ (RT)
 D = $1^\circ 30' 00''$
 R = 3,819.72'
 T = 285.18'
 L = 569.30'
 E = 10.63'
 e = -----
 T.R. = 100'
 S.E. RUN = 0.015 ft/ft
 P.C. STA. = 1679+37.40
 P.T. STA. = 1685+06.70



FILE NAME =	USER NAME = swartzr	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DOUBLE PLAN SHEET			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ci:\pw_work\pw\dot\swartzr\dna50697\d77	388-shr-50plan.dgn	DRAWN -	REVISED -					327	(51-23-1,51-24)RS-1	LAWRENCE	47	19
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	SCALE: 50		SHEET NO. 4 OF 10 SHEETS	STA. 655+00 TO STA. 684+00	CONTRACT NO. 74308					
PLOT DATE = 10/14/2008	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									



FILE NAME =	USER NAME = swartzw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DOUBLE PLAN SHEET	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\swartzw\dms58597\d77	388-shit-56plan.dgn	DRAWN -	REVISED -			327	(51-23-1,51-24)RS-1	LAWRENCE	47	20
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -				CONTRACT NO. 74308				
PLOT DATE = 10/14/2008	DATE -	REVISED -				SCALE: 50	SHEET NO. 5 OF 10 SHEETS	STA. 684+00 TO STA. 698+00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT



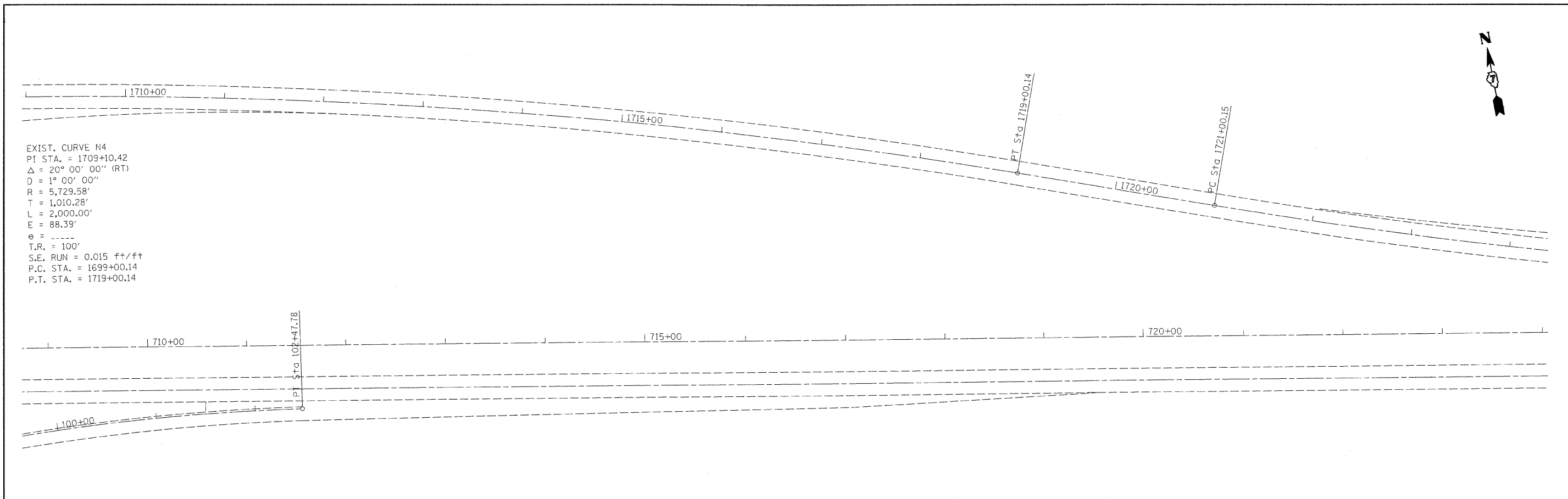
EXIST. CURVE F1
 PI STA. = 97+94.21
 $\Delta = 36^\circ 29' 38''$ (RT)
 D = 8° 17' 18"
 R = 691.28'
 T = 227.91'
 L = 440.30'
 E = 36.60'
 e = -----
 T.R. = -----
 S.E. RUN = 0.083 ft/ft
 P.C. STA. = 95+66.30
 P.T. STA. = 100+06.60

EXIST. CURVE N4
 PI STA. = 1709+10.42
 $\Delta = 20^\circ 00' 00''$ (RT)
 D = 1° 00' 00"
 R = 5,729.58'
 T = 1,010.28'
 L = 2,000.00'
 E = 88.39'
 e = -----
 T.R. = 100'
 S.E. RUN = 0.015 ft/ft
 P.C. STA. = 1699+00.14
 P.T. STA. = 1719+00.14

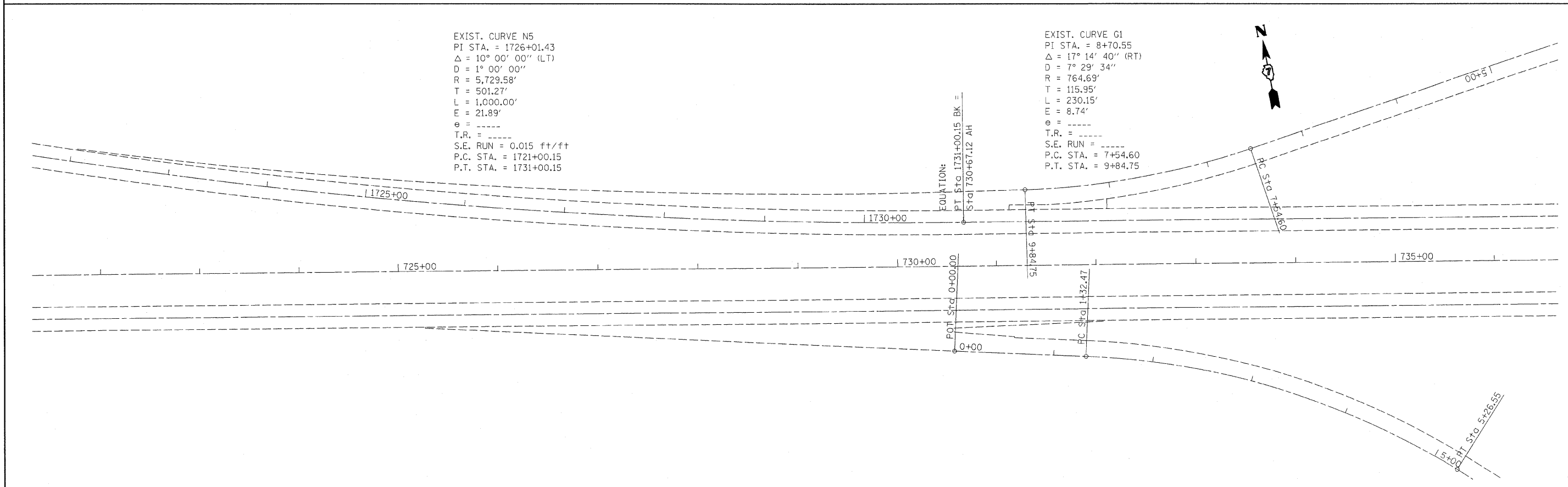
EXIST. CURVE E1
 PI STA. = 94+85.21
 $\Delta = 41^\circ 17' 00''$ (RT)
 D = 2° 35' 00"
 R = 2,217.89'
 T = 835.49'
 L = 1,598.06'
 E = 152.15'
 e = -----
 T.R. = -----
 S.E. RUN = 0.028 ft/ft
 P.C. STA. = 86+49.72
 P.T. STA. = 102+47.78



FILE NAME = c:\pw_work\p\dot\swartzr\dms50697\d77	USER NAME = swartzr 308-sht-50plan.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN SHEET			F.A.P. RTE. 327	SECTION (51-23-1,51-24)RS-1	COUNTY LAWRENCE	TOTAL SHEETS 47	SHEET NO. 21
PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -	REVISED -		SCALE: 50	SHEET NO. 6 OF 10 SHEETS	STA. 697+00 TO STA. 711+00	CONTRACT NO. 74308				
PLOT DATE = 10/14/2008	DATE -	REVISED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



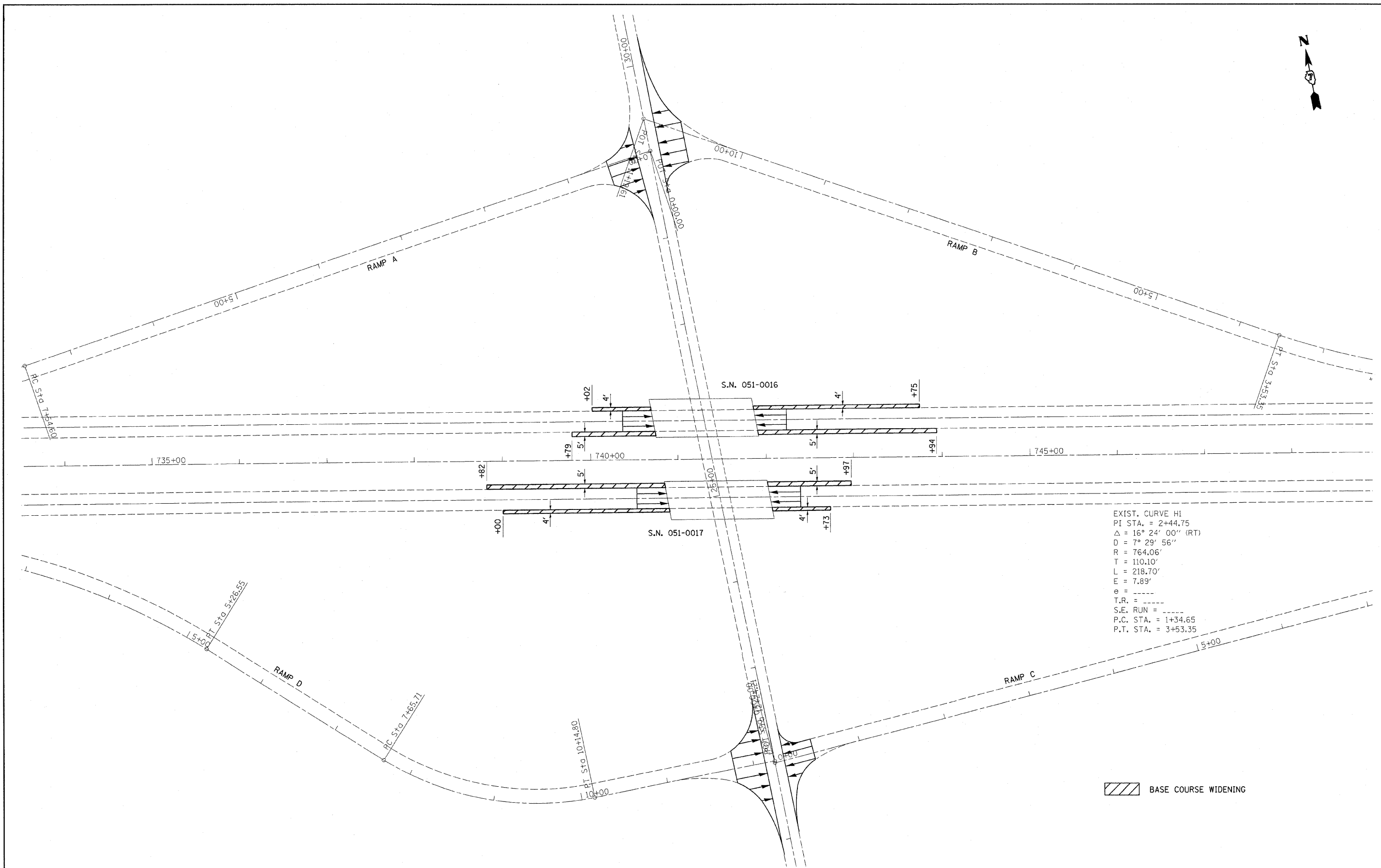
EXIST. CURVE N4
 PI STA. = 1709+10.42
 $\Delta = 20^\circ 00' 00''$ (RT)
 $D = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 1,010.28'$
 $L = 2,000.00'$
 $E = 88.39'$
 $e = \text{-----}$
 $T.R. = 100'$
 $S.E. RUN = 0.015 \text{ ft/ft}$
 $P.C. STA. = 1699+00.14$
 $P.T. STA. = 1719+00.14$



EXIST. CURVE N5
 PI STA. = 1726+01.43
 $\Delta = 10^\circ 00' 00''$ (LT)
 $D = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $T = 501.27'$
 $L = 1,000.00'$
 $E = 21.89'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = 0.015 \text{ ft/ft}$
 $P.C. STA. = 1721+00.15$
 $P.T. STA. = 1731+00.15$

EXIST. CURVE G1
 PI STA. = 8+70.55
 $\Delta = 17^\circ 14' 40''$ (RT)
 $D = 7^\circ 29' 34''$
 $R = 764.69'$
 $T = 115.95'$
 $L = 230.15'$
 $E = 8.74'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA. = 7+54.60$
 $P.T. STA. = 9+84.75$

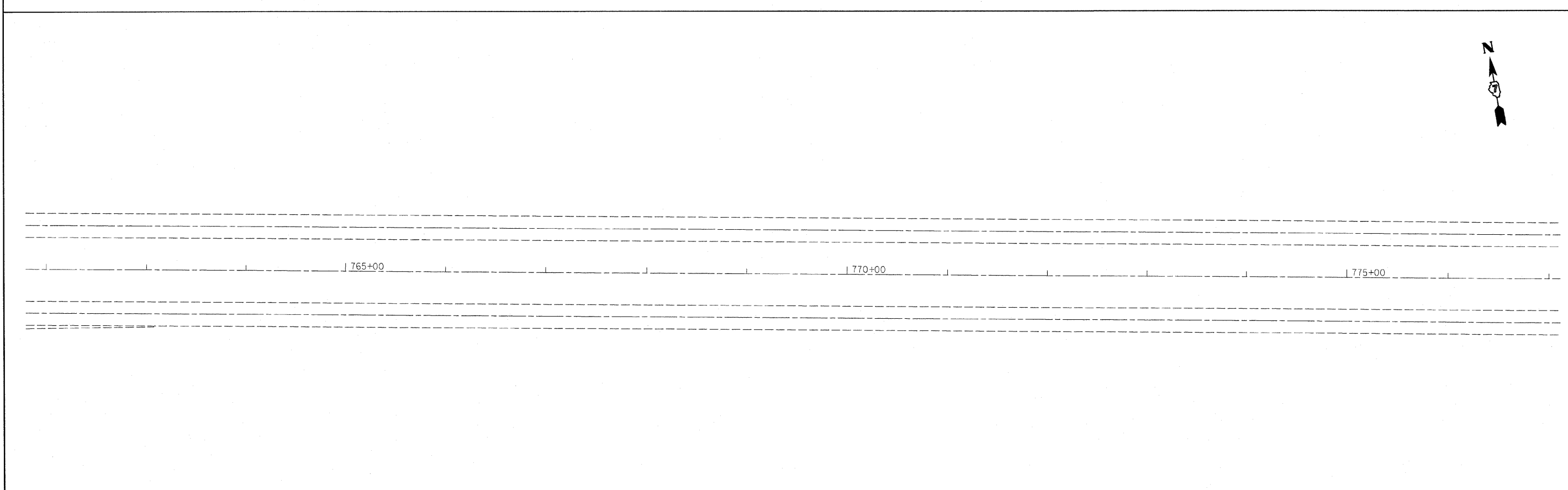
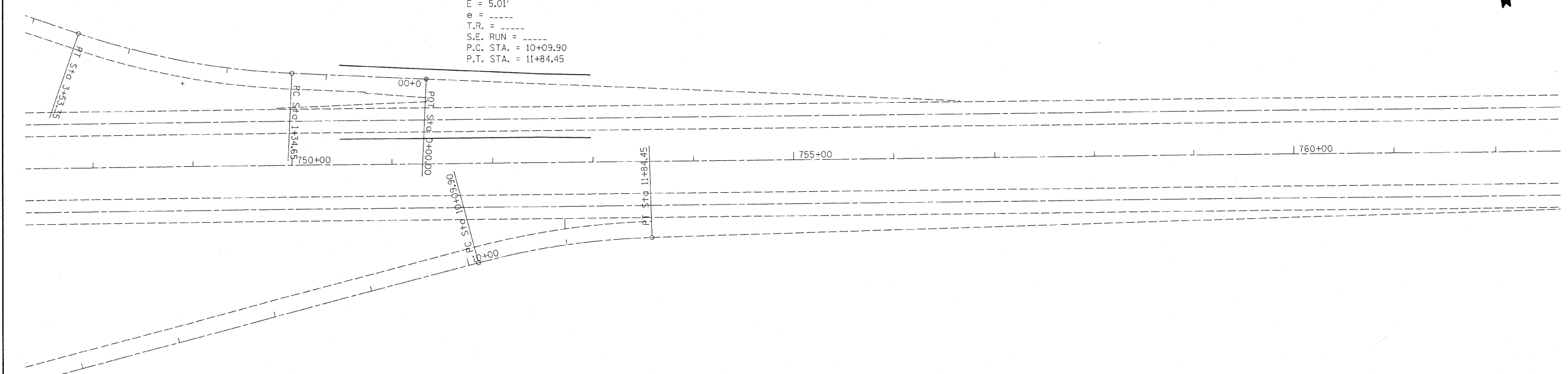
FILE NAME = c:\pwork\pwork\swartz\dm50697\d77	USER NAME = swartz	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DOUBLE PLAN SHEET			F.A.P. RTE. 327	SECTION (51-23-1,51-24)RS-1	COUNTY LAWRENCE	TOTAL SHEETS 47	SHEET NO. 22
	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -		SCALE: 50	SHEET NO. 7 OF 10 SHEETS	STA. 711+00 TO STA. 736+00	CONTRACT NO. 74308				
	PLOT DATE = 10/14/2008	CHECKED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									



