

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(28B)BR-1	WARREN	7	1
		ILLINOIS	CONTRACT NO. 68661	

FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR STANDARDS, SEE SHEET NO. 2

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

FAP ROUTE 310 (US 67)
(28B)BR-1
PROJECT NHF-0310(142)
WARREN COUNTY
C-94-198-06

STRUCTURE REPLACEMENT
4.0 MILES NORTH OF MONMOUTH

D-94-130-06

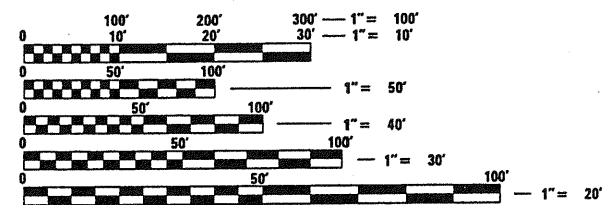
ENGINEERS SIGNATURE BOX

DATE SIGNED:
RYAN M. BRADLE, P.E.
IL REG. NO. 062-055671
EXP. DATE: 11/30/2011

PREPARED BY:



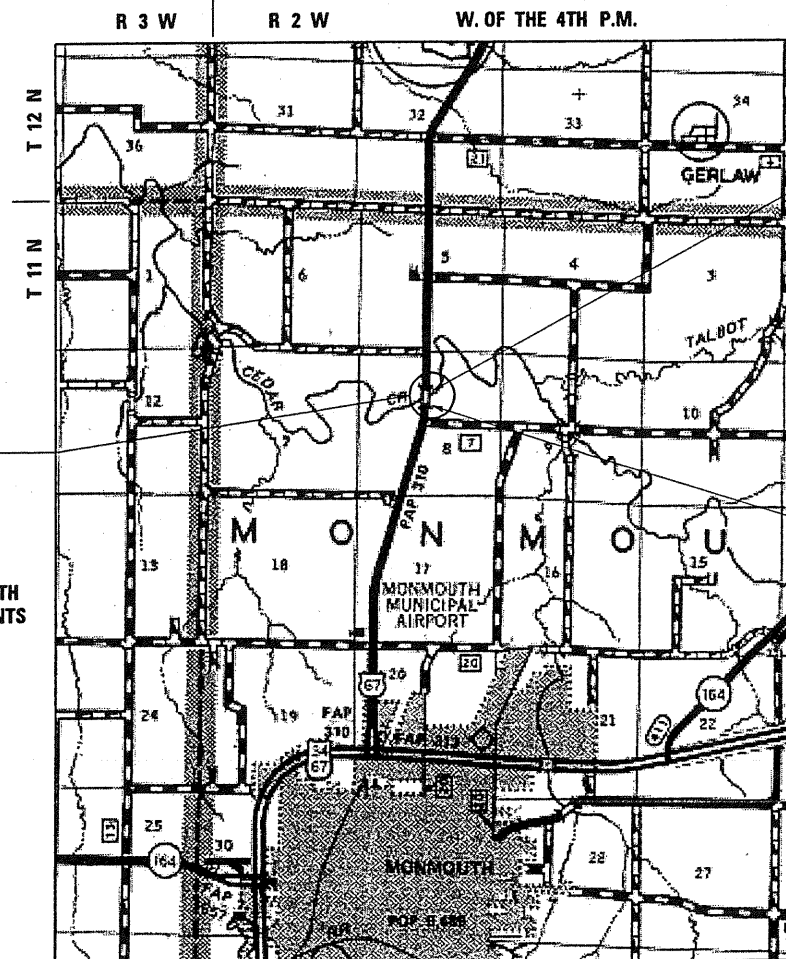
7615 NORTH HARKER DRIVE
PEORIA, ILLINOIS 61615
TEL 309-693-7615
FAX 309-693-7616
CONTACT: RICK ANDERSON



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.

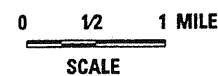
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

MONMOUTH TOWNSHIP SECTION 8
PROJECT ENGINEER RICH DOTSON
PROJECT MANAGER TERRISA WORSFOLD
CONTRACT NO. 68661
CATALOG NO. 033405-00D

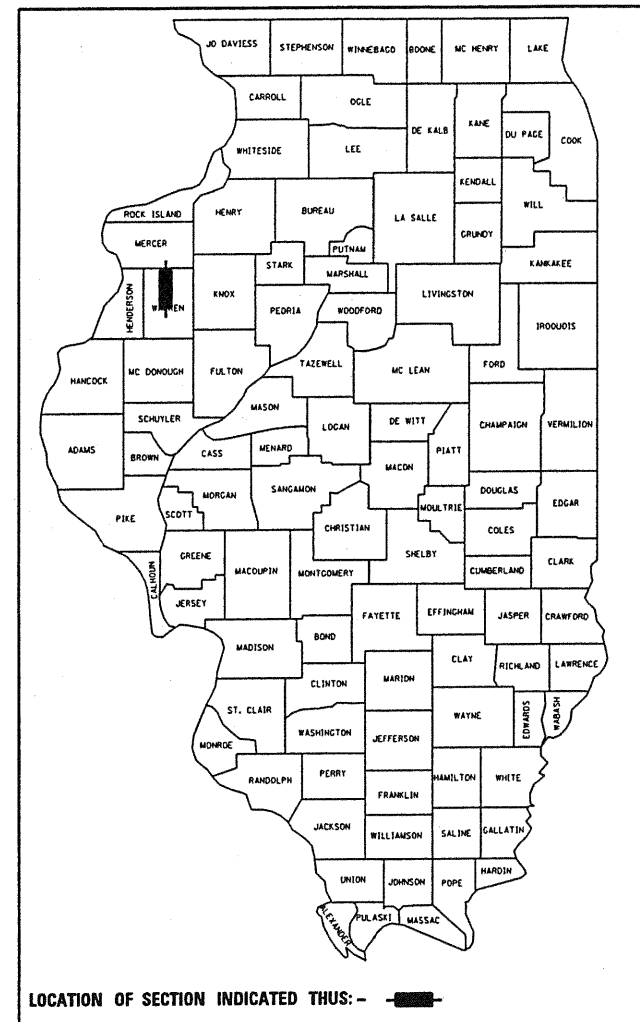


SECTION (28B)BR-1 BEGINS
STA. 1174 + 50.00

SECTION (28B)BR-1 ENDS
STA. 1184 + 00.00



GROSS LENGTH = 950 FT. = 0.180 MILE
NET LENGTH = 950 FT. = 0.180 MILE



FUNCTIONAL CLASSIFICATION: OTHER PRINCIPAL ARTERIAL
DESIGN SPEED: 55 MPH
POSTED SPEED: 55 MPH
ADT: 3350 (2009)
PV: 86.6% SU: 3.7% MU: 9.7%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 10/21/2010

[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Dec 10 20 10
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

Dec 10 20 10
[Signature]
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

INDEX OF SHEETS

1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS, AND GENERAL NOTES
3-4	SUMMARY OF QUANTITIES
5-6	TYPICAL SECTIONS
7-9	SCHEDULE OF QUANTITIES
10-11	ALIGNMENT, TIES, AND BENCHMARKS
12-13	REMOVAL PLAN
14-16	PLAN AND PROFILE
17-18	STAGING PLAN - STAGE 1 CONSTRUCTION
19-20	STAGING PLAN - STAGE 2 CONSTRUCTION
21	STAGING TYPICAL SECTIONS
22-24	EROSION CONTROL PLAN
25-51	STRUCTURE PLANS
52-54	GUTTER OUTLET DETAILS
55	ENTRANCE DETAIL
56	RIPRAP DITCH FOR EROSION PROTECTION DETAIL
57-67	DISTRICT 4 CADD STANDARDS
68-71	CROSS SECTIONS

COMMITMENTS

NO COMMITMENTS HAVE BEEN MADE.

HIGHWAY STANDARDS

NUMBER	TITLE
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
420401-08	BRIDGE APPROACH PAVEMENT CONNECTOR
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
515001-03	NAME PLATE FOR BRIDGES
630001-09	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631032-06	TRAFFIC BARRIER TERMINAL, TYPE 6A
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
666001-01	RIGHT OF WAY MARKERS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5m) AWAY
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5m) TO 24" (600mm) FROM PAVEMENT EDGE
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS > 45 MPH
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
701311-03	LANE CLOSURE, 2L, 2W MOVING OPERATIONS-DAY ONLY
701321-11	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS > 45 MPH
701901-01	TRAFFIC CONTROL DEVICES
704001-06	TEMPORARY CONCRETE BARRIER
720011-01	METAL POSTS FOR SIGNS, MARKERS AND DELINEATORS
780001-02	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
886001-01	DETECTOR LOOP INSTALLATIONS
886006-01	TYPICAL LAYOUTS FOR DETECTION LOOPS
60101-01	CONCRETE HEADWALL FOR PIPE DRAIN

GENERAL NOTES

- JANUARY 1, 2007 AND THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED JANUARY 1, 2011 SHALL GOVERN THE CONSTRUCTION OF THE PROPOSED WORK EXCEPT AS MODIFIED BY THE DRAWINGS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO ANY UTILITY LINES AND EXISTING IMPROVEMENTS TO REMAIN THAT ARE DAMAGED AS A RESULT OF THE WORK.
- ADJUSTMENTS OF PROPOSED GRADES TO MATCH EXISTING ENTRANCES OR OTHER FIELD CONDITIONS MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.
- THE WORK AREA SHALL BE POSITIVELY DRAINED DURING CONSTRUCTION. FINAL GRADES SHALL BE PROTECTED AGAINST DAMAGE FROM EROSION, SEDIMENTATION, AND TRAFFIC.
- WHERE PROPOSED CONSTRUCTION ABUTS EXISTING APPURTENANCES, A FULL DEPTH SAWCUT SHALL BE MADE TO ACHIEVE A CLEAN BREAK BETWEEN THE PROPOSED AND THE EXISTING PAVEMENT. THE SAWCUT IS TO BE INCLUDED IN THE COST OF THE PAVEMENT REMOVAL.
- WHERE SECTION OR SUBSECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AND AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USE(S):	SURFACE COURSE (1 1/2" NOMINAL)	BINDER COURSE (2 1/4" NOMINAL & VARIABLE)	HMA SHOULDER (SURFACE LIFT)	HMA SHOULDER (LOWER LIFTS)
AC/PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP% (MAX):**	15%	25%	30%	30%
DESIGN AIR VOIDS:	4.0% @ N=50	4.0% @ N=50	3.0% @ N=30	4.0% @ N=30
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5 OR IL 12.5	IL 19.0	IL 9.5L	IL 19.0L
FRICITION AGGREGATE:	MIXTURE D	N.A.	MIXTURE C	N.A.

**IF THE RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED; THIS WILL BE DETERMINED BY THE ENGINEER.

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

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

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

HOT-MIX ASPHALT	112 LBS/SQ YD/INCH
NITROGEN FERTILIZER NUTRIENTS	90 LB/ACRE
PHOSPHORUS FERTILIZER NUTRIENTS	90 LB/ACRE
POTASSIUM FERTILIZER NUTRIENTS	90 LB/ACRE

- TREE REMOVAL MAY BE NECESSARY PRIOR TO UTILITY COMPANIES BEING ABLE TO RELOCATE THEIR FACILITIES OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR SHOULD COORDINATE ANY CONTRACT TREE REMOVAL ACTIVITIES OR INCOMPLETE UTILITY RELOCATIONS.
- THE LOCATIONS OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES, TELEPHONE LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. UNLESS ELEVATIONS ARE SHOWN --- ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

- PRIOR TO WINTER SHUTDOWN THE FOLLOWING STEPS SHALL BE TAKEN: -ALL COLD MILLED SURFACES SHALL BE OVERLAID. -ALL LANES SHALL BE REOPENED TO TRAFFIC. -MANHOLES, WHERE APPLICABLE, SHALL BE ADJUSTED TO THE ELEVATION OF THE BINDER COURSE/LEVELING BINDER TO EASE IN PLOWING SNOW, AND READJUSTED TO FINISHED GRADE IN THE SPRING. THE INITIAL MANHOLE ADJUSTMENT WILL BE PAID FOR AT THE CONTRACT UNIT PRICE AND ANY RE-ADJUSTMENT, AS DIRECTED BY THE ENGINEER, WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04. -TEMPORARY OR PERMANENT PAVEMENT MARKING SHALL BE PLACED AS APPLICABLE.
- THE DISTRICT FOUR TREE COMMITTEE SHOULD BE CONTACTED AND PRIOR APPROVAL OBTAINED FOR ANY TREE REMOVAL BEYOND THE LIMITS/LOCATIONS INCLUDED IN THE PLANS.
- ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNERS WITH A COPY TO THE ENGINEER FOR SHORT-TERM CLOSURES.
- MICROSTATION AND GEOPAK FILES OF THIS PROJECT WILL BE MADE AVAILABLE TO THE CONTRACTOR. IF THERE IS A CONFLICT BETWEEN THE ELECTRONIC FILES AND THE PRINTED CONTRACT PLANS AND DOCUMENTS, THE PRINTED CONTRACT PLANS AND DOCUMENTS SHALL TAKE PRECEDENCE OVER THE ELECTRONIC FILES. THE CONTRACTOR SHALL ACCEPT ALL RISK ASSOCIATED WITH USING THE ELECTRONIC FILES AND SHALL HOLD THE DEPARTMENT HARMLESS FOR ANY ERRORS OR OMISSIONS IN THE ELECTRONIC FILES AND THE DATA CONTAINED THEREIN. ERRORS OR DELAYS RESULTING FROM THE USE OF THE ELECTRONIC FILES BY THE CONTRACTOR SHALL NOT RESULT IN AN EXTENSION OF TIME FOR ANY INTERIM OR FINAL COMPLETION DATE OR SHALL NOT BE CONSIDERED CAUSE FOR ADDITIONAL COMPENSATION. THE CONTRACTOR SHALL NOT USE, SHARE, OR DISTRIBUTE THESE ELECTRONIC FILES EXCEPT FOR THE PURPOSE OF CONSTRUCTING THIS CONTRACT. ANY CLAIMS BY THIRD PARTIES DUE TO USE OR ERRORS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL INCLUDE THIS DISCLAIMER WITH THE TRANSFER OF THESE ELECTRONIC FILES TO ANY OTHER PARTIES AND SHALL INCLUDE APPROPRIATE LANGUAGE BINDING THEM TO SIMILAR RESPONSIBILITIES.
- BUTT JOINTS SHALL NOT BE MILLED MORE THAN THREE (3) DAYS PRIOR TO PLACEMENT OF THE HMA SURFACE COURSE.
- THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER IN REGARD TO THE EXACT LENGTH OF THE BOX/PIPE CULVERTS, STORM SEWERS, AND/OR PIPE DRAINS REQUIRED PRIOR TO ORDERING THESE ITEMS.
- THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/OR OVERLAY. THE NUMBERS SHALL BE APPROXIMATELY 3/4 INCH (20 MM) WIDE, 5 INCHES (125 MM) HIGH AND 5/8 INCH (15 MM) DEEP. -THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN: -INTERVAL - 200 FEET (ENGLISH STATIONING) OR 100 METERS (METRIC STATIONING) -BOTTOM OF NUMBERS - 6 INCHES (150 MM) FROM THE INSIDE EDGE OF THE PAVEMENT MARKING -LOCATION: -2, 3, & 5 LANE PAVEMENTS - RIGHT EDGE OF PAVEMENT IN DIRECTION OF INCREASING STATIONS -MULTI-LANE DIVIDED DIRECTIONS ROADWAYS - OUTSIDE EDGE OF PAVEMENT IN BOTH DIRECTIONS -RAMP - ALONG BASELINE EDGE OF PAVEMENT -POSITION - STATIONS SHALL BE PLACED SO THEY CAN BE READ FROM THE ADJACENT SHOULDER -FORMAT - ENGLISH (METRIC) PAVEMENT STATIONS SHALL USE THIS FORMAT "XXX (XX+XOO)", WHERE X REPRESENTS THE PAVEMENT STATION

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF THE ASSOCIATED PAVEMENT AND/OR OVERLAY PAY ITEMS.
- CONTINUOUS PAVING OPERATIONS ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE HOT-MIX ASPHALT SURFACE. NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, TURN LANES, ETC. WILL BE ALLOWED.
- ADD THE FOLLOWING SENTENCE TO THE END OF PARAGRAPH 670.02 (I) AND 670.04 (E): ALL OF THE TELEPHONE LINES PROVIDED SHALL HAVE UNPUBLISHED NUMBERS.
- THE RESIDENT SHALL CONTACT THE BUREAU OF OPERATIONS TO VERIFY THE LOCATION OF NO PASSING ZONES PRIOR TO PLACEMENT OF CENTERLINE STRIPING.
- SIGN LOCATIONS MAY VARY FROM THE STATIONS SHOWN ON THE PLANS IN ACCORDANCE WITH DIRECTIONS FROM THE ENGINEER AT THE TIME OF CONSTRUCTION. SIGN LOCATIONS MAY BE ADJUSTED IN THE FIELD TO AVOID ANY FOUND UTILITIES. ALL WOOD POST LOCATIONS SHALL BE VERIFIED WITH THE BUREAU OF OPERATIONS, TRAFFIC SECTION, BEFORE INSTALLATION.
- PRIOR TO THE USE OF ANY PROPOSED BORROW AREAS, USE AREAS (TEMPORARY ACCESS ROADS, DETOURS, RUN-AROUNDS, ETC.) AND/OR WASTE AREAS, THE CONTRACTOR SHALL FILE THE REQUIRED ENVIRONMENTAL RESOURCE REQUEST SURVEYS ACCORDING TO SECTION 107.22 OF THE STANDARD SPECIFICATIONS. THESE SURVEYS ARE REQUIRED IN ORDER FOR THE DEPARTMENT TO CONDUCT CULTURAL AND BIOLOGICAL RESOURCE SURVEYS FOR THE PROPOSED SITE. PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS WILL NEED TO BE OBTAINED AND FILED BY THE CONTRACTOR. EXCESS WASTE PRODUCTS REMOVED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS. ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:
• BDE FORM 2289 (ENVIRONMENTAL SURVEY REQUEST)
• A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
• SIGNED PROPERTY OWNER AGREEMENT FORM - D4 P10100
• COLOR PHOTOGRAPHS DEPICTING THE USE AREA
• BORROW AREA ENTRY AGREEMENT FORM - D4 P10101

PLEASE NOTE THAT A MINIMUM OF TWO WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED ENVIRONMENTAL CLEARANCES.

STATUS OF UTILITIES

NAME OF UTILITY	STATION	OFFSET	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
AMERENIP (GAS)	1175+30 TO 1178+60	49' RT	2" GAS LINE	NEW DITCH	RELOCATE
AMERENIP (ELECTRIC)	1175+74	38' RT	POWER POLE	NEW DITCH/RR	RELOCATE
AMERENIP (ELECTRIC)	1178+70	55' RT	POWER POLE	NEW SLOPE	RELOCATE
FRONTIER COMMUNICATIONS	1176+50	40' LT	UTILITY POLE	NEW GRADE	RELOCATE
FRONTIER COMMUNICATIONS	1178+30	40' LT	UTILITY POLE	NEW GRADE	RELOCATE
FRONTIER COMMUNICATIONS	1180+10	40' LT	UTILITY POLE	NEW GRADE	RELOCATE
FRONTIER COMMUNICATIONS	1181+75	40' LT	UTILITY POLE	NEW GRADE	RELOCATE

SUMMARY OF QUANTITIES				ROADWAY FAP 310 (US 67) 80% FEDERAL 20% STATE	STRUCTURE SN 094-0051 80% FEDERAL 20% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				0004	0011
20100110	* TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	417	417	
20100210	* TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	105	105	
20200100	EARTH EXCAVATION	CU YD	1790	1790	
20200500	EARTH EXCAVATION (WIDENING)	CU YD	103	103	
20300100	CHANNEL EXCAVATION	CU YD	1222	1222	
20400800	FURNISHED EXCAVATION	CU YD	3555	3555	
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	5615	5615	
25000300	* SEEDING, CLASS 3	ACRE	1.25	1.25	
25000400	* NITROGEN FERTILIZER NUTRIENT	POUND	113	113	
25000500	* PHOSPHORUS FERTILIZER NUTRIENT	POUND	113	113	
25000600	* POTASSIUM FERTILIZER NUTRIENT	POUND	113	113	
25100115	* MULCH, METHOD 2	ACRE	1.00	1.00	
25100635	* HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	1125	1125	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	375	375	
28000305	TEMPORARY DITCH CHECKS	FOOT	510	510	
28000400	PERIMETER EROSION BARRIER	FOOT	728	728	
28000500	INLET AND PIPE PROTECTION	EACH	1	1	
28100107	STONE RIPRAP, CLASS A4	SQ YD	3830	1885	1945
28200200	FILTER FABRIC	SQ YD	3830	1885	1945
31101000	SUB-BASE GRANULAR MATERIAL, TYPE B	TON	230	230	
31101200	SUB-BASE GRANULAR MATERIAL, TYPE B 4"	SQ YD	1312	1312	
35650400	BASE COURSE WIDENING, 9"	SQ YD	415	415	
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	10	10	
40600215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	1.4	1.4	
40600300	AGGREGATE (PRIME COAT)	TON	3	3	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT	SQ YD	409	409	
40600990	TEMPORARY RAMP	SQ YD	33	33	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	293	293	
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	211	211	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	48	48	
42300200	PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	SQ YD	74	74	
44000100	PAVEMENT REMOVAL	SQ YD	514	514	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	69	69	
44000400	GUTTER REMOVAL	FOOT	590	590	
44004000	PAVED DITCH REMOVAL	FOOT	95	95	
44004250	PAVED SHOULDER REMOVAL	SQ YD	53	53	

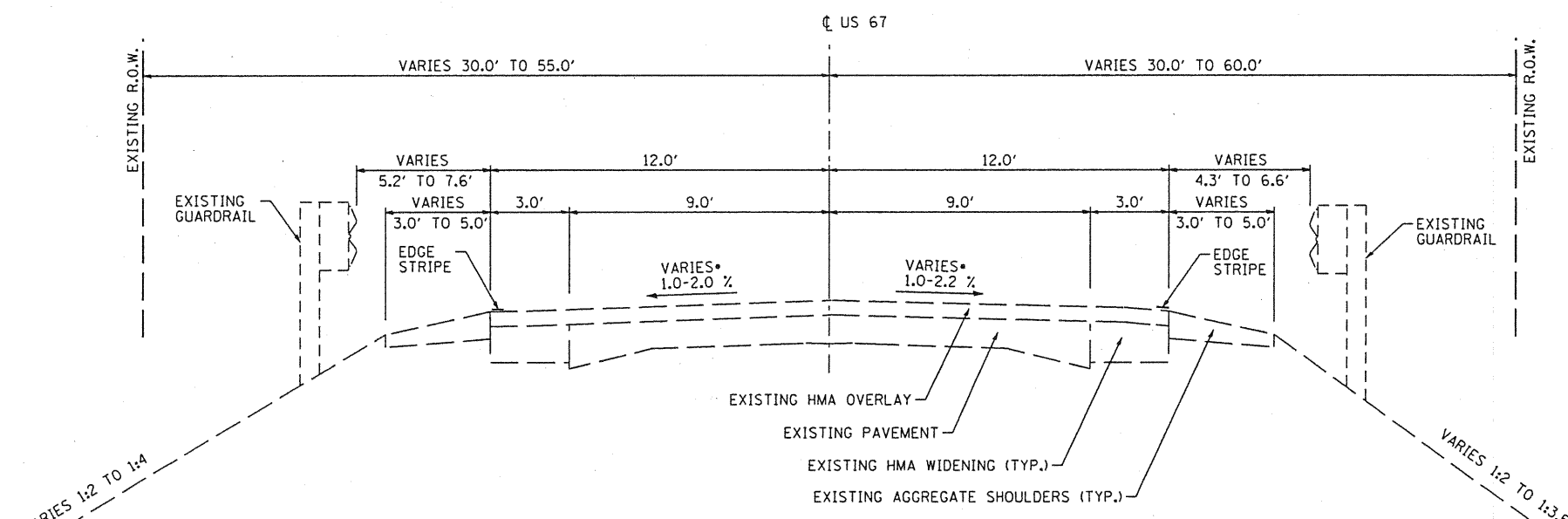
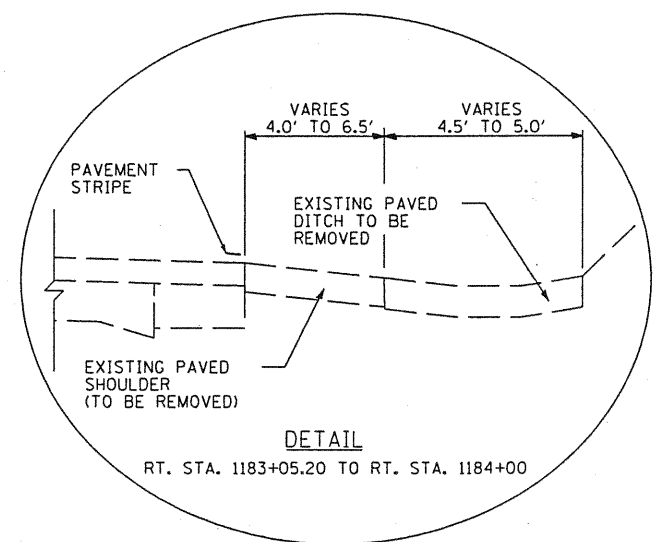
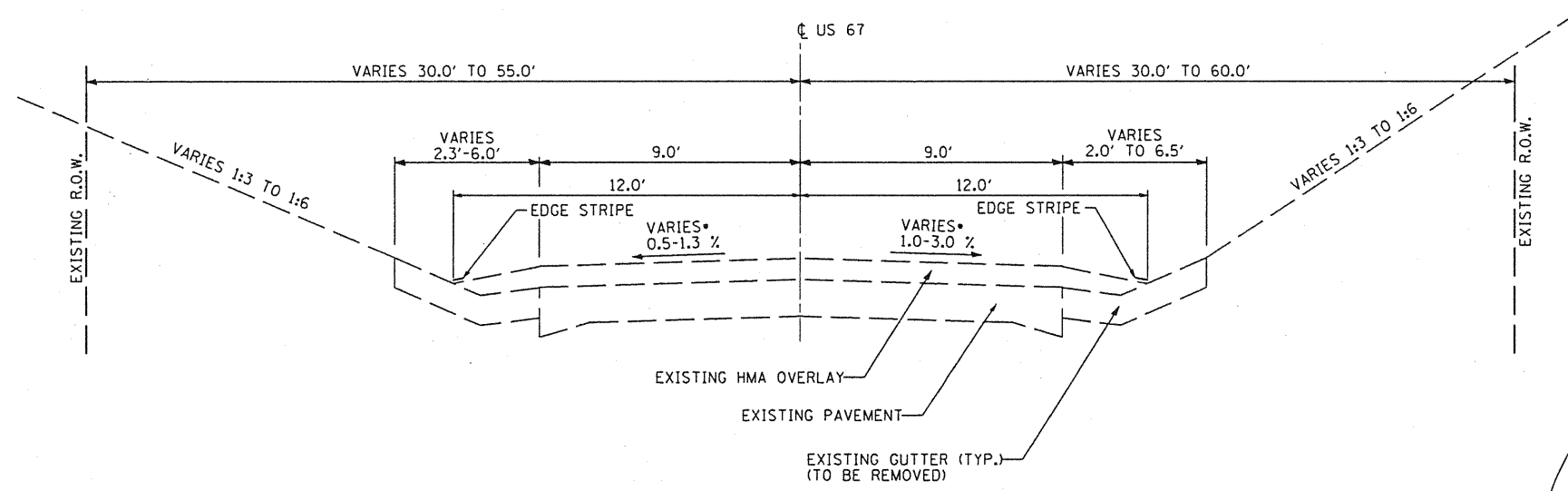
* SPECIALTY ITEM

SUMMARY OF QUANTITIES				ROADWAY FAP 310 (US 67) 80% FEDERAL 20% STATE	STRUCTURE SN 094-0051 80% FEDERAL 20% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				0004	0011
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	779	779	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50105220	PIPE CULVERT REMOVAL	FOOT	135	135	
50200100	STRUCTURE EXCAVATION	CU YD	389		389
50300225	CONCRETE STRUCTURES	CU YD	369.4		369.4
50300255	CONCRETE SUPERSTRUCTURE	CU YD	349.8		349.8
50300260	BRIDGE DECK GROOVING	SQ YD	1094		1094
50300280	CONCRETE ENCASEMENT	CU YD	16.6		16.6
50300300	PROTECTIVE COAT	SQ YD	1249		1249
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	4644		4644
50800205	* REINFORCEMENT BARS, EPOXY COATED	POUND	115390		115390
50800515	BAR SPLICERS	EACH	1158		1158
50901050	STEEL RAILING, TYPE SM	FOOT	528		528
51201600	FURNISHING STEEL PILES HP12X53	FOOT	504		504
51201800	FURNISHING STEEL PILES HP14X73	FOOT	860		860
51202305	DRIVING PILES	FOOT	504		504
51203600	TEST PILE STEEL HP12X53	EACH	2		2
51204650	PILE SHOES	EACH	16		16
51500100	NAME PLATES	EACH	1		1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	94		94
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12		12
52100520	ANCHOR BOLTS, 1"	EACH	48		48
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	96	96	
58700300	CONCRETE SEALER	SQ FT	7219		7219
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	75		75
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	5	5	
60603400	GUTTER OUTLET (SPECIAL)	EACH	3	3	
60615400	PAVED DITCH, TYPE A-15	FOOT	71	71	
63000001	* STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	550	550	
63100087	* TRAFFIC BARRIER TERMINAL, TYPE 6A	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	
63200310	GUARDRAIL REMOVAL	FOOT	886	886	
X6650202	WOVEN WIRE FENCE REMOVAL	FOOT	786	786	
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	17	17	
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	1	1	

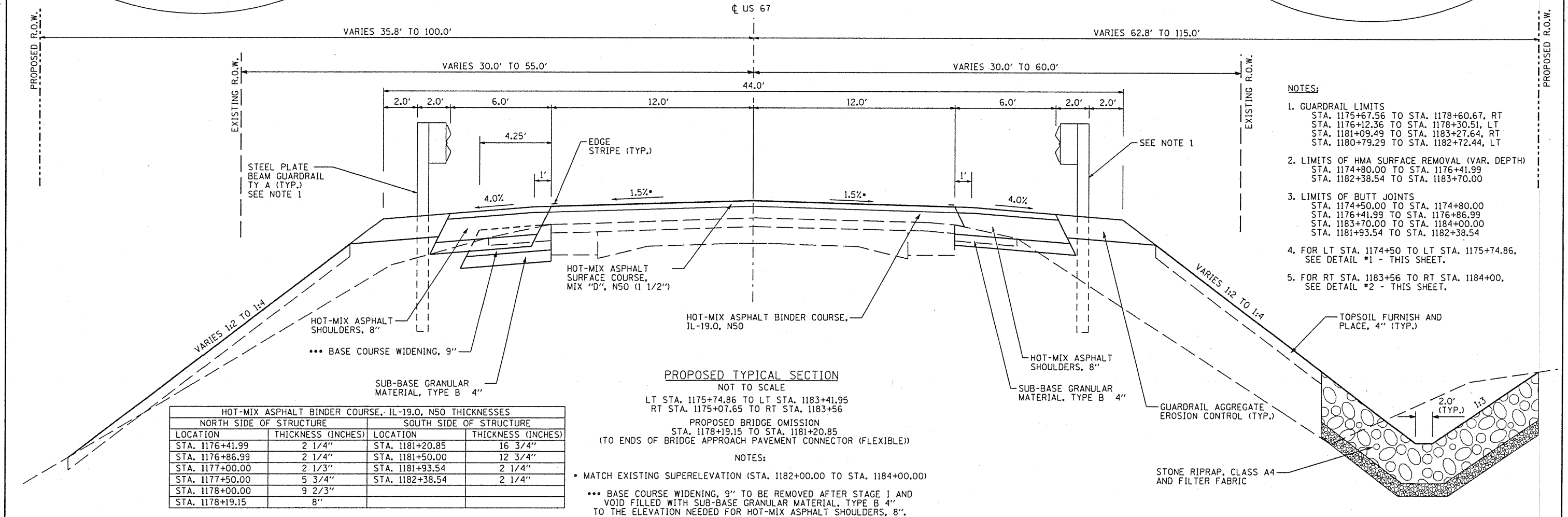
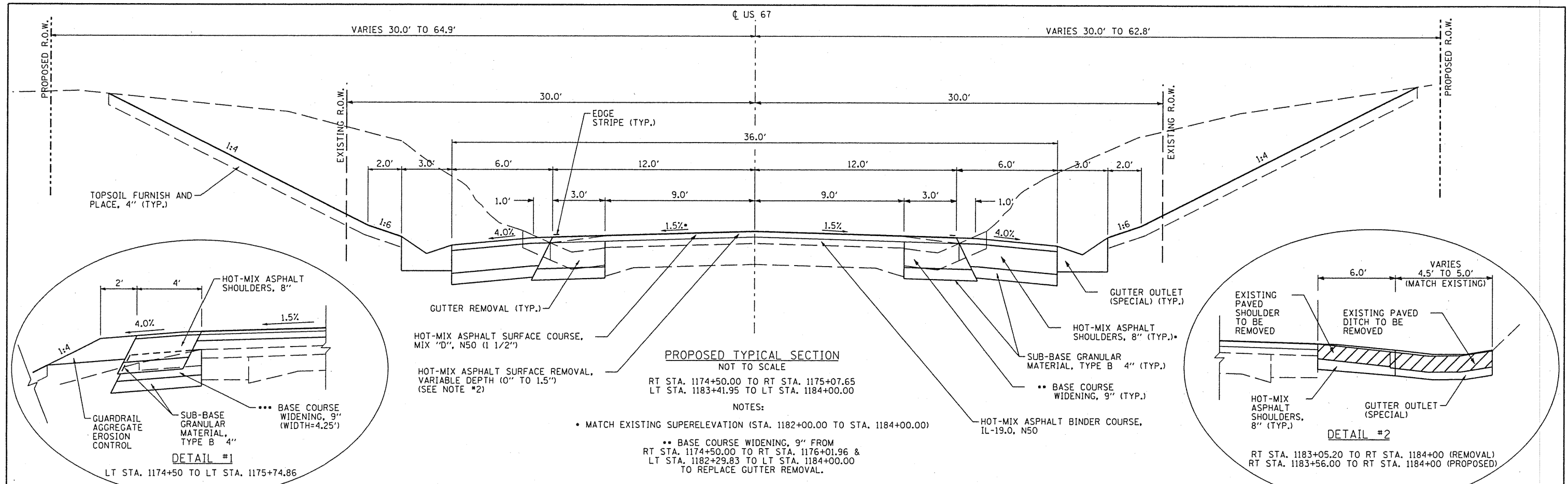
* SPECIALTY ITEM

SUMMARY OF QUANTITIES				ROADWAY FAP 310 (US 67) 80% FEDERAL 20% STATE	STRUCTURE SN 094-0051 80% FEDERAL 20% STATE
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
				0004	0011
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	1	1	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9	
67100100	MOBILIZATION	L SUM	1	1	
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1	
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	8	8	
70106700	TEMPORARY RUMBLE STRIPS	EACH	6	6	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	0.5	0.5	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	124	124	
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	3753	3753	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	1076	1076	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	800	800	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	763	763	
78001110	* PAINT PAVEMENT MARKING - LINE 4"	FOOT	3800	3800	
78100100	* RAISED REFLECTIVE PAVEMENT MARKER	EACH	9	9	
78100105	* RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	3	3	
78200410	* GUARDRAIL MARKERS, TYPE A	EACH	16	16	
78201000	* TERMINAL MARKER-DIRECT APPLIED	EACH	4	4	
78300100	PAVEMENT MARKING REMOVAL	SO FT	588	588	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	12	12	
X0321750	REMOVE TEMPORARY CONCRETE BARRIER, STATE OWNED	FOOT	200	200	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	155		155
X4401198	HOT MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SO YD	726	726	
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1		1
X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1		1
X7016500	TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	EACH	1	1	
Z0001002	GUARDRAIL AGGREGATE EROSION CONTROL	TON	272	272	
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	52		52
Z0004552	APPROACH SLAB REMOVAL	SO YD	220	220	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0034105	MATERIAL TRANSFER DEVICE	TON	311	311	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	159		159
Z0065000	* SETTING PILES IN ROCK	EACH	20		20
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SO FT	903		903
X7016510	TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL) LOCATION 1	EACH	1	1	

* SPECIALTY ITEM



FILE NAME =	USER NAME = rmbrodle	DESIGNED RMB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 67 OVER CEDAR CREEK EXISTING TYPICAL SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S:\237\2008\23708002\US67CedarCreek\CA	D:\CADD Sheets\468661-shr-typical.dgn	DRAWN BAB	REVISED -			310	(288)BR-1	WARREN	71	5
PLOT SCALE = 40.0000' / IN.	CHECKED RJA	REVISED -	CONTRACT NO. 68661							
PLOT DATE = 10/23/2010	DATE 09-27-2010	REVISED -	ILLINOIS FED. AID PROJECT							



HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 THICKNESSES			
NORTH SIDE OF STRUCTURE		SOUTH SIDE OF STRUCTURE	
LOCATION	THICKNESS (INCHES)	LOCATION	THICKNESS (INCHES)
STA. 1176+41.99	2 1/4"	STA. 1181+20.85	16 3/4"
STA. 1176+86.99	2 1/4"	STA. 1181+50.00	12 3/4"
STA. 1177+00.00	2 1/3"	STA. 1181+93.54	2 1/4"
STA. 1177+50.00	5 3/4"	STA. 1182+38.54	2 1/4"
STA. 1178+00.00	9 2/3"		
STA. 1178+19.15	8"		

- NOTES:
1. GUARDRAIL LIMITS
STA. 1175+67.56 TO STA. 1178+60.67, RT
STA. 1176+12.36 TO STA. 1178+30.51, LT
STA. 1181+09.49 TO STA. 1183+27.64, RT
STA. 1180+79.29 TO STA. 1182+72.44, LT
 2. LIMITS OF HMA SURFACE REMOVAL (VAR. DEPTH)
STA. 1174+80.00 TO STA. 1176+41.99
STA. 1182+38.54 TO STA. 1183+70.00
 3. LIMITS OF BUTT JOINTS
STA. 1174+50.00 TO STA. 1174+80.00
STA. 1176+41.99 TO STA. 1176+86.99
STA. 1183+70.00 TO STA. 1184+00.00
STA. 1181+93.54 TO STA. 1182+38.54
 4. FOR LT STA. 1174+50 TO LT STA. 1175+74.86, SEE DETAIL #1 - THIS SHEET.
 5. FOR RT STA. 1183+56 TO RT STA. 1184+00, SEE DETAIL #2 - THIS SHEET.

20300100 CHANNEL EXCAVATION	
LOCATION	CU YD
IN CHANNEL WITHIN LIMITS OF CONSTRUCTION	1222
TOTAL	1222

25100635 HEAVY DUTY EROSION CONTROL BLANKET	
LOCATION	SO YD
STA. 1177+50.00 TO STA 1178+60.71, RT	494.4
STA. 1178+00.00 TO STA 1179+10.40, LT	375.0
STA. 1181+09.49 TO STA 1181+50.00, RT	174.3
STA. 1180+79.29 TO STA 1181+50.00, LT	81.1
TOTAL	1125

40600982 HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT	
LOCATION	SO YD
SURFACE COURSE BUTT JOINTS	
STA. 1174+50.00 TO STA. 1174+80.00	78.48
STA. 1183+70.00 TO STA. 1184+00.00	80.02
BINDER COURSE BUTT JOINTS	
STA. 1176+41.99 TO STA. 1176+86.99	124.88
STA. 1181+93.54 TO STA. 1182+38.54	125.09
TOTAL	409

Z0001002 GUARDRAIL AGGREGATE EROSION CONTROL	
LOCATION	TON
STA. 1175+30.06 TO STA. 1178+70.26, RT	81.8
STA. 1174+50.00 TO STA. 1178+40.03, LT	78.5
STA. 1180+99.97 TO STA. 1183+56.00, RT	52.4
STA. 1180+69.73 TO STA. 1182+97.08, LT	59.3
TOTAL	272

X4401198 HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	
LOCATION	SO YD
STA. 1174+80.00 to STA. 1176+41.99	402.6
STA. 1182+38.54 to STA. 1183+70.00	323.1
TOTAL	726

40603080 HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	
LOCATION	TON
STA. 1176+41.99 TO STA. 1178+19.15, NORTH SIDE	143.0
STA. 1181+20.85 TO STA. 1182+38.54, SOUTH SIDE	150.0
TOTAL	293

28000400 PERIMETER EROSION BARRIER	
LOCATION	FOOT
STA. 1174+50.00 TO STA. 1178+95.69, LT	469.8
STA. 1180+80.29 TO STA. 1181+53.82, LT	77.1
STA. 1180+98.91 TO STA. 1182+51.17, RT	180.8
TOTAL	728

40600990 TEMPORARY RAMP	
LOCATION	SO YD
STA. 1174+50.00	16.7
STA. 1184+00.00	16.7
TOTAL	33

42001430 BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	
LOCATION	SO YD
STA. 1178+19.15 TO 1178+25.15	24
STA. 1181+14.85 TO 1181+20.85	24
TOTAL	48

44000200 DRIVEWAY PAVEMENT REVOVAL	
LOCATION	SO YD
STA 1183+06, 17.5' LT	69
TOTAL	69

40603335 HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	
LOCATION	TON
EOP TO EOP	
STA. 1174+50.00 to STA. 1178+19.15	83
STA. 1181+20.85 to STA. 1184+00.00	63
LT SHOULDER	
STA. 1174+50.00 to STA. 1178+19.15	17
STA. 1181+20.85 to STA. 1184+00.00	13
RT SHOULDER	
STA. 1174+50.00 to STA. 1178+19.15	20
STA. 1181+20.85 to STA. 1184+00.00	15
TOTAL	211

28000500 INLET AND PIPE PROTECTION	
LOCATION	EACH
STA. 1183+20, 27' LT	1
TOTAL	1

28100107 STONE RIPRAP, CLASS A4	
LOCATION	SO YD
DITCH	
STA. 1175+24.50 TO STA. 1179+58.10, RT	1009.6
STA. 1180+53.40 TO STA. 1183+25.58, RT	578.3
BETWEEN BRIDGE RIPRAP AND DITCH RIPRAP	
STA. 1178+60.71 TO STA. 1179+57.86, RT	118.7
STA. 1180+48.72 TO STA. 1181+09.49, RT	178.5
BRIDGE	1945
TOTAL	3830

42300200 PORTLAND CEMENT CONCRETE DRIVEWAY PAVEMENT, 6 INCH	
LOCATION	SO YD
STA 1183+06, 17.5' LT	74
TOTAL	74

Z0004552 APPROACH SLAB REMOVAL	
LOCATION	SO YD
STA. 1178+62.50 TO STA. 1178+92.50	110.0
STA. 1180+47.50 TO STA. 1180+77.50	110.0
TOTAL	220

44000100 PAVEMENT REMOVAL			
LOCATION	DESCRIPTION	SO YD	
STA. 1178+19.15 TO STA. 1178+62.50	PAVEMENT	114.8	
STA. 1180+77.50 TO STA. 1181+20.85	PAVEMENT	115.4	
STA. 1174+50.00 TO STA. 1178+82.43, LT	BASE COURSE WIDENING (STAGE I)	181.5	
STA. 1180+34.44 TO STA. 1182+70.57, LT	BASE COURSE WIDENING (STAGE I)	102.5	
TOTAL		514	

28000250 TEMPORARY EROSION CONTROL SEEDING	
LOCATION	POUND
ENTIRE PROJECT	375
TOTAL	375

28200200 FILTER FABRIC	
LOCATION	SO YD
DITCH	
STA. 1175+24.50 TO STA. 1179+58.10, RT	1009.6
STA. 1180+53.40 TO STA. 1183+25.58, RT	578.3
BETWEEN BRIDGE RIPRAP AND DITCH RIPRAP	
STA. 1178+60.71 TO STA. 1179+57.86, RT	118.7
STA. 1180+48.72 TO STA. 1181+09.49, RT	178.5
BRIDGE	1945
TOTAL	3830

50105220 PIPE CULVERT REMOVAL	
LOCATION	FOOT
STA. 1181+85.54 TO STA. 1183+20.11, LT	135
TOTAL	135

44004000 PAVED DITCH REMOVAL	
LOCATION	FOOT
STA. 1183+05.76 TO STA. 1184+00.00, RT	94.4
TOTAL	95

X0321750 REMOVE TEMPORARY CONCRETE BARRIER, STATE OWNED	
LOCATION	FOOT
ENTIRE PROJECT	200
TOTAL	200

44004250 PAVED SHOULDER REMOVAL	
LOCATION	SO YD
STA. 1183+05.76 TO STA. 1184+00.00, RT	53.3
TOTAL	53

LOCATION	20200100 EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	20400800 FURNISHED EXCAVATION
STA. TO STA.	CU YD	CU YD	CU YD	CU YD
STA. 1174+50.00 TO STA. 1184+00.00 STAGE 1	1642.49	1231.87	2525.88	-1294.01
STA. 1174+50.00 TO STA. 1184+00.00 STAGE 2	146.11	109.58	1387.38	-1277.79
FROM CHANNEL EXCAVATION	0.00	0.00	985.67	-985.67
TOTAL	1788.60	1341.45	4898.92	-3557.5
ROUNDED TOTAL	1790			3555

35650400 BASE COURSE WIDENING, 9"	
LOCATION	SO YD
STA. 1174+50.00 TO STA. 1178+82.43, LT (FOR STAGING)	181.5
STA. 1180+34.44 TO STA. 1182+70.57, LT (FOR STAGING)	102.5
STA. 1182+29.83 TO STA. 1184+00.00, LT (FOR GUTTER REM)	63.5
STA. 1174+50.00 TO STA. 1176+01.96, RT (FOR GUTTER REM)	67.0
TOTAL	415

Z0034105 MATERIAL TRANSFER DEVICE		
LOCATION	MATERIAL	TON
STA. 1176+41.99 TO STA. 1178+19.15, MAINLINE	TOP BINDER LIFT (2 1/4")	59.5
STA. 1174+50.00 TO STA. 1178+19.15, MAINLINE	SURFACE (1 1/2")	83.0
STA. 1174+50.00 to STA. 1178+19.15, LT SHOULDER	SURFACE (1 1/2")	17.4
STA. 1174+50.00 to STA. 1178+19.15, RT SHOULDER	SURFACE (1 1/2")	20.3
BRIDGE OMISSION		
STA. 1181+20.85 TO STA. 1182+38.54, MAINLINE	TOP BINDER LIFT (2 1/4")	39.5
STA. 1181+20.85 TO STA. 1184+00.00, MAINLINE	SURFACE (1 1/2")	62.8
STA. 1181+20.85 to STA. 1184+00.00, LT SHOULDER	SURFACE (1 1/2")	13.3
STA. 1181+20.85 to STA. 1184+00.00, RT SHOULDER	SURFACE (1 1/2")	14.6
TOTAL		311

LOCATION	25000300 SEEDING, CLASS 3	25000400 NITROGEN FERTILIZER NUTRIENT	25000500 PHOSPHORUS FERTILIZER NUTRIENT	25000600 POTASSIUM FERTILIZER NUTRIENT	25100115 MULCH, METHOD 2	25000750 MOWING	21101615 TOPSOIL FURNISH AND PLACE, 4"
	ACRE	POUND	POUND	POUND	ACRE	ACRE	SO YD
STA. 1174+50.00 TO STA. 1178+50.00, LT	0.36	32.40	32.40	32.40	0.28	0.36	1742.4
STA. 1174+50.00 TO STA. 1178+50.00, RT	0.35	31.50	31.50	31.50	0.25	0.35	1694.0
BRIDGE OMISSION							
STA. 1181+00.00 TO STA. 1184+00.00, LT	0.15	13.50	13.50	13.50	0.13	0.15	726.0
STA. 1181+00.00 TO STA. 1184+00.00, RT	0.30	27.00	27.00	27.00	0.26	0.30	1452.0
TOTAL	1.25	113	113	113	1.00	1.25	5615

48203029 HOT-MIX ASPHALT SHOULDERS, 8"	
LOCATION	SO YD
STA. 1174+50.00 TO STA. 1178+09.08, LT	206.0
STA. 1174+59.95 TO STA. 1178+34.26, RT	239.6
STA. 1181+05.74 TO STA. 1182+91.13, LT	119.0
STA. 1181+30.92 TO STA. 1184+00.00, RT	174.6
STA. 1183+20.33 TO STA. 1183+90.49, LT	39.9
TOTAL	779

542A0229 PIPE CULVERTS, CLASS A, TYPE 1 24"	
LOCATION	FOOT
STA. 1182+25.03, 32.69' LT TO STA. 1183+20.11, 26.89' LT	96
TOTAL	96

60603400 GUTTER OUTLET (SPECIAL)	
LOCATION	EACH
STA. 1174+50 TO STA. 1175+26, RT	1
STA. 1183+25 TO STA. 1184+00, RT	1
STA. 1183+20 TO STA. 1184+00, LT	1
TOTAL	3

60615400 PAVED DITCH, TYPE A-15	
LOCATION	FOOT
STA. 1181+53.70, 37.25' LT TO STA. 1182+25.00, 32.70' LT	71
TOTAL	71

70400100 TEMPORARY CONCRETE BARRIER	
LOCATION	FOOT
STA. 1174+62.89, 5.1' RT TO STA. 1182+62.04, 3.0' RT	800
TOTAL	800

70400200 RELOCATE TEMPORARY CONCRETE BARRIER	
LOCATION	FOOT
STA. 1175+00.26, 3.5' LT TO STA. 1182+62.20, 4.5' LT	763
TOTAL	763

59300100 CONTROLLED LOW-STRENGTH MATERIAL	
LOCATION	CU YD
STA. 1180+45 TO STA. 1181+55, LT (AT VARIOUS LOCATIONS ALONG EXIST. GUTTER)	5
TOTAL	5

63000001 STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	
LOCATION	FOOT
STA. 1176+17.56 TO STA. 1178+17.56, RT	200
STA. 1176+62.36 TO STA. 1177+87.36, LT	125
STA. 1181+22.44 TO STA. 1182+22.44, LT	100
STA. 1181+52.64 TO STA. 1182+77.64, RT	125
TOTAL	550

63100087 TRAFFIC BARRIER TERMINAL, TYPE 6A	
LOCATION	EACH
STA. 1178+17.56 TO STA. 1178+60.71, RT	1
STA. 1177+87.36 TO STA. 1178+30.51, LT	1
STA. 1180+79.29 TO STA. 1181+22.44, LT	1
STA. 1181+09.49 TO STA. 1181+52.64, RT	1
TOTAL	4

63100167 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	
LOCATION	EACH
STA. 1182+77.64 TO STA. 1183+27.64, RT	1
TOTAL	1

67000400 ENGINEER'S FIELD OFFICE, TYPE A	
LOCATION	CAL MO
ENTIRE PROJECT	9
TOTAL	9

63200310 GUARDRAIL REMOVAL	
LOCATION	FOOT
STA. 1176+25.45 TO STA. 1179+07.50, RT	282.05
STA. 1180+58.29 TO STA. 1182+16.71, RT	158.42
STA. 1176+05.69 TO STA. 1178+80.68, LT	274.99
STA. 1180+32.68 TO STA. 1182+03.33, LT	170.65
TOTAL	886

63100169 TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	
LOCATION	EACH
STA. 1175+67.56 TO STA. 1176+17.56, RT	1
STA. 1176+12.36 TO STA. 1176+62.36, LT	1
STA. 1182+22.44 TO STA. 1182+72.44, LT	1
TOTAL	3

44000400 GUTTER REMOVAL		
LOCATION	DESCRIPTION	FOOT
STA. 1174+50.00 TO STA. 1176+01.96, RT	GUTTER	152
STA. 1182+50.41 TO STA. 1184+00.00, LT	GUTTER	150
STA. 1175+95.07 TO STA. 1176+01.06, RT	GUTTER OUTLET	9
STA. 1181+54.87 TO STA. 1182+50.41, LT	GUTTER OUTLET	89
STA. 1181+19.96 TO STA. 1183+05.76, RT	GUTTER OUTLET	190
TOTAL		590

66600105 FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	
LOCATION	EACH
STA. 1174+50.00, 30' RT	1
STA. 1175+00.00, 30' LT	1
STA. 1175+00.00, 60' RT	1
STA. 1175+50.00, 75' RT	1
STA. 1176+50.00, 100', LT	1
STA. 1177+00.00, 100' RT	1
STA. 1178+00.00, 90' LT	1
STA. 1178+50.00, 70' LT	1
STA. 1178+50.00, 75' RT	1
STA. 1180+50.00, 70' LT	1
STA. 1181+00.00, 85' RT	1
STA. 1181+50.00, 115' RT	1
STA. 1182+00.00, 50' LT	1
STA. 1182+50.00, 65' RT	1
STA. 1183+53.16, 65' RT	1
STA. 1184+00.00, 30' LT	1
STA. 1184+00.00, 30' RT	1
TOTAL	17

70103815 TRAFFIC CONTROL SURVEILLANCE	
LOCATION	CAL DA
ENTIRE PROJECT	8
TOTAL	8

X7016500 TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	
LOCATION	EACH
ENTIRE PROJECT	1
TOTAL	1

70106700 TEMPORARY RUMBLE STRIP	
LOCATION	EACH
STAGE 1 & 2:	
STA. 1156+20.00	1
STA. 1161+20.00	1
STA. 1166+20.00	1
STA. 1191+84.39	1
STA. 1196+84.39	1
STA. 1201+84.39	1
TOTAL	6

66700205 PERMANENT SURVEY MARKERS, TYPE I	
LOCATION	EACH
ON STRUCTURE, AS DIRECTED BY THE ENGINEER	1
TOTAL	1

66700305 PERMANENT SURVEY MARKERS, TYPE II	
LOCATION	EACH
STA. 1182+79.36, P.C.	1
TOTAL	1

70300520 PAVEMENT MARKING TAPE, TYPE III 4"	
LOCATION	FOOT
STAGE 1	
STA. 1173+34.51, 10.6' RT TO STA. 1175+25, 5.25' LT	191.2
STA. 1175+25, 5.25' LT TO STA. 1182+25, 5.25' LT	700.0
STA. 1182+25, 5.25' LT TO STA. 1182+88.16, 0.0' LT	63.4
STA. 1182+88.16, 0.0' LT TO STA. 1183+88.16, 12.91' RT	100.6
STA. 1174+93.83, 12.69' LT TO STA. 1175+24.58, 15.25' LT	30.9
STA. 1175+24.58, 15.25' LT TO STA. 1182+25.42, 15.25' LT	700.8
STA. 1182+25.42, 15.25' LT TO STA. 1182+62.27, 12.18' LT	37.0
STAGE 2	
STA. 1173+80.00, 11.2' LT TO STA. 1174+80.00, 0.0' RT	100.6
STA. 1174+80.00, 0.0' TO STA. 1175+25, 3.75' RT	45.2
STA. 1175+25, 3.75' RT TO STA. 1182+25, 3.75' RT	700.0
STA. 1182+25, 3.75' RT TO STA. 1182+75.12, 0.43' LT	50.3
STA. 1182+75.12, 0.43' LT TO STA. 1182+87.90, 12.0' LT	17.3
STA. 1183+23.02, 12.0' LT TO STA. 1183+35.53, 0.43' LT	17.1
STA. 1183+35.53, 0.43' LT TO STA. 1184+74.42, 11.56' LT	139.6
STA. 1174+50.44, 10.83' RT TO STA. 1175+24.45, 17.00' RT	74.3
STA. 1175+24.45, 17.00' RT TO STA. 1182+25.35, 17.00' RT	700.9
STA. 1182+25.35, 17.00' RT TO STA. 1182+85.30, 12.00' RT	60.1
STOP BAR	
STA. 1173+20.00, RT	12.0
STA. 1184+84.39, LT	12.0
TOTAL	3753

70300100 SHORT-TERM PAVEMENT MARKING	
LOCATION	FOOT
STA. 1174+50.00 TO STA. 1184+00.00, CL	95.0
STA. 1176+41.99 TO STA. 1178+19.15, CL	17.7
STA. 1181+20.85 TO STA. 1182+38.54, CL	11.8
TOTAL	124

78300100 PAVEMENT MARKING REMOVAL		
LOCATION	DESCRIPTION	SO FT
STA. 1174+93.83 TO STA. 1182+62.27, LT	SOLID	256.15
STA. 1173+20.00 TO STA. 1175+42.00	DOUBLE SOLID	148.00
STA. 1182+08.00 TO STA. 1184+84.39	DOUBLE SOLID	184.26
TOTAL		588

78001110 PAINT PAVEMENT MARKING - LINE 4"		
LOCATION	DESCRIPTION	FOOT
STA. 1174+50.00 TO STA. 1184+00.00, RT	SOLID	949.5
STA. 1174+50.00 TO STA. 1184+00.00, LT	SOLID	950.5
STA. 1174+50.00 TO STA. 1184+00.00, CL	DOUBLE SOLID	1900.0
TOTAL		3800

78200410 GUARDRAIL MARKERS, TYPE A	
LOCATION	EACH
STA. 1175+67.56 TO STA. 1178+60.71, RT	4
STA. 1176+12.36 TO STA. 1178+30.51, LT	4
STA. 1181+09.49 TO STA. 1183+27.64, RT	4
STA. 1180+79.29 TO STA. 1182+72.44, LT	4
TOTAL	16

67100100 MOBILIZATION	
LOCATION	L SUM
ENTIRE PROJECT	1
TOTAL	1

TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL) LOCATION 1	
LOCATION	EACH
ENTIRE PROJECT	1
TOTAL	1

66502300 WOVEN WIRE FENCE REMOVAL	
LOCATION	FOOT
STA. 1175+24.62, 41.49' LT TO STA. 1178+95.60, 41.50, LT	370.98
STA. 1178+95.60, 41.50, LT TO STA. 1178+88.73, 55.0' LT	15.15
STA. 1177+88.03, 50.24' RT, TO STA. 1178+95.47, 67.02' RT	112.87
STA. 1174+80.87, 35.91' RT TO STA. 1175+67.39, 36.60' RT	86.52
STA. 1175+68.53, 36.75' RT TO STA. 1175+70.70, 67.02', RT	30.35
STA. 1175+68.53, 36.75' RT TO STA. 1177+38.44, 45.39' RT	170.13
TOTAL	786

70301000 WORK ZONE PAVEMENT MARKING REMOVAL		
LOCATION	SQ FT	
STAGE 1		
STA. 1173+34.51, 10.6' RT TO STA. 1175+25, 5.25' LT	63.7	
STA. 1175+25, 5.25' LT TO STA. 1182+25, 5.25' LT	233.3	
STA. 1182+25, 5.25' LT TO STA. 1182+88.16, 0.0' LT	21.1	
STA. 1182+88.16, 0.0' LT TO STA. 1183+88.16, 12.91' RT	33.5	
STAGE 2		
STA. 1173+80.00, 11.2' LT TO STA. 1174+80.00, 0.0' RT	33.5	
STA. 1174+80.00, 0.0' TO STA. 1175+25, 3.75' RT	15.1	
STA. 1175+25, 3.75' RT TO STA. 1182+25, 3.75' RT	233.3	
STA. 1182+25, 3.75' RT TO STA. 1182+75.12, 0.43' LT	16.8	
STA. 1182+75.12, 0.43' LT TO STA. 1182+87.90, 12.0' LT	5.8	
STA. 1183+23.02, 12.0' LT TO STA. 1183+35.53, 0.43' LT	5.7	
STA. 1183+35.53, 0.43' LT TO STA. 1184+74.42, 11.56' LT	46.5	
STA. 1174+50.44, 10.83' RT TO STA. 1175+24.45, 17.00' RT	24.8	
STA. 1175+24.45, 17.00' RT TO STA. 1182+25.35, 17.00' RT	233.6	
STA. 1182+25.35, 17.00' RT TO STA. 1182+85.30, 12.00' RT	20.0	
STOP BAR		
STA. 1173+20.00, RT	24.0	
STA. 1184+84.39, LT	24.0	
SHORT TERM PAVEMENT MARKING		
STA. 1174+50.00 TO STA. 1184+00.00	31.7	
STA. 1176+41.99 TO STA. 1178+19.15	5.9	
STA. 1181+20.85 TO STA. 1182+38.54	3.9	
TOTAL	1076	

78100105 RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)		
LOCATION	EACH	
STA. 1179+00.00	1	
STA. 1179+80.00	1	
STA. 1180+60.00	1	
TOTAL	3	

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL		
LOCATION	EACH	
ENTIRE PROJECT	12	
TOTAL	12	

Z0030250 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE)		
LOCATION	EACH	
STA. 1174+62.89	1	
STA. 1182+62.20	1	
TOTAL	2	

