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LIST OF STANDARDS

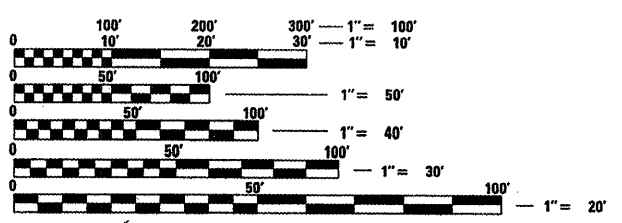
000001-06	601101-01	631011-08	701101-02	704001-07	781001-03
280001-06	602401-03	631031-10	701106-02	720001-01	B.L.R. 21-9
420401-08	602601-02	635001-01	701400-05	720006-03	
515001-03	602701-02	635006-03	701406-06	720011-01	
542301-03	604106-01	635011-02	701416-07	728001-01	
542401-01	630001-10	666001-01	701426-04	729001-01	
601001-04	630301-05	667101-02	701901-02	780001-03	

CADD STANDARDS

205001-D4
281001-D4
406101-D4
440001-D4
630101-D4

DESIGN DESIGNATION:

OTHER PRINCIPAL ARTERIAL
 ADT = 7400 (2007)
 ADT = 9200 (2027)
 PV = 88%
 SU = 4%
 MU = 8%



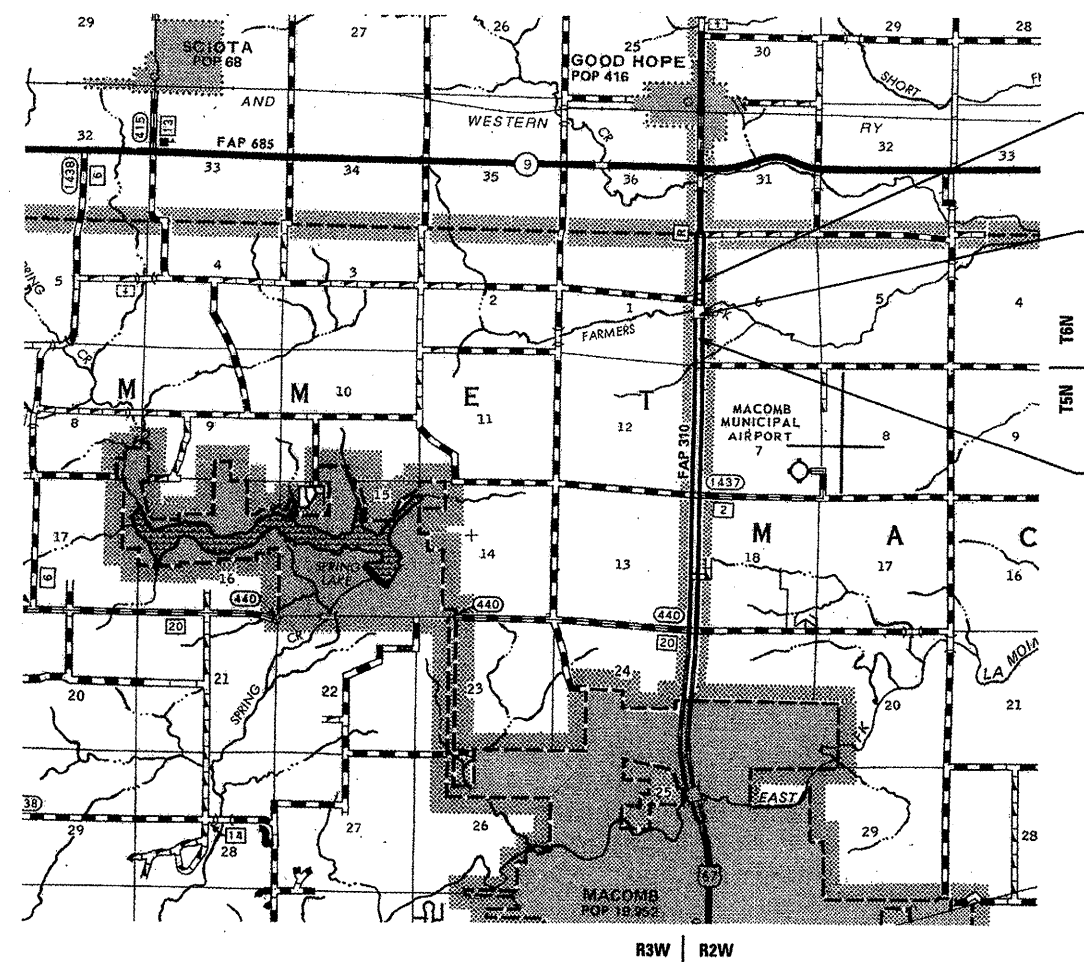
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

**PROPOSED
 HIGHWAY PLANS**

FAP ROUTE 310 (US 67)
 SECTION (38B-2)BR
 PROJECT ACNHF-0310(147)
 STRUCTURE RECONSTRUCTION
 MCDONOUGH COUNTY
 C-94-023-07



BEGIN PROJECT
 SEC (38B-2)BR
 STA 147+20.00

REMOVE & REPLACE
 EXISTING DUAL STRUCTURES
 OVER FARMERS FORK
 1 MILE SOUTH OF IL9 /US67 INT
 N.B. US 67 STA 152+97.03
 EX S.N. 055-0003
 PR S.N. 055-0080
 S.B. US 67 STA 153+63.70
 EX S.N. 055-0027
 PR S.N. 055-0081

END PROJECT
 SEC (38B-2)BR
 STA 159+45.00



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	1
		ILLINOIS	CONTRACT NO. 68691	

D-94-012-07



LOCATION OF SECTION INDICATED THUS: -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED DEC 12 20 11

[Signature]
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Feb 3 20 12
John D. Kavanaugh, P.E.
 acting ENGINEER OF DESIGN AND ENVIRONMENT

Feb 3 20 12
William R. Fues, Jr.
 acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PLANS PREPARED BY:
KLINGNER & ASSOCIATES, P.C.
 Engineers • Architects • Surveyors

616 North 24th Street, Quincy, IL Ph: (217) 223-3670 • Fax: (217) 223-3683
 4518 Paris Gravel Road, Hannibal, MO Ph: (573) 221-0020 • Fax: (573) 221-0012
 6100 N. 4th Street, Suite 100, Burlington, IA Ph: (319) 753-1636 • Fax: (319) 752-3685
 49 North Prairie Street, Galesburg, IL Ph: (309) 342-4042 • Fax: (309) 341-3781
 Internet Address: www.klingner.com

STATE OF ILLINOIS DESIGN FIRM # 1842738
**PRINTED BY THE AUTHORITY
 OF THE STATE OF ILLINOIS**

PROJECT ENGINEER: CHRISTOPHER MAUSHARD 309-671-3453
 PROJECT MANAGER: SOBHI LABABIDI 309-671-3460
 CATALOG NO. 033466-00D
 CONTRACT NO. 68691

GROSS LENGTH OF SECTION (38B-2)BR = 1,225 ft (0.2320 miles)
 NET LENGTH OF SECTION (38B-2)BR = 1,225 ft (0.2320 miles)

[Signature]
 STEVE E. BANGE
 REGISTERED PROFESSIONAL ENGINEER
 STATE OF ILLINOIS NO. 062-053338
 LICENSE EXPIRES NOVEMBER 30, 2013

COMMITMENTS

1. COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.
2. MR. & MRS. BRUCE A. ENGNELL WILL BE CONTACTED 30 DAYS PRIOR TO THE START OF CONSTRUCTION ON THEIR PROPERTY TO DISCUSS ACCESS TO THE PROPERTY DURING CONSTRUCTION. PHONE: (309)298-1276 MOBILE: (309)255-2055
3. PARCEL NO. 4BEA001 AND 4BEA001E - COMMITMENT TO MR. JAMES SAUTER TO CONTACT HIM 30 DAYS PRIOR TO THE START OF CONSTRUCTION ON OR NEAR HIS PROPERTY TO DISCUSS ACCESS TO HIS PROPERTY DURING CONSTRUCTION. MR. SAUTER CAN BE CONTACTED AT 815-488-2275.

GENERAL NOTES

1. UTILITIES - LOCATIONS / INFORMATION ON PLANS

THE LOCATIONS OF THE EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRICAL POWER LINES, TELEPHONE LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. UNLESS ELEVATIONS ARE SHOWN --- ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

2. PLAN ELEVATIONS - U.S.G.S. MEAN SEA LEVEL DATUM

ALL ELEVATIONS SHOWN ON THE PLANS ARE ESTABLISHED FROM U.S.G.S. MEAN SEA LEVEL DATUM.

3. ENGINEER'S FIELD OFFICE

ADD THE FOLLOWING SENTENCE TO THE END OF PARAGRAPH 670.02 (i) AND 670.04 (e): ALL OF THE TELEPHONE LINES PROVIDED SHALL HAVE UNPUBLISHED NUMBERS.

4. ORDERING LENGTH CONFIRMATION - DRAINAGE ITEMS

THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO ORDERING AND CONSTRUCTING MATERIALS.

5. EXISTING DRAINAGE PIPES CONNECTED TO NEW STRUCTURES

THE COST OF CONNECTING EXISTING DRAINAGE PIPES TO NEW STRUCTURES SHALL BE CONSIDERED AS INCLUDED IN THE CONTRACT UNIT PRICE FOR THE NEW STRUCTURE.

6. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT.

MIXTURE USE(S):	POLYMER SURFACE COURSE	POLYMER BINDER COURSE (TOP LIFT - 2 1/4")	BINDER COURSE (LOWER LIFT)
RAP % (MAX)**:	10%	10%	25%
AC/PG:	SBS or SBR 70-28	SBS or SBR 70-28	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N DESIGN=70	4.0% @ N DESIGN=70	4.0% @ N DESIGN=70
MIXTURE COMPOSITION:	IL 9.5 or 12.5	IL 19.0	IL 19.0
(GRADATION MIXTURE)			
FRICITION AGGREGATE	MIX "D"	N/A	N/A

MIXTURE USE(S):	HMA SHLD (LOW LIFT)	HMA SHLD (UPR LIFT)	INCIDENTAL HMA SURFACING
RAP % (MAX)**:	30%	15%	15%
AC/PG:	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N DESIGN=50	3.0% @ N DESIGN=50	3.0% @ N DESIGN=50
MIXTURE COMPOSITION:	IL 19.0	IL 9.5 or 12.5	IL 9.5 or 12.5
(GRADATION MIXTURE)			
FRICITION AGGREGATE	N/A	MIX "C"	MIX "C"

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

7. PROPERTY OWNER ACCESS REQUIREMENTS

ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNERS WITH A COPY TO THE ENGINEER FOR SHORT-TERM CLOSURES.

8. BENCHMARK ELEVATION FOR STRUCTURE REPLACEMENTS

REFER TO SHEET "ALIGNMENT, TIES, & BENCHMARKS" IN THE PLANS FOR THE LOCATION OF THE DISK(S) TO BE SET.

PROJECT SPECIFIC GENERAL NOTES

1. NONE

ENVIRONMENTAL REVIEWS

PRIOR TO THE USE OF ANY PROPOSED BORROW AREAS, USE AREAS, (TEMPORARY ACCESS ROADS, DETOURS, RUN-AROUND, ETC.) AND/OR WASTE AREAS, THE CONTRACTOR SHALL FILE THE REQUIRED ENVIRONMENTAL RESOURCE REQUEST SURVEYS ACCORDING TO SECTION 107.22 OF THE STANDARD SPECIFICATIONS. THESE SURVEYS ARE REQUIRED IN ORDER FOR THE DEPARTMENT TO CONDUCT CULTURAL AND BIOLOGICAL RESOURCE SURVEYS FOR THE PROPOSED SITE.

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS WILL NEED TO BE OBTAINED AND FILED BY THE CONTRACTOR. EXCESS WASTED PRODUCTS REMOVED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- BDE FORM 2289 (ENVIRONMENTAL SURVEY REQUEST)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATIONS OF THE USE AREA
- SIGNED PROPERTY OWNER AGREEMENT FORM - D4 P10100
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA
- BORROW AREA ENTRY AGREEMENT FORM - D4 P10101

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

STATUS OF UTILITIES

COMCAST

309-837-2117
1601 TOWER ROAD
MACOMB, IL 61455

ROUTE	OFFSET	LOCATION	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
US 67	58.6'RT	148+74.0	POLE	EMBANKMENT	
US 67	64.4'RT	151+07.0	POLE	EMBANKMENT	
US 67	104.2'RT	153+33.2	POLE	EMBANKMENT	
US 67	67.1'RT	153+75.8	POLE	EMBANKMENT	

McDONOUGH POWER COOP

309-833-2101
1210 WEST JACKSON STREET
MACOMB, IL 61455

ROUTE	OFFSET	LOCATION	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
US 67	58.6'RT	148+74.0	POLE	EMBANKMENT	
US 67	64.4'RT	151+07.0	POLE	EMBANKMENT	
US 67	104.2'RT	153+33.2	POLE	EMBANKMENT	
US 67	67.1'RT	153+75.8	POLE	EMBANKMENT	
US 67	195.3'LT	149+80.3	POLE	EMBANKMENT	
US 67	181.9'LT	153+14.8	POLE	EMBANKMENT	
US 67	138.2'LT	155+83.2	POLE	EMBANKMENT	

* UTILITY COMPANY WILL RELOCATE IF REQUIRED BY CONTRACTOR.

AMEREN CIPS

217-479-5233
1900 WEST LAFAYETTE AVENUE
JACKSONVILLE, IL 62650

ROUTE	OFFSET	LOCATION	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
US 67	115'RT	151+45 TO 152+95	BURIED 4" GAS PIPE	EXCAVATION	RELOCATE

FILE NAME =	USER NAME = seb	DESIGNED -	REVISED -
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	PLOT DATE = 12/7/2011	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

SCALE: none SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(388-2)BR	MCDONOUGH	130	2
				CONTRACT NO. 68691

ILLINOIS FED. AID PROJECT

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	80% FED. 20% STATE TOTAL QUANTITIES	80% FEDERAL 20% STATE CONSTRUCTION TYPE CODE			
				0004 ROADWAY	0011 STRUCTURE SN 055-0080	0011 STRUCTURE SN 055-0081	
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	25	25			
20100500	TREE REMOVAL, ACRES	ACRE	0.1	0.1			
20200100	EARTH EXCAVATION	CU YD	3075	3075			
20300100	CHANNEL EXCAVATION	CU YD	2036	2036			
20400800	FURNISHED EXCAVATION	CU YD	4165	4165			
20800150	TRENCH BACKFILL	CU YD	76	76			
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	10656	10656			
X 25000210	SEEDING, CLASS 2A	ACRE	3.25	3.25			
X 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	290.0	290.0			
X 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	290.0	290.0			
X 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	290.0	290.0			
X 25000700	AGRICULTURAL GROUND LIMESTONE	TON	7	7			
X 25100115	MULCH, METHOD 2	ACRE	3.25	3.25			
X 25100630	EROSION CONTROL BLANKET	SQ YD	406	406			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	650	650			
28000315	AGGREGATE DITCH CHECKS	TON	80	80			
28000400	PERIMETER EROSION BARRIER	FOOT	1060	1060			
28000500	INLET AND PIPE PROTECTION	EACH	5	5			
28100805	STONE DUMPED RIPRAP, CLASS A3	TON	160	160			
28100807	STONE DUMPED RIPRAP, CLASS A4	TON	2311	698	854	759	
28200200	FILTER FABRIC	SQ YD	2858	1047	995	816	
31100100	SUBBASE GRANULAR MATERIAL, TYPE A	TON	4316	4316			
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	59	59			
31101900	SUBBASE GRANULAR MATERIAL, TYPE C	TON	1976	1976			
35100100	AGGREGATE BASE COURSE, TYPE A	TON	133	133			
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	40	40			
40600215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	24.1	24.1			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	2228	2228			
40600990	TEMPORARY RAMP	SQ YD	400	400			
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	6720	6720			

X SPECIALTY ITEM

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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: none SHEET NO. 1 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	3
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				80% FEDERAL 20% STATE CONSTRUCTION TYPE CODE		
CODE NO.	ITEM	UNIT	80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
				0004 ROADWAY	0011 STRUCTURE SN 055-0080	0011 STRUCTURE SN 055-0081
40603235	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	993	993		
40603540	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	1666	1666		
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	11	11		
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	125	125		
44000100	PAVEMENT REMOVAL	SQ YD	3849	3849		
44004250	PAVED SHOULDER REMOVAL	SQ YD	3079	3079		
48101200	AGGREGATE SHOULDERS, TYPE B	TON	711	711		
48203100	HOT-MIX ASPHALT SHOULDERS	TON	783	783		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	2		1	1
50105220	PIPE CULVERT REMOVAL	FOOT	203	203		
50200100	STRUCTURE EXCAVATION	CU YD	178		94	84
50300100	FLOOR DRAINS	EACH	22		10	12
50300225	CONCRETE STRUCTURES	CU YD	194.3		106.6	87.7
50300255	CONCRETE SUPERSTRUCTURE	CU YD	781.8		428.2	353.6
50300260	BRIDGE DECK GROOVING	SQ YD	1706		952	754
50300300	PROTECTIVE COAT	SQ YD	2052		1125	927
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		0.5	0.5
50500505	STUD SHEAR CONNECTORS	EACH	5499		2961	2538
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	203190		111340	91850
50800515	BAR SPLICERS	EACH	204		112	92
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	2785		1309	1476
51202305	DRIVING PILES	FOOT	2785		1309	1476
51203200	TEST PILE METAL SHELLS	EACH	4		2	2
51500100	NAME PLATES	EACH	2		1	1
52100520	ANCHOR BOLTS, 1"	EACH	52		28	24
542A1081	PIPE CULVERTS, CLASS A, TYPE 2 36"	FOOT	80	80		
542A1099	PIPE CULVERTS, CLASS A, TYPE 2 54"	FOOT	54	54		
542D0265	PIPE CULVERTS, CLASS D, TYPE 1 60"	FOOT	44	44		
5421D018	PIPE CULVERTS, CLASS D, TYPE 1 18"(TEMPORARY)	FOOT	520	520		
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	2	2		

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: none SHEET NO. 2 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	4
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES				80% FEDERAL 20% STATE CONSTRUCTION TYPE CODE					
CODE NO.	ITEM	UNIT	80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE					
				0004 ROADWAY	0011 STRUCTURE SN 055-0080	0011 STRUCTURE SN 055-0081			
54213699	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 54"	EACH	2	2					
54215595	METAL END SECTIONS 60"	EACH	1	1					
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	254		138	116			
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	20	20					
60107600	PIPE UNDERDRAINS 4"	FOOT	1296	1296					
60108100	PIPE UNDERDRAINS 4" (SPECIAL)	FOOT	132	132					
60222805	MANHOLES, TYPE A, 5'-DIAMETER, WITH MEDIAN INLET (604106)	EACH	1	1					
60500060	REMOVING INLETS	EACH	1	1					
X 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	975	975					
X 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	1	1					
X 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	6	6					
X 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	6	6					
X 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	1	1					
63200310	GUARDRAIL REMOVAL	FOOT	1595	1595					
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	2	2					
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	3	3					
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	18	18					
67000600	ENGINEER'S FIELD LABORATORY	CAL MO	18	18					
67100100	MOBILIZATION	L SUM	1	1					
70300100	SHORT TERM PAVEMENT MARKING	FOOT	450	450					
70300210	TEMPORARY PAVEMENT MARKING LETTERS AND SYMBOLS	SO FT	141	141					
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	10913	10913					
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1420	1420					
70300250	TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	702	702					
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	43	43					
70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	20709	20709					
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	12096	12096					
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2204.0	2204.0					
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	2204.0	2204.0					
70500100	TEMPORARY STEEL PLATE BEAM GUARDRAIL,TYPE A	FOOT	62.5	62.5					

X SPECIALTY ITEM

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	PLOT DATE = 12/13/2011	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: none SHEET NO. 3 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	5
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES					80% FEDERAL 20% STATE CONSTRUCTION TYPE CODE			
CODE NO.	ITEM	UNIT	80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE				
				0004 ROADWAY	0011 STRUCTURE SN 055-0080	0011 STRUCTURE SN 055-0081		
X 78003130	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6"	FOOT	1420	1420				
X 78004230	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - LINE 6"	FOOT	540	540				
X 78005100	EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	141	141				
X 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	10913	10913				
X 78005140	EPOXY PAVEMENT MARKING - LINE 8"	FOOT	702	702				
X 78005180	EPOXY PAVEMENT MARKING - LINE 24"	FOOT	43	43				
X 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	106	106				
78100200	TEMPORARY RAISED REFLECTIVE PAVEMENT MARKER	EACH	512	512				
X 78200410	GUARDRAIL MARKERS, TYPE A	EACH	30	30				
X 78200530	BARRIER WALL MARKERS, TYPE C	EACH	270	270				
X 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	7	7				
78300100	PAVEMENT MARKING REMOVAL	SQ FT	1250	1250				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	106	106				
Z0001002	GUARDRAIL AGGREGATE EROSION CONTROL	TON	514	514				
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	9			9		
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1				
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	2			2		
Z0026407	TEMPORARY SHEET PILING	SQ FT	924			924		
Z0034105	MATERIAL TRANSFER DEVICE	TON	896	896				
Z0038700	PERMANENT BENCH MARKS	EACH	2	2				
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	440			234	206	
● Z0076600	TRAINNEES	● HOUR	1,000	1,000				
X6015015	REMOVE AND REPLACE CONCRETE HEADWALLS FOR PIPE UNDERDRAINS	EACH	8	8				
X0322584	REVTMENT MAT REMOVAL	SQ YD	694	694				
X0324589	PIPE UNDERDRAIN OUTLET EXTENSION FOR 4" PIPE	EACH	8	8				
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	507			276	231	
+ X2503100	MOWING	UNIT	24.5	24.5				
X4400600	END SECTIONS TO BE REMOVED	EACH	1	1				
X4402805	ISLAND REMOVAL	SQ FT	166	166				
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1	1				
X7050169	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (FLARED)	EACH	1	1				

+ NON-PART 100% STATE X SPECIALTY ITEM ● 0042

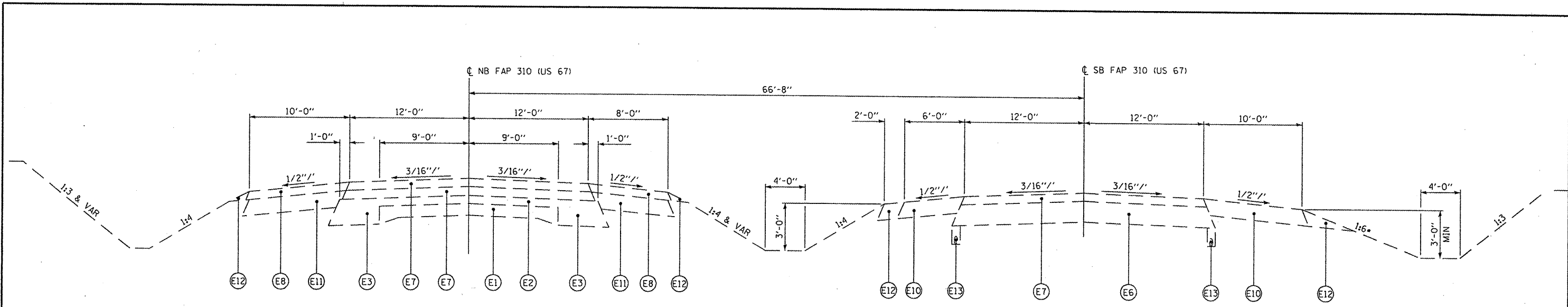
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: none SHEET NO. 4 OF 5 SHEETS STA. TO STA.

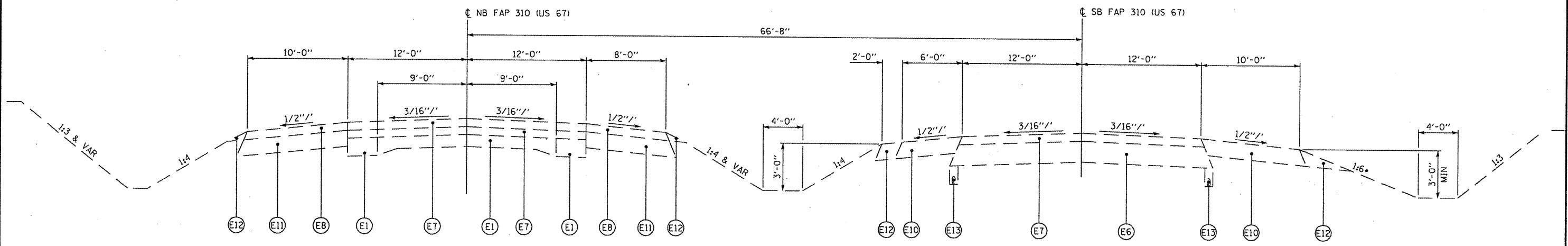
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	6
CONTRACT NO. 68691			ILLINOIS FED. AID PROJECT	



TYPICAL FAP 310 (US 67) SECTION

STA 147+20 TO STA 156+25

• 1:6 FOR FILL HEIGHTS OF < 5'
BREAK AT 40' TO 1:3 > 5'



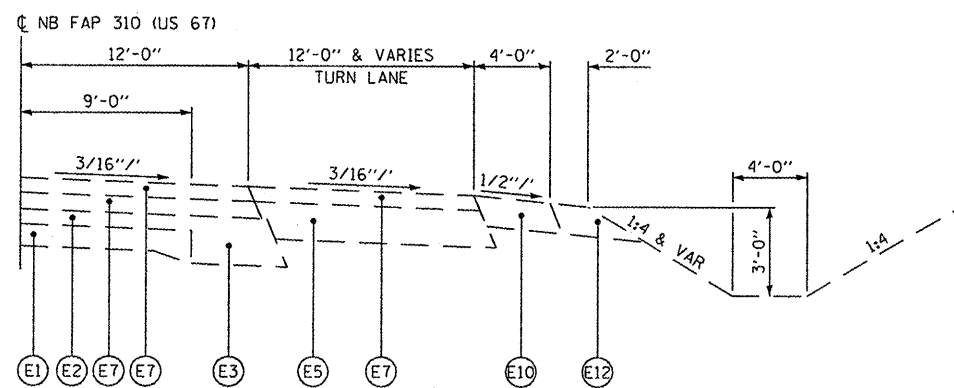
TYPICAL FAP 310 (US 67) SECTION

STA 156+25 TO STA 159+45

LEGEND

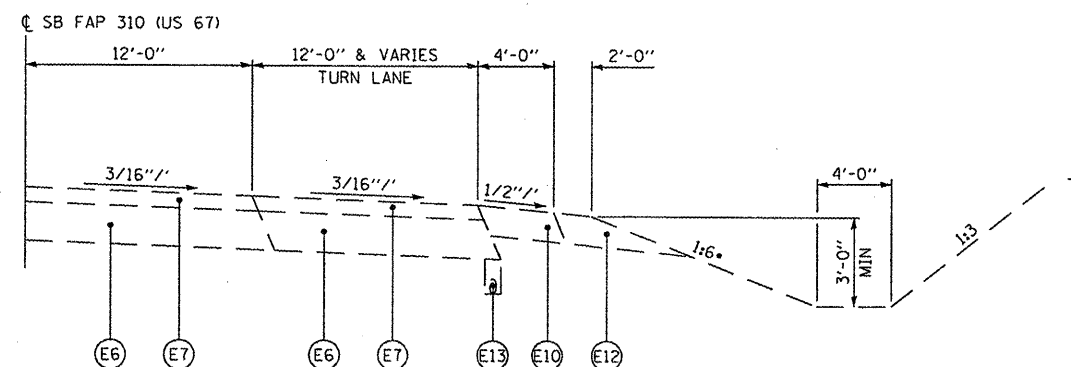
- (E1) EXISTING 9"-6"-9" PCC PAVEMENT
- (E2) EXISTING GRANULAR EMBANKMENT SPECIAL, 4" MINIMUM
- (E3) EXISTING GRANULAR EMBANKMENT SPECIAL, 15" MINIMUM
- (E4) EXISTING HOT-MIX ASPHALT BASE COURSE, 6"
- (E5) EXISTING HOT-MIX ASPHALT BASE COURSE, 10"
- (E6) EXISTING HOT-MIX ASPHALT BASE COURSE, 10 1/2"
- (E7) EXISTING HOT-MIX ASPHALT SURFACING, 4" MINIMUM
- (E8) EXISTING HOT-MIX ASPHALT SHOULDERS, 4"
- (E9) EXISTING HOT-MIX ASPHALT SHOULDERS, 6"
- (E10) EXISTING HOT-MIX ASPHALT SHOULDERS, 8"
- (E11) EXISTING STABILIZED SHOULDERS, 8"
- (E12) EXISTING AGGREGATE SHOULDERS, VARIABLE DEPTH
- (E13) EXISTING PIPE UNDERDRAINS, 4"

FILE NAME :	USER NAME : seb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING TYPICAL SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT SCALE = 1/8" = 1'-0"	CHECKED -	REVISED -			SCALE: none			SHEET NO. 1 OF 5 SHEETS		
	PLOT DATE = 12/7/2011	DATE -	REVISED -			STA. TO STA.			CONTRACT NO. 68691		
ILLINOIS FED. AID PROJECT											



