02-28-14 LETTING ITEM 097

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588	39(R-1,B-1,B-2)	WILLIAMSON	224 *	1
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* & FAS 903 CN 78277

* 224-1 = 223 TOTAL SHEETS

D-99-001-12

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAU 9588 & FAS 903
HERRIN ROAD
SECTION 39(R-1,B-1,B-2)
PROJECT NO. ACHSIP-ACRS-0005 (958)
RESURFACING, CURVE REALIGNMENT, EARTHWORK, BRIDGE REPLACEMENTS, DRAINAGE IMPROVEMENTS
WILLIAMSON COUNTY
C-99-001-12

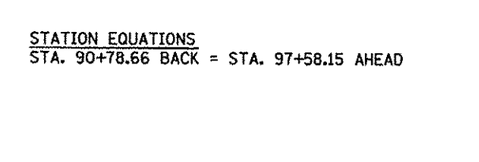
FOR INDEX OF SHEETS, SEE SHEET NO. 3

STATION EQUATIONS
STA. 90+78.66 BACK = STA. 97+58.15 AHEAD

TRAFFIC DATA

2013 ADT = 6900 WITH 4.49% TRUCKS
2033 ADT = 9295 WITH 4.46% TRUCKS

TOWNSHIPS
HERRIN



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

CONTRACT NO. 78277

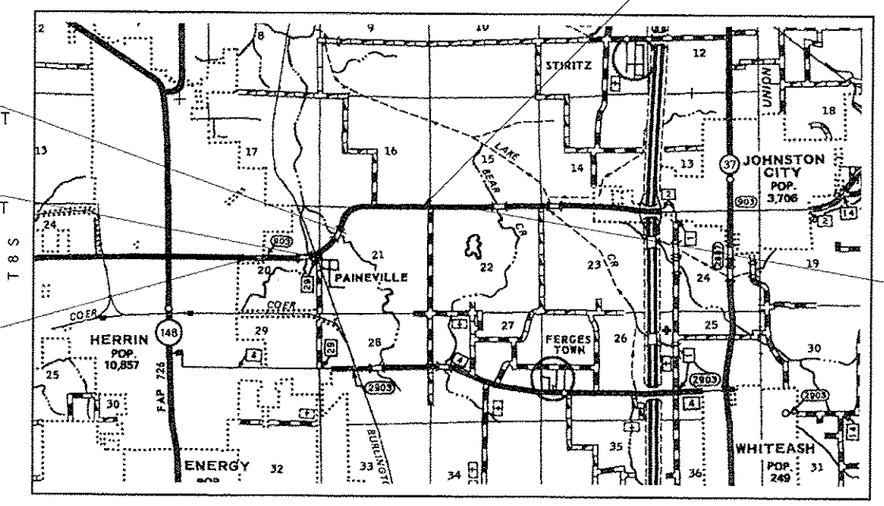
PR STR 100-0081
STA 53+00 ON PR ALIGNMENT
REPLACE EX STR 100-3009

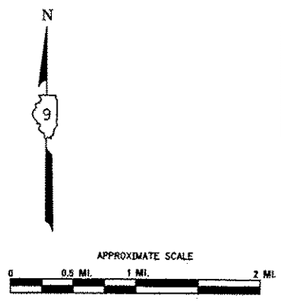
PR STR 100-0080
STA 35+90 ON PR ALIGNMENT
REPLACE EX STR 100-3008

PROJECT BEGINS
STA -0+29.80

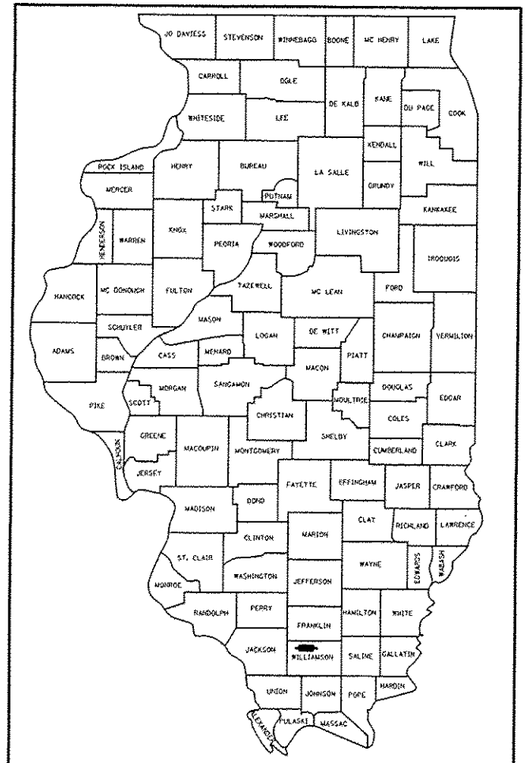
STATION EQUATION:
STA 90+78.66 BACK =
STA 97+58.15 AHEAD

PROJECT ENDS:
STA 108+00





GROSS LENGTH OF PROJECT = 10,150.31 FT = 1.92 MILES
NET LENGTH OF PROJECT = 10,150.31 FT = 1.92 MILES



LOCATION OF SECTION INDICATED THUS: –

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Dec 6 20 13
Jeffrey L. Kern
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
Jan 24 20 14
John D. Baranzelli P.E.
ENGINEER OF DESIGN AND ENVIRONMENT
Jan 24 20 14
Omer Osman P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

DESIGNER: MELISSA COLE (618)351-5216

COUNTY: WILLIAMSON SECTION: 39(R-1,B-1,B-2) ROUTE: FAS 903 & FAU 9588 (HERRIN ROAD) FUNCTION CLASS: MAJOR COLLECTOR

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588*	39XR-1,B-1,B-2)	WILLIAMSON	224	2
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* & FAS 903				CN 78277

Prepared By: _____
DISTRICT STUDIES & PLANS ENGINEER

Examined By: _____
DISTRICT LAND ACQUISITION ENGINEER

Examined By: _____
DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: _____
DISTRICT OPERATIONS ENGINEER

Examined By: _____
DISTRICT PROJECT IMPLEMENTATION ENGINEER

Examined By: _____
DISTRICT CONSTRUCTION ENGINEER

Examined By: _____
DISTRICT MATERIALS ENGINEER

SIGNATURE SHEET

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9598-	59(R-1,0-1,0-2)	WILLIAMSON	224	3
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* & FAS 903				CN 78277

INDEX OF SHEETS

* SHEET 94 DELETED

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588	39(R-1,B-1,B-2)	WILLIAMSON	224	4
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* & FAS 903				CN 78277

GENERAL NOTES

THE THICKNESS OF THE HOT-MIX ASPHALT MIXTURE 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 MIXTURE IS PLACED.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES.

ALL HOT-MIX ASPHALT	2.016 TON/CU YD
ALL AGGREGATE	2.05 TON/CU YD
HOT-MIX ASPHALT MATERIALS:	
ON PAVEMENT	0.09 GAL/SQ YD
ON AGGREGATE	0.32 GAL/SQ YD
AGGREGATE (PRIME COAT)	0.0015 TON/SQ YD
RIP RAP	1.5 TON/CU YD

PROCESSING LIME MODIFIED SOILS:

LIME	6% WEIGHT OF EARTH (TON)
EARTH	110 LB/CU FT
WATER	500 GAL/TON OF LIME (1,000 GAL/UNIT)

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2,000 FT., THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUT DOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE BINDER COURSE, AND SURFACE COURSE IN THE FULL DEPTH PAVEMENT AREAS AND ONE APPLICATION EACH FOR HMA SURFACE REMOVAL, BINDER COURSE, AND SURFACE COURSE.

THE CONTRACTOR SHALL STAMP STATIONING IN THE HOT-MIX ASPHALT SURFACE AT 300 FT. INTERVALS ALTERNATING SIDES ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

THE ESTIMATED CHANNEL CHANGE FOR STRUCTURE 100-0080 IS 140 FT, AND THE LIMITS OF CHANNEL EXCAVATION FOR STRUCTURE 100-0081 IS 100 FT. THE ACTUAL LENGTH MAY VARY AS DIRECTED BY THE ENGINEER. THE CHANNEL EXCAVATION QUANTITY PROVIDED IN THE PLANS FOR THESE STRUCTURES MAY REQUIRE ADJUSTING AS DIRECTED BY THE ENGINEER.

IF SO DIRECTED BY THE ENGINEER, DITCHES ADJACENT TO EMBANKMENTS SHALL BE CONSTRUCTED PRIOR TO STARTING THE CONSTRUCTION OF THE EMBANKMENT FILL.

SEEDING SHALL BE DONE ON ALL AREAS THAT ARE DISTURBED BY CONSTRUCTION OPERATIONS AS DIRECTED BY THE ENGINEER. SEEDING SHALL BE PAID FOR ONLY WITHIN THE PROPOSED RIGHT-OF-WAY OR EASEMENT LIMITS. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED, AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

TREES SHALL BE PRESERVED THROUGHOUT THIS SECTION AS SHOWN ON THE PLANS AND AS DIRECTED BY THE ENGINEER. GENERALLY, TREES OUTSIDE THE CLEAR ZONE, AND WHICH DO NOT INTERFERE WITH CONSTRUCTION, SHALL NOT BE DISTURBED.

ATTAINMENT OF PROPER CROWN OR SUPERELEVATION SHALL BE FULLY ACCOMPLISHED WITH THE HOT-MIX ASPHALT BINDER COURSE.

PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHALL CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

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

EXISTING UNDERGROUND AND ABOVE-GRADE FACILITIES, STRUCTURES, AND UTILITIES HAVE BEEN PLOTTED ON THESE CONTRACT DOCUMENTS BASED UPON THE INFORMATION AND SURVEYS AVAILABLE AT THE TIME OF DRAWING PREPARATION. THE LOCATION OF THESE FEATURES MUST, THEREFORE, BE CONSIDERED APPROXIMATE ONLY. IN ADDITION, THERE MAY BE OTHER FACILITIES, STRUCTURES, AND UTILITIES WHICH DID NOT EXIST (OR THE EXISTENCE OF WHICH WAS NOT KNOWN) AT THE TIME OF DRAWING PREPARATION. IT IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR(S) TO HAVE ALL EXISTING FACILITIES, STRUCTURES, AND UTILITIES LOCATED IN THE FIELD PRIOR TO ANY EXCAVATION OR CONSTRUCTION ACTIVITY; AND TO PROTECT ALL SUCH EXISTING FEATURES (EXCEPT THOSE SPECIFICALLY NOTED FOR REMOVAL OR DEMOLITION) DURING CONSTRUCTION.

THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 8% THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.

FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR-SAND BAGS PER BARRICADE.

RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B.

THE REMOVAL OF EXISTING ENTRANCE PIPE CULVERTS ENCASED IN CONCRETE WILL BE CONSIDERED INCLUDED IN THE COST OF OTHER ITEMS OF CONSTRUCTION IF ONLY THE ENDS OF THE CULVERT (2 FT. OR LESS) ARE ENCASED. IF MORE THAN (2 FT.) AT THE ENDS OF THE CULVERT ARE ENCASED IN CONCRETE, THE REMOVAL WILL BE PAID FOR ACCORDING TO ARTICLE 109.04.

THE QUANTITIES SHOWN FOR PATCHING ARE ESTIMATES. THE ACTUAL AMOUNT OF PATCHING REQUIRED SHALL BE DETERMINED BY THE ENGINEER.

IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16 THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT AS DEFINED IN ARTICLE 101.16 REGARDLESS IF TRACK MOUNTED OR WHEELED.

ALL AGGREGATE DRIVEWAY REMOVAL WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

REMOVAL OF EXISTING ROW MARKERS WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

URBAN SECTION ENDS AT STA. 56+91.

ANY QUESTIONS CONCERNING BIOLOGICAL OR CULTURAL RESOURCES SHOULD BE DIRECTED TO THE IDOT, DISTRICT 9 ENVIRONMENTAL COORDINATOR. ALL WETLAND MITIGATION MEASURES SHALL BE COMPLETED AS ACCORDING TO PLANS. ANY VARIATION FROM THE PLAN SHALL BE COORDINATED THROUGH THE DISTRICT 9 ENVIRONMENTAL COORDINATOR.

ALL SPECIAL WASTE PROCEDURES SHALL FOLLOW SECTION 669 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION ADOPTED JANUARY 1, 2012. ADDITIONAL SPECIAL PROVISIONS SHALL BE APPLIED. THE PRELIMINARY SITE INVESTIGATION (PSI) SHALL ALSO BE REFERENCED FOR ALL SPECIAL WASTED RELATED WORK. ANY VARIATION FROM THE PSI OR UNEXPECTED FINDINGS (INCLUDING UNDERGROUND STORAGE TANKS) SHALL BE IMMEDIATELY REPORTED TO THE DISTRICT 9 ENVIRONMENTAL COORDINATOR.

THE QUANTITY INCLUDED FOR THE BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT) IN THE NEW PAVEMENT SCHEDULE, IS TO BE USED IN BETWEEN BINDER AND SURFACE LIFTS, IF NECESSARY DUE TO AN EXTENDED DELAY BETWEEN LIFTS.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588+	39(R-1,B-1,B-2)	WILLIAMSON	224	5
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* & FAS 903				CN 78277

DROP-OFF PROTECTION BETWEEN TRAVEL LANE AND SHOULDER / EDGE OF PAVEMENT FIG 55.2B FROM CHAPTER 55 (BDE MANUAL, 2010)

DROP-OFF LOCATION	NORMAL POSTED SPEED	DROP-OFF HEIGHT (X) AND TYPE	TREATMENT REQUIRED
≤ 3 FT [1][2]	ALL	≤ 1 IN	NONE
		1 IN < X ≤ 3 IN	LOW SHOULDER SIGNS (2 MILE SPACING)
	< 45 MPH	3 IN < X ≤ 18 IN	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
	≥ 45 MPH	3 IN < X ≤ 12 IN	PLACE CHANNELIZING DEVICES AT 100-FT SPACING
	< 45 MPH	18 IN < X ≤ 24 IN FOR < 0.5 MILE OR < 48 HOURS [4]	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
	≥ 45 MPH	12 IN < X ≤ 18 IN FOR < 0.5 MILE OR < 48 HOURS	PLACE CHANNELIZING DEVICES AT 100-FT SPACING
	≥ 45 MPH	12 IN < X ≤ 24 IN FOR > 0.5 MILE OR > 48 HOURS	CLOSURE USING TEMPORARY TRAFFIC BARRIER
	< 45 MPH	18 IN < X ≤ 24 IN [5]	CLOSURE USING TEMPORARY TRAFFIC BARRIER
	≥ 45 MPH	18 IN < X ≤ 24 IN FOR < 0.5 MILES OR < 48 HOURS [5]	CLOSURE USING TEMPORARY TRAFFIC BARRIER
	ALL	> 24 IN [5]	CLOSURE USING TEMPORARY TRAFFIC BARRIER
3 FT < X ≤ 8 FT [3]	ALL	≤ 1 IN	NONE
		1 IN < X ≤ 3 IN	LOW SHOULDER SIGNS (2 MILE SPACING)
	< 45 MPH	3 IN < X ≤ 24 IN [4]	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
	≥ 45 MPH	3 IN < X ≤ 24 IN	PLACE CHANNELIZING DEVICES AT 100-FT SPACING
	ALL	24 IN [5]	CLOSURE USING TEMPORARY TRAFFIC BARRIER
> 8 FOOT TO THE WORK ZONE CLEAR ZONE [3]	< 45 MPH	12 IN < X ≤ 24 IN [4]	PLACE CHANNELIZING DEVICES AT 50-FT SPACING
	≥ 45 MPH	12 IN < X ≤ 24 IN	PLACE CHANNELIZING DEVICES AT 100-FT SPACING
	ALL	> 24 IN [5]	CLOSURE USING TEMPORARY TRAFFIC BARRIER

NOTES:

[1] PLACE CHANNELIZING DEVICES AND/OR TEMPORARY BARRIER AT THE SAME LEVEL AS THE TRAVELING LANE OR SHOULDER PROFILE

[2] CHANNELIZING DEVICES MAY BE PLACED AT THE DROP-OFF ELEVATION TO PRESERVE LANE WIDTH. RAISE THE REFLECTIVE AREA AND WARNING LIGHT (IF REQUIRED) TO THE ELEVATION ABOVE THE TRAVELING LANE OR SHOULDER PROFILE AS PER **HIGHWAY STANDARD 701901.**

[3] PLACE CHANNELIZING DEVICES OR TEMPORARY BARRIER AT SAME LEVEL AS THE SIDE SLOPE PROFILE TO BE FULLY VISIBLE.

[4] LENGTH AND DURATION MAY BE EXCEEDED FOR URBAN AREAS WHEN ENGINEERING JUDGEMENT INDICATES SIGHT DISTANCE WILL BE ADVERSELY AFFECTED BY TEMPORARY BARRIER.

[5] TEMPORARY TRAFFIC BARRIER MAY BE ELIMINATED FOR STATIONARY OPERATIONS OF LESS THAN 24 HOURS FOR MULTILANE, AND MAY BE ELIMINATED FOR STATIONARY OPERATIONS OF LESS THAN 96 HOURS PER STAGE FOR TWO LANES, BASED ON ENGINEERING JUDGEMENT.

DROP OFF POLICY TABLE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588*	33(R-1,R-1,R-2)	WILLIAMSON	224	6
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
* & FAS 903				CN 78277

COMMITMENTS

1. A COMMITMENT WAS MADE TO CATHERINE PEITHMAN TO PROVIDE A FE AT STA. 63+43 LT (CURVE RELOCATION) TO EASE THE FARM OPERATION SPLIT BY THE CURVE RELOCATION. THIS WILL GIVE THEM FIELD ENTRANCES ON BOTH SIDES OF THE RELOCATION IN THE SAME LOCATION.
2. A COMMITMENT WAS MADE TO HOWARD GRANT (PARCEL 113) TO MOVE THE DITCH FLOWING TO BEAR CREEK OFF OF HIS PROPERTY AND BACK TO STATE R.O.W. A COMMITMENT WAS MADE THAT RIPRAP WILL BE PLACED ALONG THE BACKSIDE OF THE DITCH TO PREVENT FUTURE EROSION.
3. THE PRIVATE ENTRANCE AT APPROX. STA. 28+75 LT (RELOC.) WILL BE RECONNECTED TO THE RELOCATED HIGHWAY AT NO COST TO THE PROPERTY OWNER.
4. THE EXISTING WATER METER LOCATED WITHIN THE NEW RIGHT OF WAY AREA OF PARCEL NO. 9017702, WILL BE RELOCATED ONTO THE OWNER'S REMAINING PROPERTY AS PART OF THE ROADWAY PROJECT AT NO COST TO THE OWNER. THE COST OF OF THIS RELOCATION SHALL BE INCLUDED IN THE RELOCATION OF THE UTILITIES. THE OWNER AT THE TIME CONSTRUCTION WILL GRANT A TEMPORARY CONSTRUCTION EASEMENT AT NO COST TO THE STATE, TO PERFORM THE WORK.
5. TREE CLEARING WILL NOT BE ALLOWED FROM APRIL 1ST TO SEPTEMBER 30TH.

STANDARDS

000001-06	635011-02
001001-02	642006
280001-07	666001-01
406201-01	667101-02
420401-10	701001-02
442201-03	701006-05
482001-02	701011-04
482011-03	701201-04
515001-03	701301-04
542001-04	701306-03
542201-02	701311-03
542301-03	701326-04
542401-01	701336-06
630001-10	701501-06
630201-06	701901-03
630301-06	780001-04
631011-09	781001-03
631031-12	BLR 21-9
635001-01	
635006-03	

MIXTURE REQUIREMENTS

LOCATION(S)	HOT-MIX ASPHALT SURFACE COURSE
MIXTURE USE(S)	HOT-MIX ASPHALT SURFACE COURSE, MIX D, N90
AC/PG	PG64-22
RAP % (MAX)	SEE SPECIAL PROVISION
DESIGN AIR VOIDS:	4.0%, 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 MM
FRICTION AGGREGATE:	D SURFACE

LOCATION(S)	HOT-MIX ASPHALT BINDER COURSE, BASE COURSE WIDENING, PAVEMENT PATCHING, AND HOT-MIX ASPHALT SHOULDERS (LOWER LIFTS)
MIXTURE USE(S)	HOT-MIX ASPHALT BINDER COURSE, N90, IL-19.0MM, FINE GRADE
AC/PG	PG64-22
RAP % (MAX)	SEE SPECIAL PROVISION
DESIGN AIR VOIDS:	4.0% 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-19.0 MM FINE GRADE
FRICTION AGGREGATE:	NONE

LOCATION(S)	HOT-MIX ASPHALT SHOULDERS (TOP LIFT)
MIXTURE USE(S)	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N70
AC/PG	PG64-22
RAP % (MAX)	SEE SPECIAL PROVISION
DESIGN AIR VOIDS:	4.0% 90 GYRATION DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5 MM
FRICTION AGGREGATE:	C SURFACE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588*	38(R-1,B-1,B-2)	WILLIAMSON	224	7
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* & FAS 903				CN 78277

SUMMARY OF QUANTITIES

M330U M330U,01 M330U,02 M332D

				LOCATION:	WILLIAMSON COUNTY			
				ROUTE:	URBAN - FAU 9588			RURAL - FAS 903
				FUNDING:	FED 90% (HSIP) STATE 10%	FED 90% (HSIP) STATE 10%		FED 80% (STP) STATE 20%
	CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	SN 100-0080	SN 100-0081	ROADWAY
					0004	0011	0011	0004
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	189	104			85
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	260	104			156
	20100500	TREE REMOVAL, ACRES	ACRE	10.1	6.4			3.7
	20200100	EARTH EXCAVATION	CU YD	96328	68442			27886
	20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	9752				9752
	20300100	CHANNEL EXCAVATION	CU YD	1014		525		489
	20400100	BORROW EXCAVATION	CU YD	66533	62233			4300
	20900110	POROUS GRANULAR BACKFILL	CU YD	258	211			47
*	25000200	SEEDING, CLASS 2	ACRE	16.5	8.5			8.0
*	25000314	SEEDING, CLASS 4B	ACRE	7.9	7.9			
*	25000350	SEEDING, CLASS 7	ACRE	24.4	16.4			8.0
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	3886	2620			1266
*	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	2915	1965			950

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* SPECIALTY ITEM

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588	3(IR-1,8-1,8-2)	WILLIAMSON	224	8
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* A FAS 903

CN 78277

SUMMARY OF QUANTITIES - CONT

	CODE NUMBER	ITEM DESCRIPTION	UNIT	LOCATION:	WILLIAMSON COUNTY			
				ROUTE:	URBAN - FAU 9588			RURAL - FAS 903
				FUNDING:	FED 90% (HSIP) STATE 10%	FED 90% (HSIP) STATE 10%		FED 80% (STP) STATE 20%
				TOTAL QUANTITY	ROADWAY	SN 100-0080	SN 100-0081	ROADWAY
					0004	0011	0011	0004
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	2915	1965			950
*	25000700	AGRICULTURAL GROUND LIMESTONE	TON	49	33			16
*	25100115	MULCH, METHOD 2	ACRE	49	33			16
*	25100630	EROSION CONTROL BLANKET	SQ YD	3100	2864			236
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	4861	3259			1602
	28000305	TEMPORARY DITCH CHECKS	FOOT	147	67			80
	28000400	PERIMETER EROSION BARRIER	FOOT	5602	3805			1797
	28000500	INLET AND PIPE PROTECTION	EACH	22	7			15
	28100107	STONE RIPRAP, CLASS A4	SQ YD	618.3	124		494.3	
	28100109	STONE RIPRAP, CLASS A5	SQ YD	645		645		
	28100707	STONE DUMPED RIPRAP, CLASS A4	SQ YD	65	42			23
	28200200	FILTER FABRIC	SQ YD	1263.3	124	645	494.3	
	30200650	PROCESSING MODIFIED SOIL 12"	SQ YD	27633	13941			13692

13

* SPECIALTY ITEM

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588+	39(R-1,B-1,B-2)	WILLIAMSON	224	9
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
+ & FAS 903				CN 78277

SUMMARY OF QUANTITIES - CONT

			LOCATION:	WILLIAMSON COUNTY			
			ROUTE:	URBAN - FAU 9588			RURAL - FAS 903
			FUNDING:	FED 90% (HSIP) STATE 10%	FED 90% (HSIP) STATE 10%		FED 80% (STP) STATE 20%
CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	SN 100-0080	SN 100-0081	ROADWAY
				0004	0011	0011	0004
30201500	LIME	TON	821	414			407
31101900	SUBBASE GRANULAR MATERIAL, TYPE C	TON	2606	1391			1215
35100100	AGGREGATE BASE COURSE, TYPE A	TON	1515	615			900
35600708	HOT-MIX ASPHALT BASE COURSE WIDENING, 8"	SQ YD	835	417			418
40200100	AGGREGATE SURFACE COURSE, TYPE A	TON	119	33			86
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	200	50			150
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	5301	2741			2560
40600300	AGGREGATE (PRIME COAT)	TON	79	42			37
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	204	84			120
40600990	TEMPORARY RAMP	SQ YD	240	220			20
40603092	HOT-MIX ASPHALT BINDER COURSE, IL-19.0 FG, N90	TON	910	398			512
40603345	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	1580	964			616
40701966	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14 1/4"	SQ YD	16400	8376			8024

13

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588+	3BR-1,8-1,8-2*	WILLIAMSON	224	10
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

* & FAS 903

CN 78277

SUMMARY OF QUANTITIES - CONT

CODE NUMBER	ITEM DESCRIPTION	UNIT	LOCATION:	WILLIAMSON COUNTY			
			ROUTE:	URBAN - FAU 9588			RURAL - FAS 903
			FUNDING:	FED 90% (HSIP) STATE 10%	FED 90% (HSIP) STATE 10%		FED 80% (STP) STATE 20%
			TOTAL QUANTITY	ROADWAY	SN 100-0080	SN 100-0081	ROADWAY
				0004	0011	0011	0004
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	162	6			156
44000100	PAVEMENT REMOVAL	SQ YD	9376	7486			1890
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	5632	5632			
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	10				10
44000600	SIDEWALK REMOVAL	SQ FT	89				89
44004250	PAVED SHOULDER REMOVAL	SQ YD	3928	2959			969
44201737	CLASS D PATCHES, TYPE I, 8 INCH	SQ YD	313	165			148
44201741	CLASS D PATCHES, TYPE II, 8 INCH	SQ YD	96	50			46
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	4591	2037			2554
48100100	AGGREGATE SHOULDERS, TYPE A	TON	325	116			209
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	9409	4648			4761
48203100	HOT-MIX ASPHALT SHOULDERS	TON	849	416			433
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1		1		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588+	39(R-1,B-1,B-2)	WILLIAMSON	224	11
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
+ & FAS 903				CN 78277

SUMMARY OF QUANTITIES - CONT

CODE NUMBER	ITEM DESCRIPTION	UNIT	LOCATION:	WILLIAMSON COUNTY			
			ROUTE:	URBAN - FAU 9588			RURAL - FAS 903
			FUNDING:	FED 90% (HSIP) STATE 10%	FED 90% (HSIP) STATE 10%		FED 80% (STP) STATE 20%
			TOTAL QUANTITY	ROADWAY	SN 100-0080	SN 100-0081	ROADWAY
				0004	0011	0011	0004
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1			1	
50105220	PIPE CULVERT REMOVAL	FOOT	987	335			652
50200100	STRUCTURE EXCAVATION	CU YD	312.4		188	124.4	
50200300	COFFERDAM EXCAVATION	CU YD	215.4			215.4	
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1			1	
50201102	COFFERDAM (TYPE 1) (LOCATION - 2)	EACH	1			1	
50300100	FLOOR DRAINS	EACH	14		4	10	
50300225	CONCRETE STRUCTURES	CU YD	385.8		68.6	317.2	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	526.3		221.6	304.7	
50300260	BRIDGE DECK GROOVING	SQ YD	1200		483	717	
50300280	CONCRETE ENCASEMENT	CU YD	10.5		4.2	6.3	
50300300	PROTECTIVE COAT	SQ YD	1480		597	883	
50400805	FURNISHING AND ERECTING PRECAST PRESTRESSED CONCRETE I-BEAMS, 36 IN.	FOOT	718.5			718.5	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588	35(R-1,B-1,B-2)	WILLIAMSON	229	12
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* & FAS 903				CN 78277

SUMMARY OF QUANTITIES - CONT

CODE NUMBER	ITEM DESCRIPTION	UNIT	LOCATION:	WILLIAMSON COUNTY			
			ROUTE:	URBAN - FAU 9588			RURAL - FAS 903
			FUNDING:	FED 90% (HSIP) STATE 10%	FED 90% (HSIP) STATE 10%		FED 80% (STP) STATE 20%
			TOTAL QUANTITY	ROADWAY 0004	SN 100-0080 0011	SN 100-0081 0011	ROADWAY 0004
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1		
50500505	STUD SHEAR CONNECTORS	EACH	1008		1008		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	153270		59660	93610	
50800515	BAR SPLICERS	EACH	182		80	102	
51201600	FURNISHING STEEL PILES HP12X53	FOOT	495		495		
51201700	FURNISHING STEEL PILES HP12X74	FOOT	1679			1679	
51202305	DRIVING PILES	FOOT	2174		495	1679	
51203600	TEST PILE STEEL HP12X53	EACH	1		1		
51203700	TEST PILE STEEL HP12X74	EACH	1			1	
51500100	NAME PLATES	EACH	2		1	1	
52000110	PREFORMED JOINT STRIP SEAL	FOOT	106			106	
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12			12	
52100520	ANCHOR BOLTS, 1"	EACH	48		24	24	

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588	3(A-1,B-1,B-2)	WILLIAMSON	224	13
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
	+ & FAS 903			CN 78277

SUMMARY OF QUANTITIES - CONT

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	LOCATION: WILLIAMSON COUNTY			
				ROUTE: URBAN - FAU 9588			RURAL - FAS 903
				FUNDING: FED 90% (HSIP) STATE 10%	FED 90% (HSIP) STATE 10%		FED 80% (STP) STATE 20%
				ROADWAY	SN 100-0080	SN 100-0081	ROADWAY
				0004	0011	0011	0004
542A0220	PIPE CULVERTS, CLASS A, TYPE 1 15"	FOOT	128	44			84
542A0223	PIPE CULVERTS, CLASS A, TYPE 1 18"	FOOT	178				178
542A1060	PIPE CULVERTS, CLASS A, TYPE 2 15"	FOOT	211	116			95
542A1063	PIPE CULVERTS, CLASS A, TYPE 2 18"	FOOT	244	130			114
542A1069	PIPE CULVERTS, CLASS A, TYPE 2 24"	FOOT	166	166			
542A1081	PIPE CULVERTS, CLASS A, TYPE 2 36"	FOOT	78				78
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	30	30			
542D0223	PIPE CULVERTS, CLASS D, TYPE 1 18"	FOOT	82				82
542D1060	PIPE CULVERTS, CLASS D, TYPE 2 15"	FOOT	200				200
542D1069	PIPE CULVERTS, CLASS D, TYPE 2 24"	FOOT	42				42
54213450	END SECTIONS 15"	EACH	8	2			6
54213453	END SECTIONS 18"	EACH	6				6
54213459	END SECTIONS 24"	EACH	2				2

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F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588*	38(R-1,8-1,8-2)	WILLIAMSON	224	14
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* & FAS 903

CN 78277

SUMMARY OF QUANTITIES - CONT

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	LOCATION: WILLIAMSON COUNTY			
				ROUTE: URBAN - FAU 9588			RURAL - FAS 903
				FUNDING: FED 90% (HSIP) STATE 10%	FED 90% (HSIP) STATE 10%		FED 80% (STP) STATE 20%
				ROADWAY	SN 100-0080	SN 100-0081	ROADWAY
				0004	0011	0011	0004
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	14	6			8
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	10	2			8
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	4	4			
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	2				2
58700300	CONCRETE SEALER	SQ FT	301			301	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	152.5		80	72.5	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	1413	1413			
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	8	8			
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	8	8			
63200310	GUARDRAIL REMOVAL	FOOT	690	690			
64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	16485	7626			8859
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	78	26			52
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	20	12			8

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* SPECIALTY ITEM

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588*	33(R-1,8-1,8-2)	WILLIAMSON	224	15
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
* & FAS 903		CN 78277		

SUMMARY OF QUANTITIES - CONT

CODE NUMBER	ITEM DESCRIPTION	UNIT	LOCATION:	WILLIAMSON COUNTY			
			ROUTE:	URBAN - FAU 9588			RURAL - FAS 903
			FUNDING:	FED 90% (HSIP) STATE 10%	FED 90% (HSIP) STATE 10%		FED 80% (STP) STATE 20%
			TOTAL QUANTITY	ROADWAY	SN 100-0080	SN 100-0081	ROADWAY
				0004	0011	0011	0004
67100100	MOBILIZATION	L SUM	1	0.6			0.4
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	0.6			0.4
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	0.6			0.4
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	0.6			0.4
70100600	TRAFFIC CONTROL AND PROTECTION, STANDARD 701336	L SUM	1	0.6			0.4
70102620	TRAFFIC CONTROL AND PROTECTION, STANDARD 701501	L SUM	1	0.6			0.4
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	4	2			2
70300100	SHORT TERM PAVEMENT MARKING	FOOT	4002	2452			1550
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SQ FT	159	159			
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	28597	16039			12558
70300260	TEMPORARY PAVEMENT MARKING - LINE 12"	FOOT	308	308			
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	96	96			
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	11816	6980			4836

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588+	33(A-1,B-1,B-2)	WILLIAMSON	224	16
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

+ & FAS 903 CN 78277

SUMMARY OF QUANTITIES - CONT

	CODE NUMBER	ITEM DESCRIPTION	UNIT	LOCATION:	WILLIAMSON COUNTY			
				ROUTE:	URBAN - FAU 9588			RURAL - FAS 903
				FUNDING:	FED 90% (HSIP) STATE 10%	FED 90% (HSIP) STATE 10%		FED 80% (STP) STATE 20%
				TOTAL QUANTITY	ROADWAY	SN 100-0080	SN 100-0081	ROADWAY
					0004	0011	0011	0004
*	78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	159	159			
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	28597	16039			12558
*	78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	308	308			
*	78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	96	96			
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	183	126			57
*	78200420	GUARDRAIL MARKERS, TYPE B	EACH	32	32			
*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	8	8			
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	42	28			14
*	F3006572	SEEDLING-DIOSPYROS VIRGINIANA (PERSIMMON), 2-YEAR OLD, BARE ROOT	UNIT	88	88			
	X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	284		152	132	
	X7011830	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	EACH	1	1			
	Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	2			2	
	Z0034105	MATERIAL TRANSFER DEVICE	TON	5332	2902			2430

* SPECIALTY ITEM

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588*	39(R-1,0-1,0-2)	WILLIAMSON	224	17
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

* & FAS 903

CN 78277

SUMMARY OF QUANTITIES - CONT

	CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	LOCATION: WILLIAMSON COUNTY			
					ROUTE: URBAN - FAU 9588			RURAL - FAS 903
					FUNDING: FED 90% (HSIP) STATE 10%	FED 90% (HSIP) STATE 10%		FED 80% (STP) STATE 20%
					ROADWAY 0004	SN 100-0080 0011	SN 100-0081 0011	ROADWAY 0004
	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	293		173	120	
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1			
ϕ	Z0076600	TRAINEES	HOUR	1500	1500			
	Z0065100	SETTLEMENT PLATFORMS	EACH	4		2	2	
ϕ	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1500	1500			
*	F30041Y2	SEEDLING-CARYA ILLINIOSIS (PECAN), 2-YEAR OLD, BARE ROOT	UNIT	88	88			
*	F30070Y2	SEEDLING-FRAXINUS PENNSYLVANICA (GREEN ASH), 2-YEAR OLD, BARE ROOT	UNIT	89	89			
*	F30085Y2	SEEDLING-LIQUIDAMBAR STYRACIFLUA (AMERICAN SWEETGUM), 2-YEAR OLD, BARE ROOT	UNIT	88	88			
*	F30090Y2	SEEDLING-PLATANUS OCCIDENTALIS (SYCAMORE), 2-YEAR OLD, BARE ROOT	UNIT	89	89			
*	F30130Y2	SEEDLING-QUERCUS BICOLOR (SWAMP WHITE OAK), 2-YEAR OLD, BARE ROOT	UNIT	88	88			

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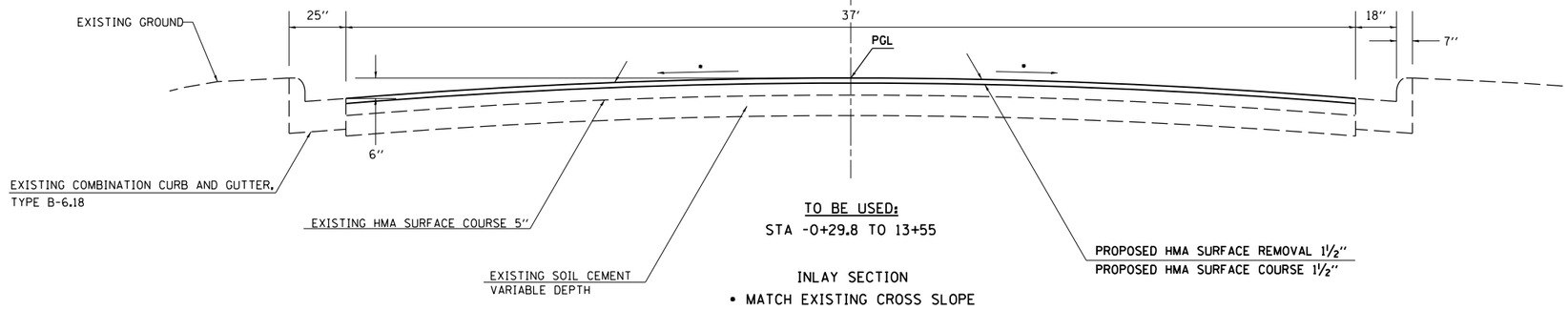
* SPECIALTY ITEM

ϕ 0042

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	18
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• & FAS 903				CN 78277

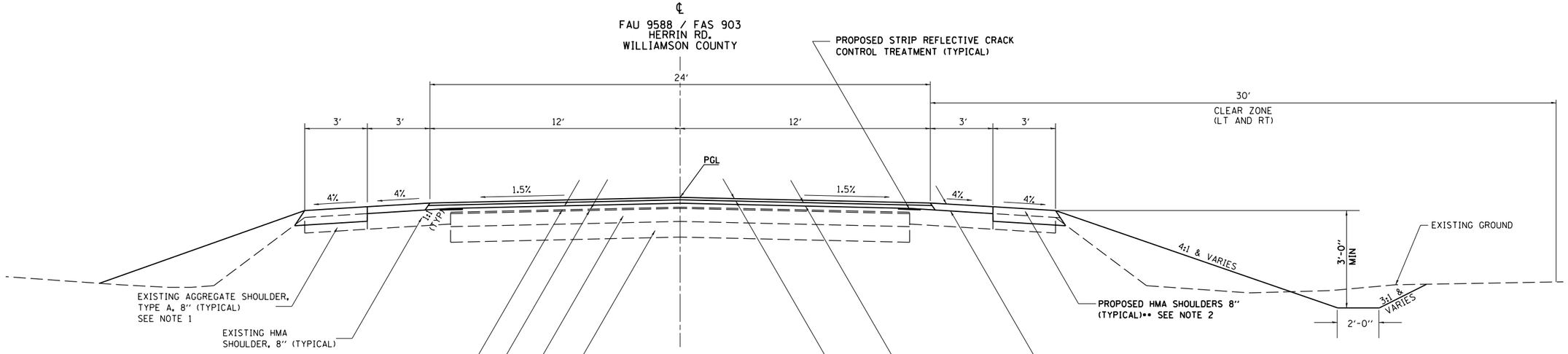
℄
FAU 9588
HERRIN RD.
WILLIAMSON COUNTY



TO BE USED:
STA -0+29.8 TO 13+55

INLAY SECTION
• MATCH EXISTING CROSS SLOPE

℄
FAU 9588 / FAS 903
HERRIN RD.
WILLIAMSON COUNTY



TO BE USED:

STA 13+55 - STA 23+00
STA 89+00 - STA 90+78.66
STATION EQ 90+78.66 BK = 97+58.15 AH
STA 97+58.15 - STA 108+00

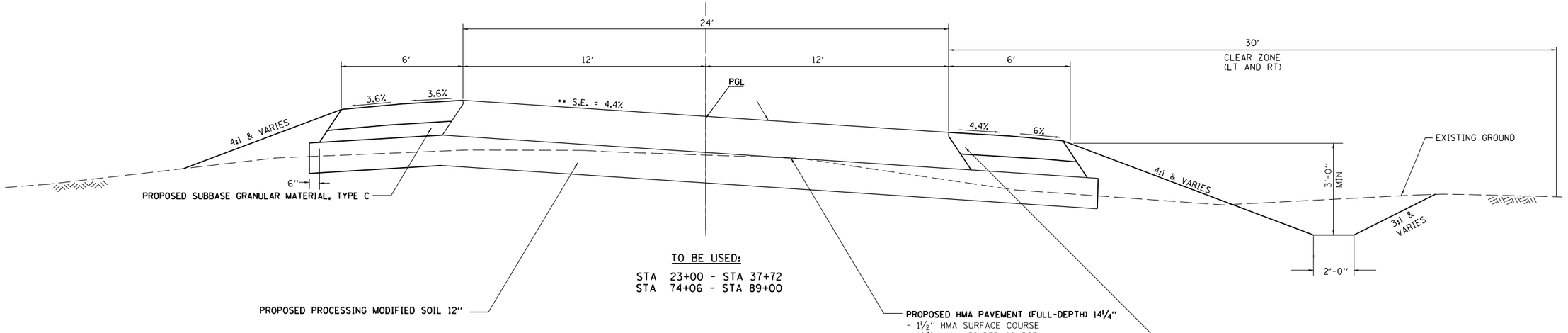
• DEPTH OF SHOULDER VARIES
•• TO BE PAID FOR AS HMA SHOULDERS, TON

NOTE:
1. SEE THE STAGING TYPICALS FOR LIMITS OF HMA BASE COURSE WIDENING
2. HMA SHOULDERS TONS SHALL BE USED BETWEEN RT. STA. 19+07 AND 19+60 AND LT. STA. 99+41 TO 99+68 TO BE PLACED ON THE HMA BASE COURSE SHOWN ON THE STAGING TYPICALS.
3. SEE REMOVAL PLAN FOR PAVEMENT REMOVAL FOR EXISTING STA. 21+43 AH AND EXIST STA. 95+42 BK VAR. WIDTH

TYPICAL SECTIONS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	19
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• & FAS 903				CN 78277

℄
FAU 9588 / FAS 903
HERRIN RD.
WILLIAMSON COUNTY

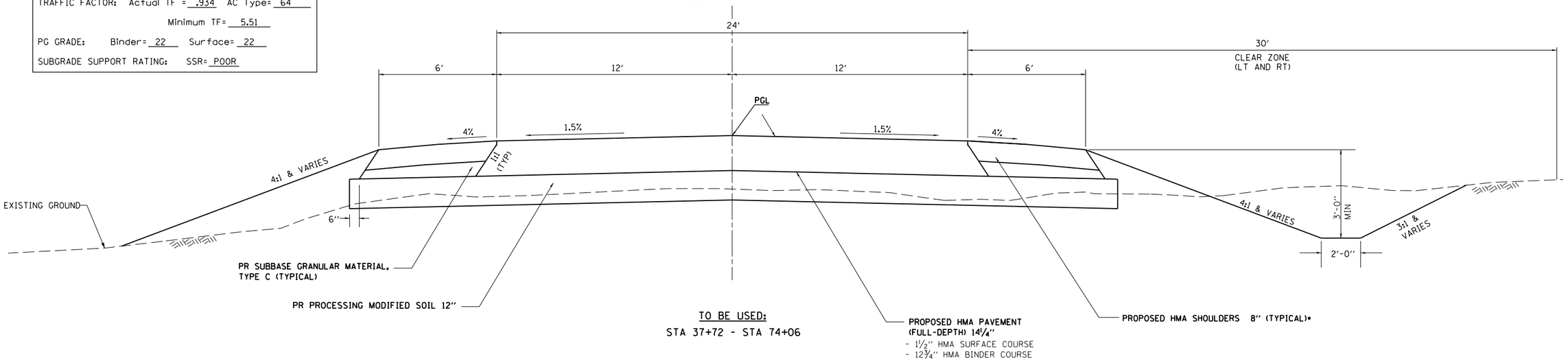


TO BE USED:
STA 23+00 - STA 37+72
STA 74+06 - STA 89+00

STRUCTURAL DESIGN TRAFFIC:	YEAR 2021		
PV= 6527	SU= 244	MU= 183	
ROAD/STREET CLASSIFICATION:	CLASS II		
PERCENT OF STRUCTURAL DESIGN TRAFFIC I DESIGN LANE:			
P= 50%	S= 50%	M= 50%	
TRAFFIC FACTOR: Actual TF = .934	AC Type= 64		
Minimum TF= 5.51			
PG GRADE: Binder= 22	Surface= 22		
SUBGRADE SUPPORT RATING: SSR= POOR			

•• VARIES SEE SUPERELEVATION TRANSITION DETAIL SHEET

℄
FAU 9588 / FAS 903
HERRIN RD.
WILLIAMSON COUNTY



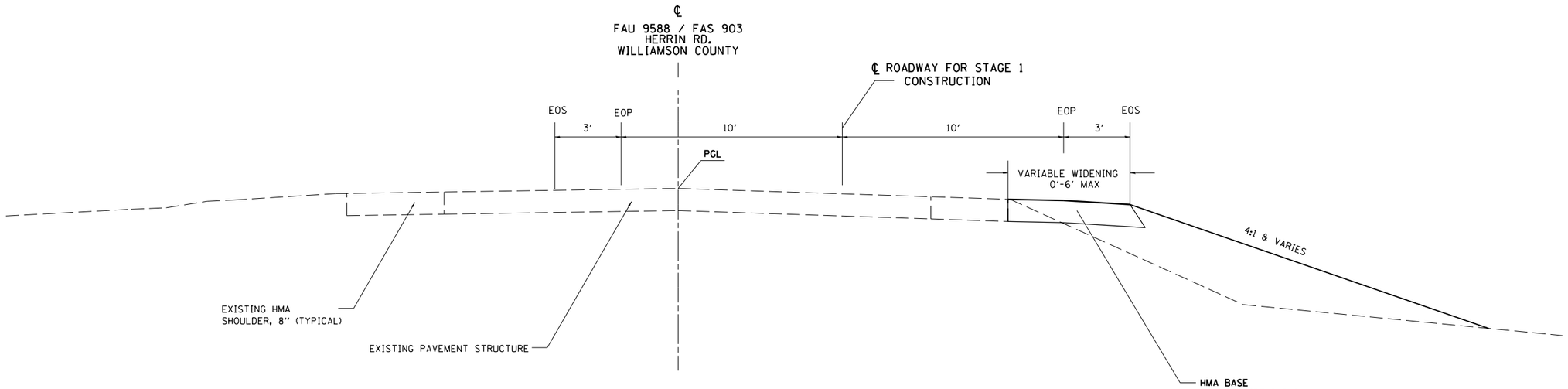
TO BE USED:
STA 37+72 - STA 74+06

• TO BE PAID FOR AS HMA SHOULDERS, 8", SQ YD

TYPICAL SECTIONS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	20
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• & FAS 903 CN 78277



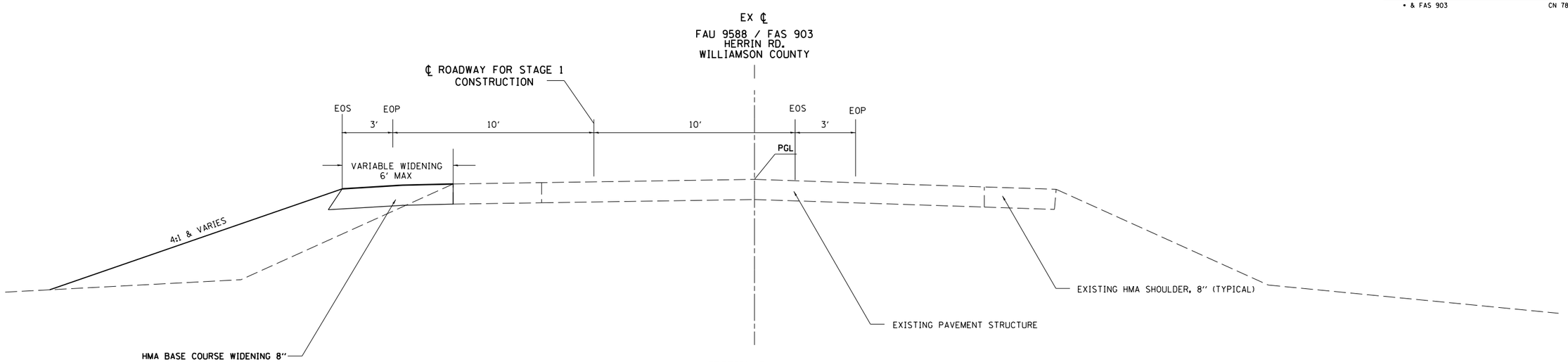
SECTION 1
STAGE 1 CROSS SECTIONS ONLY

TO BE USED:

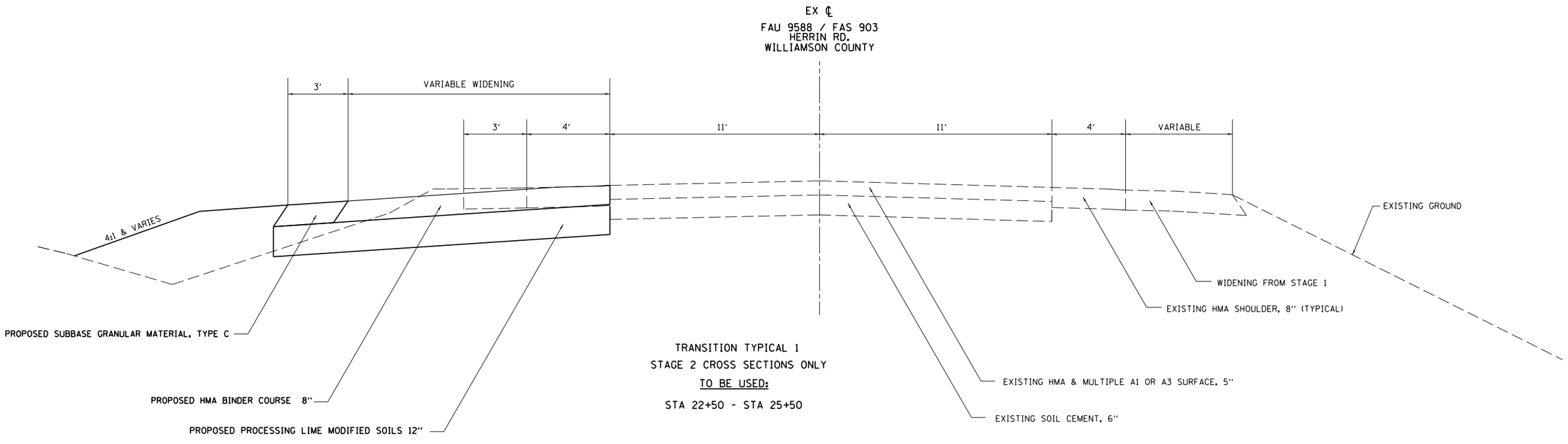
STA 19+07 (19+07 EX) - STA 27+24 (27+35 EX)
SEE STAGE 1 PLAN VIEW DETAIL SECTION 1 SHEET 50

STAGE 1 TYPICAL SECTIONS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	21
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• & FAS 903				CN 78277



SECTION 2
STAGE 1 CROSS SECTIONS ONLY
TO BE USED:
STA 85+62 (92+34 EX) - STA 99+68 (99+68 EX)
SEE STAGE 1 PLAN VIEW DETAIL SECTION 2 SHEET 50

