

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	(17R)B	WHITESIDE	376	1

\*376+2=378  
\*378+4=382

D-92-139-05

PROJECT ENGINEER: REBECCA MARRUFFO

SQUAD LEADER: HEATH JORDAN 815-284-5355

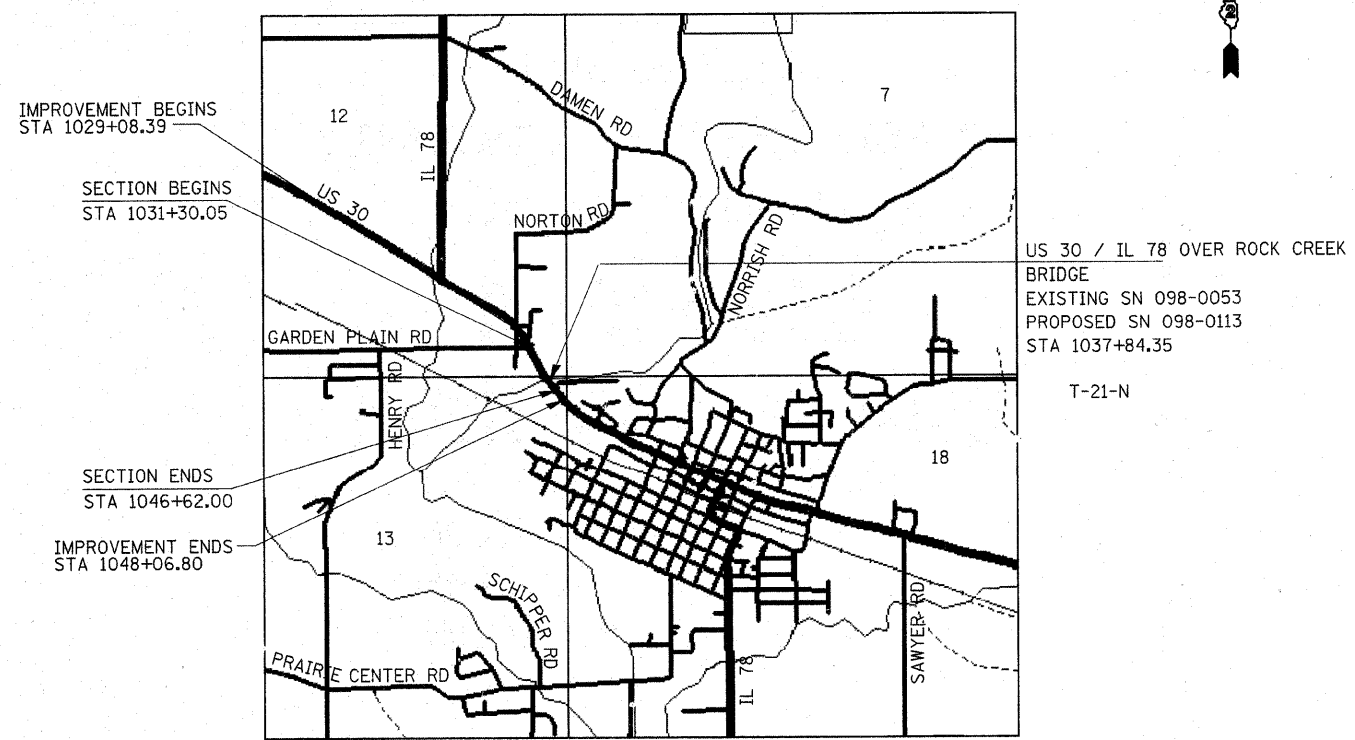
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**  
FAP ROUTE 309 (US 30)  
SECTION (17R)B  
PROJECT NHF-BRF-0309(011)  
WHITESIDE COUNTY  
C-92-079-08

SEE SHEET 2 FOR INDEX OF SHEETS AND STANDARDS



LOCATION OF SECTION INDICATED THUS: - [thick black line] -



IMPROVEMENT BEGINS  
STA 1029+08.39

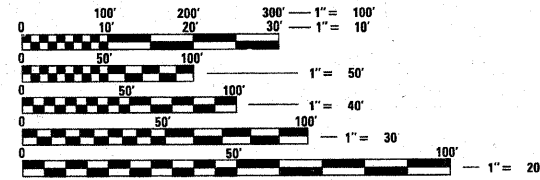
SECTION BEGINS  
STA 1031+30.05

SECTION ENDS  
STA 1046+62.00

IMPROVEMENT ENDS  
STA 1048+06.80

US 30 / IL 78 OVER ROCK CREEK  
BRIDGE  
EXISTING SN 098-0053  
PROPOSED SN 098-0113  
STA 1037+84.35

T-21-N



NET LENGTH OF PROJECT = 1532 FT = 0.29 MILES  
GROSS LENGTH OF PROJECT = 1532 FT = 0.29 MILES

UNION GROVE TOWNSHIP, SECTIONS 12, 13

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

CONTRACT NO. 64B74

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED 3/16 2009

*Henry F. Ryan*  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 8, 2009  
*Charles G. Ingersoll*  
ENGINEER OF DESIGN AND ENVIRONMENT

May 8, 2009  
*Christine M. Reed*  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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* 23A-B - Boring Logs	

# STATE STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420101-04	24' (7.2 m) JOINTED PCC PAVEMENT
420111-02	PCC PAVEMENT ROUNDOUTS
421001-02	BAR REINFORCEMENT FOR CRC PAVEMENT
421101-07	24' (7.2 m) CRC PAVEMENT
424001-05	CURB RAMPS FOR SIDEWALKS
442101-07	CLASS B PATCHES
515001-03	NAME PLATE FOR BRIDGES
542301-02	PRECAST REINFORCED CONCRETE FLARED END SECTIONS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
602401-02	MANHOLE TYPE A
602406-03	MANHOLE TYPE A 6' (1.8 m) DIAMETER
602411-01	MANHOLE TYPE A 7' (2.1 m) DIAMETER
602416-01	MANHOLE TYPE A 8' (2.4 m) DIAMETER
602601-02	PRECAST REINFORCED CONCRETE FLAT SLAB TOP
602701-02	MANHOLE STEPS
604001-03	FRAME AND LIDS TYPE 1
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
609006-04	BRIDGE APPROACH PAVEMENT (DRAIN DETAIL)
635001-01	DELINEATORS
701301-03	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS-DAY ONLY
701321-10	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701501-05	URBAN LANE CLOSURE, 2L 2W, UNDIVIDED
701901-01	TRAFFIC CONTROL DEVICES
704001-05	TEMPORARY CONCRETE BARRIER
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A & B METAL POSTS (FOR SIGNS & MARKERS)
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 4.5M (15') AWAY
701006-03	OFF-ROAD OPERATIONS, 2L, 2W, 4.5M (15') TO 600MM (24") FROM PAVEMENT EDGE
701011-02	OFF-ROAD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701326-03	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45MPH
701801-04	LANE CLOSURE, MULTILANE 1W OR 2W CROSSWALK OR SIDEWALK CLOSURE

FILE NAME =	USER NAME = ditzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>INDEX OF SHEETS AND STATE STANDARDS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca\pwwork\pwwork\ditzlerse\dms34552\13885evr.dgn	DRAWN -	REVISED -	309			(17R)B	WHITESIDE	376	2	
PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64B74							
PLOT DATE = Fri Mar 13 09:49:11 2009	DATE -	REVISED -	SCALE:			SHEET NO. OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		

BRF

← NHF →

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	80% FED 20% STATE X071-2A TOTAL QUANTITY	50% STATE 50% CITY X071-2A TOTAL QUANTITY	80% FED 20% STATE SFTY-2A TOTAL QUANTITY	80% FED 20% STATE J000 TOTAL QUANTITY	80% FED 20% STATE Y044 TOTAL QUANTITY	75% STATE 25% CITY Y044 TOTAL QUANTITY	100% CITY SFTY-2A TOTAL QUANTITY
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	132				132			
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	1231				1231			
20200100	EARTH EXCAVATION	CU YD	4760				4760			
20300100	CHANNEL EXCAVATION	CU YD	4624	4624						
20400800	FURNISHED EXCAVATION	CU YD	3395				3395			
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	155	155						
20800150	TRENCH BACKFILL	CU YD	1009				1009			
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	5659				5659			
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	2844				2844			
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	35.0				35			
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	35.0				35			
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	35.0				35			
25200100	SODDING	SQ YD	2844				2844			
25200200	SUPPLEMENTAL WATERING	UNIT	87				87			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	2400				2400			
28000400	PERIMETER EROSION BARRIER	FOOT	631				631			
28000500	INLET AND PIPE PROTECTION	EACH	2				2			
28200200	FILTER FABRIC	SQ YD	2415	2415						
28500400	ARTICULATED BLOCK REVETMENT MAT	SQ YD	2415	2415						
31100910	SUB-BASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	2825				2825			
31100935	SUB-BASE GRANULAR MATERIAL, TYPE A 18"	SQ YD	733				733			
31100965	SUB-BASE GRANULAR MATERIAL, TYPE A 24"	SQ YD	1002				1002			
31100975	SUB-BASE GRANULAR MATERIAL, TYPE A 30"	SQ YD	1099				1099			
35101400	AGGREGATE BASE COURSE, TYPE B	TON	2115				2115			
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	1290				1290			
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	4.0				4			
40603340	HOT - MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	15			15				
40800050	INCIDENTAL HOT - MIX ASPHALT SURFACING	TON	390				390			
42000401	PORTLAND CEMENT CONCRETE PAVEMENT 9" (JOINTED)	SQ YD	4541				4541			
42001400	BRIDGE APPROACH PAVEMENT (SPECIAL)	SQ YD	356	356						
42300300	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 7 INCH	SQ YD	1395				1395			
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	18711					1659	17052	
42400800	DETECTABLE WARNINGS	SQ FT	40					40		
44000100	PAVEMENT REMOVAL	SQ YD	4019				4019			
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	3189				3189			
44000400	GUTTER REMOVAL	FOOT	1691				1691			
44000600	SIDEWALK REMOVAL	SQ FT	1490				1490			
44001005	HOT - MIX ASPHALT SURFACE REMOVAL	SQ YD	16			16				
44200956	CLASS B PATCHES, TYPE II, 9 INCH	SQ YD	158				158			
44200964	CLASS B PATCHES, TYPE IV, 9 INCH	SQ YD	428				428			

\* SPECIALTY ITEMS

FILE NAME =	USER NAME = jordanhd	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SUMMARY OF QUANTITIES</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct\p\work\FWIDOT\JORDANHD\dms34552\st1305\serv.dgn		DRAWN -	REVISED -			309	UTBR	WHITESIDE	376	3	
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 64B74					
PLOT DATE = Mon Mar 16 11:21:09 2009		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: SHEET NO. OF SHEETS STA. TO STA.

BRF

← NHF →

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	80% FED 20% STATE	50% STATE 50% CITY	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	75% STATE 25% CITY	100% CITY
				X071-2A TOTAL QUANTITY	X071-2A TOTAL QUANTITY	SFTY-2A TOTAL QUANTITY	J000 TOTAL QUANTITY	Y044 TOTAL QUANTITY	Y044 TOTAL QUANTITY	SFTY-2A TOTAL QUANTITY
44213200	SAW CUTS	FOOT	1135					1135		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1						
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1					1		
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1					1		
50105220	PIPE CULVERT REMOVAL	FOOT	84							
50200100	STRUCTURE EXCAVATION	CU YD	192	192						
50300225	CONCRETE STRUCTURES	CU YD	188	188						
50300255	CONCRETE SUPERSTRUCTURE	CU YD	218.4	192.4	26					
50300260	BRIDGE DECK GROOVING	SQ YD	420	420						
50300280	CONCRETE ENCASEMENT	CU YD	11	11						
50300300	PROTECTIVE COAT	SQ YD	785	785						
50400405	PRECAST PRESTRESSED CONCRETE DECK BEAMS (21" DEPTH)	SQ FT	629			629				
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1						
50500505	STUD SHEAR CONNECTORS	EACH	2520	2520						
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	69380	61340	8040					
50800515	BAR SPLICERS	EACH	691	691						
50900905	REMOVING AND RE-ERECTING EXISTING RAILING	FOOT	216			216				
51201600	FURNISHING STEEL PILES HP12X53	FOOT	1080.4	1080.4						
51202305	DRIVING PILES	FOOT	1080.4	1080.4						
51203600	TEST PILE STEEL HP12X53	EACH	2	2						
51204650	PILE SHOES	EACH	32	32						
51205200	TEMPORARY SHEET PILING	SQ FT	103	103						
51500100	NAME PLATES	EACH	1	1						
52100520	ANCHOR BOLTS, 1"	EACH	56	56						
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2				2			
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	1				1			
54213693	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 48"	EACH	1				1			
5421A024	PIPE CULVERTS, CLASS A, TYPE 1 24" (TEMPORARY)	FOOT	25				25			
550A0050	STORM SEWERS, CLASS A, TYPE 1 12"	FOOT	862				862			
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	98				98			
550A0120	STORM SEWERS, CLASS A, TYPE 1 24"	FOOT	66				66			
550A0180	STORM SEWERS, CLASS A, TYPE 1 42"	FOOT	145				145			
550A0190	STORM SEWERS, CLASS A, TYPE 1 48"	FOOT	381				381			
550A0490	STORM SEWERS, CLASS A, TYPE 2 54"	FOOT	12				12			
550A2340	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 18"	FOOT	57				57			
550A2520	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 12"	FOOT	30				30			
550A2540	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 18"	FOOT	31				31			
550A2610	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 42"	FOOT	104				104			
56400100	FIRE HYDRANTS TO BE MOVED	EACH	1							1
58100200	WATERPROOFING MEMBRANE SYSTEM	SQ YD	82			82				

\* SPECIALTY ITEMS

FILE NAME =	USER NAME = jordanhd	DESIGNED -	REVISED -
ct\p\work\PWIDOT\JORDANHD\dms34552\sl1325\cvr.dgn		DRAWN -	REVISED -
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = Mon Mar 16 08:07:17 2009		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

----- SUMMARY OF QUANTITIES -----

SCALE: \_\_\_\_\_ SHEET NO. \_\_\_\_ OF \_\_\_\_ SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	(17)B	WHITESIDE	376	4
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B74	

BRF

NHF

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	BRF		NHF					
				80% FED 20% STATE X071-2A TOTAL QUANTITY	50% STATE 50% CITY X071-2A TOTAL QUANTITY	80% FED 20% STATE SFTY-2A TOTAL QUANTITY	80% FED 20% STATE J000 TOTAL QUANTITY	80% FED 20% STATE Y044 TOTAL QUANTITY	75% STATE 25% CITY Y044 TOTAL QUANTITY	100% CITY SFTY-2A TOTAL QUANTITY	
58300100	PORTLAND CEMENT MORTAR FAIRING COURSE	FOOT	210			210					
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	95	95							
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	146	146							
60107600	PIPE UNDERDRAINS 4"	FOOT	227				227				
60218400	MANHOLES, TYPE A, 4'- DIAMETER, TYPE 1 FRAME, CLOSED LID	EACH	3				3				
60224445	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, OPEN LID	EACH	2				2				
60242400	INLETS, SPECIAL	EACH	2				2				
60242801	INLETS, SPECIAL, NO. 5	EACH	14				14				
60242803	INLETS, SPECIAL, NO. 7	EACH	1				1				
60242804	INLETS, SPECIAL, NO. 8	EACH	6				6				
60255500	MANHOLES TO BE ADJUSTED	EACH	2								2
60258200	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID	EACH	2								2
60266600	VALVE BOXES TO BE ADJUSTED	EACH	10								10
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	2722				2722				
63200310	GUARDRAIL REMOVAL	FOOT	381				381				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	16				16				
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	2				2				
67100100	MOBILIZATION	L SUM	1				1				
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	7				7				
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1				1				
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1				1				
70102640	TRAFFIC CONTROL AND PROTECTION, STANDARD 701801	L SUM	1				1				
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1				1				
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10				10				
70300625	TEMPORARY PAINT PAVEMENT MARKING LINE 4"	FOOT	12291				12291				
70300660	TEMPORARY PAINT PAVEMENT MARKING LINE 24"	FOOT	131				131				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	3624				3624				
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1575				1575				
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2775				2775				
78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	6107				6107				
78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"	FOOT	118				118				
78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	18				18				
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	28				28				
Z0007601	BUILDING REMOVAL NO. 1	L SUM	1				1				
Z0007602	BUILDING REMOVAL NO. 2	L SUM	1				1				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1				1				
Z0025500	FURNISHING AND INSTALLING PROPERTY MARKERS	EACH	8				8				
Z0030030	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	4				4				
Z0030250	IMPACT ATTENUATORS TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2								
Z0030280	IMPACT ATTENUATORS TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3	EACH	2								
Z0030350	IMPACT ATTENUATORS RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	12								
Z0030360	IMPACT ATTENUATORS RELOCATE (SEVERE USE), TEST LEVEL 3	EACH	2								

\* SPECIALTY ITEMS

FILE NAME = c:\pw_work\PW1007\JORDANHD\dms34552\13985covr.dgn	USER NAME = Jordanhd	DESIGNED - DRAWN -	REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>		<b>SUMMARY OF QUANTITIES</b>			F.A.P. RTE. 309	SECTION (17)R	COUNTY WHITESIDE	TOTAL SHEETS 376	SHEET NO. 5
PLOT SCALE = 50.0000' / IN.	PLOT DATE = Mon Mar 16 08:27:03 2009	CHECKED - DATE -	REVISED - REVISED -			SCALE: _____	SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____	CONTRACT NO. 64B74			ILLINOIS FED. AID PROJECT	

CODE NUMBER	PAY ITEM	UNIT	TOTAL QUANTITY	BRF		NHF					100% CITY
				80% FED 20% STATE	50% STATE 50% CITY	80% FED 20% STATE	80% FED 20% STATE	80% FED 20% STATE	75% STATE 25% CITY	SFTY-2A TOTAL QUANTITY	
				X071-2A TOTAL QUANTITY	X071-2A TOTAL QUANTITY	SFTY-2A TOTAL QUANTITY	J000 TOTAL QUANTITY	Y044 TOTAL QUANTITY	Y044 TOTAL QUANTITY		SFTY-2A TOTAL QUANTITY
Z0023800	FILL EXISTING SEPTIC TANK	EACH	1								
Z0049901	REMOVAL AND DISPOSAL OF NON-FRIABLE ASBESTOS, BUILDING NO. 1	L SUM	1								
Z0065740	SLOTTED DRAIN 12" WITH VARIABLE SLOT	FOOT	94				94				
A2002314	TREE, BETULA NIGRA (RIVER BIRCH), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	8				8				
A2005814	TREE, PLATANUS OCCIDENTALIS (SYCAMORE), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	8				8				
A2006514	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	10				10				
A2006714	TREE, QUERCUS MACROCARPA (BUR OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	8				8				
A2006914	TREE, QUERCUS PALUSTRIS (PIN OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	8				8				
C2001148	SHRUB, CEPHALANTHUS OCCIDENTALIS (BUTTON BUSH), 4' HEIGHT, BALLED AND BURLAPPED	EACH	7				7				
X0320047	REMOVAL OF EXISTING PRECAST PRESTRESSED CONCRETE DECK BEAMS	SQ FT	629			629					
X0322923	SEGMENTAL CONCRETE BLOCK WALL	SQ FT	872								
X0323080	DRAINAGE SCUPPERS, DS-12	EACH	2	2							
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	541	541							
X0326131	RELOCATE EXISTING TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	4								
X0712400	TEMPORARY PAVEMENT	SQ YD	4529				4529				
X0919000	TEMPORARY PAVEMENT REMOVAL	SQ YD	2758				2758				
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1	1							
X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1	1							
X6063401	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.12	FOOT	71				71				
X0326484	STONE MASONRY FACING	FOOT	390		390						
X0326485	DECORATIVE RAILING (DECK MOUNTED)	FOOT	390.0								390
X0326486	DECORATIVE RAILING (PARAPET MOUNTED)	FOOT	390.0								390
XX003000	CLASS SI CONCRETE STEPS • SPECIALTY ITEMS	CU YD	0.35				0.35				

# GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 309 (US 30)	(17R)B	Whiteside	376	7
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64B74				

See cross sections for special ditches and backslopes.

The removal of Bituminous Surfacing not on a rigid type base removed in conjunction with the base shall be removed as EARTH EXCAVATION. The removal of Bituminous Surfacing on a rigid type base removed in conjunction with the base shall be included in the contract unit price for PAVEMENT REMOVAL of the type specified.

The final top 100 mm (four inches) of soil in any right-of-way area disturbed by the Contractor must be capable of supporting vegetation. The soil must be from the A horizon (zero to 2' deep) of soil profiles of local soils.

It is estimated that 3395 cubic yards of earth will be hauled to the job from outside the project limits. A shrinkage factor of 25 % has been used.

All Borrow/Waste/Use sites must be approved by the Department prior to removing any material from the project or initiating any earthmoving activities, including temporary stockpiling outside the limits of construction.

Previously pugmilled stockpiles of "Type A" older than 1 month will not be approved for use until a moisture check is run to verify moisture content. Material shipped to projects without being tested will not be accepted.

The subgrade on this project, exclusive of rock cut areas is scheduled to be improved to a 300 mm (12") depth according to Mechanistic Pavement Design. The areas scheduled to be improved to a depth greater than 300 mm (12") are estimated based on the original geotechnical investigation. The subgrade shall be processed in accordance with Article 301.03 of the Standard Specifications before the engineer shall determine the limits and the additional thickness of improvement required, if any. Any additional undercutting required after this evaluation shall be paid for as EARTH EXCAVATION.

Except for the top 75 mm (3"), all aggregate bases and subbases 300 mm (12") in thickness shall be constructed of aggregate gradation CA-2. If the specified thickness exceeds 300 mm (12"), the bases or subbases shall be constructed of topsize 150 mm (6") breaker-run crushed stone with 70% to 90% by weight, passing the 4" sieve and 15% to 40% by weight, passing the 50 mm (2") size sieve, except for the top 75 mm (3"). The breaker-run crushed stone shall be reasonably uniformly graded from coarse to fine and be taken from a quarry ledge capable of producing Class "D" quality aggregate. The top 75 mm (3") shall be gradation CA-6 or CA-10 regardless of thickness. The water necessary to achieve compaction in all but the top 75 mm (3") layer may be added after the subbase or base course is placed on the grade.

The Portland Cement Concrete Pavement shall have a Type B finish as specified in Article 420.09(e)(2).

The following Mixture Requirements are applicable for this project:

Mixture Uses(s):	Temporary Pavement
PG:	PG 64-22
Design Air Voids	4.0 @ N70
Mixture Composition (Gradation Mixture)	IL 9.5 or 12.5
Friction Aggregate	D
20 Year ESAL	4.3
Mix Unit Weight	112 lbs/sy/in

The Contractor will be required to furnish 140 mm (5 1/2") high brass stencils as approved by the Engineer and install stationing at 250' intervals. Stationing shall be placed on both lanes of 2-lane highways and on the outside lanes in both directions on 4-lane highways. The stations shall be placed 150 mm (6") inside the pavement marking edge so they can be read from the shoulder. This work will be included in the cost of the final pavement surface.

A Nationwide 404 Permit has been issued for this project and the conditions of that permit must be adhered to.

The new number for this structure will be 098-0113.

The contractor shall submit four copies of the required shop drawings for review and approval to the Bureau of Bridges and Structures, 2300 South Dirksen Parkway, Springfield, IL 62764. After approval of initial submittal, the contractor shall submit one set of shop drawings to Dave Lippert, Engineer of Materials, 126 East Ash Street, Springfield, IL 62706, and eight (8) sets of shop drawings to be distributed to:

District 2 District Engineer (1)  
Fabricator (1)  
Contractor (2)  
Resident Engineer (2)  
District 2 Bureau of Materials (2)

The review and approval of temporary sheet piling will require 4 to 6 weeks. The Contractor shall schedule his work accordingly.

The additional thickness of proposed pavement required to match the bridge approach pavement, shown in Standard 420401, shall be included in the cost of the proposed pavement and not paid for separately.

At bridge expansion joints, if temporary expansion joint bulkheads are attached to adjacent deck slabs or abutments for support, the Contractor shall cut the attachments as soon as the concrete has set to prevent joint damage due to horizontal contraction or expansion.

Culvert & bridge flows must be maintained throughout the project. Normal flow shall be allowed to pass at the rate it enters the jobsite. High flows shall be allowed to pass without causing damage to upstream properties.

Precast grated inlet specials may be substituted in lieu of cast-in-place units with floors upon receipt of manufacturer's shop drawings which have been approved by the Department. The Contractor shall be responsible for verifying necessary dimensions on the existing drainage structure required for the attachment. No additional cost for this substitution shall be allowed.

It is anticipated that several mailboxes will require relocation to the approach side of the entrances. When this is done, the contractor shall be required to mount the mailbox on a 100 mm x 100 mm (4" x 4") wood post 1 m (40 inches) above the shoulder surface and extending to a minimum of 0.6 m (24 inches) into the embankment. This work shall be included in the contract unit price for the EARTH EXCAVATION. There are an estimated 10 mailboxes to be relocated.

The cost of making sewer connections to existing drainage structures shall be included in the various contract unit prices for STORM SEWER.

Lateral distances from the centerline on all inlets are to the face of the inlet.

All temporary driveways shall consist of 2" of HMA Surface Course over 8" Aggregate Base Course (Gradation CA-2). All temporary driveways shall be constructed in accordance with Sections 351, 406 and 408 of the current standard specifications. HMA Surface Course shall be paid for at the contract unit price for INCIDENTAL HOT-MIX ASPHALT SURFACING. The aggregate base will be paid for at the contract unit price for AGGREGATE BASE COURSE, TYPE B.

The new manhole lids on this project shall have the word "STORM", "SANITARY", or "WATER" on the lid. The word to be used is noted on the plans. It will be the Contractor's responsibility to determine the word to be used on other lids not noted on the plans. No additional compensation will be allowed for this work.

# GENERAL NOTES

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FAP 309 (US 30)	(17R)B	Whiteside	376	8
FED ROAD DIST. NO.	ILLINOIS	PROJECT		
Contract #64B74				

All proposed manholes on this project shall be cast in place or precast. This work will be paid for at the contract unit price Each for MANHOLE of the type and size specified.

The Contractor shall determine flowlines of existing sewer lines which are shown on the plans as estimated or unknown. This information is necessary before ordering inlets and manholes.

All proposed manholes on this project shall be cast in place or precast. This work will be paid for at the contract unit price Each for MANHOLE of the type and size specified.

The underdrain system scheduled on this project is to be constructed in accordance with Section 601 of the Standard Specifications for Road and Bridge Construction, except when the Recurring Special Provision Pipe Underdrains is included, the fabric envelope encasement of the pipe shall be omitted.

Pavement Marking shall be done according to Standard 780001, except as follows:

1. All words, such as ONLY, shall be 2.4 m (8 feet) high.
2. All non-freeway arrows shall be the large size.
3. The distance between yellow no-passing lines shall be 200 mm (8"), not 180 mm (7") as shown in the detail of Typical Lane and Edge Lines.

PERMANENT SURVEY MARKERS, TYPE II, shall be set at intervals of 1.6 Km (1 mile) or as directed by the Engineer. Bridge or culvert projects shall have one survey marker placed near the structure. Estimated: 2 Each.

Permanent Survey Markers, Type II placed in urban areas should be placed in sidewalk areas. The marker shall be placed as shown on Highway Standard 667101. The sidewalk shall be placed around the marker and flush with the top.

Permanent Survey Markers, Type II shall be cast-in-place as shown on District Standard 66.2. The bottom of the marker shall be 5'-0" below the ground surface.

The Contractor shall submit to the Engineer a description of location, elevation, and coordinates for each permanent survey marker. The horizontal and vertical coordinates must be derived by GPS and the elevation derived by a closed level circuit. The Engineer shall submit this information to the Survey Crew.

The temporary concrete barrier shall be anchored to the pavement with 6 anchors per section at the following locations:

All barrier should be pinned on existing and temporary pavement.

Tree planting layout shall be performed by the District Landscape Architect. Mulch shall be placed 4" thick and to the diameter around the tree as shown on District Standard 92.1. The mulch shall be hardwood wood chips placed on weed barrier fabric. This work shall be included in the cost of the tree.

The Contractor shall be responsible for protecting utility property during construction operations as outlined in Article 107.31 of the Standard Specifications. A minimum of 48 hours advance notice is required for non-emergency work. The JULIE number is 800-892-0123. The following listed utilities located within the project limits or immediately adjacent to the project construction limits are members of JULIE:

Mediacom  
NICOR Gas Co.  
Lightcore

Commonwealth Edison Co.  
Frontier/Citizens  
City of Morrison

The applicable portions of Article 105.07 of the Standard Specification shall apply except for the following: The Contractor shall be responsible to locate the vertical depths of the underground utilities which may interfere with construction operations. This work will not be measured or paid for separately, but shall be considered as included in the unit bid price for the item of construction involved.

Per SB 699 (90 day utility relocation law), once right-of-way is clear to award the project, a notice will be sent to the utility companies instructing them to have their facilities relocated within 90 days. Estimated date relocation complete = Letting Date + 135 days.

CADD data will be available to Contractors and Consultants working on this project. This information will be provided upon request as MicroStation CADD files and Geopak coordinate geometry files ONLY. If data is required in other formats it will be your responsibility to make these conversions. If any discrepancy or inconsistency arises between the electronic data and the information on the hard copy, the information on the hard copy should be used. Contact the District's Project Engineer to request these files.

It shall be the Contractor's responsibility to contact the municipality to determine approved methods of utility structure adjustment. Utility structures may include, but are not limited to, manholes, water valves, handholes, etc. All materials and work necessary to complete adjustments per municipality requirements shall be considered included in the cost of the associated adjustment pay item.

Storm Sewer pipe located between Sta. 1037+02.91RT – Sta. 1037+34.27RT and the PRC Flared End Section shall be connected/secured by mechanical joints for concrete pipe in accordance with District Standard 90.2.

The last three pieces of storm sewer pipe between Sta. 1038+38.37RT – Sta. 1039+20.37RT and the PRC Flared End Section shall be connected/secured by mechanical joints for concrete pipe in accordance with District Standard 90.2.

The Portland Cement Concrete Pavement shall have a Type B final finish as specified in article 420.09 (e) (2).

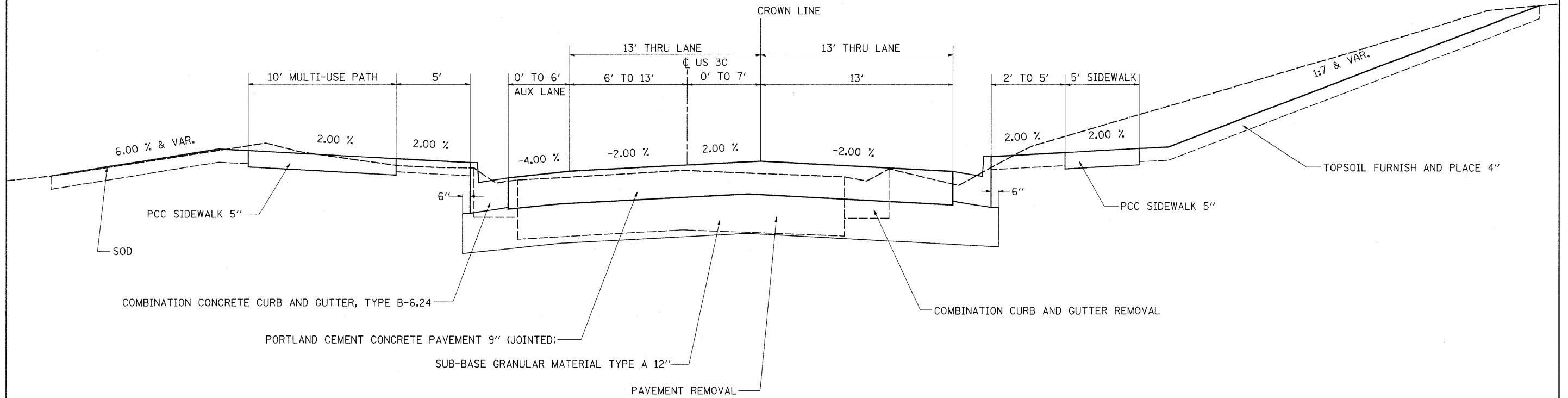
Any relocation of Traffic Signal equipment due to stage construction changes will not be paid for separately, but shall be included in the cost of the initial installation (Pre-Stage 4 – Pre-Stage 5).

The cost of Temporary Driveways shall not be paid for separately but shall be included in the contract unit price for the various items of work.

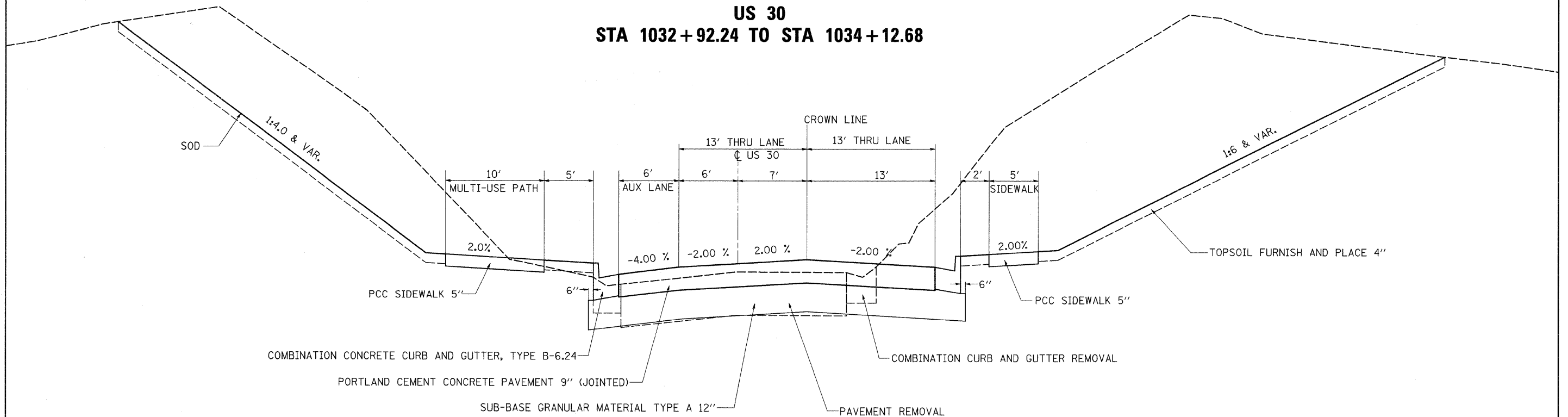
Power poles located at Sta. 1032 30'RT, Sta. 1033+55 25'RT, and Sta. 1035 30'RT are located within established easement/construction limits that require a significant amount of excavation (cut). These poles cannot be relocated and the contractor must work around the poles and ensure the poles are not disturbed during construction.



**US 30  
STA 1031+30.05 TO STA 1032+92.24**

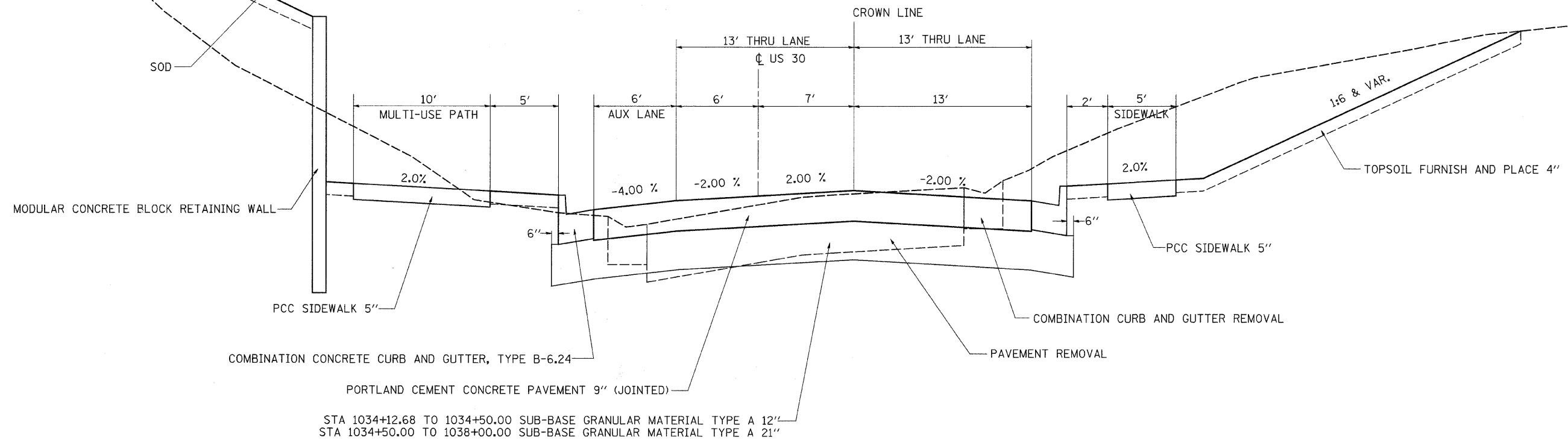


**US 30  
STA 1032+92.24 TO STA 1034+12.68**

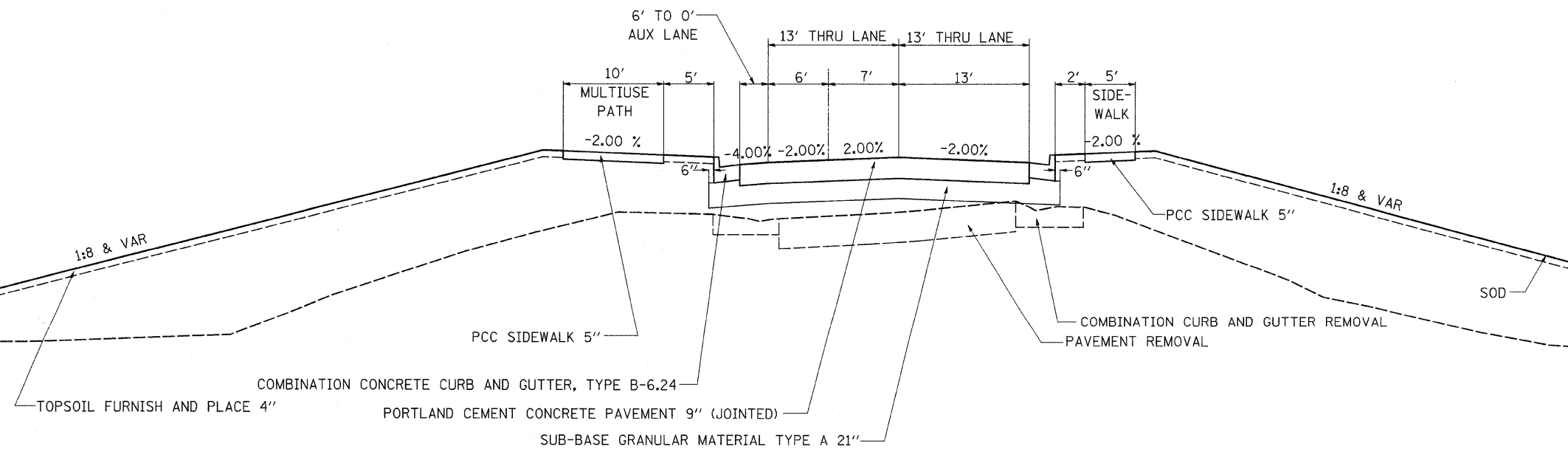


FILE NAME =	USER NAME = ditzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = Fri Mar 13 08:49:27 2009	DATE -	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 64B74				
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

**US 30  
STA 1034+12.68 TO STA 1035+37.33**

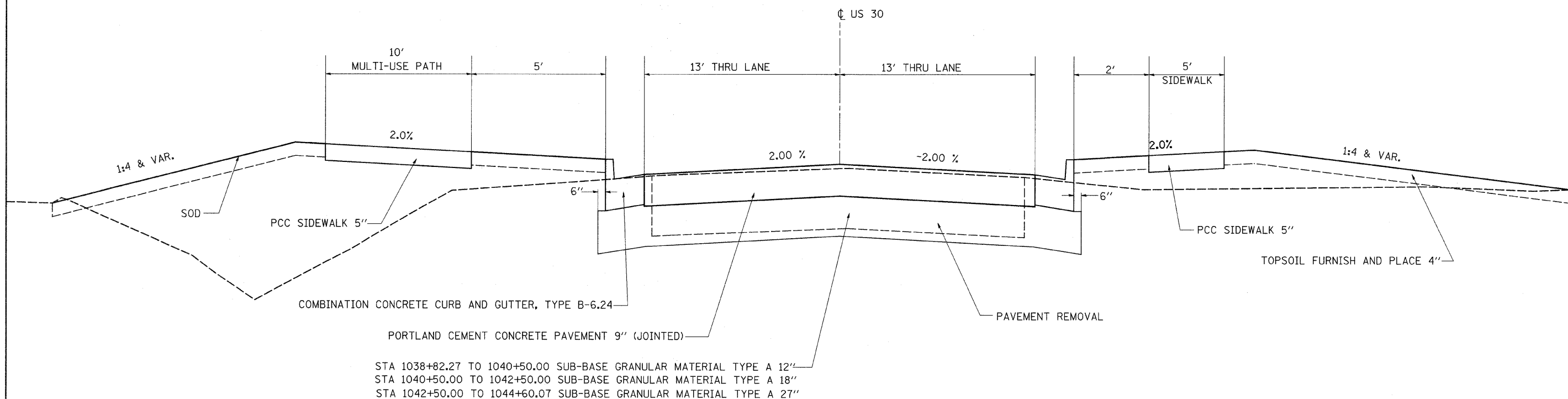


**US 30  
STA 1035+37.33 TO STA 1036+87.27**

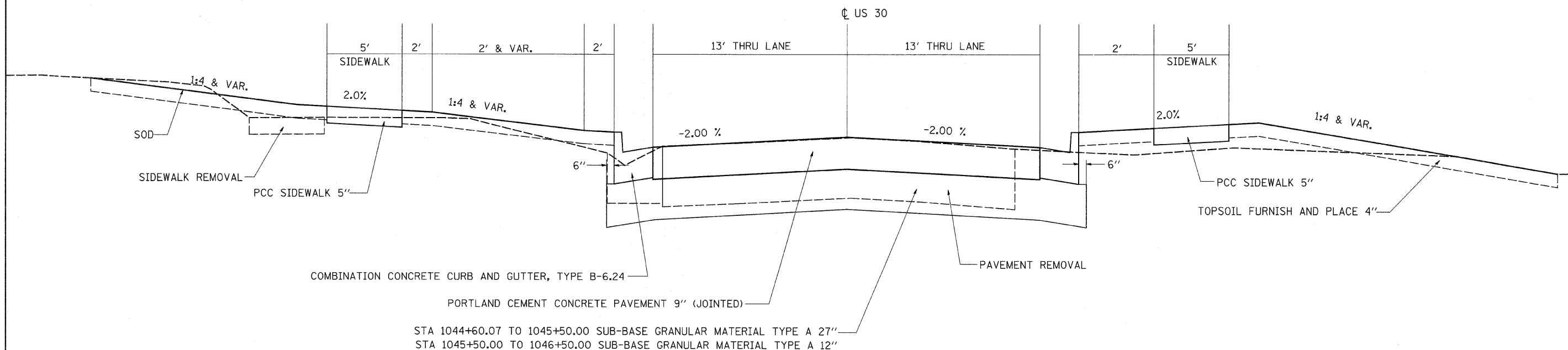


FILE NAME =	USER NAME = ditzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pwork\pwork\ditzlerse\dms34552\st13805typ.dgn	DRAWN -	REVISED -	309					(17R)B	WHITESIDE	376	10	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64B74									
PLOT DATE = Fri Mar 13 08:49:28 2009	DATE -	REVISED -	SCALE:		SHEET NO.	OF SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

**US 30  
STA 1038+82.27 TO STA 1044+60.07**

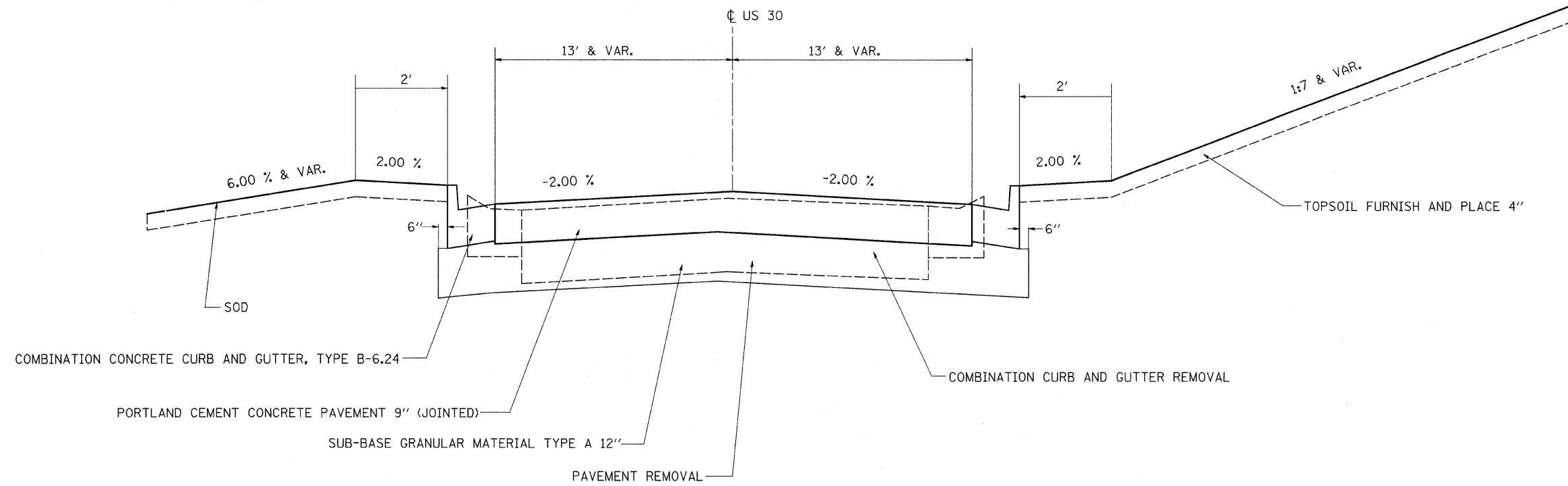


**US 30  
STA 1044+60.07 TO STA 1046+50**



FILE NAME =	USER NAME = ditzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
ct:\pw_work\pwidot\ditzlerse\dms34852\st1305.tpo.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	309	(17)B	WHITESIDE	376	11
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -						CONTRACT NO. 64B74						
PLOT DATE = Fri Mar 13 08:49:28 2009		DATE -	REVISED -		ILLINOIS FED. AID PROJECT										

**MILNES DR  
STA 160+13.01 TO STA 160+85.00**



FILE NAME =	USER NAME = ditzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 50,0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64B74									
PLOT DATE = Fri Mar 13 08:49:29 2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			



**HORIZONTAL CONTROL POINTS**

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
6	1876859.0860	2346547.7500	668.8390	EXUS30	1021+82.04	17.5499' RT	GPS CONTROL POINT, PIN
10	1875361.9050	2347590.8390	631.9970	EXUS30	1040+32.04	30.0995' RT	GPS CONTROL POINT, PIN
39	1876266.9640	2347137.3880	668.2340	EXUS30	1030+22.47	21.7009' LT	GPS CONTROL POINT, PK NAIL
40	1874624.1780	2348232.6290	650.5790	EXUS30	1050+03.80	24.4949' RT	GPS CONTROL POINT, CROSS CUT
41	1874404.2500	2348614.6530	652.6590	EXUS30	1054+44.60	27.0437' RT	GPS CONTROL POINT, CROSS CUT

**SURVEY WORK POINTS**

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
60	1874322.9730	2348770.0480	653.2120	EXUS30	1056+19.86	20.9656' RT	TOPO SURVEY POINT, NAIL
61	1875003.4660	2347874.1190	632.5180	EXUS30	1044+87.22	25.5521' RT	TOPO SURVEY POINT, NAIL

**BENCH MARKS**

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
406	1876772.1870	2346605.0990	668.3230	EXUS30	1022+81.84	52.7953' RT	SIGN FOUNDATION, TOP
410	1875550.4450	2347481.5310	633.5980	EXUS30	1038+15.56	17.2515' RT	HEADWALL, TOP
412	1875210.7420	2347774.8760	632.4080	EXUS30	1042+63.26	25.9731' LT	HEADWALL, TOP
439	1876279.6260	2347149.9370	668.3110	EXUS30	1030+17.82	38.8908' LT	R.O.W. MARKER, TOP
440	1874545.6470	2348199.1210	653.0780	EXUS30	1050+13.45	109.3287' RT	FIRE HYDRANT, BOLT

**REFERENCE TIES**

POINT	CHAIN	STATION	OFFSET	DESCRIPTION
506	EXUS30	1023+10.24	44.6562' RT	POWER POLE, NAIL
507	EXUS30	1022+07.74	47.7252' LT	POWER POLE, NAIL
508	EXUS30	1021+10.09	53.1342' RT	HOUSE, CORNER
509	EXUS30	1030+11.36	36.8503' LT	POWER POLE, NAIL
510	EXUS30	1030+17.82	38.9003' LT	R.O.W. MARKER, TOP
511	EXUS30	1030+46.76	42.7625' LT	HOUSE, CORNER
512	EXUS30	1039+80.46	35.2673' RT	POWER POLE, NAIL
513	EXUS30	1041+23.23	38.4013' RT	POWER POLE, NAIL
514	EXUS30	1040+32.21	46.4464' RT	SIGN POLE, PAINTED
515	EXUS30	1050+48.66	13.8969' RT	POWER POLE, NAIL
516	EXUS30	1049+78.63	14.6146' RT	HOUSE, CORNER
517	EXUS30	1049+58.38	51.7458' RT	HOUSE, CORNER
518	EXUS30	1053+69.38	16.3399' LT	POWER POLE, NAIL
519	EXUS30	1054+85.07	16.0757' LT	POWER POLE, NAIL
520	EXUS30	1054+31.93	61.3261' RT	HOUSE, CORNER

**CURVE POINT NUMBERS**

CHAIN	CURVE	PI	CC	PC	PT
EXUS30	200	200	201	202	203
EXUS30	210	210	211	212	213
EXUS30	220	220	221	222	223
EXUS30	230	230	231	232	233

Curve Data  
\*\*\*\*\*

Curve 210  
 P.I. Station 1035+48.9395 N 1,875,784.4660 E 2,347,352.1599  
 Delta = 6° 47' 54.7018" (LT)  
 Degree = 3° 38' 16.8567"  
 Tangent = 93.5471'  
 Length = 186.8746'  
 Radius = 1,574.9184'  
 External = 2.7758'  
 Long Chord = 186.7650'  
 Mid. Ord. = 2.7709'  
 P.C. Station 1034+55.3924 N 1,875,868.6632 E 2,347,311.3937  
 P.T. Station 1036+42.2671 N 1,875,705.6866 E 2,347,402.6067  
 C.C. N 1,876,554.9864 E 2,348,728.9015

Course from PT 210 to PC 220 147° 21' 58.7593" Dist 240.8917'

Curve Data  
\*\*\*\*\*

Curve 220  
 P.I. Station 1040+61.8787 N 1,875,352.3167 E 2,347,628.8890  
 Delta = 5° 54' 27.2383" (LT)  
 Degree = 1° 39' 15.1527"  
 Tangent = 178.7200'  
 Length = 357.1233'  
 Radius = 3,463.6359'  
 External = 4.6078'  
 Long Chord = 356.9651'  
 Mid. Ord. = 4.6017'  
 P.C. Station 1038+83.1587 N 1,875,502.8232 E 2,347,532.5114  
 P.T. Station 1042+40.2820 N 1,875,212.5291 E 2,347,740.2454  
 C.C. N 1,877,370.6438 E 2,350,449.3623

Course from PT 220 to PC 230 141° 27' 31.5210" Dist 560.0851'

Curve Data  
\*\*\*\*\*

Curve 230  
 P.I. Station 1048+95.2823 N 1,874,700.2142 E 2,348,148.3616  
 Delta = 21° 51' 40.9566" (LT)  
 Degree = 11° 39' 28.9586"  
 Tangent = 94.9152'  
 Length = 187.5218'  
 Radius = 491.4699'  
 External = 9.0814'  
 Long Chord = 186.3864'  
 Mid. Ord. = 8.9166'  
 P.C. Station 1048+00.3671 N 1,874,774.4530 E 2,348,089.2220  
 P.T. Station 1049+87.8889 N 1,874,653.3353 E 2,348,230.8920  
 C.C. N 1,875,080.6770 E 2,348,473.6301

Course from PT 230 to 240 119° 35' 50.5644" Dist 700.4148'

Point 240 N 1,874,307.3990 E 2,348,839.9150 Sta 1056+88.3038

Course from 240 to 250 113° 04' 45.4789" Dist 287.7746'

Point 250 N 1,874,194.5900 E 2,349,104.6570 Sta 1059+76.0783

Course from 250 to 380 111° 31' 40.1283" Dist 812.8756'

Point 380 N 1,873,896.3030 E 2,349,860.8260 Sta 1067+88.9539

Course from 380 to PC 260 113° 35' 57.3543" Dist 543.6410'

Beginning chain EXUS30 description  
 =====

Point 100 N 1,878,371.0680 E 2,344,169.0420 Sta 993+62.4713

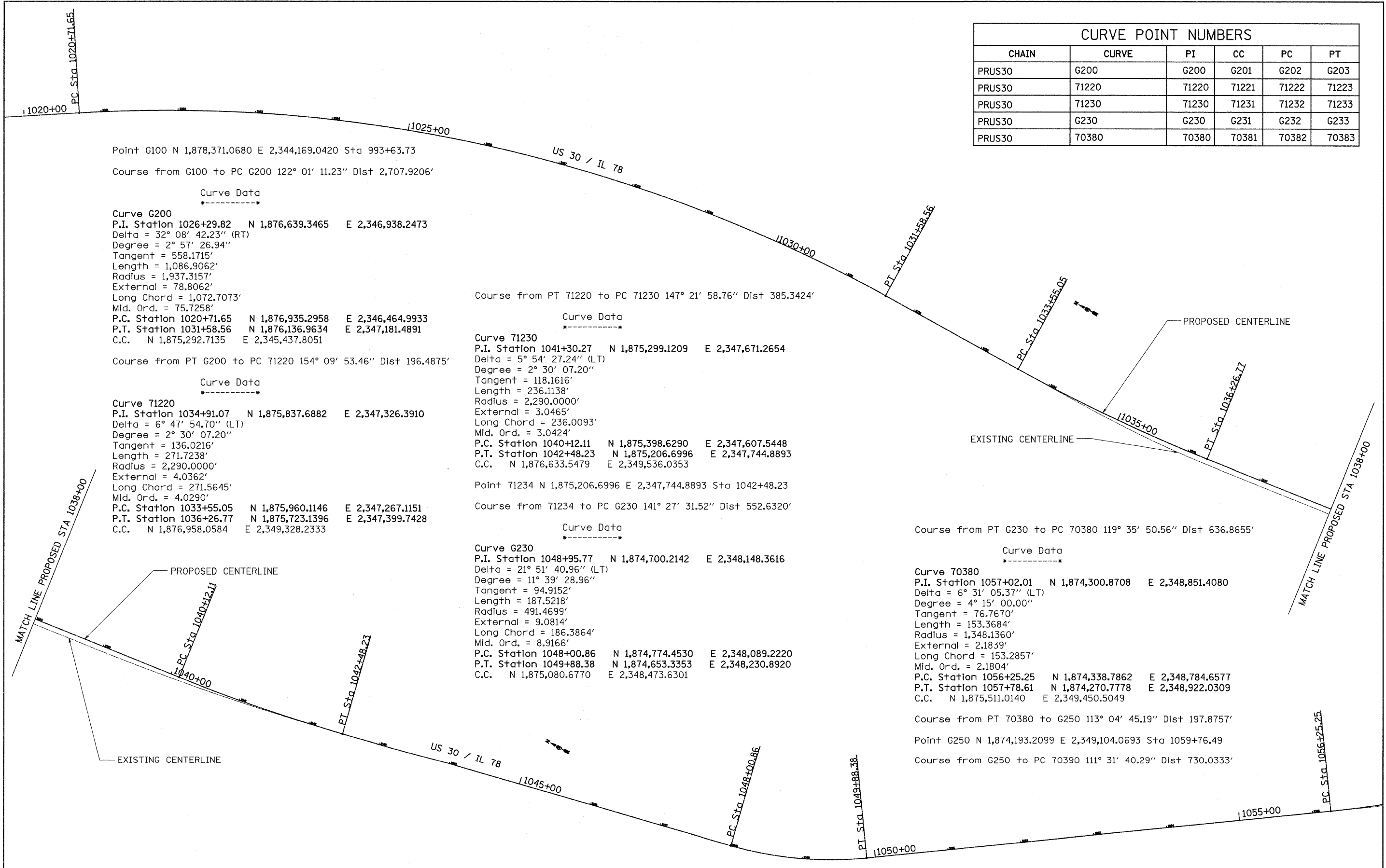
Course from 100 to PC 200 122° 01' 11.2276" Dist 2,707.9206'

Curve Data  
\*\*\*\*\*

Curve 200  
 P.I. Station 1026+28.5634 N 1,876,639.3465 E 2,346,938.2473  
 Delta = 32° 08' 42.2335" (RT)  
 Degree = 2° 57' 26.9384"  
 Tangent = 558.1715'  
 Length = 1,086.9062'  
 Radius = 1,937.3157'  
 External = 78.8062'  
 Long Chord = 1,072.7073'  
 Mid. Ord. = 75.7258'  
 P.C. Station 1020+70.3919 N 1,876,935.2958 E 2,346,464.9933  
 P.T. Station 1031+57.2981 N 1,876,136.9634 E 2,347,181.4891  
 C.C. N 1,875,292.7135 E 2,345,437.8051

Course from PT 200 to PC 210 154° 09' 53.4611" Dist 298.0943'

CURVE POINT NUMBERS					
CHAIN	CURVE	PI	CC	PC	PT
PRUS30	G200	G200	G201	G202	G203
PRUS30	71220	71220	71221	71222	71223
PRUS30	71230	71230	71231	71232	71233
PRUS30	G230	G230	G231	G232	G233
PRUS30	70380	70380	70381	70382	70383



Point G100 N 1,878,371.0680 E 2,344,169.0420 Sta 993+63.73  
 Course from G100 to PC G200 122° 01' 11.23" Dist 2,707.9206'

Curve Data  
 \*-----\*  
 Curve G200  
 P.I. Station 1026+29.82 N 1,876,639.3465 E 2,346,938.2473  
 Delta = 32° 08' 42.23" (RT)  
 Degree = 2° 57' 26.94"  
 Tangent = 558.1715'  
 Length = 1,086.9062'  
 Radius = 1,937.3157'  
 External = 78.8062'  
 Long Chord = 1,072.7073'  
 Mid. Ord. = 75.7258'  
 P.C. Station 1020+71.65 N 1,876,935.2958 E 2,346,464.9933  
 P.T. Station 1031+58.56 N 1,876,136.9634 E 2,347,181.4891  
 C.C. N 1,875,292.7135 E 2,345,437.8051

Course from PT G200 to PC 71220 154° 09' 53.46" Dist 196.4875'

Curve Data  
 \*-----\*  
 Curve 71220  
 P.I. Station 1034+91.07 N 1,875,837.6882 E 2,347,326.3910  
 Delta = 6° 47' 54.70" (LT)  
 Degree = 2° 30' 07.20"  
 Tangent = 136.0216'  
 Length = 271.7238'  
 Radius = 2,290.0000'  
 External = 4.0362'  
 Long Chord = 271.5645'  
 Mid. Ord. = 4.0290'  
 P.C. Station 1033+55.05 N 1,875,960.1146 E 2,347,267.1151  
 P.T. Station 1036+26.77 N 1,875,723.1396 E 2,347,399.7428  
 C.C. N 1,876,958.0584 E 2,349,328.2333

Course from PT 71220 to PC 71230 147° 21' 58.76" Dist 385.3424'

Curve Data  
 \*-----\*  
 Curve 71230  
 P.I. Station 1041+30.27 N 1,875,299.1209 E 2,347,671.2654  
 Delta = 5° 54' 27.24" (LT)  
 Degree = 2° 30' 07.20"  
 Tangent = 118.1616'  
 Length = 236.1138'  
 Radius = 2,290.0000'  
 External = 3.0465'  
 Long Chord = 236.0093'  
 Mid. Ord. = 3.0424'  
 P.C. Station 1040+12.11 N 1,875,398.6290 E 2,347,607.5448  
 P.T. Station 1042+48.23 N 1,875,206.6996 E 2,347,744.8893  
 C.C. N 1,876,633.5479 E 2,349,536.0353

Point 71234 N 1,875,206.6996 E 2,347,744.8893 Sta 1042+48.23

Course from 71234 to PC G230 141° 27' 31.52" Dist 552.6320'

Curve Data  
 \*-----\*  
 Curve G230  
 P.I. Station 1048+95.77 N 1,874,700.2142 E 2,348,148.3616  
 Delta = 21° 51' 40.96" (LT)  
 Degree = 11° 39' 28.96"  
 Tangent = 94.9152'  
 Length = 187.5218'  
 Radius = 491.4699'  
 External = 9.0814'  
 Long Chord = 186.3864'  
 Mid. Ord. = 8.9166'  
 P.C. Station 1048+00.86 N 1,874,774.4530 E 2,348,089.2220  
 P.T. Station 1049+88.38 N 1,874,653.3353 E 2,348,230.8920  
 C.C. N 1,875,080.6770 E 2,348,473.6301

Course from PT G230 to PC 70380 119° 35' 50.56" Dist 636.8655'

Curve Data  
 \*-----\*  
 Curve 70380  
 P.I. Station 1057+02.01 N 1,874,300.8708 E 2,348,851.4080  
 Delta = 6° 31' 05.37" (LT)  
 Degree = 4° 15' 00.00"  
 Tangent = 76.7670'  
 Length = 153.3684'  
 Radius = 1,348.1360'  
 External = 2.1839'  
 Long Chord = 153.2857'  
 Mid. Ord. = 2.1804'  
 P.C. Station 1056+25.25 N 1,874,338.7862 E 2,348,784.6577  
 P.T. Station 1057+78.61 N 1,874,270.7778 E 2,348,922.0309  
 C.C. N 1,875,511.0140 E 2,349,450.5049

Course from PT 70380 to G250 113° 04' 45.19" Dist 197.8757'

Point G250 N 1,874,193.2099 E 2,349,104.0693 Sta 1059+76.49

Course from G250 to PC 70390 111° 31' 40.29" Dist 730.0333'

FILE NAME =	USER NAME = ditzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PROPOSED HORIZONTAL CONTROL</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cd:\pwork\pwork\ditzlerse\dms34552\sl3805hvo.dgn	DRAWN -	REVISED -	309			(17)B	WHITESIDE	376	15	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64B74							
PLOT DATE = Fri Mar 13 08:49:21 2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. OF SHEETS STA. TO STA.					

