

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	12&13WRS-4	WILL	608	65
STA. 569+00 TO STA. 584+00		FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT		

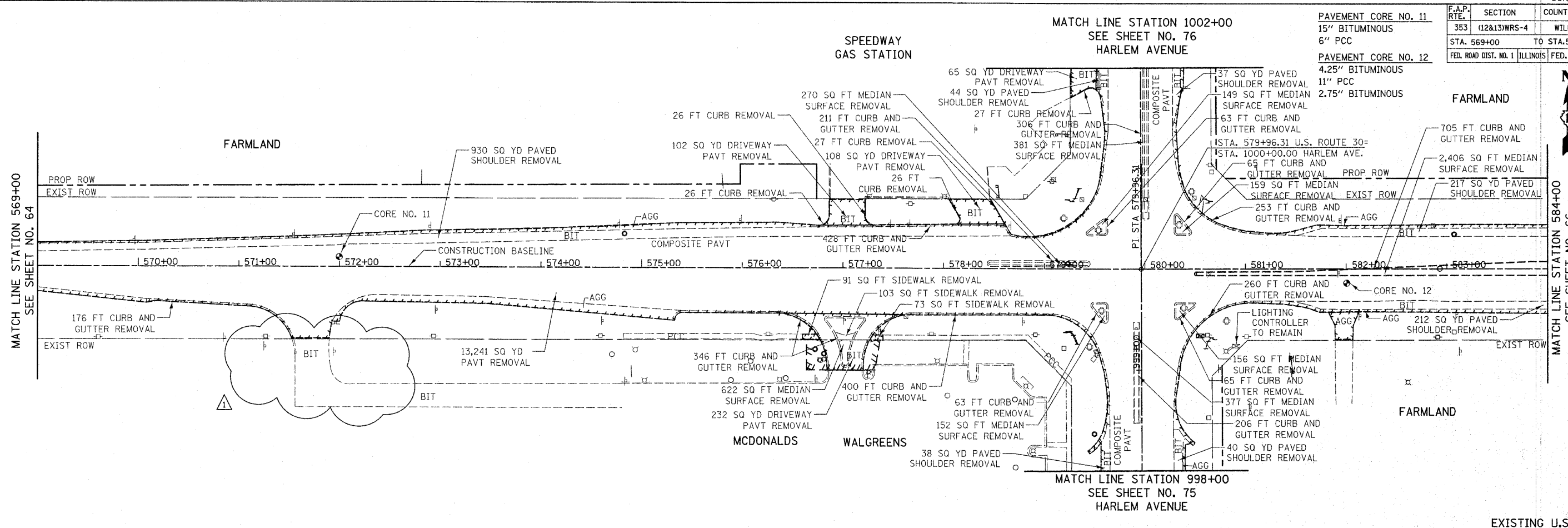
PAVEMENT CORE NO. 11
15" BITUMINOUS
6" PCC

PAVEMENT CORE NO. 12
4.25" BITUMINOUS
2.75" BITUMINOUS

MATCH LINE STATION 1002+00
SEE SHEET NO. 76
HARLEM AVENUE

SPEEDWAY
GAS STATION

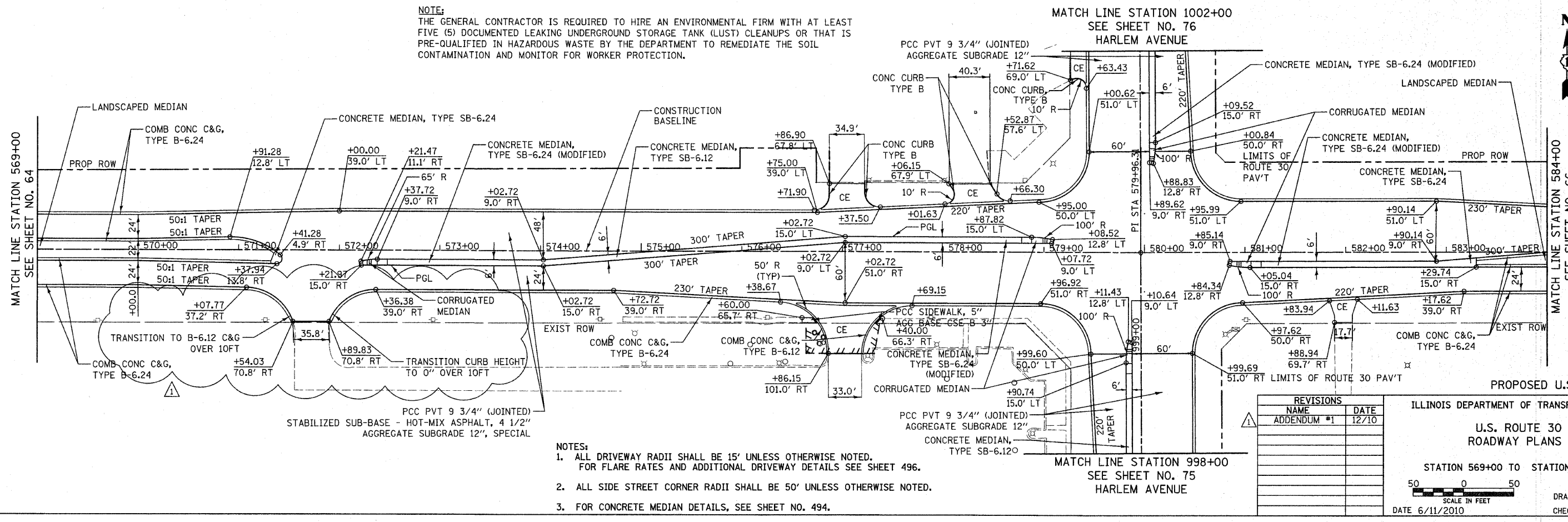
FARMLAND



EXISTING U.S. ROUTE 30

NOTE:
THE GENERAL CONTRACTOR IS REQUIRED TO HIRE AN ENVIRONMENTAL FIRM WITH AT LEAST FIVE (5) DOCUMENTED LEAKING UNDERGROUND STORAGE TANK (LUST) CLEANUPS OR THAT IS PRE-QUALIFIED IN HAZARDOUS WASTE BY THE DEPARTMENT TO REMEDIATE THE SOIL CONTAMINATION AND MONITOR FOR WORKER PROTECTION.

MATCH LINE STATION 1002+00
SEE SHEET NO. 76
HARLEM AVENUE



PROPOSED U.S. ROUTE 30

- NOTES:**
1. ALL DRIVEWAY RADII SHALL BE 15' UNLESS OTHERWISE NOTED. FOR FLARE RATES AND ADDITIONAL DRIVEWAY DETAILS SEE SHEET 496.
 2. ALL SIDE STREET CORNER RADII SHALL BE 50' UNLESS OTHERWISE NOTED.
 3. FOR CONCRETE MEDIAN DETAILS, SEE SHEET NO. 494.

REVISIONS	
NAME	DATE
ADDENDUM #1	12/10

ILLINOIS DEPARTMENT OF TRANSPORTATION

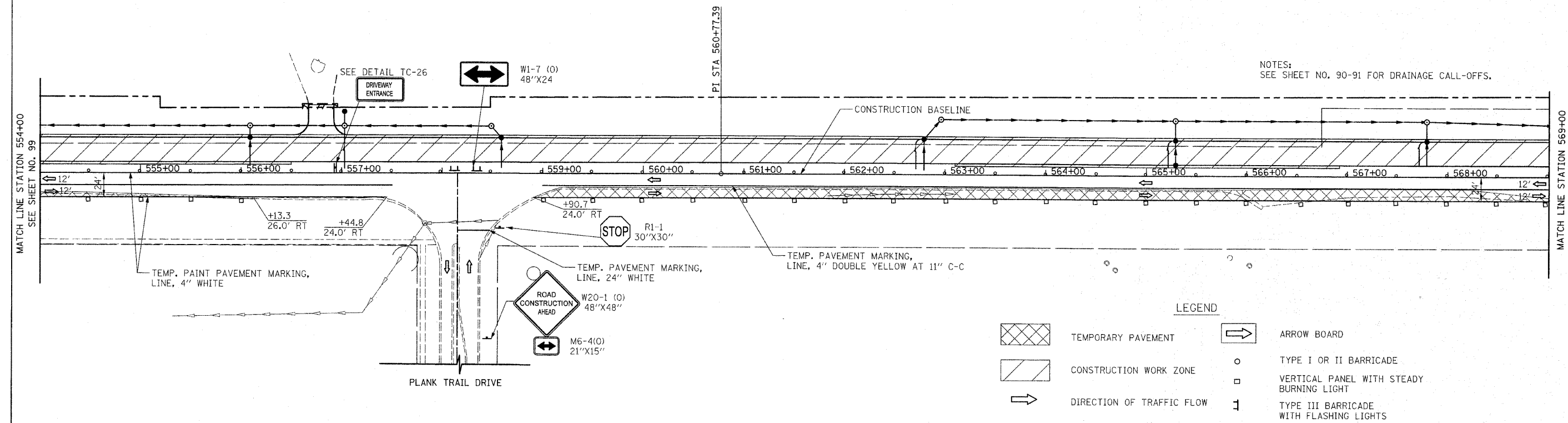
**U.S. ROUTE 30
ROADWAY PLANS**

STATION 569+00 TO STATION 584+00

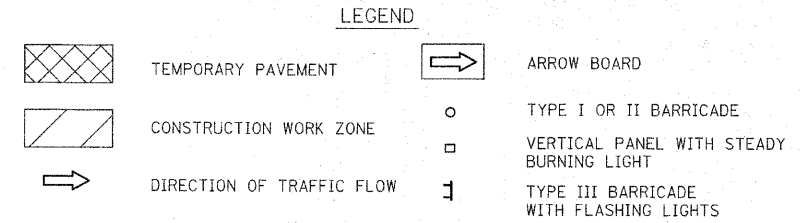
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SCALE IN FEET

DATE 6/11/2010

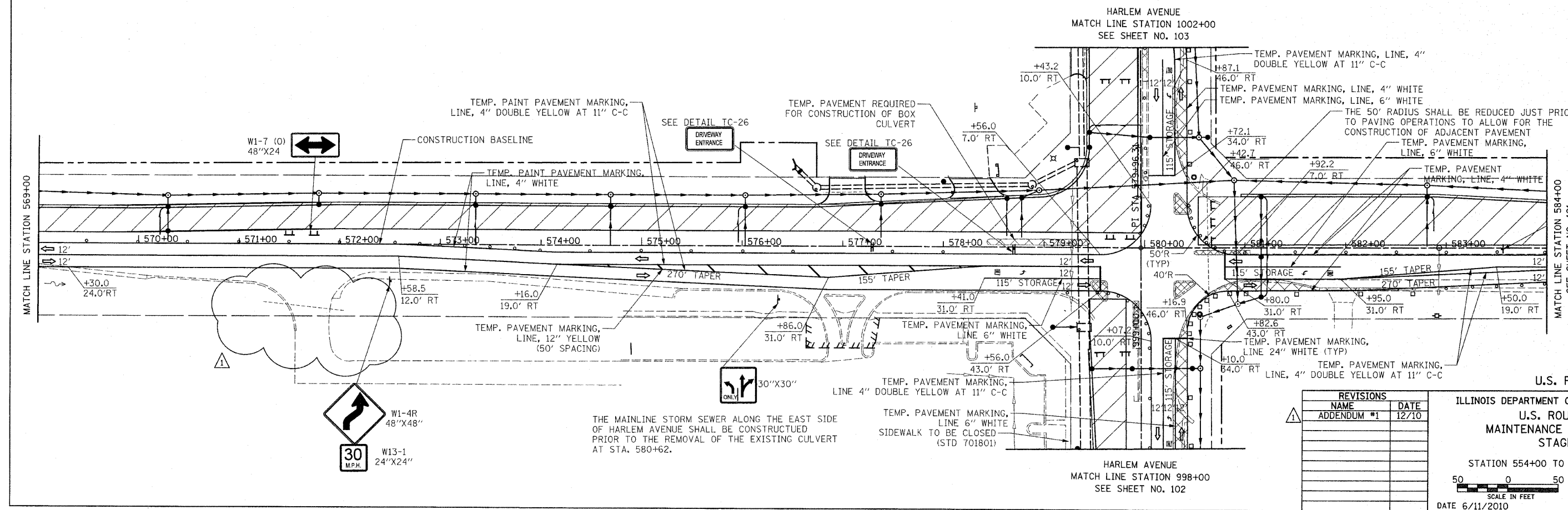
DRAWN BY DJK
CHECKED BY JRV



NOTES:
 SEE SHEET NO. 90-91 FOR DRAINAGE CALL-OFFS.



U.S. ROUTE 30



HARLEM AVENUE
 MATCH LINE STATION 1002+00
 SEE SHEET NO. 103

HARLEM AVENUE
 MATCH LINE STATION 998+00
 SEE SHEET NO. 102

REVISIONS

NAME	DATE
ADDENDUM #1	12/10

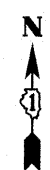
ILLINOIS DEPARTMENT OF TRANSPORTATION
 U.S. ROUTE 30
 MAINTENANCE OF TRAFFIC
 STAGE 1

STATION 554+00 TO STATION 584+00

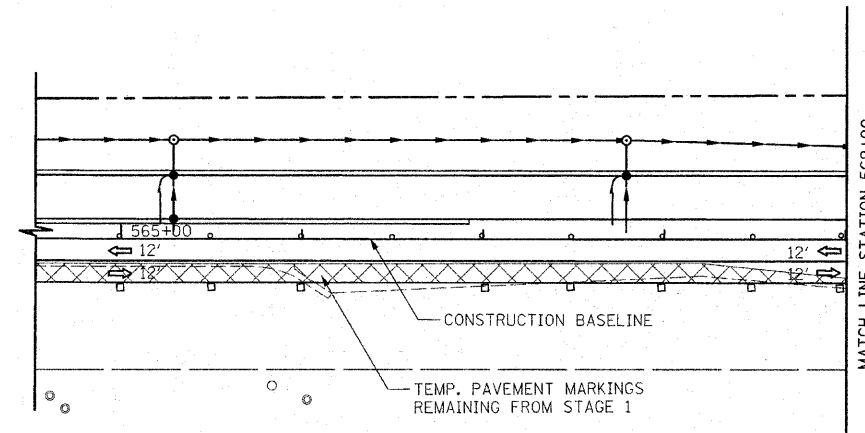
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 SCALE IN FEET

DATE 6/11/2010








DRAWN BY DJK
 CHECKED BY JRV

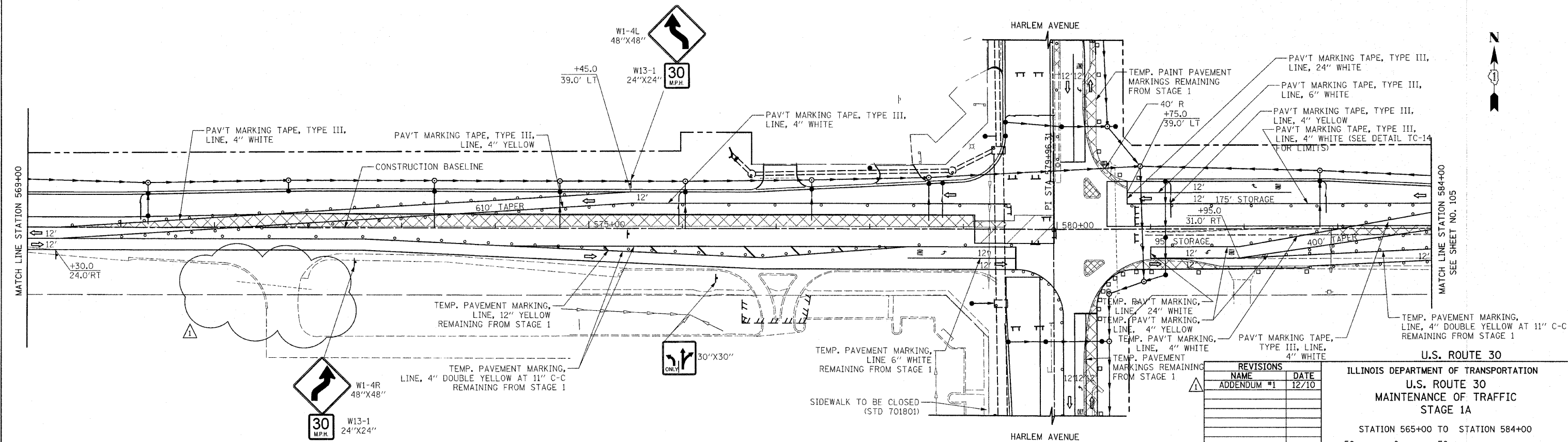


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	(12&13)WRS-4	WILL	608	104
STA. 565+00		TO STA. 584+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



LEGEND

-  TEMPORARY PAVEMENT
 -  CONSTRUCTION WORK ZONE
 -  DIRECTION OF TRAFFIC FLOW
 -  ARROW BOARD
 -  TYPE I OR II BARRICADE
 -  VERTICAL PANEL WITH STEADY BURNING LIGHT
 -  TYPE III BARRICADE WITH FLASHING LIGHTS
- U.S. ROUTE 30