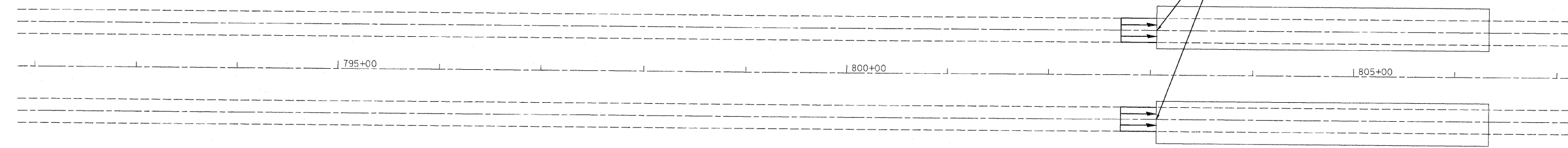
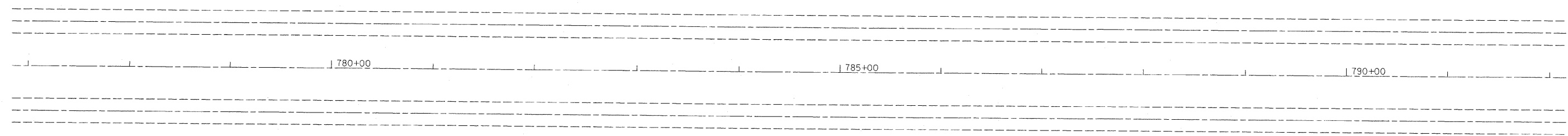
BASE COURSE WIDENING

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	PLOT SCALE = 50.0000' / IN.	DRAWN -	REVISED -		SCALE: 50	SHEET NO. 8 OF 10 SHEETS	STA. 736+00 TO STA. 748+00	327	(51-23-1,51-24)RS-1	LAWRENCE	47	23
	PLOT DATE = 10/14/2009	CHECKED -	REVISED -					CONTRACT NO. 74308				
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

EXIST. CURVE I1
 PI STA. = 10+97.56
 $\Delta = 13^\circ 05' 28''$ (RT)
 D = 7° 30' 00"
 R = 763.95'
 T = 87.66'
 L = 174.55'
 E = 5.01'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 10+09.90
 P.T. STA. = 11+84.45

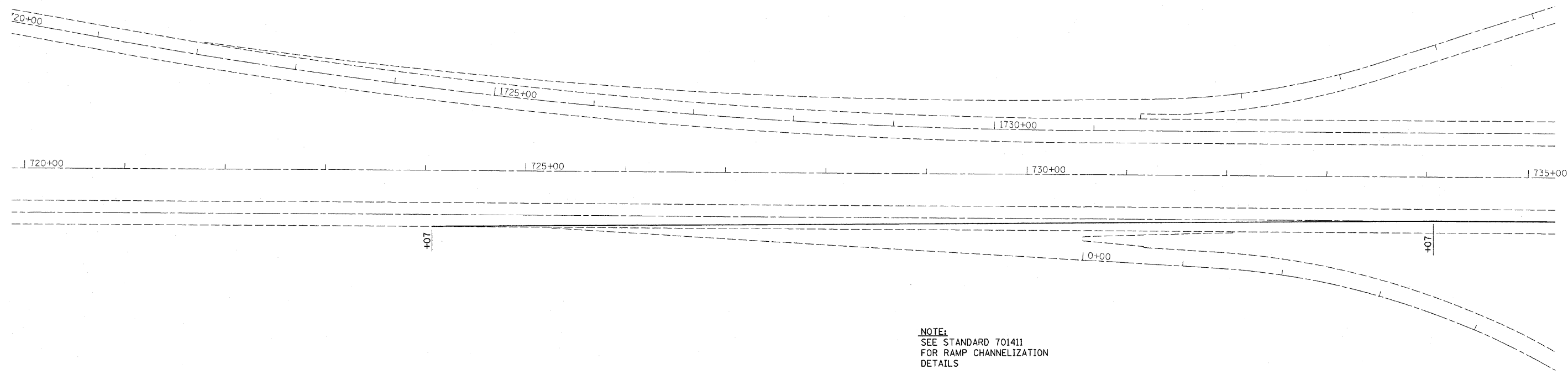


FILE NAME =	USER NAME = swartzw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DOUBLE PLAN SHEET			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw_work\pwsdot\swartzw\dms58897\d77	308-sht-50plan.dgn	DRAWN -	REVISED -		SCALE: 50	SHEET NO. 9 OF 10 SHEETS	STA. 748+00 TO STA. 777+00	327	(51-23-1,51-24)RS-1	LAWRENCE	47	24
	PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -					CONTRACT NO. 74308				
	PLOT DATE = 10/14/2008	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				



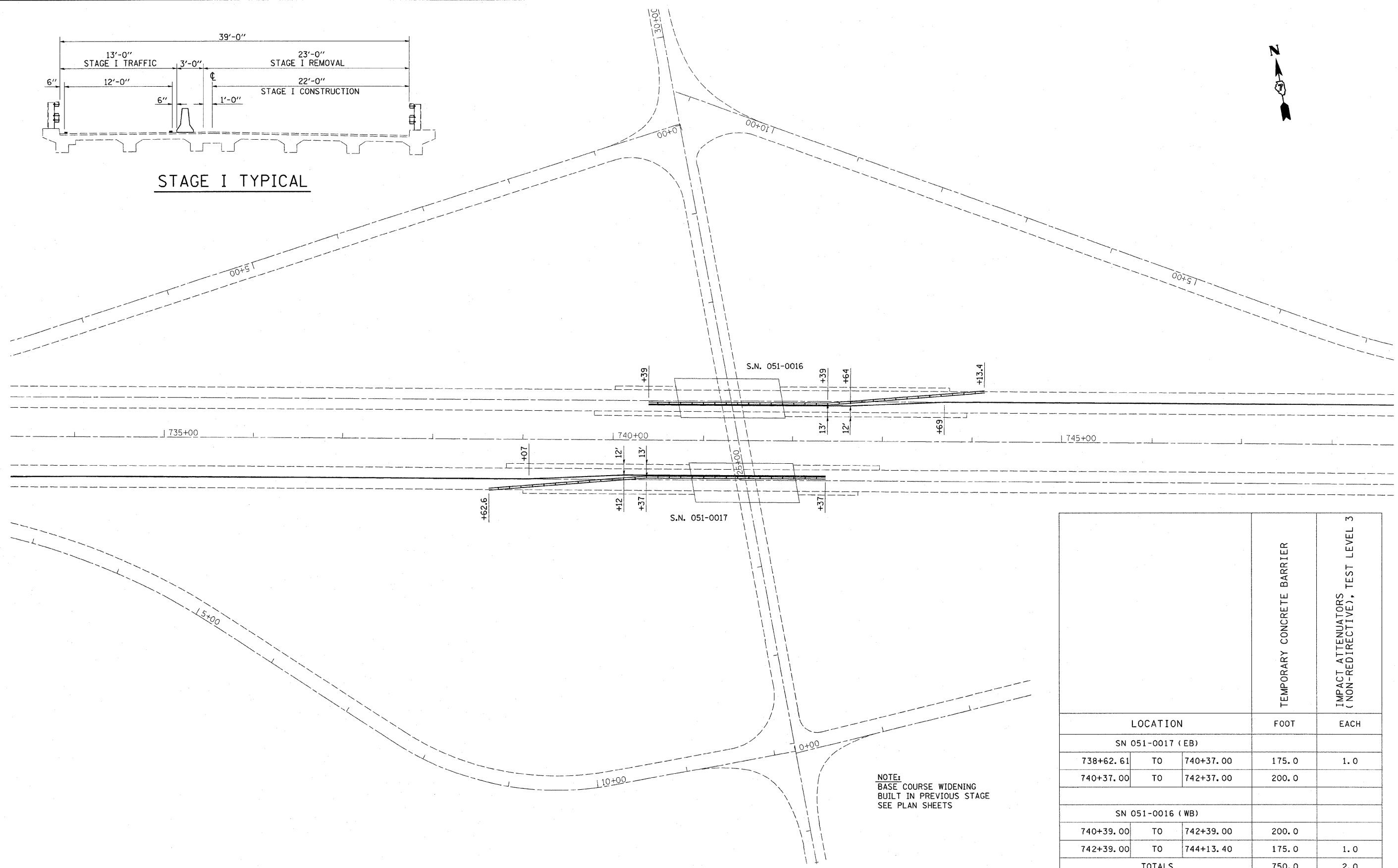
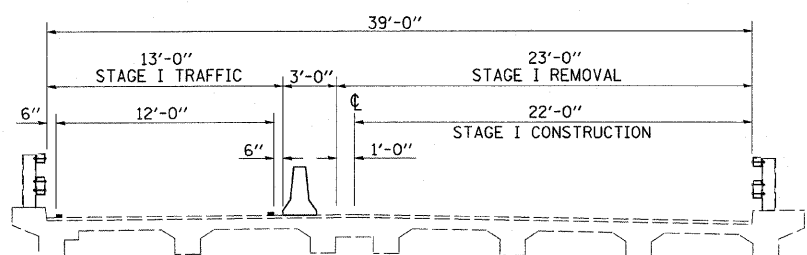
F. A. P. ROUTE 327 (U. S. ROUTE 50)
 SECTION (51-23-1, 51-24) RS-1
 LAWRENCE COUNTY
 ENDS STATION 803+06.00

FILE NAME = c:\pw_work\pwidot\swartzr\dm508697\d77	USER NAME = swartzr 308-shr-50plan.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DOUBLE PLAN SHEET			F.A.P. RTE. 327	SECTION (51-23-1, 51-24) RS-1	COUNTY LAWRENCE	TOTAL SHEETS 47	SHEET NO. 25
					SCALE: 50	SHEET NO. 10 OF 10 SHEETS	STA. 777+00 TO STA. 803+06	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
					CONTRACT NO. 74308							



NOTE:
SEE STANDARD 701411
FOR RAMP CHANNELIZATION
DETAILS

FILE NAME = ca:\pw_work\pwidot\swartzr\dms58697\077	USER NAME = swartzr 388-sht-stage1.dgn	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I TRAFFIC CONTROL			F.A.P. RTE. 327	SECTION (51-23-1,51-24)RS-1	COUNTY LAWRENCE	TOTAL SHEETS 47	SHEET NO. 26
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		SCALE: 50	SHEET NO. 1 OF 3 SHEETS	STA. 720+00 TO STA. 735+00	CONTRACT NO. 74308				
	PLOT DATE = 10/14/2008	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

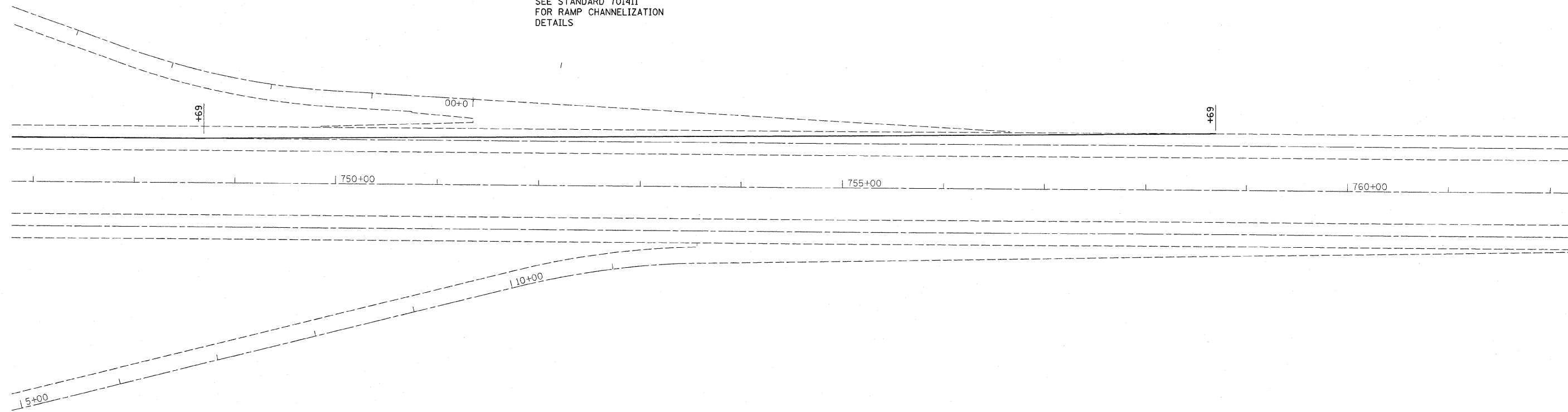


NOTE:
 BASE COURSE WIDENING
 BUILT IN PREVIOUS STAGE
 SEE PLAN SHEETS

LOCATION			TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS (NON-REDIRECTIVE), TEST LEVEL 3
			FOOT	EACH
SN 051-0017 (EB)				
738+62.61	TO	740+37.00	175.0	1.0
740+37.00	TO	742+37.00	200.0	
SN 051-0016 (WB)				
740+39.00	TO	742+39.00	200.0	
742+39.00	TO	744+13.40	175.0	1.0
TOTALS			750.0	2.0

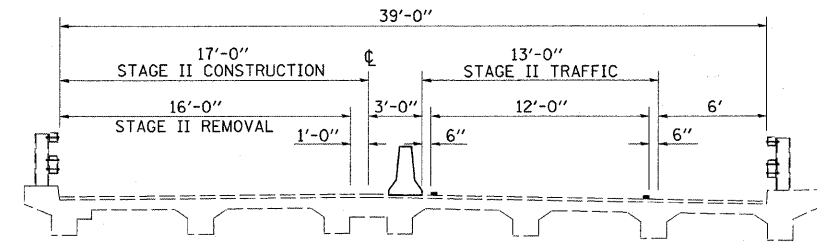


NOTE:
SEE STANDARD 701411
FOR RAMP CHANNELIZATION
DETAILS

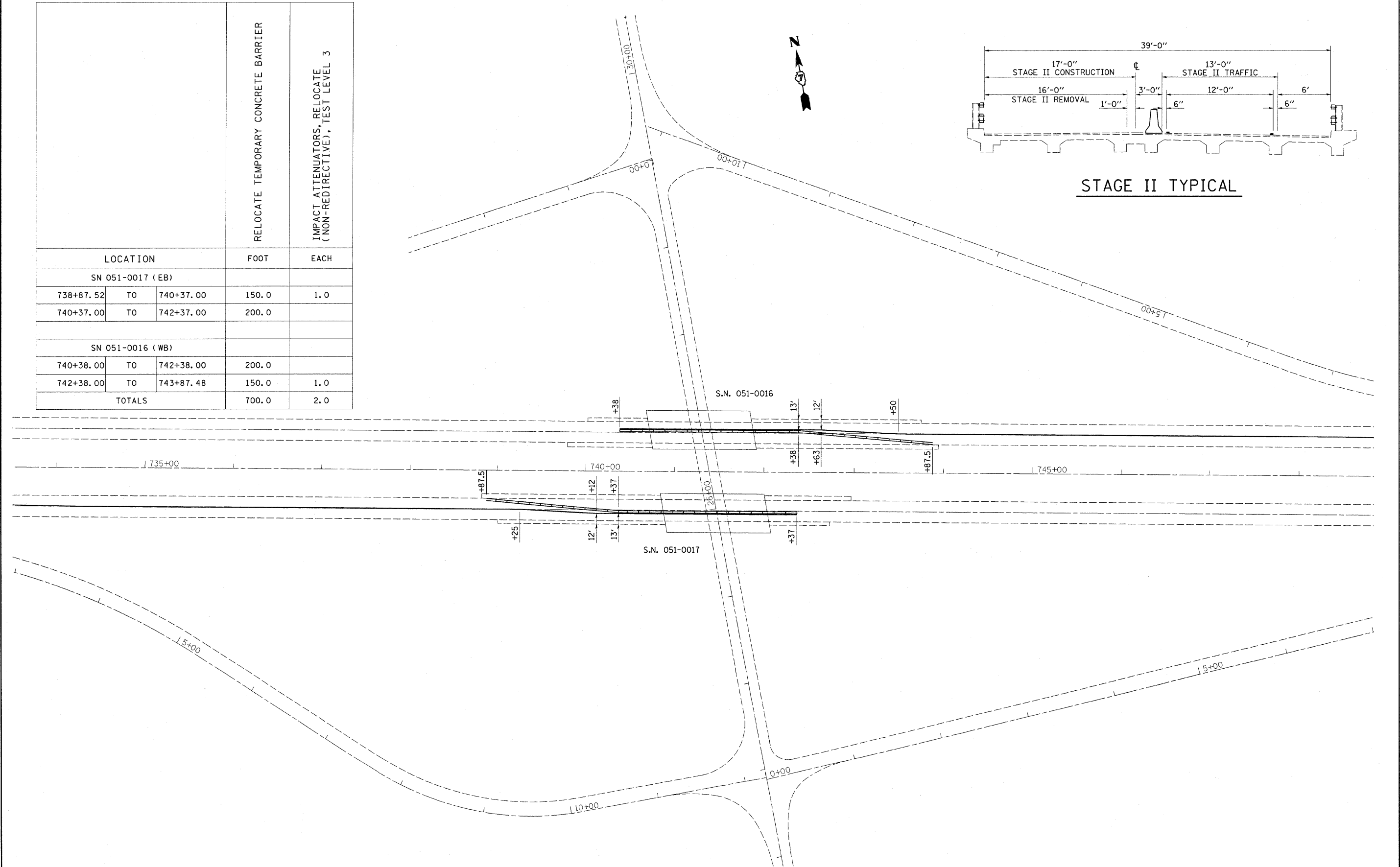


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PLOT SCALE = 50,0000' / IN.					CHECKED -	REVISED -	SCALE: 50			SHEET NO. 3 OF 3 SHEETS			STA. 747+00 TO STA. 762+00
PLOT DATE = 10/14/2008					DATE -	REVISED -	FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT			CONTRACT NO. 74308