Z0030350 IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE)		
LOCATION	EACH	
STA. 1175+00.26	1	
STA. 1182+62.20	1	
TOTAL	2	

70100450 TRAFFIC CONTROL AND PROTECTION, STANDARD 701201		
LOCATION	L SUM	
ENTIRE PROJECT	1	
TOTAL	1	

20100110 TREE REMOVAL, (6 TO 15 UNITS DIAMETER)			
LOCATION	UNIT	LOCATION	UNIT
STA. 1178+54.67, 34.0' RT	13	STA. 1176+86.00, 20' LT	7
STA. 1178+54.67, 34.0' RT	12	STA. 1176+87.00, 20' LT	7
STA. 1178+54.67, 34.0' RT	10	STA. 1176+90.00, 23' LT	10
STA. 1181+04.41, 40.6' RT	12	STA. 1176+95.00, 30' LT	10
STA. 1181+04.41, 40.6' RT	15	STA. 1176+95.00, 26' LT	8
STA. 1181+20.00, 30' RT	12	STA. 1177+02.00, 30' LT	6
STA. 1181+22.24, 35.8' RT	9	STA. 1177+10.00, 32' LT	9
STA. 1181+32.00, 49' RT	11	STA. 1177+08.00, 36' LT	8
STA. 1181+42.59, 44.5' RT	9	STA. 1177+08.00, 32' LT	8
STA. 1181+69.00, 41' RT	8	STA. 1177+08.00, 32' LT	7
STA. 1181+75.25, 42.8' RT	7	STA. 1177+07.00, 32' LT	8
STA. 1181+75.25, 42.8' RT	11	STA. 1176+26.00, 32' LT	8
STA. 1181+79.72, 41.8' RT	9	STA. 1177+36.00, 27' LT	6
STA. 1181+89.46, 41.0' RT	15	STA. 1177+39.00, 27' LT	6
STA. 1176+05.69, 39' LT	7	STA. 1177+46.00, 36' LT	8
STA. 1176+25.00, 39' LT	8	STA. 1177+51.00, 34' LT	7
STA. 1176+30.00, 20' LT	7	STA. 1177+57.00, 32' LT	6
STA. 1176+30.00, 20' LT	12	STA. 1178+16.00, 32' LT	8
STA. 1176+45.00, 30' LT	6	STA. 1178+16.00, 32' LT	7
STA. 1176+45.00, 30' LT	7	STA. 1178+38.00, 39.72' LT	9
STA. 1176+79.00, 39' LT	13	STA. 1178+96.7, 35.02' LT	10
STA. 1176+76.00, 36' LT	7	STA. 1180+10.00, 75' LT	10
STA. 1176+84.00, 29' LT	12	STA. 1180+10.00, 75' LT	12
TOTAL	417	TOTAL	417

31101000 SUBBASE GRANULAR MATERIAL, TYPE B		
LOCATION	TON	
FOR BASE COURSE WIDENING REMOVAL		
STA. 1174+50.00 TO STA. 1178+82.43, LT	28.1	
BRIDGE OMISSION		
STA. 1180+34.44 TO STA. 1182+70.57, LT	34.2	
FOR PAVEMENT REMOVAL UNDER PROP. APPR. PYMNT & CONNECTOR		
STA. 1178+19.15 TO STA. 1178+55.15, AVG. DEPTH=7.0", AREA=1296 SQ FT	57.4	
BRIDGE OMISSION		
STA. 1180+84.85 TO STA. 1181+20.85, AVG. DEPTH=13.5", AREA=1296 SQ FT	110.7	
TOTAL	230	

31101200 SUBBASE GRANULAR MATERIAL, TYPE B 4"		
LOCATION	DESCRIPTION	SO YD
STA. 1174+50.00 TO STA. 1178+82.43, LT	STAGING	225.5
STA. 1180+34.44 TO STA. 1182+70.57, LT	STAGING	126.7
STA. 1174+50.00 TO STA. 1176+01.96, RT	GUTTER REM	69.3
STA. 1182+29.83 TO STA. 1184+00.00, LT	GUTTER REM	71.6
STA. 1174+50.00 TO STA. 1178+08.89, LT	HMA SHLDS	226.2
STA. 1181+04.94 TO STA. 1182+92.57, LT	HMA SHLDS	129.8
STA. 1183+18.88 TO STA. 1183+90.49, LT	HMA SHLDS	35.3
STA. 1174+59.95 TO STA. 1178+35.06, RT	HMA SHLDS	249.5
STA. 1181+30.97 TO STA. 1184+00.00, RT	HMA SHLDS	178.1
TOTAL		1312

70100405 TRAFFIC CONTROL AND PROTECTION, STANDARD 701321		
LOCATION	EACH	
ENTIRE PROJECT	1	
TOTAL	1	

20100210 TREE REMOVAL, (OVER 15 UNITS DIAMETER)		
LOCATION	UNIT	
STA. 1175+80.00, 38' LT	35	
STA. 1176+45.00, 24' LT	34	
STA. 1176+58.00, 26' LT	17	
STA. 1178+90.47, 36.8' LT	19	
TOTAL	105	

78201000 TERMINAL MARKER-DIRECT APPLIED		
LOCATION	EACH	
STA. 1175+67.56, RT	1	
STA. 1176+12.36, LT	1	
STA. 1183+27.64, RT	1	
STA. 1182+72.44, LT	1	
TOTAL	4	

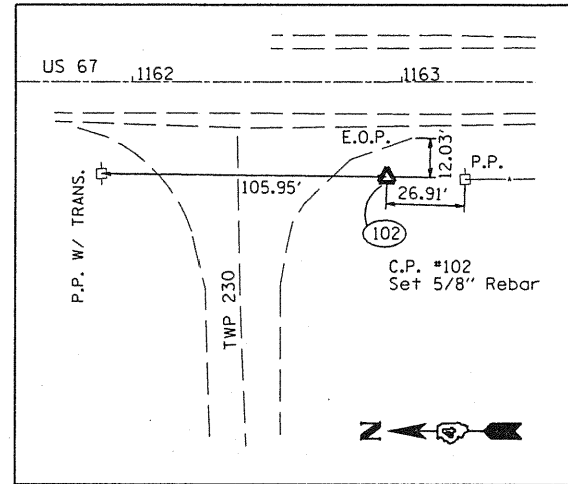
Z0013798 CONSTRUCTION LAYOUT		
LOCATION	L SUM	
ENTIRE PROJECT	1	
TOTAL	1	

28000305 TEMPORARY DITCH CHECKS					
LOCATION	LENGTH (FEET)	LOCATION	LENGTH (FEET)	LOCATION	LENGTH (FEET)
STA. 1175+42.00, 37' RT	12.50	STA. 1177+96.00, 63.5' RT	10.00	STA. 1181+30.00, 61' RT	11.00
STA. 1175+58.00, 39' RT	12.50	STA. 1178+18.00, 60' RT	10.00	STA. 1181+35.00, 59' RT	11.00
STA. 1175+83.00, 40' RT	12.50	STA. 1178+40.00, 61' RT	10.00	STA. 1181+40.00, 57' RT	11.00
STA. 1176+02.00, 41' RT	12.50	STA. 1178+62.00, 60' RT	10.00	STA. 1181+45.00, 55' RT	11.00
STA. 1176+21.00, 44' RT	12.50	STA. 1178+84.00, 59.5' RT	10.00	STA. 1181+50.00, 53' RT	11.00
STA. 1176+40.00, 46.5' RT	12.50	STA. 1179+06.00, 58.5' RT	10.00	STA. 1181+61.00, 49.5' RT	11.00
STA. 1176+54.00, 49' RT	12.50	STA. 1179+28.00, 58.0' RT	10.00	STA. 1181+72.00, 46.5' RT	11.00
STA. 1176+68.00, 53' RT	12.50	STA. 1179+50.00, 57.5' RT	10.00	STA. 1181+83.00, 43' RT	11.00
STA. 1176+82.00, 57' RT	12.50	STA. 1180+50.00, 70.5' RT	11.00	STA. 1181+94.00, 40' RT	11.00
STA. 1176+96.00, 61' RT	12.50	STA. 1181+00.00, 73' RT	11.00	STA. 1181+05.00, 38' RT	11.00
STA. 1177+10.00, 63' RT	12.50	STA. 1181+05.00, 71' RT	11.00	STA. 1182+26.00, 37' RT	11.50
STA. 1177+24.00, 63.5' RT	12.50	STA. 1181+10.00, 69' RT	11.00	STA. 1182+47.00, 36' RT	12.00
STA. 1177+38.00, 64' RT	11.00	STA. 1181+15.00, 67' RT	11.00	STA. 1182+72.00, 34.5' RT	12.00
STA. 1177+52.00, 64.5' RT	11.00	STA. 1181+20.00, 65' RT	11.00	STA. 1182+97.00, 33.5' RT	12.00
STA. 1177+74.00, 64' RT	11.00	STA. 1181+25.00, 63' RT	11.00	STA. 1183+13.00, 32' RT	12.00
SUBTOTAL	183.00	SUBTOTAL	157.00	SUBTOTAL	169.50
TOTAL			510		

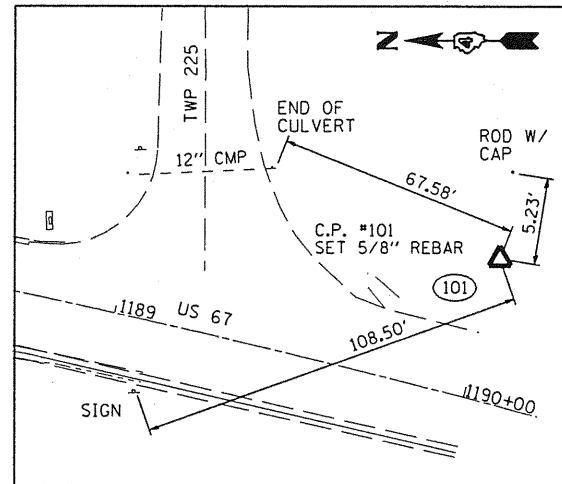
40600215 POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)		
LOCATION	TON	
ON MILLED SURFACE		
STA. 1174+50.00 TO STA. 1176+86.99	0.22	
STA. 1181+93.54 TO STA. 1184+00.00	0.19	
ON EXISTING PAVEMENT		
STA. 1176+86.99 TO STA. 1178+25.15	0.08	
STA. 1181+14.85 TO STA. 1181+93.54	0.04	
FOG COAT ON BINDER		
STA. 1176+86.99 TO STA. 1178+25.15	0.08	
STA. 1181+14.85 TO STA. 1181+93.54	0.04	
ON AGGREGATE BASE (SHOULDERS)		
STA. 1174+50.00 TO STA. 1178+82.43, LT	0.08	
STA. 1180+34.44 TO STA. 1182+70.57, LT	0.04	
STA. 1174+50.00 TO STA. 1176+01.96, RT	0.02	
STA. 1182+29.83 TO STA. 1184+00.00, LT	0.02	
STA. 1174+50.00 TO STA. 1178+08.89, LT	0.08	
STA. 1181+04.94 TO STA. 1182+92.57, LT	0.04	
STA. 1183+18.88 TO STA. 1183+90.49, LT	0.01	
STA. 1174+59.95 TO STA. 1178+35.06, RT	0.08	
STA. 1181+30.97 TO STA. 1184+00.00, RT	0.06	
FOG COAT ON SHOULDERS		
STA. 1174+50.00 TO STA. 1178+82.43, LT	0.05	
STA. 1180+34.44 TO STA. 1182+70.57, LT	0.03	
STA. 1174+50.00 TO STA. 1176+01.96, RT	0.02	
STA. 1182+29.83 TO STA. 1184+00.00, LT	0.02	
STA. 1174+50.00 TO STA. 1178+08.89, LT	0.05	
STA. 1181+04.94 TO STA. 1182+92.57, LT	0.03	
STA. 1183+18.88 TO STA. 1183+90.49, LT	0.01	
STA. 1174+59.95 TO STA. 1178+35.06, RT	0.05	
STA. 1181+30.97 TO STA. 1184+00.00, RT	0.04	
TOTAL	1.4	

40600300 AGGREGATE (PRIME COAT)		
LOCATION	TON	
ON MILLED SURFACE		
STA. 1174+50.00 TO STA. 1176+86.99	1.28	
STA. 1181+93.54 TO STA. 1184+00.00	1.12	
FOG COAT ON BINDER		
STA. 1176+86.99 TO STA. 1178+25.15	0.36	
STA. 1181+14.85 TO STA. 1181+93.54	0.20	
TOTAL	3	

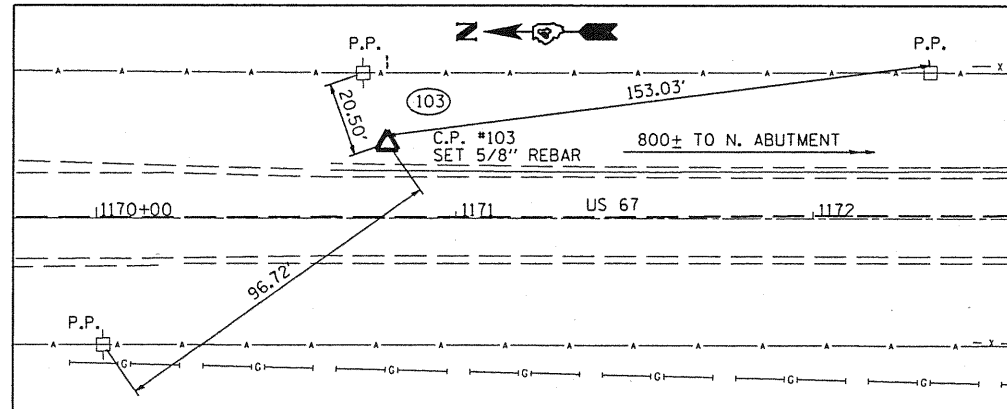
78100100 RAISED REFLECTIVE PAVEMENT MARKER		
LOCATION	EACH	
STA. 1175+00.00	1	
STA. 1175+80.00	1	
STA. 1176+60.00	1	
STA. 1177+40.00	1	
STA. 1178+20.00	1	
STA. 1181+40.00	1	
STA. 1182+20.00	1	
STA. 1183+00.00	1	
STA. 1183+80.00	1	
TOTAL	9	



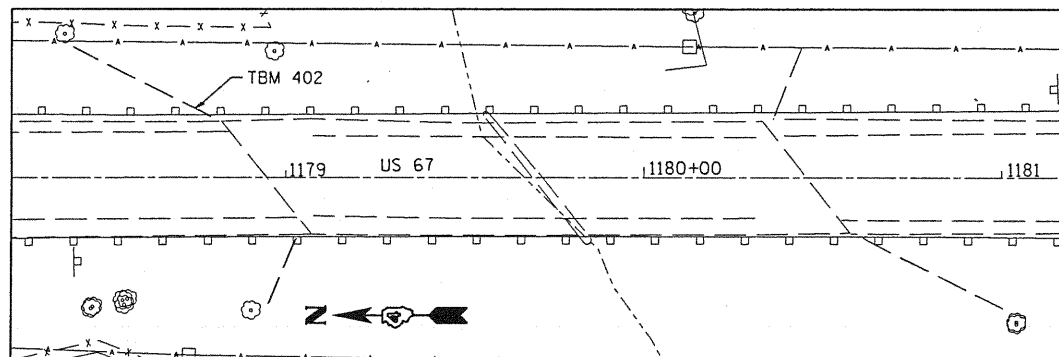
NOT TO SCALE



NOT TO SCALE



NOT TO SCALE



NOT TO SCALE

BENCHMARK INFORMATION

TBM #402: CHISELED "□" ON NE WINGWALL OF CEDAR CREEK BRIDGE STRUCTURE
 STA. 1178+74.69, 19.11' LT
 ELEV. = 663.60

HORIZONTAL CONTROL POINTS (GROUND COORDINATES)							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
101	1563220.416	2165757.663	715.627	US 67	1190+00.31	39.60' LT.	SET 5/8" REBAR
102	1565927.364	2165840.196	703.25	US 67	1162+94.44	34.95' RT.	SET 5/8" REBAR
103	1565139.749	2165876.942	693.33	US 67	1170+80.93	20.87' LT.	SET 5/8" REBAR

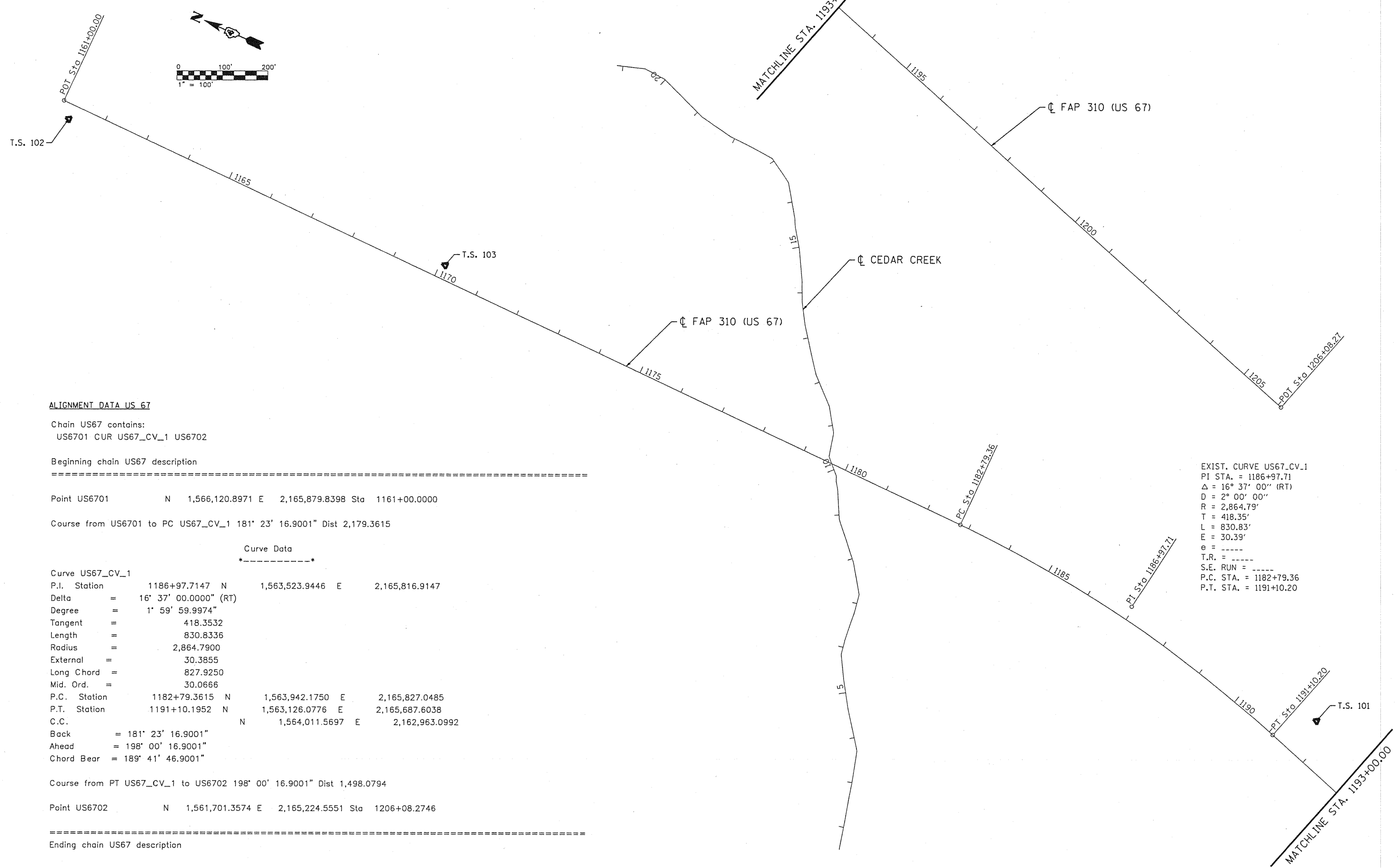
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DD\CADD Sheets\0468661-sht-ATB.dgn	DRAWN <i>BAB</i>	REVISOR	REVISED -
PLOT SCALE = 40.0000' / IN.	CHECKED <i>RJA</i>	DATE	REVISED -
PLOT DATE = 10/23/2010	DATE <i>09-27-2010</i>		

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**US 67 OVER CEDAR CREEK
 ALIGNMENT, TIES AND BENCHMARKS**

SCALE: SHEET NO. OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(28B)BR-1	WARREN	71	10
CONTRACT NO. 68661				
ILLINOIS FED. AID PROJECT				



ALIGNMENT DATA US 67

Chain US67 contains:
 US6701 CUR US67_CV_1 US6702

Beginning chain US67 description
 =====

Point US6701 N 1,566,120.8971 E 2,165,879.8398 Sta 1161+00.0000

Course from US6701 to PC US67_CV_1 181° 23' 16.9001" Dist 2,179.3615

 Curve Data

Curve US67_CV_1
 P.I. Station 1186+97.7147 N 1,563,523.9446 E 2,165,816.9147
 Delta = 16° 37' 00.0000" (RT)
 Degree = 1° 59' 59.9974"
 Tangent = 418.3532
 Length = 830.8336
 Radius = 2,864.7900
 External = 30.3855
 Long Chord = 827.9250
 Mid. Ord. = 30.0666
 P.C. Station 1182+79.3615 N 1,563,942.1750 E 2,165,827.0485
 P.T. Station 1191+10.1952 N 1,563,126.0776 E 2,165,687.6038
 C.C. = 181° 23' 16.9001"
 Back = 198° 00' 16.9001"
 Ahead = 189° 41' 46.9001"
 Chord Bear = 189° 41' 46.9001"

Course from PT US67_CV_1 to US6702 198° 00' 16.9001" Dist 1,498.0794

Point US6702 N 1,561,701.3574 E 2,165,224.5551 Sta 1206+08.2746

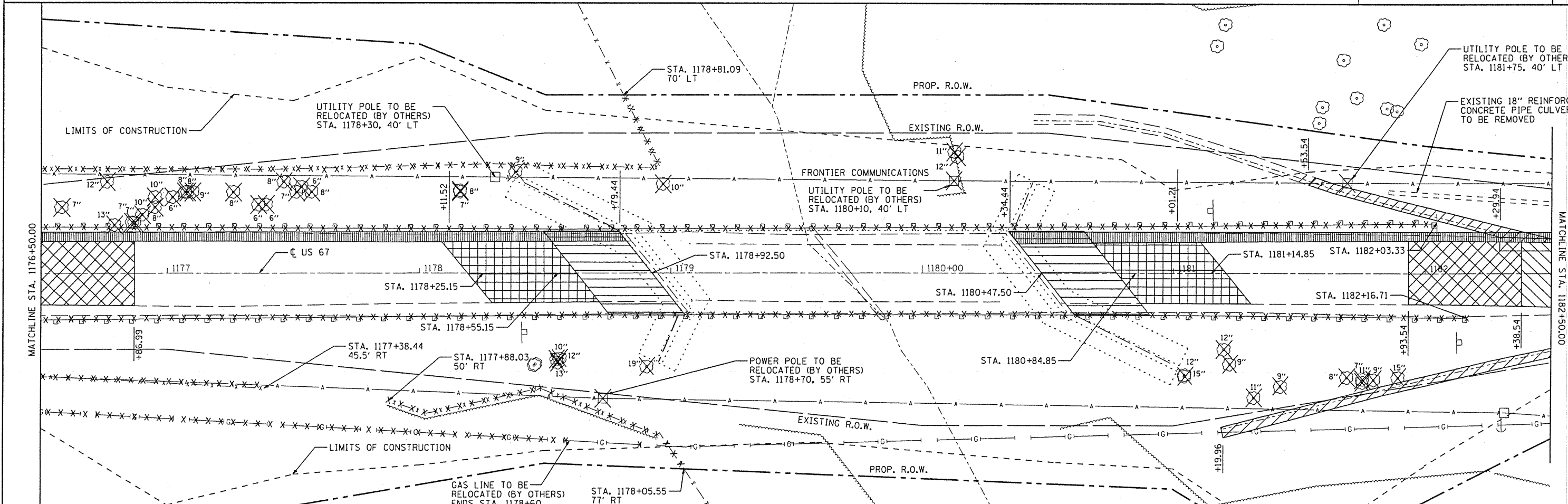
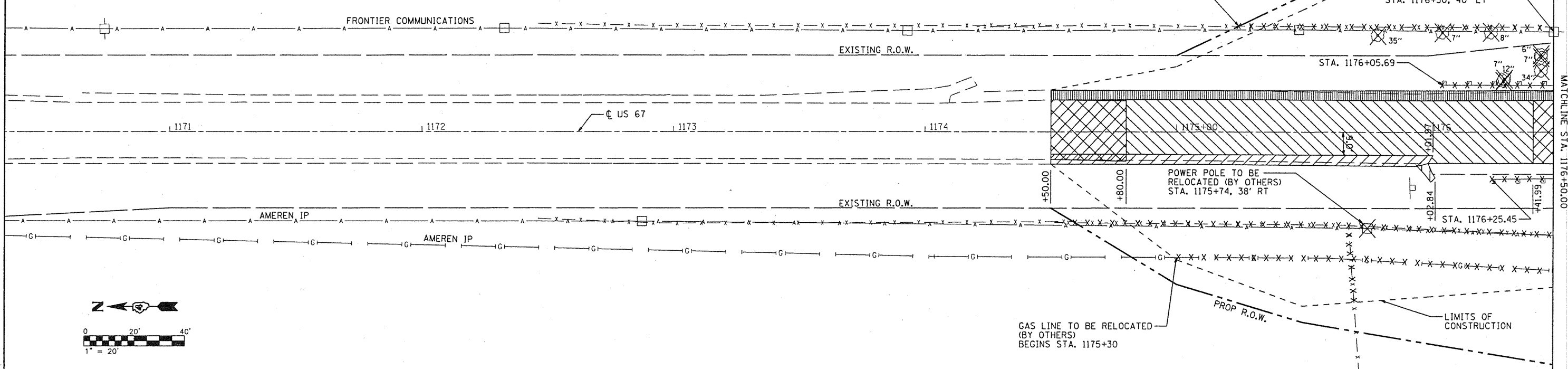
Ending chain US67 description
 =====

EXIST. CURVE US67_CV.1
 PI STA. = 1186+97.71
 Δ = 16° 37' 00" (RT)
 D = 2° 00' 00"
 R = 2,864.79'
 T = 418.35'
 L = 830.83'
 E = 30.39'
 e = -----
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 1182+79.36
 P.T. STA. = 1191+10.20

FILE NAME = S:\237\2008\23708002\US67CedarCreek\CD	USER NAME = rmbredle	DESIGNED <i>RMB</i>	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 67 OVER CEDAR CREEK ALIGNMENT, TIES AND BENCHMARKS	F.A.P. RTE. 310	SECTION (28B)BR-1	COUNTY WARREN	TOTAL SHEETS 71	SHEET NO. 11	
DOXCADD Sheets\0468661-sh1-ATB.dgn	DRAWN <i>BAB</i>	REVISIONS -				SCALE: SHEET NO. OF SHEETS					
PLOT SCALE = 48,0000' / IN.	CHECKED <i>RJA</i>	REVISIONS -				CONTRACT NO. 68661					
PLOT DATE = 10/23/2010	DATE <i>09-27-2010</i>	REVISIONS -				ILLINOIS FED. AID PROJECT					

REMOVAL LEGEND

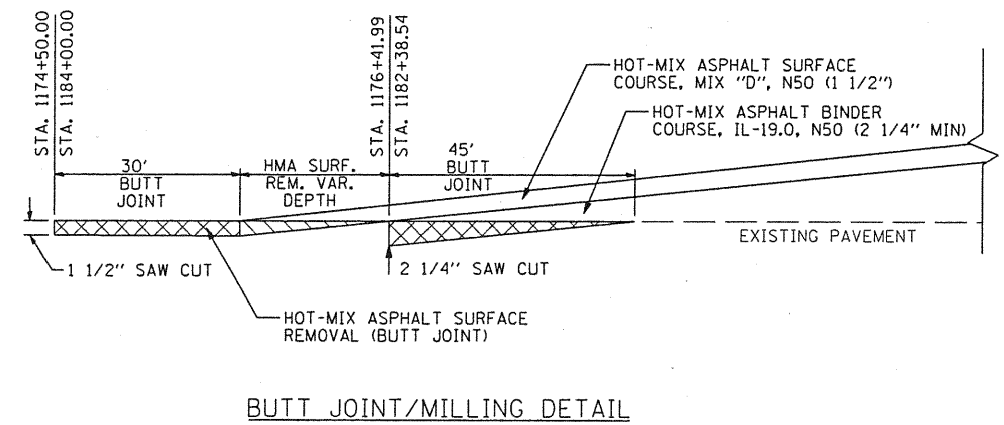
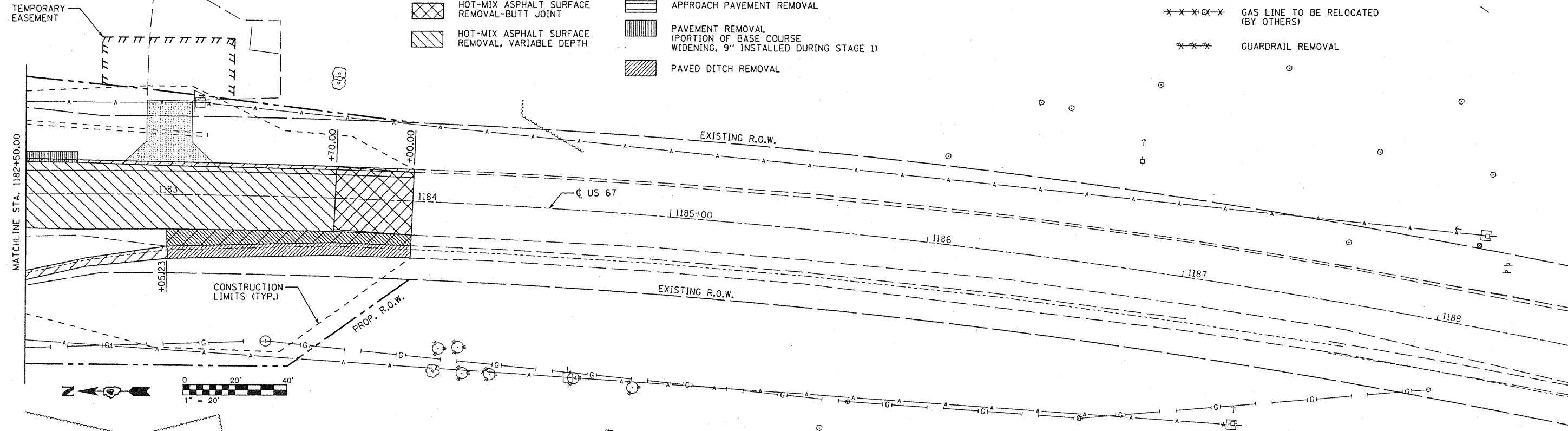
- GUTTER REMOVAL
- TREE REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT
- HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- PAVEMENT REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- APPROACH PAVEMENT REMOVAL
- PAVEMENT REMOVAL (PORTION OF BASE COURSE WIDENING, 9" INSTALLED DURING STAGE 1)
- PAVED SHOULDER REMOVAL (PORTION OF HMA BASE COURSE WIDENING, 9" INSTALLED DURING STAGE 1)
- FENCE REMOVAL
- RELOCATE POWER/TELEPHONE POLE (BY OTHERS)
- GAS LINE TO BE RELOCATED (BY OTHERS)
- GUARDRAIL REMOVAL



FILE NAME = S:\237\2009\23788002\US67CedarCreek\CAD	USER NAME = rmbrodle	DESIGNED <i>RMB</i>	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 67 OVER CEDAR CREEK REMOVAL PLAN	F.A.P. RTE. 310	SECTION (28B)BR-1	COUNTY WARREN	TOTAL SHEETS 71	SHEET NO. 12	
3D\CADD Sheets\0468661-shr-rem1.dgn	DRAWN <i>BAB</i>	REVISED -	REVISED -			SCALE: SHEET NO. OF SHEETS STA. 1170+35.00 TO STA. 1182+50.00	CONTRACT NO. 68661				
PLOT SCALE = 40,0000' / IN.	CHECKED <i>RJA</i>	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT					
PLOT DATE = 10/23/2010	DATE <i>09-27-2010</i>	REVISED -	REVISED -								

REMOVAL LEGEND

- GUTTER REMOVAL
- TREE REMOVAL
- HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT
- HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- PAVEMENT REMOVAL
- DRIVEWAY PAVEMENT REMOVAL
- APPROACH PAVEMENT REMOVAL
- PAVEMENT REMOVAL (PORTION OF BASE COURSE WIDENING, 9" INSTALLED DURING STAGE 1)
- PAVED DITCH REMOVAL
- PAVED SHOULDER REMOVAL (PORTION OF HMA BASE COURSE WIDENING, 9" INSTALLED DURING STAGE 1)
- FENCE REMOVAL
- RELOCATE POWER/TELEPHONE POLE (BY OTHERS)
- GAS LINE TO BE RELOCATED (BY OTHERS)
- GUARDRAIL REMOVAL



BUTT JOINT/MILLING DETAIL

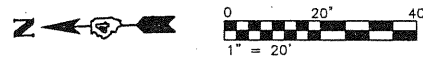
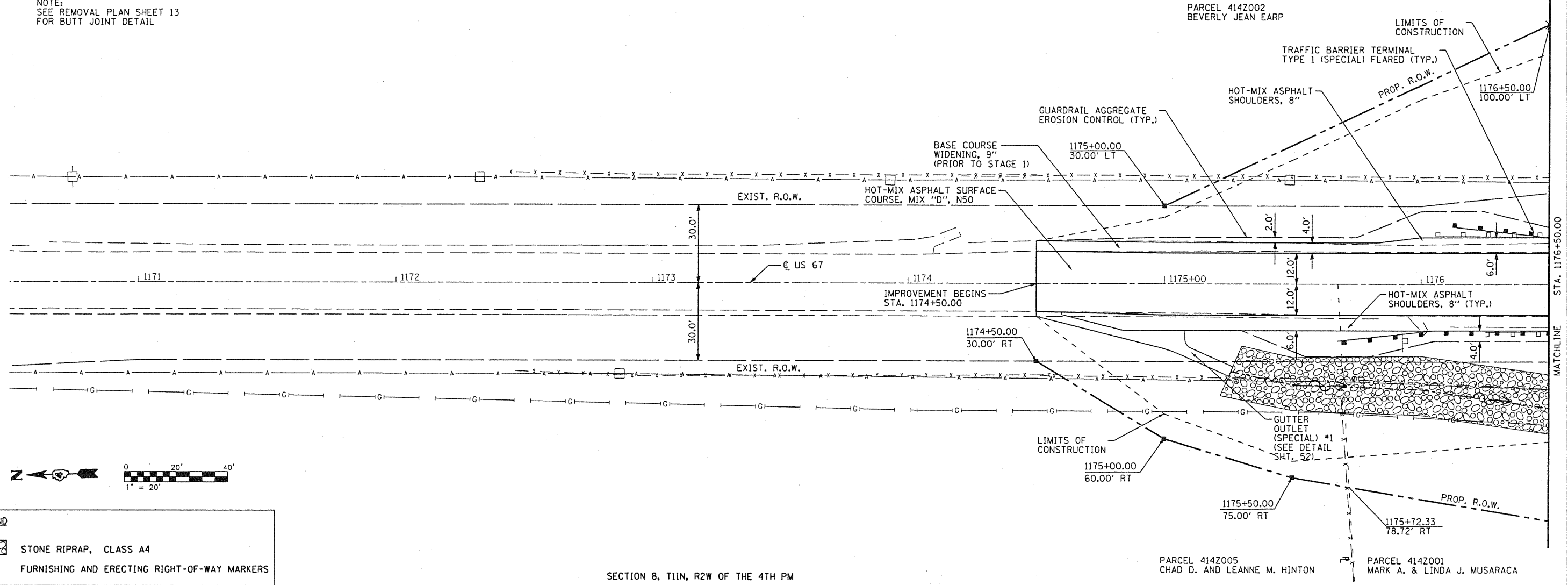
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	PLOT SCALE = 40,0000' / IN.	CHECKED <i>RJA</i>	REVISED -			CONTRACT NO. 68661					
	PLOT DATE = 10/23/2010	DATE <i>09-27-2010</i>	REVISED -			ILLINOIS FED. AID PROJECT					

SECTION 8, T11N, R2W OF THE 4TH PM

NOTE:
SEE REMOVAL PLAN SHEET 13
FOR BUTT JOINT DETAIL

PARCEL 414Z002
BEVERLY JEAN EARP

DATE	
BY	
REVISIONS	
ALIGNMENT CHECKED	
PLOTTED	
NOTE BOOK	
NO.	
CADD FILE NAME	
NO.	



LEGEND

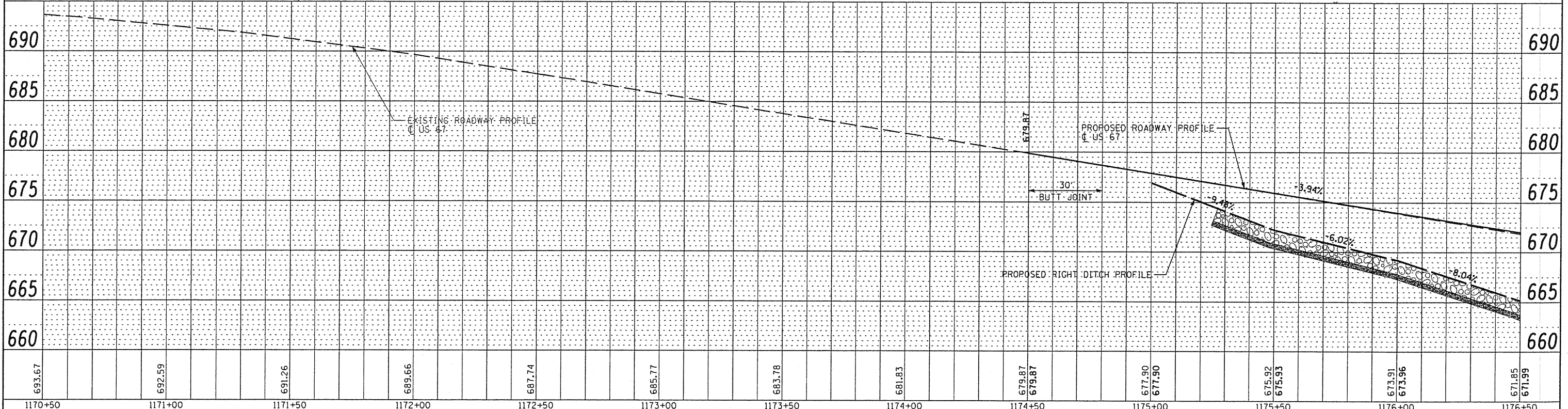
	STONE RIPRAP, CLASS A4
	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS

SECTION 8, T11N, R2W OF THE 4TH PM

PARCEL 414Z005
CHAD D. AND LEANNE M. HINTON

PARCEL 414Z001
MARK A. & LINDA J. MUSARACA

DATE	
BY	
REVISIONS	
GRADES CHECKED	
PLOTTED	
NOTE BOOK	
NO.	
STRUCTURE NOTATION	
NO.	

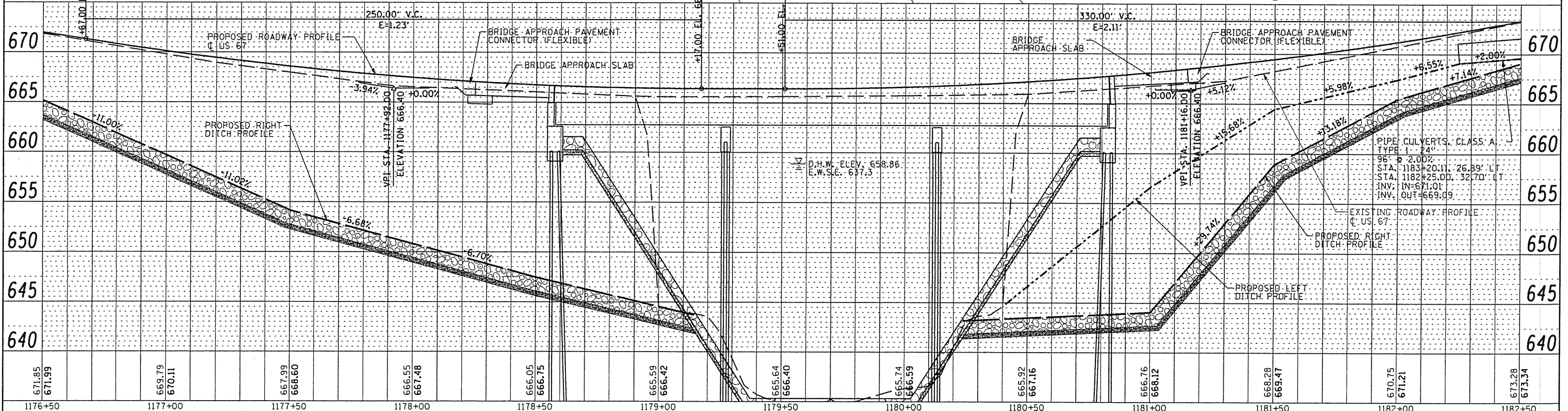
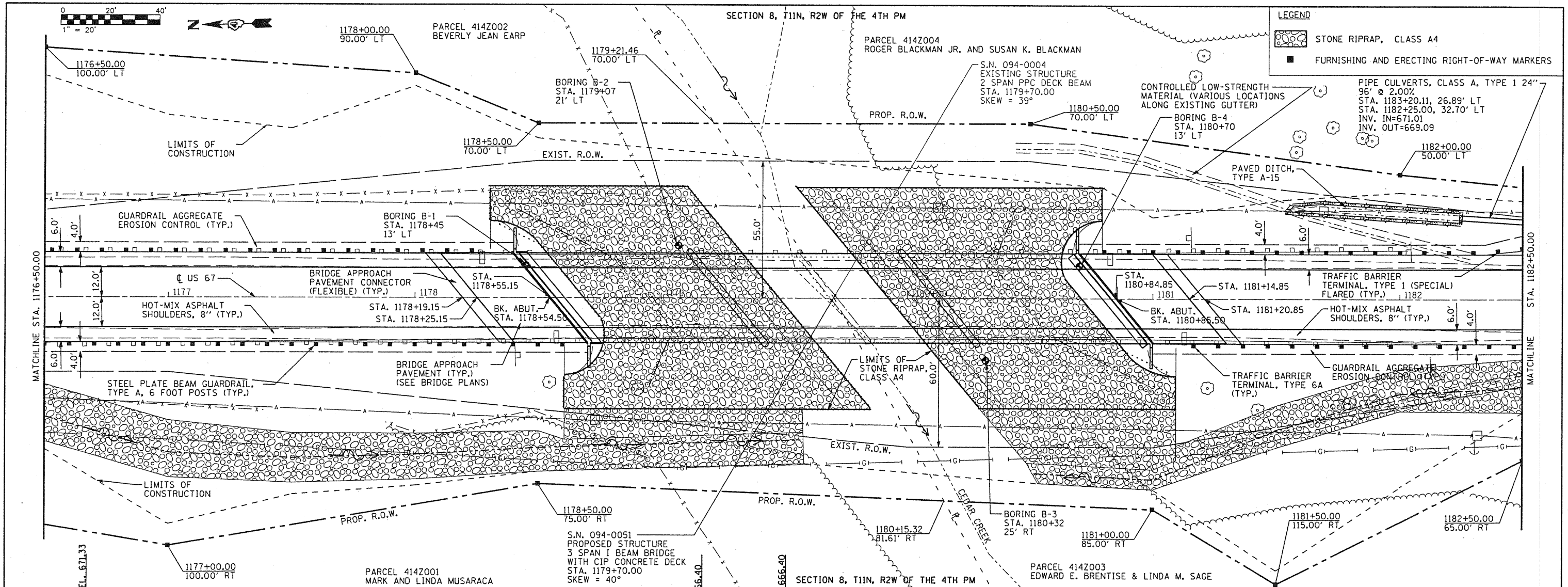


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NCADD Sheets\0468661-sht-plnprf3.dgn	DRAWN BAB	REVISED -	REVISOR		SCALE:	SHEET NO. OF SHEETS	STA. 1170+50.00 TO STA. 1176+50.00	CONTRACT NO. 68661		
PLOT SCALE = 40.0000 / IN.	CHECKED RJA	REVISED -	REVISOR		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					
PLOT DATE = 10/23/2010	DATE 09-27-2010	REVISED -	REVISOR							

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
PLotted	
NO. _____	
NO. _____	
NO. _____	



DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
PLotted	
NO. _____	
NO. _____	
NO. _____	

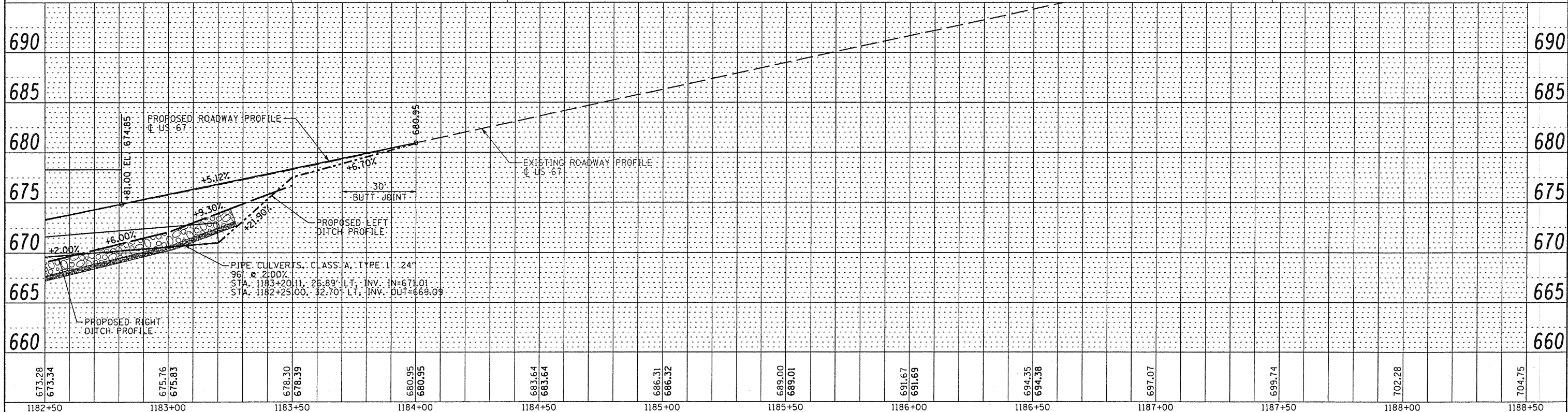
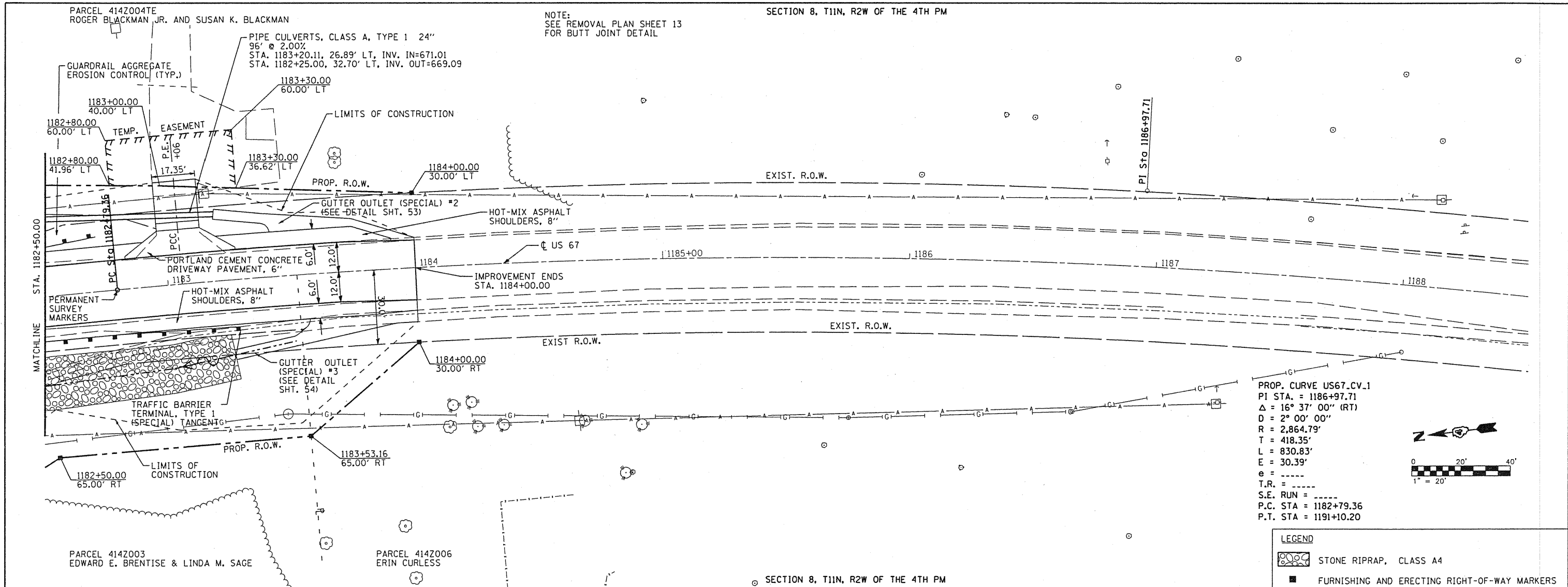


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PLOT SCALE = 40.0000' / IN.	CHECKED RJA	DRAWN BAB	REVISED -			310 (28B)BR-1 WARREN 71 15
PLOT DATE = 10/23/2010	DATE 09-27-2010	CHECKED RJA	REVISED -			CONTRACT NO. 68661
						FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT

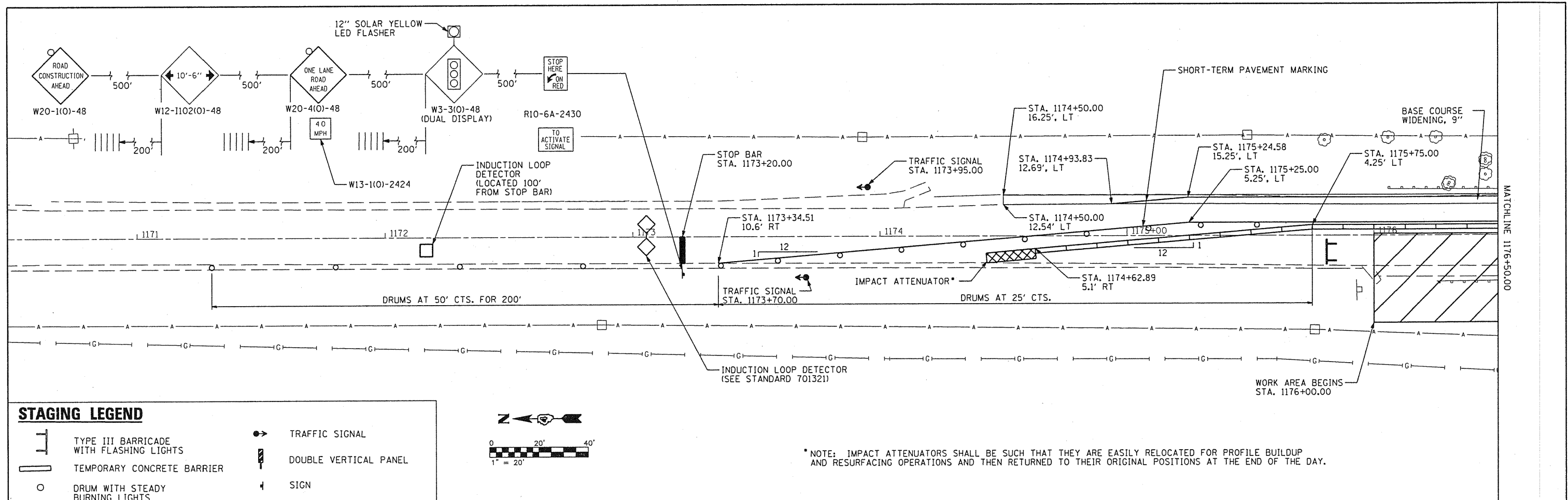
DATE: _____
 BY: _____
 SURVEYED _____
 PLOTTED _____
 CHECKED _____
 RT. OF WAY CHECKED _____
 CADD FILE NAME _____
 NO. _____

MAURER & STUTZ, INC.
 ENGINEERS
 SURVEYORS

DATE: _____
 BY: _____
 SURVEYED _____
 PLOTTED _____
 CHECKED _____
 B.M. NOTED _____
 STRUCTURE NOTATIONS CHKD _____
 NO. _____

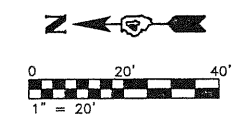


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NCADD Sheets\0468661-shr-plnprf5.dgn	DRAWN BAB	REVISED -	SCALE: _____			SHEET NO. _____ OF _____ SHEETS	FED. ROAD DIST. NO. _____	ILLINOIS FED. AID PROJECT	CONTRACT NO. 68661	
PLOT SCALE = 40,0000' / IN.	CHECKED RJA	REVISED -	STA. 1182+50.00 TO STA. 1188+50.00							
PLOT DATE = 10/23/2010	DATE 09-27-2010	REVISED -								

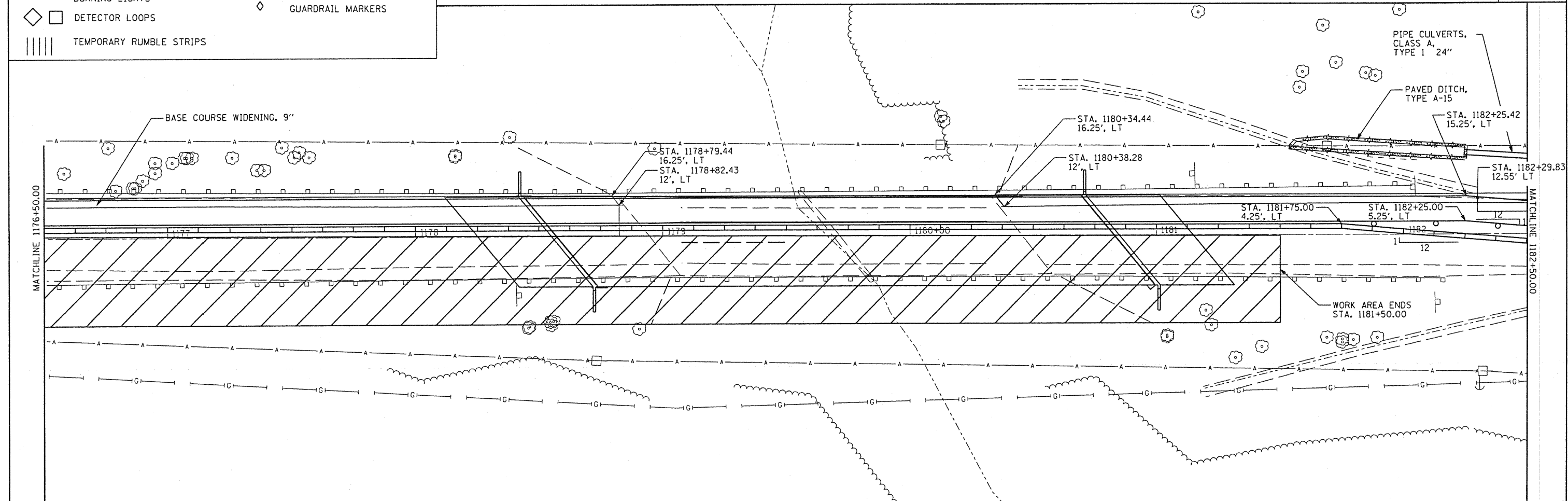


STAGING LEGEND

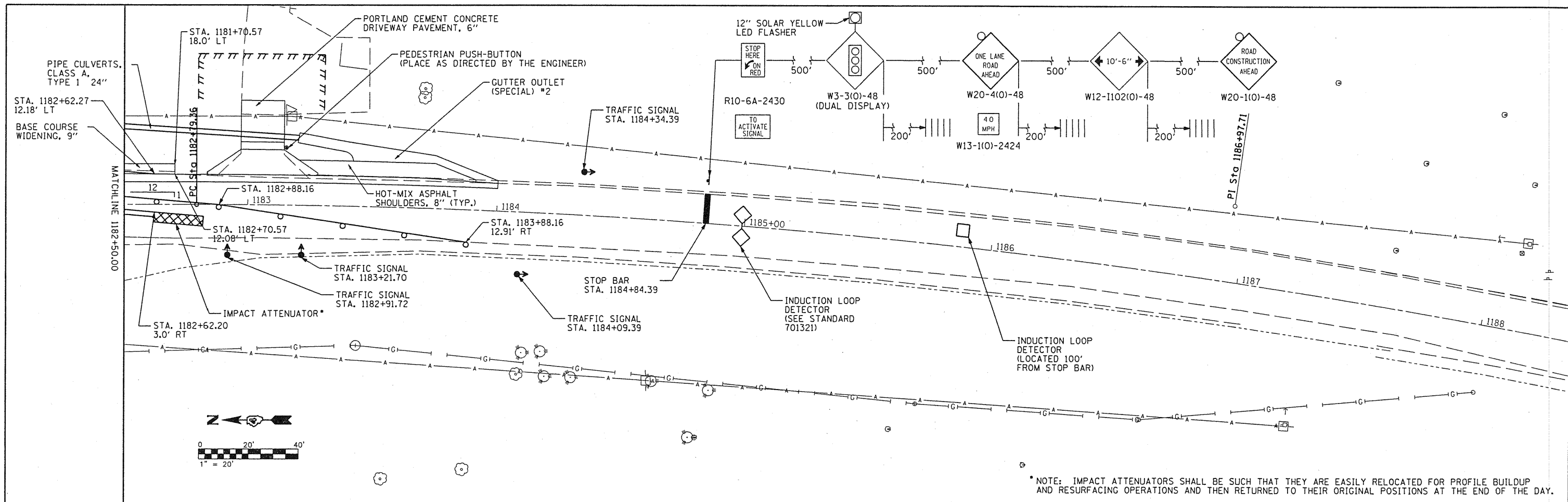
	TYPE III BARRICADE WITH FLASHING LIGHTS		TRAFFIC SIGNAL
	TEMPORARY CONCRETE BARRIER		DOUBLE VERTICAL PANEL
	DRUM WITH STEADY BURNING LIGHTS		SIGN
	DETECTOR LOOPS		GUARDRAIL MARKERS
	TEMPORARY RUMBLE STRIPS		



*NOTE: IMPACT ATTENUATORS SHALL BE SUCH THAT THEY ARE EASILY RELOCATED FOR PROFILE BUILDUP AND RESURFACING OPERATIONS AND THEN RETURNED TO THEIR ORIGINAL POSITIONS AT THE END OF THE DAY.

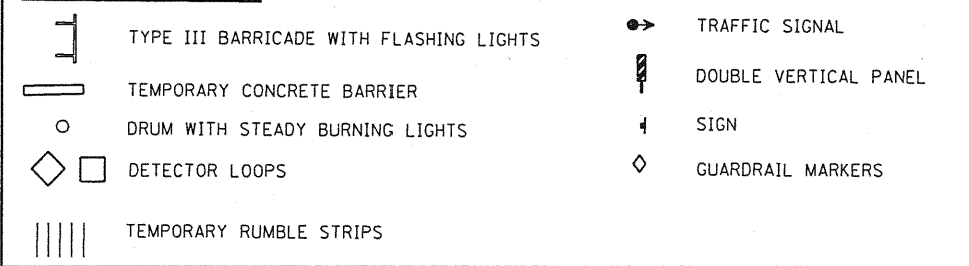


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PLOT SCALE = 40.0000 "/>												
PLOT DATE = 10/23/2010	CHECKED <i>RJA</i>	DATE <i>09-27-2010</i>	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. 1170+50.00 TO STA. 1182+50.00	CONTRACT NO. 68661				
ILLINOIS FED. AID PROJECT												



* NOTE: IMPACT ATTENUATORS SHALL BE SUCH THAT THEY ARE EASILY RELOCATED FOR PROFILE BUILDUP AND RESURFACING OPERATIONS AND THEN RETURNED TO THEIR ORIGINAL POSITIONS AT THE END OF THE DAY.