REVISIONS	
NAME	DATE
ADDENDUM #1	12/10

ILLINOIS DEPARTMENT OF TRANSPORTATION
 U.S. ROUTE 30
 MAINTENANCE OF TRAFFIC
 STAGE 1A

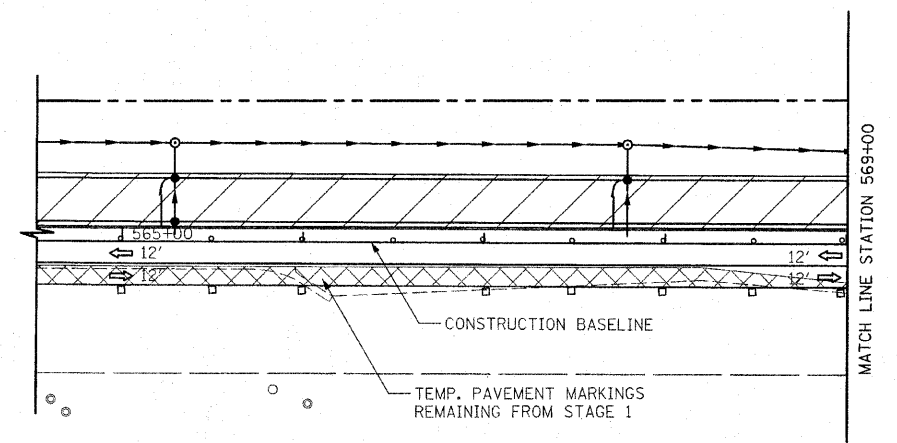
STATION 565+00 TO STATION 584+00

SCALE IN FEET
 50 0 50








DATE 6/11/2010

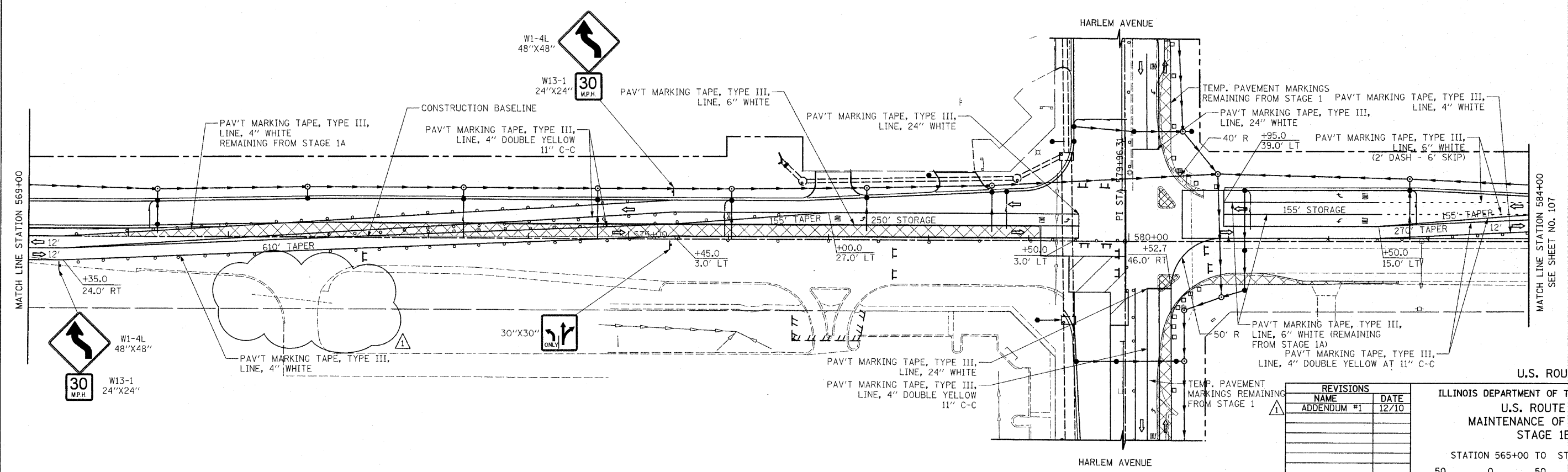
DRAWN BY DJK
 CHECKED BY JRV

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	(12&13)WRS-4	WILL	608	106
STA. 565+00		TO STA. 584+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



LEGEND

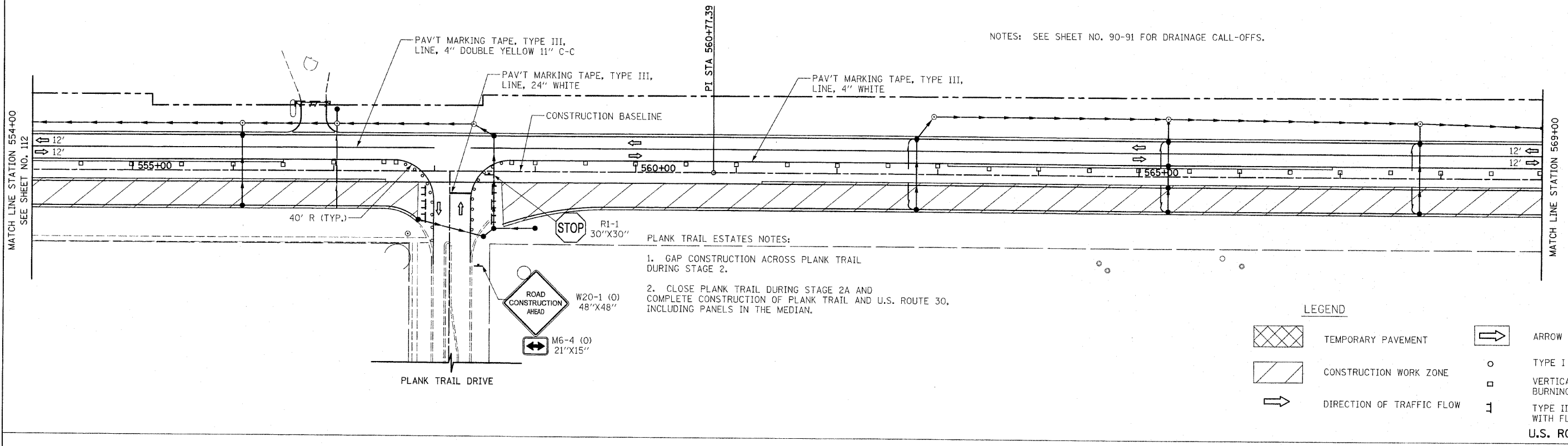
-  TEMPORARY PAVEMENT
 -  CONSTRUCTION WORK ZONE
 -  DIRECTION OF TRAFFIC FLOW
 -  ARROW BOARD
 -  TYPE I OR II BARRICADE
 -  VERTICAL PANEL WITH STEADY BURNING LIGHT
 -  TYPE III BARRICADE WITH FLASHING LIGHTS
- U.S. ROUTE 30



REVISIONS	
NAME	DATE
ADDENDUM #1	12/10

U.S. ROUTE 30
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 U.S. ROUTE 30
 MAINTENANCE OF TRAFFIC
 STAGE 1B
 STATION 565+00 TO STATION 584+00
 SCALE IN FEET
 DATE 6/11/2010
 DRAWN BY DJK
 CHECKED BY JRV

NOTES: SEE SHEET NO. 90-91 FOR DRAINAGE CALL-OFFS.

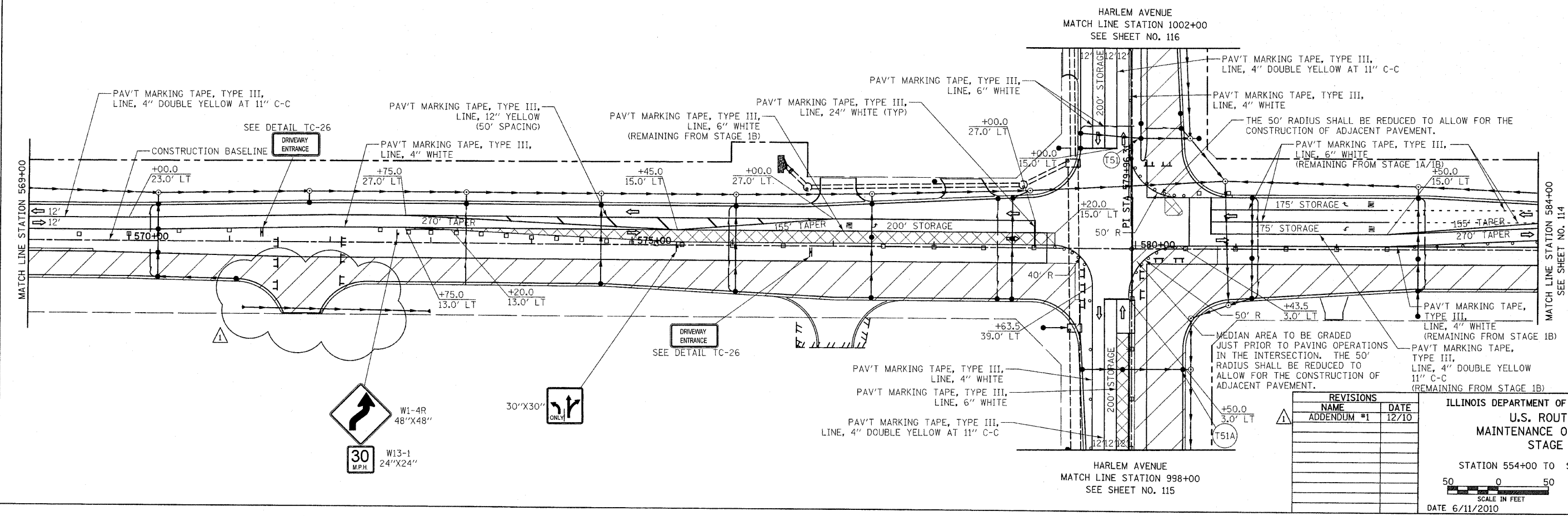


PLANK TRAIL ESTATES NOTES:
 1. GAP CONSTRUCTION ACROSS PLANK TRAIL DURING STAGE 2.
 2. CLOSE PLANK TRAIL DURING STAGE 2A AND COMPLETE CONSTRUCTION OF PLANK TRAIL AND U.S. ROUTE 30, INCLUDING PANELS IN THE MEDIAN.

LEGEND

	TEMPORARY PAVEMENT		ARROW BOARD
	CONSTRUCTION WORK ZONE		TYPE I OR II BARRICADE
	DIRECTION OF TRAFFIC FLOW		VERTICAL PANEL WITH STEADY BURNING LIGHT
			TYPE III BARRICADE WITH FLASHING LIGHTS

U.S. ROUTE 30

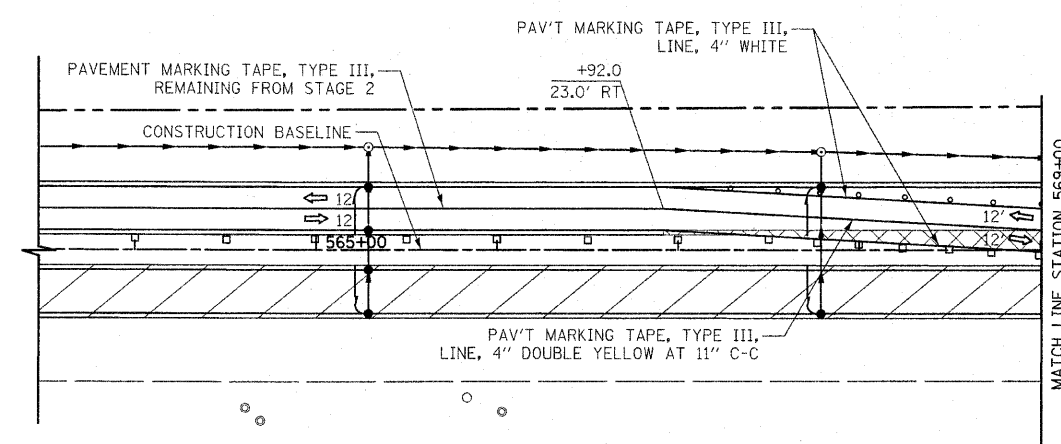


MEDIAN AREA TO BE GRADED JUST PRIOR TO PAVING OPERATIONS IN THE INTERSECTION. THE 50' RADIUS SHALL BE REDUCED TO ALLOW FOR THE CONSTRUCTION OF ADJACENT PAVEMENT.








REVISIONS	
NAME	DATE
ADDENDUM #1	12/10

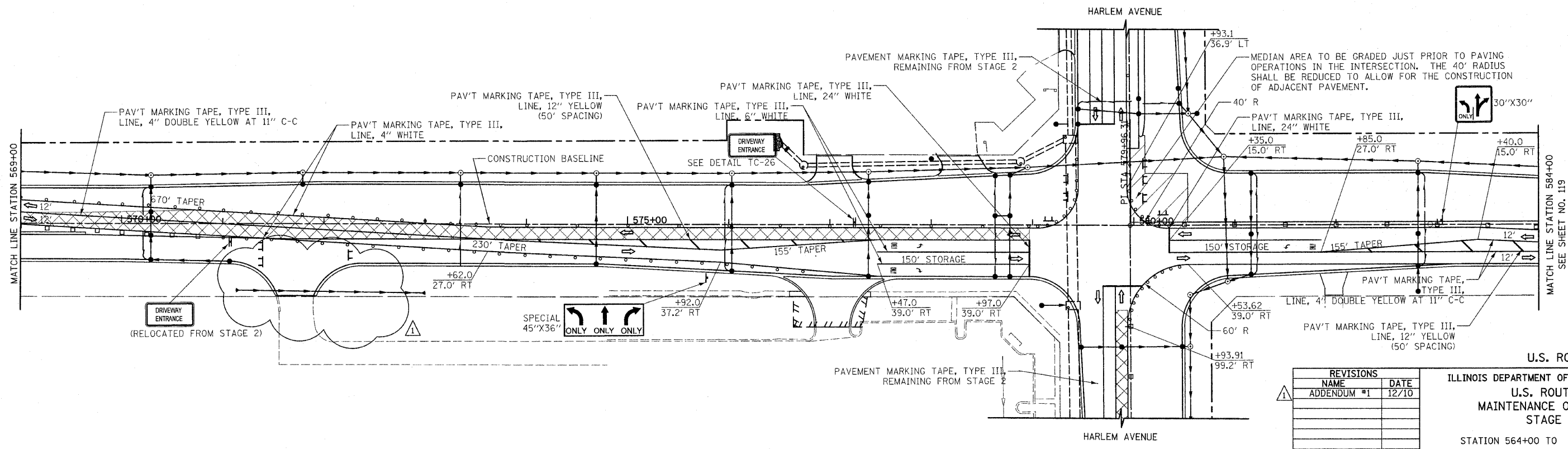
ILLINOIS DEPARTMENT OF TRANSPORTATION
 U.S. ROUTE 30
 MAINTENANCE OF TRAFFIC
 STAGE 2
 STATION 554+00 TO STATION 584+00
 SCALE IN FEET
 0 50
 DATE 6/11/2010
 DRAWN BY DJK
 CHECKED BY JRV

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	(12&13)WRS-4	WILL	608	118
STA. 564+00		TO STA. 584+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



LEGEND

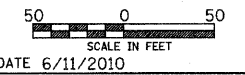
-  TEMPORARY PAVEMENT
 -  CONSTRUCTION WORK ZONE
 -  DIRECTION OF TRAFFIC FLOW
 -  ARROW BOARD
 -  TYPE I OR II BARRICADE
 -  VERTICAL PANEL WITH STEADY BURNING LIGHT
 -  TYPE III BARRICADE WITH FLASHING LIGHT
- U.S. ROUTE 30



REVISIONS	
NAME	DATE
ADDENDUM #1	12/10

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. ROUTE 30
MAINTENANCE OF TRAFFIC
STAGE 2A

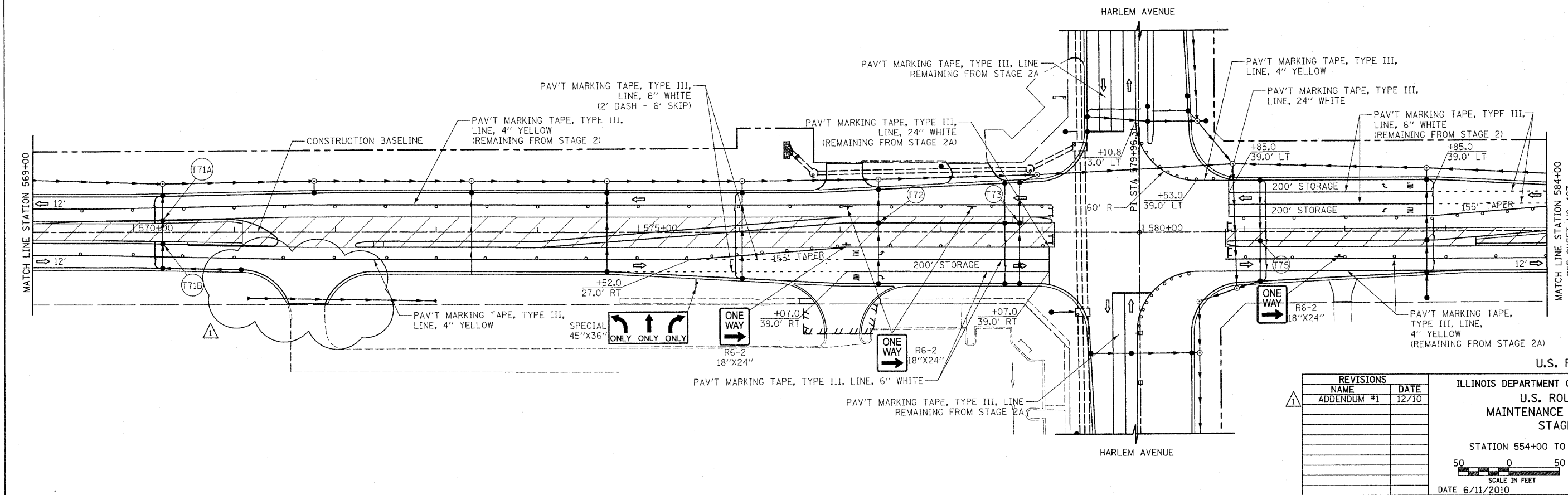
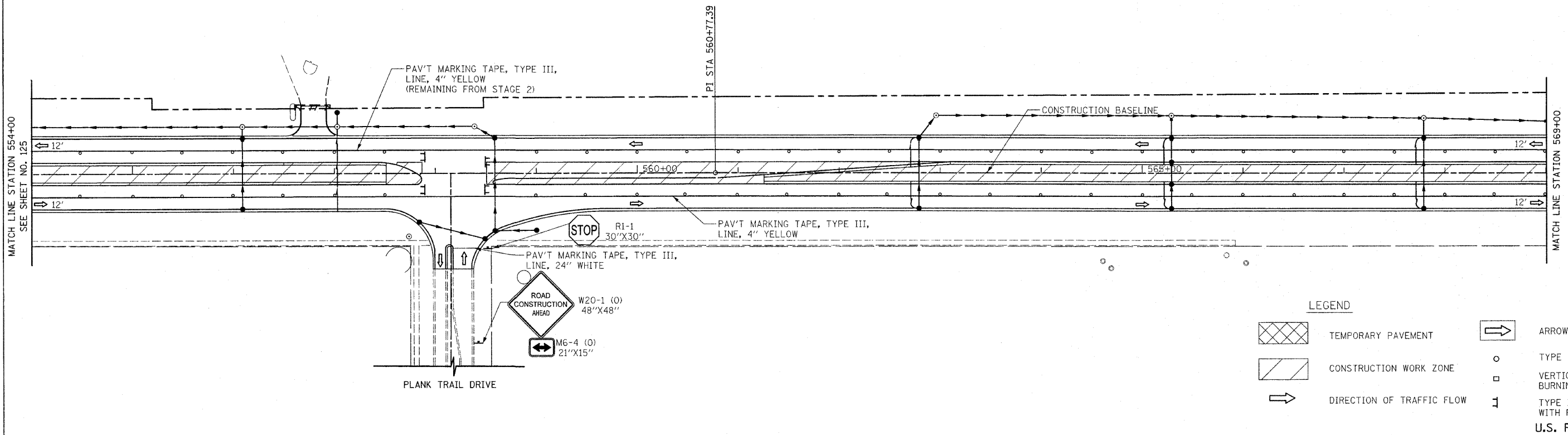
STATION 564+00 TO STATION 584+00