TYPICAL FAP 310 (US 67) LEFT TURN LANE SECTION

NB LANES
STA 151+85.67 TO STA 155+64.75

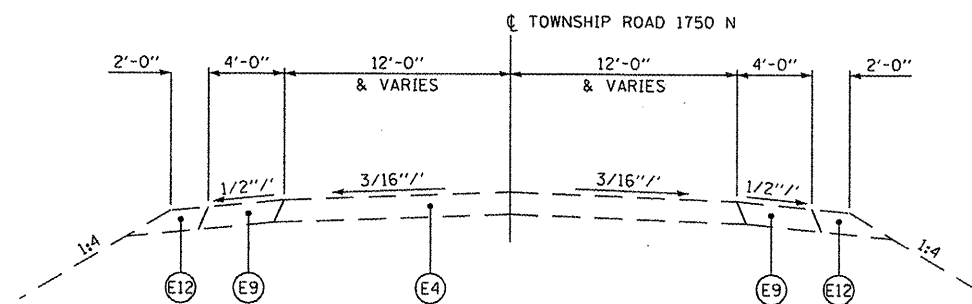


TYPICAL FAP 310 (US 67) RIGHT TURN LANE SECTION

SB LANES
STA 146+45.26 TO STA 150+85.32

LEGEND

- Ⓔ1 EXISTING 18" PCC PAVEMENT
- Ⓔ2 EXISTING GRANULAR EMBANKMENT SPECIAL, 4" MINIMUM
- Ⓔ3 EXISTING GRANULAR EMBANKMENT SPECIAL, 15" MINIMUM
- Ⓔ4 EXISTING HOT-MIX ASPHALT BASE COURSE, 6"
- Ⓔ5 EXISTING HOT-MIX ASPHALT BASE COURSE, 10"
- Ⓔ6 EXISTING HOT-MIX ASPHALT BASE COURSE, 10 1/2"
- Ⓔ7 EXISTING HOT-MIX ASPHALT SURFACING, 4" MINIMUM
- Ⓔ8 EXISTING HOT-MIX ASPHALT SHOULDERS, 4"
- Ⓔ9 EXISTING HOT-MIX ASPHALT SHOULDERS, 6"
- Ⓔ10 EXISTING HOT-MIX ASPHALT SHOULDERS, 8"
- Ⓔ11 EXISTING STABILIZED SHOULDERS, 8"
- Ⓔ12 EXISTING AGGREGATE SHOULDERS, VARIABLE DEPTH
- Ⓔ13 EXISTING PIPE UNDERDRAINS, 4"



TYPICAL TOWNSHIP ROAD 1750 N SECTION

STA 1+05.33 TO STA 3+75.00

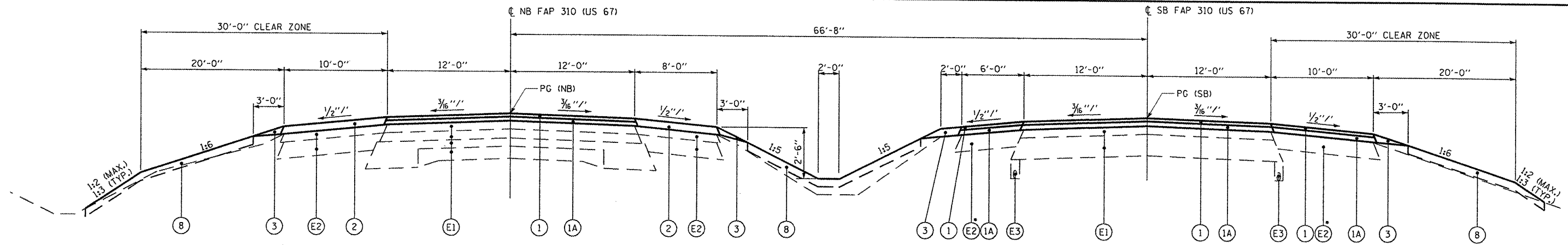
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PLOT DATE = 12/7/2011		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING
TYPICAL SECTIONS

SCALE: none SHEET NO. 2 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	138B-2)BR	MCDONOUGH	130	9
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				



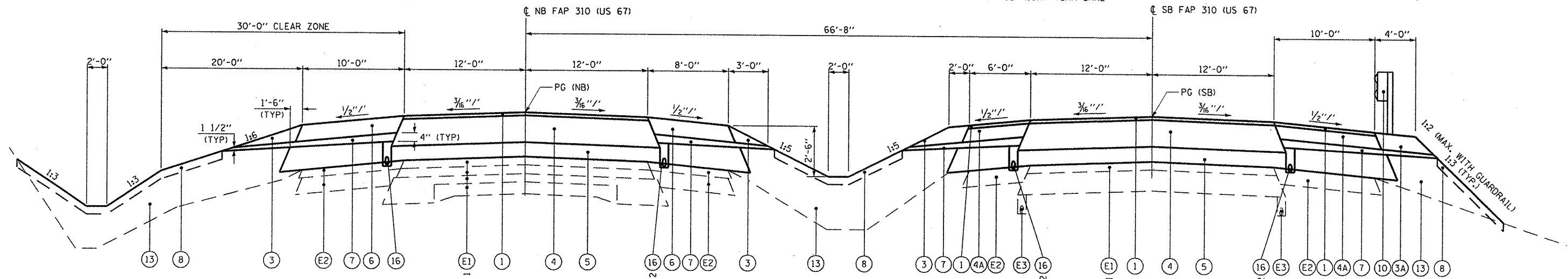
PROPOSED TYPICAL FAP 310 (US 67) SECTION

NB LANES:
 STA 147+20.00 TO STA 150+30.00
 STA 157+05.00 TO STA 159+45.00

SB LANES:
 STA 147+20.00 TO STA 150+35.00
 STA 156+85.00 TO STA 159+45.00

NOTES:
 1) EXISTING SHOULDERS WILL BE REMOVED FROM STA 147+20 TO STA 148+30 & FROM STA 157+80 TO STA 159+45 AND REPLACED WITH HMA BINDER COURSE, 9"

• SEE TYPICAL SECTION FOR SB RIGHT TURN LANE



PROPOSED TYPICAL FAP 310 (US 67) SECTION

NB LANES:
 STA 150+30.00 TO STA 151+30.00
 STA 156+15.00 TO STA 157+05.00

SB LANES:
 STA 150+35.00 TO STA 151+25.00
 STA 155+95.00 TO STA 156+85.00

NOTES:
 1) EXISTING PAVEMENT WILL NEED TO BE BROKEN PER ARTICLE 205.03(b) OF THE STANDARD SPECIFICATIONS.
 2) COST OF SHOULDER REMOVAL FOR UNDERDRAIN INSTALLATION SHALL BE INCLUDED IN THE PAY ITEM FOR "PIPE UNDERDRAINS 4".

LEGEND

- (E1) EXISTING HOT-MIX-ASPHALT / PCC PAVEMENT
- (E2) EXISTING HOT-MIX ASPHALT SHOULDER
- (E3) EXISTING PIPE UNDERDRAINS, 4"
- (1) PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, 2"
- (1A) PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, VARIABLE DEPTH (2 1/4" - 4 1/2")
 PROPOSED HOT-MIX ASPHALT BINDER COURSE, VARIABLE DEPTH (2 1/4" - 15 3/4")
- (2) PROPOSED HOT-MIX ASPHALT SHOULDERS, VARIABLE DEPTH (2" - 8")
- (3) PROPOSED AGGREGATE SHOULDERS, TYPE B
- (3A) PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL
- (4) PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, 2 1/4"
 PROPOSED HOT-MIX ASPHALT BINDER COURSE, 11 3/4"
- (4A) PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, 2 1/4"
 PROPOSED HOT-MIX ASPHALT BINDER COURSE, 4 3/4"

LEGEND

- (5) PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A, VARIABLE DEPTH (4"-16")
- (5A) PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A, 12"
- (6) PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
- (7) PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE C (VARIABLE DEPTH)
- (8) PROPOSED TOPSOIL, 4"
- (10) PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A
- (11) PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
- (12) PROPOSED HOT-MIX ASPHALT BINDER COURSE, 6"
- (13) PROPOSED EMBANKMENT
- (16) PROPOSED PIPE UNDERDRAINS 4"
 (CONSTRUCTED 1" ABOVE BOTTOM OF TRENCH)

PAVEMENT THICKNESS TABLE

NB LANES	SB LANES	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE	HOT-MIX ASPHALT BINDER COURSE	SUB-BASE GRANULAR MATERIAL, TY A
147+20 TO 147+90	147+20 TO 148+30	2"	-	-	-
147+90 TO 148+60	148+30 TO 149+05	2"	2 1/4"-4 1/2"	-	-
148+60 TO 150+30	149+05 TO 150+35	2"	2 1/4"	2 1/4"-15 3/4"	-
150+30 TO 151+30	150+35 TO 151+25	2"	2 1/4"	11 3/4"	4"-16"
151+30 TO 152+01.76	151+25 TO 152+68.43	2"	2 1/4"	11 3/4"	12"
S.N. 055-0081	S.N. 055-0080				
153+92.30 TO 156+15	154+58.97 TO 155+95	2"	2 1/4"	11 3/4"	12"
156+15 TO 157+05	155+95 TO 156+85	2"	2 1/4"	11 3/4"	16"-4"
157+05 TO 158+20	156+85 TO 158+10	2"	2 1/4"	15 3/4"-2 1/4"	-
158+20 TO 158+85	158+10 TO 158+85	2"	4 1/2"-2 1/4"	-	-
158+85 TO 169+45	158+85 TO 169+45	2"	-	-	-

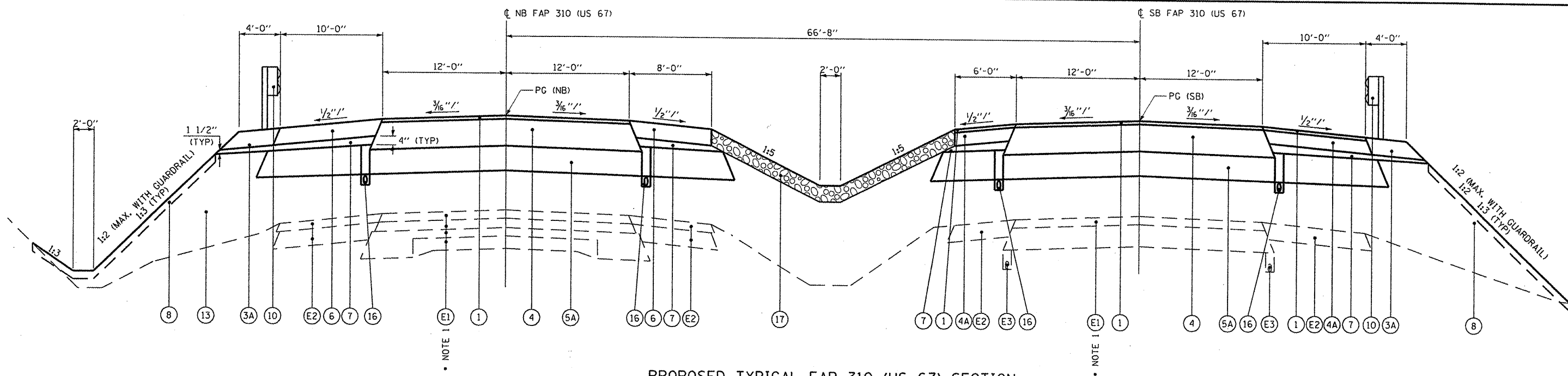
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PLOT DATE = 12/7/2011		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**PROPOSED
 TYPICAL SECTIONS**

SCALE: none SHEET NO. 3 OF 5 SHEETS STA. TO STA.

F.A.P. RTE. 310	SECTION (38B-2)BR	COUNTY MCDONOUGH	TOTAL SHEETS 130	SHEET NO. 10
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				



PROPOSED TYPICAL FAP 310 (US 67) SECTION

NB LANES
 STA 151+30.00 TO STA 152+01.76
 STA 152+01.76 TO STA 152+07.76
 STA 152+07.76 TO STA 152+37.76
 STA 152+37.76 TO STA 153+56.30
 STA 153+56.30 TO STA 153+86.30
 STA 153+86.30 TO STA 153+92.30
 STA 153+92.30 TO STA 156+15.00

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)
 BRIDGE APPROACH PAVEMENT
 S.N. 055-0081
 BRIDGE APPROACH PAVEMENT
 BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

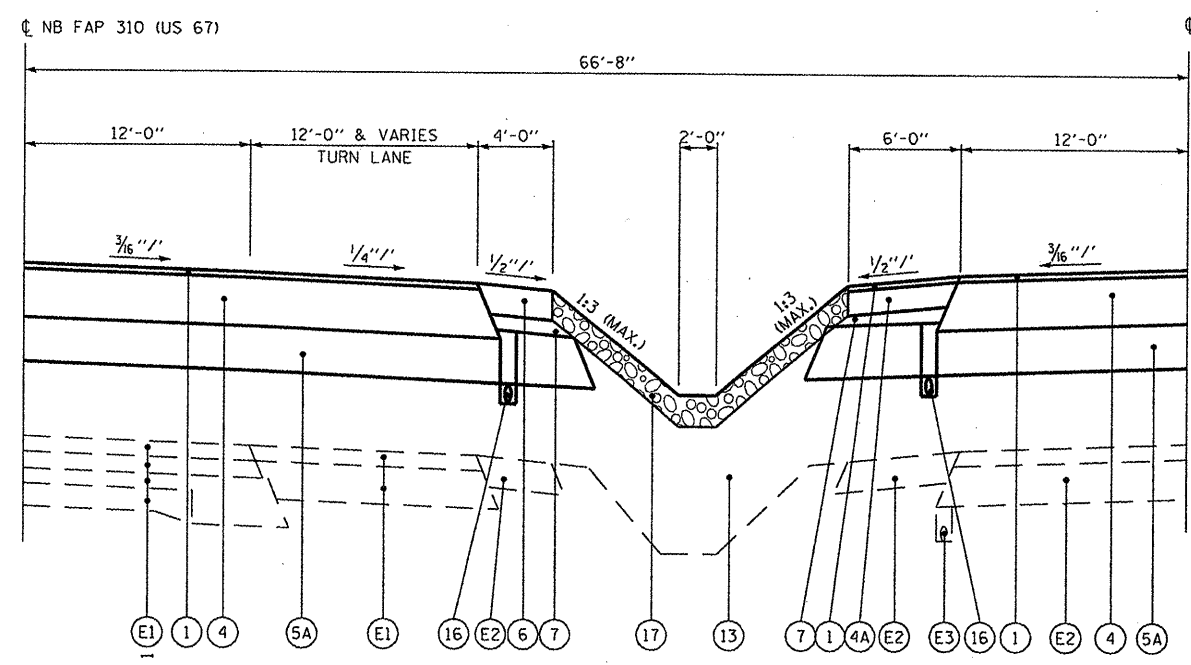
REMOVE EXISTING PAVEMENT & STRUCTURES:
SB LANES
 STA 152+68.43 TO STA 154+58.97
NB LANES
 STA 152+01.76 TO STA 153+92.30

SB LANES
 STA 151+25.00 TO STA 152+68.43
 STA 152+68.43 TO STA 152+74.43
 STA 152+74.43 TO STA 153+04.43
 STA 153+04.43 TO STA 154+22.97
 STA 154+22.97 TO STA 154+52.97
 STA 154+52.97 TO STA 154+58.97
 STA 154+58.97 TO STA 155+95.00

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)
 BRIDGE APPROACH PAVEMENT
 S.N. 055-0081
 BRIDGE APPROACH PAVEMENT
 BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

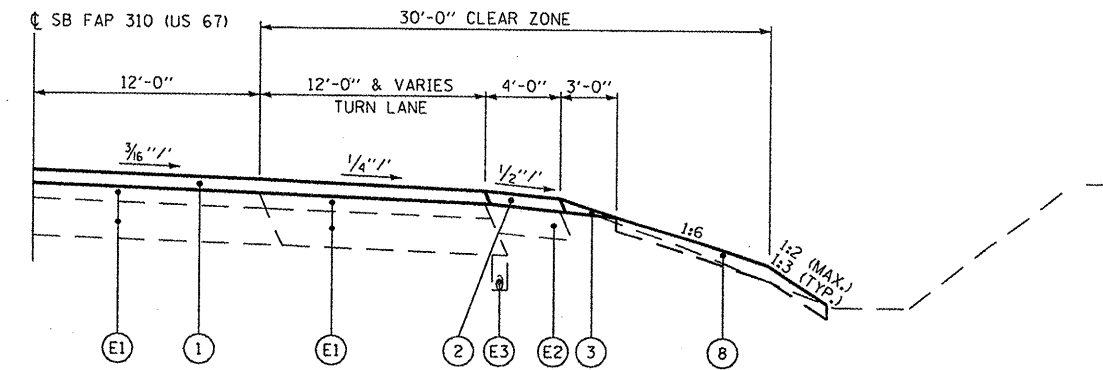
NOTES:
 1) EXISTING PAVEMENT WILL NEED TO BE BROKEN PER ARTICLE 205.03(b) OF THE STANDARD SPECIFICATIONS.

NOTES:
 1) EXISTING PAVEMENT WILL NEED TO BE BROKEN PER ARTICLE 205.03(b) OF THE STANDARD SPECIFICATIONS.



PROPOSED TYPICAL FAP 310 (US 67) LEFT TURN LANE SECTION

NB LANES
 STA 151+99.83 TO STA 158+14.83



PROPOSED TYPICAL FAP 310 (US 67) RIGHT TURN LANE SECTION

SB LANES
 STA 147+20.00 TO STA 150+52.08

LEGEND

- (E1) EXISTING HOT-MIX-ASPHALT / PCC PAVEMENT
- (E2) EXISTING HOT-MIX ASPHALT SHOULDER
- (E3) EXISTING PIPE UNDERDRAINS, 4"
- (1) PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, 2"
- (1A) PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, VARIABLE DEPTH (2 1/4" - 4 1/2")
 PROPOSED HOT-MIX ASPHALT BINDER COURSE, VARIABLE DEPTH (2 1/4" - 15 3/4")
- (2) PROPOSED HOT-MIX ASPHALT SHOULDERS, VARIABLE DEPTH (4" - 8")
- (3) PROPOSED AGGREGATE SHOULDERS, TYPE B
- (3A) PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL
- (4) PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, 2 1/4"
 PROPOSED HOT-MIX ASPHALT BINDER COURSE, 1 1/2"
- (4A) PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, 2 1/4"
 PROPOSED HOT-MIX ASPHALT BINDER COURSE, 4 3/4"
- (5) PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A, VARIABLE DEPTH (4"-16")
- (5A) PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A, 12"
- (6) PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
- (7) PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE C (VARIABLE DEPTH)
- (8) PROPOSED TOPSOIL, 4"
- (10) PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A
- (11) PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
- (12) PROPOSED HOT-MIX ASPHALT BINDER COURSE, 6"
- (13) PROPOSED EMBANKMENT
- (16) PROPOSED PIPE UNDERDRAINS 4"
 (CONSTRUCTED 1" ABOVE BOTTOM OF TRENCH)
- (17) PROPOSED STONE DUMPED RIPRAP, CLASS A3 (SEE PLANS FOR LIMITS)

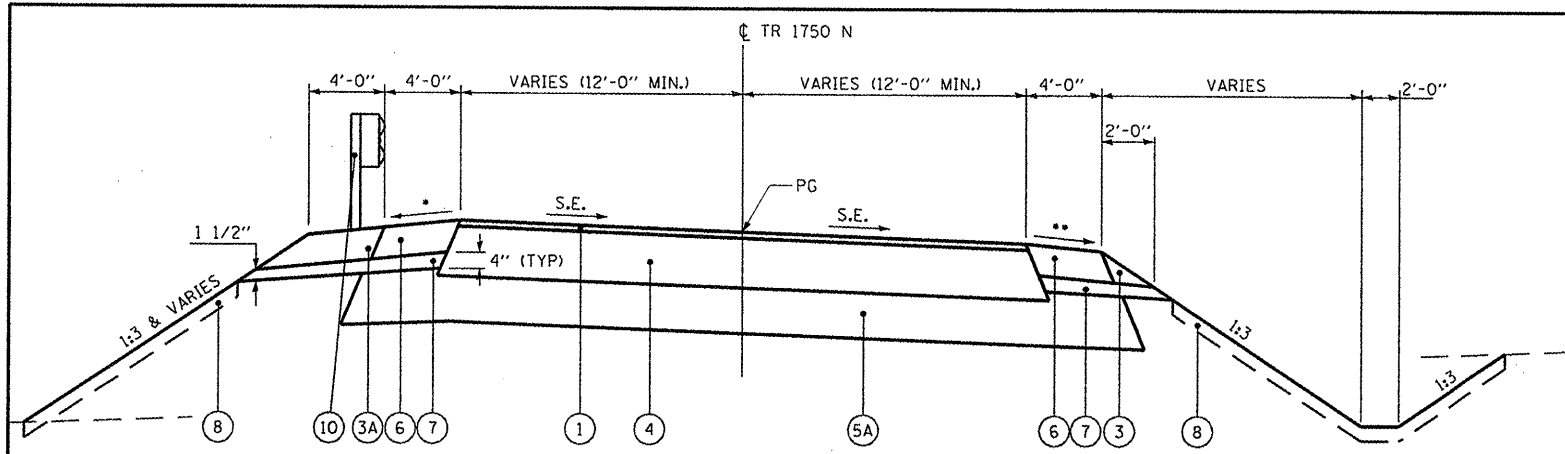
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL SECTIONS

SCALE: none SHEET NO. 4 OF 5 SHEETS STA. TO STA.

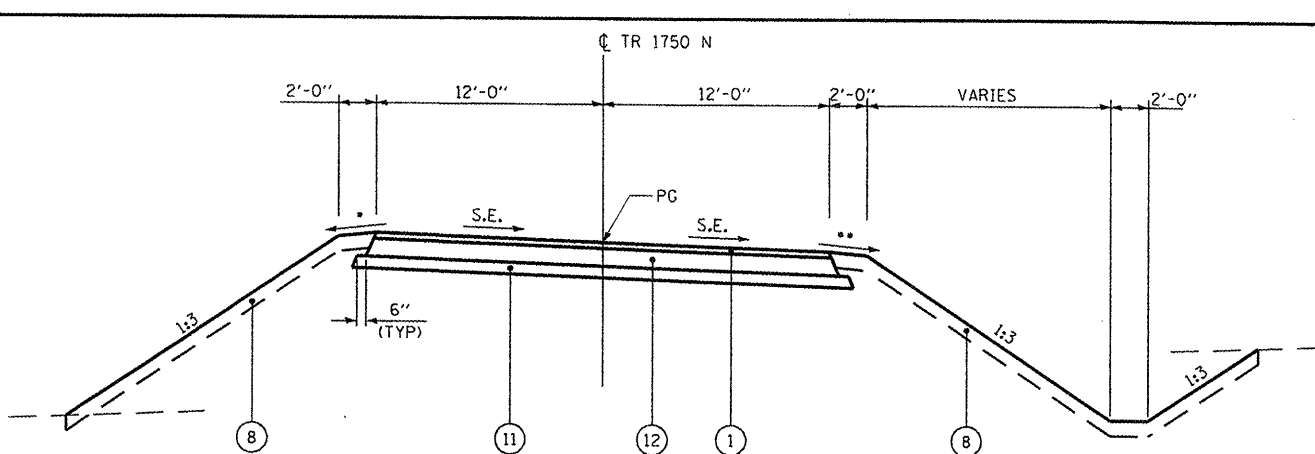
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	11
CONTRACT NO. 68691			ILLINOIS FED. AID PROJECT	



PROPOSED TYPICAL TOWNSHIP ROAD 1750 N SECTION

STA 1+05.33 TO STA 1+94.88

- NOTES:
- 1/2" / FT OR 8% BREAKOVER WHICHEVER IS LESS.
 - 1/2" / FT OR S.E. WHICHEVER IS GREATER.
 - SEE PLAN SHEETS FOR S.E. RATES AND TRANSITIONS.



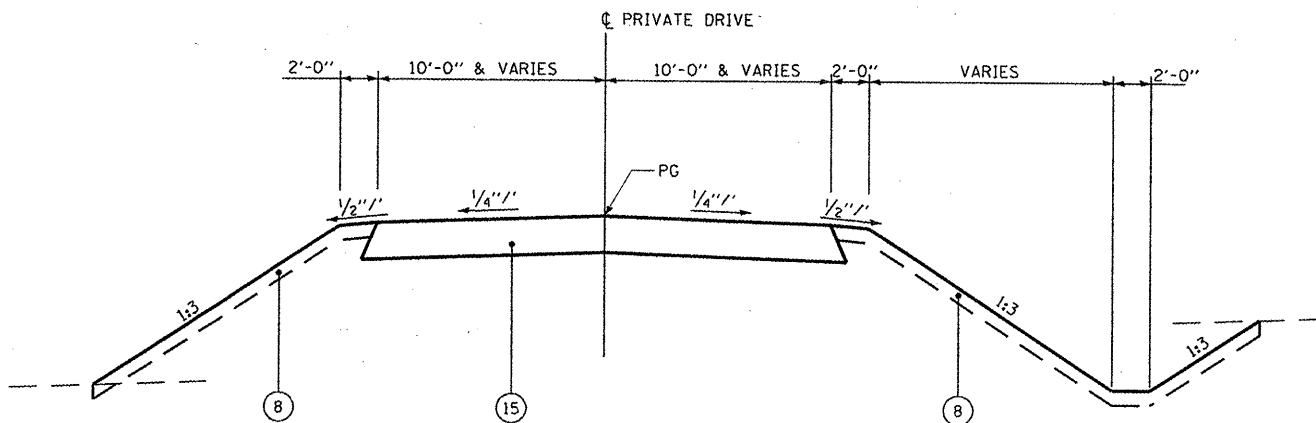
PROPOSED TYPICAL TOWNSHIP ROAD 1750 N SECTION

STA 1+94.88 TO STA 3+75.00

- NOTES:
- 1/2" / FT OR 8% BREAKOVER WHICHEVER IS LESS.
 - 1/2" / FT OR S.E. WHICHEVER IS GREATER.
 - SEE PLAN SHEETS FOR S.E. RATES AND TRANSITIONS.

LEGEND

- (E1) EXISTING HOT-MIX-ASPHALT / PCC PAVEMENT
- (E2) EXISTING HOT-MIX ASPHALT SHOULDER
- (E3) EXISTING PIPE UNDERDRAINS, 4"
- (1) PROPOSED POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, 2"
- (1A) PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, VARIABLE DEPTH (2 1/4" - 4 1/2")
PROPOSED HOT-MIX ASPHALT BINDER COURSE, VARIABLE DEPTH (2 1/4" - 15 3/4")
- (2) PROPOSED HOT-MIX ASPHALT SHOULDERS, VARIABLE DEPTH (2" - 8")
- (3) PROPOSED AGGREGATE SHOULDERS, TYPE B
- (3A) PROPOSED GUARDRAIL AGGREGATE EROSION CONTROL
- (4) PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, 2 1/4"
PROPOSED HOT-MIX ASPHALT BINDER COURSE, 11 3/4"
- (4A) PROPOSED POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, 2 1/4"
PROPOSED HOT-MIX ASPHALT BINDER COURSE, 4 3/4"
- (5) PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A, VARIABLE DEPTH (4" - 16")
- (5A) PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A, 12"
- (6) PROPOSED HOT-MIX ASPHALT SHOULDERS, 8"
- (7) PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE C (VARIABLE DEPTH)
- (8) PROPOSED TOPSOIL, 4"
- (10) PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A
- (11) PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
- (12) PROPOSED HOT-MIX ASPHALT BINDER COURSE, 6"
- (13) PROPOSED EMBANKMENT
- (14) PROPOSED HOT-MIX ASPHALT BINDER COURSE, 7"
- (15) PROPOSED AGGREGATE BASE COURSE, TYPE A 6"



PROPOSED TYPICAL PRIVATE DRIVE 151 SECTION

STA 18+25.00 TO STA 19+74.44

- NOTES:
- 1) AN 8" APRON SHALL BE CONSTRUCTED ADJACENT TO THE HMA SHOULDER CONSISTING OF 3 1/2" INCIDENTAL HMA SURFACING & 6" AGG BSE CSE, TY A. (SEE PLAN SHEETS)

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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED
TYPICAL SECTIONS

SCALE: none SHEET NO. 5 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	12
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				

EARTH EXCAVATION SCHEDULE							
LOCATION STATION TO STATION	1	2	3	4	5	6	7
	TOPSOIL ADJUSTMENT	4" TOPSOIL	THEORETICAL	FURNISHED	CHANNEL		
	4" CUT	4" FILL	PLACEMENT	CUT	FILL	EXCAVATION	EXCAVATION
	CU YD	SO YD		CU YD			
PRE-STAGE I							
FAP 310 (US 67)							
140+50 150+63	0	0	0	178	403	270	
154+42 167+00	0	0	0	242	296	115	
SUBTOTAL PRE-STAGE I	0	0	0	420	699	384	0
STAGE I							
FAP 310 (US 67) SBLN							
147+20 153+04	18	73	819	354	983	718	
SN 055-0081							387
154+23 159+45	22	120	1339	210	1022	865	
TR 1750N							
1+05 3+75	66	79	1305	291	598	380	
DITCH							
0+00 0+85	10	37	423	182	272	136	
SUBTOTAL STAGE I	116	315	3879	1037	2875	2097	387
STAGE II							
FAP 310 (US 67) NBLN							
147+20 152+38	16	194	1890	222	841	675	
SN 055-0080							1649
153+56 159+45	81	113	1746	424	1903	1585	
PRIVATE DRIVE 151							
18+25 19+50	4	42	414	26	139	120	
SUBTOTAL STAGE II	101	349	4050	672	2883	2379	1649
STAGE III							
FAP 310 (US 67)							
140+50 147+20	157	17	1566	507	2	(378)	
159+45 167+00	124	5	1161	439	13	(316)	
SUBTOTAL STAGE III	281	22	2727	946	15	(695)	0
TOTAL	498	686	10656	3075	6472	4166	2036

EARTHWORK NOTES:

A MASS DIAGRAM FOR THE EARTHWORK IS NOT INCLUDED IN THESE PLANS AND WILL NOT BE AVAILABLE TO THE CONTRACTOR UPON REQUEST. THE EARTHWORK SCHEDULE HAS BEEN INCLUDED IN THESE PLANS TO TAKE THE PLACE OF THE NEED FOR A MASS DIAGRAM. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE REQUIRED HAUL DISTANCES AND QUANTITIES FROM THE INFORMATION SHOWN.

THE QUANTITIES SHOWN IN THE SCHEDULE INCLUDE ALL MAINLINE, SIDEROAD, AND ENTRANCE QUANTITIES IN EACH SPECIFIED AREA.

TOPSOIL FURNISH AND PLACE, 4" SHALL BE CONSIDERED AS MATERIAL OBTAINED FROM OUTSIDE THE RIGHT-OF-WAY AND WILL BE MEASURED FOR PAYMENT IN SQUARE YARDS ACCORDING TO ARTICLE 211.07 OF THE STANDARD SPECIFICATIONS. EXCAVATION AND EMBANKMENT QUANTITIES HAVE BEEN COMPUTED ON THE BASIS OF CUT AND FILL TO THE SUBGRADE (BOTTOM) OF THE TOPSOIL.

SUITABLE EXCAVATED MATERIAL FOR RIPRAP PLACEMENT CAN BE USED AS FURNISHED EXCAVATION. THIS MATERIAL IS NOT INCLUDED IN THE SCHEDULE.

QUANTITIES FOR THE DEGRADING OF EXISTING CONDITIONS HAVE BEEN INCLUDED IN THE APPROXIMATE STATION RANGE WHERE SUCH DEGRADING TAKES PLACE.

A SHRINKAGE FACTOR OF 25% WAS USED TO DETERMINE THE FURNISHED EXCAVATION QUANTITY.

COLUMN 3 = (COLUMN 1 + COLUMN 2) x 9
COLUMN 6 = COLUMN 5 - (COLUMN 4 x 0.75)

EARTHWORK QUANTITIES:

TOPSOIL FURNISH AND PLACE, 4" = COLUMN 3 = 10,656 SO YD
EARTH EXCAVATION = COLUMN 4 = 3,075 CU YD
FURNISHED EXCAVATION = COLUMN 6 = 4,165 CU YD
CHANNEL EXCAVATION = COLUMN 7 = 2,036 CU YD

TREE REMOVAL (UNITS DIA.)		
STATION	SIDE	UNIT
FAP 310 (US 67) NBLN		
150+07.4	LT	6
150+07.4	LT	6
150+07.4	LT	6
150+07.4	LT	7
TOTAL		25

SEEDING SCHEDULE									
STATION TO STATION	SIDE	AVERAGE WIDTH	SEEDING CLASS 2 ACRE	FERTILIZER NUTRIENTS			MULCH METHOD 2 ACRE	AGRICULTURAL LIMESTONE TON	
				NITROGEN	PHOSPHORUS	POTASSIUM			
				POUND					
FAP 310 (US 67)									
140+50.0 147+20.0	MEDIAN	30.0	0.46	41.5	41.5	41.5	0.46	0.9	
147+20.0 150+77.0	MEDIAN	30.0	0.25	22.1	22.1	22.1	0.25	0.5	
151+78.0 152+60.0	MEDIAN	14.0	0.03	2.4	2.4	2.4	0.03	0.1	
157+50.0 159+45.0	MEDIAN	25.0	0.11	10.1	10.1	10.1	0.11	0.2	
159+45.0 166+50.0	MEDIAN	30.0	0.50	45.0	45.0	45.0	0.50	1.0	
FAP 310 (US 67) SBLN									
147+20.0 TR 1750N	RT	VARIES	0.29	26.2	26.2	26.2	0.29	0.6	
TR 1750N 153+40.0	RT	VARIES	0.29	26.1	26.1	26.1	0.29	0.6	
154+45.0 159+45.0	RT	VARIES	0.30	27.2	27.2	27.2	0.30	0.6	
FAP 310 (US 67) NBLN									
147+20.0 P.D. 151	LT	VARIES	0.33	29.7	29.7	29.7	0.33	0.7	
P.D. 151 152+15.0	LT	VARIES	0.15	13.2	13.2	13.2	0.15	0.3	
153+25.0 159+45.0	LT	VARIES	0.49	44.5	44.5	44.5	0.49	1.0	
TOTALS			3.20	287.8	287.8	287.8	3.20	6.4	
USE			3.25	290.0	290.0	290.0	3.25	7	

NOTE: SEEDING MEASURED TO LIMITS OF ROW. ENGINEER TO ADJUST AS NEEDED.

TRAFFIC CONTROL SCHEDULE		
ITEM	UNIT	TOTAL
TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	L SUM	1

RIPRAP SCHEDULE						
STATION TO STATION	SIDE	WIDTH	STONE DUMPED CLASS A4	STONE DUMPED CLASS A3	FILTER FABRIC	
			TON	TON	SO YD	
FAP 310 (US 67)						
147+18 150+21	LT	11.0	246.9		370.3	
151+01 152+18	LT	11.0	97.8		146.7	
152+55 155+00	LT	11.0	199.6		299.4	
154+02 156+95	MEDIAN	VARIES		159.8		
152+85 153+15	RT	15.0	33.3		50.0	
TR 1750N						
2+15 2+65	LT	VARIES	120.0		180.0	
TOTALS			697.6	159.8	1046.5	
USE			698	160	1047	

NOTE: SEE STRUCTURE PLANS FOR ADDITIONAL FILTER FABRIC AND STONE DUMPED RIPRAP, CLASS A4 QUANTITIES.

TREE REMOVAL, ACRES				
STATION TO STATION	SIDE	WIDTH	ACRE	
FAP 310 (US 67) NBLN				
151+85 153+60	LT	10	0.04	
TOTAL			0.04	
USE			0.1	

EROSION CONTROL BLANKET				
STATION TO STATION	SIDE	AVERAGE WIDTH	SO YD	
FAP 310 (US 67) SBLN				
152+15 153+15	RT	22.6	76	
155+00 156+00	RT	29.7	330	
TOTAL			406	

EROSION CONTROL SCHEDULE		
ITEM	UNIT	TOTAL
TEMPORARY EROSION CONTROL SEEDING	POUND	650
PERIMETER EROSION BARRIER	FOOT	1060
INLET AND PIPE PROTECTION	EACH	5
AGGREGATE DITCH CHECKS	TON	80

THE SCHEDULE FOR EROSION CONTROL IS AN ESTIMATED QUANTITY. IT MAY BE REDUCED, INCREASED, OR DELETED BY THE ENGINEER BASED ON ACTUAL FIELD CONDITIONS. NO WORK INVOLVING THIS ESTIMATED QUANTITY SHALL BE PERFORMED WITHOUT THE DIRECTION AND APPROVAL OF THE ENGINEER.

MISCELLANEOUS CONTRACT ITEMS SCHEDULE		
ITEM	UNIT	TOTAL
ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	18
ENGINEER'S FIELD LABORATORY	CAL MO	18
MOBILIZATION	L SUM	1
CONSTRUCTION LAYOUT	L SUM	1

MOWING		
STATION TO STATION	SIDE	UNIT
FAP 310 (US 67)		
147+20 159+45	LT & RT	24.5
TOTAL		24.5

FILE NAME =	USER NAME = srb	DESIGNED -	REVISED -
p:\07files\070285\phase2\cadd sheets\0458691-sh1-schedules.dgn		DRAWN -	REVISED -
PLOT SCALE = 1/8" = 1' / 1/4"		CHECKED -	REVISED -
PLOT DATE = 12/7/2011		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: none SHEET NO. 1 OF 5 SHEETS STA. TO STA.

F.A.P. RTE. 310	SECTION (388-2)BR	COUNTY MCDONOUGH	TOTAL SHEETS 130	SHEET NO. 13
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				

PIPE CULVERT SCHEDULE									
STATION	SIDE	PIPE CULVERTS			PRECAST REINF CONC FLARED END SECTION 36"	PRECAST REINF CONC FLARED END SECTION 54"	METAL END SECTIONS 60"	TRENCH BACKFILL	CU YD
		CLASS A TYPE 2 36"	CLASS A TYPE 2 54"	CLASS D TYPE 1 60"					
FAP 310 (US 67) SBLN									
152+62.0	RT			44				1	
TR 1750N									
2+50.0	LT & RT		54			2		33.0	
PRIVATE DRIVE 151									
19+28.0	LT & RT	80			2			42.8	
TOTALS		80	54	44	2	2	1	75.8	
USE		80	54	44	2	2	1	76	

PAVEMENT REMOVAL				
STATION TO STATION	SIDE	WIDTH	SO YD	
FAP 310 (US 67) SBLN				
152+68.4	153+15.9	LT & RT	40.5	213.8*
154+08.8	154+59.0	LT & RT	39.8	222.1*
FAP 310 (US 67) NBLN				
152+01.8	152+69.6	LT & RT	52.8	398.2*
153+21.0	153+92.3	LT & RT	50.8	402.7*
TEMPORARY NORTH CROSSOVER				
141+03.0	146+98.6	LT & RT	VAR	1303.0
TEMPORARY SOUTH CROSSOVER				
159+66.3	165+58.4	LT & RT	VAR	1309.0
TOTAL				3848.8
USE				3849

PAVED SHOULDER REMOVAL				
STATION TO STATION	SIDE	WIDTH	SO YD	
FAP 310 (US 67) SBLN				
140+50.0	147+20.0	LT	6.0	446.7
159+45.0	166+40.0	LT	6.0	463.3
FAP 310 (US 67) NBLN				
140+50.0	150+63.4	RT	8.0	900.8
154+42.2	155+64.8	RT	4.0	54.5
155+64.8	166+40.0	RT	8.0	955.7
164+15.7	165+26.8	RT	VAR	257.1*
TOTAL				3078.1
USE				3079

* - EXISTING MEDIAN CROSSOVER AT STATION 164+75

MANHOLES, TY A, 5'-DIAMETER WITH MEDIAN INLET (604106)		
STATION	SIDE	EACH
FAP 310 (US 67) SBLN		
149+99.5	LT	1
TOTAL		1

PIPE CULVERTS, CLASS D TYPE 1 18" (TEMPORARY)		
STATION	SIDE	FOOT
FAP 310 (US 67)		
144+10.0	CL	520
TOTAL		520

MISCELLANEOUS PIPE UNDERDRAIN ITEMS SCHEDULE		
ITEM	UNIT	TOTAL
CONCRETE HEADWALL FOR PIPE DRAINS	EACH	12
REMOVE AND REINSTALL CONCRETE HEADWALL FOR PIPE UNDERDRAIN	EACH	8
PIPE UNDERDRAIN OUTLET EXTENSION FOR 4" PIPE	EACH	8

THE SCHEDULE FOR MISCELLANEOUS PIPE UNDERDRAIN ITEMS ARE ESTIMATED QUANTITIES FOR REMOVING, REPLACING, EXTENDING, ETC., EXISTING PIPE UNDERDRAINS FOR PROPOSED GRADING. IT MAY BE REDUCED, INCREASED, OR DELETED BY THE ENGINEER BASED ON ACTUAL FIELD CONDITIONS. NO WORK INVOLVING THESE ESTIMATED QUANTITIES SHALL BE PERFORMED WITHOUT THE DIRECTION AND APPROVAL OF THE ENGINEER.

PIPE CULVERT REMOVAL				
STATION	SIDE	OFFSET	DESCRIPTION	FOOT
FAP 310 (US 67) SBLN				
153+28.0	RT	51.5	20" CONC	81.8
TR 1750N				
2+49.0	LT & RT	0.0	18" CMP	49.1
PRIVATE DRIVE 151				
18+67.6	LT & RT	0.0	18" CMP	72.0
TOTAL				202.9
USE				203

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT				
STATION TO STATION	SIDE	WIDTH	SO YD	
FAP 310 (US 67) SBLN				
147+20.0	148+30.0	LT & RT	VAR	534.3
148+30.0	148+70.0	LT & RT	46.0	208.8
158+35.0	158+85.0	LT & RT	40.0	229.5
158+85.0	159+45.0	LT & RT	40.0	276.2
FAP 310 (US 67) NBLN				
147+20.0	147+90.0	LT & RT	42.0	335.7
147+90.0	148+20.0	LT & RT	42.0	143.8
158+40.0	158+85.0	LT & RT	42.0	213.1
158+85.0	159+45.0	LT & RT	42.0	286.1
TOTAL				2227.5
USE				2228

* - USED FOR POLYMERIZED BINDER COURSE LIFT.

AGGREGATE SHOULDERS, TYPE B			
STATION TO STATION	SIDE	TON	
FAP 310 (US 67) SBLN			
147+20.0	149+33.6	RT	8.9
157+09	159+45.0	RT	39.0
140+50.0	147+20.0	LT	151.6
147+20.0	150+77.1	LT	83.2
157+07.0	159+45.0	LT	58.7
159+45.0	166+40.0	LT	130.1
FAP 310 (US 67) NBLN			
140+50.0	147+20.0	RT	75.3
147+20.0	150+77.1	RT	24.0
151+70.6	152+50.8	RT	6.7
157+98.2	159+45.0	RT	5.4
159+45.0	166+40.0	RT	64.6
147+20.0	150+43.1	LT	27.7
151+15.1	152+00.8	LT	10.1
157+10.8	159+45.0	LT	18.9
TR 1750N			
0+78.8	1+94.9	RT	15.5
TOTAL			710.6
USE			711

ISLAND REMOVAL			
STATION TO STATION	SIDE	SO YD	
FAP 310 (US 67) SBLN			
151+68	151+85	RT	165.6
TOTAL			165.6
USE			166

REMOVING INLETS			
STATION	SIDE	OFFSET	EACH
FAP 310 (US 67) SBLN			
149+99.5	LT	33.2	1
TOTAL			1

REVTMENT MAT REMOVAL			
STATION TO STATION	SIDE	SO YD	
FAP 310 (US 67) SBLN			
152+36	153+64	RT	431.4
154+13	154+97	RT	140.8
152+50	153+20	LT	55.8
153+58	154+47	LT	65.5
TOTAL			693.5
USE			694

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)				
STATION TO STATION	SIDE	WIDTH	SO YD	
FAP 310 (US 67) SBLN				
152+68.4	152+74.4	LT & RT	41.8	27.9
154+53.0	154+59.0	LT & RT	41.8	27.9
FAP 310 (US 67) NBLN				
152+01.8	152+07.8	LT & RT	51.8	34.6
153+86.3	153+92.3	LT & RT	51.8	34.6
TOTAL				124.9
USE				125

END SECTIONS TO BE REMOVED				
STATION	SIDE	OFFSET	DESCRIPTION	EACH
FAP 310 (US 67) SBLN				
152+39.6	RT	56.3	60" CMP	1
TOTAL				1

GUARDRAIL SCHEDULE										
STATION TO STATION	SIDE	OFFSET	SPBGR TYPE A 6' POSTS	TRAFFIC BARRIER TERMINAL				GUARDRAIL MARKERS TYPE A	TERMINAL MARKERS DIRECT APPLIED	GUARDRAIL AGGREGATE EROSION CONTROL
				TYPE 2	TYPE 6	TYPE 1 SPECIAL (TANGENT)	TYPE 1 SPECIAL (FLARED)			
			FOOT	EACH				TON		
FAP 310 (US 67) SBLN										
149+67.62	150+52.00	RT	28.0	25	1		1	4	1	46.6
151+75.72	152+73.93	LT	18.5					4	1	30.9
152+12.82	153+13.93	RT	22.5	125				3		33.2
154+17.47	156+85.00	LT	18.5	175			1	4	1	58.9
154+57.46	156+74.99	RT	22.5	125			1	4	1	85.3
FAP 310 (US 67) NBLN										
153+46.80	156+76.83	LT	22.5	250			1	5	1	113.2
153+96.80	157+64.18	RT	28.5	275			1	5	1	75.2
TR 1750N										
1+97.87	2+47.50	LT	16.5				1			70.0
TOTALS				975	1	6	6	30	7	513.4
USE				975	1	6	6	30	7	514

FURNISHING AND ERECTING ROW MARKERS			
STATION	SIDE	OFFSET	EACH
TR 1750N			
1+43.40	RT	55.00	1
3+62.95	RT	40.00	1
TOTAL			2

GUARDRAIL REMOVAL			
STATION TO STATION	SIDE	FOOT	
FAP 310 (US 67) SBLN			
151+95	153+00	LT	105
153+90	155+20	LT	130
152+20	153+40	RT	120
154+30	156+20	RT	190
FAP 310 (US 67) NBLN			
152+70	153+00	RT	30
153+50	158+55	RT	505
152+05	152+50	LT	45
152+95	157+65	LT	470
TOTAL			1595

TEMPORARY RAISED REFLECTIVE PAVEMENT MARKERS					
STATION TO STATION	SIDE	MAXIMUM SPACING	1-WAY CRYSTAL	1-WAY AMBER	EACH
127+40.0	165+65.0	RT	25	153	
140+50.0	166+05.0	LT	25		103
FAP 310 (US 67) NBLN					
140+50.0	166+15.0	RT	25	103	
141+00.0	179+25.0	LT	25		153
TOTALS			256	256	
USE			256	256	512

PERMANENT SURVEY MARKERS, TYPE I			
STATION	SIDE	DESCRIPTION	EACH
FAP 310 (US 67) SBLN			
151+37.41	CL	POT	1
FAP 310 (US 67) NBLN			
150+98.00	CL	POT	1
TR 1750N			
1+94.88	CL	POT	1
TOTAL			3

TEMPORARY GUARDRAIL SCHEDULE					
STATION TO STATION	SIDE	OFFSET	TEMPORARY	TEMPORARY	EACH
			SPBGR TYPE A	TBT TYPE 1 SPL FLARED	
			FOOT		
FAP 310 (US 67) NBLN					
151+72.65	152+84.65	RT	30.0	62.5	1
TOTALS				62.5	1

PERMANENT BENCH MARKS			
STATION	SIDE	OFFSET	EACH
FAP 310 (US 67) SBLN			
153+30.4	RT	24.8	1
FAP 310 (US 67) NBLN			
153+30.4	LT	24.8	1
TOTAL			2

TEMPORARY CONCRETE BARRIER			
STATION TO STATION	DESC.	FOOT	
141+84.0	146+52.6	TAPER	468.7
146+52.6	160+20.6	TANGENT	1368.0
160+20.6	163+86.6	TAPER	367.3
TOTAL			2204.0

BARRIER WALL MARKERS TYPE C		
STATION TO STATION	EACH	
141+84.0	163+86.6	270
TOTAL		270

PIPE UNDERDRAIN SCHEDULE					
PIPE UNDERDRAIN 4"			PIPE UNDERDRAIN 4" (SPECIAL)		
BEGINNING STATION	ENDING STATION	LENGTH	OUTLET STATION	LENGTH	CONCRETE HEADWALL
		FOOT			EACH
FAP 310 (US 67) SBLN - OUTSIDE					
152+54.8	152+81.4	26.6	152+81.0	17.3	1
154+81.9	156+85.0	203.1	154+81.9	16.8	1
FAP 310 (US 67) SBLN - INSIDE					
152+15.9	152+49.5	33.6	152+49.5	13.7	1
154+47.0	156+85.0	238.0	154+47.0	13.1	1
FAP 310 (US 67) NBLN - INSIDE					
151+99.8	152+25.8	26.0	152+25.8	11.2	1
154+21.2	157+05.0	283.8	154+21.2	11.2	1
FAP 310 (US 67) NBLN - OUTSIDE					
150+30.0	151+89.8	159.8	150+30.0	32.0	1
153+80.3	157+05.0	324.7	153+80.3	16.8	1
TOTALS		1295.6		132.1	8
USE		1296		132	8

NOTE: MINIMUM SLOPE IS 0.40%

RAISED REFLECTIVE PAVEMENT MARKERS					
STATION TO STATION	SIDE	MAXIMUM SPACING	1-WAY CRYSTAL	REMOVAL	
				EACH	
FAP 310 (US 67) SBLN					
127+30.0	147+20.0	CL	80	25	25
147+20.0	152+68.0	CL	80	7	7
154+59.0	159+45.0	CL	80	7	7
159+45.0	165+50.0	CL	80	8	8
148+49.0	150+83.0	RT	40	6	6
FAP 310 (US 67) NBLN					
140+00.0	147+20.0	CL	80	9	9
147+20.0	152+02.0	CL	80	7	7
153+92.0	159+45.0	CL	80	7	7
159+45.0	179+20.0	CL	80	25	25
151+67.0	152+13.0	RT	40	2	2
154+04.0	155+05.0	RT	40	3	3
TOTAL				106	106

* ESTIMATED QUANTITY

FILE NAME =	USER NAME = seb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULE OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pi\07files\070286\phase2\cadd sheets\070286\sh-schedules.dgn		DRAWN -	REVISED -			310	(38B-2)BR	MCDONOUGH	130	16
PLOT SCALE = 1/8" = 1' / IN.		CHECKED -	REVISED -			CONTRACT NO. 68691			ILLINOIS FED. AID PROJECT	
PLOT DATE = 12/7/2011		DATE -	REVISED -			SCALE: none	SHEET NO. 4 OF 5 SHEETS	STA.	TO STA.	


PAVEMENT MARKING TAPE, TYPE III 4"						
STAGE	STATION TO STATION		LANE	WHITE	YELLOW	
				FOOT		
1	127+40.0	134+00.0	SB	660.2		
	134+00.0	141+00.0	SB	700.0		
	140+50.0	146+56.4	CROSSOVER		608.4	
	141+00.0	147+00.0	CROSSOVER	602.0		
	146+52.6	172+65.0	NB		2612.4	
	146+56.4	160+16.8	NB		1360.4	
	147+00.0	159+65.0	NB	1265.0		
	159+65.0	165+65.0	CROSSOVER	602.4		
	160+16.8	166+05.1	CROSSOVER		589.9	
	172+65.0	179+25.0	NB		660.1	
	2	127+40.0	134+00.0	SB		660.2
		134+00.0	160+20.6	SB		2620.6
		140+50.0	146+52.8	CROSSOVER		605.1
		141+00.0	147+00.0	CROSSOVER	602.2	
146+52.8		160+10.0	SB		1357.2	
146+52.8		160+20.6	SB	1367.8		
147+00.0		159+65.0	SB	1265.0		
159+65.0		165+65.0	CROSSOVER	602.4		
160+10.0		166+14.5	CROSSOVER	607.1		
165+65.0		172+65.0	NB	700.0		
172+65.0		179+25.0	NB	660.2		
TOTALS				9634.3	11074.3	
USE					20709	

PERFORMED PLASTIC PAVEMENT MARKING TYPE B - LINE 6"				
STATION TO STATION	SIDE	DESCRIPTION	WHITE	YELLOW
			FOOT	
FAP 310 (US 67) SBLN				
127+40	147+20	CL	SKIP-DASH	500
152+74	154+53	CL	SKIP-DASH	50
159+45	165+65	CL	SKIP-DASH	160
FAP 310 (US 67) NBLN				
141+00	147+20	CL	SKIP-DASH	160
152+08	153+86	CL	SKIP-DASH	50
159+45	179+25	CL	SKIP-DASH	500
TOTAL				1420

GROOVING FOR RECESSED PAVEMENT MARKING 7"				
STATION TO STATION	SIDE	DESCRIPTION	WHITE	YELLOW
			FOOT	
FAP 310 (US 67) SBLN				
127+40	147+20	CL	SKIP-DASH	500
152+74	154+53	CL	SKIP-DASH	50
159+45	165+65	CL	SKIP-DASH	160
FAP 310 (US 67) NBLN				
141+00	147+20	CL	SKIP-DASH	160
152+08	153+86	CL	SKIP-DASH	50
159+45	179+25	CL	SKIP-DASH	500
TOTAL				1420

PERFORMED PLASTIC PAVEMENT MARKING TYPE B - INLAID - LINE 6"				
STATION TO STATION	SIDE	DESCRIPTION	WHITE	YELLOW
			FOOT	
FAP 310 (US 67) SBLN				
147+20	152+74	CL	SKIP-DASH	140
154+53	159+45	CL	SKIP-DASH	130
FAP 310 (US 67) NBLN				
147+20	152+08	CL	SKIP-DASH	130
153+86	159+45	CL	SKIP-DASH	140
TOTAL				540

EPOXY PAVEMENT MARKING LETTERS AND SYMBOLS			
STATION	SIDE	DESCRIPTION	SO FT
FAP 310 (US 67) SBLN			
148+49	RT	RT ARROW	15.6
149+17	RT	RT ARROW	15.6
149+85	RT	RT ARROW	15.6
150+53	RT	RT ARROW	15.6
FAP 310 (US 67) NBLN			
151+97	RT	LT ARROW	15.6
152+74	RT	LT ARROW	15.6
153+51	RT	LT ARROW	15.6
154+28	RT	LT ARROW	15.6
155+05	RT	LT ARROW	15.6
TOTAL			140.4
USE			141

STATION CALLOUT LOCATION 

EPOXY PAVEMENT MARKING - LINE 8"				
STATION TO STATION	SIDE	DESCRIPTION	WHITE	YELLOW
			FOOT	
FAP 310 (US 67) SBLN				
146+45	148+49	RT	TURN LANE SKIP-DASH	52
148+49	150+83	RT	TURN LANE	234
FAP 310 (US 67) NBLN				
151+67	155+05	RT	TURN LANE	338
155+05	158+15	RT	TURN LANE SKIP-DASH	78
TOTAL				702

EPOXY PAVEMENT MARKING - LINE 4"				
STATION TO STATION	SIDE	DESCRIPTION	WHITE	YELLOW
			FOOT	
FAP 310 (US 67) SBLN				
127+40.0	134+00.0	RT	EDGE LINE	660.0
147+20.0	150+52.0	RT	EDGE LINE	332.0
152+55.0	159+45.0	RT	EDGE LINE	690.0
159+45.0	160+20.6	RT	EDGE LINE	75.6
127+40.0	134+00.0	LT	EDGE LINE	660.0
140+50.0	147+20.0	LT	EDGE LINE	670.0
147+20.0	150+83.0	LT	EDGE LINE	363.0
151+66.0	159+45.0	LT	EDGE LINE	779.0
159+45.0	166+05.1	LT	EDGE LINE	660.1
FAP 310 (US 67) NBLN				
141+84.0	147+20.0	RT	EDGE LINE	536.0
147+20.0	150+83.0	RT	EDGE LINE	363.0
151+66.0	159+45.0	RT	EDGE LINE	779.0
159+45.0	166+14.5	RT	EDGE LINE	669.5
172+65.0	179+25.0	RT	EDGE LINE	660.0
147+20.0	159+45.0	LT	EDGE LINE	1225.0
172+65.0	179+25.0	LT	EDGE LINE	660.0
TR 1750N				
0+55.0	3+75.0	RT	EDGE LINE	343.4
1+48.0	3+75.0	LT	EDGE LINE	299.2
1+31.0	3+75.0	CL	NO-PASSING	488.0
TOTALS			4285.2	6627.6
USE				10913

EPOXY PAVEMENT MARKING - LINE 24"				
STATION	SIDE	DESCRIPTION	WHITE	YELLOW
			FOOT	
TR 1750N				
1+31	LT	STOP BAR		12
1+41	LT	STOP BAR		31
TOTAL				43

TEMPORARY PAVEMENT MARKING SCHEDULE		
ITEM	UNIT	TOTAL
SHORT TERM PAVEMENT MARKING	FOOT	450
TEMPORARY PAVEMENT MARKING - LETTERS AND SYMBOLS	SO FT	141
TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	10913
TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1420
TEMPORARY PAVEMENT MARKING - LINE 8"	FOOT	702
TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	43
WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	12096

THE SCHEDULE FOR TEMPORARY PAVEMENT MARKINGS ITEMS ARE ESTIMATED QUANTITIES. IT MAY BE REDUCED, INCREASED, OR DELETED BY THE ENGINEER BASED ON ACTUAL FIELD CONDITIONS. NO WORK INVOLVING THESE ESTIMATED QUANTITIES SHALL BE PERFORMED WITHOUT THE DIRECTION AND APPROVAL OF THE ENGINEER.

PAVEMENT MARKING REMOVAL				
STATION TO STATION	SIDE	DESCRIPTION	WHITE	YELLOW
			FOOT	
FAP 310 (US 67) SBLN				
140+76.0	142+54.0	LT	EDGE LINE	89.0
163+79.0	164+96.0	LT	EDGE LINE	117.0
146+00.0	147+20.0	LT	EDGE LINE	60.0
159+45.0	161+15.0	LT	EDGE LINE	170.0
FAP 310 (US 67) NBLN				
146+16.0	150+58.0	RT	EDGE LINE	221.0
151+85.0	153+88.0	RT	TURN LANE	101.5
151+85.0	153+88.0	RT	TURN ARROW	62.4
155+00.0	160+23.0	RT	EDGE LINE	261.5
140+92.0	142+36.0	RT	EDGE LINE	72.0
165+18.0	166+77.0	RT	EDGE LINE	79.5
TOTAL				1233.9
USE				1250

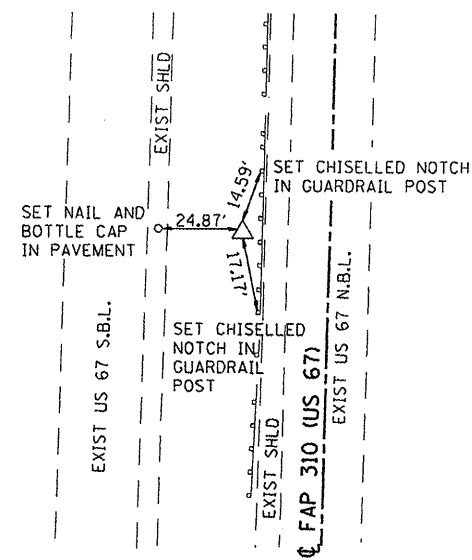
* STAGE 1
** STAGE 2

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

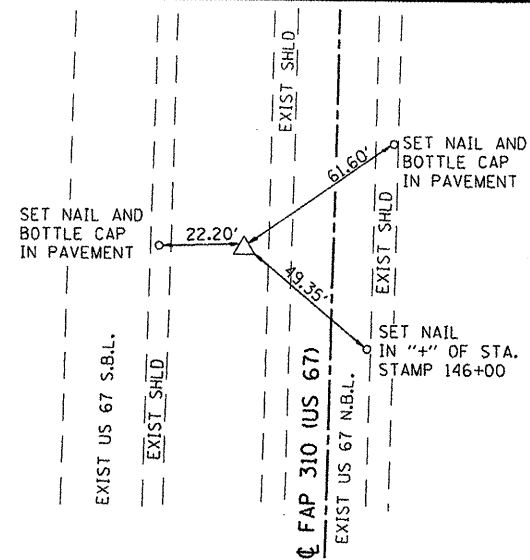
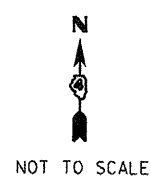
SCHEDULE OF QUANTITIES			
SCALE:	SHEET NO.	OF	SHEETS
none	5	OF	5
STA.		TO	STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(388-2)BR	MCDONOUGH	130	17
CONTRACT NO. 68691			ILLINOIS FED. AID PROJECT	



SURVEY CONTROL POINT #1
 SET 5/8" I PIN/CAP
 23.96' RT, STA. 157+72.08

N = 1409126.433
 E = 2155711.273



SURVEY CONTROL POINT #2
 SET 5/8" I PIN/CAP
 26.13' RT, STA. 145+68.01

N = 1410330.169
 E = 2155739.463

BENCHMARK LIN1
 SET CHISELLED "□" IN TOP OF SOUTHWEST
 WINGWALL OF WEST BRIDGE OVER
 FARMERS FORK CREEK; S.N. 055-0027
 STA. = 154+31
 OFFSET = 91.00' RT
 ELEV. = 680.74

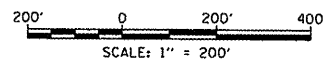
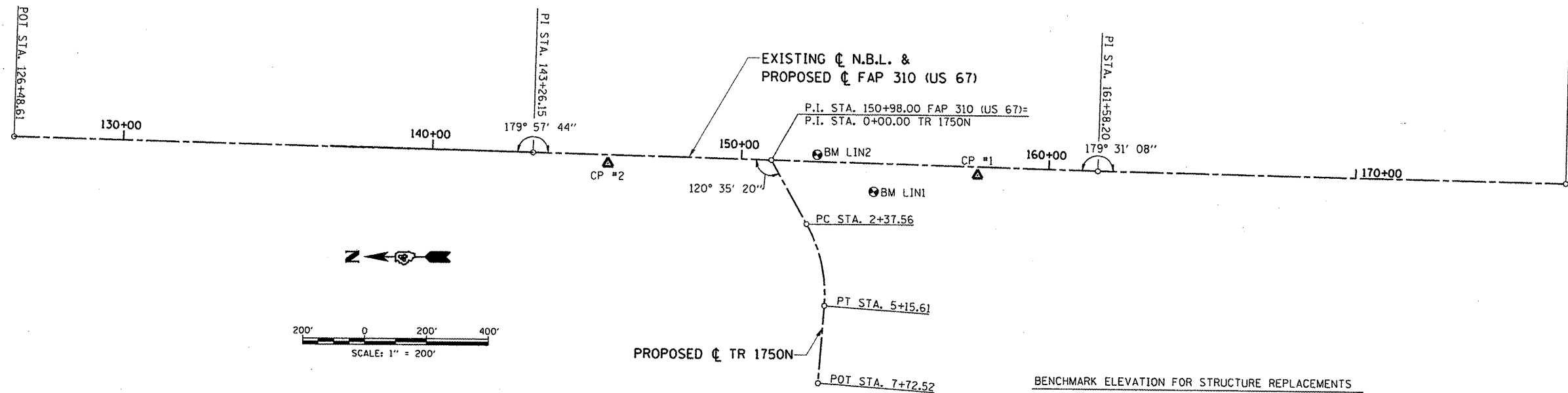
BENCHMARK LIN2
 SET CHISELLED "□" IN TOP OF NORTHEAST
 WINGWALL OF EAST BRIDGE OVER
 FARMERS FORK CREEK; S.N. 055-0003
 STA. = 152+44
 OFFSET = 25.00' RT
 ELEV. = 680.50

NOTE:

STATION/OFFSETS ARE BASED ON THE CENTERLINE
 OF FAP 310 (US 67) LOCATED ALONG EXISTING
 CENTERLINE NORTHBOUND LANE.

HORIZONTAL CONTROL NAD83 (2007) - GROUND COORDINATES
 TO CONVERT TO GRID MULTIPLY BY PROJECT GRID FACTOR
 0.99993643

VERTICAL CONTROL BASED ON NAVD88



PROPOSED CURVE DATA TR 1750N

PI STA. 3+80.65
 $\Delta = 33^\circ 22' 00''$ (RT)
 $D = 12^\circ 00' 00''$
 $R = 477.46'$
 $T = 143.09'$
 $L = 278.05'$
 $E = 20.98'$
 $S.E. = 7.0\%$
 P.C. STA. = 2+37.56
 P.T. STA. = 5+15.61
 S.E. ATTAINED: STA 1+59.85 TO STA 2+63.45
 (SEE GEOMETRIC DETAIL)

BENCHMARK ELEVATION FOR STRUCTURE REPLACEMENTS

ALL DISKS SET ON STRUCTURES, BRIDGES, CULVERTS, RETAINING WALLS, ETC. AND BEING USED FOR ELEVATION PURPOSES SHALL HAVE ELEVATIONS LEVELED TO THEM. ALL WORK REQUIRED TO PERFORM THIS SHALL BE PAID FOR UNDER PAY ITEM Z0038700. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

UNDER THE DIRECTION OF THE RESIDENT ENGINEER THE BRASS DISK(S) WILL BE SET AT THE LOCATION AS LISTED IN THE PLANS. THE CONTRACTOR PERFORMING THE WORK WILL RUN A CLOSED LEVEL CIRCUIT FROM THE TEMPORARY BENCHMARK TO THE SET DISK(S) AND FROM THE SET DISK(S) BACK TO THE TEMPORARY BENCHMARK TO ENSURE THE ELEVATION TO THE SET BRASS DISK(S) IS ACCURATE. THE LEVEL CIRCUIT SHALL BE RECORDED IN A FIELD BOOK ALONG WITH ANY METADATA THAT IS NECESSARY TO INTERPRET THE LEVEL CIRCUIT. ONCE THE ELEVATION IS DETERMINED THE CONTRACTOR SHALL STAMP THE FINAL ELEVATION INTO THE BRASS DISK(S).

THE CONTRACTOR AFTER THE COMPLETION OF THE LEVEL CIRCUIT AND STAMPING OF THE BRASS DISK(S) SHALL SUBMIT TO THE CHIEF OF SURVEYS, ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 4, PEORIA, THE FOLLOWING INFORMATION; A COPY OF THE FIELD BOOK THAT THE LEVEL CIRCUIT WAS KEPT IN SHOWING THE CLOSED CIRCUIT, THE STRUCTURE NUMBER, IF APPLICABLE, FINAL ELEVATION, ENGLISH OR METRIC, DATE, CONTRACT NUMBER AND A BRIEF LOCATION AND REMARKS AS TO THE LOCATION ON THE STRUCTURE WHERE THE DISK(S) CAN BE FOUND.

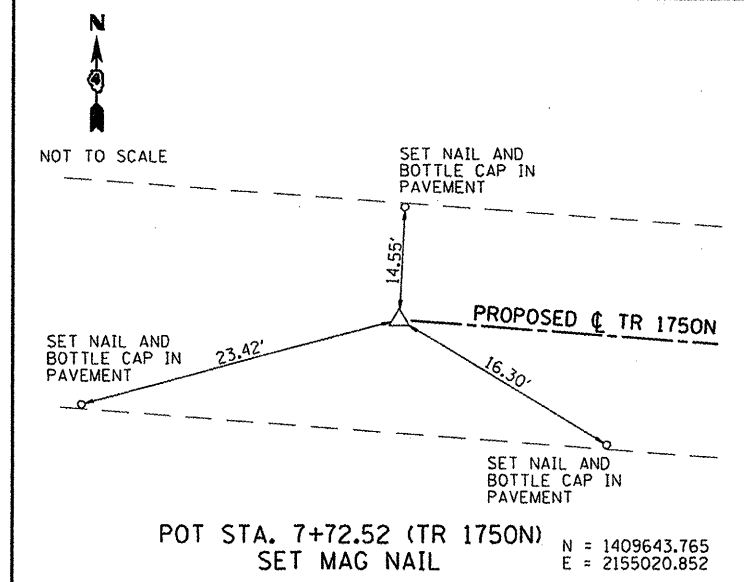
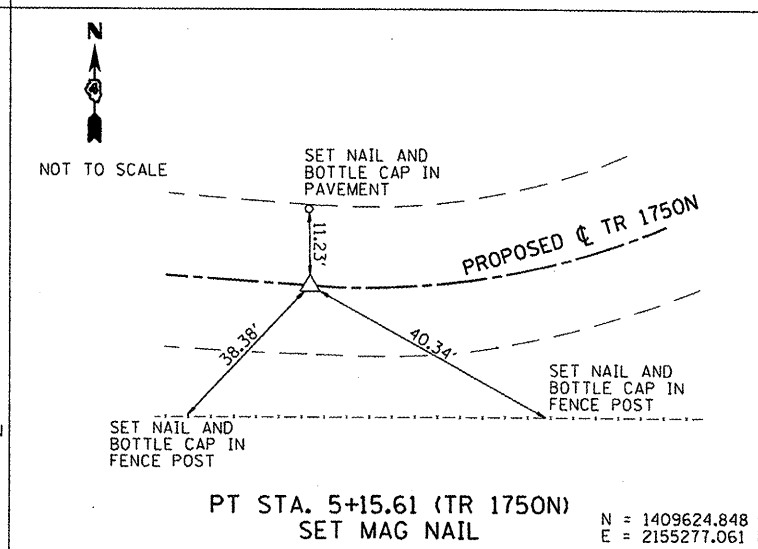
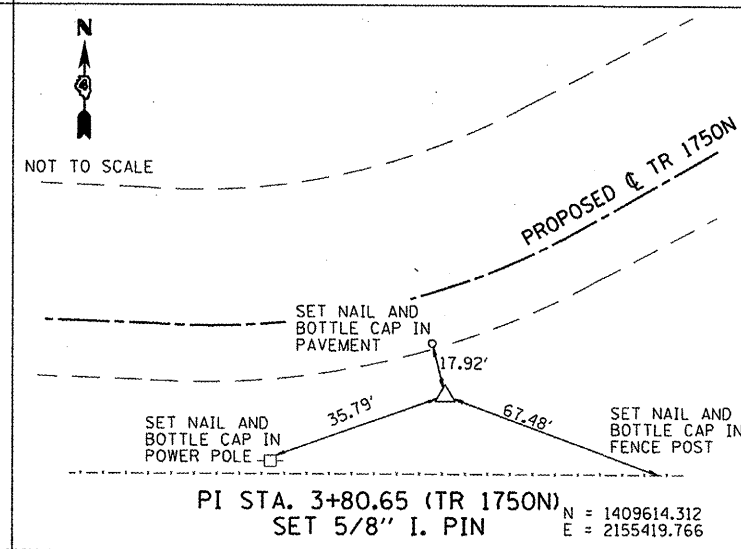
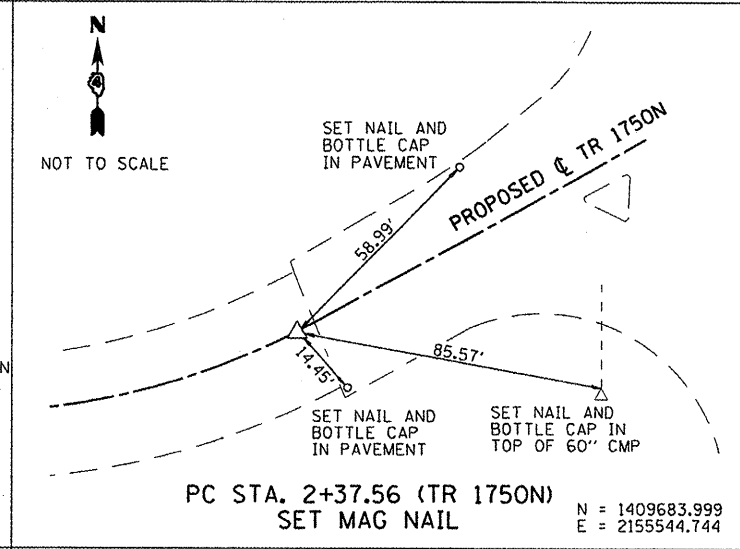
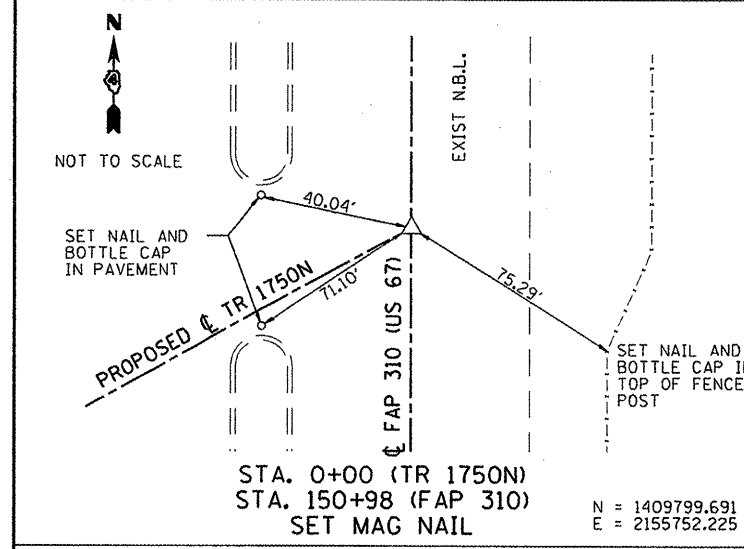
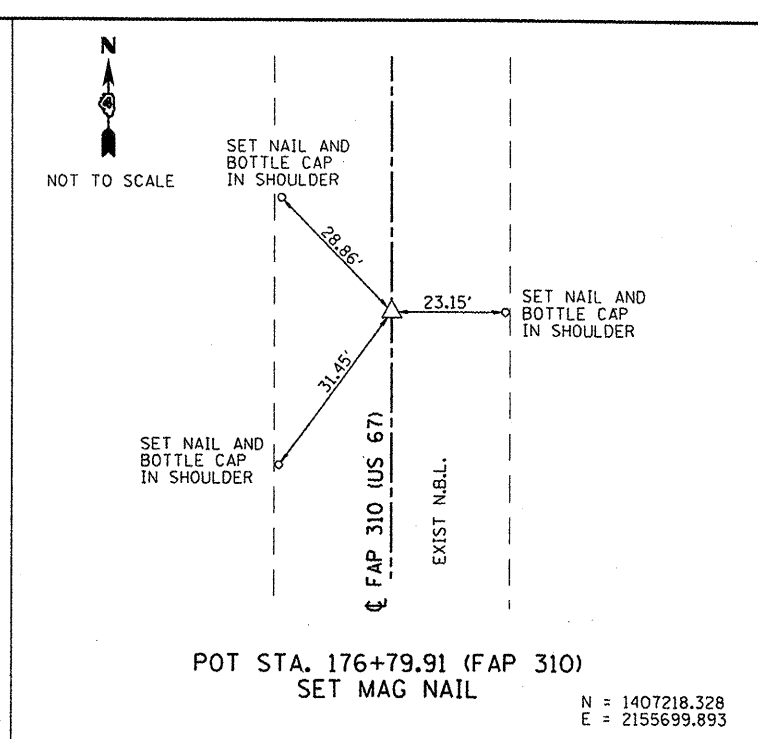
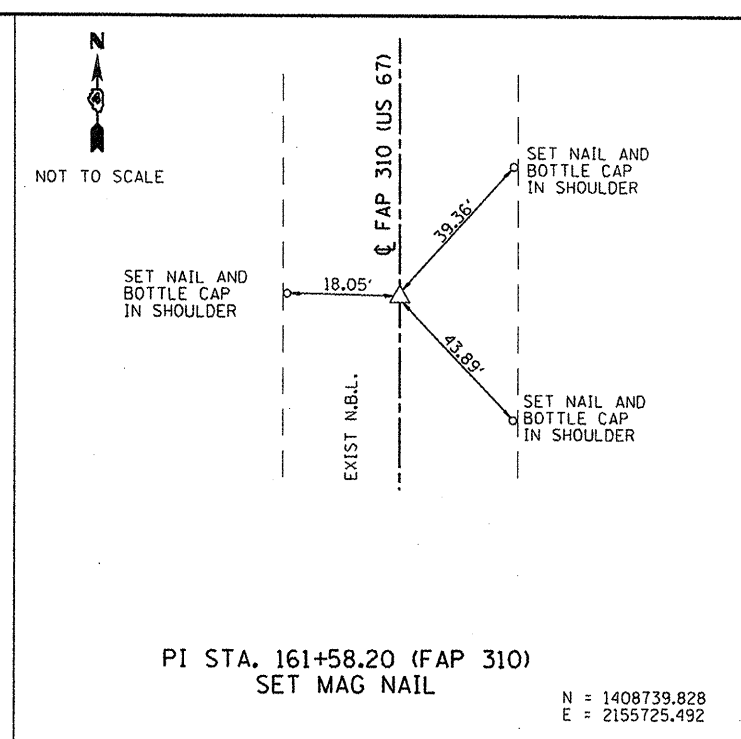
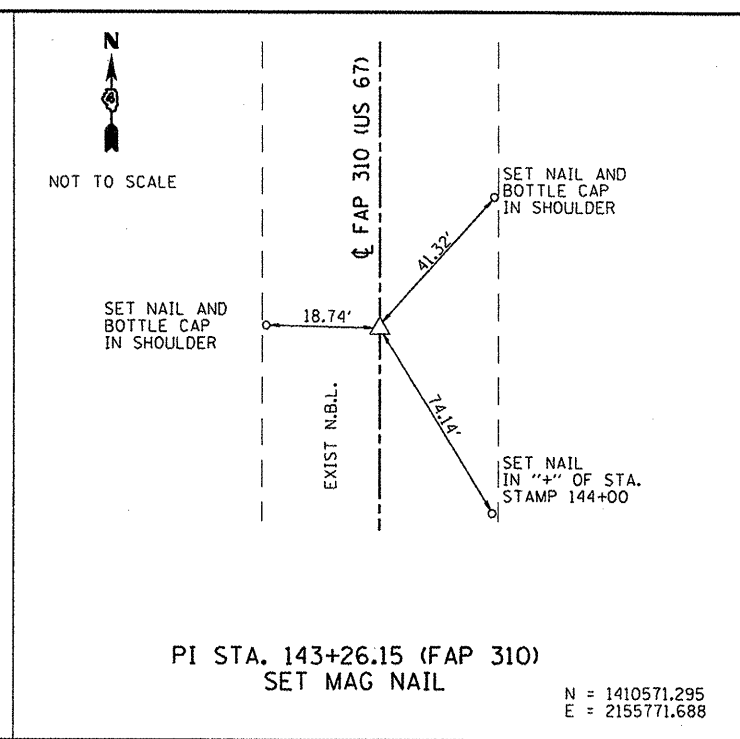
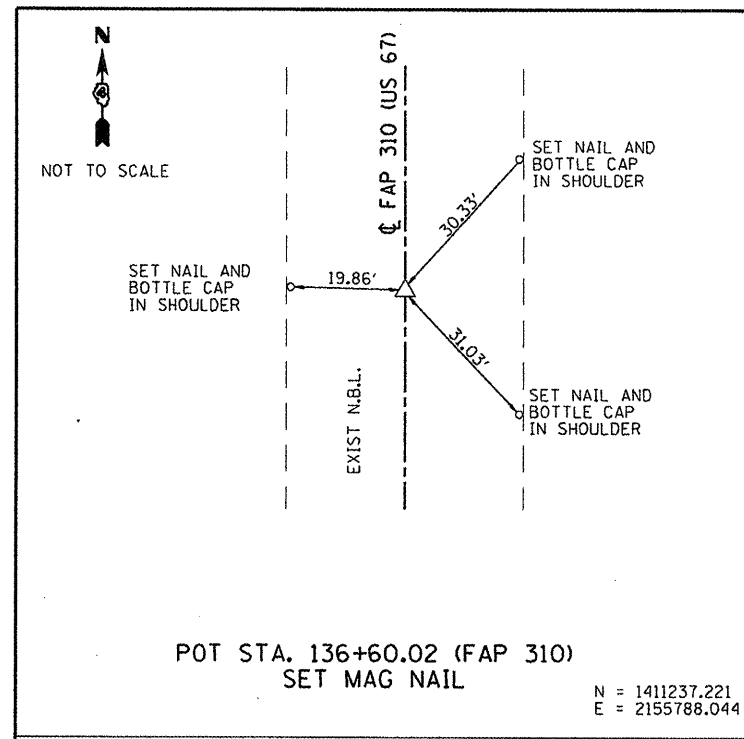
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	PLOT DATE = 12/7/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT, TIES, & BENCHMARKS
US 67 OVER FARMERS FORK CREEK

SCALE: 1"=200' SHEET NO. 1 OF 2 SHEETS STA. 126+48.61 TO STA. 176+79.91

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	18
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				

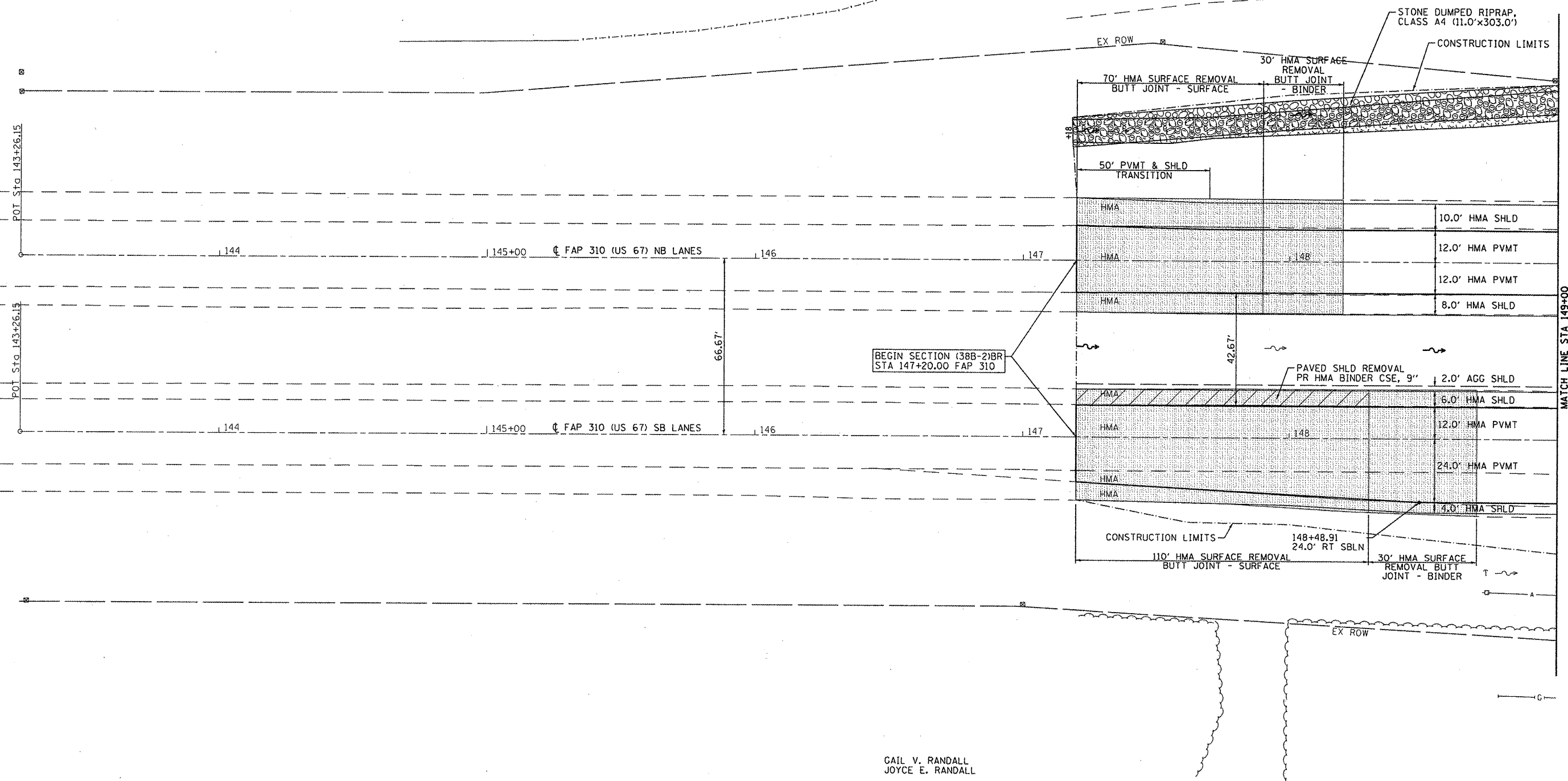


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		PLOT SCALE = 123.7461' / IN.	CHECKED -			REVISED -	CONTRACT NO. 68691				
		PLOT DATE = 12/7/2011	DATE -			REVISED -	ILLINOIS FED. AID PROJECT				
				SCALE: 1"=60'		SHEET NO. 2 OF 2 SHEETS		STA.		TO STA.	

NW 1/4 SECTION 6, T6N, R2W, 4TH PM
MACOMB TWP.

BRUCE A. ENGNELL
VICTORIA R. ENGNELL

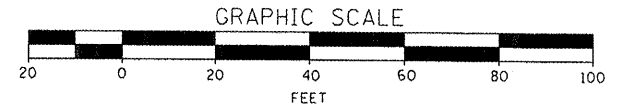
POT STA 16
16+22.63
EXISTING PRIVATE DRIVE 151
POT STA 17
17+22.96



BEGIN SECTION (38B-2)BR
STA 147+20.00 FAP 310

GAIL V. RANDALL
JOYCE E. RANDALL

NE 1/4 SECTION 1, T6N, R3W, 4TH PM
EMMET TWP.



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

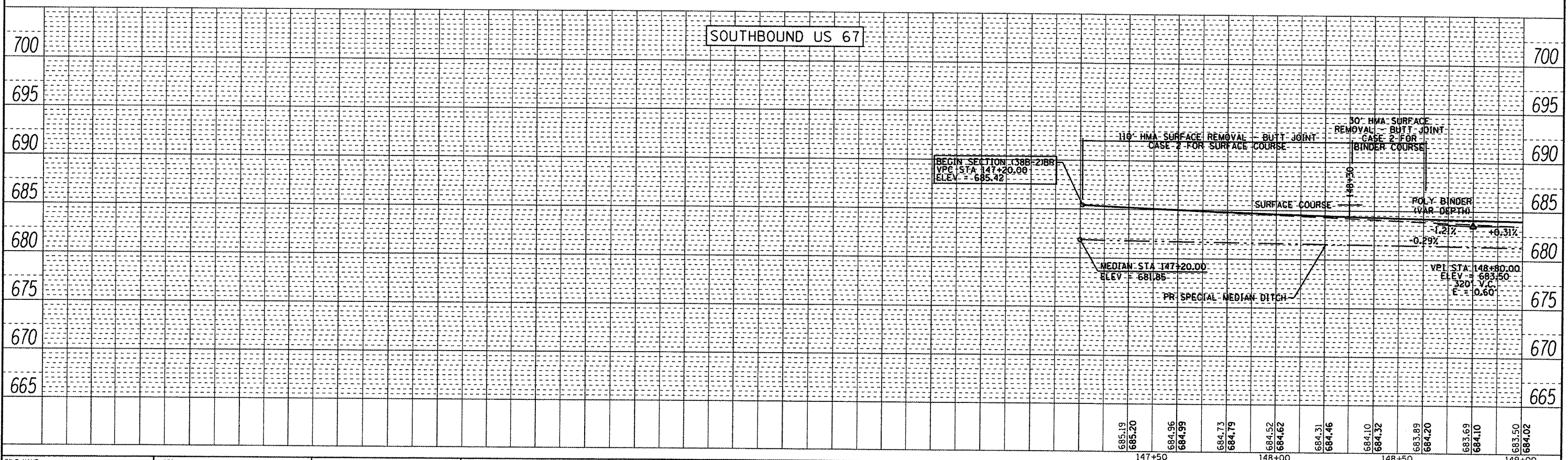
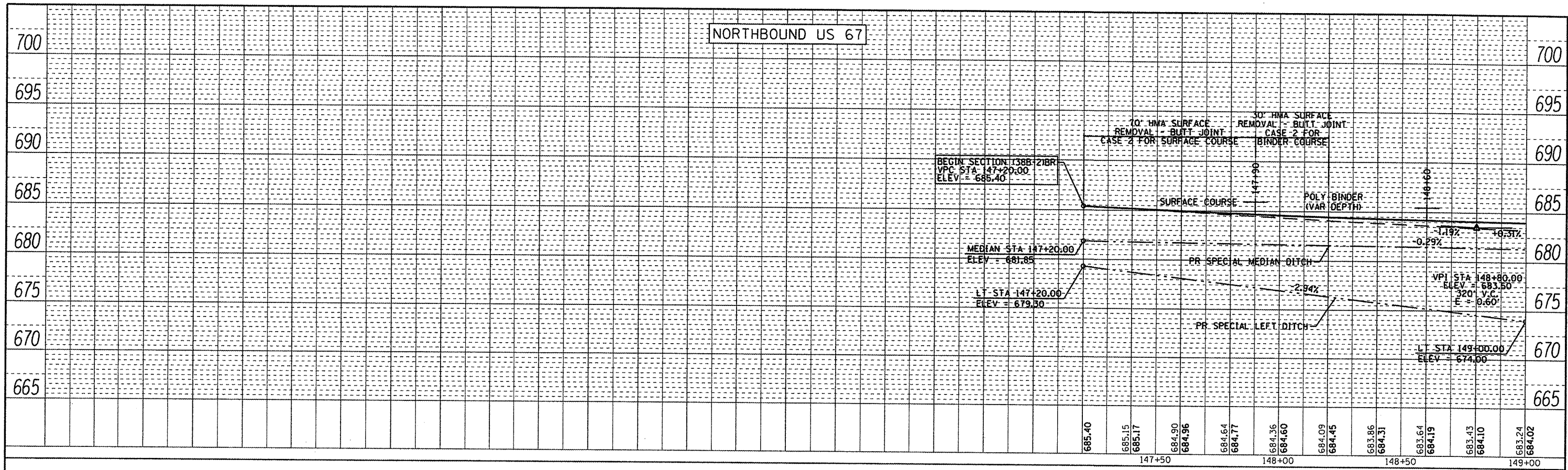
PLAN SHEET - FAP 310 (US 67)

SCALE: 1"=20' SHEET NO. 1 OF 7 SHEETS STA. 143+00 TO STA. 149+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	20
CONTRACT NO. 68691			ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	BY	DATE
	ALIGNED		
NOTE BOOK NO.	CHECKED		
	BY		
	FILE NAME		

PROFILE	GRADES CHECKED	BY	DATE
	BY		
NOTE BOOK NO.	STATUS		
	FILE NAME		



FILE NAME =	USER NAME = seb	DESIGNED -	REVISED -	<p align="center">STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</p> <p align="center">PROFILE SHEET - FAP 310 (US 67)</p>	F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 41.2487' / IN.		CHECKED -	REVISED -		SCALE: 1"=20'				
PLOT DATE = 12/7/2011		DATE -	REVISED -		SHEET NO. 2 OF 7 SHEETS				
					STA. 143+00 TO STA. 149+00				CONTRACT NO. 68691

BRUCE A. ENGNELL
VICTORIA R. ENGNELL

BEGIN IMPROVEMENT
POC STA 18+25.00
PRIVATE DRIVE 151

STA 149+70.00
140.00' LT NBLN

PR TCE

TREE REMOVAL
STA 150+30.00
140.00' LT NBLN

EXIST. CURVE P001
PI STA. = 18+98.58
 $\Delta = 55^\circ 12' 23"$ (RT)
 $D = 45^\circ 50' 12"$
 $R = 125.00'$
 $T = 65.36'$
 $L = 120.44'$
 $E = 16.06'$
 $e = N.C.$
P.C. STA. = 18+33.23
P.T. STA. = 19+53.67

2- STA 19+28.0 44° SKEW LEFT AH
PR PIPE CULVERT, CLASS A, TY 2, 36" Ø, 80'
PRECAST RCCP END SECTIONS, 2 EACH
USFL = 673.39 (150+21.5, 61.6' LT)
DSFL = 672.99 (151+01.5, 59.3' LT)
TRENCH BACKFILL = 42.8 CY

SW 1/4 SECTION 6, T6N, R2W, 4TH PM
MACOMB TWP.

TUCKER FARMS, LTD.

LOCATION	TRAFFIC BARRIER TERMINAL				SPBGR TYPE A
	TYPE 1	TYPE 1	TYPE 6	TYPE 2	
	TANGENT	FLARED	EACH		
1	1			1	25
2	1		1		125
3		1	1		
4	1		1	1	250

* SEE SCHEDULES FOR STATIONS

EXISTING PRIVATE DRIVE 151

EX 18" CMP

STA 151+00.00
68.33' LT NBLN

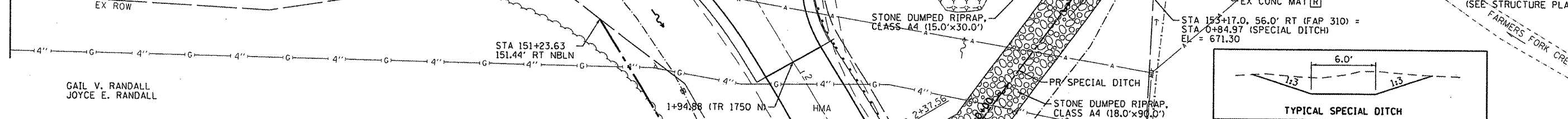
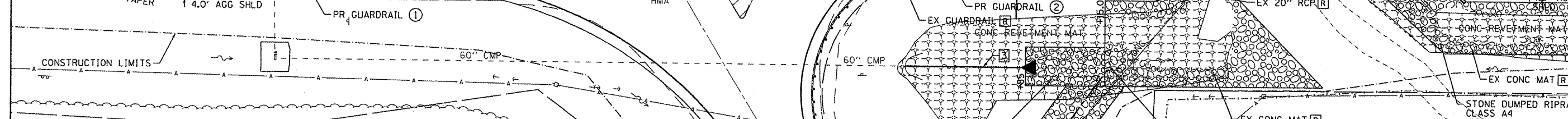
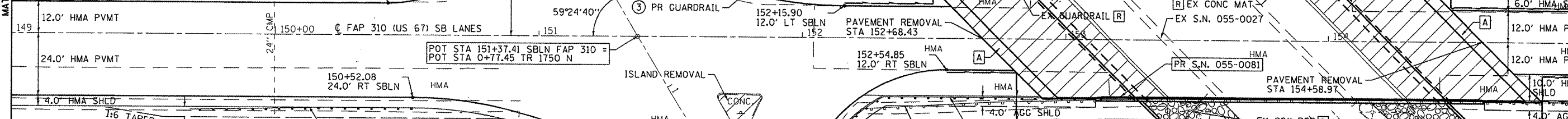
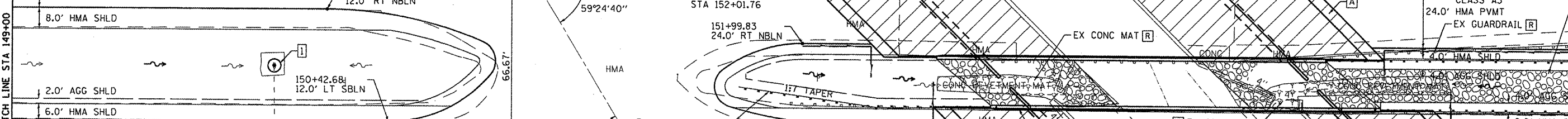
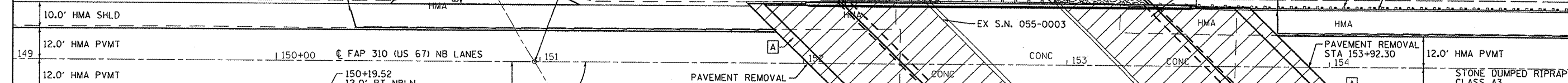
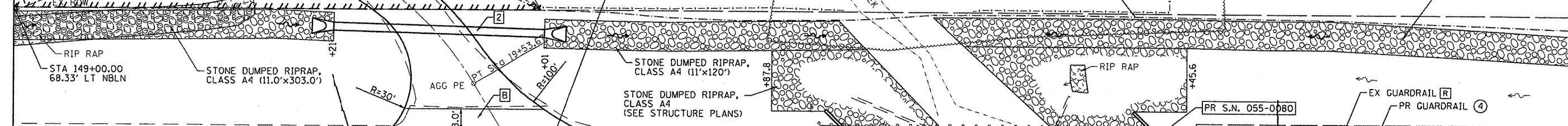
POT STA 150+98.00 NBLN FAP 310 =
POT STA 20+00.00 PRIVATE DRIVE 151
POT STA 0+00.00 TR 1750 N

A- PR BRIDGE APPROACH PAVEMENT CONNECTOR
STANDARD 420401 (SEE SCHEDULES)

B- PR 3 1/2" INCIDENTAL HMA SURFACING
PR 6" AGGREGATE BASE COURSE

CONSTRUCTION LIMITS

STONE DUMPED RIPRAP,
CLASS A4 (11.0'x245.0')

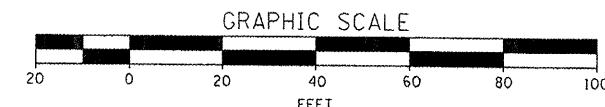


1- STA 150+00.0
REMOVE EXISTING INLET
PR MANHOLE, TYPE A, 5' Ø W/MEDIAN INLET STD 604106
FLAT SLAB TOP STD 602601
STA 149+99.5, 33.5' RT, INV EL 675.50, TG EL 681.05
TIE EXISTING 24" CMP INTO PR MANHOLE

3- STA 152+61.0, RT
REMOVE EXISTING METAL END SECTION
EXTEND EXISTING 60" Ø CMP WITH
PR PIPE CULVERT, CLASS D, TY 1, 60" Ø, 44'
PR METAL END SECTION, 60" Ø
USFL = 671.70 (152+39.6, 56.3' RT)
DSFL = 671.40 (152+83.3, 56.6' RT)

NE 1/4 SECTION 1, T6N, R3W, 4TH PM
EMMET TWP.

SE 1/4 SECTION 1, T6N, R3W, 4TH PM
EMMET TWP.



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

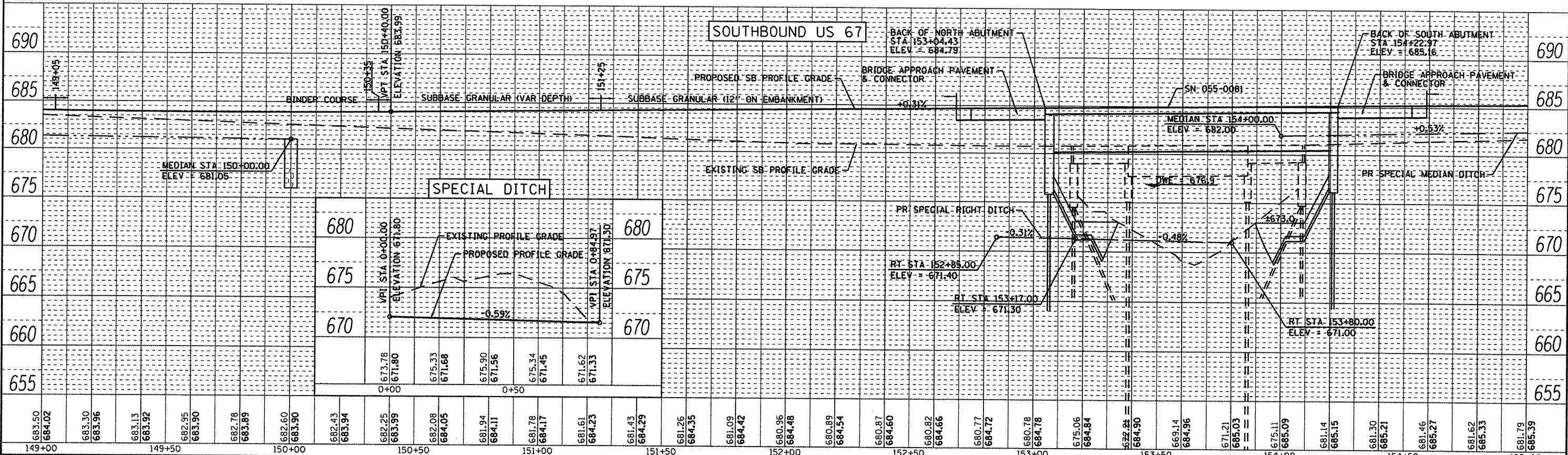
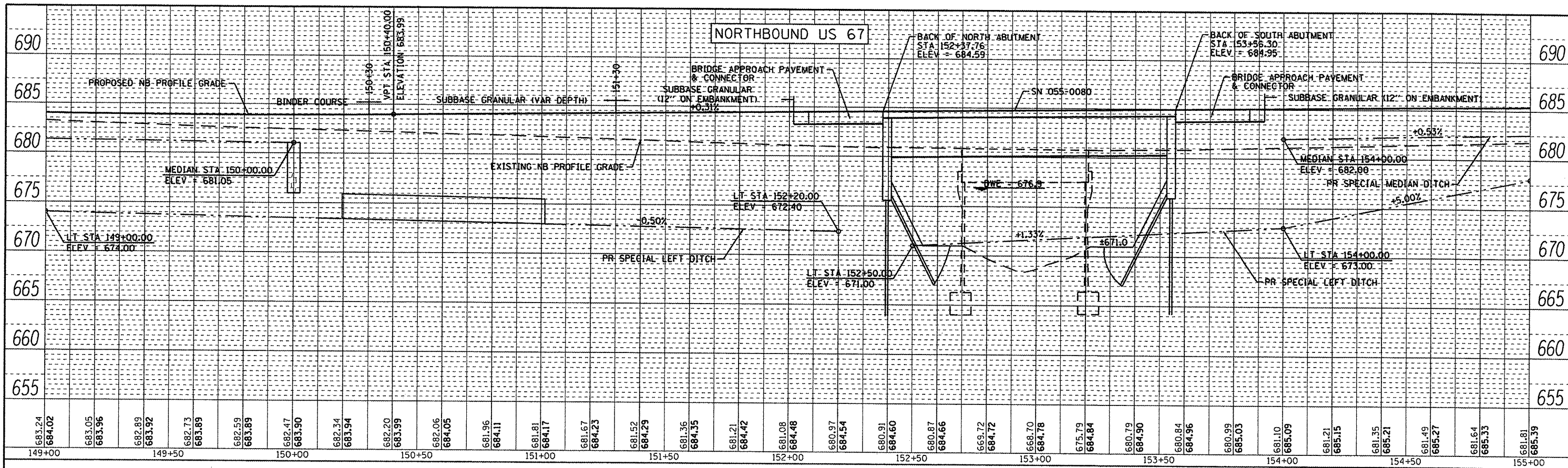
PLAN SHEET - FAP 310 (US 67)

SCALE: 1"=20' SHEET NO. 3 OF 7 SHEETS STA. 149+00 TO STA. 155+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(389-2)BR	MCDONOUGH	130	22
CONTRACT NO. 68691			ILLINOIS FED. AID PROJECT	

PLAN
 SURVEYED
 ALIGNED
 CHECKED
 BY DATE
 NOTE BOOK NO.
 NO. OF WAY CHECKED
 ROAD FILE NAME

PROFILE
 GRADES CHECKED
 PLOTTED
 BY DATE
 NOTE BOOK NO.
 STRUCTURE NOTATIONS C/P/D



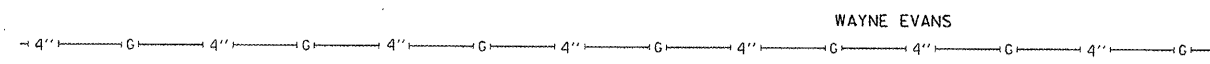
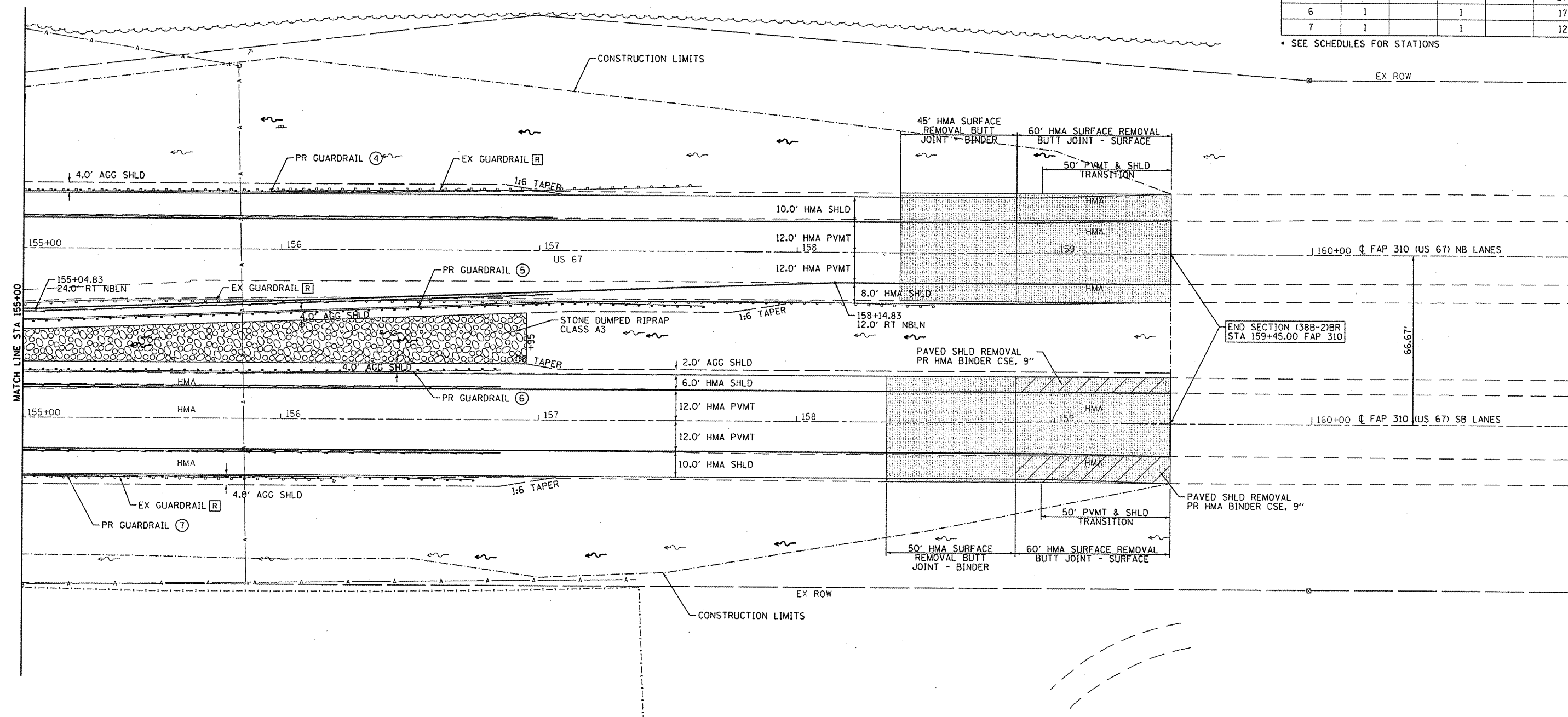
SW 1/4 SECTION 6, T6N, R2W, 4TH PM
MACOMB TWP.

TUCKER FARMS, LTD.

GUARDRAIL SCHEDULE

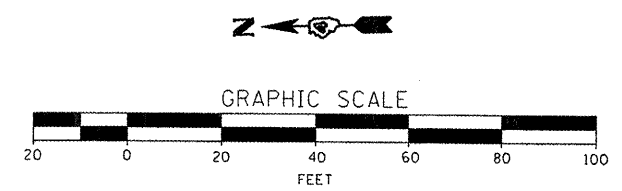
LOCATION	TRAFFIC BARRIER TERMINAL				SPBGR TYPE A
	TYPE 1 TANGENT	TYPE 1 FLARED	TYPE 6	TYPE 2	
	EACH				
4	1		1		250
5	1		1		275
6	1		1		175
7	1		1		125

SEE SCHEDULES FOR STATIONS



WAYNE EVANS

SE 1/4 SECTION 1, T6N, R3W, 4TH PM
EMMET TWP.



FILE NAME =
p:\07f\iles\070286\phase2\cadd sheets\04

USER NAME = seb
8891-shr-plan03.dgn
PLOT SCALE = 41.2487' / IN.
PLOT DATE = 12/7/2011

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

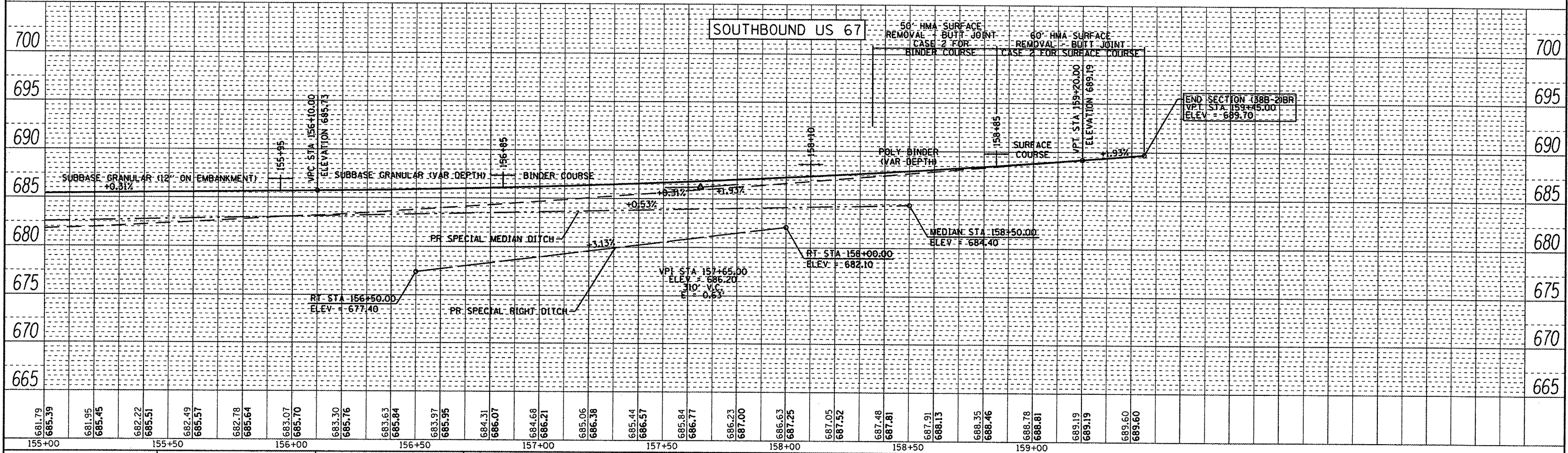
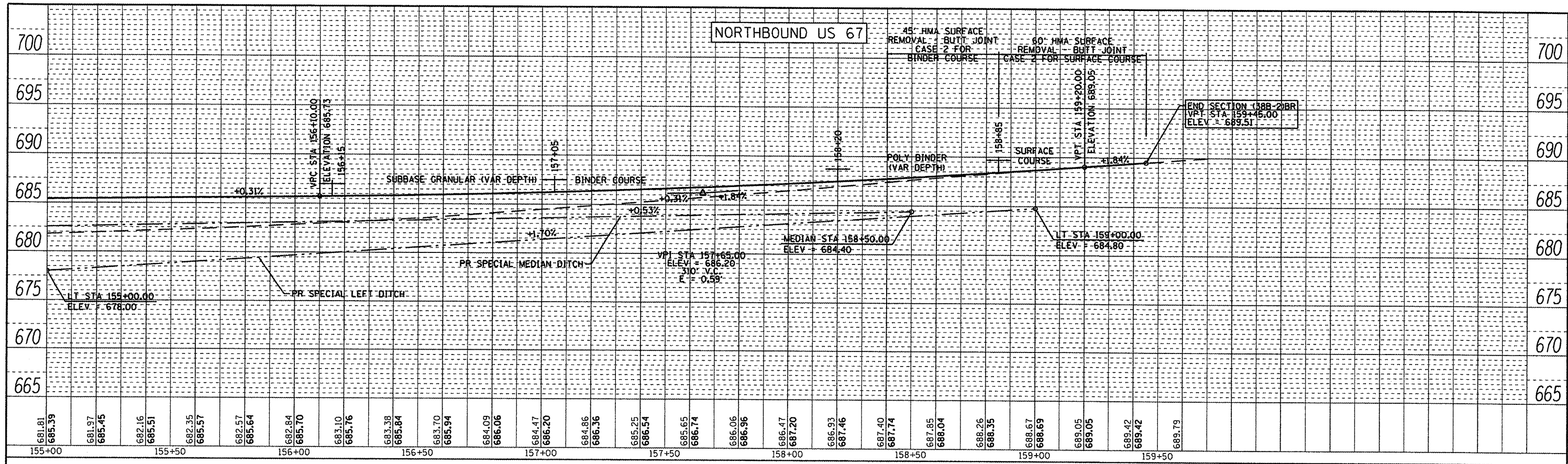
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN SHEET - FAP 310 (US 67)
SCALE: 1"=20' SHEET NO. 5 OF 7 SHEETS STA. 155+00 TO STA. 161+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	24
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	CHECKED	
	DATE	
	FILE NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	CHECKED	
	DATE	
	FILE NAME	



FILE NAME =	USER NAME = seb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROFILE SHEET - FAP 310 (US 67)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pr\07\files\070286\phase2\cadd\sheet\04\091-sht-profile03.dgn		DRAWN -	REVISED -			310	(388-2)BR	MCDONOUGH	130	25
PLOT SCALE = 41,2487 / IN.		CHECKED -	REVISED -			CONTRACT NO. 68691				
PLOT DATE = 12/7/2011		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

SCALE: 1"=20' SHEET NO. 6 OF 7 SHEETS STA. 155+00 TO STA. 161+00

SW 1/4 SECTION 6, T6N, R2W, 4TH PM
MACOMB TWP.

BRUCE A ENGNELL
EXIST. CURVE P001
PI STA. = 18+98.58
 $\Delta = 55^\circ 12' 23''$ (RT)
D = 45' 50" 12"
T = 65.36'
L = 120.44'
E = 16.06'
e = N.C.
P.C. STA. = 18+33.23
P.T. STA. = 19+53.67

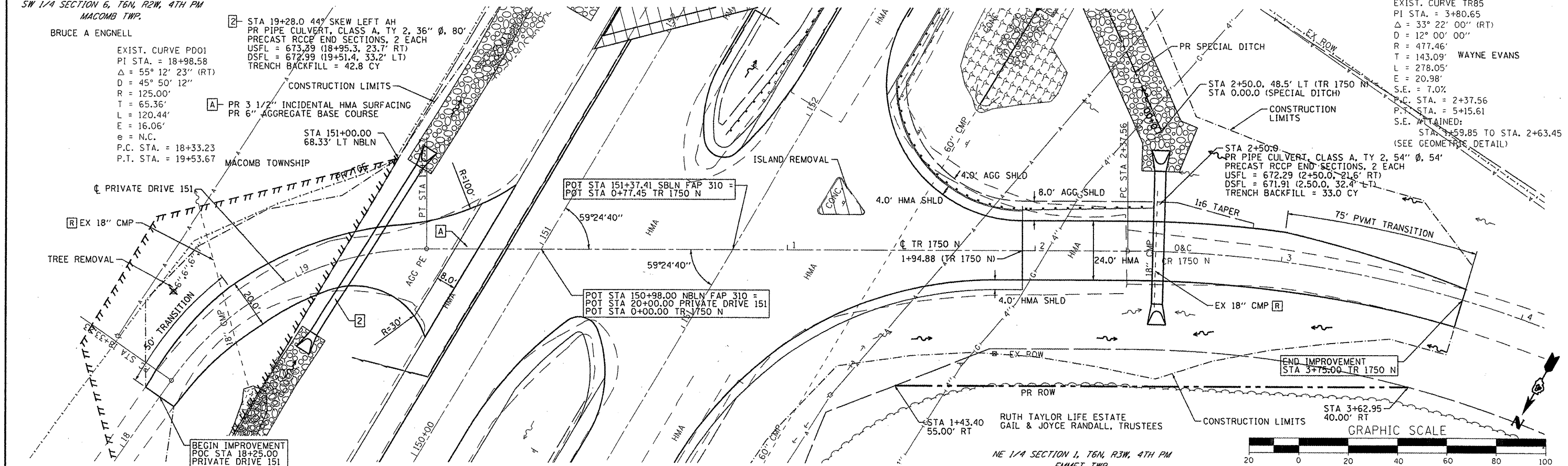
2 STA 19+28.0 44' SKEW LEFT AH
PR PIPE CULVERT, CLASS A, TY 2, 36" ϕ , 80"
PRECAST RCCP END SECTIONS, 2 EACH
USFL = 673.29 (18+95.3, 23.7' RT)
DSFL = 672.99 (19+51.4, 33.2' LT)
TRENCH BACKFILL = 42.8 CY

A PR 3 1/2" INCIDENTAL HMA SURFACING
PR 6" AGGREGATE BASE COURSE

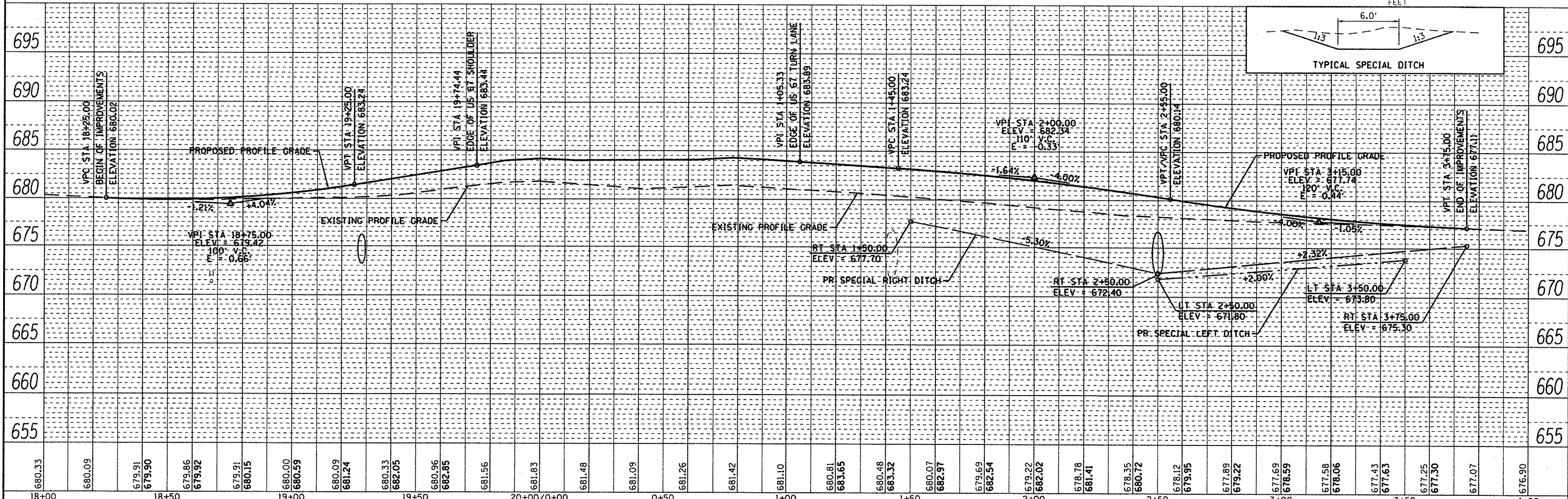
STA 151+00.00
68.33' LT NBLN

EXIST. CURVE TR85
PI STA. = 3+80.65
 $\Delta = 33^\circ 22' 00''$ (RT)
D = 12' 00" 00"
T = 477.46'
L = 143.09'
E = 20.98'
e = 7.0%
P.C. STA. = 2+37.56
P.T. STA. = 5+15.61
S.E. ATTAINED:
STA 1+59.85 TO STA. 2+63.45
(SEE GEOMETRIC DETAIL)

PLAN	DATE
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	



PROFILE	DATE
BY	
REVISIONS	
NO.	
DATE	
BY	
REVISIONS	
NO.	
DATE	



18+00	18+50	19+00	19+50	20+00/0+00	0+50	1+00	1+50	2+00	2+50	3+00	3+50	4+00																																						
680.33	680.09	679.91	679.90	679.86	679.92	679.91	680.15	680.00	680.59	680.09	681.24	680.33	682.05	680.96	682.85	681.56	681.83	681.48	681.09	681.26	681.42	681.10	680.81	683.65	680.48	683.32	680.07	682.97	679.69	682.54	679.22	682.02	678.78	681.41	678.35	680.72	678.12	679.95	677.89	679.22	677.69	678.59	677.58	678.06	677.43	677.63	677.25	677.50	677.07	676.90

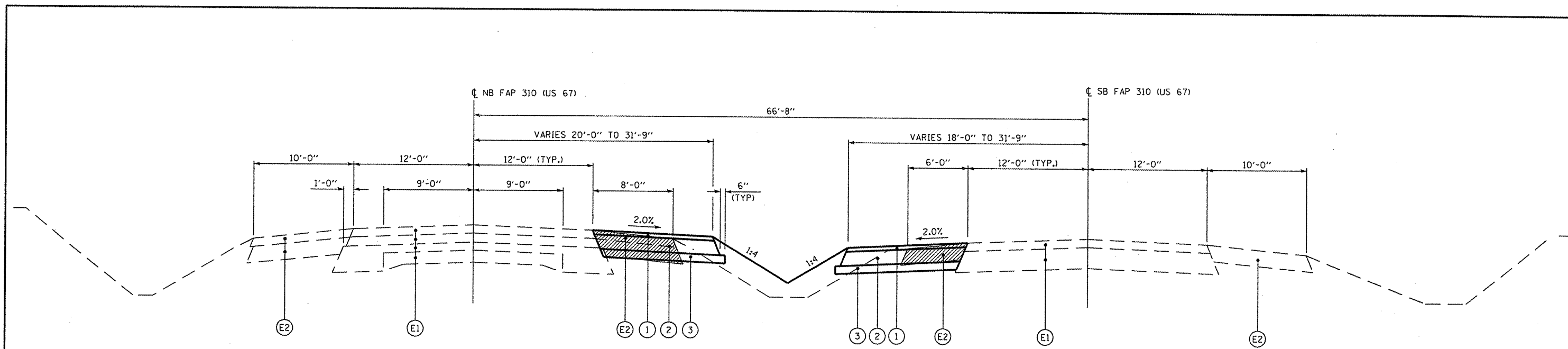
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE SHEET - PRIVATE DRIVE 151 / TR 1750 N

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	26
CONTRACT NO. 68691				

SCALE: 1"=20' SHEET NO. 7 OF 7 SHEETS STA. 18+00/0+00 TO STA. 20+00/4+00

ILLINOIS FED. AID PROJECT



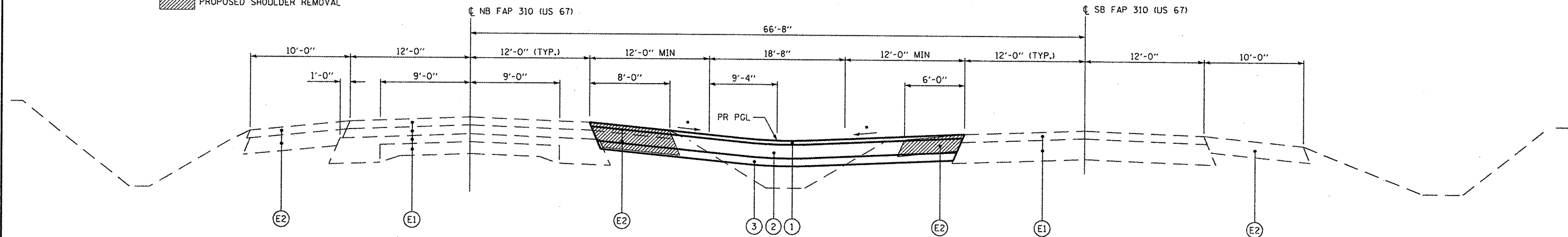
PRE-STAGE 1 TYPICAL CROSSOVER SECTION

NB LANES
 STA 140+50.00 TO STA 142+65.62
 STA 145+48.39 TO STA 150+63.40
 STA 154+42.20 TO STA 161+18.22
 STA 164+03.69 TO STA 166+40.00

SB LANES
 STA 140+50.00 TO STA 142+65.62
 STA 145+48.39 TO STA 147+20.00
 STA 159+45.00 TO STA 161+18.22
 STA 164+03.69 TO STA 166+40.00

LEGEND

- (E1) EXISTING HOT-MIX ASPHALT/PCC PAVEMENT
- (E2) EXISTING HOT-MIX ASPHALT/STABILIZED SHOULDERS
- (1) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, 2"
- (2) PROPOSED HOT-MIX ASPHALT BINDER COURSE, 7"
- (3) PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE C, 4"
- (4) PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- (5) PROPOSED AGGREGATE SHOULDERS, TYPE B
- (6) PROPOSED TOPSOIL, 4"
- PROPOSED SHOULDER REMOVAL

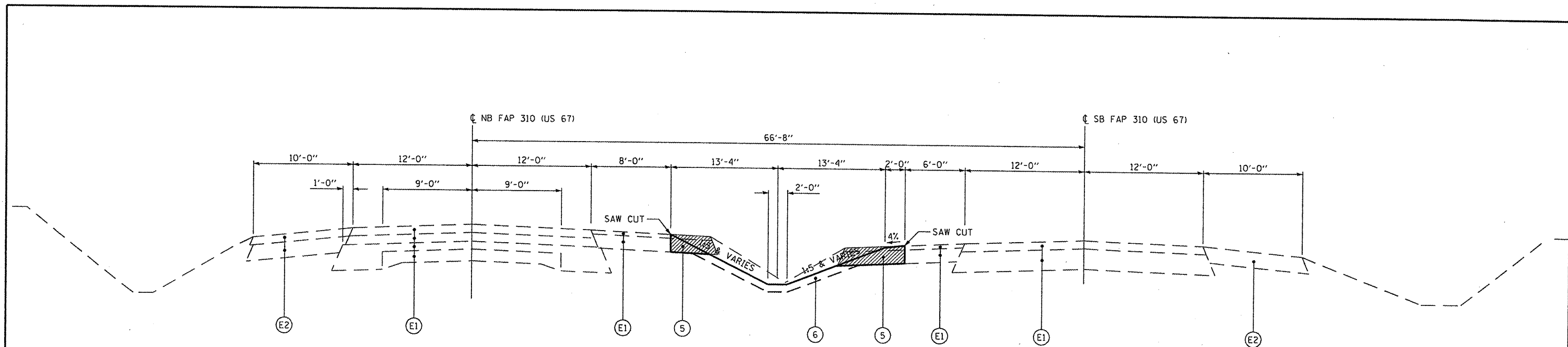


PRE-STAGE 1 TYPICAL CROSSOVER SECTION

NB LANES AND SB LANES
 STA 142+65.62 TO STA 145+48.39
 STA 161+18.22 TO STA 164+03.69

NOTE:
 * - 2.0% AND VARIES TO MATCH PROFILE GRADE

FILE NAME =	USER NAME = seb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC TYPICAL SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\07files\070286\phase2\cadd sheets\048691-sh1-typsec-crossover.dgn		DRAWN -	REVISED -			310	(388-2)BR	MCDONOUGH	130	27
PLOT SCALE = 41.2487' / IN.		CHECKED -	REVISED -			CONTRACT NO. 68691				
PLOT DATE = 12/7/2011		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
				SCALE: none	SHEET NO. 1 OF 18 SHEETS	STA.	TO STA.			

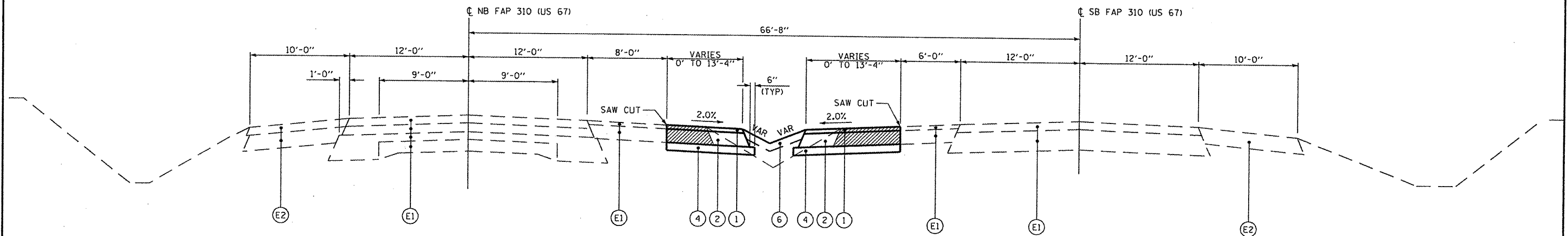


STAGE 3 TYPICAL CROSSOVER SECTION

NB LANES		SB LANES	
STA 140+50.0 TO STA 141+37.2	(NO REMOVAL)	STA 140+50.0 TO STA 141+03.0	(NO REMOVAL)
STA 141+37.2 TO STA 146+87.8	(NO REMOVAL)	STA 141+03.0 TO STA 146+98.6	(NO REMOVAL)
STA 146+87.8 TO STA 150+63.4	(NO REMOVAL)	STA 146+98.6 TO STA 147+20.0	(NO REMOVAL)
STA 154+42.2 TO STA 159+78.2	(NO REMOVAL)	STA 159+45.0 TO STA 159+66.3	(NO REMOVAL)
STA 159+78.2 TO STA 164+15.0	(NO REMOVAL)	STA 159+66.3 TO STA 164+15.0	(NO REMOVAL)
STA 165+35.0 TO STA 165+41.3	(NO REMOVAL)	STA 165+35.0 TO STA 165+58.4	(NO REMOVAL)
STA 165+41.3 TO STA 166+40.0	(NO REMOVAL)	STA 165+58.4 TO STA 166+40.0	(NO REMOVAL)

LEGEND

- (E1) EXISTING HOT-MIX ASPHALT/PCC PAVEMENT
- (E2) EXISTING HOT-MIX ASPHALT/STABILIZED SHOULDERS
- 1 PROPOSED HOT-MIX ASPHALT SURFACE COURSE, 2"
- 2 PROPOSED HOT-MIX ASPHALT BINDER COURSE, 7"
- 3 PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE C, 4"
- 4 PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, 4"
- 5 PROPOSED AGGREGATE SHOULDERS, TYPE B
- 6 PROPOSED TOPSOIL, 4"
- PROPOSED SHOULDER REMOVAL



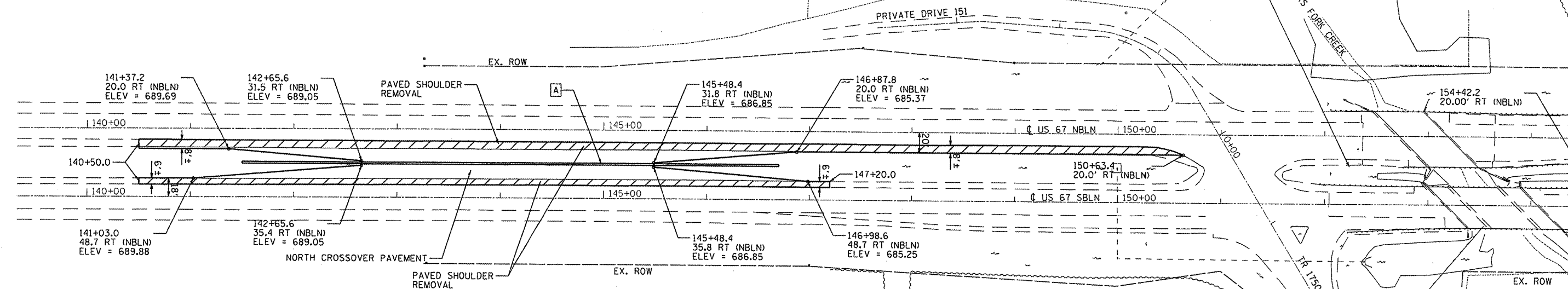
TYPICAL PERMANENT MEDIAN SECTION

NB LANES		SB LANES	
STA 164+15.0 TO STA 165+35.0		STA 164+15.0 TO STA 165+35.0	

FILE NAME =	USER NAME = seb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC TYPICAL SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
p:\07files\070286\phase2\cadd sheets\048691-sh1-typec-crossover.dgn		DRAWN -	REVISED -			310	(388-2)BR	MCDONOUGH	130	28
PLOT SCALE = 41.2487' / IN.		CHECKED -	REVISED -			CONTRACT NO. 68691				
PLOT DATE = 12/7/2011		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				
						SCALE: none	SHEET NO. 2 OF 18 SHEETS	STA.	TO STA.	

A PIPE CULVERTS, CLASS D, TYPE I 18" (TEMPORARY)
 STA 141+50.0, 33.3' RT; US \bar{H} ELEV. = 686.90
 STA 146+70.0, 33.3' RT; DS \bar{H} ELEV. = 682.40
 LENGTH = 520'; SLOPE = 0.87%

REMOVE EXISTING GUARDRAIL TERMINAL SECTION
 INSTALL TEMPORARY SPBGR TYPE A, 62.5'
 TEMPORARY TAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (FLARED)



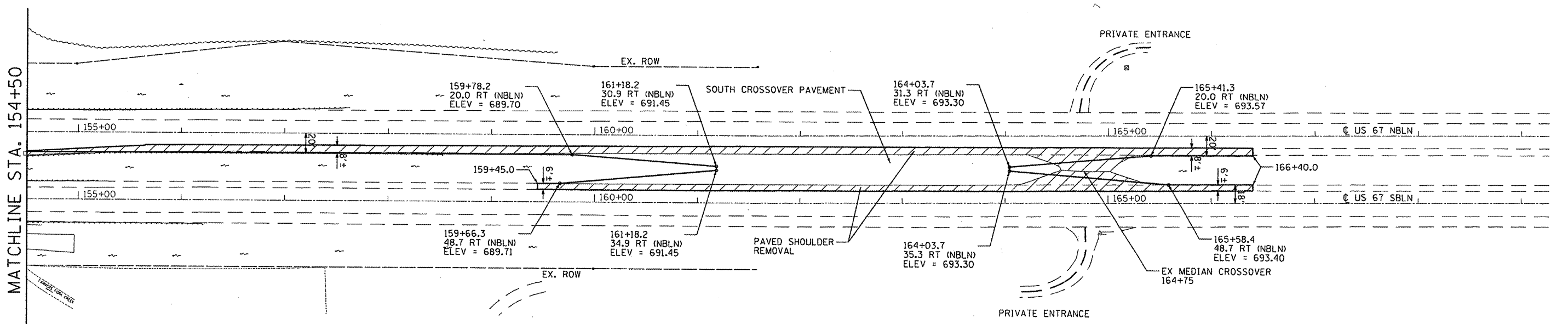
MATCHLINE STA. 154+50

PRE-STAGE 1 NOTES

PAVEMENT CROSS SLOPE TRANSITION NOTE:
 ALL CROSSOVER PAVEMENT SHALL BE SLOPED AT 2%
 AND VARIES TO MATCH PROPOSED PROFILE GRADE
 WHERE APPLICABLE.

UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701406 DURING CROSSOVER CONSTRUCTION.
 INSTALL DRUMS WITH STEADY BURNING LIGHTS AT 50' CENTERS TO CLOSE CROSSOVERS PRIOR TO
 SETTING UP AND EXECUTING STAGE 1 TRAFFIC CONTROL. COST TO BE INCLUDED IN THE PAY ITEM
 "TRAFFIC CONTROL AND PROTECTION, STANDARD 701406 (SPECIAL)".
 REMOVAL OF EXISTING MEDIAN CROSSOVER AT STATION 164+75 TO BE MEASURED FOR AND PAID AS
 "PAVED SHOULDER REMOVAL".
 ALL COMMERCIAL, PRIVATE, AND FIELD ENTRANCES SHALL HAVE SUITABLE ACCESS, AS DETERMINED
 BY THE ENGINEER, AT ALL TIMES.

MATCHLINE STA. 154+50



PAVEMENT CROSS SLOPE TRANSITION NOTE:
 ALL CROSSOVER PAVEMENT SHALL BE SLOPED AT 2%
 AND VARIES TO MATCH PROPOSED PROFILE GRADE
 WHERE APPLICABLE.

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p:\07files\070286\phase2\cadd sheets\068691-sht-staging1.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

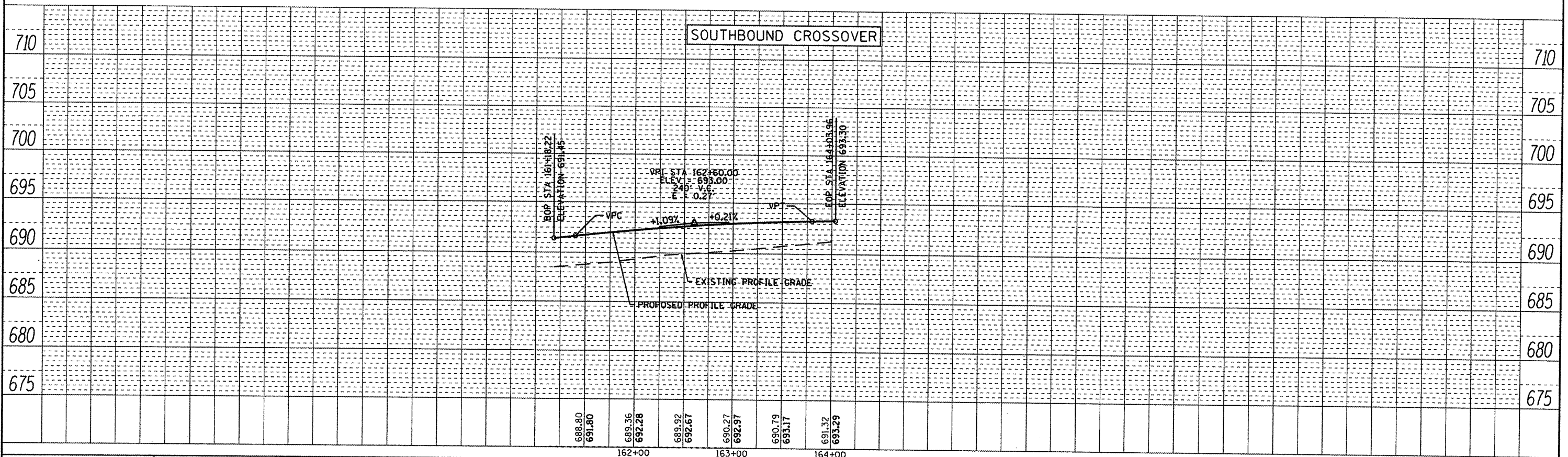
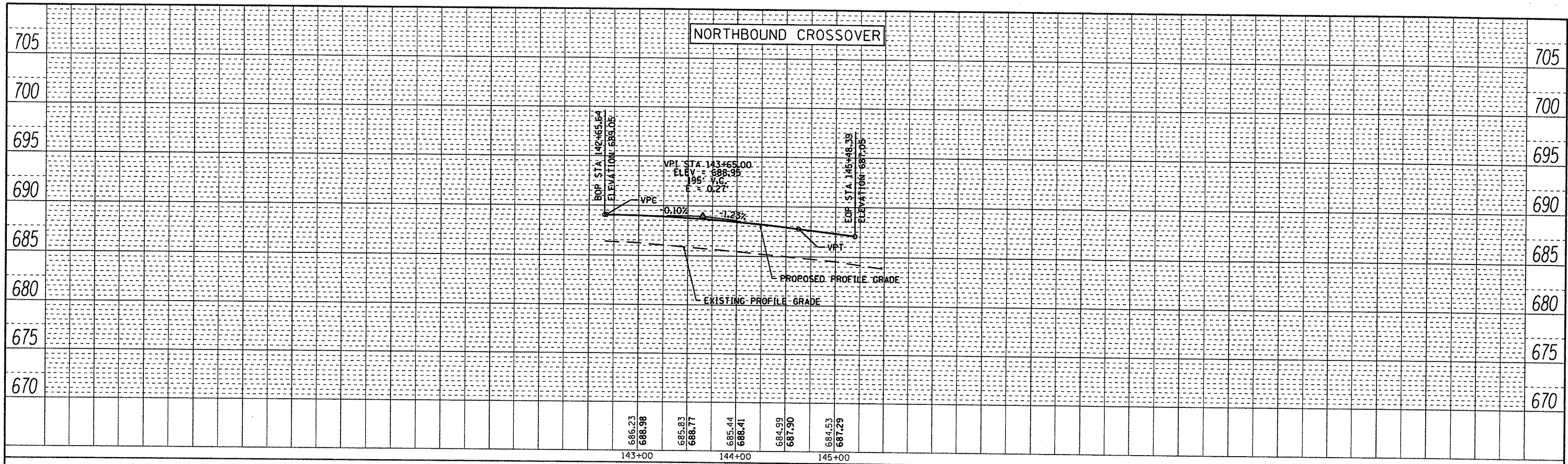
**MAINTENANCE OF TRAFFIC
 PRE-STAGE 1 CONSTRUCTION PLAN**

SCALE: 1"=50' SHEET NO. 3 OF 18 SHEETS STA. 140+00 TO STA. 169+00

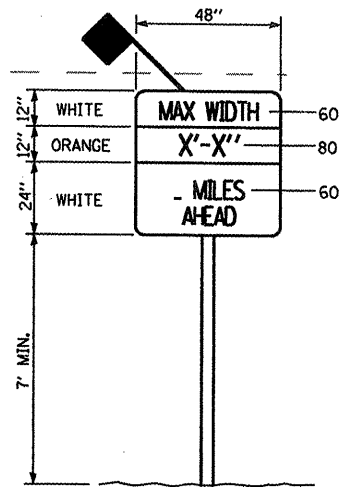
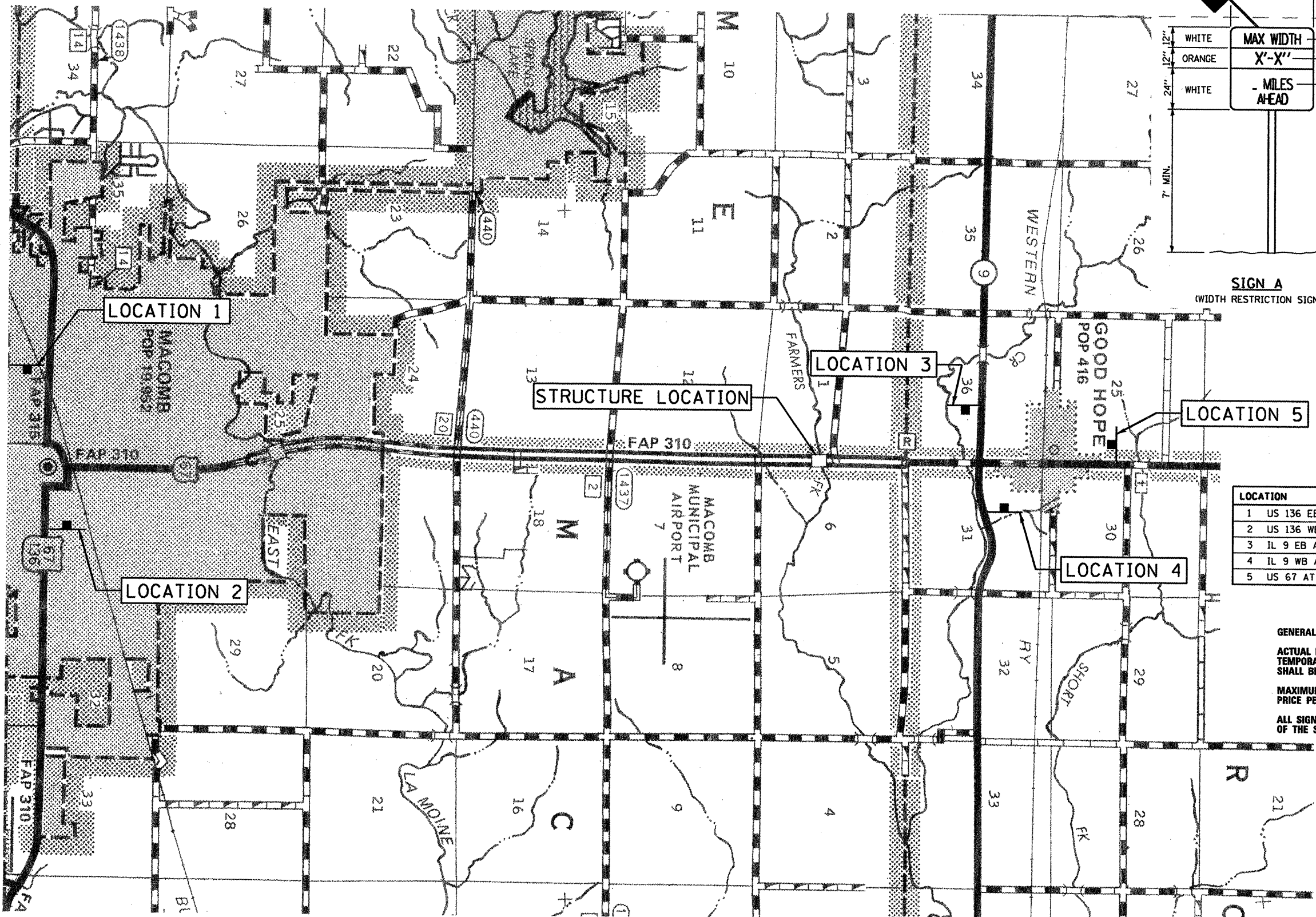
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(388-2)BR	MCDONOUGH	130	29
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
NOTE BOOK NO.	ALIGNMENT CHECKED	
	PT. OF WAY CHECKED	
	PROP. FILE NAME	

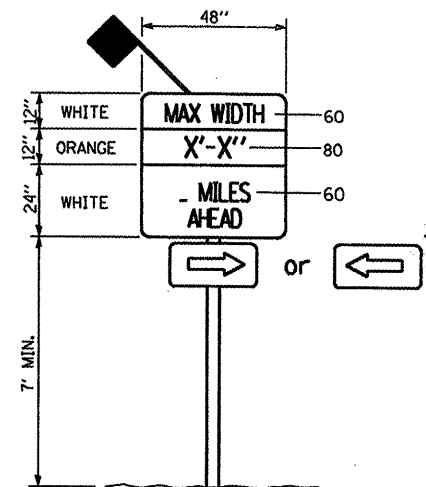
PROFILE	GRADES CHECKED	DATE
NOTE BOOK NO.	STRUCTURE NOTATIONS OK'D	



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PLOT SCALE = 1/8" = 1' / IN.	PLOT DATE = 12/7/2011	DRAWN -	REVISED -			SCALE: 1"=50'	SHEET NO. 4 OF 18 SHEETS	STA. 140+00 TO STA. 149+00	CONTRACT NO. 68691			
		CHECKED -	REVISED -			ILLINOIS FED. AID PROJECT						
		DATE -	REVISED -									



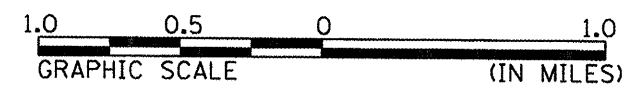
SIGN A
(WIDTH RESTRICTION SIGN)



SIGN B
(WIDTH RESTRICTION SIGN)

LOCATION	SIGN	DISTANCE
1 US 136 EB AT US 67	B	5.3 MILES
2 US 136 WB AT US 67	B	5.3 MILES
3 IL 9 EB AT US 67	B	1.0 MILES
4 IL 9 WB AT US 67	B	1.0 MILES
5 US 67 AT NCL GOOD HOPE	A	2.0 MILES

GENERAL NOTES:
 ACTUAL MAXIMUM WIDTH ARE TO BE MEASURED BY THE ENGINEER AFTER TEMPORARY CONCRETE BARRIER WALL IS PLACED FOR STAGE 1. WIDTH SHALL BE REMEASURED AND SIGNS UPDATED FOR STAGE 2.
 MAXIMUM WIDTH SIGNS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LUMP SUM FOR "TRAFFIC CONTROL AND PROTECTION, (SPECIAL)".
 ALL SIGNS SHALL BE POST MOUNTED IN ACCORDANCE WITH ARTICLE 701.14 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -
P:\07files\070286\Phase2\CADD Sheets\0498591-shr-staging-width.dgn		DRAWN -	REVISED -
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



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC
MAXIMUM WIDTH SIGNING DETAIL**

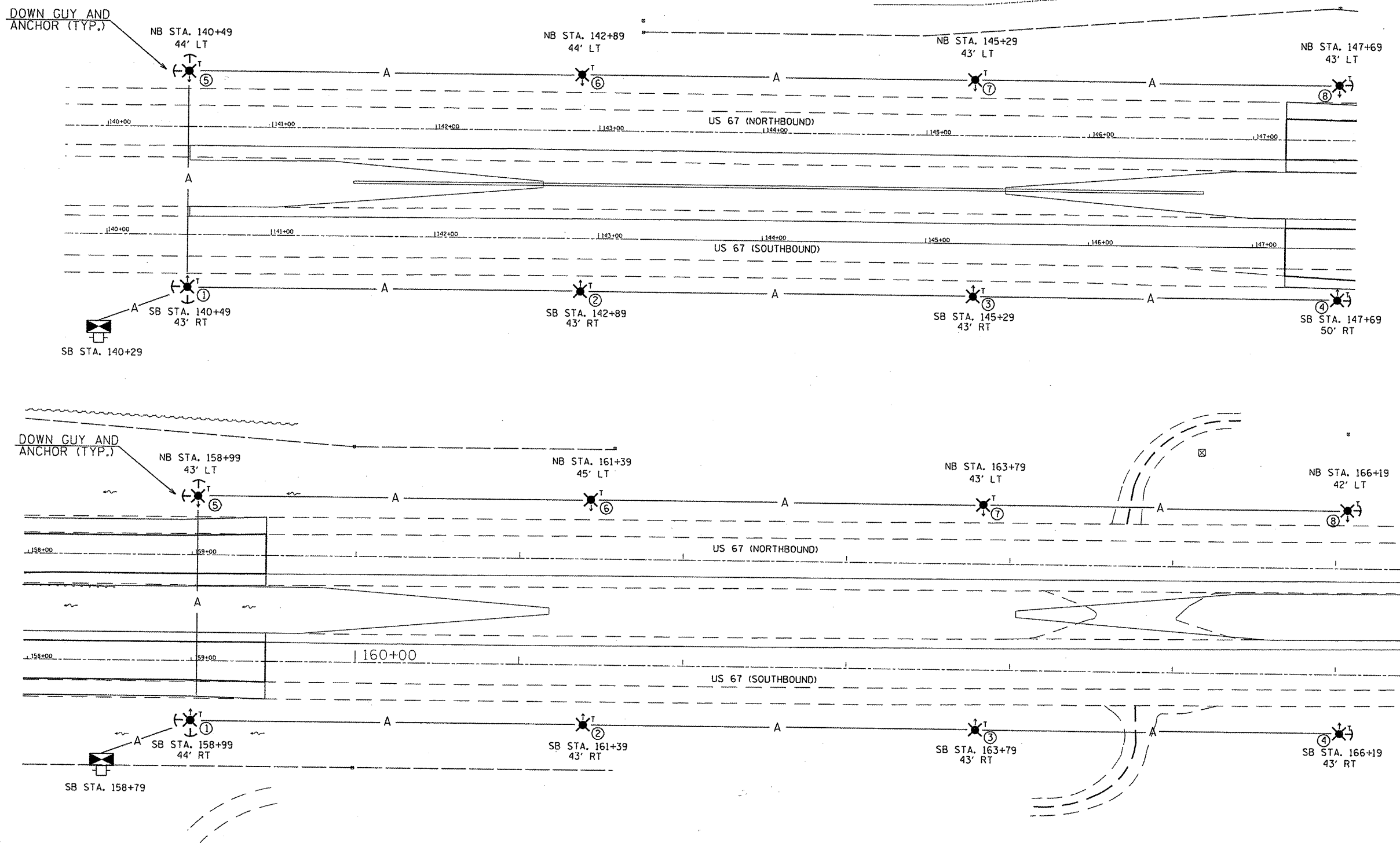
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(388-2)BR	MCDONOUGH	130	31
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET NO. 5 OF 18 SHEETS STA. TO STA.

LEGEND

-  TEMPORARY LIGHTING UNIT, 50 FT. WOOD POLE, CLASS 3 WITH 250W HPS MULTIMOUNT LUMINAIRE (ARROW INDICATES LUMINAIRE AIMING DIRECTION)
-  AERIAL CABLE, 2-1/C NO. 8, ALUMINUM WITH MESSENGER WIRE
-  TEMPORARY ELECTRIC SERVICE INSTALLATION
-  TEMPORARY LIGHTING CONTROLLER

SCHEDULE OF QUANTITIES		
ITEM DESCRIPTION	UNIT	TOTAL QTY.
TEMPORARY LIGHTING SYSTEM	LSUM	1.0



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 USER NAME = seb
 PLOT SCALE = 1/8" = 100' / IN.
 PLOT DATE = 12/7/2011

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC
TEMPORARY CROSSOVER LIGHTING**

SCALE: none SHEET NO. 6 OF 18 SHEETS STA. TO STA.

F.A.P. RTE. 310	SECTION 138B-218R	COUNTY MCDONOUGH	TOTAL SHEETS 130	SHEET NO. 32
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				

ILLINOIS DEPARTMENT OF TRANSPORTATION
LUMINAIRE PERFORMANCE TABLE

GIVEN CONDITIONS

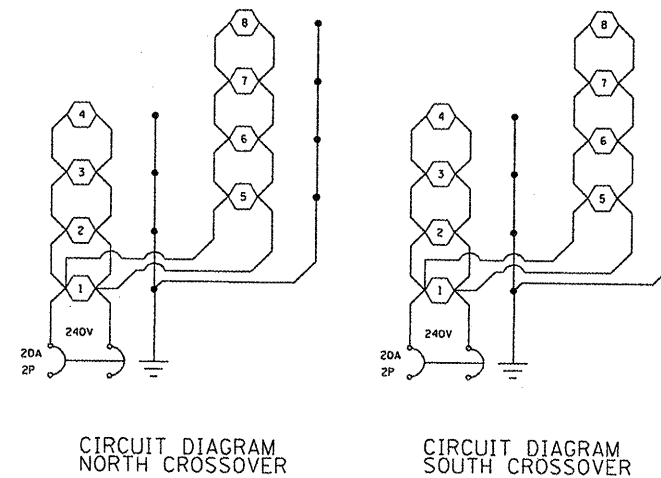
ROADWAY DATA:	Pavement Width	24 FT
	Number of Lanes	2
	Median Width	44 FT
	IES Surface Classification	R3
	Q-Zero Value	.07
LIGHT POLE DATA:	Mounting Height	42 FT
	Mast Arm Length	0 FT
	Pole Set-Back From Edge Of Pavement	30 FT
LUMINAIRE DATA:	Lamp Type	HPS
	Lamp Lumens	28000
	IES Vertical Distribution	L
	IES Control of Distribution	NC
	IES Lateral Distribution	4
	Total Light Loss Factor	0.684
LAYOUT DATA:	Spacing	240 FT
	Configuration	Opposite
	Luminaire Overhang Over Edge Of Pavement Lane	-30 FT

NOTE: Variations from the above specified IES distribution pattern may be requested and acceptance on variations will be subject to review by the Engineer based on how well the performance requirements are met.

PERFORMANCE REQUIREMENTS

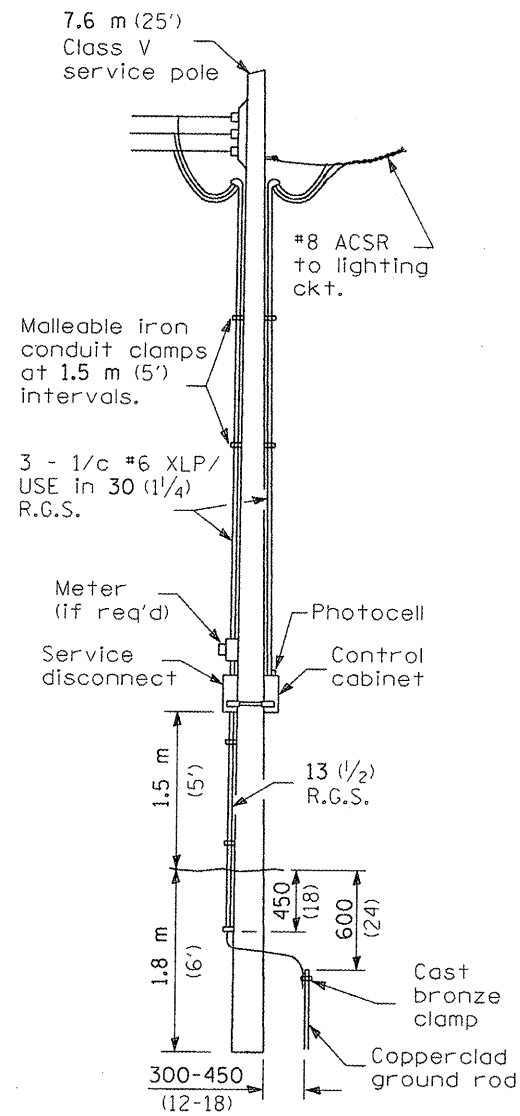
NOTE: These performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed.

ILLUMINATION:	Average Horizontal Illumination, (E_{AVE})	6.0 Lux
	Uniformity Ratio, (E_{AVE}/E_{MIN})	3.0
	Average Luminance: (L_{AVE})	0.4 Cd/m ²
	Uniformity Ratios: (L_{AVE}/L_{MIN})	3.5
	(L_{MAX}/L_{MIN})	6.0
	Maximum Veiling	
	Luminance Ratio: (L_V/L_{AVE})	

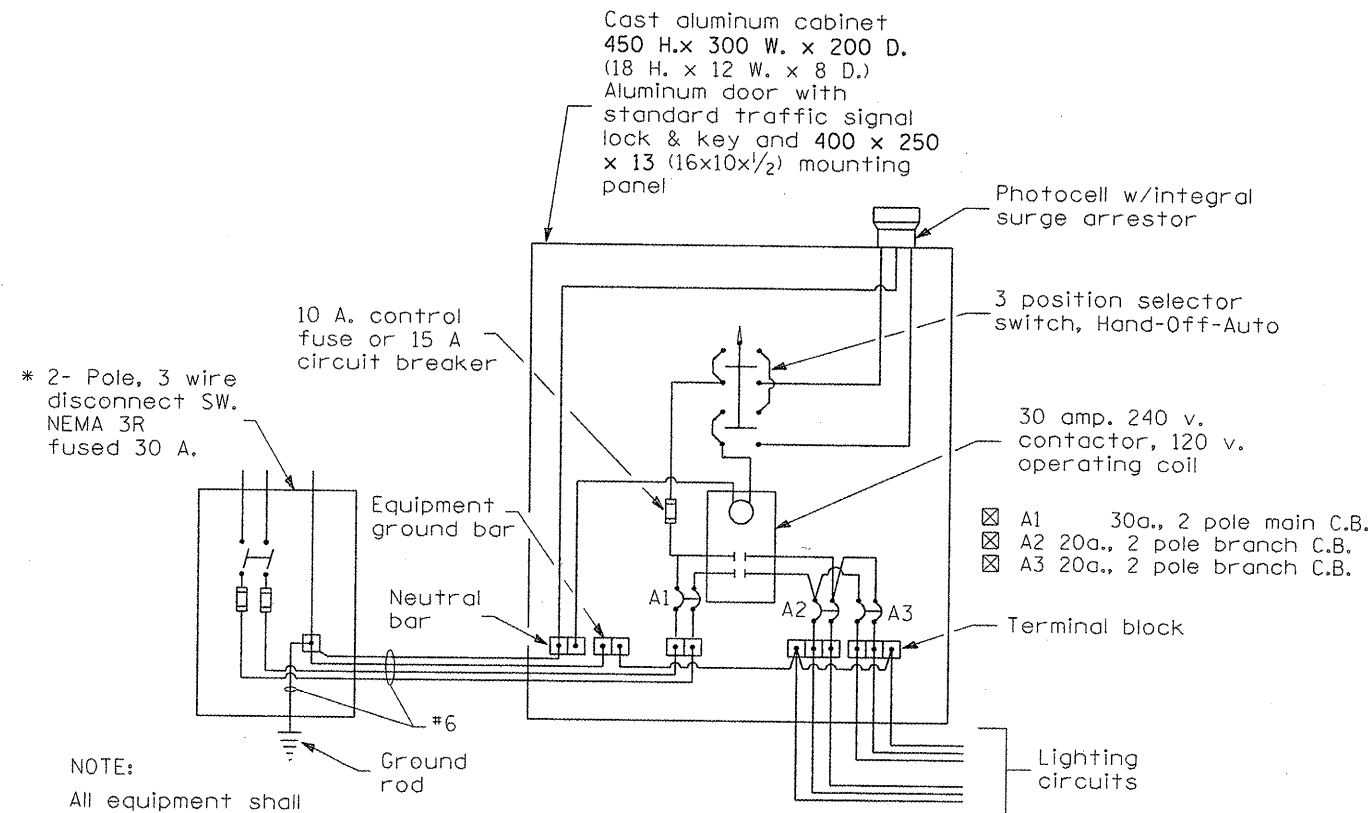


TEMPORARY LIGHTING GENERAL NOTES

1. CONTRACTOR SHALL BE RESPONSIBLE TO COORDINATE ELECTRICAL WORK WITH OTHER TRADES.
2. CONTRACTOR SHALL INSTALL LIGHT POLES AT THE LOCATIONS INDICATED ON THE PLANS, MAINTAINING ADEQUATE CLEARANCE FROM OVERHEAD UTILITY LINES. CONTRACTOR SHALL BE RESPONSIBLE TO VERIFY CLEARANCES PER THE NATIONAL ELECTRICAL SAFETY CODE AND THE REQUIREMENTS OF THE UTILITY COMPANIES. THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE AND ARE SHOWN FOR INFORMATION ONLY. REROUTING, DISCONNECTION, RELOCATION, PROTECTION, ETC. OF ANY UTILITIES SHALL BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION.
3. THE CONTRACTOR IS RESPONSIBLE FOR UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING THE PROPOSED LIGHTING SYSTEM UNTIL THE CROSSOVERS ARE REMOVED AND THE LIGHTING SYSTEM IS NO LONGER NEEDED.
5. POLE HEIGHT SHALL BE INCREASED AS NECESSARY TO MAINTAIN REQUIRED CLEARANCE OF AERIAL CABLE OVER THE ROADWAY.
6. THE CONTRACTOR SHALL FURNISH AND INSTALL GUY WIRES AND ANCHORS AS REQUIRED TO THE SATISFACTION OF THE ENGINEER.
7. TEMPORARY WOOD POLES SHALL BE SET BACK A MINIMUM OF 30 FEET FROM THE EXISTING EDGE OF PAVEMENT. POLES SHALL BE LOCATED OUTSIDE THE CLEAR ZONE OR A MINIMUM OF FIVE FEET BEHIND GUARDRAIL OR TEMPORARY BARRIER.
8. THE COST OF THE WORK DESCRIBED ABOVE SHALL BE INCLUDED IN THE BID PRICE FOR TEMPORARY LIGHTING SYSTEM.



**SERVICE
INSTALLATION**



NOTE:
All equipment shall be U.L. approved.
* 30 A. or 60 A., dependent upon utility company requirements.

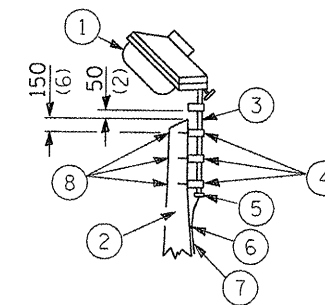
WIRING DIAGRAM

NOTE:

Luminaire(s) shall have a 2-pole inline weatherproof quick disconnect fuse holder.

Luminaire(s) shall be oriented and the mounting angle adjusted as recommended by the Engineer.










Connect luminaire equipment ground to ACSR messenger.



- ① Luminaire 250w HPS
- ② Wood pole, class 3 or better
- ③ 63 (2 1/2) Galv. steel conduit
- ④ Single offset pole band
- ⑤ Conduit bushing
- ⑥ Cable clamps on 600 (24) centers
- ⑦ 2/c #12 Type USE cable
- ⑧ 16 (5/8) hot dipped galvanized bolt with flat washer & locknut (3 req'd)

POLE LENGTH	DEPTH IN GROUND
19.8 m (65')	3.6 m (12')
18.0 m (60')	3.0 m (10')
16.8 m (55')	2.7 m (9')
16.0 m (50')	2.4 m (8')
13.7 m (45')	2.1 m (7')
12.0 m (40')	2.0 m (6.5')
10.7 m (35')	1.8 m (6')
9.0 m (30')	1.7 m (5.5')

LEGEND

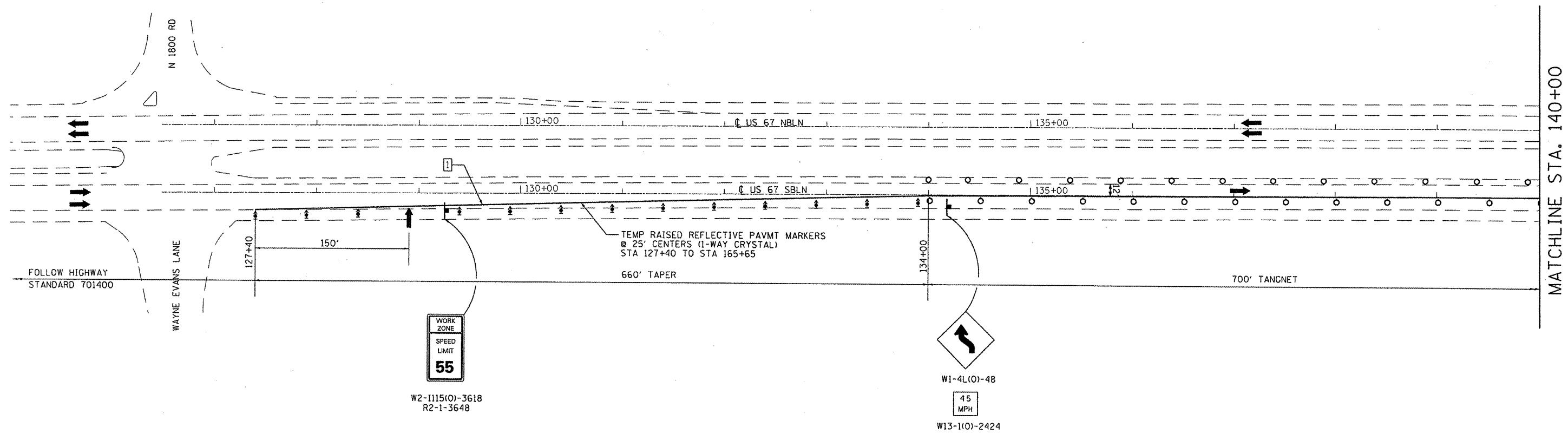
-  WORK AREA
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT/
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  SIGN
-  VERTICAL PANEL (BACK TO BACK)
-  ARROW BOARD

STAGE 1 SEQUENCE OF CONSTRUCTION

1. REMOVE ANY EXISTING PAVEMENT MARKING LINES, REFLECTORS AND SIGNS THAT CONFLICT WITH THE STAGE 1 TRAFFIC CONTROL UNDER HIGHWAY STANDARD 701426.
2. FURNISH AND INSTALL TEMPORARY GUARDRAIL AT NW CORNER OF S.N. 055-0003.
3. FURNISH AND INSTALL STAGE 1 TRAFFIC CONTROL STRIPING AND SIGNAGE AS SHOWN IN THE PLANS, STANDARD 701400, STANDARD BLR-21, AND STANDARD 701416.
4. REMOVE EXISTING SN 055-0027.
5. CONSTRUCT PROPOSED SN 055-0081.
6. CONSTRUCT SB LANES OF US 67 AND ALL OF TR 1750N.

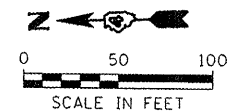
STAGE 1 NOTES

1. "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED ON ALL SIDE ROADS WITHIN LIMITS OF MAINLINE "ROAD CONSTRUCTION AHEAD" SIGNS.
2. ALL COMMERCIAL, PRIVATE, AND FIELD ENTRANCES SHALL HAVE SUITABLE ACCESS, AS DETERMINED BY THE ENGINEER, AT ALL TIMES.



TEMPORARY PAVEMENT MARKING LEGEND

- 1 PAVEMENT MARKING TAPE, TYPE III - LINE 4" (SOLID WHITE)
- 2 PAVEMENT MARKING TAPE, TYPE III - LINE 4" (SOLID YELLOW)



FILE NAME =	USER NAME = seb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC STAGE 1 STRIPING AND SIGNAGE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pl:\07f\les\070266\phase2\cadd sheets\08691-sh1-staging1-1.dgn	8691-sh1-staging1-1.dgn	DRAWN -	REVISED -			310	(38B-2)BR	MCDONOUGH	130	35	
PLOT SCALE = 1/8" = 1' / IN.	1/8" = 1' / IN.	CHECKED -	REVISED -			CONTRACT NO. 68691					
PLOT DATE = 12/7/2011	12/7/2011	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

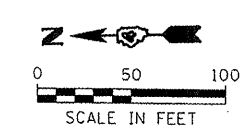
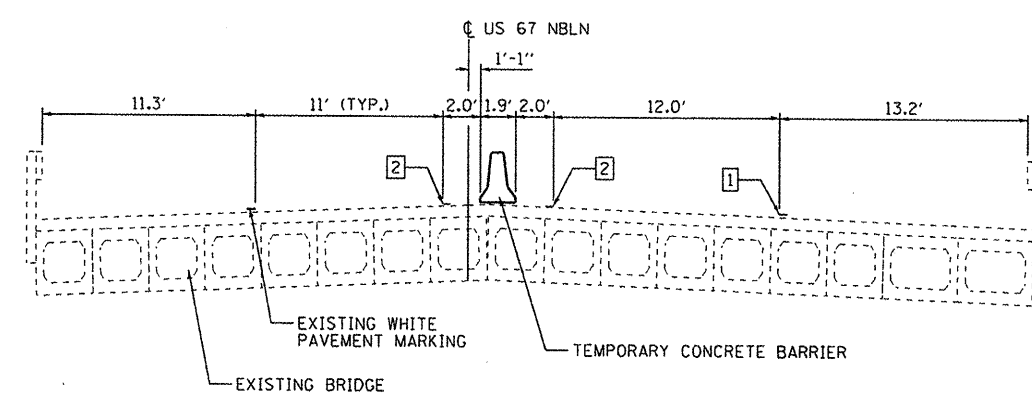
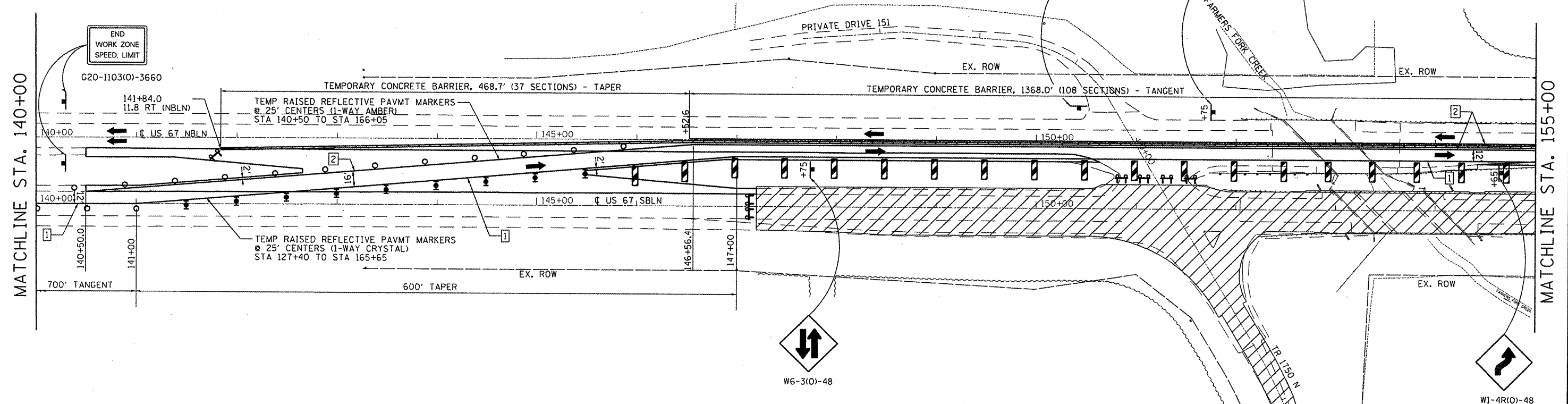
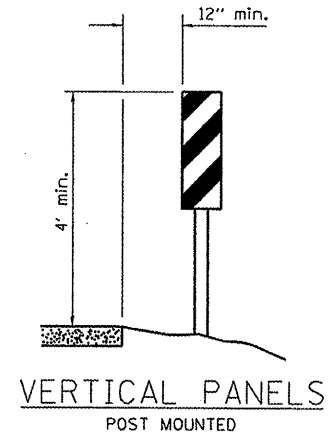
SCALE: 1"=50' SHEET NO. 9 OF 18 SHEETS STA. 125+00 TO STA. 140+00

TEMPORARY PAVEMENT MARKING LEGEND

- 1 PAVEMENT MARKING TAPE, TYPE III - LINE 4" (SOLID WHITE)
- 2 PAVEMENT MARKING TAPE, TYPE III - LINE 4" (SOLID YELLOW)









LEGEND

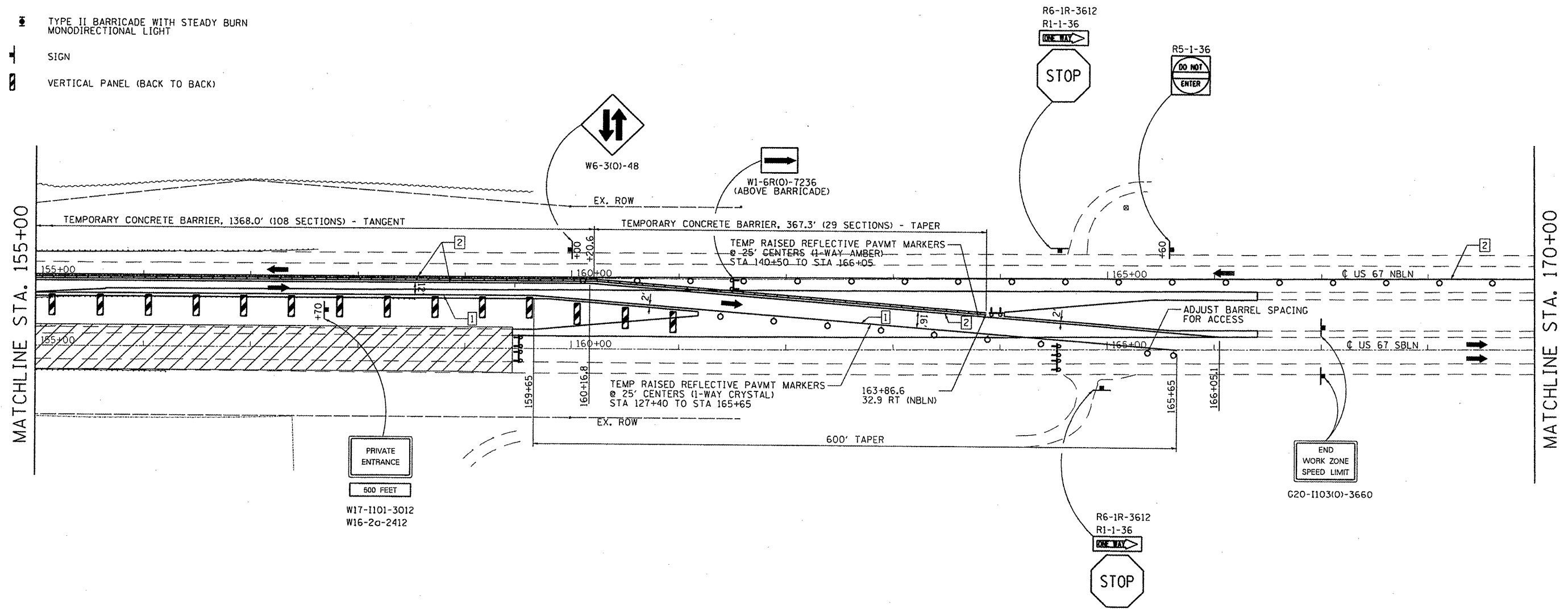
- WORK AREA
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT/
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- SIGN
- VERTICAL PANEL (BACK TO BACK)



FILE NAME =	USER NAME = seb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC STAGE 1 STRIPING AND SIGNAGE	F.A.P. RTE. 310	SECTION (388-2)BR	COUNTY MCDONOUGH	TOTAL SHEETS 130	SHEET NO. 36	
p:\07files\070288\phase2\cadd sheets\08691-sh1-staging1-2.dgn	DRAWN -	REVISD -	REVISD -			SCALE: 1"=50' SHEET NO. 10 OF 18 SHEETS STA. 140+00 TO STA. 155+00					
PLOT SCALE = 1/83.1218 / IN.	CHECKED -	REVISD -	REVISD -			CONTRACT NO. 68691					
PLOT DATE = 12/7/2011	DATE -	REVISD -	REVISD -			ILLINOIS FED. AID PROJECT					

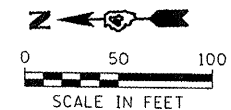
LEGEND

-  WORK AREA
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  SIGN
-  VERTICAL PANEL (BACK TO BACK)



TEMPORARY PAVEMENT MARKING LEGEND

- ① PAVEMENT MARKING TAPE, TYPE III - LINE 4" (SOLID WHITE)
- ② PAVEMENT MARKING TAPE, TYPE III - LINE 4" (SOLID YELLOW)



FILE NAME =
 p:\07files\070286\phase2\cadd sheets\06691-sht-staging1-3.dgn

USER NAME = seb	DESIGNED -	REVISED -
PLOT SCALE = 1/8" = 1' IN.	CHECKED -	REVISED -
PLOT DATE = 12/7/2011	DATE -	REVISED -










**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

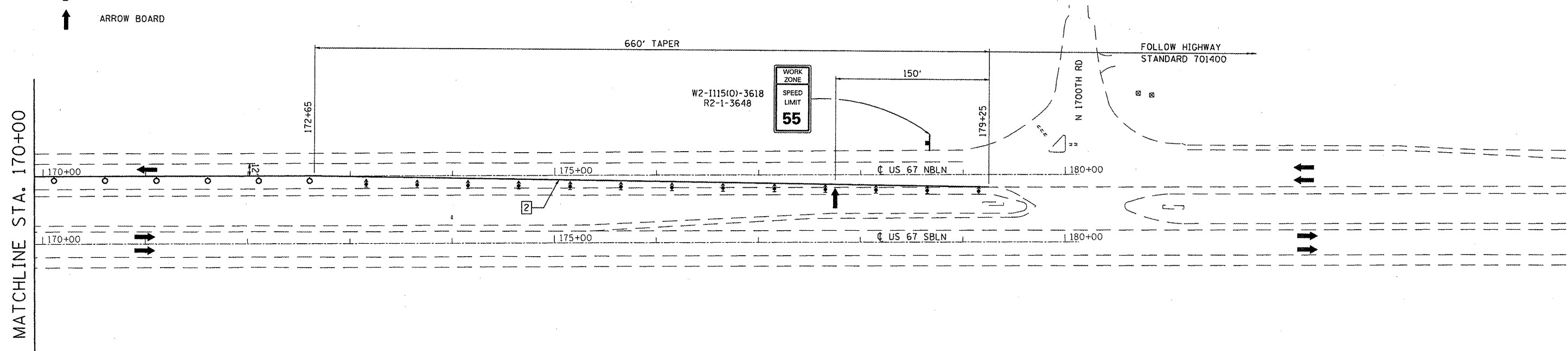
**MAINTENANCE OF TRAFFIC
 STAGE 1 STRIPING AND SIGNAGE**

SCALE: 1"=50' SHEET NO. 11 OF 18 SHEETS STA. 155+00 TO STA. 170+00



F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(388-2)BR	MCDONOUGH	130	37
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				

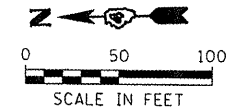
LEGEND

-  WORK AREA
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT/
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  SIGN
-  VERTICAL PANEL (BACK TO BACK)
-  ARROW BOARD



TEMPORARY PAVEMENT MARKING LEGEND

-  PAVEMENT MARKING TAPE, TYPE III - LINE 4" (SOLID WHITE)
-  PAVEMENT MARKING TAPE, TYPE III - LINE 4" (SOLID YELLOW)



FILE NAME =	USER NAME = seb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC STAGE 1 STRIPING AND SIGNAGE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
pa:\07files\070206\phase2\cadd sheets\0468691-sh1-staging1-4.dgn		DRAWN -	REVISED -			310	(38B-2)BR	MCDONOUGH	130	38	
PLOT SCALE = 1/8" = 1' IN.		CHECKED -	REVISED -			CONTRACT NO. 68691					
PLOT DATE = 12/7/2011		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 1" = 50'		SHEET NO. 12 OF 18 SHEETS		STA. 170+00 TO STA. 185+00		

GENERAL NOTES

- 1) FLAGS SHALL BE USED AT EACH DETOUR SIGN LOCATION.
- 2) ROAD CLOSURE IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION STANDARD BLR-21.
- 3) ALL SIGNS SHALL BE FURNISHED, ERECTED, AND MAINTAINED BY THE CONTRACTOR.
- 4) THE LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS.
- 5) ALL SIGNS SHALL BE REMOVED WHEN NOT REQUIRED FOR FUTURE USE.
- 6) THIS TRAFFIC CONTROL AND PROTECTION SHALL BE PAID FOR ACCORDING TO THE CONTRACT UNIT COST PER LUMP SUM FOR TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21 (SPECIAL).
- 7) THE EXACT LOCATIONS OF ALL TRAFFIC CONTROL ITEMS SHALL BE APPROVED BY THE ENGINEER.
- 8) PRIOR TO THE CLOSURE OF TR 1750N, THE CONTRACTOR SHALL NOTIFY LOCAL EMERGENCY SERVICES, MCDONOUGH COUNTY ENGINEER, AND THE TOWNSHIP ROAD COMMISSIONER.