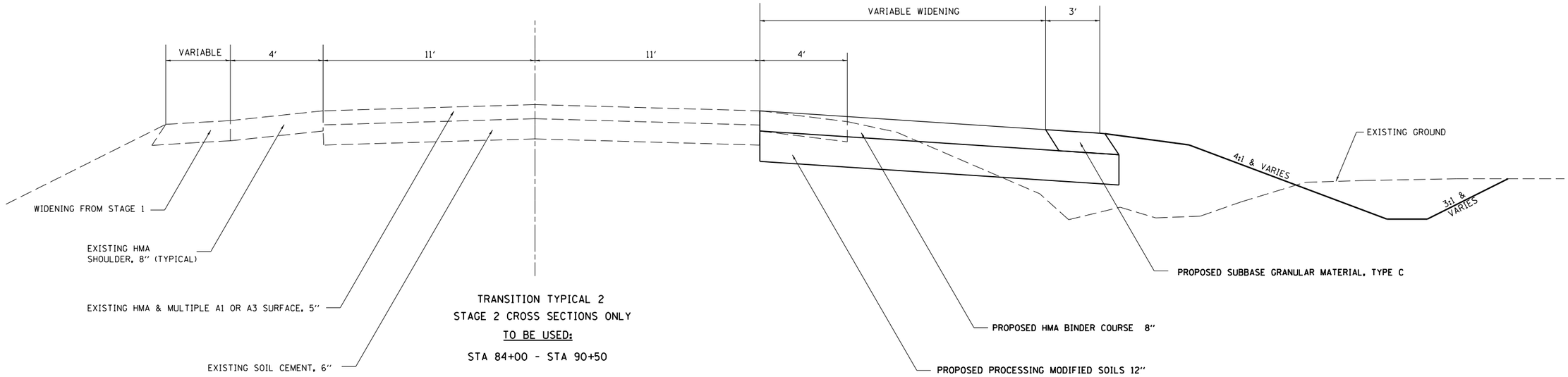


TRANSITION TYPICAL 1
STAGE 2 CROSS SECTIONS ONLY
TO BE USED:
STA 22+50 - STA 25+50

TYPICAL SECTIONS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	22
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• & FAS 903				CN 78277

EX ℄
FAU 9588 / FAS 903
HERRIN RD.
WILLIAMSON COUNTY

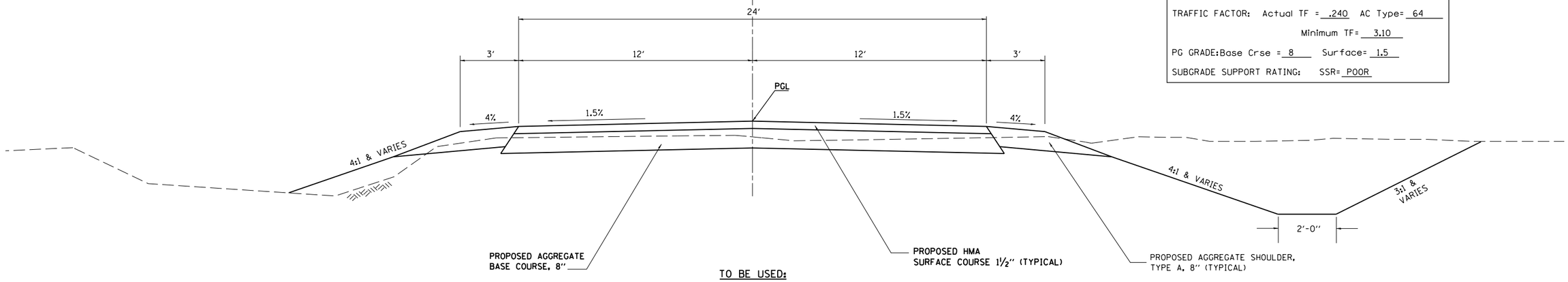


TRANSITION TYPICAL 2
STAGE 2 CROSS SECTIONS ONLY
TO BE USED:
STA 84+00 - STA 90+50

•• THIS QUANTITY WILL BE PAID FOR AS HMA BASE COURSE 8"

STRUCTURAL DESIGN TRAFFIC:	YEAR 2021
PV= 1400	SU= 60 MU= 45
ROAD/STREET CLASSIFICATION:	CLASS III
PERCENT OF STRUCTURAL DESIGN TRAFFIC I DESIGN LANE:	
P= 50%	S= 50% M= 50%
TRAFFIC FACTOR: Actual TF = .240	AC Type= 64
Minimum TF= 3.10	
PG GRADE: Base Crse = 8	Surface= 1.5
SUBGRADE SUPPORT RATING:	SSR= POOR

℄
BANDYVILLE ROAD
CHITTYVILLE ROAD
WILLIAMSON COUNTY



TO BE USED:
STA 9+00 TO STA. 12+96 BANDYVILLE ROAD
STA 4+62 TO STA 10+00 CHITTYVILLE ROAD

TYPICAL SECTIONS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	23
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• & FAS 903			CN 78277	

RESURFACING SCHEDULE

STATION TO STATION			PROCESSING MODIFIED SOIL 12" •	LIME •	SUB-BASE GRANULAR MATERIAL, TYPE C •	BITUMINOUS MATERIALS (PRIME COAT) ••	AGGREGATE (PRIME COAT) ••	STRIP REFLECTIVE CRACK CONTROL TREATMENT	HMA SURFACE COURSE, MIX "D", N90 •••	HMA BINDER COURSE, IL-19.0, N90 •••	MATERIAL TRANSFER DEVICE •	HMA BASE COURSE WIDENING 8"
			SQ YD	TON	TON	GALLON	TON	FOOT	TON	TON	TON	SQ YD
-(0+29.80)	TO	5+00.00				196.0	3.3		183.0		183.0	
5+00.00	TO	10+00.00				185.0	3.1		172.7		172.7	
10+00.00	TO	13+40.00				125.8	2.1		117.4		117.4	
13+40.00	TO	14+15.00				36.7	0.6	150.00	16.9	0.0	16.9	
14+15.00	TO	20+00.00				285.9	4.8	1170.0	131.7	33.8	165.5	8.0
20+00.00	TO	22+50.00				122.2	2.0	457.0	56.3	41.4	97.7	89.1
22+50.00	TO	25+50.00	699.5	20.8	119.8	146.6	2.4	260.0	67.5	321.9	389.5	319.6
URBAN TOTAL			700	21	120	1098	19	2037	745	397	1143	417
87+00.00	TO	90+78.66	626.7	18.6	67.0	185.1	3.1	470.3	85.2	399.0	484.2	
97+58.16	TO	100+00.00				118.2	2.0	483.7	54.5	7.5	61.9	
100+00.00	TO	105+00.00				244.4	4.1	1000.0	112.6	13.7	126.3	
105+00.00	TO	108+00.00				146.6	2.4	600.0	67.6	5.2	72.8	
92+50.00	TO	99+50.00	STATIONING ALONG OLD ALIGNMENT FOR STAGE 1 WIDENING									417.6
RURAL TOTAL			627	19	67	695	12	2554	320	425	745	418
PROJECT TOTAL			1327	40	187	1793	31	4591	1065	823	1888	834

•SEE NEW PAVEMENT SCHEDULE FOR ADDITIONAL QUANTITY
•• SEE NEW PAVEMENT, SHOULDER & ENTRANCE AND SIDEROAD SCHEDULES FOR ADDITIONAL QUANTITY
•••SEE ENTRANCE AND SIDEROAD SCHEDULE FOR ADDITIONAL QUANTITY

NEW PAVEMENT SCHEDULE

STATION TO STATION			PROCESSING MODIFIED SOIL 12" •	LIME •	HMA PAVEMENT (FULL-DEPTH) 14 1/4"	BITUMINOUS MATERIALS (PRIME COAT) ••	AGGREGATE (PRIME COAT) ••	MATERIAL TRANSFER DEVICE •	SUB-BASE GRANULAR MATERIAL, TYPE C •
			SQ YD	TON	SQ YD	GALLON	TON	TON	TON
25+50.	TO	30+00.	1950.0	57.9	1200.0	108.0	1.8	252.0	148.97
30+00.	TO	35+00.	1407.3	41.8	1333.3	120.0	2.0	280.0	265.63
35+00.	TO	40+00.	2228.1	66.2	1333.3	120.0	2.0	280.0	207.06
40+00.	TO	45+00.	2704.0	80.3	1333.3	120.0	2.0	280.0	180.10
45+00.	TO	50+00.	2243.0	66.6	1333.3	120.0	2.0	280.0	185.53
50+00.	TO	55+00.	1820.7	54.1	1333.3	120.0	2.0	280.0	190.08
55+00.	TO	56+91.	887.7	26.4	509.3	45.8	0.8	107.0	93.39
URBAN TOTAL			13241	393	8376	754	13	1759	1271
56+91.	TO	60+00.	1368.6	40.6	824.0	74.2	1.2	173.0	126.75
60+00.	TO	65+00.	2166.1	64.3	1333.3	120.0	2.0	280.0	189.06
65+00.	TO	70+00.	2166.1	64.3	1333.3	120.0	2.0	280.0	189.06
70+00.	TO	75+00.	2166.1	64.3	1333.3	120.0	2.0	280.0	189.06
75+00.	TO	80+00.	2166.1	64.3	1333.3	120.0	2.0	280.0	189.06
80+00.	TO	85+00.	2166.1	64.3	1333.3	120.0	2.0	280.0	189.06
85+00.	TO	87+00.	865.8	25.7	533.3	48.0	0.8	112.0	75.62
RURAL TOTAL			13065	388	8024	722	12	1685	1148
PROJECT TOTAL			26306	781	16400	1476	25	3444	2418

•SEE RESURFACING SCHEDULE FOR ADDITIONAL QUANTITY
•• SEE RESURFACING, SHOULDER & ENTRANCE AND SIDEROAD SCHEDULES FOR ADDITIONAL QUANTITY

SHOULDER SCHEDULE

STATION TO STATION			HMA SHOULDERS	HMA SHOULDERS, 8" •••	BITUMINOUS MATERIALS (PRIME COAT) ••	AGGREGATE (PRIME COAT) ••	SHOULDER RUMBLE STRIP 8"
			TON	SQ YD	GAL	TON	TON
13+55.00	TO	22+50.00	415.3		107.4	1.8	1790
22+50.00	TO	35+56.50		1742.0	156.8	2.6	2613
35+56.5	TO	36+23.50	OMISSION SN 100-0080				
36+23.5	TO	52+34.96		2148.6	193.4	3.2	3223
52+34.96	TO	53+65.04	OMISSION SN 100-0081				
53+65.04	TO	56+91.00		434.6	39.1	0.7	652
URBAN TOTAL			415.3	3890.6	457.6	7.6	7626
56+91.00	TO	90+78.66		4516.9	406.5	6.8	6775
90+78.66 BK	=	97+58.15 AH	STATION EQUATION				
97+58.15	TO	99+41.00		243.8	21.9	0.4	366
99+41.00	TO	108+00.00	433.1		103.1	1.7	1718
RURAL TOTAL			433.1	4760.7	531.5	8.9	8859
PROJECT TOTAL			849	8652	990	17	16485

•8" HMA SHOULDERS ARE PAID FOR BY THE TON IN THE EXISTING SHOULDER SECTIONS AND SQ YD IN THE NEW SHOULDER SECTIONS.
•• SEE NEW PAVEMENT, RESURFACING & ENTRANCE AND SIDEROAD SCHEDULES FOR ADDITIONAL QUANTITY
•••SEE GUARDRAIL SCHEDULE FOR ADDITIONAL QUANTITY

RESURFACING NEW PAVEMENT AND SHOULDER SCHEDULES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	24
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• & FAS 903				CN 78277

ENTRANCE AND SIDEROAD SCHEDULE

	LOCATION STATION	ENTRANCE TYPE	EXISTING ENTRANCE SURFACE	AGGREGATE BASE COURSE, TYPE A	AGGREGATE SURFACE COURSE, TYPE A	INCIDENTAL HMA SURFACING	AGGREGATE SHOULDERS, TYPE A ••••	BITUMINOUS MATERIALS (PRIME COAT) ••	AGGREGATE (PRIME COAT) ••	HMA SURFACE REMOVAL - BUTT JOINT •	HMA BINDER COURSE, IL-19.0, N90 FG •••	HMA SURFACE COURSE, MIX "D", N90 •••
				TON	TON	TON	TON	GALLON	TON	SQ YD	TON	TON
URBAN	20+18	FEL	EARTH									
	21+34	PER	AGG	25.2	9.1	2.4						
	27+64	FER	EARTH									
	27+69	PEL	AGG		7.5	1.6						
	28+72	FER	EARTH									
	28+94	PEL	AGG	4.9	15.8	1.8						
	40+12	FEL	EARTH									
	40+12	SRR	BIT	584.0			91.6	431.0	2.0	84.0		219
RURAL	63+43	FER	EARTH									
	63+43	FEL	EARTH									
	72+67	PER	AGG		20.4	1.6						
	72+67	SRR	BIT	813.0			122.0	559.0	3.0			296
	85+43	PER	AGG	2.1	3.6	1.6						
	85+57	FEL	EARTH									
	85+78	PER	AGG		4.0	1.6						
	86+04	PER	AGG	5.5	4.5	1.6						
	86+98	PEL	AGG		9.9	2.0						
	89+27	PEL	AGG	73.6	11.1	2.2						
	89+57	SRR	O&C		24.4	49.1	13.5	21.1	0.4		37.7	
	98+43	FER	EARTH									
	98+71	PEL	AGG	5.5	4.6	1.6						
	102+09	PER	AGG		2.2	1.6						
	102+75	PER	AGG		1.4	1.6						
	103+54	PEL	CONC			2.2						
	106+32	SRR	O&C			54.0	15.6	18.9	0.3		24.3	
	106+32	SRL	O&C			35.4	14.5	11.6	0.2		24.9	
	TOTAL URBAN			615	33	6	92	431	2	84	0	219
	TOTAL RURAL			900	86	156	166	611	4	0	87	296
	PROJECT TOTAL			1515	119	162	257	1042	6	84	87	515

•SEE REMOVAL SCHEDULE FOR ADDITIONAL QUANTITY
•• SEE NEW PAVEMENT, SHOULDER & RESURFACING SCHEDULES FOR ADDITIONAL QUANTITY
•••SEE RESURFACING SCHEDULE FOR ADDITIONAL QUANTITY
••••SEE MAILBOX TURNOUT FOR ADDITIONAL QUANTITY

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588	39(R-1,B-1,B-2)	WILLIAMSON	224	25
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• & FAS 903 CN 78277

TREE REMOVAL SCHEDULE

STATION	OFFSET		TREE REMOVAL		
	LEFT	RIGHT	6"-15" UNITS DIAMETER	OVER 15" UNITS DIAMETER	ACRES
URBAN					
24+18	57.7'			15.3	
24+86	62.1'		6.4		
25+00	61'		6.7		
27+48 PR		5.6'	11		
27+48 PR		8.9'	11.1		
27+47 PR	22.5'		8.2		
27+47 PR	30.1'		8.3		
27+47 PR	33.5'		6.5		
27+47 PR	34.2'		6		
27+47 PR	36.1'		6.5		
27+76 PR	13.5'		7.1		
27+76 PR	14.8'		6.3		
34+62.26 PR - 38+05.14 PR •					1.38
38+32.59 PR - 48+73.51 PR •					4.22
51+68.95 PR - 54+52.68 PR •					0.73
53+61 PR	32'			20.5	
54+08 PR	10'			32	
54+08 PR	10'			17.3	
55+69 PR		33'	6.1		
55+72 PR		35'	7.1		
55+95 PR	41'			18.9	
56+31 PR	17'		6		
RURAL					
65+33.66 PR - 65+83.87 PR •					0.12
70+93.31 PR - 73+31.69 PR •					0.61
72+55.29 PR - 79+16.86 PR •					1.72
79+20		62'		25	
79+59.44 PR - 81+77.88 PR •					0.51
81+50.00 PR - 82+81.65 PR •					0.21
82+71.49 PR - 83+71.15 PR •					0.06
83+53.71 PR - 84+81.18 PR •					0.42
93+88		37.8'	5.6		
94+07		39.8'	8.5		
94+24		47.3'	10		
94+46		53.5'	6.1		
94+80		24.6'		22	
95+54	42'			21.8	
95+79	42'			17.3	
98+55	36.2'			20.75	
99+19	51.6'			29.7	
99+50	46.6'		8		
105+56		36.5'		19.2	
105+61		40.2'	14.4		
106+48	69.6'		10		
106+48	69.6'		10.5		
106+48	69.6'		11.5		
URBAN TOTAL			104	104	6.4
RURAL TOTAL			85	156	3.7
PROJECT TOTAL			189	260	10.1

REMOVAL SCHEDULE

LOCATION	HMA SURFACE REMOVAL, 1 1/2"	PAVEMENT REMOVAL	PAVED SHOULDER REMOVAL	HMA SURFACE REMOVAL - BUTT JOINT •	DRIVEWAY PAVEMENT REMOVAL	SIDEWALK REMOVAL
STATION TO STATION	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ FT
-(0+29.80) TO 13+55.00	5632.0					
13+55.00 TO 13+85.00						
21+43.34 EX TO 27+49.62 EX			269.5			
22+06.05 EX TO 27+49.62 EX			241.6			
27+71.06 EX TO 28+61.24 EX			40.1			
27+71.06 EX TO 28+61.25 EX			40.1			
28+82.98 EX TO 34+18.37 EX			238.0			
28+82.98 EX TO 34+37.49 EX			246.4			
34+53.47 EX TO 39+39.03 EX			229.1			
34+73.04 EX TO 53+15.41 EX			818.8			
40+55.98 EX TO 53+15.41 EX			559.7			
53+96.19 EX TO 57+06.66 EX			138.0			
53+96.19 EX TO 57+06.66 EX			137.7			
23+43.91 EX TO 27+49.45 EX		701.8				
27+71.24 EX TO 28+61.42 EX		220.0				
28+82.81 EX TO 34+33.56 EX		1312.8				
34+57.61 EX TO 40+31.4 EX		1650.5				
40+31.40 EX TO 50+88.87 EX		2467.2				
51+39.83 EX TO 53+15.20 EX		382.5				
53+95.85 EX TO 57+06.66 EX		751.3				
URBAN	5632	7486	2959	0	0	0
88+91						89.0
78+63.23 EX TO 79+94.19 EX			72.8			
86+22.14 EX TO 92+25.75 EX			269.0			
86+22.14 EX TO 92+25.05 EX			268.0			
92+37.85 EX TO 93+67.13 EX			57.5			
92+42.20 EX TO 97+09.84 EX			207.8			
93+82.32 EX TO 95+93.67 EX			94.0			
86+22.14 EX TO 92+25.34 EX		1460.8				
92+38.41 EX TO 93+66.85 EX		300.1				
93+82.39 EX TO 95+41.70 EX		127.4				
103+54					9.5	
107+25 TO 107+55				120.0		
RURAL	0	1889	969	120	10	89
PROJECT TOTAL	5632	9376	3928	120	10	89

•SEE ENTRANCE AND SIDEROAD SCHEDULE FOR ADDITIONAL QUANTITY

CROSSROAD CULVERT SCHEDULE

LOCATION	DESCRIPTION OF EXISTING CULVERT	PIPE CULVERTS CLASS A, TYPE 2 24"	PIPE CULVERTS CLASS A, TYPE 2 36"	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	PIPE CULVERT REMOVAL •
STATION		FOOT	FOOT	EACH	EACH	FOOT
URBAN						
20+29	18" RCCP, 47 DEGREE SKEW					84
22+10	18" RCCP, 133 DEGREE SKEW	92		2		98
25+93	18" RCCP	74		2		81
RURAL						
87+80	2-24" RCCP		78		2	144
TOTAL URBAN		166	0	4	0	263
TOTAL RURAL		0	78	0	2	144
PROJECT TOTAL		166	78	4	2	407

• SEE ENTRANCE & SIDEROAD CULVERT SCHEDULE FOR ADDITIONAL QUANTITY

TREE REMOVAL, REMOVAL AND CROSSROAD CULVERT SCHEDULES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	26
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• & FAS 903				CN 78277

SEEDING AND EROSION CONTROL SCHEDULE

LOCATION	SEEDING, CLASS 2	SEEDING, CLASS 7	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LIMESTONE	MULCH, METHOD 2	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING	TEMPORARY DITCH CHECKS
STATION TO STATION	ACRE	ACRE	POUND	POUND	POUND	TON	ACRE	SQ YD	POUND	EACH
URBAN										
STAGE 2										
19+50 TO 27+00 LT	0.521	0.521	83.40	62.55	62.55	1.04	1.0		104.3	3
MAINLINE										
13+20 TO 33+50 LT	1.070	1.070	171.12	128.34	128.34	2.14	2.1		213.9	16
33+50 TO 35+00 LT	0.213	0.213	34.02	25.52	25.52	0.43	0.4		42.5	2
35+00 TO 35+46.5 LT	0.066	0.066	10.50	7.87	7.87	0.13		234.6	13.1	1
35+46.5 TO 36+44 LT	0.105	0.105	16.76	12.57	12.57	0.21	0.2		20.9	1
36+44 TO 37+00 LT	0.068	0.068	10.85	8.13	8.13	0.14		383.9	13.6	1
37+00 TO 40+50 LT	0.334	0.334	53.39	40.04	40.04	0.67	0.7		66.7	
40+50 TO 51+50 LT	0.904	0.904	144.60	108.45	108.45	1.81	1.8		180.7	
51+50 TO 52+07 LT	0.039	0.039	6.23	4.67	4.67	0.08		259.0	7.8	
52+07 TO 53+57 LT	0.066	0.066	10.63	7.98	7.98	0.13	0.1		13.3	
53+57 TO 54+00 LT	0.036	0.036	5.83	4.37	4.37	0.07		131.9	7.3	1
54+00 TO 56+91 LT	0.254	0.254	40.58	30.44	30.44	0.51		976.5	50.7	2
BANDYVILLE ROAD										
9+00 TO 12+50 LT	0.284	0.284	45.40	34.05	34.05	0.57	0.6	0.0	50.0	1
STAGE 1										
• 19+50 TO 22+50 RT	0.030	0.030	4.74	3.56	3.56	0.06	0.1		5.9	3
• 22+50 TO 27+00 RT	0.104	0.104	16.63	12.47	12.47	0.21	0.2		20.8	4
STAGE 2										
23+00 TO 27+00 RT	0.044	0.044	7.03	5.28	5.28	0.09	0.1		8.8	4
MAINLINE										
13+20 TO 33+50 RT	1.421	1.421	227.30	170.48	170.48	2.84	2.8		284.1	17
33+50 TO 35+00 RT	0.223	0.223	35.60	26.70	26.70	0.45	0.4		44.5	2
35+00 TO 35+36.5 RT	0.089	0.089	14.23	10.67	10.67	0.18		229.1	17.8	
35+36.5 TO 36+23 RT	0.128	0.128	20.49	15.37	15.37	0.26	0.3		25.6	
36+23 TO 36+50 RT	0.039	0.039	6.26	4.70	4.70	0.08		141.9	7.8	
36+50 TO 40+50 RT	0.419	0.419	67.09	50.32	50.32	0.84	0.8		83.9	
40+50 TO 52+00 RT	1.217	1.217	194.67	146.00	146.00	2.43	2.4		243.3	7
52+00 TO 52+43 RT	0.067	0.067	10.78	8.08	8.08	0.13		195.4	13.5	
52+43 TO 53+93 RT	0.115	0.115	18.47	13.85	13.85	0.23	0.2		23.1	1
53+93 TO 54+50 RT	0.042	0.042	6.74	5.05	5.05	0.08		311.6	8.4	
54+50 TO 56+91 RT	0.292	0.292	46.74	35.05	35.05	0.58	0.6		58.4	1
BANDYVILLE ROAD										
9+00 TO 12+50 RT	0.295	0.295	47.22	35.41	35.41	0.59	0.6		50.0	
URBAN TOTAL	8.5	8.5	1358	1018	1018	17	15.6	2864	1681	67
RURAL										
STAGE 1										
• 92+50 TO 99+50 LT	0.2	0.2	31.3	23.5	23.5	0.4	0.4		39.1	2
STAGE 2										
94+00 TO 100+50 LT	0.2	0.2	24.5	18.4	18.4	0.3	0.3	0.0	30.6	3
MAINLINE										
56+91 TO 57+50 LT	0.0	0.0	6.6	4.9	4.9	0.1		236.0	8.2	
57+50 TO 60+00 LT	0.2	0.2	32.9	24.7	24.7	0.4	0.4		41.1	2
60+00 TO 72+00 LT	0.7	0.7	118.8	89.1	89.1	1.5	1.5		148.5	7
72+00 TO 90+00 LT	1.3	1.3	211.3	158.4	158.4	2.6	2.6		264.1	8
90+00 TO 90+78.66 LT	0.1	0.1	8.5	6.4	6.4	0.1	0.1		10.7	1
97+58.15 TO 108+00 LT	0.4	0.4	64.3	48.2	48.2	0.8	0.8		80.4	14
CHITTYVILLE ROAD										
5+00 TO 9+70 LT	0.2	0.2	31.8	23.9	23.9	0.4	0.4		50.0	3
STAGE 2										
94+00 TO 100+50 RT	0.7	0.7	112.7	84.6	84.6	1.4	1.4		140.9	3
MAINLINE										
56+91 TO 57+50 RT	0.2	0.2	26.8	20.1	20.1	0.3	0.3		33.5	1
57+50 TO 60+00 RT	0.3	0.3	43.6	32.7	32.7	0.5	0.5		54.5	1
60+00 TO 72+00 RT	1.3	1.3	202.5	151.9	151.9	2.5	2.5		253.2	8
72+00 TO 90+00 RT	1.5	1.5	247.8	185.9	185.9	3.1	3.1		309.8	9
90+00 TO 90+78.66 RT	0.1	0.1	10.4	7.8	7.8	0.1	0.1		12.9	1
97+58.15 TO 108+00 RT	0.4	0.4	59.4	44.6	44.6	0.7	0.7		74.3	14
CHITTYVILLE ROAD										
5+00 TO 9+70 RT	0.2	0.2	32.5	24.4	24.4	0.4	0.4		50.0	3
RURAL TOTAL	8.0	8.0	1266	950	950	16	15.8	236	1602	80
PROJECT TOTAL	16.5	16.5	2624	1968	1968	33	31.4	3100	3283	147

• INDICATES EXISTING ALIGNMENT STATIONING
•• INDICATES EXISTING ALIGNMENT STATIONING
•• SEE WETLAND SCHEDULE SHEET 68 FOR ADDITONAL SEEDING QUANTITIES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	27
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• & FAS 903				CN 78277

PAVEMENT MARKING SCHEDULE

LOCATION	THERMOPLASTIC PAVEMENT MARKING							SHORT TERM PAVEMENT MARKING	WORK ZONE PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL
	LINE 4"			LINE 12"		LINE 24"					
	SKIP DASH YELLOW	SOLID YELLOW	SOLID WHITE	SOLID WHITE	SOLID YELLOW	SOLID WHITE	LETTERS & SYMBOLS				
STATION TO STATION	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	SQ FT	FOOT	SQ FT	EACH	EACH
IL FAU 9588 (URBAN)											
STA. 0+00 TO STA. 56+91	1100	2600	8702			72	123	2240	5148	73	28
BANDYVILLE RD LEFT TURN LANE		3500	137	70	238	24	36	212	1675	53	
TOTAL URBAN	1100	6100	8839	70	238	96	159	2452	6823	126	28
IL FAS 903 (RURAL)											
STA. 56+91.00 TO STA. 90+78.66	480	2957	6776					1224	3812	43	
STA. 97+58.15 TO STA. 108+00.00	261		2084					326	890	14	14
TOTAL RURAL	741	2957	8860	0	0	0	0	1550	4703	57	14
PROJECT TOTAL	1841	9057	17699	70	238	96	159	4002	11526	183	42

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	28
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• & FAS 903 CN 78277

EARTHWORK SCHEDULE

LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE •	EMBANKMENT •	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) •	BORROW EXCAVATION ••	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	REMARKS
STATION TO STATION	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD	
MAINLINE							
STAGE 1 EARTH							
19+50 TO 27+00	72	47	113	-65	82		
STAGE 2 EARTH							
19+50 to 27+00	572	453	1855	-1402	1753		
FINAL EARTHWORK							
13+50 TO 21+34	223	150	225	-75	88		
21+34 TO 40+12	41861	5058	18244	-13186	15560		35844 CY WILL COME FROM REMOVAL OF THE EXISTING EMBANKMENT AND BE WASTED
40+12 TO 56+91	25135	1790	32648	-30858	36412		23019 CY WILL COME FROM REMOVAL OF THE EXISTING EMBANKMENT AND BE WASTED
BANDYVILLE ROAD							
9+00 TO 12+50	578	490	7160	-6670	8338		
URBAN TOTAL	68442				62233	0	
MAINLINE							
STAGE 1 EARTH							
92+50 TO 99+50	35	24	226	-202	252		
STAGE 2 EARTH							
84+00 to 99+50	3756	2862	1291	1571			
FINAL EARTHWORK							
56+91 TO 80+00	12495	10128	6519	3610			3610 CY TO STATION 80+00 TO 90+78.66
80+00 TO 90+78.66	10570	8906	17154	-3067	3619	5320	3610 CY FROM STATION 56+91 TO 80+00
97+58.15 TO 106+36	161	113	389	-275	326	4432	
106+36 TO 108+00	81	58	145	-87	103		
CHITTYVILLE ROAD							
5+00 TO 9+70	788	591	615	-24			
RURAL TOTAL	27886				4300	9752	
GRAND TOTAL	96328				66533	9752	

• FOR INFORMATION ONLY

•• A SWELL FACTOR OF 1.18 WAS USED TO CALCULATE BORROW EXCAVATION

A VARIABLE SHRINKAGE FACTOR HAS BEEN APPLIED TO EARTH EXCAVATION

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	29
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	

• & FAS 903 CN 78277

MAILBOX TURNOUTS

STATION	• OFFSET		AGGREGATE SHOULDERS, TYPE A
			TON
21+52	RT	22.0'	8.5
28+89	RT	22.0'	15.3
28+91	RT	22.0'	--
85+90	RT	22.0'	1.3
85+92	RT	23.0'	--
86+84	LT	22.0'	6.6
89+12	LT	22.0'	6.5
98+59	LT	22.0'	6.8
101+98	RT	22.0'	4.1
102+86	RT	22.0'	3.4
103+72	LT	22.0'	4.3
106+02	LT	22.0'	9.5
106+05	LT	22.0'	--
106+08	LT	22.0'	--
URBAN TOTAL			23.8
RURAL TOTAL			42.5
PROJECT TOTAL			66.4

• OFFSET TO MAILBOX POST

RIP RAP SCHEDULE

LOCATION	STONE RIPRAP, CLASS A4	STONE DUMPED RIPRAP, CLASS A 4	STONE RIPRAP, CLASS A5	FILTER FABRIC
STATION TO STATION	SQ YD	SQ YD	SQ YD	SQ YD
URBAN				
22+08.75		28		
25+93.30		13.6		
25+98 TO 27+30 RT	123.4			123.4
SN 100-0080			645	645
SN 100-0081	495			495
URBAN TOTAL	619	42	645	1264
RURAL				
87+71.30 RT		23.2		
RURAL TOTAL	0	23	0	0
PROJECT TOTAL	619	65	645	1264

PERIMETER EROSION BARRIER SCHEDULE

LOCATION	PERIMETER EROSION BARRIER
STATION TO STATION	FOOT
URBAN	
MAINLINE	
13+50 TO 16+00 RT	250
20+30 TO 21+00 LT	70
22+00 TO 30+50 LT	393
24+00 TO 25+93 RT	193
26+00 TO 26+50 RT	50
36+23 TO 37+50 RT	127
37+50 TO 40+01 LT	51
38+50 TO 39+50 RT	100
40+23 TO 52+00 LT	1177
40+83 TO 47+50 RT	667
49+50 TO 53+00 RT	284
53+65 TO 54+50 LT	85
54+00 TO 54+50 RT	50
BANDYVILLE ROAD	
9+00 TO 9+30 LT&RT	85
10+50 TO 12+15 LT	138
11+50 TO 12+23 RT	85
URBAN TOTAL	3805
RURAL	
MAINLINE	
•5+00 TO 8+00 LT&RT	600
•9+50 TO 9+70 LT&RT	40
66+00 TO 68+50 LT	250
71+50 TO 72+30 LT	80
81+50 TO 83+00 RT	150
87+22 TO 87+89 LT	67
88+00 TO 89+16 LT	116
89+55 TO 98+50 LT	216
98+72 TO 100+50 RT	178
107+00 TO 108+00 RT	100
RURAL TOTAL	1797
PROJECT TOTAL	5602

GUARDRAIL SCHEDULE

LOCATION	SPBGR, TY A, 6' POSTS	TRAFFIC BARRIER TERMINAL TY 1, SPECIAL (TANGENT)	TRAFFIC BARRIER TERMINAL TYPE 6	GUARDRAIL MARKERS, TYPE B	GUARDRAIL REMOVAL	TERMINAL MARKER - DIRECT APPLIED	HMA SHOULDERS 8" •••
STATION TO STATION	FEET	EACH	EACH	EACH	FEET	EACH	SQ YD
URBAN							
SN 100-0080 (100-3008 EX)				12	383		
RT 32+40.50 TO 35+46.75	225.0	1	1			1	110.8
RT 36+06.5 TO 37+62.70	75.0	1	1			1	60.8
LT 33+48.00 TO 35+66.75	137.5	1	1			1	81.6
LT 36+24.25 TO 37+68.00	62.5	1	1			1	56.6
SN 100-0081 (100-3009 EX)				20	307		
RT 49+35.25 TO 52+41.50	225.0	1	1			1	110.8
RT 53+94.50 TO 56+13.25	137.5	1	1			1	81.6
LT 49+86.75 TO 52+05.50	137.5	1	1			1	81.6
LT 53+58.50 TO 58+52.25	412.5	1	1			1	173.3
URBAN TOTAL	1412.5	8	8	32	690	8	757
RURAL TOTAL	0.0	0	0	0	0	0	0
PROJECT TOTAL	1412.5	8	8	32	690	8	757

••• SEE SHOULDER SCHEDULE FOR ADDITIONAL QUANTITY

MAILBOX TURNOUTS, RIP RAP, PERIMETER EROSION BARRIER AND GUARDRAIL SCHEDULES

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588	39(R-1,B-1,B-2)	WILLIAMSON	224	30
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• & FAS 903				CN 78277

ENTRANCE AND SIDEROAD CULVERT SCHEDULE

	LOCATION	TYPE	CLASS D								PRECAST RC FLARED END SECTIONS		METAL END SECTIONS			PIPE CULVERT REMOVAL
					TYPE 2		TYPE 1		TYPE 2							
			15"	18"	15"	18"	15"	18"	15"	24"	15"	18"	15"	18"	24"	
			FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	FOOT
URBAN	20+18	FEL	44								2					24
	21+34	PER			54						2					
	27+01	FEL														25
	27+69	PEL					30						2			
	28+72	FER			62						2					23
	40+12	SRR				130						2				
RURAL	63+43	FEL							62				2			
	63+43	FER							88				2			
	72+67	PER							50				2			
	79+37.19 (EX)	SRR		80										2		64
	85+43	PER						26						2		28
	85+57	PEL								42					2	28
	85+91	2-PER						56						2		34
	86+97	PEL				42						2				28
	88+91	SIDEWALK														7
	89+27	PEL			95						2					29
	89+51	SRR				72						2				47
	90+40	OVERFLOW														32
	98+43	PER	38								2					34
	98+72	PEL	24								2					34
	102+09	PER	22								2					28
	104+97	FER														36
	106+32	SRR		58								2				52
	106+33	SRL		40								2				27
TOTAL URBAN			44	0	116	130	30	0	0	0	6	2	2	0	0	72
TOTAL RURAL			84	178	95	114	0	82	200	42	8	8	6	6	2	508
PROJECT TOTAL			128	178	211	244	30	82	200	42	14	10	8	6	2	580

CULVERT STAGE CONSTRUCTION SCHEDULE

STATION	POROUS GRANULAR BACKFILL	CLASS D PATCHES, TY II, 9"	
		LEFT	RIGHT
	CU YD	SQ YD	SQ YD
URBAN			
20+29	50.1	12.5	12.5
22+10	47.0	12.4	12.3
25+93	113.4	-	-
RURAL			
87+80	46.5	21.1	23.9
TOTAL URBAN	211	50	
TOTAL RURAL	47	46	
PROJECT TOTAL	258	96	

CULVERT HYDRAULICS INFORMATION

CULVERT LOCATION	DRAINAGE AREA	DESIGN DISCHARGE		PROPOSED CULVERT	PROPOSED CULVERT	CREATED HEAD		HEADWATER ELEVATION	
	ACRE	50 YR CFS	100 YR CFS	SIZE	TYPE	50 YR CFS	100 YR CFS	50 YR CFS	100 YR CFS
22+10	10.25	5.27	6.11	24"	RCCP	5.3	5.2	396.86	396.96
25+93	7.78	4.74	5.34	24"	RCCP	5.87	5.79	395.95	396.03
87+80	10.72	13.36	13.55	36"	RCCP	6.65	6.5	393.10	393.25

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	31
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• & FAS 903				CN 78277

RIGHT-OF-WAY MARKER SCHEDULE

STATION		OFFSET (FEET)	FURNISH & ERECT ROW MARKERS
			EACH
13+41.29	RT	40.0	1
13+41.29	RT	50.0	1
13+40.66	LT	50.0	1
18+39.81	LT	50.0	1
18+39.81	LT	55.0	1
20+00.00	RT	50.0	1
20+00.00	RT	70.0	1
21+43.33	RT	70.0	1
21+43.33	RT	105.0	1
26+44.49	RT	105.0	1
28+80.00	LT	55.0	1
28+85.00	LT	75.0	1
30+00.00	LT	75.0	1
30+00.00	LT	95.0	1
40+50.00	LT	95.0	1
40+50.00	LT	85.0	1
47+50.00	LT	85.0	1
47+50.00	LT	75.0	1
49+66.65	RT	75.0	1
50+07.43	LT	75.0	1
51+50.00	RT	75.0	1
51+50.00	RT	100.0	1
52+72.72	LT	136.8	1
53+88.73	LT	75.0	1
55+00.00	RT	100.0	1
55+00.00	RT	80.0	1
URBAN TOTAL			26
61+00.00	RT	80.0	1
61+00.00	RT	90.0	1
65+00.00	RT	90.0	1
65+00.00	RT	75.0	1
66+00.00	LT	75.0	1
66+00.00	LT	55.0	1
71+82.10	LT	55.0	1
72+23.50	LT	134.2	1
73+41.91	LT	460.9	1
72+99.59	LT	523.7	1
74+97.39	LT	416.5	1

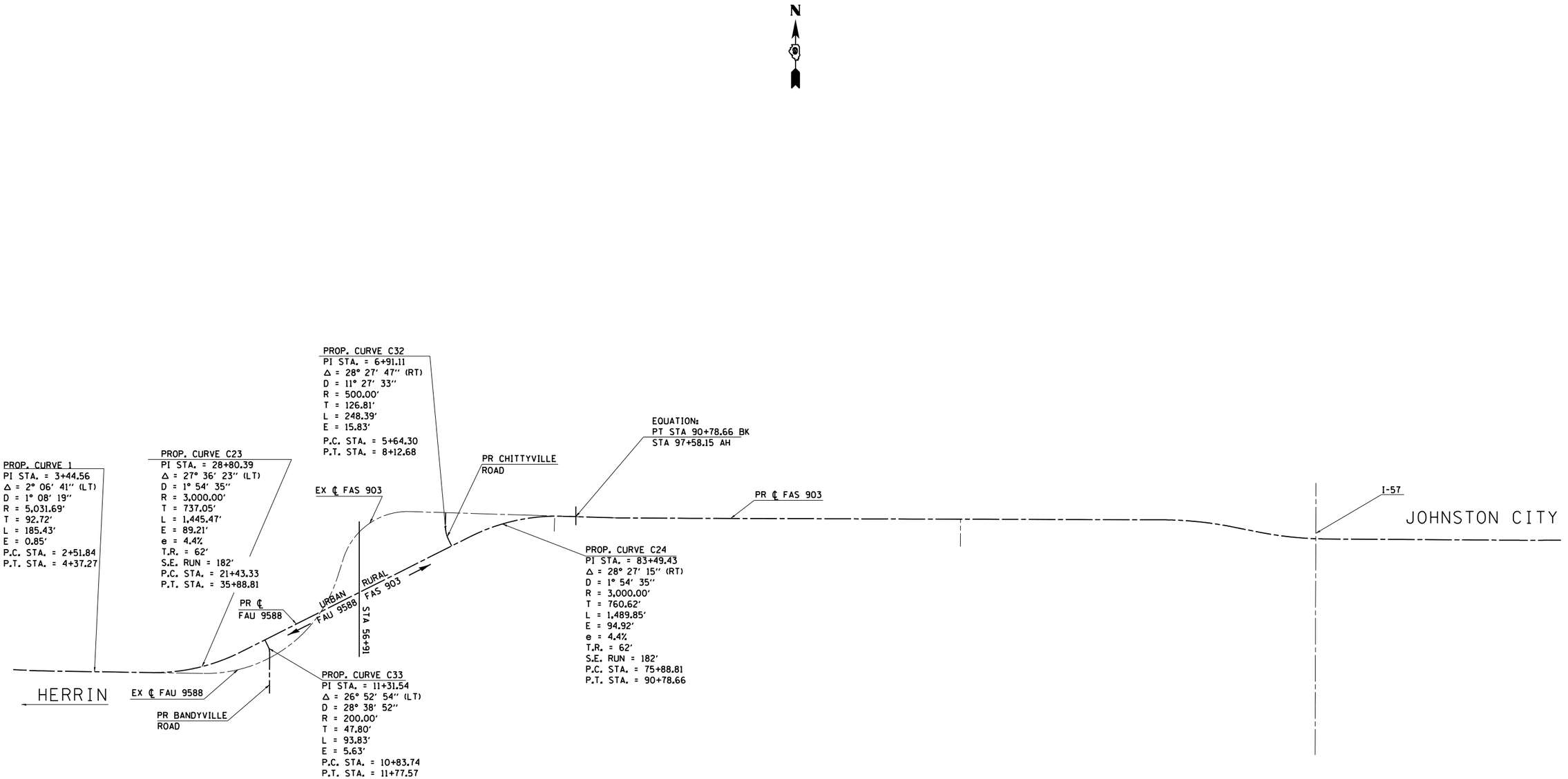
STATION		OFFSET (FEET)	FURNISH & ERECT ROW MARKERS
			EACH
74+21.10	LT	418.02	1
73+12.57	LT	88.1	1
73+50.00	LT	55	1
73+20.00	RT	75	1
73+20.00	RT	65	1
75+88.81	LT	55	1
75+88.81	LT	65	1
79+00.00	RT	65	1
79+00.00	RT	55	1
79+16.02	LT	65	1
79+58.07	LT	179.34	1
83+00.00	RT	55	1
83+00.00	RT	100	1
85+00.00	RT	100	1
85+00.00	RT	75	1
85+92.97	RT	74.5	1
87+25.00	RT	75	1
87+25.00	RT	85	1
87+38.09	LT	59.69	1
90+25.00	RT	85	1
90+25.00	RT	65	1
90+78.66	LT	55	1
97+58.15	LT	55	1
98+75.00	RT	65	1
98+75.00	RT	50	1
100+00.00	LT	55	1
100+00.00	LT	50	1
101+00.00	RT	50	1
101+00.00	RT	40	1
103+00.00	LT	50	1
103+00.00	LT	40	1
105+75.00	RT	40.0	1
105+75.00	LT	40.0	1
105+90.00	RT	95.0	1
105+99.58	LT	84.9	1
106+75.01	LT	85.0	1
106+80.00	RT	95.0	1
106+90.00	LT	50.0	1

STATION		OFFSET (FEET)	FURNISH & ERECT ROW MARKERS
			EACH
106+90.00	RT	50.0	1
108+50.00	RT	50.0	1
108+50.00	RT	65.0	1
RURAL TOTAL			52
PROJECT TOTAL			78

RIGHT OF WAY MARKERS SCHEDULE

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	32
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• & FAS 903				CN 78277

ALIGNMENT SHEET



ALIGNMENT SHEET

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	33
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• & FAS 903				CN 78277

BM 121 - "X" CUT IN SW BOLT OF OLD BASE, SE QUAD OF RT 37 & BROADWAY, JOHNSTON CITY
EL 421.85

BM 121A - " ☐ " CUT NE CORNER OF INLET BASE 200+ WEST OF DAVIS STREET
EL 417.36

BM 122 - "X" CUT SE FLANGE BOLT OF PLUG AT INTERSECTION OF BROADWAY & JOHNSON, NW QUAD
EL 413.93

BM 123 - "X" CUT IN MOST NORTH BOTTOM FLANGE BOLT OF FIRE PLUG AT INTERSECTION OF BROADWAY AND PROSPERITY AVE NE QUAD
EL 407.03

BM 124 - " ☐ " CUT IN HUBGUARD, SW CORNER OF SN# 100-0040, OVERPASS I-57
EL 423.69

BM 84 - CHISEL MARK ON TOP OF GUARDRAIL POST ON EAST PIER AT SN#100-0040 NBL I-57 JOHNSTON CITY OVERHEAD
EL 404.09

BM 125 - "X" CUT IN MOST WEST BOTTOM FLANGE BOLT OF FIRE PLUG AT ENTRANCE TO GOLF COURSE NW QUAD
EL 400.50

BM 126 - " ☐ " SW CORNER OF HEADWALL BOX CULVERT # 100-5002, NW QUAD OF HERRIN RD & COLLINS RD
STA 185+97, 44' LT, EL 393.50

BM 127 - " ☐ " CUT IN HUBGUARD, SW CORNER OF SN #100-3011 HERRIN ROAD
STA 163+29, 15' RT, EL 396.91

BM 128 - " ☐ " CUT IN HUBGUARD, SW CORNER OF SN #100-3010, HERRIN ROAD
STA 139+67, 15' RT, EL 394.81

BM 129 - RR SPIKE IN PP
STA 122+65, 42' RT, EL 395.91

BM 130 - "X" CUT IN NORTH FLANGE BOLT FIRE PLUG SW QUAD OF HERRIN ROAD AND CHRISTMAS TREE ROAD
STA 106+07, 110' RT, EL 402.49

BM 131 - RR SPIKE IN PP
STA 90+29, 40' LT, EL 398.73

BM 132 - RR SPIKE IN PP W/ HERRIN ROAD AND CHITTYVILLE ROAD NW QUAD
STA 79+15, 41' LT, EL 397.50

BM 133 - " ☐ " CUT EAST END OF A.R.C (4' RCP)
STA 64+97, 29' RT, EL 388.86

BM 134 - " ☐ " CUT IN HUBGUARD, NE SN #100-3009 ON HERRIN ROAD
STA 53+97, 15' RT, EL 392.28

1962 23 SAN - USGS BENCH, BRASS DISK SET IN CONCRETE SW QUAD OF HERRIN ROAD & BANDYVILLE ROAD
EL 398.39

BM 135 - " ☐ " IN HUBGUARD, NW SN# 100-3008 HERRIN ROAD
STA 34+39, 18.2 LT, EL 399.68

BM 136 - "X" CUT IN SOUTH FLANGE BOLT FIRE PLUG NW QUAD OF HERRIN & 3RD ST
STA 12+67, 37' LT, EL 405.59

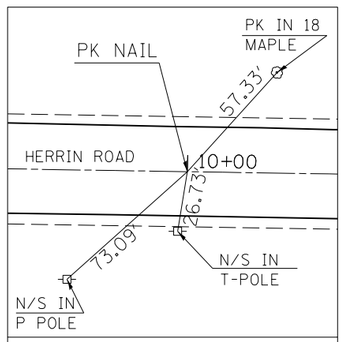
BM 137 - RR SPIKE IN PP ON HERRIN RT, EL 416.37

BM 138 - RR SPIKE IN PP AT SW QUAD HERRIN ROAD & 12TH ST
RT, EL 417.99

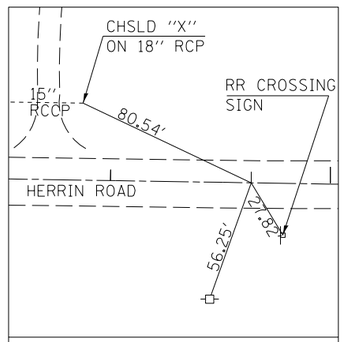
BM 139 - " ☐ " CUT NE CORNER OF CONCRETE BASE OF MAST ARM SW QUAD OF HERRIN RD & PARK AV (RT 148)
EL 406.71

N

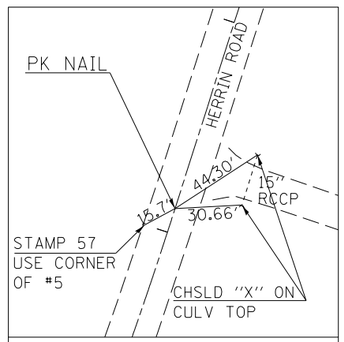
9



POT STA 10+00



PC STA 29+64.08



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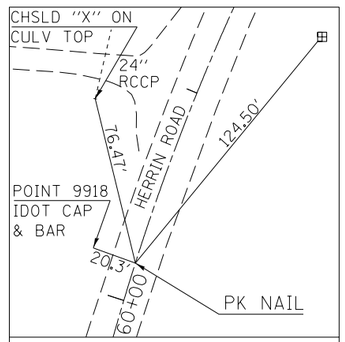

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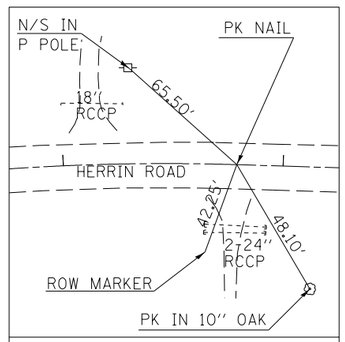
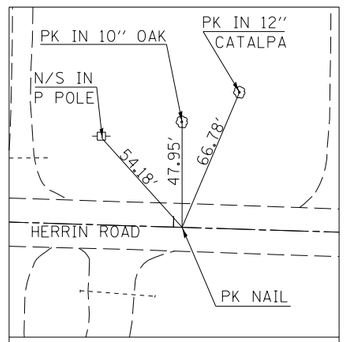
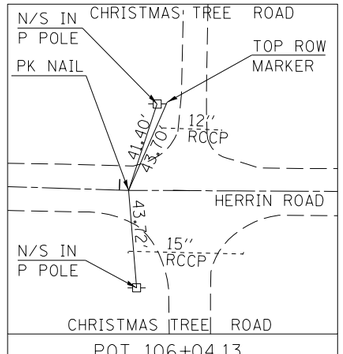


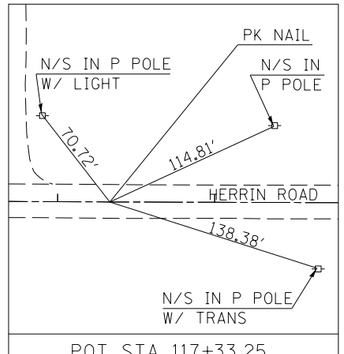
PT STA 73+78.91



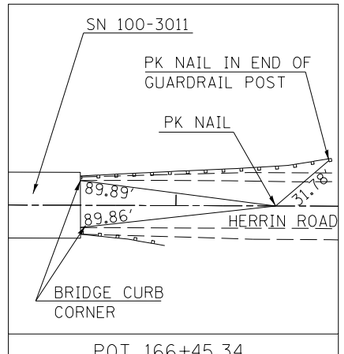
POT STA 93+03.95



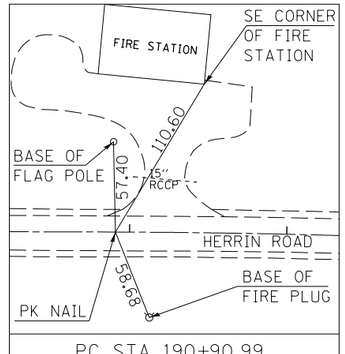
POT 106+04.13



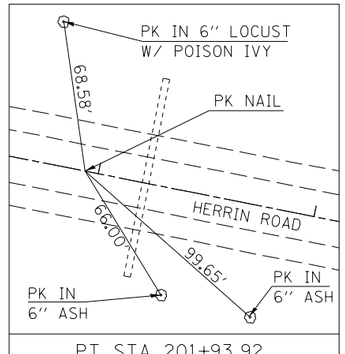
POT STA 117+33.25



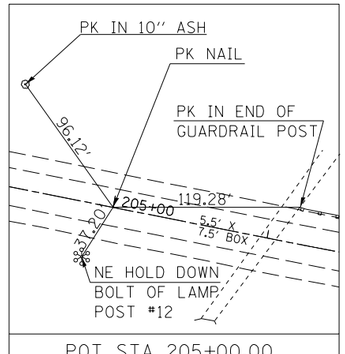
POT 166+45.34



PC STA 190+90.99



PT STA 201+93.92



POT STA 205+00.00

SURVEY DATA – BENCH MARKS & CROSS TIES

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	34
STA 0+00	TO STA 15+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• & FAS 903

CN 78277

PLAN

SURVEYED	BY
PLOTTED	DATE
ALIGNMENT CHECKED	
GRADES CHECKED	
R/W NOTED	
PLANS CHKD	
NOTE BOOK	
NO.	

BEGIN PROJECT
STATION -(0+29.80)

BEGIN URBAN SECTION FAU 9588

POT STA 0+00.00

POT STA 2+51.84

PT STA 4+37.27

STA -(0+00.00) BK=
STA 0+00.00 AH

BITUMINOUS SURFACE REMOVAL 1½"
BITUMINOUS CONCRETE SURFACE COURSE 1½"
STATION -(0+29.80) TO STATION 13+55.00

PROP. CURVE 1
PI STA. = 3+44.56
Δ = 2° 06′ 41″ (LT)
D = 1° 08′ 19″
R = 5,031.69′
T = 92.72′
L = 185.43′
E = 0.85′
P.C. STA. = 2+51.84
P.T. STA. = 4+37.27

N 4TH ST

EX AND PR
℄ FAU 9588

HERRIN ST

EX ROW LINE

STA 13+19.83 (HERRIN ROAD)=
STA 10+00.00 (N. 3RD STREET)

CHURCH

SIGN

N 3RD ST

R1 = 35′
R2 = 150′
OFFSET = 5′

PR ROW

CONST LIMITS

40′

40′

SEE TRANSITION DETAIL SHEET 70
STA. 13+55 TO STA. 14+30

N

50′ 0 25′ 50′

PROFILE

SURVEYED	BY
PLOTTED	DATE
GRADES CHECKED	
R/W NOTED	
PLANS CHKD	
NOTE BOOK	
NO.	

PROPOSED ℄ PROFILE GRADE

EXISTING ℄ PROFILE

-3.24%

-0.30%

SD LT +50
EL 402.37

SD LT +00
EL 400.75

SD RT +00
EL 402.21

SD RT -0.68%

RIGHT DITCH PLOTTED 10 FEET
BELOW ACTUAL ELEVATION

0+00	1+00	2+00	3+00	4+00	5+00	6+00	7+00	8+00	9+00	10+00	11+00	12+00	13+00	14+00	15+00
412.16	411.36	410.34	409.19	408.29	407.53	407.19	406.44	406.06	405.82	405.61	405.15	404.80	404.40	403.97	403.58
412.16	411.36	410.34	409.19	408.29	407.53	407.19	406.44	406.06	405.82	405.61	405.15	404.80	404.40	404.18	403.89

415 410 405 400 395 390 385 380

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•REF•m32l

PLAN-PROFILE HERRIN ROAD STA 0+00 TO STA 15+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	35
STA 15+00	TO STA 30+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• & FAS 903

CN 78277

PLAN
SURVEYED
DRAWN
ALIGNMENT CHECKED
RT OF WAY CHECKED
NOTE BOOK
NO.
FIELD FILE NAME
BY
DATE

PROFILE
SURVEYED
DRAWN
GRADES CHECKED
S.M. NOTED
FIELD FILE NOTATNS CHKD
NO.
BY
DATE

PR ROW LINE

CONST LIMITS

6' SHLD

40'

40'

50'

12'

12'

3' AGG SHLD

3' BIT SHLD

6' SHLD

EX ROW LINE

EX 12" RCCP (TBR)

FE +18 DIRT

RCCP

PC Sta 21+43.33 proposed

PIPE CULVERTS, CLASS A, TYPE 1 15"
2 - PRC FLAR END SEC 15
44 FT
USFL 396.78, 38.2' LT, STA 19+96
DSFL 396.46, 39.2'LT, STA 20+40

PIPE CULVERTS, CLASS A, TYPE 2 24"
2 - PRC FLAR END SEC 24
92 FT
USFL 395.59, 32.1' LT STA 21+81
DSFL 394.99, 37.6' RT STA 23+43
Q(50) = 5.27 cfs

18" RCCP

EX 18" RCCP (TBR)

+34 AGG

PE

FOR STAGE 1 TRANSITION DETAIL
SEE SHEET 50 SECTION 1

PIPE CULVERTS CLASS A, TYPE 2 15"
2 - PRC FLAR END SEC 15
54 FT
USFL 397.61, 37.2' RT, STA 21+04
DSFL 397.28, 40.7' RT, STA 21+58

STONE DUMPED RIPRAP, CLASS A4

EX 18" RCCP (TBR)

PIPE CULVERTS, CLASS D, TYPE 1 15"
2 - METAL END SECTIONS 15
30 FT
USFL 397.44, 31.3' LT, STA 27+84
DSFL 397.04, 33.2' LT, STA 27+54

PROPOSED ℄ FAU 9588

STONE RIPRAP, CLASS A4

EX 24" RCCP (TBR)

EX 15" RCCP (TBR)

FE +94 AGG

FE +96 AGG

125+00

130+00

HEADWALL

EX PCC SLAB TBR INCIDENTAL TO EARTH EX

EX ℄ FAU 9588

EX 15" RCCP (TBR)

STONE DUMPED RIPRAP, CLASS A4

PIPE CULVERTS, CLASS A, TYPE 2 24"
2 - PRC FLAR END SEC 24
74 FT
USFL 394.76, 33.0' LT STA 25+93
DSFL 393.77, 41.0' RT STA 25+93
Q(50) = 4.74 cfs

ABANDONED RAILROAD

PIPE CULVERTS, CLASS A, TYPE 2 15"
2 - PRC FLAR END SEC 15
62 FT
USFL 396.11, 40.1' RT, STA 28+40
DSFL 394.41, 46.2' RT, STA 29+02

N

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50' 0 25' 50'

PROPOSED ℄ PROFILE GRADE

EXISTING ℄ PROFILE

403.89

400.83

VPI STA. 21+50.00 ELEVATION 402.57

VPI STA. 22+30.00 ELEVATION 402.47

VPI STA. 24+50.00 ELEVATION 402.18

+0.39% -0.12% -0.12% -0.13% -0.13% -0.25%

SSD = 1370'
K = 311
160.00' V.C.

SSD = 6052'
K = 3523
400.00' V.C.

1 FFT DITCH PLOTTED 10 FEET BELOW ACTUAL ELEVATION

RIGHT DITCH PLOTTED 15 FEET BELOW ACTUAL ELEVATION

SD LT +00 EL = 400.45

SD LT -0.74%

SD RT -0.68%

SD RT +00 EL = 398.83

SD RT -0.30%

SD LT +50 EL = 395.65

SD LT +71.8 EL = 395.59

-0.28%

+1.57%

SD RT +34 EL = 397.53

SD RT +50 EL = 397.47

-0.37%

SD RT 2.59%

SD RT +45.7 EL = 394.99

SD LT +00 EL = 397.60

-2.28%

SD LT +50 EL = 396.46

SD LT -0.70%

SD RT -0.35%

SD RT +93 EL = 393.76

SD LT +93.3 EL = 394.76

SD LT +1.41%

SD RT +3.97%

SD RT +50 EL = 400.00

SD LT +00 EL = 397.67

+0.10%

SD LT +50 EL = 397.72

+2.91%

SD RT +71 EL = 398.00

-9.32%

SD LT +94 EL = 399.00

-4.84%

SD LT +50 EL = 396.29

-1.56%

SD RT +50 EL = 393.09

SD RT -2.74%

-1.30%

	15+00	16+00	17+00	18+00	19+00	20+00	21+00	22+00	23+00	24+00	25+00	26+00	27+00	28+00	29+00	30+00
	403.58	403.45	403.29	403.04	402.78	402.59	402.46	402.29	402.11	402.02	401.87	401.87	401.90	401.82	401.66	401.83
	403.89	403.76	403.60	403.35	403.09	402.90	402.77	402.60	402.42	402.33	402.18	402.18	402.36	402.47	402.49	402.44
	401.83	401.75	401.63	401.39	400.42	398.69	396.59	396.45	397.50	399.92	398.59	399.49	397.20	394.98	394.01	
	402.37	402.30	402.21	402.12	402.03	401.92	401.81	401.69	401.57	401.44	401.32	401.20	401.08	400.95	400.83	

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PLAN-PROFILE HERRIN ROAD STA 15+00 TO STA 30+00

12/12/2003
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•REF-m322

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	36
STA 30+00	TO STA 45+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• & FAS 903

CN 78277

PROP. CURVE C23
PI STA. = 28+80.39
Δ = 27° 36' 23" (LT)
D = 1° 54' 35"
R = 3,000.00'
T = 737.05'
L = 1,445.47'
E = 89.21'
e = 4.4%
T.R. = 62'
S.E. RUN = 182'
P.C. STA. = 21+43.33
P.T. STA. = 35+88.81

ABANDONED RAILRD

BURLINGTON NORTHERN RAILROAD

BURLINGTON NORTHERN RAILROAD

STA 40+11.60 (HERRIN ROAD)=
STA 12+95.68 (BANDYVILLE ROAD)
(FOR P&P SEE SHEET 43)

PR ℄
FAU 9588

TR BAR TRM T1 SPL TAN

TRAF BAR TERM T6

PR ROW LINE

TR BAR TRM T1 SPL TAN

CONST LIMITS

SPBGR, TY A

PT STA 35+88.81

30+00

35+00

40+00

45+00

6' SHLD

12'

12'

3' AGG

3' BIT SHLD

6' SHLD

PROP. CURVE BANDYNEW2-1SHLD
PI STA. = 11+31.53
Δ = 26° 52' 54" (LT)
D = 16° 22' 13"
R = 350.00'
T = 83.65'
L = 164.21'
E = 9.86'
P.C. STA. = 10+47.89
P.T. STA. = 12+12.10

R1 = 55'
R2 = 175'
OFFSET = 15'

R1 = 55'
R2 = 175'
OFFSET = 15'

EX CHANNEL TO BE
REALIGNED THROUGH
PR BRIDGE

TRAF BAR TERM T6

SPBGR, TY A

PR SN 100-0080
℄ STR STA 35+90.00

R=200

PIPE CULVERTS, CLASS A, TYPE 2 18"
2 - PRC FLAR END SEC 18
130 FT
USFL 385.94, 64.4' LT, STA 39+47.2
DSFL 385.67, 65.5' RT, STA 40+77.1

FOR CROSS SECTIONS
SEE SHEETS 220 TO 222

50'

45

30

50'

35

HERRIN RD

10+00

18" RCCP

EX 20" RCCP
(TBR)

EX℄
FAU 9588

EX ROW LINE

GUARDRAIL REMOVAL
RT STA 32+99.66 EX TO STA 34+83.81 EX
LT STA 33+98.90 EX TO STA 35+91.56 EX

EX SN 100-3008
℄ STA 34+44; SKEWED 35° (TBR)

BURLINGTON NORTHERN SANTA FE

N

9

50' 0 25' 50'

12/12/2013
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•REF-m323

PLAN HERRIN ROAD STA 30+00 TO STA 45+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	37
STA. 30+00		TO STA. 45+00		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• & FAS 903				

CN 78277

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT OF WAY CHECKED
ROAD FILE NAME
NOTE BOOK
NO.
BY
DATE

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

PROPOSED ℄ PROFILE GRADE

EXISTING GROUND PROFILE
ALONG ℄ PROFILE GRADE

400.83

℄ PR STR STA 35+90
ELEVATION 399.38

VPC STA 39+25.00
ELEVATION 398.56

VPI STA 41+25.00
ELEVATION 398.07

-0.245%

-0.56%

395.98

SSD = 2338'
K = 1287
400.00' V.C.

SD LT +00
EL = 395.51

SD RT +00
EL = 392.44

SD LT -1.56%

SD RT -1.30%

SD LT +50
EL = 386.93

SD LT -1.69%

SD RT +00
EL = 385.07

SD LT +50
EL = 385.24

SD RT +2.09%

SD LT +1.76%

SD RT +00
EL = 386.04

SD RT -0.21%

LEFT AND RIGHT DITCH PLOTTED
10 FEET BELOW ACTUAL ELEVATION

30+00	31+00	32+00	33+00	34+00	35+00	36+00	37+00	38+00	39+00	40+00	41+00	42+00	43+00	44+00	45+00
394.01 **400.83**	394.44 **400.59**	394.98 **400.34**	396.99 **400.09**	395.99 **399.85**	391.00 **399.60**	386.17 **399.36**	388.42 **399.11**	394.95 **398.87**	384.54 **398.62**	385.65 **398.35**	387.03 **398.01**	386.15 **397.59**	385.55 **397.09**	385.62 **396.54**	385.03 **395.98**

415 410 405 400 395 390 385 380 375 370 365 360 355 350 345 340

PROFILE HERRIN ROAD STA 30+00 TO STA 45+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	38
STA 45+00		TO STA 59+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• & FAS 903

CN 78277

50' 0 25' 50'

N

CONST LIMITS

PR ROW LINE

PR ℄
FAU 9588

45+00

EX 18" RCCP
(TBR)

50'

55'

50'

HERRIN RD

50+00

EX ℄
FAU 9588

TR BAR TRM T1 SPL TAN

SPBGR, TY A

SN 100-3009
(TBR)

PR SN 100-0081
STA 53+00.00

57+11.21 Dt

Lt

45'

EX ROW LINE

CONC

SPBGR, TY A

TRAF BAR TERM T6

55+00

FAU 9588/FAS 903

TR BAR TRM T1 SPL TAN

STA 56+91.00

6' SHLD

12'

12'

3' BIT SHLD

3' AGG SHLD

6' SHLD

TR BAR TRM T1 SPL TAN

POOL

12/2/2003
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•REF-m324

PLAN HERRIN ROAD STA 45+00 TO STA 59+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	39
STA. 45+00	TO STA. 59+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• & FAS 903				

CN 78277

PLAN
SURVEYED BY
PLOTTED BY
ALIGNMENT CHECKED BY
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ROAD ILE NAME
NOTE BOOK
NO.
DATE

PROFILE
SURVEYED BY
PLOTTED BY
GRADES CHECKED BY
BM. NOTED BY
SIGNATURE NOTATNS CHKD
NOTE BOOK
NO.
DATE

K = 449
400.00' V.C.

PROPOSED ℄ PROFILE GRADE

196.82

397.11

℄ PR STR STA 53+00
ELEVATION 395.10

EXISTING GROUND PROFILE
ALONG ℄ PROFILE GRADE

-0.56% +0.33%

VPI STA. 49+00.00
ELEVATION 393.76

SD RT +50
EL = 384.68

SD RT -0.21%

SD RT -0.09%

SD RT +50
EL = 384.38

SD LT +50
EL = 390.04

-3.76%

SD LT +00
EL = 388.16

SD RT -0.09%

SD RT +50
EL = 384.19

SD RT -0.30%

+1.92%

SD LT +50
EL = 386.34

SD RT +50
EL = 385.04

SD LT +0.60%

SD RT +0.65%

SD RT +00
EL = 387.98

LT AND RT DITCH PLOTTED 10 FEET
BELOW ACTUAL ELEVATION

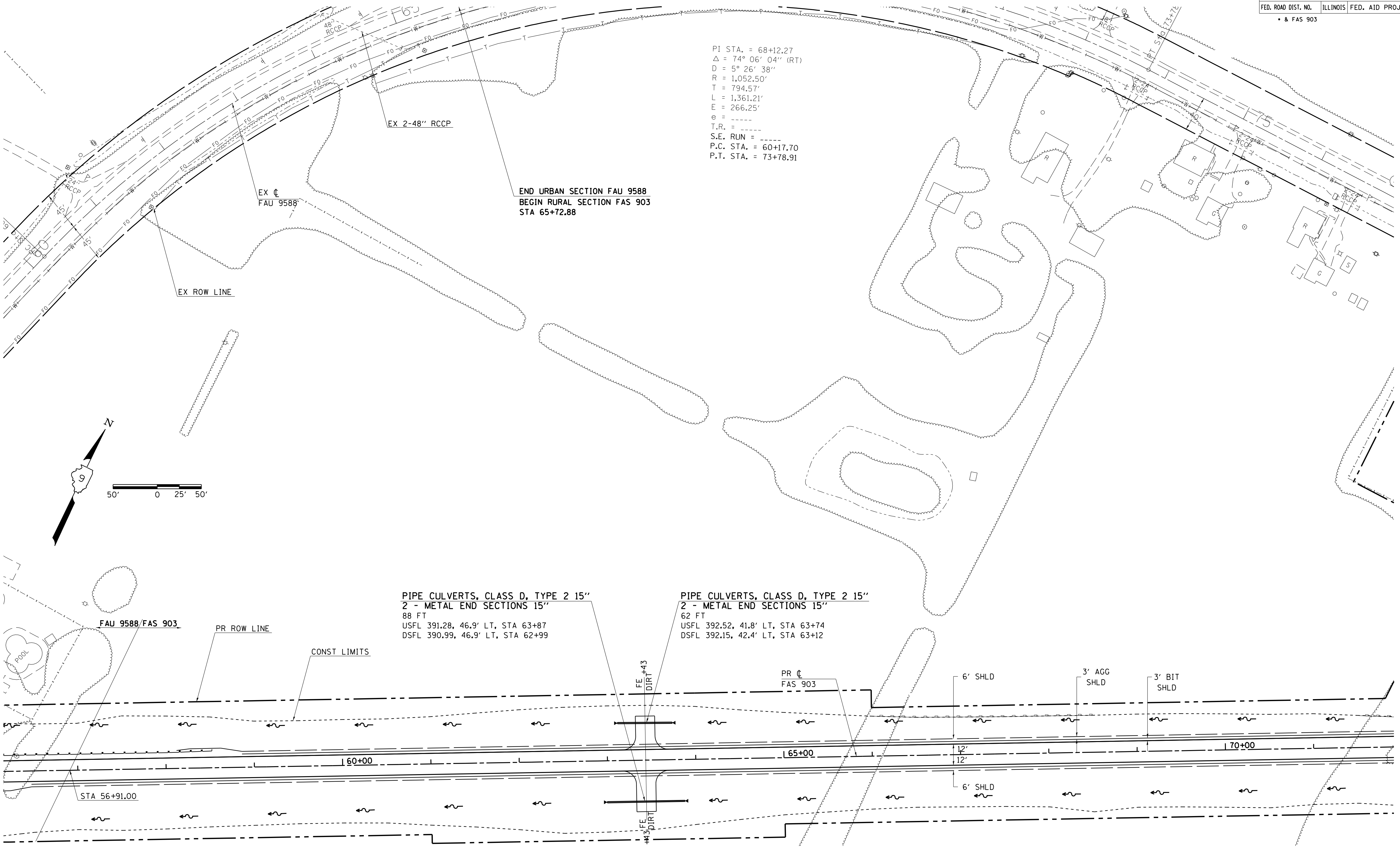
44+00	45+00	46+00	47+00	48+00	49+00	50+00	51+00	52+00	53+00	54+00	55+00	56+00	57+00	58+00	59+00
385.71	385.62	385.27	385.03	384.85	384.82	384.50	384.96	385.31	385.33	385.35	384.08	390.79	392.05	387.50	384.14
396.82	**396.54**	**396.26**	**395.98**	**395.71**	**395.43**	**395.15**	**394.87**	**394.62**	**394.43**	**394.29**	**394.21**	**394.18**	**394.21**	**394.29**	**394.43**
384.69	385.84	386.39	384.42	386.65	387.20	388.52	390.66	391.50	391.80	391.64	391.48	391.14	391.56	391.17	391.42
394.60	**394.76**	**394.93**	**395.10**	**395.27**	**395.43**	**395.60**	**395.77**	**395.94**	**396.10**	**396.27**	**396.44**	**396.61**	**396.77**	**396.94**	**397.11**

PROFILE HERRIN ROAD STA 45+00 TO STA 59+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	40
STA 57+00	TO STA 71+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• & FAS 903

CN 78277



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*REF-m325

PLAN HERRIN ROAD STA 57+00 TO STA 71+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	41
STA. 57+00	TO STA. 71+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• & FAS 903				

CN 78277

PLAN
SURVEYED BY
PLOTTED BY
ALIGNMENT CHECKED
RT OF WAY CHECKED
ROAD FILE NAME
NOTE BOOK NO.
DATE

PROFILE
SURVEYED BY
PLOTTED BY
GRADES CHECKED
B.M. NOTED
SIGNATURE NOTATIONS CHKD
NOTE BOOK NO.
DATE

415 410 405 400 395 390 385 380 375 370 365 360 355 350 345 340

FAU 9588 URBAN ← FAS 903 RURAL →

EXISTING GROUND PROFILE ALONG ℄ PROFILE GRADE

PROPOSED ℄ PROFILE GRADE

396.27

STA 56+91

400.91

SD LT +50
EL = 388.15

SD LT +0.60%

SD RT +0.94%

SD RT +0.65%

SD RT +50
EL = 388.31

SD RT +00
EL = 390.66

SD RT +0.33%

SD LT +00
EL = 396.84

LT AND RT DITCH PLOTTED 10 FEET BELOW ACTUAL ELEVATION

57+00	58+00	59+00	60+00	61+00	62+00	63+00	64+00	65+00	66+00	67+00	68+00	69+00	70+00	71+00
391.64 / **396.27**	391.48 / **396.44**	391.14 / **396.61**	391.56 / **396.77**	391.17 / **396.94**	391.42 / **397.11**	391.65 / **397.28**	392.39 / **397.44**	393.25 / **397.61**	394.85 / **397.78**	396.47 / **397.95**	398.17 / **398.11**	399.71 / **398.28**	400.26 / **398.45**	400.58 / **398.62**
399.28 / **398.78**	398.02 / **398.95**	397.03 / **399.12**	396.10 / **399.28**	395.70 / **399.45**	395.49 / **399.62**	395.79 / **399.79**	396.09 / **399.95**	396.53 / **400.12**	397.05 / **400.29**	397.56 / **400.46**	397.97 / **400.62**	398.17 / **400.75**	398.49 / **400.84**	398.76 / **400.91**

STA 56+91.00

PROFILE HERRIN ROAD STA 57+00 TO STA 71+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	42
STA 69+00		TO STA 85+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• & FAS 903

CN 78277

PIPE CULVERTS, CLASS A, TYPE 1 18"
2 - PRC FLAR END SEC 18
80 FT
USFL 393.70, 30.7' RT, STA 79+70 (EX)
DSFL 393.50, 29.5' RT, STA 78+90 (EX)

EX ℄
FAS 903

EX 2-24" RCCP
(TBR)

STATION 10+00.00 CHITTYVILLE ROAD
STATION 79+37.19 HERRIN ROAD
(FOR P&P SEE SHEET 44)

POT STA 10+00.00

JOHNSTON CITY BLACKTOP

EX 12" RCCP
(TBR)

EX 36" CMP
(TBR)

EX 15" CMP
(TBR)

EX ROW LINE

PROP. CURVE C32
PI STA. = 6+91.11
Δ = 28° 27' 47" (RT)
D = 11° 27' 33"
R = 500.00'
T = 126.81'
L = 248.39'
E = 15.83'
P.C. STA. = 5+64.30
P.I. STA. = 8+12.68

PT STA 8+12.68

6' SHLD

3' AGG SHLD

3' BIT SHLD

12'

12'

6' SHLD

FOR CROSS SECTIONS
SEE SHEETS 223 TO 224

APPROX. LOC OF MINE SHAFT #2 FILLED WITH RUBBLE AND CA.
STA 79+59.50 OFFSET = 430 FT RT FROM BLACKTOP CHAIN
STA 72+31.96 OFFSET = 117 FT LT FROM BLACKREL CHAIN
FILLED IN WITH RUBBLE AND CA

PR ROW LINE

CONST LIMITS

POT STA 4+61.87

STATION 72+67.57 (HERRIN ROAD)=
STATION 4+61.87 (CHITTYVILLE ROAD)

PIPE CULVERTS, CLASS D, TYPE 2 15"
2 - METAL END SECTIONS 15"
50 FT
USFL 394.28, 44.0' RT, STA 72+92
DSFL 394.12, 44.7' RT, STA 72+42

APPROX. LOC OF CONC. MINE MARKER
STA 71+84.58 OFFSET = 594 FT RT FROM BLACKTOP CHAIN
STA 71+76 OFFSET = 40FT RT FROM BLACKREL CHAIN

PR ℄
FAS 903

PROP. CURVE C24
PI STA. = 83+49.43
Δ = 28° 27' 15" (RT)
D = 1° 54' 35"
R = 3,000.00'
T = 760.62'
L = 1,489.85'
E = 94.92'
e = 4.4%
T.R. = 62'
S.E. RUN = 182'
P.C. STA. = 75+88.81
P.T. STA. = 90+78.66

N

50' 0 25' 50'

12/12/2013
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•REF-topo6
•REF-m326

PLAN HERRIN ROAD STA 69+00 TO STA 85+00

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	43
STA. 69+00	TO STA. 84+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• & FAS 903				

CN 78277

PLAN
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PLOTTED BY
ALIGNMENT CHECKED
PT OF INT CHECKED
ROAD FILE NAME
NOTE BOOK
NO.
BY DATE

PROFILE
SURVEYED BY
PLOTTED BY
GRADES CHECKED
S.M. NOTED
ROAD FILE NAME
NOTE BOOK
NO.
BY DATE

PROPOSED ℄ PROFILE GRADE

EXISTING GROUND PROFILE ALONG ℄ PROFILE GRADE

VPI STA. 71+16.00
ELEVATION 401.18

400.46

+0.33%

-0.19%

398.76

SSD = 1471'
K = 765
400.00' V.C.

SD LT +00
EL = 395.65

SD LT +0.60%

SD LT +68
EL = 397.84

SD LT -0.47%

SD RT +00
EL = 395.97

SD RT -0.30%

SD LT -0.47%

SD RT +00
EL = 392.98

SD RT +0.33%

LT AND RT DITCH PLOTTED 10 FEET BELOW ACTUAL ELEVATION

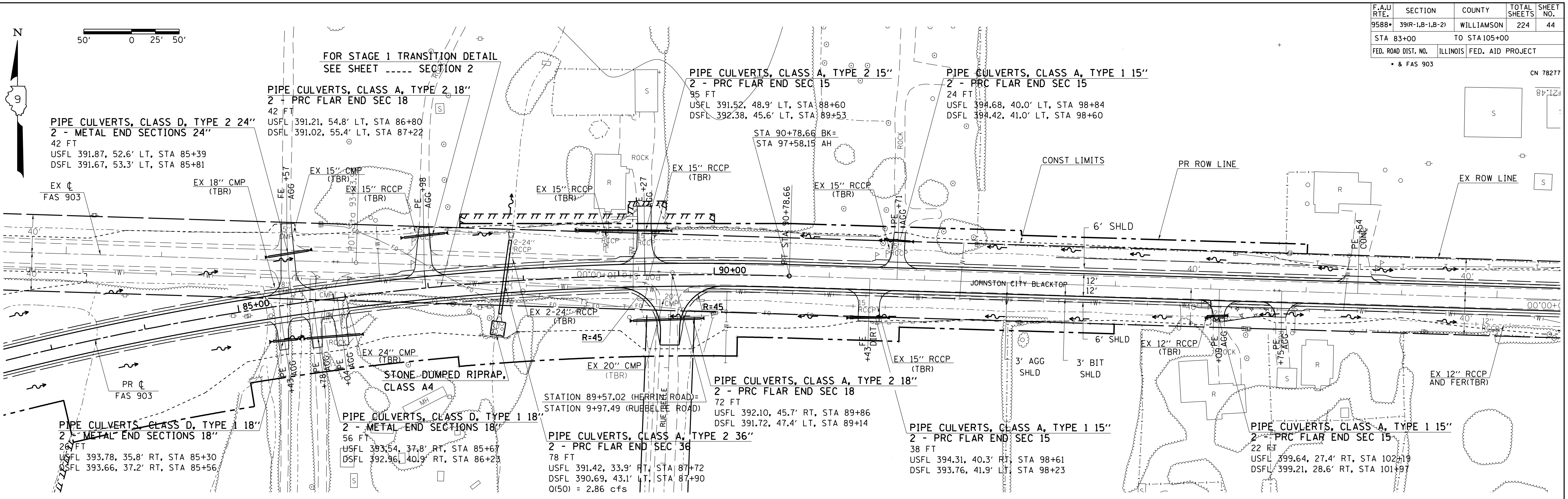
69+00	70+00	71+00	72+00	73+00	74+00	75+00	76+00	77+00	78+00	79+00	80+00	81+00	82+00	83+00	84+00
397.56	397.97	398.17	398.49	398.76	398.32	398.00	397.87	398.63	398.43	398.32	398.52	397.51	399.30	399.60	399.95
400.46	**400.62**	**400.75**	**400.84**	**400.91**	**400.94**	**400.93**	**400.90**	**400.83**	**400.74**	**400.65**	**400.55**	**400.46**	**400.36**	**400.27**	**400.18**
400.52	401.02	400.25	400.25	398.61	398.08	400.00	398.99	399.69	398.99	400.01	390.40	388.74	397.17	405.05	
400.08	**399.99**	**399.89**	**399.80**	**399.71**	**399.61**	**399.52**	**399.42**	**399.33**	**399.23**	**399.14**	**399.05**	**398.95**	**398.86**	**398.76**	

PROFILE HERRIN ROAD STA 69+00 TO STA 84+00

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	44
STA 83+00	TO STA 105+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• & FAS 903

CN 78277



FOR STAGE 1 TRANSITION DETAIL
SEE SHEET _____ SECTION 2

PIPE CULVERTS, CLASS D, TYPE 2 24"
2 - METAL END SECTIONS 24"
42 FT
USFL 391.87, 52.6' LT, STA 85+39
DSFL 391.67, 53.3' LT, STA 85+81

PIPE CULVERTS, CLASS A, TYPE 2 18"
2 - PRC FLAR END SEC 18
42 FT
USFL 391.21, 54.8' LT, STA 86+80
DSFL 391.02, 55.4' LT, STA 87+22

PIPE CULVERTS, CLASS A, TYPE 2 15"
2 - PRC FLAR END SEC 15
95 FT
USFL 391.52, 48.9' LT, STA 88+60
DSFL 392.38, 45.6' LT, STA 89+53

STA 90+78.66 BK=
STA 97+58.15 AH

PIPE CULVERTS, CLASS A, TYPE 1 15"
2 - PRC FLAR END SEC 15
24 FT
USFL 394.68, 40.0' LT, STA 98+84
DSFL 394.42, 41.0' LT, STA 98+60

STONE DUMPED RIPRAP,
CLASS A4

STATION 89+57.02 (HERRIN ROAD)=
STATION 9+97.49 (RUEBELEE ROAD)

PIPE CULVERTS, CLASS A, TYPE 2 18"
2 - PRC FLAR END SEC 18
72 FT
USFL 392.10, 45.7' RT, STA 89+86
DSFL 391.72, 47.4' LT, STA 89+14

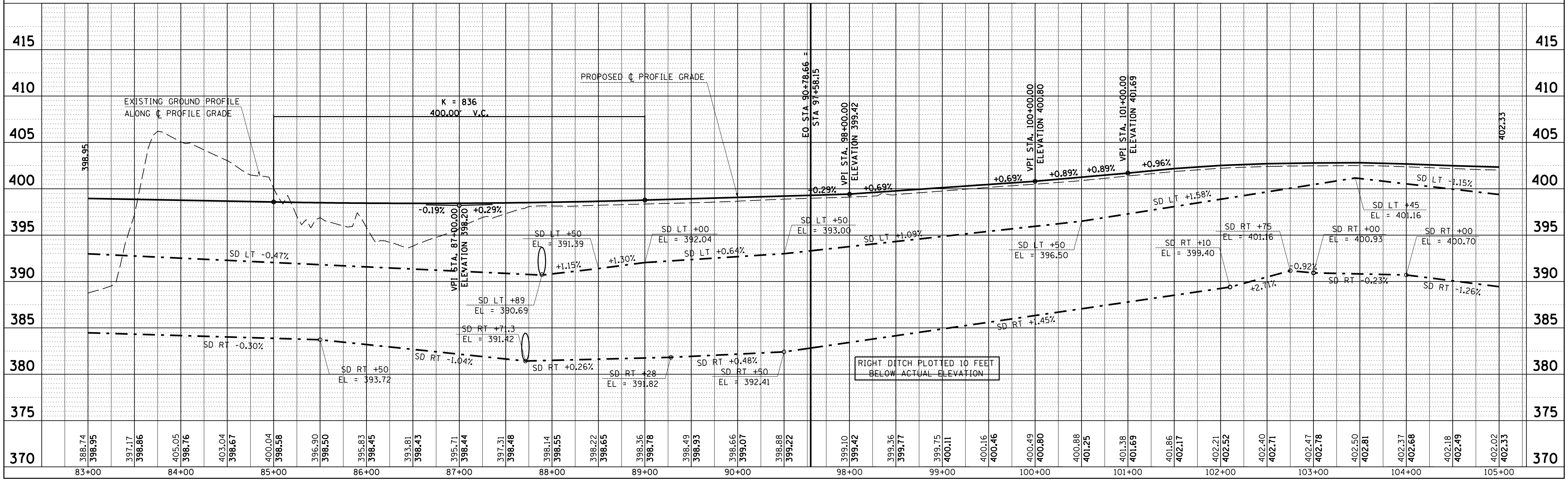
PIPE CULVERTS, CLASS D, TYPE 1 18"
2 - METAL END SECTIONS 18"
26 FT
USFL 393.78, 35.8' RT, STA 85+30
DSFL 393.66, 37.2' RT, STA 85+56

PIPE CULVERTS, CLASS D, TYPE 1 18"
2 - METAL END SECTIONS 18"
56 FT
USFL 393.54, 37.8' RT, STA 85+67
DSFL 392.96, 40.9' RT, STA 86+23

PIPE CULVERTS, CLASS A, TYPE 2 36"
2 - PRC FLAR END SEC 36
78 FT
USFL 391.42, 33.9' RT, STA 87+72
DSFL 390.69, 43.1' LT, STA 87+90
Q(50) = 2.86 cfs

PIPE CULVERTS, CLASS A, TYPE 1 15"
2 - PRC FLAR END SEC 15
38 FT
USFL 394.31, 40.3' RT, STA 98+61
DSFL 393.76, 41.9' LT, STA 98+23

PIPE CUVLERTS, CLASS A, TYPE 1 15"
2 - PRC FLAR END SEC 15
22 FT
USFL 399.64, 27.4' RT, STA 102+19
DSFL 399.21, 28.6' RT, STA 101+97



RIGHT DITCH PLOTTED 10 FEET
BELOW ACTUAL ELEVATION

83+00	388.74	398.95
	397.17	398.86
84+00	405.05	398.76
	403.04	398.67
85+00	400.04	398.58
	396.90	398.50
86+00	395.83	398.45
	393.81	398.43
87+00	395.71	398.44
	397.31	398.48
88+00	398.14	398.55
	398.22	398.65
89+00	398.36	398.78
	398.49	398.93
90+00	398.66	399.07
	398.88	399.22
98+00	399.10	399.42
	399.36	399.77
99+00	399.75	400.11
	400.16	400.46
100+00	400.49	400.80
	400.88	401.25
101+00	401.38	401.69
	401.86	402.17
102+00	402.21	402.52
	402.40	402.71
103+00	402.47	402.78
	402.50	402.81
104+00	402.37	402.68
	402.18	402.49
105+00	402.02	402.33

PLAN-PROFILE HERRIN ROAD STA 83+00 TO STA 105+00

PLAN	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.____	ALIGNMENT CHECKED		
	RT OF WAY CHECKED		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.____	GRADES CHECKED		
	B.M. NOTED		
	STRUCTURE NOTAT'NS CH'KD		

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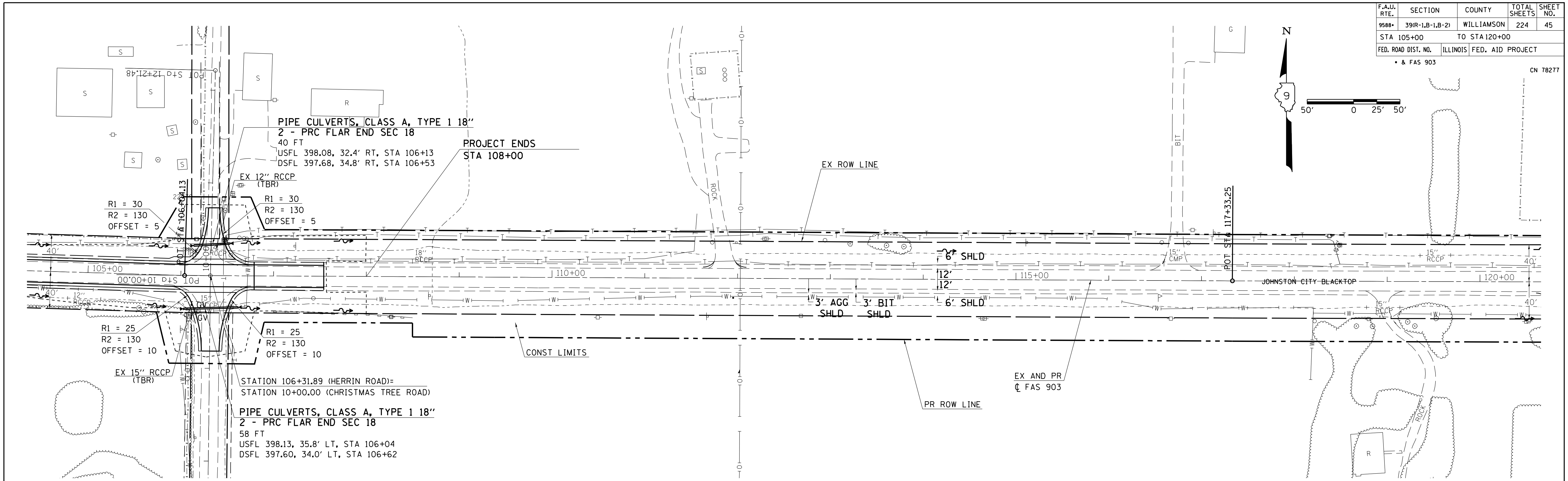
*REF-m327

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	45
STA 105+00	TO STA 120+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• & FAS 903

CN 78277

PLAN	SURVEYED PLOTTED ALIGNMENT CHECKED RT OF WAY CHECKED CADD FILE NAME	BY	DATE
NOTE BOOK NO.____			

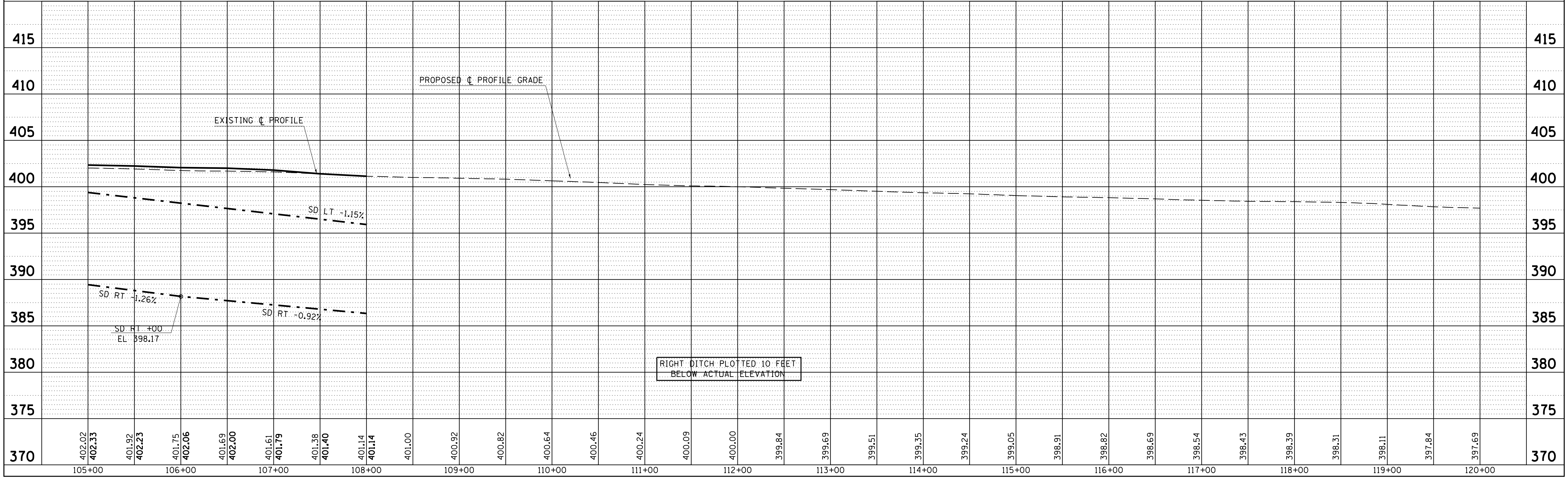


PIPE CULVERTS, CLASS A, TYPE 1 18"
2 - PRC FLAR END SEC 18
40 FT
USFL 398.08, 32.4' RT, STA 106+13
DSFL 397.68, 34.8' RT, STA 106+53

STATION 106+31.89 (HERRIN ROAD)=
STATION 10+00.00 (CHRISTMAS TREE ROAD)

PIPE CULVERTS, CLASS A, TYPE 1 18"
2 - PRC FLAR END SEC 18
58 FT
USFL 398.13, 35.8' LT, STA 106+04
DSFL 397.60, 34.0' LT, STA 106+62

PROFILE	SURVEYED PLOTTED GRADES CHECKED B.M. NOTED STRUCTURE NOTAT'NS CH'KD	BY	DATE
NOTE BOOK NO.____			



RIGHT DITCH PLOTTED 10 FEET
BELOW ACTUAL ELEVATION

PLAN-PROFILE HERRIN ROAD STA 105+00 TO STA 120+00

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*REF-topo8b
*REF-m328

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588	39(R-1,B-1,B-2)	WILLIAMSON	224	46
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• & FAS 903				CN 78277

SUGGESTED SEQUENCE OF CONSTRUCTION

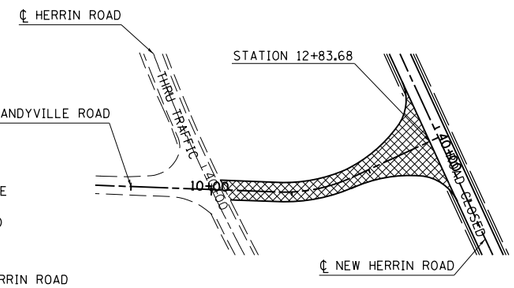
SCALE
50' 0 25' 50'

N

STAGE I WORK

PREPARE EARTH, PLACE AGGREGATE BASE COURSE AND BITUMINOUS BINDER COURSE TO CROSSHATCHED AREA BETWEEN EX EOS AND PROPOSED EOP.

TRAFFIC WILL REMAIN ON OLD HERRIN ROAD

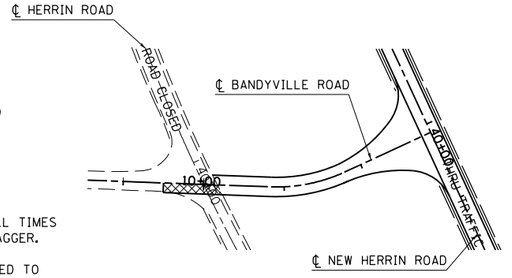


STAGE II WORK

REMOVE PAVEMENT, PREPARE AND PLACE AGGREGATE BASE COURSE AND BITUMINOUS BINDER COURSE IN THE NB LANE OF BANDYVILLE ROAD BETWEEN STATION 9+50.00 AND STATION 10+17.00

SB LANE TO REMAIN OPEN AT ALL TIMES WITH THE UTILIZATION OF A FLAGGER.

OLD HERRIN ROAD WILL BE CLOSED TO THRU TRAFFIC. FROM THIS POINT ON TRAFFIC WILL RUN ON NEW HERRIN ROAD.

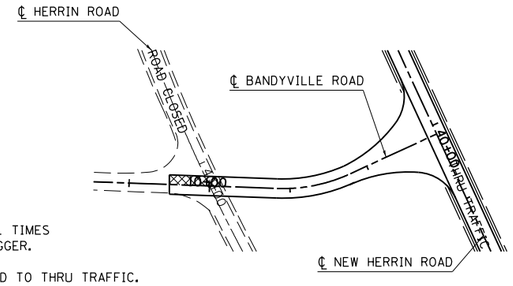


STAGE III WORK

REMOVE PAVEMENT, PREPARE AND PLACE AGGREGATE BASE COURSE AND BITUMINOUS BINDER COURSE IN THE SB LANE OF BANDYVILLE ROAD BETWEEN STATION 9+50.00 AND STATION 10+17.00

NB LANE TO REMAIN OPEN AT ALL TIMES WITH THE UTILIZATION OF A FLAGGER.

OLD HERRIN ROAD WILL BE CLOSED TO THRU TRAFFIC. TRAFFIC WILL RUN ON NEW HERRIN ROAD.

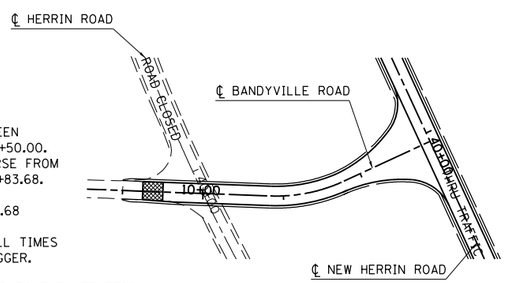


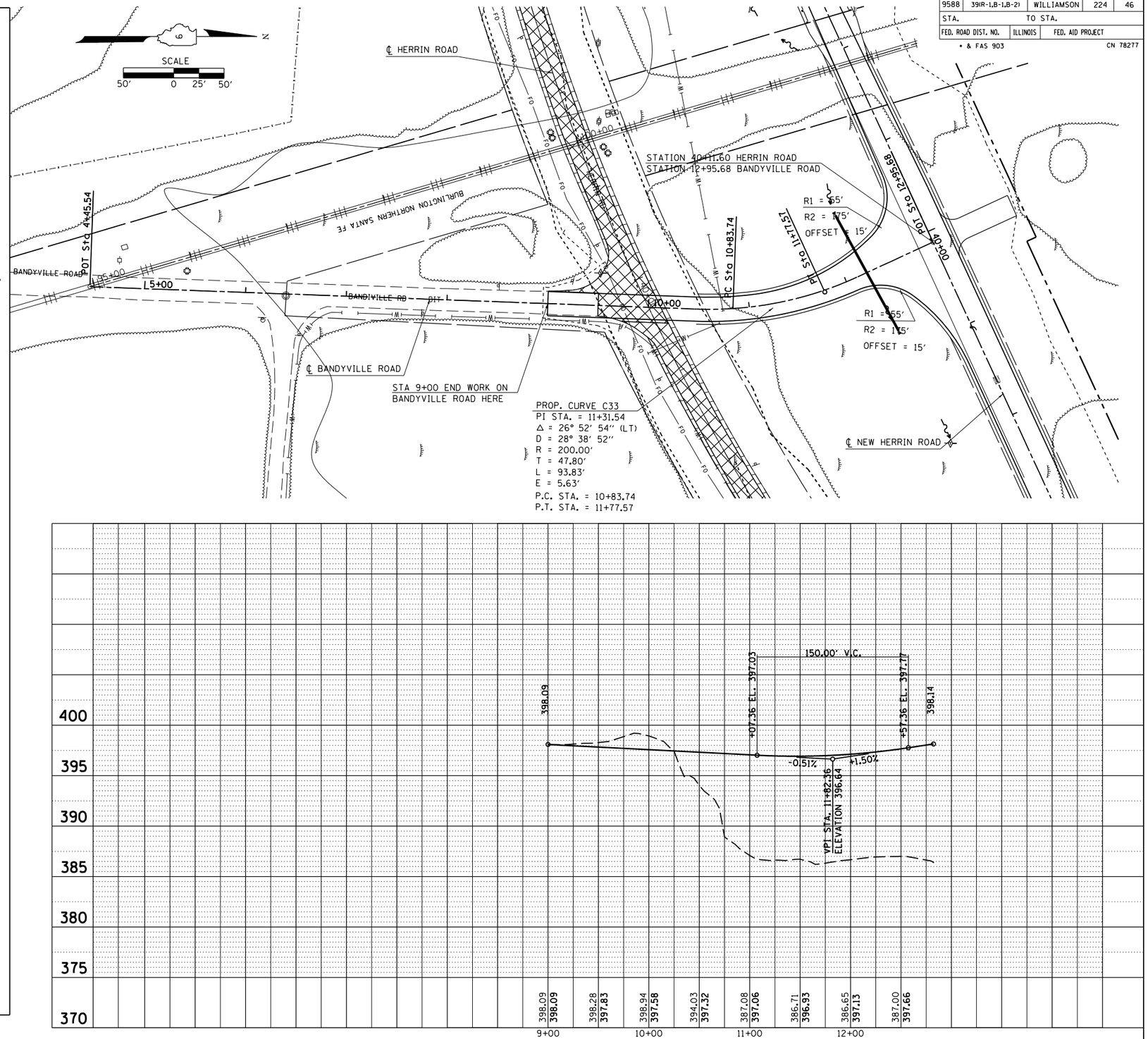
STAGE IV WORK

MILL CROSS HATCHED AREA BETWEEN STATION 9+25.00 AND STATION 9+50.00. PLACE BITUMINOUS SURFACE COURSE FROM STATION 9+25.00 TO STATION 12+83.68. AND AGGREGATE SHOULDERS FROM STATION 9+00 TO STATION 12+83.68

ONE LANE TO REMAIN OPEN AT ALL TIMES WITH THE UTILIZATION OF A FLAGGER.

OLD HERRIN ROAD WILL BE CLOSED TO THRU TRAFFIC. TRAFFIC WILL RUN ON NEW HERRIN ROAD.





PLAN PROFILE BANDYVILLE ROAD STA 8+00 TO 12+83.68

PLAN
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PLOTTED
ALIGNMENT CHECKED
GRADES CHECKED
R.O.W. MAP CHECKED
NOTE BOOK
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ROAD FILE NAME
BY DATE

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GRADES CHECKED
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STRUCTURE NOTATNS CHKD
NOTE BOOK
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•REF Topo1
•REF Topo2

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588	39(R-1,B-1,B-2)	WILLIAMSON	224	47
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

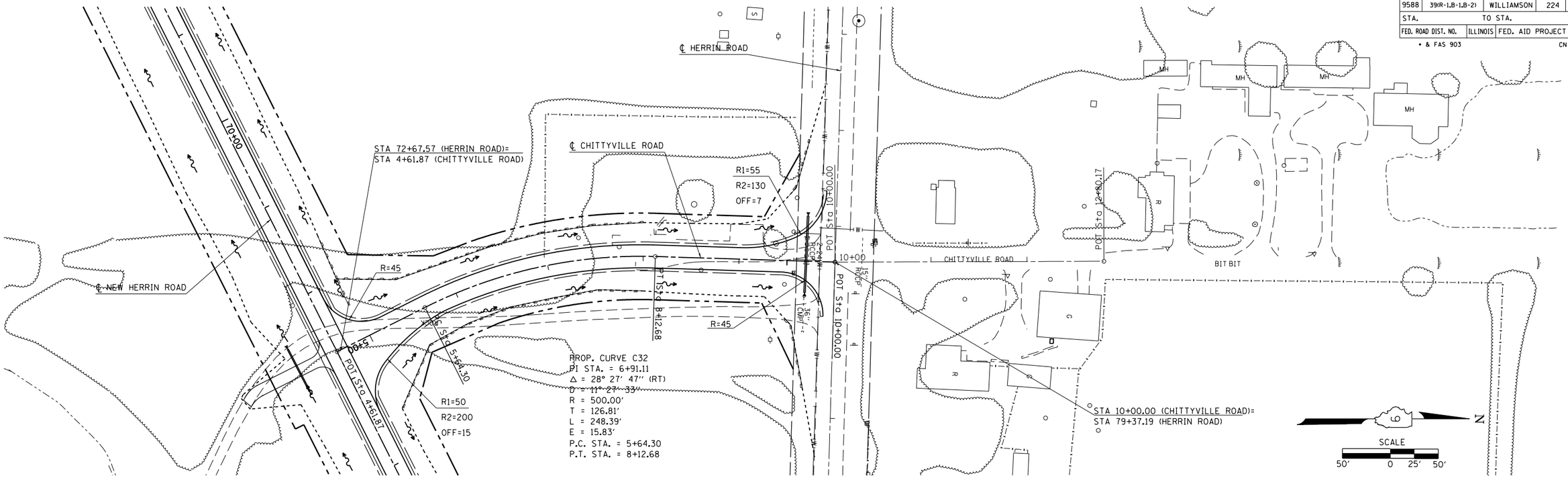
• & FAS 903 CN 78277

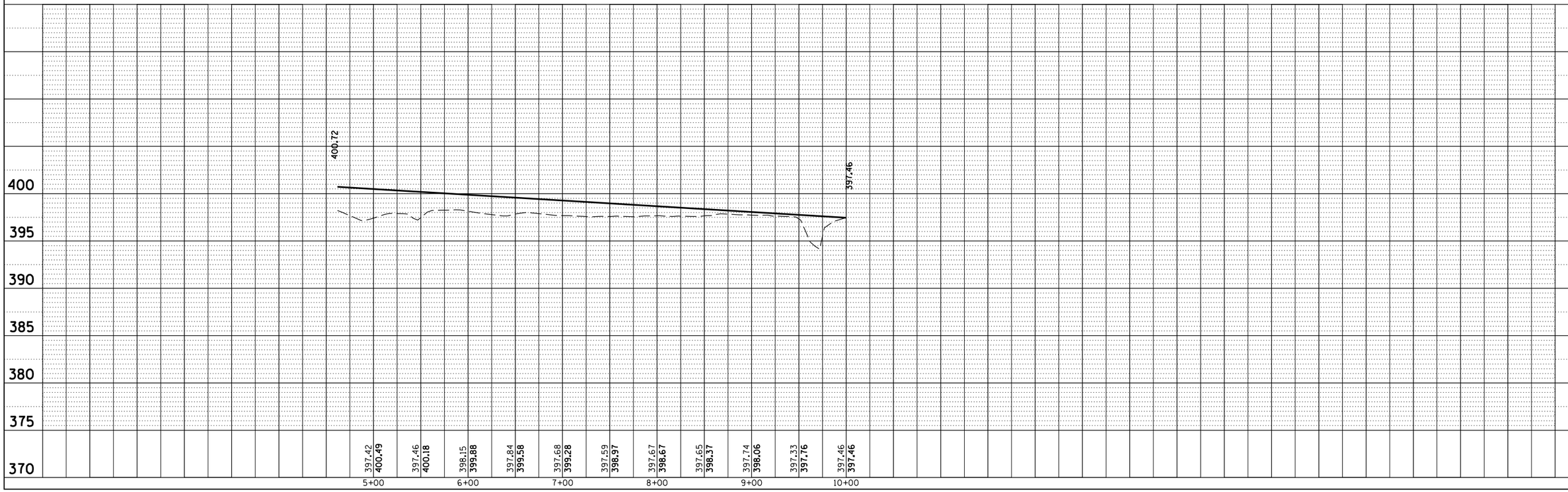
PLAN

	BY	DATE
SURVEYED		
PLOTTED		
ALIGNMENT CHECKED		
GRADES CHECKED		
R.T.OF WAY CHECKED		
NOTE BOOK		
NO.		
CAD FILE NAME		

PROFILE

	BY	DATE
SURVEYED		
PLOTTED		
GRADES CHECKED		
S.M. NOTED		
NOTE BOOK		
NO.		
CAD FILE NAME		





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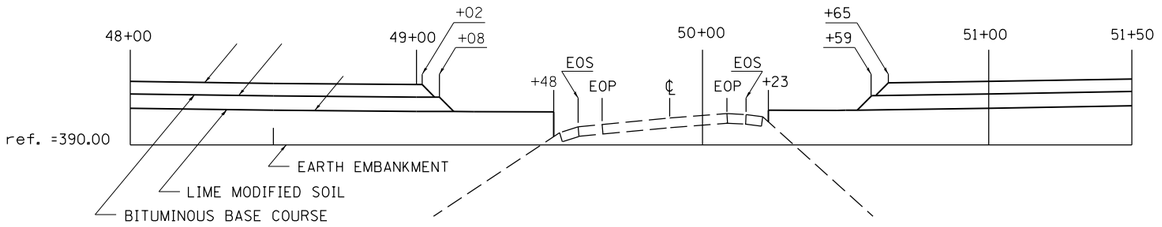
•REF *pf2
•REF topo

PLAN PROFILE CHITTYVILLE ROAD STA 5+00 TO 10+00

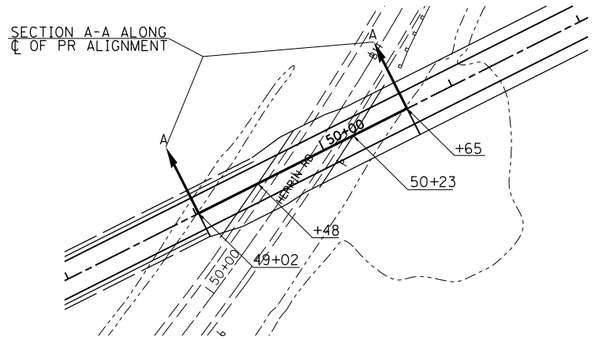
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588	39(R-1,B-1,B-2)	WILLIAMSON	224	48
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• & FAS 903				CN 78277

PRE-STAGE - TRAFFIC IS ON THE EXISTING ALGINMENT

SECTION A-A ALONG ℄ OF PR ALIGNMENT



PLAN VIEW OF STAGING AREA



PRE-STAGE NOTES:

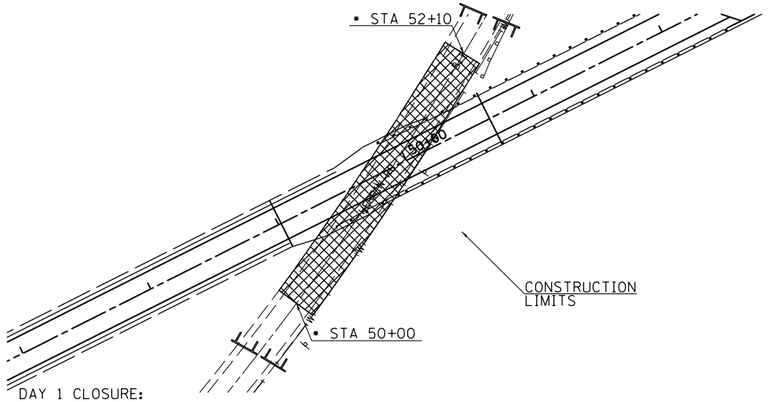
1. THE ENTIRE PR ALIGNMENT INCLUDING THE BANDYVILLE AND CHITTYVILLE ROAD RELOCATIONS MUST BE COMPLETED PRIOR TO STARTING THIS STAGE OF CONSTRUCTION.

2. CONSTRUCT EARTH EMBANKMENT, LIME MODIFIED SOIL AND BITUMINOUS BASE COURSE TO LIMTS AS SHOWN.

NOTES:

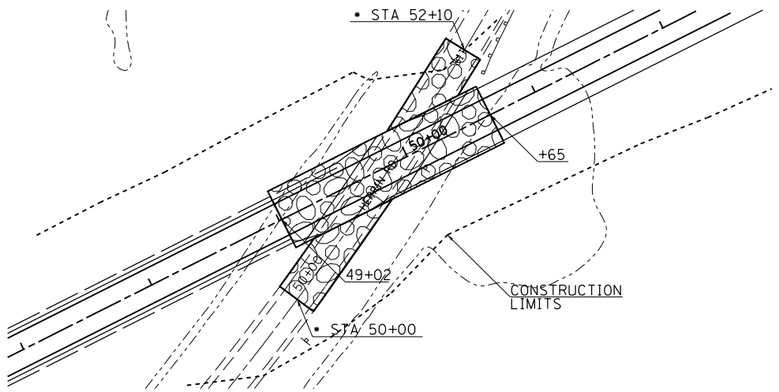
CONSTRUCT EARTH EMBANKMENT, LIME MODIFIED SOIL, AND BITUMINOUS BASE COURSE TO LIMITS AS SHOWN ABOVE.

PLAN VIEW OF STAGING AREA



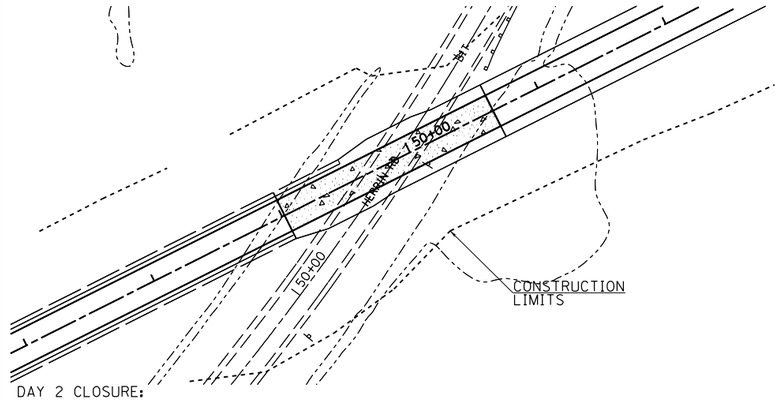
DAY 1 CLOSURE:
PAVEMENT REMOVAL
• INDICATES STATIONING IS BASED ON EX ALIGNMENT

PLAN VIEW OF STAGING AREA



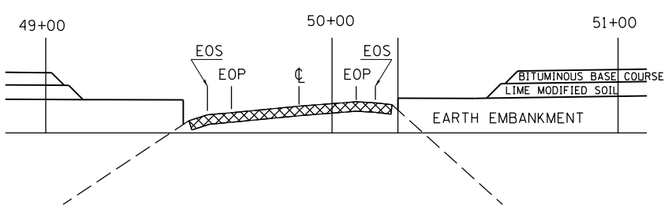
DAY 1 CLOSURE:
CONSTRUCT AGGREGATE SUBBASE

PLAN VIEW OF STAGING AREA



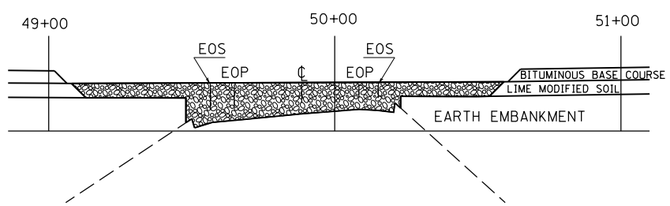
DAY 2 CLOSURE:
CONSTRUCT BITUMINOUS BASE COURSE
CONSTRUCT BITUMINOUS SHOULDER UP TO LEVEL OF BITUMINOUS BASE COURSE

SECTION A-A ALONG ℄ OF PR ALIGNMENT



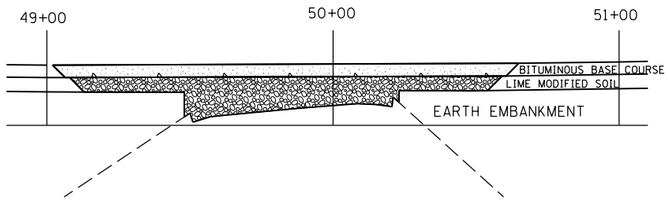
DAY 1 CLOSURE:
PAVEMENT REMOVAL

SECTION A-A ALONG ℄ OF PR ALIGNMENT



DAY 1 CLOSURE:
CONSTRUCT AGGREGATE SUBBASE

SECTION A-A ALONG ℄ OF PR ALIGNMENT

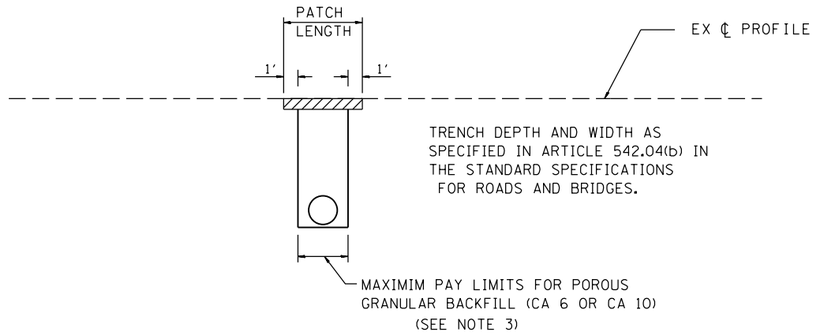


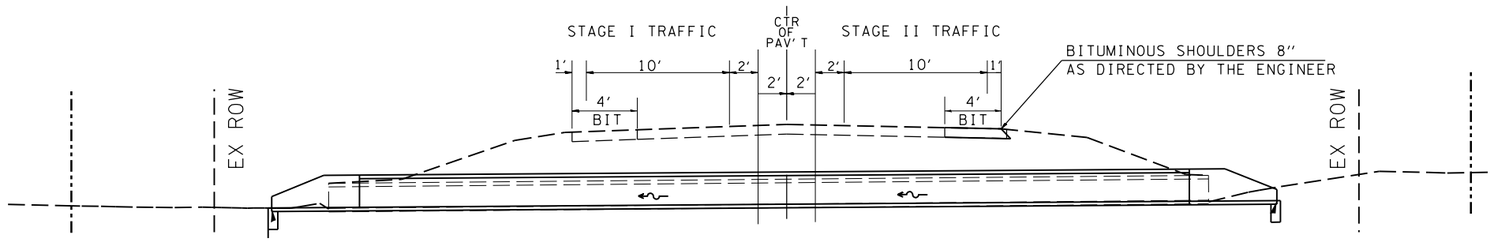
DAY 2 CLOSURE:

1. CONSTRUCT BITUMINOUS BASE COURSE
2. CONSTRUCT BITUMINOUS SHOULDER TO THE LEVEL OF BITUMINOUS BASE COURSE PRIOR TO OPENNING TRAFFIC.
3. OPEN PR ALIGNMENT TO TRAFFIC ONCE THIS STAGE IS COMPLETE.

STAGED CONSTRUCTION DETAIL

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	49
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• & FAS 903				CN 78277





GENERAL NOTES

1. IF EXISTING BITUMINOUS SHOULDER IS INADEQUATE, AS DETERMINED BY THE ENGINEER, THE INADEQUATE BITUMNIOUS SHOULDER SHALL BE REMOVED AND THE SHOULDER SHALL BE CONSTRUCTED ACCORDING TO ARTICLE 482.06 AND PAID FOR ACCORDING TO ARTICLE 109.04(b)

2. BACKFILL QUANTITY IS BASED ON THE USE OF SHORING. IF SHORING IS NOT USED THE ADDITIONAL BACKFILL WILL BE AT THE EXPENSE OF THE CONTRACTOR

3. IF A TEMPORARY PATCH IS USED, THEN THE COST OF THE PATCH IS INCLUDED IN THE COST OF THE PROPOSED PIPE CULVERT. THE TEMPORARY PATCH SHALL HAVE A MINIMUM THICKNESS OF 2'' BITUMINOUS MIXTURE MEETING THE ENGINEER'S APPROVAL

4. THIS WORK WILL BE PERFORMED UNDER TRAFFIC CONTROL 701201-01. NO OVER NIGHT LANE CLOSURES WILL BE PERMITTED.

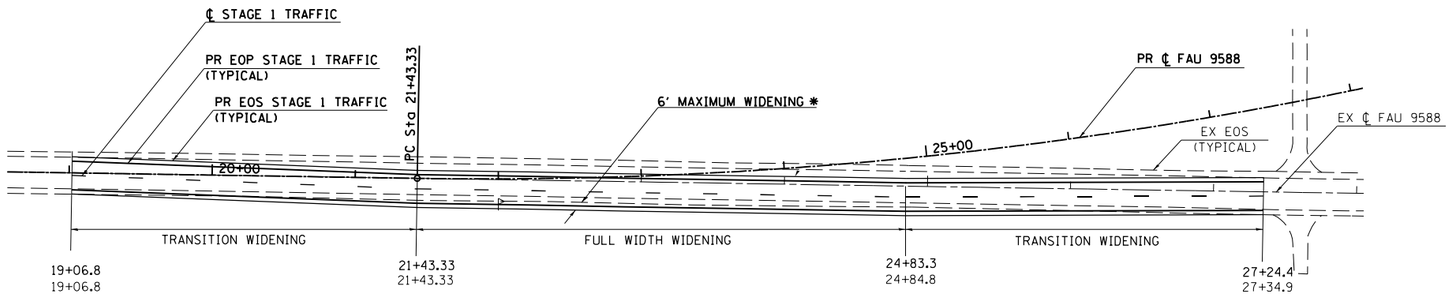
CULVERT STAGE CONSTRUCTION SCHEDULE

STATION	TRENCH BACKFILL	CLASS D PATCH TY II 9"	
		LEFT	RIGHT
	CU YD	SQ YD	SQ YD
URBAN			
20+29	50.1	12.5	12.5
22+10	47.0	12.4	12.3
25+93	113.4	-	-
RURAL			
87+80	46.5	21.1	23.9
TOTAL URBAN	211	50	
TOTAL RURAL	47	46	
PROJECT TOTAL	258	96	

CULVERT REPLACEMENT AND STAGE CONSTRUCTION DETAIL

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588*	39(R-1,B-1,B-2)	WILLIAMSON	224	50
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
*FAS 903		CN 78277		

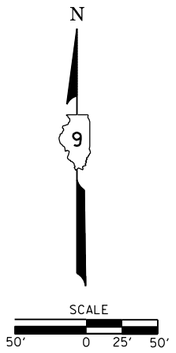
STAGE 1 PLAN VIEW DETAIL
(SECTION 1)



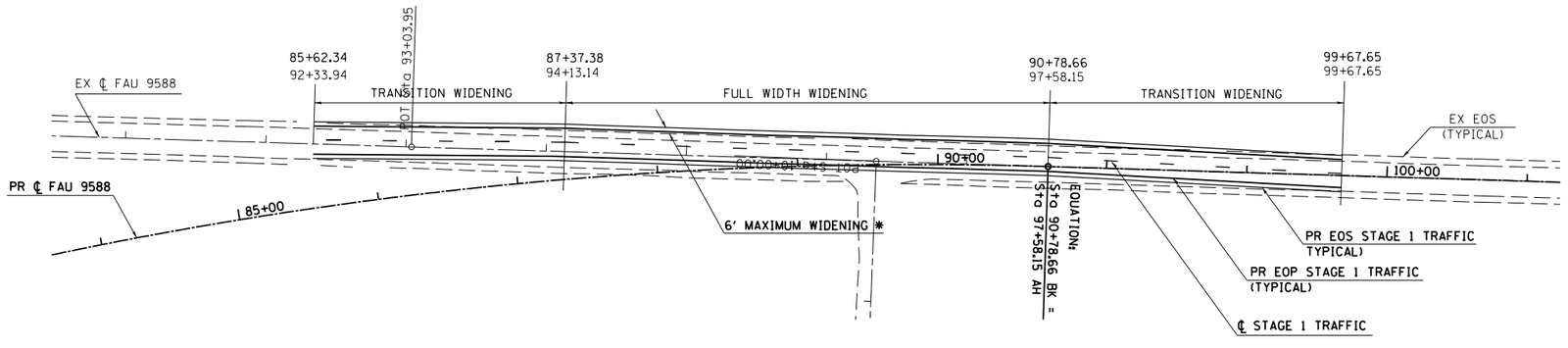
SECTION 1:
BEGINING STATION 19+07 (19+07 EX)
ENDING STATION 27+24 (27+35 EX)

* PAID FOR AS BITUMINOUS BASE COURSE WIDENING 8''
MEASURED FROM EX EOP TO PR EDGE OF SHOULDER.

NOTES:
1. STAGE 1 WIDENING WILL BE CONSTRUCTED IN ORDER TO SHIFT TRAFFIC OVER TO FACILITATE CONSTRUCTION OF THE REALIGNMENT TO THE NORTH OF THE EXISTING ℄.
2. THIS STAGE PLAN SHOWS TEMPORARY WIDENING ON THE SOUTH SIDE OF EXISTING HERRIN ROAD.
3. SEE STAGE 1 CROSS SECTIONS FOR FURTHER INFORMATION.
4. THE PR LINES SHOWN REPRESENT THE PR EDGES OF PAVEMENT AND SHOULDER FOR THE TEMPORARY LANES.



STAGE 1 PLAN VIEW DETAIL
(SECTION 2)

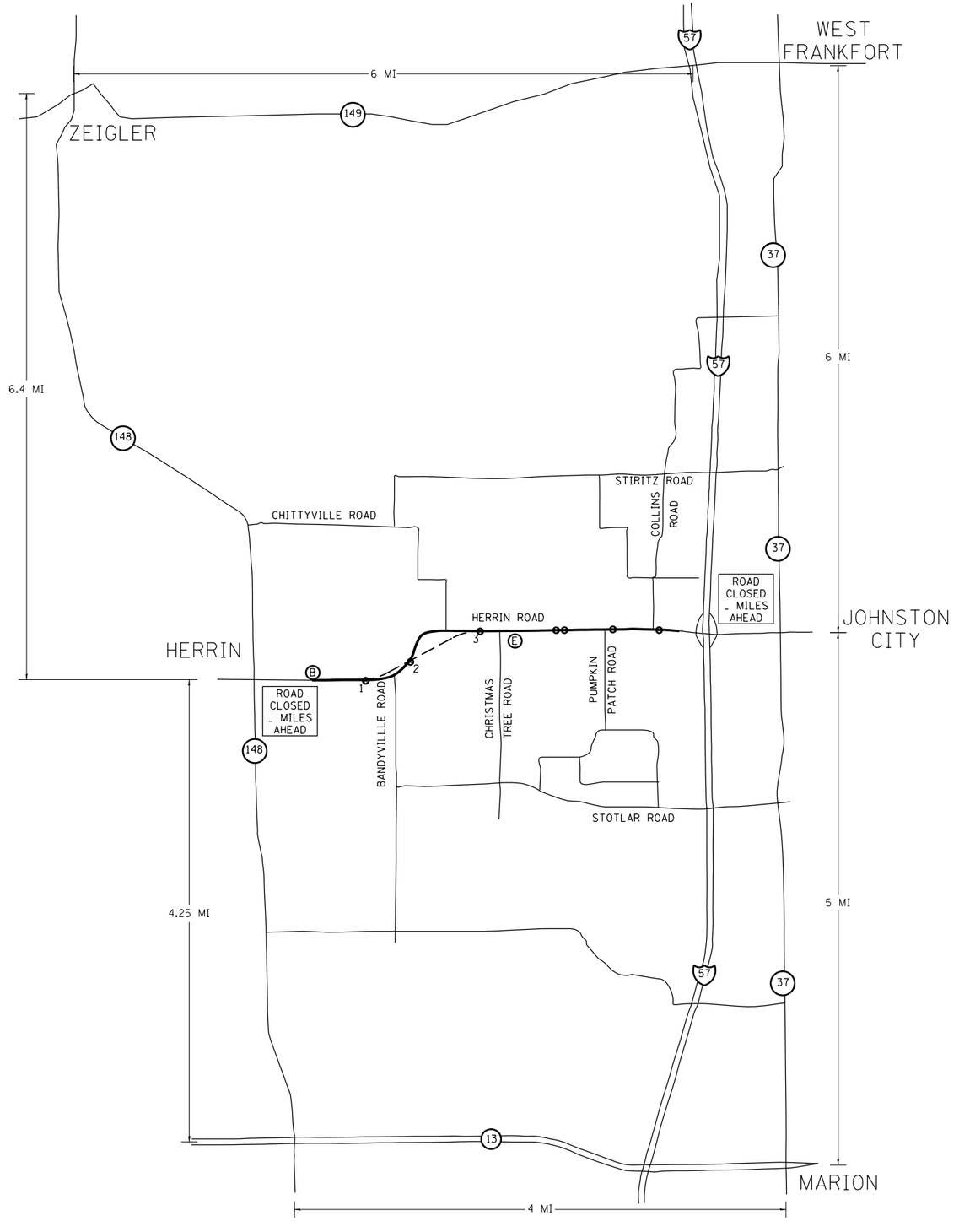


SECTION 2:
BEGINING STATION 85+62 (92+34 EX)
ENDING STATION 99+68 (99+68 EX)

* PAID FOR AS BITUMINOUS BASE COURSE WIDENING 8''
MEASURED FROM EX EOP TO PR EDGE OF SHOULDER.

NOTES:
1. STAGE 1 WIDENING WILL BE CONSTRUCTED IN ORDER TO SHIFT TRAFFIC OVER TO FACILITATE CONSTRUCTION OF THE REALIGNMENT TO THE SOUTH OF THE EXISTING ℄.
2. THIS STAGE PLAN SHOWS TEMPORARY WIDENING ON THE NORTH SIDE OF EXISTING HERRIN ROAD.
3. SEE STAGE 1 CROSS SECTIONS FOR FURTHER INFORMATION.
4. THE PR LINES SHOWN REPRESENT THE PR EDGES OF PAVEMENT AND SHOULDER FOR THE TEMPORARY LANES.

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	51
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• & FAS 903				CN 78277



NO SCALE

NOTES:

PORTABLE CHANGEABLE MESSAGE SIGNS TO BE PLACED JUST EAST OF IL 148, AND JUST WEST OF I-57 ALONG HERRIN ROAD PRIOR TO AND DURING TIME OF ROAD CLOSURE.

B BEGINNING OF PROJECT

E END OF PROJECT

1. START OF NEW ALIGNMENT

2. INTERSECTION OF NEW AND EXISTING ALIGNMENT

3. TIE NEW ALIGNMENT INTO EXISTING

TRAFFIC CONTROL PLAN SHEET

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	52
STA 0+00	TO STA 30+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• & FAS 903 CN 78277

PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
GRADES CHECKED
BM, NOTED
PLOT FILE NAME
NOTE BOOK
NO.
BY
DATE

BEGIN IMPROVEMENT
STATION -(0+29.80)

BEGIN URBAN SECTION FAU 9588

POT STA 0+00.00

PI STA 2+51.84

PI STA 4+37.27

N 4TH ST

EX AND PR
℄ FAU 9588

STA 13+19.83 (HERRIN ROAD)=
STA 10+00.00 (N. 3RD STREET)

CHURCH

SIGN

N 3RD ST

PR ROW LINE

CONST LIMITS

HERRIN ST

BIT

STA -(0+00.00) BK=
STA 0+00.00 AH

EX ROW LINE

22029
22028

N

50' 0 25' 50'

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
BM, NOTED
PLOT FILE NAME
NOTE BOOK
NO.
BY
DATE

EROSION CONTROL LEGEND

- CLASS 2 MODIFIED AND CLASS 7 SEEDING AND MULCH METHOD 2
- CLASS 2 MODIFIED AND CLASS 7 SEEDING AND EROSION CONTROL BLANKET
- RIPRAP
- PERMINTER EROSION BARRIER
- TEMPORARY DITCH CHECK
- INLET & PIPE PROTECTION
- FLOW DIRECTION

EX AND PR
℄ FAU 9588

EX ROW LINE

PR ROW LINE

CONST LIMITS

ABANDONED RAILROAD

22059
22066
22075
22067
22031
22030
22033

12/12/2013
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•REF-TOPO1
•REF-m320
•REF-Topo2
•REF-m322

EROSION CONTROL PLAN STA 0+00 TO STA 30+00

• & FAS 903 CN 78277

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	53
STA 30+00	TO STA 45+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EROSION CONTROL LEGEND

- CLASS 2 MODIFIED AND CLASS 7 SEEDING AND MULCH METHOD 2
- CLASS 2 MODIFIED AND CLASS 7 SEEDING AND EROSION CONTROL BLANKET
- RIPRAP
- PERMINTER EROSION BARRIER
- TEMPORARY DITCH CHECK
- INLET & PIPE PROTECTION
- FLOW DIRECTION

ABANDONED RAILRD

BURLINGTON NORTHERN RAILROAD

PR ROW LINE

CONST LIMITS

PC STA 35+88.81

PCC STA 104+79.94

STA 40+11.60 (HERRIN ROAD)=
STA 12+95.68 (BANDYVILLE ROAD)

PR ℄
FAU 9588

PCC STA 12+95.68

30+00

35+00

40+00

45+00

18" RCCP

20" RCCP

STA 10+00.00

HERRIN RD

EX ROW

EX ℄ FAU 9588

BURLINGTON NORTHERN SANTA FE

N

9

50' 0 25' 50'

12/12/2013
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•REF-topo3
•REF-m323

EROSION CONTROL PLAN STA 30+00 TO STA 45+00

• & FAS 903 CN 78277

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	54
STA 45+00	TO STA 59+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

50' 0 25' 50'

N

CONST LIMITS

PR ROW LINE

PR ℄
FAU 9588

EX ℄
FAU 9588

SN 100-3009
(TBR)

PR SN 100-0081
STA 53+00.00

EX ROW LINE

FAU 9588 / FAS 903

60HL12.0

24" RCCP

12HL12.0

15" RCCP

CONC

POOL

18" RCCP

HERRIN NO. 7

45+00

50+00

55+00

F45

F55

B45

B55

EROSION CONTROL LEGEND

- CLASS 2 MODIFIED AND CLASS 7 SEEDING AND MULCH METHOD 2
- CLASS 2 MODIFIED AND CLASS 7 SEEDING AND EROSION CONTROL BLANKET
- RIPRAP
- PERMINTER EROSION BARRIER
- TEMPORARY DITCH CHECK
- INLET & PIPE PROTECTION
- FLOW DIRECTION

WETLANDS

12/12/2013
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•REF-topo4
•REF-m324

EROSION CONTROL PLAN STA 45+00 TO STA 59+00

• & FAS 903 CN 78277

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	55
STA 57+00		TO STA 71+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EX ROW

EROSION CONTROL LEGEND

- CLASS 2 MODIFIED AND CLASS 7 SEEDING AND MULCH METHOD 2
- CLASS 2 MODIFIED AND CLASS 7 SEEDING AND EROSION CONTROL BLANKET
- RIPRAP
- PERMINTER EROSION BARRIER
- TEMPORARY DITCH CHECK
- INLET & PIPE PROTECTION
- FLOW DIRECTION

50' 0 25' 50'

FAU 9588/FAS 903

PR ROW LINE

CONST LIMITS

POOL

60+00 65+00 70+00

STA 56+91.00

12/12/2003
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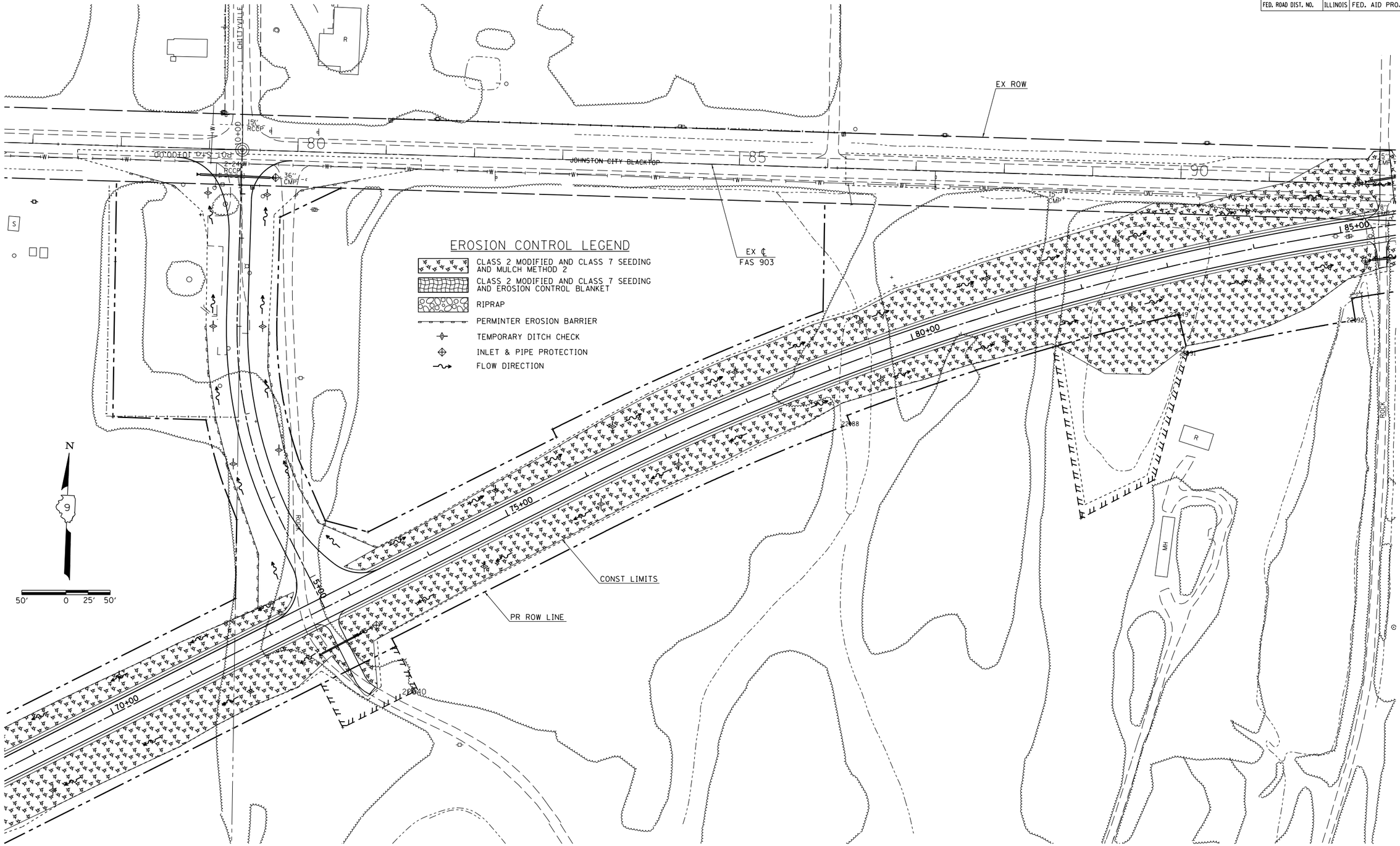
•ER-ms
•REF-ms2S

EROSION CONTROL PLAN STA 57+00 TO STA 71+00

• & FAS 903 CN 78277

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	56
STA 69+00		TO STA 85+00		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



EROSION CONTROL PLAN STA 69+00 TO STA 85+00

12/12/2015
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•Default
•REF-m326

• & FAS 903 CN 78277

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	57
STA 85+00	TO STA 120+00			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN — SURVEYED / PLOTTED / ALIGNMENT CHECKED / RT OF WAY CHECKED / ROAD FILE NAME / NOTE BOOK / NO. — BY / DATE

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

EX ℄ FAS 903

EX ROW

STA 93+03.99

ROCK

S

R

22454 22455 22456 22457

22452 22453

RCCP

W

CMP

20"

15"

85+00

90+00

95+00

100+00

105+00

110+00

115+00

120+00

STA 90+78.66

BOX CULVERT 8'-0" x 7'-0" SKEW 90°

RUE BELLE

MH

22492

22491

22496

CONST LIMITS

PR ROW LINE

℄ EX & PR FAS 903

JOHNSTON CITY BLACKTOP

CONC

22459 22476

22458 22477

22471

22470

R1 =

R2 =

OFFSE

OFFS

EROSION CONTROL LEGEND

- CLASS 2 MODIFIED AND CLASS 7 SEEDING AND MULCH METHOD 2
- CLASS 2 MODIFIED AND CLASS 7 SEEDING AND EROSION CONTROL BLANKET
- RIPRAP
- PERMINTER EROSION BARRIER
- TEMPORARY DITCH CHECK
- INLET & PIPE PROTECTION
- FLOW DIRECTION

EX ℄ FAS 903

EX ROW

22476

10' CONC

INLET

15" CMP

GV

PP-48

BIT

G

•REF-topo7
•REF-m327
•REF-topo8a
•REF-topo8b
•REF-m328

EROSION CONTROL PLAN STA 85+00 TO STA 120+00

CONTRACT NO 78277

F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
*	39(R-1,B-1,B-2)	WILLIAMSON	224	58
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

*FAU 9588 & FAS 903

PAR NO.	NAME	ROW	TE	PE
144	A LIFE ESTATE IN MINNIE DeMURI	5.272	0.000	
149	LOWELL DRYDEN	1.746	0.000	
150	WILLIAM J. & JOYCE A. LAWRENCE	1.108	0.000	
151	KIMBERLY ELAINE & ROY EDWARD BAKER	3.209	0.000	
152	BN RAILROAD	0.000	0.000	1.308
162	FRED SPEERS AND PATRICIA A. SPEERS	1.119	0.000	
177	LARRY R. & PAMELA K. BARNES	6.646	0.000	
178	WILLIAM D. MAY JR.	0.154	0.000	
179	SEBASTIAN S. & PEILING C. CHOU	0.388	0.000	
182	PAUL D. SHORT	0.382	0.077	

ALL STATIONING FROM PROPOSED ℄ EXCEPT WHERE NOTED

HERRIN

℄ EXISTING FAU 9588
℄ PROPOSED FAU 9588

POT Sta 0+00.00
PC Sta 2+51.84
PT Sta 4+37.27

EXISTING ROW
PROPOSED ROW
HERRIN ST
N 4TH ST
N 3RD ST
CHURCH

PROJECT BEGINS
STA -(0+29.80)

EXIST. CURVE 1
PI STA. = 3+44.56
Δ = 2° 06′ 41″ (LT)
D = 1° 08′ 19″
R = 5,031.69′
T = 92.72′
L = 185.43′
E = 0.85′
P.C. STA. = 2+51.84
P.T. STA. = 4+37.27

N
9
100′ 0 50′ 100′

POINT COORDINATES

Pt 20607	Y 417160.77	X 789666.34	Pt 22572	Y 417311.21	X 789667.89
Pt 22079	Y 417371.50	X 789869.27	Pt 22817	Y 417281.74	X 788349.20
Pt 22081	Y 417399.29	X 789977.89	Pt 22826	Y 417273.97	X 789151.84
Pt 22082	Y 417418.56	X 789972.56	Pt 22828	Y 417181.75	X 788348.23
Pt 22159	Y 417171.26	X 789006.86	Pt 22829	Y 417191.75	X 788348.39
Pt 22166	Y 417151.27	X 789006.54	Pt 22830	Y 417133.79	X 789665.99
Pt 22239	Y 417148.99	X 789149.86	Pt 22831	Y 417148.99	X 789666.21
Pt 22565	Y 417350.91	X 789869.08	Pt 22833	Y 417120.90	X 789571.10
Pt 22566	Y 417273.80	X 788848.29	Pt 22874	Y 417162.36	X 789566.12
Pt 22567	Y 417278.80	X 788848.37	Pt 22875	Y 417163.42	X 789499.99

SW¼ NE¼ SECTION 20 T8S R2E

PARCEL 179

13+40.66 50.00 LT 22817
18+39.81 50.00 LT 22566
18+39.81 55.00 LT 22567
21+43.33 55.00 LT 22826
21+43.33
13+41.29 40′&50′ RT 22829 22828
20+00.00 50.00 RT 22159
20+00.00 70.00 RT 22166
21+43.33 70.00 RT 22239

¼ ¼ SECTION LINE

PARCEL 182

NW¼ SE¼ SECTION 20 T8S R2E

SE¼ NE¼ SECTION 20

PARCEL 177
28+85.00 75.00 LT 22079
28+80.00 55.00 LT 22565
30+00.00 75′&95′ LT 22081 22082
PARCEL 178
PROPOSED ROW
PC Sta 23+64.08
EXISTING ROW
HERRIN RD
24+85.96 70.00 RT 22875
25+50.00 78.24 RT 22874
25+50.00 120.00 RT 22833
26+42.08 120.00 RT 22830
26+46.33 93.38 RT 20607
26+49.49 105.00 RT 22831
RAILROAD TRACKS
GRADED MARSH

NE¼ SE¼ SECTION 20

PROP. CURVE C23
PI STA. = 28+80.39
Δ = 27° 36′ 23″ (LT)
D = 1° 54′ 35″
R = 3,000.00′
T = 737.05′
L = 1,445.47′
E = 89.21′
P.C. STA = 21+43.33
P.T. STA = 35+88.81

SE¼ NE¼ SECTION 20

JH8 37+37.15 150.00 LT
JH9 37+29.05 95.00 LT
PARCEL 177
38+88.77 150.00 LT 22863
38+80.67 95.00 LT 22822
40+50.00 85′&95′ LT 22084 22083
41+53.57 85.00 LT 22575
41+08.93
℄ PROPOSED FAU 9588
PT Sta 35+88.81
PROPOSED ROW
SECTION LINE
PARCEL 152
℄ EXISTING FAU 9588
EXISTING ROW
PARCEL 162
SW¼ NW¼ SECTION 21
PARCEL 151
22087 47+50.00 75′&85′ LT 22086
22563 50+07.43 75.00 LT
PROPOSED ROW
HERRIN RD
NW¼ NW¼ SECTION 21 T8S R2E
¼ ¼ SECTION LINE
54+05.09
EXISTING ROW
PARCEL 149
52+72.72 136.84 LT 22564
53+88.73 75.00 LT 22579
56+71.24 75.00 LT
NE¼ NW¼ SECTION 21
PARCEL 144
56+31.95
PROPOSED ROW
PARCEL 150
22562 49+66.65 75.00 RT
51+50.00 75′&100′ RT 22175 22176
56+09.59 42.83 RT
55+90.03 80.00 RT 22578
55+55.57 145.77 RT 20423
54+83.01 100.00 RT 22577
JH7 36+82.68 219.78 RT
38+32.57 231.55 RT 20601
EXIST. CURVE 2
PI STA. = 45+61.33
Δ = 73° 14′ 39″ (LT)
D = 2° 39′ 58″
R = 2,148.96′
T = 1,597.24′
L = 2,747.13′
E = 528.58′
P.C. STA. = 29+64.08
P.T. STA. = 57+11.21
NE¼ SE¼ SECTION 20 T8S R2E
SE¼ NW¼ SECTION 21
¼ ¼ SECTION LINE
100′ 0 50′ 100′

POINT COORDINATES

Pt 20423	Y 418291.62	X 792369.03	Pt 22563	Y 418242.66	X 791780.15
Pt 20601	Y 417440.99	X 790868.22	Pt 22564	Y 418417.08	X 791989.38
Pt 22083	Y 417830.41	X 790915.78	Pt 22575	Y 417868.01	X 791012.81
Pt 22084	Y 417821.48	X 790920.27	Pt 22577	Y 418299.96	X 792283.65
Pt 22086	Y 418135.94	X 791545.66	Pt 22578	Y 418365.90	X 792370.28
Pt 22087	Y 418127.01	X 791550.15	Pt 22579	Y 418413.95	X 792120.81
Pt 22175	Y 418172.69	X 791974.90	Pt 22822	Y 417754.35	X 790764.50
Pt 22176	Y 418150.36	X 791986.14	Pt 22863	Y 417807.12	X 790747.03
Pt 22177	Y 418307.59	X 792298.83	Pt JH7	Y 417384.17	X 790729.02
Pt 22178	Y 418325.46	X 792289.85	Pt JH8	Y 417739.01	X 790611.57
Pt 22562	Y 418090.33	X 791811.10	Pt JH9	Y 417686.23	X 790629.04

CONTRACT # 78277
JOB NO.: R-99-004-02

RIGHT OF WAY PLANS
FAU ROUTE 9588
PROJECT NON-FA SECTION (390,36-1) W-1,RS-1
STATION 0+00 TO
STATION 60+00 (PROP ALIGN.)
COUNTY WILLIAMSON
SCALE SHEET 1 OF 3

REVISED BY DATE
DRAWN BY

12/2/2013
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•REF row1
•REF m2d1
•REF row2
•REF m2d2
•REF row3
•REF m2d3

CONTRACT NO 78277

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
*	39(R-1,B-1,B-2)	WILLIAMSON	224	59
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

*FAU 9588 & FAS 903

PARCEL NO.	NAME	ROW	TE
128	FOR PROPERTY DATA, SEE NEXT SHEET		
137	FOR PROPERTY DATA, SEE NEXT SHEET		
138	DUANE & LILLIAN E. LEEDS	0.241	0.000
139	LESLIE A. & LINDA J. SENESAC	2.419	0.533
140	ROBBY W. & MICHELLE MCVEY	2.686	0.120
141	CAROL THRELKELD and CARL W. THRELKELD (TOTAL TAKE)	1.141	0.000
144	A LIFE ESTATE IN MINNIE DeMURI	5.272	0.000

REVISED BY _____ DATE _____

DRAWN BY _____ DATE _____

12/12/203
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*REF ROW3
*REF ROW5
*REF M323
*REF

SECTION LINE

EXISTING ROW

EXISTING ROW

1/4 1/4 SECTION LINE

SE1/4 SW1/4
SECTION 16
T8S R2E

EXIST. CURVE 3
PI STA. = 68+12.27
Δ = 74° 06' 04" (RT)
D = 5° 26' 38"
R = 1,052.50'
T = 794.57'
L = 1,361.21'
E = 266.25'
P.C. STA. = 60+17.70
P.T. STA. = 73+78.91

PARCEL 144

NE1/4 NW1/4
SECTION 21
T8S R2E

℄ PROPOSED FAU 9588

PROPOSED ROW

PROPOSED ROW

PROPOSED ROW

PROPOSED ROW

22246 60+00.00 75.00 LT

66+00.00 22091 55'&75' LT 22247

22179 61+00.00 22180 80'&90' RT

22181 65+00.00 22183 75'&90' RT

22585 71+14.15 75.00 RT

22172 72+25.00 22642 75'&130' RT

22171 73+20.00 22641 65',75'&130' RT 22640

TE

PARCEL 144

PARCEL 140

1/4 1/4 SECTION LINE

1/4 1/4 SECTION LINE

PC Sta 5+64.30

PT Sta 8+12.68

PC Sta 10+00.00

PT Sta 73+78.91

CURVE C32

CURVE C24

22788 72+27.63 176.54 LT

5+93.46 45.00 LT

22094 72+23.50 134.20 LT

22093 71+82.10 55.00 LT

71+53.35

22581 7+02.07 45.00 LT

72+43.13 250.71' LT

6+32.50 45.00 LT

20379 7+19.89 148.27 LT

71+50.44 300.93 LT

22790 9+60.00 141.18 LT

72+74.10 537.52 LT

73+98.94 469.85 LT 20448

74+16.52 460.42' LT 22582

PROP

PROPOSED ROW

PARCEL 141

20378 72+75.29 233.29 LT

6+32.50 45.00 RT JH3

73+16.80 164.30 LT

5+50.00 45.00 RT 22095

73+12.57 88.13 LT

73+50.00 22096 55.00 LT

9+60.00 112.81 RT 22099

6+89.42 10.05 RT

72+92.88 223.77 LT 20381

9+25.00 45.00 RT 22098

PARCEL 140

75+88.81 55' & 65' LT 22103 22104

79+16.02 65.00 LT 22583

79+58.07 179.34 LT 22783

PROPOSED ROW

PC Sta 75+88.81

CURVE C32

CURVE C24

SW1/4 SE1/4
SECTION 16
T8S R2E

℄ EXISTING FAU 9588

92+84.60 EX FAU 9588 86+03.78

1/4 1/4 SECTION LINE

PC Sta 93+03.95

PARCEL 128

TEMP EASEMENT

EXISTING ROW

EXISTING ROW

PROPOSED ROW

PARCEL 137

PARCEL 138

POINT OF CURVATURE

PC Sta 7+59.37

22186 79+00.00 22188 55'&65' RT

81+50.00 55.00' RT 22187

83+10.00 55'&100' RT 22849 22191

22192 85+00.00 22193 75'&100' RT

81+25.00 250.00 RT 22189

82+25.00 230.00 RT 22190

22194 87+25.00 22195 75'&85' RT

TE

PARCEL 139

PROP. CURVE C32
PI STA. = 6+91.11
Δ = 28° 27' 47" (RT)
D = 11° 27' 33"
R = 500.00'
T = 126.81'
L = 248.39'
E = 15.83'
P.C. STA = 5+64.30
P.T. STA = 8+12.68

PROP. CURVE C24
PI STA. = 83+49.43
Δ = 28° 27' 15" (RT)
D = 1° 54' 35"
R = 3,000.00'
T = 760.62'
L = 1,489.85'
E = 94.92'
P.C. STA = 75+88.81
P.T. STA = 90+78.66

NW1/4 NE1/4
SECTION 21
T8S R2E

SE1/4 NW1/4
SECTION 21
T8S R2E

N

100' 0 50' 100'

POINT COORDINATES

P† 20378	Y 419402.84	X 793735.17	P† 22188	Y 419399.65	X 794427.88
P† 20379	Y 419407.18	X 793593.24	P† 22189	Y 419292.44	X 794688.86
P† 20381	Y 419402.23	X 793755.16	P† 22190	Y 419336.29	X 794772.16
P† 20448	Y 419669.77	X 793739.37	P† 22191	Y 419479.50	X 794809.78
P† 22091	Y 418940.23	X 793211.95	P† 22192	Y 419517.00	X 794999.52
P† 22093	Y 419201.73	X 793732.01	P† 22193	Y 419541.67	X 794995.49
P† 22094	Y 419291.08	X 793733.42	P† 22194	Y 419568.95	X 795213.11
P† 22095	Y 419289.94	X 793833.69	P† 22195	Y 419558.99	X 795213.98
P† 22096	Y 419277.15	X 793882.01	P† 22246	Y 418688.55	X 792666.92
P† 22098	Y 419633.42	X 793782.45	P† 22247	Y 418958.10	X 793202.97
P† 22099	Y 419666.31	X 793851.32	P† 22581	Y 419404.00	X 793698.61
P† 22103	Y 419384.44	X 794095.37	P† 22583	Y 419526.98	X 794397.14
P† 22104	Y 419393.37	X 794090.88	P† 22585	Y 419055.06	X 793729.71
P† 22171	Y 419156.47	X 793909.12	P† 22640	Y 419096.40	X 793934.35
P† 22172	Y 419104.86	X 793828.74	P† 22641	Y 419147.53	X 793913.61
P† 22179	Y 418595.00	X 792825.89	P† 22642	Y 419055.72	X 793853.45
P† 22180	Y 418586.06	X 792830.39	P† 22783	Y 419649.40	X 794399.06
P† 22181	Y 418779.16	X 793181.01	P† 22788	Y 419330.77	X 793718.09
P† 22183	Y 418765.76	X 793187.75	P† 22790	Y 419674.15	X 793597.44
P† 22186	Y 419409.01	X 794424.33	P† 22849	Y 419523.28	X 794799.70
P† 22187	Y 419486.30	X 794657.18	P† JH3	Y 419359.89	X 793803.25

RIGHT OF WAY PLANS
FAS ROUTE 903

PROJECT NON-FA SECTION (390,36-1) W-1,RS-1

STATION 60+00 TO

STATION 85+00 (PROP ALIGN.)

COUNTY WILLIAMSON

SCALE

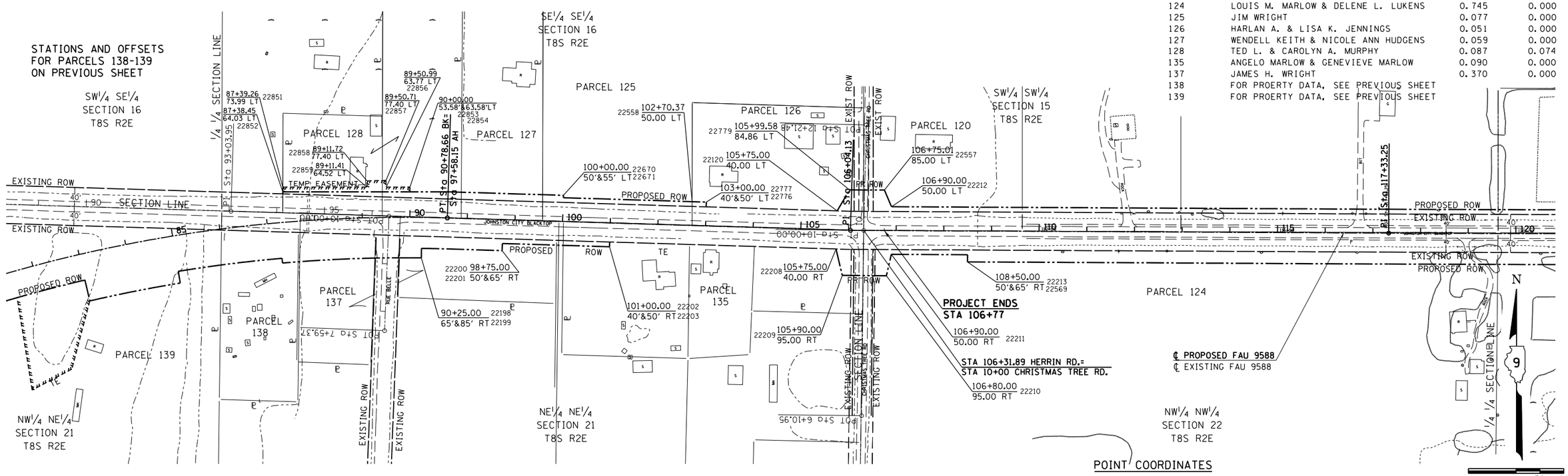
SHEET 2 OF 3

CONTRACT # 78277

JOB NO.: R-99-004-02

CONTRACT NO 78277	F. A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
	*	39(R-1,B-1,B-2)	WILLIAMSON	224	60
	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PARCEL NO.	NAME	*FAU 9588 & FAS 903 ROW	TE
120	THOMAS & VICKI MANN	0.117	0.000
124	LOUIS M. MARLOW & DELENE L. LUKENS	0.745	0.000
125	JIM WRIGHT	0.077	0.000
126	HARLAN A. & LISA K. JENNINGS	0.051	0.000
127	WENDELL KEITH & NICOLE ANN HUDGENS	0.059	0.000
128	TED L. & CAROLYN A. MURPHY	0.087	0.074
135	ANGELO MARLOW & GENEVIEVE MARLOW	0.090	0.000
137	JAMES H. WRIGHT	0.370	0.000
138	FOR PROERTY DATA, SEE PREVIOUS SHEET		
139	FOR PROERTY DATA, SEE PREVIOUS SHEET		



POINT COORDINATES

Pt 22120	Y 419668.54	X 796377.58	Pt 22210	Y 419532.28	X 796480.85	Pt 22777	Y 419676.99	X 796102.71
Pt 22198	Y 419589.82	X 795505.41	Pt 22211	Y 419577.23	X 796491.08	Pt 22779	Y 419712.63	X 796403.53
Pt 22199	Y 419569.82	X 795505.16	Pt 22212	Y 419677.23	X 796491.59	Pt 22851	Y 419718.61	X 795214.69
Pt 22200	Y 419600.08	X 795675.15	Pt 22213	Y 419561.41	X 796651.00	Pt 22852	Y 419708.61	X 795214.69
Pt 22201	Y 419585.09	X 795674.69	Pt 22557	Y 419712.30	X 796476.78	Pt 22853	Y 419708.61	X 795481.49
Pt 22202	Y 419603.17	X 795900.35	Pt 22569	Y 419576.41	X 796651.08	Pt 22854	Y 419718.61	X 795481.53
Pt 22203	Y 419593.17	X 795900.04	Pt 22670	Y 419696.19	X 795803.16	Pt 22856	Y 419718.61	X 795431.48
Pt 22208	Y 419588.58	X 796375.13	Pt 22671	Y 419701.19	X 795803.31	PT 22857	Y 419732.24	X 795431.04
Pt 22209	Y 419533.15	X 796388.43	Pt 22776	Y 419686.98	X 796103.02	PT 22858	Y 419731.50	X 795391.04
						PT 22859	Y 419718.61	X 795391.04

CONTRACT # 78277
JOB NO.: R-99-004-02

RIGHT OF WAY PLANS
FAS ROUTE 903
PROJECT NON-FA SECTION (39Q,36-1) W-1,RS-1
STATION 85+00 TO
STATION 150+00 (PROP ALIGN.)
COUNTY WILLIAMSON
SCALE SHEET 3 OF 3

REVISED BY ____ DATE ____
DRAWN BY ____ DATE ____

12/12/2003
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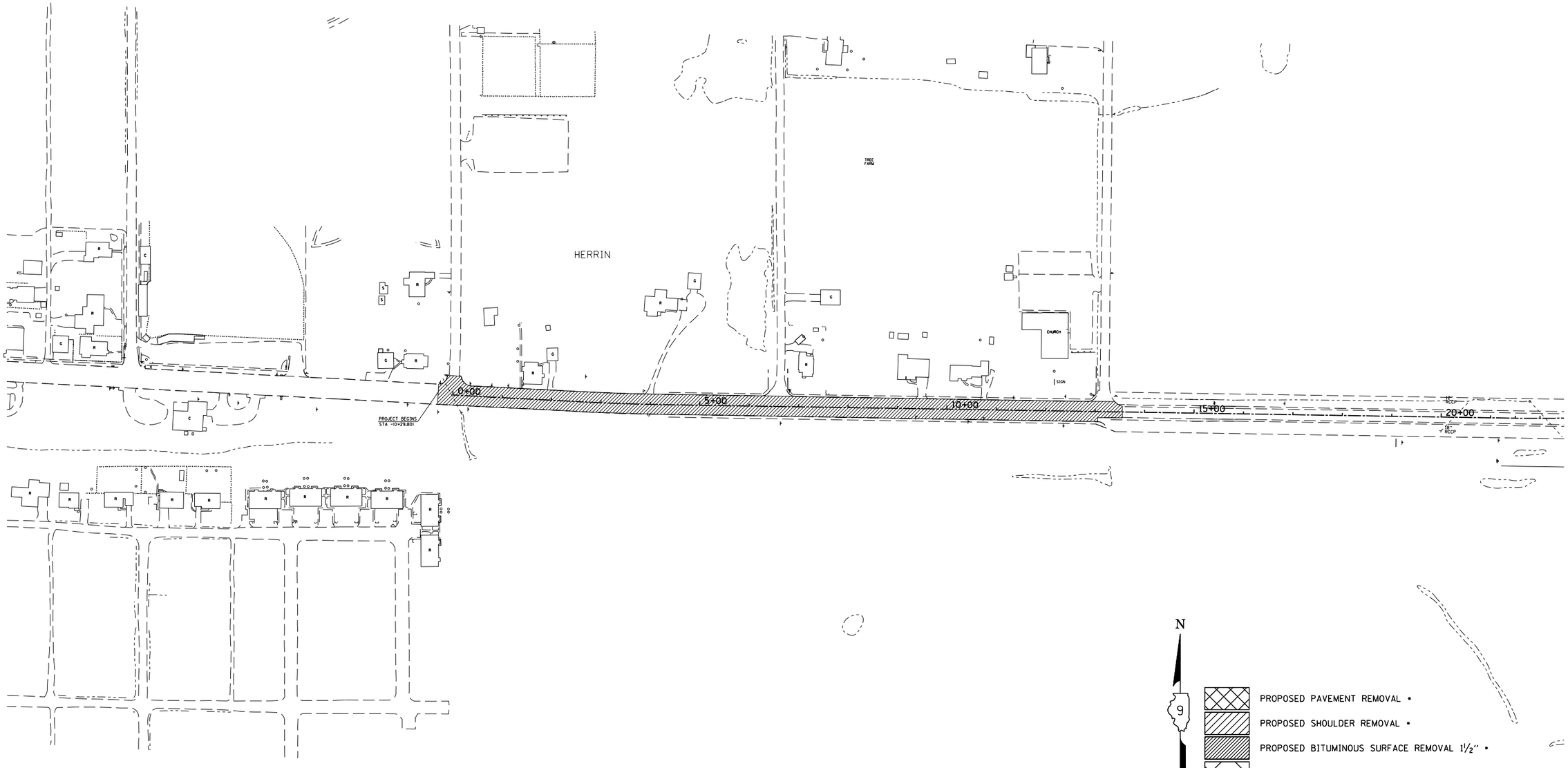
•REF row4
•REF top4
•REF top4
•REF row5
•REF row5
•REF mos
•REF mos

• & FAS 903

CN 78277

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	61
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



N

9

PROPOSED PAVEMENT REMOVAL •

PROPOSED SHOULDER REMOVAL •

PROPOSED BITUMINOUS SURFACE REMOVAL 1½" •

PROPOSED TREE REMOVAL

• SEE SCHEDULE FOR STATIONING

SCALE

100' 0 50' 100'

12/12/2013
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REMOVAL PLAN

• & FAS 903 CN 78277

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	62
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

N

9

PROPOSED PAVEMENT REMOVAL •

PROPOSED SHOULDER REMOVAL •

PROPOSED TREE REMOVAL

• SEE SCHEDULE FOR STATIONING

SCALE

100′ 0 50′ 100′

TREE REMOVAL, ACRES
AREA 3 - 0.73 ACRES

REMOVAL OF EXISTING STRUCTURES NO. 2
SN 100-3009

GUARDRAIL REMOVAL

TREE REMOVAL, ACRES
AREA 2 - 4.22 ACRES

TREE REMOVAL, ACRES
AREA 1 - 1.38 ACRES

STAGE 1 BIT SHOULDER REMOVAL
STA 50+41.17 TO STA 51+77.47

STAGE 1 BIT SHOULDER REMOVAL
STA 21+43.34 TO STA 25+35.55

PAVEMENT REMOVAL
SAWED EDGE TO STATION 9+00

17′ X 16′ CONCRETE PAD TBR
INCLUDED IN EARTH EXC

GUARDRAIL REMOVAL

REMOVAL OF EXISTING STRUCTURES NO. 1
SN 100-3008

PAINEVILLE

52+74.79
86.48

51+80.65
90.45

48+73.51
72.72

54+52.68
95.22

51+68.95
74.50

48+65.68
66.10

40+80.49
105.93

40+42.61
191.06

39+38.07
222.62

40+49.45
81.64

40+32.08
90.86

38+70.09
93.17

38+05.14
85.28

34+46.34
80.64

37+73.31
97.61

39+55.62
106.41

38+32.59
81.24

34+62.26
95.35

6.0″ ELM TBR

6.5″ ELM TBR

6.5″ ELM TBR

6.3″ MAPLE TBR

6.7″ ELM TBR

8.3″ ELM TBR

7.1″ MAPLE TBR

6.4″ ELM TBR

8.2″ ELM TBR

15.3″ MAPLE TBR

11.0″ ELM TBR

11.1″ ELM TBR

12/12/2013
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REMOVAL PLAN

• & FAS 903 CN 78277

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	63
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

65+00
70+00
75+00
80+00
85+00

25" MAPLE
TBR

73+31.69
276.39

79+16.86
61.38

78+01.56
61.49

72+64.62
291.72

73+03.92
151.99

73+06.80
87.07

TREE REMOVAL, ACRES
AREA 5 - 0.61 ACRES

73+51.90
52.04

72+18.19
92.89

78+90.14
49.58

71+64.78
37.13

72+55.29
0.97

66+35.76
45.14

73+13.23
61.38

TREE REMOVAL, ACRES
AREA 6 - 1.72 ACRES

65+93.01
47.44

72+86.30
97.24

TREE REMOVAL, ACRES
AREA 4 - 0.12 ACRES

72+12.21
8.31

70+93.31
67.95

72+40.49
67.83

65+83.87
63.99

65+33.66
64.50

REMOVAL OF EXISTING STRUCTURES NO. 2
SN 100-3009

20.5" MAPLE
TBR

52+74.79
86.48

17.3" & 32" MAPLE
TBR

18.9" MAPLE
TBR

51+80.65
90.45

6" SYCAMORE
TBR

GUARDRAIL REMOVAL

7.1" MIMOSA
TBR

6.1" MIMOSA
TBR

54+52.68
95.22

51+68.95
74.50

TREE REMOVAL, ACRES
AREA 3 - 0.73 ACRES

N

9

PROPOSED PAVEMENT REMOVAL •

PROPOSED SHOULDER REMOVAL •

PROPOSED TREE REMOVAL

• SEE SCHEDULE FOR STATIONING

SCALE
100' 0 50' 100'

12/12/2013
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REMOVAL PLAN

• & FAS 903

CN 78277

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	64
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EX SIDEWALK AND PCC STAIRS TBR
INCLUDED IN SIDEWALK REMOVAL

AGG DRIVEWAY TBR
INCLUDED IN EARTH EX

TREE REMOVAL, ACRES
AREA 9 - 0.06 ACRES

TREE REMOVAL, ACRES
AREA 8 - 0.21 ACRES

TREE REMOVAL, ACRES
AREA 7 - 0.51 ACRES

TREE REMOVAL, ACRES
AREA 10 - 0.42 ACRES

84+81.18
31.58

82+81.65
69.95

82+01.16
75.81

83+71.15
59.15

21.8" MAPLE
TBR

5.6" CHERRY
TBR

17.3" MAPLE
TBR

20.8" ELM
TBR

29.7"
ELM - SAVE

8"
PINE - SAVE

10" OAK
CLUSTER OF 3

END PROJECT
STA 108+00

19.2"
STUMP

12"
OAK-DEAD

12"
OAK

85+00

90+00

95+00

100+00

105+00

110+00

115

79+74.61
63.01

81+77.88
68.81

80+00

83+53.71
22.05

82+71.49
52.98

84+58.59
82.31

82+97.30
100.53

22" OAK
TBR

6.1" ELM
TBR

10" RED BUD
TBR

8.5" ELM
TBR

19.2" STUMP
TBR

14.4" OAK
TBR

81+33.43
54.27

79+59.44
51.36

81+50.00
50.94

81+88.15
78.20

STAGE 1 BIT SHOULDER REMOVAL
STATION 86+72 TO STATION 90+31

N

PROPOSED PAVEMENT REMOVAL •

PROPOSED SHOULDER REMOVAL •

PROPOSED TREE REMOVAL

• SEE SCHEDULE FOR STATIONING

SCALE
100' 0 50' 100'

N

9

12/12/2013
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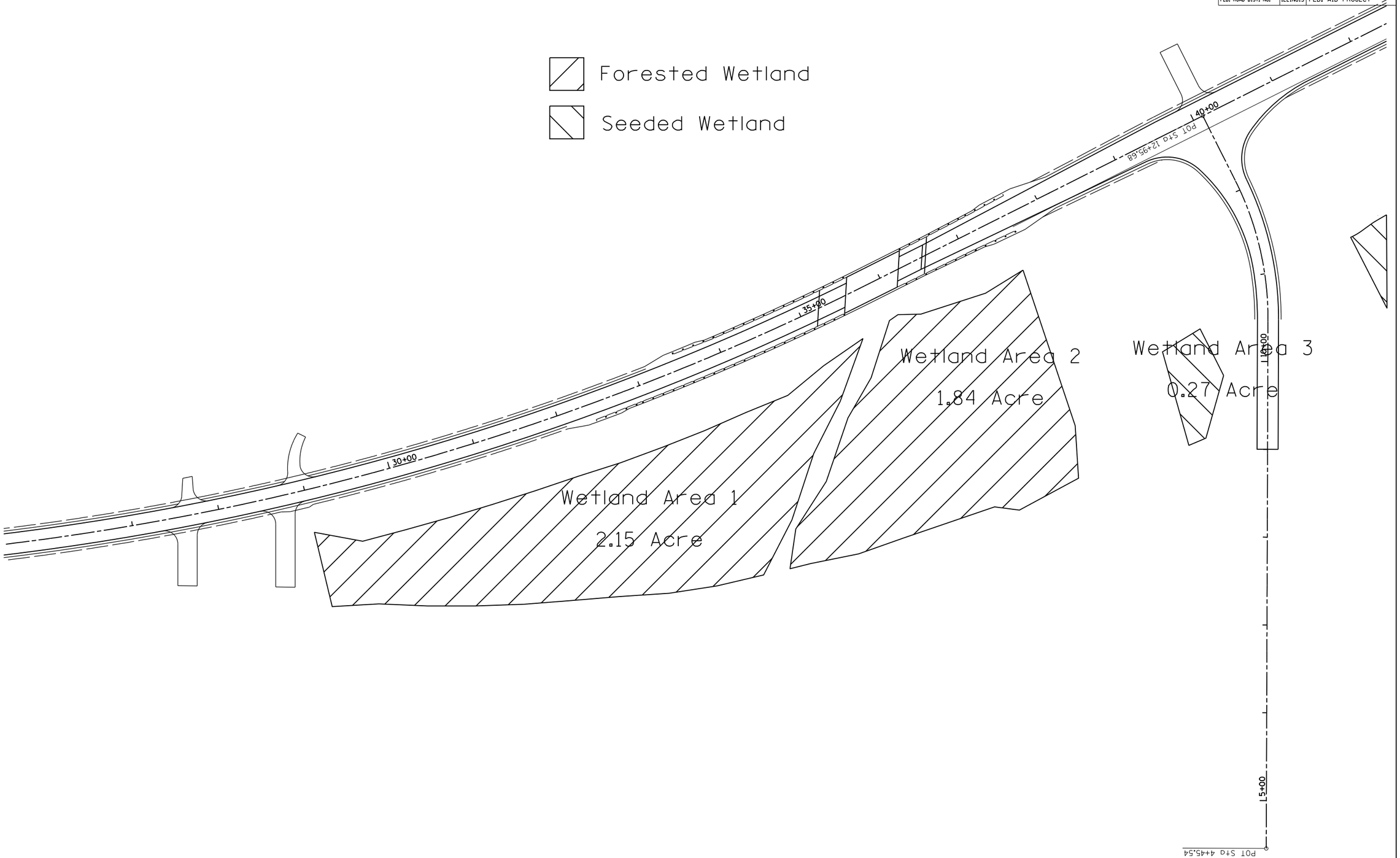
REMOVAL PLAN

CONTRACT NO. 78277

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	65
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Forested Wetland

Seeded Wetland



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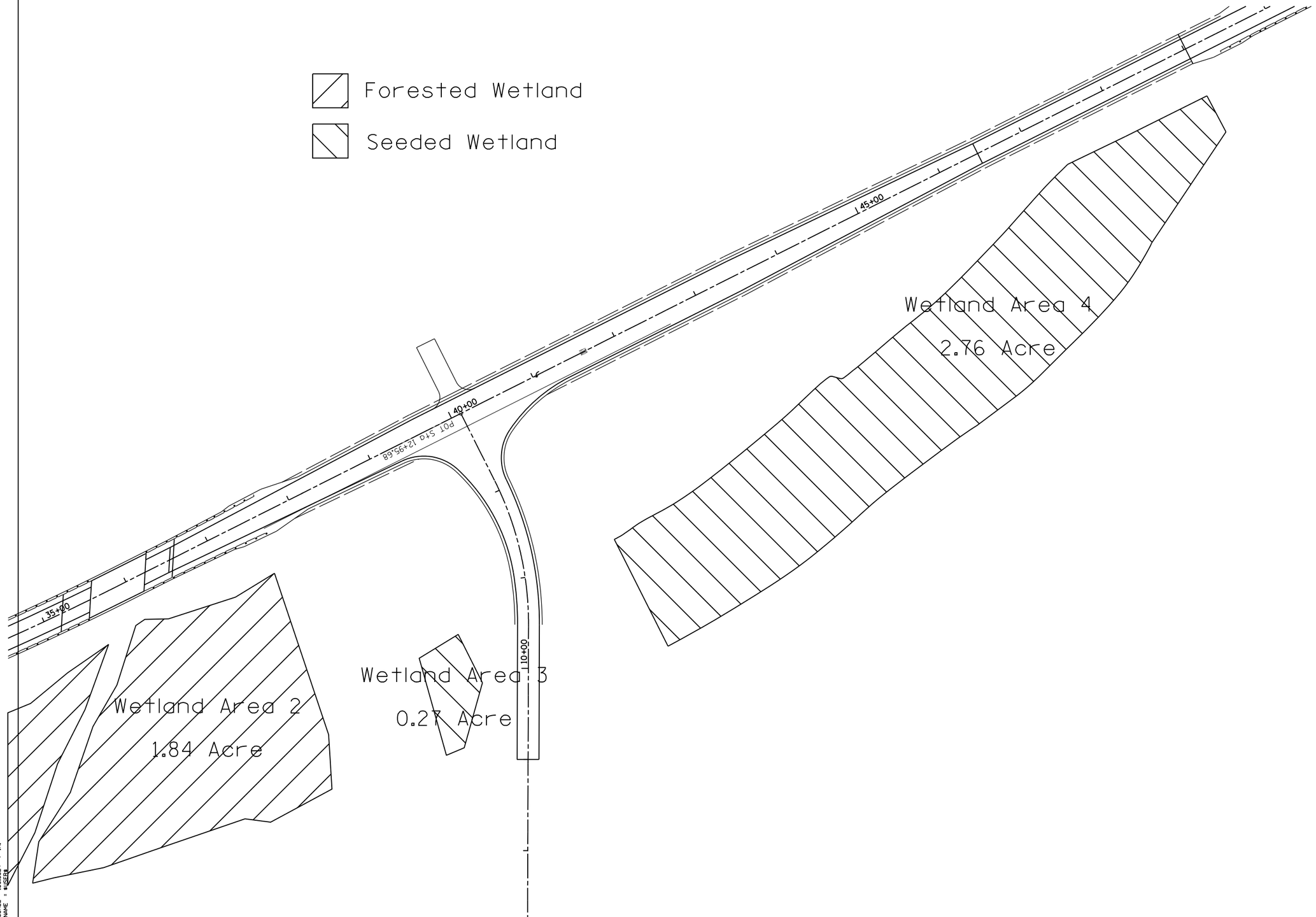
USER NAME = #ELSER4

CONTRACT NO. 78277

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	66
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Forested Wetland

Seeded Wetland



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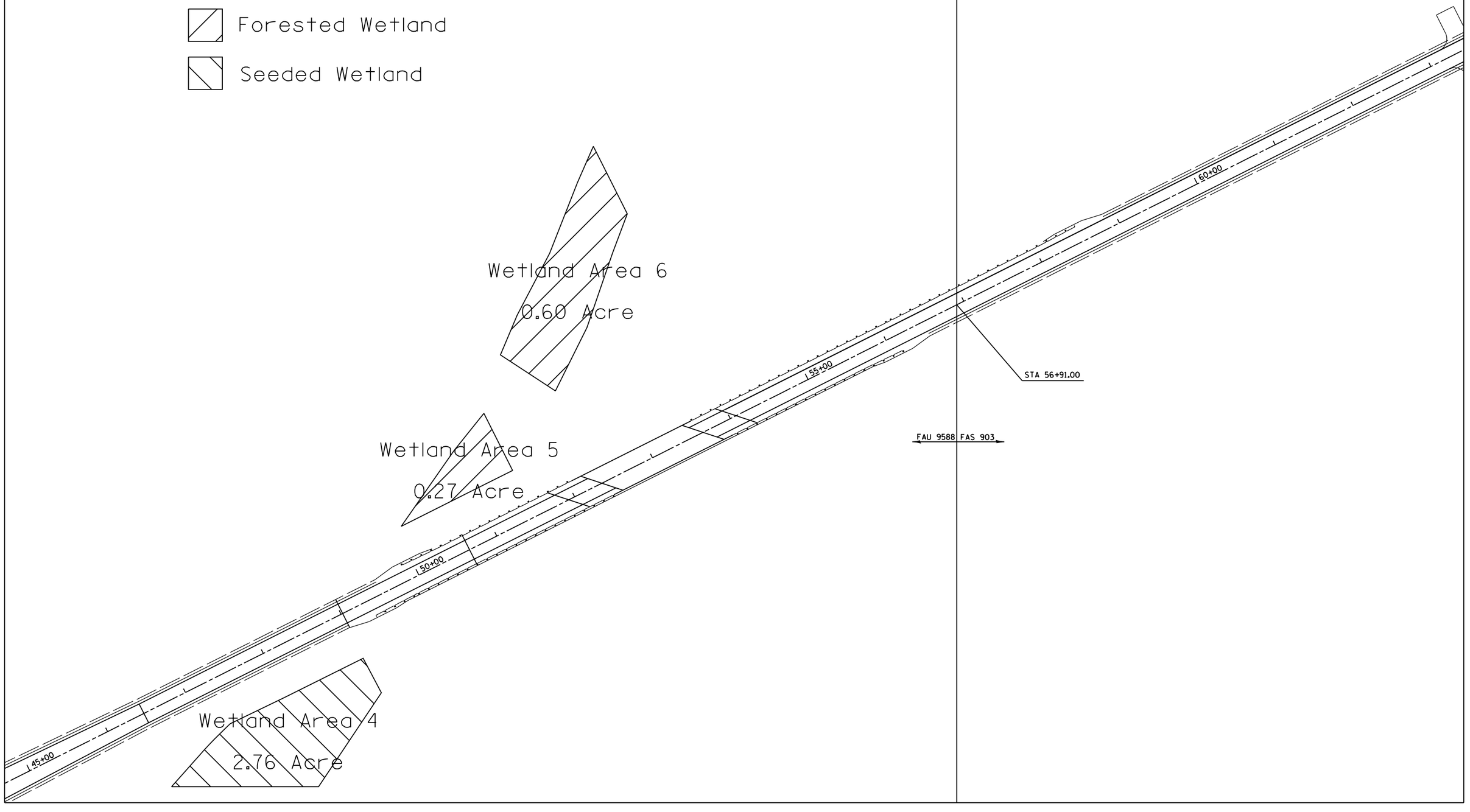
CONTRACT NO. 78277

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	67
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Forested Wetland

Seeded Wetland



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USER NAME = MUSEBA

CONTRACT NO. 78277

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	68
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

FORESTED WETLAND SCHEDULE

	SPECIES OF TREE					
	SWAMP WHITE OAK	GREEN ASH	PECAN	SYCAMORE	SWEET GUM	PERSIMMON
URBAN	UNIT	UNIT	UNIT	UNIT	UNIT	UNIT
AREA 1	39	39	39	39	39	39
AREA 2	33	34	33	34	33	34
AREA 3						
AREA 4						
AREA 5	5	5	5	5	5	5
AREA 6	11	11	11	11	11	10
URBAN TOTAL	88	89	88	89	88	88
PROJECT TOTAL	88	89	88	89	88	88

SEEDED WETLAND SCHEDULE

LOCATION	SEEDING, CLASS 2	SEEDING, CLASS 7	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LIMESTONE	MULCH, METHOD 2	TEMPORARY EROSION CONTROL SEEDING
STATION TO STATION	ACRE	ACRE	POUND	POUND	POUND	TON	ACRE	POUND
URBAN								
AREA 1	2.2	2.2	344	258	258	4.3	4.3	430
AREA 2	1.8	1.8	294	221	221	3.7	3.7	368
AREA 3	0.3	0.3	43	34	34	0.5	0.5	54
AREA 4	2.8	2.8	442	331	331	5.5	5.5	552
AREA 5	0.3	0.3	43	32	32	0.5	0.5	54
AREA 6	0.6	0.6	96	72	72	1.2	1.2	120
URBAN TOTAL	7.9	7.9	1263	949	949	15.8	15.8	1578
PROJECT TOTAL	7.9	7.9	1263	949	949	15.8	15.8	1578

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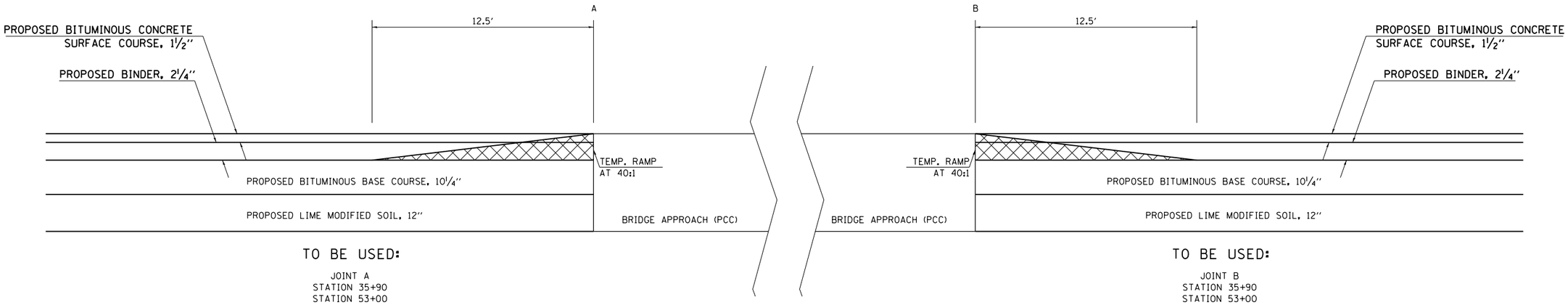
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	69
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• & FAS 903				CN 78277

SN 100-0080
SN 100-0081

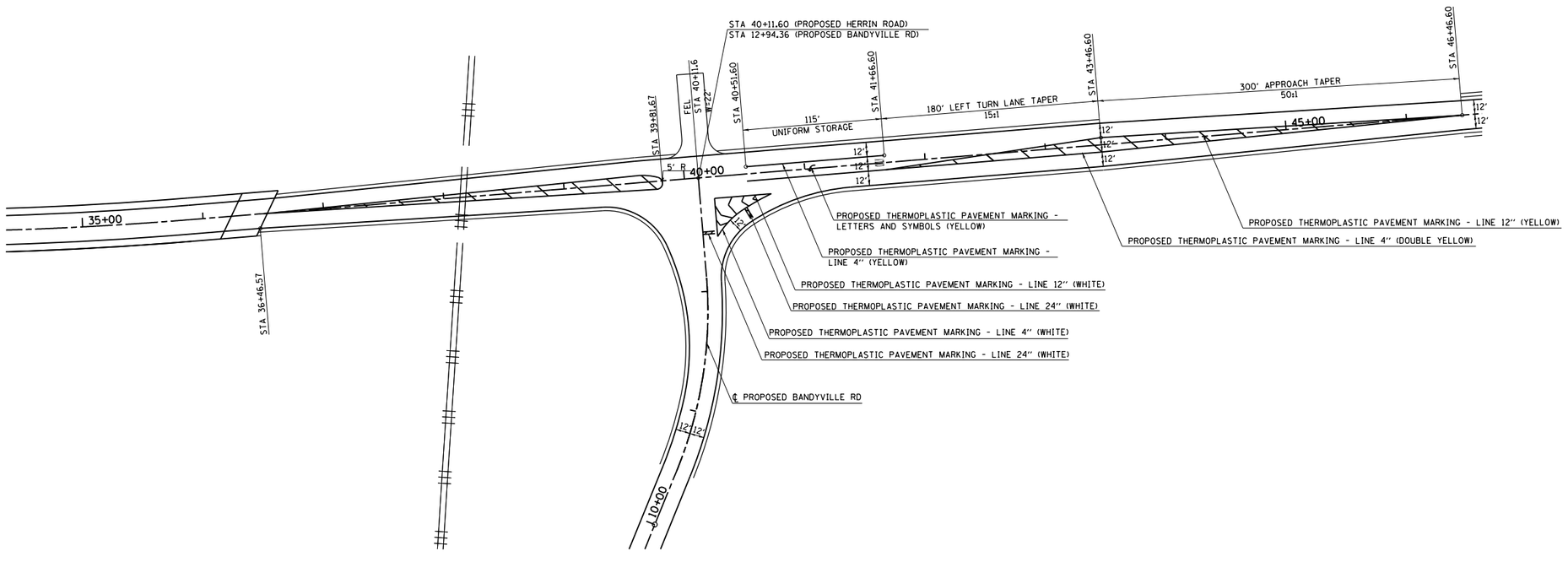


TO BE USED:

JOINT A
STATION 35+90
STATION 53+00

TO BE USED:

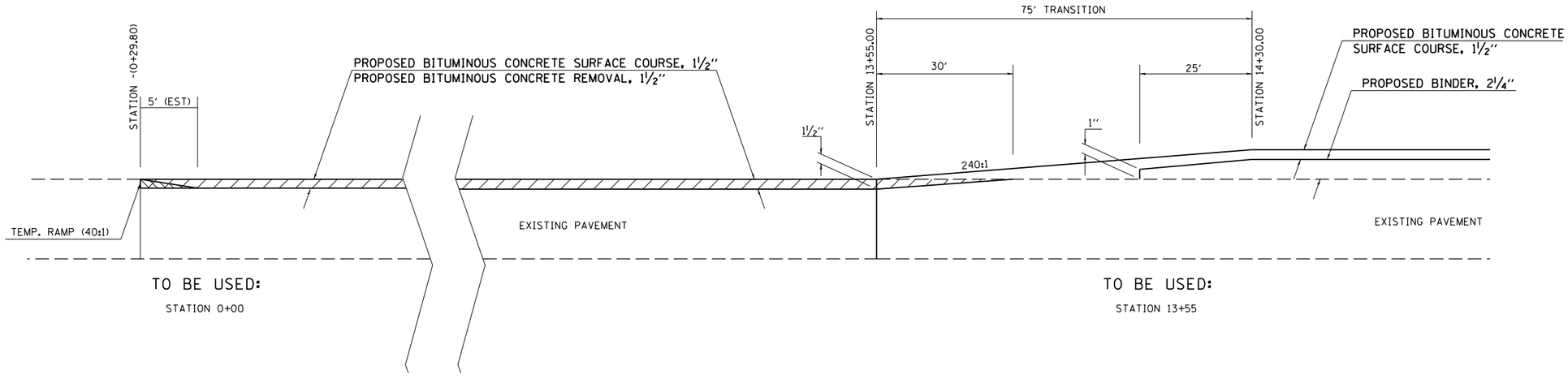
JOINT B
STATION 35+90
STATION 53+00



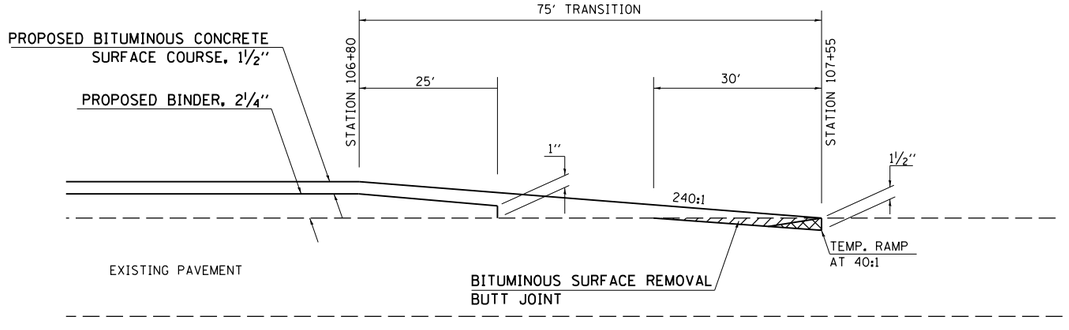
BRIDGE TRANSITION AND BANDYVILLE RD. PAVEMENT MARKING DETAILS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588	39(R-1,B-1,B-2)	WILLIAMSON	224	70
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• & FAS 903				CN 78277

TRANSITION DETAIL
FAU 9588 (HERRIN ROAD)
BEGINNING OF PROJECT



BUTT–JOINT DETAIL
FAS 903 (HERRIN ROAD)
END OF PROJECT



TO BE USED:

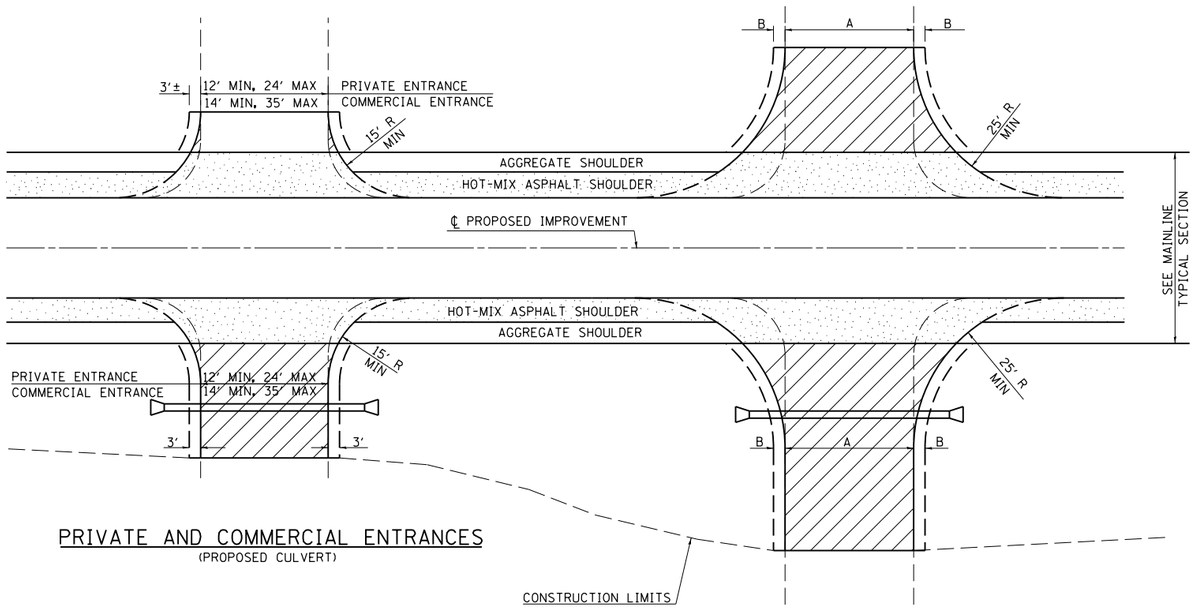
STATION 106+80 TO 107+55

BUTT JOINT DETAILS

RURAL SIDE APPROACH DETAILS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588	39(R-1,B-1,B-2)	WILLIAMSON	224	71
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• & FAS 903				CN 78277

PRIVATE AND COMMERCIAL ENTRANCES



PRIVATE AND COMMERCIAL ENTRANCES
(PROPOSED CULVERT)

SIDEROADS

SIDEROADS
(PROPOSED CULVERT)

SIDEROAD DIMENSIONS (MIN.)

ADT	A (FT)	B (FT)
0 TO 250	18'	2'
250 TO 400	20'	2'
GREATER THAN 400	22'	4'

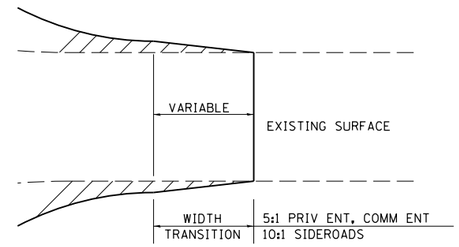
FIELD ENTRANCE TREATMENT

CONSTRUCT MAINLINE HOT-MIX ASPHALT AND AGGREGATE SHOULDERS THROUGH FIELD ENTRANCES.

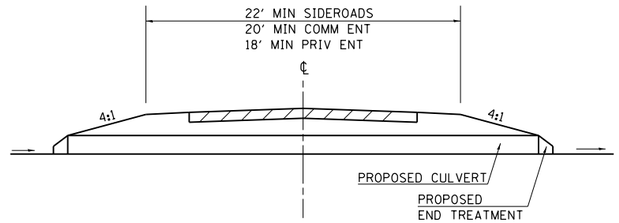
IF A PIPE IS REQUIRED, PROVIDE A 22' WIDE EARTH EMBANKMENT WITH 15' RADII AT THE INTERSECTION.

WIDTH TRANSITION DETAIL TO EXISTING

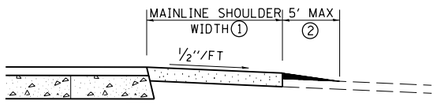
(IF APPLICABLE)

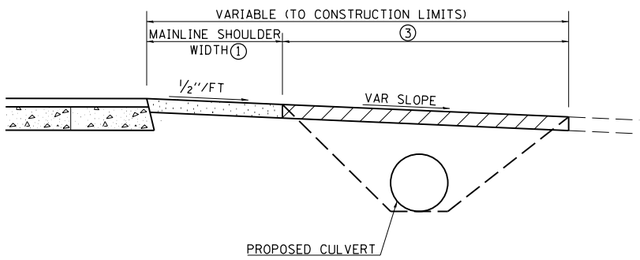


DETAIL FOR CALCULATING CULVERT LENGTH

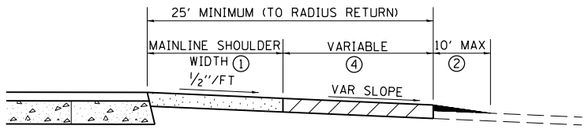


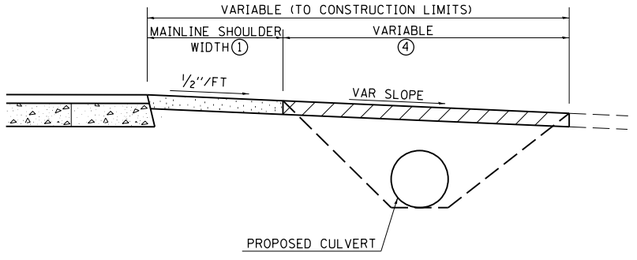
PRIVATE AND COMMERCIAL ENTRANCES





SIDEROADS





LEGEND

① CONSTRUCT HOT-MIX ASPHALT SHOULDER "FULL SHOULDER WIDTH" THROUGH ENTRANCE/INTERSECTION UNLESS OTHERWISE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

② IF REQUIRED, AGGREGATE TAPER FOR EXISTING GRAVEL SURFACE; HOT-MIX ASPHALT TAPER FOR EXISTING HIGHER TYPE SURFACES.

③ 6" AGGREGATE SURFACE COURSE FOR EXISTING GRAVEL SURFACE; 2" HOT-MIX ASPHALT RESURFACING ON 4" AGGREGATE BASE COURSE FOR EXISTING HOT-MIX ASPHALT SURFACE; PCC DRIVEWAY PAVEMENT (6" - PE; 7" - CE) FOR EXISTING CONCRETE SURFACE.

④ 3" MINIMUM HOT-MIX ASPHALT RESURFACING ON 8" MINIMUM AGGREGATE BASE COURSE FOR EXISTING GRAVEL SURFACE OR OIL & CHIP SURFACE; MATCH EXISTING FOR EXISTING HIGHER TYPE SURFACES.

GENERAL NOTES

1. ENTRANCE LOCATIONS ARE TO COMPLY WITH IDOT'S POLICY "ACCESS TO STATE HIGHWAYS".
2. IN GENERAL, RELOCATED PRIVATE ENTRANCES ARE TO HAVE A 16' WIDE SURFACE WITH 3' WIDE SHOULDERS (22' WIDE EMBANKMENT).
3. SEE PLANS FOR PROPOSED PROFILE GRADES AT ENTRANCES/SIDEROADS. THE DESIRABLE MAXIMUM PROFILE GRADE FOR ENTRANCES ARE 12% FOR PE; 10% FOR CE.
4. ENTRANCE PIPE CULVERTS ARE TO BE A MINIMUM 15" DIAMETER AND NORMALLY REPLACED IN KIND; SIDEROAD PIPE CULVERTS ARE GENERALLY TO BE CONCRETE (18" MINIMUM DIAMETER).
5. THE INTERSECTION RADII OF SIDEROADS CONSTRUCTED TO FULL POLICY STANDARDS SHOULD COMPLY WITH THAT NOTED IN THE BUREAU OF LOCAL ROADS ADMINISTRATIVE POLICIES MANUAL (5-8-13).

REVISIONS	
DRAWN	3-15-91
REVISED	10-02-91
REVISED	5-15-92
REVISED	1-20-00
REVISED	01-11-07
REVIEWED	5-17-13

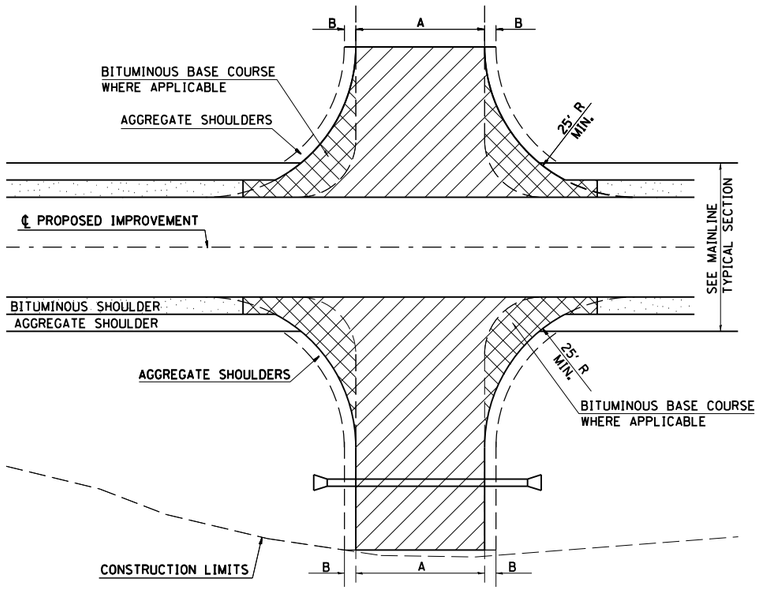
STD. 9-83

RURAL SIDE APPROACH DETAILS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	72
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• & FAS 903				CN 78277

SIDE APPROACH DETAILS

SIDEROADS



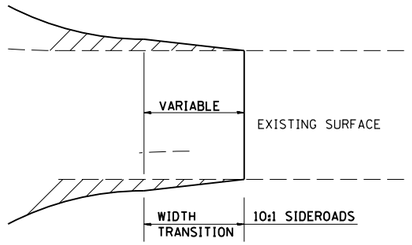
SIDEROADS
(PROPOSED CULVERT)

SIDEROAD DIMENSIONS (MIN.)

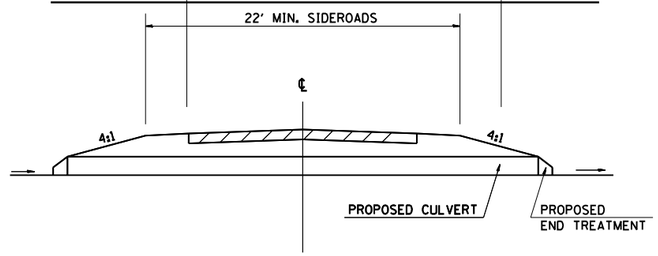
ADT	A (FT.)	B (FT.)
0 TO 250	18'	2'
250 TO 400	20'	2'
GREATER THAN 400	22'	4'

WIDTH TRANSITION DETAIL TO EXISTING

(IF APPLICABLE)



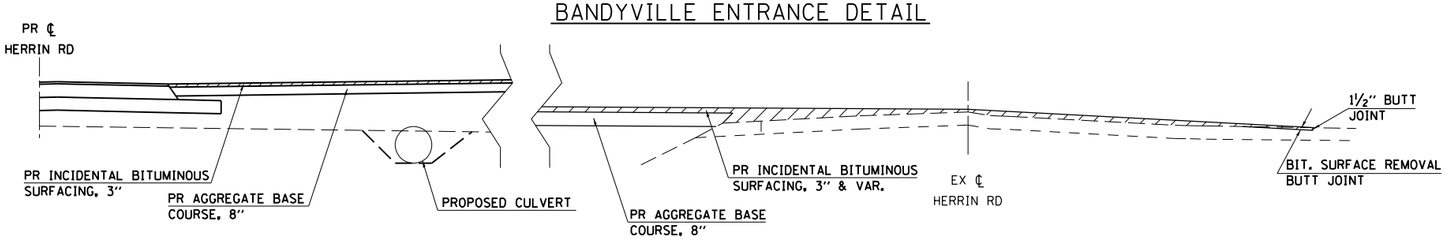
DETAIL FOR CALCULATING CULVERT LENGTH



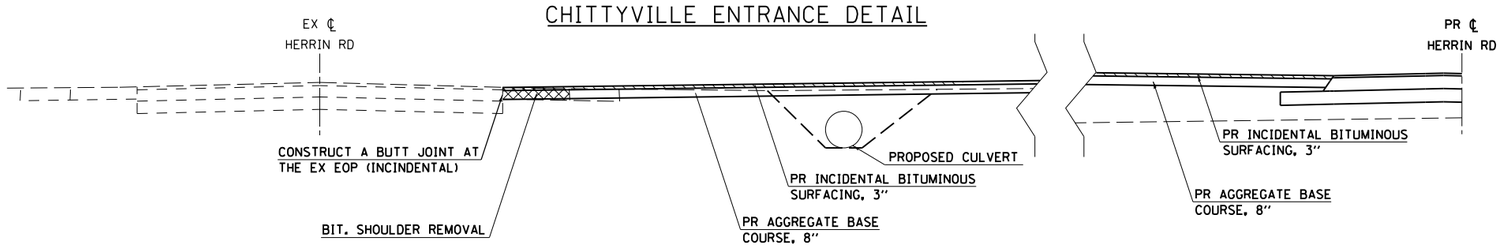
GENERAL NOTES

1. ENTRANCE LOCATIONS ARE TO COMPLY WITH IDOT'S POLICY "ACCESS TO STATE HIGHWAYS".
2. SEE PLANS FOR PROPOSED PROFILE GRADES AT ENTRANCES/SIDEROADS. THE DESIRABLE MAXIMUM PROFILE GRADE FOR ENTRANCES ARE 12% FOR PE; 10% FOR CE.
3. ENTRANCE PIPE CULVERTS ARE TO BE A MINIMUM 15" DIAMETER AND NORMALLY REPLACED IN KIND; SIDEROAD PIPE CULVERTS ARE GENERALLY TO BE CONCRETE (18" MINIMUM DIAMETER).
4. IF EXISTING SUB-BASE IS INADEQUATE, AS DETERMINED BY THE ENGINEER, THE SIDEROADS SHALL BE CORED OUT AND AGGREGATE SUB-BASE, TYPE B SHALL BE INCLUDED IN THE COST OF THE AGGREGATE BASE COURSE. IF EXISTING SUB-BASE IS DETERMINED TO BE ADEQUATE, THE AGGREGATE BASE COURSE SHALL BE DELETED AND THE PREPARATION OF THE BASE SHALL BE CONSTRUCTED ACCORDING TO ARTICLE 406.19.

BANDYVILLE ENTRANCE DETAIL

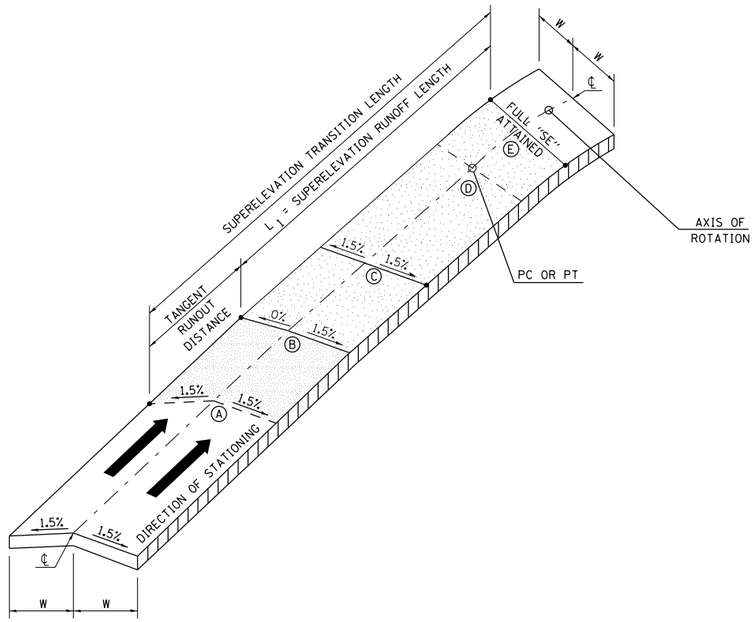


CHITTYVILLE ENTRANCE DETAIL

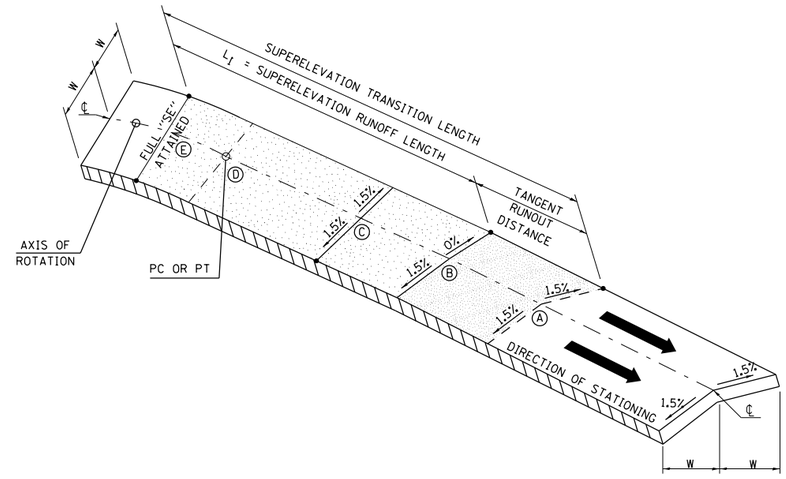


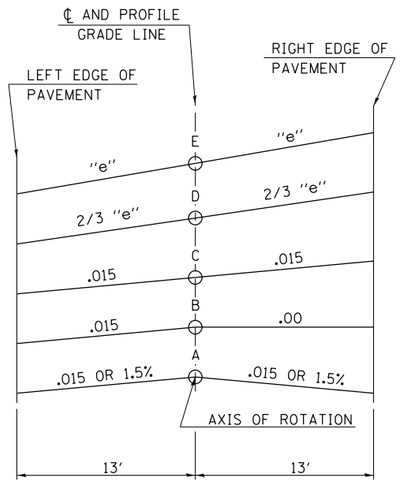
BANDYVILLE AND CHITTYVILLE SIDE APPROACH DETAILS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	73
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• & FAS 903				CN 78277



W = LANE WIDTH (SEE TYPICAL SECTIONS)
SE = DESIGN SUPERELEVATION RATE
TR = TANGENT RUNOUT DISTANCE





LOCATION OF SUPERELEVATION TRANSITIONS

ATTAINING SUPERELEVATION

CURVE NAME / FULL SUPER. RATE	A		B		C		D (PT OR PC)		E	
	LT.	RT.	LT.	RT.	LT.	RT.	LT.	RT.	LT.	RT.
CURVE C25	19+60.33		20+22.33		20+84.33		21+43.33		22+04.33	
	-1.5%	-1.5%	-1.5%	0.0%	-1.5%	+1.5%	-2.9%	+2.9%	-4.4%	+4.4%
CURVE C24	74+05.81		74+67.81		75+29.81		75+88.81		76+49.81	
	-1.5%	-1.5%	0.0%	-1.5%	+1.5%	-1.5%	+2.9%	-2.9%	+4.4%	-44.0%

REMOVING SUPERELEVATION

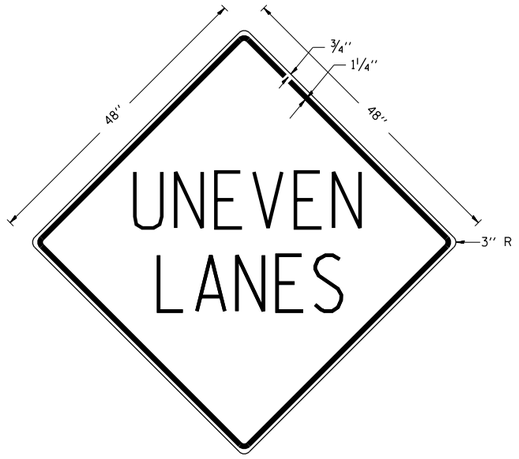
CURVE NAME / FULL SUPER. RATE	E		D (PT OR PC)		C		B		A	
	LT.	RT.	LT.	RT.	LT.	RT.	LT.	RT.	LT.	RT.
CURVE C25	35+27.81		35+88.81		36+47.81		37+09.81		37+71.81	
	-4.4%	+4.4%	-2.9%	+2.9%	-1.5%	+1.5%	-1.5%	0.0%	-1.5%	-1.5%
CURVE C24	90+17.66		90+78.66		98+17.15		98+79.15		99+41.15	
	+4.4%	-4.4%	+2.9%	-2.9%	+1.5%	-1.5%	0.0%	-1.5%	-1.5%	-1.5%

DETAIL OF SUPERELEVATION TRANSITIONS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	74
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
• & FAS 903				CN 78277

UNEVEN LANES SIGN

W8–11 (48" x 48")



COLORS:
LEGEND AND BORDER - BLACK NON-REFLECTORIZED
BACKGROUND - ORANGE REFLECTORIZED

NOTE: PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED OR BEFORE RESURFACING OPERATIONS BEGIN, THE CONTRACTOR SHALL HAVE ERECTED "UNEVEN PAVEMENT" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "UNEVEN PAVEMENT" SIGNS UNTIL THE RESURFACING OPERATIONS ARE COMPLETED.

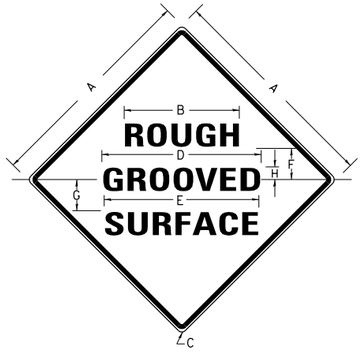
IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

REVISIONS	
DRAWN	2-15-89
REVISED	4-6-93
REDESIGNED	7-23-04
REVIEWED	5-17-13

STD. 9-41

ILLINOIS STANDARD



COLORS:

LEGEND AND BORDER- BLACK NON-REFLECTORIZED
BACKGROUND- ORANGE REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
48X48	48.0	24.1	3.0	34.0	33.0	6.0	13.0	3.5

SIGN SIZE	SERIES LINES			MAR-GIN	BOR-DER	BLANK STD.
	1	2	3			
48X48	7C	7C	7C	0.8	1.2	B4-48D

ALL DIMENSIONS IN INCHES

NOTES:

PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED, THE CONTRACTOR SHALL HAVE ERECTED "ROUGH GROOVED SURFACE" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "ROUGH GROOVED SURFACE" SIGNS UNTIL THE COLDMILLED SURFACE IS COVERED WITH LEVELING BINDER OR SURFACE COURSE.

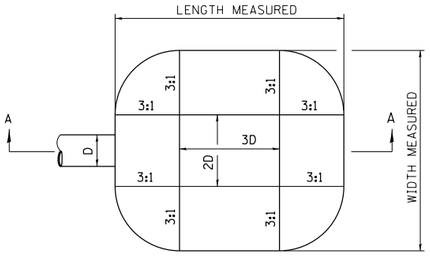
IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

REVISIONS	
REDRAWN	2-15-89
REVISED	4-6-93
REVIEWED	5-17-13
REVISED	

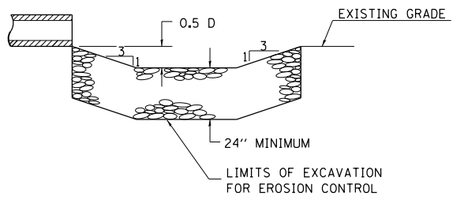
STD. 9-39

ENERGY DISSIPATOR



D= INSIDE DIAMETER OF PIPE CULVERT
OR CLEAR HEIGHT OF BOX CULVERT

PLAN



SECTION A-A

EARTH EXCAVATION FOR ENERGY DISSIPATOR

THIS WORK INVOLVES THE EXCAVATION OF EARTH AS SHOWN IN THE SKETCH TO THE LENGTH, WIDTH, AND DEPTH AS SPECIFIED. THE EARTH EXCAVATION WILL BE UTILIZED IN THE ROADWAY EMBANKMENT OR WASTED AS DIRECTED BY THE ENGINEER. THE EXCAVATION SHALL BE PERFORMED AT THE SAME TIME AS THE CULVERT OR DITCH IS CONSTRUCTED TO SERVE AS A TEMPORARY SEDIMENT TRAP.

EARTHWORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE RIPRAP.

ENERGY DISSIPATOR IS TO BE CONSTRUCTED AT THE LOCATION INDICATED ON THE PLAN AND PROFILE SHEETS.

RIPRAP FOR ENERGY DISSIPATOR

RIPRAP FOR ENERGY DISSIPATOR SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 281 OF THE STANDARD SPECIFICATIONS EXCEPT AS REVISED HEREIN.

THE LENGTH, WIDTH, AND DEPTH FOR RIPRAP PLACEMENT SHALL BE AS SPECIFIED IN THESE DETAILS UNLESS OTHERWISE SPECIFIED IN THE PLANS. THE OUTSIDE CORNERS CAN BE ROUNDED OR SQUARED.

THE RIPRAP FOR THE ENERGY DISSIPATOR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR **STONE DUMPED RIPRAP.**

THE STONE DUMPED RIPRAP SHALL CONFORM TO THE QUALITY AND GRADATION REQUIREMENTS OF STONE RIPRAP, CLASS A4.

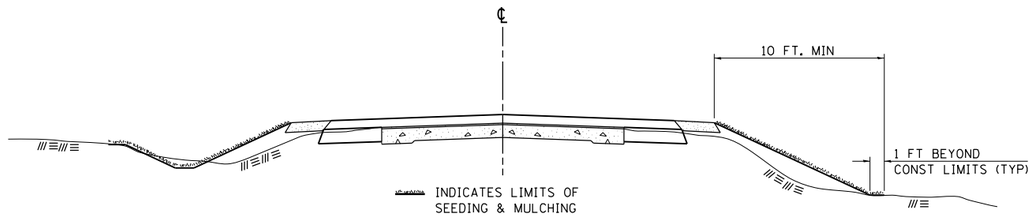
FILTER FABRIC AND BEDDING MATERIAL AS SPECIFIED IN SECTION 281 OF THE STANDARD SPECIFICATIONS WILL NOT BE REQUIRED.

REVISIONS	
REDRAWN	2-15-89
REVISED	8-15-94
REVISED	6-3-99
REVISED	5-16-13
REVISED	9-2-21

STD 9-6

SEEDING & MULCHING

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
9588•	39(R-1,B-1,B-2)	WILLIAMSON	224	75
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
• & FAS 903				CN 78277



GENERAL NOTES

IN GENERAL, ALL EARTH SURFACES DISTURBED DURING CONSTRUCTION OPERATIONS SHALL BE SEEDED AND MULCHED UPON COMPLETION OF ALL GRADING OPERATIONS.

ON DETOUR ROADS, SLOPES SHALL BE SEEDED IMMEDIATELY UPON COMPLETION OF ANY GIVEN STAGE GRADING. TEMPORARY SEEDING SHALL BE CLASS 7.

FERTILIZER NUTRIENTS SHALL BE APPLIED TO ALL SEEDED AREAS. LIMESTONE SHALL BE APPLIED TO ALL AREAS OF FINAL SEEDING.

THE RATES OF APPLICATION OF FERTILIZER, MULCH AND LIMESTONE SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS FOR ROAD AND BRIDGE CONSTRUCTION.

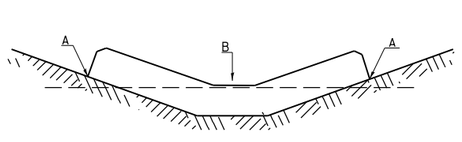
SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS SHALL GOVERN THIS WORK EXCEPT AS SPECIFIED HEREIN OR AS NOTED IN THE SPECIAL PROVISIONS.

REVISIONS	
REDRAWN	2-15-89
REVISED	8-15-94
REVISED	6-3-99
REVISED	5-16-13

STD. 9-12

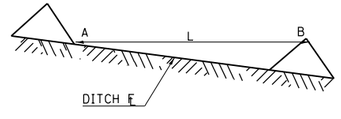
TEMPORARY DITCH CHECKS

PLACEMENT OF TEMPORARY DITCH CHECK IN DRAINAGE WAY



POINTS A SHOULD BE HIGHER THAN POINT B

SPACING BETWEEN TEMPORARY DITCH CHECKS



L = THE DISTANCE SUCH THAT POINTS A AND B ARE OF EQUAL ELEVATION

B = THE LOW POINT IN CENTER OF CHECK

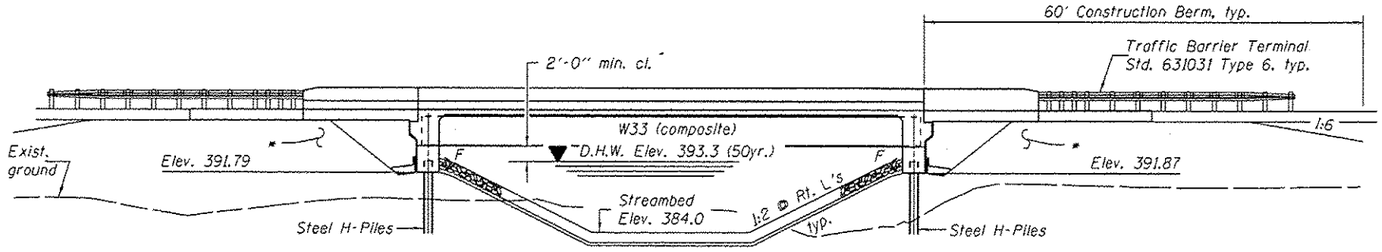
REVISIONS	
DRAWN	9-01-99
REVISED	10-3-01
RESIZED	
REVISED	05-04-10
REVIEWED	5-17-13

STD. 9-108

Bench Mark: #135, Square cut in NW wingwall on S.N. 100-3008, Elev. 399.68

Existing Structure: S.N. 100-3008 was built in 1956 as F.A.S. 906, Sec. 390 at Sta. 34+44. The structure consists of a single span WF supporting a reinforced concrete deck. The substructure consists of closed abutments supported by spread footings. The Bk. to Bk. dimension measures 39'-8" while the O.-O. width measures 38'-3". The traffic shall remain on the existing bridge while the new structure is being constructed on a new alignment. The traffic shall be shifted to the new structure after its completion, then the existing structure shall be removed.

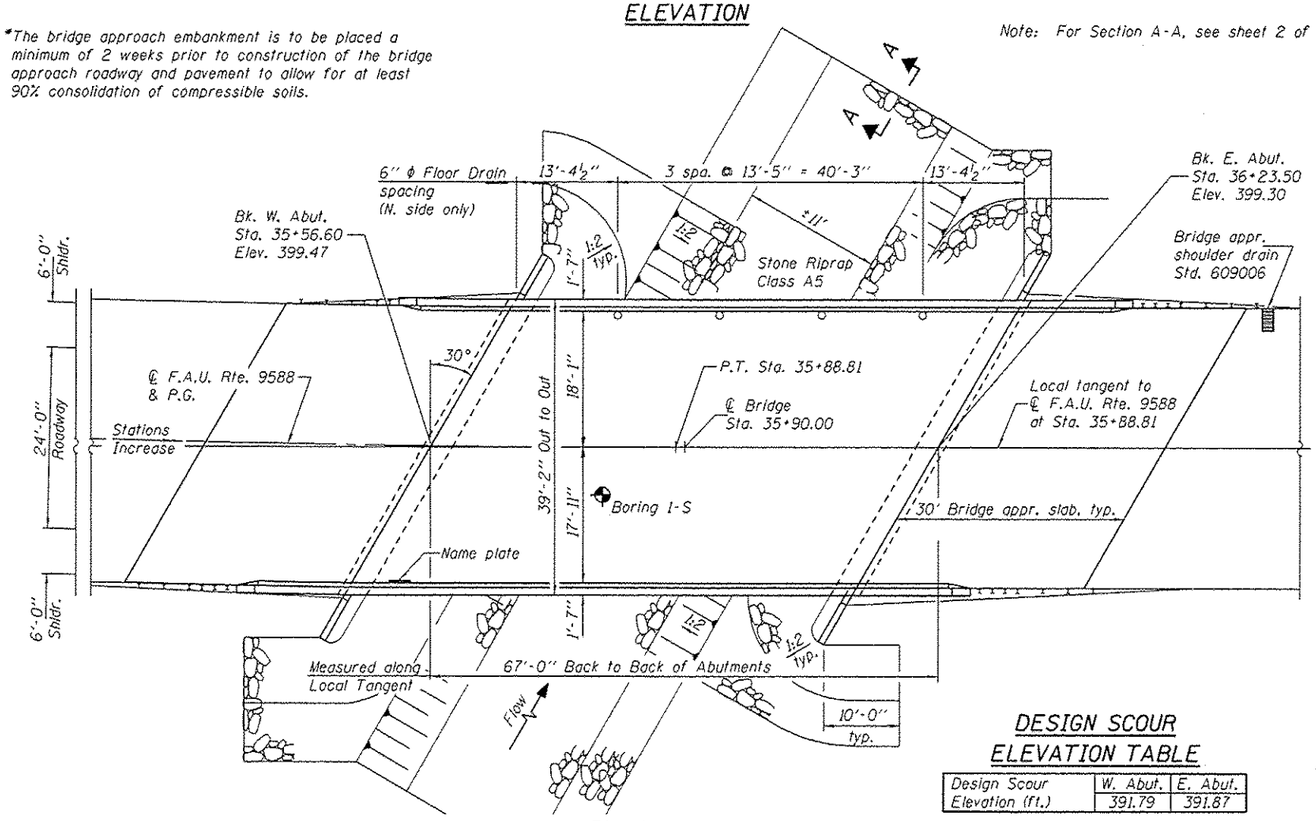
No Salvage.



ELEVATION

*The bridge approach embankment is to be placed a minimum of 2 weeks prior to construction of the bridge approach roadway and pavement to allow for at least 90% consolidation of compressible soils.

Note: For Section A-A, see sheet 2 of 18.



PLAN

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	W. Abut.	E. Abut.
	391.79	391.87

WATERWAY INFORMATION

Exist. Low Grade Elev. 398.94 @ Sta. 38+00 (Exist. Alignment)
Drainage Area = 1.83 mi.² Prop. Low Grade Elev. 398.87 @ Sta. 38+00 (Prop. Alignment)

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	1085	211.0	233.5	392.4	1.7	0.6	394.1	393.0
Design	50	1450	243.8	275.3	393.3	1.9	0.8	395.2	394.1
Base	100	1570	251.1	285.0	393.5	2.0	0.8	395.5	394.3
Max. Calc.	500	1890	276.7	320.3	394.2	2.3	0.9	396.5	395.1

EXPIRES 11-30-2014

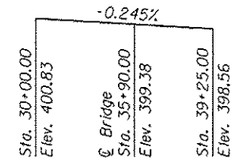
STATION 35+90.00
BUILT 20 BY
STATE OF ILLINOIS
F.A.U. RTE. 9588 SEC. 39B-1
LOADING HS20-44
STRUCTURE NO. 100-0080

NAME PLATE
See Std. 515001

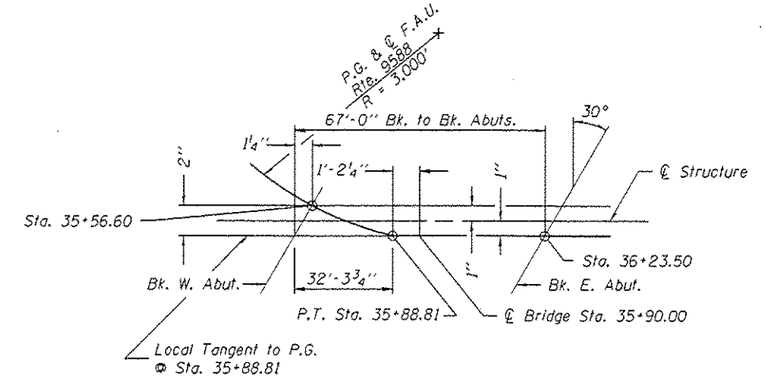
INDEX OF SHEETS

CURVE DATA (CURVE C23)

℄ F.A.U. 9588
P.I. Sta. = 28+80.39
Δ = 27°-36'-23" (LT.)
D = 1°-54'-35"
R = 3,000.00'
T = 737.05'
L = 1,445.47'
E = 89.21'
S.E. = 4.4%
P.C. Sta. = 21+43.33
P.T. Sta. = 35+88.81
S.E. Removed from Sta. 35+27.81 to Sta. 37+71.81



PROFILE GRADE
(along ℄ roadway)



OFFSET SKETCH

LOADING HS20-44

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

DESIGN SPECIFICATIONS

2002 AASHTO

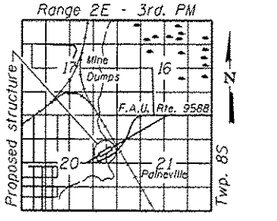
DESIGN STRESSES

FIELD UNITS

f'_c = 3,500 psi
f_y = 60,000 psi (reinforcement)
f_y = 50,000 psi (structural steel M270 Gr. 50W)

SEISMIC DATA

Seismic Performance Category (SPC) = B
Bedrock Acceleration Coefficient (A) = 12%g
Site Coefficient (S) = 1.0



LOCATION SKETCH

GENERAL PLAN & ELEVATION
HERRIN ROAD OVER
POND CREEK TRIBUTARY
F.A.U. RTE. 9588 - SEC. 39B-1
WILLIAMSON COUNTY
STATION 35+90.00
STRUCTURE NO. 100-0080

DESIGNED	Eric M. Ersoy	EXAMINED	Jay F. Schiff	DATE - JANUARY 24, 2014
CHECKED	Phillip E. Copperudd	PASSED	ACTING ENGINEER OF BRIDGE DESIGN	REVISED
DRAWN	h.t. duong		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED
CHECKED	FTTGRA			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 100-0080
SHEET NO. 1 OF 18 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588	39B-1	WILLIAMSON	224	76
		CONTRACT NO. 78277		
		ILLINOIS FED. AID PROJECT		

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 3. Bolts $\frac{3}{4}''$ ϕ, holes $\frac{15}{16}''$ ϕ, unless otherwise noted.

Calculated weight of Structural Steel = 53610 lbs (AASHTO M 270 Gr. 50W).

All structural steel shall be AASHTO M 270 Gr. 50W.

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

Reinforcement bars designated (E) shall be epoxy coated.

Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.

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

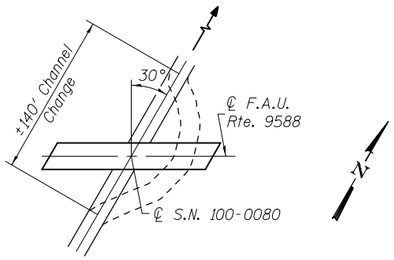
Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

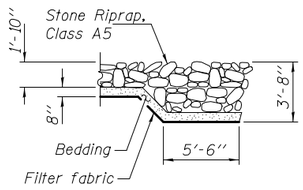
Slip-forming of the parapets is not allowed.

TOTAL BILL OF MATERIAL

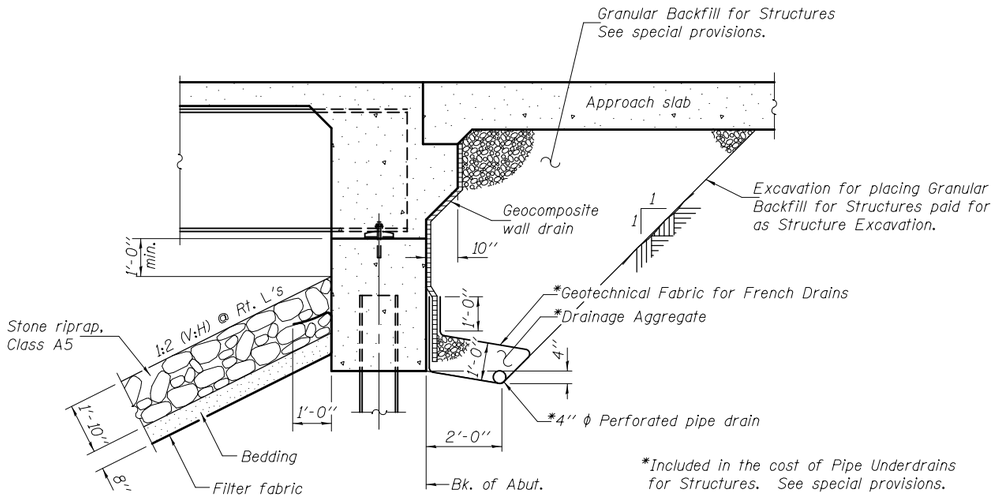
ITEM	UNIT	SUPER	SUB	TOTAL
Granular Backfill for Structures	Cu. Yd.		152	152
Stone Riprap, Class A5	Sq. Yd.		645	645
Filter Fabric	Sq. Yd.		645	645
Removal of Existing Structures, No. 1	Each	1		1
Structure Excavation	Cu. Yd.		188	188
Floor Drains	Each	4		4
Concrete Structures	Cu. Yd.		68.6	68.6
Concrete Superstructure	Cu. Yd.	221.6		221.6
Bridge Deck Grooving	Sq. Yd.	483		483
Concrete Encasement	Cu. Yd.		4.2	4.2
Protective Coat	Sq. Yd.	597		597
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	1008		1008
Reinforcement Bars, Epoxy Coated	Pound	52710	6950	59660
Bar Splicers	Each	80		80
Furnishing Steel Piles HP12x53	Foot		495	495
Driving Piles	Foot		495	495
Test Pile Steel HP12x53	Each		1	1
Name Plates	Each	1		1
Anchor Bolt 1''	Each		24	24
Geocomposite Wall Drain	Sq. Yd.		80	80
Pipe Underdrains for Structures, 4''	Foot		173	173



PROPOSED CHANNEL CHANGE
(See Roadway plans)



SECTION A-A

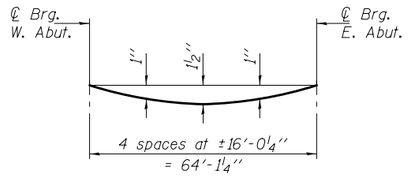


*Included in the cost of Pipe Underdrains for Structures. See special provisions.

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).

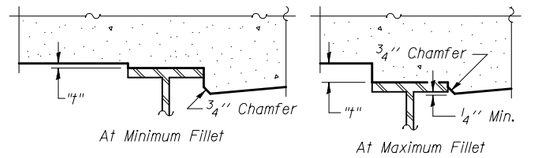
DESIGNED - Curt M. Evoy	EXAMINED	DATE - JANUARY 24, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL DATA STRUCTURE NO. 100-0080	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - Philip Coppernoll	ACTING ENGINEER OF BRIDGE DESIGN				9588	39B-1	WILLIAMSON	224	77
DRAWN - h.t. duong	PASSED	REVISED		SHEET NO. 2 OF 18 SHEETS			CONTRACT NO. 78277		
CHECKED - FT/GRA	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED					ILLINOIS FED. AID PROJECT		



DEAD LOAD DEFLECTION DIAGRAM

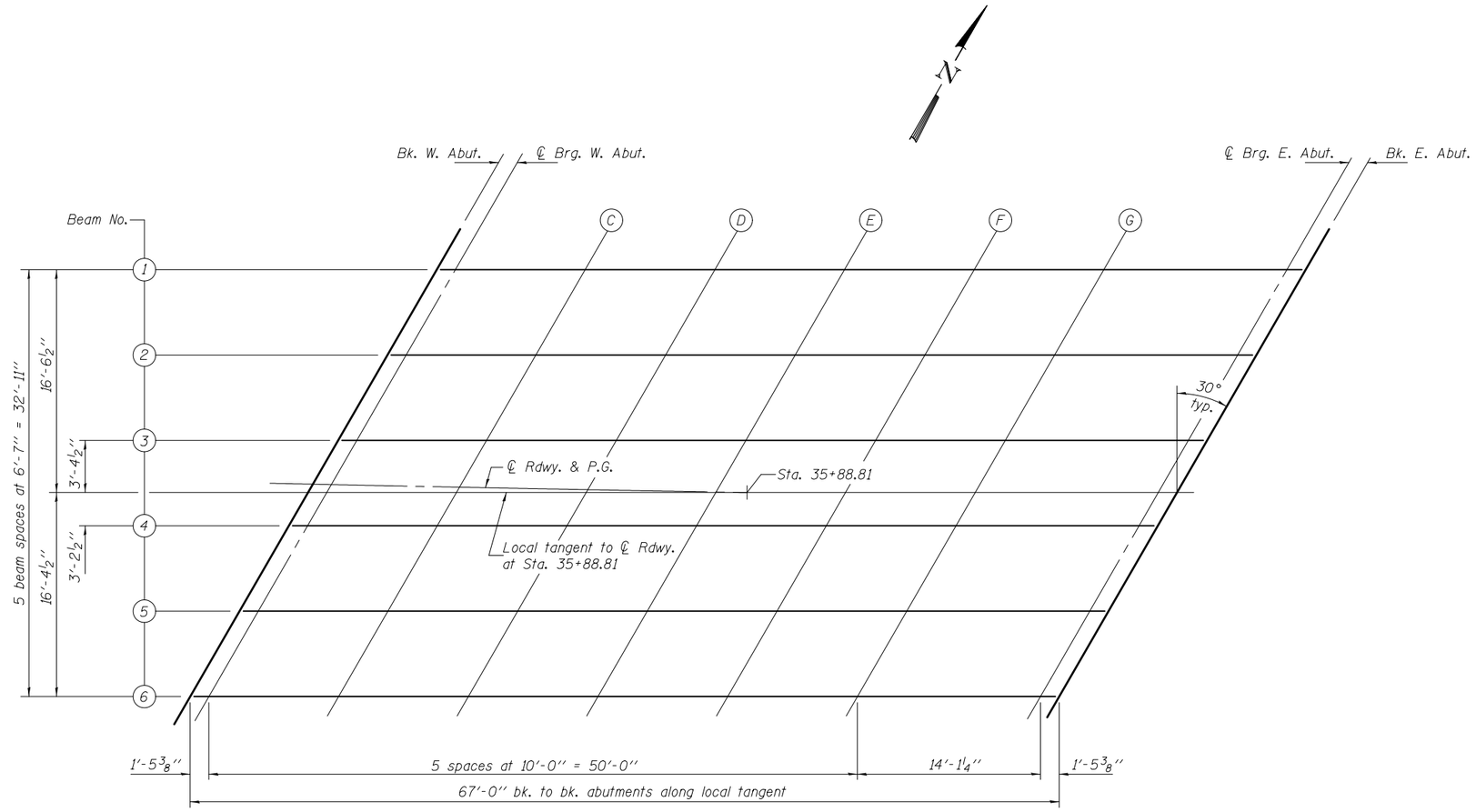
(Includes weight of concrete only.)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 4 of 18.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet 4 of 18, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

DESIGNED - Curt M. Evoy	EXAMINED	DATE - JANUARY 24, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP SLAB OF ELEVATIONS STRUCTURE NO. 100-0080	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - Philip Coppernoll	ACTING ENGINEER OF BRIDGE DESIGN				9588	39B-1	WILLIAMSON	224	78
DRAWN - h.t. duong	PASSED	REVISED		SHEET NO. 3 OF 18 SHEETS			CONTRACT NO. 78277		
CHECKED - FT/GRA	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED					ILLINOIS FED. AID PROJECT		

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	35+65.92	-16.45	398.87	398.87
℄ Brg. W. Abut.	35+67.38	-16.47	398.88	398.88
C	35+77.43	-16.52	398.89	398.94
D	35+87.49	-16.54	398.90	399.00
E	35+97.50	-16.54	398.92	399.04
F	36+07.50	-16.54	398.94	399.04
G	36+17.50	-16.54	398.95	399.03
℄ Brg. E. Abut.	36+31.60	-16.54	398.96	398.96
Bk. E. Abut.	36+33.05	-16.54	398.97	398.97

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	35+62.16	-9.84	399.10	399.10
℄ Brg. W. Abut.	35+63.61	-9.85	399.10	399.10
C	35+73.64	-9.92	399.10	399.15
D	35+83.68	-9.95	399.10	399.20
E	35+93.69	-9.96	399.10	399.22
F	36+03.69	-9.96	399.10	399.20
G	36+13.69	-9.96	399.10	399.18
℄ Brg. E. Abut.	36+27.80	-9.96	399.10	399.10
Bk. E. Abut.	36+29.25	-9.96	399.10	399.10

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	35+58.41	-3.22	399.34	399.34
℄ Brg. W. Abut.	35+59.86	-3.24	399.34	399.34
C	35+69.87	-3.32	399.30	399.40
D	35+79.88	-3.36	399.30	399.40
E	35+89.89	-3.38	399.29	399.41
F	35+99.89	-3.38	399.27	399.38
G	36+09.89	-3.38	399.25	399.33
℄ Brg. E. Abut.	36+24.00	-3.38	399.23	399.23
Bk. E. Abut.	36+25.45	-3.38	399.23	399.23

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	35+56.60	0.00	399.47	399.47
℄ Brg. W. Abut.	35+58.04	0.00	399.46	399.46
C	35+68.04	0.00	399.44	399.49
D	35+78.04	0.00	399.41	399.51
E	35+88.04	0.00	399.39	399.51
F	35+98.04	0.00	399.36	399.47
G	36+08.04	0.00	399.34	399.42
℄ Brg. E. Abut.	36+22.05	0.00	399.31	399.31
Bk. E. Abut.	36+23.50	0.00	399.30	399.30

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	35+54.68	3.40	399.60	399.60
℄ Brg. W. Abut.	35+56.13	3.39	399.59	399.59
C	35+66.12	3.29	399.56	399.62
D	35+76.11	3.24	399.52	399.63
E	35+86.10	3.21	399.49	399.61
F	35+96.09	3.21	399.46	399.56
G	36+06.09	3.21	399.42	399.50
℄ Brg. E. Abut.	36+20.20	3.21	399.38	399.38
Bk. E. Abut.	36+21.65	3.21	399.37	399.37

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	35+50.97	10.03	399.86	399.86
℄ Brg. W. Abut.	35+52.41	10.01	399.86	399.86
C	35+62.38	9.91	399.80	399.86
D	35+72.35	9.84	399.75	399.85
E	35+82.31	9.80	399.70	399.82
F	35+92.29	9.79	399.66	399.76
G	36+02.29	9.79	399.61	399.68
℄ Brg. E. Abut.	36+16.40	9.79	399.54	399.54
Bk. E. Abut.	36+17.84	9.79	399.53	399.53

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	35+47.27	16.66	400.14	400.14
℄ Brg. W. Abut.	35+48.71	16.64	400.13	400.13
C	35+58.66	16.53	400.06	400.12
D	35+68.60	16.44	399.99	400.09
E	35+78.55	16.39	399.93	400.05
F	35+88.49	16.37	399.86	399.97
G	35+98.49	16.37	399.79	399.87
℄ Brg. E. Abut.	36+12.60	16.37	399.70	399.70
Bk. E. Abut.	36+14.04	16.37	399.69	399.69

DESIGNED - Curt M. Evoy
CHECKED - Philip Coppernoll
DRAWN - h.t. duong
CHECKED - FT/GRA

EXAMINED
PASSED
ACTING ENGINEER OF BRIDGE DESIGN
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - JANUARY 24, 2014
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP SLAB OF ELEVATIONS
STRUCTURE NO. 100-0080
SHEET NO. 4 OF 18 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588	39B-1	WILLIAMSON	224	79
		CONTRACT NO. 78277		
	ILLINOIS FED. AID PROJECT			

NORTH CURB LINE

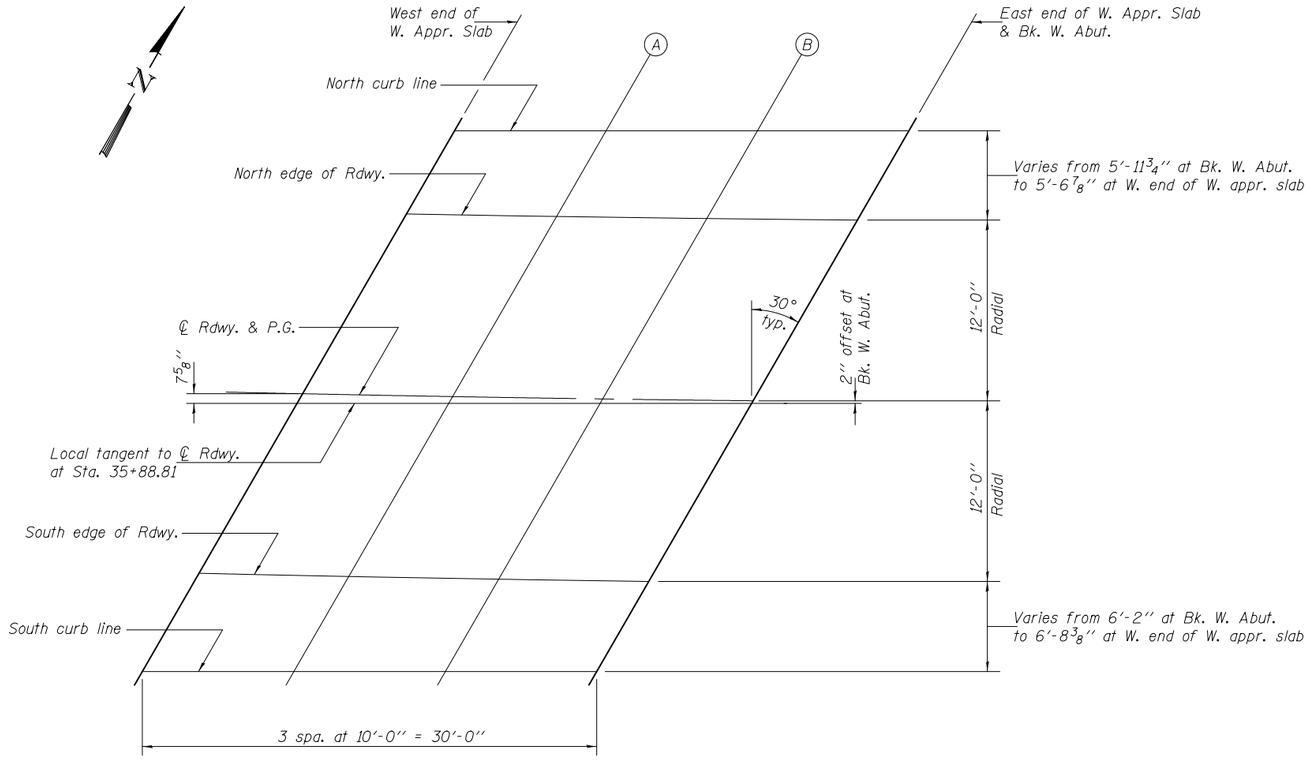
Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	35+36.63	-17.63	398.78
A	35+46.69	-17.79	398.79
B	35+56.75	-17.91	398.80
East end of W. Appr. Slab	35+66.81	-18.00	398.82

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	35+33.49	-12.00	399.01
A	35+43.44	-12.00	399.02
B	35+53.40	-12.00	399.02
East end of W. Appr. Slab	35+63.39	-12.00	399.03

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	35+26.86	0.00	399.54
A	35+36.76	0.00	399.51
B	35+46.67	0.00	399.49
East end of W. Appr. Slab	35+56.60	0.00	399.47



PLAN

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	35+20.29	12.00	400.08
A	35+30.13	12.00	400.05
B	35+39.99	12.00	400.00
East end of W. Appr. Slab	35+49.87	12.00	399.95

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
West end of W. Appr. Slab	35+16.60	18.79	400.39
A	35+26.53	18.57	400.36
B	35+36.47	18.38	400.28
East end of W. Appr. Slab	35+46.41	18.22	400.21

DESIGNED - Curt M. Evoy	EXAMINED	DATE - JANUARY 24, 2014	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - Phillp Coppernoll		REVISED	
DRAWN - h.t. duong	PASSED	REVISED	
CHECKED - FT/GRA	ACTING ENGINEER OF BRIDGE DESIGN; ACTING ENGINEER OF BRIDGES AND STRUCTURES		

TOP WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 100-0080
SHEET NO. 5 OF 18 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588	39B-1	WILLIAMSON	224	80
		CONTRACT NO. 78277		
	ILLINOIS FED. AID PROJECT			

NORTH CURB LINE

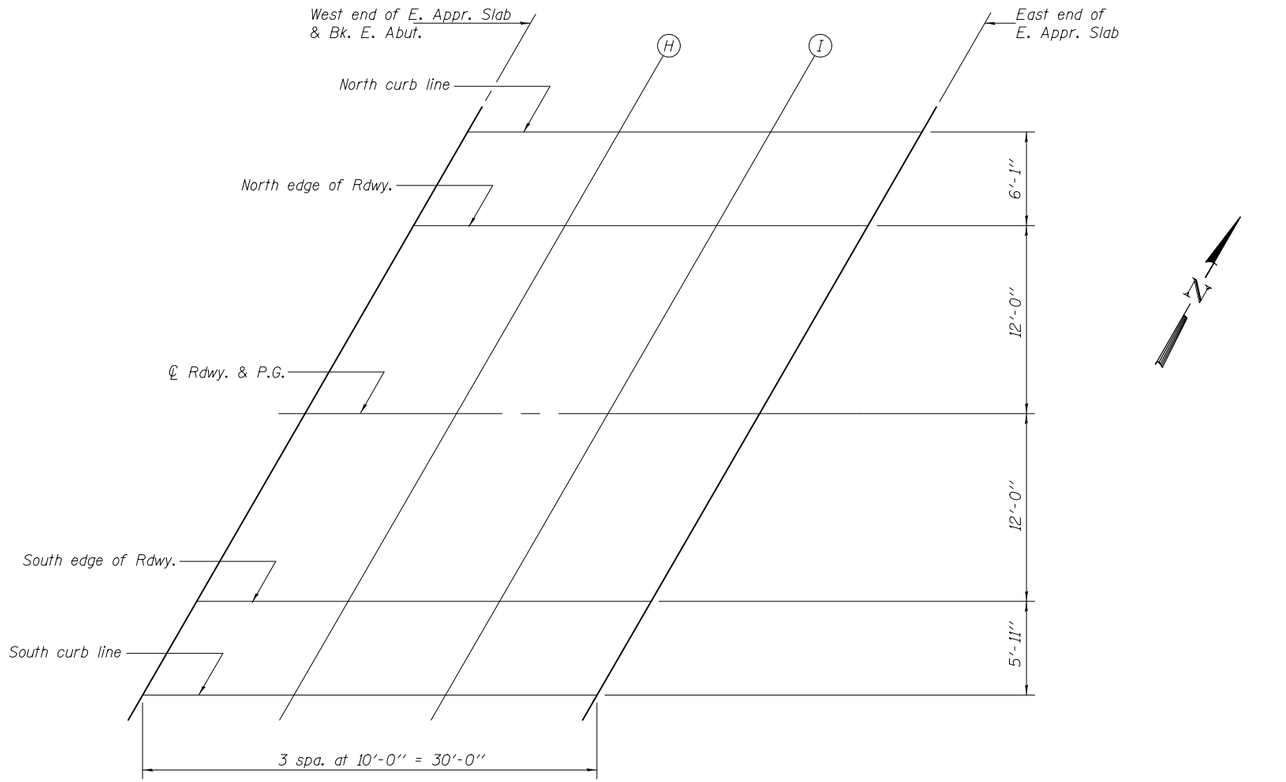
Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	36+33.94	-18.08	398.94
H	36+43.94	-18.08	398.94
I	36+53.94	-18.08	398.91
East end of E. Appr. Slab	36+63.94	-18.08	398.89

NORTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	36+30.43	-12.00	399.06
H	36+40.43	-12.00	399.06
I	36+50.43	-12.00	399.05
East end of E. Appr. Slab	36+60.43	-12.00	399.02

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	36+23.50	0.00	399.30
H	36+33.50	0.00	399.28
I	36+43.50	0.00	399.25
East end of E. Appr. Slab	36+53.50	0.00	399.23



PLAN

SOUTH EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	36+16.57	12.00	399.59
H	36+26.57	12.00	399.53
I	36+36.57	12.00	399.48
East end of E. Appr. Slab	36+46.57	12.00	399.43

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
West end of E. Appr. Slab	36+13.16	17.92	399.73
H	36+23.16	17.92	399.66
I	36+33.16	17.92	399.59
East end of E. Appr. Slab	36+43.16	17.92	399.52

DESIGNED - Curt M. Evoy
CHECKED - Philip Coppernoll
DRAWN - h.t. duong
CHECKED - FT/GRA

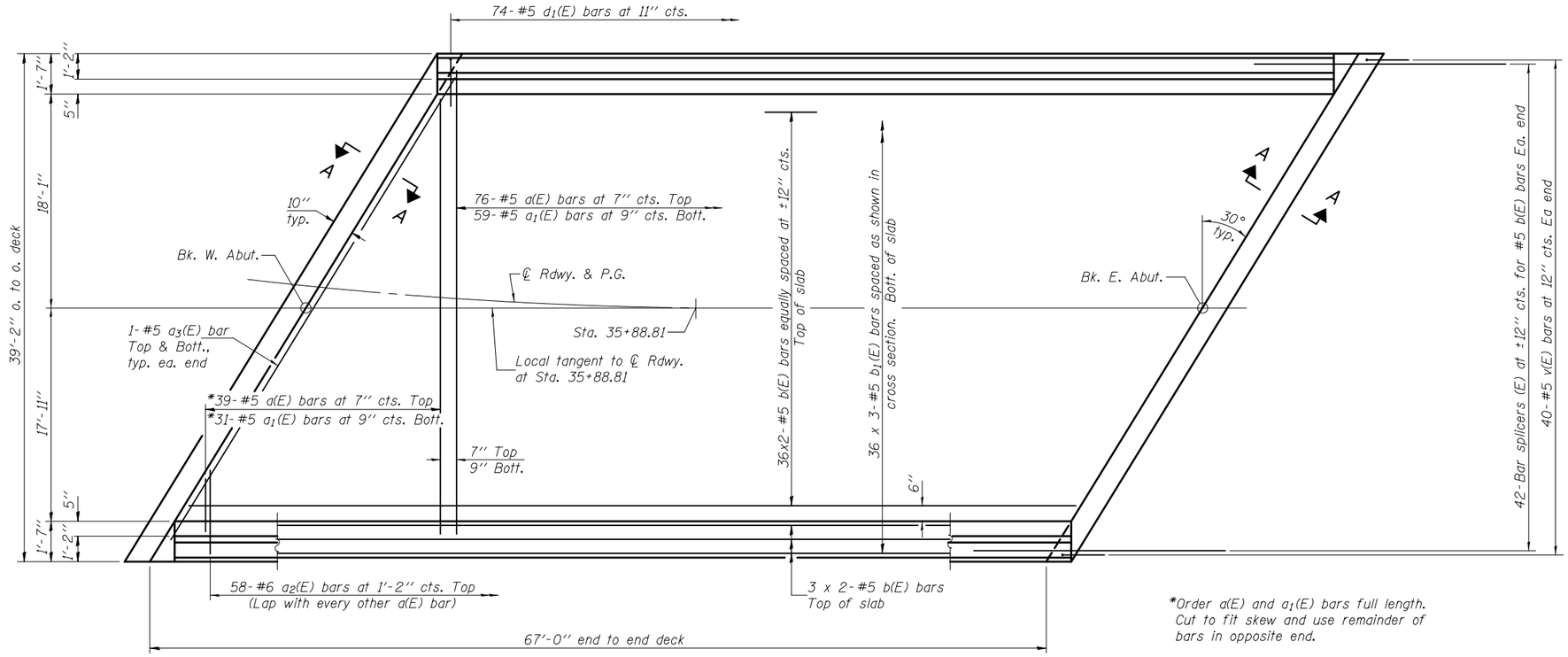
EXAMINED
Joyne F. Siddle
ACTING ENGINEER OF BRIDGE DESIGN
PASSED
Carl Tunzy
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - JANUARY 24, 2014
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 100-0080
SHEET NO. 6 OF 18 SHEETS

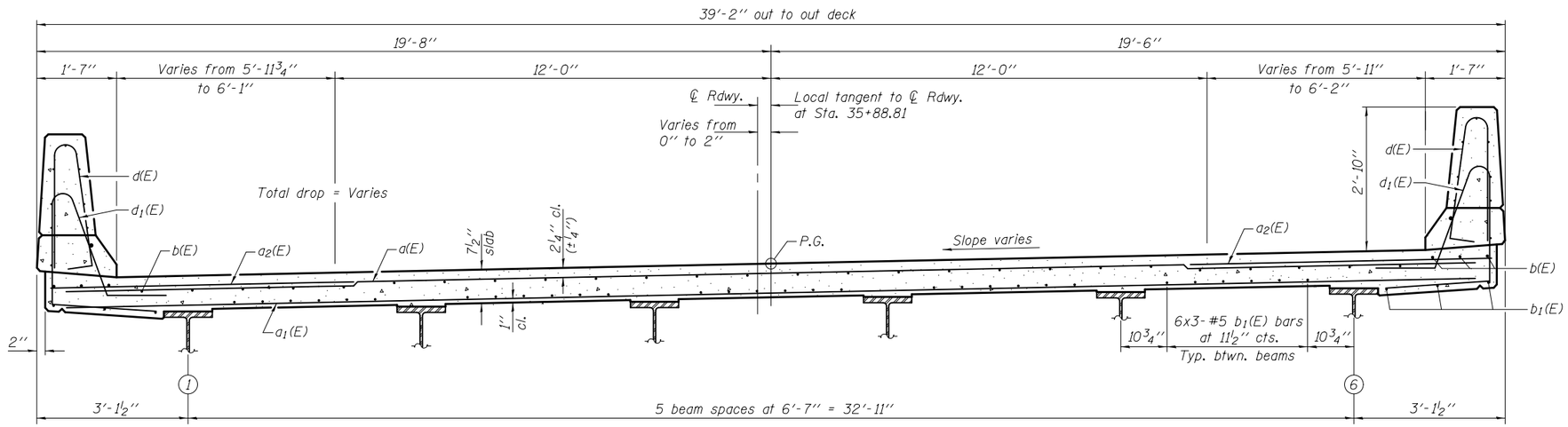
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588	39B-1	WILLIAMSON	224	81
		CONTRACT NO. 78277		
	ILLINOIS FED. AID PROJECT			



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 bars = 3'-3''



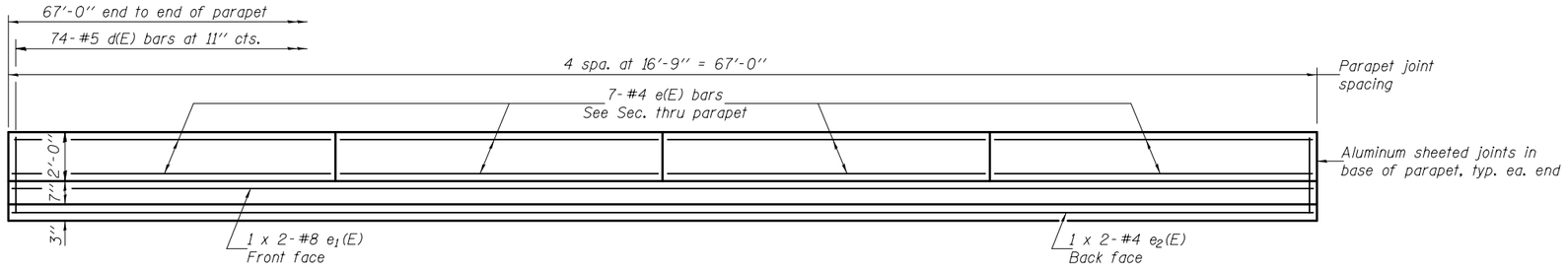
CROSS SECTION
(Looking east)

Notes:
See sheet 8 of 18 for superstructure details and Bill of Material.
Bars indicated thus 36 x 3- #5 etc. indicates 36 lines of bars with 3 lengths per line.
See sheet 8 of 18 for parapet reinforcement.
See sheet 9 of 18 for Section A-A.
See sheet 17 of 18 for bar splicer details.

DESIGNED - Curt M. Evoy	EXAMINED	DATE - JANUARY 24, 2014	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - Philip Coppernoll		REVISED	
DRAWN - h.t. duong	PASSED	REVISED	
CHECKED - FT/GRA	ACTING ENGINEER OF BRIDGE DESIGN; ACTING ENGINEER OF BRIDGES AND STRUCTURES		

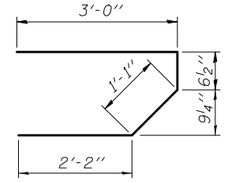
SUPERSTRUCTURE
STRUCTURE NO. 100-0080
SHEET NO. 7 OF 18 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588	39B-1	WILLIAMSON	224	82
		CONTRACT NO. 78277		
	ILLINOIS	FED. AID PROJECT		

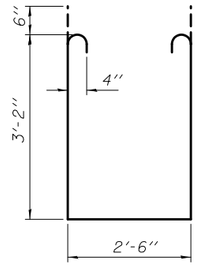


INSIDE ELEVATION OF PARAPET

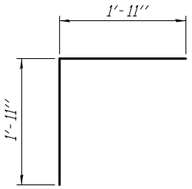
(Looking north)



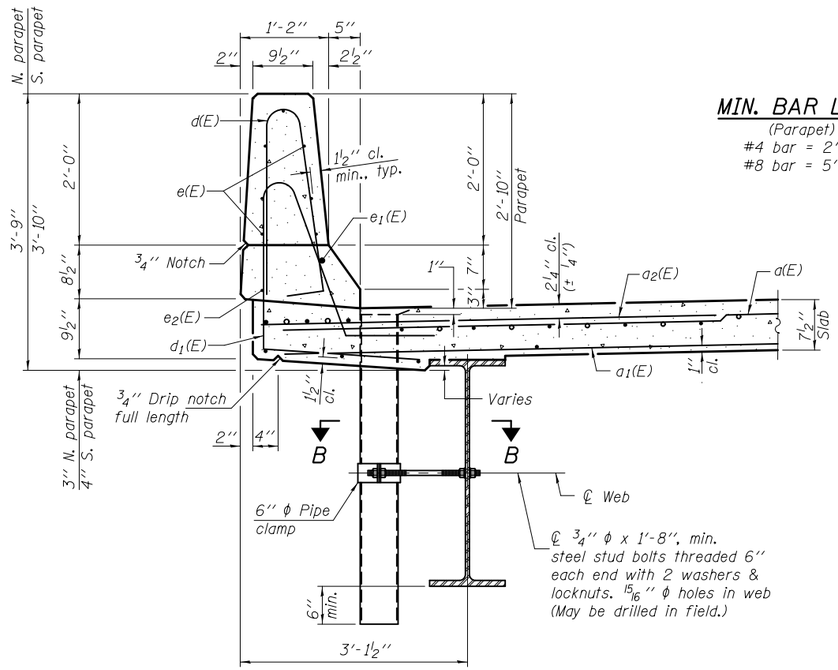
BAR s(E)



BAR s_1(E)



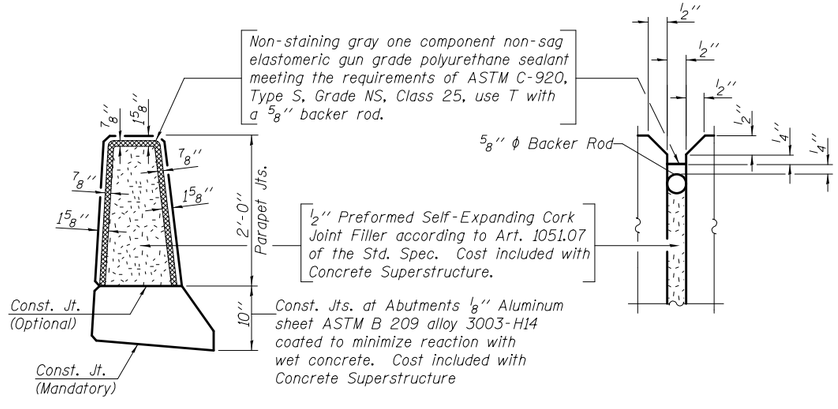
BAR v(E)



SECTION THRU PARAPET

MIN. BAR LAPS

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



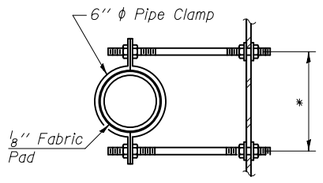
PARAPET JOINT DETAILS

Notes:
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.
Floor drains need not be painted.

SUPERSTRUCTURE BILL OF MATERIAL

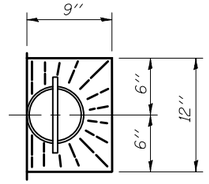
Bar	No.	Size	Length	Shape
a(E)	115	#5	38'-6"	
a_1(E)	90	#5	36'-10"	
a_2(E)	116	#6	6'-6"	
a_3(E)	4	#5	44'-6"	
b(E)	84	#5	35'-0"	
b_1(E)	108	#5	24'-5"	
d(E)	148	#5	5'-7"	
d_1(E)	148	#5	7'-11"	
e(E)	56	#4	16'-5"	
e_1(E)	4	#8	35'-11"	
e_2(E)	4	#4	34'-4"	
m(E)	10	#6	44'-10"	
m_1(E)	24	#6	11'-0"	
m_2(E)	10	#6	7'-3"	
m_3(E)	4	#6	3'-3"	
s(E)	82	#5	6'-10"	
s_1(E)	72	#4	9'-10"	
v(E)	80	#5	3'-10"	
Reinforcement Bars, Epoxy Coated			Pound	20960
Concrete Superstructure			Cu. Yds.	107.3

Bars indicated thus 1 x 2-#4 etc. indicates 1 line of bars with 2 lengths per line.

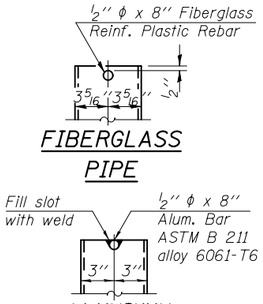


SECTION B-B

*Dimension as required by Pipe Clamp

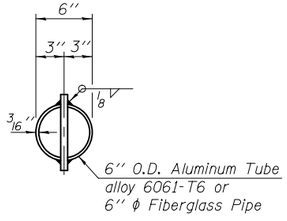


TOP PLAN



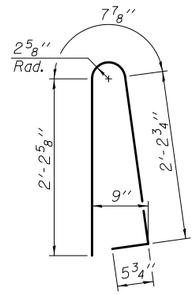
FIBERGLASS PIPE

ALUMINUM TUBE

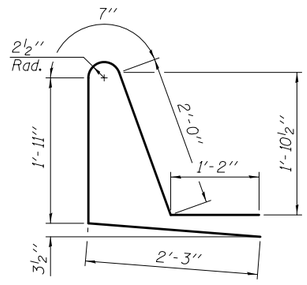


TOP PLAN

(Showing Aluminum Tube)



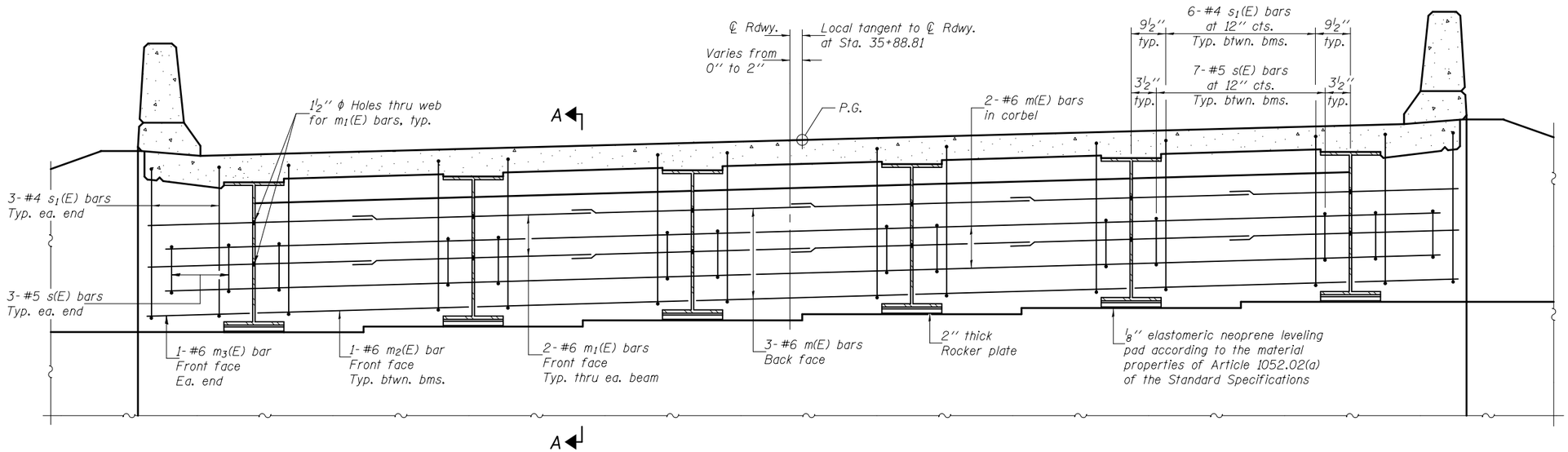
BAR d(E)



BAR d_1(E)

DESIGNED - Curt M. Evoy	EXAMINED	DATE - JANUARY 24, 2014	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - Phillp Coppernoll	PASSED	REVISED	**SUPERSTRUCTURE DETAILS STRUCTURE NO. 100-0080**
DRAWN - h.t. duong	ACTING ENGINEER OF BRIDGE DESIGN	REVISED	SHEET NO. 8 OF 18 SHEETS
CHECKED - FT/GRA	ACTING ENGINEER OF BRIDGES AND STRUCTURES		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588	39B-1	WILLIAMSON	224	83
		CONTRACT NO. 78277		
		ILLINOIS FED. AID PROJECT		



DIAPHRAGM ELEVATION AT EAST ABUTMENT

(Looking east)

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet 8 of 18.

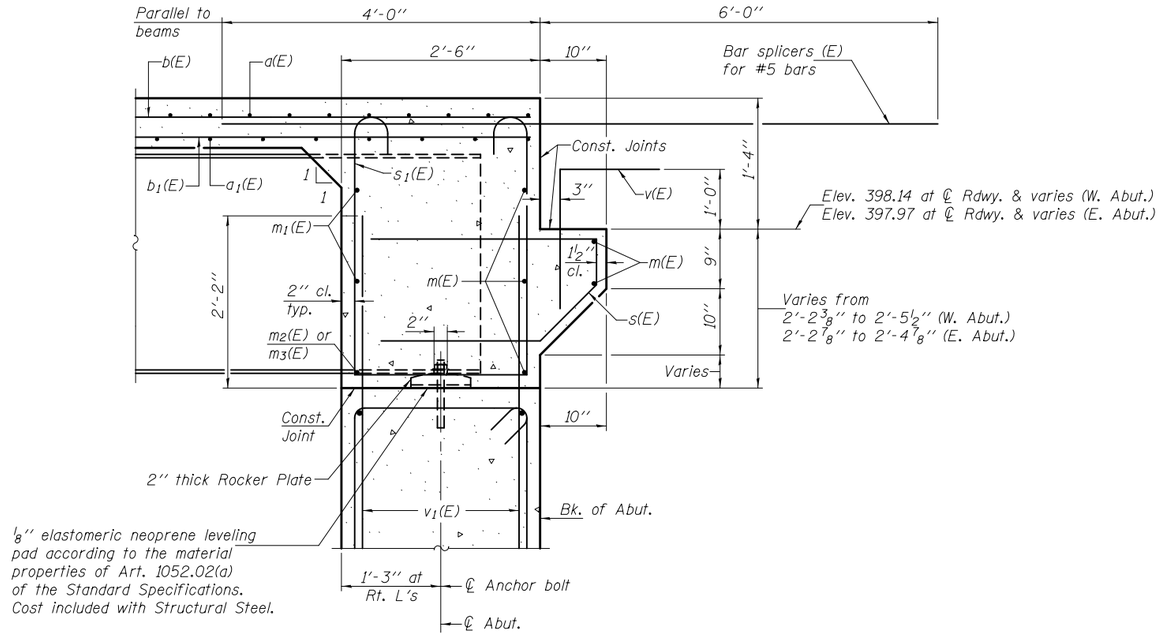
Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 18.

For details of bars s(E) & s_1(E) see sheet 8 of 18.

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.

MIN. BAR LAP

#6 bar = 3'-4''

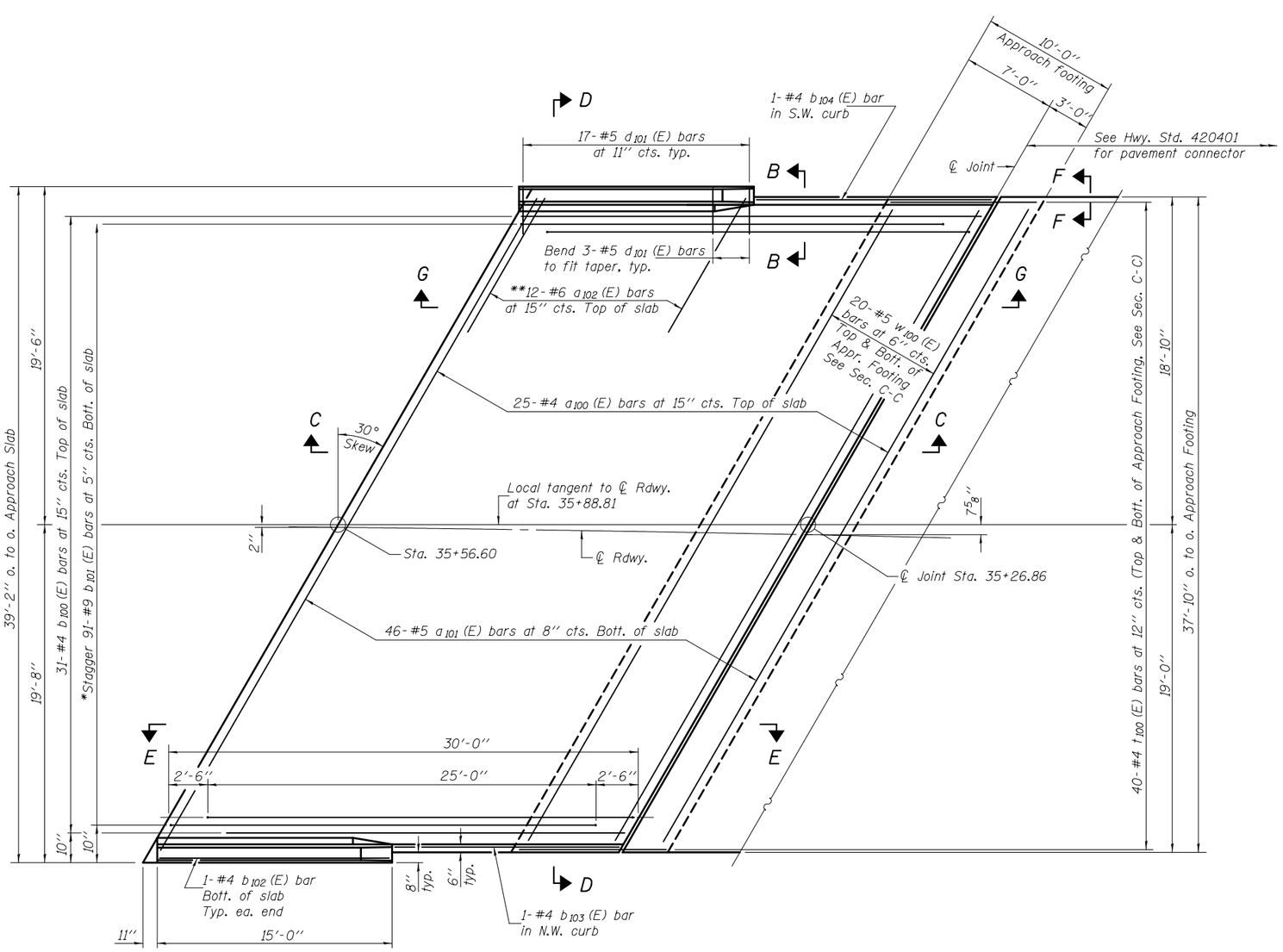


SECTION A-A

Dimensions at right angles to abutment, except as shown.

DESIGNED - Curt M. Evoy	EXAMINED	DATE - JANUARY 24, 2014	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**INTEGRAL ABUTMENT DIAPHRAGM DETAILS STRUCTURE NO. 100-0080**	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - Philip Coppernoll					9588	39B-1	WILLIAMSON	224	84
DRAWN - h.t. duong	PASSED	REVISED					CONTRACT NO. 78277		
CHECKED - FT/GRA	ACTING ENGINEER OF BRIDGE DESIGN	REVISED		SHEET NO. 9 OF 18 SHEETS			ILLINOIS	FED. AID PROJECT	
	ACTING ENGINEER OF BRIDGES AND STRUCTURES								

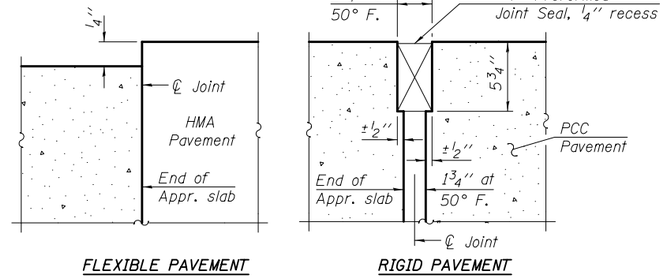
Notes:
See sheet 12 of 18 for Sections C-C & D-D and View E-E.
a_{100} (E) and a_{101} (E) bar spacings measured along local tangent to ℄ Rdwy. at Sta. 35+88.81.



PLAN

*Tilt #9 b_{101} (E) bars as required to maintain clearance.
**Space between a_{100} (E) bars, typ. ea. parapet.

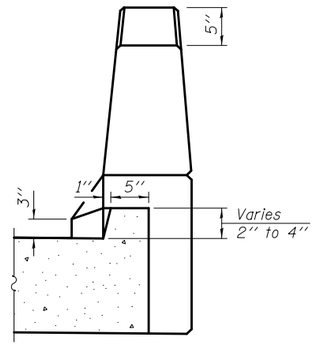
***Cost included with Concrete Superstructure.



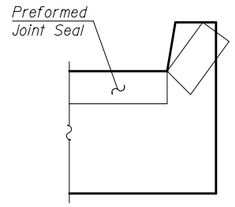
FLEXIBLE PAVEMENT — RIGID PAVEMENT

DETAIL A

PREFORMED JOINT SEAL



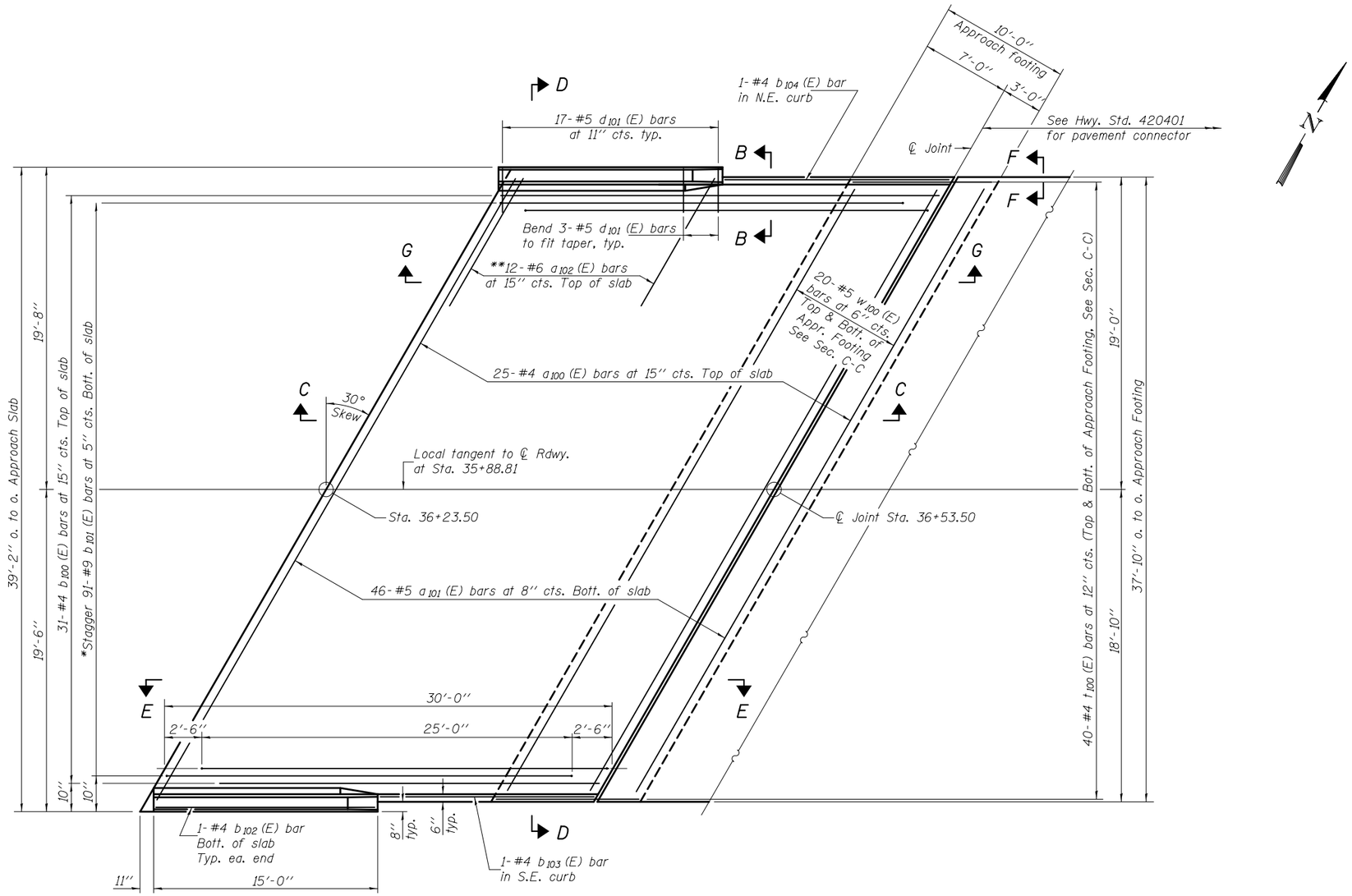
VIEW B-B



VIEW F-F

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

DESIGNED - Curt M. Evoy	EXAMINED		DATE - JANUARY 24, 2014	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**WEST BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 100-0080**	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - Philip Coppernoll						9588	39B-1	WILLIAMSON	224	85
DRAWN - h.t. duong	PASSED		REVISED					CONTRACT NO. 78277		
CHECKED - FT/GRA		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 10 OF 18 SHEETS			ILLINOIS FED. AID PROJECT		



PLAN

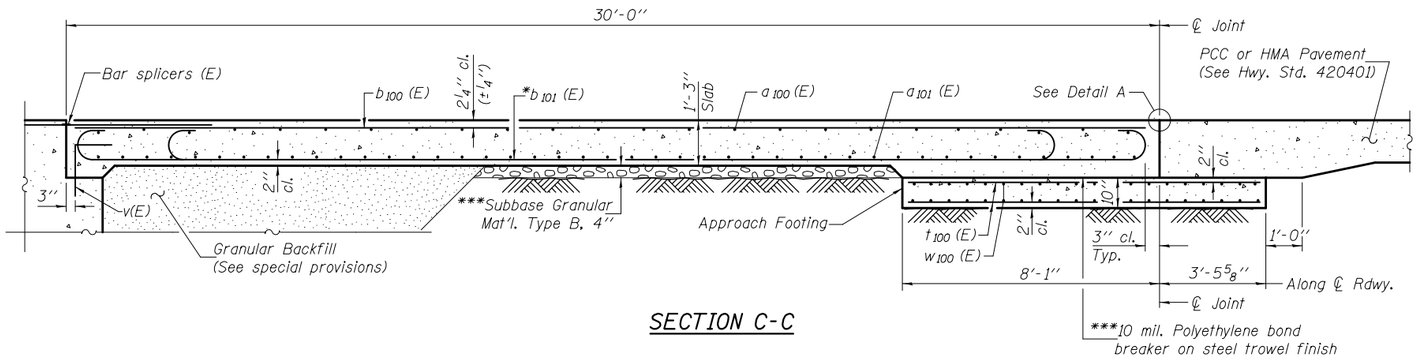
*Tilt #9 b_{101} (E) bars as required to maintain clearance.
**Space between a_{100} (E) bars, typ. ea. parapet.

Notes:
See sheet 12 of 18 for Sections C-C & D-D and View E-E.
a_{100} (E) and a_{101} (E) bar spacings measured along local tangent to ℄ Rdwy at Sta. 35+88.81.
See sheet 10 of 18 for Detail A, Preformed Joint Seal detail, Views B-B & F-F.

DESIGNED - Curt M. Evoy	EXAMINED	DATE - JANUARY 24, 2014	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - Philip Coppernoll			
DRAWN - h.t. duong	PASSED	REVISED	
CHECKED - FT/GRA	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

EAST BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 100-0080
SHEET NO. 11 OF 18 SHEETS

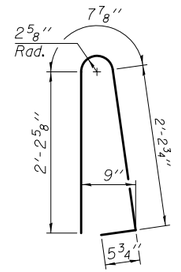
F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588	39B-1	WILLIAMSON	224	86
		CONTRACT NO. 78277		
	ILLINOIS	FED. AID PROJECT		



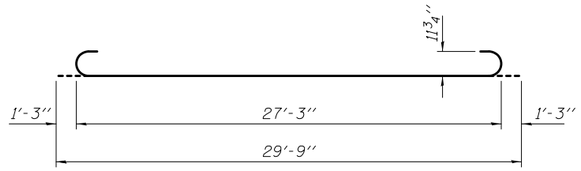
SECTION C-C

Notes:
See sheet 10 of 18 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 8 of 18.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 17 of 18.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill and drainage treatment details, see sheet 2 of 18.
For additional parapet details, see sheet 8 of 18.

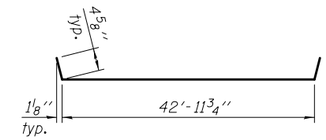
*Tilt #9 b_{101} (E) bars as required to maintain clearance.
***Cost included with Concrete Superstructure.



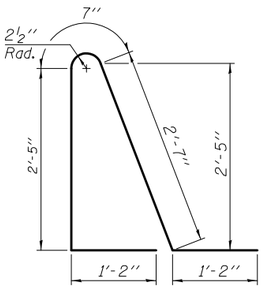
BAR d_{100} (E)



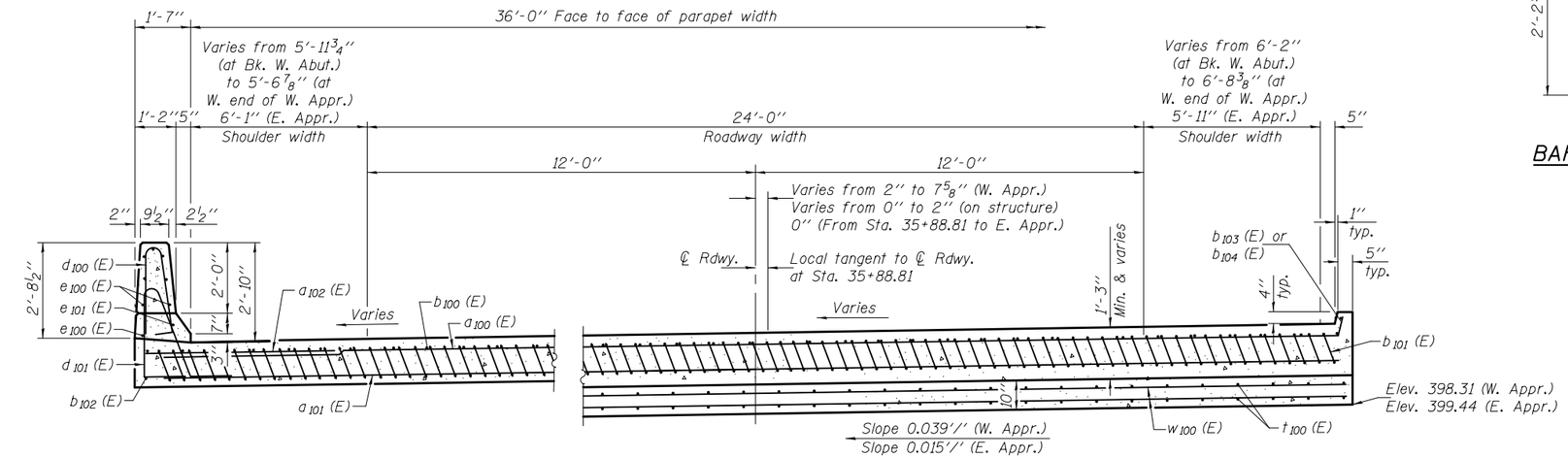
BAR b_{101} (E)



BAR a_{100} (E)



BAR d_{101} (E)

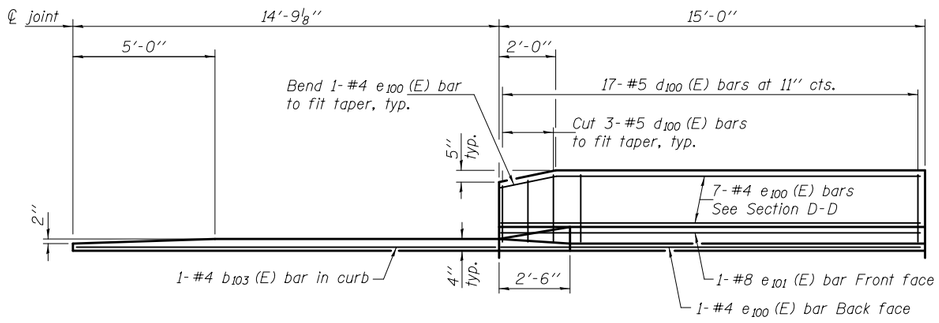


NEAR ABUTMENT

AT APPROACH FOOTING

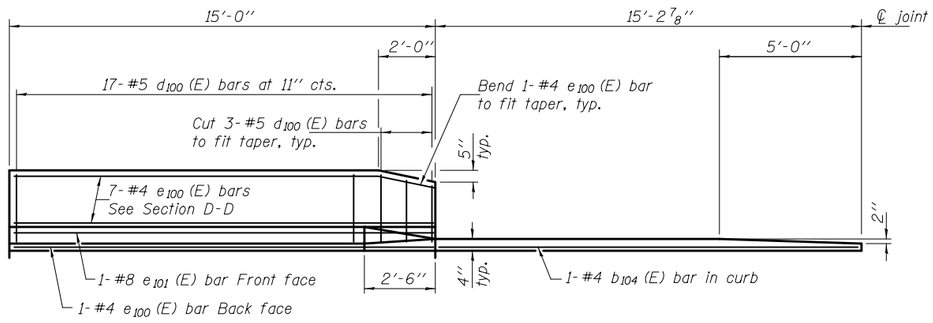
SECTION D-D

(See Plan for dimensions not shown)



VIEW E-E

(Dimensions measured along inside of curbs)



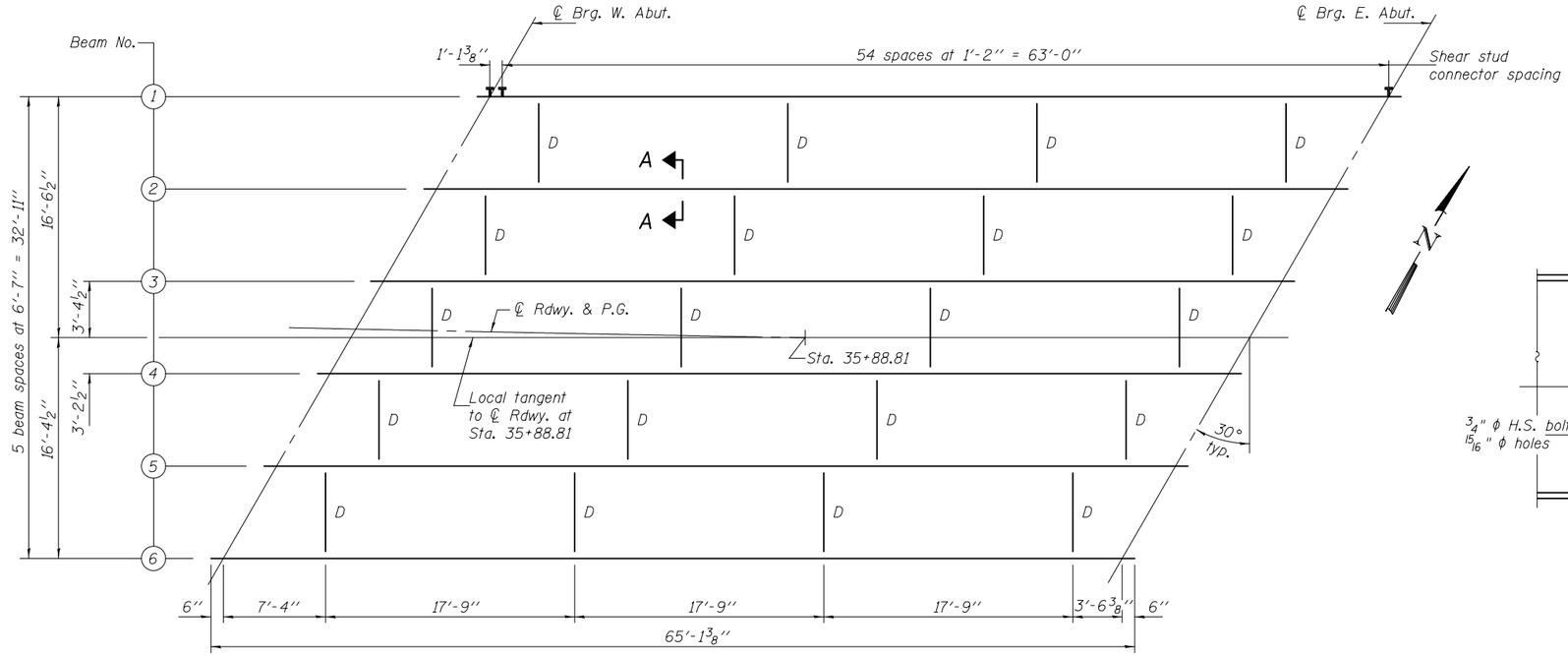
VIEW G-G

(Dimensions measured along inside of curbs)

TWO APPROACHES BILL OF MATERIAL

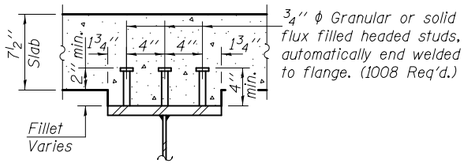
Bar	No.	Size	Length	Shape
a_{100} (E)	50	#4	42'-9"	
a_{101} (E)	92	#5	43'-4"	
a_{102} (E)	48	#4	6'-6"	
b_{100} (E)	62	#4	29'-8"	
b_{101} (E)	182	#9	29'-9"	
b_{102} (E)	4	#4	14'-8"	
b_{103} (E)	2	#4	14'-4"	
b_{104} (E)	2	#4	15'-1"	
d_{100} (E)	68	#5	5'-7"	
d_{101} (E)	68	#5	7'-11"	
e_{100} (E)	32	#4	14'-8"	
e_{101} (E)	4	#8	14'-8"	
t_{100} (E)	160	#4	11'-2"	
w_{100} (E)	80	#5	43'-4"	
Concrete Superstructure			Cu. Yd.	114.3
Concrete Structures			Cu. Yd.	27.0
Reinforcement Bars, Epoxy Coated			Pound	31750

DESIGNED - Curt M. Evoy	EXAMINED	ACTING ENGINEER OF BRIDGE DESIGN	DATE - JANUARY 24, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 100-0080	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - Phillip Coppernoll	PASSED	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 12 OF 18 SHEETS	9588	39B-1	WILLIAMSON	224	87
DRAWN - h.t. duong			REVISED					CONTRACT NO. 78277		
CHECKED - FT/GRA								ILLINOIS FED. AID PROJECT		

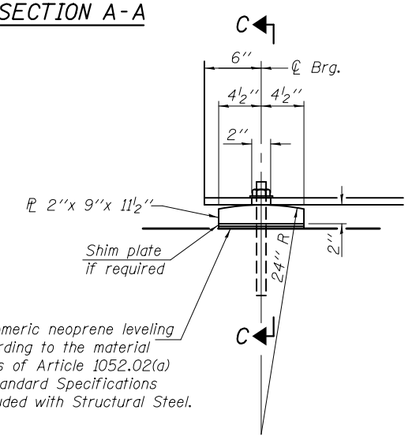


PLAN

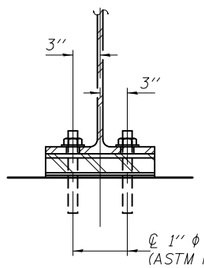
(All beams are W33x118 AASHTO M270 Grade 50W and NTR).



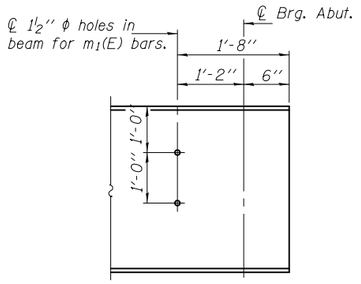
SECTION A-A



ELEVATION AT ABUTMENT

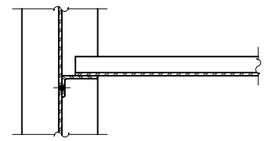


SECTION C-C

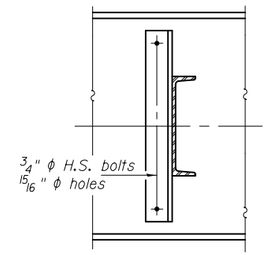


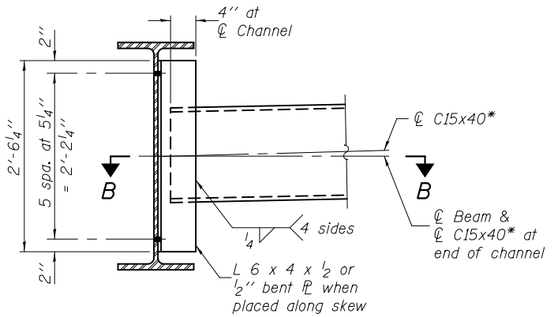
TYP. END OF BEAM ELEVATION

FIXED BEARING



SECTION B-B





DIAPHRAGM D

(20 Required)

Note: Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

Anchor bolts may be cast in place or installed in holes drilled after members are in place.

Two hardened washers required for each set of oversized holes in diaphragms.

All diaphragms shall be installed as steel is erected and secured with erection pins and bolts.

INTERIOR BEAM MOMENT TABLE		0.5 Sp. 1
Is	(in^4)	5900
Ic (n)	(in^4)	15945
Ic (3n)	(in^4)	11763
Ss	(in^3)	359
Sc (n)	(in^3)	531
Sc (3n)	(in^3)	481
℄	(k/ft.)	0.765
M℄	('k)	393.1
s℄	(k/ft.)	0.479
Ms℄	('k)	246.1
M℄	('k)	554.2
M (Imp)	('k)	138.0
5/3[M℄+M(Imp)]	('k)	1153.8
Ma	('k)	2330.9
Mu	('k)	2981.5
fs℄ non-comp	(k.s.i.)	13.1
fs℄ (comp)	(k.s.i.)	6.1
fs5/3(℄+Imp)	(k.s.i.)	26.1
fs (Overload)	(k.s.i.)	45.4
fs (Total)	(k.s.i.)	
VR	(k)	46.5

Is and Ss are the moment of inertia and section modulus of the steel section used in computing fs (Total & Overload).

Ic(n) and Sc(n) are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.

Ic(3n) and Sc(3n) are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (see AASHTO 10.38)

VR is the maximum Live Load + Impact shear range in span.

Ma (Applied Moment)=1.3[M℄ + Ms℄ + 5/3(M℄ + M(Imp))].

The Plastic Moment capacity (Mu) is computed according to AASHTO 10.48.1 and 10.50.1.1.

fs (Overload) is the sum of the stresses due to M℄ + Ms℄ + 5/3(M℄ + M(Imp)).

fs (Total) (Non-compact section) is the sum of the stresses due to 1.3[M℄ + Ms℄ + 5/3(M℄ + M(Imp))].

M℄ and R℄ include effects of Centrifugal Force and Superelevation.

*TOP OF BEAM ELEVATIONS

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
℄ Brg. W. Abut.	398.21	398.43	398.67	398.92	399.19	399.46
℄ Brg. E. Abut.	398.29	398.43	398.56	398.71	398.87	399.03

*For fabrication only.

INTERIOR BEAM REACTION TABLE		Abutment
R℄	(k)	39.9
R℄	(k)	39.0
Imp.	(k)	9.7
R (Total)	(k)	88.6

DESIGNED -	Curt M. Evoy
CHECKED -	Philip Coppernoll
DRAWN -	h.t. duong
CHECKED -	FT/GRA

EXAMINED

ACTING ENGINEER OF BRIDGE DESIGN

PASSED

ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - JANUARY 24, 2014

REVISED

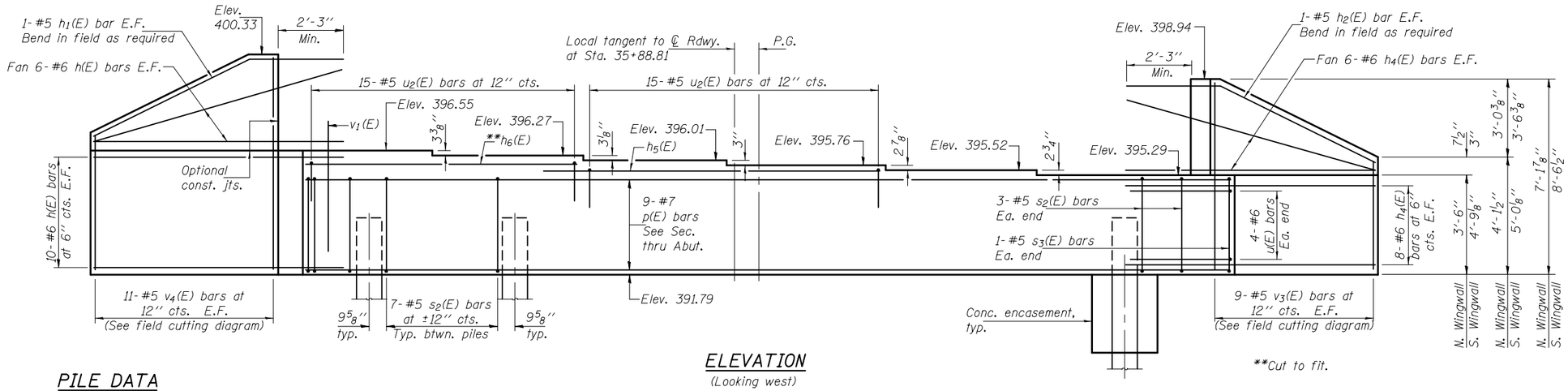
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL
STRUCTURE NO. 100-0080

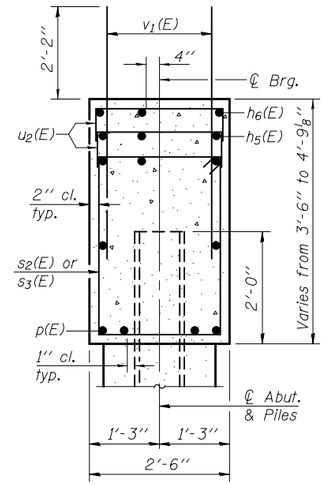
SHEET NO. 13 OF 18 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588	39B-1	WILLIAMSON	224	88
		CONTRACT NO. 78277		
	ILLINOIS FED. AID PROJECT			



ELEVATION

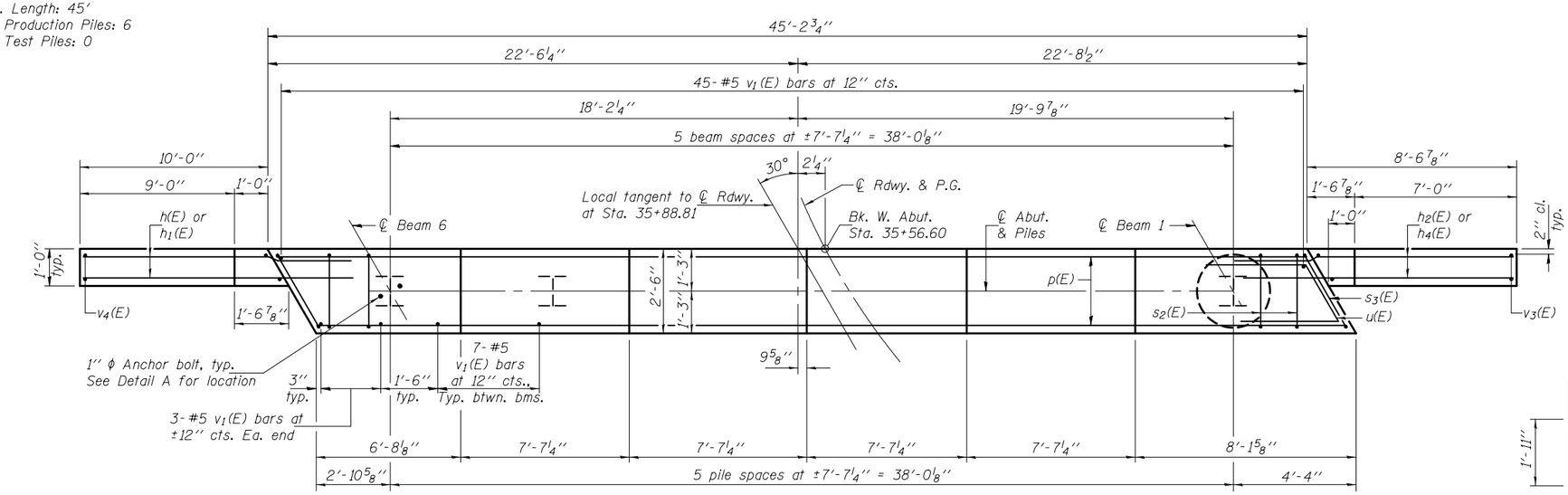
(Looking west)



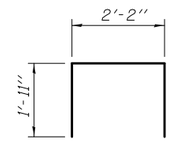
SEC. THRU ABUT.

PILE DATA

Type: Steel HP12x53
Nominal Required Bearing: 418 Kips
Allowable Resistance Available: 139 Kips
Est. Length: 45'
No. Production Piles: 6
No. Test Piles: 0



PLAN

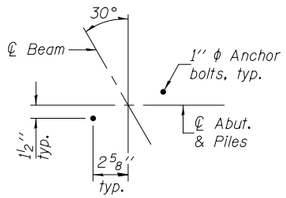


BAR u2(E)

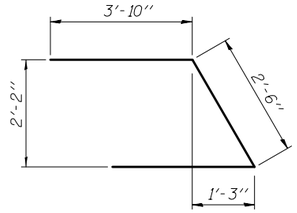
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#6	13'-4"	
h1(E)	2	#5	13'-4"	
h2(E)	2	#5	11'-4"	
h4(E)	28	#6	11'-0"	
h5(E)	3	#5	16'-11"	
h6(E)	3	#5	15'-5"	
p(E)	9	#7	44'-10"	
s2(E)	41	#5	11'-7"	
s3(E)	2	#5	12'-3"	
u(E)	8	#6	10'-2"	
u2(E)	30	#5	6'-0"	
v1(E)	86	#5	4'-4"	
v3(E)	9	#5	10'-7"	
v4(E)	11	#5	12'-8"	
Concrete Structures		Cu. Yd.	21.4	
Reinforcement Bars, Epoxy Coated		Pound	3540	
Structure Excavation		Cu. Yd.	95	
Furnishing Steel Piles HP12x53		Foot	270	
Driving Piles		Foot	270	
Concrete Encasement		Cu. Yd.	2.1	
Anchor Bolts, 1"		Each	12	

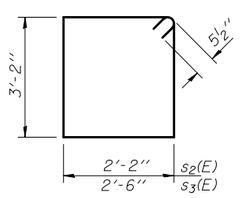
Notes:
Pour steps monolithically with cap.
Space reinforcement in cap to miss anchor bolts.
For details of piles and concrete encasement, see sheet 16 of 18.



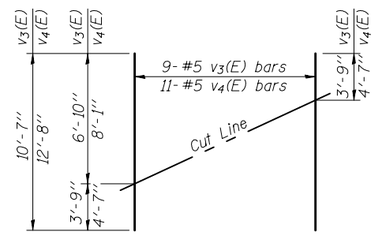
DETAIL "A"



BAR u(E)



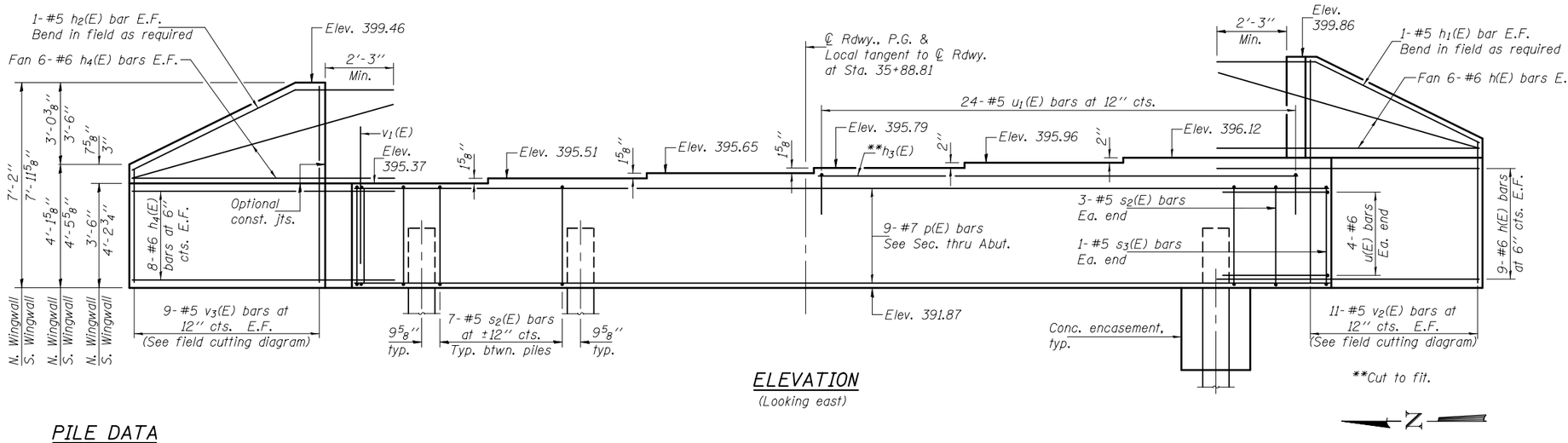
BARS s2(E) & s3(E)



FIELD CUTTING DIAGRAM

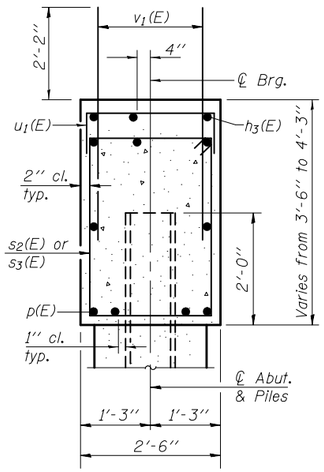
Order v3(E) & v4(E) full length. Cut as shown and use remainder of bars in opposite face.