DRAWN BY DJK
CHECKED BY JRV

DATE 6/11/2010

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	(12&13)WRS-4	WILL	608	126
STA. 554+00		TO STA. 584+00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



REVISIONS	
NAME	DATE
ADDENDUM #1	12/10

ILLINOIS DEPARTMENT OF TRANSPORTATION
U.S. ROUTE 30
MAINTENANCE OF TRAFFIC
STAGE 3

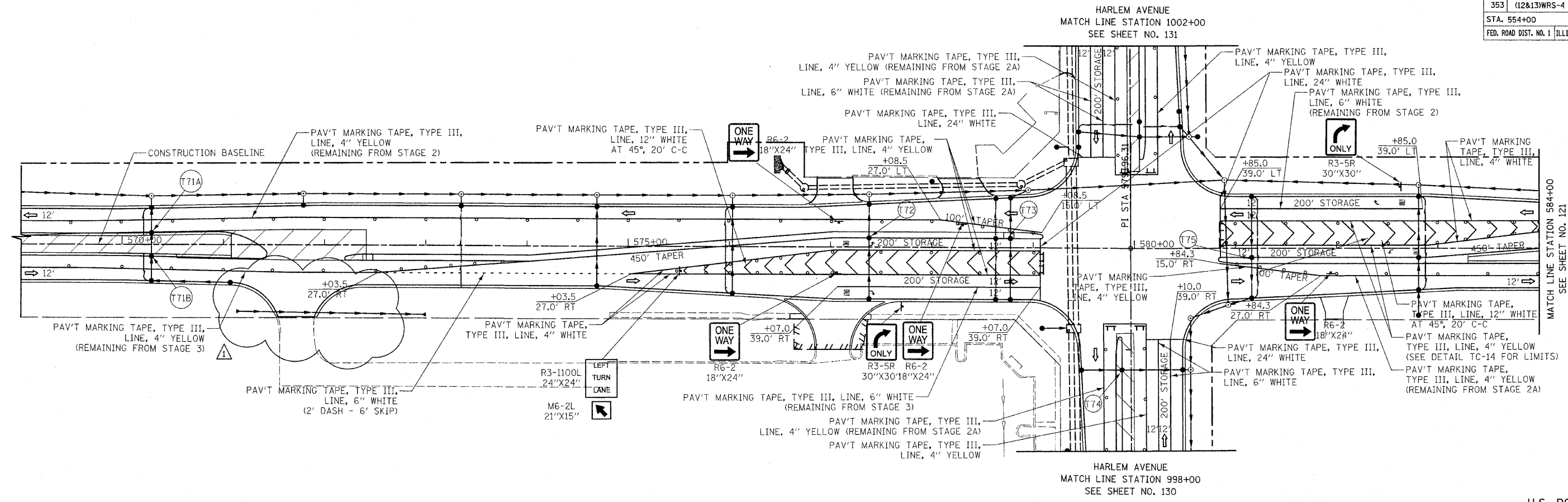
STATION 554+00 TO STATION 584+00

50 0 50
SCALE IN FEET

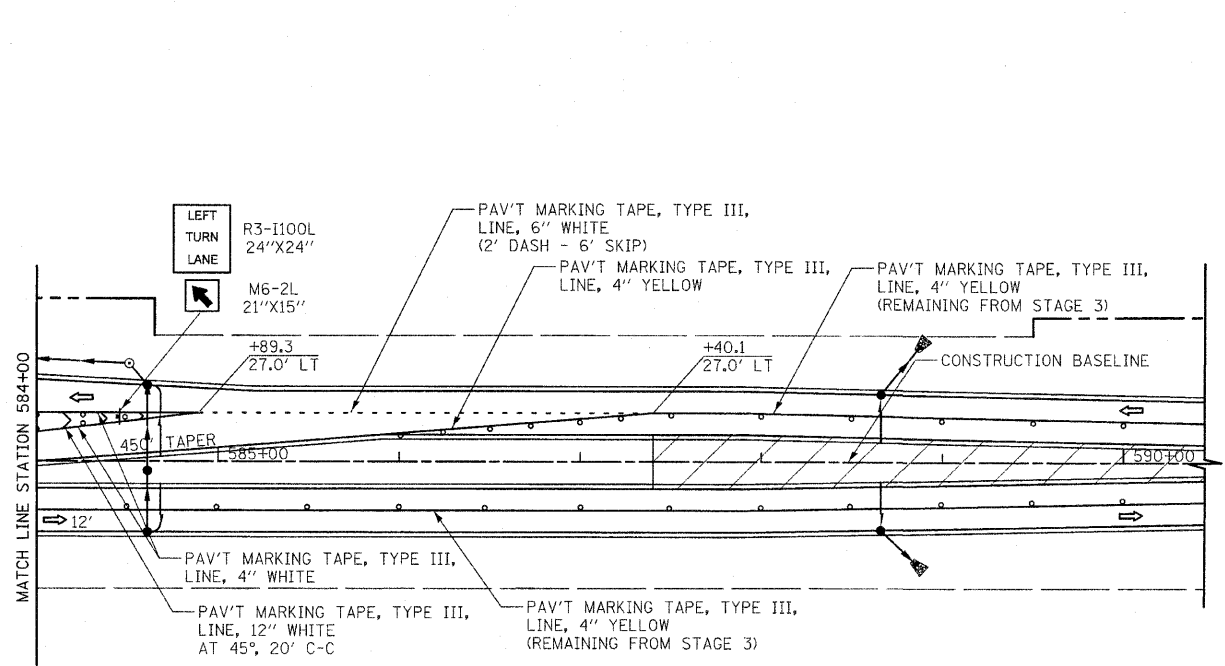
DATE 6/11/2010

DRAWN BY DJK
CHECKED BY JRV

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	(12&13)WRS-4	WILL	608	129
STA. 554+00		TO STA. 584+00		
FED. ROAD DIST. NO. 1		ILLINOIS		FED. AID PROJECT



U.S. ROUTE 30



LEGEND

- TEMPORARY PAVEMENT
- CONSTRUCTION WORK ZONE
- DIRECTION OF TRAFFIC FLOW
- ARROW BOARD
- TYPE I OR II BARRICADE
- VERTICAL PANEL WITH STEADY BURNING LIGHT
- TYPE III BARRICADE WITH FLASHING LIGHT

U.S. ROUTE 30

REVISIONS	
NAME	DATE
ADDENDUM #1	12/10

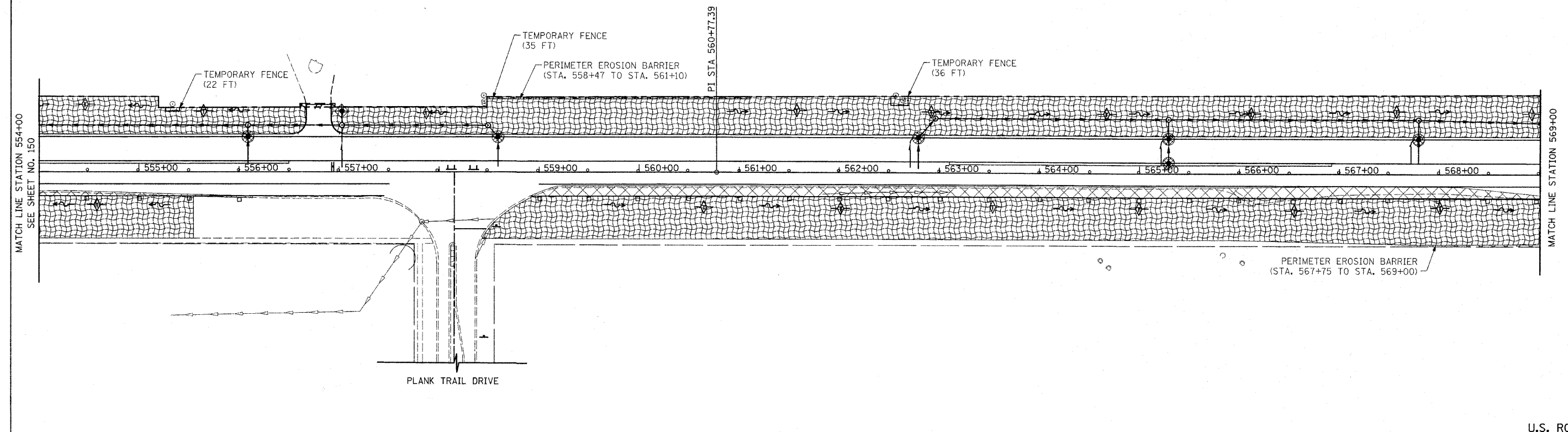
ILLINOIS DEPARTMENT OF TRANSPORTATION
 U.S. ROUTE 30
 MAINTENANCE OF TRAFFIC
 STAGE 3A
 STATION 569+00 TO STATION 590+00

SCALE IN FEET
 50 0 50

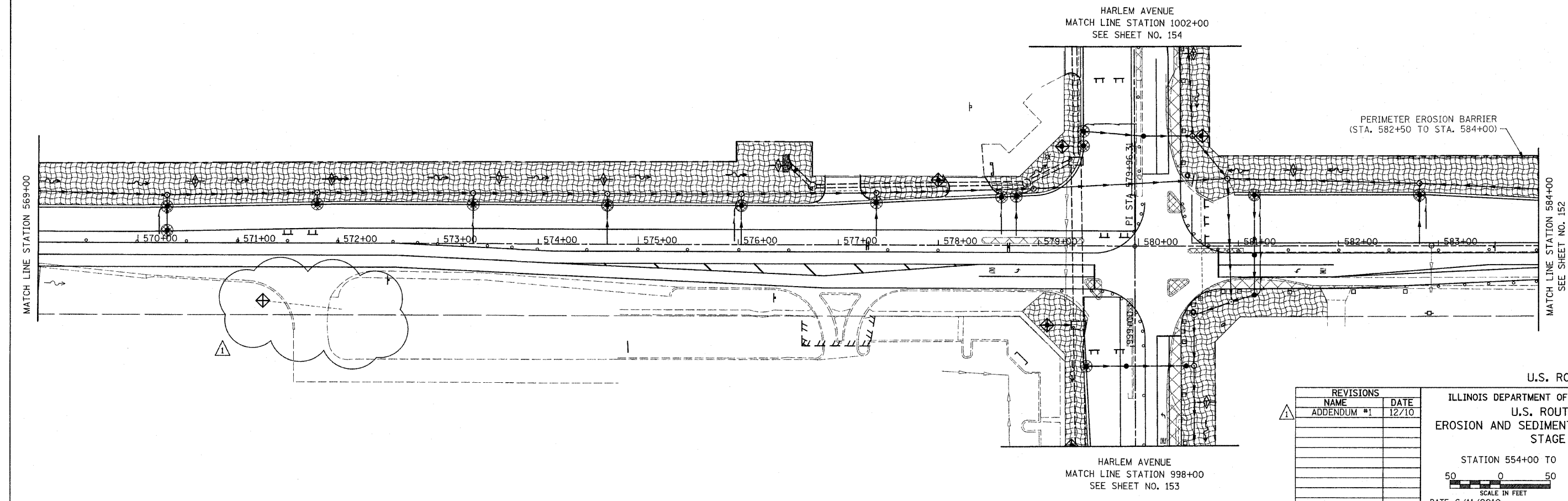
DATE 6/11/2010

DRAWN BY DJK
 CHECKED BY JRV

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	(12&13)WRS-4	WILL	608	151
STA. 554+00		TO STA. 584+00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



U.S. ROUTE 30

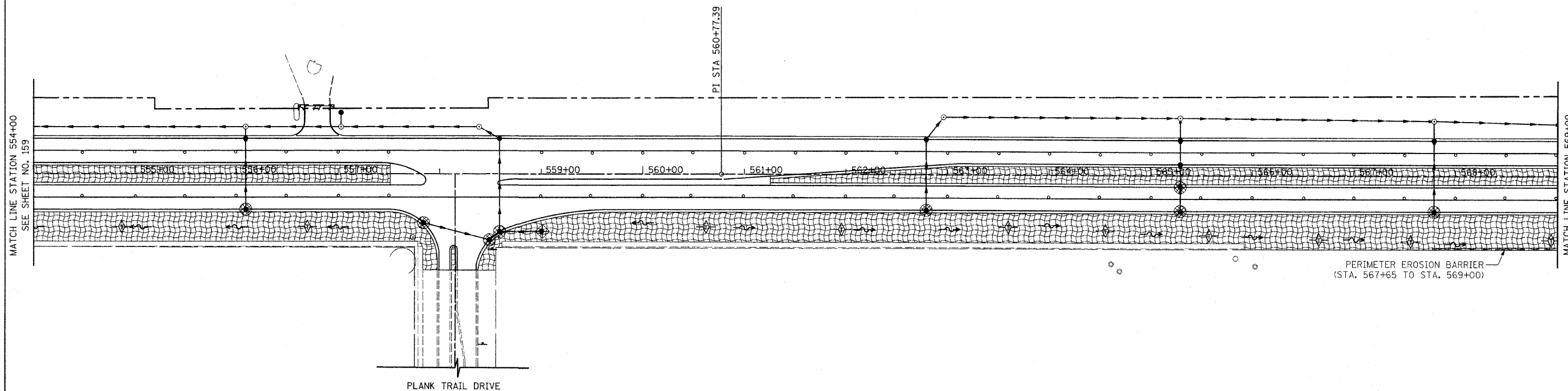


U.S. ROUTE 30

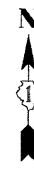
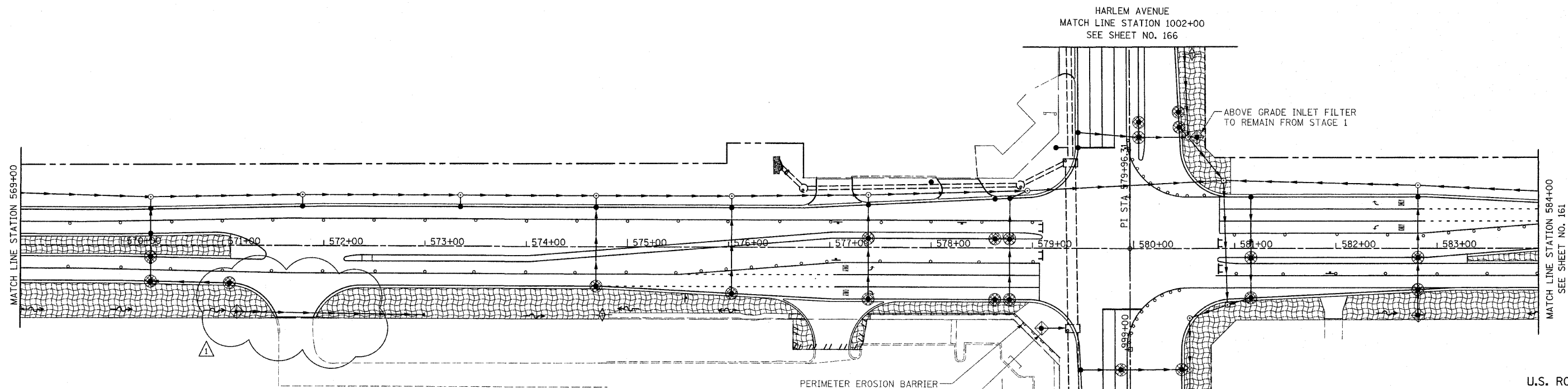
REVISIONS	
NAME	DATE
ADDENDUM #1	12/10