20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	REMARKS
	LOCATION		
	1033+64	61' LT	14
	1034+04	49' RT	8
	1034+60	59' LT	12
	1034+93	58' LT	10
	1035+05	56' LT	12
	1035+25	60' LT	12
	1036+62	65' RT	10
	1038+13	34' LT	8
	1038+26	55' LT	12
	1038+39	71' LT	10
	1038+40	70' LT	10
	1039+10	35' LT	6
	1039+18	39' LT	8
	TOTAL	=	132

20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	REMARKS
	LOCATION		
	1033+46	57' LT	18
	1033+63	49' RT	36
	1033+68	45' RT	22
	1034+71	57' LT	30
	1035+66	66' LT	16
	1037+12	82' RT	18
	1037+13	49' RT	24
	1037+13	57' RT	24
	1037+14	67' RT	16
	1037+23	52' LT	40
	1037+34	65' LT	28
	1037+36	50' LT	24
	1037+42	84' LT	36
	1038+19	49' LT	16
	1038+29	50' LT	40
	1038+23	39' LT	20
	1038+34	59' LT	36
	1038+38	67' LT	20
	1038+45	75' LT	36
	1038+56	91' LT	36
	1038+75	48' LT	20
	1038+94	46' LT	40
	1039+41	49' LT	32
	1039+55	30' LT	50
	1039+70	52' LT	55
	1039+83	53' LT	55
	1039+96	50' LT	36
	1039+98	47' LT	30
	1040+04	50' LT	30
	1040+07	44' LT	30
	1040+12	45' LT	40
	1040+14	47' LT	70
	1040+23	43' LT	30
	1040+33	46' RT	60
	1040+35	49' LT	85
	1045+05	31' LT	32
	TOTAL	=	1231

20800150	TRENCH BACKFILL	CU YD	REMARKS
	LOCATION		
	RT. STA. 1031+39.45 TO RT. STA 1032+82.71	31.37	
	RT. STA. 1032+82.71 TO RT STA. 1033+86.53	79.20	
	LT. STA 1033+86.48 TO RT. STA 1033+86.53	8.58	ACROSS ROAD STORM SEWER
	RT. STA 1033+86.53 TO RT. STA 1036+36.50	63.51	
	LT. STA 1036+36.77 TO RT. STA 1036+36.50	6.24	ACROSS ROAD STORM SEWER
	RT. STA 1036+36.50 TO RT. STA 1036+36.43	4.98	
	RT. STA 1039+20.37 TO RT. STA 1040+01.40	121.85	
	LT. STA 1039+75.31 TO LT. STA 1040+01.43	24.47	UNDER SIDEWALK (18')
	LT. STA 1040+01.43 TO RT. STA 1040+01.40	9.60	ACROSS ROAD STORM SEWER
	RT. STA 1040+01.40 TO RT. STA 1041+51.64	107.05	
	RT. STA 1041+51.64 TO RT. STA 1042+44.04	82.39	
	LT. STA 1041+13.46 TO LT. STA 1041+75.16	26.04	
	LT. STA 1041+75.16 TO LT. STA 1042+46.00	49.66	
	LT. STA 1042+45.67 TO LT. STA 1042+46.00	8.43	
	LT. STA 1042+46.00 TO RT. STA 1042+44.04	12.74	ACROSS ROAD STORM SEWER
	RT. STA 1042+44.04 TO RT. STA 1043+77.00	80.88	
	LT. STA 1044+37.84 TO LT. STA 1043+77.00	43.10	UNDER BIKE PATH (38')
	LT. STA 1043+77.00 TO RT. STA 1043+77.00	1.83	ACROSS ROAD STORM SEWER
	RT. STA 1043+77.00 TO RT. STA 1044+00.18	4.66	
	RT. STA 1044+00.18 TO RT. STA 1045+40.80	75.10	
	LT. STA 1044+83.96 TO LT. STA 1044+86.88	0.45	
	LT. STA 1044+86.88 TO LT. STA 1045+40.39	47.33	UNDER BIKE PATH (20')
	LT. STA 1045+40.39 TO RT. STA 1045+40.80	4.82	ACROSS ROAD STORM SEWER
	RT. STA 1045+40.80 TO RT. STA 1046+50.62	110.91	
	LT. STA 1046+50.19 TO RT. STA 1046+50.62	3.31	ACROSS ROAD STORM SEWER
	TOTAL	=	1008.50

25200200	SUPPLEMENTAL WATERING	UNIT	REMARKS
	LOCATION		
	AREA OF SEEDING AND SODDING	87	3 APPLICATIONS @ 3 GAL/SQ YD
	TOTAL	=	87

28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	REMARKS
	LOCATION		
	VARIOUS LOCATIONS	2400	MINIMUM OF 4 APPLICATIONS
	TOTAL	=	2400

28000400	PERIMETER EROSION BARRIER	FOOT	REMARKS
	LOCATION		
	VARIOUS LOCATIONS	631	
	TOTAL	=	631

28000500	INLET AND PIPE PROTECTION	EACH	REMARKS
	LOCATION		
	STA. 1039+75.31	1	43.41' LT
	STA. 1042+44.75	1	44.93' LT
	TOTAL	=	2

28200200	FILTER FABRIC	SQ YD	REMARKS
	LOCATION		
	CREEK UNDER BRIDGE	1067.00	There is 1348 Sq Yd of additional quantity for the bridge
	TOTAL	=	1067.00

28500400	ARTICULATED BLOCK REVETMENT MAT	SQ YD	REMARKS
	LOCATION		
	CREEK UNDER BRIDGE	1067.00	There is 1348 Sq Yd of additional quantity for the bridge
	TOTAL	=	1067.00

42400200	PORTLAND CEMENT CONCRETE SIDEWALK, 5 INCH	SQ FT	REMARKS
	LOCATION		
	STA. 1031+17.77 TO STA. 1036+87.11	LT 5513.27	10' WIDE (BIKE PATH)
	STA. 1031+65.49 TO STA. 1036+87.62	RT 2610.15	5' WIDE
	STA. 1038+82.27 TO STA. 1044+37.92	LT 5507.56	10' WIDE (BIKE PATH)
	STA. 1038+82.27 TO STA. 1045+83.13	RT 3494.52	5' WIDE
	STA. 1044+89.96 TO STA. 1048+06.92	LT 1585.68	5' WIDE
	TOTAL	=	18711.2

42400800	DETECTABLE WARNINGS	SQ FT	REMARKS
	LOCATION		
	STA. 1044+36	LT 25.10	
	STA. 1044+96	LT 14.47	
	TOTAL	=	39.57

44000100	PAVEMENT REMOVAL	SQ YD	REMARKS
	LOCATION		
	STA 1031+30.05 TO STA 1037+22.59	1430.87	EOP to EOP
	STA 1038+17.25 TO STA 1046+62.00	2155.96	EOP to EOP
	MILNES DRIVE	432.36	EOP to EOP
	TOTAL	=	4019

44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	REMARKS
	LOCATION		
	RT Sta 1031+73.19	53.33	
	LT Sta 1032+00.74	72.67	
	RT Sta 1032+58.97	161.22	
	LT Sta 1032+82.59	54.03	
	RT Sta 1035+21.35	63.53	
	RT Sta 1035+42.13	52.95	
	RT Sta 1036+77.37	165.54	
	LT Sta 1037+21.31	462.84	
	LT Sta 1039+30.16	98.13	
	RT Sta 1039+43.57	184.82	
	RT Sta 1040+91.04	343.58	
	LT Sta 1041+31.22	524.49	
	RT Sta 1042+10.59	251.35	
	LT Sta 1043+06.72	96.79	
	RT Sta 1043+51.71	255.00	
	RT Sta 1044+47.25	159.40	
	RT Sta 1045+07.82	189.00	
	TOTAL	=	3189

FILE NAME =	USER NAME = jordanh	DESIGNED -	REVISED -
ca:\pwwork\pwwid\jordanh\dms34582\11305avr.dgn		DRAWN -	REVISED -
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = Mon Apr 27 15:23:19 2009		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

-----**SCHEDULE OF QUANTITIES**-----

SCALE: \_\_\_\_\_ SHEET NO. \_\_\_ OF \_\_\_ SHEETS STA. \_\_\_\_\_ TO STA. \_\_\_\_\_

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	177B	WHITESIDE	376	16
CONTRACT NO. 64B74			ILLINOIS FED. AID PROJECT	



44000400	GUTTER REMOVAL LOCATION STA 1031+16.61 TO STA 1037+02.83 STA 1031+30.22 TO STA 1037+03.10 STA 1045+25.14 TO STA 1048+06.65 STA 1045+65.31 TO STA 1046+62.00 MILNES DR	RT LT LT RT LT TOTAL =	FOOT 586.22 572.88 281.51 96.69 154.00 1691	REMARKS	550A0120	STORM SEWERS, CLASS A, TYPE 1 24" LOCATION STA. 1042+45.67 TO 1042+46.00 STA. 1042+46.00 LT TO 1042+44.04 RT STA. 1042+44.04 TO 1042+42.65	LT RT RT TOTAL =	FOOT 22 32 12 66	REMARKS FLOW LINE 629.50 TO 629.35 FLOW LINE 627.30 TO 627.10 FLOW LINE 625.14 TO 625.08
44000600	SIDEWALK REMOVAL LOCATION STA 1036+77.71 TO STA 1036+97.42 STA 1045+21.81 TO STA 1048+06.92 STA 1045+40.62 STA 1045+98.17	LT LT LT LT TOTAL =	SO FT 61.74 1392.92 14.61 20.24 1490	REMARKS SIDEWALK IS LOCATED OFF OF DRIVE  FROM SIDEWALK TO ROW FROM SIDEWALK TO ROW	550A0180	STORM SEWERS, CLASS A, TYPE 1 42" LOCATION STA 1043+77.00 TO 1042+44.04 STA 1044+00.18 TO 1043+77.00	RT RT TOTAL =	FOOT 127 18 145	REMARKS FLOW LINE 627.60 TO 627.00 FLOW LINE 627.80 TO 627.70
50100300	REMOVAL OF EXISTING STRUCTURE NO. 1 LOCATION STA 1042+46.47	EACH TOTAL =	1 1	REMARKS 3 - 10' X 6.5' BOX CULVERTS	550A0190	STORM SEWERS, CLASS A, TYPE 1 48" LOCATION STA. 1039+20.37 TO 1038+38.37 STA. 1040+01.40 TO 1039+20.37 STA. 1041+51.64 TO 1040+01.40 STA. 1042+44.04 TO 1041+51.64	RT RT RT RT TOTAL =	FOOT 71 76 146 88 381	REMARKS FLOW LINE 625.00 TO 624.71 FLOW LINE 625.55 TO 625.20 FLOW LINE 626.40 TO 625.65 FLOW LINE 626.90 TO 626.50
50100400	REMOVAL OF EXISTING STRUCTURE NO. 2 LOCATION STA 1032+67.93 TO 1033+64.12	EACH RT TOTAL =	1 1	REMARKS RETAINING WALL - RT 21.67' TO RT 19.62'	550A0490	STORM SEWERS, CLASS A, TYPE 2 54" LOCATION STA. 1042+43.31 TO 1042+42.73	RT TOTAL =	FOOT 12 12	REMARKS TIE INTO EXISTING PIPE CULVERT, FLOW LINE 625.03 TO 624.97
50105220	PIPE CULVERT REMOVAL LOCATION STA 1044+12.86 TO STA 1044+96.39	LT TOTAL =	FOOT 84 84	REMARKS AR CULVERT ON MILNES DRIVE	550A2340	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 1 18" LOCATION STA. 1044+86.88 TO 1045+40.39	LT TOTAL =	FOOT 57 57	REMARKS FLOW LINE 629.30 TO 629.10
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12" LOCATION STA. 1037+34.27 STA. 1039+75.31	RT LT TOTAL =	EACH 1 1 2	REMARKS 34.16' RT, OUTLET FLOW LINE 624.41 43.41' LT, OUTLET FLOW LINE 631.04	550A2520	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 12" LOCATION STA. 1046+50.19 LT TO 1046+50.62 RT	RT TOTAL =	FOOT 30 30	REMARKS FLOW LINE 634.10 TO 633.85
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24" LOCATION STA. 1042+45.67	LT TOTAL =	EACH 1 1	REMARKS 44.93' LT, OUTLET FLOW LINE 629.57	550A2540	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 18" LOCATION STA. 1045+40.39 LT TO 1045+40.80 RT	LT TOTAL =	FOOT 31 31	REMARKS FLOW LINE 628.90 TO 628.75
54213693	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 48" LOCATION STA. 1038+38.37	RT TOTAL =	EACH 1 1	REMARKS 36.46' RT, OUTLET FLOW LINE 624.64	550A2610	STORM SEWERS, RUBBER GASKET, CLASS A, TYPE 2 42" LOCATION STA. 1044+00.18 TO 1045+40.80 STA. 1046+50.62 TO 1045+40.80	RT RT TOTAL =	FOOT 135.00 104 104	REMARKS FLOW LINE 627.90 TO 628.65 FLOW LINE 629.20 TO 628.65
5421A024	PIPE CULVERTS, CLASS A, TYPE 1 24" (TEMPORARY) LOCATION STA. 1042+45.31	FOOT TOTAL =	25 25	REMARKS 28' LT (PRE-STAGE D) FLOW LINE IN 625.00	56400100	FIRE HYDRANTS TO BE MOVED LOCATION STA 1041+30.01	RT TOTAL =	EACH 1 1	REMARKS
550A0050	STORM SEWERS, CLASS A, TYPE 1 12" LOCATION STA. 1031+39.45 TO 1032+82.71 STA. 1032+82.71 TO 1033+86.53 STA. 1033+86.48 LT TO 1033+86.53 RT STA. 1033+86.53 TO 1036+36.50 STA. 1036+36.77 LT TO 1036+36.50 RT STA. 1036+36.50 TO 1036+36.43 STA. 1036+36.43 TO 1037+02.91 STA. 1037+02.91 TO 1037+34.27 STA. 1039+75.31 TO 1040+01.43 STA. 1040+01.43 LT TO 1040+01.40 RT STA. 1041+03.08 TO 1041+13.46 STA. 1041+13.46 TO 1041+75.16 STA. 1041+75.16 TO 1042+46.00	RT RT RT RT RT RT RT LT LT LT TOTAL =	FOOT 139 100 38 247 36 7 63 24 36 31 9 68 64 862	REMARKS FLOW LINE 660.00 TO 654.50 FLOW LINE 653.00 TO 648.65 FLOW LINE 648.90 TO 648.52 FLOW LINE 646.47 TO 634.54 FLOW LINE 634.90 TO 634.54 FLOW LINE 634.33 TO 634.05 FLOW LINE 633.95 TO 631.30 FLOW LINE 625.90 TO 624.71 FLOW LINE 630.77 TO 629.15 FLOW LINE 629.05 TO 628.75 FLOW LINE 629.45 TO 629.35 FLOW LINE 629.15 TO 628.35 FLOW LINE 628.15 TO 627.50	560107600	PIPE UNDERDRAINS 4" LOCATION STA. 1033+86.48 LT TO 1033+86.53 RT STA. 1036+36.77 LT TO 1036+36.50 RT STA. 1040+01.43 LT TO 1040+01.40 RT STA. 1042+46.00 LT TO 1042+44.04 RT STA 1043+77.00 LT TO 1043+77.00 RT STA 1045+40.39 LT TO 1045+40.80 RT STA. 1046+50.19 LT TO 1046+50.62 RT	RT RT RT RT RT RT TOTAL =	FOOT 38 36 31 32 29 31 30 227	REMARKS
550A0070	STORM SEWERS, CLASS A, TYPE 1 15" LOCATION STA 1043+77.00 LT TO 1043+77.00 RT STA. 1044+37.84 TO 1043+77.00 STA. 1044+83.96 TO 1044+86.88	LT LT LT TOTAL =	FOOT 29 67 2 98	REMARKS FLOW LINE 627.95 TO 627.80 FLOW LINE 628.45 TO 628.15 FLOW LINE 629.43 TO 629.40	60218400	MANHOLES, TYPE A, 4'- DIAMETER, TYPE 1 FRAME, CLOSED LID LOCATION STA. 1032+82.71 STA. 1036+36.43 STA. 1037+02.91	RT RT RT TOTAL =	EACH 1 1 1 3	REMARKS 24.88' 33.82' 34.05'

FILE NAME =	USER NAME = jordanha	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SCHEDULE OF QUANTITIES</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ai:\pwork\PIW100T\JORDAN\ID\ms34552\13	1025evr.dgn	DRAWN -	REVISED -			309	07RB	WHITESIDE	376	17	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	SCALE: _____			SHEET NO. _____ OF _____ SHEETS	STA. _____ TO STA. _____	CONTRACT NO. 64B74			
PLOT DATE = Mon Apr 27 15:24:20 2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT								

6022446	MANHOLES, TYPE A, 7'-DIAMETER, TYPE 1 FRAME, OPEN LID LOCATION STA. 1039+20.37 STA. 1042+42.65	RT RT TOTAL =	EACH 1 1 2	REMARKS 36.60' RT 35.38' RT
60242400	INLETS, SPECIAL LOCATION STA. 1041+03.08 STA. 1041+13.46	LT LT TOTAL =	EACH 1 1 2	REMARKS 48.31' 48.45'
60242801	INLETS, SPECIAL, NO. 5 LOCATION STA. 1031+39.45 STA. 1033+86.48 STA. 1033+86.53 STA. 1036+36.50 STA. 1036+36.77 STA. 1040+01.43 STA. 1041+75.16 STA. 1042+46.00 STA. 1043+77.00 STA. 1044+37.84 STA. 1044+83.96 STA. 1044+86.88 STA. 1045+40.39 STA. 1046+50.19	RT LT RT RT LT LT LT LT LT LT LT LT LT LT TOTAL =	EACH 1 1 1 1 1 1 1 1 1 1 1 1 1 1 14	REMARKS 17.00' 15.83' 23.75' 23.75' 14.40' 9.75' 14.60' 16.68' 16.75' 53.43' 54.01' 47.43' 16.75' 15.81'
60242803	INLETS, SPECIAL, NO. 7 LOCATION STA. 1043+77.00	RT TOTAL =	EACH 1 1	REMARKS
60242804	INLETS, SPECIAL, NO. 8 LOCATION STA. 1040+01.40 STA. 1041+51.64 STA. 1042+44.04 STA. 1044+00.18 STA. 1045+40.80 STA. 1046+50.62	RT RT RT RT RT RT TOTAL =	EACH 1 1 1 1 1 1 6	REMARKS 24.75' 20.62' 17.88'
60255500	MANHOLES TO BE ADJUSTED LOCATION STA. 1035+25 STA. 1045+00	RT RT TOTAL =	EACH 1 1 2	REMARKS
60258200	MANHOLES TO BE RECONSTRUCTED WITH NEW TYPE 1 FRAME, CLOSED LID LOCATION THROUGHOUT PROJECT	TOTAL =	EACH 2 2	REMARKS
60266600	VALVE BOXES TO BE ADJUSTED LOCATION THROUGHOUT PROJECT	TOTAL =	EACH 10 10	REMARKS
60605000	COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24 LOCATION STA 1031+16.61 TO STA 1036+87.27 STA 1031+30.05 TO STA 1036+87.27 STA 1038+82.27 TO STA 1046+62.00 STA 1038+82.27 TO STA 1044+40.25 STA 1044+79.90 TO STA 1046+62.00	RT LT RT LT LT TOTAL =	FOOT 570.66 557.22 769.85 609.60 214.56 2721.9	REMARKS
63200310	GUARDRAIL REMOVAL LOCATION RT STA 1036+92.48 TO 1037+10.03 LT STA 1036+98.27 TO 1037+10.46 RT STA 1038+16.37 TO 1039+20.02 LT STA 1038+16.53 TO 1039+20.69 RT STA 1042+11.86 TO 1043+02.57 R 2	FOOT 32.00 43.00 103.65 103.65 98.65 TOTAL =	REMARKS RADIUS FOR ENTRANCE RADIUS FOR ENTRANCE OVER TRIPLE BOX CULVERT	381

66700305	PERMANENT SURVEY MARKERS, TYPE II LOCATION SEE GENERAL NOTES	EACH 2 TOTAL =	REMARKS
70106500	TEMPORARY BRIDGE SIGNALS LOCATION PRE-STAGE 2	EACH 1.00 TOTAL =	REMARKS SEE STAGING PLANS FOR LOCATIONS
70300625	TEMPORARY PAINT PAVEMENT MARKING - LINE 4" LOCATION PRE-STAGE 1 STA 1029+08.39 TO 1036+87.27 STA 1038+82.27 TO 1048+06.80 PRE-STAGE 2 STA 1035+12.90 TO 1041+04.97 PRE-STAGE 3 STA 1034+37.55 TO 1041+00.80 PRE-STAGE 4 STA 1039+56.78 TO 1046+76.72 STA 1040+40.13 TO 1045+76.37 PRE-STAGE 5 STA 1040+06.78 TO 1045+26.74 STAGE 1 STA 1033+07.54 TO 1042+69.08 STA 1034+21.66 TO 1042+07.88 STAGE 2 STA 1027+61.90 TO 1042+00.73 STA 1029+21.55 TO 1048+06.80 STAGE 3 STA 1035+87.49 TO 1049+69.09 STA 1036+87.27 TO 1048+06.68	FOOT 778.38 874.42 593.56 682.51 723.87 536.64 520.82 962.93 789.22 1441.20 1884.29 1384.83 1118.30 TOTAL = 12290.97	REMARKS
70300660	TEMPORARY PAINT PAVEMENT MARKING - LINE 24" LOCATION PRE-STAGE 2 STA 1034+27.62 STA 1041+75.80 PRE-STAGE 4 STA 1039+56.78 STA 1047+36.56 STAGE 1 STA 1032+38.56 STA 1042+64.22 STAGE 2 STA 1027+62.75 STA 1042+62.24 STAGE 3 STA 1035+75.50 STA 1050+29.09	FOOT 11.80 12.30 13.40 13.20 10.20 13.00 11.90 21.00 12.00 11.80 TOTAL = 130.60	REMARKS

70301000	WORK ZONE PAVEMENT MARKING REMOVAL			
	LOCATION	SQ. FT		REMARKS
	PRE-STAGE 2			
	STA 1034+26.00 TO 1041+77.96	501.31		DOUBLE YELLOW EXISTING PAVEMENT STRIPING
	PRE-STAGE 3			
	STA 1035+12.90 TO 1041+04.97	197.36		
	PRE-STAGE 3A			
	STA 1034+27.62	24.00		24" STOP BAR
	STA 1034+37.55 TO 1041+00.80	221.08		
	STA 1041+75.80	25.00		24" STOP BAR
	PRE-STAGE 4			
	STA 1044+33.29 TO 1047+38.56	203.51		DOUBLE YELLOW EXISTING PAVEMENT STRIPING
	PRE-STAGE 5			
	STA 1039+56.78 TO 1046+76.72	241.29		
	PRE-STAGE 5A			
	STA 1039+46.78	27.00		24" STOP BAR
	STA 1040+06.78 TO 1045+26.74	190.21		
	STA 1047+36.56	26.00		24" STOP BAR
	STAGE 1			
	STA 1032+38.56 TO 1034+22.69	61.38		
	STA 1040+64.76 TO 1042+62.22	65.82		
	STAGE 2			
	STA 1027+62.75 TO 1029+91.78	152.69		DOUBLE YELLOW EXISTING PAVEMENT STRIPING
	STA 1029+08.39 TO 1030+92.74	61.45		
	STA 1040+23.95 TO 1048+06.80	260.95		
	STA 1040+34.56 TO 1042+62.34	151.85		DOUBLE YELLOW EXISTING PAVEMENT STRIPING
	STA 1042+64.22	26.00		24" STOP BAR
	STAGE 2A			
	STA 1027+61.90 TO 1031+30.05	122.72		
	STA 1027+62.75	24.00		24" STOP BAR
	STA 1029+21.55 TO 1031+30.05	69.50		
	STA 1042+62.24	42.00		24" STOP BAR
	STAGE 3			
	STA 1036+87.27 TO 1038+82.27	65.00		
	STA 1036+87.27 TO 1048+06.80	373.18		
	STA 1047+63.03 TO 1050+29.09	177.37		DOUBLE YELLOW EXISTING PAVEMENT STRIPING
	STAGE 3A			
	STA 1035+77.49	24.00		24" STOP BAR
	STA 1035+87.49 TO 1038+82.27	98.26		
	STA 1036+87.27 TO 1038+82.27	65.00		
	STA 1046+62.00 TO 1049+69.09	102.36		
	STA 1050+29.09	24.00		24" STOP BAR
	TOTAL	= 3624.29		

70400100	TEMPORARY CONCRETE BARRIER			
	LOCATION	FOOT		REMARKS
	STA 1036+37 TO 1039+36	300	RT	PRESTAGE 2
	STA 1036+00 TO 1039+74	75		PRESTAGE 3
	STA 1040+74 TO 1044+97	50	RT/LT	PRESTAGE 4
	STA 1034+63 TO 1040+25	350	LT	STAGE 1
	STA 1029+31 TO 1040+69	787.00	RT / LT	STAGE 2
	STA 1036+69 TO 1038+94	12.50	LT	STAGE 2
	TOTAL	= 1574.50		

70400200	RELOCATE TEMPORARY CONCRETE BARRIER			
	LOCATION	FOOT		REMARKS
	PRE-STAGE 3			
	STA 1036+00 TO 1039+74	300	RT	FROM PRE-STAGE 2
	PRE-STAGE 4			
	STA 1040+74 TO 1044+97	375	RT / LT	FROM PRE-STAGE 3
	PRE-STAGE 5			
	STA 1041+34 TO 1043+47	212.50	LT	FROM PRE-STAGE 4
	STAGE 1			
	STA 1034+63 TO 1040+25	212.50	LT	FROM PRESTAGE 5
	STAGE 2			
	STA 1036+69 TO 1038+94	212.50	LT	FROM STAGE 1
	STA 1029+31 TO 1040+69	350.00	RT / LT	FROM STAGE 1
	STAGE 3			
	STA 1037+25 TO 1038+87	50	LT	112.5 LF REMAINS IN PLACE FROM STAGE 2
	STA 1037+63 TO 1048+25	1062.00	RT / LT	FROM STAGE 2
	TOTAL	= 2774.50		

78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"			
	LOCATION	FOOT		REMARKS
	STA 1031+14.42 TO STA 1046+71.91	3114.98		DOUBLE YELLOW
	MILNES DRIVE	83.91		DOUBLE YELLOW
	YELLOW TOTAL	= 3198.89		

	LOCATION	FOOT		REMARKS
	STA 1031+29.90 TO STA 1044+01.55	1271.15	LT	
	STA 1031+30.09 TO STA 1046+62.00	1524.22	RT	
	STA 1045+36.89 TO STA 1046+62.00	113.11	LT	
	WHITE TOTAL	= 2908.48		
	OVERALL TOTAL	= 6107.37		

78008230	POLYUREA PAVEMENT MARKING TYPE I - LINE 6"			
	LOCATION	FOOT		REMARKS
	STA 1044+31.06 TO STA 1044+99.59	68.53	26' LT	CROSS WALK
	STA 1044+38.83 TO STA 1044+87.80	48.97	38.5' LT	DOUBLE YELLOW
	TOTAL	= 117.50		

78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"			
	LOCATION	FOOT		REMARKS
	MILNES DRIVE	18.00		
	TOTAL	= 18.00		

78100100	RAISED REFLECTIVE PAVEMENT MARKER			
	LOCATION	EACH		REMARKS
	STA 1031+14.44 TO STA 1046+71.91	28		
	YELLOW TOTAL	= 28		

Z0007601	BUILDING REMOVAL NO. 1			
	LOCATION	L SUM		REMARKS
	STA 1036+50.00	1	LT	HOUSE (NON-FRIABLE ASBESTOS)
	TOTAL	= 1		

Z0007602	BUILDING REMOVAL NO. 2			
	LOCATION	L SUM		REMARKS
	STA 1036+50.00	1	LT	GARAGE (NO ASBESTOS)
	TOTAL	= 1		

Z0023800	FILL EXISTING SEPTIC TANK			
	LOCATION	EACH		REMARKS
	STA 1036+50.00	1	LT	
	TOTAL	= 1		

Z0025500	FURNISHING AND INSTALLING PROPERTY MARKERS			
	LOCATION	EACH		REMARKS
	STA. 1035+91.84	1	RT	42.62'
	STA. 1035+97.88	1	RT	70.00'
	STA. 1036+10.37	1	RT	85.00'
	STA. 1036+20.79	1	RT	90.00'
	STA. 1036+56.11	1	RT	95.00'
	STA. 1036+66.09	1	RT	116.56'
	STA. 1036+86.04	1	RT	115.35'
	STA. 1036+80.83	1	RT	42.56'
	TOTAL	= 8		

Z0030030	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3			
	LOCATION	EACH		REMARKS
	4 QUADRANTS OF BRIDGE	4		REACT 350 QUADGUARD (FULLY-REDIRECTIVE, NARROW) TEST LEVEL III
	TOTAL	= 4		

Z0030250 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3  
 LOCATION EACH REMARKS  
 PRE-STAGE 2  
 STA 1036+37 LT 1  
 STA 1039+37 LT 1  
 TOTAL = 2

Z0030280 IMPACT ATTENUATORS, TEMPORARY (SEVERE USE, NARROW), TEST LEVEL 3  
 LOCATION EACH REMARKS  
 STAGE 2  
 STA 1036+68 LT 1  
 STA 1038+94 LT 1  
 TOTAL = 2

Z0030350 IMPACT ATTENUATORS RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3  
 LOCATION EACH REMARKS  
 PRE-STAGE 3  
 STA 1036+37 TO STA 1036+00 RT 1  
 STA 1039+37 TO STA 1039+74 RT 1  
 PRE-STAGE 4  
 STA 1036+00 TO STA 1040+74 RT 1  
 STA 1039+74 TO STA 1045+00 RT 1  
 PRE-STAGE 5  
 STA 1040+74 TO STA 1041+34 LT 1  
 STA 1045+00 TO STA 1043+47 LT 1  
 STAGE 1  
 STA 1041+34 TO STA 1034+63 LT 1  
 STA 1043+47 TO STA 1040+25 LT 1  
 STAGE 2  
 STA 1034+63 TO STA 1029+31 RT 1  
 STA 1040+25 TO STA 1040+69 RT 1  
 STAGE 3  
 STA 1029+31 TO STA 1037+63 RT 1  
 STA 1040+69 TO STA 1048+25 RT 1  
 TOTAL = 12

Z0030360 IMPACT ATTENUATORS, RELOCATE (SEVERE USE), TEST LEVEL 3  
 LOCATION EACH REMARKS  
 STAGE 3  
 STA 1036+68 LT TO 1037+25 LT 1  
 STA 1038+93 LT TO 1038+87 LT 1  
 TOTAL = 2

Z0049838 REMOVAL AND DISPOSAL OF NON-FRIABLE ASBESTOS, BUILDING NO. 1  
 LOCATION L SUM REMARKS  
 STA 1036+50.00 LT 1 HOUSE (NON-FRIABLE ASBESTOS)  
 TOTAL = 1

Z0065740 SLOTTED DRAIN 12" WITH VARIABLE SLOT  
 LOCATION EQQT REMARKS  
 STA. 1040+67.08 TO 1041+03.08 LT 36.00 FLOW LINE 631.17 TO 631.12  
 STA. 1041+12.61 TO 1041+70.61 LT 58.00 FLOW LINE 630.83 TO 630.80  
 TOTAL = 94.00

X0322923 SEGMENTAL CONCRETE BLOCK WALL  
 LOCATION SQ FT REMARKS  
 STA 1034+12.68 TO STA 1035+37.32 872.48  
 TOTAL = 872.48

X0326131 RELOCATE EXISTING TEMPORARY BRIDGE TRAFFIC SIGNALS  
 LOCATION EACH REMARKS  
 PRE-STAGE 4 1 SEE STAGING PLANS (REMAINS IN PLACE FOR 4 & 5)  
 STAGE 1 1 SEE STAGING PLANS FOR NEW LOCATIONS  
 STAGE 2 1 SEE STAGING PLANS FOR NEW LOCATIONS  
 STAGE 3 1 SEE STAGING PLANS FOR NEW LOCATIONS  
 TOTAL = 4

X0712400 TEMPORARY PAVEMENT  
 LOCATION SQ YD REMARKS  
 PRE-STAGE 1  
 STA 1029+08.39 TO 1036+87.27 LT 1639.94  
 STA 1038+82.27 TO 1048+06.87 LT 2119.44  
 STAGE 1  
 STA 1035+37.78 TO 1036+87.27 LT 253.40  
 STA 1038+82.27 TO 1039+87.22 LT 280.04  
 STAGE 2  
 STA 1038+82.27 TO 1039+87.22 RT 235.95  
 TOTAL = 4528.8

X0919000 TEMPORARY PAVEMENT REMOVAL  
 LOCATION SQ YD REMARKS  
 STA 1031+18.72 TO STA 1036+87.27 1178.91  
 STA 1038+82.27 TO STA 1048+06.80 1579.46  
 TOTAL = 2758.4

X6063401 COMBINATION CONCRETE CURB & GUTTER, TYPE M-4.12  
 LOCATION EQQT REMARKS  
 STA 1041+02.48 TO STA 1041+14.32 71.21  
 TOTAL = 71.21

CLASS SI CONCRETE (STEPS)  
 LOCATION CU YD REMARKS  
 STA 1045+40 LT 0.10  
 STA 1045+98.40 LT 0.25  
 TOTAL = 0.35

FILE NAME =	USER NAME = jordanhd	DESIGNED -	REVISED -
ea\pwork\NPWIDOT\JORDANHD\des34552\151205evr.dgn		DRAWN -	REVISED -
PLOT SCALE = 50.0/2000' / IN.		CHECKED -	REVISED -
PLOT DATE = Mon Apr 27 15:25:51 2009		DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: _____	SHEET NO. ____ OF ____ SHEETS	STA. _____ TO STA. _____
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F.A.P. RTE. 309	SECTION (17)B	COUNTY WHITESIDE	TOTAL SHEETS 376	SHEET NO. 29
CONTRACT NO. 64B74			ILLINOIS FED. AID PROJECT	

# PAVEMENT SCHEDULE

STATIONING	REMARKS	LENGTH & WIDTHS				CONCRETE AREA		21001000	31100910	31100935	31100965	31100975	42000401
		PAVEMENT		ADDITIONAL SUB-B WIDTH (1 SIDE) FEET	SQ. FT.	SQ. YD.	GEO FAB FOR GROUND STAB SQ YD	SUB-BASE GRAN. MTRL. TYPE A, 12" SQ YD	SUB-BASE GRAN. MTRL. TYPE A, 18" SQ YD	SUB-BASE GRAN. MTRL. TYPE A, 24" SQ YD	SUB-BASE GRAN. MTRL. TYPE A, 30" SQ YD	PCC PAVEMENT 9" (JOINTED) SQ YD	
		LENGTH FEET	WIDTH FEET										
US 30 -- MAINLINE													
1031+30.05 - 1031+78.35		48.3	24.0 - 28.0	3.5	1255.80	139.53	177.10	177.10				139.53	
1031+78.35 - 1032+91.63		113.3	28.0 - 32.0	3.5	3398.40	377.60	465.71	465.71				377.60	
1032+91.63 - 1034+50.00		158.4	32.0	3.5	5067.84	563.09	686.27	686.27				563.09	
1034+50.00 - 1036+26.59		176.6	32.0	3.5	5650.88	627.88	765.22		765.22			627.88	
1036+26.59 - 1036+70.64		44.1	32.0 - 26.0	3.5	1277.45	141.94	176.20		176.20			141.94	
1036+70.64 - 1036+87.26		16.6	26.0	3.5	432.12	48.01	60.94		60.94			48.01	
1036+87.26 - 1038+82.27	BRIDGE												
1038+82.27 - 1040+50.00		167.7	26.0	3.5	4360.98	484.55	615.01	615.01				484.55	
1040+50.00 - 1042+50.00		200.0	26.0	3.5	5200.00	577.78	733.33		733.33			577.78	
1042+50.00 - 1044+60.07		210.1	26.0	3.5	5461.82	606.87	770.26			770.26		606.87	
1044+60.07 - 1045+37.03		77.0	26.0	3.5	2000.96	222.33	282.19			282.19		222.33	
1045+37.03 - 1045+50.00		13.0	26.0 - 24.0	3.5	324.25	36.03	46.12			46.12		36.03	
1045+50.00 - 1046+62.00		112.0	26.0 - 24.0	3.5	2800.00	311.11	398.22	398.22				311.11	
MILNES DR.													
1044+60.07		72.0	34.5	3.5	3640.32	404.48	482.65	482.65				404.48	
GRAND TOTALS								5659.21	2824.96	733.33	1002.36	1098.56	4541.20

# PAVEMENT PATCHING SCHEDULE

NEW STATION	REMARKS	LANE WIDTH		LENGTH OF		AREA OF		44200956		44200964		44213200	
		PATCH (FOOT)		PATCH (FOOT)		PATCH (SQ YD)		CLASS B PATCH		CLASS B PATCH		SAW CUTS	
		LT LANE	RT LANE	LT LANE	RT LANE	LT LANE	RT LANE	TYPE 2, 9" (SQ YD)		TYPE 4, 9" (SQ YD)		LT LANE	RT LANE
		WB	EB	WB	EB	WB	EB	WB	EB	WB	EB	FOOT	FOOT
1033 + 86		12	12	9.3	9.3	12.44	12.44	12.44	12.44			54.67	54.67
1036 + 36		12	12	9.3	9.3	12.44	12.44	12.44	12.44			54.67	54.67
1040 + 01		13	13	9.3	9.3	13.48	13.48	13.48	13.48			57.67	57.67
1042 + 45	FOR TRIPLE BOX CULVERT REMOVAL	27	28	70.0	70.0	210.00	217.78			210.00	217.78	221.00	224.00
1043 + 67	AT ANGLE	13	13	9.6	9.6	13.90	13.90	13.90	13.90			64.25	64.25
1045 + 40		13	12	9.9	9.9	14.32	13.22	14.32	13.22			58.83	55.83
1046 + 50		13	12	9.3	9.3	13.48	12.44	13.48	12.44			57.67	54.67
TOTAL								80.08	77.94	210.00	217.78	568.75	565.75
GRAND TOTAL								158.02		427.78		1134.50	

# ENTRANCE SCHEDULE

LOCATION	REMARKS			APRON	ADDL. DRVWY	TOTAL	TOTAL	TOTAL	40600200	35101400	40800050	42300300	40200800
				SECTION	AREA	AGGREGATE	CONCRETE	BITUMINOUS	BIT	AGG	2" INC	PCC	AGG
				AREA	BITUMINOUS	AREA	AREA	AREA	PRIME	BASE CSE	BITUMINOUS	DRIVEWAY	SURF
			SQ. YARD	SQ YARD	SQ YARD	SQ YARD	SQ YARD	SQ YARD	TONS	TONS	TONS	SQ YD	TONS
TEMPORARY DRIVEWAYS													
1035+76.59	PE	LT	BIT	33.3	475.5	592.5	-	508.8	0.728	269.92	71.23	-	
1036+00.97	PE	RT	BIT	35.8	202.8	310.2	-	238.6	0.341	141.31	33.40	-	
PERMANENT DRIVEWAYS													
1031+79.07	PE	RT	CONC / BIT	29.8	36.0	72.6	29.8	36.0	0.052	33.07	5.05	29.8	E
1031+98.85	PE	LT	CONC/BIT	29.3	52.1	88.9	29.3	52.1	0.074	40.48	7.29	29.3	S
1032+55.81	PE	RT	CONC/BIT	30.5	150.9	195.8	30.5	150.9	0.216	89.19	21.13	30.5	T
1032+81.48	PE	LT	CONC/BIT	30.1	41.8	79.7	30.1	41.8	0.060	36.31	5.86	30.1	I
1035+31.71	PE	RT	CONC/BIT	28.0	33.8	69.6	28.0	33.8	0.048	31.70	4.73	28.0	M
1035+55.66	PE	RT	CONC/BIT	30.4	35.5	75.1	30.4	35.5	0.051	34.22	4.97	30.4	A
1035+76.59	PE	LT	CONC/BIT	33.3	475.5	559.2	33.3	475.5	0.680	254.74	66.57	33.3	T
1036+00.97	PE	RT	CONC/BIT	35.8	202.8	274.4	35.8	202.8	0.290	124.99	28.40	35.8	E
1039+35.62	PE	LT	CONC/BIT	33.3	81.9	127.9	33.3	81.9	0.117	58.25	11.46	33.3	D
1039+50.07	CE	RT	CONC/BIT	83.3	81.0	187.5	73.0	81.0	0.116	85.41	11.34	73.0	
1040+83.20	CE	RT	CONC/BIT	82.5	71.7	280.4	82.5	71.7	0.102	127.75	10.03	82.5	O
1040+84.82	CE	LT	CONC/BIT	83.5	72.2	332.8	155.7	72.2	0.103	151.63	10.11	155.7	U
1041+08.33	CE	LT	BIT		173.7			173.7	0.248		24.32		
1041+32.19	CE	LT	CONC/BIT	83.8	76.1	320.5	159.9	76.1	0.109	146.01	10.66	159.9	A
1041+93.96	CE	RT	CONC/BIT	77.1	234.9	365.3	311.9	234.9	0.336	166.40	32.88	311.9	N
1043+05.95	CE	LT	CONC/BIT	82.1	66.2	185.0	82.1	66.2	0.095	84.27	9.27	82.1	T
1043+51.71	CE	RT	CONC/BIT	83.3	48.3	175.1	83.3	48.3	0.069	79.76	6.76	83.3	I
1044+47.25	CE	RT	CONC/BIT	82.9	48.3	181.8	82.9	48.3	0.069	82.83	6.76	82.9	T
1045+83.64	CE	RT	CONC/BIT	83.3	54.3	168.2	83.3	54.3	0.078	76.63	7.60	83.3	Y
				TOTALS		4642.4	1395.4	2784.5	4.0	2114.9	389.8	1395.4	1290.0

# EARTHWORK SCHEDULE

20200100				20400800		21101615	25200100	25000400	25000500	25000600					
LOCATION				EARTH EXC (CUT) CU YD	EARTH EXC ADJ SHRINK 25% EARTH CU YD	EMBANK (FILL) CU YD	EARTH WORK BALANCE WASTE (+) SHORTAGE (-) CU YD	TOPSOIL FURNISH AND PLACE 4" SQ YD	SODDING  SQ YD	NITROGEN FERTILIZER NUTRIENT POUND	PHOSPHORUS FERTILIZER NUTRIENT POUND	POTASSIUM FERTILIZER NUTRIENT POUND			
US 30															
PRE-STAGE 1															
1030	+	00	-	1036	+	00	1427	1070	184	886	115	115	1.43	1.43	1.43
1036	+	00	-	1037	+	00	147	111	529	-418	0	0	0.00	0.00	0.00
1038	+	75	-	1041	+	00	143	108	46	62	0	0	0.00	0.00	0.00
1041	+	00	-	1046	+	00	469	352	267	85	0	0	0.00	0.00	0.00
1046	+	00	-	1048	+	25	226	169	5	164	0	0	0.00	0.00	0.00
STAGE 1															
1030	+	00	-	1036	+	00	0	0	61	-61	0	0	0.00	0.00	0.00
1036	+	00	-	1037	+	25	0	0	327	-327	0	0	0.00	0.00	0.00
1038	+	50	-	1041	+	00	0	0	150	-150	0	0	0.00	0.00	0.00
1041	+	00	-	1046	+	00	0	0	0	0	0	0	0.00	0.00	0.00
1046	+	00	-	1048	+	25	0	0	0	0	0	0	0.00	0.00	0.00
STAGE 2															
1030	+	00	-	1036	+	00	1743	1307	102	1205	415	415	5.14	5.14	5.14
1036	+	00	-	1037	+	25	1	1	807	-806	255	255	3.16	3.16	3.16
1038	+	50	-	1041	+	00	14	10	57	-46	24	24	0.30	0.30	0.30
1041	+	00	-	1046	+	00	0	0	0	0	0	0	0.00	0.00	0.00
1046	+	00	-	1048	+	25	0	0	0	0	0	0	0.00	0.00	0.00
STAGE 2A															
1030	+	00	-	1036	+	00	20	15	866	-850	386	386	4.79	4.79	4.79
1036	+	00	-	1037	+	25	4	3	1018	-1014	308	308	3.82	3.82	3.82
1038	+	50	-	1041	+	00	0	0	0	0	0	0	0.00	0.00	0.00
1041	+	00	-	1046	+	00	0	0	0	0	0	0	0.00	0.00	0.00
1046	+	00	-	1048	+	25	0	0	0	0	0	0	0.00	0.00	0.00
STAGE 3															
1030	+	00	-	1036	+	00		0		0	0	0	0.00	0.00	0.00
1036	+	00	-	1037	+	25		0		0	0	0	0.00	0.00	0.00
1038	+	50	-	1041	+	00	23	17	544	-527	149	149	1.85	1.85	1.85
1041	+	00	-	1046	+	00	189	142	598	-456	379	379	4.70	4.70	4.70
1046	+	00	-	1048	+	25	30	22	1	22	14	14	0.17	0.17	0.17
STAGE 3A															
1030	+	00	-	1036	+	00	0	0	0	0	0	0	0.00	0.00	0.00
1036	+	00	-	1037	+	25	0	0	0	0	0	0	0.00	0.00	0.00
1038	+	50	-	1041	+	00	99	74	473	-399	240	240	2.98	2.98	2.98
1041	+	00	-	1046	+	00	193	145	713	-568	403	403	5.00	5.00	5.00
1046	+	00	-	1048	+	25	33	24	221	-196	157	157	1.95	1.95	1.95
GRAND TOTAL							4762	3571	6966	-3395	2844	2844	35	35	35
20300100 CHANNEL EXCAVATION															
20015	+	40	-	20017	+	70	4624	3468	969	2499	0	0	0	0	0

# BORING LOGS

ILLINOIS DEPARTMENT OF TRANSPORTATION  
 District Two Materials  
 Union Grove - SE 12 - T21N, R4E

Units English  
 Bridge Foundation  
 Boring Log

PROJECT P-92-047-99 BRIDGE US 30 over Rock Date Sh. 1 of 2  
 ROUTE FAP 309 Creek, 1 mile East of Garden Plain Road Bored By W. Garza  
 SEC. 17 R-T STA. 36 + 38.11 Checked By T. Bratt

COUNTY Whiteside

Boring No. B-1  
 Sta 37 + 16  
 O/S 25' Lt CL

DEPTH	N	Qu t/sf	W %	Surf Wat El.	Grndwater El.	Wash	At	Hrs	DEPTH	N	Qu t/sf	W %
Ground Surface	96.5	0										
SOFT brown CLAY LOAM		0.5	16								100/10" PEN	
MEDIUM tan SANDY CLAY TILL	7	1.0	12								100/2" PEN	
MEDIUM tanish brown fine SAND	5										100/7.5" PEN	
LOOSE brown dirty fine SAND	3										3 1.3 32	
VERY LOOSE gray brown dirty fine SAND	1										100/2" PEN	
VERY LOOSE Same as above	1										100/3" PEN	
VERY LOOSE aqua blue Same as above	1											
LOOSE Same as above	1											
First Encounter DENSE light gray fine SAND	11											
N-Std Pentr Test: 2" OD Sampler, 140# Hammer, 30" Fall (Type Fall. B-Bulge S-Shear E-Estimated P-Penetrometer)												

80% Recovery  
 4' of 5' run  
 tan LIMESTONE  
 Same as above

Units English  
 Project P-92-047-99  
 Route FAP 309  
 Sec. 17 R-T  
 County Whiteside

Sh. 2 of 2

Boring No. B-1  
 Sta 37 + 16  
 O/S 25' Lt CL

El.	N	Qu t/sf	W %	El.	N	Qu t/sf	W %
-45				-70			
END OF BORING							
				-50			
				-75			
				-55			
				-80			
				-60			
				-85			
				-65			
				-90			
				-70			
				-95			



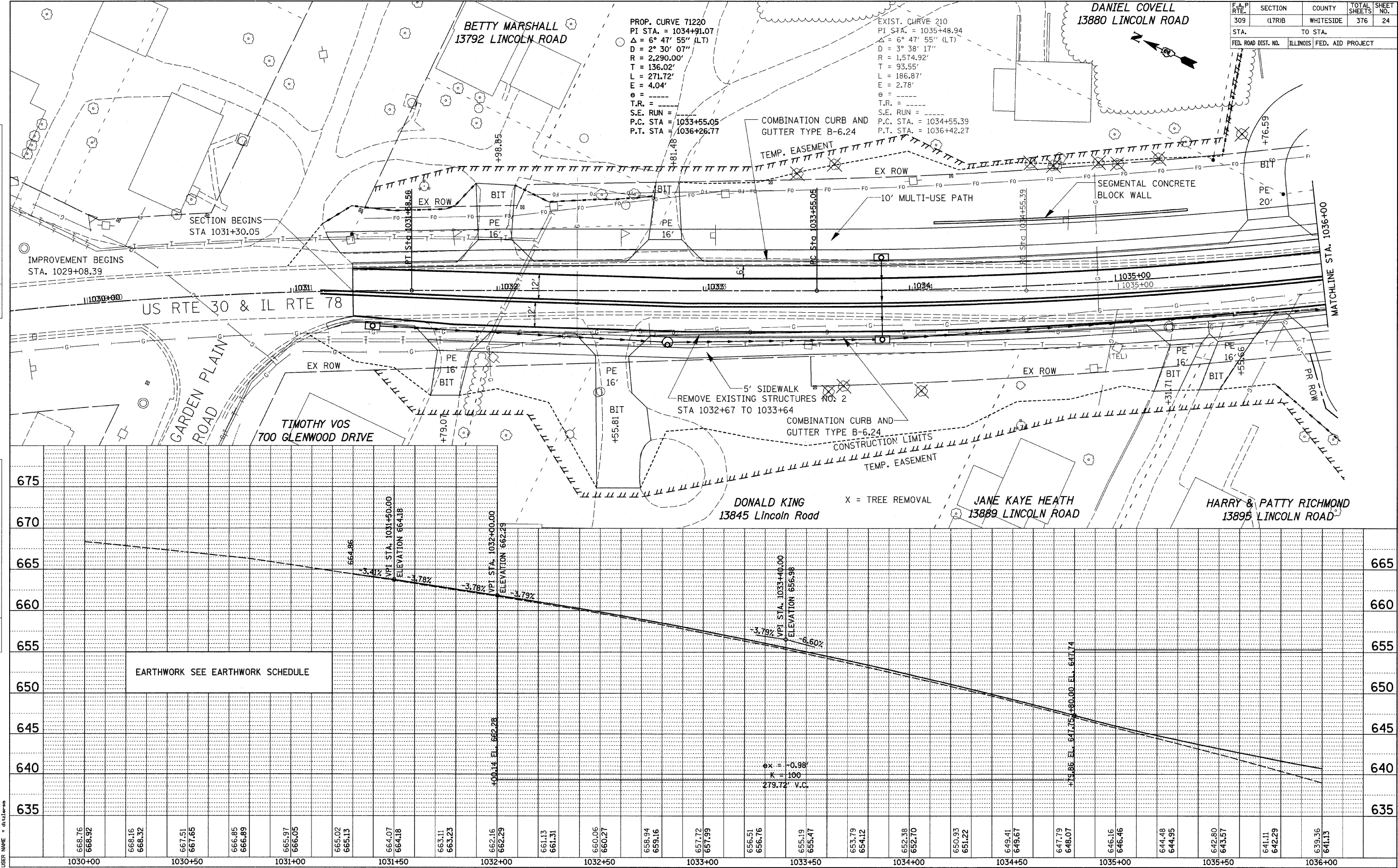


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	(17)RB	WHITESIDE	376	24
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PLAN	DATE
BY	
DATE	
BY	
DATE	

PROFILE	DATE
BY	
DATE	
BY	
DATE	

PLOT DATE = Fri Mar 13 09:30:05 2009  
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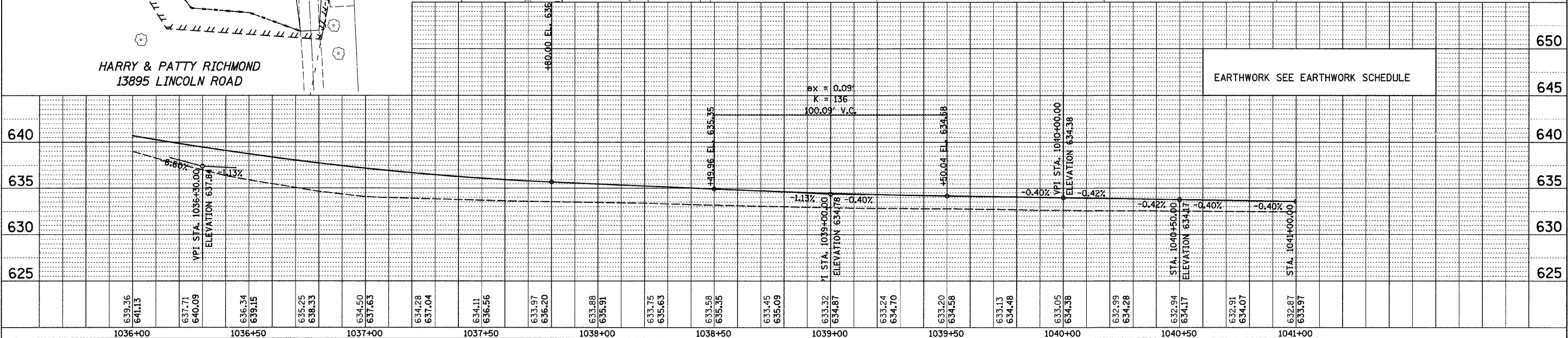
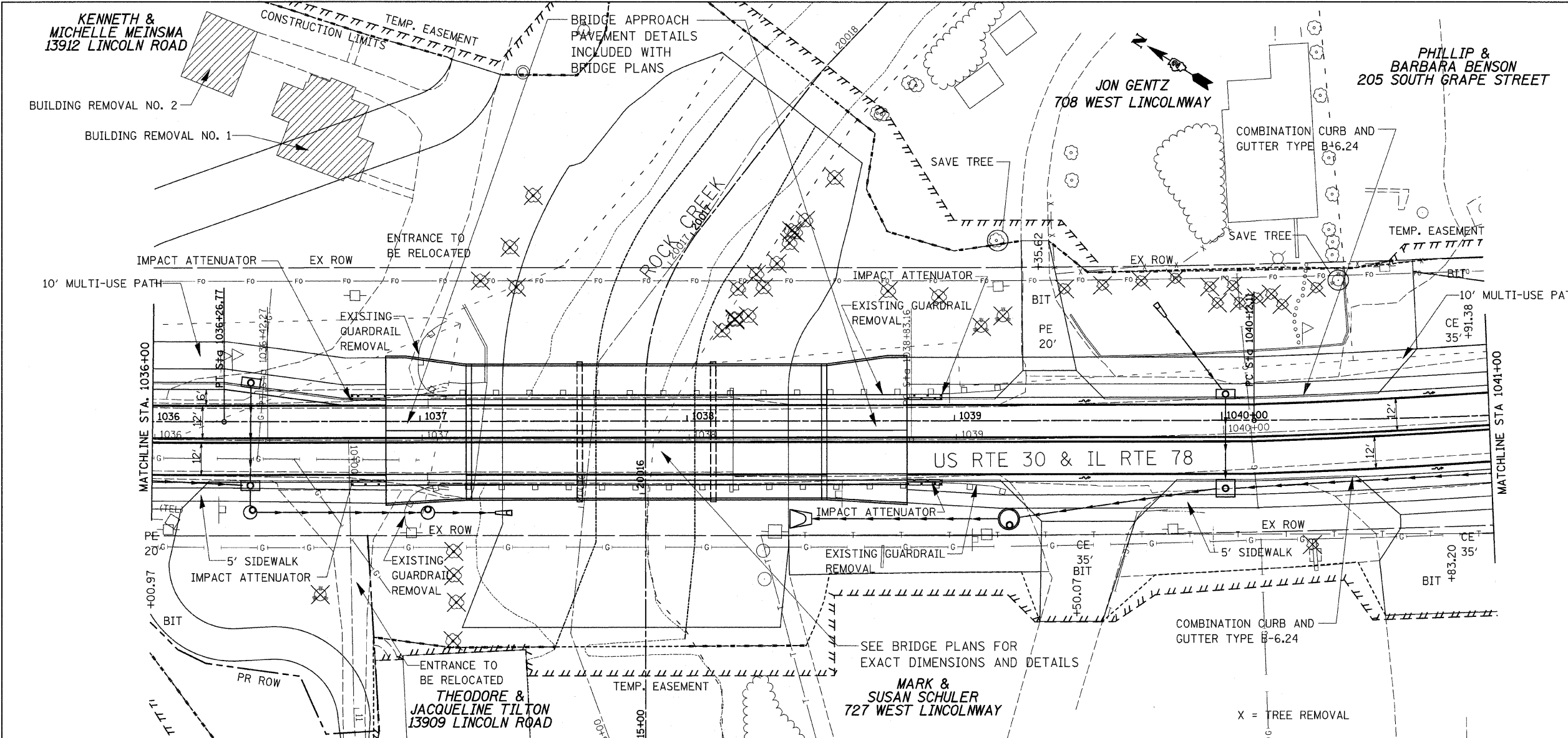


PLAN AND PROFILE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	(17)B	WHITESIDE	376	25
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EXIST. CURVE 220  
 PI STA. = 1040+61.88  
 $\Delta = 5^\circ 54' 27''$  (LT)  
 $D = 1^\circ 39' 15''$   
 $R = 3,463.64'$   
 $T = 178.72'$   
 $L = 357.12'$   
 $E = 4.61'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 1038+83.16  
 P.T. STA. = 1042+40.28

PROP. CURVE 71230  
 PI STA. = 1041+30.27  
 $\Delta = 5^\circ 54' 27''$  (LT)  
 $D = 2^\circ 30' 07''$   
 $R = 2,290.00'$   
 $T = 118.16'$   
 $L = 236.11'$   
 $E = 3.05'$   
 $e =$   
 T.R. =  
 S.E. RUN =  
 P.C. STA. = 1040+12.11  
 P.T. STA. = 1042+48.23



EARTHWORK SEE EARTHWORK SCHEDULE

PLAN	DATE
SURVEYED	
DESIGNED	
CHECKED	
IN CHARGE	
DATE	

PROFILE	DATE
SURVEYED	
DESIGNED	
CHECKED	
IN CHARGE	
DATE	

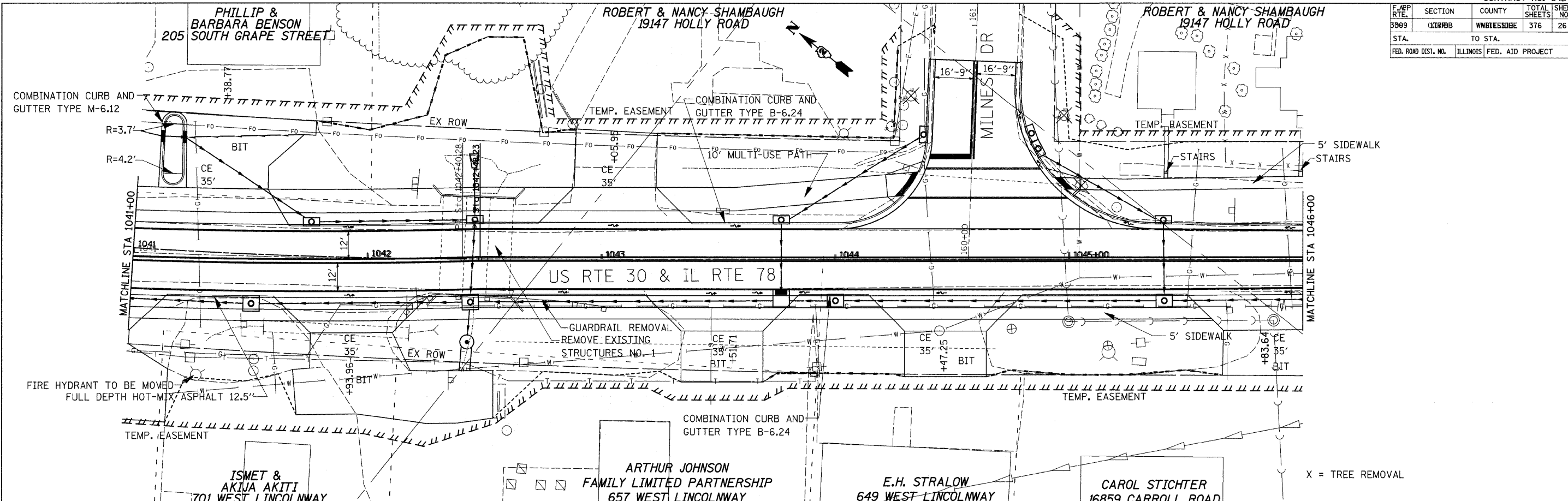
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 PLOT SCALE = 21/765 / IN  
 USER NAME = gclawson

F. APP. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
3009	104000	WINNEBAGO	376	26
STA. TO STA.		ILLINOIS FED. AID PROJECT		
FED. ROAD DIST. NO.				

DATE	BY	REVISION
		APPROVED FOR CONSTRUCTION
		DESIGNED
		CHECKED
		DATE

DATE	BY	REVISION
		APPROVED FOR CONSTRUCTION
		DESIGNED
		CHECKED
		DATE

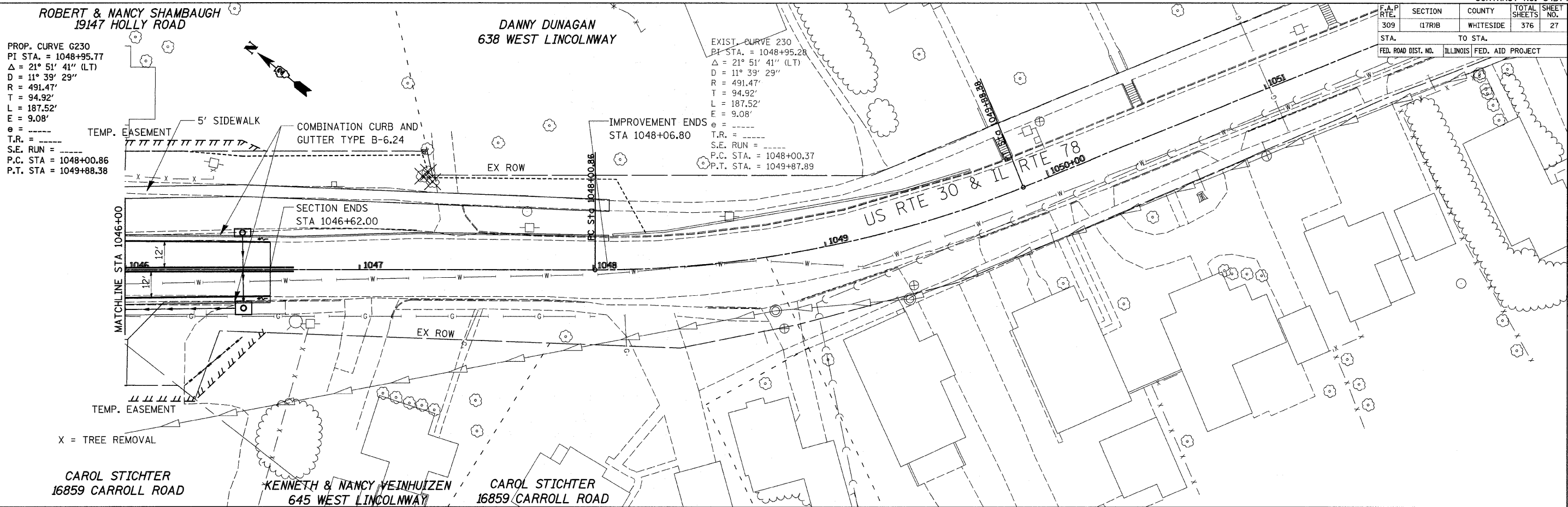
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 PLOT SCALE = 21.765 / IN.  
 USER NAME = g12345678



STATION	ELEVATION	PERCENT	STATION	ELEVATION	PERCENT	STATION	ELEVATION	PERCENT	STATION	ELEVATION	PERCENT	STATION	ELEVATION	PERCENT	STATION	ELEVATION	PERCENT															
1041+00	632.87	-0.40%	1041+50	633.97	-0.40%	1042+00	632.70	-0.40%	1042+50	633.37	-0.40%	1043+00	632.67	-0.40%	1043+50	632.97	-0.02%	1044+00	632.96	+0.60%	1044+50	633.24	+0.60%	1045+00	633.77	+1.22%	1045+50	634.27	+1.86%	1046+00	636.11	+2.50%
	633.97			633.87			633.57			633.57			633.07			632.97			632.96			633.24			633.87			634.30			635.38	

EARTHWORK SEE EARTHWORK SCHEDULE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	17RB	WHITESIDE	376	27
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



DATE	BY

PLAN

REVIEWED: \_\_\_\_\_  
DESIGNED: \_\_\_\_\_  
CHECKED: \_\_\_\_\_  
DATE: \_\_\_\_\_

NOTE BOOK NO. \_\_\_\_\_  
FILE NAME: \_\_\_\_\_

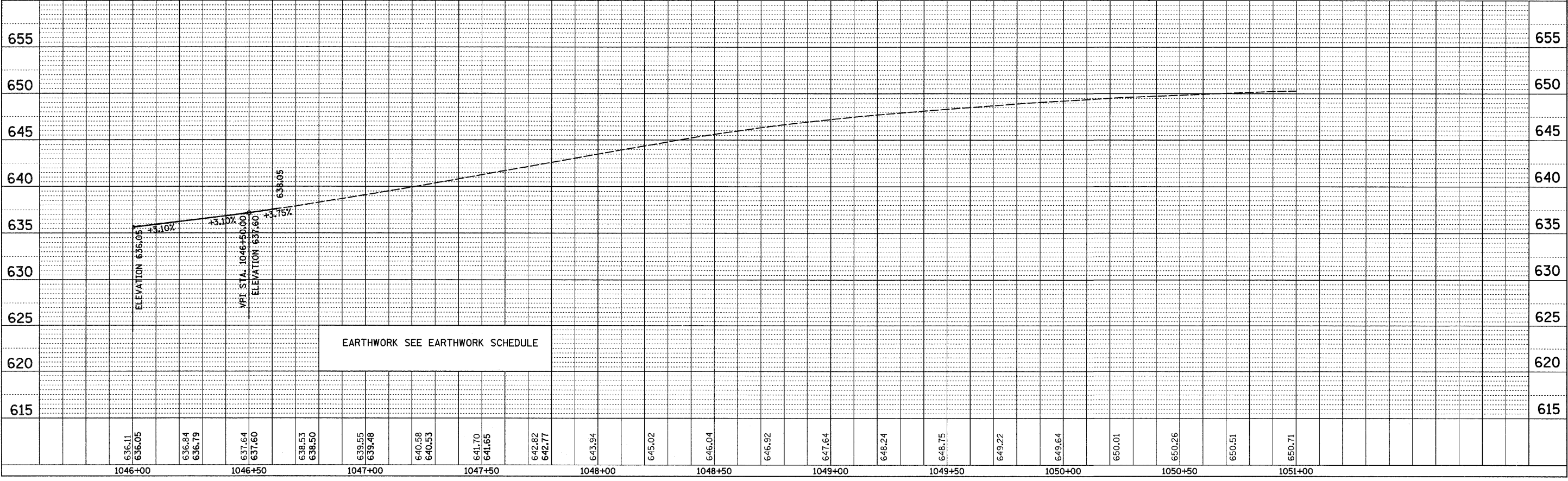
DATE	BY

PROFILE

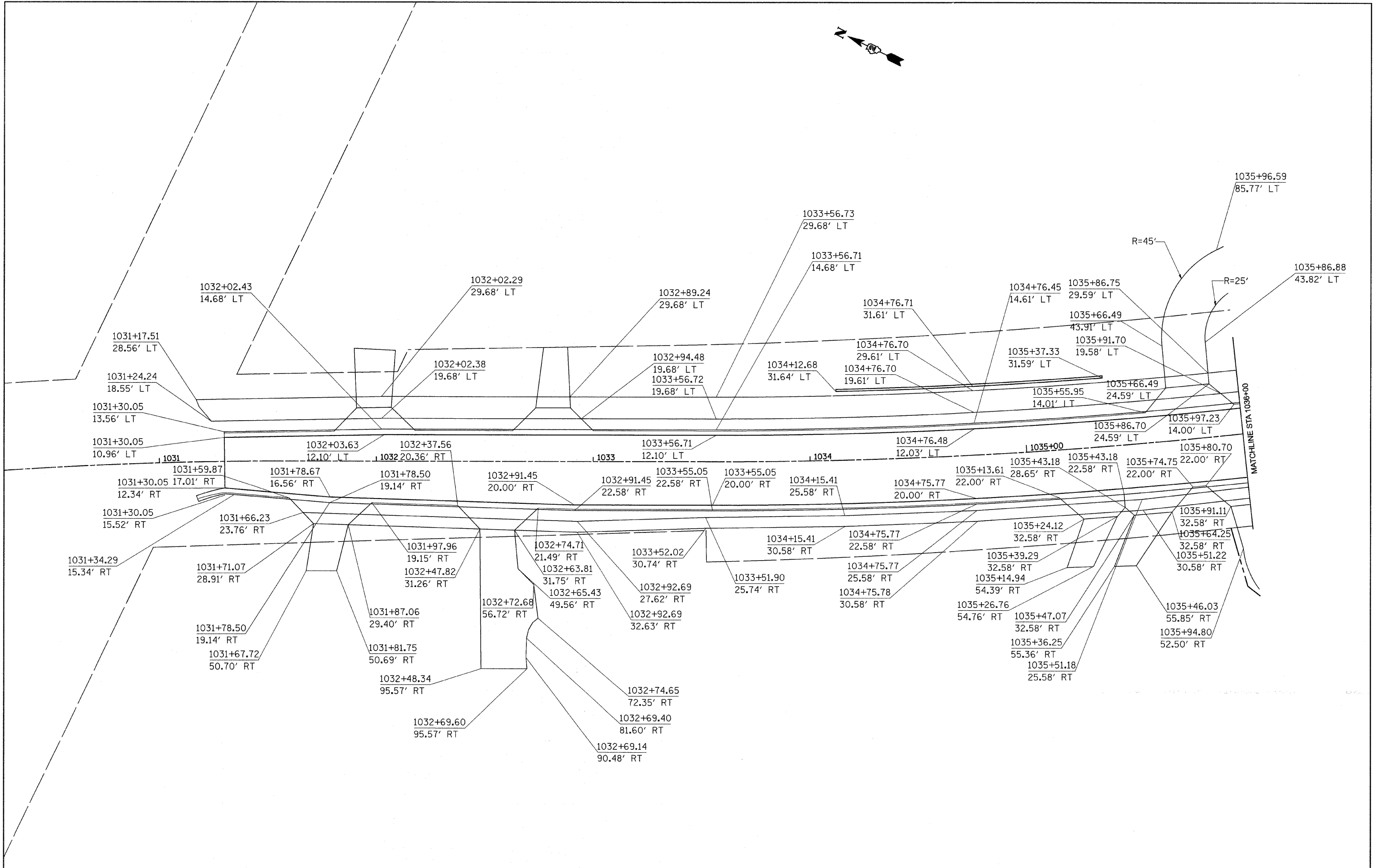
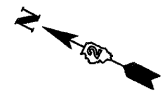
REVIEWED: \_\_\_\_\_  
DESIGNED: \_\_\_\_\_  
CHECKED: \_\_\_\_\_  
DATE: \_\_\_\_\_

NOTE BOOK NO. \_\_\_\_\_  
FILE NAME: \_\_\_\_\_

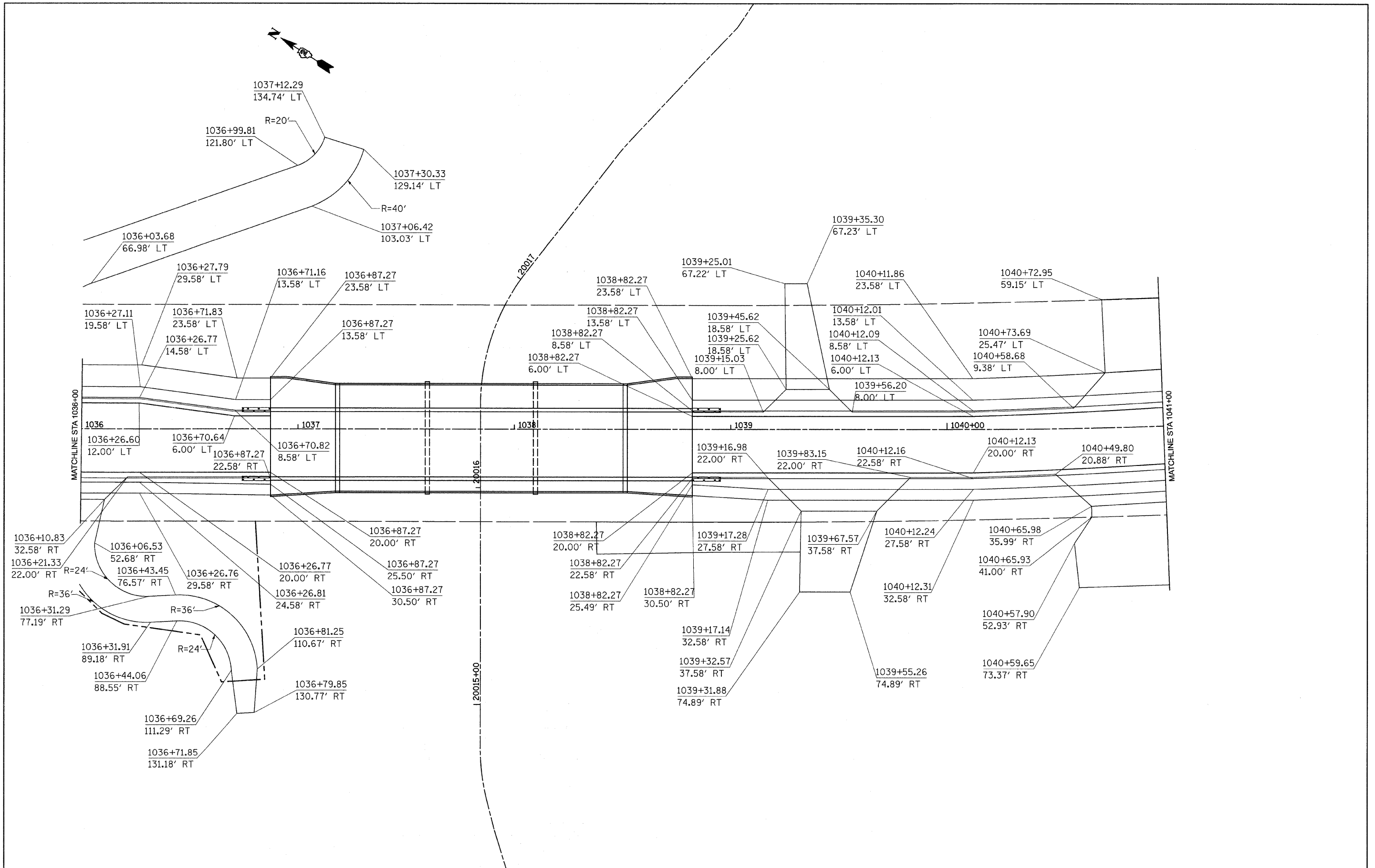
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USER NAME = g122101





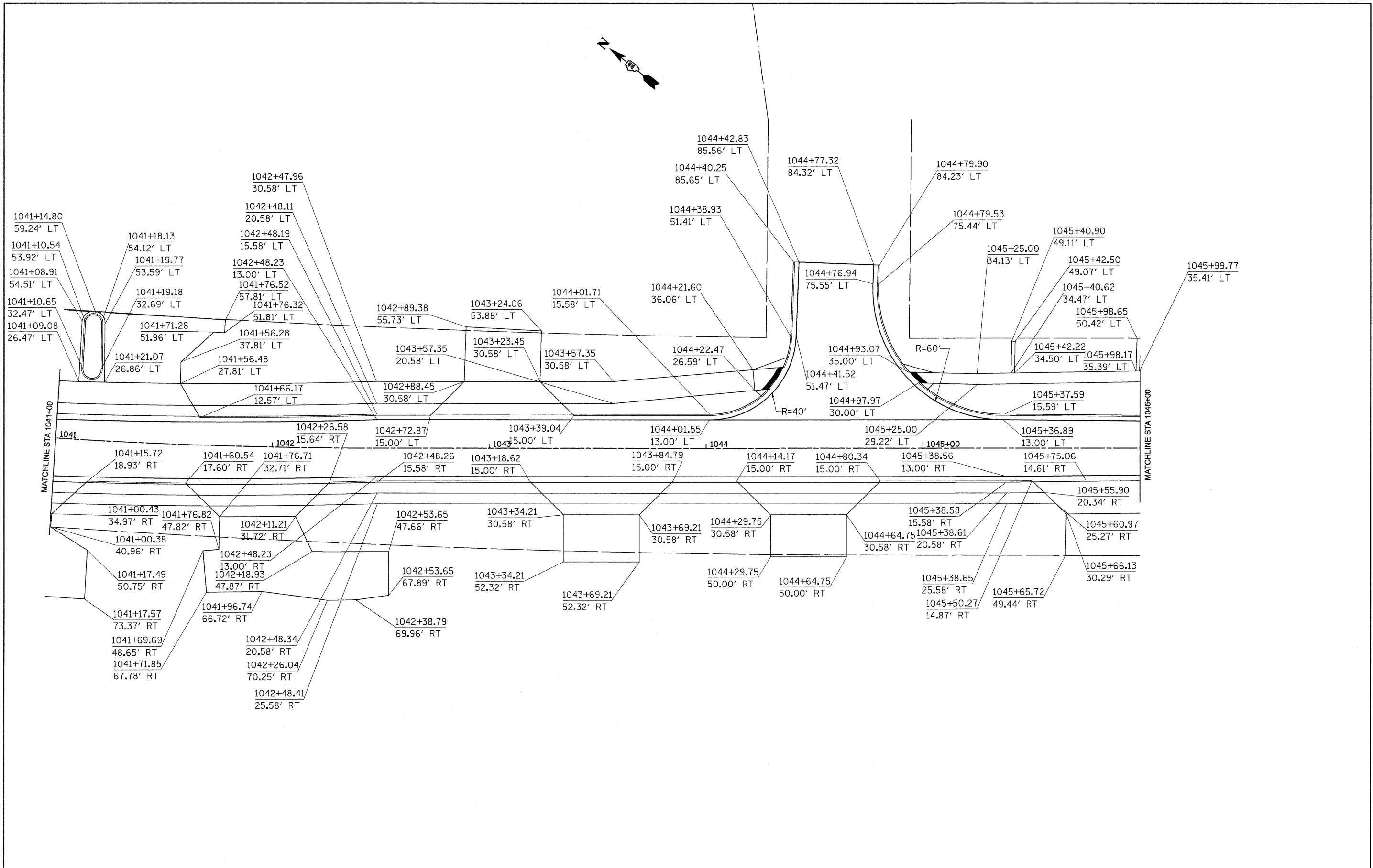
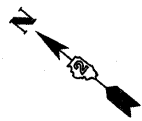


FILE NAME =	USER NAME = dtzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STATION AND OFFSET SHEETS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cd\pw_work\pw\dot\dtzlerse\dms34552\d13305sta.dgn	DRAWN -	REVISED -	309					(17R)B	WHITESIDE	376	29	
PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 64874						
PLOT DATE = Fri Mar 13 08:46:33 2009	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									

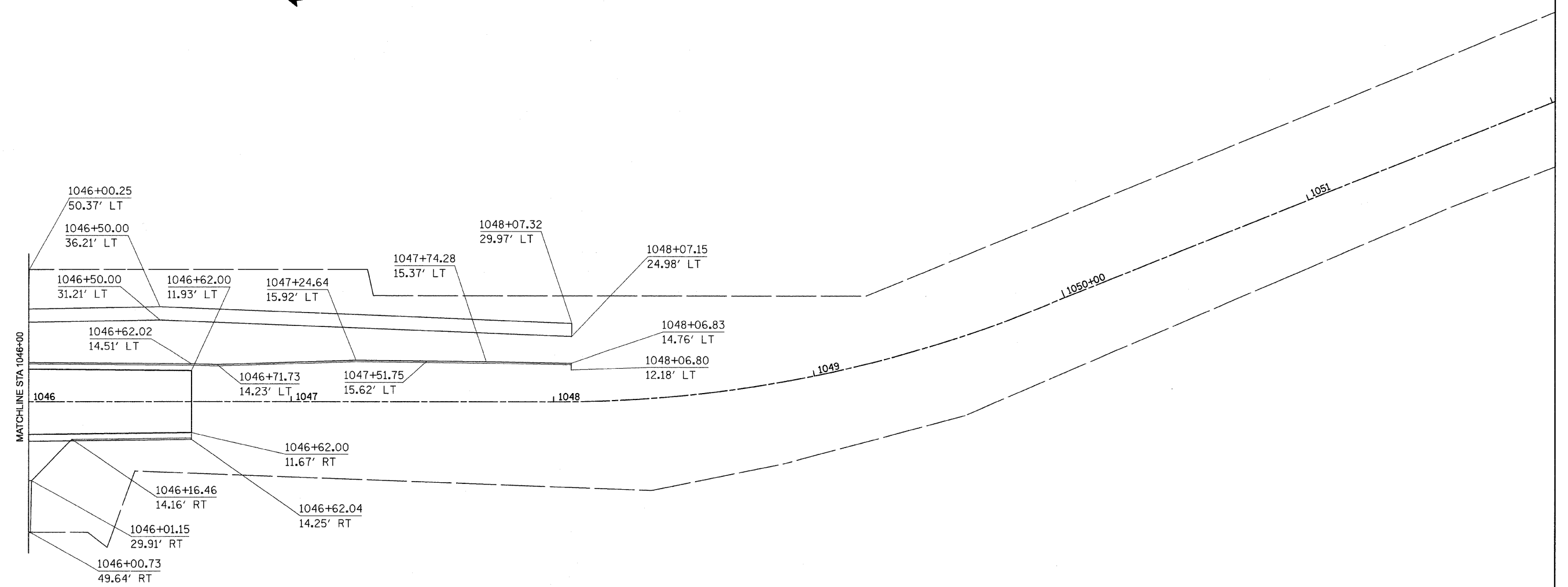
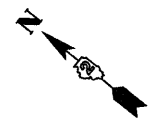


FILE NAME =	USER NAME = dtzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STATION AND OFFSET SHEETS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pwork\pwidot\dtzlerse\dms34852\dl3905sta.dgn	DRAWN -	REVISED -	309					(17R)B	WHITESIDE	376	30	
PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64B74									
PLOT DATE = Fri Mar 13 08:46:34 2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									
			SCALE:					SHEET NO. OF SHEETS	STA. TO STA.			