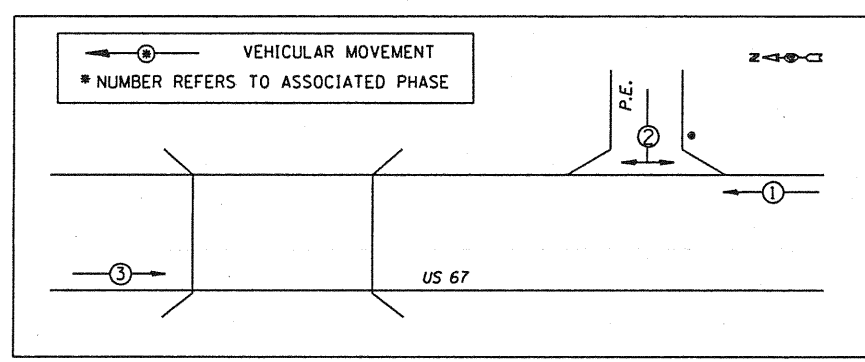
STAGING LEGEND



TEMPORARY BRIDGE TRAFFIC SIGNAL NOTES:

1. AT THE CONTRACTOR'S OPTION, TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNALS MAY BE USED IN PLACE OF TEMPORARY BRIDGE TRAFFIC SIGNALS.
2. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH STANDARD 701321 EXCEPT WHERE MODIFIED ON THIS PLAN SHEET.
3. THREE PHASE SIGNAL OPERATION IS REQUIRED. THE ENGINEER OF TRAFFIC SHALL APPROVE ALL TIMING PARAMETERS.
4. STOP BAR PLACEMENT, TEMPORARY CONCRETE BARRIER, AND SIGNAL PLACEMENT/DETAILS INCLUDING ENTRANCE SIGNALS SHALL BE AS SHOWN OR AS DIRECTED BY THE ENGINEER.
5. ADVANCE WARNING SIGNS ARE REQUIRED AS SHOWN. THE CONTRACTOR SHALL FURNISH AND INSTALL SOLAR POWERED YELLOW FLASHERS ON THE ADVANCE SIGNAL HEAD SIGNS FOR MAINLINE. THE CONTRACTOR SHALL RETURN THE FLASHERS TO THE DEPARTMENT UPON REMOVAL OF THE TEMPORARY BRIDGE SIGNALS.
6. ALL TRAFFIC SIGNAL AND ADVANCE WARNING FLASHER SECTIONS SHALL HAVE 12" DIAMETER LENSES.
7. THE TEMPORARY TRAFFIC SIGNAL HEADS SHALL BE PLACED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
8. THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL M.U.T.C.D. REQUIREMENTS.
9. THE CONTRACTOR, AT HIS OPTION, MAY ELECT TO UTILIZE MICROWAVE DETECTORS FOR BOTH MAINLINE APPROACHES.
10. ALL LABOR AND MATERIALS REQUIRED TO COMPLY WITH THESE REQUIREMENTS AND PLAN SHEET DETAILS SHALL BE INCLUDED IN THE PRICE FOR THE TEMPORARY BRIDGE SIGNAL INSTALLATION. THERE WILL BE NO ADDITIONAL COMPENSATION.

TEMPORARY PHASE DIAGRAM












TRAFFIC SIGNAL LEGEND

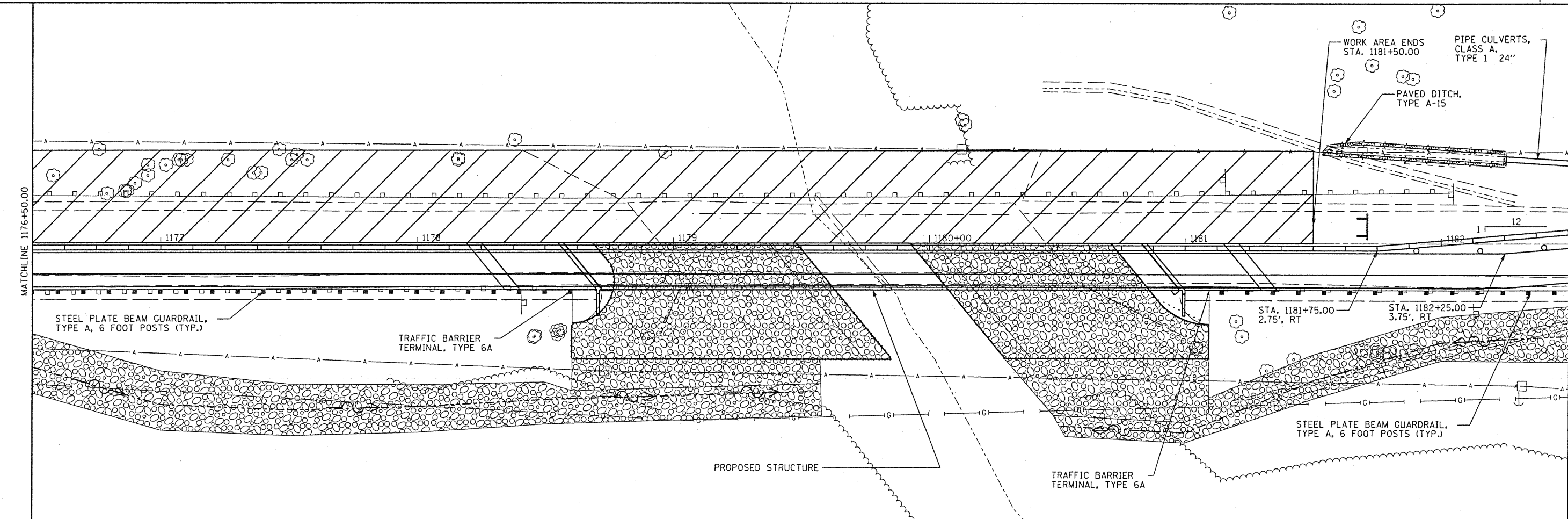
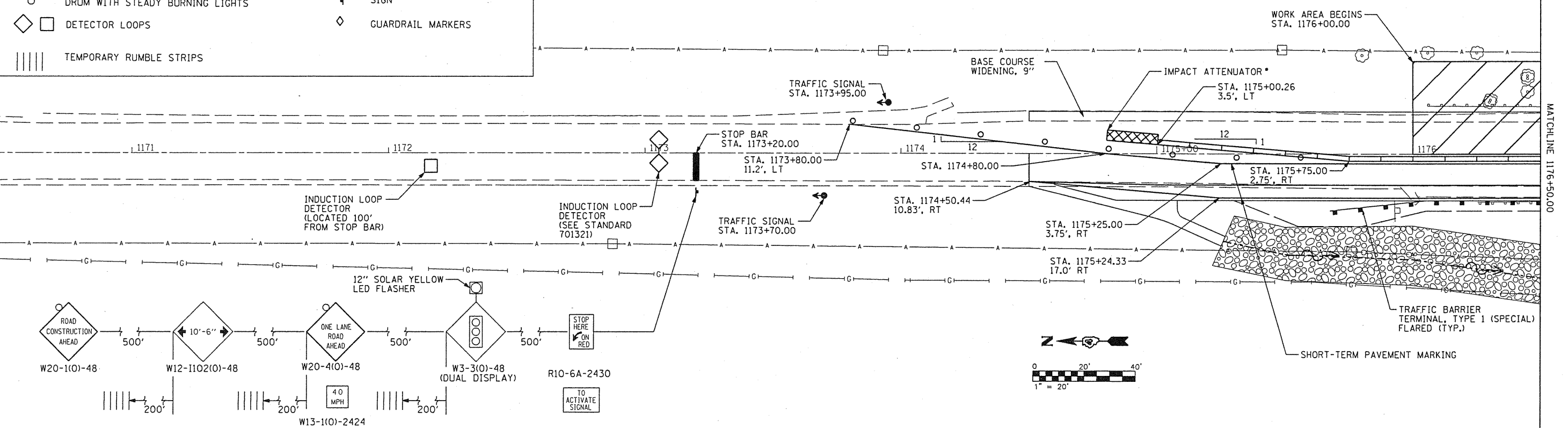
- TEMPORARY PEDESTRIAN PUSH-BUTTON
- ➔ 3 SEC. SIGNAL HEAD W/ BACKPLATE

FILE NAME = S:\237\2009\23708002\US67CedarCreek\CD	USER NAME = rmbredle	DESIGNED <i>RMB</i>	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 67 OVER CEDAR CREEK STAGING PLAN - STAGE 1 CONSTRUCTION	F.A.P. RTE. = 310	SECTION = (28B)BR-1	COUNTY = WARREN	TOTAL SHEETS = 71	SHEET NO. = 18	
DD\CADD Sheets\0468661-sh1-staging.dgn	DRAWN <i>BAB</i>	CHECKED <i>RJA</i>	REVISED -			CONTRACT NO. 68661					
PLOT SCALE = 48,002' / IN.	DATE = 09-27-2010	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT					
PLOT DATE = 10/23/2010	DATE = 09-27-2010	REVISED -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. 1182+50.00 TO STA. 1188+35.00			

STAGING LEGEND

-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  DRUM WITH STEADY BURNING LIGHTS
-  DETECTOR LOOPS
-  TEMPORARY RUMBLE STRIPS
-  TRAFFIC SIGNAL
-  DOUBLE VERTICAL PANEL
-  SIGN
-  GUARDRAIL MARKERS

*NOTE: IMPACT ATTENUATORS SHALL BE SUCH THAT THEY ARE EASILY RELOCATED FOR PROFILE BUILDUP AND RESURFACING OPERATIONS AND THEN RETURNED TO THEIR ORIGINAL POSITIONS AT THE END OF THE DAY.



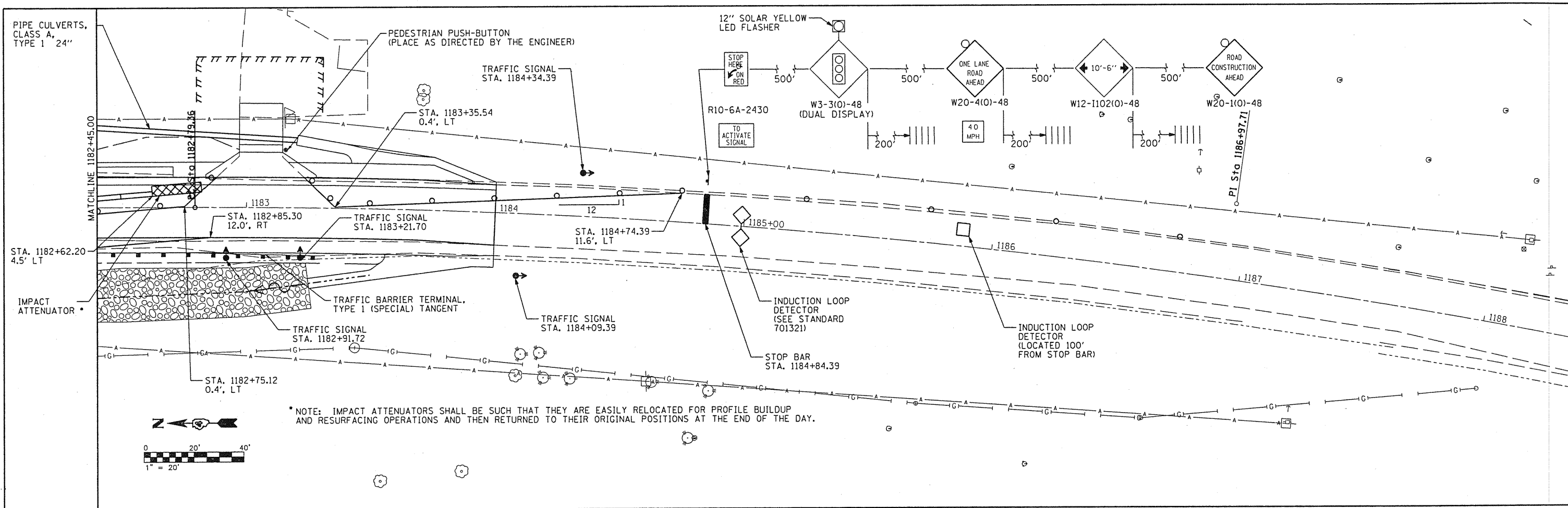
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PLOT SCALE = 48.0000' / IN.	CHECKED RJA	REVISIONS	REVISED -
PLOT DATE = 10/23/2010	DATE 09-27-2010	REVISIONS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

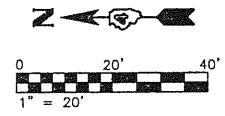
**US 67 OVER CEDAR CREEK
STAGING PLAN - STAGE 2 CONSTRUCTION**

SCALE: SHEET NO. OF SHEETS STA. 1170+50.00 TO STA. 1182+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(28B)BR-1	WARREN	71	19
CONTRACT NO. 68661				
ILLINOIS FED. AID PROJECT				



* NOTE: IMPACT ATTENUATORS SHALL BE SUCH THAT THEY ARE EASILY RELOCATED FOR PROFILE BUILDUP AND RESURFACING OPERATIONS AND THEN RETURNED TO THEIR ORIGINAL POSITIONS AT THE END OF THE DAY.

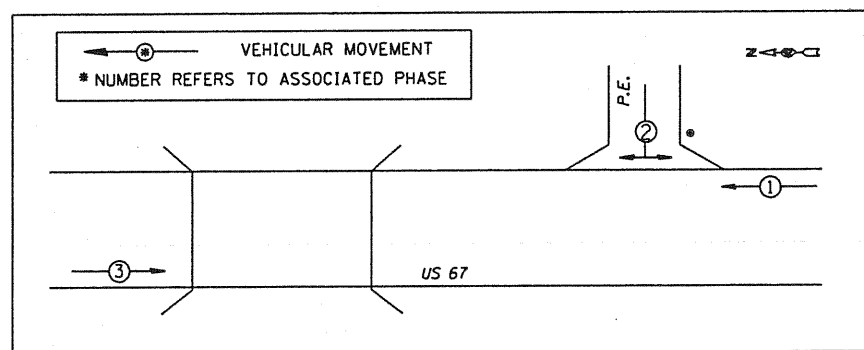


STAGING LEGEND

- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURNING LIGHTS
- DETECTOR LOOPS
- TEMPORARY RUMBLE STRIPS
- TRAFFIC SIGNAL
- DOUBLE VERTICAL PANEL
- SIGN
- GUARDRAIL MARKERS

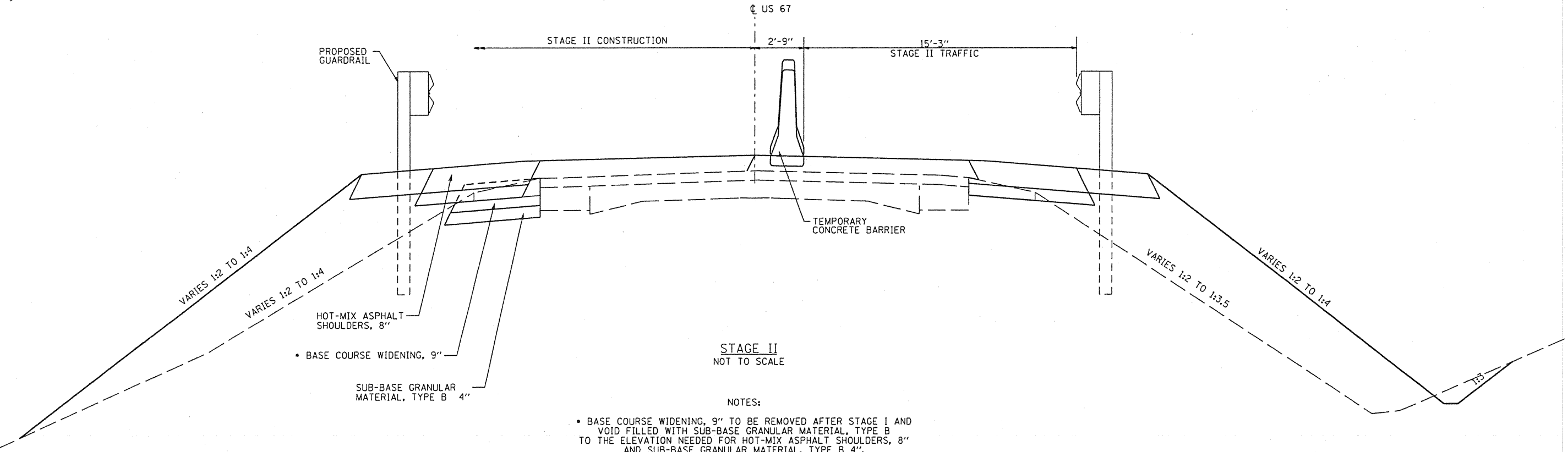
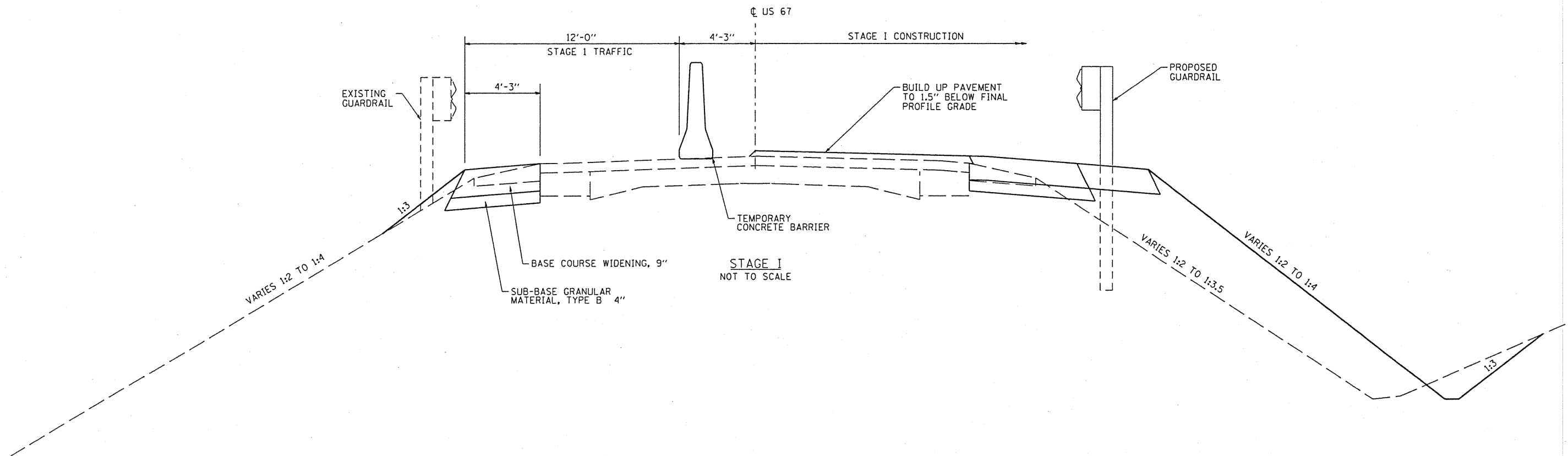
- SUGGESTED SEQUENCE OF CONSTRUCTION:
1. USE STANDARD 701321 FOR BRIDGE, APPROACH PAVEMENT, AND CONNECTOR PAVEMENT WORK.
 2. REMOVE STAGE 2 PORTION OF THE EXISTING STRUCTURE, GUARDRAIL, PAVEMENT, AND SHOULDERS.
 3. CONSTRUCT STAGE 2 PORTION OF THE PROPOSED BRIDGE INCLUDING APPROACH PAVEMENTS, CONNECTOR PAVEMENTS, RIPRAP, GUARDRAIL, HMA SHOULDERS, BINDER COURSE, AND SURFACE COURSE.

TEMPORARY PHASE DIAGRAM



- TRAFFIC SIGNAL LEGEND
- TEMPORARY PEDESTRIAN PUSH-BUTTON
 - 3 SEC. SIGNAL HEAD W/ BACKPLATE

FILE NAME = S:\237\2808\23780802\US67CedarCreek\CAD\CADD Sheets\0468661-sh1-staging.dgn		USER NAME = rmbrodie	DESIGNED RMB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 67 OVER CEDAR CREEK STAGING PLAN - STAGE 2 CONSTRUCTION		F.A.P. RTE. 310	SECTION (28B)BR-1	COUNTY WARREN	TOTAL SHEETS 71	SHEET NO. 20	
PLOT SCALE = 48.0021' / IN.		DRAWN BAB	CHECKED RJA	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. 1182+50.00 TO STA. 1188+35.00	CONTRACT NO. 68661				
PLOT DATE = 10/23/2010		DATE 09-27-2010	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT							



STAGE II
NOT TO SCALE

NOTES:

- BASE COURSE WIDENING, 9" TO BE REMOVED AFTER STAGE I AND VOID FILLED WITH SUB-BASE GRANULAR MATERIAL, TYPE B TO THE ELEVATION NEEDED FOR HOT-MIX ASPHALT SHOULDERS, 8" AND SUB-BASE GRANULAR MATERIAL, TYPE B 4".

FILE NAME = S:\237\2008\2370802\US67CedarCreek\CD

USER NAME = rmbredie
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 PLOT SCALE = 40,0000' / IN.
 PLOT DATE = 10/23/2010

DESIGNED *RMB*
 DRAWN *BAB*
 CHECKED *RJA*
 DATE *09-27-2010*

REVISED -
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 REVISED -






**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**US 67 OVER CEDAR CREEK
 STAGING TYPICAL SECTIONS**

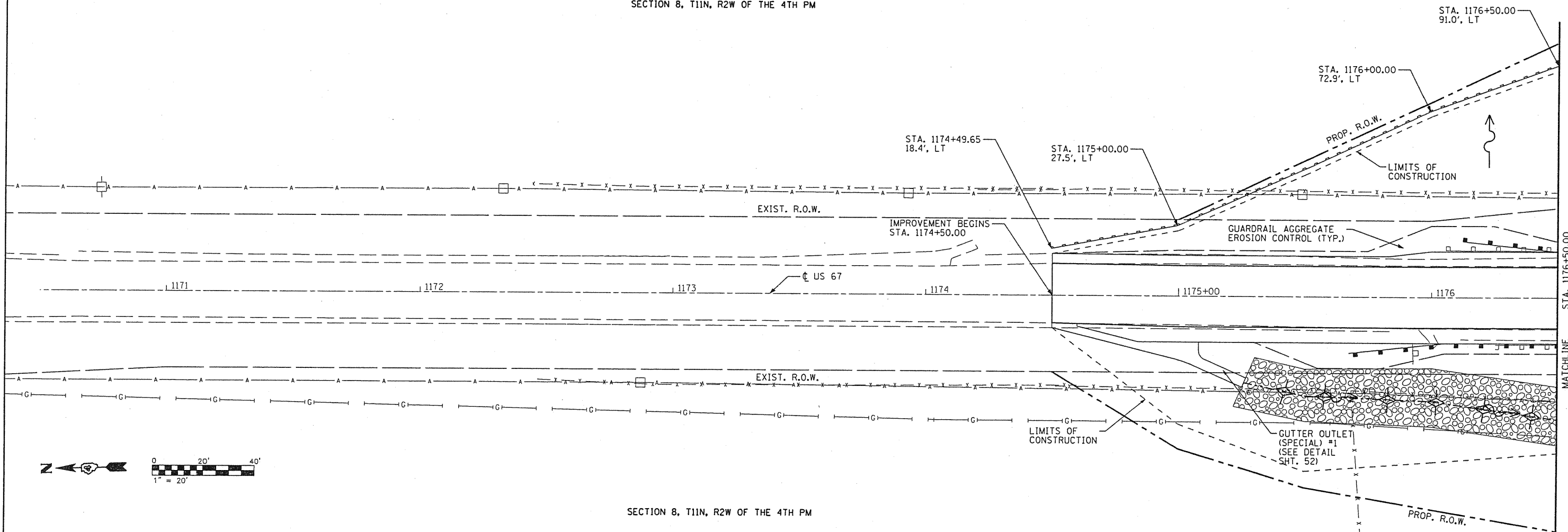
SCALE: SHEET NO. OF SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(28B)BR-1	WARREN	71	21
CONTRACT NO. 68661				
ILLINOIS FED. AID PROJECT				

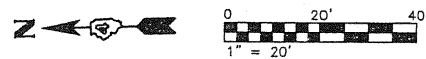
LEGEND

-  STONE RIPRAP, CLASS A4
-  TEMPORARY DITCH CHECKS
-  PERIMETER EROSION BARRIER
-  HEAVY DUTY EROSION CONTROL BLANKET
-  INLET AND PIPE PROTECTION

SECTION 8, T11N, R2W OF THE 4TH PM



SECTION 8, T11N, R2W OF THE 4TH PM



FILE NAME =	USER NAME = rbradle	DESIGNED <i>RMB</i>	REVISED -
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	PLOT SCALE = 40.0000' / IN.	CHECKED <i>RJA</i>	REVISED -
	PLOT DATE = 10/23/2010	DATE <i>09-27-2010</i>	REVISED -






**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US 67 OVER CEDAR CREEK
EROSION CONTROL PLAN**

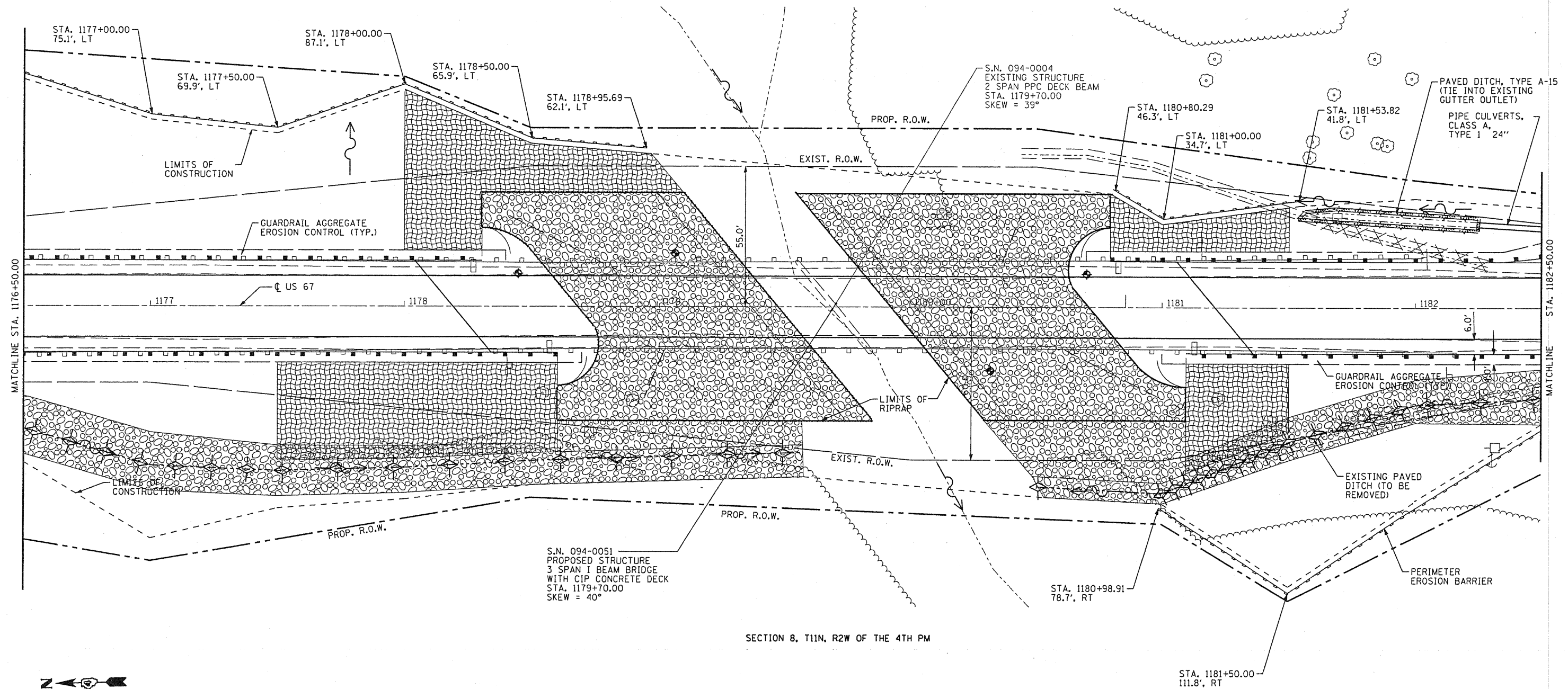
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(28B)BR-1	WARREN	71	22
CONTRACT NO. 68661				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET NO. OF SHEETS STA. 1170+50.00 TO STA. 1176+50.00

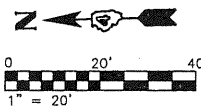
LEGEND

-  STONE RIPRAP, CLASS A4
-  TEMPORARY DITCH CHECKS
-  PERIMETER EROSION BARRIER
-  HEAVY DUTY EROSION CONTROL BLANKET
-  INLET AND PIPE PROTECTION

SECTION 8, T11N, R2W OF THE 4TH PM








SECTION 8, T11N, R2W OF THE 4TH PM



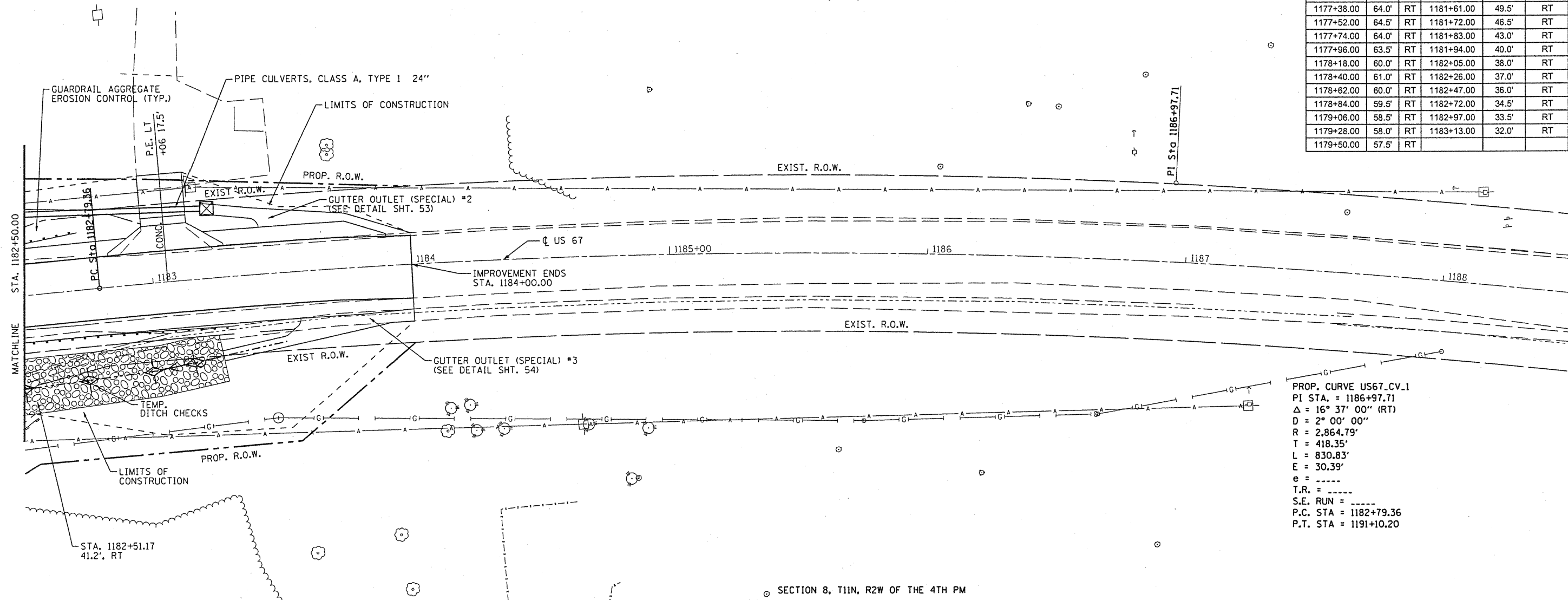
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DD\CADD Sheets\D468661-sht-eros2.dgn	DRAWN <i>BAB</i>	REVISED -	310			(28B)BR-1	WARREN	71	23	
PLOT SCALE = 40.0000' / IN.	CHECKED <i>RJA</i>	REVISED -	CONTRACT NO. 68661							
PLOT DATE = 10/23/2010	DATE <i>09-27-2010</i>	REVISED -	ILLINOIS FED. AID PROJECT							

LEGEND

-  STONE RIPRAP, CLASS A4
-  TEMPORARY DITCH CHECKS
-  PERIMETER EROSION BARRIER
-  HEAVY DUTY EROSION CONTROL BLANKET
-  INLET AND PIPE PROTECTION

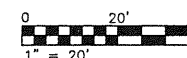
TEMPORARY DITCH CHECKS					
STATION	OFFSET		STATION	OFFSET	
1175+42.00	37.0'	RT	1180+50.00	70.5'	RT
1175+58.00	39.0'	RT	1181+00.00	73.0'	RT
1175+83.00	40.0'	RT	1181+05.00	71.0'	RT
1176+02.00	41.0'	RT	1181+10.00	69.0'	RT
1176+21.00	44.0'	RT	1181+15.00	67.0'	RT
1176+40.00	46.5'	RT	1181+20.00	65.0'	RT
1176+54.00	49.0'	RT	1181+25.00	63.0'	RT
1176+68.00	53.0'	RT	1181+30.00	61.0'	RT
1176+82.00	57.0'	RT	1181+35.00	59.0'	RT
1176+96.00	61.0'	RT	1181+40.00	57.0'	RT
1177+10.00	63.0'	RT	1181+45.00	55.0'	RT
1177+24.00	63.5'	RT	1181+50.00	53.0'	RT
1177+38.00	64.0'	RT	1181+61.00	49.5'	RT
1177+52.00	64.5'	RT	1181+72.00	46.5'	RT
1177+74.00	64.0'	RT	1181+83.00	43.0'	RT
1177+96.00	63.5'	RT	1181+94.00	40.0'	RT
1178+18.00	60.0'	RT	1182+05.00	38.0'	RT
1178+40.00	61.0'	RT	1182+26.00	37.0'	RT
1178+62.00	60.0'	RT	1182+47.00	36.0'	RT
1178+84.00	59.5'	RT	1182+72.00	34.5'	RT
1179+06.00	58.5'	RT	1182+97.00	33.5'	RT
1179+28.00	58.0'	RT	1183+13.00	32.0'	RT
1179+50.00	57.5'	RT			

SECTION 8, T11N, R2W OF THE 4TH PM



PROP. CURVE US67_CV.1
 PI STA. = 1186+97.71
 $\Delta = 16^\circ 37' 00''$ (RT)
 $D = 2^\circ 00' 00''$
 $R = 2,864.79'$
 $T = 418.35'$
 $L = 830.83'$
 $E = 30.39'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. RUN = \text{-----}$
 $P.C. STA = 1182+79.36$
 $P.T. STA = 1191+10.20$

SECTION 8, T11N, R2W OF THE 4TH PM



FILE NAME *	USER NAME = rmbredle	DESIGNED <i>RMB</i>	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 67 OVER CEDAR CREEK EROSION CONTROL PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S:\237\2008\23708002\US67CedarCreek\CD\CA00 Sheets\0468661-sht-eros3.dgn	DRAWN <i>BAB</i>	REVISED -	310			(28B)BR-1	WARREN	71	24	
PLOT SCALE = 40.0000' / IN.	CHECKED <i>RJA</i>	REVISED -	CONTRACT NO. 68661							
PLOT DATE = 10/23/2010	DATE <i>09-27-2010</i>	REVISED -	ILLINOIS FED. AID PROJECT							
				SCALE:	SHEET NO. OF SHEETS	STA. 1182+50.00 TO STA. 1188+50.00				

Benchmark: Chiseled square on NE wingwall of bridge, S.N. 094-0004, Sta. 1178+74.67, 19.1' Lt., Elev. 663.60.

Existing Structure: S.N. 094-0004 was built in 1924 as S.B.I. Rte. 3, Section 28B, at Sta. 1179+70. The original structure was a single span 150' steel truss on closed concrete abutments. The superstructure was reconstructed in 1971 as S.B.I. Rte. 3, Section 28BR. The original closed abutments were widened, a new pier was constructed, and the superstructure was replaced and widened using two spans of P.P.C. deck beams. The existing structure is 33'-0" wide and 155'-0" bk. to bk. abutments. Structure is to be removed and replaced with a 3-span composite W33 steel beam bridge on open abutments. One lane traffic is to be maintained using stage construction.

No salvage.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

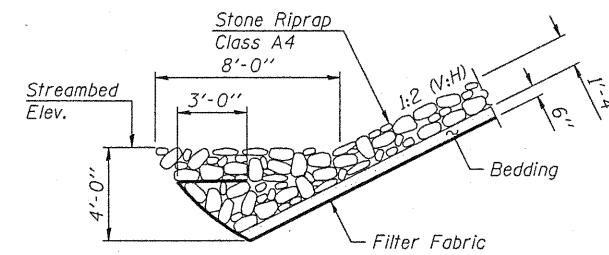
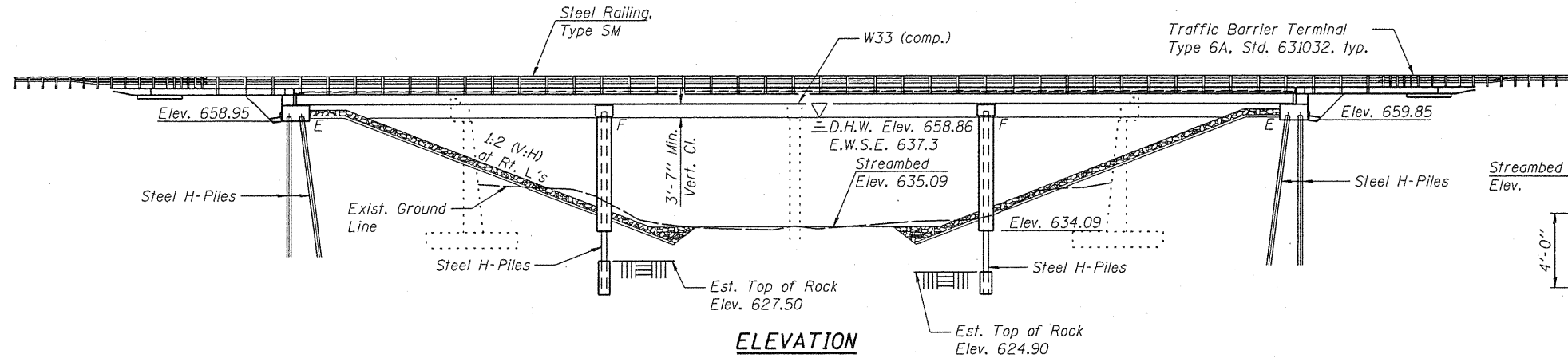
DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	N. Abut.	Pier 1	Pier 2	S. Abut.
	658.9	623.6	622.9	659.8

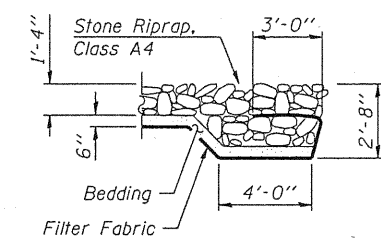
WATERWAY INFORMATION

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Head - Ft.		Headwater El.		
			Exist./Wier	Prop.	H.W.E. Exist.	Prop.	Exist.	Prop.	
Ten-Year	10	5863	1727	1623	654.36	1.31	0.24	655.7	654.6
Design	50	10253	2245	2213	658.86	1.34	0.29	660.2	659.2
Base	100	12537	2468	2492	660.80	1.36	0.32	662.2	661.1
Overtopping	500	18894	2662/145		665.44	0.95		666.4	
Max. Calc.	500	18894		2721	665.44		0.69	666.1	

10-Year Velocity through Existing Structure = 3.4 fps
10-Year Velocity through Proposed Structure = 4.1 fps



SECTION A-A



SECTION B-B

STATION 1179+70
BUILT 20... BY
STATE OF ILLINOIS
F.A.P. RT. 310 SEC. (28B)BR-1
LOADING HL-93
STRUCTURE NO. 094-0051

NAME PLATE
See Std. 515001

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Staging Details
4. Temporary Concrete Barrier
- 5-7. Top of Slab Elevations
8. Top of Approach Slab Elevations
9. Superstructure
10. Superstructure Details
- 11-12. Bridge Approach Slab Details
13. Steel Railing, Type SM
14. Preformed Joint Strip Seal
15. Structural Steel
16. Structural Steel Details
17. Bearing Details
- 18-19. North Abutment
- 20-21. South Abutment
22. Pier 1
23. Pier 2
24. HP Pile Details
25. Bar Splicer Assembly Details
- 26-27. Soil Borings

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications with 2008 and 2009 Interims

LOADING HL-93

Allow 50#/sq. ft. for future wearing surface.

DESIGN STRESSES

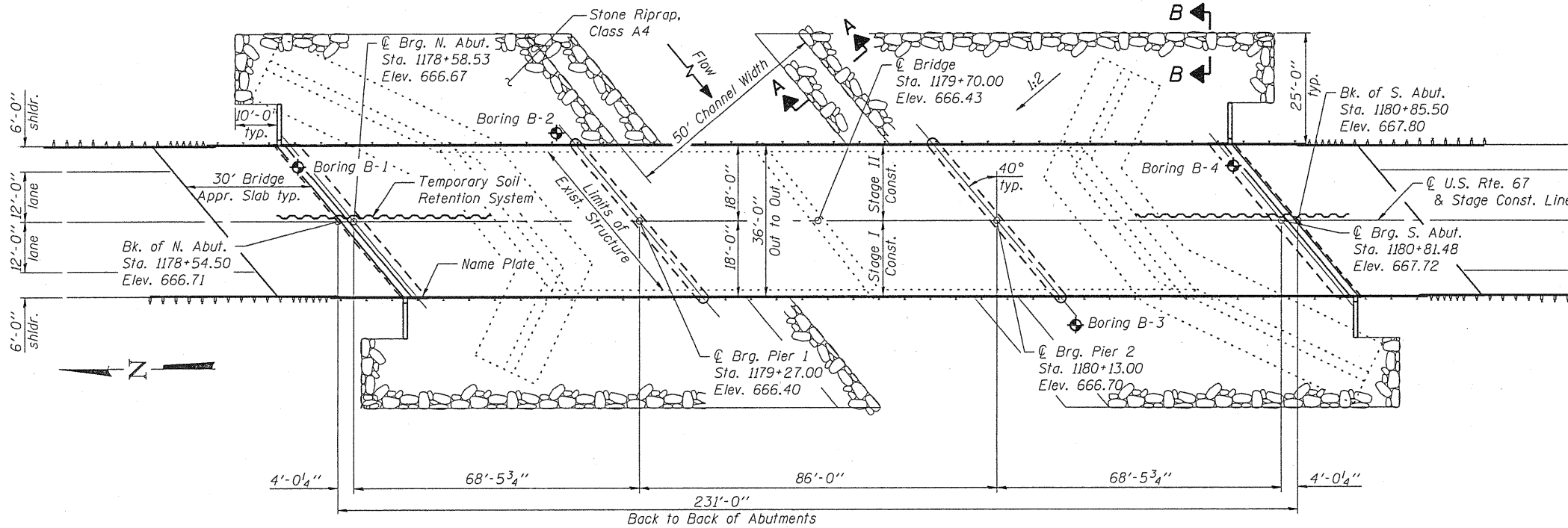
FIELD UNITS

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

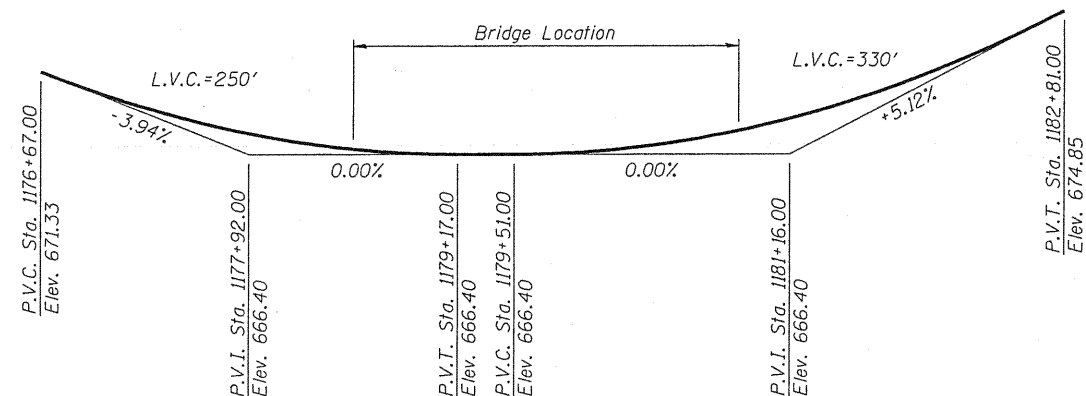
SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.069g
Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.107g
Soil Site Class = C

GENERAL PLAN AND ELEVATION
U.S. RTE. 67 OVER CEDAR CREEK
F.A.P. RTE. 310 SEC. (28B)BR-1
WARREN COUNTY
STATION 1179+70.00
STRUCTURE NO. 094-0051



PLAN



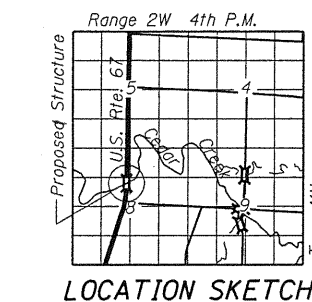
PROFILE GRADE
(along & Roadway)

APPROVED
For Structural Adequacy Only

Ralph E. Anderson (TAD)
Engineer of Bridges & Structures



Date Signed: 10-25-10
Exp. Date: 11-30-10



LOCATION SKETCH



DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

SHEET NO. 1	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
27 SHEETS	310	(28B)BR-1	WARREN	71	25
FED. ROAD DIST. NO. ILLINOIS			FED. AID PROJECT		
			CONTRACT NO. 68661		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, hot dip galvanized bolts. Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
Calculated weight of Structural Steel = 199,980 lbs. (Grade 50)
15,640 lbs. (Grade 36)

All new structural steel shall be galvanized. See Special Provision for "Hot Dip Galvanizing for Structural Steel."

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.

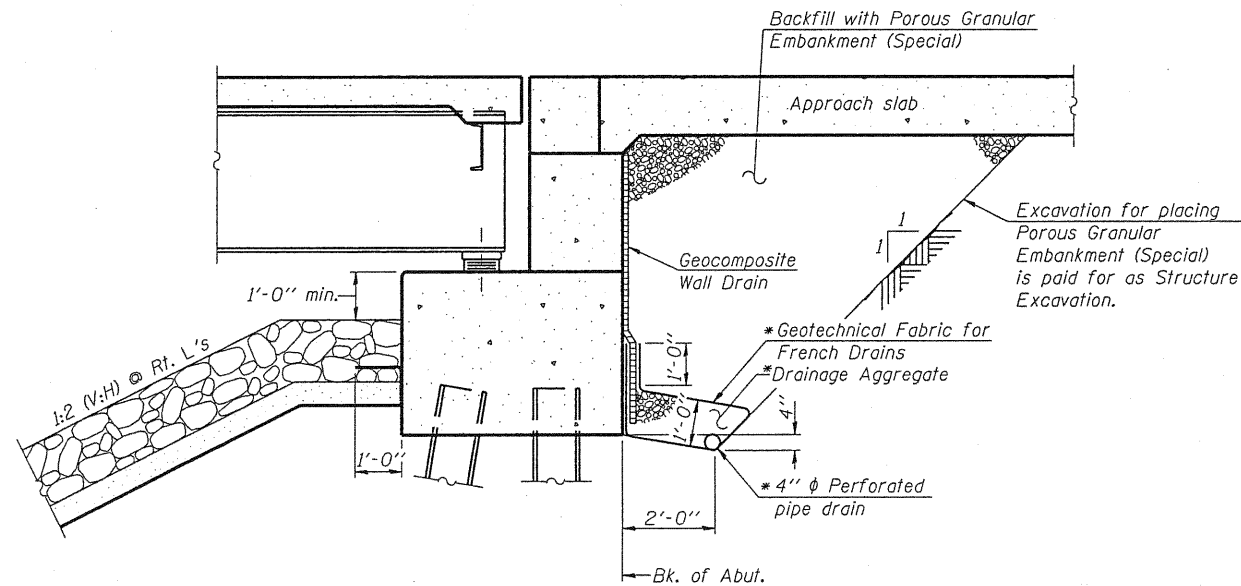
Concrete Sealer shall be applied to all exposed surfaces of the abutments and piers, including wingwalls.

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

The Contractor is advised that the existing PPC deck beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the structure.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		155	155
Stone Riprap, Class A4	Sq. Yd.		1945	1945
Filter Fabric	Sq. Yd.		1945	1945
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		389	389
Concrete Structures	Cu. Yd.		369.4	369.4
Concrete Superstructure	Cu. Yd.	349.8		349.8
Bridge Deck Grooving	Sq. Yd.	1094		1094
Concrete Encasement	Cu. Yd.		16.6	16.6
Protective Coat	Sq. Yd.	1249		1249
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	4644		4644
Reinforcement Bars, Epoxy Coated	Pound	87720	27670	115390
Bar Splicers	Each	844	314	1158
Steel Railing, Type SM	Foot	528		528
Furnishing Steel Piles HP12x53	Foot		504	504
Furnishing Steel Piles HP14x73	Foot		860	860
Driving Piles	Foot		504	504
Test Pile Steel HP12x53	Each		2	2
Pile Shoes	Each		16	16
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	94		94
Elastomeric Bearing Assembly, Type I	Each	12		12
Anchor Bolts, 1"	Each		48	48
Concrete Sealer	Sq. Ft.		7219	7219
Geocomposite Wall Drain	Sq. Yd.		75	75
Pipe Underdrains for Structures 4"	Foot		159	159
Temporary Soil Retention System	Sq. Ft.		903	903
Underwater Structure Excavation Protection - Location 1	Each		1	1
Underwater Structure Excavation Protection - Location 2	Each		1	1
Asbestos Bearing Pad Removal	Each			52
Setting Piles in Rock	Each		20	20



**SECTION THRU PILE SUPPORTED
STUB ABUTMENT**
(Horiz. dim. © Rt. L's)

*Included in the cost of Pipe Underdrains for Structures.

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).

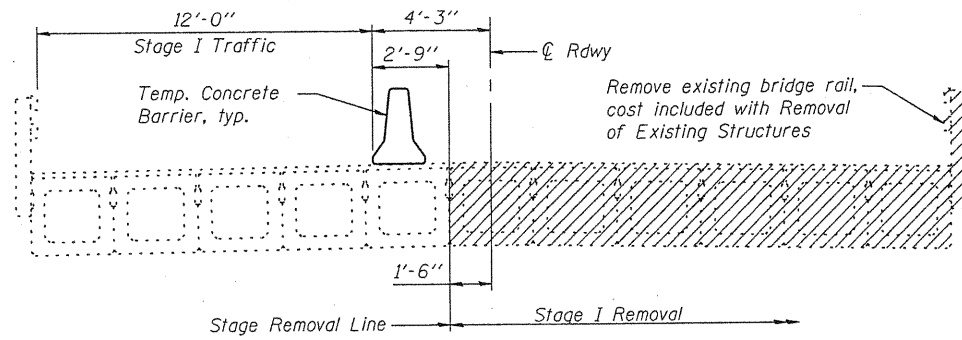


DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

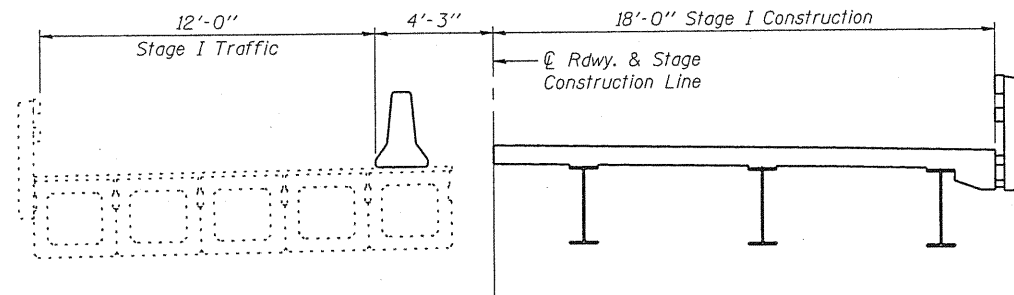
**GENERAL DATA
STRUCTURE NO. 094-0051**

SHEET NO. 2 27 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	(28B)BR-1	WARREN	71	26
FED. ROAD DIST. NO. - ILLINOIS			FED. AID PROJECT		
CONTRACT NO. 68661					

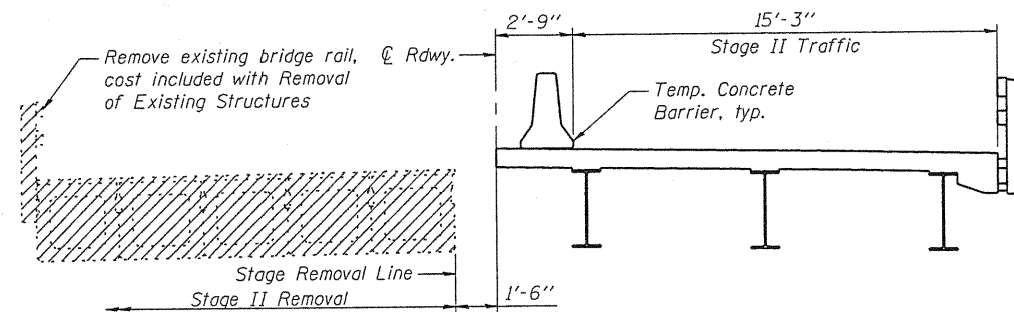
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



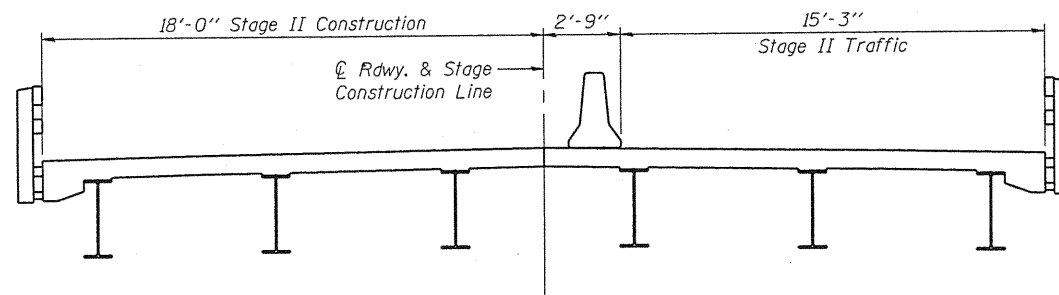
STAGE I REMOVAL
(Looking South)



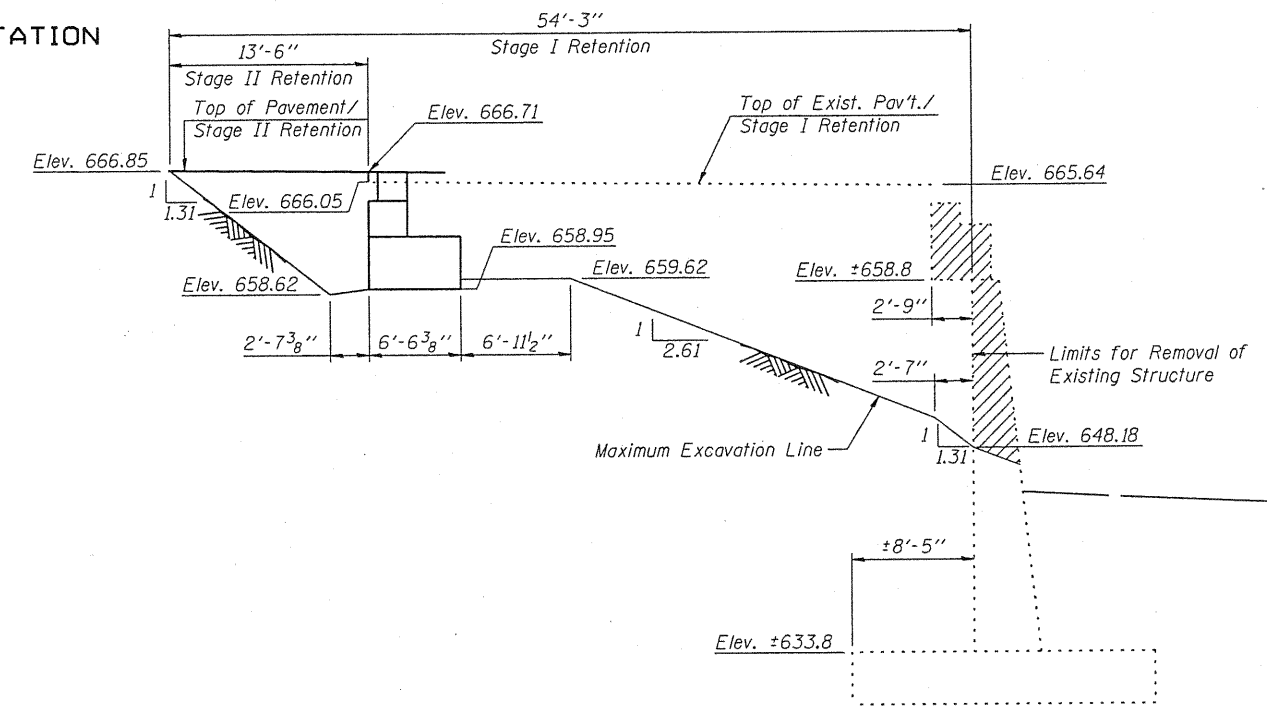
STAGE I CONSTRUCTION
(Looking South)



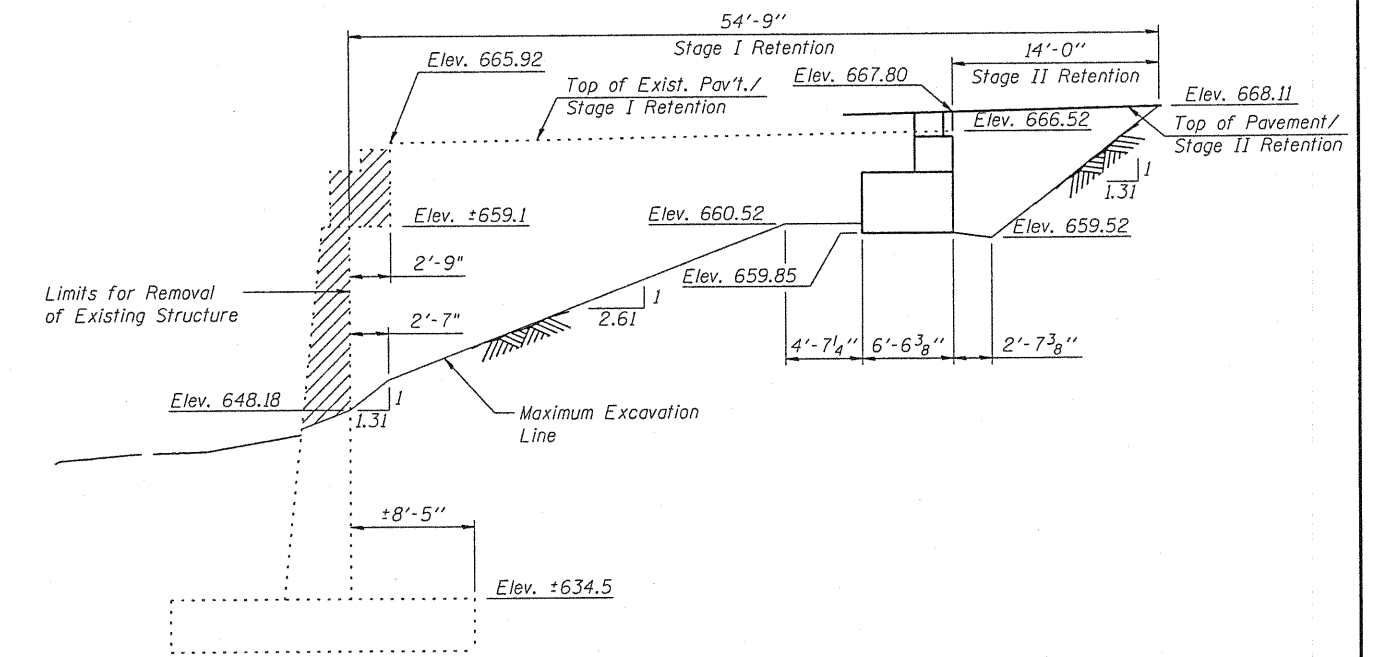
STAGE II REMOVAL
(Looking South)



STAGE II CONSTRUCTION
(Looking South)



NORTH ABUTMENT
(Looking East)



SOUTH ABUTMENT
(Looking East)

BILL OF MATERIAL

Item	Unit	Total
Temporary Soil Retention System	Sq. Ft.	903

TEMPORARY SOIL RETENTION SYSTEM

STAGING DETAILS
STRUCTURE NO. 094-0051

Notes:

Horizontal dimensions are measured parallel to $\text{\textcircled{C}}$ roadway.
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.

Staging Notes:

Hatched areas indicate Removal of Existing Structures.
For quantity and location of Temporary Concrete Barrier, see Roadway Plans. See sheet 4 of 27 for anchorage to bridge deck.