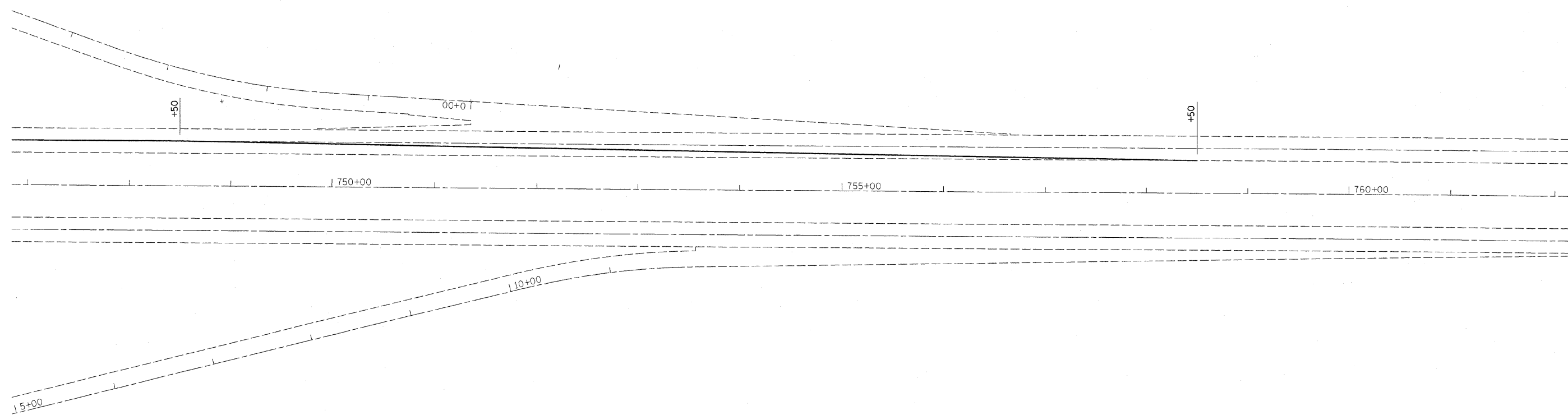
			RELOCATE TEMPORARY CONCRETE BARRIER	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3
LOCATION			FOOT	EACH
SN 051-0017 (EB)				
738+87.52	TO	740+37.00	150.0	1.0
740+37.00	TO	742+37.00	200.0	
SN 051-0016 (WB)				
740+38.00	TO	742+38.00	200.0	
742+38.00	TO	743+87.48	150.0	1.0
TOTALS			700.0	2.0



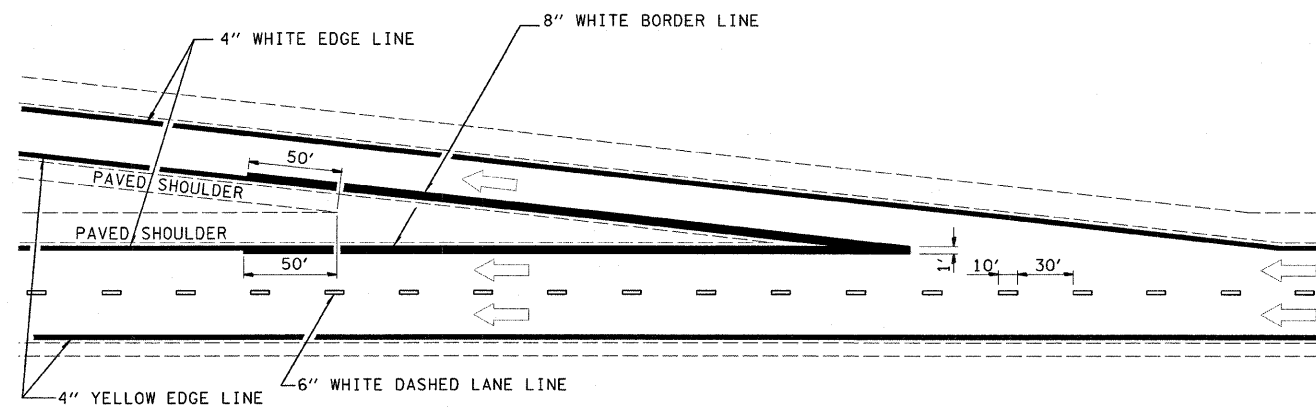
STAGE II TYPICAL



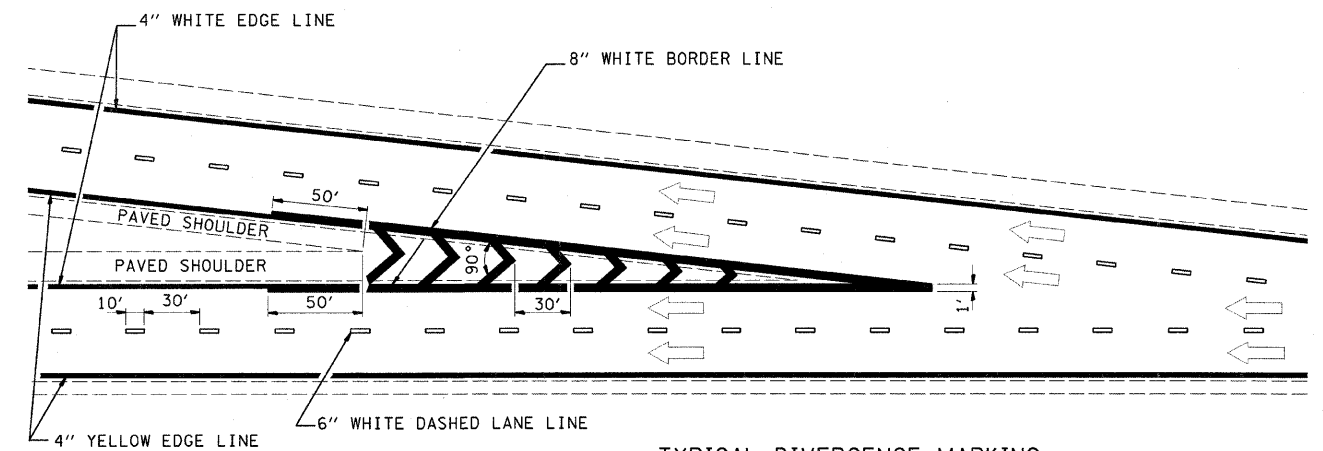
FILE NAME =	USER NAME = swartzw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II TRAFFIC CONTROL	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw_work\pwsdot\swartzw\dms50697\d77	308-shr-stage2.dgn	DRAWN -	REVISED -			327	(51-23-1,51-24)RS-1	LAWRENCE	47	30	
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -			SCALE: 50		SHEET NO. 2 OF 3 SHEETS		STA. 734+00 TO STA. 748+00	
	PLOT DATE = 12/14/2008	DATE -	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 74308	



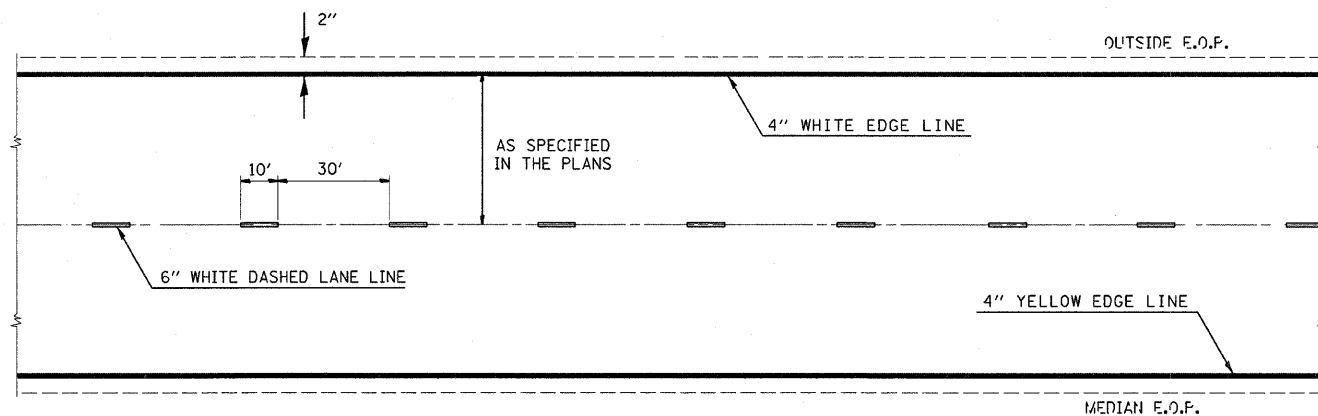
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	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -		SCALE: 50	SHEET NO. 3 OF 3 SHEETS	STA. 747+00 TO STA. 762+00	CONTRACT NO. 74308				
	PLOT DATE = 10/14/2008	DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



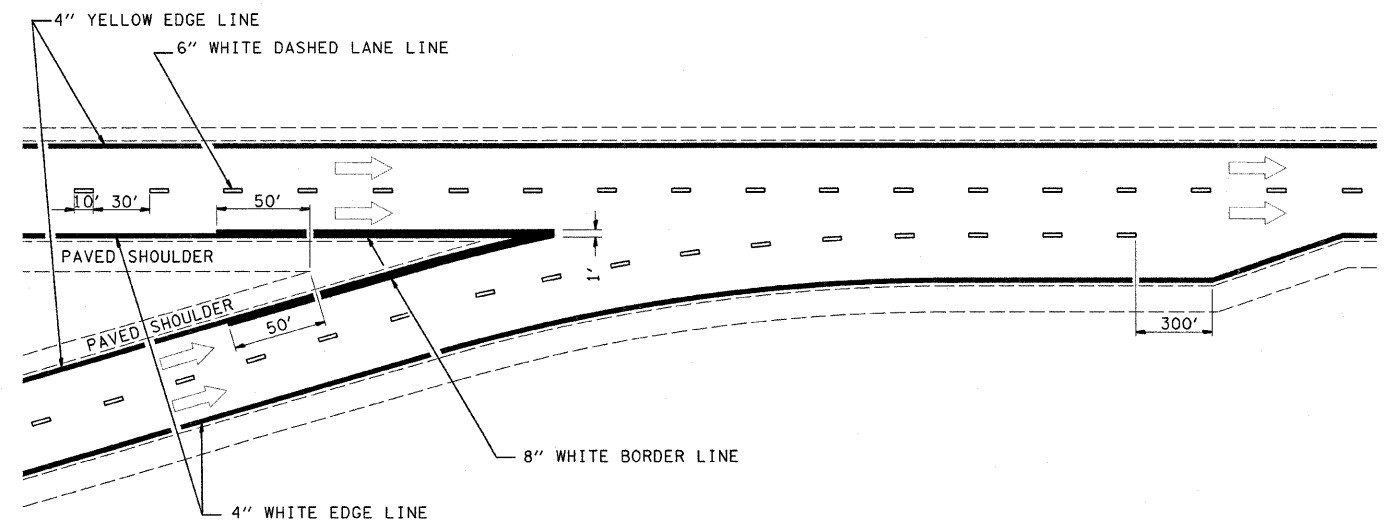
TYPICAL EXIT RAMP MARKING



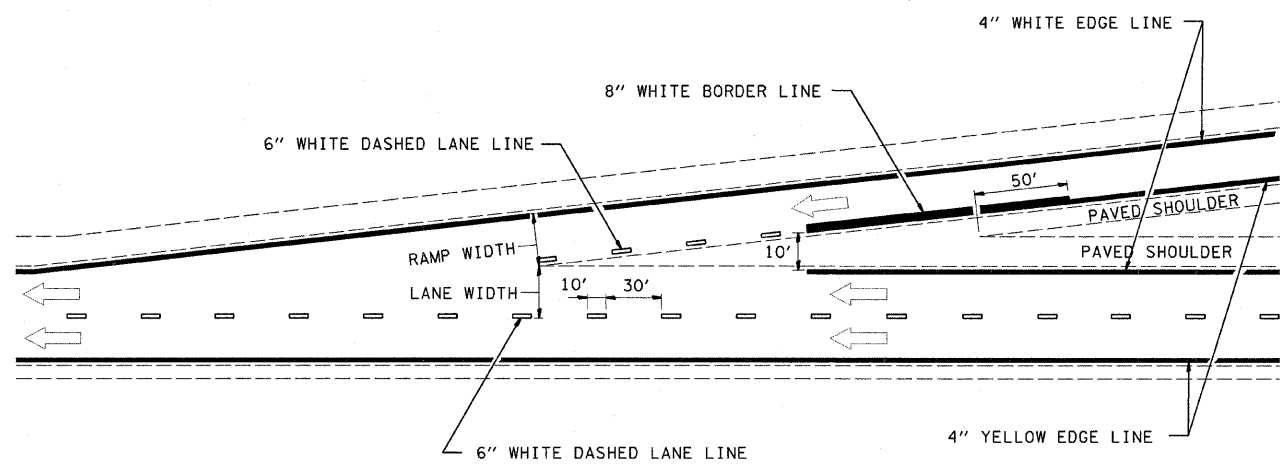
TYPICAL DIVERGENCE MARKING



TYPICAL CENTERLINE & EDGELINE MARKINGS



TYPICAL CONVERGENCE MARKING



TYPICAL ENTRANCE RAMP MARKING

NOT TO SCALE
TYPICAL APPLICATIONS OF
INTERCHANGE
PAVEMENT MARKING

FILE NAME =	USER NAME = swartzw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING DETAIL			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw_work\pwidot\swartzw\dms50697\d77	308-shd-details.dgn	DRAWN -	REVISED -		SCALE: NA	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	327	(51-23-1,51-24)RS-1	LAWRENCE	47	32
	PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -										
	PLOT DATE = 10/14/2008	DATE -	REVISED -						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			CONTRACT NO. 74308

GENERAL NOTES

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

Reinforcement bars designated (E) shall be epoxy coated.

Plan dimensions and details relative to the existing structure have been taken from existing plans and are subject to nominal construction variations. It shall be the contractor responsibility to verify such dimensions and details in the field and make necessary approved adjustments prior to the construction or ordering of material. Such variations shall not be cause for additional compensation or a change in the scope of the work. The contractor will be paid for the quantity actually furnished at the unit price bid for the work.

Existing reinforcement bars extending into the removal area shall be cleaned, straightened and incorporated into the new construction. Any reinforcement bars that are damaged during concrete removal operations shall be repaired or replaced using an approved bar splicer or anchorage system. Cost included in concrete removal.

Joint openings shall be adjusted according to Article 520.04 of the Standard Specifications when the deck is poured at an ambient temperature other than 50°F.

Areas of deck repairs shown are estimated. The Engineer shall show actual locations of deck repairs on as-built plans.

TOTAL BILL OF MATERIALS

SN 051-0016 (WB)

ITEM DESCRIPTION	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	12.5
Concrete Superstructure	Cu. Yd.	14.1
Reinforcement Bars, Epoxy Coated	Pound	1880.0
Bar Splacers	Each	24
Deck Slab Repair (Full Depth Type II)	Sq. Yd.	4.0
Preformed Joint Strip Seal	Foot	89.0
Structural Repair of Concrete <5"	Sq. Ft.	35.0
Hot-Mix Asphalt Surface Removal (Deck)	Sq. Yd.	472.0
Bridge Deck Hydro-Scarification 1/2 "	Sq. Yd.	472.0
Bridge Deck Microsilica Concrete Overlay 2 1/2 "	Sq. Yd.	472.0
Bridge Deck Grooving	Sq. Yd.	448.0
Furnishing & Erecting Structural Steel	Pound	1730
Elastomeric Bearing Assembly, Type I	Each	14
Jack and Remove Existing Bearings	Each	14
Anchor Bolts, 1"Ø	Each	28
Protective Coat	Sq. Yd.	506.5

TOTAL BILL OF MATERIALS

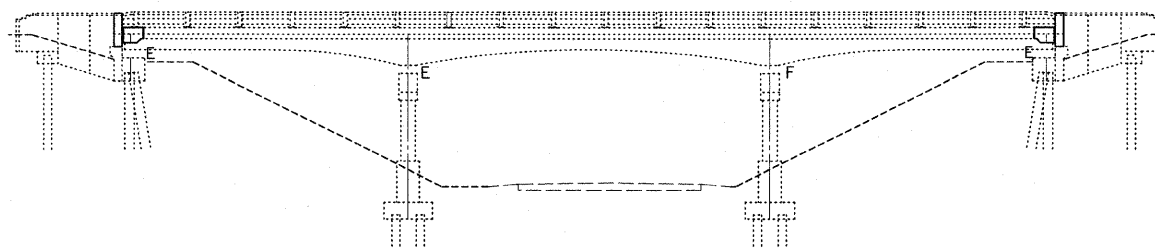
SN 051-0017 (EB)

ITEM DESCRIPTION	UNIT	QUANTITY
Concrete Removal	Cu. Yd.	14.2
Concrete Superstructure	Cu. Yd.	14.1
Reinforcement Bars, Epoxy Coated	Pound	1880.0
Bar Splacers	Each	24
Deck Slab Repair (Full Depth Type II)	Sq. Yd.	10.0
Preformed Joint Strip Seal	Foot	89.0
Structural Repair of Concrete <5"	Sq. Ft.	24.0
Hot-Mix Asphalt Surface Removal (Deck)	Sq. Yd.	472.0
Bridge Deck Hydro-Scarification 1/2 "	Sq. Yd.	472.0
Bridge Deck Microsilica Concrete Overlay 2 1/2 "	Sq. Yd.	472.0
Bridge Deck Grooving	Sq. Yd.	448.0
Furnishing & Erecting Structural Steel	Pound	1730
Elastomeric Bearing Assembly, Type I	Each	14
Jack and Remove Existing Bearings	Each	14
Anchor Bolts, 1"Ø	Each	28
Protective Coat	Sq. Yd.	506.5