ILLINOIS DEPARTMENT OF TRANSPORTATION
 U.S. ROUTE 30
 EROSION AND SEDIMENT CONTROL PLANS
 STAGE 1
 STATION 554+00 TO STATION 584+00
 SCALE IN FEET
 50 0 50
 DATE 6/11/2010
 DRAWN BY DJK
 CHECKED BY JRV

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	(12&13)WRS-4	WILL	608	160
STA. 554+00		TO STA. 584+00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



U.S. ROUTE 30



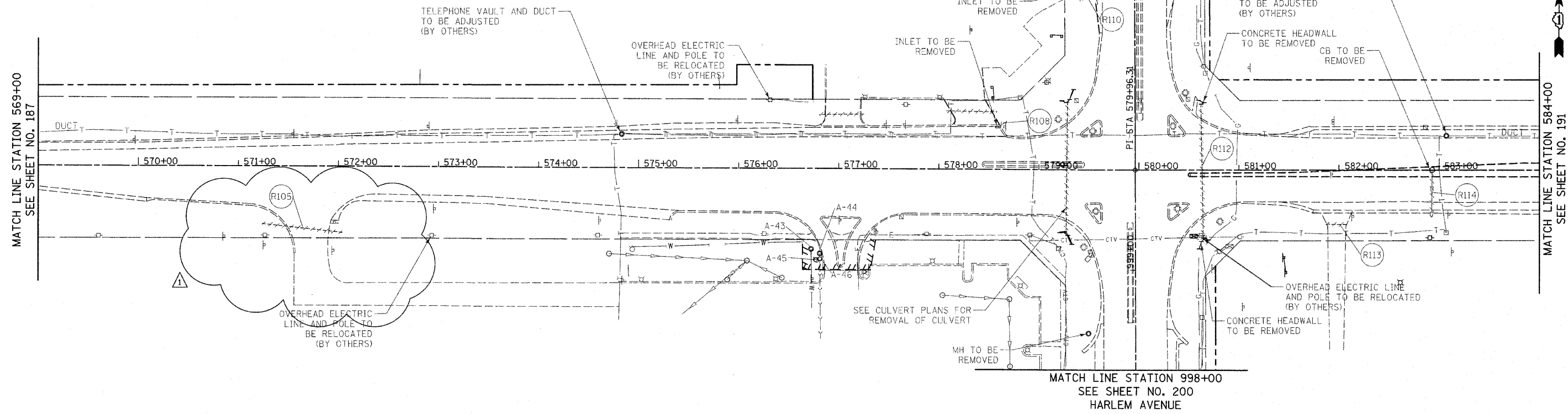
U.S. ROUTE 30

REVISIONS	
NAME	DATE
ADDENDUM #1	12/10

ILLINOIS DEPARTMENT OF TRANSPORTATION
 U.S. ROUTE 30
 EROSION AND SEDIMENT CONTROL PLANS
 STAGE 2 & 3
 STATION 554+00 TO STATION 584+00
 SCALE IN FEET
 DATE 6/11/2010
 DRAWN BY DJK
 CHECKED BY JRV

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	(12&13)WRS-4	WILL	608	189
STA. 569+00		TO STA. 584+00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

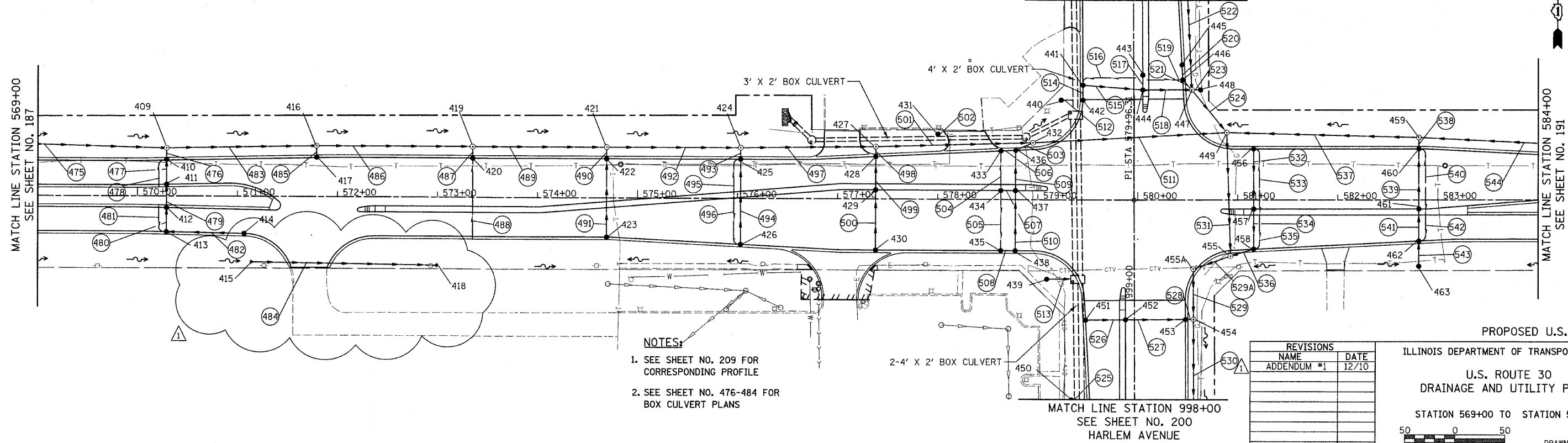
MATCH LINE STATION 1002+00
SEE SHEET NO. 202
HARLEM AVENUE



MATCH LINE STATION 998+00
SEE SHEET NO. 200
HARLEM AVENUE

EXISTING U.S. ROUTE 30

MATCH LINE STATION 1002+00
SEE SHEET NO. 202
HARLEM AVENUE



MATCH LINE STATION 998+00
SEE SHEET NO. 200
HARLEM AVENUE

PROPOSED U.S. ROUTE 30

- NOTES:**
- SEE SHEET NO. 209 FOR CORRESPONDING PROFILE
 - SEE SHEET NO. 476-484 FOR BOX CULVERT PLANS

REVISIONS	
NAME	DATE
ADDENDUM #1	12/10

ILLINOIS DEPARTMENT OF TRANSPORTATION

**U.S. ROUTE 30
DRAINAGE AND UTILITY PLANS**

STATION 569+00 TO STATION 584+00

SCALE IN FEET
50 0 50

DATE 6/11/2010

DRAWN BY DJK
CHECKED BY JRV

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	(12&13)WRS-4	WILL	608	190
STA. 569+00		TO STA. 584+00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				

- 409 STA. 570+29, 47.8' LT
MH, T-A, 5'-DIA., T-1 FR. CL.
RIM = 728.97
INV = 721.77 (24" E)
INV = 722.03 (21" W)
INV = 723.13 (12" S)
- 410 STA. 570+29, 36.3' LT
CB, T-A, 4'-DIA., T-24 F&G
RIM = 728.79
INV = 723.18 (12" N & S)
INV = 724.79 (4" W)
- 411 STA. 570+29, 11.6' LT
CB, T-A, 4'-DIA., T-24 F&G
RIM = 729.27
INV = 723.42 (12" N & S)
- 412 STA. 570+29, 11.6' RT
CB, T-A, 4'-DIA., T-24 F&G
RIM = 729.27
INV = 723.59 (12" N & S)
- 413 STA. 570+29, 35.6' RT
CB, T-A, 4'-DIA., T-24 F&G
RIM = 728.79
INV = 723.83 (12" N & E)
INV = 724.79 (4" W)
- 414 STA. 571+07, 37.1' RT
CB, T-C, T-24 F&G
RIM = 728.38
INV = 724.58 (12" W)
- 415 STA. 571+13, 65.5' RT
PRC FLARED END SECTION, 15'
INV = 723.60
- 416 STA. 571+79, 50.5' LT
MH, T-A, 5'-DIA., T-1 FR. CL.
RIM = 728.18
INV = 720.98 (24" E & W)
INV = 723.96 (12" S)
- 417 STA. 571+79, 39.0' LT
CB, T-C, T-24 F&G
RIM = 727.98
INV = 724.03 (12" N & S)
- 418 STA. 573+00, 68.1' RT
PRC FLARED END SECTION, 15'
INV = 723.00
- 419 STA. 573+35, 50.5' LT
MH, T-A, 5'-DIA., T-1 FR. CL.
RIM = 727.33
INV = 720.16 (24" E & W)
INV = 723.16 (12" S)
- 420 STA. 573+35, 39.0' LT
CB, T-C, T-24 F&G
RIM = 727.13
INV = 723.23 (12" N, 4" S)
- 421 STA. 574+69, 50.5' LT
MH, T-A, 5'-DIA., T-1 FR. CL.
RIM = 726.60
INV = 719.21 (27" E)
INV = 719.46 (24" W)
INV = 719.13 (12" S)
- 422 STA. 574+69, 39.0' LT
CB, T-A, 4'-DIA., T-24 F&G
RIM = 726.40
INV = 721.82 (12" N & S)
- 423 STA. 574+69, 39.0' RT
CB, T-C, T-24 F&G
RIM = 726.40
INV = 722.60 (12" N)
- 424 STA. 576+03, 50.5' LT
MH, T-A, 5'-DIA., T-1 FR. CL.
RIM = 725.88
INV = 718.51 (27" E&W)
INV = 720.81 (12" S)
- 425 STA. 576+03, 39.0' LT
CB, T-A, 4'-DIA., T-24 F&G
RIM = 725.68
INV = 720.86 (12" N & S)
INV = 721.68 (4" W)
- 426 STA. 576+03, 45.8' RT
CB, T-C, T-24 F&G
RIM = 725.51
INV = 721.71 (12" N, 4" W)
- 427 STA. 577+38, 52.0' LT
MH, T-A, 5'-DIA., T-1 FR. CL.
RIM = 725.11
INV = 716.82 (30" E)
INV = 717.81 (27" W)
INV = 719.92 (12" S)
- 428 STA. 577+38, 42.1' LT
CB, T-A, 4'-DIA., T-24 F&G
RIM = 724.88
INV = 719.95 (12" N & S)
- 429 STA. 577+38, 9.0' LT
CB, T-A, 4'-DIA., T-11V F&G
RIM = 725.42
INV = 720.24 (12" N & S)
- 430 STA. 577+38, 51.0' RT
CB, T-C, T-24 F&G
RIM = 724.64
INV = 720.84 (12" N)
- 431 STA. 578+00, 65.0' LT
CB, T-A, 4' DIA., T-8 GRATE
RIM = 724.05
INV = 719.77 (12" S)
- 432 STA. 578+95, 56.8' LT
MH, T-A, 5'-DIA., T-1 FR. CL.
RIM = 724.57
INV = 713.14 (30" E)
INV = 716.36 (30" W)
INV = 719.77 (12" SW)
- 433 STA. 578+63, 48.4' LT
CB, T-C, T-24 F&G
RIM = 724.25
INV = 720.45 (12" E & 4" S)
- 434 STA. 578+63, 9.0' LT
CB, T-C, T-11V F&G
RIM = 724.91
INV = 721.11 (12" E)
- 435 STA. 578+63, 51.0' RT
CB, T-C, T-24 F&G
RIM = 724.13
INV = 720.33 (12" E & 4" N)
- 436 STA. 578+77.74, 49.10' LT
CB, T-A, 4' DIA., T-24 F&G
RIM = 724.23
INV = 720.33 (12" W)
INV = 719.25 (12" NE & S)
- 437 STA. 578+77.55, 9.0' LT
CB, T-A, 4' DIA., T-11 F&G
RIM = 724.90
INV = 720.99 (12" W)
INV = 719.61 (12" N & S)
- 438 STA. 578+77.55, 51.0' RT
CB, T-A, 4' DIA., T-24 F&G
RIM = 724.12
INV = 720.21 (12" W & N)
- 439 STA. 579+09, 79.3' RT
CB, T-C, T-8 GRATE
RIM = 722.05
INV = 718.86 (12" E)
- 440 STA. 1001+00, 72.7' LT
CB, T-C, T-8 GRATE
RIM = 722.30
INV = 719.51 (12" E)
- 441 STA. 1001+15, 51.0' LT
CB, T-A, 4'-DIA., T-24 F&G
RIM = 724.14
INV = 720.26 (12" S & E, 4" N)
- 442 STA. 1001+00, 51.0' LT
CB, T-C, T-24 F&G
RIM = 724.11
INV = 720.32 (12" N)
- 443 STA. 1001+25, 9.0' RT
CB, T-C, T-11V F&G
RIM = 724.96
INV = 721.16 (12" S)
- 444 STA. 1001+10, 9.0' RT
CB, T-A, 4'-DIA., T-11 F&G
RIM = 724.91
INV = 719.96 (12" E & W)
INV = 721.04 (12" N)
- 445 STA. 1001+35, 48.3' RT
CB, T-C, T-24 F&G
RIM = 724.40
INV = 720.60 (12" S)
- 446 STA. 1001+20, 49.0' RT
CB, T-A, 4'-DIA., T-24 F&G
RIM = 724.36
INV = 720.54 (12" N & SE, 4" W)
- 447 STA. 1001+10, 58.0' RT
MH, T-A, 5' DIA, T-1 FR. CL.
RIM = 724.71
INV = 719.53 (12" W)
INV = 718.69 (24" SE)
INV = 720.51 (12" NW)
INV = 720.84 (12" E)
INV = 718.94 (21" N)
- 448 STA. 1001+10, 66.7' RT
CB, T-C, T-8 GRATE
RIM = 723.10
INV = 720.89 (12" W)
- 449 STA. 580+89, 67.4' LT
MH, T-A, 6'-DIA., T-1 FR. CL.
RIM = 725.16
INV = 712.57 (42" S)
INV = 718.27 (24" NW)
INV = 712.57 (30" W)
INV = 719.54 (21" E)
- 450 STA. 998+00, 63.4' LT
CB, T-C, T-8 GRATE
RIM = 720.74
INV = 717.85 (12" E)
- 451 STA. 998+80, 49' LT
CB, T-C, T-24 F&G
RIM = 723.13
INV = 719.35 (12" E)
- 452 STA. 998+80, 9.0' LT
CB, T-A, 4'-DIA., T-11V F&G
RIM = 723.79
INV = 718.99 (12" E & W)
- 453 STA. 998+80, 51.0' RT
CB, T-A, 4'-DIA., T-24 F&G
RIM = 723.28
INV = 718.39 (12" W)
INV = 715.60 (12" E)
- 454 STA. 998+80, 59.0' RT
MH, T-A, 6'-DIA., T-1 FR. CL.
RIM = 723.55
INV = 712.08 (42" S & N)
INV = 715.59 (12" W)
- 455 STA. 580+92.8, 55.8' RT
MH, T-A, 6'-DIA., T-1 FR. CL.
RIM = 724.69
INV = 712.28 (42" N & SW)
INV = 715.73 (12" NE)
- 455A STA. 580+55.5, 68.9' RT
MH, T-A, 6'-DIA., T-1 FR. CL.
RIM = 723.40
INV = 712.19 (42" S & NE)
- 456 STA. 581+16, 51.0' LT
CB, T-C, T-24 F&G
RIM = 725.13
INV = 721.33 (12" S, 4" E)
- 457 STA. 581+16, 9.0' RT
CB, T-A, 4'-DIA., T-11V F&G
RIM = 725.91
INV = 720.73 (12" N)
INV = 719.28 (12" S)
- 458 STA. 581+16, 48.9' RT
CB, T-A, 4'-DIA., T-24 F&G
RIM = 725.23
INV = 718.92 (12" N)
INV = 715.92 (12" SW)
INV = 721.23 (4" E)
- 459 STA. 582+81, 62.5' LT
MH, T-A, 5'-DIA., T-1 FR. CL.
RIM = 726.17
INV = 720.66 (21" W)
INV = 720.67 (12" S)
INV = 720.91 (18" E)
- 460 STA. 582+81, 51.0' LT
CB, T-A, 4'-DIA., T-24 F&G
RIM = 725.97
INV = 720.69 (12" N & S)
INV = 721.97 (4" E)
- 461 STA. 582+81, 9.0' RT
CB, T-A, 4'-DIA., T-11V F&G
RIM = 726.75
INV = 720.99 (12" N & S)
- 462 STA. 582+81, 40.8' RT
CB, T-A, 4'-DIA., T-24 F&G
RIM = 726.23
INV = 721.13 (12" N & S)
INV = 722.23 (4" E)
- 463 STA. 582+81, 66.1' RT
CB, T-C, T-8 GRATE
RIM = 723.56
INV = 721.23 (12" N)
- A-43 STA. 576+72.50, 80.5' RT
VALVE VAULT TO BE ADJUSTED
EX RIM = 723.70
PR RIM = 723.49
- A-44 STA. 576+81, 84.9' RT
SANITARY MANHOLE TO BE ADJUSTED
EX RIM = 723.29
PR RIM = 723.38
- A-45 STA. 576+78, 91.4' RT
FIRE HYDRANT TO BE ADJUSTED
- A-46 STA. 576+81, 90.4' RT
VALVE BOX TO BE ADJUSTED
EX RIM = 722.70
PR RIM = 723.50

- 475 SEE SHEET NO. 188
- 476 12" SS, CL. A, T-2
5' @ 1.00%, TBF = 0.0 CY
- 477 12" SS, CL. A, T-2
24' @ 1.00%, TBF = 7.2 CY
- 478 30' - PIPE UNDERDRAINS 4"
- 479 12" SS, CL. A, T-2
17' @ 1.00%, TBF = 0.0 CY
- 480 12" SS, CL. A, T-2
24' @ 1.00%, TBF = 6.2 CY
- 481 30' - PIPE UNDERDRAINS 4"
- 482 12" SS, CL. A, T-2
75' @ 1.00%, TBF = 11.4 CY
- 483 24" SS, CL. A, T-2
145' @ 0.54%, TBF = 0.0 CY
- 484 15" SS, CL. A, T-1
175' @ 0.32%, TBF = 15.8 CY
- 485 12" SS, CL. A, T-2
7' @ 1.00%, TBF = 0.0 CY
- 486 24" SS, CL. A, T-2
151' @ 0.54%, TBF = 0.0 CY