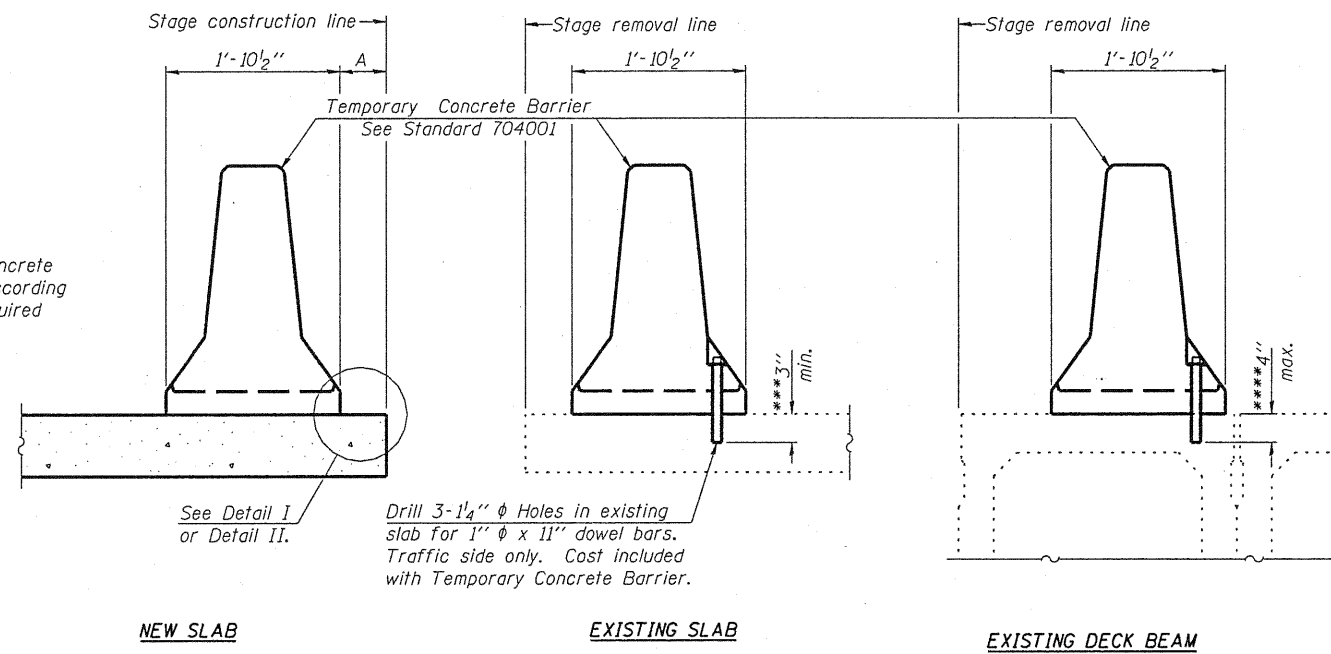


DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

SHEET NO. 3 27 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	(28B)BR-1	WARREN	71	27
CONTRACT NO. 68661					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



NEW SLAB

EXISTING SLAB

EXISTING DECK BEAM

NOTES

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

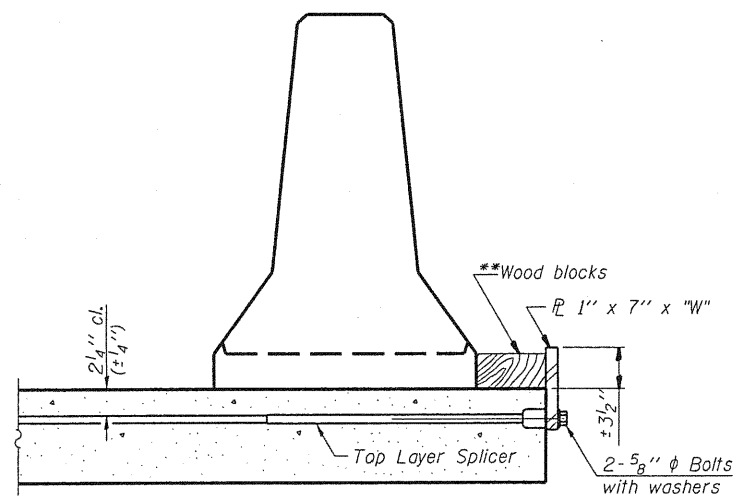
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

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

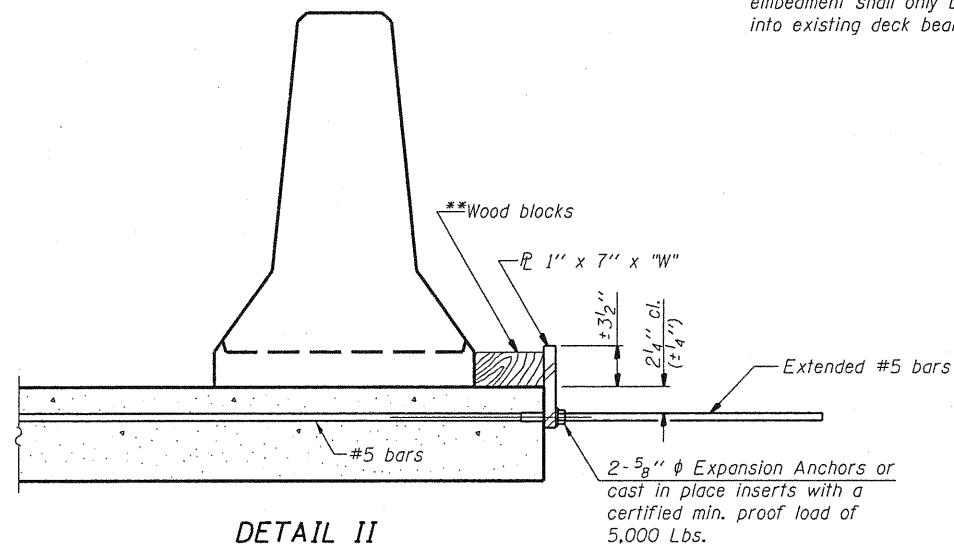
SECTIONS THRU SLAB OR DECK BEAM

*** 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.

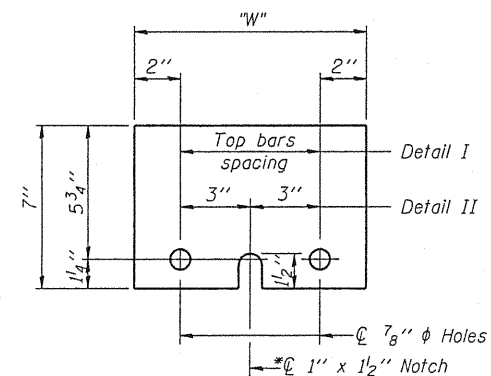
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{L} 1" x 7" x 10"

* Required only with Detail II

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

"W" = Top bars spacing + 4"



DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

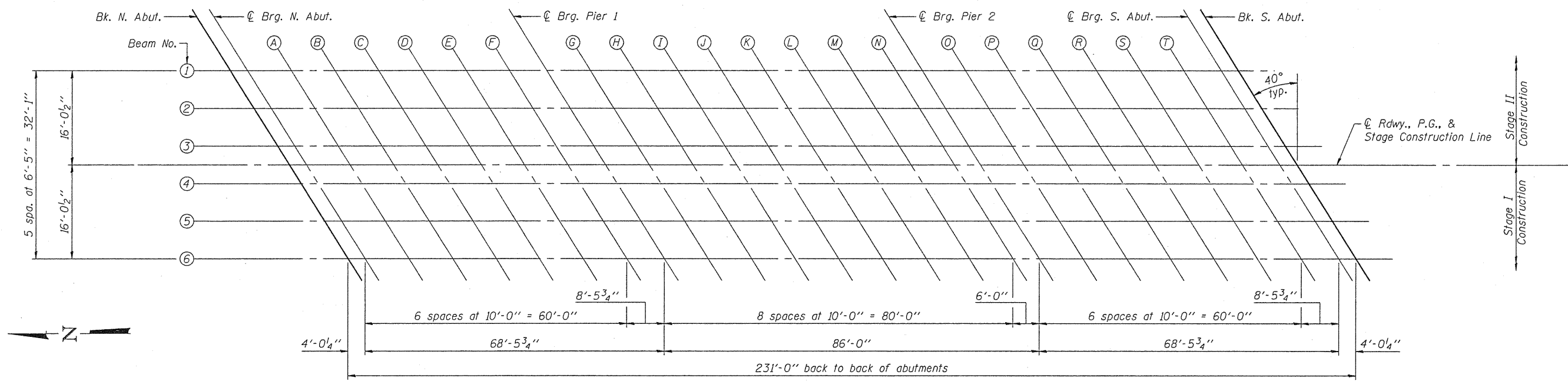
R-27

11-1-09

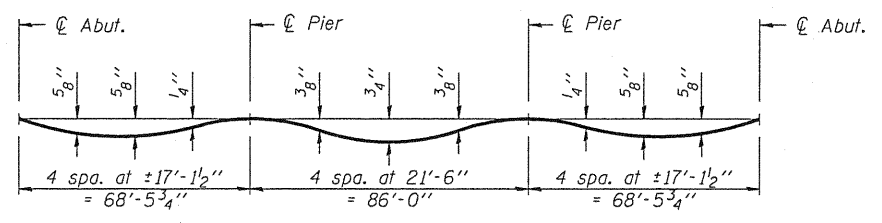
**TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
STRUCTURE NO. 094-0051**

SHEET NO. 4 27 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	(28B)BR-1	WARREN	71	28
FED. ROAD DIST. NO. - ILLINOIS			FED. AID PROJECT		
			CONTRACT NO. 68661		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



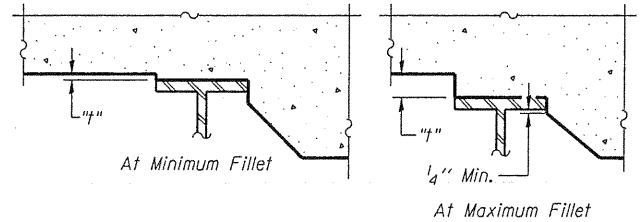
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 5 thru 7 of 27.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted For Dead Load Deflection" shown on sheets 5 thru 7 of 27, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1178+41.04	-16.04	666.58	666.58
☉ Brg. N. Abut.	1178+45.06	-16.04	666.54	666.54
A	1178+55.06	-16.04	666.43	666.46
B	1178+65.06	-16.04	666.34	666.39
C	1178+75.06	-16.04	666.27	666.33
D	1178+85.06	-16.04	666.21	666.26
E	1178+95.06	-16.04	666.17	666.19
F	1179+05.06	-16.04	666.14	666.15
☉ Brg. Pier 1	1179+13.54	-16.04	666.13	666.13
G	1179+23.54	-16.04	666.13	666.14
H	1179+33.54	-16.04	666.13	666.16
I	1179+43.54	-16.04	666.13	666.18
J	1179+53.54	-16.04	666.13	666.19
K	1179+63.54	-16.04	666.14	666.20
L	1179+73.54	-16.04	666.17	666.21
M	1179+83.54	-16.04	666.21	666.23
N	1179+93.54	-16.04	666.27	666.27
☉ Brg. Pier 2	1179+99.54	-16.04	666.31	666.31
O	1180+09.54	-16.04	666.39	666.40
P	1180+19.54	-16.04	666.49	666.52
Q	1180+29.54	-16.04	666.61	666.66
R	1180+39.54	-16.04	666.74	666.80
S	1180+49.54	-16.04	666.88	666.93
T	1180+59.54	-16.04	667.04	667.07
☉ Brg. S. Abut.	1180+68.01	-16.04	667.19	667.19
Bk. S. Abut.	1180+72.04	-16.04	667.26	667.26

MAURER & STUTZ, INC.
ENGINEERS SURVEYORS

DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 094-0051

SHEET NO. 5 27 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	(28B)BR-1	WARREN	71	29
FED. ROAD DIST. NO. ILLINOIS			FED. AID PROJECT		
CONTRACT NO. 68661					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1178+46.42	-9.63	666.64	666.64
☉ Brg. N. Abut.	1178+50.45	-9.63	666.60	666.60
A	1178+60.45	-9.63	666.50	666.53
B	1178+70.45	-9.63	666.42	666.47
C	1178+80.45	-9.63	666.35	666.41
D	1178+90.45	-9.63	666.31	666.35
E	1179+00.45	-9.63	666.27	666.30
F	1179+10.45	-9.63	666.25	666.26
☉ Brg. Pier 1	1179+18.92	-9.63	666.25	666.25
G	1179+28.92	-9.63	666.25	666.26
H	1179+38.92	-9.63	666.25	666.28
I	1179+48.92	-9.63	666.25	666.30
J	1179+58.92	-9.63	666.25	666.32
K	1179+68.92	-9.63	666.27	666.33
L	1179+78.92	-9.63	666.31	666.35
M	1179+88.92	-9.63	666.36	666.38
N	1179+98.92	-9.63	666.43	666.43
☉ Brg. Pier 2	1180+04.92	-9.63	666.48	666.48
O	1180+14.92	-9.63	666.57	666.58
P	1180+24.92	-9.63	666.67	666.70
Q	1180+34.92	-9.63	666.80	666.84
R	1180+44.92	-9.63	666.93	666.99
S	1180+54.92	-9.63	667.09	667.14
T	1180+64.92	-9.63	667.26	667.28
☉ Brg. S. Abut.	1180+73.40	-9.63	667.41	667.41
Bk. S. Abut.	1180+77.42	-9.63	667.49	667.49

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1178+51.81	-3.21	666.68	666.68
☉ Brg. N. Abut.	1178+55.83	-3.21	666.64	666.64
A	1178+65.83	-3.21	666.56	666.59
B	1178+75.83	-3.21	666.48	666.54
C	1178+85.83	-3.21	666.43	666.48
D	1178+95.83	-3.21	666.39	666.43
E	1179+05.83	-3.21	666.36	666.39
F	1179+15.83	-3.21	666.35	666.36
☉ Brg. Pier 1	1179+24.31	-3.21	666.35	666.35
G	1179+34.31	-3.21	666.35	666.36
H	1179+44.31	-3.21	666.35	666.38
I	1179+54.31	-3.21	666.35	666.40
J	1179+64.31	-3.21	666.36	666.43
K	1179+74.31	-3.21	666.39	666.45
L	1179+84.31	-3.21	666.44	666.48
M	1179+94.31	-3.21	666.50	666.52
N	1180+04.31	-3.21	666.57	666.57
☉ Brg. Pier 2	1180+10.31	-3.21	666.62	666.62
O	1180+20.31	-3.21	666.72	666.73
P	1180+30.31	-3.21	666.84	666.87
Q	1180+40.31	-3.21	666.97	667.02
R	1180+50.31	-3.21	667.11	667.17
S	1180+60.31	-3.21	667.28	667.33
T	1180+70.31	-3.21	667.45	667.48
☉ Brg. S. Abut.	1180+78.78	-3.21	667.62	667.62
Bk. S. Abut.	1180+82.81	-3.21	667.70	667.70

☉ RDWY.. P.G.. & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1178+54.50	0.00	666.71	666.71
☉ Brg. N. Abut.	1178+58.53	0.00	666.67	666.67
A	1178+68.53	0.00	666.59	666.62
B	1178+78.53	0.00	666.52	666.57
C	1178+88.53	0.00	666.46	666.52
D	1178+98.53	0.00	666.43	666.47
E	1179+08.53	0.00	666.41	666.43
F	1179+18.53	0.00	666.40	666.41
☉ Brg. Pier 1	1179+27.00	0.00	666.40	666.40
G	1179+37.00	0.00	666.40	666.41
H	1179+47.00	0.00	666.40	666.43
I	1179+57.00	0.00	666.40	666.45
J	1179+67.00	0.00	666.42	666.48
K	1179+77.00	0.00	666.45	666.51
L	1179+87.00	0.00	666.50	666.54
M	1179+97.00	0.00	666.56	666.59
N	1180+07.00	0.00	666.64	666.65
☉ Brg. Pier 2	1180+13.00	0.00	666.70	666.70
O	1180+23.00	0.00	666.80	666.81
P	1180+33.00	0.00	666.92	666.95
Q	1180+43.00	0.00	667.06	667.11
R	1180+53.00	0.00	667.21	667.26
S	1180+63.00	0.00	667.37	667.42
T	1180+73.00	0.00	667.55	667.58
☉ Brg. S. Abut.	1180+81.48	0.00	667.72	667.72
Bk. S. Abut.	1180+85.50	0.00	667.80	667.80



DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 094-0051**

SHEET NO. 6 27 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	(28)BR-1	WARREN	71	30
CONTRACT NO. 68661					
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1178+57.19	3.21	666.63	666.63
☉ Brg. N. Abut.	1178+61.22	3.21	666.60	666.60
A	1178+71.22	3.21	666.52	666.55
B	1178+81.22	3.21	666.45	666.50
C	1178+91.22	3.21	666.40	666.46
D	1179+01.22	3.21	666.37	666.42
E	1179+11.22	3.21	666.35	666.38
F	1179+21.22	3.21	666.35	666.36
☉ Brg. Pier 1	1179+29.69	3.21	666.35	666.35
G	1179+39.69	3.21	666.35	666.36
H	1179+49.69	3.21	666.35	666.38
I	1179+59.69	3.21	666.36	666.41
J	1179+69.69	3.21	666.38	666.44
K	1179+79.69	3.21	666.41	666.47
L	1179+89.69	3.21	666.47	666.51
M	1179+99.69	3.21	666.53	666.55
N	1180+09.69	3.21	666.62	666.62
☉ Brg. Pier 2	1180+15.69	3.21	666.67	666.67
O	1180+25.69	3.21	666.78	666.79
P	1180+35.69	3.21	666.91	666.94
Q	1180+45.69	3.21	667.05	667.09
R	1180+55.69	3.21	667.20	667.26
S	1180+65.69	3.21	667.37	667.42
T	1180+75.69	3.21	667.56	667.58
☉ Brg. S. Abut.	1180+84.17	3.21	667.73	667.73
Bk. S. Abut.	1180+88.19	3.21	667.81	667.81

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1178+62.58	9.63	666.48	666.48
☉ Brg. N. Abut.	1178+66.60	9.63	666.45	666.45
A	1178+76.60	9.63	666.38	666.41
B	1178+86.60	9.63	666.32	666.37
C	1178+96.60	9.63	666.28	666.34
D	1179+06.60	9.63	666.26	666.30
E	1179+16.60	9.63	666.25	666.28
F	1179+26.60	9.63	666.25	666.26
☉ Brg. Pier 1	1179+35.08	9.63	666.25	666.25
G	1179+45.08	9.63	666.25	666.26
H	1179+55.08	9.63	666.25	666.28
I	1179+65.08	9.63	666.27	666.32
J	1179+75.08	9.63	666.29	666.36
K	1179+85.08	9.63	666.34	666.40
L	1179+95.08	9.63	666.40	666.44
M	1180+05.08	9.63	666.48	666.50
N	1180+15.08	9.63	666.57	666.57
☉ Brg. Pier 2	1180+21.08	9.63	666.63	666.63
O	1180+31.08	9.63	666.75	666.76
P	1180+41.08	9.63	666.88	666.91
Q	1180+51.08	9.63	667.03	667.08
R	1180+61.08	9.63	667.19	667.25
S	1180+71.08	9.63	667.37	667.42
T	1180+81.08	9.63	667.56	667.59
☉ Brg. S. Abut.	1180+89.55	9.63	667.74	667.74
Bk. S. Abut.	1180+93.58	9.63	667.83	667.83

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	1178+67.96	16.04	666.32	666.32
☉ Brg. N. Abut.	1178+71.99	16.04	666.29	666.29
A	1178+81.99	16.04	666.22	666.26
B	1178+91.99	16.04	666.18	666.23
C	1179+01.99	16.04	666.15	666.20
D	1179+11.99	16.04	666.13	666.18
E	1179+21.99	16.04	666.13	666.15
F	1179+31.99	16.04	666.13	666.14
☉ Brg. Pier 1	1179+40.46	16.04	666.13	666.13
G	1179+50.46	16.04	666.13	666.14
H	1179+60.46	16.04	666.14	666.17
I	1179+70.46	16.04	666.16	666.21
J	1179+80.46	16.04	666.20	666.26
K	1179+90.46	16.04	666.25	666.31
L	1180+00.46	16.04	666.32	666.36
M	1180+10.46	16.04	666.40	666.42
N	1180+20.46	16.04	666.50	666.51
☉ Brg. Pier 2	1180+26.46	16.04	666.57	666.57
O	1180+36.46	16.04	666.69	666.70
P	1180+46.46	16.04	666.84	666.87
Q	1180+56.46	16.04	666.99	667.04
R	1180+66.46	16.04	667.16	667.22
S	1180+76.46	16.04	667.35	667.40
T	1180+86.46	16.04	667.55	667.58
☉ Brg. S. Abut.	1180+94.94	16.04	667.74	667.74
Bk. S. Abut.	1180+98.96	16.04	667.83	667.83

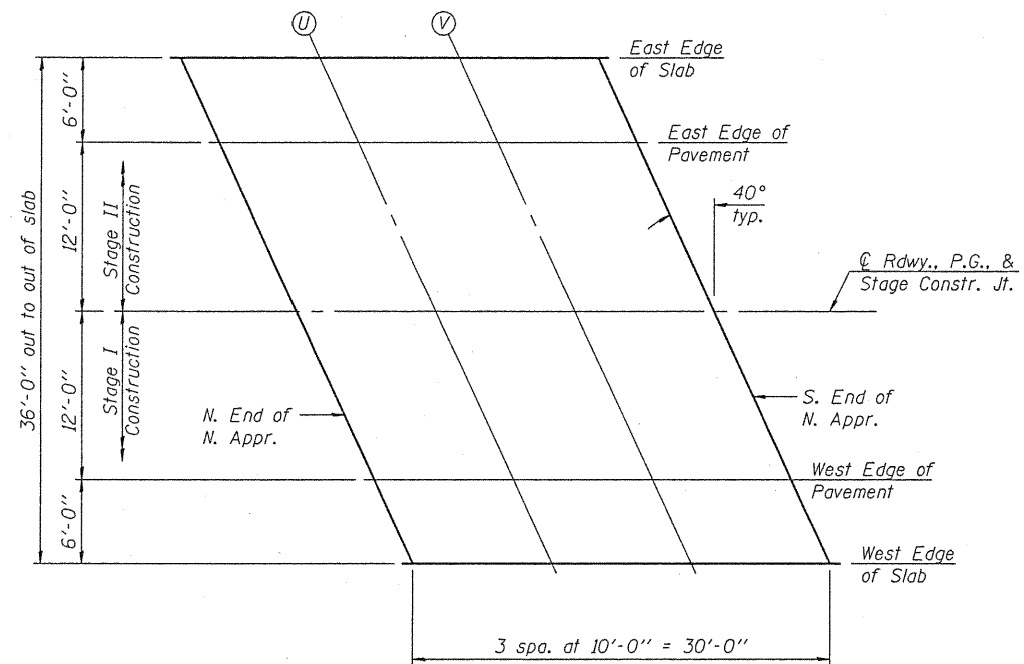


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CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

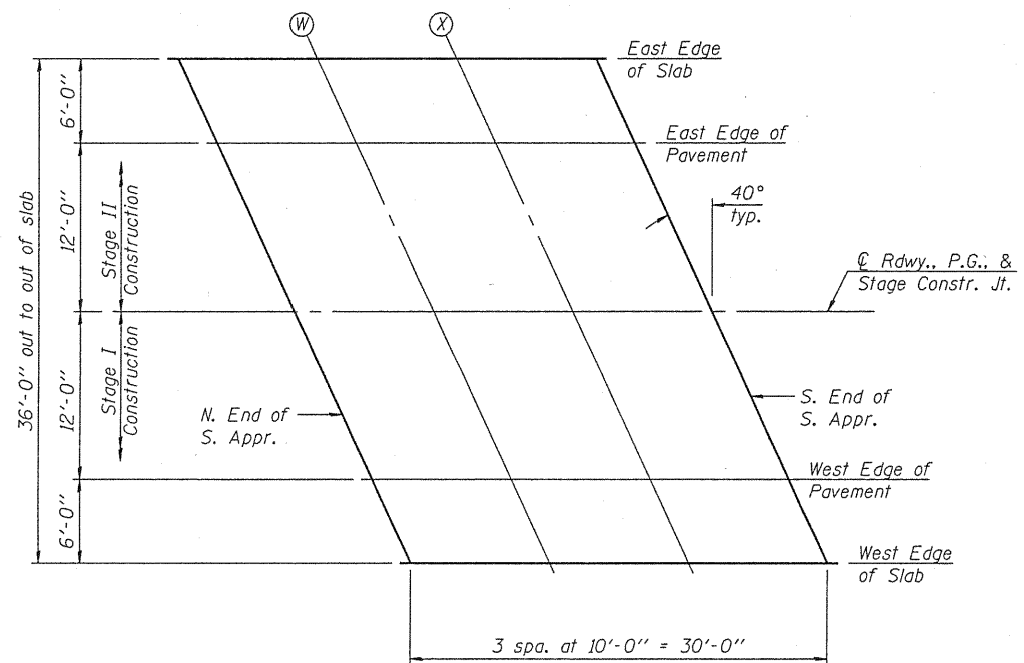
**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 094-0051**

SHEET NO. 7	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	(28B)BR-1	WARREN	71	31
27 SHEETS	CONTRACT NO. 68661				
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN - NORTH APPROACH



PLAN - SOUTH APPROACH

EAST EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	1178+10.05	-18.00	666.99
U	1178+20.05	-18.00	666.83
V	1178+30.05	-18.00	666.68
S. End of N. Appr.	1178+40.05	-18.00	666.55
N. End of S. Appr.	1180+69.75	-18.00	667.18
W	1180+79.75	-18.00	667.37
X	1180+89.75	-18.00	667.58
S. End of S. Appr.	1180+99.75	-18.00	667.80

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	1178+35.22	12.00	666.74
U	1178+45.22	12.00	666.62
V	1178+55.22	12.00	666.51
S. End of N. Appr.	1178+65.22	12.00	666.42
N. End of S. Appr.	1180+94.92	12.00	667.82
W	1181+04.92	12.00	668.05
X	1181+14.92	12.00	668.30
S. End of S. Appr.	1181+24.92	12.00	668.56

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	1178+15.08	-12.00	667.03
U	1178+25.08	-12.00	666.88
V	1178+35.08	-12.00	666.74
S. End of N. Appr.	1178+45.08	-12.00	666.62
N. End of S. Appr.	1180+74.78	-12.00	667.40
W	1180+84.78	-12.00	667.60
X	1180+94.78	-12.00	667.82
S. End of S. Appr.	1181+04.78	-12.00	668.05

WEST EDGE OF SLAB

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	1178+40.25	18.00	666.55
U	1178+50.25	18.00	666.44
V	1178+60.25	18.00	666.34
S. End of N. Appr.	1178+70.25	18.00	666.26
N. End of S. Appr.	1180+99.95	18.00	667.81
W	1181+09.95	18.00	668.05
X	1181+19.95	18.00	668.30
S. End of S. Appr.	1181+29.95	18.00	668.57

☉ RDWY., P.G., AND STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr.	1178+25.15	0.00	667.06
U	1178+35.15	0.00	666.93
V	1178+45.15	0.00	666.81
S. End of N. Appr.	1178+55.15	0.00	666.70
N. End of S. Appr.	1180+84.85	0.00	667.79
W	1180+94.85	0.00	668.01
X	1181+04.85	0.00	668.24
S. End of S. Appr.	1181+14.85	0.00	668.48

TOP OF APPROACH
SLAB ELEVATIONS
STRUCTURE NO. 094-0051



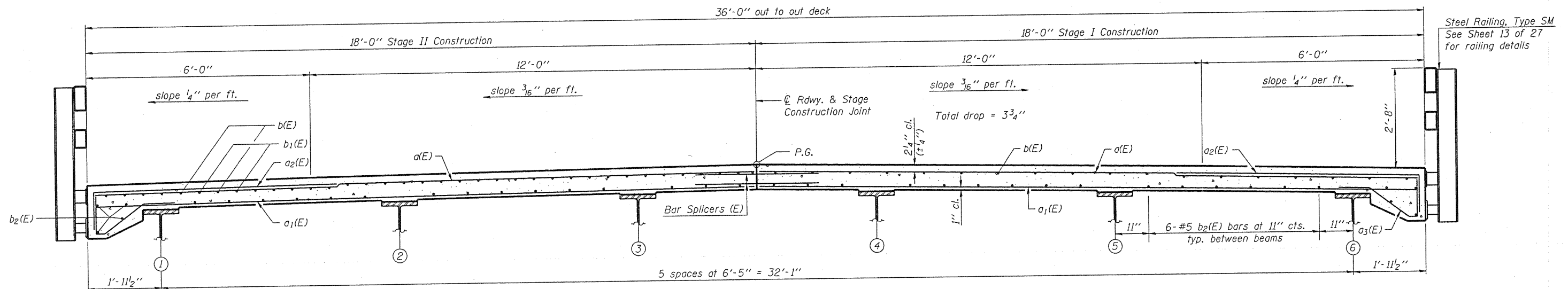
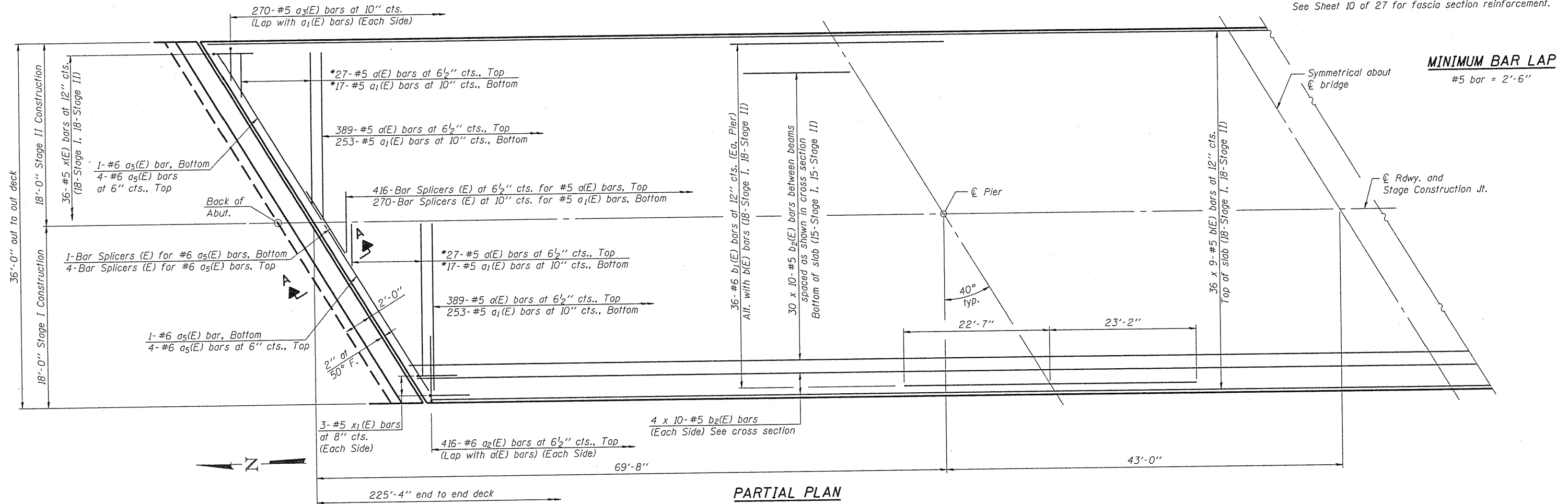
DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

SHEET NO. 8 27 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	(28B)BR-1	WARREN	71	32
FED. ROAD DIST. NO. ILLINOIS			FED. AID PROJECT		
CONTRACT NO. 68661					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* Order a(E) & a₁(E) bars full length.
Cut to fit skew and use remainder
of bars in opposite end.

Notes:
See Sheet 10 of 27 for superstructure details
and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates
20 lines of bars with 3 lengths per line.
See Sheet 10 of 27 for fascia section reinforcement.



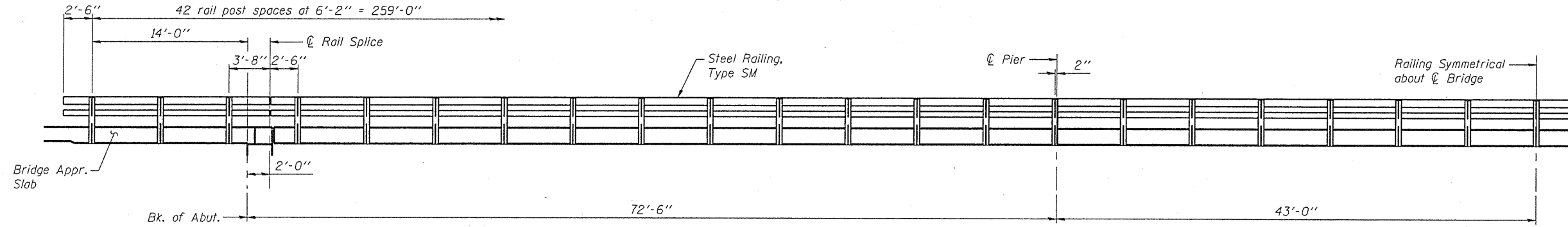
MAHER & STUTZ, INC.
ENGINEERS SURVEYORS

DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

SUPERSTRUCTURE
STRUCTURE NO. 094-0051

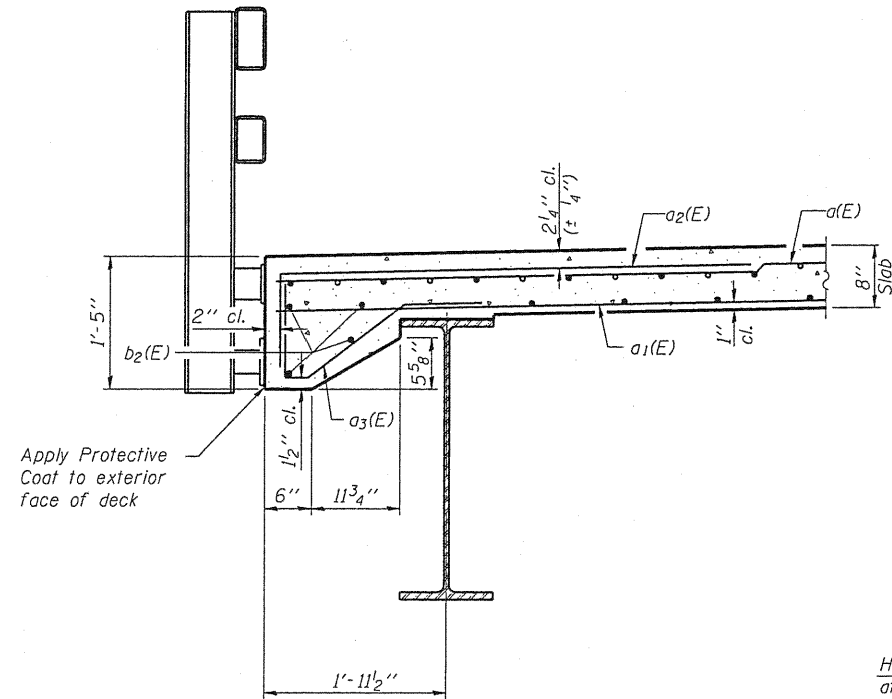
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	310	(28B)BR-1	WARREN	71	33
FED. ROAD DIST. NO. _ ILLINOIS			FED. AID PROJECT		
CONTRACT NO. 68661					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

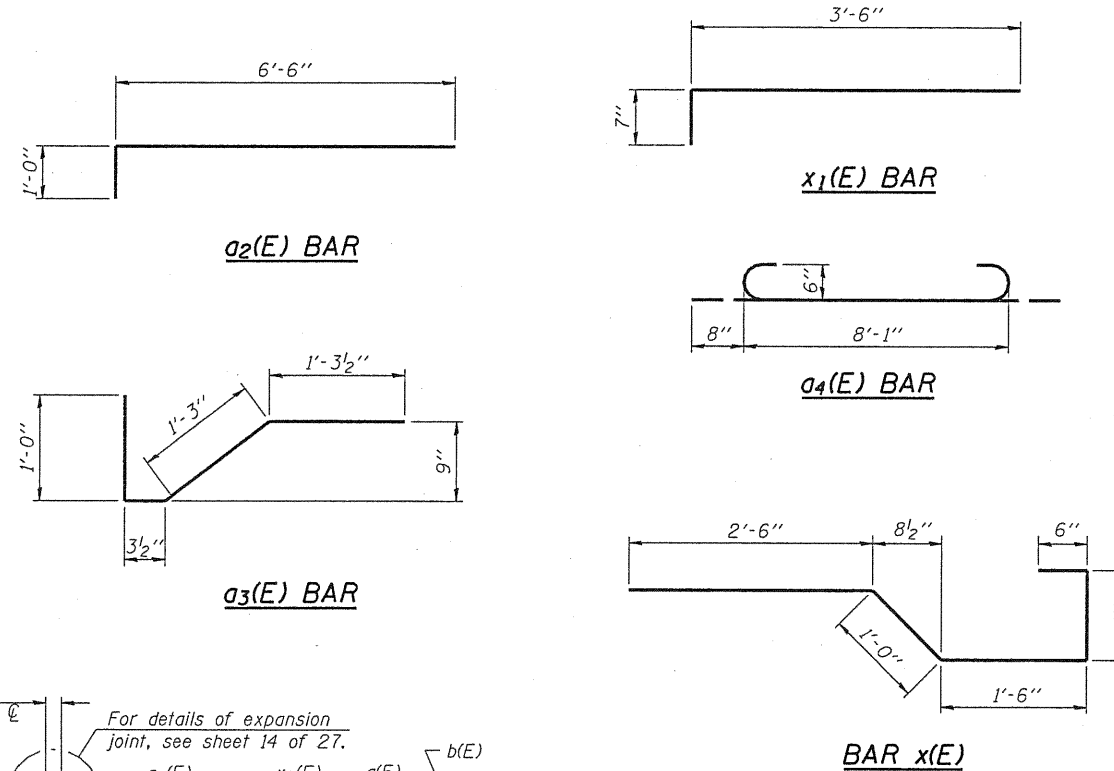


Note:
Dimensions shown are along edge of bridge deck.
For details of steel railing, see Sheet 13 of 27.

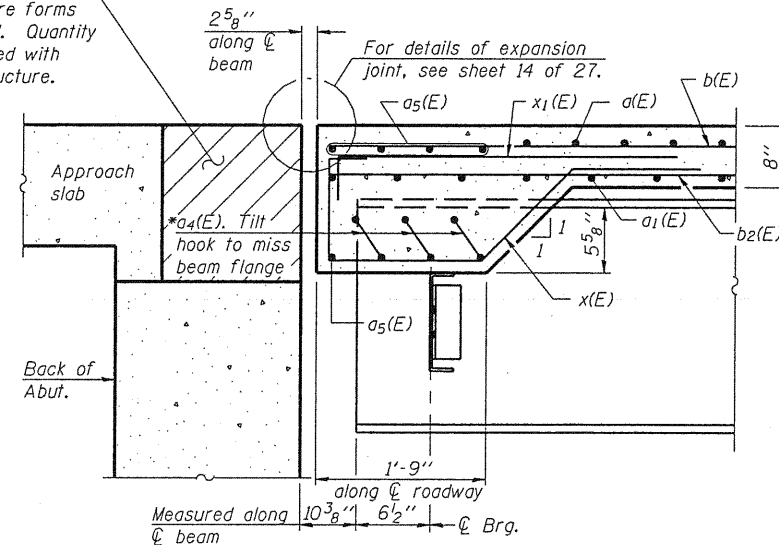
BRIDGE RAILING ELEVATION
(Looking toward bridge)



SECTION THRU EDGE OF DECK



Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.



SECTION A-A

* 3- #6 a4(E) bars at 6" cts., typ. between beams except at stage construction joint. See Sheet 25 of 27 for bar splicers at stage joint.

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	832	#5	17'-8"	—
a1(E)	540	#5	17'-8"	—
a2(E)	832	#6	7'-6"	—
a3(E)	540	#5	3'-10"	—
a4(E)	24	#6	9'-5"	—
a5(E)	20	#6	23'-1"	—
b(E)	324	#5	27'-3"	—
b1(E)	72	#6	45'-9"	—
b2(E)	380	#5	24'-10"	—
x(E)	72	#5	6'-5"	—
x1(E)	12	#5	4'-1"	—
Reinforcement Bars, Epoxy Coated			Pound	62380
Concrete Superstructure			Cu. Yd.	235.2

**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 094-0051**



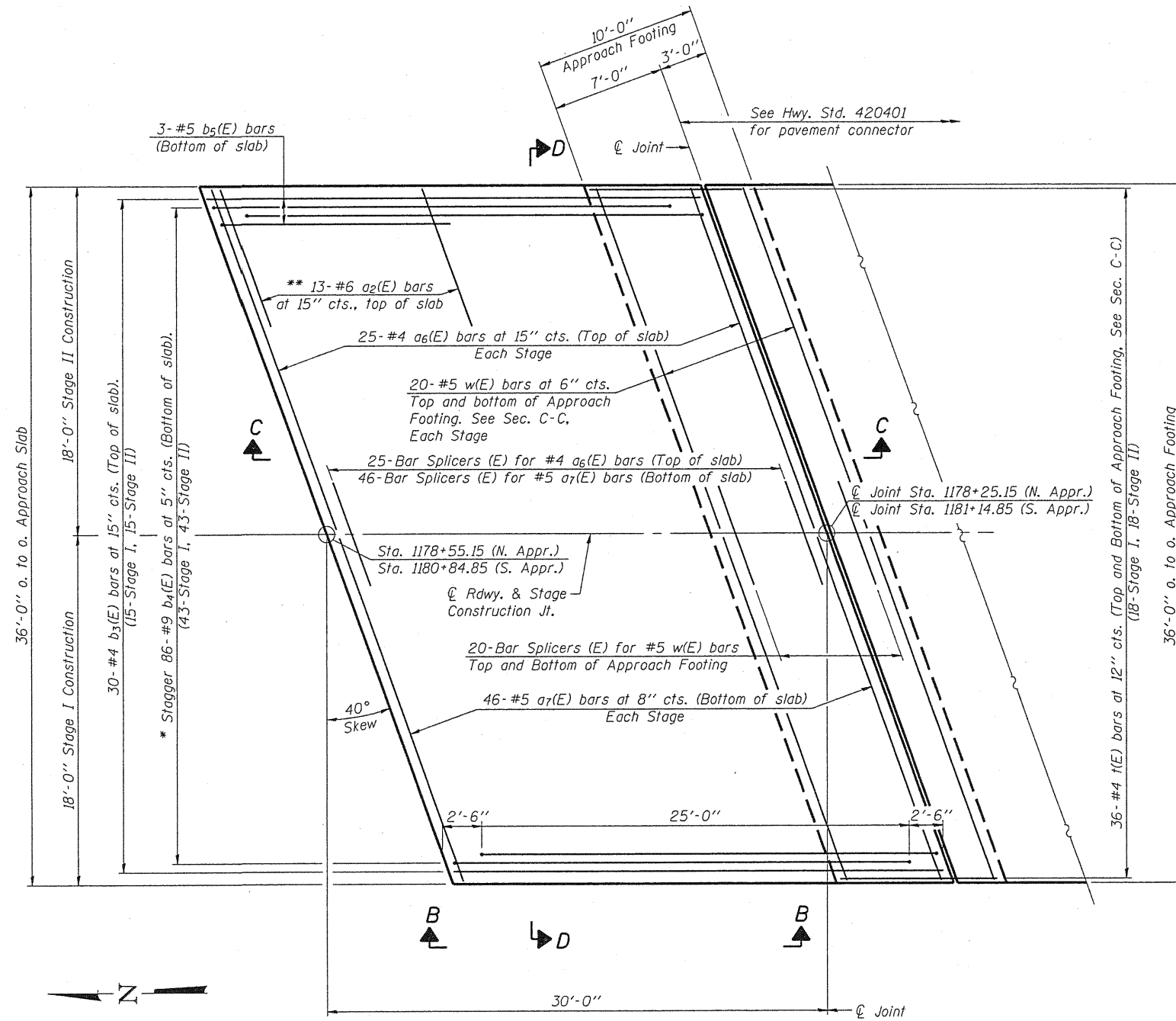
DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

Note:
x(E) and x1(E) bars shall be placed parallel to the beams. Spacing for these bars is given perpendicular to \O Rdwy.

SHEET NO. 10 27 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	(28B)BR-1	WARREN	71	34
CONTRACT NO. 68661					
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

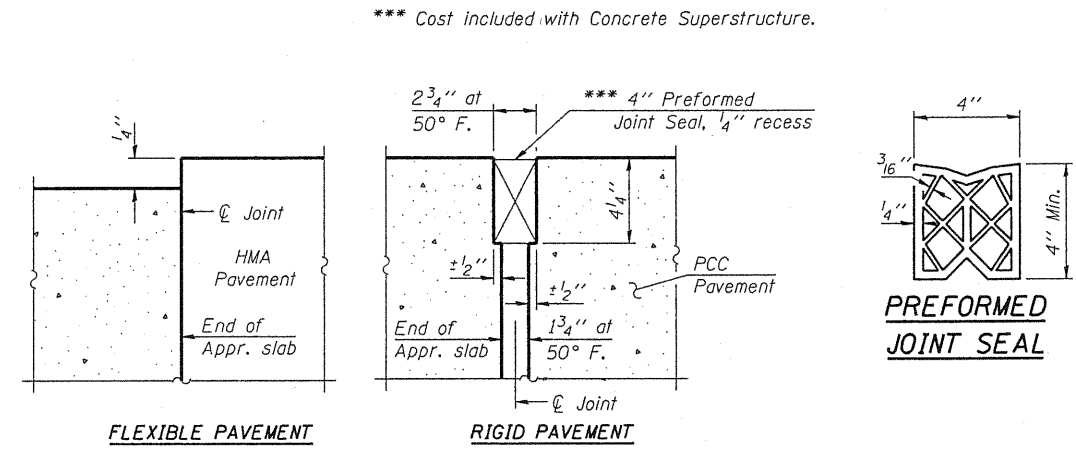
Notes:
See sheet 12 of 27 for Sections C-C & D-D.
 $a_6(E)$ and $a_7(E)$ bar spacings measured along C.R.
See sheet 10 of 27 for steel railing post locations.
For details of steel railing, see sheet 13 of 27.



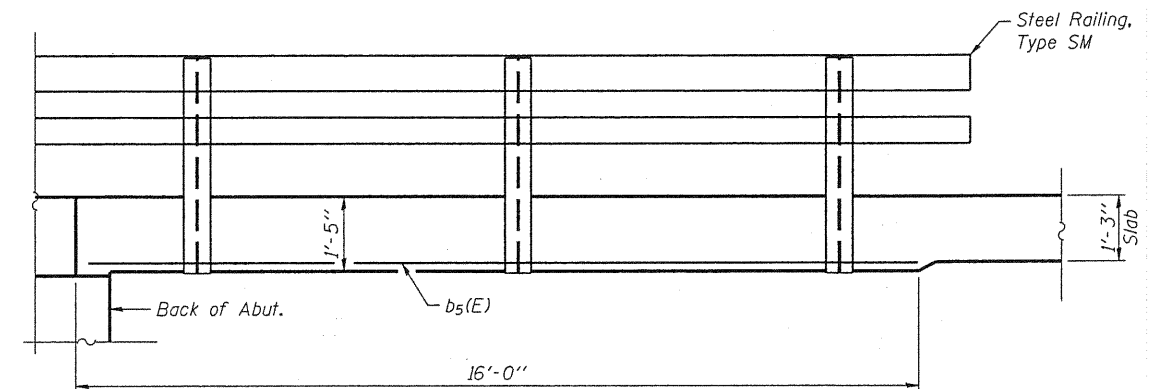
PLAN

(South Approach shown, North Approach is opposite)

* Tilt #9 $b_4(E)$ bars as required to maintain clearance.
** Space between $a_6(E)$ bars, typ. each edge in thickened slab.



DETAIL A



VIEW B-B



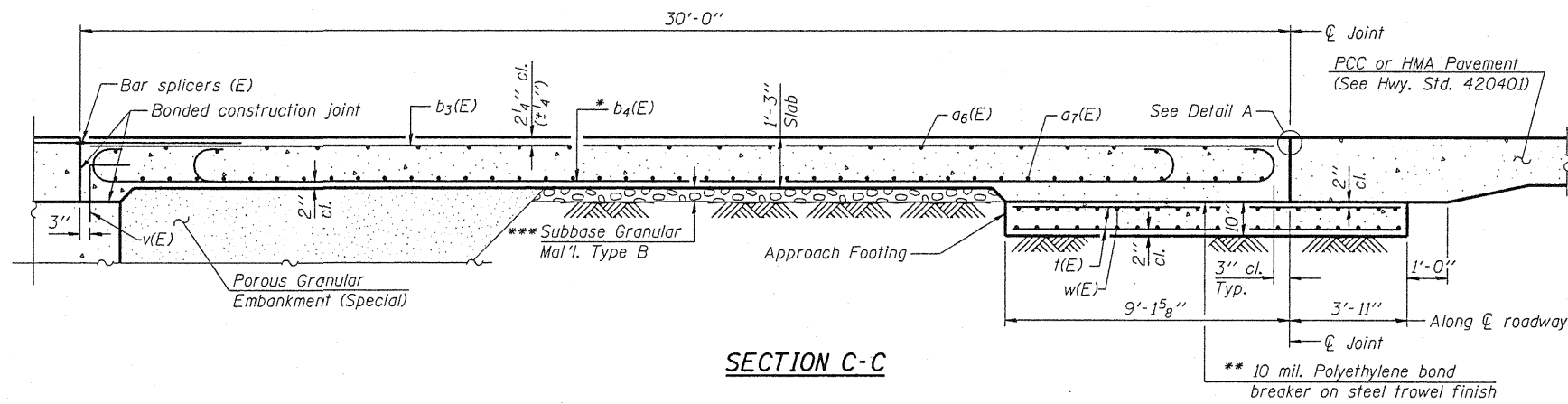
DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

(Sheet 1 of 2)
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 094-0051

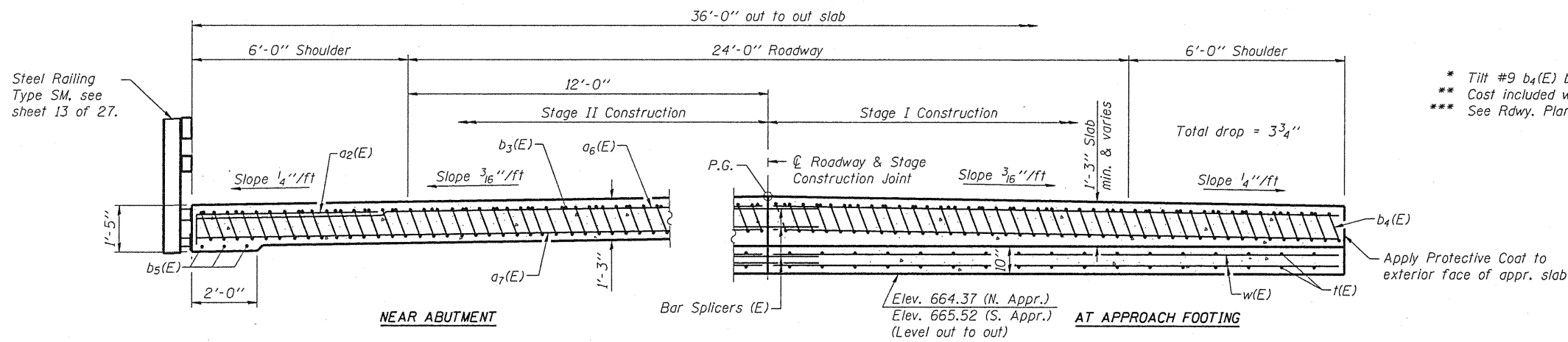
SHEET NO. 11 27 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	(28B)BR-1	WARREN	71	35
FED. ROAD DIST. NO. - ILLINOIS			FED. AID PROJECT		
			CONTRACT NO. 68661		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
See sheet 11 of 27 for Detail A.
Approach slab concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheets 19 and 21 of 27.
The approach footing maximum applied service bearing pressure (Omax) = 2.0 ksf.
For bar splicer details, see sheet 25 of 27.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 27.



SECTION C-C



SECTION D-D

(See Plan for dimensions not shown)
(Looking South)

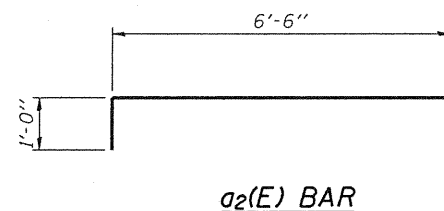
* Tilt #9 b4(E) bars as required to maintain clearance.
** Cost included with Concrete Superstructure.
*** See Rdwy. Plans for quantity.

TWO APPROACHES
BILL OF MATERIAL

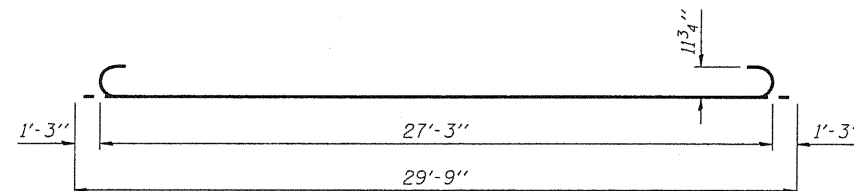
Bar	No.	Size	Length	Shape
a2(E)	52	#6	7'-6"	┌
a6(E)	100	#4	23'-1"	—
a7(E)	184	#5	23'-1"	—
b3(E)	60	#4	29'-8"	—
b4(E)	172	#9	29'-9"	┌
b5(E)	12	#5	15'-8"	—
t(E)	144	#4	12'-7"	—
w(E)	160	#5	23'-1"	—
Concrete Superstructure		Cu. Yd.	114.6	
Concrete Structures		Cu. Yd.	29.0	
Reinforcement Bars, Epoxy Coated		Pound	30400	



DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS



a2(E) BAR

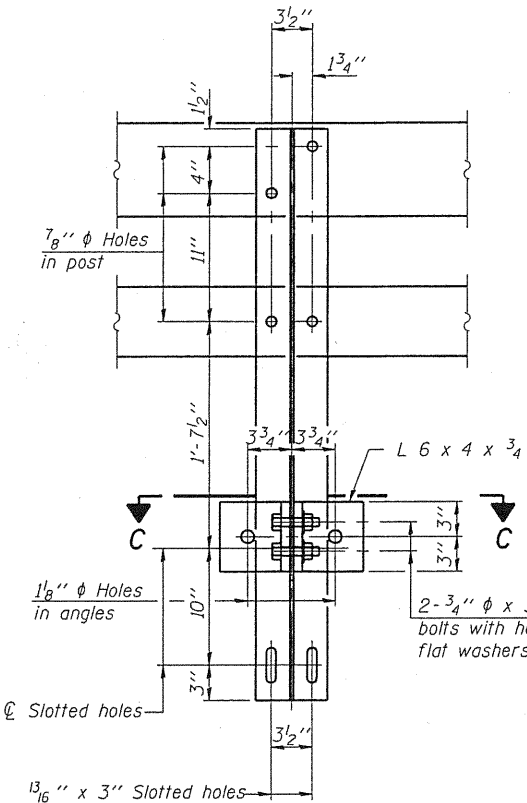
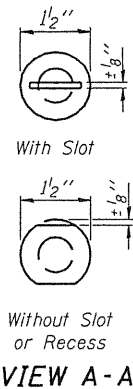
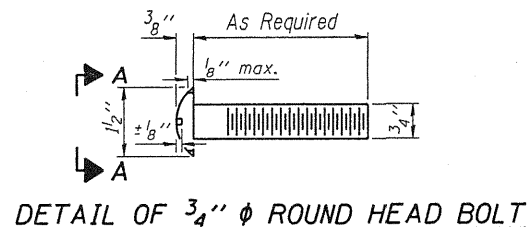


BAR b4(E)

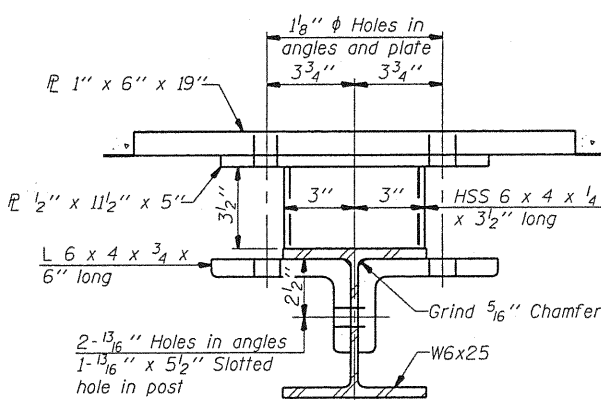
(Sheet 2 of 2)
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 094-0051

SHEET NO. 12	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
27 SHEETS	310	(28B)BR-1	WARREN	71	36
			CONTRACT NO. 68661		
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

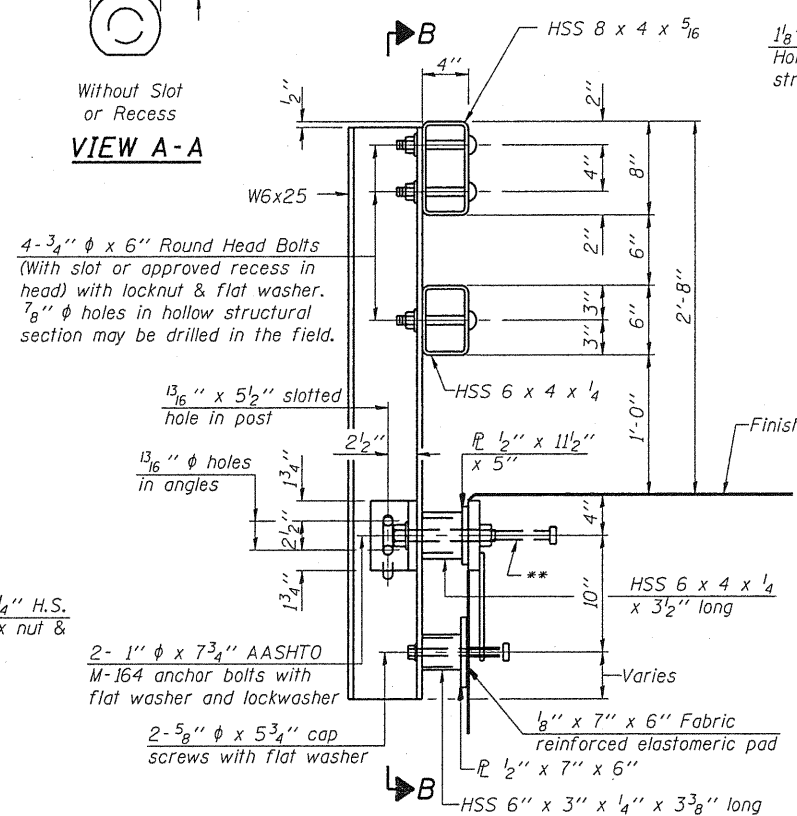
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



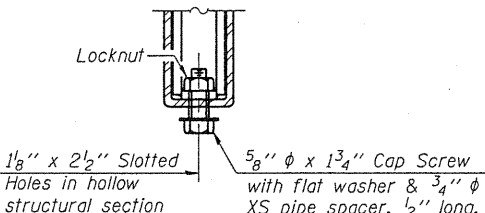
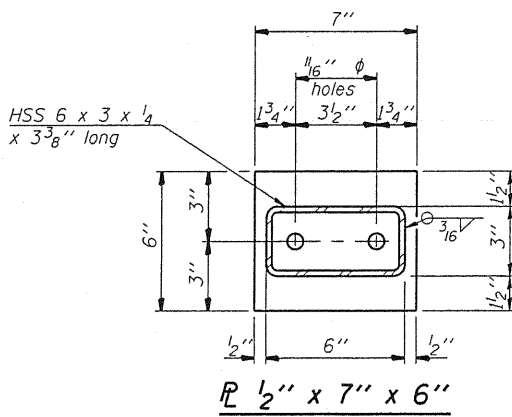
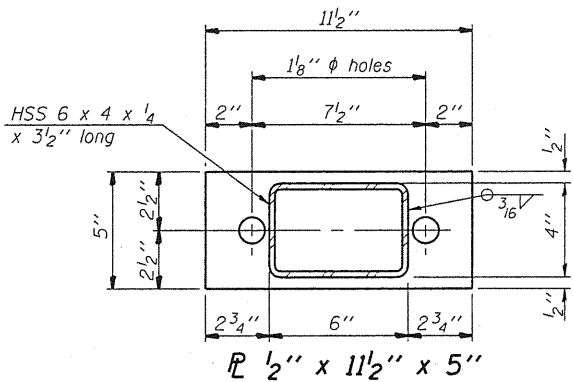
SECTION B-B



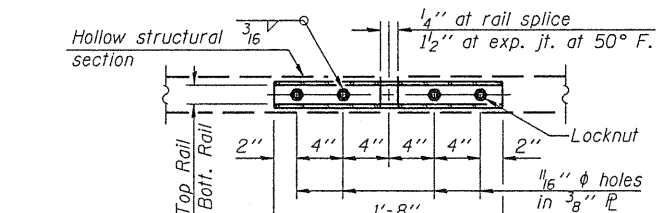
SECTION C-C



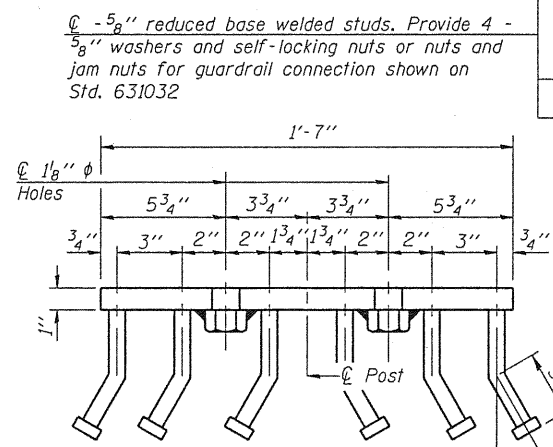
SECTION AT RAIL POST



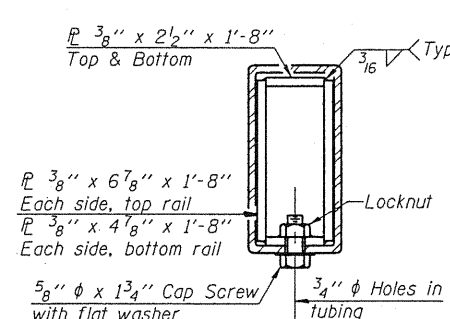
RAIL SPLICE CONNECTION
AT EXPANSION JT.