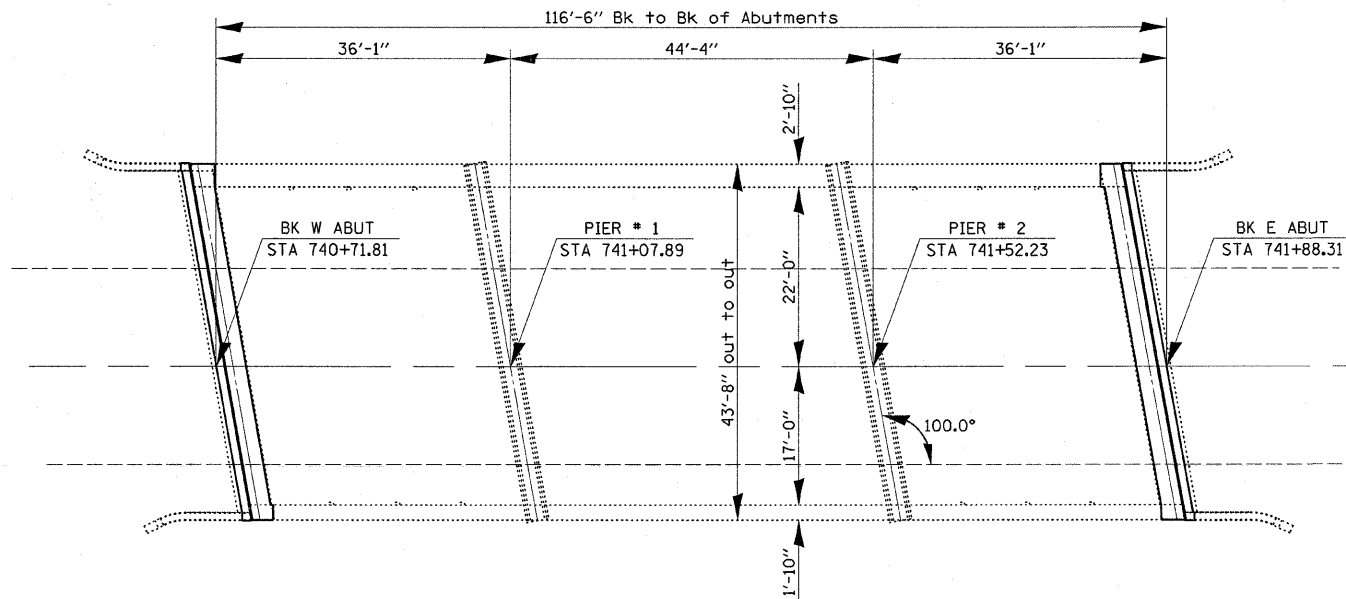
SHEET NO. 1
15 SHEETS

FILE NAME =	USER NAME = swartzrw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE GENERAL NOTES & BILL OF MATERIALS SN. 051-0016 (WB) & 051-0017 (EB)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
at:\pv_work\PW\DDT\SWARTZRW\dms52697\sh	plan_74308.dgn	DRAWN -	REVISED -			327	(51-23-1, 51-24RS-1)	LAWRENCE	47	33	
	PLOT SCALE = 28,0000 / / IN.	CHECKED -	REVISED -			SCALE: N/A		SHEET NO. 1 OF 15 SHEETS		STA. TO STA.	
	PLOT DATE = 10/14/2008	DATE -	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 74308	

The existing 3 span monolithic deck and concrete t-beam structures were constructed in 1958 as section 51,23HB5 at sta. 741+37.82. SN 051-0016 carries FAP-327 westbound (US-50) and SN 051-0017 carries FAP-327 eastbound (US-50). The proposed project consists of new expansion joints, partial and full depth deck patching, structural repair of concrete and microsilica concrete overlay and bearing replacement.

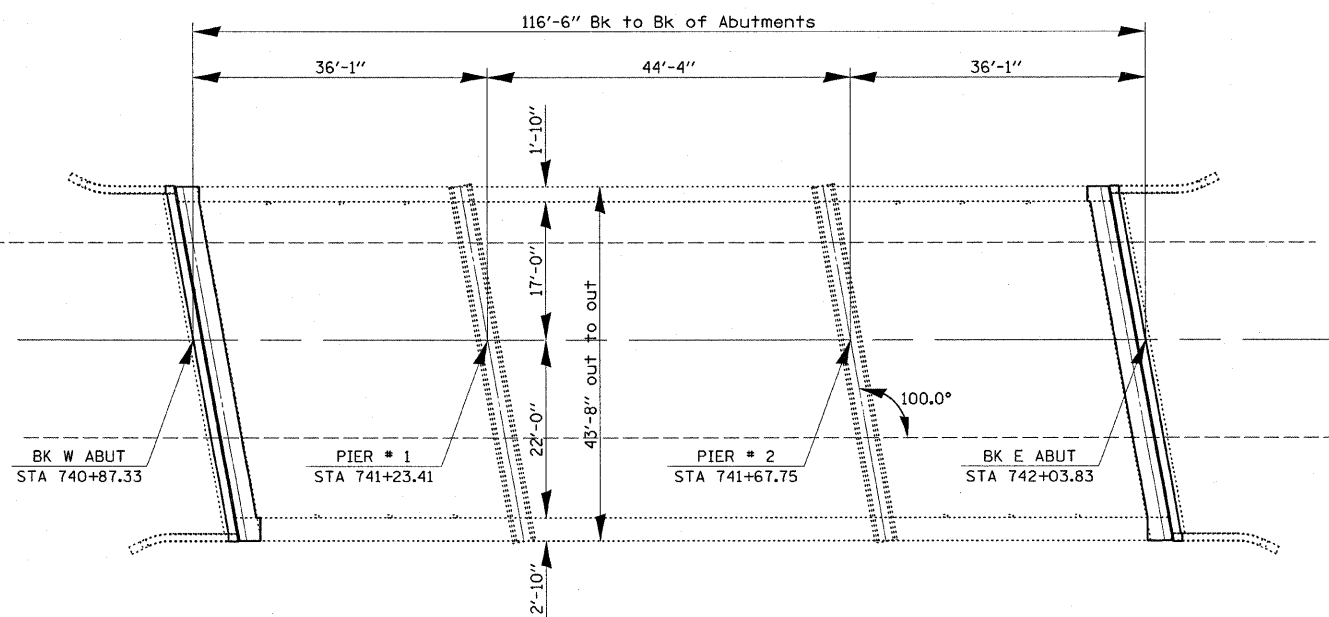


051-0016 WBL



☉ SURVEY EUGI 502

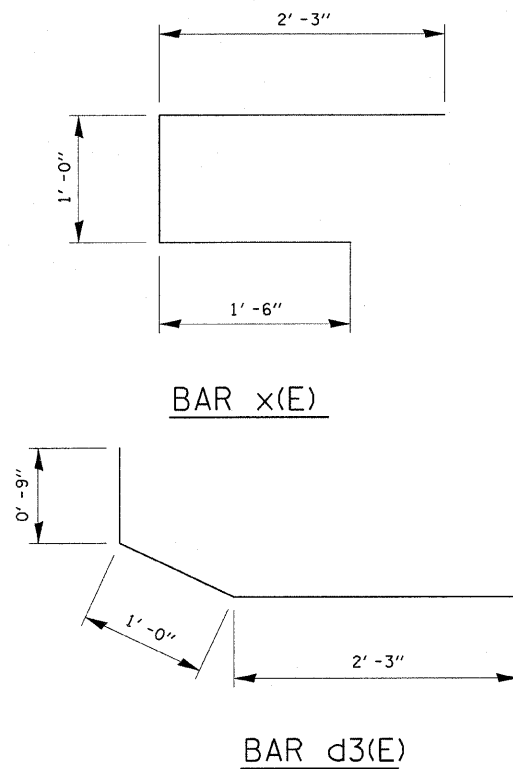
051-0017 EBL



Expires Nov. 30, 2010

SHEET NO. 2
15 SHEETS

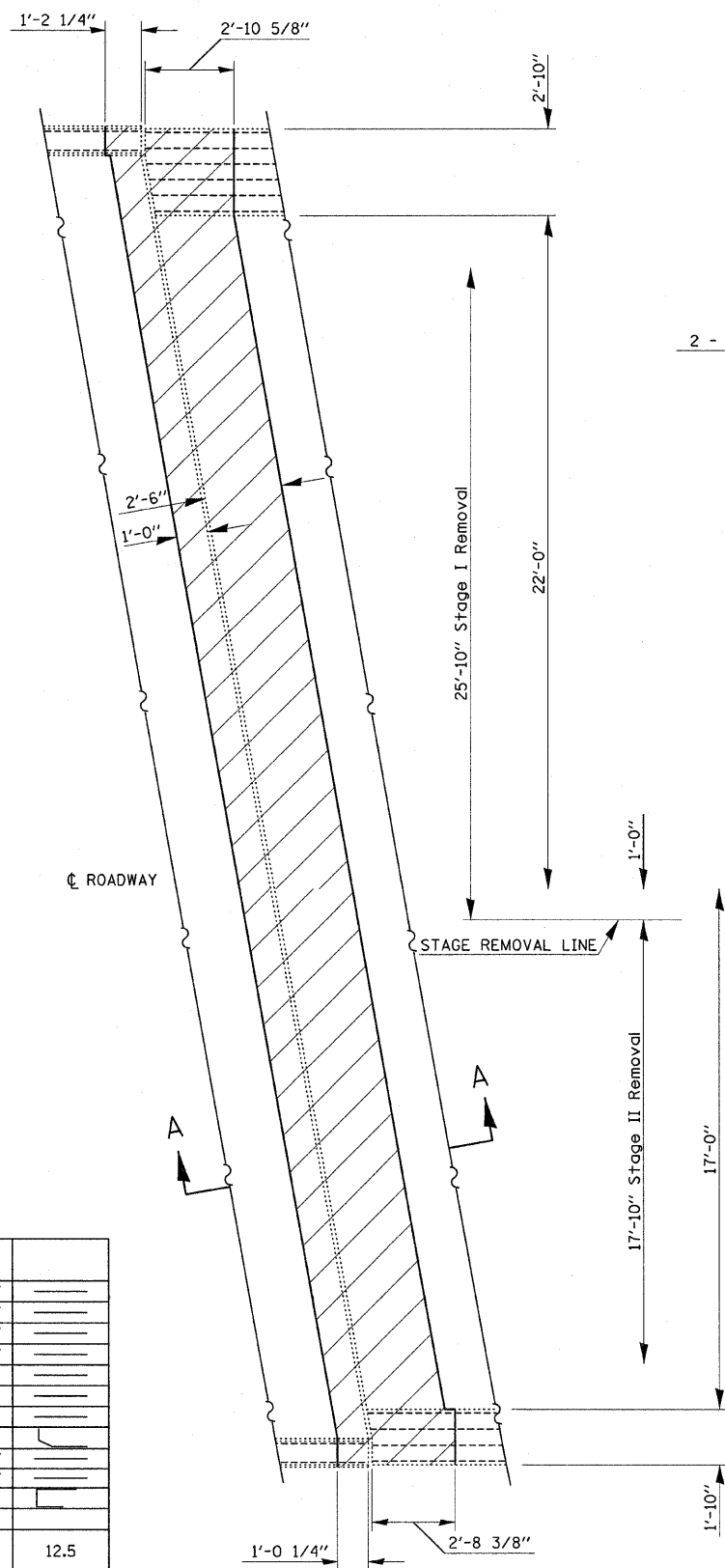
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c:\piv_work\PIV\DOT\SWARTZRW\dms58697\sh	plan_74308.dgn	DRAWN -	REVISED -		SCALE: N/A	SHEET NO. 2 OF 15 SHEETS	STA.	TO STA.	327	(51-23-1, 51-24RS-1)	LAWRENCE	47 34
	PLOT SCALE = 28,0000' / IN.	CHECKED -	REVISED -						CONTRACT NO. 74308			
	PLOT DATE = 10/14/2008	DATE -	REVISED -						ILLINOIS FED. AID PROJECT			



BILL OF MATERIAL

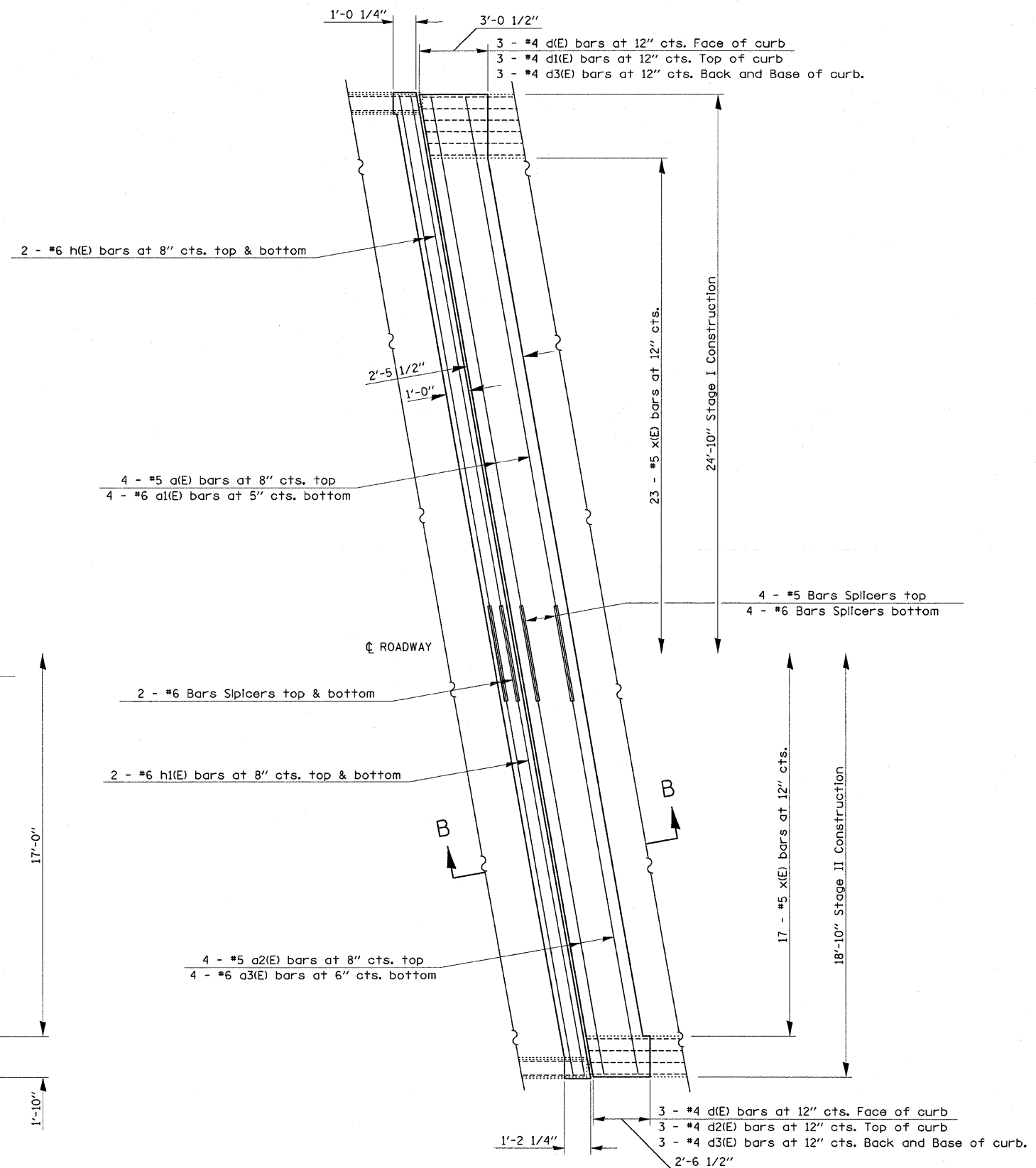
BAR	NUMBER OF BARS		TOTAL	SIZE	LENGTH	
	STAGE I	STAGE II				
a(E)	8		8	#5	24'-11"	
a1(E)	8		8	#6	24'-11"	
a2(E)		8	8	#5	18'-10"	
a3(E)		8	8	#6	18'-10"	
d(E)	6	6	12	#4	1'-3"	
d1(E)	6		6	#4	2'-6"	
d2(E)		6	6	#4	1'-6"	
d3(E)	6	6	12	#4	4'-0"	
h(E)	8		8	#6	24'-11"	
h1(E)		8	8	#6	18'-10"	
x(E)	46	34	80	#5	4'-9"	
CONCRETE REMOVAL					CU. YD.	12.5
REINFORCEMENT BARS (EPOXY COATED)					POUND	1880.0
CONCRETE SUPERSTRUCTURE					CU. YD.	14.1

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED



EXISTING PARTIAL PLAN

(West Abutment shown; East Abutment similar)



PROPOSED PARTIAL PLAN

(West Abutment shown; East Abutment similar)

For section A-A and B-B, see sheet 5 of 15.