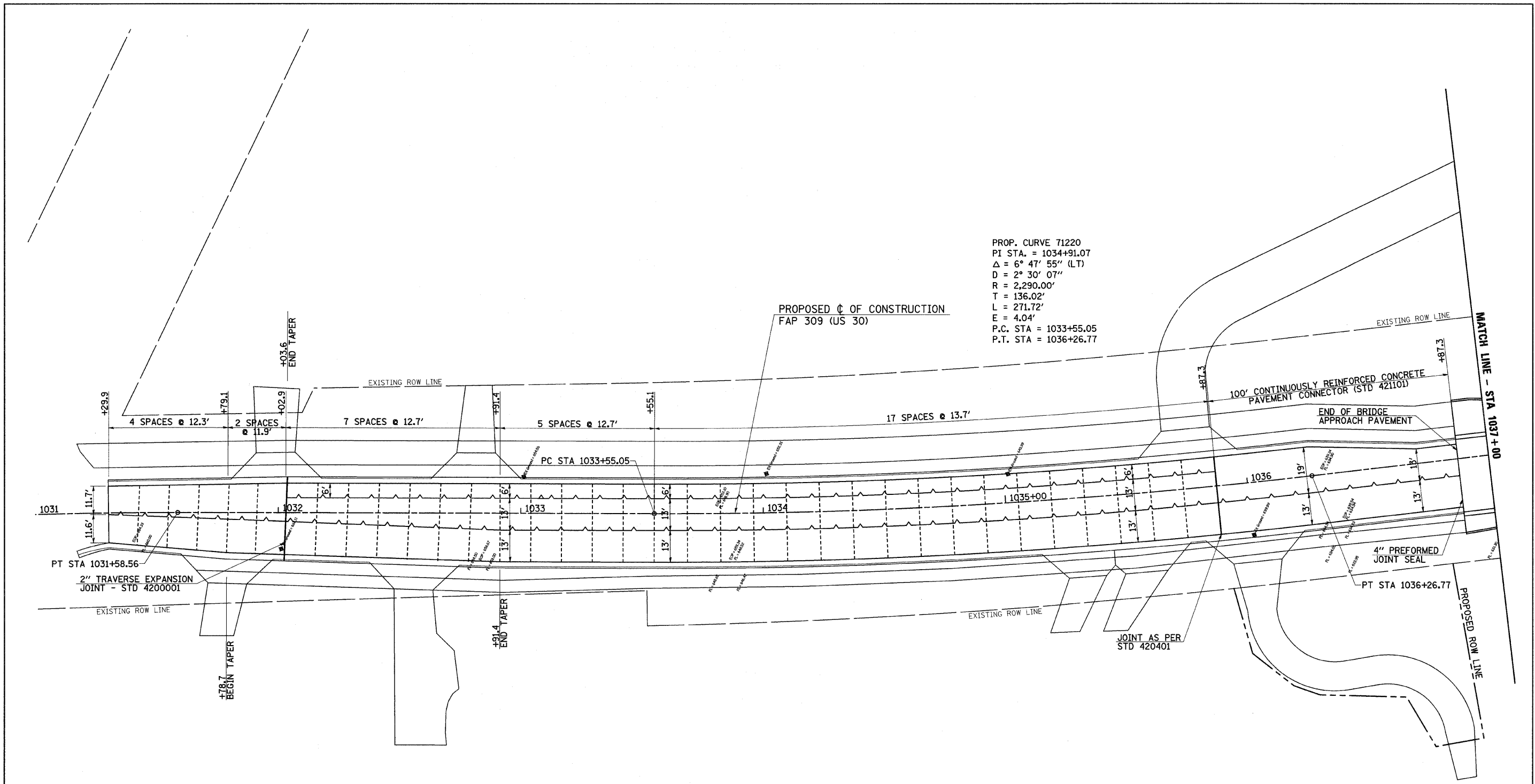




FILE NAME =	USER NAME = ditzler	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STATION AND OFFSET SHEETS</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\ditzler\adms34552\d13805sta.dgn	DRAWN -	REVISED -	309						(17R)B	WHITESIDE	376	31	
PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.				CONTRACT NO. 64B74						
PLOT DATE = Fri Mar 13 08:48:34 2009	DATE -	REVISED -	FED. ROAD DIST. NO.				ILLINOIS FED. AID PROJECT						
			SCALE: SHEET NO. OF SHEETS STA. TO STA.				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						



FILE NAME =	USER NAME = ditzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STATION AND OFFSET SHEETS</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pw\dot\ditzlerse\dms34552\d1305sta.dgn		DRAWN -	REVISED -		309	(17R)B	WHITESIDE	376	32				
PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 64B74								
PLOT DATE = Fri Mar 13 08:48:35 2009		DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT				

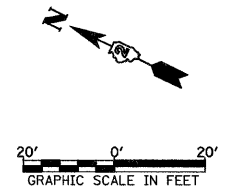


PROP. CURVE 71220  
 PI STA. = 1034+91.07  
 Δ = 6° 47' 55" (LT)  
 D = 2° 30' 07"  
 R = 2,290.00'  
 T = 136.02'  
 L = 271.72'  
 E = 4.04'  
 P.C. STA = 1033+55.05  
 P.T. STA = 1036+26.77

PROPOSED  $\phi$  OF CONSTRUCTION  
 FAP 309 (US 30)

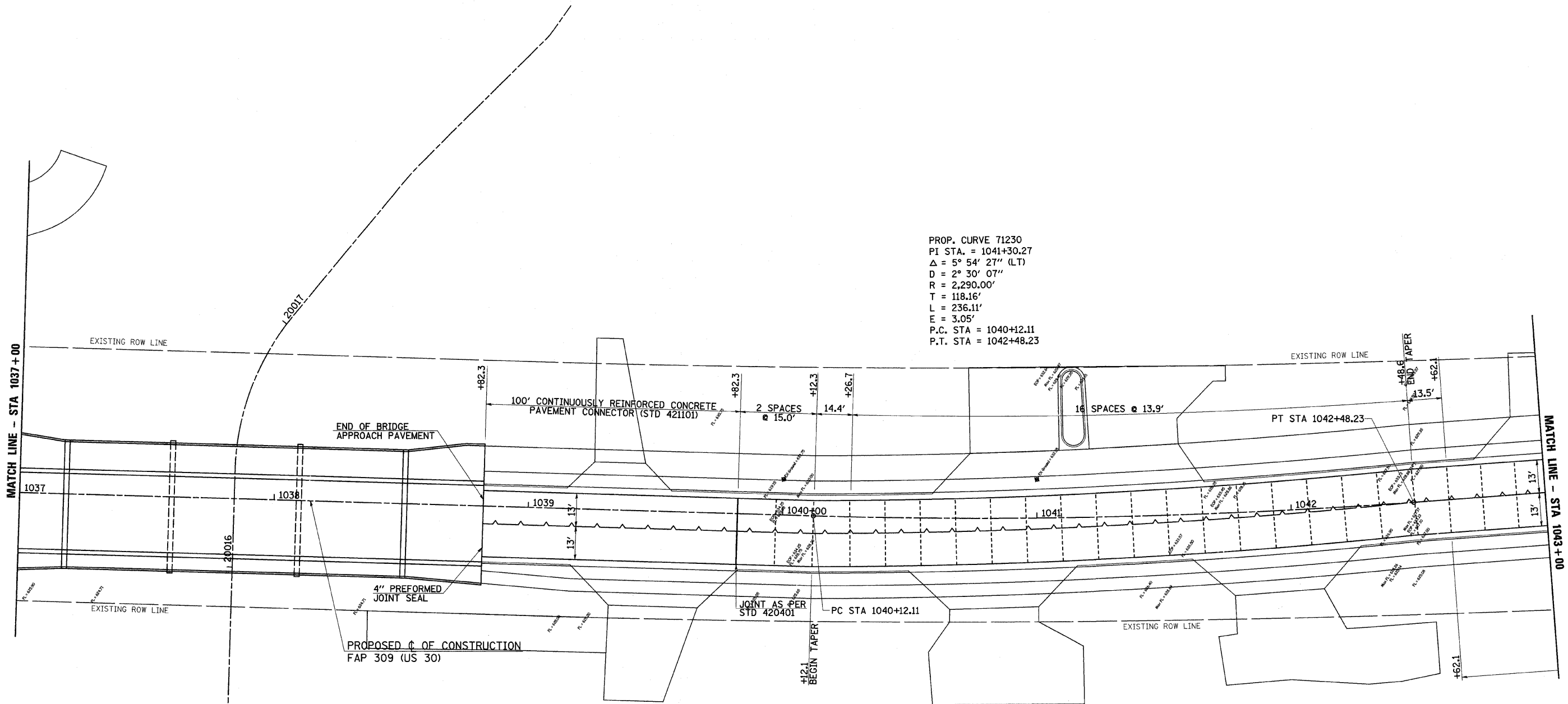
NOTE: SAWED CONTRACTION JOINT SPACING IS MEASURED ALONG THE CROWN LINE OF THE PROPOSED PAVEMENT.

- LEGEND:**
- LONGITUDINAL CONSTRUCTION JOINT, STD 420001
  - LONGITUDINAL SAWED OR CONSTRUCTION JOINT, STD 420001
  - SAWED CONTRACTION JOINT WITH 1 1/2" DOWELS, STD 420001






FILE NAME =	USER NAME = dtzleresa	DESIGNED - AWM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PCC PAVEMENT JOINTING PLAN</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
c:\pw_work\pwidot\dtzleresa\dms34552\2244\001.dgn		DRAWN - TJD	REVISED -				309	(17R)B	WHITESIDE	376	33			
PLOT SCALE = 20,0000' / IN.		CHECKED - AWM	REVISED -				SCALE: 1"=20'		SHEET NO. 1 OF 3 SHEETS		STA. 1031+00 TO STA. 1037+00		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
PLOT DATE = Fri Mar 13 08:46:22 2009		DATE - 1/16/09	REVISED -				CONTRACT NO. 64B74							

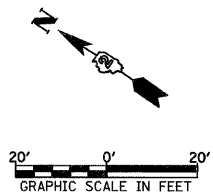
PROP. CURVE 71230  
 PI STA. = 1041+30.27  
 $\Delta = 5^\circ 54' 27''$  (LT)  
 $D = 2^\circ 30' 07''$   
 $R = 2,290.00'$   
 $T = 118.16'$   
 $L = 236.11'$   
 $E = 3.05'$   
 P.C. STA = 1040+12.11  
 P.T. STA = 1042+48.23



NOTE: SAWED CONTRACTION JOINT SPACING IS MEASURED ALONG THE CROWN LINE OF THE PROPOSED PAVEMENT.

**LEGEND:**

-  LONGITUDINAL CONSTRUCTION JOINT, STD 420001
-  LONGITUDINAL SAWED OR CONSTRUCTION JOINT, STD 420001
-  SAWED CONTRACTION JOINT WITH 1 1/2" DOWELS, STD 420001



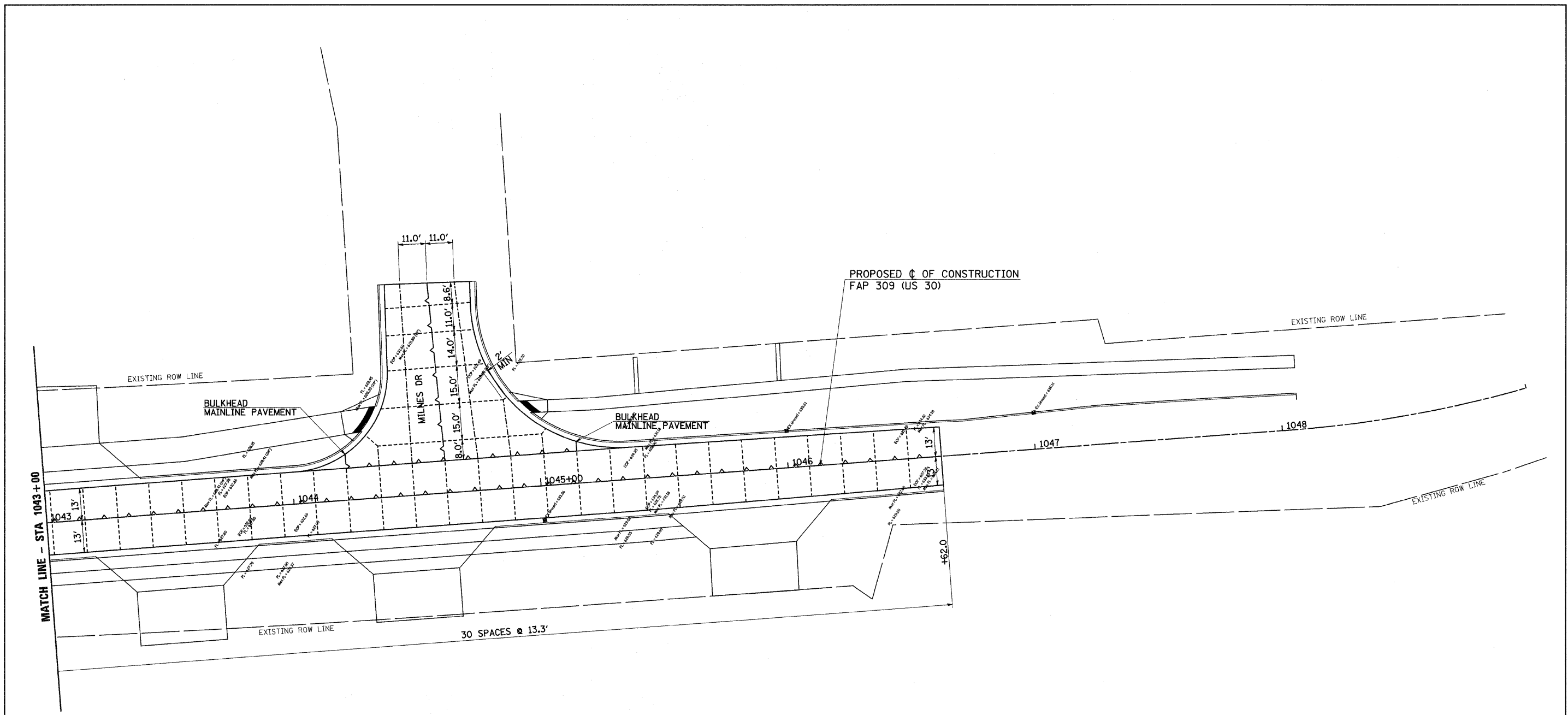
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PLOT DATE = Fri Mar 13 08:46:35 2009		DATE - 1/16/09	REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**PCC PAVEMENT JOINTING PLAN**



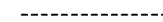
SCALE: 1"=20' SHEET NO. 2 OF 3 SHEETS STA. 1037+00 TO STA. 1043+00

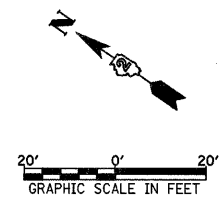
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	(17)B	WHITESIDE	376	34
CONTRACT NO. 64B74				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



NOTE: SAWED CONTRACTION JOINT SPACING IS MEASURED ALONG THE CROWN LINE OF THE PROPOSED PAVEMENT.

**LEGEND:**

-  LONGITUDINAL CONSTRUCTION JOINT, STD 420001
-  LONGITUDINAL SAWED OR CONSTRUCTION JOINT, STD 420001
-  SAWED CONTRACTION JOINT WITH 1 1/2 " DOWELS, STD 420001

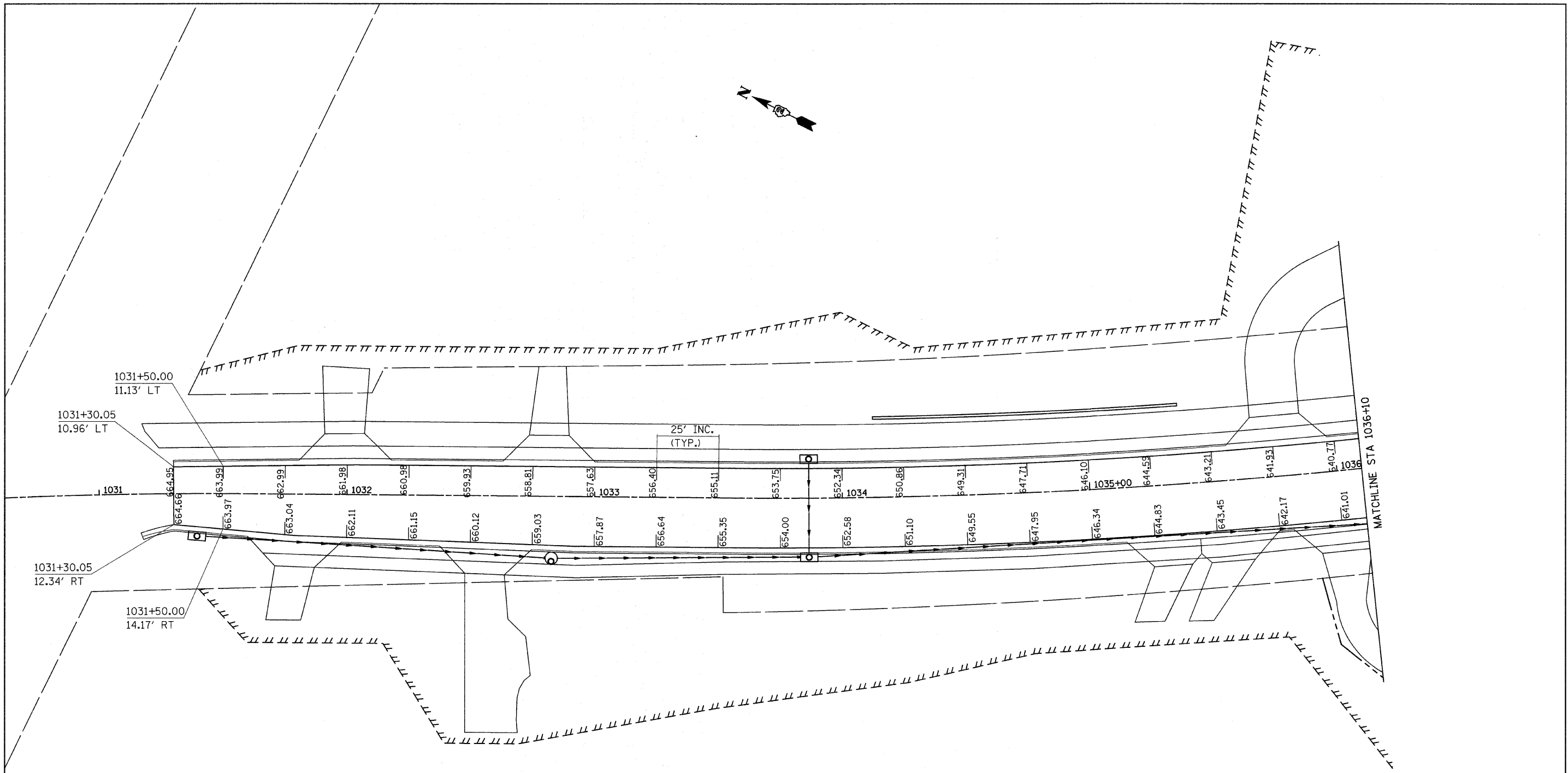


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PLOT SCALE = 20.0000' / IN.		CHECKED - AWM	REVISED -
PLOT DATE = Fri Mar 13 08:46:43 2009		DATE - 1/16/09	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PCC PAVEMENT JOINTING PLAN**

SCALE: 1"=20'	SHEET NO. 3 OF 3 SHEETS	STA. 1043+00 TO STA. 1049+00	F.A.P. RTE. 309	SECTION (17R)B	COUNTY WHITESIDE	TOTAL SHEETS 376	SHEET NO. 35
			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 64B74		



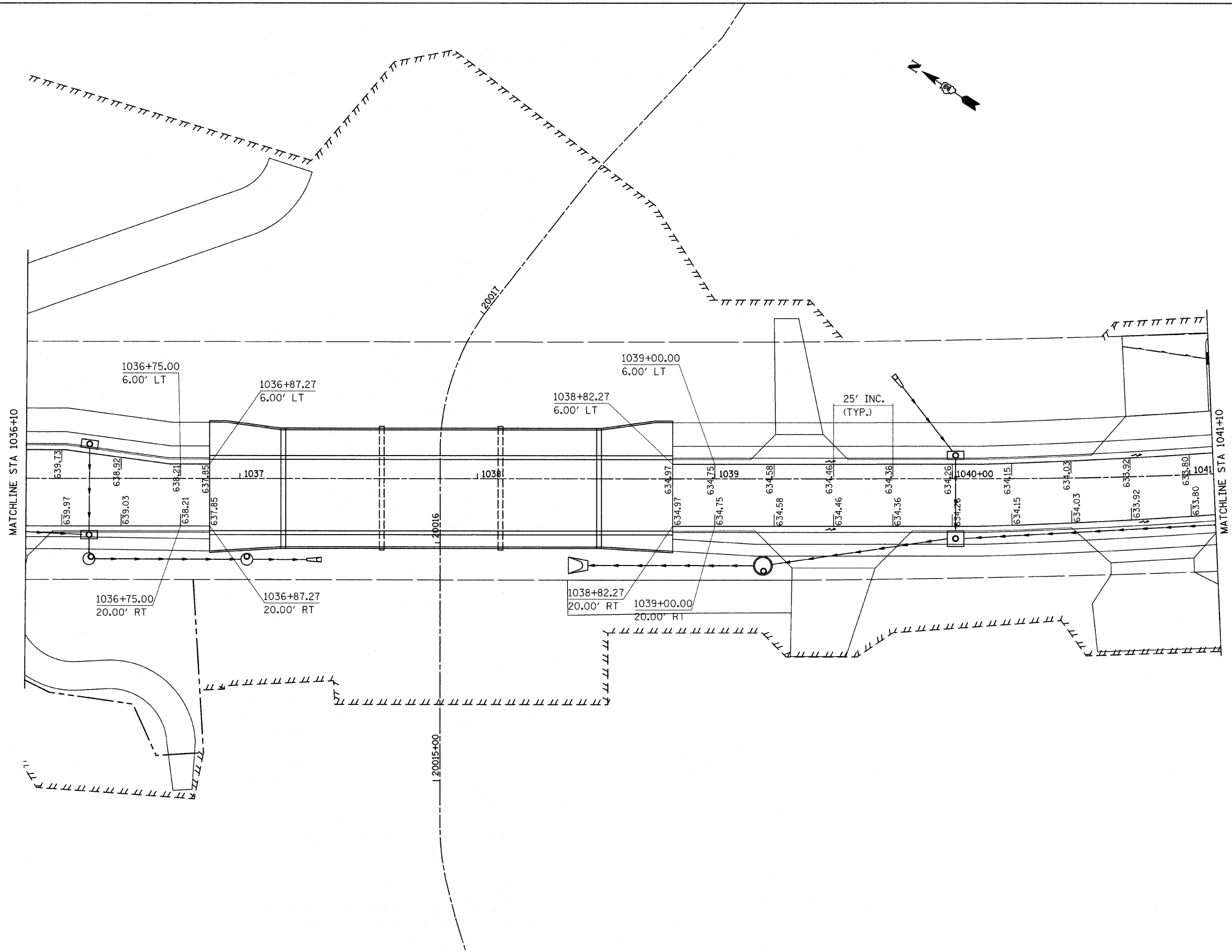
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PLOT DATE = Fri Mar 13 08:47:18 2009		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

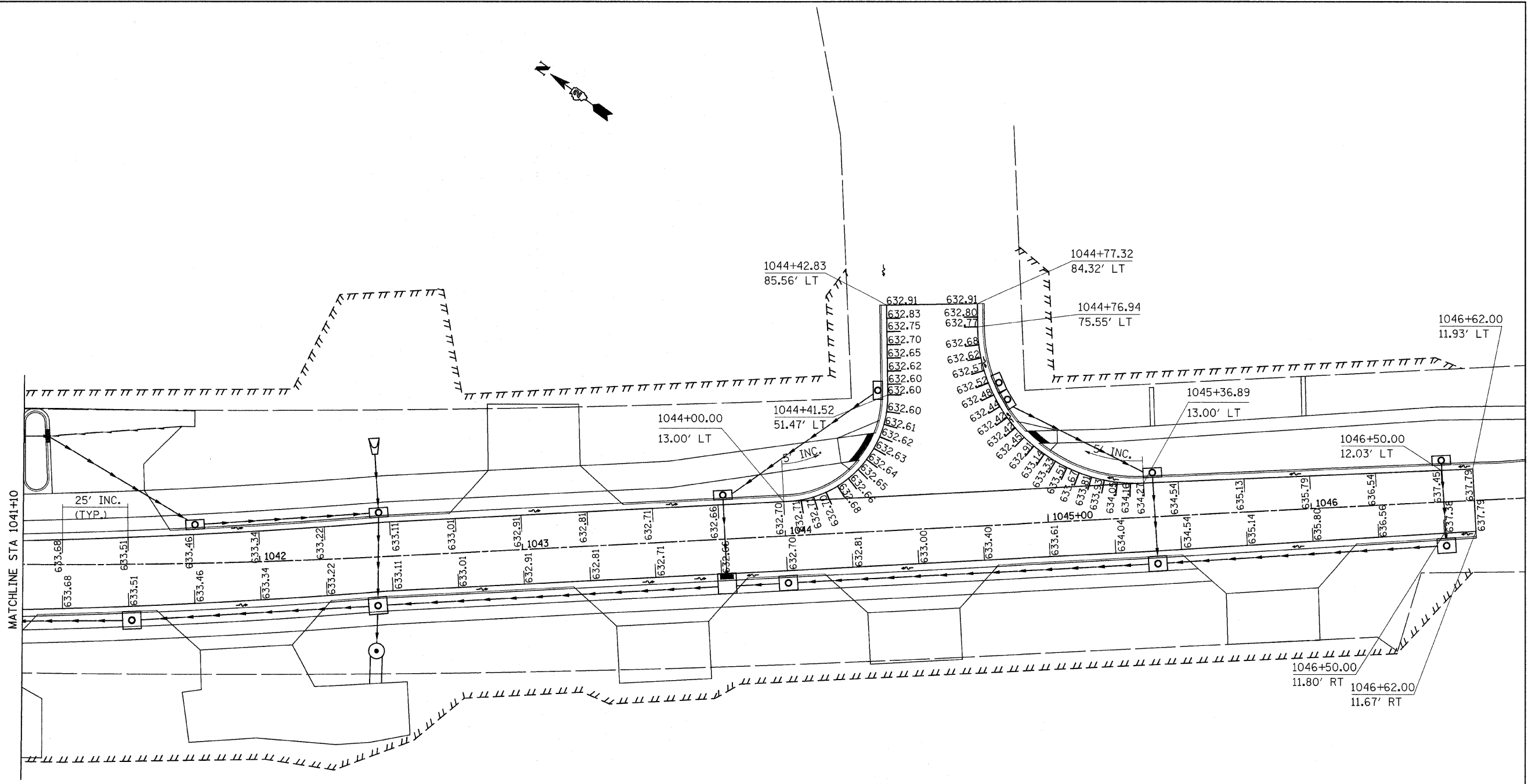
**PAVEMENT ELEVATION SHEETS**

SCALE:	SHEET NO. OF SHEETS	STA. TO STA.
--------	---------------------	--------------

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	(17R)B	WHITESIDE	376	36
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B74	



FILE NAME =	USER NAME = ditzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT ELEVATION SHEETS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 20,0000' / IN.		CHECKED -	REVISED -					CONTRACT NO. 64B74				
PLOT DATE = Fri Mar 13 08:47:19 2009		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

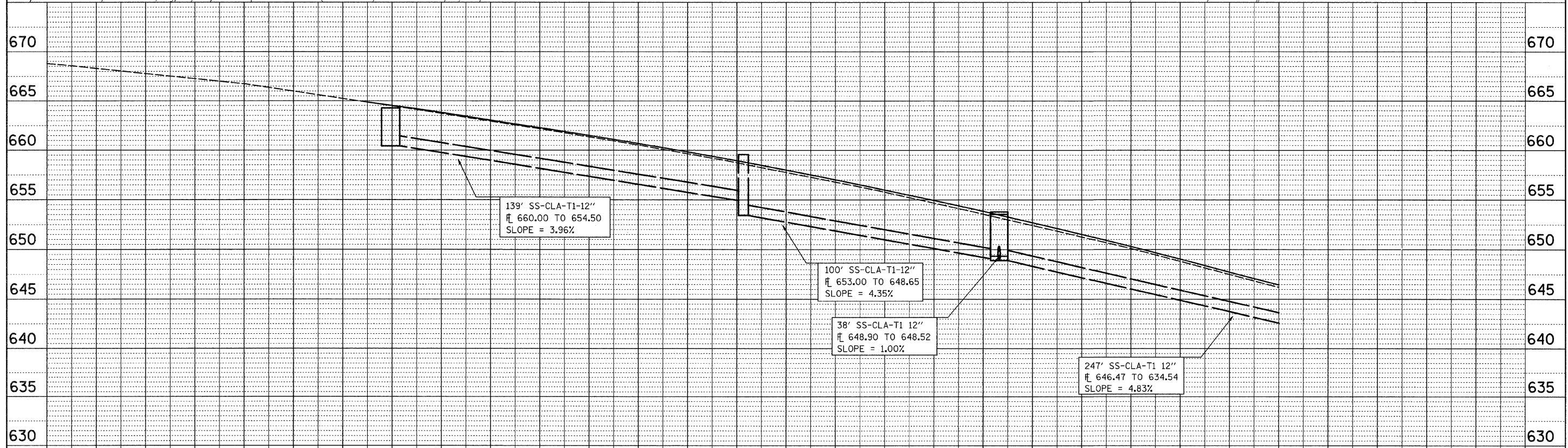
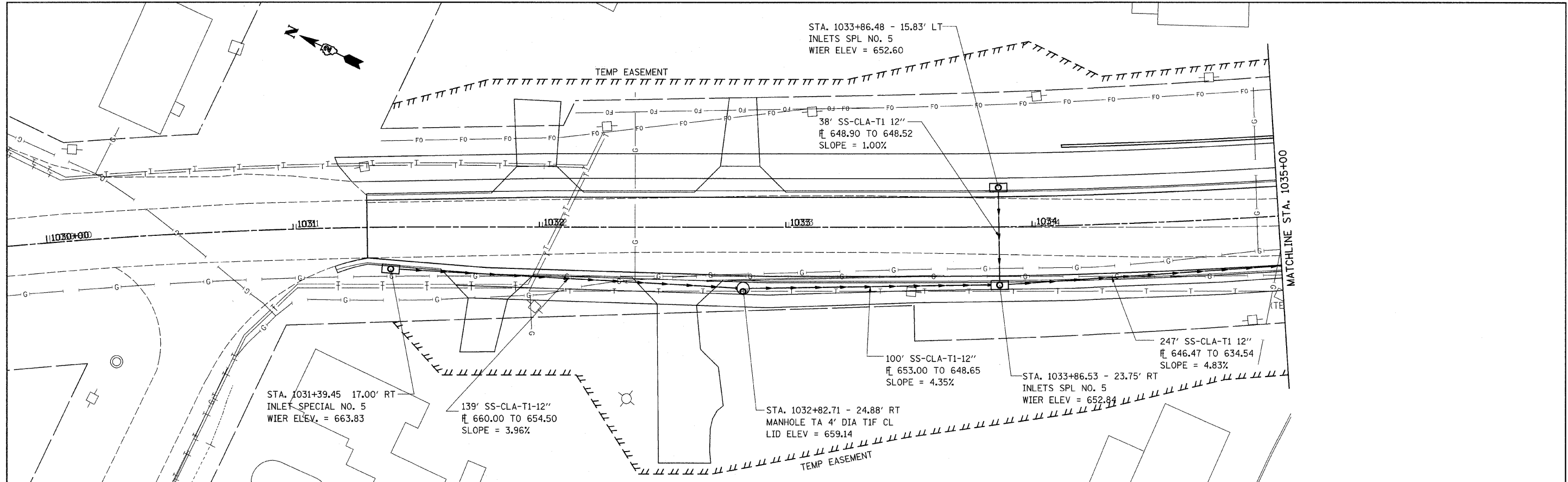


FILE NAME =	USER NAME = dtzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT ELEVATION SHEETS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = Fri Mar 13 08:47:28 2009	DATE -	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 64B74				
					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



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	STRUCTURE NOTATIONS CHECKED		

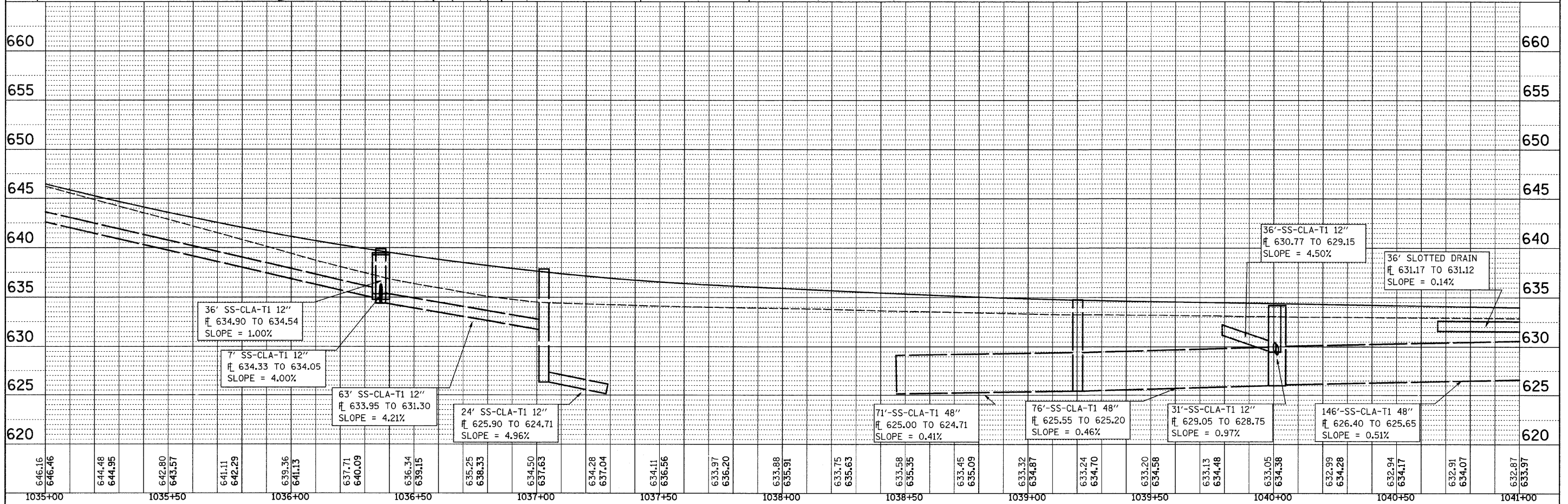
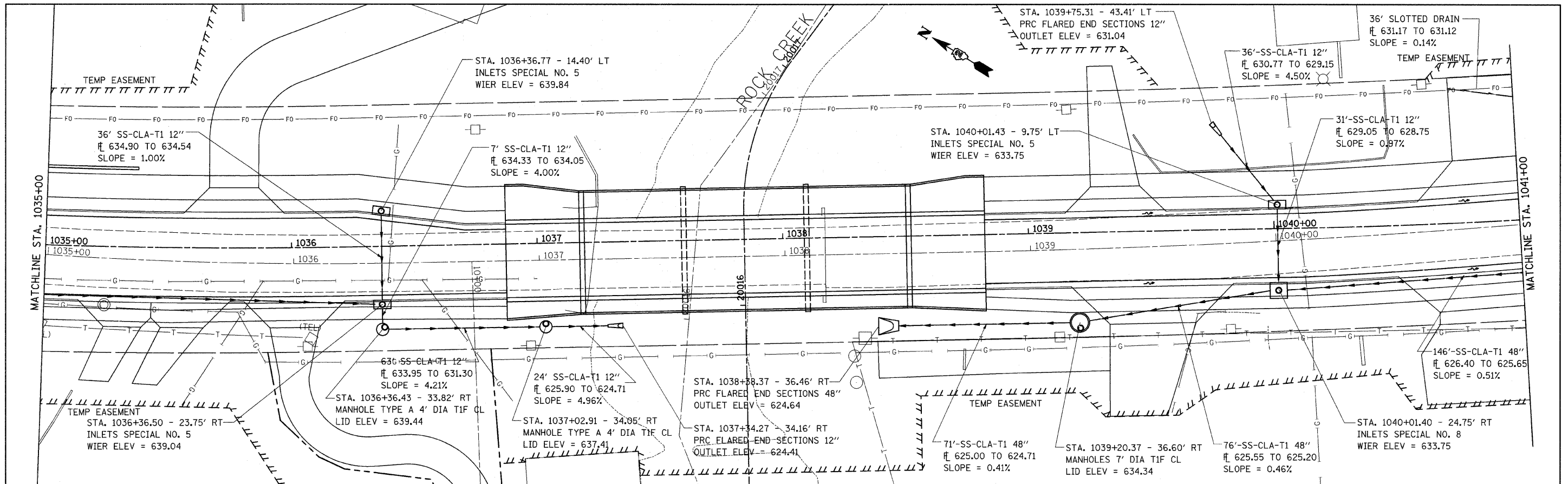


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1030+00	1030+50	1031+00	1031+50	1032+00	1032+50	1033+00	1033+50	1034+00	1034+50	1035+00																										

FILE NAME =	USER NAME = dtziersa	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DRAINAGE SHEETS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = Fri Mar 13 08:46:56 2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							

PLAN	DRAWN	DATE
NOTE BOOK	CHECKED	BY
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PROFILE	DRAWN	DATE
NOTE BOOK	CHECKED	BY
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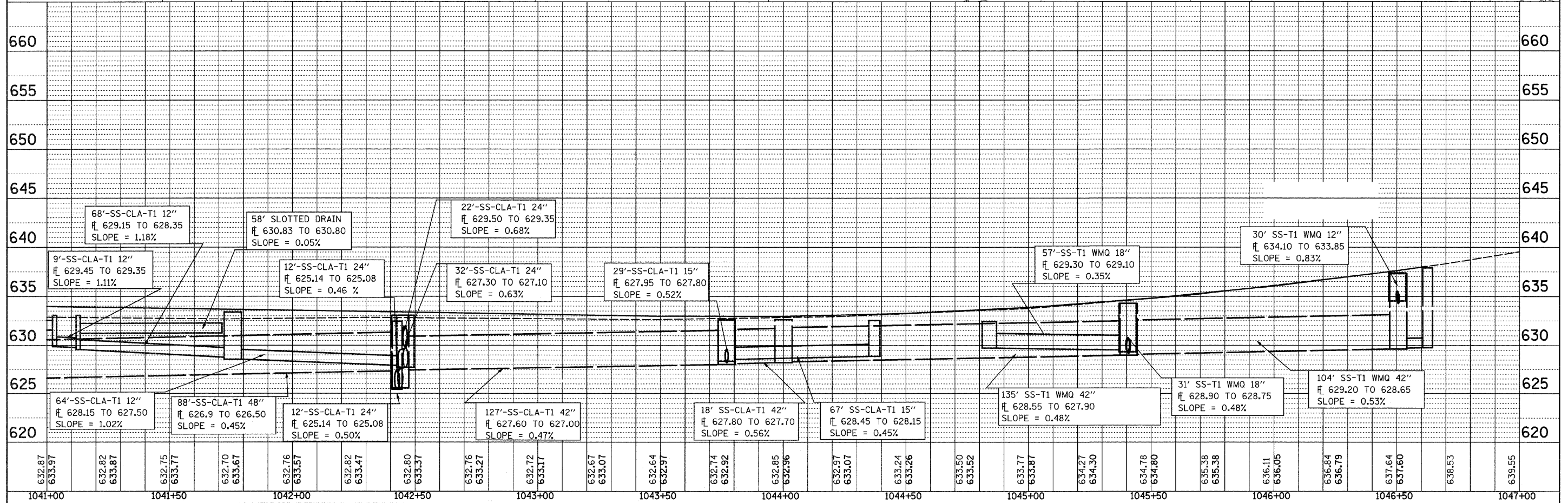
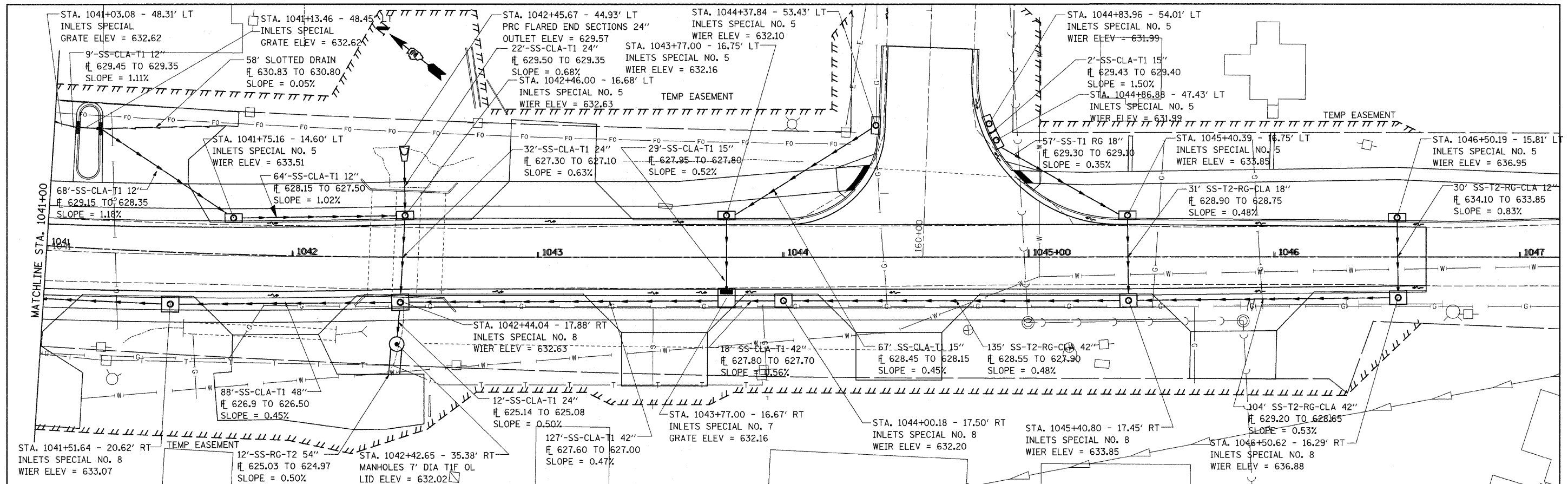


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	NO. OF WAY CHECKED	
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			SCALE:			SHEET NO.	OF SHEETS	STA.	TO STA.	

Bench Mark:  
Cut square in SE Wingwall on existing bridge, Sta. 1038+15.56, Offset 24.25 RT, Elev. = 633.60

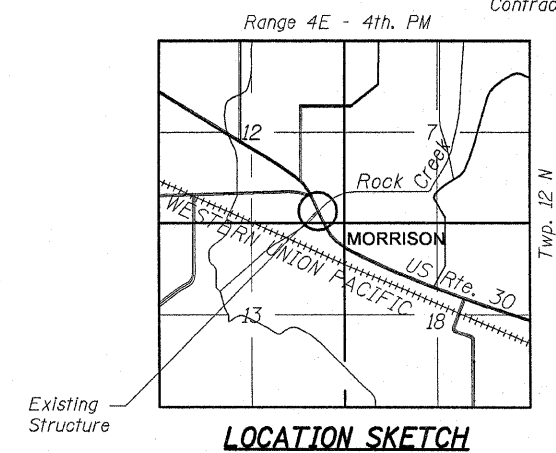
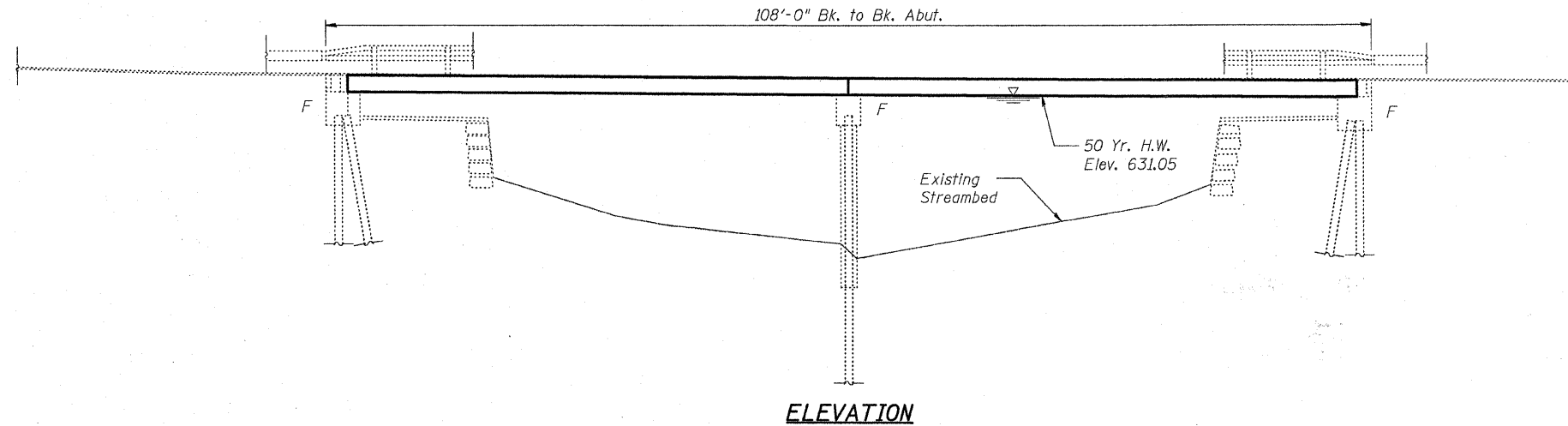
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Sheet R1 of R9

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	17B-1	WHITESIDE	376	42
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			Contract #64B74	

Existing Structure:  
Structure No. 098-0053 was originally constructed in 1971 as a 2-span PPC deck beam bridge supported on pile bent abutments and a center pile bent pier. The structure length is 108'-0" (Bk. to Bk. Abut.) and the width is 33'-0" (O. to O.). The substructure is normal to the superstructure (no skew).

Notes:  
1. Road shall be kept open to traffic at all times by utilizing stage construction. During Stage I and Stage II, one lane of alternating traffic will be provided with the use of temporary traffic signals.  
2. No Salvage.



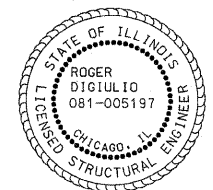
**APPROVED**  
FOR STRUCTURAL ADEQUACY ONLY  
*Robert E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

**DESIGN SPECIFICATIONS**  
2002 AASHTO Standard Specifications  
for Highway Bridges

**LOADING HS20-44**  
Allowance for Future Wearing  
Surface = 25 #/sq. ft.

**DESIGN STRESSES**  
PRECAST PRESTRESSED UNITS  
 $f'c = 6000$  psi  
 $f'ci = 5000$  psi  
 $f's = 270,000$  psi (1/2"  $\phi$  low lax. strands)  
 $fsl = 202,000$  psi (1/2"  $\phi$  low lax. strands)

PATRICK ENGINEERING, INC.



*Roger Digulio*  
ROGER DIGULIO, S.E.  
# 081-005197

EXP 11/30/09

DATE 3/10/09

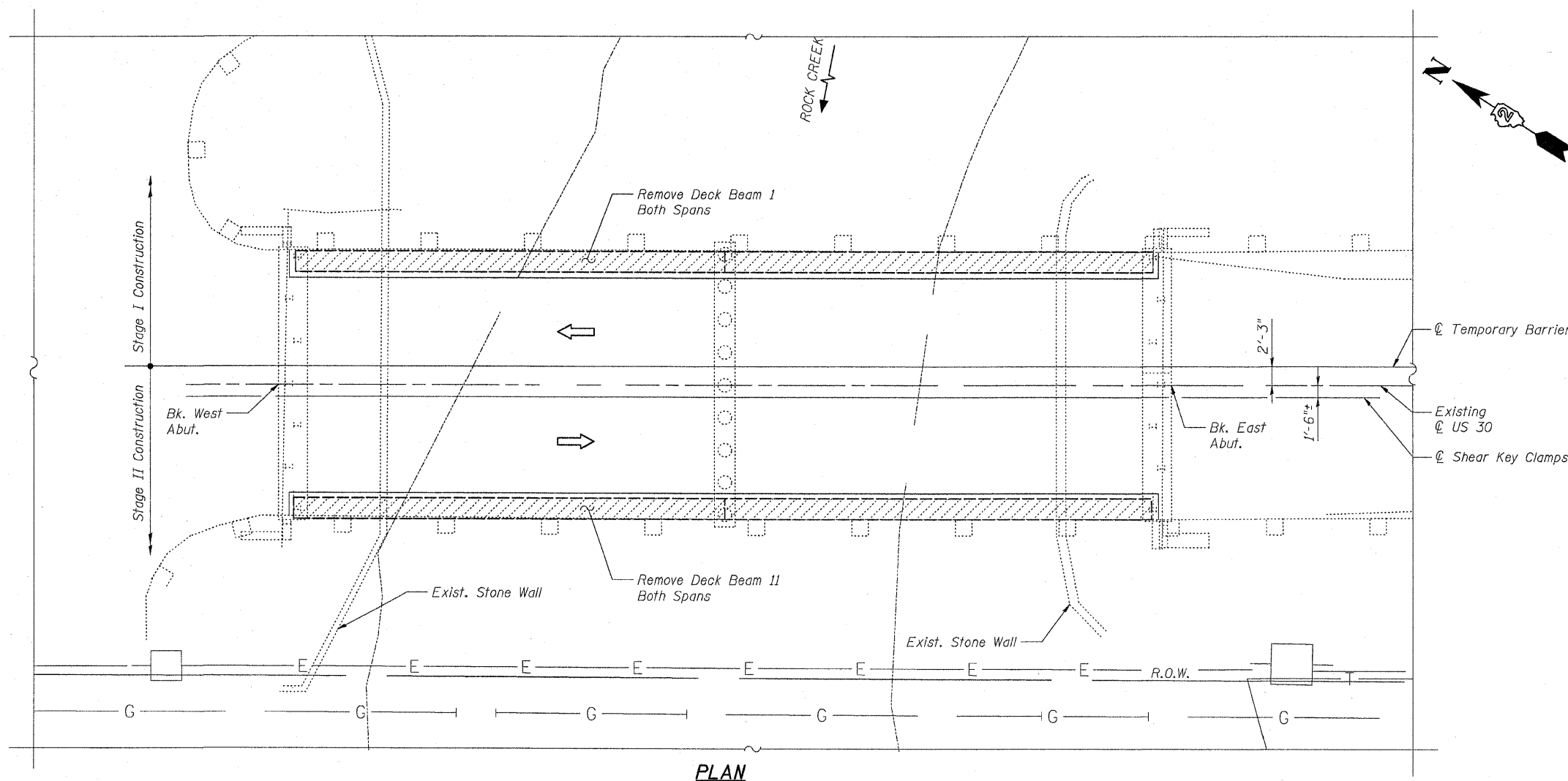
**LEGEND**

- E — Exist. Overhead Electrical Line
- G — Exist. Gas Line
- T — Exist. Telephone Line

**GENERAL PLAN**

U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION 17B-1  
WHITESIDE COUNTY  
STATION 1037+69.16  
STRUCTURE NO. 098-0053

DATE: March 10, 2009 DRAWN BY: D. Schettler  
CHECKED BY: A. Yargloolu



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Sheet R2 of R9

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	17B-1	WHITESIDE	376	43
FED. ROAD DIST. NO. 2 ILLINOIS			FED. AID PROJECT	

Contract #64B74

**GENERAL NOTES**

- Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.
- The Contractor is advised that the existing structure contains members that are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal, or replacement of the structure. An Existing Structure Information Package is available upon request as noted in the special provisions.
- If the Contractor's procedure for existing beam removal or placement of new beams involves placement of cranes or other heavy equipment on the bridge, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new or existing beams. To distribute load to multiple beams and protect the existing surface, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams. If heavy equipment will be placed on new PPC deck beams, the following shall be done prior to placement of the timber mats: placement and tightening of transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum and grouting and curing the shear keys.
- The top surface of the beams shall be finished according to the IDOT Manual for Fabrication of Precast Prestressed Concrete Products.
- Any damage done to the bridge during beam removal shall be repaired by the Contractor. Cost to be included in the cost of Removal of Existing PPC Deck Beams.
- Temporary concrete barriers shall only be anchored into the overlay and not into the PPC Deck Beams.
- The Contractor shall submit Structural Assessment Report(s) as required for Contractor's means and methods of construction. See Special Provisions.
- Current Ratings on File for Existing Structure:  
Inventory: 8.0  
Operating: 15.1  
Live Load Restrictions: No  
Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

**INDEX OF SHEETS**

- R1 General Plan
- R2 General Notes, Index of Sheets, Total Bill of Material
- R3 Construction Staging
- R4 Temporary Concrete Barrier for Stage Construction
- R5 Framing Plan
- R6 Deck Beam Details I
- R7 Deck Beam Details II
- R8 Repair Details
- R9 Railing Details

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Hot-Mix Asphalt Surface Course, Mix "D", N70	TON	15
Hot-Mix Asphalt Surface Removal	SQ. YD.	15.6
Precast Prestressed Concrete Deck Beams (21" Depth)	SQ. FT.	628.5
Waterproofing Membrane System	SQ. YD.	82.4
Portland Cement Mortar Fairing Course	FOOT	210
Removal of Existing Precast Prestressed Concrete Deck Beams	SQ. FT.	628.5
Removing and Re-erecting Existing Railing	FOOT	216

GENERAL NOTES, INDEX OF SHEETS,  
AND TOTAL BILL OF MATERIAL  
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION 17B-1  
WHITESIDE COUNTY  
STATION 1037+69.16  
STRUCTURE NO. 098-0053  
DATE: March 10, 2009  
DRAWN BY: D. Schettler  
CHECKED BY: A. Yargicoglu



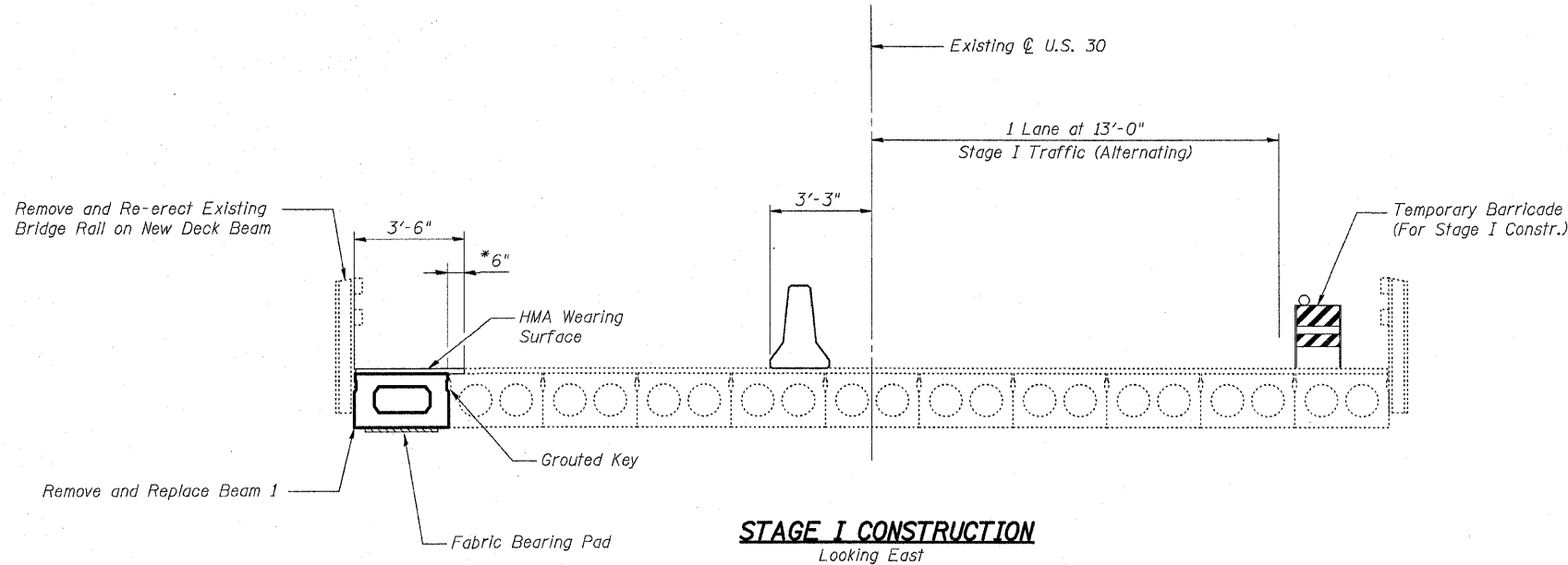
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

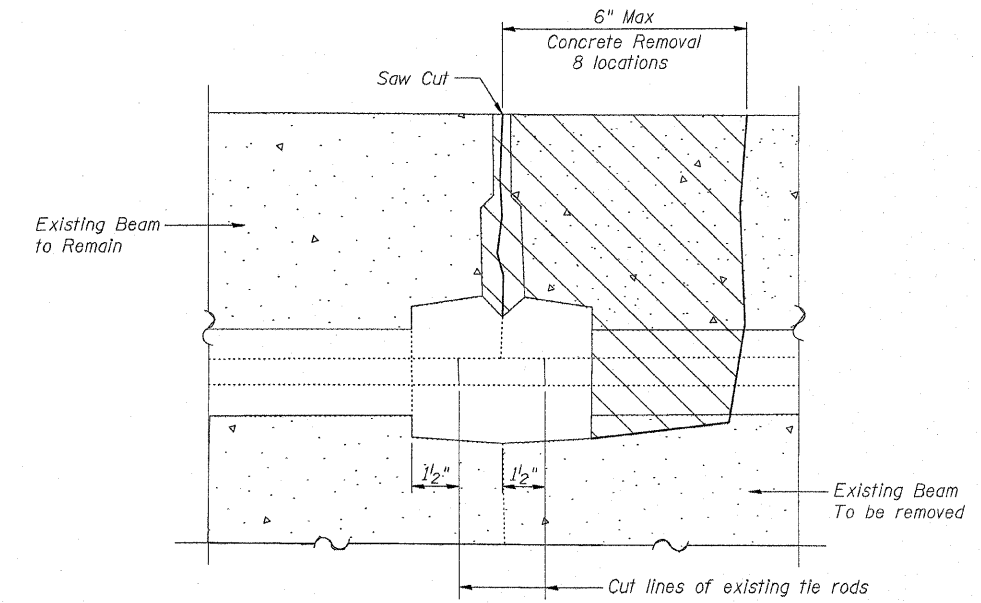
Sheet R3 of R9

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	17B-1	WHITESIDE	376	44
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

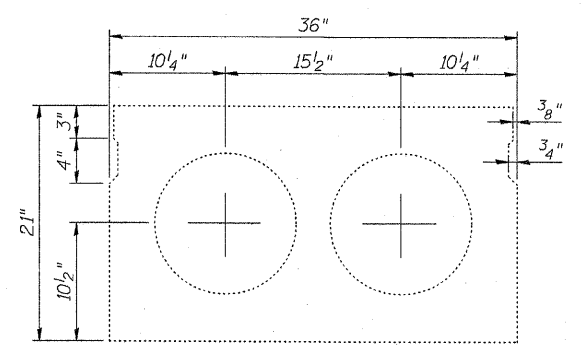
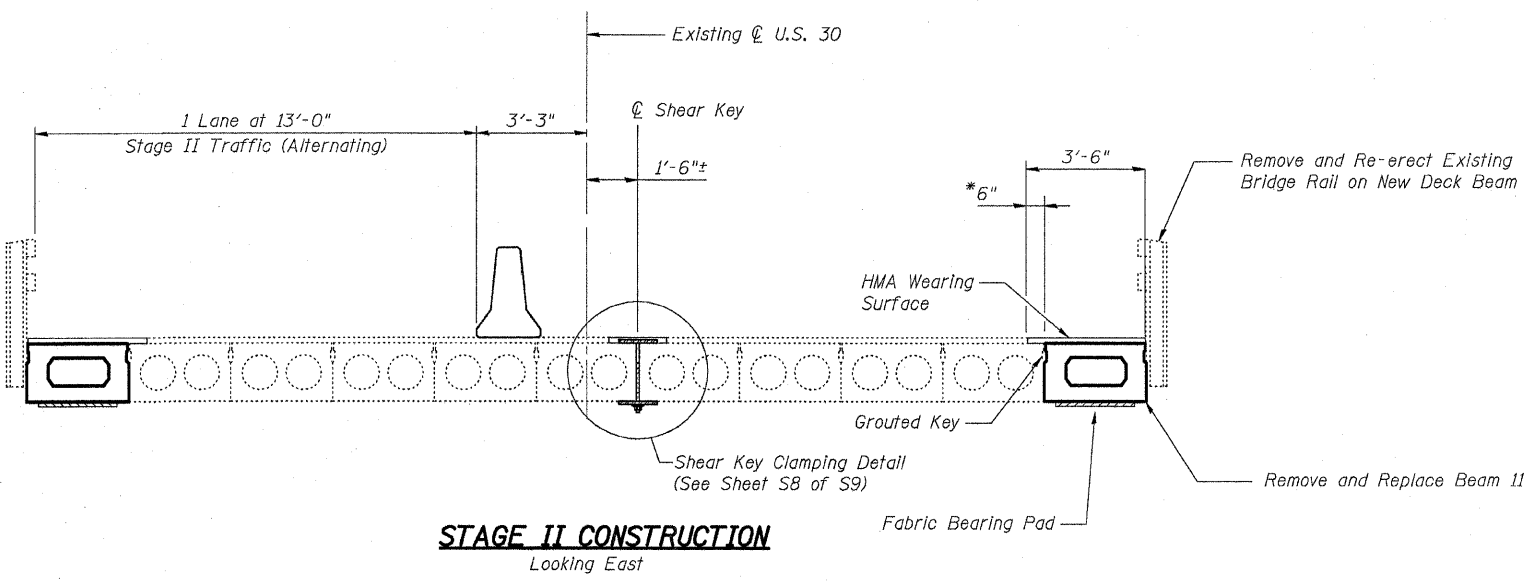
Contract #64B74



\* Limits of HMA Surface Removal.



**BEAM REMOVAL DETAIL AT TRANSVERSE TIES**



**EXISTING BEAM TYPICAL SECTION**

CONSTRUCTION STAGING  
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION 17B-1  
WHITESIDE COUNTY  
STATION 1037+69.16  
STRUCTURE NO. 098-0053  
DATE: March 10, 2009  
DRAWN BY: D. Schettler  
CHECKED BY: A. Yargicoglu



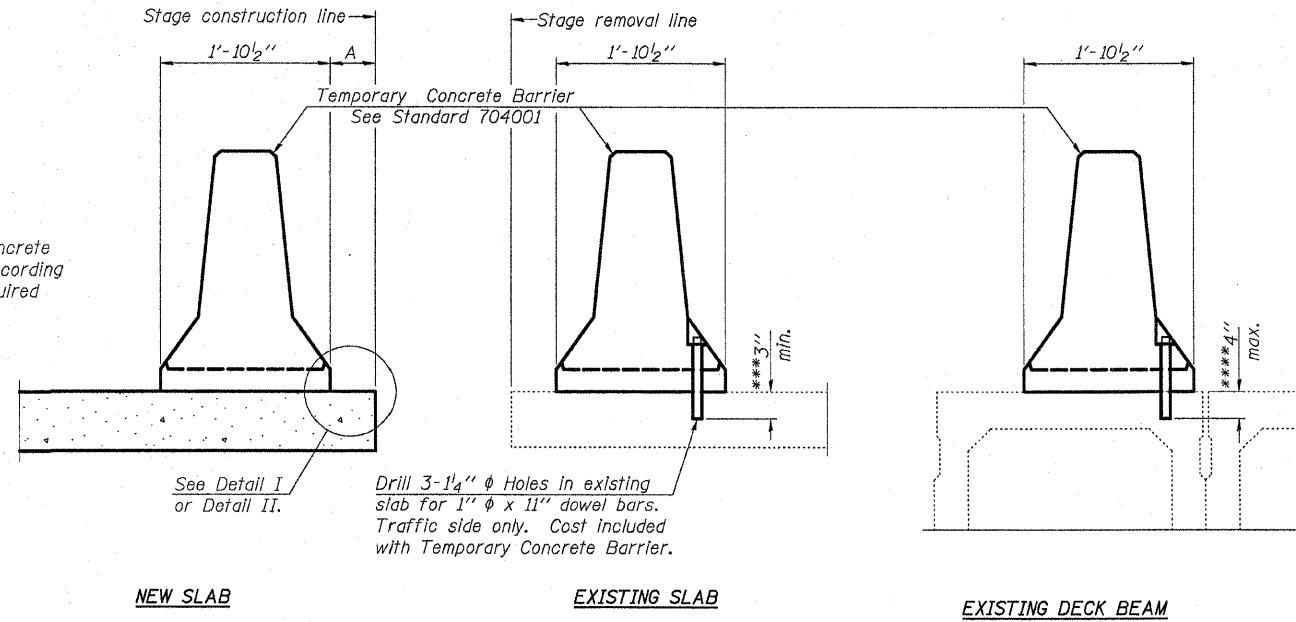
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	17B-1	WHITESIDE	376	45
FED. ROAD DIST. NO. 2		ILLINOIS FED. AID PROJECT		

Contract #64B74

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



NEW SLAB

EXISTING SLAB

EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

Drill 3-1/4"  $\phi$  Holes in existing slab for 1"  $\phi$  x 11" dowel bars. Traffic side only. Cost included with Temporary Concrete Barrier.

See Detail I or Detail II.

NOTES

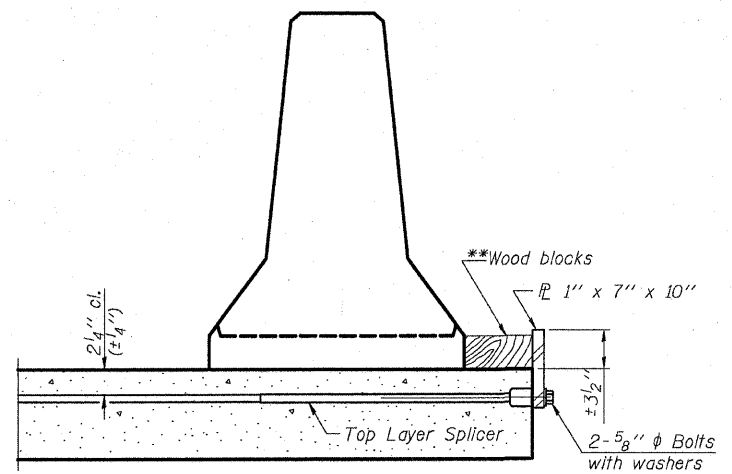
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1"x7"x10" steel  $\bar{P}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1"x7"x10" steel  $\bar{P}$  to the concrete slab or concrete wearing surface with 2-5/8"  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\bar{C}$  of each barrier panel.

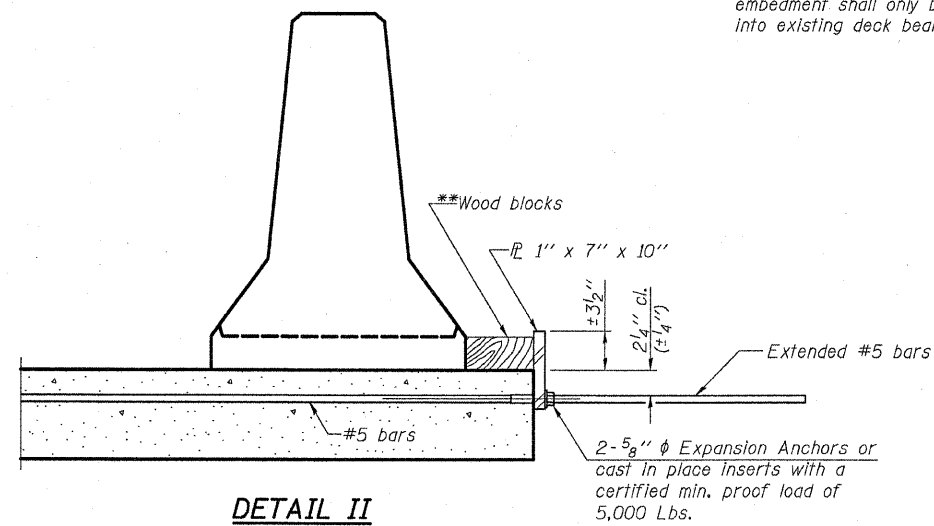
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

\*\*\* Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.

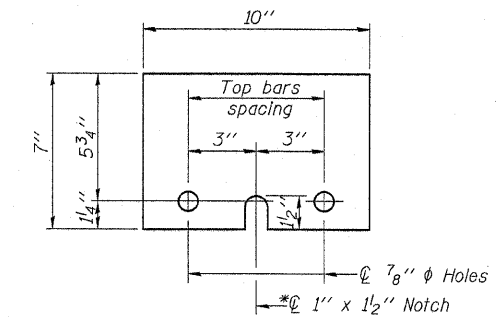


DETAIL I



DETAIL II

\*\*Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.



STEEL RETAINER  $\bar{P}$  1" x 7" x 10"

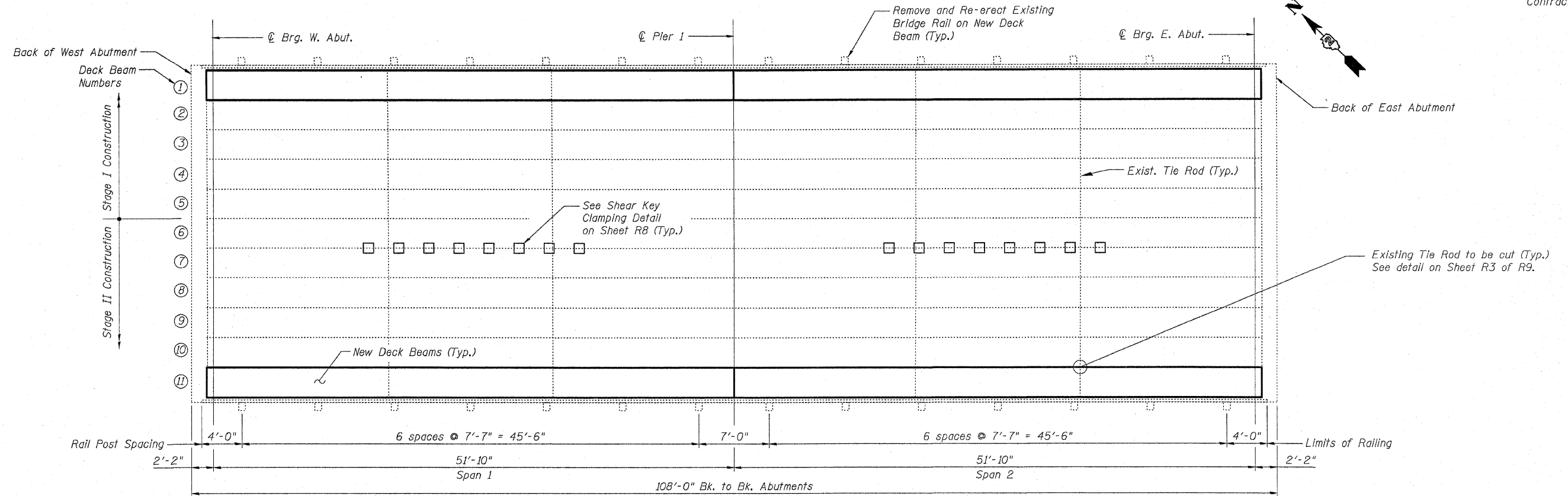
\* Required only with Detail II

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

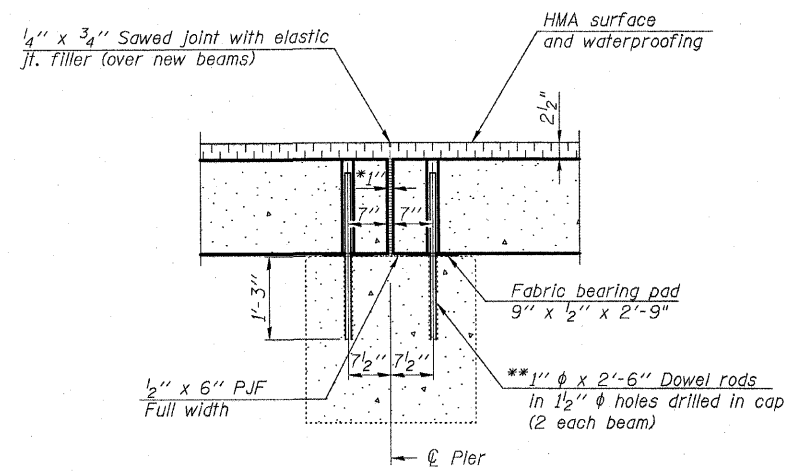
Sheet R5 of R9

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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FED. ROAD DIST. NO. 2		ILLINOIS FED. AID PROJECT		

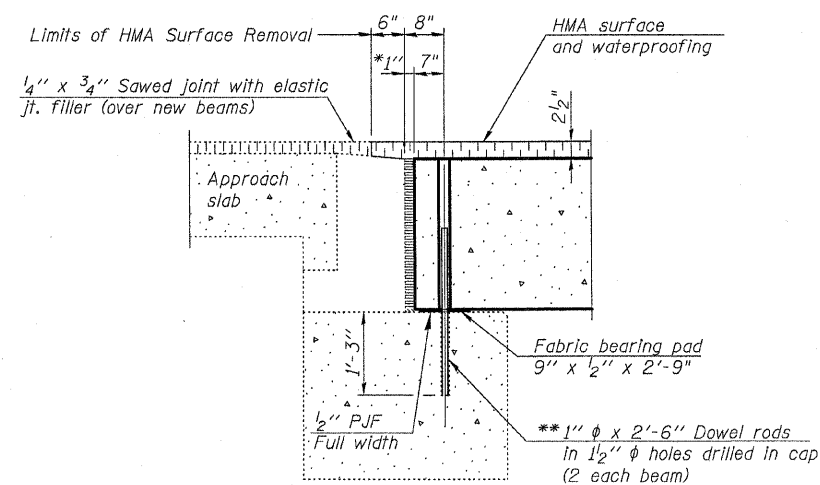
Contract #64B74



PLAN



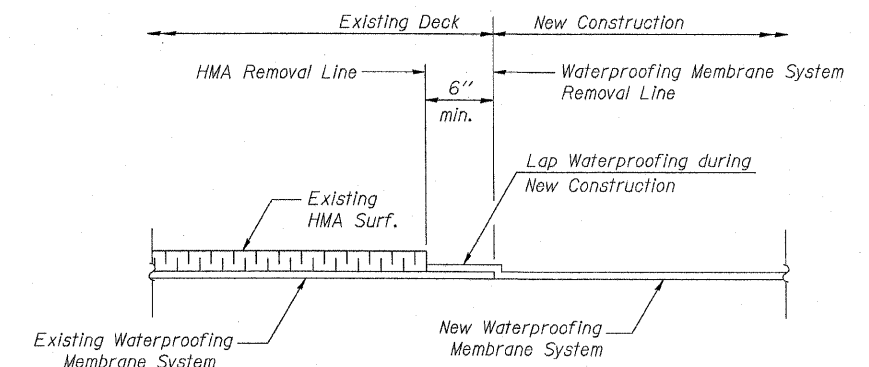
SECTION THRU FIXED PIER



SECTION THRU ABUTMENT

\* 1" Jt. shall be filled with non-shrink grout.  
1" dimension may vary to accommodate tolerance in beam lengths.