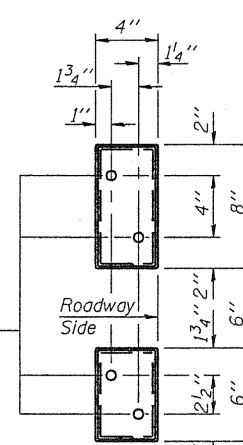
PLAN-BOTT. SPLICE R
TYPICAL



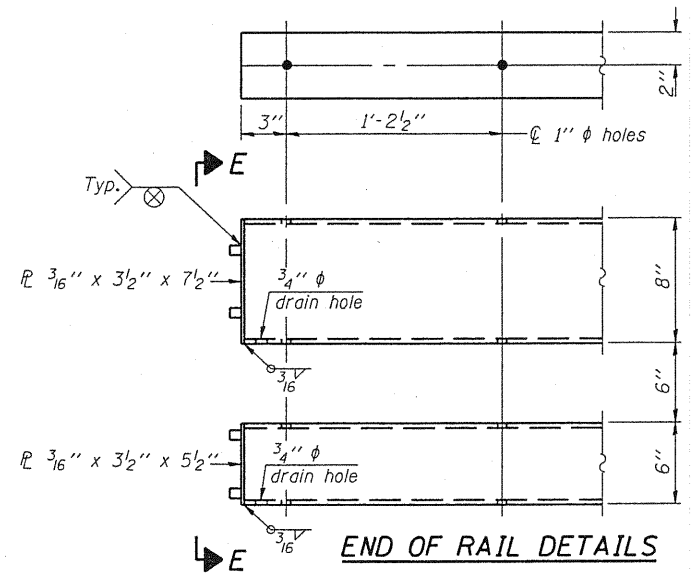
VIEW D-D



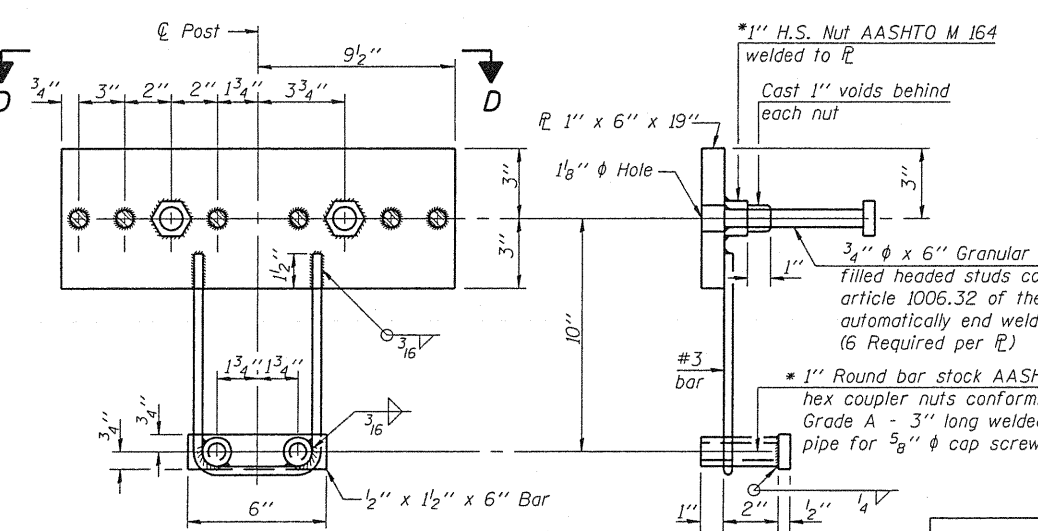
SECTION AT
RAIL SPLICE



VIEW E-E



END OF RAIL DETAILS



ANCHOR DEVICE

Notes:
All field drilled holes shall be coated with an approved zinc rich paint before erection.
For multi-span bridges, sufficient 1/4" x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Railing, Type SM.
Steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.
** The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type SM	Foot	528

STEEL RAILING, TYPE SM
STRUCTURE NO. 094-0051

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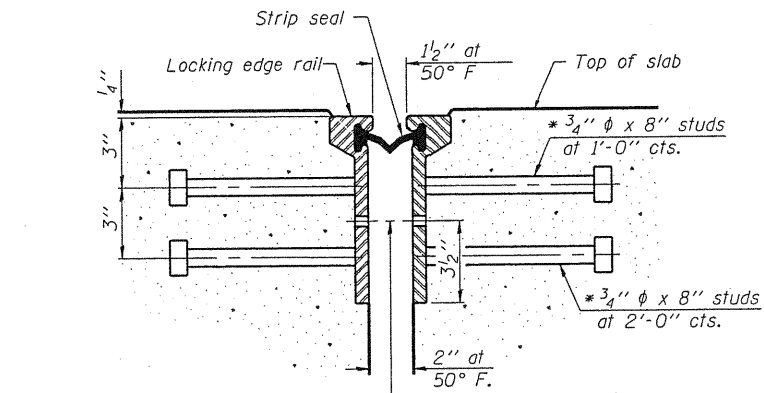
DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

SHEET NO. 13 27 SHEETS	F.A.P. RTE. 310	SECTION (28B)BR-1	COUNTY WARREN	TOTAL SHEETS 71	SHEET NO. 37
	CONTRACT NO. 68661			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

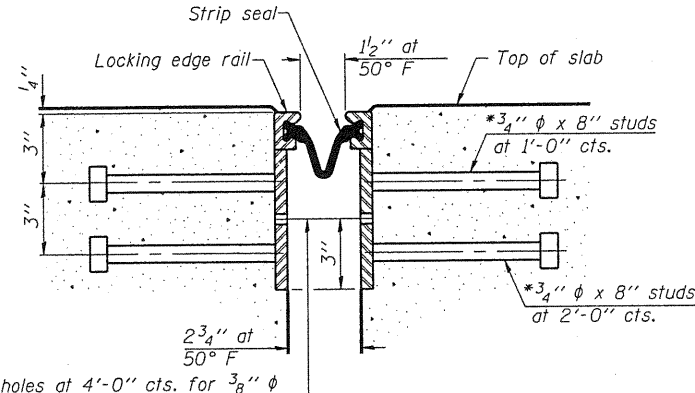
*Threaded areas shall be plugged or blocked off during casting of beam. Galvanized after fabrication.

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

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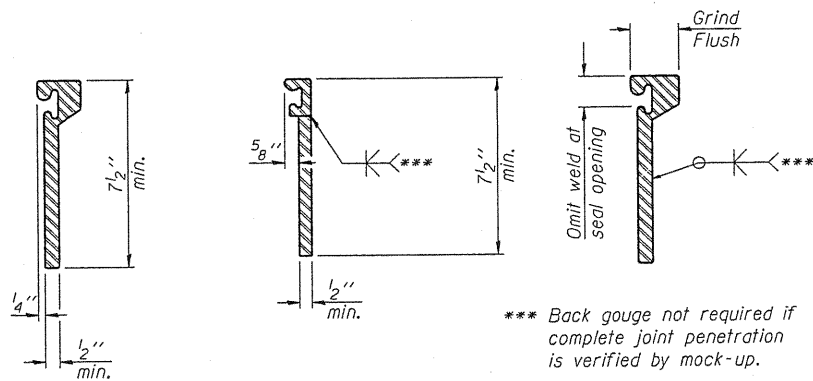
SECTION THRU
ROLLED RAIL JOINT



SECTION THRU
WELDED RAIL JOINT

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

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



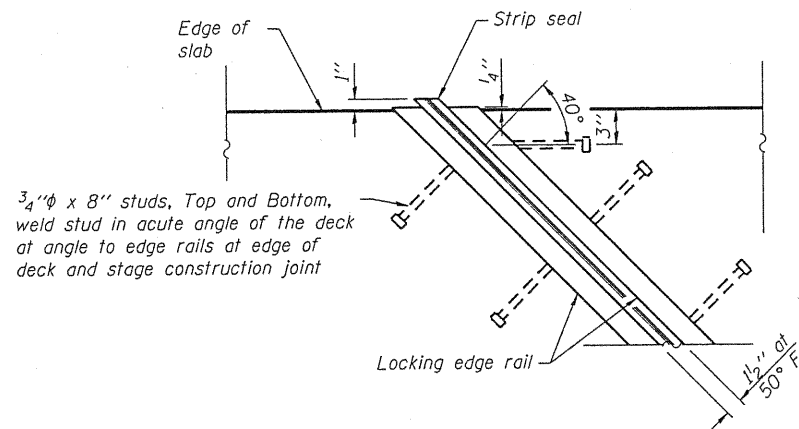
ROLLED
EXTRUDED RAIL

WELDED RAIL

LOCKING EDGE
RAIL SPLICE

The inside of the locking edge rail groove shall be free of weld residue.
Rolled rail shown, welded rail similar.

LOCKING EDGE RAILS



END TREATMENT - PLAN

Notes:

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches. The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities. The manufacturer's recommended installation methods shall be followed. The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State. All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications. Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant.

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	94

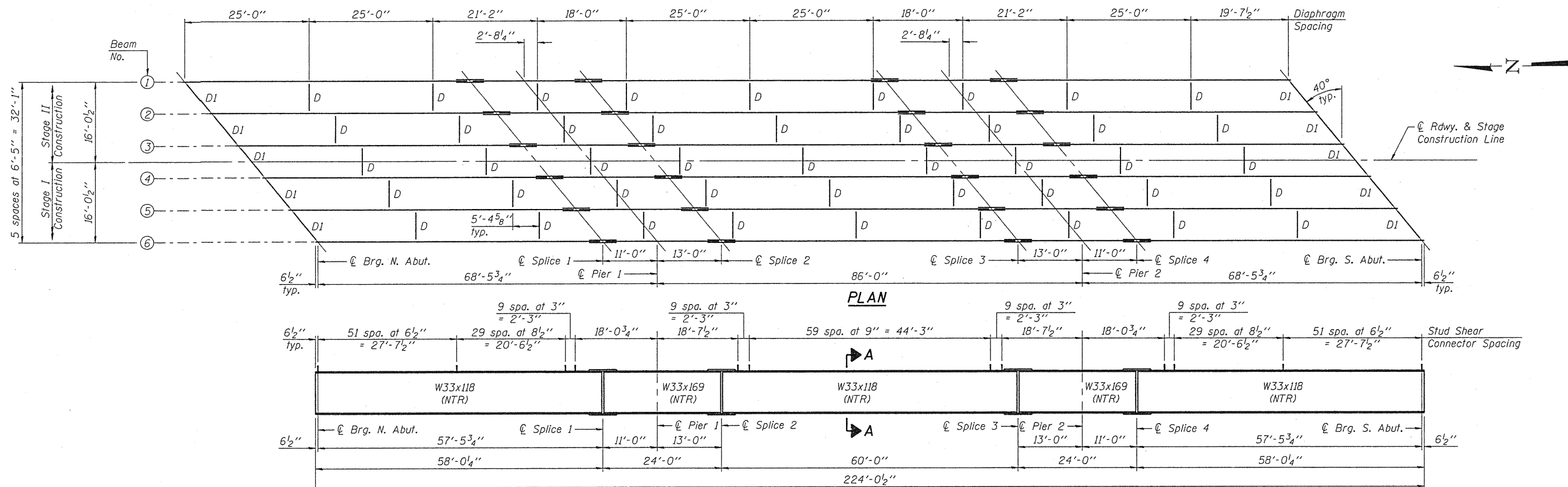


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DRAWN - SGM
CHECKED - BAS

PREFORMED JOINT STRIP SEAL
STRUCTURE NO. 094-0051

SHEET NO. 14	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	(28B)BR-1	WARREN	71	38
27 SHEETS	CONTRACT NO. 68661				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

ELEVATION

		0.4 Span 1 or 0.6 Span 3	Pier 1 & 2	0.5 Span 2
I_s	(in ⁴)	5900	9290	5900
$I_c(n)$	(in ⁴)	15895	--	15895
$I_c(3n)$	(in ⁴)	11779	--	11779
S_s	(in ³)	359	549	359
$S_c(n)$	(in ³)	530	--	530
$S_c(3n)$	(in ³)	480	--	480
Z	(in ³)	--	629	--
DC1	(k/')	0.798	0.849	0.798
M _{DC1}	(k-ft)	238.1	530.5	211.6
DC2	(k/')	0.033	0.033	0.033
M _{DC2}	(k-ft)	11.5	17.6	12.9
DW	(k/')	0.300	0.300	0.300
M _{DW}	(k-ft)	104.8	160.0	117.3
$M_L + 1W$	(k-ft)	797.5	691.7	848.2
M_u (Strength I)	(k-ft)	1865	2136	1941
$\phi_r M_n$, $\phi_r M_{nc}$	(k-ft)	2661	2621	2679
f_s DC1	(ksi)	7.96	11.60	7.07
f_s DC2	(ksi)	0.29	0.38	0.32
f_s DW	(ksi)	2.62	3.50	2.93
f_s 1.3(4+1W)	(ksi)	23.47	19.65	24.97
f_s (Service II)	(ksi)	34.34	35.13	35.29
f_s (Total)(Strength I)	(ksi)	--	--	--
V _r	(k)	28.8	--	20.9

* Compact sections
** Non-Compact and slender sections

		Abut.	Pier
R _{DC1}	(k)	19.6	70.6
R _{DC2}	(k)	0.9	2.8
R _{DW}	(k)	7.9	25.5
R _{L + 1W}	(k)	82.4	109.4
R _{Total}	(k)	110.8	208.3

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 (in⁴ and in³).

$I_c(n)$, $S_c(n)$: 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) due to short-term composite live loads (in⁴ and in³).

$I_c(3n)$, $S_c(3n)$: 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) due to long-term composite (superimposed) dead loads (in⁴ and in³).

Z: Plastic Section Modulus of the steel section in non-composite areas. (in³).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: 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_{DC2}: 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_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

$M_L + 1W$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{L + 1W}

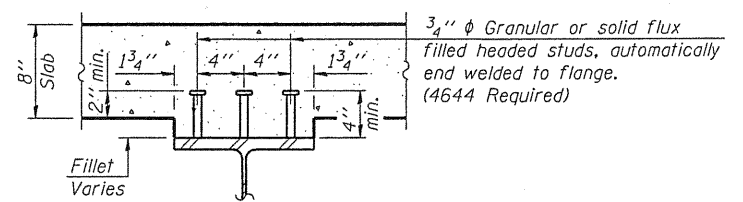
$\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

$\phi_r M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).

f_s (Service II): Sum of stresses as computed from the moments below (ksi).
M_{DC1} + M_{DC2} + M_{DW} + 1.3 M_{L + 1W}

f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{L + 1W}

V_r: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.



SECTION A-A

TOP OF BEAM ELEVATIONS

(For Fabrication Only)

	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
☉ Brg. N. Abut.	665.801	665.861	665.921	665.861	665.721	665.561
*** ☉ Splice 1	665.325	665.440	665.535	665.535	665.433	665.308
☉ Pier 1	665.318	665.438	665.538	665.538	665.438	665.308
*** ☉ Splice 2	665.308	665.434	665.540	665.540	665.442	665.307
*** ☉ Splice 3	665.412	665.560	665.688	665.737	665.692	665.620
☉ Pier 2	665.508	665.668	665.808	665.868	665.828	665.768
*** ☉ Splice 4	665.588	665.758	665.908	665.978	665.942	665.892
☉ Brg. S. Abut.	666.461	666.681	666.891	667.001	667.001	667.001

*** Elevations are given at top of W33x169.

STRUCTURAL STEEL
STRUCTURE NO. 094-0051

Notes:
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
Structural steel beams and splice plates shall conform to the requirements of AASHTO M 270 Grade 50.
All new structural steel shall be hot dip galvanized in accordance with the Special Provision for "Hot Dip Galvanizing for Structural Steel."
For details of diaphragms and beam splices, see Sheet 16 of 27.
For bearing details, see sheet 17 of 27.

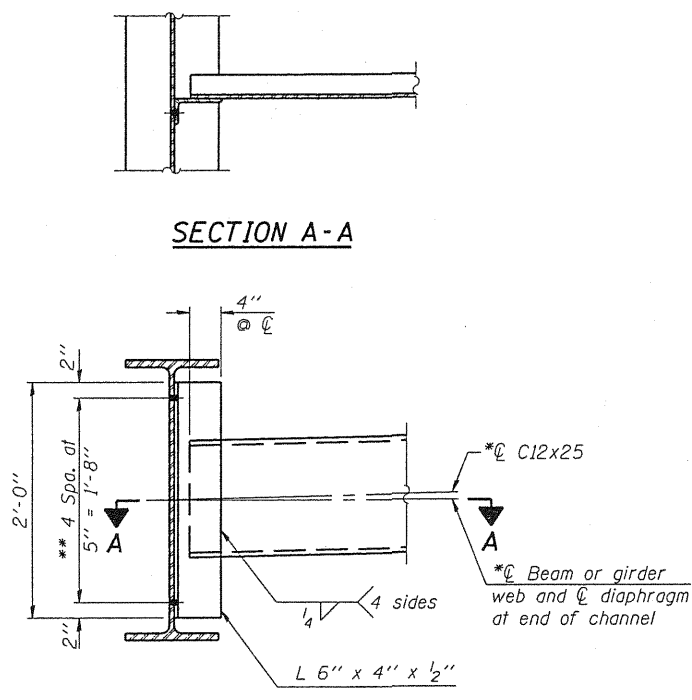
Note:
Exterior girder moments control the beam design.



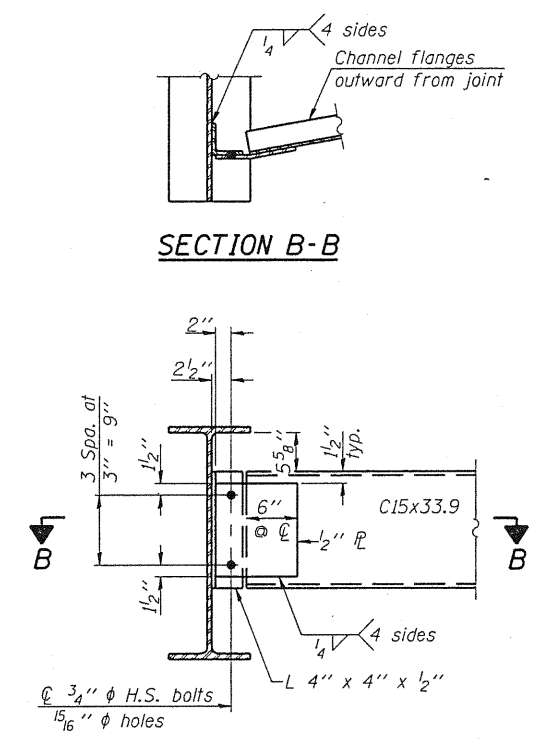
DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

SHEET NO. 15	F.A.P. RTE. 310	SECTION (28B)BR-1	COUNTY WARREN	TOTAL SHEETS 71	SHEET NO. 39
27 SHEETS	CONTRACT NO. 68661		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



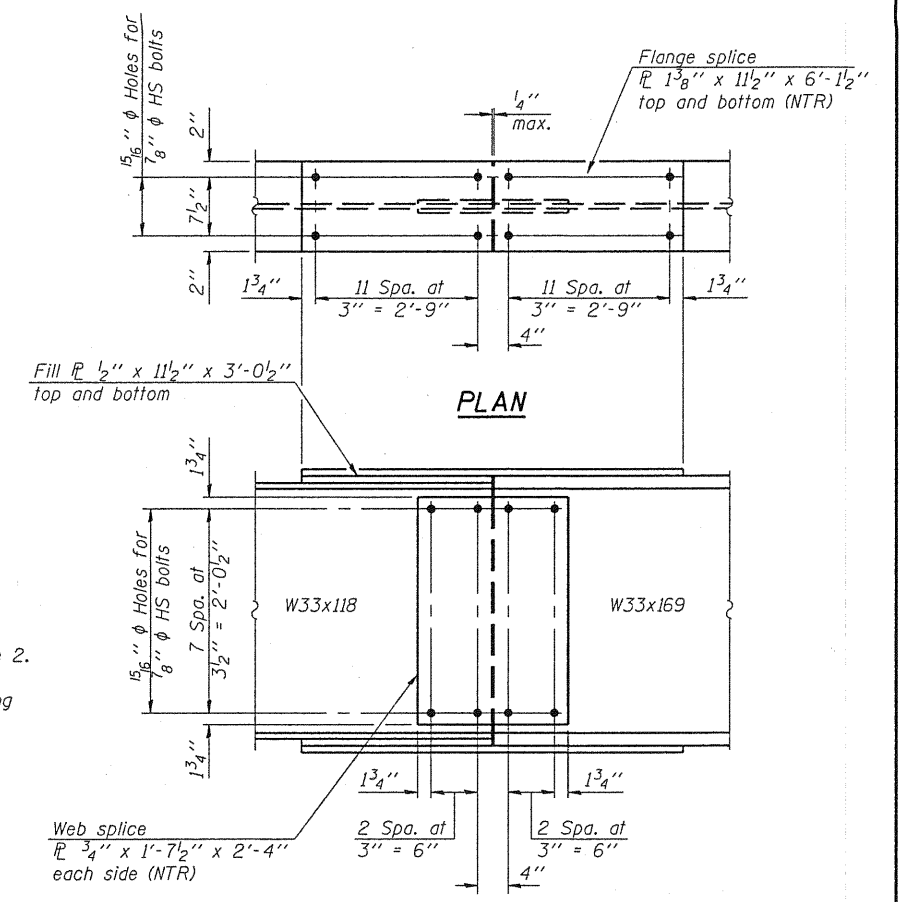
INTERIOR DIAPHRAGM D
(45 Required)



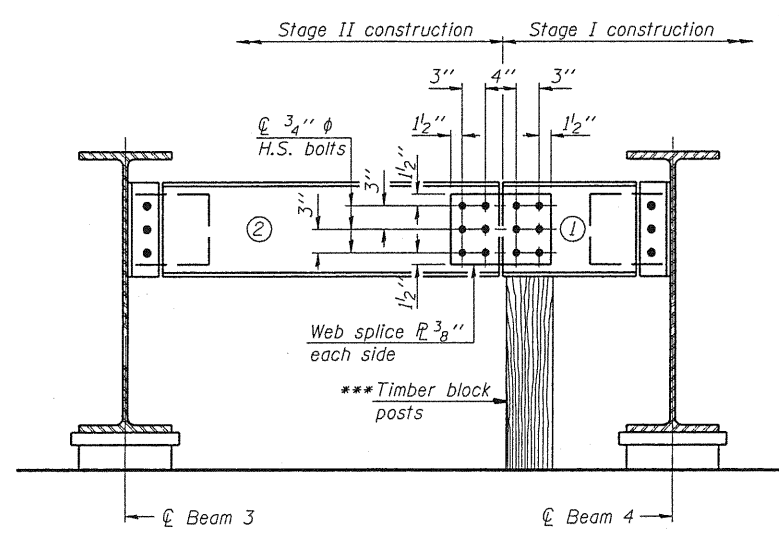
END DIAPHRAGM D1
(10 Required)

Note:
Two hardened washers required for each set of oversized holes.
*Alternate channels, C12x30, are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.
**3/4" H.S. bolts, 1 5/16" holes

Notes:
Splice plates, except for fill plates, shall conform to the requirements of AASHTO M 270 Grade 50.
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
All new structural steel shall be hot dip galvanized in accordance with the Special Provision for "Hot Dip Galvanizing for Structural Steel."



SPLICE DETAIL
(24 Required)



*** Cost of Timber Block Posts is included with Structural Steel.

END DIAPHRAGM

END DIAPHRAGM STAGE CONSTRUCTION SEQUENCE

- 1.) Order diaphragm in two sections.
- 2.) Attach section ① of diaphragm to beam
- 3.) Place timber block posts between section ① of diaphragm and abutment bearing section.
- 4.) Attach section ② of diaphragm to both beam 3 and section ① of diaphragm during stage II construction with splice plates.
- 5.) Remove timber block posts.

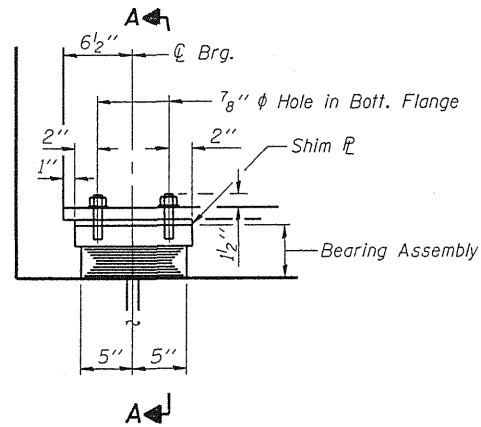


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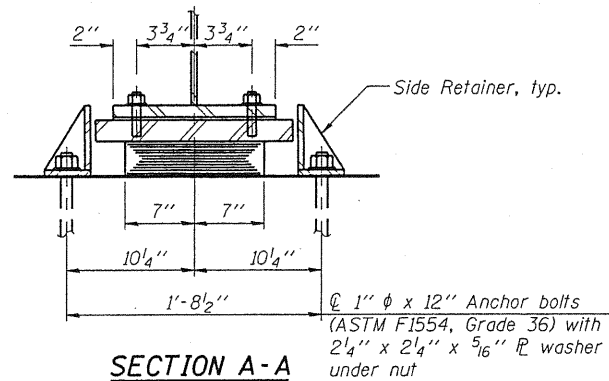
**STRUCTURAL STEEL DETAILS
STRUCTURE NO. 094-0051**

SHEET NO. 16 27 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	(28B)BR-1	WARREN	71	40
FED. ROAD DIST. NO. - ILLINOIS			CONTRACT NO. 68661		
FED. AID PROJECT					

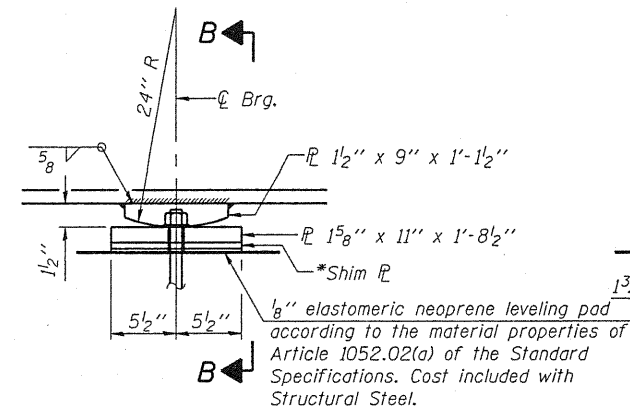
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



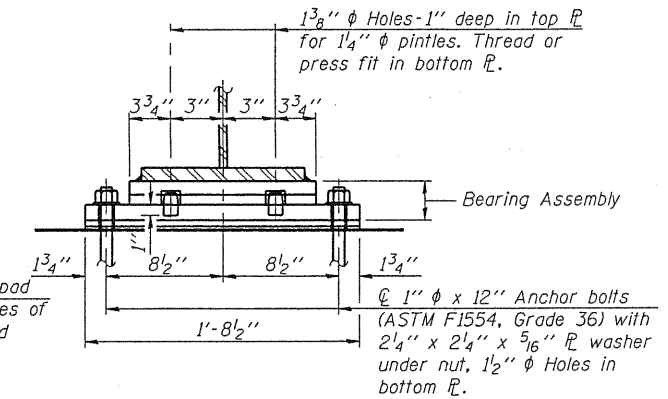
ELEVATION



SECTION A-A



ELEVATION



SECTION B-B

TYPE I ELASTOMERIC EXP. BRG. AT ABUTMENTS

Notes:

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.

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

Anchor bolts for side retainers may be cast in place or installed in holes drilled before or after members are in place.

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

Side retainers and other steel members required for the bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

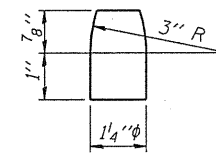
Two 1/8 inch adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.

All new structural steel shall be hot dip galvanized in accordance with the Special Provision for "Hot Dip Galvanizing for Structural Steel."

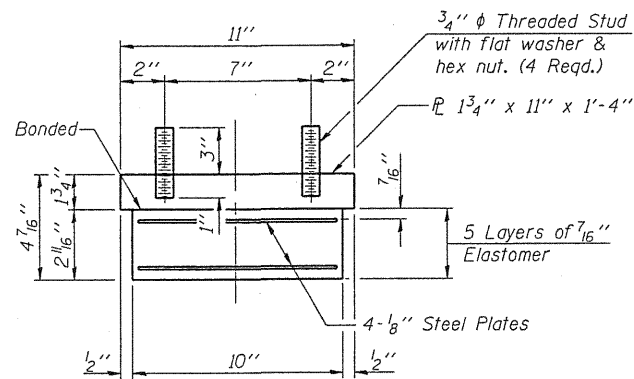
FIXED BEARING AT PIERS

(12 required)



PINTLE

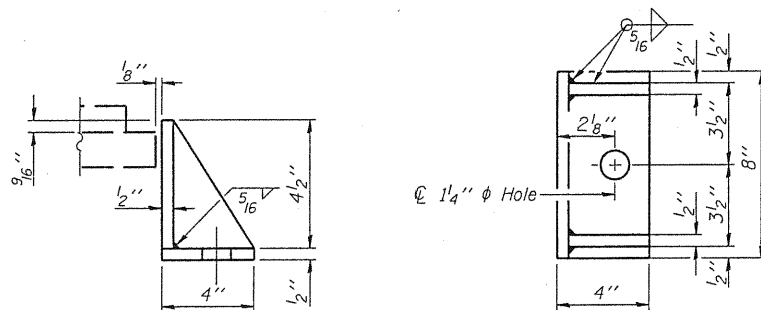
*1-1/4" x 11" x 1'-8 1/2" Shim Plate required under Beam No. 5 and 6 at Pier 2.



BEARING ASSEMBLY

Note:

Shim plates shall not be placed under Bearing Assembly.



SIDE RETAINER

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



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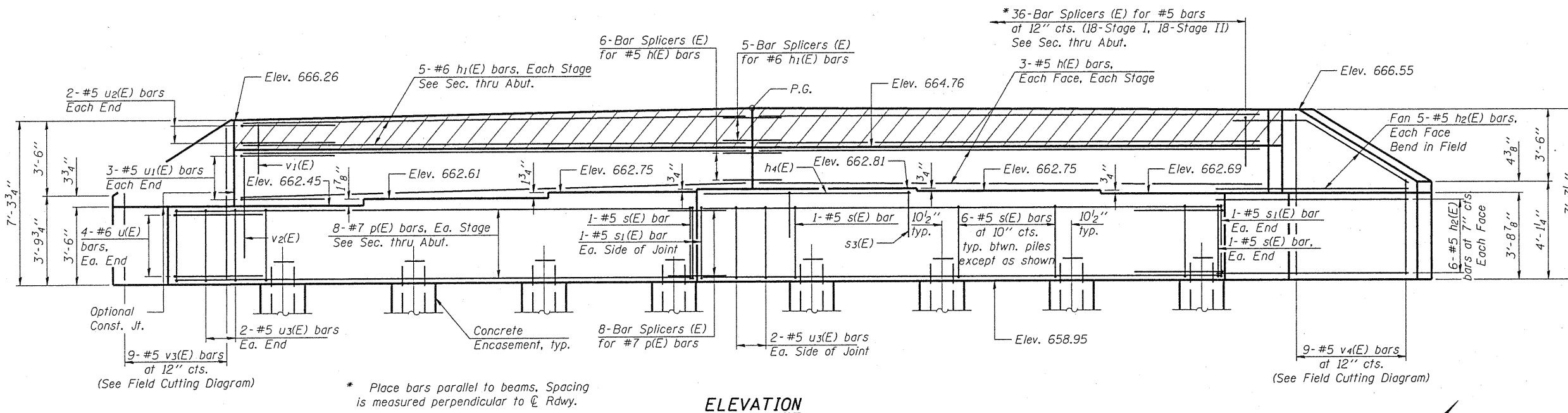
BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly, Type I	Each	12
Anchor Bolts, 1"	Each	48

BEARING DETAILS
STRUCTURE NO. 094-0051

SHEET NO. 17 27 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	(28B)BR-1	WARREN	71	41
FED. ROAD DIST. NO. - ILLINOIS			FED. AID PROJECT		
CONTRACT NO. 68661					

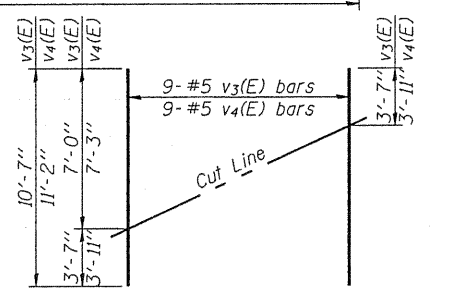
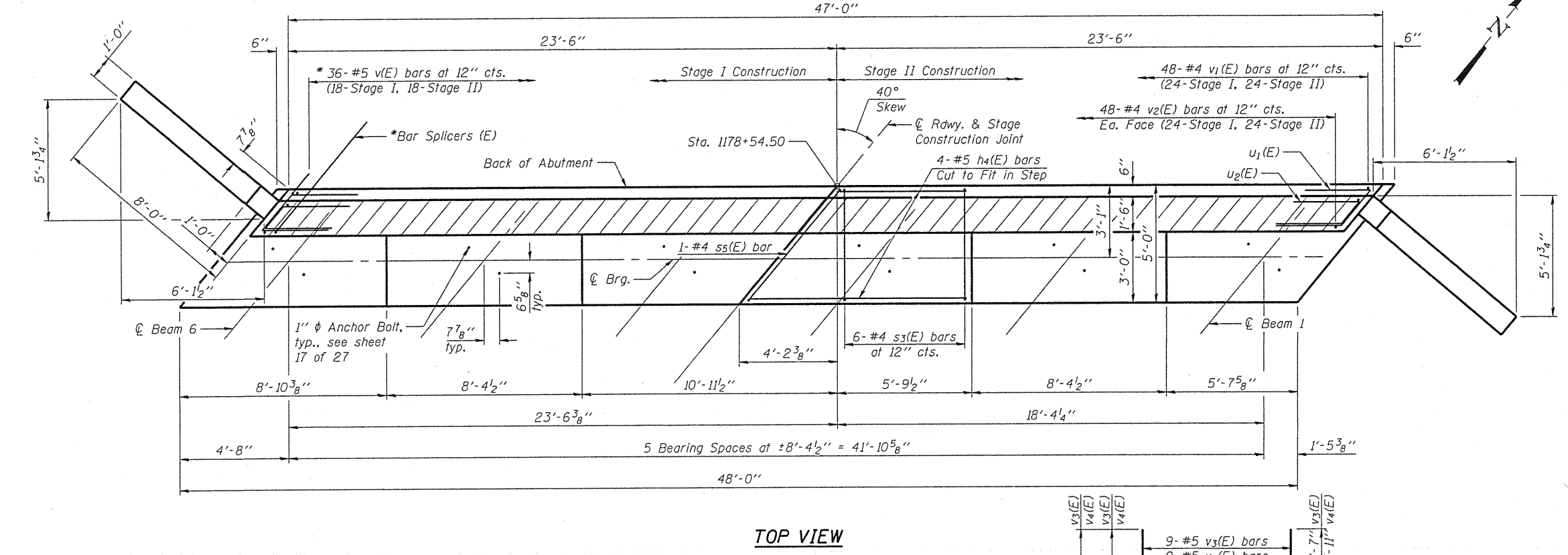
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



**NORTH ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	12	#5	23'-1"	—
h ₁ (E)	10	#6	23'-1"	—
h ₂ (E)	44	#5	10'-2"	—
h ₄ (E)	4	#5	9'-8"	—
p(E)	16	#7	23'-6"	—
s(E)	40	#5	16'-7"	□
s ₁ (E)	4	#5	19'-5"	□
s ₃ (E)	6	#4	8'-2"	□
s ₅ (E)	1	#4	9'-7"	□
u(E)	8	#6	12'-7"	┌
u ₁ (E)	6	#5	7'-10"	┌
u ₂ (E)	4	#5	7'-2"	┌
u ₃ (E)	8	#5	12'-6"	┌
v(E)	36	#5	3'-11"	—
v ₁ (E)	48	#4	3'-2"	—
v ₂ (E)	96	#4	4'-10"	—
v ₃ (E)	9	#5	10'-7"	—
v ₄ (E)	9	#5	11'-2"	—
Structure Excavation		Cu. Yd.	166	
Concrete Structures		Cu. Yd.	43.8	
Reinforcement Bars, Epoxy Coated		Pound	3820	
Furnishing Steel Piles HPI2x53		Foot	238	
Driving Piles		Foot	238	
Test Pile Steel HPI2x53		Each	1	
Pile Shoes		Each	8	
Concrete Encasement		Cu. Yd.	2.8	
Concrete Sealer		Sq. Ft.	658	

For details of Bar Splicers, see sheet 25 of 27.
For details of piles and Concrete Encasement, see sheet 24 of 27.



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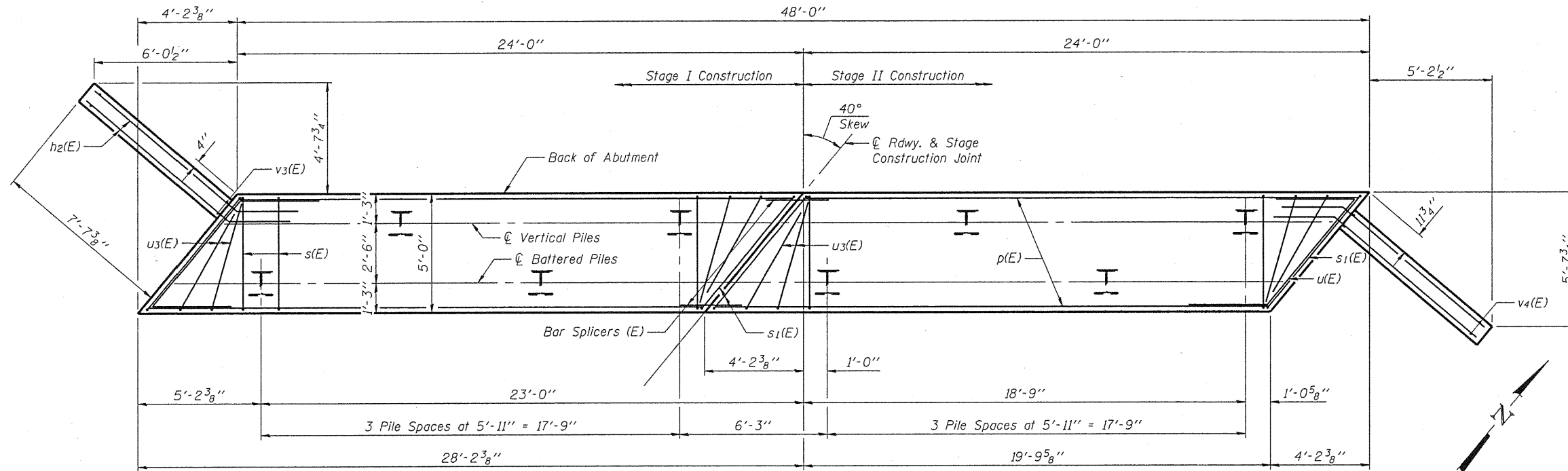
PILE DATA

Type: Steel-HP12x53 with pile shoes
Nominal Required Bearing: 419 kips
Factored Resistance Available: 230 kips
Est. Length: 34 feet
No. Production Piles: 7
No. Test Piles: 1

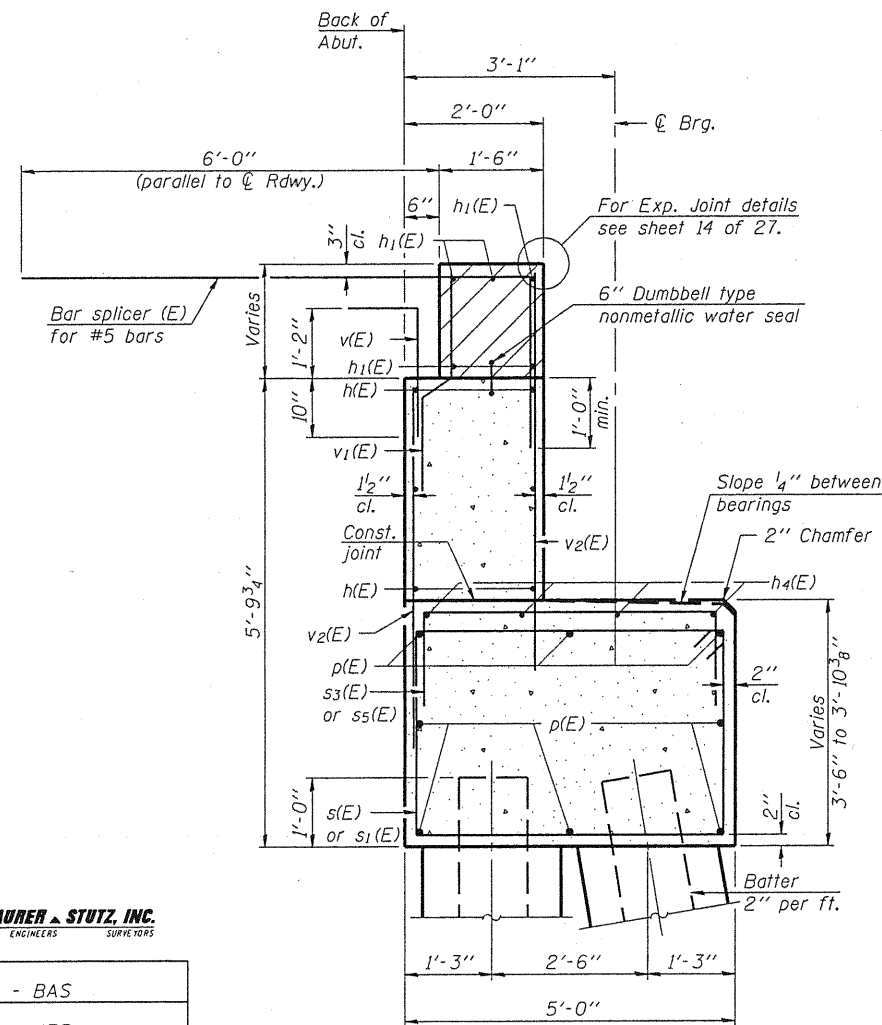
**NORTH ABUTMENT
STRUCTURE NO. 094-0051**

SHEET NO. 18	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
27 SHEETS	310	(28B)BR-1	WARREN	71	42
			CONTRACT NO. 68661		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

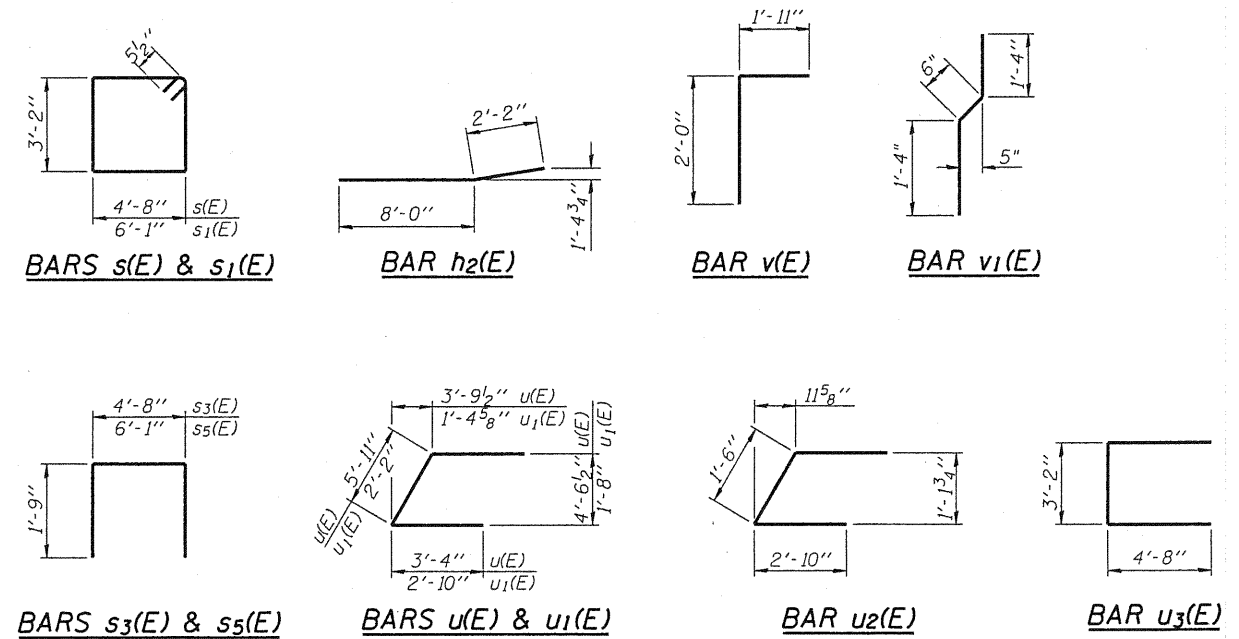
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
48'-0"



PLAN - PILE CAP



SEC. THRU ABUT.



Notes:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For Concrete Encasement details, see sheet 24 of 27.

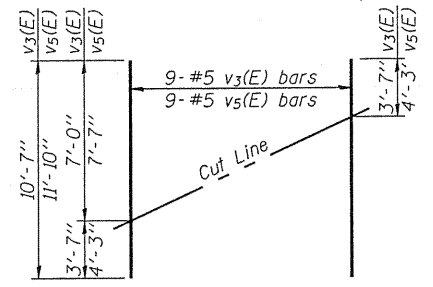
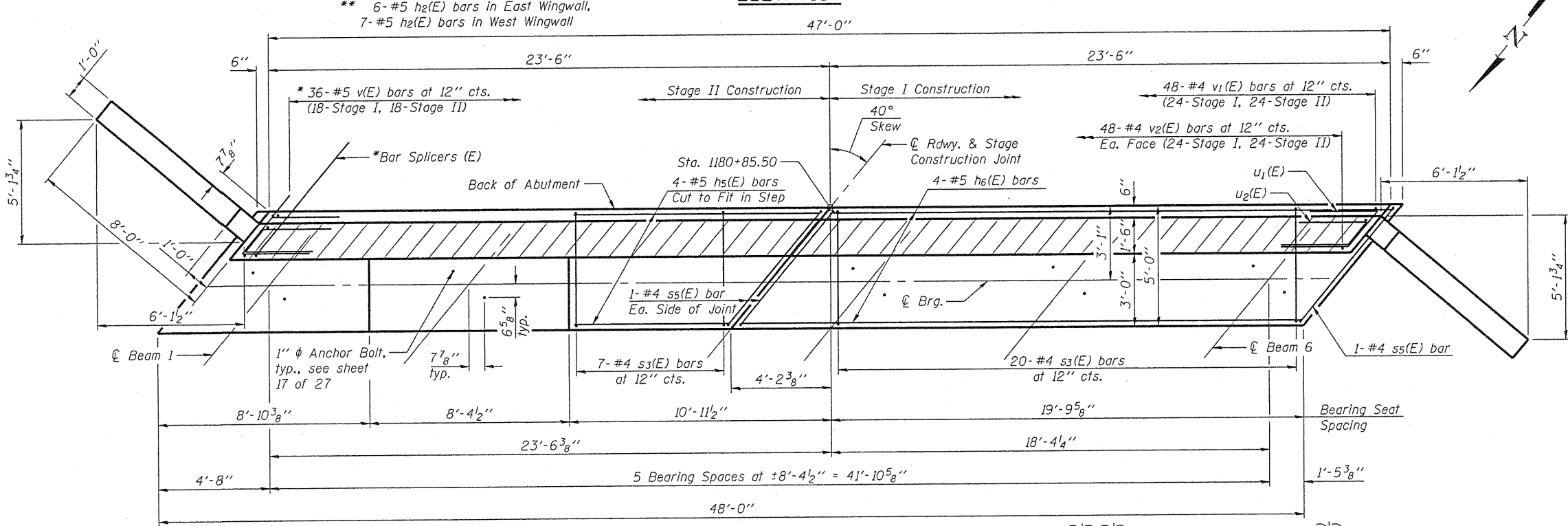
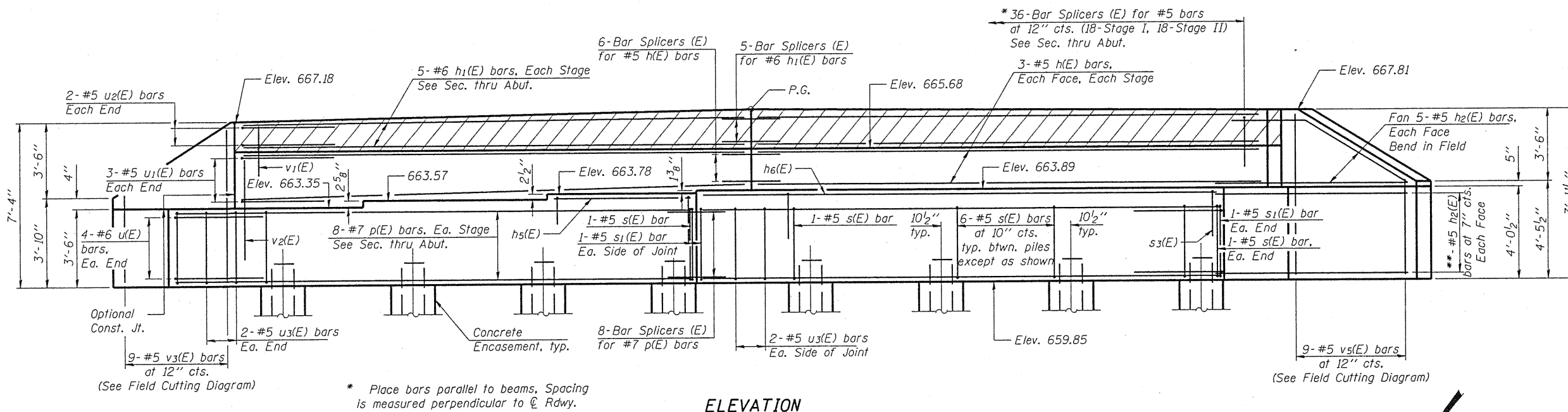


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NORTH ABUTMENT
STRUCTURE NO. 094-0051

SHEET NO. 19	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	(28B)BR-1	WARREN	71	43
27 SHEETS	CONTRACT NO. 68661				
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



**SOUTH ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	12	#5	23'-1"	—
h ₁ (E)	10	#6	23'-1"	—
h ₂ (E)	46	#5	10'-2"	—
h ₃ (E)	4	#5	10'-7"	—
h ₄ (E)	4	#5	23'-1"	—
p(E)	16	#7	23'-6"	—
s(E)	40	#5	16'-7"	□
s ₁ (E)	4	#5	19'-5"	□
s ₃ (E)	27	#4	8'-2"	□
s ₅ (E)	3	#4	9'-7"	□
u(E)	8	#6	12'-7"	—
u ₁ (E)	6	#5	7'-10"	—
u ₂ (E)	4	#5	7'-2"	—
u ₃ (E)	8	#5	12'-6"	—
v(E)	36	#5	3'-11"	—
v ₁ (E)	48	#4	3'-2"	—
v ₂ (E)	96	#4	4'-10"	—
v ₃ (E)	9	#5	10'-7"	—
v ₅ (E)	9	#5	11'-10"	—
Structure Excavation		Cu. Yd.	151	
Concrete Structures		Cu. Yd.	44.8	
Reinforcement Bars, Epoxy Coated		Pound	4080	
Furnishing Steel Piles HP12x53		Foot	266	
Driving Piles		Foot	266	
Test Pile Steel HP12x53		Each	1	
Pile Shoes		Each	8	
Concrete Encasement		Cu. Yd.	2.8	
Concrete Sealer		Sq. Ft.	672	

For details of Bar Splicers, see sheet 25 of 27.
 For details of piles and Concrete Encasement, see sheet 24 of 27.

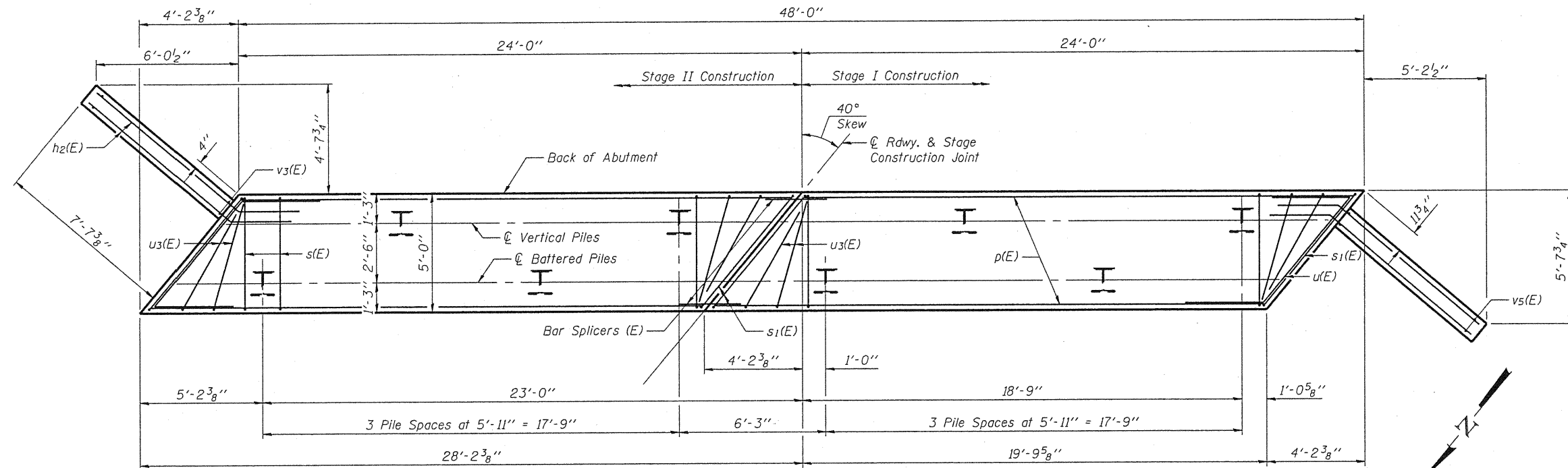
**SOUTH ABUTMENT
STRUCTURE NO. 094-0051**

DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

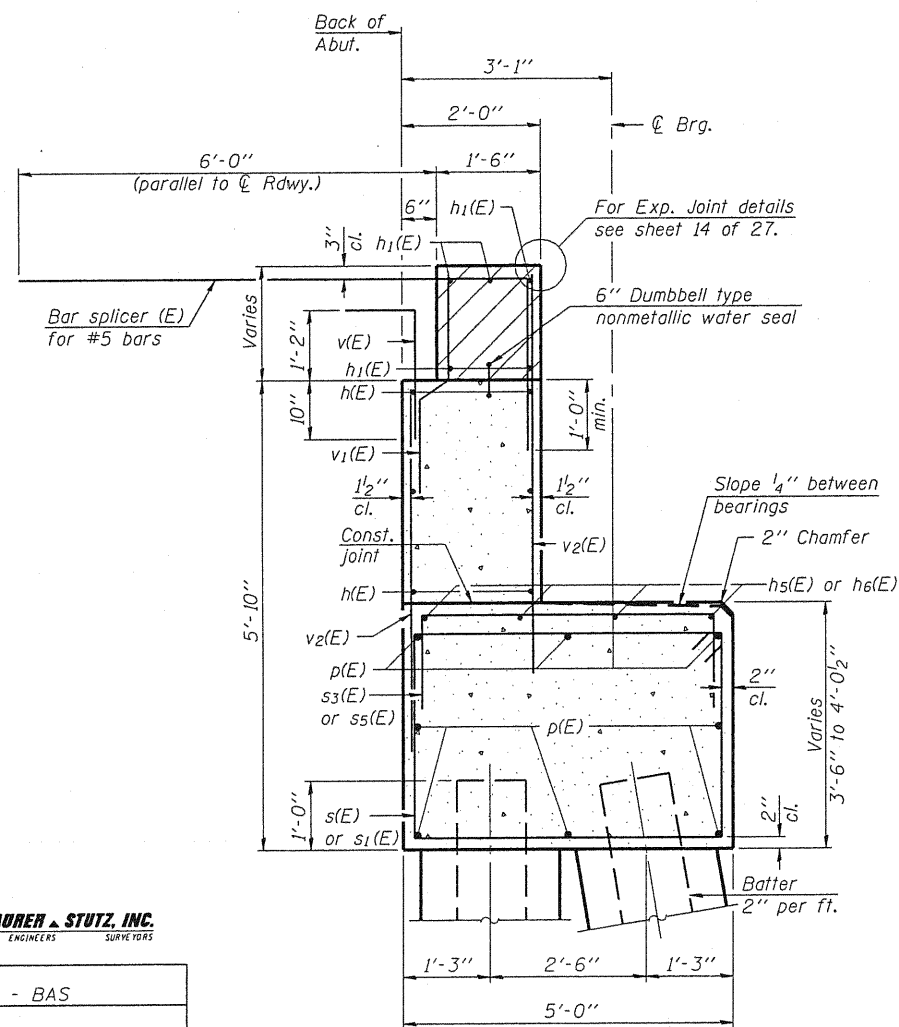
PILE DATA
 Type: Steel-HP12x53 with pile shoes
 Nominal Required Bearing: 419 kips
 Factored Resistance Available: 230 kips
 Est. Length: 38 feet
 No. Production Piles: 7
 No. Test Piles: 1

SHEET NO. 20 27 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	(28B)BR-1	WARREN	71	44
CONTRACT NO. 68661					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

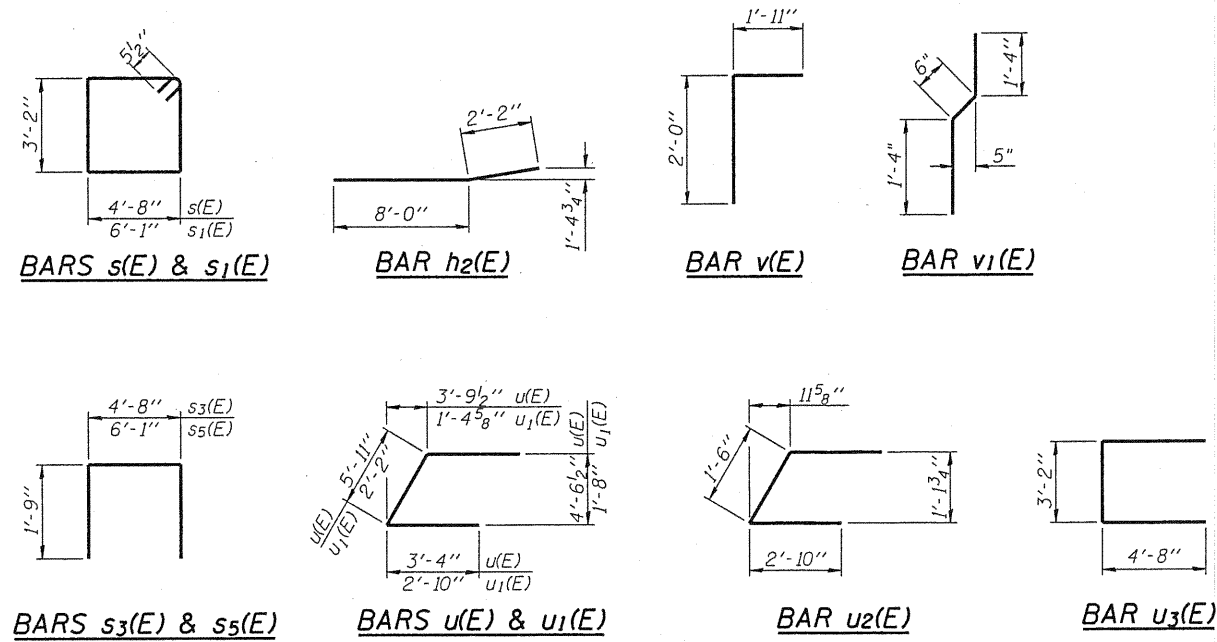
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
48'-0"



PLAN - PILE CAP



SEC. THRU ABUT.