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 USER NAME = swartzw
 DRAWN -
 CHECKED -
 PLOT SCALE = 20.0000 ' / IN.
 PLOT DATE = 10/14/2008

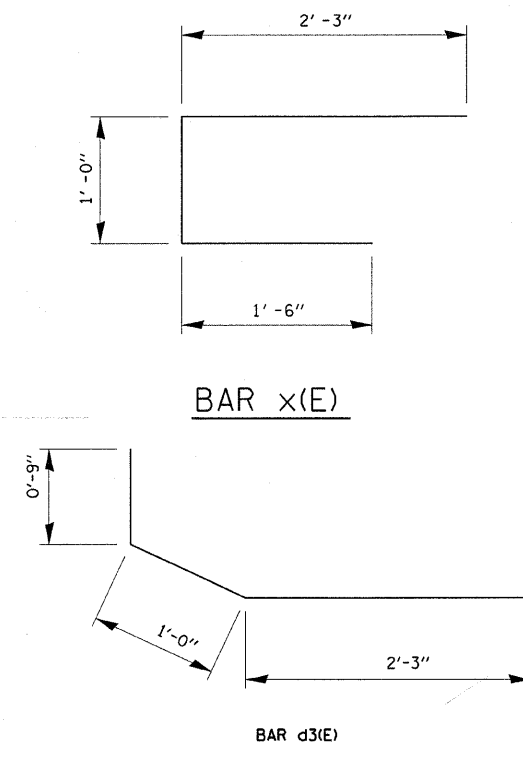
DESIGNED -
 REVISIONS:
 REVISIONS:
 REVISIONS:
 REVISIONS:
 REVISIONS:

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXPANSION JOINT REPLACEMENT DETAILS
SN. 051-0016 (WB)
 SCALE: N/A SHEET NO. 3 OF 15 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
327	(51-23-1, 51-24)RS-1	LAWRENCE	47	35
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 74308	

SHEET NO. 3
15 SHEETS

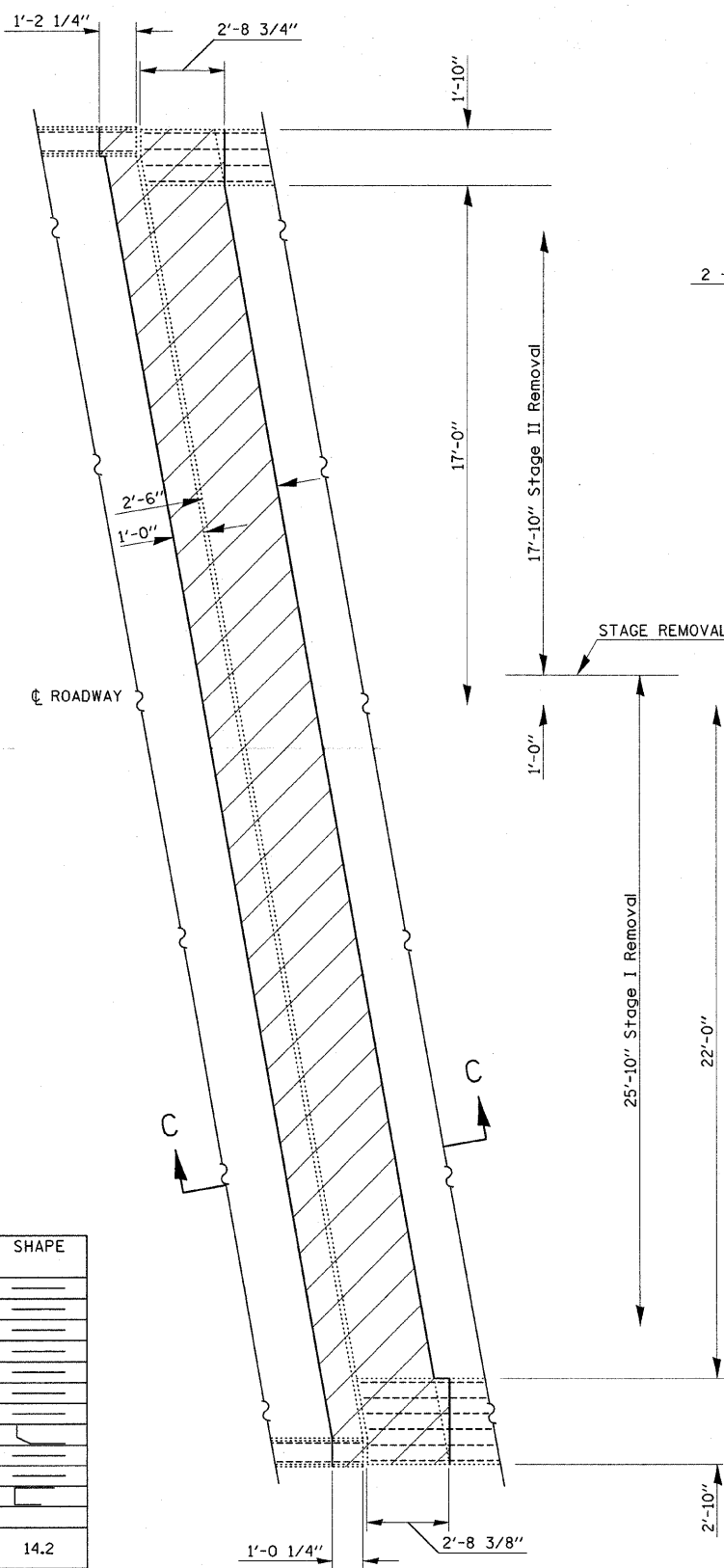


BILL OF MATERIAL

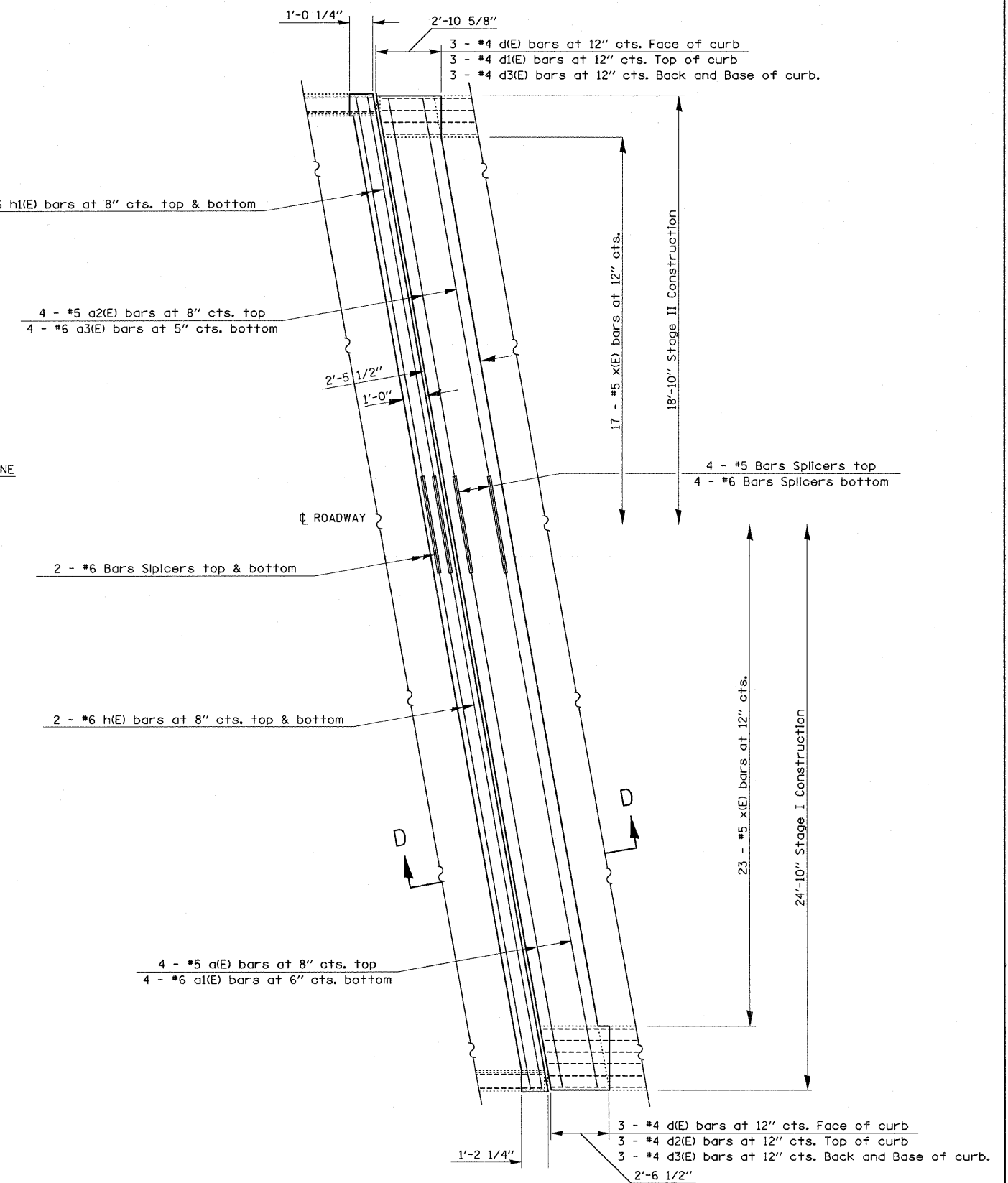
BAR	NUMBER OF BARS		TOTAL	SIZE	LENGTH	SHAPE
	STAGE I	STAGE II				
a(E)	8		8	#5	24' - 11"	—
a1(E)	8		8	#6	24' - 11"	—
a2(E)		8	8	#5	18' - 10"	—
a3(E)		8	8	#6	18' - 10"	—
d(E)	6	6	12	#4	1' - 3"	—
d1(E)	6		6	#4	2' - 6"	—
d2(E)		6	6	#4	1' - 6"	—
d3(E)	6	6	12	#4	4' - 0"	—
h(E)	8		8	#6	24' - 11"	—
h1(E)	8	8	8	#6	18' - 10"	—
x(E)	46	34	80	#5	4' - 9"	—

CONCRETE REMOVAL	CU. YD.	14.2
REINFORCEMENT BARS (EPOXY COATED)	POUND	1880.0
CONCRETE SUPERSTRUCTURE	CU. YD.	14.1

REINFORCEMENT BARS DESIGNATED (E) SHALL BE EPOXY COATED

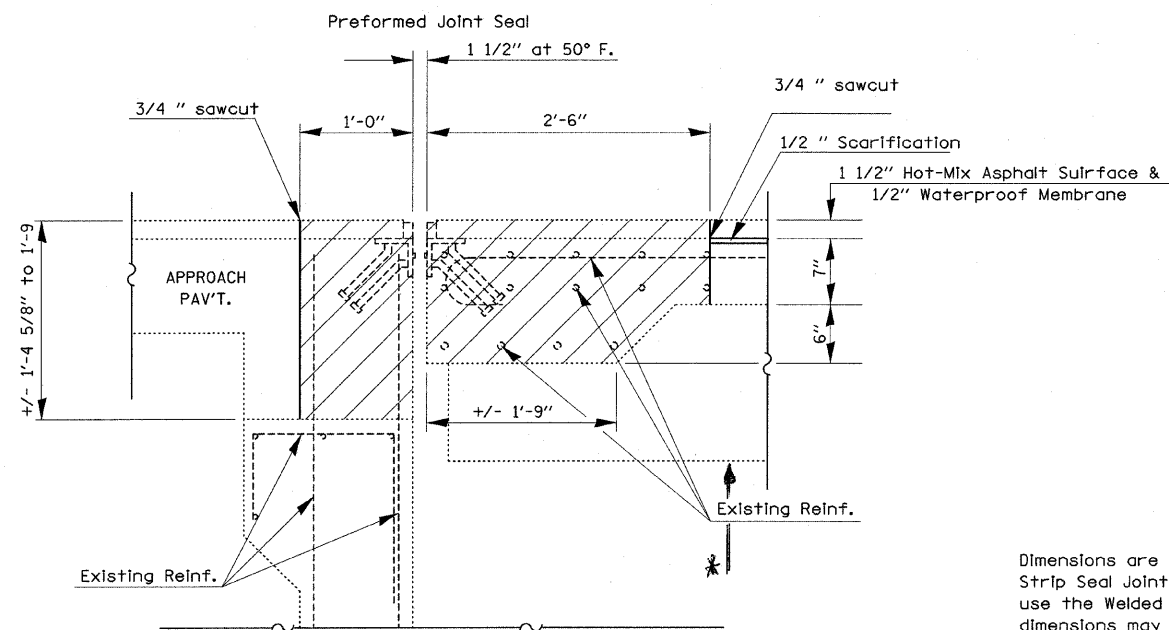


EXISTING PARTIAL PLAN
(West Abutment shown; East Abutment similar)



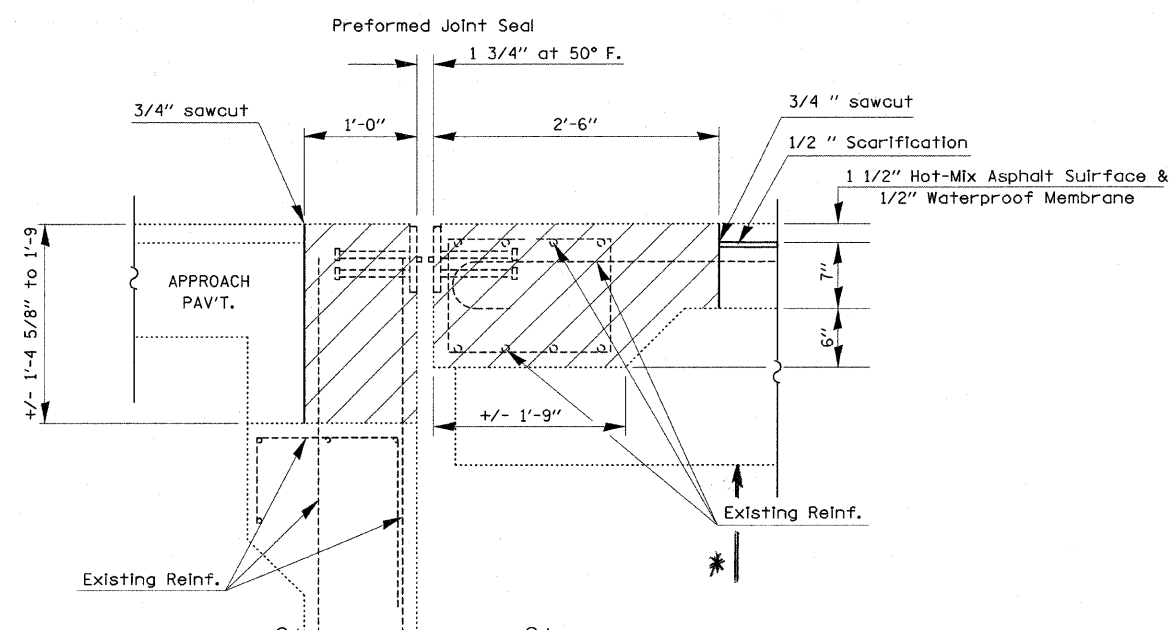
PROPOSED PARTIAL PLAN
(West Abutment shown; East Abutment similar)

For section C-C and D-D,
see sheet 5 of 15.



EXISTING EXPANSION JOINTS AT ABUTMENTS
051-0016

SECTION A-A
(Dimensions at RT L's to end of deck)



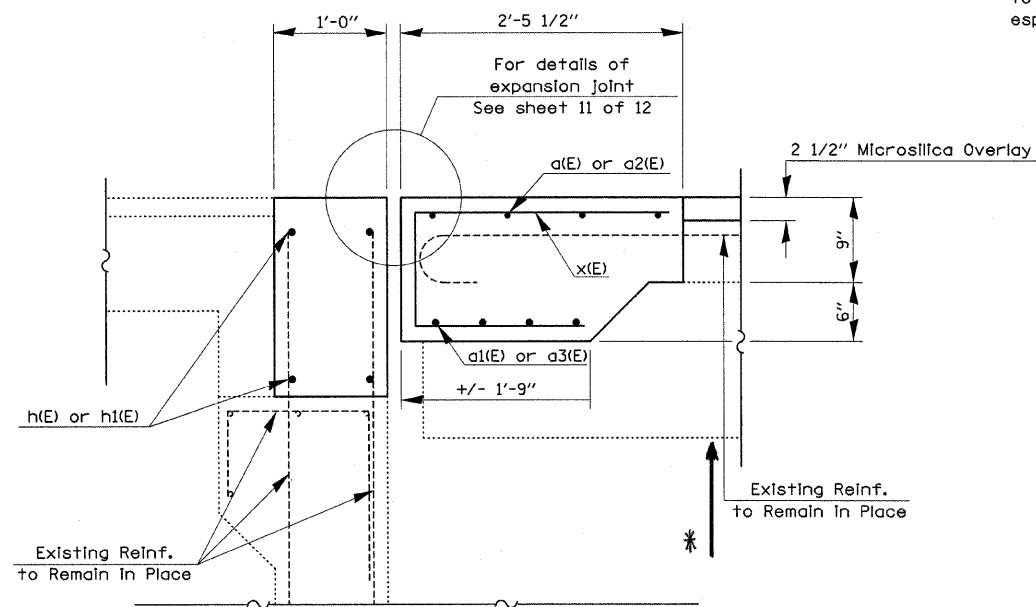
EXISTING EXPANSION JOINTS AT ABUTMENTS
051-0017

SECTION C-C
(Dimensions at RT L's to end of deck)

Dimensions are based on a Rolled Rail Strip Seal Joint. If the contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on Base Sheet EJ-SSJ.

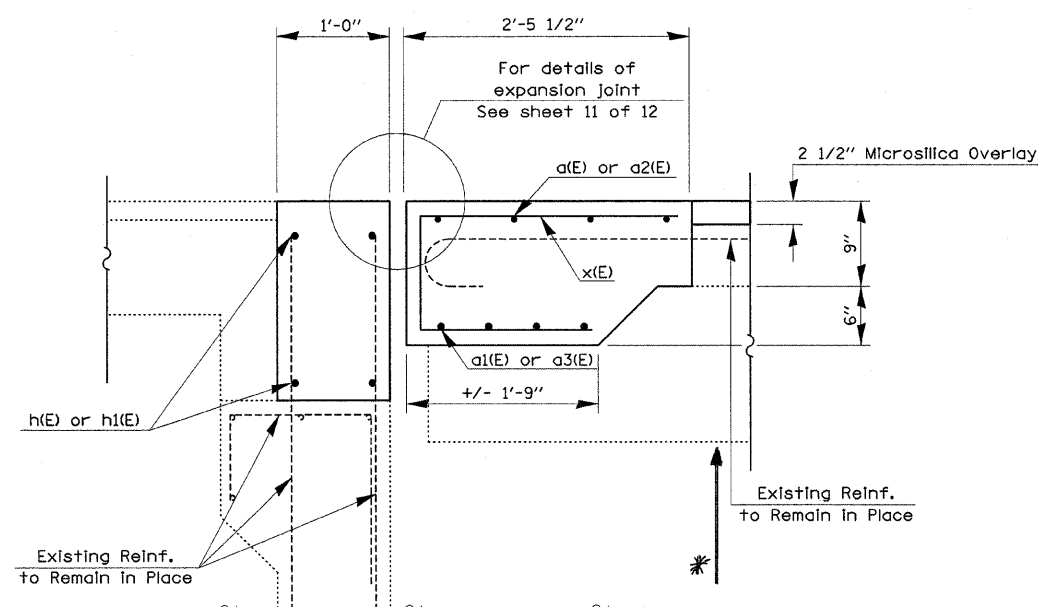
* Jacking and cribbing are required for bearing replacement and expansion joint replacement. Cribbing shall not be removed until bearings are replaced and concrete has cured.