- 487 12" SS, CL. A, T-2
7' @ 1.00%, TBF = 0.0 CY
- 488 80' - PIPE UNDERDRAINS 4"
- 489 24" SS, CL. A, T-2
129' @ 0.54%, TBF = 0.0 CY
- 490 12" SS, CL. A, T-2
5' @ 1.00%, TBF = 0.0 CY
- 491 12" SS, CL. A, T-2
78' @ 1.00%, TBF = 13.6 CY
- 492 27" SS, CL. A, T-2
129' @ 0.54%, TBF = 0.0 CY
- 493 12" SS, CL. A, T-2
5' @ 1.00%, TBF = 0.0 CY
- 494 12" SS, CL. A, T-2
85' @ 1.00%, TBF = 16.7 CY
- 495 38' - PIPE UNDERDRAINS 4"
- 496 51' - PIPE UNDERDRAINS 4"
- 497 27" SS, CL. A, T-2
130' @ 0.54%, TBF = 45.6 CY
- 498 12" SS, CL. A, T-2
3' @ 1.00%, TBF = 0.0 CY

- 499 12" SS, CL. A, T-2
29' @ 1.00%, TBF = 6.6 CY
- 500 12" SS, CL. A, T-2
60' @ 1.00%, TBF = 11.3 CY
- 501 30" SS, CL. A, T-2
152' @ 0.30%, TBF = 60.1 CY
- 502 12" SS, CL. A, T-2
1' @ 2.00%, TBF = 0.0 CY
(CONNECT TO PROPOSED BOX
CULVERT - INV = 719.73)
- 503 12" SS, CL. A, T-2
12' @ 1.00%, TBF = 0.0 CY
- 504 36' - PIPE UNDERDRAINS 4"
- 505 60' - PIPE UNDERDRAINS 4"
- 506 12" SS, CL. A, T-1
12' @ 1.00%, TBF = 1.6 CY
- 507 12" SS, CL. A, T-1
12' @ 1.00%, TBF = 1.6 CY
- 508 12" SS, CL. A, T-1
12' @ 1.00%, TBF = 1.6 CY
- 509 12" SS, CL. A, T-2
36' @ 1.00%, TBF = 5.9 CY

- 510 12" SS, CL. A, T-2
60' @ 1.00%, TBF = 11.9 CY
- 511 30" SS, CL. A, T-3
189' @ 0.30%, TBF = 278.3 CY
- 512 12" SS, CL. A, T-1
11' @ 2.00%, TBF = 0.0 CY
(CONNECT TO BOX - 719.29)
- 513 12" SS, CL. A, T-1
23' @ 2.00%, TBF = 0.0 CY
(CONNECT TO BOX - 718.40)
- 514 12" SS, CL. A, T-1
12' @ 0.50%, TBF = 1.6 CY
- 515 12" SS, CL. A, T-2
60' @ 0.50%, TBF = 10.5 CY
- 516 56' - PIPE UNDERDRAINS 4"
- 517 12" SS, CL. A, T-1
12' @ 1.00%, TBF = 1.6 CY
- 518 12" SS, CL. A, T-2
43' @ 1.00%, TBF = 9.7 CY
- 519 36' - PIPE UNDERDRAINS 4"
- 520 12" SS, CL. A, T-1
12' @ 0.50%, TBF = 1.6 CY

- 521 12" SS, CL. A, T-2
7' @ 0.50%, TBF = 0.0 CY
- 522 21" SS, CL. A, T-2
145' @ 0.85%, TBF = 0.0 CY
- 523 12" SS, CL. A, T-1
5' @ 1.00%, TBF = 0.0 CY
- 524 24" SS, CL. A, T-2
50' @ 0.85%, TBF = 0.0 CY
- 525 12" SS, CL. A, T-1
3' @ 2.00%, TBF = 0.0 CY
(CONNECT TO BOX - 717.79)
- 526 12" SS, CL. A, T-2
36' @ 1.00%, TBF = 5.1 CY
- 527 12" SS, CL. A, T-2
60' @ 1.00%, TBF = 13.4 CY
- 528 12" SS, CL. A, T-2
1' @ 1.00%, TBF = 0.0 CY
- 529 42" SS, CL. A, T-2
45' @ 0.25%, TBF = 78.2 CY
- 529A 42" SS, CL. A, T-2
36' @ 0.25%, TBF = 68.4 CY
- 530 42" SS, CL. A, T-2
144' @ 0.25%, TBF = 0.0 CY
- 531 42" SS, CL. A, T-2
117' @ 0.25%, TBF = 245.5 CY
- 532 12" SS, CL. A, T-2
60' @ 1.00%, TBF = 11.3 CY

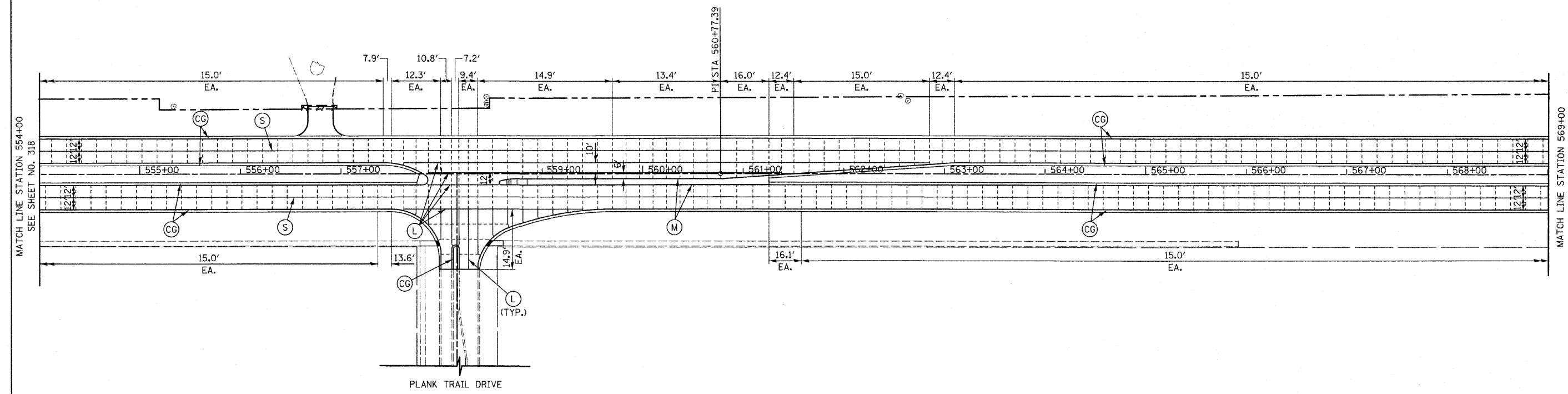
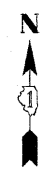
- 533 42' - PIPE UNDERDRAINS 4"
- 534 12" SS, CL. A, T-2
36' @ 1.00%, TBF = 13.4 CY
- 535 62' - PIPE UNDERDRAINS 4"
- 536 12" SS, CL. A, T-2
19' @ 1.00%, TBF = 19.3 CY
- 537 21" SS, CL. A, T-2
187' @ 0.60%, TBF = 0.0 CY
- 538 12" SS, CL. A, T-2
5' @ 0.50%, TBF = 0.0 CY
- 539 12" SS, CL. A, T-2
60' @ 0.50%, TBF = 17.6 CY
- 540 37' - PIPE UNDERDRAINS 4"
- 541 12" SS, CL. A, T-2
28' @ 0.50%, TBF = 7.5 CY
- 542 56' - PIPE UNDERDRAINS 4"
- 543 12" SS, CL. A, T-2
20' @ 0.50%, TBF = 0.0 CY
- 544 18" SS, CL. A, T-2
166' @ 0.60%, TBF = 0.0 CY

- R105 80' STORM SEWER REMOVAL 15'
TBF = 2.5 CY
- R106 NOT USED
- R107 NOT USED
- R108 8' STORM SEWER REMOVAL 10'
TBF = 0.0 CY
- R109 NOT USED
- R110 13' STORM SEWER REMOVAL 10'
TBF = 1.1 CY
- R111 NOT USED
- R112 136' STORM SEWER REMOVAL 24'
TBF = 17.1 CY
- R113 20' STORM SEWER REMOVAL 24'
TBF = 6.4 CY
- R114 45' STORM SEWER REMOVAL 12'
TBF = 5.2 CY

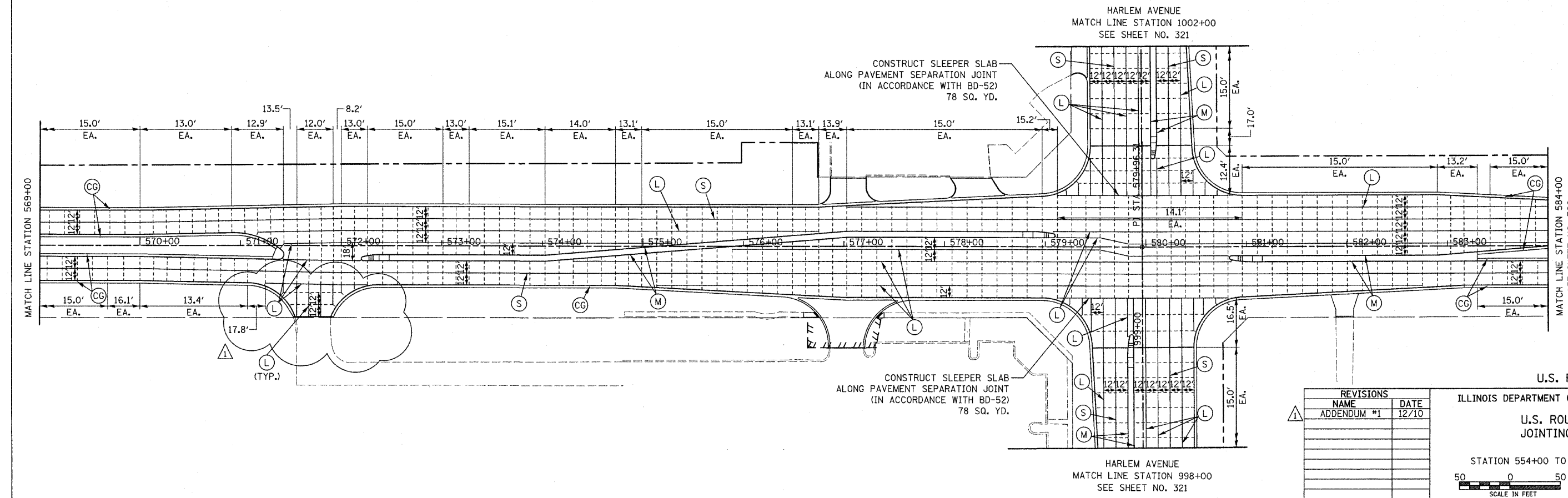
REVISIONS	
NAME	DATE
ADDENDUM #1	12/10

ILLINOIS DEPARTMENT OF TRANSPORTATION
 U.S. ROUTE 30
 DRAINAGE AND UTILITY PLANS
 STATION 569+00 TO STATION 584+00
 SCALE: VERT. HORIZ. DATE 6/11/2010 DRAWN BY KRK CHECKED BY JRV

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	(12&13)WRS-4	WILL	608	319
STA. 554+00		TO STA. 584+00		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



U.S. ROUTE 30



U.S. ROUTE 30

REVISIONS	
NAME	DATE
ADDENDUM #1	12/10

ILLINOIS DEPARTMENT OF TRANSPORTATION

U.S. ROUTE 30 JOINTING PLAN

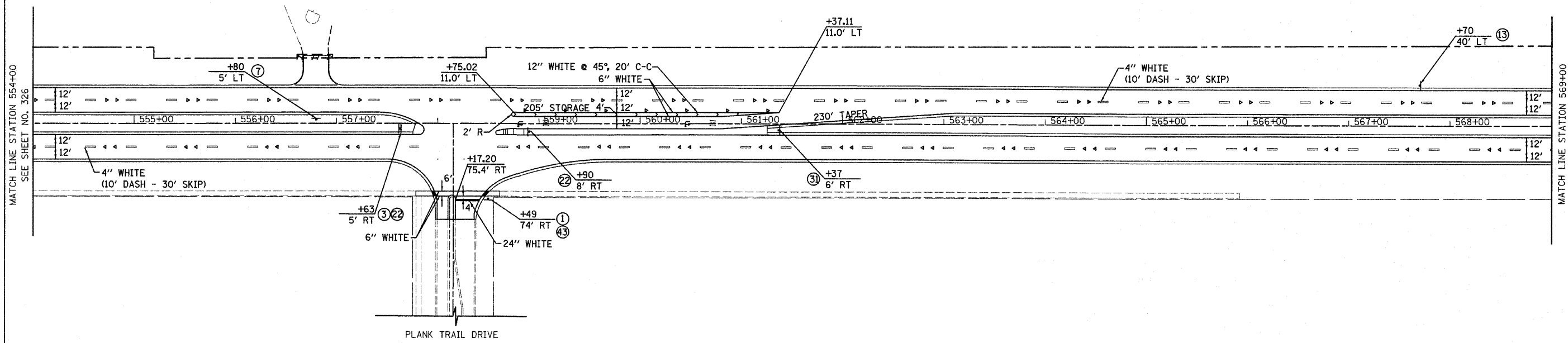
STATION 554+00 TO STATION 584+00

SCALE IN FEET

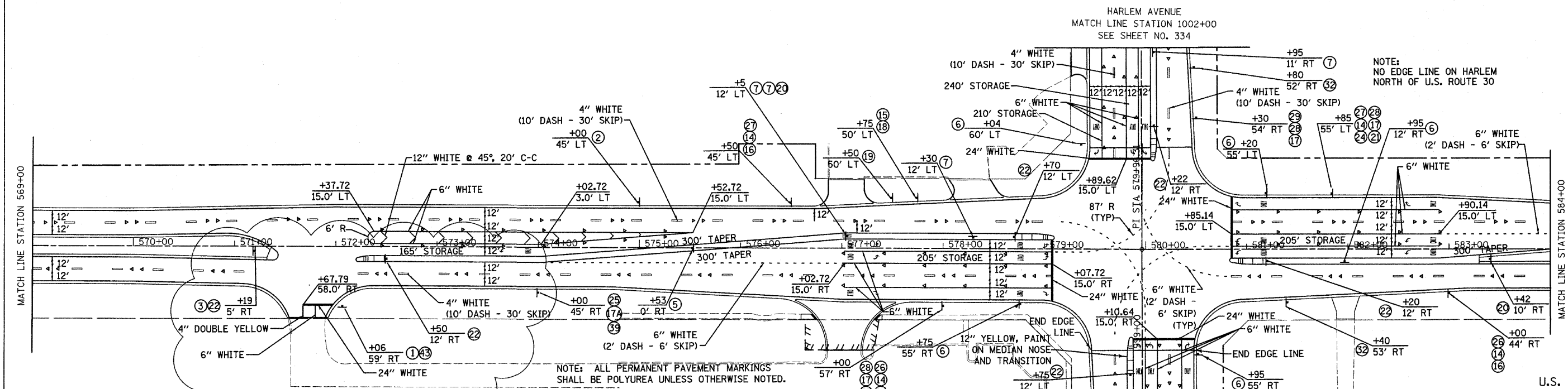
DATE 6/11/2010

DRAWN BY DJK
CHECKED BY JRV

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	(12&13)WRS-4	WILL	608	327
STA. 554+00		TO STA. 584+00		
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT				



U.S. ROUTE 30



NOTE: ALL PERMANENT PAVEMENT MARKINGS SHALL BE POLYUREA UNLESS OTHERWISE NOTED.

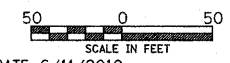
SEE SHEET NO. 322 FOR SIGN LEGEND.

PAVEMENT MARKINGS ON HARLEM AVENUE, SOUTH OF US ROUTE 30 SHALL CONFORM TO THE COOK COUNTY HIGHWAY DEPARTMENT PERMANENT PAVEMENT MARKING STANDARDS.

