

PLANS FOR
PROPOSED LOCAL AGENCY IMPROVEMENT

MS 651 (SOANGETAHA ROAD)
SECTION 07-00651-03-BR
PROJECT M-5025(057)
CITY OF GALESBURG
KNOX COUNTY
C-94-055-12

M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
651	07-00651-03-BR	KNOX	67	1
ILLINOIS			CONTRACT NO. 89625	

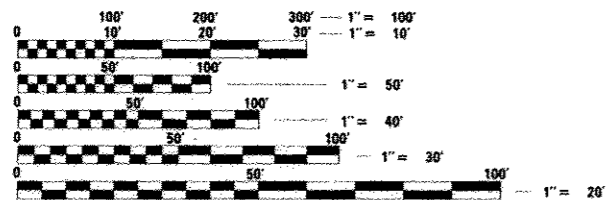
INDEX OF SHEETS

- 1 COVER
- 2 GENERAL NOTES
- 3-4 SUMMARY OF QUANTITIES
- 5 TYPICAL SECTIONS
- 6-7 SCHEDULE OF QUANTITIES
- 8-9 ALIGNMENT, TIES AND BENCHMARKS
- 10-11 REMOVAL PLAN
- 12-13 PLAN AND PROFILE
- 14 DRAINAGE
- 15 STAGING TYPICAL SECTIONS
- 16-19 STAGING PLAN
- 20-21 EROSION AND SEDIMENT CONTROL PLAN
- 22 RIGHT-OF-WAY PLAN
- 23 TRANSITIONAL COMBINATION CONCRETE CURB AND GUTTER DETAIL
- 24 MODULAR BLOCK WALL DETAIL
- 25 SLOPE STEPS DETAIL
- 26-28 LIGHTING PLANS
- 29-54 STRUCTURE PLANS
- 55-67 CROSS SECTIONS

LIST OF STANDARDS

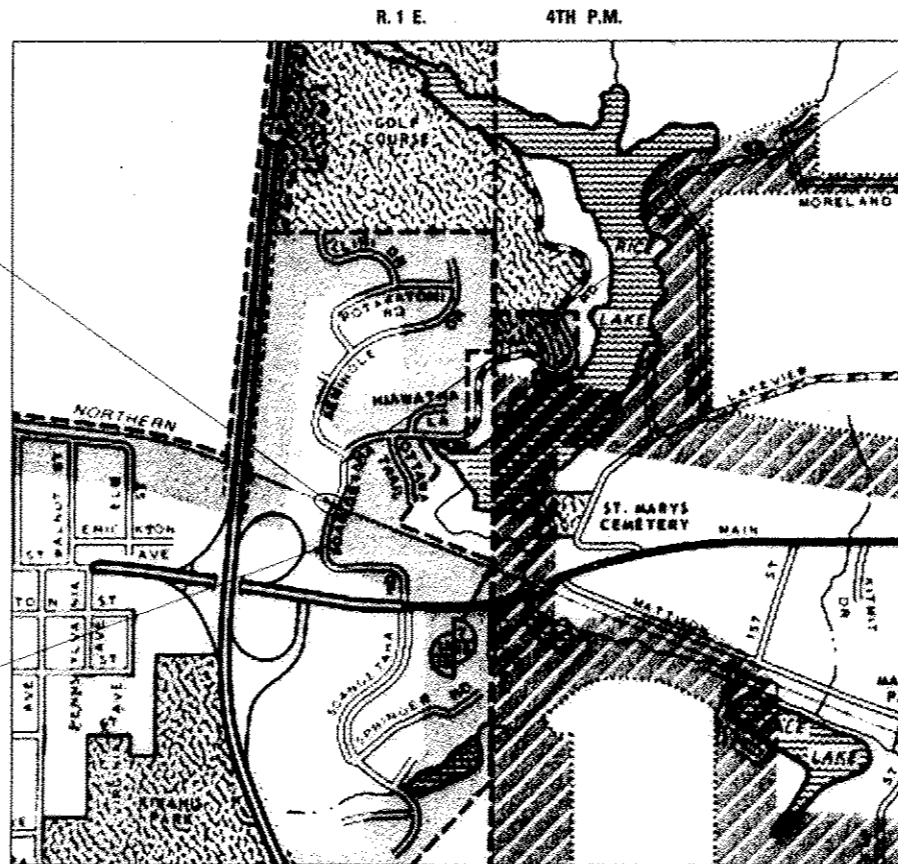
- | NO. | DESCRIPTION |
|-----------|---|
| 000001-06 | STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS |
| 001001-02 | AREAS OF REINFORCEMENT BARS |
| 001006- | DECIMAL OF AN INCH AND OF A FOOT |
| 280001-07 | TEMPORARY EROSION CONTROL SYSTEMS |
| 420001-07 | PAVEMENT JOINTS |
| 420401-09 | BRIDGE APPROACH PAVEMENT CONNECTOR |
| 424016-01 | MID-BLOCK CURB RAMPS FOR SIDEWALKS |
| 515001-03 | NAME PLATE FOR BRIDGES |
| 542301-03 | PRECAST REINFORCED CONCRETE FLARED END SECTION |
| 602301-03 | INLET - TYPE A |
| 602401-03 | MANHOLE, TYPE A |
| 604036-02 | GRATE TYPE B |
| 606001-05 | CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER |
| 606201-02 | TYPE B GUTTER (INLET, OUTLET & ENTRANCE) |
| 630001-10 | STEEL PLATE BEAM GUARDRAIL |
| 630301-06 | SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS |
| 631031-11 | TRAFFIC BARRIER TERMINAL, TYPE 6 |
| 635006-03 | REFLECTOR AND TERMINAL MARKER PLACEMENT |
| 635011-02 | REFLECTOR MARKER AND MOUNTING DETAILS |
| 666001-01 | RIGHT OF WAY MARKERS |
| 701001-02 | OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5m) AWAY |
| 701006-04 | OFF-RD OPERATIONS, 2L, 2W, 15' (4.5m) TO 24' (600mm) FROM PAVEMENT EDGE |
| 701311-03 | LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY |
| 701501-06 | URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED |
| 701901-02 | TRAFFIC CONTROL DEVICES |
| 704001-07 | TEMPORARY CONCRETE BARRIER |
| 720011-01 | METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS |
| 780001-03 | TYPICAL PAVEMENT MARKINGS |

REPLACEMENT OF A SEVEN-SPAN STEEL AND
TIMBER BRIDGE WITH A NEW THREE-SPAN STEEL
GIRDER BRIDGE CARRYING SOANGETAHA
ROAD OVER B.N.S.F. RAILROAD IN
THE CITY OF GALESBURG
EXISTING S.N. 048-3198
PROPOSED S.N. 048-6063
PROPOSED C STA. 60+00.00



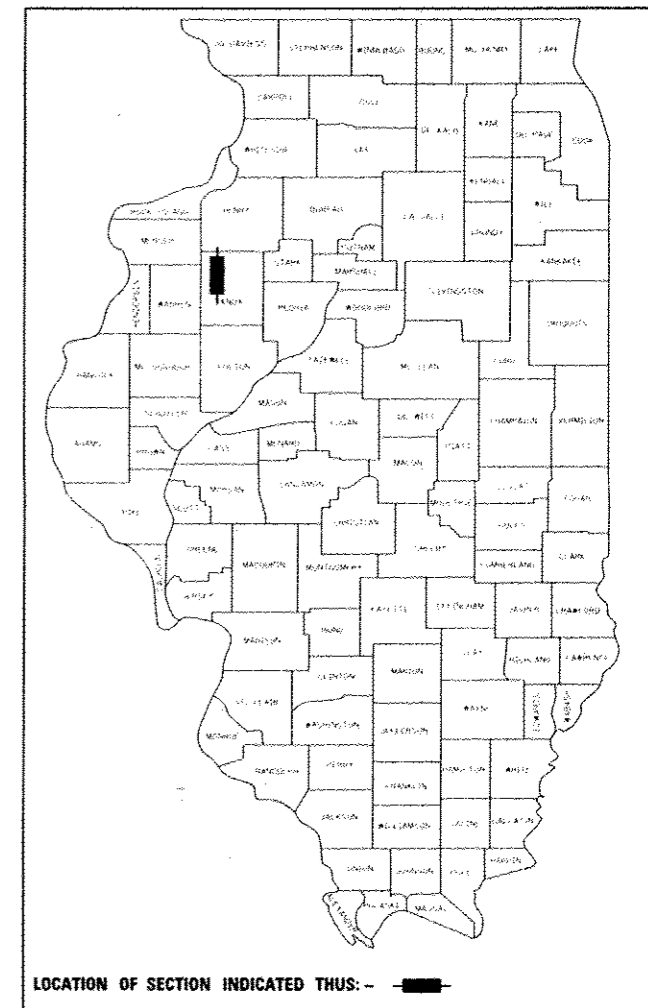
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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



LOCATION MAP

GROSS LENGTH = 832.54 FT. = 0.16 MILE
NET LENGTH = 739.73 FT. = 0.14 MILE
2012 A.D.T. - 800 (3.8% TRUCKS)
HIGHWAY CLASS: LOCAL STREET (URBAN)
DESIGN SPEED: 30 M.P.H.
POSTED SPEED: 30 M.P.H.
DESIGN GUIDELINES: BLR - URBAN
VARIANCES: NONE



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

APPROVED *Jan 3 20 13*
Wayne E. Carl
CITY OF GALESBURG

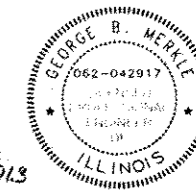
PASSED *01/14 20 13*
[Signature]
DISTRICT FOUR ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR
BID BASED ON
LIMITED REVIEW
Jan 14 20 13
DEPUTY DIRECTOR OF HIGHWAYS, REGION THREE ENGINEER

MAURER-STUTZ
ENGINEERS SURVEYORS

1116 N. DRAPER ST., CHICAGO, ILLINOIS 60642
TEL: (312) 467-1000
FAX: (312) 467-1001
WWW.MAURER-STUTZ.COM

CATALOG NUMBER 033745-00



George B. Merkle
George B. Merkle, PE
PE No. 042917
Exp. Date 11/30/2013

GENERAL NOTES

THE CONSTRUCTION SHALL BE GOVERNED BY THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" IN ILLINOIS, ADOPTED JANUARY 1, 2012.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO ANY UTILITY LINES AND EXISTING IMPROVEMENTS TO REMAIN THAT ARE DAMAGED AS A RESULT OF THE WORK.

ADJUSTMENTS OF PROPOSED GRADES TO MATCH EXISTING ENTRANCES OR OTHER FIELD CONDITIONS MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.

THE WORK AREA SHALL BE POSITIVELY DRAINED DURING CONSTRUCTION. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION, AND TRAFFIC.

WHERE PROPOSED CONSTRUCTION ABUTS EXISTING APPURTENANCES, A FULL DEPTH SAWCUT SHALL BE MADE TO ACHIEVE A CLEAN BREAK BETWEEN THE PROPOSED AND THE EXISTING ITEM. THE SAWCUT IS TO BE INCLUDED IN THE COST OF THE ADJACENT REMOVAL.

WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AND AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USES:	1/2" SURFACE COURSE	4" BINDER
AC/PG:	POLYMER SBS OR SBR PG 64-28	POLYMER SBS OR SBR PG 64-28
RAP% (MAX)	10%	10%
VOIDS:	4.0% @ N = 50	4.0% @ N = 50
MIXTURE COMP:	IL 9.5 OR 12.5	IL 19.0
FRICITION AGG:	MIX C	N/A

NOTES: INDIVIDUAL LIFT THICKNESS OF EACH MIX TYPE WILL BE NO LESS THAN 3X NOMINAL MAXIMUM AGGREGATE SIZE AND NO MORE THAN 6 X NOMINAL MAXIMUM AGGREGATE SIZE.

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

POLYMERIZED PRIME COAT

SURFACE TYPE	ESTIMATED TRUCK APPLICATION RATE	RESIDUAL RATE
MILLED (HMA OR PCC)	0.08 GAL/S.Y. (0.00034 TON/S.Y.)	0.04 GAL/S.Y.
EXISTING PAVEMENT (NOT MILLED)	0.05 GAL/S.Y. (0.00022 TON/S.Y.)	0.025 GAL/S.Y.
FOG COAT BETWEEN LIFTS	0.05 GAL/S.Y. (0.00022 TON/S.Y.)	0.025 GAL/S.Y.

HOT-MIX ASPHALT	112.5 LBS/SQ YD/INCH
NITROGEN FERTILIZER NUTRIENTS	90 LB/ACRE
PHOSPHORUS FERTILIZER NUTRIENTS	90 LB/ACRE
POTASSIUM FERTILIZER NUTRIENTS	90 LB/ACRE

TREE REMOVAL MAY BE NECESSARY PRIOR TO UTILITY COMPANIES BEING ABLE TO RELOCATE THEIR FACILITIES OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR SHOULD COORDINATE ANY CONTRACT TREE REMOVAL ACTIVITIES OR INCOMPLETE UTILITY RELOCATIONS.

THE LOCATIONS OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES, TELEPHONE LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. UNLESS ELEVATIONS ARE SHOWN, ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNERS WITH A COPY TO THE ENGINEER FOR SHORT-TERM CLOSURES.

MICROSTATION AND GEOPAK FILES OF THIS PROJECT WILL BE MADE AVAILABLE TO THE CONTRACTOR. IF THERE IS A CONFLICT BETWEEN THE ELECTRONIC FILES AND THE PRINTED CONTRACT PLANS AND DOCUMENTS, THE PRINTED CONTRACT PLANS AND DOCUMENTS SHALL TAKE PRECEDENCE OVER THE ELECTRONIC FILES. THE CONTRACTOR SHALL ACCEPT ALL RISK ASSOCIATED WITH USING THE ELECTRONIC FILES AND SHALL HOLD THE DEPARTMENT HARMLESS FOR ANY ERRORS OR OMISSIONS IN THE ELECTRONIC FILES AND THE DATA CONTAINED THEREIN. ERRORS OR DELAYS RESULTING FROM THE USE OF THE ELECTRONIC FILES BY THE CONTRACTOR SHALL NOT RESULT IN AN EXTENSION OF TIME FOR ANY INTERIM OR FINAL COMPLETION DATE OR SHALL NOT BE CONSIDERED CAUSE FOR ADDITIONAL COMPENSATION. THE CONTRACTOR SHALL NOT USE, SHARE, OR DISTRIBUTE THESE ELECTRONIC FILES EXCEPT FOR THE PURPOSE OF CONSTRUCTING THIS CONTRACT. ANY CLAIMS BY THIRD PARTIES DUE TO USE OR ERRORS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL INCLUDE THIS DISCLAIMER WITH THE TRANSFER OF THESE ELECTRONIC FILES TO ANY OTHER PARTIES AND SHALL INCLUDE APPROPRIATE LANGUAGE BINDING THEM TO SIMILAR RESPONSIBILITIES.

THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER AND FIELD VERIFY THE EXACT LENGTH OF THE PIPE CULVERTS AND STORM SEWERS REQUIRED PRIOR TO ORDERING THESE ITEMS. THE CONTRACTOR SHALL VERIFY ALL OTHER DIMENSIONS AND EXISTING CONDITIONS PRIOR TO CONSTRUCTION AND NOTIFY THE ENGINEER OF ANY DISCREPANCY IMMEDIATELY. SHOP DRAWINGS FOR THE PIPE CULVERTS AND STORM SEWERS SHALL ALSO BE REQUIRED TO BE SUBMITTED AND APPROVED PRIOR TO ORDERING THESE ITEMS.

CONTINUOUS PAVING OPERATIONS ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE HOT-MIX ASPHALT SURFACE. NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, TURN LANES, ETC. WILL BE ALLOWED.

ADD THE FOLLOWING SENTENCE TO THE END OF PARAGRAPH 670.02 (I) AND 670.04 (E): ALL OF THE TELEPHONE LINES PROVIDED SHALL HAVE UNPUBLISHED NUMBERS.

SIGN LOCATIONS MAY VARY FROM THE STATIONS SHOWN ON THE PLANS IN ACCORDANCE WITH DIRECTIONS FROM THE ENGINEER AT THE TIME OF CONSTRUCTION. SIGN LOCATIONS MAY BE ADJUSTED IN THE FIELD TO AVOID ANY FOUND UTILITIES. ALL POST LOCATIONS SHALL BE VERIFIED WITH THE CITY BEFORE INSTALLATION.

ALL EXISTING SURROUNDING AREA AND PROPERTY SHALL BE PROTECTED FROM DAMAGE AND LEFT UNDAMAGED BY THE OPERATION OF THE CONTRACTOR. ANY OF THE SURROUNDING PROPERTY DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED OR REPLACED TO AN EQUAL OR BETTER CONDITION THAN WHAT EXISTED PRIOR TO CONSTRUCTION AT THE CONTRACTOR'S EXPENSE.

THE SUMMARY OF QUANTITIES HAS BEEN PROVIDED FOR THE CONTRACTOR'S REFERENCE. CONTRACTOR IS ALERTED TO THE FACT THAT THESE NUMBERS ARE ESTIMATES AND IT IS RECOMMENDED THAT THE CONTRACTOR VERIFY QUANTITIES PRIOR TO ORDERING MATERIALS.

THE OWNER RESERVES THE RIGHT TO REDUCE ANY QUANTITY OR DELETE PAY ITEMS FROM THIS CONTRACT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED. EXCESS MATERIAL, IF NOT USED FOR OTHER ON-SITE PURPOSES, SHALL BE COMPLETELY REMOVED FROM THE CONSTRUCTION SITE AND DISPOSED OF OFF-SITE BY THE CONTRACTOR.

IN ACCORDANCE WITH SECTION 602 OF THE STANDARD SPECIFICATIONS, THE CONNECTING OF EXISTING DRAIN TILES, PIPE CULVERTS, OR STORM SEWERS TO THE PROPOSED DRAINAGE SYSTEM STRUCTURES WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE PAY ITEMS PROVIDED.

COMMITMENTS

AN ICC ORDER WAS APPROVED ON SEPTEMBER 6, 2012. ICC HAS COMMITTED TO PROVIDE 60% OF THE FUNDING. A RAILROAD AGREEMENT IS REQUIRED BEFORE THE MARCH 2013 LETTING. THE BNSF RAILROAD HAS COMMITTED TO PROVIDING 20% OF THE FUNDING. A BNSF LICENSE PIPELINE AGREEMENT WAS APPROVED FOR THE REPLACEMENT OF THE PIPE CULVERT AT STATION 59+05.62 WITHIN THE RAILROAD RIGHT-OF-WAY ON NOVEMBER 30, 2012.

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	BRIDGE
				0004 URBAN	0011 S.N. 048-6063
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	113	113	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	109	109	
20100500	TREE REMOVAL, ACRES	ACRE	0.25	0.25	
20200100	EARTH EXCAVATION	CU YD	545	545	
20400800	FURNISHED EXCAVATION	CU YD	5495	5495	
20800150	TRENCH BACKFILL	CU YD	15	15	
Δ 21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	4738	4738	
Δ 25000100	SEEDING, CLASS 1	ACRE	1	1	
Δ 25000300	SEEDING, CLASS 3	ACRE	0.25	0.25	
Δ 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	104	104	
Δ 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	104	104	
Δ 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	104	104	
Δ 25100630	EROSION CONTROL BLANKET	SQ YD	4583	4583	
Δ 25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	1391	1391	
Δ 28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	18	18	
28000305	TEMPORARY DITCH CHECKS	FOOT	133	133	
28000400	PERIMETER EROSION BARRIER	FOOT	1003	1003	
28000500	INLET AND PIPE PROTECTION	EACH	3	3	
28100105	STONE RIPRAP, CLASS A3	SQ YD	19	19	
28200200	FILTER FABRIC	SQ YD	19	19	
35101400	AGGREGATE BASE COURSE, TYPE B	TON	1250	1250	
35600712	HOT-MIX ASPHALT BASE COURSE WIDENING, 9"	SQ YD	37	37	
40200100	AGGREGATE SURFACE COURSE, TYPE A	TON	48	48	
40600215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	1	1	
40600300	AGGREGATE (PRIME COAT)	TON	2	2	
40603230	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	424	424	
40603510	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	201	201	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	35	35	
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	112	112	
44000100	PAVEMENT REMOVAL	SQ YD	1404	1404	

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	BRIDGE
				0004 URBAN	0011 S.N. 048-6063
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50105220	PIPE CULVERT REMOVAL	FOOT	219	219	
50157300	PROTECTIVE SHIELD	SQ YD	98		98
50200100	STRUCTURE EXCAVATION	CU YD	116		116
50300225	CONCRETE STRUCTURES	CU YD	168.2		168.2
50300255	CONCRETE SUPERSTRUCTURE	CU YD	390.6		390.6
50300260	BRIDGE DECK GROOVING	SQ YD	689		689
50300300	PROTECTIVE COAT	SQ YD	1085		1085
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	3960		3960
50800105	REINFORCEMENT BARS	POUND	10560		10560
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	115,470		115,470
50800515	BAR SPLICERS	EACH	114		114
50800530	MECHANICAL SPLICERS	EACH	224		224
51201400	FURNISHING STEEL PILES HP10X42	FOOT	642		642
51202305	DRIVING PILES	FOOT	642		642
51204650	PILE SHOES	EACH	12		12
51500100	NAME PLATES	EACH	1		1
51603000	DRILLED SHAFT IN SOIL	CU YD	52.3		52.3
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12		12
52100520	ANCHOR BOLTS, 1"	EACH	24		24
52100530	ANCHOR BOLTS, 1 1/4"	EACH	24		24
542A2749	PIPE CULVERTS, CLASS A, TYPE 4 24"	FOOT	130	130	
542C0217	PIPE CULVERTS, CLASS C, TYPE 1 12"	FOOT	43	43	
54213447	END SECTIONS 12"	EACH	2	2	
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	1	1	
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	1	1	
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2	2	
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	198	198	
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	14	14	

FILE NAME: S:\237\2012\23712081.02 Soangetaha Bridge\DRAWING\03 Sheets\0412081.sht S04.dgn
 USER NAME: jgandrews
 PLOT SCALE: 20.0000 1/4" = 1'-0"
 PLOT DATE: 1/7/2013

DESIGNED: BT
 DRAWN: BT/WLL
 CHECKED: RJA
 DATE: 1/7/2013
 REVISED: REVISED
 REVISED: REVISED
 REVISED: REVISED



CITY OF GALESBURG

SCALE: SHEET OF SHEETS STA. TO STA.

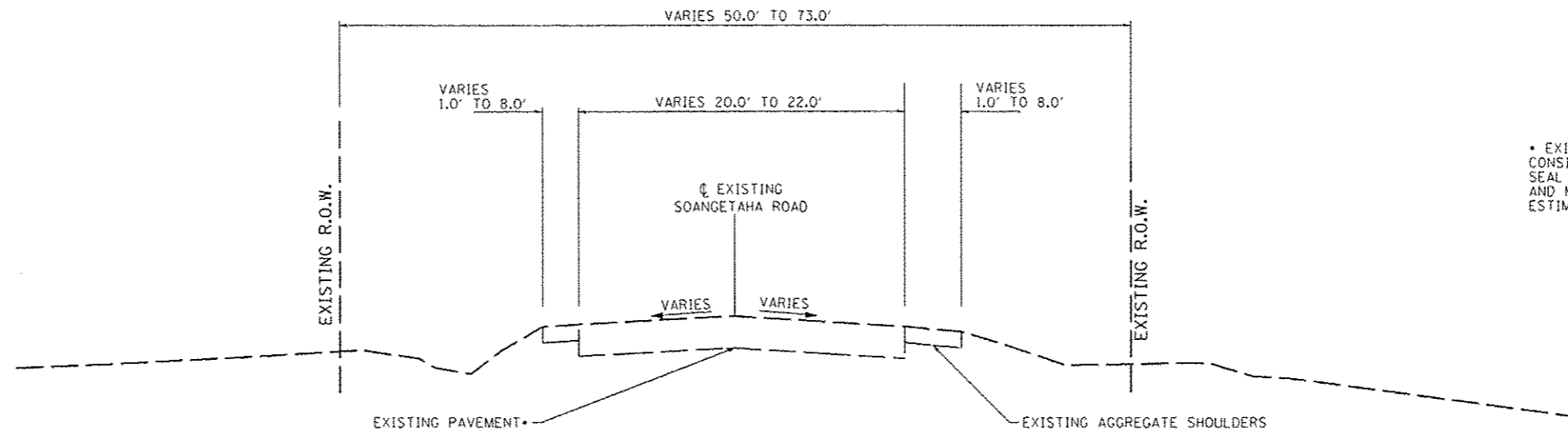
SOANGETAHA ROAD
 SUMMARY OF QUANTITIES

M.S. 651 SECTION 07-00651-03-BR COUNTY KNOX TOTAL SHEETS 67 SHEET NO. 3 CONTRACT NO. 89625 ILLINOIS

SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	BRIDGE
				0004 URBAN	0011 S.N. 048-6063
550A0640	STORM SEWERS, CLASS A, TYPE 3 12"	FOOT	71	71	
550A0680	STORM SEWERS, CLASS A, TYPE 3 18"	FOOT	128	128	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	64		64
60218400	MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	2	2	
60236200	INLETS, TYPE A, TYPE 8 GRATE	EACH	1	1	
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	0.6	0.6	
60603800	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	FOOT	1027	1027	
60626500	TRANSITIONAL COMBINATION CONCRETE CURB AND GUTTER	FOOT	20	20	
△ 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3	3	
△ 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3	3	
63200310	GUARDRAIL REMOVAL	FOOT	504	504	
67000500	ENGINEER'S FIELD OFFICE, TYPE B	CAL MO	9	9	
67100100	MOBILIZATION	L SUM	1	1	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	750	750	
70600240	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 2	EACH	2	2	
△ 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	1480	1480	
△ 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	7	7	
△ 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	3	3	
△ 80400100	ELECTRIC SERVICE INSTALLATION	EACH	1	1	
△ 81028350	UNDERGROUND CONDUIT, PVC, 2" DIA.	FOOT	527	527	
△ 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	348	348	
△ 81400730	HANDHOLE, COMPOSITE CONCRETE	EACH	2	2	
△ 81702120	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/2 NO. 8	FOOT	5180	5180	
△ 82500350	LIGHTING CONTROLLER, BASE MOUNTED, 240VOLT, 100AMP	EACH	1	1	
△ 83006400	LIGHT POLE, ALUMINUM, 30 FT. M.H., 10 FT. MAST ARM	EACH	2	2	
△ 83600200	LIGHT POLE FOUNDATION, 24" DIAMETER	FOOT	12	12	
△ 87800215	CONCRETE FOUNDATION, TYPE D	EACH	1	1	
△ XXXXXX	ROADWAY LUMINAIRE (SPECIAL)	EACH	2	2	
△ XXXXXX	DECORATIVE LUMINAIRE (SPECIAL)	EACH	6	6	
△ XXXXXX	DECORATIVE LIGHT POLE (SPECIAL)	EACH	6	6	

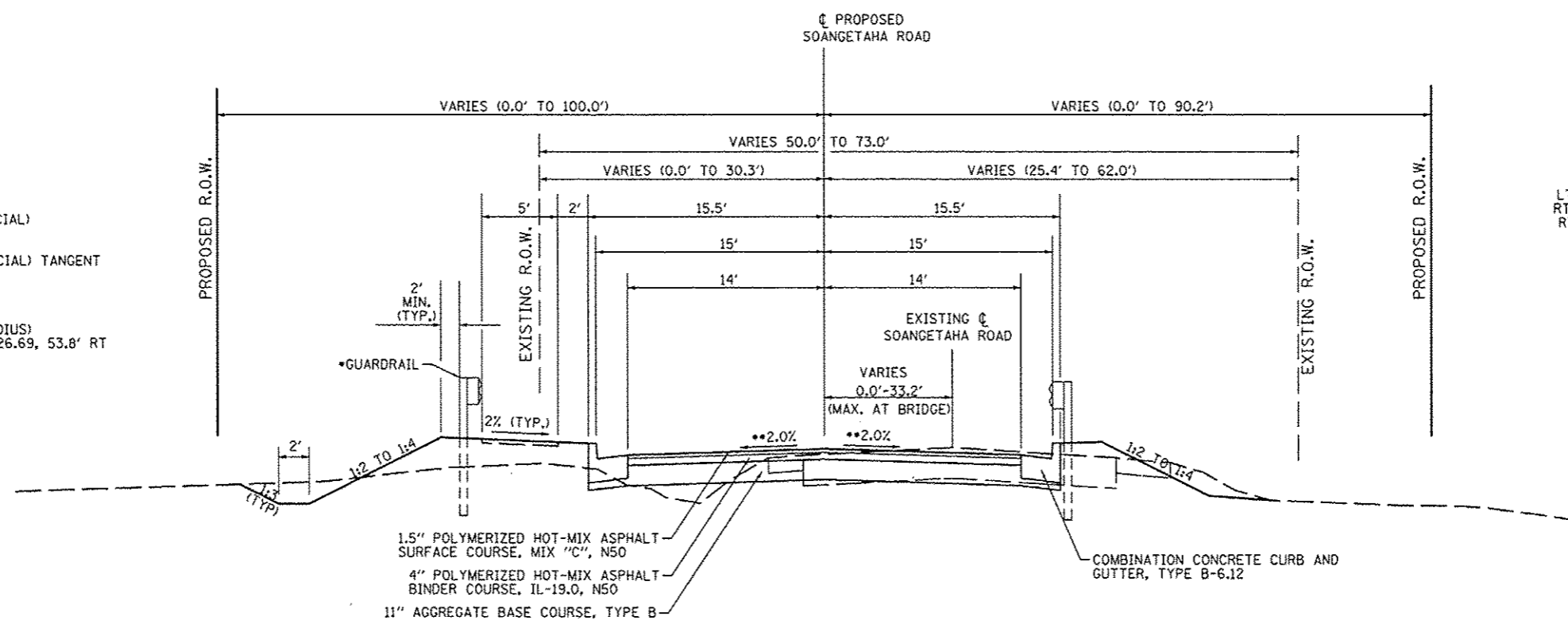
SUMMARY OF QUANTITIES				CONSTRUCTION CODE	
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ROADWAY	BRIDGE
				0004 URBAN	0011 S.N. 048-6063
△ D2003776	EVERGREEN, THUJA OCCIDENTALIS SMARAGD (EMERALD GREEN AMERICAN ARBORVITAE), 5' HEIGHT, BALLED AND BURLAPPED	EACH	34	34	
△ X0325402	MODIFY SPRINKLER SYSTEM	L SUM	1	1	
X2800520	ABOVE GRADE INLET FILTERS	EACH	6	6	
△ X5091730	BRIDGE FENCE RAILING (SPECIAL)	FOOT	308		308
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	98		98
X6020065	INLETS, TYPE G-1, DOUBLE (SPECIAL)	EACH	3	3	
X6021824	INLET-MANHOLE, TYPE G-1, 4' DIAMETER, SPECIAL	EACH	1	1	
X6060097	CLASS SI CONCRETE (OUTLET), SPECIAL	CU YD	0.9	0.9	
△ X8310214	TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL)	EACH	1	1	
△ X6330725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	25	25	
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1	
△ X7016500	TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	EACH	1	1	
X7240300	SIGN REMOVAL	EACH	4	4	
X7240500	RELOCATE EXISTING SIGNS	EACH	2	2	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0026407	TEMPORARY SHEET PILING	SQ FT	444		444
Z0028462	GEOTEXTILE RETAINING WALL	SQ FT	189	189	
Z0043750	PRECAST MODULAR BLOCK WALL	SQ FT	120	120	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	147		147
Z0048865	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
Z0065704	BITUMINOUS COATED AGGREGATE SLOPEWALL 6"	SQ YD	458		458

△ SPECIALTY ITEMS



• EXISTING PAVEMENT
 CONSISTS OF AGGREGATE,
 SEAL COAT, HOT-MIX ASPHALT
 AND MICROSURFACING,
 ESTIMATED THICKNESS 9"

EXISTING TYPICAL SECTION - SOANGETAHA ROAD
 NOT TO SCALE
 STA. 5+57.87 TO STA. 12+95.74



• GUARDRAIL LIMITS
 TRAFFIC BARRIER TERMINAL, TYPE 6
 STA. 58+73.57 TO STA. 59+19.75, RT
 STA. 58+79.17 TO STA. 59+19.75, LT
 STA. 60+80.25 TO STA. 61+24.00, LT
 TRAFFIC BARRIER TERMINAL, TYPE 6 (SPECIAL)
 STA. 60+80.25 TO STA. 61+19.69, RT
 TRAFFIC BARRIER TERMINAL, TYPE 1, (SPECIAL) TANGENT
 STA. 58+32.79 TO STA. 58+79.17, LT
 STA. 61+24.00 TO STA. 61+74.28, LT
 STA. 58+20.68 TO STA. 58+73.57, RT
 STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)
 STA. 61+19.69, 30.1' RT TO STA. 61+26.69, 53.8' RT

•• CROSS SLOPE TRANSITIONS
 LT STA. 55+50.00 TO STA. 56+75.00 = +4.43% TO -2.0%
 RT STA. 55+50.00 TO STA. 57+00.00 = -10.39% TO -2.0%
 RT STA. 61+75.00 TO STA. 62+75.00 = -2.0% TO -6.93%

PROPOSED TYPICAL SECTION - SOANGETAHA ROAD
 NOT TO SCALE
 STA. 55+50.00 TO STA. 62+89.73
 BRIDGE OMISSION
 STA. 59+19.75 TO STA. 60+80.25
 BRIDGE APPROACH OMISSION
 STA. 58+89.74 TO STA. 59+19.75
 STA. 60+80.25 TO STA. 61+10.25

FILE NAME = S:\237\2012\23712001.00 (Soangetaha Bridge)\CADD\CADD Sheets\0412001-sh1-tp.dgn	USER NAME = jdpiller	DESIGNED - BT	REVISED -		SOANGETAHA ROAD TYPICAL SECTIONS				M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 1/8" = 1' / 1"	CHECKED - RJA	REVISED -	REVISED -						651	07-00651-03-BR	KNOX	67	5
PLOT DATE = 1/4/2013	DATE -	REVISED -	REVISED -						CONTRACT NO. 89625				
SCALE: SHEET OF SHEETS STA. TO STA.									ILLINOIS				

20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)	
LOCATION	UNIT
STA. 57+57.28, 28.7' RT	8.0
STA. 57+53.46, 38.5' RT	13.0
STA. 57+53.74, 39.6' RT	11.0
STA. 57+61.97, 43.3' RT	9.0
STA. 57+94.03, 60.2' RT	15.0
STA. 57+97.12, 70.1' RT	14.0
STA. 58+82.94, 52.8' RT	9.0
STA. 58+91.13, 37.2' LT	11.0
STA. 58+91.91, 40.9' LT	10.0
STA. 59+34.01, 49.7' LT	13.0
TOTAL	113

21101615 TOPSOIL FURNISH AND PLACE, 4"	
LOCATION	SQ YD
STA. 55+50.00 TO STA. 59+19.75, LT	1827
STA. 55+50.00 TO STA. 59+19.75, RT	1229
STA. 60+80.25 TO STA. 63+63.13, LT	1037
STA. 60+80.25 TO STA. 63+63.13, RT	645
TOTAL	4738

28000400 PERIMETER EROSION BARRIER	
LOCATION	FOOT
STA. 57+75.00, 58.2' RT TO STA. 58+87.44, 96.5' RT	183.0
STA. 58+13.81, 98.7' RT TO STA. 59+70.00, 69.4' RT	79.6
STA. 60+27.58, 63.5' RT TO STA. 63+75.00, 44.0' RT	348.2
STA. 58+00.00, 81.8' LT TO STA. 59+77.00, 55.3' LT	233.0
STA. 60+32.00, 54.4' LT TO STA. 61+75.00, 62.0' LT	159.0
TOTAL	1003

35600712 HOT-MIX ASPHALT BASE COURSE WIDENING, 9"	
LOCATION	SQ YD
STA. 55+84.76, 11.3' RT TO STA. 57+15.00, 12.1' RT	28
STA. 62+63.85, 12.0' RT TO STA. 63+02.85, 12.0' RT	4
STA. 62+89.73, 10.9' LT TO STA. 63+14.78, 9.3' LT	4
TOTAL	37

42300200 PORTLAND CEMENT DRIVEWAY PAVEMENT, 6 INCH	
LOCATION	SQ YD
STA. 56+36.00, LT	111.61
TOTAL	112

20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER)	
LOCATION	UNIT
STA. 57+28.39, 28.7' RT	19.00
STA. 57+41.79, 36.8' RT	23.00
STA. 57+68.08, 47.6' RT	19.00
STA. 58+78.32, 49.4' LT	22.00
STA. 58+81.45, 73.7' LT	26.00
TOTAL	109

25100630 EROSION CONTROL BLANKET	
LOCATION	SQ YD
STA. 55+50.00 TO STA. 59+19.75, LT	1384.90
STA. 55+39.52 TO STA. 59+19.75, RT	1139.31
STA. 60+80.25 TO STA. 63+63.13, RT	1036.59
STA. 60+80.25 TO STA. 63+99.59, LT	593.55
STAGE 1 (BRIDGE CONSTRUCTION)	428.33
TOTAL	4583

28000500 INLET AND PIPE PROTECTION	
LOCATION	EACH
STA. 58+24.69, 74.9' LT	1
STA. 59+07.51, 62.7' LT	1
STA. 61+86.62, 53.4' LT	1
TOTAL	3

40200100 AGGREGATE SURFACE COURSE, TYPE A	
LOCATION (ENTRANCE)	TON
STA. 61+36.81, RT	47.6
TOTAL	48

44000100 PAVEMENT REMOVAL *	
LOCATION	SQ YD
STA. 5+57.87 TO STA. 9+27.03	863.0
STA. 10+72.40 TO STA. 12+95.74	540.1
TOTAL	1404

20100500 TREE REMOVAL (ACRES)	
LOCATION	ACRE
STA. 56+50.00 TO STA. 56+92.02, RT	0.004
STA. 60+38.32 TO STA. 61+31.03, LT	0.162
TOTAL	0.25

25100635 HEAVY DUTY EROSION CONTROL BLANKET	
LOCATION	SQ YD
STA. 55+50.00 TO STA. 59+19.75, LT	442.1
STA. 55+39.52 TO STA. 59+19.75, RT	89.7
STA. 60+80.25 TO STA. 63+99.59, LT	66.0
WITHIN RAILROAD R.O.W.	793.0
TOTAL	1391

28100105 STONE RIPRAP, CLASS A3	
LOCATION	SQ YD
STA. 57+98.68, 74.3' RT	3.7
STA. 59+01.18, 86.2' RT	11.8
STA. 63+65.16, 42.3' RT	3.3
TOTAL	19

40600215 POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	
LOCATION	TON
FOG COAT ON BINDER	
STA. 55+50.00 TO STA. 58+89.74	0.23
STA. 61+10.25 TO STA. 62+89.73	0.12
ON AGGREGATE BASE	
STA. 55+50.00 TO STA. 58+89.74	0.41
STA. 61+10.25 TO STA. 62+89.73	0.21
TOTAL	1

50105220 PIPE CULVERT REMOVAL	
LOCATION	FOOT
STA. 57+57.17, 14.4' LT TO STA. 57+79.90, 41.2' RT	60
STA. 59+07.29, 54.2' LT TO STA. 59+00.22, 98.2' RT	153
STA. 63+64.59, 31.3' RT TO STA. 63+64.94, 37.4' RT	6
TOTAL	219

20800150 TRENCH BACKFILL	
LOCATION	CU YD
STA. 56+73.01, 15.0' LT TO STA. 56+73.01, 15.0' RT	4.3
3FT BEYOND BACK OF CURB	2.8
STA. 62+82.90, 15.1' LT TO STA. 62+83.53, 14.7' RT	2.9
3FT BEYOND BACK OF CURB	5.2
TOTAL	15

28000305 TEMPORARY DITCH CHECKS	
LOCATION	FOOT
STA. 55+39.46, 21.6' RT	10.0
STA. 55+75.00, 25.2' RT	8.7
STA. 56+25.00, 27.4' RT	12.9
STA. 57+50.00, 48.6' RT	10.0
STA. 57+75.00, 56.9' RT	10.0
STA. 57+99.00, 82.00' RT	20.0
STA. 58+00.00, 65.3' LT	27.3
STA. 58+50.00, 80.1' LT	10.8
STA. 61+25.00, 66.5' LT	21.1
STA. 61+75.00, 59.3' LT	12.0
STA. 62+64.00, 40.0' LT	10.0
TOTAL	133

28200200 FILTER FABRIC	
LOCATION	SQ YD
STA. 57+98.68, 74.3' RT	3.7
STA. 59+01.18, 86.2' RT	11.8
STA. 63+65.16, 42.3' RT	3.3
TOTAL	19

40600300 AGGREGATE (PRIME COAT)	
LOCATION	TON
FOG COAT ON BINDER	
STA. 55+50.00 TO STA. 58+89.74	1.3
STA. 61+10.25 TO STA. 62+89.73	0.7
TOTAL	2

550A0680 STORM SEWERS, CLASS A, TYPE 3 18"	
LOCATION	FOOT
STA. 58+02.97, 53.0' RT. TO STA. 58+24.30, 72.3' LT	128
TOTAL	128

28000250 TEMPORARY EROSION CONTROL SEEDING	
LOCATION	POUND
STAGE 1 (BRIDGE CONSTRUCTION SLOPES) TWO APPLICATIONS	18
TOTAL	18

35101400 AGGREGATE BASE COURSE, TYPE B	
LOCATION	TON
STA. 55+50.00 TO STA. 58+89.74	817.7
STA. 61+10.25 TO STA. 62+89.73	432.0
TOTAL	1250

40603230 POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	
LOCATION	TON
STA. 55+50.00 TO STA. 58+84.71	278.2
STA. 61+15.25 TO STA. 62+89.73	145.0
TOTAL	424

542A2749 PIPE CULVERTS, CLASS A, TYPE 4 24"	
LOCATION	FOOT
STA. 59+01.90, 75.43' RT. TO STA. 59+07.51, 62.7' LT	130
TOTAL	130

LOCATION	20200100 EARTH EXCAVATION CU YD	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%) CU YD	EMBANKMENT CU YD	20400800 FURNISHED EXCAVATION CU YD
STAGE 2 STA. 55+50.00 TO STA. 59+19.75	93.46	70.10	3306.71	-3236.62
STAGE 2 STA. 60+80.25 TO STA. 63+63.13	53.44	40.08	1643.85	-1603.76
STAGE 2 SUB-TOTAL	146.90			-4840.38
STAGE 2 ROUNDED SUB-TOTAL	145.00			4840.00
STAGE 3 STA. 55+50.00 TO STA. 59+19.75	295.55	221.66	856.79	-635.13
STAGE 3 STA. 60+80.25 TO STA. 63+63.14	103.36	77.52	95.65	-18.13
STAGE 3 SUB-TOTAL	398.90			-653.26
STAGE 3 ROUNDED SUB-TOTAL	400.00			655.00
ROUNDED TOTAL	545			5495

LOCATION	25000100 SEEDING, CLASS 1 ACRE	25000300 SEEDING, CLASS 3 ACRE	25000400 NITROGEN FERTILIZER NUTRIENT POUND	25000500 PHOSPHORUS FERTILIZER NUTRIENT POUND	25000600 POTASSIUM FERTILIZER NUTRIENT POUND
STA. 55+50.00 TO STA. 59+19.75, LT	0.38		34.2	34.2	34.2
STA. 55+50.00 TO STA. 59+19.75, RT	0.26		23.4	23.4	23.4
STA. 59+19.75 TO STA. 60+80.25		0.25	13.5	13.5	13.5
STA. 60+80.25 TO STA. 63+63.13, RT	0.22		19.8	19.8	19.8
STA. 60+80.25 TO STA. 63+63.13, LT	0.14		12.6	12.6	12.6
TOTAL	1.00	0.25	103.5	103.5	103.5
ROUNDED TOTAL	1.0	0.25	104	104	104

-FURNISHED EXCAVATION FOR STAGE 2 INCLUDES EMBANKMENT REQUIRED FOR STAGE 1 (BRIDGE CONSTRUCTION)

* UTILIZES EXISTING ROADWAY STATIONING

CONTRACT NO. 89625

54213447 END SECTIONS 12"	
LOCATION	EACH
STA. 61+89.59, 53.3' LT	1
STA. 62+49.49, 43.6' LT	1
TOTAL	2

54213657 PRECAST REINFORCED FLARED END SECTIONS 12"	
LOCATION	EACH
STA. 63+64.94, 37.4' RT	1
TOTAL	1

54213663 PRECAST REINFORCED FLARED END SECTIONS 18"	
LOCATION	EACH
STA. 58+00.00, 67.4' RT	1
TOTAL	1

54213669 PRECAST REINFORCED FLARED END SECTIONS 24"	
LOCATION	EACH
STA. 59+07.51, 62.7' LT	1
STA. 59+01.90, 75.4' RT	1
TOTAL	2

550A0050 STORM SEWERS, CLASS A, TYPE 1 12"	
LOCATION	FOOT
STA. 56+73.01, 15.0' LT TO STA. 56+73.01, 15.0' RT	30.0
STA. 56+74.51, 16.0' RT TO STA. 58+01.53, 52.6' RT	132.2
STA. 62+82.90, 15.1' LT TO STA. 62+83.53, 14.7' RT	29.8
STA. 63+64.59, 31.3' RT TO STA. 63+64.94, 37.4' RT	6.1
TOTAL	198

550A0120 STORM SEWERS, CLASS A, TYPE 1 24"	
LOCATION	FOOT
STA. 58+02.66, 54.5' RT TO STA. 58+00.00, 67.4' RT	13.2
TOTAL	14

550A0640 STORM SEWERS, CLASS A, TYPE 3 12"	
LOCATION	FOOT
STA. 63+84.90, 16.7' RT TO STA. 63+62.75, 29.9' RT	70.2
TOTAL	71