Notes:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure. Space reinforcement in cap to miss anchor bolts. Pour steps monolithically with cap. For Concrete Encasement details, see sheet 24 of 27.



DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

SOUTH ABUTMENT
STRUCTURE NO. 094-0051

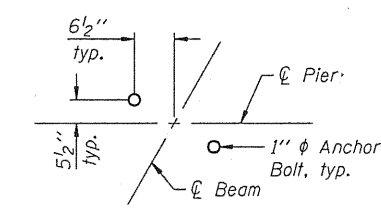
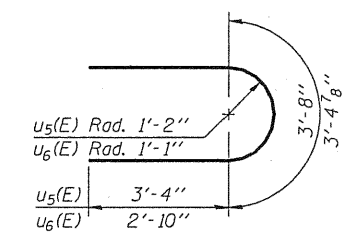
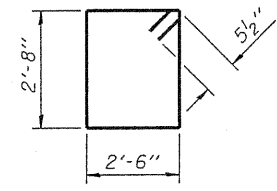
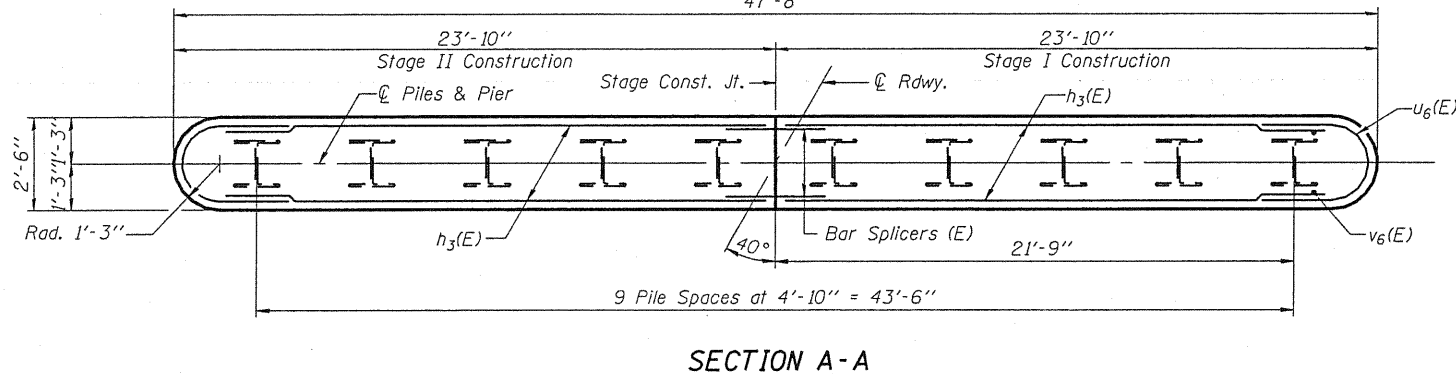
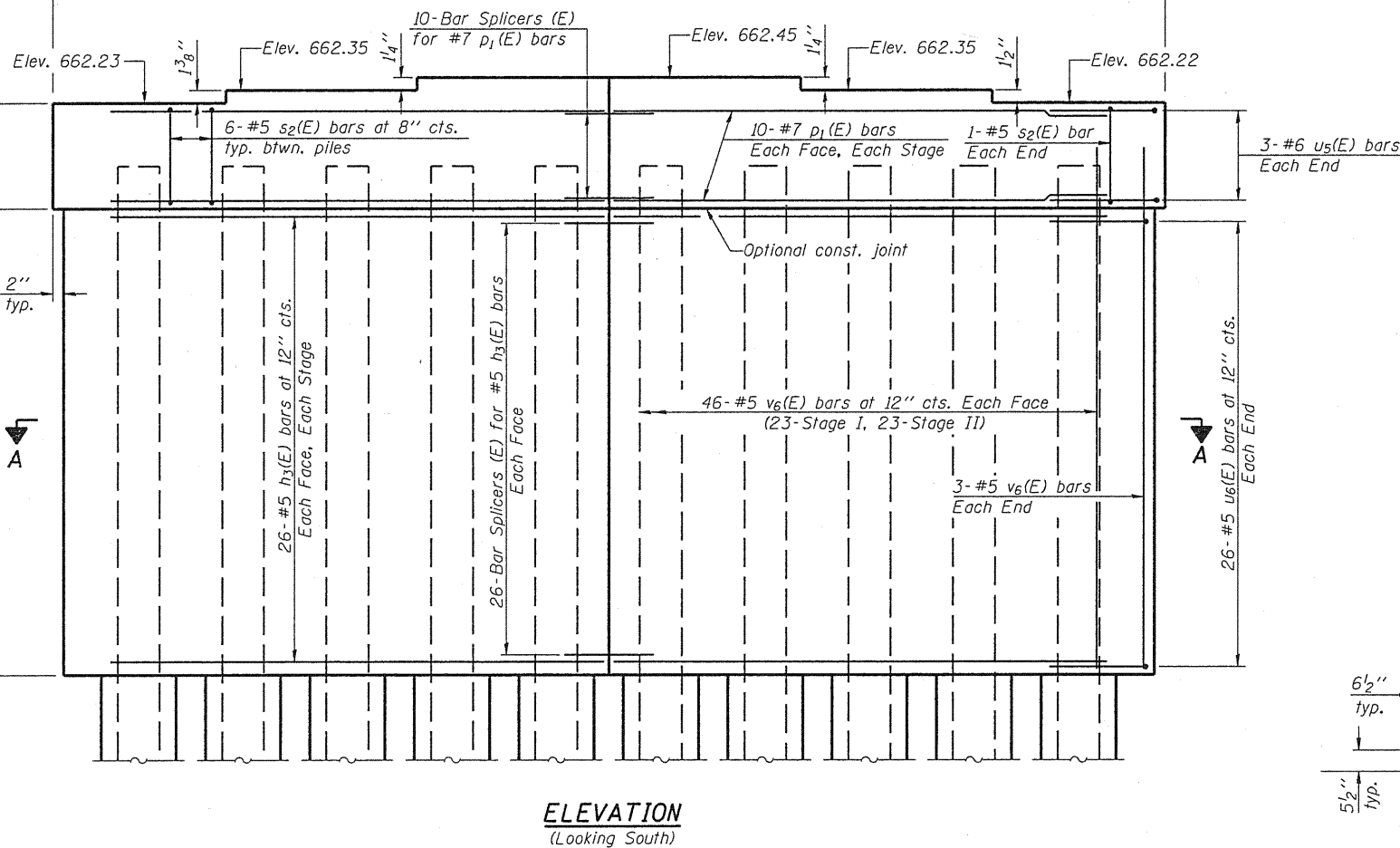
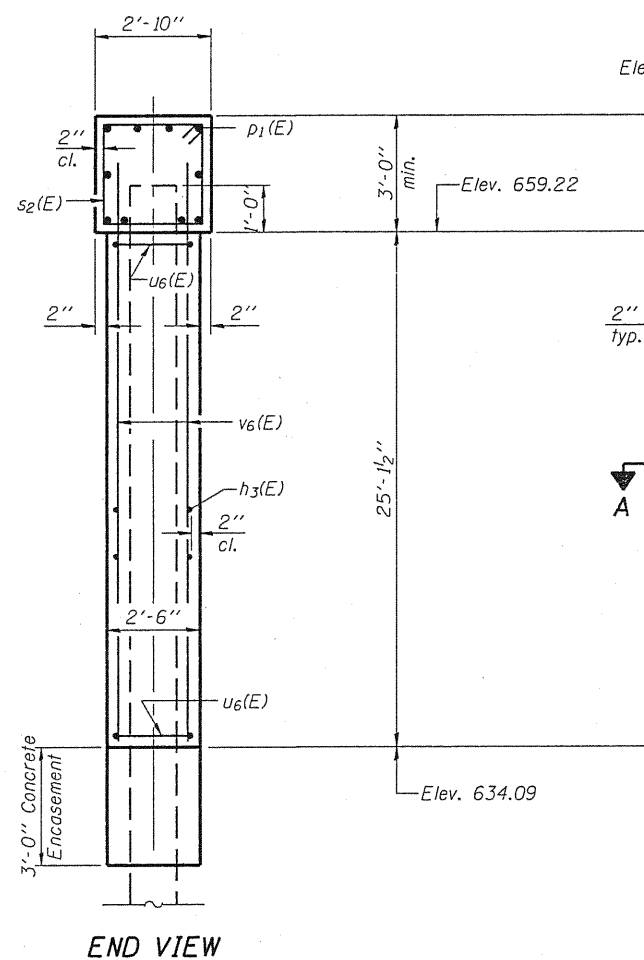
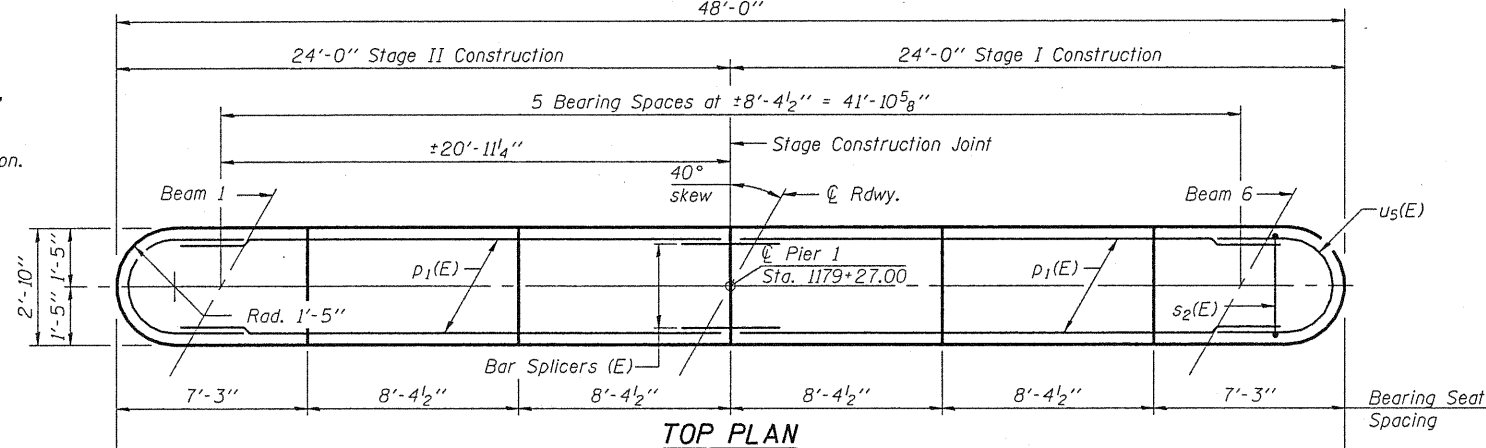
SHEET NO. 21 27 SHEETS	F.A.P. RTE. 310	SECTION (28B)BR-1	COUNTY WARREN	TOTAL SHEETS 71	SHEET NO. 45
	CONTRACT NO. 68661			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles and Concrete Encasement, see sheet 24 of 27.
For details of Bar Splicers, see sheet 25 of 27.
If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

PILE DATA

Type: Steel-HP14x73
Nominal Required Bearing: Set in Rock
Factored Resistance Available: 270 kips
Est. Length: 44 feet
No. Production Piles: 10
No. Test Piles: 0
Estimated Top of Rock Elevation: 627.50
Rock Socket Depth: 10.5 feet
Rock Socket Diameter: 24 inches



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3(E)	104	#5	22'-5"	—
p1(E)	20	#7	22'-5"	—
s2(E)	56	#5	11'-3"	□
u5(E)	6	#6	10'-4"	U
u6(E)	52	#5	9'-1"	U
v6(E)	98	#5	26'-9"	—
Structure Excavation		Cu. Yd.	36	
Concrete Structures		Cu. Yd.	125.2	
Concrete Encasement		Cu. Yd.	5.5	
Reinforcement Bars, Epoxy Coated		Pound	7330	
Furnishing Steel Piles HP14x73		Foot	440	
Setting Piles in Rock		Each	10	
Concrete Sealer		Sq. Ft.	2929	
Underwater Structure Excavation Protection - Location 1		Each	1	

**PIER 1
STRUCTURE NO. 094-0051**

MADDER & STUTZ, INC.
ENGINEERS SURVEYORS

DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

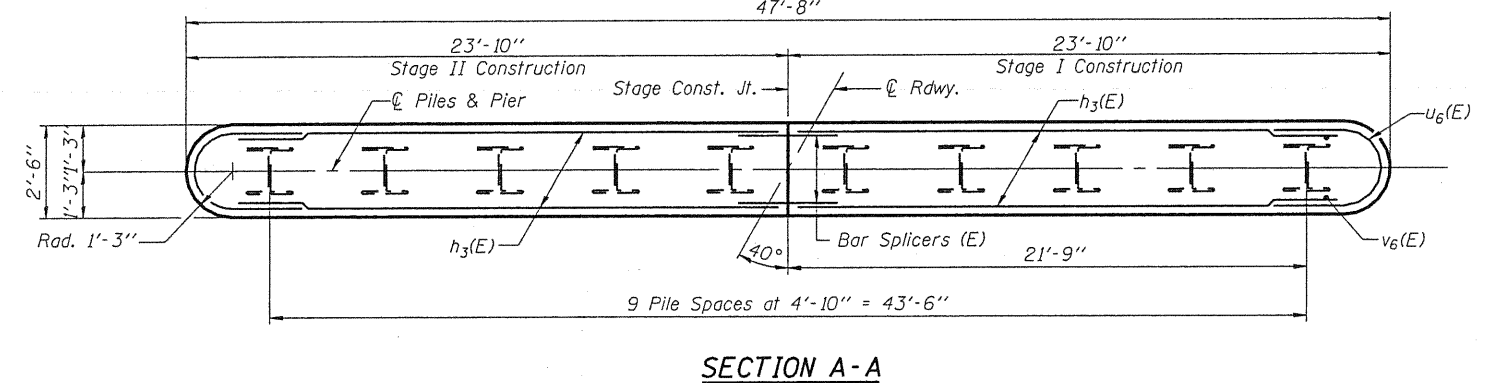
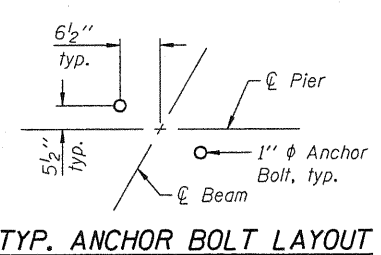
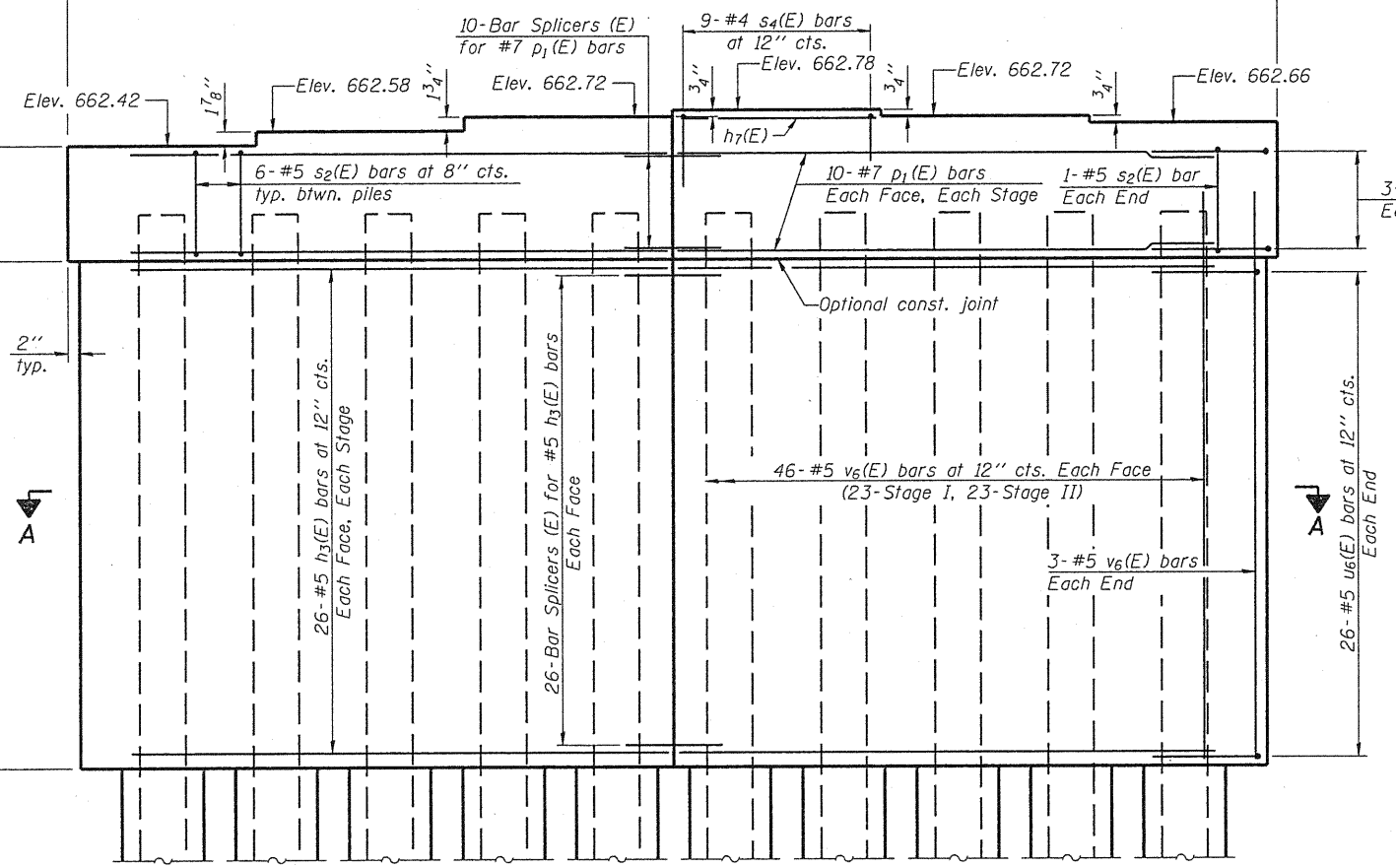
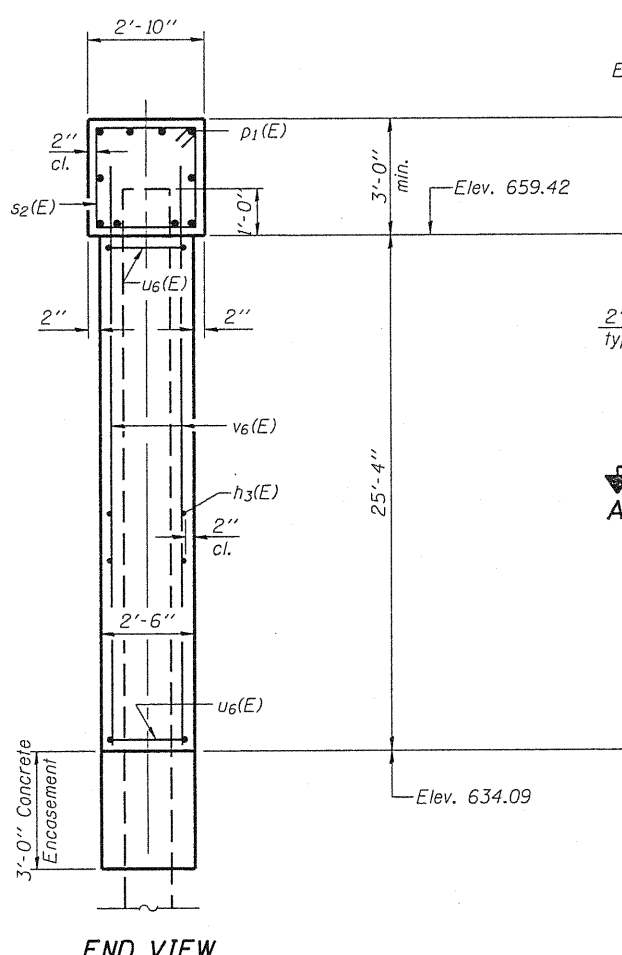
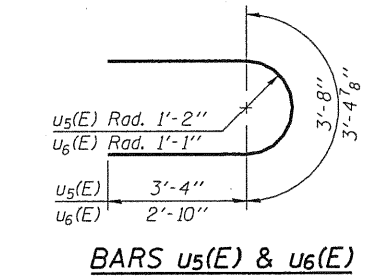
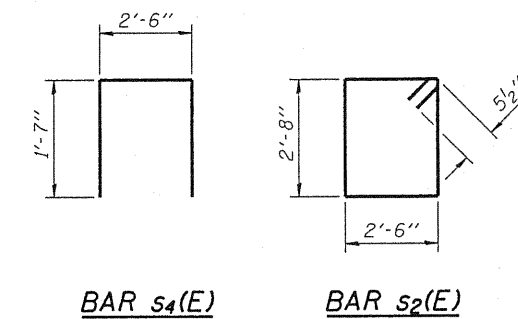
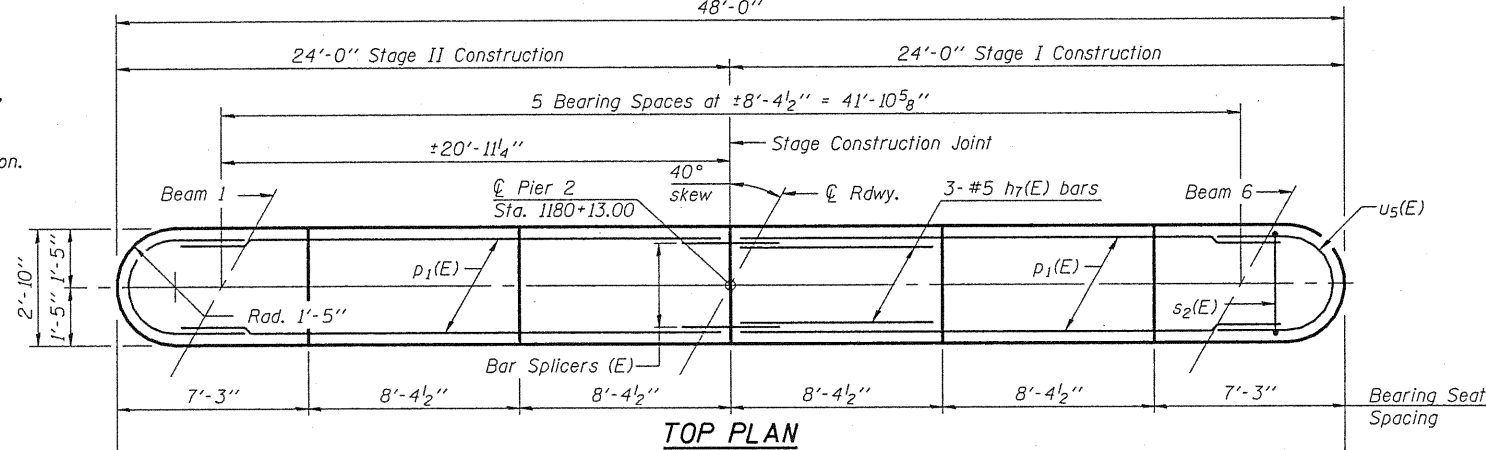
SHEET NO. 22 27 SHEETS	F.A.P. RTE. 310	SECTION (28B)BR-1	COUNTY WARREN	TOTAL SHEETS 71	SHEET NO. 46
	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68661	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles and Concrete Encasement, see sheet 24 of 27.
For details of Bar Splicers, see sheet 25 of 27.
If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

PILE DATA

Type: Steel-HP14x73
Nominal Required Bearing: Set in Rock
Factored Resistance Available: 270 kips
Est. Length: 42 feet
No. Production Piles: 10
No. Test Piles: 0
Estimated Top of Rock Elevation: 624.90
Rock Socket Depth: 6.5 feet
Rock Socket Diameter: 24 inches



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₃ (E)	104	#5	22'-5"	—
h ₇ (E)	3	#5	8'-0"	—
p ₁ (E)	20	#7	22'-5"	—
s ₂ (E)	56	#5	11'-3"	□
s ₄ (E)	9	#4	5'-8"	□
u ₅ (E)	6	#6	10'-4"	U
u ₆ (E)	52	#5	9'-1"	U
v ₆ (E)	98	#5	26'-9"	—
Structure Excavation		Cu. Yd.	36	
Concrete Structures		Cu. Yd.	126.6	
Concrete Encasement		Cu. Yd.	5.5	
Reinforcement Bars, Epoxy Coated		Pound	7380	
Furnishing Steel Piles HP14x73		Foot	420	
Setting Piles in Rock		Each	10	
Concrete Sealer		Sq. Ft.	2960	
Underwater Structure Excavation Protection - Location 2		Each	1	

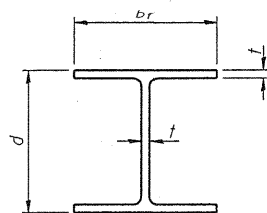
**PIER 2
STRUCTURE NO. 094-0051**

MAURER & STUTZ, INC.
ENGINEERS SURVEYORS

DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

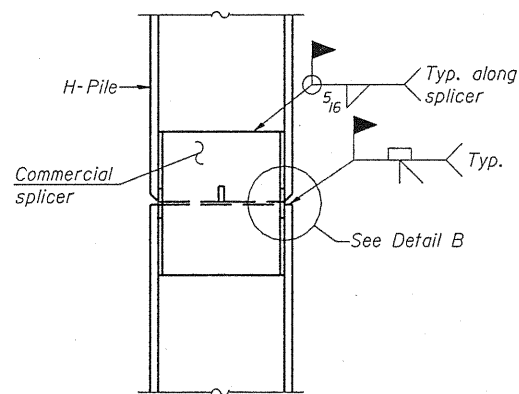
SHEET NO. 23 27 SHEETS	F.A.P. RTE. 310	SECTION (28B)BR-1	COUNTY WARREN	TOTAL SHEETS 71	SHEET NO. 47
	CONTRACT NO. 68661				
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

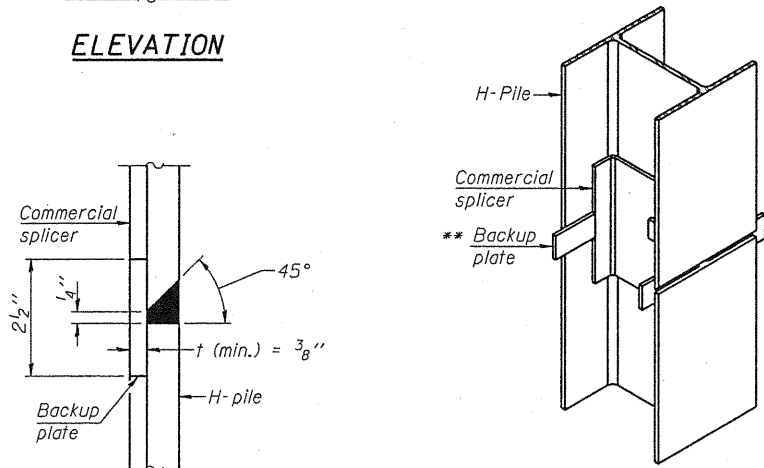


STEEL PILE TABLE

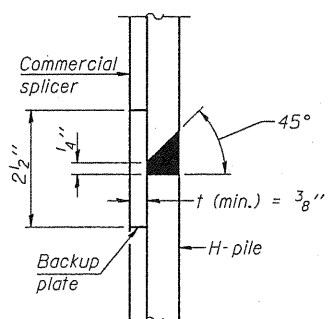
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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



ELEVATION

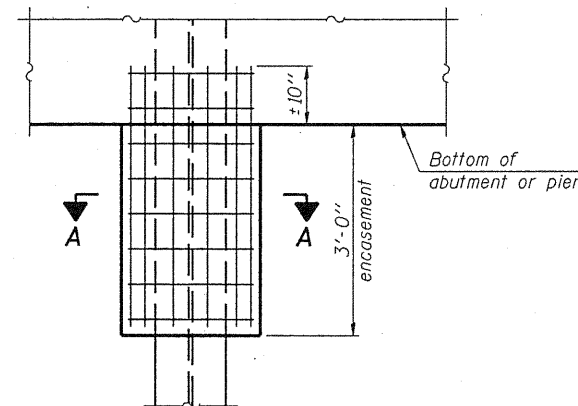


ISOMETRIC VIEW



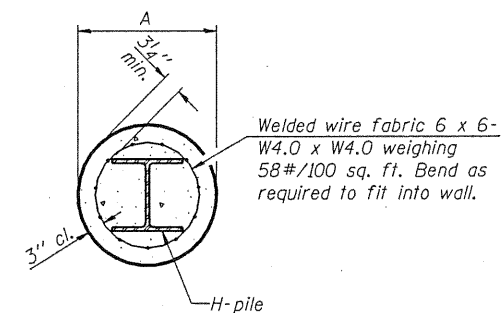
DETAIL "B"

WELDED COMMERCIAL SPLICE



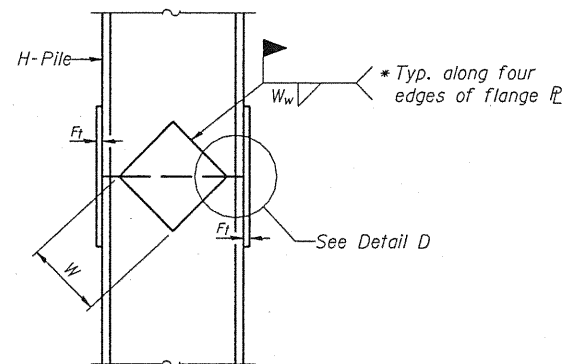
ELEVATION

PILE ENCASEMENT

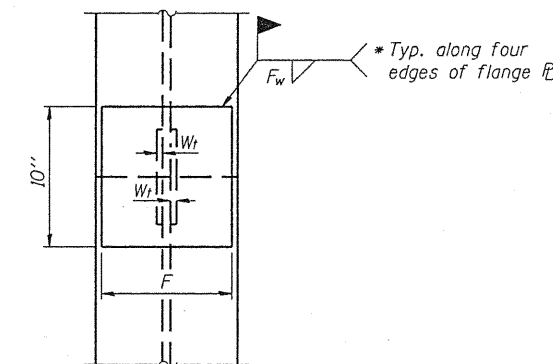


SECTION A-A

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



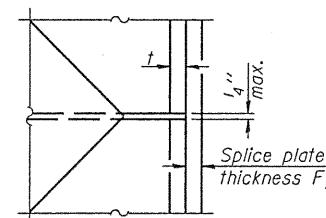
ELEVATION



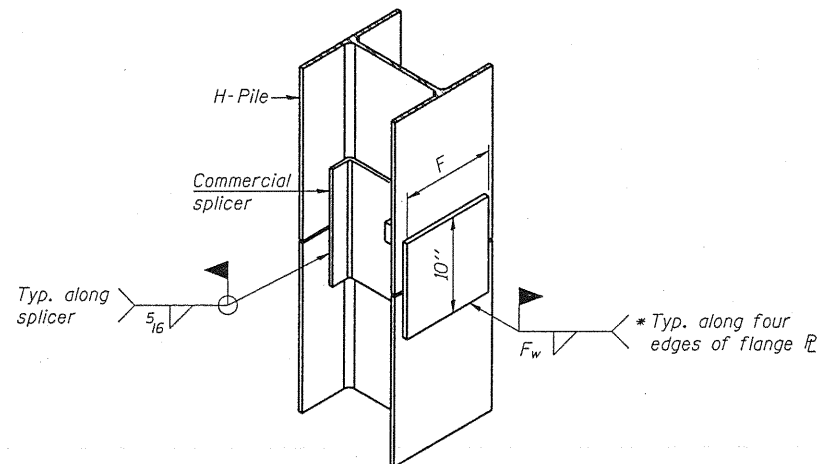
END VIEW

Designation	F	F _t	F _w	W	W _t	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 1/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 1/8"	1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5 1/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 1/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5 1/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5 1/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

WELDED PLATE FIELD SPLICE



DETAIL D



ISOMETRIC VIEW

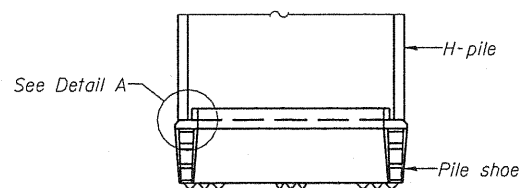
WELDED COMMERCIAL SPLICE ALTERNATE

- * 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.).

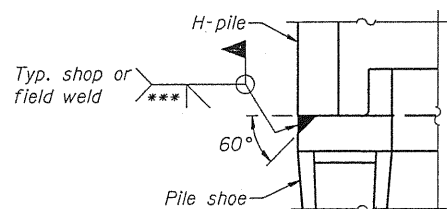
Note:
The steel H-piles shall be according to AASHTO M270 Grade 50.

HP PILE DETAILS
STRUCTURE NO. 094-0051

SHEET NO. 24 27 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	(28B)BR-1	WARREN	71	48
			CONTRACT NO. 68661		
FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT					



ELEVATION



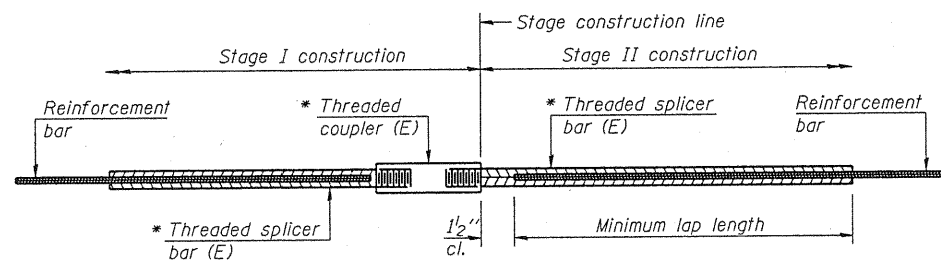
DETAIL A

H-PILE SHOE ATTACHMENT



DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STANDARD BAR SPLICER ASSEMBLY

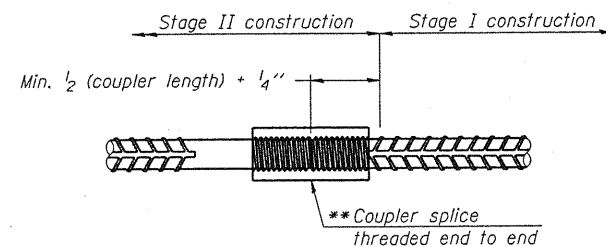
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

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

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

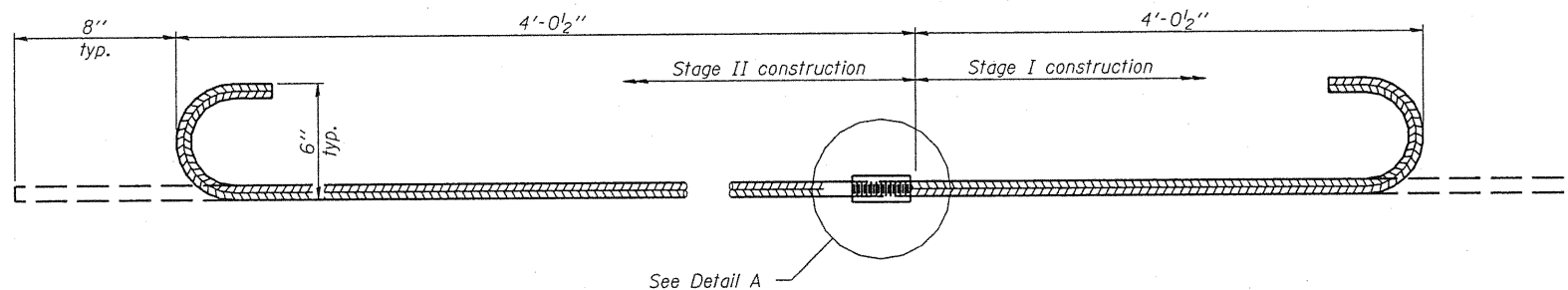
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Bridge Deck	#5	686	Table 3
Bridge Deck	#6	10	Table 4
Appr. Slab	#4	50	Table 4
Appr. Slab	#5	172	Table 3
Abutment	#7	16	Table 4
Abutment	#6	10	Table 4
Abutment	#5	12	Table 4
Pier	#7	20	Table 4
Pier	#5	104	Table 4



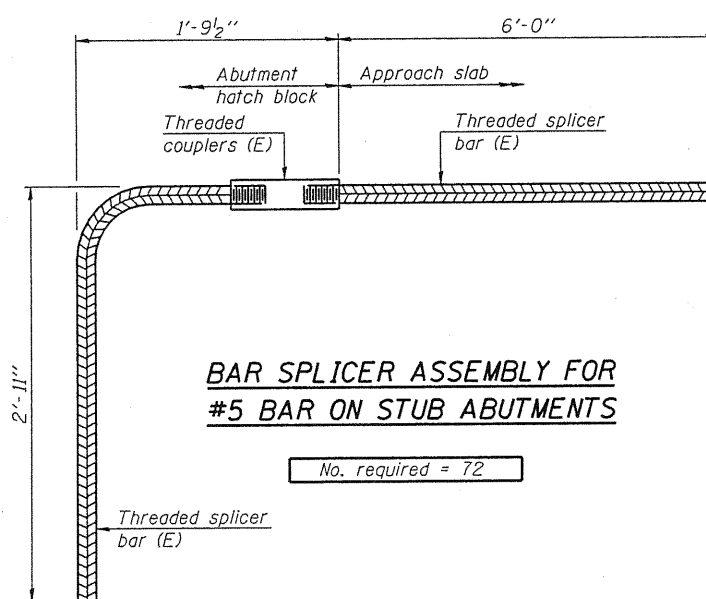
DETAIL A

** The bar splicer assembly shall utilize splice bars with the threaded ends oversized to ensure no reduction in cross sectional area after threading and be designed to allow completion of the splice without turning either of the splice bars.



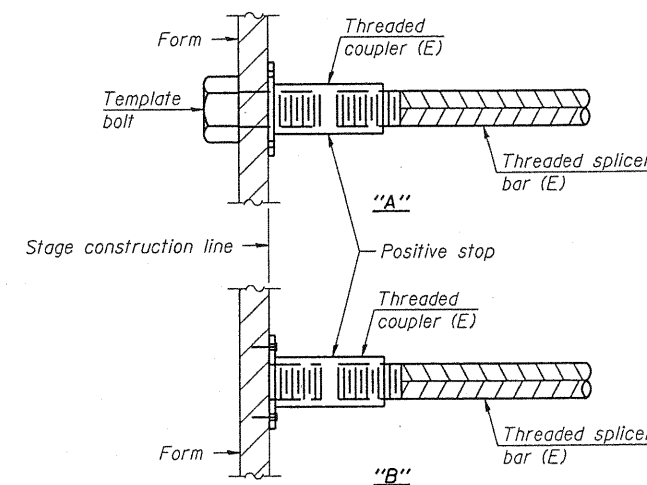
#6 #4(E) BAR SPLICER ASSEMBLY FOR EDGE BEAMS AT STAGE CONSTRUCTION JOINT

No. required = 6



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required = 72



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.

NOTES

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



DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

**BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 094-0051**

SHEET NO. 25 27 SHEETS	F.A.P. RTE. 310	SECTION (28B)BR-1	COUNTY WARREN	TOTAL SHEETS 71	SHEET NO. 49
	CONTRACT NO. 68661			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Page 1 of 1
Date 7/1/09

ROUTE US 67 DESCRIPTION Bridge Over Cedar Creek
SECT. (28B)BR-1 STRUCT. NO. 094-0051 DRILLED BY B. Williamson
COUNTY Warren LOCATION Monmouth Township N40° 57' 39.1" W90° 38' 26.1" (GPS Coordinates taken 10/16/09 by D. Reents)
S. 8, TWP. 11N, RNG. 2W

Boring No.	Station	Offset	Surface Elev.	DEPTH	TESTS	Qu	W	Surface Water Elev.	Groundwater Elev.:	DEPTH	TESTS	Qu	W
B-1 N. Abutment	1178+45	13.00ft LT	665.50 ft	H	T	tsf	%		633.5	H	S	tsf	%
Aggregate Shoulder			664.50					Medium stiff gray SILTY LOAM, moist					
Stiff brown-dark brown SILTY LOAM, moist				2	P	19			633.5	1	B	27	
				2		1.5				1		0.70	
				2						2			
				2	P	23				1	B	24	
				1		1.0				1		0.66	
				2						1			
				1	P	19			633.50				
				3		1.5		Loose gray fine to coarse SAND, trace small gravel, saturated					
				2									
				1	P	22				3			
				2		1.0				4			
				3						5			
Stiff brown SILTY CLAY LOAM, moist			655.50						628.50				
				2	B	18		Very dense brown-gray weathered LIMESTONE					
				3		1.19							
				3									
				1	B	22			628.50				
				1		1.15							
				1				End of Boring at 39' - Auger Refusal					
Loose brown SANDY LOAM, moist			650.00										
				2									
				4									
				4									
Stiff brown SILTY LOAM, moist			647.50										
				1	B	22							
				2		1.64							
				3									
				1	P	22							
				2		1.0							
				2									
				2	P	24							
				2		1.0							
				2									
			640.50										

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations. Depths, Offset, and Elevations are in Feet

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Page 1 of 2
Date 6/30/09

ROUTE US 67 DESCRIPTION Bridge Over Cedar Creek
SECT. (28B)BR-1 STRUCT. NO. 094-0051 DRILLED BY B. Williamson
COUNTY Warren LOCATION Monmouth Township N40° 57' 38.0" W90° 38' 25.7" (GPS Coordinates taken 10/16/09 by D. Reents)
S. 8, TWP. 11N, RNG. 2W

Boring No.	Station	Offset	Surface Elev.	DEPTH	TESTS	Qu	W	Surface Water Elev.	Groundwater Elev.:	DEPTH	TESTS	Qu	W
B-2 N. Pier	1179+07	21.00ft LT	646.50 ft	H	T	tsf	%		639.5	H	S	tsf	%
Very stiff brown-dark brown SILTY LOAM, moist			643.50					Very dense brown-gray weathered LIMESTONE					
				2	B	19			620.50				
				2		2.54		Bore Hole Continued With Rock Core					
				3									
Loose to very loose brown-gray fine to coarse SAND and small GRAVEL, saturated													
				8									
				3									
				1									
				3									
				1									
				4									
				0									
				1									
				2									
				3									
				3									
				6									
				5									
				5									
				1									
				2									
				2									
				14									
				50/3"									
Very dense brown-gray weathered LIMESTONE			627.50										
				20									
				50/3"									
				50/3"									
				50/3"									
				50/3"									
				25									

SPT. (N) = Sum of last two blow values in sample. (Qu) B=Bulge S=Shear P=Penetration Test Stations. Depths, Offset, and Elevations are in Feet

Testing Service Corporation
STRUCTURE ROCK CORING LOG

Page 2 of 2
Date 6/30/09

ROUTE US 67 DESCRIPTION Bridge Over Cedar Creek
SECT. (28B)BR-1 STRUCT. NO. 094-0051 DRILLED BY B. Williamson
COUNTY Warren

Boring No. B-2 N. Pier Core Type NX
Station 1179+07 Core Diameter 2 in
Offset 21.00ft LT Core Length 20 ft

Top Elev. ft	Coring Notes and Rock Description	Core Run (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (Min/ft)	COMP. STRNGTH (tsf)
620.50	Gray LIMESTONE Core Run #1 RMR = 74 Moisture Content = 2%	1	100	98		183
	Moisture Content = 4%					352
	Moisture Content = 5%					196
	Moisture Content = 5%	2	98	92		231
	Core Run #2 RMR = 74					
	Moisture Content = 5%					113
	Moisture Content = 3%					301
	End of Boring at 46.0'					

Color pictures of the cores Yes

Cores will be stored for examination until Construction is Completed



DESIGNED - BAS
CHECKED - KEF
DRAWN - SGM
CHECKED - BAS

SOIL BORINGS
STRUCTURE NO. 094-0051

SHEET NO. 26	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	310	(28B)BR-1	WARREN	71	50
27 SHEETS	CONTRACT NO. 68661		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ILLINOIS DEPARTMENT OF TRANSPORTATION
Testing Service Corporation
STRUCTURE BORING LOG

Page 1 of 2
Date 7/2/09

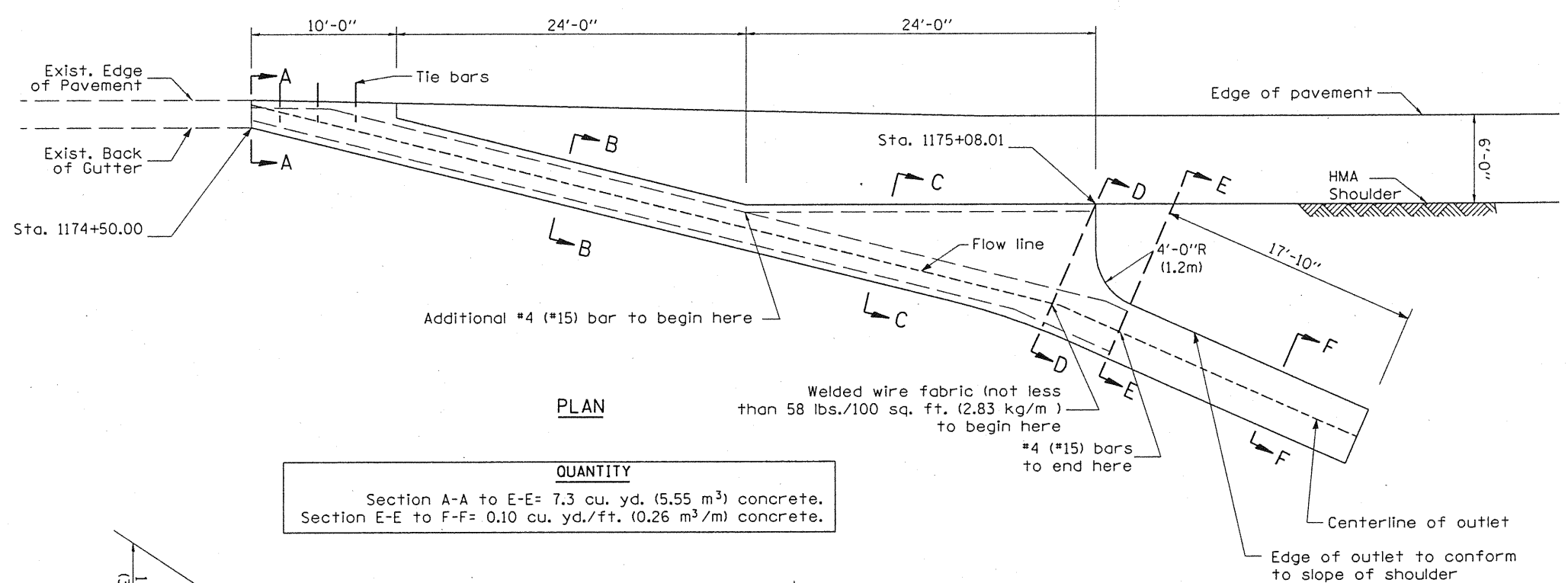
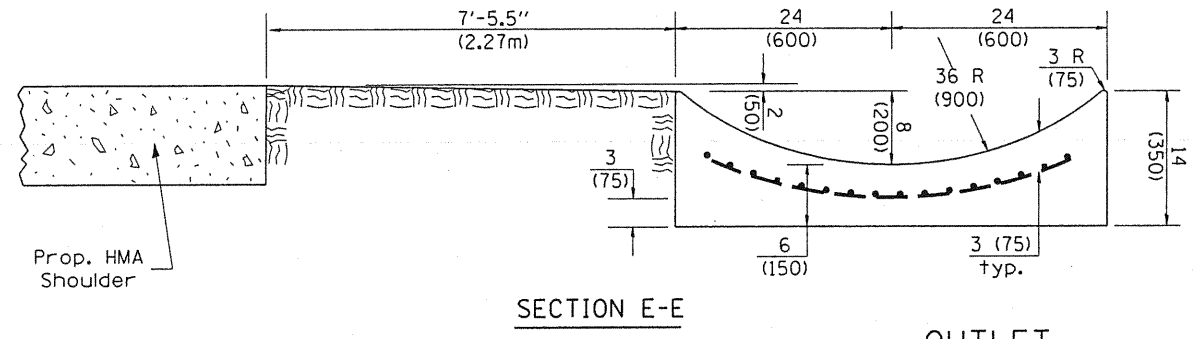
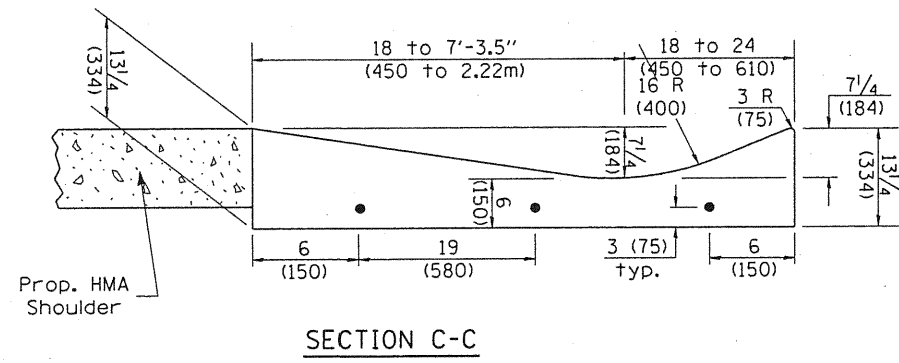
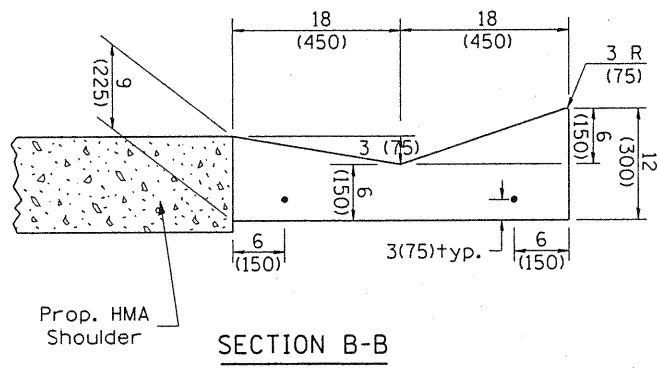
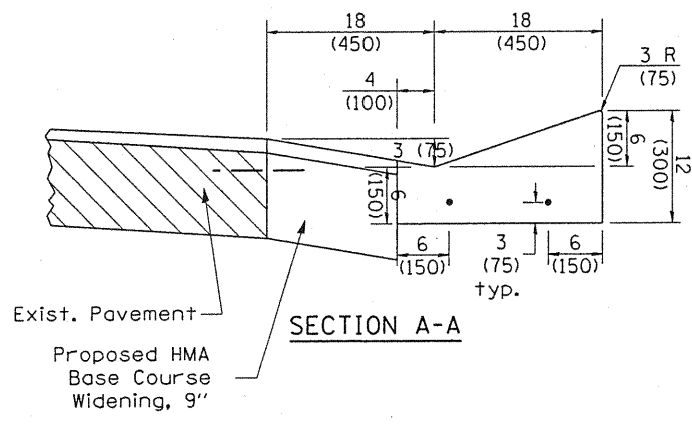
Testing Service Corporation
STRUCTURE ROCK CORING LOG

Page 2 of 2
Date 7/2/09

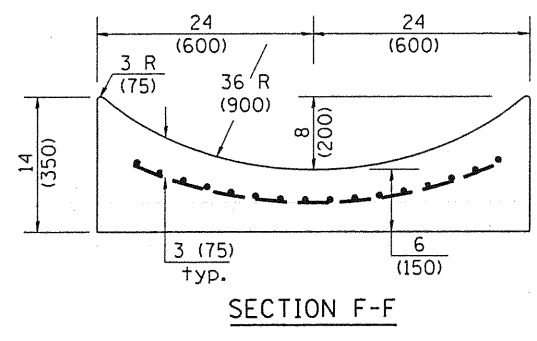
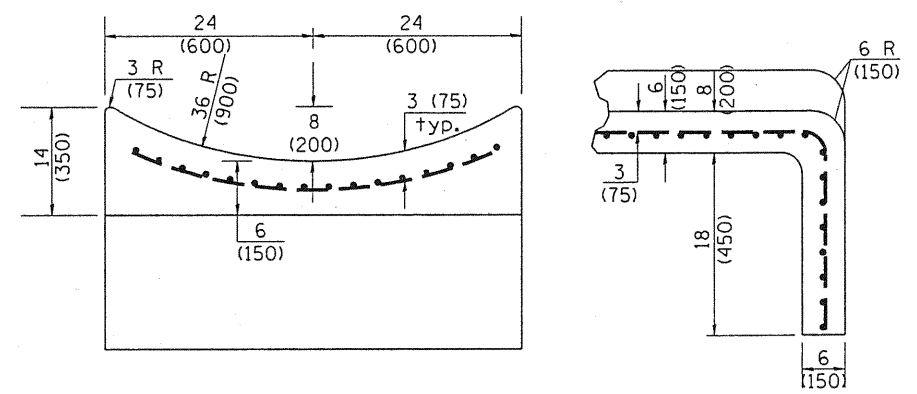
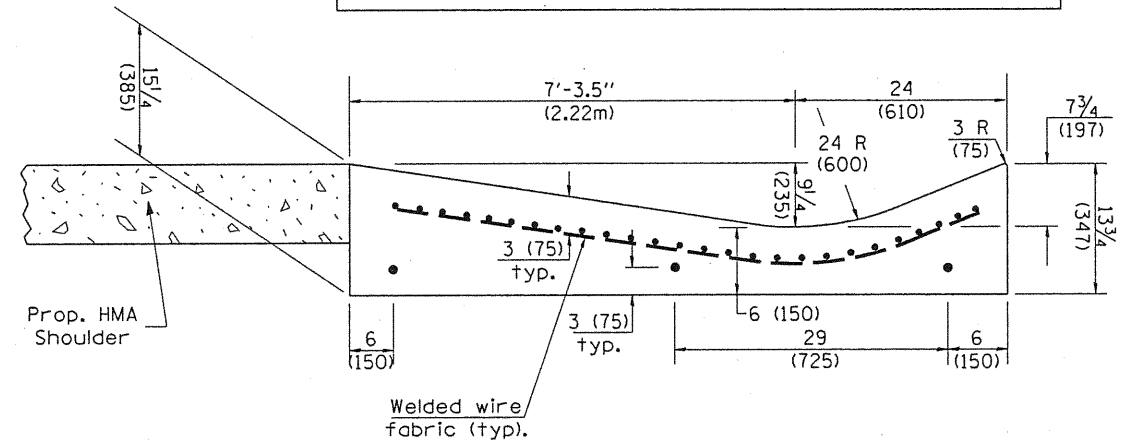
ROUTE US 67 DESCRIPTION Bridge Over Cedar Creek
SECT. (28B)BR-1 STRUCT. NO. 097-0051 DRILLED BY B. Williamson
COUNTY Warren LOCATION Monmouth Township N40° 57' 37.0" W90° 38' 27.1" (GPS Coordinates taken 10/16/09 by D. Reents)
S. 8, TWP. 11N, RNG. 2W

Boring No. B-3 S. Pier D E L B
Station 1180+32 P L O S
Offset 25.00ft RT T W Qu W
Surface Elev. 646.40 ft H S tsf %
Surface Water Elev. _____
Groundwater Elev.: _____
when drilling _____
at Completion 638.4
after _____ Hrs. 639.4

Depth (ft)	Blow Count (S)	Penetration (P)	Bulge (B)	Shear (S)	Soil Description
0 - 3	3		B	15	Very stiff brown SILTY LOAM, moist
3 - 5	3			3.40	
5 - 6	5				
6 - 8	3	P		30	Soft gray SILTY CLAY LOAM, very moist
8 - 10	3			0.5	
10 - 12	3				
12 - 15	1	P		22	Stiff brown-gray SILTY LOAM, moist
15 - 17	2			1.0	
17 - 19	3				
19 - 21	1				Loose to medium dense brown-gray fine to coarse SAND and small GRAVEL, saturated
21 - 23	2				
23 - 25	3				
25 - 27	5				
27 - 29	6				
29 - 31	10				
31 - 33	12				
33 - 35	3				
35 - 37	5				
37 - 39	9				
39 - 41	6				
41 - 43	10				
43 - 45	12				
45 - 47	5				
47 - 49	6				
49 - 51	7				
51 - 53	6				
53 - 55	5				
55 - 57	5				
57 - 59	7				
59 - 61	50/3"				
61 - 63					
63 - 65					
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501 - 503					
503 - 505					



QUANTITY
Section A-A to E-E= 7.3 cu. yd. (5.55 m³) concrete.
Section E-E to F-F= 0.10 cu. yd./ft. (0.26 m³/m) concrete.



QUANTITY
Curtain Wall = 0.1 cu. yd. (0.08 m³) concrete.