Contractors must ensure that no damage is done to existing reinforcement that is to remain, especially vertical reinforcement on stem of T-girder.



PROPOSED EXPANSION JOINTS AT ABUTMENTS
051-0016

SECTION B-B
(Dimensions at RT L's to end of deck)

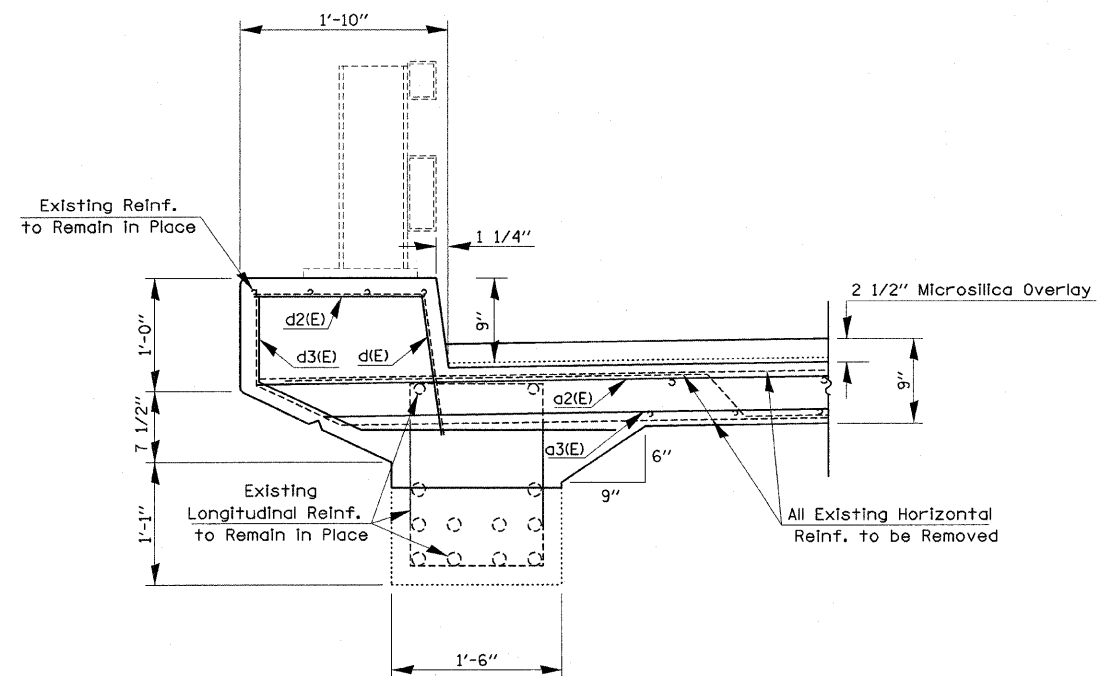


PROPOSED EXPANSION JOINTS AT ABUTMENTS
051-0017

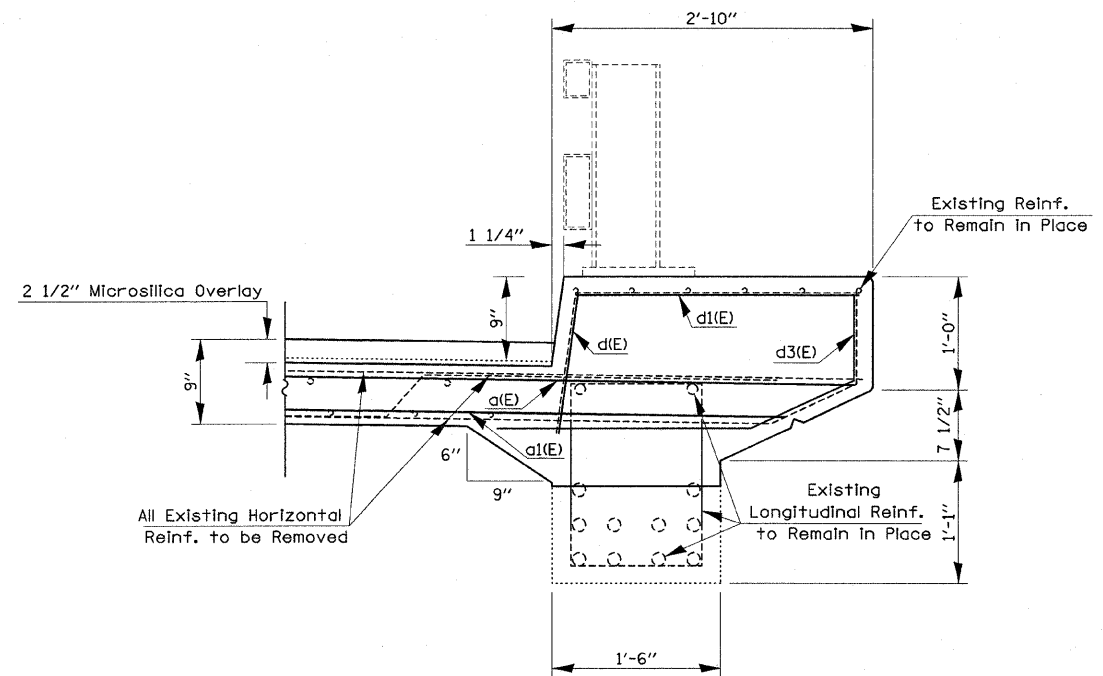
SECTION D-D
(Dimensions at RT L's to end of deck)

- Existing Reinforcement
- Proposed Reinforcement

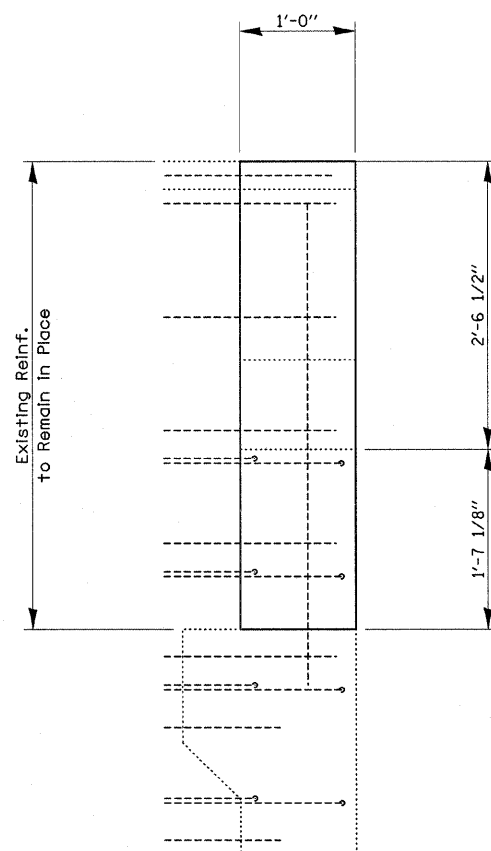
FILE NAME =	USER NAME = swartzrw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXPANSION JOINT REPLACEMENT DETAILS SN. 051-0016 (WB) & SN 051-0017 (EB)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
as:\pw_work\PIWIDOT\SWARTZRW\dms50697\sh	plan_74308.dgn	DRAWN -	REVISED -			327	(51-23-1, 51-24)RS-1	LAWRENCE	47	37	
	PLOT SCALE = 20,0000 ' / IN.	CHECKED -	REVISED -			SCALE: N/A		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74308	
	PLOT DATE = 10/14/2008	DATE -	REVISED -			SHEET NO. 5 OF 15 SHEETS				TO STA.	



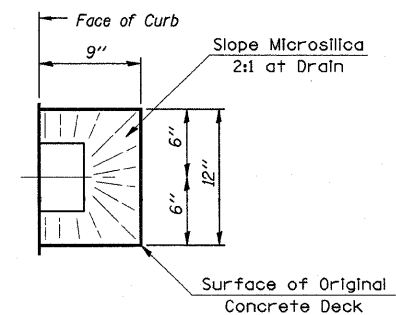
SECTION THRU CURB



SECTION THRU CURB

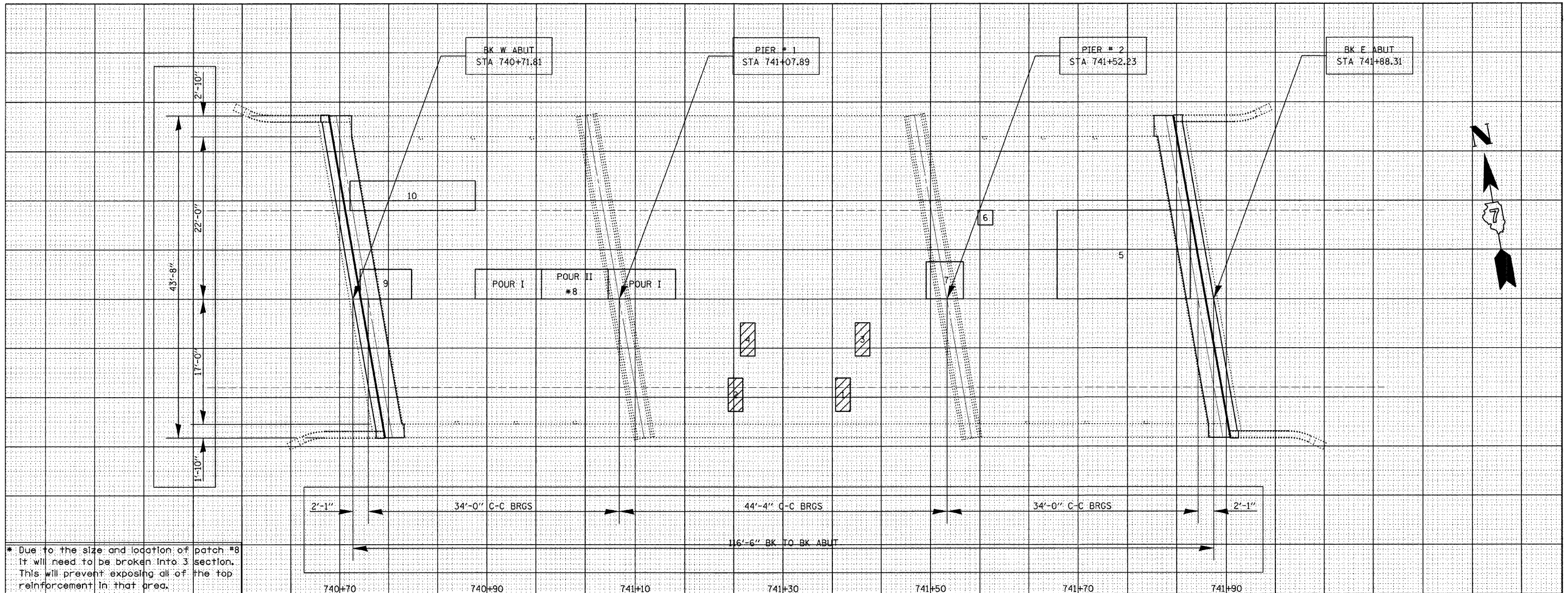


WINGWALL DETAIL



TOP PLAN DRAIN

FILE NAME =	USER NAME = swartzw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WINGWALL & CURB REPLACEMENT DETAILS SN 051-0016 (WB) & SN 051-0017 (EB)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\PW\DOT\SWARTZRW\dms50697\shplan.74308.dgn	DRAWN -	REVISED -	327			(51-23-1, 51-24)RS-1	LAWRENCE	47	38	
PLOT SCALE = 20,0000 1 / IN.	CHECKED -	REVISED -	CONTRACT NO. 74308							
PLOT DATE = 10/14/2008	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE: N/A	SHEET NO. 6	OF 15 SHEETS	STA.	TO STA.	SHEET NO. 6



* Due to the size and location of patch #8 it will need to be broken into 3 sections. This will prevent exposing all of the top reinforcement in that area.

PATCH NO.	SIZE	DECK SLAB REPAIR (PART DEPTH)		DECK SLAB REPAIR (FD TY 1)	DECK SLAB REPAIR (FD TY 2)
		SO	YD		
1	2.0' X 4.5'				1.0
2	2.0' X 4.5'				1.0
3	2.0' X 4.5'				1.0
4	2.0' X 4.5'				1.0
5	12.0' X 18.0'	24.0			
6	2.0' X 2.0'	0.4			
7	5.0' X 5.0'	2.8			
* 8	4.0' X 27.0'	12.0			
9	4.0' X 7.0'	3.1			
10	4.0' X 17.0'	7.6			

THE SIZES SHOWN GRAPHICALLY ABOVE ARE APPROXIMATE. SEE THIS TABLE FOR ACTUAL SIZES.

PATCHING LEGEND

PARTIAL DEPTH

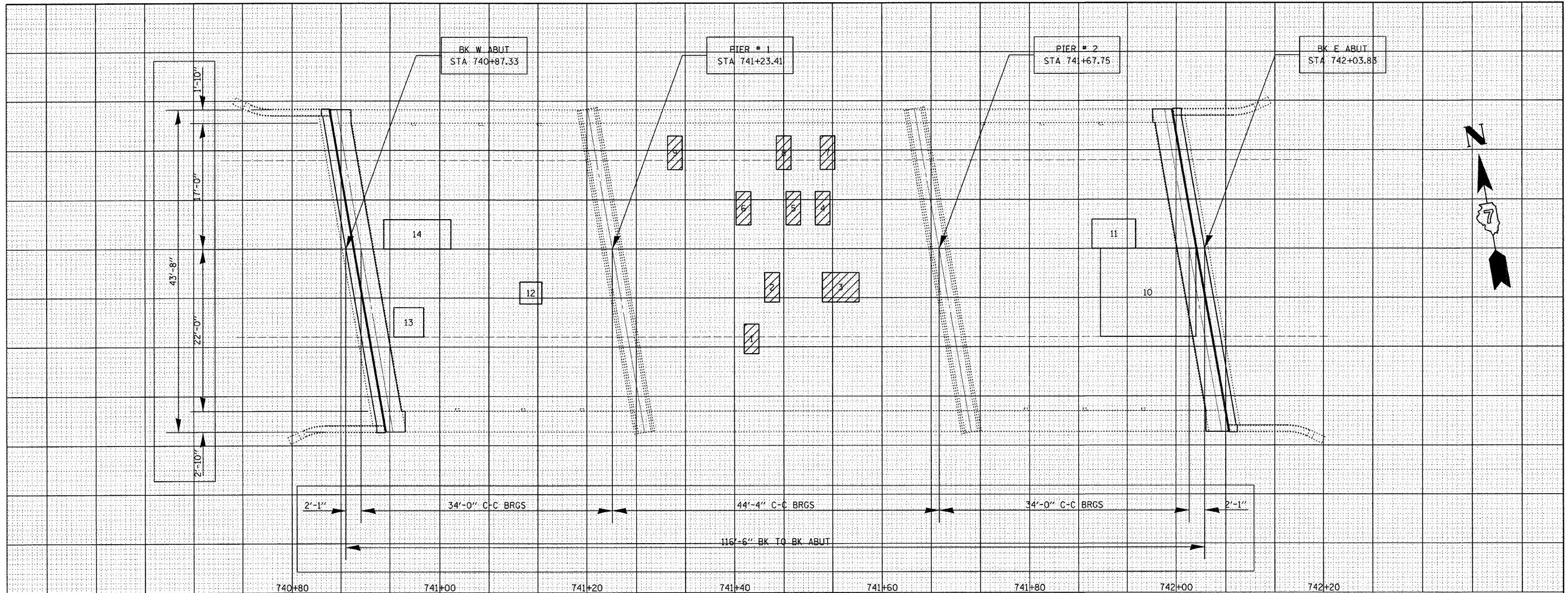
FULL DEPTH

DATE OF SURVEY: MAY 2008
 SURVEY BY:
 M. ALLEN & K. THOELE
 METHOD OF SURVEY: VISUAL

BRIDGE DECK PATCHING
 LAWRENCE COUNTY
 FAP-327WB (US-50)
 FEATURE CROSSED FAS 1827
 LAWRENCEVILLE- VINCENNES
 AIRPORT ROAD
 SN 051-0016

SHEET NO. 7
 15 SHEETS

016



PATCH NO.	SIZE	DECK SLAB REPAIR (PART DEPTH)		
		SO	YD	
1	2.0' X 4.0'			0.9
2	2.0' X 4.0'			0.9
3	5.0' X 4.0'			2.2
4	2.0' X 4.5'			1.0
5	2.0' X 4.5'			1.0
6	2.0' X 4.5'			1.0
7	2.0' X 4.5'			1.0
8	2.0' X 4.5'			1.0
9	2.0' X 4.5'			1.0
10	13.0' X 12.0'	17.3		
11	6.0' X 4.0'	2.7		
12	3.0' X 3.0'	1.0		
13	4.0' X 4.0'	1.8		
14	9.0' X 4.0'	4.0		

THE SIZES SHOWN GRAPHICALLY ABOVE ARE APPROXIMATE. SEE THIS TABLE FOR ACTUAL SIZES.