REVISIONS	
NAME	DATE
ADDENDUM #1	12/10

ILLINOIS DEPARTMENT OF TRANSPORTATION
**U.S. ROUTE 30
 SIGNING AND STRIPING PLANS**

STATION 554+00 TO STATION 584+00



DATE 6/11/2010
 DRAWN BY DJK
 CHECKED BY JRV

HARLEM AVENUE
 MATCH LINE STATION 998+00
 SEE SHEET NO. 333

MATCH LINE STATION 554+00
 SEE SHEET NO. 326

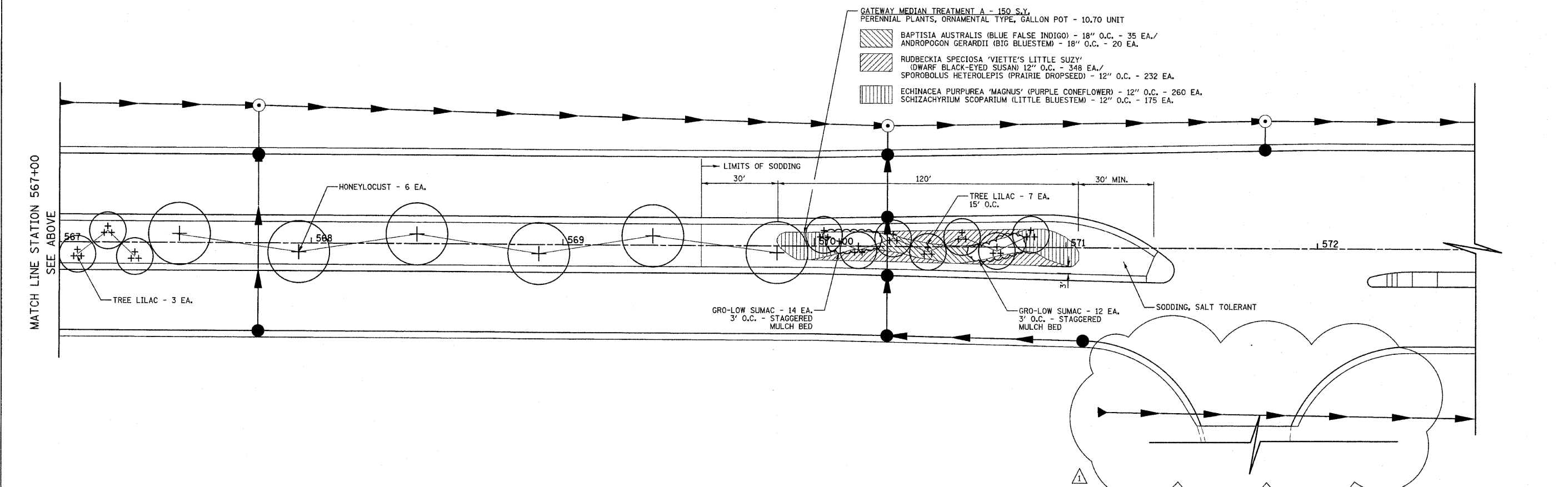
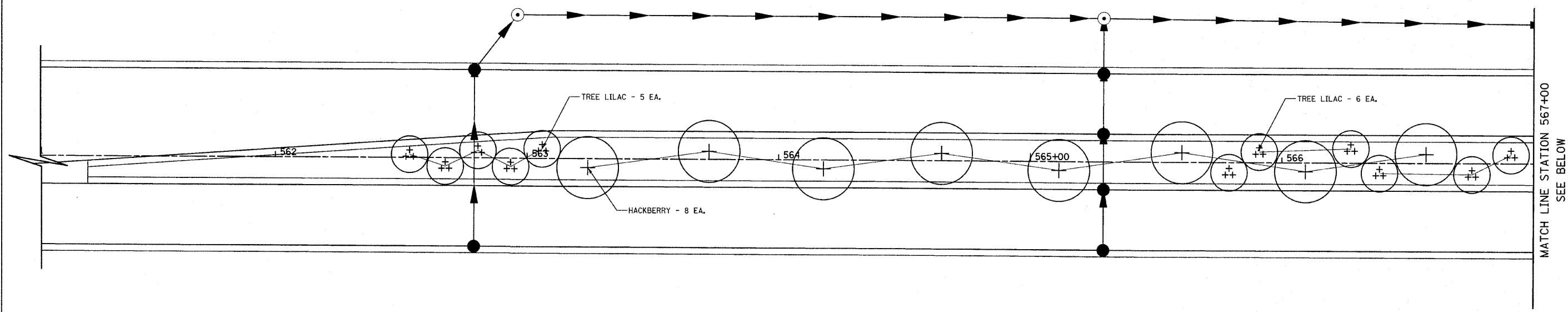
MATCH LINE STATION 569+00

MATCH LINE STATION 569+00

MATCH LINE STATION 584+00
 SEE SHEET NO. 328

U.S. ROUTE 30

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	(12&13)WRS-4	WILL	608	357
STA.		TO STA.		
FED. ROAD DIST. NO. 1		ILLINOIS FED. AID PROJECT		



MATCH LINE STATION 567+00
SEE ABOVE

MATCH LINE STATION 567+00
SEE BELOW

REVISIONS	
NAME	DATE
ADDENDUM #1	12/10

ILLINOIS DEPARTMENT OF TRANSPORTATION
MEDIAN PLANTING PLAN
US ROUTE 30

20 0 20
 SCALE IN FEET
 DATE 6/11/2010

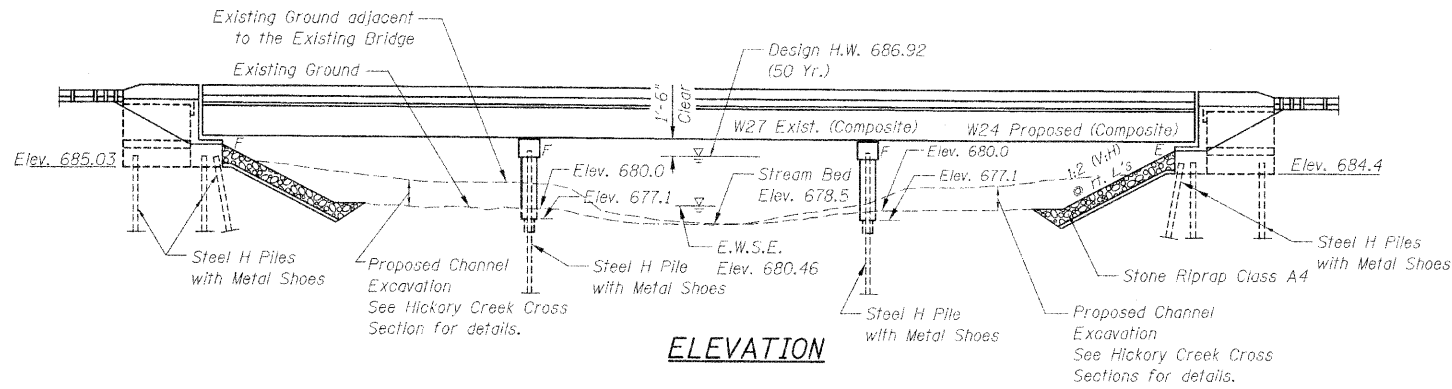
DRAWN BY DJK
 CHECKED BY JRV

BENCHMARK

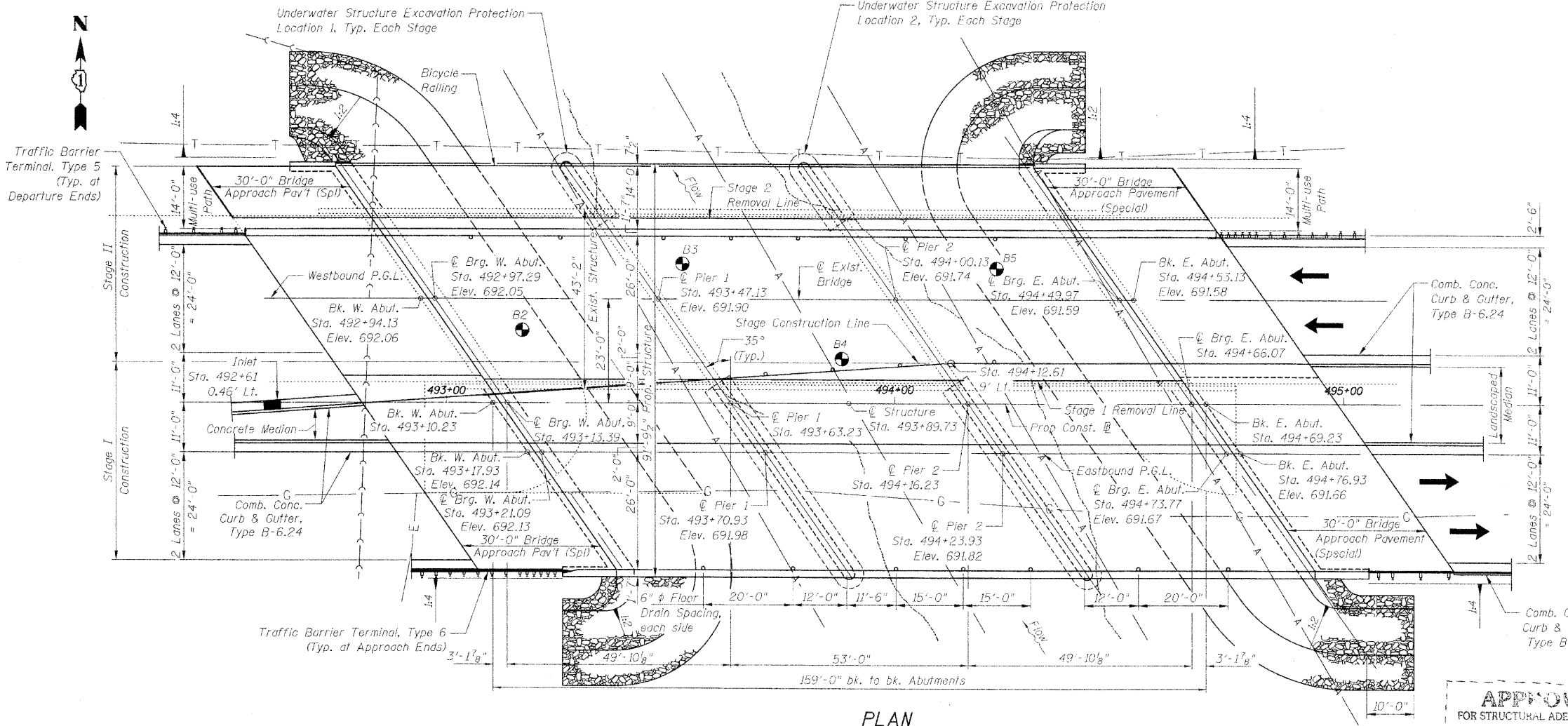
B.M. #10 - Cut on concrete parapet,
Southwest corner of bridge,
Elev. 694.593

Existing Structure No. 099-0311, built in 1996 as
F.A.P. Rte. 353, Section 13B-R-1190). The
superstructure consists of a composite
reinforced concrete deck supported on steel wide
flanged beams. Length is 159'-0" bk-bk, and
width is 43'-2" o-o. The piers are single row
steel H pile bents encased in concrete. The
abutments are standard pile cap abutments
supported on steel H piles. Traffic will be
maintained during the widening of the bridge by
stage construction.

No salvage.



ELEVATION



PLAN

DESIGN SCOUR ELEVATION TABLE

	W. Abut.	Pier #1	Pier #2	E. Abut.
Design Scour Elevation ft.	685.0	681.0	661.0	684.0

WATERWAY INFORMATION TABLE

Drainage Area = 17.4 Sq. Mi. Low Grade Elevation: Exist. = 690.9 @ Sta. 496+35 Prop. = 691.1 @ Sta. 495+55 Max. Rec. H.W.E. = 688.0

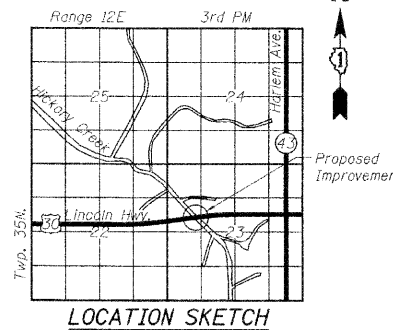
Flood	Frequency Year	Discharge (C.F.S.)	Waterway Opening		Natural H.W.E.	Created Head		Headwater Elevation	
			Existing (Sq. Ft.)	Proposed (Sq. Ft.)		Existing (Feet)	Proposed (Feet)	Existing	Proposed
Design	10	1600	529	529	686.1	0.4	0.2	686.5	686.3
Base	50	2500	621	621	686.9	0.5	0.3	687.4	687.2
Max. Calc.	100	3000	669	669	687.3	0.6	0.4	687.9	687.7
	500	5500	831	831	688.8	1.4	1.2	690.2	690.0

STATION 493+89.73
WIDENED 201. BY
STATE OF ILLINOIS
U.S. ROUTE 30 SEC. 13B-R-1190)
LOADING HS20
STR. NO. 099-0311

NAME PLATE

See Std. 515001

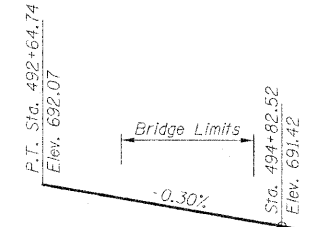
Existing Name Plate shall be cleaned and
relocated next to new Name Plate. Cost
included with Name Plates.



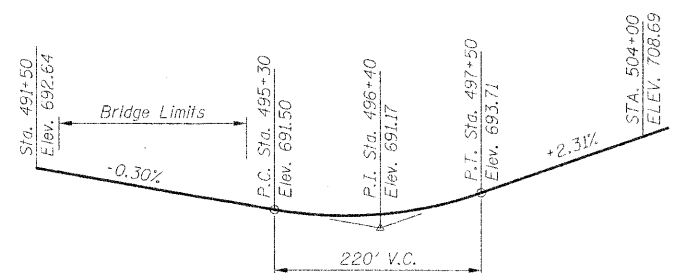
LOCATION SKETCH

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
353	(12813) WRS-4	WILL	608	414

FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT-
Contract No. 62478



WESTBOUND PROFILE GRADE - U.S. ROUTE 30



EASTBOUND PROFILE GRADE - U.S. ROUTE 30

LEGEND

- Foundation Borings obtained 1996
- A — Aerial Line
- S — Storm Sewer
- G — Gas Line
- T — Telephone Line

CIVILTECH ENGINEERING, INC.
GREGORY J. HATLESTAD, S.E.



Greg Hatlestad
GREGORY J. HATLESTAD, S.E.
081-005562

EXP 11/30/2010

DATE 6/11/2010

DESIGN SPECIFICATIONS

2002 AASHTO

LOADING HS 20-44

Allow 50 #/Sq. Ft. for future
wearing surface.

DESIGN STRESSES

f'c = 3500 psi
fy = 60,000 psi (Reinf.)
fy = 50,000 psi (Struct.) M270 Grade 50

SEISMIC DATA

Seismic Performance Category (SPC) = A
Bedrock Acceleration Coefficient (A) = 0.04g
Site Coefficient (S) = 1.0

SI OF S26

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION

U.S. RTE. 30 OVER HICKORY CREEK

STATION 493+89.73

STRUCTURE NUMBER 099-0311

SCALE: None
DATE: June 11, 2010

DRAWN BY: C. Cooney
CHECKED BY: G. Hatlestad

Revised 01-03-2011

CIVILTECH
450 E Devon Ave, Suite 300
Itasca, Illinois 60143
Tel: 630.773.3900 Fax: 630.773.3975
www.civiltechinc.com

INDEX OF SHEETS

Sheet No.	Description
S1	General Plan and Elevation
S2	Bill of Material, General Notes and Index of Sheets
S3	Stage Construction Details
S4	Deck Elevation Locations
S5	Top of Deck Elevations
S6	Approach Pavement Elevations
S7	Concrete Removal Details
S8	Deck Plan and Section
S9	Parapet and Deck Details
S10	Bicycle and Parapet Railing
S11	Preformed Joint Strip Seal
S12	Framing Plan and Details
S13	Diaphragm Details
S14	Bearing Details
S15	West Abutment
S16	West Abutment Details & Bill of Material
S17	East Abutment
S18	East Abutment Details & Bill of Material
S19	Piers
S20	HP Pile Details
S21	Cantilever Forming Brackets for Superstructure
S22	Temporary Concrete Barrier for Stage Construction
S23	Bar Splicer Assembly Details
S24	Concrete Parapet Slipforming Option
S25	Stone Riprap Details
S26	Soil Boring Logs

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 1/8" φ, holes 1/16" φ, unless otherwise noted.

Calculated weight of Structural Steel = 156,816 Lbs. M270 Grade 50
Calculated weight of Structural Steel = 17,318 Lbs. M270 Grade 36

No field welding is permitted except as specified in the contract documents.

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

Reinforcement bars designated (E) shall be epoxy coated.

Prior to pouring the new concrete deck, all heavy or loose rust, loose mill scale, and other loose or potentially detrimental foreign material shall be removed from the surfaces in contact with concrete. Tightly adhered paint may remain unless otherwise noted. Removal shall be accomplished by methods that will not damage the steel and the cost will be included in the pay item covering removal of the existing concrete.

As directed by the Engineer, existing construction accessories welded to the top flange of beams and girders shall be removed. The weld areas shall be ground flush and inspected for cracks using magnetic particle testing (MT) or dye penetrant testing (PT) by qualified personnel approved by the Engineer.

Any cracks that cannot be removed by grinding 1/4 inch deep shall be identified and reported to the Bureau of Bridges and Structures for further disposition. The cost of removing welded accessories, grinding and inspecting weld areas and grinding cracks will be paid for according to Article 109.04 of the Standard Specifications.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.05(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

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.

Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Concrete Sealer shall be applied to the backwalls and bridge seats of the new portions of the East and West Abutments.

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5 YR 3/4. See Special Provision for "Cleaning and Painting New Metal Structures".