DESIGNED - Curt M. Evoy	EXAMINED	Joyce F. Oberle ACTING ENGINEER OF BRIDGE DESIGN	DATE - JANUARY 24, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST ABUTMENT STRUCTURE NO. 100-0080	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - Philip Coppernoll	PASSED	A. Carl Provo ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 14 OF 18 SHEETS	9588	39B-1	WILLIAMSON	224	89
DRAWN - h.t. duong			REVISED					CONTRACT NO. 78277		
CHECKED - FT/GRA								ILLINOIS FED. AID PROJECT		



**Cut to fit.

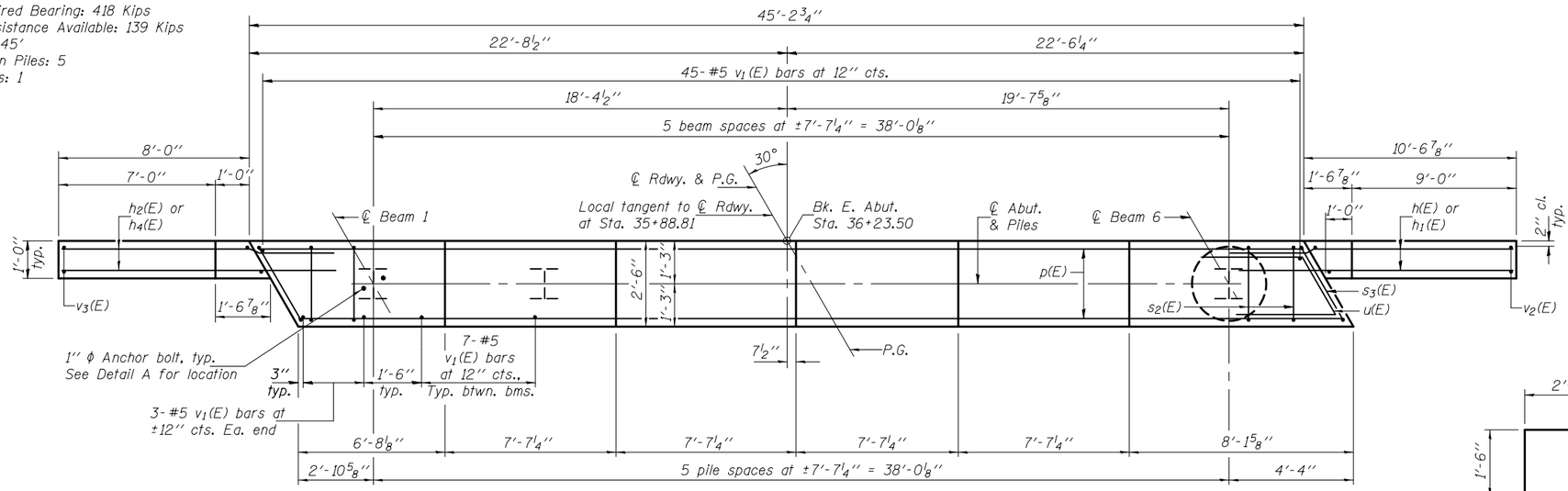
ELEVATION
(Looking east)



SEC. THRU ABUT.

PILE DATA

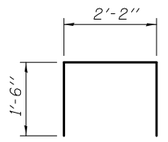
Type: Steel HP12x53
Nominal Required Bearing: 418 Kips
Allowable Resistance Available: 139 Kips
Est. Length: 45'
No. Production Piles: 5
No. Test Piles: 1



PLAN

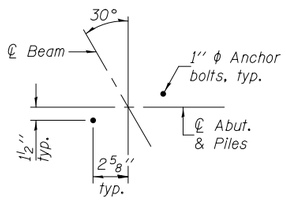
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	30	#6	13'-4"	
h1(E)	2	#5	13'-4"	
h2(E)	2	#5	11'-4"	
h3(E)	3	#5	23'-0"	
h4(E)	28	#6	11'-0"	
p(E)	9	#7	44'-10"	
s2(E)	41	#5	11'-7"	
s3(E)	2	#5	12'-3"	
u(E)	8	#6	10'-2"	
u1(E)	24	#5	5'-2"	
v1(E)	86	#5	4'-4"	
v2(E)	11	#5	11'-8"	
v3(E)	9	#5	10'-7"	
Concrete Structures		Cu. Yd.	20.2	
Reinforcement Bars, Epoxy Coated		Pound	3410	
Structure Excavation		Cu. Yd.	93	
Furnishing Steel Piles HP12x53		Foot	225	
Driving Piles		Foot	225	
Test Pile Steel HP12x53		Each	1	
Concrete Encasement		Cu. Yd.	2.1	
Anchor Bolts, 1"		Each	12	

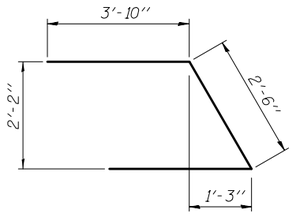


BAR u2(E)

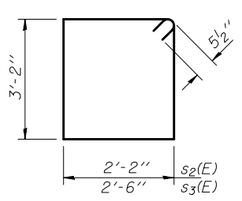
Notes:
Pour steps monolithically with cap.
Space reinforcement in cap to miss anchor bolts.
For details of piles and concrete encasement, see sheet 16 of 18.



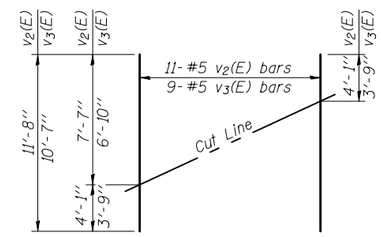
DETAIL "A"



BAR u(E)



BARS s2(E) & s3(E)

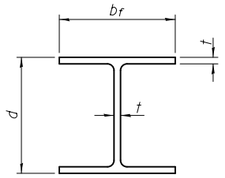


FIELD CUTTING DIAGRAM

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

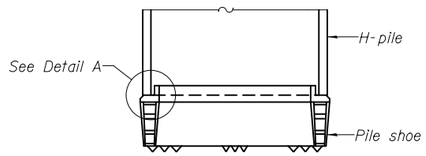
DESIGNED - Curt M. Evoy	EXAMINED	DATE - JANUARY 24, 2014	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - Philip Coppernoll	ACTING ENGINEER OF BRIDGE DESIGN	REVISED	**EAST ABUTMENT STRUCTURE NO. 100-0080**
DRAWN - h.t. duong	PASSED	REVISED	SHEET NO. 15 OF 18 SHEETS
CHECKED - FT/GRA	ACTING ENGINEER OF BRIDGES AND STRUCTURES		

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588	39B-1	WILLIAMSON	224	90
		CONTRACT NO. 78277		
		ILLINOIS FED. AID PROJECT		

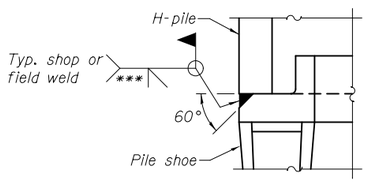


STEEL PILE TABLE

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"

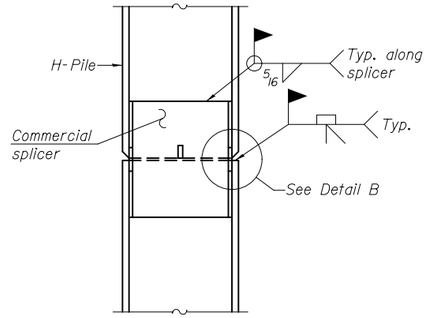


ELEVATION

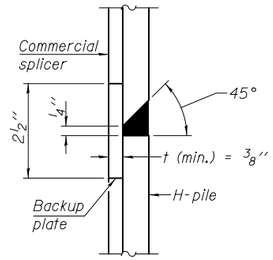


DETAIL A

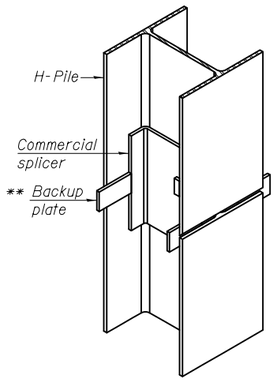
H-PILE SHOE ATTACHMENT



ELEVATION

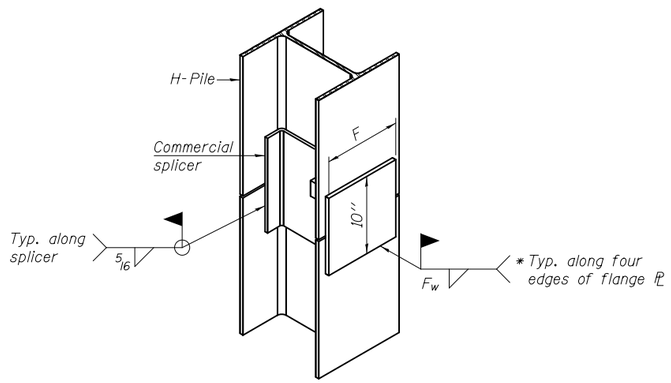


DETAIL "B"

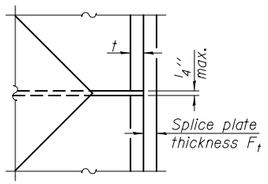


ISOMETRIC VIEW

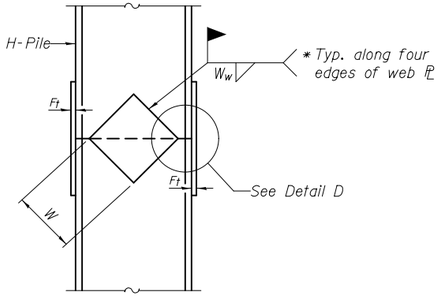
WELDED COMMERCIAL SPLICE



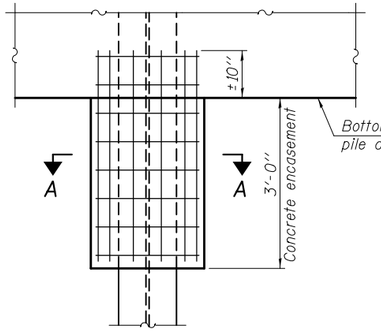
ISOMETRIC VIEW



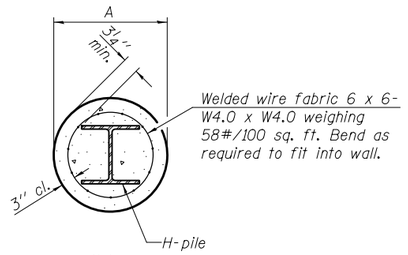
DETAIL D



ELEVATION



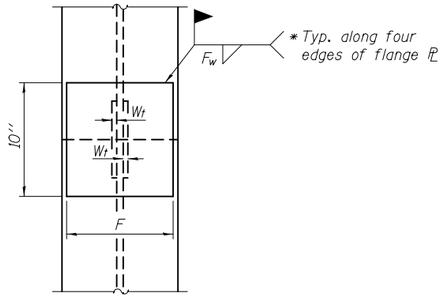
ELEVATION



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

SECTION A-A

PILE ENCASEMENT



END VIEW

Designation	F	F_t	F_w	W	W_t	W_w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	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

WELDED COMMERCIAL SPLICE ALTERNATE

* Interrupt welds 1/4" from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

*** Weld size per pile shoe manufacturer (5/16" min.).

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

F-HP 1-27-12

DESIGNED	-	Curt M. Evoy	
CHECKED	-	Phillip Coppernoll	
DRAWN	-	h.t. duong	
CHECKED	-	FT/GRA	

EXAMINED — PASSED

Joyce F. Dibble
ACTING ENGINEER OF BRIDGE DESIGN
Carl Puzey
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - JANUARY 24, 2014

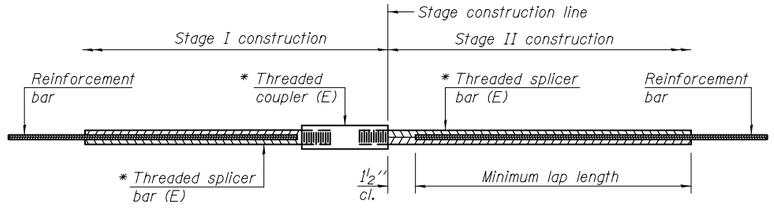
REVISED

REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 100-0080
SHEET NO. 16 OF 18 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588	39B-1	WILLIAMSON	224	91
		CONTRACT NO. 78277		
	ILLINOIS	FED. AID PROJECT		



STANDARD BAR SPLICER ASSEMBLY

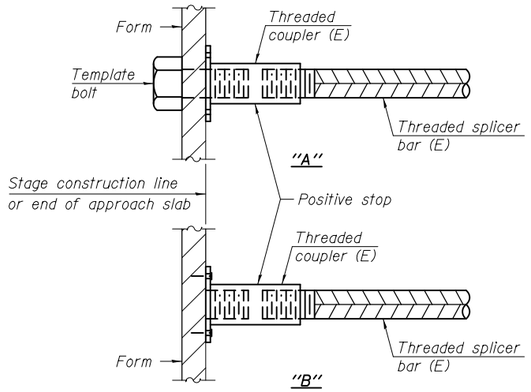
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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

Threaded splicer bar length = min. lap length + 1½" + thread length

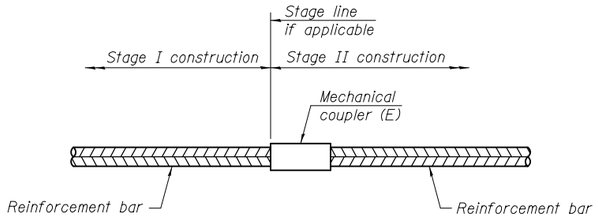
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



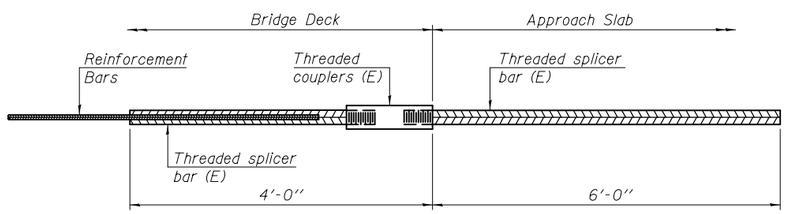
INSTALLATION AND SETTING METHODS

"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.



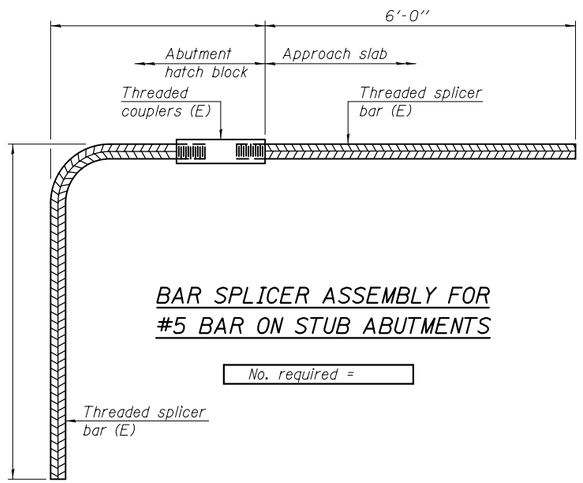
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required = 84



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

Splicer bars shall be deformed with threaded ends and have a minimum 60 ksi yield strength.

All reinforcement shall be lapped and tied to the splicer bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars. See Section 508 of the Standard Specifications.

See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1 1-27-12

DESIGNED - Curt M. Evoy	EXAMINED	DATE - JANUARY 24, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS STRUCTURE NO. 100-0080	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - Philip Coppernoll					9588	39B-1	WILLIAMSON	224	92
DRAWN - h.t. duong	PASSED	REVISED					CONTRACT NO. 78277		
CHECKED - FT/GRA	ACTING ENGINEER OF BRIDGE DESIGN	REVISED		SHEET NO. 17 OF 18 SHEETS			ILLINOIS	FED. AID PROJECT	
	ACTING ENGINEER OF BRIDGES AND STRUCTURES								

Illinois Department of Transportation
Division of Highways
District – Materials

SOIL BORING LOG

Date 81403

ROUTE FAU 9588 DESCRIPTION FAU 9588 over Pond Creek Tributary LOGGED BY Bryan Keller

SECTION 39Q(B–1) LOCATION 0.75 mi. E. of Herrin, SEC. 20, TWP. 8 S, RNG. 2 E, 3 PM

COUNTY Williamson DRILLING METHOD HAMMER TYPE

STRUCT. NO. 100–0080
Station 35 + 90.00

BORING NO. 1–S
Station 35 + 80
Offset 4.00ft Rt
Ground Surface Elev. 389.3 ft

Surface Water Elev. 384.0 ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 377.8 ft
Upon Completion ft
After 20 Hrs. 383.3 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	1		
Very soft, moist, grey, Silt Loam A–4	1	0.2	30
	1	P	
384.8			
–5 Very soft, very moist, brown mottled grey, Silty Clay Loam A–6	WH		
	1	0.2	32
	1	B	
382.3			
Soft, very moist, brown mottled grey, Silty Clay to Silty Clay Loam A–6	WH		
	WH	0.4	30
	WH	S	
379.8			
–10 Stiff, moist to very moist, brown mottled grey, Silty clay A7–6	WH		
	2	1.6	26
	2	S	
	WH		
	1	1.2	27
	2	B	
374.8			
–15 Stiff, moist, brown, Silty Clay Loam A–6	WH		
	2	1.2	32
	2	S	
372.3			
Stiff, moist, brown, Silty Clay A–6	WH		
	1	1.9	32
	2	S	
–20	WH		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Stiff, moist, brown, Silty Clay A–6 (continued)	1	1.4	27
	2	S	
	WH		
	2	1.4	28
	1	S	
364.8			
–25 Stiff, very moist, grey, Silty Clay Loam A–6	WH		
	1	1.2	31
	2	S	
362.3			
Stiff, very moist, grey, Silty Clay to Silty Clay Loam A–6	1		
	1	1.6	31
	1	B	
359.8			
–30 Very stiff, moist, brown, Silty Clay to Silty Clay Loam A–6	1		
	2	2.9	21
	3	B	
357.3			
Stiff, very moist, grey, Clay A7–6	WH		
	2	1.4	29
	2	S	
354.8			
–35 Hard, damp to molst, grey, Clay Loam A–6	1		
	5	6.4	15
	10	S	
352.3			
Medium, wet, tan, very fine, Silty Sand 90% Sand 5% Silt 5% Clay	1		
	4		21
	7		
349.3 –40	7		

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

BBS, form 137 (Rev. 8–99)

Illinois Department of Transportation
Division of Highways
District – Materials

SOIL BORING LOG

Date 81403

ROUTE FAU 9588 DESCRIPTION FAU 9588 over Pond Creek Tributary LOGGED BY Bryan Keller

SECTION 39Q(B–1) LOCATION 0.75 mi. E. of Herrin, SEC. 20, TWP. 8 S, RNG. 2 E, 3 PM

COUNTY Williamson DRILLING METHOD HAMMER TYPE

STRUCT. NO. 100–0080
Station 35 + 90.00

BORING NO. 1–S
Station 35 + 80
Offset 4.00ft Rt
Ground Surface Elev. 389.3 ft

Surface Water Elev. 384.0 ft
Stream Bed Elev. ft

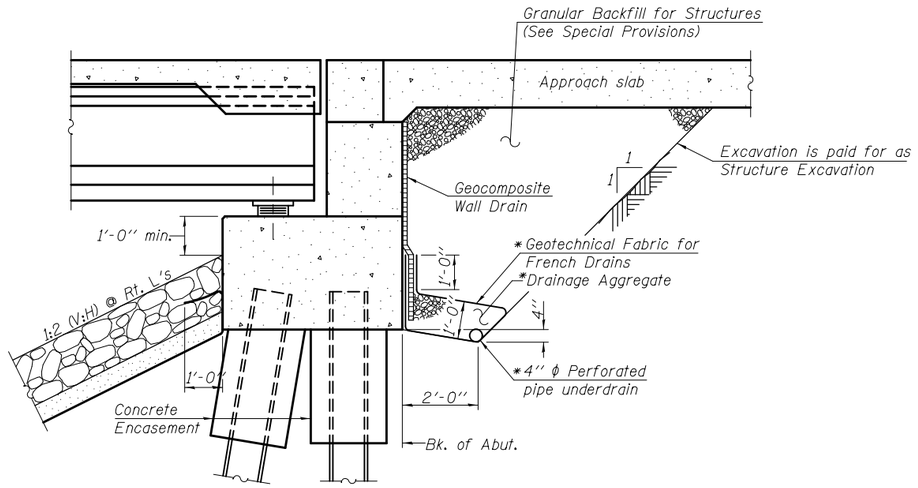
Groundwater Elev.:
First Encounter 377.8 ft
Upon Completion ft
After 20 Hrs. 383.3 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Hard, dry, grey, Clay Shale	100/9"		
–45 Hard, dry, grey, Clay Shale	100/1"		
–50 Hard, dry, grey, Clay Shale	100/8"		
338.8			
Bottom of hole = 50.5 ft.			
Free water observed at 22.0 ft.			
Elevation referenced to CL SN 100–3008 at W abut; Elevation = 399.8 ft.			
To convert "N" values to "N60" values, multiply by 1.25			
–55			
–60			

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

BBS, form 137 (Rev. 8–99)

DESIGNED	- Curt M. Evoy	EXAMINED	Joyce F. Taylor ACTING ENGINEER OF BRIDGE DESIGN	DATE - JANUARY 24, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOG STRUCTURE NO. 100–0080	F.A.U. RTE. 9588 | SECTION 39B-1 | COUNTY WILLIAMSON | TOTAL SHEETS 224 | SHEET NO. 93
CHECKED	- Phillp Coppernoll						CONTRACT NO. 78277
DRAWN	- h.t. duong	PASSED	A. Carl Provo ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 18 OF 18 SHEETS	ILLINOIS | FED. AID PROJECT
CHECKED	- FT/GRA			REVISED			

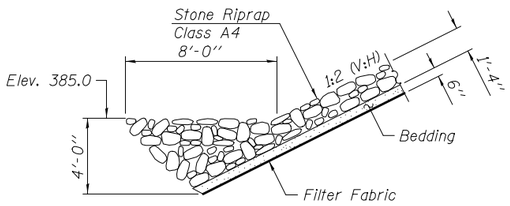


SECTION THRU PILE SUPPORTED STUB ABUTMENT

(Horiz. dim. @ Rt. L's)

*Included in the cost of Pipe Underdrains for Structures 4".
(See Special Provisions)

Note:
All drainage system components shall extend parallel to the abutment back wall until they intersect the wingwalls. The pipe shall extend under the wingwall, if necessary, until intersecting the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



SECTION A-A

GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

Concrete Sealer shall be applied to the abutment seat areas, front face of backwall, and hatch blocks.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

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

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

The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.

Slipforming of the parapet is not allowed.

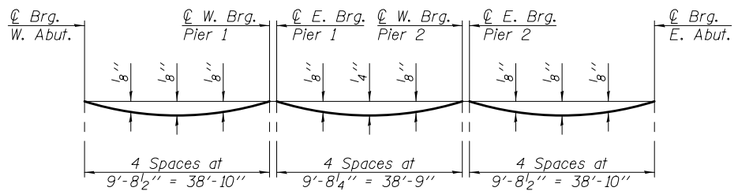
TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		494.3	494.3
Filter Fabric	Sq. Yd.		494.3	494.3
Removal of Existing Structures No. 2	Each	1		1
Structure Excavation	Cu. Yd.		124.4	124.4
Cofferdam Excavation	Cu. Yd.		215.4	215.4
Cofferdam (Type 1) (Location - 1)	Each		1	1
Cofferdam (Type 1) (Location - 2)	Each		1	1
Floor Drains	Each	10		10
Concrete Structures	Cu. Yd.		317.2	317.2
Concrete Superstructure	Cu. Yd.	304.7		304.7
Bridge Deck Grooving	Sq. Yd.	717.0		717.0
Concrete Encasement	Cu. Yd.		6.3	6.3
Protective Coat	Sq. Yd.	883.0		883.0
Furnishing and Erecting Precast Prestressed Concrete I-Beams, 36 in.	Foot	718.5		718.5
Reinforcement Bars, Epoxy Coated	Pound	73,130	20,480	93,610
Bar Splicers	Each	102		102
Furnishing Steel Piles HP12x74	Foot		1,679	1,679
Driving Piles	Foot		1,679	1,679
Test Pile Steel HP12x74	Each		1	1
Name Plates	Each	1		1
Preformed Joint Strip Seal	Foot	106		106
Elastomeric Bearing Assembly, Type I	Each	12		12
Anchor Bolts, 1"	Each	24		24
Concrete Sealer	Sq. Ft.		301	301
Geocomposite Wall Drain	Sq. Yd.		72.5	72.5
Drainage Scuppers, DS-11	Each	2		2
Pipe Underdrains for Structures 4"	Foot		120	120
Granular Backfill for Structures	Cu. Yd.		132	132

DESIGNED - MARK D. SHAFFER	EXAMINED	DATE - JANUARY 24, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - STEPHEN M. RYAN			
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED	
CHECKED - F.T. / G.R.A.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

GENERAL DATA
STRUCTURE NO. 100 – 0081
SHEET NO. 2 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588	39B-2	WILLIAMSON	224	95
		CONTRACT NO. 78277		
	ILLINOIS FED. AID PROJECT			



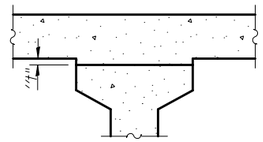
DEAD LOAD DEFLECTION DIAGRAM

(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 at right and on sheet 4 of 26.

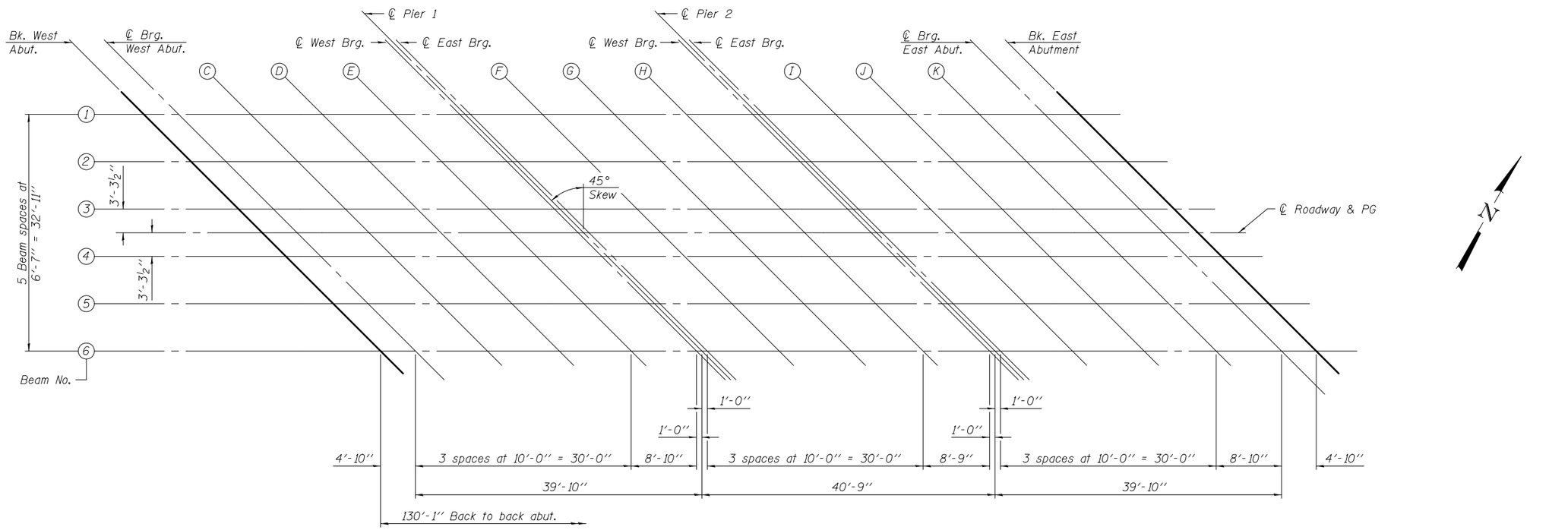
BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	52+18.50	-16.46	394.55	394.55
℄ Brg. W. Abut.	52+23.34	-16.46	394.56	394.56
C	52+33.34	-16.46	394.60	394.61
D	52+43.34	-16.46	394.63	394.64
E	52+53.34	-16.46	394.66	394.67
℄ W. Brg. Pier 1	52+62.17	-16.46	394.69	394.69
℄ Pier 1	52+63.17	-16.46	394.70	394.70
℄ E. Brg. Pier 1	52+64.17	-16.46	394.70	394.70
F	52+74.17	-16.46	394.73	394.74
G	52+84.17	-16.46	394.77	394.78
H	52+94.17	-16.46	394.80	394.81
℄ W. Brg. Pier 2	53+02.92	-16.46	394.83	394.83
℄ Pier 2	53+03.92	-16.46	394.83	394.83
℄ E. Brg. Pier 2	53+04.92	-16.46	394.84	394.84
I	53+14.92	-16.46	394.87	394.88
J	53+24.92	-16.46	394.90	394.92
K	53+34.92	-16.46	394.94	394.95
℄ Brg. E. Abut.	53+43.75	-16.46	394.97	394.97
Bk. E. Abut.	53+48.58	-16.46	394.98	394.98



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 at left and on sheet 4 of 26, minus slab thickness, equals the fillet heights "t" above top flanges of beams.

FILLET HEIGHTS



PLAN

PI-E 7-1-10

DESIGNED - MARK D. SHAFFER	EXAMINED	Jayne F. Schaffer ACTING ENGINEER OF BRIDGE DESIGN	DATE - JANUARY 24, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 100 – 0081	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - STEPHEN M. RYAN						9588	39B-2	WILLIAMSON	224	96
DRAWN - MICHAEL B. MOSSMAN	PASSED	H. Carl Brugger ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 3 OF 26 SHEETS			CONTRACT NO. 78277		
CHECKED - F.T. / G.R.A.			REVISED					ILLINOIS	FED. AID PROJECT	

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	52+25.09	-9.88	394.69	394.69
℄ Brg. W. Abut.	52+29.92	-9.88	394.71	394.71
C	52+39.92	-9.88	394.74	394.75
D	52+49.92	-9.88	394.78	394.79
E	52+59.92	-9.88	394.81	394.82
℄ W. Brg. Pier 1	52+68.75	-9.88	394.84	394.84
℄ Pier 1	52+69.75	-9.88	394.84	394.84
℄ E. Brg. Pier 1	52+70.75	-9.88	394.85	394.85
F	52+80.75	-9.88	394.88	394.89
G	52+90.75	-9.88	394.91	394.93
H	53+00.75	-9.88	394.95	394.96
℄ W. Brg. Pier 2	53+09.50	-9.88	394.98	394.98
℄ Pier 2	53+10.50	-9.88	394.98	394.98
℄ E. Brg. Pier 2	53+11.50	-9.88	394.98	394.98
I	53+21.50	-9.88	395.02	395.03
J	53+31.50	-9.88	395.05	395.06
K	53+41.50	-9.88	395.08	395.09
℄ Brg. E. Abut.	53+50.33	-9.88	395.11	395.11
Bk. E. Abut.	53+55.17	-9.88	395.13	395.13

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	52+31.67	-3.29	394.82	394.82
℄ Brg. W. Abut.	52+36.50	-3.29	394.84	394.84
C	52+46.50	-3.29	394.87	394.88
D	52+56.50	-3.29	394.90	394.92
E	52+66.50	-3.29	394.94	394.94
℄ W. Brg. Pier 1	52+75.33	-3.29	394.97	394.97
℄ Pier 1	52+76.33	-3.29	394.97	394.97
℄ E. Brg. Pier 1	52+77.33	-3.29	394.97	394.97
F	52+87.33	-3.29	395.01	395.02
G	52+97.33	-3.29	395.04	395.05
H	53+07.33	-3.29	395.07	395.08
℄ W. Brg. Pier 2	53+16.08	-3.29	395.10	395.10
℄ Pier 2	53+17.08	-3.29	395.11	395.11
℄ E. Brg. Pier 2	53+18.08	-3.29	395.11	395.11
I	53+28.08	-3.29	395.14	395.15
J	53+38.08	-3.29	395.18	395.19
K	53+48.08	-3.29	395.21	395.22
℄ Brg. E. Abut.	53+56.92	-3.29	395.24	395.24
Bk. E. Abut.	53+61.75	-3.29	395.26	395.26

℄ ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	52+34.96	0.00	394.88	394.88
℄ Brg. W. Abut.	52+39.79	0.00	394.90	394.90
C	52+49.79	0.00	394.93	394.94
D	52+59.79	0.00	394.97	394.98
E	52+69.79	0.00	395.00	395.01
℄ W. Brg. Pier 1	52+78.63	0.00	395.03	395.03
℄ Pier 1	52+79.63	0.00	395.03	395.03
℄ E. Brg. Pier 1	52+80.63	0.00	395.04	395.04
F	52+90.63	0.00	395.07	395.08
G	53+00.63	0.00	395.10	395.12
H	53+10.63	0.00	395.14	395.15
℄ W. Brg. Pier 2	53+19.38	0.00	395.16	395.16
℄ Pier 2	53+20.38	0.00	395.17	395.17
℄ E. Brg. Pier 2	53+21.38	0.00	395.17	395.17
I	53+31.38	0.00	395.21	395.21
J	53+41.38	0.00	395.24	395.25
K	53+51.38	0.00	395.27	395.28
℄ Brg. E. Abut.	53+60.21	0.00	395.30	395.30
Bk. E. Abut.	53+65.04	0.00	395.32	395.32

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	52+38.25	3.29	394.84	394.84
℄ Brg. W. Abut.	52+43.08	3.29	394.86	394.86
C	52+53.08	3.29	394.89	394.90
D	52+63.08	3.29	394.92	394.94
E	52+73.08	3.29	394.96	394.97
℄ W. Brg. Pier 1	52+81.92	3.29	394.99	394.99
℄ Pier 1	52+82.92	3.29	394.99	394.99
℄ E. Brg. Pier 1	52+83.92	3.29	394.99	394.99
F	52+93.92	3.29	395.03	395.04
G	53+03.92	3.29	395.06	395.08
H	53+13.92	3.29	395.10	395.10
℄ W. Brg. Pier 2	53+22.67	3.29	395.12	395.12
℄ Pier 2	53+23.67	3.29	395.13	395.13
℄ E. Brg. Pier 2	53+24.67	3.29	395.13	395.13
I	53+34.67	3.29	395.16	395.17
J	53+44.67	3.29	395.20	395.21
K	53+54.67	3.29	395.23	395.24
℄ Brg. E. Abut.	53+63.50	3.29	395.26	395.26
Bk. E. Abut.	53+68.33	3.29	395.28	395.28

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	52+44.83	9.88	394.76	394.76
℄ Brg. W. Abut.	52+49.67	9.88	394.78	394.78
C	52+59.67	9.88	394.81	394.82
D	52+69.67	9.88	394.84	394.86
E	52+79.67	9.88	394.88	394.89
℄ W. Brg. Pier 1	52+88.50	9.88	394.91	394.91
℄ Pier 1	52+89.50	9.88	394.91	394.91
℄ E. Brg. Pier 1	52+90.50	9.88	394.91	394.91
F	53+00.50	9.88	394.95	394.96
G	53+10.50	9.88	394.98	395.00
H	53+20.50	9.88	395.01	395.02
℄ W. Brg. Pier 2	53+29.25	9.88	395.04	395.04
℄ Pier 2	53+30.25	9.88	395.05	395.05
℄ E. Brg. Pier 2	53+31.25	9.88	395.05	395.05
I	53+41.25	9.88	395.08	395.09
J	53+51.25	9.88	395.12	395.13
K	53+61.25	9.88	395.15	395.16
℄ Brg. E. Abut.	53+70.08	9.88	395.18	395.18
Bk. E. Abut.	53+74.91	9.88	395.20	395.20

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	52+51.42	16.46	394.66	394.66
℄ Brg. W. Abut.	52+56.25	16.46	394.67	394.67
C	52+66.25	16.46	394.71	394.72
D	52+76.25	16.46	394.74	394.75
E	52+86.25	16.46	394.77	394.78
℄ W. Brg. Pier 1	52+95.08	16.46	394.80	394.80
℄ Pier 1	52+96.08	16.46	394.81	394.81
℄ E. Brg. Pier 1	52+97.08	16.46	394.81	394.81
F	53+07.08	16.46	394.84	394.85
G	53+17.08	16.46	394.88	394.89
H	53+27.08	16.46	394.91	394.92
℄ W. Brg. Pier 2	53+35.83	16.46	394.94	394.94
℄ Pier 2	53+36.83	16.46	394.94	394.94
℄ E. Brg. Pier 2	53+37.83	16.46	394.95	394.95
I	53+47.83	16.46	394.98	394.99
J	53+57.83	16.46	395.01	395.03
K	53+67.83	16.46	395.05	395.06
℄ Brg. E. Abut.	53+76.67	16.46	395.08	395.08
Bk. E. Abut.	53+81.50	16.46	395.09	395.09

DESIGNED - MARK D. SHAFFER
CHECKED - STEPHEN M. RYAN
DRAWN - MICHAEL B. MOSSMAN
CHECKED - F.T. / G.R.A.

EXAMINED
ACTING ENGINEER OF BRIDGE DESIGN
PASSED
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - JANUARY 24, 2014
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 100 – 0081
SHEET NO. 4 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588	39B-2	WILLIAMSON	224	97
		CONTRACT NO. 78277		
		ILLINOIS FED. AID PROJECT		

NORTH EDGE OF SHOULDER

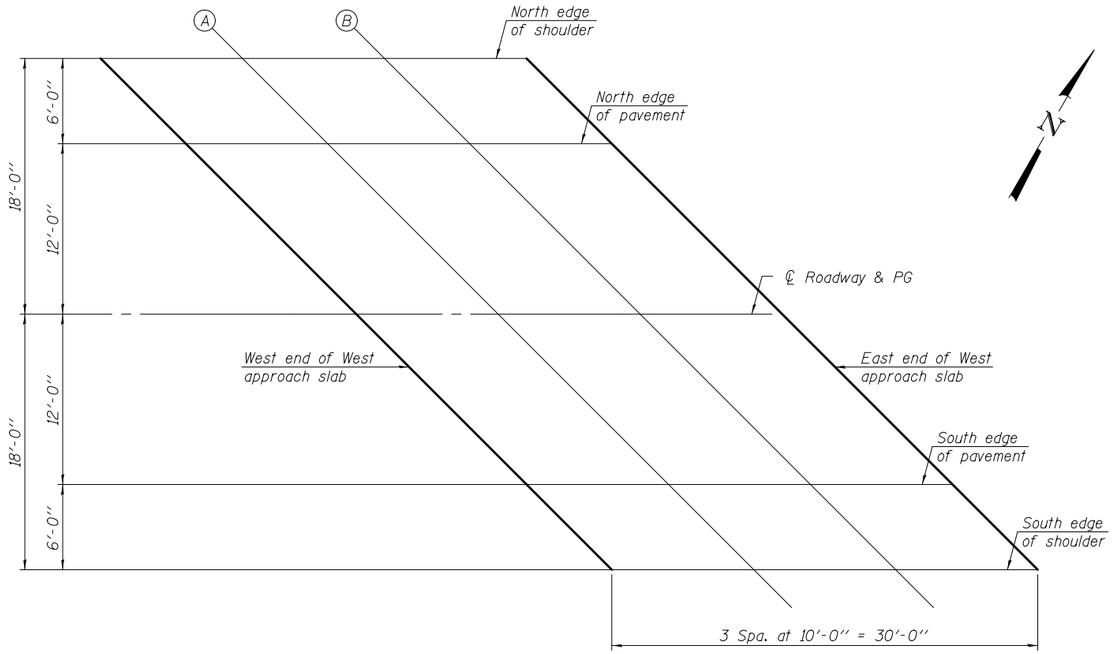
Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	51+87.67	-18.00	394.41
A	51+97.67	-18.00	394.44
B	52+07.67	-18.00	394.48
E. End of W. Appr. Slab	52+17.67	-18.00	394.51

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	51+93.67	-12.00	394.56
A	52+03.67	-12.00	394.59
B	52+13.67	-12.00	394.62
E. End of W. Appr. Slab	52+23.67	-12.00	394.66

℄ ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	52+05.67	0.00	394.78
A	52+15.67	0.00	394.82
B	52+25.67	0.00	394.85
E. End of W. Appr. Slab	52+35.67	0.00	394.88



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	52+17.67	12.00	394.64
A	52+27.67	12.00	394.67
B	52+37.67	12.00	394.70
E. End of W. Appr. Slab	52+47.67	12.00	394.74

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	52+23.67	18.00	394.53
A	52+33.67	18.00	394.57
B	52+43.67	18.00	394.60
E. End of W. Appr. Slab	52+53.67	18.00	394.63

DESIGNED - MARK D. SHAFFER	EXAMINED	DATE - JANUARY 24, 2014	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - STEPHEN M. RYAN	ACTING ENGINEER OF BRIDGE DESIGN		
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED	
CHECKED - F.T. / G.R.A.	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

TOP OF WEST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 100 – 0081
SHEET NO. 5 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588	39B-2	WILLIAMSON	224	98
		CONTRACT NO. 78277		
	ILLINOIS FED. AID PROJECT			

NORTH EDGE OF SHOULDER

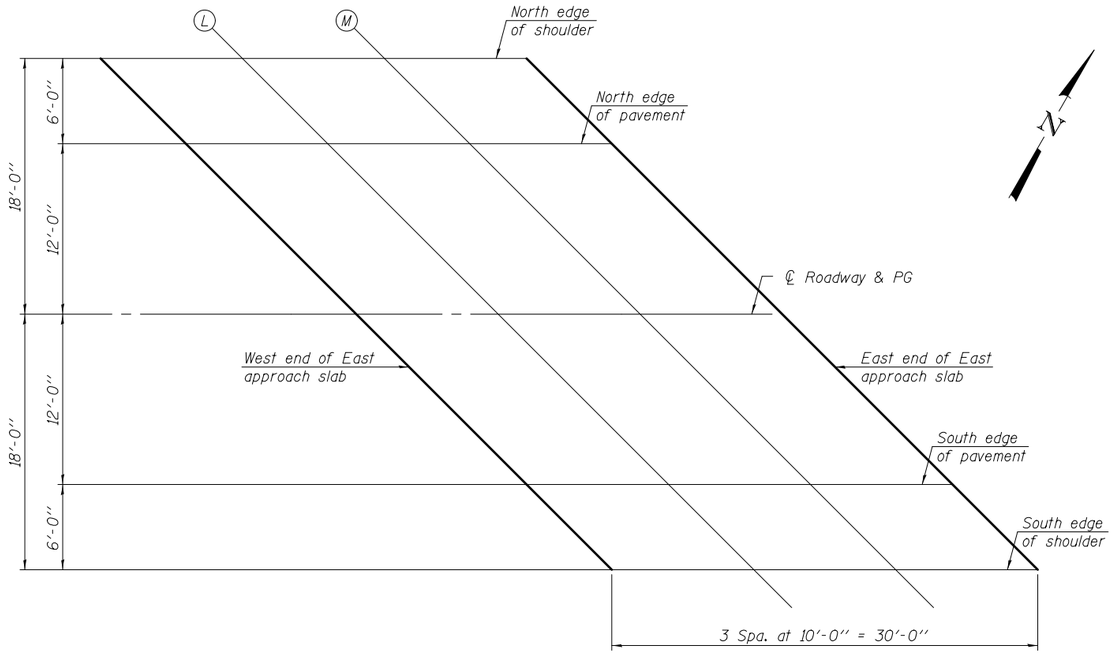
Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	53+46.33	-18.00	394.94
L	53+56.33	-18.00	394.98
M	53+66.33	-18.00	395.01
E. End of E. Appr. Slab	53+76.33	-18.00	395.04

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	53+52.33	-12.00	395.09
L	53+62.33	-12.00	395.12
M	53+72.33	-12.00	395.15
E. End of E. Appr. Slab	53+82.33	-12.00	395.19

℄ ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	53+64.33	0.00	395.32
L	53+74.33	0.00	395.35
M	53+84.33	0.00	395.38
E. End of E. Appr. Slab	53+94.33	0.00	395.42



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	53+76.33	12.00	395.17
L	53+86.33	12.00	395.20
M	53+96.33	12.00	395.24
E. End of E. Appr. Slab	54+06.33	12.00	395.27

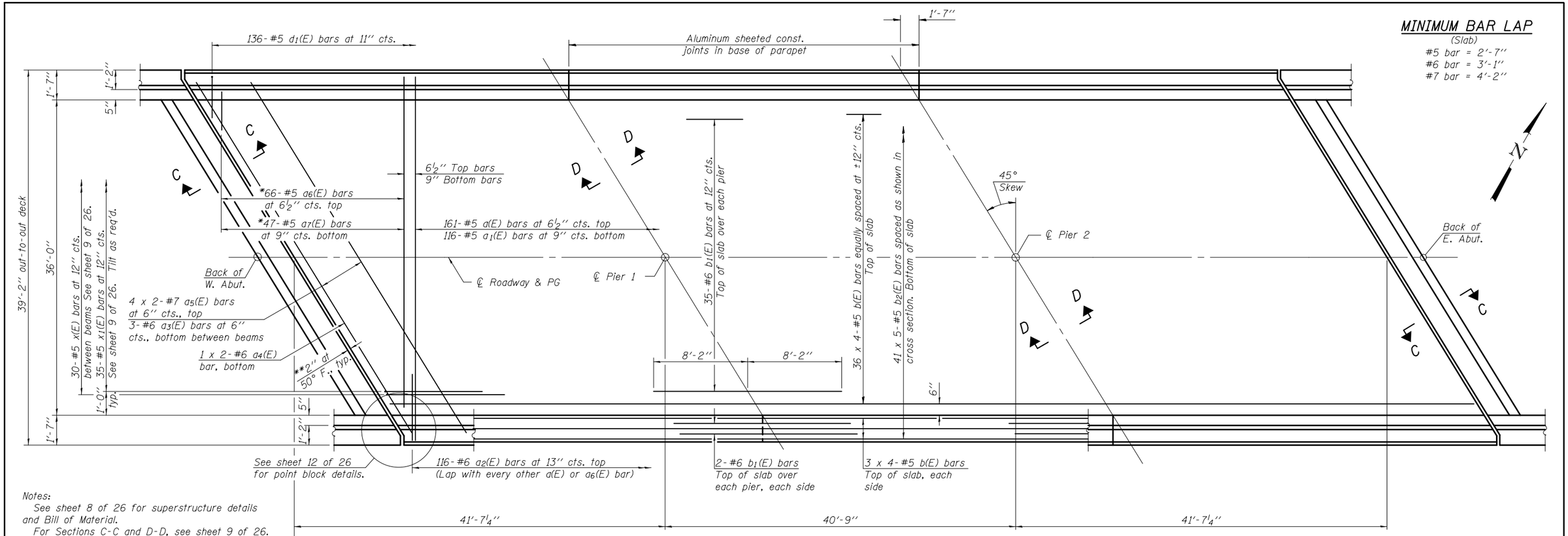
SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	53+82.33	18.00	395.06
L	53+92.33	18.00	395.10
M	54+02.33	18.00	395.13
E. End of E. Appr. Slab	54+12.33	18.00	395.16

DESIGNED - MARK D. SHAFFER	EXAMINED	DATE - JANUARY 24, 2014	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - STEPHEN M. RYAN			
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED	
CHECKED - F.T. / G.R.A.	ACTING ENGINEER OF BRIDGE DESIGN / ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

TOP OF EAST APPROACH SLAB ELEVATIONS
STRUCTURE NO. 100 – 0081
SHEET NO. 6 OF 26 SHEETS

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
9588	39B-2	WILLIAMSON	224	99
		CONTRACT NO. 78277		
	ILLINOIS FED. AID PROJECT			



MINIMUM BAR LAP

(Slab)

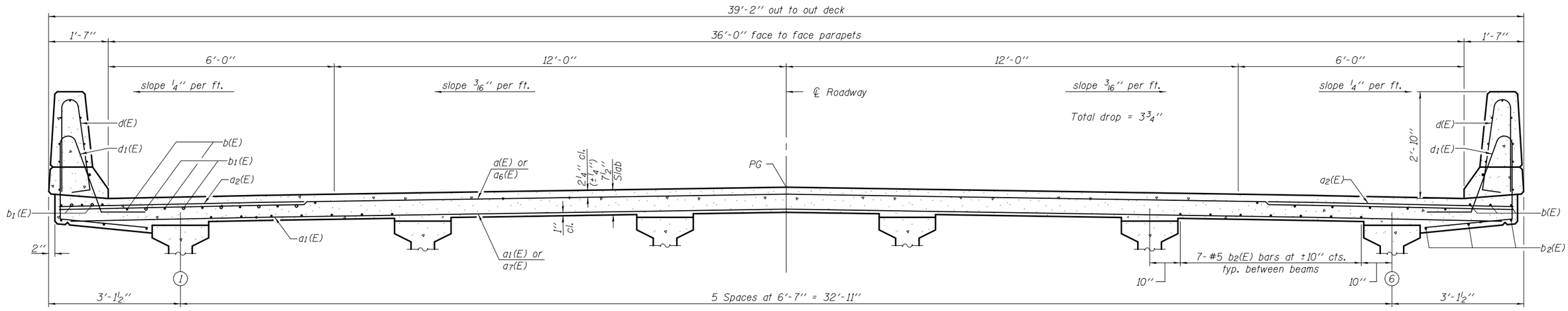
#5 bar = 2'-7"
#6 bar = 3'-1"
#7 bar = 4'-2"

Notes:
See sheet 8 of 26 for superstructure details and Bill of Material.
For Sections C-C and D-D, see sheet 9 of 26.
For diaphragm details, see sheet 9 of 26.
Bars indicated thus 36 x 4-#5 etc. indicates 36 lines of bars with 4 lengths per line.
See sheet 8 of 26 for parapet reinforcement.

PLAN

** Dimensions are based on a rolled rail strip seal joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on sheet 12 of 26.

*Order a6(E) & a7(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.



NEAR PIER

NEAR MIDSPAN

CROSS SECTION

(Looking East)

DESIGNED - MARK D. SHAFFER	EXAMINED	DATE - JANUARY 24, 2014	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SUPERSTRUCTURE STRUCTURE NO. 100 – 0081**	F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - STEPHEN M. RYAN					9588	39B-2	WILLIAMSON	224	100
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED					CONTRACT NO. 78277		
CHECKED - F.T. / G.R.A.	ACTING ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 7 OF 26 SHEETS			ILLINOIS FED. AID PROJECT		