F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107 B-1	ADAMS	86	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 72B98		

1-21-11 LETTING ITEM 031

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

FAP ROUTE 745 (IL 104)
SECTION 107 B-1
ADAMS COUNTY
PROJECT : BRF-0745(161)
C-96-064-08

INDEX OF SHEETS

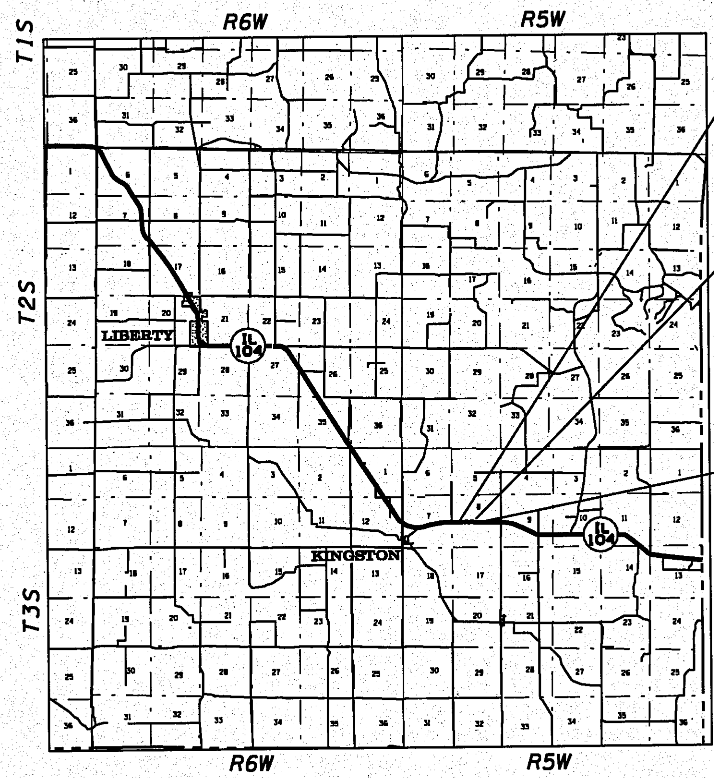
HIGHWAY STANDARDS

000001-06	602601-02	666001-01	781001-03
280001-05	604106-01	701201-04	780001-02
420401-08	606101-04	701306-03	
482011-03	630301-05	701321-11	
515001-03	631031-09	701326-04	
542301-03	635006-03	701901-01	
602306-03	635011-02	704001-06	

0 10' 20' 30' — 1" = 10'
0 100' 200' 300' — 1" = 100'
0 50' 100' — 1" = 50'
0 50' 100' — 1" = 40'
0 50' 100' — 1" = 30'
0 50' 100' — 1" = 20'

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

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



PROJECT BEGINS
STA 1239+50.00

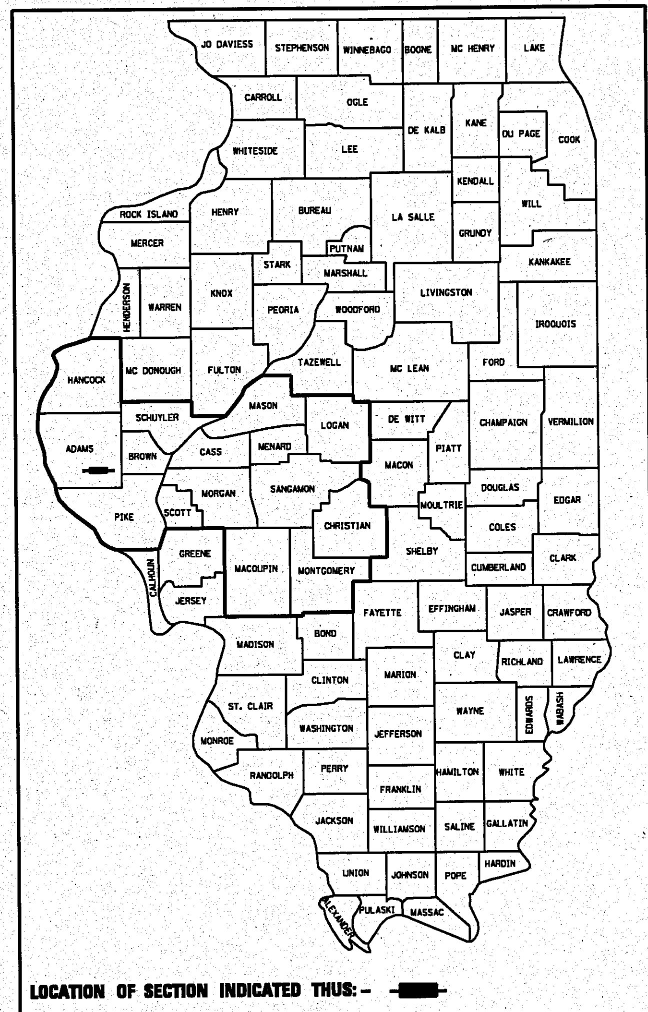
STA 1246+83.00
EX. STR. #(001-0025) PROP. STR. #(001-0507)
TOTAL REMOVAL AND REPLACEMENT OF THE EXISTING STRUCTURE WITH A SINGLE SPAN BRIDGE SUPPORTED ON PILE BENT INTERGRAL ABUTMENTS.
THE BACK-TO-BACK OF ABUTMENT MEASURES 90'-0" IN LENGTH.

PROJECT ENDS
STA 1253+50.00

N

0 5 10
SCALE

D-96-064-08



LOCATION OF SECTION INDICATED THUS:-

PV = 88%
SU = 6%
ADT - 800 (2006) MU = 6%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED October 13 20 10
Roger Driskell
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
Dec 10 20 10
Scott E. Stitt P.E. /bc
acting ENGINEER OF DESIGN AND ENVIRONMENT
Dec 10 20 10
Christine M. Reed /bc
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PROJECT ENGINEER: SAL MADONIA (217) 782-4761
SQUAD LEADER: BRIAN LANINGHAM (217) 524-0472

GROSS LENGTH = 1,400.00 FT. = 0.265 MILE
NET LENGTH = 1,400.00 FT. = 0.265 MILE

CONTRACT NO. 72B98

GENERAL NOTES

1. ALL OF THE DISTURBED AREAS WITHIN THE RIGHT OF WAY NOT COVERED BY SURFACING MATERIAL SHALL BE SEEDED.

2. CONTRACTOR SHALL PROVIDE ADEQUATE DRAINAGE AND EROSION PROTECTION FOR THE DURATION OF THIS PROJECT.

3. SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED SHALL BE DETERMINED BY THE ENGINEER.

4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE JULIE NUMBER IS 800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCE NOTICE IS REQUIRED. ANY DAMAGE TO THE UNDERGROUND FACILITIES, CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE, INCLUDING TEMPORARY REPAIRS WHICH MAY BE REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS.

5. THE LOCATIONS OF THOSE BURIED AND ABOVEGROUND UTILITIES SHOWN ARE APPROXIMATE, ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTIONS PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVEGROUND UTILITY LOCATION, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVEGROUND UTILITIES, REMAINS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.

6. THE THICKNESS OF HOT-MIX ASPHALT SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT IS PLACED.

7. 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 MONUMENTS UNTIL AN AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUBSECTION MONUMENTS DESTROYED BY HIS OPERATIONS.

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

GRANULAR MATERIALS	2.05	TONS/CU YD
BITUMINOUS MATERIAL (PRIME COAT)	0.00038	TON/SQ YD
HOT-MIX ASPHALT SURFACE COURSE	112	LBS/SQ YD/IN
HOT-MIX ASPHALT BINDER COURSE	112	LBS/SQ YD/IN
AGGREGATE (PRIME COAT)	0.002	TON/SQ YD
RIPRAP	1.75	TON/CU YD

9. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER LISTED ON THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.

10. UNLESS NOTED OTHERWISE, STATIONS AND OFFSETS REFER TO CENTERLINE OF PROJECT.

11. LAYOUT OF RIPRAP MAY BE VARIED IN THE FIELD TO SUIT GROUND CONDITIONS AS DIRECTED BY THE ENGINEER.

12. EVERY TREE SHALL BE SAVED IF POSSIBLE. THE ENGINEER IN THE FIELD WILL VERIFY AND MARK ALL TREES REQUIRED TO BE REMOVED. SHOULD THE ENGINEER'S DECISION INCREASE OR DECREASE THE QUANTITIES OF WORK TO BE PERFORMED FROM THE PLANS, THE CONTRACTOR SHALL ACCEPT PAYMENT AS STATED IN ARTICLE 104.02 OF THE STANDARD SPECIFICATIONS. TREES OUTSIDE THE LIMITS OF CONSTRUCTION SHALL NOT BE DISTURBED UNLESS DESIGNATED BY THE ENGINEER.

13. IN ADDITION TO FIELD SURVEYS AND AERIAL SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF THE WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

14. THE GRADING AND SHAPING OF THE DITCHES SHALL BE DONE IN SUCH A MANNER TO ESTABLISH POSITIVE FLOW BETWEEN DRAINAGE STRUCTURES, OR BETWEEN THE EXISTING ELEVATION AT THE UPSTREAM END OF THE GRADING TO THE DOWNSTREAM DRAINAGE STRUCTURE.

15. FINAL VERTICAL ADJUSTMENT OF GUARDRAIL IF REQUIRED SHALL NOT BE PAID FOR SEPARATELY BUT INCLUDED IN THE COST OF STEEL PLATE BEAM GUARD RAIL, TYPE A.

16. ANY REFERENCES OR CALL-OUTS IN THESE PLANS TO "BITUMINOUS CONCRETE" SHALL BE INTERPRETED TO MEAN "HOT-MIX ASPHALT".

17. A COPY OF THE EXISTING BRIDGE PLANS WILL BE PROVIDED UPON REQUEST.

18. ALL FENCE REMOVAL SHALL BE INCLUDED IN WITH THE TREE REMOVAL AND SHALL NOT BE PAID FOR SEPERATELY.

19. SAW CUTS SHALL BE INCLUDED IN PAVEMENT AND GUTTER REMOVAL. IT SHALL BE DONE IN ACCORDANCE WITH SECTION 440.03 OF THE "Standard Specifications for Road and Bridge Construction".

20. GUTTER REMOVAL COST SHALL INCLUDE ANY HMA OVERLAY THAT IS PLACED ON TOP OF THE EXISTING GUTTER PAN.

21. GUARDRAIL REMOVAL SHALL INCLUDE TRAFFIC BARRIER BRIDGE TERMINALS AND TRAFFIC BARRIER END TERMINALS.

The following mixture requirements are applicable for this project:

Mixture Use(s)	Hot-Mix Asphalt Surface Course, Mix "C", N50	Hot-Mix Asphalt Base Course Widening, 10"	Flexible Connector Pavement	Leveling Binder (Machine Method) Superpave, N50	Hot-Mix Asphalt Shoulders
AC/PG:	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP %: (Max)					
Design Air Voids:	4.0 @ Ndesign = 50	4.0 @ Ndesign = 50	4.0 @ Ndesign = 50	4.0 @ Ndesign = 50	4.0 @ Ndesign = 50
Mixture Composition: (Gradation Mixture)	IL 9.5 or 12.5	IL 19.0	IL 19.0	IL 9.5	IL 9.5 or 12.5
Friction Aggregate:	MIX "C"	N/A	N/A	N/A	MIX "C"

EXAMINED SEPTEMBER 30 20 10

PROJECT IMPLEMENTATION ENGINEER

EXAMINED October 8 20 10

PROGRAM DEVELOPMENT ENGINEER

DISTRICT SIX

EXAMINED 9/20 20 10

OPERATIONS ENGINEER

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IL 104 OVER GRINDSTONE CREEK
GENERAL NOTES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	2

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT

SUMMARY OF QUANTITIES

LOCATION OF WORK				IL 104 80% FED / 20% STATE ROADWAY	IL 104 80% FED / 20% STATE STRUCTURE
SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE	CONSTRUCTION TYPE CODE
CODE NO.	ITEM	UNITS	TOTAL QUANTITY	0004	0011
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	1,093	1,093	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	809	809	
20200100	EARTH EXCAVATION	CU YD	5,041	5,041	
20200500	EARTH EXCAVATION (WIDENING)	CU YD	785	785	
20300100	CHANNEL EXCAVATION	CU YD	2,056	2,056	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	162		162
25000200	SEEDING, CLASS 2	ACRE	3.8	3.8	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	342	342	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	342	342	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	342	342	
25000700	AGRICULTURAL GROUND LIMESTONE	TON	7.6	7.6	
25100115	MULCH, METHOD 2	ACRE	3.8	3.8	
25100630	EROSION CONTROL BLANKET	SQ YD	206	206	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	380	380	
28000315	AGGREGATE DITCH CHECKS	TON	70	70	
28000400	PERIMETER EROSION BARRIER	FOOT	1856	1856	
28000500	INLET AND PIPE PROTECTION	EACH	1	1	
28100207	STONE RIPRAP, CLASS A4	TON	2905	2905	
28200200	FILTER FABRIC	SQ YD	4355	4355	
31101400	SUBBASE GRANULAR MATERIAL, TYPE B 6"	SQ YD	1,822	1,822	
35300500	PORTLAND CEMENT CONCRETE BASE COURSE 10"	SQ YD	67	67	
35600716	HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	SQ YD	1,455	1,455	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	1.8	1.8	
40600300	AGGREGATE (PRIME COAT)	TON	8.6	8.6	
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	152	152	

Rev.

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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 104 OVER GRINDSTONE CREEK
SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	3

CONTRACT NO. 72B98

ILLINOIS | FED. AID PROJECT

SUMMARY OF QUANTITIES

LOCATION OF WORK				IL 104 80% FED / 20% STATE ROADWAY	IL 104 80% FED / 20% STATE STRUCTURE
SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE	CONSTRUCTION TYPE CODE
CODE NO.	ITEM	UNITS	TOTAL QUANTITY	0004	0011
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	87	87	
40600990	TEMPORARY RAMP	SQ YD	87	87	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	304	304	
44000158	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD	4198	4198	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	43	43	
44000100	PAVEMENT REMOVAL	SQ YD	816	816	
44000400	GUTTER REMOVAL	FOOT	1447	1447	
48101200	AGGREGATE SHOULDERS, TYPE B	TON	45	45	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	86	86	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50105220	PIPE CULVERT REMOVAL	FOOT	128	128	
50200100	STRUCTURE EXCAVATION	CU YD	170		170
50300100	FLOOR DRAINS	EACH	12		12
50300225	CONCRETE STRUCTURES	CU YD	54		54
50300255	CONCRETE SUPERSTRUCTURE	CU YD	232		232
50300260	BRIDGE DECK GROOVING	SQ YD	500		500
50300280	CONCRETE ENCASEMENT	CU YD	4		4
50300300	PROTECTIVE COAT	SQ YD	590		590
50401005	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 48 IN.	FOOT	531		531
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	57,690		57,690
50800515	BAR SPLICERS	EACH	568		568
51201400	FURNISHING STEEL PILES HP10X42	FOOT	300		300
51202305	DRIVING PILES	FOOT	300		300
51203400	TEST PILE STEEL HP10X42	EACH	2		2
51500100	NAME PLATES	EACH	1		1

Rev.

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		DATE -	REVISED -			

SUMMARY OF QUANTITIES

LOCATION OF WORK				IL 104 80% FED / 20% STATE ROADWAY	IL 104 80% FED / 20% STATE STRUCTURE
SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE	CONSTRUCTION TYPE CODE
CODE NO.	ITEM	UNITS	TOTAL QUANTITY	0004	0011
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	82		82
542A2740	PIPE CULVERTS, CLASS A, TYPE 4 15"	FOOT	70	70	
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	1	1	
60240366	INLETS, TYPE B, WITH MEDIAN INLET (604106)	EACH	1	1	
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	31	31	
60602500	CONCRETE GUTTER, TYPE A	FOOT	698	698	
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	475	475	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	590	590	
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	13	13	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	12	12	
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	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	20	20	
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
70106700	TEMPORARY RUMBLE STRIPS	EACH	6	6	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	1,008	1,008	
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	3,150	3,150	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1,427	1,427	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	420	420	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	420	420	

*Specialty Items

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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 104 OVER GRINDSTONE CREEK
SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	5

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT

SUMMARY OF QUANTITIES

	LOCATION OF WORK				IL 104 80% FED / 20% STATE ROADWAY	IL 104 80% FED / 20% STATE STRUCTURE
	SUMMARY OF QUANTITIES				CONSTRUCTION TYPE CODE	CONSTRUCTION TYPE CODE
	CODE NO.	ITEM	UNITS	TOTAL QUANTITY	0004	0011
*	78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	3,150	3,150	
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	16	16	
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	12	12	
*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
	78300100	PAVEMENT MARKING REMOVAL	SQ FT	69	69	
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	18	18	
	X7200201	WIDTH RESTRICTION SIGNING	L SUM	1	1	
	Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
	Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
	Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	143		143
	Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	908		908

*Specialty Items

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

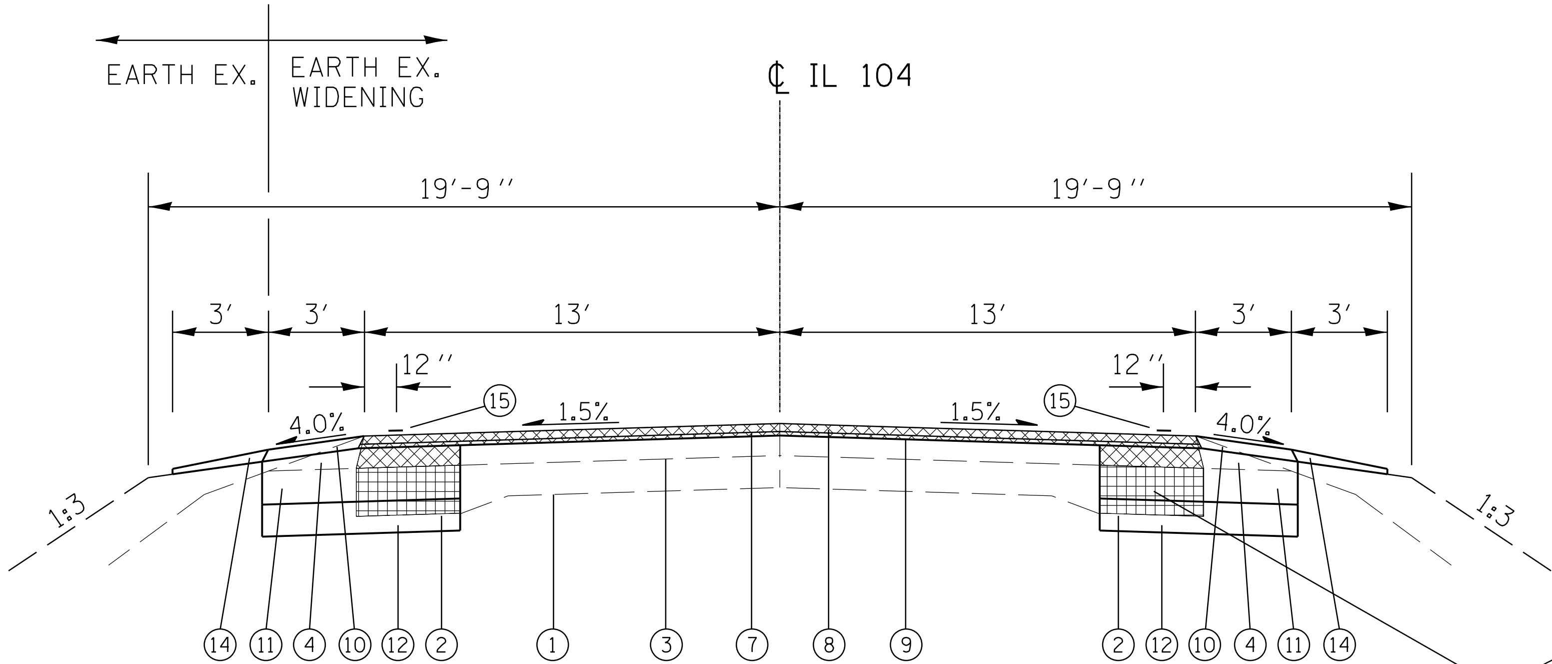
IL 104 OVER GRINDSTONE CREEK
SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	6

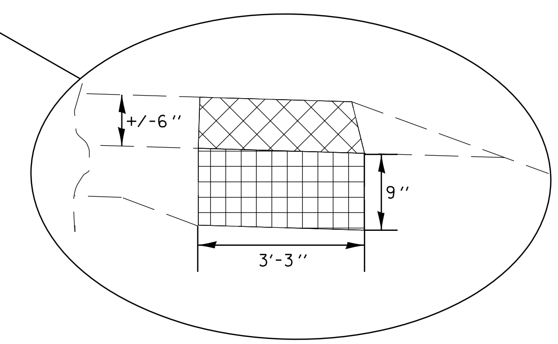
CONTRACT NO. 72B98

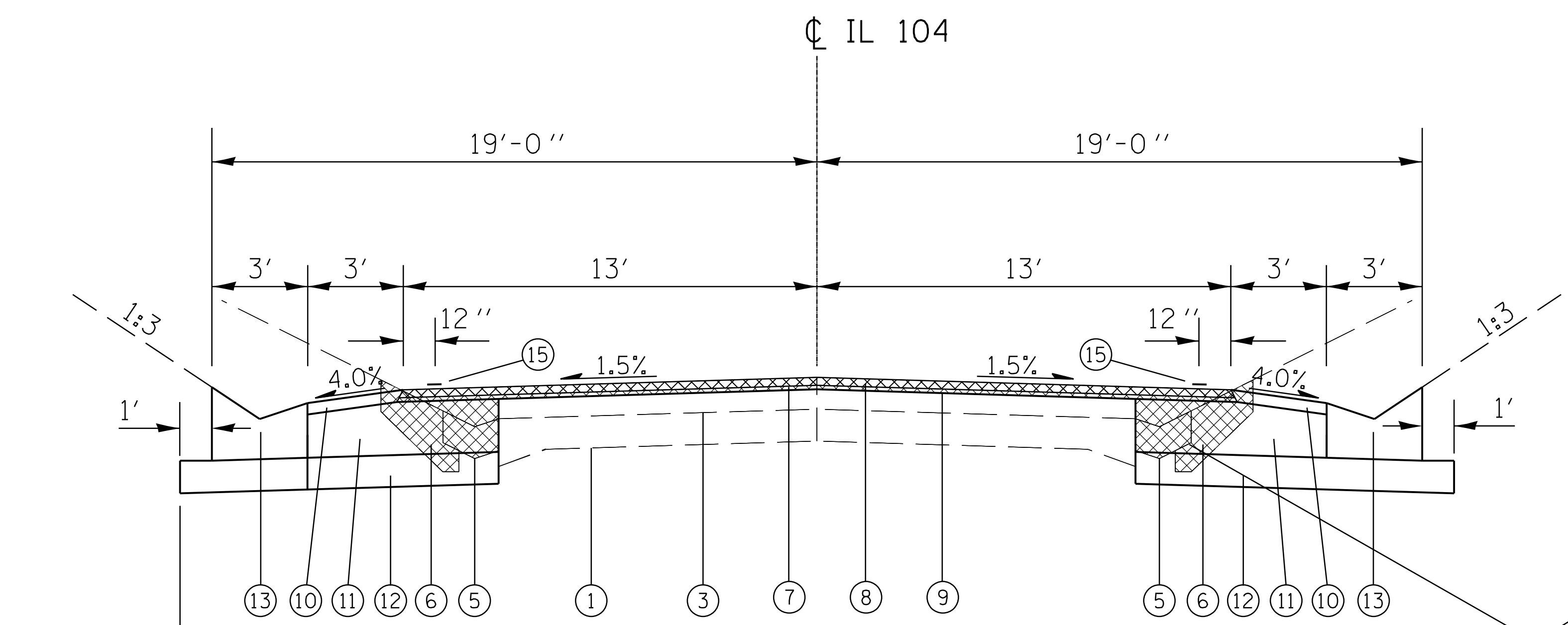
ILLINOIS FED. AID PROJECT



RT STA 1242+05.00 TO RT STA 1246+46.00
BRIDGE OMISSION (RT STA 1246+46.00 TO RT STA 1247+39.00)
RT STA 1247+39.00 TO RT STA 1248+51.00

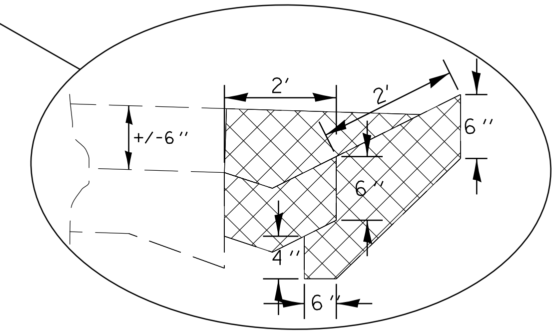
LT STA 1242+32.00 TO LT STA 1246+37.00
BRIDGE OMISSION (LT STA 1246+37.00 TO RT STA 1247+30.50)
LT STA 1247+30.50 TO LT STA 1248+51.00





EARTH EX. | EARTH EX. WIDENING

RT STA 1239+50.00 TO RT STA 1242+05.00
RT STA 1248+51.00 TO RT STA 1253+50.00
LT STA 1239+50.00 TO LT STA 1242+32.00
LT STA 1239+50.00 TO LT STA 1253+50.00



LEGEND

1. EX PCC PAVEMENT (9 - 6 - 9)
2. EX HMA BASE COURSE WIDENING
3. EX HMA OVERLAY (6" AND VAR)
4. EX AGGRAGATE SHOUDLER
5. EX CONCRETE GUTTER TYPE B
6. EX CONCRETE GUTTER SPECIAL
7. HMA SURFACE REMOVAL 2 1/4"
8. PROP HMA SURFACE MIX "C" N50 1 1/2"
9. PROP HMA LEVEL BINDER N50 3/4"
10. PROP HMA SHOULDER 2 1/4"
11. BASE COURSE WIDENING 10"
12. SUB-BASE GRANULAR MATERIAL, TY B 6"
13. CONCRETE GUTTER, TY A
14. AGGREGATE SHOULDERS, TY B (WEDGE)
15. 5" STRIPED EDGE LINE

NOTE:
SAW CUTS SHALL BE INCLUDED IN PAVEMENT AND GUTTER REMOVAL. IT SHALL BE DONE IN ACCORDANCE WITH SECTION 440.03 OF THE "Standard Specifications for Road and Bridge Construction".

FILE NAME = c:\pw_work\pwidot\laughlinrl\d0215213\d672b98-sht-typical.dgn	USER NAME = laughlinrl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 104 OVER GRINDSTONE CREEK TYPICAL SECTIONS	F.A.P RTE. 745	SECTION 107B-1
	PLOT SCALE = 40.0002 ' / in.	DRAWN -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA. TO STA.
	PLOT DATE = Oct-14-2010 09:41:06AM	CHECKED -	REVISED -			COUNTY ADAMS	TOTAL SHEETS 86
		DATE -	REVISED -			SHEET NO. 7	CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT

TREE REMOVAL(6 TO 15 UNIT DIAMETER)							UNIT
STATION	RT / LT	OFFSET	SIZE	STATION	RT / LT	OFFSET	SIZE
1242+69.11	RT	42.3	14	1247+82.49	RT	51.0	9
1242+73.53	RT	41.2	6	1247+86.24	RT	47.0	8
1242+73.53	RT	41.2	7	1247+91.93	RT	93.4	12
1242+92.98	RT	41.8	11	1247+94.72	RT	47.0	13
1242+95.06	RT	39.3	6	1247+95.34	RT	111.0	6
1242+96.00	RT	40.2	8	1247+96.55	RT	72.2	6
1243+23.38	RT	43.6	8	1248+04.22	RT	91.3	6
1243+23.91	RT	40.0	7	1248+13.84	RT	44.6	7
1243+24.75	RT	42.2	9	1248+15.74	RT	115.3	11
1243+54.28	RT	42.0	10	1248+16.60	RT	95.4	6
1243+57.25	RT	38.3	6	1248+17.90	RT	60.3	7
1244+71.85	RT	43.4	8	1248+19.38	RT	96.3	8
1245+12.74	RT	51.0	10	1248+23.32	RT	40.6	7
1245+16.39	RT	50.7	6	1248+75.20	RT	40.0	7
1245+20.39	RT	52.3	7	1248+82.19	RT	40.0	11
1245+59.17	RT	58.6	12	1248+91.31	RT	40.0	14
1245+59.17	RT	58.6	14	1249+43.48	RT	46.0	6
1245+59.17	RT	58.6	15	1249+47.02	RT	26.5	8
1245+59.17	RT	58.6	15	1249+55.48	RT	38.7	9
1245+69.95	RT	55.7	6	1249+55.98	RT	42.7	7
1245+93.23	RT	60.8	8	1249+58.36	RT	31.3	6
1245+96.38	RT	66.8	7	1249+58.36	RT	31.3	7
1246+00.91	RT	84.5	6	1249+58.36	RT	31.3	8
1246+06.25	RT	100.5	14	1249+61.64	RT	46.0	7
1246+16.94	RT	55.0	11	1249+67.05	RT	49.1	8
1246+19.43	RT	59.7	7	1249+77.38	RT	49.7	6
1246+39.05	RT	56.6	11	1249+92.39	RT	60.1	6
1246+44.14	RT	106.5	12	1250+44.40	RT	25.6	10
1246+52.77	RT	77.8	7	1250+68.29	RT	31.0	7
1246+55.94	RT	84.0	8	1250+69.45	RT	60.6	8
1246+58.7	RT	45.6	6	1250+89.98	RT	42.3	7
1246+63.88	RT	63.0	12	1250+98.32	RT	42.5	7
1246+65.09	RT	89.8	13	1251+05.96	RT	49.8	10
1246+66.42	RT	45.8	8	1251+15.41	RT	41.0	12
1246+70.60	RT	78.0	9	1251+16.92	RT	43.0	9
1246+71.25	RT	66.1	6	1251+21.44	RT	43.0	13
1246+72.86	RT	103.8	6	1251+28.70	RT	51.1	7
1246+73.04	RT	113.7	12	1251+33.04	RT	38.3	7
1246+76.49	RT	67.0	6	1251+45.66	RT	44.7	10
1246+83.17	RT	96.1	6	1251+46.78	RT	51.9	6
1246+83.17	RT	105.4	14	1251+55.54	RT	47.5	14
1246+88.70	RT	107.0	6	1251+57.32	RT	44.8	10
1246+96.28	RT	101.3	6	1251+79.13	RT	51.6	10
1247+02.47	RT	85.1	9	1251+79.99	RT	48.7	7
1247+10.00	RT	83.4	9	1251+96.96	RT	47.9	7
1247+22.90	RT	93.3	8	1252+89.93	RT	54.2	6
1247+23.62	RT	52.7	12	1252+97.31	RT	40.9	6
1247+27.82	RT	119.1	8				
1247+28.10	RT	101.9	12				
1247+30.40	RT	98.4	9	1246+40.81	LT	-78.3	10
1247+33.27	RT	113.4	9	1246+29.18	LT	-117.4	12
1247+38.89	RT	107.3	6	1246+41.36	LT	-99.8	10
1247+40.18	RT	48.8	10	1246+43.35	LT	-108.9	14
1247+45.94	RT	113.9	10	1246+44.81	LT	-99.6	12
1247+60.78	RT	43.0	7	1246+46.07	LT	-85.8	7
1247+60.82	RT	41.1	9	1246+46.15	LT	-96.1	9
1247+68.02	RT	46.0	6	1246+47.86	LT	-82.4	6
1247+68.52	RT	62.4	6	1246+78.70	LT	-119.2	12
1247+77.41	RT	101.4	7	1246+83.17	LT	-69.1	10
1247+78.86	RT	65.7	6	1246+86.76	LT	-72.1	10
1247+82.15	RT	104.0	9	1246+87.43	LT	-80.3	10
1247+82.15	RT	104.5	11	1246+91.46	LT	-95.8	14
1247+82.30	RT	60.8	7	1251+09.07	LT	-50.4	12
SUBTOTAL			556	SUBTOTAL			537
GRANDTOTAL							1093

TREE REMOVAL(OVER 15 UNITS DIAMETER)							UNIT
STATION	RT / LT	OFFSET	SIZE	STATION	RT / LT	OFFSET	SIZE
1242+58.57	RT	41.7	17	1248+64.41	RT	40.0	21
1243+53.69	RT	41.7	16	1248+82.19	RT	40.0	17
1243+67.02	RT	39.3	46	1249+31.96	RT	39.2	25
1243+95.75	RT	59.3	40	1249+94.36	RT	52.9	16
1244+61.66	RT	51.0	52	1250+26.42	RT	38.8	24
1245+73.85	RT	50.0	23	1250+28.21	RT	62.8	8
1245+87.37	RT	49.0	21	1250+36.97	RT	37.6	16
1245+91.96	RT	57.3	18	1250+43.70	RT	28.3	17
1245+96.94	RT	77.6	20	1250+71.42	RT	52.0	19
1246+00.38	RT	66.0	17	1250+75.04	RT	41.7	20
1246+06.29	RT	50.3	26	1250+86.96	RT	40.6	28
1246+38.28	RT	60.4	24	1250+96.68	RT	46.6	16
1246+43.93	RT	90.4	21				
1246+45.34	RT	78.8	17	1246+45.53	LT	-76.6	20
1246+63.82	RT	803.0	21	1246+47.79	LT	-64.6	17
1247+41.12	RT	44.3	18	1246+78.88	LT	-96.1	19
1247+45.94	RT	113.9	18	1246+80.93	LT	-109.5	21
1247+80.29	RT	73.6	20	1246+89.11	LT	-76.0	26
1247+90.91	RT	43.3	17	1247+45.90	LT	-39.4	27
SUBTOTAL			452	Subtotal			357
GRANDTOTAL							809

EARTH EXCAVATION							CU YD
LOCATION	STATION	TO	STATION	EARTH EXCAVATION (CUT) (CU YD)	EARTH EX. ADJUSTED FOR SHRINKAGE (CU YD)	EMBANKMENT BALANCE (FILL) (CU YD)	EXCAVATION WASTE (+) SHORTAGE (-) (CU YD)
IL 104	LT. 1239+50.00	TO	LT. 1253+50.00	2,765.3	2,212.2	2,202.8	9.4
IL 104	RT. 1239+50.00	TO	RT. 1253+50.00	2,916.9	2,333.5	1,191.8	1,141.7
TOTAL				5,682.1	4,545.7	3,394.6	1,151.1

SHRINKAGE FACTOR = 20%
EMBANKMENT = FILLS
SUITABLE EXCAVATION = CUTS
EXCAVATION (WASTE/SHORTAGE) = EMBANKMENT - (SUITABLE EXCAVATION X (1-SF)

EARTH EXCAVATION WIDENING					CU YD
LOCATION	STATION	TO	STATION		EARTH EXCAVATION WIDENING (CUT) (CU YDS)
IL 104	LT. 1239+75.00	TO	LT. 1246+05.70		189.0
IL 104	LT. 1247+55.70	TO	LT. 1253+25.00		201.2
IL 104	RT. 1239+75.00	TO	RT. 1246+10.30		213.5
IL 104	RT. 1247+60.30	TO	RT. 1253+25.00		180.7
TOTAL					784.6

SEEDING, CLASS 2											ACRE
NITROGEN FERTILIZER NUTRIENT											POUND
PHOSPHORUS FERTILIZER NUTRIENT											POUND
POTASSIUM FERTILIZER NUTRIENT											POUND
AGRICULTURAL GROUND LIMESTONE											TON
MULCH, METHOD 2											ACRE
TEMPORARY EROSION CONTROL SEEDING											POUND
LOCATION	STATION	TO	STATION	CLASS 2 SEEDING (SQ FT)	CLASS 2 SEEDING (ACRE)	NIT. FERT. (LB)	PHOS. FERT. (LB)	POT. FERT. (LB)	AG LIMESTONE (TON)	MULCH METHOD 2 (ACRE)	TEMP. SEEDING (LB)
IL 104	LT. 1239+50.00	TO	LT. 1253+50.00	109,224.5	2.5	226	226	226	5.0	2.5	250
IL 104	RT. 1239+50.00	TO	RT. 1253+50.00	56,246.5	1.3	116	116	116	2.6	1.3	130
TOTAL				165,471.0	**3.8**	**342**	**342**	**342**	**7.6**	**3.8**	**380**

AGGREGATE DITCH CHECK							TONS
INLET AND PIPE PROTECTION							EACH
LOCATION	**STATION**	**RT / LT**	**OFFSET**			**TONS**	**EACH**
IL 104	1243+10.00	LT	58.3			3.5	
IL 104	1244+00.00	LT	61.1			3.5	
IL 104	1244+88.00	LT	63.6			3.5	
IL 104	1245+70.00	LT	72.7			3.5	
IL 104	1248+30.00	LT	64.0			3.5	
IL 104	1249+08.00	LT	59.3			3.5	
IL 104	1249+83.00	LT	56.2			3.5	
IL 104	1250+88.00	LT	55.8			3.5	
IL 104	1251+43.00	LT	57.8			3.5	
IL 104	1252+04.00	LT	59.9			3.5	
IL 104	1242+20.50	RT	32.0				1.0
IL 104	1243+10.00	RT	32.7			3.5	
IL 104	1243+72.00	RT	40.3			3.5	
IL 104	1244+28.00	RT	46.4			3.5	
IL 104	1244+89.00	RT	53.7			3.5	
IL 104	1245+50.00	RT	61.4			3.5	
IL 104	1248+90.00	RT	53.0			3.5	
IL 104	1249+37.00	RT	47.4			3.5	
IL 104	1249+80.00	RT	41.9			3.5	
IL 104	1250+21.00	RT	37.7			3.5	
IL 104	1250+59.00	RT	33.9			3.5	
TOTAL						**70.0**	**1.0**

EROSION CONTROL BLANKET								SQ YD
PERIMETER EROSION BARRIER								FOOT
STONE RIPRAP CLASS A4								TON
FILTER FABRIC								SQ YD
LOCATION	STATION	TO	STATION	EROSION CONTROL BLANKET (SQ YD)	PERIMETER EROSION BARRIER (FOOT)	STONE RIPRAP CLASS A4 (TON)	FILTER FABRIC (SQ YD)	REMARKS
IL 104	LT. 1250+65.00	TO	LT. 1252+50.00	205.6				
IL 104	LT. 1242+05.00	TO	LT. 1251+00.00		926.5			
IL 104	RT. 1242+80.00	TO	RT. 1251+50.00		929.0			
IL 104	LT. 1242+70.00	TO	LT. 1243+00.00			31.6	47.3	
IL 104	LT. 1246+00.00	TO	LT. 1246+55.00			64.5	96.7	NW DITCH
IL 104	LT. 1246+10.00	TO	LT. 1246+61.00			217.0	325.5	NW CONE
IL 104	LT. 1246+77.00	TO	LT. 1252+50.00			542.5	813.6	NE DITCH
IL 104	LT. 1246+84.00	TO	LT. 1247+40.00			218.1	327.2	NE CONE
IL 104	1246+40.00	TO	1246+72.00			96.6	145.0	WEST ABUT.
IL 104	1246+92.00	TO	1247+25.00			96.6	145.0	EAST ABUT.
IL 104	RT. 1246+00.00	TO	RT. 1247+50.00			454.8	682.2	SW DITCH
IL 104	RT. 1246+25.00	TO	RT. 1246+80.00			198.7	298.2	SW CONE
IL 104	RT. 1247+52.00	TO	RT. 1247+50.00			268.9	403.4	SE DITCH
IL 104	RT. 1246+97.00	TO	RT. 1248+00.00			254.3	381.5	SE CONE
IL 104						457.9	687.0	CREEK CHANNEL
TOTAL				**205.6**	**1,855.5**	**2,901.5**	**4,352.7**	

SUBBASE GRANULAR MATERIAL, TY B 6"									SQ YD
LOCATION	STATION	TO	STATION	LENTGH (FT)	AVG WIDTH (FT)	AREA (SQ FT)		AREA (SQ YD)	REMARKS
IL 104	LT. 1239+75.00	TO	LT. 1241+00.00	125.0	7.25	906.3		100.7	Gutter Trans.
IL 104	LT. 1241+00.00	TO	LT. 1242+32.00	132.0	10.00	1,320.0		146.7	
IL 104	LT. 1242+32.00	TO	LT. 1246+05.7	373.7	6.00	2,242.2		249.1	
IL 104	LT. 1247+55.70	TO	LT. 1251+10.00	354.3	6.00	2,125.8		236.2	
IL 104	LT. 1251+10.00	TO	LT. 1252+00.00	90.0	10.00	900.0		100.0	
IL 104	LT. 1252+00.00	TO	LT. 1253+25.00	125.0	7.25	906.3		100.7	Gutter Trans.
IL 104	RT. 1239+75.00	TO	RT. 1241+00.00	125.0	7.25	906.3		100.7	Gutter Trans.
IL 104	RT. 1241+00.00	TO	RT. 1241+70.00	70.0	10.00	700.0		77.8	
IL 104	RT. 1241+70.00	TO	RT. 1246+05.60	435.6	6.00	2,613.6		290.4	
IL 104	RT. 1247+63.80	TO	RT. 1251+38.00	374.2	6.00	2,245.2		249.5	
IL 104	RT. 1251+38.00	TO	RT. 1252+00.00	62.0	10.00	620.0		68.9	
IL 104	RT. 1252+00.00	TO	RT. 1253+25.00	125.0	7.25	906.3		100.7	Gutter Trans.
TOTAL								**1,821.3**	

FILE NAME = c:\pw_work\pwidot\laughlinrl\d0215213\d672b98-sht-schedule.dgn

USER NAME = laughlinrl
PLOT SCALE = 40.0000 ' / in.
PLOT DATE = Oct-14-2010 09:41:20AM

DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 104 OVER GRINDSTONE CREEK
SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	9

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT

PORTLAND CEMENT CONCRETE BASE COURSE 10"	SQ YD
HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	SQ YD

LOCATION	STATION	TO	STATION	LENTGH (FT)	AVG WIDTH (FT)	AREA (SQ FT)	PCC AREA (SQ YD)	HMA AREA (SQ YD)	REMARKS
IL 104	LT. 1239+75.00	TO	LT. 1240+25.00	50.0	3.00	150.0	16.7		Gutter Trans.
IL 104	LT. 1240+25.00	TO	LT. 1241+00.00	75.0	4.50	337.5		37.5	Gutter Trans.
IL 104	LT. 1241+00.00	TO	LT. 1246+37.00	537.0	6.00	3,222.0		358.0	
IL 104	LT. 1247+30.50	TO	LT. 1252+00.00	469.5	6.00	2,817.0		313.0	
IL 104	LT. 1252+00.00	TO	LT. 1252+75.00	75.0	4.50	337.5		37.5	Gutter Trans.
IL 104	LT. 1252+75.00	TO	LT. 1253+25.00	50.0	3.00	150.0	16.7		Gutter Trans.
IL 104	RT. 1239+75.00	TO	RT. 1240+25.00	50.0	3.00	150.0	16.7		Gutter Trans.
IL 104	RT. 1240+25.00	TO	RT. 1241+00.00	75.0	4.50	337.5		37.5	Gutter Trans.
IL 104	RT. 1241+00.00	TO	RT. 1246+10.30	510.3	6.00	3,061.8		340.2	
IL 104	RT. 1247+60.30	TO	RT. 1252+00.00	439.7	6.00	2,638.2		293.1	
IL 104	RT. 1252+00.00	TO	RT. 1252+75.00	75.0	4.50	337.5		37.5	Gutter Trans.
IL 104	RT. 1252+75.00	TO	RT. 1253+25.00	50.0	3.00	150.0	16.7		Gutter Trans.
TOTAL							**66.7**	**1,454.3**	

CLASS SI CONCRETE (OUTLET)	CU YD
CONCRETE GUTTER, TYPE A	FOOT

LOCATION	STATION	TO	STATION	CONCRETE OUTLET (CU YD)	CONCRETE GUTTER TY A (FOOT)
IL 104	LT. 1241+96.00	TO	LT. 1242+77.50	7.5	
IL 104	LT. 1250+56.50	TO	LT. 1251+52.00	8.5	
IL 104	RT. 1241+34.00	TO	RT. 1242+16.00	7.0	
IL 104	RT. 1250+88.00	TO	RT. 1251+80.00	8.0	
IL 104	LT. 1239+75.00	TO	LT. 1241+96.00		221.0
IL 104	LT. 1251+52.00	TO	LT. 1253+25.00		173.0
IL 104	RT. 1239+75.00	TO	RT. 1241+34.00		159.0
IL 104	RT. 1251+80.00	TO	RT. 1253+25.00		145.0
TOTAL				**31.0**	**698.0**

PIPE CULVERT REMOVAL	FOOT
PIPE CULVERTS, CLASS A, TYPE 4, 15"	FOOT
PRECAST REINFORCED CONCRETE FLARED END SECTION 15"	EACH
INLETS, TYPE B WITH MEDIAN INLET (604106)	EACH

LOCATION	STATION	TO	STATION	PIPE CULVET REM. (FT)	PIPE CULVERT CL A, TY 4, 15" (FT)	PCC FLARED END SECT. 15" (EACH)	INLET TY. B (604106) (EACH)
IL 104	LT. 1248+51.00			22.5			
IL 104	RT. 1244+10.60	TO	RT. 1244+76.70	66.1			
IL 104	RT. 1248+51.00			22.5			
IL 104	RT. 1251+36.50	TO	RT. 1251+53.50	17.0			
IL 104	RT. 1242+23.00	TO	RT. 1242+93.00		70.0		
IL 104	RT. 1242+94.60					1.0	
IL 104	RT. 1246+13.00						1.0
TOTAL				**128.1**	**70.0**	**1.0**	**1.0**

SPBGR, TYPE A, (6 FOOT POSTS)	FOOT
TRAFFIC BARRIER TERMINAL, TYPE 6	EACH
TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)	EACH
GUARDRAIL REMOVAL	FOOT
GUARDRAIL MARKERS, TYPE A	EACH
TERMINAL MARKERS- DIRECT APPLIED	EACH

LOCATION	STATION	TO	STATION	SPBGR TY A, 6' POSTS (FOOT)	TRAF. BAR. TERM. TY. 6 (EACH)	TRAF. BAR. TERM. TY. 1 (SPL) (EACH)	GUARDRAIL REMOVAL (FOOT)	GUARDRAIL MARKERS TY. A (EACH)	TERMINAL MARKERS (EACH)
IL 104	LT. 1245+01.93	TO	LT. 1245+76.93	75.0					
IL 104	LT. 1247+83.22	TO	LT. 1249+45.72	162.5					
IL 104	RT. 1244+20.27	TO	RT. 1245+82.77	162.5					
IL 104	RT. 1247+89.11	TO	RT. 1248+64.11	75.0					
IL 104	LT. 1245+76.93	TO	LT. 1246+20.09		1.0				
IL 104	LT. 1247+40.06	TO	LT. 1247+83.22		1.0				
IL 104	RT. 1245+82.77	TO	RT. 1246+25.93		1.0				
IL 104	RT. 1247+45.95	TO	RT. 1247+89.11		1.0				
IL 104	LT. 1244+51.93	TO	LT. 1245+01.93			1.0			1.0
IL 104	LT. 1249+45.72	TO	LT. 1249+95.72			1.0			1.0
IL 104	RT. 1243+70.27	TO	RT. 1244+20.27			1.0			1.0
IL 104	RT. 1248+64.11	TO	RT. 1249+14.11			1.0			1.0
IL 104	LT. 1245+35.33	TO	LT. 1248+30.41				295.1		
IL 104	RT. 1245+45.37	TO	RT. 1248+40.46				295.1		
IL 104	LT. 1245+01.93	TO	LT. 1249+45.72					6.0	
IL 104	RT. 1244+20.27	TO	RT. 1248+64.11					6.0	
TOTAL				**475.0**	**4.0**	**4.0**	**590.2**	**12.0**	**4.0**

BITUMINOUS MATERIALS (PRIME COAT)														TON
AGGREGATE (PRIME COAT)														TON
LEVELING BINDER (MACHINE METHOD), N50														TON
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50														TON
HOT MIX ASPHALT SHOULDERS														TON
AGGREGATE SHOULDER, TYPE B														TON
LOCATION	STATION	TO	STATION	LENTGH (FT)	AVG WIDTH (FT)	AREA (SQ FT)	AREA (SQ YD)	BIT. MAT. PRIME COAT (TON)	AGGREGATE PRIME COAT (TON)	3/4" LEVELING BINDER, N50 (TON)	1 1/2"HMA SURFACE COURSE, N50 "C" (TON)	2 1/4" HMA SHOULDERS (TON)	AGGREGATE SHOULDERS (TON)	REMARKS
IL 104	LT. 1239+50.00	TO	LT. 1246+08.00	658.0	13.00	8,554.0	950.4	0.4	1.9					DRIVING LN
IL 104	LT. 1247+58.00	TO	LT. 1253+50.00	592.0	13.00	7,696.0	855.1	0.3	1.7					DRIVING LN
IL 104	LT. 1240+25.00.	TO	LT. 1241+00.00	75.0	1.50	112.5	12.5	0.0	0.0					SHOULDER
IL 104	LT. 1241+00.00	TO	LT. 1246+08.00	508.0	3.00	1,524.0	169.3	0.1	0.3					SHOULDER
IL 104	LT. 1247+58.00	TO	LT. 1252+00.00	442.0	3.00	1,326.0	147.3	0.1	0.3					SHOULDER
IL 104	LT. 1252+00.00	TO	LT. 1252+75.00	75.0	1.50	112.5	12.5	0.0	0.0					SHOULDER
IL 104	RT. 1239+50.00	TO	RT. 1246+08.00	658.0	13.00	8,554.0	950.4	0.4	1.9					DRIVING LN
IL 104	RT. 1247+58.00	TO	RT. 1253+50.00	592.0	13.00	7,696.0	855.1	0.3	1.7					DRIVING LN
IL 104	RT. 1240+25.00	TO	RT. 1241+00.00	75.0	1.50	112.5	12.5	0.0	0.0					SHOULDER
IL 104	RT. 1241+00.00	TO	RT. 1246+08.00	508.0	3.00	1,524.0	169.3	0.1	0.3					SHOULDER
IL 104	RT. 1247+58.00	TO	RT. 1252+00.00	442.0	3.00	1,326.0	147.3	0.1	0.3					SHOULDER
IL 104	RT. 1252+00.00	TO	RT. 1252+75.00	75.0	1.50	112.5	12.5	0.0	0.0					SHOULDER
IL 104	LT. 1239+50.00	TO	LT. 1246+08.00	658.0	13.00	8,554.0	950.4			39.9	79.8			DRIVING LN
IL 104	LT. 1247+58.00	TO	LT. 1253+50.00	592.0	13.00	7,696.0	855.1			35.9	71.8			DRIVING LN
IL 104	RT. 1239+50.00	TO	RT. 1246+08.00	658.0	13.00	8,554.0	950.4			39.9	79.8			DRIVING LN
IL 104	RT. 1247+58.00	TO	RT. 1253+50.00	592.0	13.00	7,696.0	855.1			35.9	71.8			DRIVING LN
IL 104	LT. 1240+25.00.	TO	LT. 1241+00.00	75.0	1.50	112.5	12.5					1.6		SHOULDER
IL 104	LT. 1241+00.00	TO	LT. 1246+08.00	508.0	3.00	1,524.0	169.3					21.3		SHOULDER
IL 104	LT. 1247+58.00	TO	LT. 1252+00.00	442.0	3.00	1,326.0	147.3					18.6		SHOULDER
IL 104	LT. 1252+00.00	TO	LT. 1252+75.00	75.0	1.50	112.5	12.5					1.6		SHOULDER
IL 104	RT. 1240+25.00	TO	RT. 1241+00.00	75.0	1.50	112.5	12.5					1.6		SHOULDER
IL 104	RT. 1241+00.00	TO	RT. 1246+08.00	508.0	3.00	1,524.0	169.3					21.3		SHOULDER
IL 104	RT. 1247+58.00	TO	RT. 1252+00.00	442.0	3.00	1,326.0	147.3					18.6		SHOULDER
IL 104	RT. 1252+00.00	TO	RT. 1252+75.00	75.0	1.50	112.5	12.5					1.6		SHOULDER
IL 104	LT. 1242+32.00	TO	LT. 1246+08.00	376.0	3.00	1,128.0	125.3						10.8	
IL 104	LT. 1247+58.00	TO	LT. 1251+10.00	352.0	3.00	1,056.0	117.3						10.1	
IL 104	LT. 1241+70.00	TO	LT. 1246+08.00	438.0	3.00	1,314.0	146.0						12.6	
IL 104	RT. 1247+58.00	TO	RT. 1251+38.00	380.0	3.00	1,140.0	126.7						10.9	
TOTAL								**1.8**	**8.6**	**151.7**	**303.3**	**86.1**	**44.4**	

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PLOT SCALE = 40.0000 ' / in.
PLOT DATE = Oct-14-2010 09:41:41AM

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 104 OVER GRINDSTONE CREEK
SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	11

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD
TEMPORARY RAMP	SQ YD
HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ YD
BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD
PAVEMENT REMOVAL	SQ YD
GUTTER REMOVAL	FOOT

LOCATION	STATION	TO	STATION	LENTGH (FT)	AVG WIDTH (FT)	AREA (SQ FT)	AREA (SQ YD)	HMA SURFACE REM. BUTT JT. (SQ YD)	TEMPORARY RAMP (SQ YD)	HMA SURFACE REM. 2 1/4" (SQ YD)	CONNECTOR PAVEMENT (SQ YD)	PAVEMENT REMOVAL (SQ YD)	GUTTER REMOVAL (FOOT)	REMARKS
IL 104	LT. 1239+50.00	TO	LT. 1239+57.50	7.5	13.00	97.5	10.8	10.8	10.8					
IL 104	LT. 1246+00.50	TO	LT. 1246+08.00	7.5	13.00	97.5	10.8	10.8	10.8					
IL 104	LT. 1247+58.00	TO	LT. 1247+65.50	7.5	13.00	97.5	10.8	10.8	10.8					
IL 104	LT. 1253+42.50	TO	LT. 1253+50.00	7.5	13.00	97.5	10.8	10.8	10.8					
IL 104	RT. 1239+50.00	TO	RT. 1239+57.50	7.5	13.00	97.5	10.8	10.8	10.8					
IL 104	RT. 1246+00.50	TO	RT. 1246+08.00	7.5	13.00	97.5	10.8	10.8	10.8					
IL 104	RT. 1247+58.00	TO	RT. 1247+65.50	7.5	13.00	97.5	10.8	10.8	10.8					
IL 104	RT. 1253+42.50	TO	RT. 1253+50.00	7.5	13.00	97.5	10.8	10.8	10.8					
IL 104	LT. 1239+57.50	TO	LT. 1240+25.00	67.5	13.00	877.5	97.5			97.5				
IL 104	LT. 1240+25.00	TO	LT. 1241+00.00	75.0	14.50	1,087.5	120.8			120.8				
IL 104	LT. 1241+00.00	TO	LT. 1246+00.50	500.5	16.00	8,008.0	889.8			889.8				
IL 104	LT. 1247+65.50	TO	LT. 1252+00.00	434.5	16.00	6,952.0	772.4			772.4				
IL 104	LT. 1252+00.00	TO	LT. 1252+75.00	75.0	14.50	1,087.5	120.8			120.8				
IL 104	LT. 1252+75.00	TO	LT. 1253+42.50	67.5	13.00	877.5	97.5			97.5				
IL 104	RT. 1239+57.50	TO	RT. 1240+25.00	67.5	13.00	877.5	97.5			97.5				
IL 104	RT. 1240+25.00	TO	RT. 1241+00.00	75.0	14.50	1,087.5	120.8			120.8				
IL 104	RT. 1241+00.00	TO	RT. 1246+00.50	500.5	16.00	8,008.0	889.8			889.8				
IL 104	RT. 1247+65.50	TO	RT. 1252+00.00	434.5	16.00	6,952.0	772.4			772.4				
IL 104	RT. 1252+00.00	TO	RT. 1252+75.00	75.0	14.50	1,087.5	120.8			120.8				
IL 104	RT. 1252+75.00	TO	RT. 1253+42.50	67.5	13.00	877.5	97.5			97.5				
IL 104	LT. 1246+02.00	TO	LT. 1246+08.00	6.0	16.00	96.0	10.7				10.7			
IL 104	LT. 1247+58.00	TO	LT. 1247+66.00	6.0	16.00	96.0	10.7				10.7			
IL 104	RT. 1246+02.00	TO	RT. 1246+08.00	6.0	16.00	96.0	10.7				10.7			
IL 104	RT. 1247+58.00	TO	RT. 1247+66.00	6.0	16.00	96.0	10.7				10.7			
IL 104	LT. 1242+32.00	TO	LT. 1246+37.00	405.0	3.00	1,215.0	135.0					135.0		STAGE I
IL 104	LT. 1247+30.50	TO	LT. 1248+50.50	120.0	3.00	360.0	40.0					40.0		STAGE I
IL 104	RT. 1246+02.00	TO	RT. 1246+66.50	64.5	15.00	967.5	107.5					107.5		STAGE III
IL 104	RT. 1247+02.50	TO	RT. 1247+65.00	62.5	15.00	937.5	104.2					104.2		STAGE III
IL 104	RT. 1242+05.00	TO	RT. 1246+04.00	399.0	3.00	1,197.0	133.0					133.0		STAGE I
IL 104	RT. 1247+66.00	TO	RT. 1248+50.50	84.5	3.00	253.5	28.2					28.2		STAGE I
IL 104	RT. 1246+02.00	TO	RT. 1246+66.50	64.5	19.00	1,225.5	136.2					136.2		STAGE II
IL 104	RT. 1247+02.50	TO	RT. 1247+65.00	62.5	19.00	1,187.5	131.9					131.9		STAGE II
IL 104	LT. 1239+75.00	TO	LT. 1242+43.40	268.0									268.0	STAGE I & IV
IL 104	LT. 1248+50.50	TO	LT. 1253+25.00	474.5									474.5	STAGE I & IV
IL 104	RT. 1239+75.00	TO	RT. 1242+05.00	230.0									230.0	STAGE I & IV
IL 104	RT. 1248+50.50	TO	RT. 1253+25.00	474.5									474.5	STAGE I & IV
TOTAL								**86.7**	**86.7**	**4,197.8**	**42.7**	**815.9**	**1,447.0**	

SHORT-TERM PAVEMENT MARKING	FOOT
TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT
WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT
PAINT PAVEMENT MARKING - LINE 5"	FOOT
PAVEMENT MARKING REMOVAL	SQ FT

LOCATION	STATION	TO	STATION	SHORT TERM PVMT. MARKING (FOOT)	TEMP. PVMT. MARKING 5" (FOOT)	WZ PVMT. MARKING REM.		PAINT PVMT. MARKING 5" (FOOT)	PVMT. MARK. REMOVAL		REMARKS
						(FOOT)	(SQ FT)		(FOOT)	(SQ FT)	
IL 104	LT. 1239+50.00	TO	LT. 1253+50.00	224.0		56.0	23.3				STAGE V EDGELINE (4 APPLICATIONS)
IL 104	1239+50.00	TO	1253+50.00	560.0		140.0	58.3				STAGE V CENTERLINE (4 APPLICATIONS)
IL 104	RT. 1239+50.00	TO	RT. 1253+50.00	224.0		56.0	23.3				STAGE V EDGELINE (4 APPLICATIONS)
IL 104	LT. 1239+50.00	TO	LT. 1253+50.00		1,400.0			1,400.0			
IL 104	1239+50.00	TO	1253+50.00		350.0			350.0			
IL 104	RT. 1239+50.00	TO	RT. 1253+50.00		1,400.0			1,400.0			
IL 104	LT. 1242+65.00	TO	LT. 1250+55.00			790.0	329.2				STAGE II
IL 104	RT. 1242+65.00	TO	LT. 1244+42.70			165.0	68.8				STAGE II
IL 104	LT. 1244+42.70	TO	LT. 1248+45.23			402.5	167.7				STAGE II
IL 104	LT. 1248+45.23	TO	RT. 1250+55.00			225.0	93.8				STAGE II
IL 104	LT. 1242+65.00	TO	RT. 1244+51.60			188.0	78.3				STAGE III
IL 104	RT. 1244+51.60	TO	RT. 1248+58.00			406.5	169.4				STAGE III
IL 104	RT. 1248+58.00	TO	LT. 1250+55.00			205.0	85.4				STAGE III
IL 104	RT. 1242+65.00	TO	RT. 1250+55.00			790.0	329.2				STAGE III
IL 104	1242+65.00	TO	1244+00.00						135.0	14.1	STAGE III
IL 104	1246+37.40	TO	1247+31.00						93.6	39.0	STAGE III
IL 104	1249+00.00	TO	1250+55.00						155.0	16.1	STAGE III
TOTAL				**1,008.0**	**3,150.0**		**1,426.7**	**3,150.0**		**69.2**	

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS				EACH
STATION	RT / LT	OFFSET		EACH
1242+00.00	LT	40.0		1.0
1242+00.00	LT	75.0		1.0
1245+95.00	LT	90.0		1.0
1246+21.51	LT	118.0		1.0
1247+22.50	LT	118.0		1.0
1247+40.00	LT	90.0		1.0
1254+00.00	LT	60.0		1.0
1242+25.00	RT	40.0		1.0
1246+22.73	RT	105.0		1.0
1246+22.84	RT	122.0		1.0
1248+25.00	RT	122.0		1.0
1248+25.00	RT	85.0		1.0
1252+00.00	RT	50.0		1.0
TOTAL				**13.0**

TEMPORARY CONCRETE BARRIER	FOOT
RELOCATE TEMPORARY CONCRETE BARRIER	FOOT
RAISED REFLECTIVE PAVEMENT MARKER	EACH
RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH
IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3	EACH
IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3	EACH

LOCATION	STATION	TO	STATION	TEMP. CONC. BARRIER (FOOT)	RELOCATE TEMP. BAR. (FOOT)	RAISED PVMT. MARKER (EACH)	RAISED PVMT. MARKER REM. (EACH)	IMPACT ATTENUATOR (EACH)	REL. IMPACT ATTENUATOR (EACH)	REMARKS
IL 104	RT. 1244+71.00	TO	LT. 1245+83.00	108.0						STAGE II
IL 104	LT. 1245+81.00	TO	LT. 1247+85.00	204.0						STAGE II
IL 104	LT. 1247+83.00	TO	RT. 1248+95.50	108.0						STAGE II
IL 104	LT. 1244+71.00	TO	RT. 1245+83.00		108.0					STAGE III
IL 104	RT. 1245+81.00	TO	RT. 1247+85.00		204.0					STAGE III
IL 104	RT. 1247+83.00	TO	LT. 1248+95.50		108.0					STAGE III
IL 104	1239+50.00	TO	1253+50.00			16.0	18.0			STAGE II
IL 104		RT. 1244+71.00						1.0		STAGE III
IL 104		RT. 1248+95.50						1.0		STAGE III
IL 104		LT. 1244+71.00							1.0	STAGE III
IL 104		LT. 1248+95.50							1.0	STAGE III
TOTAL				**420.0**	**420.0**	**16.0**	**18.0**	**2.0**	**2.0**	

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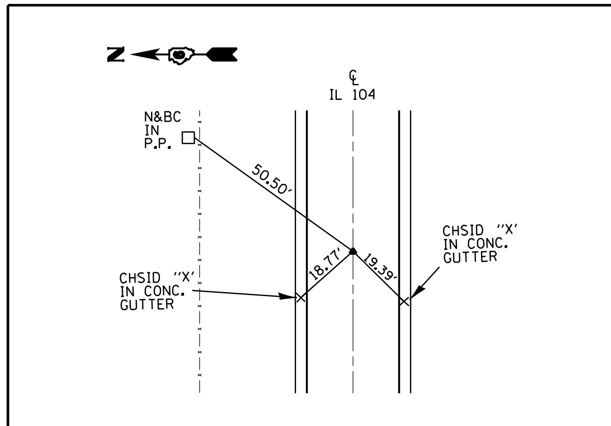
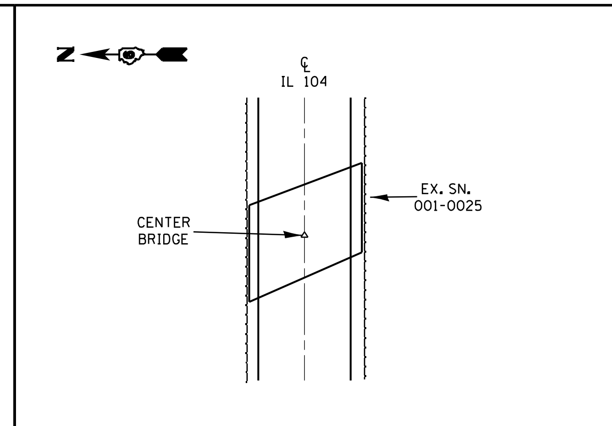
		DATE -	REVISED -							

CROSS TIES



Sta. 1235 + 93.92

POT #101 (PK & BC IN CHSLD "X")



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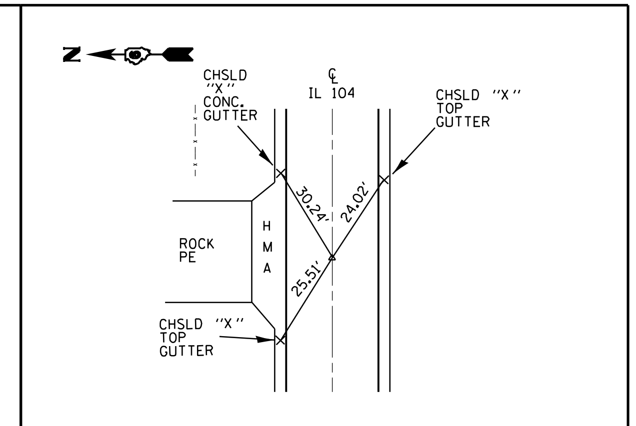


Sta. 1256 + 76.00

POT #106 (PK & IN CHSID "X")

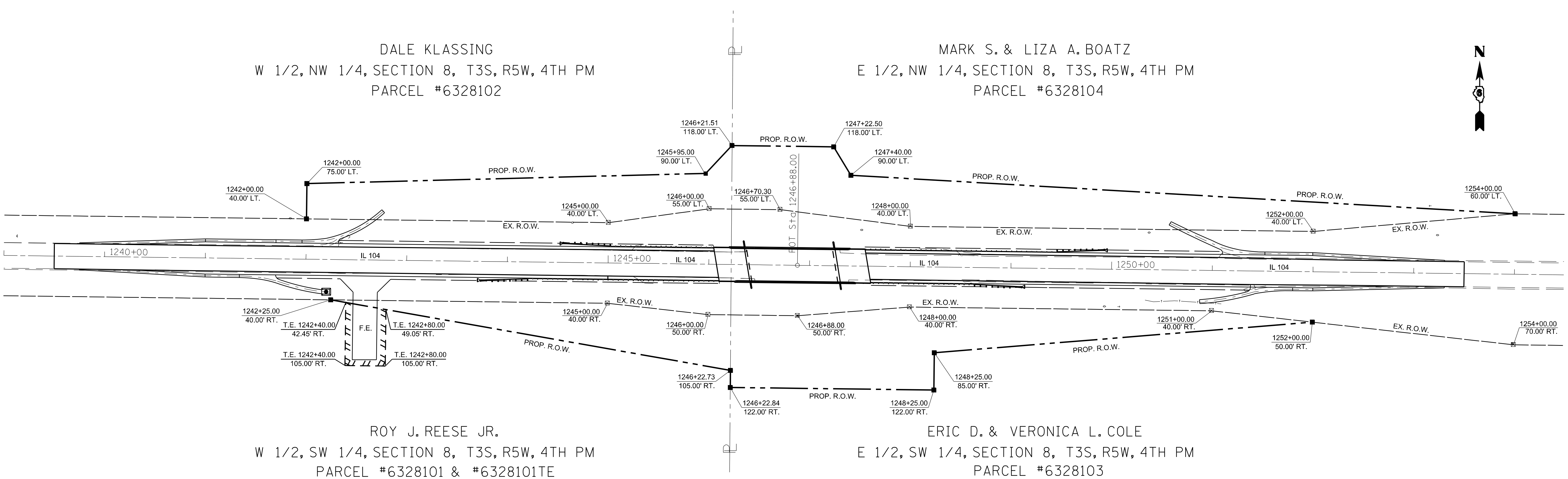
BENCHMARKS

1. BM TM-2 CHSLD "□ " GR OF S. CONC. HDWL IN CULVERT +/- 520 FT WEST OF TR 2600 NAVD 88 = 751.761'

2. BM TA-2A - SET CHISD "□ " TOP CONC. GUTTER S. SIDE IL104 @ STA. 1236+50.60; 13.6 RT NAVD 88 = 711.371'

3. BM 32A - FOUND CHSLD "□ " S.W. CORNER BRIDGE STR. # 001-0025 TOP ABUTMENT @ STA. 1246+73.90; 17.70 RT.

4. BM WS-7 - FOUND CHSLD "□ " TOP BACK CONC. GUTTER N. SIDE IL 104 +/- 1300 FT EAST OF BRIDGE @ +/- 1259+73; 13.20 LT. NAVD 88 = 712.679'



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

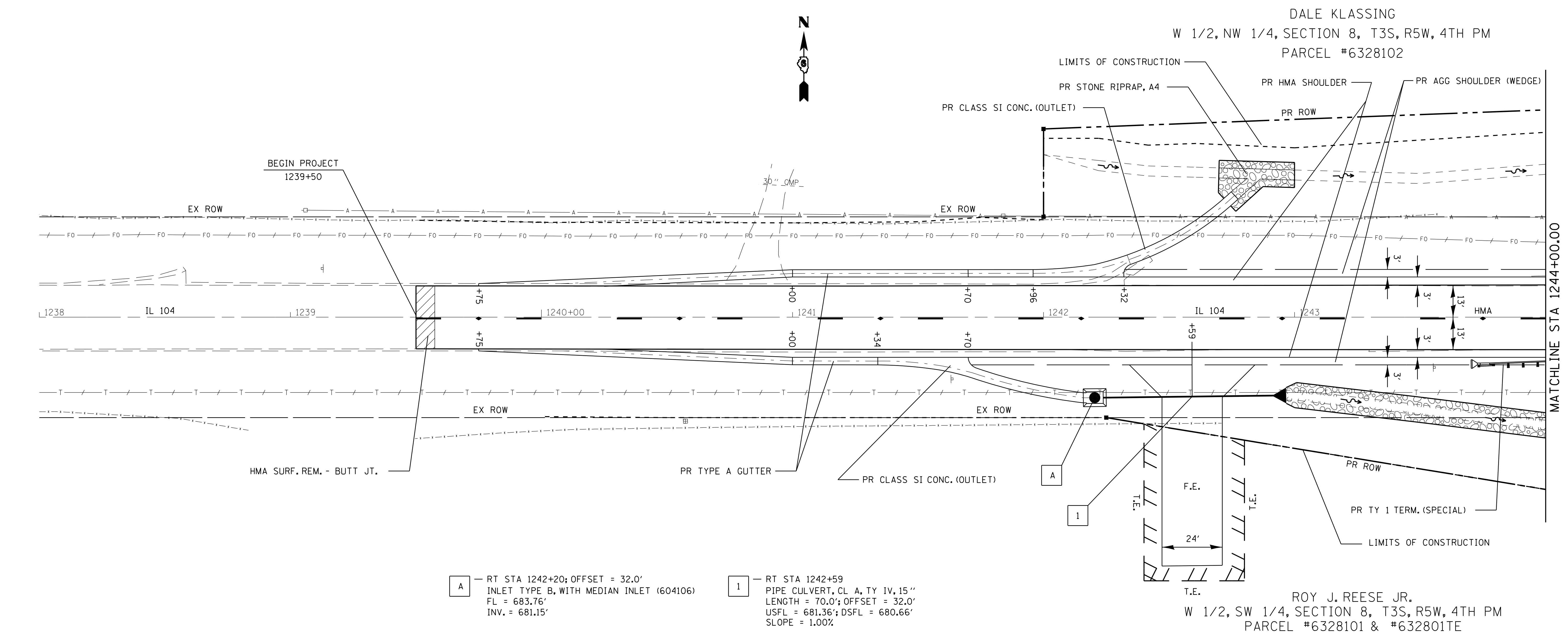
IL 104 OVER GRINDSTONE CREEK
ALIGNMENT, TIES, BENCHMARK, & ROW

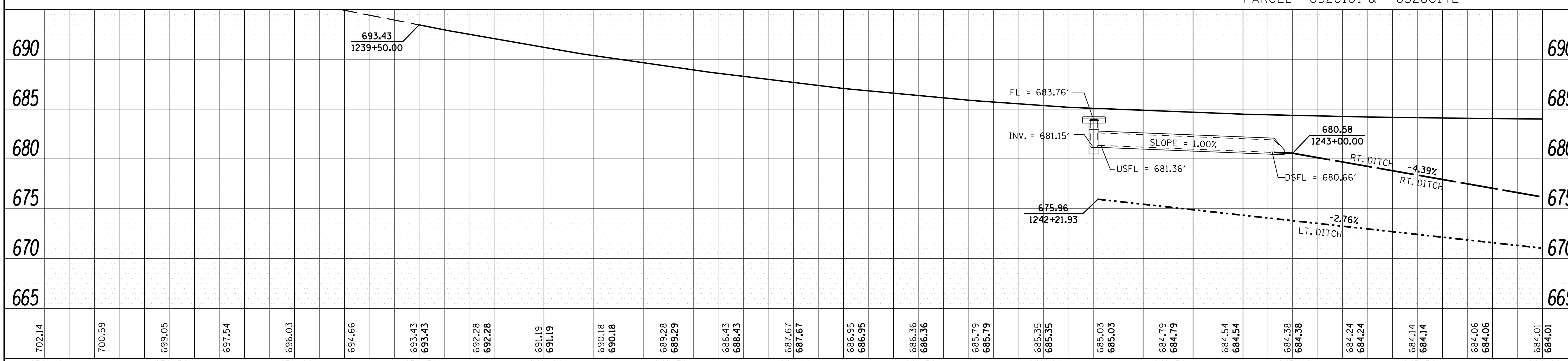
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	14

CONTRACT NO. 72B98

ILLINOIS | FED. AID PROJECT





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		DATE -	REVISED -		

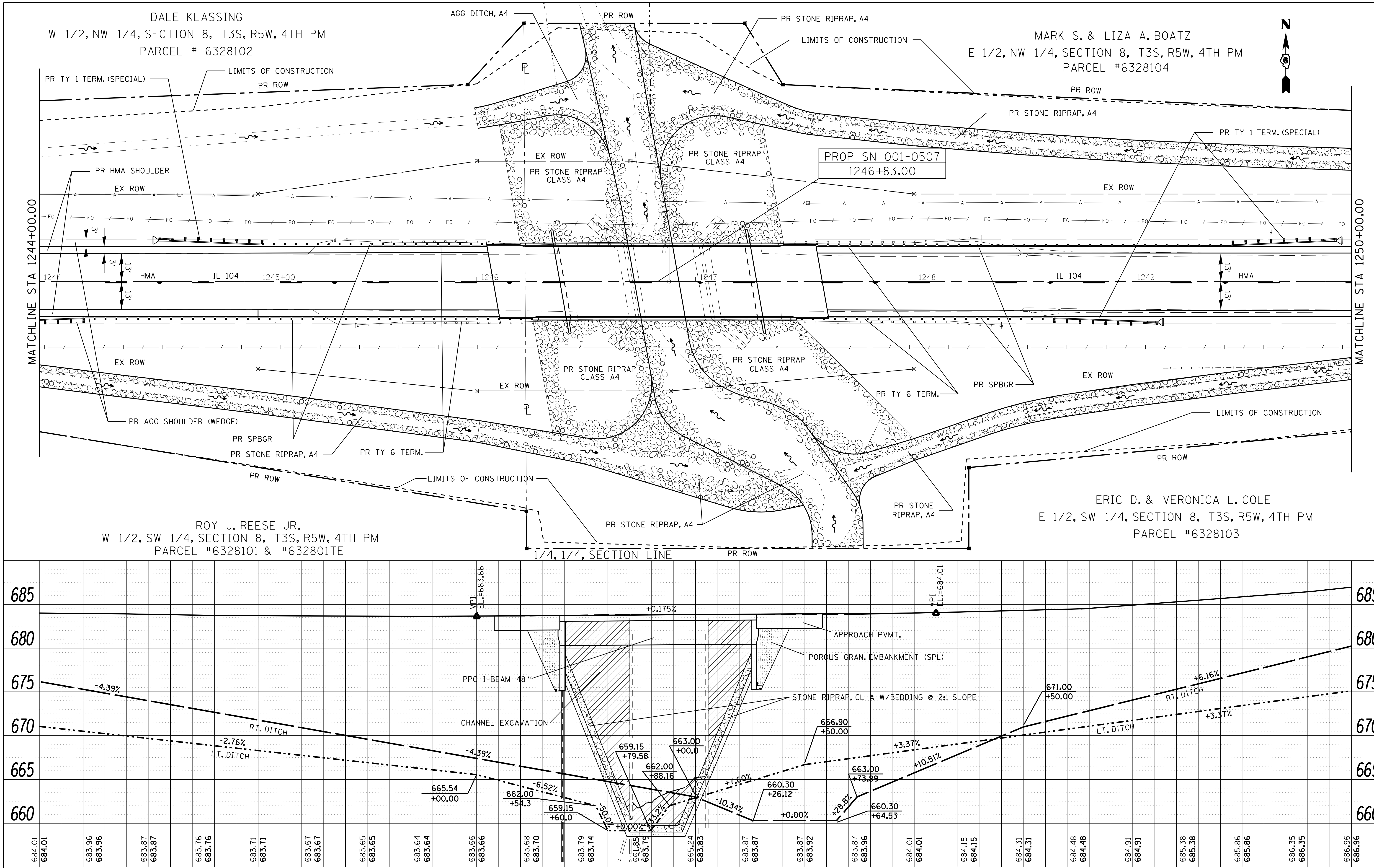
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	15

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT

PLAN: SURVEYED, PLOTTED, ALIGNMENT CHECKED, R/T OF WAY CHECKED, CADD FILE NAME, NOTE BOOK NO., BY, DATE

PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, BM NOTED, STRUCTURE NOTATNS CHKD, NOTE BOOK NO., BY, DATE



FILE NAME =	USER NAME = laughlinrl	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 104 OVER GRINSTONE CREEK PLAN AND PROFILE SHEET	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\pwidot\laughlinrl\d0215213\D672B98-sht-PLNPRF-20F.dgn		DRAWN -	REVISED -			745	107B-1	ADAMS	86	16
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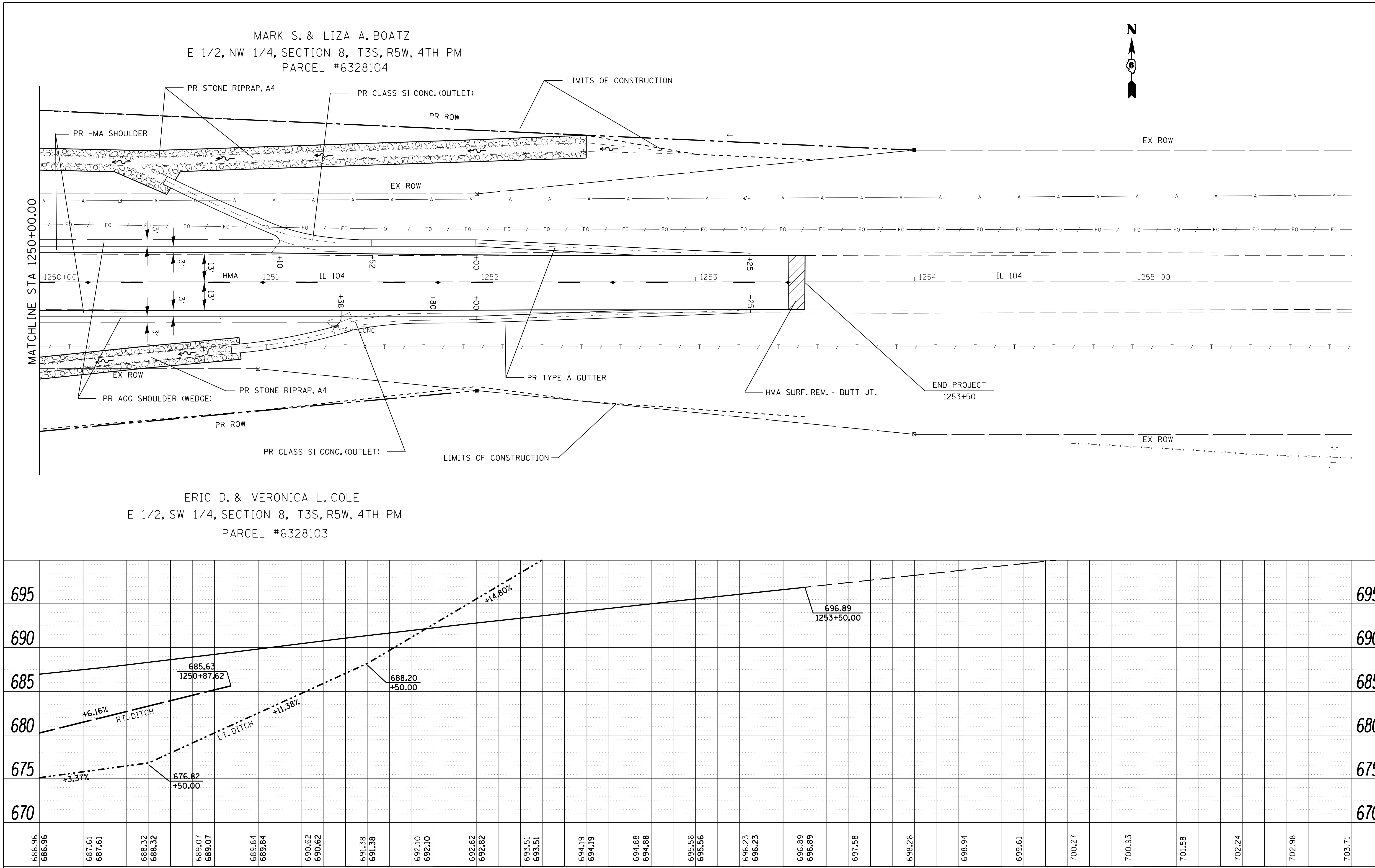
PLAN: NOTE BOOK NO. — SURVEYED / PLOTTED / ALIGNMENT CHECKED / R.O.W. CHECKED / CADD FILE NAME — BY — DATE

PROFILE: NOTE BOOK NO. — SURVEYED / PLOTTED / GRADES CHECKED / B.M. NOTED / STRUCTURE NOTATIONS CHKD — BY — DATE



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

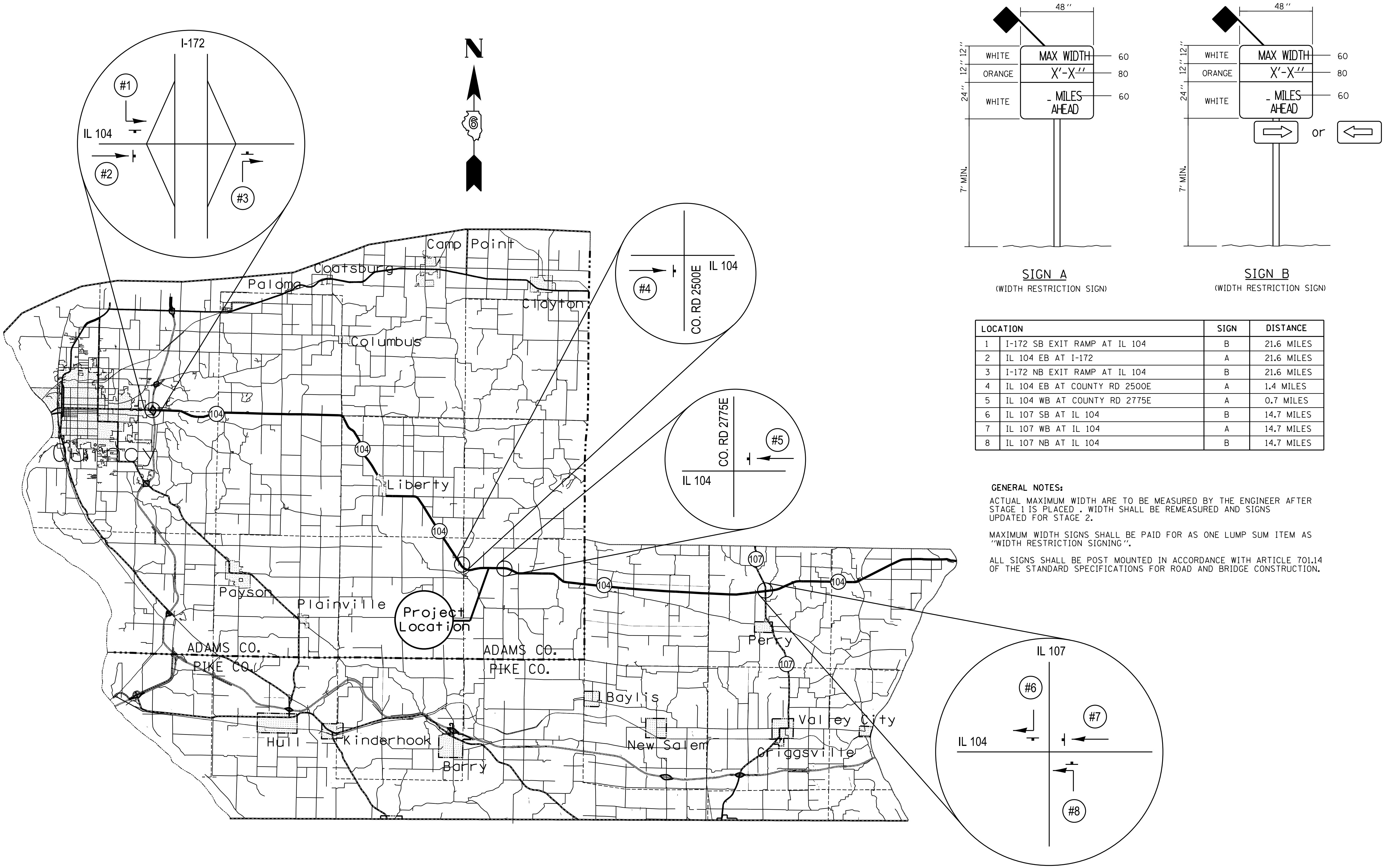
IL 104 OVER GRINSTONE CREEK
PLAN AND PROFILE SHEET

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	17

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT



SIGN A

(WIDTH RESTRICTION SIGN)

SIGN B

(WIDTH RESTRICTION SIGN)

LOCATION		SIGN	DISTANCE
1	I-172 SB EXIT RAMP AT IL 104	B	21.6 MILES
2	IL 104 EB AT I-172	A	21.6 MILES
3	I-172 NB EXIT RAMP AT IL 104	B	21.6 MILES
4	IL 104 EB AT COUNTY RD 2500E	A	1.4 MILES
5	IL 104 WB AT COUNTY RD 2775E	A	0.7 MILES
6	IL 107 SB AT IL 104	B	14.7 MILES
7	IL 107 WB AT IL 104	A	14.7 MILES
8	IL 107 NB AT IL 104	B	14.7 MILES

GENERAL NOTES:

ACTUAL MAXIMUM WIDTH ARE TO BE MEASURED BY THE ENGINEER AFTER STAGE 1 IS PLACED . WIDTH SHALL BE REMEASURED AND SIGNS UPDATED FOR STAGE 2.

MAXIMUM WIDTH SIGNS SHALL BE PAID FOR AS ONE LUMP SUM ITEM AS "WIDTH RESTRICTION SIGNING".

ALL SIGNS SHALL BE POST MOUNTED IN ACCORDANCE WITH ARTICLE 701.14 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 104 OVER GRINDSTONE CREEK
RESTRICTED WIDTH SIGN DETAIL

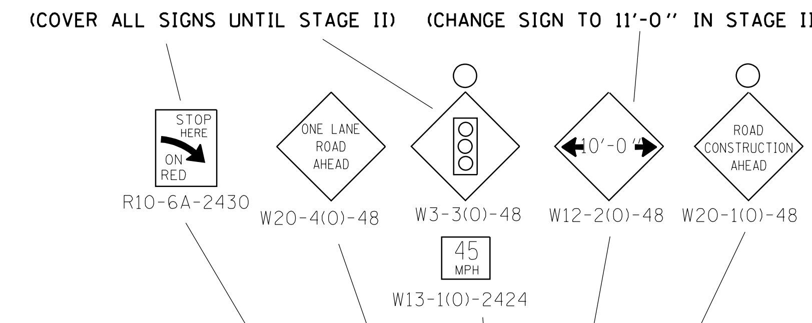
SCALE: SHEET NO. OF SHEETS STA. TO STA.

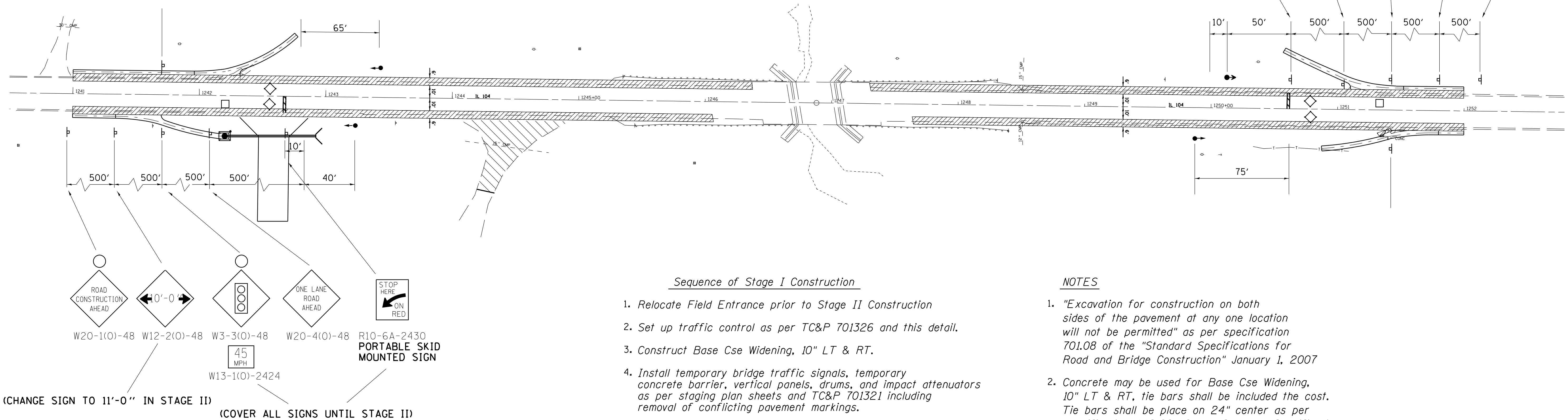
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	18

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT

STAGE I TRAFFIC CONTROL



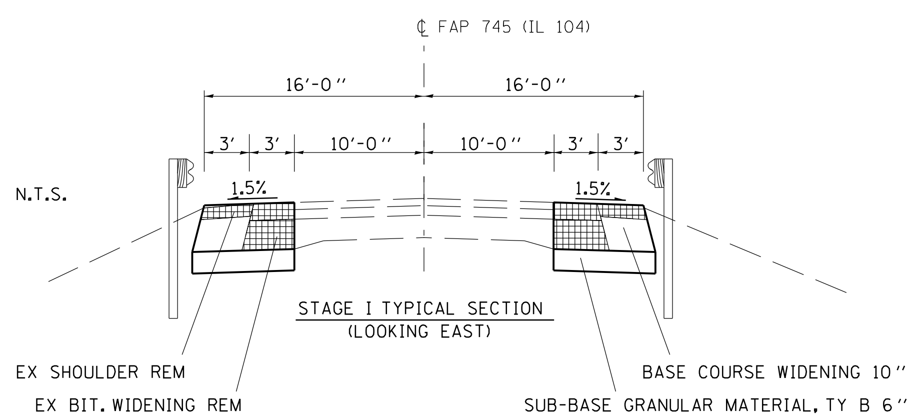


Sequence of Stage I Construction

1. Relocate Field Entrance prior to Stage II Construction
2. Set up traffic control as per TC&P 701326 and this detail.
3. Construct Base Cse Widening, 10" LT & RT.
4. Install temporary bridge traffic signals, temporary concrete barrier, vertical panels, drums, and impact attenuators as per staging plan sheets and TC&P 701321 including removal of conflicting pavement markings.

NOTES

1. "Excavation for construction on both sides of the pavement at any one location will not be permitted" as per specification 701.08 of the "Standard Specifications for Road and Bridge Construction" January 1, 2007
2. Concrete may be used for Base Cse Widening, 10" LT & RT, tie bars shall be included the cost. Tie bars shall be place on 24" center as per specification 442.06 of the "Standard Specifications for Road and Bridge Construction" January 1, 2007.



STAGE I TYPICAL SECTION
(LOOKING EAST)

LEGEND

- PAVEMENT REMOVAL
- IMPACT ATTENUATOR, NARROW
- TEMPORARY BARRIER WALL
- EXISTING STRUCTURE TO BE REMOVED
- HOT-MIX ASPHALT BASE CSE WID. 10"
- DOUBLE VERTICAL PANEL
- SIGN
- INDUCTION LOOP DETECTOR
- TEMPORARY BRIDGE TRAFFIC SIGNALS
- DRUM WITH STEADY BURNING LIGHT
- 24" STOP BAR
- TYPE III BARRICADES
- TYPE C BIDIRECTIONAL REFLECTOR
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS

N.T.S. - NOT TO SCALE

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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 104 OVER GRINDSTONE CREEK
STAGE I CONSTRUCTION

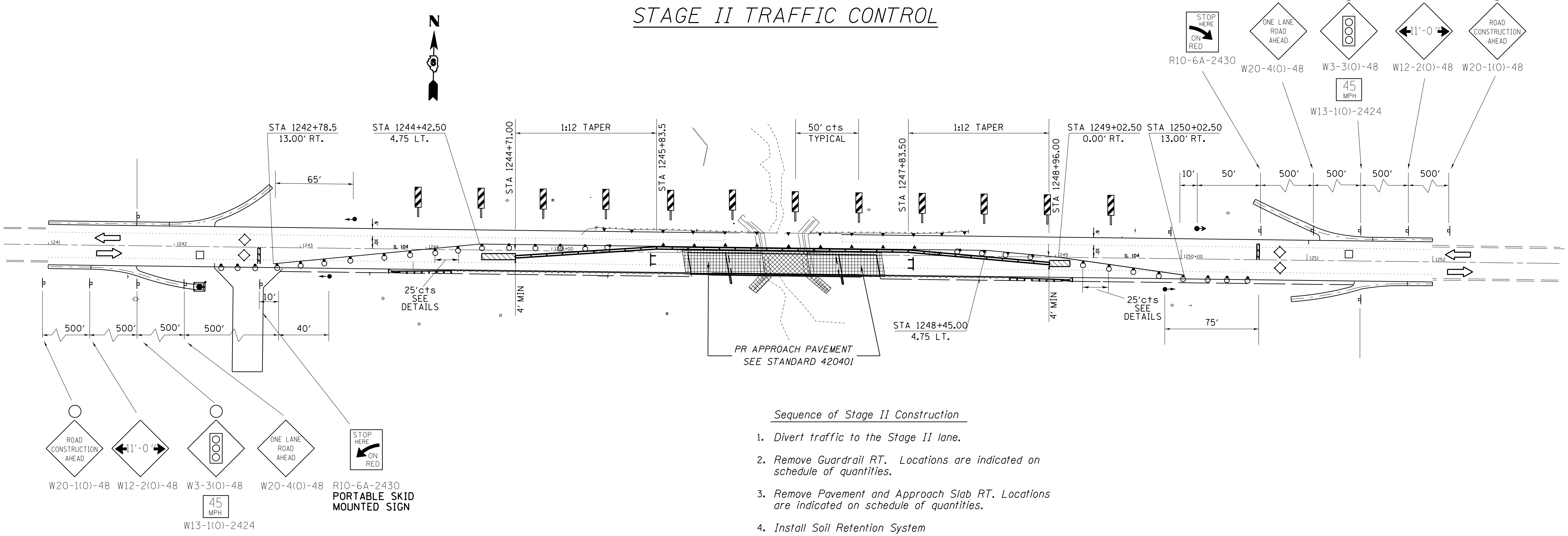
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	19

CONTRACT NO. 72B98

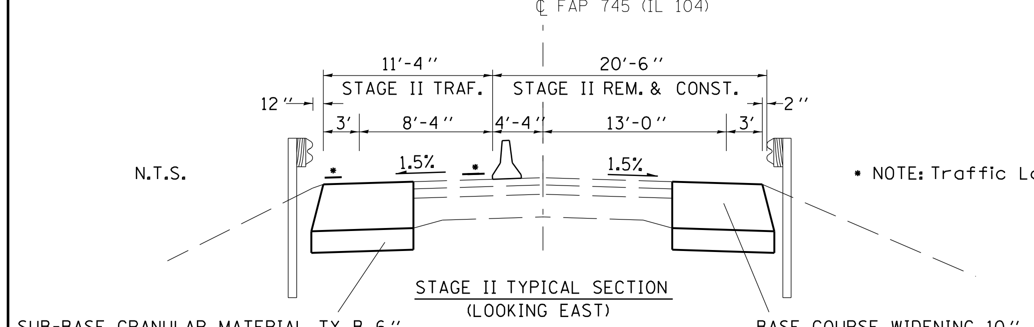
ILLINOIS FED. AID PROJECT

STAGE II TRAFFIC CONTROL



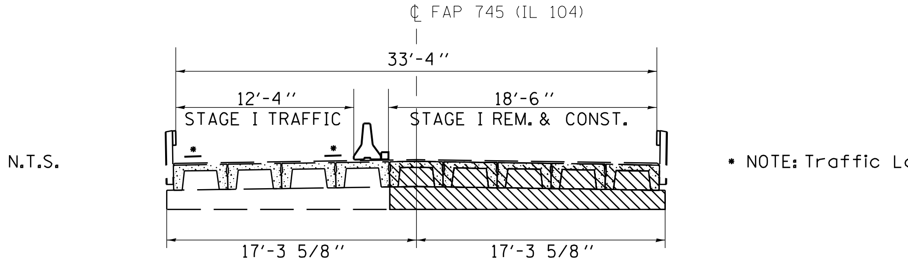
Sequence of Stage II Construction

1. *Divert traffic to the Stage II lane.*
2. *Remove Guardrail RT. Locations are indicated on schedule of quantities.*
3. *Remove Pavement and Approach Slab RT. Locations are indicated on schedule of quantities.*
4. *Install Soil Retention System*
5. *Remove and Replace Structure RT.*
6. *Construct Approach Pavement, Pavement Connectors, and Ramps RT.*
7. *Install Guardrail RT.*



STAGE II TYPICAL SECTION (LOOKING EAST)

• NOTE: Traffic Lane shallbe Striped at 11'-0".



STAGE II TYPICAL SECTION (LOOKING EAST)

• NOTE: Traffic Lane shallbe Striped at 11'-0".

LEGEND

- PAVEMENT REMOVAL
- IMPACT ATTENUATOR, NARROW
- TEMPORARY BARRIER WALL
- EXISTING STRUCTURE TO BE REMOVED
- HOT-MIX ASPHALT BASE CSE WID. 10"
- DOUBLE VERTICAL PANEL
- SIGN
- INDUCTION LOOP DETECTOR
- TEMPORARY BRIDGE TRAFFIC SIGNALS
- DRUM WITH STEADY BURNING LIGHT
- 24" STOP BAR
- TYPE III BARRICADES
- TYPE C BIDIRECTIONAL REFLECTOR
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS

N.T.S. - NOT TO SCALE

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		DRAWN -	REVISED -		
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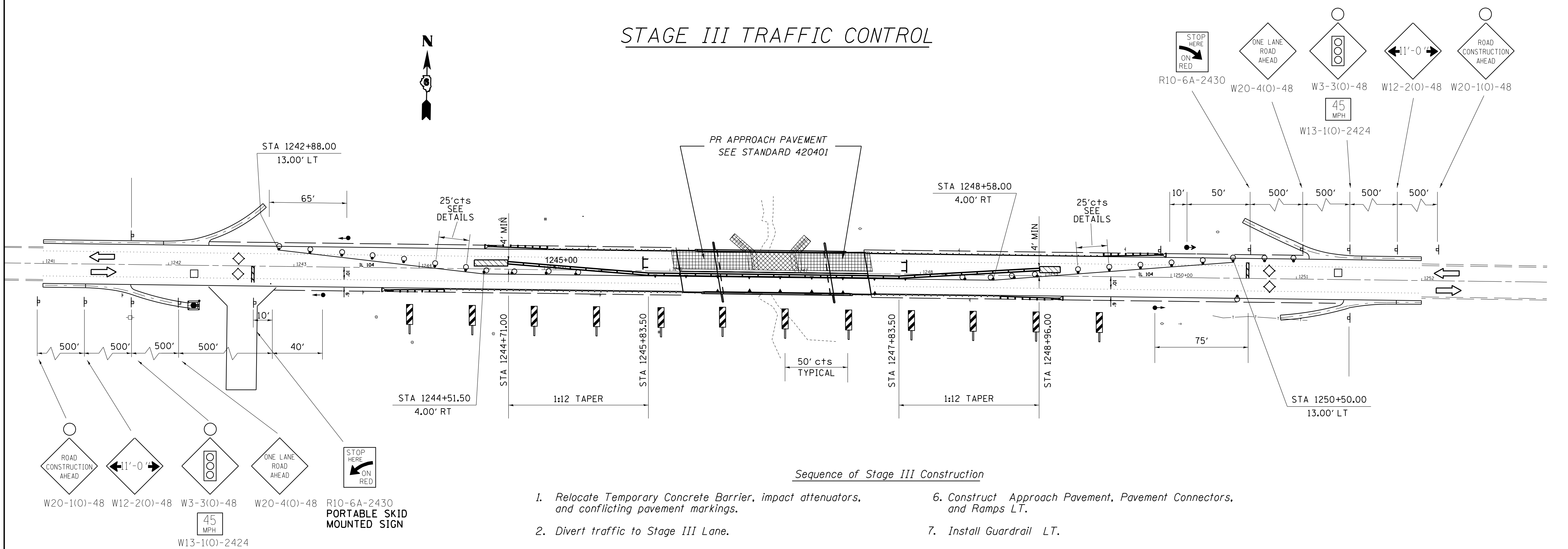
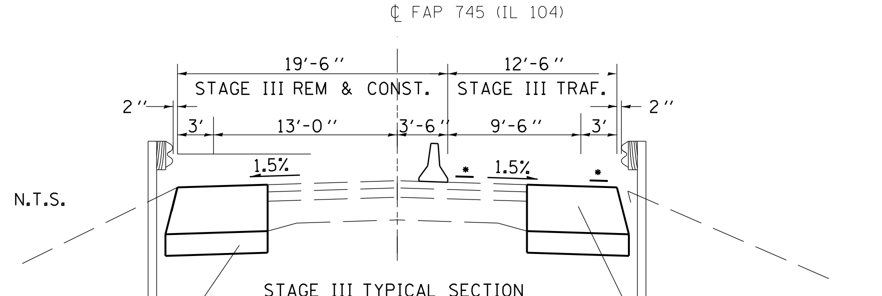
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	20

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT

STAGE III TRAFFIC CONTROL



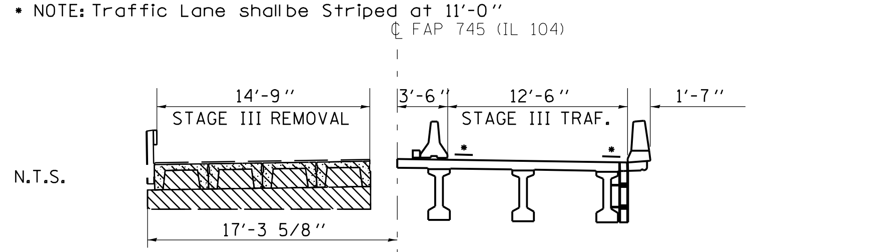


STAGE III TYPICAL SECTION
(LOOKING EAST)

SUB-BASE GRANULAR MATERIAL, TY B 6"

BASE COURSE WIDENING 10"

• NOTE: Traffic Lane shall be Striped at 11'-0"



• NOTE: Traffic Lane shall be Striped at 11'-0"

STAGE III TYPICAL SECTION
(LOOKING EAST)

Sequence of Stage III Construction

1. *Relocate Temporary Concrete Barrier, impact attenuators, and conflicting pavement markings.*
2. *Divert traffic to Stage III Lane.*
3. *Remove Guardrail LT. Locations are indicated the staging plan sheets and the schedule of quantities.*
4. *Remove Pavement and Approach Slab LT. Locations are indicated the staging plan sheets and the schedule of quantities.*
5. *Remove and Replace Structure LT.*
6. *Construct Approach Pavement, Pavement Connectors, and Ramps LT.*
7. *Install Guardrail LT.*
8. *Remove Temporary Concrete Barrier, Temporary traffic bridge traffic signals, Impact attenuators, and other associated TC&P 701321 items.*
9. *Remove conflicting pavement markings and open roadway to two-way traffic.*

Final Phase

1. *Set traffic control as per TC&P 701306.*
2. *Mill Butt Joints. Locations are indicated the plan sheets and schedule of quantities.*
3. *Place binder course to establish profile as indicated on the plan and profile sheets.*
4. *Place leveling binder and surface course.*
5. *Place aggregate shoulders and adjust guardrail as needed.*
6. *Install Traffic Barrier Terminals.*
7. *Construct final Pavement Markings*

LEGEND

- PAVEMENT REMOVAL
- IMPACT ATTENUATOR, NARROW
- TEMPORARY BARRIER WALL
- EXISTING STRUCTURE TO BE REMOVED
- HOT-MIX ASPHALT BASE CSE WID. 10"
- DOUBLE VERTICAL PANEL
- SIGN

N.T.S. - NOT TO SCALE

- INDUCTION LOOP DETECTOR
- TEMPORARY BRIDGE TRAFFIC SIGNALS
- DRUM WITH STEADY BURNING LIGHT
- 24" STOP BAR
- TYPE III BARRICADES
- TYPE C BIDIRECTIONAL REFLECTOR
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS

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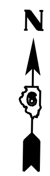
		DATE -	REVISED -		

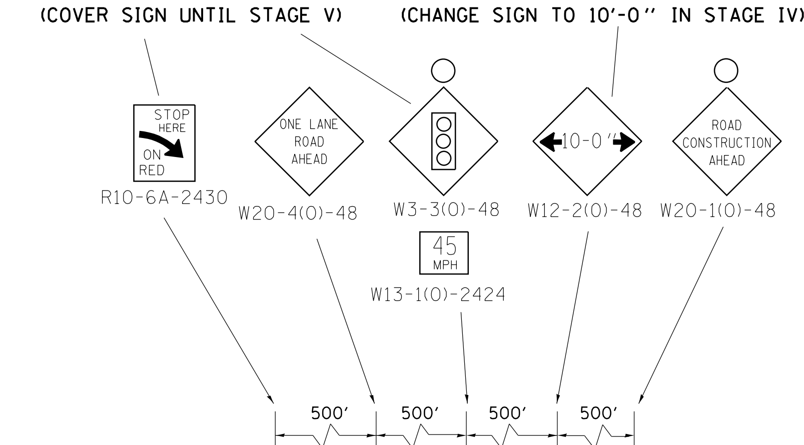
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	21

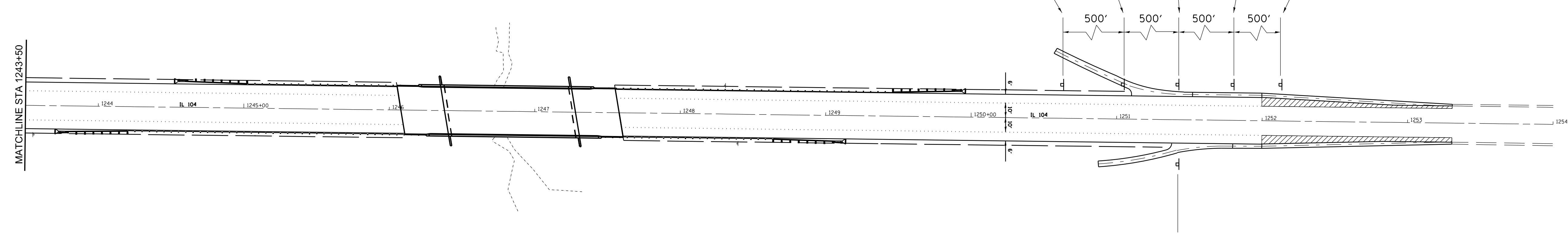
CONTRACT NO. 72B98

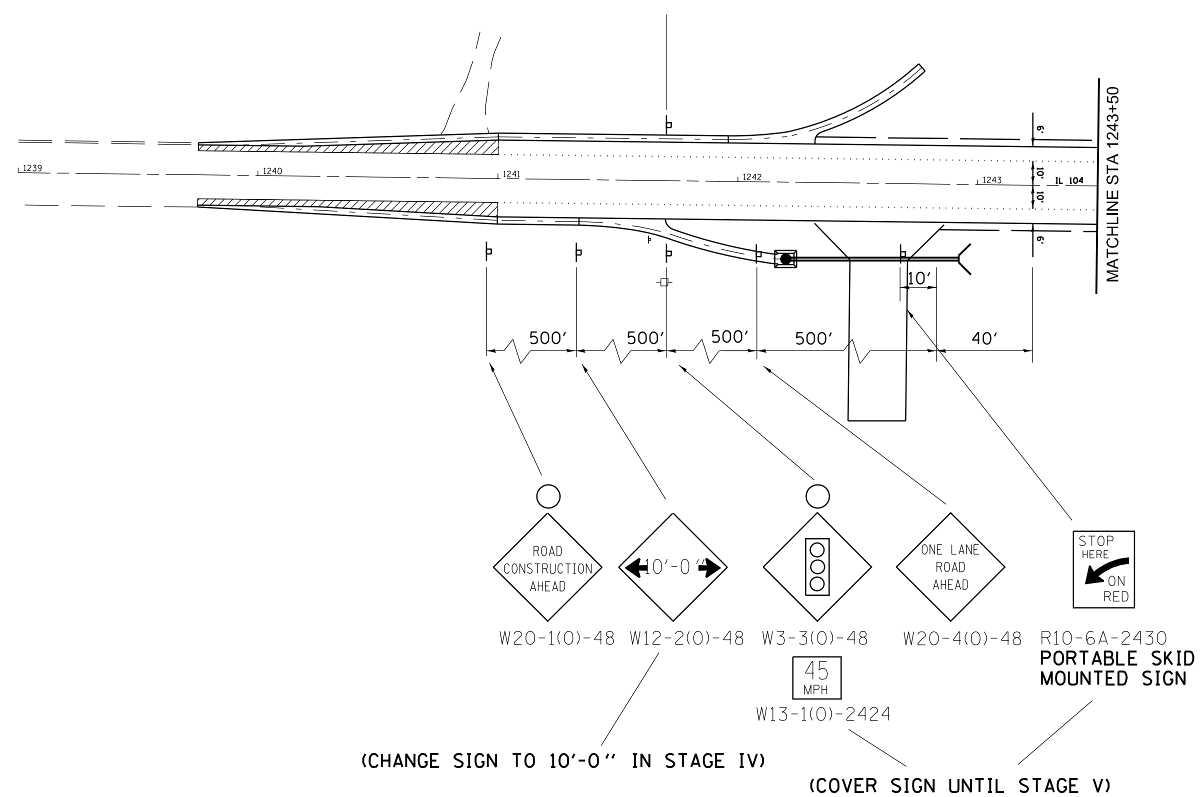
ILLINOIS FED. AID PROJECT

STAGE IV TRAFFIC CONTROL









Sequence of Stage IV Construction

1. *Remove Temporary Concrete Barrier, Temporary traffic bridge traffic signals, Impact attenuators, and other associated TC&P 701321 items.*
2. *Remove conflicting pavement markings and open roadway to two-way traffic.*
3. *Remove the remaining existing Gutter and Pavement and pour the proposed gutter transitions.*
4. *Utilize existing traffic control signage and Standard 701326*

NOTES

1. *"Excavation for construction on both sides of the pavement at any one location will not be permitted" as per specification 701.08 of the "Standard Specifications for Road and Bridge Construction" January 1, 2007*
2. *Concrete may be used for Base Cse Widening, 10" LT & RT, tie bars shall be included the cost. Tie bars shall be place on 24" center as per specification 442.06 of the "Standard Specifications for Road and Bridge Construction" January 1, 2007.*

LEGEND

- PAVEMENT REMOVAL
- IMPACT ATTENUATOR, NARROW
- TEMPORARY BARRIER WALL
- EXISTING STRUCTURE TO BE REMOVED
- HOT-MIX ASPHALT BASE CSE WID. 10"
- DOUBLE VERTICAL PANEL
- SIGN
- N.T.S. - NOT TO SCALE
- INDUCTION LOOP DETECTOR
- TEMPORARY BRIDGE TRAFFIC SIGNALS
- DRUM WITH STEADY BURNING LIGHT
- 24" STOP BAR
- TYPE III BARRICADES
- TYPE C BIDIRECTIONAL REFLECTOR
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 104 OVER GRINDSTONE CREEK
STAGE IV CONSTRUCTION

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

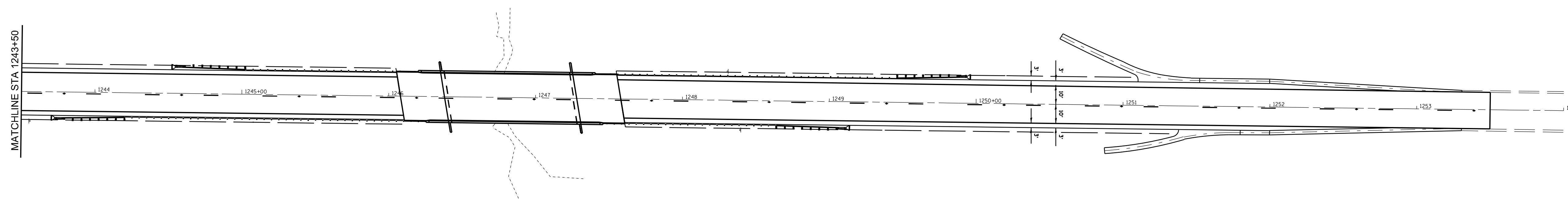
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	22

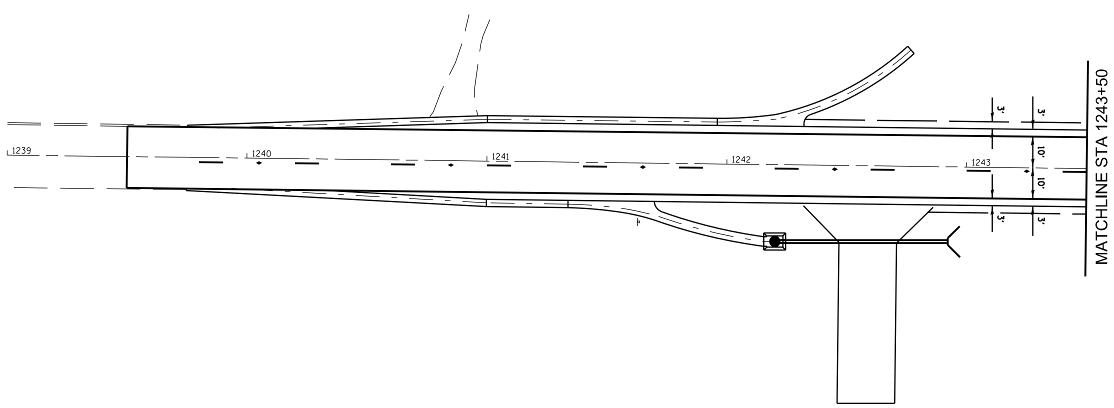
CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT

STAGE V TRAFFIC CONTROL

N





Sequence of Stage V Construction

1. *Set traffic control as per TC&P 701306.*
2. *Mill Butt Joints. Locations are indicated the plan sheets and schedule of quantities.*
3. *Place binder course to establish profile as indicated on the plan and profile sheets.*
4. *Place leveling binder and surface course.*
5. *Place aggregate shoulders and adjust guardrail as needed.*
6. *Install Traffic Barrier Terminals.*
7. *Construct final Pavement Markings*

LEGEND

- PAVEMENT REMOVAL
- IMPACT ATTENUATOR, NARROW
- TEMPORARY BARRIER WALL
- EXISTING STRUCTURE TO BE REMOVED
- HOT-MIX ASPHALT BASE CSE WID. 10″
- DOUBLE VERTICAL PANEL
- SIGN
- INDUCTION LOOP DETECTOR
- TEMPORARY BRIDGE TRAFFIC SIGNALS
- DRUM WITH STEADY BURNING LIGHT
- 24″ STOP BAR
- TYPE III BARRICADES
- TYPE C BIDIRECTIONAL REFLECTOR
- STEADY BURNING LIGHTS AND DOUBLE VERTICAL PANELS

N.T.S. - NOT TO SCALE

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DATE -

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 104 OVER GRINDSTONE CREEK
STAGE V CONSTRUCTION

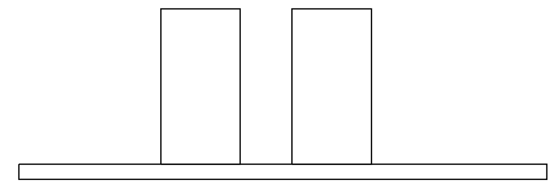
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	23

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT

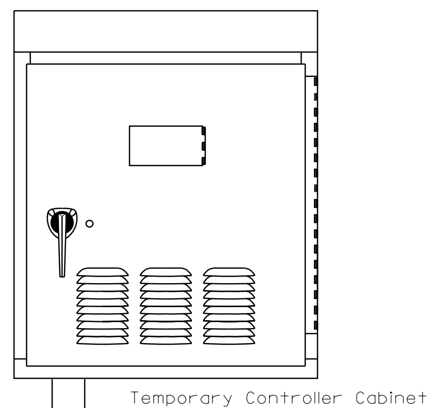
DETECTOR AMPLIFIER NOTES

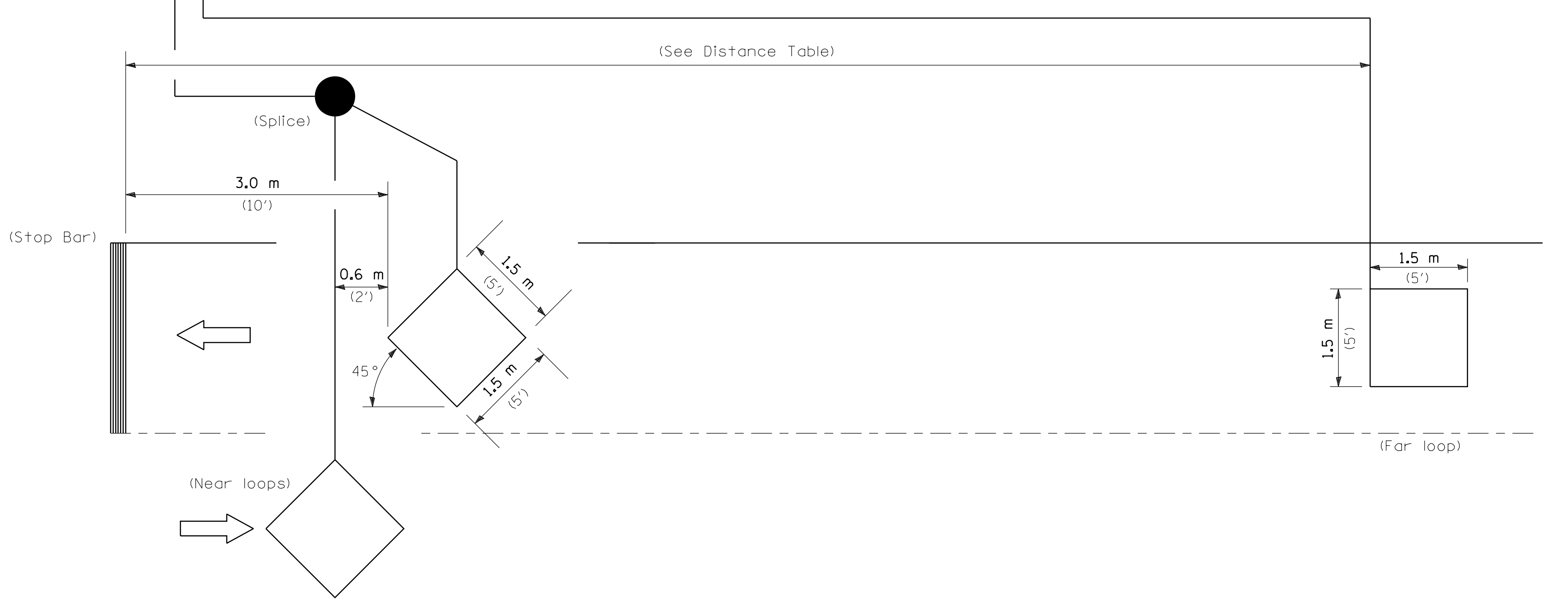


AMP 1: DELAY = 8 SECONDS
DELAY SHALL BE INHIBITED DURING GREEN

AMP 2: NO DELAY

FAR LOOP DISTANCE TABLE	
ADVISORY SPEED (MPH)	DISTANCE FROM STOP BAR (FT.)
30 OR LESS	220
35	260
40	300
45	330
50	370
55	400





NOTE: All loops centered in lane.

INDUCTION LOOP DETECTOR

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 104 OVER GRINDSTONE CREEK
TEMPORARY DETECTOR LOOP DETAIL

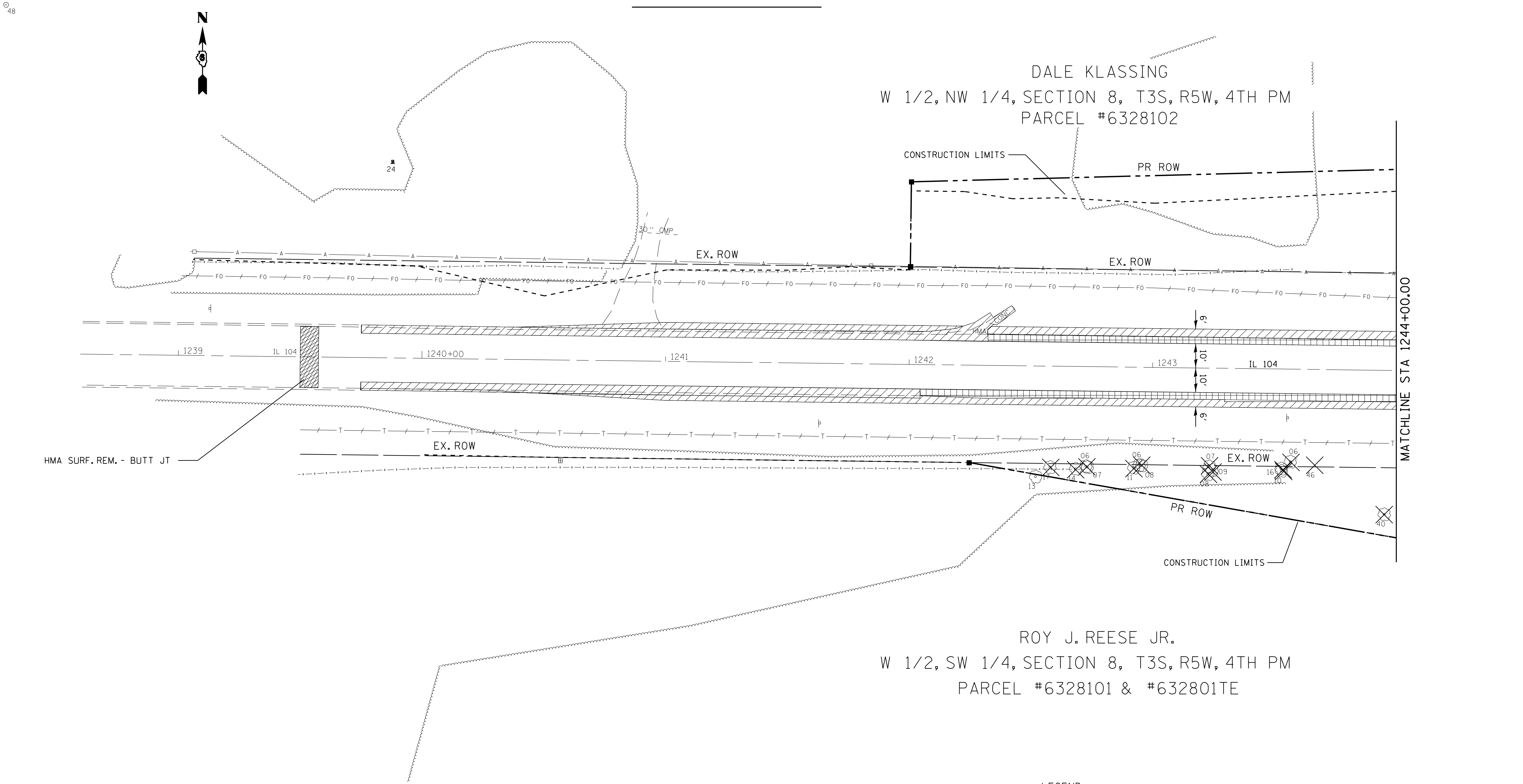
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	24

CONTRACT NO. 72B98

ILLINOIS | FED. AID PROJECT

REMOVAL SHEETS



LEGEND

- PAVEMENT REMOVAL
- GUTTER REMOVAL
- EXISTING STRUCTURE TO BE REMOVED
- HOT-MIX ASPHALT BASE CSE WID, 10"
- HMA SURF. REM. - BUTT JT
- GUARDRAIL REMOVAL
- EX ROW MARKER
- PR ROW MARKER
- TREE REMOVAL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 104 OVER GRINDSTONE CREEK
REMOVAL SHEETS

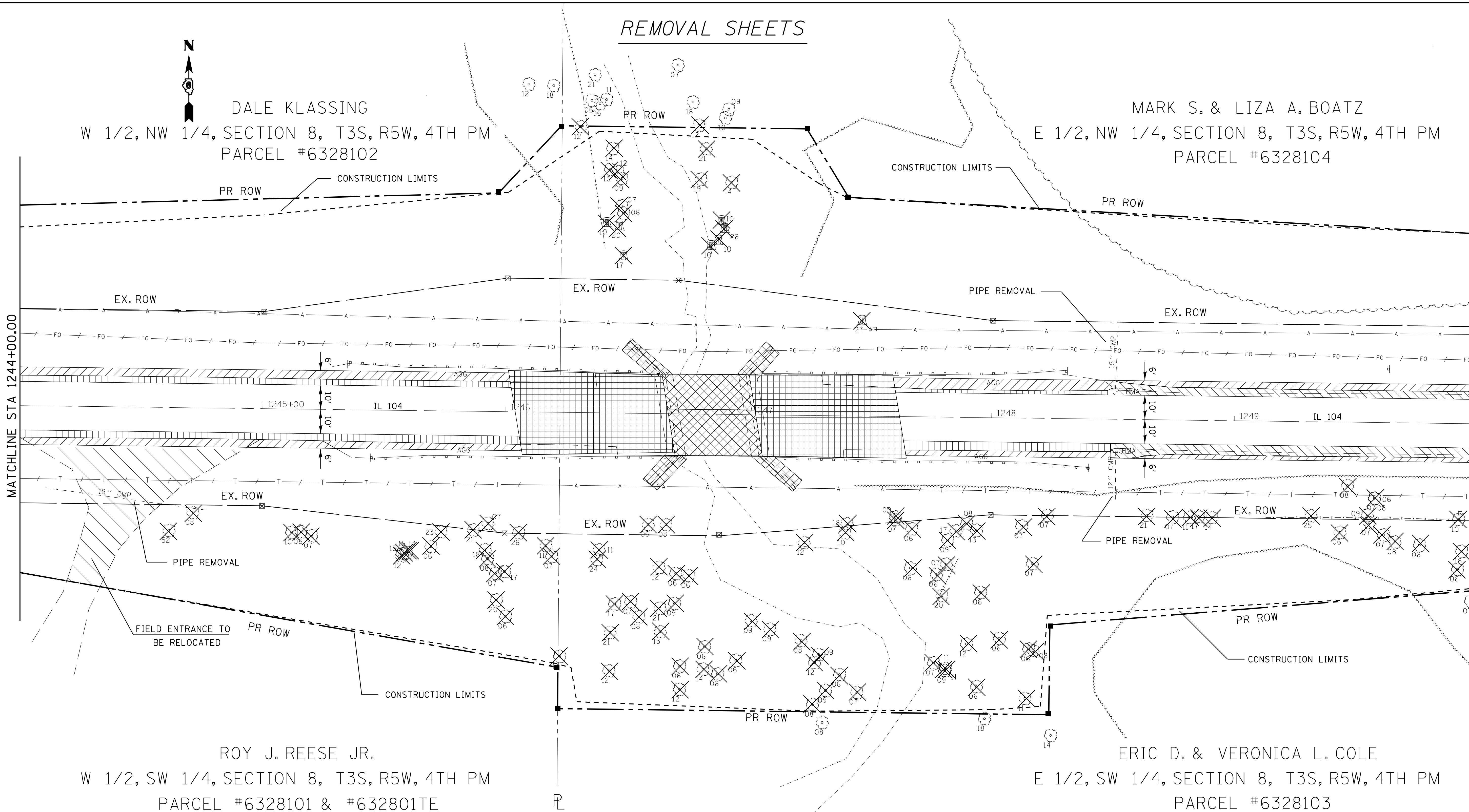
SCALE: | SHEET NO. OF SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	25

CONTRACT NO. 72B98

ILLINOIS | FED. AID PROJECT

REMOVAL SHEETS



LEGEND

- PAVEMENT REMOVAL
- GUTTER REMOVAL
- EXISTING STRUCTURE TO BE REMOVED
- HOT-MIX ASPHALT BASE CSE WID, 10"
- HMA SURF. REM. - BUTT JT
- GUARDRAIL REMOVAL
- EX ROW MARKER
- PR ROW MARKER
- TREE REMOVAL

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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 104 OVER GRINDSTONE CREEK
REMOVAL SHEETS

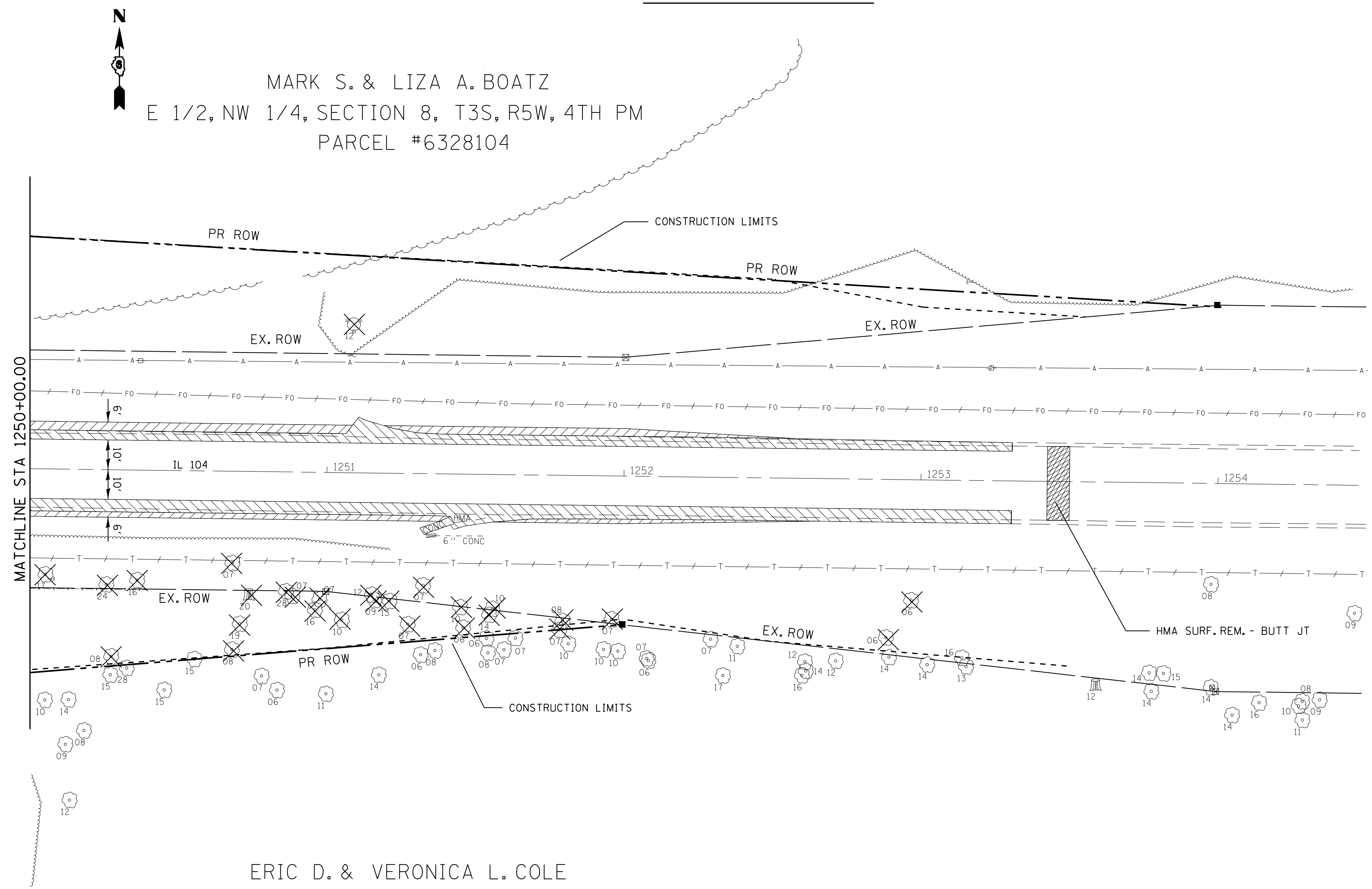
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	26

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT

REMOVAL SHEETS



LEGEND

- PAVEMENT REMOVAL
- GUTTER REMOVAL
- EXISTING STRUCTURE TO BE REMOVED
- HOT-MIX ASPHALT BASE CSE WID, 10"
- HMA SURF. REM. - BUTT JT
- GUARDRAIL REMOVAL
- EX ROW MARKER
- PR ROW MARKER
- TREE REMOVAL

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 104 OVER GRINDSTONE CREEK
REMOVAL SHEETS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	27

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT

STORM WATER POLLUTION PREVENTION PLAN

Route: FAP 745 Marked: IL 104

Section: 107B-1 Project No.: C-96-064-08

County: ADAMS Contract No.: 72B98

This plan has been prepared to comply with the provision of the NPDES Permit Number ILR10 __________ issued by the Illinois Environmental Protection Agency for storm water discharges from construction site activities.

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel gathered and evaluated the information submitted. Based on my inquire of the person or persons who manage the system, or those persons directly responsible for gathering the information submitted, is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

______________________ (Signature) ______________ (Date)

______________________ (Title)

Note: The above boxed in area will be filled out by IDOT - Construction after the award of the contract to obtain the required NPDES permit.

The following plan was established and included in these plans to direct the Contractor in the placement of temporary erosion control systems and to provide a storm water pollution prevention plan for compliance under NPDES. The Contractor shall abide to all requirements within this plan as part of the contract.

The purpose of this plan is to prevent / minimize siltation within the construction zone and to eliminate sediments from entering and leaving the construction zone by utilizing proper temporary erosion control systems and providing ground cover within a reasonable time.

Certain items, as shown in this plan and referenced by the legend, shall be placed by the Contractor at the beginning of construction. Other items shall be placed by the Contractor as directed by the Engineer on a case by case situation resulting from the Contractor's sequence of activities, time of the year, and expected weather conditions.

The Contractor shall place permanent erosion control systems and seeding within a reasonable amount of time; therefore, reducing the amount of area being open to the possibility of erosion and reducing the amount of temporary erosion control systems and temporary seeding. The Resident Engineer will determine if temporary erosion control systems shown in the plan can be deleted, the size of the proposed ditch checks, the proper method of installation, and if any additional temporary erosion control systems shall be added which are not included in this plan. The Contractor shall perform all work as directed by the Engineer and as shown in special details and in Standard 280001 of the plans.

The special provisions Temporary Seeding, Temporary Erosion Control Seeding, and Temporary Erosion Control additionally supplement this plan.

All disturbed areas having high potential for erosion, as determined by the Engineer, shall be temporarily seeded or permanently seeded by October 1st of each construction year and shall not be reopened until after the winter shutdown period.

SITE DESCRIPTION

Description of Construction Activity:

1. The proposed project consists of replacing a single span bridge on IL 104 over Grindstone Creek just west of Beverly Road in Adams Co. with a larger single span bridge. Stage construction will be utulized to complete the project, and will include widening /resurfacing of approx. 1250 ft. of IL 104, with a total project length of 1400 ft.

2. Construction consists of tree removal, constructing bridge, HMA pavement widening, HMA resurfacing, placing aggregate shoulders and other miscellaneous work to complete improvements to the proposed roadways.

Description of Intended Sequence of Major Construction Activities Which Will Disturb Earth and Lead to Possible Erosion for Major Portions of the Construction Site:

1. Tree removal will be completed to clear approximately 3.80 acres of wooded land.

2. Excavation will be completed along the entire length to grade out for proposed roadway ditches and waterways.

3. Excavation will also be completed in proposed cut sections to lower the existing ground elevation to meet the proposed roadway grade/vertical alignment.

4. Embankment will be completed in fill areas to raise the existing ground elevation to meet the proposed roadway foreslope and backslope.

5. Drainage structures will be installed before and/or during the construction of the excavation and embankment to allow proper drainage across the proposed two lane facility.

6. Placement, maintenance, removal and proper clean-up of temporary erosion control, such as erosion control fence, hay or straw bale ditch checks, riprap ditch checks, sediment basins, temporary seeding, etc.

7. Placement of permanent erosion control, such as riprap ditch lining, riprap stilling basins, riprap dry dams, excelsior blanket, seeding, etc.

8. Final grading, paving and other miscellaneous items.

Area of Construction Site:

The total drainage area entering and including the construction site is estimated to be approx. 3.27 sq miles in which 3.80 acres will be disturbed by excavation, grading or other activities.

Other Reports, Studies and Plans which Aid in the Development of this Storm Water Pollution Prevention Plan as Referenced Documents:

1. Estimated run-off coefficients are contained in the project drainage study which were utilized for proposed placement of the temporary erosion control systems.

2. Information on the soils within the site was obtained from field reviews which were utilized for proposed placement of the temporary erosion control systems.

3. Site maps indicating drainage patterns and approximate slopes were contained in the project design report, USGS drainage maps, project drainage study, and project plan documents were all utilized for proposed placement of the temporary erosion control systems.

Drainage Tributaries Receiving Water from this Construction Site:

1. GRINDSTONE CREEK

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROLS

Description of Stabilization Practices at the Beginning of Construction:

1. The area between the existing and proposed right-of-way/temporary easement boundaries and limits of the project will be improved and managed for the purposes of controlling erosion within the area, reducing water flow by temporary diversion and minimizing siltation into the construction zone, and establishing vegetative cover which will become permanent vegetation and act as an erosion barrier. Work at the beginning of construction will consist of the following:

   (a) Areas of existing vegetation (woods and grasslands) outside the proposed construction slope limits shall be identified for preserving and shall be protected from mowing, brush cutting, tree removal and other activities which would be detrimental to their maintenance and development.

   (b) Dead, diseased, or unsuitable vegetation within the site shall be removed as directed by the Engineer, along with required tree removal.

   (c) As soon as reasonable access is available (such as trees cleared) to all locations where water drains away from the project, sediment basins, riprap ditch checks, temporary ditch checks, and/or erosion control fence shall be installed as called out in this plan and directed by the Engineer.

   (d) Bare and sparsely vegetated ground in highly erodable areas as determined by the Engineer shall be temporarily seeded at the beginning of construction where no construction activities are immediately expected as stated in the special provision "Temporary Erosion Control Seeding".

   (e) Immediately after tree removal is completed in certain areas which are highly erodable areas as determined by the Engineer, the areas shall be temporarily seeded where no construction activities are immediately expected as stated in the special provision •Temporary Erosion Control Seeding•.

   (f) At locations where a significant amount of water drains into the construction zone from outside areas (adjacent landowners), erosion control fence, temporary ditch checks, or riprap ditch checks will be utilized to locally divert water, reduce flow rates, and collect outside siltation inside the right-of-way line. Erosion control items will not be allowed to be installed to cause flooding to upstream private property which could cause crop damages or other undesireable conditions.

2. Establishment of these temporary erosion control measures will have additional benefits to the project. Desirable grass seed will become established in these areas and will spread seeds onto the construction site until permanent seeding/mowing and overseeding can be complete.

3. A third benefit of these filter areas is that they will begin to provide a screen and buffer. They will help protect the construction site from winds and excess sun and mitigate construction noise and dust.

Description of Stabilization Practices During Construction:

1. During roadway construction, areas outside the construction slope limits as outlined previous herein shall be protected from damaging effects of construction. The Contractor shall not use this area for staging (except as designated on the plans or directed by the Engineer), parking of vehicles or construction equipment, storage of materials, or other construction related activities.
   (a) Within the construction zone, critical areas which have high flows of water as determined by the Engineer shall remain undisturbed until full scale construction is underway to prevent unnecessary soil erosion.
   (b) Top soil and earth stockpiles shall be temporarily seeded if they are to remain unused for more than fourteen days.
   (c) As the Contractor constructs a portion of roadway in a fill section, he/she shall follow the following steps as directed by the Engineer:

   i. Place temporary erosion control systems at locations where water leaves and enters the construction zone
   ii. Temporary seed highly erodable areas outside the construction slope limits
   iii. Construct roadside ditches and provide temporary erosion control systems
   iv. Temporary divert water around proposed culvert locations
   v. Build necessary embankment at culvert locations and then excavate and place culvert
   vi. Continue building up the embankment to the proposed grade while at the same time place permanent erosion control such as riprap ditch lining and conduct final shaping to the slopes

   (d) The Contractor shall immediately follow major earth moving operations with final grading equipment. After the major earth spread operation has moved to a new location, final grading shall be completed within fourteen days. If grading is not completed within fourteen days, all major earth moving operations will be stopped, as directed by the Engineer, until disturbed areas are final graded and seeded.

   (e) Excavated areas and embankments shall be permanently seeded when final graded. If not, they shall be temporarily seeded as stated in the special provision "Temporary Erosion Control Seeding".

   (f) Construction equipment shall be stored and fueled only at designated locations. All necessary measures shall be taken to contain any fuel or pollution run-off in compliance with EPA water quality regulations. Leaking equipment or supplies shall be immediately repaired or removed from the site.

   (g) The Resident Engineer shall inspect the project daily during activities and weekly or after large rains during the winter shutdown period. The project shall additionally be inspected by the Construction Field Engineer on a bi-weekly basis to determine that erosion control efforts are in place and effective and if other control work is necessary.

   (h) Sediment collected during construction by the various temporary erosion control systems shall be disposed of on the site on a regular basis as directed by the Engineer. The cost of this maintenance will be paid for in accordance with Article 109.04 of the Standard Specifications.

   (i) The temporary erosion control systems shall be removed as directed by the Engineer after use is no longer needed or no longer functioning. The costs of this removal shall be included in the unit bid price for the temporary erosion control system. No additional compensation will be allowed.

Description of Structural Practices After Final Grading:

1. Temporary erosion control systems shall be left in place with proper maintenance until permanent erosion control is in place and working properly and all proposed turf areas seeded and established with a proper stand.

2. Once permanent erosion control systems as proposed in the plans are functional and established, temporary items shall be removed, cleaned up, and disturbed turf reseeded. Temporary riprap ditch checks will be allowed to remain in place where approved by the Engineer.

Maintenance after Construction:

1. Construction is complete after acceptance is received at the final inspection.

2. Areas will be inspected on a regular basis by IDOT District 6 Bureau of Operations.

3. Maintenance crews will perform regular mowings to aid in keeping weeds down and establishing a good roadside seed stand.

4. Maintenance crews will also aid in any ditch lining maintenance or in any drainage problems.

5. All maintenance will be conducted at times when weather conditions will not cause site damage.

DOCUMENTATION

1. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, date(s) of the inspection, major observations relating to the implementation of this storm water pollution prevention plan, and actions taken in accordance with Section 4.b. shall be made and retained as part of the plan for at least three years after the date of inspection. The report shall be signed in accordance with part VI.G of the general permit.

2. If any violation of the provisions of this plan is identified during the conduct of the construction work covered by this plan, the Resident Engineer or Resident Technician shall complete and file an "Incident of Noncompliance (ION)" report for the identified violation. The Resident Engineer or Resident Technician shall use forms provided by the Illinois Environmental Protection Agency and shall include specific information on the noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance. All reports of noncompliance shall be signed by a responsible authority in accordance with Part VI.G. of the general permit. The report of noncompliance shall be mailed to the following address:

   Illinois Environmental Protection Agency
   Division of Water Pollution Control
   2200 Churchill Road, P.O. Box 19276
   Springfield, IL 62794-9276
   Attn: Compliance Assurance Section

CONTRACTOR CERTIFICATION STATEMENT

This certification statement is part of the Storm Water Pollution Plan for the project described below in accordance with NPDES Permit No. ILR10__________, issued by the Illinois Environmental Protection Agency on ______________________________.

Route: ________________ Marked: ________________

Section: ________________ Project No.: ________________

County: ________________ Contract No.: __________

I certify under penalty of law that I understand the terms of the general National Pollutant Discharge Elimination System (NPDES) permit that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification.

Signature Roger Zoanck Date 10-13-10

Title Region 4 Engr

Name of Firm ____________________

Street Address ____________________

City, State, Zip ____________________

Phone Number ____________________

Note: The above boxed in area shall be filled out by the Contractor after the award of the contract to obtain the required NPDES Permit from IEPA. This is a requirement for this contract.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

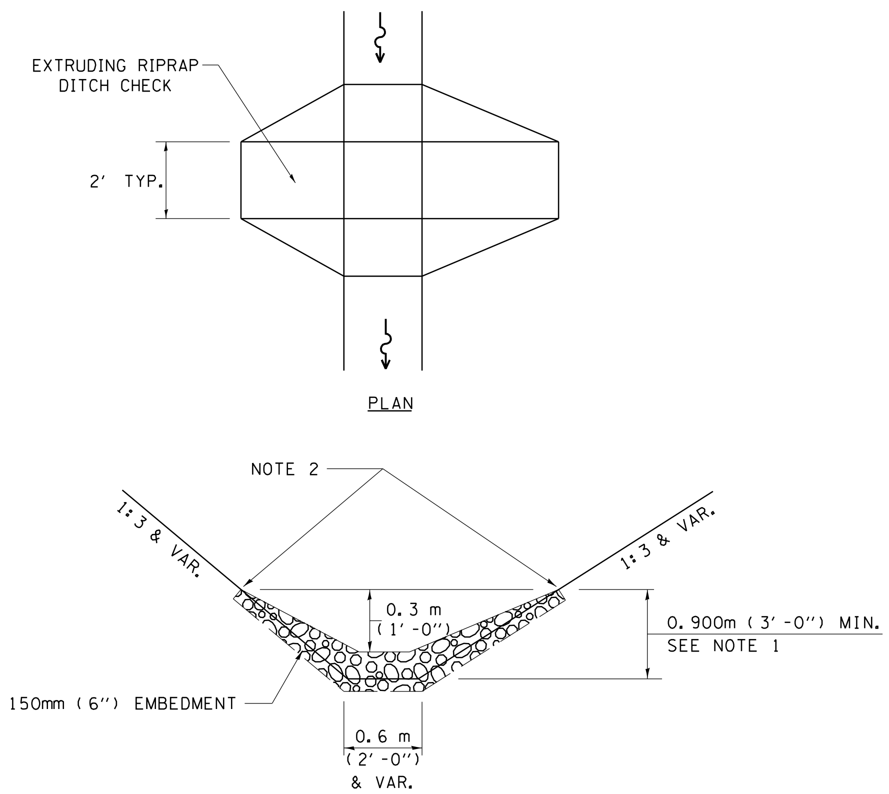
STORM WATER POLLUTION PREVENTION PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	30

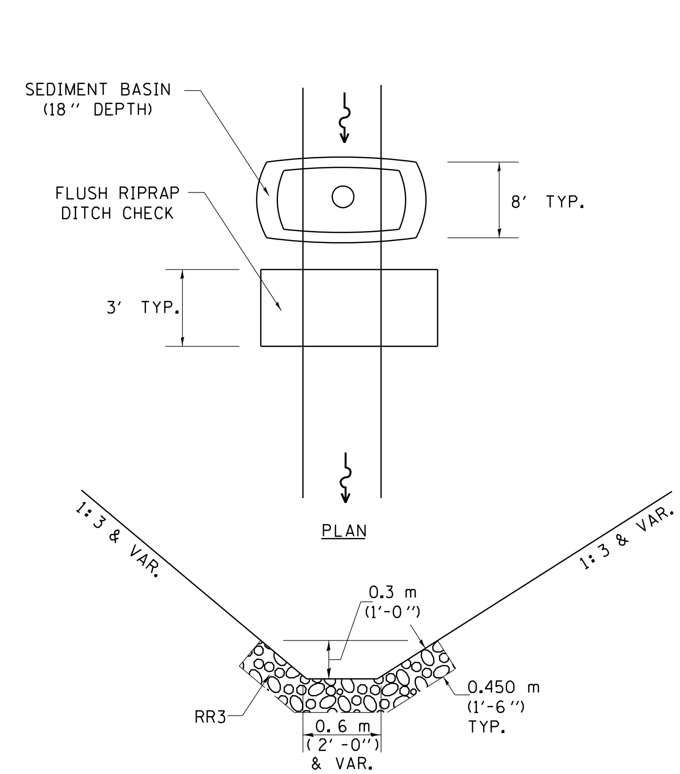
CONTRACT NO. 72B98

ILLINOIS | FED. AID PROJECT



OPTION 1

(EXTRUDING DITCH CHECK)
RECOMMENDED FOR AREAS
W/ RIPRAP DITCH LINING



OPTION 2

(FLUSH DITCH CHECK)
RECOMMENDED FOR AREAS
W/O RIPRAP DITCH LINING

STONE DUMPED RIPRAP DITCH CHECK

(TYPICAL & OPTIONS 1 & 2
AS DIRECTED BY THE ENGINEER)

NOTE 1: RIPRAP SHALL EXTEND FAR ENOUGH UP THE SLOPES TO ALLOW 0.3m (1') OVERTOPPING TO AVOID ERODING AROUND THE EDGES OF THE RIPRAP.

NOTE 2: ENDS SHALL BE TIED INTO SLOPES.

LEGEND FOR STORM WATER POLLUTION PREVENTION PLAN

ITEM	SYMBOL
AGGREGATE (EROSION CONTROL) [STONE DUMPED RIPRAP DITCH CHECKS: Height = 0.6m (2')]	
TEMPORARY DITCH CHECKS	
INLET PIPE PROTECTION (I&PP)	
EROSION CONTROL FENCE	
EARTH EXCAVATION FOR EROSION CONTROL (SEDIMENT BASINS)	
PRESERVE EXISTING TREES, WOODLANDS, AND UNDERSTORY (OUTSIDE CONSTRUCTION LIMITS)	
ITEM PLACED AT BEGINNING OF CONSTRUCTION (Requirement)	* ITEM *
ITEM PLACED AS DIRECTED BY ENGINEER (When required by situation)	ITEM
DIRECTION OF OVERLAND FLOW	

GENERAL NOTES:

All items shall be constructed as shown on this sheet, on Standard 280001, and as directed by the Engineer.

The symbology on the STORM WATER POLLUTION PREVENTION PLAN sheets does not represent the size or quantity of bales, for number of bales refer to details and notes shown on this sheet and/or as directed by the Engineer.

THE CONTRACTOR SHALL INSTALL DITCH CHECKS AS DIRECTED BY THE ENGINEER. IF THE ENGINEER ELECTS TO UTILIZE FLUSH RIPRAP DITCH CHECKS IN LIEU OF TEMPORARY DITCH CHECKS AS SHOWN ON THE FOLLOWING PLAN SHEETS, THE SPACING SHOULD BE DOUBLED.

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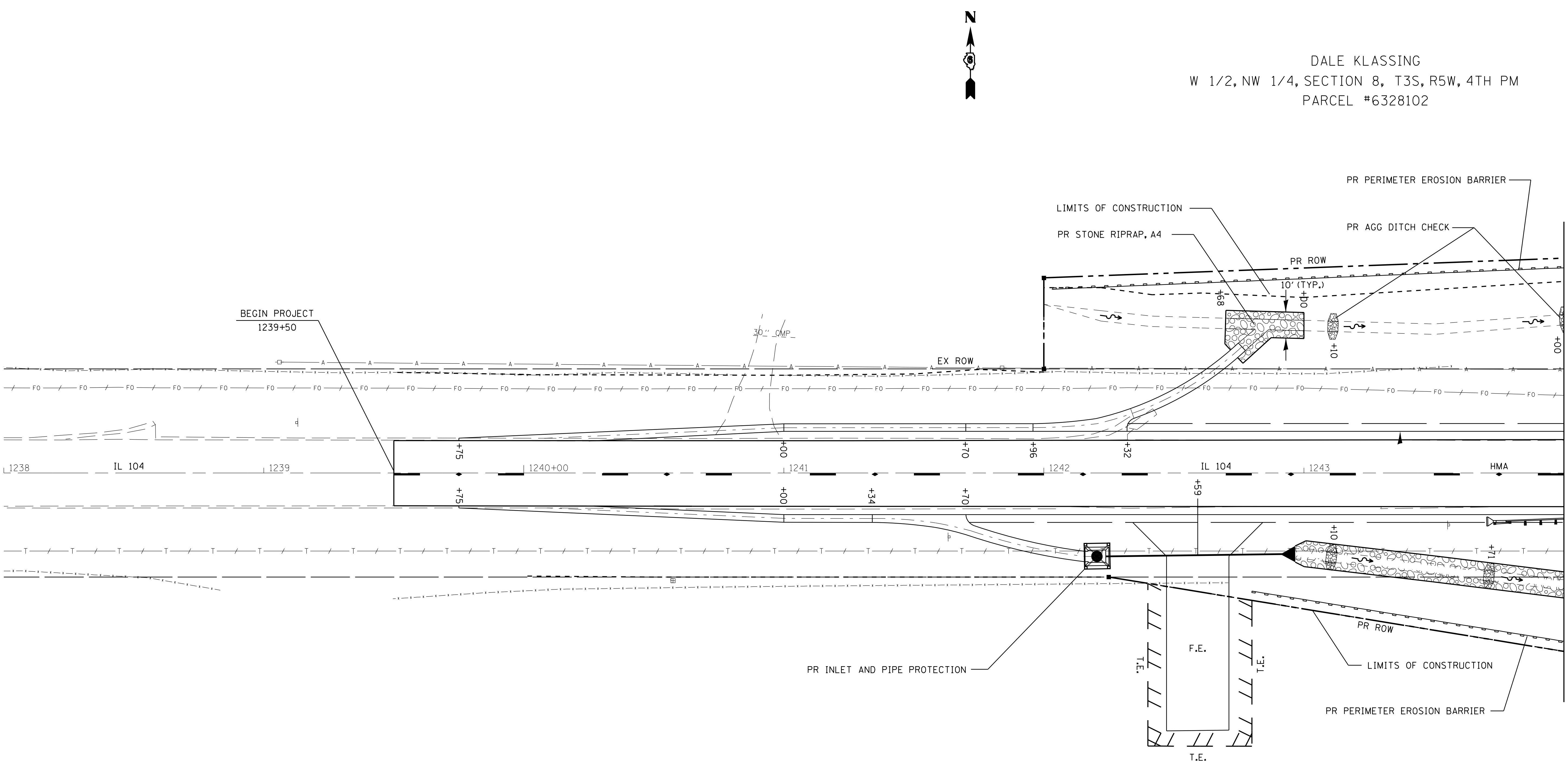
		DATE -	REVISED -		STA. TO STA.	TOTAL SHEETS 86, SHEET NO. 31
						CONTRACT NO. 72B98
						ILLINOIS FED. AID PROJECT



LEGEND

— AGGREGATE DITCH CHECK	— EROSION CONTROL BLANKET
— INLET PROTECTION	— PERIMETER EROSION BARRIER
— AGGREGATE DITCH, A4	

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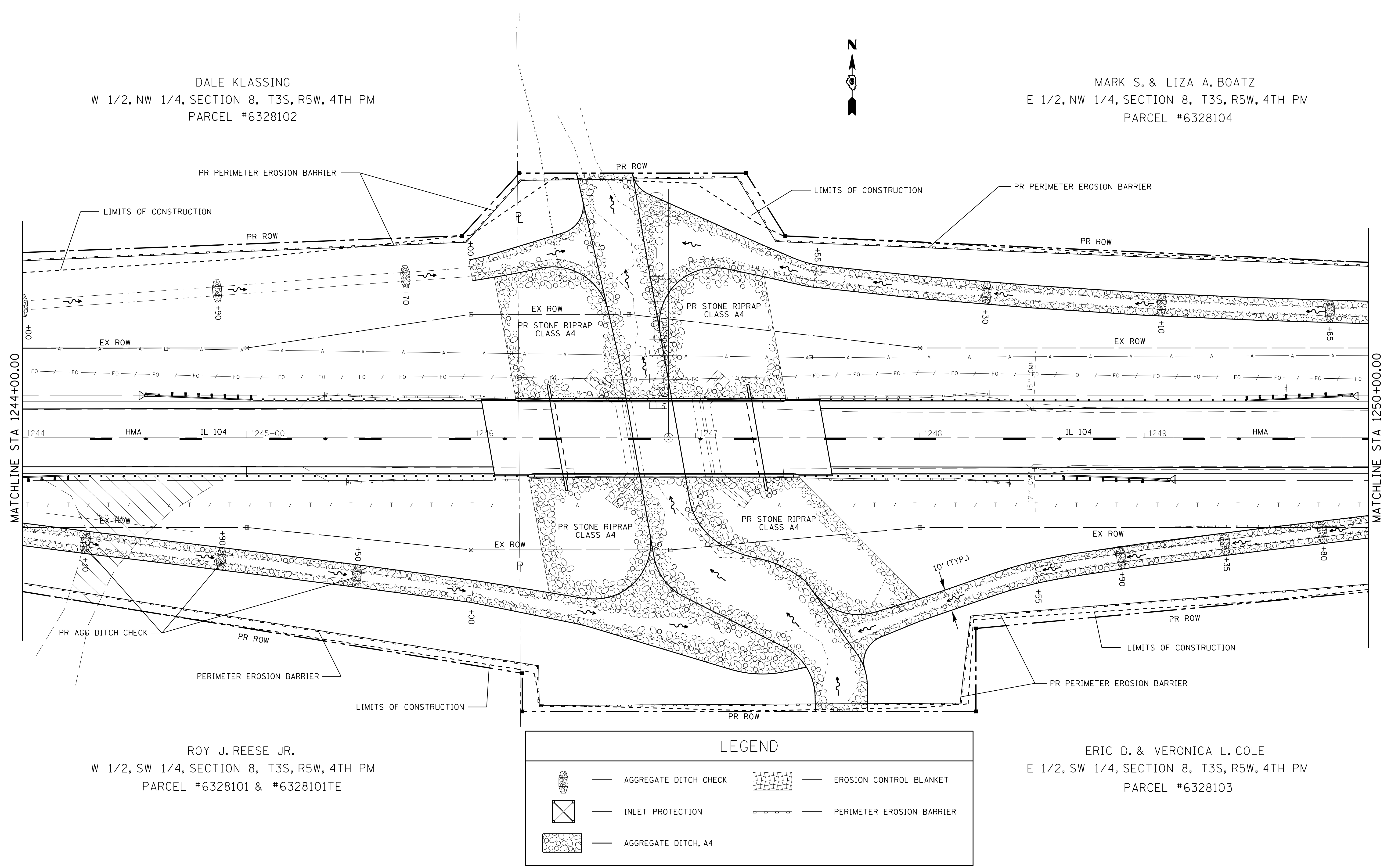
		DATE -	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	32
		CONTRACT NO. 72B98		
		ILLINOIS FED. AID PROJECT		



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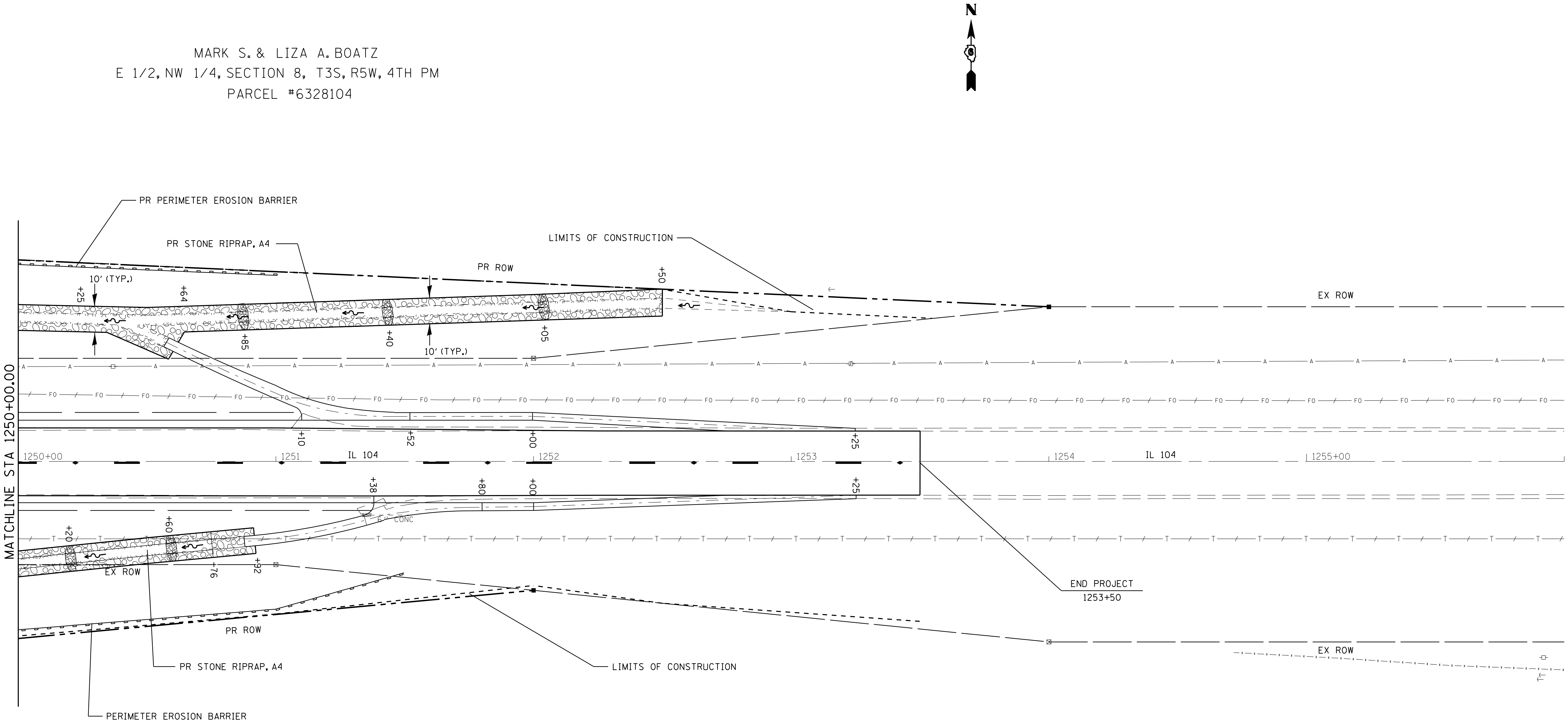
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	33

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT



LEGEND

- AGGREGATE DITCH CHECK
- INLET PROTECTION
- AGGREGATE DITCH, A4
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER

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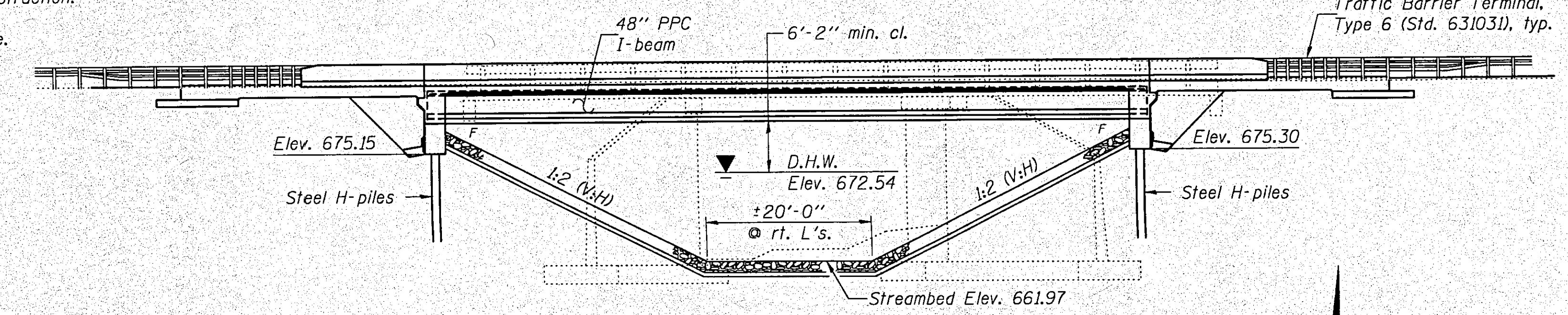
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	34
		CONTRACT NO. 72B98		
		ILLINOIS FED. AID PROJECT		

Bench Mark: Chiseled "□" on SW corner of bridge Structure No. 001-0025, top of abutment at Sta. 1246+73.90; 17.70' Rt., Elev. 681.76, NAVD "88"

Existing structure: Struct. No. 001-0025. Single-span pre-cast concrete channel beam superstructure on closed abutments. Originally constructed in 1933 as SBI 105, Section 107B and the abutment caps were replaced in 1975 as SBI 105, Section 107BR-1 at Sta. 1246+88. Overall length: 33'-4" back to back; 33'-9" out-to-out deck width. Traffic maintained utilizing stage construction.

No salvage.

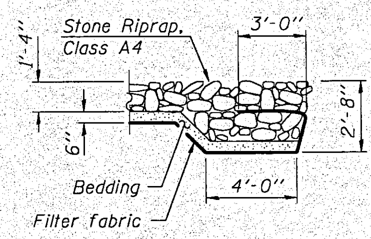
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION

STATION 1246+83.00
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. RTE. 745 SEC. 107B-1
LOADING HL-93
STRUCTURE NO. 001-0507

NAME PLATE
See Std. 515001



RIPRAP FLANK DETAIL

GENERAL NOTES

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

Reinforcement bars designated (E) shall be epoxy coated.

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

Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.

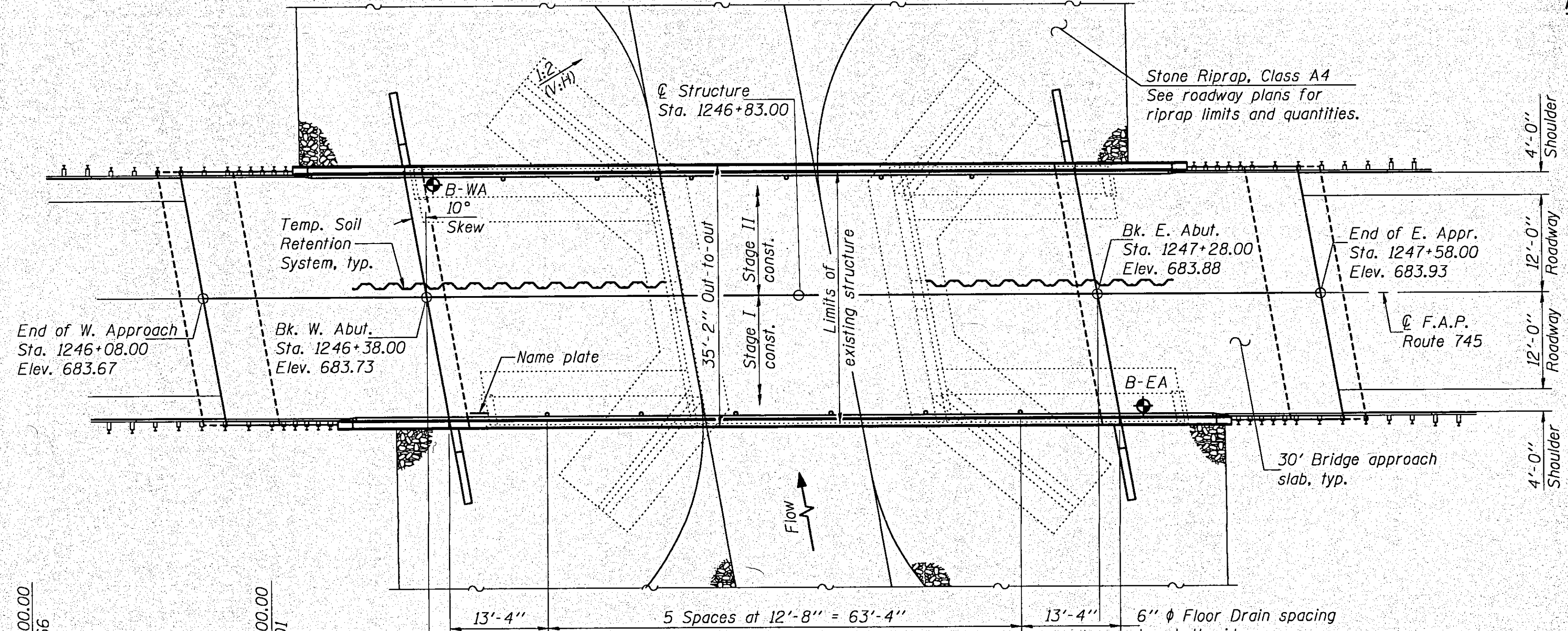
The Contractor shall submit Structural Assessment Report(s) as required for the Contractor's Means and Methods of Construction. See Special Provisions.

The Contractor is advised that the existing structure contains members that are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal, or replacement of the structure. An Existing Structure Information Package is available upon request as noted in the special provisions.

Current Ratings Factor on File for Existing Structure

Inventory: HS 10.2
Operating: HS 17.1
Live Load Restrictions: No

Inventory and Operating Ratings and Live Load Restrictions are provide for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.



PLAN

INDEX OF SHEETS

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications with 2009 Interims

LOADING HL-93

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

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.186 g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.324 g
Soil Site Class = E

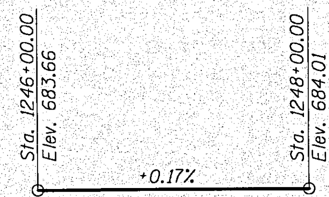
DESIGN STRESSES

FIELD UNITS

f'_c = 3,500 psi
f_y = 60,000 psi (reinforcement)

PRECAST PRESTRESSED UNITS

f'_c = 7,000 psi
f'_{ci} = 6,000 psi
f_{pu} = 270,000 psi (½" ϕ low lax strands)
f_{pbt} = 201,960 psi (½" ϕ low lax strands)



PROFILE GRADE
(Along ℄ roadway)

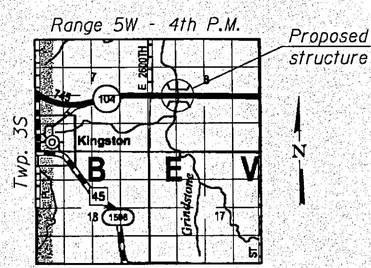
Design scour elevation (ft.)	W. Abut.	E. Abut.
	675.15	675.30

WATERWAY INFORMATION

Drainage Area = 3.27 mi.² Low Grade Elev. 683.30 @ Sta. 1246+88

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	1340	160	360	670.89	1.1	0	672.01	670.70
Design	50	2260	200	470	672.34	2.1	0	674.43	672.27
Base	100	2700	220	510	672.83	2.7	0	675.53	672.80
Overtopping									
Max. Calc.	500	3780	250	580	673.70	4.3	0.2	677.96	673.88

10 year velocity through existing bridge = 9 ft/s
10 year velocity through proposed bridge = 4 ft/s



LOCATION SKETCH

GENERAL PLAN & ELEVATION
ILLINOIS ROUTE 104 OVER GRINDSTONE CREEK
F.A.P. ROUTE 745 SEC. 107B-1
ADAMS COUNTY
STATION 1246+83.00
STRUCTURE NO. 001-0507

DESIGNED	[signature]
CHECKED	[signature]
DRAWN	h.t. duong
CHECKED	PEC/JTB

December 6, 2010
EXAMINED [signature]
ENGINEER OF BRIDGE DESIGN
PASSED [signature]
ENGINEER OF BRIDGES AND STRUCTURES

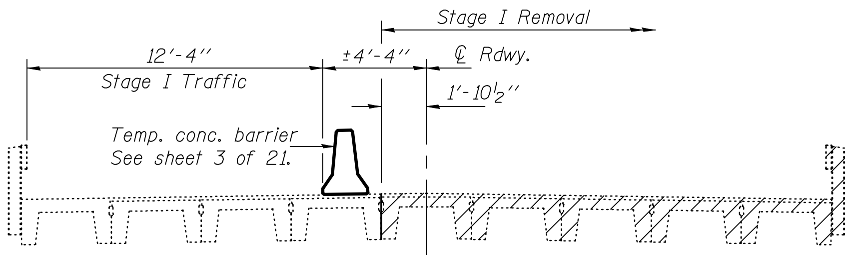
STATE OF ILLINOIS
RALPH E. ANDERSON
081-004625
LICENSED STRUCTURAL ENGINEER
SPRINGFIELD

EXPIRES 11-30-2012

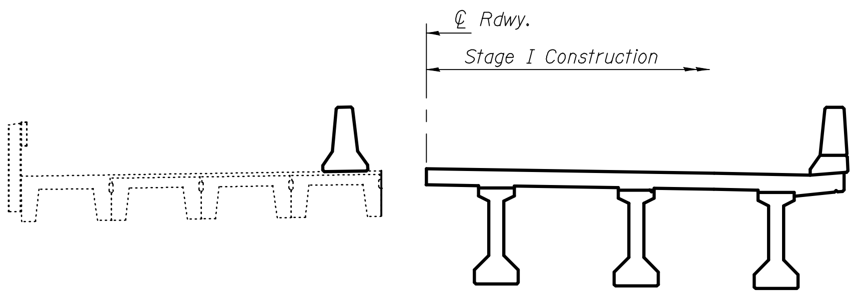
SHEET NO. 1	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21 SHEETS	745	107B-1	ADAMS	86	35
			CONTRACT NO. 72B98		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

0010507-72B98.dgn 12/03/2010 11:20:25 AM

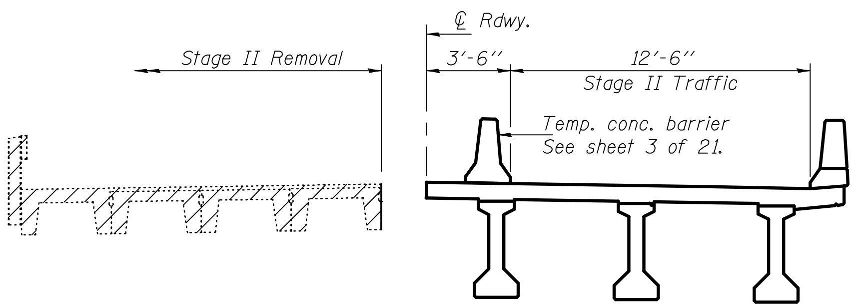
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



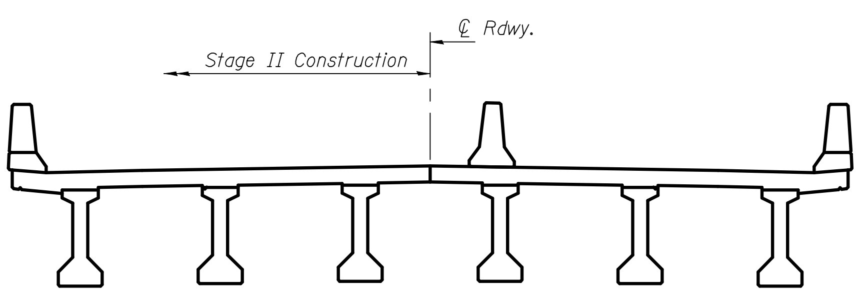
STAGE I REMOVAL



STAGE I CONSTRUCTION

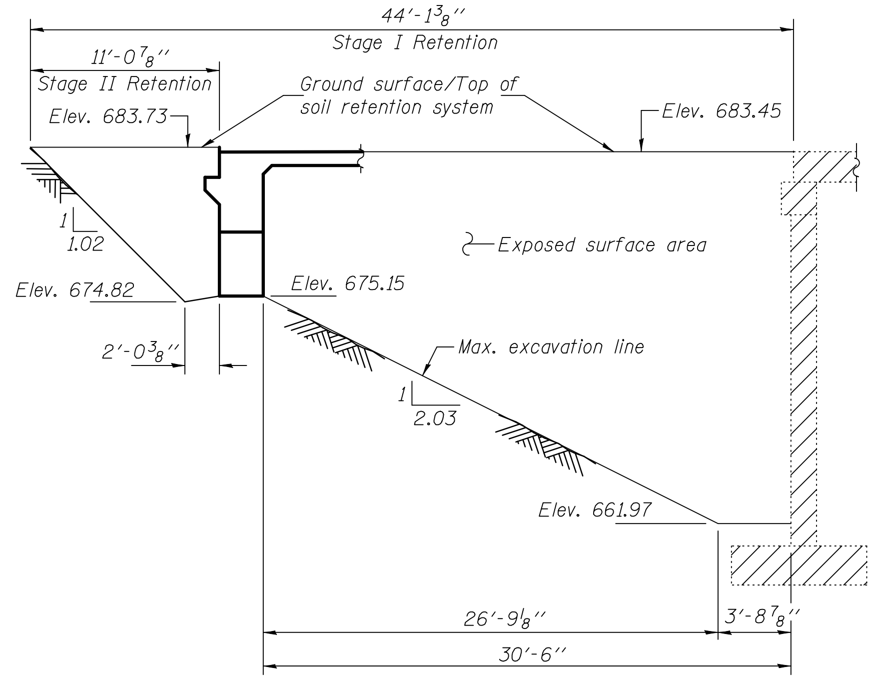


STAGE II REMOVAL

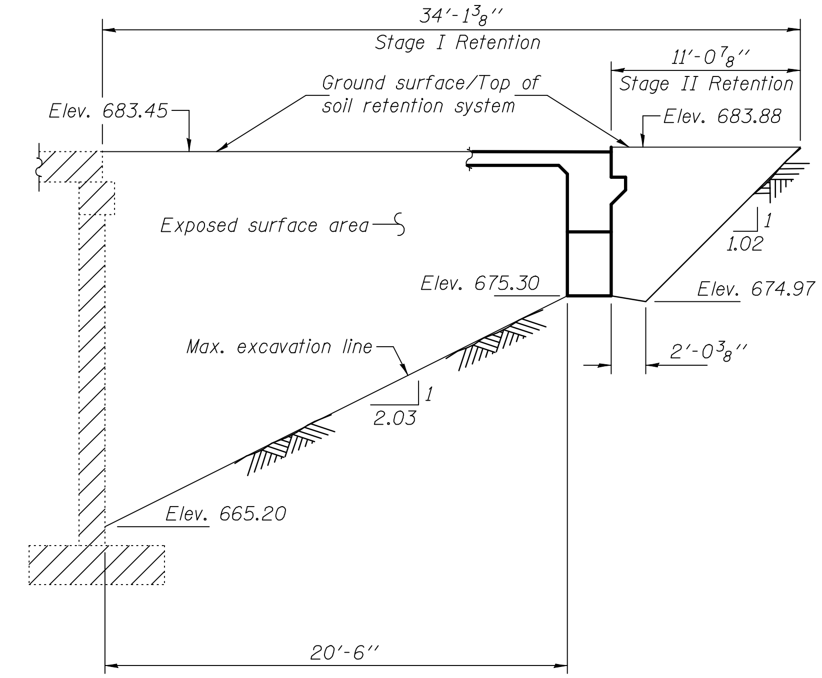


STAGE II CONSTRUCTION

Notes: Hatched areas indicate removal of existing concrete structure.
For quantity of temporary concrete barrier, see Roadway Plans.
All cross sections are looking East.

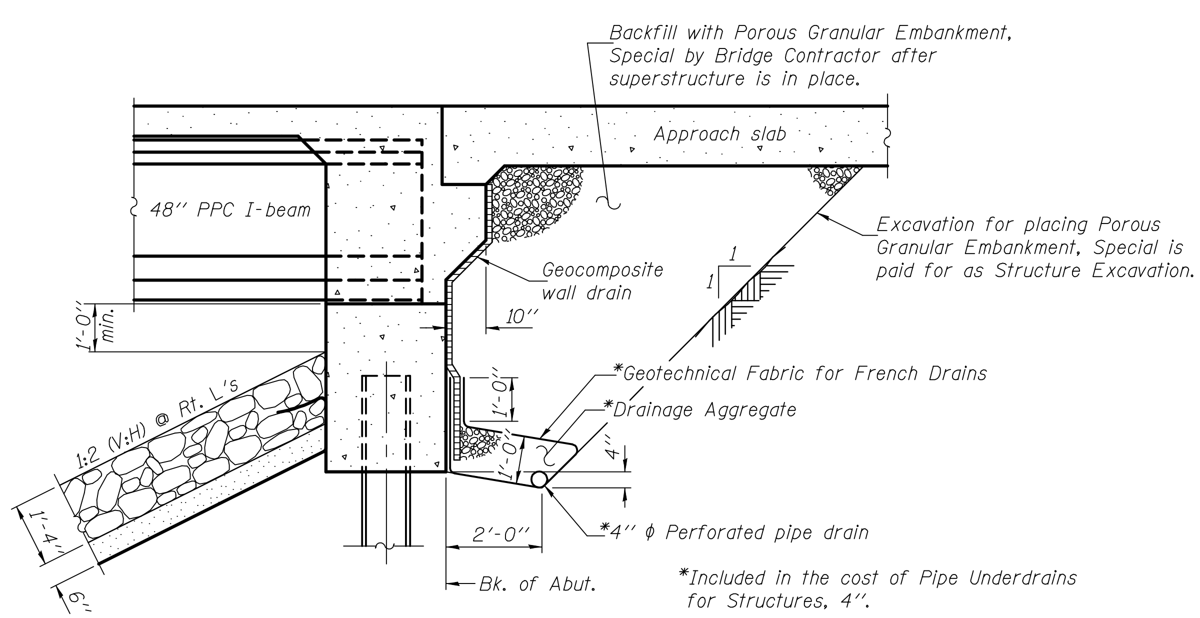


TEMPORARY SOIL RETENTION SYSTEM
AT WEST ABUTMENT



TEMPORARY SOIL RETENTION SYSTEM
AT EAST ABUTMENT

Note: 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.



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

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).

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		162	162
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		170	170
Floor Drains	Each	12		12
Concrete Structures	Cu. Yd.		54.2	54.2
Concrete Superstructure	Cu. Yd.	231.8		231.8
Bridge Deck Grooving	Sq. Yd.	500		500
Concrete Encasement	Cu. Yd.		4.2	4.2
Protective Coat	Sq. Yd.	590		590
Furnishing and Erecting Precast Prestressed Concrete I Beams, 48''	Foot	531		531
Reinforcement Bars, Epoxy Coated	Pound	52230	5460	57690
Bar Splicers	Each	550	18	568
Furnishing Steel Piles HP10x42	Foot		300	300
Driving Piles	Foot		300	300
Test Pile Steel HP10x42	Each		2	2
Temporary Soil Retention System	Sq. Ft.		908	908
Name Plates	Each	1		1
Geocomposite Wall Drain	Sq. Yd.		82	82
Pipe Underdrains for Structures, 4''	Foot		143	143

GENERAL DATA &
STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 001-0507

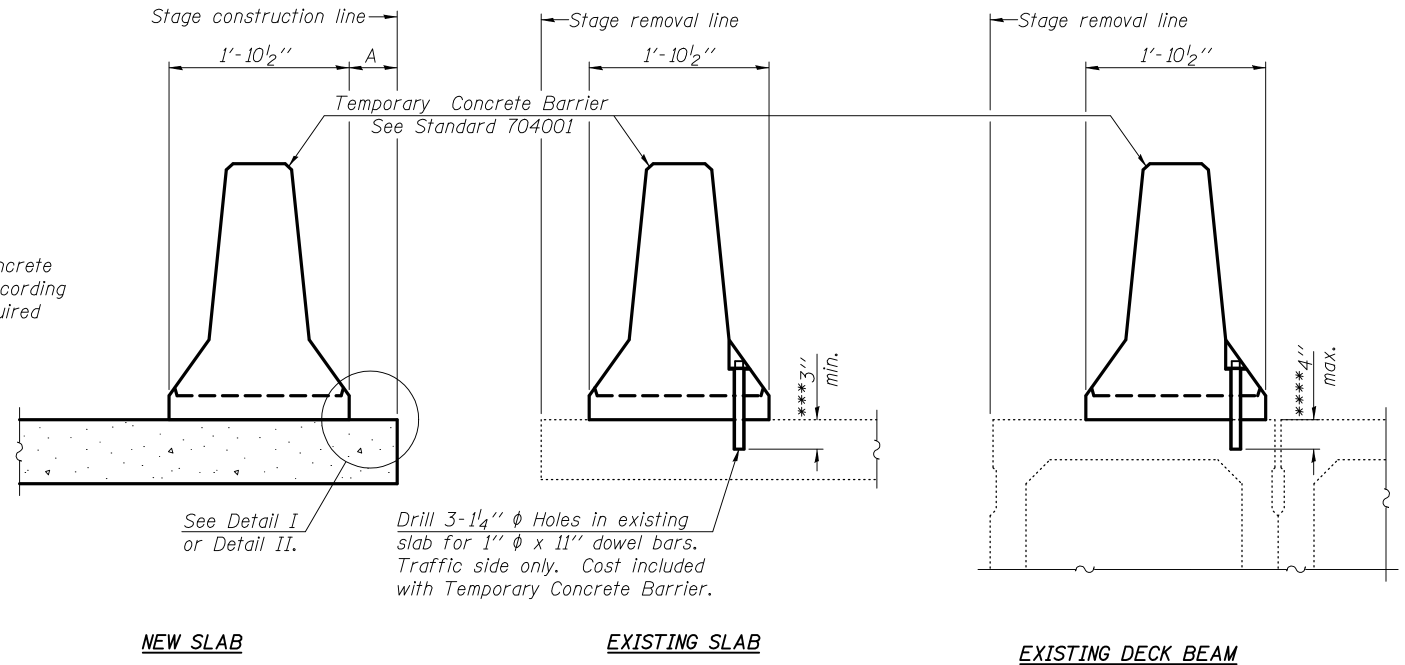
DESIGNED	Philip E. Coppernoll
CHECKED	Justin T. Belue
DRAWN	h.t. duong
CHECKED	PEC/JTB

December 6, 2010
EXAMINED Thomas J. Domagalski
ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

SHEET NO. 2	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21 SHEETS	745	107B-1	ADAMS	86	36
	CONTRACT NO. 72B98				
	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".



SECTIONS THRU SLAB OR DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1''x7''x10'' steel ℙ to the top layer of couplers with 2-⅝'' ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

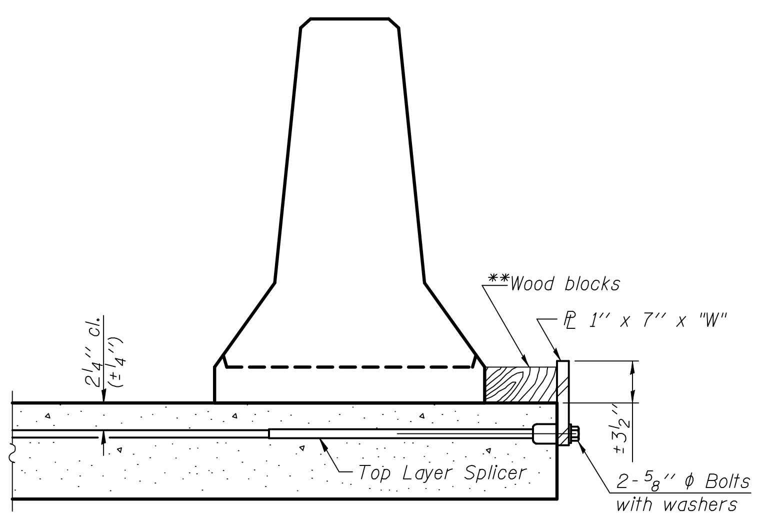
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1''x7''x 10'' steel ℙ to the concrete slab or concrete wearing surface with 2-⅝'' ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier.

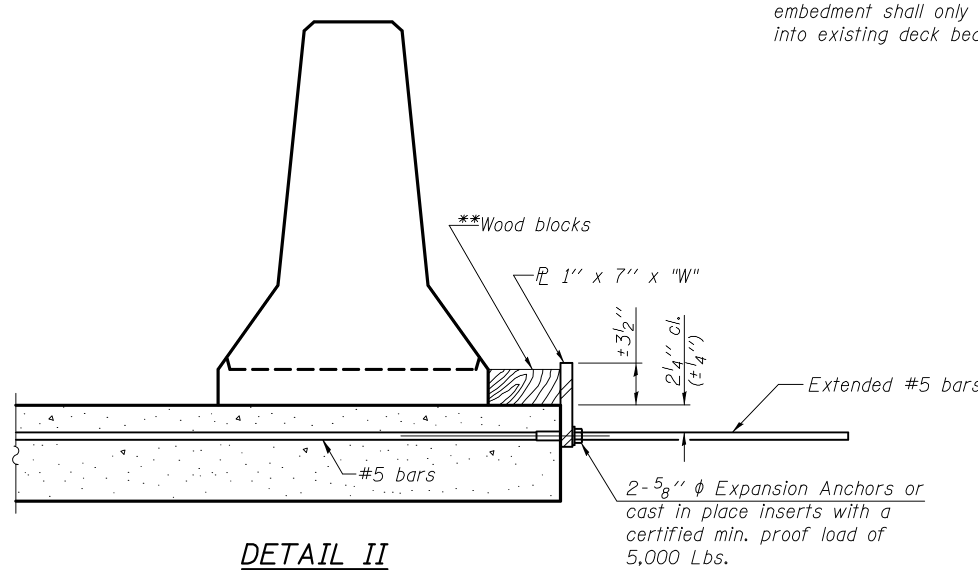
The 1'' x 7'' x 10'' plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

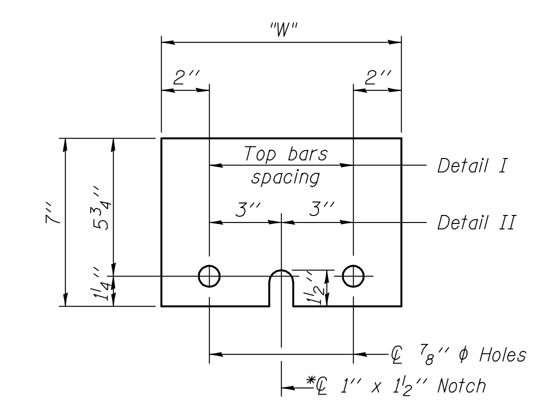
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER ℙ 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''

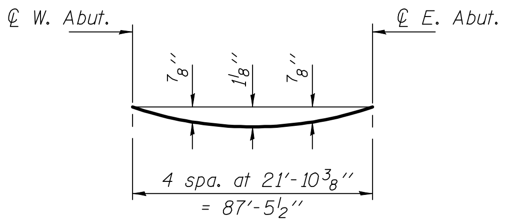
TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 001-0507

DESIGNED	Philip E. Coppernoll
CHECKED	Justin T. Belue
DRAWN	h.t. duong
CHECKED	PEC/JTB

December 6, 2010
EXAMINED Thomas J. Domagalski — ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson — ENGINEER OF BRIDGES AND STRUCTURES

R-27
11-1-09

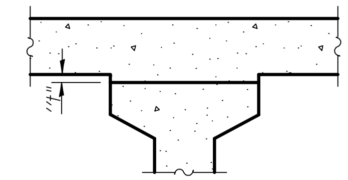
	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SHEET NO. 3	745	107B-1	ADAMS	86	37
21 SHEETS	CONTRACT NO. 72B98				
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



DEAD LOAD DEFLECTION DIAGRAM

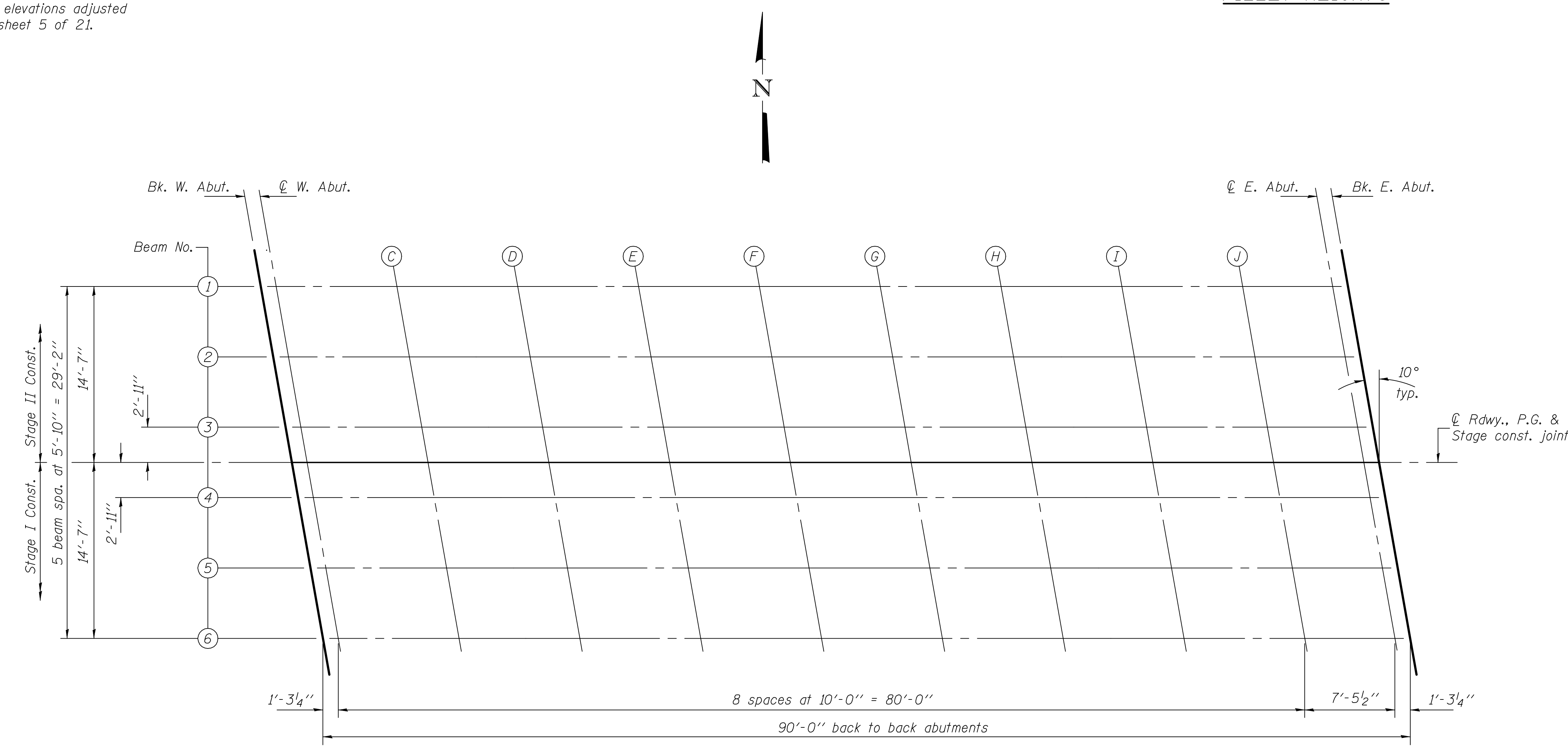
(Includes weight of concrete, excluding beams).

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 sheet 5 of 21.



To determine "t": After all precast prestressed beams have been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflections" shown on sheet 5 of 21, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS



PLAN

DESIGNED	Philip E. Coppernoll
CHECKED	Justin T. Belue
DRAWN	h.t. duong
CHECKED	PEC/JTB

December 6, 2010

EXAMINED Thomas J. Domagalski
ENGINEER OF BRIDGE DESIGN

PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 001-0507

SHEET NO. 4 / 21 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	745	107B-1	ADAMS	86	38
	CONTRACT NO. 72B98				
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	124635.43	-14.58	683.48	683.48
℄ W. Abut.	124636.70	-14.58	683.48	683.48
C	124646.70	-14.58	683.50	683.53
D	124656.70	-14.58	683.52	683.58
E	124666.70	-14.58	683.53	683.61
F	124676.70	-14.58	683.55	683.64
G	124686.70	-14.58	683.57	683.65
H	124696.70	-14.58	683.58	683.66
I	124706.70	-14.58	683.60	683.66
J	124716.70	-14.58	683.62	683.64
℄ E. Abut.	124724.16	-14.58	683.63	683.63
Bk. E. Abut.	124725.43	-14.58	683.63	683.63

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	124636.46	-8.75	683.59	683.59
℄ W. Abut.	124637.73	-8.75	683.59	683.59
C	124647.73	-8.75	683.60	683.64
D	124657.73	-8.75	683.62	683.69
E	124667.73	-8.75	683.64	683.72
F	124677.73	-8.75	683.66	683.75
G	124687.73	-8.75	683.67	683.76
H	124697.73	-8.75	683.69	683.77
I	124707.73	-8.75	683.71	683.76
J	124717.73	-8.75	683.72	683.75
℄ E. Abut.	124725.19	-8.75	683.74	683.74
Bk. E. Abut.	124726.46	-8.75	683.74	683.74

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	124637.49	-2.92	683.68	683.68
℄ W. Abut.	124638.75	-2.92	683.68	683.68
C	124648.75	-2.92	683.70	683.73
D	124658.75	-2.92	683.71	683.78
E	124668.75	-2.92	683.73	683.81
F	124678.75	-2.92	683.75	683.84
G	124688.75	-2.92	683.77	683.85
H	124698.75	-2.92	683.78	683.86
I	124708.75	-2.92	683.80	683.86
J	124718.75	-2.92	683.82	683.84
℄ E. Abut.	124726.22	-2.92	683.83	683.83
Bk. E. Abut.	124727.48	-2.92	683.83	683.83

℄ ROADWAY, P.G. & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	124638.00	0.00	683.72	683.73
℄ W. Abut.	124639.27	0.00	683.73	683.73
C	124649.27	0.00	683.74	683.78
D	124659.27	0.00	683.76	683.83
E	124669.27	0.00	683.78	683.86
F	124679.27	0.00	683.79	683.88
G	124689.27	0.00	683.81	683.90
H	124699.27	0.00	683.83	683.91
I	124709.27	0.00	683.85	683.90
J	124719.27	0.00	683.86	683.89
℄ E. Abut.	124726.73	0.00	683.88	683.88
Bk. E. Abut.	124728.00	0.00	683.88	683.88

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	124638.51	2.91	683.68	683.68
℄ W. Abut.	124639.78	2.91	683.68	683.68
C	124649.78	2.91	683.70	683.73
D	124659.78	2.91	683.72	683.78
E	124669.78	2.91	683.73	683.81
F	124679.78	2.91	683.75	683.84
G	124689.78	2.91	683.77	683.85
H	124699.78	2.91	683.78	683.86
I	124709.78	2.91	683.80	683.86
J	124719.78	2.91	683.82	683.84
℄ E. Abut.	124727.24	2.91	683.83	683.83
Bk. E. Abut.	124728.51	2.91	683.83	683.83

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	124639.54	8.75	683.59	683.59
℄ W. Abut.	124640.81	8.75	683.59	683.59
C	124650.81	8.75	683.61	683.64
D	124660.81	8.75	683.63	683.69
E	124670.81	8.75	683.64	683.72
F	124680.81	8.75	683.66	683.75
G	124690.81	8.75	683.68	683.77
H	124700.81	8.75	683.69	683.77
I	124710.81	8.75	683.71	683.77
J	124720.81	8.75	683.73	683.75
℄ E. Abut.	124728.27	8.75	683.74	683.74
Bk. E. Abut.	124729.54	8.75	683.74	683.74

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	124640.57	14.58	683.49	683.49
℄ W. Abut.	124641.84	14.58	683.49	683.49
C	124651.84	14.58	683.51	683.54
D	124661.84	14.58	683.52	683.59
E	124671.84	14.58	683.54	683.62
F	124681.84	14.58	683.56	683.65
G	124691.84	14.58	683.57	683.66
H	124701.84	14.58	683.59	683.67
I	124711.84	14.58	683.61	683.67
J	124721.84	14.58	683.63	683.65
℄ E. Abut.	124729.30	14.58	683.64	683.64
Bk. E. Abut.	124730.57	14.58	683.64	683.64

DESIGNED Philip E. Coppernoll
CHECKED Justin T. Belue
DRAWN h.t. duong
CHECKED PEC/JTB

December 6, 2010
EXAMINED Thomas J. Domagalski
ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 001-0507

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CURB LINE

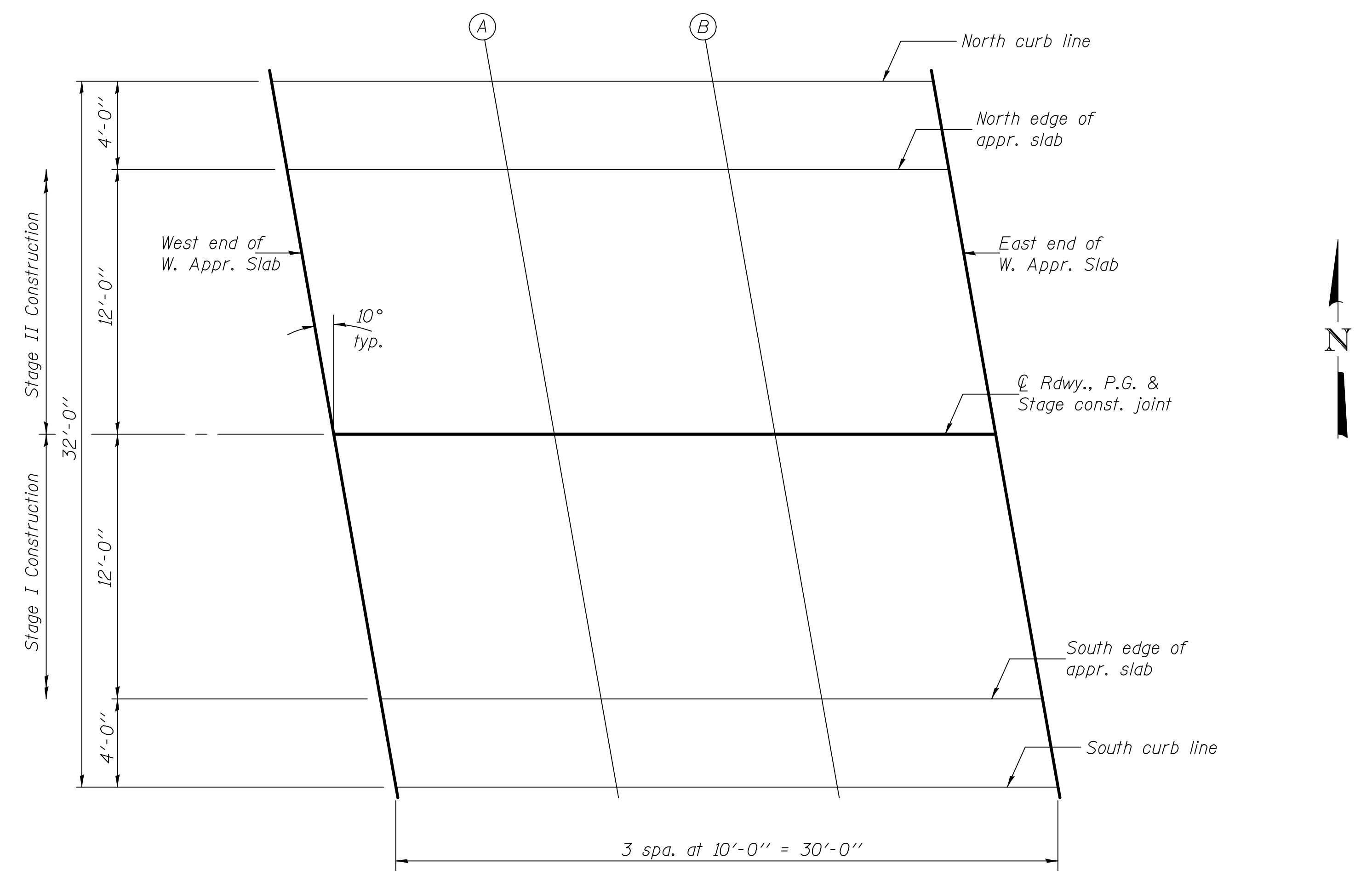
Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	124605.18	-16.00	683.40
A	124615.18	-16.00	683.42
B	124625.18	-16.00	683.43
East end of W. Appr. Slab	124635.18	-16.00	683.45

NORTH EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	124605.88	-12.00	683.48
A	124615.88	-12.00	683.50
B	124625.88	-12.00	683.52
East end of W. Appr. Slab	124635.88	-12.00	683.53

℄ ROADWAY, P.G. & STAGE CONST. JOINT

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	124608.00	0.00	683.67
A	124618.00	0.00	683.69
B	124628.00	0.00	683.71
East end of W. Appr. Slab	124638.00	0.00	683.73



PLAN

SOUTH EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	124610.12	12.00	683.49
A	124620.12	12.00	683.51
B	124630.12	12.00	683.52
East end of W. Appr. Slab	124640.12	12.00	683.54

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	124610.82	16.00	683.41
A	124620.82	16.00	683.42
B	124630.82	16.00	683.44
East end of W. Appr. Slab	124640.82	16.00	683.46

DESIGNED	Philip E. Coppernoll
CHECKED	Justin T. Belue
DRAWN	h.t. duong
CHECKED	PEC/JTB

December 6, 2010
EXAMINED Thomas J. Domagalski
ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 001-0507

SHEET NO. 6 / 21 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	745	107B-1	ADAMS	86	40
	CONTRACT NO. 72B98				
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH CURB LINE

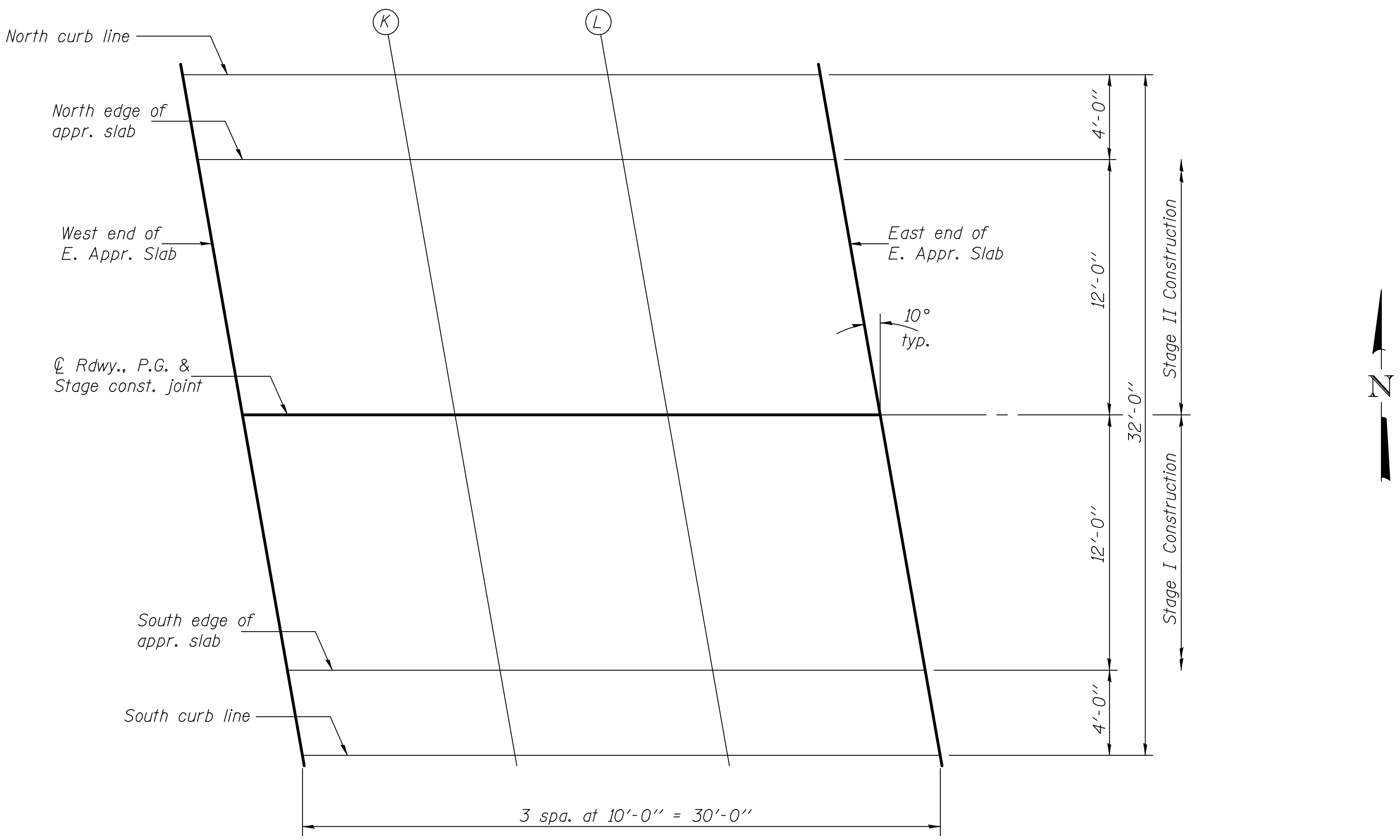
Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	124725.18	-16.00	683.60
K	124735.18	-16.00	683.62
L	124745.18	-16.00	683.64
East end of E. Appr. Slab	124755.18	-16.00	683.65

NORTH EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	124725.88	-12.00	683.69
K	124735.88	-12.00	683.70
L	124745.88	-12.00	683.72
East end of E. Appr. Slab	124755.88	-12.00	683.74

℄ ROADWAY, P.G. & STAGE CONST. JOINT

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	124728.00	0.00	683.88
K	124738.00	0.00	683.89
L	124748.00	0.00	683.91
East end of E. Appr. Slab	124758.00	0.00	683.93



PLAN

SOUTH EDGE OF APPROACH SLAB

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	124730.12	12.00	683.69
K	124740.12	12.00	683.71
L	124750.12	12.00	683.73
East end of E. Appr. Slab	124760.12	12.00	683.74

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	124730.82	16.00	683.61
K	124740.82	16.00	683.63
L	124750.82	16.00	683.65
East end of E. Appr. Slab	124760.82	16.00	683.66

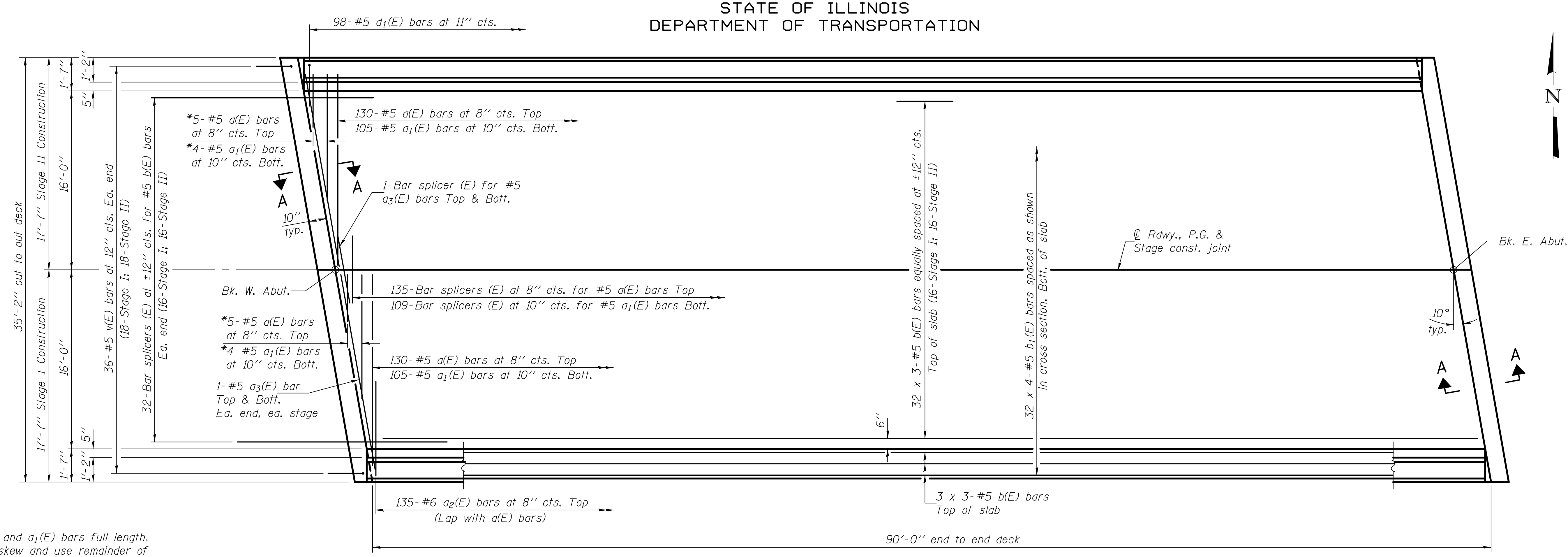
DESIGNED	Philip E. Coppernoll
CHECKED	Justin T. Belue
DRAWN	h.t. duong
CHECKED	PEC/JTB

December 6, 2010
EXAMINED Thomas J. Domagalski
ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 001-0507

SHEET NO. 7	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21 SHEETS	745	107B-1	ADAMS	86	41
	CONTRACT NO. 72B98				
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

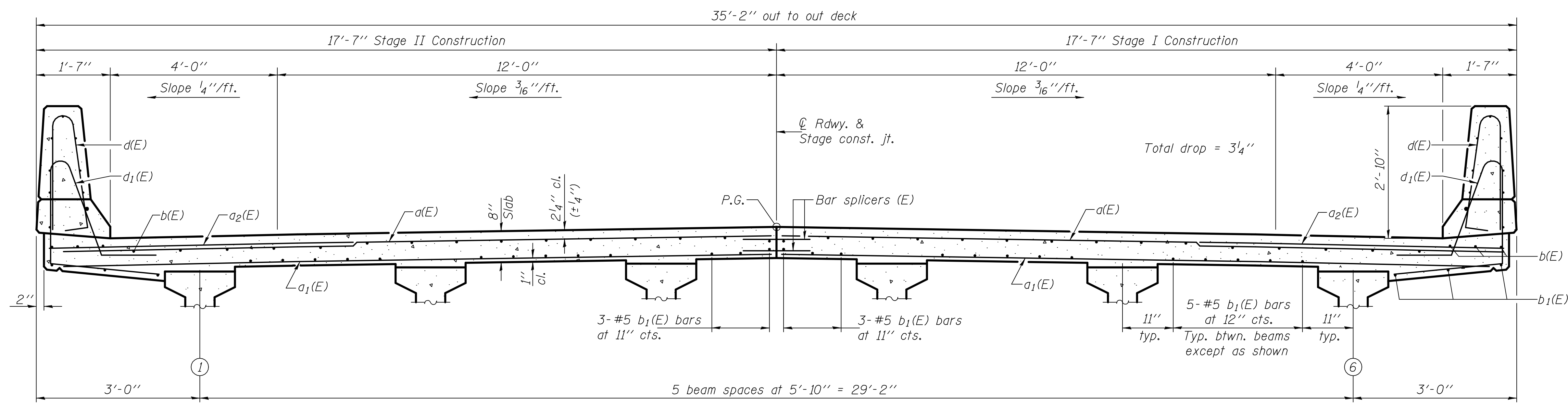


PLAN

*Order a(E) and a_1(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

MIN. BAR LAP
#5 bar = 2'-7''

Notes: See sheet 9 of 21 for superstructure details and Bill of Material.
Bars indicated thus 32 x 3-#5 etc. indicates 32 lines of bars with 3 lengths per line.
See sheet 9 of 21 for parapet reinforcement.
See sheet 10 of 21 for Section A-A and diaphragm details.



CROSS SECTION
(Looking east)

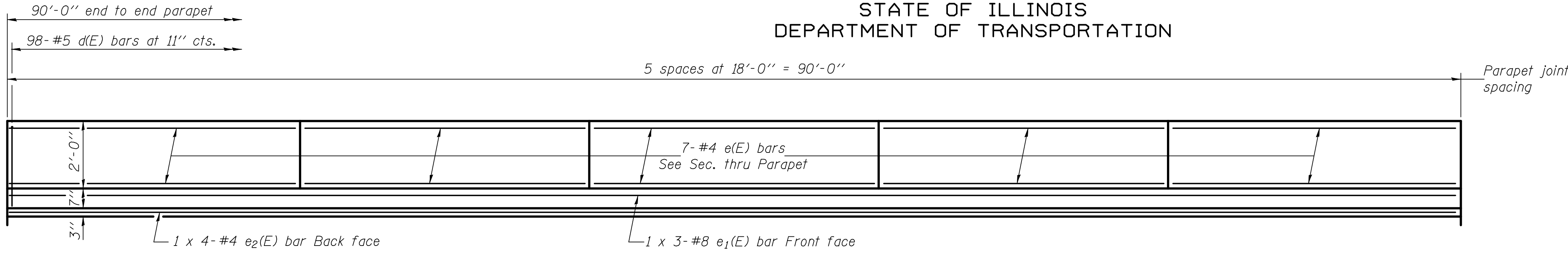
DESIGNED	Philip E. Coppernoll
CHECKED	Justin T. Belue
DRAWN	h.t. duong
CHECKED	PEC/JTB

December 6, 2010
EXAMINED Thomas J. Domagalski — ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson — ENGINEER OF BRIDGES AND STRUCTURES

SUPERSTRUCTURE
STRUCTURE NO. 001-0507

SHEET NO. 8	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21 SHEETS	745	107B-1	ADAMS	86	42
	CONTRACT NO. 72B98				
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

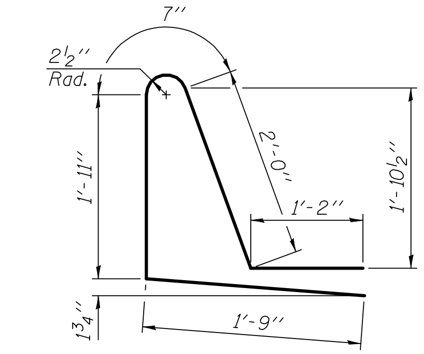
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



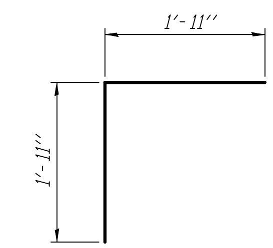
INSIDE ELEVATION OF PARAPET

MIN. BAR LAP

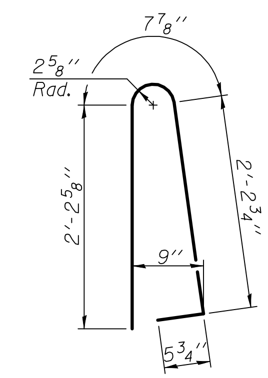
#4 bar = 2'-0''
#8 bar = 5'-2''



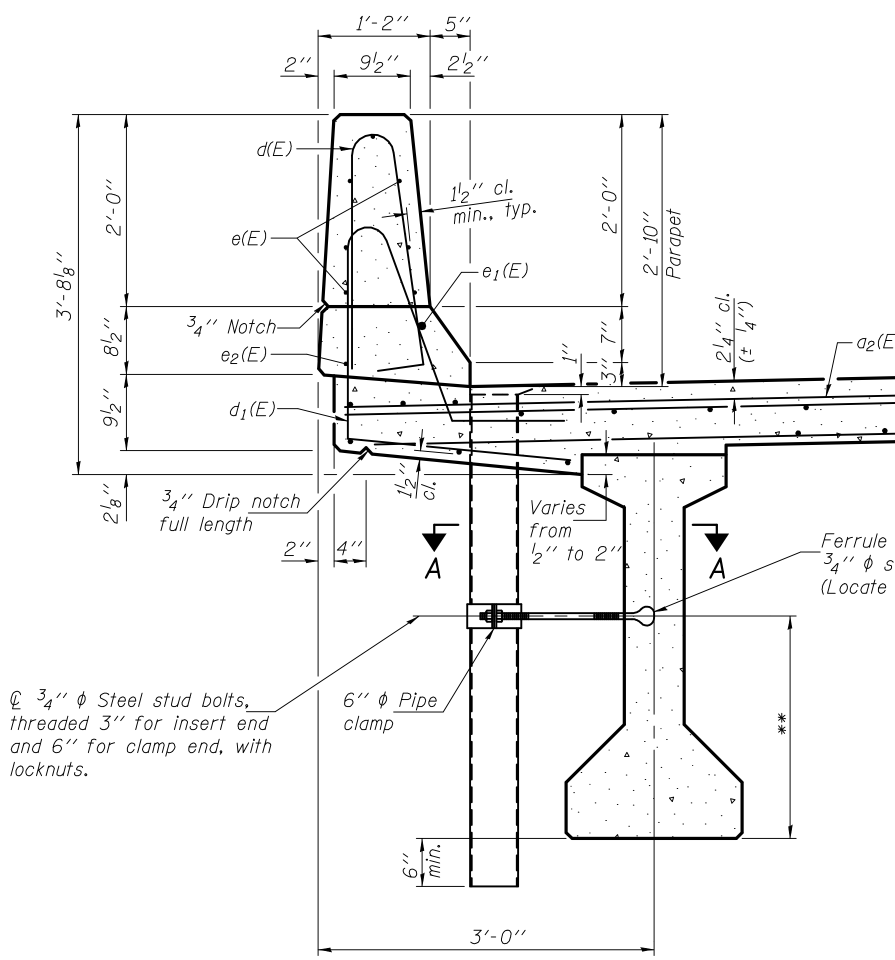
BAR d_1(E)



BAR v(E)

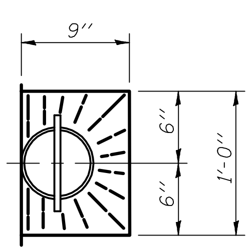


BAR d(E)

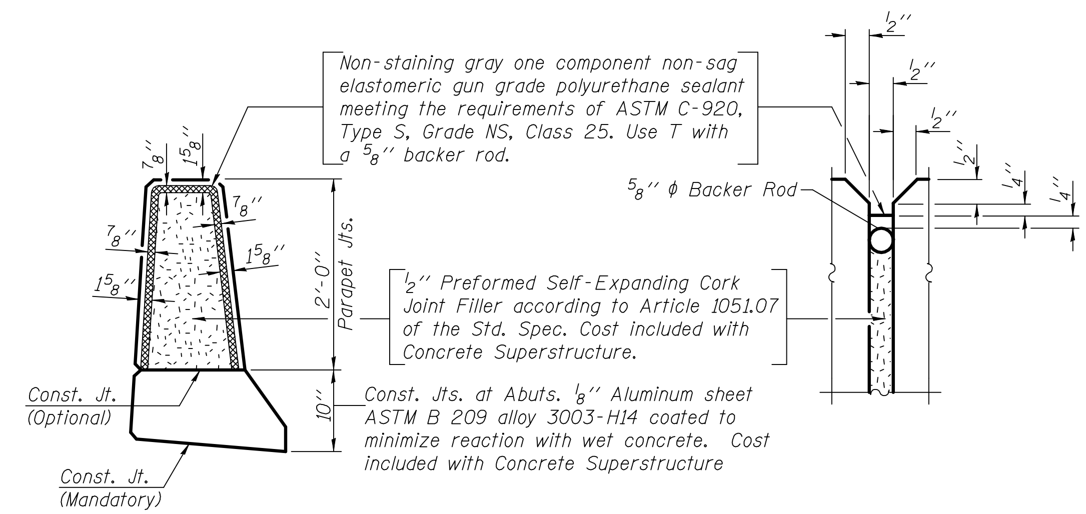


SECTION THRU PARAPET

**For insert locations, see sheet 14 of 21.



TOP PLAN



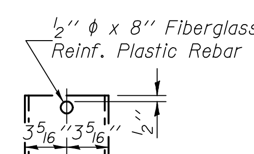
PARAPET JOINT DETAILS

Notes:
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
The exterior surfaces of the floor drains shall be coated or pigmented by the manufacturer with a color that matches the concrete.
The clamping device and inserts shall be galvanized according to AASHTO M 232. Cost of clamping device and galvanizing included with Floor Drains.

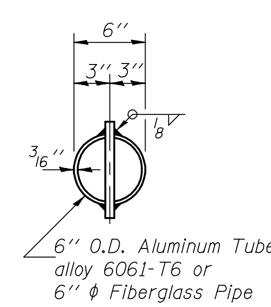
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	270	#5	17'-1''	——
a_1(E)	218	#5	16'-7''	——
a_2(E)	270	#6	6'-6''	——
a_3(E)	8	#5	17'-4''	——
b(E)	114	#5	31'-8''	——
b_1(E)	128	#5	24'-5''	——
d(E)	196	#5	5'-7''	
d_1(E)	196	#5	7'-5''	
e(E)	70	#4	17'-8''	——
e_1(E)	6	#8	33'-5''	——
e_2(E)	8	#4	24'-0''	——
m(E)	20	#6	17'-6''	——
m_1(E)	24	#6	8'-1''	——
m_2(E)	4	#6	1'-9''	——
m_3(E)	8	#6	3'-8''	——
m_4(E)	4	#6	1'-8''	——
s(E)	64	#5	6'-10''	
s_1(E)	64	#4	11'-9''	
v(E)	72	#5	3'-10''	
Reinforcement Bars, Epoxy Coated			Lbs.	24660
Concrete Superstructure			Cu. Yds.	135.1

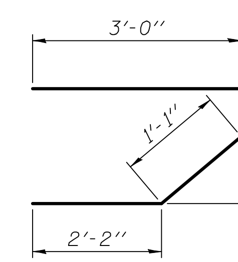
Bars indicated thus 1 x 4-#5 etc. indicates 1 line of bars with 4 lengths per line.



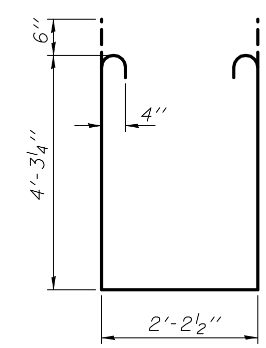
FIBERGLASS PIPE



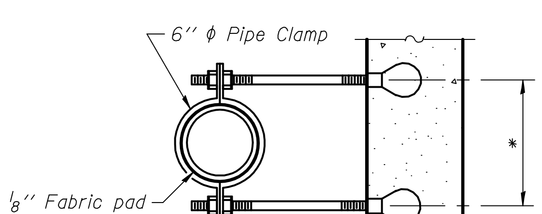
TOP PLAN



BAR s(E)

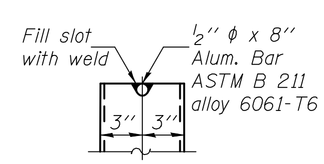


BAR s_1(E)



SECTION A-A

*Dimension as required by Pipe Clamp



ALUMINUM TUBE

DESIGNED	Philip E. Coppernoll
CHECKED	Justin T. Belue
DRAWN	h.t. duong
CHECKED	PEC/JTB

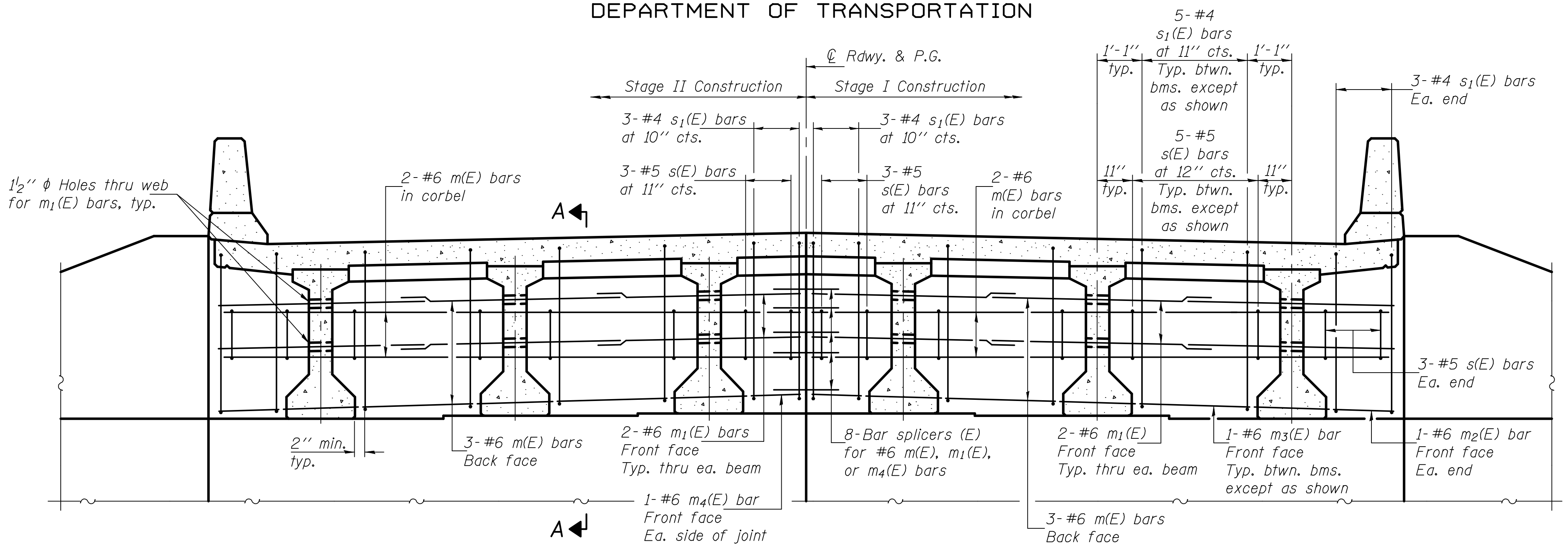
December 6, 2010

EXAMINED Thomas J. Domagalski
ENGINEER OF BRIDGE DESIGN

PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 001-0507

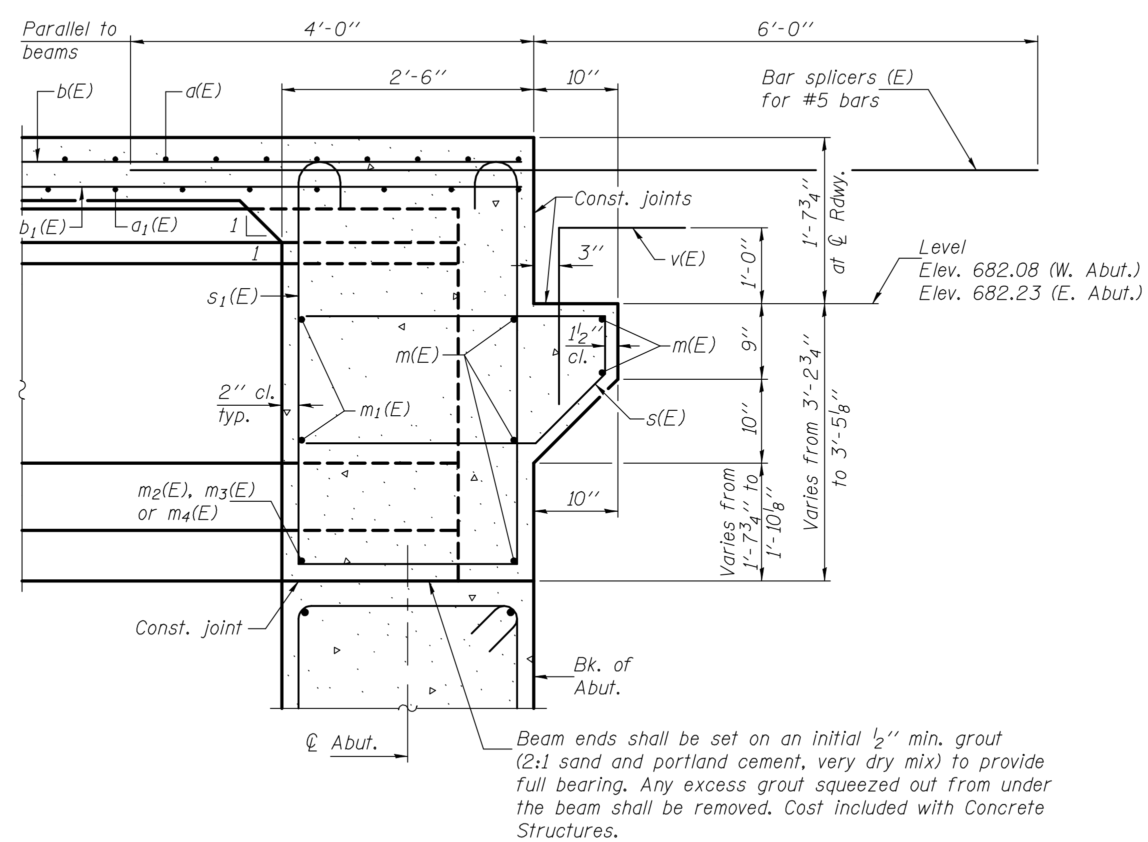
	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SHEET NO. 9	745	107B-1	ADAMS	86	43
21 SHEETS			CONTRACT NO. 72B98		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



DIAPHRAGM ELEVATION AT ABUTMENT

(Looking East)

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 9 of 21.
Concrete in diaphragm is included with Concrete Superstructure on sheet 9 of 21.
For details of bars s(E) and s_1(E) see sheet 9 of 21.
The s(E) and s_1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.



SECTION A-A

Dimensions at right angles to abutment, except as shown.

MIN. BAR LAP

#6 bar = 3'-4''

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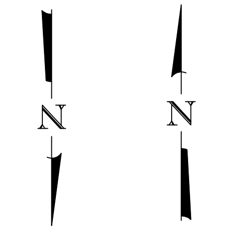
DIAPHRAGM DETAILS
STRUCTURE NO. 001-0507

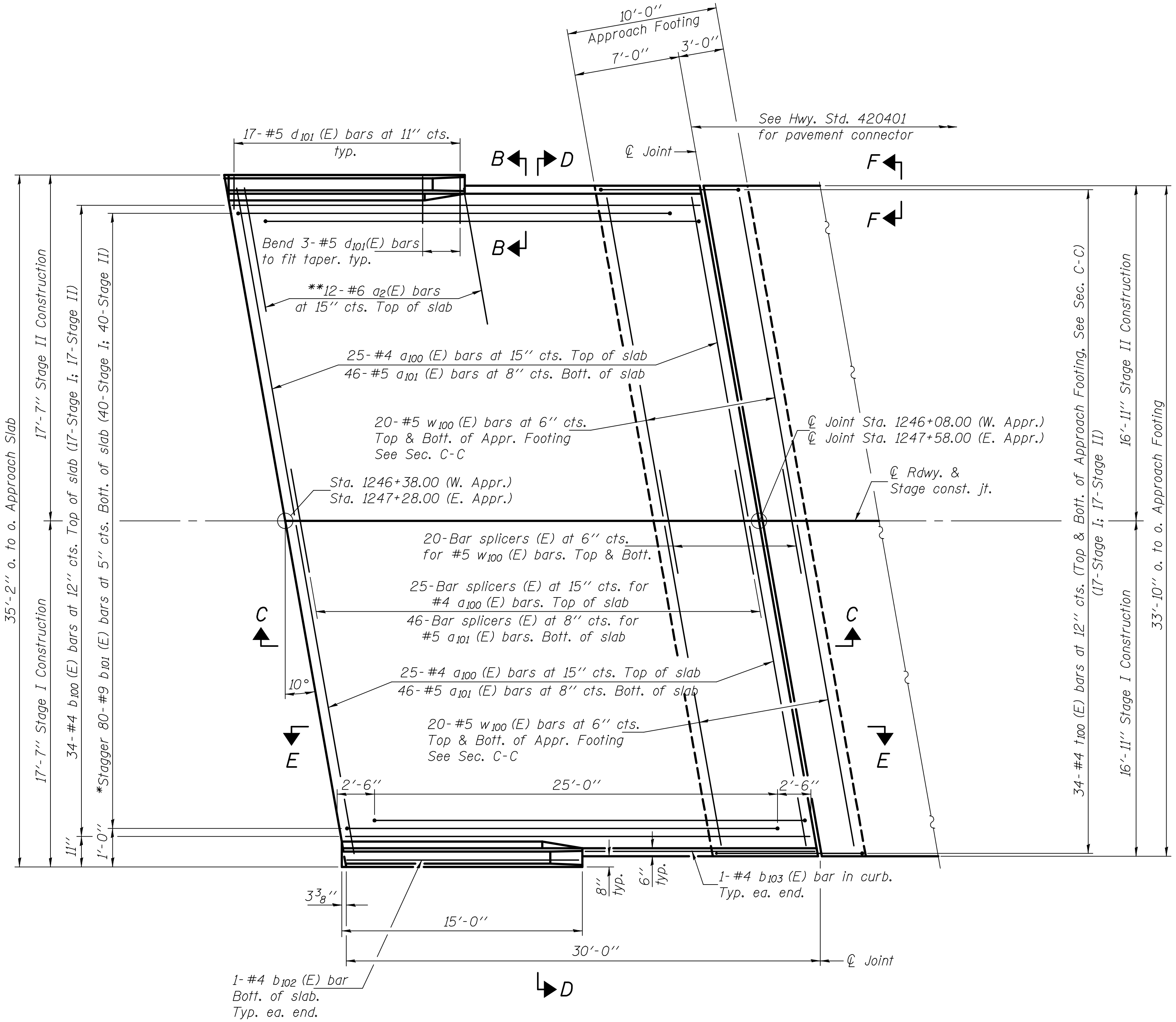
SHEET NO. 10	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21 SHEETS	745	107B-1	ADAMS	86	44
	CONTRACT NO. 72B98				
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
See sheet 12 of 21 for Sections C-C & D-D and View E-E.
a_2(E), a_{100} (E), a_{101} (E), and w_{100} (E) bar spacings measured along the ℄ Rdwy.

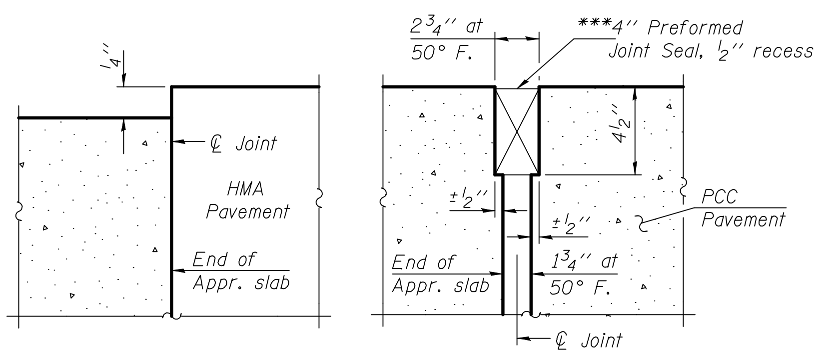


*** Cost included with Concrete Superstructure.

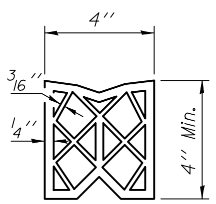


PLAN

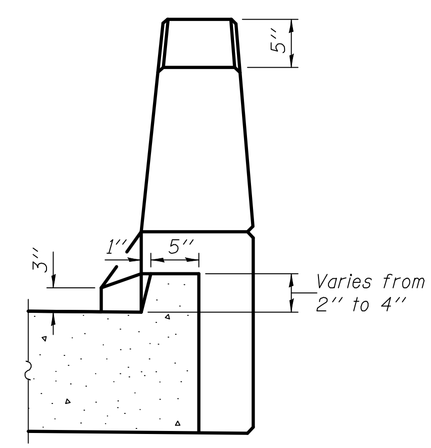
*Tilt #9 b_{101} (E) bars as required to maintain clearance.
**Alternate with a_{100} (E) bars, typ. each parapet.



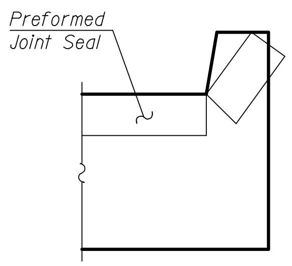
DETAIL A



PREFORMED JOINT SEAL



VIEW B-B



VIEW F-F

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.

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DRAWN	h.t. duong
CHECKED	PEC/JTB

December 6, 2010
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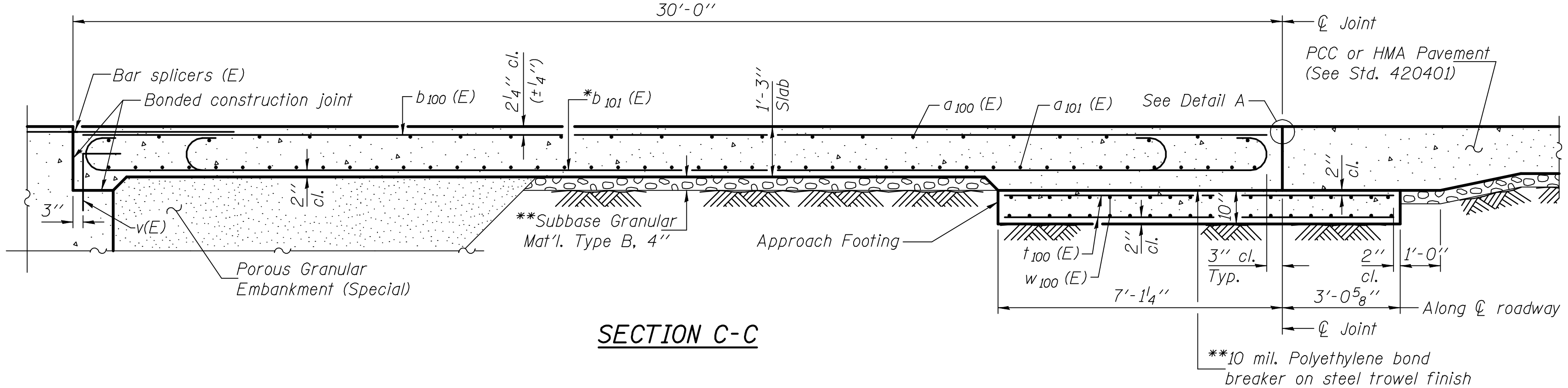
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 001-0507

SHEET NO. 11	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	745	107B-1	ADAMS	86	45
21 SHEETS			CONTRACT NO. 72B98		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

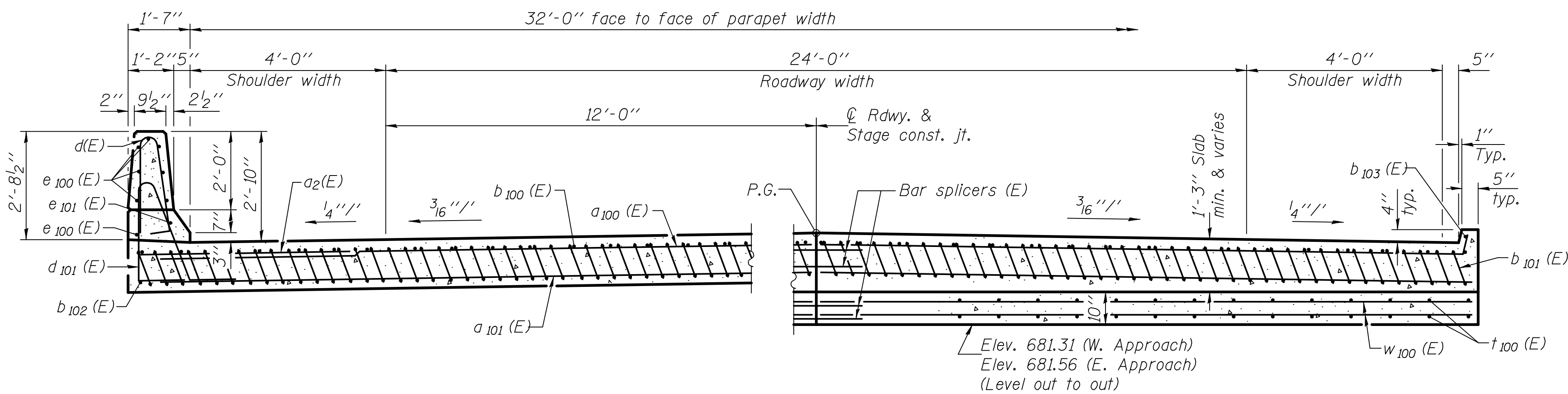
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
See sheet 11 of 21 for Detail A and View B-B.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet 9 of 21.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 18 of 21.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 21.



SECTION C-C

*Tilt #9 b 101 (E) bars as required to maintain clearance.
**Cost included with Concrete Superstructure.

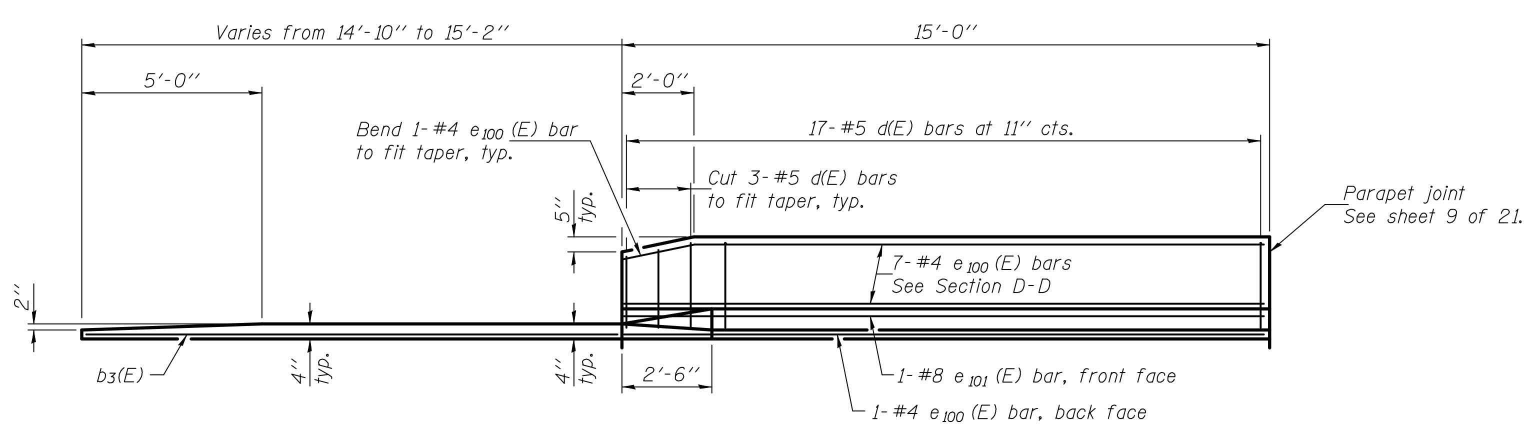


NEAR ABUTMENT

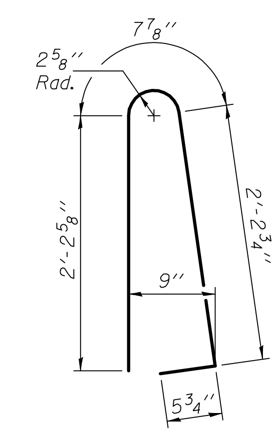
AT APPROACH FOOTING

SECTION D-D

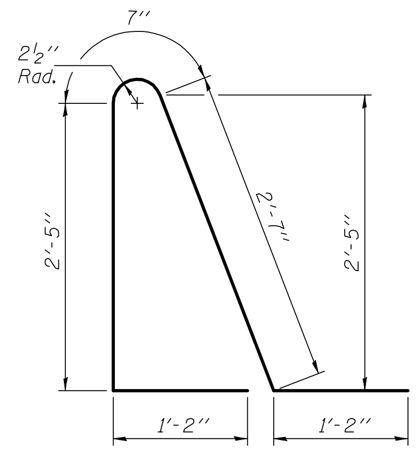
(See Plan for dimensions not shown)



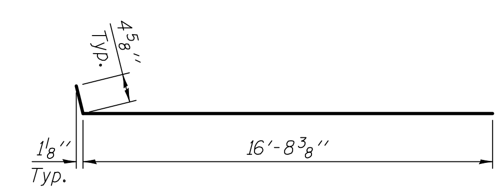
VIEW E-E



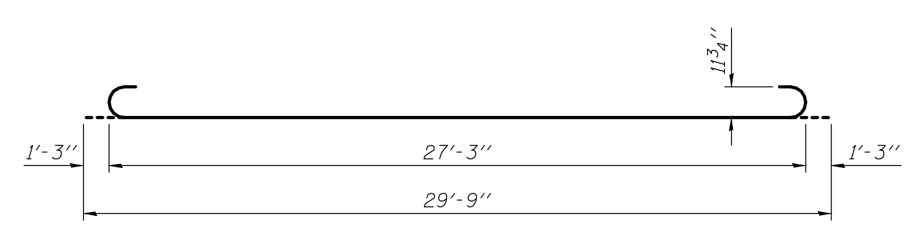
BAR d(E)



BAR d 101 (E)



BAR a 100 (E)



BAR b 101 (E)

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a_{100} (E)	100	#4	17'-1"	
a_{101} (E)	184	#5	16'-10"	
a_2(E)	48	#6	6'-6"	
b_{100} (E)	68	#4	29'-8"	
b_{101} (E)	160	#9	29'-9"	
b_{102} (E)	4	#4	14'-8"	
b_{103} (E)	4	#4	14'-11"	
d(E)	68	#5	5'-7"	
d_{101} (E)	68	#5	7'-11"	
e_{100} (E)	32	#4	14'-8"	
e_{101} (E)	4	#8	14'-8"	
t_{100} (E)	136	#4	9'-9"	
w_{100} (E)	160	#5	16'-10"	
Concrete Superstructure			Cu. Yd.	96.7
Concrete Structures			Cu. Yd.	21.2
Reinforcement Bars, Epoxy Coated			Pound	27570

Reinforcement bars and bar splicers for approach slab and footing are included in Superstructure Quantities.

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 001-0507

DESIGNED	Philip E. Coppernoll
CHECKED	Justin T. Belue
DRAWN	h.t. duong
CHECKED	PEC/JTB

December 6, 2010
EXAMINED Thomas J. Domagalski
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PASSED Ralph E. Anderson
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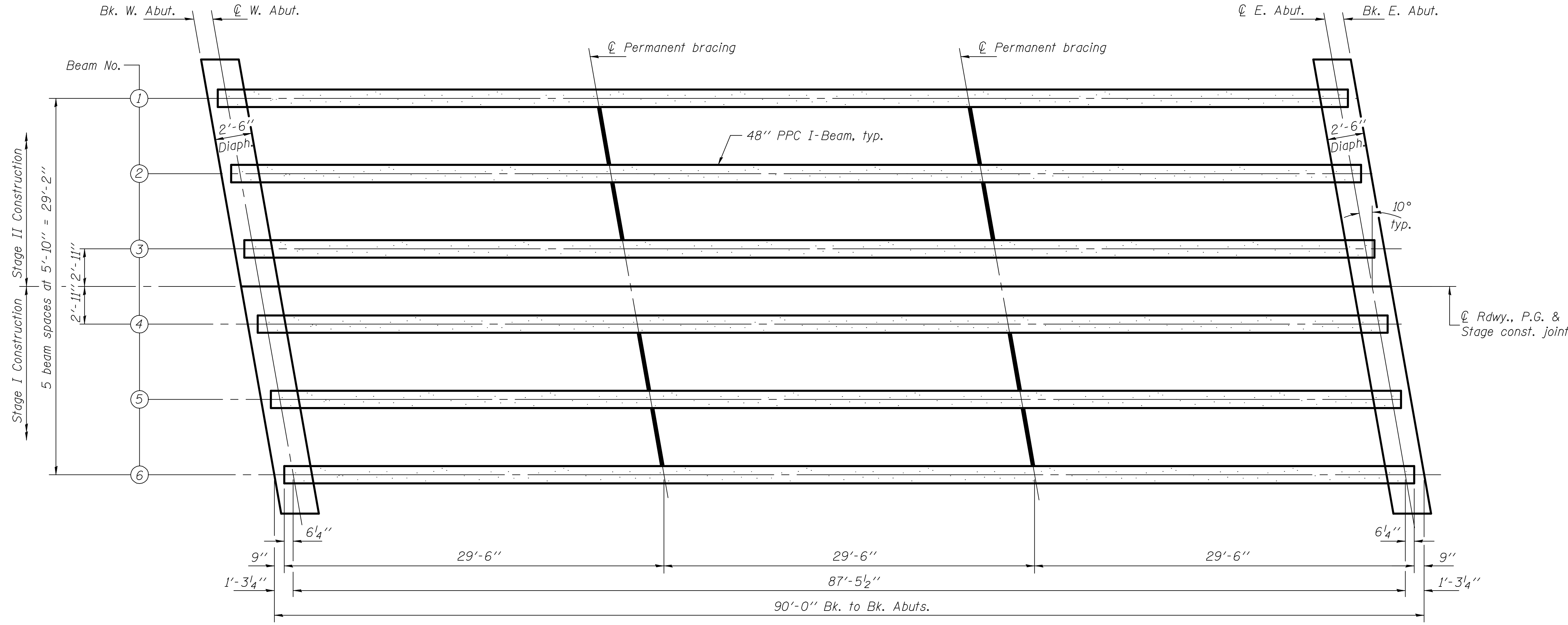
SHEET NO. 12	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21 SHEETS	745	107B-1	ADAMS	86	46
			CONTRACT NO. 72B98		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



FRAMING PLAN

INTERIOR BEAM MOMENT TABLE		
		0.5 Span
I	(in⁴)	144117.1
I'	(in⁴)	369987
S_b	(in³)	6834.1
S_b'	(in³)	10950
S_t	(in³)	5355.1
S_t'	(in³)	26037
DC1	(k/')	1.197
M_{DC1}	('k)	1145
DC2	(k/')	0.150
M_{DC2}	('k)	143
DW	(k/')	0.292
M_{DW}	('k)	279
M_{LL+IM}	('k)	1290

INTERIOR BEAM REACTION TABLE		
		Abut.
R_{DC1}	(k)	52.3
R_{DC2}	(k)	6.6
R_{DW}	(k)	12.8
R_{LL+IM}	(k)	77.3
R_{Total}	(k)	149.0

I: Non-composite moment of inertia of beam section (in.⁴).
I': Composite moment of inertia of beam section (in.⁴).
S_b: Non-composite section modulus for the bottom fiber of the prestressed beam (in.³).
S_b': Composite section modulus for the bottom fiber of the prestressed beam (in.³).
S_t: Non-composite section modulus for the top fiber of the prestressed beam (in.³).
S_t': Composite section modulus for the top fiber of the prestressed beam (in.³).
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_{LL+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

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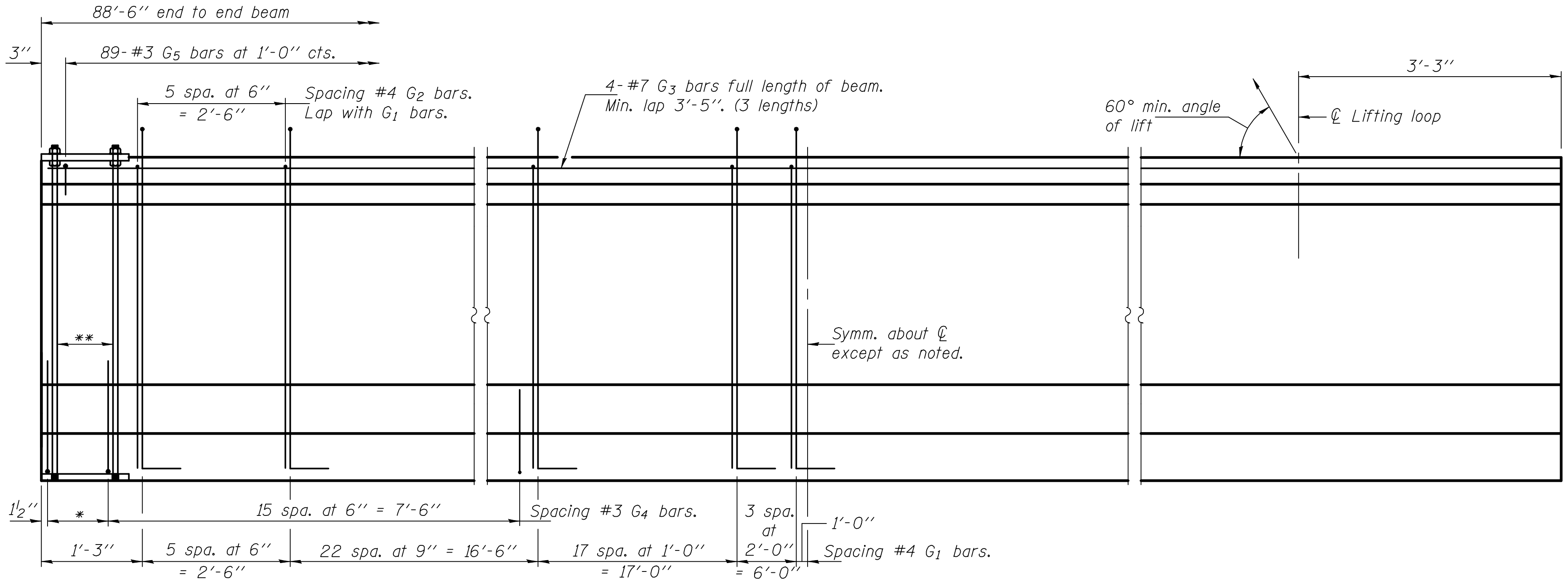
FRAMING PLAN
STRUCTURE NO. 001-0507

SHEET NO. 13	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	745	107B-1	ADAMS	86	47
21 SHEETS			CONTRACT NO. 72B98		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

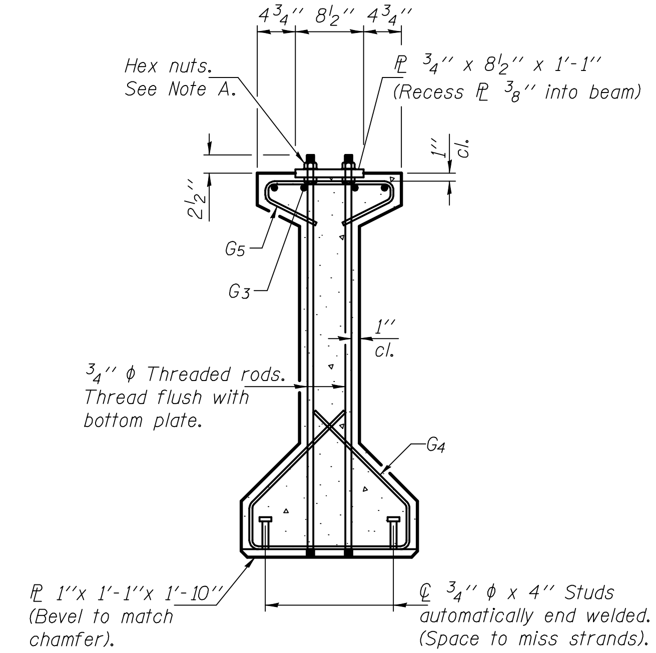
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



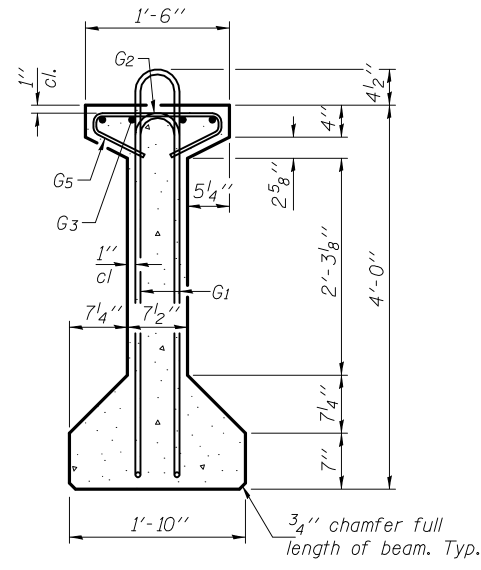
* 3 spaces at 3" = 9".
** 4-$\frac{3}{4}$" ϕ threaded dowel rods at 3" cts. Ea. face.

ELEVATION OF BEAM
(Showing reinforcement & dimensions)

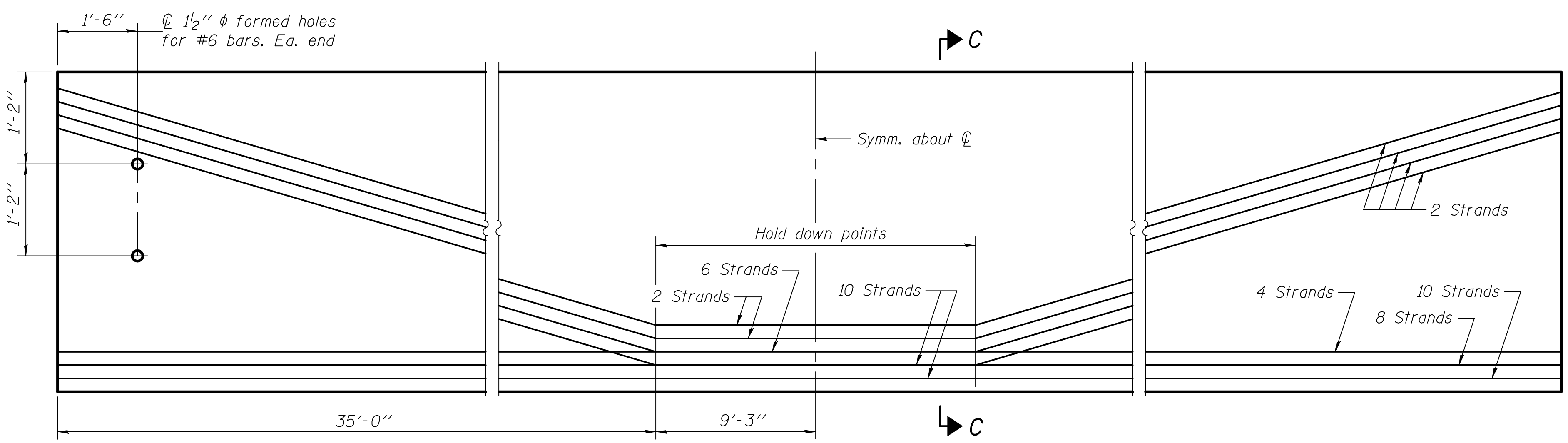
Note A:
Hex nuts (top and bott.) with lock washers (top). Only tighten sufficiently to compress lock washers.



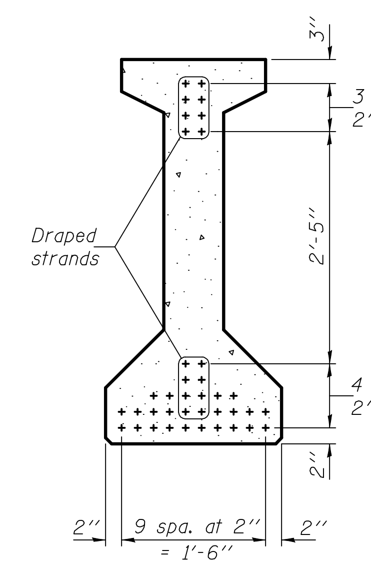
SECTION A-A



SECTION B-B



ELEVATION OF BEAM
(Showing prestressing steel)



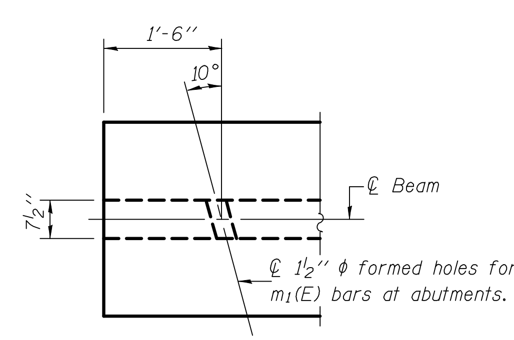
SECTION C-C

***BAR LIST
ONE BEAM ONLY

Bar	No.	Size	Length	Shape
G_1	96	#4	9'-6"	
G_2	12	#4	7'-11"	
G_3	12	#7	31'-8"	
G_4	38	#3	5'-3"	
G_5	89	#3	2'-9"	

***For information only

Notes:
See sheet 15 of 21 for additional details and Bill of Material.
Required release strength, f'ci, shall be 6000 psi.



END OF BEAM-PLAN

DESIGNED	Philip E. Coppernoll
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DRAWN	h.t. duong
CHECKED	PEC/JTB

December 6, 2010
EXAMINED Thomas J. Domagalski
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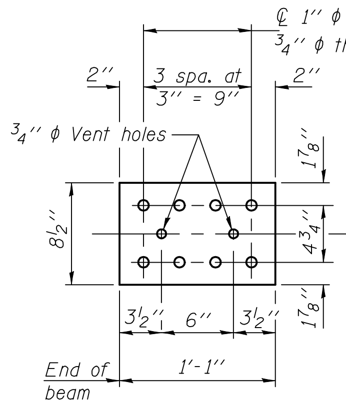
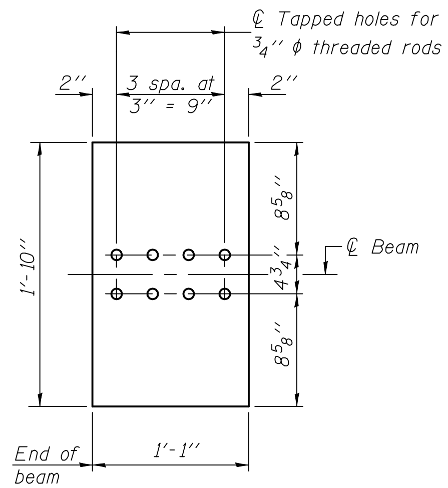
48" PPC I-BEAM
STRUCTURE NO. 001-0507

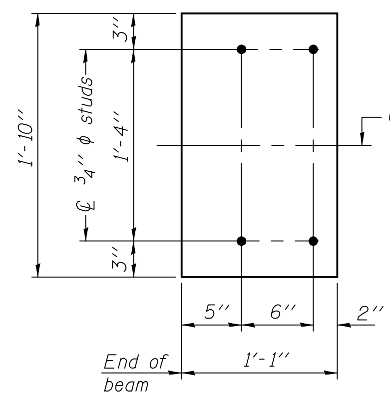
SHEET NO. 14 / 21 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	745	107B-1	ADAMS	86	48
	CONTRACT NO. 72B98				
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



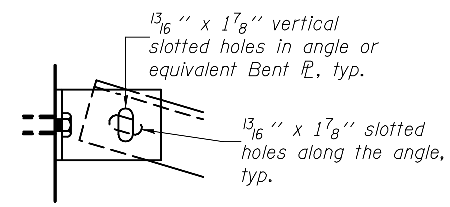
TOP PLATE



BOTTOM PLATE
(Showing threaded rods)



BOTTOM PLATE
(Showing studs)



DETAIL A

NOTES

Inserts for 3/4″ ϕ threaded dowel rods, when specified, are to be two strut, ferrule type for interior beams and single ferrule, flared loop type for exterior beams.

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2″ and the nominal cross-sectional area shall be 0.153 sq. in.

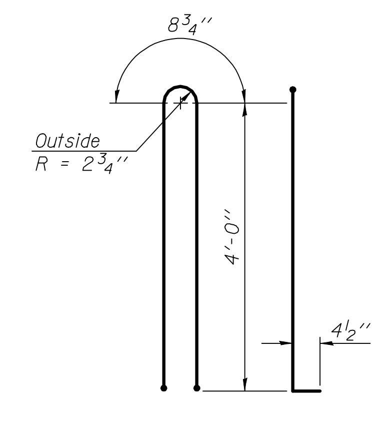
Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions).

A minimum 2 1/2″ ϕ lifting pin shall be used to engage the lifting loops during handling.

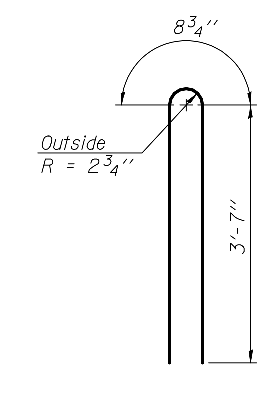
The top and bottom plates shall be AASHTO M270 Grade 50.

The bottom plates and studs shall be galvanized according to AASHTO M111. Top plates and threaded rods need not be galvanized.

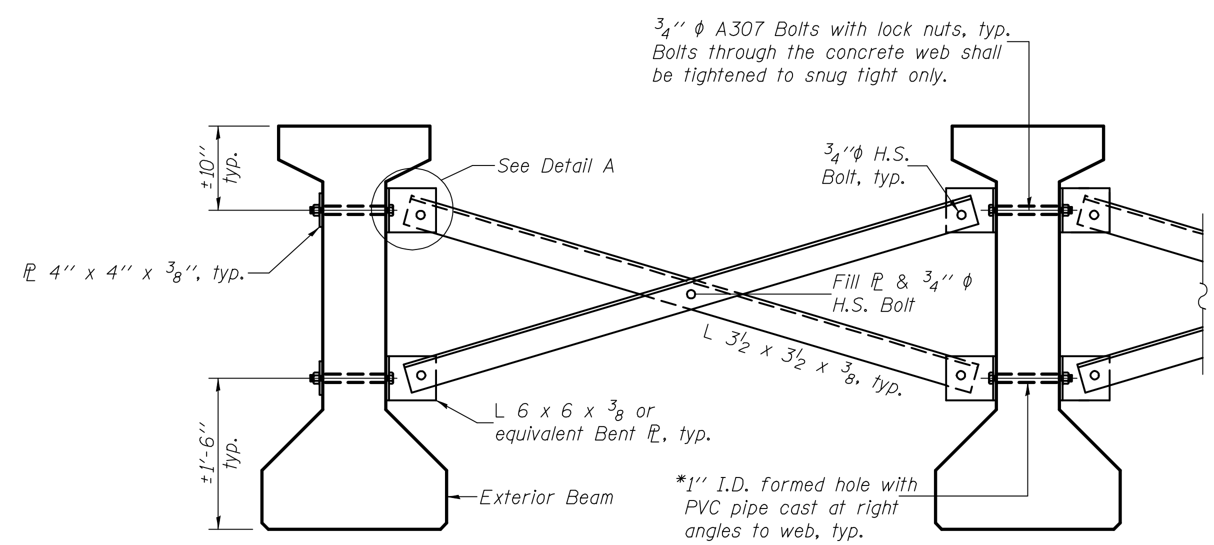
Threaded rods shall be ASTM F 1554 Grade 55.



BAR G1

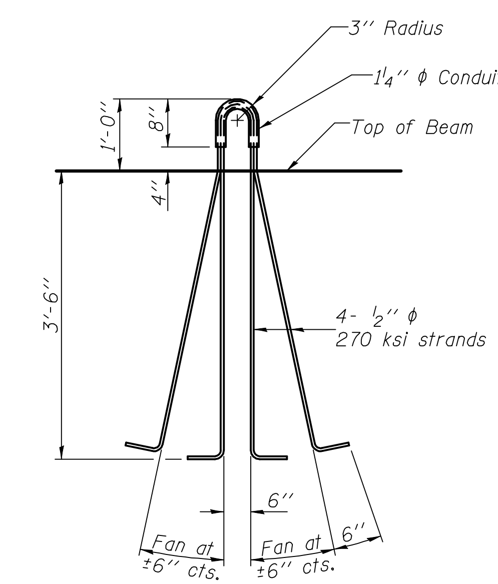


BAR G2

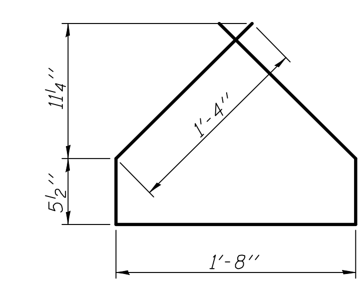


PERMANENT BRACING DETAILS
(8 Required)

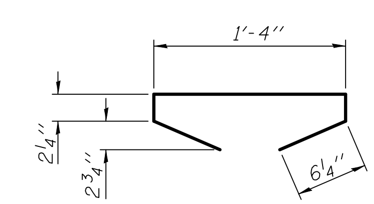
*Fabricator shall locate to miss strands within permissible tolerances.



LIFTING LOOP DETAIL



BAR G4



BAR G5

Notes: All material for bracing shall be hot dip galvanized according to AASHTO M111 unless otherwise noted.

Two hardened washers are required for each set of oversized holes.

All holes shall be 15/16″ϕ unless otherwise noted.

5/16″ x 3″ x 3″ plate washers are required over all slotted holes.

All bolts shall be galvanized according to AASHTO M232.

Bracing shall be installed as beams are erected and tightened as soon as possible during erection.

Permanent bracing shall not be paid for separately, but shall be included in the cost of Furnishing and Erecting Precast Prestressed Concrete I-Beams.

BILL OF MATERIAL

Item	Unit	Total
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 48″	Ft.	531

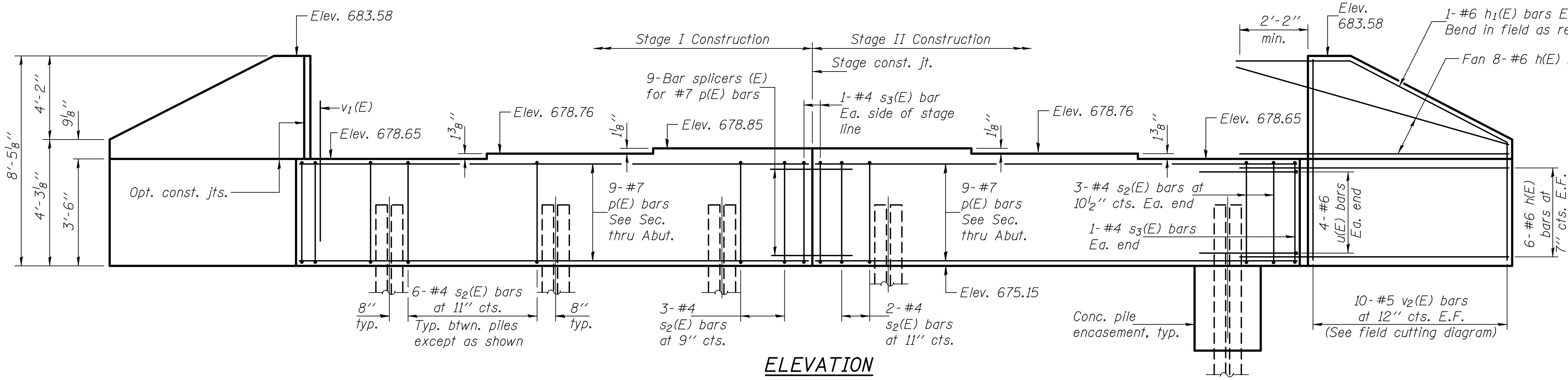
DESIGNED	Philip E. Coppernoll
CHECKED	Justin T. Belue
DRAWN	h.t. duong
CHECKED	PEC/JTB

December 6, 2010
EXAMINED Thomas J. Domagalski
ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

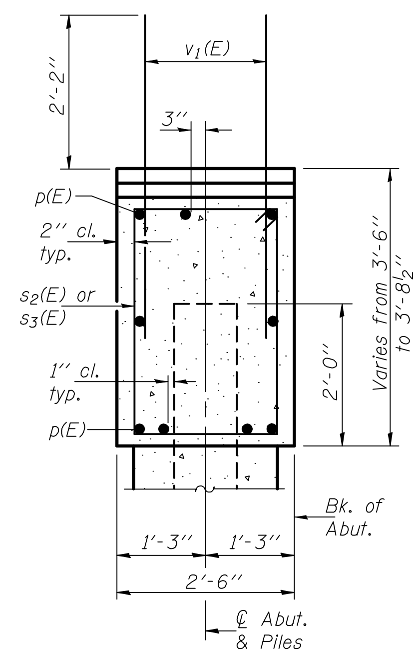
48″ PPC I-BEAM DETAILS
STRUCTURE NO. 001-0507

SHEET NO. 15	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21 SHEETS	745	107B-1	ADAMS	86	49
	CONTRACT NO. 72B98				
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



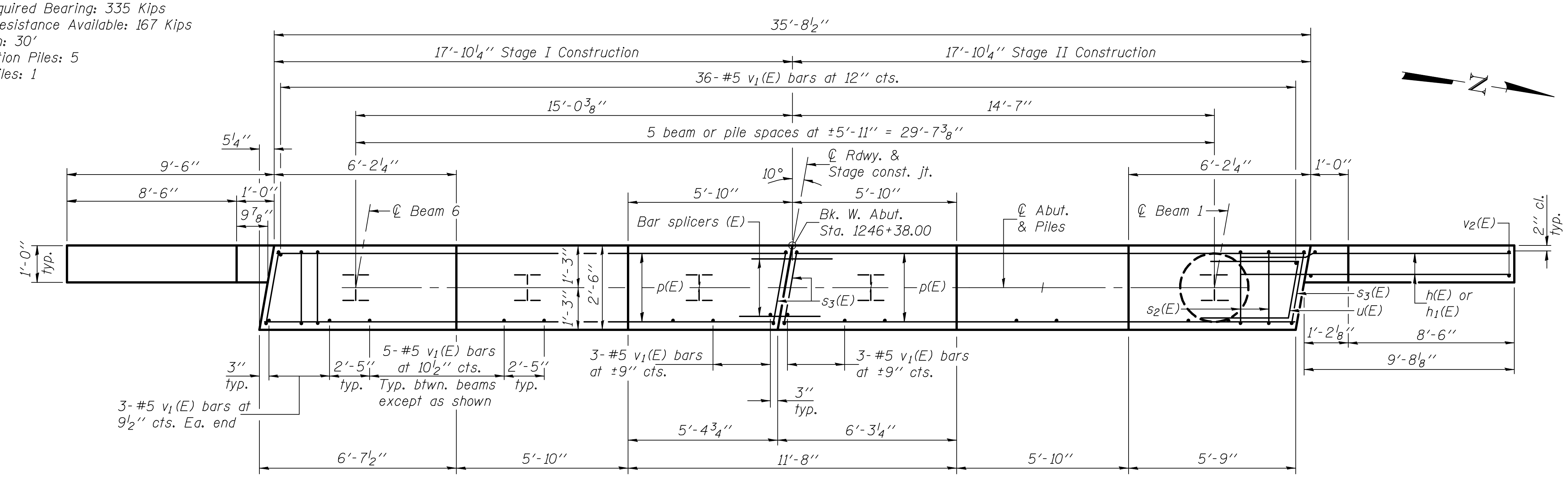
ELEVATION
(Looking west)



SEC. THRU ABUT.

PILE DATA

Type: Steel HP10x42
Nominal Required Bearing: 335 Kips
Factored Resistance Available: 167 Kips
Est. Length: 30'
No. Production Piles: 5
No. Test Piles: 1

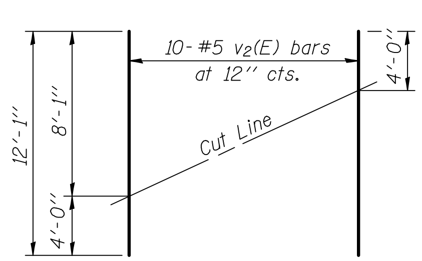


PLAN

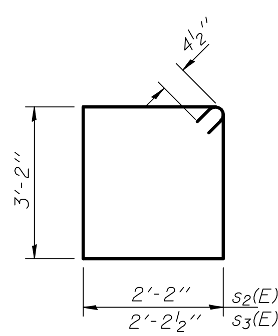
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	56	#6	12'-1''	
h_1(E)	4	#6	13'-7''	
p(E)	18	#7	17'-6''	
s_2(E)	35	#4	11'-5''	
s_3(E)	4	#4	11'-6''	
u(E)	8	#6	10'-11''	
v_1(E)	68	#5	4'-4''	
v_2(E)	20	#5	12'-1''	
Structure Excavation		Cu. Yd.	85	
Concrete Structures		Cu. Yd.	16.5	
Reinforcement Bars, Epoxy Coated		Pound	2730	
Furnishing Steel Piles HP10x42		Foot	150	
Driving Piles		Foot	150	
Test Pile Steel HP10x42		Each	1	
Concrete Encasement		Cu. Yd.	2.1	

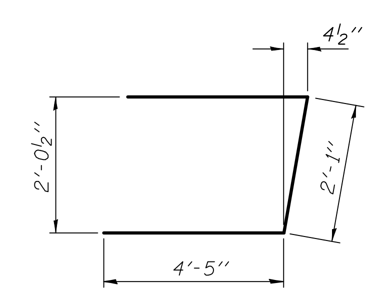
Notes: Pour steps monolithically with cap.
For details of piles and concrete encasement, see sheet 19 of 21.
For details of bar splicers, see sheet 18 of 21.



FIELD CUTTING DIAGRAM
Order v_2(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS s_2(E) & s_3(E)



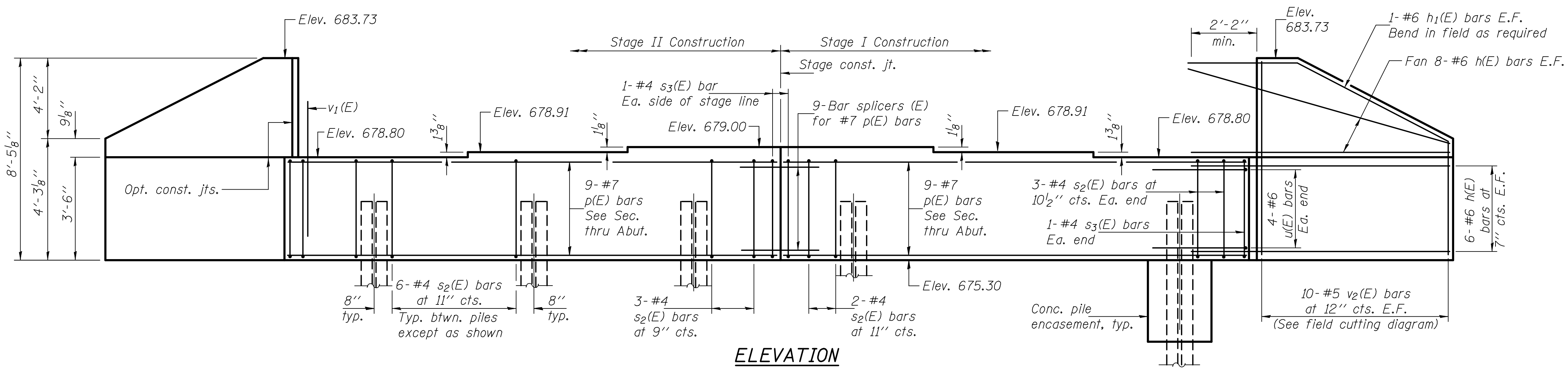
BAR u(E)

DESIGNED	Philip E. Coppernoll
CHECKED	Justin T. Belue
DRAWN	h.t. duong
CHECKED	PEC/JTB

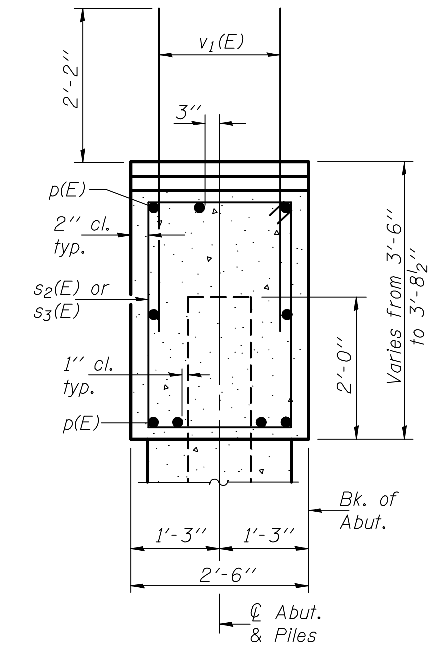
December 6, 2010
EXAMINED Thomas J. Domagalski ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

WEST ABUTMENT
STRUCTURE NO. 001-0507

SHEET NO. 16	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	745	107B-1	ADAMS	86	50
21 SHEETS			CONTRACT NO. 72B98		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



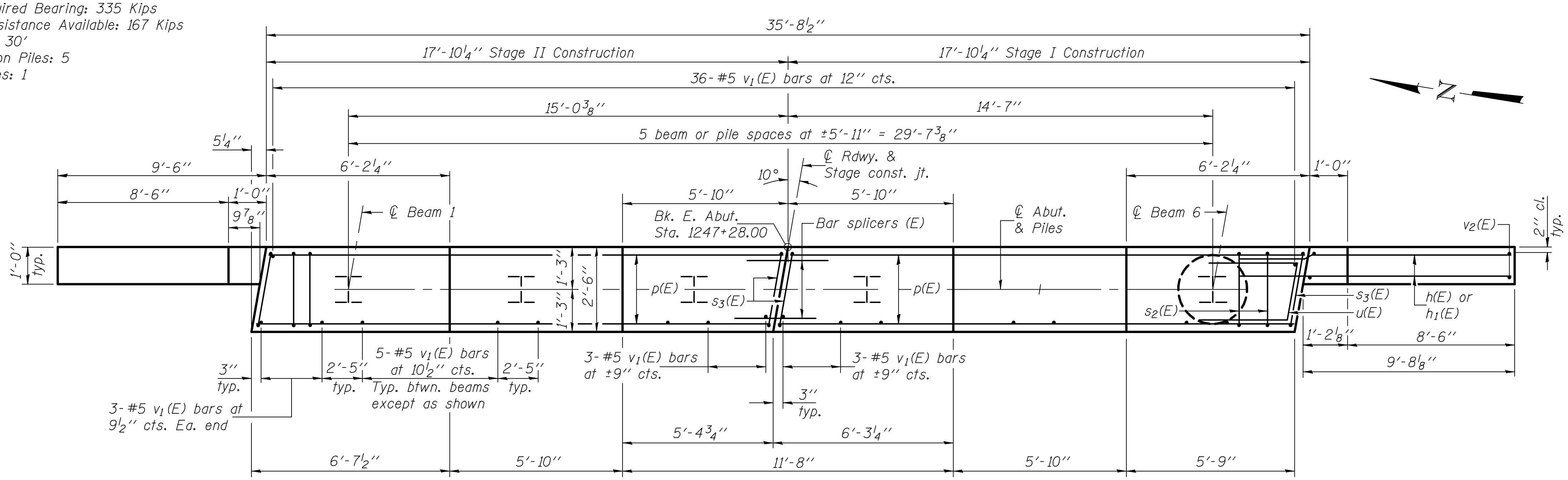
ELEVATION
(Looking east)



SEC. THRU ABUT.

PILE DATA

Type: Steel HP10x42
Nominal Required Bearing: 335 Kips
Factored Resistance Available: 167 Kips
Est. Length: 30'
No. Production Piles: 5
No. Test Piles: 1

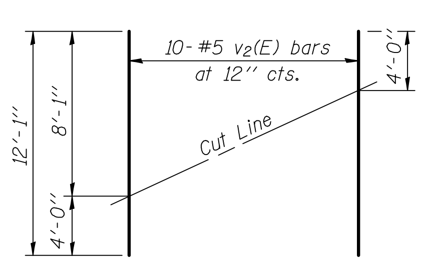


PLAN

BILL OF MATERIAL

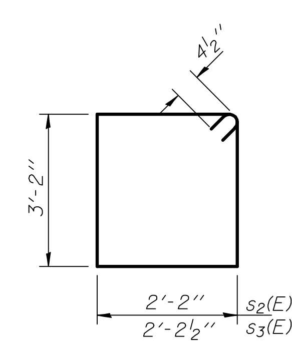
Bar	No.	Size	Length	Shape
h(E)	56	#6	12'-1''	
h_1(E)	4	#6	13'-7''	
p(E)	18	#7	17'-6''	
s_2(E)	35	#4	11'-5''	
s_3(E)	4	#4	11'-6''	
u(E)	8	#6	10'-11''	
v_1(E)	68	#5	4'-4''	
v_2(E)	20	#5	12'-1''	
Structure Excavation		Cu. Yd.	85	
Concrete Structures		Cu. Yd.	16.5	
Reinforcement Bars, Epoxy Coated		Pound	2730	
Furnishing Steel Piles HP10x42		Foot	150	
Driving Piles		Foot	150	
Test Pile Steel HP10x42		Each	1	
Concrete Encasement		Cu. Yd.	2.1	

Notes: Pour steps monolithically with cap.
For details of piles and concrete encasement, see sheet 19 of 21.
For details of bar splicers, see sheet 18 of 21.

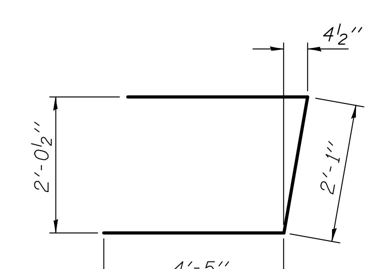


FIELD CUTTING DIAGRAM

Order v_2(E) full length. Cut as shown and use remainder of bars in opposite face.



BARS s_2(E) & s_3(E)



BAR u(E)

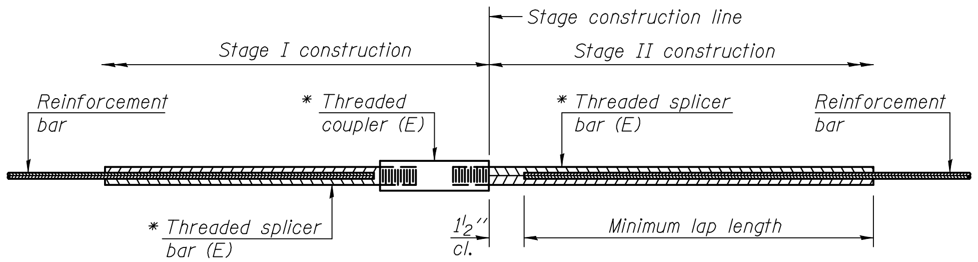
DESIGNED	Philip E. Coppernoll
CHECKED	Justin T. Belue
DRAWN	h.t. duong
CHECKED	PEC/JTB

December 6, 2010
EXAMINED Thomas J. Domagalski — ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson — ENGINEER OF BRIDGES AND STRUCTURES

EAST ABUTMENT
STRUCTURE NO. 001-0507

SHEET NO. 17 / 21 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	745	107B-1	ADAMS	86	51
	CONTRACT NO. 72B98				
	FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STANDARD BAR SPLICER ASSEMBLY

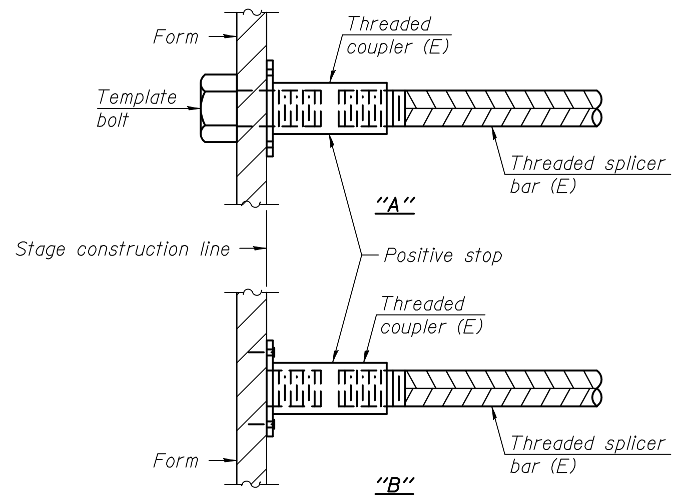
Minimum Lap Lengths				
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5''	1'-11''	2'-1''	2'-4''
5	1'-9''	2'-5''	2'-7''	2'-11''
6	2'-1''	2'-11''	3'-1''	3'-6''
7	2'-9''	3'-10''	4'-2''	4'-8''
8	3'-8''	5'-1''	5'-5''	6'-2''
9	4'-7''	6'-5''	6'-10''	7'-9''

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 + $1\frac{1}{2}$'' + thread length

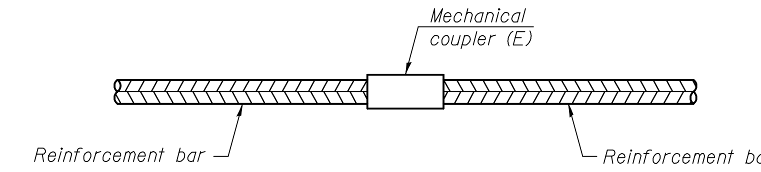
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	248	3
Diaphragms	#6	16	4
Abutments	#7	18	4
Approaches	#5	172	3
Approaches	#4	50	3



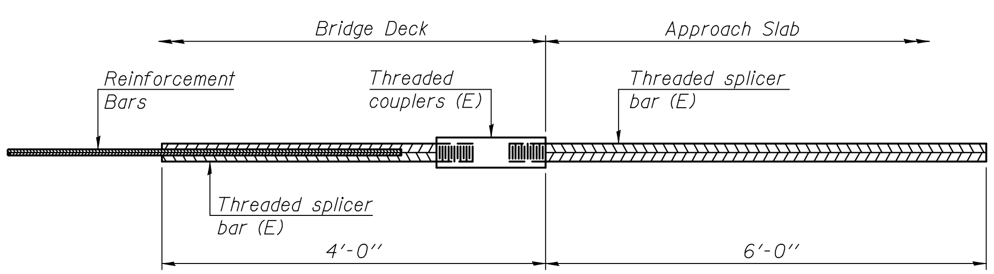
INSTALLATION AND SETTING METHODS

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



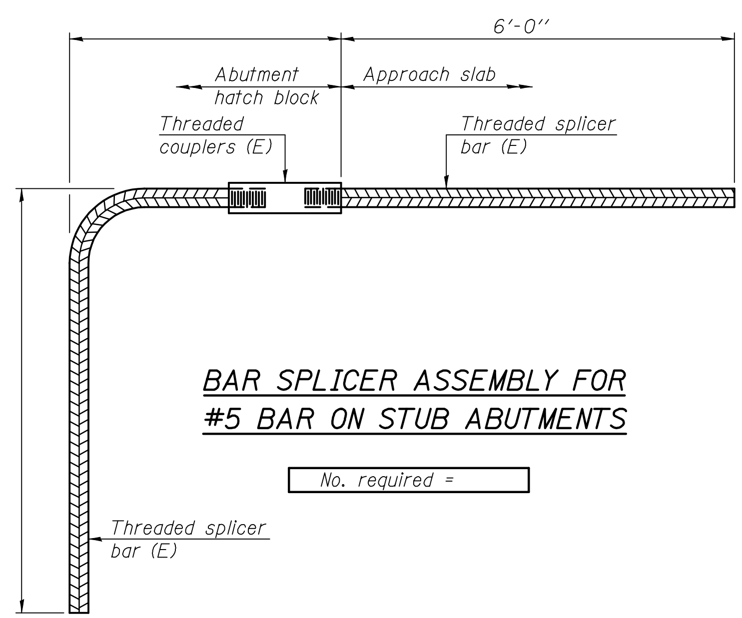
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required = 64



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

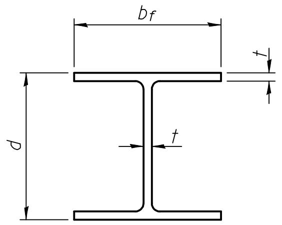
DESIGNED	Philip E. Coppernoll
CHECKED	Justin T. Belue
DRAWN	h.t. duong
CHECKED	PEC/JTB

December 6, 2010
EXAMINED Thomas J. Domagalski ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

BSD-1 11-1-09

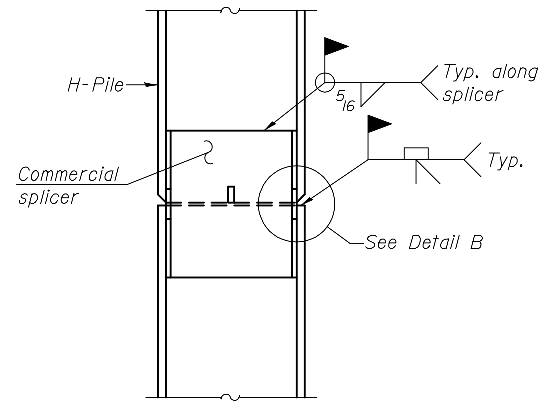
BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS STRUCTURE NO. 001-0507

SHEET NO. 18	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	745	107B-1	ADAMS	86	52
21 SHEETS			CONTRACT NO. 72B98		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

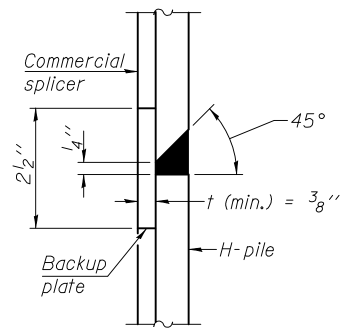


STEEL PILE TABLE

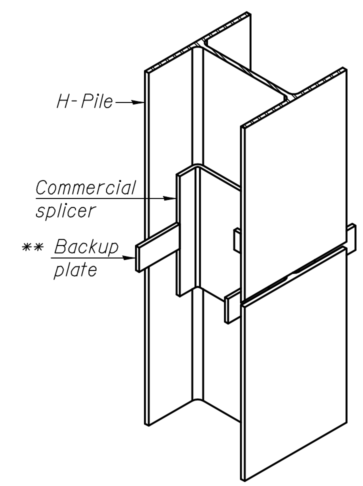
Designation	Depth d	Flange width b_f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	11/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	11/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53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



ELEVATION

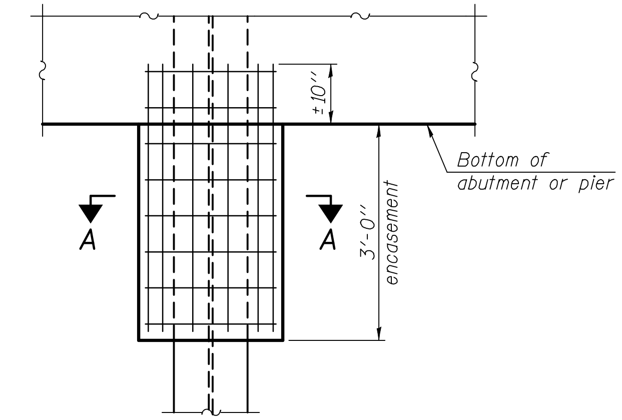


DETAIL "B"

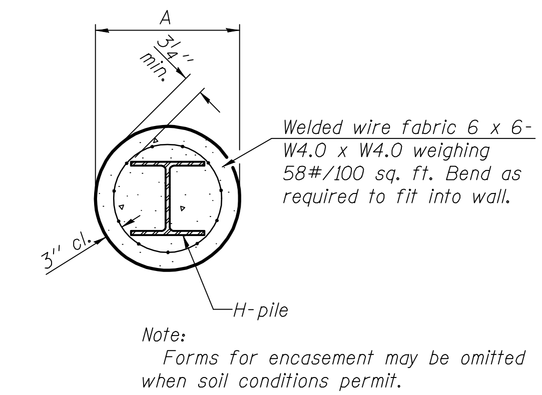


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



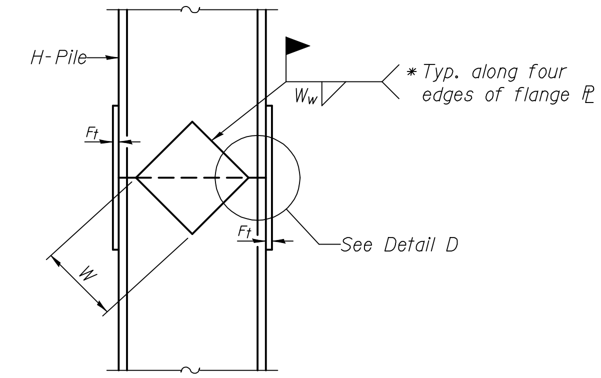
ELEVATION



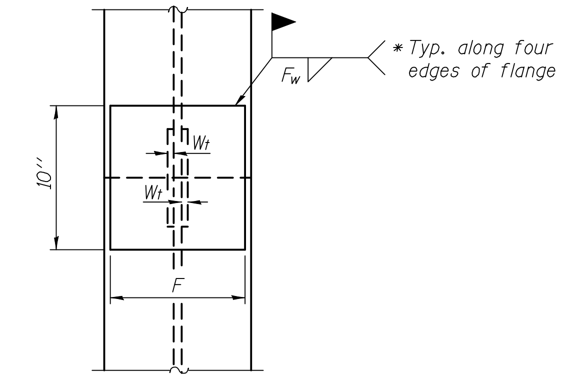
Note:
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A

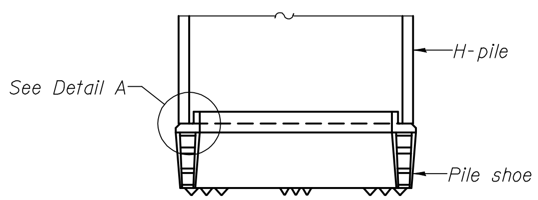
PILE ENCASEMENT



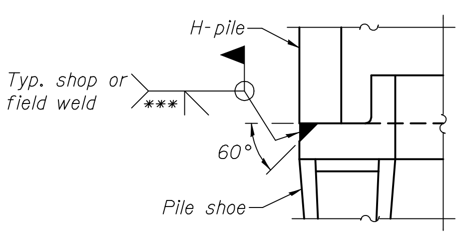
ELEVATION



END VIEW

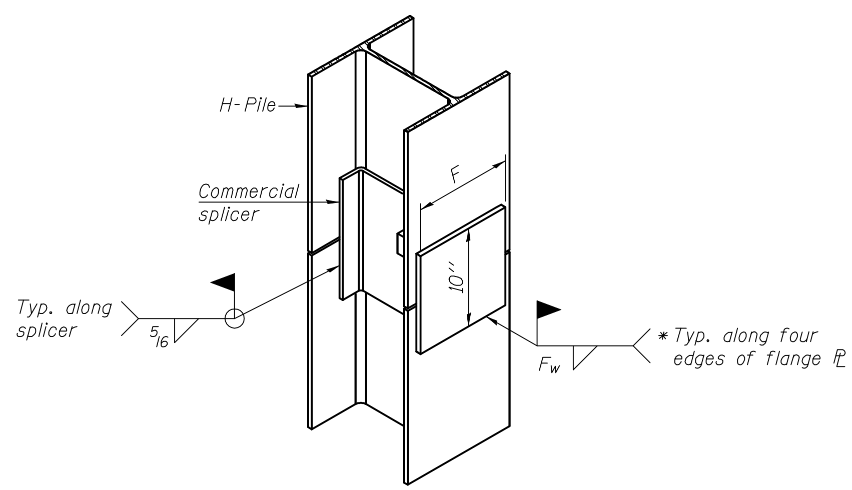


ELEVATION



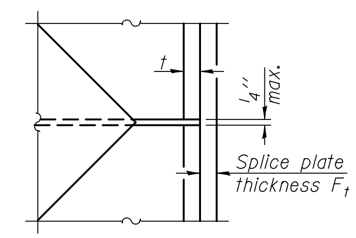
DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE



DETAIL D

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

WELDED PLATE FIELD SPLICE

* 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. 001-0507

DESIGNED	Philip E. Coppernoll
CHECKED	Justin T. Belue
DRAWN	h.t. duong
CHECKED	PEC/JTB

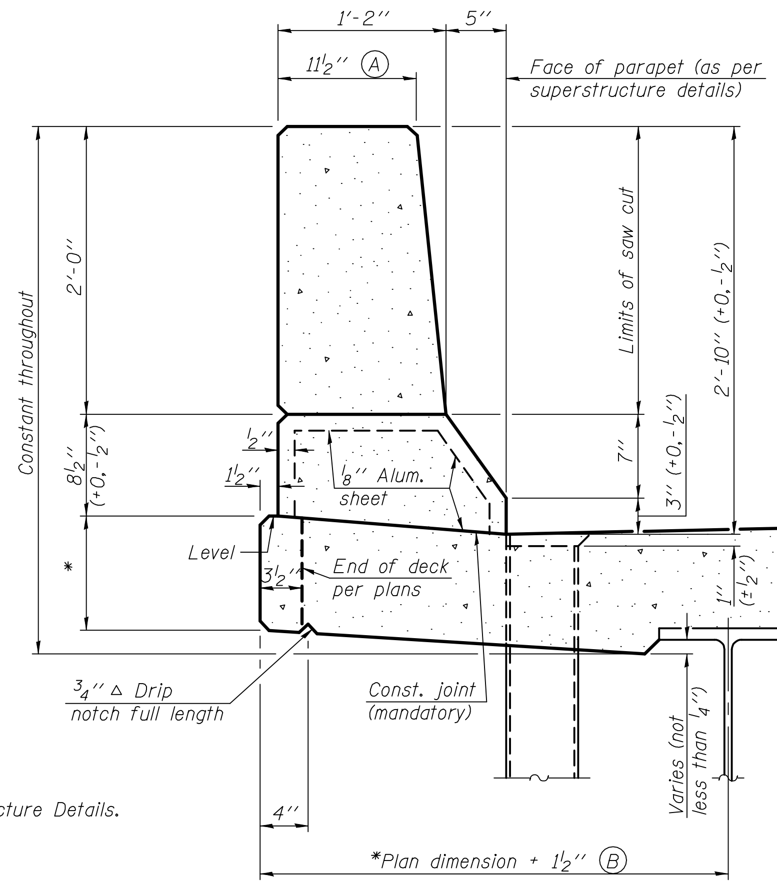
December 6, 2010
EXAMINED Thomas J. Domagalski — ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson — ENGINEER OF BRIDGES AND STRUCTURES

F-HP 11-1-09

SHEET NO. 19 / 21 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	745	107B-1	ADAMS	86	53

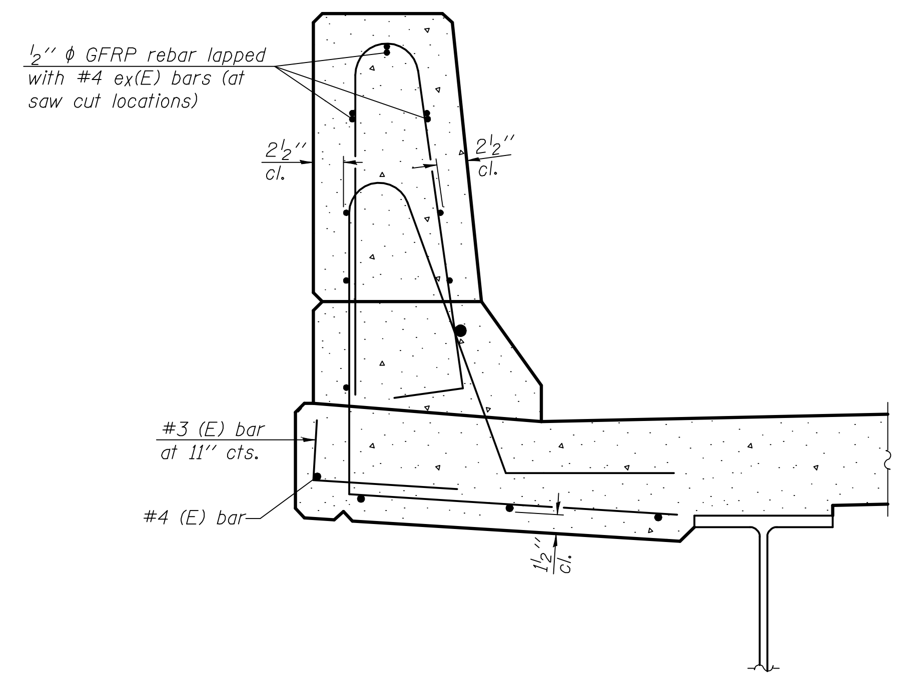
CONTRACT NO. 72B98
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



* See Superstructure Details.

SECTION
(Showing dimensions)



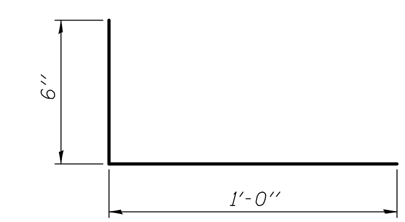
SECTION
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

GENERAL NOTES

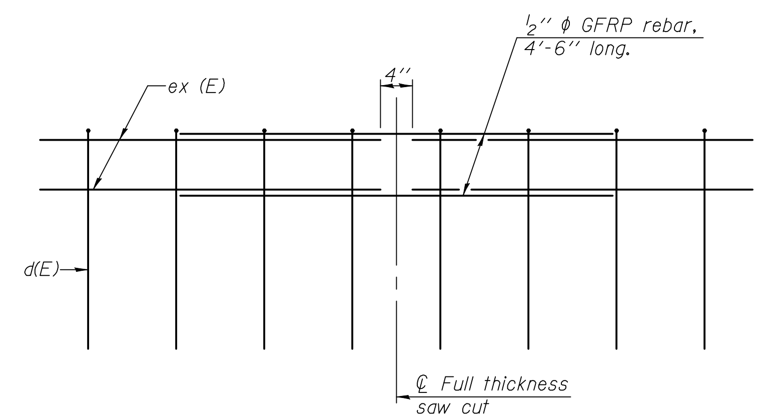
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. of parapet.

Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.

Steel superstructure shown. Other superstructure types similar.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section at each parapet joint location.)

DESIGNED	Philip E. Coppernoll
CHECKED	Justin T. Belue
DRAWN	h.t. duong
CHECKED	PEC/JTB

December 6, 2010

EXAMINED Thomas J. Domagalski — ENGINEER OF BRIDGE DESIGN

PASSED Ralph E. Anderson — ENGINEER OF BRIDGES AND STRUCTURES

SFP-34 11-1-09

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 001-0507

SHEET NO. 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	745	107B-1	ADAMS	86	54
21 SHEETS	CONTRACT NO. 72B98				
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation — SOIL BORING LOG (Boring B-WA, Page 1 of 2)

Division of Highways
District 6

Page 1 of 2
Date 4/9/09

ROUTE F.A.P. Route 745 DESCRIPTION IL 104 over GRINDSTONE CREEK LOGGED BY M. TAPPAN

SECTION 107B-1 LOCATION NW 1/4, SEC. 8, TWP. 3 S, RNG. 5 W, 4 PM

COUNTY Adams DRILLING METHOD HSA HAMMER TYPE 140# AUTO

STRUCT. NO. 001-0507
Station 1246+88.00

BORING NO. B-WA
Station 1246+39
Offset 15.0ft LT.
Ground Surface Elev. 683.3 ft

Surface Water Elev. 664.8 ft
Stream Bed Elev. 664.4 ft

Groundwater Elev.:
▽ First Encounter 663.8 ft
▼ Upon Completion 655.8 ft
▼ After ____ Hrs. PLUGGED ft

Description	Elev.	DEPTH (ft)	BLOWS	UCS Qu (tsf)	MOIST (%)
Brown Moist SILTY CLAY (Fill)			0		
			1	0.9	21
			2	B	
Brown Moist Medium SAND (Fill)	679.30		1		
		-5	1		
			2		
			0		
			2		
			2		
Brown Moist SILTY CLAY Till (Fill)	674.30		1		
		-10	2	1.3	24
			3	B	
			4		
Rock in Sample – V. Poor Recovery			14		15
			8		
Brown Very Moist LOAM	669.30		2		
		-15	1	0.4	22
			1	B	
			1		
Brown Very Wet SAND	666.30		2		
			3		
Brown & Grey Very Moist CLAY	664.30		1		
		-20	2	0.8	22
Brown & Grey Very Moist CLAY (continued) Free H2O			3	B	
	661.30		2		
Very Dark Gray to Black Moist Very Poorly Indurated CLAYEY SHALE			3		15
			8		
			7		
Black Moist Fissile Lignitic Shale		-25	75		10
			25		
			4		
Gray Poorly indurated CLAYEY SHALE		-30	15		10
			33		
			7		
Olive Brown and Blue Gray Moist Fissile CLAYEY SHALE		-35	46		12
			54		
			10		
		-40	62		11

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H – Sampler Advanced By Weight of Hammer, W.O.P – Advanced by Weight of Pipe, B.S. – Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation — SOIL BORING LOG (Boring B-WA, Page 2 of 2)

Division of Highways
District 6

Page 2 of 2
Date 4/9/09

ROUTE F.A.P. Route 745 DESCRIPTION IL 104 over GRINDSTONE CREEK LOGGED BY M. TAPPAN

SECTION 107B-1 LOCATION NW 1/4, SEC. 8, TWP. 3 S, RNG. 5 W, 4 PM

COUNTY Adams DRILLING METHOD HSA HAMMER TYPE 140# AUTO

STRUCT. NO. 001-0507
Station 1246+88.00

BORING NO. B-WA
Station 1246+39
Offset 15.0ft LT.
Ground Surface Elev. 683.3 ft

Surface Water Elev. 664.8 ft
Stream Bed Elev. 664.4 ft

Groundwater Elev.:
▽ First Encounter 663.8 ft
▼ Upon Completion 655.8 ft
▼ After ____ Hrs. PLUGGED ft

Description	Elev.	DEPTH (ft)	BLOWS	UCS Qu (tsf)	MOIST (%)
	642.80		28		
Lt. Blue Gray Moist CLAYEY SHALE					
		-45			
		-50			
		-55			
		-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H – Sampler Advanced By Weight of Hammer, W.O.P – Advanced by Weight of Pipe, B.S. – Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation — SOIL BORING LOG (Boring B-EA, Page 1 of 2)

Division of Highways
District 6

Page 1 of 2
Date 4/9/09

ROUTE F.A.P. Route 745 DESCRIPTION IL 104 over GRINDSTONE CREEK LOGGED BY M. TAPPAN

SECTION 107B-1 LOCATION NW 1/4, SEC. 8, TWP. 3 S, RNG. 5 W, 4 PM

COUNTY Adams DRILLING METHOD HSA HAMMER TYPE 140# AUTO

STRUCT. NO. 001-0507
Station 1246+88.00

BORING NO. B-EA
Station 1247+34
Offset 15.0ft RT.
Ground Surface Elev. 683.6 ft

Surface Water Elev. 664.8 ft
Stream Bed Elev. 664.4 ft

Groundwater Elev.:
▽ First Encounter 661.6 ft
▼ Upon Completion DRY ft
▼ After ____ Hrs. PLUGGED ft

Description	Elev.	DEPTH (ft)	BLOWS	UCS Qu (tsf)	MOIST (%)
Brown Moist SILTY CLAY (Fill)			1		
			1	0.5	24
			1	B	
Brown Moist Med. SANDY GRAVEL (Fill) w/Gray Shale Clasts	679.60		2		
		-5	3		
			4		
Brown Moist SANDY LOAM	677.60		2		
			2		15
			2		
			2		
		-10	2		12
			2		
Grey & Brown CLAY (Fill)	672.60		2		
			4		10
Broken Concrete, Poor Recovery			4		
Tan & Gray Moist SILTY LOAM (Fill)	670.10		2		
		-15	2	.8	21
			3	B	
Brown & Grey Moist SANDY LOAM	667.60		1		
			3		15
			4		
Grey & Brown Moist SANDY CLAY	665.10		1		
		-20	2	.8	20
Grey & Brown Moist SANDY CLAY (continued)			3	B	
Brown FINE SAND Free H2O ▽	662.60		2		
			8		
Rock in Sample, Poor Recovery	660.60		13		
CLAYEY SHALE			5		
Very Dark Gray to Black Moist Lignitic CLAYEY SHALE		-25	18		20
			82/5"		
			4		
Gray Moist Poorly Indurated CLAYEY SHALE		-30	24		12
			39		
			4		
Olive Brown & Blue Gray Moist Fissile CLAYEY SHALE		-35	32		11
			68/3"		
			16		
Lt. Blue Gray Moist CLAYEY		-40	72		12

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H – Sampler Advanced By Weight of Hammer, W.O.P – Advanced by Weight of Pipe, B.S. – Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation — SOIL BORING LOG (Boring B-EA, Page 2 of 2)

Division of Highways
District 6

Page 2 of 2
Date 4/9/09

ROUTE F.A.P. Route 745 DESCRIPTION IL 104 over GRINDSTONE CREEK LOGGED BY M. TAPPAN

SECTION 107B-1 LOCATION NW 1/4, SEC. 8, TWP. 3 S, RNG. 5 W, 4 PM

COUNTY Adams DRILLING METHOD HSA HAMMER TYPE 140# AUTO

STRUCT. NO. 001-0507
Station 1246+88.00

BORING NO. B-EA
Station 1247+34
Offset 15.0ft RT.
Ground Surface Elev. 683.6 ft

Surface Water Elev. 664.8 ft
Stream Bed Elev. 664.4 ft

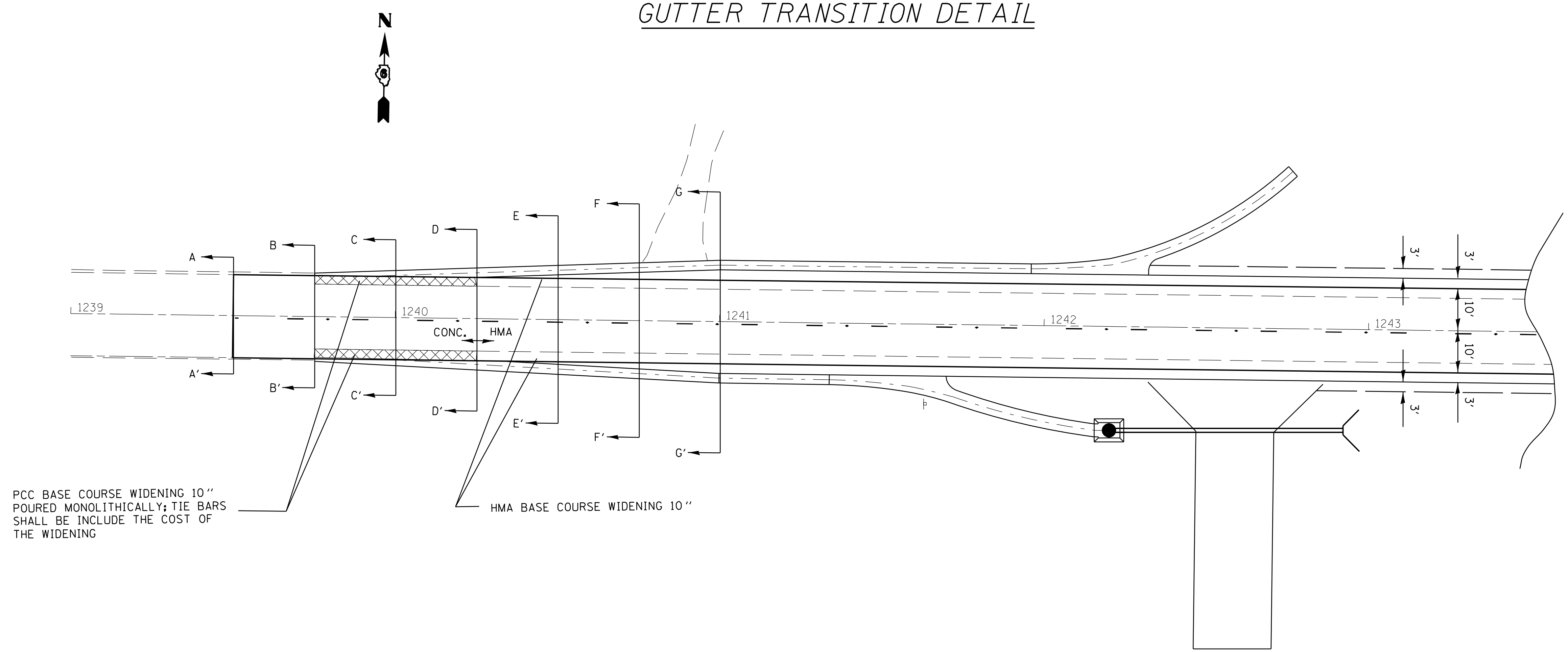
Groundwater Elev.:
▽ First Encounter 661.6 ft
▼ Upon Completion DRY ft
▼ After ____ Hrs. PLUGGED ft

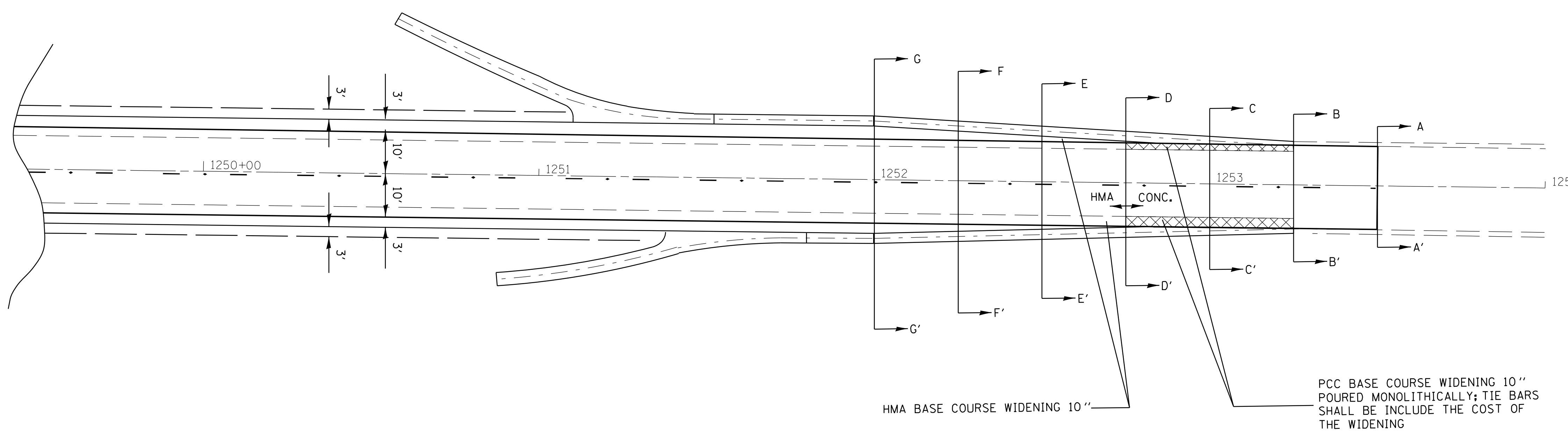
Description	Elev.	DEPTH (ft)	BLOWS	UCS Qu (tsf)	MOIST (%)
SHALE	643.10		28/1"		
CLAYEY SHALE (continued)					
		-45			
		-50			
		-55			
		-60			

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated)
Abbreviations W.O.H – Sampler Advanced By Weight of Hammer, W.O.P – Advanced by Weight of Pipe, B.S. – Before Seating
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, form 137 (Rev. 8-99)

BORING LOGS
STRUCTURE NO. 001-0507

GUTTER TRANSITION DETAIL





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		DRAWN -	REVISED -						
	PLOT SCALE = 80.0000 ' / in.	CHECKED -	REVISED -				CONTRACT NO. 72B98		
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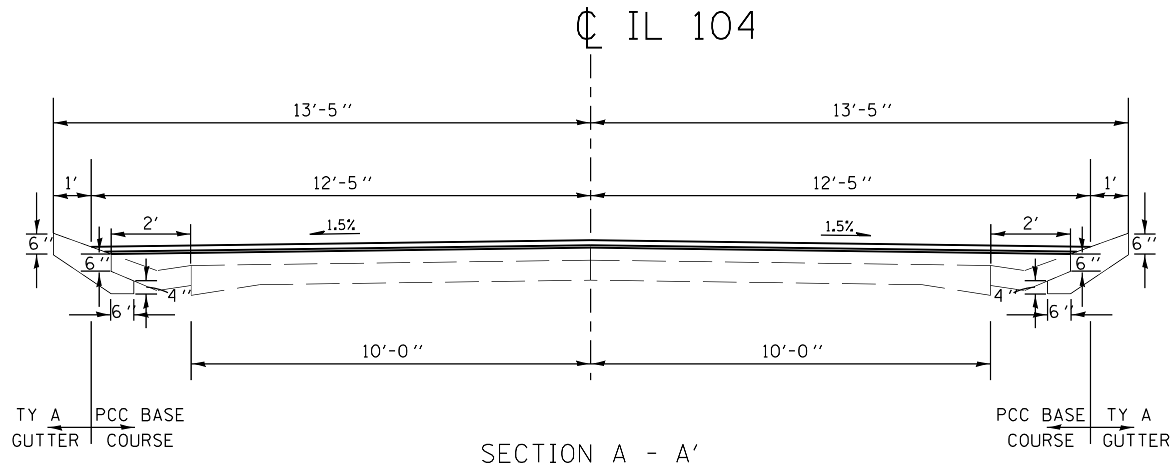
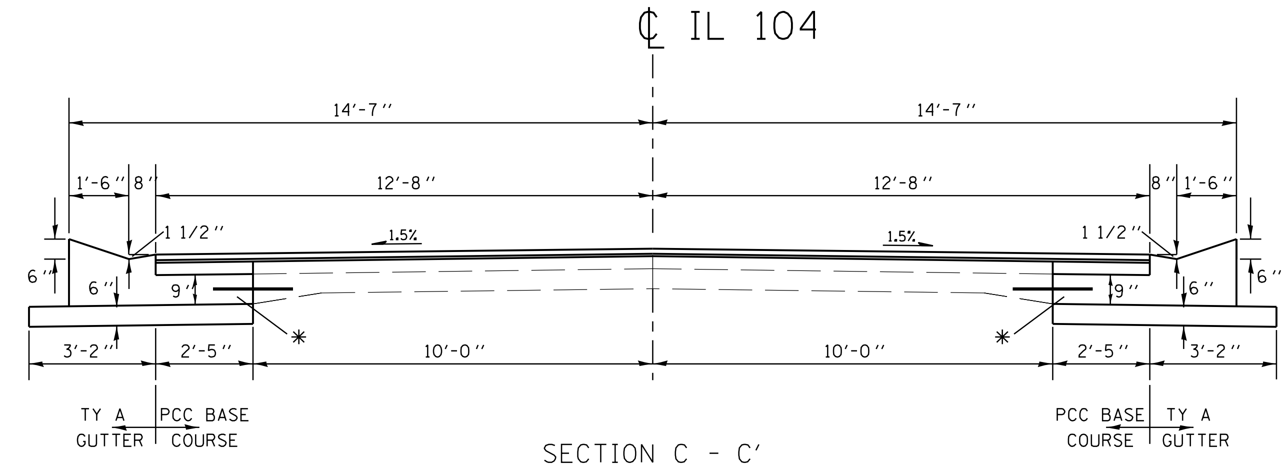


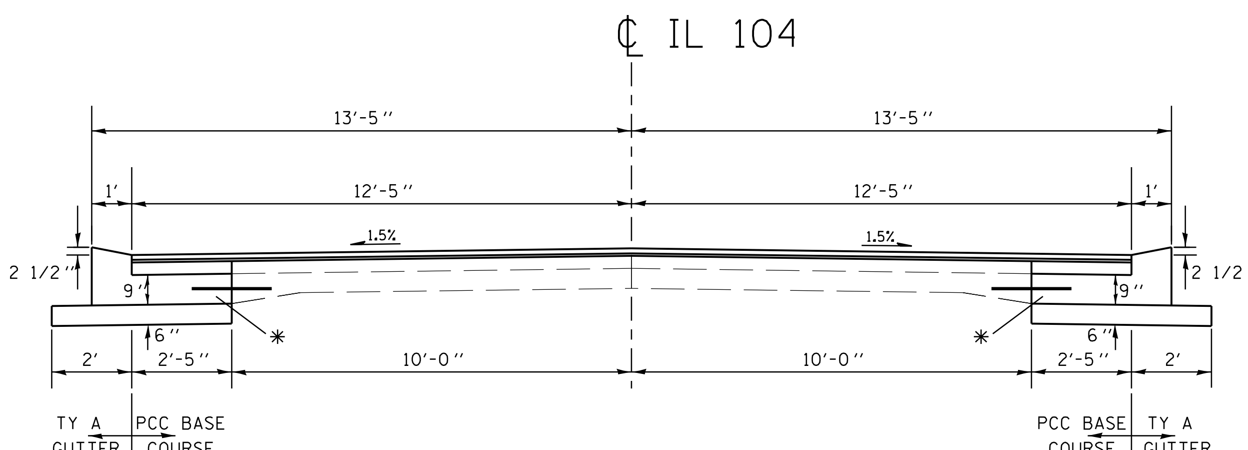
SECTION A - A'

STATION 1239+50
STATION 1253+50



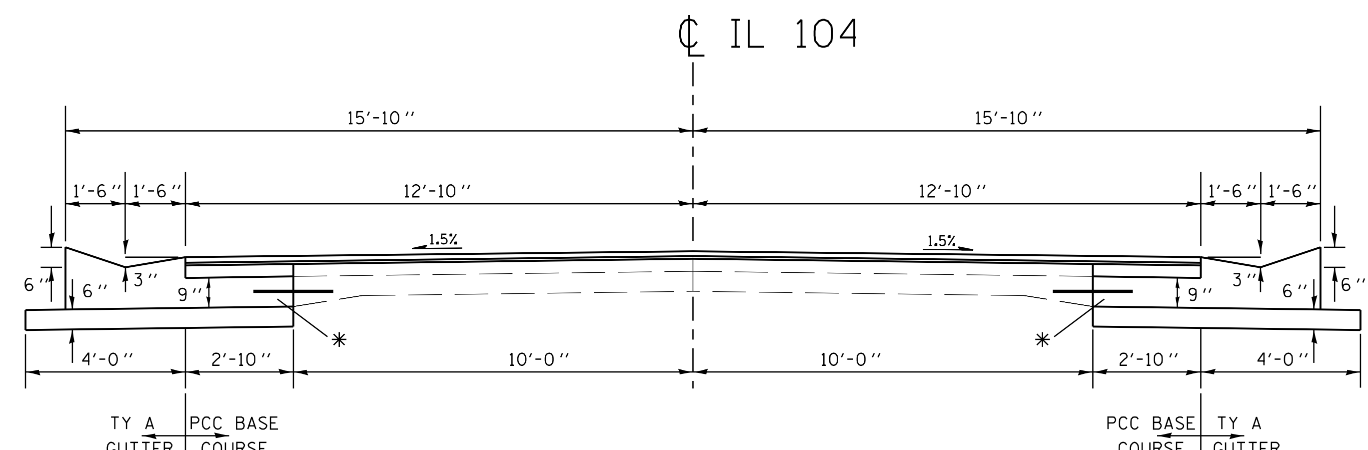
SECTION C - C'

STATION 1240+00
STATION 1253+00



SECTION B - B'

STATION 1239+75
STATION 1253+25



SECTION D - D'

STATION 1240+25
STATION 1252+75

* CONCRETE BASE COURSE WIDENING 10" POURED MONOLITHICALLY; TIE BARS SHALL BE INCLUDE THE COST OF THE WIDENING

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		DATE -	REVISED -	

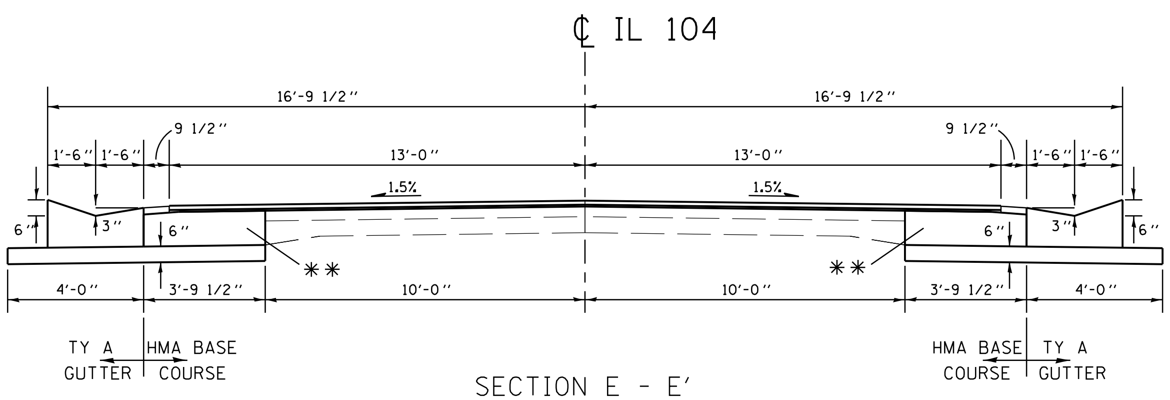
IL 104 OVER GRINDSTONE CREEK
TY A GUTTER TRANSITION DETAIL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	57

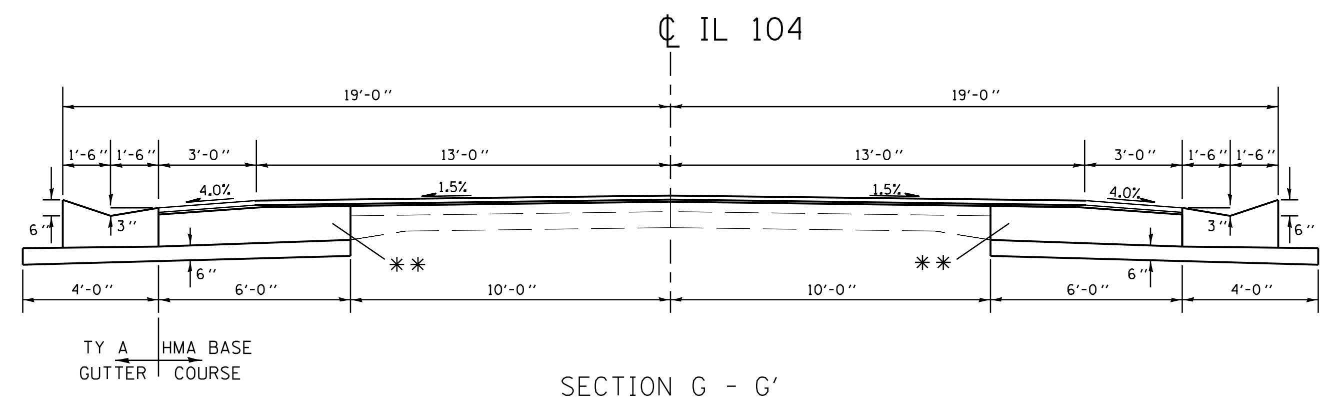
CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT



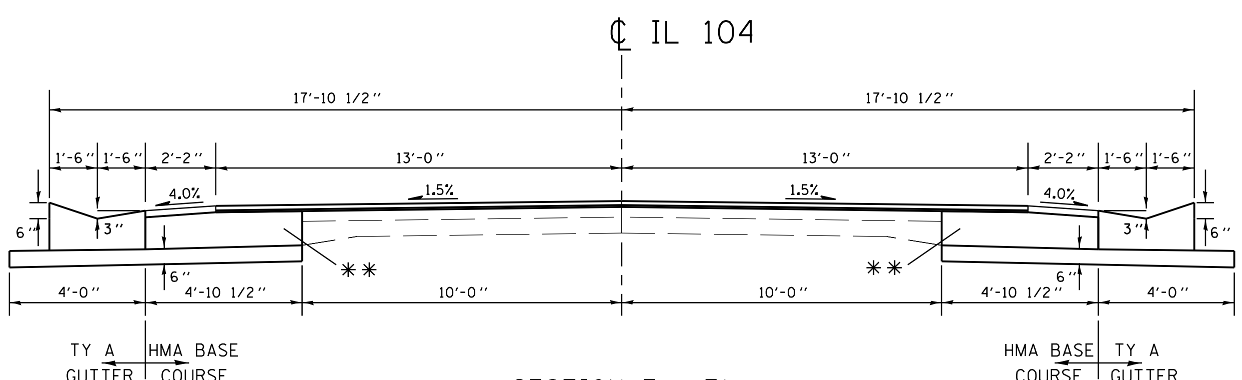
SECTION E - E'

STATION 1240+50
STATION 1252+50



SECTION G - G'

STATION 1241+00
STATION 1252+00



SECTION F - F'

STATION 1240+75
STATION 1252+25

∗∗ HMA BASE COURSE WIDENING 10"

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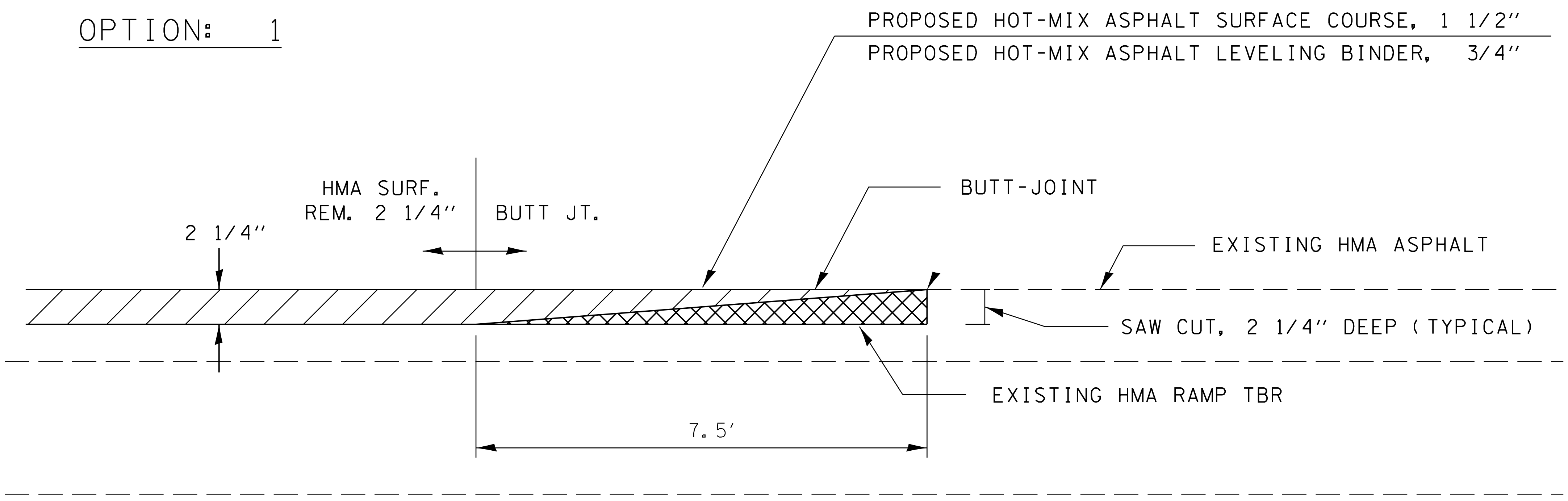
	PLOT DATE = Oct-14-2010 09:43:40AM	CHECKED -	REVISED -		SHEET NO. OF SHEETS	COUNTY ADAMS
		DATE -	REVISED -		STA. TO STA.	TOTAL SHEETS 86, SHEET NO. 58

CONTRACT NO. 72B98

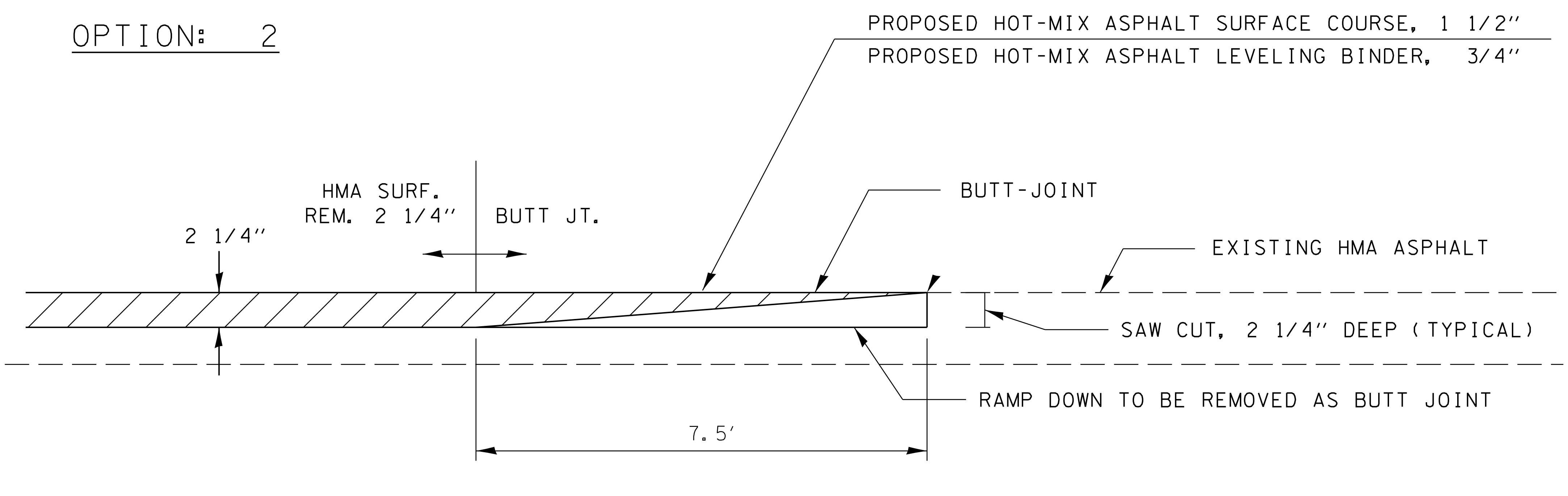
ILLINOIS FED. AID PROJECT

OPTION: 1



NOTE: RAMPING DOWN DURING HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4″ WILL NOT BE PAID FOR AS TEMPORARY RAMP.

OPTION: 2



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

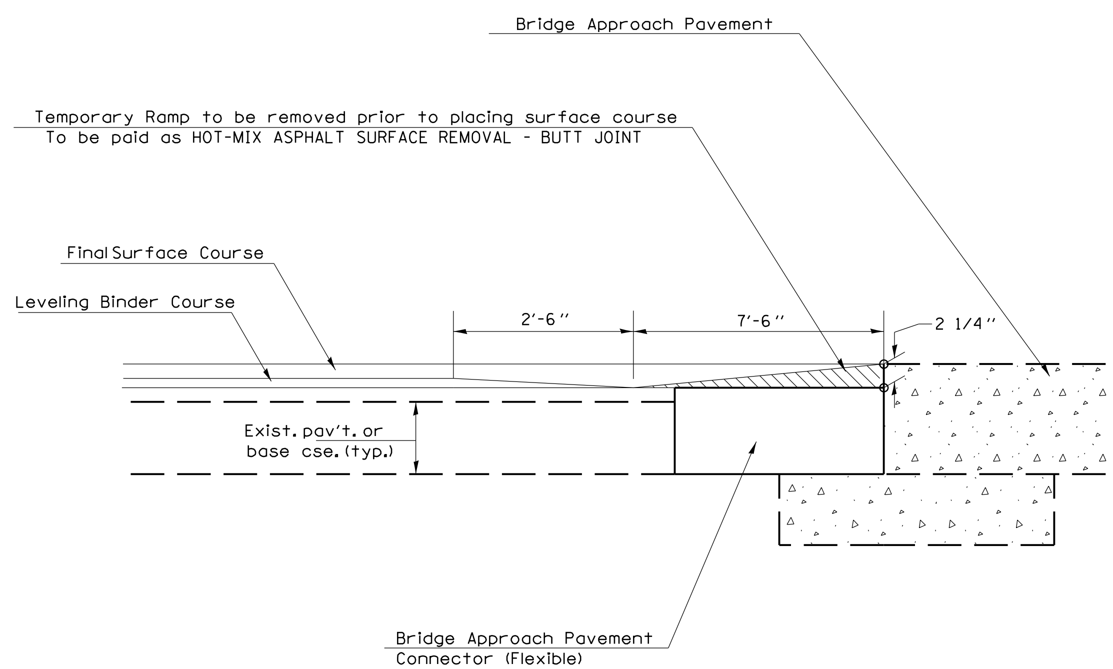
IL 104 OVER GRINDSTONE CREEK
BUTT JOINT DETAIL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	59

CONTRACT NO. 72B98

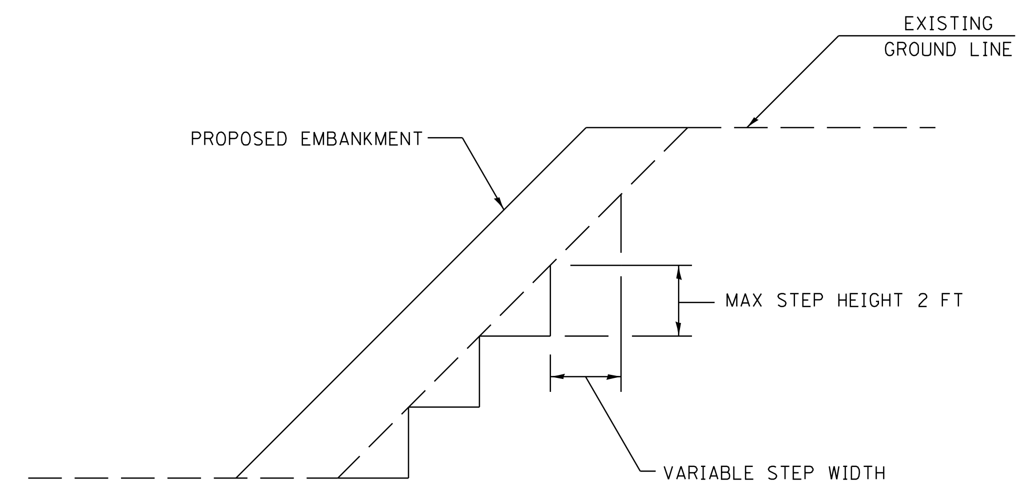
ILLINOIS | FED. AID PROJECT



RAMP DETAIL AT SN 001-0507

TO BE PLACED DURING STAGING

SEE STAGING PLANS FOR LOCATIONS



NOTE:

THIS DETAIL APPLIES TO SIDEHILL FILLS WHERE THE EXISTING SLOPE IS GREATER THAN 12 FT HIGH AND / OR STEEPER THAN 1:3.

STEPS MAY BE CUT IN CONJUNCTION WITH NEW FILL PLACEMENT.

TYPICAL SIDEHILL FILL STEPPING DETAIL

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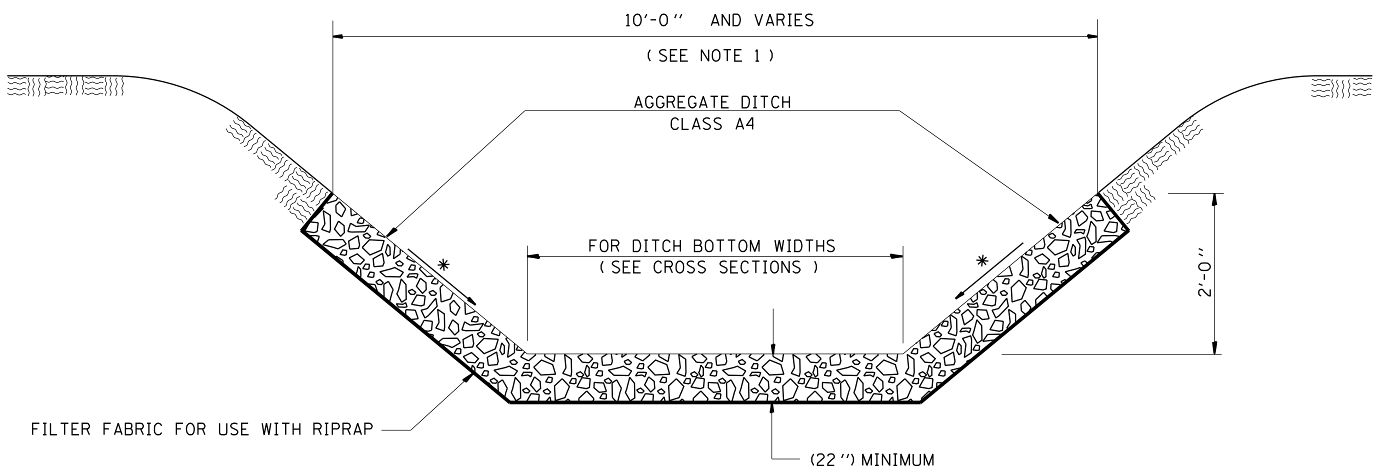
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 104 OVER GRINDSTONE CREEK
SIDE SLOPE BENCHING DETAIL

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

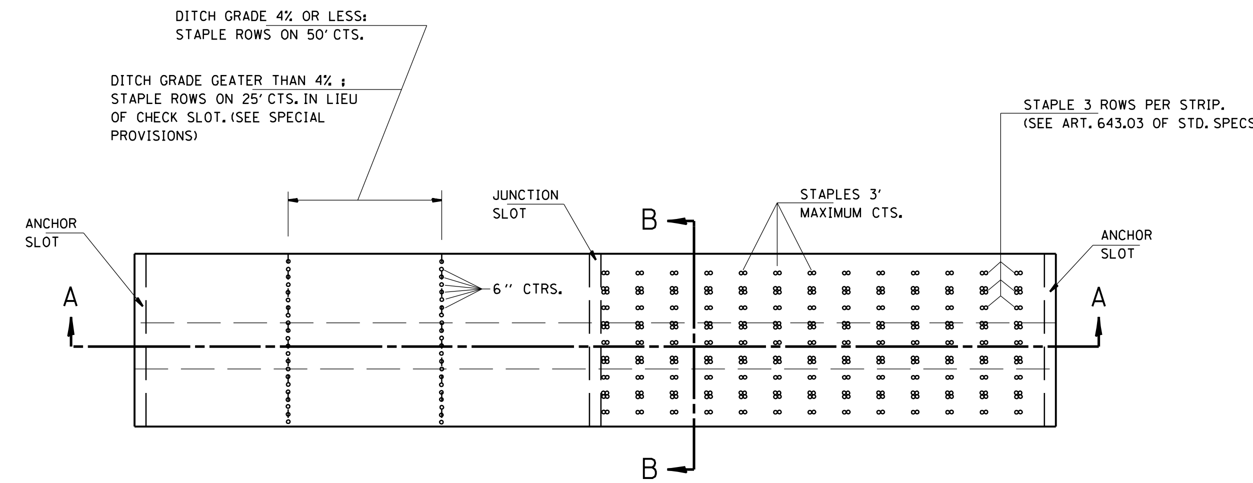
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	60
		CONTRACT NO. 72B98		
		ILLINOIS FED. AID PROJECT		



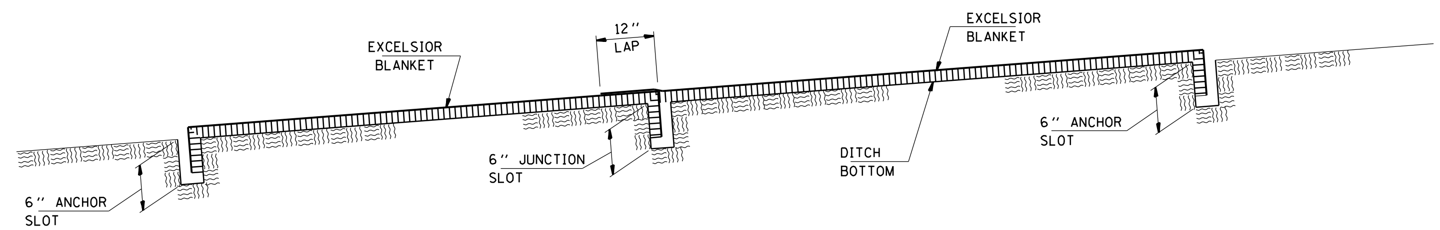
* FOR SLOPE SEE CROSS SECTIONS

AGGREGATE DITCH DETAIL

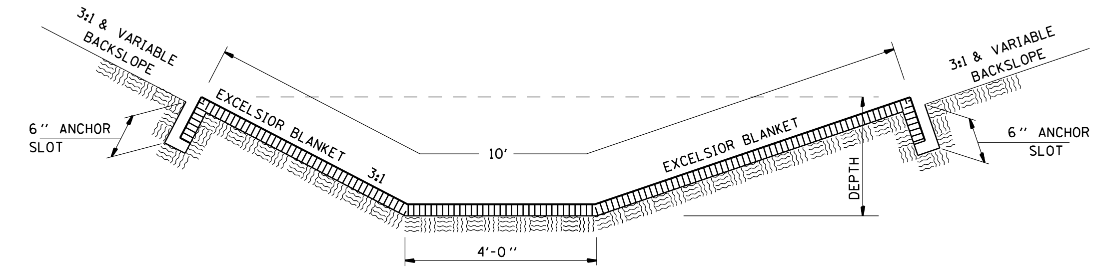
NOTE 1: THE WIDTH SHOWN IS THE OUT TO OUT HORIZONTAL DIMENSION OF THE PROPOSED RIPRAP PLACEMENT. THE QUANTITY FOR THE STONE DUMPED RIPRAPOND FILTER FABRIC IS CALCULATED USING THE SUM OF THE DITCH BOTTOM WIDTH AND THE SLOPE DIMENSIONS OF THE FORESLOPE AND THE BACKSLOPE.



PLAN VIEW & STAPLING LAYOUT FOR EXCELSIOR BLANKET PLACEMENT IN DITCH



EXCELSIOR BLANKET SECTION A - A



EXCELSIOR BLANKET SECTION B - B

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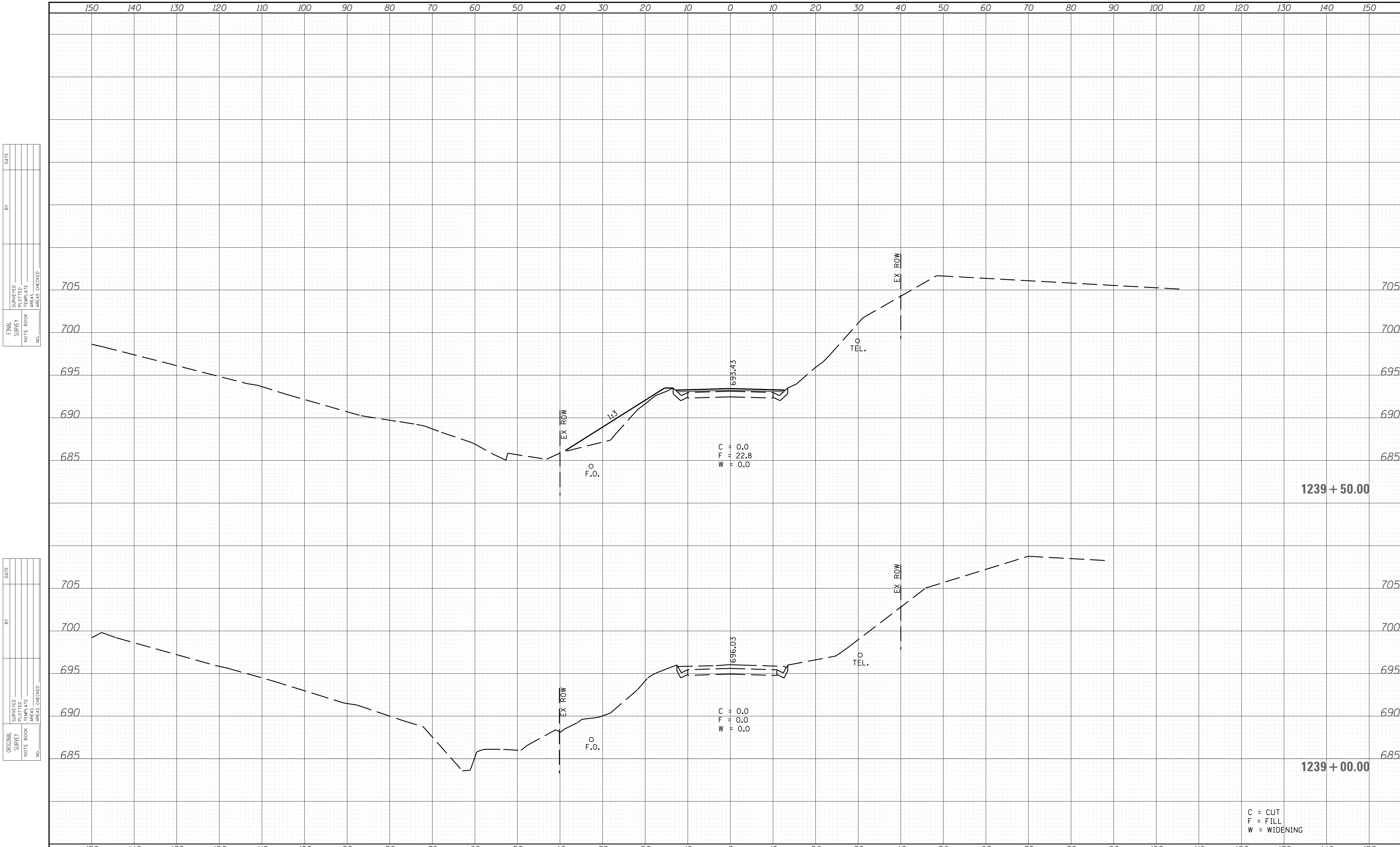
		DATE - JULY 14, 1989	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 104 OVER GRINDSTONE CREEK
EROSION CONTROL DETAIL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	61
		CONTRACT NO. 72B98		
		ILLINOIS FED. AID PROJECT		



C = CUT
F = FILL
W = WIDENING

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

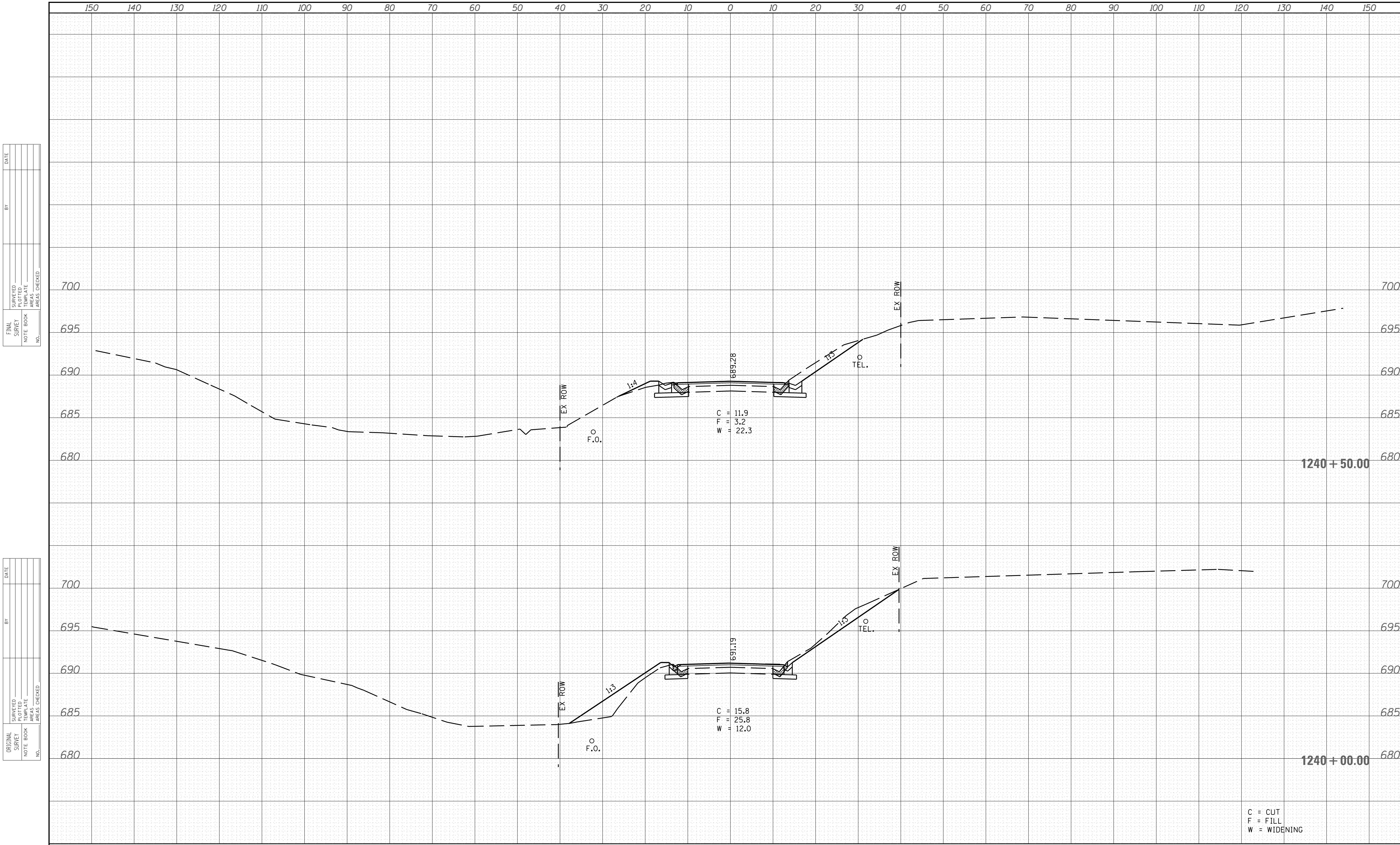
IL 104 OVER GRINDSTON CREEK
CROSS SECTION SHEET

SCALE: | SHEET NO. OF SHEETS | STA. 1239+00.00 TO STA. 1239+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	62

CONTRACT NO. 72B98

ILLINOIS | FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

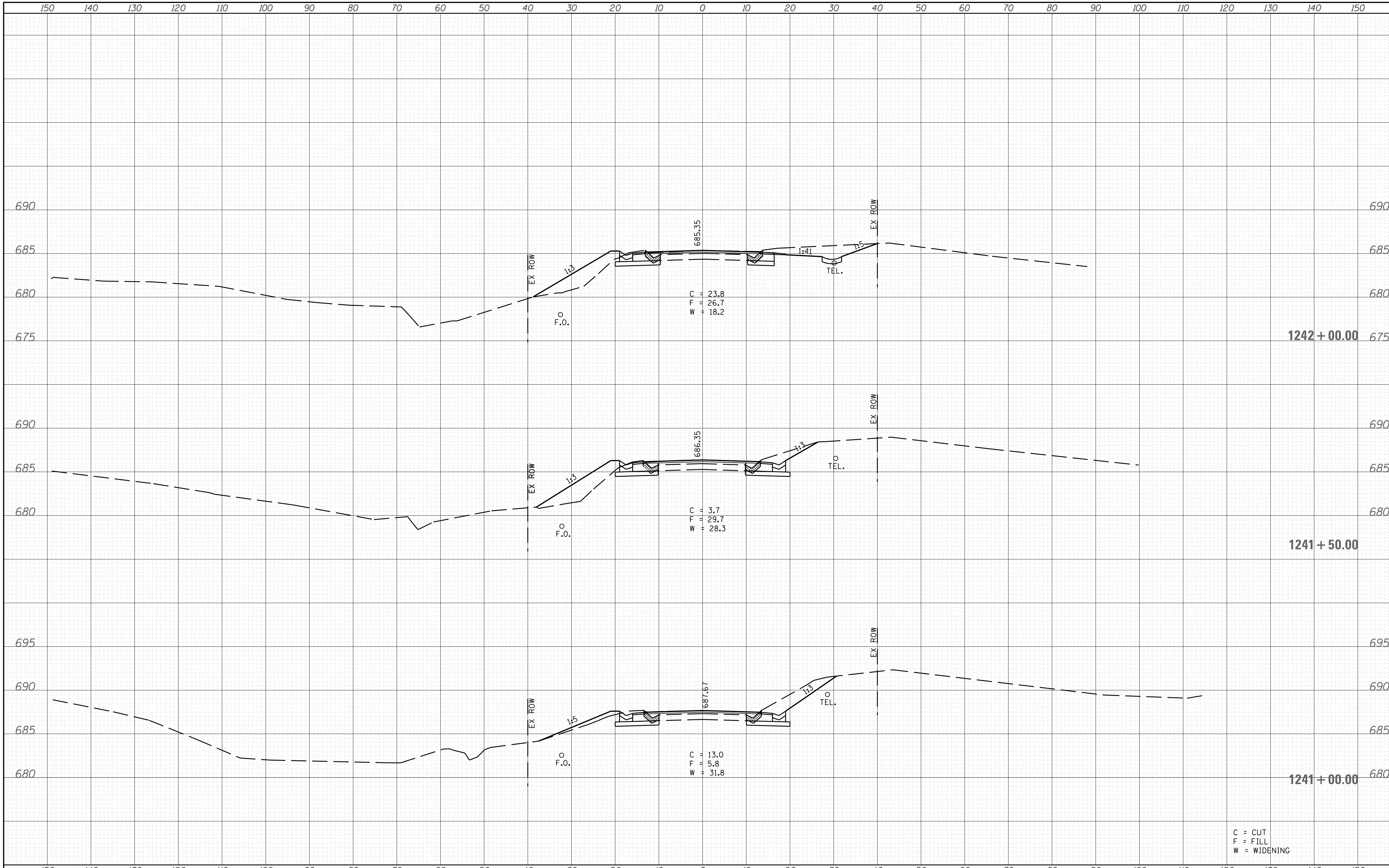
IL 104 OVER GRINDSTON CREEK
CROSS SECTION SHEET

SCALE: | SHEET NO. OF SHEETS | STA. 1240+00.00 TO STA. 1240+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	63

CONTRACT NO. 72B98

ILLINOIS | FED. AID PROJECT



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		DRAWN - BKL	REVISED -						
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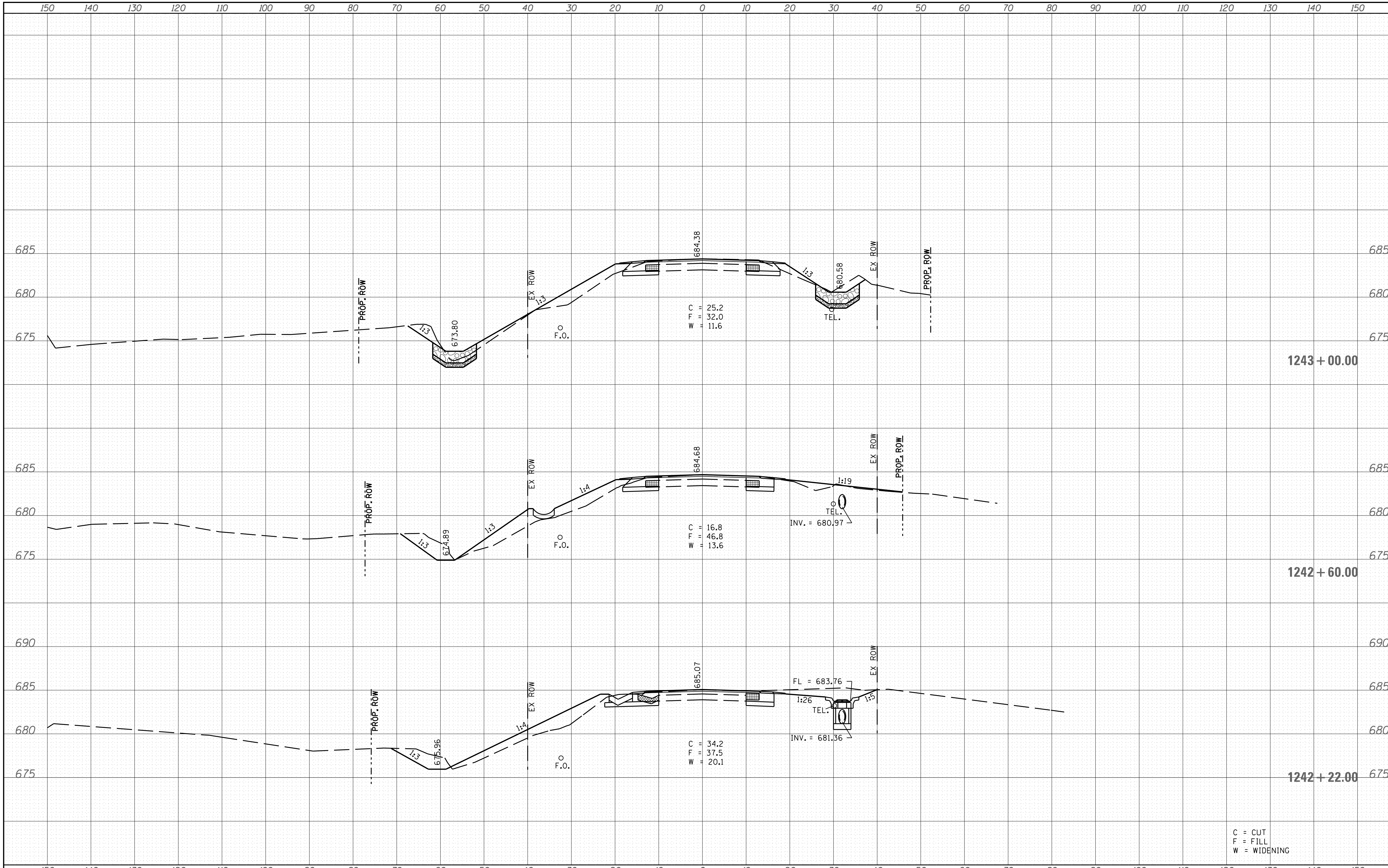

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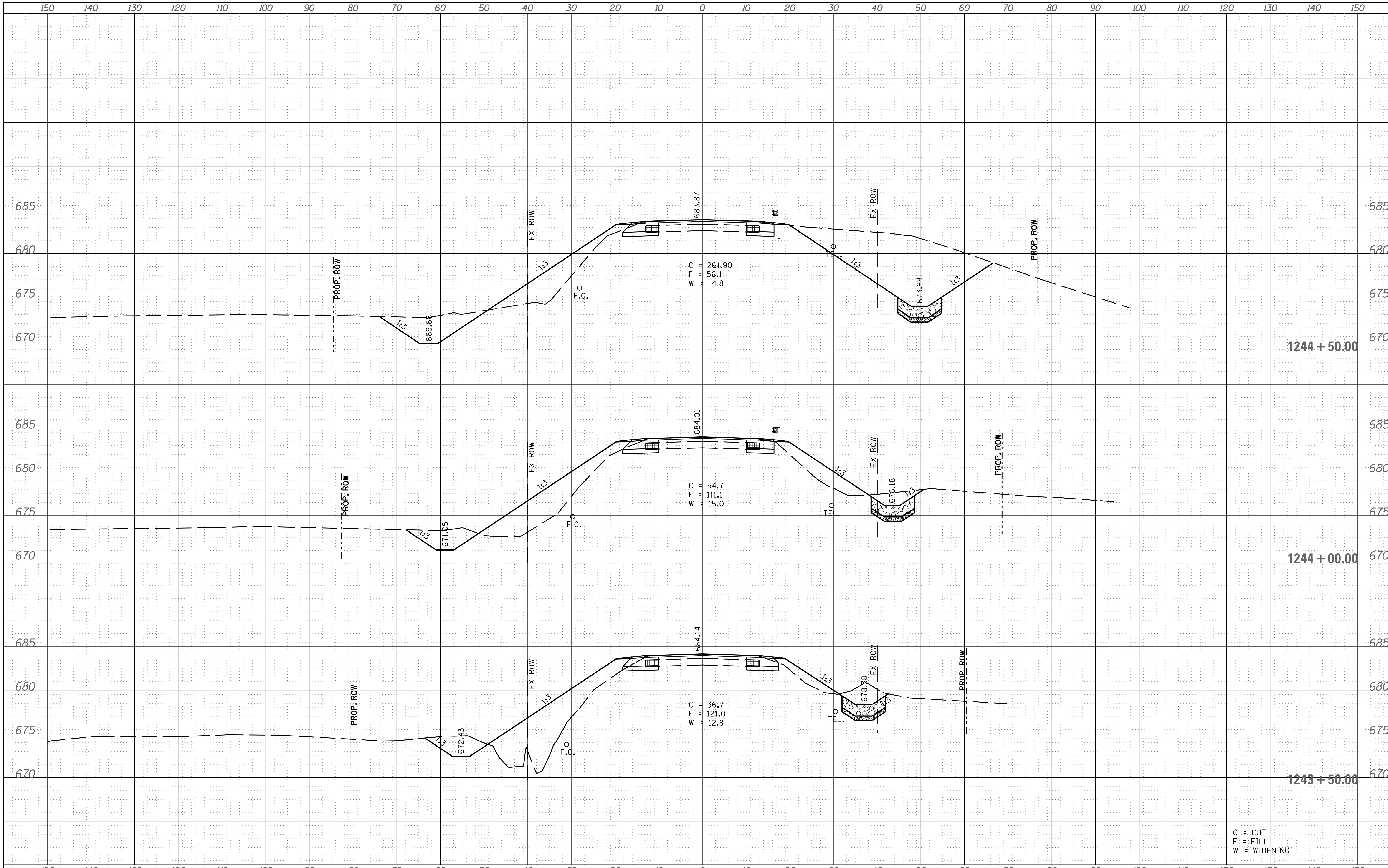

FINAL SURVEY — NOTE BOOK NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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

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		CHECKED - JPM	REVISED -
	PLOT DATE = Oct-14-2010 09:43:48AM	DATE - 8/25/10	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

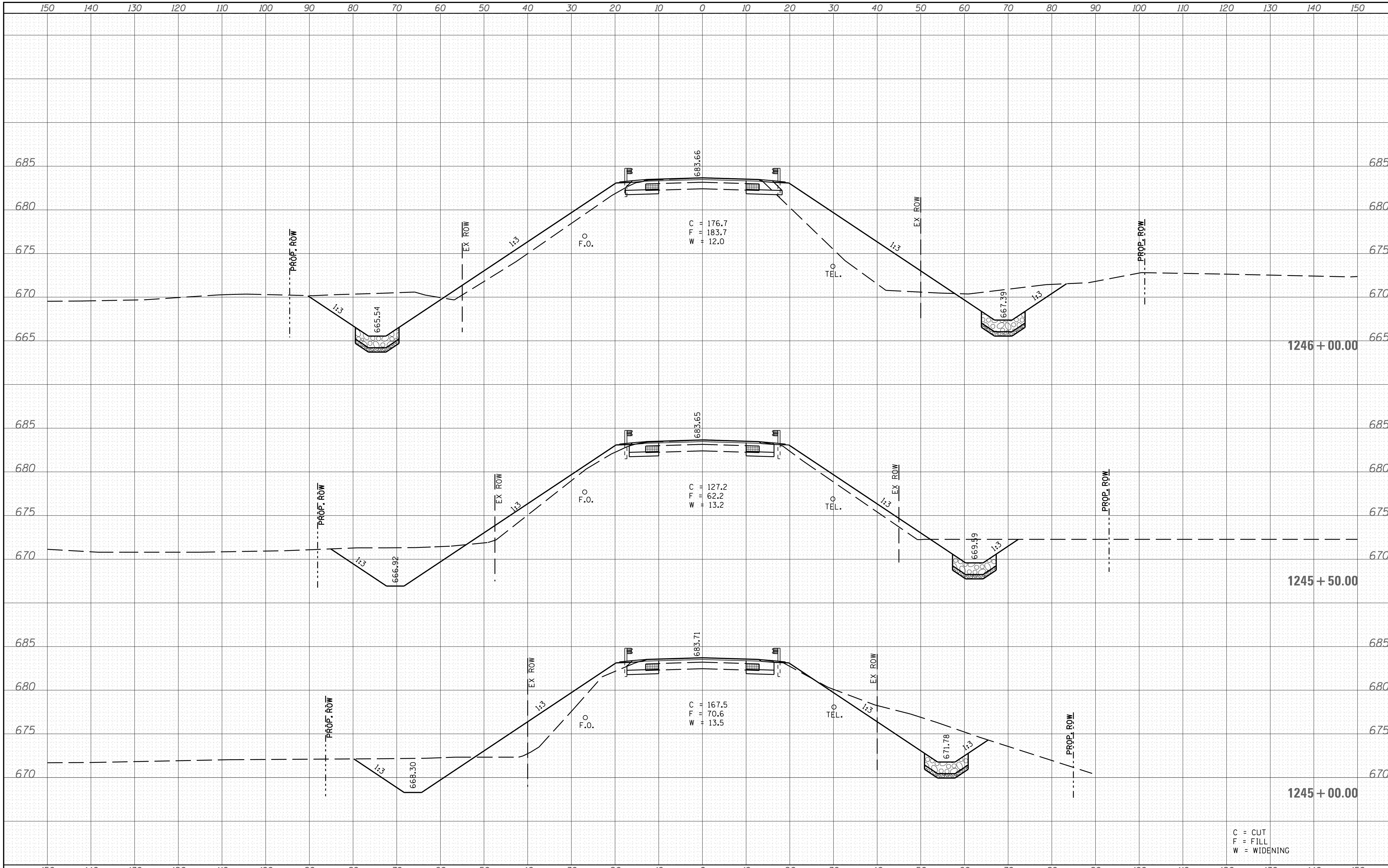
IL 104 OVER GRINDSTON CREEK
CROSS SECTION SHEET

SCALE: SHEET NO. OF SHEETS STA. 1243+50.00 TO STA. 1244+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	66

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT



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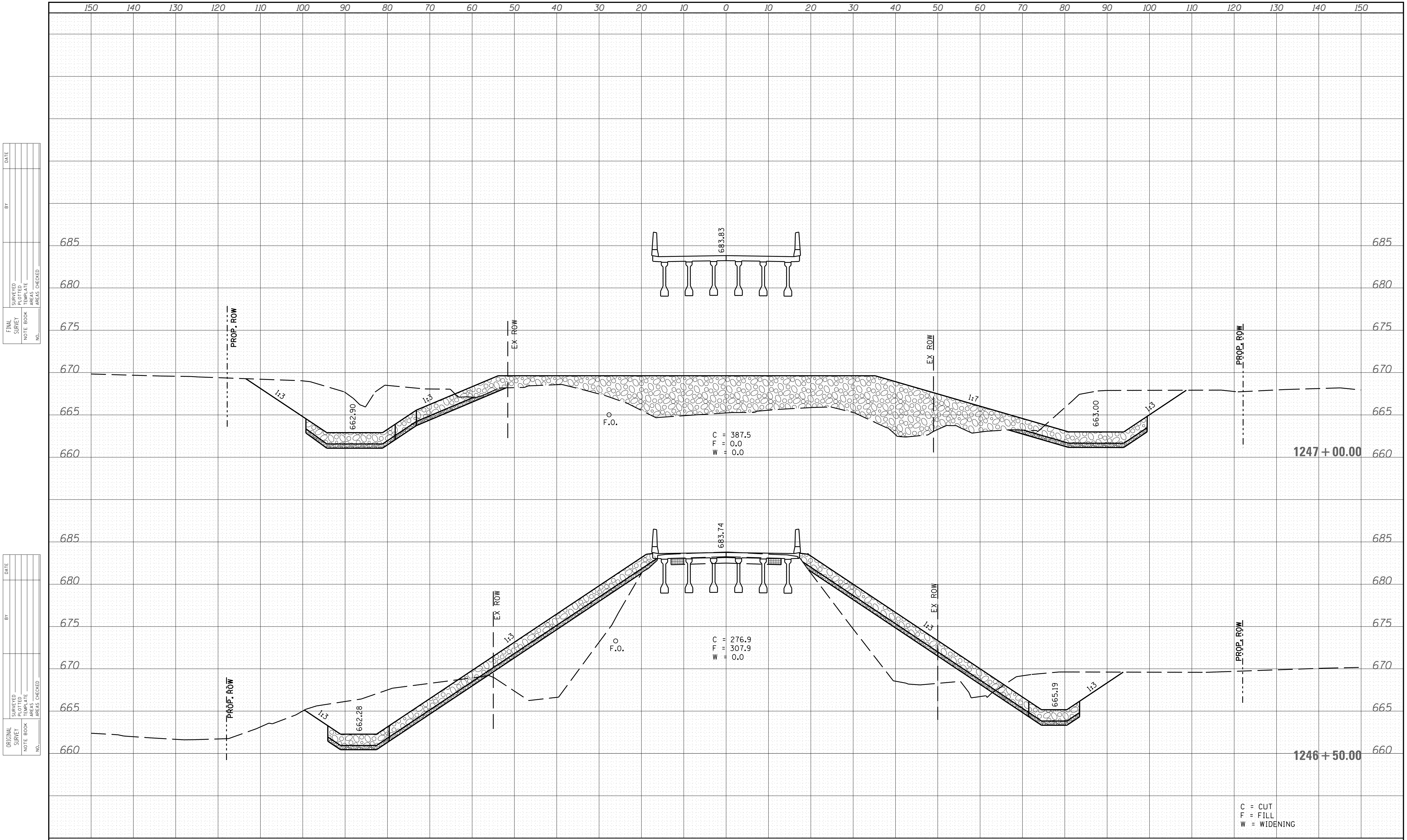
IL 104 OVER GRINDSTON CREEK
CROSS SECTION SHEET

SCALE: SHEET NO. OF SHEETS STA. 1245+00.00 TO STA. 1246+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	67

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

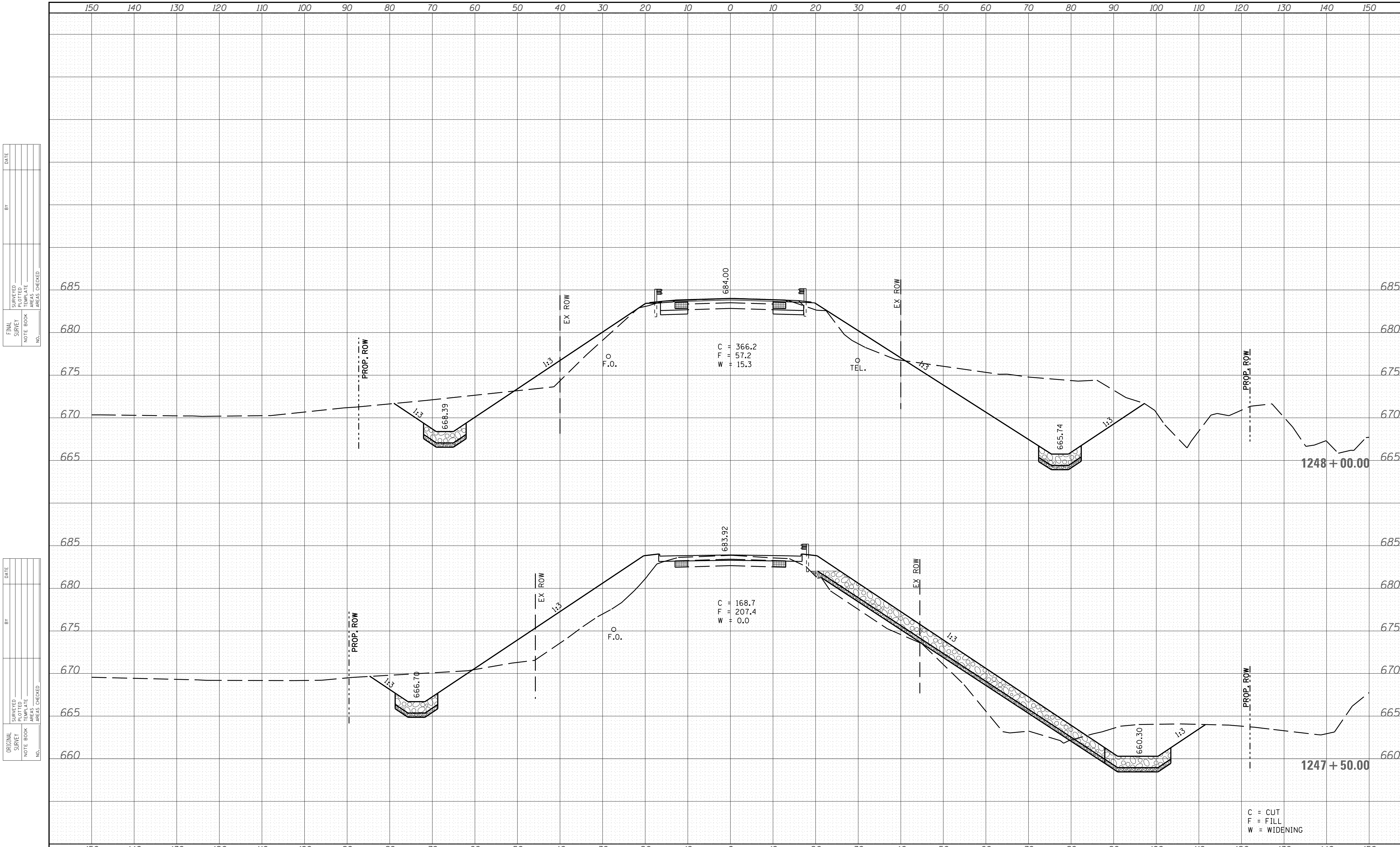
IL 104 OVER GRINDSTON CREEK
CROSS SECTION SHEET

SCALE: | SHEET NO. OF SHEETS | STA. 1246+50.00 TO STA. 1247+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	68

CONTRACT NO. 72B98

ILLINOIS | FED. AID PROJECT



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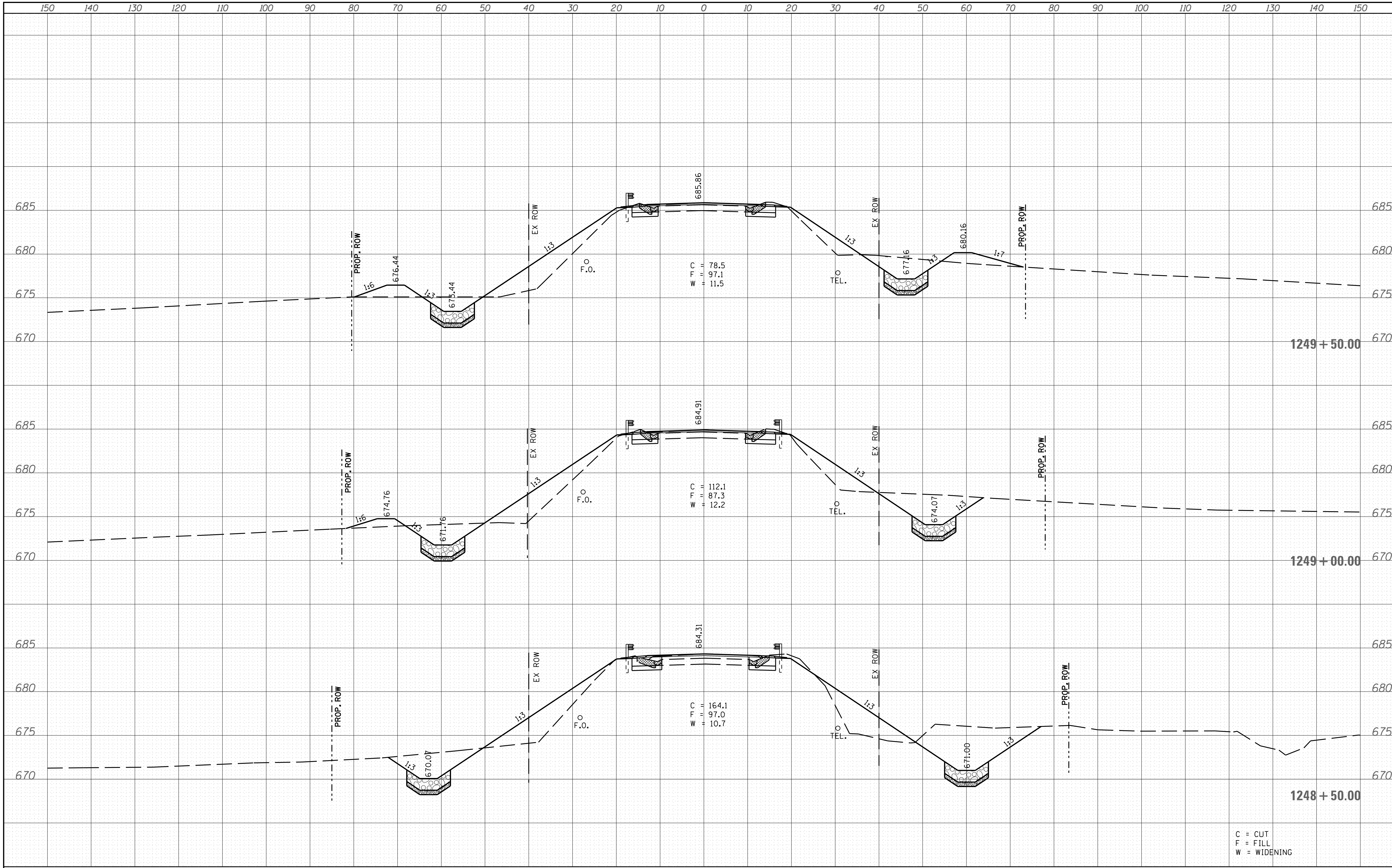
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	69

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT



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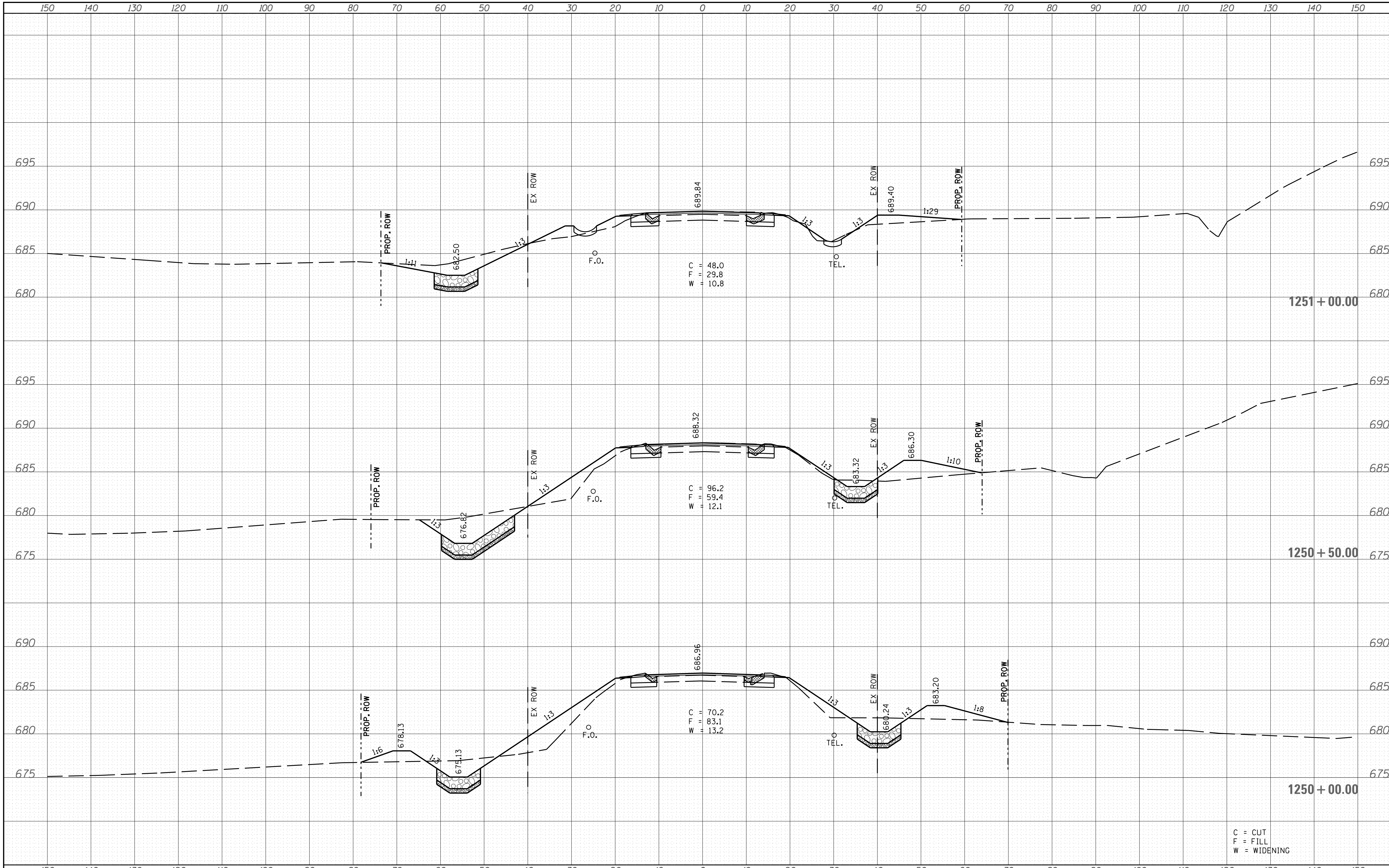
	PLOT DATE = Oct-14-2010 09:43:52AM	DATE - 8/25/10	REVISED -		SCALE: SHEET NO. OF SHEETS STA. 1248+50.00 STA. 1249+50.00		ILLINOIS FED. AID PROJECT	



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

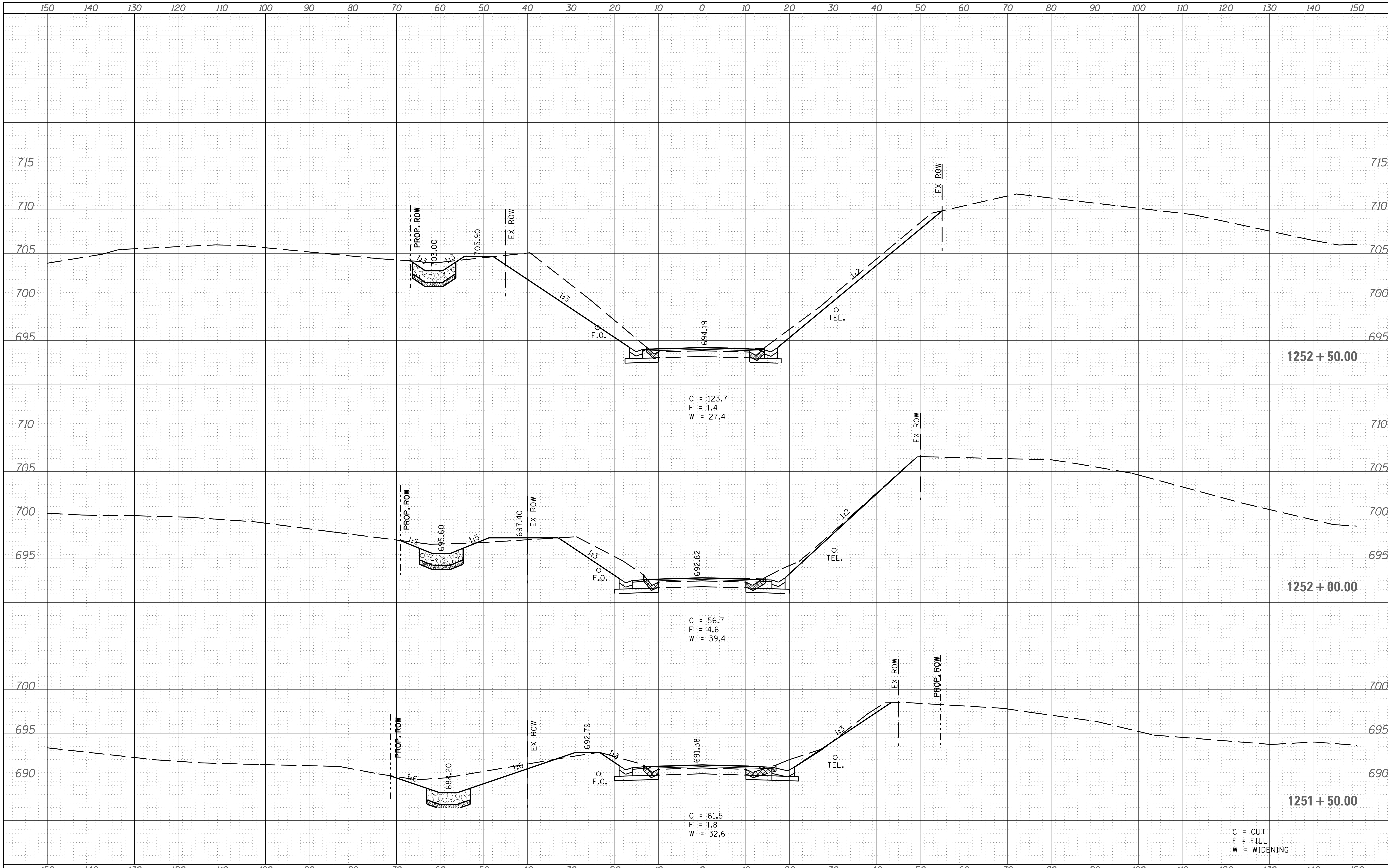
IL 104 OVER GRINDSTON CREEK
CROSS SECTION SHEET

SCALE: | SHEET NO. OF SHEETS | STA. 1250+00.00 TO STA. 1251+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	71

CONTRACT NO. 72B98

ILLINOIS | FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

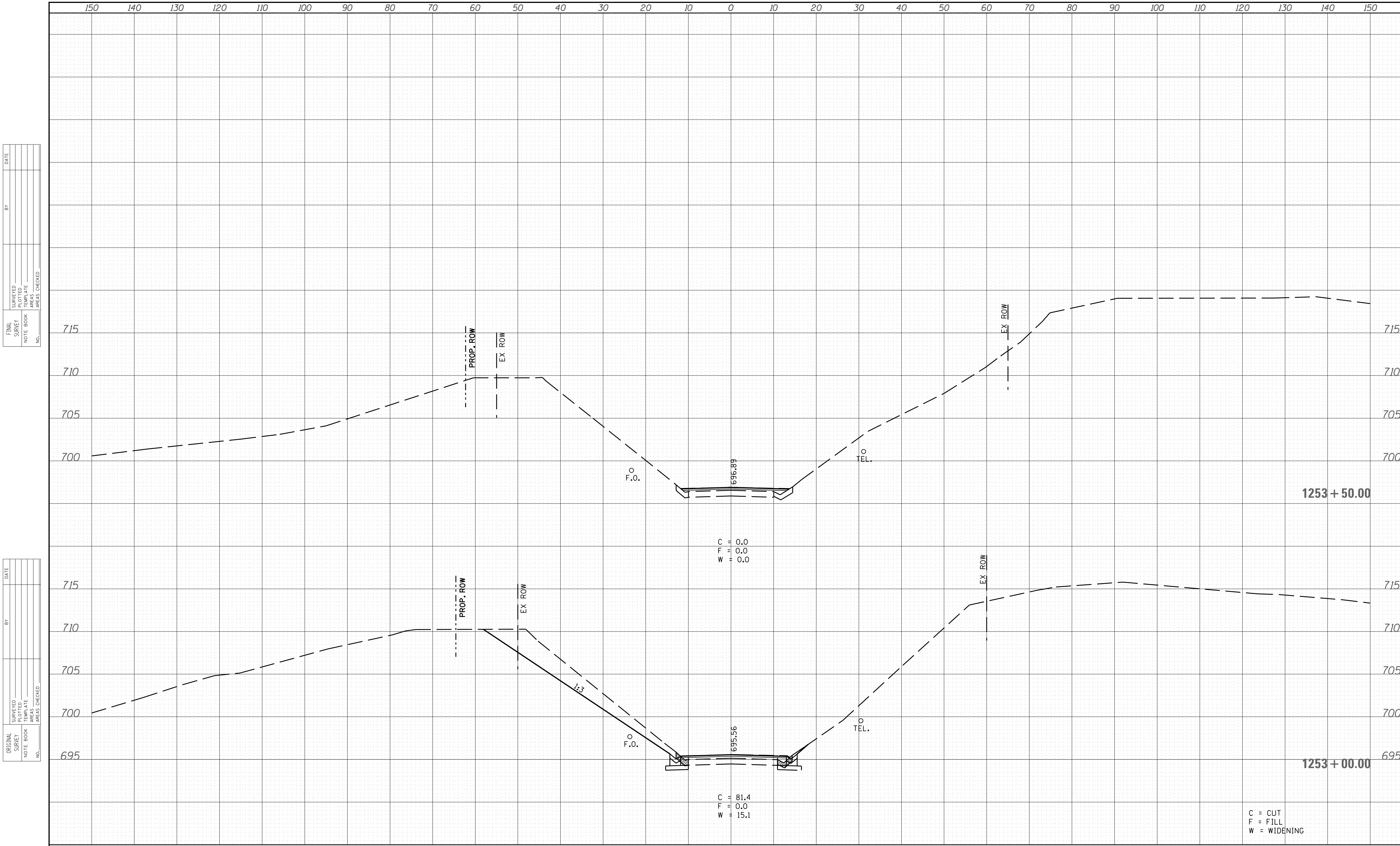
IL 104 OVER GRINDSTON CREEK
CROSS SECTION SHEET

SCALE: SHEET NO. OF SHEETS STA. 1251+50.00 TO STA. 1252+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	72

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT



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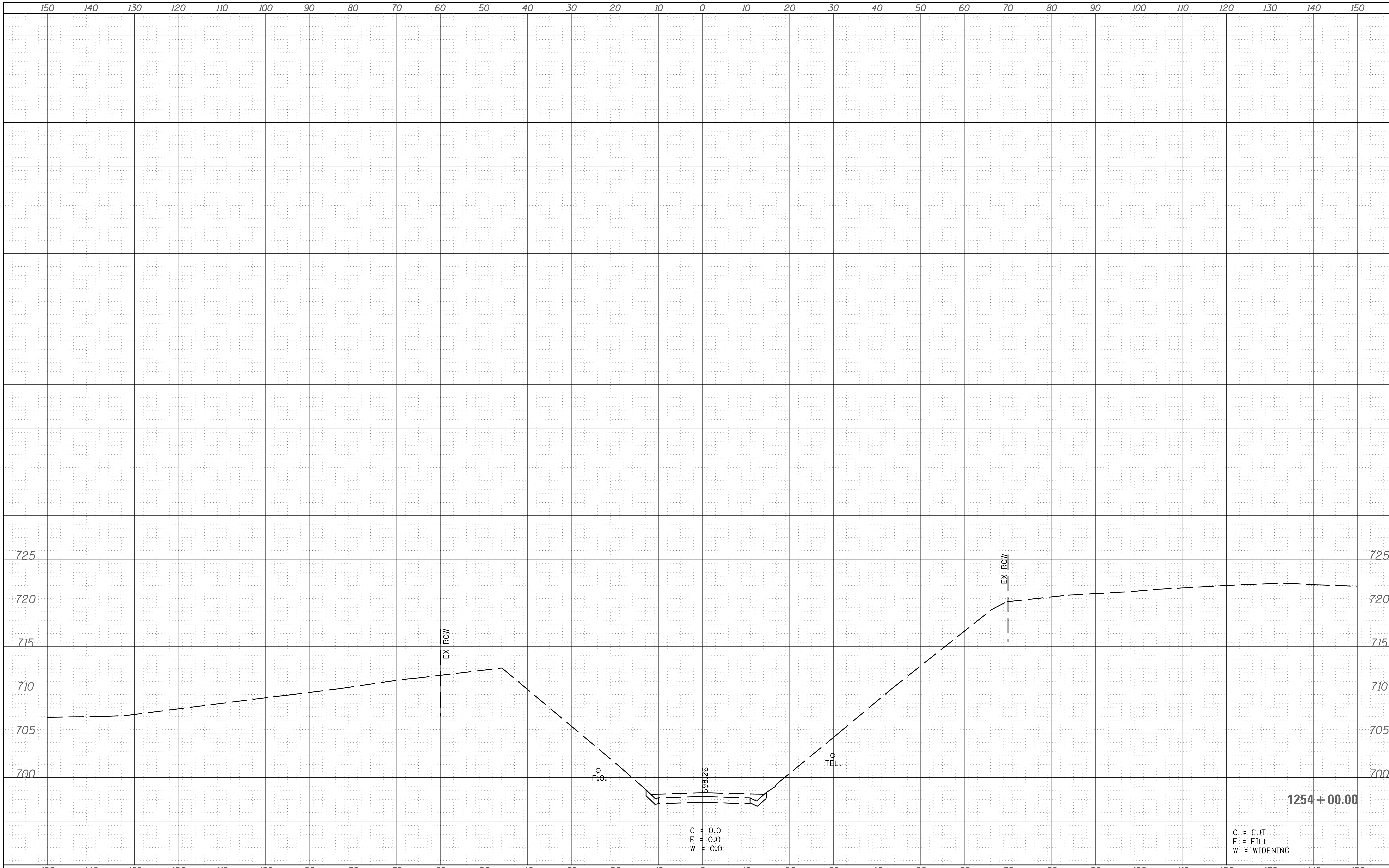
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	73
		CONTRACT NO. 72B98		
		ILLINOIS FED. AID PROJECT		



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

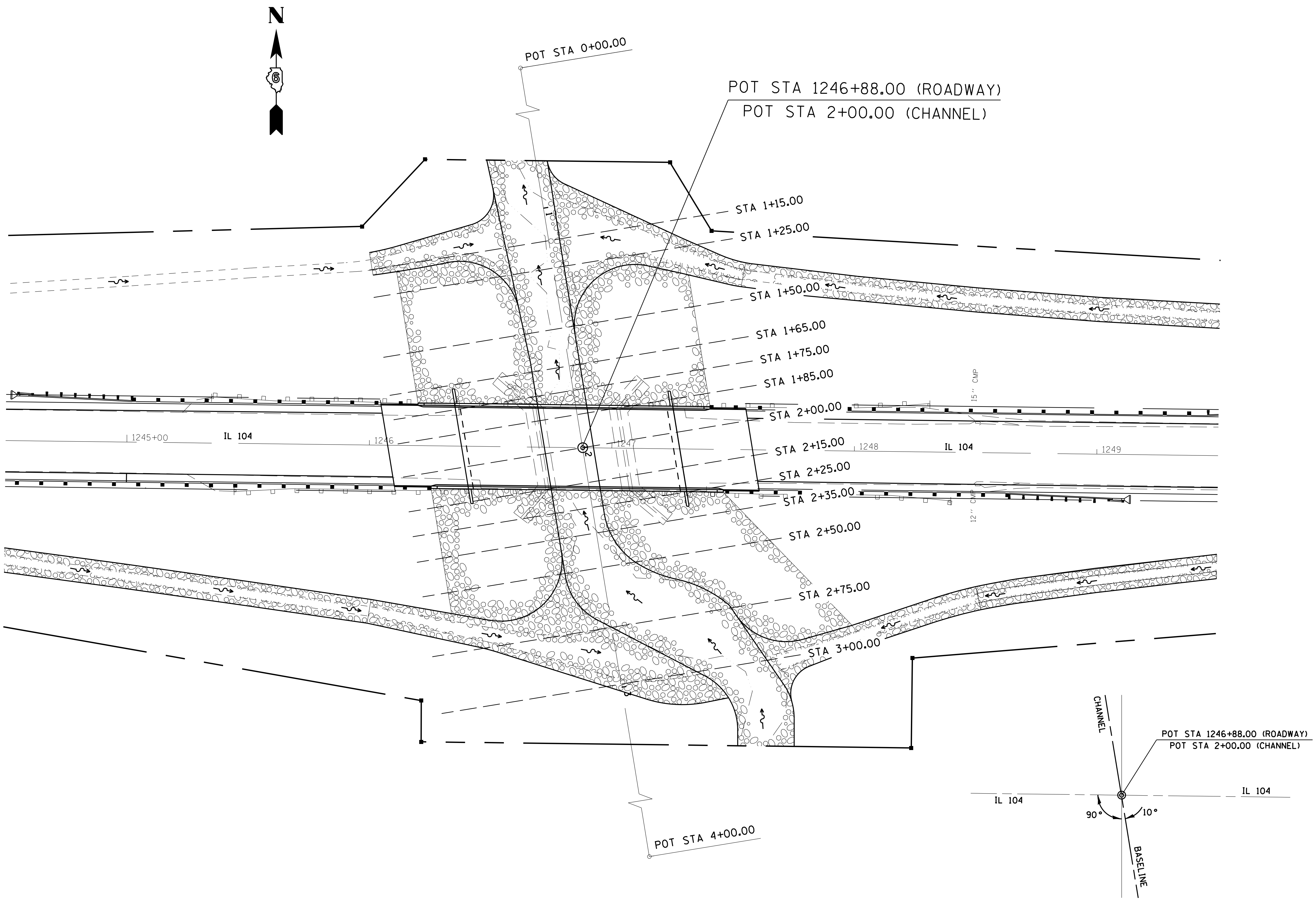
IL 104 OVER GRINDSTON CREEK
CROSS SECTION SHEET

SCALE: | SHEET NO. OF SHEETS | STA. 1254+00.00 TO STA. 1254+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	74

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT



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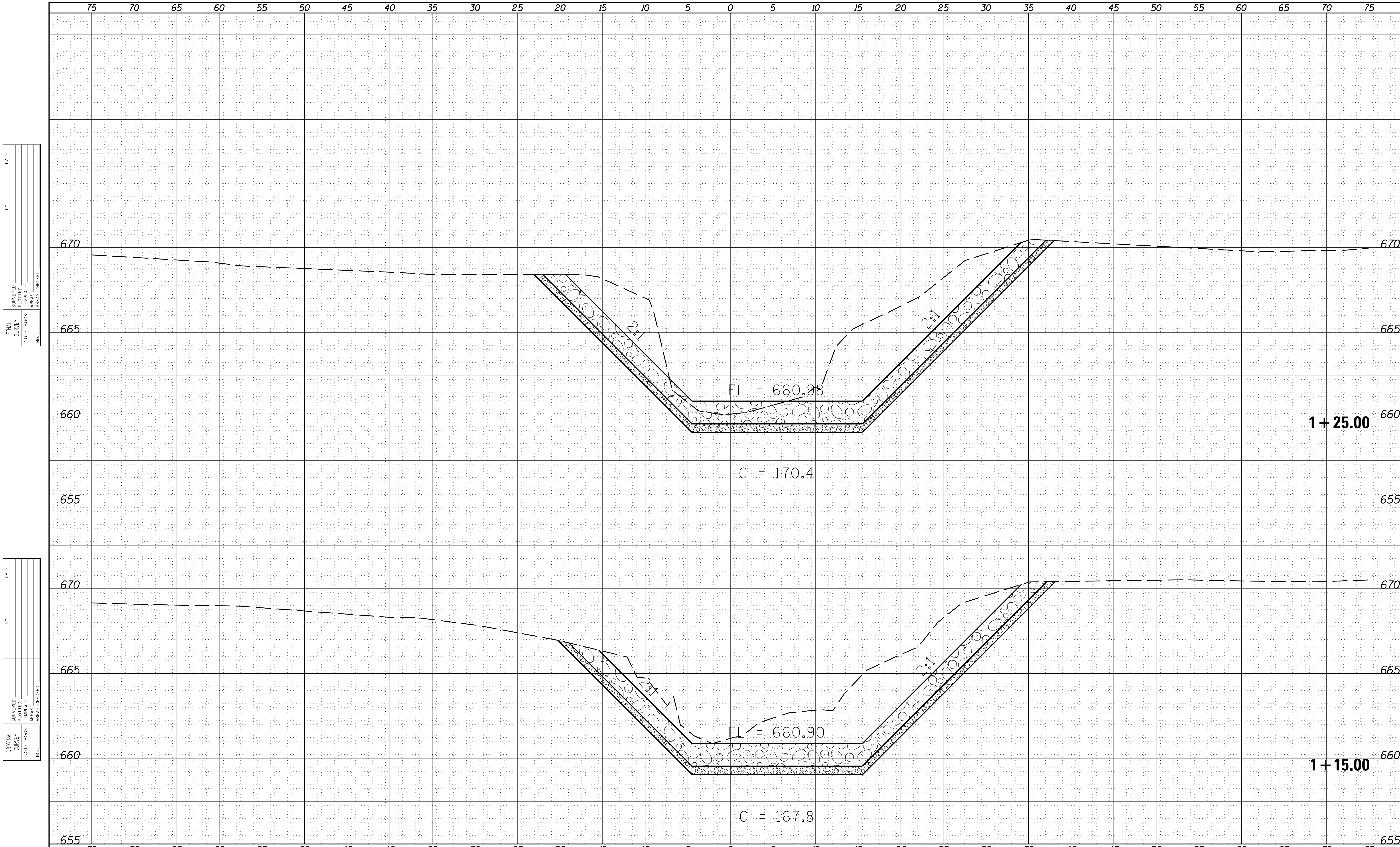
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	75
		CONTRACT NO. 72B98		
		ILLINOIS FED. AID PROJECT		



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

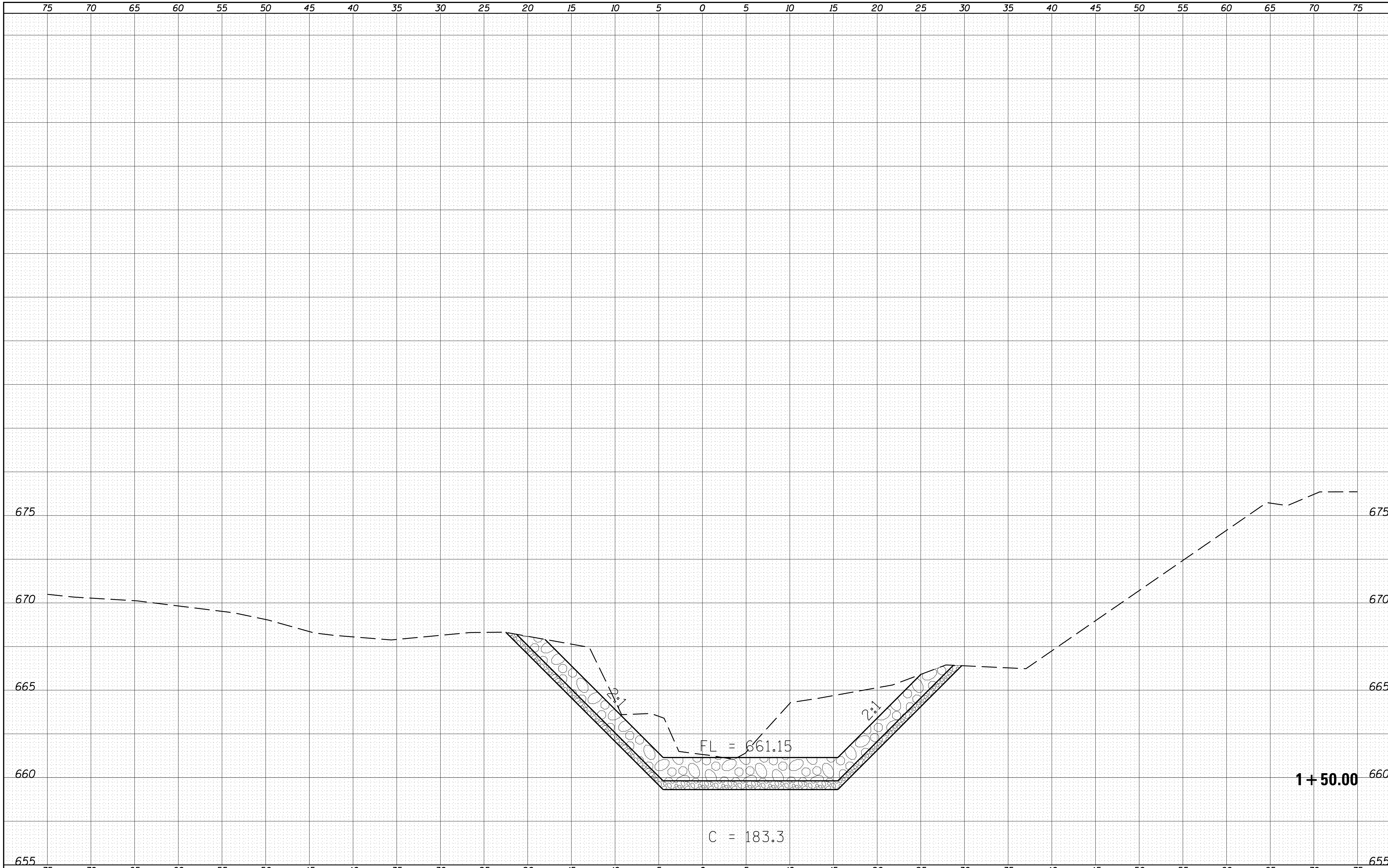
IL 104 OVER GRINDSTONE CREEK
CHANNEL EX. X-SECTION SHEETS

SCALE: | SHEET NO. OF SHEETS | STA. 1+13.58 TO STA. 1+25.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	76

CONTRACT NO. 72B98

ILLINOIS | FED. AID PROJECT



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

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

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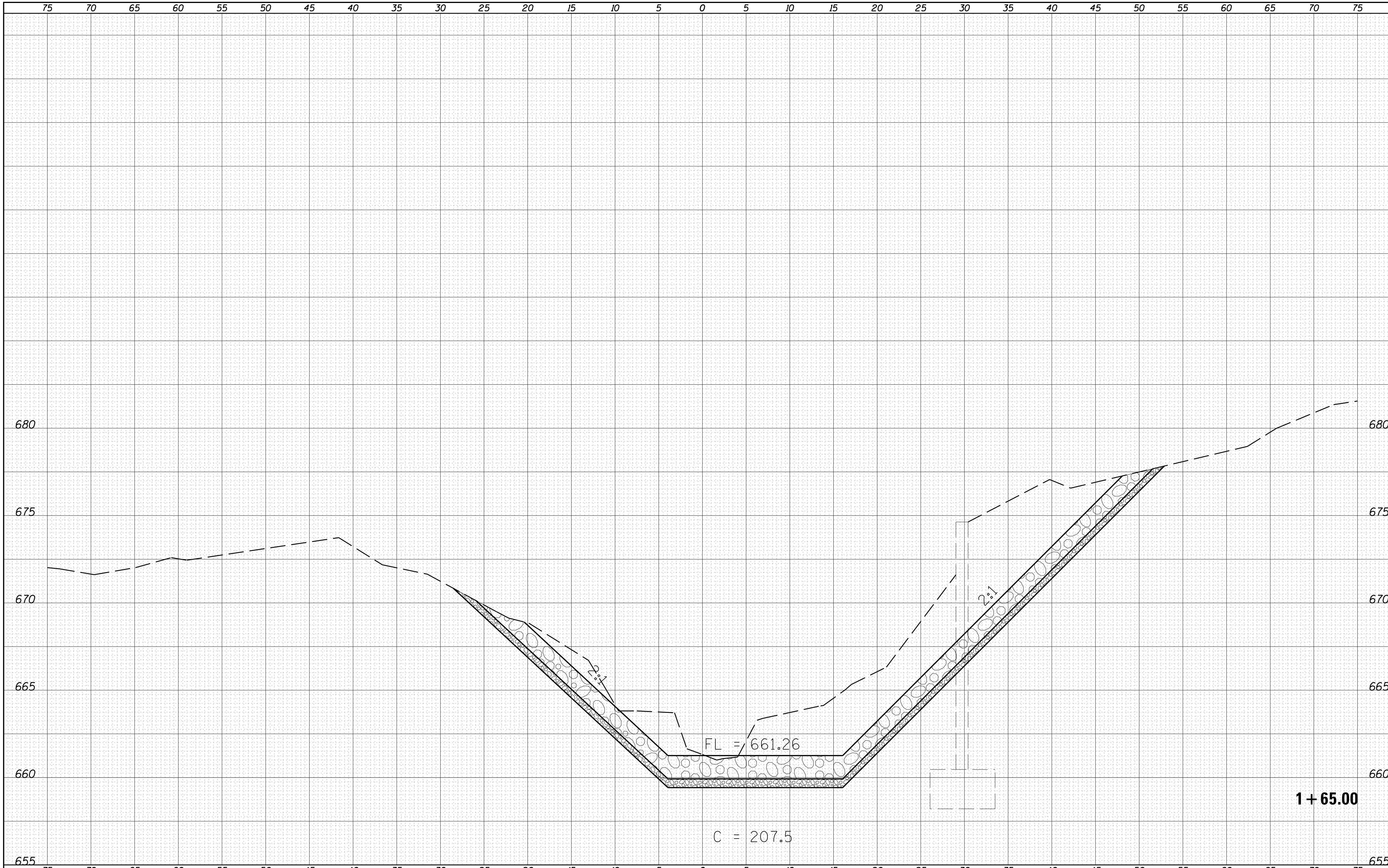
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	77
CONTRACT NO. 72B98				
ILLINOIS FED. AID PROJECT				



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

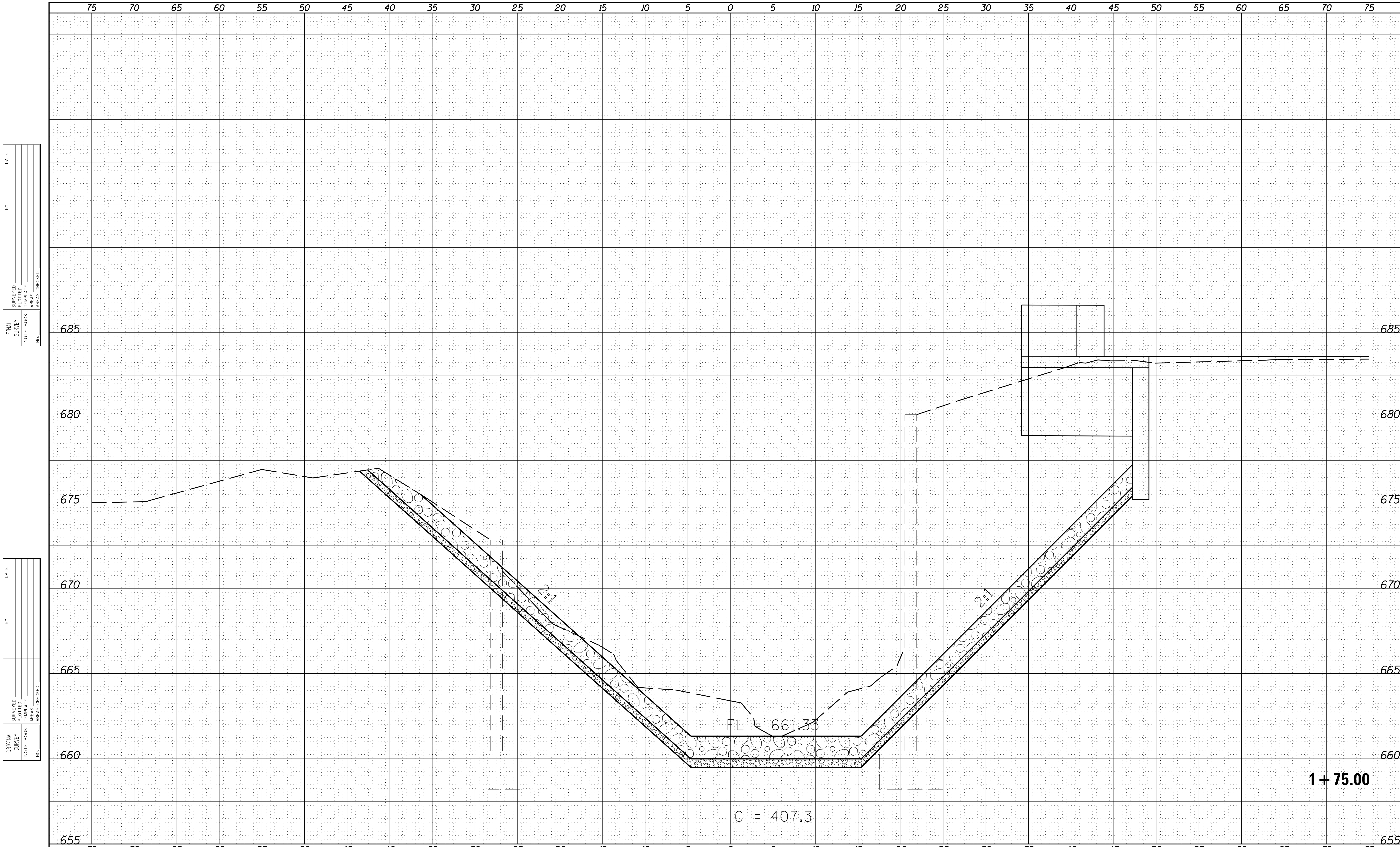
IL 104 OVER GRINDSTONE CREEK
CHANNEL EX. X–SECTION SHEETS

SCALE: | SHEET NO. OF SHEETS | STA. 1+65.87TO STA. 1+65.87

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	78

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

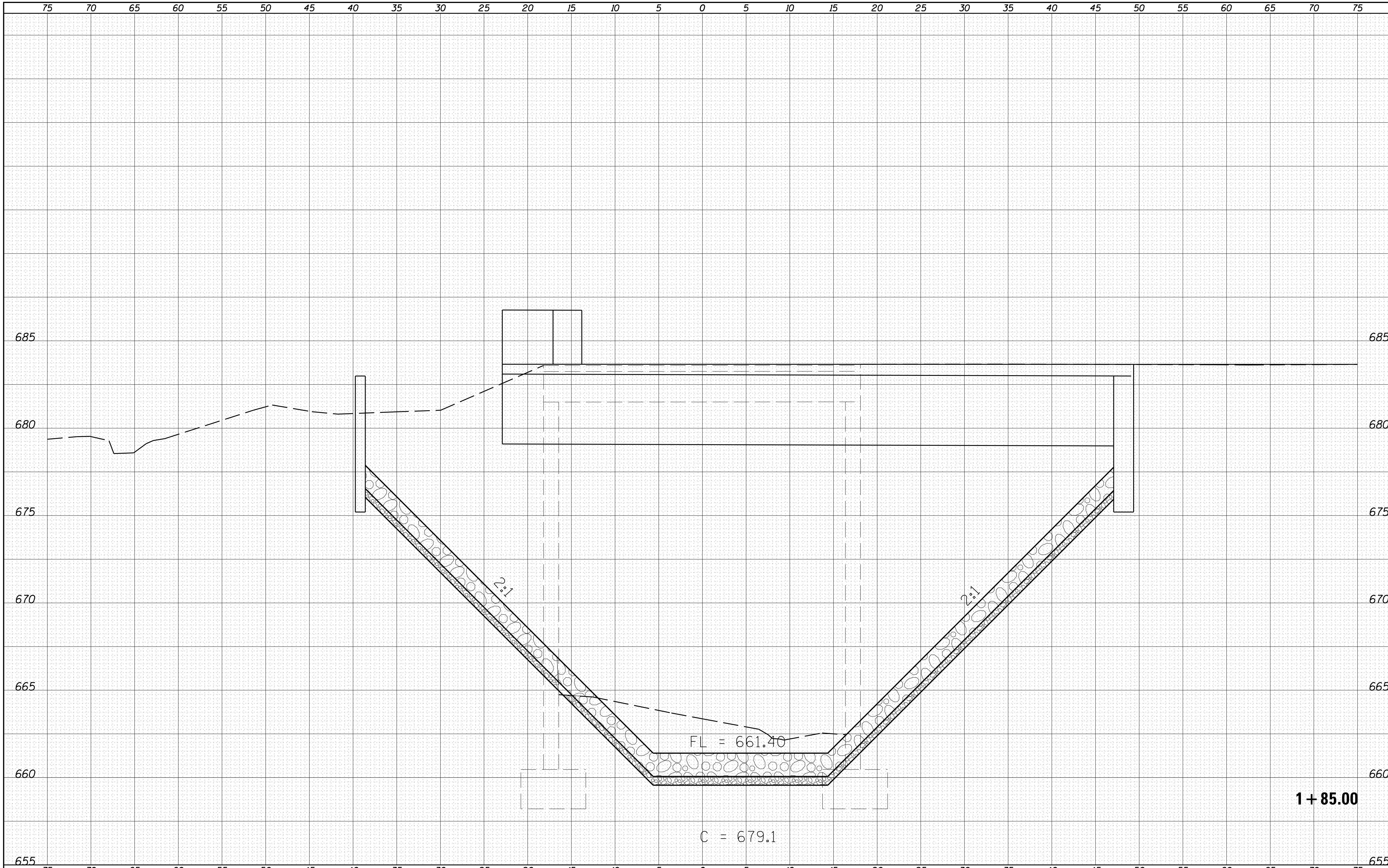
IL 104 OVER GRINDSTONE CREEK
CHANNEL EX. X-SECTION SHEETS

SCALE: | SHEET NO. OF SHEETS | STA. 1+76.06 TO STA. 1+76.06

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	79

CONTRACT NO. 72B98

ILLINOIS | FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 104 OVER GRINDSTONE CREEK
CHANNEL EX. X–SECTION SHEETS

SCALE: | SHEET NO. OF SHEETS | STA. 1+86.19 TO STA. 1+86.19

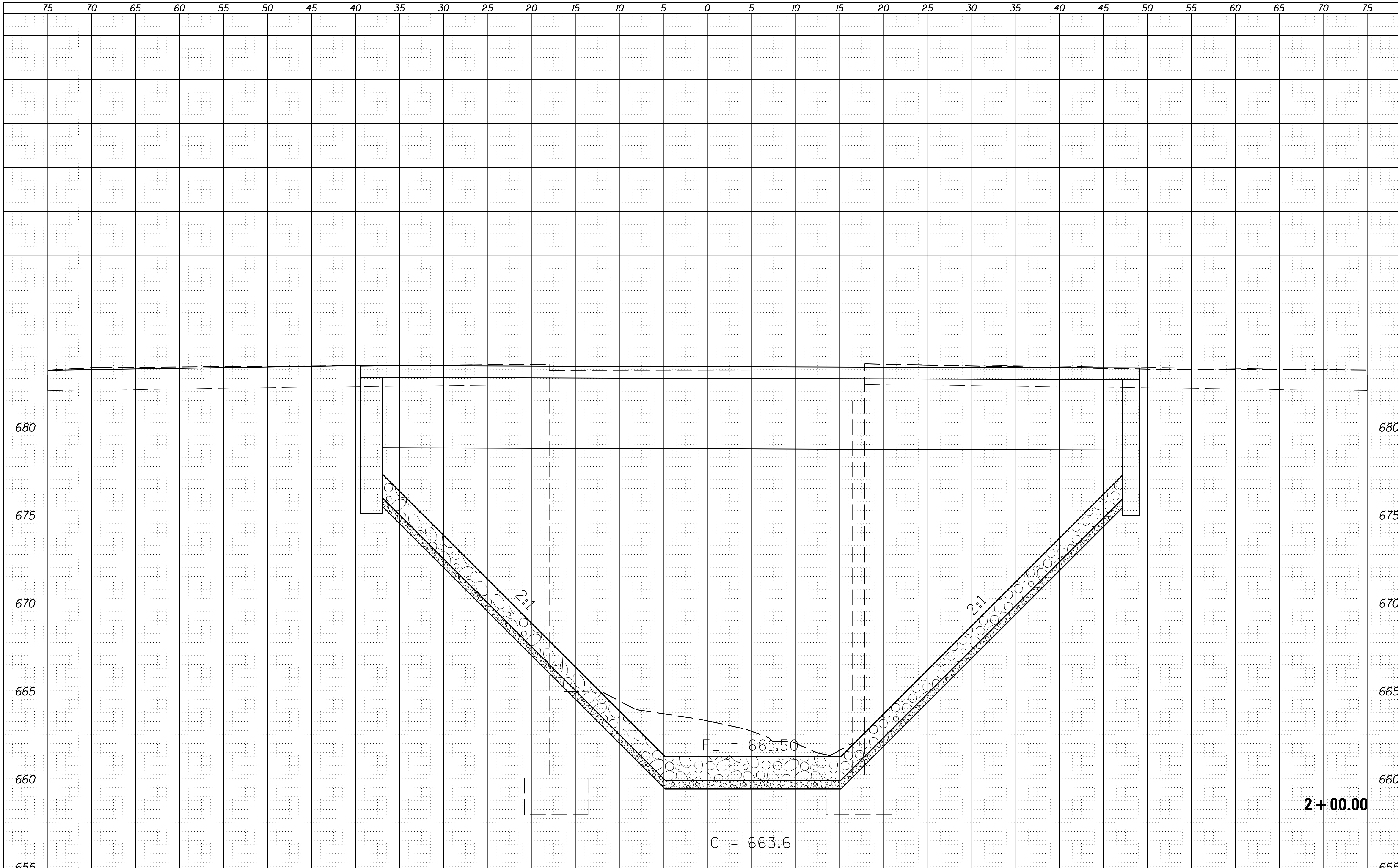
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	80

CONTRACT NO. 72B98

ILLINOIS | FED. AID PROJECT

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

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



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

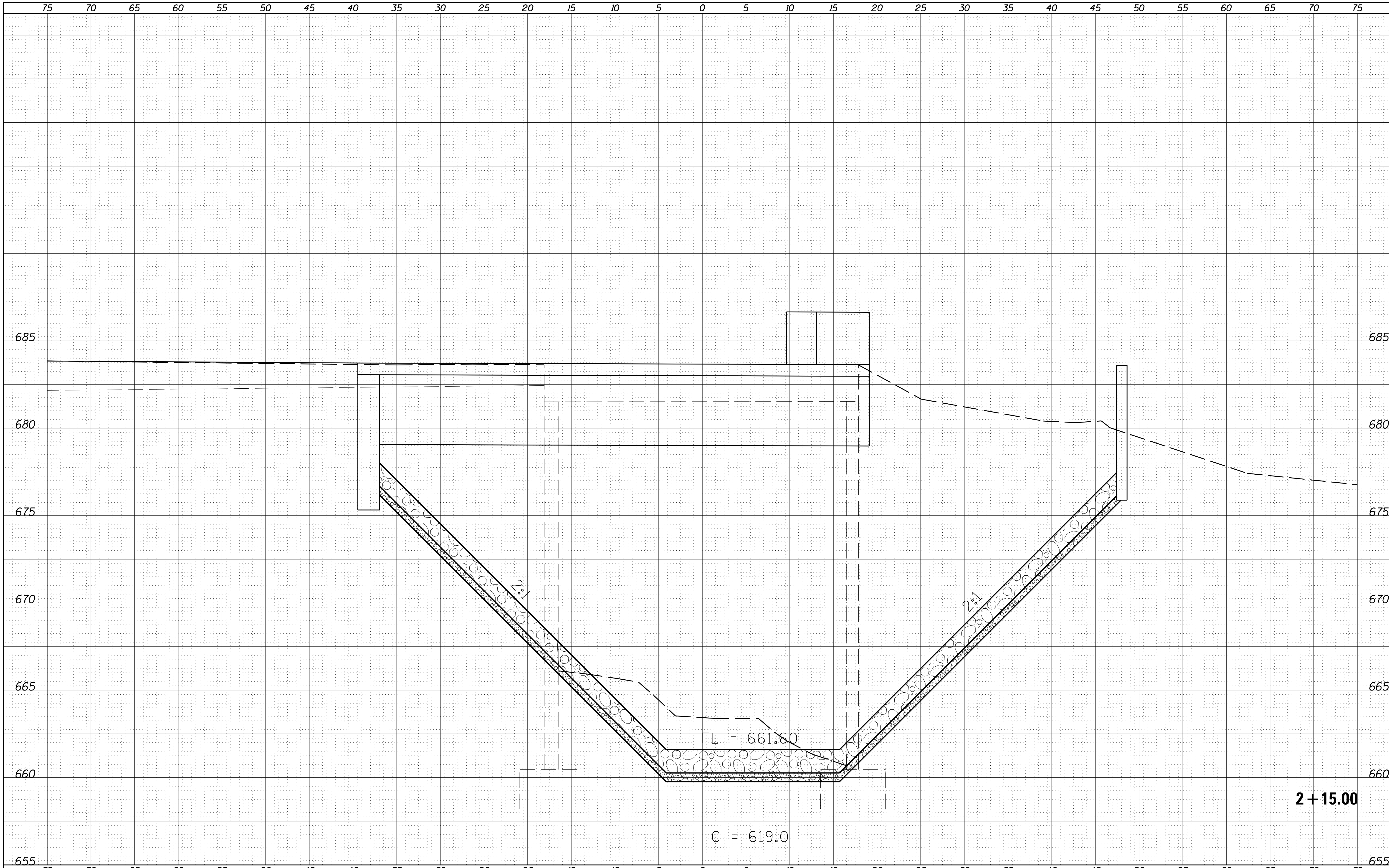
IL 104 OVER GRINDSTONE CREEK
CHANNEL EX. X-SECTION SHEETS

SCALE: | SHEET NO. OF SHEETS | STA. 2+00.00 TO STA. 2+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	81

CONTRACT NO. 72B98

ILLINOIS | FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

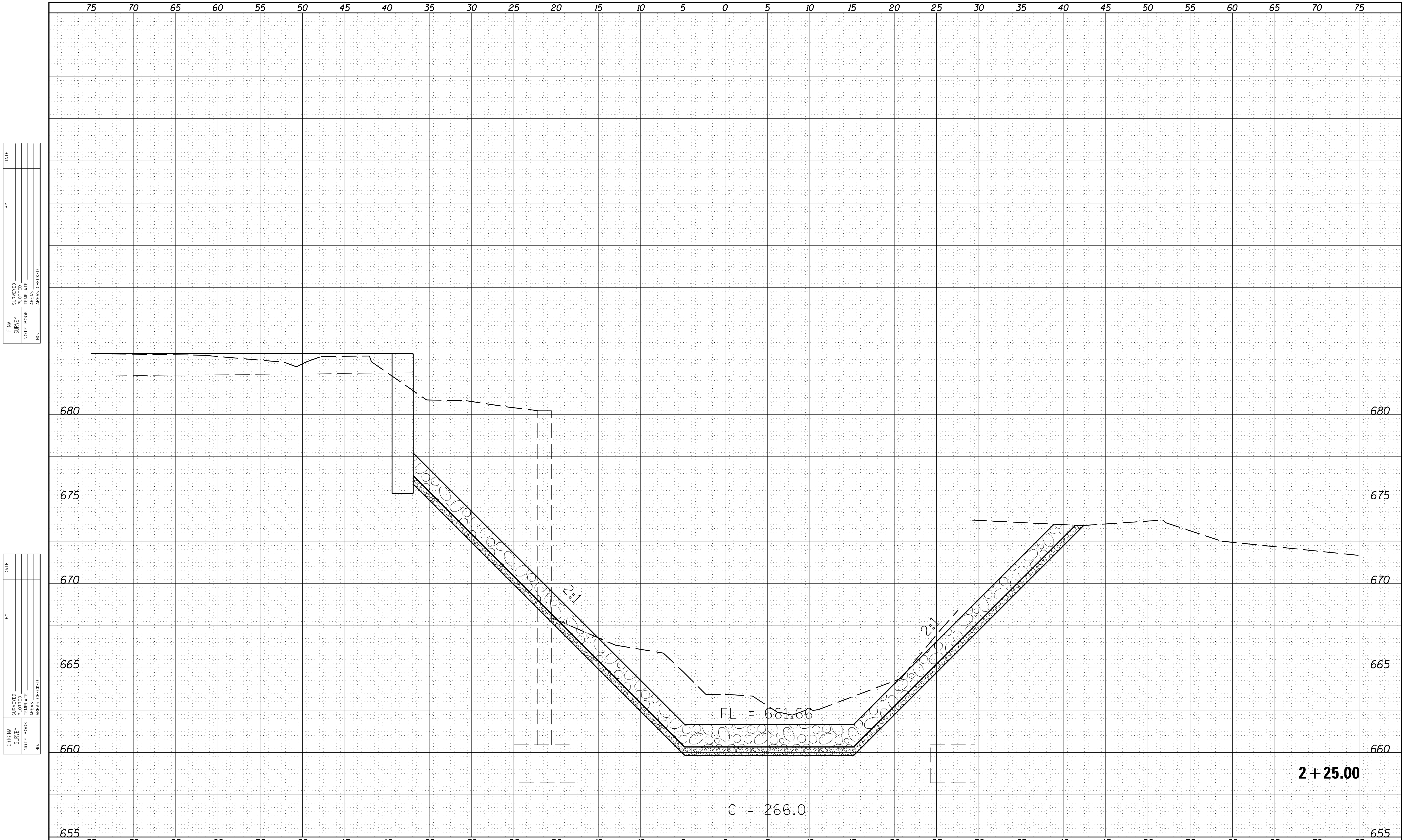
IL 104 OVER GRINDSTONE CREEK
CHANNEL EX. X-SECTION SHEETS

SCALE:	SHEET NO. OF SHEETS	STA. 2+14.54 TO STA. 2+14.54

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	82

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT



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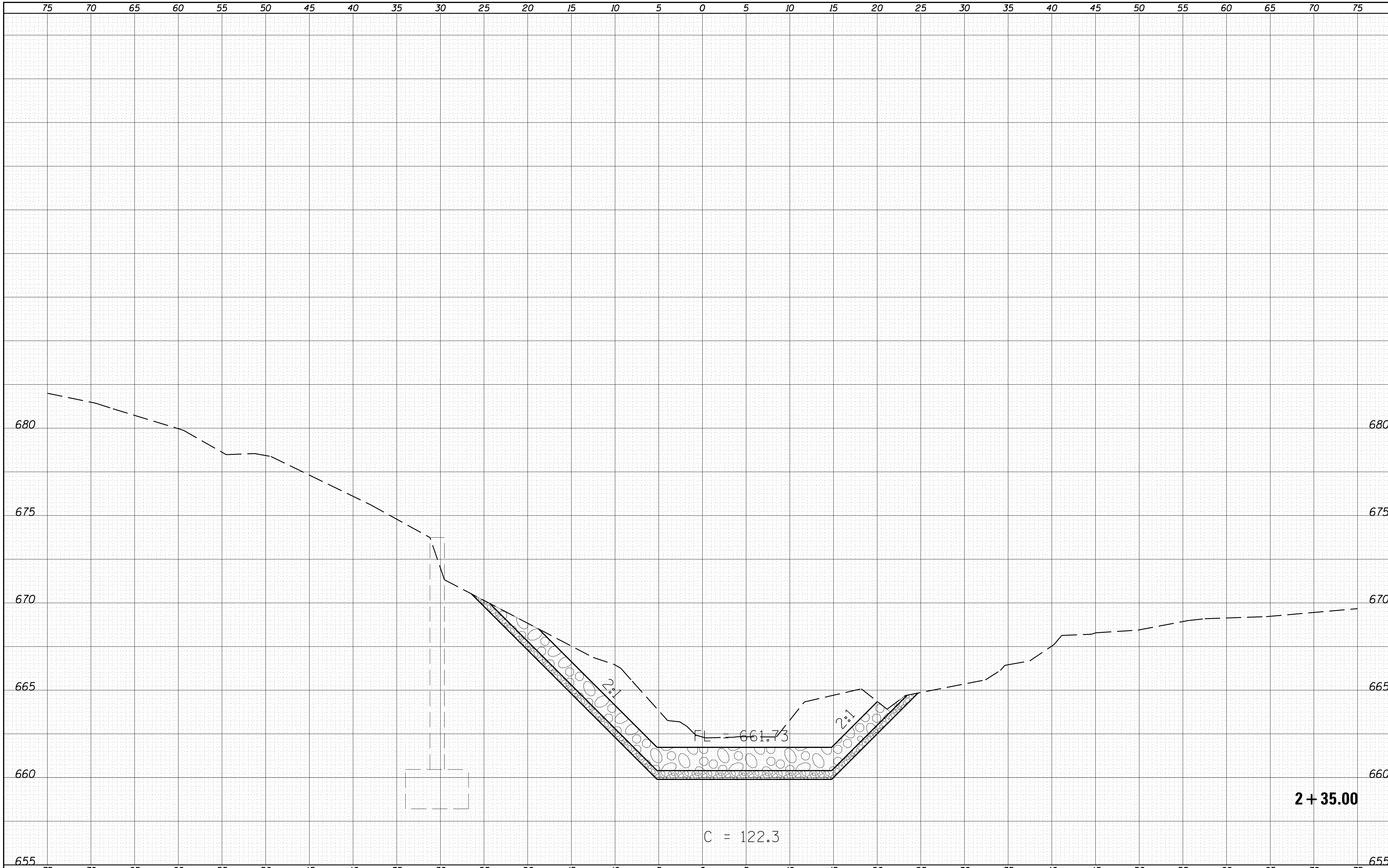
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	83
CONTRACT NO. 72B98				
ILLINOIS FED. AID PROJECT				



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

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NOTE BOOK NO.	SURVEYED / PLOTTED / TEMPLATE / AREAS / AREAS CHECKED	BY	DATE

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

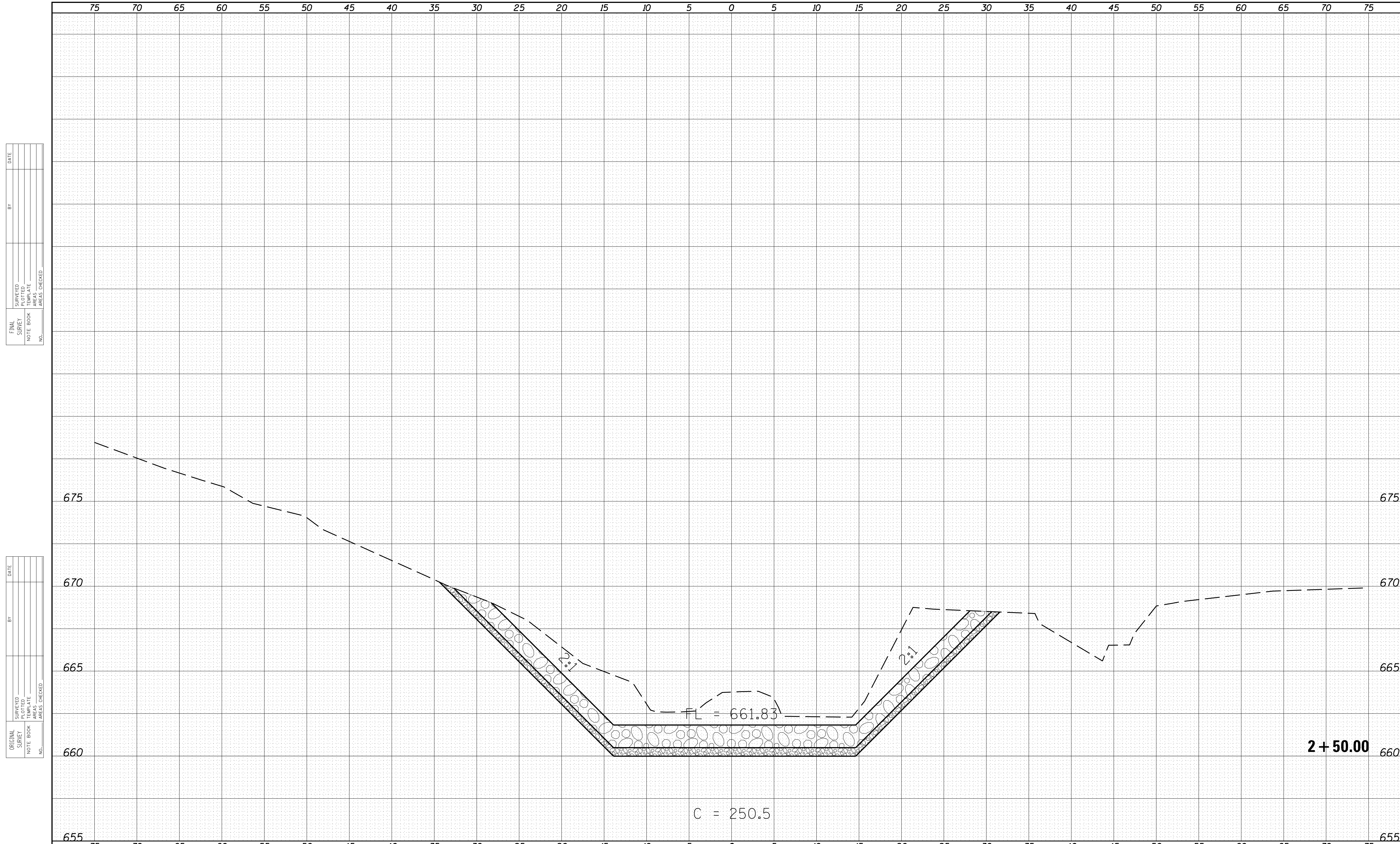
IL 104 OVER GRINDSTONE CREEK
CHANNEL EX. X-SECTION SHEETS

SCALE: | SHEET NO. OF SHEETS | STA. 2+35.600 STA. 2+35.60

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	84

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

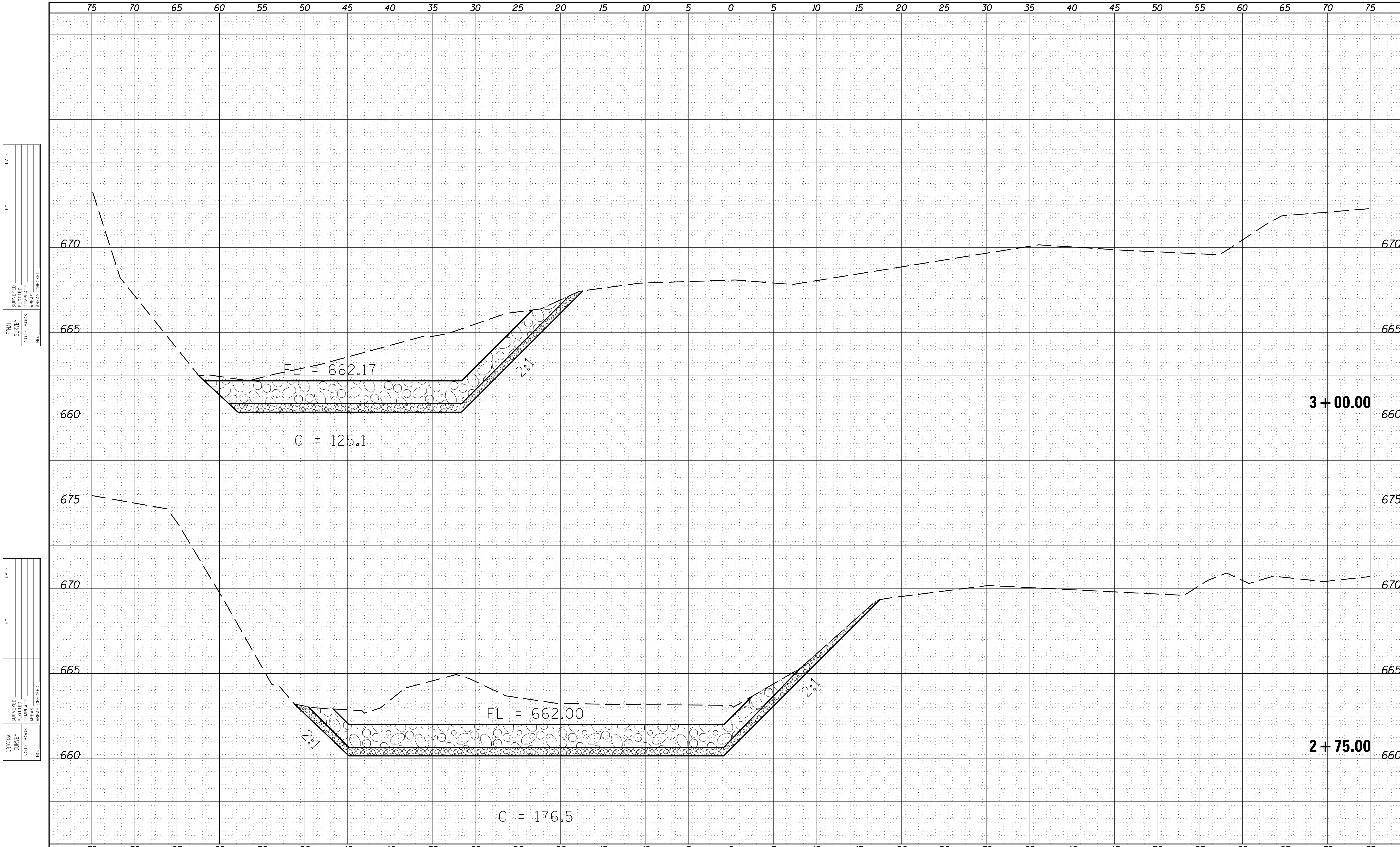
IL 104 OVER GRINDSTONE CREEK
CHANNEL EX. X–SECTION SHEETS

SCALE: | SHEET NO. OF SHEETS | STA. 2+50.000 STA. 2+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
745	107B-1	ADAMS	86	85

CONTRACT NO. 72B98

ILLINOIS FED. AID PROJECT



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