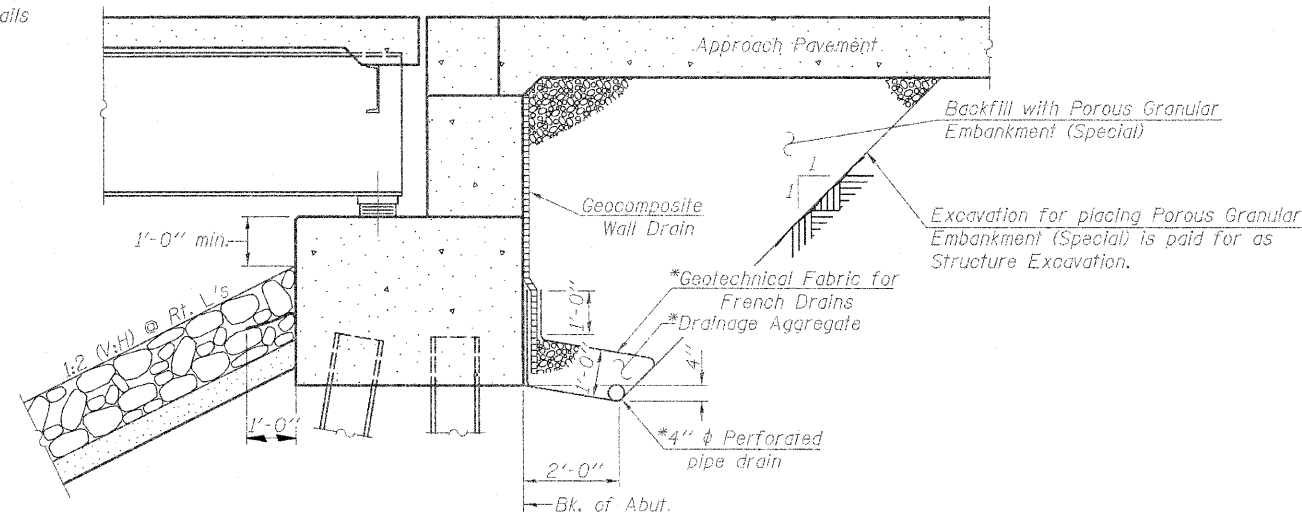
Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.

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

The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.

The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.

The Contractor shall prepare in-stream work plans (all cofferdams, work pads, and erosion and sediment control, etc.) and submit to the Engineer and the U.S. Army Corp of Engineers for review and approval. The Contractor should expect to have to attend meetings at the USACOE office to discuss their work plan in order to secure their permit. The cost of all in-stream work items will not be paid for separately, but shall be considered as included in the unit bid prices of the contract, and no additional compensation will be allowed.



TYPICAL SECTION THRU ABUTMENT

(Horiz. dim. @ Rt. L's)

Note: *Included in the cost of Pipe Underdrains for Structures.

All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls or 2'-0" from the end of the wingwalls when the wings are parallel to the abutment. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110).

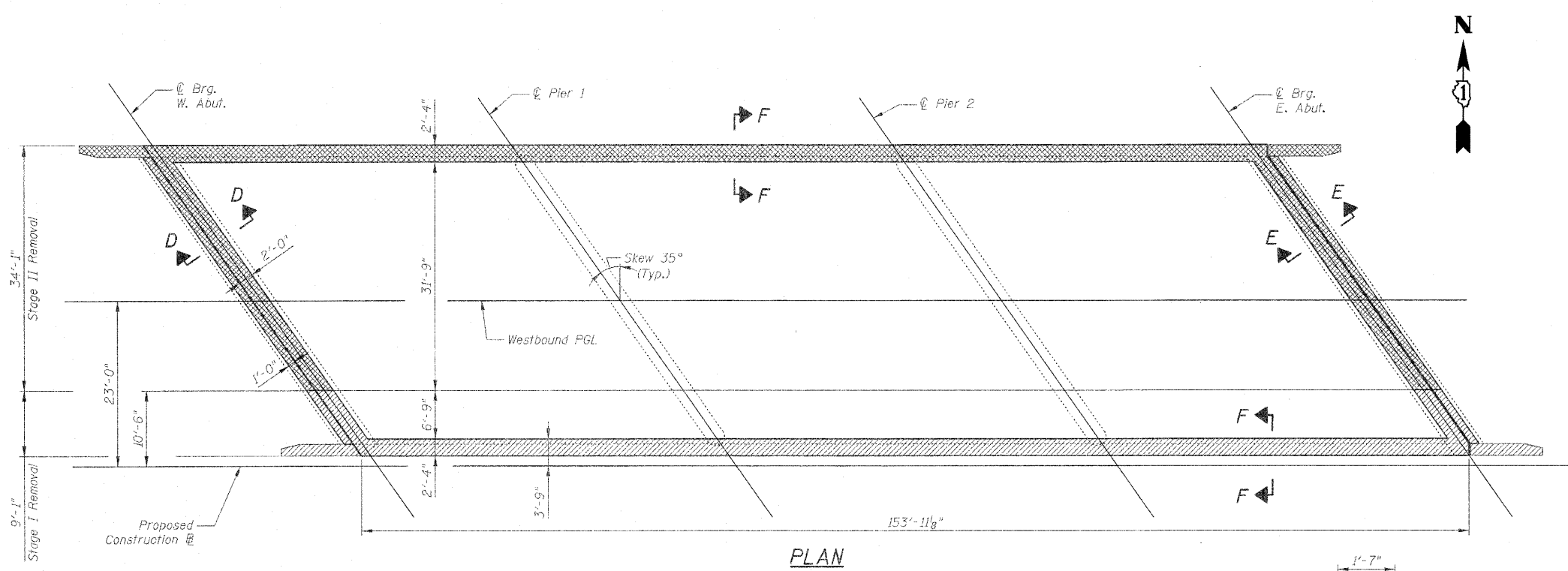
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
** Porous Granular Embankment (Special)	Cu. Yd.		142	142
Stone Riprap, Class A4	Sq. Yd.		751	751
Filter Fabric	Sq. Yd.		751	751
Concrete Removal	Cu. Yd.		76	76
** Concrete Removal (Special)	Cu. Yd.		14	14
Structure Excavation	Cu. Yd.		217	217
Floor Drains	Each	21		21
Concrete Encasement	Cu. Yd.		16.8	16.8
Concrete Structures	Cu. Yd.		221.8	221.8
Concrete Superstructure	Cu. Yd.	308.4	16.2	324.6
Bridge Deck Grooving	Sq. Yd.	447		447
Protective Coat	Sq. Yd.	1,125		1,125
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	4,428		4,428
Reinforcement Bars, Epoxy Coated	Pound	64,570	19,140	83,710
Bar Splicers	Each	122		122
Bicycle Railing	Foot	175		175
Parapet Railing	Foot	216		216
Furnishing Steel Piles HP12x63	Foot		910	910
Furnishing Steel Piles HP12x74	Foot		665	665
Driving Piles	Foot		1,575	1,575
Test Pile Steel HP12X63	Each		2	2
Test Pile Steel HP12x74	Each		1	1
Pile Shoes	Each		48	48
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	224		224
Elastomeric Brg. Assembly, Type II	Each		9	9
Anchor Bolts, 1"	Each		72	72
Concrete Sealer	Sq. Ft.		514	514
Geocomposite Wall Drain	Sq. Yd.		72	72
** Pipe Underdrains for Structures 4"	Foot		159	159
** Underwater Structure Excavation Protection - Location 1	Each		1	1
** Underwater Structure Excavation Protection - Location 2	Each		1	1
** Exploratory Excavation	L. Sum		1	1

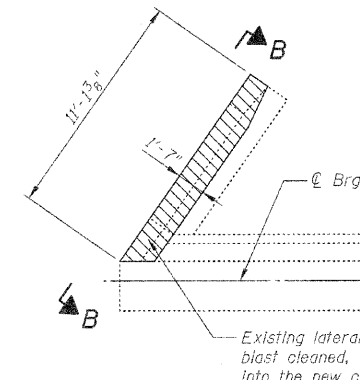
** - See Special Provision

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
BILL OF MATERIAL, GENERAL NOTES
AND INDEX OF SHEETS
U.S. RTE. 30 OVER HICKORY CREEK
STATION 493+89.73
STRUCTURE NUMBER 099-0311

SCALE: None DRAWN BY: C. Cooney
DATE: June 11, 2010 CHECKED BY: G. Hatlestad

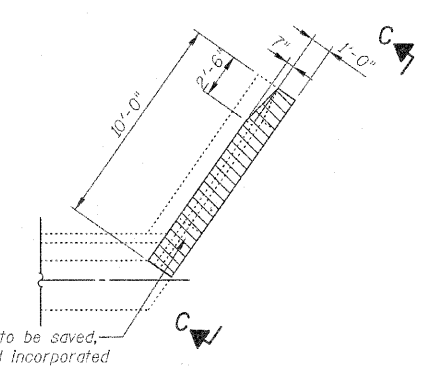


PLAN



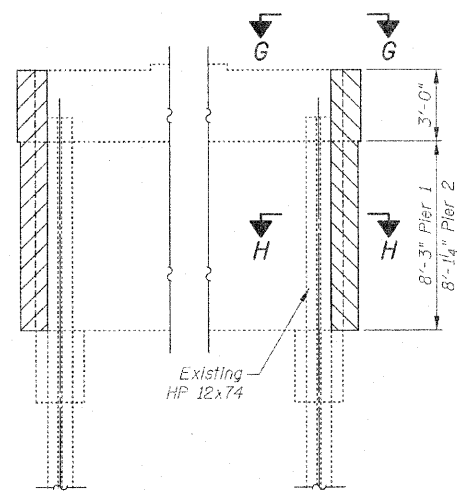
PLAN

Existing Northeast Wingwall
Existing Southwest Wingwall

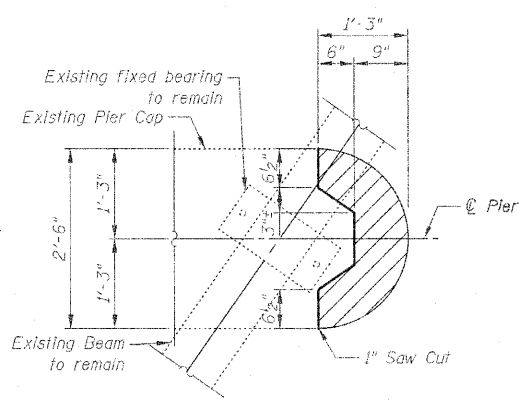


PLAN

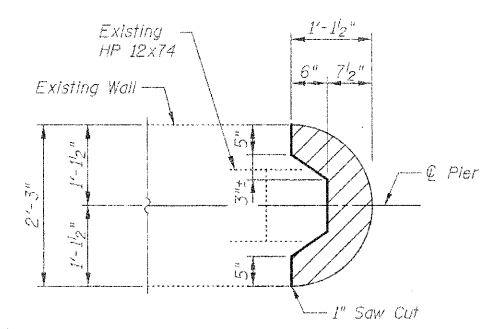
Existing Southeast Wingwall
Existing Northwest Wingwall



ELEVATION

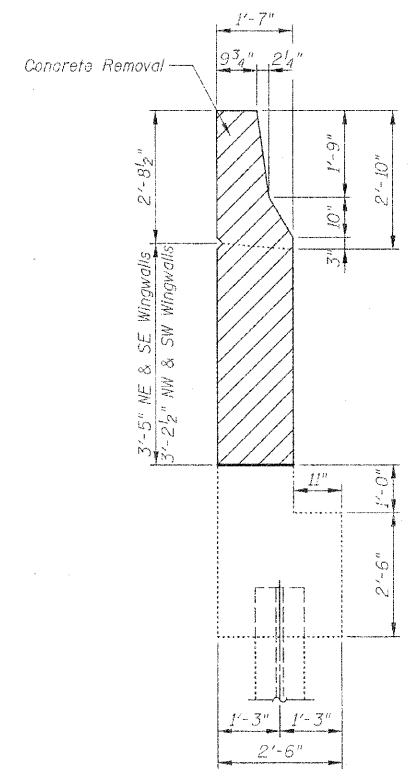


VIEW G-G

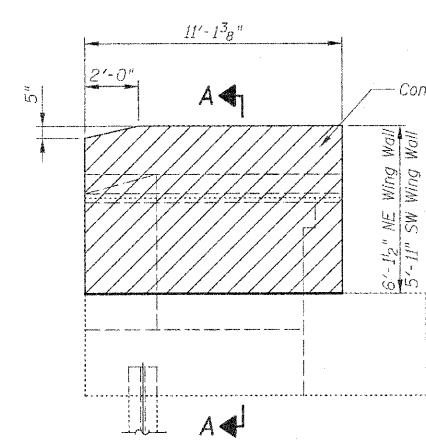


SECTION H-H

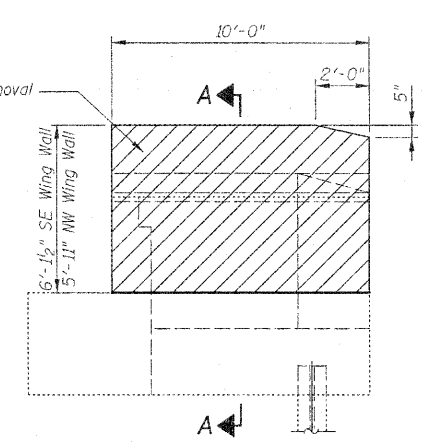
PIER CONCRETE REMOVAL
(Typ. Each End of the Existing Piers)



SECTION A-A



WINGWALL ELEVATION B-B



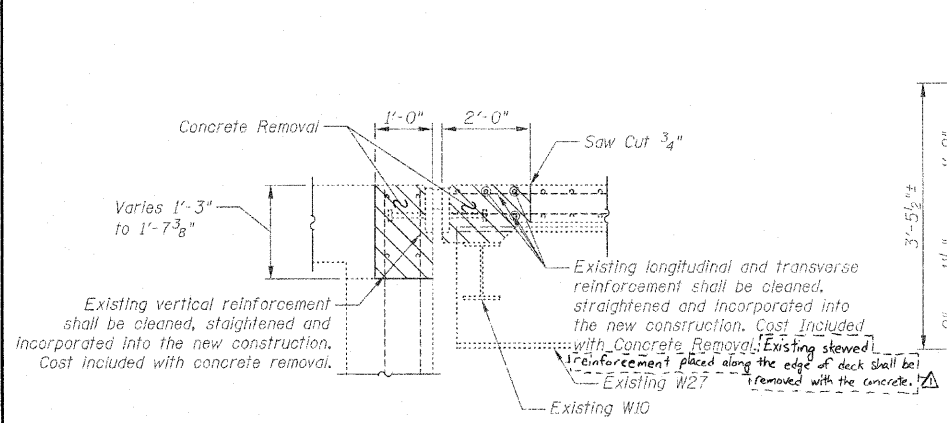
WINGWALL ELEVATION C-C

ABUTMENT & WINGWALL CONCRETE REMOVAL

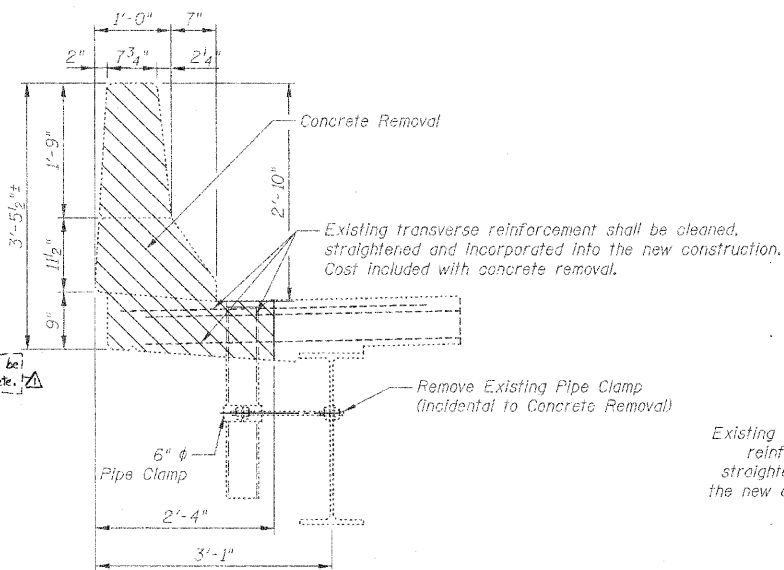
Indicates limits of Concrete Removal

BILL OF MATERIAL

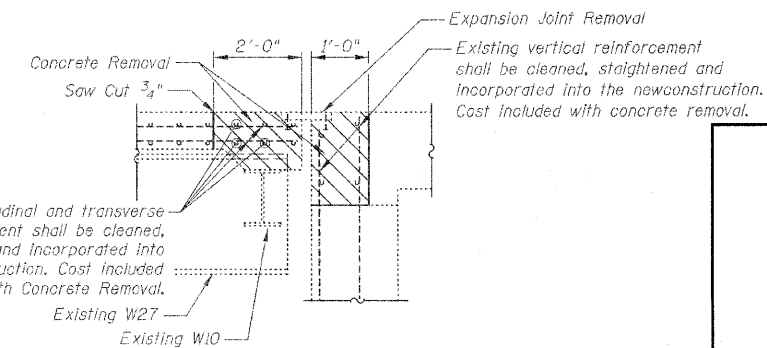
Item	Unit	Total
Concrete Removal	Cu. Yd.	76