PATCHING LEGEND

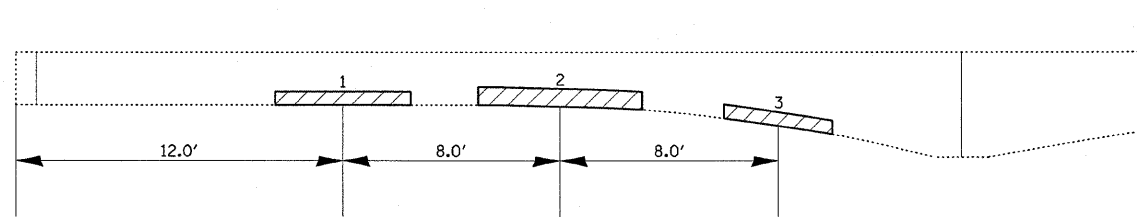
PARTIAL DEPTH

FULL DEPTH

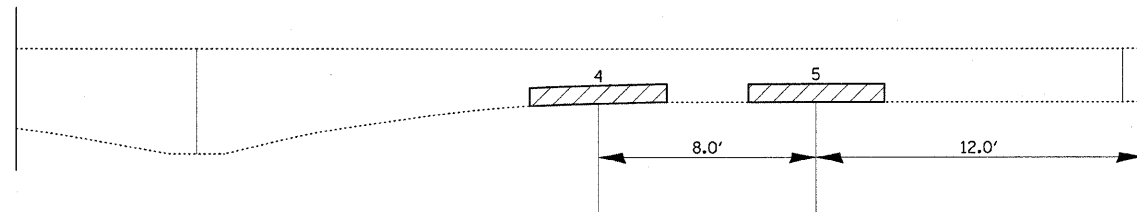
DATE OF SURVEY: MAY 2008
 SURVEY BY:
 M. ALLEN & K. THOELE
 METHOD OF SURVEY: VISUAL

BRIDGE DECK PATCHING
 LAWRENCE COUNTY
 FAP-327WB (US-50)
 FEATURE CROSSED FAS 1827
 LAWRENCEVILLE- VINCENNES
 AIRPORT ROAD
 SN 051-0017

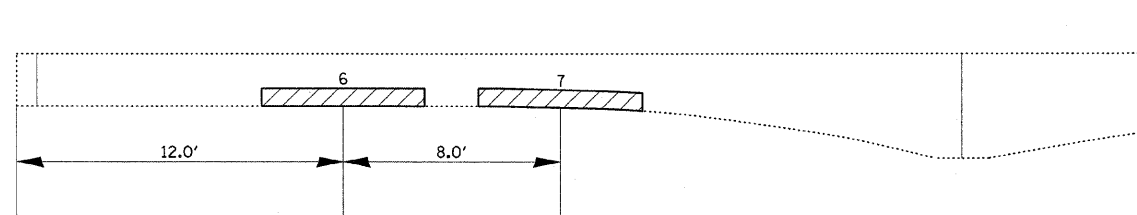
SHEET NO. 8
15 SHEETS



051-0016 SOUTH OUTSIDE FACIA BEAM
WEST ABUTMENT (LOOKING NORTH)



051-0016 SOUTH OUTSIDE FACIA BEAM
EAST ABUTMENT (LOOKING NORTH)

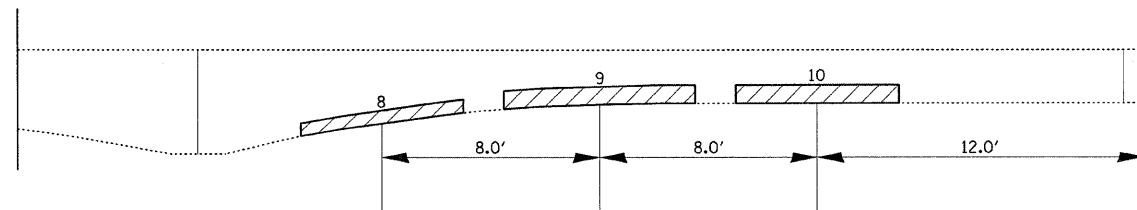


051-0016 SOUTH INSIDE FACIA BEAM
EAST ABUTMENT (LOOKING SOUTH)

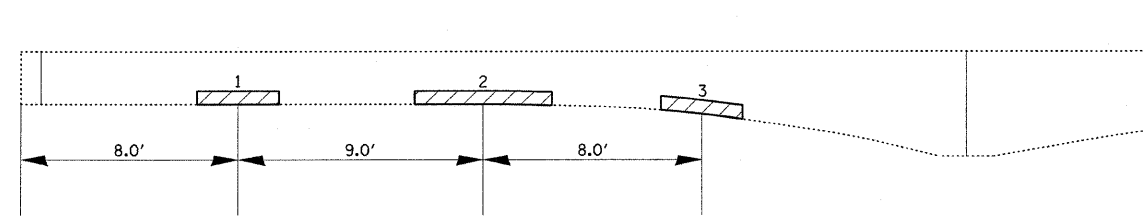
Structural Repair of Concrete <5"

STRUCTURAL REPAIR

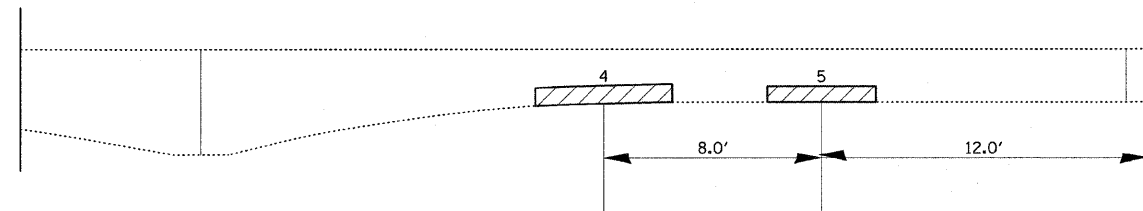
PATCH NUMBER	DIMENSIONS	AREA SQ. FT.
1	5' X 6"	2.5
2	6' X 8"	4.0
3	4' X 6"	2.0
4	5' X 8"	3.3
5	5' X 8"	3.3
6	6' X 8"	4.0
7	6' X 8"	4.0
8	6' X 6"	3.0
9	7' X 8"	4.7
10	6' X 8"	4.0
TOTAL		34.8



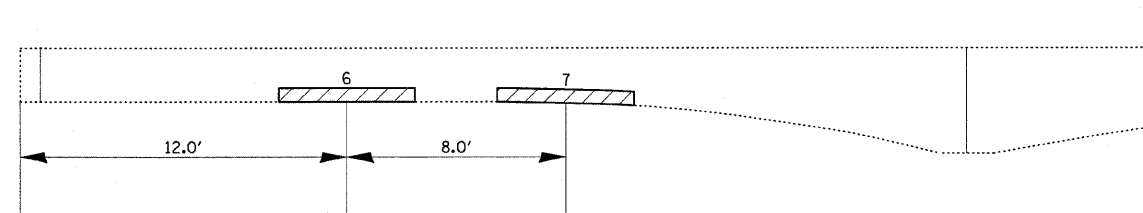
051-0016 SOUTH INSIDE FACIA BEAM
WEST ABUTMENT (LOOKING SOUTH)



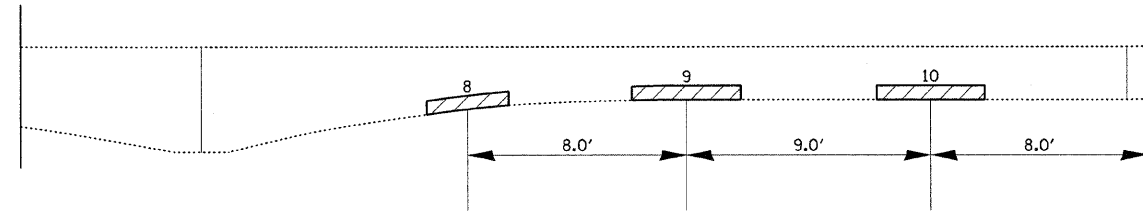
051-0017 NORTH OUTSIDE FACIA BEAM
EAST ABUTMENT (LOOKING SOUTH)



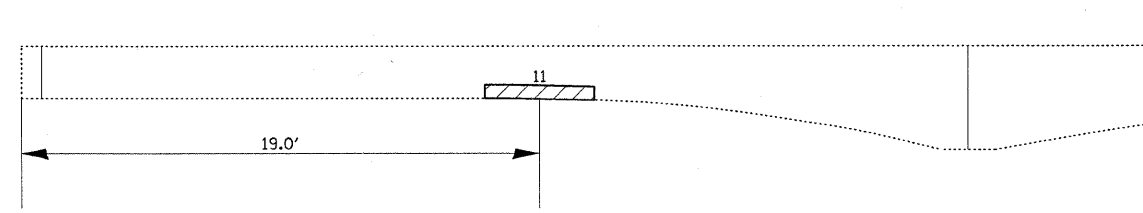
051-0017 NORTH OUTSIDE FACIA BEAM
WEST ABUTMENT (LOOKING SOUTH)



051-0017 NORTH INSIDE FACIA BEAM
WEST ABUTMENT (LOOKING NORTH)



051-0017 NORTH INSIDE FACIA BEAM
EAST ABUTMENT (LOOKING NORTH)



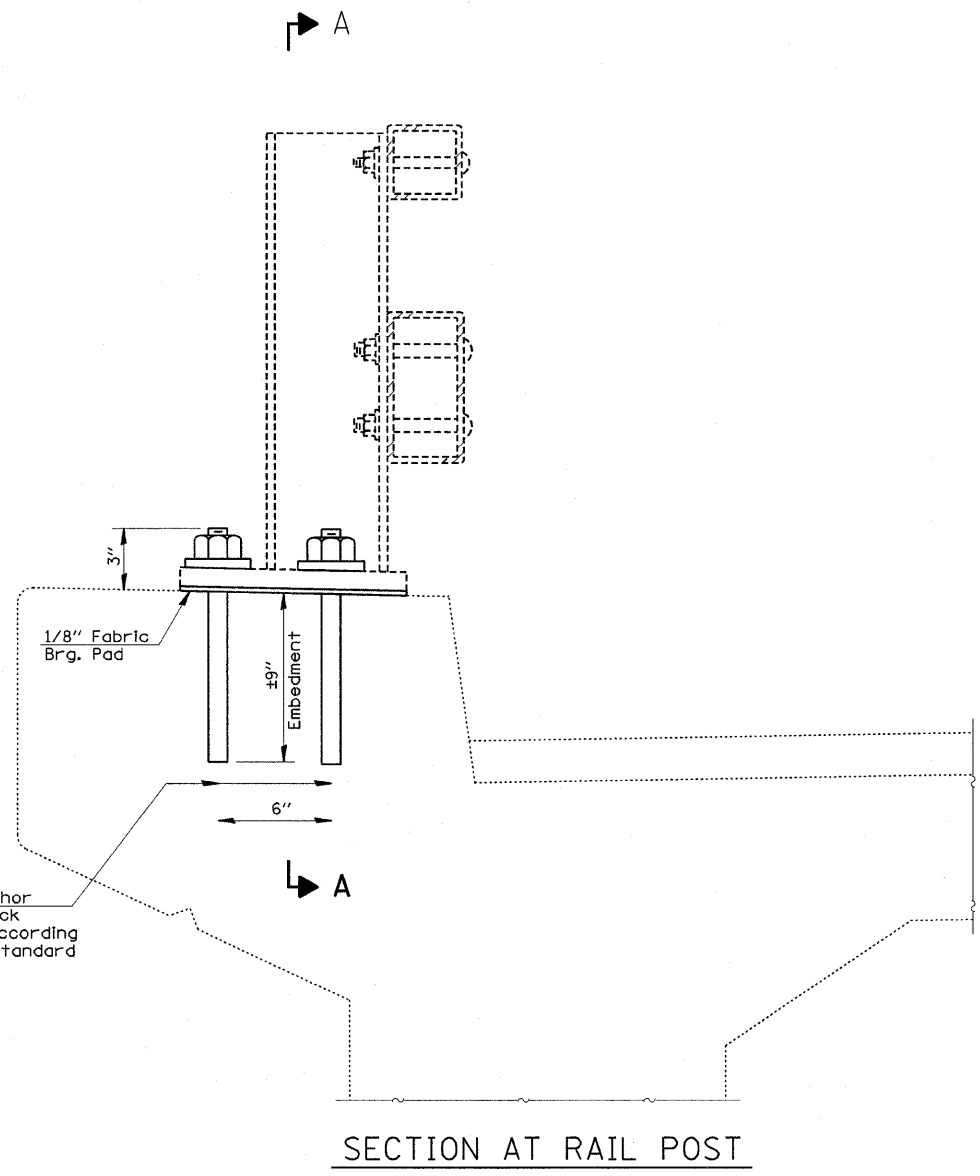
051-0017 SOUTH INSIDE FACIA BEAM
EAST ABUTMENT (LOOKING SOUTH)

Structural Repair of Concrete <5'

STRUCTURAL REPAIR

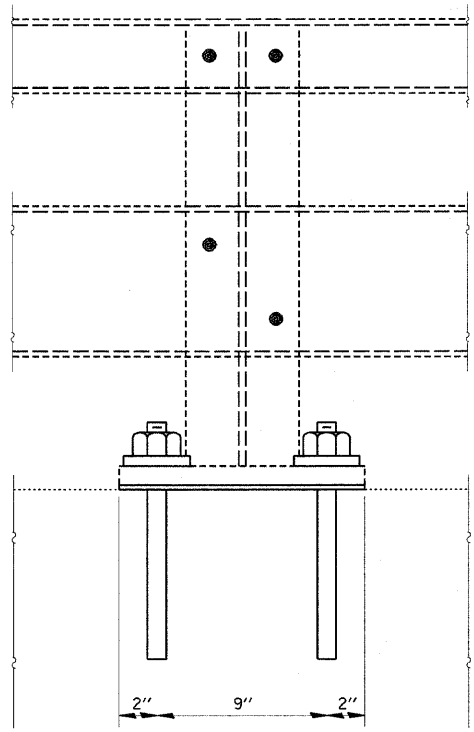
PATCH NUMBER	DIMENSIONS	AREA SQ. FT.
1	3' X 6"	1.5
2	5' X 6"	2.5
3	3' X 6"	1.5
4	5' X 8"	3.3
5	4' X 7"	2.3
6	5' X 6"	2.5
7	5' X 6"	2.5
8	3' X 6"	1.5
9	4' X 6"	2.0
10	4' X 6"	2.0
11	4' X 6"	2.0
TOTAL		23.6

SHEET NO. 10
15 SHEETS

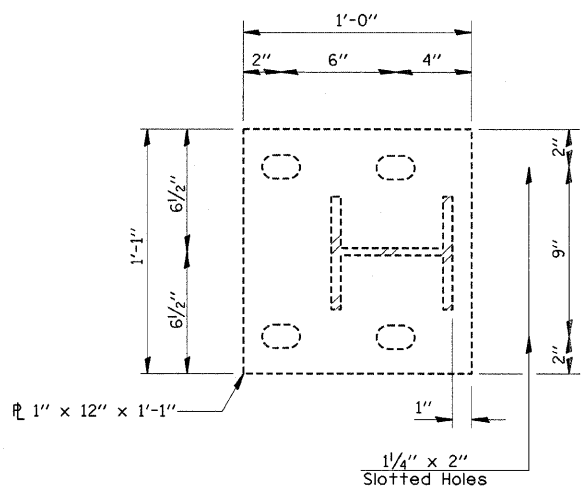


4 - 1" \emptyset H.S. Threaded Anchor
Rods with hex nuts and lock
washers, drilled and set according
to Article 509.06 of the Standard
Specifications.

SECTION AT RAIL POST



SECTION A-A

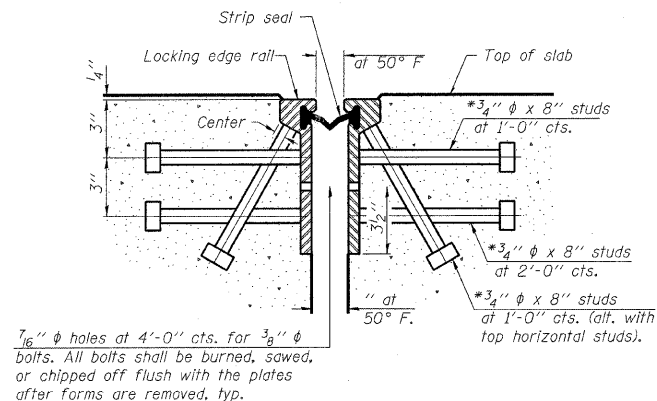


BASE PLATE DETAIL
FOR INFORMATION ONLY

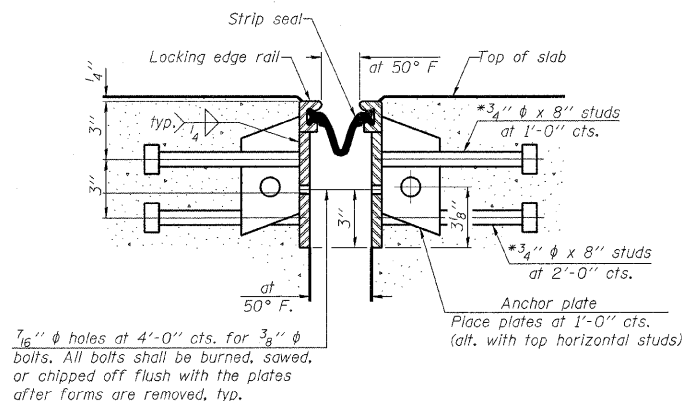
FILE NAME =	USER NAME = swartzrn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	RAIL SUPPORT POST DETAIL SN 025-0030		F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT SCALE = 20,0000 ' / IN.	CHECKED -	REVISED -		CONTRACT NO. 74308						
	PLOT DATE = 10/14/2008	DATE -	REVISED -		SCALE: N/A	SHEET NO. 11 OF 15 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	

SHEET NO. 11
15 SHEETS

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



SECTION THRU ROLLED RAIL JOINT

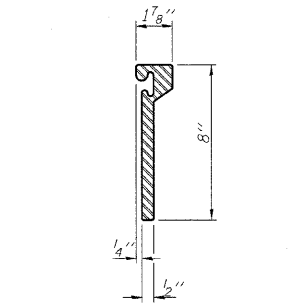


SECTION THRU WELDED RAIL JOINT

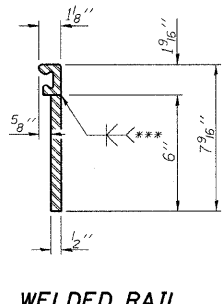
Notes:
The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches. The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.
The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

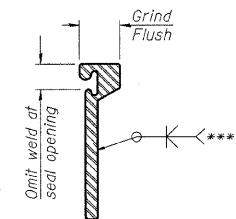
7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.