OUTLET

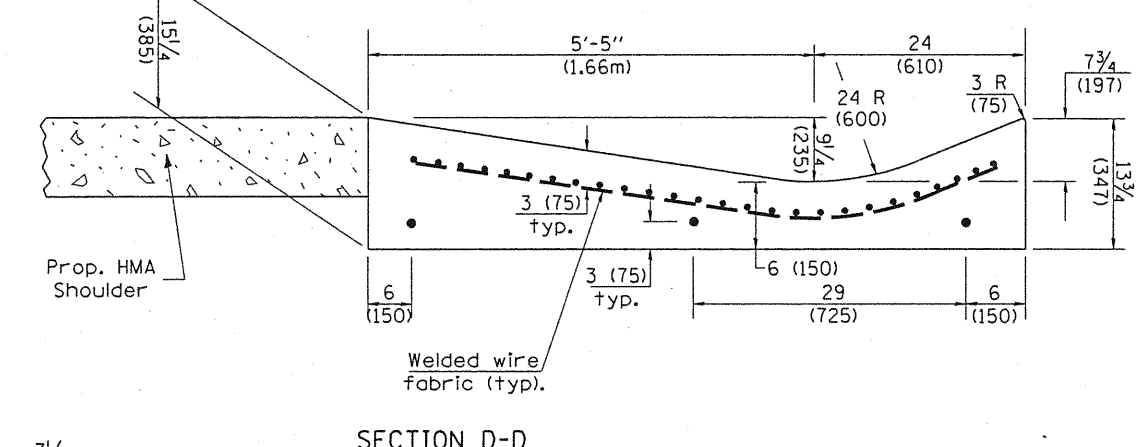
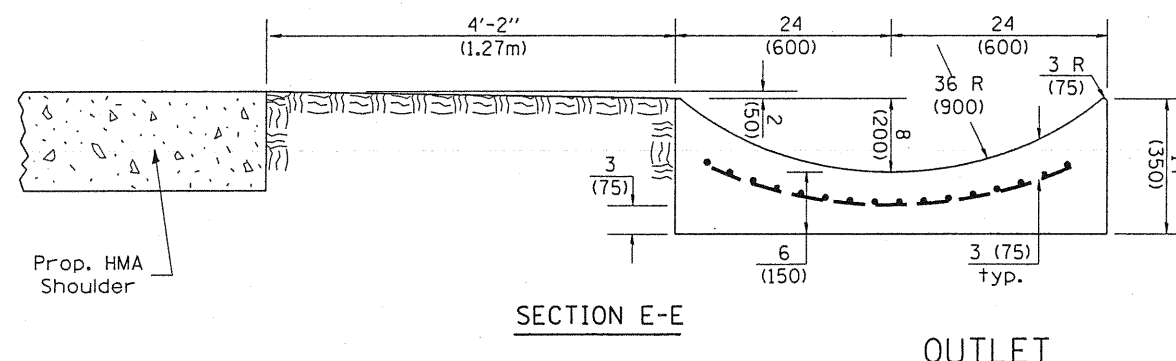
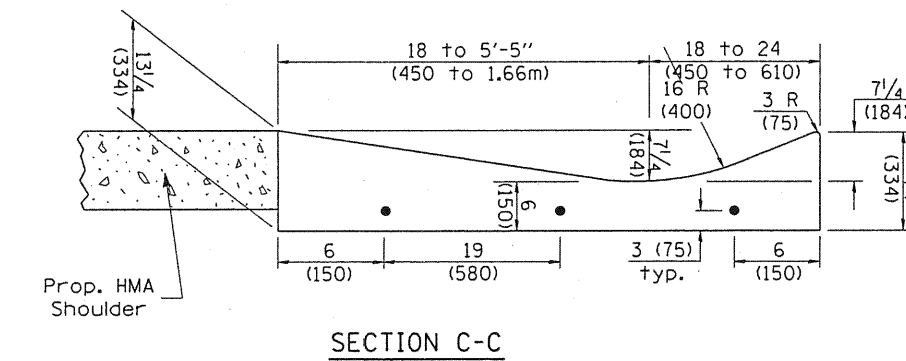
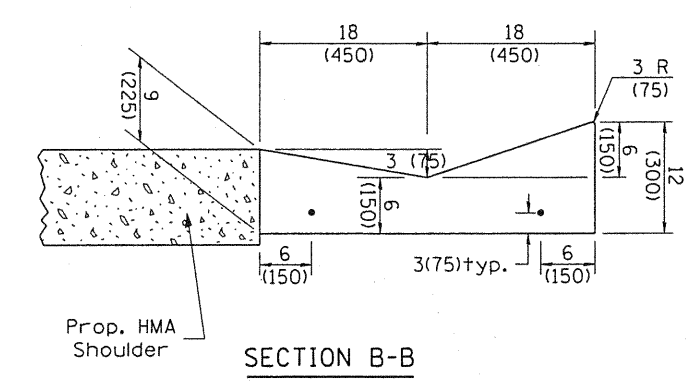
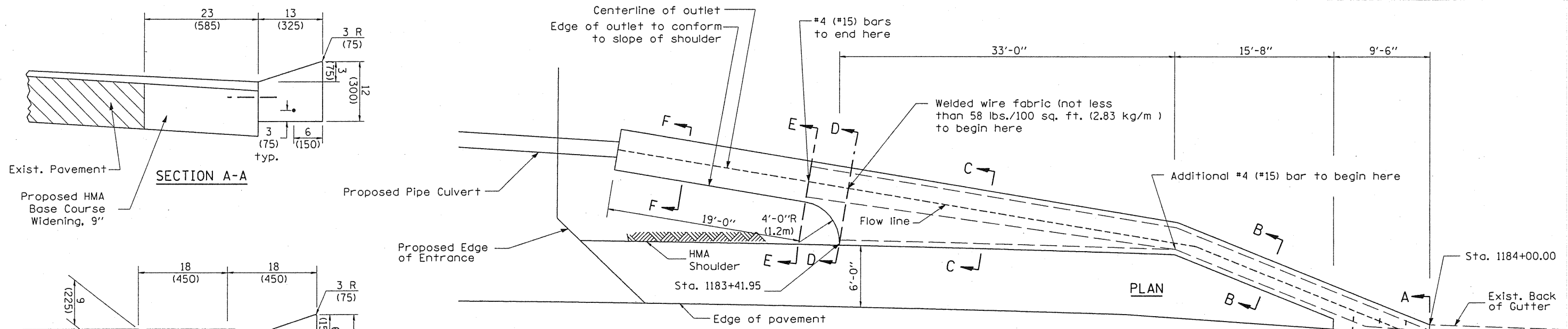
All dimensions are in inches (millimeters) unless otherwise noted.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

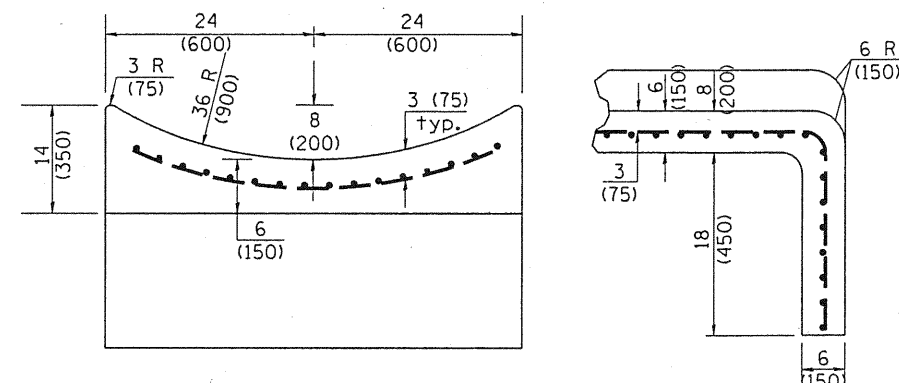
US 67 OVER CEDAR CREEK
SPECIAL DETAIL - GUTTER OUTLET (SPECIAL) #1

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	28B(BR-1)	WARREN	71	52
CONTRACT NO. 68661				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

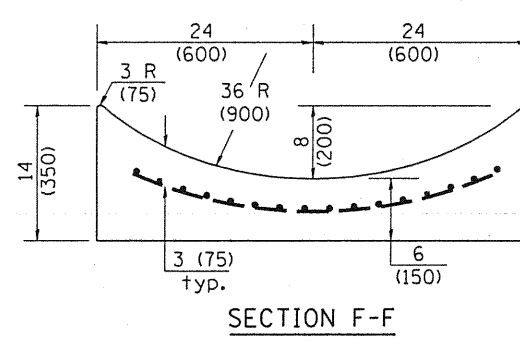
NOT TO SCALE



QUANTITY
 Section A-A to E-E= 7.5 cu. yd. (5.72 m³) concrete.
 Section E-E to F-F= 0.10 cu. yd./ft. (0.26 m³/m) concrete.



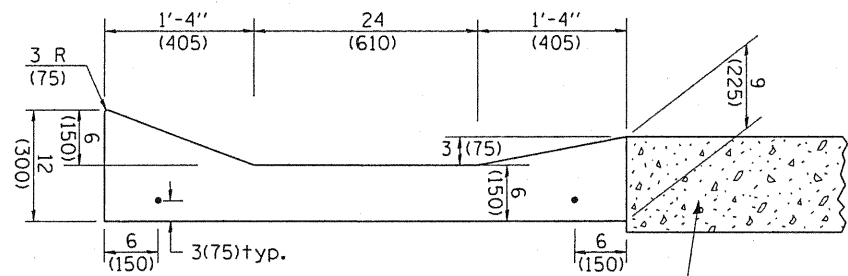
QUANTITY
 Curtain Wall = 0.1 cu. yd. (0.08 m³) concrete.



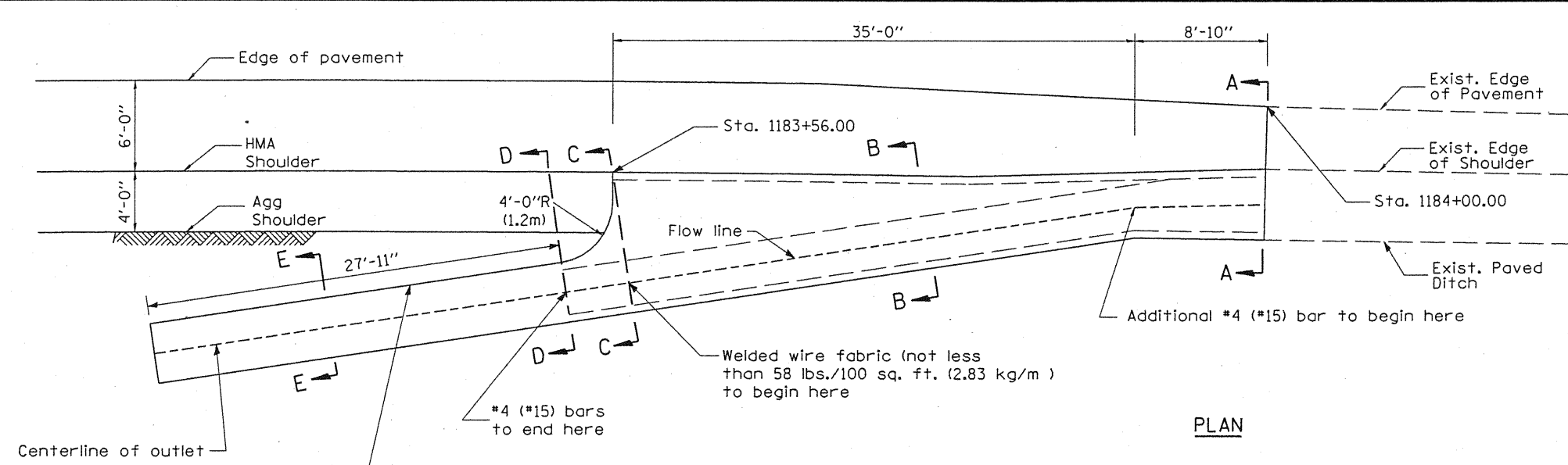
OUTLET

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

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		US 67 OVER CEDAR CREEK SPECIAL DETAIL - GUTTER OUTLET (SPECIAL) #2		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		NOT TO SCALE		310	(28B)BR-1	WARREN	71	53
				CONTRACT NO. 68661				
				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

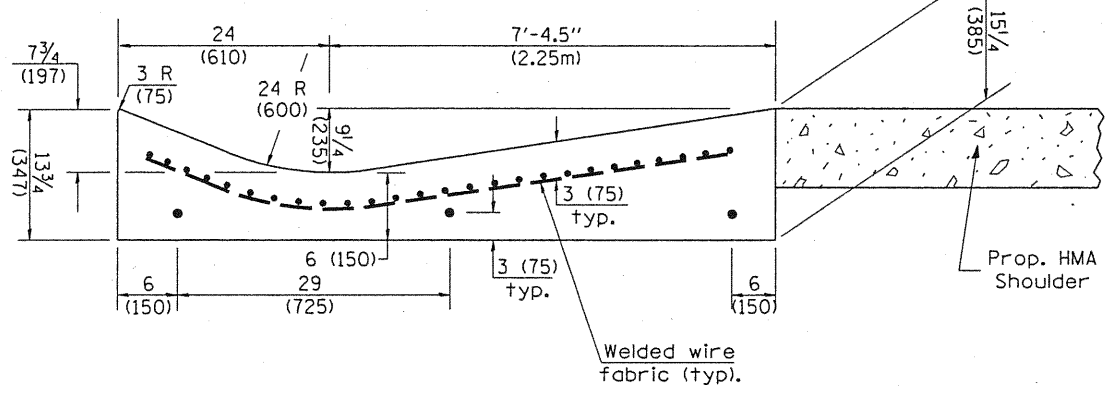


SECTION A-A

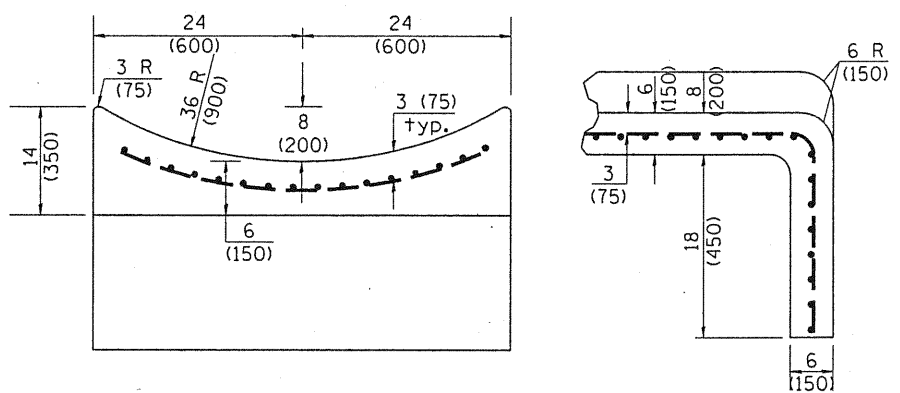


PLAN

QUANTITY
 Section A-A to D-D= 8.1 cu. yd. (6.19 m³) concrete.
 Section D-D to E-E= 0.10 cu. yd./ft. (0.26 m³/m) concrete.

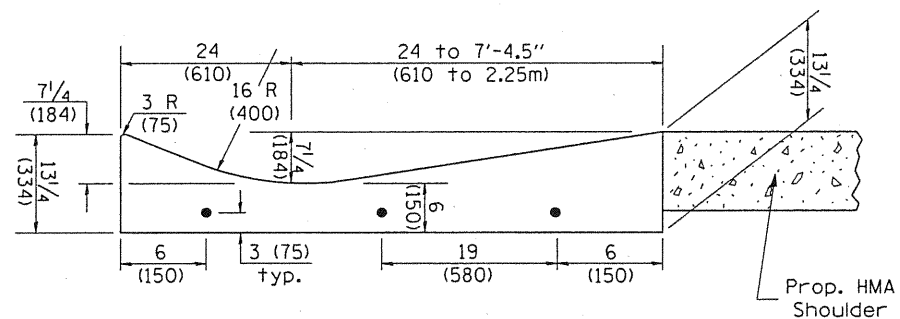


SECTION C-C

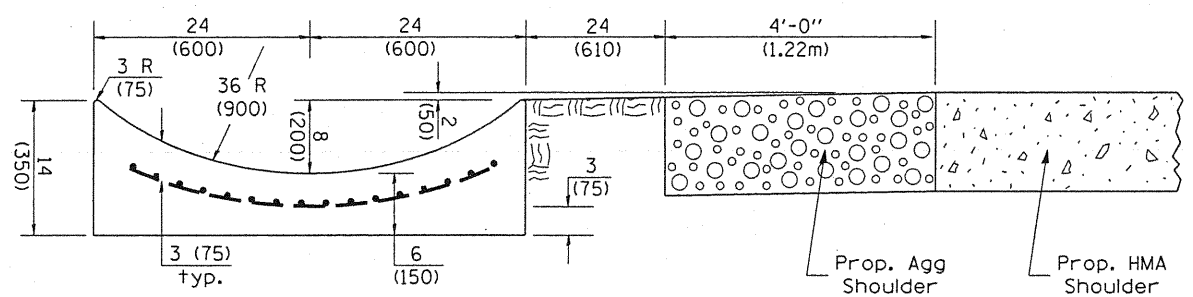


SECTIONS AT END OF OUTLET (CURTAIN WALL)

QUANTITY
 Curtain Wall = 0.1 cu. yd. (0.08 m³) concrete.

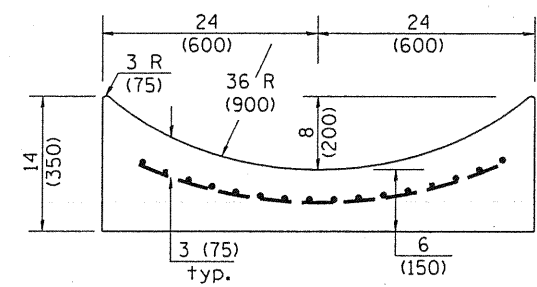


SECTION B-B



SECTION D-D

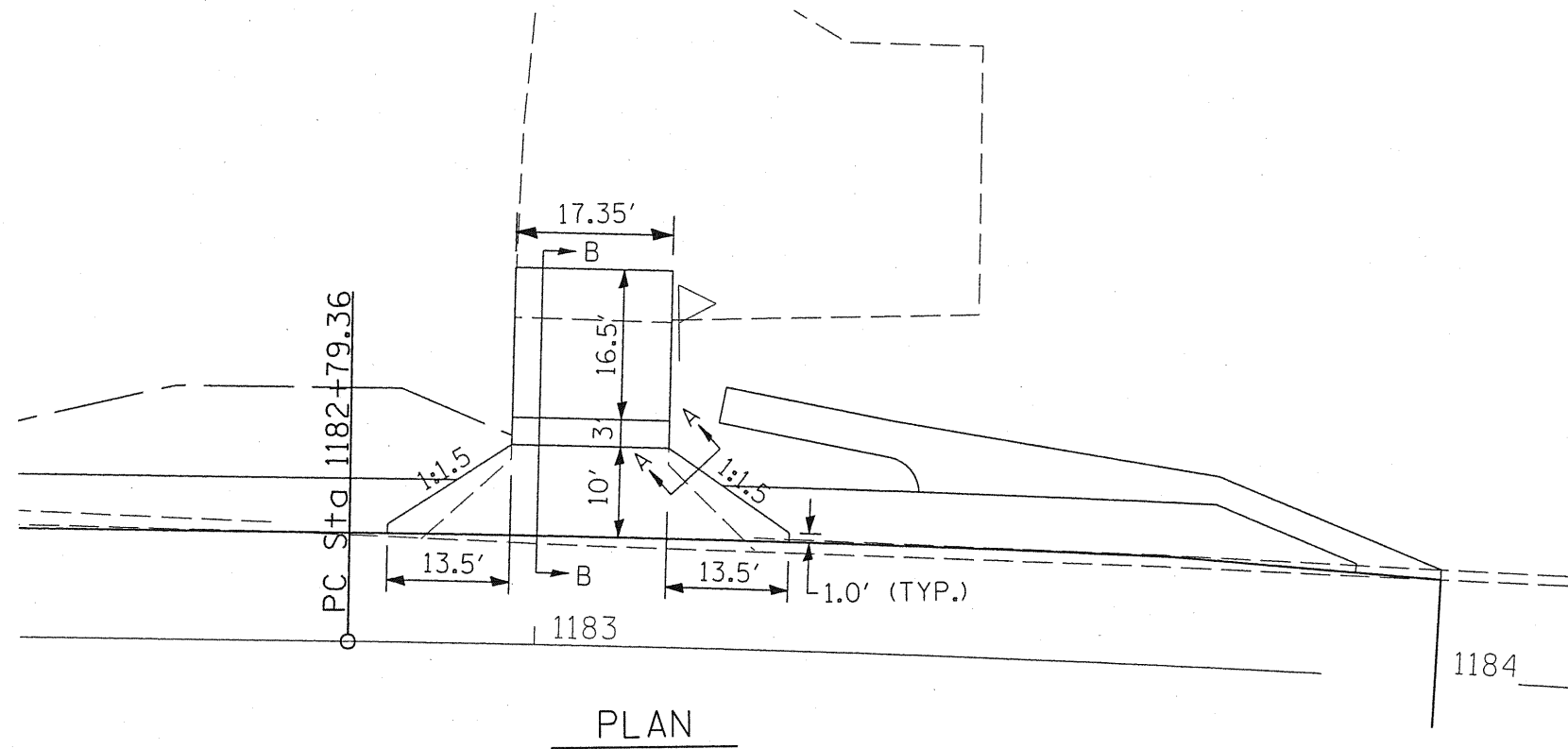
OUTLET



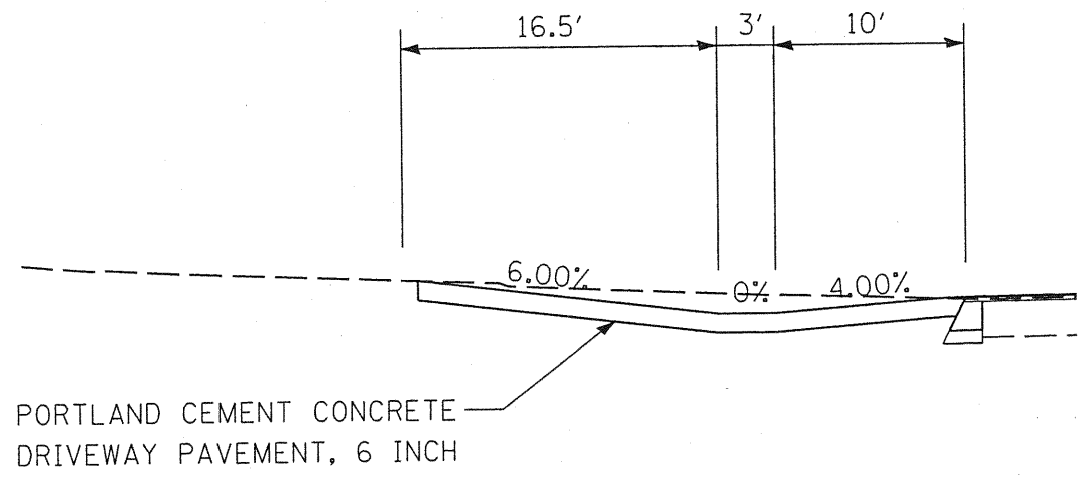
SECTION E-E

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

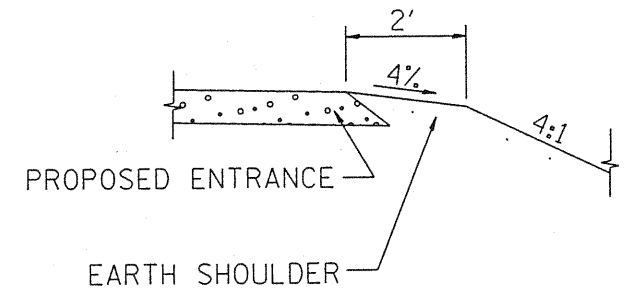
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		US 67 OVER CEDAR CREEK SPECIAL DETAIL - GUTTER OUTLET (SPECIAL) #3		F.A.P. RTE. SECTION COUNTY TOTAL SHEETS SHEET NO.	
		NOT TO SCALE		310 (28B)BR-1 WARREN 71 54	
				CONTRACT NO. 68661	
				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	



PLAN



SECTION B-B



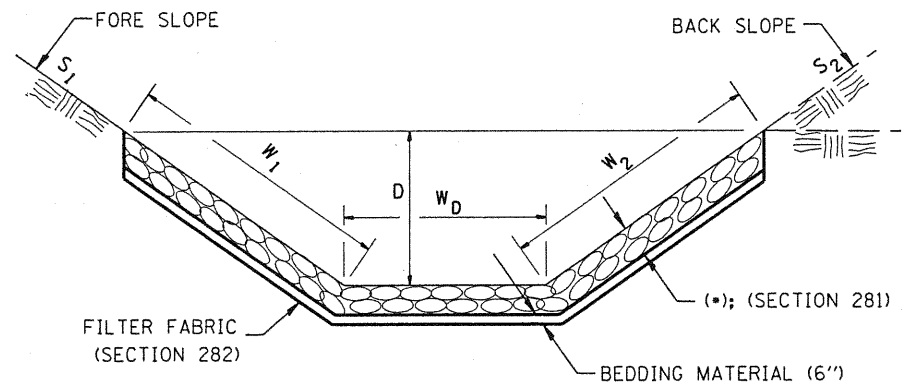
SECTION A-A
SHOULDER TREATMENT FOR RURAL ENTRANCES

GENERAL NOTES

- ENTRANCES SHALL SLOPE AWAY FROM THE PAVEMENT AT A RATE EQUAL TO THE SHOULDER SLOPE FOR A MINIMUM DISTANCE OF 8'.
- A TAPER RATE OF 5:1 IS DESIRABLE WHEN TRANSITING FROM THE RURAL ENTRANCE WIDTH TO THE EXISTING ENTRANCE WIDTH.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				ENTRANCE DETAIL		NOT TO SCALE	
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.			
310	(28B)BR-1	WARREN	71	55			
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT		CONTRACT NO. 68661		

**CASE 1
(DITCH)**



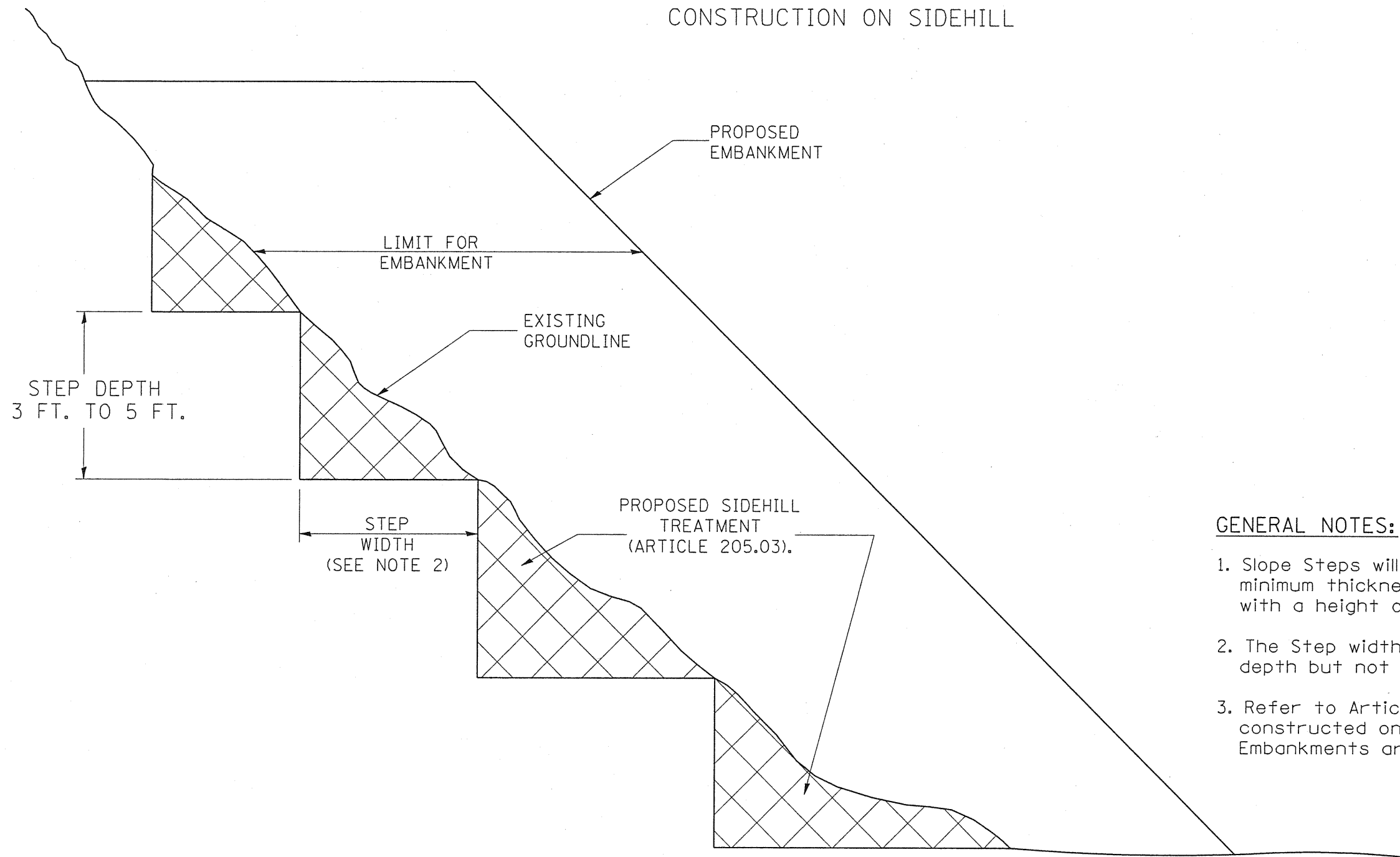
(*)						
LOCATION	S_1	S_2	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	V:H	V:H	lin ft	lin ft	sq yds	sq yds
1175+25 to 1177+25 RT	1:4	1:3	24	200	533	533
1177+25 to 1177+75 RT	1:3	1:3	21	50	117	117
1177+75 to 1178+25 RT	1:2.5	1:3	19.5	50	108	108
1178+25 to 1179+58 RT	1:2	FLAT	17	133	251	251
* 1178+61 to 1179+58 RT	1:2	N/A	11	97	119	119
* 1180+30 to 1181+09 RT	1:2	N/A	20.5	79	179	179
1180+48 to 1181+25 RT	1:2	1:3	15	77	128	128
1181+25 to 1182+25 RT	1:3	1:3	18	100	200	200
1182+25 to 1183+25 RT	1:3.5	1:3	22.5	100	250	250
TOTAL					1885	1885

(1) WIDTH = $W_1 + W_2 + W_0$

* DENOTES SIDE SLOPE AREA BETWEEN BRIDGE RIPRAP AND DITCH RIPRAP.

Designer NOTES:
 1. Designer to modify this Special Detail Sheet, as needed for inclusion in plans.
 2. (*) Designer to specify pay item including material, quality, and gradation.
 3. (**) Designer to specify thickness of bedding material.
 4. Include District Special Provision if needed.

SLOPE STEPS DETAIL
 TYPICAL CROSS-SECTION EMBANKMENT
 CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

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

REPLACEMENT MATERIAL:



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

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

DESIGNER NOTE:

1. EACH PROJECT SHOULD BE REVIEWED INDEPENDENTLY FOR TREATMENT REQUIRED.
2. REFER TO THIS DETAIL WITH NOTE ON APPLICABLE TYPICAL SECTIONS.

1-1-97	RENUM. L-5.03, NEW REVISION BOX, REVISED TITLE BOX, REVISED GENERAL NOTES.	T.P.			
10-16-06	REVISED TO 2007 SPEC.	M.A.			

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

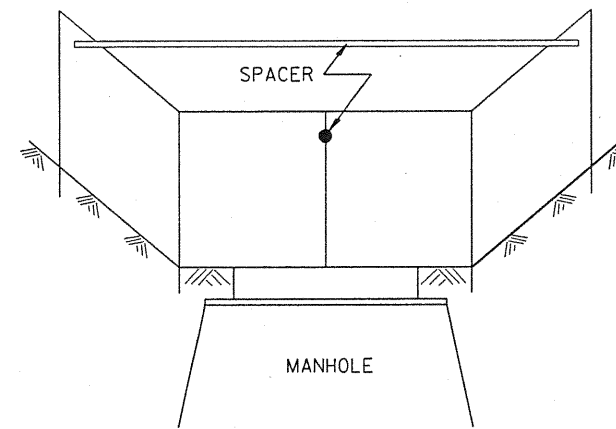
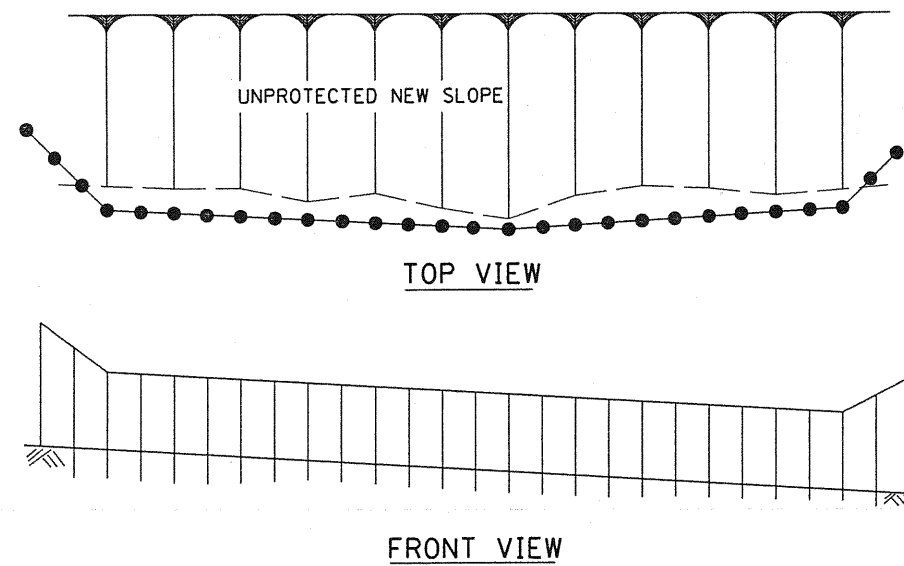
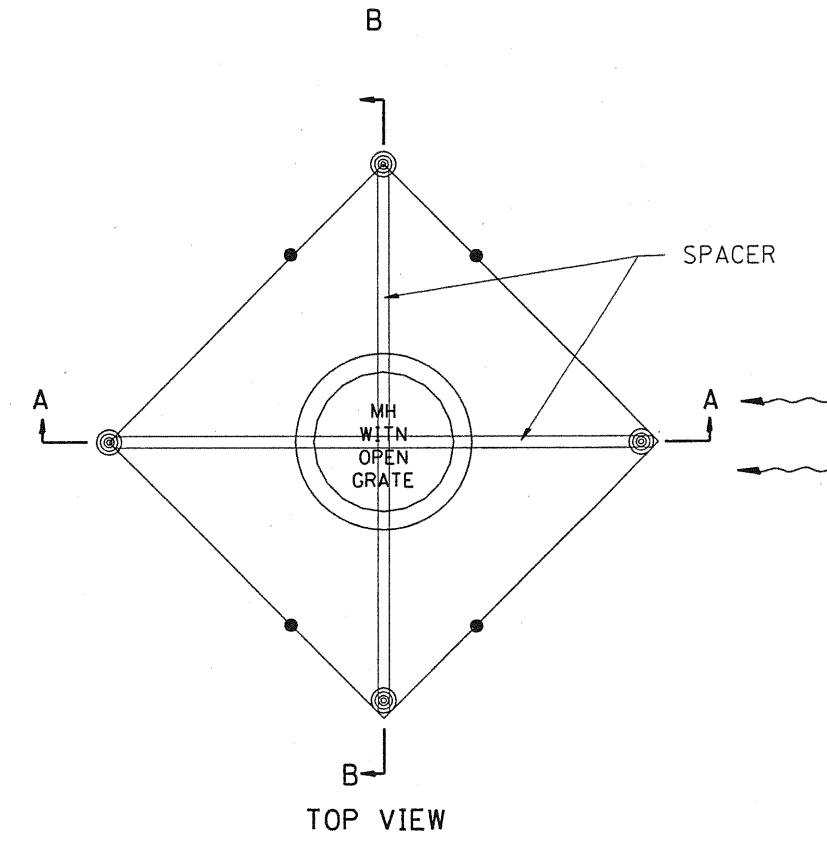
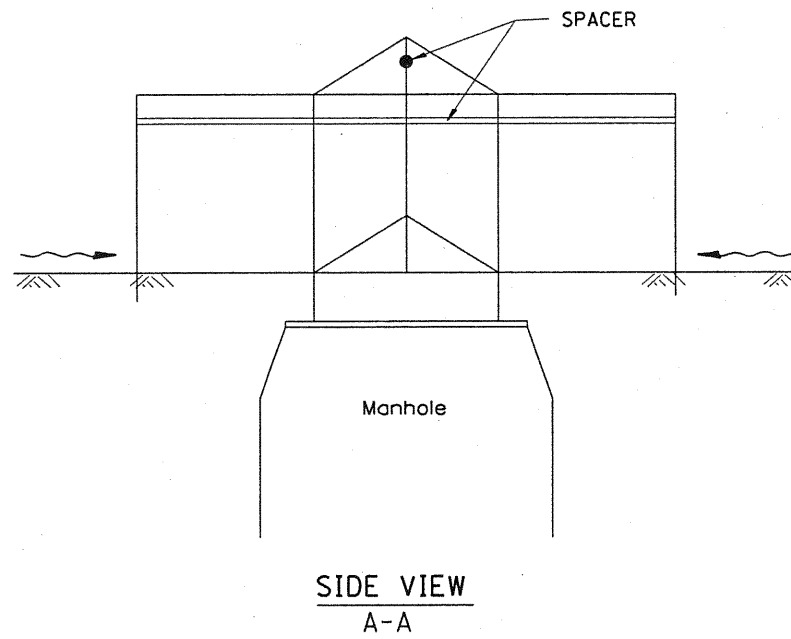
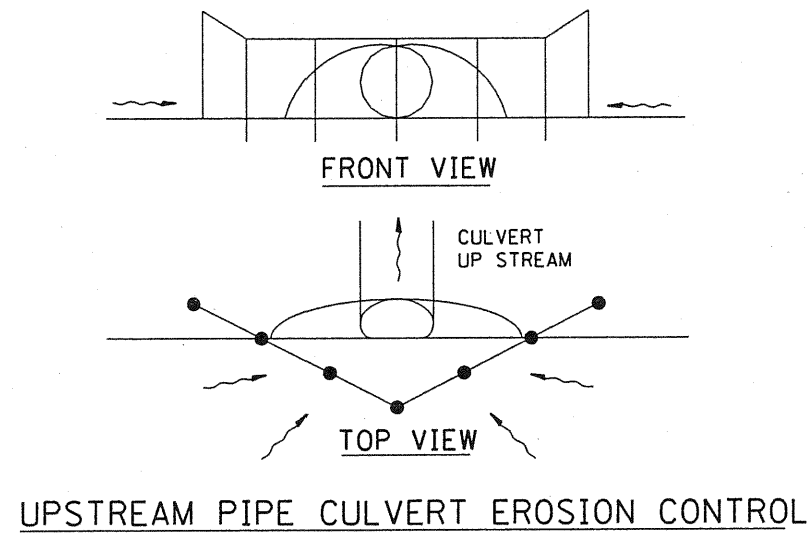
SLOPE STEPS DETAIL

NOT TO SCALE

CADD STD. 205001-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(28B)BR-1	WARREN	71	57
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 68661	

Designer NOTES:
 1. Designer to modify this Special Detail sheet, as needed, for inclusion in plans.
 2. Include Highway Standard 280001 "TEMPORARY EROSION CONTROL SYSTEM."



Front View
 B-B
 EROSION CONTROL
 AT
 OPEN GRATE MAN HOLE

GENERAL NOTES:

1. This work shall be performed in accordance with Sections 280 & 1081, of the Standard Specifications.
2. Additional Timber or Metal Post shall be installed, as needed.

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

1-1-97		T.P.		
3-11-03	ELIMINATED SILT FENCE DITCH CHECK	M.A.		

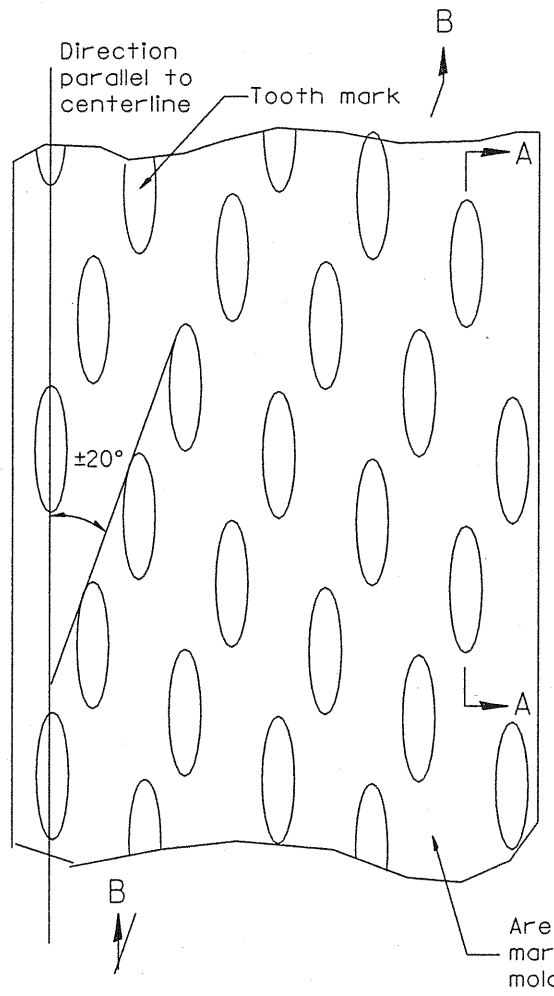
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL APPLICATION OF SILT FILTER FENCE

NOT TO SCALE

CADD STD. 280001-D4

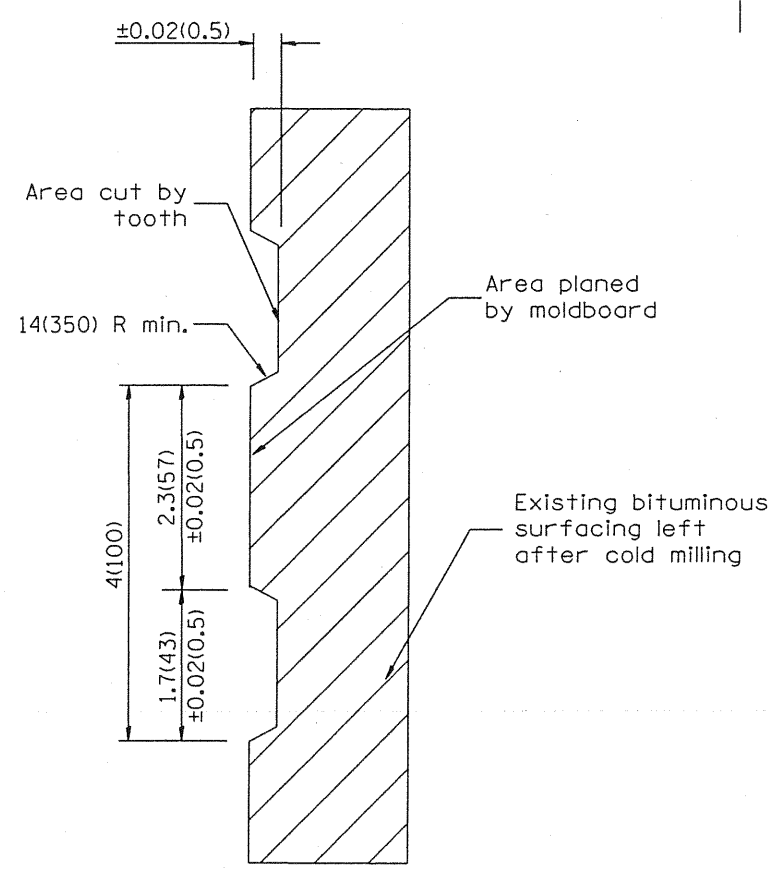
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(28B)BR-1	WARREN	71	58
CONTRACT NO. 68661				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



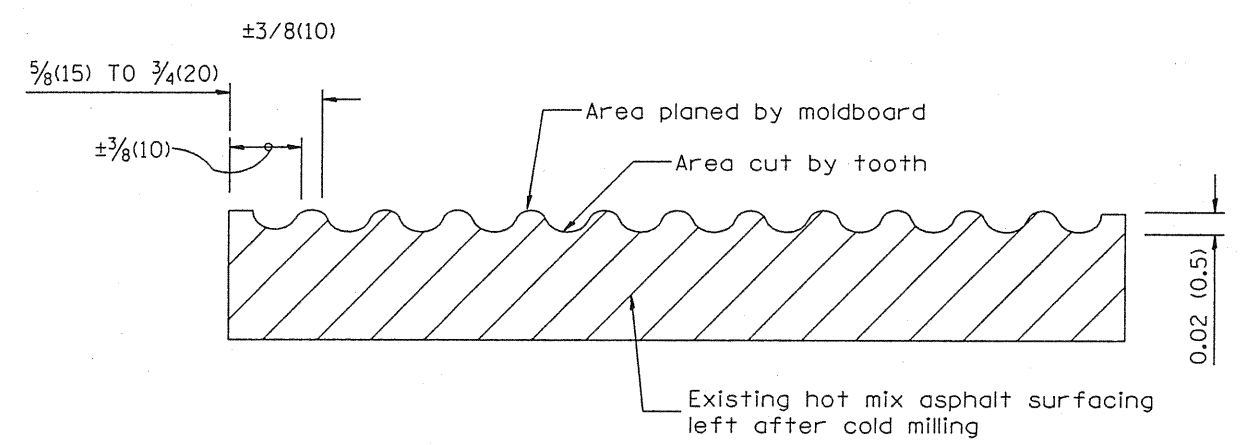
PLAN

General notes:

1. Coldmilling shall consist of two processes: Cutting with carbide teeth mounted on a rotating drum, and planing with a moldboard mounted immediately behind the cutting drum.
2. Other similar patterns will be acceptable if they consist of a smooth, flat, planed surface interspersed with a pattern of discontinuous longitudinal striations.



SECTION A-A



SECTION B-B PROJECTED
PERPENDICULAR TO CENTERLINE

DESIGNER NOTES:
1. INCLUDE DISTRICT SPECIAL PROVISION, IF APPLICABLE.

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

01-01-97	RENUM. C-104.01, NEW REVISION BOX	T.P.
04-20-98	REMOVED MILLING DETAIL FROM STANDARD	J.A.
09-08-98	CORRECT NOTE LEADER PLACEMENT	R.W.
10-16-06	REVISED TO 2007 SPEC.	M.A.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

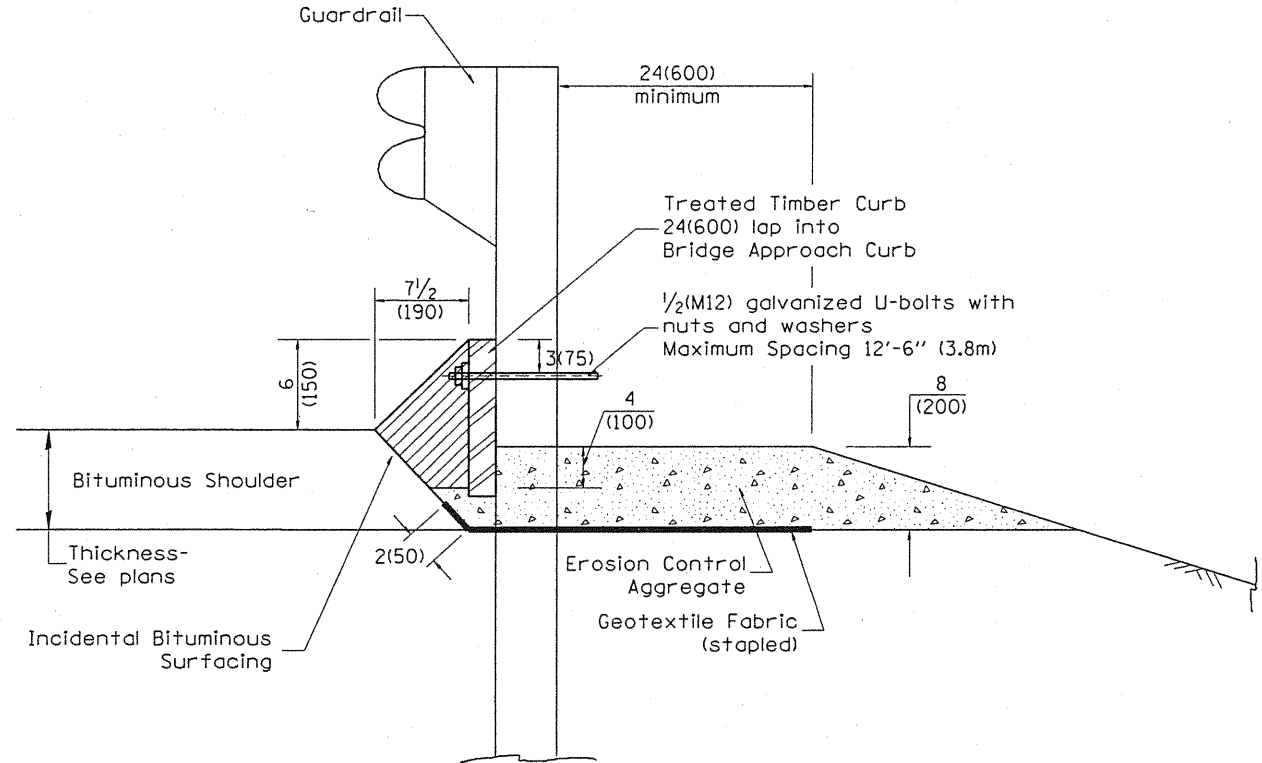
HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

NOT TO SCALE

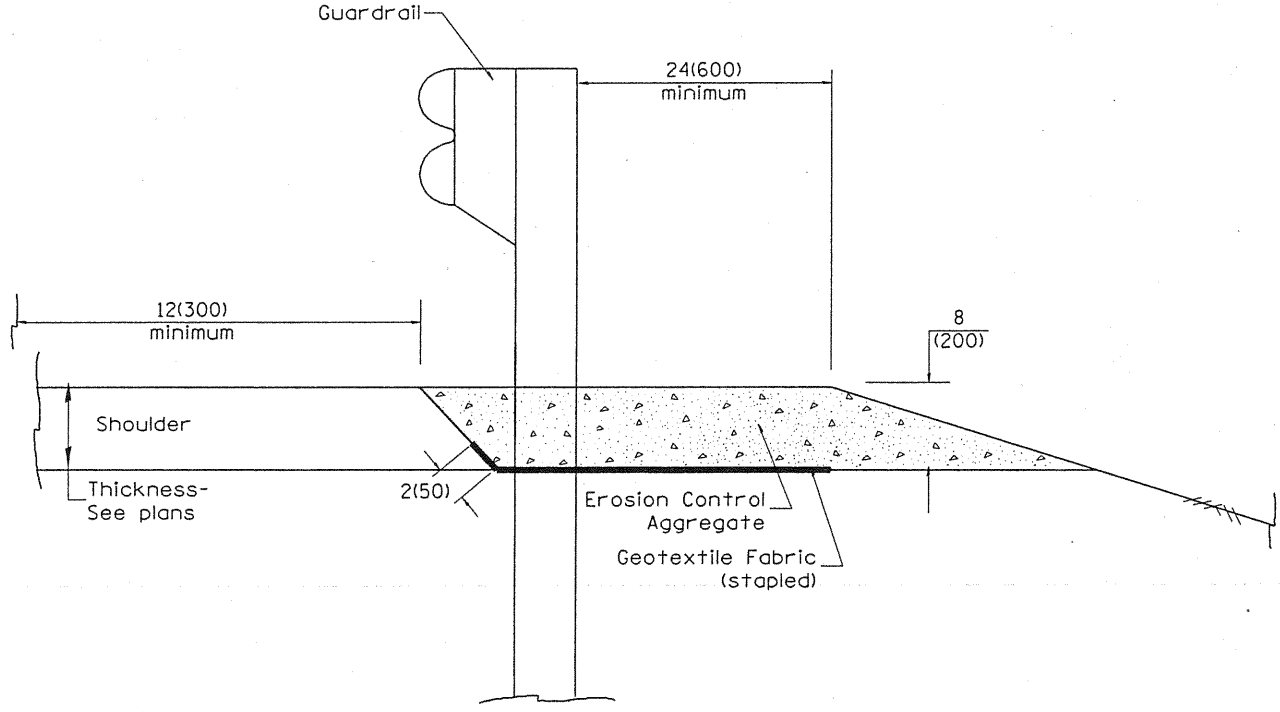
CADD STD. 440001-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(28B)BR-1	WARREN	71	59
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68661	

1. Use EROSION CONTROL CURB at guardrail installations where grades are equal to or greater than 1% and at inlets. (Include District Special Provision)
 2. Use GUARDRAIL AGGREGATE EROSION CONTROL at guardrail installations where grades are less than 1%. (Include District Special Provision)
 3. Include State Standards 609001, 609006 or 610001 if applicable.
 4. Include the following District Cadd Standards as needed: Slope Drains for Exposed Pipes; Slope Drains for Buried Pipes; Seepage Collars for Buried Pipes; Seepage Collars for Exposed Pipes; Concrete Thrust Blocks and Pipe Elbow.
 5. Include District Special Provision - "Aggregate Quality" for projects located in the Western Area of the District - approx. dividing line is IL 97.



TYPICAL SECTION WITH EROSION CONTROL CURB



TYPICAL SECTION WITHOUT EROSION CONTROL CURB

GENERAL NOTES: EROSION CONTROL CURB

1. This work shall consist of grading as needed, installing hardware and treated timber boards, furnishing and placing mastic material and incidental bituminous surfacing in front of Steel Plate Beam Guardrail in accordance with Plan Details.
2. Timber shall be treated in accordance with Article 1007.12. All preservatives specified in the article will be allowed. Waterborne preservatives "asa" and "cca" shall have a minimum retention of 0.40 lbs./cu. ft. (6.4 kg/m³)

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.
2. Before placing the aggregate and the Geotextile Fabric, weeds and grass shall be removed from the area to be covered.
3. After the area has been prepared, and in a dry condition, the Geotextile fabric shall be placed with a 12(300) minimum overlap. A knife cut for guardrail post installation is necessary.
4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.
5. The Contractor shall have the option of placing the guardrail before or after the Geotextile Fabric and Aggregate are in place. If the guardrail is placed after the Geotextile Fabric and Aggregate, then any voids must be filled and the aggregate returned to line and grade.
6. Materials shall meet the following requirements:
 - A. The crushed aggregate shall be CA1 gradation in accordance with Article 1004.01(c) of the Standard Specifications.
 - B. The Geotextile Fabric shall be nonwoven fabric in accordance with Article 1080.02 of the Standard Specifications.

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

01-01-97	RENUM. C-22.01, NEW REVISION BOX	T.P.							
03-01-97	CORRECT STD. NUMBERS IN NOTES PG. 2	J.A.							
11-03-00	CORRECTION TO NOTES	M.A.							
10-16-06	REVISED TO 2007 SPEC.	M.A.							

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

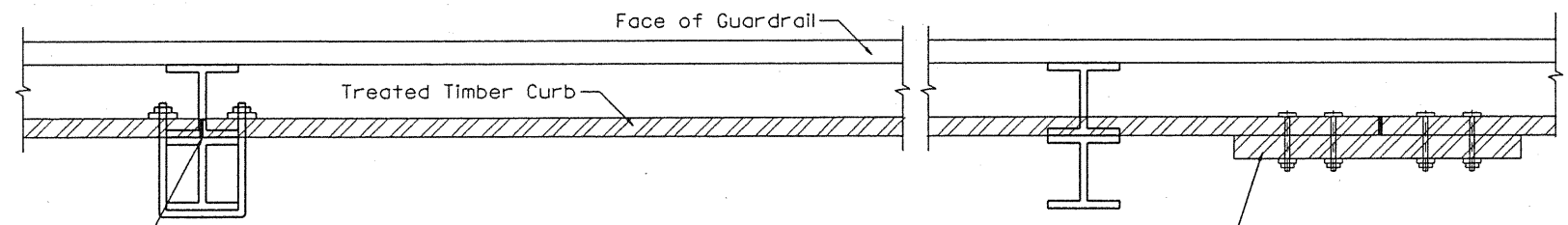
GUARDRAIL EROSION CONTROL TREATMENTS

F.A.P. RTE. 310 SECTION (28B)BR-1 COUNTY WARREN TOTAL SHEETS 71 SHEET NO. 60 CONTRACT NO. 68661

NOT TO SCALE

SHT. 1 OF 2
CADD STD. 630101-D4

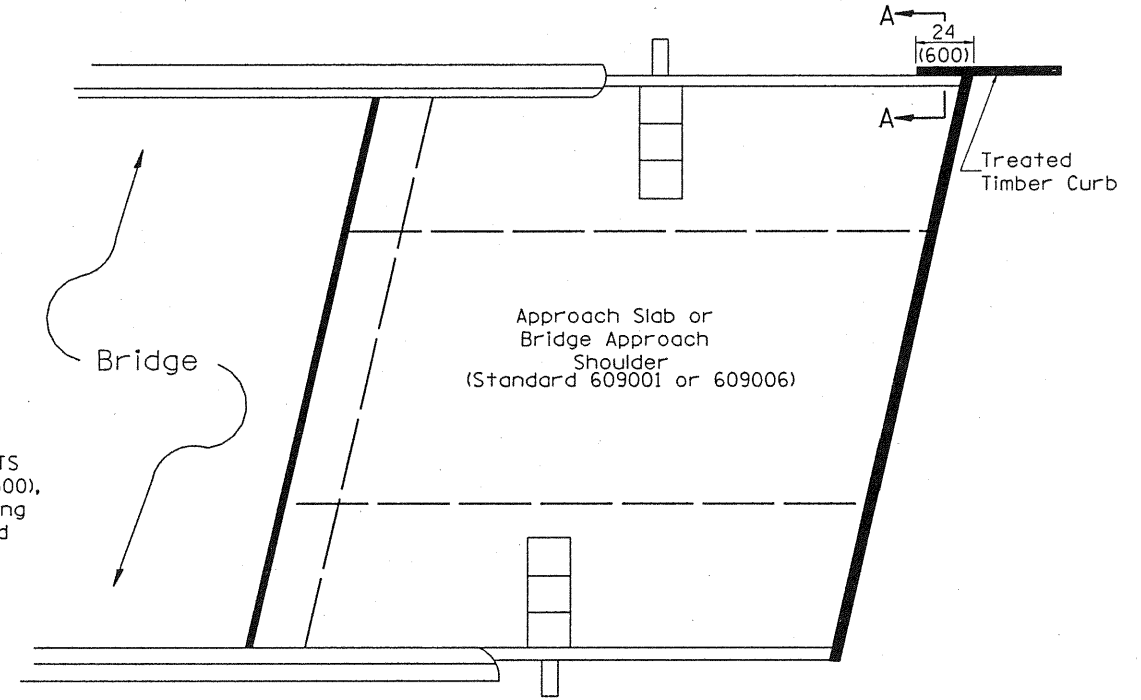
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT



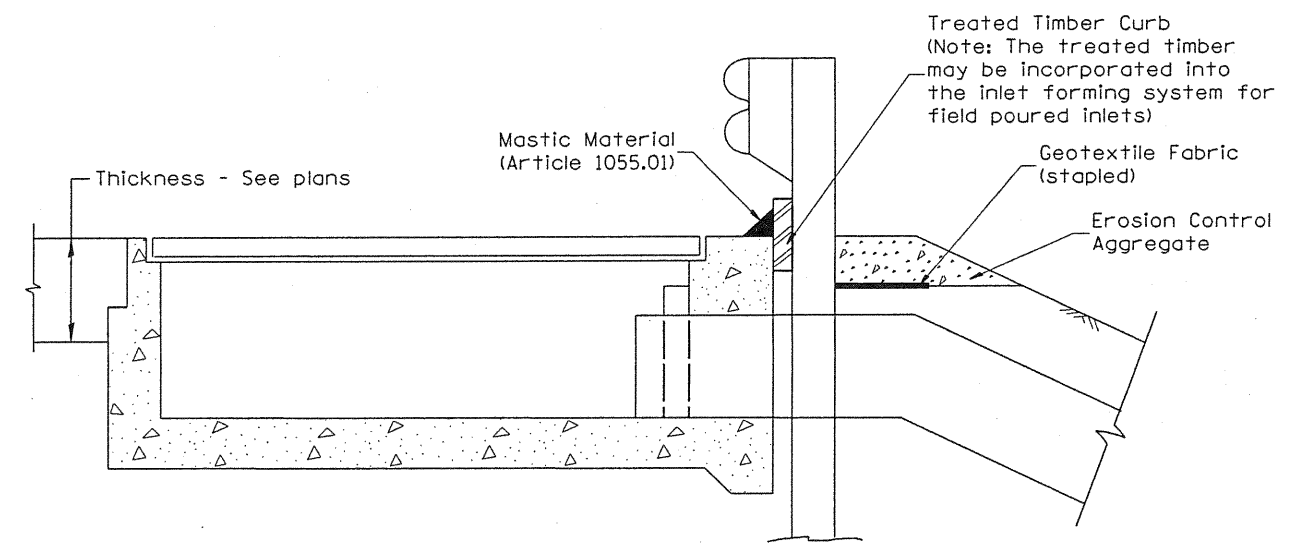
SPLICE LOCATED AT GUARDRAIL POST
1/2(M12) galvanized U-bolt with
nut & washer

SPLICE LOCATED BETWEEN GUARDRAIL POSTS
treated timber splice plate 2x12 (50x300),
actual size 1 1/2x11 1/2 (40x290), 24(600) long
with 8 evenly spaced 1/2(M12) galvanized
bolts with nuts & washers.

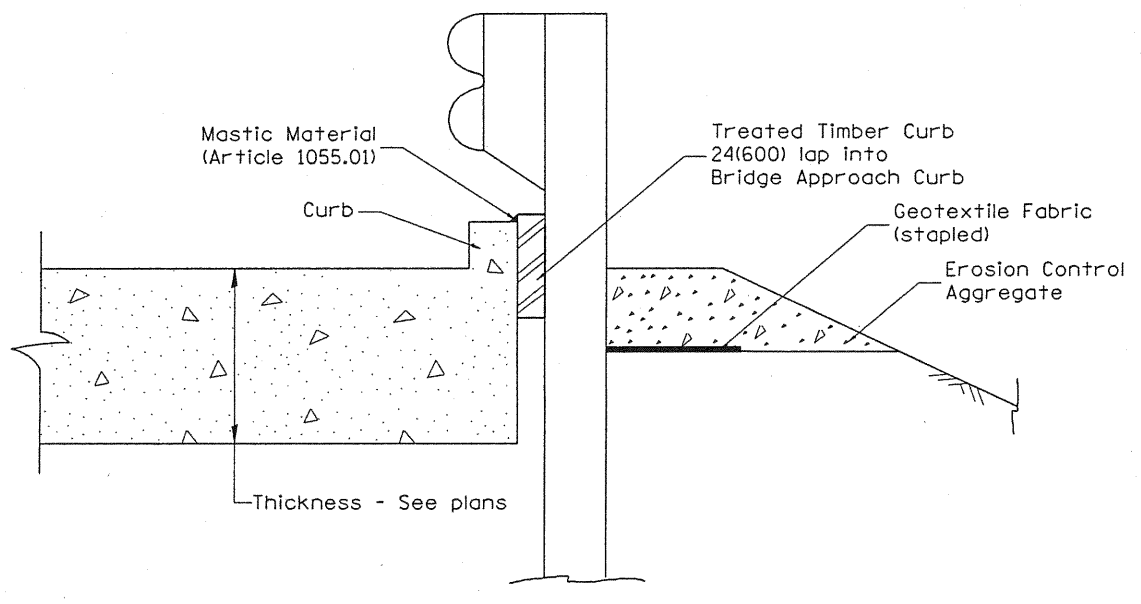
DETAIL A
(Typical Treated Timber Splices)



PLAN VIEW
APPROACH SLAB OR BRIDGE APPROACH SHOULDER
(STANDARD 609001 or 609006)



TYPICAL SECTION WITH EROSION CONTROL CURB
AT INLETS TYPE E & F (STANDARD 610001)

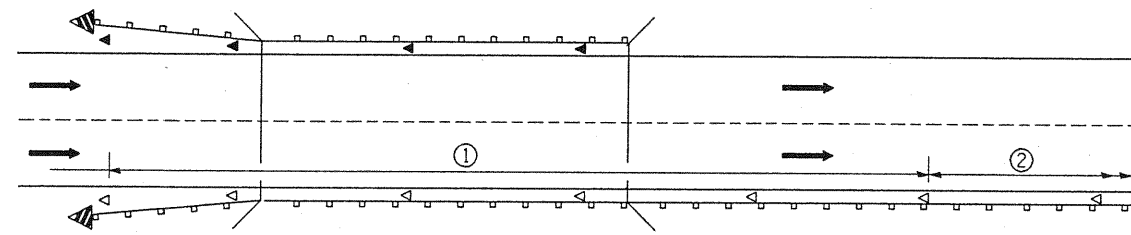


SECTION A-A
TYPICAL SECTION WITH EROSION CONTROL CURB
AT BRIDGE APPROACH CURB
(STANDARD 609001 OR 609006)

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

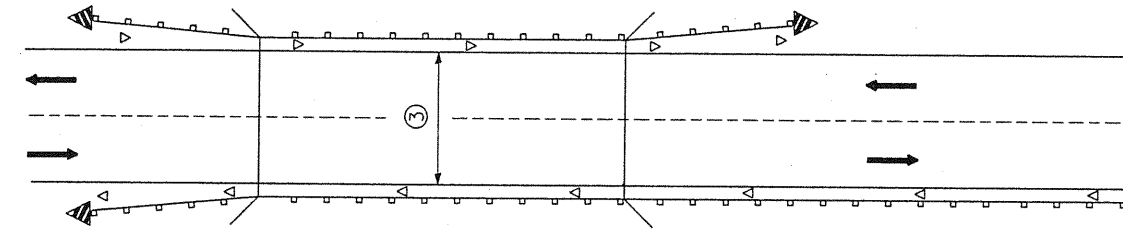
STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION				GUARDRAIL EROSION CONTROL TREATMENTS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
								310	(28B)BR-1	WARREN	71	61
NOT TO SCALE				SHT. 2 OF 2 CADD STD. 630101-D4				CONTRACT NO. 68661				
								FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

DESIGNER NOTES:
 1. INCLUDE APPROPRIATE SPECIAL PROVISIONS FOR "GUARD RAIL DELINEATION POLICY: 1. TERMINAL MARKER, 2. TERMINAL MARK POST, AND 3. GUARDRAIL AND BARRIER WALL MARKERS."
 FROM INTERIM SPECIAL PROVISIONS 94-74; "GUARDRAIL AND BARRIER WALL DELINEATION."
 2. IF POST MOUNT TERMINAL MARKER IS USED, INCLUDE STATE STD. 720011.



- ① Spacing 80 ft. (24 m) max. for first 400 ft. (122 m) or curve spacing shown in Standard 635001, whichever is less (min. 4 reflectors regardless of length).
- ② After 400 ft. (122 m), transition to normal delineator spacing shown in Standard 635001, and continue as required.

ONE-WAY TRAFFIC



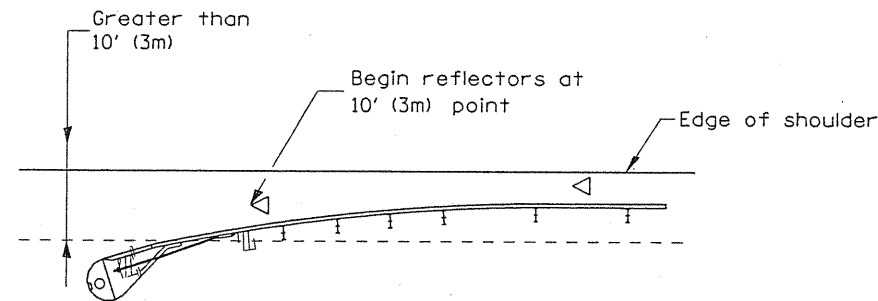
- ③ Bidirectional silver/silver should be used in lieu of monodirectional silver on both sides of two-lane bridges where the bridge pavement is less than 24 (610) wider than the pavement approaching the bridge.

TWO-WAY TRAFFIC

GUARDRAIL / BARRIER WALL / BRIDGE RAIL REFLECTORS

LEGEND

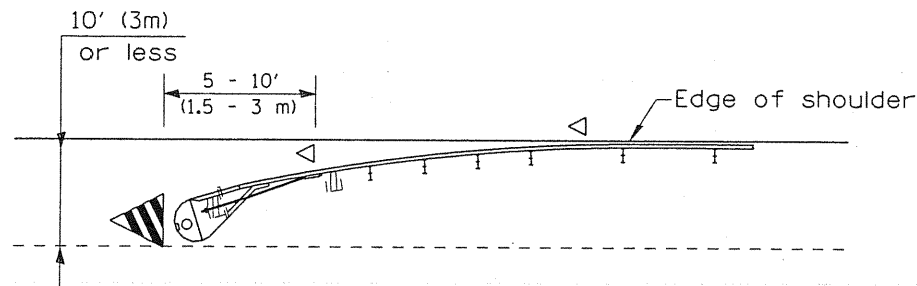
- ◁ Monodirectional silver
- ◄ Monodirectional amber
- ▴ Terminal Marker - Black/Yellow
Left or Right as appropriate



NOTE: Omit terminal marker when terminal over 10' (3m) from edge of paved shoulder or break point of unpaved shoulder, or when terminal buried in backslope.

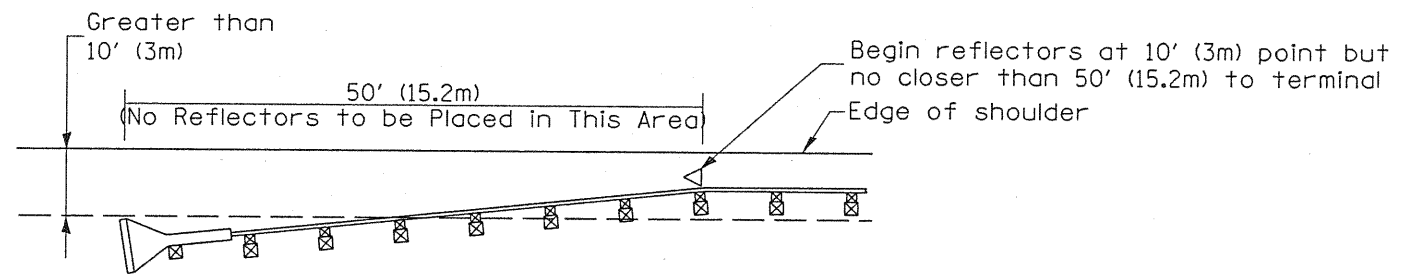
Traffic Barrier Terminal Type(*) and/or Turned-Down Terminal

[Terminal over 10' (3m) from edge of shoulder]
•See Plans for Type



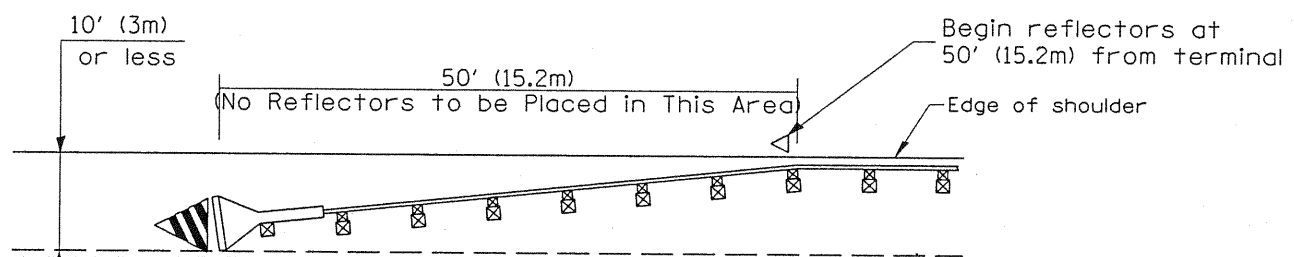
Traffic Barrier Terminal Type(*) and/or Turned-Down Terminal

[Terminal over 10' (3m) or less from edge of shoulder]
•See Plans for Type



NOTE: Omit terminal marker when terminal over 10' (3m) from edge of paved shoulder or break point of unpaved shoulder.

Traffic Barrier Terminal Type 1 (Special)
[Terminal over 10' (3m) from edge of shoulder]



Traffic Barrier Terminal Type 1(Special)
[Terminal 10' (3m) or less from edge of shoulder]

TERMINAL MARKER PLACEMENT

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

01-01-97	RENUM. E-10.02, NEW REVISION BOX	T.P.
03-01-97	CORRECT STD. SPEC. *	J.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

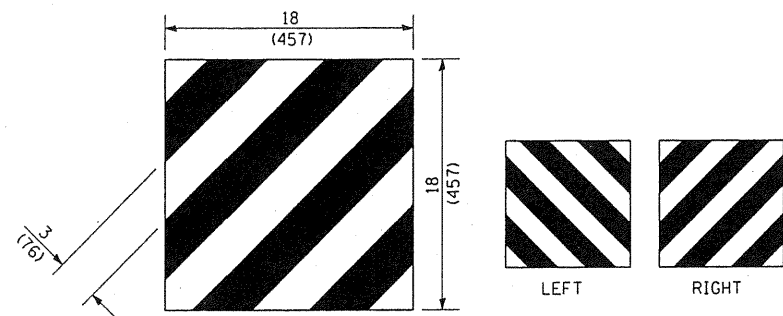
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GUARDRAIL AND BARRIER WALL DELINEATION

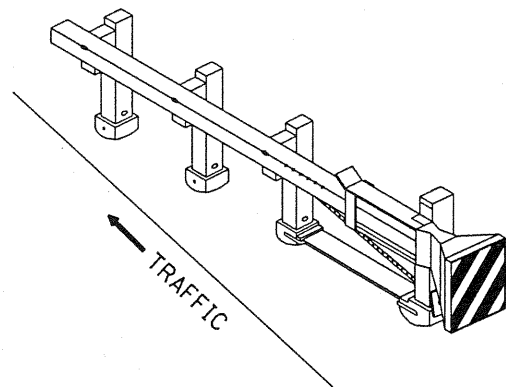
NOT TO SCALE

SHT. 1 OF 3
CADD STD. 635101-04

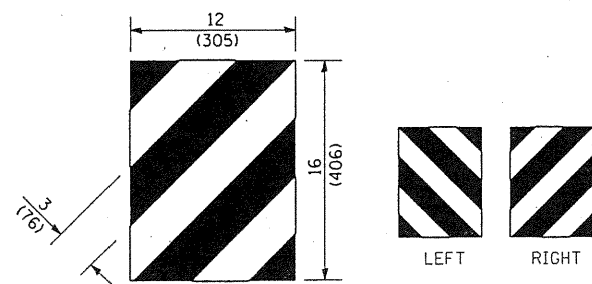
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(28B)BR-1	WARREN	71	62
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 68661	



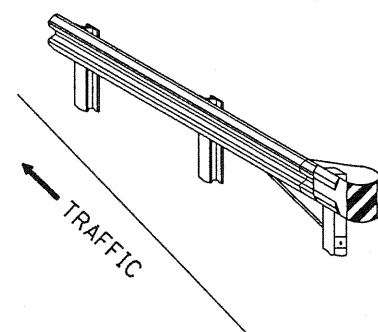
For Traffic Barrier Terminal Type 1 (Special)



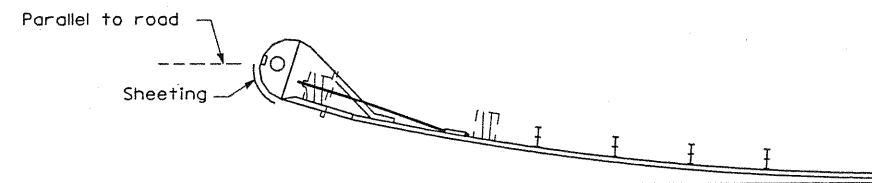
Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type 1 (Special)



For Traffic Barrier Terminal Type (*)
and Post Mount
• See Plans for Type



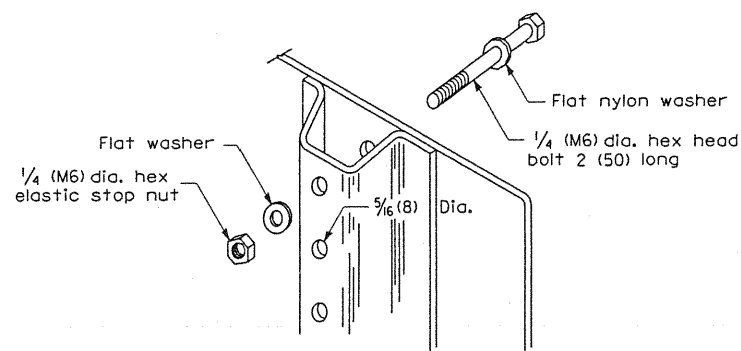
Standard Treatment - Direct Applied Sheeting
Traffic Barrier Terminal Type (*)
• See Plans for Type



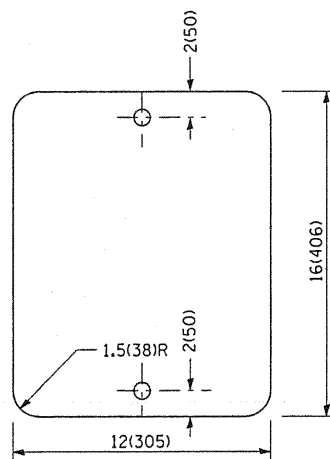
Sheeting Position for
Traffic Barrier Terminal Type (*)
• See Plans for Type

TERMINAL MARKER DETAILS

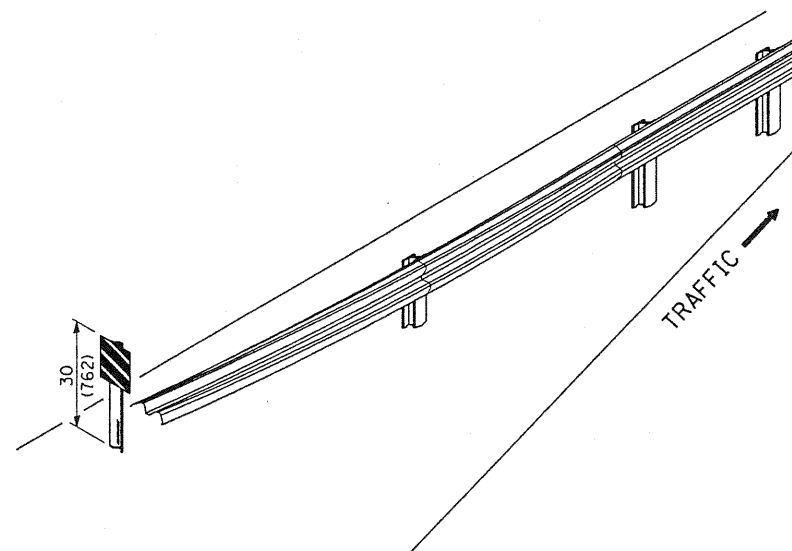
- Color: Black / Yellow reflectorized
- OM - I100 (L or R) Direct applied reflective sheeting
- OM - I200 (L or R) Post mounted



DETAIL OF MOUNTING TERMINAL MARKER TO POST



STANDARD TERMINAL MARKER



ALTERNATE TREATMENT - POST MOUNTED
(For turned-down terminal where sheeting cannot be direct applied)

TERMINAL MARKER TREATMENTS

GENERAL NOTES

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

POST MOUNTED TERMINAL MARKER ASSEMBLY

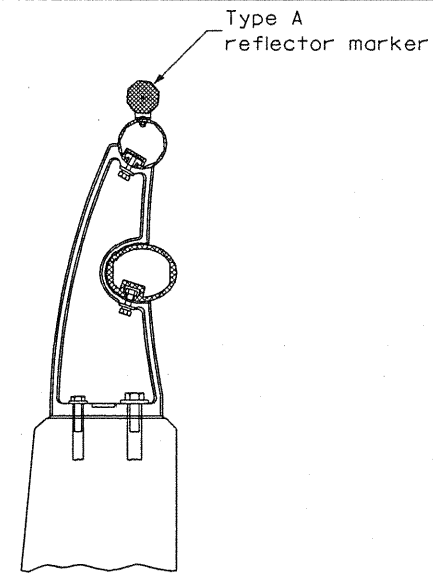
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL AND BARRIER WALL DELINEATION

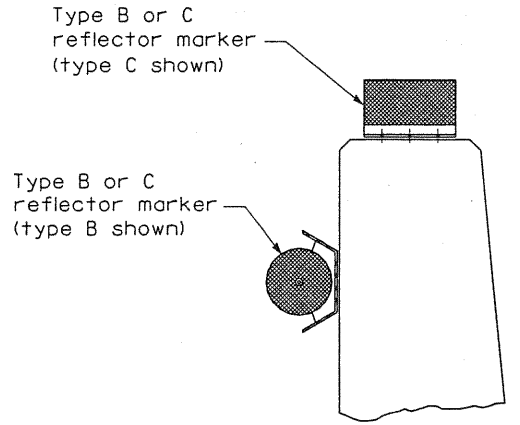
NOT TO SCALE

SHT. 2 OF 3
CADD STD. 635101-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(28B)BR-1	WARREN	71	63
CONTRACT NO. 68661				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

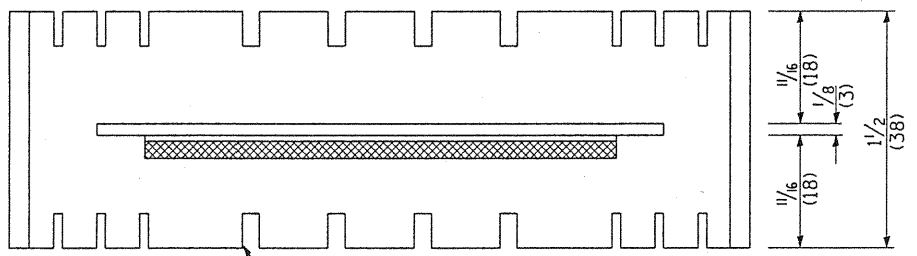


TYPICAL MOUNTING DETAIL FOR BRIDGE RAIL REFLECTOR

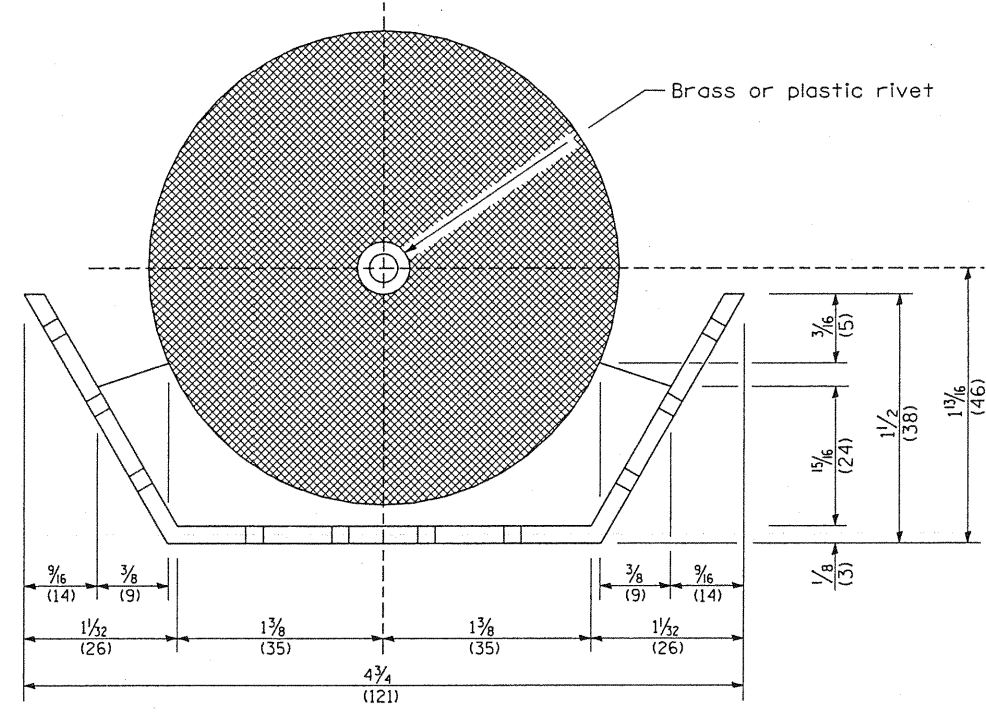


TYPICAL MOUNTING DETAIL FOR BARRIER WALL REFLECTOR

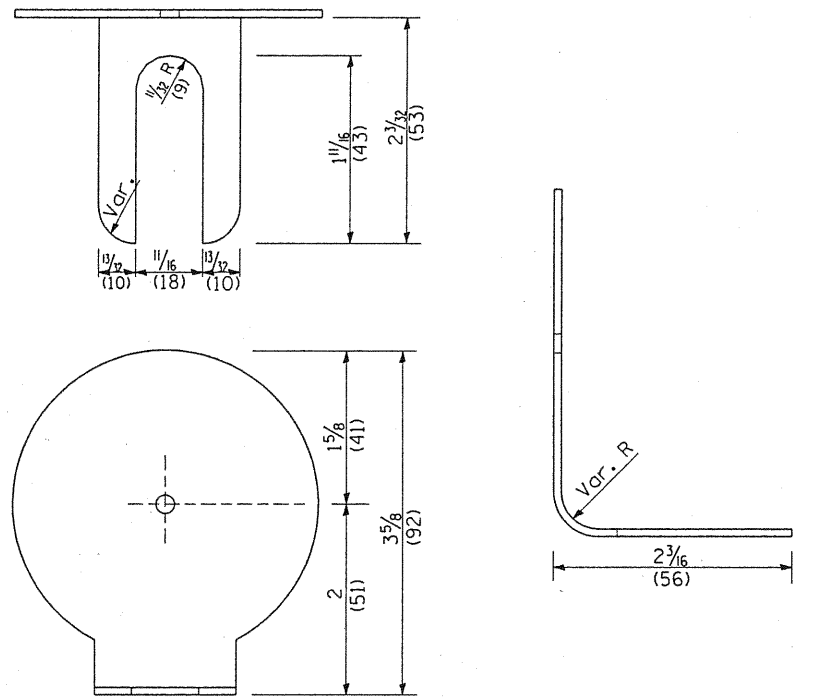
REFLECTOR MOUNTING



Adhesive weep slots or holes equally spaced on both sides

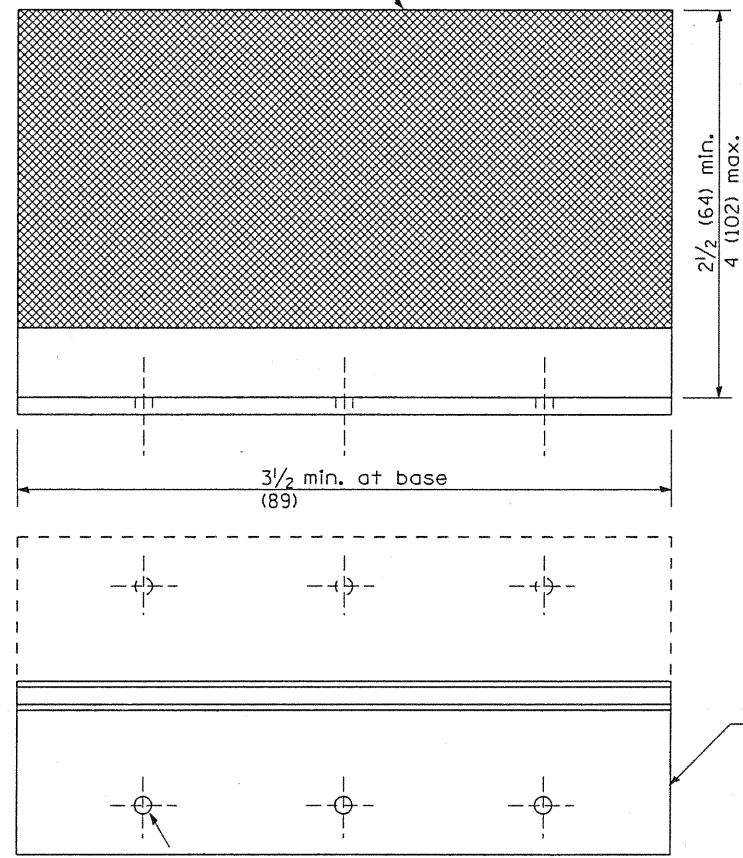


REFLECTOR MARKER TYPE B



REFLECTOR MARKER TYPE A

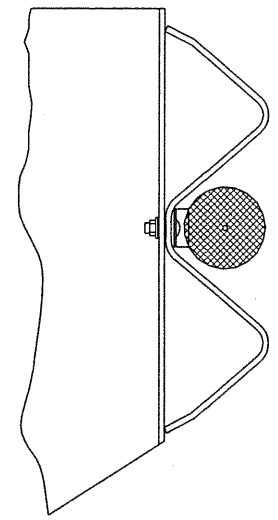
Min. reflective area 6 1/2 sq. in. (4,194 mm²) each side. May be rectangular or slight trapezoid.



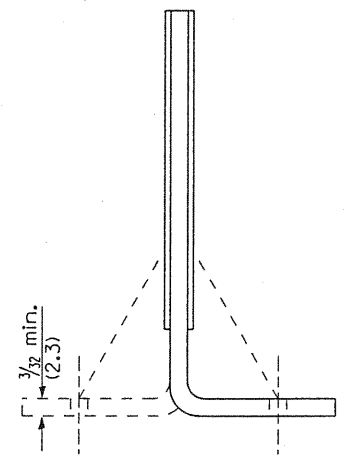
REFLECTOR MARKER TYPE C

3 min. adhesive weep holes or slots each side, variable spacing.

Minimum total area of base 7.0 Sq. in. (4,516 mm²)



TYPICAL GUARDRAIL MOUNTING WITH REFLECTOR MARKER TYPE A



Cross section may be "T" or "L" shaped and may have side supports at ends.

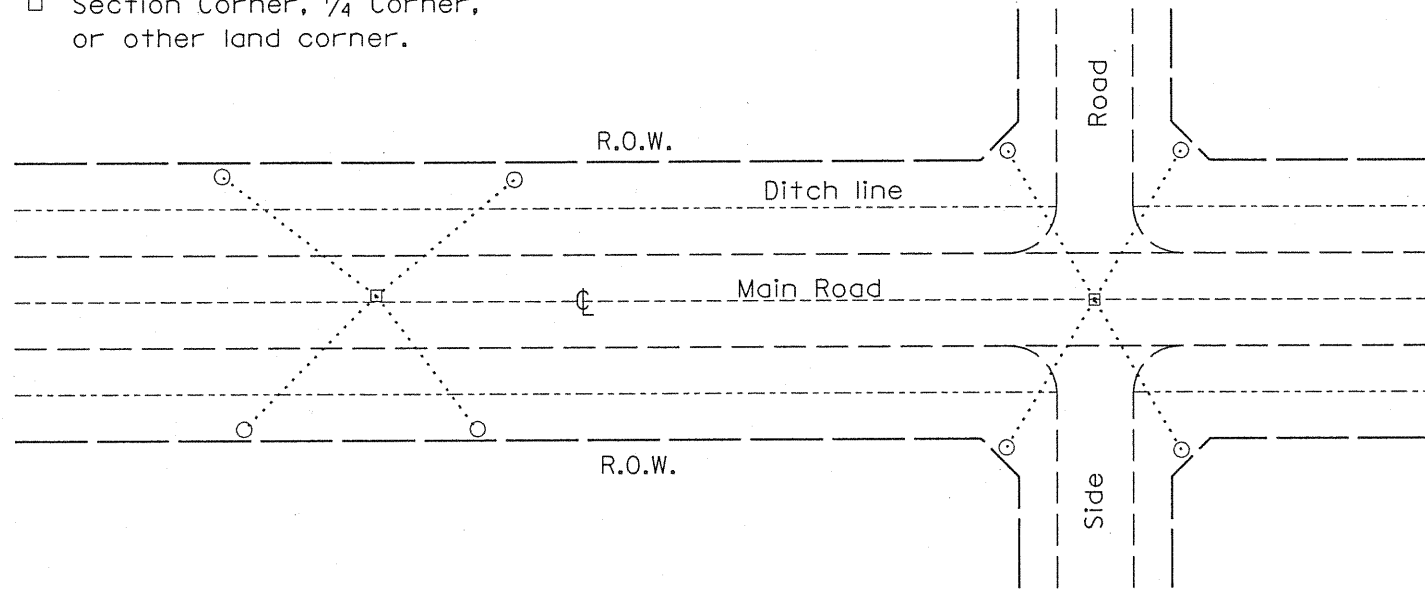
REFLECTORS

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

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		GUARDRAIL AND BARRIER WALL DELINEATION		SHT. 3 OF 3 CADD STD. 635101-D4		F.A.P. RTE. 310		SECTION (28B)BR-1		COUNTY WARREN		TOTAL SHEETS 71		SHEET NO. 64		CONTRACT NO. 68661	
NOT TO SCALE																	

PERMANENT SURVEY TIES

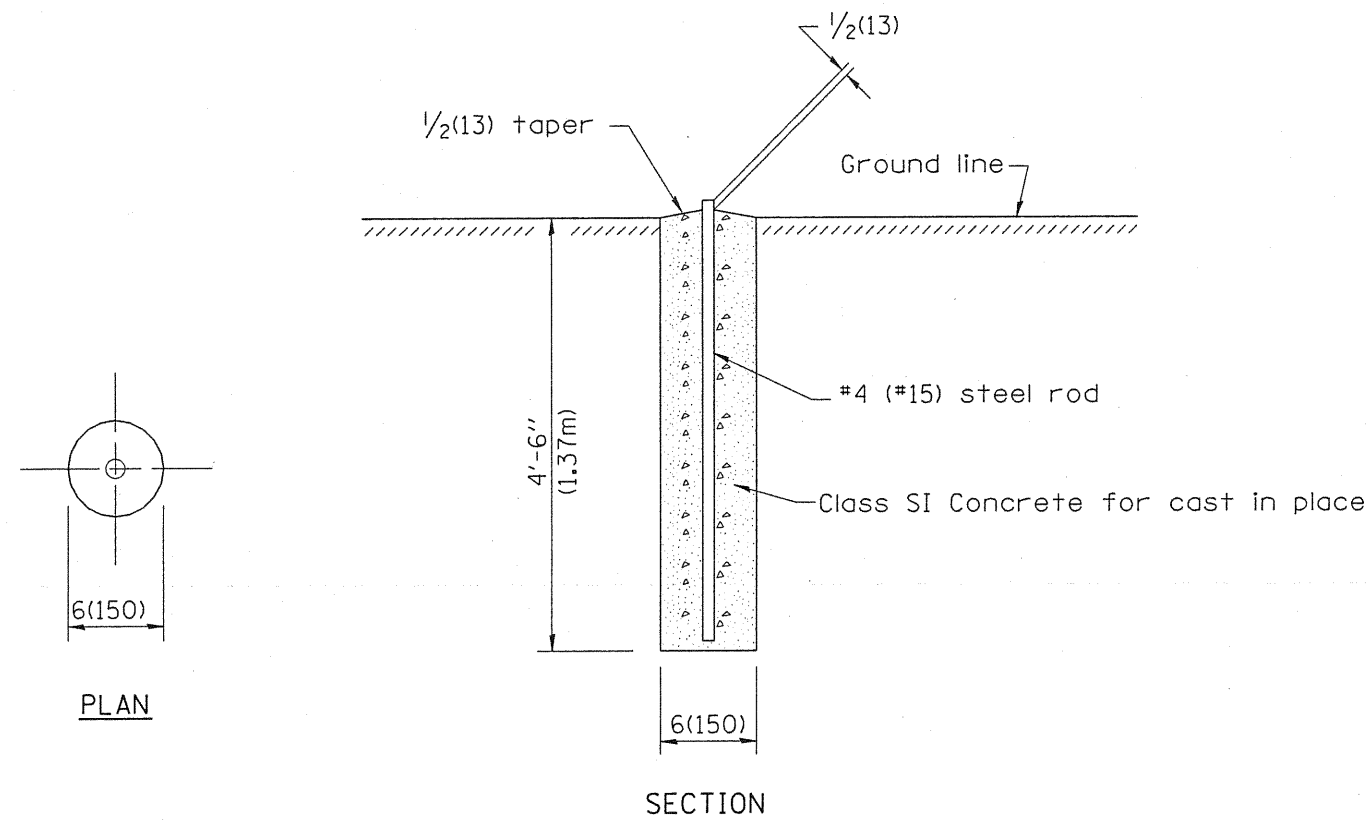
- Permanent Survey Tie
- Section Corner, 1/4 Corner, or other land corner.



TYPICAL APPLICATION

GENERAL NOTES

1. The marker shall be cast in place of Class SI Concrete.
2. Tie marker shall be installed after the final seeding has been completed unless otherwise specified by the Engineer.
3. The tie distances to the section corner shall be measured and recorded by the IDOT Chief of Surveys.

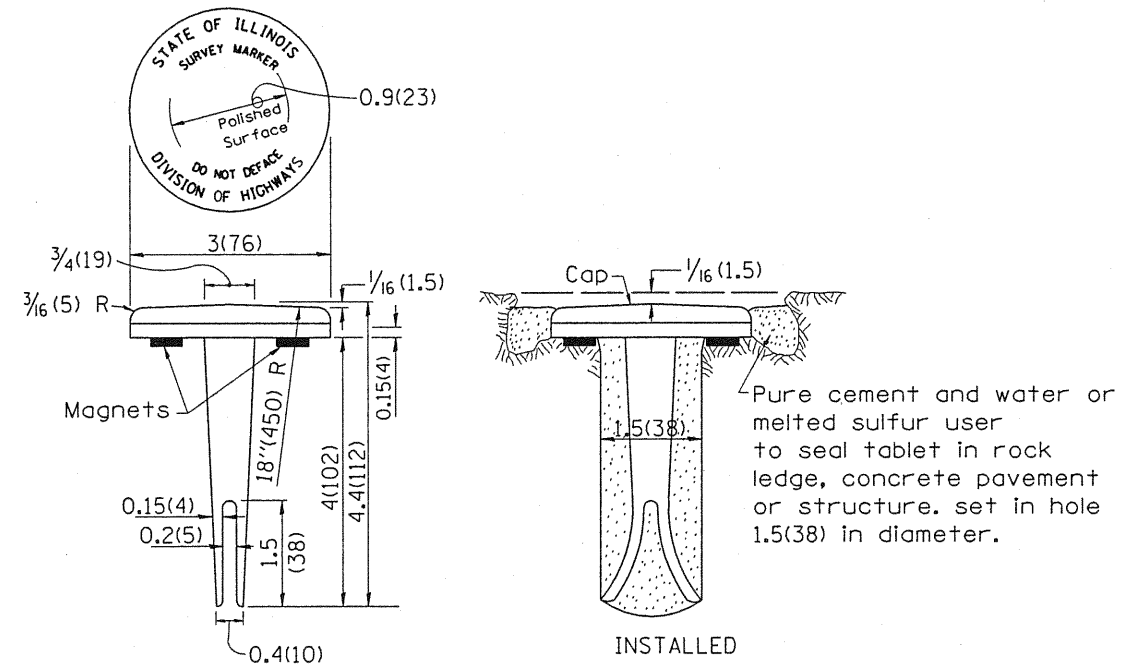


SECTION

PLAN

DESIGNER NOTES:
1. ADD DISTRICT SPECIAL PROVISION.
2. MODIFIES STATE STD 667101 TO CALL FOR "BRONZE" TABLET.

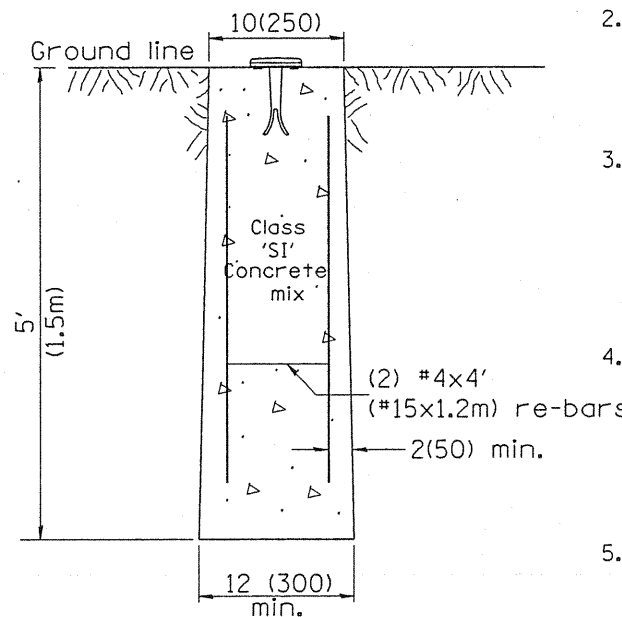
PERMANENT SURVEY MARKERS



**BRONZE TABLET - No Scale
TYPE I**

GENERAL NOTES

1. All type II markers shall be cast in place, and precast markers will not be allowed.
2. Two permanent magnets, each having a diameter of 3/4 (19) and a thickness of 1/4 (6), or equivalent, shall be attached to the underside of the tablet with an approved epoxy bonding agent.
3. The location of the markers shall be in accordance with the plans in general, the markers will be placed at the P.T.'s and P.C.'s of horizontal curves and spaces along the tangents in a way that a minimum of two markers are always inter-visible, and not to exceed 1000' (300m).
4. The markers shall be placed under the direction of the Engineer and shall be installed in a workmanlike manner in order that there will be no further settlement or horizontal shifting. The monuments shall be placed in a way that the survey point will fall within the portion of the plaque provided for that purpose.
5. The project designation, the centerline station, the survey point, and the elevation shall be permanently marked by the use of metal dies after marker has been installed.



**MARKER CAST IN PLACE
TYPE II**

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

01-01-97	RENUM. D-3.01, NEW REVISION BOX, REVISED	T.P.	10-16-06	REVISED TO 2007 SPEC.	M.A.
	TITLE BOX, ADD DESIGNER NOTE				
07-07-98	ADD DESIGNER NOTE	J.A.			
05-24-06	REMOVED GEN. NOTE UNDER TIES	M.A.			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

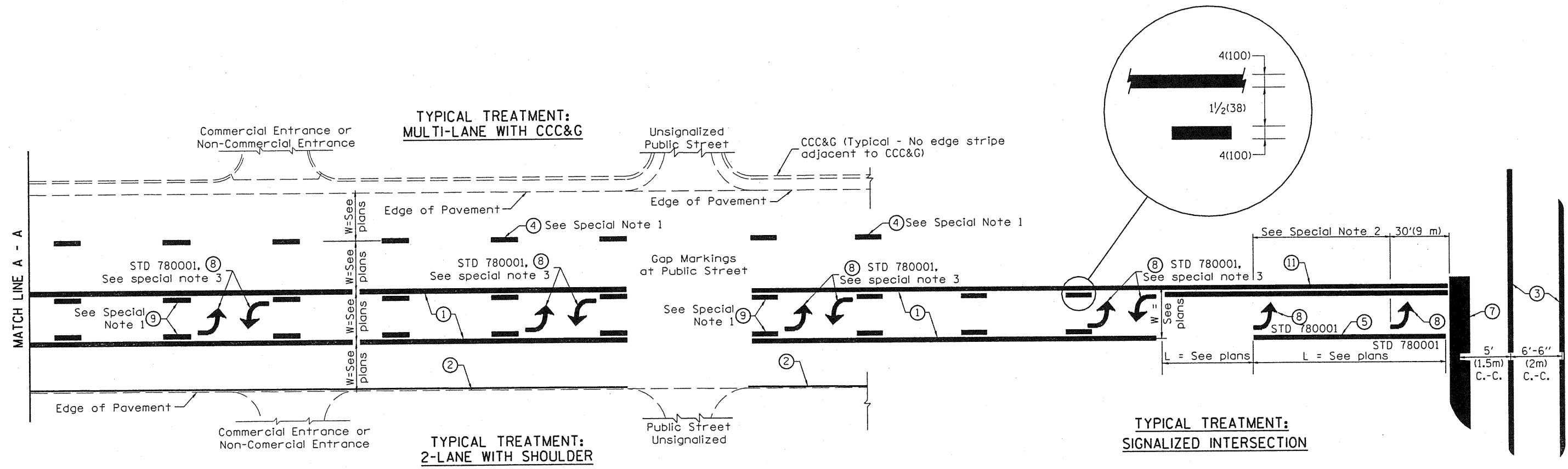
**PERMANENT SURVEY TIE &
PERMANENT SURVEY MARKERS TY.I - TY.II**

NOT TO SCALE

CADD STD. 667101-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(28B)BR-1	WARREN	71	65
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68661	

DESIGNER NOTES:
1. Include State Standard 780001 (Typical Pavement Markings)



TYPICAL PAVEMENT MARKING LEGEND

(Note: This is a District Standard Legend. Some elements may not apply to specific project.)

- ① 4(100) Solid (Yellow)
- ② 4(100) Solid (White)
- ③ 2-6(150) Crosswalk @ 6'-6" (2m) min C.-C. (White)
2-8(200) Crosswalk @ 6'-6" (2m) min C.-C. (White) (When traffic signals are present.)
- ④ 6(150) Skip-Dash (White) (See Special Note 1)
- ⑤ 8(200) Solid (White)
- ⑥ 12(300) Diagonal (White) (Item ⑥ is shown on Std. 780001)
- ⑦ 24(600) Stop Bar (White)
- ⑧ Letters & Arrows (See Std. 780001 and Special Notes 2 & 3)
- ⑨ 4(100) Skip-Dash (Yellow) (See Special Note 1)
- ⑩ 12(300) Diagonal (Yellow) (See Table A) 45°
- ⑪ 4(100) Double Solid (Yellow) 11(280) C.-C. See Table A

SPECIAL NOTES

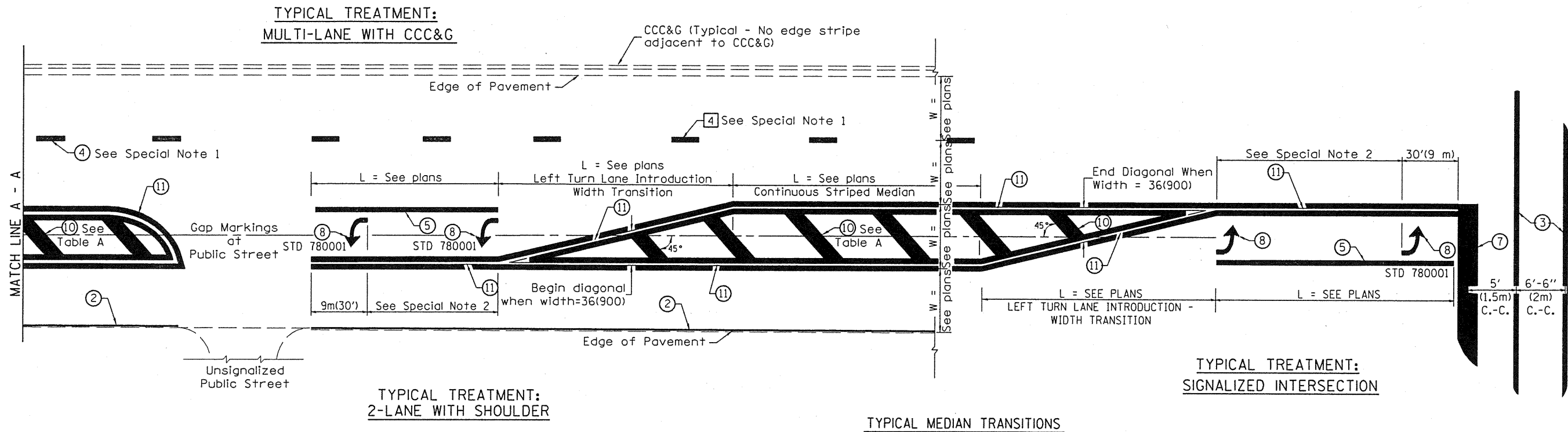
1. Skip-Dash markings will be centered between both ends of city blocks and shall be placed in alignment transversely across the pavement.
2. The following shall apply to arrows located in one-way left turn lanes:
 - A. A minimum of two (2) arrows is required.
 - B. The maximum spacing between arrows is 80' (24 m).
 - C. Arrows shall be evenly spaced if three (3) or more are required.
3. The following shall apply to arrow pairs located in two-way left turn lanes:
 - A. A minimum of two (2) arrow pairs is required.
 - B. The maximum spacing between arrow pairs is 200' (61 m).
 - C. Arrow pairs shall be evenly spaced if three (3) or more are required.
 - D. The spacing between Bi Directional Left Turn Arrows is 33' (10 m).

GENERAL NOTES

1. Refer to State Standard 780001 for additional Pavement Markings including letters & arrows.
2. See Plans for Pavement Markings adjacent to curbed islands and medians, and through lane reductions.

01-01-97	RENUM. F-8.03, NEW REVISION BOX	T.P.	10-16-06	REVISED TO 2007 SPEC.	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL PAVEMENT MARKINGS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
02-07-97	ADD BI DIRECTIONAL DIMENSION	J.A.					310	(28B)BR-1	WARREN	71	66
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.					CADD STD. 780001-D4		CONTRACT NO. 68661		
08-02	ADD CROSSWALK DMNS. WITH T.S.	M.A.					SHT. 1 OF 2		ILLINOIS FED. AID PROJECT		

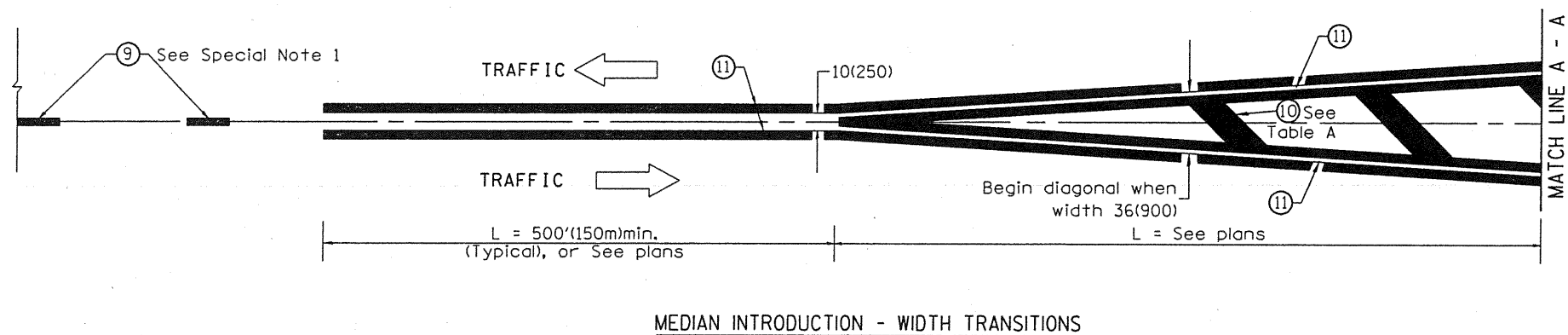
NOT TO SCALE



FLUSH PAVED MEDIAN: RESTRICTED LEFT TURN LANE

TABLE A
RECOMMENDED SPACING BETWEEN DIAGONAL LINES

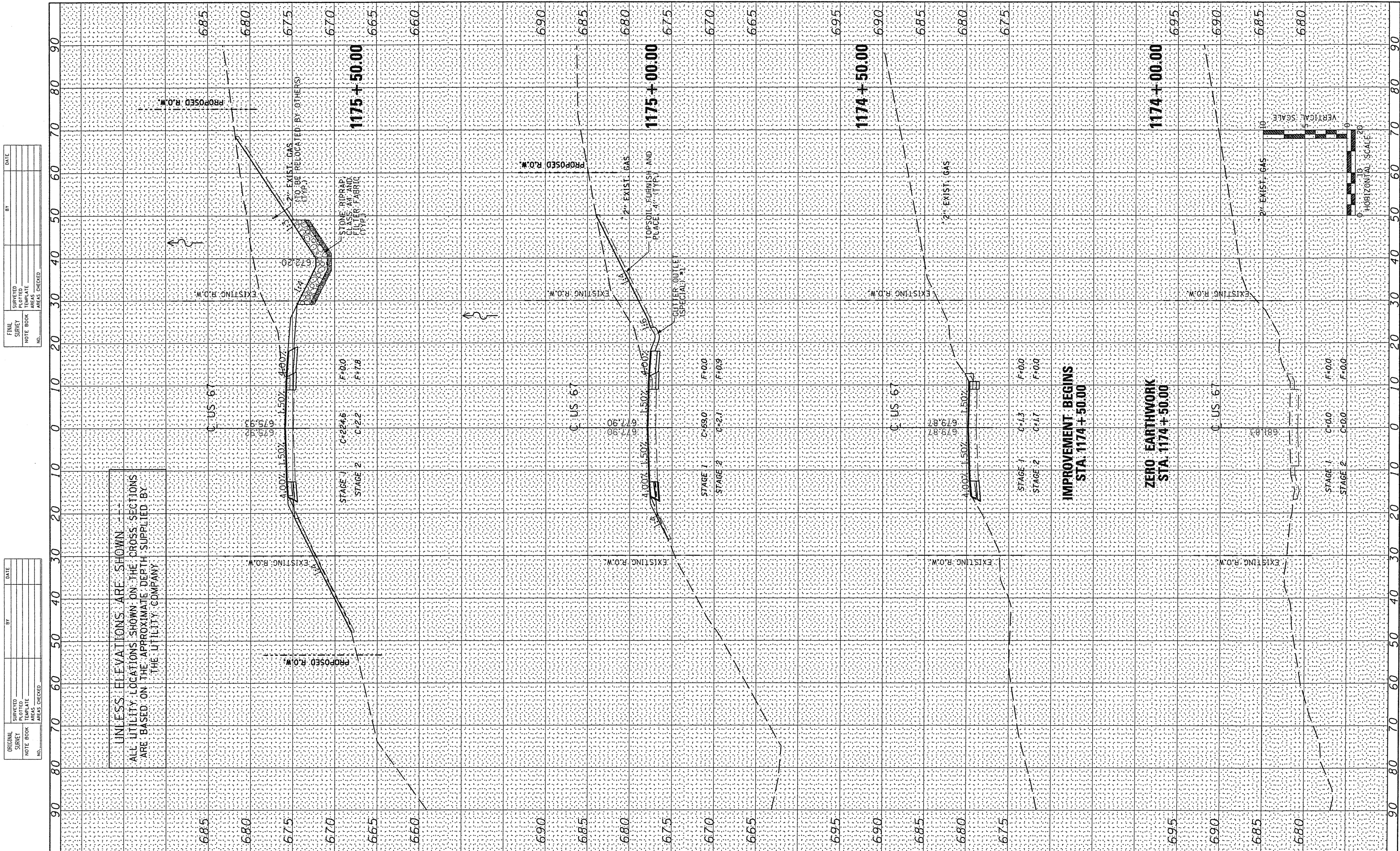
SPEED LIMIT RANGE	CONTINUOUS	INTERSECTION CHANNELIZATION (Includes Width Transitions for Median and Left Turn Lane Introductions)
Less Than 30 mph (50 km/h)	50' (15m)	15' (5m)
30 - 45 mph (50 - 70 km/h)	75' (23m)	20' (6m)
Over 45 mph (70 km/h)	150' (46m)	30' (9m)



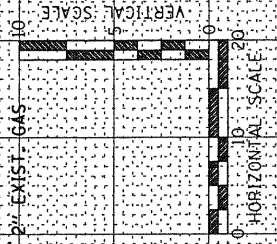
All dimensions are in inches (millimeters) unless otherwise noted.

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

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



UNLESS ELEVATIONS ARE SHOWN ON THE CROSS SECTIONS ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY.



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USER NAME = rmbredle
 Sheets\0468661-sht-xsc.dgn
 PLOT SCALE = 20.0000' / IN.
 PLOT DATE = 10/23/2010

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

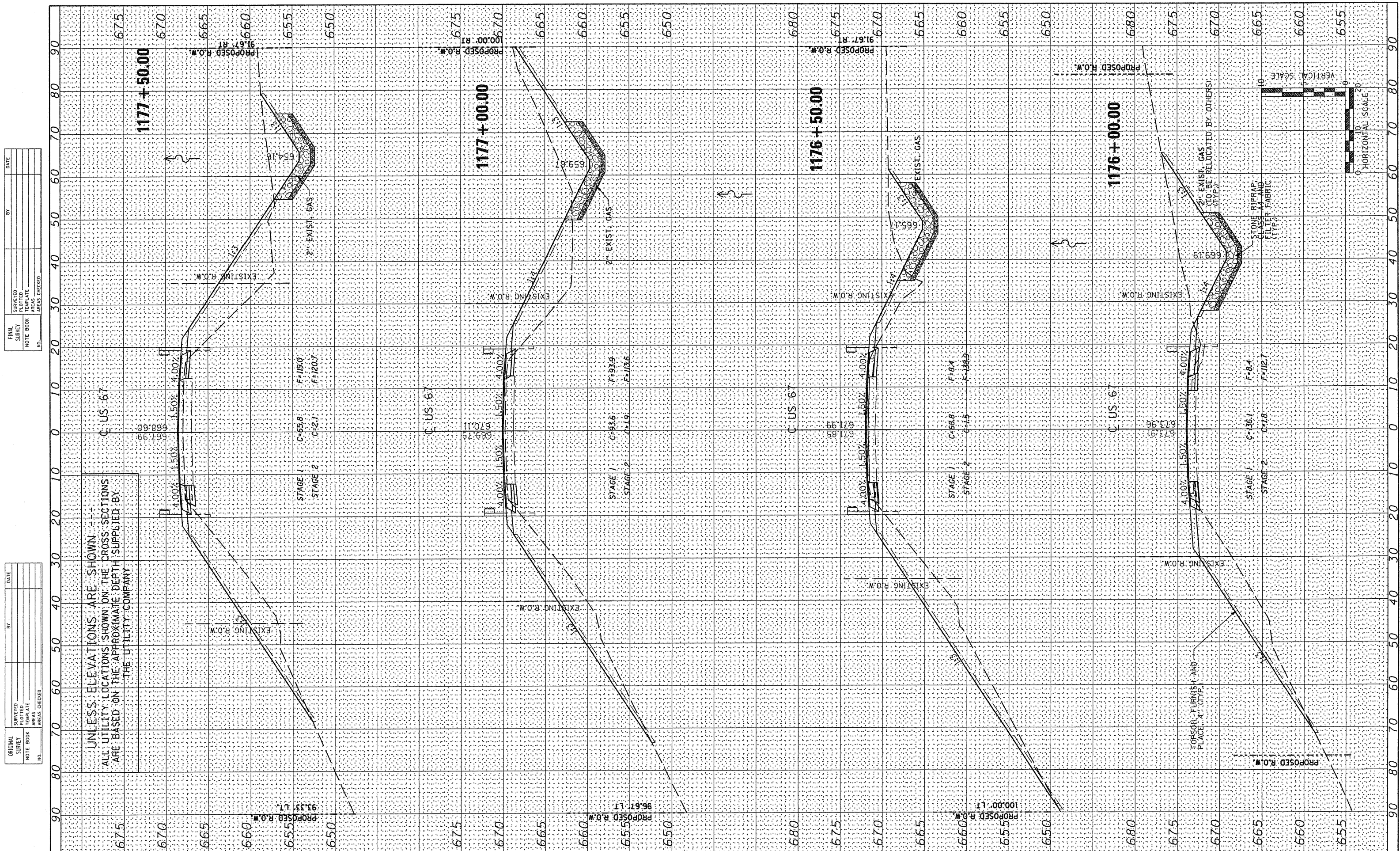
US 67 OVER CEDAR CREEK
CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 1174+00.00 TO STA. 1175+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(28B)BR-1	WARREN	71	68
CONTRACT NO. 68661			ILLINOIS FED. AID PROJECT	

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

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



UNLESS ELEVATIONS ARE SHOWN --- ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY

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USER NAME = rmbredle
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 PLOT DATE = 10/23/2010

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

US 67 OVER CEDAR CREEK
 CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 1176+00.00 TO STA. 1177+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(28B)BR-1	WARREN	71	69
ILLINOIS FED. AID PROJECT				CONTRACT NO. 68661

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

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



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 PLOT SCALE = 20.0000' / IN.
 PLOT DATE = 10/23/2010

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

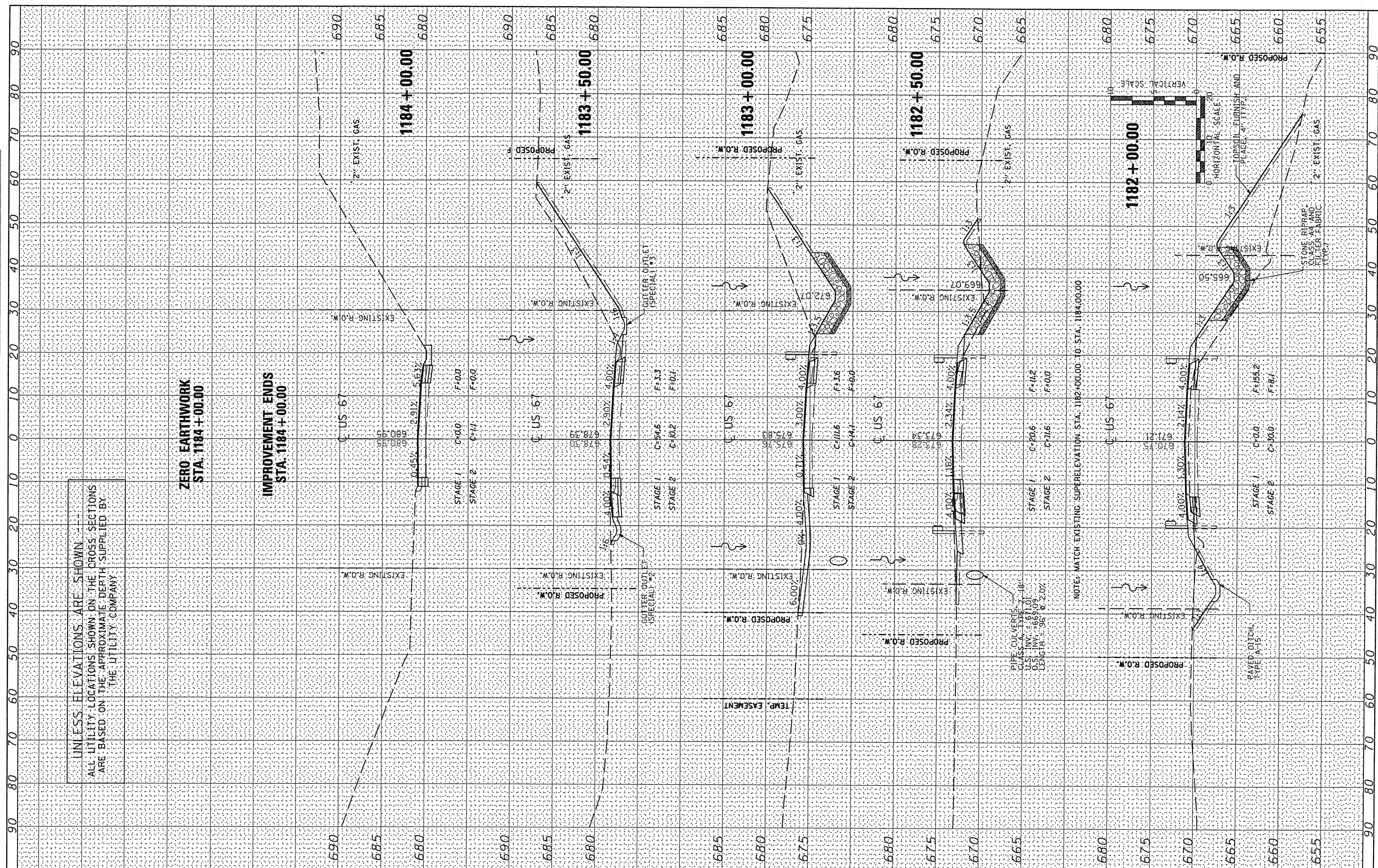
**US 67 OVER CEDAR CREEK
CROSS SECTIONS**

SCALE: SHEET NO. OF SHEETS STA. 1178+00.00 TO STA. 1181+50.00

F.A.P. RTE. 310	SECTION (28B)BR-1	COUNTY WARREN	TOTAL SHEETS 71	SHEET NO. 70
ILLINOIS FED. AID PROJECT			CONTRACT NO. 68661	

DATE	
BY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



UNLESS ELEVATIONS ARE SHOWN
ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS
ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
THE UTILITY COMPANY

ZERO EARTHWORK
STA. 1184+00.00

IMPROVEMENT ENDS
STA. 1184+00.00

FILE NAME =
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USER NAME = rbradla
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PLOT SCALE = 20.0000' / IN.
PLOT DATE = 10/23/2010

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

US 67 OVER CEDAR CREEK
CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 1182+00.00 TO STA. 1184+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(28B)BR-1	WARREN	71	71
CONTRACT NO. 68661			ILLINOIS FED. AID PROJECT	