60218400 MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID	
LOCATION	EACH
STA. 58+02.97, 53.0' RT	1
STA. 63+64.51, 29.8' RT	1
TOTAL	2

60236200 INLETS, TYPE A, TYPE 8 GRATE	
LOCATION	EACH
STA. 58+24.60, 75.1' LT	1
TOTAL	1

60600095 CLASS SI CONCRETE (OUTLET)	
LOCATION	CU YD
STA 55+50.00, RT	0.6
TOTAL	0.6

60603800 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12	
LOCATION	FOOT
STA. 55+64.00 TO STA. 58+88.12, RT	317.5
STA. 55+50.00 TO STA. 58+91.19, LT	350.5
STA. 61+10.25 TO STA. 62+89.73, RT	185.5
STA. 61+10.25 TO STA. 62+89.73, LT	173.5
TOTAL	1027

X6330725 STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	
LOCATION	FOOT
STA. 61+19.69, 30.1' RT TO STA. 61+26.69, 53.8' RT	25
TOTAL	25

63100085 TRAFFIC BARRIER TERMINAL, TYPE 6	
LOCATION	EACH
STA. 58+73.57 TO STA. 59+19.75, RT	1
STA. 58+79.17 TO STA. 59+19.75, LT	1
STA. 60+80.25 TO STA. 61+24.00, LT	1
TOTAL	3

63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	
LOCATION	EACH
STA. 58+32.79 TO STA. 58+79.17, LT	1
STA. 61+24.00 TO STA. 61+74.28, LT	1
STA. 58+20.68 TO STA. 58+73.57, RT	1
TOTAL	3

63200310 GUARDRAIL REMOVAL *	
LOCATION	FOOT
STA. 8+95.88, 17.3' RT TO STA. 9+26.66 12.1' RT	31.2
STA. 8+95.52, 19.0' LT TO STA. 9+26.69, 14.3' LT	31.2
STA. 10+74.21, 14.1' RT TO STA. 11+14.48, 25.8' RT	44.6
STA. 11+39.29, 25.3' RT TO STA. 13+00.95, 15.3' RT	168.7
STA. 10+72.02, 11.1' LT TO STA. 13+03.95, 16.6' LT	227.5
TOTAL	504

67000500 ENGINEERS FIELD OFFICE, TYPE B	
LOCATION	CAL MO
ENTIRE PROJECT	9
TOTAL	9

67100100 MOBILIZATION	
LOCATION	L SUM
ENTIRE PROJECT	1
TOTAL	1

X7016500 TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	
LOCATION	EACH
STA. 54+27.55, 14.5' RT	---
STA. 54+49.48, 15.5' LT	---
STA. 56+38.74, 21.0' RT	---
STA. 56+45.37, 20.4' RT	---
STA. 63+85.63, 18.0' RT	---
STA. 63+81.65, 24.9' LT	---
STA. 64+21.82, 24.4' RT	---
TOTAL	1

70400100 TEMPORARY CONCRETE BARRIER	
LOCATION	FOOT
STA. 55+50.00 TO STA. 62+99.04	750
TOTAL	750

78009004 MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	
LOCATION	FOOT
STA. 55+50.00 TO STA. 58+89.74	1479.5
(DUAL YELLOW)	1480
TOTAL	1480

X6060097 CLASS SI CONCRETE (OUTLET), SPECIAL	
LOCATION	CU YD
STA 55+39.50, LT	0.64
STA 55+39.50, LT	0.23
TOTAL	0.9

78100100 RAISED REFLECTIVE PAVEMENT MARKER	
LOCATION	EACH
STA. 55+50.00	1
STA. 56+30.00	1
STA. 57+10.00	1
STA. 57+90.00	1
STA. 58+70.00	1
STA. 61+90.00	1
STA. 062+70.00	1
TOTAL	7

78100105 RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	
LOCATION	EACH
STA. 59+50.00	1
STA. 60+30.00	1
STA. 61+10.00	1
TOTAL	3

X7240300 *	
LOCATION	EACH
STA. 5+49.17, 19.7' RT	1
STA. 6+60.71, 20.0' RT	1
STA. 13+27.27, 14.6' LT	1
STA. 14+00.00, 34.0' LT	1
TOTAL	4

X7240500 *	
LOCATION	EACH
STA. 5+51.80, 17.2' LT	1
STA. 12+08.84, 22.2' RT	1
TOTAL	2

Z0028462 GEOTEXTILE RETAINING WALL	
LOCATION	SQ FT
STA. 56+00.00 TO STA. 57+25.00, LT	189
TOTAL	189

X7010216 TRAFFIC CONTROL AND PROTECTION (SPECIAL)	
LOCATION	L SUM
ENTIRE PROJECT	1
TOTAL	1

70600240 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 2	
LOCATION	EACH
STA. 55+50.00, 1.0' LT	1
STA. 62+98.00, 3.2' RT	1
TOTAL	2

Z0048665 RAILROAD PROTECTIVE LIABILITY INSURANCE	
LOCATION	L SUM
ENTIRE PROJECT	1
TOTAL	1

Z0043750 PRECAST MODULAR BLOCK WALL	
LOCATION	SQ FT
STA. 61+69.71 TO STA. 62+22.62, LT	120
TOTAL	120

Z0013798 CONSTRUCTION LAYOUT	
LOCATION	L SUM
ENTIRE PROJECT	1
TOTAL	1

60626500 TRANSITIONAL COMBINATION CONCRETE CURB AND GUTTER	
LOCATION	FOOT
STA. 55+49.85, LT	10
STA. 55+84.00, RT	10
TOTAL	20

* UTILIZES EXISTING ROADWAY STATIONING

FILE NAME : S:\237\2012\23712091.00 (Soangetaha Road)	USER NAME : jdspliller	DESIGNED : BT	REVISED :
PLOT SCALE : 40.0000' / 1" =	CHECKED : RJA	DRAWN : BT/WLL	REVISED :
PLOT DATE : 1/7/2013	DATE :		REVISED :

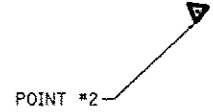
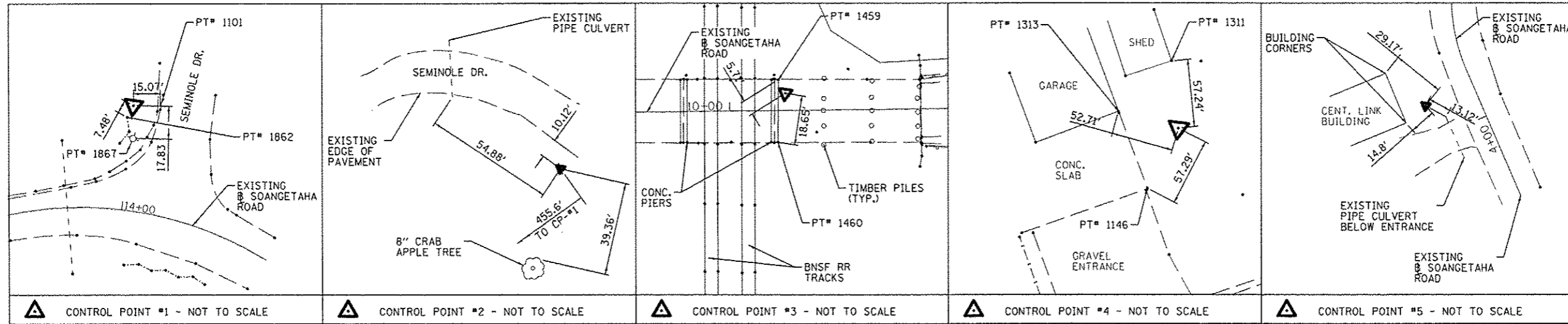


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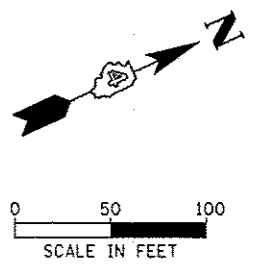
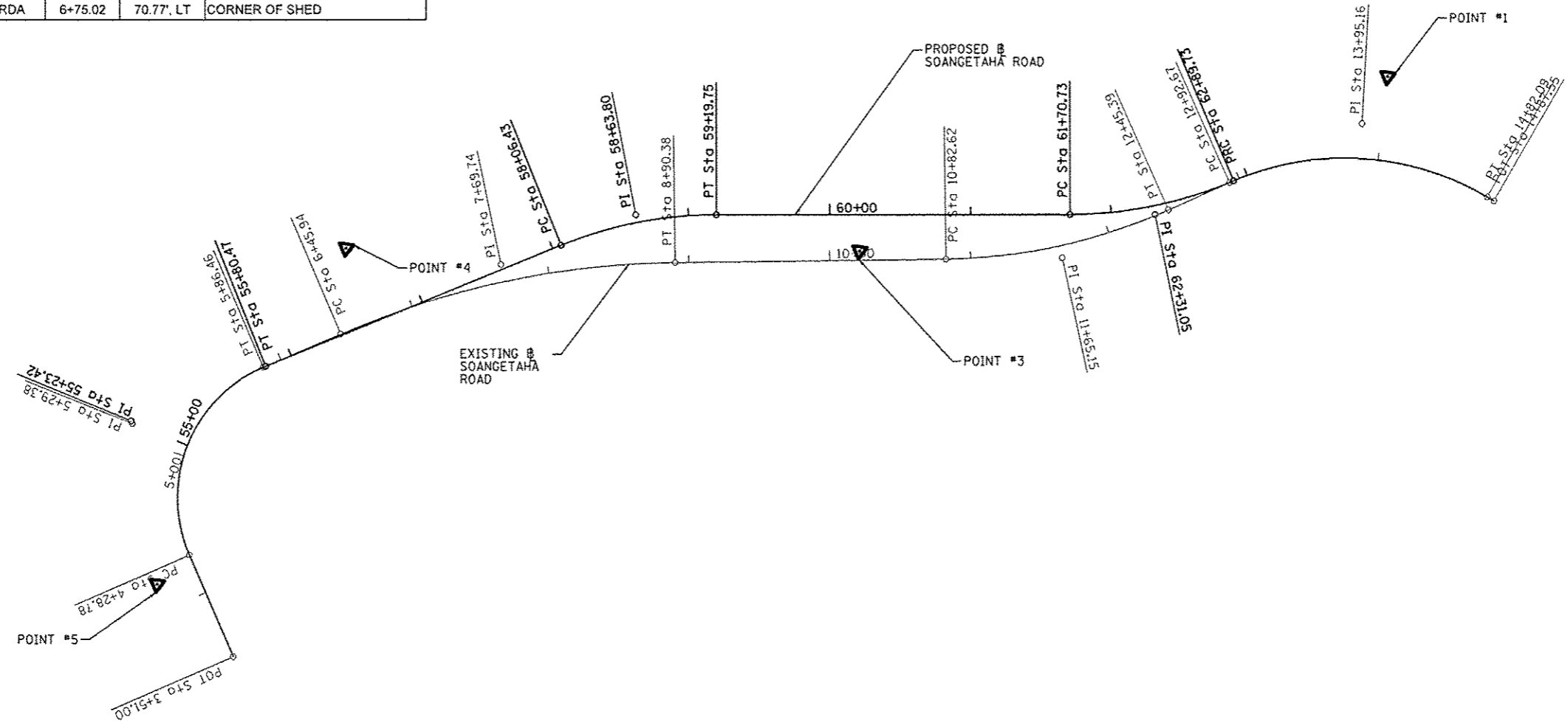
SOANGETAHA ROAD
SCHEDULES

SCALE: SHEET OF SHEETS STA. TO STA.

M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
651	07-00651-03-BR	KNOX	67	7
CONTRACT NO. 89625			ILLINOIS	



REFERENCE TIES					
POINT NO.	CONTROL POINT	CHAIN	STATION	OFFSET	DESCRIPTION
1867	1	RCLEEXRDA	14+01.42	40.79', LT	STREET LIGHT POLE
1862	1	RCLEEXRDA	13+97.68	52.33' LT	FENCE POST
1101	1	RCLEEXRDA	14+11.70	59.18', LT	EOP (SEMINOLE STREET)
1459	3	RCLEEXRDA	10+18.60	11.56', LT	NORTHWEST SIDE OF NORTH PIER
1460	3	RCLEEXRDA	10+18.19	11.94', RT	NORTHEAST SIDE OF NORTH PIER
1313	4	RCLEEXRDA	6+59.62	63.33', LT	CORNER OF CONC. SLAB
1146	4	RCLEEXRDA	6+59.24	43.15', LT	CORNER OF CONC. SLAB
1311	4	RCLEEXRDA	6+75.02	70.77', LT	CORNER OF SHED



VERTICAL AND HORIZONTAL CONTROL POINTS								
POINT	NORTH	EAST	ELEVATION	CHAIN RCLPSOANA		CHAIN RCLEEXRDA		DESCRIPTION
				STATION	OFFSET	STATION	OFFSET	
1	1560062.99	2251522.38	761.29	63+93.89	59.25', LT	13+99.90	59.25', LT	5/8" ROD S.W. QUADRANT OF SONGETAHA AND SEMINOLE
2	1560507.04	2251420.35	762.98	64+81.53	452.80', LT	14+87.55	452.80', LT	5/8" ROD SET E. SIDE SEMINOLE RD.
3	1559670.16	2251492.88	786.36	60+21.08	25.56', RT	10+21.18	6.47', LT	PK NAIL SET IN W. LANE OF BRIDGE
4	1559334.23	2251351.69	774.79	56+64.34	55.43', LT	6+71.05	54.38', LT	5/8" ROD SET IN W. SIDE OF SOANGETAHA NORTH OF 1ST DRIVEWAY SOUTH SIDE OF BRIDGE
5	1559120.09	2251518.46	771.43	54+00.12	29.25', LT	4+18.98	29.25' LT	5/8" ROD SET IN BRICK CENTURY LINK BUILDING

BENCHMARKS								
POINT	NORTH	EAST	ELEVATION	CHAIN RCLPSOANA		CHAIN RCLEEXRDA		DESCRIPTION
				STATION	OFFSET	STATION	OFFSET	
401	1559181.87	2251555.46	770.20	53+73.08	31.88', RT	3+80.94	31.88', RT	CHISLED "X" ON N.W. BOLT FIRE HYDRANT N. OF ENTRANCE TO CENTURY LINK BLDG.
402	1560264.11	2251321.14	767.91	64+22.76	338.61', LT	14+28.77	338.61', LT	CHISLED "X" ON HYDRANT S. SIDE OF SEMINOLE DR. 300'+/- WEST OF INTERSECTION OF SOANGETAHA.

Chain RCLEEXRDA contains:
RCEEXRD01 CUR RCEEXRD01 CUR RCEEXRD02 CUR RCEEXRD03 CUR RCEEXRD04
RCEEXRD02

Beginning chain RCLEEXRDA description

Point RCEEXRD01 N 1,559,150.4970 E 2,251,585.9410 Sta 3+50.9963

Course from RCEEXRD01 to PC RCEEXRD01 S 89° 01' 33.6691" W Dist 77.7877

Existing Curve Data
Curve RCEEXRD01
P.I. Station 5+29.3803 N 1,559,147.4648 E 2,251,407.5828
Delta = 90° 20' 26.3718" (RT)
Degree = 57° 17' 44.8062"
Tangent = 100.5963
Length = 157.6742
Radius = 100.0000
External = 41.8437
Long Chord = 141.8411
Mid. Ord. = 29.4998
P.C. Station 4+28.7840 N 1,559,149.1747 E 2,251,508.1646
P.T. Station 5+86.4582 N 1,559,248.0550 E 2,251,406.4708
C.C. N 1,559,249.1603 E 2,251,506.4647
Back = S 89° 01' 33.6689" W
Ahead = N 0° 37' 59.9592" W
Chord Bear = N 45° 48' 13.1452" W

Existing Curve Data
Curve RCEEXRD02
P.I. Station 7+69.7394 N 1,559,431.3250 E 2,251,404.4450
Delta = 22° 24' 30.5427" (RT)
Degree = 9° 10' 02.3690"
Tangent = 123.8014
Length = 244.4386
Radius = 625.0000
External = 12.1435
Long Chord = 242.8837
Mid. Ord. = 11.9120
P.C. Station 6+45.9380 N 1,559,307.5312 E 2,251,405.8134
P.T. Station 8+90.3767 N 1,559,546.2928 E 2,251,450.3710
C.C. N 1,559,314.4395 E 2,252,030.7752
Back = N 0° 37' 59.9592" W
Ahead = N 21° 46' 30.5835" E
Chord Bear = N 10° 34' 15.3121" E

Existing Curve Data
Curve RCEEXRD03
P.I. Station 11+65.1481 N 1,559,801.4584 E 2,251,552.3017
Delta = 23° 18' 58.2294" (LT)
Degree = 14° 19' 26.2016"
Tangent = 82.5309
Length = 162.7776
Radius = 400.0000
External = 8.4255
Long Chord = 161.6567
Mid. Ord. = 8.2516
P.C. Station 10+82.6171 N 1,559,724.8163 E 2,251,521.6856
P.T. Station 12+45.3947 N 1,559,883.9594 E 2,251,550.0822
C.C. N 1,559,873.2024 E 2,251,150.2269
Back = N 21° 46' 30.5835" E
Ahead = N 1° 32' 27.6459" W
Chord Bear = N 10° 07' 01.4688" E

Existing Curve Data
Curve RCEEXRD04
P.I. Station 13+95.1559 N 1,560,033.6665 E 2,251,546.0547
Delta = 54° 15' 50.6108" (RT)
Degree = 28° 38' 52.4031"
Tangent = 102.4863
Length = 189.4173
Radius = 200.0000
External = 24.7297
Long Chord = 182.4170
Mid. Ord. = 22.0084
P.C. Station 12+92.6696 N 1,559,931.2172 E 2,251,548.8109
P.T. Station 14+82.0869 N 1,560,095.7392 E 2,251,627.6048
C.C. N 1,559,936.5957 E 2,251,748.7385
Back = N 1° 32' 27.6459" W
Ahead = N 52° 43' 22.9649" E
Chord Bear = N 25° 35' 27.6595" E

Course from PT RCEEXRD01 to PC RCEEXRD02 N 0° 37' 59.9592" W Dist 59.4799

Course from PT RCEEXRD02 to PC RCEEXRD03 N 21° 46' 30.5835" E Dist 192.2405

Course from PT RCEEXRD03 to PC RCEEXRD04 N 1° 32' 27.6459" W Dist 47.2749

Course from PT RCEEXRD04 to RCEEXRD02 N 52° 43' 22.9630" E Dist 5.4582

Point RCEEXRD02 N 1,560,099.0450 E 2,251,631.9480 Sta 14+87.5451
Ending chain RCLEEXRDA description

Chain RCLPSOANA contains:
RCPSON01 CUR RCPSON01 CUR RCPSON02 CUR RCPSON03 CUR RCPSON04
RCPSON02

Beginning chain RCLPSOANA description

Point RCPSON01 N 1,559,150.4970 E 2,251,585.9410 Sta 53+43.1287

Course from RCPSON01 to PC RCPSON01 S 89° 01' 33.6691" W Dist 77.7877

Proposed Curve Data
Curve RCPSON01
P.I. Station 55+23.4188 N 1,559,147.4324 E 2,251,405.6770
Delta = 91° 24' 57.5940" (RT)
Degree = 57° 17' 44.8062"
Tangent = 102.5024
Length = 159.5510
Radius = 100.0000
External = 43.2018
Long Chord = 143.1580
Mid. Ord. = 30.1685
P.C. Station 54+20.9164 N 1,559,149.1747 E 2,251,508.1646
P.T. Station 55+80.4674 N 1,559,249.9317 E 2,251,406.4677
C.C. N 1,559,249.1603 E 2,251,506.4647
Back = S 89° 01' 33.6691" W
Ahead = N 0° 26' 31.2631" E
Chord Bear = N 45° 15' 57.5339" W

Proposed Curve Data
Curve RCPSON02
P.I. Station 58+63.7965 N 1,559,533.2525 E 2,251,408.6535
Delta = 22° 00' 34.5283" (RT)
Degree = 19° 25' 20.2733"
Tangent = 57.3678
Length = 113.3213
Radius = 295.0000
External = 5.5263
Long Chord = 112.6258
Mid. Ord. = 5.4247
P.C. Station 58+06.4287 N 1,559,475.8864 E 2,251,408.2109
P.T. Station 59+19.7500 N 1,559,586.2720 E 2,251,430.5624
C.C. N 1,559,473.6106 E 2,251,703.2021
Back = N 0° 26' 31.2631" E
Ahead = N 22° 27' 05.7914" E
Chord Bear = N 11° 26' 48.5272" E

Proposed Curve Data
Curve RCPSON03
P.I. Station 62+31.0466 N 1,559,873.9730 E 2,251,549.4475
Delta = 23° 06' 44.8328" (LT)
Degree = 19° 25' 20.2733"
Tangent = 60.3200
Length = 118.9996
Radius = 295.0000
External = 6.1038
Long Chord = 118.1944
Mid. Ord. = 5.9801
P.C. Station 61+70.7266 N 1,559,818.2252 E 2,251,526.4112
P.T. Station 62+89.7262 N 1,559,934.2890 E 2,251,548.7518
C.C. N 1,559,930.8866 E 2,251,253.7715
Back = N 22° 27' 05.7914" E
Ahead = N 0° 39' 39.0414" W
Chord Bear = N 10° 53' 43.3750" E

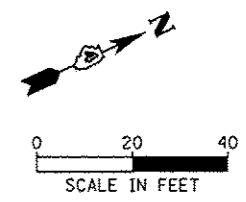
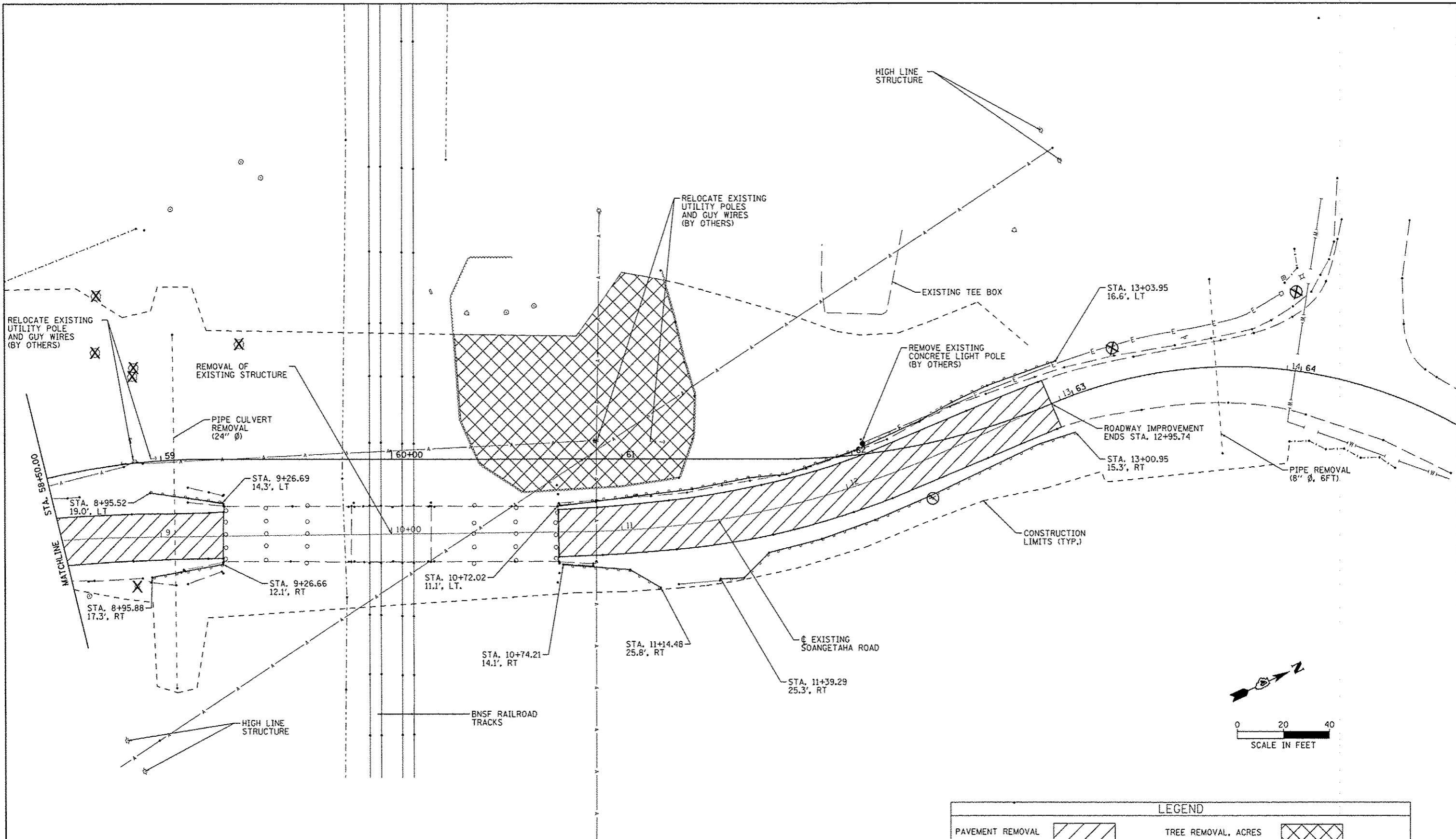
Proposed Curve Data
Curve RCPSON04
P.I. Station 63+90.2805 N 1,560,034.8366 E 2,251,547.5921
Delta = 53° 23' 02.0062" (RT)
Degree = 28° 38' 52.4031"
Tangent = 100.5543
Length = 186.3449
Radius = 200.0000
External = 23.8552
Long Chord = 179.6774
Mid. Ord. = 21.3131
P.C. Station 62+89.7262 N 1,559,934.2890 E 2,251,548.7518
P.T. Station 64+76.0711 N 1,560,095.7392 E 2,251,627.6048
C.C. N 1,559,936.5957 E 2,251,748.7385
Back = N 0° 39' 39.0414" W
Ahead = N 52° 43' 22.9649" E
Chord Bear = N 26° 01' 51.9618" E

Course from PT RCPSON01 to PC RCPSON02 N 0° 26' 31.2631" E Dist 225.9613

Course from PT RCPSON02 to PC RCPSON03 N 22° 27' 05.7914" E Dist 250.9767

Course from PT RCPSON04 to RCPSON02 N 52° 43' 22.9624" E Dist 5.4582

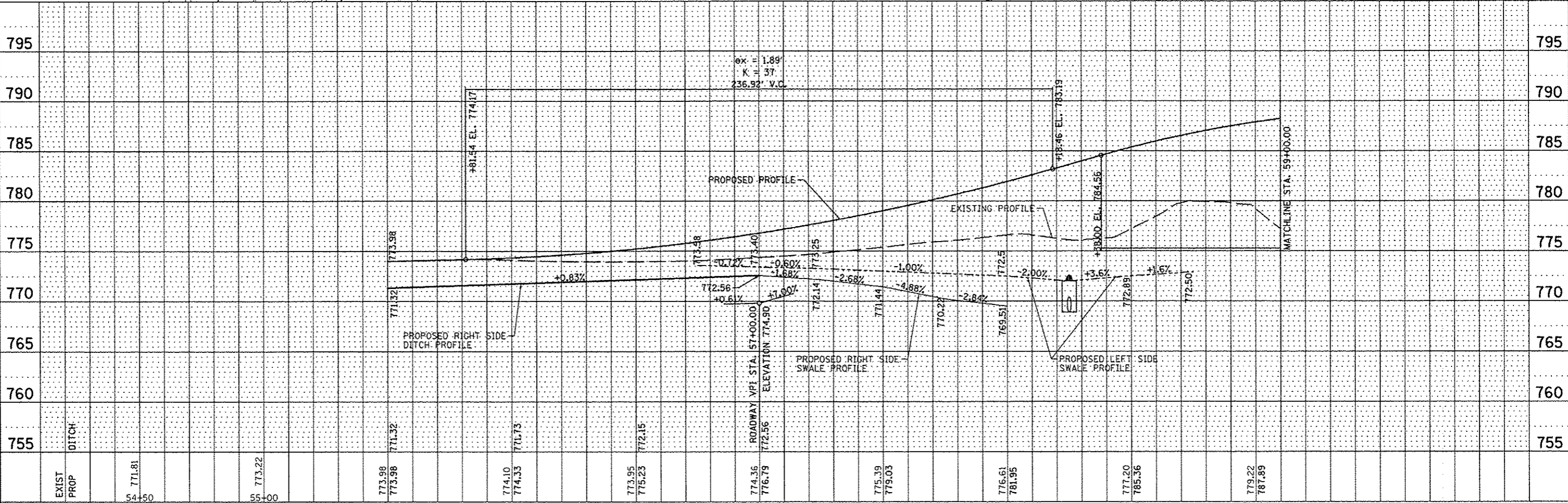
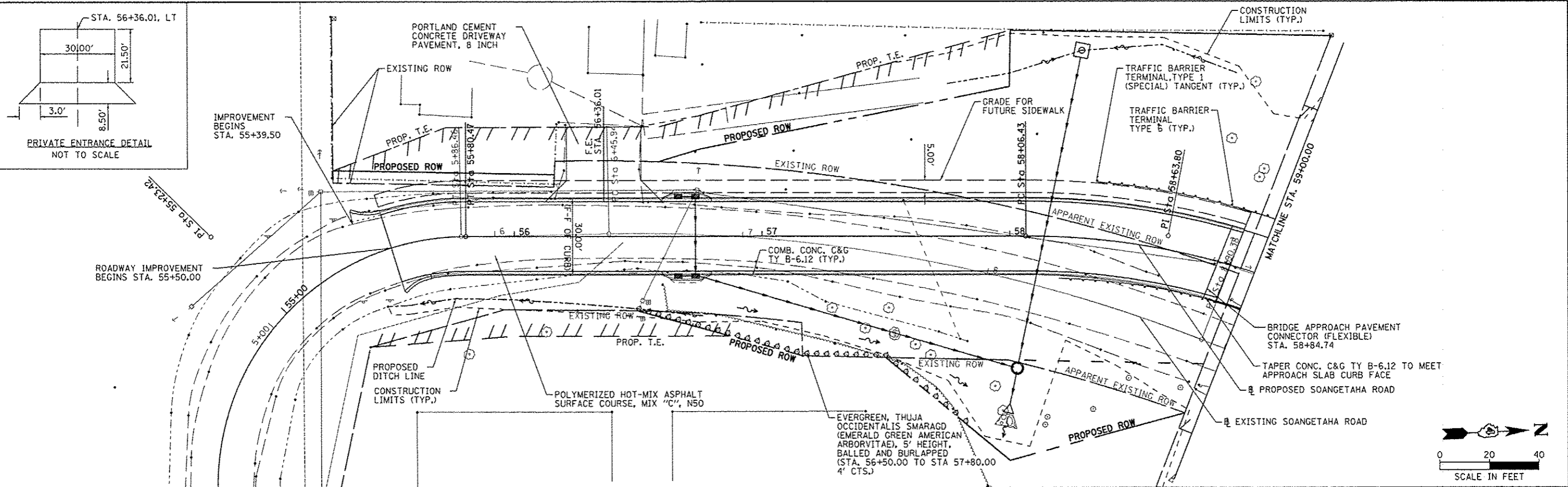
Point RCPSON02 N 1,560,099.0450 E 2,251,631.9480 Sta 64+81.5293
Ending chain RCLPSOANA description



NOTES:
 1. SEE SCHEDULE OF QUANTITIES FOR TREE REMOVAL AND SIGN REMOVAL/RELOCATION STATIONS AND OFFSETS.
 2. STATIONING REFERENCES EXISTING \emptyset OF SOANGETAHA ROAD.

LEGEND			
PAVEMENT REMOVAL		TREE REMOVAL, ACRES	
TREE REMOVAL		RELOCATE EXISTING SIGNS	
GUARDRAIL REMOVAL		SIGN REMOVAL	

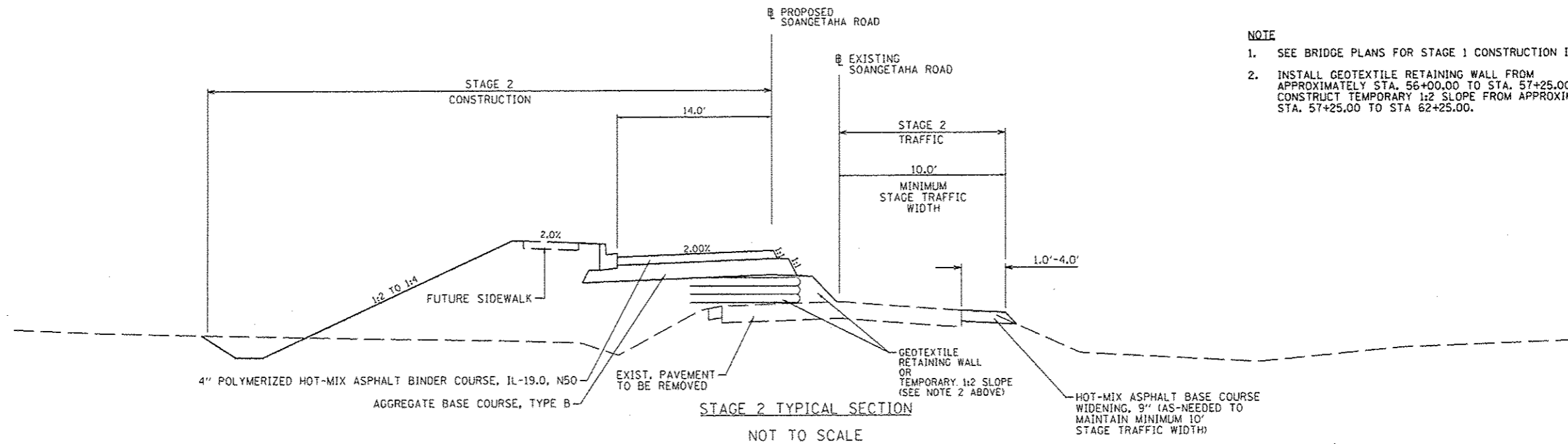
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	PLT SCALE: 40.0000' / in.	DRAWN: BT/WLL	REVISED:		651	07-00651-03-BR	KNOX	67	11			
	PLOT DATE: 1/4/2013	CHECKED: RJA	REVISED:		CONTRACT NO. 89625							
		DATE:	REVISED:		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS



PLAN	DATE
BY	
CHECKED	
NO.	

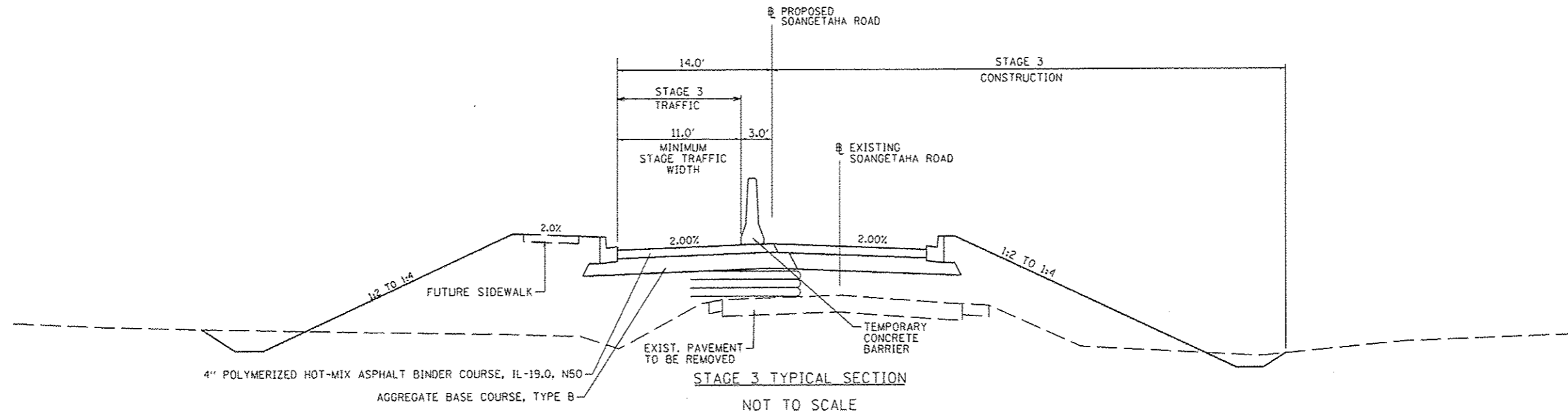
PROFILE	DATE
BY	
CHECKED	
NO.	

FILE NAME * S:\237\2012\23712001.00\Soangetaha Bridge	USER NAME * jdpillar	DESIGNED - BT	REVISED -	 CITY OF GALESBURG	SOANGETAHA ROAD PLAN AND PROFILE SHEET		M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
NCADD\CADD Sheets\0412001-shs-plnpr.f.dgn		DRAWN - BT/WLL	REVISED -		651	07-00651-03-BR	KNOX	67	12	CONTRACT NO. 89625	
PLOT SCALE * 48,0000 / in.		CHECKED - RJA	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
PLOT DATE * 1/7/2013		DATE	REVISED -								



NOTE

1. SEE BRIDGE PLANS FOR STAGE 1 CONSTRUCTION INFORMATION.
2. INSTALL GEOTEXTILE RETAINING WALL FROM APPROXIMATELY STA. 56+00.00 TO STA. 57+25.00 AND CONSTRUCT TEMPORARY 1:2 SLOPE FROM APPROXIMATELY STA. 57+25.00 TO STA. 62+25.00.




TEMPORARY BRIDGE TRAFFIC SIGNAL NOTES:

1. AT THE CONTRACTOR'S OPTION, TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNALS MAY BE USED IN PLACE OF TEMPORARY BRIDGE TRAFFIC SIGNALS.
2. FOUR PHASE SIGNAL OPERATION IS REQUIRED. THE ENGINEER SHALL APPROVE ALL TIMING PARAMETERS.
3. STOP BAR PLACEMENT, TEMPORARY CONCRETE BARRIER AND SIGNAL PLACEMENT/DETAILS SHALL BE AS SHOWN OR AS DIRECTED BY THE ENGINEER.
4. ADVANCE WARNING SIGNS ARE REQUIRED AS SHOWN ON THE STAGING PLAN SHEETS. THE CONTRACTOR SHALL FURNISH AND INSTALL SOLAR POWERED YELLOW FLASHERS ON THE ADVANCE SIGNAL AHEAD SIGNS.
5. ALL TRAFFIC SIGNAL AND ADVANCE WARNING FLASHER SECTIONS SHALL HAVE 12" DIAMETER LENSES.

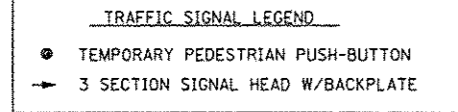
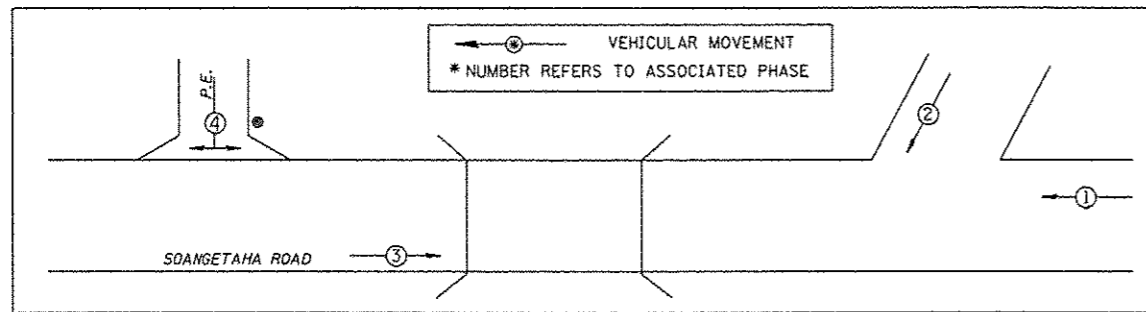
7. THE TEMPORARY TRAFFIC SIGNAL HEADS SHALL BE PLACED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
8. THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL MUTCD REQUIREMENTS.
9. THE CONTRACTOR, AT HIS OPTION, MAY ELECT TO UTILIZE MICROWAVE DETECTORS INSTEAD OF LOOPS FOR BOTH MAINLINE APPROACHES.
10. ALL LABOR AND MATERIALS REQUIRED TO COMPLY WITH THESE REQUIREMENTS AND PLAN SHEET DETAILS SHALL BE INCLUDED IN THE PRICE FOR THE TEMPORARY BRIDGE SIGNAL INSTALLATION. THERE WILL BE NO ADDITIONAL COMPENSATION.

SUGGESTED SEQUENCE OF CONSTRUCTION:

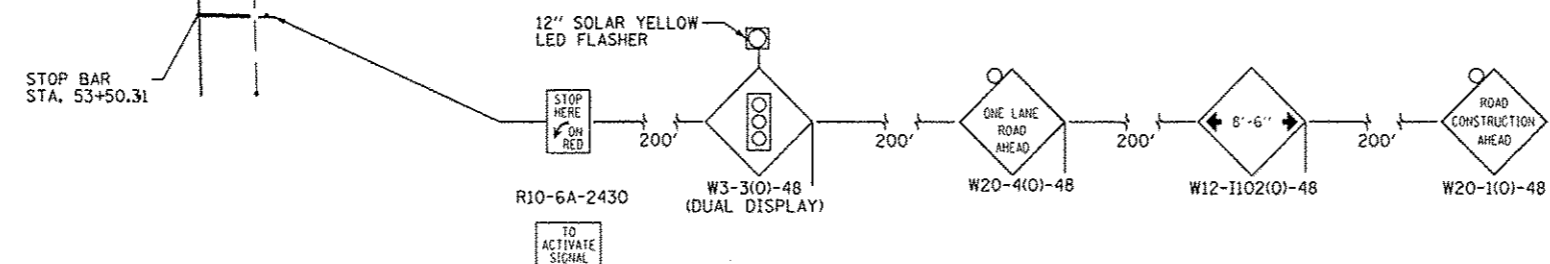
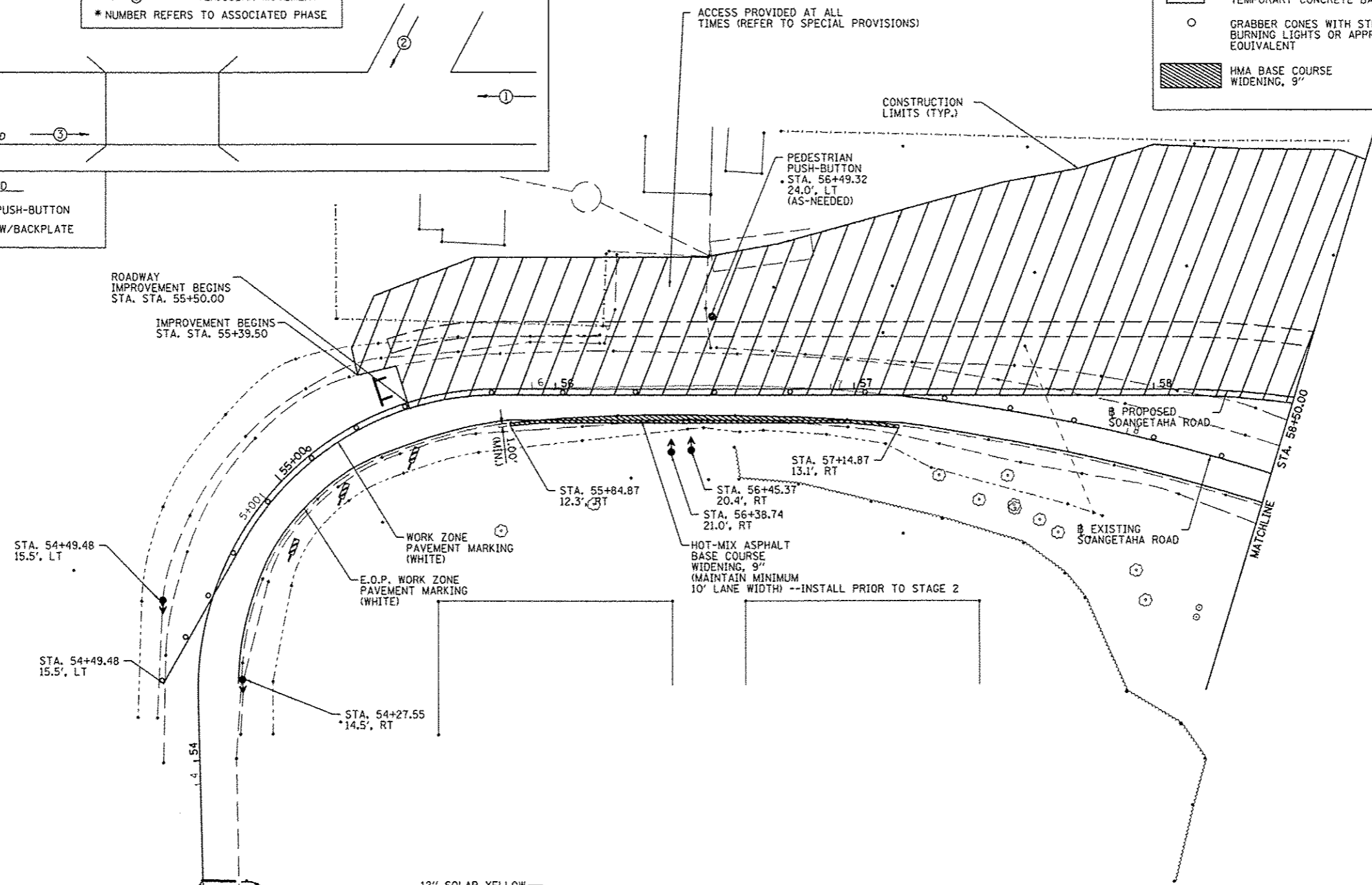
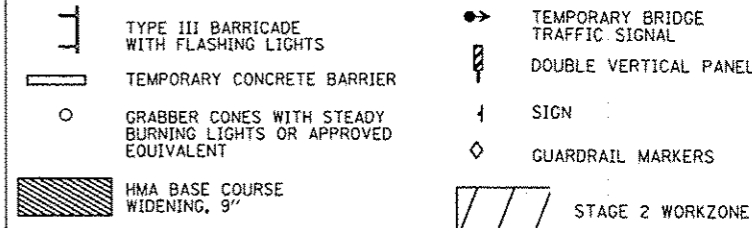
1. CONDUCT THE CONSTRUCTION ACTIVITIES ASSOCIATED WITH THE PROPOSED STRUCTURE. (SEE BRIDGE PLANS FOR STAGE 1 INFORMATION.)
2. CONSTRUCT THE BASE COURSE WIDENING, 9" PRIOR TO STAGE 2 AS AS SHOWN ON THE PLANS.
3. REDUCE TRAFFIC TO ONE LANE/TWO WAY AND INSTALL SIGNALS PER STAGE 2 PLAN.
4. BUILD UP REMAINDER OF EARTHWORK AND CONSTRUCT ROADWAY ON THE WEST SIDE.
5. SET UP FOR STAGE 3 AND CONSTRUCT BRIDGE WINGWALLS AND ROADWAY ON THE EAST SIDE.

FILE NAME :	USER NAME :	DESIGNED :	REVISED :	 CITY OF GALESBURG	SOANGETAHA ROAD STAGING TYPICAL SECTIONS			M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
5\237\2012\23712001.00 (Soangetaha B-10)	blncadd\cadd Sheets\0412001-acc-staging typ	DRAWN :	REVISED :					651	07-00651-03-BR	KNOX	67	15
	PLOT SCALE :	CHECKED :	REVISED :		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 89625				
	PLOT DATE :	DATE :	REVISED :				ILLINOIS					

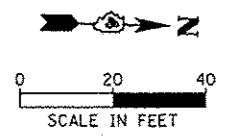
TEMPORARY PHASE DIAGRAM



STAGING LEGEND

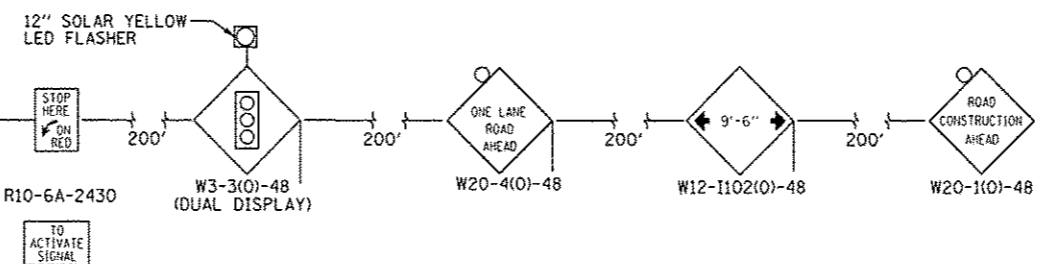
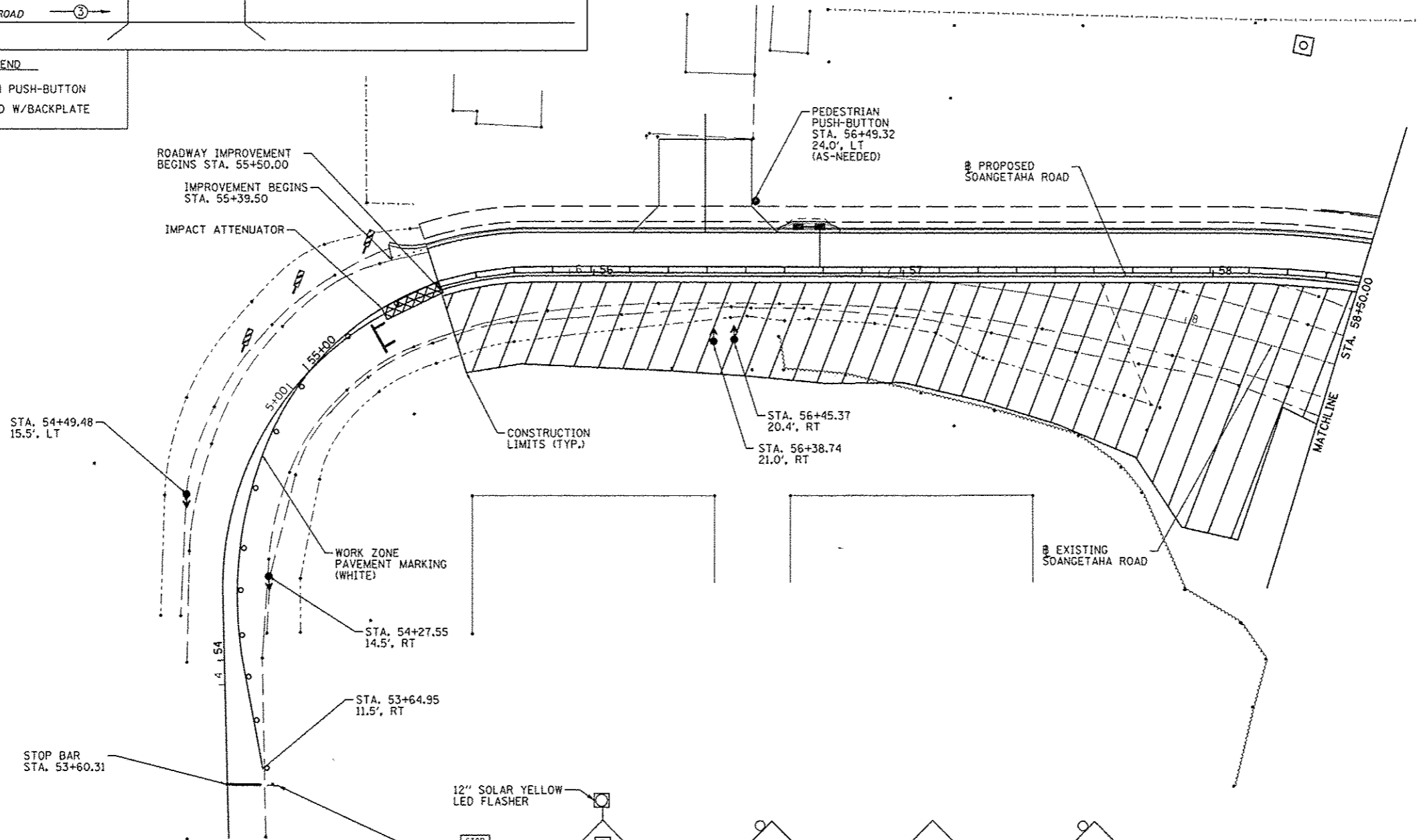
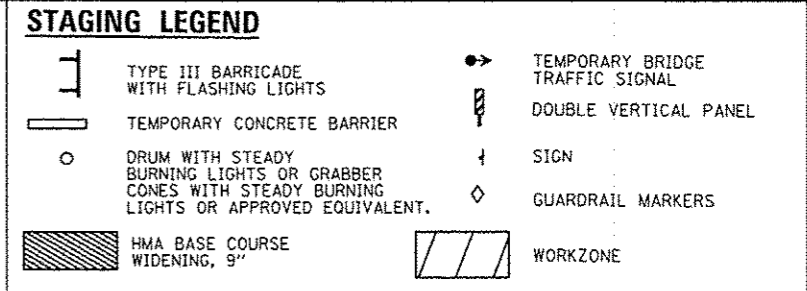
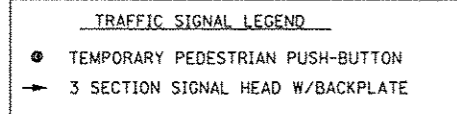
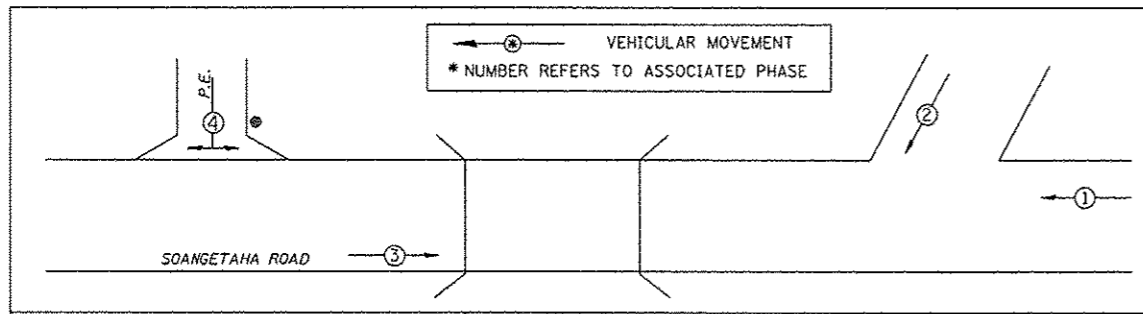


NOTES:
 1) TRAFFIC SIGNALS REMAIN IN PLACE FROM STAGE 2 TO STAGE 3.
 2) SEE BRIDGE PLANS FOR STAGE 1 INFORMATION.

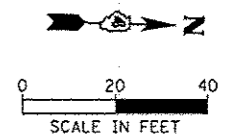


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PLLOT SCALE : 41.2487' / in.	CHECKED - RJA	REVISED -	REVISED -		SCALE:	SHEET	OF SHEETS	STA.	TO STA.	CONTRACT NO. 89625		
PLLOT DATE : 1/7/2013	DATE -	REVISED -	REVISED -		ILLINOIS							

TEMPORARY PHASE DIAGRAM

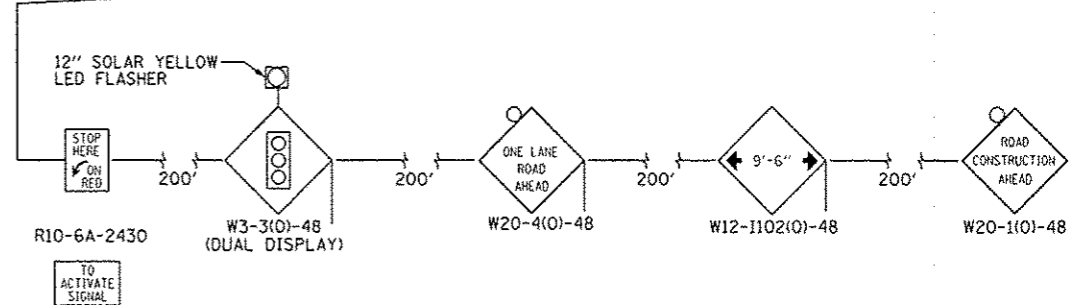
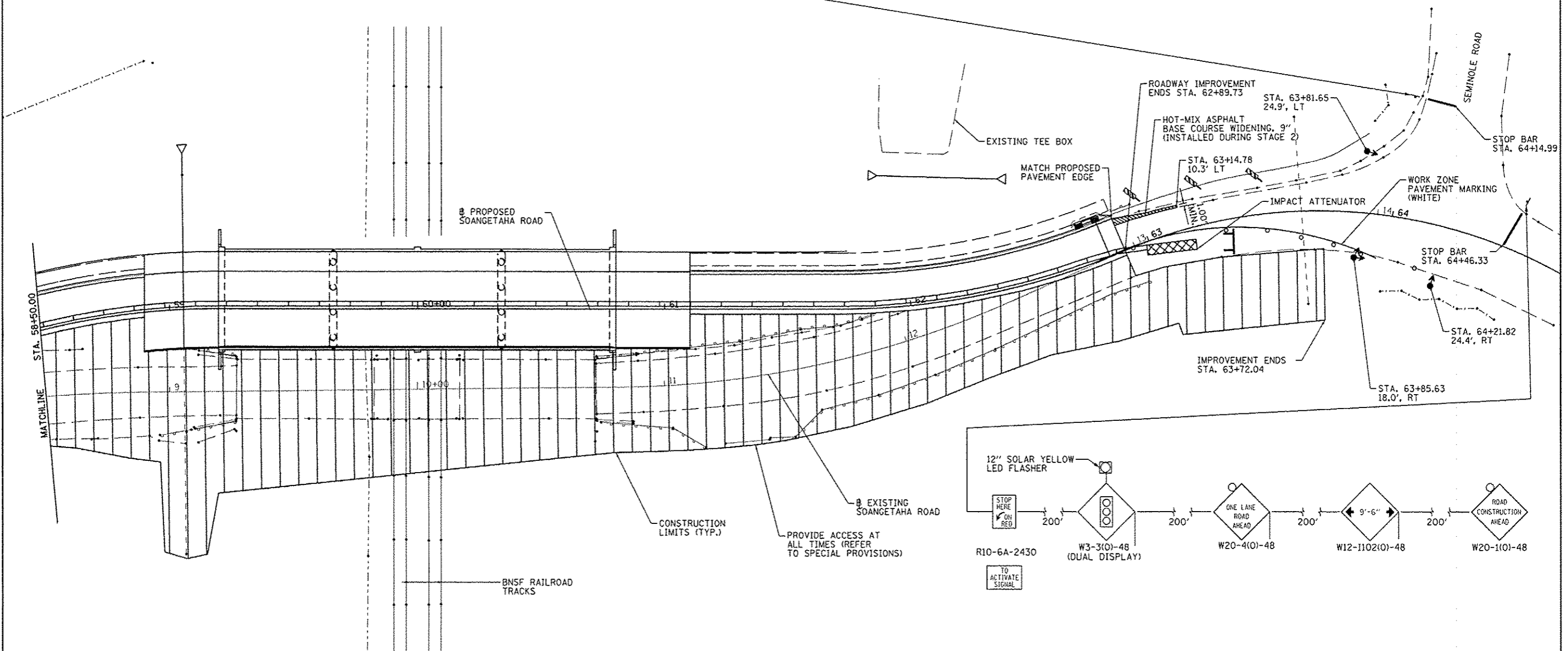
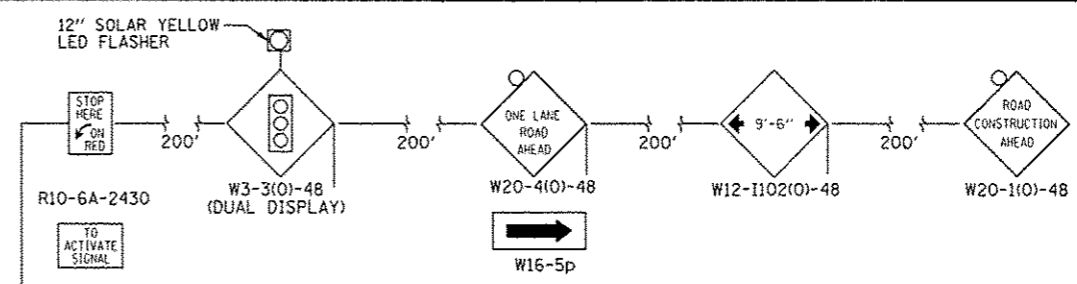
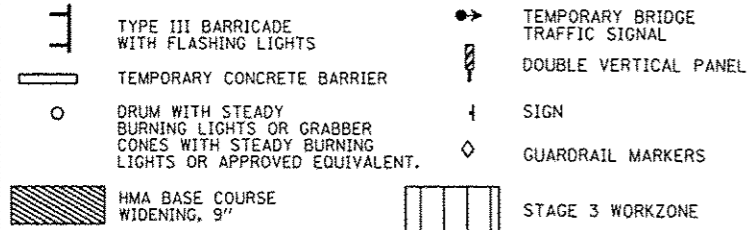


NOTES:
 1) TRAFFIC SIGNALS REMAIN IN PLACE FROM STAGE 2 TO STAGE 3.
 2) SEE BRIDGE PLANS FOR STAGE 1 INFORMATION.

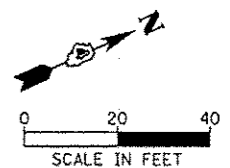


FILE NAME: S:\2012\23712001.00 (Soangetaha Bridge)\CADD\CADD Sheets\0412001-sh3-stage3.dgn	USER NAME: jeandreus	DESIGNED: BT	REVISED:	 CITY OF GALESBURG	SOANGETAHA ROAD STAGE 3 PLAN			M.S. 651	SECTION 07-00651-03-BR	COUNTY KNOX	TOTAL SHEETS 67	SHEET NO. 18
PLOT SCALE: 41.2487" = 1"	CHECKED: RJA	REVISED:	CONTRACT NO. 89625		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS				
PLOT DATE: 1/7/2013	DATE:	REVISED:										

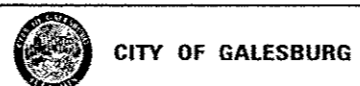
STAGING LEGEND



NOTES:
 1) TRAFFIC SIGNALS REMAIN IN PLACE FROM STAGE 2 TO STAGE 3.
 2) SEE BRIDGE PLANS FOR STAGE 1 INFORMATION.

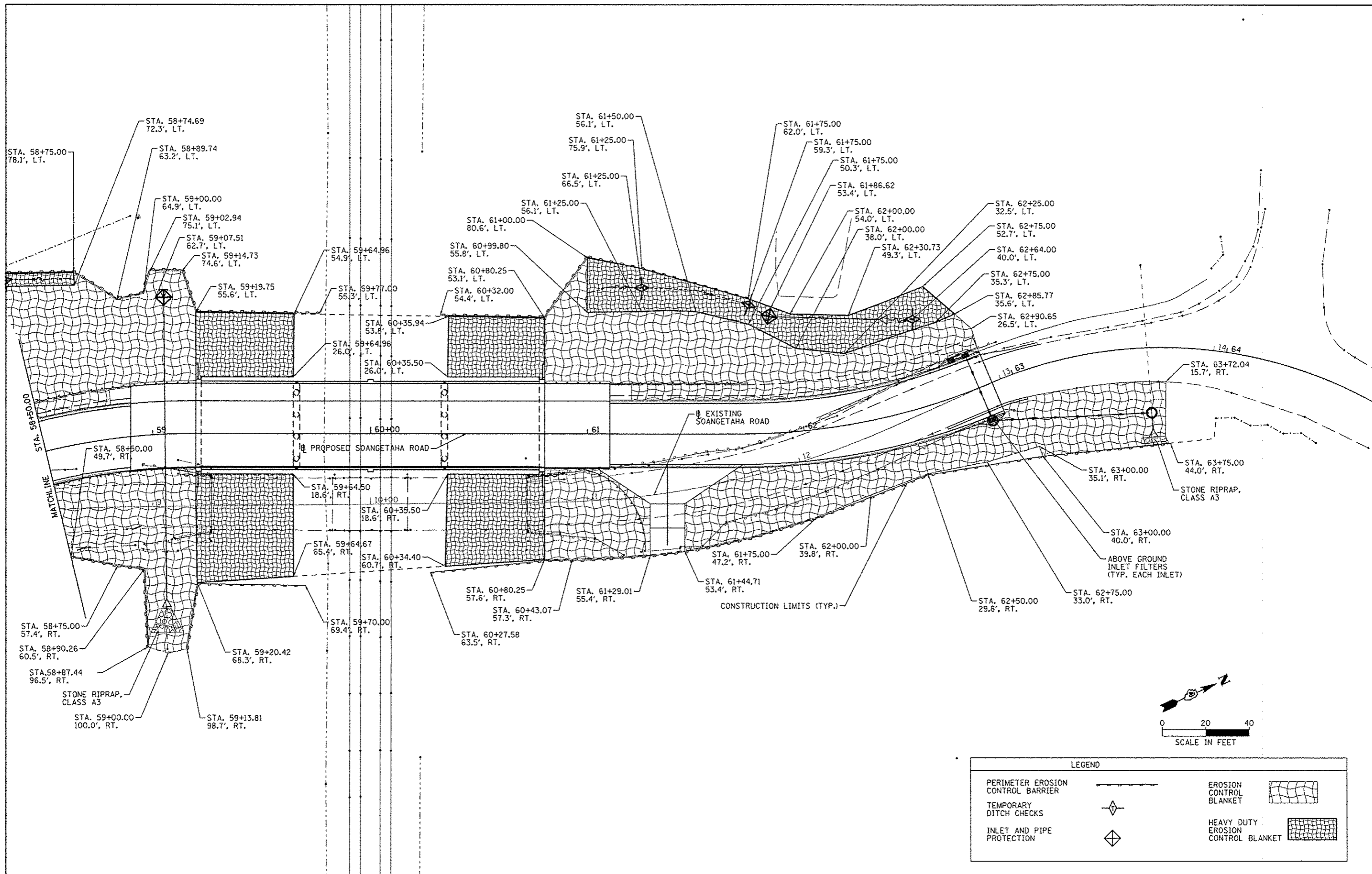


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PLOT DATE: 1/7/2013	DATE:		REVISED:



SOANGETAHA ROAD STAGE 3 PLAN			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
651	07-00651-03-BR	KNOX	67	19
CONTRACT NO. 89625				



FILE NAME : S:\237\2012\23712001.00 (Soangetaha Bridge) \CADD\CADD Sheets\0412001-shs-eros.dgn	USER NAME : jdpiller	DESIGNED - BT	REVISED -
PLOT SCALE : 40.0000' / 1"	CHECKED - RJA	DATE - 1/7/2013	REVISED -



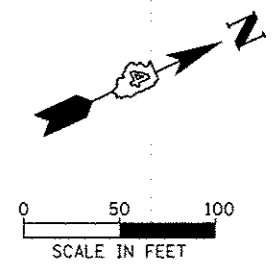
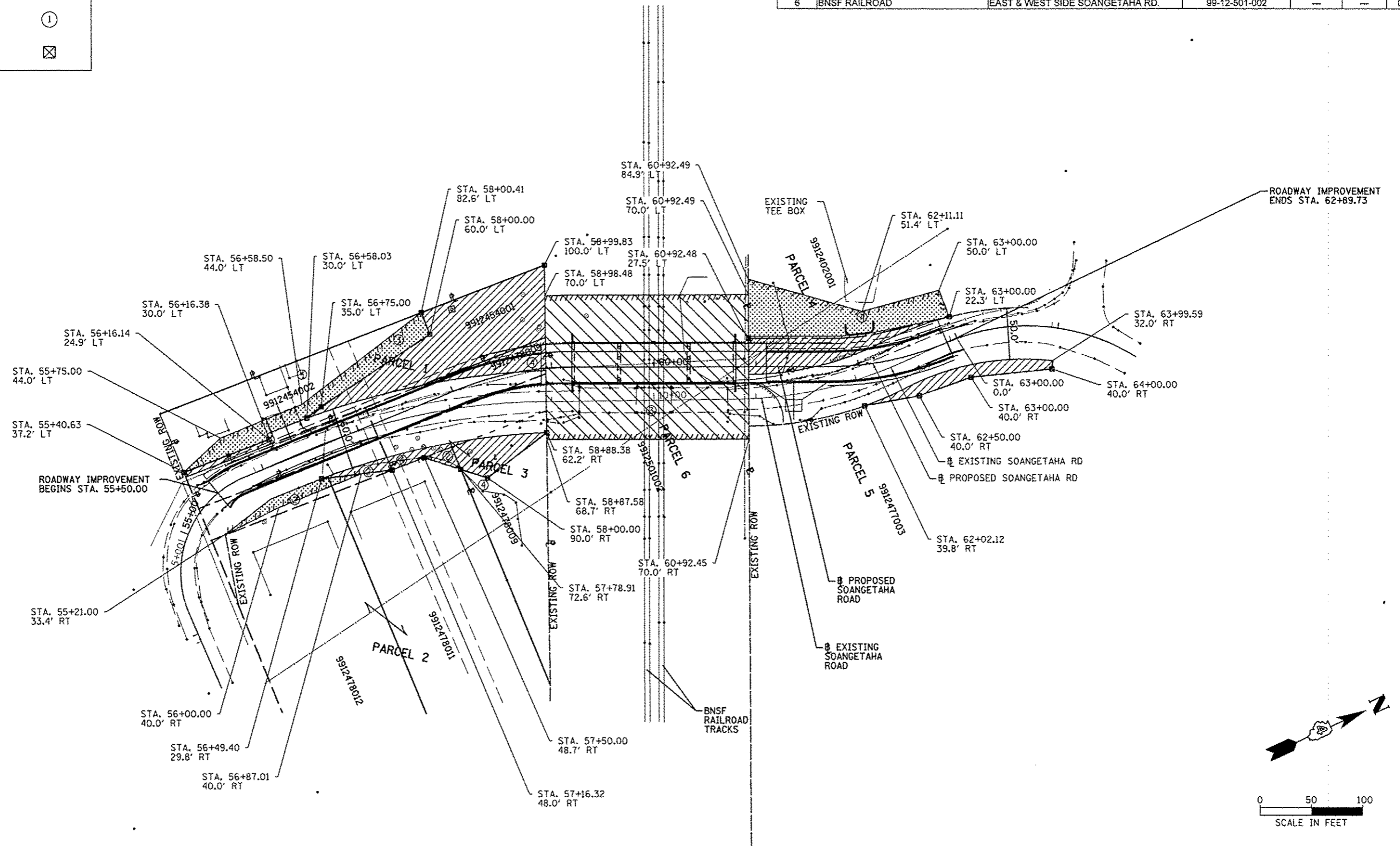
CITY OF GALESBURG

SOANGETAHA ROAD		M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
EROSION AND SEDIMENT CONTROL PLAN		651	07-00651-03-BR	KNOX	67	21
SCALE:	SHEET OF SHEETS	STA.	TO STA.		ILLINOIS	

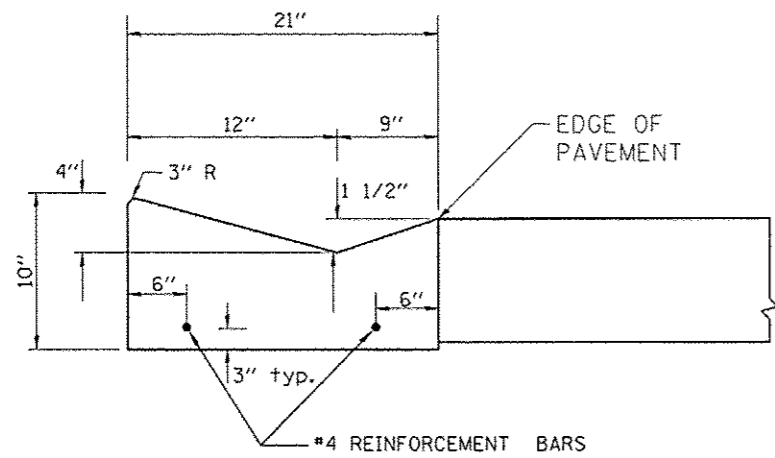
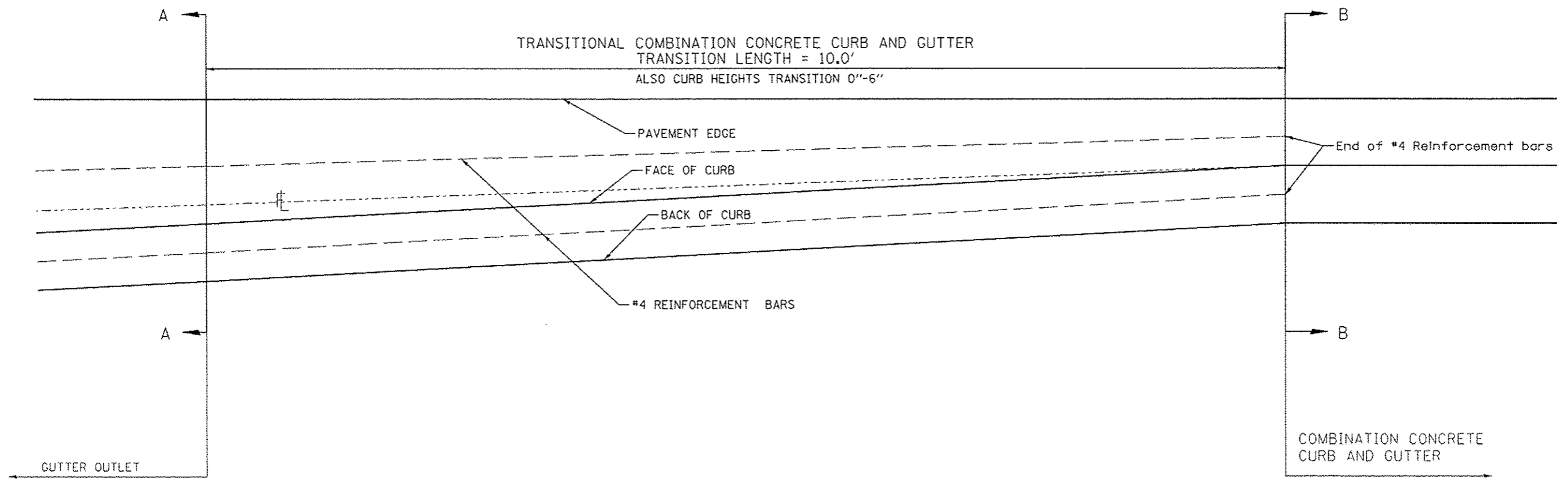
M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
651	07-00651-03-BR	KNOX	67	21
CONTRACT NO. 89625				

LEGEND	
PROPOSED RIGHT-OF-WAY	
PERMANENT EASEMENT	
TEMPORARY EASEMENT	
PARCEL NUMBER (SEE TABLE)	
PROPOSED ROW MARKER	

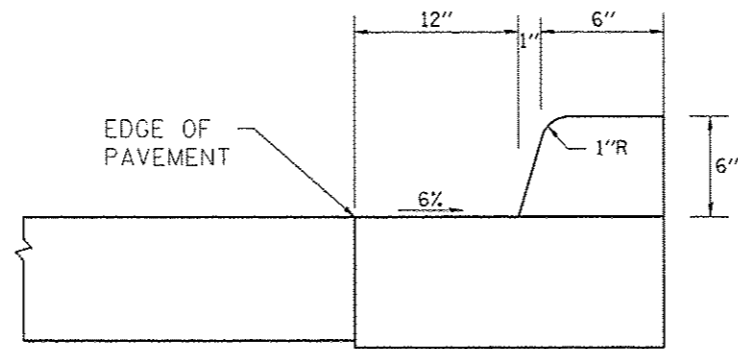
PARCEL	OWNER	ADDRESS	PROPERTY ID NUMBER	TAKES (ACRES)		
				TE	ROW	PE
1	SAMUEL H TERBEEK	30 N SOANGETAHA RD	99-12-454-001	0.038	0.238	---
1	SAMUEL H TERBEEK	30 N SOANGETAHA RD	99-12-454-002	0.060	0.021	---
2	HARLEY R & DENISE G MCGARRY	51 N SOANGETAHA RD	99-12-478-011	0.003	0.019	---
2	HARLEY R & DENISE G MCGARRY	29 N SOANGETAHA RD	99-12-478-012	0.021	0.0001	---
3	SOANGETAHA COUNTRY CLUB	EAST & WEST SIDE SOANGETAHA RD.	99-12-478-009	---	0.103	---
4	SOANGETAHA COUNTRY CLUB	WEST SIDE SOANGETAHA RD.	99-12-402-001	0.155	0.081	---
5	SOANGETAHA COUNTRY CLUB	EAST SIDE SOANGETAHA RD.	99-12-477-003	---	0.046	---
6	BNSF RAILROAD	EAST & WEST SIDE SOANGETAHA RD.	99-12-501-002	---	---	0.638




FILE NAME * S:\237\2012\23712001.00 (Soangetaha Bridge) \CADD\CADD Sheets\0412001-shr-rowplan.dgn	USER NAME * jdspliller	DESIGNED - BT	REVISED -	CITY OF GALESBURG	SOANGETAHA ROAD RIGHT OF WAY PLAN		M.S. 651	SECTION 07-00651-03-BR	COUNTY KNOX	TOTAL SHEETS 67	SHEET NO. 22	
PLOT SCALE * 100.0000 / 1 in.	CHECKED - RJA	REVISED -	REVISED -		SCALE:	SHEET	OF SHEETS	STA.	TO STA.	CONTRACT NO. 89625		
PLOT DATE * 1/4/2013	DATE -	REVISED -	REVISED -		ILLINOIS							

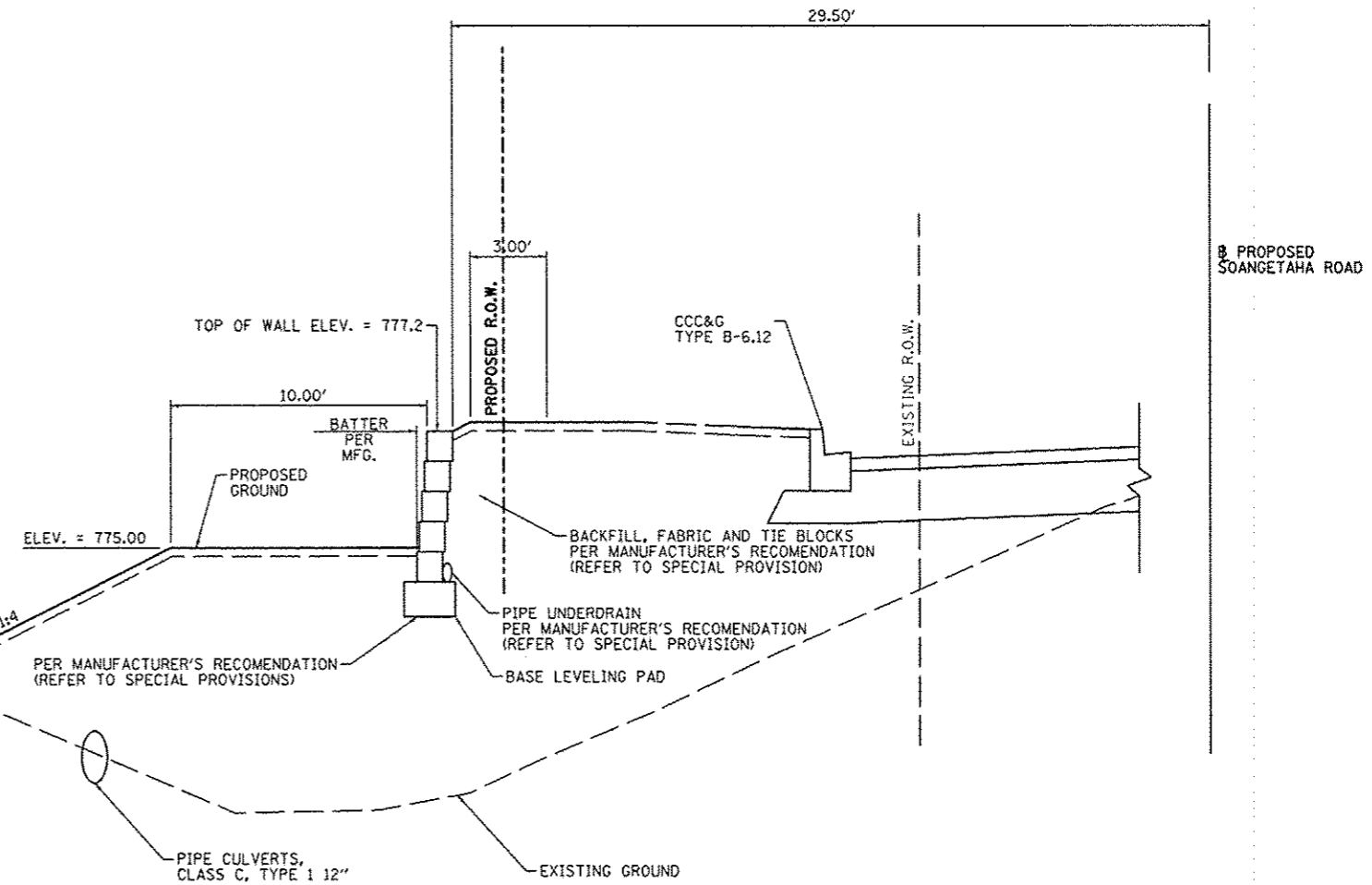
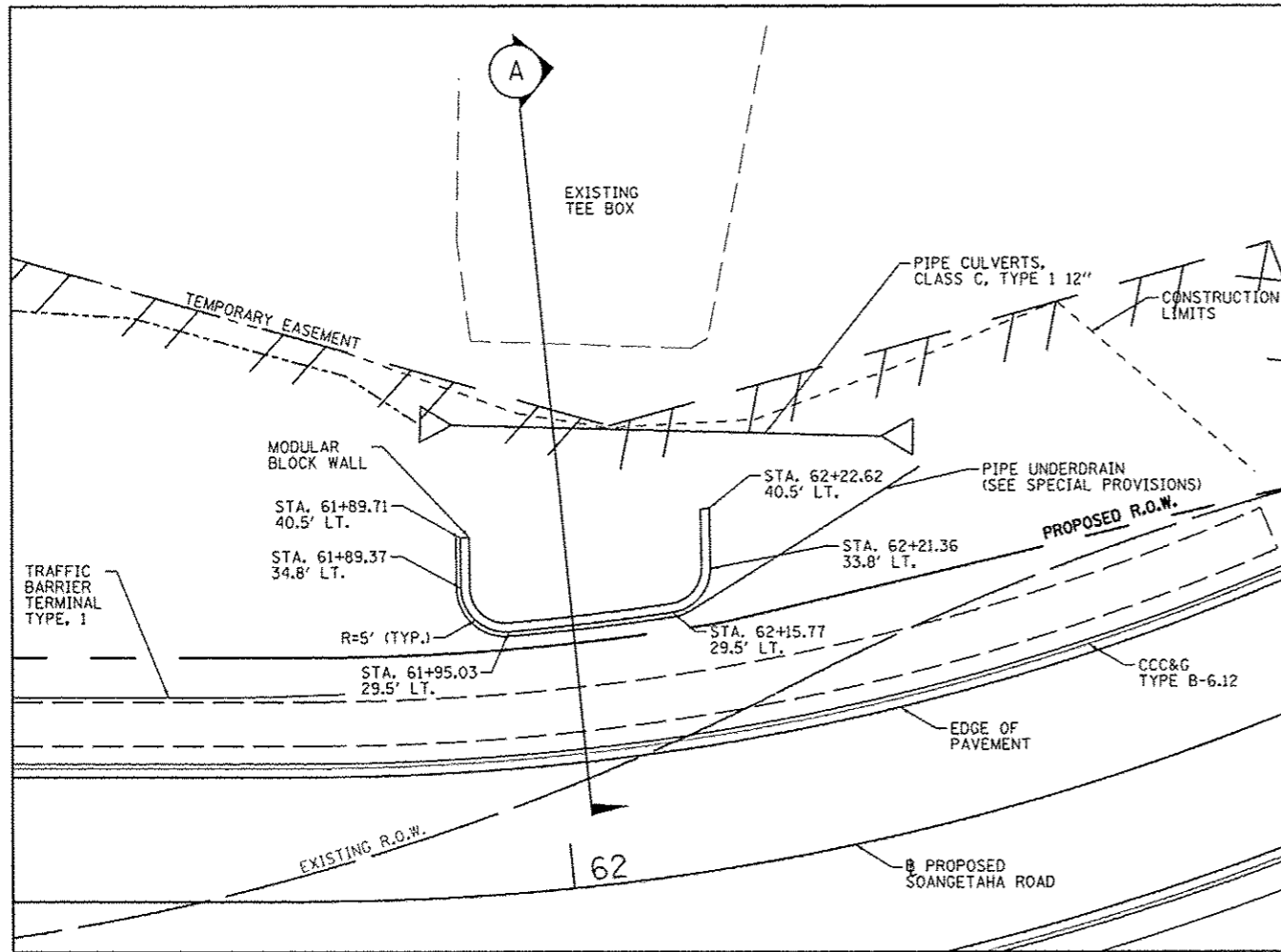


SECTION A - A



SECTION B - B

FILE NAME *	USER NAME * jdspllor	DESIGNED - BT	REVISED -	 CITY OF GALESBURG	SOANGETAHA ROAD		M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S:\237\2012\23712001.00 (Soangetaha Bridge)\CADD\CADD Sheets\0412001-shr-outletdetail	DRAWN - BT/WLL	CHECKED - RJA	REVISED -		651	07-00651-03-BR	KNOX	67	23	CONTRACT NO. 89625	
PLOT SCALE * 100.0000 1/4" = 1'-0"	DATE -	REVISED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS				
PLOT DATE * 1/4/2013	DATE -	REVISED -	REVISED -								



SECTION A-A
(NOT TO SCALE)

FILE NAME =	USER NAME = jeandrea	DESIGNED - BT	REVISED -
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PLDT SCALE = 20.6244" / 1"		CHECKED - RJA	REVISED -
PLDT DATE = 1/7/2013		DATE -	REVISED -

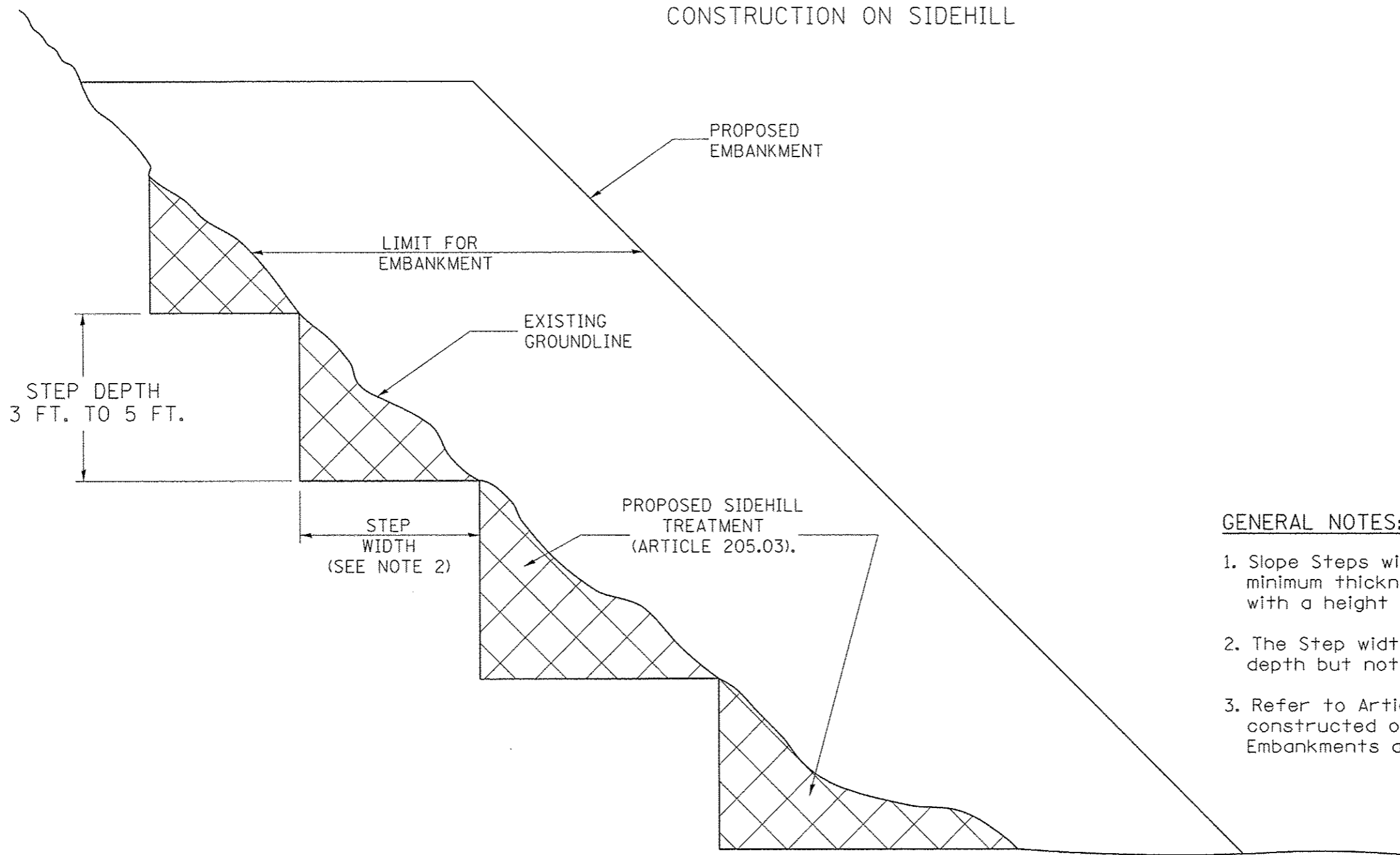


CITY OF GALESBURG

SOANGETAHA ROAD MODULAR BLOCK WALL DETAIL			
SCALE:	SHEET	OF SHEETS	STA. TO STA.

M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
651	07-00651-03-BR	KNOX	67	24
CONTRACT NO. 89625				

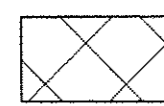
SLOPE STEPS DETAIL
 TYPICAL CROSS-SECTION EMBANKMENT
 CONSTRUCTION ON SIDEHILL




GENERAL NOTES:

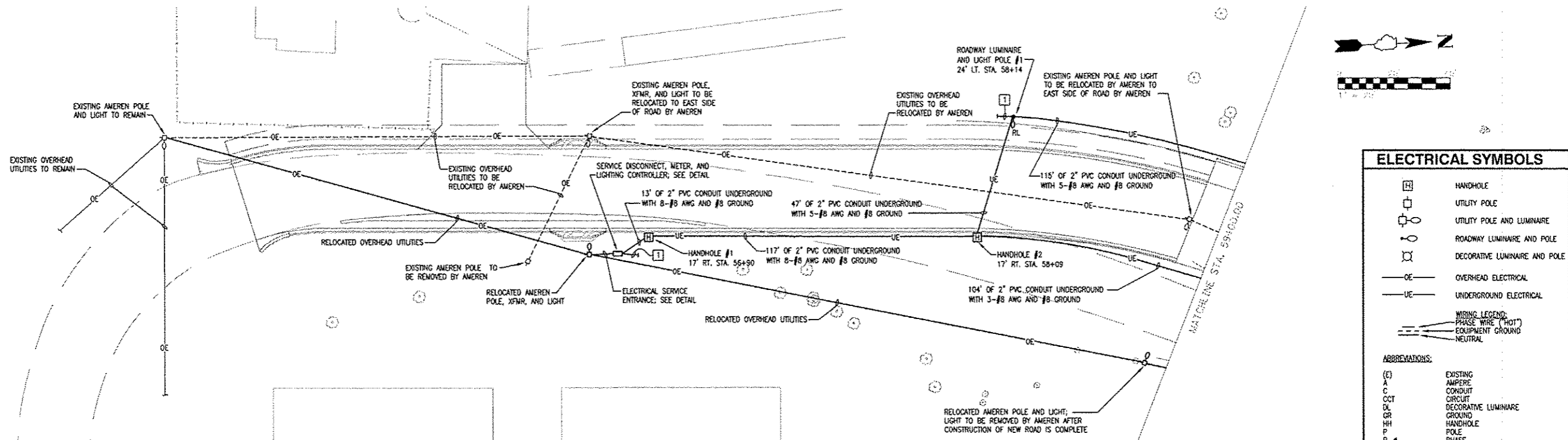
1. Slope Steps will be required for all 12(300) minimum thickness "silver fills" and on a fills with a height of 10'(3.0m).
2. The Step width shall be twice the Step depth but not less than 6 feet.
3. Refer to Article 205.03 for Embankment to be constructed on Hillside or Slopes, or if existing Embankments are to be widened.

REPLACEMENT MATERIAL:

 STANDARD EMBANKMENT
 (IN ACCORDANCE WITH
 205 OF THE STANDARD SPECIFACATION).

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

FILE NAME : S:\237\2012\23712001.00 (Soangetaha Bridge)\CADD\CADD Sheets\0412001-shr-benching.dwg	USER NAME : jdspllr	DESIGNED - BT	REVISED -	 CITY OF GALESBURG	SOANGETAHA ROAD SLOPE STEPS DETAIL			M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - BT/WLL	REVISED -					651	07-00651-03-BR	KNOX	67	25
		CHECKED - RJA	REVISED -					CONTRACT NO. 89625				
		DATE - 1/4/2013	REVISED -					SCALE:	SHEET	OF	SHEETS	STA.



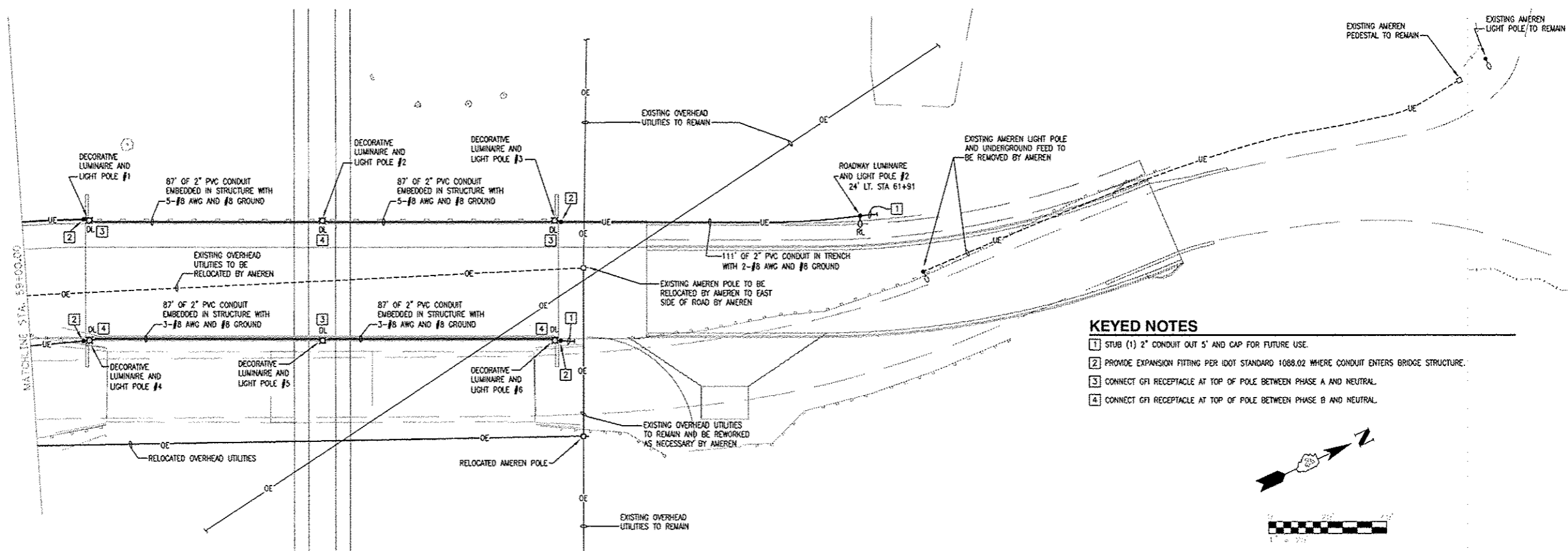
PARTIAL LIGHTING PLAN - SOUTH

ELECTRICAL SYMBOLS

[Symbol]	HANDHOLE
[Symbol]	UTILITY POLE
[Symbol]	UTILITY POLE AND LUMINAIRE
[Symbol]	ROADWAY LUMINAIRE AND POLE
[Symbol]	DECORATIVE LUMINAIRE AND POLE
[Symbol]	OVERHEAD ELECTRICAL
[Symbol]	UNDERGROUND ELECTRICAL
[Symbol]	WIRING LEGEND: PHASE WIRE ("HOT") EQUIPMENT GROUND NEUTRAL

ABBREVIATIONS:

(E)	EXISTING
A	AMPERE
C	CONDUIT
CCT	CIRCUIT
DL	DECORATIVE LUMINAIRE
GR	GROUND
HH	HANDHOLE
P	POLE
P, #	PHASE
RL	ROADWAY LUMINAIRE
V	VOLTS
W	WATTS
XFMR	TRANSFORMER

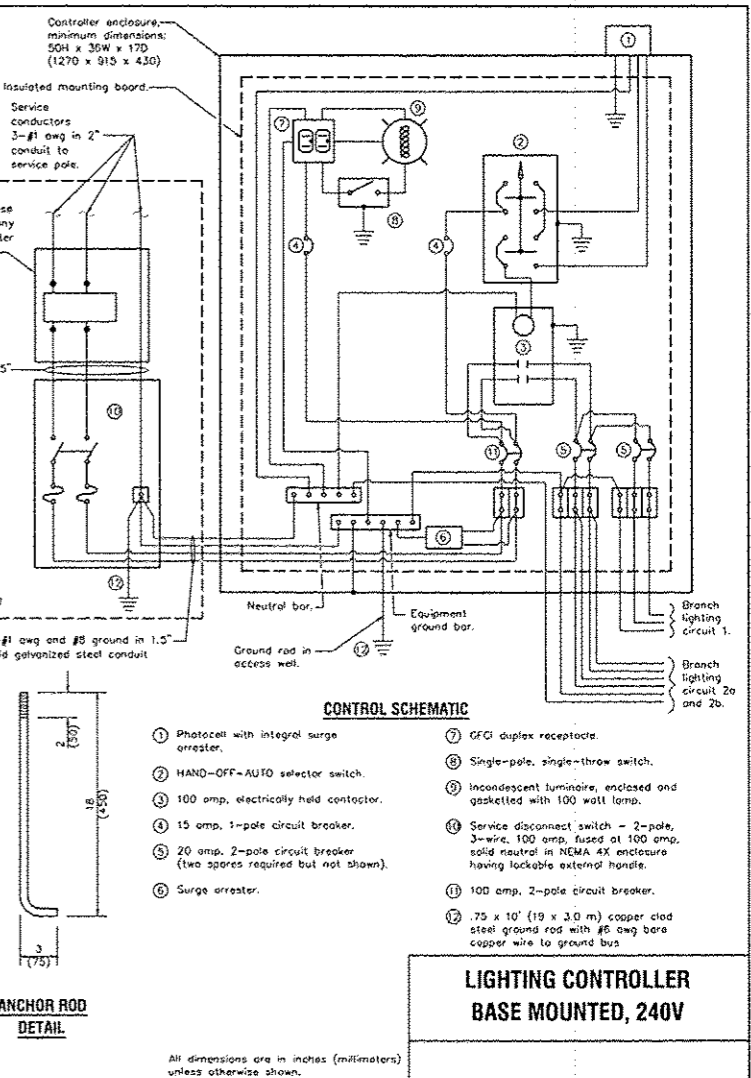
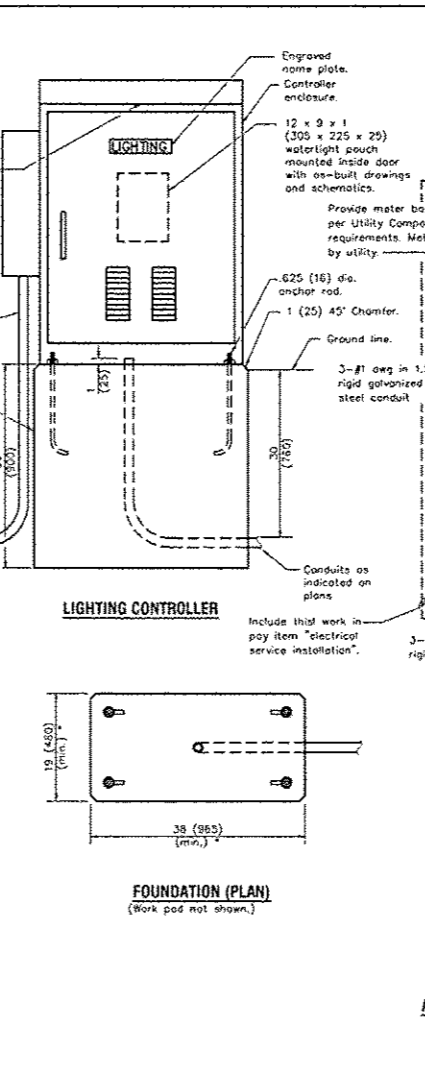
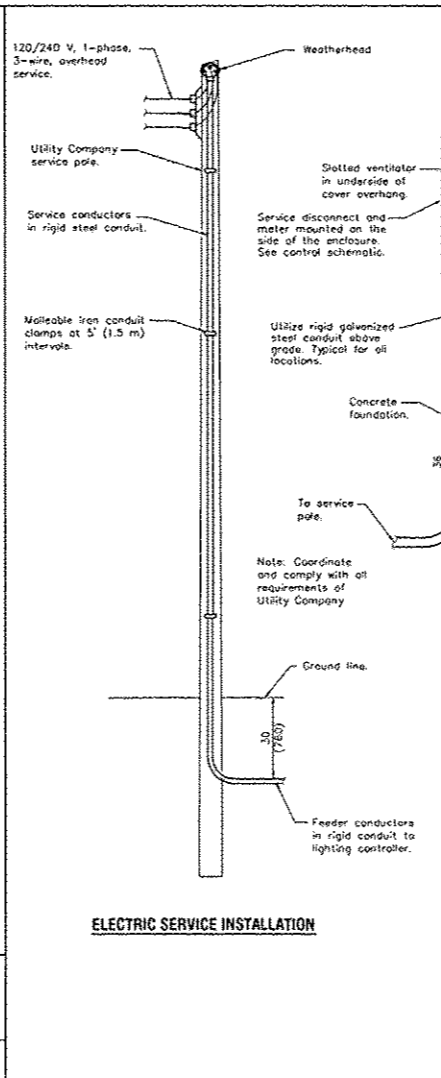
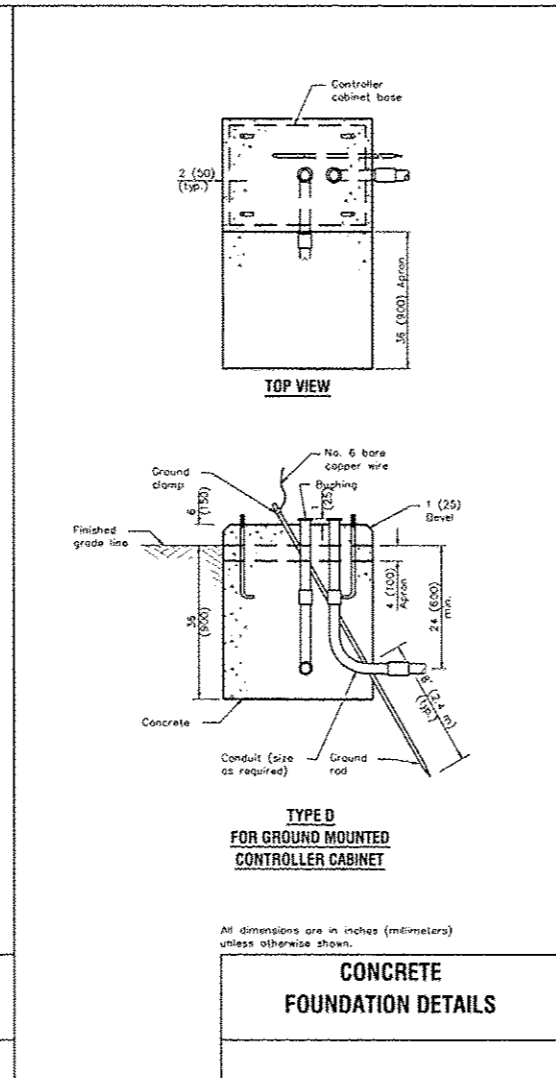
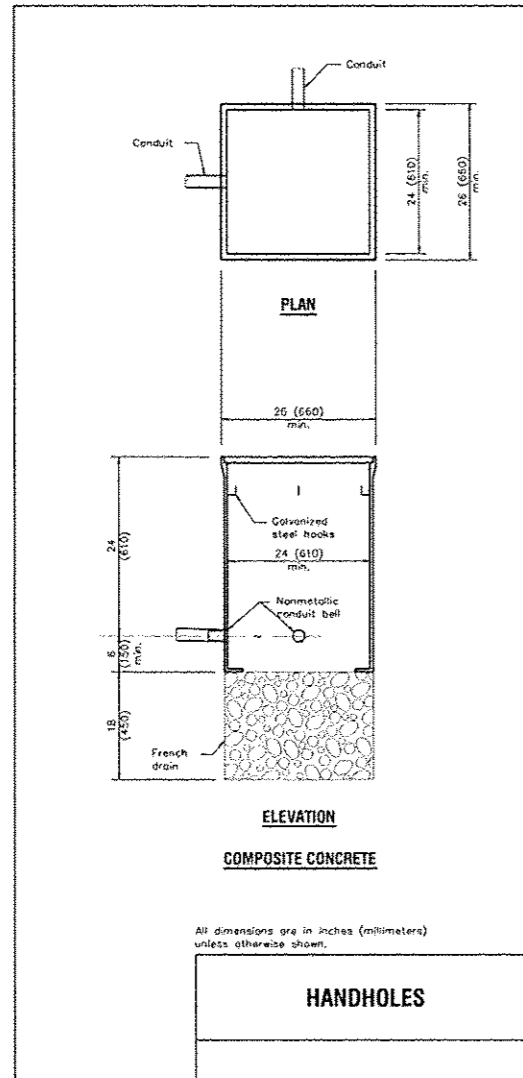
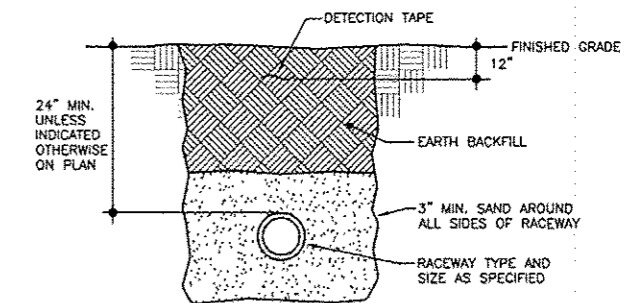
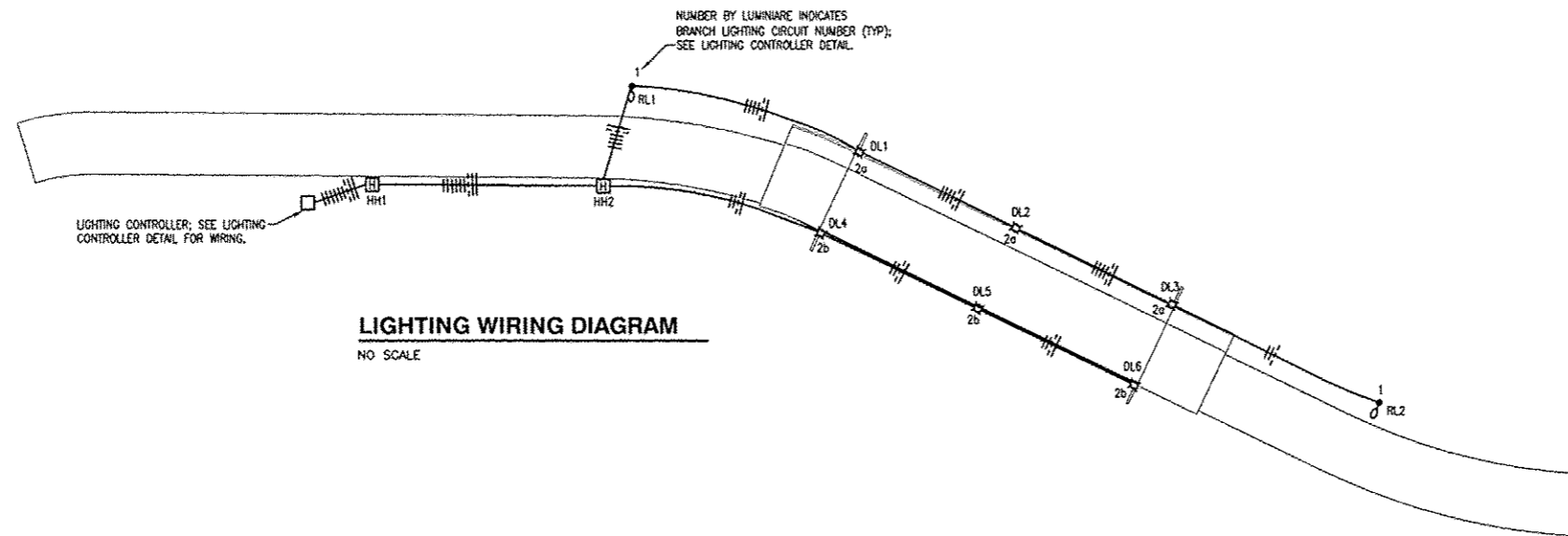


PARTIAL LIGHTING PLAN - NORTH

- KEYED NOTES**
- 1 STUB (1) 2" CONDUIT OUT 5' AND CAP FOR FUTURE USE.
 - 2 PROVIDE EXPANSION FITTING PER IDOT STANDARD 1088.02 WHERE CONDUIT ENTERS BRIDGE STRUCTURE.
 - 3 CONNECT GFI RECEPTACLE AT TOP OF POLE BETWEEN PHASE A AND NEUTRAL.
 - 4 CONNECT GFI RECEPTACLE AT TOP OF POLE BETWEEN PHASE B AND NEUTRAL.

FILE NAME	USER NAME	DESIGNED - CMT	REVISED	CITY OF GALESBURG	SOANGETAHA ROAD LIGHTING	M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN - CMT	REVISED			651	07-00651-03-BR	KNOX	67	26	
PLANT SCALE - 1"=20'-0"		CHECKED - CMT	REVISED			CONTRACT NO. 89625					
BIDD DATE		DATE - 01/04/13	REVISED			ILLINOIS					

MEP Midwest Engineering Professionals Inc.
 207 S. Main Street - Bloomington, Illinois 61820
 Telephone: (309) 298-1117 Fax: (309) 298-6222
 Email: mep@meppro.com



FILE NAME	USER NAME	DESIGNED - CMT	REVISED	CITY OF GALESBURG	SOANGETAHA ROAD LIGHTING	M.S. 651	SECTION 07-00651-03-BR	COUNTY KNOX	TOTAL SHEETS	SHEET NO.
	DRAWN - CMT	REVISED	67						27	
	CHECKED - CMT	REVISED	CONTRACT NO. B9625							
	DATE - 01/04/13	REVISED								

SCALE: SHEET E2 OF E3 SHEETS STA. TO STA.

Midwest Engineering Professionals Inc. 897 E. Main Street - Marion, Illinois 61550 Telephone: (309) 266-1117 Fax: (309) 266-8025 Email: mep@meppro.com

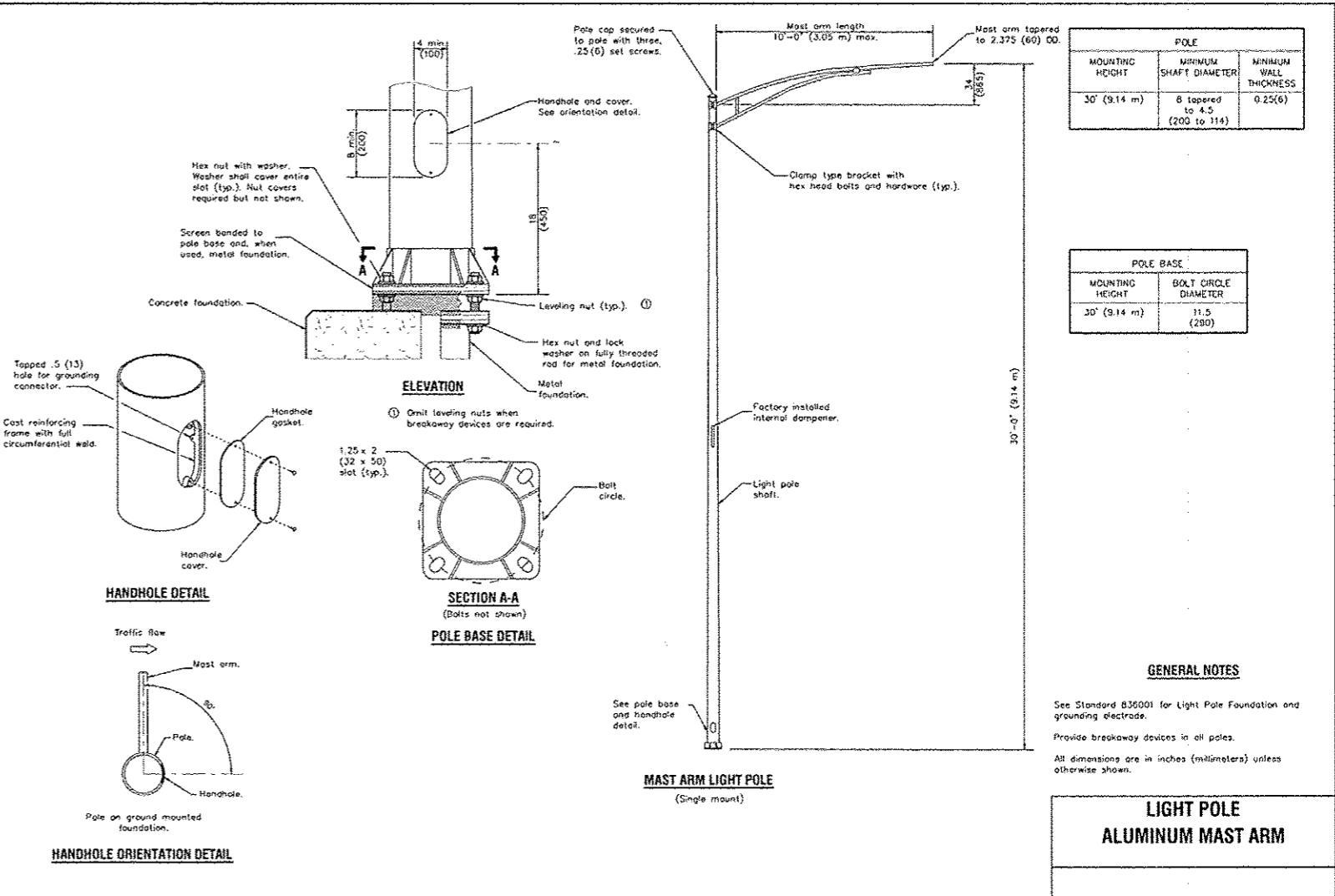
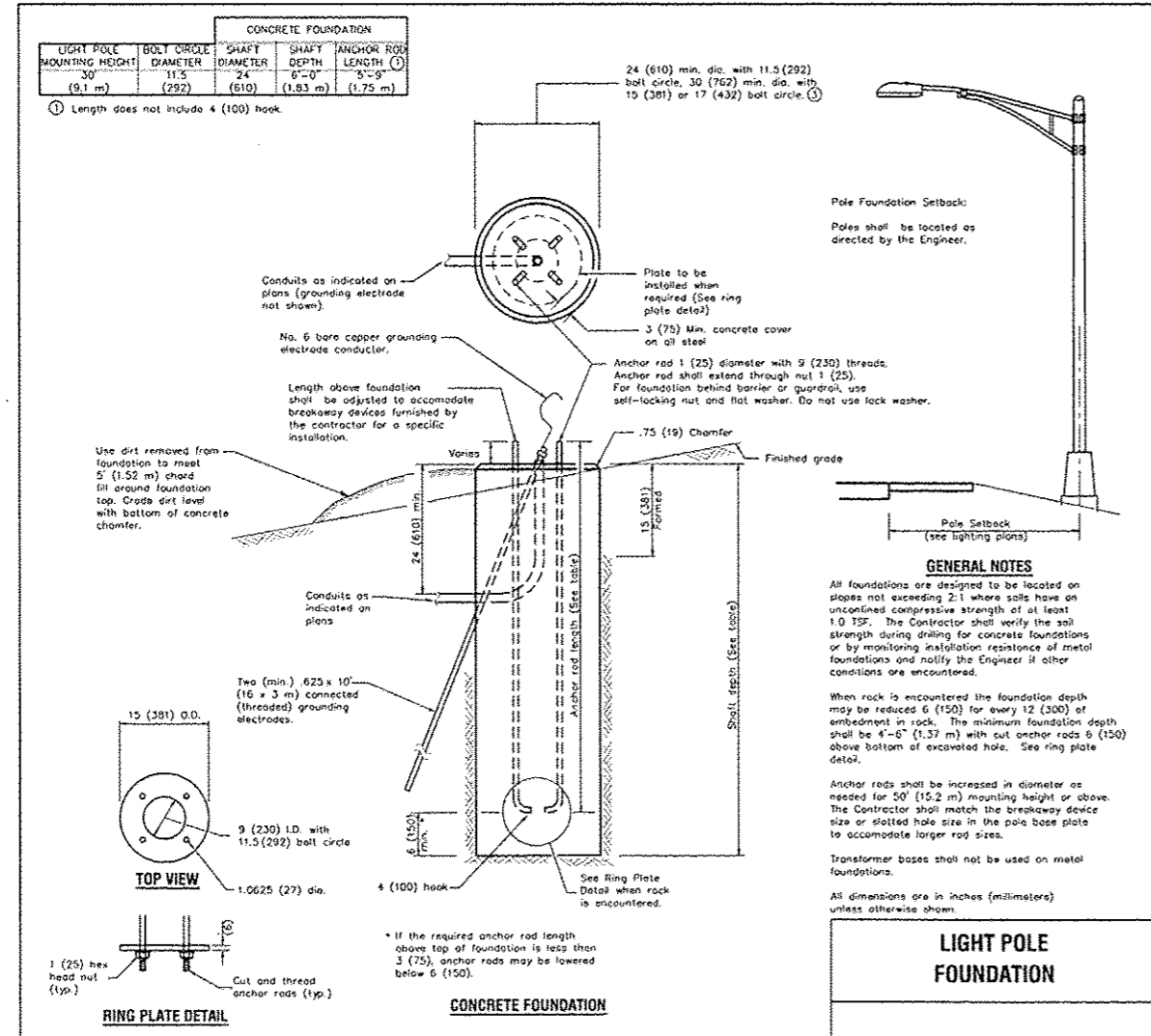
MEP Project No: 12-16 2. Design Exam Registration: 8184-07190

LUMINAIRE SCHEDULE							
MARK	MANUFACTURER	CATALOG NO.	QTY/TYP LAMPS	MOUNTING	VOLTAGE	INPUT WATTS	REMARKS
DL	STERNBERG (LUMINAIRE) STERNBERG (POLE)	1843LED-PY-6ARC4ST3-- ML-CA-BK 650FP308-GFI-BK	8000 LUMEN LED AS SUPPLIED WITH FIXTURE	POLE MOUNTED ON CONCRETE PIER.	240	125	DECORATIVE LED FIXTURE WITH CLEAR LENS, AND TYPE 3 OPTICS. PROVIDE 8' DECORATIVE POLE CAPABLE OF SUPPORTING FIXTURE IN 80 MPH WIND WITH 1.3 GUST FACTOR. PROVIDE GFI OUTLET AT TOP OF POLE. PROVIDE VIBRATION ISOLATION PAD PER IDOT STANDARD 1069.07.
RL	AMERICAN ELECTRIC	ATB1-60LEDE70-R2	11,500 LUMEN LED AS SUPPLIED WITH FIXTURE	POLE MOUNTED ON CONCRETE BASE-SEE DETAIL	240	145	LED TYPE 2 ROADWAY LIGHT. PROVIDE POLE CAPABLE OF SUPPORTING FIXTURE IN 80 MPH WIND WITH 1.3 GUST FACTOR. SEE DETAIL FOR ADDITIONAL REQUIREMENTS.
	APPROVED EQUAL	(SEE GENERAL NOTE 3)					

GENERAL NOTES

1. MANUFACTURERS MODEL NUMBERS MAY NOT BE TOTALLY COMPLETE. CONTRACTOR SHALL PROVIDE FIXTURES WITH ALL OPTIONS, ACCESSORIES, ETC. NOTED IN THE REMARKS COLUMN AND/OR INDICATED WITHIN THIS SCHEDULE.
2. VERIFY ALLPOLE/FIXTURE LOCATIONS WITH ENGINEER.
3. "APPROVED EQUAL" PRODUCTS SHALL BE SUBMITTED TO ENGINEER FOR REVIEW PRIOR TO BIDDING. PRODUCTS APPROVED BY ENGINEER WILL BE ADDED TO SCHEDULE BY ADDENDUM.

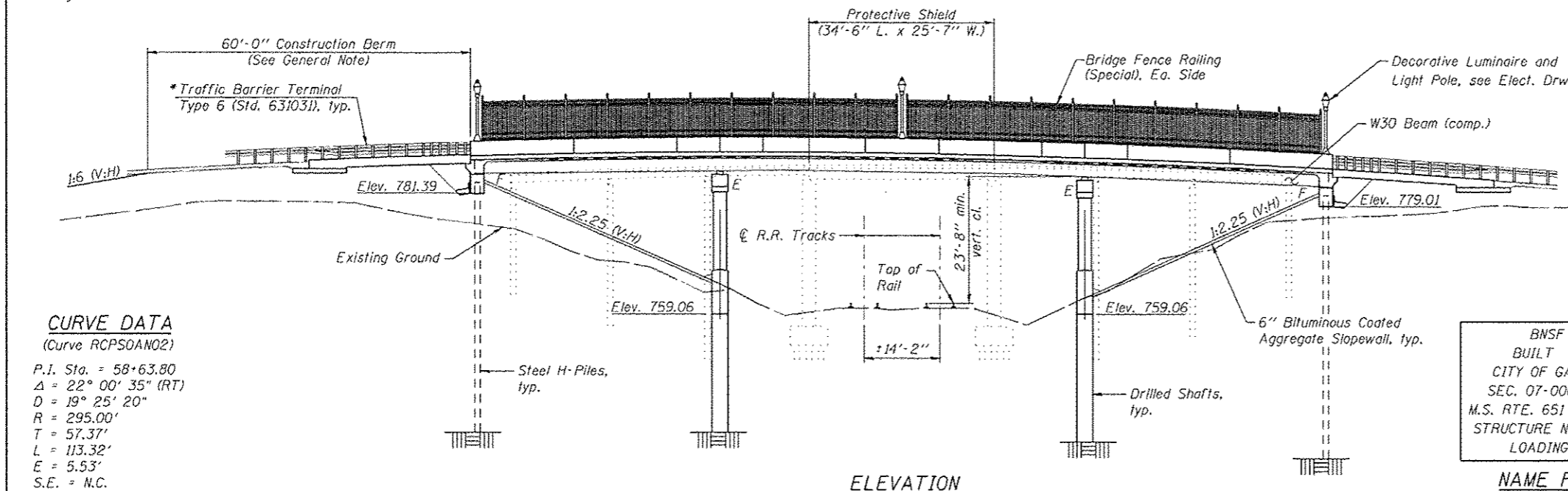
PAY ITEMS			
PAY ITEM	CODE NUMBER	UNIT	TOTAL QUANTITY
ELECTRIC SERVICE INSTALLATION	80400100	EACH	1
LIGHTING CONTROLLER, BASE MOUNTED, 240VOLT, 100AMP	82500350	EACH	1
CONCRETE FOUNDATION, TYPE D	87800200	EACH	1
HANDHOLE, COMPOSITE CONCRETE	81400730	EACH	2
LIGHT POLE, ALUMINUM, 30 FT. M.H., 10 FT. MAST ARM	83006400	EACH	2
ROADWAY LUMINAIRE (SPECIAL)		EACH	2
LIGHT POLE FOUNDATION, 24" DIAMETER	83600200	EACH	2
DECORATIVE LUMINAIRE (SPECIAL)		EACH	6
DECORATIVE LIGHT POLE (SPECIAL)		EACH	6
UNDERGROUND CONDUIT, SCH 40 PVC, 2" DIA.	81028350	FEET	527
CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	81200230	FEET	348
ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 1/C NO. 8	81702120	FEET	5180



Bench Mark: USGS Disk stamped "RJCE 1959 NO 3 1969" on east side of bridge over north pier - Elev. 787.295.

Existing Structure: S.N. 048-3198 built in 1948, is a seven-span bridge with steel beams in the main span and timber beams in the approach spans supported on spill-thru timber abutments, creosoted timber pier bents, and concrete multicolumn crash wall piers, 145'-6" back to back abutments, 24'-0" face to face curb width and no skew. Traffic will be maintained on the existing structure during construction.

No salvage.



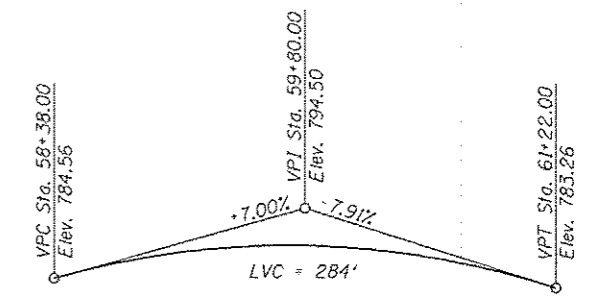
CURVE DATA
(Curve RCP50AN02)

P.I. Sta. = 58+63.80
 $\Delta = 22^\circ 00' 35"$ (RT)
 $D = 19^\circ 25' 20"$
 $R = 295.00'$
 $T = 57.37'$
 $L = 113.32'$
 $E = 5.53'$
 S.E. = N.C.
 P.C. Sta. = 58+06.43
 P.T. Sta. = 59+19.75

* Traffic Barrier Terminal, Type 6 (Special) at N.E. corner

BNSF R.R.
 BUILT BY
 CITY OF GALESBURG
 SEC. 07-00651-03-BR
 M.S. RTE. 651 STA. 60+00
 STRUCTURE NO. 048-6063
 LOADING HL-93

NAME PLATE
See Std. 515001



LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.

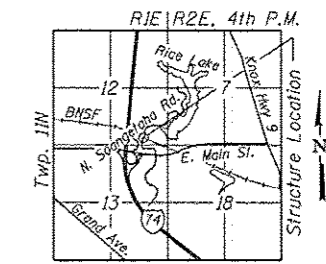
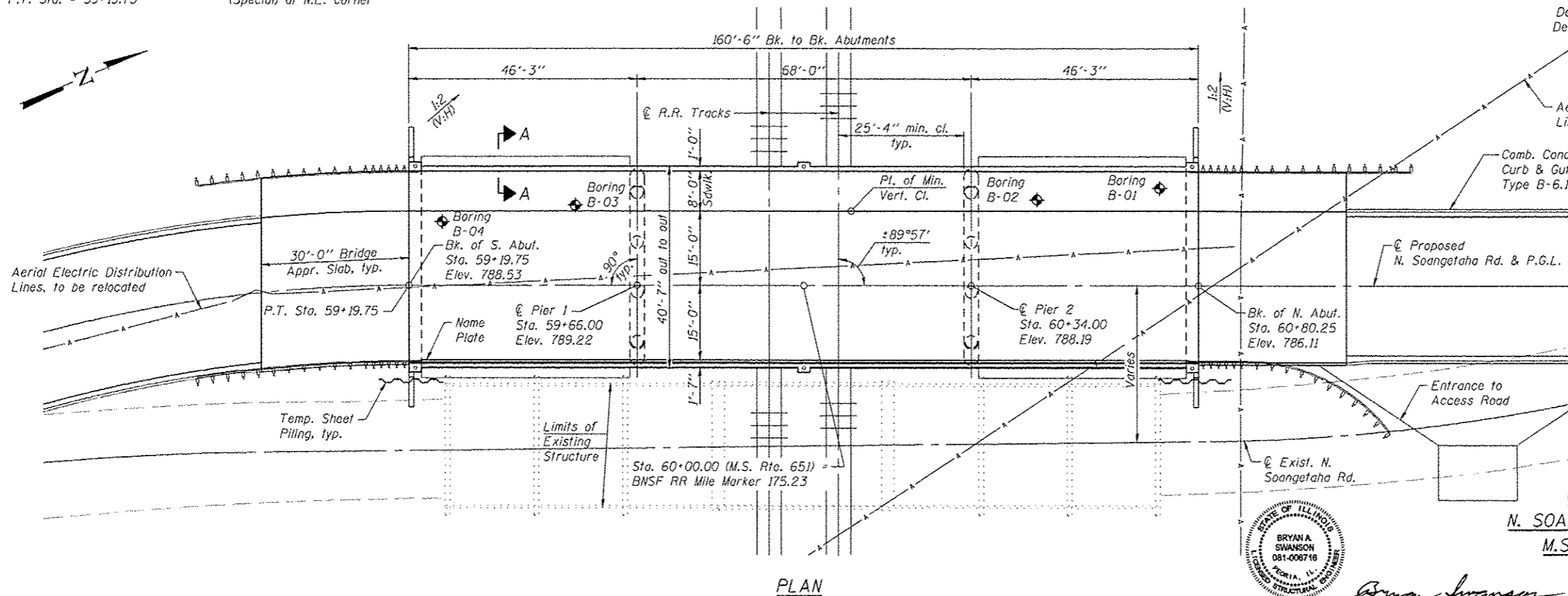
DESIGN SPECIFICATIONS
2010 AASHTO LRFD Bridge Design Specifications, 5th Edition, with 2010 Interims

DESIGN STRESSES
FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50) (primary)
 $f_y = 36,000$ psi (M270 Grade 36)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (S_{a1}) = 0.101g
 Design Spectral Acceleration at 0.2 sec. (S_{a5}) = 0.150g
 Soil Site Class = D



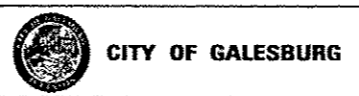
GENERAL PLAN AND ELEVATION
N. SOANGETAHA ROAD OVER BNSF RAILROAD
M.S. RTE. 651 SEC. 07-00651-03-BR
KNOX COUNTY
STA. 60+00.00
STRUCTURE NO. 048-6063



Bryan A. Swanson
 Date Signed: 1/03/2013
 Exp. Date: 11/30/2014

FILE NAME: 0486063-07625-001-0PE.dgn
MAURER-STUTZ
 ENGINEERS SURVEYORS

USER NAME: baswanon	DESIGNED: LVM	REVISOR:
DESIGNED: LVM	CHECKED: BAS	REVISION:
DESIGNED: LVM	DRAWN: SOM	REVISION:
DESIGNED: LVM	CHECKED: BAS	REVISION:



SHEET NO. 1 OF 26 SHEETS

M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
651	07-00651-03-BR	KNOX	67	29
				CONTRACT NO. 89625

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Stage Construction
- 4.-5. Top of Slab Elevations
6. Top of Approach Slab Elevations
7. Superstructure
- 8.-9. Superstructure Details
10. Post Base Details
11. Integral Abutment Diaphragm Details
- 12.-13. Bridge Approach Slab Details
14. Bridge Fence Railing
15. Structural Steel
16. Bearing Details
- 17.-18. Abutments
- 19.-20. Piers
21. HP Pile Details
22. Bar Splicer Assembly
- 23.-26. Soil Borings

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts.
Bolts 7/8 in. ϕ , holes 15/16 in. ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 99,530 lbs. (Grade 50)
10,420 lbs. (Grade 36)

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

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the 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.

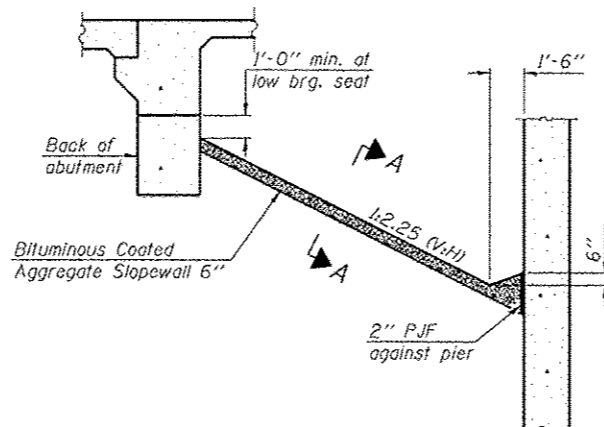
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project. The cost of this work shall be included with the Removal of Existing Structures.

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

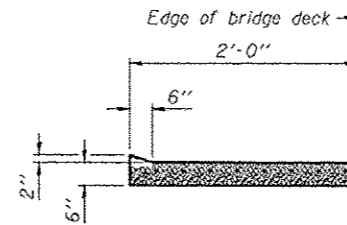
The Organic Zinc Rich Primer / Epoxy / Urethane Paint System shall be used for painting of new structural steel except where otherwise noted. The entire system shall be shop applied, with the exception that the exterior surfaces and bottom of the bottom flange of the fascia beams, masked off connection surfaces, and field installed fasteners, all of which shall be touched up and finish coated in the field. 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 Black, Munsell No. N1.

Slipforming of the parapets is not allowed.

The aerial electric transmission lines over the proposed north abutment will remain throughout the duration of the project. The Contractor shall coordinate with the utility company for driving of piles at this abutment and any other work in conflict with this aerial line. (Refer to Special Provisions)



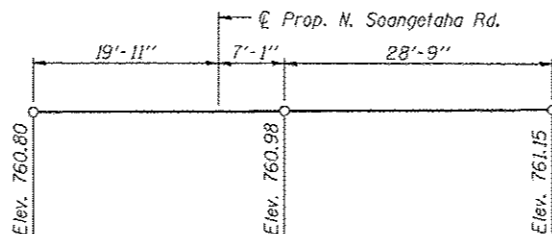
SECTION THRU BITUMINOUS COATED AGGREGATE SLOPEWALL



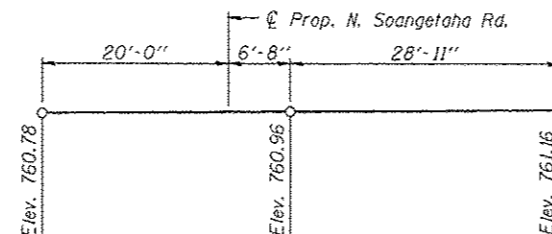
SECTION A-A

TOTAL BILL OF MATERIAL

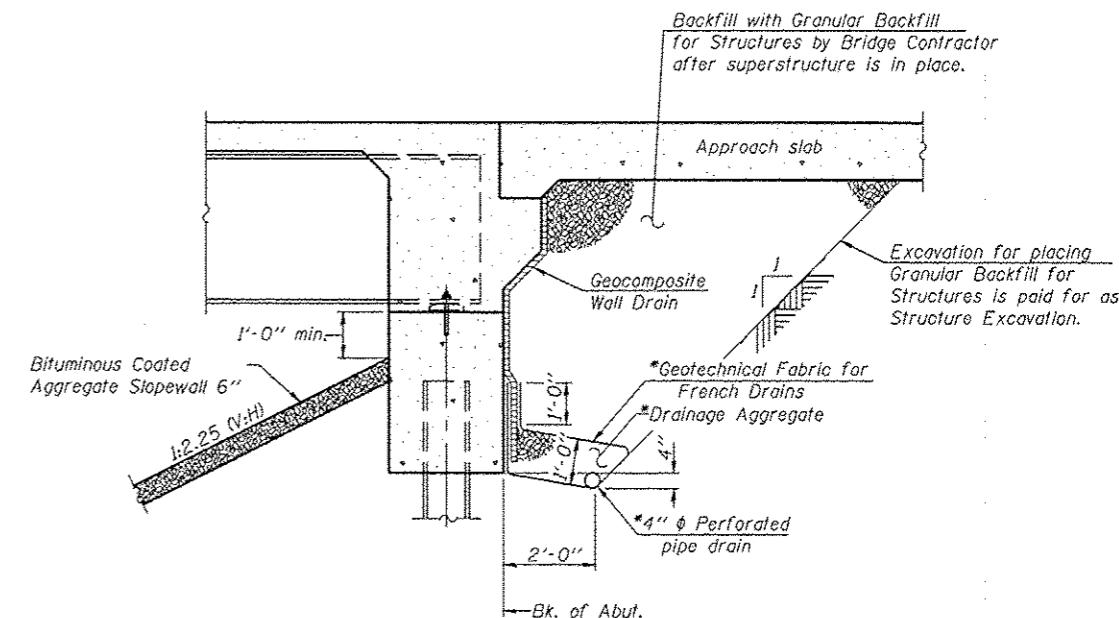
ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each			1
Protective Shield	Sq. Yd.	98		98
Structure Excavation	Cu. Yd.		116	116
Concrete Structures	Cu. Yd.		168.2	168.2
Concrete Superstructure	Cu. Yd.	390.6		390.6
Bridge Deck Grooving	Sq. Yd.	689		689
Protective Coat	Sq. Yd.	1085		1085
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	3960		3960
Reinforcement Bars	Pound		10560	10560
Reinforcement Bars, Epoxy Coated	Pound	87240	28230	115470
Bar Splicers	Each	78	36	114
Mechanical Splicers	Each		224	224
Furnishing Steel Piles HP10x42	Foot		642	642
Driving Piles	Foot		642	642
Pile Shoes	Each		12	12
Name Plates	Each			1
Drilled Shaft in Soil	Cu. Yd.		52.3	52.3
Elastomeric Bearing Assembly, Type I	Each	12		12
Anchor Bolts, 1"	Each		24	24
Anchor Bolts, 1/4"	Each		24	24
Geocomposite Wall Drain	Sq. Yd.		64	64
Bridge Fence Railing (Special)	Foot	308		308
Granular Backfill for Structures	Cu. Yd.		98	98
Temporary Sheet Piling	Sq. Ft.		444	444
Pipe Underdrains for Structures 4"	Foot		147	147
Bituminous Coated Aggregate SlopeWall 6"	Sq. Yd.		458	458



PROFILE GRADE
(Looking South)
Top of Rail South Tracks



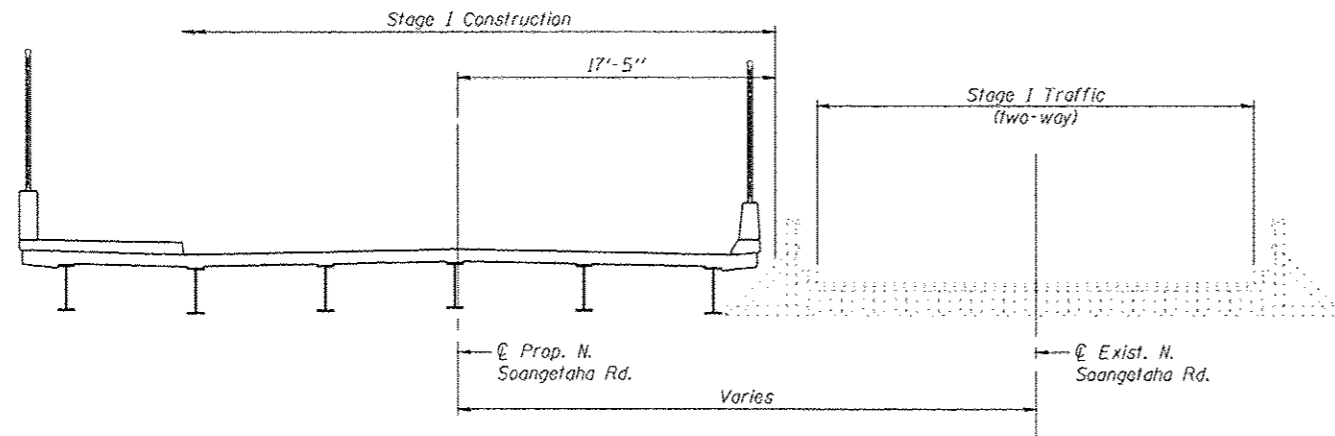
PROFILE GRADE
(Looking South)
Top of Rail North Tracks



SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures 4".

Note:
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 6011Q1).



STAGE I CONSTRUCTION
(Looking North)

Staging Notes:

Stage I Construction shall consist of the entire bridge structure except the east wingwalls of the abutments. The existing structure must remain open to traffic until Stage III.

Portions of the existing bridge rail bracing may require removal for construction of the new superstructure. If any portion of the rail system is removed, the Contractor shall construct an alternate brace for the bridge rail subject to the approval of the Engineer.

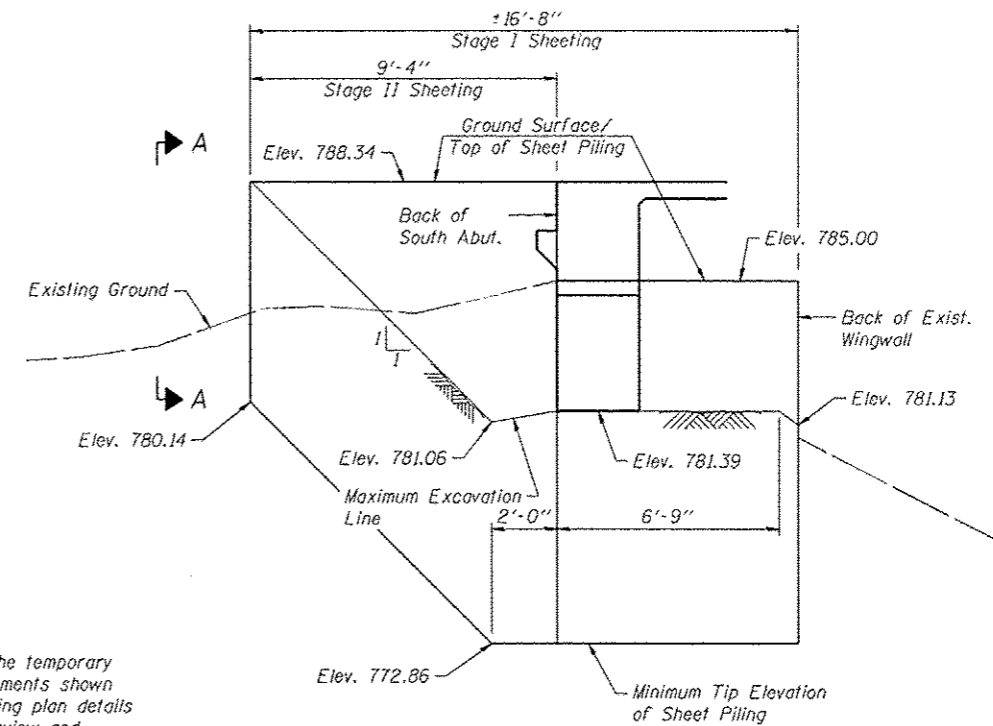
Removal of Existing Structure shall occur during Stage III.

See Rdwy. Plans for further staging details.

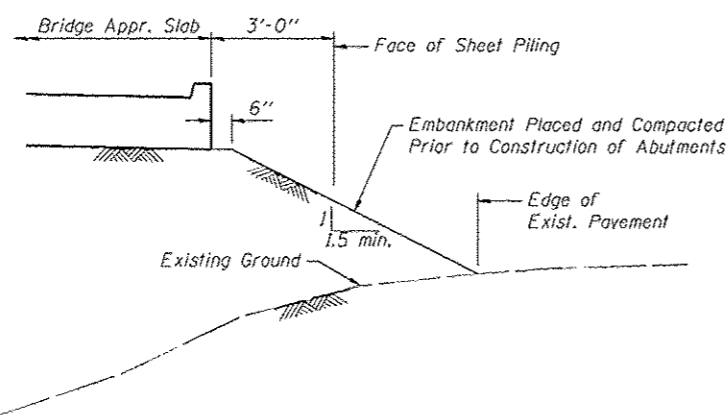
Notes:

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

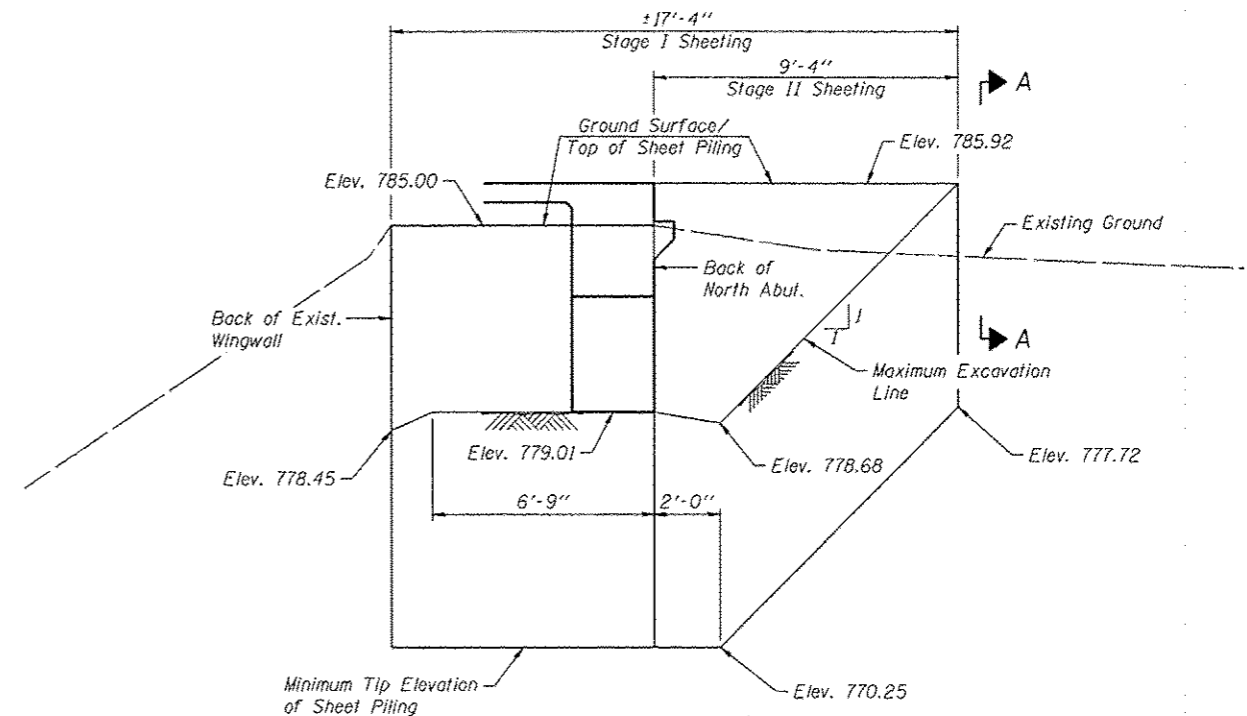
The minimum section modulus of the sheet piling shall be 3.8 in³/ft.



TEMPORARY SHEET PILING
SOUTH ABUTMENT
(Looking West)

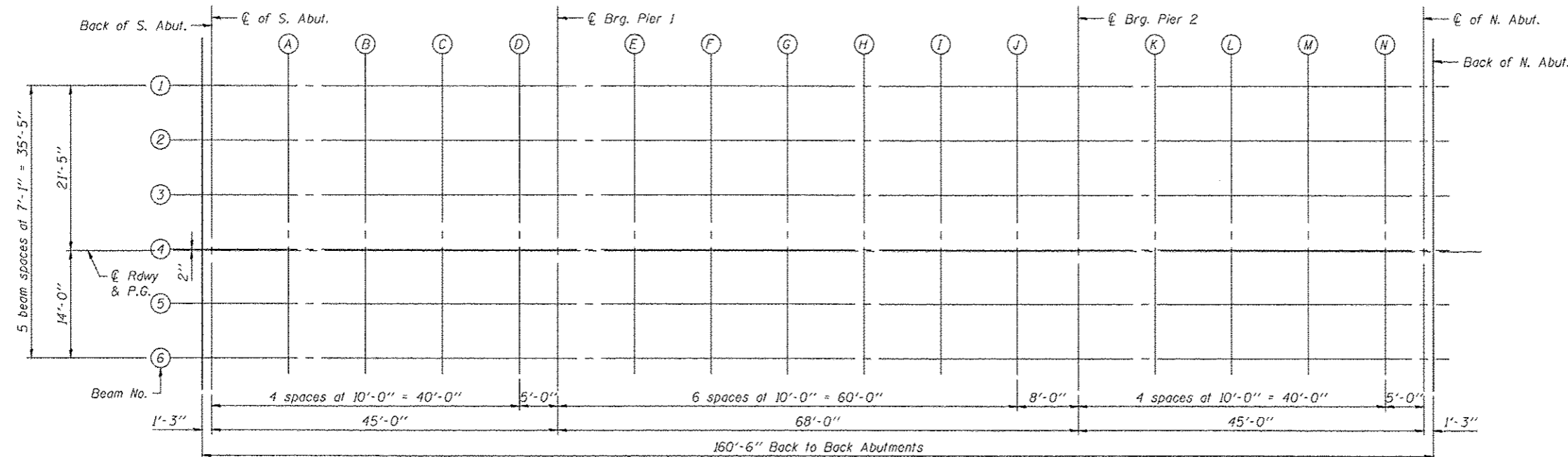


SECTION A-A

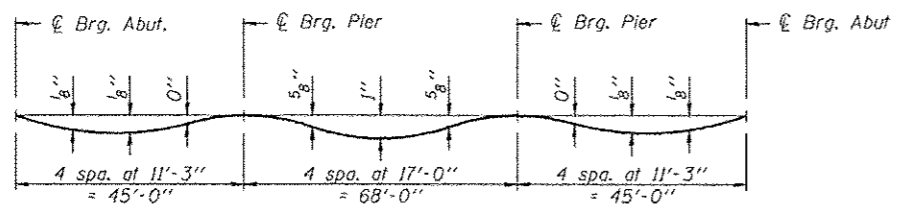
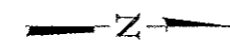


TEMPORARY SHEET PILING
NORTH ABUTMENT
(Looking West)

FILE NAME * 0486063-89625-003-Staging.dgn MAURER-STUTZ ENGINEERS SURVEYORS	USER NAME * basvanson	DESIGNED - LVM	REVISED -	 CITY OF GALESBURG	STAGE CONSTRUCTION STRUCTURE NO. 048-6063 SHEET NO. 3 OF 26 SHEETS	M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE *	CHECKED - BAS	REVISED -			651	07-00651-03-BR	KNOX	67	31
	PLOT DATE * 1/3/2013	DRAWN - SCM	REVISED -			CONTRACT NO. 89625				
	CHECKED - BAS	REVISED -								
			[ILLUSTRATIONS]							



PLAN

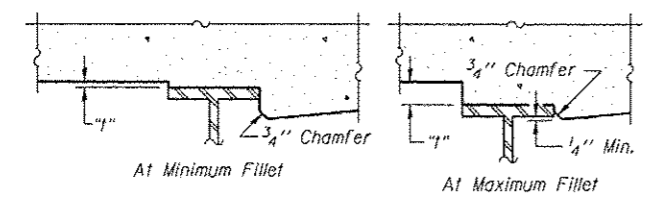


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown here and on sheet 5 of 26.



FILLET HEIGHTS

To determine "f": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown in the Plan View. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown here and on sheet 5 of 26, minus slab thickness, equals the fillet heights "f" above top flange of beams.

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	59+19.75	-21.42	788.39	788.39
℄ of S. Abut.	59+21.00	-21.42	788.43	788.43
A	59+31.00	-21.42	788.66	788.67
B	59+41.00	-21.42	788.85	788.86
C	59+51.00	-21.42	788.98	788.99
D	59+61.00	-21.42	789.06	789.06
℄ Brg. Pier 1	59+66.00	-21.42	789.08	789.08
E	59+76.00	-21.42	789.09	789.11
F	59+86.00	-21.42	789.03	789.09
G	59+96.00	-21.42	788.93	789.01
H	60+06.00	-21.42	788.77	788.85
I	60+16.00	-21.42	788.57	788.62
J	60+26.00	-21.42	788.31	788.33
℄ Brg. Pier 2	60+34.00	-21.42	788.06	788.06
K	60+44.00	-21.42	787.70	787.70
L	60+54.00	-21.42	787.30	787.30
M	60+64.00	-21.42	786.83	786.85
N	60+74.00	-21.42	786.32	786.33
℄ of N. Abut.	60+79.00	-21.42	786.05	786.05
Bk. of N. Abut.	60+80.25	-21.42	785.97	785.97

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	59+19.75	-14.33	788.23	788.23
☉ of S. Abut.	59+21.00	-14.33	788.26	788.26
A	59+31.00	-14.33	788.50	788.51
B	59+41.00	-14.33	788.69	788.70
C	59+51.00	-14.33	788.82	788.82
D	59+61.00	-14.33	788.90	788.90
☉ Brg. Pier 1	59+66.00	-14.33	788.92	788.92
E	59+76.00	-14.33	788.92	788.95
F	59+86.00	-14.33	788.87	788.93
G	59+96.00	-14.33	788.77	788.85
H	60+06.00	-14.33	788.61	788.69
I	60+16.00	-14.33	788.40	788.46
J	60+26.00	-14.33	788.14	788.16
☉ Brg. Pier 2	60+34.00	-14.33	787.89	787.89
K	60+44.00	-14.33	787.54	787.54
L	60+54.00	-14.33	787.13	787.14
M	60+64.00	-14.33	786.67	786.68
N	60+74.00	-14.33	786.16	786.16
☉ of N. Abut.	60+79.00	-14.33	785.88	785.88
Bk. of N. Abut.	60+80.25	-14.33	785.81	785.81

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	59+19.75	-7.25	788.38	788.38
☉ of S. Abut.	59+21.00	-7.25	788.41	788.41
A	59+31.00	-7.25	788.65	788.66
B	59+41.00	-7.25	788.83	788.84
C	59+51.00	-7.25	788.97	788.97
D	59+61.00	-7.25	789.05	789.04
☉ Brg. Pier 1	59+66.00	-7.25	789.07	789.07
E	59+76.00	-7.25	789.07	789.10
F	59+86.00	-7.25	789.02	789.08
G	59+96.00	-7.25	788.91	788.99
H	60+06.00	-7.25	788.76	788.84
I	60+16.00	-7.25	788.55	788.60
J	60+26.00	-7.25	788.29	788.31
☉ Brg. Pier 2	60+34.00	-7.25	788.04	788.04
K	60+44.00	-7.25	787.69	787.69
L	60+54.00	-7.25	787.28	787.29
M	60+64.00	-7.25	786.82	786.83
N	60+74.00	-7.25	786.30	786.31
☉ of N. Abut.	60+79.00	-7.25	786.03	786.03
Bk. of N. Abut.	60+80.25	-7.25	785.96	785.96

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	59+19.75	-0.17	788.52	788.52
☉ of S. Abut.	59+21.00	-0.17	788.56	788.56
A	59+31.00	-0.17	788.80	788.81
B	59+41.00	-0.17	788.98	788.99
C	59+51.00	-0.17	789.11	789.12
D	59+61.00	-0.17	789.19	789.19
☉ Brg. Pier 1	59+66.00	-0.17	789.21	789.21
E	59+76.00	-0.17	789.22	789.24
F	59+86.00	-0.17	789.17	789.23
G	59+96.00	-0.17	789.06	789.14
H	60+06.00	-0.17	788.91	788.98
I	60+16.00	-0.17	788.70	788.75
J	60+26.00	-0.17	788.44	788.46
☉ Brg. Pier 2	60+34.00	-0.17	788.19	788.19
K	60+44.00	-0.17	787.83	787.83
L	60+54.00	-0.17	787.43	787.43
M	60+64.00	-0.17	786.97	786.98
N	60+74.00	-0.17	786.45	786.46
☉ of N. Abut.	60+79.00	-0.17	786.18	786.18
Bk. of N. Abut.	60+80.25	-0.17	786.10	786.10

☉ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	59+19.75	0.00	788.53	788.53
☉ of S. Abut.	59+21.00	0.00	788.56	788.56
A	59+31.00	0.00	788.80	788.81
B	59+41.00	0.00	788.98	789.00
C	59+51.00	0.00	789.12	789.12
D	59+61.00	0.00	789.20	789.19
☉ Brg. Pier 1	59+66.00	0.00	789.22	789.22
E	59+76.00	0.00	789.22	789.25
F	59+86.00	0.00	789.17	789.23
G	59+96.00	0.00	789.07	789.15
H	60+06.00	0.00	788.91	788.99
I	60+16.00	0.00	788.70	788.76
J	60+26.00	0.00	788.44	788.46
☉ Brg. Pier 2	60+34.00	0.00	788.19	788.19
K	60+44.00	0.00	787.84	787.84
L	60+54.00	0.00	787.43	787.44
M	60+64.00	0.00	786.97	786.98
N	60+74.00	0.00	786.46	786.46
☉ of N. Abut.	60+79.00	0.00	786.18	786.18
Bk. of N. Abut.	60+80.25	0.00	786.11	786.11

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	59+19.75	6.92	788.38	788.38
☉ of S. Abut.	59+21.00	6.92	788.42	788.42
A	59+31.00	6.92	788.65	788.67
B	59+41.00	6.92	788.84	788.85
C	59+51.00	6.92	788.97	788.98
D	59+61.00	6.92	789.05	789.05
☉ Brg. Pier 1	59+66.00	6.92	789.07	789.07
E	59+76.00	6.92	789.08	789.10
F	59+86.00	6.92	789.02	789.08
G	59+96.00	6.92	788.92	789.00
H	60+06.00	6.92	788.77	788.84
I	60+16.00	6.92	788.56	788.61
J	60+26.00	6.92	788.30	788.32
☉ Brg. Pier 2	60+34.00	6.92	788.05	788.05
K	60+44.00	6.92	787.69	787.69
L	60+54.00	6.92	787.29	787.29
M	60+64.00	6.92	786.82	786.84
N	60+74.00	6.92	786.31	786.32
☉ of N. Abut.	60+79.00	6.92	786.04	786.04
Bk. of N. Abut.	60+80.25	6.92	785.96	785.96

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of S. Abut.	59+19.75	14.00	788.24	788.24
☉ of S. Abut.	59+21.00	14.00	788.27	788.27
A	59+31.00	14.00	788.51	788.52
B	59+41.00	14.00	788.69	788.70
C	59+51.00	14.00	788.83	788.83
D	59+61.00	14.00	788.91	788.90
☉ Brg. Pier 1	59+66.00	14.00	788.93	788.93
E	59+76.00	14.00	788.93	788.95
F	59+86.00	14.00	788.88	788.94
G	59+96.00	14.00	788.77	788.85
H	60+06.00	14.00	788.62	788.69
I	60+16.00	14.00	788.41	788.46
J	60+26.00	14.00	788.15	788.17
☉ Brg. Pier 2	60+34.00	14.00	787.90	787.90
K	60+44.00	14.00	787.55	787.54
L	60+54.00	14.00	787.14	787.15
M	60+64.00	14.00	786.68	786.69
N	60+74.00	14.00	786.16	786.17
☉ of N. Abut.	60+79.00	14.00	785.89	785.89
Bk. of N. Abut.	60+80.25	14.00	785.82	785.82

WEST EDGE OF SIDEWALK

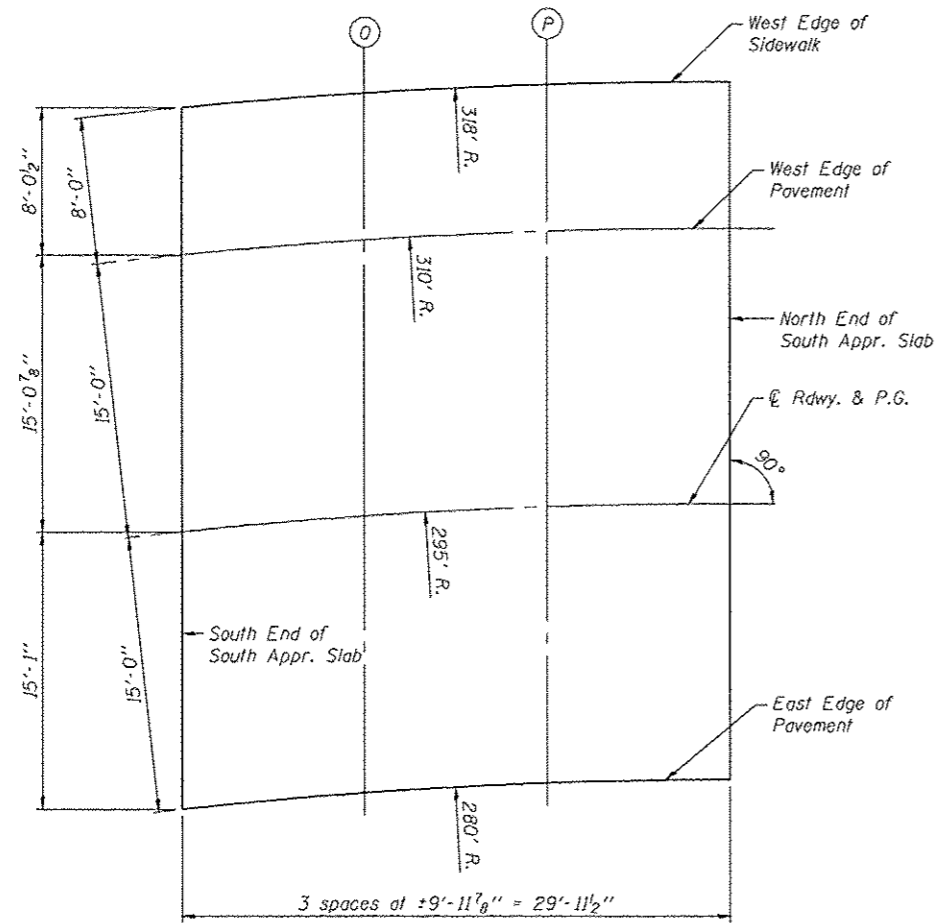
Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr.	58+91.91	-23.00	787.38
O	59+01.21	-23.00	787.75
P	59+10.48	-23.00	788.07
N. End of S. Appr.	59+19.75	-23.00	788.34
S. End of N. Appr.	60+80.25	-23.00	785.92
O	60+90.25	-23.00	785.32
R	61+00.25	-23.00	784.67
N. End of N. Appr.	61+10.25	-23.00	783.97

WEST EDGE OF PAVEMENT

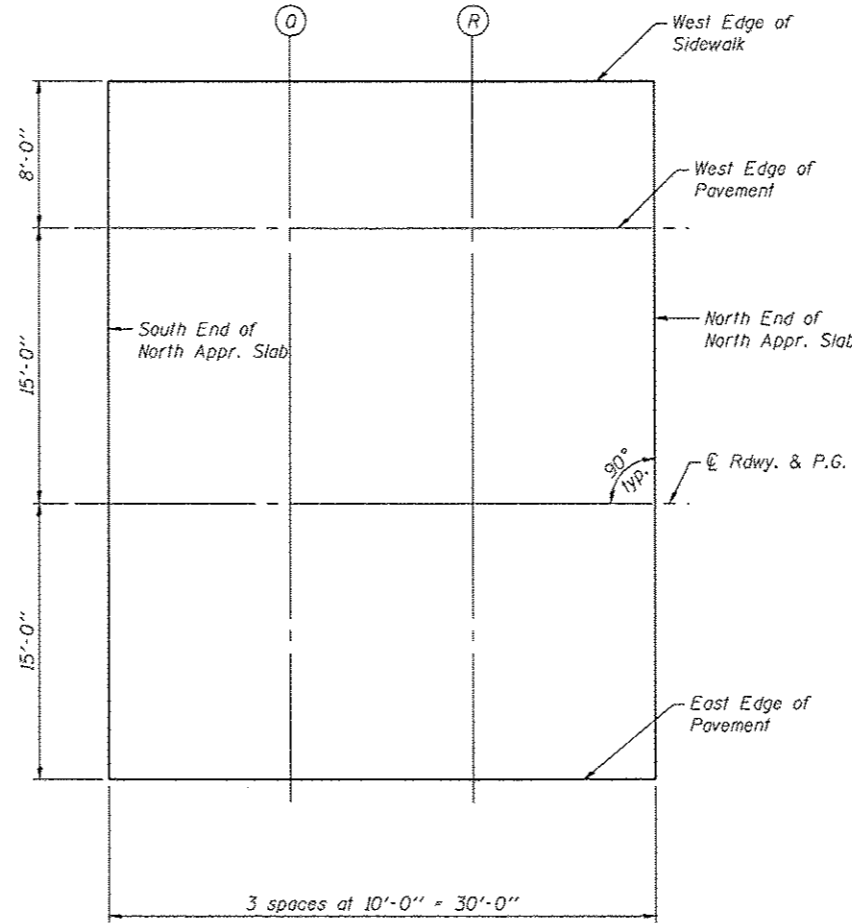
Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr.	58+91.19	-15.00	787.23
O	59+00.73	-15.00	787.61
P	59+10.24	-15.00	787.93
N. End of S. Appr.	59+19.75	-15.00	788.22
S. End of N. Appr.	60+80.25	-15.00	785.80
O	60+90.25	-15.00	785.20
R	61+00.25	-15.00	784.55
N. End of N. Appr.	61+10.25	-15.00	783.84

☉ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr.	58+89.74	0.00	787.48
O	58+99.76	0.00	787.88
P	59+09.76	0.00	788.23
N. End of S. Appr.	59+19.75	0.00	788.53
S. End of N. Appr.	60+80.25	0.00	786.11
O	60+90.25	0.00	785.51
R	61+00.25	0.00	784.86
N. End of N. Appr.	61+10.25	0.00	784.16



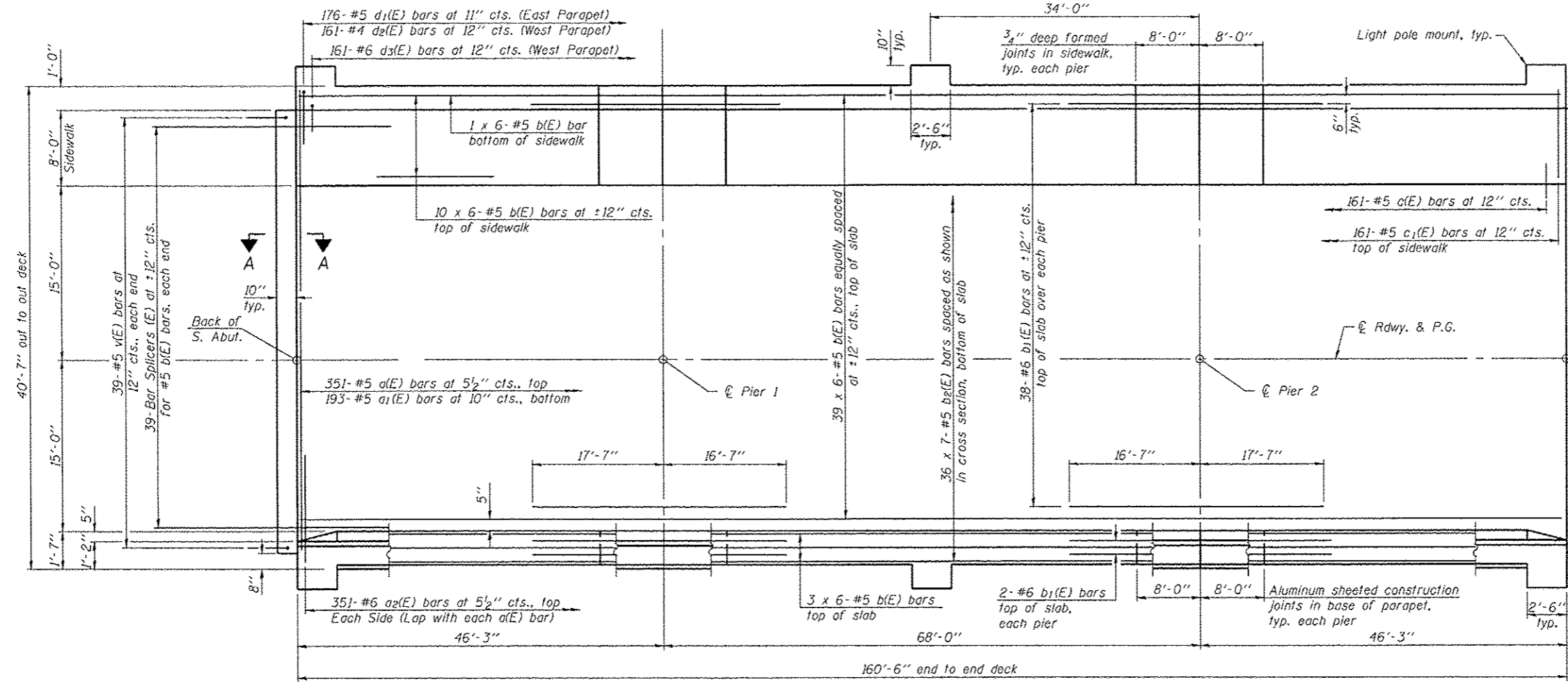
PLAN - SOUTH APPROACH SLAB



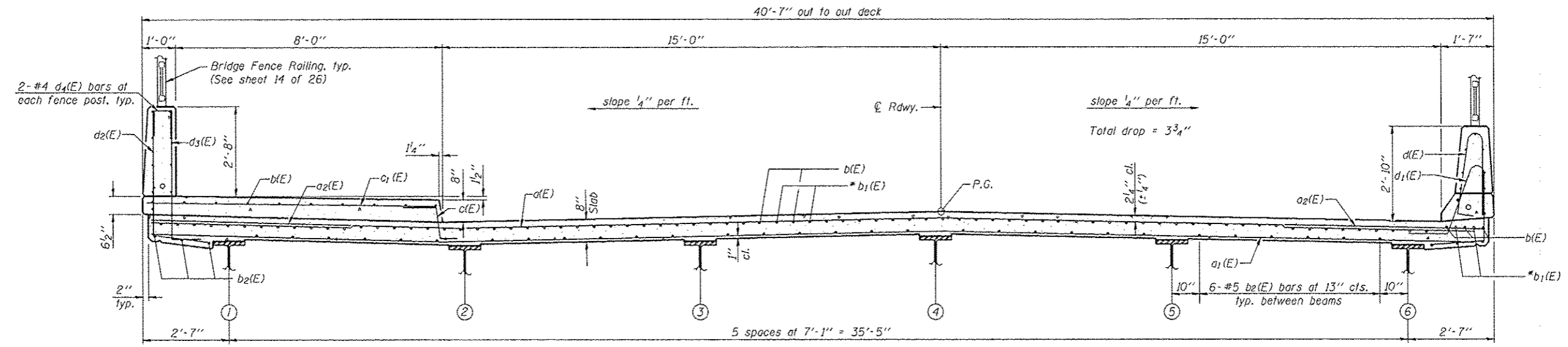
PLAN - NORTH APPROACH SLAB

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of S. Appr.	58+88.12	15.00	787.10
O	58+98.69	15.00	787.53
P	59+09.23	15.00	787.90
N. End of S. Appr.	59+19.75	15.00	788.22
S. End of N. Appr.	60+80.25	15.00	785.80
O	60+90.25	15.00	785.20
R	61+00.25	15.00	784.55
N. End of N. Appr.	61+10.25	15.00	783.84

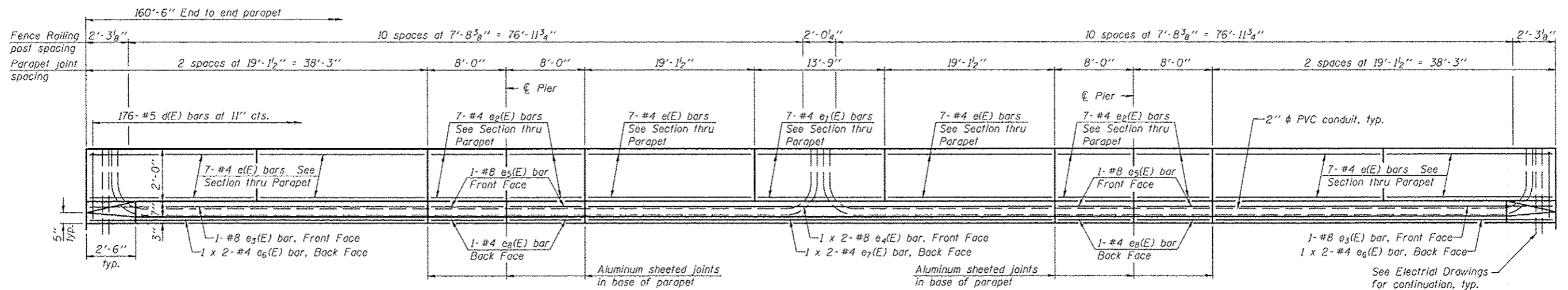


PLAN



CROSS SECTION
(Looking North)

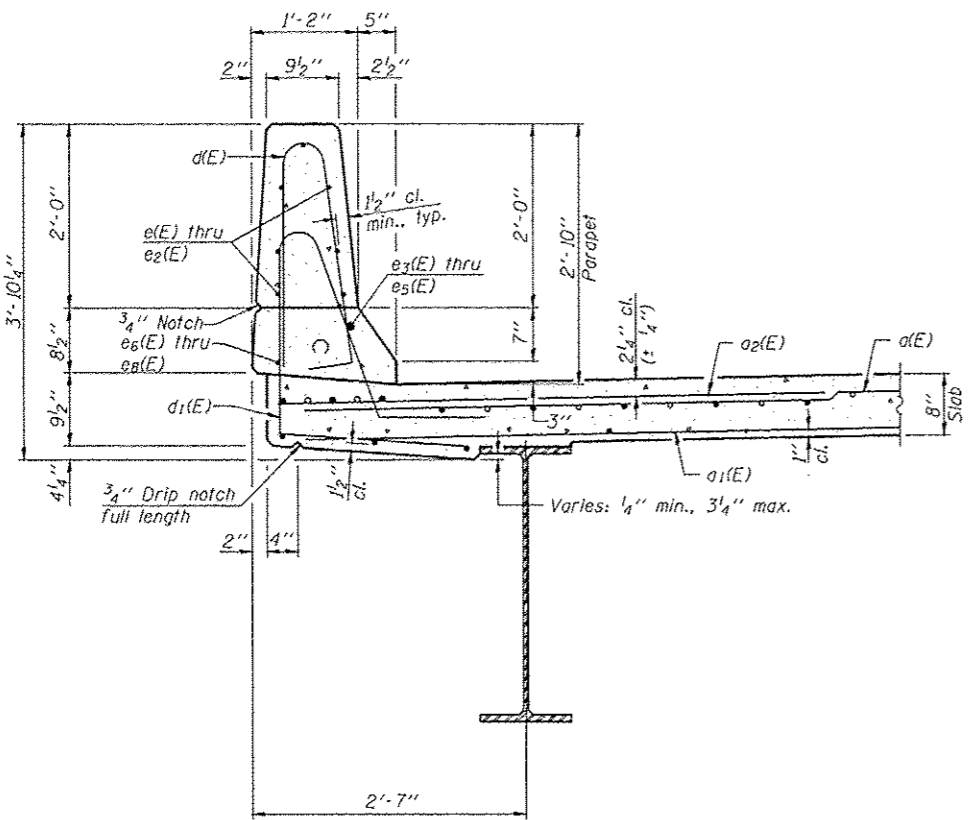
FILE NAME : 048663-89625-027-Super.dgn	USER NAME : batwanson	DESIGNED - LVM	REVISED -		SUPERSTRUCTURE STRUCTURE NO. 048-6063 SHEET NO. 7 OF 26 SHEETS	M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
MAURER-STUTZ ENGINEERS SURVEYORS	PLOT SCALE :	CHECKED - BAS	REVISED -			651	07-00651-03-BR	KNOX	67	35	
PLOT DATE : 1/3/2013	DRAWN - SCM	CHECKED - BAS	REVISED -			CONTRACT NO. 89625					
						[ILLINOIS]					



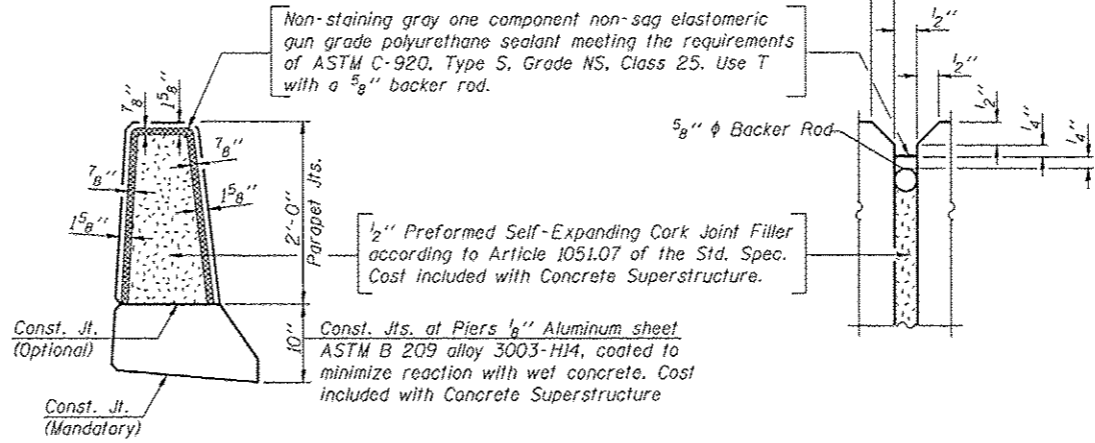
MINIMUM BAR LAP
 (Parapet)
 #4 bar = 2'-0"
 #8 bar = 5'-2"

INSIDE ELEVATION OF EAST PARAPET

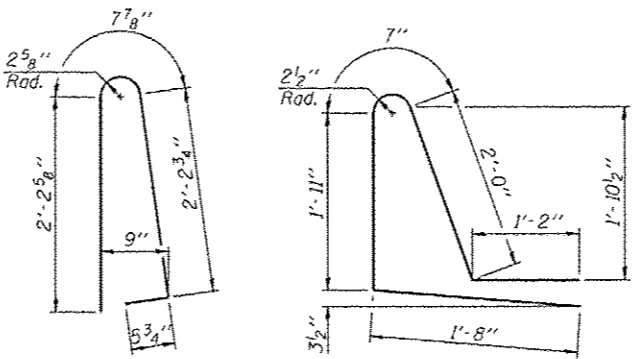
Notes:
 Bars indicated thus 1 x 2-#5 etc. indicates
 1 line of bars with 3 lengths per line.
 See sheet 11 of 26 for Bill of Material.



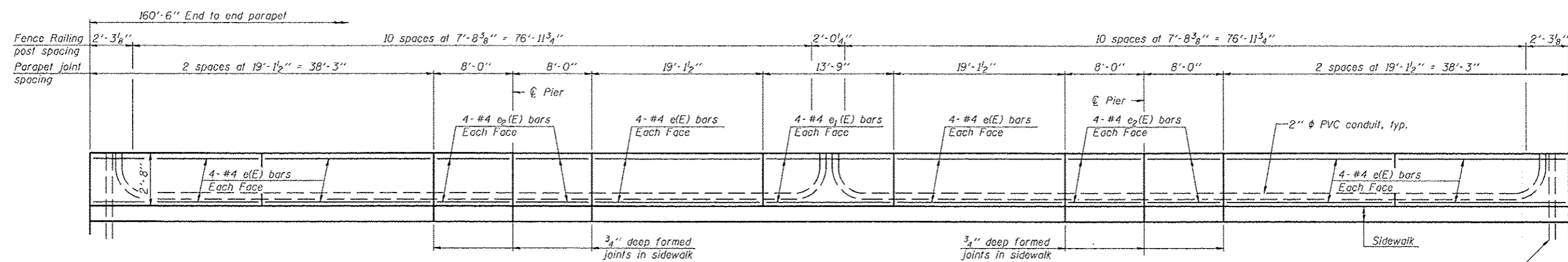
SECTION THRU EAST PARAPET



PARAPET JOINT DETAILS
 (East Parapet)

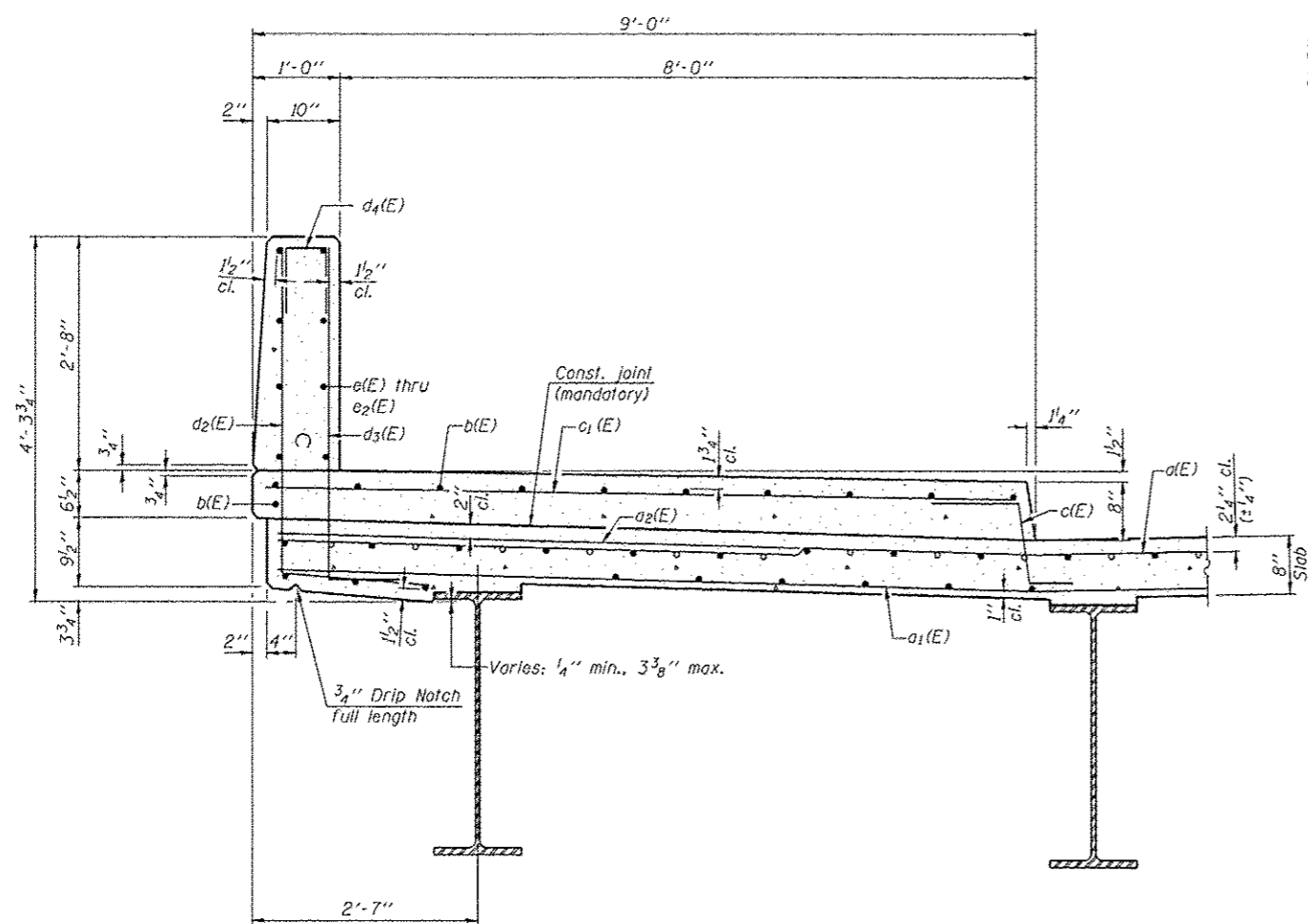


BAR d(E) **BAR d1(E)**

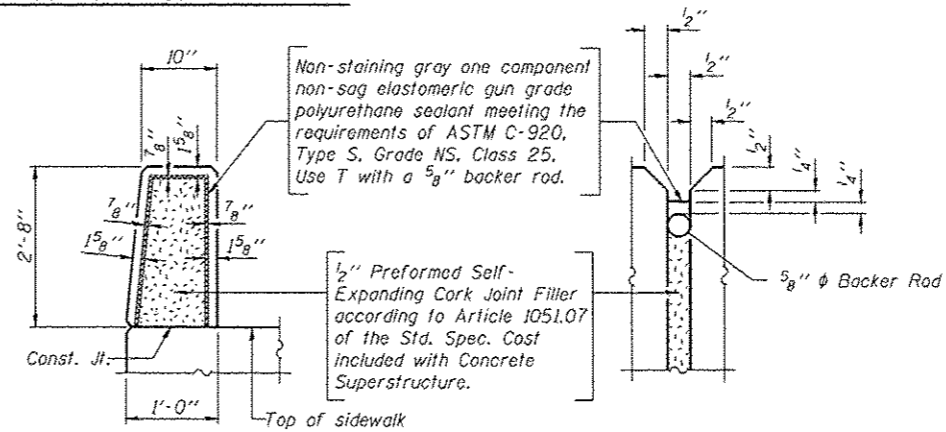


INSIDE ELEVATION OF WEST PARAPET

See Electrical Drawings for continuation, typ.

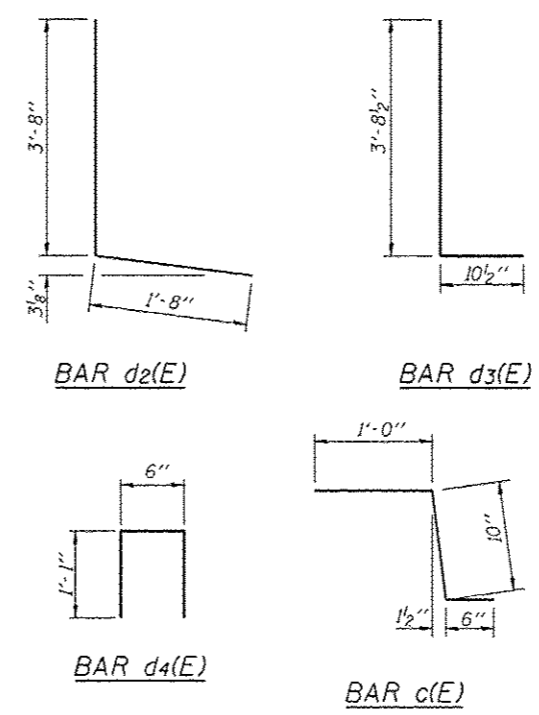


SECTION THRU SIDEWALK



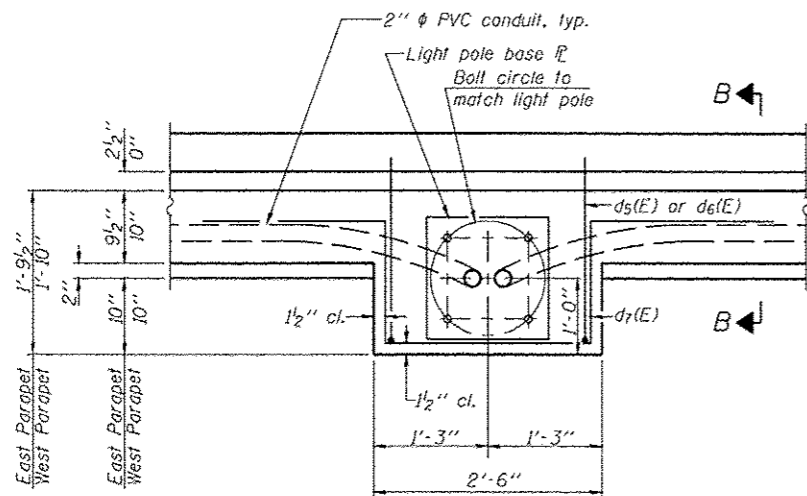
PARAPET JOINT DETAILS

(West Parapet)

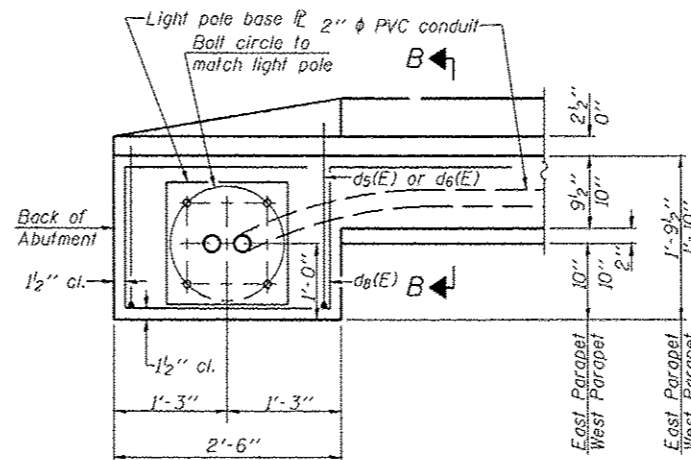


Note:
Bars indicated thus 1 x 2-#5 etc. indicates 1 line of bars with 3 lengths per line.
See sheet 11 of 26 for Bill of Material.

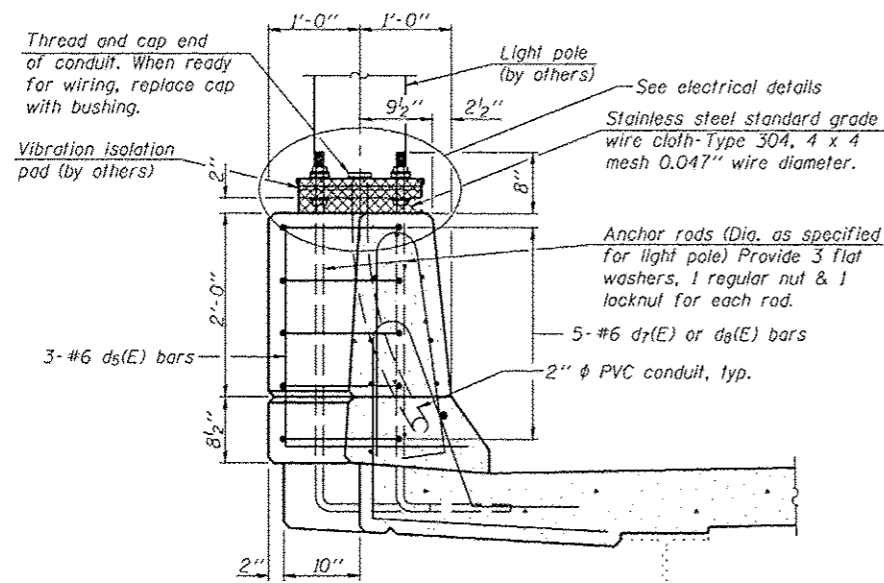
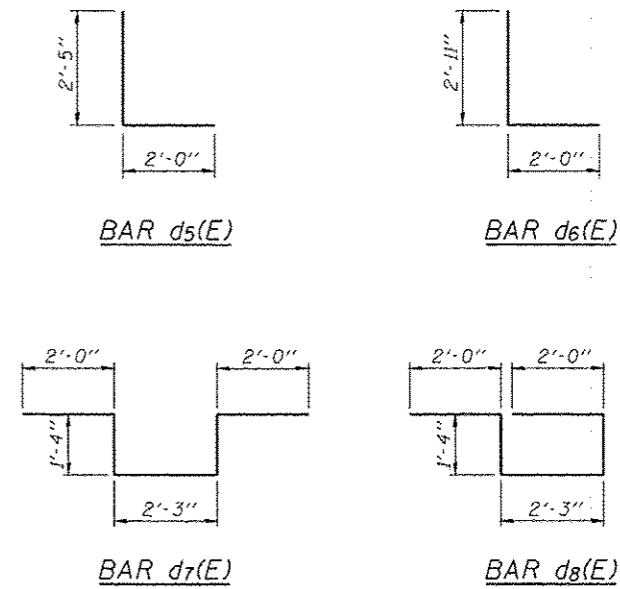
FILE NAME 0486063-89625-887-Super.dgn	USER NAME lusew@son	DESIGNED - LVM	REVISD -		SUPERSTRUCTURE DETAILS STRUCTURE NO. 048-6063 SHEET NO. 9 OF 26 SHEETS	M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
MAURER-STUTZ ENGINEERS SURVEYORS	PLOT SCALE	CHECKED - BAS	REVISD -			651	07-00651-03-BR	KNOX	67	37	
PLOT DATE 12/3/2013	DRAWN - SCM	REVISD -	REVISD -			CONTRACT NO. 89625					
CHECKED - BAS	REVISD -	ILLINOIS									



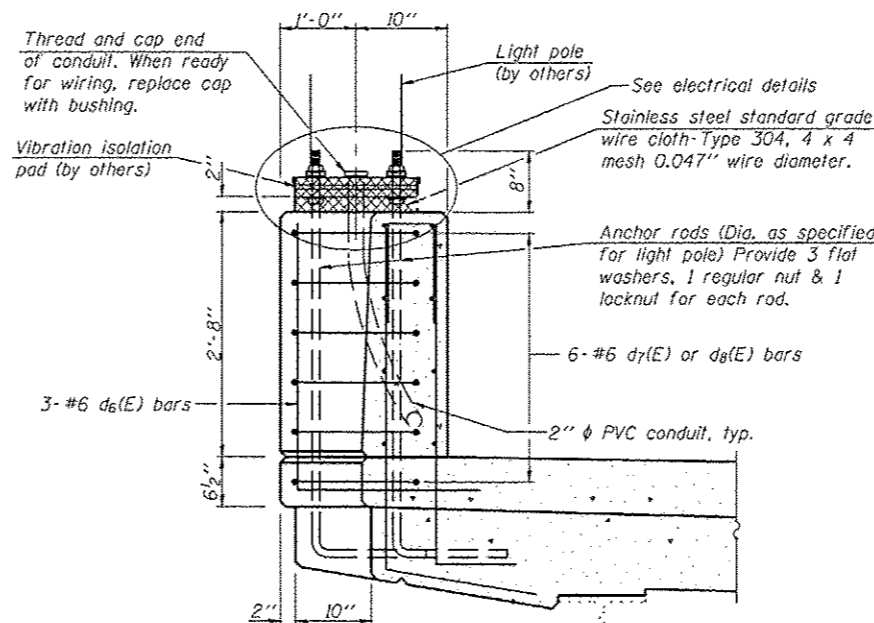
LIGHT POLE MOUNT PLAN
(at mid-span)



LIGHT POLE MOUNT PLAN
(at abutments)

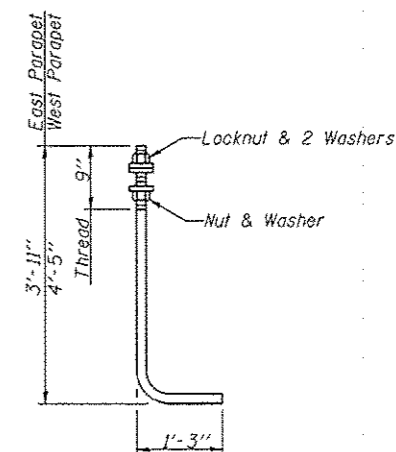


SECTION B-B
(East Parapet)



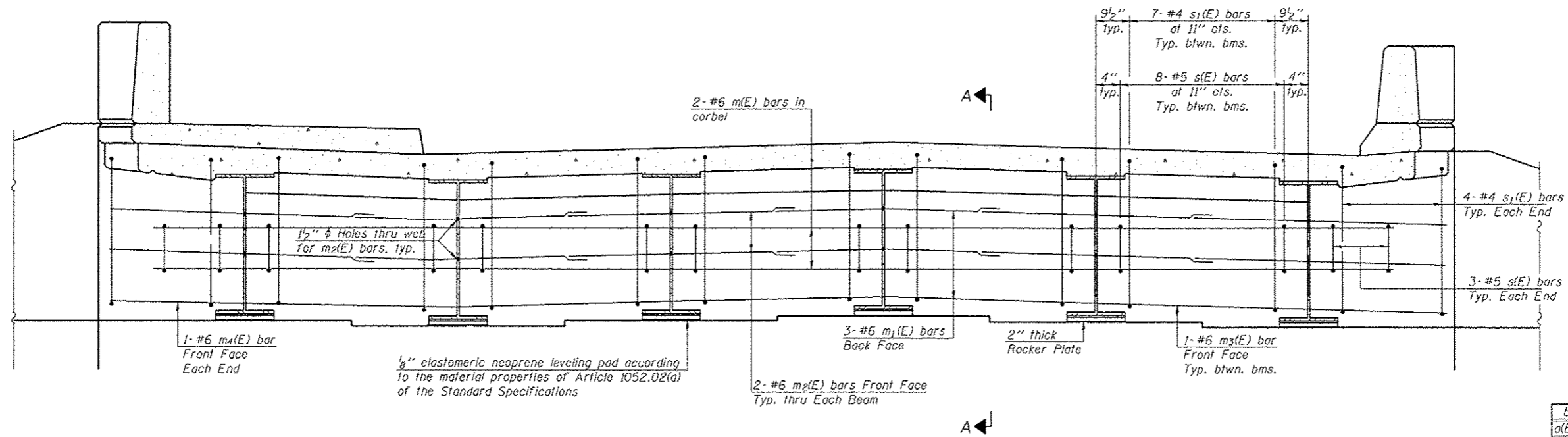
SECTION B-B
(West Parapet)

Notes:
 Cost of anchor rods is included with Concrete Superstructure.
 Provide minimum 1/2" clearance from conduit to all reinforcement bars.
 See Electrical Plans for further details and quantities of conduit and light pole.
 See sheet 7 of 26 for locations of light pole mounts.
 See sheet 11 of 26 for Bill of Material.



ANCHOR ROD
Diameter as specified for light poles.
(ASTM F 1554 Grade 105)

FILE NAME * 0486863-81025-887-Super.dgn MAURER-STUTZ ENGINEERS SURVEYORS	USER NAME * baswanon	DESIGNED - LVM	REVISED -	CITY OF GALESBURG	POST BASE DETAILS STRUCTURE NO. 048-6063	M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE *	CHECKED - BAS	REVISED -			651	07-00651-03-BR	KNOX	67	38
PLOT DATE * 1/3/2013	CHECKED - BAS	REVISED -	REVISED -	SHEET NO. 10 OF 26 SHEETS	ILLINOIS					



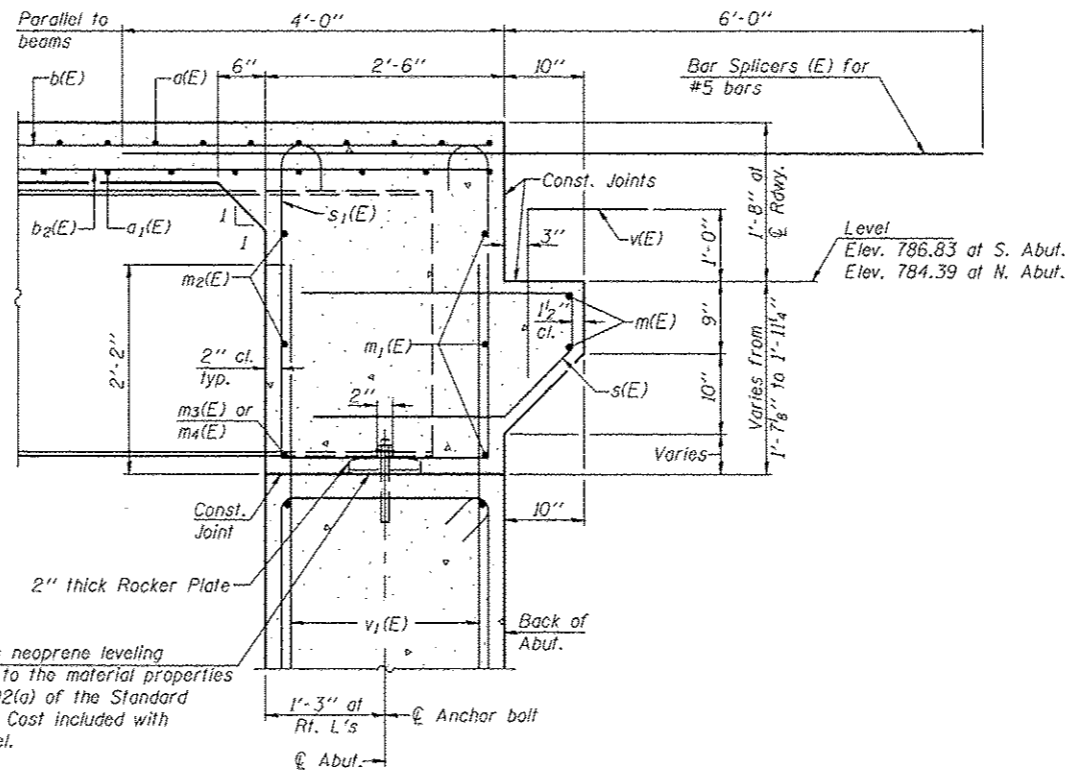
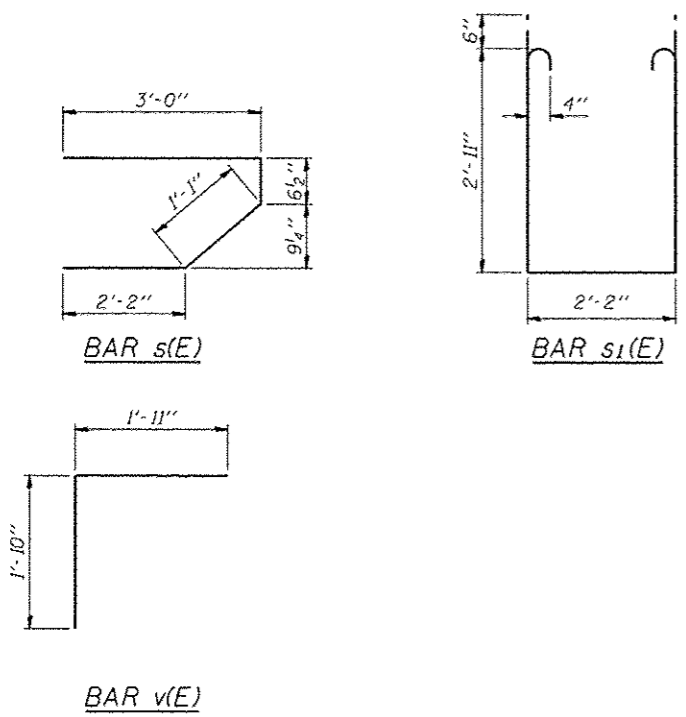
DIAPHRAGM ELEVATION AT ABUTMENT
(Looking North)

Notes:
The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
For details of Bar Splicers, see sheet 22 of 26.

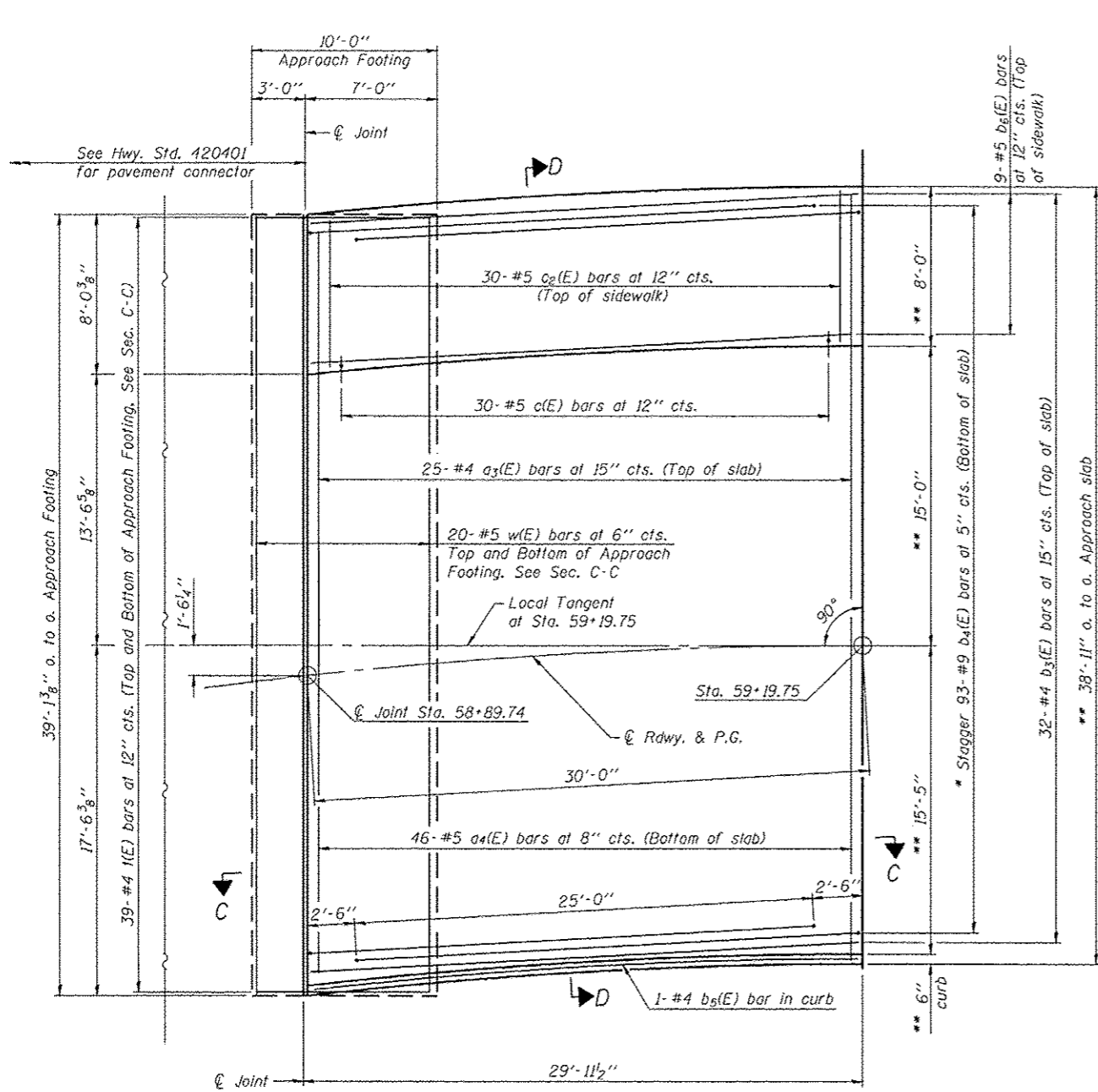
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	351	#5	39'-11"	—
a1(E)	193	#5	39'-8"	—
a2(E)	702	#6	6'-6"	—
b(E)	318	#5	28'-11"	—
b1(E)	80	#6	34'-2"	—
b2(E)	252	#5	25'-2"	—
c(E)	161	#5	2'-4"	—
c1(E)	161	#5	8'-7"	—
d(E)	176	#5	5'-7"	⌋
d1(E)	176	#5	7'-4"	⌋
d2(E)	161	#4	5'-4"	L
d3(E)	161	#6	4'-7"	L
d4(E)	44	#4	2'-8"	⌋
d5(E)	9	#6	4'-5"	L
d6(E)	9	#6	4'-11"	L
d7(E)	11	#6	8'-11"	⌋
d8(E)	22	#6	8'-11"	⌋
e(E)	90	#4	18'-10"	—
e1(E)	15	#4	13'-5"	—
e2(E)	60	#4	7'-8"	—
e3(E)	2	#8	37'-11"	—
e4(E)	2	#8	28'-6"	—
e5(E)	4	#8	7'-8"	—
e6(E)	4	#4	20'-0"	—
e7(E)	2	#4	26'-10"	—
e8(E)	4	#4	7'-8"	—
m(E)	4	#6	38'-7"	—
m1(E)	6	#6	41'-11"	—
m2(E)	24	#6	9'-10"	—
m3(E)	10	#6	6'-9"	—
m4(E)	4	#6	3'-1"	—
s(E)	92	#5	6'-10"	⌋
s1(E)	85	#4	9'-0"	⌋
v(E)	78	#5	3'-9"	⌋
Reinforcement Bars, Epoxy Coated		Pound	60980	
Concrete Superstructure		Cu. Yd.	262.6	

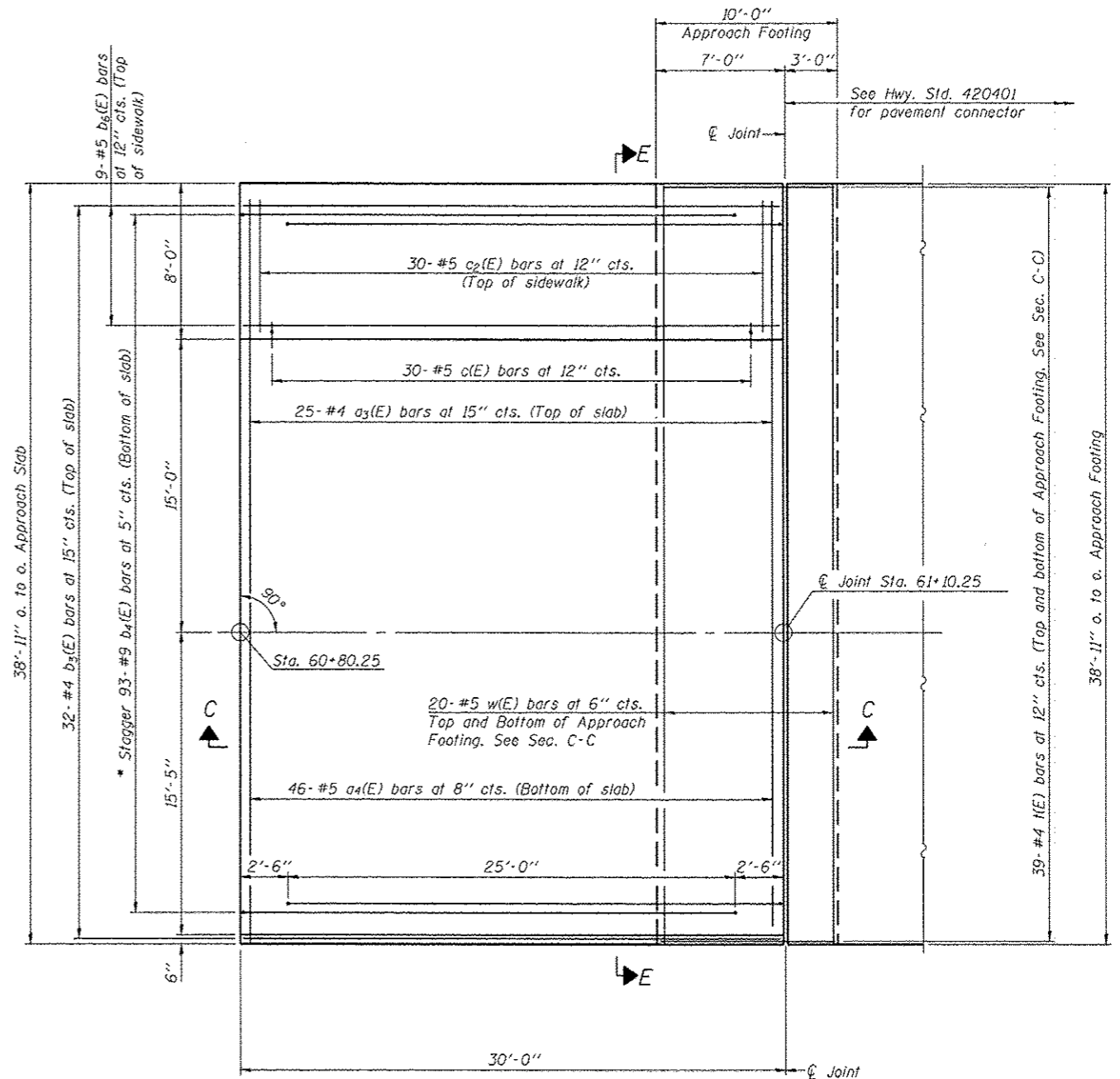
MIN. BAR LAP
#6 bar = 3'-4"



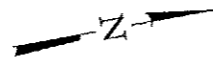
SECTION A-A
Dimensions at right angles to abutment, except as shown.



PLAN - SOUTH APPROACH



PLAN - NORTH APPROACH



- * Tilt #9 b4(E) bars as required to maintain clearance.
- ** Measured perpendicular to curved ϕ Rdwy.

Notes:
See sheet 13 of 26 for Sections C-C, D-D & E-E.
a3(E) and a4(E) bar spacings measured along ϕ Rdwy.

(Sheet 1 of 2)

FILE NAME = 0486063-89625-012-Approach.dgn	USER NAME = boewenson	DESIGNED - LVM	REVISED -
MAURER-STUTZ ENGINEERS SURVEYORS	PLOT SCALE =	CHECKED - BAS	REVISED -
PLOT DATE = 1/3/2013		DRAWN - SCM	REVISED -
		CHECKED - BAS	REVISED -

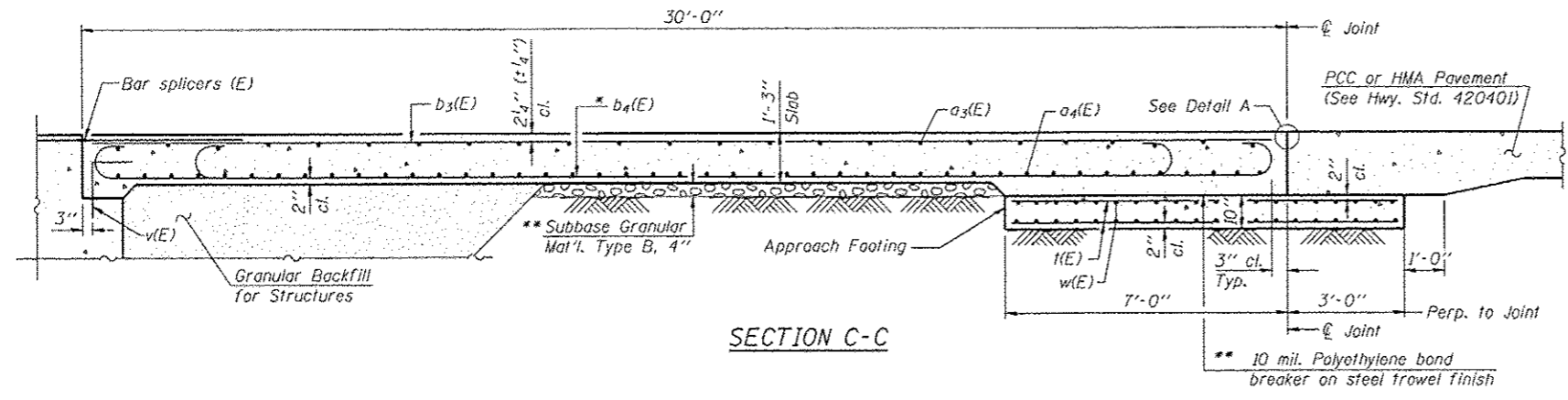


CITY OF GALESBURG

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 048-6063

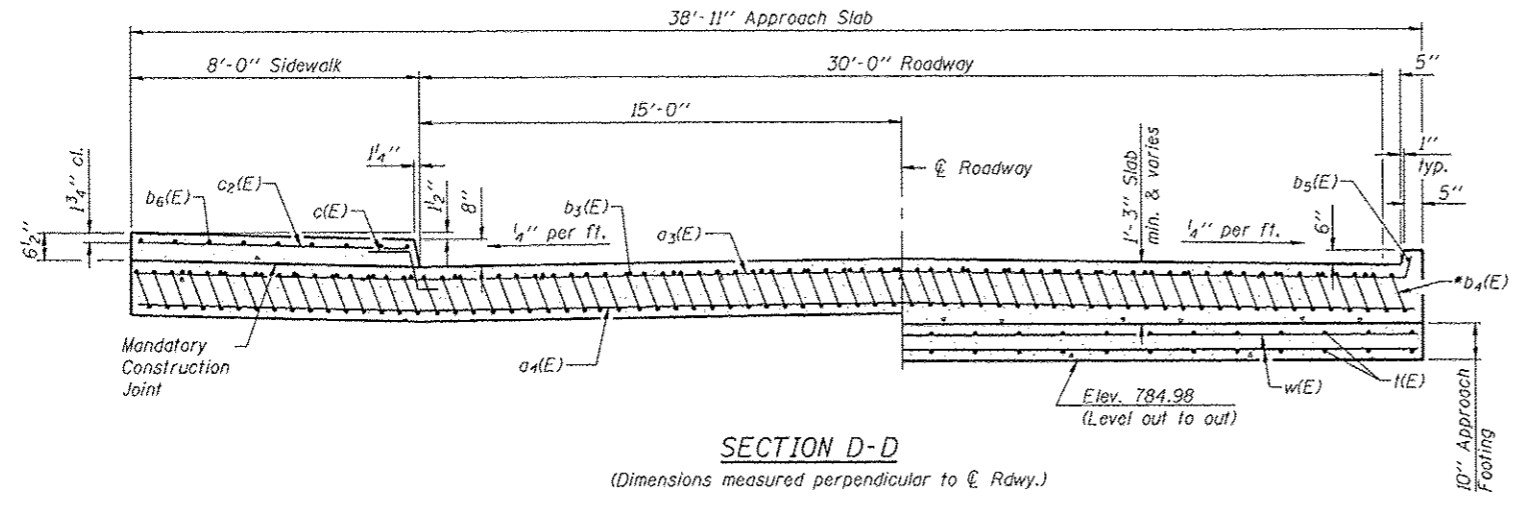
SHEET NO. 12 OF 26 SHEETS

M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
651	07-00651-03-BR	KNOX	67	40
				CONTRACT NO. 89625

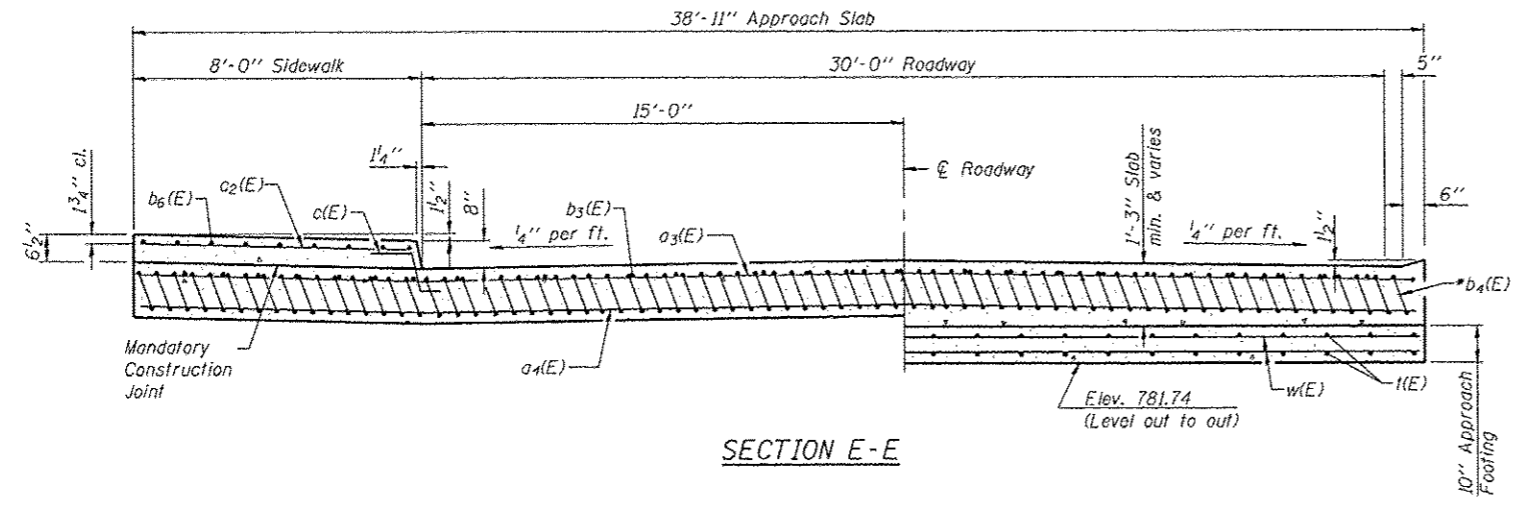


SECTION C-C

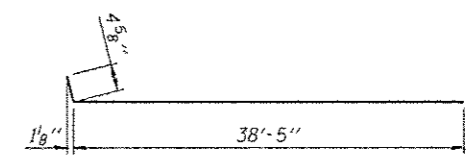
Notes:
 Approach slab and sidewalk concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 11 of 26.
 The approach footing maximum applied service bearing pressure (Omax) = 2.0 ksf.
 For bar splicer details, see sheet 22 of 26.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 26.
 Place 1/2" P.J.F. between approach slab and concrete curb and gutter. Cost included with Concrete Superstructure.



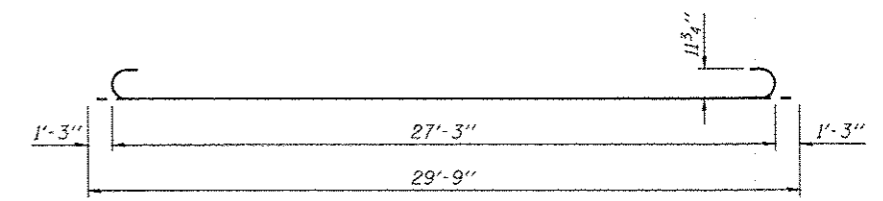
SECTION D-D
 (Dimensions measured perpendicular to C.Rdwy.)



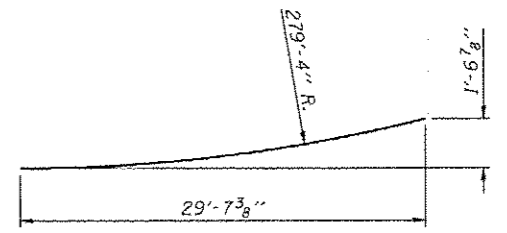
SECTION E-E



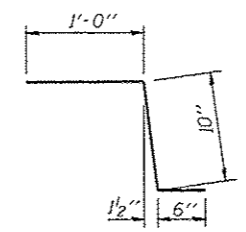
BAR a3(E)



BAR b4(E)

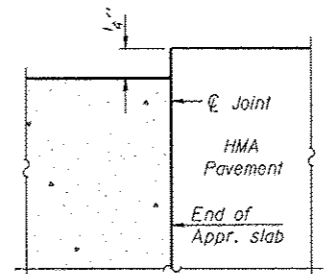


BAR b5(E)



BAR c(E)

* Tilt #9 b4(E) bars as required to maintain clearance.
 ** Cost included with Concrete Superstructure.

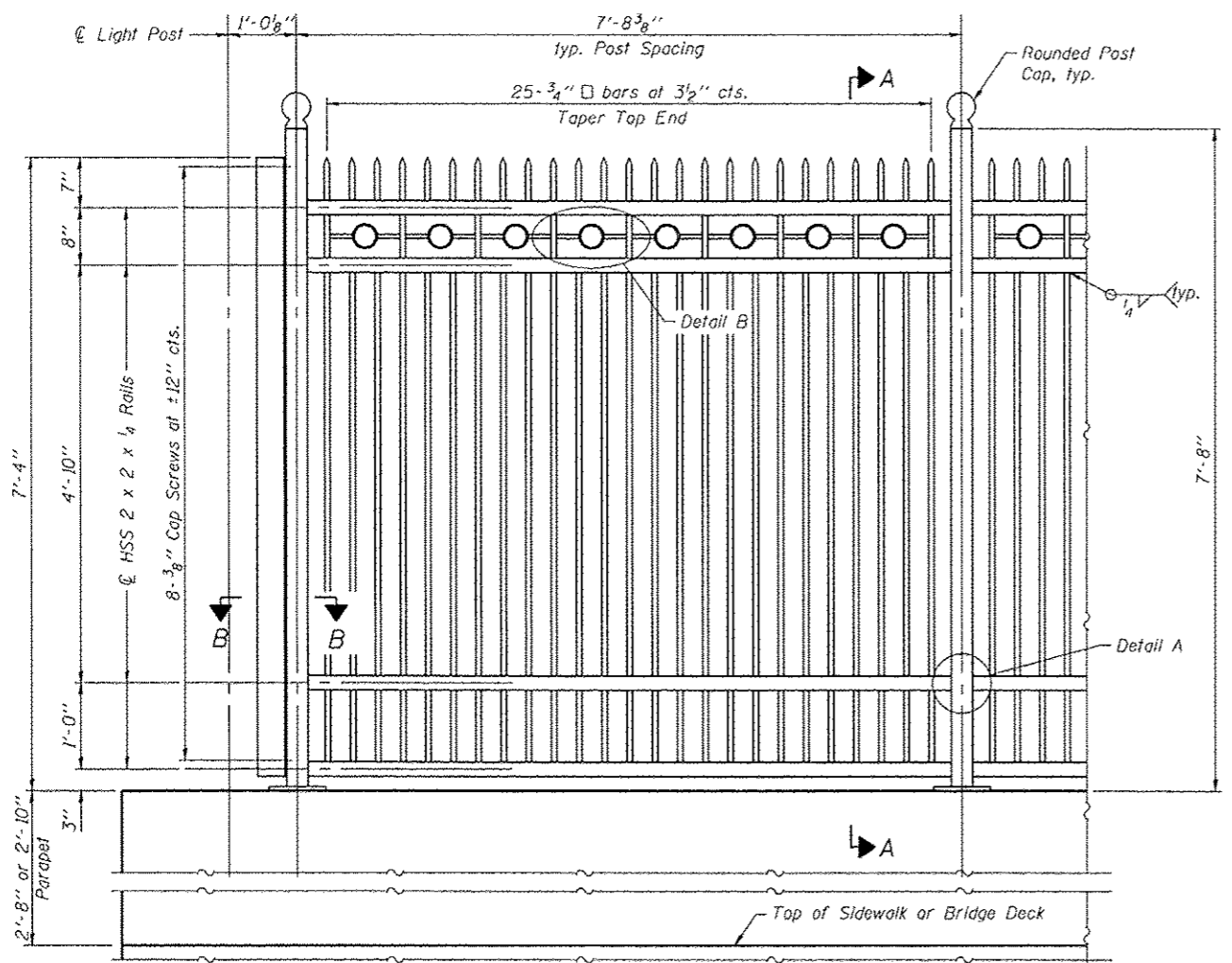


DETAIL A

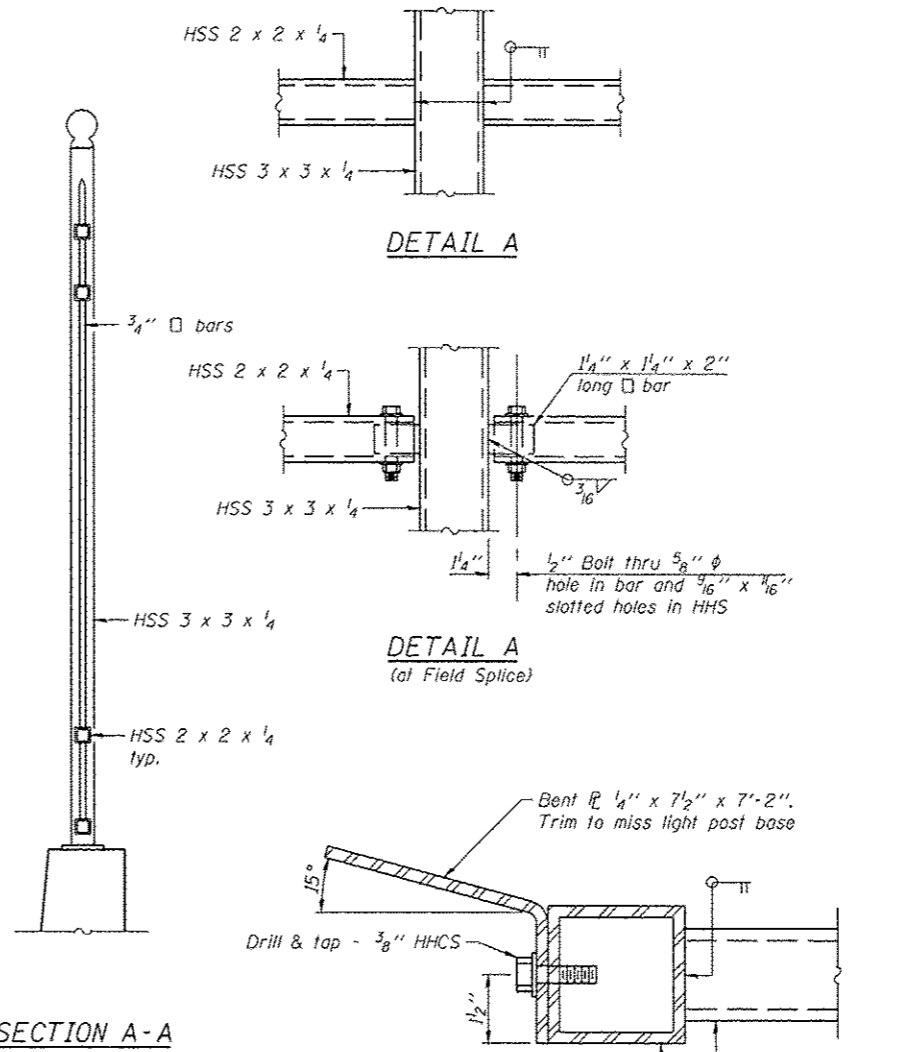
TWO APPROACHES
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a3(E)	50	#4	38'-10"	—
a4(E)	92	#5	38'-7"	—
b3(E)	64	#4	29'-8"	—
b4(E)	186	#9	29'-9"	—
b5(E)	1	#1	29'-8"	—
b6(E)	18	#5	28'-8"	—
c(E)	60	#5	2'-4"	—
c2(E)	60	#5	7'-8"	—
i(E)	156	#4	9'-8"	—
w(E)	80	#5	38'-7"	—
Concrete Superstructure			Cu. Yd.	128.0
Concrete Structures			Cu. Yd.	24.1
Reinforcement Bars, Epoxy Coated			Pound	30490

(Sheet 2 of 2)



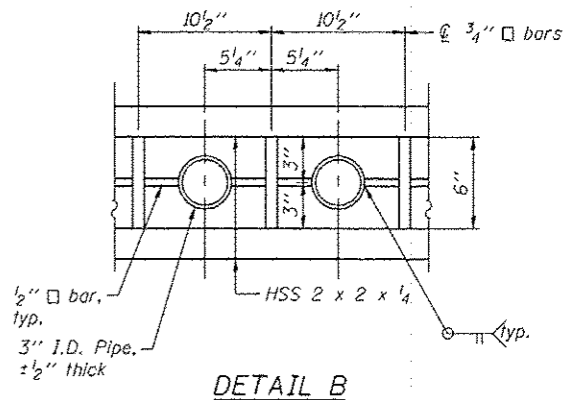
ELEVATION
(Inside Face)



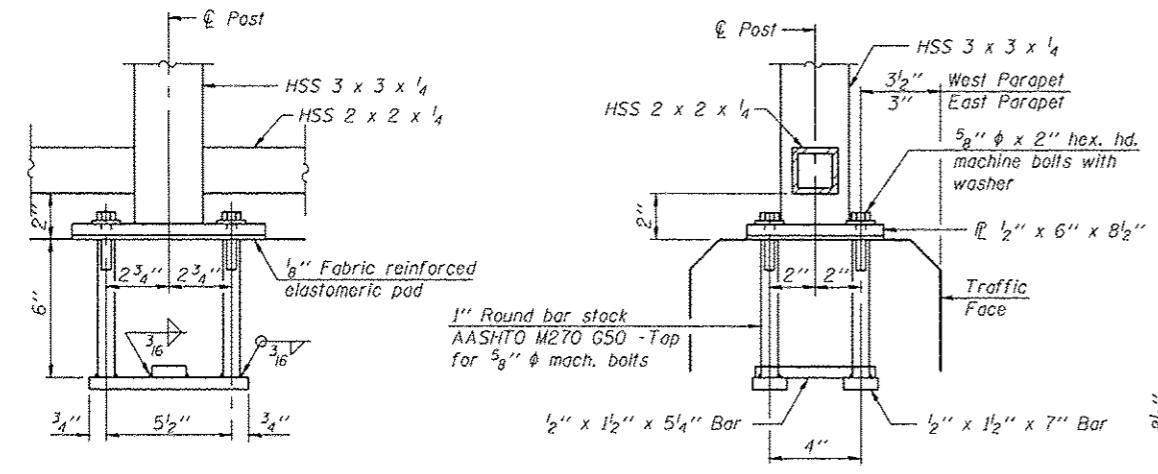
SECTION A-A

SECTION B-B

All steel elements shall be galvanized according to Article 509.05 of the Standard Specifications. All fence elements shall be painted Black per the Special Provisions for Bridge Fence Railing (Special). Posts and vertical bars shall be fabricated to be plumb when installed on the bridge. Bevel the base plate and angle the horizontal rails as necessary to follow the vertical curve across the bridge.