\*\* Existing dowel rods are to be burned off, ground flush, and sealed with epoxy prior to placement of new beams. Cost included in Removal of Existing PPC Deck Beams. After beams have been erected, holes shall be drilled into cap and dowel rods placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure a minimum of 24 hours prior to grouting the shear keys.



WATERPROOFING TREATMENT AT NEW CONSTRUCTION

FRAMING PLAN

U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION 17B-1  
WHITESIDE COUNTY  
STATION 1037+69.16  
STRUCTURE NO. 098-0053

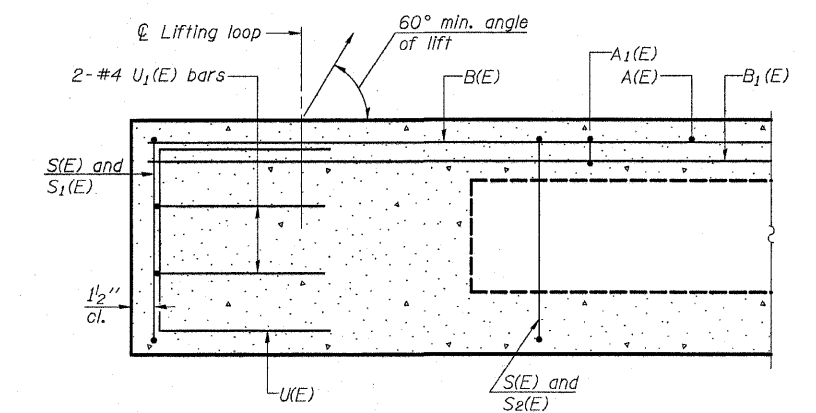
DATE: March 10, 2009

DRAWN BY: D. Schettler  
CHECKED BY: A. Yargicoglu

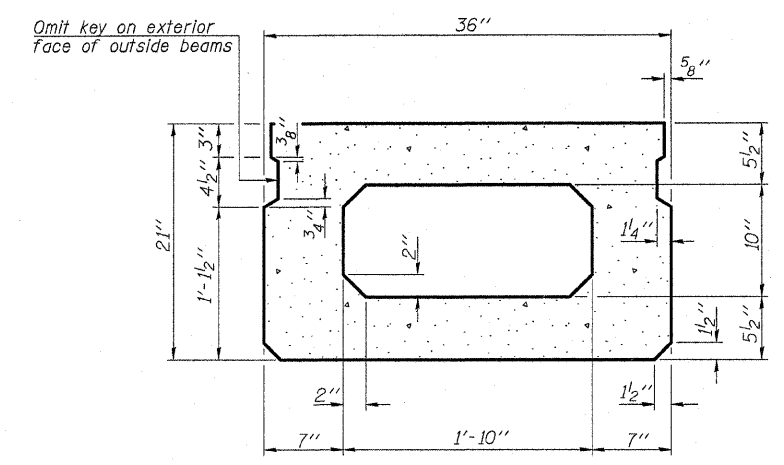


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DEPARTMENT OF TRANSPORTATION

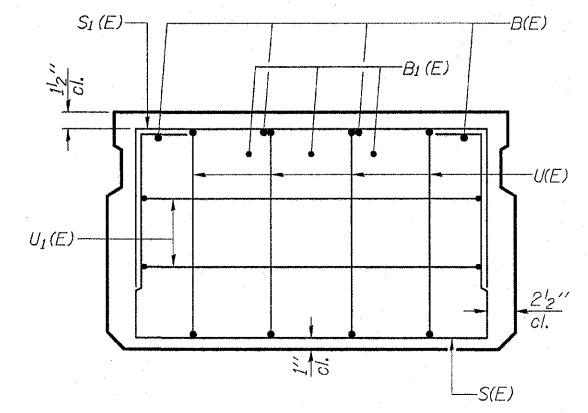
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	FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			Contract #64B74	



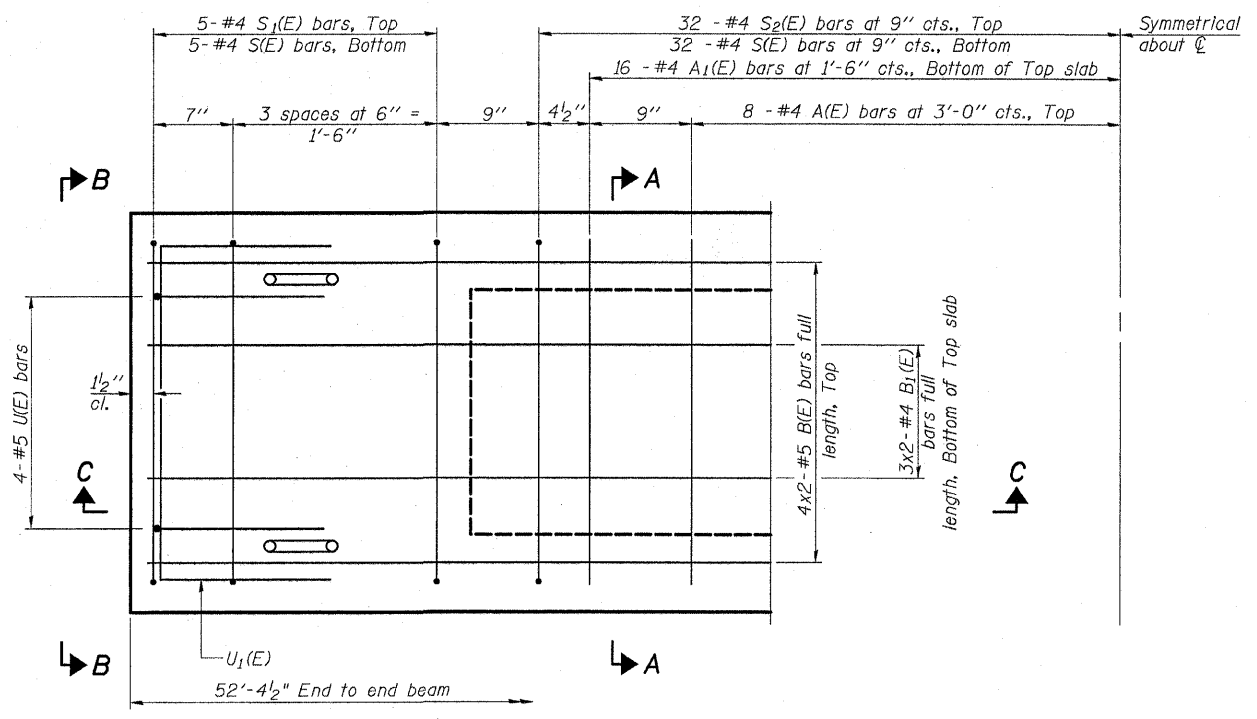
SECTION C-C



SECTION A-A  
(Showing dimensions)

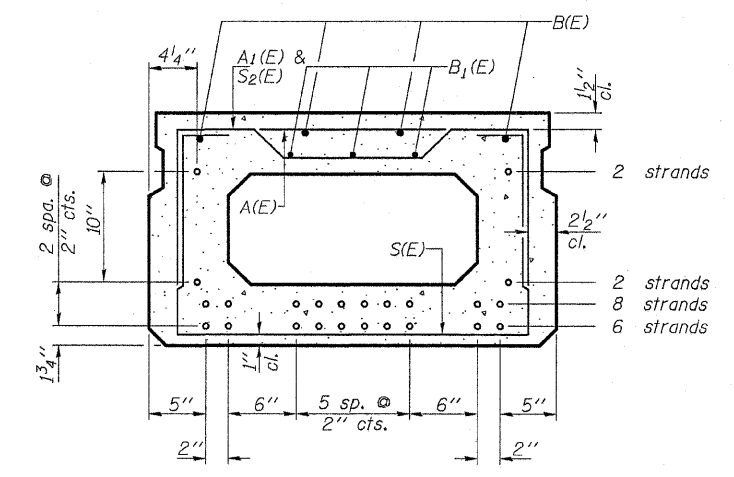


VIEW B-B



PLAN VIEW

Note: Spacing of S(E) and S2(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.



SECTION A-A  
(Showing reinforcement and permissible strand locations)

Note: Place the number of strands specified in each row symmetrically about the centerline of beam in the permissible strand locations shown.

BAR LIST  
ONE BEAM ONLY  
(For Information Only)

Bar	Nc.	Size	Length	Shape
A(E)	16	#4	2'-7"	—
A1(E)	32	#4	2'-11"	—
B(E)	8	#5	27'-7"	—
B1(E)	6	#4	27'-4"	—
S(E)	74	#4	6'-5"	□
S1(E)	10	#4	4'-11"	□
S2(E)	64	#4	5'-2"	□
U(E)	8	#5	4'-0"	□
U1(E)	4	#4	5'-0"	□

Note: See sheet R7 of R9 for additional details and Bill of Material.  
Bars indicated thus 4x2-#5 etc. indicates 4 lines of bars with 2 lengths per line.

Min. Bar Lap  
#4 = 1'-8"  
#5 = 2'-2"

DECK BEAM DETAILS I  
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION 17B-1  
WHITESIDE COUNTY  
STATION 1037+69.16  
STRUCTURE NO. 098-0053  
DATE: March 10, 2009  
DRAWN BY: D. Schettler  
CHECKED BY: A. Yargicoglu

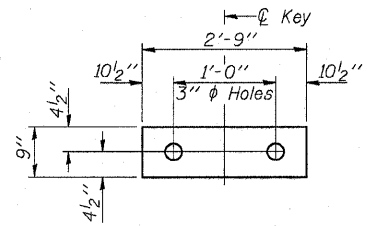
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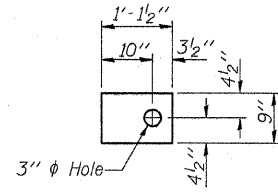
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Sheet R7 of R9

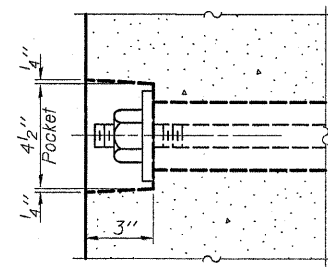
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FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			Contract #64B74	



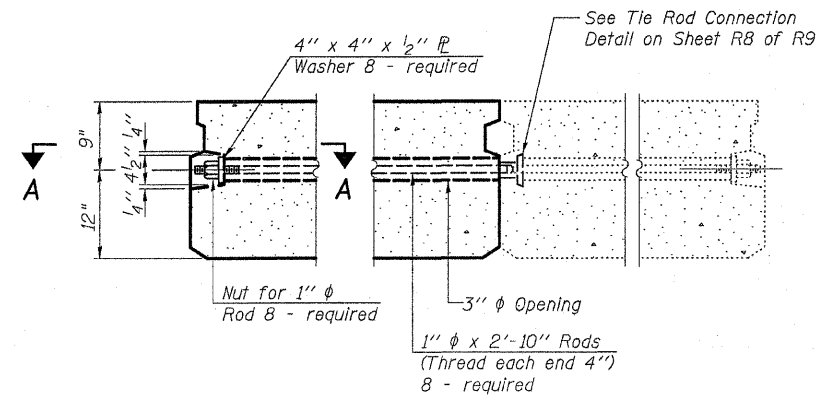
FABRIC BEARING PAD



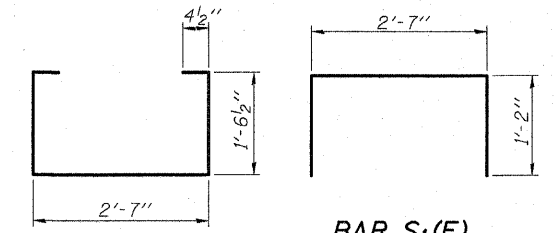
FABRIC ADJUSTING SHIM



SECTION A-A

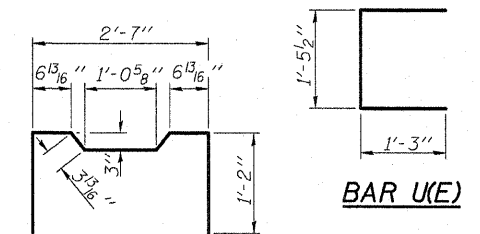


TYPICAL TRANSVERSE TIE ASSEMBLY



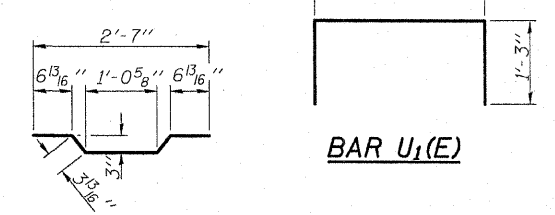
BAR S<sub>1</sub>(E)

BAR S(E)



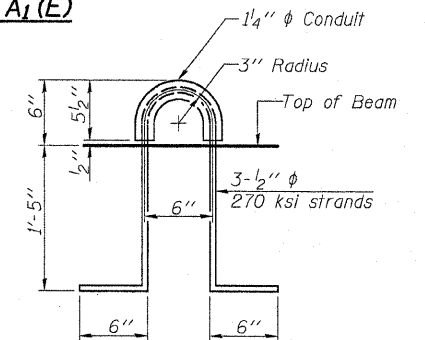
BAR U(E)

BAR S<sub>2</sub>(E)

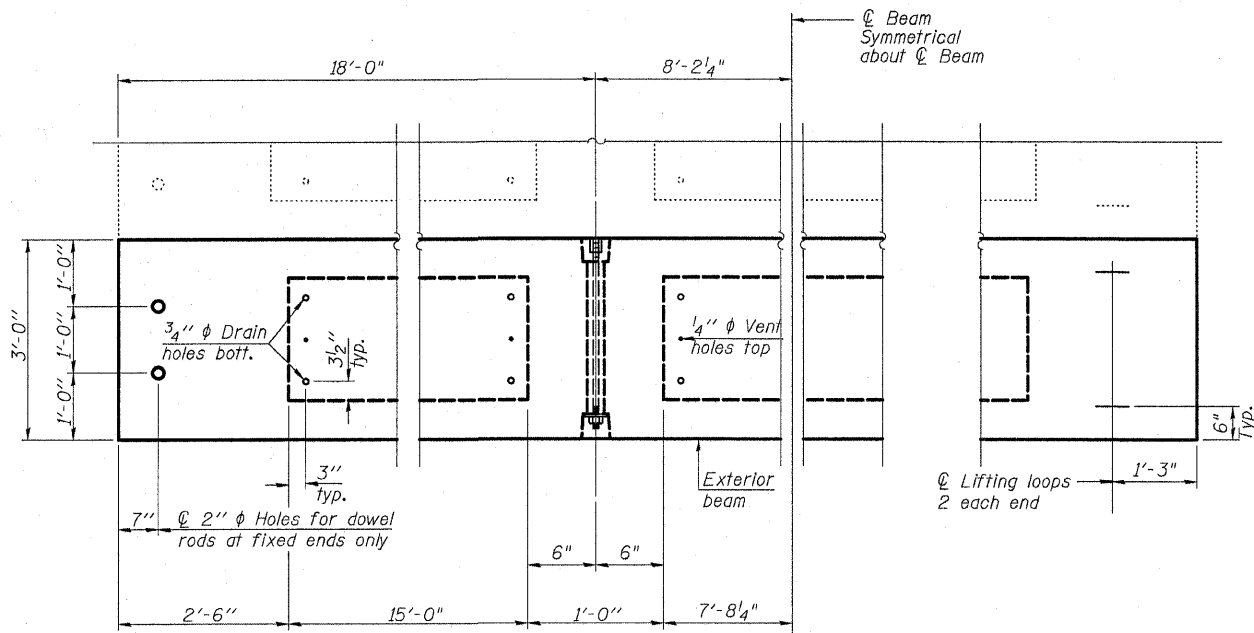


BAR U<sub>1</sub>(E)

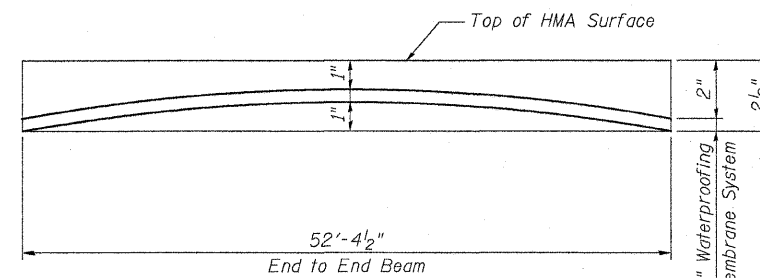
BAR A<sub>1</sub>(E)



LIFTING LOOP DETAIL



PLAN VIEW



ANTICIPATED INITIAL CAMBER DIAGRAM

NOTES

- Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in.
- The 1" rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place.
- Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions).
- Two 1/2" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location.
- A minimum 2 1/2" diameter lifting pin shall be used to engage the lifting loops during handling.
- Corrosion Inhibitor, per Article 1020.05(b)(12) and 1021.06 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams.
- Compressive strength of prestressed concrete, f'c, shall be 6000 psi.
- Compressive strength of prestressed concrete at release, f'cl, shall be 5000 psi.

BILL OF MATERIAL

Precast Prestressed Conc. Deck Bms. (21" depth)	Sq. Ft.	628.5
---	---------	-------

DECK BEAM DETAILS II  
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION 17B-1  
WHITESIDE COUNTY  
STATION 1037+69.16  
STRUCTURE NO. 098-0053

DATE: March 10, 2009  
DRAWN BY: D. Schettler  
CHECKED BY: A. Yarglooglu

g:\p01\20608\05\work\_order\_10\iss\_30\_repair\_plans\drawings\struct\BeamDetail2.dgn  
 3/10/2009 3:54:45 PM

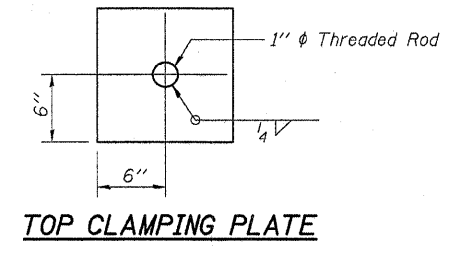
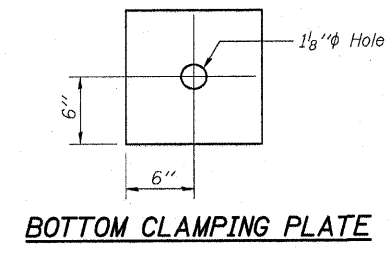
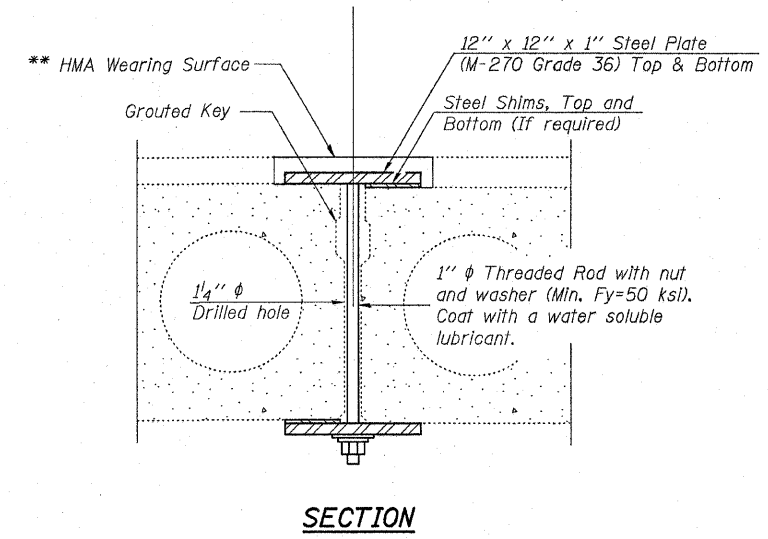
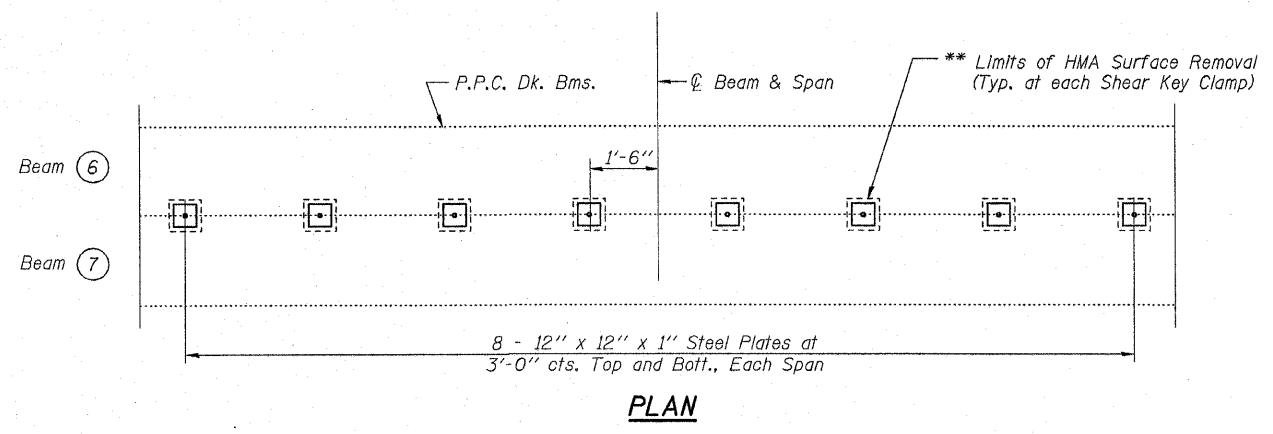
**PATRICK**  
ENGINEERING INC.  
LISLE, ILLINOIS

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Sheet R8 of R9

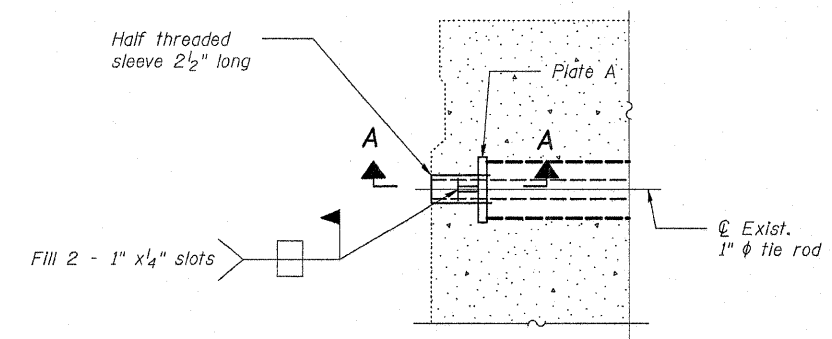
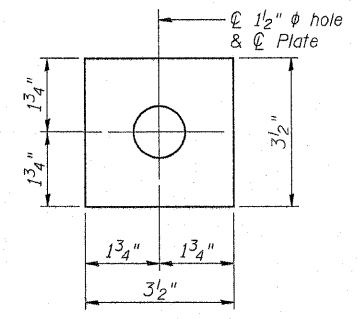
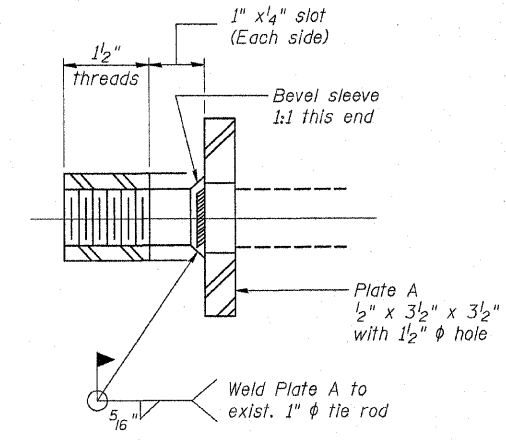
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	17B-1	WHITESIDE	376	49
FED. ROAD DIST. NO. 2		ILLINOIS FED. AID PROJECT		

Contract #64B74



**SHEAR KEY CLAMPING DETAIL**

\*\* 16"x 16"± square area of HMA Surface shall be removed for the installation of Shear Key Clamps at the locations specified. After the installation of Shear Key Clamps, these areas shall be backfilled with HMA wearing surface flush with the adjacent pavement. The cost of Shear Key Clamps and their installation at the specified locations shall not be paid for separately but shall be included in the unit bid price for Hot-Mix Asphalt Surface Removal.



09/27/2009 3:54:48 PM  
 c:\pdr\20608.005\work order #10 tsa 30 repair plans\drawings\structure\repair\details.dgn



**REPAIR DETAILS**

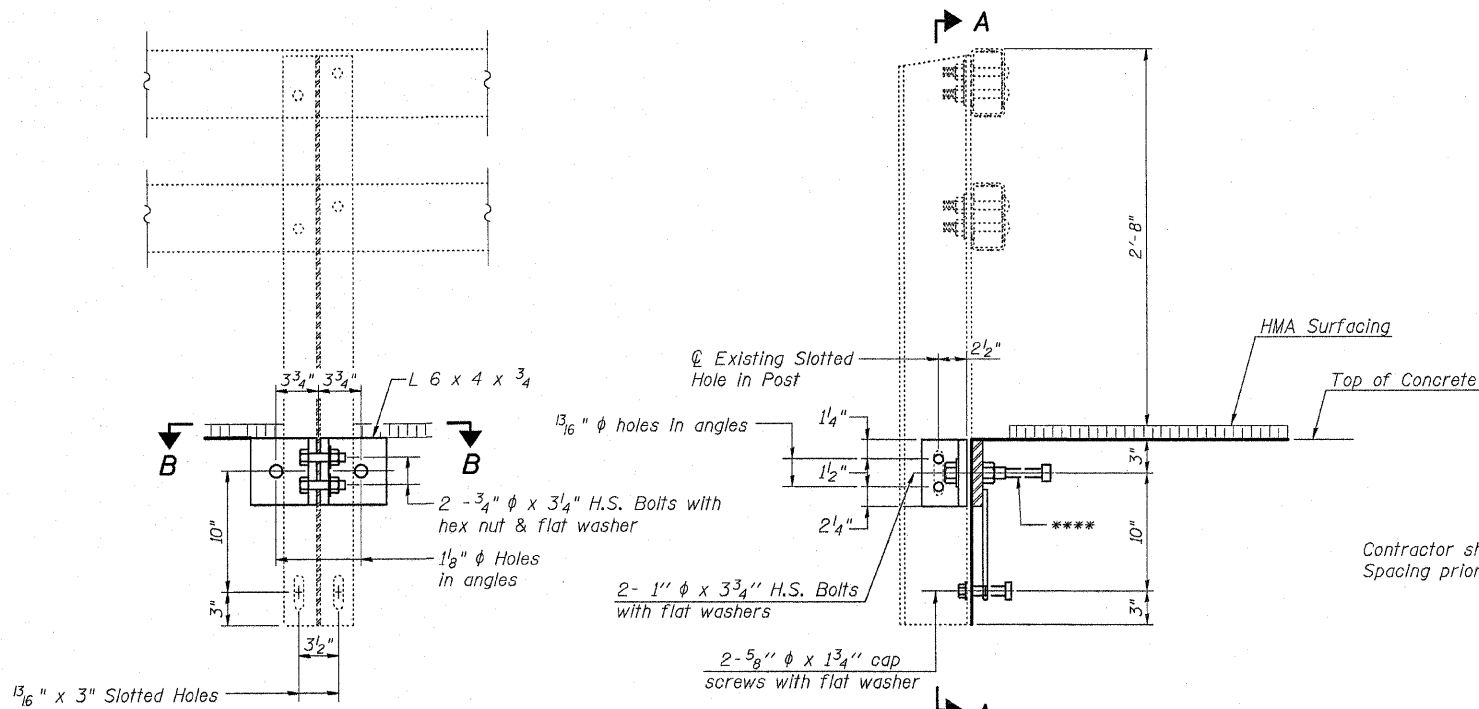
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
 F.A.P. ROUTE 309, SECTION 17B-1  
 WHITESIDE COUNTY  
 STATION 1037+69.16  
 STRUCTURE NO. 098-0053

DATE: March 10, 2009  
 DRAWN BY: D. Schettler  
 CHECKED BY: A. Yargiooglu

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Sheet R9 of R9

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	17B-1	WHITESIDE	376	50
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			Contract #64B74	



SECTION A-A

SECTION AT RAILING POST

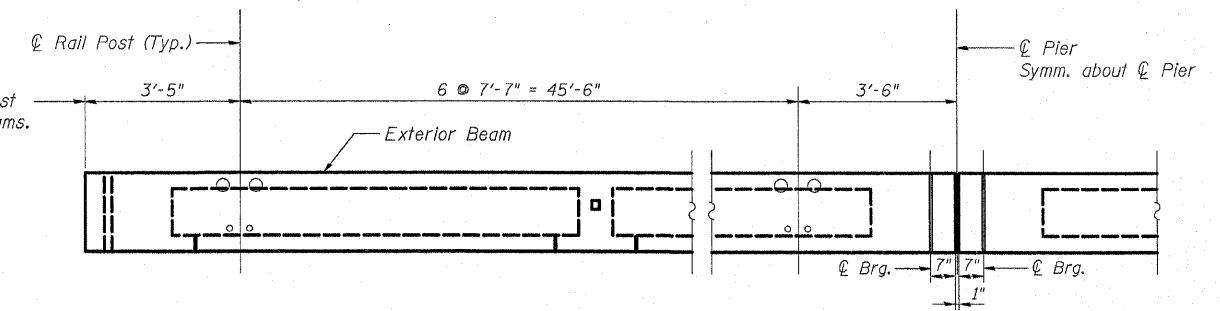
NOTES:

For multi-span bridges, sufficient 1/4" x 6" x 1'-4" galvanized steel shims shall be provided to align rail between adjacent spans.

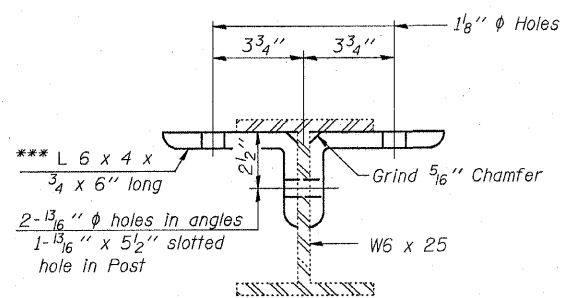
All steel rail members shall be galvanized according to Article 509.05 of the Standard Specifications.

All field drilled holes shall be coated with an approved zinc rich paint before erection.

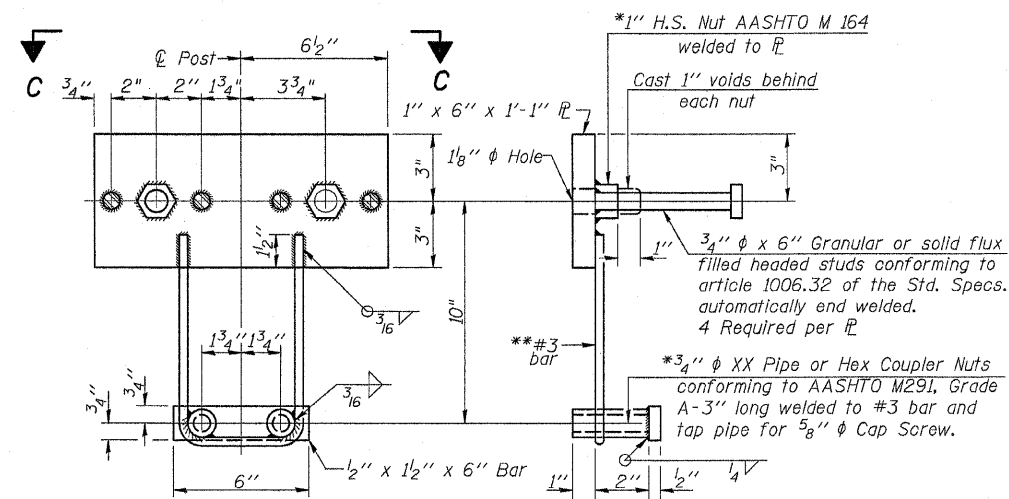
Contractor shall field verify Rail Post Spacing prior to ordering Deck Beams.



ELEVATION



SECTION B-B



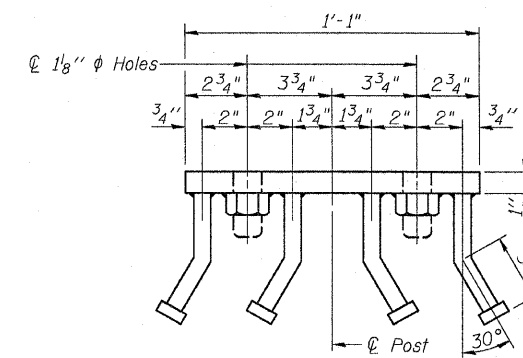
ANCHOR DEVICE

\*Threaded areas shall be plugged or blocked off during casting of beam.

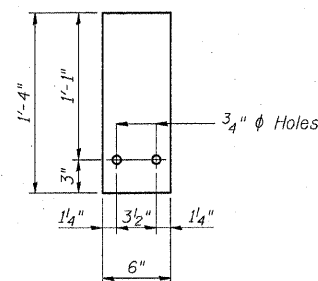
\*\*Whenever the lower insert assemblies interfere with strand locations, the #3 bars shall be cut and adjusted in order to allow raising or lowering of the lower inserts. Maximum adjustment not to exceed 1/2".

\*\*\*Angles shall conform to AASHTO M270, Grade 50. Included in the cost of "Remove and Re-erect Existing Bridge Rail".

\*\*\*\*The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.



VIEW C-C



SHIM DETAIL

BILL OF MATERIAL

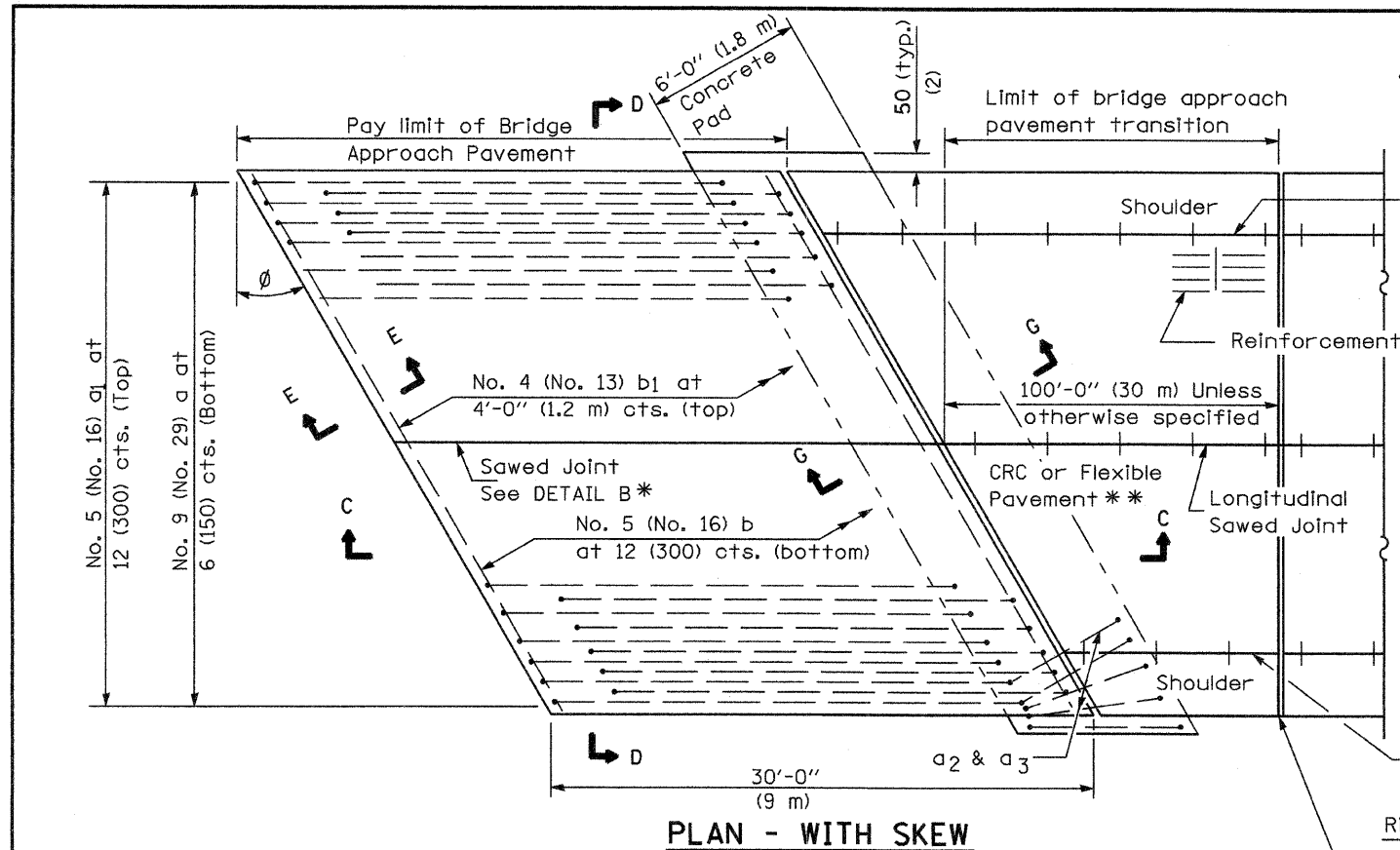
Item	Unit	Quantity
Removing and Re-erecting Existing Railing	Lin. Ft.	216

RAILING DETAILS

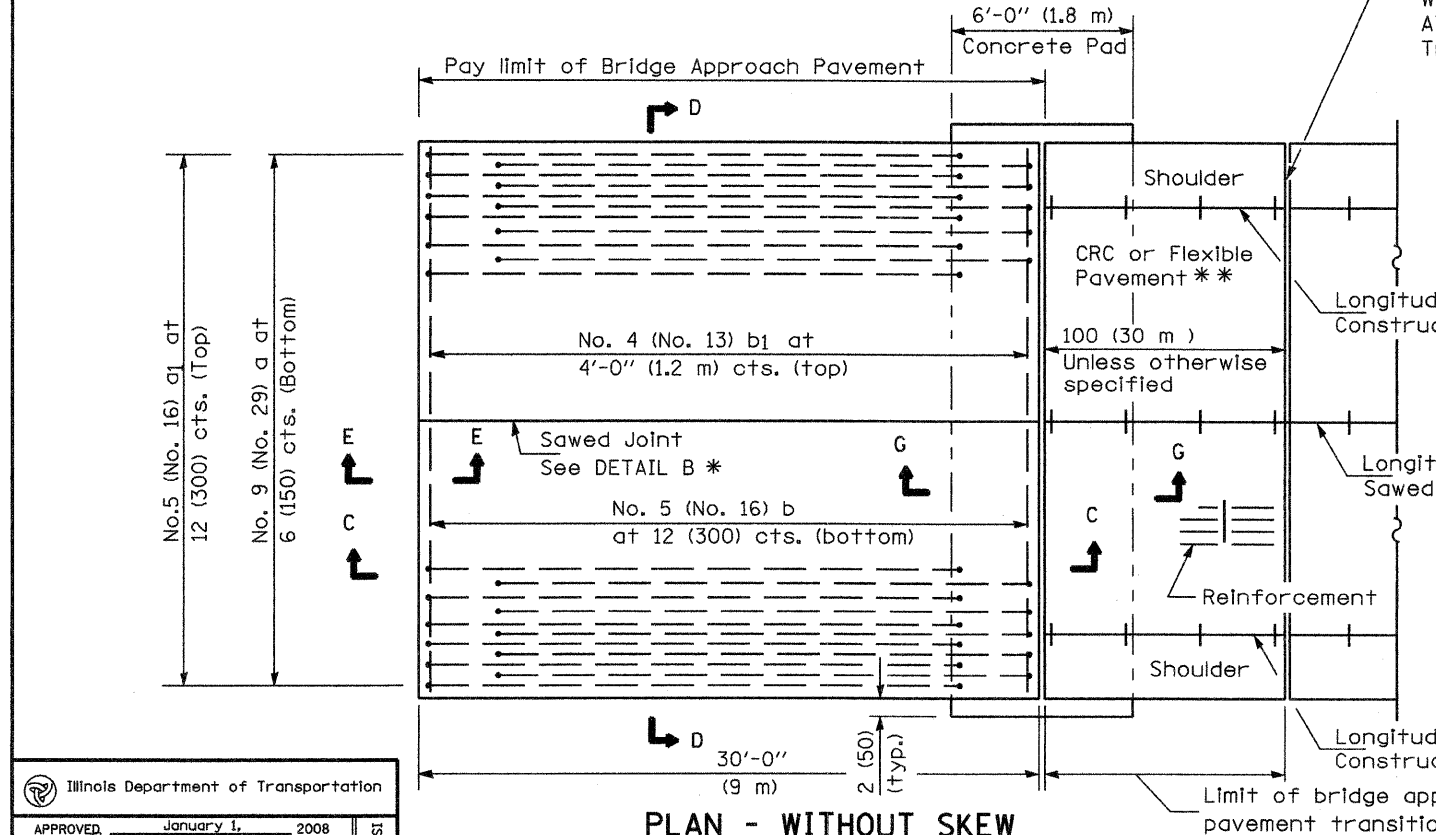
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION 17B-1  
WHITESIDE COUNTY  
STATION 1037+69.16  
STRUCTURE NO. 098-0053

DATE: March 10, 2009

DRAWN BY: D. Schettler  
CHECKED BY: A. Yargalloglu

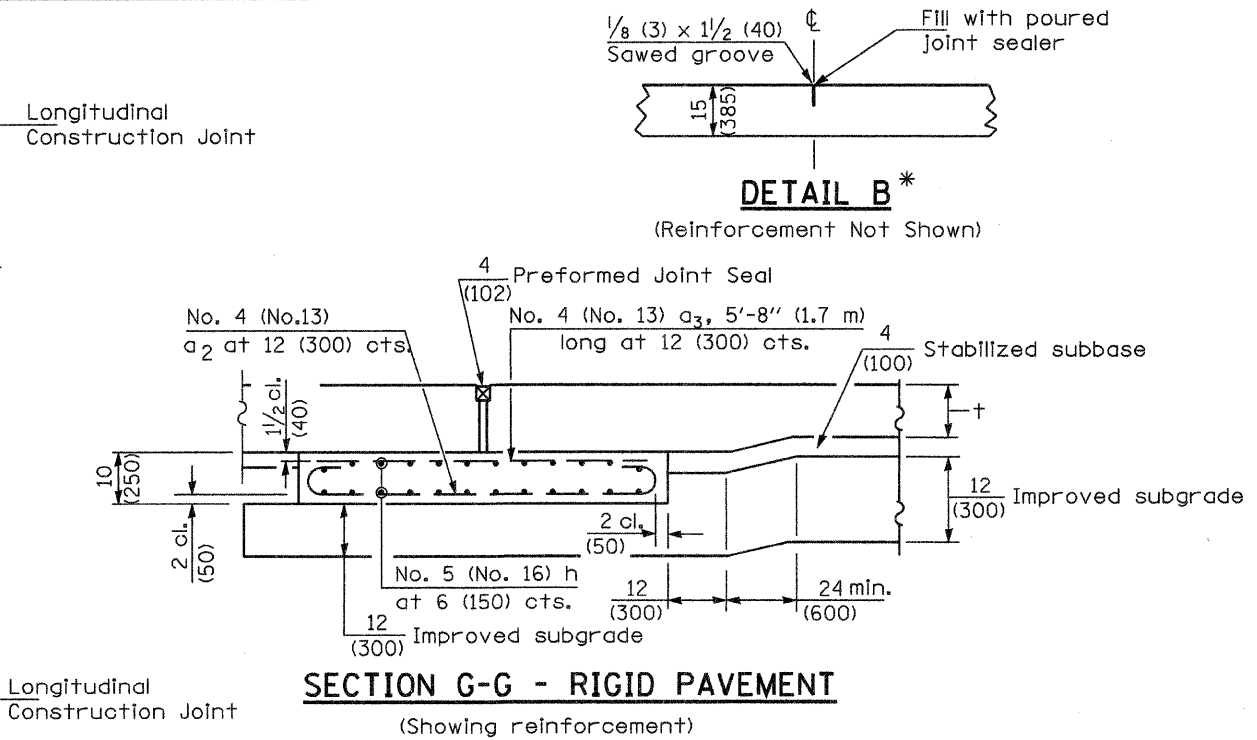


**PLAN - WITH SKEW**



**PLAN - WITHOUT SKEW**

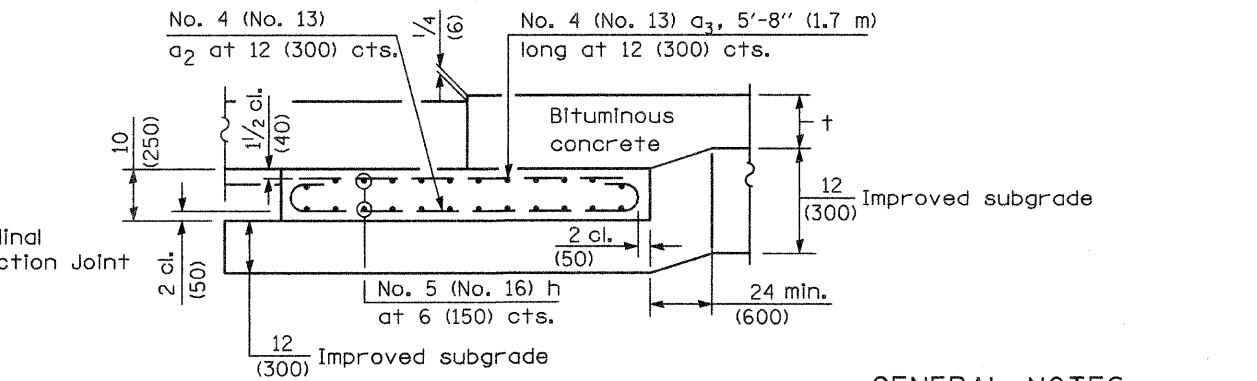
**NEW CONSTRUCTION**



**SECTION G-G - RIGID PAVEMENT**

(Showing reinforcement)

Rigid Pavement only:  
Wide Flange Beam Terminal Joint (See DETAIL AT BEAM - Standard 421101 or 421106) or 2 (50)  
Trans. Exp. Joint as detailed on Standard 420001.



**SECTION G-G - FLEXIBLE PAVEMENT**

(Showing reinforcement)

**GENERAL NOTES**

THICKNESS-"t"=Thickness of Pavement.  
See Standard 421001 for reinforcement details not shown.  
See Standard 420001 for joint details not shown.  
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2008  
*Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 2008  
*Ken S. Han*  
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

\* Saw  $\phi$  or lane edge if poured two or more lane widths at a time.  
\*\* Omit Reinforcement, tie bars and Long. sawed Jt. for Flexible Pavement.

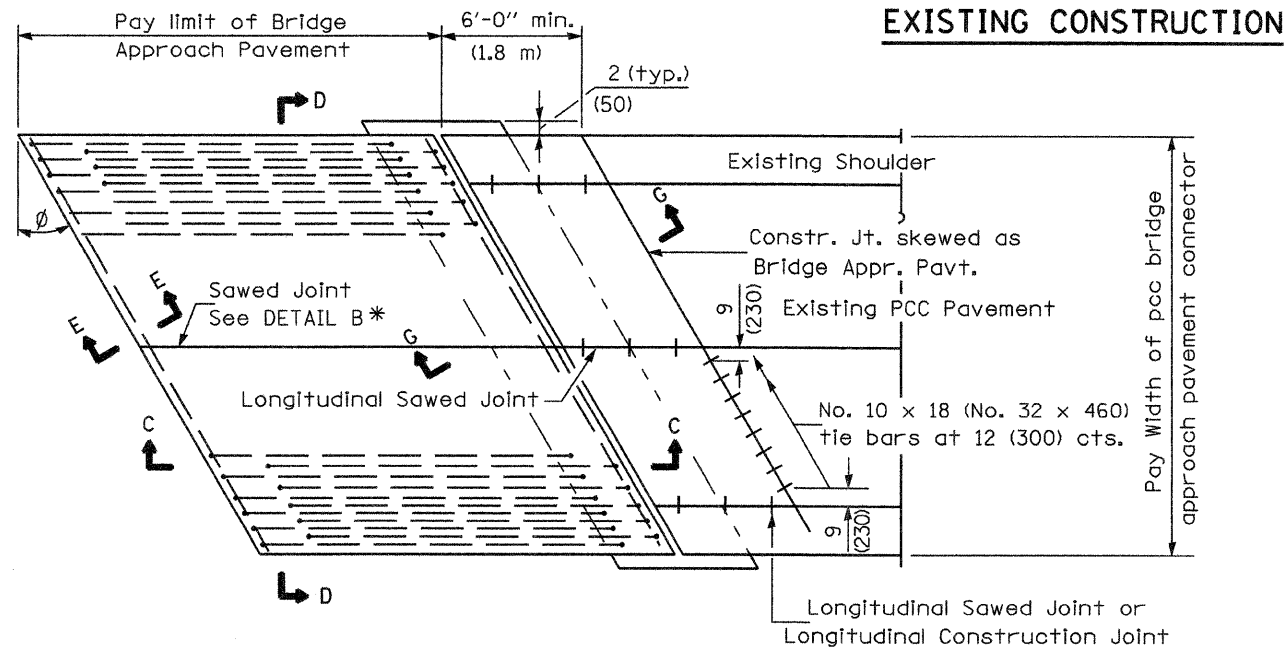
DATE	REVISIONS
1-1-08	Switched units to English (metric. Moved rebar epoxy coat note to Standard Spec.
1-1-04	Rev. size of Trans. Exp. Jt. and soft converted metric reinf.

**BRIDGE APPROACH PAVEMENT**

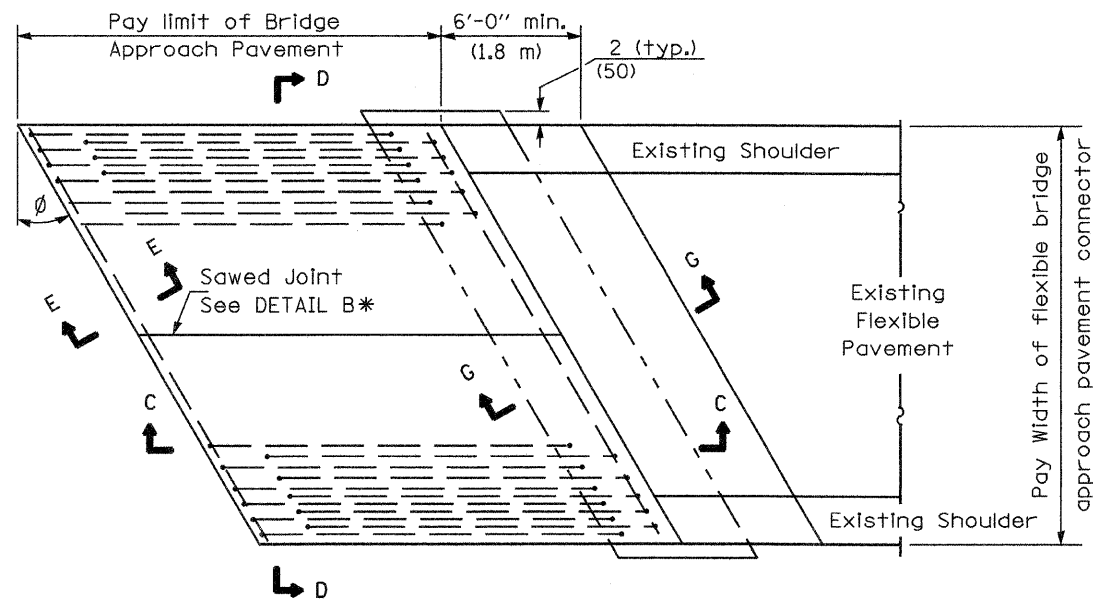
(Sheet 1 of 4)

SHEET - 50A

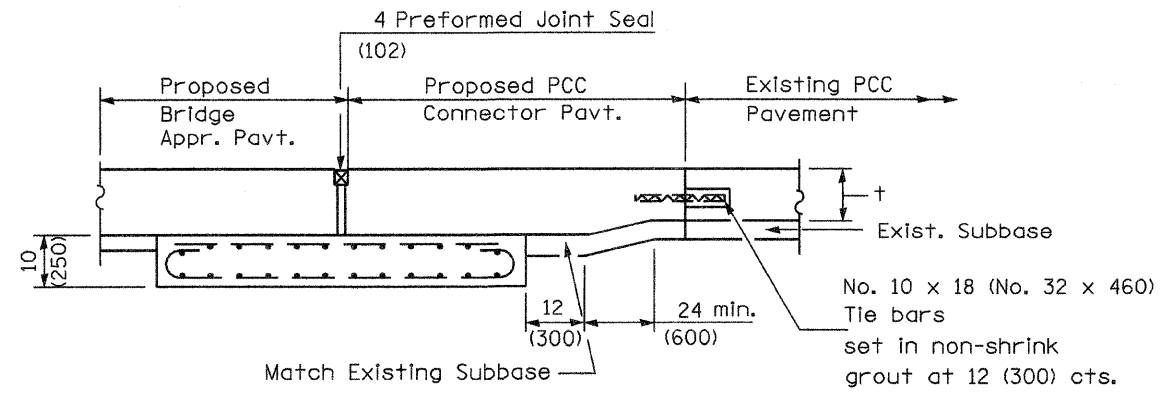
CONTRACT# 64B74



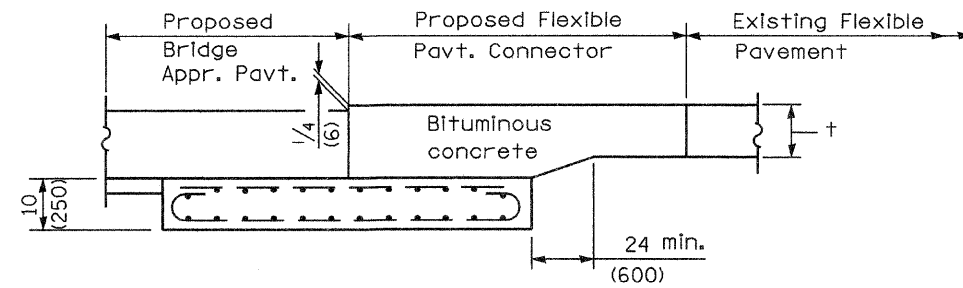
**BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)**



**BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)**



**SECTION G-G - RIGID PAVEMENT**



**SECTION G-G - FLEXIBLE PAVEMENT**

Illinois Department of Transportation  
 APPROVED January 1, 2008  
*Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES  
 APPROVED January 1, 2008  
*Ken E. Han*  
 ENGINEER OF DESIGN AND ENVIRONMENT  
 ISSUED 1-1-97

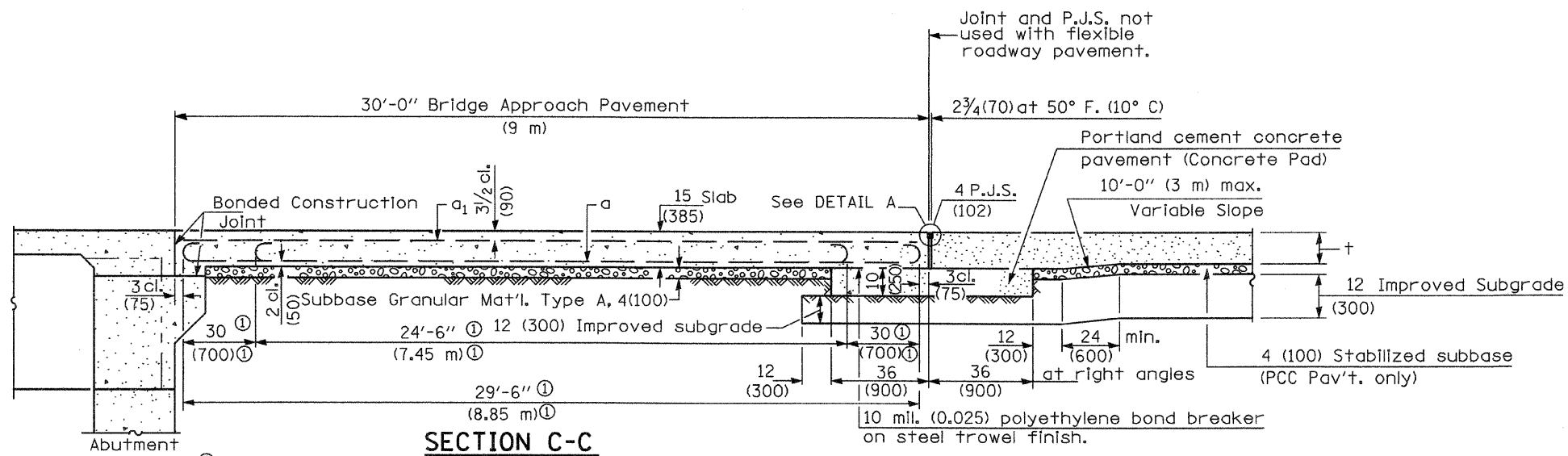
**BRIDGE APPROACH PAVEMENT**

(Sheet 2 of 4)

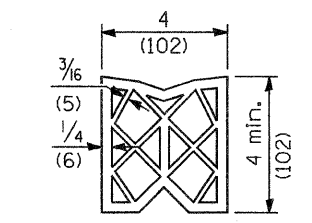
SHEET - 50B

CONTRACT # 64B74

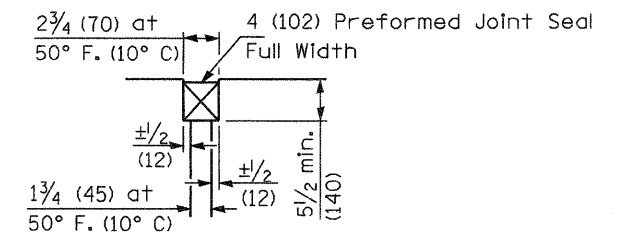
*Handwritten signature/initials*



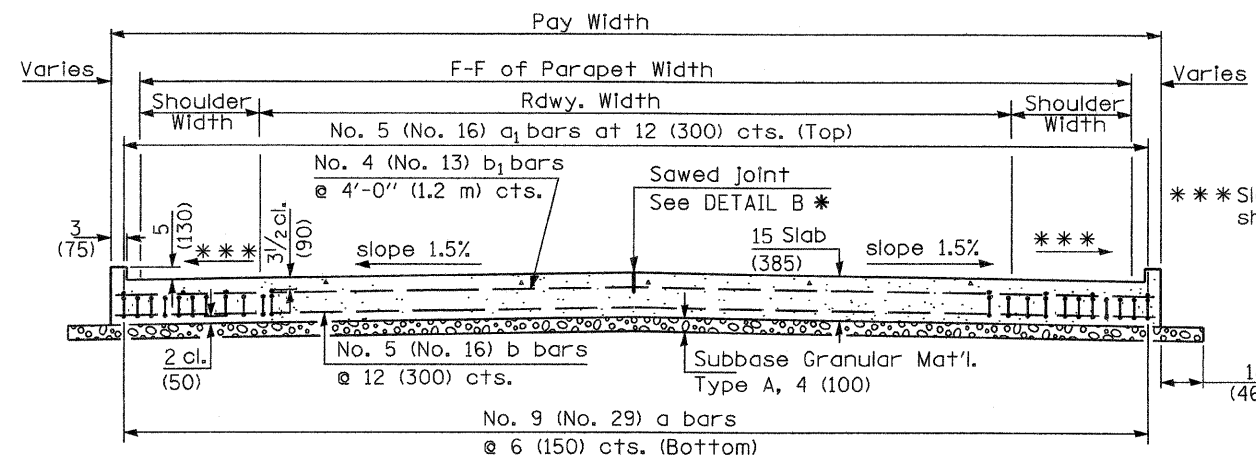
SECTION C-C  
 ① Stagger No. 9 (No. 29) a bars as shown on plan - full width



**PREFORMED JOINT SEAL**

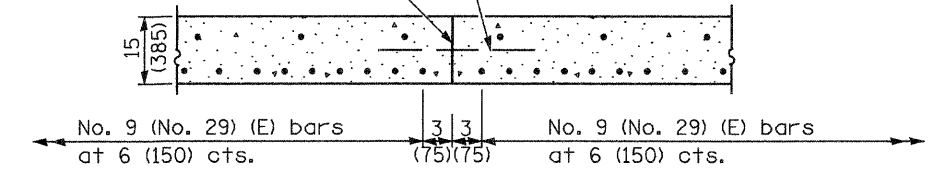


**DETAIL A**



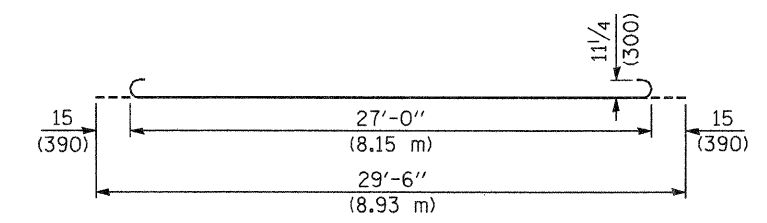
**SECTION D-D**  
 (See Plan for Dimensions not shown)

Longitudinal Construction Joint in accordance with details shown on Standard 420001.

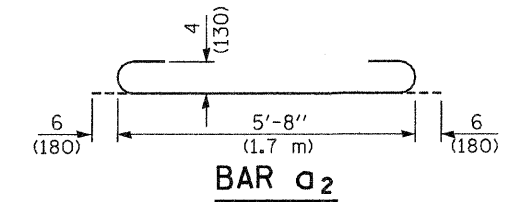


**OPTIONAL LONGITUDINAL CONSTRUCTION JOINT**

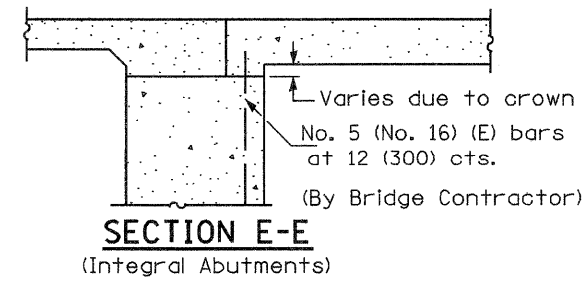
As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.



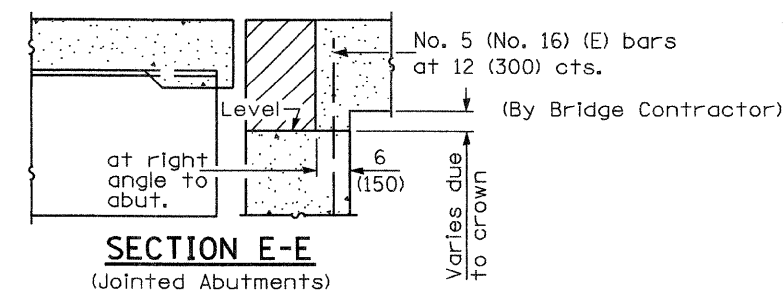
**BAR a**



**BAR a2**



**SECTION E-E**  
 (Integral Abutments)



**SECTION E-E**  
 (Jointed Abutments)

**DESIGN STRESSES**  
 $f_y = 60,000$  p.s.i. (400 MPa)  
 $f'_c = 3,500$  p.s.i. (24 MPa)  
 $n = 8.5$

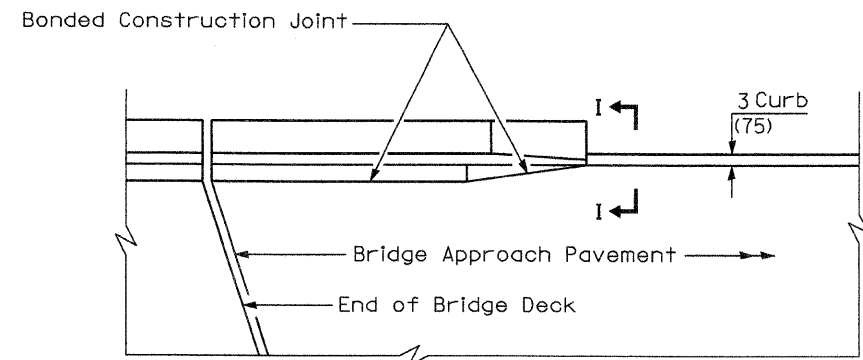
**BRIDGE APPROACH PAVEMENT**

(Sheet 3 of 4)  
 SHEET-50C

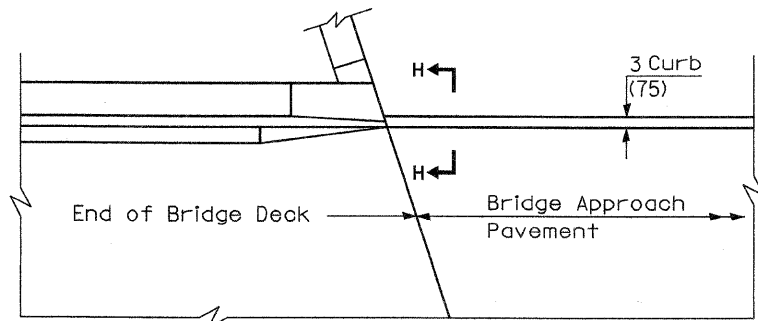
CONTRACT # 64874

Illinois Department of Transportation  
 APPROVED January 1, 2008  
*Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES  
 APPROVED January 1, 2008  
*Ken E. Han*  
 ENGINEER OF DESIGN AND ENVIRONMENT

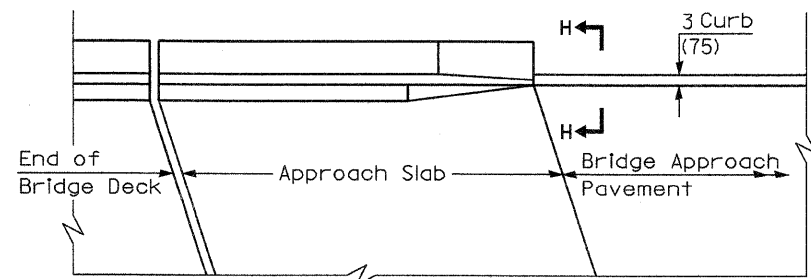
*OK 1/14/08*



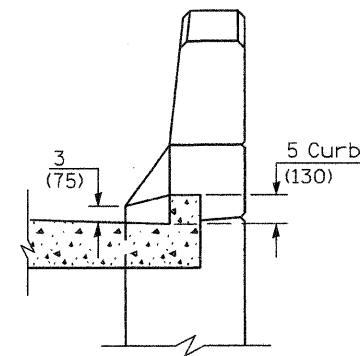
**PARAPET TO CURB TRANSITION  
PILE BENT ABUTMENT**



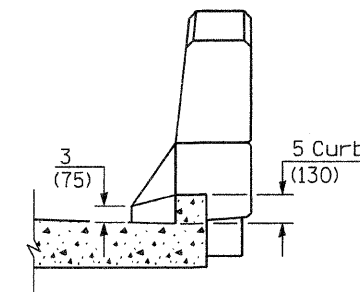
**PARAPET TO CURB TRANSITION  
INTEGRAL ABUTMENT**



**PARAPET TO CURB TRANSITION  
VAULTED ABUTMENT**



**SECTION I - I**



**SECTION H - H**

**BRIDGE APPROACH PAVEMENT**

(Sheet 4 of 4)

SHEET 500

CONTRACT # 64B74

Illinois Department of Transportation	
APPROVED January 1, 2008 <i>Ralph E. Anderson</i> ENGINEER OF BRIDGES AND STRUCTURES	ISSUED 1-1-07
APPROVED January 1, 2008 <i>Ken E. Han</i> ENGINEER OF DESIGN AND ENVIRONMENT	



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Bench Mark:  
Cut square in SE Wingwall on existing bridge, Sta. 1038+15.56, Offset 24.25 RT, Elev. = 633.60

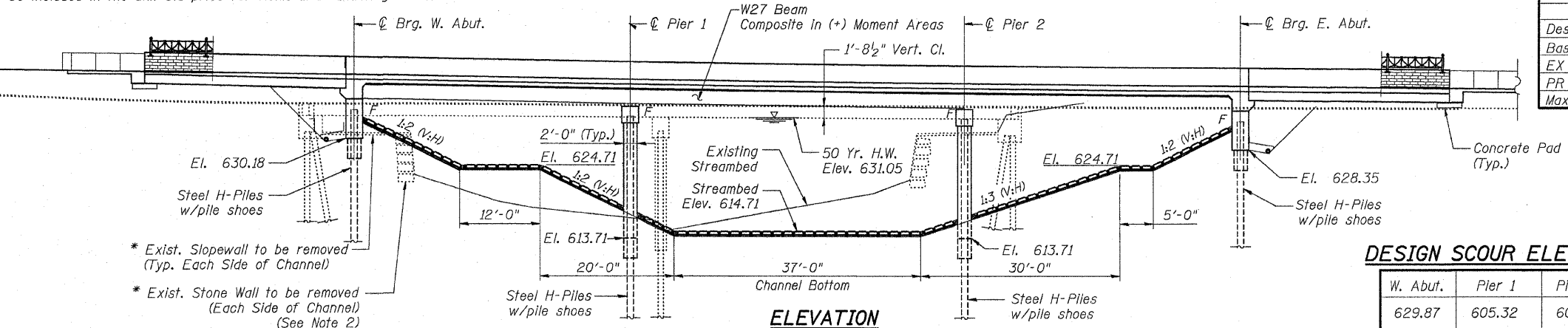
Existing Structure:  
Structure No. 098-0053 was originally constructed in 1971 as a 2-span PPC deck beam bridge supported on pile bent abutments and a center pile bent pier. The structure length is 108'-0" (Bk. to Bk. Abut.) and the width is 33'-0" (O. to O.). The substructure is normal to the superstructure (no skew).

- Notes:
1. Road shall be kept open to traffic at all times by utilizing stage construction. During Stage I and Stage II, one lane of alternating traffic will be provided with the use of temporary traffic signals.
  2. Salvage limestone from the stone walls in front of the bridge abutments. The Contractor shall deliver the preserved limestone to the City's quarry located at 14601 Norrish Road, Morrison, IL. The City's contacts are Gary Trzesniewer, Morrison Superintendent of Public Services at mobile (815) 535-1104 and Mike Garland, Morrison Public Services Department at mobile (815) 499-6000. The cost of the limestone salvage shall not be paid for separately but shall be included in the unit bid price for Removal of Existing Structures.

**WATERWAY INFORMATION**

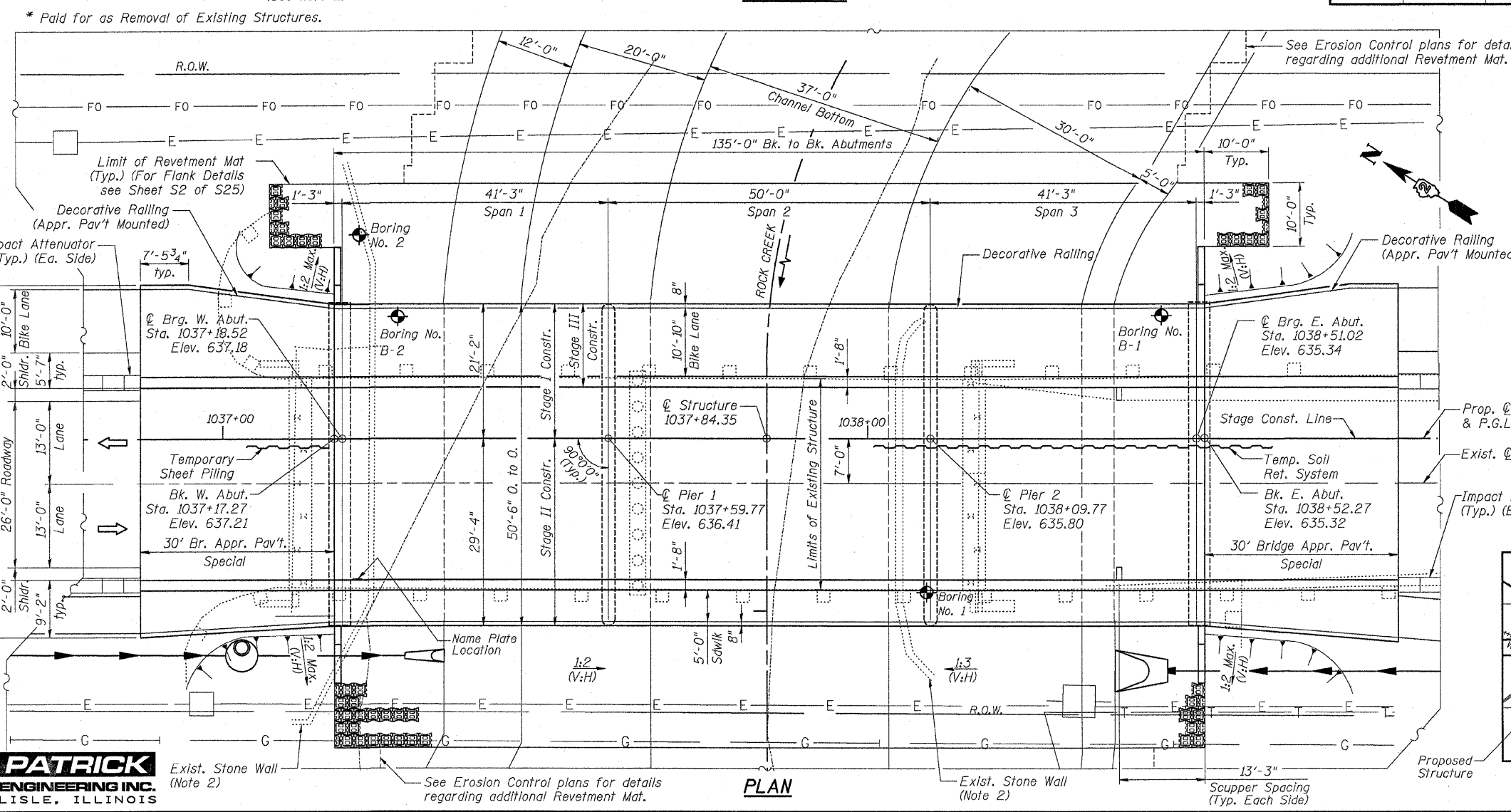
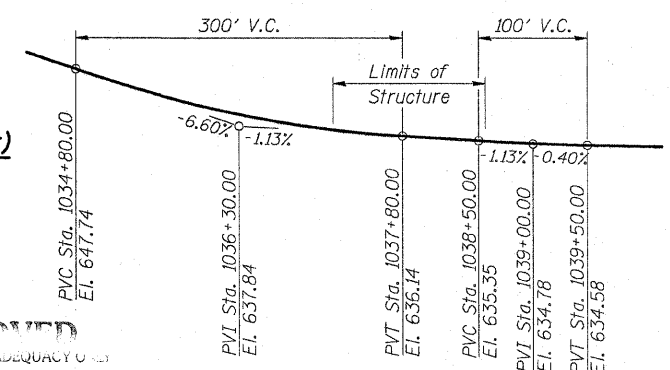
Max Recorded H.W.E. = 631.70

Drainage Area = 159.9 sq.mil		Existing Low Grade Elev. 632.64		Sta. 1043+50	
		Proposed Low Grade Elev. 632.95		Sta. 1044+00	
Flood	Freq. (Yr.)	Q (cfs)	Opening (Sq. Ft.)	Natural Head (ft)	Headwater El.
			Exist.	Exist.	Exist.
			Prop.	Prop.	Prop.
Design	50	4640	960	631.05	631.29
Base	100	5131	1024	631.68	632.00
EX Overtopping	169	5520	1039	632.18	632.64
PR Overtopping	309	6013	1415	632.79	632.95
Max. Calc.					



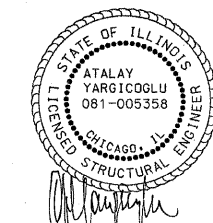
**DESIGN SCOUR ELEVATIONS (ft)**

W. Abut.	Pier 1	Pier 2	E. Abut.
629.87	605.32	605.32	628.01



**APPROVED**  
FOR STRUCTURAL ADEQUACY  
*Reid E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

PATRICK ENGINEERING, INC.



ATALAY YARGICOGLU, S.E.  
# 081-005358

EXP 11/30/2010  
DATE 12/18/2008

**DESIGN SPECIFICATIONS**

2002 AASHTO Standard Specifications for Highway Bridges

**LOADING HS20-44**

Allowance for Future Wearing Surface = 50 #/sq. ft.

**DESIGN STRESSES**

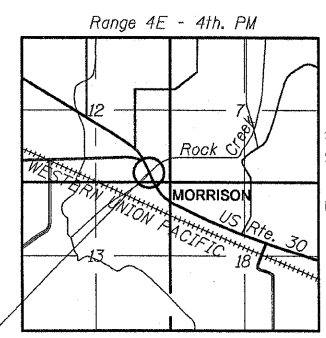
$f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinf.)  
 $f_y = 50,000$  psi (M270 Gr 50 Struct. Steel)

**SEISMIC DATA**

Seismic Performance Category (SPC) = A  
Bedrock Acceleration Coefficient (A) = 0.035g  
Site Coefficient (S) = 1.0

**LEGEND**

- Soil Boring Location
- FO — Exist. Underground Fiber Optic Line
- E — Exist. Overhead Electrical Line
- G — Exist. Gas Line
- T — Exist. Telephone Line
- Storm Sewer



**GENERAL PLAN**

U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION (17)RB  
WHITESIDE COUNTY  
STATION 1037+84.35  
STRUCTURE NO. 098-0113

DATE: December 18, 2008  
DRAWN BY: D. Schettler  
CHECKED BY: A. Yargicoglu

C:\p\atoglu\fruct\122125 PM m:\info\dot\20608\_CIS\work\_order#\us\_30\_ever\_rock\_creek\drawings\fruct\01-GeneralPlan.dgn



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Sheet S2 of S25	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	309	(17R)B	WHITESIDE	376	52
FED. ROAD DIST. NO. 2		ILLINOIS FED. AID PROJECT			

Contract #64B74

**GENERAL NOTES**

- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts  $\frac{7}{8}$ " in.  $\phi$ , holes  $\frac{15}{16}$ " in.  $\phi$ , unless otherwise noted.
- Calculated weight of Structural Steel:  
M270 Grade 50 = 82,370 pounds.  
M270 Grade 36 = 8,850 pounds.
- All structural steel shall be AASHTO M 270 Grade 50.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.
- Reinforcement bars designated (E) shall be epoxy coated.
- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of  $\frac{1}{8}$  in. (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4. See Special Provision for "Cleaning and Painting New Metal Structures".
- Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
- The Contractor is advised that the existing structure contains members that are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal, or replacement of the structure. An Existing Structure Information Package is available upon request as noted in the special provisions.
- If the Contractor's procedures for existing beam removal involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Removal of Existing Structures.
- The Contractor is advised that the existing stonewalls are in a deteriorated condition and may become unstable during construction. It is the contractor's responsibility to account for the condition of the stonewalls during construction staging.
- Slipforming of the concrete portions of the parapets is not allowed.
- The Contractor shall submit Structural Assessment Report(s) as required for Contractor's means and methods of construction. See Special Provisions.
- Current Ratings on File for Existing Structure:  
Inventory: 8.0  
Operating: 15.1  
Live Load Restrictions: No  
Inventory and Operating Ratings and Live Load Restrictions are provided for Information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

**INDEX OF SHEETS**

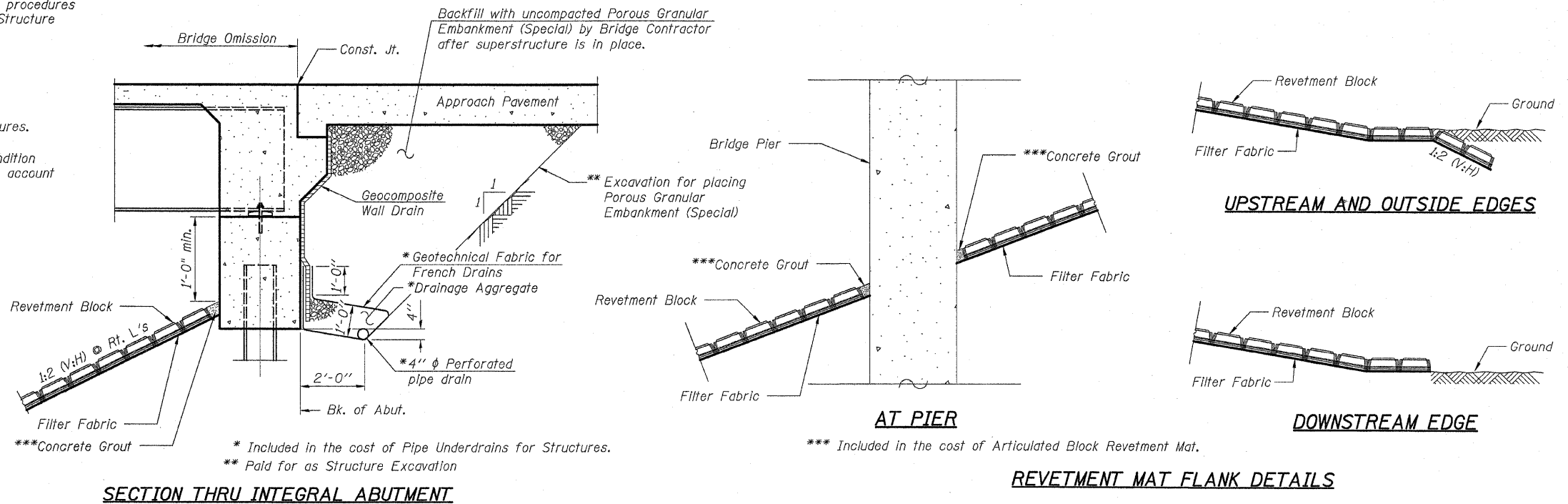
- S1 General Plan
- S2 General Notes, Index of Sheets, Total Bill of Material
- S3 Construction Staging
- S4 Temporary Concrete Barrier for Stage Construction
- S5 Temporary Sheet Piling and Soil Retention System
- S6 Top of Slab Elevations I
- S7 Top of Slab Elevations II
- S8 Top of Approach Slab Elevations
- S9 Deck Plan and Section
- S10 Superstructure Details I - Parapet Elevation and Details
- S11 Superstructure Details II - Abutment Diaph. And Bill of Mat.
- S12 Masonry Details
- S13 Drainage Scupper, DS-12
- S14 Framing Plan
- S15 Framing Details
- S16 West Abutment
- S17 East Abutment
- S18 Pier 1
- S19 Pier 2
- S20 Pile Detail - Splice and Shoe Attachment
- S21 Bar Splicer Assembly Details
- S22 Cantilever Forming Brackets
- S23 Bridge Approach Pavement (Special)
- S24 Soil Boring Logs I
- S25 Soil Boring Logs II

STATION 1037+84.35  
BUILT 2009 BY  
STATE OF ILLINOIS  
FAP 309, SECTION (17R)B  
LOADING HS20  
STRUCTURE NO. 098-0113

**NAME PLATE**  
See Std. 515001

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		155	155
Filter Fabric	Sq. Yd.			1348
Articulated Block Revetment Mat	Sq. Yd.			1348
Bridge Approach Pavement (Special)	Sq. Yd.			356
Removal of Existing Structures	Ea.			1
Structure Excavation	Cu. Yd.		192	192
Concrete Structures	Cu. Yd.		188.0	188.0
Concrete Superstructure	Cu. Yd.	218.4		218.4
Bridge Deck Grooving	Sq. Yd.	420		420
Concrete Encasement	Cu. Yd.		11.0	11.0
Protective Coat	Sq. Yd.	785		785
Furnishing and Erecting Structural Steel	L. Sum			1
Stud Shear Connectors	Ea.	2,520		2,520
Reinforcement Bars, Epoxy Coated	Lb.	53,170	16,210	69,380
Bar Splicers	Ea.	593	98	691
Furnishing Steel Piles HP12x53	Ft.		1,080.4	1,080.4
Driving Piles	Ft.		1,080.4	1,080.4
Test Pile Steel HP12x53	Ea.		2	2
Pile Shoes	Ea.		32	32
Temporary Sheet Piling	Sq. Ft.		103	103
Name Plates	Ea.	1		1
Anchor Bolts, 1"	Ea.			56
Geocomposite Wall Drain	Sq. Yd.		95	95
Pipe Underdrains for Structures, 4"	Foot		146	146
Drainage Scupper, DS-12	Ea.	2		2
Temporary Soil Retention System	Sq. Ft.		541	541
Underwater Structure Excavation Protection - Pier 1	Ea.		1	1
Underwater Structure Excavation Protection - Pier 2	Ea.		1	1
Stone Masonry Facing	Ft.	390		390



**SECTION THRU INTEGRAL ABUTMENT**

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 601101).

**REJETMENT MAT FLANK DETAILS**

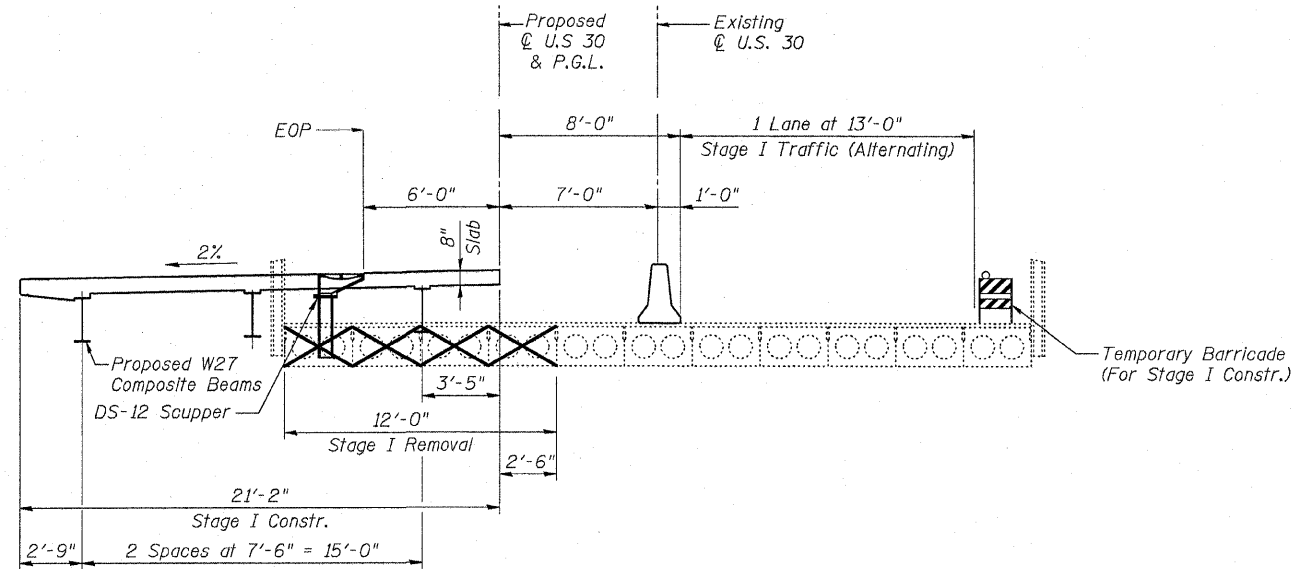
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AND TOTAL BILL OF MATERIAL  
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION (17R)B  
WHITESIDE COUNTY  
STATION 1037+84.35  
STRUCTURE NO. 098-0113  
DATE: December 18, 2008 DRAWN BY: D. Schettler  
CHECKED BY: A. Yargolaolu

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

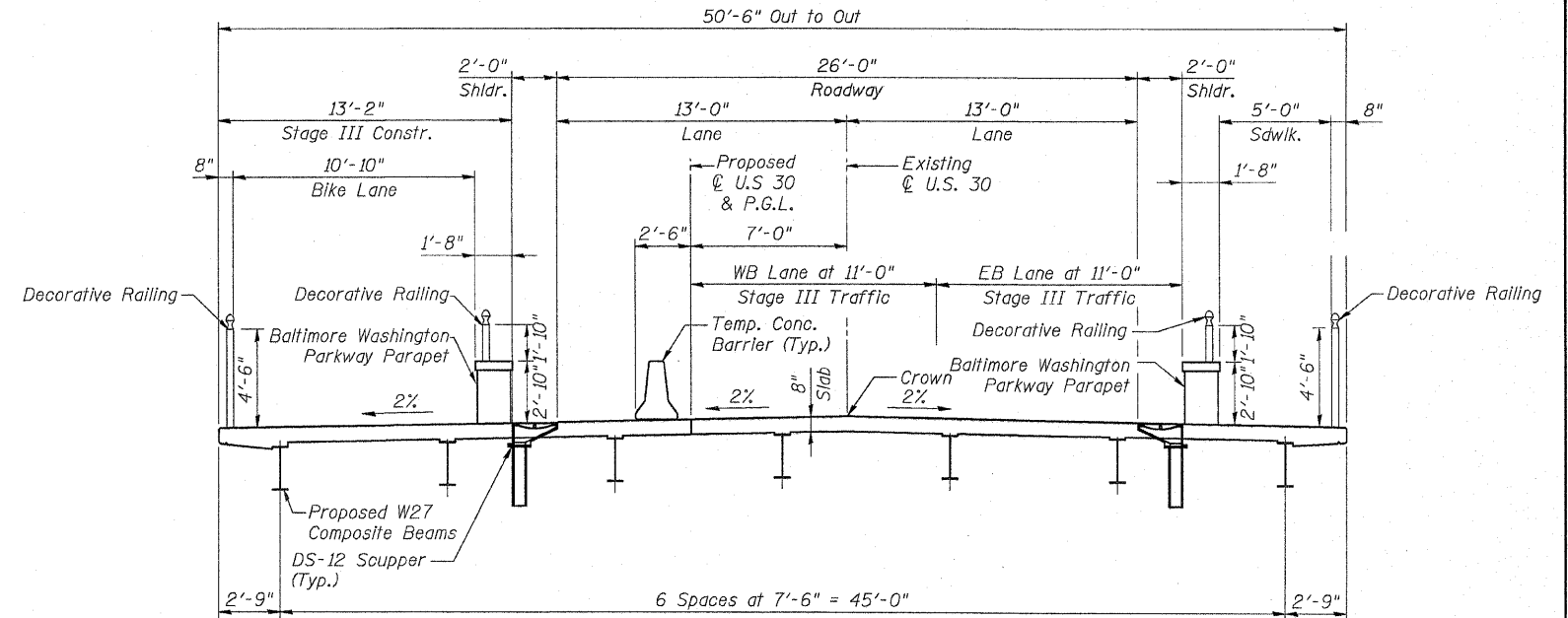
Sheet S3 of S25

F.A.P. FILE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	(17R)B	WHITESIDE	375	53
FED. ROAD DIST. NO. 2		ILLINOIS	FED. AID PROJECT	

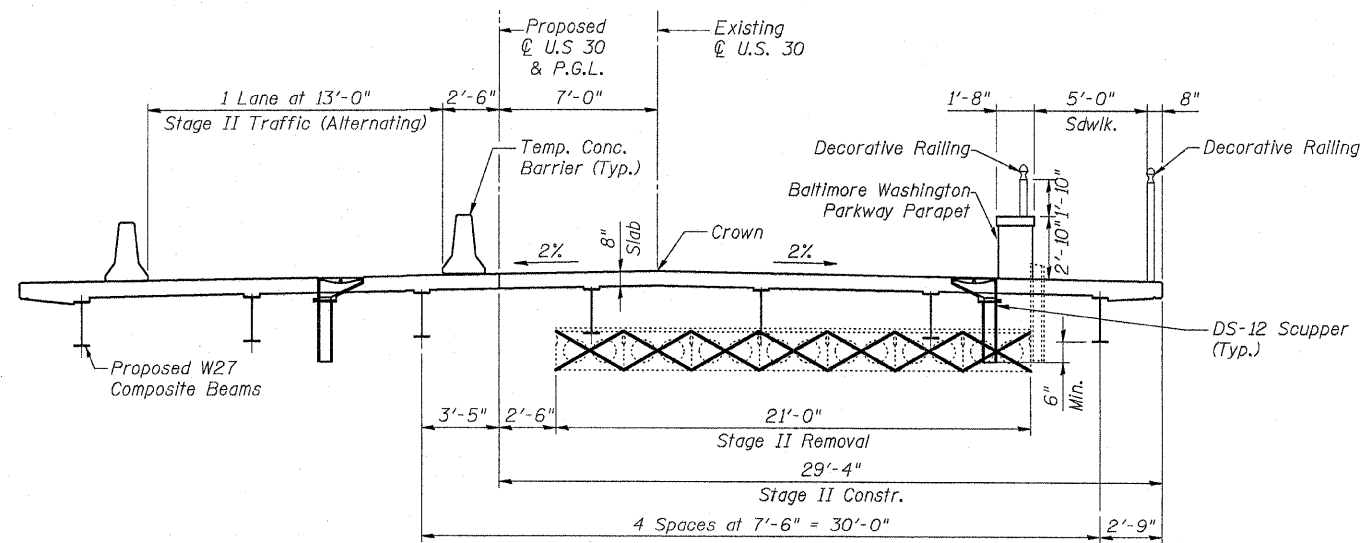
Contract #64B74



**STAGE I REMOVAL AND CONSTRUCTION**  
Looking East



**STAGE III CONSTRUCTION AND FINAL CROSS-SECTION**  
Looking East



**STAGE II REMOVAL AND CONSTRUCTION**  
Looking East

**CONSTRUCTION STAGING**  
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION (17R)B  
WHITESIDE COUNTY  
STATION 1037+84.35  
STRUCTURE NO. 098-0113  
DATE: December 18, 2008  
DRAWN BY: D. Schettler  
CHECKED BY: A. Yarglooglu

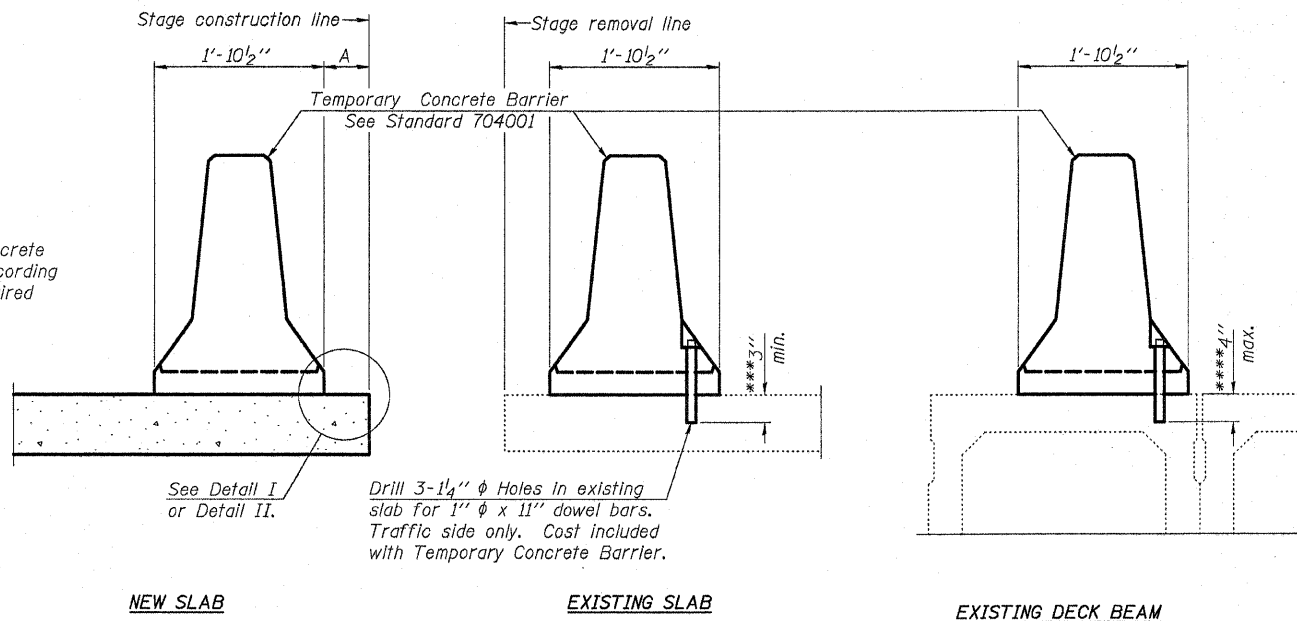
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Sheet S4 of S25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	17R	WHITESIDE	376	54
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

Contract #64B74

When "A" is 3'-6" or less, the temporary concrete barrier shall be anchored to the new slab according to Detail I or Detail II. No anchorage is required when "A" is greater than 3'-6".



SECTIONS THRU SLAB OR DECK BEAM

**NOTES**

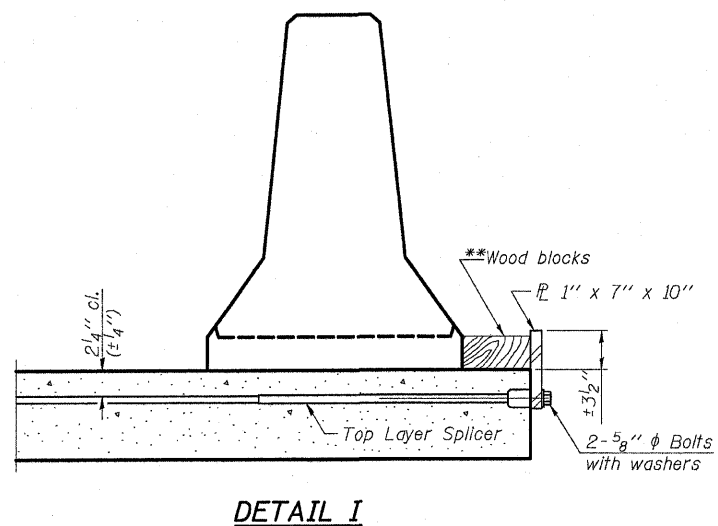
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1"x7"x10" steel  $\bar{L}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1"x7"x10" steel  $\bar{L}$  to the concrete slab or concrete wearing surface with 2-5/8"  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\bar{C}$  of each barrier panel.

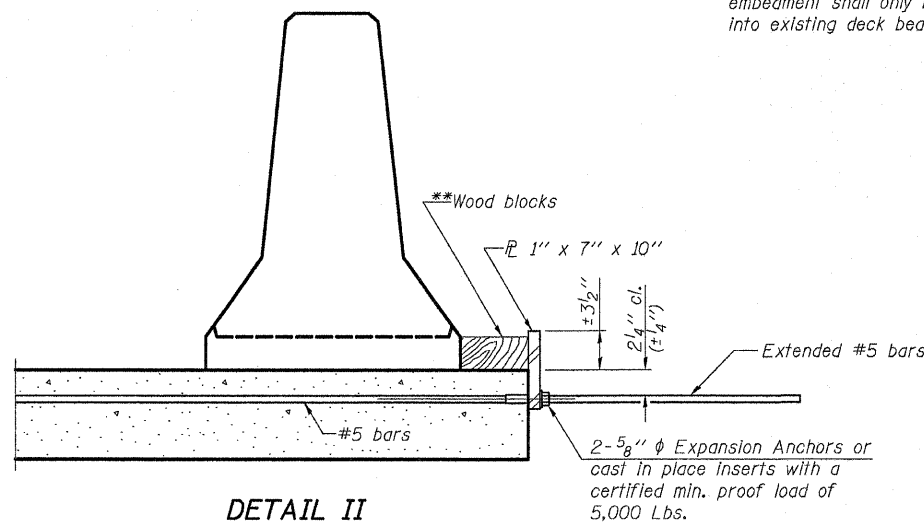
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

\*\*\* Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.

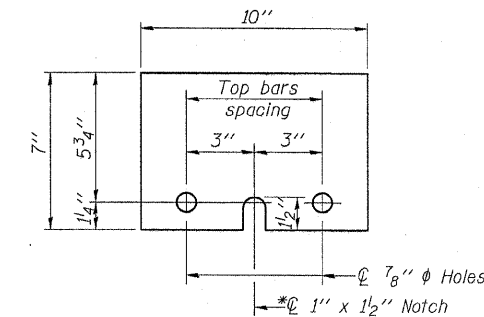
\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER 1" x 7" x 10"

\* Required only with Detail II

\*\*Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

TEMPORARY CONCRETE BARRIER  
FOR STAGE CONSTRUCTION  
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION (17R)B  
WHITESIDE COUNTY  
STATION 1037+84.35  
STRUCTURE NO. 098-0113

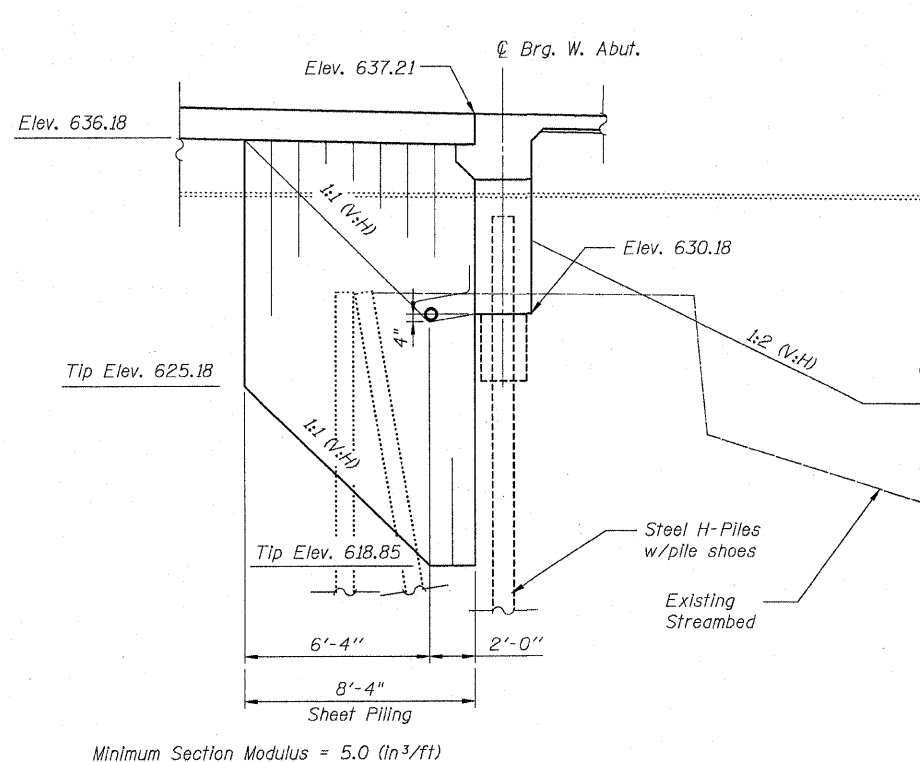
DATE: December 18, 2008  
DRAWN BY: D. Schettler  
CHECKED BY: A. Yargicoglu

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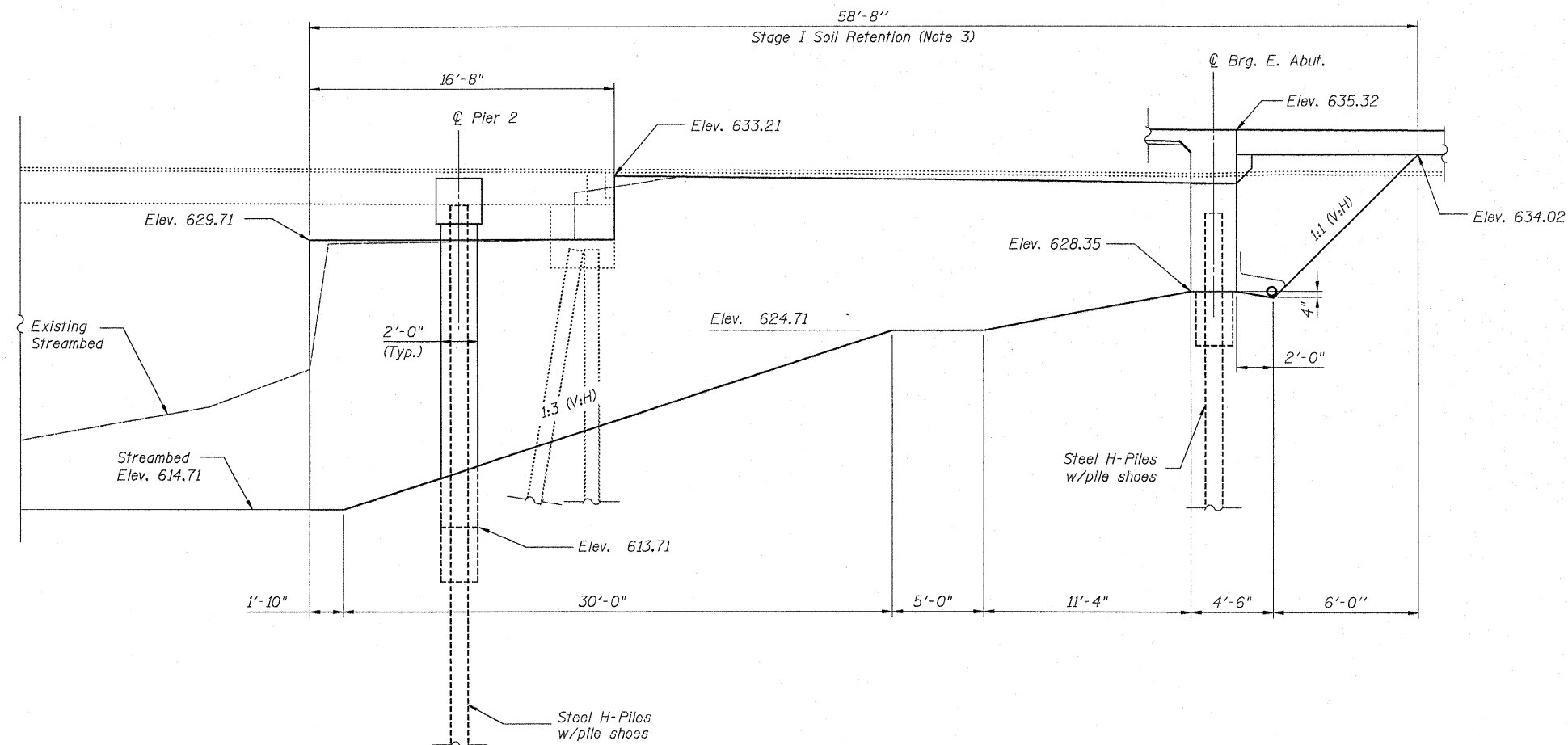
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Notes:

1. 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.
2. The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.
3. A cantilevered sheet piling design does not appear feasible for the East Abutment and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.



**ELEVATION TEMPORARY SHEET PILING**



**ELEVATION TEMPORARY SOIL RETENTION SYSTEM**

**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Temporary Sheet Piling	Sq. Ft.	103
Temporary Soil Retention System	Sq. Ft.	541

TEMPORARY SHEET PILING AND  
SOIL RETENTION SYSTEM  
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION (17R)B  
WHITESIDE COUNTY  
STATION 1037+84.35  
STRUCTURE NO. 098-0113

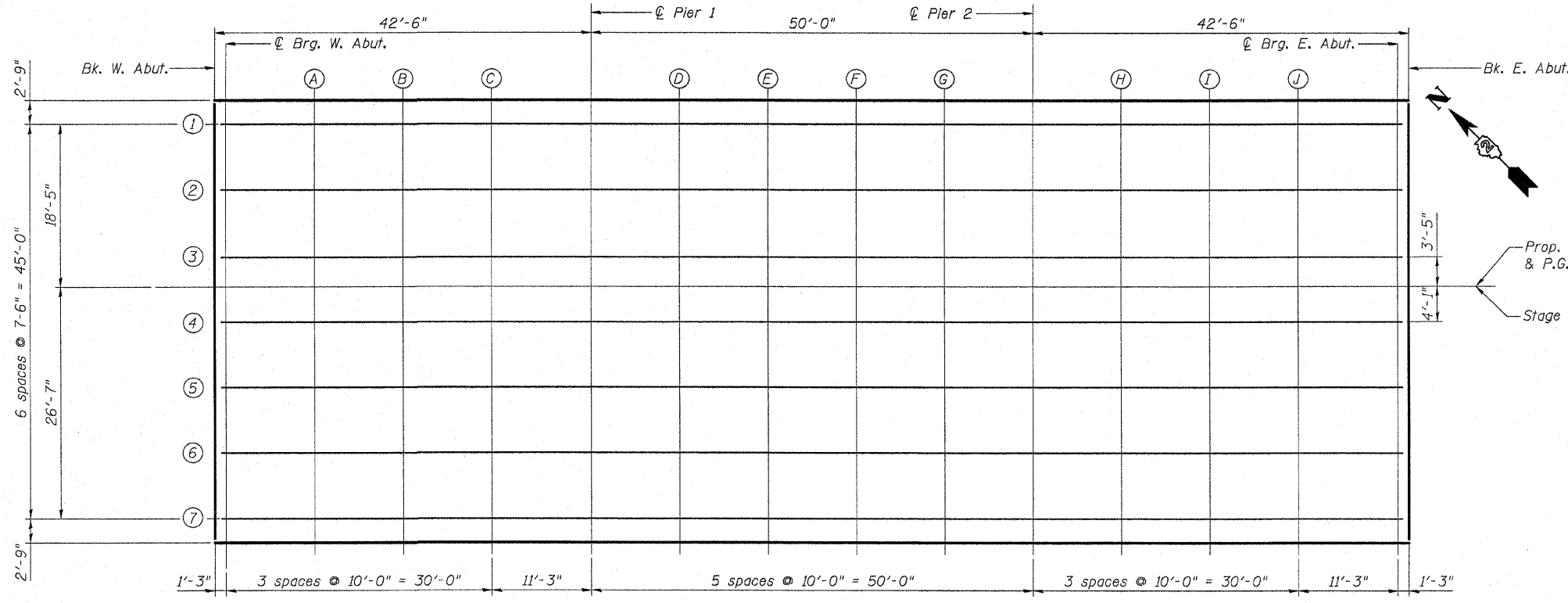
DATE: December 18, 2008  
DRAWN BY: D. Schettler  
CHECKED BY: A. Yargloglu

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

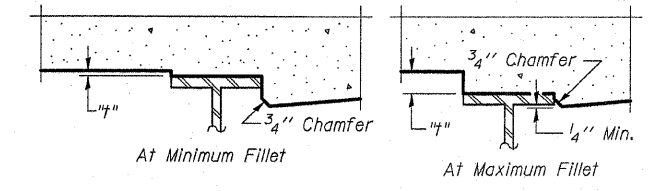
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	17R1B	WHITESIDE	376	56
FED. ROAD DIST. NO. 2			ILLINOIS FED. AID PROJECT	

Contract #64B74

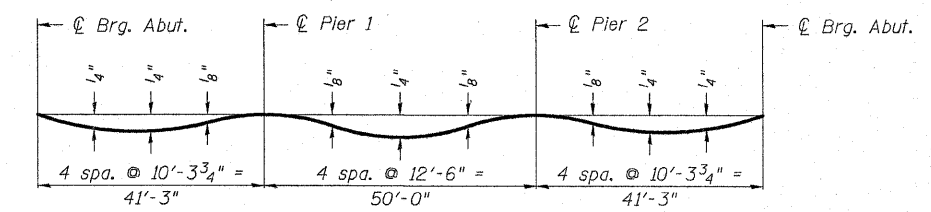


**PLAN**



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

**FILLET HEIGHTS**



**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

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

**BEAM #1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1037+17.27	-18.42	636.84	636.84
Cl. Brg. W. Abut.	1037+18.52	-18.42	636.81	636.81
A	1037+28.52	-18.42	636.60	636.62
B	1037+38.52	-18.42	636.40	636.42
C	1037+48.52	-18.42	636.22	636.23
Cl. Pier 1	1037+59.77	-18.42	636.04	636.04
D	1037+69.77	-18.42	635.90	635.91
E	1037+79.77	-18.42	635.77	635.80
F	1037+89.77	-18.42	635.66	635.69
G	1037+99.77	-18.42	635.55	635.56
Cl. Pier 2	1038+09.77	-18.42	635.43	635.43
H	1038+19.77	-18.42	635.32	635.33
I	1038+29.77	-18.42	635.21	635.23
J	1038+39.77	-18.42	635.09	635.12
Cl. Brg. E. Abut.	1038+51.02	-18.42	634.97	634.97
Bk. E. Abut.	1038+52.27	-18.42	634.95	634.95

**BEAM #2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1037+17.27	-10.92	636.99	636.99
Cl. Brg. W. Abut.	1037+18.52	-10.92	636.96	636.96
A	1037+28.52	-10.92	636.75	636.77
B	1037+38.52	-10.92	636.55	636.57
C	1037+48.52	-10.92	636.37	636.38
Cl. Pier 1	1037+59.77	-10.92	636.19	636.19
D	1037+69.77	-10.92	636.05	636.06
E	1037+79.77	-10.92	635.92	635.95
F	1037+89.77	-10.92	635.81	635.84
G	1037+99.77	-10.92	635.70	635.71
Cl. Pier 2	1038+09.77	-10.92	635.58	635.58
H	1038+19.77	-10.92	635.47	635.48
I	1038+29.77	-10.92	635.36	635.38
J	1038+39.77	-10.92	635.24	635.27
Cl. Brg. E. Abut.	1038+51.02	-10.92	635.12	635.12
Bk. E. Abut.	1038+52.27	-10.92	635.10	635.10

**BEAM #3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1037+17.27	-3.42	637.14	637.14
Cl. Brg. W. Abut.	1037+18.52	-3.42	637.11	637.11
A	1037+28.52	-3.42	636.90	636.92
B	1037+38.52	-3.42	636.70	636.72
C	1037+48.52	-3.42	636.52	636.53
Cl. Pier 1	1037+59.77	-3.42	636.34	636.34
D	1037+69.77	-3.42	636.20	636.21
E	1037+79.77	-3.42	636.07	636.10
F	1037+89.77	-3.42	635.96	635.99
G	1037+99.77	-3.42	635.85	635.86
Cl. Pier 2	1038+09.77	-3.42	635.73	635.73
H	1038+19.77	-3.42	635.62	635.63
I	1038+29.77	-3.42	635.51	635.53
J	1038+39.77	-3.42	635.39	635.42
Cl. Brg. E. Abut.	1038+51.02	-3.42	635.27	635.27
Bk. E. Abut.	1038+52.27	-3.42	635.25	635.25

**TOP OF SLAB ELEVATIONS I**  
 U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
 F.A.P. ROUTE 309, SECTION (17R)B  
 WHITESIDE COUNTY  
 STATION 1037+84.35  
 STRUCTURE NO. 098-0113  
 DATE: December 18, 2008  
 DRAWN BY: D. Schettler  
 CHECKED BY: A. Yorglcoolu

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	117R/B	WHITESIDE	376	57
FED. ROAD DIST. NO. 2		ILLINOIS	FED. AID PROJECT	

Contract #64B74

**PGL & STAGE CONSTR. LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1037+17.27	0.00	637.21	637.21
Cl. Brq. W. Abut.	1037+18.52	0.00	637.18	637.18
A	1037+28.52	0.00	636.96	636.98
B	1037+38.52	0.00	636.77	636.79
C	1037+48.52	0.00	636.59	636.60
Cl. Pier 1	1037+59.77	0.00	636.41	636.41
D	1037+69.77	0.00	636.27	636.28
E	1037+79.77	0.00	636.14	636.17
F	1037+89.77	0.00	636.03	636.05
G	1037+99.77	0.00	635.92	635.93
Cl. Pier 2	1038+09.77	0.00	635.80	635.80
H	1038+19.77	0.00	635.69	635.70
I	1038+29.77	0.00	635.58	635.60
J	1038+39.77	0.00	635.46	635.48
Cl. Brq. E. Abut.	1038+51.02	0.00	635.34	635.34
Bk. E. Abut.	1038+52.27	0.00	635.32	635.32

**BEAM #4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1037+17.27	4.08	637.29	637.29
Cl. Brq. W. Abut.	1037+18.52	4.08	637.26	637.26
A	1037+28.52	4.08	637.05	637.07
B	1037+38.52	4.08	636.85	636.87
C	1037+48.52	4.08	636.67	636.68
Cl. Pier 1	1037+59.77	4.08	636.49	636.49
D	1037+69.77	4.08	636.35	636.36
E	1037+79.77	4.08	636.22	636.25
F	1037+89.77	4.08	636.11	636.14
G	1037+99.77	4.08	636.00	636.01
Cl. Pier 2	1038+09.77	4.08	635.88	635.88
H	1038+19.77	4.08	635.77	635.78
I	1038+29.77	4.08	635.66	635.68
J	1038+39.77	4.08	635.54	635.57
Cl. Brq. E. Abut.	1038+51.02	4.08	635.42	635.42
Bk. E. Abut.	1038+52.27	4.08	635.40	635.40

**BEAM #5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1037+17.27	11.58	637.26	637.26
Cl. Brq. W. Abut.	1037+18.52	11.58	637.23	637.23
A	1037+28.52	11.58	637.01	637.03
B	1037+38.52	11.58	636.82	636.84
C	1037+48.52	11.58	636.64	636.65
Cl. Pier 1	1037+59.77	11.58	636.45	636.45
D	1037+69.77	11.58	636.31	636.32
E	1037+79.77	11.58	636.19	636.22
F	1037+89.77	11.58	636.08	636.10
G	1037+99.77	11.58	635.96	635.98
Cl. Pier 2	1038+09.77	11.58	635.85	635.85
H	1038+19.77	11.58	635.74	635.75
I	1038+29.77	11.58	635.62	635.65
J	1038+39.77	11.58	635.51	635.53
Cl. Brq. E. Abut.	1038+51.02	11.58	635.38	635.38
Bk. E. Abut.	1038+52.27	11.58	635.37	635.37

**BEAM #6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1037+17.27	19.08	637.11	637.11
Cl. Brq. W. Abut.	1037+18.52	19.08	637.08	637.08
A	1037+28.52	19.08	636.86	636.88
B	1037+38.52	19.08	636.67	636.69
C	1037+48.52	19.08	636.49	636.50
Cl. Pier 1	1037+59.77	19.08	636.30	636.30
D	1037+69.77	19.08	636.16	636.17
E	1037+79.77	19.08	636.04	636.07
F	1037+89.77	19.08	635.93	635.95
G	1037+99.77	19.08	635.81	635.83
Cl. Pier 2	1038+09.77	19.08	635.70	635.70
H	1038+19.77	19.08	635.59	635.60
I	1038+29.77	19.08	635.47	635.50
J	1038+39.77	19.08	635.36	635.38
Cl. Brq. E. Abut.	1038+51.02	19.08	635.23	635.23
Bk. E. Abut.	1038+52.27	19.08	635.22	635.22

**BEAM #7**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	1037+17.27	26.58	636.96	636.96
Cl. Brq. W. Abut.	1037+18.52	26.58	636.93	636.93
A	1037+28.52	26.58	636.71	636.73
B	1037+38.52	26.58	636.52	636.54
C	1037+48.52	26.58	636.34	636.35
Cl. Pier 1	1037+59.77	26.58	636.15	636.15
D	1037+69.77	26.58	636.01	636.02
E	1037+79.77	26.58	635.89	635.92
F	1037+89.77	26.58	635.78	635.80
G	1037+99.77	26.58	635.66	635.68
Cl. Pier 2	1038+09.77	26.58	635.55	635.55
H	1038+19.77	26.58	635.44	635.45
I	1038+29.77	26.58	635.32	635.35
J	1038+39.77	26.58	635.21	635.23
Cl. Brq. E. Abut.	1038+51.02	26.58	635.08	635.08
Bk. E. Abut.	1038+52.27	26.58	635.07	635.07

TOP OF SLAB ELEVATIONS II  
 U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
 F.A.P. ROUTE 309, SECTION 117R/B  
 WHITESIDE COUNTY  
 STATION 1037+84.35  
 STRUCTURE NO. 098-0113  
 DATE: December 18, 2008  
 DRAWN BY: D. Schettler  
 CHECKED BY: A. Yargloogu



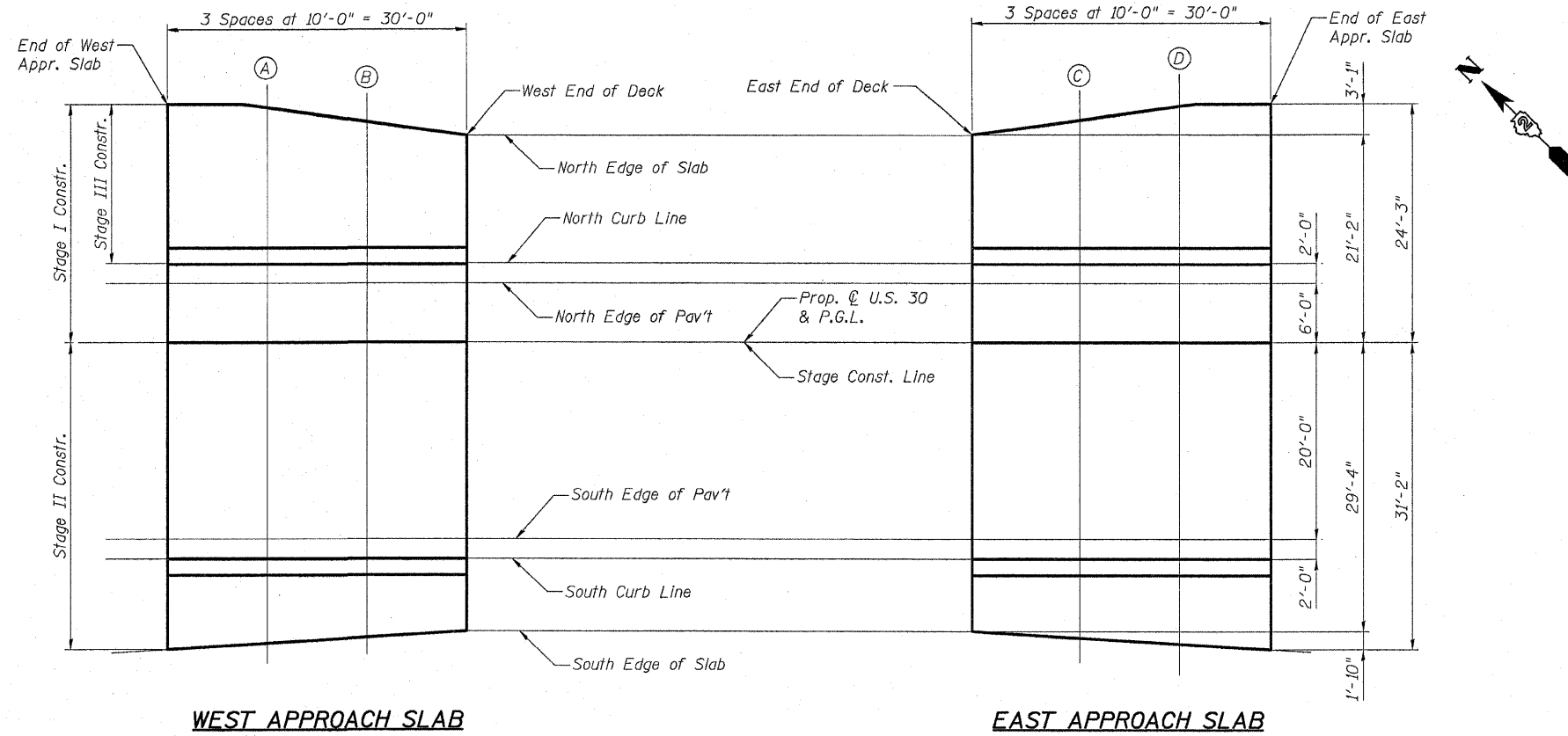
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Sheet S8 of S25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	17R/B	WHITESIDE	376	58
FED. ROAD DIST. NO. 2		ILLINOIS	FED. AID PROJECT	

Contract #64B74



**NORTH EDGE OF SLAB**

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	1036+87.27	-24.25	637.49
A	1036+97.27	-24.02	637.22
B	1037+07.27	-22.65	636.99
West End of Deck	1037+17.27	-21.17	636.79
East End of Deck	1038+52.27	-21.17	634.90
C	1038+62.27	-22.65	634.76
D	1038+72.27	-24.02	634.63
End E. Appr. Pav't.	1038+82.27	-24.25	634.53

**NORTH CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	1036+87.27	-8.00	637.81
A	1036+97.27	-8.00	637.54
B	1037+07.27	-8.00	637.29
West End of Deck	1037+17.27	-8.00	637.05
East End of Deck	1038+52.27	-8.00	635.16
C	1038+62.27	-8.00	635.05
D	1038+72.27	-8.00	634.95
End E. Appr. Pav't.	1038+82.27	-8.00	634.86

**WEST APPROACH SLAB**

**EAST APPROACH SLAB**

**SOUTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	1036+87.27	20.00	638.37
A	1036+97.27	20.00	638.10
B	1037+07.27	20.00	637.85
West End of Deck	1037+17.27	20.00	637.61
East End of Deck	1038+52.27	20.00	635.72
C	1038+62.27	20.00	635.61
D	1038+72.27	20.00	635.51
End E. Appr. Pav't.	1038+82.27	20.00	635.42

**STAGE CONSTRUCTION LINE & PGL**

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	1036+87.27	0.00	637.97
A	1036+97.27	0.00	637.70
B	1037+07.27	0.00	637.45
West End of Deck	1037+17.27	0.00	637.21
East End of Deck	1038+52.27	0.00	635.32
C	1038+62.27	0.00	635.21
D	1038+72.27	0.00	635.11
End E. Appr. Pav't.	1038+82.27	0.00	635.02

**NORTH EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	1036+87.27	-6.00	637.85
A	1036+97.27	-6.00	637.58
B	1037+07.27	-6.00	637.33
West End of Deck	1037+17.27	-6.00	637.09
East End of Deck	1038+52.27	-6.00	635.20
C	1038+62.27	-6.00	635.09
D	1038+72.27	-6.00	634.99
End E. Appr. Pav't.	1038+82.27	-6.00	634.90

**SOUTH CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	1036+87.27	22.00	638.41
A	1036+97.27	22.00	638.14
B	1037+07.27	22.00	637.89
West End of Deck	1037+17.27	22.00	637.65
East End of Deck	1038+52.27	22.00	635.76
C	1038+62.27	22.00	635.65
D	1038+72.27	22.00	635.55
End E. Appr. Pav't.	1038+82.27	22.00	635.46

**SOUTH EDGE OF SLAB**

Location	Station	Offset	Theoretical Grade Elevations
End W. Appr. Pav't.	1036+87.27	31.17	638.60
A	1036+97.27	30.60	638.31
B	1037+07.27	29.99	638.05
West End of Deck	1037+17.27	29.33	637.80
East End of Deck	1038+52.27	29.33	635.91
C	1038+62.27	29.99	635.81
D	1038+72.27	30.60	635.72
End E. Appr. Pav't.	1038+82.27	31.17	635.64

TOP OF APPROACH SLAB ELEVATIONS  
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION (17R)B  
WHITESIDE COUNTY  
STATION 1037+84.35  
STRUCTURE NO. 098-0113

DATE: December 18, 2008  
DRAWN BY: D. Schettler  
CHECKED BY: A. Yargicoglu

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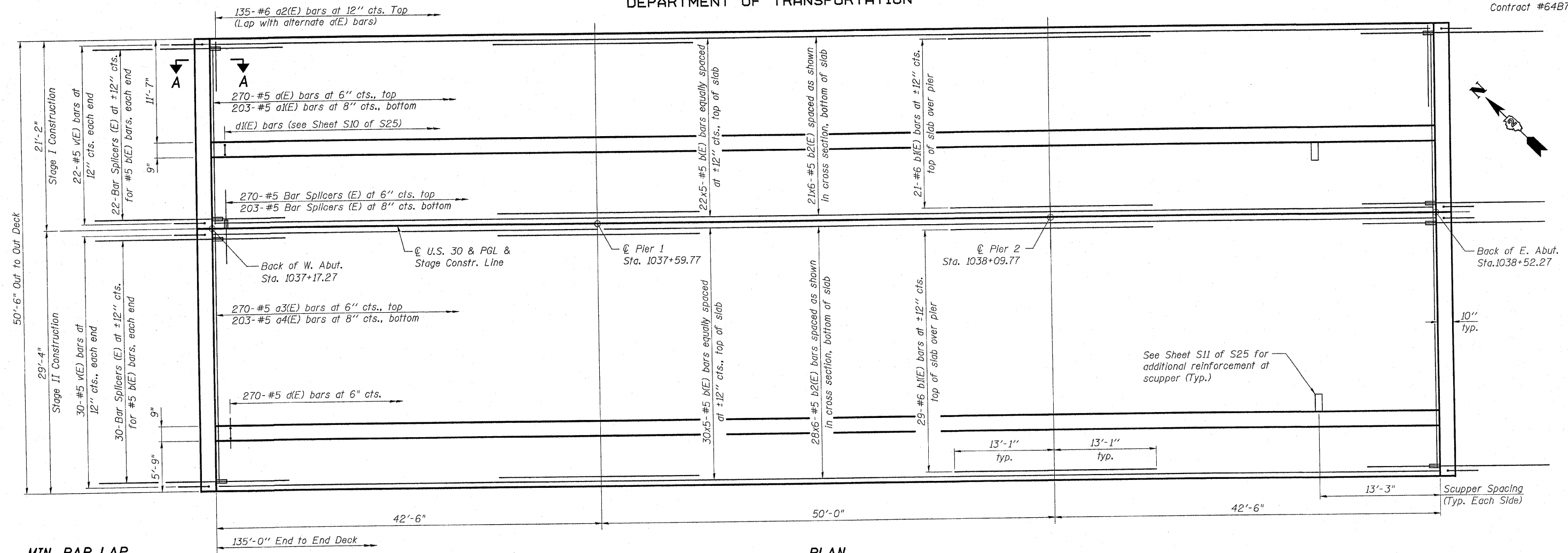




F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	17B	WHITESIDE	376	59
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

Contract #64B74

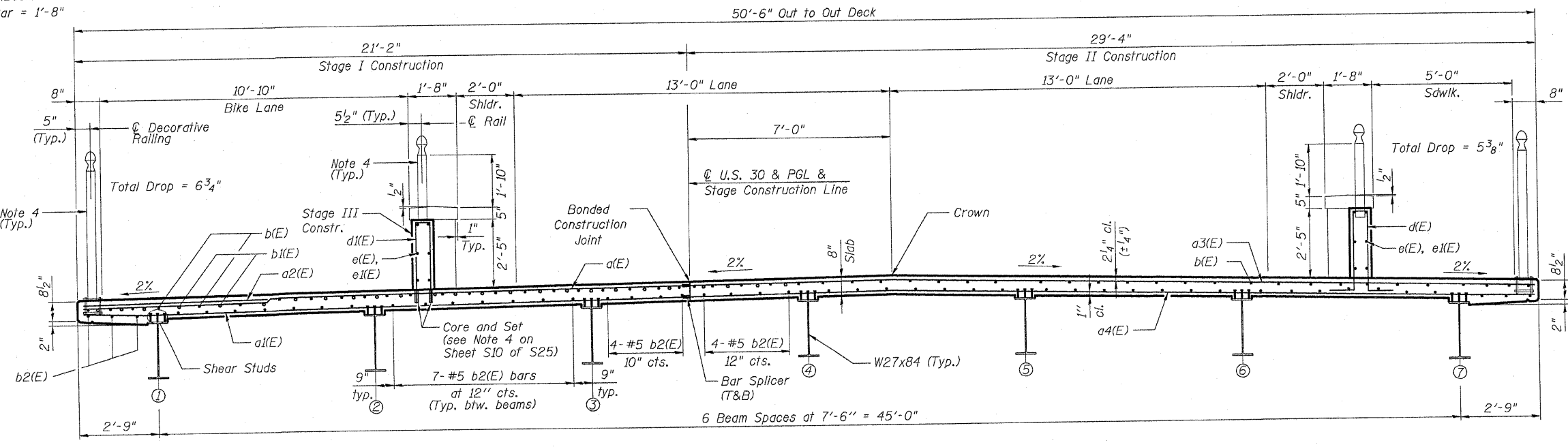
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**MIN. BAR LAP**  
(Deck)  
#5 Bar = 1'-8"

**PLAN**

- Notes:
1. See Sheet S11 of S25 for superstructure details and Bill of Material.
  2. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
  3. See Sheet S10 of S25 for parapet reinforcement.
  4. Decorative Railing details, anchorage, and pay item shown elsewhere in Plan Set.



**CROSS SECTION**  
(Looking East)

**DECK PLAN AND SECTION**  
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION (17)B  
WHITESIDE COUNTY  
STATION 1037+84.35  
STRUCTURE NO. 098-0113

DATE: December 18, 2008  
DRAWN BY: D. Schettler  
CHECKED BY: A. Durbak

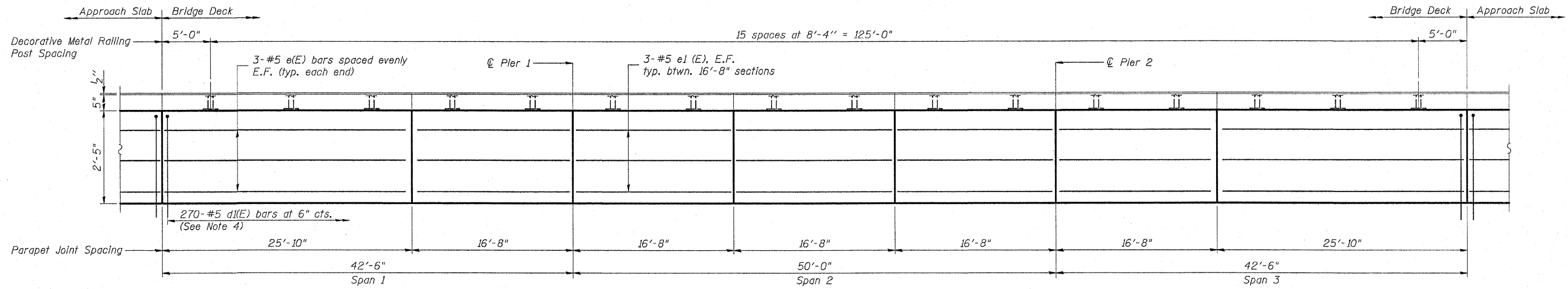
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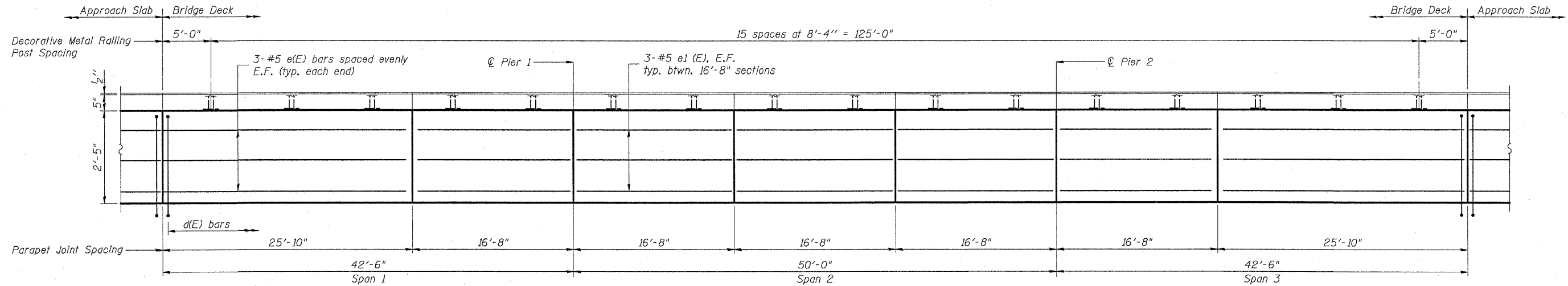
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Sheet S10 of S25	F.A.P. RTE. 309	SECTION (17R)B	COUNTY WHITESIDE	TOTAL SHEETS 376	SHEET NO. 60
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT					

Contract #64B74



**AT BIKE LANE PARAPET**



**AT SIDEWALK PARAPET**

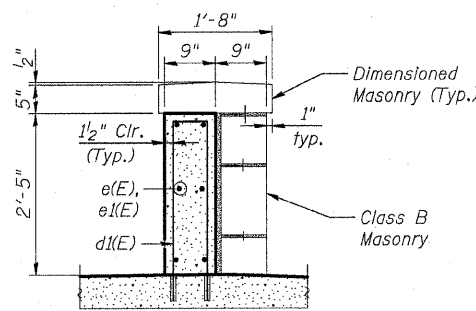
**BALTIMORE WASHINGTON PARKWAY PARAPET DETAIL**

Looking North  
(E.F. = Each Face)

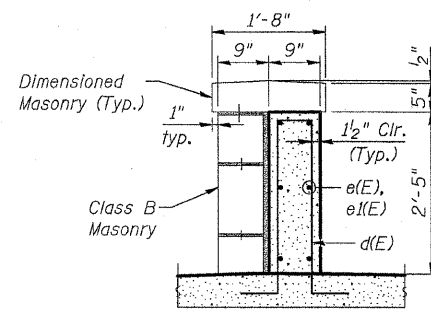
- Note:
- Stone Masonry details not shown for clarity. See Sheet S12 of S25 for Stone Masonry Details.
  - Work this Sheet with Sheet S12 of S25 for Dovetail Anchor Slot Locations.
  - The Contractor shall coordinate the post locations for Decorative Railing with the railing installation to assure proper fit.
  - Core and set #5 d1(E) bar according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6".

**MINIMUM BAR LAP**

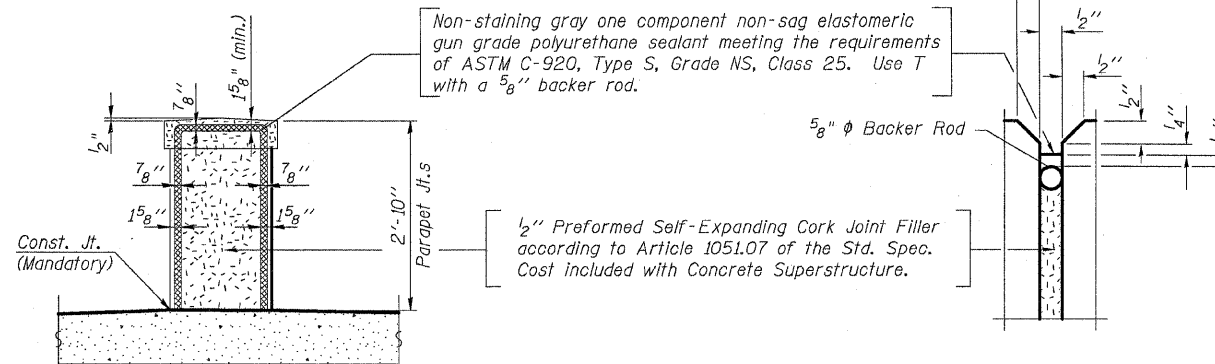
(Parapet)  
#5 Bar = 2'-2"



**PARAPET SECTION**  
At Bike Lane Parapet



**PARAPET SECTION**  
At Sidewalk Parapet



**PARAPET JOINT DETAIL**

**SUPERSTRUCTURE DETAILS I - PARAPET ELEVATION AND DETAILS**

U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION (17R)B  
WHITESIDE COUNTY  
STATION 1037+84.35  
STRUCTURE NO. 098-0113

DATE: December 18, 2008  
DRAWN BY: D. Schettler  
CHECKED BY: A. Durbak

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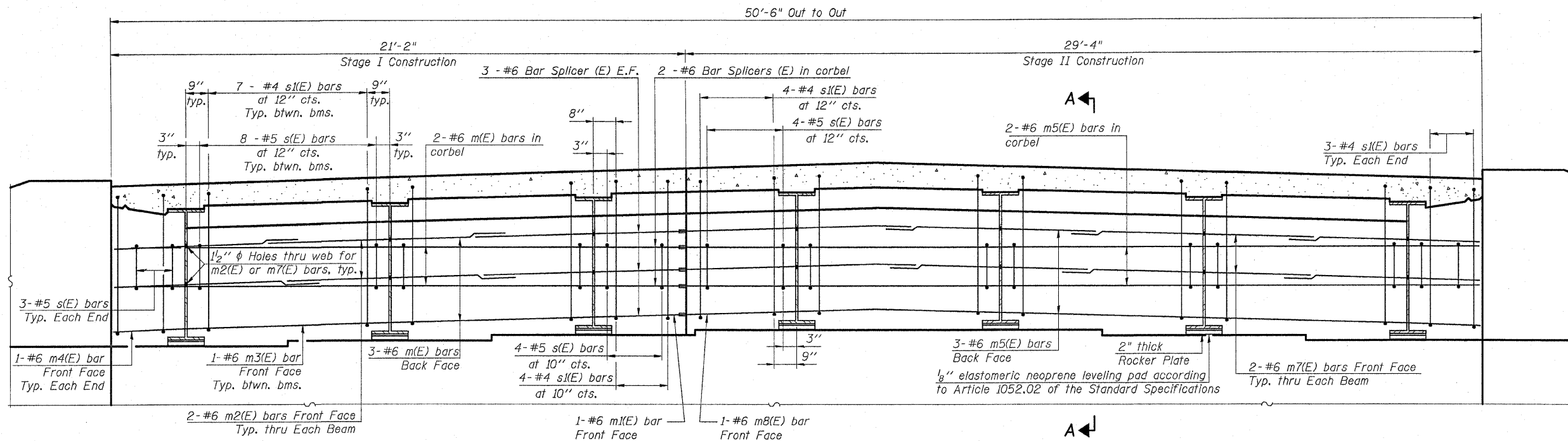
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Sheet S11 of S25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	17R1B	WHITESIDE	376	51
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			Contract #64B74	

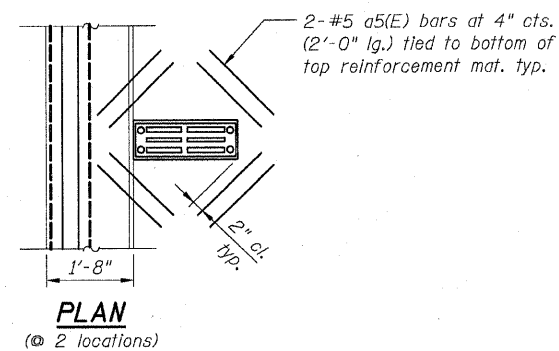
**SUPERSTRUCTURE  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	270	#5	20'-10"	---
a1(E)	203	#5	20'-10"	---
a2(E)	135	#6	6'-0"	---
a3(E)	270	#5	29'-0"	---
a4(E)	203	#5	29'-0"	---
a5(E)	16	#5	2'-0"	---
b(E)	260	#5	28'-4"	---
b1(E)	100	#6	26'-2"	---
b2(E)	294	#5	23'-10"	---
d(E)	270	#5	7'-10"	JL
d1(E)	270	#5	6'-0"	---
e(E)	24	#5	25'-6"	---
e1(E)	60	#5	16'-4"	---
m(E)	10	#6	20'-10"	---
m1(E)	2	#6	3'-0"	---
m2(E)	12	#6	8'-9"	---
m3(E)	10	#6	7'-1"	---
m4(E)	4	#6	2'-4"	---
m5(E)	10	#6	29'-0"	---
m7(E)	16	#6	9'-4"	---
m8(E)	2	#6	3'-8"	---
s(E)	108	#5	5'-9"	JL
s1(E)	98	#4	8'-9"	JL
v(E)	104	#5	3'-4"	JL
Reinforcement Bars, Epoxy Coated		Pound	53,170	
Concrete Superstructure		Cu. Yds.	218.4	
Bar Splacers		Each	593	
Protective Coat		Sq. Yd.	785	
Bridge Deck Grooving		Sq. Yd.	420	

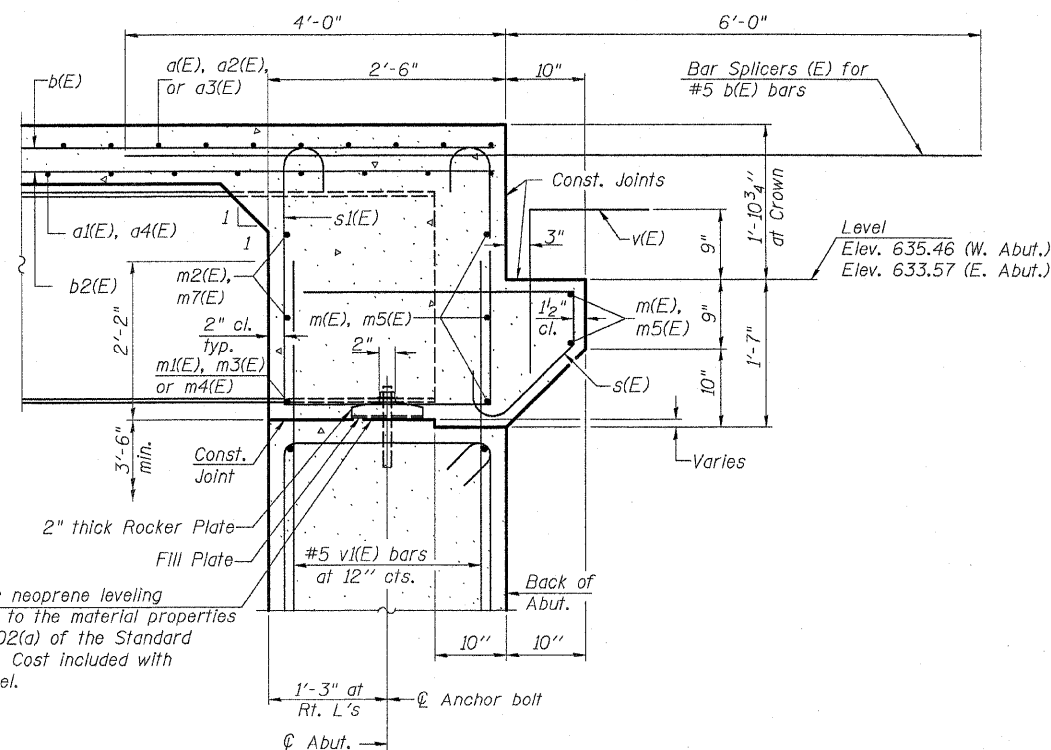
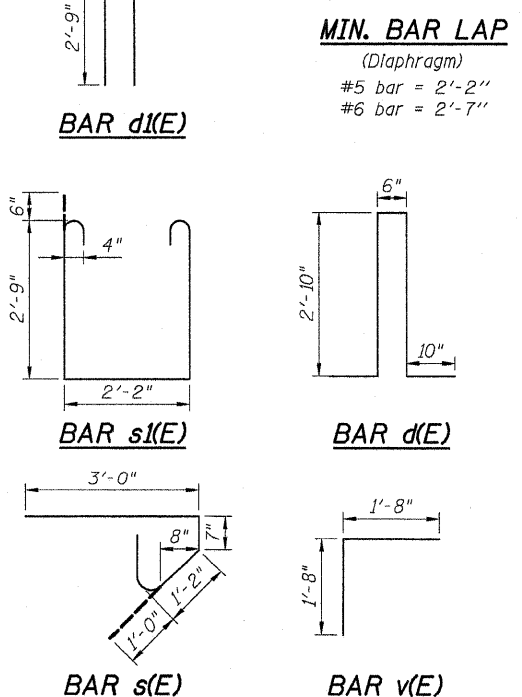


**DIAPHRAGM ELEVATION AT ABUTMENT**  
(E.F. = Each Face)

Notes:  
Reinforcement bars in diaphragm are billed with superstructure on Sheet S11 of S25.  
Concrete in diaphragm is included with Concrete Superstructure on Sheet S11 of S25.  
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.



**DRAINAGE SCUPPER**



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

Bars indicated thus 20 x 3-#5 etc. indicates 20 line of bars with 3 lengths per line.

**SUPERSTRUCTURE DETAILS II -  
ABUTMENT DIAPH. AND BILL OF MAT.**  
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION 17R1B  
WHITESIDE COUNTY  
STATION 1037+84.35  
STRUCTURE NO. 098-0113

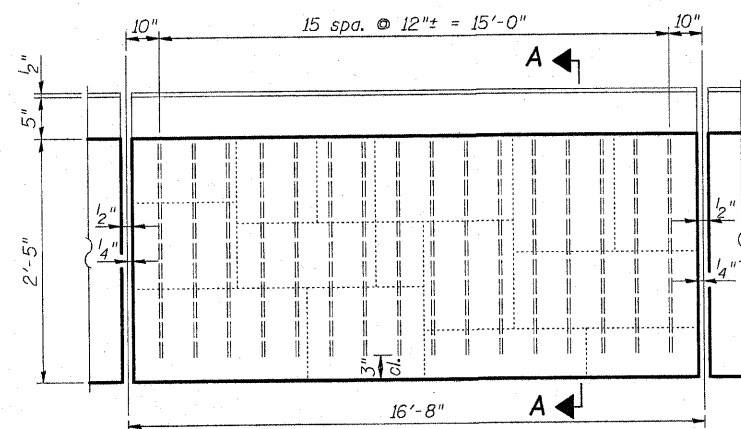
DATE: December 18, 2008 DRAWN BY: D. Schettler  
CHECKED BY: A. Durbak

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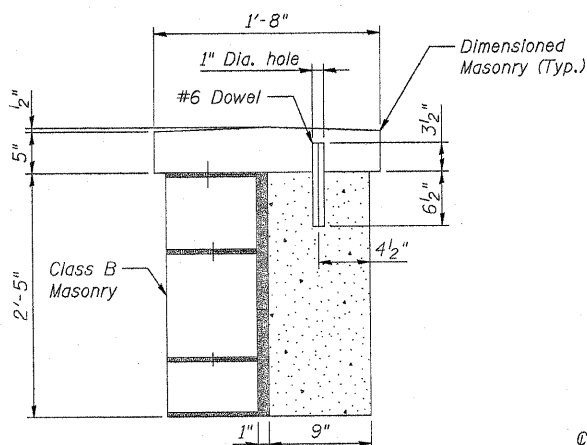


F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	(17R)B	WHITESIDE	376	62
FED. ROAD DIST. NO. 2		ILLINOIS	FED. AID PROJECT	

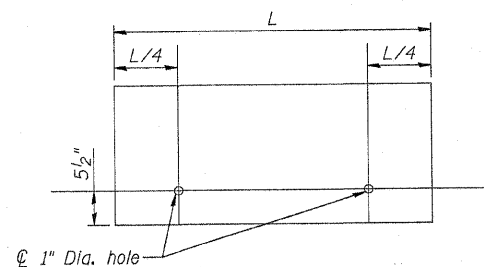
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



AT BRIDGE PARAPET INTERIOR PANELS



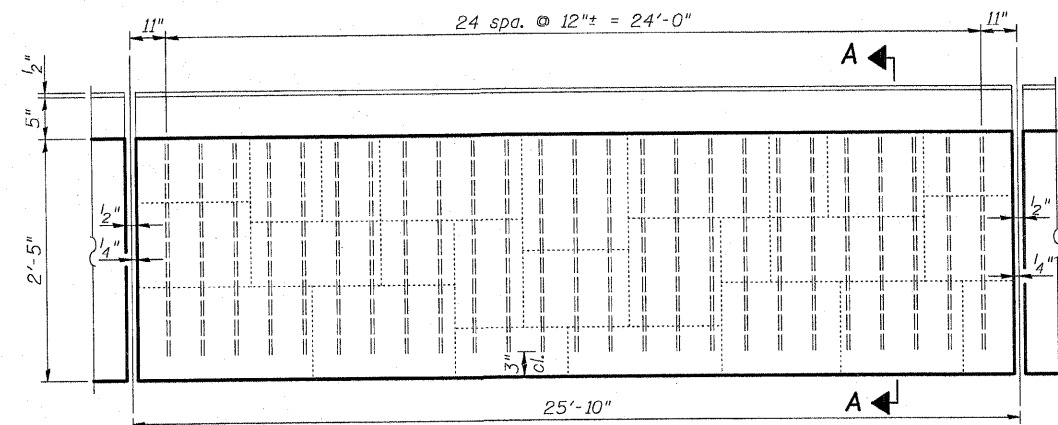
SECTION A-A



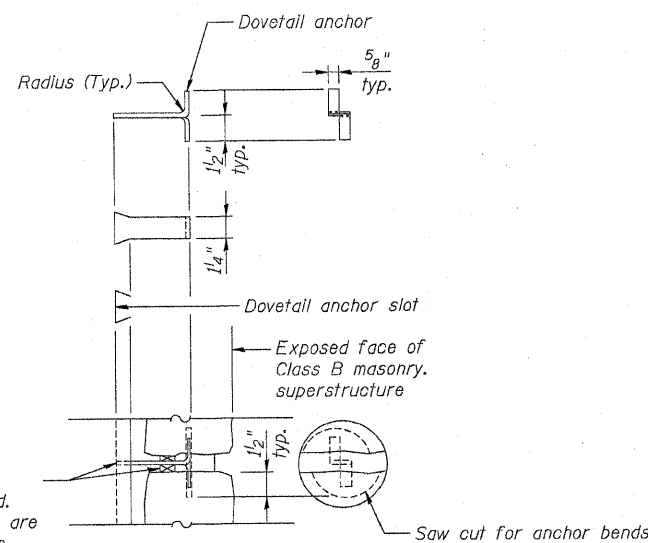
CAP STONE DETAIL

Notes:  
Dowel holes in cap stones shall be drilled by the fabricator. Care shall be taken so that cap stones are not damaged when dowel holes are drilled. Cap stones shall be fabricated in 2'-0" to 3'-6" lengths (L), and shall be laid in a random pattern. Each cap stone shall be anchored with 2-#6 dowels which shall be located at the quarter point from each end. Dowels shall be anchored with the "KELIGROUT" epoxy grout system or an approved equal. #6 Dowels, Dovetail Anchors, and grout system will not be paid for separately but shall be included in the unit bid price for Stone Masonry Facing.

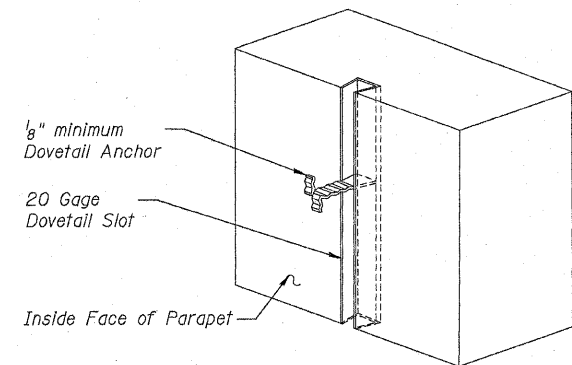
The Contractor shall coordinate the cap stone arrangement with Decorative Railing and anchorage details shown elsewhere in Plan Set.



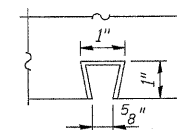
AT BRIDGE PARAPET END PANELS



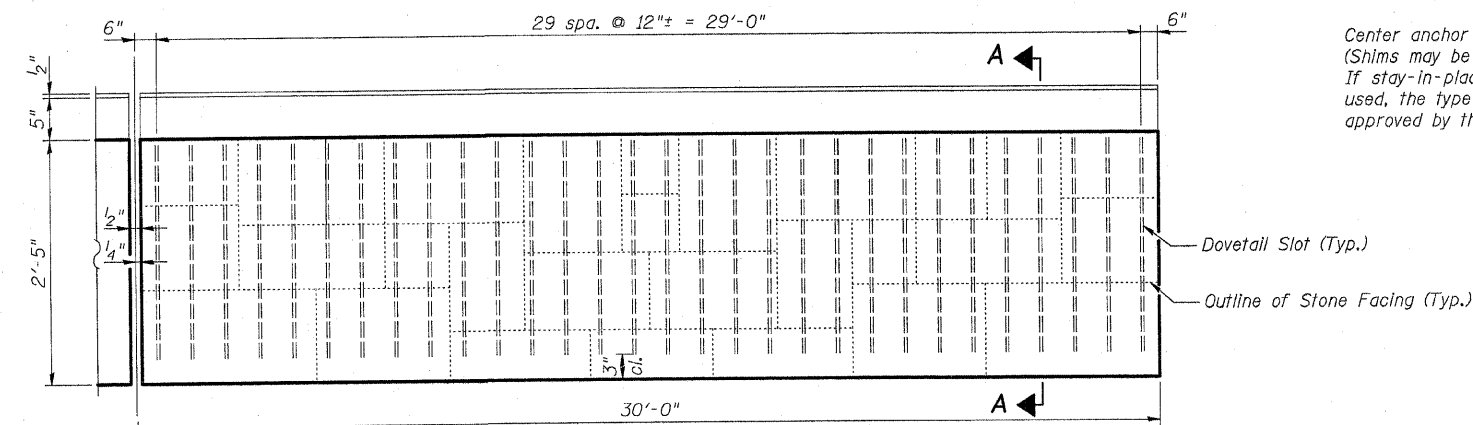
SUPERSTRUCTURE DOVETAIL DETAIL



TYPICAL DOVETAIL ANCHOR DETAIL



TYPICAL DOVETAIL DETAIL



AT APPROACH SLAB PARAPET

Center anchor in joint (Shims may be required. If stay-in-place shims are used, the type is to be approved by the Engineer.)

BALTIMORE WASHINGTON PARAPET DOVETAIL ANCHOR SLOT LOCATIONS

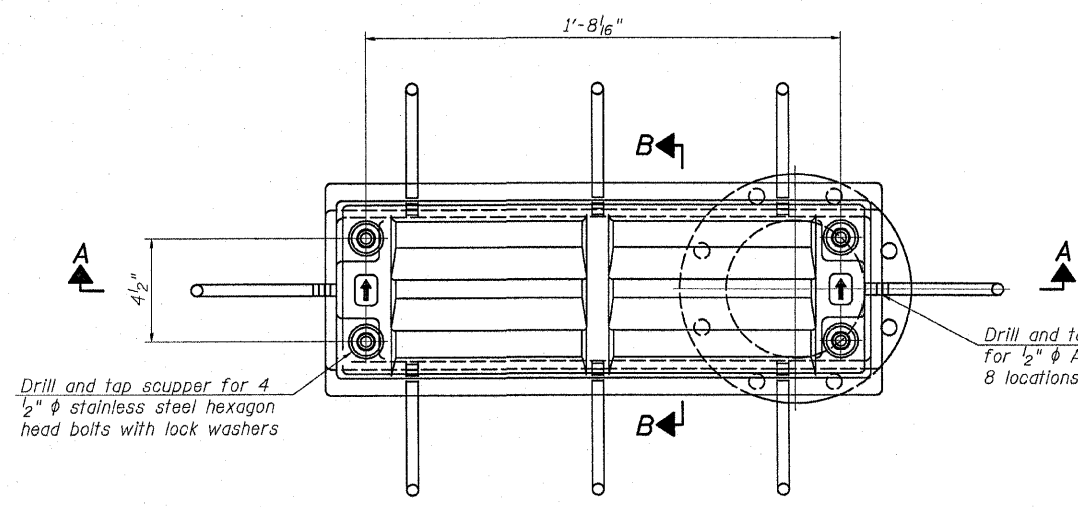
TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Masonry Facing	Foot	390

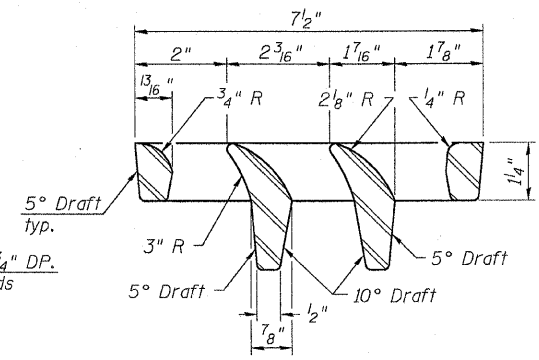
MASONRY DETAILS  
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION (17R)B  
WHITESIDE COUNTY  
STATION 1037+84.35  
STRUCTURE NO. 098-0113

DATE: December 18, 2008  
DRAWN BY: D. Schettler  
CHECKED BY: A. Yangloogu

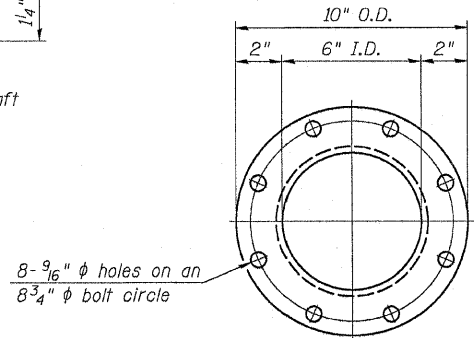
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION



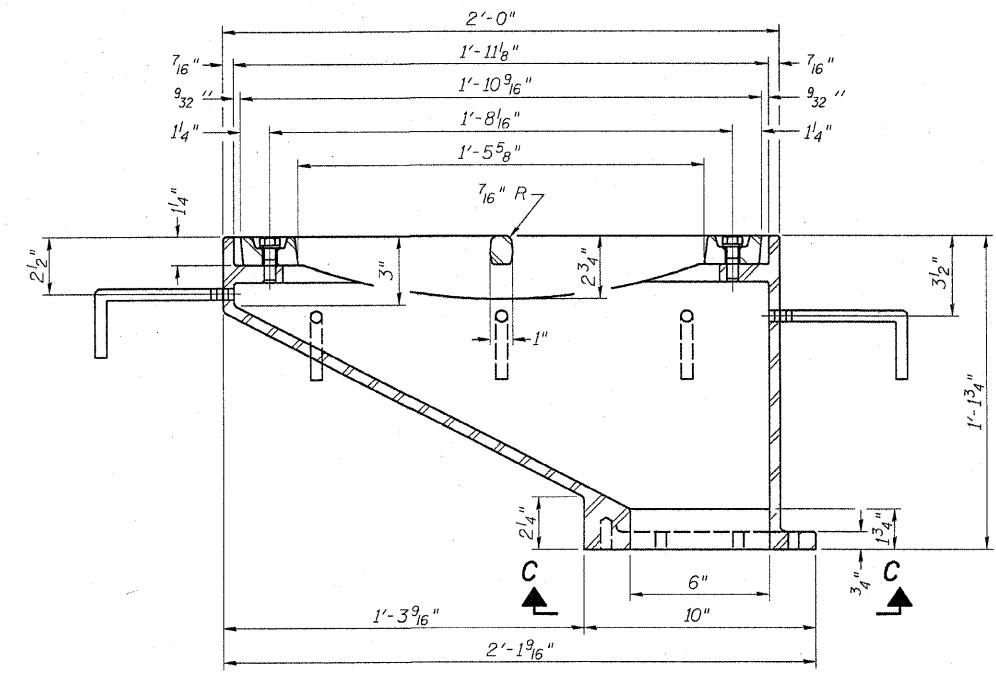
PLAN



VANE GRATE DETAIL

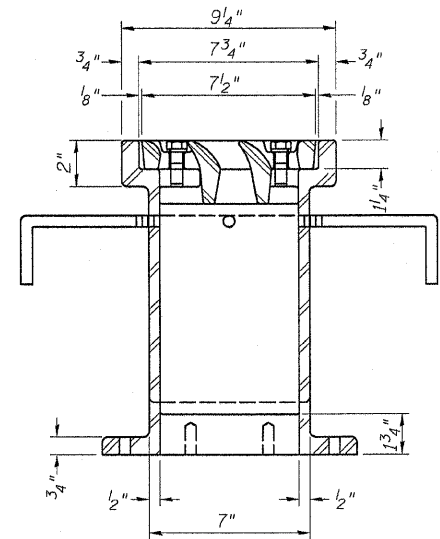


VIEW C-C

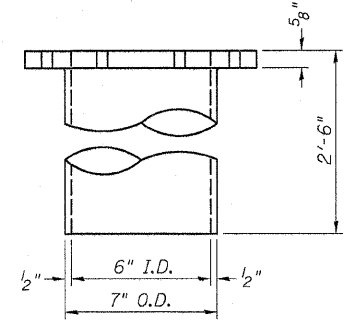


SECTION A-A

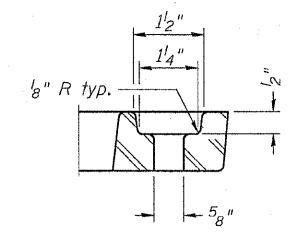
See sheet of for scupper location relative to parapet.



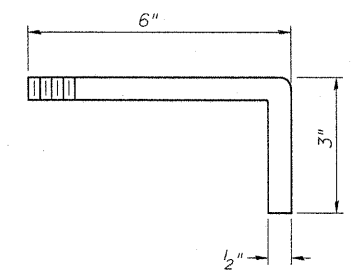
SECTION B-B



DOWNSPOUT



BOLT HOLE DETAIL



ANCHOR STUD DETAIL

Drill and tap 8 holes for 1/2"-13 bolts on an 8 3/4" φ bolt circle. (2 blind holes are 1/4" deep, 6 thru holes)

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-12.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

BILL OF MATERIAL

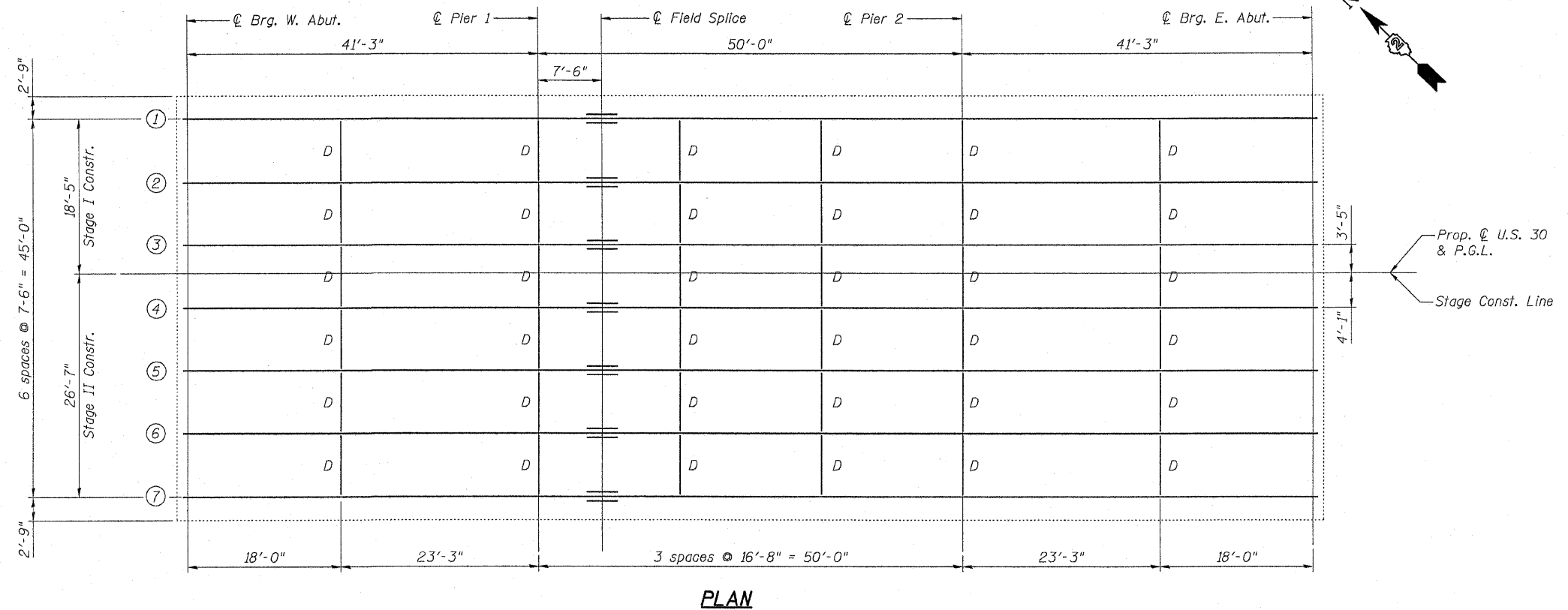
ITEM	UNIT	QUANTITY
Drainage Scupper, DS-12	Each	2

DRAINAGE SCUPPER, DS-12  
 U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
 F.A.P. ROUTE 309, SECTION (17R)B  
 WHITESIDE COUNTY  
 STATION 1037+84.35  
 STRUCTURE NO. 098-0113  
 DATE: December 18, 2008  
 DRAWN BY: D. Schettler  
 CHECKED BY: A. Yargiooglu

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

Note:  
 1. All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.  
 2. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.



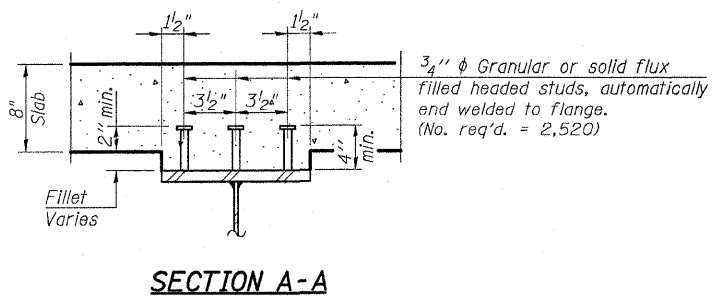
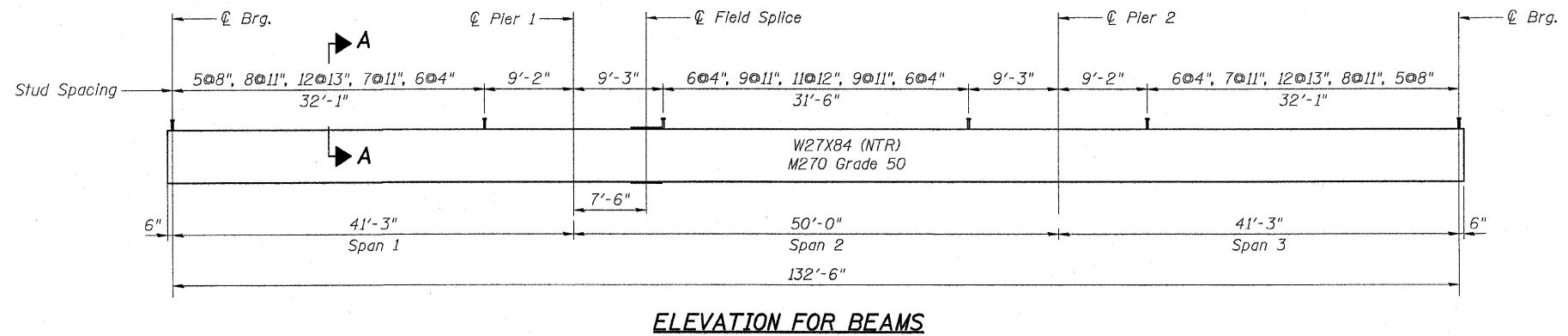
INTERIOR GIRDER MOMENT TABLE

		0.4 Sp. 1	Pier 1	0.5 Sp. 2
$I_s$	(in <sup>4</sup> )	2850.00	2850.00	2850.00
$I_c(n)$	(in <sup>4</sup> )	8561.70		8561.70
$I_c(3n)$	(in <sup>4</sup> )	6575.30		6575.30
$S_s$	(in <sup>3</sup> )	213.50	213.50	213.50
$S_c(n)$	(in <sup>3</sup> )	328.00		328.00
$S_c(3n)$	(in <sup>3</sup> )	299.00		299.00
Z	(in <sup>3</sup> )			
$\rho$	(k/')	0.86	0.86	0.86
$M_D$	(k)	103.8	181.3	88.6
$s_D$	(k/')	0.49	0.49	0.49
$M_{sD}$	(k)	67.0	83.6	70.1
$M_L$	(k)	276.0	145.7	302.4
$M_{imp}$	(k)	82.8	42.7	86.4
$S_3 [M_L + M_{imp}]$	(k)	598.1	313.9	647.9
$M_a$	(k)	999.6	752.5	1048.6
$M_u$	(k)	1413.3		1413.3
$f_s \rho$ non-comp	(ksi)	5.84	14.89	4.98
$f_s \rho$ (comp)	(ksi)	2.69		2.81
$f_s S_3 [M_L + M_{imp}]$	(ksi)	21.88	17.64	23.70
$f_s$ (Overload)	(ksi)	30.41	32.53	31.50
$f_s$ (Total)	(ksi)		42.30	
VR	(k)	57.4		40.6

INTERIOR GIRDER REACTION TABLE

	Abut.'s	Piers
$R_D$	(k)	21.5
$R_L$	(k)	41.5
Imp.	(k)	13.9
$R_{Total}$	(k)	75.5

$I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total and Overload) due to non-composite dead loads (in<sup>4</sup> and in<sup>3</sup>).  
 $I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$  (Total and Overload) due to long-term composite live loads (in<sup>4</sup> and in<sup>3</sup>).  
 $I_c(3n), S_c(3n)$ : 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 and Overload) due to long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).  
 Z: Plastic Section Modulus of the steel section in non-composite areas (in<sup>3</sup>).  
 $\rho$ : Un-factored non-composite dead load (kips/ft.).  
 $M_D$ : Un-factored moment due to non-composite dead load (kip-ft.).  
 $s_D$ : Un-factored long-term composite (superimposed) dead load (kips/ft.).  
 $M_{sD}$ : Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).  
 $M_L$ : Un-factored live load moment (kip-ft.).  
 $M_{imp}$ : Un-factored moment due to impact (kip-ft.).  
 $M_a$ : Factored design moment (kip-ft.).  
 $1.3 [M_D + M_{sD} + \frac{5}{8} (M_L + M_{imp})]$   
 $M_u$ : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).  
 $f_s$  (Overload): Sum of stresses as computed from the moments below (ksi).  
 $M_D + M_{sD} + \frac{5}{8} (M_L + M_{imp})$   
 $f_s$  (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).  
 $1.3 [M_D + M_{sD} + \frac{5}{8} (M_L + M_{imp})]$   
 VR: Maximum  $\frac{1}{4}$  + impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).



TOP OF BEAM ELEVATIONS AFTER DL DEFLECTION

Beam	W. Abut.	Pier 1	Field Splice	Pier 2	E. Abut.
1	636.08	635.30	635.16	634.70	634.25
2	636.23	635.45	635.31	634.85	634.40
3	636.38	635.60	635.46	635.00	634.55
4	636.53	635.75	635.61	635.15	634.70
5	636.50	635.72	635.58	635.12	634.67
6	636.35	635.57	635.43	634.97	634.52
7	636.20	635.42	635.28	634.82	634.37

NOTE: For fabrication only

FRAMING PLAN  
 U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
 F.A.P. ROUTE 309, SECTION (17R)B  
 WHITESIDE COUNTY  
 STATION 1037+84.35  
 STRUCTURE NO. 098-0113  
 DATE: December 18, 2008  
 DRAWN BY: D. Schettler  
 CHECKED BY: A. Yargoogu

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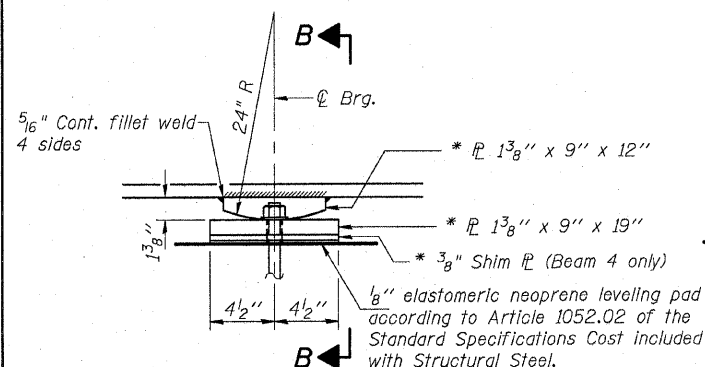
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Sheet S15 of S25

F.A.P. RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	117B/B	WHITESIDE	376	65
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			Contract #64B74	

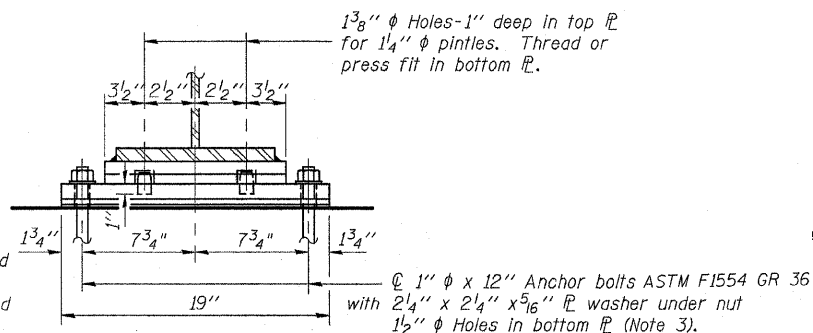
Notes:

- 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.
- Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554. Contractor has the option of cast in place or drilled installation. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

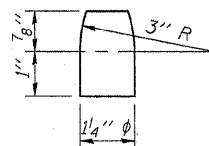


ELEVATION AT PIER

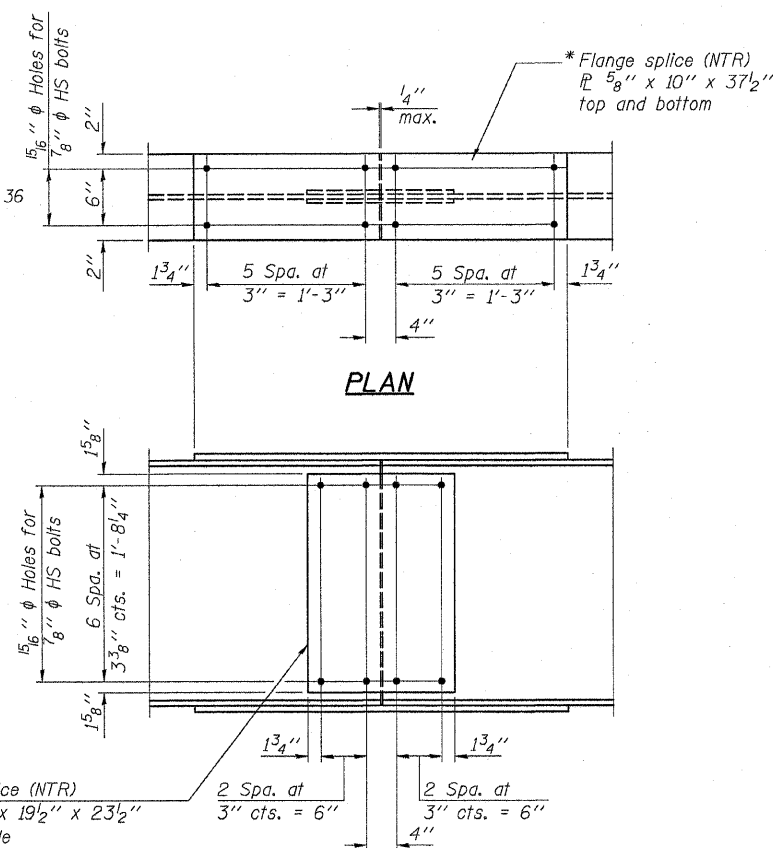
FIXED BEARING



SECTION B-B



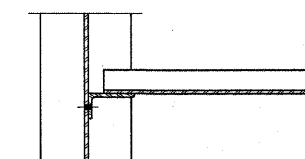
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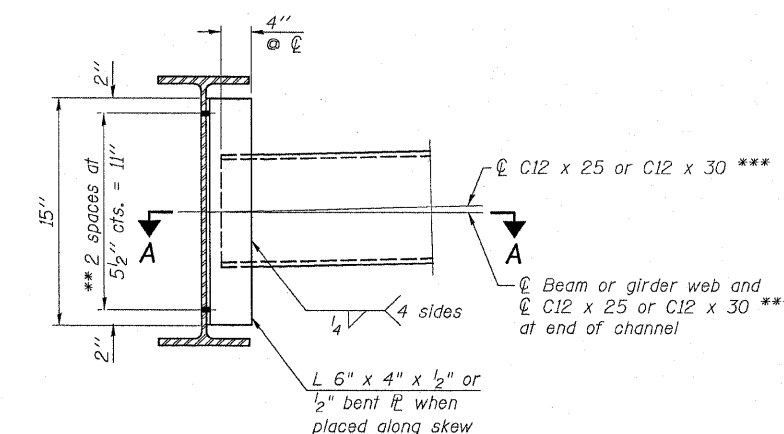
PLAN

ELEVATION

SPLICE DETAIL  
(1 Each Required per Beam)



SECTION A-A



INTERIOR DIAPHRAGM

Note:  
Two hardened washers required for each set of oversized holes.

\*\* 3/4 inch diameter HS bolts, 15/16 inch diameter holes

\*\*\* Alternate channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no extra cost.

\* M270 Grade 50

BILL OF MATERIALS

ITEM	UNIT	TOTAL
Furnishing and Erecting Structural Steel	L. Sum	1
Stud Shear Connectors	Ea.	2,520
Anchor Bolts, 1"	Ea.	56

FRAMING DETAILS

U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION (17R)B  
WHITESIDE COUNTY  
STATION 1037+84.35  
STRUCTURE NO. 098-0113

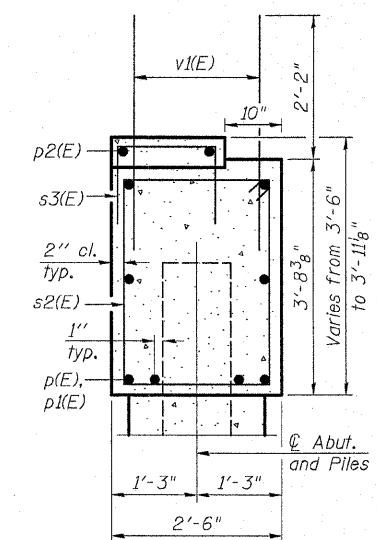
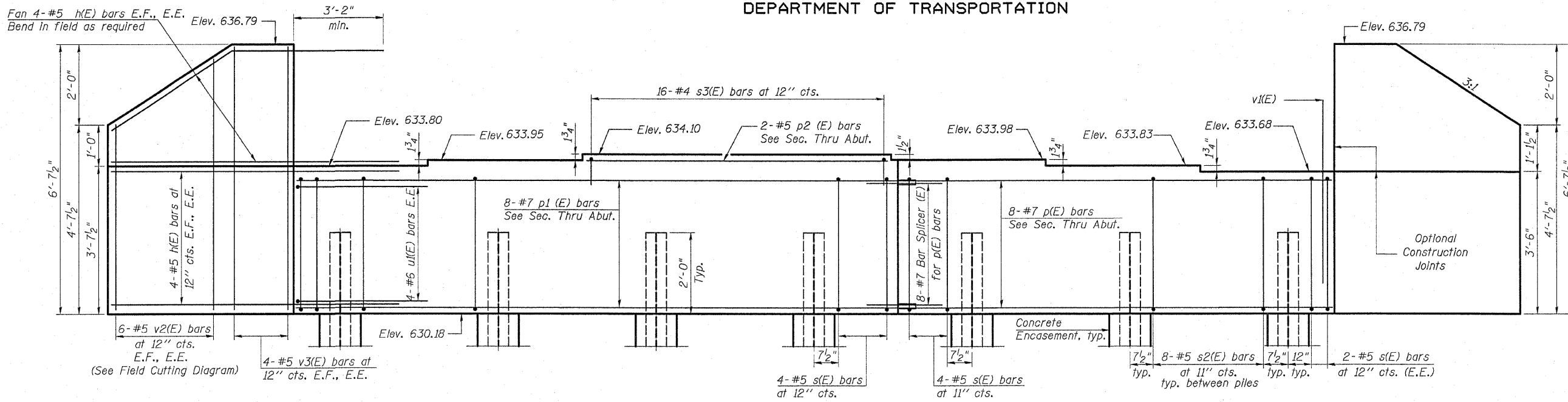
DATE: December 18, 2008  
DRAWN BY: D. Schettler  
CHECKED BY: A. Yargiooglu

F.A.P. RTE. 309	SECTION (17R)B	COUNTY WHITESIDE	TOTAL SHEETS 376	SHEET NO. 56
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			Contract #64B74	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

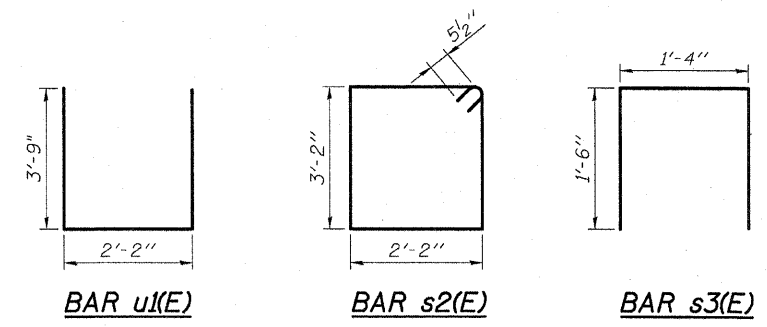
Notes: Pour steps monolithically with cap.

Fan 4-#5 h(E) bars E.F., E.E.  
Bend in field as required



**ELEVATION WEST ABUTMENT**

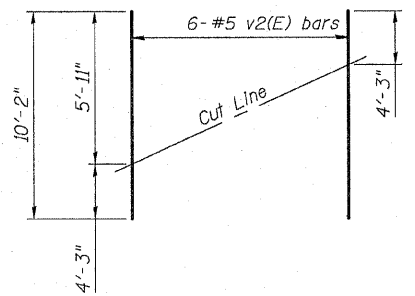
(Looking West)  
E.E. = Each End  
E.F. = Each Face



**SEC. THRU ABUT.**

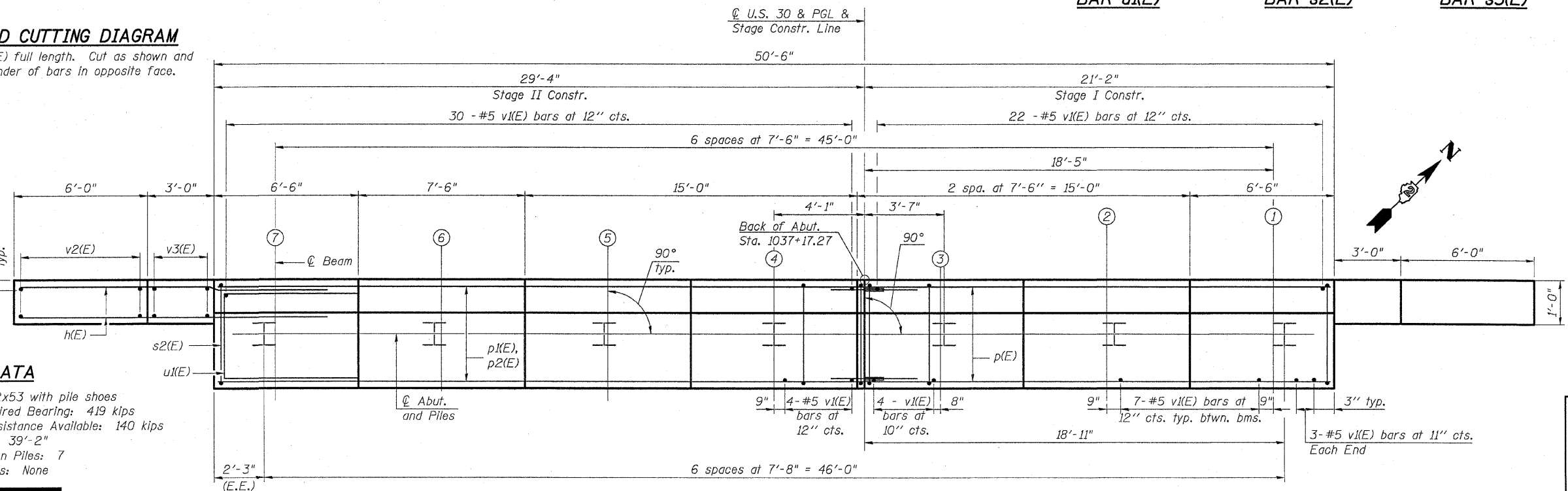
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	32	#5	12' - 0"	—
p(E)	8	#7	20' - 10"	—
p1(E)	8	#7	29' - 0"	—
p2(E)	2	#5	14' - 8"	—
s2(E)	52	#5	11' - 7"	□
s3(E)	16	#4	4' - 4"	□
u1(E)	8	#6	9' - 8"	□
v1(E)	101	#5	4' - 4"	—
v2(E)	12	#5	10' - 2"	—
v3(E)	16	#5	6' - 3"	—
Structure Excavation	Cu. Yd.	29.3		
Concrete Structures	Cu. Yd.	21.4		
Reinforcement Bars, Epoxy Coated	Pound	2,720		
Bar Splicers	Each	8		
Furnishing Steel Piles, HP 12x53	Foot	274.2		
Driving Piles	Foot	274.2		
Pile Shoes	Each	7		
Concrete Encasement	Cu. Yd.	2.4		



**FIELD CUTTING DIAGRAM**

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



**PLAN**

**PILE DATA**

Type: HP 12x53 with pile shoes  
Nominal Required Bearing: 419 kips  
Allowable Resistance Available: 140 kips  
Est. Length: 39'-2"  
No. Production Piles: 7  
No. Test Piles: None

For details of Bar Splicers, see Sheet 21 of 25.  
For details of piles and Concrete Encasement, see Sheet 20 of 25.

**WEST ABUTMENT**  
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION (17R)B  
WHITESIDE COUNTY  
STATION 1037+84.35  
STRUCTURE NO. 098-0113  
DATE: December 18, 2008  
DRAWN BY: D. Schettler  
CHECKED BY: A. Durbak

09/26/2008 (Struct) 12/17/2008  
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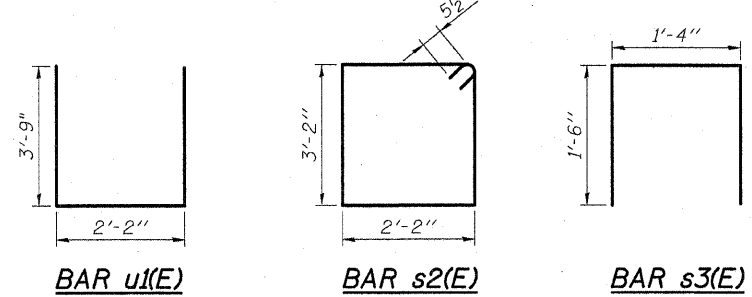
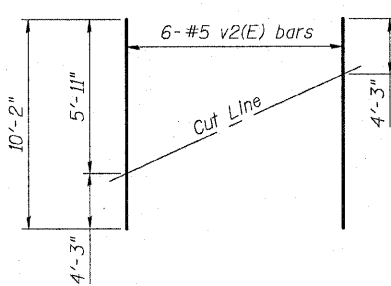
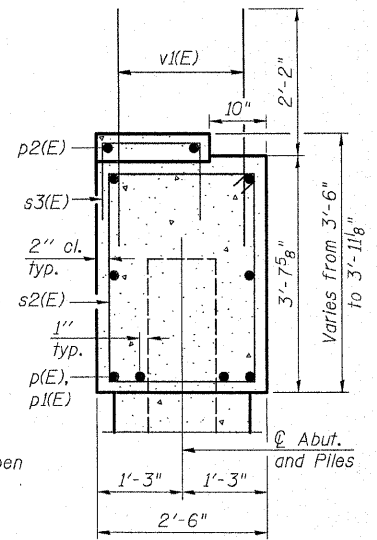
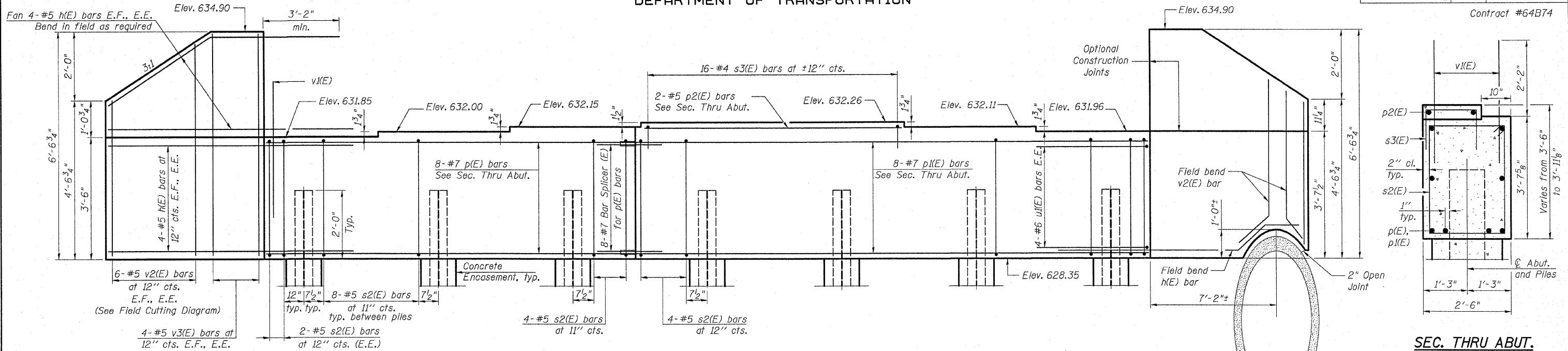




F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	17R/B	WHITESIDE	376	57
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			Contract #64B74	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

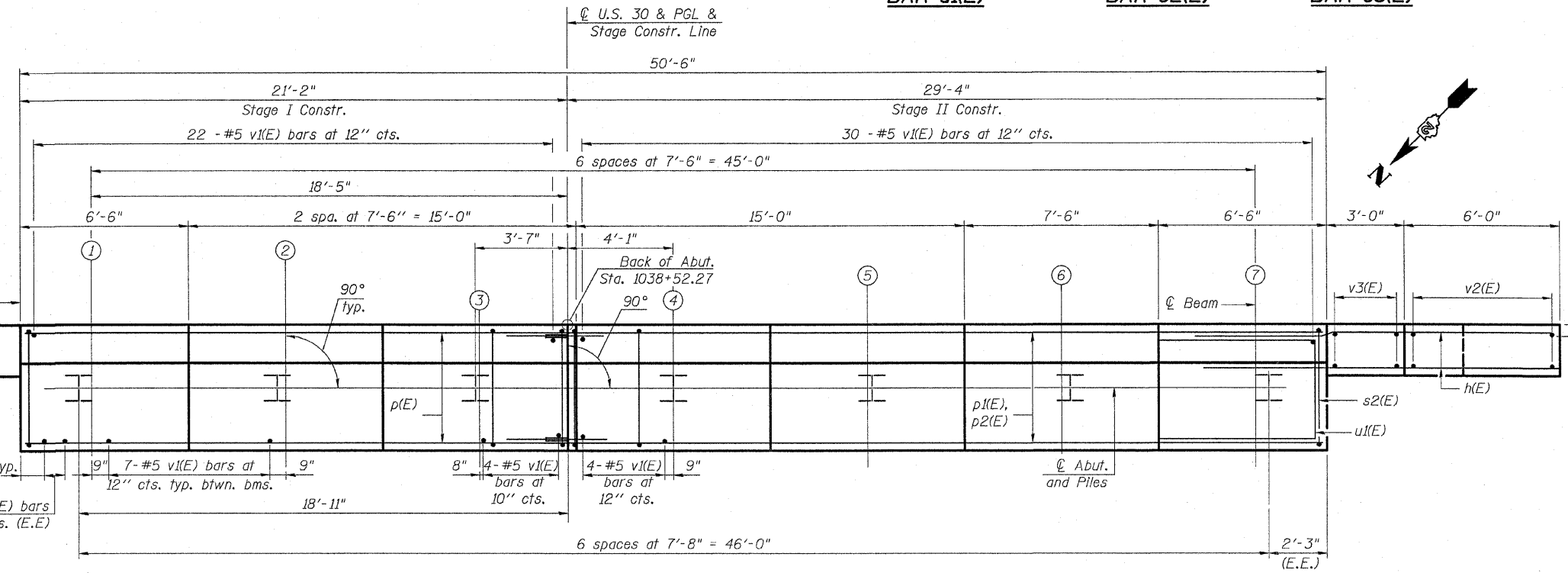
Notes: Pour steps monolithically with cap.



**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	32	#5	12' - 0"	—
p(E)	8	#7	20' - 10"	—
p(E)	8	#7	29' - 0"	—
p2(E)	2	#5	14' - 8"	—
s2(E)	52	#5	11' - 7"	□
s3(E)	16	#4	4' - 4"	□
u(E)	8	#6	9' - 8"	□
v(E)	101	#5	4' - 4"	—
v2(E)	12	#5	10' - 2"	—
v3(E)	16	#5	6' - 3"	—
Structure Excavation		Cu. Yd.	73.8	
Concrete Structures		Cu. Yd.	21.2	
Reinforcement Bars, Epoxy Coated		Pound	2,720	
Bar Splicers		Each	8	
Furnishing Steel Piles, HP 12x53		Foot	194.0	
Driving Piles		Foot	194.0	
Test Pile, HP 12x53		Each	1	
Pile Shoes		Each	7	
Concrete Encasement		Cu. Yd.	2.4	

For details of Bar Splicers, see Sheet 21 of 25.  
For details of piles and Concrete Encasement, see Sheet 20 of 25.



**PILE DATA**  
 Type: HP 12x53 with pile shoes  
 Nominal Required Bearing: 419 kips  
 Allowable Resistance Available: 140 kips  
 Est. Length: 32'-4"  
 No. Production Piles: 6  
 No. Test Piles: 1



**EAST ABUTMENT**  
 U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
 F.A.P. ROUTE 309, SECTION (17R)B  
 WHITESIDE COUNTY  
 STATION 1037+84.35  
 STRUCTURE NO. 098-0113  
 DATE: December 18, 2008  
 DRAWN BY: D. Schettler  
 CHECKED BY: A. Durbak

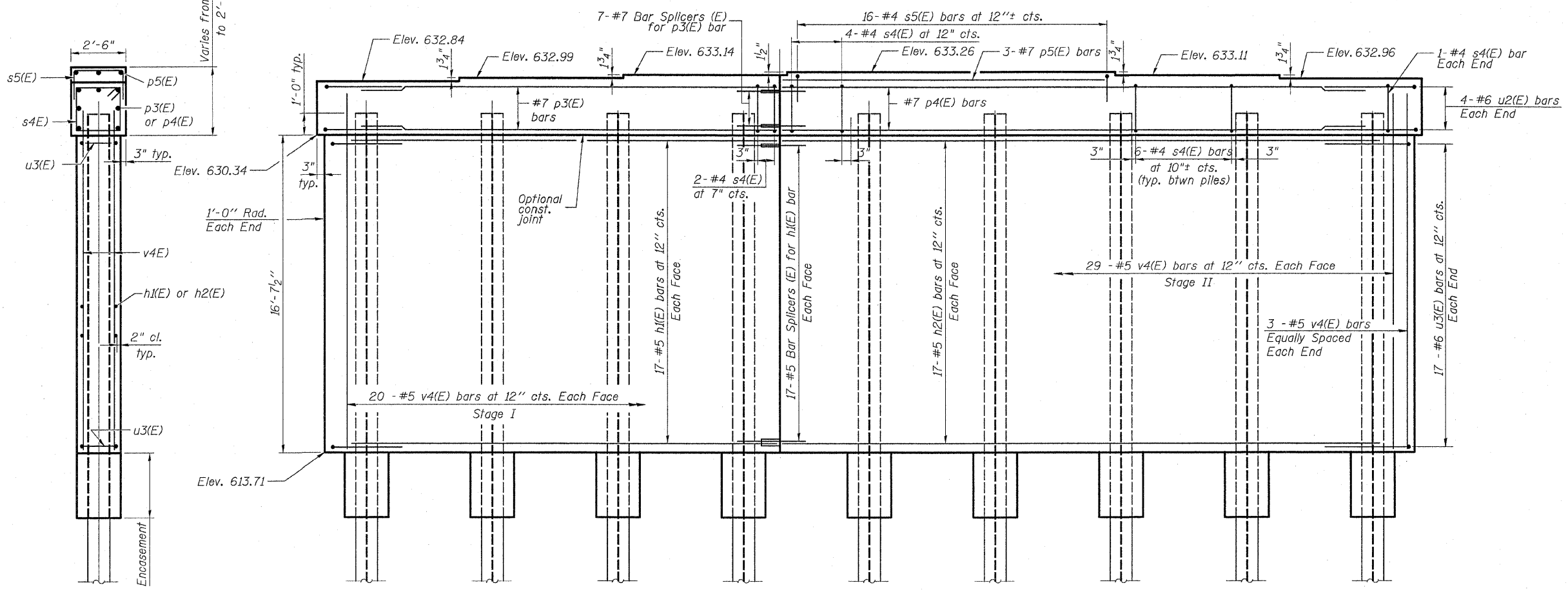
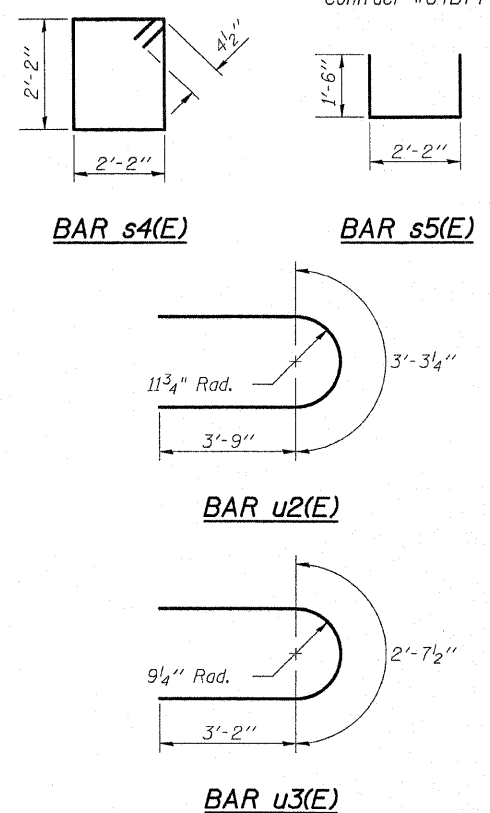
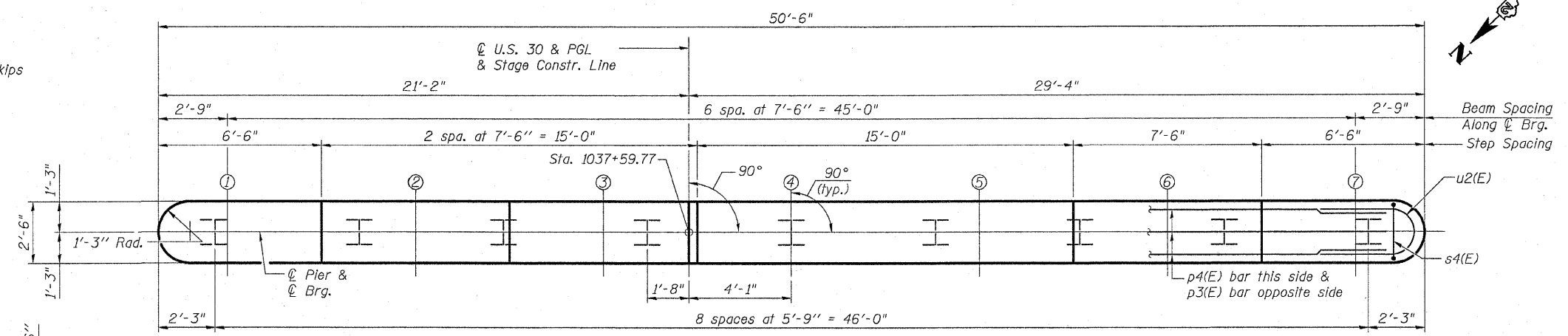
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	(17R)B	WHITESIDE	376	68
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			Contract #64B74	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

- Notes:
1. Space reinforcement in cap to miss anchor bolts.
  2. Pour steps monolithically with cap.
  3. For details of piles and encasement, see Sheet S20 of S25.
  4. If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

**PILE DATA**

Type: HP12X53 with pile shoes  
 Nominal Required Bearing: 419 kips  
 Allowable Resistance Available: 140 kips  
 Est. Length: 36'-4"  
 No. Production Piles: 8  
 No. Test Piles: 1



**END VIEW**

**ELEVATION**  
(Looking East)

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h1(E)	34	#5	19' - 8"	—
h2(E)	34	#5	27' - 10"	—
p3(E)	7	#7	19' - 9"	—
p4(E)	7	#7	27' - 11"	—
p5(E)	3	#7	14' - 8"	—
s4(E)	50	#4	9' - 5"	□
s5(E)	16	#4	5' - 2"	U
u2(E)	8	#6	10' - 10"	U
u3(E)	34	#6	9' - 0"	U
v4(E)	104	#5	18' - 5"	—
Structure Excavation		Cu. Yd.	48.5	
Concrete Structures		Cu. Yd.	73.8	
Concrete Encasement		Cu. Yd.	3.1	
Reinforcement Bars, Epoxy Coated		Pound	5,420	
Bar Splicers		Each	41	
Furnishing Steel Piles		Foot	290.6	
Driving Piles		Foot	290.6	
Test Pile		Each	1	
Pile Shoes		Each	9	
Underwater Structure Excavation Protection		Each	1	

**PIER 1**  
 U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
 F.A.P. ROUTE 309, SECTION (17R)B  
 WHITESIDE COUNTY  
 STATION 1037+84.35  
 STRUCTURE NO. 098-0113  
 DATE: December 18, 2008  
 DRAWN BY: D. Schettler  
 CHECKED BY: A. Durbak

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Sheet S19 of S25

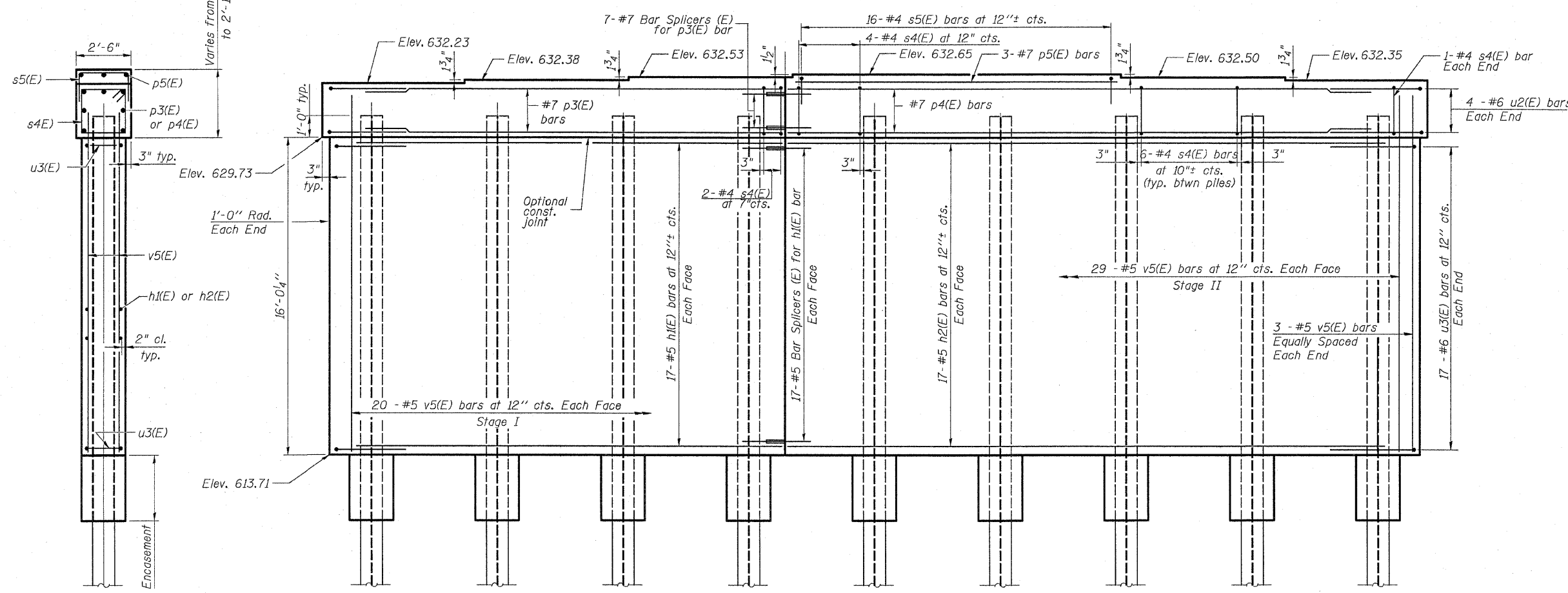
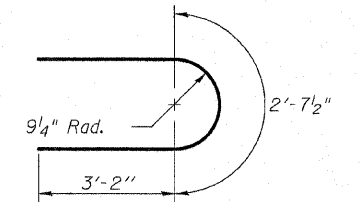
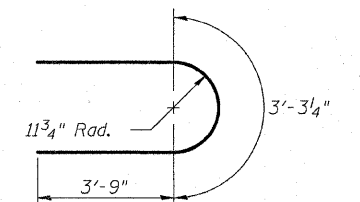
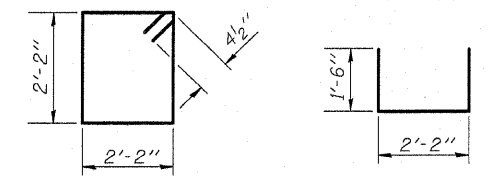
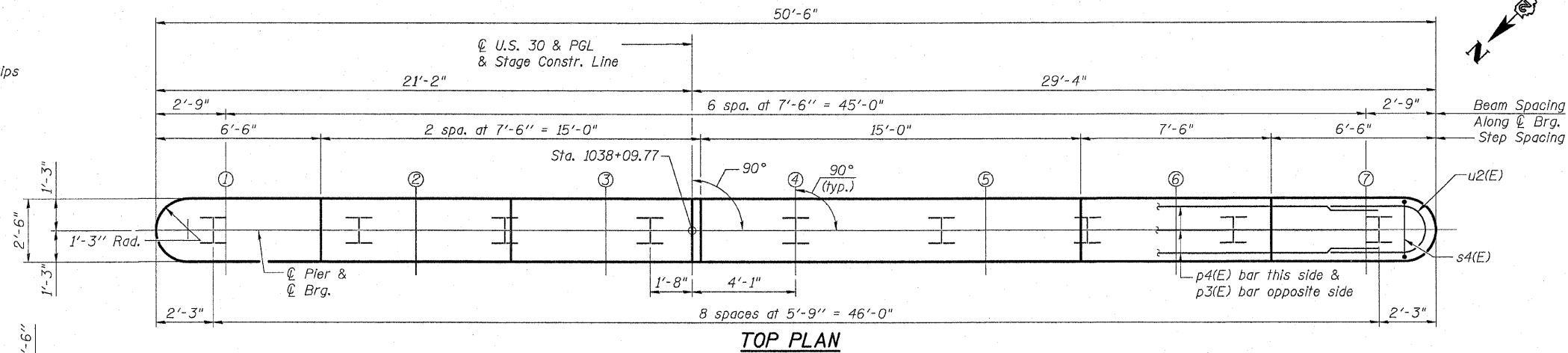
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	17R1B	WHITESIDE	376	69
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

Contract #64B74

- Notes:
1. Space reinforcement in cap to miss anchor bolts.
  2. Pour steps monolithically with cap.
  3. For details of piles and encasement, see Sheet S20 of S25.
  4. If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

**PILE DATA**

Type: HP12X53 with pile shoes  
Nominal Required Bearing: 419 kips  
Allowable Resistance Available: 140 kips  
Est. Length: 35'-9"  
No. Production Piles: 9  
No. Test Piles: None



**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h1(E)	34	#5	19' - 8"	—
h2(E)	34	#5	27' - 10"	—
p3(E)	7	#7	19' - 9"	—
p4(E)	7	#7	27' - 11"	—
p5(E)	3	#7	14' - 8"	—
s4(E)	50	#4	9' - 5"	U
s5(E)	16	#4	5' - 2"	U
u2(E)	8	#6	10' - 10"	U
u3(E)	34	#6	9' - 0"	U
v5(E)	104	#5	17' - 9"	—
Structure Excavation		Cu. Yd.	39.7	
Concrete Structures		Cu. Yd.	71.6	
Concrete Encasement		Cu. Yd.	3.1	
Reinforcement Bars, Epoxy Coated		Pound	5,350	
Bar Splicers		Each	41	
Furnishing Steel Piles HP 12x53		Foot	321.6	
Driving Piles		Foot	321.6	
Pile Shoes		Each	9	
Underwater Structure Excavation Protection		Each	1	

**PIER 2**

U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION (17R)B  
WHITESIDE COUNTY  
STATION 1037+84.35  
STRUCTURE NO. 098-0113

DATE: December 18, 2008      DRAWN BY: D. Schettler  
CHECKED BY: A. Durbak

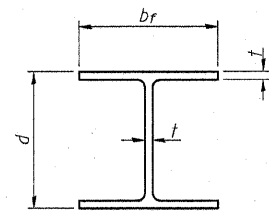


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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

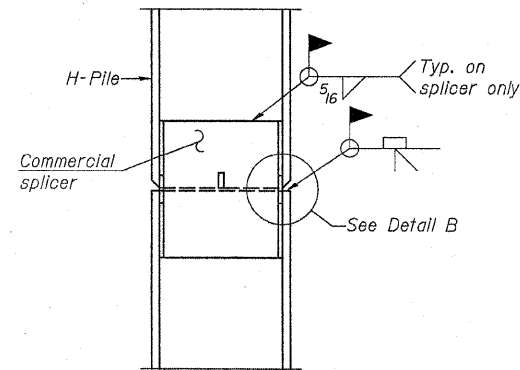
Sheet S20 of S25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	(17R)B	WHITESIDE	376	70
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			Contract #64B74	

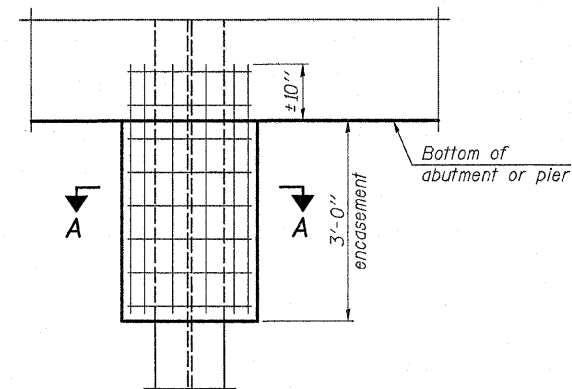


STEEL PILE TABLE

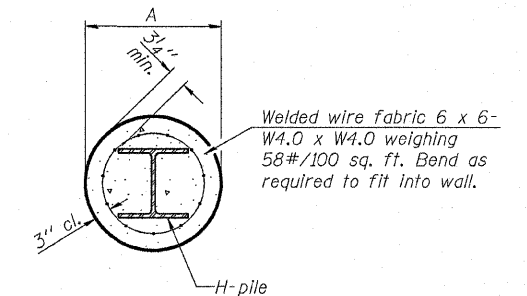
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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



ELEVATION



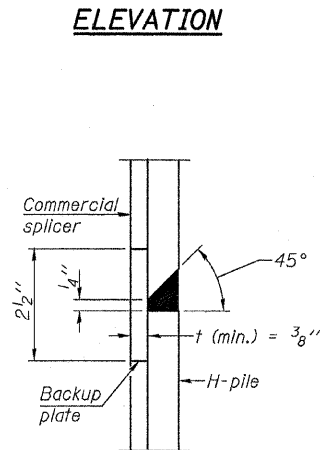
ELEVATION



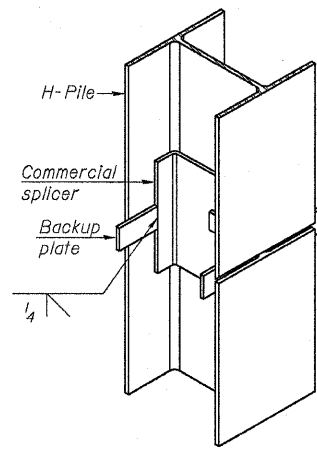
SECTION A-A

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

PILE ENCASEMENT

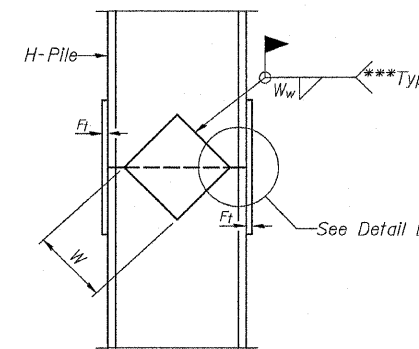


DETAIL "B"

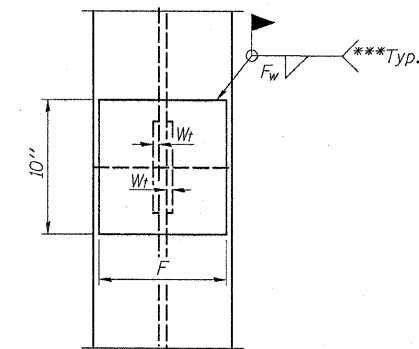


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



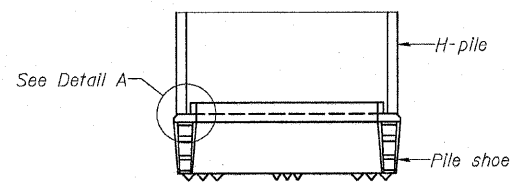
ELEVATION



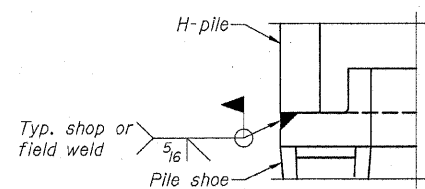
END VIEW

Designation	F	F <sub>t</sub>	F <sub>w</sub>	W	W <sub>t</sub>	W <sub>w</sub>
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"	1/16"	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"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	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"

WELDED PLATE FIELD SPLICE

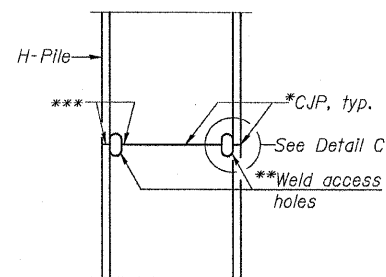


ELEVATION

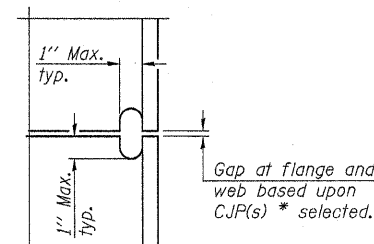


DETAIL A

H-PILE SHOE ATTACHMENT



ELEVATION



DETAIL C

COMPLETE PENETRATION WELD SPLICE

\* Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.

\*\* Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.

\*\*\* Interrupt welds 1/4" from end of each pile.

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

PILE DETAIL  
SPLICE AND SHOE ATTACHMENT  
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION (17R)B  
WHITESIDE COUNTY  
STATION 1037+84.35  
STRUCTURE NO. 098-0113  
DATE: December 18, 2008  
DRAWN BY: D. Schettler  
CHECKED BY: A. Yarglooglu

**PATRICK**  
ENGINEERING INC.  
LISLE, ILLINOIS

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Sheet S21 of S25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	117RB	WHITESIDE	376	71
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			Contract #64B74	

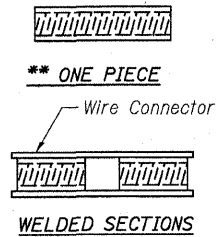
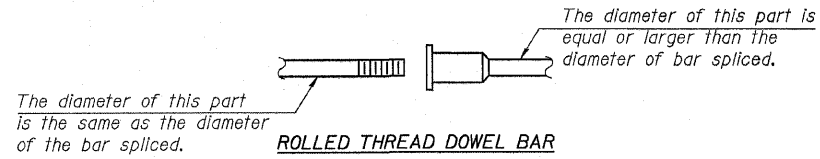
**NOTES**

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.  
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.  
All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.  
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.  
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

- ① Minimum Capacity =  $1.25 \times f_y \times A_t$   
(Tension in kips)
- ② Minimum \*Pull-out Strength =  $0.66 \times f_y \times A_t$   
(Tension in kips)

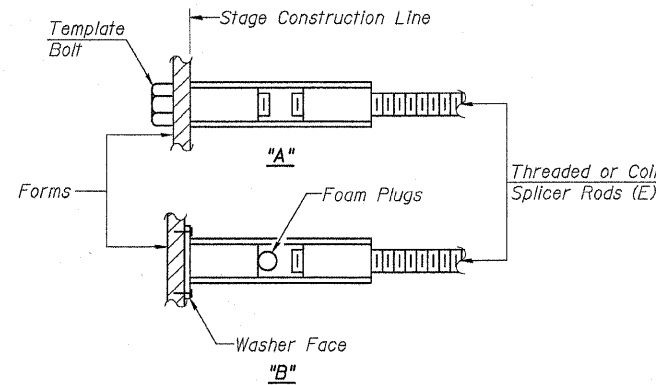
Where  $f_y$  = Yield strength of lapped reinforcement bars in ksi.  
 $A_t$  = Tensile stress area of lapped reinforcement bars.  
\* = 28 day concrete

BAR SPLICER ASSEMBLIES			
Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-2"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



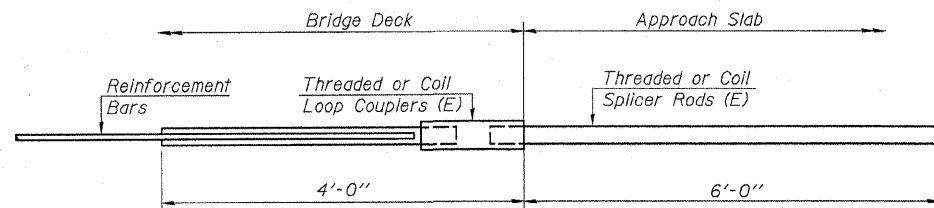
**BAR SPLICER ASSEMBLY ALTERNATIVES**

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



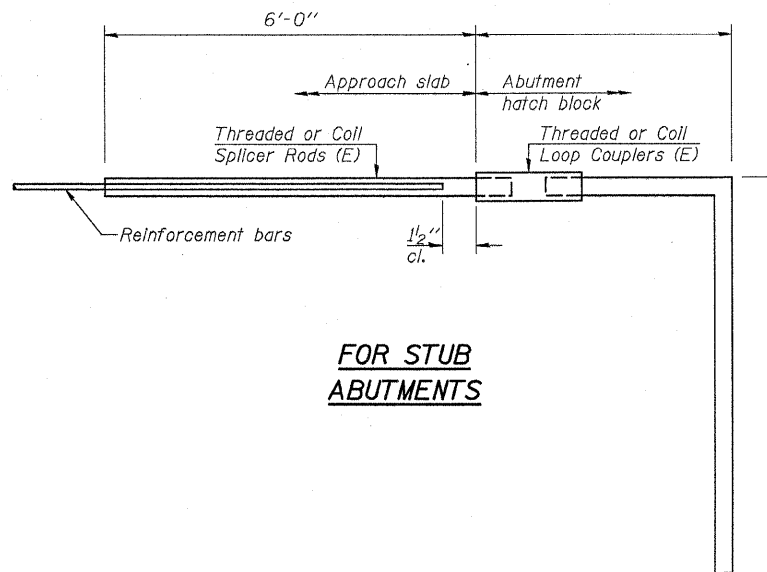
**INSTALLATION AND SETTING METHODS**

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



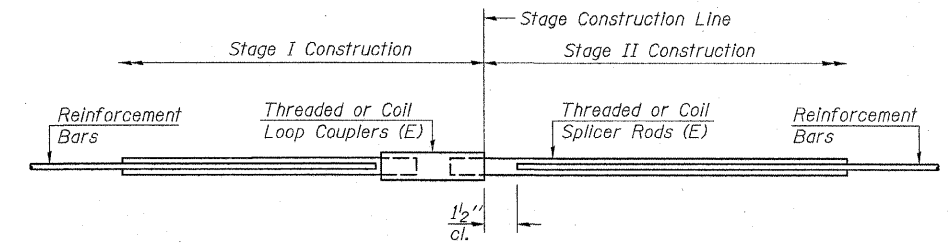
**FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

Bar Splicer for #5 bar	
Min. Capacity = 23.0 kips - tension	
Min. Pull-out Strength = 12.3 kips - tension	
No. Required = 104	



**FOR STUB ABUTMENTS**

Bar Splicer for #5 bar	
Min. Capacity = 23.0 kips - tension	
Min. Pull-out Strength = 12.3 kips - tension	
No. Required = 0	



**STANDARD**

Bar Size	No. Assemblies Required	Location
#5	473	Deck
#5	34	Pier 1
#5	34	Pier 2
#6	16	Abut. Diaphragms
#7	8	W. Abut.
#7	8	E. Abut.
#7	7	Pier 1
#7	7	Pier 2

**BAR SPLICER ASSEMBLY DETAILS**

U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION (17R)B  
WHITESIDE COUNTY  
STATION 1037+84.35  
STRUCTURE NO. 098-0113

DATE: December 18, 2008  
DRAWN BY: D. Schettler  
CHECKED BY: A. Yargoglu

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Sheet S22 of S25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	(17)B	WHITESIDE	376	72
FED. ROAD DIST. NO. 2		ILLINOIS FED. AID PROJECT		

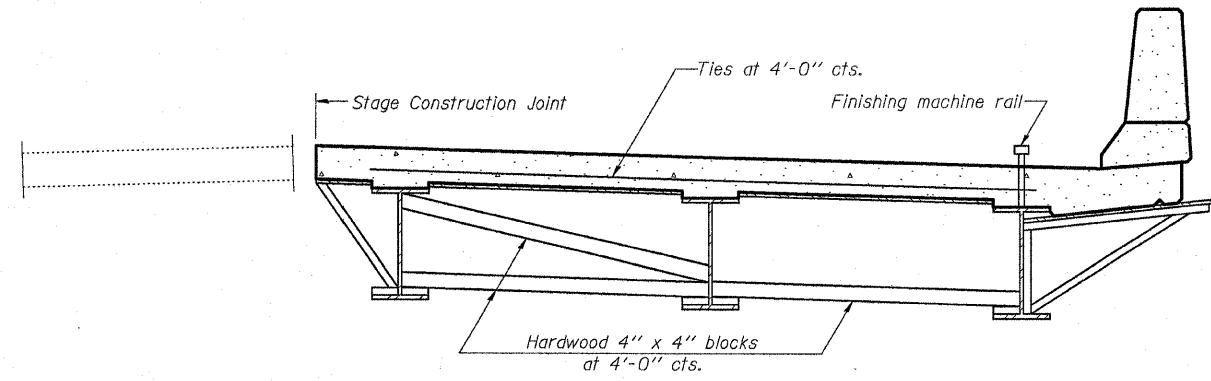
Contract #64B74

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.

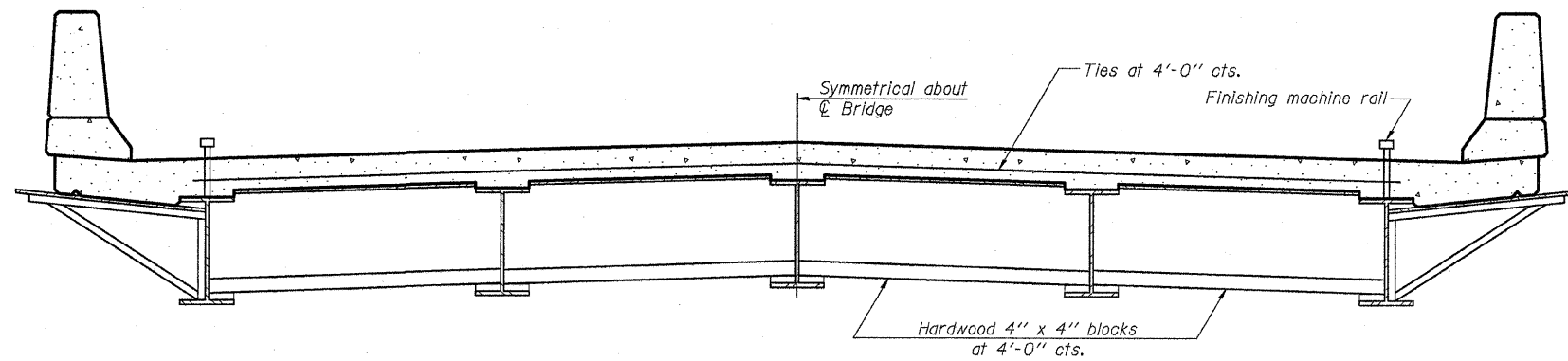
The finishing machine rails shall be placed on the top flange of the exterior beams.

The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.

For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



**FORM BRACES FOR  
STAGE CONSTRUCTION**



**FORM BRACES FOR  
STANDARD CONSTRUCTION**

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**PATRICK**  
ENGINEERING INC.  
LISLE, ILLINOIS

SB-1

10-1-08

CANTILEVER FORMING BRACKETS  
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION (17)B  
WHITESIDE COUNTY  
STATION 1037+84.35  
STRUCTURE NO. 098-0113

DATE: December 18, 2008  
DRAWN BY: D. Schettler  
CHECKED BY: A. Yargiloglu

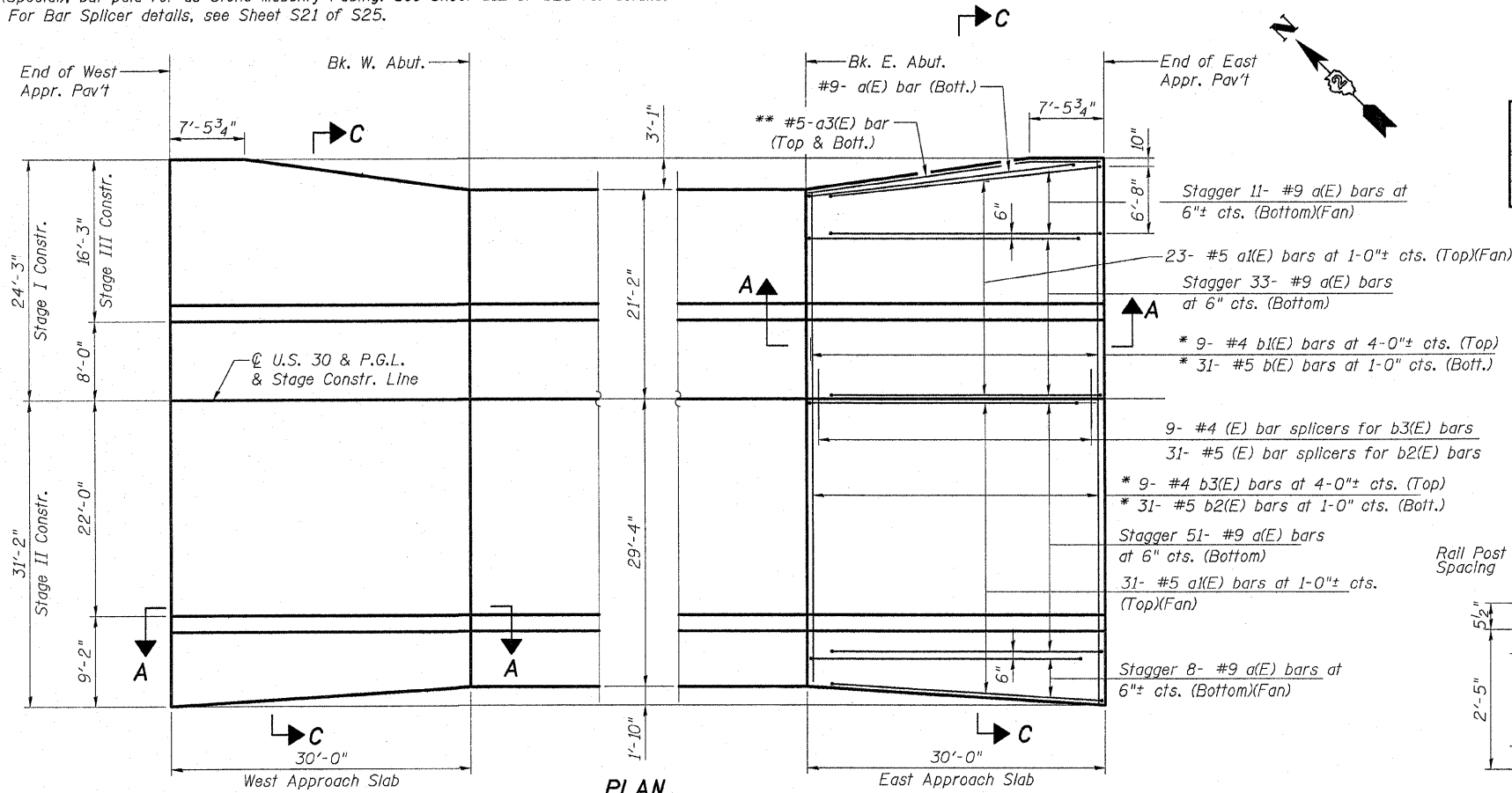
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Sheet S23 of S25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	117B	WHITESIDE	376	73
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT			Contract #64B74	

NOTES:

1. Core and set #5 d(E) bar according to Article 509.06 of the Standard Specifications. Cored holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6".
2. Work this sheet with Bridge Approach Pavement details included in roadway plans.
3. Cost of the concrete portion of the barriers is included with Bridge Approach Pavement (Special). See special provisions.
4. Cost of the stone masonry facing of the barriers is not included with Bridge Approach Pavement (Special), but paid for as Stone Masonry Facing. See Sheet S12 of S25 for details.
5. For Bar Splicer details, see Sheet S21 of S25.



**BAR SPLICER SCHEDULE**  
(For 2 Approach Pavements.)

Bar Size	No. Assemblies Required	Location
#4	18	For b3(E) bars
#5	62	For b2(E) bars

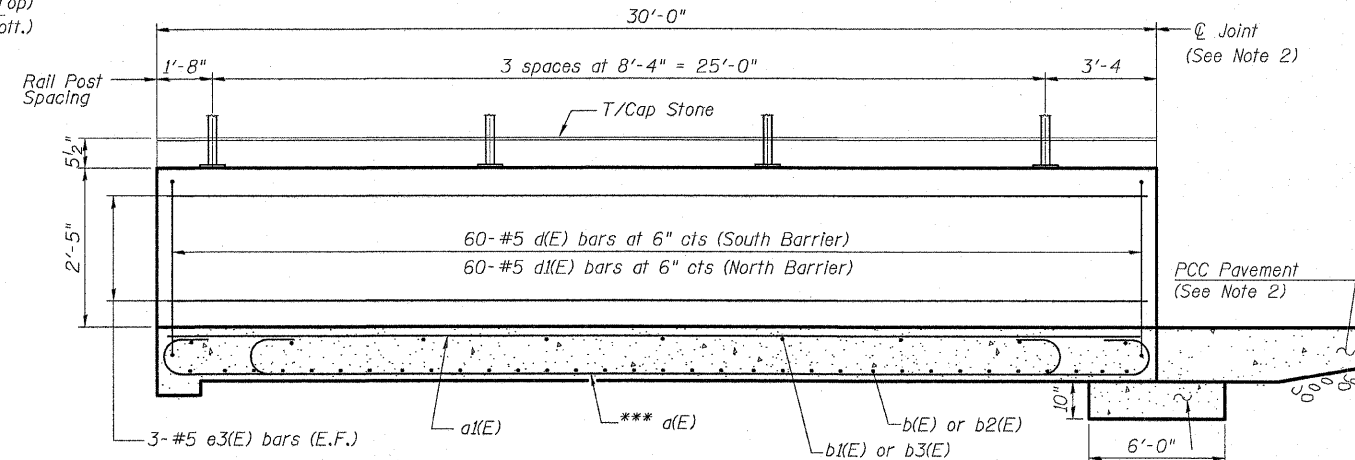
**REINFORCEMENT BAR SCHEDULE**  
(For 2 Approach Pavements.)

Bar	No.	Size	Length	Shape
a(E)	208	#9	29'-6"	U
a1(E)	108	#5	29'-8"	U
a3(E)	4	#5	29'-8"	U
b(E)	62	#5	23'-11"	U
b1(E)	18	#4	23'-11"	U
b2(E)	62	#5	30'-10"	U
b3(E)	18	#4	30'-10"	U
d(E)	120	#5	7'-10"	U
d1(E)	120	#5	6'-0"	U
e3(E)	24	#5	29'-8"	U

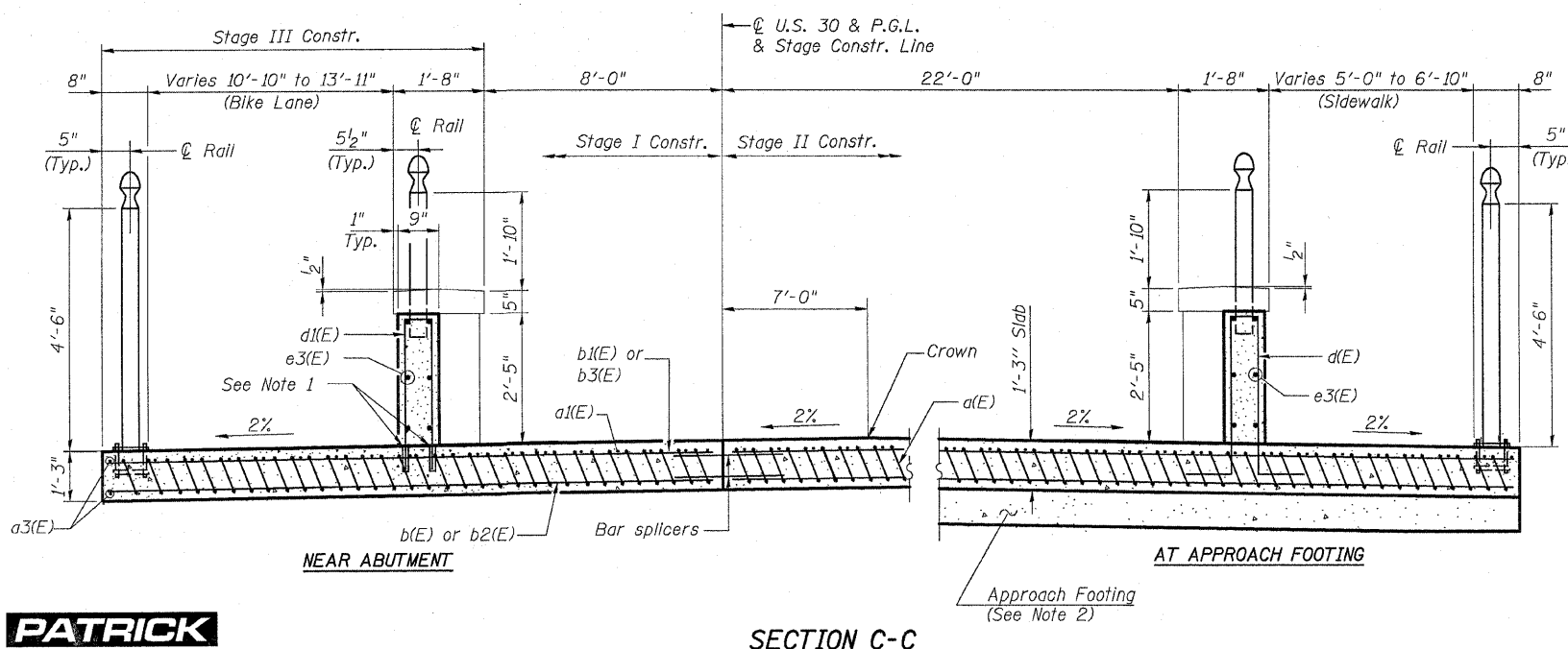
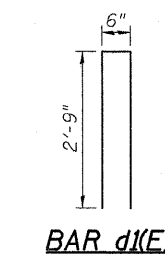
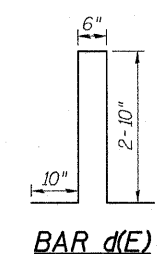
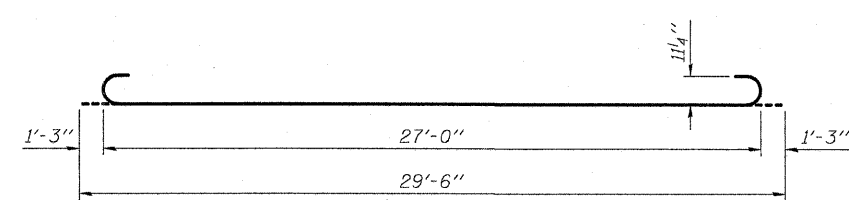
**BILL OF MATERIAL**  
(For 2 Approach Pavements.)

Item	Unit	Quantity
Bridge Approach Pavement (Special)	Sq. Yd.	356

The cost of reinforcement bars and bar splicers included with the cost of Bridge Approach Pavement (Special).



\*\*\* Tilt #9 a(E) bars as required to maintain clearance.



**BRIDGE APPROACH PAVEMENT (SPECIAL)**  
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
F.A.P. ROUTE 309, SECTION 117B  
WHITESIDE COUNTY  
STATION 1037+84.35  
STRUCTURE NO. 098-0113  
DATE: December 18, 2008  
DRAWN BY: D. Schettler  
CHECKED BY: A. Yargloogiu

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Sheet S24 of S25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	(17)B	WHITESIDE	376	74
FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT				

Contract #64B74

COUNTY Whiteside		Elevation	N	Ou t/s.f.	w (%)	Surface Water El.	Elevation	N	Ou t/s.f.	w (%)
Boring No. 1	Station 36+83					Groundwater El. at Completion				
Ground Surface		631.0	0							
Broken rock, sandy loam etc. - fill							100+			
Began Sampling		627.5					-25			
Soft, brown & black Sandy Loam			4	0.50	14.7		100+			
		-5		E		603.5 in	6"			
Soft, tan, & black Sandy Clay and Sandy Loam			2	0.40	15.1		12	0.75	19.0	
		623.0		B		601.5	86			
Very loose, brown Sand with snail shells							50			
		-10.2								
Loose, grey, wet Sand, some clay & partially decayed tree limbs - 1" in diameter			8				35	100+		
		618.0				596.0				
Soft, buff, Sandy Clay with gravel			4	0.60	15					
		-15		P						
Soft, green yellow Clay with partially decayed tree limbs Loose, black & green dirty Sand with gravel. Changing to clean grey sand			7	0.40	16.3		-40			
		612.5								
Very dense, yellow & grey clean Sand			55							
		-20								
Very dense, sand			100+							

COUNTY Whiteside		Elevation	N	Ou t/s.f.	w (%)	Surface Water El.	Elevation	N	Ou t/s.f.	w (%)
Boring No. 2	Station 35+95					Groundwater El. at Completion				
Ground Surface		627.0	0							
Medium, brown Loam							10	0.90	21.0	
								B		
Medium, yellow clay			5	0.75	24.5		602.0	-25	17	0.80B
				B			100+			
Very dense, yellow broken Sandstone with wet yellow Clay		623.0								
Began coring		601.0								
Medium, yellow clean Sand with chunks Sandstone			-5							
			22							
As above			29				-30			
		617.5								
Very dense, yellow Sand and weathered Sandstone			-10	100+						
							594.0			
Very dense, yellow & brown weather Sandstone			100+				-35			
As above			-15	100+						
Very dense, yellow Sand			95				-40			
		609.0								
No sample - probably yellow clay			9							
		607.5								
Very dense, sand, sandstone & yellow clay			-20	95						
		605.5								

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SOIL BORING LOGS I  
 U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
 F.A.P. ROUTE 309, SECTION (17)B  
 WHITESIDE COUNTY  
 STATION 1037+84.35  
 STRUCTURE NO. 098-0113  
 DATE: December 18, 2008  
 DRAWN BY: D. Schettler  
 CHECKED BY: A. Yargicoglu



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

Sheet S25 of S25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	17R/B	WHITESIDE	376	75
FED. ROAD DIST. NO. 2		ILLINOIS	FED. AID PROJECT	

Contract #64B74

ILLINOIS DEPARTMENT OF TRANSPORTATION District Two Materials Union Grove - SE 12 - T21N, R4E		Units English Bridge Foundation Boring Log	
PROJECT	P-92-047-99	BRIDGE	US 30 over Rock Creek 0.1 mile East of Garden Plain Road
ROUTE	FAP 309	Date	Sh. 1 of 2 02/24/00
SEC.	17 R-T	STA.	36+38.11 $\bar{C}$ Br = 634.13
COUNTY	Whiteside	Bored By	W. Garza
Boring No.	B-1	Checked By	T. Bratt
Sta	37+16		
O/S	25' Lt $\bar{C}$		
Ground Surface	630.6	0	
SOFT brown CLAY LOAM		0.5	16
MEDIUM tan SANDY CLAY TILL		7	1.0 12
MEDIUM tanish brown fine SAND		13	7
LOOSE brown dirty fine SAND		3	4 5
DRY LOOSE gray brown dirty fine SAND		1	1
VERY LOOSE Same as above		1	1
VERY LOOSE aqua blue Same as above		1	1
LOOSE Same as above		1	2
First Encounter DENSE light gray fine SAND		11	12 25
N-Std Pentr Test: 2" OD Sampler, 140# Hammer, 30" Fall (Type Fall, B-Bulge S-Shear E-Estimated P-Penetrometer)			

ILLINOIS DEPARTMENT OF TRANSPORTATION District Two Materials Union Grove - SE 12 - T21N, R4E		Units English Bridge Foundation Boring Log	
PROJECT	P-92-047-99	BRIDGE	US 30 over Rock Creek 0.1 mile East of Garden Plain Road
ROUTE	FAP 309	Date	Sh. 1 of 1 02/29/00
SEC.	17 R-T	STA.	36+38.11 $\bar{C}$ Br = 634.13
COUNTY	Whiteside	Bored By	B. Montgomery
Boring No.	B-2	Checked By	T. Bratt
Sta	35+90		
O/S	30' Lt $\bar{C}$		
Ground Surface	633.1	0	
MEDIUM brown SILTY CLAY LOAM very crumbly		0.5	14
MEDIUM orange SANDY LOAM, very crumbly		2	1.0 12
STIFF Same as above		4	5 1.6 15
MEDIUM brown SILTY LOAM		2	3 0.8 26
LOOSE orange SAND		6	4 6
VERY DENSE Same as above contains weathered LIMESTONE fragments		100/10"	PEN
VERY DENSE tan weathered LIMESTONE		15	618.1
VERY DENSE Same as above		100/73"	pen
First Encounter VERY DENSE tan LIMESTONE, bottom 2" SAND		12	100/9"
N-Std Pentr Test: 2" OD Sampler, 140# Hammer, 30" Fall (Type Fall, B-Bulge S-Shear E-Estimated P-Penetrometer)			

SOIL BORING LOGS II

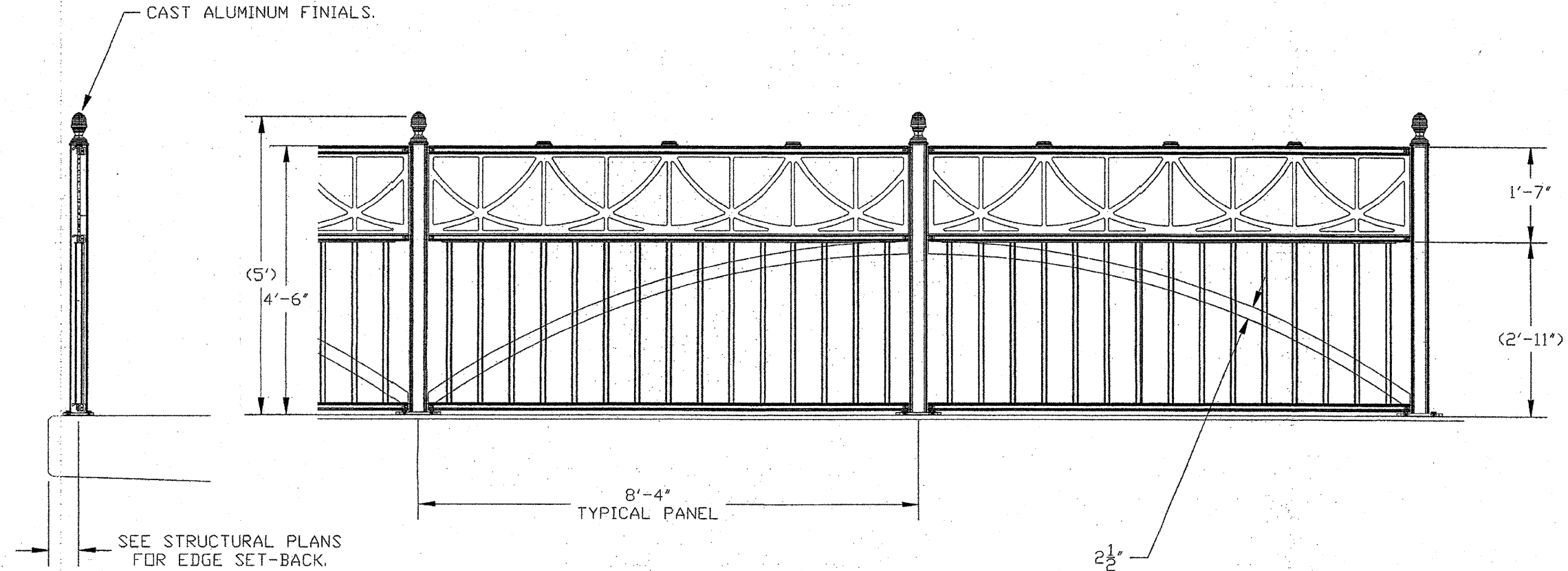
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F.A.P. ROUTE 309, SECTION (17R)B  
WHITESIDE COUNTY  
STATION 1037+84.35  
STRUCTURE NO. 098-0113

DATE: December 18, 2008  
DRAWN BY: D. Schettler  
CHECKED BY: A. Yarglooglu



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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

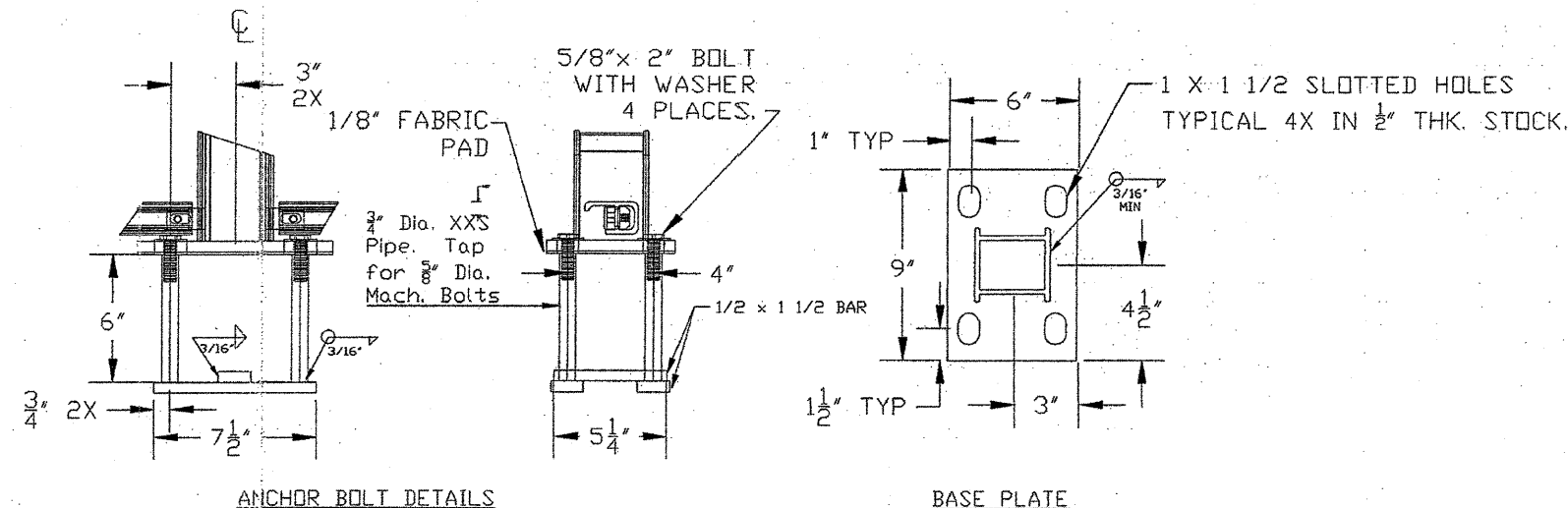
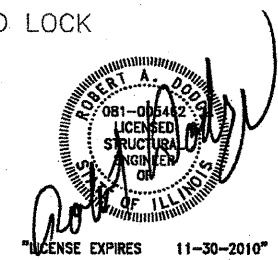


NOTES:

1. THIS RAILING SYSTEM MEETS OR EXCEEDS THE AASHTO LRFD REQUIREMENTS FOR SECTION 13.9, BICYCLE RAILINGS.
2. THE MATERIALS ARE 6000 SERIES ALUMINUM. PANELS ARE WELDED ASSEMBLIES FIXED TO EXTRUDED POSTS USING ALUMINUM AND STAINLESS STEEL FASTENERS. PINEAPPLE MOTIF FINIALS ARE ALUMINUM CASTINGS.
3. FINAL FINISH IS BLACK GLOSS KYNAR 500 XL OR EQUIVELANT.
4. ALL PARTS OF THE ANCHOR BOLT ASSEMBLIES (ANCHOR BOLTS, CAP SCREWS, WASHERS AND LOCK WASHERS) SHALL BE STAINLESS STEEL.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
DECORATIVE RAILING (DECK-MOUNTED)	FOOT	390



ANCHOR BOLT DETAILS

IN LIEU OF THE CAST-IN-PLACE ANCHOR DEVICE SHOWN, THE CONTRACTOR HAS THE OPTION OF DRILLING AND SETTING 3/4" DIA. ANCHOR RODS ACCORDING TO ARTICLE 509.06 OF THE STANDARD SPECIFICATIONS. EMBEDMENT SHALL BE ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS.

BASE PLATE

KNOWN SOURCE OF SUPPLY IS:  
**VALENTINE & COMPANY**  
3925 ROOSEVELT BOULEVARD  
MIDDLETOWN, OHIO 45044  
CALL: 513 422 1055 FAX: 513 422 9227

U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
STRUCTURE No. 098-0113

DECORATIVE RAILING (DECK-MOUNTED)

F.A.P. RITE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	(17R)B	WHITESIDE	326	76

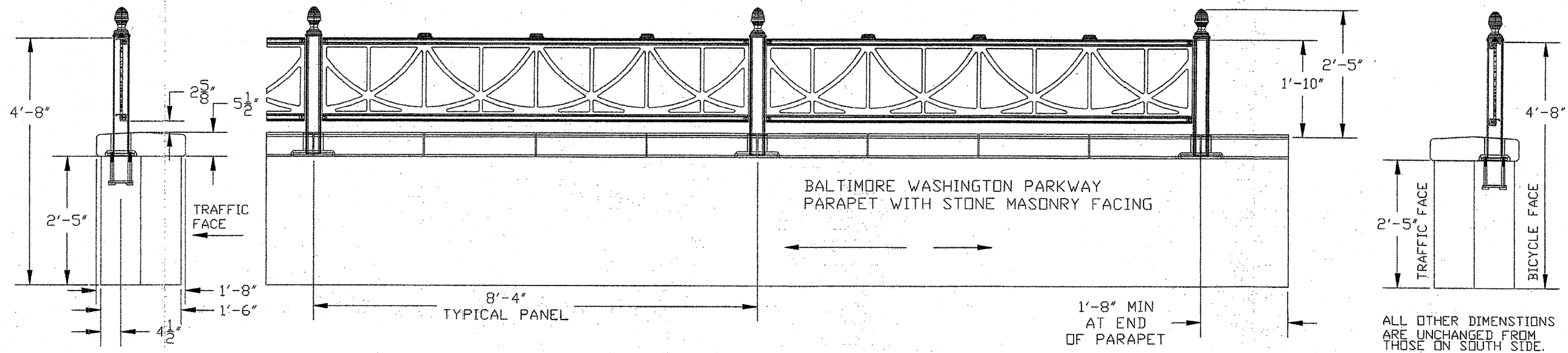
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FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT

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 Copyright © 2008, By: Robert A. Duggan, Inc.  
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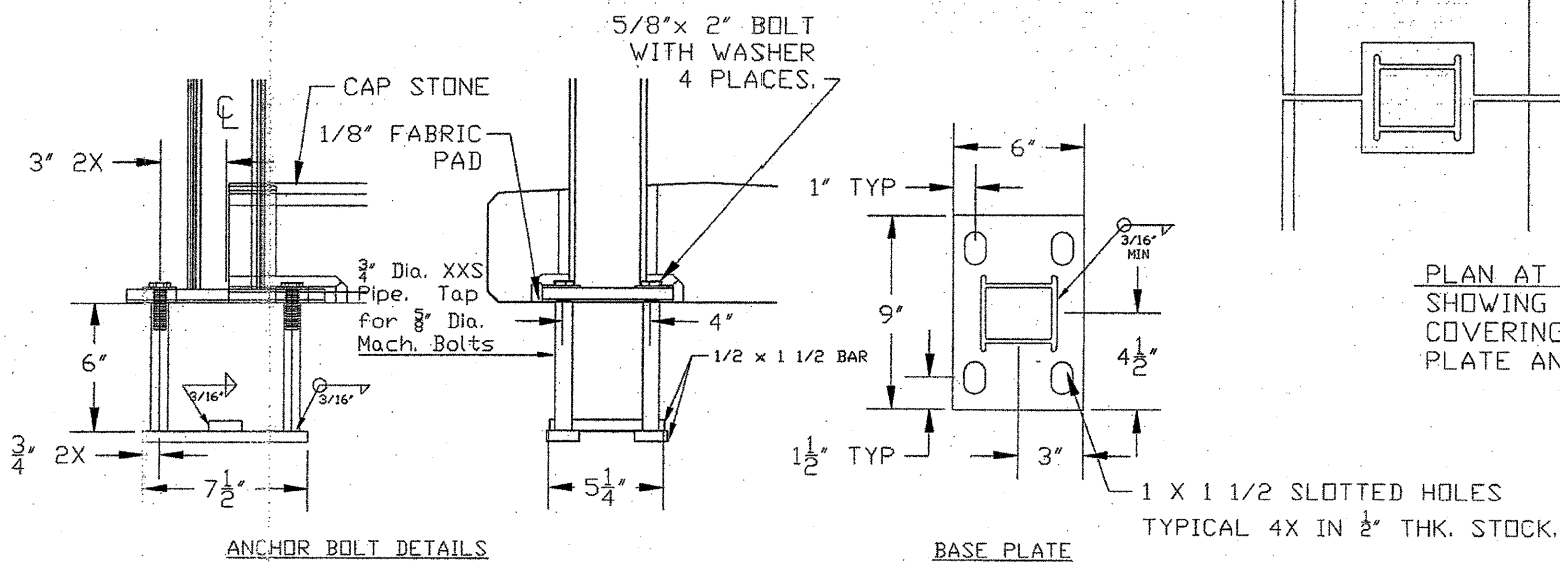
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DRAWN - HEV / HEB	REVISED - PER IDOT 12-04-2008
CHECKED - RAD	REVISED -
DATE - 9-4-2008	REVISED -

# STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION



SOUTH PARAPET

NORTH PARAPET



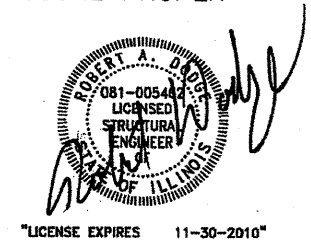
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SHOWING CAP  
COVERING BASE  
PLATE AND BOLTS.

NOTES:

1. THIS RAILING SYSTEM MEETS OR EXCEEDS THE AASHTO LRFD REQUIREMENTS FOR SECTION 13.9, BICYCLE RAILINGS.
2. THE MATERIALS ARE 6000 SERIES ALUMINUM. PANELS ARE WELDED ASSEMBLIES FIXED TO EXTRUDED POSTS USING ALUMINUM AND STAINLESS STEEL FASTENERS. PINEAPPLE MOTIF FINIALS ARE ALUMINUM CASTINGS.
3. FINAL FINISH IS BLACK GLOSS KYNAR 500 XL OR EQUIVALENT.
4. ALL PARTS OF THE ANCHOR BOLT ASSEMBLIES (ANCHOR BOLTS, CAP SCREWS, WASHERS, AND LOCK WASHERS) SHALL BE STAINLESS STEEL.
5. CONTRACTOR MUST COORDINATE POST INSTALLATION WITH WALL CAP INSTALLATION TO ASSURE PROPER ASSEMBLY AND FIT.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
DECORATIVE RAILING (PARAPET-MOUNTED)	FOOT	390



E:\DRAWING\0147-9802E\147-9802E\147-9802E\098\0113.DWG  
 Project: 147-9802E, 3/20/08, 3:20 PM, BY: 55049R  
 State of Illinois, Department of Transportation  
 License No.: 14-001131 - Expires 4-30-09

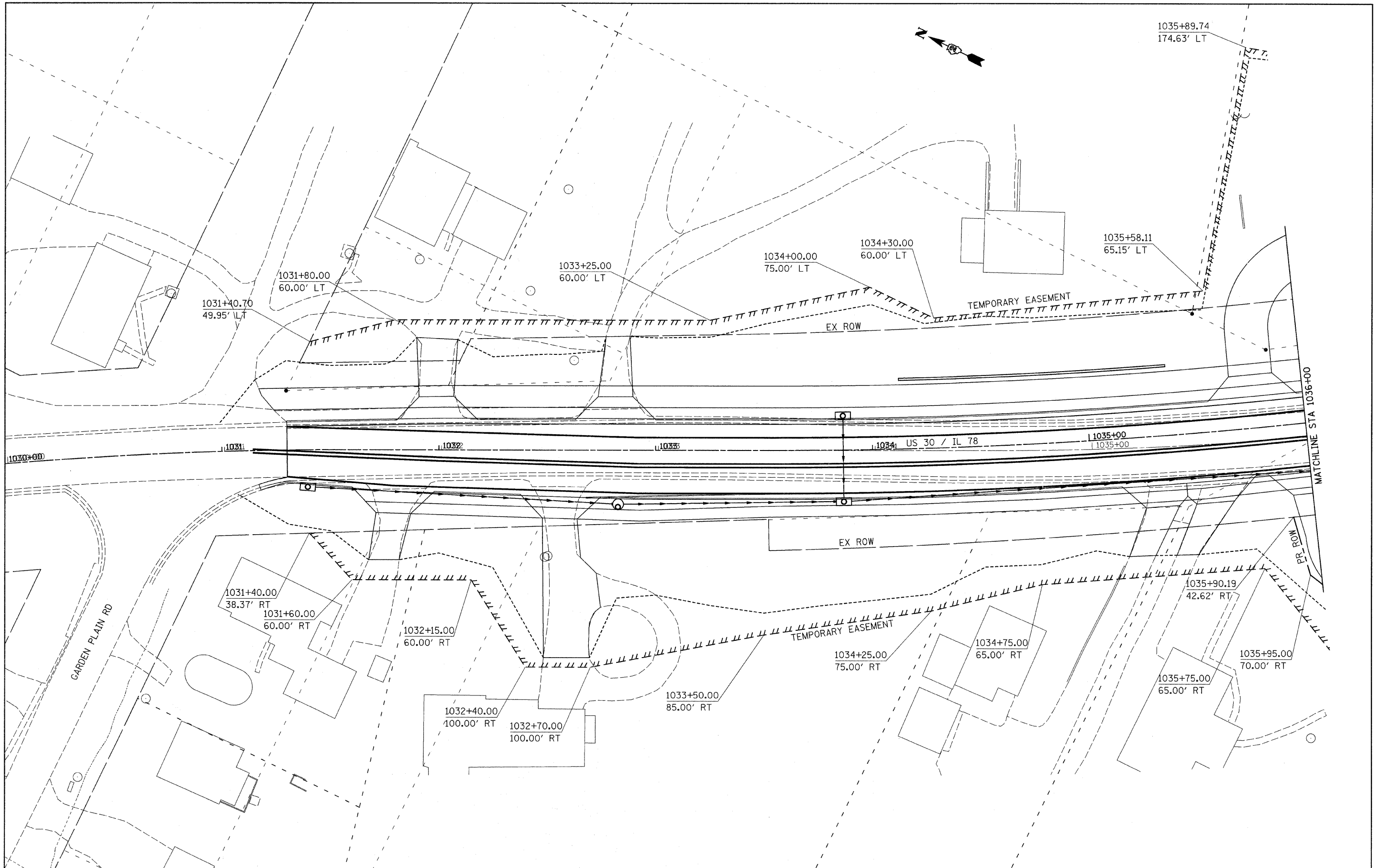


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DRAWN - HEV / HEB	REVISED - PER IDOT 12-04-2008
CHECKED - RAD	REVISED -
DATE - 9-4-2008	REVISED -

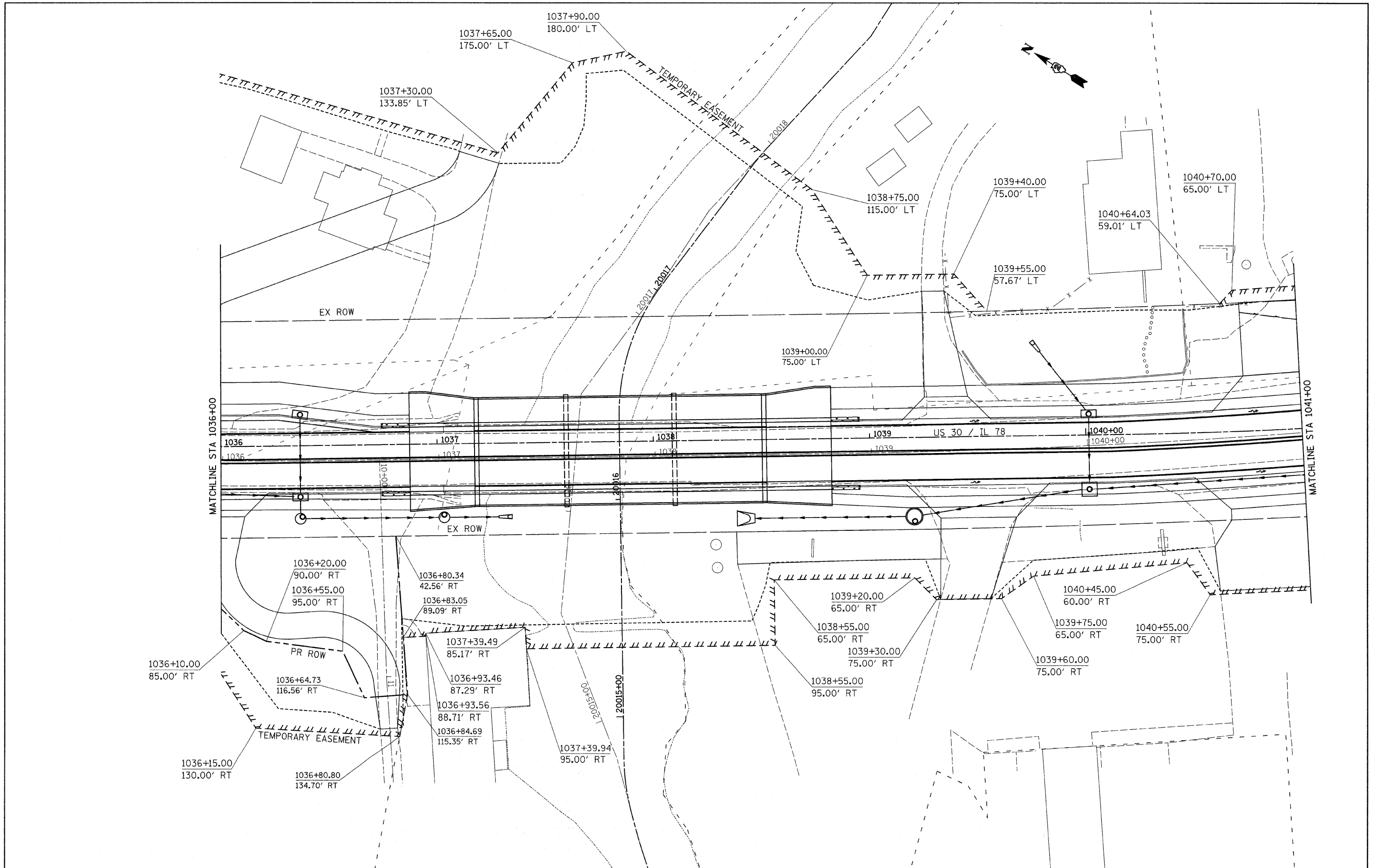
U.S. RTE. 30/IL RTE. 78 OVER ROCK CREEK  
STRUCTURE No. 098-0113

KNOWN SOURCE OF SUPPLY IS:  
**VALENTINE & COMPANY**  
3925 ROOSEVELT BOULEVARD  
MIDDLETOWN, OHIO 45044  
CALL: 513 422 1055 FAX: 513 422 9227

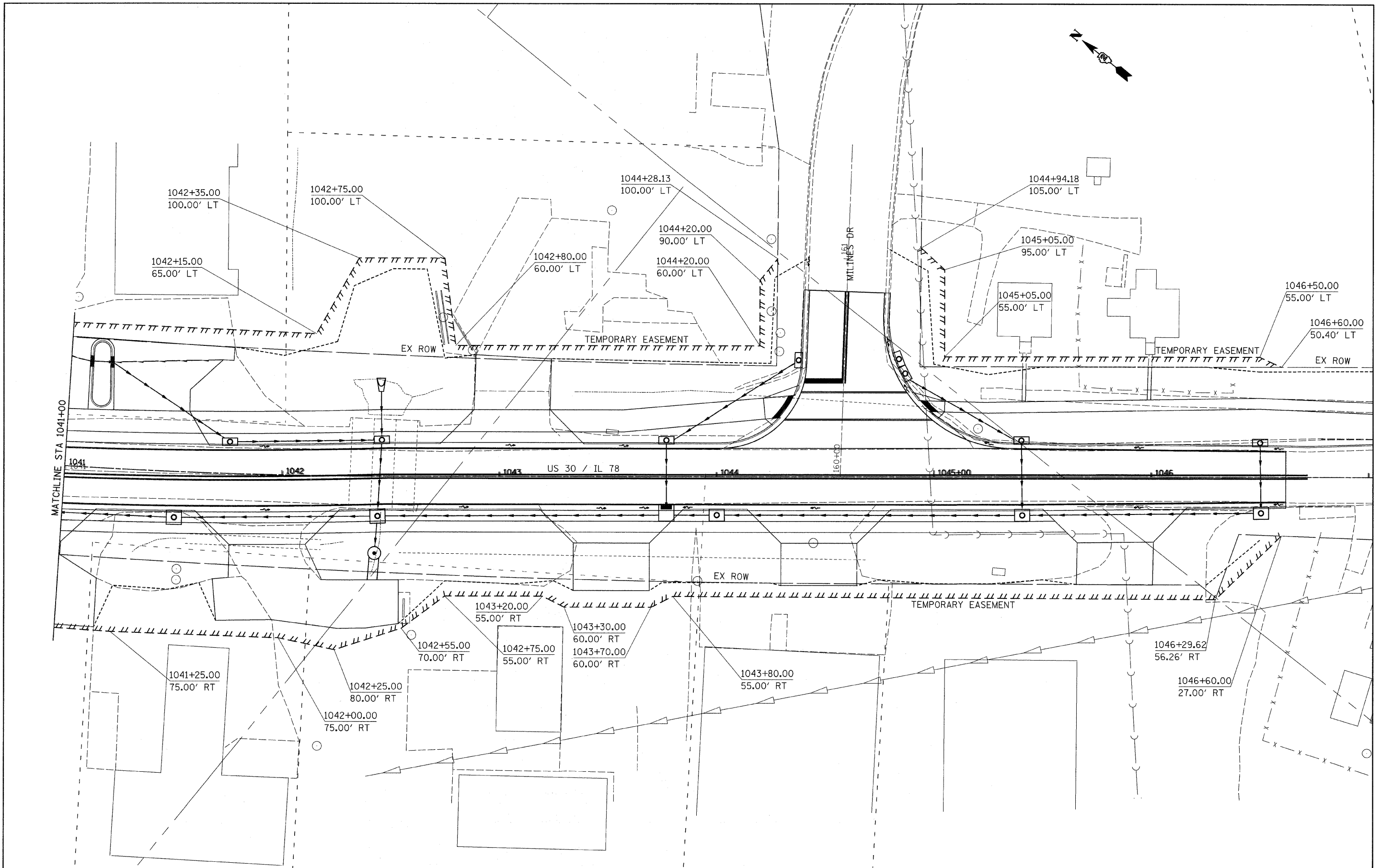
DECORATIVE RAILING (PARAPET-MOUNTED)		F&P RTE. 309	SECTION (17R)B	COUNTY WHITESIDE	TOTAL SHEETS 376	SHEET NO. 77
SCALE: HORIZ. 1"=20' / VERT. 1"=5'		PROJECT NO.: STA. 1037+84.35		FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT		



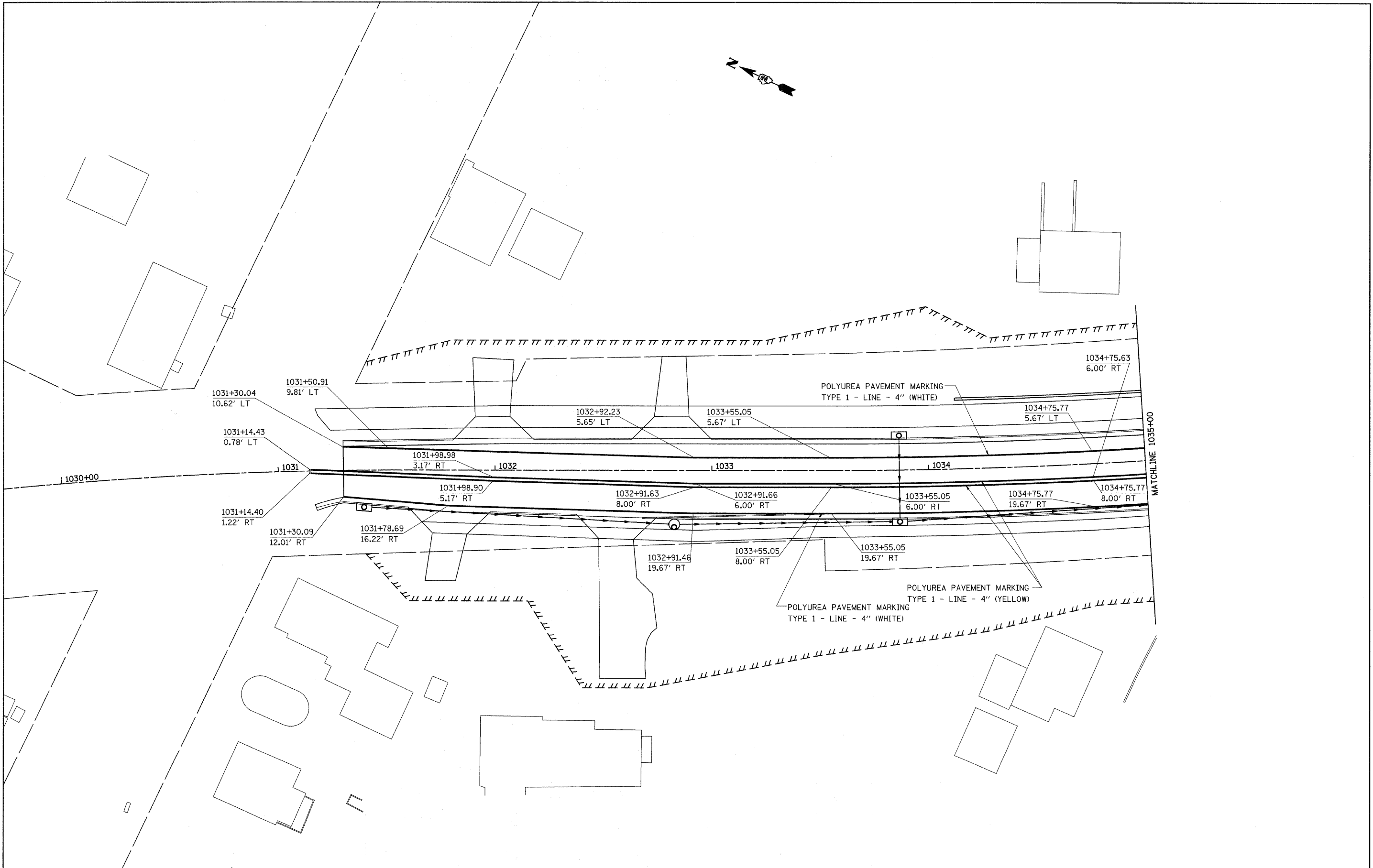
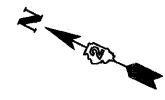
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PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 64B74	
PLOT DATE = Fri Mar 13 08:47:50 2009	DATE -	REVISED -	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					



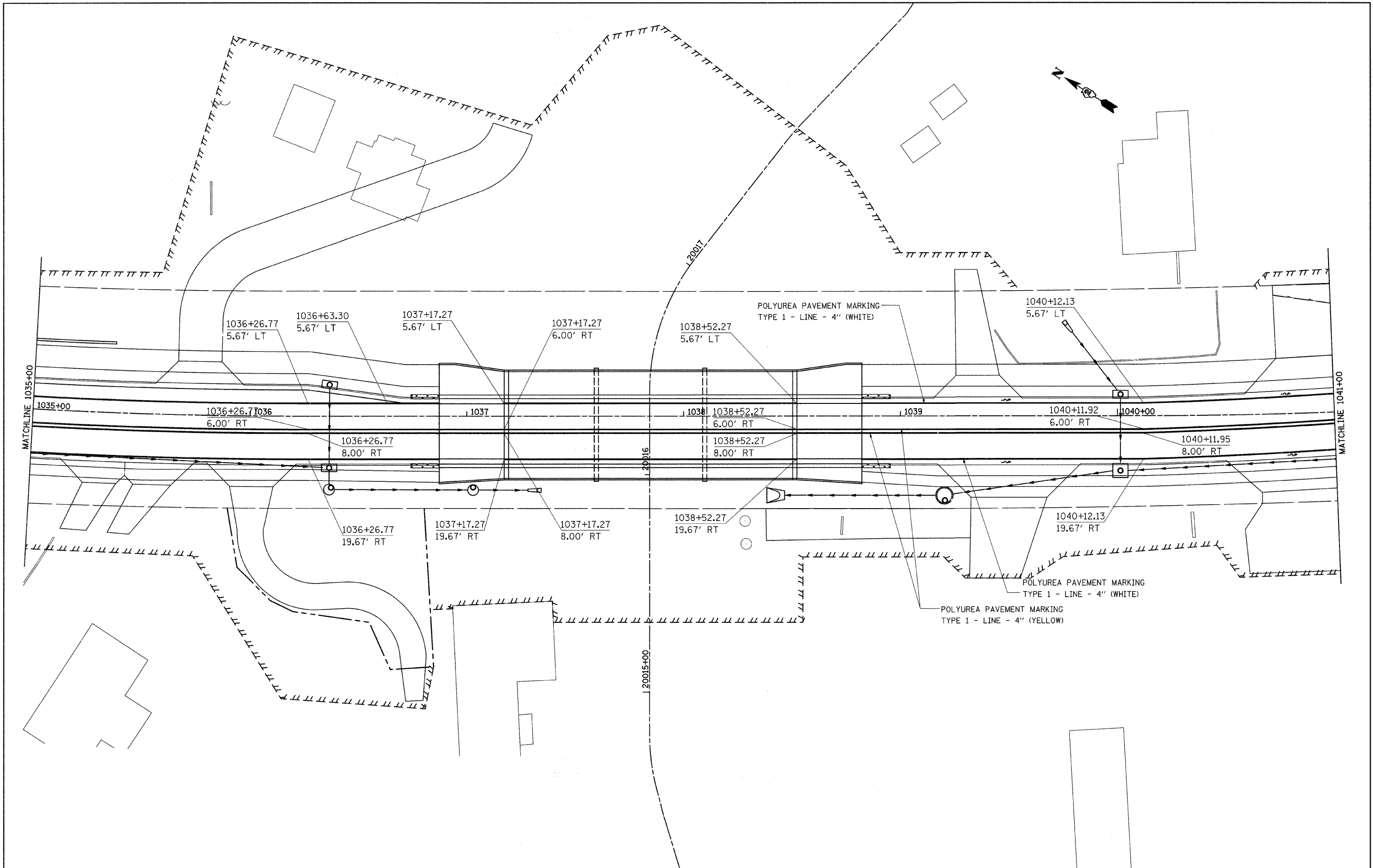
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PLOT DATE = Fri Mar 13 08:47:51 2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									
				SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.					



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ct:\pw\work\pwsdot\ditzlerse\dms34552\d1385ROW.dgn	DRAWN -	REVISED -	309					(17)B	WHITESIDE	376	80	
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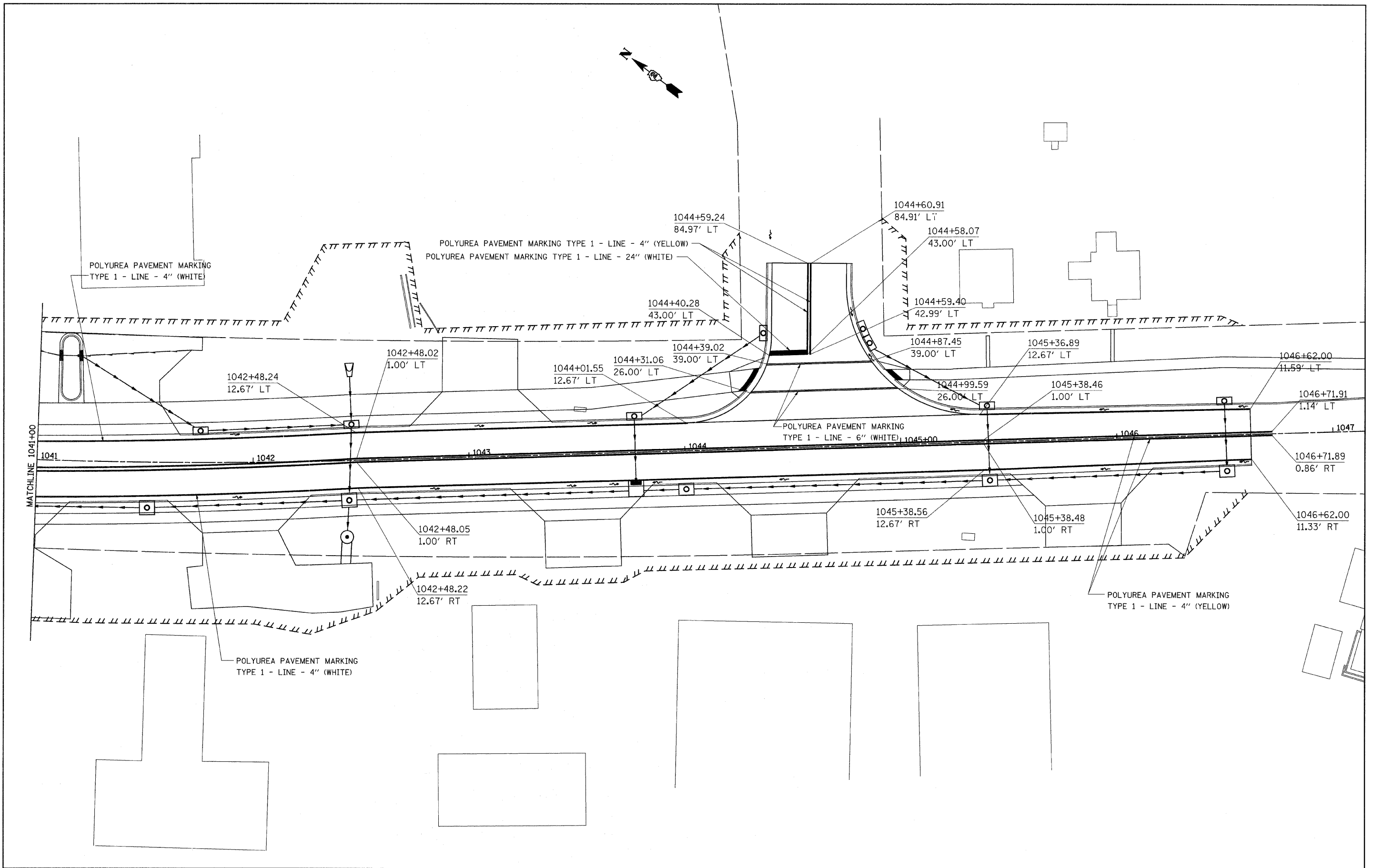


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cd:\pw_work\pw\dot\ditzlerse\dms34852\d13085pmk.dgn	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -					309	(17)B	WHITESIDE	376	81
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		DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.					



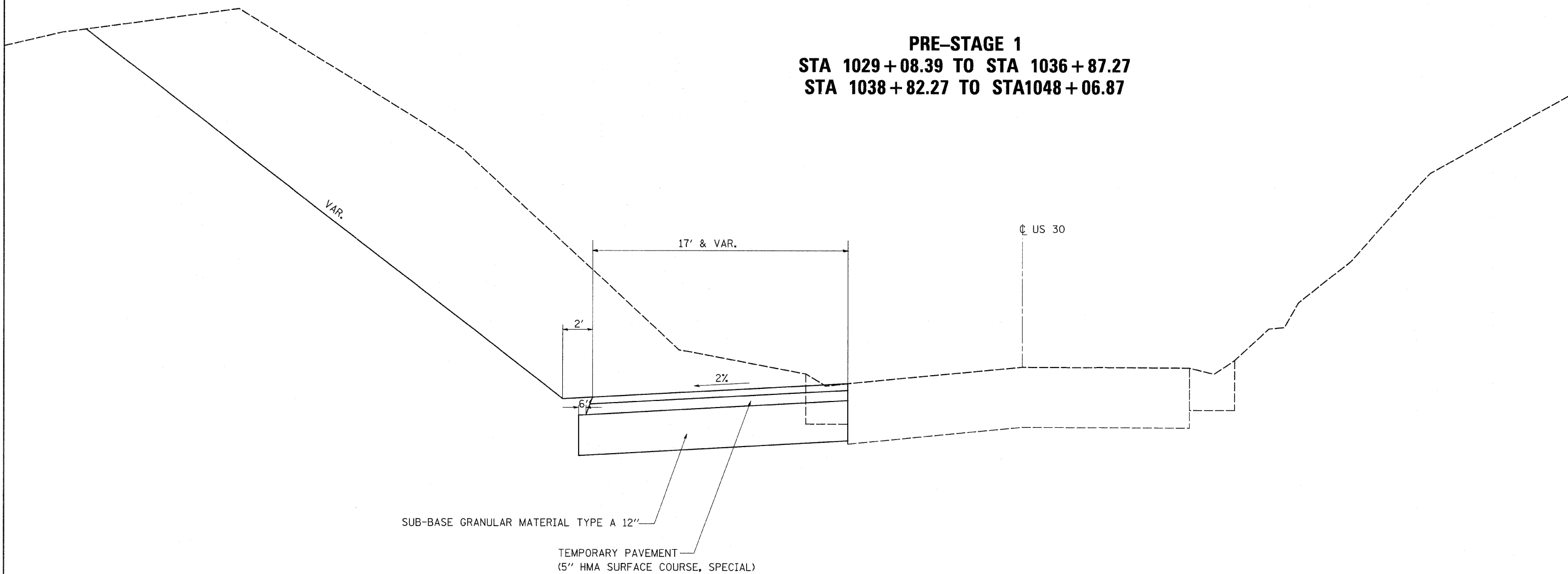
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	PLOT SCALE = 28.0000' / IN.	DRAWN -	REVISED -				SCALE:		SHEET NO. OF SHEETS	STA.	TO STA.	CONTRACT NO. 64B74		
	PLOT DATE = Fri Mar 13 08:47:41 2009	CHECKED -	REVISED -				DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
		DATE -	REVISED -											





FILE NAME =	USER NAME = ditzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PAVEMENT MARKING DETAILS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw\work\pwidot\ditzlerse\dms34552\d1305pk.dgn	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -					309	(17)RB	WHITESIDE	376	83
PLOT DATE = Fri Mar 13 08:47:42 2009	DATE -	CHECKED -	REVISED -		CONTRACT NO. 64B74			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
		DATE -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.					