SECTION D-D



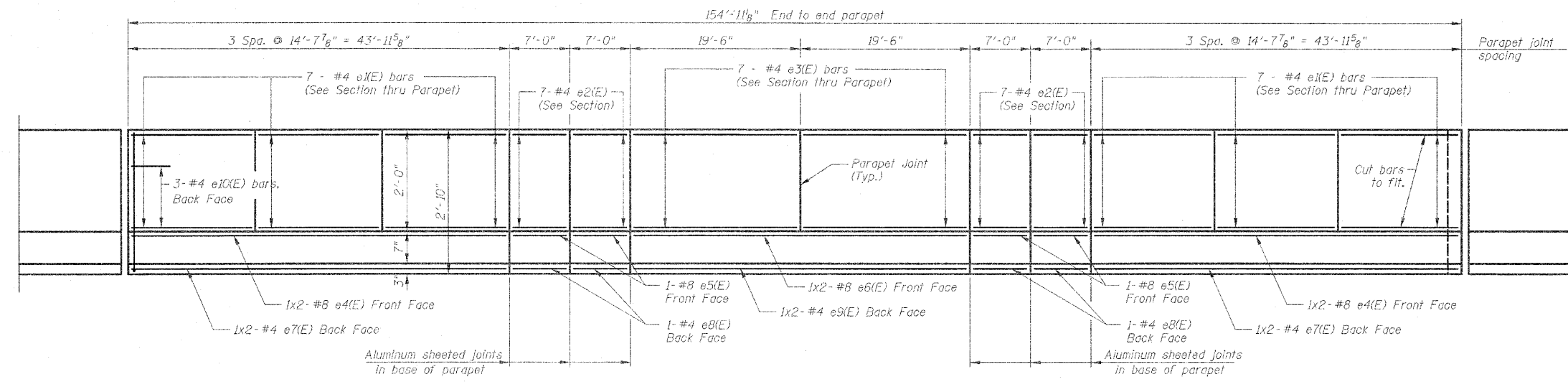
SECTION F-F



SECTION E-E

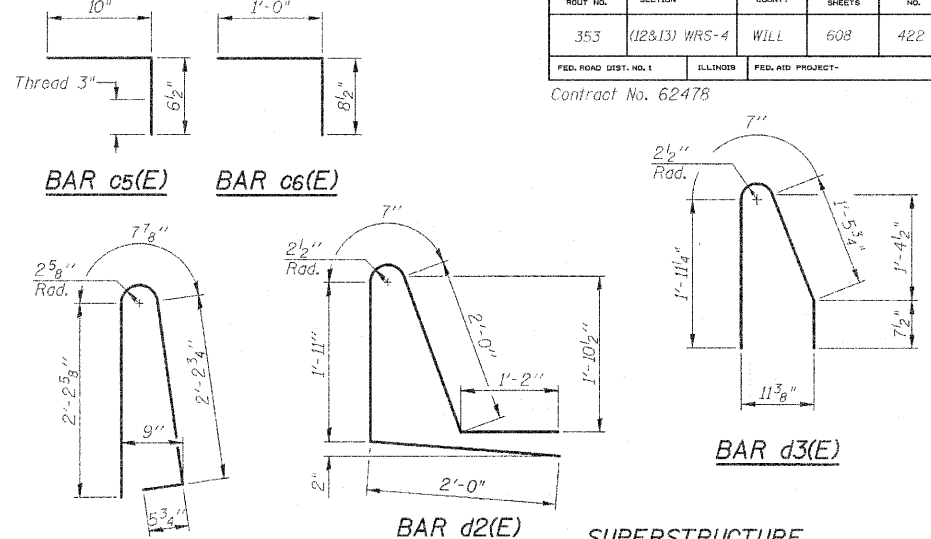
ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
353	(12&13) WRS-4	WILL	608	422
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

Contract No. 62478



INSIDE ELEVATION OF PARAPET

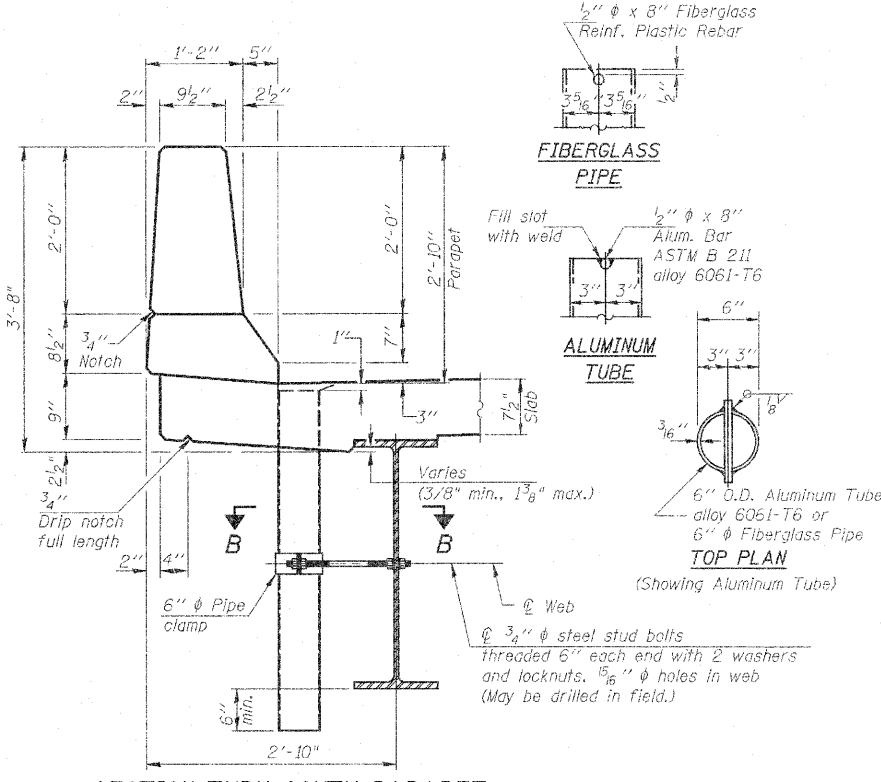
Dimensions are based on a Rolled Rail Strip Seal Joint. If the Contractor elects to use the Welded Rail Strip Seal joint, deck dimensions may require adjustments to satisfy the details on Sheet S11.



SUPERSTRUCTURE BILL OF MATERIAL

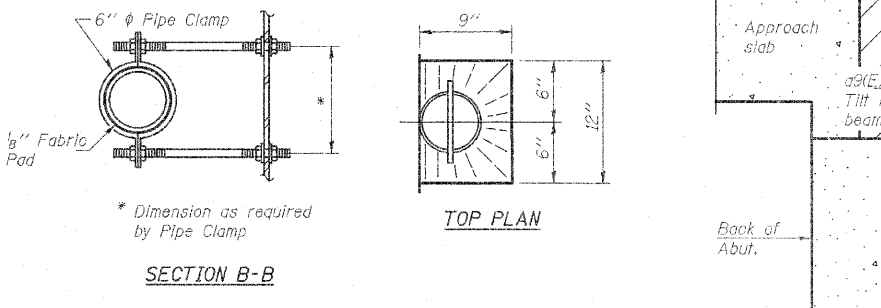
Bar	No.	Size	Length	Shape	
a1(E)	247	#5	25'-6"		
a2(E)	245	#5	18'-6"		
a3(E)	185	#5	28'-5"		
a4(E)	185	#5	15'-5"		
a5(E)	124	#6	6'-0"		
a6(E)	431	#5	10'-7"		
a7(E)	20	#5	31'-2"		
a8(E)	20	#5	28'-0"		
a9(E)	30	#5	8'-6"		
a10(E)	24	#5	6'-5"		
b1(E)	392	#5	24'-0"		
b2(E)	312	#5	27'-8"		
b3(E)	106	#6	30'-10"		
b4(E)	78	#5	32'-8"		
c1(E)	51	#5	17'-7"		
c2(E)	93	#5	10'-0"		
c3(E)	99	#5	8'-3"		
c4(E)	3	#5	13'-0"		
c5(E)	185	#5	1'-4 1/2"		
c6(E)	121	#5	1'-8 1/2"		
d1(E)	330	#5	5'-7"		
d2(E)	169	#5	7'-8"		
d3(E)	169	#5	4'-7 1/2"		
e1(E)	84	#4	14'-4"		
e2(E)	56	#4	6'-8"		
e3(E)	28	#4	19'-2"		
e4(E)	8	#8	23'-7"		
e5(E)	8	#8	6'-8"		
e6(E)	4	#8	21'-1"		
e7(E)	8	#4	23'-0"		
e8(E)	8	#4	6'-8"		
e9(E)	4	#4	20'-0"		
e10(E)	6	#4	2'-8"		
x(E)	92	#5	6'-5"		
Floor Drains				Each	21
Concrete Superstructure				Cu. Yds.	308.4
Bridge Deck Grooving				Sq. Yds.	447
Protective Coat				Sq. Yds.	1,116
Reinforcement Bars, Epoxy Coated				Pound	64,570

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

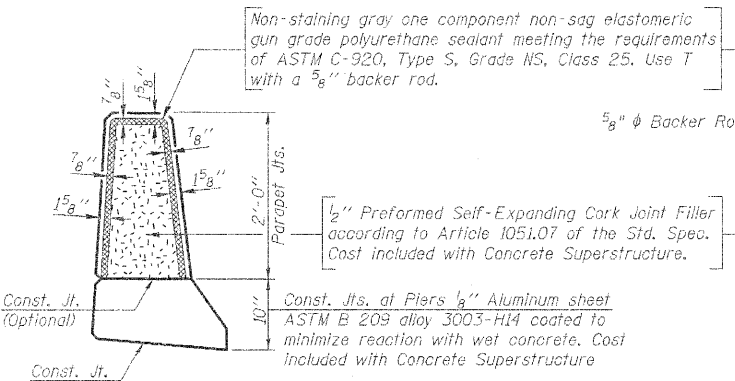


SECTION THRU SOUTH PARAPET

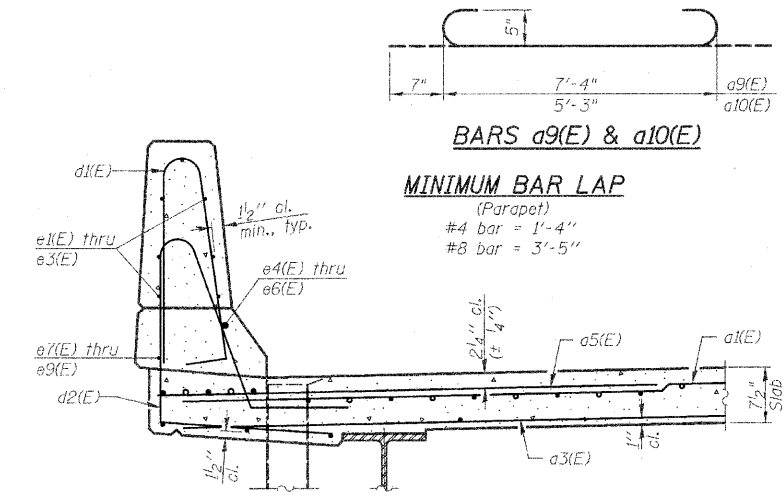
Notes:
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SP1 prior to painting.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.



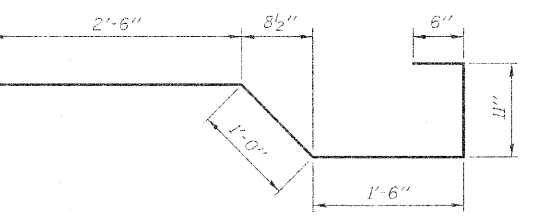
SECTION B-B PARAPET AND DRAIN DETAILS



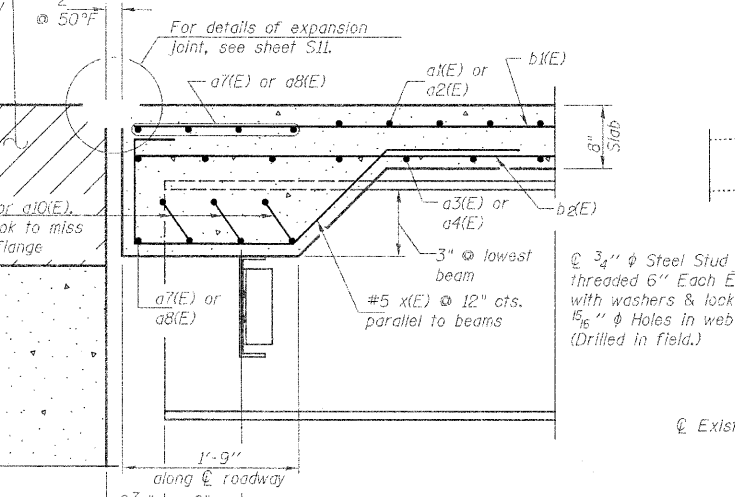
PARAPET JOINT DETAILS



SECTION THRU SOUTH PARAPET (Showing Reinforcement)

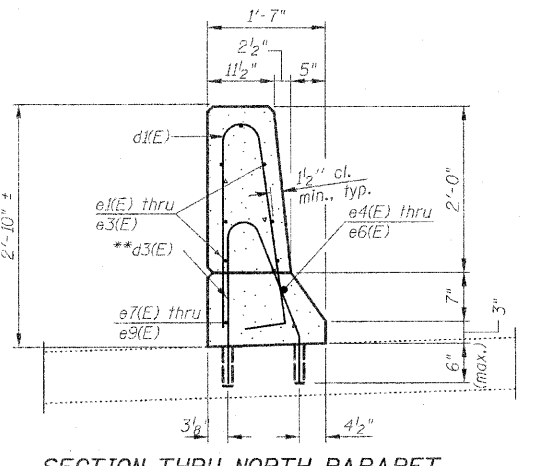


BAR x(E)



DETAIL - FLOOR DRAIN INSTALLATION THROUGH THE EXISTING DECK

* The cost of Coring and Grouting shall be included with FLOOR DRAINS.



SECTION THRU NORTH PARAPET

** Core and set #5 d3(E) bar according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. The maximum depth of hole shall not exceed 6".

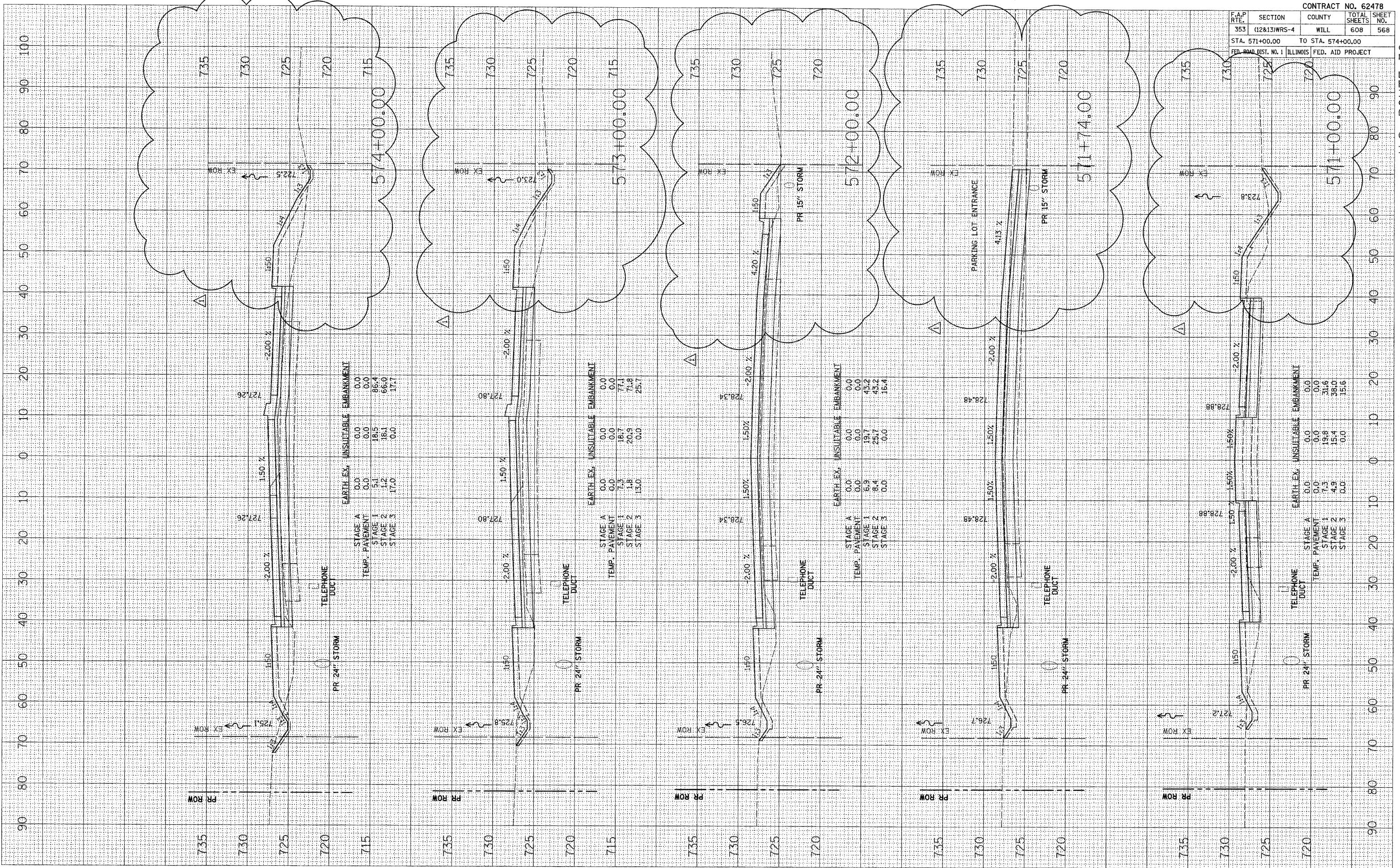
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
PARAPET AND DECK DETAILS
U.S. RTE. 30 OVER HICKORY CREEK
STATION 493+89.73
STRUCTURE NUMBER 099-0311
SCALE: None
DATE: June 11, 2010
DRAWN BY: C. Cooney
CHECKED BY: G. Halstead

PLOT DATE = 1/29/2011
 FILE NAME = I:\3151\cond\shoes\Addressum\01624\PRP\PRP.dwg
 PLOT SCALE = 10.00000 / IN.
 USER NAME = krk

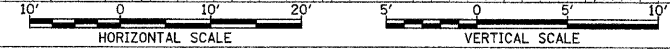
ORIGINAL SURVEY SURVEYED BY DATE
 PLOTTED BY DATE
 NOTE BOOK NO.
 TEMPLATE NO.
 AREAS CHECKED

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

F.A.P. SECTION		CONTRACT NO. 62478	
353	(12&13)WRS-4	WILL	TOTAL SHEETS 608
STA. 571+00.00 TO STA. 574+00.00		SHEET NO. 568	
FED. ROAD DIST. NO. 1 ILLINOIS FED. AID PROJECT			



REVISION DATE
 ADDENDUM #1 12/10



U.S. ROUTE 30