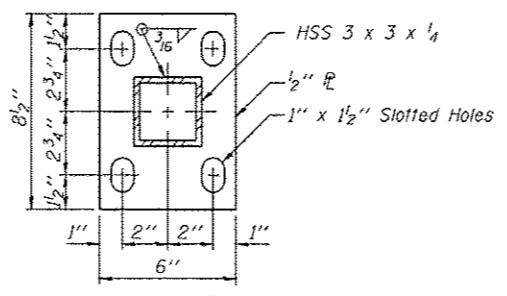


DETAIL B



ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications. Submit installation procedure and details to Engineer for approval.



BASE PLATE

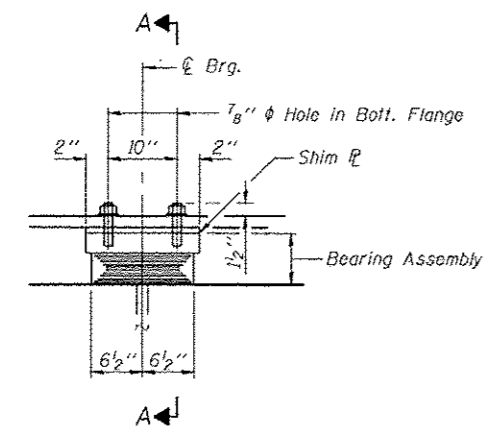
BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing (Special)	Foot	308

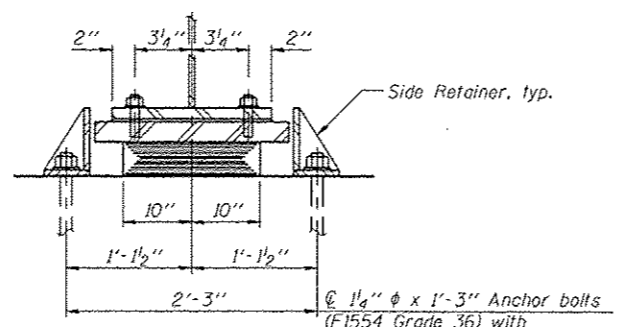
FILE NAME: 0486063-89625-014-Fence Railings.dgn	USER NAME: bobsonson	DESIGNED: LVM	REVISED:
MAURER-STUTZ ENGINEERS SURVEYORS	PLOT SCALE:	CHECKED: BAS	REVISED:
	PLOT DATE: 1/3/2013	DRAWN: SCM	REVISED:
		CHECKED: BAS	REVISED:



BRIDGE FENCE RAILING, PARAPET MOUNTED		M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STRUCTURE NO. 048-6063		651	07-00651-03-BR	KNOX	67	42
SHEET NO. 14 OF 26 SHEETS		ILLINOIS		CONTRACT NO. 89625		

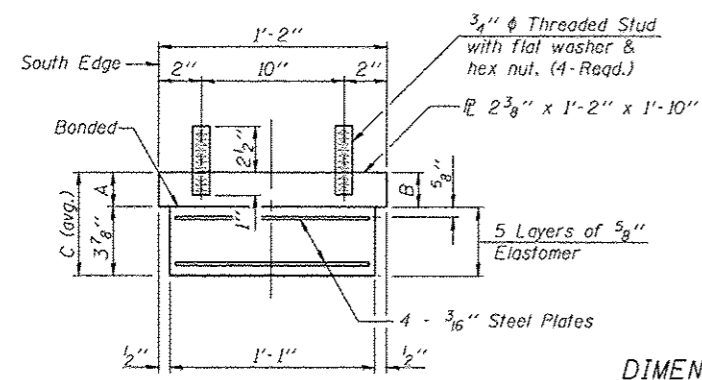


ELEVATION AT PIER



SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.



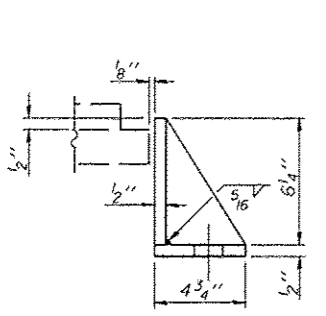
BEARING ASSEMBLY

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

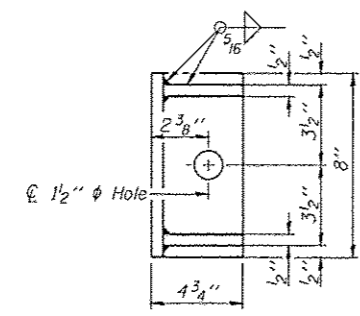
DIMENSIONS

	Pier 1	Pier 2
A	2 3/8"	3"
B	2 3/8"	2 3/8"
C	6 1/4"	6 3/16"

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

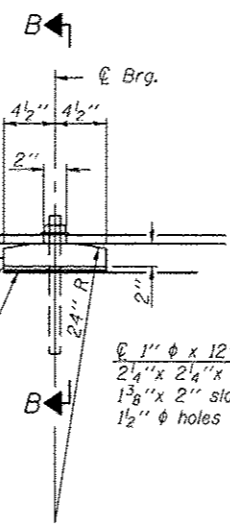


SIDE RETAINER
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.



1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.

ELEVATION AT ABUTMENT



SECTION B-B

FIXED BEARING

	INTERIOR GIRDER MOMENT TABLE		
	0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or Pier 2	0.5 Span 2
I_s	(in ⁴) 3990	3990	3990
$I_c(n)$	(in ⁴) 11860	--	11860
$I_c(3n)$	(in ⁴) 8920	--	8920
$I_c(cr)$	(in ⁴) --	6010	--
S_s	(in ³) 269	269	269
$S_c(n)$	(in ³) 417	--	417
$S_c(3n)$	(in ³) 378	--	378
$S_c(cr)$	(in ³) --	324	--
DC1	(k/ft) 0.857	0.857	0.857
M_{oc1}	(k) 90.0	-296	200
DC2	(k/ft) 0.304	0.304	0.304
M_{oc2}	(k) 31.0	-107	75.6
DW	(k/ft) 0.25	0.25	0.25
M_{ow}	(k) 26.3	-86.2	58.3
$M_k \cdot IM$	(k) 442	-459	518
M_u (Strength I)	(k) 964	-1435	1332
$\phi_r M_n$	(k) 2166	-1690	2055
f_s DC1	(ksi) 4.0	-13.2	8.9
f_s DC2	(ksi) 1.0	-4.0	2.4
f_s DW	(ksi) 0.80	-3.2	1.9
f_s (k+IM)	(ksi) 12.7	-17.0	14.9
f_s (Service II)	(ksi) 22.4	-42.4	32.5
$0.95R_n F_y$	(ksi) 47.5	-47.5	47.5
f_s (Total)(Strength I)	(ksi) --	--	--
$\phi_r F_n$	(ksi) --	--	--
V_r	(k) 21.9	25.6	20.1

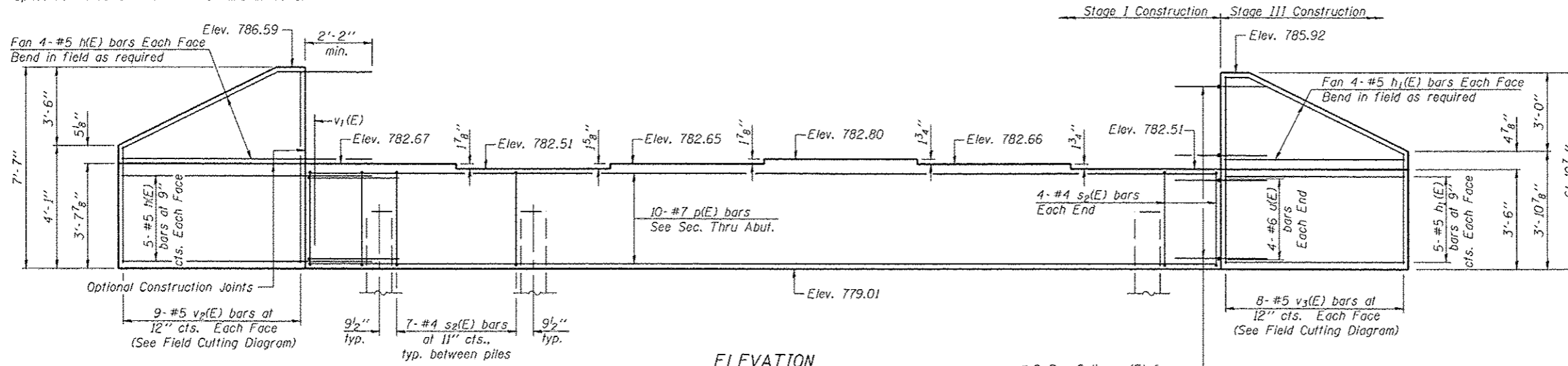
	INTERIOR GIRDER REACTION TABLE	
	Abuts.	Piers
R_{DC1}	(k) 12.7	55.0
R_{DC2}	(k) 4.5	19.8
R_{DW}	(k) 3.7	16.0
$R_k \cdot IM$	(k) 64.2	101.1
R_{Total}	(k) 85.1	191.9

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.4 and in.3).
 $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to short-term composite live loads (in.4 and in.3).
 $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.4 and in.3).
 $I_c(cr), S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite dead loads (in.4 and in.3).
DC1: Un-factored non-composite dead load (kips/ft.).
 M_{oc1} : Un-factored moment due to non-composite dead load (kip-ft.).
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
 M_{oc2} : Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
 M_{ow} : Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
 $M_k \cdot IM$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
 M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{oc1} + M_{oc2}) + 1.5 M_{ow} + 1.75 M_k \cdot IM$
 $\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
 f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{oc1} / S_{oc}
 f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 $M_{oc2} / S_c(3n)$ or $M_{oc2} / S_c(cr)$ as applicable.
 f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 $M_{ow} / S_c(3n)$ or $M_{ow} / S_c(cr)$ as applicable.
 f_s (k+IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
 $M_k \cdot IM / S_c(n)$ or $M_k \cdot IM / S_c(cr)$ as applicable.
 f_s (Service II): Sum of stresses as computed below (ksi).
 $f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s(k+IM)$
 $0.95R_n F_y$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
 f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
 $1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s(k+IM)$
 $\phi_r F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7.2 or 6.10.8 (ksi).
 V_r : Maximum factored shear range in span computed according to Article 6.10.10.

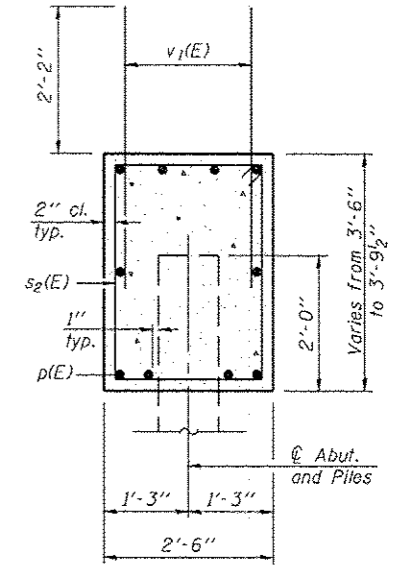
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	12
Anchor Bolts, 1"	Each	24
Anchor Bolts, 1 1/4"	Each	24

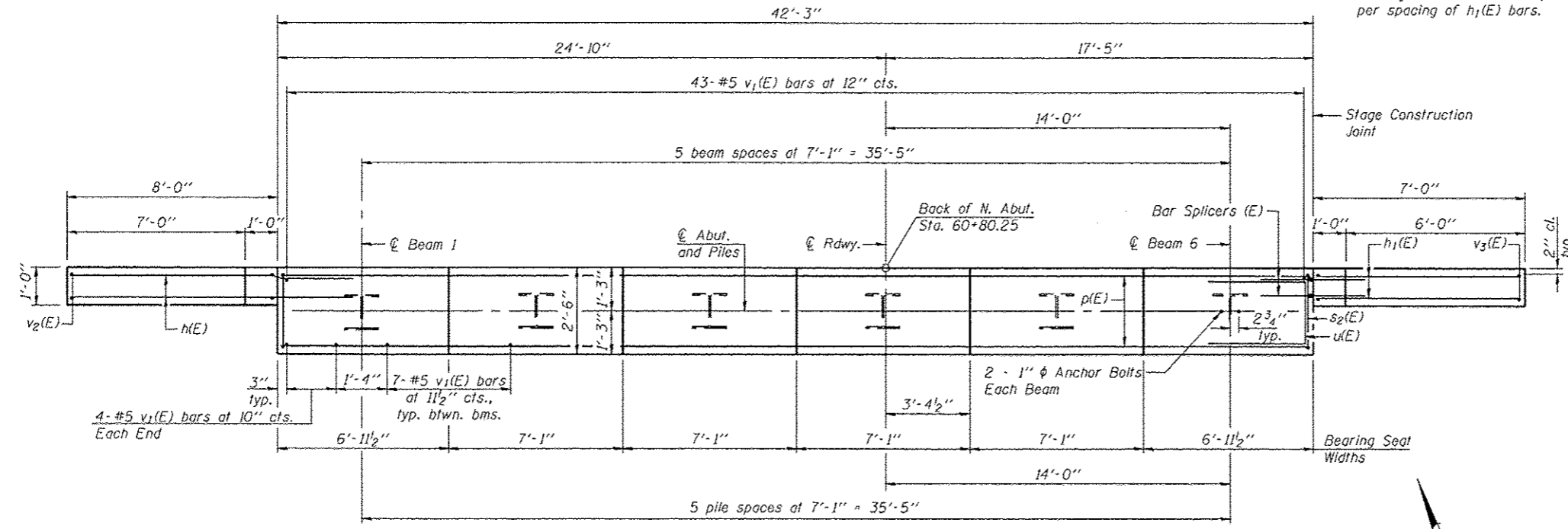
Notes:
 Pour steps monolithically with cap.
 Space reinforcement bars to miss anchor bolts.



ELEVATION



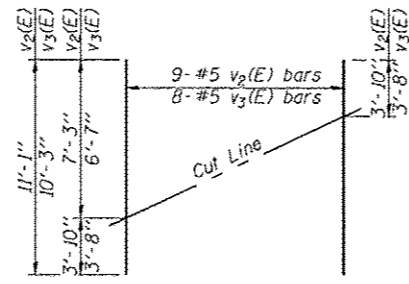
SEC. THRU ABUT.



PLAN

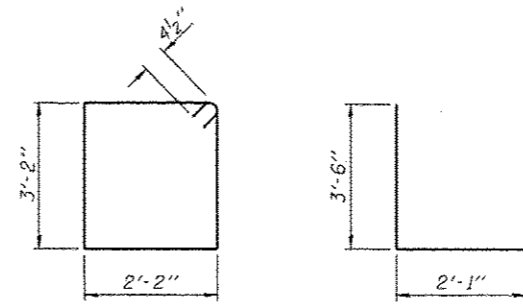
PILE DATA

Type: Steel-HP10x42 with pile shoes
 Nominal Required Bearing: 335 kips
 Factored Resistance Available: 184 kips
 Est. Length: 54 ft.
 No. Production Piles: 6
 No. Test Piles: 0



FIELD CUTTING DIAGRAM

Order v2(E) and v3(E) full length. Cut as shown and use remainder of bars in opposite face.



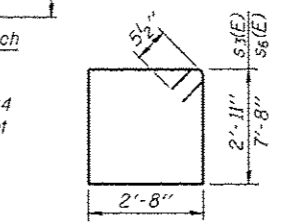
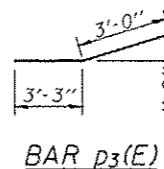
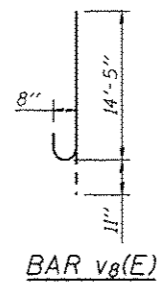
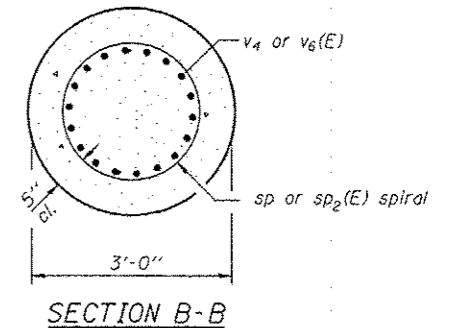
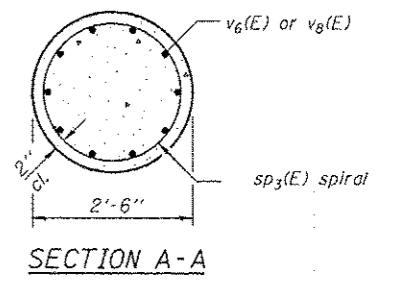
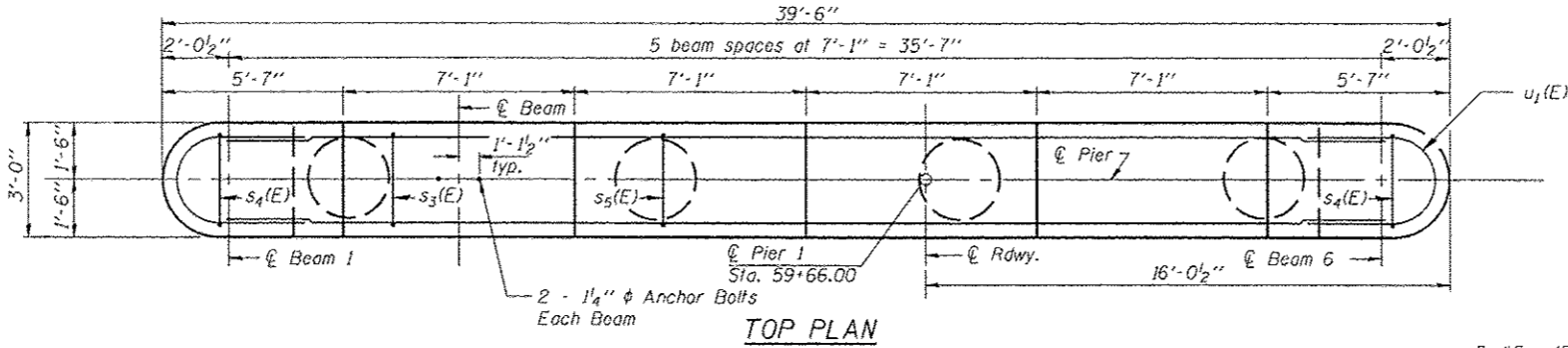
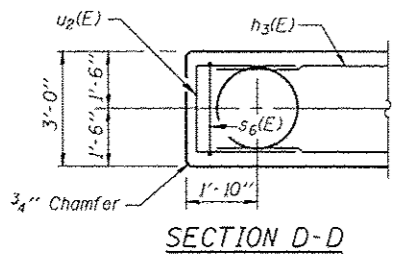
BAR s2(E)

BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	18	#5	10'-10"	—
h1(E)	18	#5	6'-8"	—
p(E)	10	#7	4'-11"	—
s2(E)	43	#4	11'-5"	U
u(E)	8	#6	9'-1"	U
v1(E)	86	#5	4'-4"	—
v2(E)	9	#5	11'-1"	—
v3(E)	8	#5	10'-3"	—
Structure Excavation		Cu. Yd.	26	
Concrete Structures		Cu. Yd.	19.0	
Reinforcement Bars, Epoxy Coated		Pound	2200	
Furnishing Steel Piles HP10x42		Foot	324	
Driving Piles		Foot	324	
Pile Shoes		Each	6	

For details of Bar Splicers, see sheet 22 of 26.
 For details of piles, see sheet 21 of 26.
 Piles shall be driven through 18 in. diameter precored holes extending to elevation 770.0 according to Article 512.09(c) of the Standard Specifications. Cost included in driving piles.

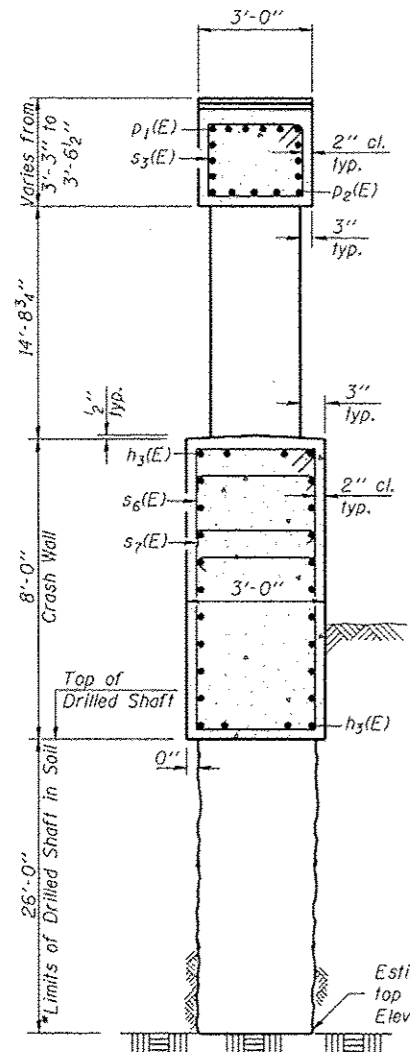


BARS s3(E) & s6(E)

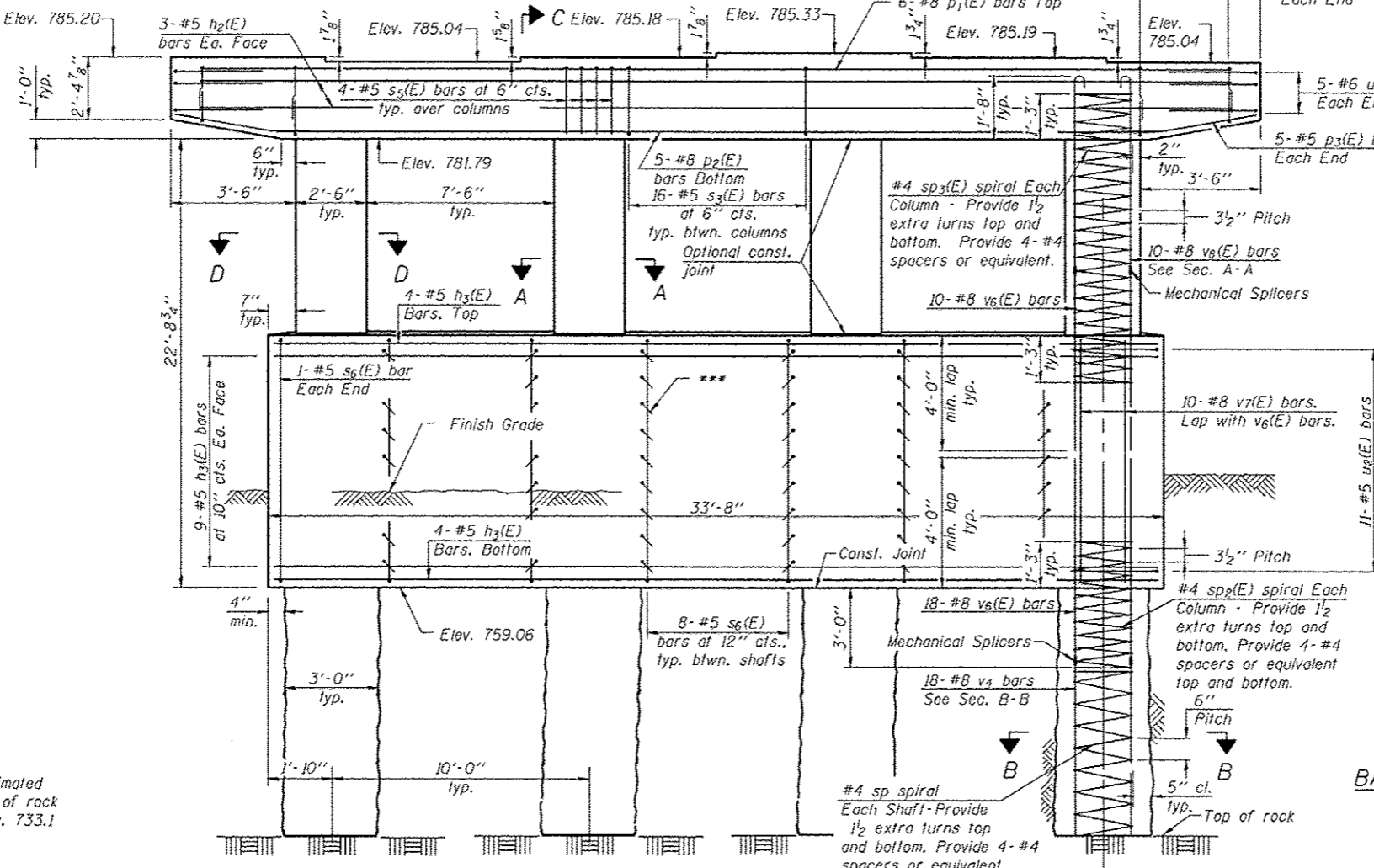
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h2(E)	6	#5	36'-6"	—
h3(E)	26	#5	33'-4"	—
p1(E)	6	#8	36'-6"	—
p2(E)	5	#8	33'-6"	—
p3(E)	10	#5	6'-3"	—
s3(E)	48	#5	12'-1"	□
s4(E)	20	#5	7'-6"	U
s5(E)	16	#5	8'-6"	U
s6(E)	26	#5	21'-7"	□
s7(E)	54	#4	3'-5"	~
sp	4	#4	23'-0"	AAA
sp2(E)	4	#4	4'-3"	AAA
sp3(E)	4	#4	17'-3"	AAA
u1(E)	10	#6	10'-7"	—
u2(E)	22	#5	8'-4"	—
v4	72	#8	24'-0"	—
v6(E)	112	#8	6'-0"	—
v7(E)	40	#8	7'-8"	—
v8(E)	40	#8	15'-4"	—
Structure Excavation		Cu. Yd.	44	
Concrete Structures		Cu. Yd.	55.0	
Reinforcement Bars		Pound	5510	
Reinforcement Bars, Epoxy Coated		Pound	9890	
Drilled Shaft in Soil		Cu. Yd.	27.2	
Mechanical Splicers		Each	112	

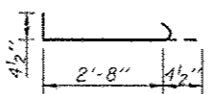
Cast steps monolithically with cap. Space cap reinforcement to miss anchor bolts. See sheet 22 of 26 for details of Mechanical Splicers. Minimum lap for epoxy coated spirals = 3'-0" Minimum lap for uncoated spirals = 2'-0" ** Length is height of spiral.



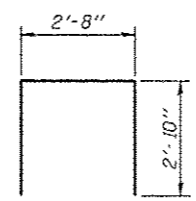
SECTION C-C



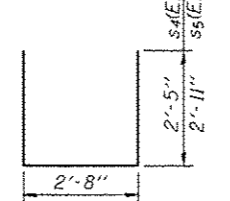
ELEVATION (Looking North)



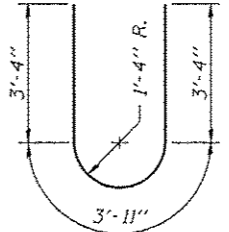
BAR s7(E)



BAR u2(E)



BARS s4(E) & s5(E)

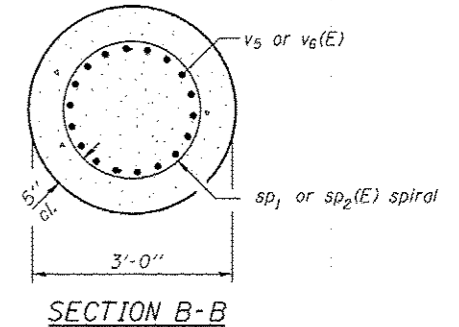
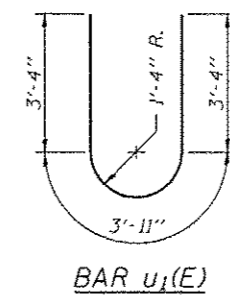
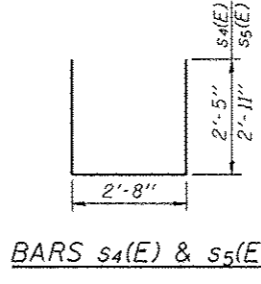
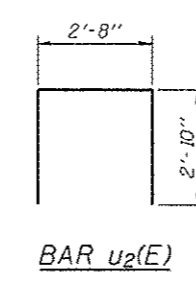
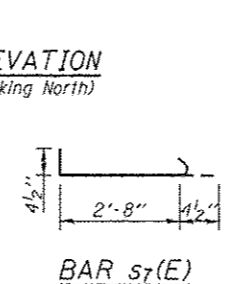
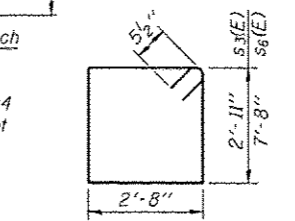
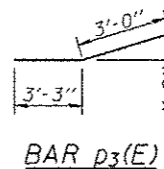
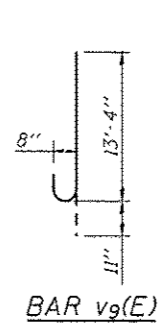
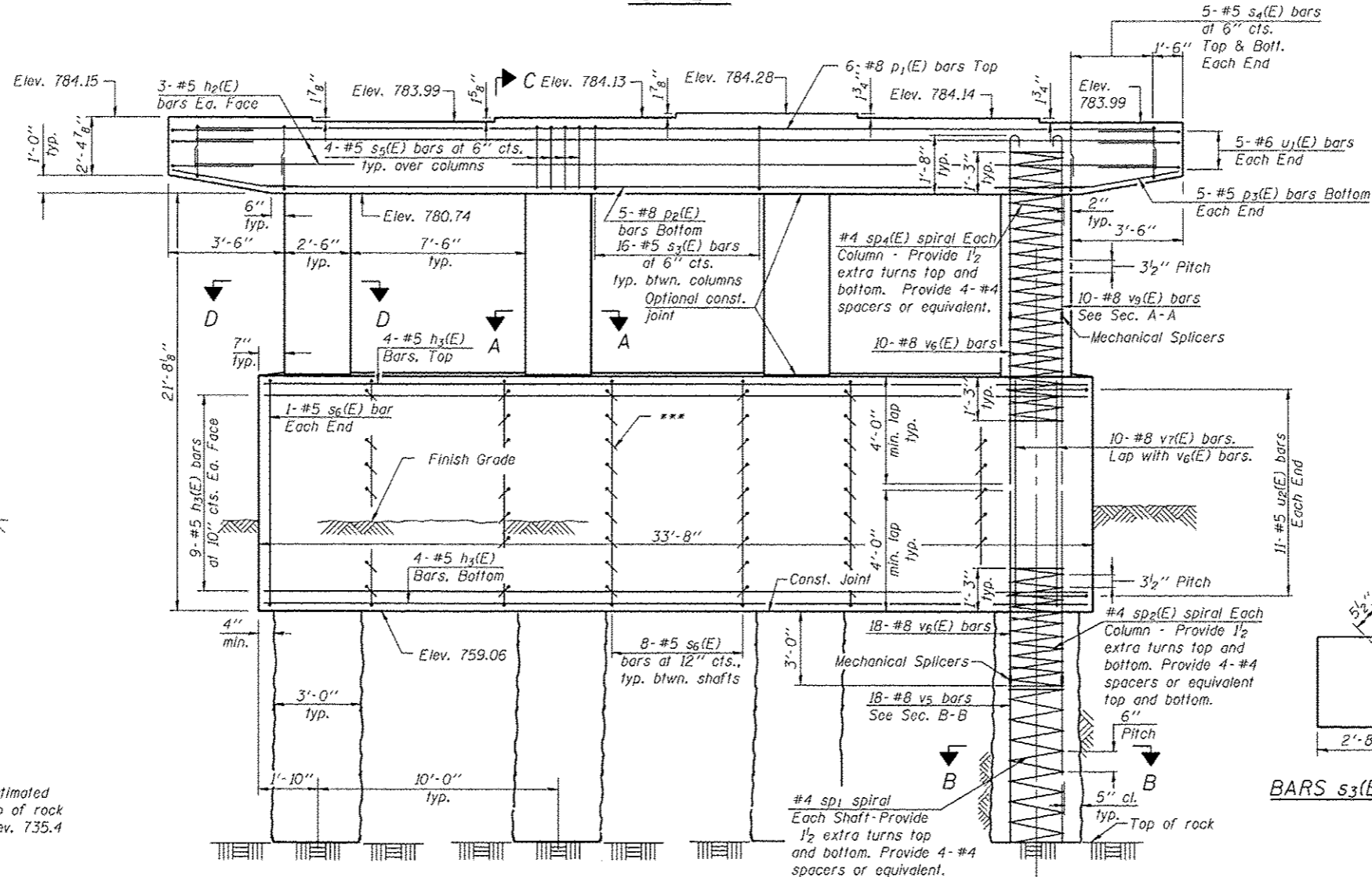
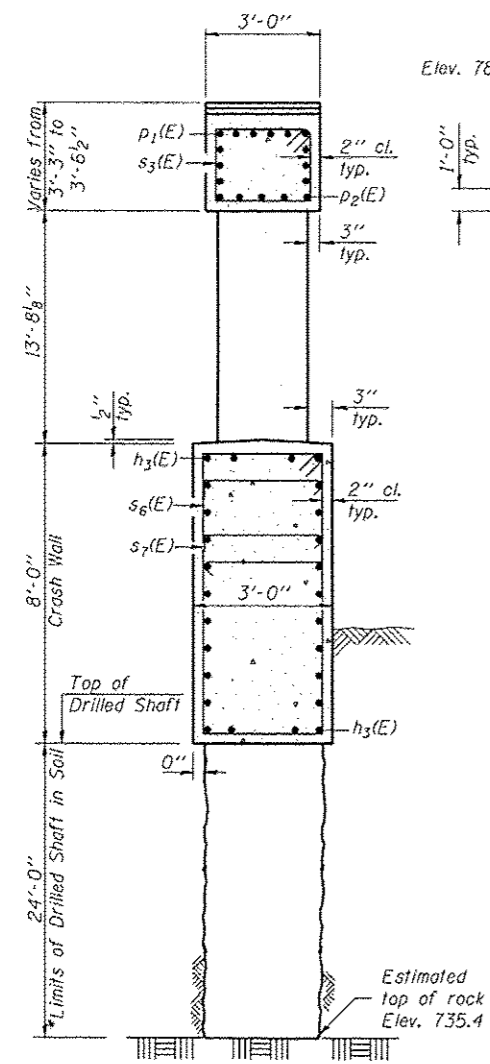
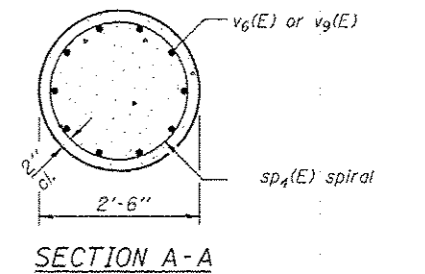
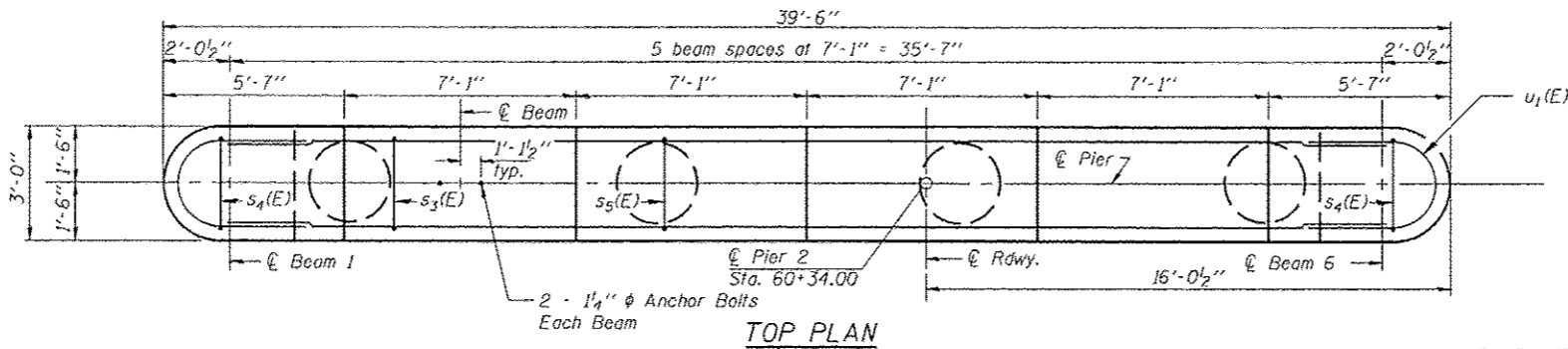
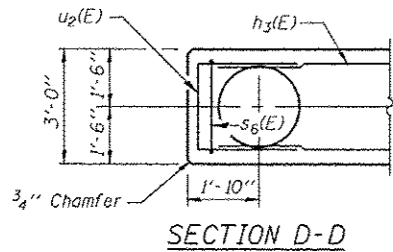


BAR u1(E)

*** 54-#4 s7(E) bars at s6(E) bars & h3(E) bars as shown in elevation

* The quantities and reinforcement detailing are based on the top of shaft and the estimated top of rock elevations shown and may change based on the actual top of rock encountered at each shaft and the final top of shaft elevation.

Drilled shafts shall be drilled using the temporary casing method per Article 516.06(c) of the Standard Specifications. Casing shall be designed for railroad live load surcharge (Cooper E80).



BILL OF MATERIAL

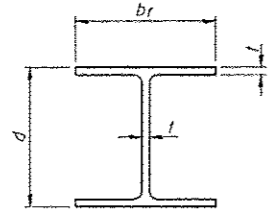
Bar	No.	Size	Length	Shape
h2(E)	6	#5	36'-6"	—
h3(E)	26	#5	33'-4"	—
p1(E)	6	#8	36'-6"	—
p2(E)	5	#8	33'-6"	—
p3(E)	10	#5	6'-3"	—
s3(E)	48	#5	12'-1"	□
s4(E)	20	#5	7'-6"	U
s5(E)	16	#5	8'-6"	U
s6(E)	26	#5	21'-7"	□
s7(E)	54	#4	3'-5"	—
sp1	4	#4	21'-0"	~
sp2(E)	4	#4	4'-3"	~
sp4(E)	4	#4	16'-2"	~
u1(E)	10	#6	10'-7"	—
u2(E)	22	#5	8'-4"	—
v5	72	#8	22'-0"	—
v6(E)	112	#8	6'-0"	—
v7(E)	40	#8	7'-8"	—
v9(E)	40	#8	14'-3"	—
Structure Excavation		Cu. Yd.	31	
Concrete Structures		Cu. Yd.	54.3	
Reinforcement Bars		Pound	5050	
Reinforcement Bars, Epoxy Coated		Pound	9710	
Drilled Shaft in Soil		Cu. Yd.	25.1	
Mechanical Splicers		Each	112	

Cast steps monolithically with cap. Space cap reinforcement to miss anchor bolts. See sheet 22 of 26 for details of Mechanical Splicers. Minimum lap for epoxy coated spirals = 3'-0" Minimum lap for uncoated spirals = 2'-0" ** Length is height of spiral.

*** 54-#4 s7(E) bars at s6(E) bars & h3(E) bars as shown in elevation

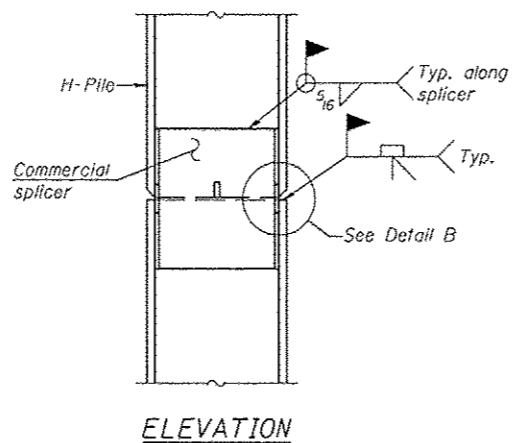
* The quantities and reinforcement detailing are based on the top of shaft and the estimated top of rock elevations shown and may change based on the actual top of rock encountered at each shaft and the final top of shaft elevation.

Drilled shafts shall be drilled using the temporary casing method per Article 516.06(c) of the Standard Specifications. Casing shall be designed for railroad live load surcharge (Cooper E80).

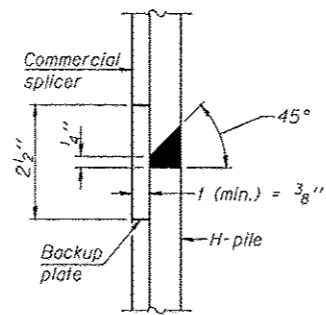


STEEL PILE TABLE

Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 1/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"

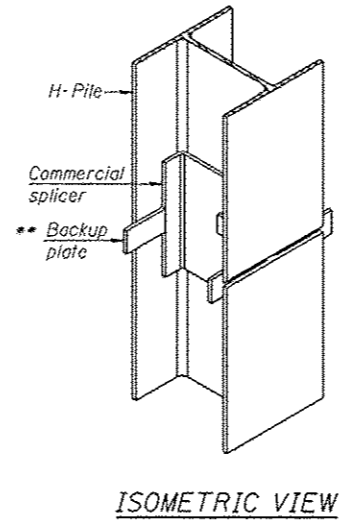


ELEVATION

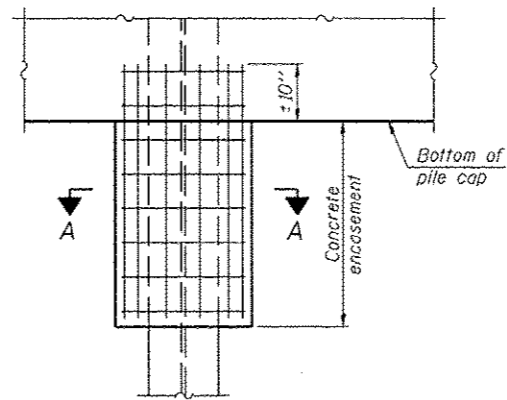


DETAIL "B"

WELDED COMMERCIAL SPLICE

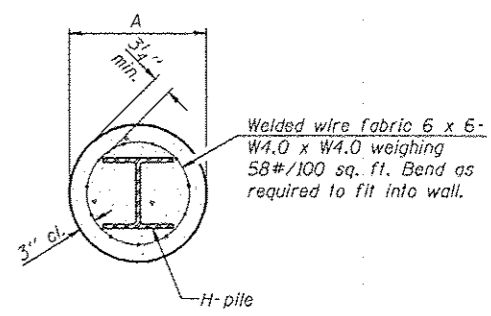


ISOMETRIC VIEW



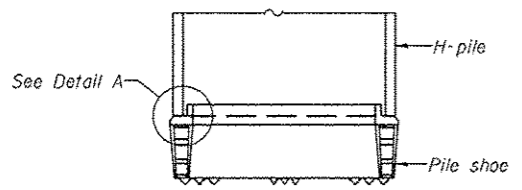
ELEVATION

PILE ENCASEMENT



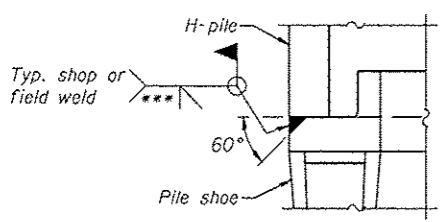
SECTION A-A

Note:
Forms for encasement may be omitted when soil conditions permit.

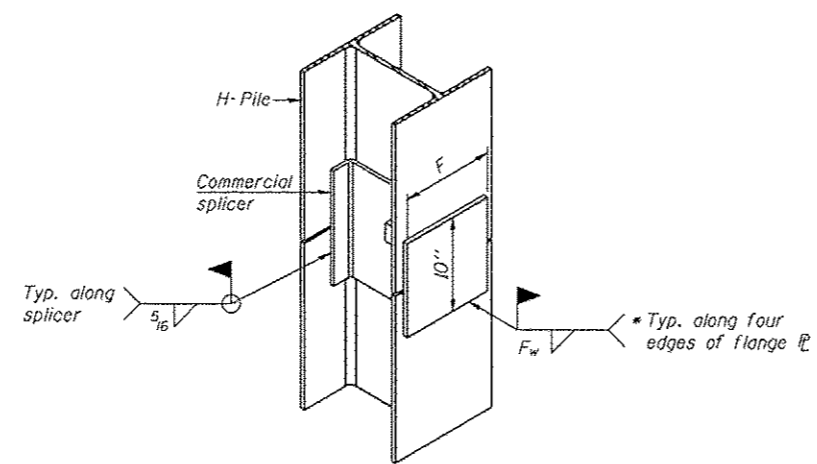


ELEVATION

H-PILE SHOE ATTACHMENT



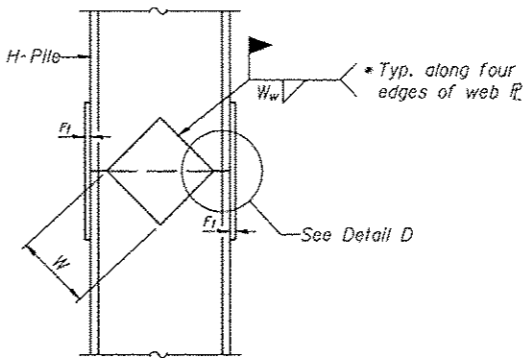
DETAIL A



ISOMETRIC VIEW

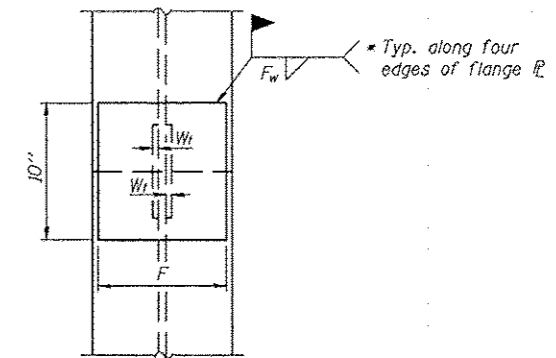
WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds 1/4" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (5/16" min.).

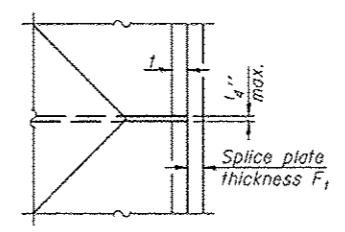


ELEVATION

WELDED PLATE FIELD SPLICE



END VIEW



DETAIL D

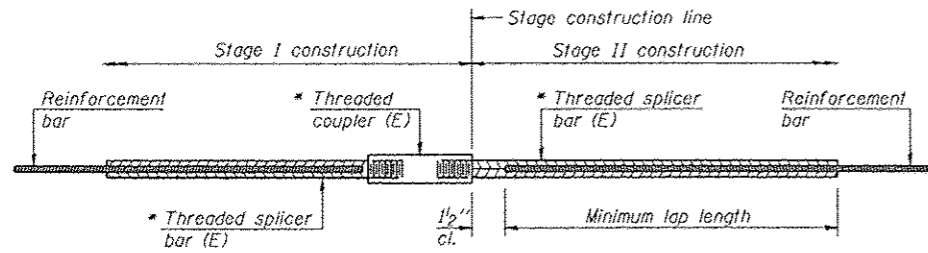
Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1 1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1 1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.

F-HP

1-27-12

FILE NAME : 0486003-09625-021-Pile.dgn	USER NAME : bobsonson	DESIGNED - LVM	REVISED -	 CITY OF GALESBURG	HP PILE DETAILS STRUCTURE NO. 048-6063		M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
MAURER-STUTZ ENGINEERS SURVEYORS	PLOT SCALE :	CHECKED - BAS	REVISED -		651	07-00651-03-BR	KNOX	67	49	CONTRACT NO. 89625	
	PLOT DATE : 1/3/2013	DRAWN - SCM	REVISED -		SHEET NO. 21 OF 26 SHEETS		ILLINOIS				
		CHECKED - BAS	REVISED -								



STANDARD BAR SPLICER ASSEMBLY

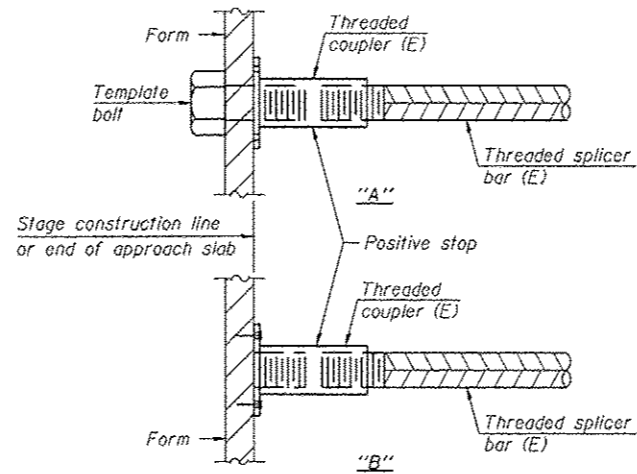
Bar size to be spliced	Minimum Lap Lengths					
	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"	6'-5"	6'-10"	7'-9"	8'-7"	9'-8"

- Table 1: Black bar, 0.8 Class C
- Table 2: Black bar, Top bar lap, 0.8 Class C
- Table 3: Epoxy bar, 0.8 Class C
- Table 4: Epoxy bar, Top bar lap, 0.8 Class C
- Table 5: Epoxy bar, Class C
- Table 6: Epoxy bar, Top bar top, Class C

Threaded splicer bar length = min. lap length + 1/2" + thread length

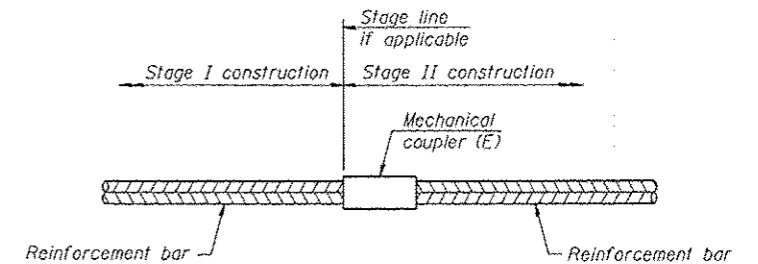
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
East Wingwalls	#5	36	4



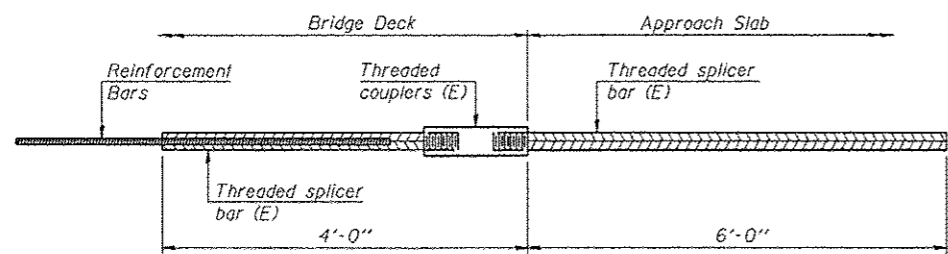
INSTALLATION AND SETTING METHODS

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



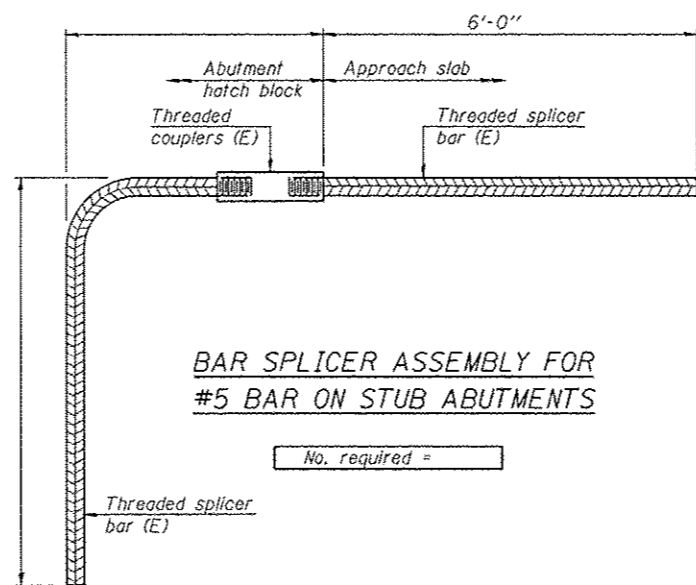
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Pier Columns	#8	80
Pier Shafts	#8	144



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 78



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES
 Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.
 All reinforcement shall be lapped and tied to the splicer bars.
 Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1

1-27-12

FILE NAME : 040603-09625-022-Splicer.dgn	USER NAME : bawson	DESIGNED - LVM	REVISED -
MAURER-STUTZ ENGINEERS SURVEYORS	PLOT SCALE : PLOT DATE : 1/3/2013	CHECKED - BAS	REVISED -
		DRAWN - SCM	REVISED -
		CHECKED - BAS	REVISED -



CITY OF GALESBURG

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 048-6063

SHEET NO. 22 OF 26 SHEETS

M.S.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
651	07-00651-03-BR	KNOX	67	50
CONTRACT NO. 89625				ILLINOIS

SOIL BORING LOG

Date 2/3/12

ROUTE _____ DESCRIPTION Soangetaha Bridge Over BNSF Railroad LOGGED BY T. Fehi

SECTION 07-00651-03-BR LOCATION Galesburg, SEC. 12, TWP. 11N, RNG. 1E,

COUNTY Knox DRILLING METHOD Hollow-Stem Auger HAMMER TYPE Automatic

STRUCT. NO. <u>048-3198</u>	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft	D E P T H	B L O W S	U C S Qu	M O I S T
Station <u>10+00</u>					Stream Bed Elev. _____ ft				
BORING NO. <u>B-01</u>									
Station <u>10+73</u>									
Offset <u>51.0 ft Left</u>									
Ground Surface Elev. <u>774.80</u> ft	(ft)	(/ft)	(tsf)	(%)	(ft)	(/ft)	(tsf)	(%)	

Dark Brown SILTY CLAY LOAM Organic Topsoil (20.0") 773.13					Stiff, Brown And Gray-Brown SILTY CLAY (continued) DD = 96 PCF	3			
Medium, Dark Brown SILTY CLAY LOAM With Trace of Organic Matter DD = 87 PCF 770.80	2		0.6	29	Loose, Light Brown, Fine- To Medium-Grained SAND	3			
Medium, Brown SILT With Trace Of Organic Matter DD = 96 PCF 768.30	4		0.9	20		4			
Stiff, Brown SILT DD = 99 PCF 765.80	5		1.1	19	Medium-Density, Brown, Fine- To Medium-Grained SAND And Fine-Grained GRAVEL With Considerable Silty Clay	5			
Medium, Light Brown And Gray Mottled Dark Brown SILTY CLAY DD = 93 PCF 760.30	2		0.9	26		6			
Stiff, Gray SILT DD = 92 PCF 757.80	3		0.7	27	Medium-Density, Brown, Fine-Grained GRAVEL And Medium- To Coarse-Grained SAND With Considerable Silty Clay	7			
Stiff, Brown And Gray-Brown SILTY CLAY DD = 97 PCF 751.40	2		1.2	23		8			
	3		B			8			
	4		1.3	24	Dense, Gray, Fine- To Coarse-Grained SAND And Fine-Grained GRAVEL With Some Silty Clay				

The Unconfined Compressive Strength (UCS) Failure Mode is Indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

SOIL BORING LOG

Date 2/3/12

ROUTE _____ DESCRIPTION Soangetaha Bridge Over BNSF Railroad LOGGED BY T. Fehi

SECTION 07-00651-03-BR LOCATION Galesburg, SEC. 12, TWP. 11N, RNG. 1E,

COUNTY Knox DRILLING METHOD Hollow-Stem Auger HAMMER TYPE Automatic

STRUCT. NO. <u>048-3198</u>	D E P T H	B L O W S	U C S Qu	M O I S T	Surface Water Elev. _____ ft	D E P T H	B L O W S	U C S Qu	M O I S T
Station <u>10+00</u>					Stream Bed Elev. _____ ft				
BORING NO. <u>B-01</u>									
Station <u>10+73</u>									
Offset <u>51.0 ft Left</u>									
Ground Surface Elev. <u>774.80</u> ft	(ft)	(/ft)	(tsf)	(%)	(ft)	(/ft)	(tsf)	(%)	

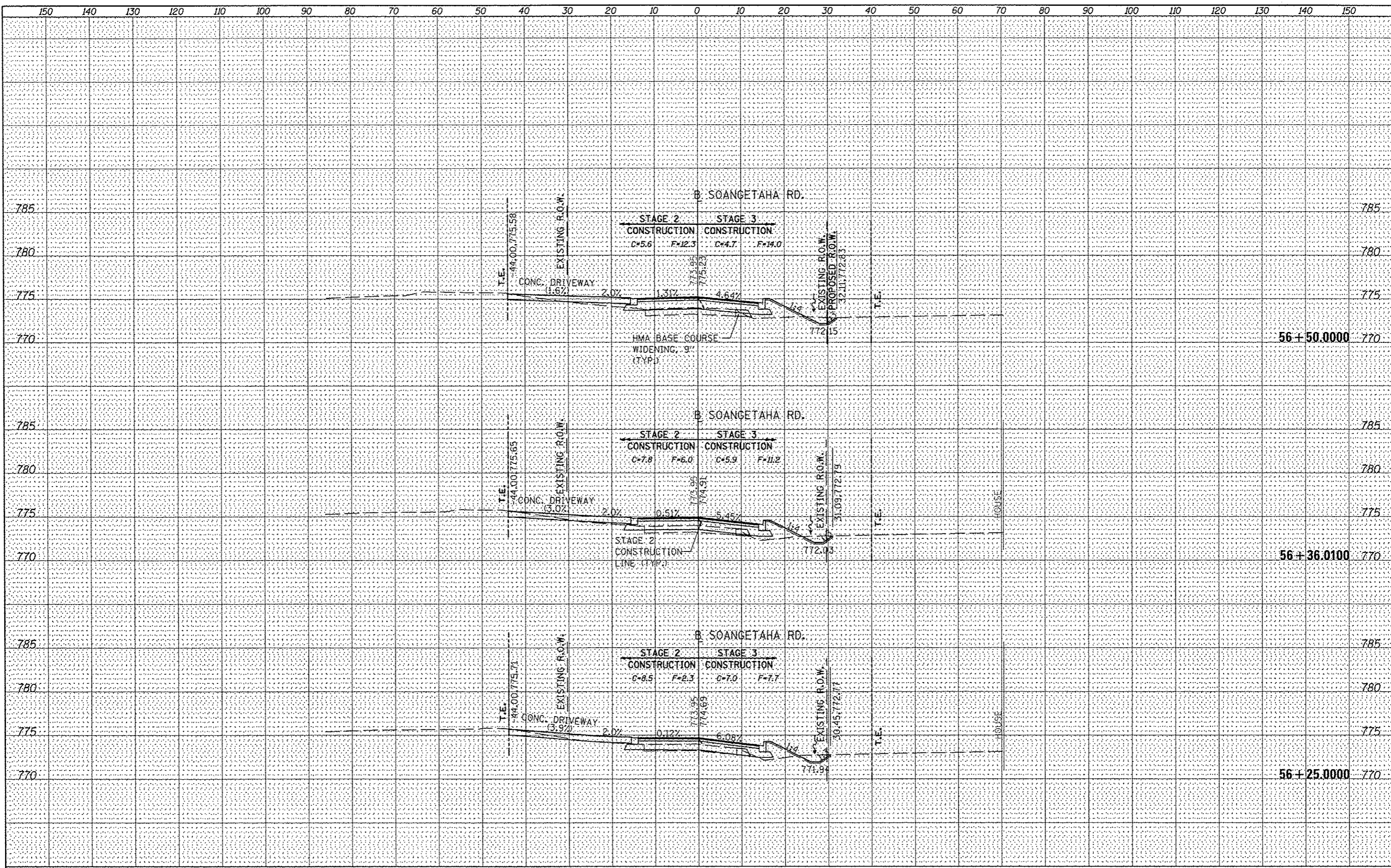
Dense, Gray, Fine- To Coarse-Grained SAND And Fine-Grained GRAVEL With Some Silty Clay (continued) 732.30	12				Hard, Gray CLAY SHALE (continued) 713.80	98/4"	4.5		
Very Stiff, Gray CLAY SHALE 727.80	15				End of Boring				
	24								
	45	15							
	27	4.0							
	34	P							
	50				Hard, Gray CLAY SHALE				
	97/6"	4.5							
		P							
	55								
	94/6"	4.5							
		P							
	80								

The Unconfined Compressive Strength (UCS) Failure Mode is Indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)

BBS, form 137 (Rev. 8-99)

DATE	
BY	
SURVEYED	
PLOTTED	
NOTE BOOK	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
TEMPLATE	
NOTE BOOK	
NO.	



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 X5 SHEET

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PLOT DATE = 1/4/2013	CHECKED -	REVISED -
	DATE -	REVISED -



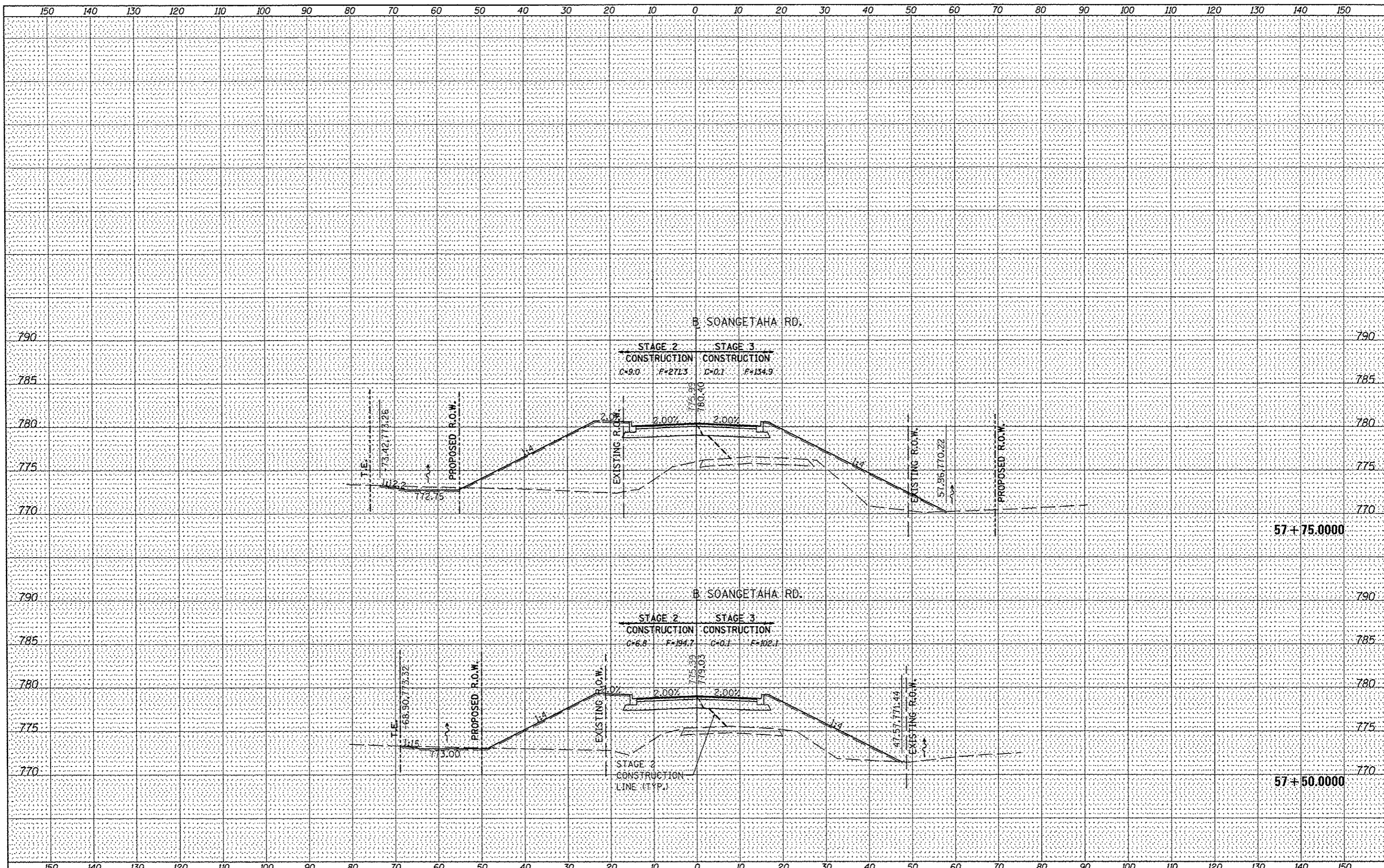
CITY OF GALESBURG

SOANGETAHA ROAD CROSS SECTIONS
 SCALE: SHEET OF SHEETS STA. 56+25.0000 TO STA. 56+50.0000

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
651	07-00651-03-BR	KNOX	67	56
CONTRACT NO. 89625				

DATE	
BY	
FINAL SURVEY	
NOTE BOOK	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	



FILE NAME: S:\237\2012\23712001.00 (Soangetaha Bridge)\CADD Sheets\0412001-sh1-xsc.dgn
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 DESIGNED: -
 DRAWN: -
 CHECKED: -
 DATE: 1/4/2013
 PLOT SCALE: 20,0000' / in.
 PLOT DATE: 1/4/2013

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DATE	-	REVISED	-



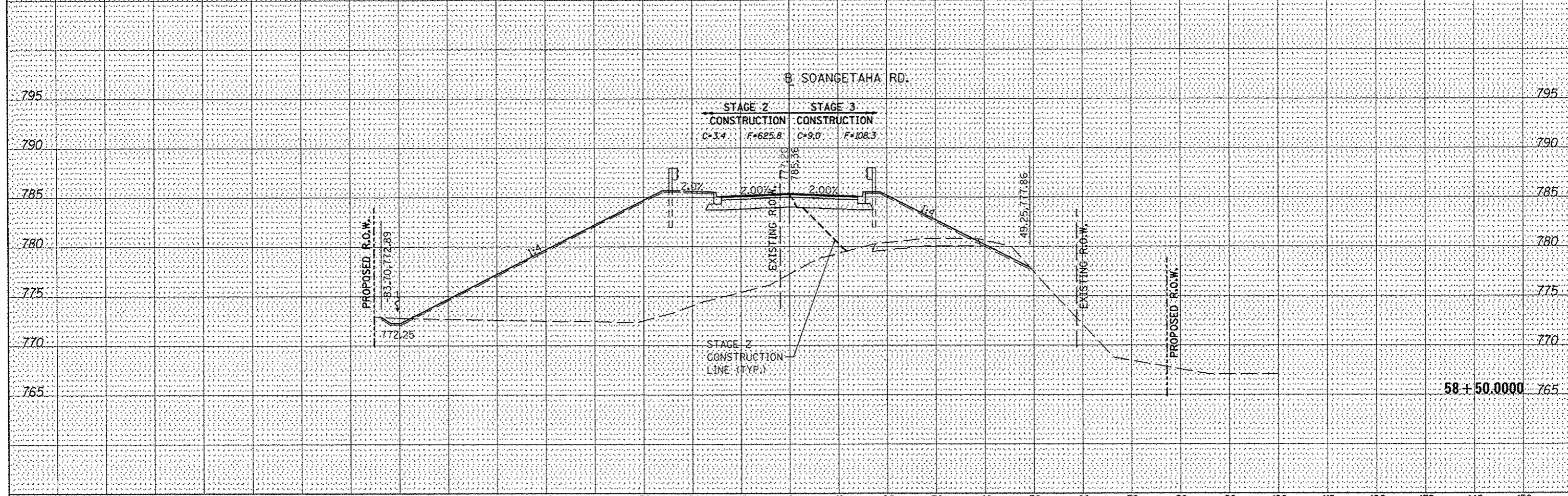
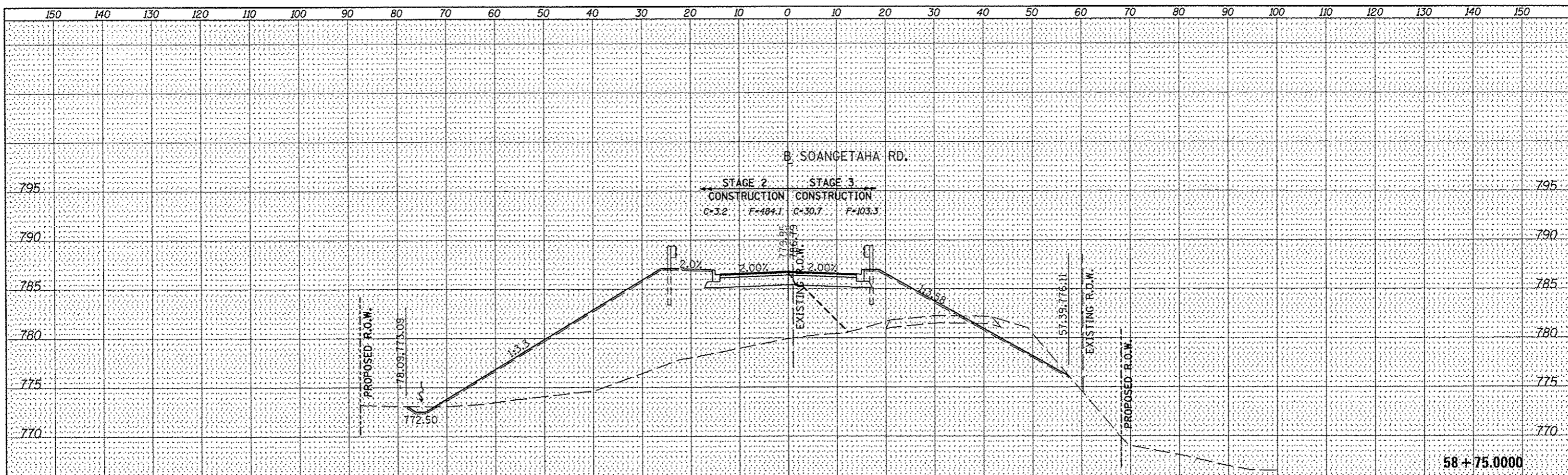
CITY OF GALESBURG

SOANGETAHA ROAD CROSS SECTIONS
 SCALE: SHEET OF SHEETS STA. 57+50.000 TO STA. 57+75.000

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
651	07-00651-03-BR	KNOX	67	58
				CONTRACT NO. 89625
ILLINOIS FED. AID PROJECT				

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	
FILE NAME	
USER NAME	
DESIGNED	
DRAWN	
CHECKED	
DATE	

DATE	
BY	
DESIGNED	
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DATE	



FILE NAME :
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USER NAME : jospiller
 DESIGNED -
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 DATE -

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REVISED -
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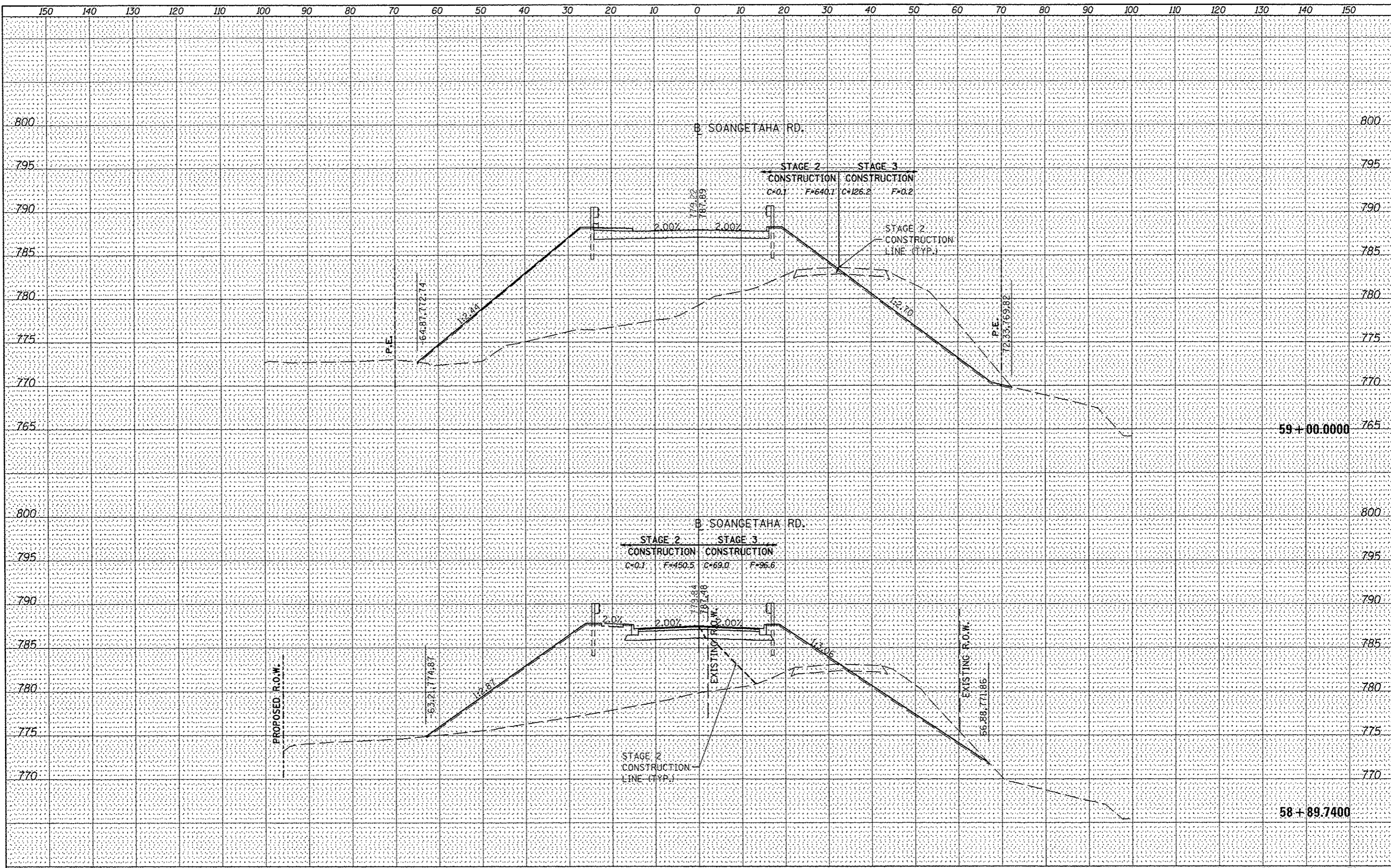
CITY OF GALESBURG

SOANGETAHA ROAD CROSS SECTIONS
 SCALE: SHEET OF SHEETS STA. 58+50.000 TO STA. 58+75.000

MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
651	07-00651-03-BR	KNOX	67	60
CONTRACT NO. 89625			ILLINOIS FED. AID PROJECT	

DATE	
BY	
FINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME: S:\237\2012\23712001.00\Soangetaha Bridge\CAAD\CADD Sheets\0412001-sht-asc.dgn
 X5 SHEET

USER NAME: jdoe111	DESIGNED -	REVISED -
PLOT SCALE: 20.0000 / in.	DRAWN -	REVISED -
PLOT DATE: 1/4/2013	CHECKED -	REVISED -
	DATE -	REVISED -



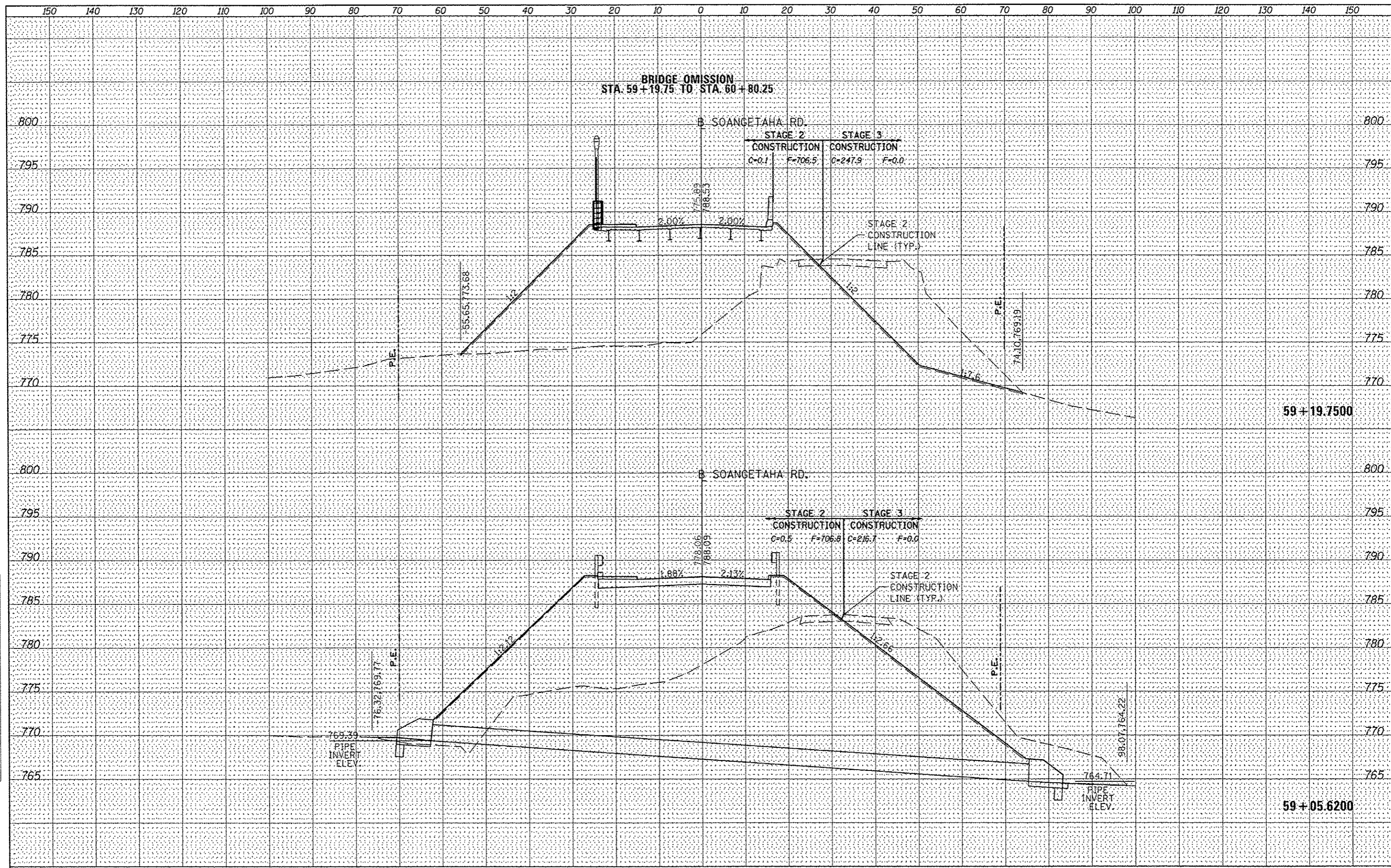
CITY OF GALESBURG


SCALE:		SHEET OF SHEETS		STA. 58+89.7400 TO STA. 59+00.0000	
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MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
651	07-0051-03-BR	KNOX	67	61
CONTRACT NO. 89625				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	
FILE NAME	
USER NAME	
DESIGNED	
DRAWN	
CHECKED	
DATE	

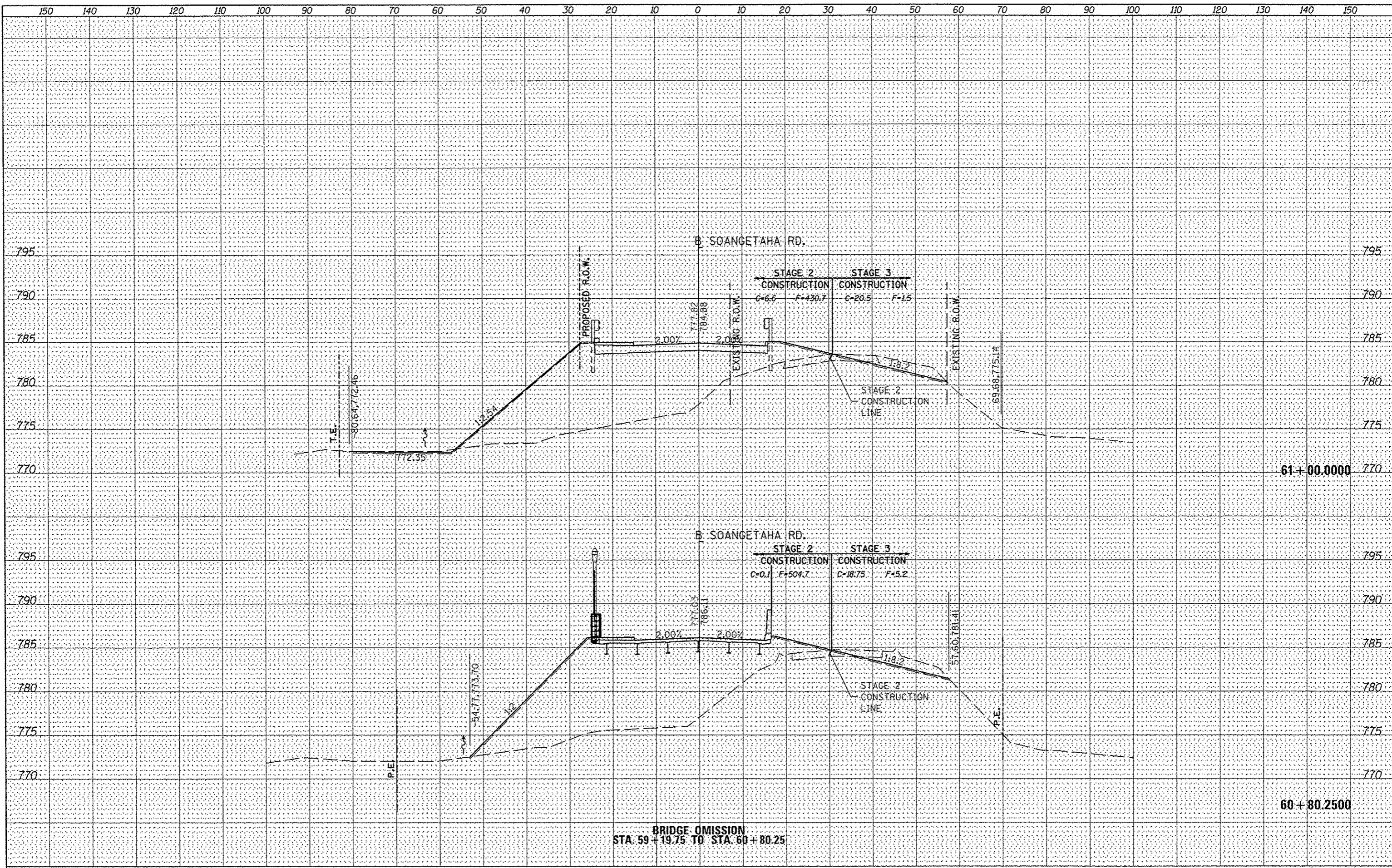
DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	
FILE NAME	
USER NAME	
DESIGNED	
DRAWN	
CHECKED	
DATE	




FILE NAME	USER NAME	DESIGNED	REVISED	 CITY OF GALESBURG	SOANGETAHA ROAD CROSS SECTIONS			MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S:\237\2012\23712001.00 (Soangetaha Bridge)\CAD\	jdspiller	-	-		651	07-00651-03-BR	KNOX	67	62	CONTRACT NO. 89625		
					SCALE: SHEET OF SHEETS STA. 59+05.6200 TO STA. 59+19.7500							
					ILLINOIS FED. AID PROJECT							

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	



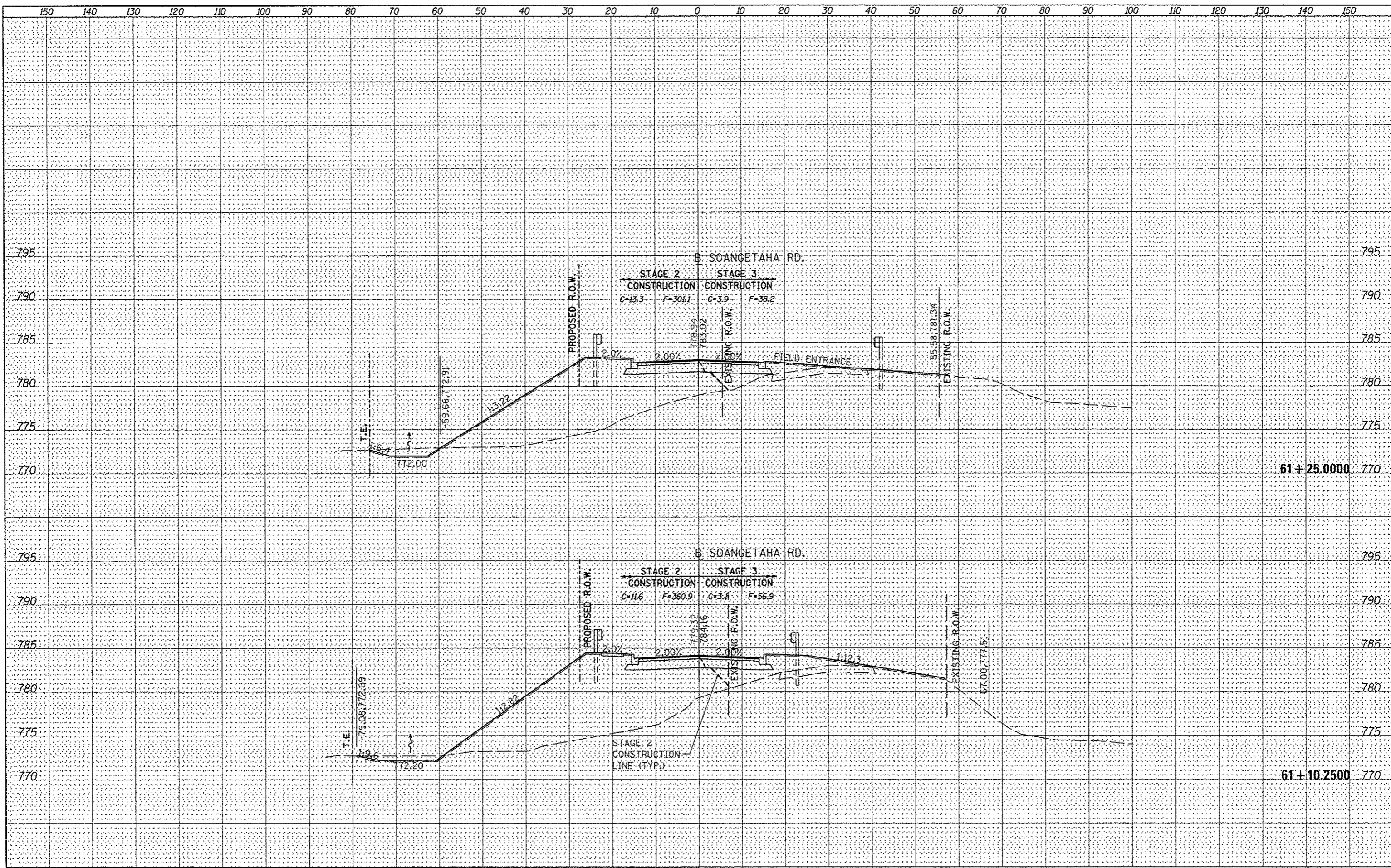
BRIDGE OMISSION
 STA. 59 + 19.75 TO STA. 60 + 80.25

FILE NAME : S:\237\2012\23712001.00 (Soangetaha Bridge)\CADD\CADD Sheets\0412001-sht-xxe.dgn	USER NAME : jdsallier	DESIGNED -	REVISED -	 CITY OF GALESBURG	MS	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE : 20.0000 / in.	PLOT DATE : 1/4/2013	DRAWN -	REVISED -		651	07-00651-03-BR	KNOX	67	63
		CHECKED -	REVISED -		CONTRACT NO. 89625				
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. 60+80.2500 TO STA. 61+00.0000

DATE	
BY	
FINAL SURVEY	
SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	



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

DATE	
BY	
ORIGINAL SURVEY	
NOTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