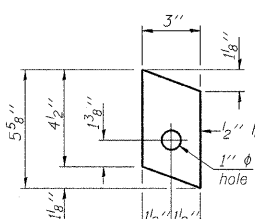
ROLLED EXTRUDED RAIL



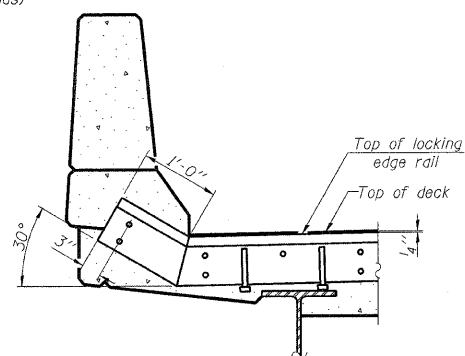
WELDED RAIL



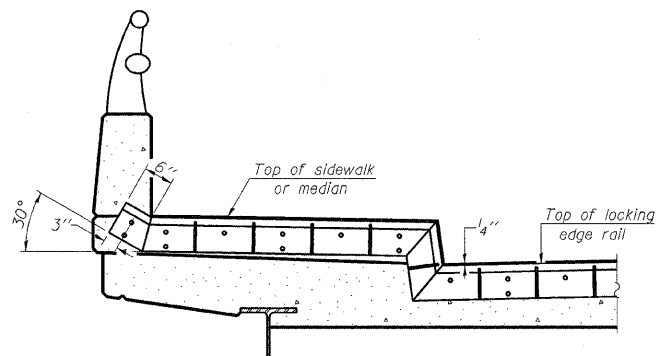
***Back gouge not required if complete joint penetration is verified by mock-up.



ANCHOR PLATE
(for welded rail)



AT PARAPET



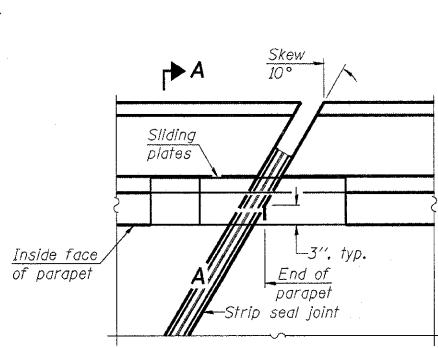
AT SIDEWALK OR MEDIAN

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

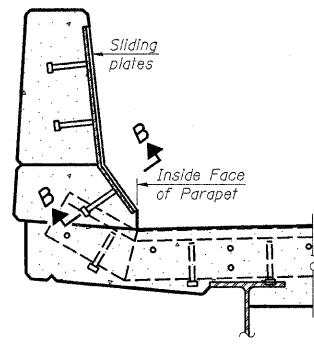
LOCKING EDGE RAILS

LOCKING EDGE RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.



PLAN

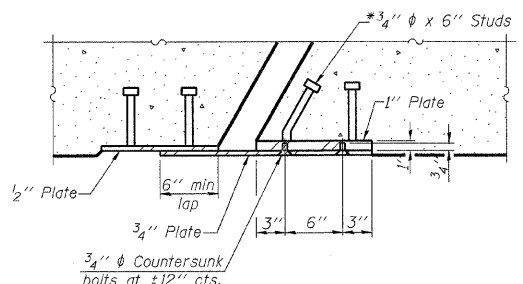


SECTION A-A

POINT BLOCK DETAILS

(for skews > 30°)

TYPICAL END TREATMENTS



SECTION B-B

BILL OF MATERIAL

SN	Item	Unit	Total
051-0016	Preformed Joint Strip Seal	Foot	89'-0"
051-0017	Preformed Joint Strip Seal	Foot	89'-0"

PREFORMED JOINT STRIP SEAL
STRUCTURE NO.

EJ-SSJ 5-16-08

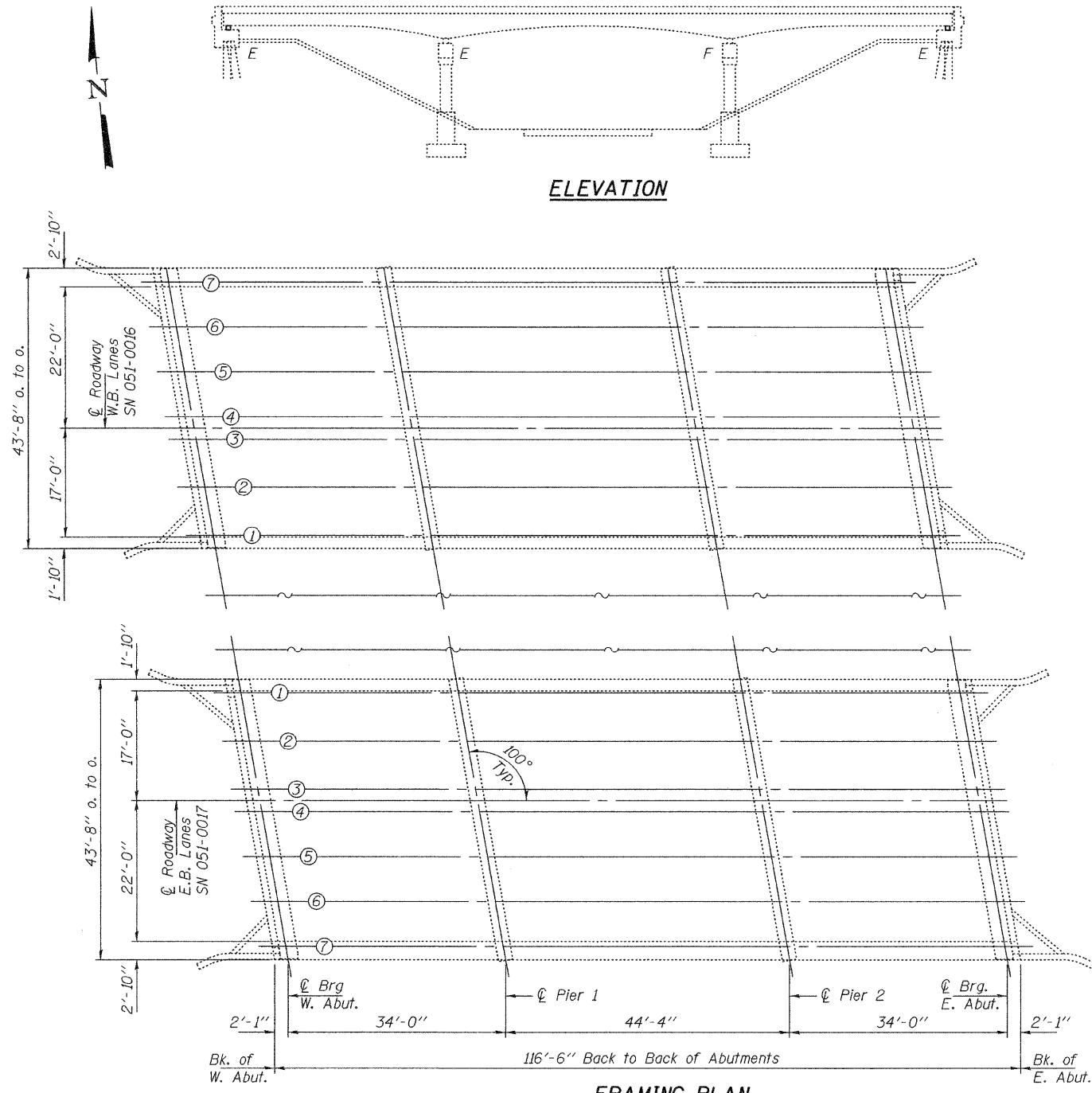
SHEET NO. 12
15 SHEETS

FILE NAME =	USER NAME = swartzrw	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PREFORMED JOINT STRIP SEAL STRUCTURE NO. (051-0016 & 0017)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
0:\pwork\PIWIDOT\SWARTZRW\dms58697\sh	plan_74308.dgn	DRAWN -	REVISED -			327	(51-23-1, 51-24)RS-1	LAWRENCE	47	44	
	PLOT SCALE = 20,0000 "/ IN.	CHECKED -	REVISED -			SCALE: N/A		SHEET NO. 12 OF 15 SHEETS		STA.	TO STA.
	PLOT DATE = 10/14/2008	DATE -	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 74308	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1
FAP 327	*	LAWRENCE	47	46	2 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract Number: 74308
* (51-23-1, 51-24) RS-1



ELEVATION

FRAMING PLAN

Remove and Replace Bearings at Abutments

NOTES

All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.
Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.
Existing structural steel that will be in contact with new structural steel shall be cleaned and painted prior to erection as required by the Special Provision "Cleaning and Painting Contact Surface Areas of Existing Steel Structures".
All structural steel shall be shop painted with the inorganic zinc rich primer per AASHTO M300, Type 1. Cost included with Furnishing and Erecting Structural Steel.

BILL OF MATERIAL

ITEM	UNIT	TOTAL
Furnishing & Erecting Structural Steel	Pound	3460
Elastomeric Bearing Assembly, Type I	Each	28
Jack and Remove Existing Bearings	Each	28
Anchor Bolts, 1"φ	Each	56

DESIGNED	<i>[Signature]</i>
CHECKED	<i>[Signature]</i>
DRAWN	Kyle M. Steffen
CHECKED	<i>[Signature]</i>

NOVEMBER 14, 2008
EXAMINED *[Signature]*
ENGINEER OF STRUCTURAL SERVICES
PASSED *[Signature]*
ENGINEER OF BRIDGES AND STRUCTURES



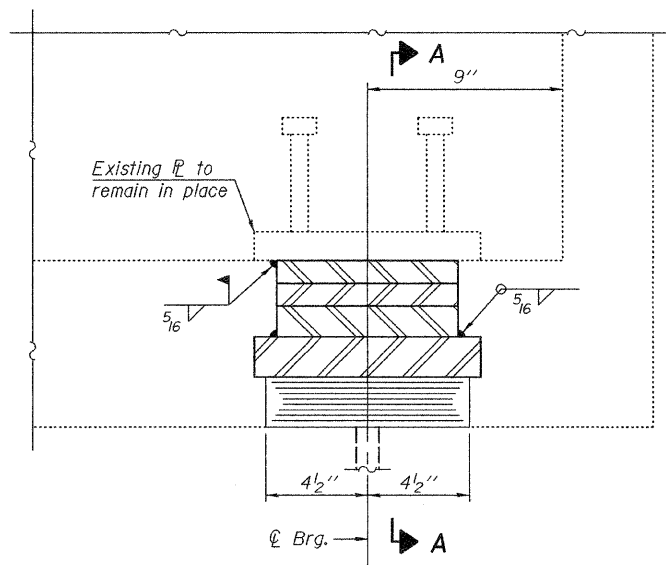
Expires: November 30, 2010

**BEARING REPLACEMENT
PLAN & ELEVATION
F.A.P. ROUTE 327 (US 50)
LAWRENCE COUNTY
SN 051-0016 (WB) & 0017 (EB)**

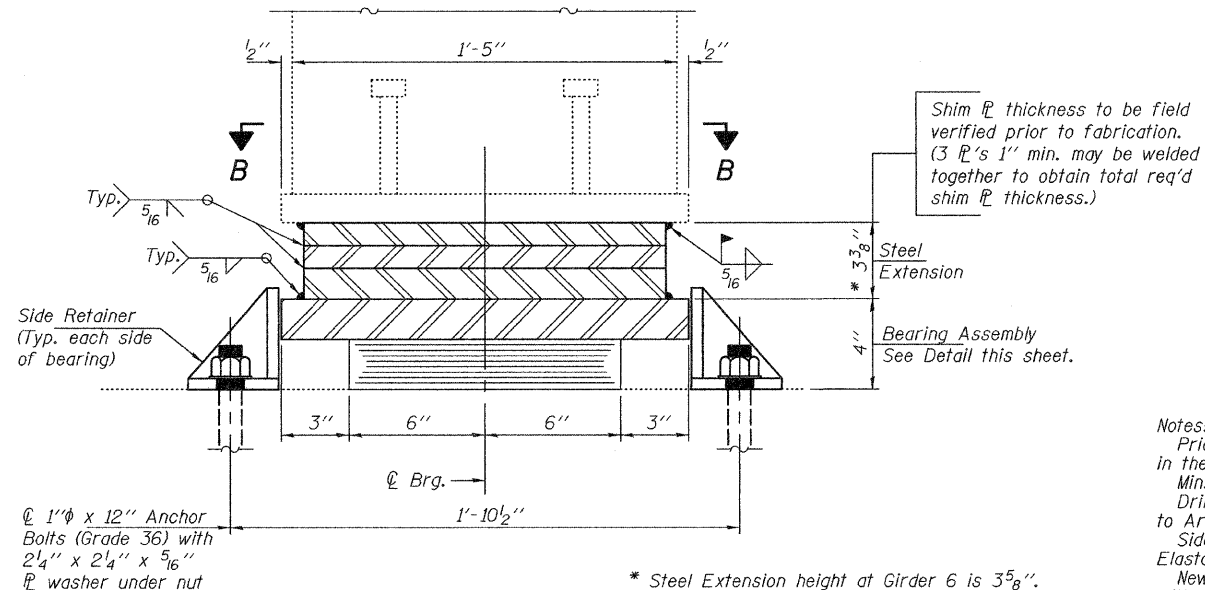
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEETS	SHEET	SHEET NO. 2 2 SHEETS
FAP 327	*	LAWRENCE	47	47	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract Number: 74308
* (51-23-1, 51-24) RS-1



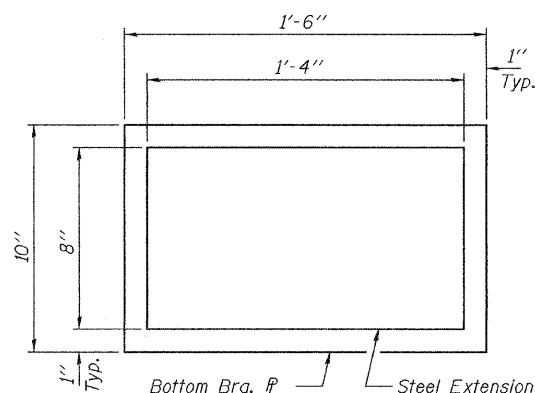
ELEVATION AT ABUTMENT



SECTION A-A

Notes:
Prior to ordering any material, the Contractor shall verify in the field all bearing height and shim thickness dimensions. Min. jack capacity = 30 Tons.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Side Retainers shall be included in the cost of Elastomeric Bearing Assembly, Type I.
New steel extensions and shim plates are included with Furnishing and Erecting Structural Steel.
Anchor bolts shall be ASTM F1554 all thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

* Steel Extension height at Girder 6 is 3⁵/₈".

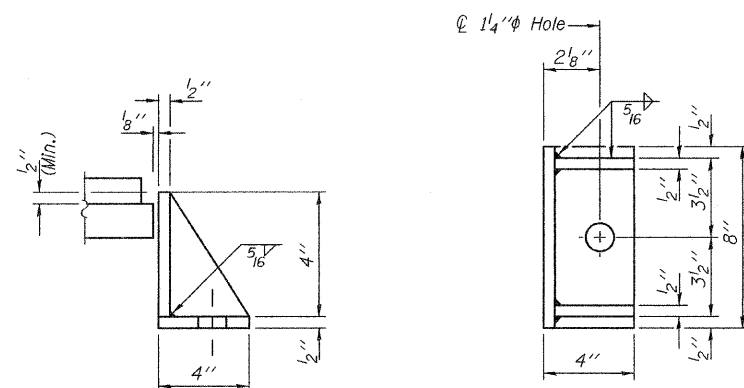


VIEW B-B

Side Retainers and existing R not shown for clarity.

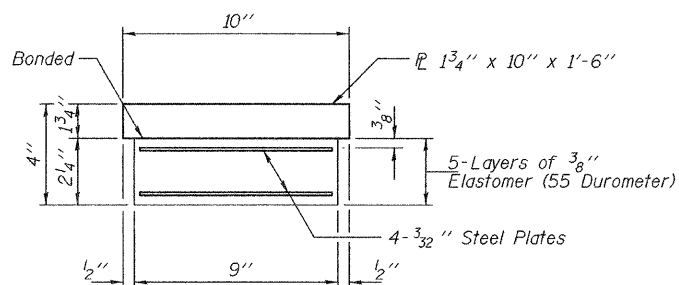
BEAM REACTIONS

R _φ	(K)	16.2
R _±	(K)	30.3
Imp.	(K)	9.1
R (Total)	(K)	55.6



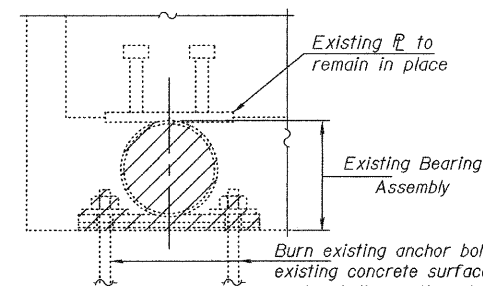
SIDE RETAINER

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



BEARING ASSEMBLY

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



EXISTING BEARING REMOVAL DETAIL

Cost included with Jack and Remove Existing Bearings.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	28
Jack and Remove Existing Bearings	Each	28
Furnishing and Erecting Structural Steel	Pound	3460
Anchor Bolts, 1"φ	Each	56

BEARING REPLACEMENT DETAILS

F.A.P. ROUTE 327 (US 50)

LAWRENCE COUNTY

SN 051-0016 (WB) & 0017 (EB)

DESIGNED	AJB
CHECKED	GGE
DRAWN	Kyle M. Steffen
CHECKED	AJB GGE

NOVEMBER 14, 2008
EXAMINED *A. Carl Honey*
ENGINEER OF STRUCTURAL SERVICES
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES