

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	38VBR-1	OGLE	87	1
		ILLINOIS	CONTRACT NO. 64D16	

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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**  
**PROPOSED**  
**HIGHWAY PLANS**

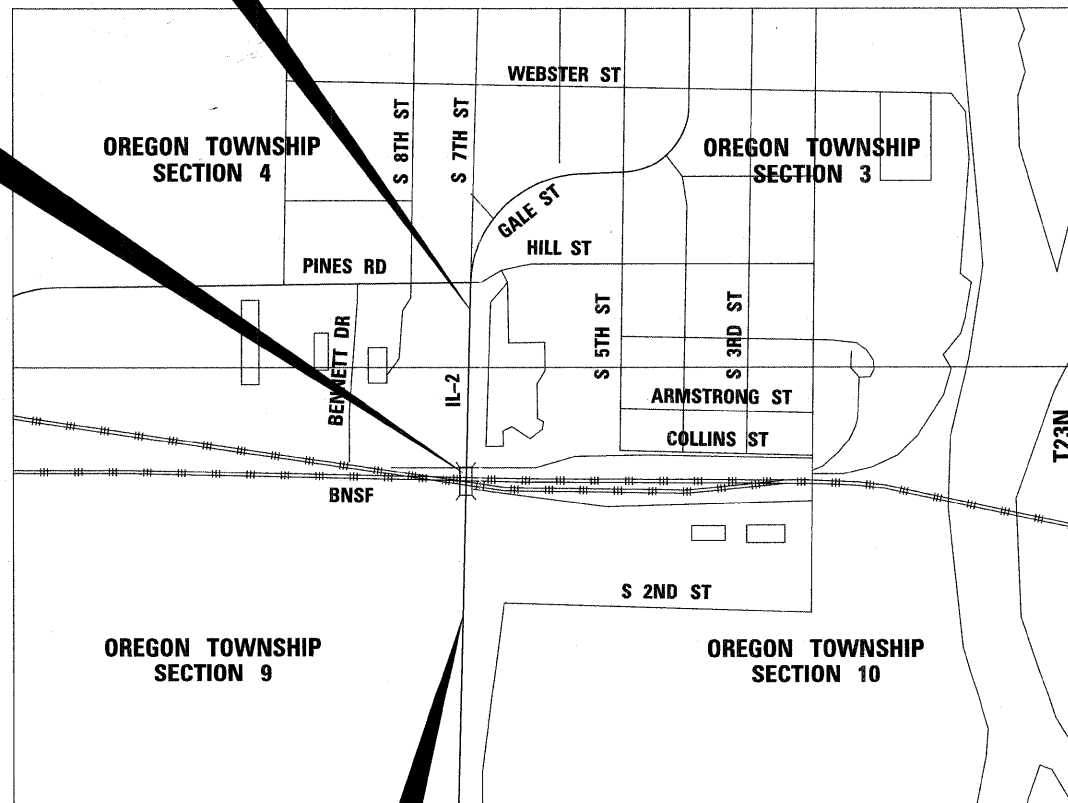
**FAP ROUTE 742 IL-2**  
**SECTION 38VBR-1**  
**PROJECT: ACF-0742(134)**  
**BRIDGE REPLACEMENT**  
**OGLE COUNTY**

FOR LIST OF HIGHWAY STANDARDS, SEE SHEET NO. 2

**SECTION ENDS STA. 522 + 89.66**  
**IMPROVEMENT ENDS STA. 528 + 00.00**  
**(IL-2)**

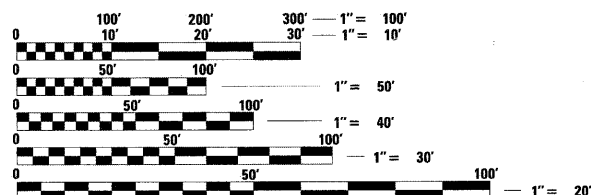
C-92-078-07

**BRIDGE REPLACEMENT**  
**STA. 514 + 74.37**  
**EXISTING STRUCTURE #071-0026**  
**PROPOSED STRUCTURE #071-0097**



**SECTION BEGINS STA. 504 + 51.23**  
**IMPROVEMENT BEGINS 504 + 00.00**  
**(IL-2)**

GROSS LENGTH = 1838.43 FT. = 0.348 MILE  
NET LENGTH = 1833.43 FT. = 0.348 MILE



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

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

**PROJECT ENGINEER: MASOOD AHMAD**  
**PROJECT MANAGER: GIANCARLO GIERBOLINI (815) 284-5933**  
**HW LOCHNER: COLLEEN MALONE (312) 372-3011**  
**CONTRACT NO. 64D16 F.A.P. 742 (IL 2) SECTION 38VBR-1 OGLE COUNTY**

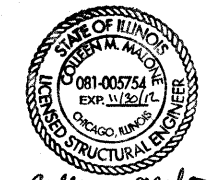
LOCATION MAP NOT TO SCALE



**FUNCTIONAL CLASSIFICATION**  
**MINOR ARTERIAL**  
**2031 ADT - 8650**  
**P.V. = 91.0% S.U. = 3.2% M.U. = 5.8%**



Andrew K. Kassey 8/18/11  
SHEETS 1-81



Colleen Malone  
SHEETS 62-80, 83-87



Shulam M. Kamaal 8/18/11  
SHEETS 81-82

**LOCHNER**  
H.W. LOCHNER, INC.  
CONSULTING ENGINEERS & PLANNERS  
20 NORTH WACKER DRIVE SUITE 1200  
CHICAGO, IL 60606

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED August 19, 2011

Eric S. J. Hill  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 14, 2011  
Scott E. Stett, P.E.  
Acting ENGINEER OF DESIGN AND ENVIRONMENT

October 14, 2011  
Christine M. Reed  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS**

## HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-05	TEMPORARY EROSION CONTROL SYSTEMS
420001-07	PAVEMENT JOINTS
420101-04	24' (7.2 M) JOINTED PCC PAVEMENT
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
420701-02	PAVEMENT FABRIC
515001-03	NAME PLATE FOR BRIDGES
542401-01	METAL END SECTION FOR PIPE CULVERTS
606001-04	CONCRETE CURB TYPE B AND COMBINATION CONCRETE CURB AND GUTTER
610001-05	SHOULDER INLET WITH CURB
630001-09	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE I (SPECIAL) GUARDRAIL TERMINALS
631031-09	TRAFFIC BARRIER TERMINAL, TYPE 6
635001-01	DELINEATORS
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
664001-02	CHAIN LINK FENCE
666001-01	RIGHT OF WAY MARKERS
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701321-11	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701901-01	TRAFFIC CONTROL DEVICES
704001-06	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

## COMMITMENTS

NONE

## GENERAL NOTES

- 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 7880 CUBIC YARDS OF EARTH WILL BE HAULED TO THE JOB FROM OUTSIDE THE PROJECT LIMITS. A SHRINKAGE FACTOR OF 25% HAS BEEN USED.
- 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.
- 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.
- THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 2A SHALL BE USED, EXCEPT IN FRONT OF PROPERTIES WHERE THE GRASS WILL BE MOWED, THEN USE SEEDING, CLASS 1. CLASS 2A SHALL BE USED ON FRONT SLOPES AND DITCH BOTTOMS. CLASS 4 SHALL BE USED ON ALL FRONT SLOPES STEEPER THAN 1:3, ON ALL BACKSLOPES AND AREAS BEHIND THE BACKSLOPE, AND BEYOND THE TOE OF FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES.
- 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.
- 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 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.
- THE NEW NUMBER FOR THIS STRUCTURE WILL BE S.N. 071-0097
- 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.
- REFLECTOR MARKERS TYPE B SHALL BE INSTALLED ON THE TOP OF BRIDGE PARAPET WALLS. THE MARKERS SHALL BE ACCORDING TO STANDARD 635011 AND THE COLOR AND SPACING ACCORDING TO STANDARD 635006, EXCEPT THE MINIMUM IS 2 PER SIDE.
- 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.
- ALL FRAMES AND GRATES OF DRAINAGE STRUCTURES TO BE REMOVED OR FILLED SHALL BE CAREFULLY SALVAGED AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
- THE OFFSETS FROM CENTERLINE AND RIM ELEVATIONS TO INLET BOXES OF THE TYPE SPECIFIED ARE TO THE EDGE OF SHOULDER (AT FLOW LINE OF CURB).
- EMBANKMENT QUANTITIES FOR THE CONSTRUCTION OF THE TRAFFIC BARRIER TERMINALS AS SHOWN IN THE PLANS ARE INCLUDED IN QUANTITIES FOR FURNISHED EXCAVATION.
- THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE TYPE OF TRAFFIC BARRIER TERMINAL TYPE 1 SPECIAL (TANGENT) OR TRAFFIC BARRIER TERMINAL TYPE I SPECIAL (FLARED).
- ONE 16D GALVANIZED NAIL SHALL BE USED TO TOE NAIL THE WOOD BLOCK OUT TO THE WOOD POST ON ALL TRAFFIC BARRIER TERMINAL TYPE I SPECIALS.
- DELINEATORS SHALL BE INSTALLED AS SHOWN IN STANDARD 635001, EXCEPT THAT THE POST SHALL BE ROTATED 180° AND ONLY METAL-BACKED DELINEATORS SHALL BE PERMITTED. DELINEATORS SHALL BE PLACED AT THE ENDS OF APPROACH GUARDRAIL TERMINAL SECTIONS, AND AT EACH HEADWALL OR END SECTION OF AR CULVERTS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR DELINEATORS.
- PAVEMENT MARKING SHALL BE DONE ACCORDING TO STANDARD 780001, EXCEPT AS FOLLOWS:
  - ALL WORDS, SUCH AS ONLY, SHALL BE 2.4 M (8 FEET) HIGH.
  - ALL NON-FREEWAY ARROWS SHALL BE THE LARGE SIZE.
  - 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: 1 EACH.
- PERMANENT SURVEY MARKERS, TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON DISTRICT STANDARD 66.2. OPTION 2 WOULD BE TO INSTALL A VAULTED STYLE MONUMENT AS DESCRIBED BY NGS AS A 3D MONUMENT (TOP SECURITY SLEEVE ROD MONUMENT), WITH INSTALLATION INSTRUCTIONS PROVIDED BY THE DISTRICT CHIEF OF SURVEYS. IF POURED IN PLACE, THE BOTTOM OF THE MARKER SHALL BE 5'-0" BELOW THE GROUND SURFACE.
- THE PERMANENT SURVEY MARKERS, IF POSSIBLE, SHALL BE INSTALLED AT THE BEGINNING OF THE JOB AND PROTECTED THROUGHOUT.
- THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE HORIZONTAL COORDINATES MUST BE DERIVED BY GPS AND THE ELEVATION DERIVED USING AN ELECTRONIC LEVEL. THE META DATA, SUCH AS THE GEOID USED, (NGS ADJUSTMENT IE: 97 HARN, 03, 07), AND THE BASE POINT(S) NAME OR NUMBER SHALL BE SUBMITTED ALONG WITH A COMPLETE COLLECTION LOG. IF COLLECTED USING RTK METHOD, IT WILL REQUIRE EITHER 3 COLLECTIONS (AVERAGED) FROM 2 DIFFERENT BASES, OR A MINIMUM OF 3 COLLECTIONS (AVERAGED), AT LEAST 2 HOURS APART, FROM THE SAME BASE. IF USING A CORS TYPE NETWORK, THE COLLECTION PROCEDURE SHALL INCLUDE LOCALIZING WITH CHECK SHOTS ON AT LEAST 2 DIFFERENT HARN MONUMENTS BOTH BEFORE AND AFTER COLLECTION. THE LEVEL CIRCUIT SHALL BE RUN FROM FURNISHED MARK TO FURNISHED MARK AND THEN ADJUSTED. THE ERROR OF CLOSURE SHALL BE SUBMITTED WITH THE ELECTRONIC LEVEL NOTES IN A RECOGNIZED FORMAT APPROVED BY THE ENGINEER AND/OR THE CHIEF OF SURVEYS. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE DISTRICT CHIEF OF SURVEYS
- 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.
- RIGHT-OF-WAY MARKERS WILL BE ERECTED WITH THE BACK FACE OF THE MARKER ON THE RIGHT-OF-WAY LINE UNLESS THE NEW RIGHT-OF-WAY LINE HAS BEEN SURVEYED AND PINNED. IN WHICH INSTANCE THE RIGHT OF WAY MARKERS WILL BE ERECTED 300 MM (12 INCHES) INSIDE THE NEW RIGHT-OF-WAY LINE.

FILE NAME =	USER NAME = .USER.	DESIGNED - AKK	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL-2 OVER THE BNSF RAILROAD GENERAL NOTES</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ts\5015-phase11-1-2&1-26\cvs\N1L-2\CADD	Sheets\0264D16-shr-GenNotes.dgn	DRAWN - AKK	REVISED -		742	38VBR-1	OGLE	87	2				
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -		CONTRACT NO. 64D16								
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -		SCALE:	SHEET NO. 2 OF 87	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT			

**GENERAL NOTES**

26. 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:

MR. MICHAEL LENOX  
COMMONWEALTH EDISON COMPANY  
123 ENERGY AVENUE  
ROCKFORD, ILLINOIS, 61109  
(815) 490-2869

MR. MICHAEL OWENS  
COMCAST CABLE  
4450 KISHWAUKEE STREET  
ROCKFORD, ILLINOIS, 61109  
(815) 395-8977

MR. KALIN HINSHAW  
FRONTIER  
112 W. ELM STREET  
SYCAMORE, ILLINOIS, 60178  
(815) 895-1515

MR. MIKE BOWERS  
CITY OF OREGON  
115 N. 3RD STREET  
OREGON, ILLINOIS, 61061  
(815) 732-7098

MS. CONSTANCE LANE  
NICOR GAS CO.  
1844 FERRY ROAD  
NAPERVILLE, ILLINOIS, 60563-9600  
(630) 983-8676

FOLLOWING ARE THE KNOWN UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS WHICH ARE NOT MEMBERS OF JULIE AND SHOULD BE NOTIFIED INDIVIDUALLY BY THE CONTRACTOR:

BNSF RAILWAY  
MR. FRENCH THOMPSON  
3611 W. 38TH STREET  
CHICAGO, ILLINOIS 60632  
773-579-5092

26. 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 = AWARD DATE + 100 DAYS.

27. 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 THE CONTRACTOR'S 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.

28. TEMPORARY IMPACT ATTENUATORS WILL BE MEASURED AS EACH FOR EACH ATTENUATOR SUPPLIED ON THE JOB AS SPECIFIED IN THE PLANS, AND SHALL INCLUDE THE COST OF RENTING/OWNING THE ATTENUATOR FOR THE TIME REQUIRED ON THE JOB PLUS HAULING TO AND FROM THE PROJECT SITE, AS WELL AS ONE PLACEMENT AND REMOVAL FROM THE ROADWAY. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR IMPACT ATTENUATORS, TEMPORARY OF THE TYPE SPECIFIED.

RELOCATE TEMPORARY IMPACT ATTENUATORS WILL BE PAID FOR AS EACH AND WILL BE PAID FOR EACH TIME THE ATTENUATOR IS REQUIRED BY STAGING TO BE PICKED UP AND MOVED TO A DIFFERENT LOCATION ON THE PROJECT, WHETHER IT IS TO ANOTHER LOCATION ON THE ROADWAY OR TO A STORAGE/STAGING LOCATION FOR THE PROJECT. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER EACH FOR IMPACT ATTENUATORS, RELOCATE OF THE TYPE SPECIFIED.

29. THIS WORK SHALL BE DONE IN ACCORDANCE WITH SECTION 704 OF THE STANDARD SPECIFICATIONS. TEMPORARY CONCRETE BARRIER WILL BE MEASURED IN FEET ALONG THE CENTERLINE OF THE BARRIER AND SHALL INCLUDE THE COST OF RENTING/OWNING THE BARRIER FOR THE TIME REQUIRED ON THE JOB PLUS HAULING TO AND FROM THE PROJECT SITE, AS WELL AS ONE PLACEMENT AND REMOVAL FROM THE ROADWAY IN ACCORDANCE WITH SECTION 704 OF THE STANDARD SPECIFICATION. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR TEMPORARY CONCRETE BARRIER.

RELOCATE TEMPORARY CONCRETE BARRIER WILL BE PAID FOR IN FEET ALONG THE CENTERLINE OF THE BARRIER, AND WILL BE PAID FOR EACH TIME THE BARRIER IS REQUIRED BY STAGING TO BE PICKED UP AND MOVED TO A DIFFERENT LOCATION ON THE PROJECT, WHETHER IT IS TO ANOTHER LOCATION ON THE ROADWAY OR TO A STORAGE/STAGING LOCATION FOR THE PROJECT. THIS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR RELOCATE TEMPORARY CONCRETE BARRIER.

30. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

TEMPORARY PAVEMENT

MIXTURE USES(S):	SURFACE COURSE	TOP SHOULDER	BOTTOM SHOULDER
MIX	C	C	N/A
PG:	PG 64-22	PG 58-22	PG 58-22
DESIGN AIR Voids	4.0 @ N50	3 @ N50	2 @ N50
MIXTURE COMPOSITION	IL 9.5 OR 12.5	IL 9.5 or 12.5	BAM
20 YEAR ESAL	1.5	N/A	N/A
MIX UNIT WEIGHT	112 LBS/SY/IN	112 LBS/SY/IN	

31. CONCRETE CURB TO BE CONSTRUCTED MONOLITHICALLY WITH PCC SHOULDER IN ACCORDANCE WITH ARTICLE 606.07 OF THE STANDARD SPECIFICATIONS.

32. QUANTITIES FOR THE PCC SHOULDERS ARE INCLUDED IN THE QUANTITY FOR 4200411 PORTLAND CEMENT CONCRETE PAVEMENT 9 1/2" JOINTED AND 42001200 PAVEMENT FABRIC

33. IN ADDITION TO ANCHORING THE FIRST AND LAST SECTION OF TEMPORARY CONCRETE BARRIER AND ON THE BRIDGE DECK, THE TEMPORARY CONCRETE BARRIER SHALL BE ANCHORED TO THE PAVEMENT WITH 6 ANCHORS PER SECTION AT THE FOLLOWING LOCATIONS:

- STAGE 1 STA. 515+75.86 TO STA. 519+50.00
- STAGE 1 STA. 521+54.94 TO STA. 522+50.00
- STAGE 2 STA. 507+50.00 TO STA. 513+47.13
- STAGE 3 STA. 510+52.01 TO STA. 517+86.43

34. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTING AND MAINTAINING AN ELECTRONIC LOG OF ALL STAKEOUT SURVEY THAT IS PERFORMED ON THE JOB, EITHER BY HIM/HER OR ANY SUB-CONTRACTOR PERFORMING THE STAKEOUT. UPON REQUEST, ALL LOGS SHALL BE SUBMITTED TO THE DEPARTMENT. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK, BUT SHALL BE CONSIDERED INCLUDED IN THE COST FOR CONSTRUCTION LAYOUT.

FILE NAME *	USER NAME = USER	DESIGNED = AKK	REVISED =	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL-2 OVER THE BNSF RAILROAD GENERAL NOTES</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
tz:\50215-phase11-2&1-26\civil\NL-2\CADD	Sheets\0264016-sh1-GenNotes.dgn	DRAWN = AKK	REVISED =			742	38VBR-1	OGLE	87	3	
	PLOT SCALE = #SCALE#	CHECKED =	REVISED =			CONTRACT NO. 64D16					
	PLOT DATE = 8/18/2011	DATE = 8/2/2011	REVISED =			SCALE:	SHEET NO3	OF 87	SHEETS	STA.	TO STA.

# SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	80% FED./20% STATE		
			TOTAL QUANTITY	ROADWAY 0004 RURAL	BRIDGE 0011 S.N. 071-0097
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	629	629	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	56	56	
20200100	EARTH EXCAVATION	CU YD	1250	1250	
20400800	FURNISHED EXCAVATION	CU YD	7880	7880	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	13713	13713	
* 25000210	SEEDING, CLASS 2A	ACRE	2	2	
* 25000310	SEEDING, CLASS 4	ACRE	1	1	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	270	270	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	270	270	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	270	270	
** 25000750	MOWING	ACRE	2	2	
* 25100115	MULCH, METHOD 2	ACRE	3	3	
25100630	EROSION CONTROL BLANKET	SQ YD	8654	8654	
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	4407	4407	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1079	1079	
28000305	TEMPORARY DITCH CHECKS	FOOT	98	98	
28000400	PERIMETER EROSION BARRIER	FOOT	3519	3519	
28000500	INLET AND PIPE PROTECTION	EACH	2	2	
28100107	STONE RIPRAP, CLASS A4	SQ YD	78	78	
28200200	FILTER FABRIC	SQ YD	78	78	
31100200	SUBBASE GRANULAR MATERIAL, TYPE A	CU YD	3284	3284	
31100910	SUBBASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	2237	2237	
42000411	PORTLAND CEMENT CONCRETE PAVEMENT 9 1/2" (JOINTED)	SQ YD	4963	4963	
42001200	PAVEMENT FABRIC	SQ YD	4963	4963	
42001300	PROTECTIVE COAT	SQ YD	10756	10756	
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	980	980	
44000100	PAVEMENT REMOVAL	SQ YD	1514	1514	
44004250	PAVED SHOULDER REMOVAL	SQ YD	577	577	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	156	156	
48300100	PORTLAND CEMENT CONCRETE SHOULDERS 6"	SQ YD	653	653	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50157300	PROTECTIVE SHIELD	SQ YD	500		500
50200100	STRUCTURE EXCAVATION	CU YD	821		821

\* SPECIALTY ITEM  
\*\* 100% STATE FUNDING



# SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	80% FED./20% STATE		
			TOTAL QUANTITY	ROADWAY 0004 RURAL	BRIDGE 0011 S.N. 071-0097
50300225	CONCRETE STRUCTURES	CU YD	317.3		317.3
50300255	CONCRETE SUPERSTRUCTURE	CU YD	639.7		639.7
50300260	BRIDGE DECK GROOVING	SQ YD	1730		1730
50300280	CONCRETE ENCASEMENT	CU YD	5.6		5.6
50300300	PROTECTIVE COAT	SQ YD	2103		2103
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	5850		5850
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	194,820		194,820
50800515	BAR SPLICERS	EACH	1603		1603
51100100	SLOPE WALL 4 INCH	SQ YD	594		594
51201400	FURNISHING STEEL PILES HP10X42	FOOT	154		154
51201600	FURNISHING STEEL PILES HP12X53	FOOT	483		483
51202305	DRIVING PILES	FOOT	637		637
51203400	TEST PILE STEEL HP10X42	EACH	1		1
51203600	TEST PILE STEEL HP12X53	EACH	1		1
51500100	NAME PLATES	EACH	1		1
52100520	ANCHOR BOLTS, 1"	EACH	24		24
52100530	ANCHOR BOLTS, 1 1/4"	EACH	24		24
54215547	METAL END SECTIONS 12"	EACH	7	7	
55100500	STORM SEWER REMOVAL 12"	FOOT	418	418	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	112		112
60100945	PIPE DRAINS 12"	FOOT	429	429	
60500060	REMOVING INLETS	EACH	8	8	
60600605	CONCRETE CURB, TYPE B	FOOT	1363	1363	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	308	308	
60900515	CONCRETE THRUST BLOCKS	EACH	7	7	
61000115	TYPE E INLET BOX, STANDARD 610001	EACH	1	1	
61000225	TYPE F INLET BOX, STANDARD 610001	EACH	6	6	
* 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	1537.5	1537.5	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1	
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	3	3	

\* SPECIALTY ITEM  
\*\* 100% STATE FUNDING

FILE NAME =	USER NAME = USER	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL-2 OVER THE BNSF RAILROAD SUMMARY OF QUANTITIES</b>	F.A.P	SECTION	COUNTY	TOTAL	SHEET
tr\5015-phase11-1-2&1-26\civ1\IL-2\CADD	Sheets\0264D16-sh1-Sum0.tps.dgn	DRAWN -	REVISED -			742	38VBR-1	OGLE	87	5
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -			CONTRACT NO. 64D16				
	PLOT DATE = 8/18/2011	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

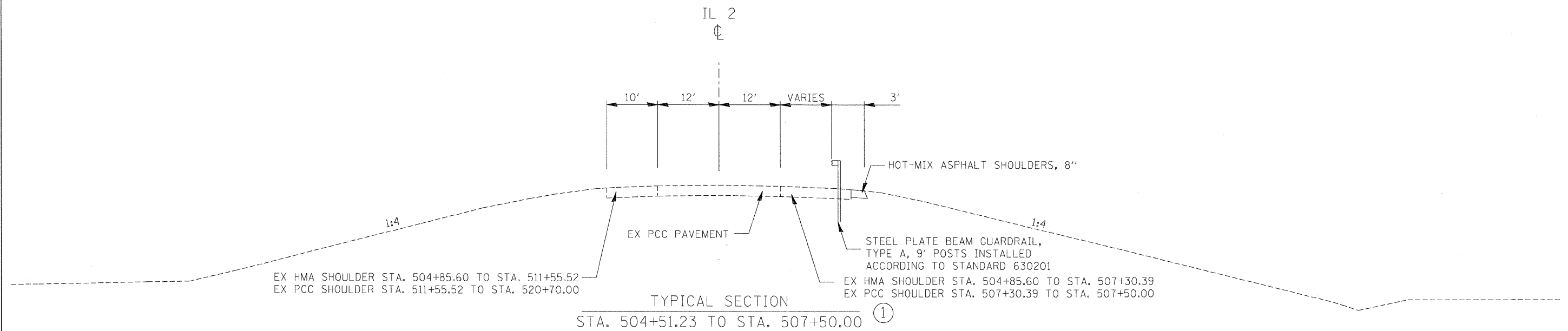


# SUMMARY OF QUANTITIES

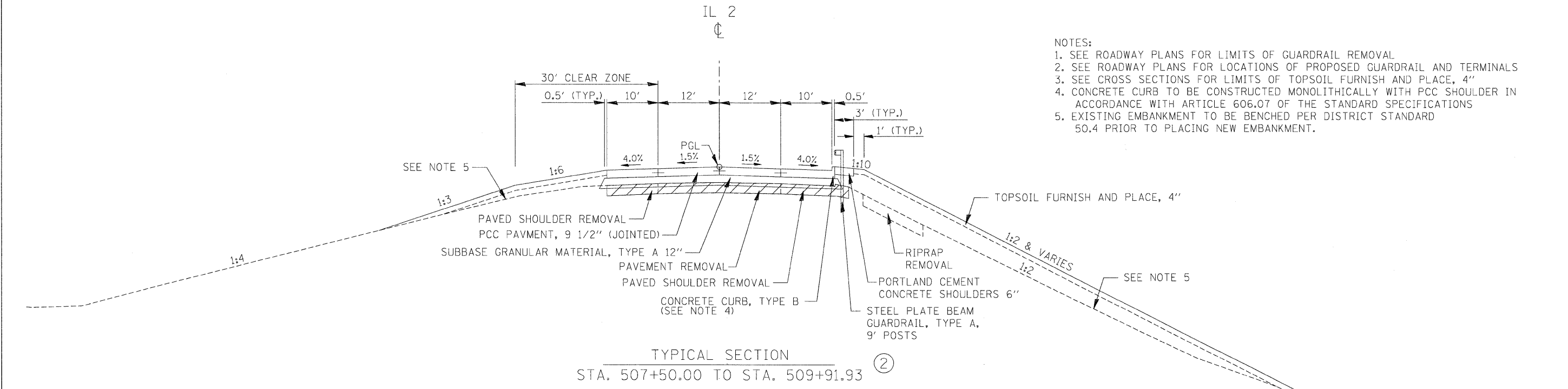
CODE NO.	ITEM	UNIT	80% FED./20% STATE		
			TOTAL QUANTITY	ROADWAY 0004 RURAL	BRIDGE 0011 S.N. 071-0097
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0020900	ESTABLISHING AND REFERENCING LAND SECTION MARKERS	EACH	1	1	
Z0025500	FURNISHING AND INSTALLING PROPERTY MARKERS	EACH	1	1	
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	4	4	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	10	10	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	144		144
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
Z0062456	TEMPORARY PAVEMENT	SQ YD	2575	2575	
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	2862		2862
* A2C050G5	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), CONTAINER GROWN, 5-GALLON	EACH	10	10	
* A2C056G5	TREE, QUERCUS MACROCARPA (BURR OAK), CONTAINER GROWN, 5-GALLON	EACH	10	10	
* A2C25G10	TREE, CERCIS CANADENSIS (REDBUD), CONTAINER GROWN, 10-GALLON	EACH	13	13	
* A2000262	TREE, MORUS RUBBA (RED MULBERRY) 3' HEIGHT, CLUMP FORM, BALLED AND BURLAPPED	EACH	10	10	
* A2002914	TREE, CELTIS OCCIDENTALIS (COMMON HACKBERRY), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	10	10	
* A2006414	TREE, QUERCUS ALBA (WHITE OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	10	10	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	246		246
X4400110	TEMPORARY PAVEMENT REMOVAL	SQ YD	739	739	
X6640300	CHAIN LINK FENCE REMOVAL	FOOT	412	412	
X6640560	CHAIN LINK FENCE, 6' (SPECIAL)	FOOT	412	412	
* X7800610	URETHANE PAVEMENT MARKING - LINE 4"	FOOT	8177	8177	
* X7800640	URETHANE PAVEMENT MARKING - LINE 8"	FOOT	688	688	
* X7800650	URETHANE PAVEMENT MARKING - LINE 12"	FOOT	129	129	
* X7800680	URETHANE PAVEMENT MARKING - LINE 24"	FOOT	80	80	

\* SPECIALTY ITEM  
 \*\* 100% STATE FUNDING

# TYPICAL SECTIONS

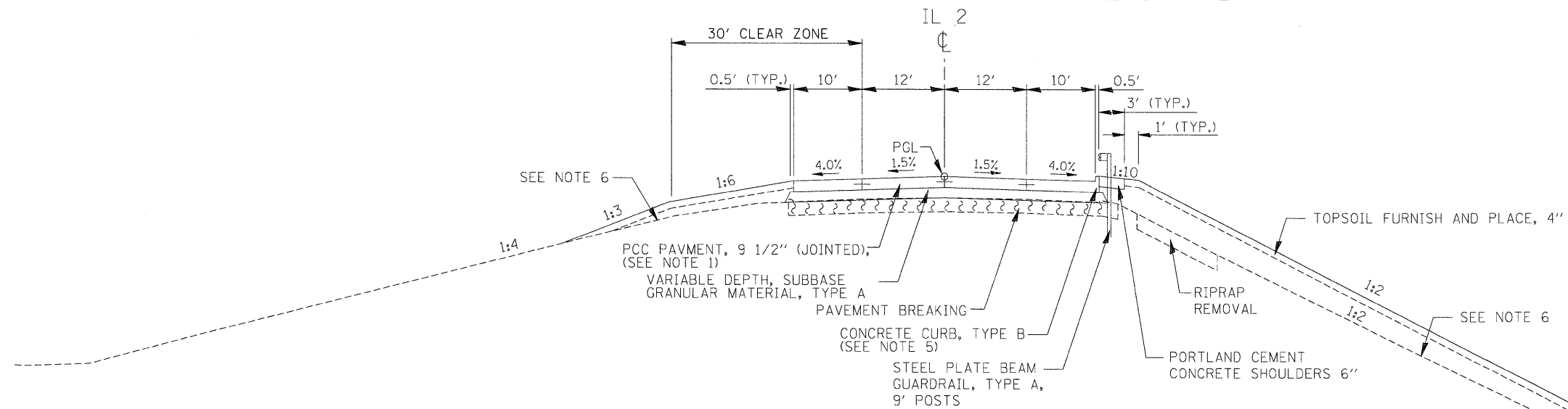


- NOTES:
1. SEE ROADWAY PLANS FOR LIMITS OF GUARDRAIL REMOVAL
  2. SEE ROADWAY PLANS FOR LOCATIONS OF PROPOSED GUARDRAIL AND TERMINALS
  3. SEE CROSS SECTIONS FOR LIMITS OF TOPSOIL FURNISH AND PLACE, 4"
  4. CONCRETE CURB TO BE CONSTRUCTED MONOLITHICALLY WITH PCC SHOULDER IN ACCORDANCE WITH ARTICLE 606.07 OF THE STANDARD SPECIFICATIONS
  5. EXISTING EMBANKMENT TO BE BENCHED PER DISTRICT STANDARD 50.4 PRIOR TO PLACING NEW EMBANKMENT.



FILE NAME = t:\5015-phase11-il-2&il-26\civil\11-2\CADD	USER NAME = .USER. Sheets\0264D16-sh-typical.dgn	DESIGNED - CGC DRAWN - CGC	REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 2 OVER THE BNSF RAILROAD TYPICAL SECTIONS</b>			F.A.P. RTE. 742	SECTION 38VBR-1	COUNTY OGLE	TOTAL SHEETS 87	SHEET NO. 8
PLOT SCALE = #SCALE#					CHECKED - AKK	SCALE: N.T.S.	SHEET NO. 8 OF 87 SHEETS	STA. 504+85.60 TO STA. 512+89.37	CONTRACT NO. 64D16			
PLOT DATE = 8/18/2011					DATE - 8/2/2011	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

# TYPICAL SECTIONS

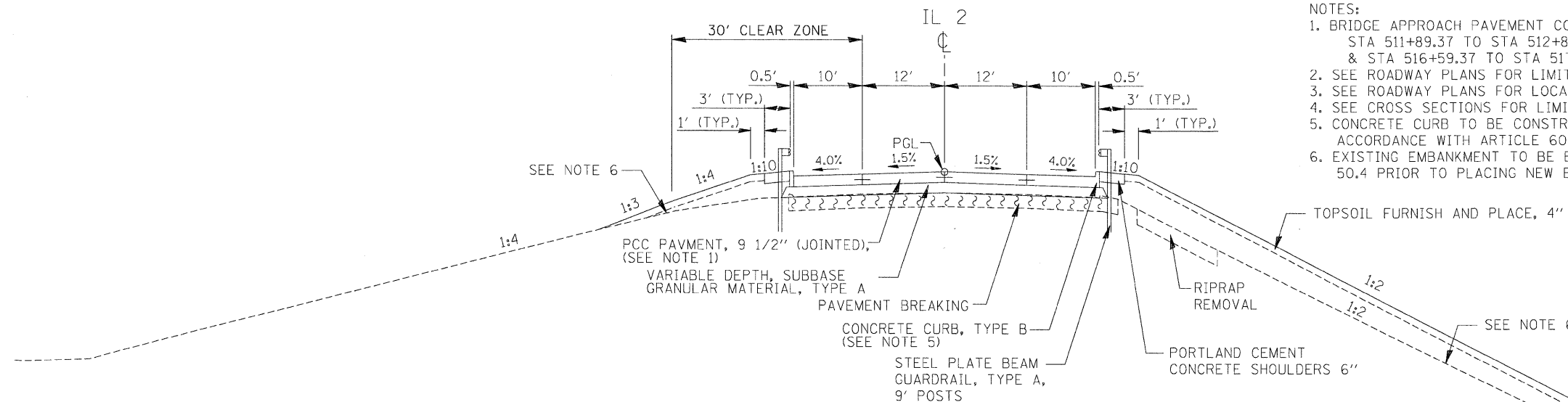


TYPICAL SECTION  
STA. 509+91.93 TO STA. 511+11.23

3

NOTES:

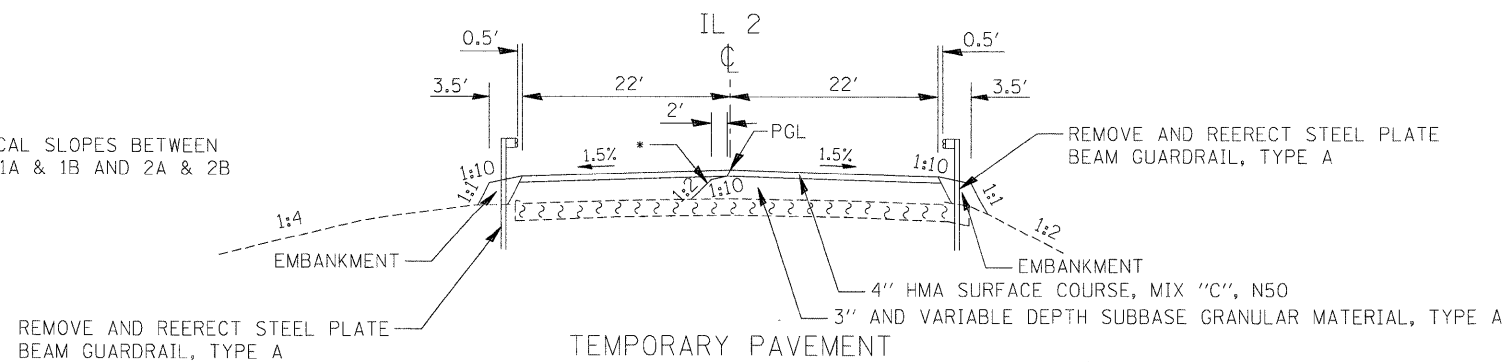
- BRIDGE APPROACH PAVEMENT CONECTOR (PCC)  
STA 511+89.37 TO STA 512+89.37  
& STA 516+59.37 TO STA 517+59.37
- SEE ROADWAY PLANS FOR LIMITS OF GUARDRAIL REMOVAL
- SEE ROADWAY PLANS FOR LOCATIONS OF PROPOSED GUARDRAIL AND TERMINALS
- SEE CROSS SECTIONS FOR LIMITS OF TOPSOIL FURNISH AND PLACE, 4"
- CONCRETE CURB TO BE CONSTRUCTED MONOLITHICALLY WITH PCC SHOULDER IN ACCORDANCE WITH ARTICLE 606.07 OF THE STANDARD SPECIFICATIONS
- EXISTING EMBANKMENT TO BE BENCHED PER DISTRICT STANDARD 50.4 PRIOR TO PLACING NEW EMBANKMENT.



TYPICAL SECTION  
STA. 511+11.23 TO STA. 512+89.37

4

\* TYPICAL SLOPES BETWEEN STAGES 1A & 1B AND 2A & 2B



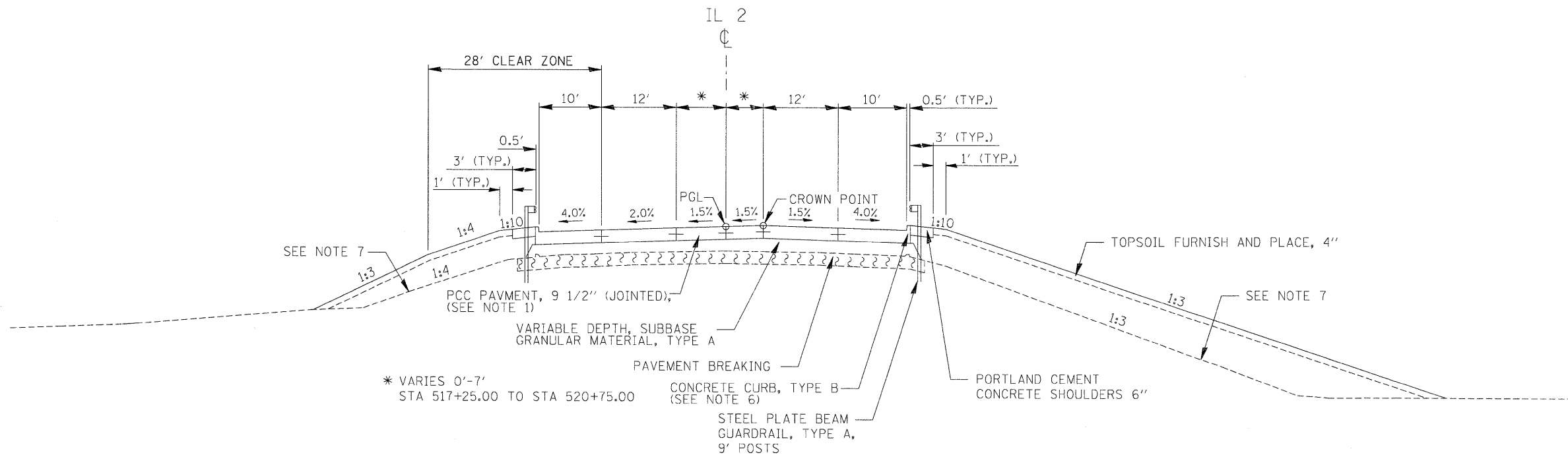
TEMPORARY PAVEMENT  
TYPICAL SECTION

5

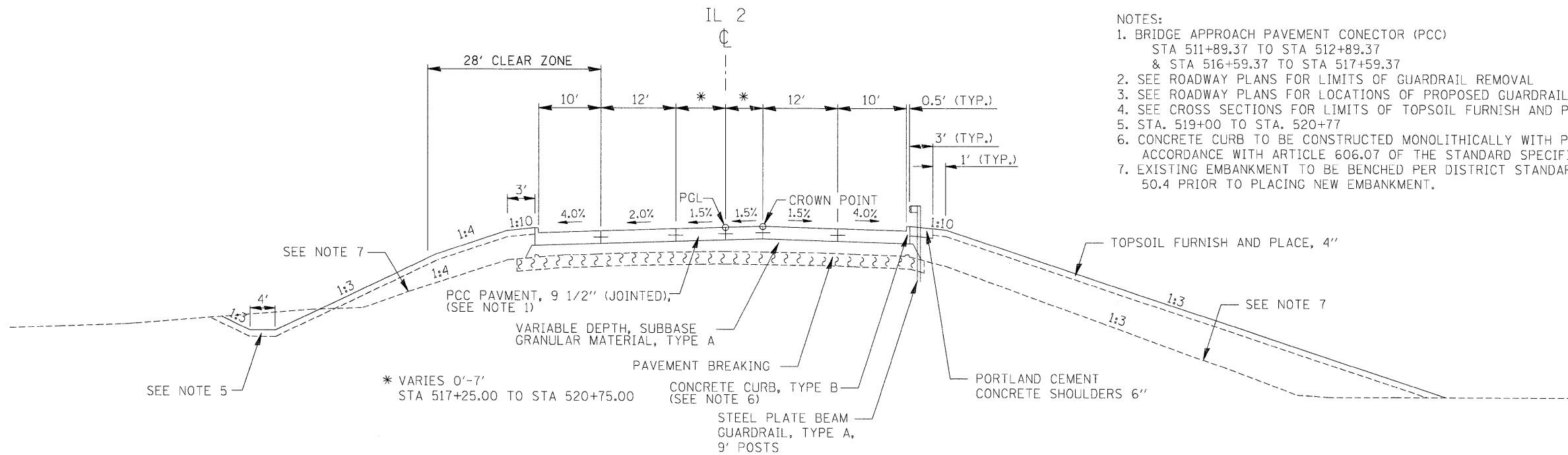
STAGE 1 STA. 515+77.06 TO STA. 517+86.43  
STAGE 2 STA. 510+52.01 TO STA. 513+46.58

FILE NAME =	USER NAME = _USER_	DESIGNED - CGC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 2 OVER THE BNSF RAILROAD TYPICAL SECTIONS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\5015-phase1-il-2&1-26\civil\1-2\CADD	Sheets\0264016-sh-typical.dgn	DRAWN - CGC	REVISED -			742	38VBR-1	OGLE	87	9
PLOT SCALE = #SCALE#	CHECKED - AKK	REVISED -	REVISED -			CONTRACT NO. 64D16				
PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -	REVISED -			SCALE: N.T.S.	SHEET NO. 9 OF 87 SHEETS	STA. 512+89.37 TO STA. 520+50	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

# TYPICAL SECTIONS



TYPICAL SECTION ⑥  
STA. 516+59.37 TO 519+25.02



TYPICAL SECTION ⑦  
STA. 519+25.02 TO 520+19.57

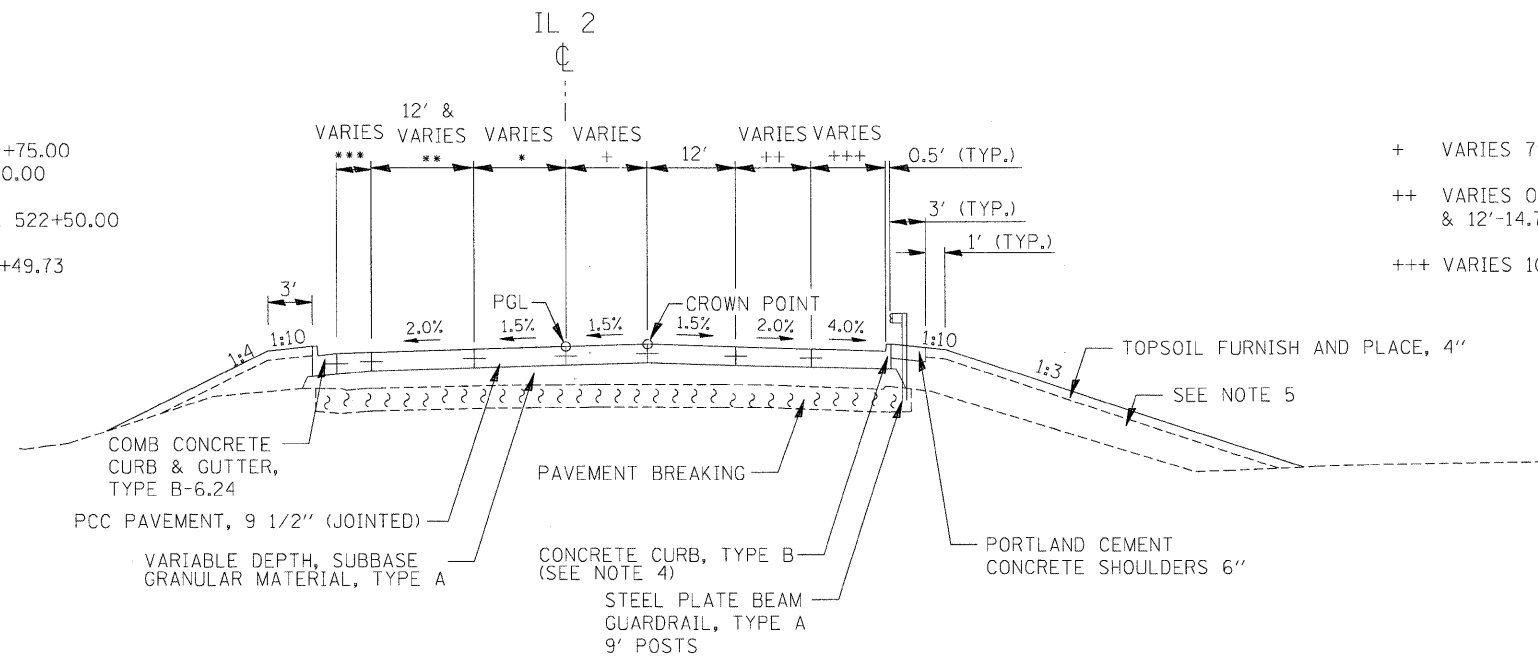
NOTES:

- BRIDGE APPROACH PAVEMENT CONECTOR (PCC)  
STA 511+89.37 TO STA 512+89.37  
& STA 516+59.37 TO STA 517+59.37
- SEE ROADWAY PLANS FOR LIMITS OF GUARDRAIL REMOVAL
- SEE ROADWAY PLANS FOR LOCATIONS OF PROPOSED GUARDRAIL AND TERMINALS
- SEE CROSS SECTIONS FOR LIMITS OF TOPSOIL FURNISH AND PLACE, 4"
- STA. 519+00 TO STA. 520+77
- CONCRETE CURB TO BE CONSTRUCTED MONOLITHICALLY WITH PCC SHOULDER IN ACCORDANCE WITH ARTICLE 606.07 OF THE STANDARD SPECIFICATIONS
- EXISTING EMBANKMENT TO BE BENCHED PER DISTRICT STANDARD 50.4 PRIOR TO PLACING NEW EMBANKMENT.

FILE NAME =	USER NAME = .USER.	DESIGNED - CGC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 2 OVER THE BNSF RAILROAD TYPICAL SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\5015-phases\il-2&il-26\civil\1 2\CADD	Sheets\0264D16-shr-typical.dgn	DRAWN - CGC	REVISED -		SCALE: N.T.S.	SHEET NO. 9 OF 87 SHEETS	STA. 512+89.37 TO STA. 520+50	742	38VBR-1	OGLE	87	10
	PLOT SCALE = #SCALE#	CHECKED - AKK	REVISED -		CONTRACT NO. 64D16							
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

# TYPICAL SECTIONS

- \* VARIES 0'-7' STA 517+25.00 TO STA 520+75.00  
& 7'-7.21' STA 520+75.00 TO STA 522+50.00
- \*\* VARIES 12'-13.85' STA 520+75.00 TO STA 522+50.00
- \*\*\* VARIES 8'-0' STA 520+19.57 TO STA 520+49.73

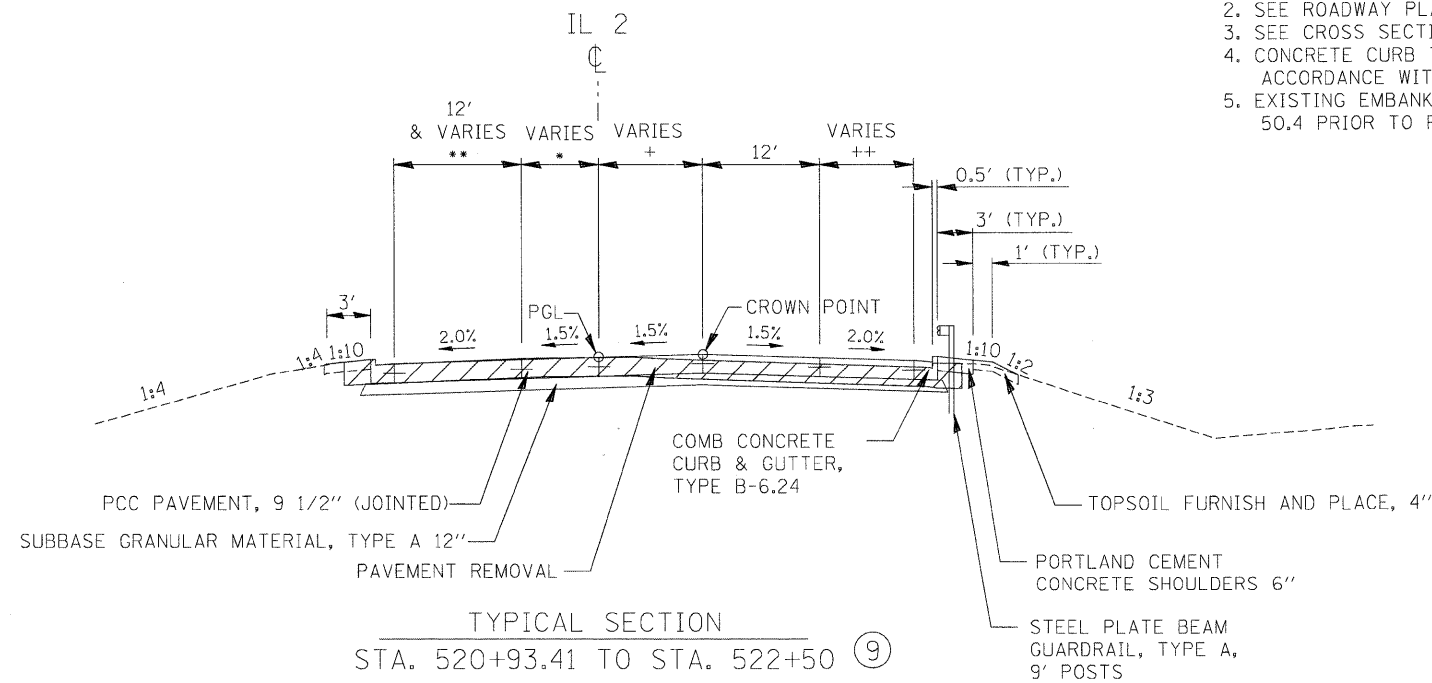


TYPICAL SECTION  
STA. 520+19.57 TO 520+93.41 (8)

- + VARIES 7'-8' STA 520+75.00 TO STA 522+50.00
- ++ VARIES 0'-12' STA 520+75.00 TO STA 521+95.00  
& 12'-14.75' STA 521+95.00 TO STA 522+50.00
- +++ VARIES 10'-2' STA 520+75.00 TO STA 521+95.00

NOTES:

1. SEE ROADWAY PLANS FOR LIMITS OF GUARDRAIL REMOVAL
2. SEE ROADWAY PLANS FOR LOCATIONS OF PROPOSED GUARDRAIL AND TERMINALS
3. SEE CROSS SECTIONS FOR LIMITS OF TOPSOIL FURNISH AND PLACE, 4"
4. CONCRETE CURB TO BE CONSTRUCTED MONOLITHICALLY WITH PCC SHOULDER IN ACCORDANCE WITH ARTICLE 606.07 OF THE STANDARD SPECIFICATIONS
5. EXISTING EMBANKMENT TO BE BENCHED PER DISTRICT STANDARD 50.4 PRIOR TO PLACING NEW EMBANKMENT.



TYPICAL SECTION  
STA. 520+93.41 TO STA. 522+50 (9)

FILE NAME =	USER NAME = .USER.	DESIGNED - CGC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 2 OVER THE BNSF RAILROAD TYPICAL SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
\\5015-phosen.11-2&1-26\civil\11-2\CADD	Sheets\0264016-shr-typical.dgn	DRAWN - CGC	REVISED -		SCALE: N.T.S.	SHEET NO. 10 OF 87 SHEETS	STA. 520+50 TO STA. 522+50	742	38VBR-1	OGLE	87	11
	PLOT SCALE = #SCALE#	CHECKED - AKK	REVISED -					CONTRACT NO. 64D16				
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



ITEM 20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)			
LOCATION	STATION	OFFSET	UNIT
IL 2	510+64.84	86.79 RT	10
IL 2	510+65.00	87.00 RT	12
IL 2	510+65.00	87.00 RT	10
IL 2	510+65.00	87.00 RT	6
IL 2	510+65.04	86.81 RT	6
IL 2	510+65.54	86.73 RT	12
IL 2	510+96.55	98.49 RT	10
IL 2	511+01.42	103.72 RT	8
IL 2	511+05.31	107.28 RT	6
IL 2	511+10.37	98.85 RT	6
IL 2	511+10.89	109.58 RT	8
IL 2	511+13.12	94.65 RT	8
IL 2	511+13.28	94.65 RT	8
IL 2	511+16.78	107.93 RT	8
IL 2	511+16.97	94.77 RT	6
IL 2	511+19.67	95.22 RT	8
IL 2	511+24.24	111.31 RT	10
IL 2	511+25.82	93.74 RT	12
IL 2	511+45.33	88.71 RT	8
IL 2	511+45.92	88.71 RT	8
IL 2	511+46.85	88.71 RT	8
IL 2	511+52.00	29.00 RT	8
IL 2	511+52.43	29.2 RT	8
IL 2	511+52.58	96.61 RT	6
IL 2	511+55.62	102.47 RT	10
IL 2	511+55.78	92.22 RT	8
IL 2	511+59.00	30.58 RT	12
IL 2	511+59.23	124.22 RT	8
IL 2	511+59.31	30.59 RT	12
IL 2	511+59.93	101.2 RT	10
IL 2	511+62.00	26.24 RT	12
IL 2	511+62.11	131.06 RT	10
IL 2	511+62.72	26.25 RT	12
IL 2	511+74.01	95.07 RT	10
IL 2	511+75.16	97.45 RT	10
IL 2	511+79.92	94.13 RT	10
IL 2	511+84.98	101.06 RT	12
IL 2	511+87.50	127.36 RT	12
IL 2	511+88.88	89.19 RT	8
IL 2	511+89.61	89.19 RT	8
IL 2	512+03.77	95.03 RT	6
IL 2	512+13.08	113.01 RT	8
IL 2	512+15.94	91.03 RT	6
IL 2	512+16.82	91.03 RT	6
IL 2	512+17.10	104.64 RT	8
IL 2	512+17.83	104.64 RT	8
IL 2	512+21.43	76.48 LT	9
IL 2	512+23.14	98.43 RT	8
IL 2	512+23.71	98.43 RT	8
IL 2	512+34.92	99.85 RT	6
IL 2	512+42.90	104.22 RT	6
IL 2	512+56.26	95.73 RT	8
IL 2	512+70.21	89.44 RT	10
IL 2	512+80.77	94.28 RT	10
IL 2	512+80.80	94.29 RT	10
IL 2	512+89.72	99.58 RT	12
IL 2	512+89.72	99.58 RT	6
IL 2	512+89.75	99.59 RT	12
IL 2	512+90.42	99.59 RT	6
IL 2	513+03.41	86.7 RT	12
IL 2	513+56.36	82.84 RT	6
IL 2	516+30.00	89.02 RT	7
IL 2	516+30.03	89.22 RT	7
IL 2	516+47.94	49.23 RT	12
IL 2	516+57.08	87.51 RT	5
IL 2	516+82.32	87.81 RT	5
IL 2	517+07.32	87.31 RT	6
IL 2	517+07.34	87.77 RT	6
IL 2	517+45.34	61.38 RT	14
IL 2	517+57.23	86.95 RT	10
IL 2	517+82.25	87.15 RT	10
IL 2	518+71.50	81.46 RT	12
TOTAL			629

ITEM 20100210 TREE REMOVAL (OVER 15 UNITS DIAMETER)			
LOCATION	STATION	OFFSET	UNIT
IL 2	510+66.38	60.86 RT	24
IL 2	516+16.93	74.64 RT	16
IL 2	517+45.16	53.66 RT	16
TOTAL			56

EARTHWORK SCHEDULE						
LOCATION STATION VOLUME (CU YD)	20200100 EARTH EXCAVATION (CU YD)	EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)		
IL 2						
STAGE 1A						
515+74.90 TO 522+50.00	91	68	1256	-1188		
STAGE 1B						
515+74.90 TO 522+50.00	209	157	650	-493		
STAGE 2A						
504+50.00 TO 513+00.00	252	189	407	-218		
STAGE 2B						
504+50.00 TO 513+00.00	132	99	97	2		
STAGE 3A						
511+25.00 TO 517+50.00	328	246	4721	-4475		
STAGE 3B						
511+25.00 TO 517+50.00	238	179	1684	-1505		
TOTAL			1250	938	8815	-7880

\* PAID FOR AS 20400800 FURNISHED EXCAVATION (CU YD)

ITEM 21101615 TOPSOIL FURNISH AND PLACE, 4"			
LOCATION STATION TO STATION	OFFSET	AREA (SQ YD)	
IL 2			
504+53.48 TO 507+50.00	RT	24	
507+50.00 TO 513+04.37	RT	201	
507+50.00 TO 514+12.39	LT	2553	
508+50.00 TO 514+11.58	RT	3803	
515+13.32 TO 522+89.66	RT	4301	
515+13.94 TO 516+64.37	LT	800	
515+39.47 TO 522+50.00	LT	2031	
TOTAL		13713	

ITEM 28000305 TEMPORARY DITCH CHECKS			
LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)	
IL 2			
519+06.00	LT	14	
519+24.00	LT	14	
519+42.00	LT	14	
519+59.00	LT	14	
519+76.00	LT	14	
519+93.00	LT	14	
520+19.00	LT	14	
TOTAL		98	

LANDSCAPING												
LOCATION STATION TO STATION	OFFSET	25000210 SEEDING, CLASS 2A (ACRE)	25000310 SEEDING, CLASS 4 (ACRE)	25000400 NITROGEN FERTILIZER (POUND)	25000500 PHOSPHORUS FERTILIZER (POUND)	25000600 POTASSIUM FERTILIZER (POUND)	25000750 MOWING (ACRE)	25100115 MULCH, METHOD 2 (ACRE)	25100630 EROSION CONTROL BLANKET (SQ YD)	25100635 HEAVY DUTY EROSION CONTROL BLANKET (SQ YD)	28000250 TEMPORARY EROSION CONTROL SEEDING (POUND)	
IL 2												
507+50.00 TO 513+04.37	RT	0.10		3.57	3.57	3.57	0.10	0.10	192		16	
507+50.00 TO 514+12.39	LT	0.55		45.22	45.22	45.22	0.55	0.55	2432		201	
515+13.32 TO 522+89.66	RT	0.90		76.16	76.16	76.16	0.90	0.90	4096		339	
515+39.47 TO 522+50.00	LT	0.45		35.96	35.96	35.96	0.45	0.45	1934		160	
504+53.48 TO 507+50.00	RT		0.05	.43	.43	.43		0.05		23	2	
508+50.00 TO 514+11.58	RT		0.75	67.35	67.35	67.35		0.75		3622	299	
515+13.94 TO 516+64.37	LT		0.20	14.47	14.47	14.47		0.20		762	63	
TOTAL			2.00	1.00	270	270	270	2.00	3.00	8654	4407	1079

\* QUANTITY OF MULCH METHOD 2 PROVIDED FOR TEMPORARY USE AS DIRECTED BY THE ENGINEER

ITEM 28000400 PERIMETER EROSION BARRIER			
LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)	
IL 2			
504+51.23 TO 507+50.00	RT	299	
507+50.00 TO 514+16.99	RT	754	
507+50.00 TO 514+16.99	LT	761	
515+08.63 TO 522+89.73	RT	870	
515+08.63 TO 522+71.28	LT	835	
TOTAL		3519	

ITEM 28000500 INLET AND PIPE PROTECTION		
LOCATION STATION TO STATION	OFFSET	EACH
IL 2		
520+78.33	47.56 LT	1
522+43.57	48.38 LT	1
TOTAL		2

ITEM 28100107 STONE RIPRAP, CLASS A4			
LOCATION STATION TO STATION	OFFSET	AREA (SQ YD)	
IL 2			
512+84.37	LT	10	
512+84.37	RT	10	
516+64.37	LT	12	
516+64.37	RT	10	
519+79.70	RT	12	
520+16.00	LT	12	
521+22.00	RT	12	
TOTAL		78	

ITEM 44000100 PAVEMENT REMOVAL		
LOCATION STATION TO STATION	AREA (SQ YD)	
IL 2		
507+50.00 TO 509+91.93	645	
520+93.41 TO 522+50.00	869	
TOTAL		1514

ITEM 31100200 SUBBASE GRANULAR MATERIAL, TYPE A		
LOCATION STATION TO STATION	VOLUME (CU YD)	
IL 2		
509+91.93 TO 520+93.41	3284	
TOTAL		3284

ITEM 31100910 SUBBASE GRANULAR MATERIAL, TYPE A 12"		
LOCATION STATION TO STATION	AREA (SQ YD)	
IL 2		
507+50.00 TO 509+91.93	1223	
520+93.41 TO 522+50.00	1014	
TOTAL		2237

ITEM 42000411 PORTLAND CEMENT CONCRETE PAVEMENT 9 1/2" (JOINTED)		
LOCATION STATION TO STATION	AREA (SQ YD)	
IL 2		
507+50.00 TO 511+89.37	2148	
517+59.37 TO 522+50.00	2815	
TOTAL		4963

ITEM 42001200 PAVEMENT FABRIC		
LOCATION STATION TO STATION	AREA (SQ YD)	
IL 2		
507+50.00 TO 511+89.37	2148	
517+59.37 TO 522+50.00	2815	
TOTAL		4963

ITEM 42001300 PROTECTIVE COAT		
LOCATION STATION TO STATION	AREA (SQ YD)	
IL 2		
507+50.00 TO 511+89.37	4296	
517+59.37 TO 522+50.00	5630	
CC&G, TYPE B-6.24		
520+19.50 TO 520+82.00	18	
521+82.00 TO 522+50.00	20	
520+75.00 TO 522+50.00	51	
CONCRETE CURB, TYPE B		
507+50.00 TO 513+04.37	36	
516+44.37 TO 520+19.50	24	
516+44.37 TO 520+75.00	28	
PCC SHOULDERS 6"		
507+50.00 TO 513+04.37	185	
510+78.47 TO 513+04.37	106	
516+44.37 TO 522+89.66	221	
516+44.37 TO 519+57.79	141	
TOTAL		10756

ITEM 42001420 BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)		
LOCATION STATION TO STATION	AREA (SQ YD)	
IL 2		
511+89.37 TO 512+89.37	489	
516+59.37 TO 517+59.37	491	
TOTAL		980

ITEM 44004250 PAVED SHOULDER REMOVAL			
LOCATION STATION TO STATION	OFFSET	AREA (SQ YD)	
IL 2			
507+50.00 TO 509+91.93	LT	220	
507+50.00 TO 509+91.93	RT	266	
520+93.41 TO 522+50.00	RT	91	
TOTAL		577	

ITEM 48203029 HOT-MIX ASPHALT SHOULDERS, 8"			
LOCATION STATION TO STATION	OFFSET	AREA (SQ YD)	
IL 2			
504+51.23 TO 507+50.00	RT	156	
TOTAL		156	

ITEM 48300100 PORTLAND CEMENT CONCRETE SHOULDERS 6"			
LOCATION STATION TO STATION	OFFSET	AREA (SQ YD)	
IL 2			
507+50.00 TO 513+04.37	RT	185	
510+78.47 TO 513+04.37	LT	106	
516+44.37 TO 522+89.66	RT	221	
516+44.37 TO 519+57.79	LT	141	
TOTAL		653	

ITEM 60600605 CONCRETE CURB, TYPE B			
LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)	
IL 2			
507+50.00 TO 513+04.37	RT	555	
516+44.37 TO 520+19.50	LT	376	
516+44.37 TO 520+75.00	RT	432	
TOTAL		1363	

ITEM 60605000 COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24			
LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)	
IL 2			
520+19.50 TO 520+82.00	LT	64	
521+82.00 TO 522+50.00	LT	69	
520+75.00 TO 522+50.00	RT	175	
TOTAL		308	

ITEM 63000003 STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS			
LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)	
IL 2			
505+36.23 TO 512+61.23	RT	725.0	
511+61.23 TO 512+61.23	LT	100.0	
516+87.52 TO 518+75.02	LT	187.5	
516+87.52 TO 522+12.30	RT	525.0	
TOTAL		1537.5	

ITEM 63100085 TRAFFIC BARRIER TERMINAL, TYPE 6			
LOCATION STATION TO STATION	OFFSET	(EACH)	
IL 2			
513+04.98	LT	1	
513+04.98	RT	1	
516+43.77	LT	1	
516+43.77	RT	1	
TOTAL		4	

ITEM 63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT				
LOCATION STATION TO STATION	OFFSET	(EACH)		
IL 2				
522+62.24	RT	1		
TOTAL		1		

ITEM 63100169 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED				
LOCATION STATION TO STATION	OFFSET	(EACH)		
IL 2				
504+86.23	RT	1		
511+11.23	LT	1		
519+25.02	LT	1		
TOTAL		3		

ITEM 63200310 GUARDRAIL REMOVAL				
LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)		
IL 2				
506+81.45 TO 513+45.72	RT	665		
511+07.10 TO 513+45.86	LT	239		
515+78.79 TO 520+41.56	RT	463		
515+78.32 TO 518+67.27	LT	289		
TOTAL		1656		

ITEM 63301210 REMOVE AND REERECT STEEL PLATE BEAM GUARDRAIL, TYPE A					
LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)	COMMENT		
IL 2					
515+78.79 TO 519+91.56	RT	412.5	STAGE 1A		
515+78.32 TO 518+17.27	LT	237.5	STAGE 1B		
507+31.45 TO 513+45.72	RT	612.5	STAGE 2A		
511+57.10 TO 513+45.86	LT	187.5	STAGE 2B		
TOTAL		1450			

ITEM 63301995 REMOVE AND REERECT TRAFFIC BARRIER TERMINALS, TYPE 1A					
LOCATION STATION TO STATION	OFFSET	(EACH)	COMMENT		
IL 2					
520+41.56	RT	1	STAGE 1A		
518+67.27	LT	1	STAGE 1B		
506+81.45	RT	1	STAGE 2A		
511+07.10	LT	1	STAGE 2B		
TOTAL		4			

ITEM 63500105 DELINEATORS				
LOCATION STATION TO STATION	OFFSET	(EACH)		
IL 2				
504+86.23	LT&RT	2		
519+25.02	LT&RT	2		
TOTAL		4		

ITEM 66600105 FURNISHING AND ERECTING RIGHT OF WAY MARKERS				
LOCATION STATION TO STATION	OFFSET	(EACH)		
IL 2				
510+00.00	RT	1		
511+00.00	RT	1		
512+00.00	RT	1		
513+00.00	RT	1		
515+39.42	LT	1		
516+50.00	LT	1		
518+00.00	LT	1		
TOTAL		7		

ITEM 66700305 PERMANENT SURVEY MARKERS, TYPE II		
LOCATION STATION	(EACH)	
IL 2		
NEAR STRUCTURE	1	
TOTAL	1	

ITEM 70300220 TEMPORARY PAVEMENT MARKING - LINE 4"				
LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)	COMMENT	
IL 2				
512+35.11 TO 524+88.75	RT/LT	1267	STAGE 1A	
513+93.19 TO 523+23.00	LT	930	STAGE 1A	
523+10.57 TO 524+39.31	LT	477	STAGE 1A	
513+09.86 TO 526+48.53	LT/RT	1495	STAGE 1B	
514+24.11 TO 524+20.23	RT	997	STAGE 1B	
523+10.57 TO 524+94.26	RT	588	STAGE 1B	
525+82.72 TO 527+67.41	LT	188	STAGE 1B	
504+12.87 TO 524+59.70	RT/LT	2050	STAGE 2A	
505+67.61 TO 523+78.33	LT	1812	STAGE 2A	
516+72.36 TO 524+75.50	RT/LT	2658	STAGE 2A	
504+85.00 TO 516+58.88	LT/RT	1176	STAGE 2B	
505+95.72 TO 514+97.47	RT	903	STAGE 2B	
507+14.15 TO 522+30.00	RT/LT	1519	STAGE 3A	
508+68.60 TO 518+67.37	LT	1033	STAGE 3A	
507+87.01 TO 512+55.66	LT/RT	1406	STAGE 3B	
509+00.00 TO 518+43.05	RT	1000	STAGE 3B	
TOTAL		19499		

ITEM 70300250 TEMPORARY PAVEMENT MARKING - LINE 8"				
LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)	COMMENT	
IL 2				
521+95.00 TO 524+89.50	RT/LT	295	STAGE 2A	
522+75.00 TO 524+89.50	RT/LT	215	STAGE 2A	
520+75.00 TO 522+75.00	RT	50	STAGE 2A	
520+75.00 TO 521+95.00	RT	30	STAGE 2A	
TOTAL		590		

ITEM 70300260 TEMPORARY PAVEMENT MARKING - LINE 12"				
LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)	COMMENT	
IL 2				
517+47.92 TO 522+73.38	RT/LT	114	STAGE 2A	
TOTAL		114		

ITEM 70300280 TEMPORARY PAVEMENT MARKING - LINE 24"				
LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)	COMMENT	
IL 2				
512+25.11	RT	12	STAGE 1A	
523+10.57	LT	12	STAGE 1A	
524+89.00	RT	42	STAGE 1A	
525+83.00	RT	12	STAGE 1B	
504+02.87	RT	12	STAGE 2A	
516+72.13	LT	12	STAGE 2A	
524+89.00	RT	40	STAGE 2A	
524+75.00	RT/LT	13	STAGE 2A	
507+04.15	RT	12	STAGE 3A	
522+30.00	LT	12	STAGE 3A	
TOTAL		179		

ITEM 70301000 WORK ZONE PAVEMENT MARKING REMOVAL				
LOCATION STATION TO STATION	OFFSET	AREA (SQ FT)	COMMENT	
IL 2				
512+35.11 TO 524+88.75	RT/LT	422	STAGE 1A	
513+93.19 TO 523+23.00	LT	310	STAGE 1A	
523+10.57 TO 524+39.31	LT	159	STAGE 1A	
513+09.86 TO 526+48.53	LT/RT	498	STAGE 1B	
514+24.11 TO 524+20.23	RT	332	STAGE 1B	
523+10.57 TO 524+94.26	RT	196	STAGE 1B	
525+82.72 TO 527+67.41	LT	63	STAGE 1B	
504+12.87 TO 516+12.13	RT/LT	401	STAGE 2A	
505+67.61 TO 516+58.88	LT	364	STAGE 2A	
504+85.00 TO 516+58.88	LT/RT	392	STAGE 2B	
505+95.72 TO 514+97.47	RT	301	STAGE 2B	
516+72.13 TO 522+30.00	LT/RT	749	STAGE 2B	
507+14.15 TO 522+30.00	RT/LT	506	STAGE 3A	
508+68.60 TO 518+67.37	LT	344	STAGE 3A	
507+87.01 TO 512+55.66	LT/RT	469	STAGE 3B	
509+00.00 TO 518+43.05	RT	333	STAGE 3B	
522+30.00 TO 524+75.50	LT	164	STAGE 3B	
521+95.00 TO 524+89.50	RT/LT	197	STAGE 3B	
522+75.00 TO 524+89.50	RT/LT	143	STAGE 3B	
520+75.00 TO 522+75.00	RT	33	STAGE 3B	
520+75.00 TO 521+95.00	RT	20	STAGE 3B	
517+47.92 TO 522+73.38	RT/LT	114	STAGE 2B	
512+25.11	RT	24	STAGE 1B	
523+10.57	LT	24	STAGE 1B	
524+89.00	RT	84	STAGE 1B	
525+83.00	RT	24	STAGE 1B	
504+02.87	RT	24	STAGE 2B	
516+72.13	LT	24	STAGE 2B	
524+89.00	RT	80	STAGE 3B	
524+75.00	RT/LT	26	STAGE 3B	
507+04.15	RT	24	STAGE 3B	
522+30.00	LT	24	STAGE 3B	
TOTAL		6870		

METAL END SECTIONS, STORM SEWER REMOVAL, PIPE DRAINS, REMOVING INLETS, CONCRETE THRUST BLOCKS, AND INLET BOX								
LOCATION STATION	OFFSET	54215547 METAL END SECTIONS 12" (EACH)	55100500 STORM SEWER REMOVAL 12" (FOOT)	60100945 PIPE DRAINS 12" (FOOT)	60500060 REMOVING INLETS (EACH)	609000515 CONCRETE THRUST BLOCKS (EACH)	61000115 TYPE E INLET BOX, STANDARD 610001 (EACH)	61000225 TYPE F INLET BOX, STANDARD 610001 (EACH)
IL 2								
511+62.16	LT				1			
512+84.37	LT	1		104		1		1
512+84.37	RT	1		80		1		1
513+41.00	LT		106		1			
513+41.24	RT		75		1			
515+83.17	LT		59		1			
515+82.72	RT		66		1			
516+64.37	LT	1		56		1		1
516+64.37	RT	1		91		1		1
519+79.70	RT	1	47	40	1	1		1
519+99.95	LT		25		1			
520+16.00	LT	1		23		1		1
521+22.00	RT	1	40	35	1	1	1	
TOTAL		7	418	429	8	7	1	6

ITEM 70400100 TEMPORARY CONCRETE BARRIER		
LOCATION STATION TO STATION	LENGTH (FOOT)	COMMENT
IL 2		
514+36.24 TO 523+62.20	937.5	STAGE 1A
TOTAL	937.5	

ITEM 70400200 RELOCATE TEMPORARY CONCRETE BARRIER		
LOCATION STATION TO STATION	LENGTH (FOOT)	COMMENT
IL 2		
514+36.26 TO 520+64.00	637.5	STAGE 1B
521+54.94 TO 523+76.33	225.0	STAGE 1B
506+11.00 TO 514+86.13	912.5	STAGE 2A
506+11.00 TO 514+86.13	912.5	STAGE 2B
509+13.39 TO 518+73.93	962.5	STAGE 3A
509+13.41 TO 519+12.50	1000.0	STAGE 3B
TOTAL	4650.0	

ITEM X7800610 URETHANE PAVEMENT MARKING - LINE 4"			
LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)	COMMENT
IL 2			
504+53.48 TO 520+80.00	LT	1626	SOLID WHITE
504+53.48 TO 524+90.00	RT	2037	SOLID WHITE
504+53.48 TO 524+75.00	RT	2022	SOLID YELLOW MEDIAN
517+47.92 TO 522+75.97	RT	529	SOLID YELLOW MEDIAN
517+47.92 TO 522+75.97	LT	529	SOLID YELLOW MEDIAN
512+35.58 TO 524+75.00	LT	1239	SOLID YELLOW MEDIAN
504+53.48 TO 512+35.58	LT	195	YELLOW SKIP DASH 30'-10'
TOTAL		8177	

ITEM X7800640 URETHANE PAVEMENT MARKING - LINE 8"			
LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)	COMMENT
IL 2			
520+75.00 521+95.00	RT	30	WHITE SKIP DASH 6'-2'
520+75.00 522+75.00	RT	50	WHITE SKIP DASH 6'-2'
521+95.00 524+89.50	RT	295	SOLID WHITE
522+75.00 524+89.50	RT	215	SOLID WHITE
525+78.00 526+73.00	LT	98	SOLID WHITE
TOTAL		688	

ITEM X7800650 URETHANE PAVEMENT MARKING - LINE 12"		
LOCATION STATION TO STATION	LENGTH (FOOT)	COMMENT
IL 2		
517+47.92 TO 524+75.50	129	SOLID YELLOW MEDIAN
TOTAL	129	

ITEM X7800680 URETHANE PAVEMENT MARKING - LINE 24"			
LOCATION STATION TO STATION	OFFSET	LENGTH (FOOT)	COMMENT
IL 2			
524+75.00	RT/LT	12	SOLID WHITE
524+89.50	RT	40	SOLID WHITE
525+78.00	LT	14	SOLID WHITE
525+85.00	LT/RT	14	SOLID WHITE
TOTAL		80	

ITEM 78100100 RAISED REFLECTIVE PAVEMENT MARKER		
LOCATION STATION TO STATION	(EACH)	COMMENT
IL 2		
504+00.00 511+89.37	10	TWO WAY AMBER
517+59.37 522+89.66	26	ONE WAY AMBER
521+95.00 524+89.50	8	ONE WAY CRYSTAL
522+75.00 524+75.50	6	ONE WAY CRYSTAL
525+78.00 526+73.00	3	ONE WAY CRYSTAL
TOTAL	53	

ITEM 78200410 GUARDRAIL MARKERS, TYPE A		
LOCATION STATION TO STATION	OFFSET	(EACH)
IL 2		
504+86.23 TO 513+04.37	RT	6
516+44.37 TO 522+62.24	RT	8
511+11.23 TO 513+04.37	LT	4
516+44.37 TO 519+25.02	LT	4
TOTAL		22

ITEM 78200520 BARRIER WALL MARKERS, TYPE B		
LOCATION STATION TO STATION	OFFSET	(EACH)
IL 2		
513+04.37 TO 516+44.37	RT	5
513+04.37 TO 516+44.37	LT	5
TOTAL		10

ITEM 78201000 TERMINAL MARKER - DIRECT APPLIED		
LOCATION STATION TO STATION	OFFSET	(EACH)
IL 2		
504+86.23	RT	1
511+11.23	LT	1
519+25.02	LT	1
522+62.24	RT	1
TOTAL		4

ITEM 78300100 PAVEMENT MARKING REMOVAL			
LOCATION STATION TO STATION	OFFSET	AREA (SQ FT)	COMMENT
IL 2			
504+53.48 520+80.00	LT	542.00	SOLID WHITE
504+53.48 524+90.00	RT	678.84	SOLID WHITE
504+53.48 524+75.00	RT	673.84	SOLID YELLOW MEDIAN
517+47.92 522+75.97	RT	176.33	SOLID YELLOW MEDIAN
517+47.92 522+75.97	LT	176.33	SOLID YELLOW MEDIAN
512+35.58 524+75.00	LT	413.00	SOLID YELLOW MEDIAN
504+53.48 512+35.58	LT	65.17	YELLOW SKIP DASH 30'-10'
522+69.00 524+88.00	RT	146.00	SOLID WHITE
522+69.00 524+88.00	RT	146.00	SOLID WHITE
525+78.00 526+73.00	LT	65.33	SOLID WHITE
520+80.00 522+69.00	RT	31.50	WHITE SKIP DASH 6'-2'
520+80.00 522+69.00	RT	31.50	WHITE SKIP DASH 6'-2'
517+47.92 522+75.97		114.00	SOLID YELLOW MEDIAN
524+75.00	LT/RT	24.00	SOLID WHITE
524+90.00	RT	80.00	SOLID WHITE
525+78.00	LT	28.00	SOLID WHITE
525+85.00	LT/RT	28.00	SOLID WHITE
TOTAL		3420	

ITEM Z0004638 PAVEMENT BREAKING	
LOCATION STATION TO STATION	AREA (SQ YD)
IL 2	
509+91.93 TO 512+89.37	1481
516+07.00 TO 520+93.41	2684
TEMPORARY PAVEMENT	
511+13.74 TO 513+46.58	1139
515+77.06 TO 517+19.72	698
TOTAL	6002

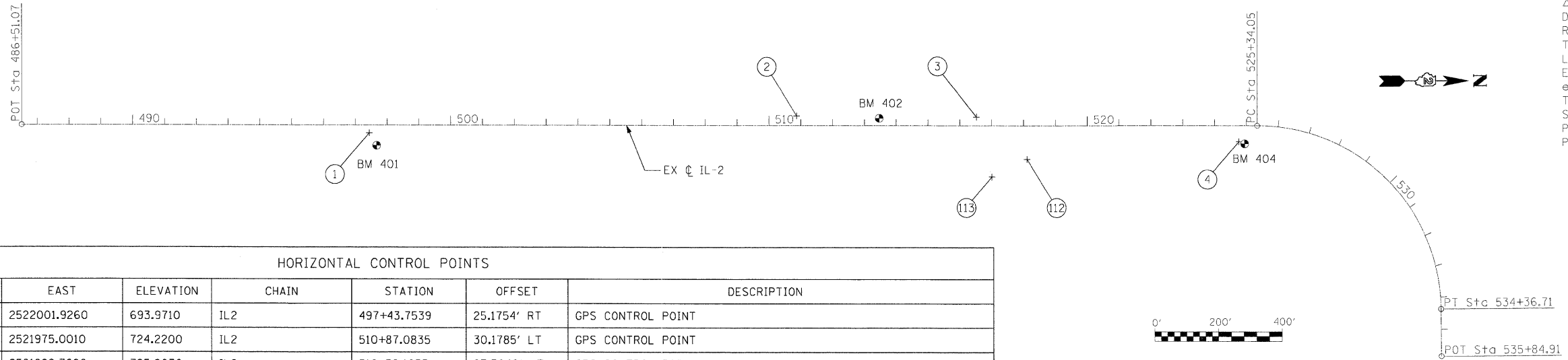
ITEM Z0062456 TEMPORARY PAVEMENT			
LOCATION STATION TO STATION	OFFSET	AREA (SQ YD)	COMMENT
IL 2			
510+52.01 TO 513+45.68	RT	720	STAGE 2A
510+52.01 TO 513+45.68	LT	720	STAGE 2B
515+77.06 TO 517+86.43	RT	512	STAGE 1A
515+77.06 TO 517+86.43	LT	512	STAGE 1B
LOCATION AS DIRECTED BY ENGINEER		111	
TOTAL		2575	

ITEM X4400110 TEMPORARY PAVEMENT REMOVAL			
LOCATION STATION TO STATION	OFFSET	AREA (SQ YD)	COMMENT
IL 2			
510+52.01 TO 511+13.74	RT	151	STAGE 2A
510+52.01 TO 511+13.74	LT	151	STAGE 2B
517+19.72 TO 517+86.43	RT	163	STAGE 1A
517+19.72 TO 517+86.43	LT	163	STAGE 1B
LOCATION AS DIRECTED BY ENGINEER		111	
TOTAL		739	

ITEM Z0025500 FURNISHING AND INSTALLING PROPERTY MARKERS		
LOCATION STATION TO STATION	OFFSET	(EACH)
IL 2		
512+81.60	125.52 RT	1
TOTAL		1



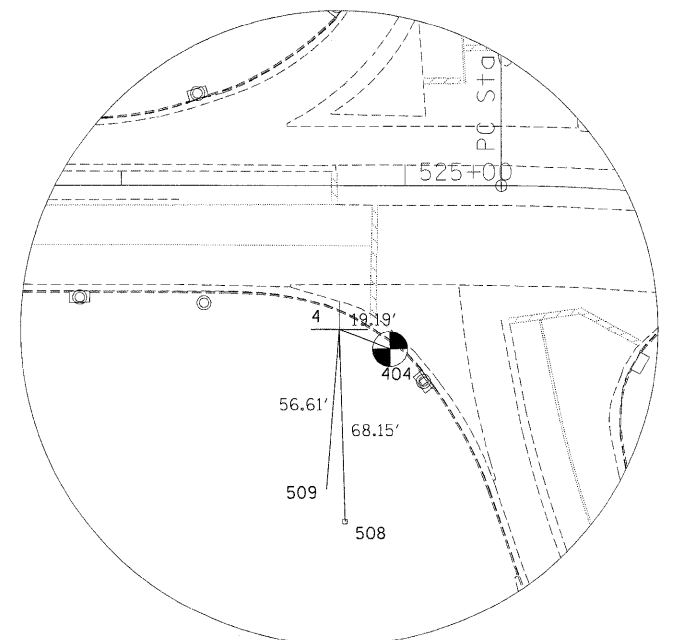
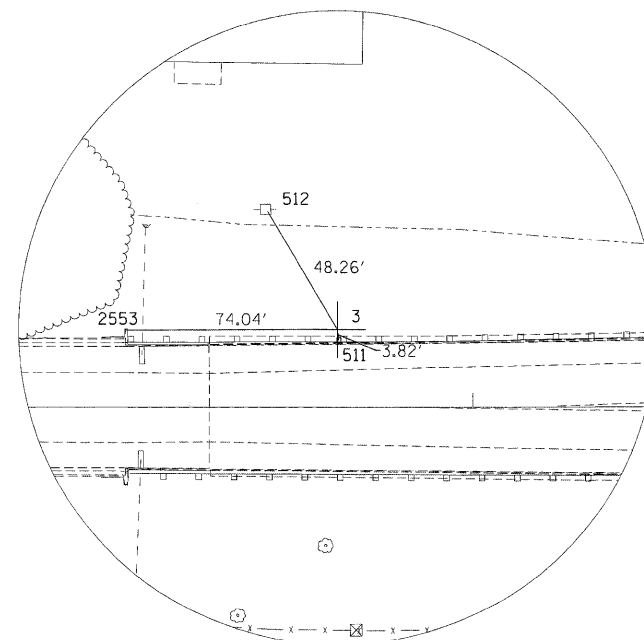
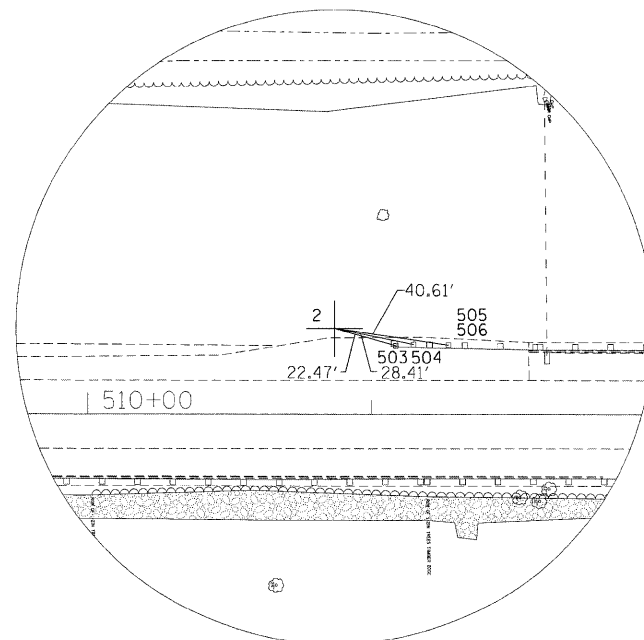
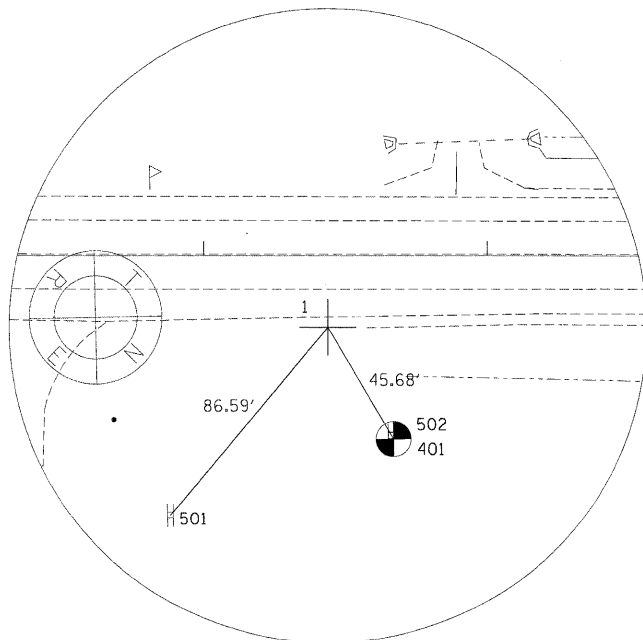
# HORIZONTAL & VERTICAL CONTROL



EXIST. CURVE 67  
 PI STA. = 531+06.75  
 $\Delta = 89^\circ 27' 47''$  (RT)  
 $D = 9^\circ 54' 40''$   
 $R = 578.10'$   
 $T = 572.71'$   
 $L = 902.66'$   
 $E = 235.65'$   
 $e =$   
 $T.R. =$   
 $S.E. RUN =$   
 $P.C. STA. = 525+34.05$   
 $P.T. STA. = 534+36.71$

HORIZONTAL CONTROL POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1	1942417.9610	2522001.9260	693.9710	IL2	497+43.7539	25.1754' RT	GPS CONTROL POINT
2	1943762.1610	2521975.0010	724.2200	IL2	510+87.0835	30.1785' LT	GPS CONTROL POINT
3	1944327.0570	2521989.7680	725.8030	IL2	516+52.1655	27.3646' LT	GPS CONTROL POINT
4	1945149.9190	2522085.2450	700.9540	IL2	524+76.8631	50.6844' RT	GPS CONTROL POINT

APPARENT PROPERTY CORNERS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
700	1942281.3780	2522031.8340	694.5590	IL2	496+07.8341	57.9660' RT	CONCRETE TIE WITNESS CORNER
701	1942341.7810	2522032.8290	693.7360	IL2	496+68.2446	57.6830' RT	CONCRETE TIE WITNESS CORNER
702	1942336.0530	2521996.7260	694.9230	IL2	496+61.7542	21.7093' RT	SECTION CORNER
703	1942283.6090	2521908.8690	694.8200	IL2	496+07.4634	65.0187' LT	CONCRETE TIE WITNESS CORNER
704	1944560.1780	2521952.3110	712.7560	IL2	518+84.4420	69.7446' LT	RIGHT OF WAY MARKER
705	1944331.3350	2522097.1110	706.5960	IL2	516+58.7132	79.8639' RT	RIGHT OF WAY MARKER



# HORIZONTAL & VERTICAL CONTROL

Chain IL2 contains:  
68 CUR 67 69

Beginning chain IL2 description  
=====

Point 68 N 1,941,326.0525 E 2,521,953.6417 Sta 486+51.0683  
Course from 68 to PC 67 N 1° 12' 43.6197" E Dist 3,882.9796

Curve Data  
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Curve 67  
P.I. Station 531+06.7544 N 1,945,780.7416 E 2,522,047.8966  
Delta = 89° 27' 47.0297" (RT)  
Degree = 9° 54' 39.8550"  
Tangent = 572.7065  
Length = 902.6579  
Radius = 578.0988  
External = 235.6523  
Long Chord = 813.7154  
Mid. Ord. = 167.4103  
P.C. Station 525+34.0479 N 1,945,208.1632 E 2,522,035.7817  
P.T. Station 534+36.7058 N 1,945,773.9929 E 2,522,620.5633  
C.C. N 1,945,195.9342 E 2,522,613.7511  
Back = N 1° 12' 43.6197" E  
Ahead = S 89° 19' 29.3506" E  
Chord Bear = N 45° 56' 37.1346" E

Course from PT 67 to 69 S 89° 19' 29.3506" E Dist 148.2005  
Point 69 N 1,945,772.2465 E 2,522,768.7535 Sta 535+84.9063

Ending chain IL2 description  
=====

Beginning profile IL2-PR description:  
=====

	STATION	ELEV	GRADE	TOTAL L	BACK L	AHEAD L
VPI	1 507+50.0000	717.6700				
VPC	512+00.0013	730.4950	2.8500	K = 75.2	SSD = 402.7	
High Point	514+14.2043	733.5474				
VPI	2 514+95.0000	738.9025		589.9975	294.9987	294.9987
VPT	517+89.9987	724.1526	-5.0000			
VPC	520+88.6544	709.2198	-5.0000	K = 41.4		
VPI	3 521+58.6544	705.7198		140.0000	70.0000	70.0000
VPT	522+28.6544	704.5858	-1.6200			
VPI	4 522+50.0000	704.2400	-1.6200			

Ending profile IL2-PR description  
=====

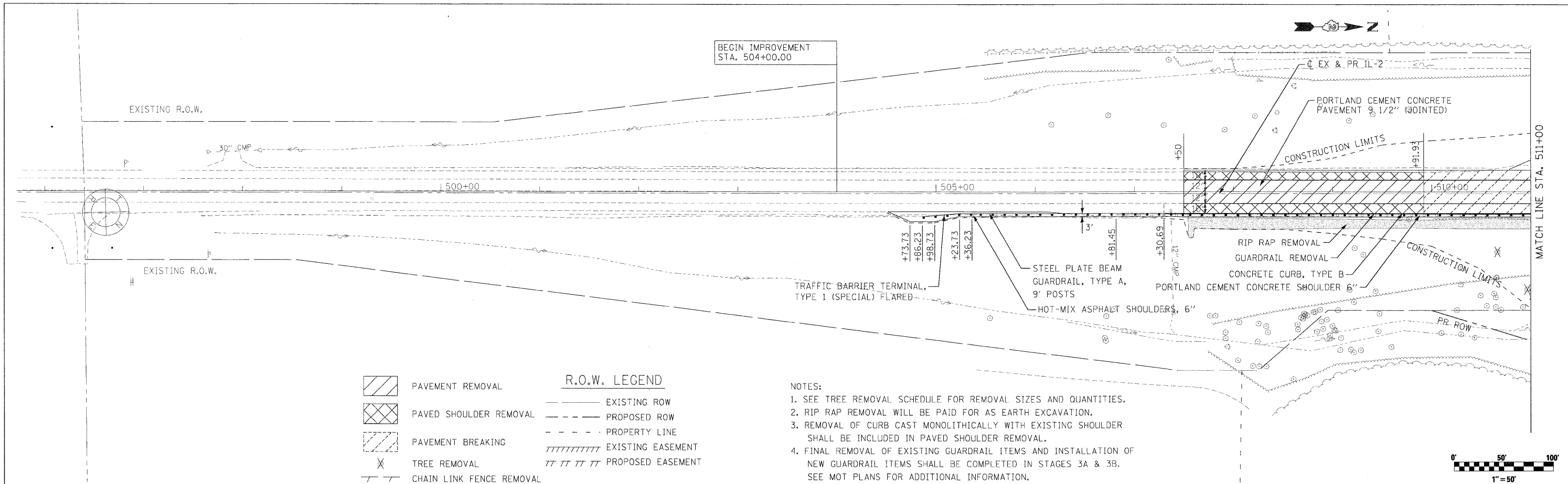
SURVEY WORK POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
100	1943471.2410	2522589.1770	699.4090	IL2	508+09.2208	590.0141' RT	TOPO SURVEY POINT
101	1943578.6670	2522025.2850	720.8950	IL2	509+04.6943	23.9758' RT	TOPO SURVEY POINT
102	1944415.6250	2522046.6600	721.8390	IL2	517+41.9171	27.6411' RT	TOPO SURVEY POINT
103	1944218.7070	2521887.8150	708.3340	IL2	515+41.6830	127.0027' LT	TOPO SURVEY POINT
104	1944212.9720	2522111.3440	700.9940	IL2	515+40.6778	96.5976' RT	TOPO SURVEY POINT
105	1943469.1330	2521905.6430	702.4220	IL2	507+92.6539	93.3224' LT	TOPO SURVEY POINT
106	1943756.4940	2522024.8170	724.7310	IL2	510+82.4716	19.7462' RT	TOPO SURVEY POINT
107	1943829.2270	2522025.7670	725.9470	IL2	511+55.2084	19.1574' RT	TOPO SURVEY POINT
108	1943913.0160	2522027.6450	727.0530	IL2	512+39.0184	19.2625' RT	TOPO SURVEY POINT
109	1943881.7740	2522153.1080	674.4720	IL2	512+10.4374	145.3583' RT	TOPO SURVEY POINT
110	1944082.7580	2521894.5900	701.1430	IL2	514+05.9078	117.3534' LT	TOPO SURVEY POINT
111	1944024.6480	2522042.8150	722.9480	IL2	513+50.9463	32.0677' RT	TOPO SURVEY POINT
112	1944483.0480	2522126.5590	699.0080	IL2	518+11.0152	106.0960' RT	TOPO SURVEY POINT
113	1944371.7450	2522179.1360	697.8680	IL2	517+00.8493	161.0157' RT	TOPO SURVEY POINT

REFERENCE TIES							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
501	1942360.9400	2522067.1020	693.3390	IL2	496+88.1243	91.5431' RT	SIGN
502	1942439.5470	2522040.4500	693.2440	IL2	497+66.1500	63.2342' RT	N END OF OREGON SIGN
503	1943783.6610	2521981.5280	725.0670	IL2	511+08.7168	24.1078' LT	GUARDRAIL POST
504	1943789.8780	2521981.2530	725.0940	IL2	511+14.9266	24.5143' LT	GUARDRAIL POST
505	1943802.2130	2521981.7210	725.3260	IL2	511+27.2687	24.3073' LT	GUARDRAIL POST
506	1943802.2130	2521981.7210	725.3260	IL2	511+27.2687	24.3073' LT	GUARDRAIL POST
507	1945179.0980	2522104.2190	699.9590	IL2	525+06.4369	69.0369' RT	INLET STRUCTURE
508	1945150.4220	2522153.4030	695.3510	IL2	524+78.8077	118.8165' RT	FENCE POST
509	1945144.1030	2522141.5620	695.8170	IL2	524+72.2397	107.1118' RT	NW C VAULT FIBER BOLT
2553	1944253.0300	2521988.4640	725.7840	IL2	515+78.1275	27.1023' LT	TOP OF WINGWALL
511	1944327.3920	2521993.5710	726.0510	IL2	516+52.5809	23.5695' LT	GATE POST
512	1944303.3750	2521947.7250	710.3770	IL2	516+27.5994	68.8972' LT	PP W/TRANSFORMER

BENCH MARKS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
401	1942440.3380	2522041.7510	694.0640	IL2	497+66.9683	64.5182' RT	SIGN (APPROXIMATE SHOT)
402	1944021.3860	2521987.4030	728.4060	IL2	513+46.5129	23.2629' LT	CHISELED '□' ON CONCRETE FOUNDATION AT SOUTH ABUTMENT
404	1945167.6670	2522092.5570	701.0760	IL2	524+94.7618	57.6193' RT	CHISELED '□' ON FOUNDATION OF TRAFFIC SIGNAL WITH MAST ARM



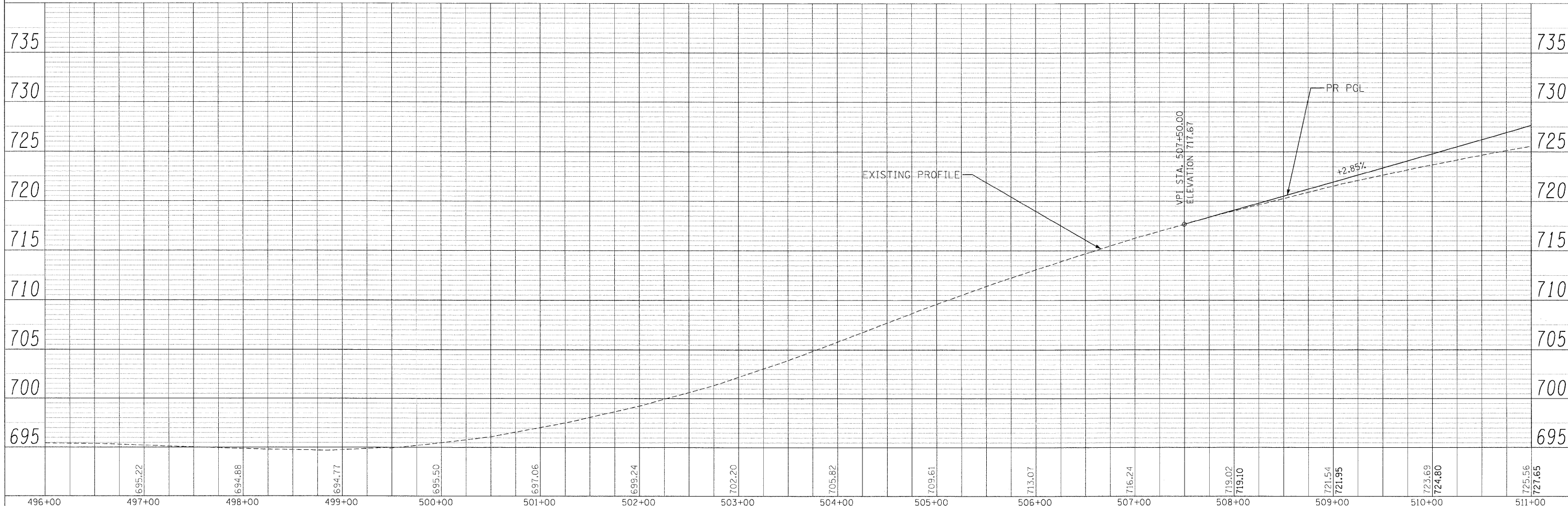
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	PAVEMENT REMOVAL	<b>R.O.W. LEGEND</b>	
	PAVED SHOULDER REMOVAL		EXISTING ROW
	PAVEMENT BREAKING		PROPOSED ROW
	TREE REMOVAL		PROPERTY LINE
	CHAIN LINK FENCE REMOVAL		EXISTING EASEMENT
			PROPOSED EASEMENT

- NOTES:
1. SEE TREE REMOVAL SCHEDULE FOR REMOVAL SIZES AND QUANTITIES.
  2. RIP RAP REMOVAL WILL BE PAID FOR AS EARTH EXCAVATION.
  3. REMOVAL OF CURB CAST MONOLITHICALLY WITH EXISTING SHOULDER SHALL BE INCLUDED IN PAVED SHOULDER REMOVAL.
  4. FINAL REMOVAL OF EXISTING GUARDRAIL ITEMS AND INSTALLATION OF NEW GUARDRAIL ITEMS SHALL BE COMPLETED IN STAGES 3A & 3B. SEE MOT PLANS FOR ADDITIONAL INFORMATION.

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STRUCTURE NOTATIONS CHECKED	
PRC. A.E.	
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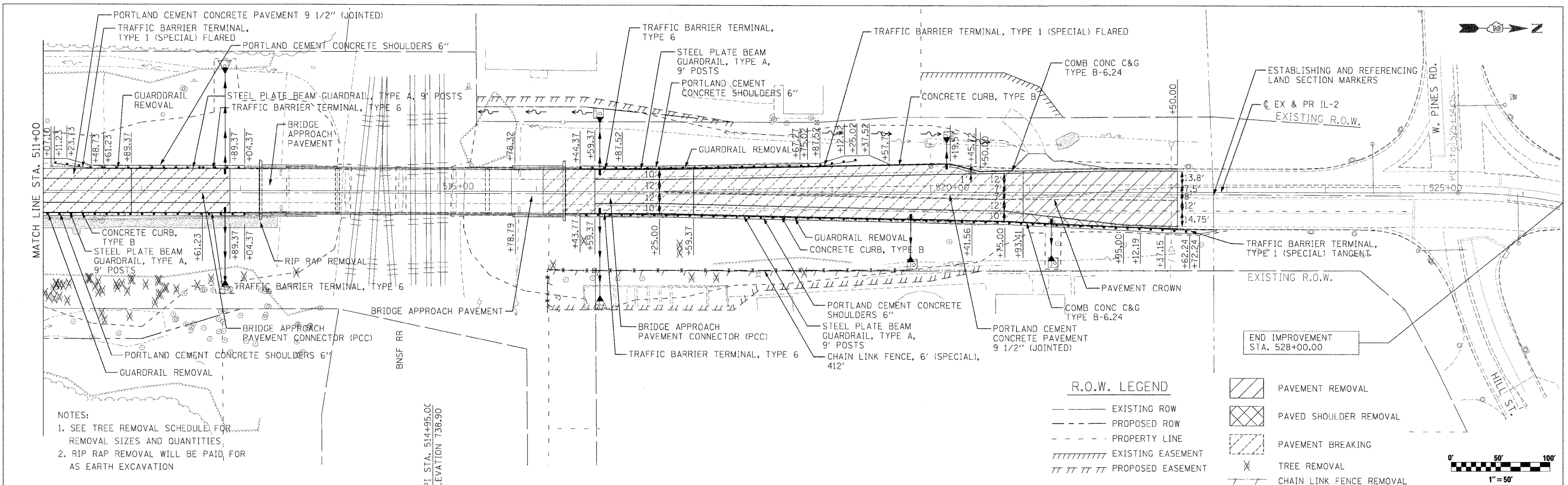


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t:\5815-phases\11-2&11-26\civil\11L-2\CAD00	Sheets\0264016-shr-plnprf.dgn	DRAWN - KB	REVISED -			742	38VBR-1	OGLE	87	18	
	PLOT SCALE = 1/8"=1'	CHECKED - KK	REVISED -			SCALE: HORIZ. 1"=50' VERT. 1"=5'					
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -			CONTRACT NO. 64D16					



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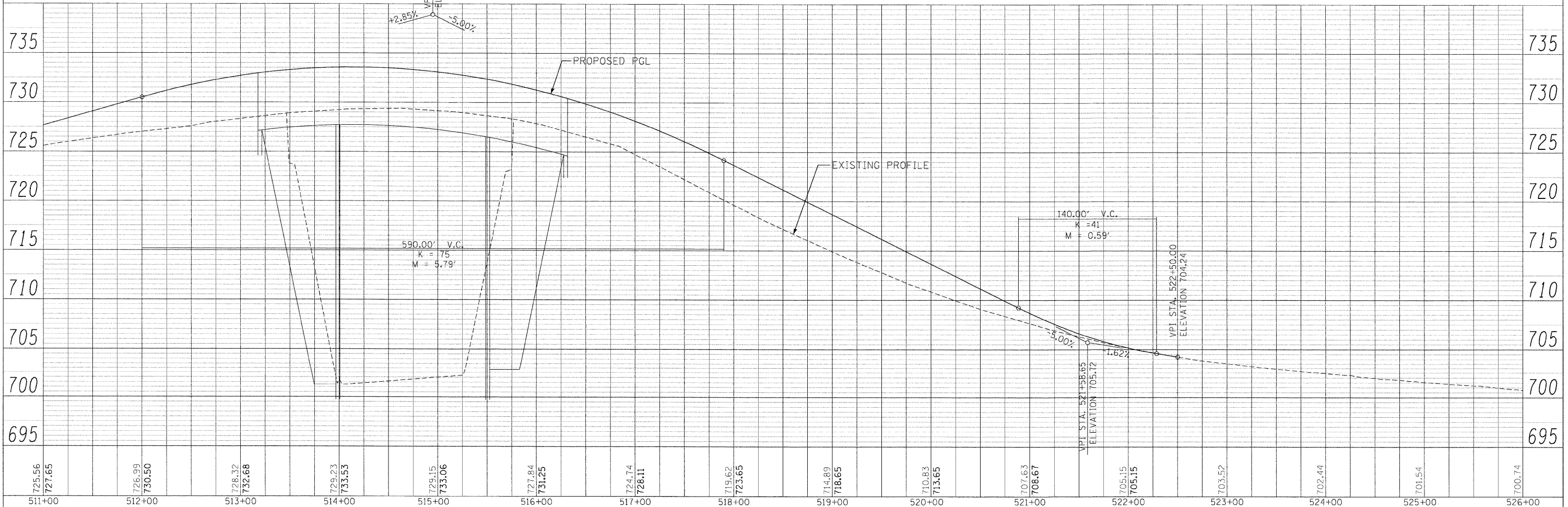
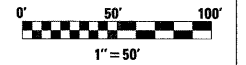
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- NOTES:
- SEE TREE REMOVAL SCHEDULE FOR REMOVAL SIZES AND QUANTITIES.
  - RIP RAP REMOVAL WILL BE PAID FOR AS EARTH EXCAVATION

R.O.W. LEGEND

- EXISTING ROW
- - - PROPOSED ROW
- - - - PROPERTY LINE
- ////// EXISTING EASEMENT
- /// /// PROPOSED EASEMENT
- ▨ PAVEMENT REMOVAL
- ▩ PAVED SHOULDER REMOVAL
- ▧ PAVEMENT BREAKING
- ⊗ TREE REMOVAL
- — — CHAIN LINK FENCE REMOVAL



725.56	727.65	726.99	730.50	728.32	732.68	729.23	733.53	729.15	733.06	727.84	731.25	724.74	728.11	719.62	723.65	714.89	718.65	710.83	713.65	707.63	708.67	705.15	705.15	703.52	702.44	701.54	700.74	
511+00	512+00	513+00	514+00	515+00	516+00	517+00	518+00	519+00	520+00	521+00	522+00	523+00	524+00	525+00	526+00													

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

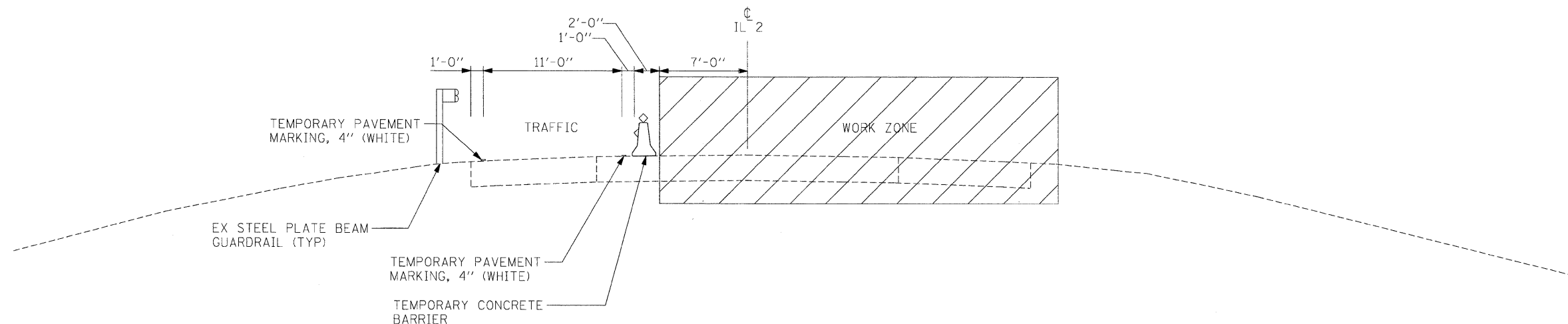
IL-2 OVER THE BNSF RAILROAD  
PLAN AND PROFILE

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	38VBR-1	OGLE	87	19
SCALE: HORIZ. 1"=50' VERT. 1"=5'		CONTRACT NO. 64D16		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

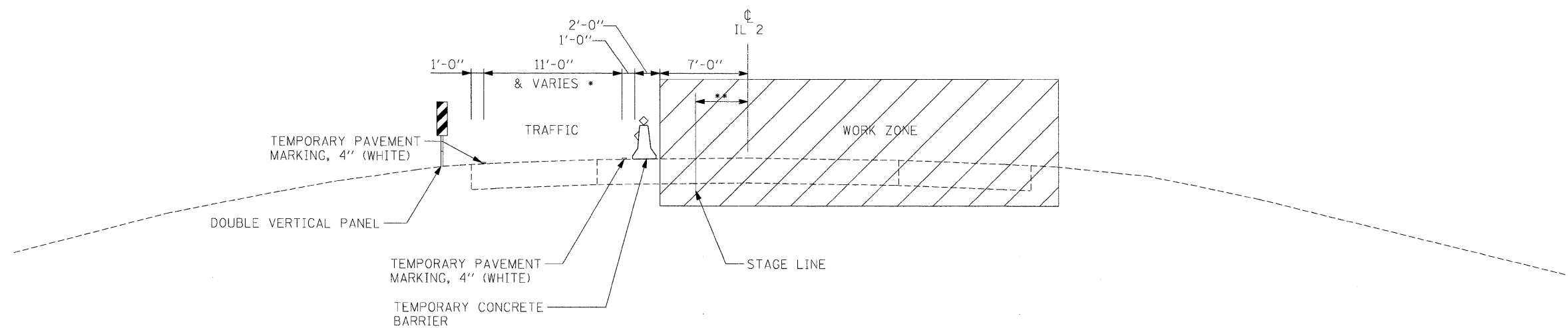
SCALE: 1" = 50' SHEET NO. 19 OF 87 SHEETS STA. 511+00 TO STA. 522+50

FILE NAME =	USER NAME =	DESIGNED -	REVISED -
ts\5015-phase11-2&1-26\civil\1-2\CADD	_USER_	KB	
Sheets\0264D16-shr-pinprf.dgn		KB	
PLOT SCALE =	CHECKED -	REVISED -	
#SCALE#	KK		
PLOT DATE =	DATE -	REVISED -	
8/18/2011	8/2/2011		

# TYPICAL MOT SECTIONS



MOT TYPICAL SECTION  
 STAGE 1A - STA 515+75 TO STA 518+75  
 STAGE 2A - STA 511+00 TO STA 513+47



MOT TYPICAL SECTION  
 STAGE 1A - STA 518+75 TO STA 523+83.80  
 STAGE 2A - STA 507+50 TO STA 511+00

\* STAGE 1A ONLY - VARIES 11' - 22'  
 STA 520+86.33 TO STA 522+18.33

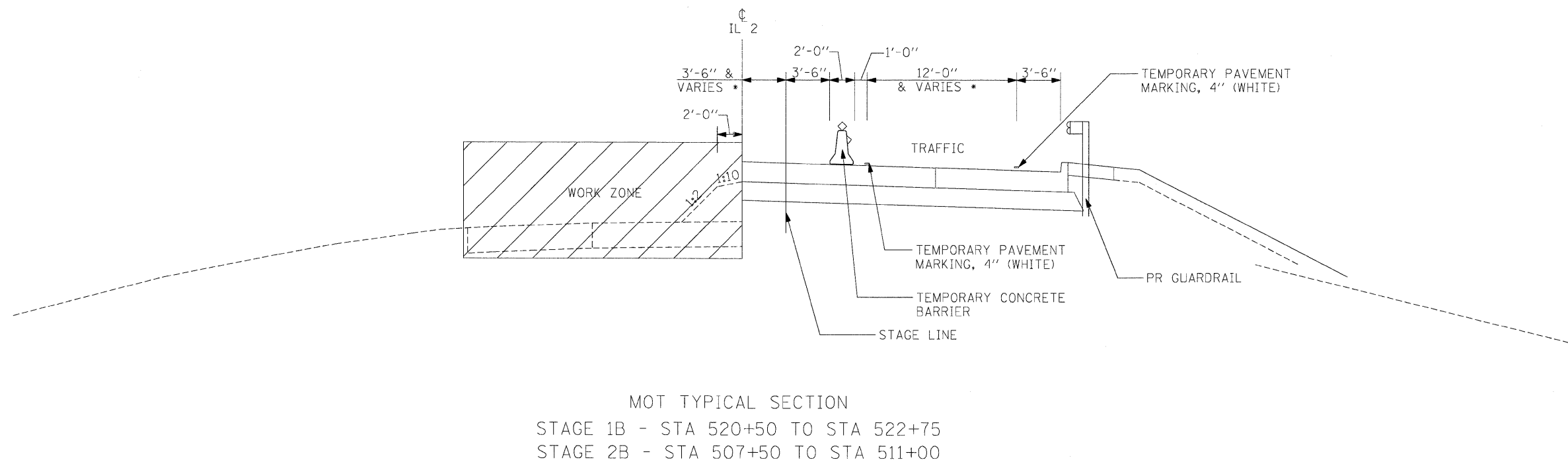
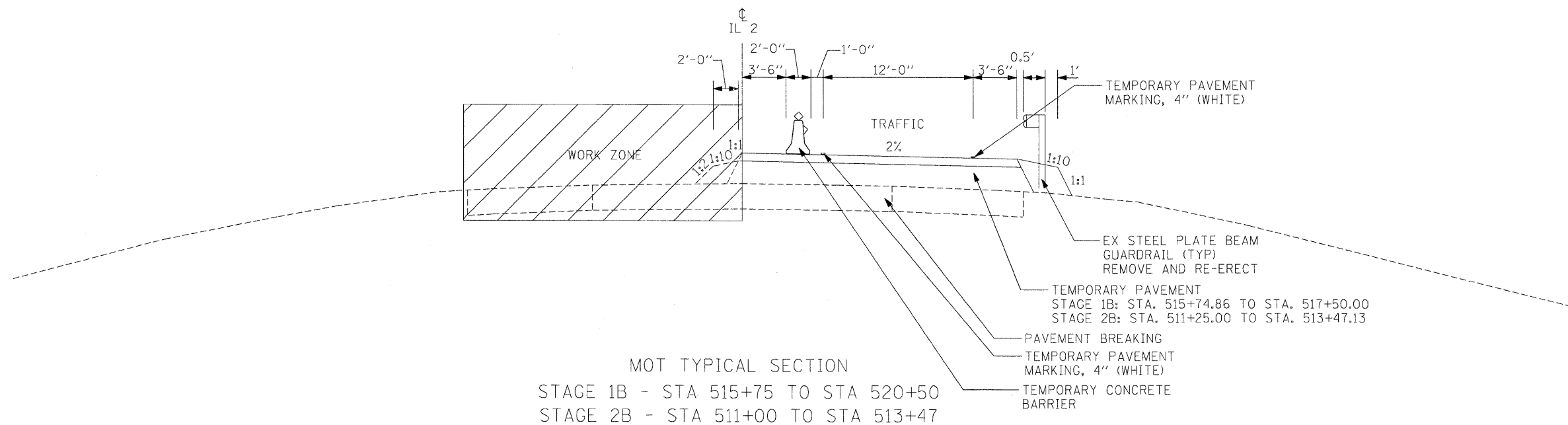
\*\* VARIES SEE STAGE 1A MOT PLANS

**NOTE:**

CURB AND GUTTER FROM 520+00 TO 522+50 IS NOT TO BE INSTALLED UNTIL AFTER THE COMPLETION OF STAGE 3B

FILE NAME =	USER NAME = _USER_	DESIGNED - MTM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 2 OVER THE BNSF RAILROAD TYPICAL MOT SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ts\5015-phases\1-2&1-26\civil\IL-2\CADD	Sheets\0264016-sh1-MOT_typical.dgn	DRAWN - MTM	REVISED -		SCALE:	SHEET NO. 20 OF 87 SHEETS	STA.	TO STA.	742	38VBR-1	OGLE	87	20
		CHECKED - KK	REVISED -		CONTRACT NO. 64D16								
		DATE - 8/2/2011	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

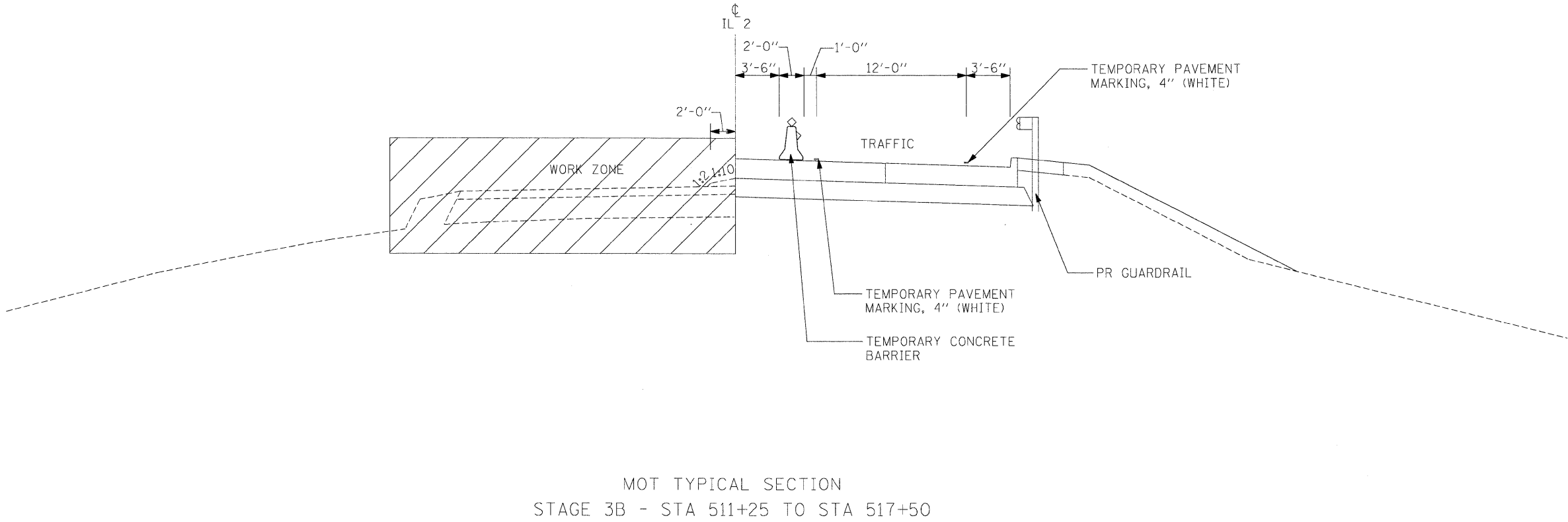
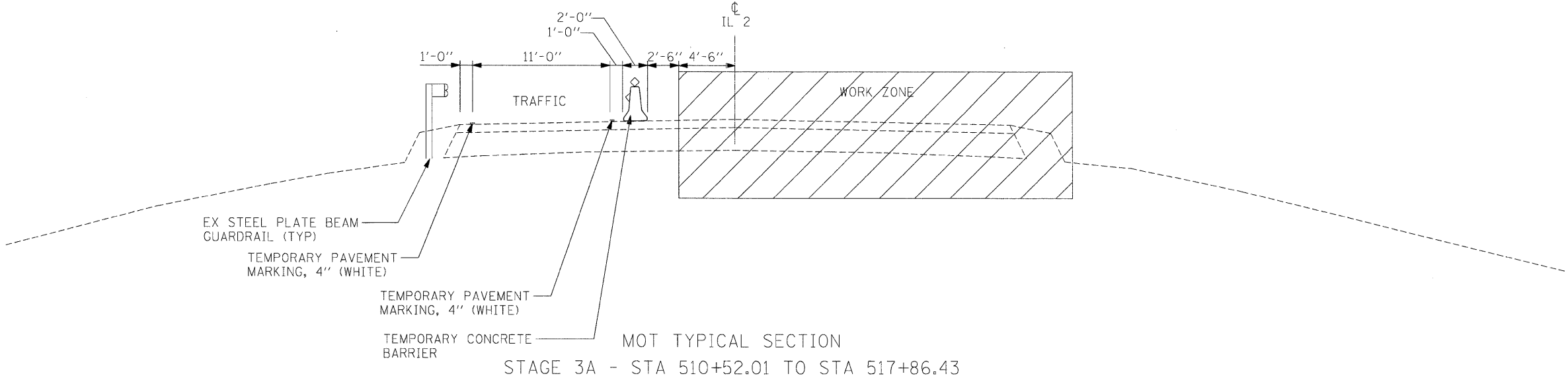
# TYPICAL MOT SECTIONS



\* VARIES STAGE 1B ONLY - SEE MOT PLANS

FILE NAME =	USER NAME = _USER_	DESIGNED - MTM	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 2 OVER THE BNSF RAILROAD TYPICAL MOT SECTIONS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\5015-phase1\1-2&1-26\civil\IL-2\CADD	Sheets\0264016-sh1-MOT typical.dgn	DRAWN - MTM	REVISED -			742	38VBR-1	OGLE	87	21	
	PLOT SCALE = *SCALE*	CHECKED - KK	REVISED -			CONTRACT NO. 64D16					
	PLOT DATE = 6/18/2011	DATE - 8/2/2011	REVISED -			SCALE:	SHEET NO. 21 OF 87 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

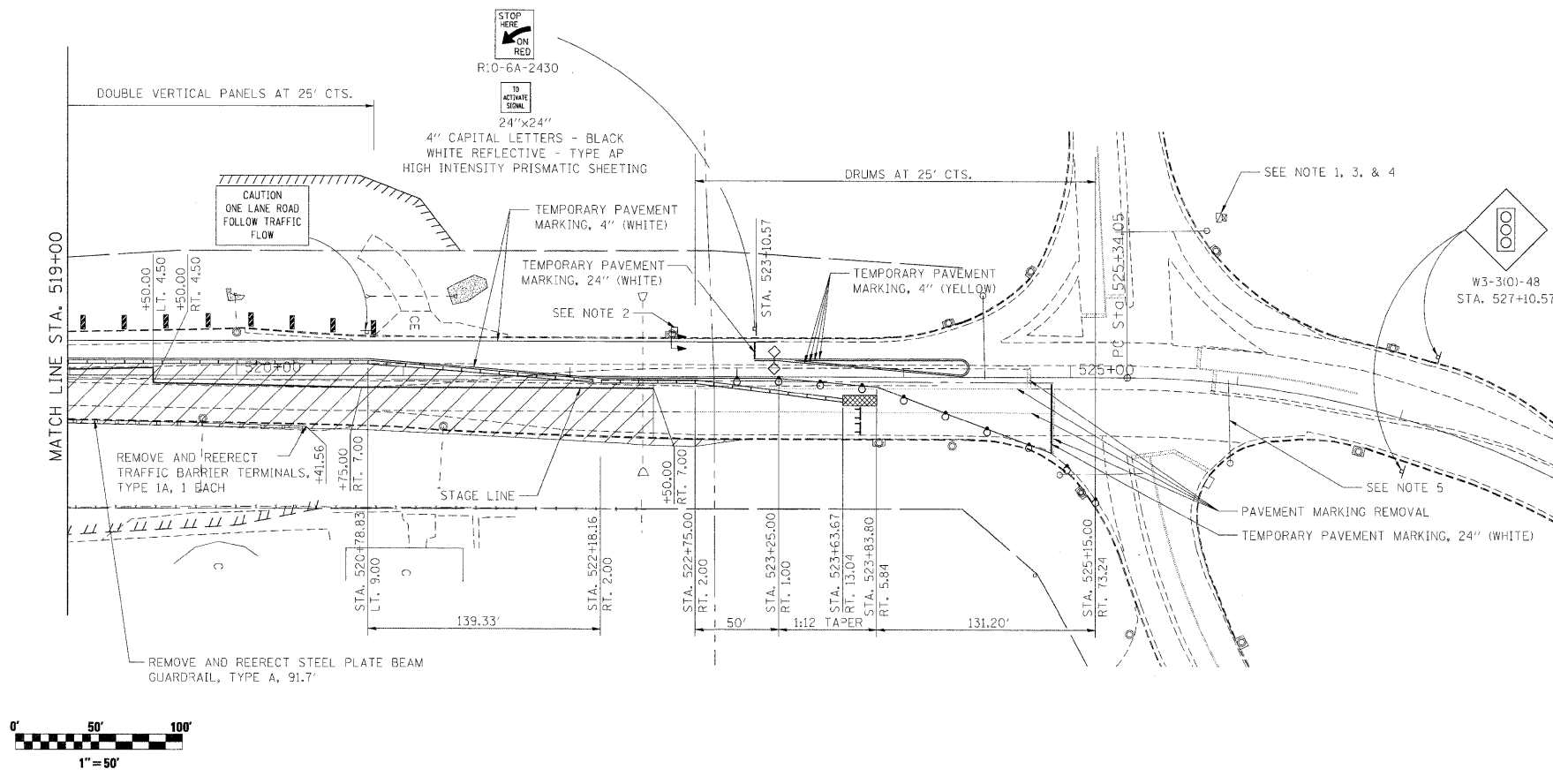
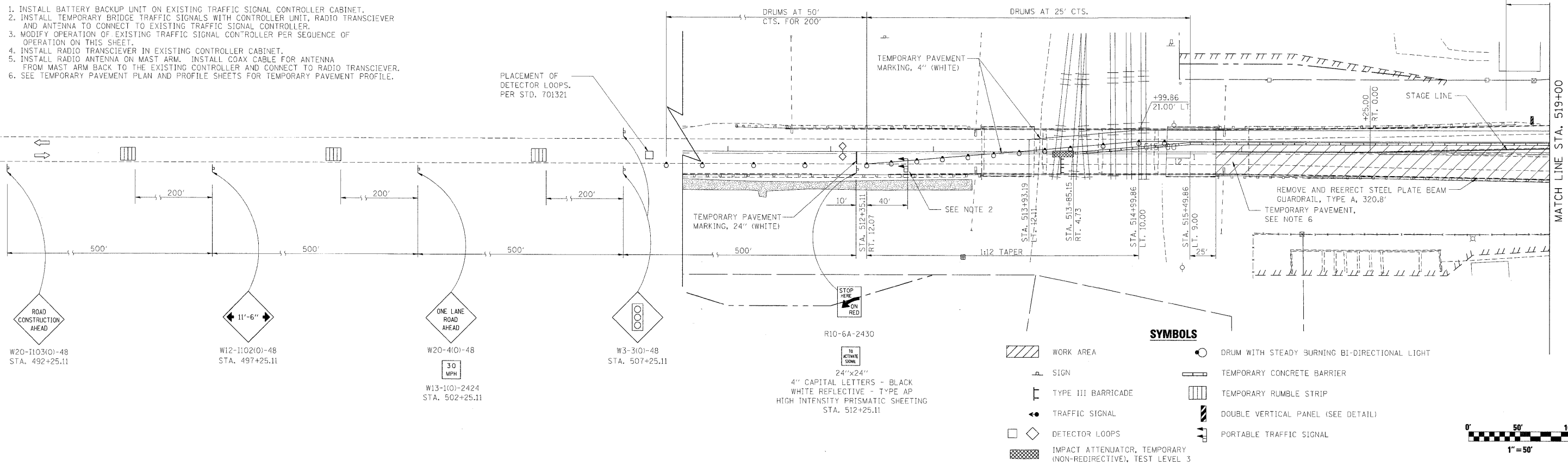
# TYPICAL MOT SECTIONS



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	Sheets\0264016-sh1-MOT tpical.dgn	DRAWN - MTM	REVISED -	742			38VBR-1	OGLE	87	22	
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	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -	ILLINOIS FED. AID PROJECT							
SCALE:						SHEET NO. 21 OF 87 SHEETS		STA.		TO STA.	

**NOTE:**

1. INSTALL BATTERY BACKUP UNIT ON EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
2. INSTALL TEMPORARY BRIDGE TRAFFIC SIGNALS WITH CONTROLLER UNIT, RADIO TRANSCIEVER AND ANTENNA TO CONNECT TO EXISTING TRAFFIC SIGNAL CONTROLLER.
3. MODIFY OPERATION OF EXISTING TRAFFIC SIGNAL CONTROLLER PER SEQUENCE OF OPERATION ON THIS SHEET.
4. INSTALL RADIO TRANSCIEVER IN EXISTING CONTROLLER CABINET.
5. INSTALL RADIO ANTENNA ON MAST ARM. INSTALL COAX CABLE FOR ANTENNA FROM MAST ARM BACK TO THE EXISTING CONTROLLER AND CONNECT TO RADIO TRANSCIEVER.
6. SEE TEMPORARY PAVEMENT PLAN AND PROFILE SHEETS FOR TEMPORARY PAVEMENT PROFILE.



**TEMPORARY SIGNAL PHASING**

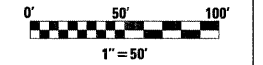
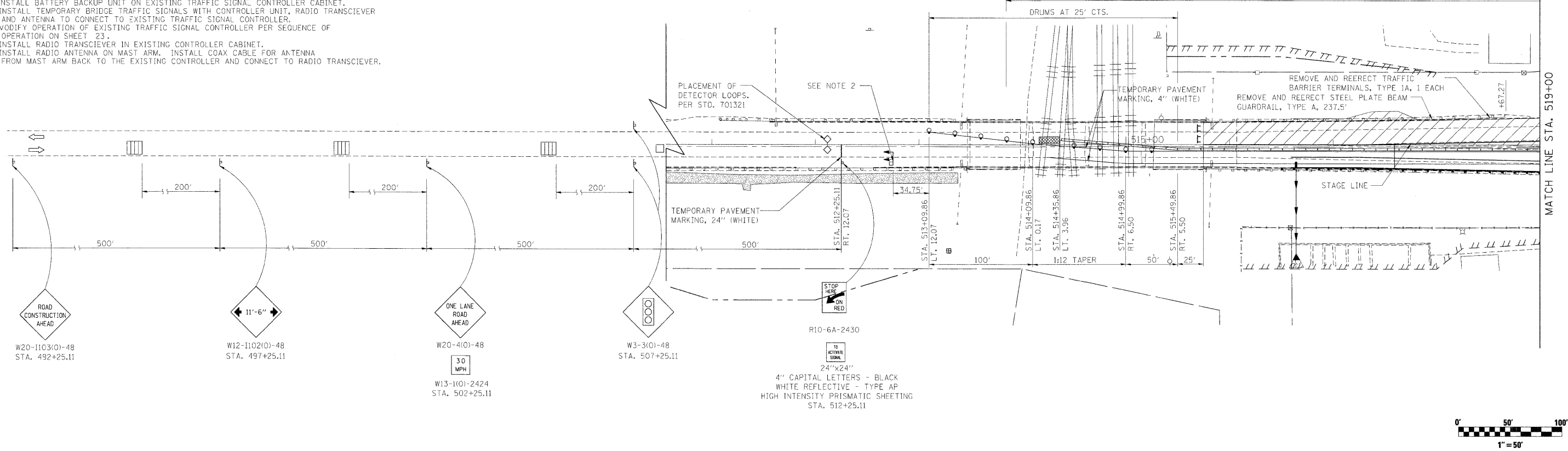
Movement - IL-2 at Hill	↑ N	↓ 6	7 →	8 ←	↑ 5													
Movement - Portable Signals	↑ N	↓ 6	7 →	8 ←	↑ 5													
Phase	6		7		8													
Interval	1	2A	2B	3	3A	3B	4	4A	4B	5	5A	5B	6	6A	6B	7	7A	
Change to	7		8		5		6		7		8		5		6		7	
Northbound IL-2 at Hill/Pines - Phase 5	NB	R	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R	
Southbound IL-2 at Hill/Pines - Phase 6	SB	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	
Eastbound Pines at IL-2 at Hill/Pines - Phase	EB	R	R	R	G	G	Y	R	R	R	R	R	R	R	R	R	R	
Westbound Hill at IL-2 at Hill/Pines - Phase	WB	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	
Portable Signal on North end of MOT Section	SB	G	G	Y	Y	R	R	R	R	R	R	R	R	R	R	R	R	
Portable Signal on South end of MOT Section	NB	R	R	R	R	R	R	R	R	G	G	G	Y	R	R	R	R	
Timings (seconds)		30	3.5	2	3.5	30	3.5	2	30	3.5	2	30	3.5	30	3.5	2		

**NOTE:**

1. INSTALL BATTERY BACKUP UNIT ON EXISTING TRAFFIC SIGNAL CONTROLLER CABINET.
2. INSTALL TEMPORARY BRIDGE TRAFFIC SIGNALS WITH CONTROLLER UNIT, RADIO TRANSCIEVER AND ANTENNA TO CONNECT TO EXISTING TRAFFIC SIGNAL CONTROLLER.
3. MODIFY OPERATION OF EXISTING TRAFFIC SIGNAL CONTROLLER PER SEQUENCE OF OPERATION ON SHEET 23.
4. INSTALL RADIO TRANSCIEVER IN EXISTING CONTROLLER CABINET.
5. INSTALL RADIO ANTENNA ON MAST ARM. INSTALL COAX CABLE FOR ANTENNA FROM MAST ARM BACK TO THE EXISTING CONTROLLER AND CONNECT TO RADIO TRANSCIEVER.

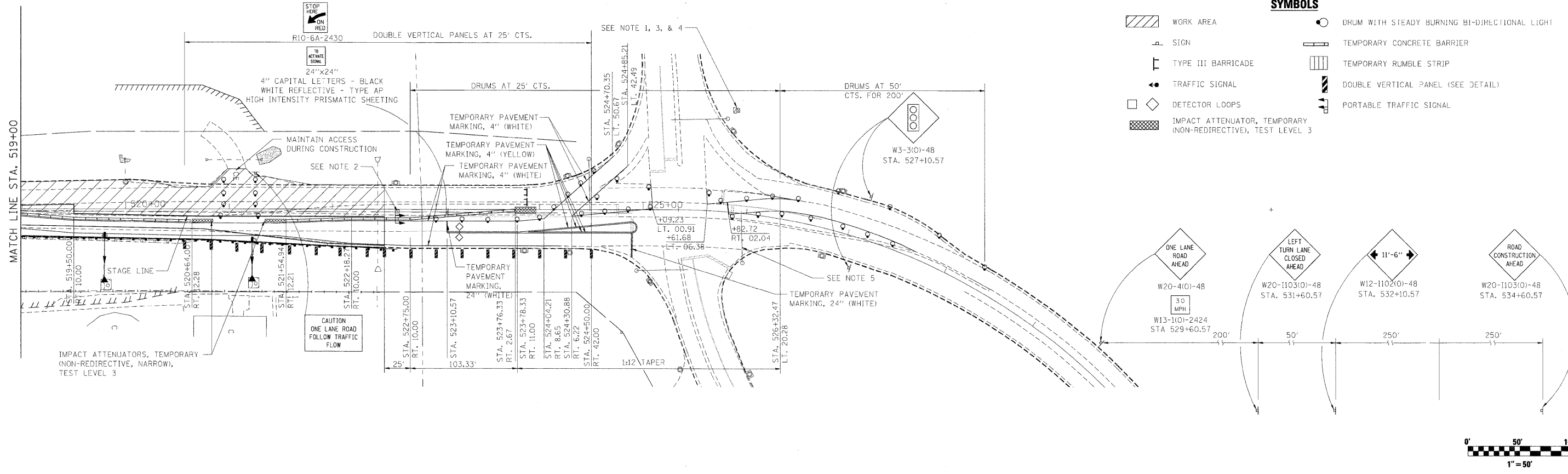


CRYSTAL, BIDIRECTIONAL MARKERS AT 25' CTS.

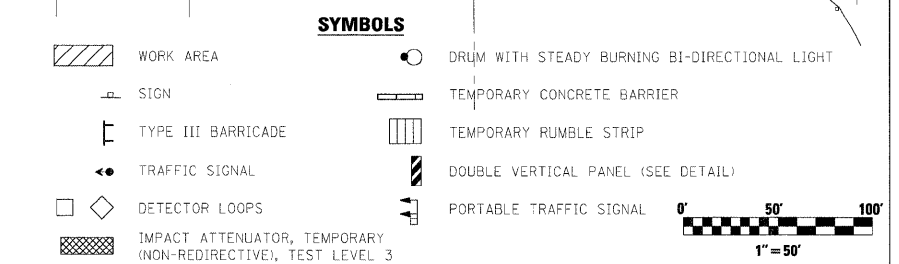
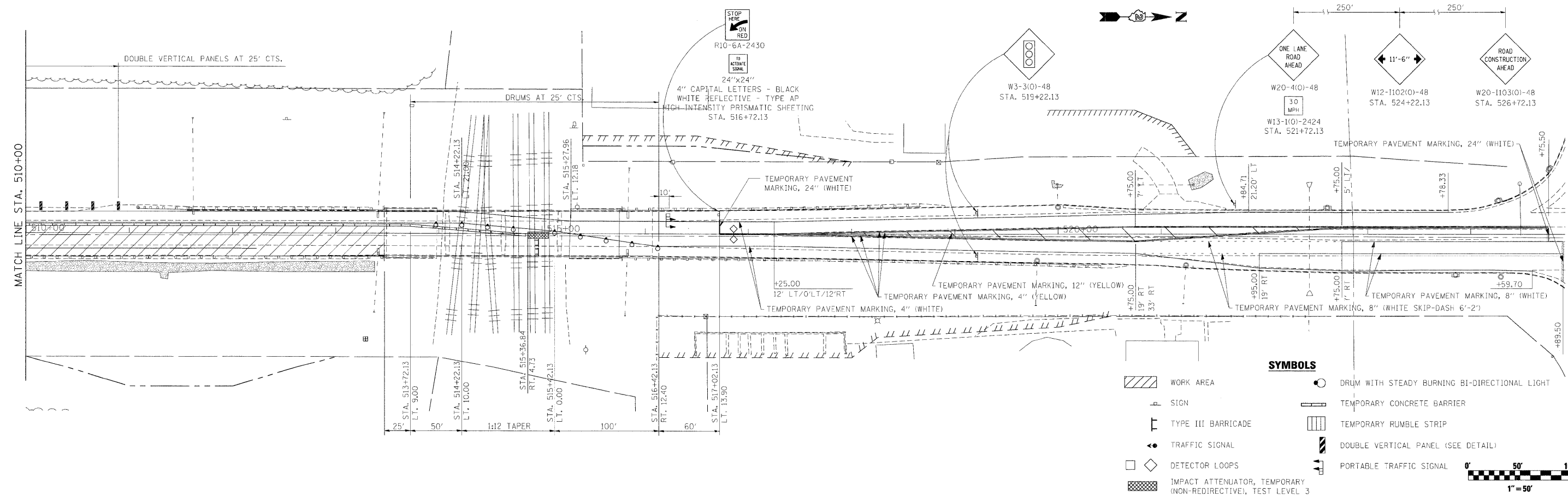
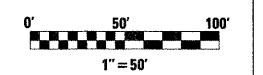
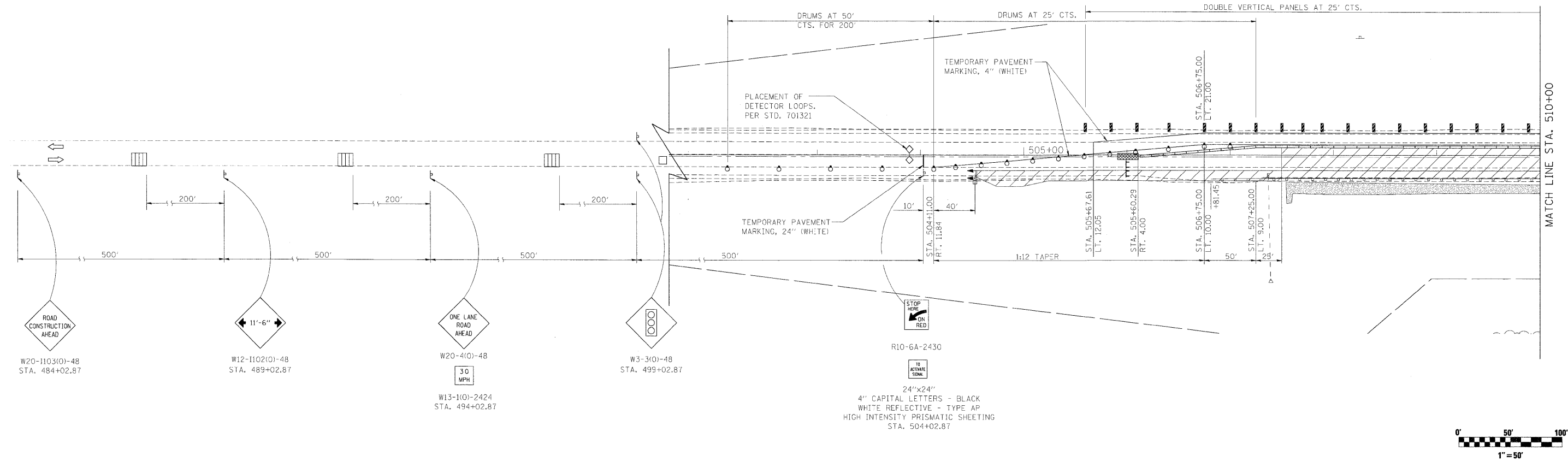


**SYMBOLS**

- WORK AREA
- SIGN
- TYPE III BARRICADE
- TRAFFIC SIGNAL
- DETECTOR LOOPS
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- TEMPORARY RUMBLE STRIP
- DOUBLE VERTICAL PANEL (SEE DETAIL)
- PORTABLE TRAFFIC SIGNAL



FILE NAME = t:\5015-phase1\1-28\1-26\civil\IL-2\CAOD	USER NAME = _USER_ Sheets\0264016-sh1-MDT Stage 1B.dgn	DESIGNED - MTM DRAWN - MTM	REVISED - REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL-2 OVER THE BNSF RAILROAD MAINTENANCE OF TRAFFIC - STAGE 1B</b>	F.A.P. RTE. 742	SECTION 38VBR-1	COUNTY OGLE	TOTAL SHEETS 87	SHEET NO. 24	CONTRACT NO. 64D16 ILLINOIS FED. AID PROJECT
PLOT SCALE = #SCALE#	CHECKED - KK	DATE - 8/2/2011	SCALE: 1"=50'			SHEET NO. 24 OF 87 SHEETS	STA. 507+50 TO STA. 511+00				



FILE NAME =	USER NAME = _USER_	DESIGNED - MTM	REVISED -
\\s015-phases1\1-2&1-26\civil\IL-2\CA00	Sheets\0264D16-shr-MDT Stage 2A.dgn	DRAWN - MTM	REVISED -
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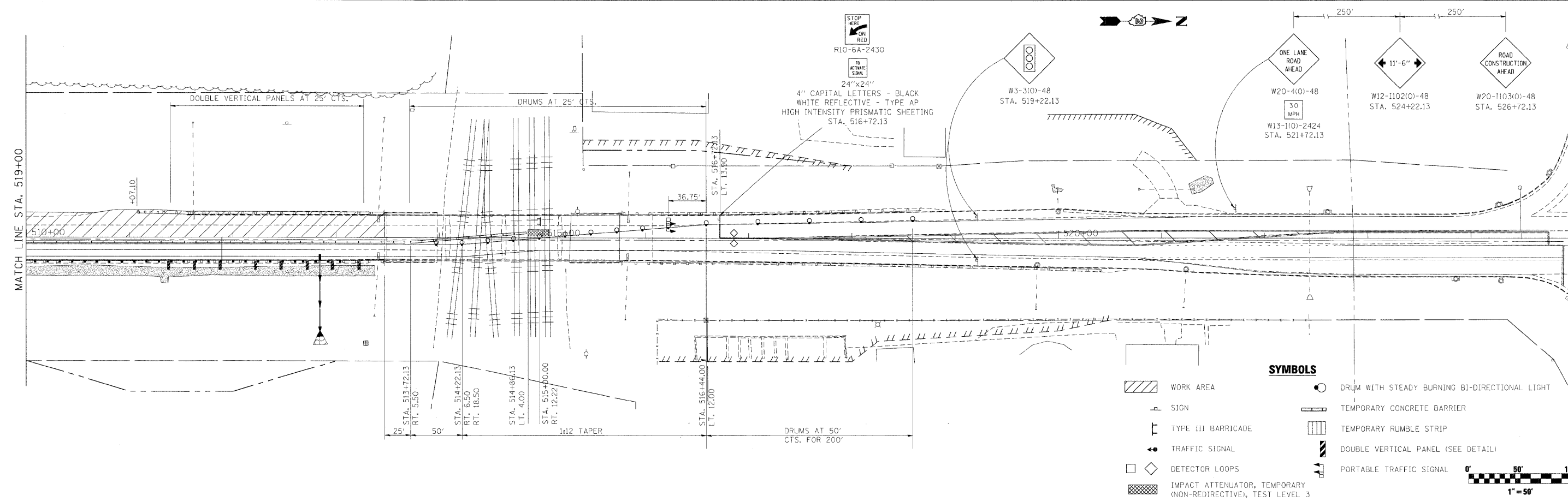
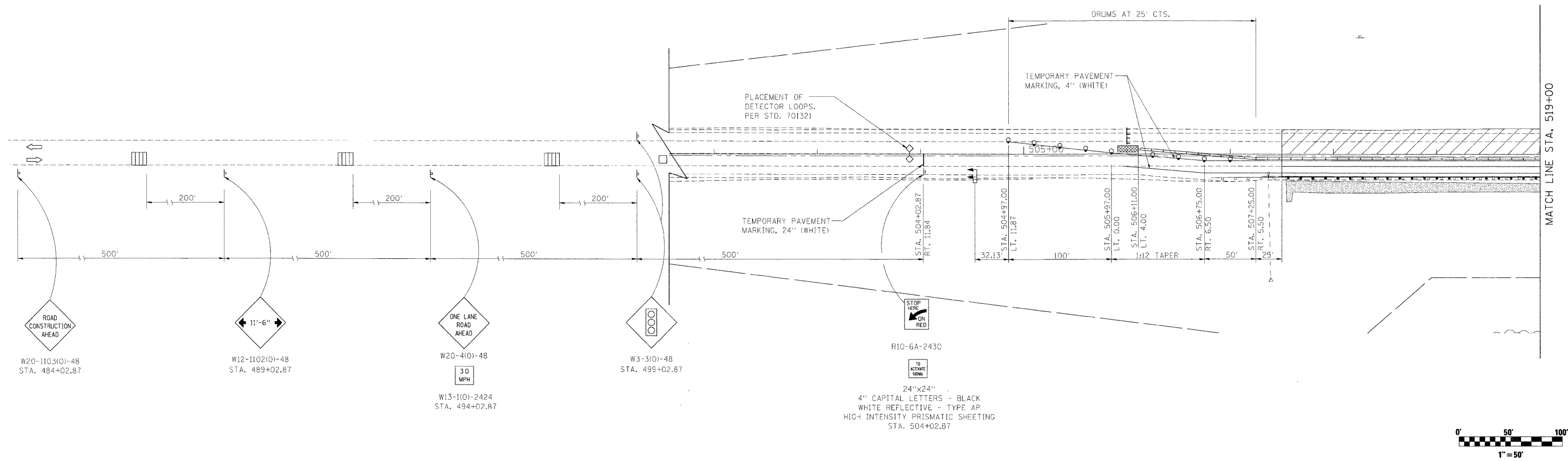
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**IL-2 OVER THE BNSF RAILROAD**  
**MAINTENANCE OF TRAFFIC - STAGE 2A**

SCALE: 1"=50' SHEET NO. 25 OF 87 SHEETS STA. 507+50 TO STA. 511+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	38VBR-1	OGLE	87	25
SCALE: HORIZ. 1"=50' VERT. 1"=5'			CONTRACT NO. 64D16	
ILLINOIS FED. AID PROJECT				

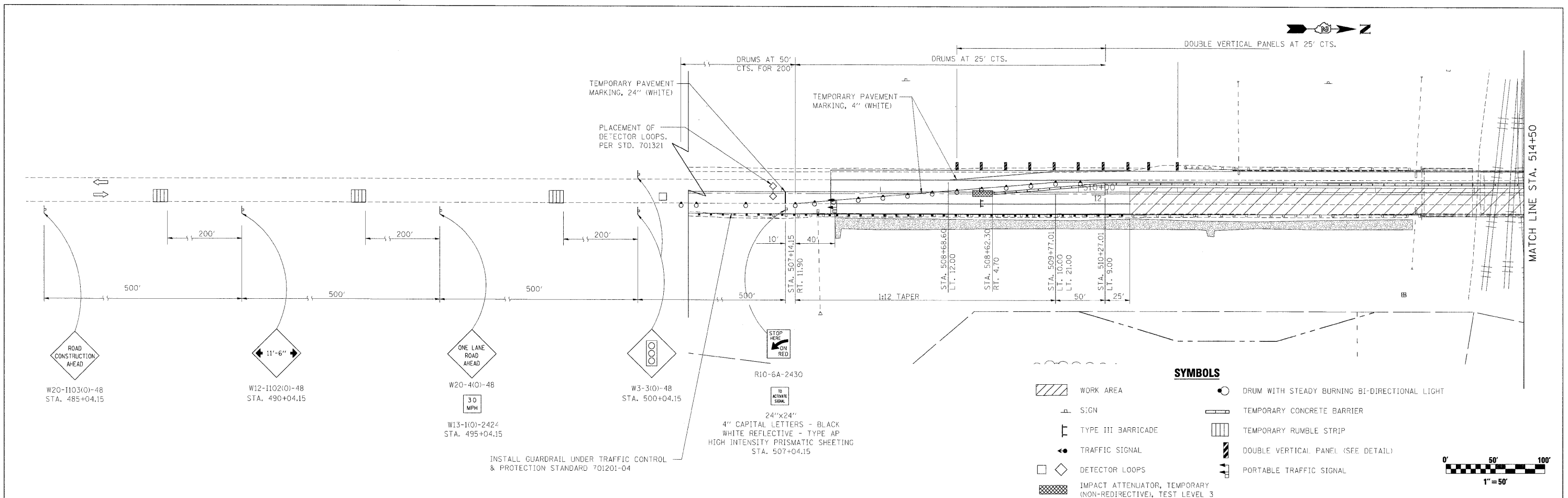




**SYMBOLS**

	WORK AREA		DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
	SIGN		TEMPORARY CONCRETE BARRIER
	TYPE III BARRICADE		TEMPORARY RUMBLE STRIP
	TRAFFIC SIGNAL		DOUBLE VERTICAL PANEL (SEE DETAIL)
	DETECTOR LOOPS		PORTABLE TRAFFIC SIGNAL
	IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3		

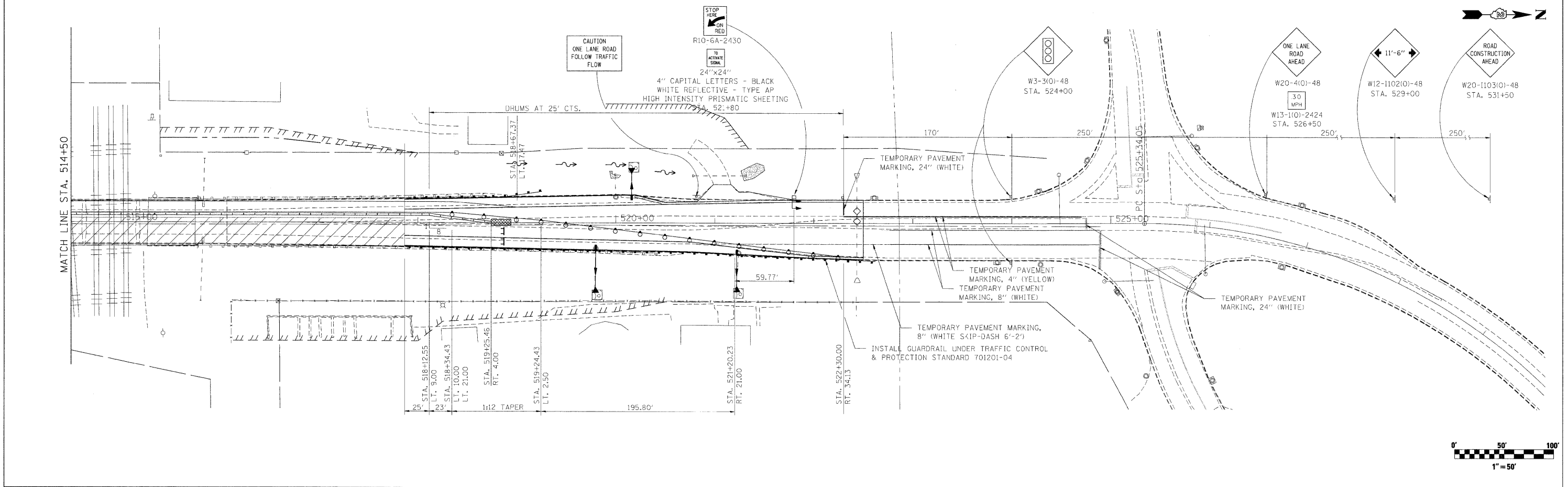
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	Sheets\0264016-sht-MOT Stage 2B.dgn	DRAWN - MTM	REVISED -			SCALE: 1"=50'	SHEET NO. 26 OF 87 SHEETS	SCALE: HORIZ. 1"=50' VERT. 1"=5'	CONTRACT NO. 64D16	ILLINOIS FED. AID PROJECT	
	PLOT SCALE = #SCALE#	CHECKED - KK	REVISED -								
	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -								



**SYMBOLS**

- WORK AREA
- SIGN
- TYPE III BARRICADE
- TRAFFIC SIGNAL
- DETECTOR LOOPS
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- TEMPORARY RUMBLE STRIP
- DOUBLE VERTICAL PANEL (SEE DETAIL)
- PORTABLE TRAFFIC SIGNAL

0' 50' 100'  
1" = 50'

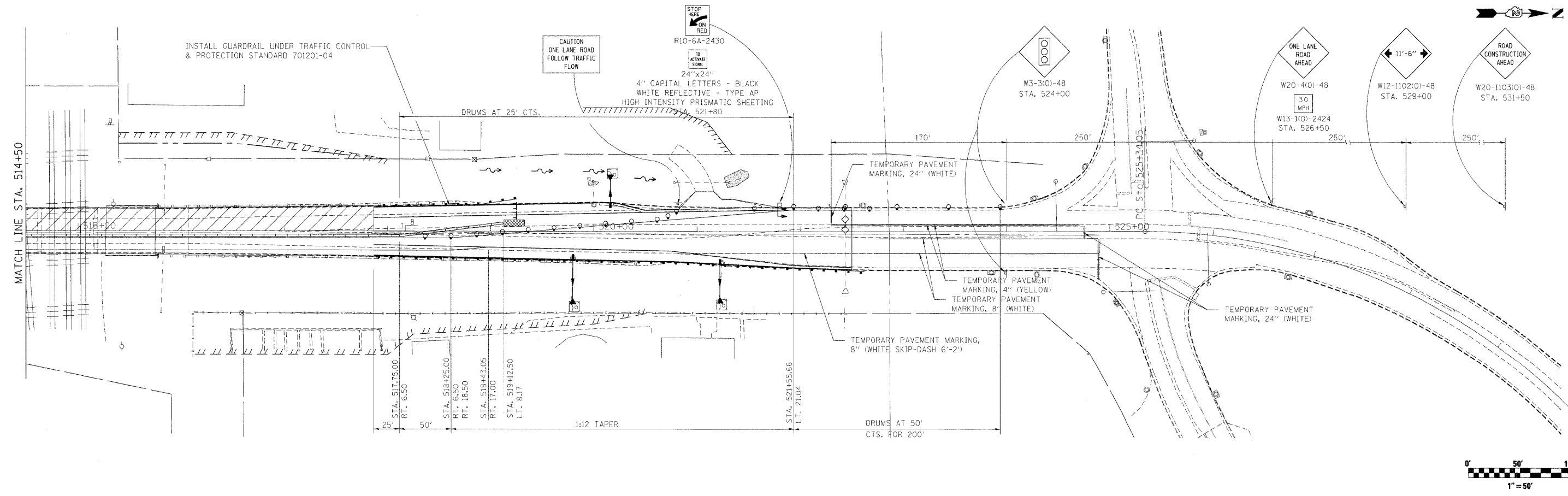
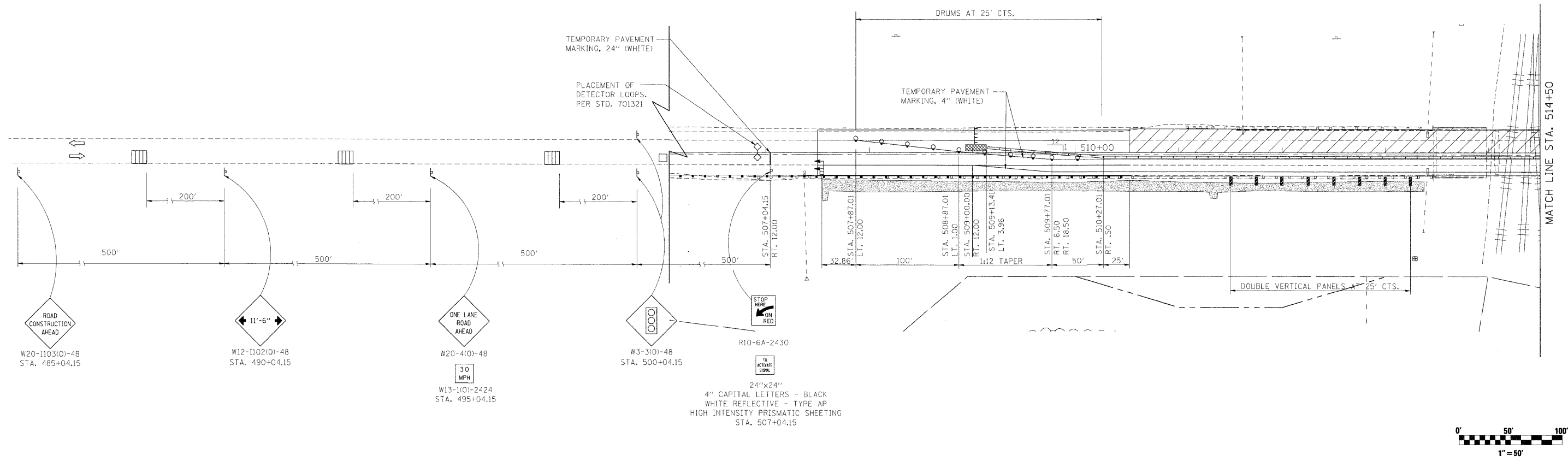


**SYMBOLS**

- WORK AREA
- SIGN
- TYPE III BARRICADE
- TRAFFIC SIGNAL
- DETECTOR LOOPS
- IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- TEMPORARY CONCRETE BARRIER
- TEMPORARY RUMBLE STRIP
- DOUBLE VERTICAL PANEL (SEE DETAIL)
- PORTABLE TRAFFIC SIGNAL

0' 50' 100'  
1" = 50'

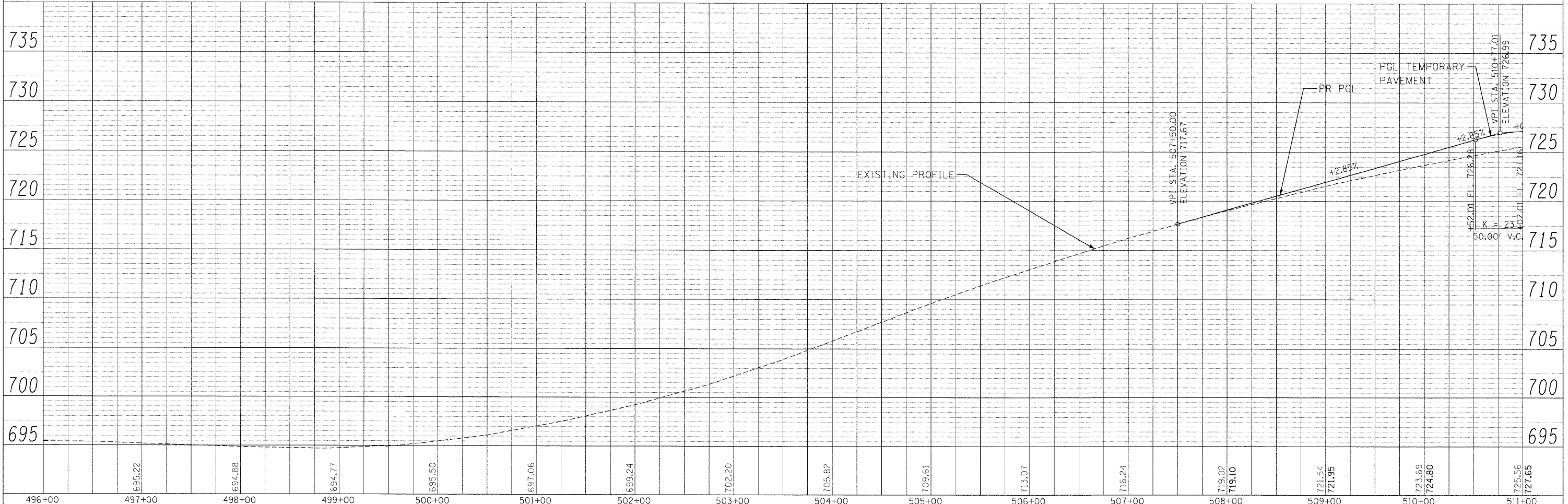
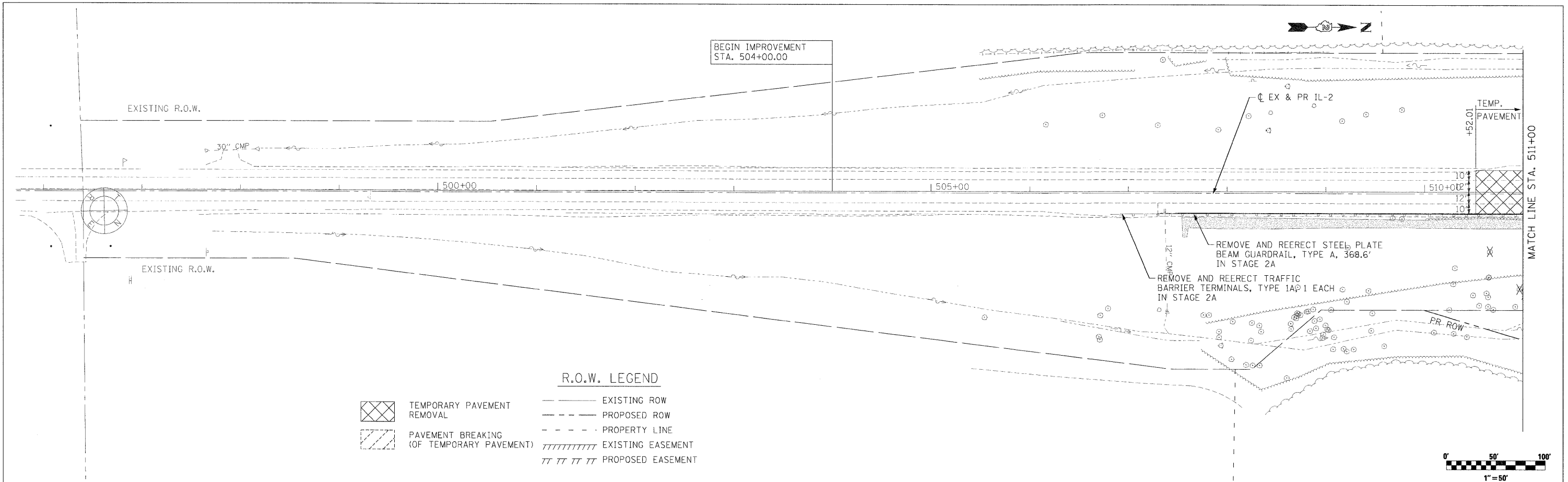
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						SCALE: 1"=50'	SHEET NO. 27 OF 87 SHEETS	STA. 507+50 TO STA. 511+00	CONTRACT NO. 64D16	



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PLOT SCALE = #SCALE#		CHECKED - KK	REVISED -		SCALE: 1"=50'	SHEET NO. 28 OF 87 SHEETS	STA. 507+50 TO STA. 511+00	SCALE: HORIZ. 1"=50' VERT. 1"=5'		CONTRACT NO. 64D16		ILLINOIS FED. AID PROJECT	
PLOT DATE = 8/18/2011		DATE - 8/2/2011	REVISED -										

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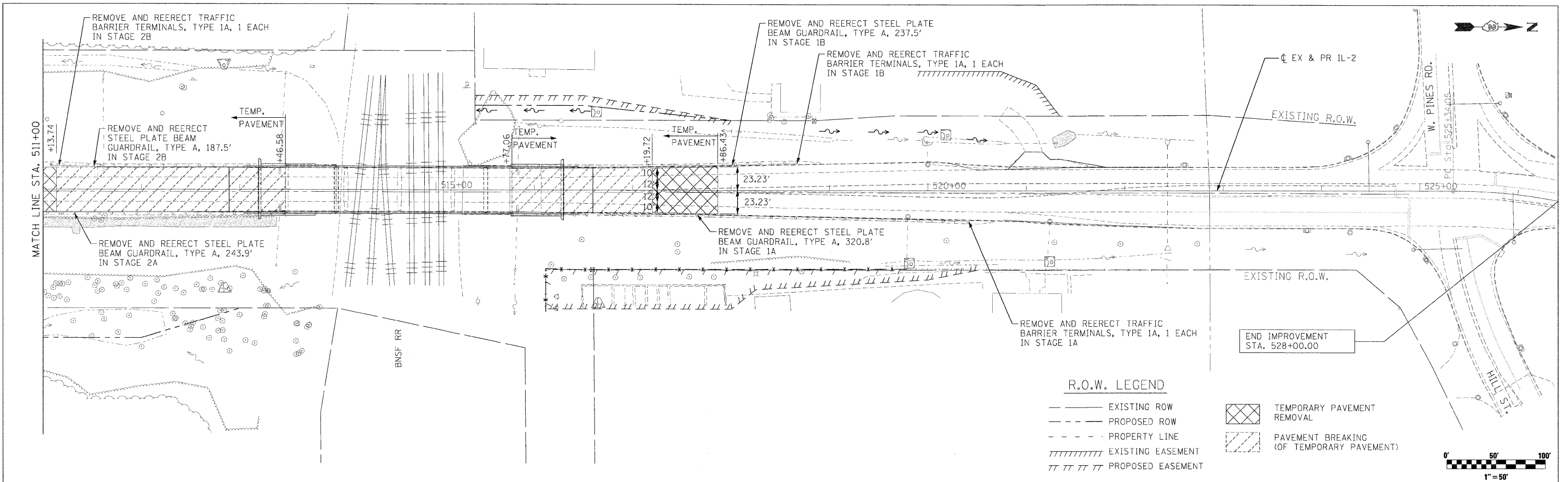
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FILE NAME =	USER NAME = .USER.	DESIGNED - KB	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL-2 OVER THE BNSF RAILROAD TEMPORARY PAVEMENT PLAN AND PROFILE</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
45015-phase11-2&1-26\civil\IL-2\CADD Sheets\0264016-sh1-TempPvmPP.dgn	DRAWN - KB	REVISED -	742			38VBR-1	OGLE	87	29	
PLOT SCALE = #SCALE#	CHECKED - KK	REVISED -	SCALE: HORIZ. 1"=50' VERT. 1"=5'			CONTRACT NO. 64D16				
PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -	SCALE: 1"= 50'			SHEET NO. 29 OF 87 SHEETS STA. 507+50 TO STA. 511+00				
						FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

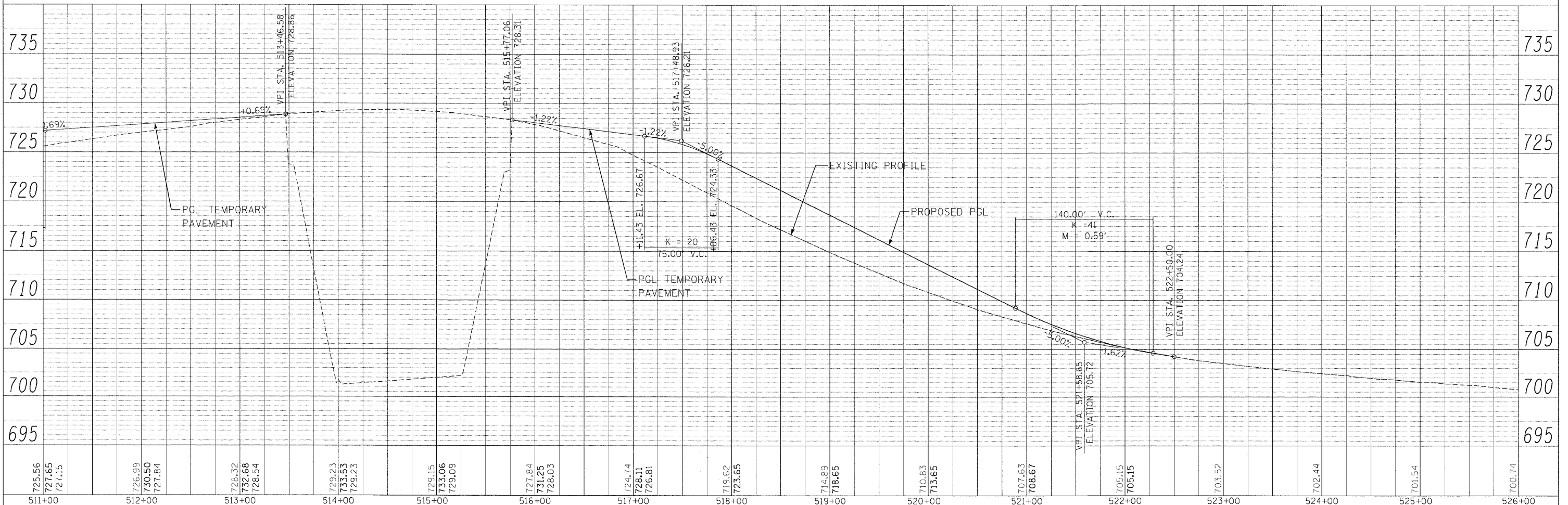
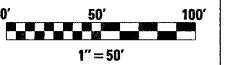
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DATE	
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DATE	
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**R.O.W. LEGEND**

- EXISTING ROW
- - - PROPOSED ROW
- - - PROPERTY LINE
- ////// EXISTING EASEMENT
- ||||| PROPOSED EASEMENT
- ⊗ TEMPORARY PAVEMENT REMOVAL
- ⊘ PAVEMENT BREAKING (OF TEMPORARY PAVEMENT)



725.56	727.65	727.15	726.99	730.50	727.84	728.32	732.68	728.54	729.23	733.53	729.23	729.15	733.06	729.09	728.84	731.25	728.03	724.74	728.11	726.81	719.62	723.65	714.89	718.65	710.83	713.65	707.63	708.67	705.15	705.15	703.52	702.44	701.54	700.74	
511+00	512+00	513+00	514+00	515+00	516+00	517+00	518+00	519+00	520+00	521+00	522+00	523+00	524+00	525+00	526+00																				

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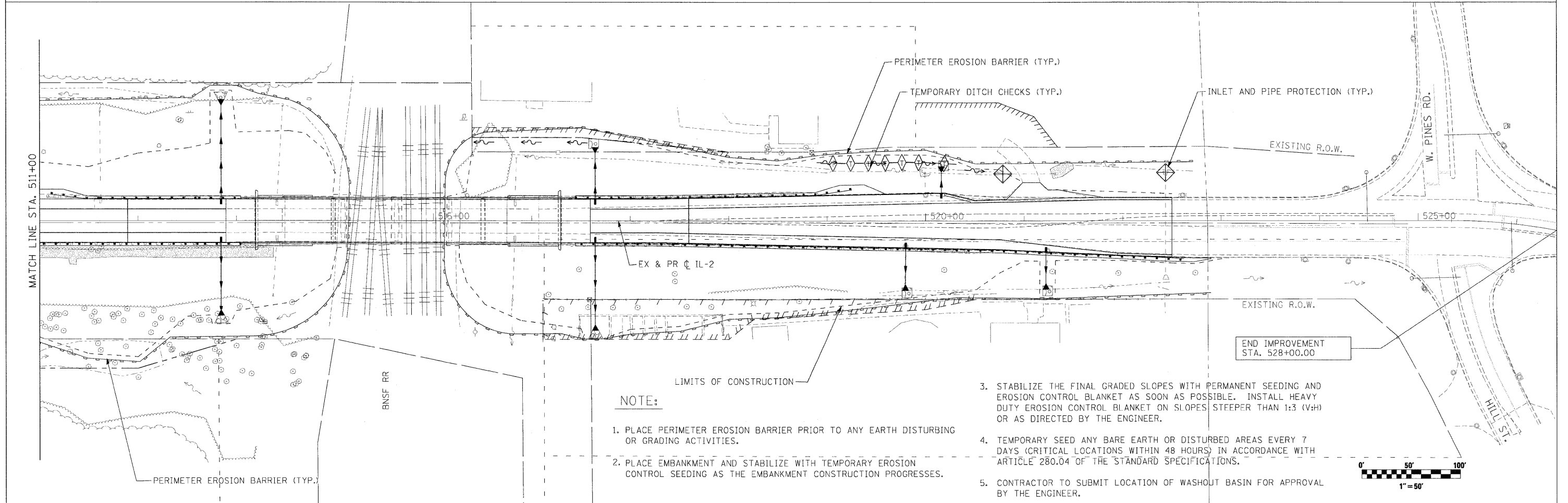
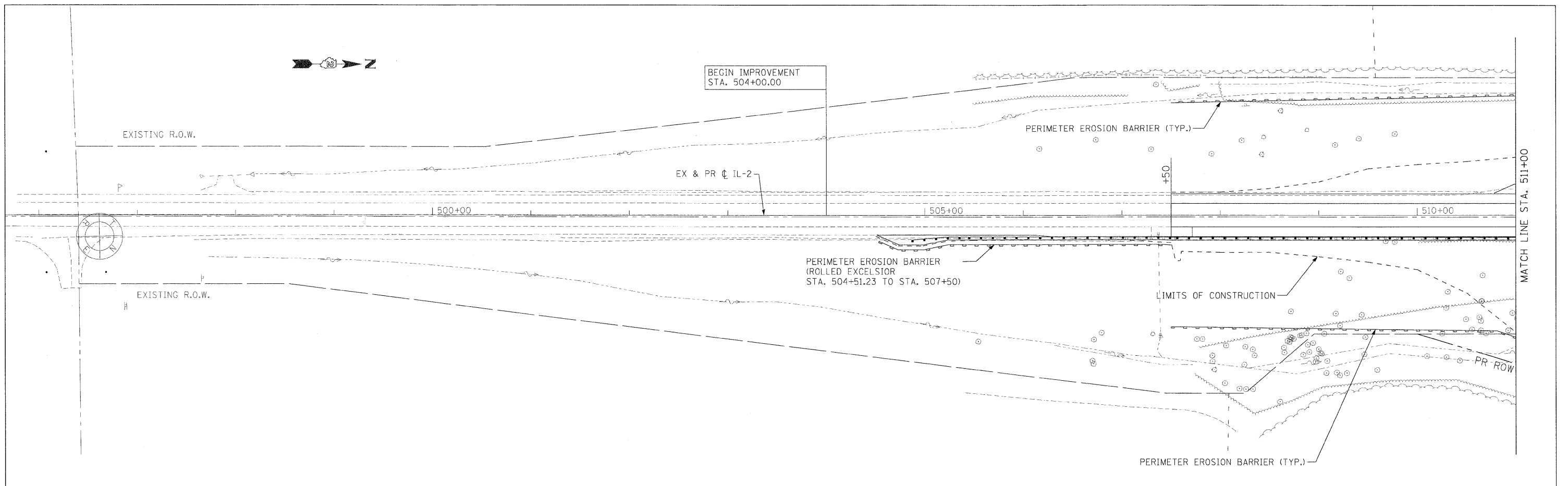
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 DATE - 8/2/2011

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL-2 OVER THE BNSF RAILROAD  
 TEMPORARY PAVEMENT PLAN AND PROFILE**  
 SCALE: 1" = 50' SHEET NO. 30 OF 87 SHEETS STA. 511+00 TO STA. 522+50

F.A.P. RTE. 742	SECTION 38VBR-1	COUNTY OGLE	TOTAL SHEETS 87	SHEET NO. 30
SCALE: HORIZ. 1"=50' VERT. 1"=5'		CONTRACT NO. 64D16		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

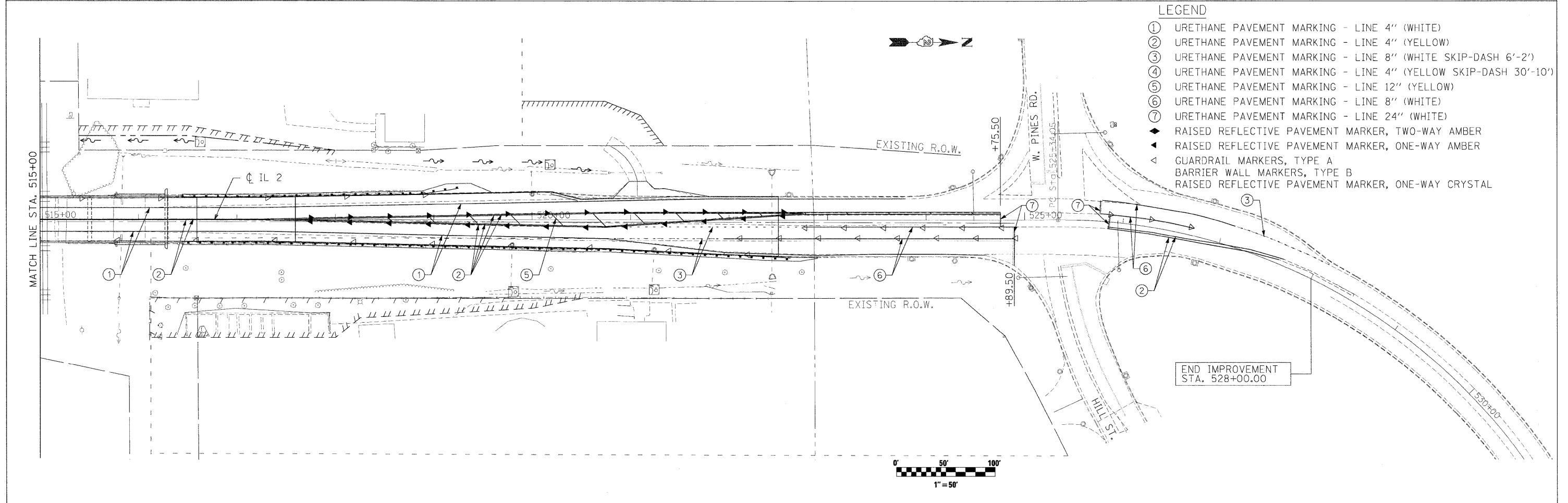
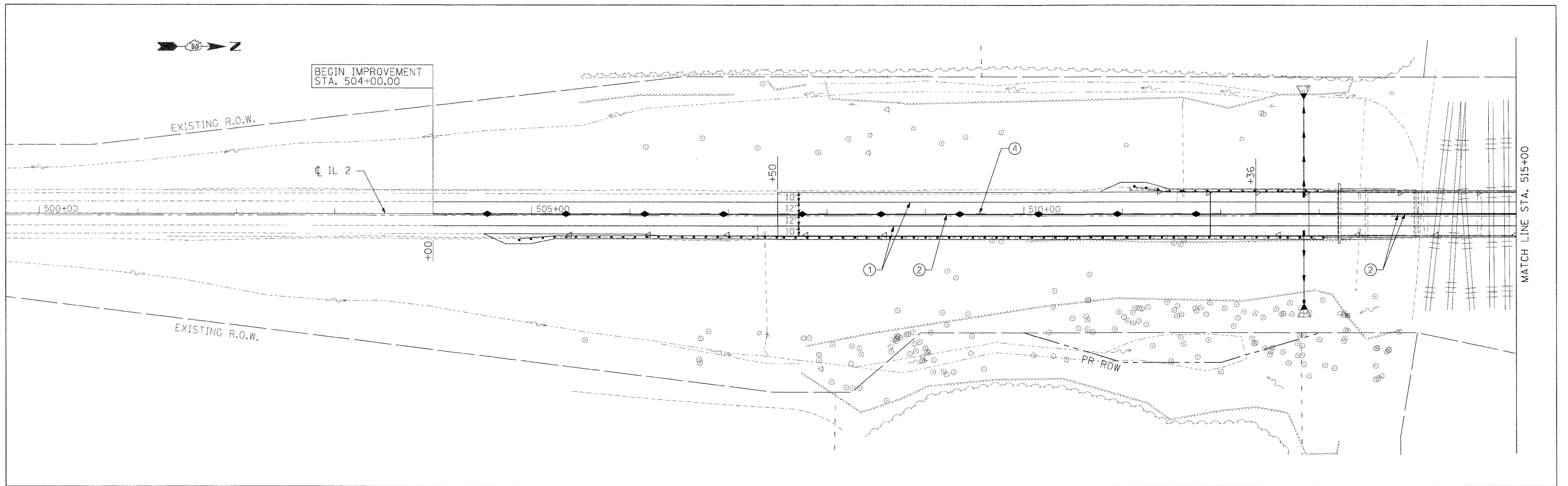


**NOTE:**

1. PLACE PERIMETER EROSION BARRIER PRIOR TO ANY EARTH DISTURBING OR GRADING ACTIVITIES.
2. PLACE EMBANKMENT AND STABILIZE WITH TEMPORARY EROSION CONTROL SEEDING AS THE EMBANKMENT CONSTRUCTION PROGRESSES.
3. STABILIZE THE FINAL GRADED SLOPES WITH PERMANENT SEEDING AND EROSION CONTROL BLANKET AS SOON AS POSSIBLE. INSTALL HEAVY DUTY EROSION CONTROL BLANKET ON SLOPES STEEPER THAN 1:3 (V:H) OR AS DIRECTED BY THE ENGINEER.
4. TEMPORARY SEED ANY BARE EARTH OR DISTURBED AREAS EVERY 7 DAYS (CRITICAL LOCATIONS WITHIN 48 HOURS) IN ACCORDANCE WITH ARTICLE 280.04 OF THE STANDARD SPECIFICATIONS.
5. CONTRACTOR TO SUBMIT LOCATION OF WASHOUT BASIN FOR APPROVAL BY THE ENGINEER.

FILE NAME =	USER NAME = _USER_	DESIGNED - CGC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 2 OVER THE BNSF RAILROAD EROSION CONTROL PLANS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ts:\9015-phase11_11-2&11-26\civil\IL-2\CADD	Sheets\0264016-sh1-erosion.dgn	DRAWN - CGC	REVISED -			742	38VBR-1	OGLE	87	31	
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	PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -			ILLINOIS FED. AID PROJECT					





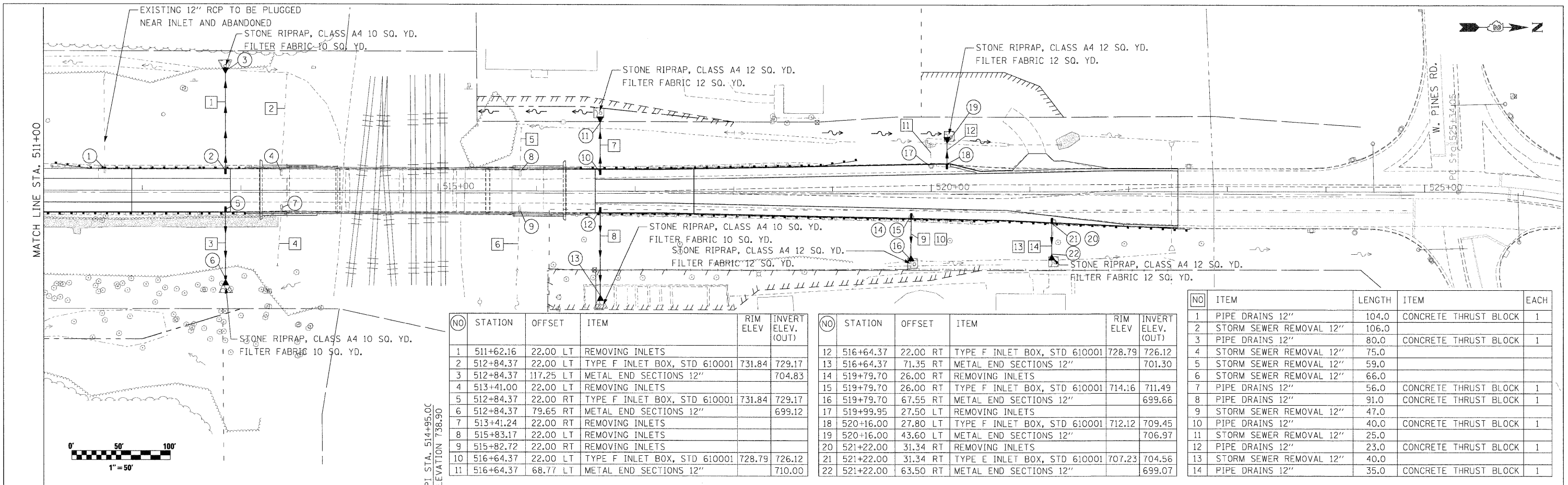
- LEGEND**
- ① URETHANE PAVEMENT MARKING - LINE 4" (WHITE)
  - ② URETHANE PAVEMENT MARKING - LINE 4" (YELLOW)
  - ③ URETHANE PAVEMENT MARKING - LINE 8" (WHITE SKIP-DASH 6'-2')
  - ④ URETHANE PAVEMENT MARKING - LINE 4" (YELLOW SKIP-DASH 30'-10')
  - ⑤ URETHANE PAVEMENT MARKING - LINE 12" (YELLOW)
  - ⑥ URETHANE PAVEMENT MARKING - LINE 8" (WHITE)
  - ⑦ URETHANE PAVEMENT MARKING - LINE 24" (WHITE)
  - ◆ RAISED REFLECTIVE PAVEMENT MARKER, TWO-WAY AMBER
  - ▲ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY AMBER
  - △ GUARDRAIL MARKERS, TYPE A
  - BARRIER WALL MARKERS, TYPE B
  - ▲ RAISED REFLECTIVE PAVEMENT MARKER, ONE-WAY CRYSTAL

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PLOT SCALE = #SCALE#	CHECKED - AKK	REVISED -	SCALE: 1"=50'			SHEET NO. 32 OF 87 SHEETS	STA. 504+44.50 TO STA. 511+00.00	CONTRACT NO. 64D16		ILLINOIS FED. AID PROJECT		
PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -										



DATE: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
 ALIGNED: \_\_\_\_\_  
 CHECKED: \_\_\_\_\_  
 P.T. OF WAY CHECKED: \_\_\_\_\_  
 PLOT DATE: \_\_\_\_\_

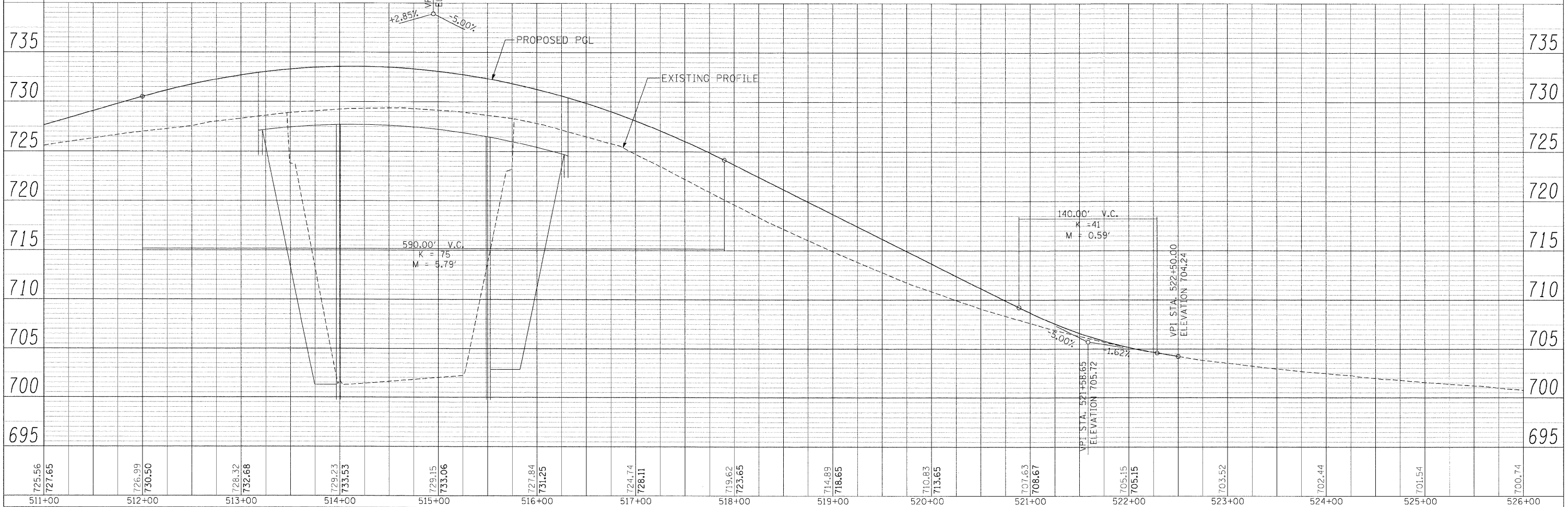
DATE: \_\_\_\_\_  
 BY: \_\_\_\_\_  
 SURVEYED: \_\_\_\_\_  
 GRADES CHECKED: \_\_\_\_\_  
 B.M. NOTED: \_\_\_\_\_  
 STRUCTURE NOTATIONS CHECKED: \_\_\_\_\_

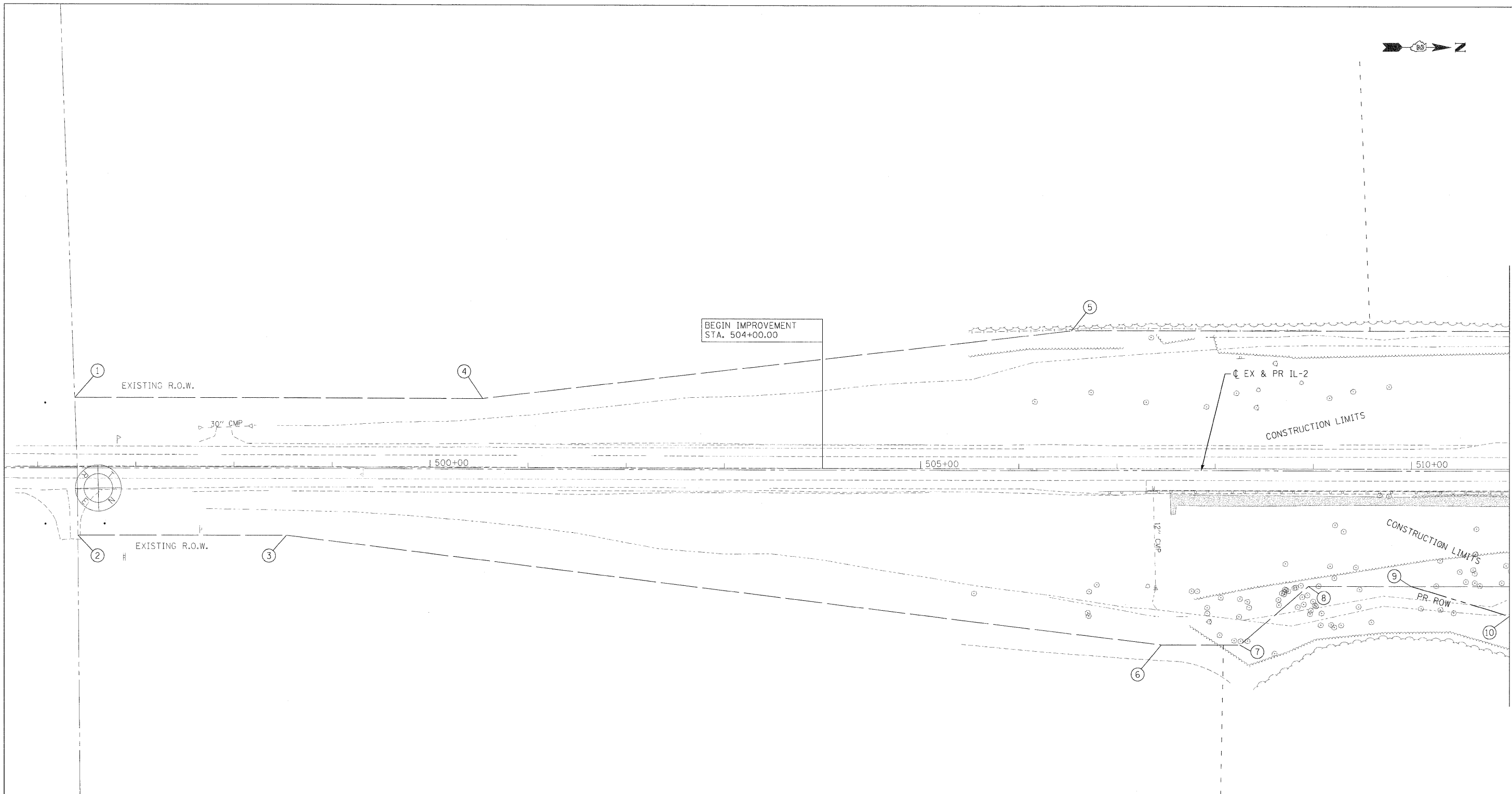


NO	STATION	OFFSET	ITEM	RIM ELEV.	INVERT ELEV. (OUT)
1	511+62.16	22.00 LT	REMOVING INLETS		
2	512+84.37	22.00 LT	TYPE F INLET BOX, STD 610001	731.84	729.17
3	512+84.37	117.25 LT	METAL END SECTIONS 12"		704.83
4	513+41.00	22.00 LT	REMOVING INLETS		
5	512+84.37	22.00 RT	TYPE F INLET BOX, STD 610001	731.84	729.17
6	512+84.37	79.65 RT	METAL END SECTIONS 12"		699.12
7	513+41.24	22.00 RT	REMOVING INLETS		
8	515+83.17	22.00 LT	REMOVING INLETS		
9	515+82.72	22.00 RT	REMOVING INLETS		
10	516+64.37	22.00 LT	TYPE F INLET BOX, STD 610001	728.79	726.12
11	516+64.37	68.77 LT	METAL END SECTIONS 12"		710.00

NO	STATION	OFFSET	ITEM	RIM ELEV.	INVERT ELEV. (OUT)
12	516+64.37	22.00 RT	TYPE F INLET BOX, STD 610001	728.79	726.12
13	516+64.37	71.35 RT	METAL END SECTIONS 12"		701.30
14	519+79.70	26.00 RT	REMOVING INLETS		
15	519+79.70	26.00 RT	TYPE F INLET BOX, STD 610001	714.16	711.49
16	519+79.70	67.55 RT	METAL END SECTIONS 12"		699.66
17	519+99.95	27.50 LT	REMOVING INLETS		
18	520+16.00	27.80 LT	TYPE F INLET BOX, STD 610001	712.12	709.45
19	520+16.00	43.60 LT	METAL END SECTIONS 12"		706.97
20	521+22.00	31.34 RT	REMOVING INLETS		
21	521+22.00	31.34 RT	TYPE E INLET BOX, STD 610001	707.23	704.56
22	521+22.00	63.50 RT	METAL END SECTIONS 12"		699.07

NO	ITEM	LENGTH	ITEM	EACH
1	PIPE DRAINS 12"	104.0	CONCRETE THRUST BLOCK	1
2	STORM SEWER REMOVAL 12"	106.0		
3	PIPE DRAINS 12"	80.0	CONCRETE THRUST BLOCK	1
4	STORM SEWER REMOVAL 12"	75.0		
5	STORM SEWER REMOVAL 12"	59.0		
6	STORM SEWER REMOVAL 12"	66.0		
7	PIPE DRAINS 12"	56.0	CONCRETE THRUST BLOCK	1
8	PIPE DRAINS 12"	91.0	CONCRETE THRUST BLOCK	1
9	STORM SEWER REMOVAL 12"	47.0		
10	PIPE DRAINS 12"	40.0	CONCRETE THRUST BLOCK	1
11	STORM SEWER REMOVAL 12"	25.0		
12	PIPE DRAINS 12"	23.0	CONCRETE THRUST BLOCK	1
13	STORM SEWER REMOVAL 12"	40.0		
14	PIPE DRAINS 12"	35.0	CONCRETE THRUST BLOCK	1



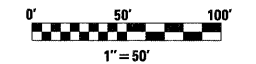


R.O.W. SCHEDULE

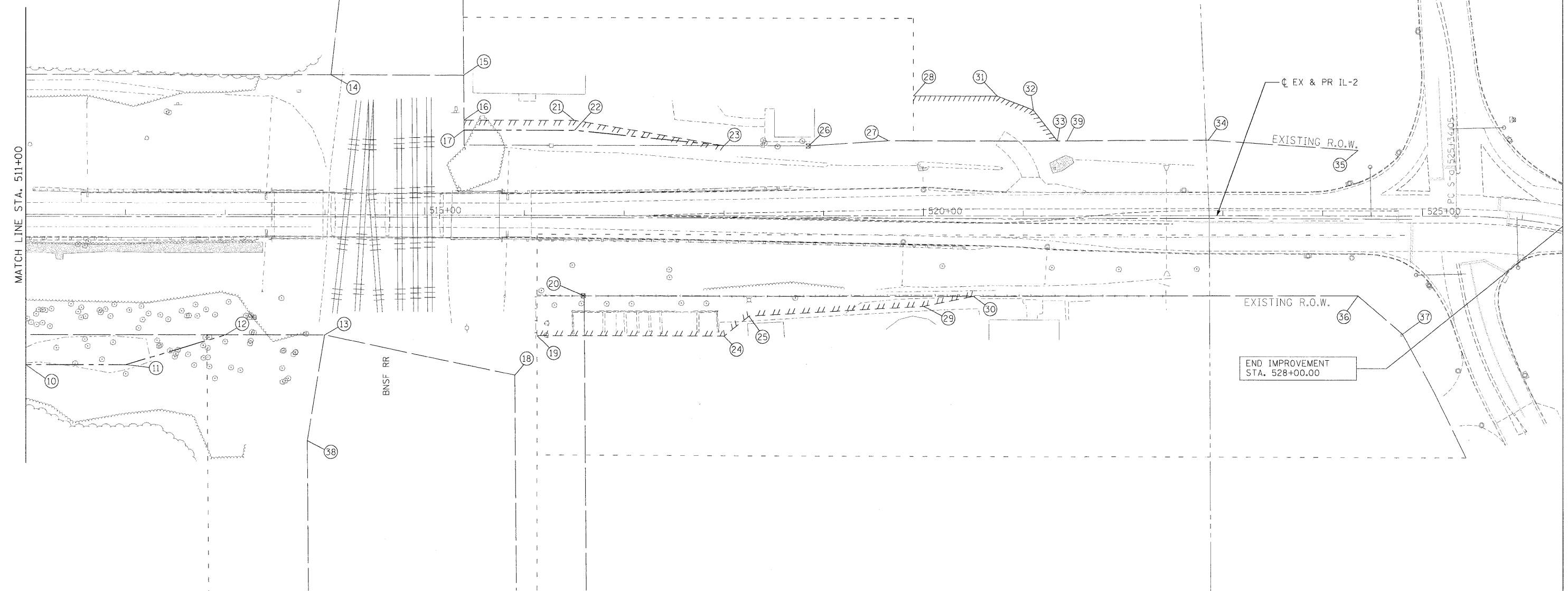
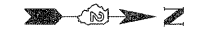
NO.	STATION	OFFSET
1	496+37.64	70.38 LT
2	496+40.88	69.62 RT
3	498+53.50	69.65 RT
4	500+53.52	70.33 LT
5	506+53.53	140.25 LT
6	507+45.03	179.76 RT
7	508+25.03	179.77 RT
8	508+95.03	119.77 RT
9	510+00.00	119.79 RT
10	511+00.00	150.00 RT

R.O.W. LEGEND

- EXISTING ROW
- - - PROPOSED ROW
- - - - PROPERTY LINE
- ////// EXISTING EASEMENT
- /// /// PROPOSED EASEMENT



FILE NAME = c:\5015-phos11\1-2&1-26\civil\IL-2\CADD	USER NAME = _USER_ Sheets\0264016-shr-rowplan.dgn	DESIGNED - CGC DRAWN - CGC	REVISED - REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL-2 OVER THE BNSF RAILROAD RIGHT OF WAY</b>		F.A.P. RTE. 742	SECTION 38VBR-1	COUNTY OGLE	TOTAL SHEETS 87	SHEET NO. 34	
PLOT SCALE = #SCALE#		CHECKED - AKK	REVISED -		SCALE: 1" = 50'	SHEET NO. 34 OF 87 SHEETS	STA. 507+50 TO STA. 511+00	CONTRACT NO.				
PLOT DATE = 8/18/2011		DATE - 8/2/2011	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

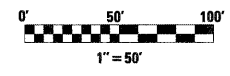


R.O.W. SCHEDULE

NO.	STATION	OFFSET	NO.	STATION	OFFSET	NO.	STATION	OFFSET
10	511+00.00	150.00 RT	20	516+59.80	79.87 RT	30	520+50.00	79.83 RT
11	512+00.00	150.00 RT	21	516+50.00	95.00 LT	31	520+74.06	120.08 LT
12	513+00.00	120.00 RT	22	516+50.00	85.00 LT	32	521+10.06	106.08 LT
13	513+99.60	119.84 RT	23	518+00.00	70.00 LT	33	521+34.06	75.08 LT
14	514+06.14	140.00 LT	24	518+00.00	120.00 RT	34	522+85.29	75.71 LT
15	515+39.05	140.15 LT	25	518+25.00	100.00 RT	35	524+35.28	65.71 LT
16	515+39.36	95.00 LT	26	518+85.06	70.11 LT	36	524+35.28	79.29 RT
17	515+39.42	85.00 LT	27	519+65.06	75.10 LT	37	524+79.93	117.82 RT
18	515+90.34	159.86 RT	28	519+89.91	120.09 LT	38	513+82.28	225.85 RT
19	516+12.50	120.00 RT	29	520+00.00	90.00 RT	39	521+43.78	75.00 LT

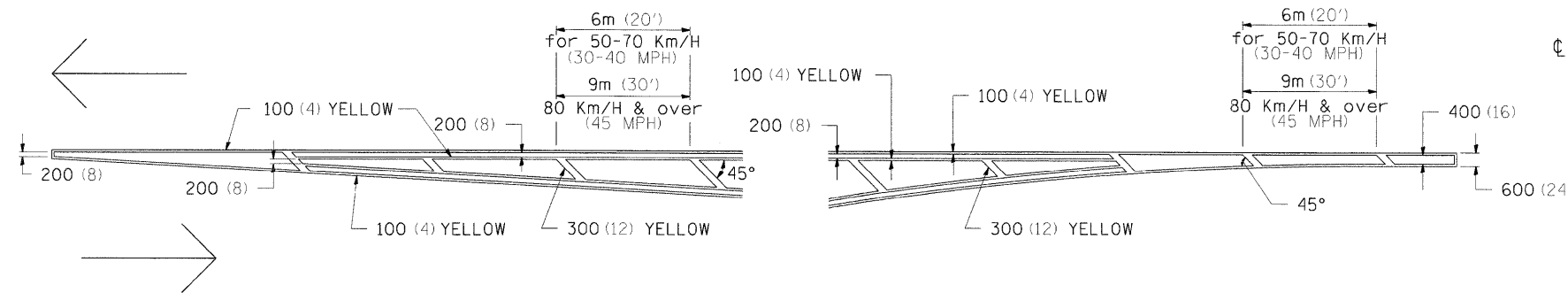
R.O.W. LEGEND

- EXISTING ROW
- - - PROPOSED ROW
- - - - PROPERTY LINE
- ////// EXISTING EASEMENT
- /// /// PROPOSED EASEMENT

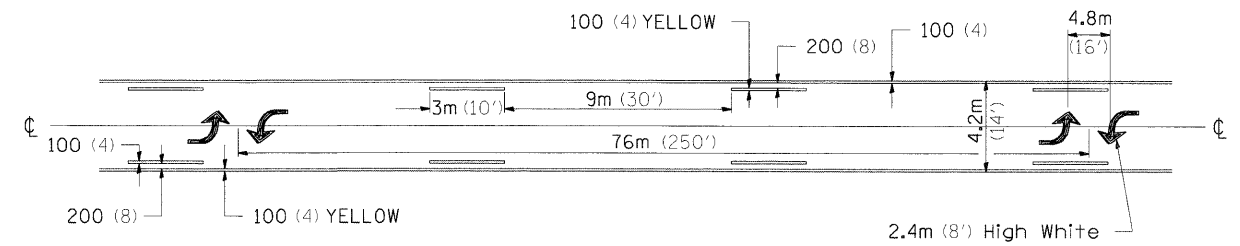


# TYPICAL PAVEMENT MARKINGS

## TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

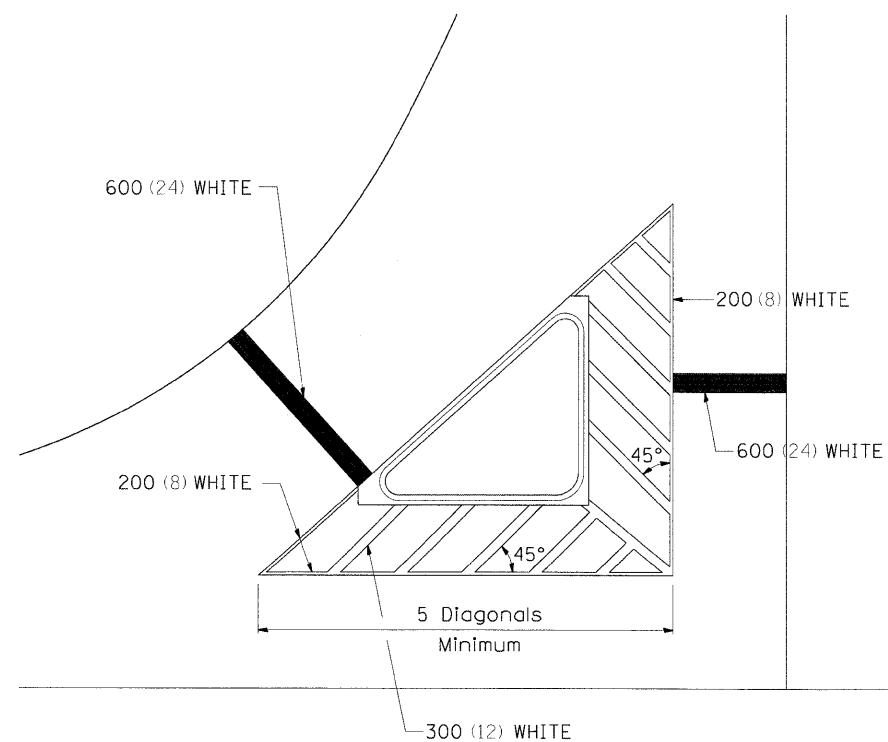


## MEDIAN PAVEMENT MARKING

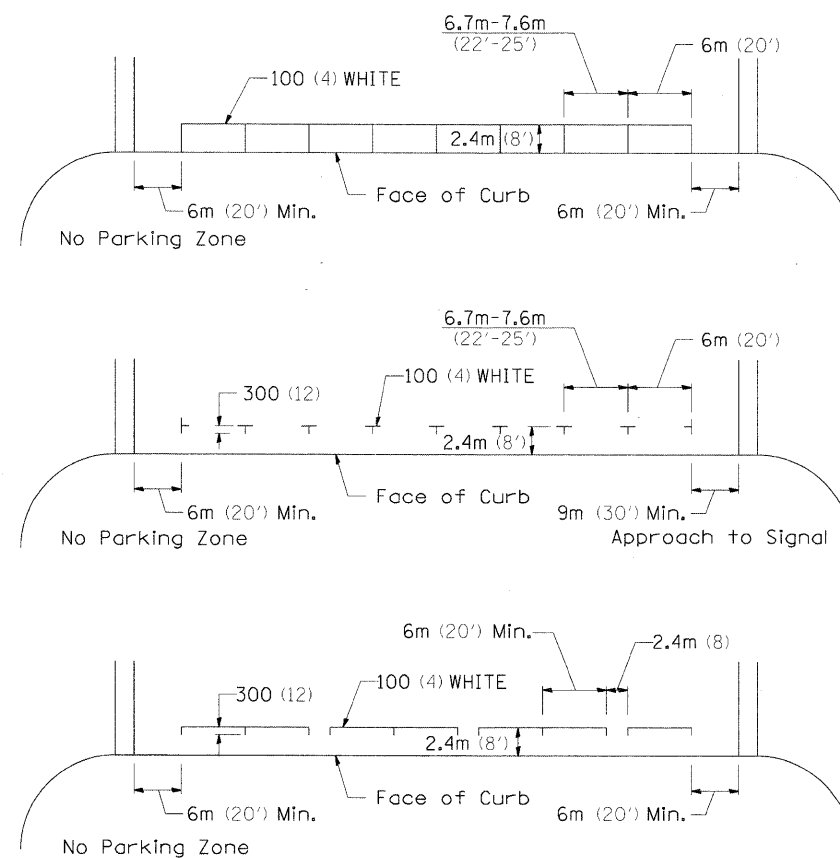


•• ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

## TYPICAL ISLAND OFFSET SHOULDER WIDTH

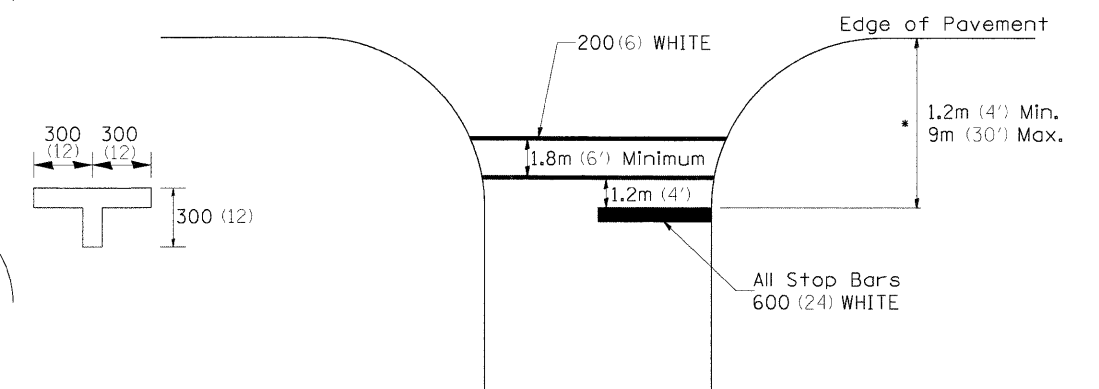


## TYPICAL PARKING SPACING



## STANDARD CROSSWALK MARKING

See Schedules for Locations

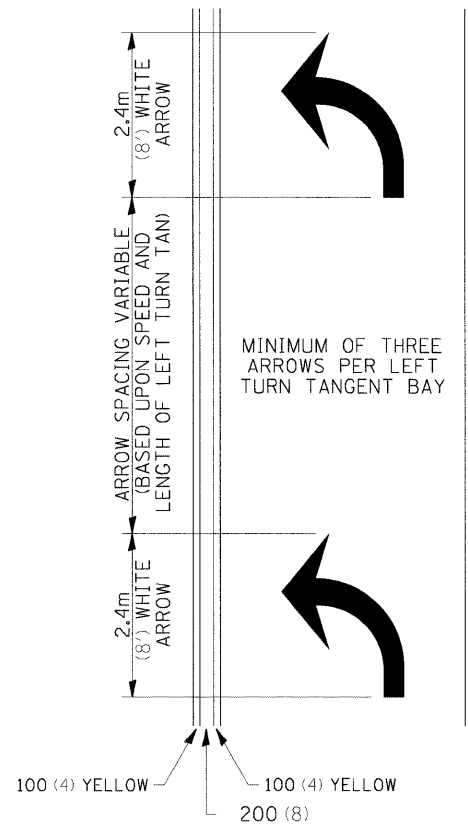


• Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

FILE NAME =	USER NAME = .USER.	DESIGNED -	REVISED - 10-21-08	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
U:\5015-projects\11-2&11-20\civil\11-2\CADD	Sheets\0264016-shr-Details.dgn	DRAWN -	REVISED -			742	38VBR-1	OGLE	87	36	
PLCT SCALE = #SCALE#		CHECKED -	REVISED -			CONTRACT NO. 64D16					
PLCT DATE = 8/18/2011		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

# TYPICAL PAVEMENT MARKINGS

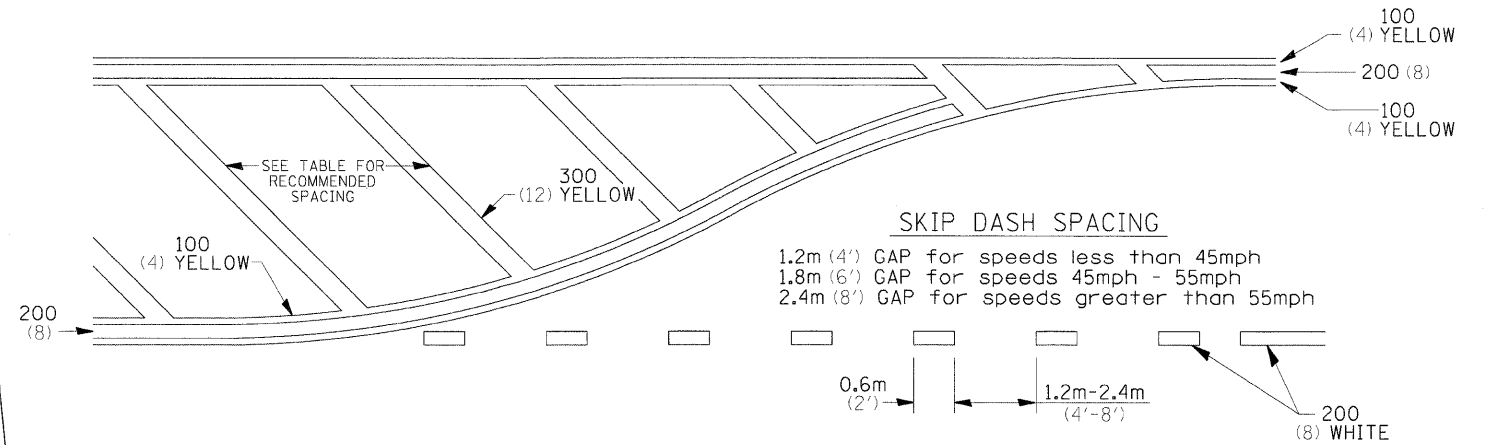
## ARROW LAYOUT



- ▲ ONE-WAY AMBER MARKER
- △ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

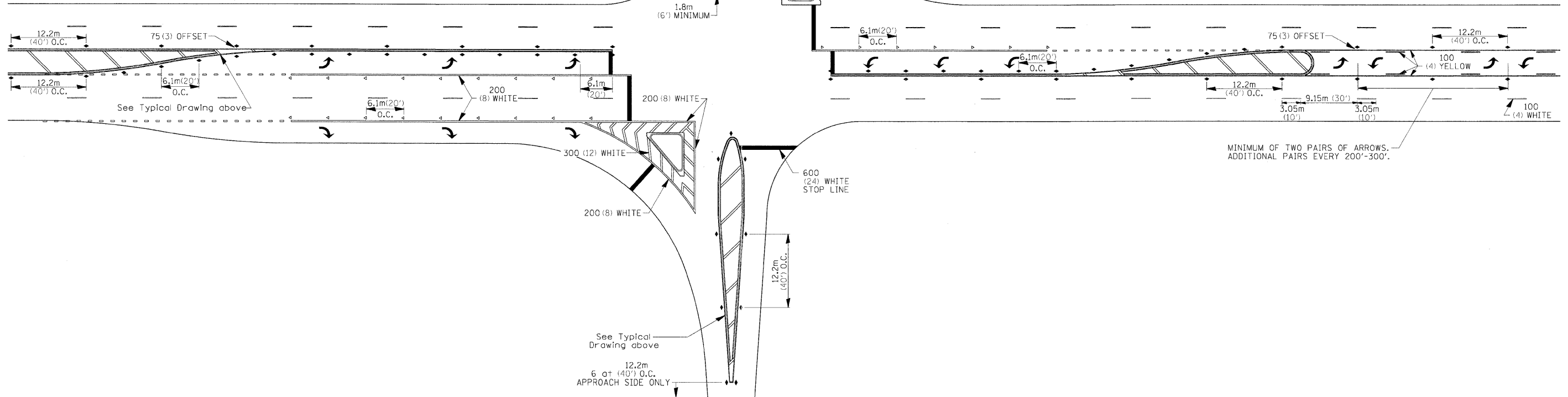
## TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



## RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

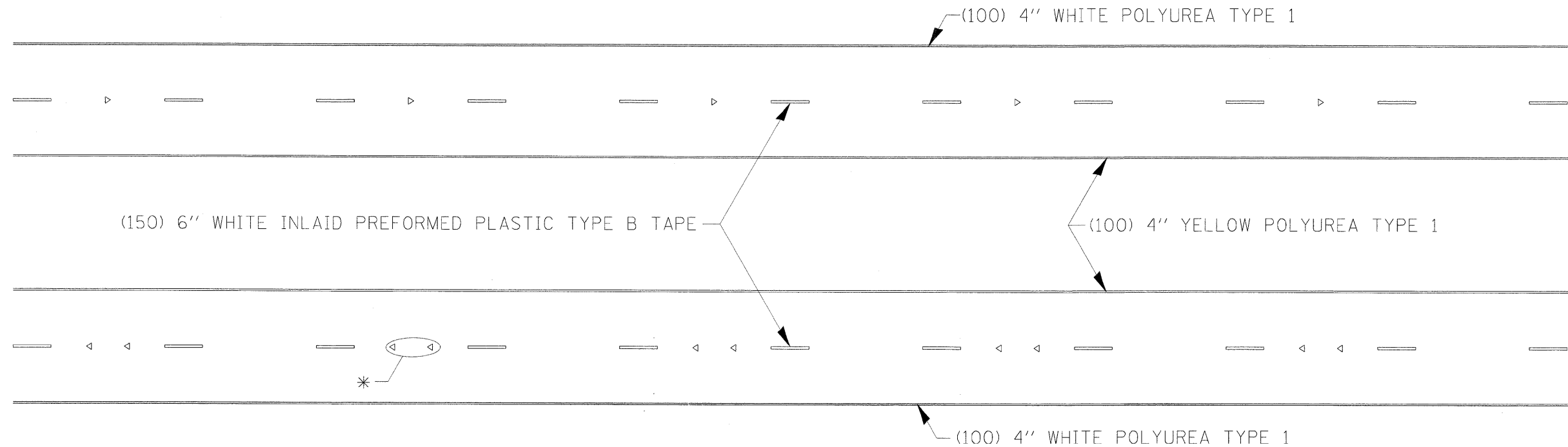
Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

NOTE: If the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.



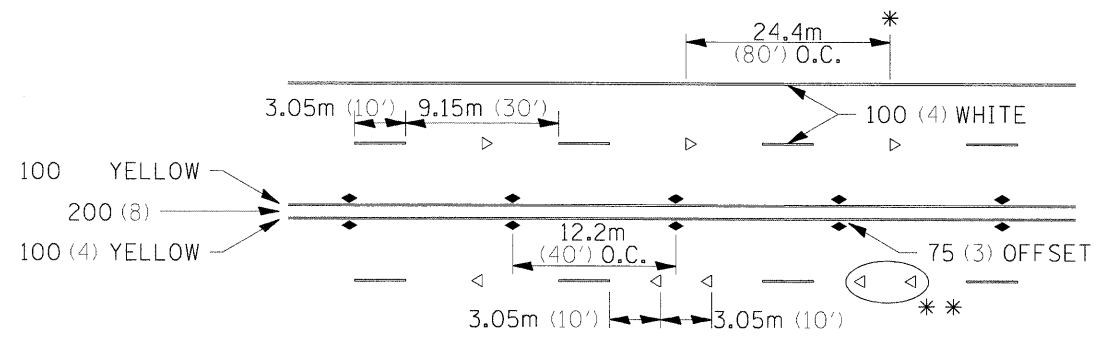
FILE NAME =	USER NAME = _USER_	DESIGNED -	REVISED - 10-21-08	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\5015-phase1\1-2&1-26\civil\1-2\CADD	Sheets\0264016-shr-Details.dgn	DRAWN -	REVISED -			742	3BVBR-1	OGLE	87	37	
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -			CONTRACT NO. 64D16					
	PLOT DATE = 8/18/2011	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

# TYPICAL PAVEMENT MARKINGS



\* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.  
USE DOUBLE MARKERS WHEN ADT  $\geq$  25,000.

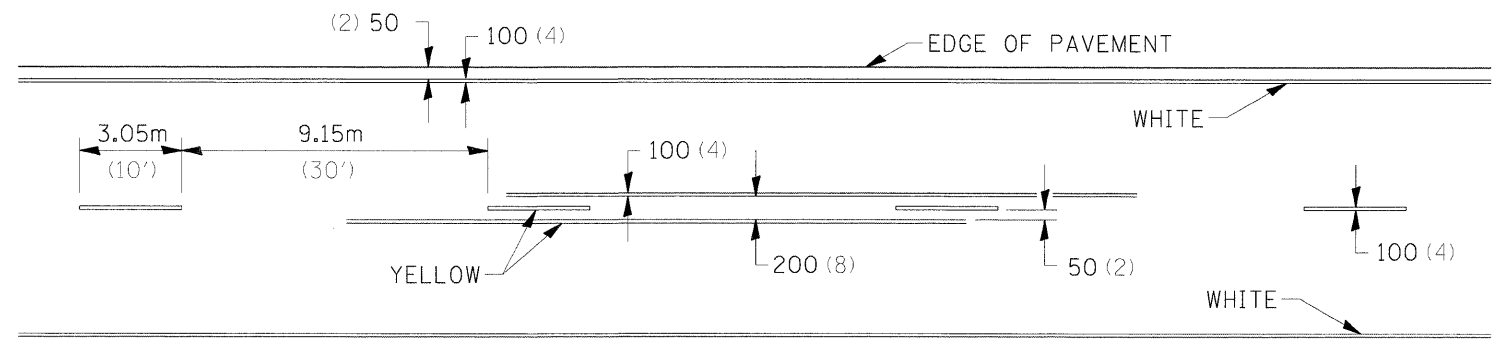
## MULTI-LANE / DIVIDED



\* REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15km/H (10MPH) LOWER THAN POSTED SPEEDS.  
\*\* USE DOUBLE MARKERS WHEN ADT  $\geq$  25,000

## MULTI-LANE / UNDIVIDED

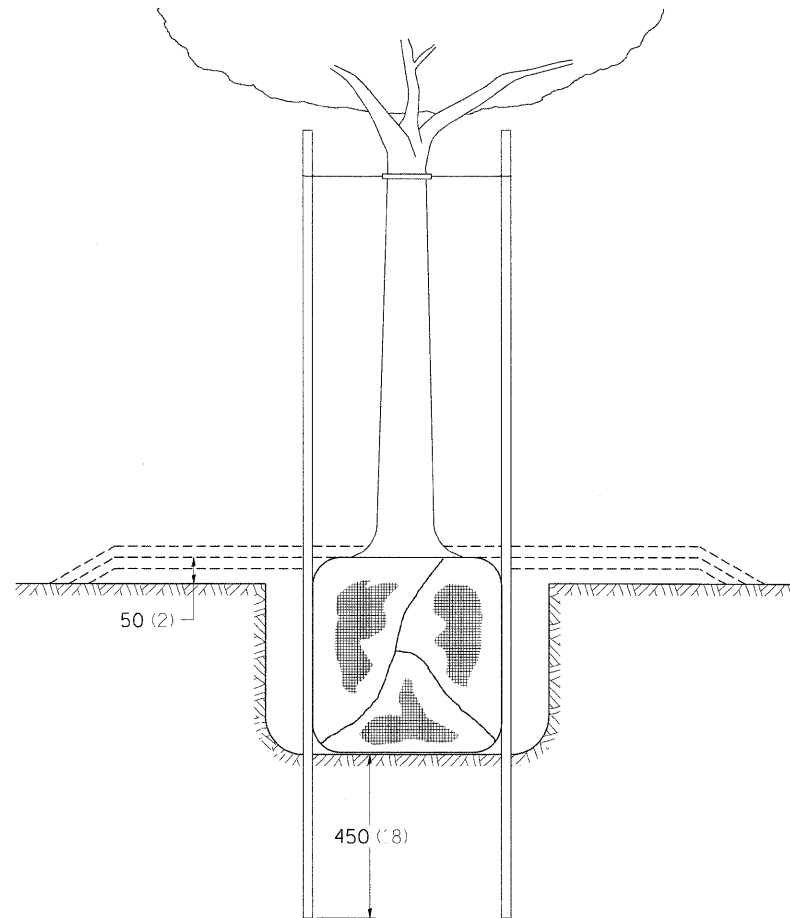
## TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION - NO PASSING ZONES



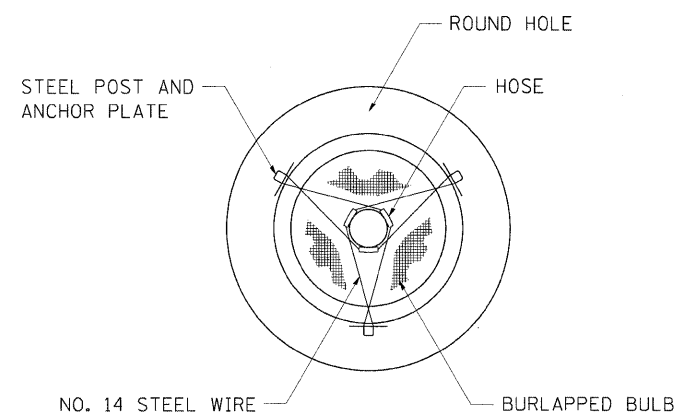
SYMBOLS

FILE NAME =	USER NAME = .USER.	DESIGNED -	REVISED - 10-21-08	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ts\5015-phase1\1-2&1-26\civil\1-2\CADD	Sheets\0264016-shr-Detail.dgn	DRAWN -	REVISED -			742	38VBR-1	OGLE	87	38	
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -			CONTRACT NO. 64D16					
	PLOT DATE = 8/18/2011	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

# DETAILS OF PLANTING AND BRACING TREES

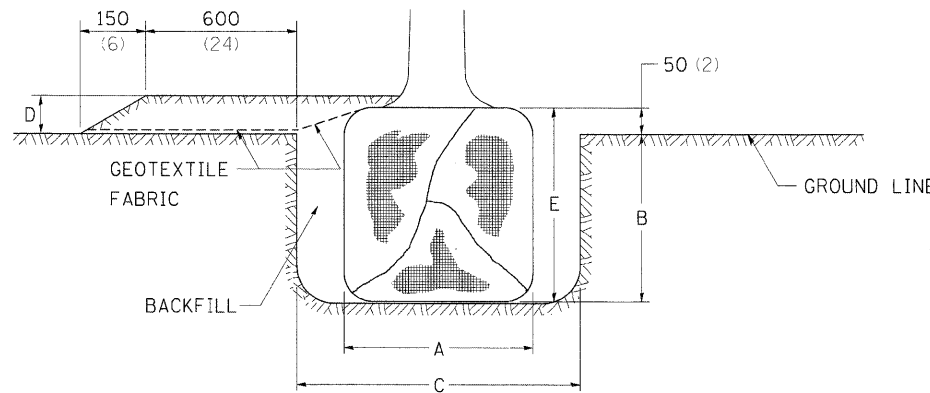


TREES SMALLER THAN 115 (4 1/2) IN DIAMETER

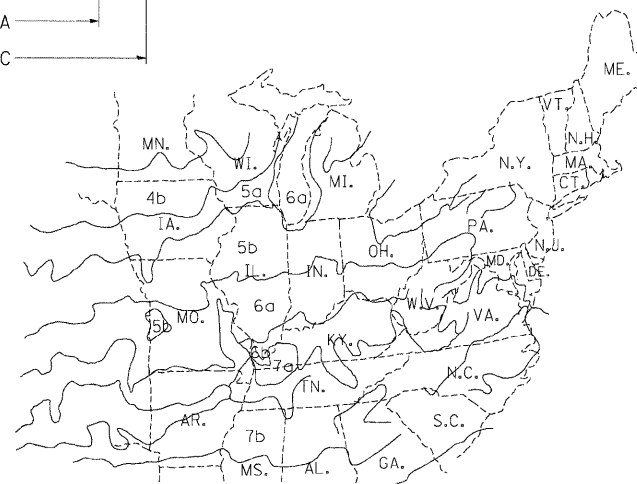
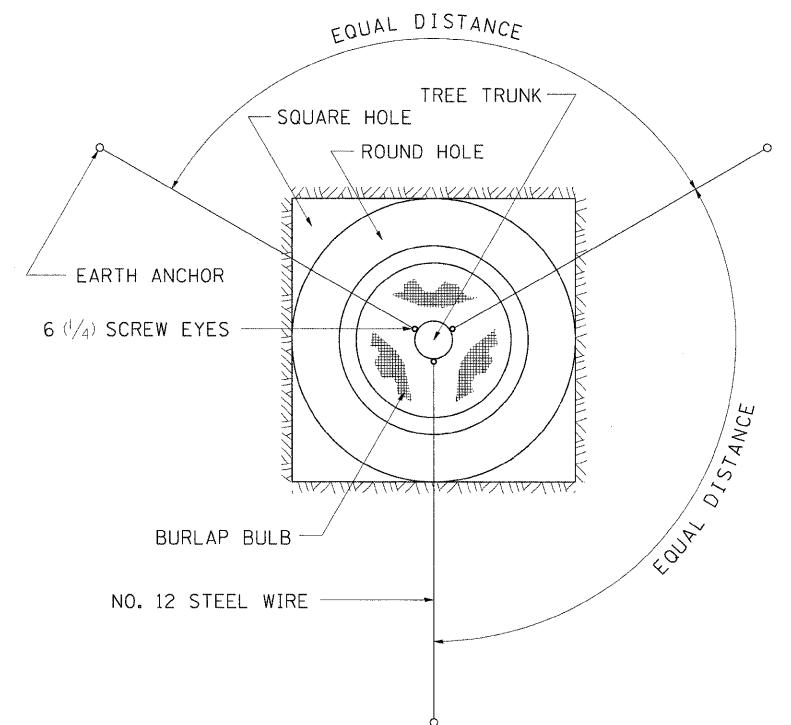
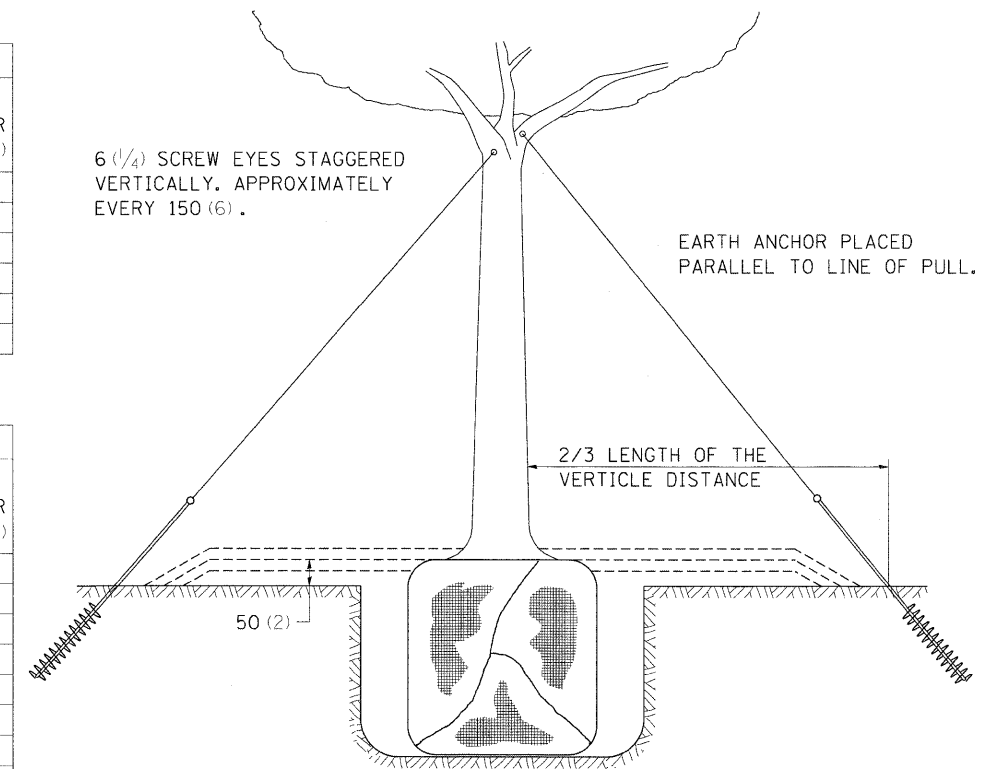


SMALL	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER m <sup>3</sup> (CU. YDS.)
1.5-1.8m (5'-6')	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.5-1.8m (5'-6') BB	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.8-2.0m (6'-7') BB	450 (18)	300 (12)	750 (30)	100 (4)	350 (14)	0.41 (0.54)
2.0-2.4m (7'-8') BB	500 (20)	275 (11)	750 (30)	100 (4)	325 (13)	0.41 (0.54)
2.4-3.0m (8'-10') BB	600 (24)	350 (14)	900 (36)	100 (4)	400 (16)	0.47 (0.61)
3.0-3.6m (10'-12') BB	650 (26)	375 (15)	900 (36)	100 (4)	425 (17)	0.47 (0.61)

LARGE	A	B	C	D	E	F
TREE SIZE	DIAMETER OF BALL OR ROOT SYS.	DEPTH OF HOLE EXCAVATION	WIDTH OF HOLE EXCAVATION	THICKNESS OF MULCH COVER	DEPTH OF BALL OR ROOT SYS.	VOLUME OF MULCH COVER m <sup>3</sup> (CU. YDS.)
0-50 (0-2)	500 (20)	275 (11)	900 (36)	100 (4)	325 (13)	0.47 (0.61)
50-65 (2-2 1/2) BB	600 (24)	350 (14)	1200 (48)	100 (4)	400 (16)	0.60 (0.78)
65-75 (2 1/2-3) BB	700 (28)	425 (17)	1200 (48)	100 (4)	475 (19)	0.60 (0.78)
75-90 (3-3 1/2) BB	800 (32)	425 (17)	1500 (60)	100 (4)	475 (19)	0.73 (0.96)
90-100 (3 1/2-4) BB	900 (36)	500 (20)	1500 (60)	100 (4)	550 (22)	0.73 (0.96)
100-115 (4-4 1/2) BB	1000 (40)	550 (22)	1800 (72)	100 (4)	600 (24)	0.89 (1.16)
115-125 (4 1/2-5) BB	1100 (44)	600 (24)	1800 (72)	100 (4)	650 (26)	0.89 (1.16)
125-140 (5-5 1/2) BB	1200 (48)	675 (27)	2100 (84)	100 (4)	725 (29)	1.06 (1.38)



TREES OVER 115 (4 1/2) IN DIAMETER

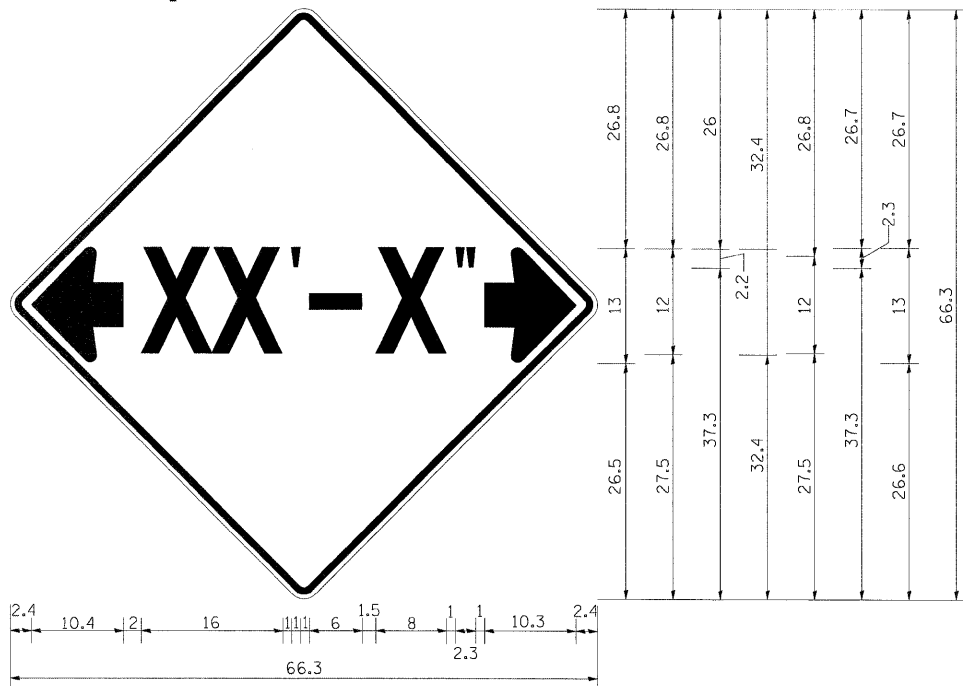


PLANT HARDINESS ZONE MAP  
U.S. DEPARTMENT OF AGRICULTURE  
AGRICULTURAL RESEARCH SERVICE  
PUBLICATION NO. 814

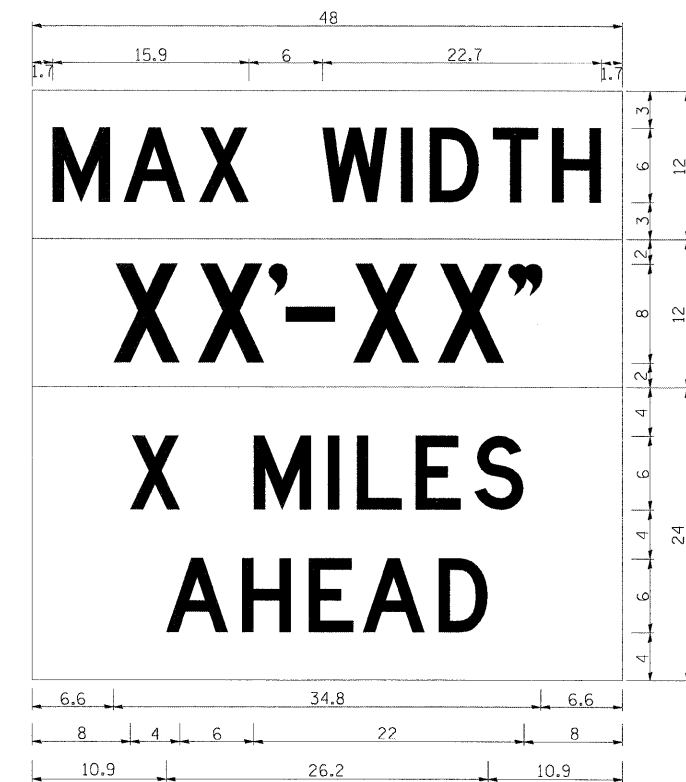
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

FILE NAME =	USER NAME = .USER.	DESIGNED -	REVISED - 10-15-04	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REGION 2 / DISTRICT 2 STANDARD</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ts\5015-phase1\1-2&1-26\civil\1-2\CADD	Sheets\0264016-shr-Detail.dgn	DRAWN -	REVISED -			742	38VBR-1	OGLE	87	39	
	PLOT SCALE = #SCALE#	CHECKED -	REVISED -			CONTRACT NO. 64D16					
	PLOT DATE = 8/18/2011	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

# INFORMATIONAL WARNING SIGN (FOR NARROW TRAVEL LANES)



**NOTES**  
 W12-2 - Horizontal Clearance Sign  
 48.0" across sides, 1.9" Radius,  
 0.8" Border, 0.5" Indent, Black on  
 Orange; Standard Arrow Custom  
 10.4" X 8.1" 180° Black 11 Inch  
 D Series Lettering; Standard Arrow  
 Custom 10.4" X 8.1" 0°



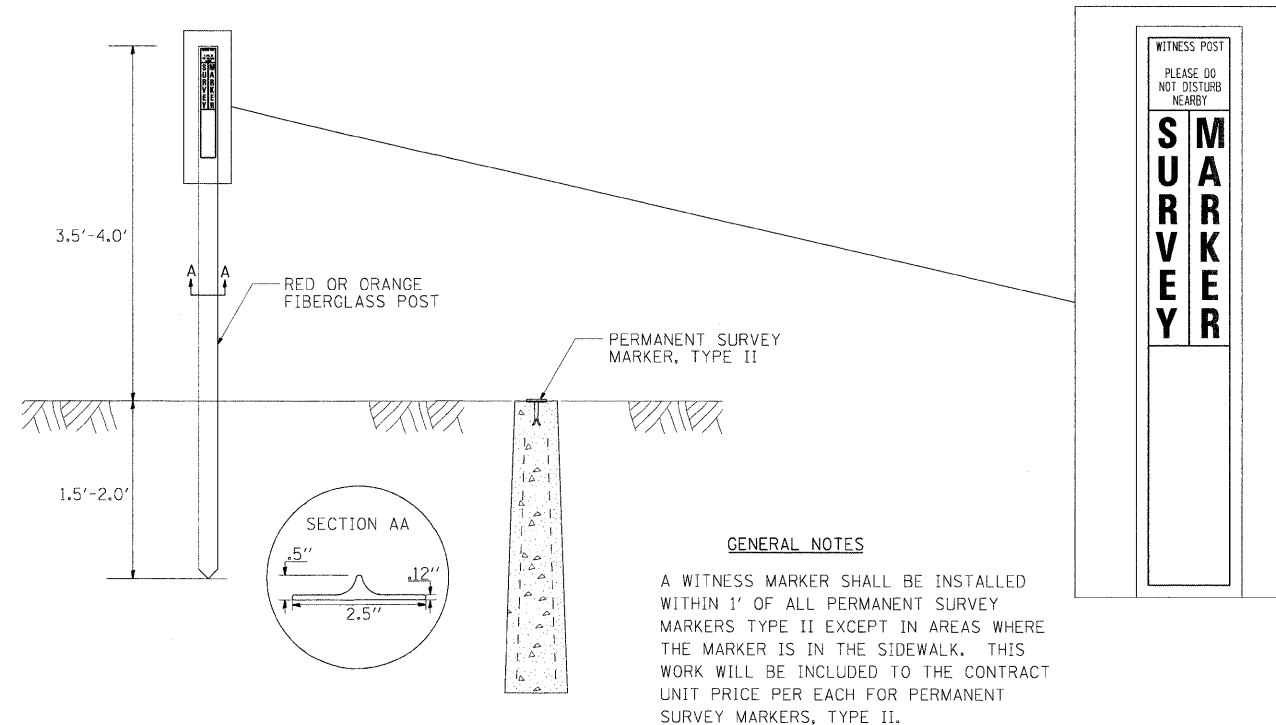
W12-I103 (Width is 8D);  
 No border, Black on White;  
 [MAX WIDTH] D;  
  
 No border, Black on Orange;  
 [XX'-XX''] D;  
  
 No border, Black on White;  
 [X MILES] D; [AHEAD] D;

All work to furnish and install these signs shall be included in the cost of the Traffic Control Standards and shall not be paid for separately.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 5-15-09

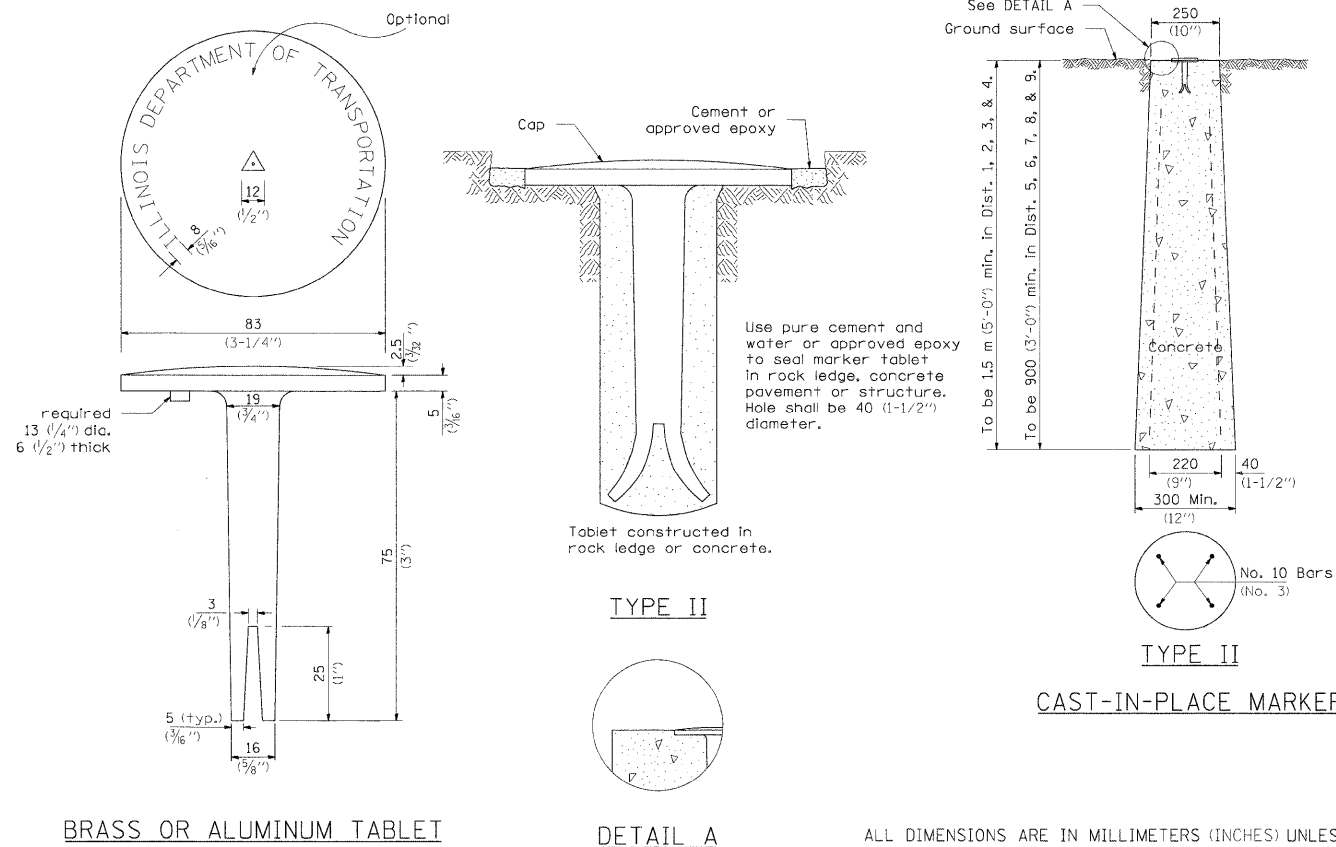
# WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II



**GENERAL NOTES**

A WITNESS MARKER SHALL BE INSTALLED WITHIN 1' OF ALL PERMANENT SURVEY MARKERS TYPE II EXCEPT IN AREAS WHERE THE MARKER IS IN THE SIDEWALK. THIS WORK WILL BE INCLUDED TO THE CONTRACT UNIT PRICE PER EACH FOR PERMANENT SURVEY MARKERS, TYPE II.

# PERMANENT SURVEY MARKERS, TYPE II



BRASS OR ALUMINUM TABLET

DETAIL A

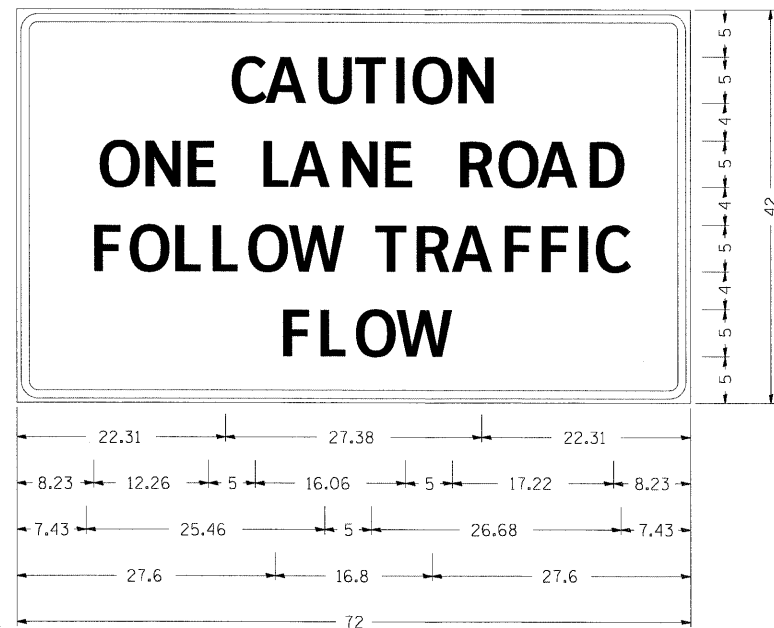
CAST-IN-PLACE MARKER

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 10-21-08	<b>REGION 2 / DISTRICT 2 STANDARD</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -					742	38VBR-1	OGLE	87	40
REVISED -					CONTRACT NO. 64D16				
REVISED -					SCALE: #SCALE#	SHEET NO. 40 OF 87 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT



# ENTRANCE SIGN FOR USE WITH TEMPORARY SIGNALS



Type AA Fluorescent Orange Sheeting ;  
 2.25" Radius, 0.88" Border, 0.50" Indent, Black on Orange;  
 [CAUTION] D; [ONE LANE ROAD] D;  
 [FOLLOW TRAFFIC] D; [FLOW] D

Table Of Widths And Spaces

22.31	C	3.36	A	0.62	4.18	0.94	U	3.36	0.94	T	3.04	0.94	I	0.78	1.17	O	3.52	1.17	N	3.36	22.31
8.23	O	3.51	1.17	N	3.36	1.18	E	3.04													
5.00	L	3.05	0.31	A	4.18	0.94	N	3.36	1.17	E	3.05										
5.00	R	3.36	0.93	O	3.52	0.94	A	4.18	0.93	D	3.36	8.23									
7.43	F	3.04	0.94	O	3.52	1.17	L	3.04	0.94	L	3.05	0.94	O	3.51	0.94	W	4.37				
5.00	T	3.05	0.94	R	3.36	0.94	A	4.18	0.93	F	3.05	0.94	F	3.04	0.94	I	0.78	1.18	C	3.35	7.43
27.60	F	3.05	0.94	L	3.04	0.94	O	3.52	0.93	W	4.38	27.60									

### GENERAL NOTES

THIS SIGN SHALL BE INSTALLED AT ENTRANCES LOCATED BETWEEN THE TEMPORARY SIGNALS AS DIRECTED BY THE ENGINEER.

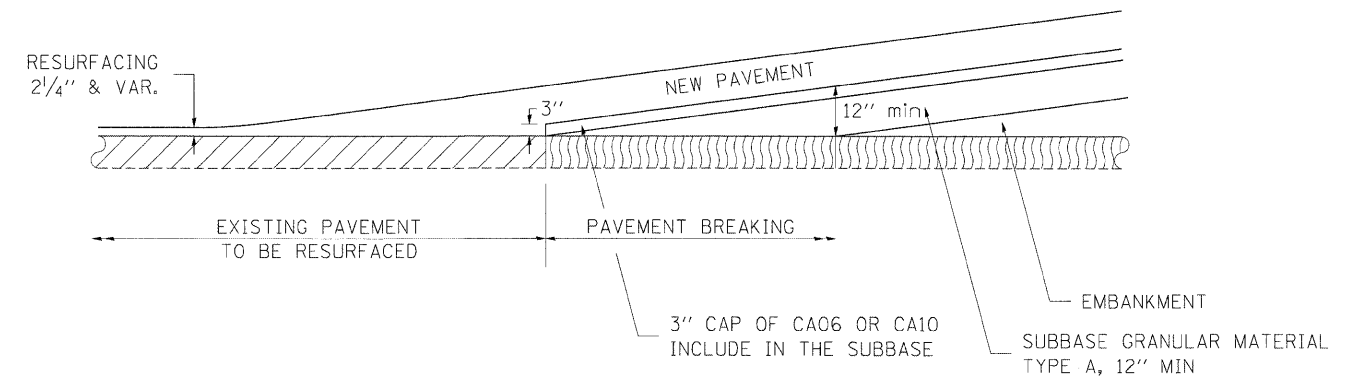
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

THE COST TO FURNISH, INSTALL AND REMOVE THIS SIGN AT THE REQUIRED LOCATIONS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION STANDARD 701321.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

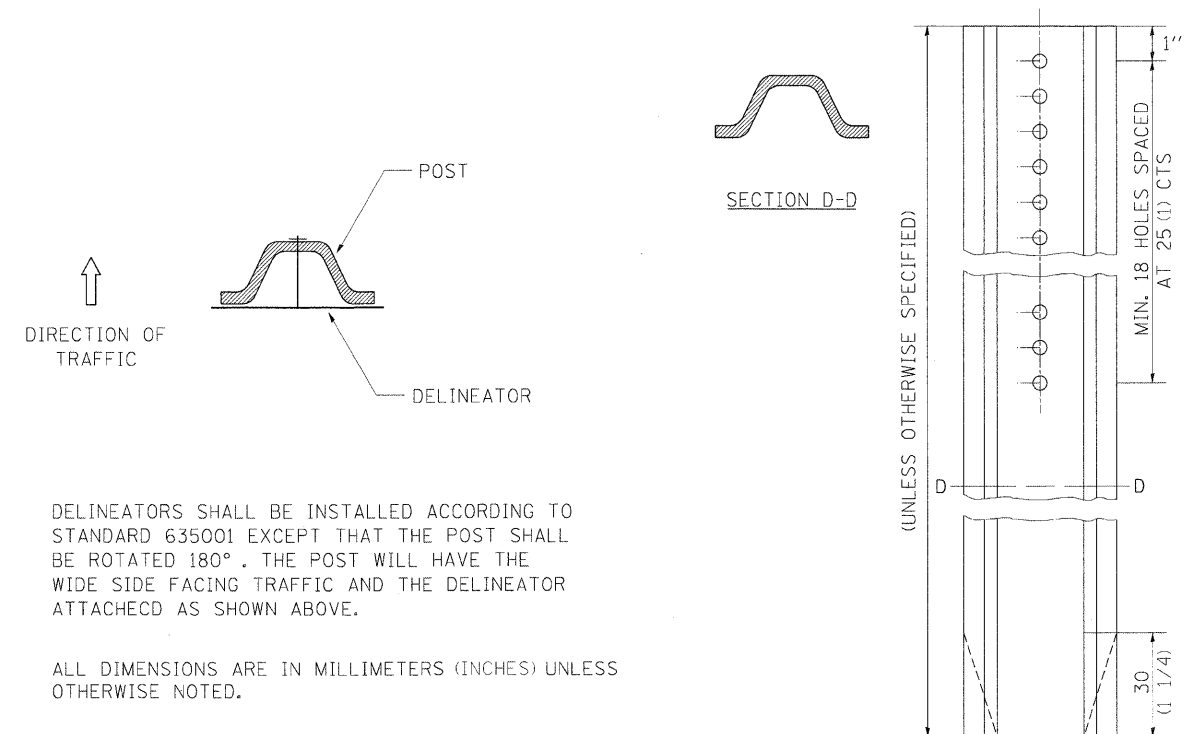
REVISED - 10-28-05

# PAVEMENT BREAKING DETAIL



REVISED - 11-10-10

# DELINEATOR AND POST ORIENTATION

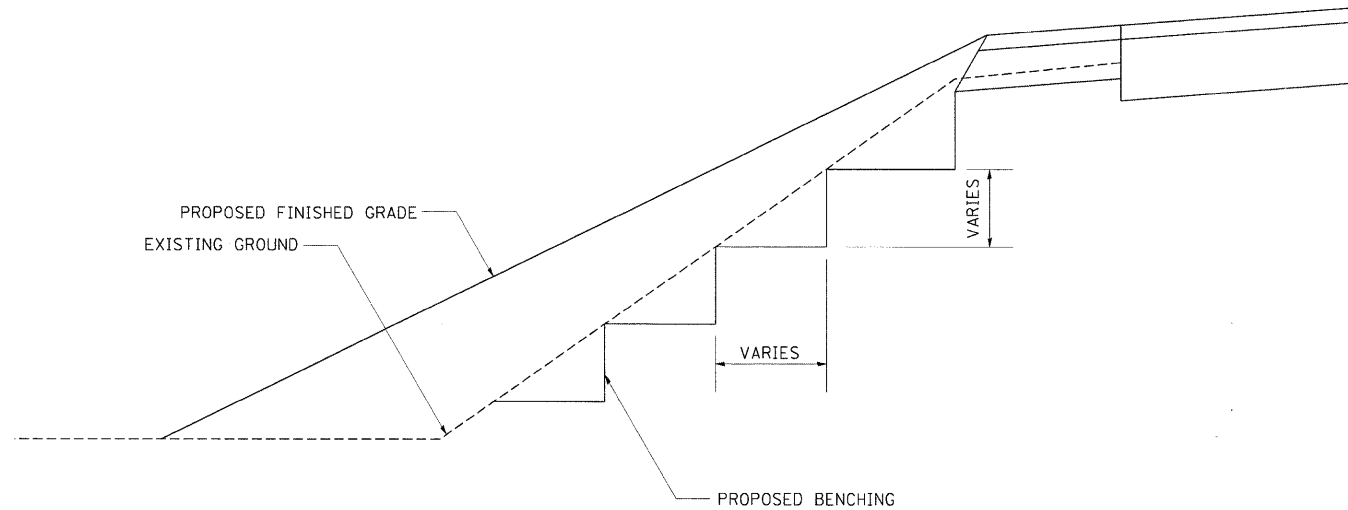


DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180°. THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHED AS SHOWN ABOVE.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 11-01-07	REGION 2 / DISTRICT 2 STANDARD		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -			742	38VBR-1	OGLE	87	41
REVISED -			CONTRACT NO. 64D16				
REVISED -	SCALE: #SCALE#	SHEET NO. 41 OF 87 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

# TYPICAL BENCHING ON EXISTING EMBANKMENT



REVISED - 2-22-06

TYPICAL BENCHING ON EXISTING EMBANKMENT 50.4

# STOP LINE SIGN FOR TEMPORARY SIGNALS



SIZE: 600(24) x 600(24)  
 100(4) CAPITAL LETTERS - BLACK  
 13(1/2) BORDER - BLACK  
 WHITE REFLECTIVE - TYPE AP  
 HIGH INTENSITY PRISMATIC SHEETING

**GENERAL NOTE:**

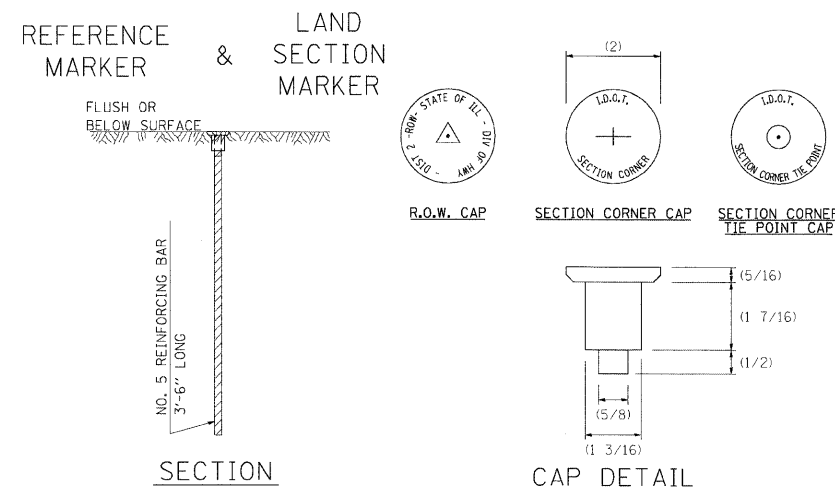
THIS SIGN SHALL BE INSTALLED AT THE STOP LINE AS DIRECTED BY ENGINEER.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

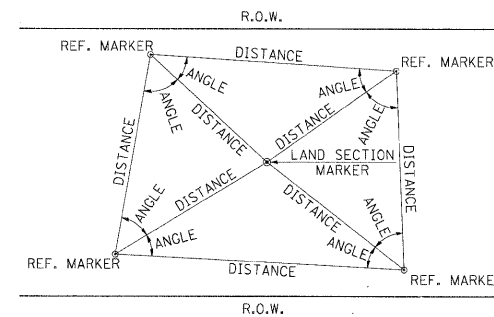
REVISED - 1-22-07

STOP LINE SIGN FOR TEMPORARY SIGNALS 99.4

# LAND SECTION & REFERENCE MARKERS



## METHOD OF REFERENCING MARKERS



- USE INSTRUMENT TIES TO NEARBY LAND-MARKS (STEEPLES, TOWERS, SILOS, ETC...)
- IN CULTIVATED FIELDS, SET 28" OR MORE BELOW GROUND SURFACE.
- IN FENCE LINE OR PROTECTED AREA SET TOP AT GROUND LEVEL SO AS NOT TO BE DISTURBED BY MOWING.

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

## METHOD OF REFERENCING POINTS

REFERENCE MARKERS SHALL BE USED TO TIE IN PERMANENT LAND SECTION AND 1/4 SECTION CORNERS. WHERE LAND SECTION MARKERS FALL IN THE SHOULDERS OR GRAVEL SURFACES, THE TOP OF THE BAR SHALL BE KEPT 3" BELOW THE SURFACE. LAND SECTION MARKERS LOCATED IN TRAFFIC LANES SHALL BE REPLACED BY CORE DRILL AND RESETTING PIN.

ALUMINUM CAPS SHALL BE PLACED ON TOP OF THE REINFORCEMENT BAR. THERE ARE 3 TYPES OF CAPS, ONE FOR THE RIGHT-OF-WAY CORNERS, ONE FOR THE SECTION CORNERS AND ONE FOR THE SECTION CORNER TIE POINTS. THE CAPS WILL BE SUPPLIED BY THE SURVEYOR WHO IS RESPONSIBLE FOR MONUMENTING CORNERS.

REVISED - 03-05-10

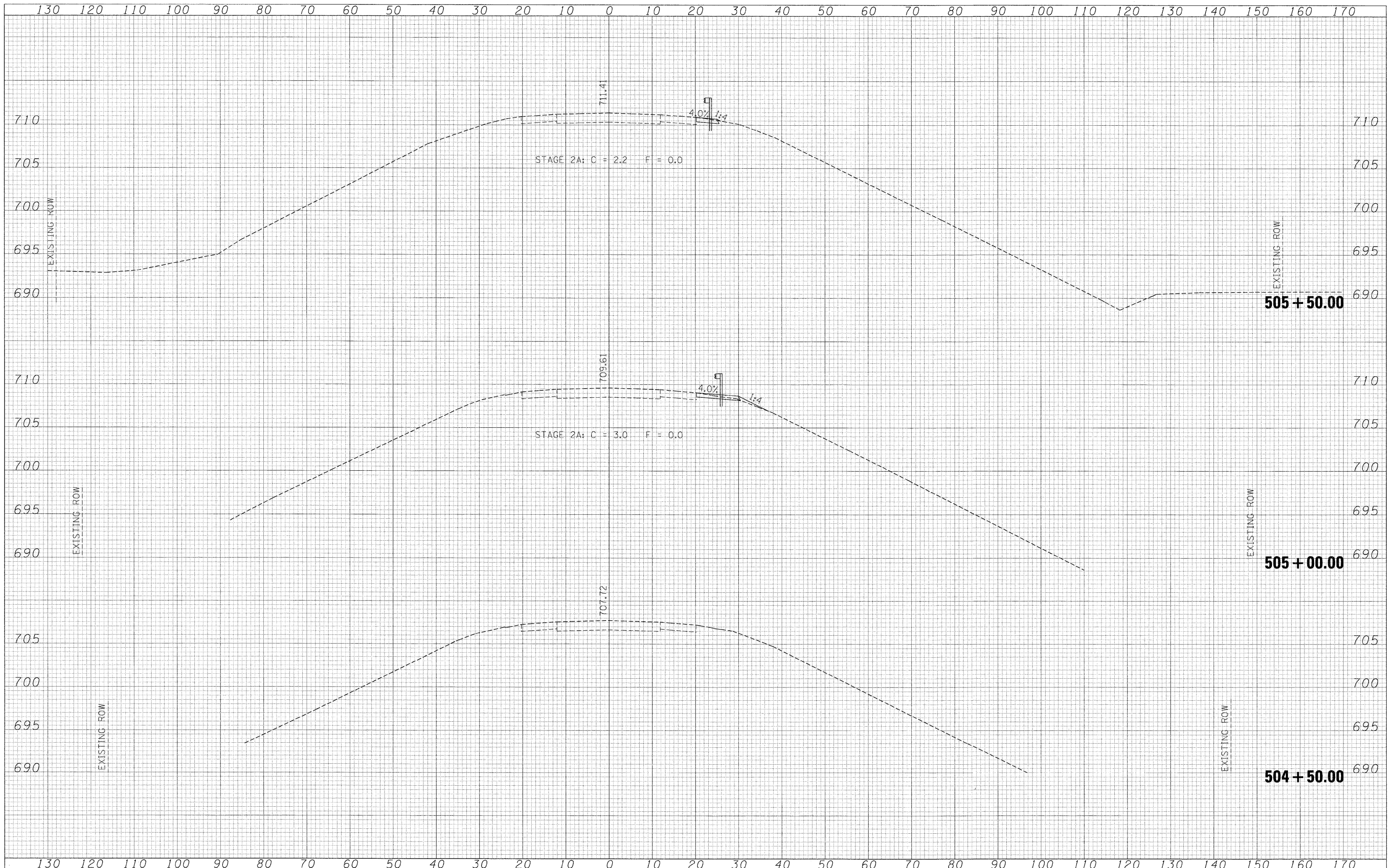
LAND SECTION & REFERENCE MARKERS 63.4

REVISED -	<b>REGION 2 / DISTRICT 2 STANDARD</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -		742	38VBR-1	OGLE	87	42
REVISED -		CONTRACT NO. 64D16				
REVISED -		SCALE: #SCALE#	SHEET NO. 42 OF 87 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.

PLOT DATE = 8/18/2011

DATE	
BY	
SURVEYED	
PLANNED	
TEMP. PLATE	
NOTE BOOK	
AREAS CHECKED	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLANNED	
TEMP. PLATE	
NOTE BOOK	
AREAS CHECKED	
AREAS CHECKED	
NO.	



FILE NAME = t:\5015 phase1\1-2811-26\civil\IL 2\CADD Sheets\0264016-ah1-xsh1.dgn

USER NAME = \_USER\_  
 DESIGNED - CGC  
 DRAWN - CGC  
 CHECKED - AKK  
 DATE - 8/2/2011

REVISIONS:  
 REVISION NO. 1  
 REVISION DESCRIPTION  
 REVISION DATE

DESIGNED - CGC  
 DRAWN - CGC  
 CHECKED - AKK  
 DATE - 8/2/2011

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL 2 OVER THE BNSF RAILROAD  
 CROSS SECTIONS**

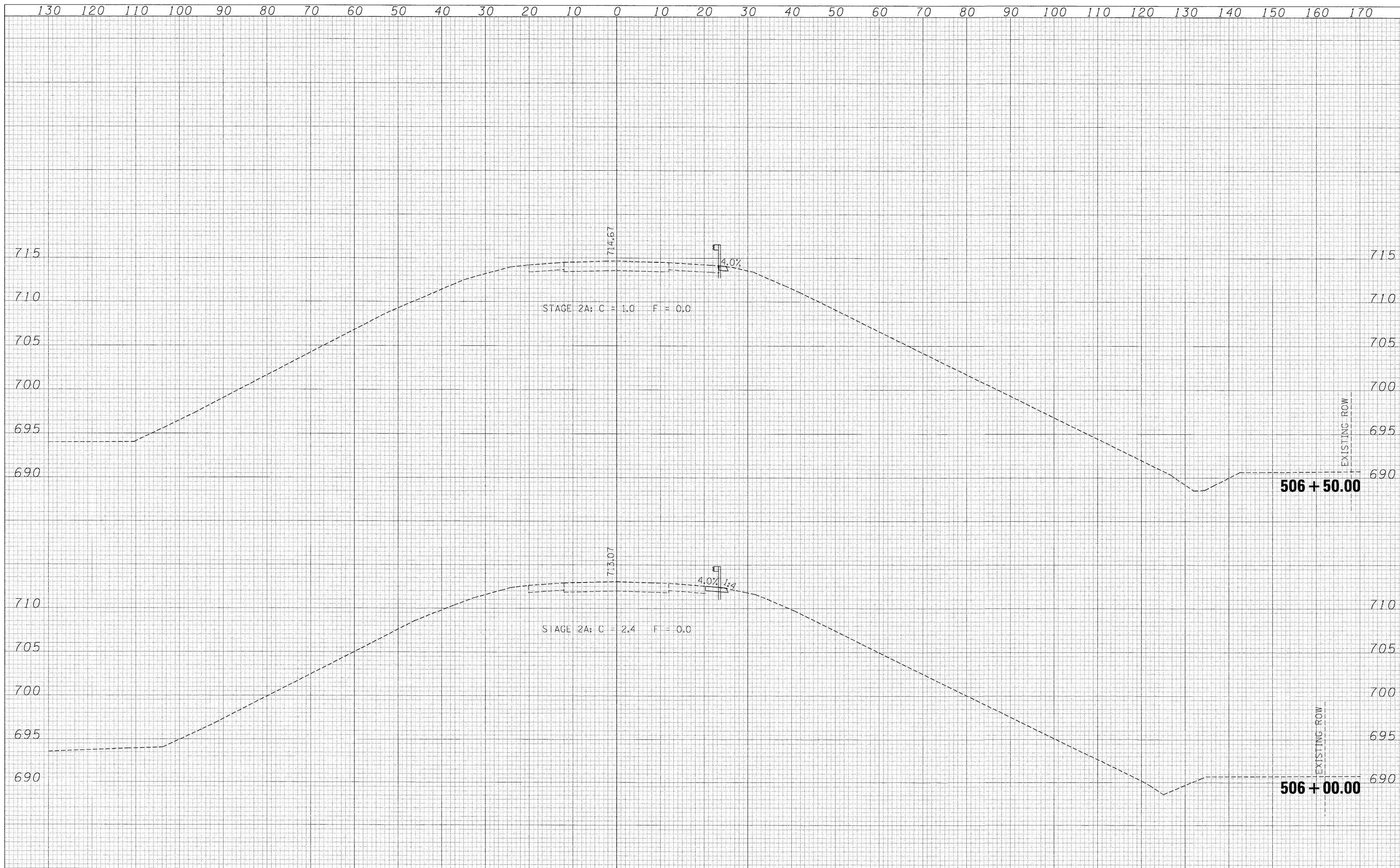
SCALE: 1/4" = 1'-0"  
 SHEET NO. 43 OF 87 SHEETS STA. 504+50.00 TO STA. 505+50.00

F.A.P. RTE. 742	SECTION 38VBR-1	COUNTY OGLE	TOTAL SHEETS 87	SHEET NO. 43
CONTRACT NO. 64D16			ILLINOIS FED. AID PROJECT	



DATE	
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FINAL SURVEY	
NOTE BOOK	
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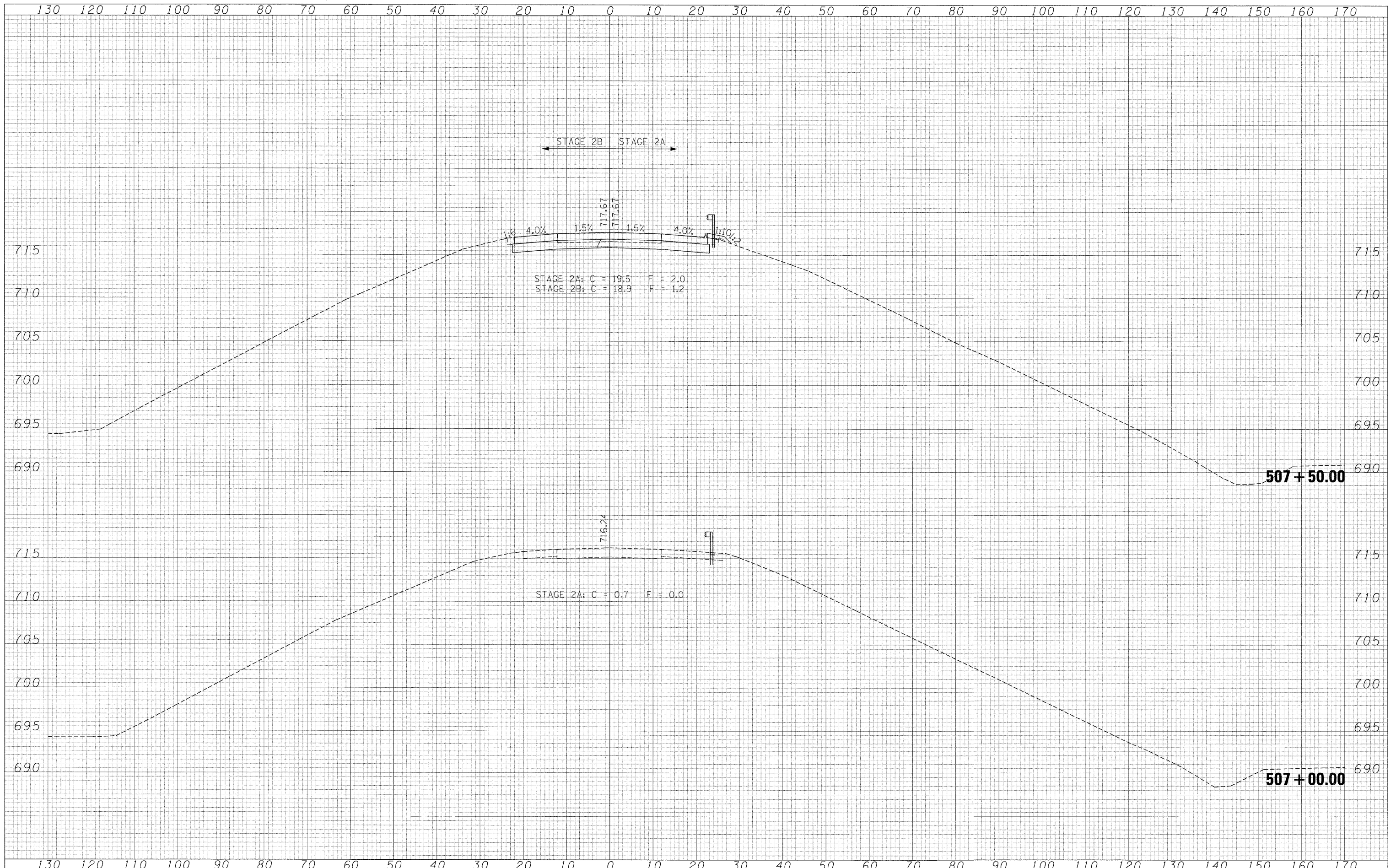
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t:\5015-phase1\11-2&11-26\civil\11-2\CADD Sheets	0264016-sht-xssht.dgn	DRAWN - CGC	REVISED -			742	38VBR-1	OGLE	87	44	
PLOT SCALE = *SCALE*		CHECKED - AKK	REVISED -			CONTRACT NO. 64D16					
PLOT DATE = 8/18/2011		DATE - 8/2/2011	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE:  $\frac{1}{2}$ " = 10' SHEET NO. 44 OF 87 SHEETS STA. 506+00.00 TO STA. 506+50.00



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TEMPLATE	
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STAGE 2A: C = 19.5 F = 2.0  
 STAGE 2B: C = 18.9 F = 1.2

STAGE 2A: C = 0.7 F = 0.0

507+50.00

507+00.00

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 DATE - 8/2/2011

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STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

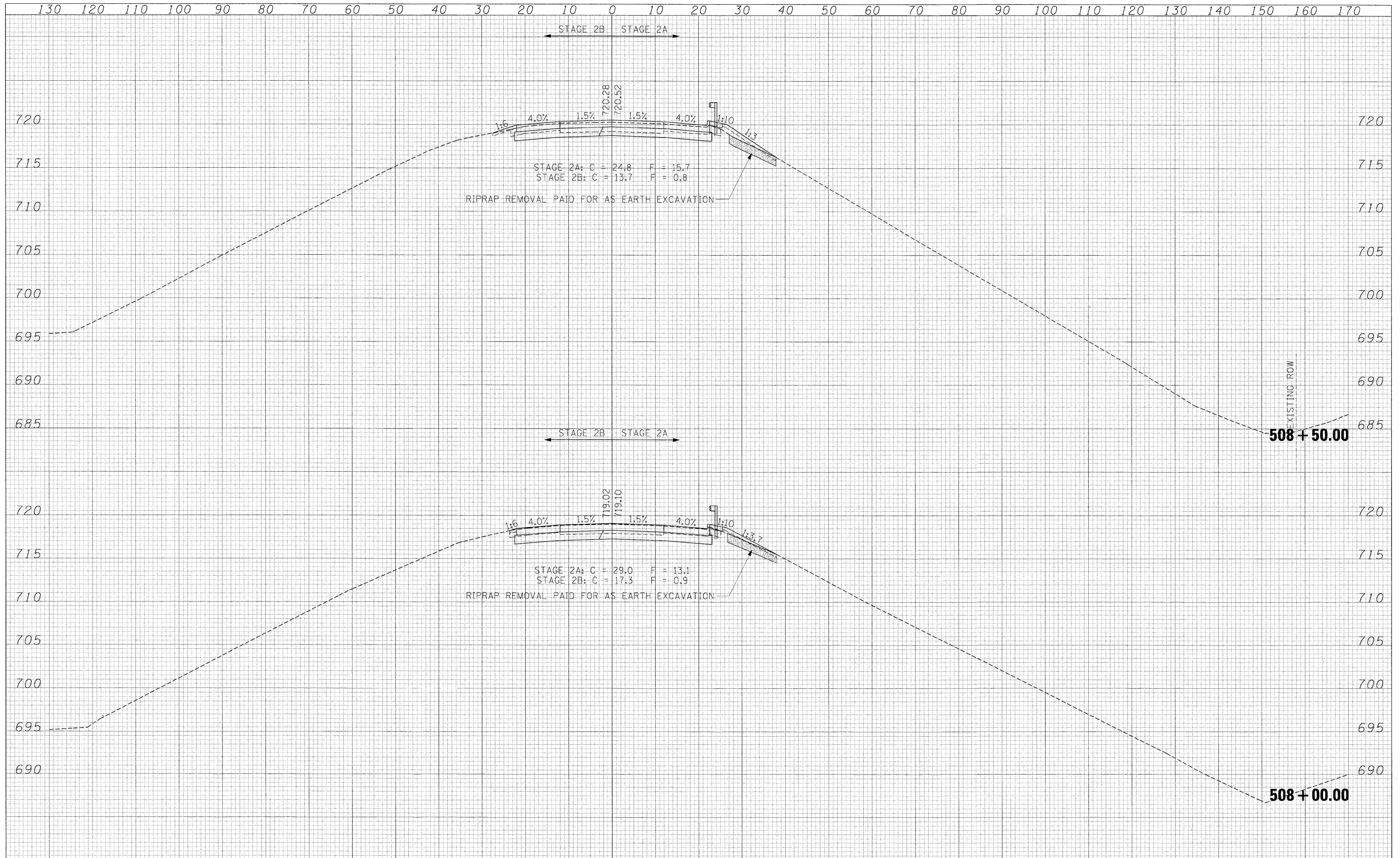
IL 2 OVER THE BNSF RAILROAD  
 CROSS SECTIONS  
 SCALE: 1/2" = 10'  
 SHEET NO. 45 OF 87 SHEETS STA. 507+00.00 TO STA. 507+50.00

F.A.P. RTE. 742	SECTION 38VBR-1	COUNTY OGLE	TOTAL SHEETS 87	SHEET NO. 45
CONTRACT NO. 64D16				
ILLINOIS FED. AID PROJECT				



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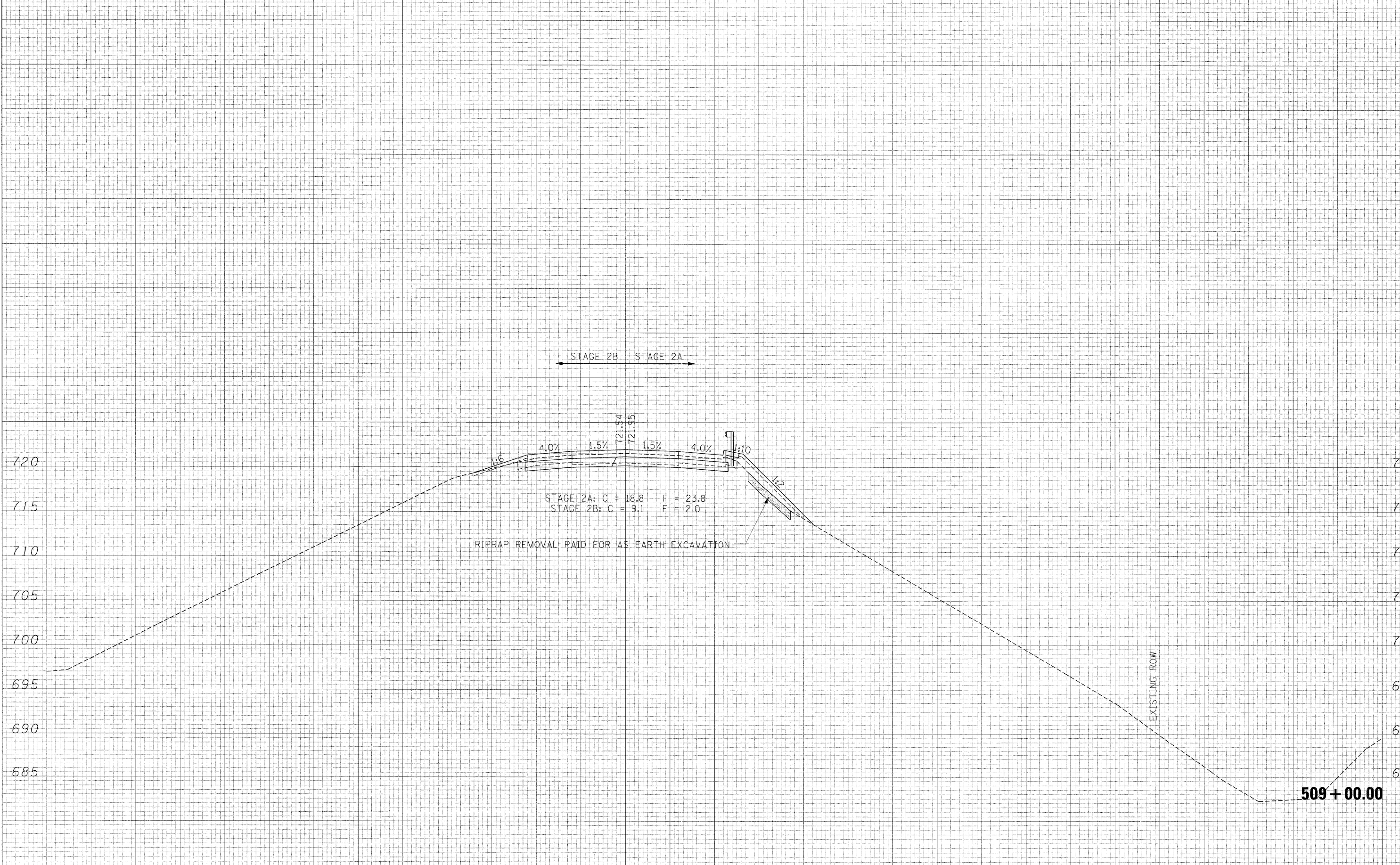




130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

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BY	
ORIGINAL SURVEY	
NOTE BOOK	
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← STAGE 2B STAGE 2A →

STAGE 2A: C = 18.8 F = 23.8  
 STAGE 2B: C = 9.1 F = 2.0

RIPRAP REMOVAL PAID FOR AS EARTH EXCAVATION

EXISTING ROW

509+00.00

130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL 2 OVER THE BNSF RAILROAD  
 CROSS SECTIONS**

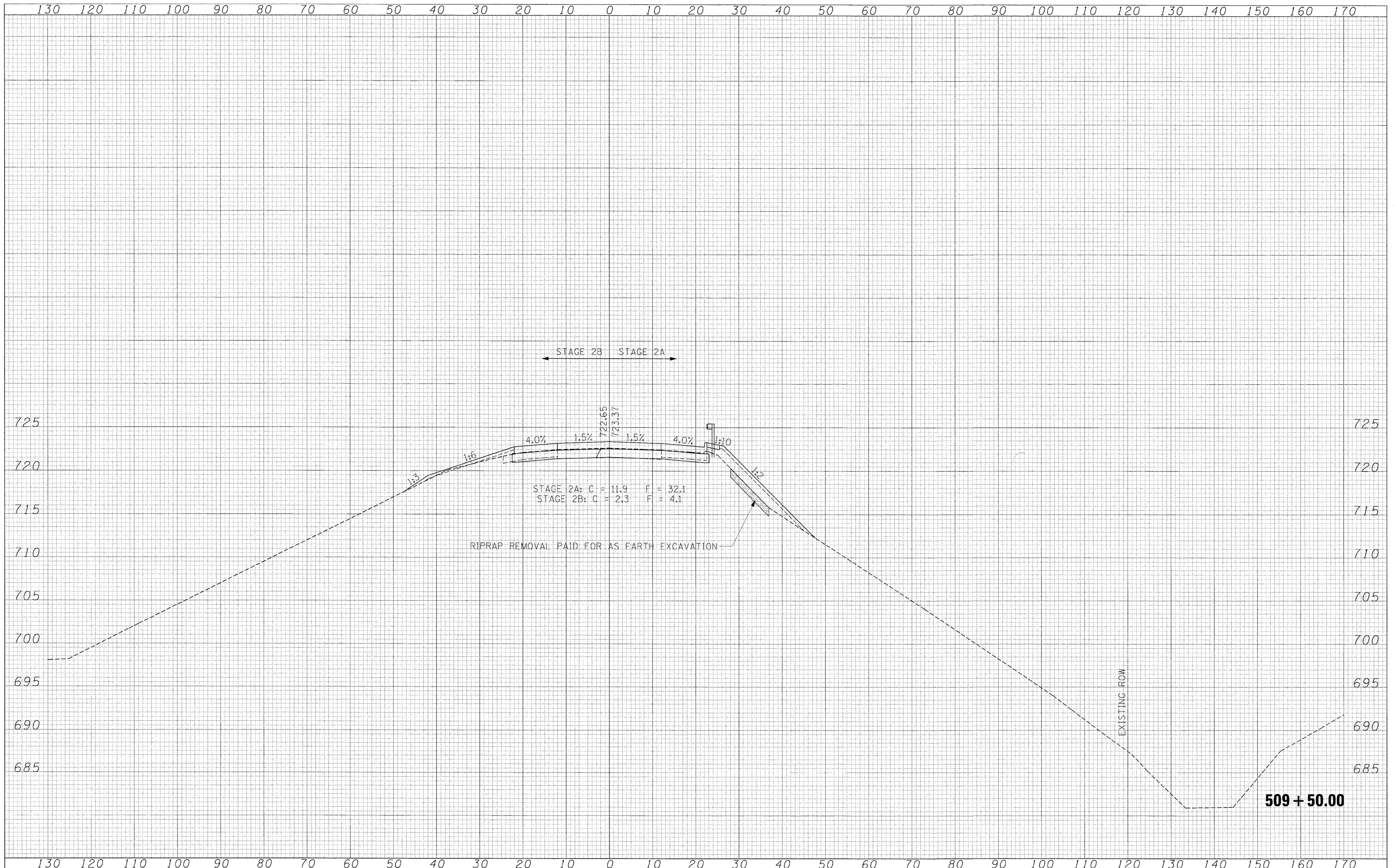
SCALE: H: 1"=10'  
 SHEET NO. 47 OF 87 SHEETS STA. 509+00.00 TO STA. 509+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	38VBR-1	OGLE	87	47
CONTRACT NO. 64D16				
ILLINOIS FED. AID PROJECT				



FINAL SURVEY	DATE
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ORIGINAL SURVEY	DATE
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL 2 OVER THE BNSF RAILROAD  
 CROSS SECTIONS**

SCALE: 1/2" = 10'  
 SHEET NO. 48 OF 87 SHEETS STA. 509+50.00 TO STA. 509+50.00

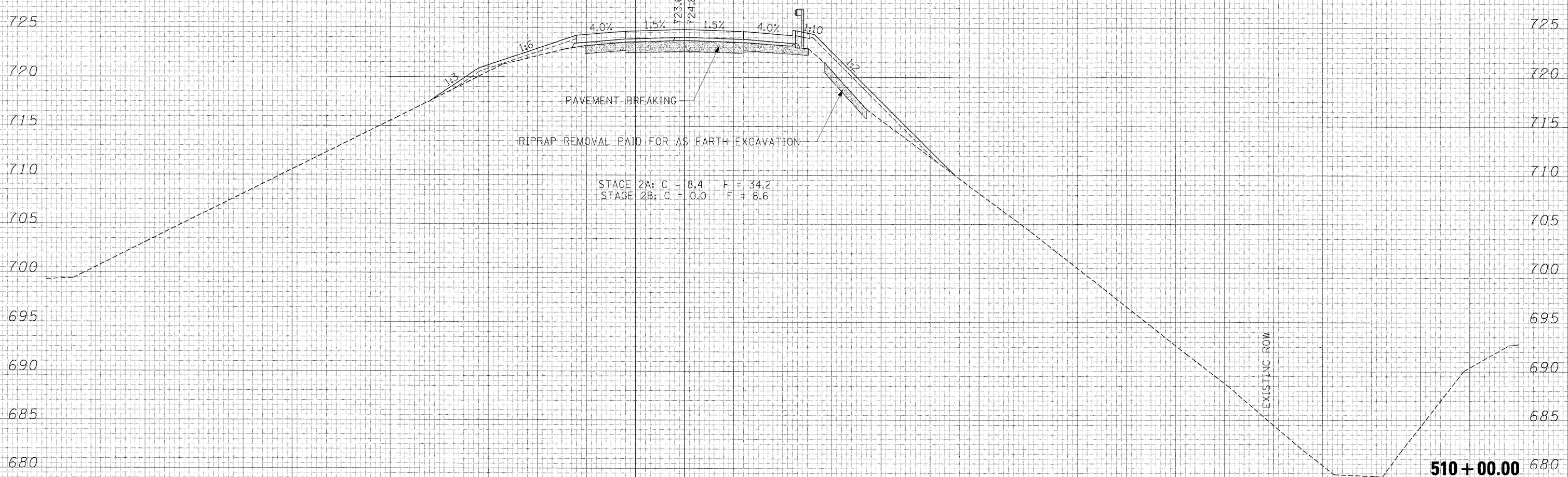
F.A.P. RTE. 742	SECTION 38VBR-1	COUNTY OGLE	TOTAL SHEETS 87	SHEET NO. 48
CONTRACT NO. 64D16			ILLINOIS FED. AID PROJECT	



130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150 160 170

FINAL SURVEY NO.	DATE
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TEMPLATE	
NOTE BOOK	
AREAS CHECKED	

ORIGINAL SURVEY NO.	DATE
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NOTE BOOK	
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DATE - 8/2/2011

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

IL 2 OVER THE BNSF RAILROAD  
CROSS SECTIONS

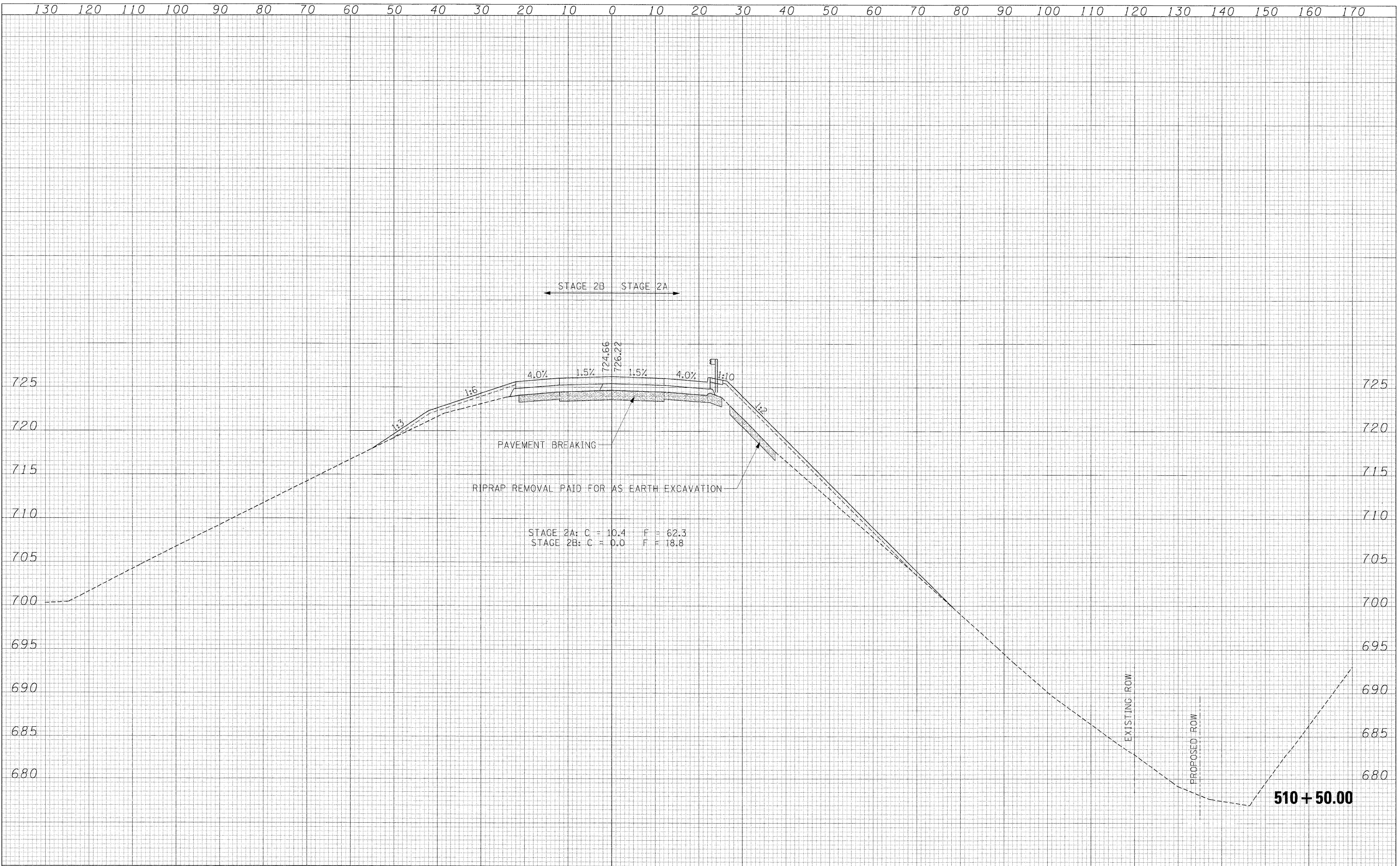
SCALE: 1"=10'  
SHEET NO. 49 OF 87 SHEETS STA. 510+00.00 TO STA. 510+00.00

F.A.P. RTE. 742	SECTION 38VBR-1	COUNTY OGLE	TOTAL SHEETS 87	SHEET NO. 49
CONTRACT NO. 64D16			ILLINOIS FED. AID PROJECT	



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FINAL SURVEY	
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← STAGE 2B STAGE 2A →

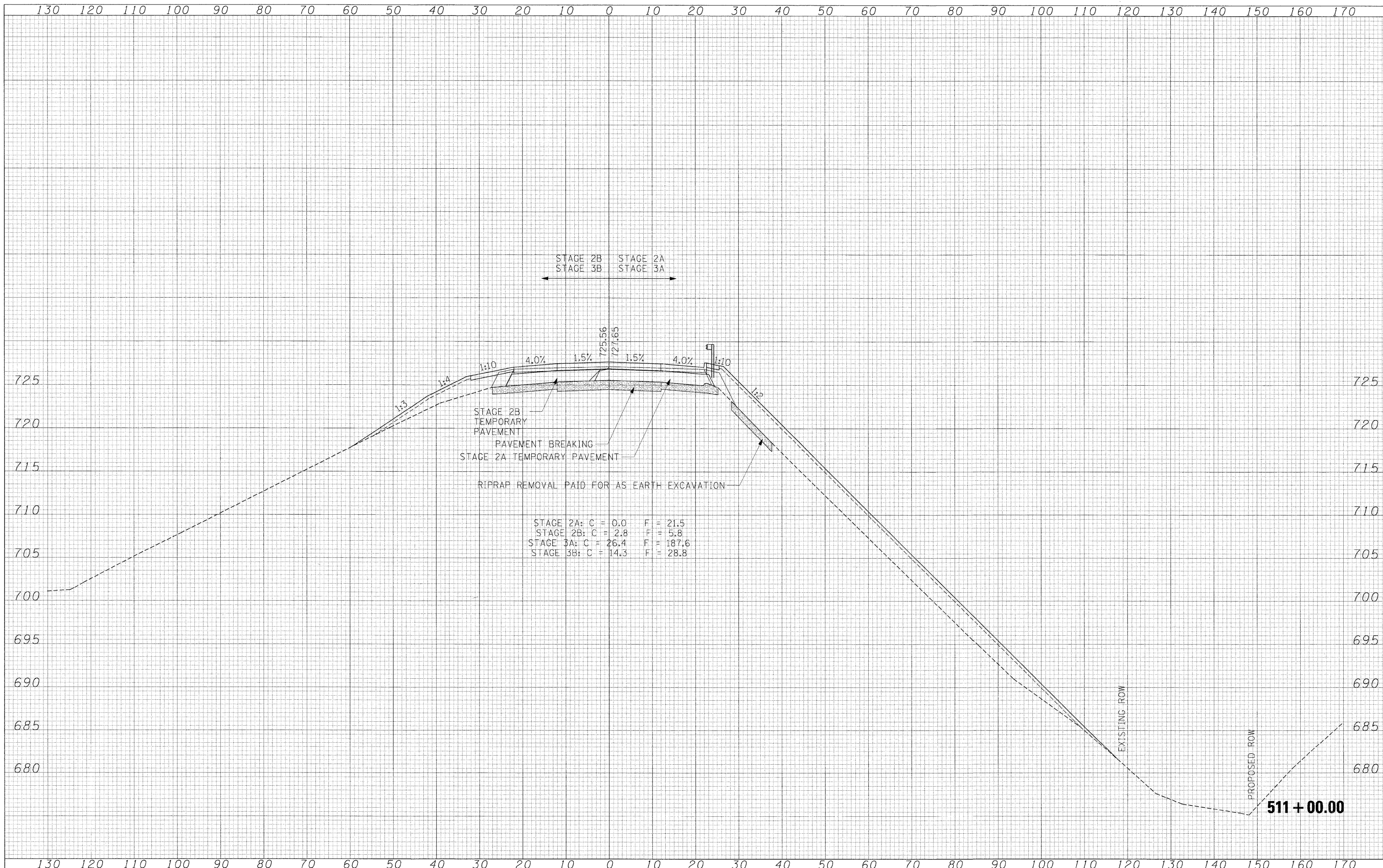
STAGE 2A: C = 10.4 F = 62.3  
 STAGE 2B: C = 0.0 F = 18.8

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PLOT SCALE = #SCALE#	CHECKED - AKK	REVISED -	REVISED -		CONTRACT NO. 64D16								
PLOT DATE = 8/18/2011	DATE - 8/2/2011	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT								



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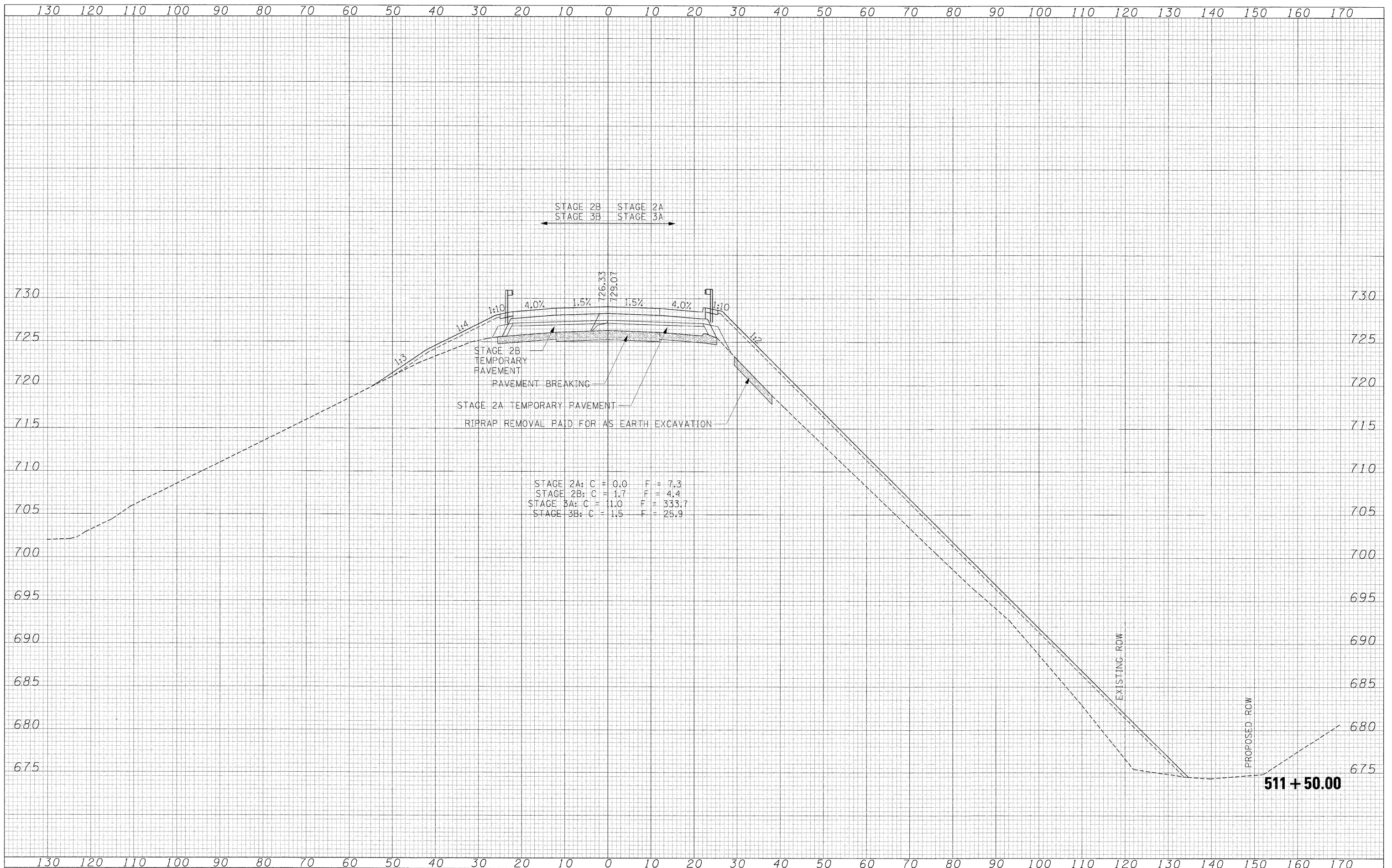
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NOTE BOOK	
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STAGE 2A: C = 0.0    F = 7.3  
 STAGE 2B: C = 1.7    F = 4.4  
 STAGE 3A: C = 11.0    F = 333.7  
 STAGE 3B: C = 1.5    F = 25.9

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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

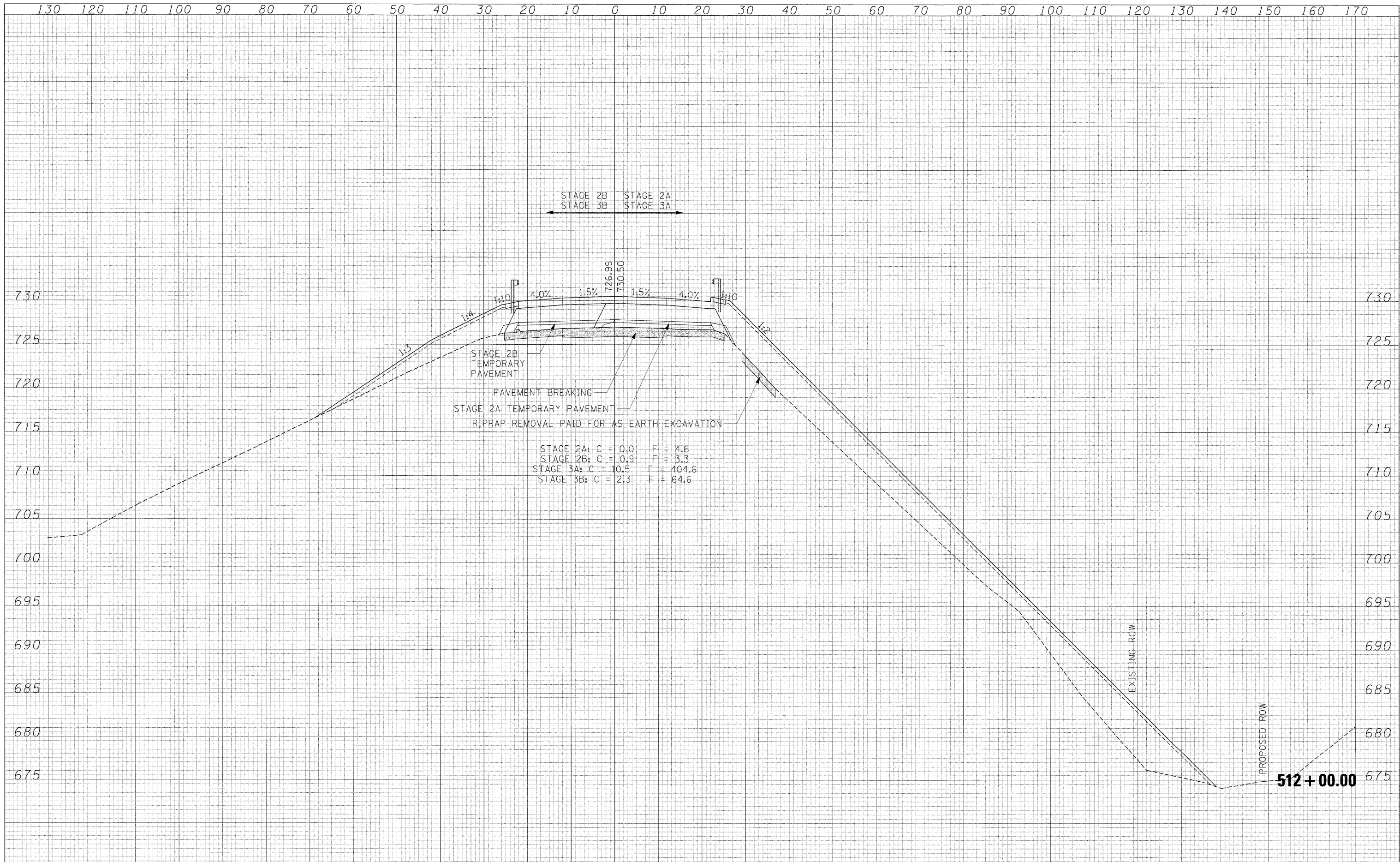
**IL 2 OVER THE BNSF RAILROAD**  
**CROSS SECTIONS**  
 SCALE: 1/2" = 10'  
 SHEET NO. 52 OF 87 SHEETS    STA. 511+50.00 TO STA. 511+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	38VBR-1	OGLE	87	52
CONTRACT NO. 64D16			ILLINOIS FED. AID PROJECT	



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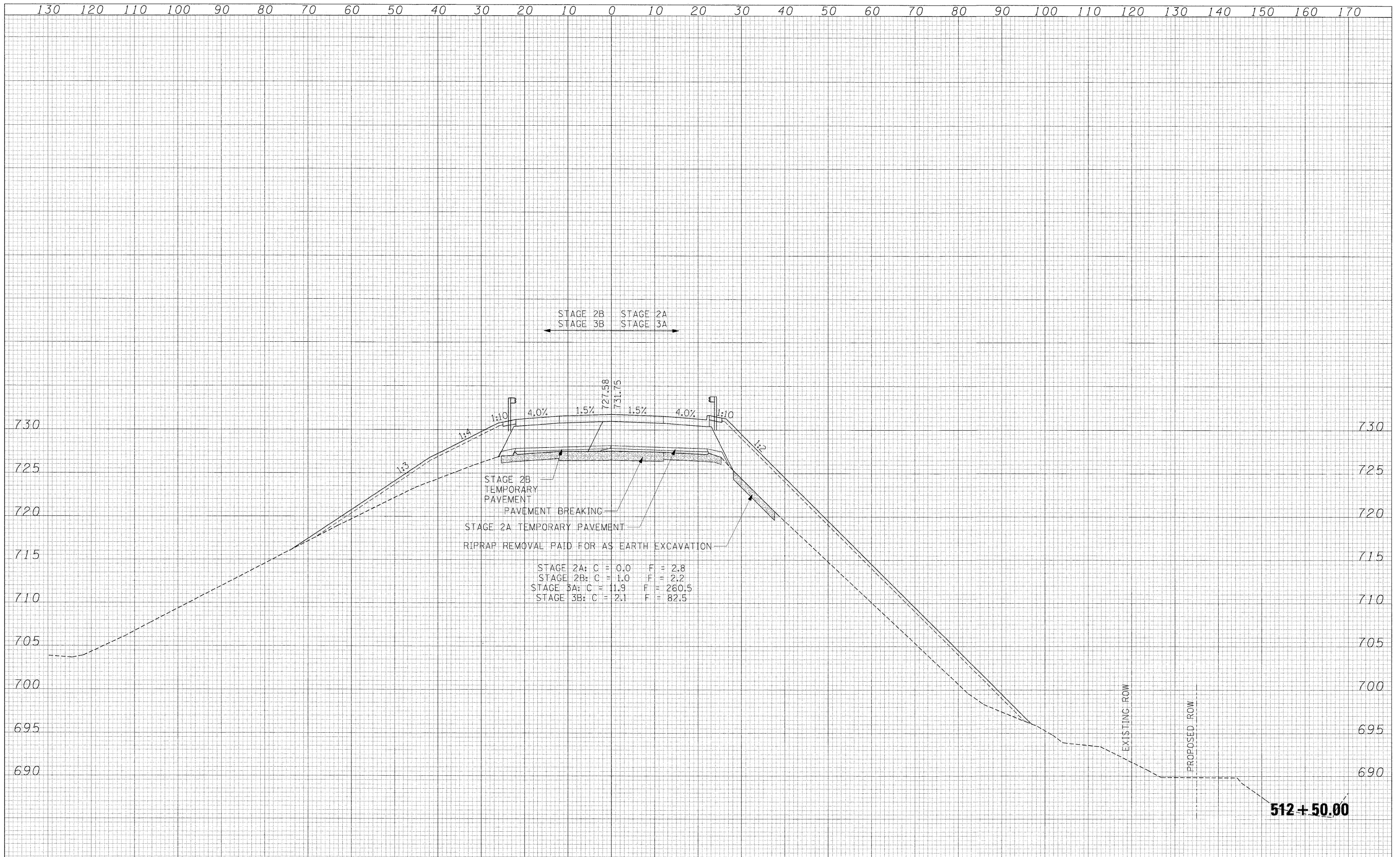
STAGE 2A: C = 0.0    F = 4.6  
 STAGE 2B: C = 0.9    F = 3.3  
 STAGE 3A: C = 10.5    F = 404.6  
 STAGE 3B: C = 2.3    F = 64.6

FILE NAME =	USER NAME = .USER.	DESIGNED - CGC	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>IL 2 OVER THE BNSF RAILROAD CROSS SECTIONS</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
t:\5015-phase1\1-2&1-26\civil\IL-2\CADD Sheets	D264D16-sht-xssh.dgn	DRAWN - CGC	REVISED -			T42	38VBR-1	OGLE	87	53
PLOT SCALE = #SCALE#	CHECKED - AKK	REVISED -	REVISED -			CONTRACT NO. 64D16				
PLOT DATE = 8/16/2011	DATE - 8/2/2011	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT				



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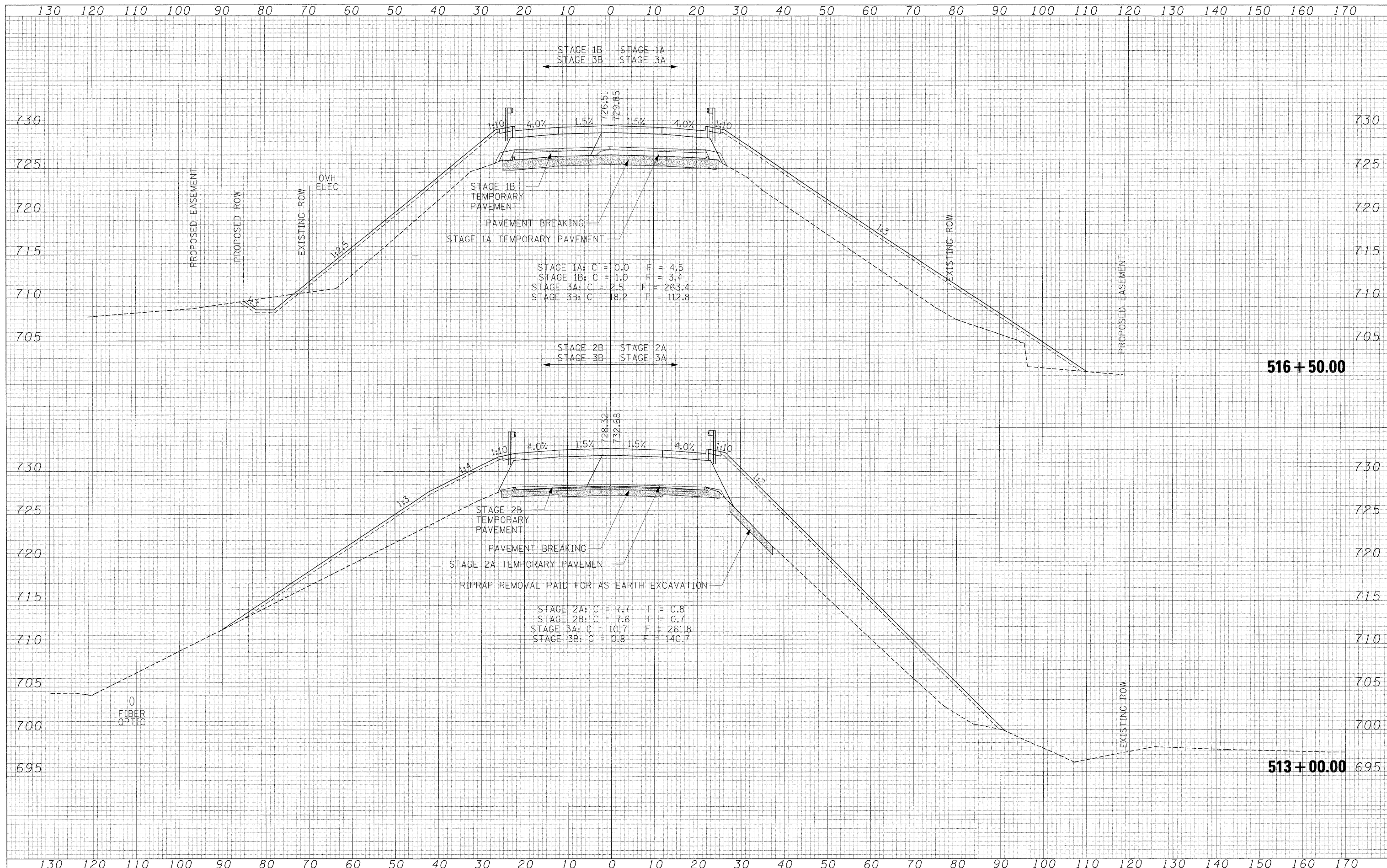


STAGE 2A: C = 0.0    F = 2.8  
 STAGE 2B: C = -1.0    F = 2.2  
 STAGE 3A: C = 11.9    F = 260.5  
 STAGE 3B: C = 2.1    F = 82.5



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NOTE BOOK	
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ORIGINAL SURVEY	
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NOTE BOOK	
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STAGE 1A: C = 0.0 F = 4.5  
 STAGE 1B: C = 1.0 F = 3.4  
 STAGE 3A: C = 2.5 F = 263.4  
 STAGE 3B: C = 18.2 F = 112.8

STAGE 2A: C = 7.7 F = 0.8  
 STAGE 2B: C = 7.6 F = 0.7  
 STAGE 3A: C = 10.7 F = 261.8  
 STAGE 3B: C = 0.8 F = 140.7

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**IL 2 OVER THE BNSF RAILROAD  
CROSS SECTIONS**

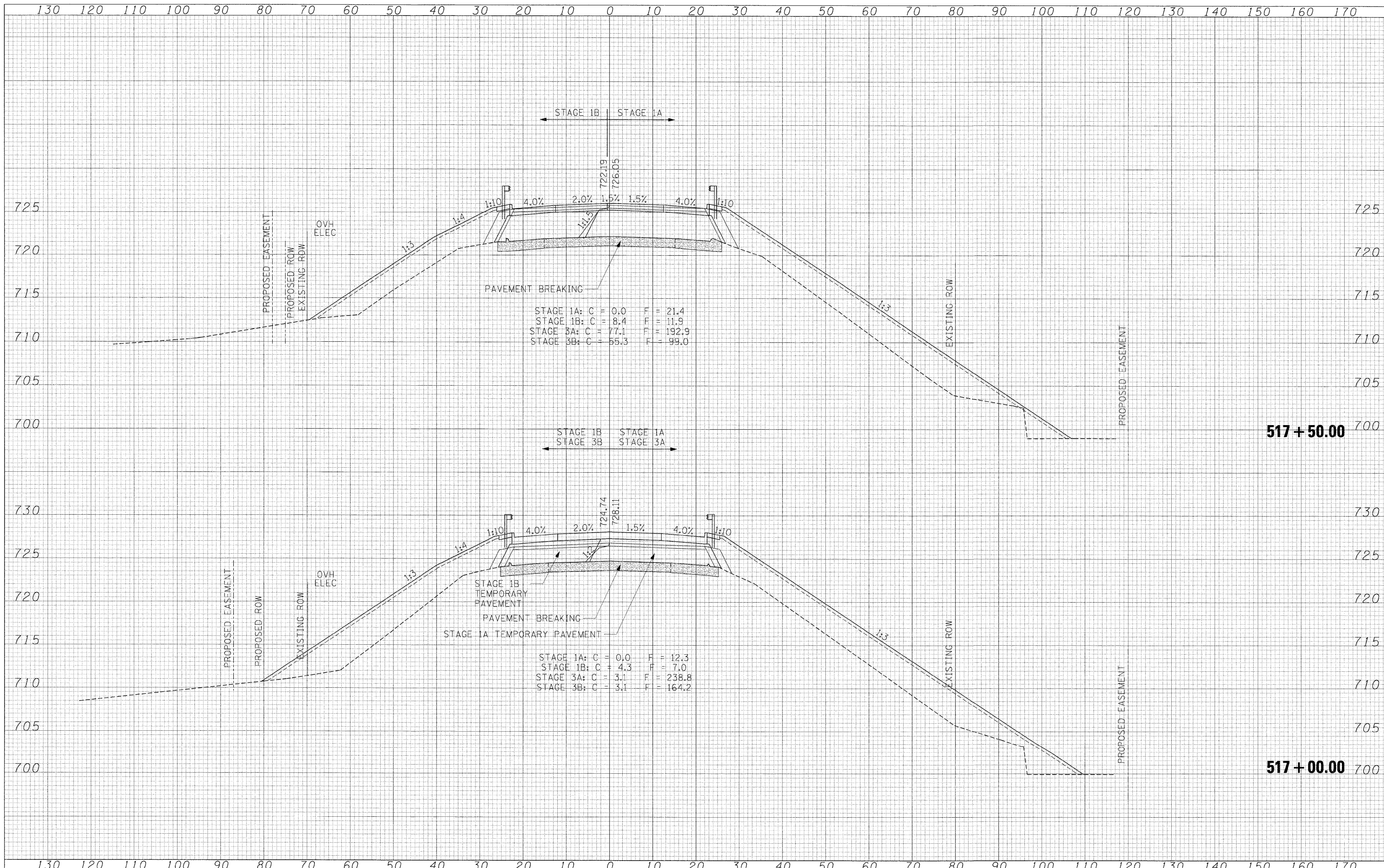
SCALE: 1/4" = 10'  
 SHEET NO. 55 OF 87 SHEETS  
 STA. 513+00.00 TO STA. 516+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
142	38VBR-1	OGLE	87	55
CONTRACT NO. 64D16			ILLINOIS FED. AID PROJECT	



FINAL SURVEY BY DATE  
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ORIGINAL SURVEY BY DATE  
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 AREAS CHECKED



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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL 2 OVER THE BNSF RAILROAD  
 CROSS SECTIONS**

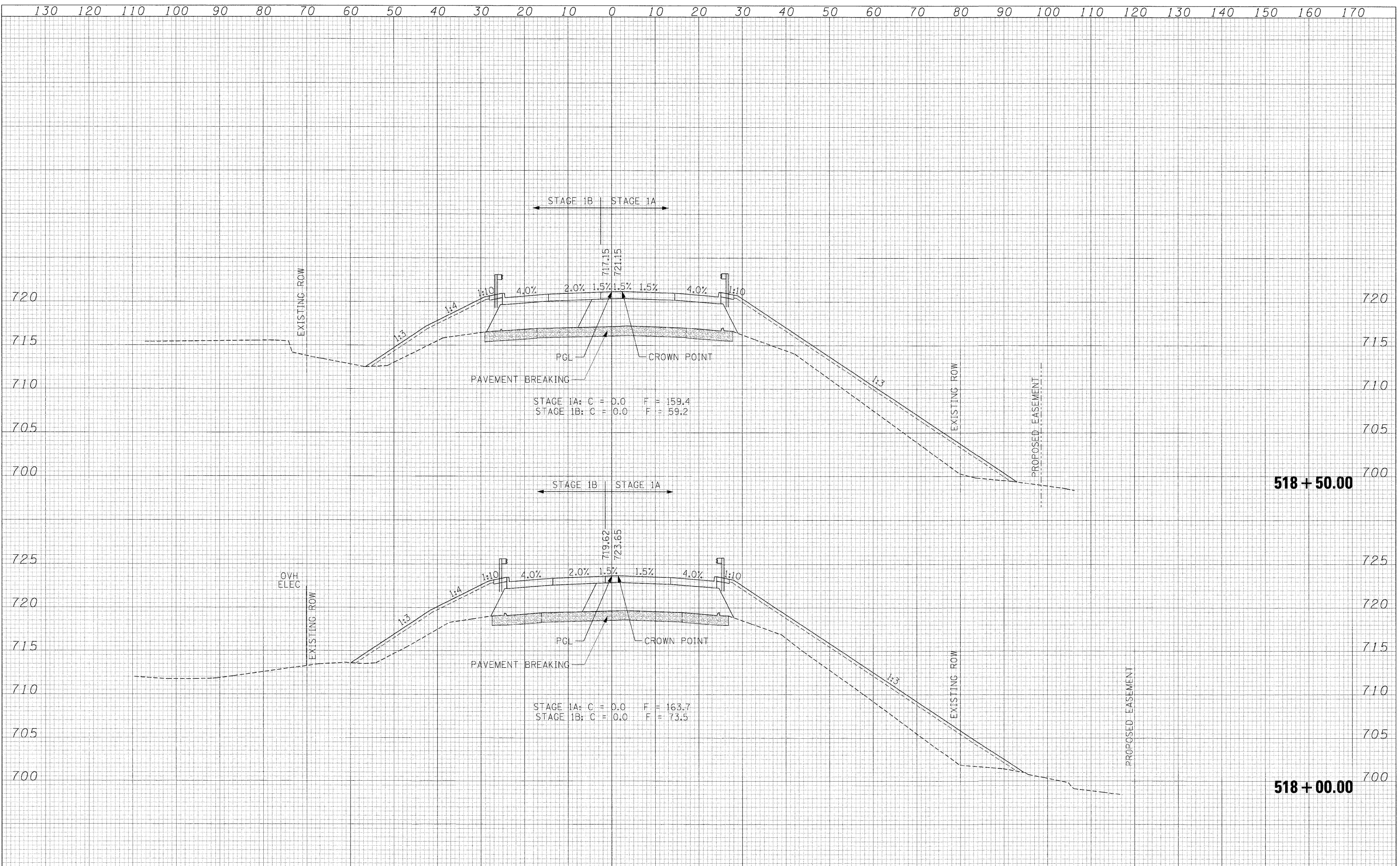
SCALE:  $\frac{1}{2}$ " = 10'  
 SHEET NO. 56 OF 87 SHEETS TO STA. 517+00.00 TO STA. 517+50.00

F.A.P. RTE. 742	SECTION 38VBR-1	COUNTY OGLE	TOTAL SHEETS 87	SHEET NO. 56
CONTRACT NO. 64D16			ILLINOIS FED. AID PROJECT	



FINAL SURVEY  
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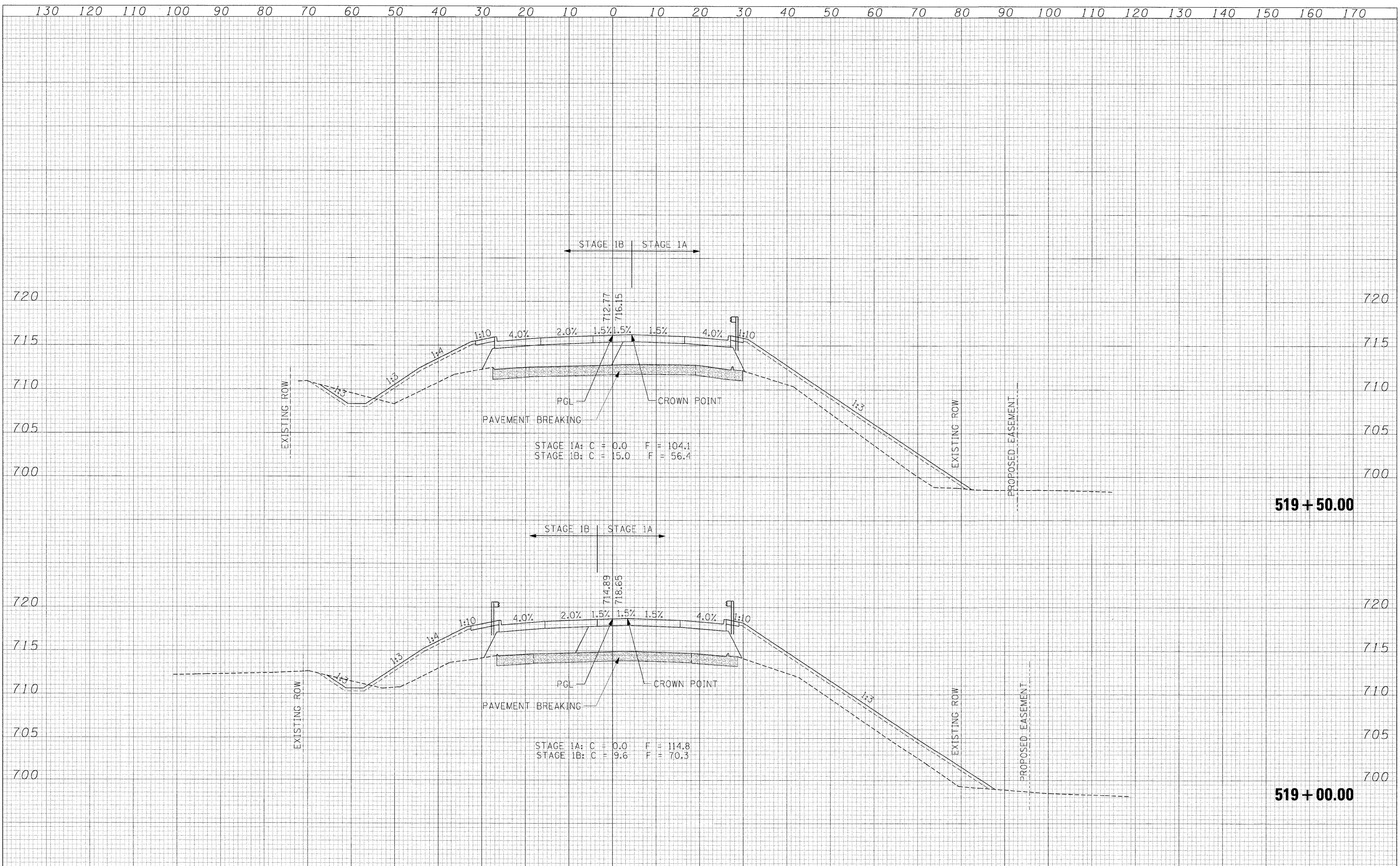
ORIGINAL SURVEY  
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 NOTE BOOK NO.  
 TEMPLATE AREAS CHECKED





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ORIGINAL	
NOTE BOOK	
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STAGE 1A: C = 0.0 F = 104.1  
 STAGE 1B: C = 15.0 F = 56.4

STAGE 1A: C = 0.0 F = 114.8  
 STAGE 1B: C = 9.6 F = 70.3

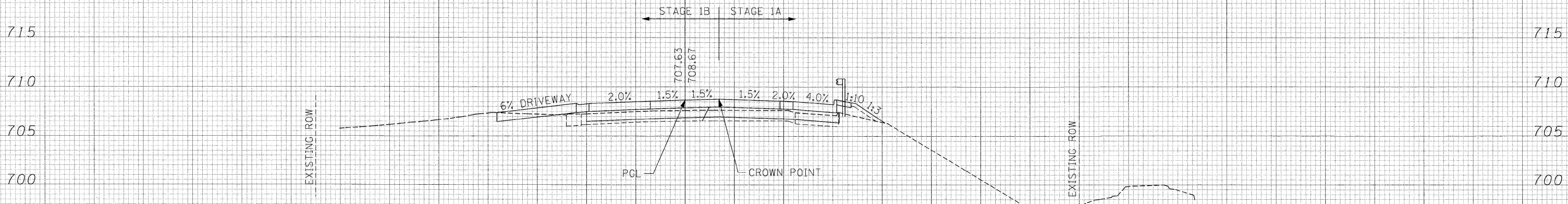
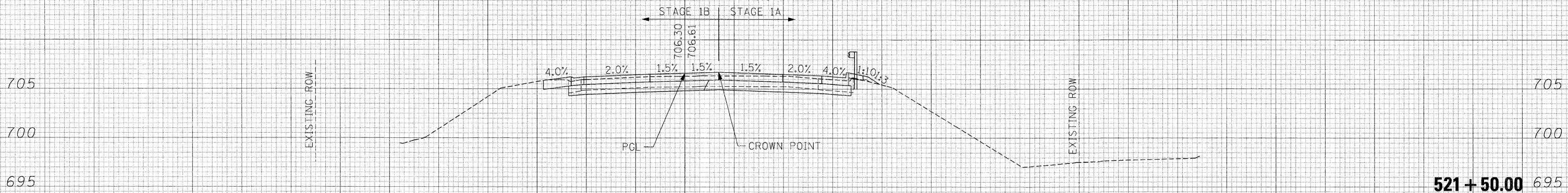
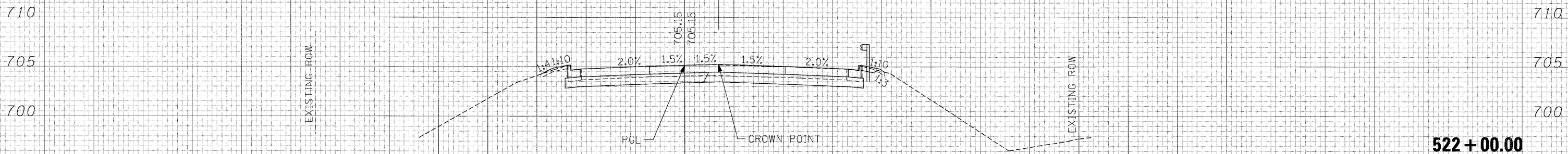






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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**IL 2 OVER THE BNSF RAILROAD  
 CROSS SECTIONS**

SCALE: 1/4" = 10' SHEET NO. 60 OF 87 SHEETS STA. 521+00.00 TO STA. 522+00.00

F.A.P. RTE. 742	SECTION 38VBR-1	COUNTY OGLE	TOTAL SHEETS 87	SHEET NO. 60
CONTRACT NO. 64D16				ILLINOIS FED. AID PROJECT

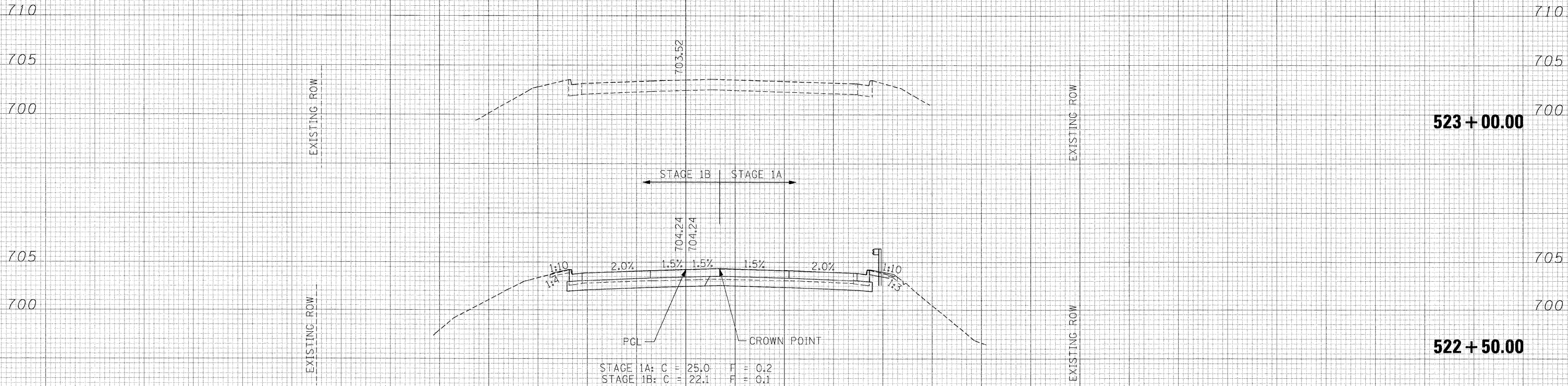
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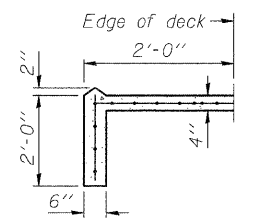
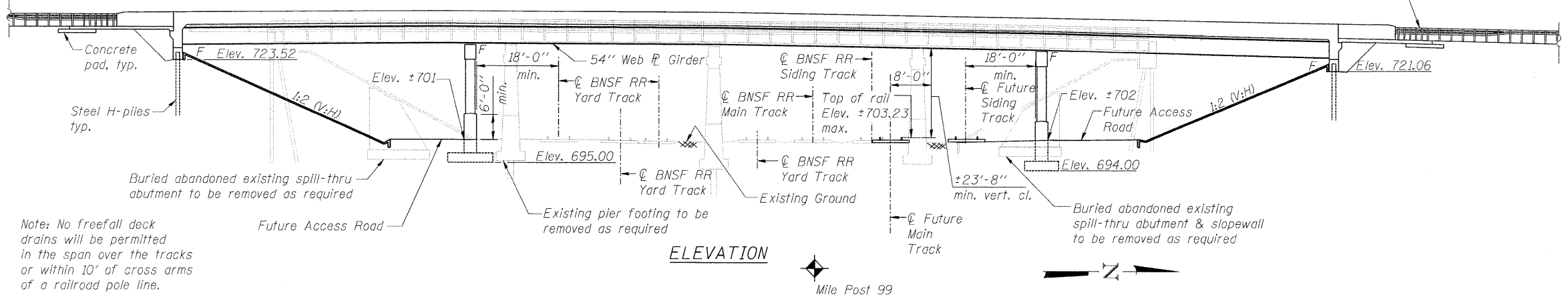
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ts\5015-phase11-1-2&1-26\civil\11-2\CADD Sheets\0264016-sht-xshst.dgn	PLOT SCALE = #SCALE#	DRAWN - CGC	REVISED -			742	38VBR-1	OGLE	87	61
PLOT DATE = 8/18/2011	DATE - 8/2/2011	CHECKED - AKK	REVISED -			CONTRACT NO. 64D16				
						SCALE: 1/2" = 10'	SHEET NO. 61 OF 87 SHEETS		STA. 522+50.00 TO STA. 523+00.00	



Benchmark: 401: Sign Benchtie (Approx. Shot) at Sta. 497+66.97, 64.52 Rt. 402: Chiseled "□" on concrete foundation at S. Abut. at Sta. 513+46.51, 23.26 Lt. 404: Chiseled "□" on mast arm of cantilever traffic sign at Sta. 524+94.76, 57.62 Rt.  
 Existing Structure:  
 S.N. 071-0026, originally constructed in 1928 under SBI 2, Section 38V at Station 8+25, using reinforced concrete tee-beams, 4" wearing surface, spill-thru abutments and multi-column piers founded on spread footings.  
 Reconstructed in 1979 under F.A. Route 742, Section 38VB-1 with the placement of new PPC Deck Beams and a bituminous concrete wearing surface. Stub abutments were constructed and existing piers were widened, both founded on metal shell concrete piles. Rehabilitated in 1996 under Section 38VB-1-M with the replacement of the bituminous wearing surface with a 5" concrete overlay, 231'-6 1/2" bk. to bk. abutments, 45'-0" out-to-out deck, no skew.  
 One lane of traffic shall be maintained during staged construction.  
 No salvage.

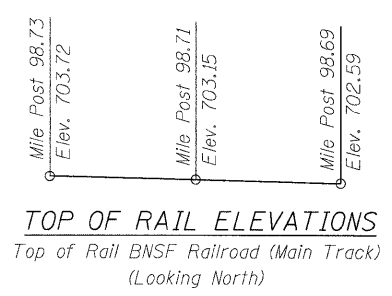
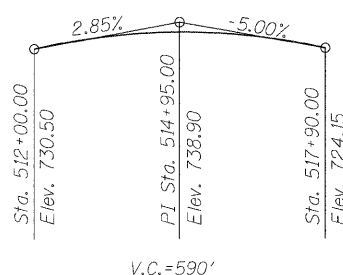
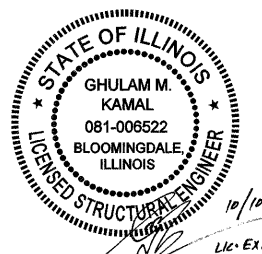
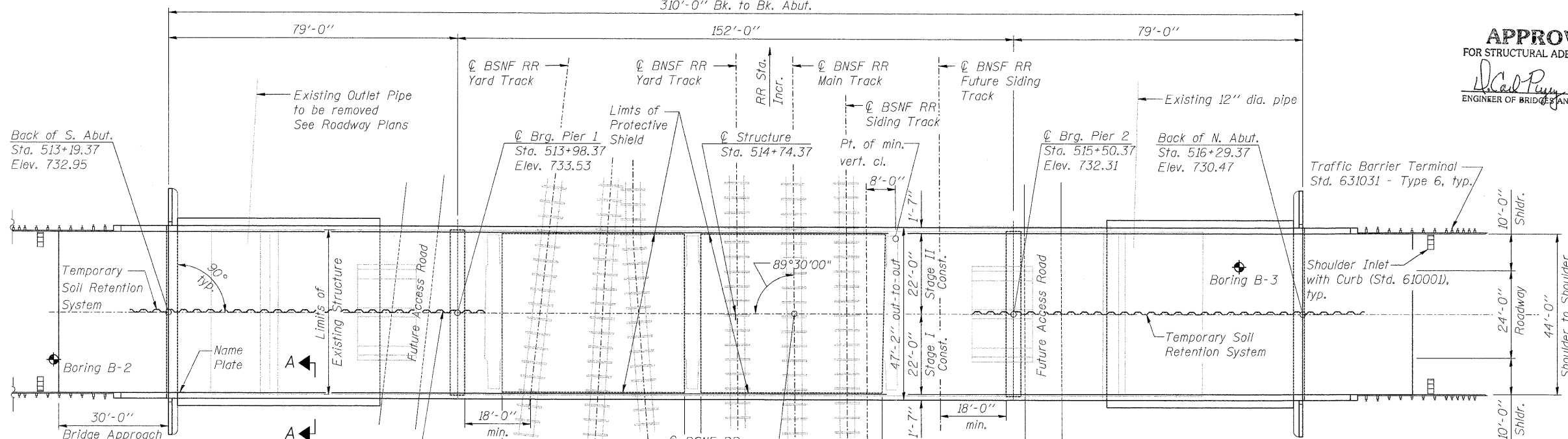
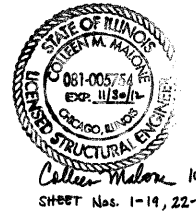
STATION 514+74.37  
 BUILT 201 BY  
 STATE OF ILLINOIS  
 F.A.P. RT. 742 - SEC. 38VBR-1  
 LOADING HL-93  
 STRUCTURE NO. 071-0097

NAME PLATE  
 See Std. 515001



Note: No freefall deck drains will be permitted in the span over the tracks or within 10' of cross arms of a railroad pole line.

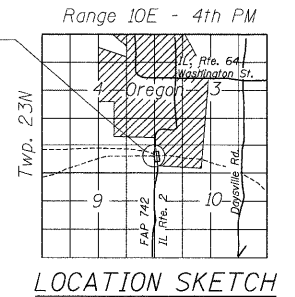
**APPROVED**  
 FOR STRUCTURAL ADEQUACY ONLY  
 [Signature]  
 ENGINEER OF BRIDGES AND STRUCTURES



\* See Special Provision for Structural Steel for Bridges

**DESIGN STRESSES**  
 FIELD UNITS  
 f'c = 3,500 psi  
 fy = 60,000 psi (Reinforcement)  
 fy = 50,000 psi (Grade 50\*)  
 fy = 36,000 psi (M270 Grade 36)

**SEISMIC DATA**  
 Seismic Performance Zone (SPZ) = 1  
 Design Spectral Acceleration at 1.0 sec. (S<sub>D1</sub>) = 0.059g  
 Design Spectral Acceleration at 0.2 sec. (S<sub>D5</sub>) = 0.105g  
 Soil Site Class = C



Sheet Nos. 20 and 21  
**GENERAL PLAN AND ELEVATION**  
**ILLINOIS ROUTE 2 OVER**  
**BNSF RAILROAD**  
**F.A.P. RT. 742 - SEC. 38VBR-1**  
**OGLE COUNTY**  
**STATION 514+74.37**  
**STRUCTURE NO. 071-0097**

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**LOCHNER**  
 H.W. LOCHNER, INC.  
 CONSULTING ENGINEERS AND PLANNERS  
 20 N. WACKER DRIVE, SUITE 1200  
 CHICAGO, ILLINOIS 60606

USER NAME =	DESIGNED - CWS	REVISED -
FILE NAME = 0710097-64D16-001-GPE.dgn	CHECKED - CMM	REVISED -
PLOT SCALE =	DRAWN - JSD/EF	REVISED -
PLOT DATE =	CHECKED - BJN/RH	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

SHEET NO. 1 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	38VBR-1	OGLE	87	62
CONTRACT NO. 64D16				
ILLINOIS FED. AID PROJECT				

**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 36 = 27,900 lbs. Calculated weight of Structural Steel Grade 50\*\* = 468,970 lbs.
- 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  $\frac{1}{8}$  inch (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 Blue, Munsell No. 10B 3/6. See Special Provision for "Cleaning and Painting New Metal Structures".
- Slipforming of parapets will not be allowed.

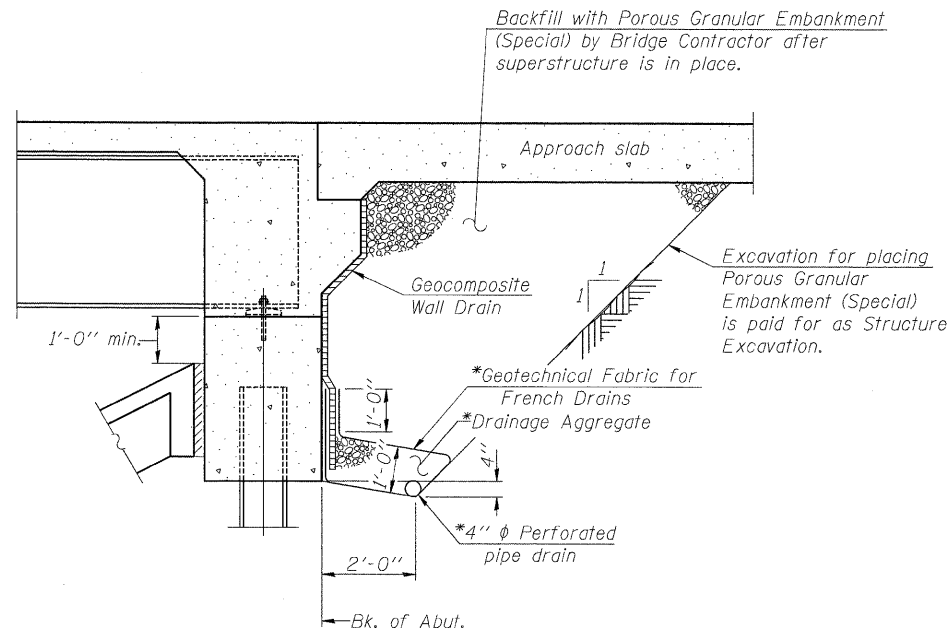
**INDEX OF SHEETS**

- General Plan and Elevation
- General Notes, Index of Sheets & Bill of Material
- Staging Details
- Top of Slab Elevation Plan
- Top of Slab Elevations I
- Top of Slab Elevations II
- Top of Slab Elevations III
- Top of South Approach Slab Elevations
- Top of North Approach Slab Elevations
- Deck Plan & Cross Section
- Integral Abutment Diaphragm Details
- Superstructure Details
- Bridge Approach Slab Details I
- Bridge Approach Slab Details II
- Framing Plan
- Structural Steel Details I
- Structural Steel Details II
- North Abutment Plan & Elevation
- South Abutment Plan & Elevation
- Pier 1
- Pier 2
- HP Pile Details
- Bar Splicer Assembly Details
- Temporary Concrete Barrier
- Soil Boring Logs I
- Soil Boring Logs II

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.		246	246
Removal of Existing Structures	Each			1
Protective Shield	Sq. Yd.	500		500
Structure Excavation	Cu. Yd.		821	821
Concrete Structures	Cu. Yd.		317.3	317.3
Concrete Superstructure	Cu. Yd.	639.7		639.7
Bridge Deck Grooving	Sq. Yd.	1730		1730
Concrete Encasement	Cu. Yd.		5.6	5.6
Protective Coat	Sq. Yd.	2103		2103
** Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	5850		5850
Reinforcement Bars, Epoxy Coated	Pound	156,320	38,500	194,820
Bar Splicers	Each	1357	246	1603
Slopedwall, 4 inch	Sq. Yd.		594	594
Furnishing Steel Piles HP 10x42	Foot		154	154
Furnishing Steel Piles HP 12x53	Foot		483	483
Driving Piles	Foot		637	637
Test Pile Steel HP 10x42	Each		1	1
Test Pile Steel HP 12x53	Each		1	1
Name Plates	Each	1		1
Anchor Bolt, 1"	Each	24		24
Anchor Bolt, 1 1/4"	Each	24		24
Geocomposite Wall Drain	Sq. Yd.		112	112
Pipe Underdrains for Structures, 4 inch	Foot		144	144
Asbestos Bearing Pad Removal	Each	60		60
Temporary Soil Retention System	Sq. Ft.		2862	2862

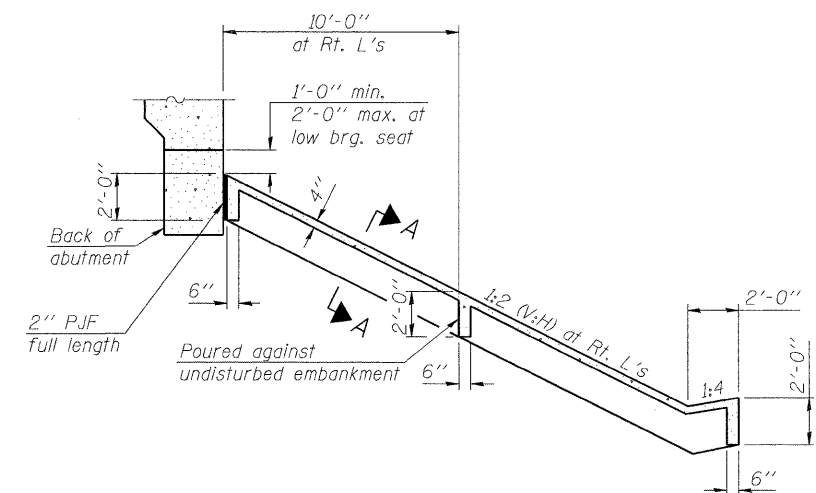
\*\* See Special Provision for Structural Steel for Bridges



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

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

Note:  
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

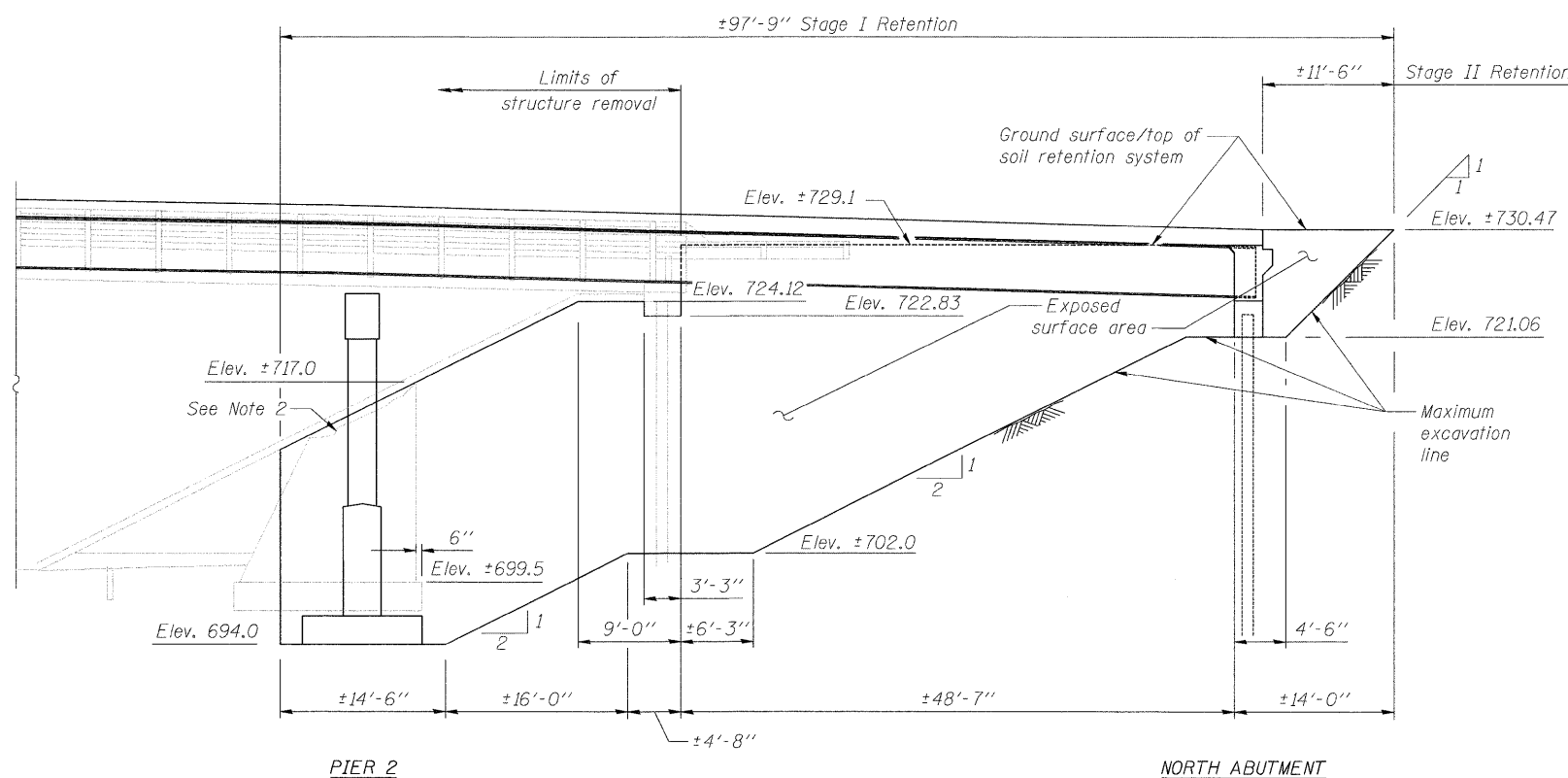
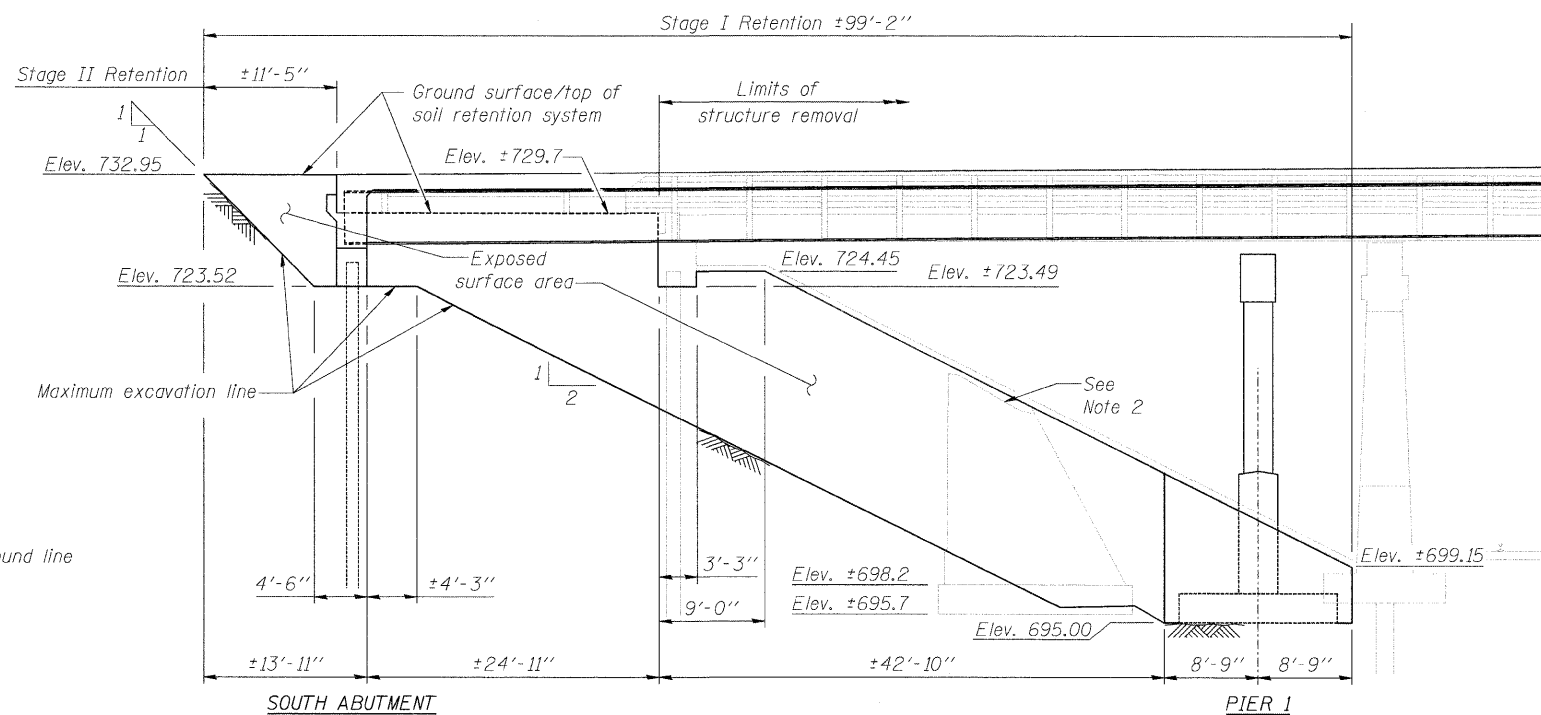
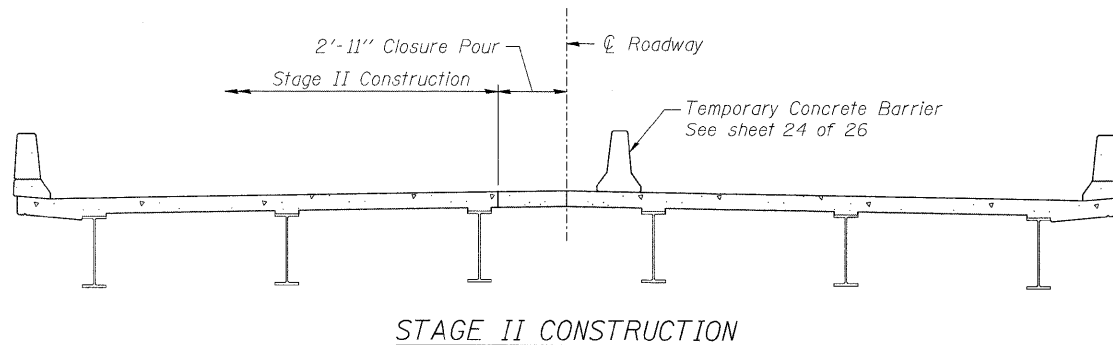
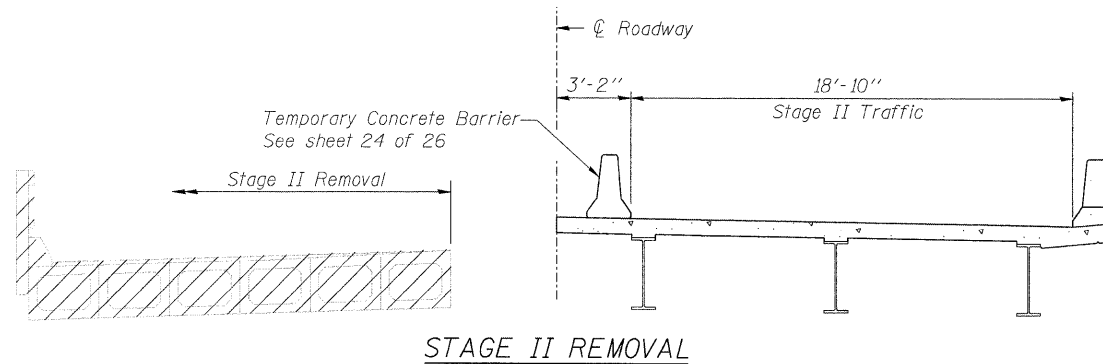
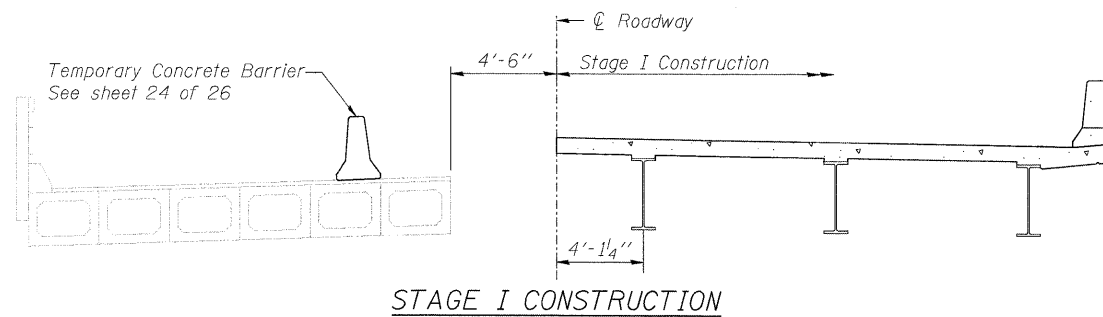
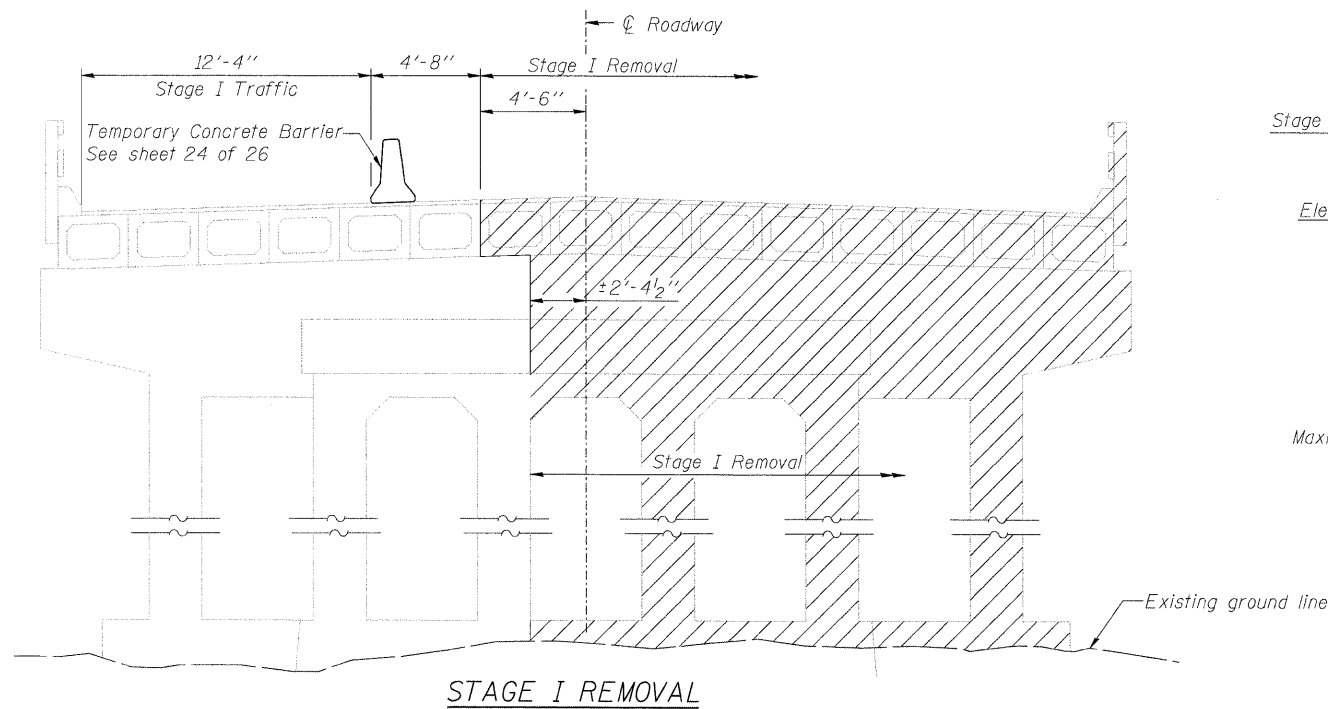


**SECTION THRU SLOPEWALL**

Slopedwall shall be reinforced with welded wire fabric, 6" x 6" - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.  
See Sheet 1 of 26 for Section A-A.

T:\5015-Phase11.L-2811-26-Struct.dgn\112.dgn\0710097-64D16-002-GN-BM.dgn

<b>LOCHNER</b> F.W. LOCHNER, INC. CONSULTING ENGINEERS AND PLANNERS 20 N. WACKER DRIVE, SUITE 1200 CHICAGO, ILLINOIS 60606	USER NAME =	DESIGNED - GWS	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>GENERAL NOTES, INDEX OF SHEETS &amp; BILL OF MATERIAL</b> <b>STRUCTURE 071-0097</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	FILE NAME = 0710097-64D16-002-GN-BM.dgn	CHECKED - CMM	REVISED -			742	38VBR-1	OGLE	87	63	
	PLOT SCALE =	DRAWN - EF	REVISED -			CONTRACT NO. 64D16					
	PLOT DATE =	CHECKED - CMM	REVISED -			ILLINOIS FED. AID PROJECT					
					SHEET NO. 2 OF 26 SHEETS						



TEMPORARY SOIL RETENTION SYSTEM

NOTES

1. A cantilevered sheet piling design does not appear feasible 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.
2. The top of the center stem of the abandoned spill thru abutment is unknown, verify in field.

Notes:  
 All stage cross-sections are looking North.  
 For quantity of Temporary Concrete Barrier, see Roadway plans.  
 Hatched area indicates Removal of Existing Structures.

I:\5015-Phase1\11-2&11-26-Struct\vdgr\11.2.dgn\0710097-64D16-003-DM1.dgn

**LOCHNER**  
 H.W. LOCHNER, INC.  
 CONSULTING ENGINEERS AND PLANNERS  
 20 N. WACKER DRIVE, SUITE 1200  
 CHICAGO, ILLINOIS 60606

USER NAME =	DESIGNED - GWS	REVISED -
FILE NAME = 0710097-64D16-003-DM1.dgn	CHECKED - LJB	REVISED -
PLOT SCALE = N.T.S.	DRAWN - EF	REVISED -
PLOT DATE =	CHECKED - LJB	REVISED -

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**STAGING DETAILS**  
**STRUCTURE 071-0097**

SHEET NO. 3 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	38VBR-1	OGLE	87	64
CONTRACT NO. 64D16				
ILLINOIS FED. AID PROJECT				



**BEAM 1**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	513+19.37	-20.52	732.58	732.58
☉ S. Abut.	513+20.62	-20.52	732.60	732.60
A	513+30.62	-20.52	732.72	732.71
B	513+40.62	-20.52	732.82	732.81
C	513+50.62	-20.52	732.91	732.90
D	513+60.62	-20.52	732.99	732.97
E	513+70.62	-20.52	733.05	733.03
F	513+80.62	-20.52	733.10	733.08
G	513+90.62	-20.52	733.14	733.13
☉ Brg. Pier 1	513+98.37	-20.52	733.16	733.16
H	514+08.37	-20.52	733.18	733.22
I	514+18.37	-20.52	733.18	733.26
J	514+28.37	-20.52	733.17	733.30
K	514+38.37	-20.52	733.14	733.33
L	514+48.37	-20.52	733.10	733.33
M	514+58.37	-20.52	733.05	733.32
N	514+68.37	-20.52	732.98	733.27
O	514+78.37	-20.52	732.91	733.19
P	514+88.37	-20.52	732.81	733.09
Q	514+98.37	-20.52	732.71	732.95
R	515+08.37	-20.52	732.59	732.79
S	515+18.37	-20.52	732.46	732.61
T	515+28.37	-20.52	732.31	732.41
U	515+38.37	-20.52	732.15	732.20
☉ Brg. Pier 2	515+50.37	-20.52	731.95	731.95
V	515+60.37	-20.52	731.76	731.74
W	515+70.37	-20.52	731.56	731.53
X	515+80.37	-20.52	731.34	731.32
Y	515+90.37	-20.52	731.12	731.10
Z	516+00.37	-20.52	730.87	730.86
AA	516+10.37	-20.52	730.62	730.61
AB	516+20.37	-20.52	730.35	730.35
☉ N. Abut.	516+28.12	-20.52	730.14	730.14
Bk. N. Abut.	516+29.37	-20.52	730.10	730.10

**BEAM 2**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	513+19.37	-12.31	732.75	732.75
☉ S. Abut.	513+20.62	-12.31	732.77	732.77
A	513+30.62	-12.31	732.89	732.88
B	513+40.62	-12.31	732.99	732.98
C	513+50.62	-12.31	733.08	733.07
D	513+60.62	-12.31	733.16	733.14
E	513+70.62	-12.31	733.22	733.20
F	513+80.62	-12.31	733.28	733.25
G	513+90.62	-12.31	733.31	733.30
☉ Brg. Pier 1	513+98.37	-12.31	733.33	733.33
H	514+08.37	-12.31	733.35	733.39
I	514+18.37	-12.31	733.35	733.44
J	514+28.37	-12.31	733.34	733.48
K	514+38.37	-12.31	733.31	733.50
L	514+48.37	-12.31	733.27	733.51
M	514+58.37	-12.31	733.22	733.49
N	514+68.37	-12.31	733.16	733.44
O	514+78.37	-12.31	733.08	733.36
P	514+88.37	-12.31	732.98	733.26
Q	514+98.37	-12.31	732.88	733.12
R	515+08.37	-12.31	732.76	732.96
S	515+18.37	-12.31	732.63	732.78
T	515+28.37	-12.31	732.48	732.58
U	515+38.37	-12.31	732.33	732.37
☉ Brg. Pier 2	515+50.37	-12.31	732.12	732.12
V	515+60.37	-12.31	731.93	731.91
W	515+70.37	-12.31	731.73	731.70
X	515+80.37	-12.31	731.51	731.49
Y	515+90.37	-12.31	731.29	731.27
Z	516+00.37	-12.31	731.05	731.03
AA	516+10.37	-12.31	730.79	730.78
AB	516+20.37	-12.31	730.52	730.52
☉ N. Abut.	516+28.12	-12.31	730.31	730.31
Bk. N. Abut.	516+29.37	-12.31	730.27	730.27

**BEAM 3**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	513+19.37	-4.10	732.88	732.88
☉ S. Abut.	513+20.62	-4.10	732.90	732.90
A	513+30.62	-4.10	733.02	733.01
B	513+40.62	-4.10	733.12	733.11
C	513+50.62	-4.10	733.21	733.20
D	513+60.62	-4.10	733.29	733.27
E	513+70.62	-4.10	733.35	733.33
F	513+80.62	-4.10	733.41	733.38
G	513+90.62	-4.10	733.44	733.43
☉ Brg. Pier 1	513+98.37	-4.10	733.46	733.46
H	514+08.37	-4.10	733.48	733.52
I	514+18.37	-4.10	733.48	733.57
J	514+28.37	-4.10	733.47	733.61
K	514+38.37	-4.10	733.44	733.63
L	514+48.37	-4.10	733.40	733.64
M	514+58.37	-4.10	733.35	733.62
N	514+68.37	-4.10	733.29	733.57
O	514+78.37	-4.10	733.21	733.49
P	514+88.37	-4.10	733.11	733.39
Q	514+98.37	-4.10	733.01	733.25
R	515+08.37	-4.10	732.89	733.09
S	515+18.37	-4.10	732.76	732.91
T	515+28.37	-4.10	732.61	732.71
U	515+38.37	-4.10	732.46	732.50
☉ Brg. Pier 2	515+50.37	-4.10	732.25	732.25
V	515+60.37	-4.10	732.06	732.04
W	515+70.37	-4.10	731.86	731.83
X	515+80.37	-4.10	731.64	731.62
Y	515+90.37	-4.10	731.42	731.40
Z	516+00.37	-4.10	731.18	731.16
AA	516+10.37	-4.10	730.92	730.91
AB	516+20.37	-4.10	730.65	730.65
☉ N. Abut.	516+28.12	-4.10	730.44	730.44
Bk. N. Abut.	516+29.37	-4.10	730.40	730.40

T:\S015-Phase I, IL - 2&1L - 265 Slab Elevation.dgn 07/10/97-64016-005-EL2.dgn

**LOCHNER**  
H.W. LOCHNER, INC.  
CONSULTING ENGINEERS AND PLANNERS  
20 N. WACKER DRIVE, SUITE 1200  
CHICAGO, ILLINOIS 60606

USER NAME =	DESIGNED - CMM	REVISED -
FILE NAME = 0710097-64016-005-EL2.dgn	CHECKED - GWS	REVISED -
PLOT SCALE =	DRAWN - EF	REVISED -
PLOT DATE =	CHECKED - GWS	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS I  
STRUCTURE 071-0097**

SHEET NO. 5 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	38VBR-1	OGLE	87	66
CONTRACT NO. 64D16				
ILLINOIS FED. AID PROJECT				

STAGE II CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	513+19.37	-2.92	732.90	732.90
@ S. Abut.	513+20.62	-2.92	732.92	732.92
A	513+30.62	-2.92	733.03	733.03
B	513+40.62	-2.92	733.14	733.13
C	513+50.62	-2.92	733.23	733.22
D	513+60.62	-2.92	733.31	733.29
E	513+70.62	-2.92	733.37	733.35
F	513+80.62	-2.92	733.42	733.40
G	513+90.62	-2.92	733.46	733.45
@ Brg. Pier 1	513+98.37	-2.92	733.48	733.48
H	514+08.37	-2.92	733.50	733.54
I	514+18.37	-2.92	733.50	733.58
J	514+28.37	-2.92	733.49	733.62
K	514+38.37	-2.92	733.46	733.65
L	514+48.37	-2.92	733.42	733.65
M	514+58.37	-2.92	733.37	733.64
N	514+68.37	-2.92	733.30	733.59
O	514+78.37	-2.92	733.23	733.51
P	514+88.37	-2.92	733.13	733.40
Q	514+98.37	-2.92	733.03	733.27
R	515+08.37	-2.92	732.91	733.11
S	515+18.37	-2.92	732.78	732.93
T	515+28.37	-2.92	732.63	732.73
U	515+38.37	-2.92	732.47	732.52
@ Brg. Pier 2	515+50.37	-2.92	732.27	732.27
V	515+60.37	-2.92	732.08	732.06
W	515+70.37	-2.92	731.88	731.85
X	515+80.37	-2.92	731.66	731.64
Y	515+90.37	-2.92	731.43	731.42
Z	516+00.37	-2.92	731.19	731.18
AA	516+10.37	-2.92	730.94	730.93
AB	516+20.37	-2.92	730.67	730.67
@ N. Abut.	516+28.12	-2.92	730.46	730.46
Bk. N. Abut.	516+29.37	-2.92	730.42	730.42

@ ROADWAY & PG, STAGE I CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	513+19.37	0.00	732.95	732.95
@ S. Abut.	513+20.62	0.00	732.96	732.96
A	513+30.62	0.00	733.08	733.08
B	513+40.62	0.00	733.18	733.18
C	513+50.62	0.00	733.28	733.26
D	513+60.62	0.00	733.35	733.33
E	513+70.62	0.00	733.42	733.39
F	513+80.62	0.00	733.47	733.44
G	513+90.62	0.00	733.51	733.49
@ Brg. Pier 1	513+98.37	0.00	733.53	733.53
H	514+08.37	0.00	733.54	733.58
I	514+18.37	0.00	733.54	733.63
J	514+28.37	0.00	733.53	733.67
K	514+38.37	0.00	733.51	733.69
L	514+48.37	0.00	733.47	733.70
M	514+58.37	0.00	733.42	733.68
N	514+68.37	0.00	733.35	733.63
O	514+78.37	0.00	733.27	733.56
P	514+88.37	0.00	733.18	733.45
Q	514+98.37	0.00	733.07	733.31
R	515+08.37	0.00	732.96	733.15
S	515+18.37	0.00	732.82	732.97
T	515+28.37	0.00	732.68	732.77
U	515+38.37	0.00	732.52	732.57
@ Brg. Pier 2	515+50.37	0.00	732.31	732.31
V	515+60.37	0.00	732.12	732.10
W	515+70.37	0.00	731.92	731.90
X	515+80.37	0.00	731.71	731.68
Y	515+90.37	0.00	731.48	731.46
Z	516+00.37	0.00	731.24	731.23
AA	516+10.37	0.00	730.98	730.98
AB	516+20.37	0.00	730.72	730.72
@ N. Abut.	516+28.12	0.00	730.50	730.50
Bk. N. Abut.	516+29.37	0.00	730.47	730.47

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	513+19.37	4.10	732.88	732.88
@ S. Abut.	513+20.62	4.10	732.90	732.90
A	513+30.62	4.10	733.02	733.01
B	513+40.62	4.10	733.12	733.11
C	513+50.62	4.10	733.21	733.20
D	513+60.62	4.10	733.29	733.27
E	513+70.62	4.10	733.35	733.33
F	513+80.62	4.10	733.41	733.38
G	513+90.62	4.10	733.44	733.43
@ Brg. Pier 1	513+98.37	4.10	733.46	733.46
H	514+08.37	4.10	733.48	733.52
I	514+18.37	4.10	733.48	733.57
J	514+28.37	4.10	733.47	733.61
K	514+38.37	4.10	733.44	733.63
L	514+48.37	4.10	733.40	733.64
M	514+58.37	4.10	733.35	733.62
N	514+68.37	4.10	733.29	733.57
O	514+78.37	4.10	733.21	733.49
P	514+88.37	4.10	733.11	733.39
Q	514+98.37	4.10	733.01	733.25
R	515+08.37	4.10	732.89	733.09
S	515+18.37	4.10	732.76	732.91
T	515+28.37	4.10	732.61	732.71
U	515+38.37	4.10	732.46	732.50
@ Brg. Pier 2	515+50.37	4.10	732.25	732.25
V	515+60.37	4.10	732.06	732.04
W	515+70.37	4.10	731.86	731.83
X	515+80.37	4.10	731.64	731.62
Y	515+90.37	4.10	731.42	731.40
Z	516+00.37	4.10	731.18	731.16
AA	516+10.37	4.10	730.92	730.91
AB	516+20.37	4.10	730.65	730.65
@ N. Abut.	516+28.12	4.10	730.44	730.44
Bk. N. Abut.	516+29.37	4.10	730.40	730.40

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20 N. WACKER DRIVE, SUITE 1200  
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PLOT SCALE =	DRAWN - EF	REVISED -
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS II  
STRUCTURE 071-0097

SHEET NO. 6 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	38VBR-1	OGLE	87	67
CONTRACT NO. 64D16				
ILLINOIS FED. AID PROJECT				

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	513+19.37	12.31	732.75	732.75
@ S. Abut.	513+20.62	12.31	732.77	732.77
A	513+30.62	12.31	732.89	732.88
B	513+40.62	12.31	732.99	732.98
C	513+50.62	12.31	733.08	733.07
D	513+60.62	12.31	733.16	733.14
E	513+70.62	12.31	733.22	733.20
F	513+80.62	12.31	733.28	733.25
G	513+90.62	12.31	733.31	733.30
@ Brg. Pier 1	513+98.37	12.31	733.33	733.33
H	514+08.37	12.31	733.35	733.39
I	514+18.37	12.31	733.35	733.44
J	514+28.37	12.31	733.34	733.48
K	514+38.37	12.31	733.31	733.50
L	514+48.37	12.31	733.27	733.51
M	514+58.37	12.31	733.22	733.49
N	514+68.37	12.31	733.16	733.44
O	514+78.37	12.31	733.08	733.36
P	514+88.37	12.31	732.98	733.26
Q	514+98.37	12.31	732.88	733.12
R	515+08.37	12.31	732.76	732.96
S	515+18.37	12.31	732.63	732.78
T	515+28.37	12.31	732.48	732.58
U	515+38.37	12.31	732.33	732.37
@ Brg. Pier 2	515+50.37	12.31	732.12	732.12
V	515+60.37	12.31	731.93	731.91
W	515+70.37	12.31	731.73	731.70
X	515+80.37	12.31	731.51	731.49
Y	515+90.37	12.31	731.29	731.27
Z	516+00.37	12.31	731.05	731.03
AA	516+10.37	12.31	730.79	730.78
AB	516+20.37	12.31	730.52	730.52
@ N. Abut.	516+28.12	12.31	730.31	730.31
Bk. N. Abut.	516+29.37	12.31	730.27	730.27

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	513+19.37	20.52	732.58	732.58
@ S. Abut.	513+20.62	20.52	732.60	732.60
A	513+30.62	20.52	732.72	732.71
B	513+40.62	20.52	732.82	732.81
C	513+50.62	20.52	732.91	732.90
D	513+60.62	20.52	732.99	732.97
E	513+70.62	20.52	733.05	733.03
F	513+80.62	20.52	733.10	733.08
G	513+90.62	20.52	733.14	733.13
@ Brg. Pier 1	513+98.37	20.52	733.16	733.16
H	514+08.37	20.52	733.18	733.22
I	514+18.37	20.52	733.18	733.26
J	514+28.37	20.52	733.17	733.30
K	514+38.37	20.52	733.14	733.33
L	514+48.37	20.52	733.10	733.33
M	514+58.37	20.52	733.05	733.32
N	514+68.37	20.52	732.98	733.27
O	514+78.37	20.52	732.91	733.19
P	514+88.37	20.52	732.81	733.09
Q	514+98.37	20.52	732.71	732.95
R	515+08.37	20.52	732.59	732.79
S	515+18.37	20.52	732.46	732.61
T	515+28.37	20.52	732.31	732.41
U	515+38.37	20.52	732.15	732.20
@ Brg. Pier 2	515+50.37	20.52	731.95	731.95
V	515+60.37	20.52	731.76	731.74
W	515+70.37	20.52	731.56	731.53
X	515+80.37	20.52	731.34	731.32
Y	515+90.37	20.52	731.12	731.10
Z	516+00.37	20.52	730.87	730.86
AA	516+10.37	20.52	730.62	730.61
AB	516+20.37	20.52	730.35	730.35
@ N. Abut.	516+28.12	20.52	730.14	730.14
Bk. N. Abut.	516+29.37	20.52	730.10	730.10

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20 N. WACKER DRIVE, SUITE 1200  
CHICAGO, ILLINOIS 60606

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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS III**  
**STRUCTURE 071-0097**

SHEET NO. 7 OF 26 SHEETS

F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	38VBR-1	OGLE	87	68
			CONTRACT NO. 64D16	
ILLINOIS FED. AID PROJECT				



WEST EDGE OF SHOULDER

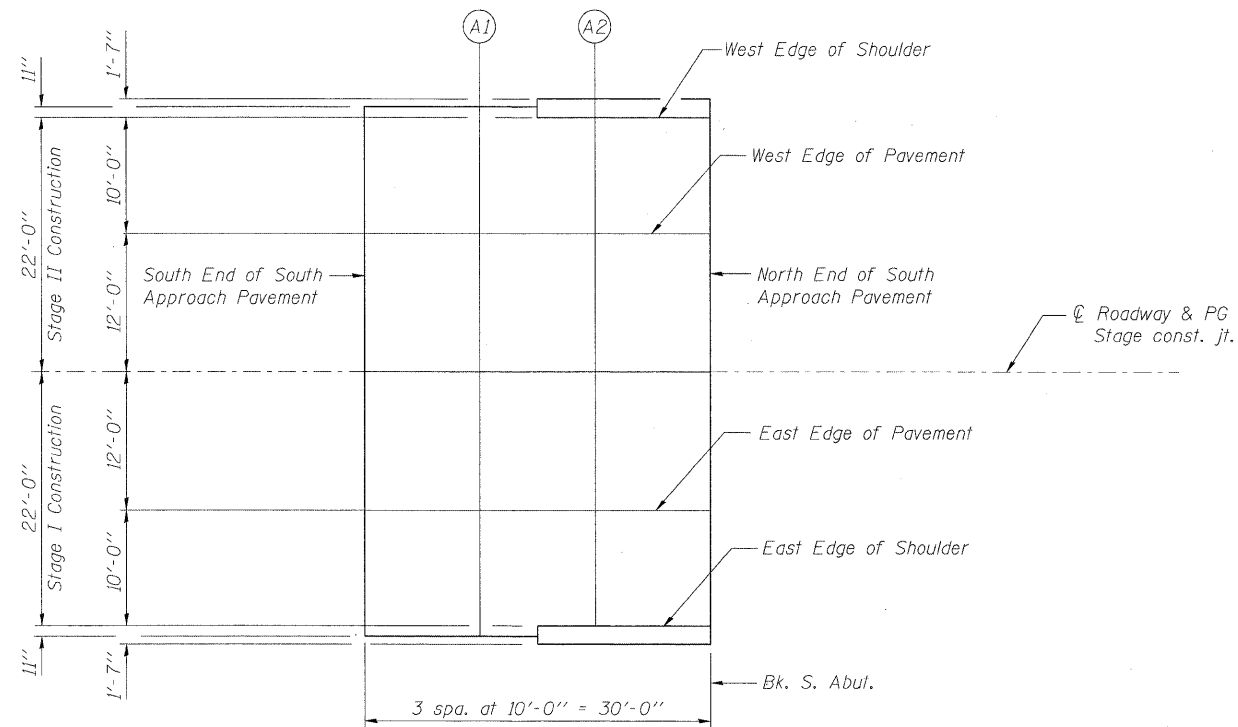
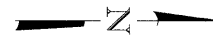
Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Pav't.	512+89.37	-22.00	732.11
A1	512+99.37	-22.00	732.27
A2	513+09.37	-22.00	732.42
N. End S. Appr. Pav't.	513+19.37	-22.00	732.55

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Pav't.	512+89.37	-12.00	732.32
A1	512+99.37	-12.00	732.48
A2	513+09.37	-12.00	732.63
N. End S. Appr. Pav't.	513+19.37	-12.00	732.76

☉ ROADWAY, PG & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Pav't.	512+89.37	0.00	732.51
A1	512+99.37	0.00	732.67
A2	513+09.37	0.00	732.81
N. End S. Appr. Pav't.	513+19.37	0.00	732.95



PLAN

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Pav't.	512+89.37	12.00	732.32
A1	512+99.37	12.00	732.48
A2	513+09.37	12.00	732.63
N. End S. Appr. Pav't.	513+19.37	12.00	732.76

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End S. Appr. Pav't.	512+89.37	22.00	732.11
A1	512+99.37	22.00	732.27
A2	513+09.37	22.00	732.42
N. End S. Appr. Pav't.	513+19.37	22.00	732.55

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WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Pav't.	516+29.37	-22.00	730.07
A3	516+39.37	-22.00	729.78
A4	516+49.37	-22.00	729.47
N. End N. Appr. Pav't.	516+59.37	-22.00	729.15

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Pav't.	516+29.37	-12.00	730.28
A3	516+39.37	-12.00	729.98
A4	516+49.37	-12.00	729.68
N. End N. Appr. Pav't.	516+59.37	-12.00	729.36

⊘ ROADWAY, PG & STAGE CONSTRUCTION LINE

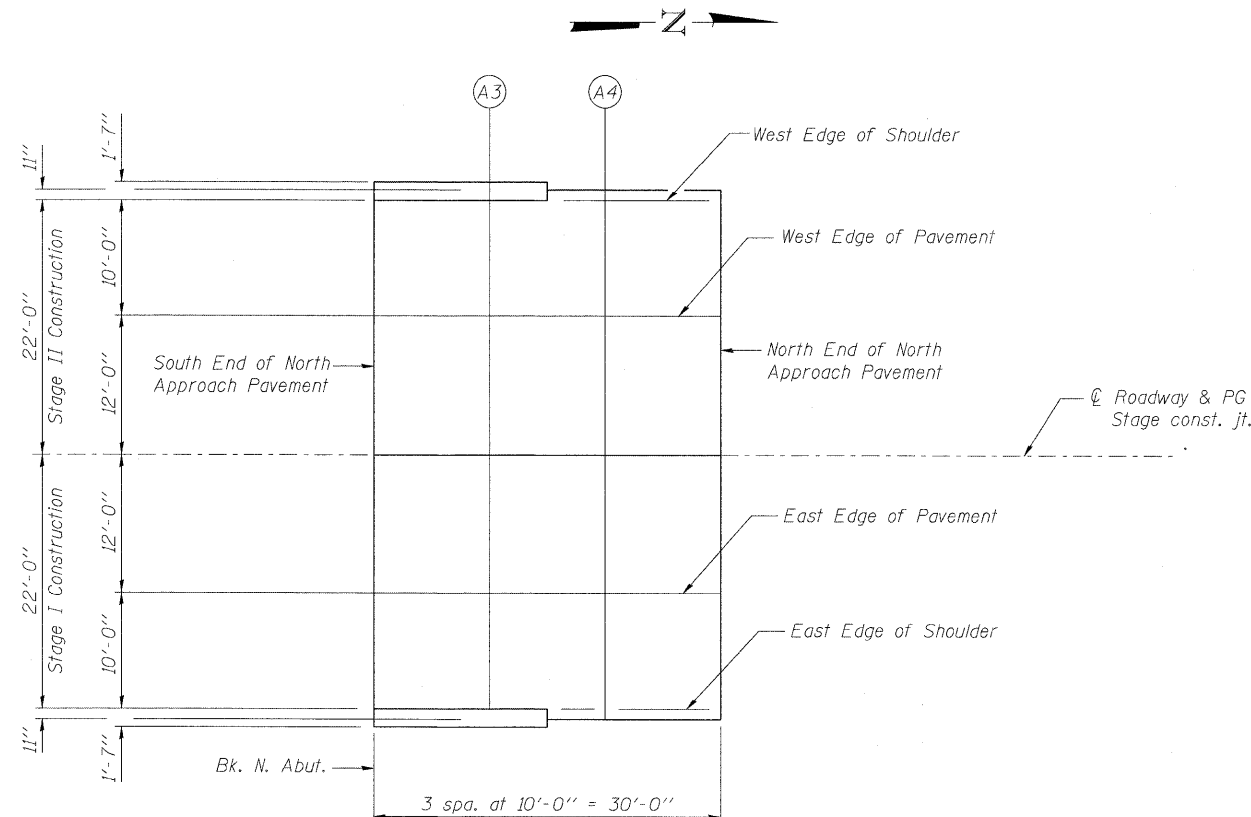
Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Pav't.	516+29.37	0.00	730.47
A3	516+39.37	0.00	730.17
A4	516+49.37	0.00	729.87
N. End N. Appr. Pav't.	516+59.37	0.00	729.55

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Pav't.	516+29.37	12.00	730.28
A3	516+39.37	12.00	729.98
A4	516+49.37	12.00	729.68
N. End N. Appr. Pav't.	516+59.37	12.00	729.36

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End N. Appr. Pav't.	516+29.37	22.00	730.07
A3	516+39.37	22.00	729.78
A4	516+49.37	22.00	729.47
N. End N. Appr. Pav't.	516+59.37	22.00	729.15



PLAN

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**LOCHNER**  
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CONSULTING ENGINEERS AND PLANNERS  
20 N. WACKER DRIVE, SUITE 1200  
CHICAGO, ILLINOIS 60606

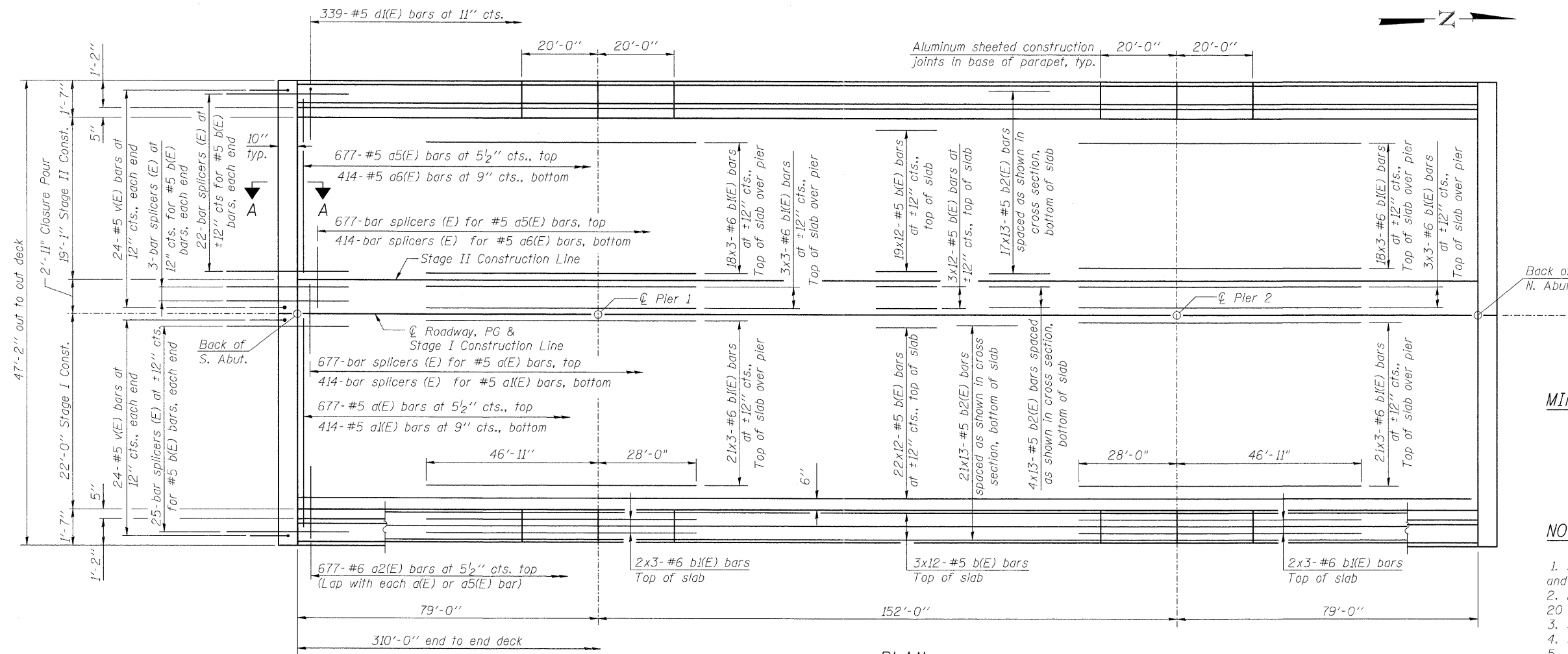
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATIONS  
STRUCTURE 071-0097**

SHEET NO. 9 OF 26 SHEETS

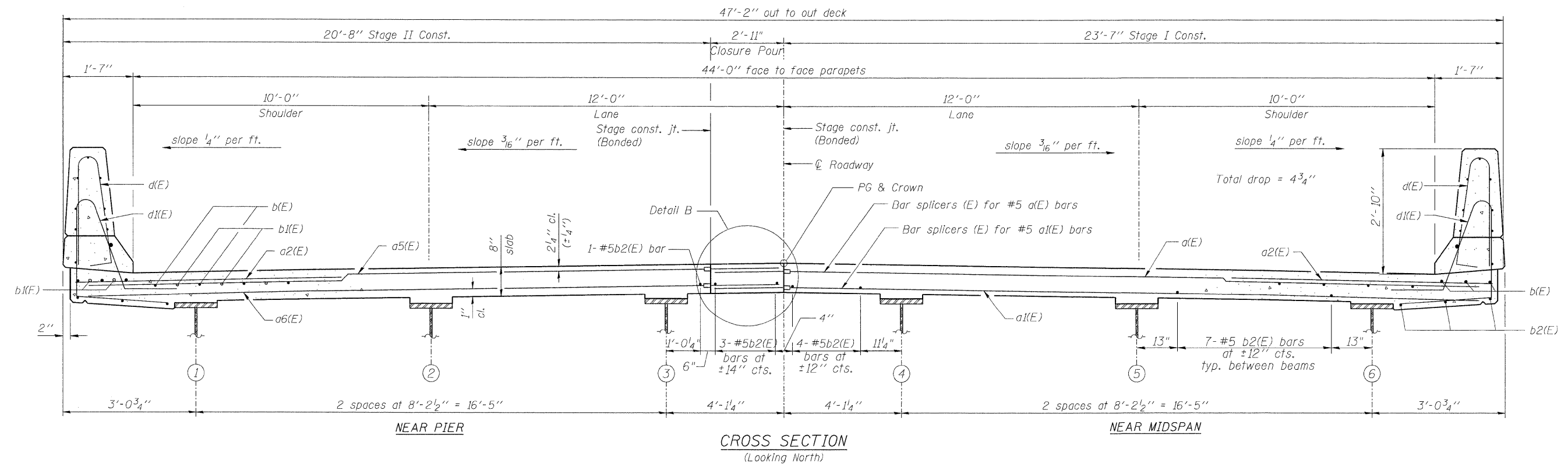
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	38VBR-1	OGLE	87	70
CONTRACT NO. 64D16				
ILLINOIS FED. AID PROJECT				



**MINIMUM BAR LAP**  
(Slab)

#5 bar = 3'-3"  
#6 bar = 3'-10"

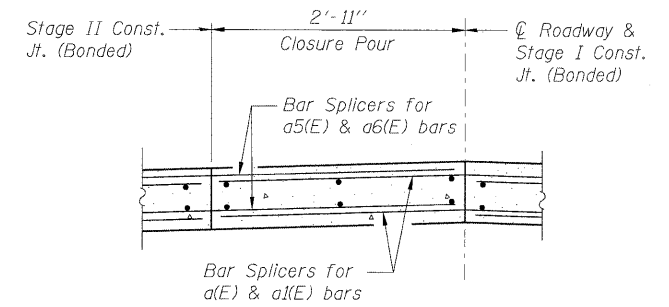
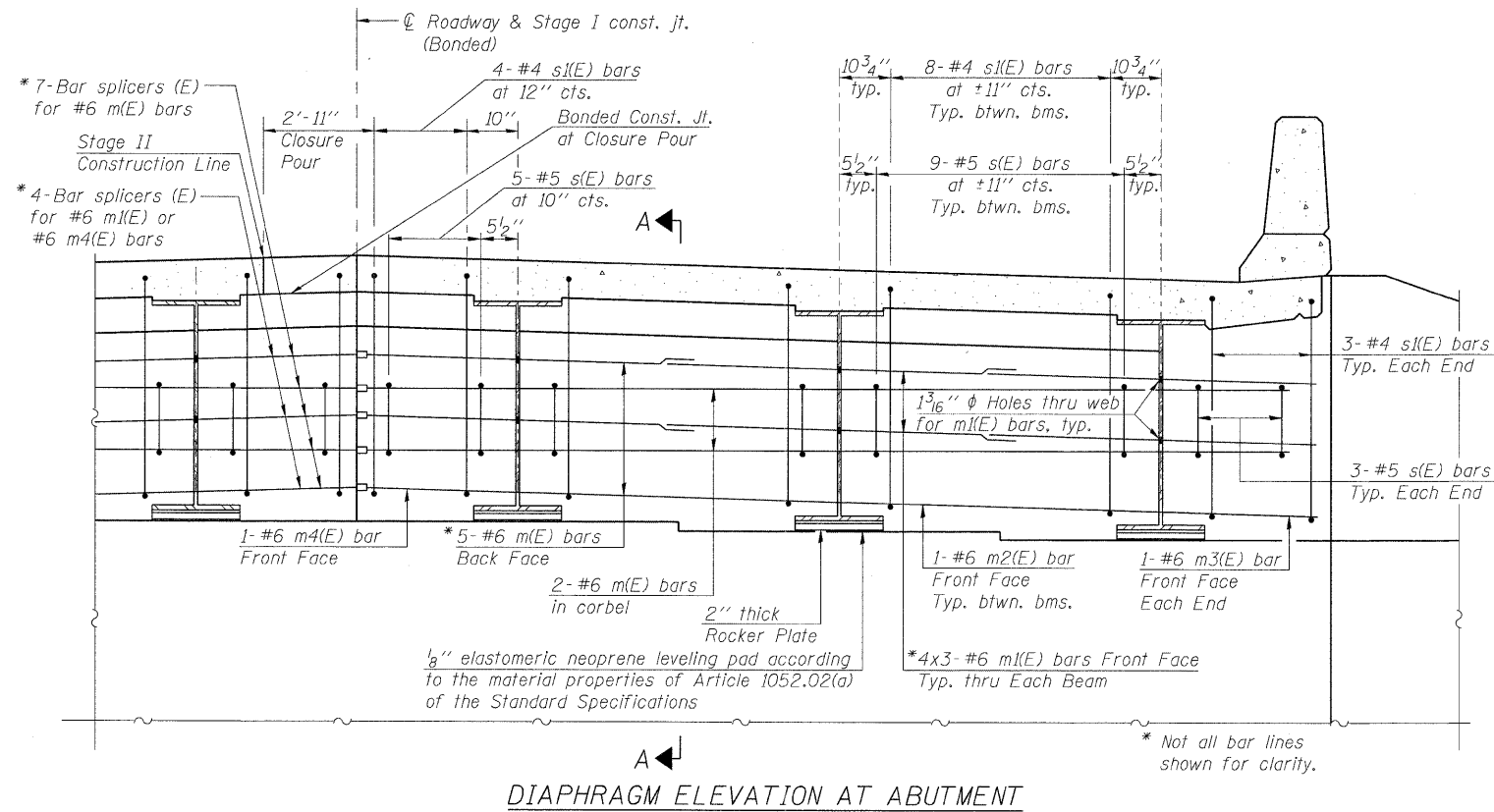
- NOTES**
1. See Sheet 12 of 26 for superstructure details and Bill of Material.
  2. Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
  3. See Sheet 12 of 26 for parapet reinforcement.
  4. See Sheet 11 of 26 for Section A-A.
  5. For Detail B see Sheet 11 of 26.



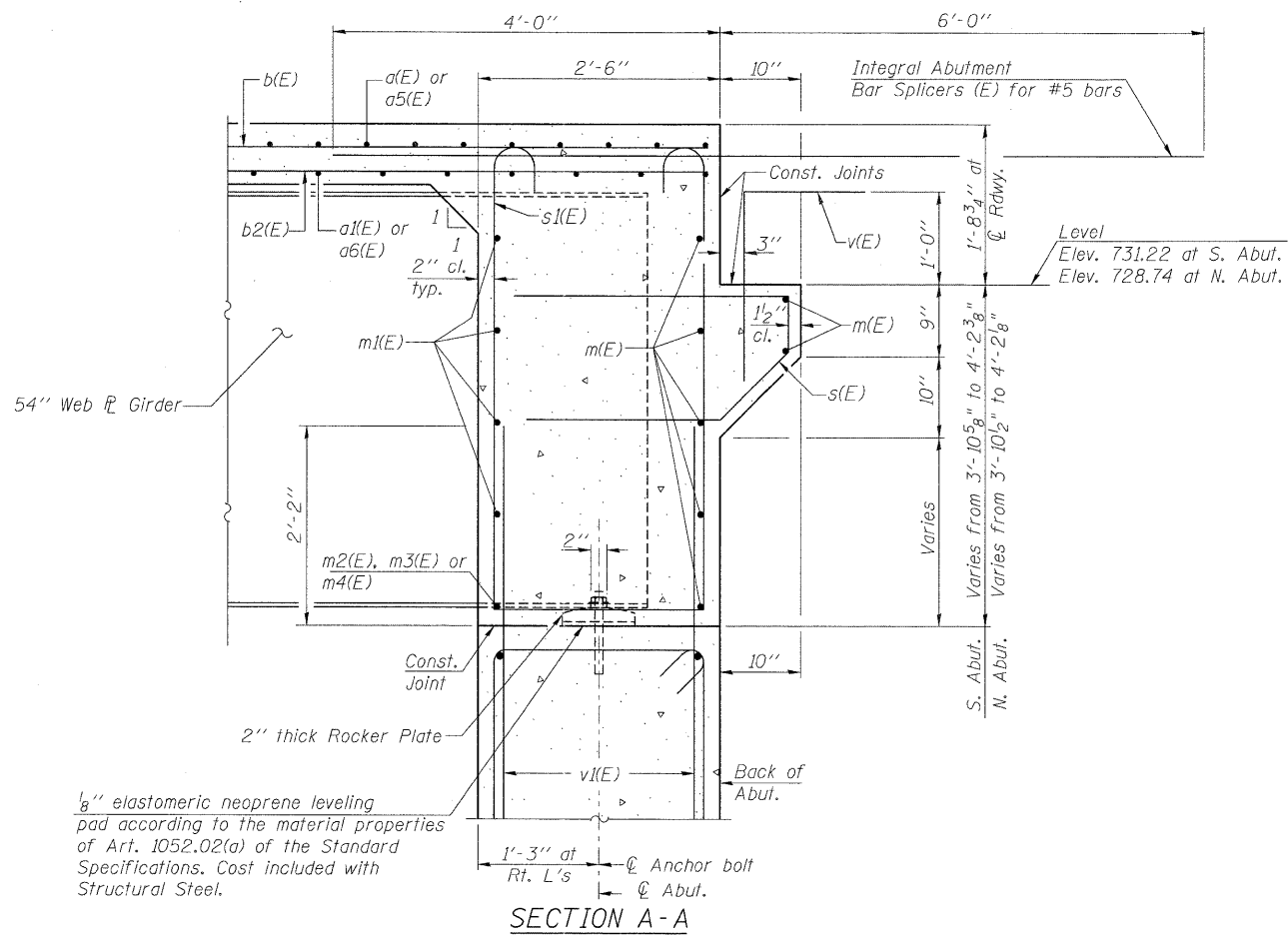
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<b>LOCHNER</b> H.W. LOCHNER, INC. CONSULTING ENGINEERS AND PLANNERS 20 N. WACKER DRIVE, SUITE 1200 CHICAGO, ILLINOIS 60606	USER NAME =	DESIGNED - GWS	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>DECK PLAN &amp; CROSS SECTION</b> <b>STRUCTURE NO. 071-0097</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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**DETAIL B**  
See Cross-Section Sheet 10 of 26 for location.



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

- NOTES**
1. Reinforcement bars in diaphragm are billed with superstructure on sheet 12 of 26.
  2. Concrete in diaphragm is included with Concrete Superstructure on sheet 12 of 26.
  3. For details of bars s(E) & s1(E) see sheet 12 of 26.
  4. 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.

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**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

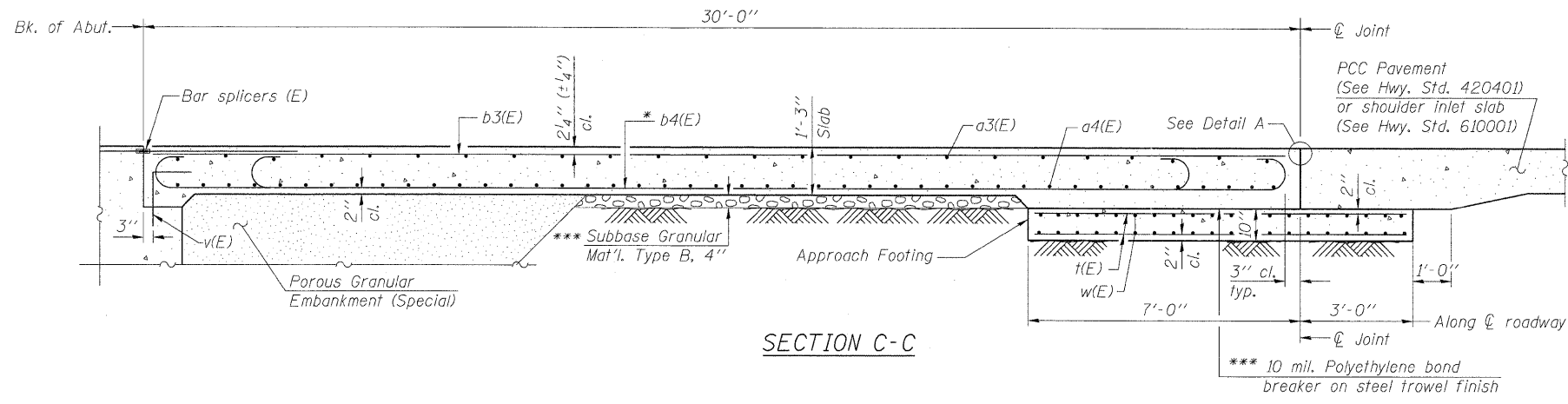
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**STRUCTURE NO. 071-0097**

F.A.P. RTE. = 742	SECTION = 38VBR-1	COUNTY = OGLE	TOTAL SHEETS = 87	SHEET NO. = 72
CONTRACT NO. 64D16				
ILLINOIS FED. AID PROJECT				

SHEET NO. 11 OF 26 SHEETS

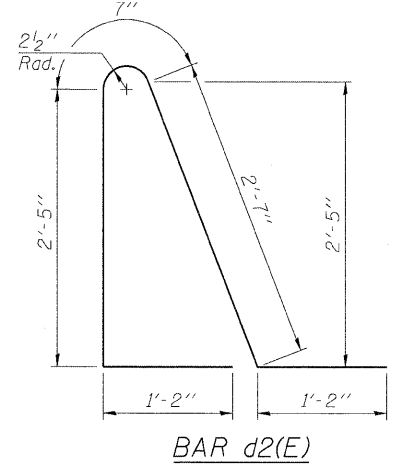
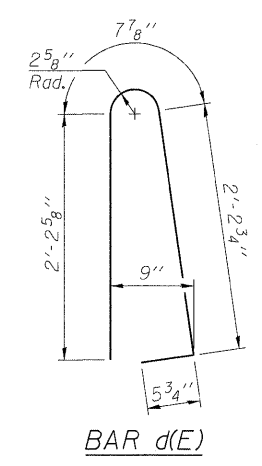
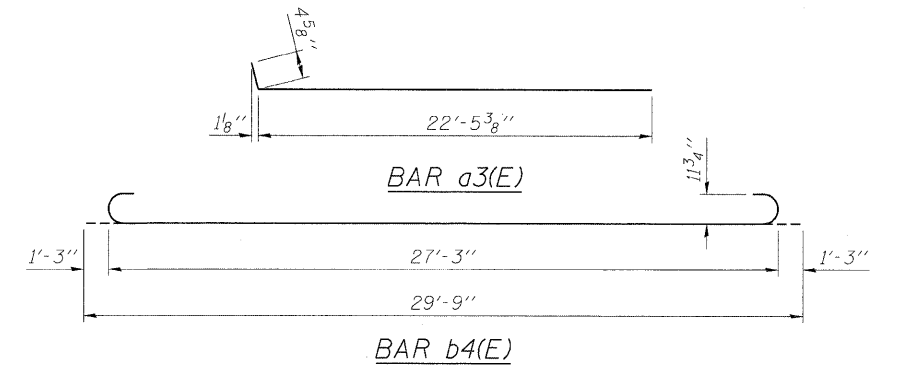






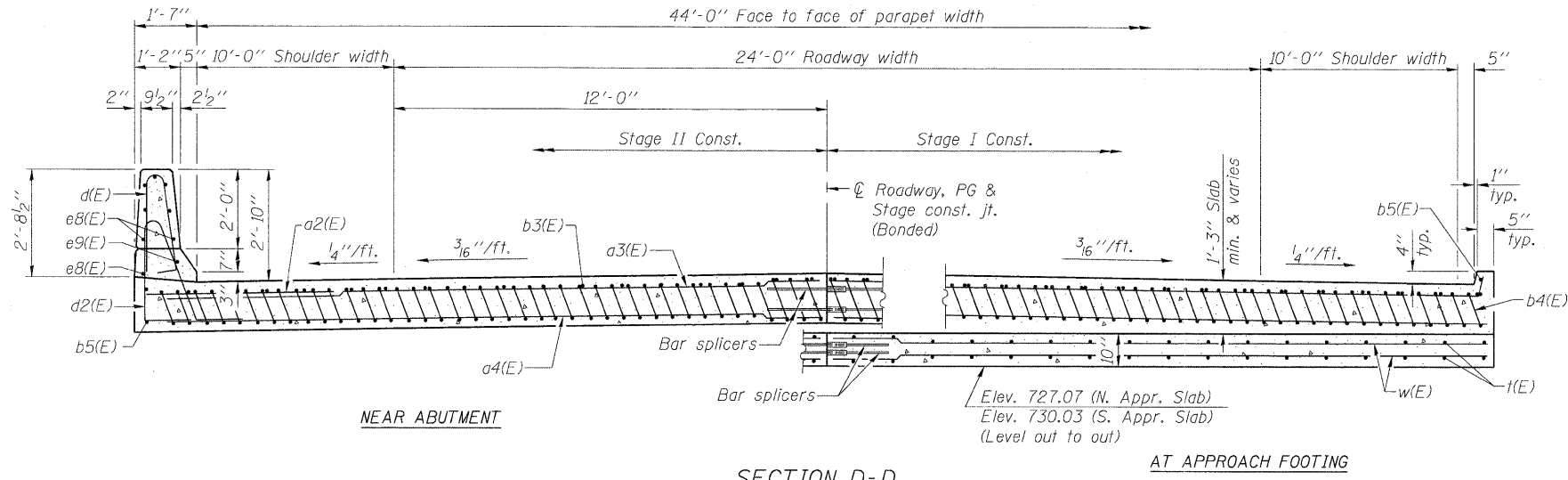
SECTION C-C

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



TWO APPROACHES  
BILL OF MATERIAL

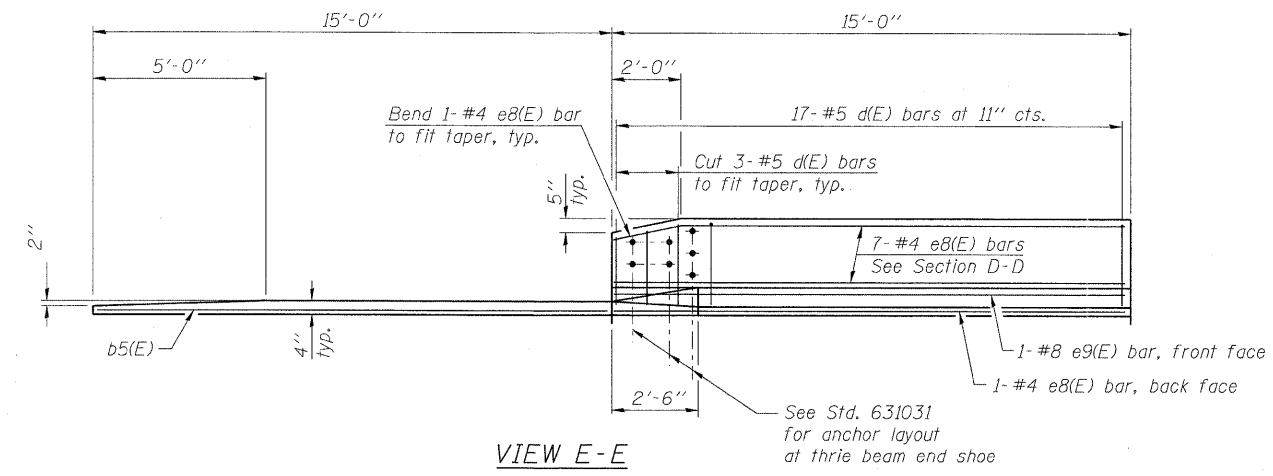
Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-6"	—
a3(E)	100	#4	22'-10"	—
a4(E)	184	#5	22'-7"	—
b3(E)	76	#4	29'-8"	—
b4(E)	216	#9	29'-9"	—
b5(E)	8	#4	14'-8"	—
d(E)	68	#5	5'-7"	U
d2(E)	68	#5	7'-11"	U
e8(E)	32	#4	14'-8"	—
e9(E)	4	#8	14'-8"	—
f(E)	192	#4	9'-8"	—
w(E)	160	#5	22'-7"	—
Concrete Superstructure		Cu. Yd.	141.1	
Concrete Structures		Cu. Yd.	28.3	
Reinforcement Bars, Epoxy Coated		Pound	36,200	



SECTION D-D

(See Plan for dimensions not shown)

AT APPROACH FOOTING



VIEW E-E

NOTES

- See sheet 13 of 26 for Detail A and View B-B.
- Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
- Approach footing concrete shall be paid for as Concrete Structures.
- Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
- For integral abutment bar splicers (E) and v(E) bar details, see sheet 11 of 26.
- The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
- For bar splicer details, see sheet 23 of 26.
- Cost of excavation for approach footing included with Concrete Structures.
- For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 26.
- For additional parapet details, see sheet 12 of 26.

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 20 N. WACKER DRIVE, SUITE 1200  
 CHICAGO, ILLINOIS 60606

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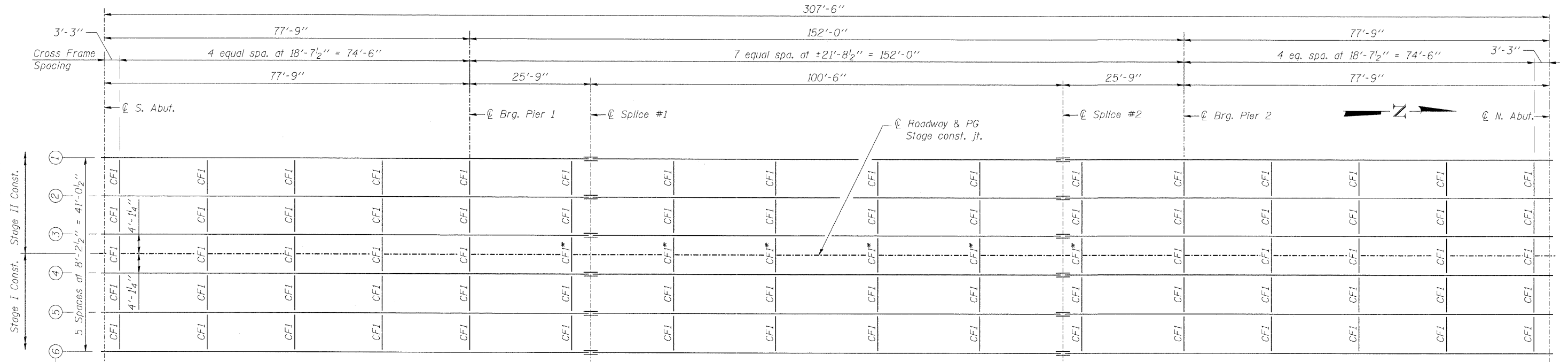
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS II  
STRUCTURE NO. 071-0097

SHEET NO. 14 OF 26 SHEETS

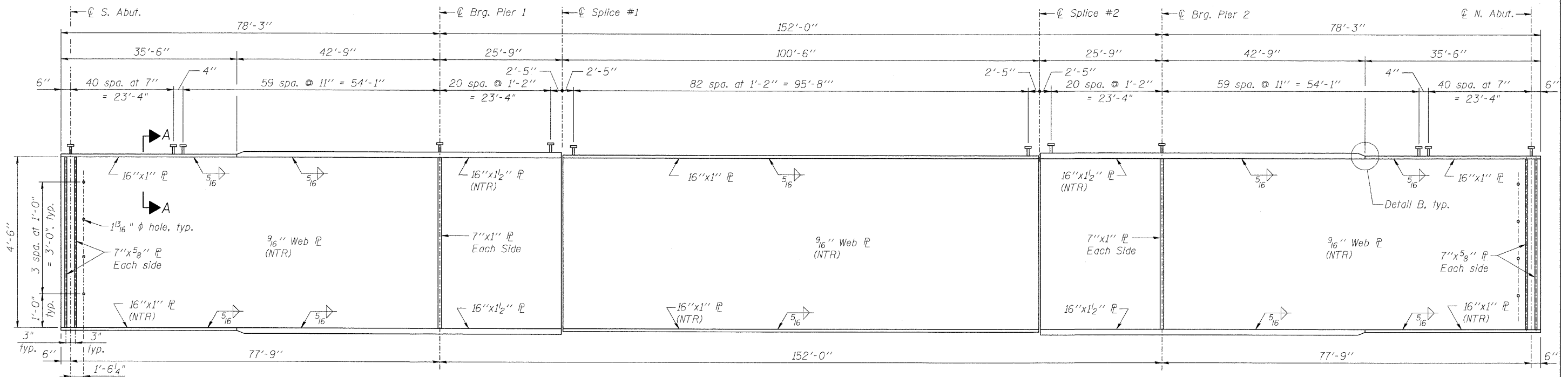
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	38VBR-1	OGLE	87	75
			CONTRACT NO. 64D16	
ILLINOIS FED. AID PROJECT				





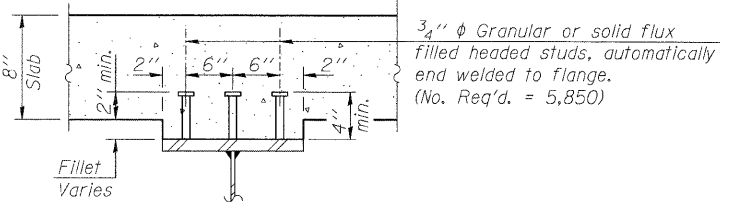
FRAMING PLAN

\* Temporary Cross Frame to be used until closure pour is complete and then replaced with permanent cross frame, CFI.

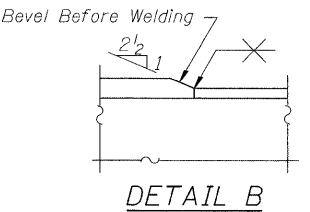


GIRDER ELEVATION

"NTR" denotes plates to which notch toughness requirements are applicable.



SECTION A-A



DETAIL B

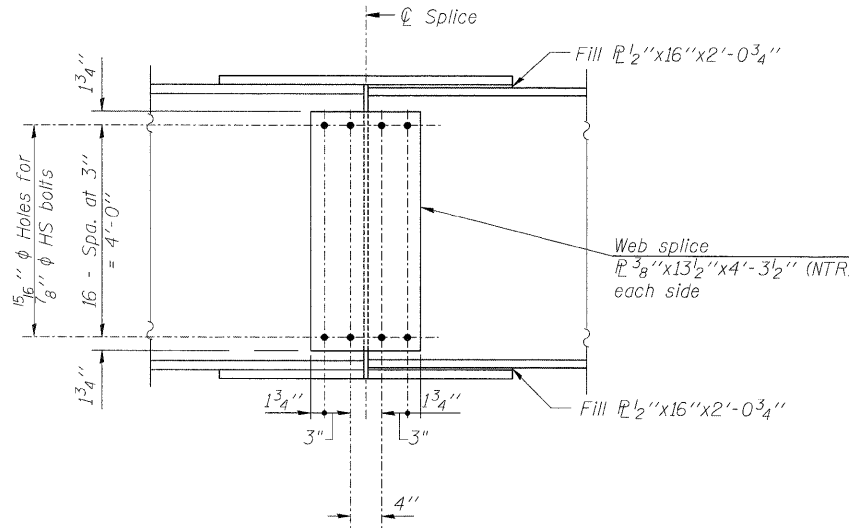
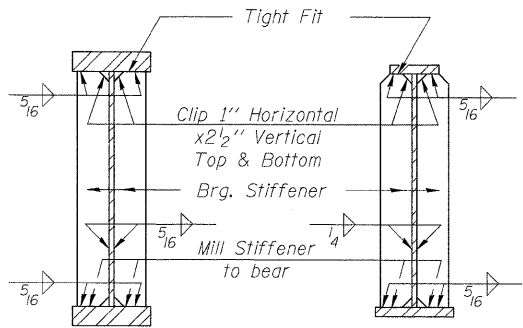
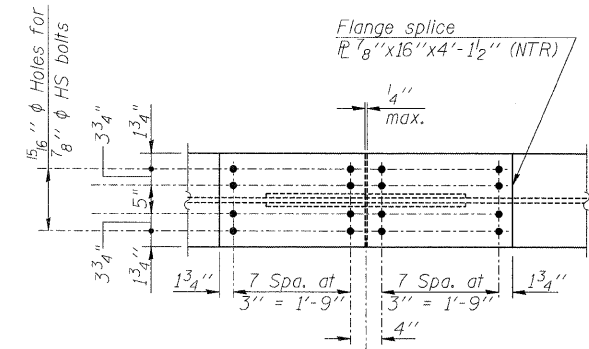
NOTES

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. See Sheet 17 for details of Temporary Cross Frames along Stage Construction Line in Span 2.
3. Load carrying components designated "NTR" shall conform to the Impact Testing Requirements given in the special provision for Structural Steel for Bridges.
4. Girder plates and bearing stiffeners shall be Grade 50 Structural Steel \*\*.

\*\* See Special Provision for Structural Steel for Bridges

TA:5015-Phase II, IL-2811-265-StructVdgn, IL2.dgn \07120917-64D16-015-FP1.dgn

<b>LOCHNER</b> H.W. LOCHNER, INC. CONSULTING ENGINEERS AND PLANNERS 20 N. WACKER DRIVE, SUITE 1200 CHICAGO, ILLINOIS 60606	USER NAME =	DESIGNED - CMM	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>FRAMING PLAN</b> <b>STRUCTURE 071-0097</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	FILE NAME = 07120917-64D16-015-FP1.dgn	CHECKED - JSD	REVISED -			742	38VBR-1		87	76
	PLOT SCALE =	DRAWN - EF	REVISED -							
	PLOT DATE =	CHECKED - JSD	REVISED -							
SHEET NO. 15 OF 26 SHEETS										



**SPLICE DETAIL #1 & #2**  
(12 Required)

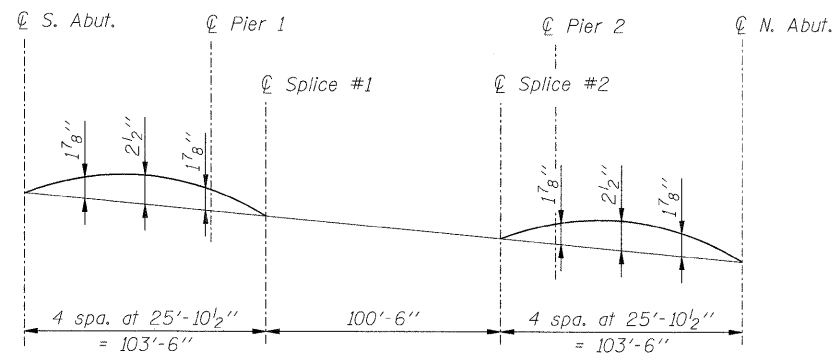
- Notes:
1. Splice plates shall be Grade 50 Structural Steel \*\*.
  2. Load carrying components designated "NTR" shall conform to the Impact Testing Requirements given in the special provision for Structural Steel for Bridges.
  3. Bolts shall have no threads in the shear planes of the connected plates.

\*\* See Special Provision for Structural Steel for Bridges

INTERIOR GIRDER MOMENT TABLE						
		0.4 Sp. 1	Pier 1	0.5 Sp. 2	Pier 2	0.6 Sp. 3
$I_s$	(in <sup>4</sup> )	31,584	44,353	31,584	44,353	31,584
$I_c(n)$	(in <sup>4</sup> )	67,884	--	67,884	--	67,884
$I_c(3n)$	(in <sup>4</sup> )	51,581	--	51,581	--	51,581
$I_c(cr)$	(in <sup>4</sup> )	--	51,458	--	51,458	--
$S_s$	(in <sup>3</sup> )	1,128	1,556	1,128	1,556	1,128
$S_c(n)$	(in <sup>3</sup> )	1,459	--	1,459	--	1,459
$S_c(3n)$	(in <sup>3</sup> )	1,348	--	1,348	--	1,348
$S_c(cr)$	(in <sup>3</sup> )	--	1,640	--	1,640	--
DC1	(k/ft)	1.103	1.158	1.103	1.158	1.103
M <sub>DC1</sub>	(k)	40	1950	1250	1950	40
DC2	(k/ft)	0.150	0.150	0.150	0.150	0.150
M <sub>DC2</sub>	(k)	5	260	174	260	5
DW	(k/ft)	0.367	0.367	0.367	0.367	0.367
M <sub>DW</sub>	(k)	12	635	425	635	12
M <sub>ℓ + IM</sub>	(k)	1,056	1,822	1,604	1,822	1,056
M <sub>u</sub> (Strength I)	(k)	1,922	6,904	5,225	6,904	1,922
φ <sub>r</sub> M <sub>n</sub> , φ <sub>r</sub> M <sub>nc</sub>	(k)	7,744	7,359	7,216	7,359	7,744
f <sub>s</sub> DC1	(ksi)	0.4	15.0	13.3	15.0	0.4
f <sub>s</sub> DC2	(ksi)	0.0	1.9	1.5	1.9	0.0
f <sub>s</sub> DW	(ksi)	0.1	4.6	3.8	4.6	0.1
f <sub>s</sub> (ℓ + IM)	(ksi)	8.7	13.3	0.2	13.3	8.7
f <sub>s</sub> (Service II)	(ksi)	11.9	38.9	18.9	38.9	11.9
0.95R <sub>n</sub> F <sub>y</sub> f	(ksi)	47.5	47.5	47.5	47.5	47.5
V <sub>r</sub>	(k)	33	--	34	--	33

\* Compact sections

INTERIOR GIRDER REACTION TABLE					
	S. Abut.	Pier 1	Pier 2	N. Abut.	
R <sub>DC1</sub>	(k)	47.1	154.7	154.7	47.1
R <sub>DC2</sub>	(k)	2.5	20.6	20.6	2.5
R <sub>DW</sub>	(k)	6.1	50.3	50.3	6.1
R <sub>ℓ + IM</sub>	(k)	87.6	187.1	187.1	87.6
R <sub>Total</sub>	(k)	143.3	412.7	412.7	143.3



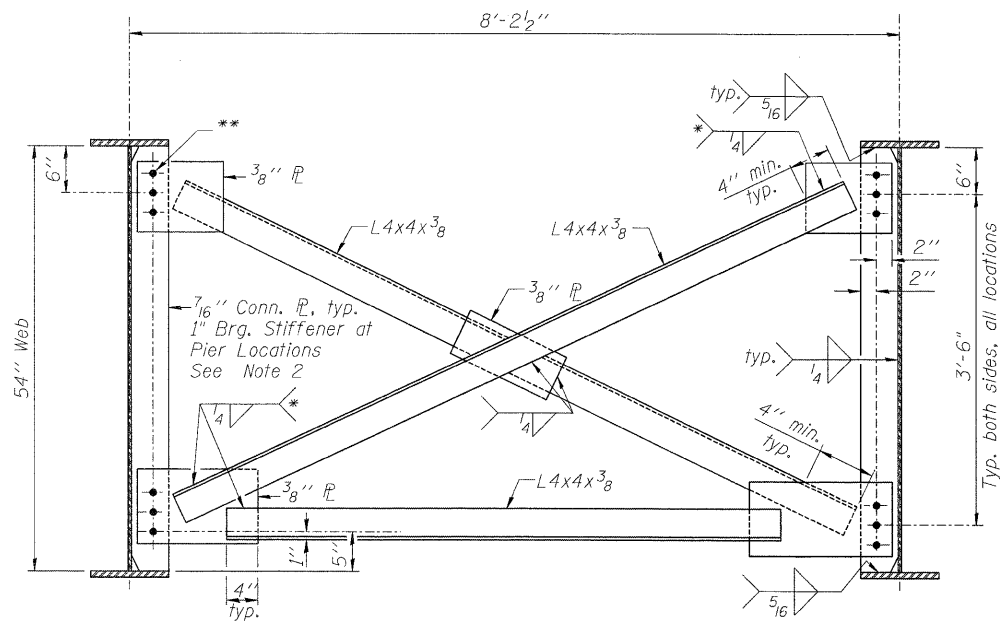
**CAMBER DIAGRAM**

**TOP OF WEB ELEVATIONS**  
(For fabrication only.)

Girder No.	℄ S. Abut.	℄ Pier 1	℄ Splice #1	℄ Splice #2	℄ Pier 2	℄ N. Abut.
1	731.78	732.19	732.12	731.32	730.98	729.32
2	731.96	732.36	732.29	731.49	731.15	729.49
3	732.09	732.49	732.42	731.62	731.28	729.62
4	732.09	732.49	732.42	731.62	731.28	729.62
5	731.96	732.36	732.29	731.49	731.15	729.49
6	731.78	732.19	732.12	731.32	730.98	729.32

- $I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total-Strength I, and Service II) due to non-composite dead loads (in<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-Strength I, and Service II) in uncracked sections, due to short-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-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in<sup>4</sup> and in<sup>3</sup>).
- $I_c(cr), S_c(cr)$ : Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing  $f_s$  (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite dead loads (in<sup>4</sup> and in<sup>3</sup>).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M<sub>DC1</sub>: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M<sub>DC2</sub>: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M<sub>DW</sub>: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- M<sub>ℓ + IM</sub>: Un-factored live load plus dynamic load allowance (impact) ((kip-ft.).
- M<sub>u</sub> (Strength I): 1.25 (M<sub>DC1</sub> + M<sub>DC2</sub>) + 1.5 M<sub>DW</sub> + 1.75 M<sub>ℓ + IM</sub>
- φ<sub>r</sub>M<sub>n</sub>: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
- f<sub>s</sub> DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
- M<sub>DC1</sub> / S<sub>nc</sub>
- f<sub>s</sub> DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
- M<sub>DC2</sub> / S<sub>c</sub>(3n) or M<sub>DC2</sub> / S<sub>c</sub>(cr) as applicable.
- f<sub>s</sub> DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
- M<sub>DW</sub> / S<sub>c</sub>(3n) or M<sub>DW</sub> / S<sub>c</sub>(cr) as applicable.
- f<sub>s</sub> (ℓ + IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
- M<sub>ℓ + IM</sub> / S<sub>c</sub>(3n) or M<sub>ℓ + IM</sub> / S<sub>c</sub>(cr) as applicable.
- f<sub>s</sub> (Service II): Sum of stresses as computed below (ksi).
- f<sub>sDC1</sub> + f<sub>sDC2</sub> + f<sub>sDW</sub> + 1.3 f<sub>s</sub>(ℓ + IM)
- 0.95R<sub>n</sub>F<sub>y</sub>f: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- f<sub>s</sub> (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
- 1.25 (f<sub>sDC1</sub> + f<sub>sDC2</sub>) + 1.5 f<sub>sDW</sub> + 1.75 f<sub>s</sub>(ℓ + IM)
- φ<sub>r</sub>F<sub>n</sub>: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7.2 (ksi).
- V<sub>r</sub>: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

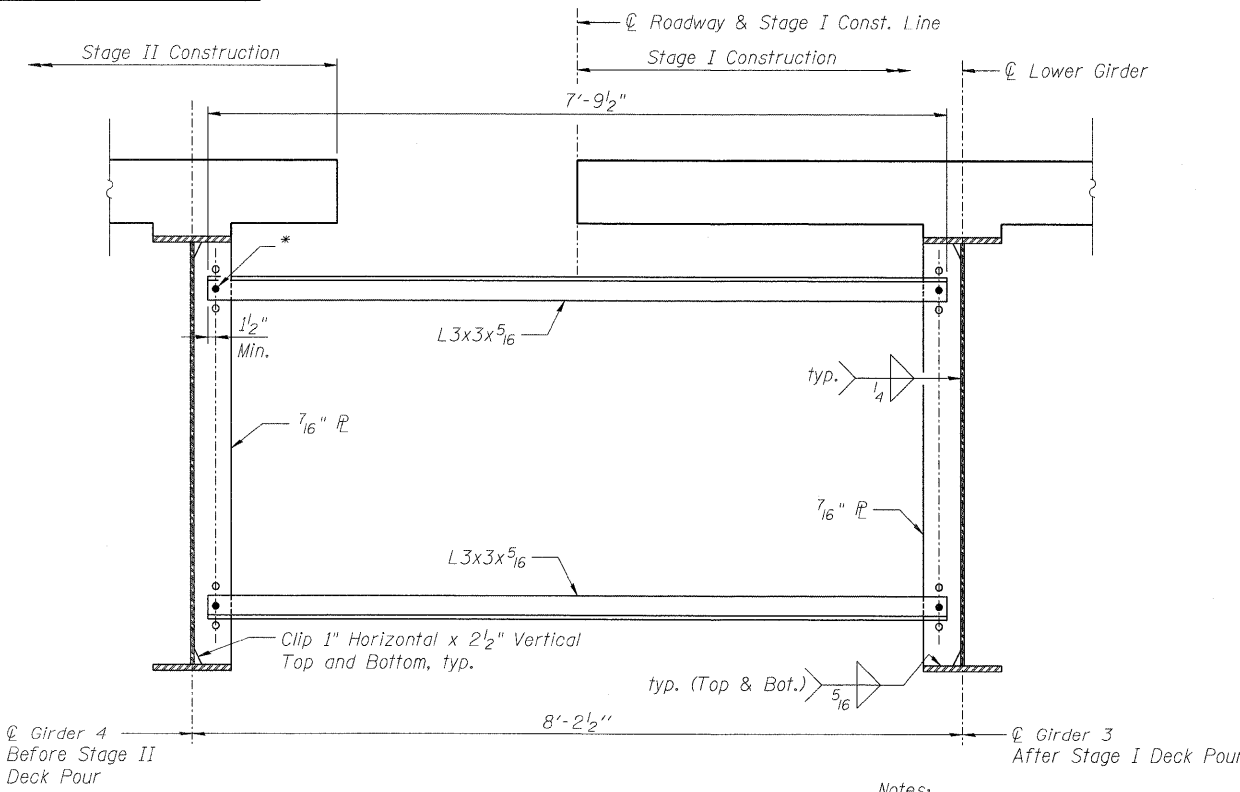
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\* Fillet weld angle along 3 sides on one face of gusset plate.  
 \*\* 3/4 inch diameter bolts in 1 1/8 inch diameter holes, typical.

**INTERIOR CROSS FRAME - CF1**  
(80 Required)

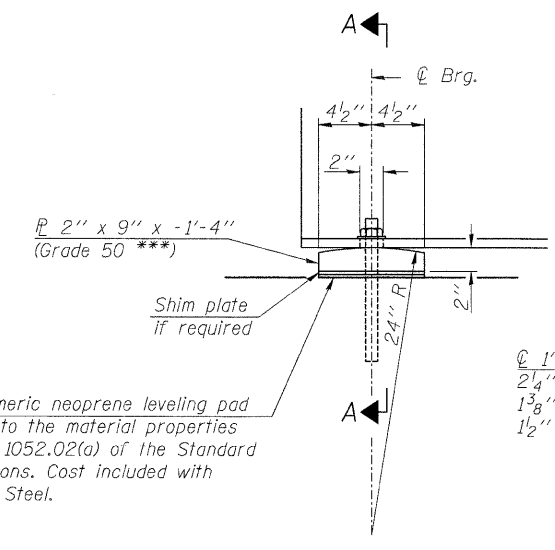
\*\*\* See Special Provision for Structural Steel for Bridges



\* Field drill holes in L3"x3" angle using center holes in 3 hole sets on crossframe connection plates as a template. Cost included with Furnishing and Erecting Structural Steel.

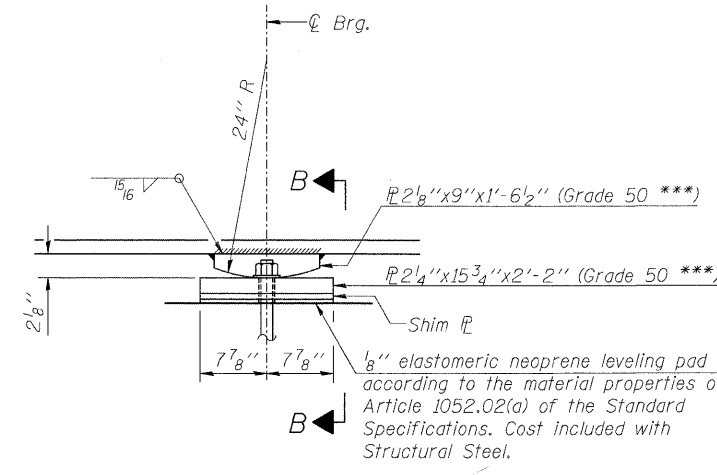
**TEMPORARY CROSS FRAME**  
(6 Required)

- Notes:
1. Stop fillet weld from connection plate to flange 1/4 inch from end of connection plate.
  2. Bolts connecting temporary bracing shall be 7/8 inch diameter bolts in 1 1/8 inch diameter holes. All other holes in connection plates shall be 1 1/8 inch diameter for 3/4 inch diameter bolts.
  3. The temporary cross frame is to be replaced with Interior Cross Frame (CF1) after the stage II deck pour is complete.



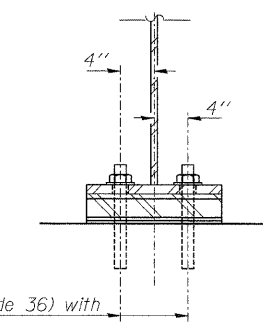
**ELEVATION AT ABUTMENT**

**FIXED BEARING AT ABUTMENTS**

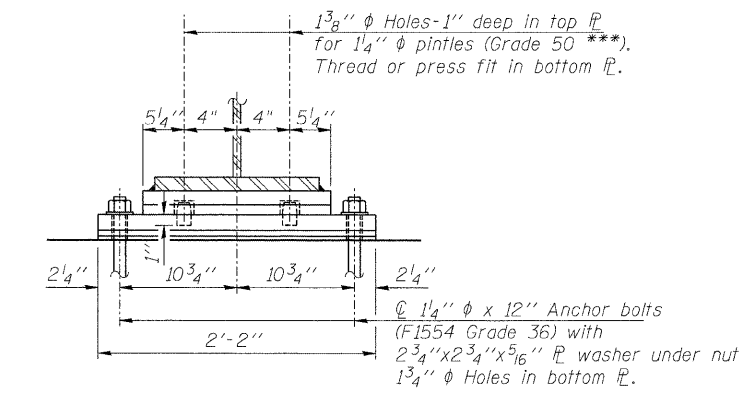


**ELEVATION AT PIER**

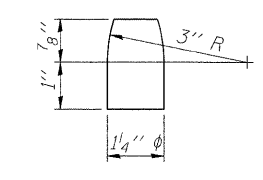
**FIXED BEARING AT PIERS**



**SECTION A-A**



**SECTION B-B**



**PINTLE**

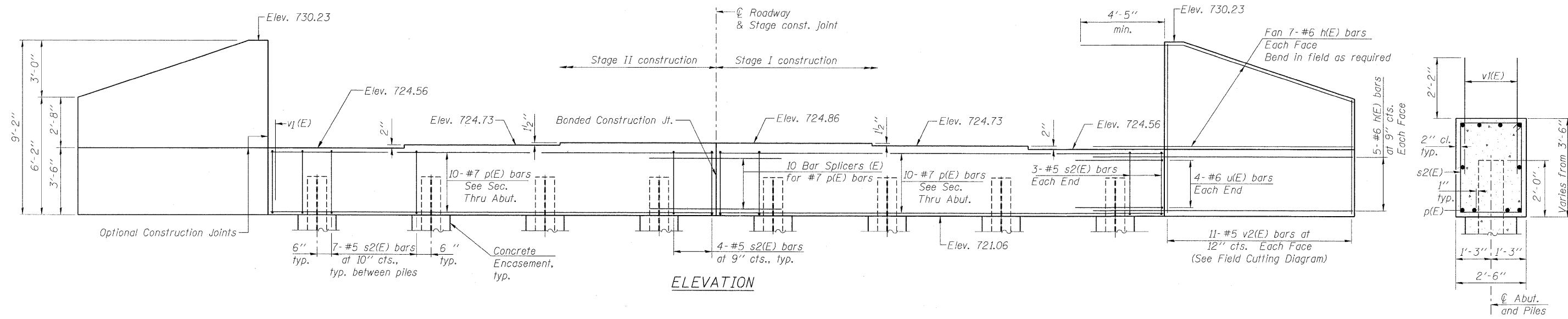
**BILL OF MATERIAL**

Item	Unit	Total
Anchor Bolts, 1"	Each	24
Anchor Bolts, 1 1/4"	Each	24

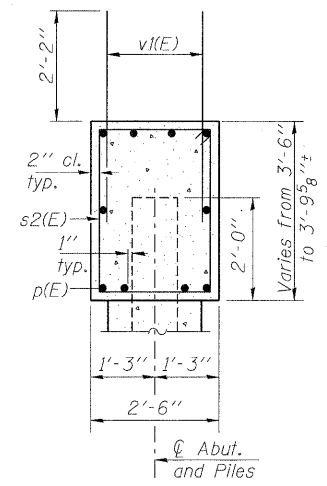
**NOTES**

1. 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.
2. Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
3. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
4. Two 1/8 inch adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

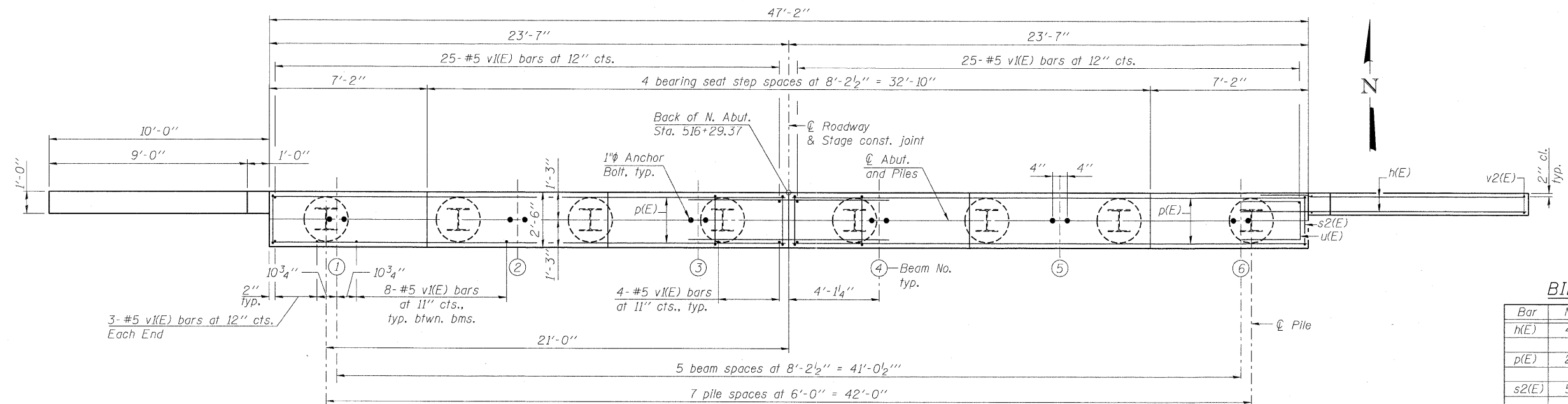
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ELEVATION



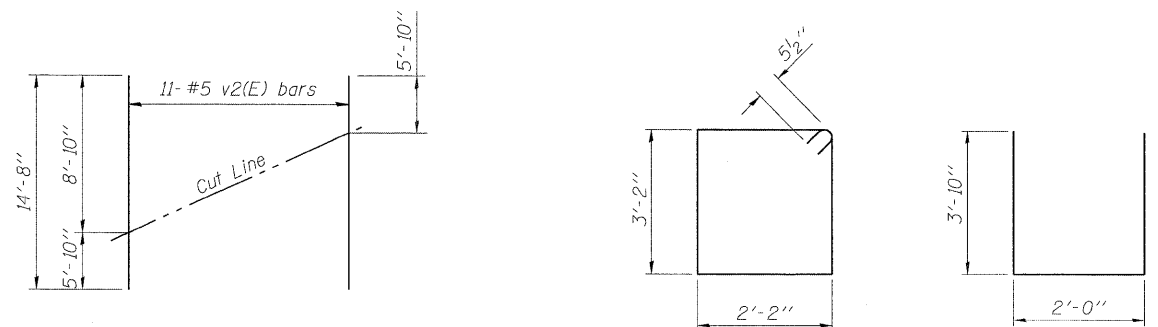
SEC. THRU ABUT.



PLAN

PILE DATA

Type: HP 10x42  
 Nominal Required Bearing: 335 kips  
 Factored Resistance Available: 186 kips  
 Est. Length: 22 ft.  
 No. Production Piles: 7  
 No. Test Piles: 1



FIELD CUTTING DIAGRAM

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

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	48	#6	14'-11"	—
p(E)	20	#7	23'-3"	—
s2(E)	56	#5	11'-7"	□
u(E)	8	#6	9'-8"	—
v1(E)	96	#5	4'-4"	—
v2(E)	22	#5	14'-8"	—
Structure Excavation			Cu. Yd.	99
Concrete Structures			Cu. Yd.	21.7
Reinforcement Bars, Epoxy Coated			Pound	3,590
Furnishing Steel Piles, HP10x42			Foot	154
Driving Piles			Foot	154
Test Pile Steel, HP10x42			Each	1
Concrete Encasement			Cu. Yd.	2.8

NOTES

1. Pour steps monolithically with cap.
2. For details of Bar Splicers, see sheet 23 of 26.
3. For details of piles and Concrete Encasement, see sheet 22 of 26.

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**LOCHNER**  
 H.W. LOCHNER, INC.  
 CONSULTING ENGINEERS AND PLANNERS  
 20 N. WACKER DRIVE, SUITE 1200  
 CHICAGO, ILLINOIS 60606

USER NAME =	DESIGNED - LJB	REVISIONS -
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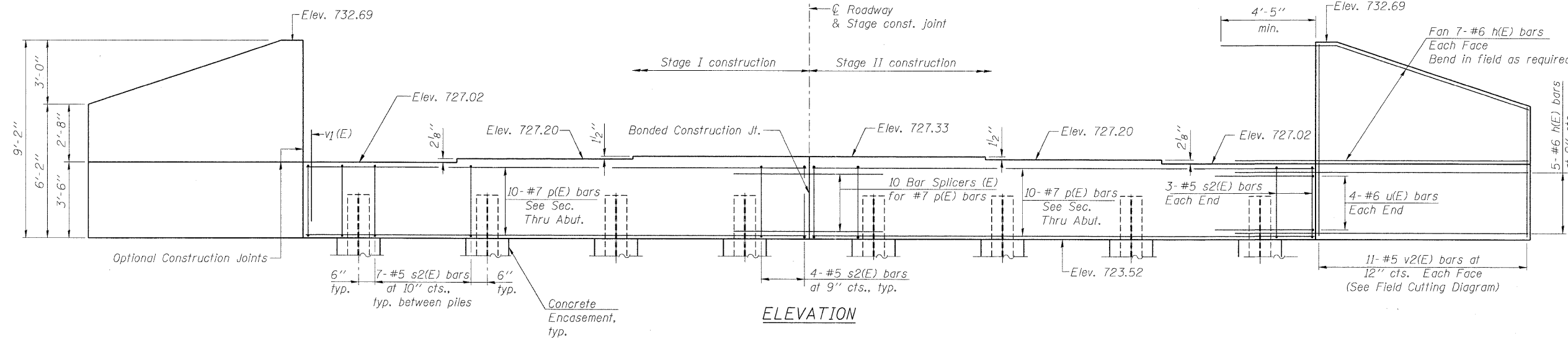
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT PLAN & ELEVATION  
 STRUCTURE NO. 071-0097

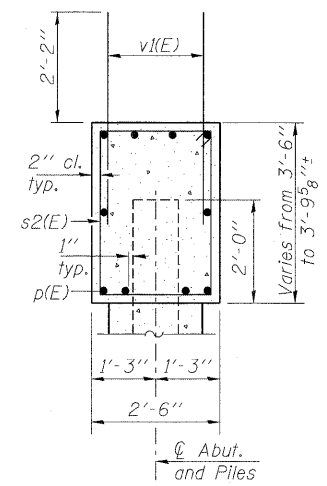
SHEET NO. 18 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	38VBR-1	OGLE	87	79
CONTRACT NO. 64D16			ILLINOIS FED. AID PROJECT	

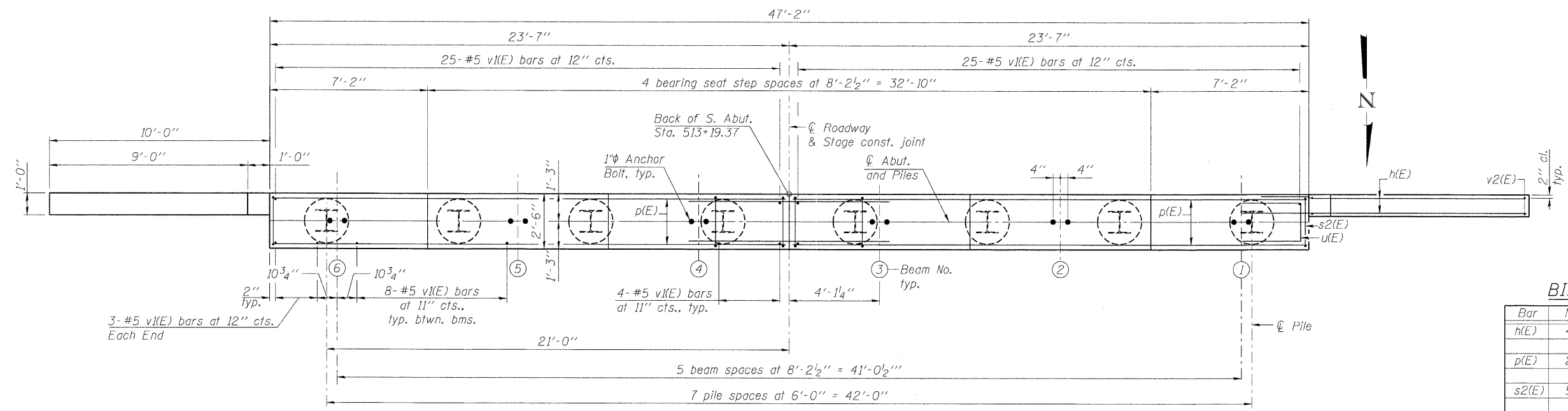




ELEVATION



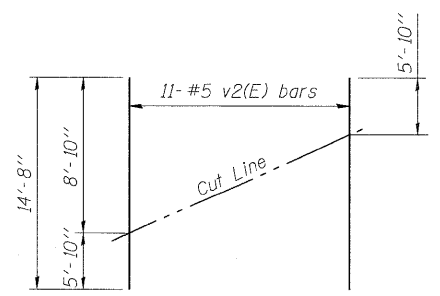
SEC. THRU ABUT.



PLAN

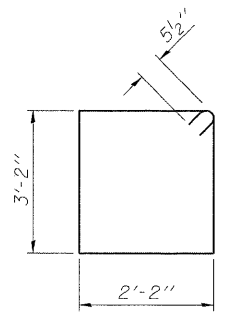
PILE DATA

Type: HP 12x53  
 Nominal Required Bearing: 282 kips  
 Factored Resistance Available: 155 kips  
 Est. Length: 69 ft.  
 No. Production Piles: 7  
 No. Test Piles: 1

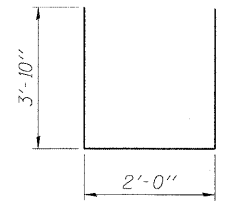


FIELD CUTTING DIAGRAM

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



BAR s2(E)



BAR u(E)

BILL OF MATERIAL

Bar No.	Size	Length	Shape
h(E)	#6	14'-11"	—
p(E)	#7	23'-3"	—
s2(E)	#5	11'-7"	□
u(E)	#6	9'-8"	□
v(E)	#5	4'-4"	—
v2(E)	#5	14'-8"	—
Structure Excavation	Cu. Yd.	80	
Concrete Structures	Cu. Yd.	21.8	
Reinforcement Bars, Epoxy Coated	Pound	3,590	
Furnishing Steel Piles, HP12x53	Foot	483	
Driving Piles	Foot	483	
Test Pile Steel, HP12x53	Each	1	
Concrete Encasement	Cu. Yd.	2.8	

NOTES

1. Pour steps monolithically with cap.
2. For details of Bar Splicers, see sheet 23 of 26.
3. For details of piles and Concrete Encasement, see sheet 22 of 26.

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**LOCHNER**  
 H.W. LOCHNER, INC.  
 CONSULTING ENGINEERS AND PLANNERS  
 20 N. WACKER DRIVE, SUITE 1200  
 CHICAGO, ILLINOIS 60606

USER NAME =	DESIGNED - LJB	REVISED -
FILE NAME = 0710297-64016-019-SA01.dgn	CHECKED - GWS	REVISED -
PLOT SCALE =	DRAWN - EF	REVISED -
PLOT DATE =	CHECKED - GWS	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT PLAN & ELEVATION  
 STRUCTURE NO. 071-0097

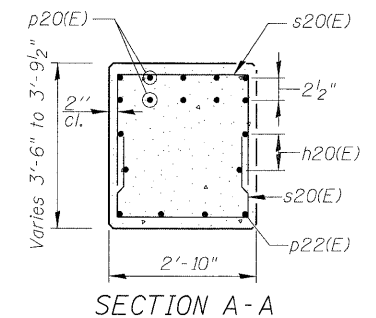
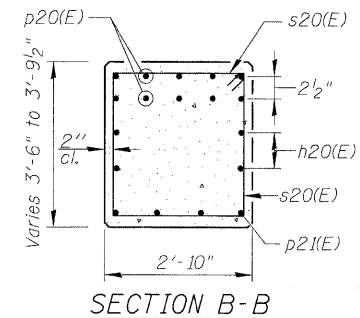
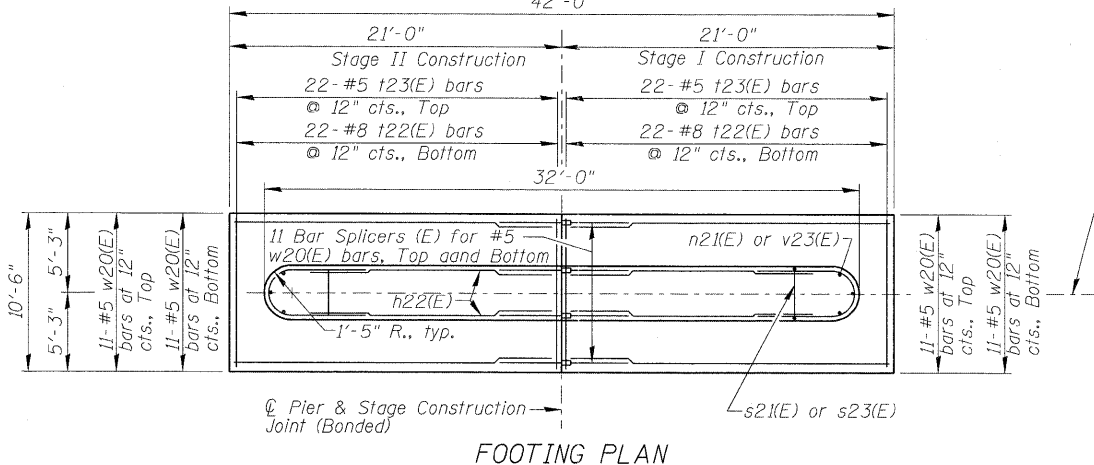
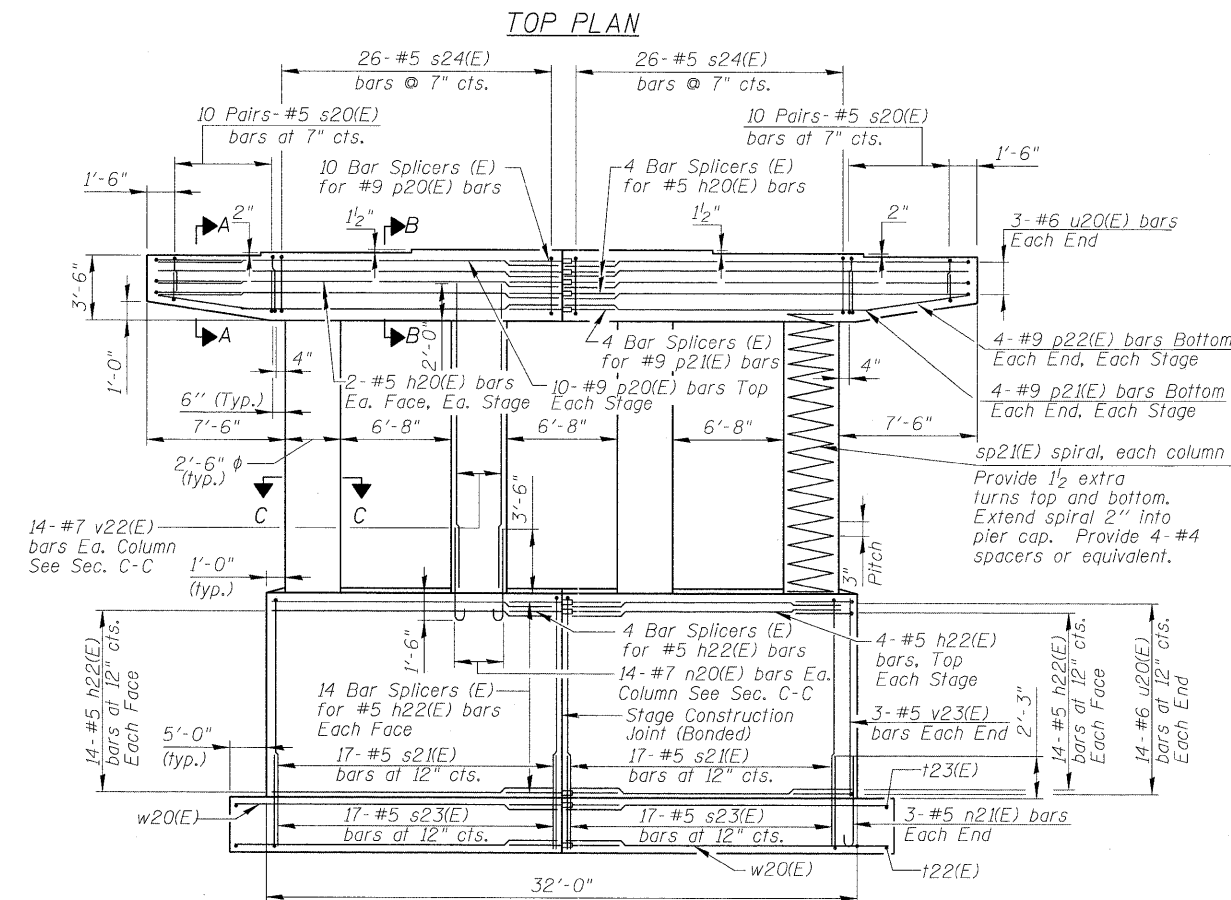
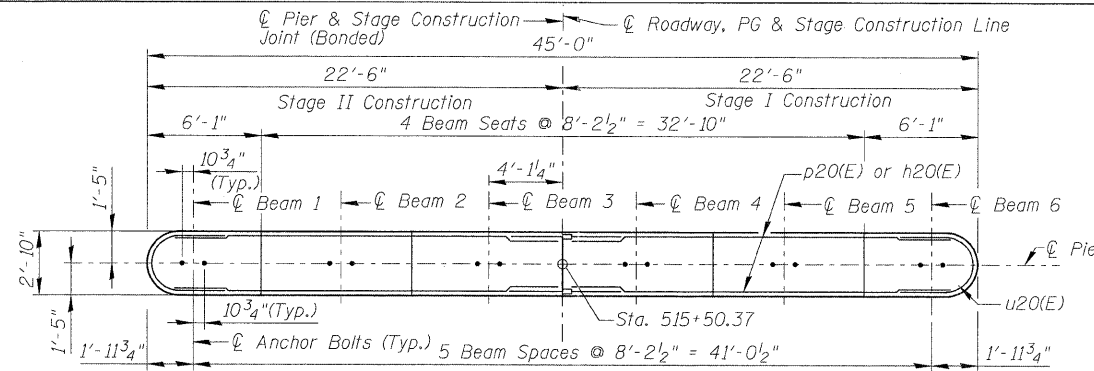
SHEET NO. 19 OF 26 SHEETS

F.A.P. RTE. 742	SECTION 38VBR-1	COUNTY OGLE	TOTAL SHEETS 87	SHEET NO. 80
CONTRACT NO. 64D16				ILLINOIS FED. AID PROJECT



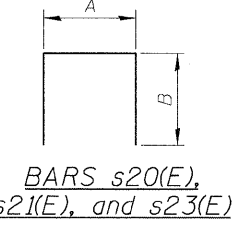
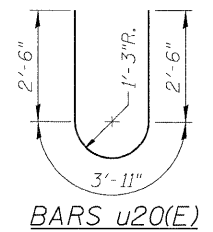
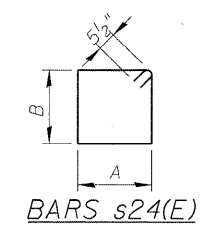
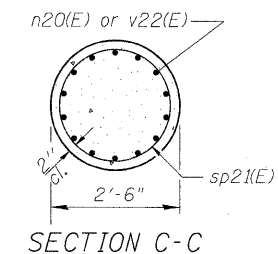
**NOTES:**

1. Space reinforcement in cap to miss anchor bolts.
2. Pour steps monolithically with cap.
3. For details of bar splicers see Sheet 23 of 26.



**BEARING SEAT ELEV**

BEAM	ELEV.
1	725.99
2	726.16
3	726.29
4	726.29
5	726.16
6	725.99



**BILL OF MATERIAL**

Bar No.	Size	Length	Shape
h20(E)	8 #5	20'-9"	—
h22(E)	64 #5	14'-3"	—
n20(E)	56 #7	5'-10"	U
n21(E)	6 #5	5'-7"	U
p20(E)	20 #9	22'-3"	—
p21(E)	8 #9	15'-6"	—
p22(E)	8 #9	10'-10"	—
s20(E)	40 #5	7'-2"	L
s21(E)	34 #5	28'-2"	L
s23(E)	34 #5	12'-6"	L
s24(E)	52 #5	12'-3"	□
** sp21(E)	4 #5	12'-3"	W
t22(E)	44 #8	10'-2"	—
t23(E)	44 #5	10'-2"	—
u20(E)	34 #6	8'-11"	U
v22(E)	56 #7	14'-6"	—
v23(E)	6 #5	12'-10"	—
w20(E)	44 #5	20'-9"	—
Structure Excavation	Cu. Yd.	463	
Concrete Structures	Cu. Yd.	118.3	
Reinforcement Bars, Epoxy Coated	Pound	12,690	

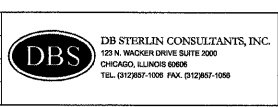
**A & B Dimensions**

Bar	A	B
s20(E)	2'-6"	2'-4"
s21(E)	2'-6"	12'-10"
s23(E)	2'-6"	5'-0"
s24(E)	2'-6"	3'-2"

**C, D & E Dimensions**

Bar	C	D	E
n20(E)	5'-0"	10"	7"
n21(E)	5'-0"	7"	5"

USER NAME =	DESIGNED - GWK	REVISED -
PLOT SCALE =	DRAWN - GFP	REVISED -
PLOT DATE =	CHECKED - WPK/GMK	REVISED -
FILE NAME =	DATE - 08/01/2011	REVISED -

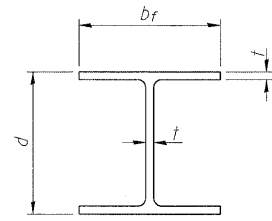


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

PIER 2  
STRUCTURE NUMBER 071-0097

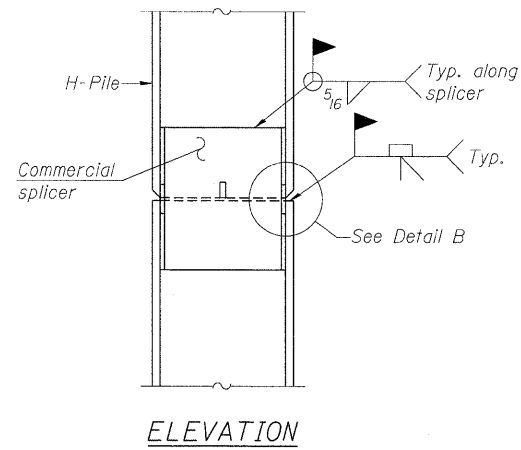
SHEET NO. 21 OF 26 SHEETS

F.A.P. RTE. 742	SECTION 38VBR-1	COUNTY OGLE	TOTAL SHEETS 87	SHEET NO. 82
CONTRACT NO. 64D16			FED. ROAD DIST. NO. 2 ILLINOIS FED. AID PROJECT	

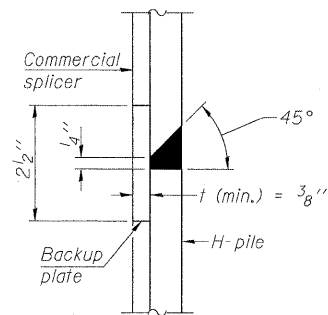


STEEL PILE TABLE

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

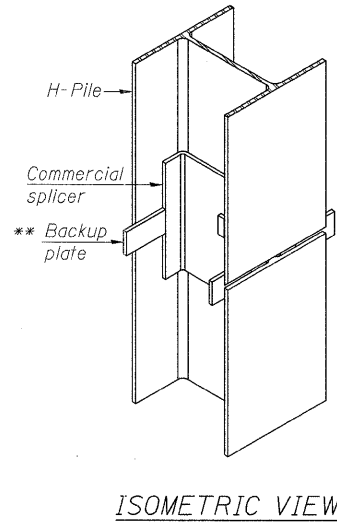


ELEVATION

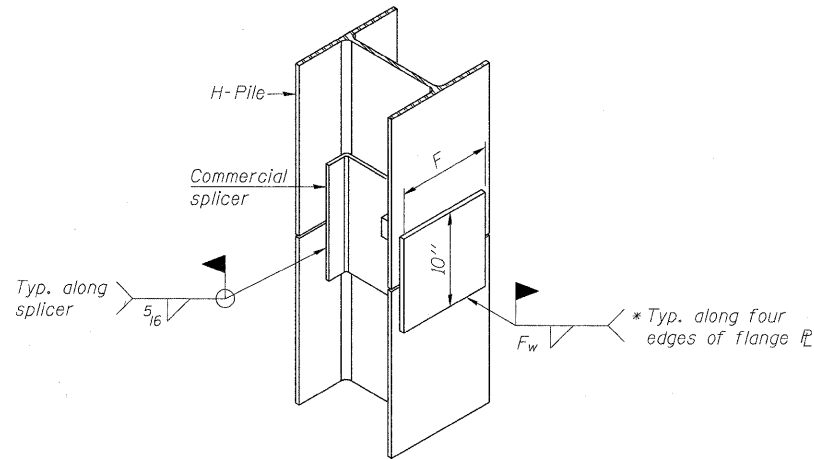


DETAIL "B"

WELDED COMMERCIAL SPLICE



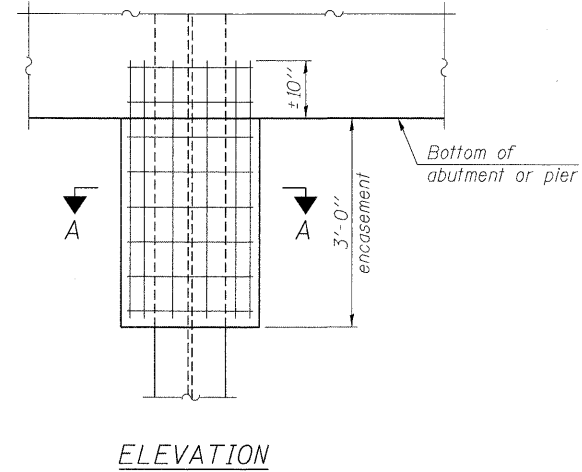
ISOMETRIC VIEW



ISOMETRIC VIEW

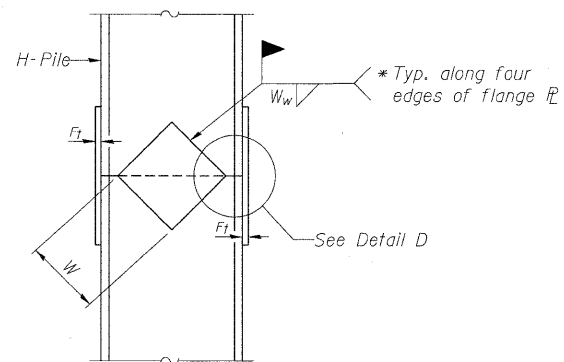
WELDED COMMERCIAL SPLICE ALTERNATE

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



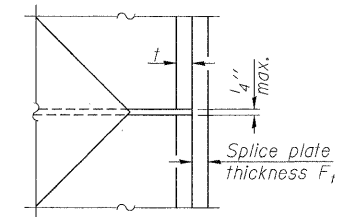
ELEVATION

PILE ENCASEMENT

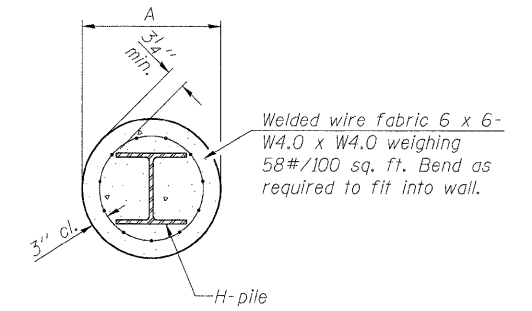


ELEVATION

DETAIL D

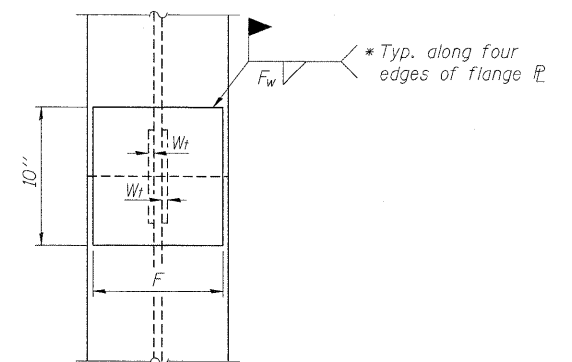


WELDED PLATE FIELD SPLICE



SECTION A-A

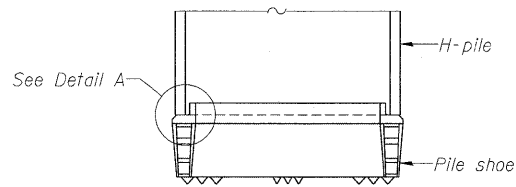
Note:  
Forms for encasement may be omitted when soil conditions permit.



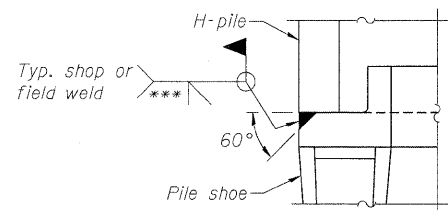
END VIEW

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 8/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 8/8"	1/2"
x89	12 1/2"	3/4"	1 1/16"	7 3/4"	5 8/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 8/8"	1/2"
HP 12x84	10"	7/8"	1 1/16"	6 1/2"	5 8/8"	1/2"
x74	10"	7/8"	1 1/16"	6 1/2"	5 8/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

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



ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT

F-HP

7-1-10

**LOCHNER**  
H.W. LOCHNER, INC.  
CONSULTING ENGINEERS AND PLANNERS  
20 N. WACKER DRIVE, SUITE 1200  
CHICAGO, ILLINOIS 60606

USER NAME =  
FILE NAME = 0710297-64D16-022-MD1.dgn  
PLOT SCALE =  
PLOT DATE =

DESIGNED -  
CHECKED -  
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CHECKED -

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REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

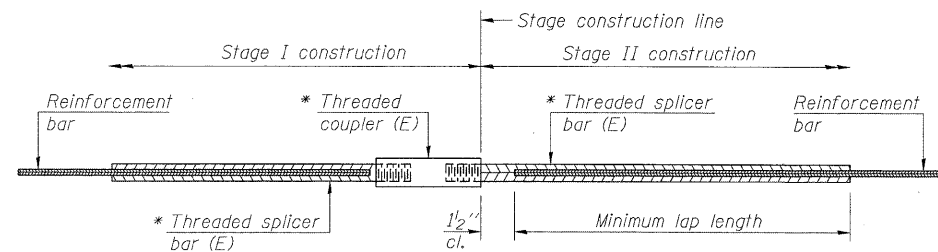
HP PILE DETAILS  
STRUCTURE NO. 071-0097

SHEET NO. 22 OF 26 SHEETS

F.A.P. RTE. 742	SECTION 38VBR-1	COUNTY OGLE	TOTAL SHEETS 87	SHEET NO. 83
			CONTRACT NO. 64D16	
ILLINOIS FED. AID PROJECT				

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**STANDARD BAR SPLICER ASSEMBLY**

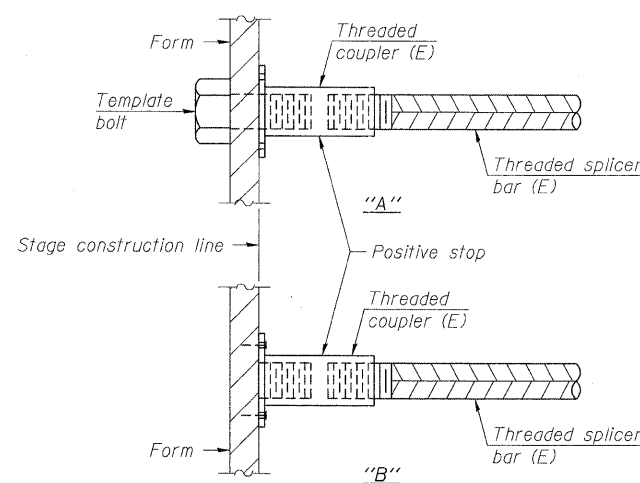
Bar size to be spliced	Minimum Lap Lengths				
	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

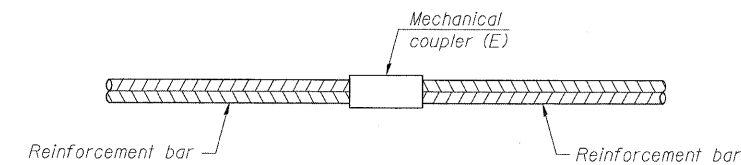
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	1091	3
Diaphragm (at abutments)	#6	24	5
Approach Slab Footings	#5	80	3
Approach Slabs	#4	50	4
Approach Slabs	#5	92	3
Abutments	#7	20	4
Piers (caps)	#9	28	4
Piers (caps)	#5	8	4
Piers (stems)	#5	60	3
Piers (footings)	#5	50	4



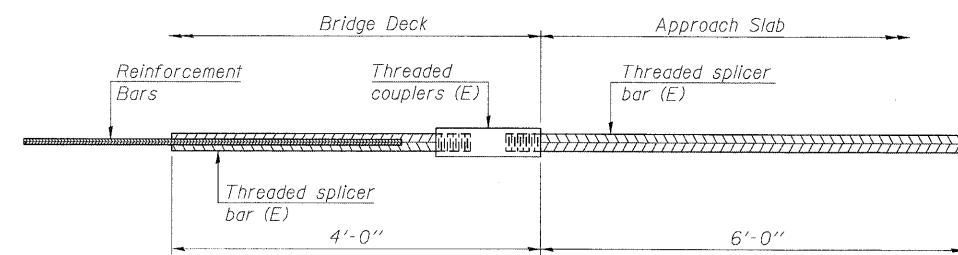
**INSTALLATION AND SETTING METHODS**

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



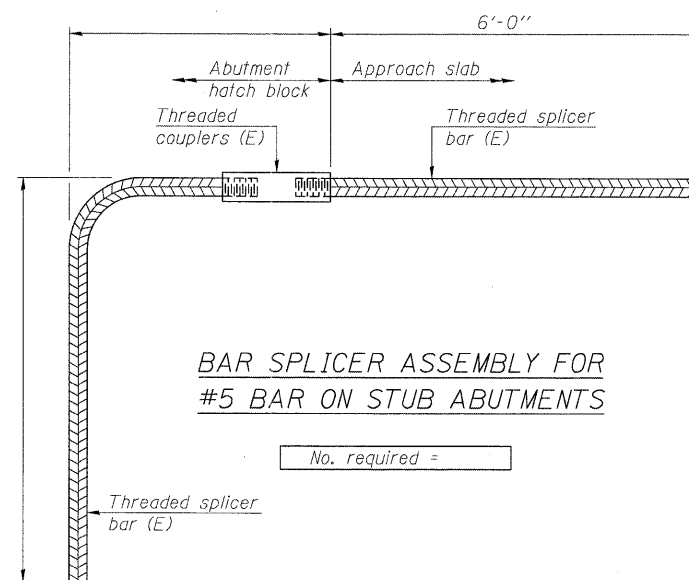
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



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

No. required = 100



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

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

T:\5015-Phase1, IL-281L-281S-struct\sign\1.2.dgn, 07/09/97, 6:40:16-023-MD2.dgn

BSD-1 7-1-10

**LOCHNER**  
 H.W. LOCHNER, INC.  
 CONSULTING ENGINEERS AND PLANNERS  
 20 N. WACKER DRIVE, SUITE 1200  
 CHICAGO, ILLINOIS 60606

USER NAME =  
 FILE NAME = 0710097-64016-023-MD2.dgn  
 PLOT SCALE =  
 PLOT DATE =

DESIGNED - GWS  
 CHECKED - CMM  
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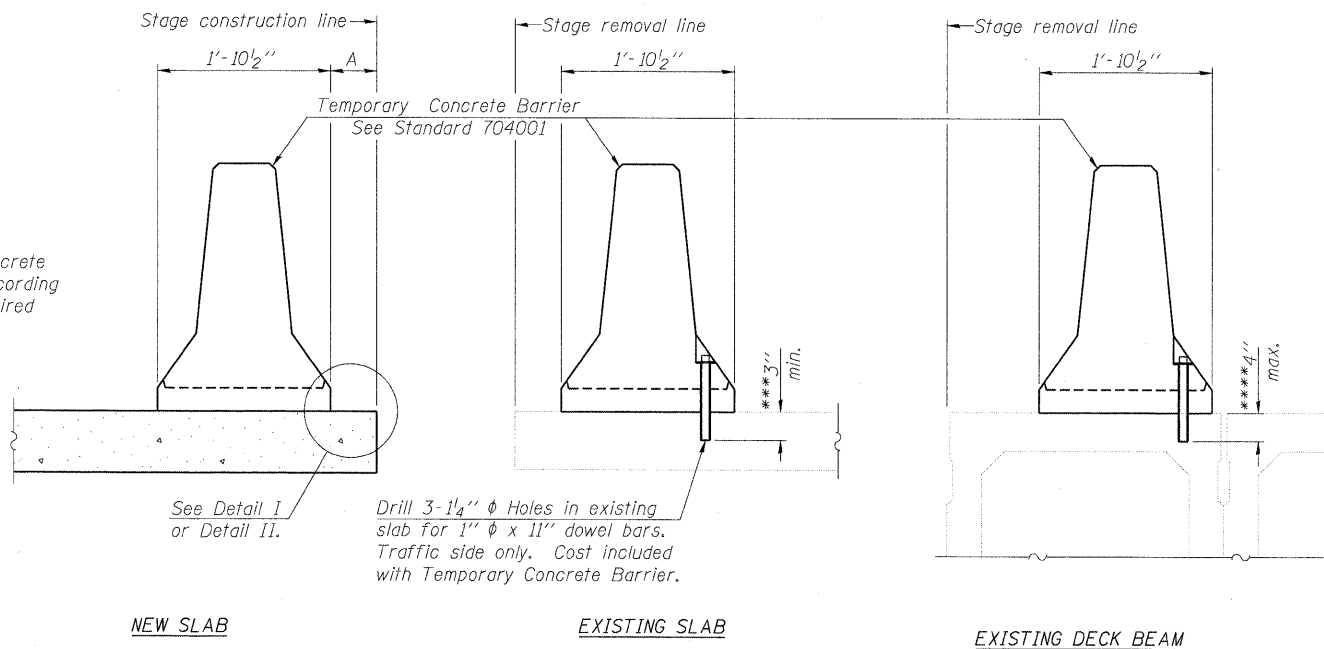
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY DETAILS  
 STRUCTURE NO. 071-0097**

SHEET NO. 23 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	38VBR-1	OGLE	87	84
CONTRACT NO. 64D16				
ILLINOIS FED. AID PROJECT				

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**

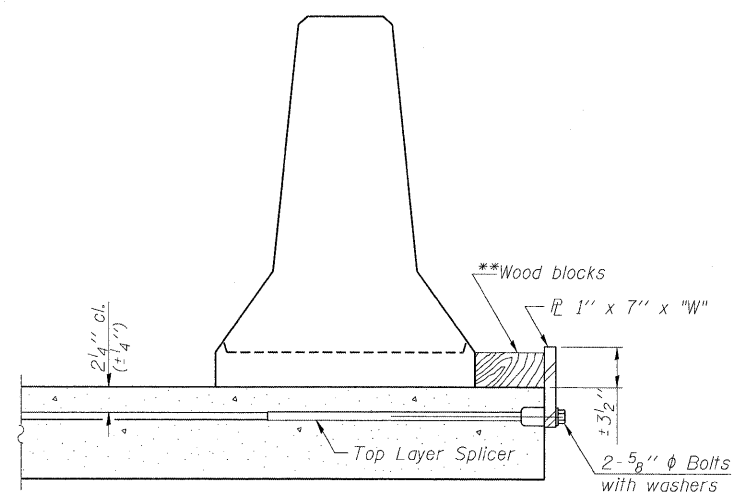
**Detail I - With Bar Splicer or Couplers:**  
Connect one (1) 1" x 7" x "W" steel  $\bar{r}$  to the top layer of couplers with 2- $\frac{5}{8}$ "  $\phi$  bolts screwed to coupler at approximate  $\bar{c}$  of each barrier panel.

**Detail II - With Extended Reinforcement Bars:**  
Connect one (1) 1" x 7" x "W" steel  $\bar{r}$  to the concrete slab or concrete wearing surface with 2- $\frac{5}{8}$ "  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\bar{c}$  of each barrier panel.

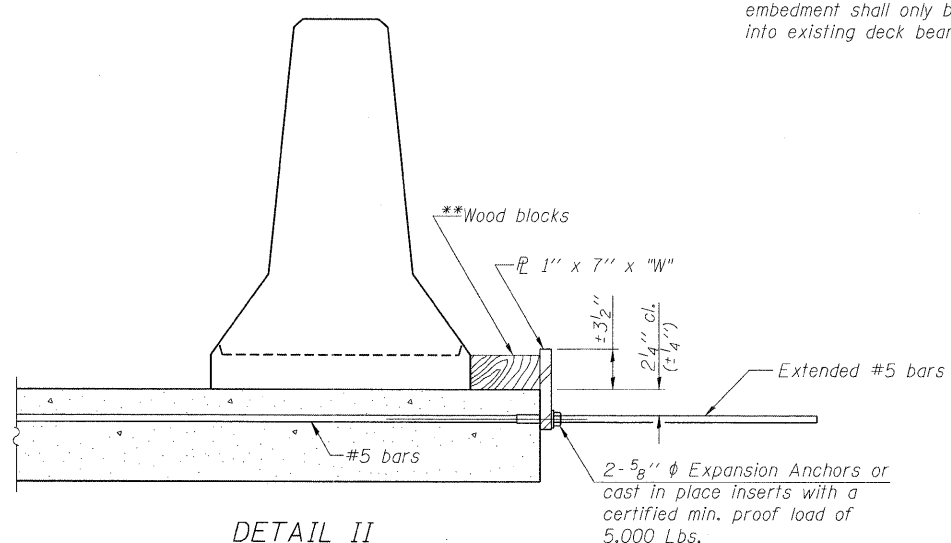
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

\*\*\* 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.

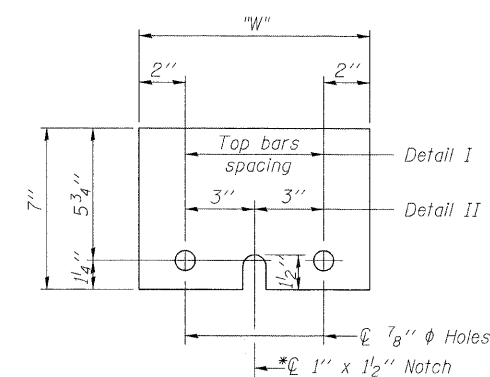
\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



**DETAIL I**



**DETAIL II**



**STEEL RETAINER  $\bar{r}$  1" x 7" x "W"**

\* 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.

"W" = Top bars spacing + 4"

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R-27

7-1-10

<b>LOCHNER</b> H.W. LOCHNER, INC. CONSULTING ENGINEERS AND PLANNERS 20 N. WACKER DRIVE, SUITE 1200 CHICAGO, ILLINOIS 60606	USER NAME =	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>TEMPORARY CONCRETE BARRIER</b> <b>STRUCTURE NO. 071-0097</b>	F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	FILE NAME = 0710097-64D16-024-MD3.dgn	CHECKED -	REVISED -			742	38VBR-1	OGLE	87	85
	PLOT SCALE =	DRAWN -	REVISED -			CONTRACT NO. 64D16				
	PLOT DATE =	CHECKED -	REVISED -			SHEET NO. 24 OF 26 SHEETS				
							ILLINOIS FED. AID PROJECT			



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation/D-2

**SOIL BORING LOG**

Page 1 of 2

Date 11/19/00

ROUTE FAP 742 DESCRIPTION P92-056-07 IL 2 Bridge over BNSF RR, 500' S. of Pines Road LOGGED BY W. Garza  
SECTION 38 VBR-1 LOCATION Oregon Twp. - 9 NE. SEC. TWP. 23N. RING. 10E  
COUNTY Ogle DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 071-0026 Station 514+61  
BORING NO. B-1 (N. Pier) Station 515+07 Offset 44.00R RI CL  
Ground Surface Elev. 702.00 ft (ft) (ft) (ft) (%)

DEPTH (ft)	UCS (lb/ft <sup>2</sup> )	MOISTURE (%)	SOIL DESCRIPTION	DEPTH (ft)	UCS (lb/ft <sup>2</sup> )	MOISTURE (%)	SOIL DESCRIPTION
700.00	0.3 P		SOFT brown SANDY LOAM	680.50			VERY DENSE tan fine SAND 100/2'
698.00	2		VERY LOOSE brown dirty SAND	678.00			
695.50	7		MEDIUM yellow fine SAND	675.50			
693.00	33		VERY DENSE yellow tan fine SAND	673.00			
690.50	30		VERY DENSE yellow tan fine SAND	670.50			
688.00	100/5'		VERY DENSE yellow tan fine SAND	668.00			
685.50	100/7'		VERY DENSE tan fine SAND	665.50			VERY DENSE yellow fine SAND 100/2'
683.00				663.00			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-89)



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation/D-2

**SOIL BORING LOG**

Page 2 of 2

Date 11/19/00

ROUTE FAP 742 DESCRIPTION P92-056-07 IL 2 Bridge over BNSF RR, 500' S. of Pines Road LOGGED BY W. Garza  
SECTION 38 VBR-1 LOCATION Oregon Twp. - 9 NE. SEC. TWP. 23N. RING. 10E  
COUNTY Ogle DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 071-0026 Station 514+61  
BORING NO. B-1 (N. Pier) Station 515+07 Offset 44.00R RI CL  
Ground Surface Elev. 702.00 ft (ft) (ft) (ft) (%)

DEPTH (ft)	UCS (lb/ft <sup>2</sup> )	MOISTURE (%)	SOIL DESCRIPTION	DEPTH (ft)	UCS (lb/ft <sup>2</sup> )	MOISTURE (%)	SOIL DESCRIPTION
660.50			VERY DENSE tan fine SAND 100/2'	658.00			
655.50			VERY DENSE tan fine SAND 100/1'	655.50			
			End of Boring				

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)  
BBS, from 137 (Rev. 8-89)

TY:5015-Phase II - IL - 2411 - 2615-Struct.dgn\11.2.dgn\0710097-64016-025-SB01.dgn

**LOCHNER**  
H.W. LOCHNER, INC.  
CONSULTING ENGINEERS AND PLANNERS  
20 N. WACKER DRIVE, SUITE 1200  
CHICAGO, ILLINOIS 60606

USER NAME =	DESIGNED -	REVISED -
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PLOT DATE =	CHECKED -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**SOIL BORING LOGS I  
STRUCTURE 071-0097**

SHEET NO. 25 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	38VBR-1	OGLE	87	86
CONTRACT NO. 64D16			ILLINOIS FED. AID PROJECT	



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation D-2

### SOIL BORING LOG

Page 1 of 2

Date 11/28/08

ROUTE FAP 742 DESCRIPTION P92-056-07 IL 2 Bridge over BNSF RR, 500' South of Pines road LOGGED BY W. Garza  
SECTION 38 VBR-1 LOCATION Oregon Twp. - 9 NE. SEC., TWP. 23N, RNG. 10E  
COUNTY Ogle DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	D	B	U	M
Station	E	L	C	O	ft	E	L	C	O
BORING NO.	P	W	S	Q	ft	P	W	S	Q
Station	H	S	Qu	T	ft	H	S	Qu	T
Offset	(ft)	(#)	(tsf)	(%)	ft	(ft)	(#)	(tsf)	(%)
071-0026 514+61					702.00				
B-2 (S. Abut.) 512+88					663.5				
13,000 R.L.C.L.									
728.50									
10.5' Concrete Shoulder									
STIFF green SILTY CLAY LOAM									
728.50									
MEDIUM brown dirty SAND									
724.50									
MEDIUM tan clean medium coarse SAND									
722.00									
MEDIUM brown dirty SAND									
719.00									
STIFF brown SILTY CLAY LOAM with SAND lens									
716.50									
LOOSE brown dirty SAND									
714.00									
STIFF brown SANDY LOAM with SAND lens									
712.00									
MEDIUM brown SANDY LOAM									
709.50									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208)  
BBS, from 137 (Rev. 8-98)



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation D-2

### SOIL BORING LOG

Page 2 of 2

Date 11/28/08

ROUTE FAP 742 DESCRIPTION P92-056-07 IL 2 Bridge over BNSF RR, 500' South of Pines road LOGGED BY W. Garza  
SECTION 38 VBR-1 LOCATION Oregon Twp. - 9 NE. SEC., TWP. 23N, RNG. 10E  
COUNTY Ogle DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	D	B	U	M
Station	E	L	C	O	ft	E	L	C	O
BORING NO.	P	W	S	Q	ft	P	W	S	Q
Station	H	S	Qu	T	ft	H	S	Qu	T
Offset	(ft)	(#)	(tsf)	(%)	ft	(ft)	(#)	(tsf)	(%)
071-0026 514+61					702.00				
B-2 (S. Abut.) 512+88					663.5				
13,000 R.L.C.L.									
728.50									
DENSE tan fine SAND									
687.00									
MEDIUM tan fine SAND									
684.50									
DENSE tan fine SAND									
682.00									
DENSE tan fine SAND									
679.50									
DENSE tan fine SAND									
677.00									
DENSE rusty yellow fine SAND									
672.00									
DENSE tan fine SAND									
669.50									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208)  
BBS, from 137 (Rev. 8-98)



Illinois Department of Transportation  
Division of Highways  
Illinois Department of Transportation D-2

### SOIL BORING LOG

Page 1 of 1

Date 1/22/09

ROUTE FAP 742 DESCRIPTION P92-056-07 IL 2 Bridge over BNSF RR, 500' S. of River Road LOGGED BY W. Garza  
SECTION 38 VBR-1 LOCATION Oregon Twp. - 9 NE. SEC., TWP. 23N, RNG. 10E  
COUNTY Ogle DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO.	D	B	U	M	Surface Water Elev.	D	B	U	M
Station	E	L	C	O	ft	E	L	C	O
BORING NO.	P	W	S	Q	ft	P	W	S	Q
Station	H	S	Qu	T	ft	H	S	Qu	T
Offset	(ft)	(#)	(tsf)	(%)	ft	(ft)	(#)	(tsf)	(%)
071-0026 514+61					702.00				
B-3 (N. Abut.) 510+12									
13,000 R.L.C.L.									
728.50									
Concrete Road Rock									
707.00									
LOOSE tan fine SAND									
724.50									
MEDIUM tan fine SAND									
722.00									
MEDIUM tan fine SAND									
719.50									
MEDIUM tan fine SAND									
717.00									
MEDIUM tan fine SAND									
714.00									
STIFF gray SANDY LOAM									
712.00									
VERY DENSE light tan fine SAND									
699.50									
VERY DENSE rusty yellow fine SAND									
697.00									
VERY DENSE rusty yellow fine SAND									
694.50									
VERY DENSE light yellow fine SAND									
692.00									
End of Boring									
710.00									

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)  
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T208)  
BBS, from 137 (Rev. 8-98)

T:\S015-Proseal\11-28-08\Structure.dgn\11.2.dgn, 07/18/09 9:54:06 AM, 4236-SB02.dgn

**LOCHNER**  
H.W. LOCHNER, INC.  
CONSULTING ENGINEERS AND PLANNERS  
20 N. WACKER DRIVE, SUITE 1200  
CHICAGO, ILLINOIS 60606

USER NAME =	DESIGNED -	REVISED -
FILE NAME = 0710097-64D16-026-SB02.dgn	CHECKED -	REVISED -
PLOT SCALE =	DRAWN -	REVISED -
PLOT DATE =	CHECKED -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS II  
STRUCTURE 071-0097

SHEET NO. 26 OF 26 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
742	38VBR-1	OGLE	87	87
CONTRACT NO. 64D16			ILLINOIS FED. AID. PROJECT	