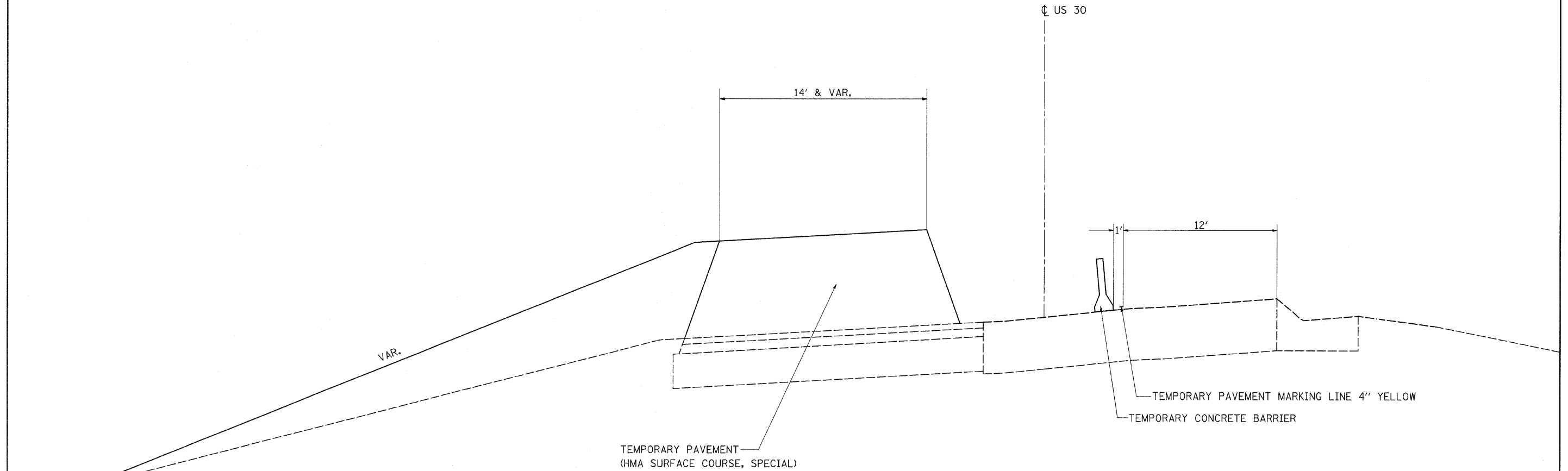
**PRE-STAGE 1**  
**STA 1029+08.39 TO STA 1036+87.27**  
**STA 1038+82.27 TO STA1048+06.87**



SUB-BASE GRANULAR MATERIAL TYPE A 12"  
 TEMPORARY PAVEMENT  
 (5" HMA SURFACE COURSE, SPECIAL)

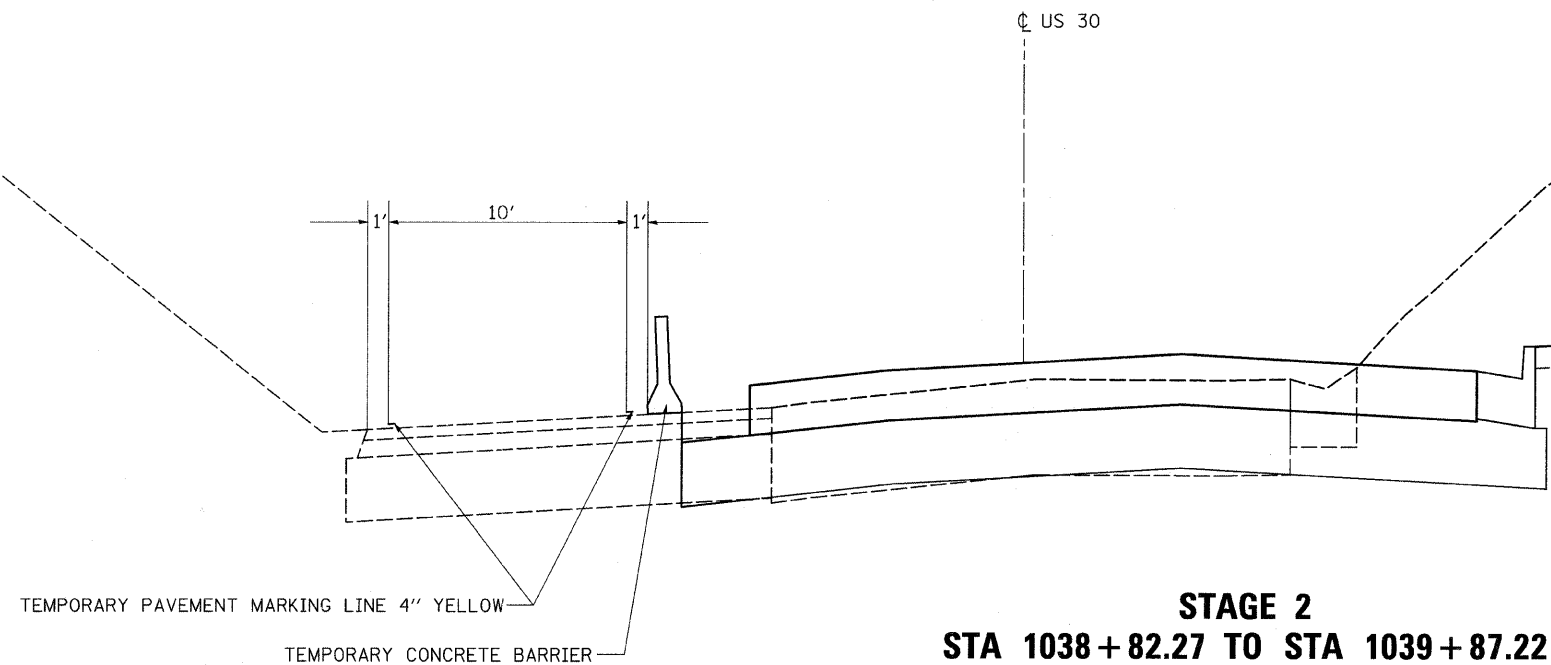
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cr\p\work\p\wido\dtzlerse\dms34552\sl305typ.dgn		DRAWN -	REVISED -						309	(17)B	WHITESIDE	376	84
PLOT SCALE = 50.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 64B74				ILLINOIS FED. AID PROJECT				
PLOT DATE = Fri Mar 13 08:49:28 2009		DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			

**STAGE 1**  
**STA 1035+37.78 TO STA 1039+87.22**

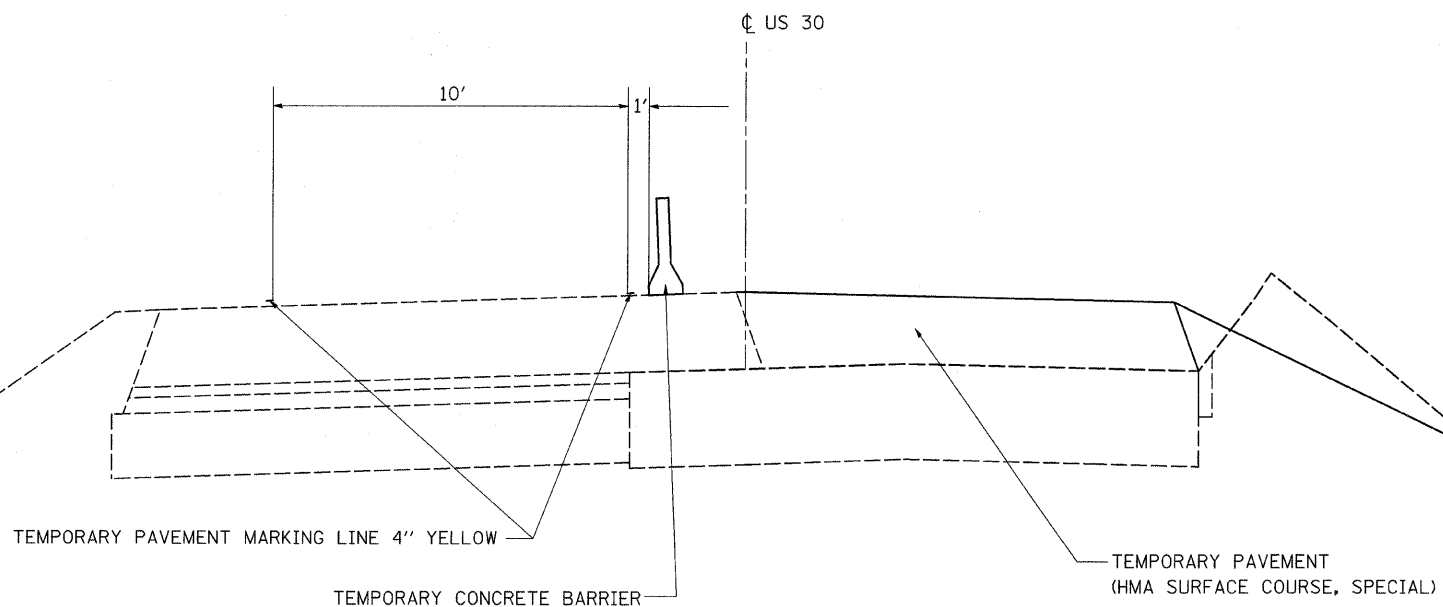


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ct:\pwork\pwadot\dtzlerse\dms34552\st1305typ.dgn	DRAWN -	REVISED -	309			(17R)B	WHITESIDE	376	85	
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PLOT DATE = Fri Mar 13 08:49:28 2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE:	SHEET NO. OF SHEETS		STA. TO STA.		

**STAGE 2  
STA 1031 + 30.05 TO STA 1038 + 82.27**



**STAGE 2  
STA 1038 + 82.27 TO STA 1039 + 87.22**



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905.dgn  
PLOT SCALE = 50.0000' / IN.  
PLOT DATE = Fri Mar 13 06:49:29 2009

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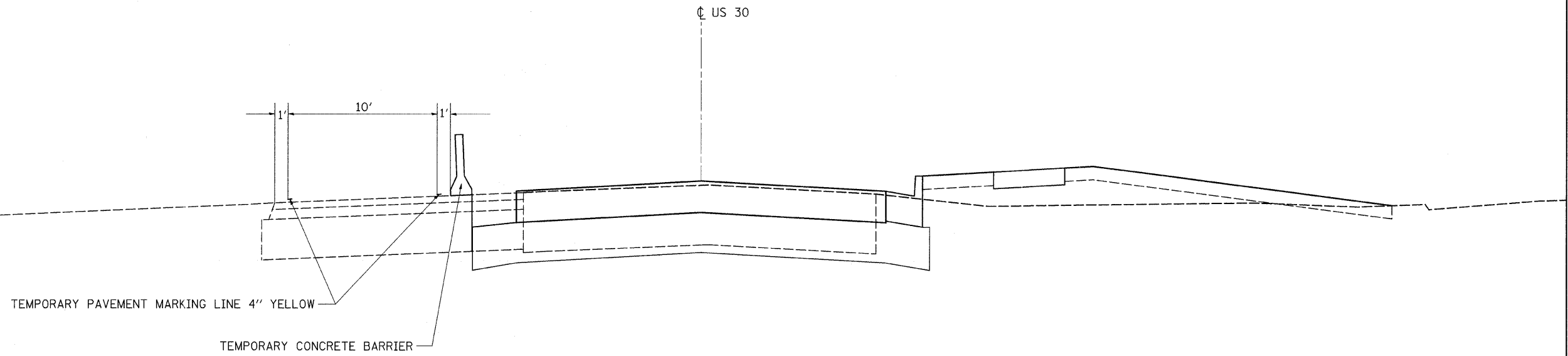
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**STAGING TYPICAL SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	(17R)B	WHITESIDE	376	86
ILLINOIS FED. AID PROJECT			CONTRACT NO. 64B74	

**STAGE 2**  
**STA 1038+82.27 TO STA 1046+62.00**



FILE NAME =	USER NAME = ditzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>STAGING TYPICAL SECTIONS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pw_work\pwwdot\ditzlerse\dms34552\st1305typ.dgn	DRAWN -	REVISED -	309			(17R)B	WHITESIDE	376	87	
PLOT SCALE = 50.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64B74							
PLOT DATE = Fri Mar 13 08:49:29 2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
					SCALE:	SHEET NO. OF SHEETS		STA.	TO STA.	

**PRE-STAGE 1**

THIS STAGE SHALL BE CONSTRUCTED USING TRAFFIC CONTROL & PROTECTION STANDARD 701501, APPLICABLE SECTIONS OF THE SPECIAL PROVISIONS, AND THE TRAFFIC CONTROL PLANS.

INSTALL STORM SEWER ALONG THE NORTH SIDE OF US 30 AS SHOWN ON THE DRAINAGE PLANS. UNLESS OTHERWISE SPECIFIED, ALL STRUCTURES (INLETS AND MANHOLES) FALLING WITHIN THE LIMITS OF THE TEMPORARY WIDENING SHALL BE COVERED WITH A PRECAST REINFORCED CONCRETE SLAB OR STEEL PLATE AT SUBGRADE (TEMPORARY WIDENING) ELEVATION.

INSTALL 24" TEMPORARY PIPE IN THE CENTER CELL OF THE TRIPLE BOX CULVERT AS SHOWN ON THE STAGING PLANS. THE TWO OUTSIDE CELLS SHALL BE SEALED WITH DIRT OR ROCK AND THIS WORK SHALL BE INCLUDED IN THE COST OF REMOVING STRUCTURES No. 1. REMOVE EXISTING BUILDING AND GARAGE AS SHOWN ON THE STAGING PLANS.

CONSTRUCT TEMPORARY WIDENING, TEMPORARY DRIVEWAYS, TEMPORARY PAVEMENT MARKINGS, AND MODULAR RETAINING WALL ALONG THE NORTH SIDE OF US 30 AS INDICATED ON THE STAGING PLANS.

THE PROPOSED STORM SEWER SYSTEM SHALL BE INSTALLED PRIOR TO PLACING HMA WIDENING AND PATCHING.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL RESIDENCES AND BUSINESSES DURING STAGING OPERATIONS.

**PRE-STAGE 2**

THIS STAGE SHALL BE CONSTRUCTED USING TRAFFIC CONTROL & PROTECTION STANDARD 701321, APPLICABLE SECTIONS OF THE SPECIAL PROVISIONS, AND THE TRAFFIC CONTROL PLANS.

CONTRACTOR SHALL INSTALL ALL TEMPORARY CONCRETE BARRIER AND PAVEMENT MARKINGS IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS, AND SPECIAL PROVISIONS.

CONTRACTOR SHALL BUILD AND INSTALL TEMPORARY IMPACT ATTENUATORS (SEVERE USE, NARROW) TEST LEVEL III IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS AND APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

TRAFFIC SHALL NOT BE SHIFTED SOUTH UNTIL THE IMPACT ATTENUATORS AND BASES HAVE BEEN INSTALLED, INSPECTED, AND APPROVED BY THE ENGINEER OR HIS REPRESENTATIVE.

ALL TRAFFIC SHALL SHIFT TO THE SOUTH AND THE CONTRACTOR SHALL REMOVE AND REPLACE CONCRETE DECK BEAMS ON THE NORTH SIDE OF BRIDGE AND REPAIR KEY WAY.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL RESIDENCES AND BUSINESSES DURING STAGING OPERATIONS.

**PRE-STAGE 3**

THIS STAGE SHALL BE CONSTRUCTED USING TRAFFIC CONTROL & PROTECTION STANDARD 701321, APPLICABLE SECTIONS OF THE SPECIAL PROVISIONS, AND THE TRAFFIC CONTROL PLANS.

THE CONTRACTOR SHALL REMOVE, RELOCATE, AND/OR INSTALL TEMPORARY CONCRETE BARRIER AND TEMPORARY PAVEMENT MARKINGS ACCORDING TO THE PLANS, SPECIFICATIONS, AND SPECIAL PROVISIONS.

CONTRACTOR SHALL BUILD AND INSTALL TEMPORARY IMPACT ATTENUATORS (SEVERE USE, NARROW) TEST LEVEL III IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS AND APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

TRAFFIC SHALL NOT BE SHIFTED NORTH UNTIL THE IMPACT ATTENUATORS AND BASES HAVE BEEN INSTALLED, INSPECTED, AND APPROVED BY THE ENGINEER OR HIS REPRESENTATIVE.

ALL TRAFFIC SHALL SHIFT TO THE NORTH AND THE CONTRACTOR SHALL REMOVE AND REPLACE CONCRETE DECK BEAMS ON THE NORTH SIDE OF BRIDGE AND REPAIR KEY WAY.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL RESIDENCES AND BUSINESSES DURING STAGING OPERATIONS.

**PRE-STAGE 4**

THIS STAGE SHALL BE CONSTRUCTED USING TRAFFIC CONTROL & PROTECTION STANDARD 701321, APPLICABLE SECTIONS OF THE SPECIAL PROVISIONS, AND THE TRAFFIC CONTROL PLANS.

THE CONTRACTOR SHALL REMOVE, RELOCATE, AND/OR INSTALL TEMPORARY CONCRETE BARRIER AND TEMPORARY PAVEMENT MARKINGS ACCORDING TO THE PLANS, SPECIFICATIONS, AND SPECIAL PROVISIONS.

CONTRACTOR SHALL BUILD AND INSTALL TEMPORARY IMPACT ATTENUATORS (SEVERE USE, NARROW) TEST LEVEL III IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS AND APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

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PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = Fri Mar 13 08:48:59 2009		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PRE-STAGE 4 CONT.**

TRAFFIC SHALL NOT BE SHIFTED NORTH ON TO THE TEMPORARY WIDENING UNTIL THE PAVEMENT, IMPACT ATTENUATORS AND THEIR BASES HAVE BEEN INSTALLED, INSPECTED, AND APPROVED BY THE ENGINEER OR HIS REPRESENTATIVE.

UPON APPROVAL FROM THE ENGINEER, THE CONTRACTOR SHALL SHIFT TRAFFIC ON TO THE TEMPORARY WIDENING AND BEGIN REMOVAL OF THE EXISTING TRIPLE CELL BOX CULVERT.

ONCE THE TRIPLE CELL BOX CULVERT HAS BEEN REMOVED A HMA PATCH SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS.

THE CONTRACTOR SHALL CONTINUE TO INSTALL THE STORM SEWER SYSTEM AS SHOWN IN THE DRAINAGE PLANS.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL RESIDENCES AND BUSINESSES DURING STAGING OPERATIONS.

**PRE-STAGE 5**

THIS STAGE SHALL BE CONSTRUCTED USING TRAFFIC CONTROL & PROTECTION STANDARD 701321, APPLICABLE SECTIONS OF THE SPECIAL PROVISIONS, AND THE TRAFFIC CONTROL PLANS.

THE CONTRACTOR SHALL REMOVE, RELOCATE, AND/OR INSTALL TEMPORARY CONCRETE BARRIER AND TEMPORARY PAVEMENT MARKINGS ACCORDING TO THE PLANS, SPECIFICATIONS, AND SPECIAL PROVISIONS.

CONTRACTOR SHALL BUILD AND INSTALL TEMPORARY IMPACT ATTENUATORS (SEVERE USE, NARROW) TEST LEVEL III IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS AND APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

TRAFFIC SHALL NOT BE SHIFTED UNTIL THE IMPACT ATTENUATORS AND BASES HAVE BEEN INSTALLED, INSPECTED, AND APPROVED BY THE ENGINEER OR HIS REPRESENTATIVE.

UPON APPROVAL FROM THE ENGINEER, THE CONTRACTOR SHALL SHIFT TRAFFIC SOUTH AND COMPLETE THE REMOVAL OF THE EXISTING TRIPLE CELL BOX CULVERT.

ONCE THE TRIPLE CELL BOX CULVERT HAS BEEN REMOVED A HMA PATCH SHALL BE CONSTRUCTED AS SHOWN ON THE PLANS.

THE CONTRACTOR SHALL CONTINUE TO INSTALL THE STORM SEWER SYSTEM AS SHOWN IN THE DRAINAGE PLANS.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL RESIDENCES AND BUSINESSES DURING STAGING OPERATIONS.

**STAGE 1**

THIS STAGE SHALL BE CONSTRUCTED USING TRAFFIC CONTROL & PROTECTION STANDARD 701321, APPLICABLE SECTIONS OF THE SPECIAL PROVISIONS, AND THE TRAFFIC CONTROL PLANS.

THE CONTRACTOR SHALL REMOVE, RELOCATE, AND/OR INSTALL TEMPORARY CONCRETE BARRIER AND TEMPORARY PAVEMENT MARKINGS ACCORDING TO THE PLANS, SPECIFICATIONS, AND SPECIAL PROVISIONS.

CONTRACTOR SHALL BUILD BASES AND INSTALL TEMPORARY IMPACT ATTENUATORS (SEVERE USE, NARROW) TEST LEVEL III IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS AND APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

TRAFFIC SHALL NOT BE SHIFTED UNTIL IMPACT ATTENUATORS AND BASES HAVE BEEN INSTALLED, INSPECTED, AND APPROVED BY THE ENGINEER OR HIS REPRESENTATIVE.

UPON APPROVAL FROM THE ENGINEER, THE CONTRACTOR SHALL SHIFT TRAFFIC SOUTH AND BEGIN REMOVING/RECONSTRUCTING THE NORTH PORTION OF THE BRIDGE, APPROACH PAVEMENT, AND ANY TEMPORARY PAVEMENT ACCORDING TO THE PLANS, SPECIFICATIONS, SPECIAL PROVISIONS, AND APPLICABLE PERMIT REQUIREMENTS.

THE CONTRACTOR SHALL REALIGN THE CREEK CHANNEL AND INSTALL CONCRETE REVETMENT MAT UNDER THE PROPOSED STRUCTURE UP TO THE BEGINNING OF THE CHANNEL REALIGNMENT IN ACCORDANCE WITH THE PLANS, STANDARD SPECIFICATIONS, SPECIAL PROVISIONS, AND APPLICABLE PERMIT REQUIREMENTS.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL RESIDENCES AND BUSINESSES DURING STAGING OPERATIONS.

SCALE:		SHEET NO. OF SHEETS		STA. TO STA.		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
						309	(17)B	WHITESIDE	376	88
						ILLINOIS FED. AID PROJECT		CONTRACT NO. 64B74		

**STAGE 2**

THIS STAGE SHALL BE CONSTRUCTED USING TRAFFIC CONTROL & PROTECTION STANDARD 701321, APPLICABLE SECTIONS OF THE SPECIAL PROVISIONS, AND THE TRAFFIC CONTROL PLANS.

THE CONTRACTOR SHALL REMOVE, RELOCATE, AND/OR INSTALL TEMPORARY CONCRETE BARRIER AND TEMPORARY PAVEMENT MARKINGS ACCORDING TO THE PLANS, SPECIFICATIONS, AND SPECIAL PROVISIONS.

CONTRACTOR SHALL BUILD BASES AND INSTALL TEMPORARY IMPACT ATTENUATORS (SEVERE USE, NARROW) TEST LEVEL III IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS AND APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

TRAFFIC SHALL NOT BE SHIFTED UNTIL IMPACT ATTENUATORS AND BASES HAVE BEEN INSTALLED, INSPECTED, AND APPROVED BY THE ENGINEER OR HIS REPRESENTATIVE.

UPON APPROVAL FROM THE ENGINEER, THE CONTRACTOR SHALL SHIFT TRAFFIC NORTH AND BEGIN REMOVAL/REPLACEMENT OF THE EXISTING PCC PAVEMENT FROM STA 1031+30.05 TO STA. 1036+87.27, REMOVE/REPLACE THE REMAINDER OF THE BRIDGE AND APPROACH PAVEMENT IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS, SPECIAL PROVISIONS, AND APPLICABLE PERMIT REQUIREMENTS.

THE CONTRACTOR SHALL BUILD PERMANENT BASES AND INSTALL PERMANENT IMPACT ATTENUATORS (REACT 350 QUADGUARD, NARROW, REDIRECTIVE) TEST LEVEL III IN ACCORDANCE WITH MANUFACTURERS SPECIFICATIONS, IDOT STANDARD SPECIFICATIONS, PLANS, AND APPLICABLE SECTIONS OF THE SPECIAL PROVISIONS.

THE CONTRACTOR SHALL CONSTRUCT ANY TEMPORARY PAVEMENT ON THE EAST SIDE OF THE BRIDGE IN ACCORDANCE WITH THE PLANS, STANDARD SPECIFICATIONS, AND SPECIAL PROVISIONS.

THE CONTRACTOR SHALL REALIGN THE CREEK CHANNEL AND INSTALL CONCRETE REVETMENT MAT UNDER THE PROPOSED STRUCTURE UP TO THE BEGINNING OF THE CHANNEL REALIGNMENT IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS, SPECIAL PROVISIONS, AND APPLICABLE PERMIT REQUIREMENTS.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL RESIDENCES AND BUSINESSES DURING STAGING OPERATIONS.

**STAGE 2A**

THIS STAGE SHALL BE CONSTRUCTED USING TRAFFIC CONTROL & PROTECTION STANDARD 701501, APPLICABLE SECTIONS OF THE SPECIAL PROVISIONS, AND THE TRAFFIC CONTROL PLANS.

THE CONTRACTOR SHALL REMOVE, RELOCATE, AND/OR INSTALL TEMPORARY CONCRETE BARRIER, BARRELS, AND TEMPORARY PAVEMENT MARKINGS ACCORDING TO THE PLANS, SPECIFICATIONS, AND SPECIAL PROVISIONS.

CONTRACTOR SHALL BUILD BASES AND INSTALL TEMPORARY IMPACT ATTENUATORS (SEVERE USE, NARROW) TEST LEVEL III IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS AND APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

TRAFFIC SHALL NOT BE SHIFTED UNTIL IMPACT ATTENUATORS AND BASES HAVE BEEN INSTALLED, INSPECTED, AND APPROVED BY THE ENGINEER OR HIS REPRESENTATIVE.

UPON APPROVAL FROM THE ENGINEER, THE CONTRACTOR SHALL SHIFT TRAFFIC SOUTH AND BEGIN REMOVING ALL TEMPORARY WIDENING FROM STA 1029+08.39 TO STA. 1036+87.27, TEMPORARY DRIVEWAYS, INSTALL CURB & GUTTER, PERMANENT DRIVEWAYS, SIDEWALKS, AND MULTI-USE PATHS UP TO STA 1036+87.27 IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS, SPECIAL PROVISIONS, AND APPLICABLE PERMIT REQUIREMENTS.

THE CONTRACTOR SHALL COMPLETE THE CONSTRUCTION OF ALL INLETS AND MANHOLES, RAISING VALVE BOXES, AND RAISING/RECONSTRUCTING EXISTING MANHOLES IN ACCORDANCE WITH THE PLANS, STANDARD SPECIFICATIONS, AND SPECIAL PROVISIONS.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL RESIDENCES AND BUSINESSES DURING STAGING OPERATIONS.

**STAGE 3**

THIS STAGE SHALL BE CONSTRUCTED USING TRAFFIC CONTROL & PROTECTION STANDARD 701321, APPLICABLE SECTIONS OF THE SPECIAL PROVISIONS, AND THE TRAFFIC CONTROL PLANS.

THE CONTRACTOR SHALL REMOVE, RELOCATE, AND/OR INSTALL TEMPORARY CONCRETE BARRIER AND TEMPORARY PAVEMENT MARKINGS ACCORDING TO THE PLANS, SPECIFICATIONS, AND SPECIAL PROVISIONS.

CONTRACTOR SHALL BUILD BASES AND INSTALL TEMPORARY IMPACT ATTENUATORS (SEVERE USE, NARROW) TEST LEVEL III IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS AND APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

TRAFFIC SHALL NOT BE SHIFTED UNTIL IMPACT ATTENUATORS AND BASES HAVE BEEN INSTALLED, INSPECTED, AND APPROVED BY THE ENGINEER OR HIS REPRESENTATIVE.

UPON APPROVAL FROM THE ENGINEER, THE CONTRACTOR SHALL SHIFT TRAFFIC NORTH AND BEGIN REMOVAL/REPLACEMENT OF THE EXISTING PCC PAVEMENT FROM STA 1038+82.27 TO STA. 1046+62.00, REMOVE/REPLACE CURB & GUTTER, SIDEWALKS, AND DRIVEWAYS IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS, SPECIAL PROVISIONS, AND APPLICABLE PERMIT REQUIREMENTS.

THE CONTRACTOR SHALL COMPLETE THE CONSTRUCTION OF ALL DRAINAGE STRUCTURES (INLETS AND MANHOLES) TO THE CORRECT HEIGHT AND FLOWLINES AND MAKE ANY FINAL CONNECTIONS AS NECESSARY.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL RESIDENCES AND BUSINESSES DURING STAGING OPERATIONS.

**STAGE 3A**

THIS STAGE SHALL BE CONSTRUCTED USING TRAFFIC CONTROL & PROTECTION STANDARD 701501, APPLICABLE SECTIONS OF THE SPECIAL PROVISIONS, AND THE TRAFFIC CONTROL PLANS.

THE CONTRACTOR SHALL REMOVE, RELOCATE, AND/OR INSTALL TEMPORARY CONCRETE BARRIER AND TEMPORARY PAVEMENT MARKINGS ACCORDING TO THE PLANS, SPECIFICATIONS, AND SPECIAL PROVISIONS.

CONTRACTOR SHALL BUILD BASES AND INSTALL TEMPORARY IMPACT ATTENUATORS (SEVERE USE, NARROW) TEST LEVEL III IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS AND APPLICABLE SECTIONS OF THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

TRAFFIC SHALL NOT BE SHIFTED UNTIL IMPACT ATTENUATORS AND BASES HAVE BEEN INSTALLED, INSPECTED, AND APPROVED BY THE ENGINEER OR HIS REPRESENTATIVE.

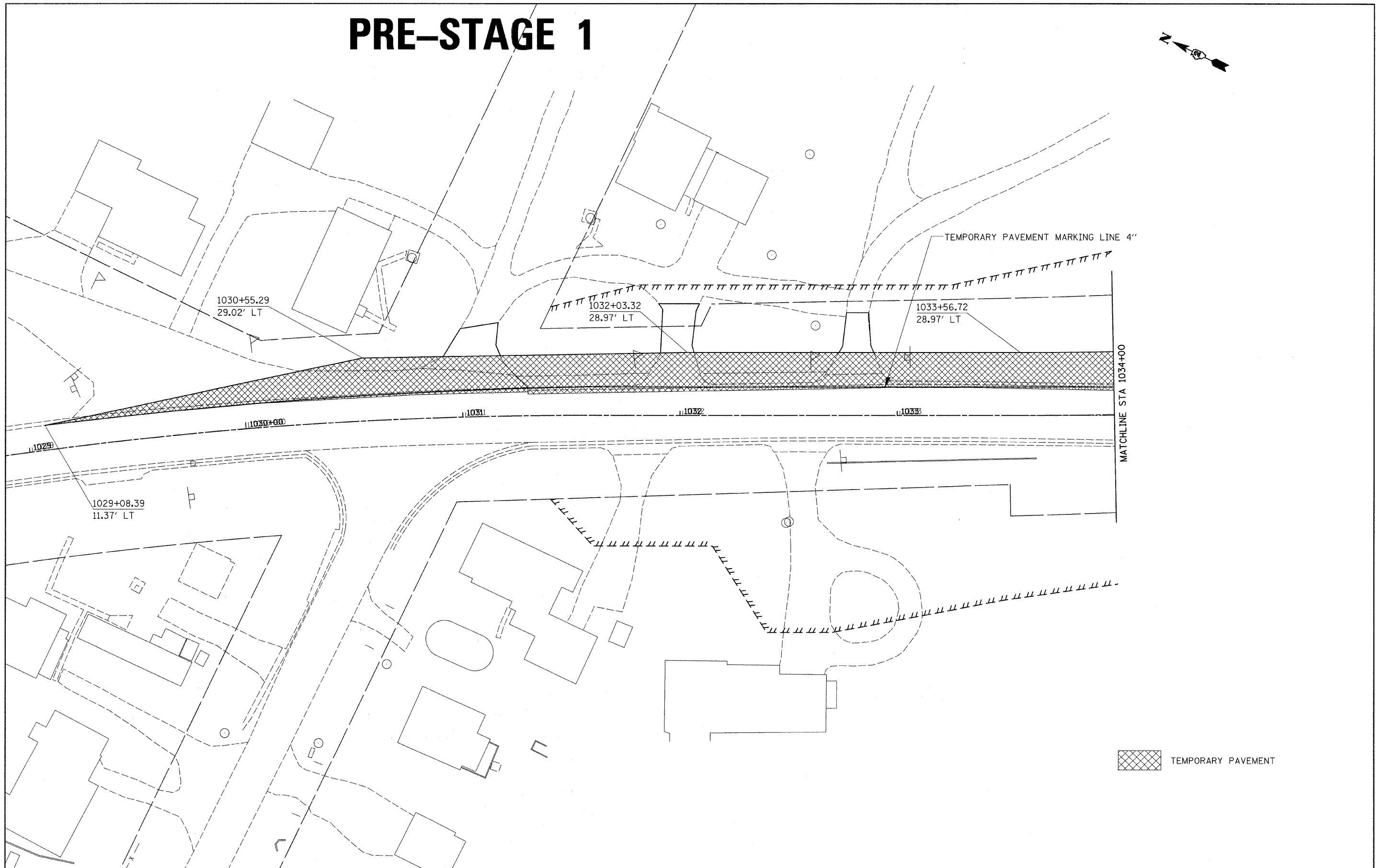
UPON APPROVAL FROM THE ENGINEER, THE CONTRACTOR SHALL SHIFT TRAFFIC SOUTH AND COMPLETE THE CONSTRUCTION OF THE BRIDGE, REMOVE EXISTING TEMPORARY PAVEMENT, TEMPORARY DRIVEWAYS, REMOVE/CONSTRUCT CURB & GUTTER FROM STA. 1038+82.27 TO STA. 1048+06.68, MULTI-USE PATH, AND DRIVEWAYS IN ACCORDANCE WITH THE PLANS, SPECIFICATIONS, SPECIAL PROVISIONS, AND APPLICABLE PERMIT REQUIREMENTS.

THE CONTRACTOR SHALL COMPLETE THE CONSTRUCTION OF ALL DRAINAGE STRUCTURES (INLETS AND MANHOLES) TO THE CORRECT HEIGHT AND FLOWLINES AND MAKE ANY FINAL CONNECTIONS AS NECESSARY.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL RESIDENCES AND BUSINESSES DURING STAGING OPERATIONS.

FILE NAME =	USER NAME = dtzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>SEQUENCE OF STAGING</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\dtzlerse\dms34952\d13885stg.dgn	DRAWN -	REVISED -	309						(17)B	WHITESIDE	376	89	
PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64B74										
PLOT DATE = Fri Mar 13 08:49:00 2009	DATE -	REVISED -	SCALE:		SHEET NO.	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

# PRE-STAGE 1

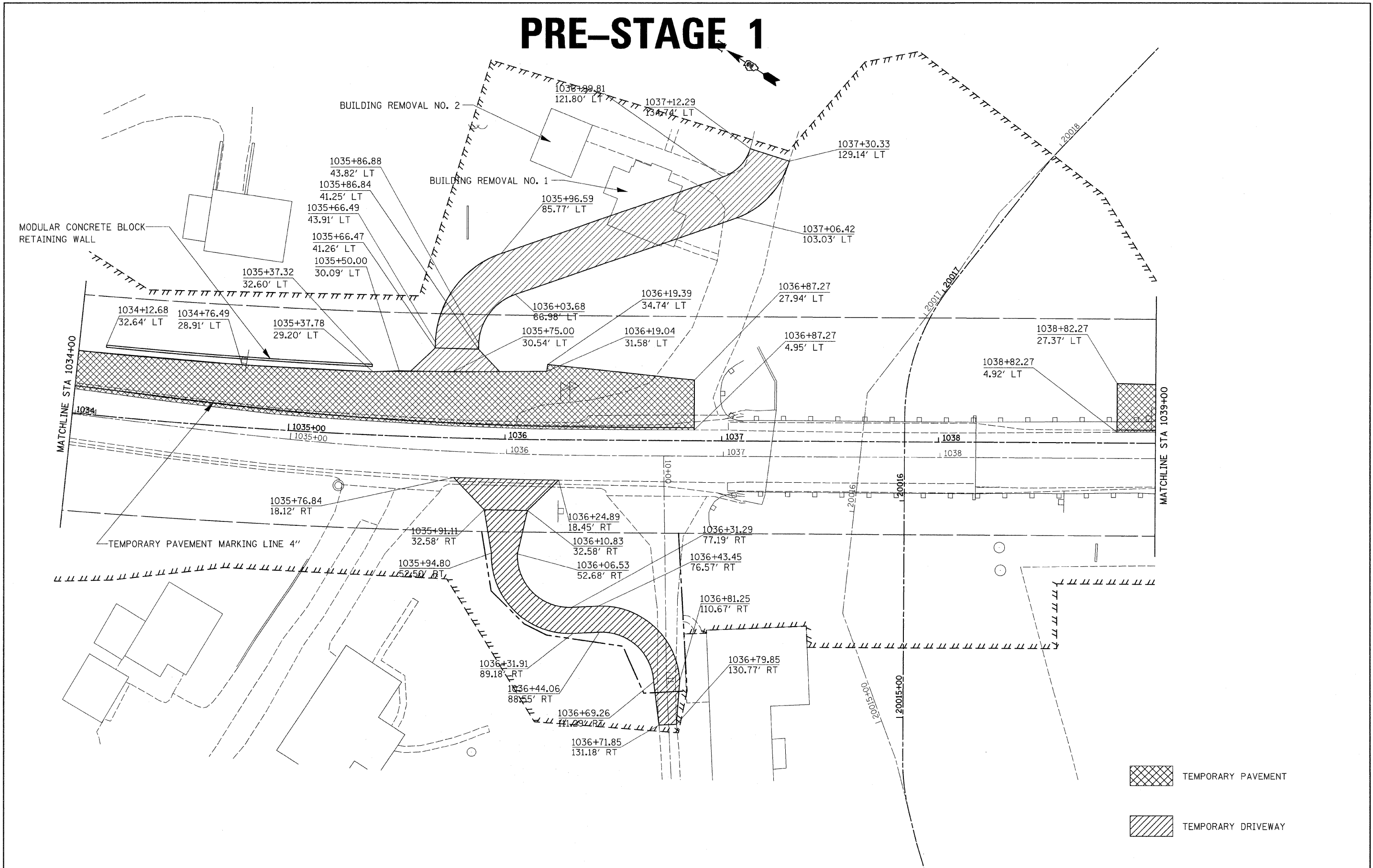


 TEMPORARY PAVEMENT

FILE NAME =	USER NAME = dtzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PRE-STAGE 1</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr\pw_work\pwsdot\dtzlerse\dms34552\d13085stg.dgn	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -					309	(17R)B	WHITESIDE	376	90
PLOT DATE = Fri Mar 13 08:49:52 2009	DATE -	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 64B74				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

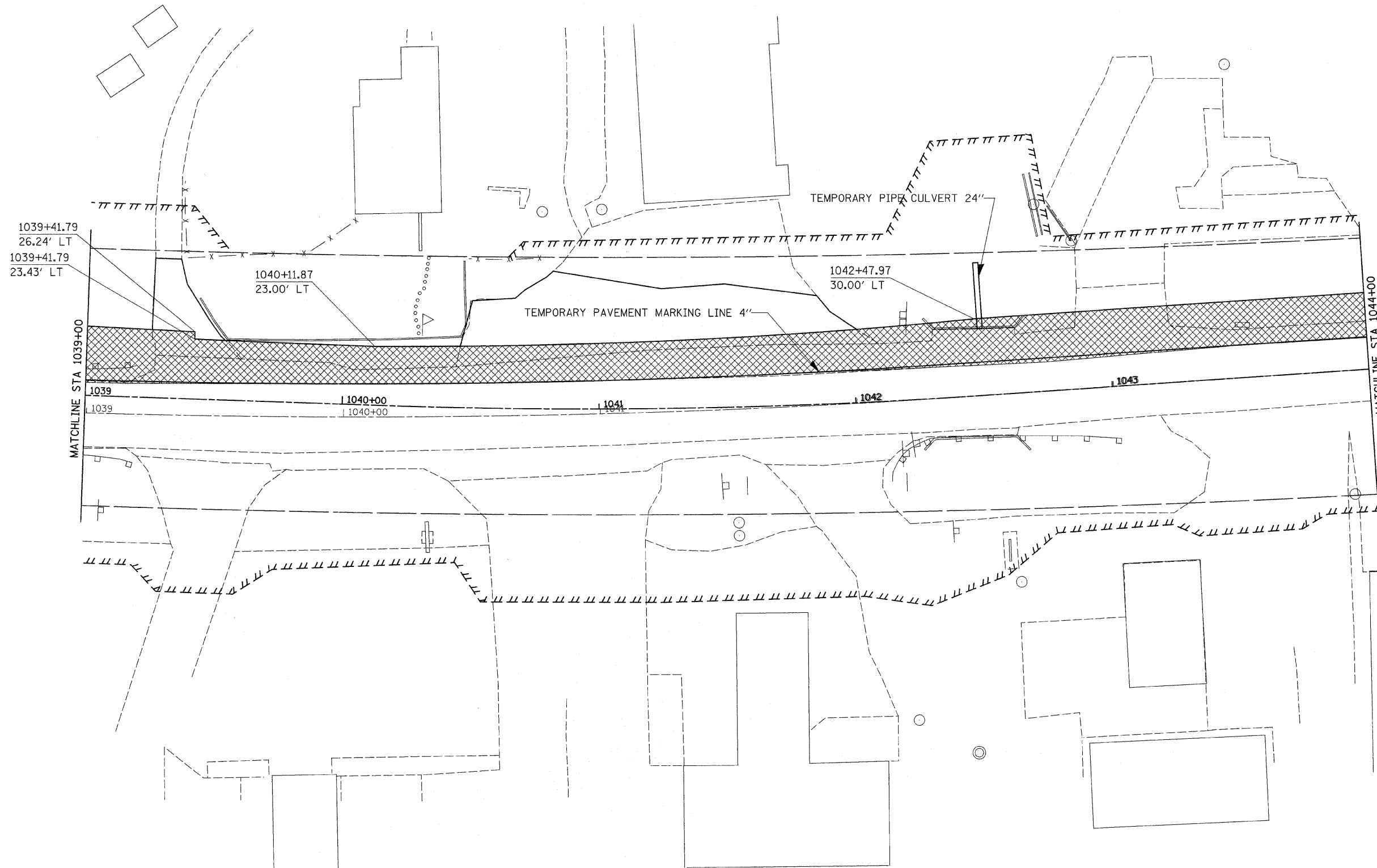
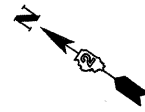


# PRE-STAGE 1



FILE NAME =	USER NAME = dtzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PRE-STAGE 1</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pw\dot\dtzlerse\dms34552\dl3805stg.dgn		DRAWN -	REVISED -			309	(17R)B	WHITESIDE	376	91	
PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 64B74					
PLOT DATE = Fri Mar 13 08:48:52 2009		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE:	SHEET NO. OF SHEETS		STA.	TO STA.		

# PRE-STAGE 1



 TEMPORARY PAVEMENT

FILE NAME =	USER NAME = ditzlerse	DESIGNED -	REVISED -
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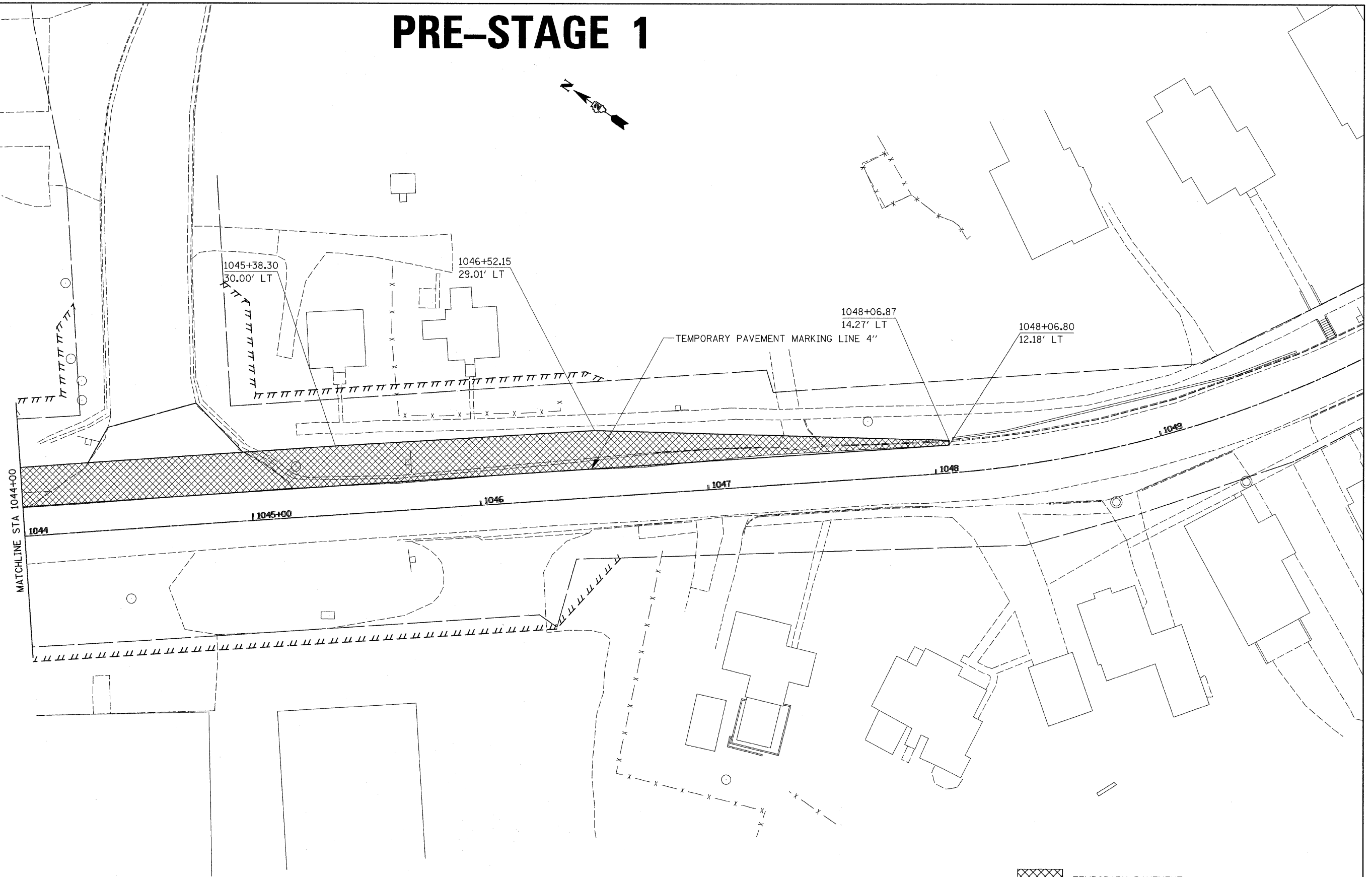
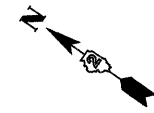
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PRE-STAGE 1**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	(17R)B	WHITESIDE	376	92
CONTRACT NO. 64B74			ILLINOIS FED. AID PROJECT	

# PRE-STAGE 1



 TEMPORARY PAVEMENT

FILE NAME =	USER NAME = ditzlerse	DESIGNED -	REVISED -
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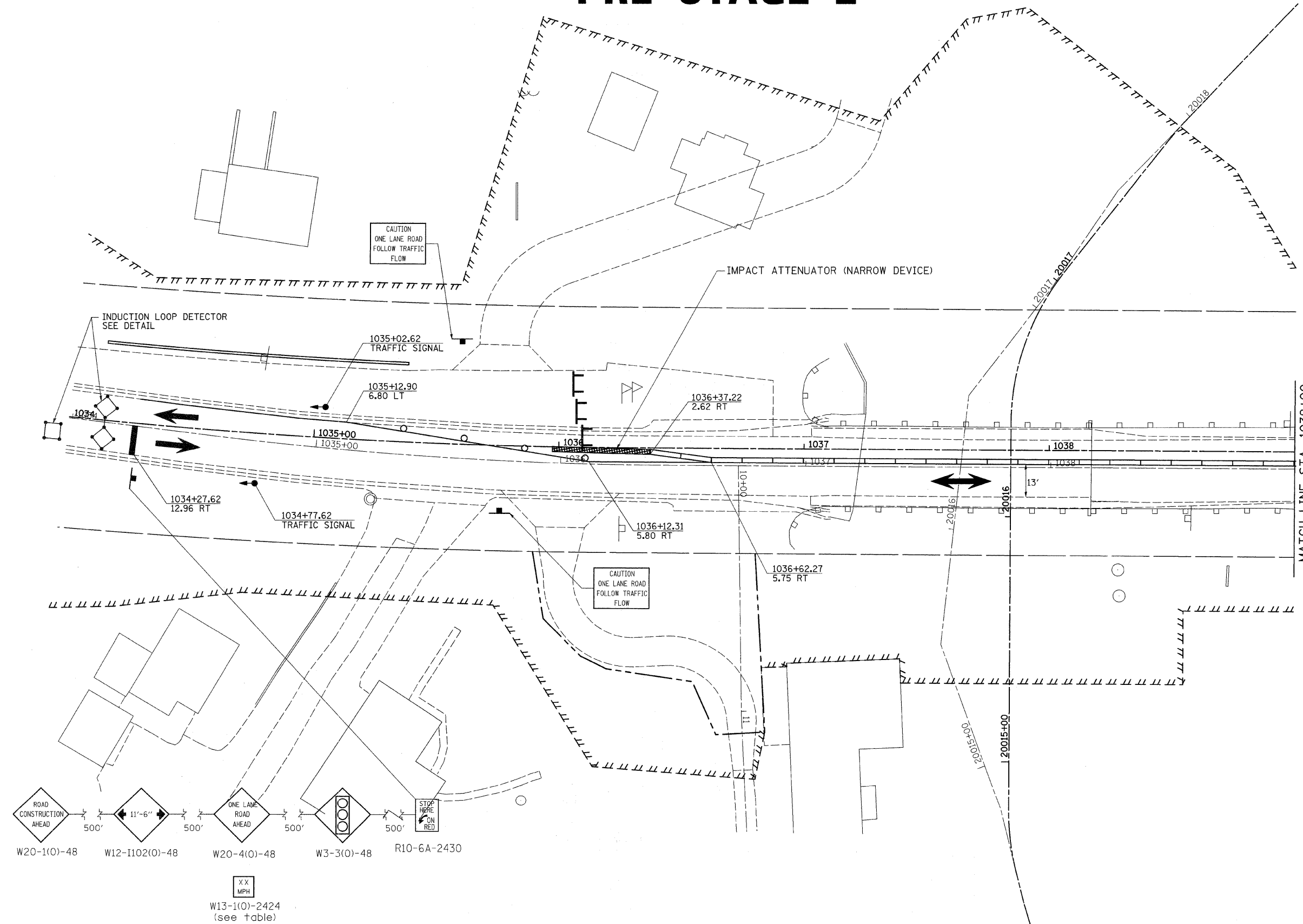
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**PRE-STAGE 1**

SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	(17)B	WHITESIDE	376	93
CONTRACT NO. 64B74				
ILLINOIS FED. AID PROJECT				

# PRE-STAGE 2



FILE NAME =	USER NAME = dtzlerse	DESIGNED -	REVISED -
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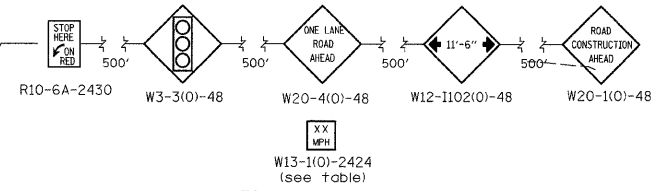
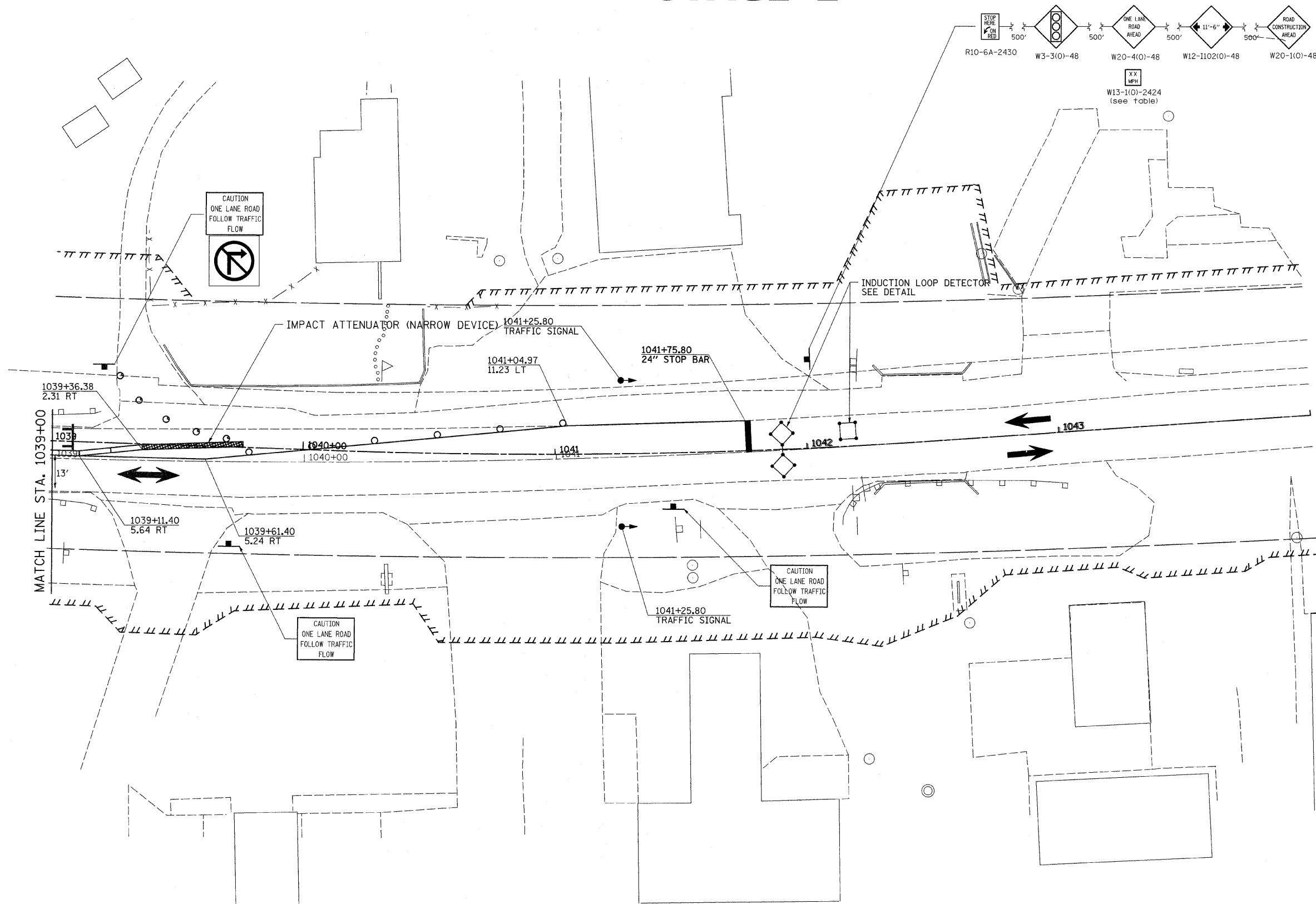
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PRE-STAGE 2

SCALE: SHEET NO. OF SHEETS STA. TO STA.

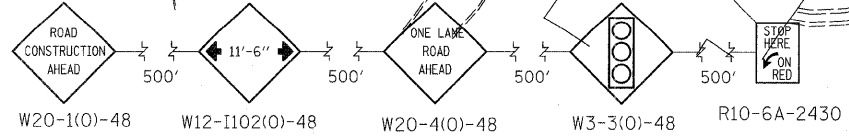
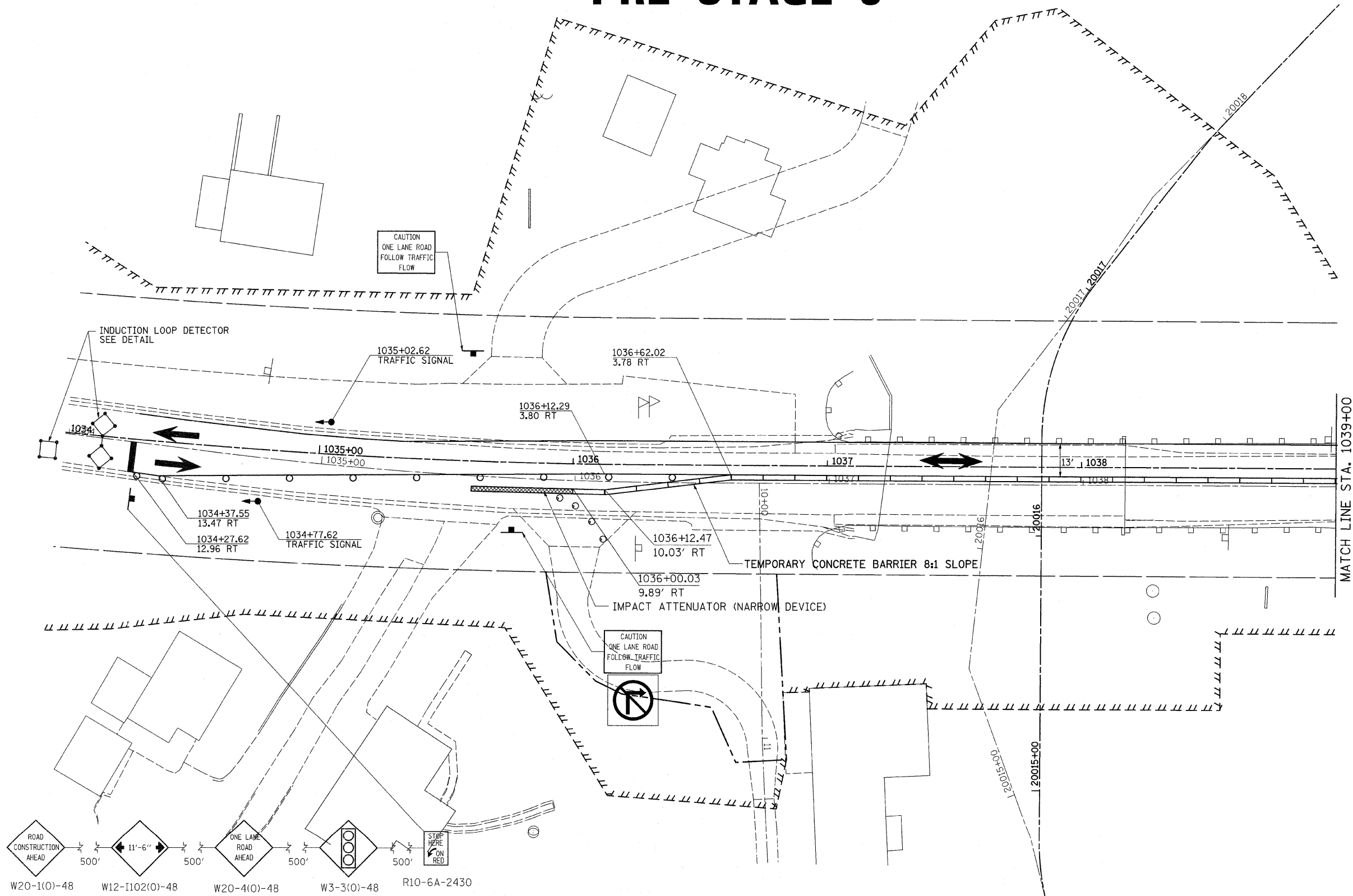
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	(17R)B	WHITESIDE	376	94
CONTRACT NO. 64B74			ILLINOIS FED. AID PROJECT	

# PRE-STAGE 2



FILE NAME = c:\pwwork\pwidot\dztlerse\dms34652\dl3885stg.dgn	USER NAME = dztlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PRE-STAGE 2</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -				309	(17R)B	WHITESIDE	376	95
PLOT DATE = Fri, Mar 13 08:48:47 2009	DATE -	REVISED -	SCALE:		SHEET NO. OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT				
							CONTRACT NO. 64B74				

# PRE-STAGE 3



XX  
MPH  
W13-1(0)-2424  
(see table)

FILE NAME =	USER NAME = ditzlerse	DESIGNED -	REVISED -
ca:\pw_work\pw\dos\ditzlerse\dms34552\d13805stg.dgn		DRAWN -	REVISED -
PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = Fri, Mar 13 08:48:48 2009		DATE -	REVISED -

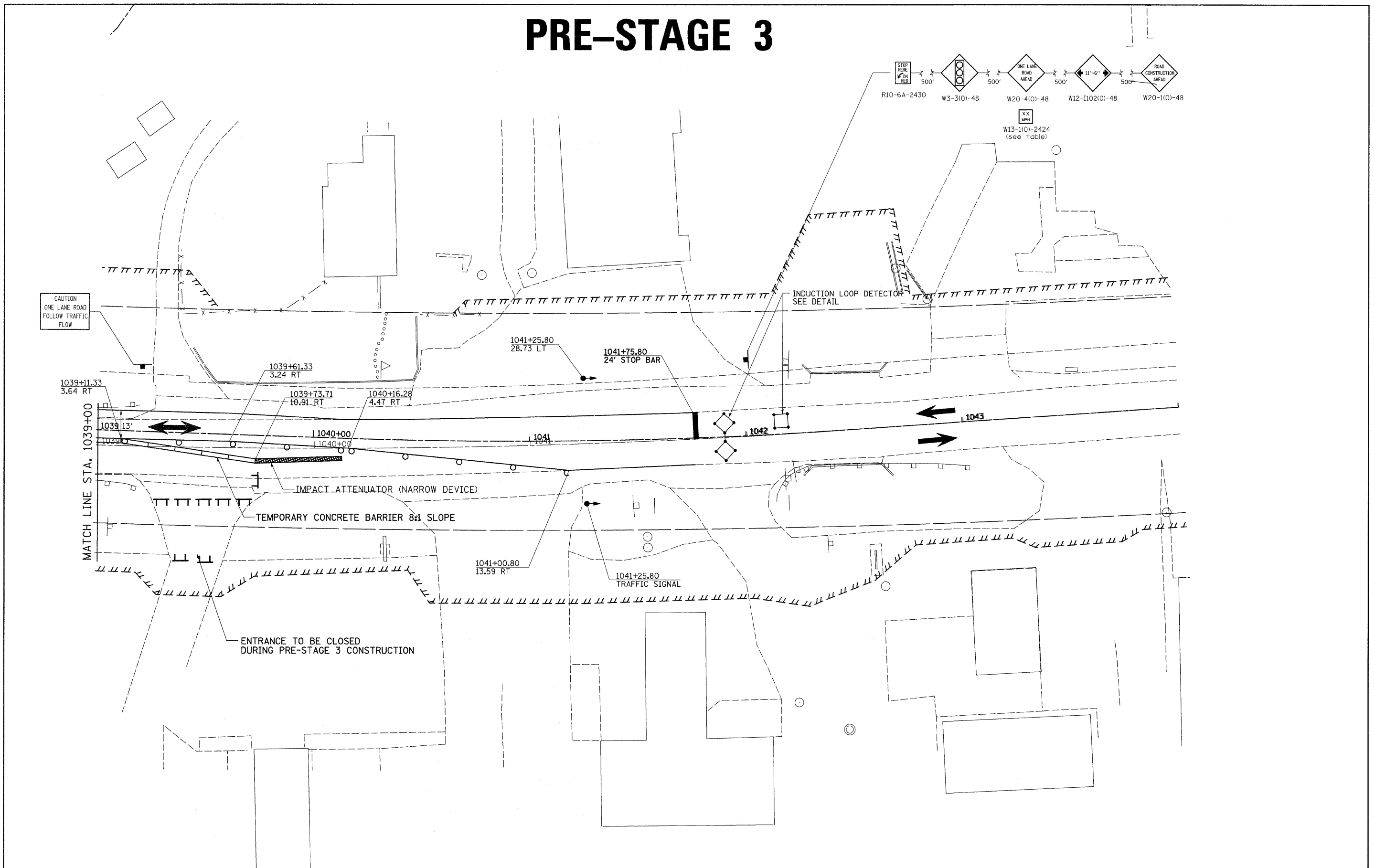
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PRE-STAGE 3

SCALE:	SHEET NO. OF SHEETS	STA. TO STA.
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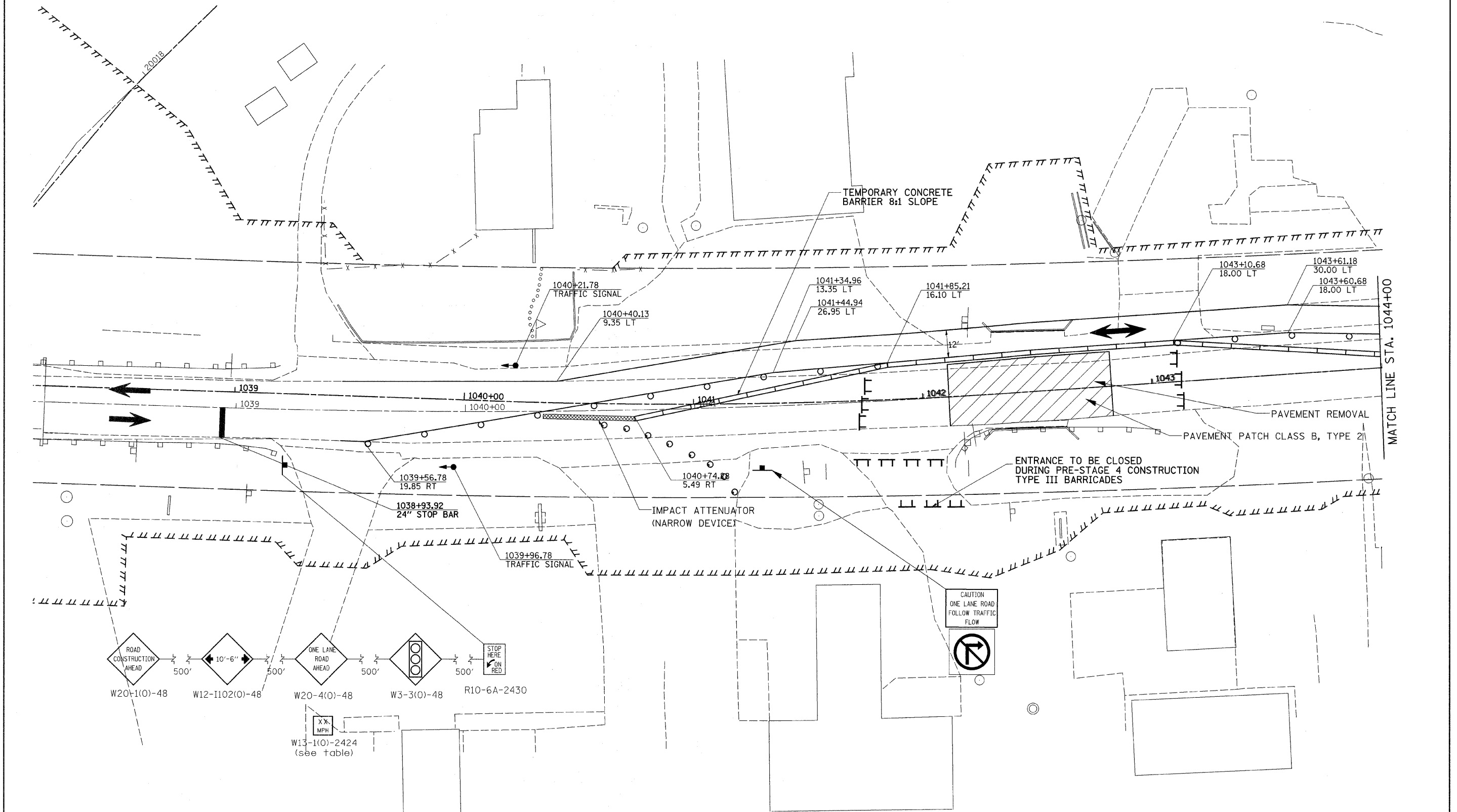
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
309	(17)B	WHITESIDE	376	96
CONTRACT NO. 64B74			ILLINOIS FED. AID PROJECT	

# PRE-STAGE 3



FILE NAME =	USER NAME = ditzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PRE-STAGE 3</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cs:\pw_work\pwidot\ditzlerse\dms34552\d1305stg.dgn	DRAWN -	REVISED -	309					(17)B	WHITESIDE	376	97	
PLOT SCALE = 20,000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 64B74									
PLOT DATE = Fri Mar 13 08:48:48 2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									
				SCALE:	SHEET NO. OF SHEETS	STA. TO STA.						

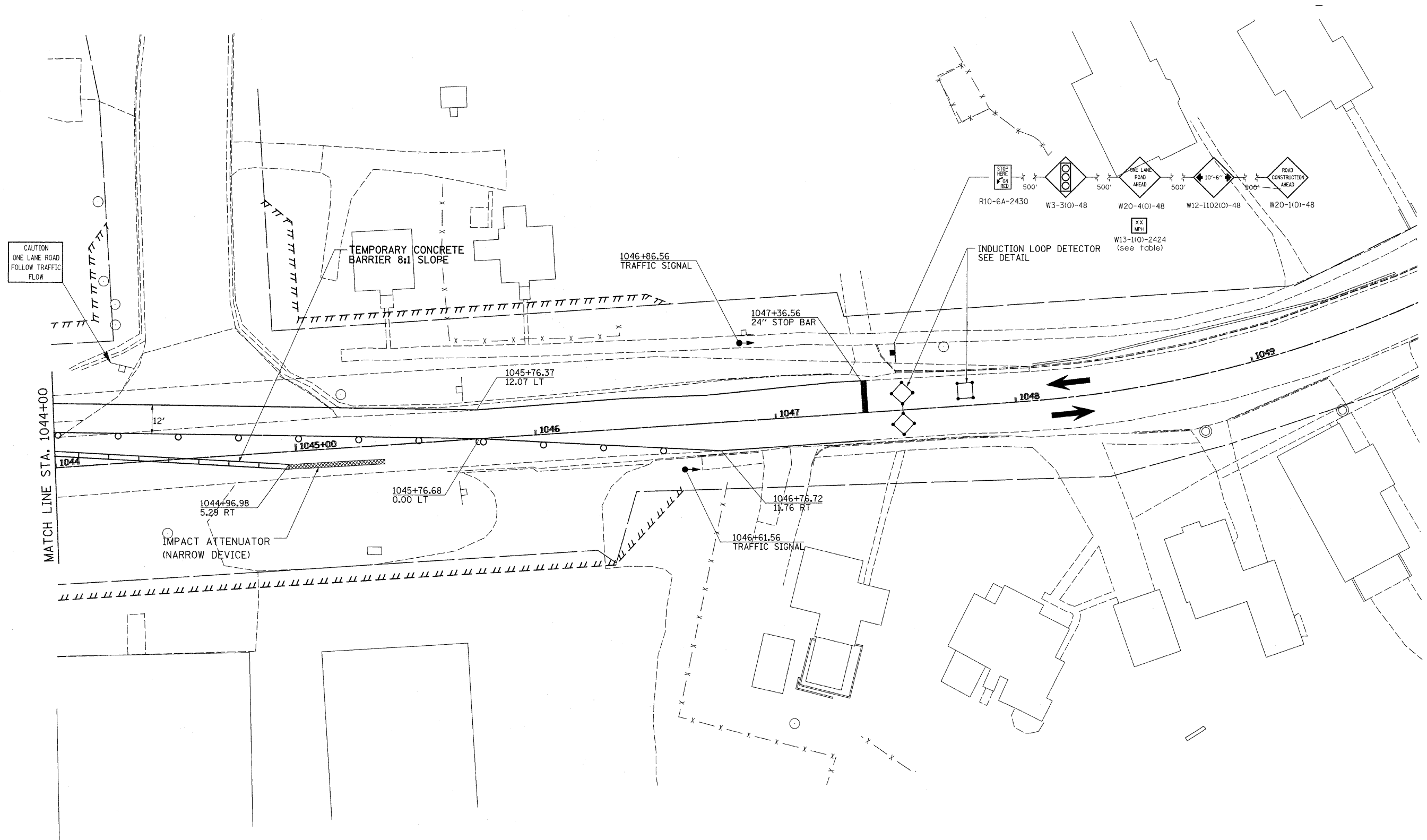
# PRE-STAGE 4



FILE NAME =	USER NAME = ditzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PRE-STAGE 4</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct\pwork\pw\dot\ditzlerse\dms34952\dl3805stg.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	309	(17R)B	WHITESIDE	376 98
PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -									CONTRACT NO. 64B74	
PLOT DATE = Fri Mar 13 08:48:49 2009		DATE -	REVISED -									ILLINOIS FED. AID PROJECT	

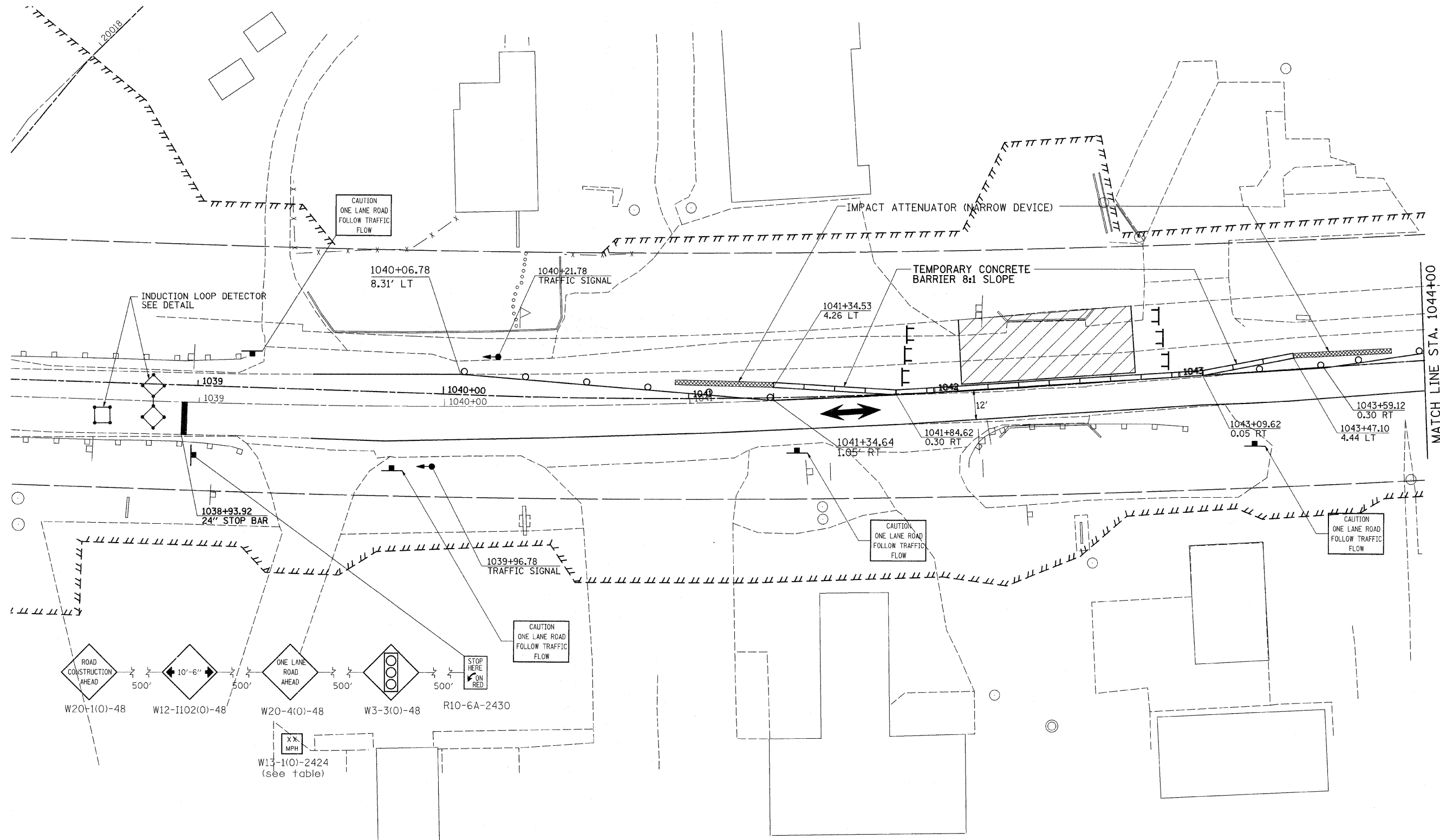


# PRE-STAGE 4



FILE NAME =	USER NAME = ditzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PRE-STAGE 4</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwwork\pwwork\ditzlerse\dms34652\d13105stg.dgn	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -					309	(17)B	WHITESIDE	376	99
PLOT DATE = Fri Mar 13 08:48:50 2009	DATE -	CHECKED -	REVISED -					CONTRACT NO. 64B74				
		DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.					

# PRE-STAGE 5



FILE NAME =	USER NAME = ditzlerse	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PRE-STAGE 5</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct\pwwork\pwidot\ditzlerse\dms34852\dl3805stg.dgn		DRAWN -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	309	(17)RB	WHITESIDE	376	100	
PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -										
PLOT DATE = Fri Mar 13 08:48:50 2009		DATE -	REVISED -										CONTRACT NO. 64B74
ILLINOIS FED. AID PROJECT													