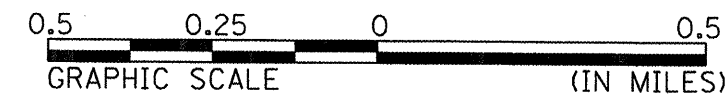
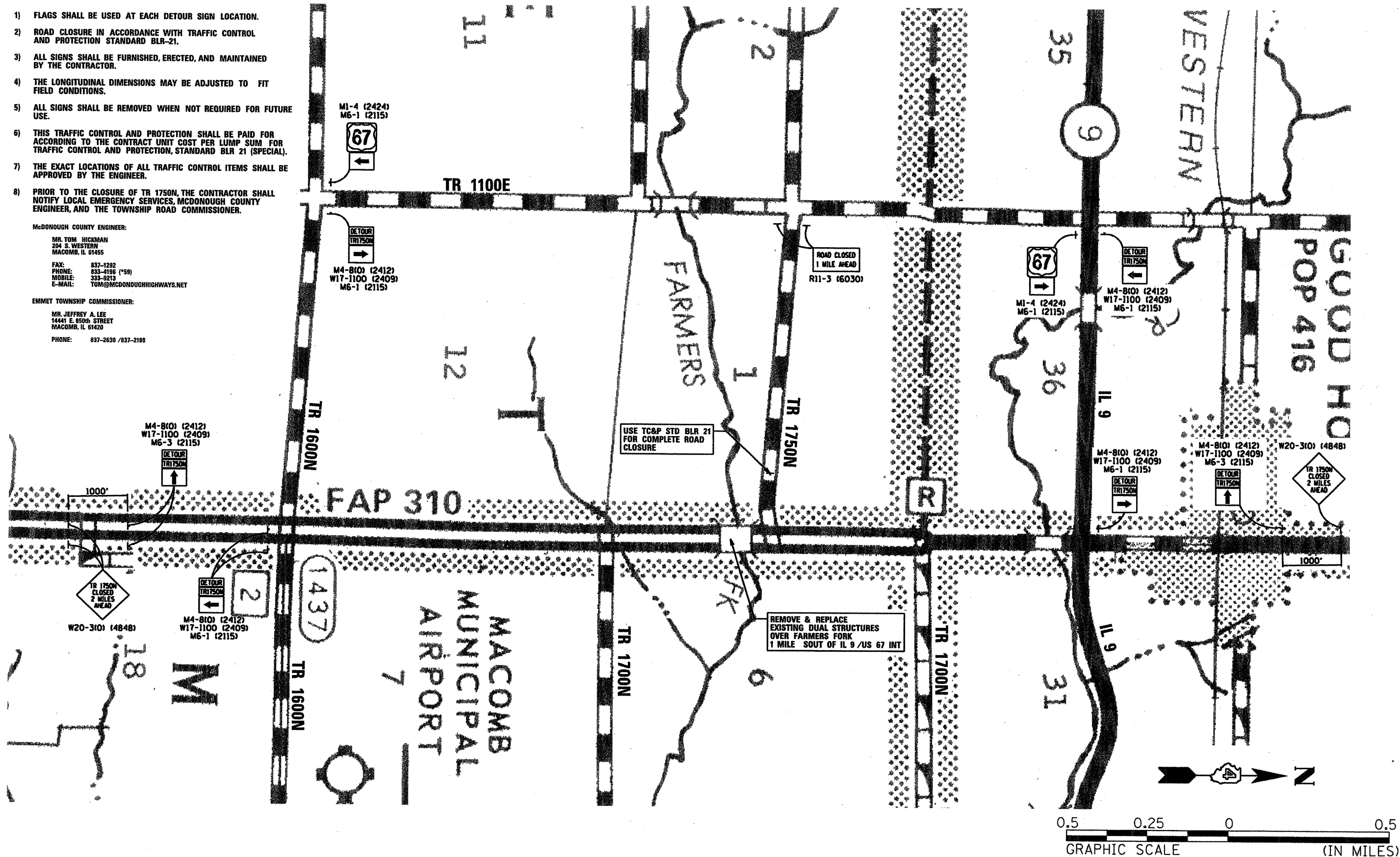
MCDONOUGH COUNTY ENGINEER:

MR. TOM HICKMAN
204 S. WESTERN
MACOMB, IL 61455

FAX: 837-1292
PHONE: 833-4196 (*59)
MOBILE: 333-9213
E-MAIL: TOM@MCDONOUGHHIGHWAYS.NET

EMMET TOWNSHIP COMMISSIONER:

MR. JEFFREY A. LEE
14441 E. 850th STREET
MACOMB, IL 61420
PHONE: 837-2630 / 837-2188



FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -
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	PLOT SCALE = 0.4125" / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/8/2011	DATE -	REVISED -










**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC
TR 1750N DETOUR PLAN**

SCALE: SHEET NO. 13 OF 18 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	39
CONTRACT NO. 68691			ILLINOIS FED. AID PROJECT	

LEGEND

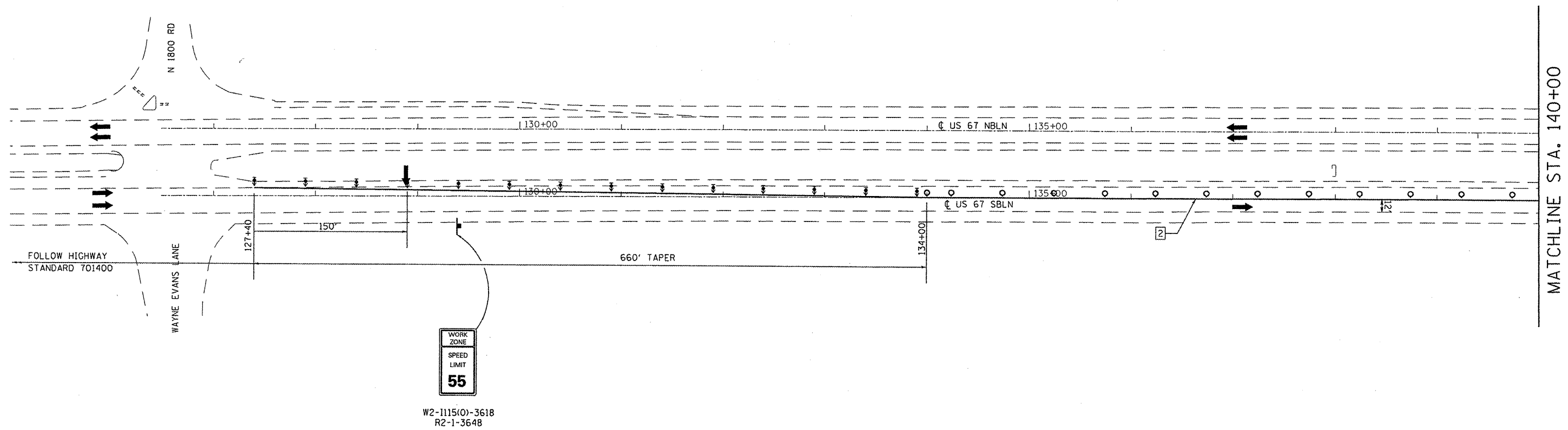
-  WORK AREA
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  SIGN
-  VERTICAL PANEL (BACK TO BACK)
-  ARROW BOARD

STAGE 2 SEQUENCE OF CONSTRUCTION

1. REMOVE STAGE 1 TRAFFIC CONTROL STRIPING AND SIGNAGE.
2. REMOVE ANY EXISTING PAVEMENT MARKING LINES, REFLECTORS AND SIGNS THAT CONFLICT WITH THE STAGE 2 TRAFFIC CONTROL UNDER HIGHWAY STANDARD 701426.
3. FURNISH AND INSTALL STAGE 2 TRAFFIC CONTROL STRIPING AND SIGNAGE AS SHOWN IN THE PLANS, STANDARD 701400, STANDARD BLR-21, AND STANDARD 701416.
4. REMOVE EXISTING SN 055-0003.
5. CONSTRUCT PROPOSED SN 055-0080.
6. CONSTRUCT NB LANES OF US 67 AND ALL OF PRIVATE DRIVE 151.

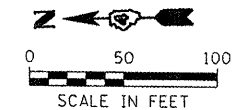
STAGE 2 NOTES

1. "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED ON ALL SIDE ROADS WITHIN LIMITS OF MAINLINE "ROAD CONSTRUCTION AHEAD" SIGNS.
2. ALL COMMERCIAL, PRIVATE, AND FIELD ENTRANCES SHALL HAVE SUITABLE ACCESS, AS DETERMINED BY THE ENGINEER, AT ALL TIMES.
3. KEEP PRIVATE DRIVE OPEN TRAFFIC BY PROVIDING A MINIMUM 12' WIDE 4" THICK AGGREGATE SURFACE. AS EACH LIFT OF HOT-MIX ASPHALT IS PLACED A CORRESPONDING LIFT OF AGGREGATE SHALL BE PLACED TO MAINTAIN ACCESS TO THE PRIVIED DRIVE ONCE PAVING OPERATIONS HAVE PASSED. AGGREGATE TO BE PAID FOR AS "AGGREGATE FOR TEMPORARY ACCESS".



TEMPORARY PAVEMENT MARKING LEGEND









- ① PAVEMENT MARKING TAPE, TYPE III - LINE 4" (SOLID WHITE)
- ② PAVEMENT MARKING TAPE, TYPE III - LINE 4" (SOLID YELLOW)





FILE NAME =	USER NAME = seb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINTENANCE OF TRAFFIC STAGE 2 STRIPING AND SIGNAGE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
pi:\07files\070286\phase2\cadd sheets\048691-sht-staging2-1.dgn		DRAWN -	REVISED -			310	(388-2)BR	MCDONOUGH	130	40
PLOT SCALE = 1/8" = 1' / IN.		CHECKED -	REVISED -			CONTRACT NO. 68691				
PLOT DATE = 12/7/2011		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

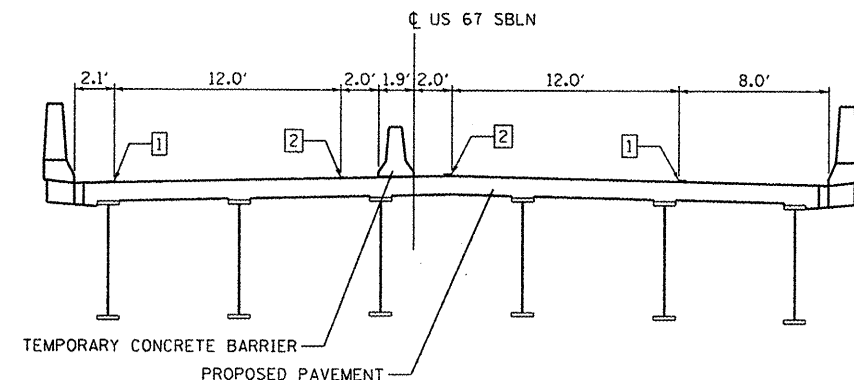
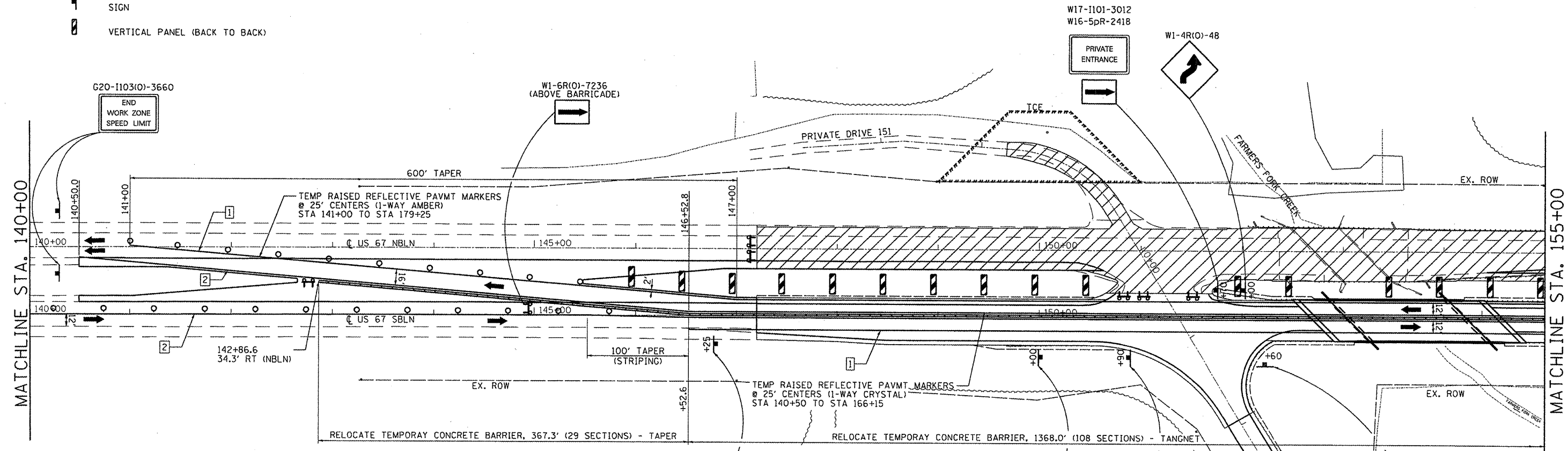
SCALE: 1"=50' SHEET NO. 14 OF 18 SHEETS STA. 125+00 TO STA. 140+00

LEGEND

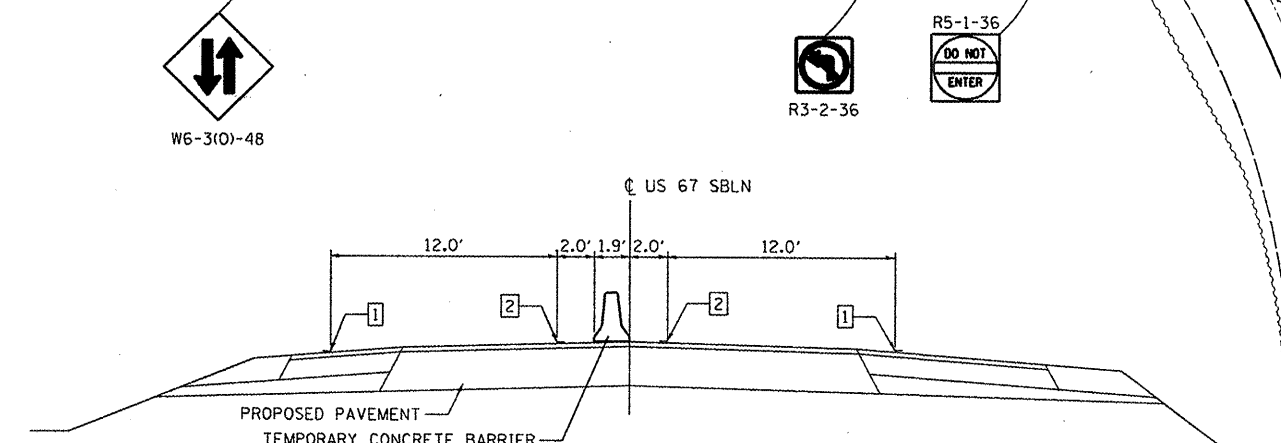
-  WORK AREA
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  SIGN
-  VERTICAL PANEL (BACK TO BACK)

TEMPORARY PAVEMENT MARKING LEGEND

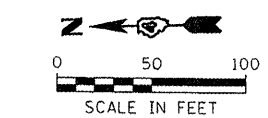
-  1 PAVEMENT MARKING TAPE, TYPE III - LINE 4" (SOLID WHITE)
-  2 PAVEMENT MARKING TAPE, TYPE III - LINE 4" (SOLID YELLOW)



TYPICAL SECTION
STAGE 2 - STA 153+04.4 TO STA 154+23.0



TYPICAL SECTION
STAGE 2 - STA 146+52.6 TO STA 153+04.4
STAGE 2 - STA 154+23.0 TO STA 160+20.6



FILE NAME =	USER NAME = seb	DESIGNED -	REVISED -
p:\07files\070206\phase2\cadd sheets\06891-sht-staging2-2.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -









**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

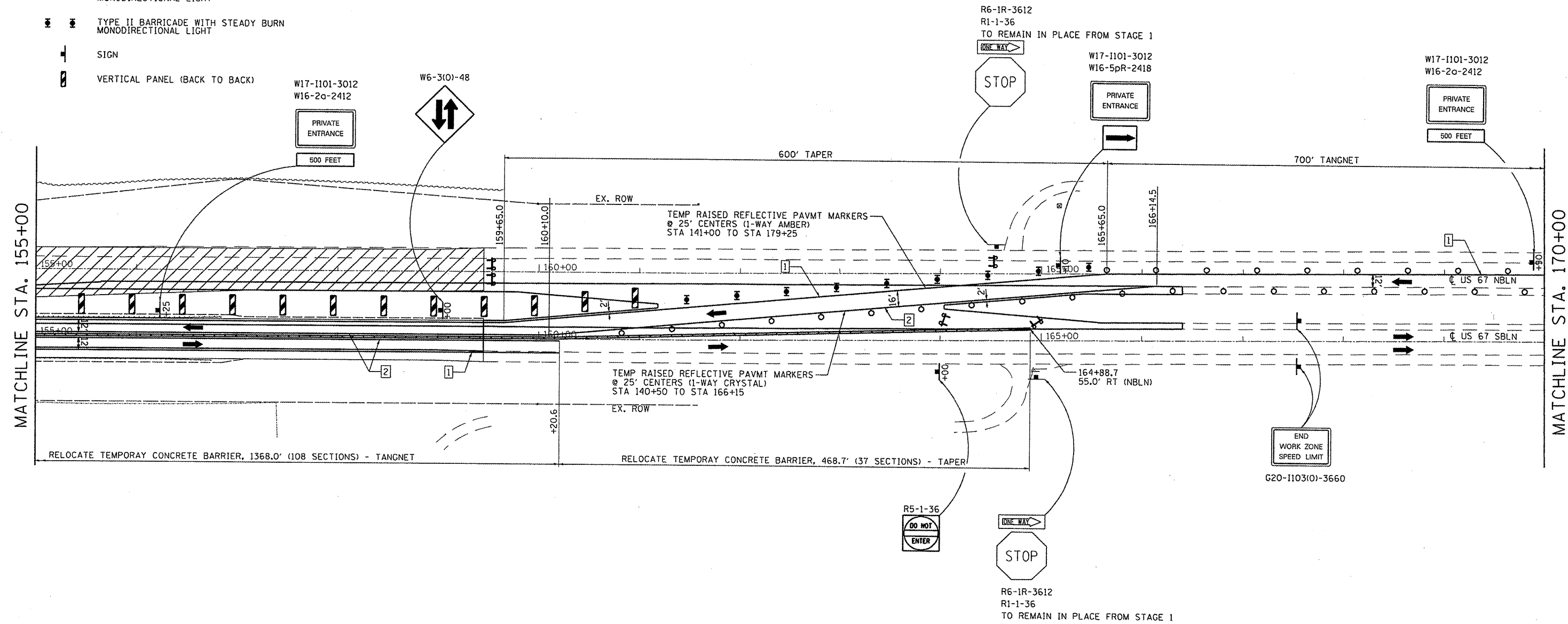
**MAINTENANCE OF TRAFFIC
STAGE 2 STRIPING AND SIGNAGE**

SCALE: 1"=50' SHEET NO. 15 OF 18 SHEETS STA. 140+00 TO STA. 155+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(388-2)BR	MCDONOUGH	130	41
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				

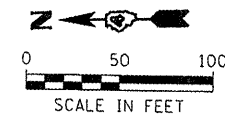
LEGEND

-  WORK AREA
-  TYPE III BARRICADE WITH FLASHING LIGHTS
-  TEMPORARY CONCRETE BARRIER
-  DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
-  DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
-  SIGN
-  VERTICAL PANEL (BACK TO BACK)



TEMPORARY PAVEMENT MARKING LEGEND

- ① PAVEMENT MARKING TAPE, TYPE III - LINE 4" (SOLID WHITE)
- ② PAVEMENT MARKING TAPE, TYPE III - LINE 4" (SOLID YELLOW)



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PLOT DATE = 12/7/2011		DATE -	REVISED -

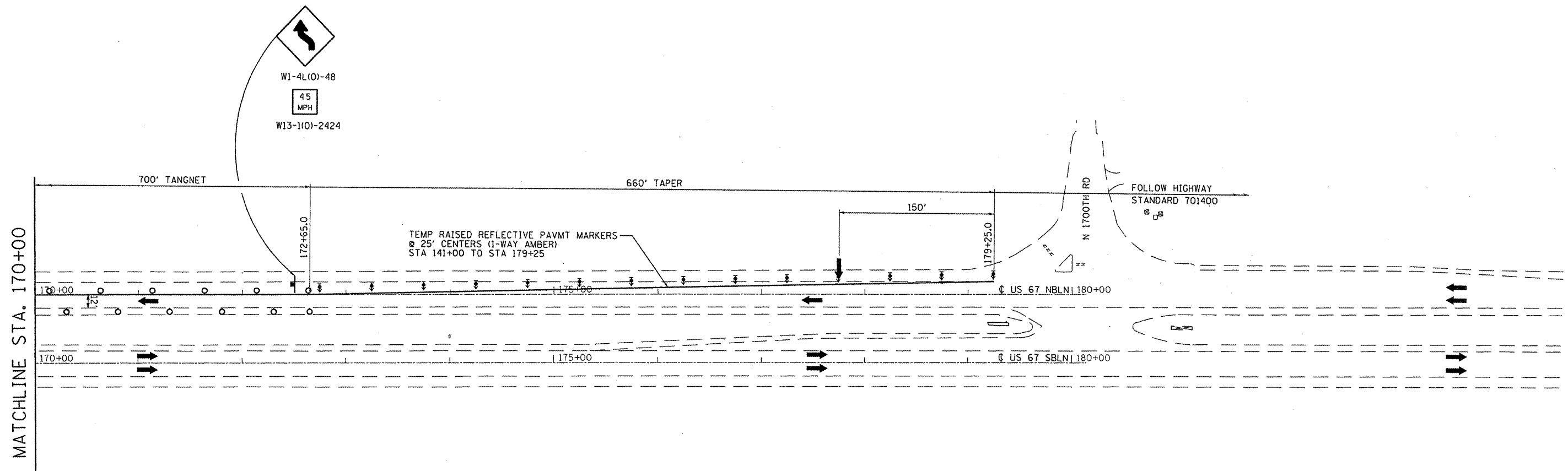
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC
STAGE 2 STRIPING AND SIGNAGE**

SCALE: 1"=50' SHEET NO. 16 OF 18 SHEETS STA. 155+00 TO STA. 170+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	42
CONTRACT NO. 68691				

ILLINOIS FED. AID PROJECT



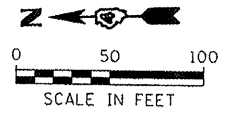
MATCHLINE STA. 170+00

LEGEND

- WORK AREA
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURN MONODIRECTIONAL LIGHT
- DIRECTION INDICATOR BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- TYPE II BARRICADE WITH STEADY BURN MONODIRECTIONAL LIGHT
- SIGN
- VERTICAL PANEL (BACK TO BACK)
- ARROW BOARD

TEMPORARY PAVEMENT MARKING LEGEND

- 1 PAVEMENT MARKING TAPE, TYPE III - LINE 4" (SOLID WHITE)
- 2 PAVEMENT MARKING TAPE, TYPE III - LINE 4" (SOLID YELLOW)



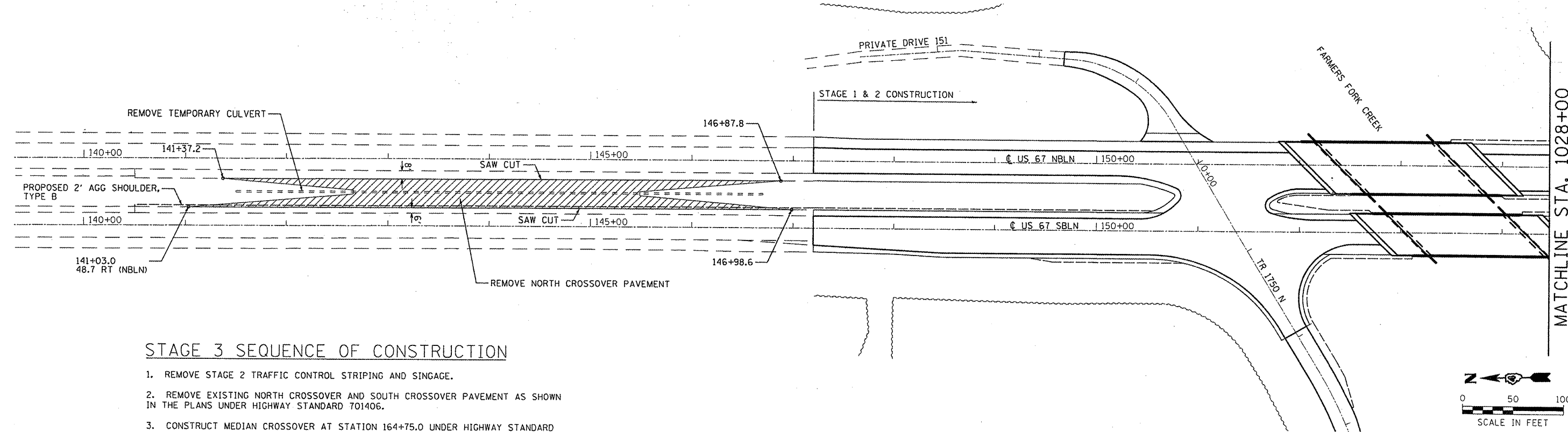
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC
STAGE 2 STRIPING AND SIGNAGE**

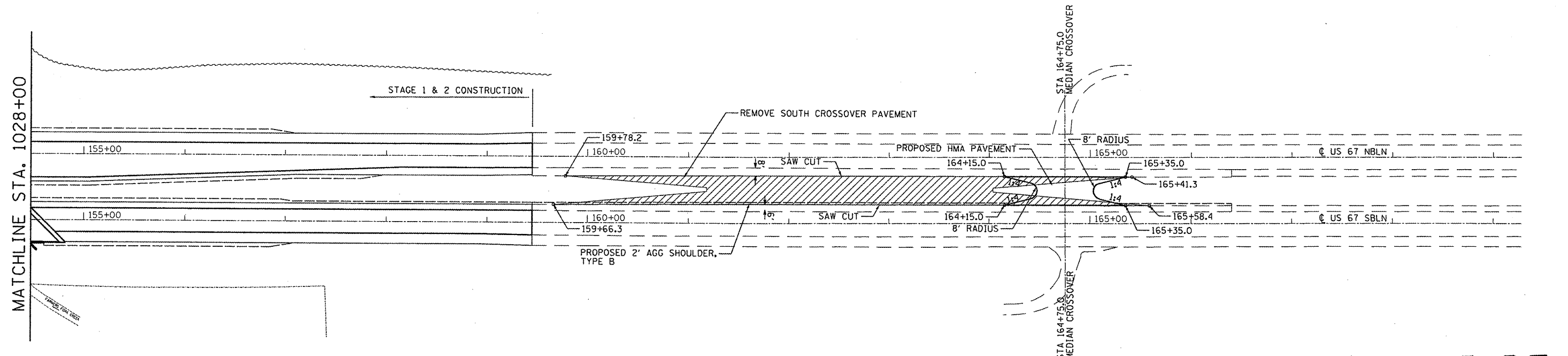
SCALE: 1"=50' SHEET NO. 17 OF 18 SHEETS STA. 170+00 TO STA. 185+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	43
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				



STAGE 3 SEQUENCE OF CONSTRUCTION

1. REMOVE STAGE 2 TRAFFIC CONTROL STRIPING AND SINGAGE.
2. REMOVE EXISTING NORTH CROSSOVER AND SOUTH CROSSOVER PAVEMENT AS SHOWN IN THE PLANS UNDER HIGHWAY STANDARD 701406.
3. CONSTRUCT MEDIAN CROSSOVER AT STATION 164+75.0 UNDER HIGHWAY STANDARD 701406.
4. INSTALL PROPOSED PAVEMENT MARKINGS UNDER HIGHWAY STANDARD 701426.



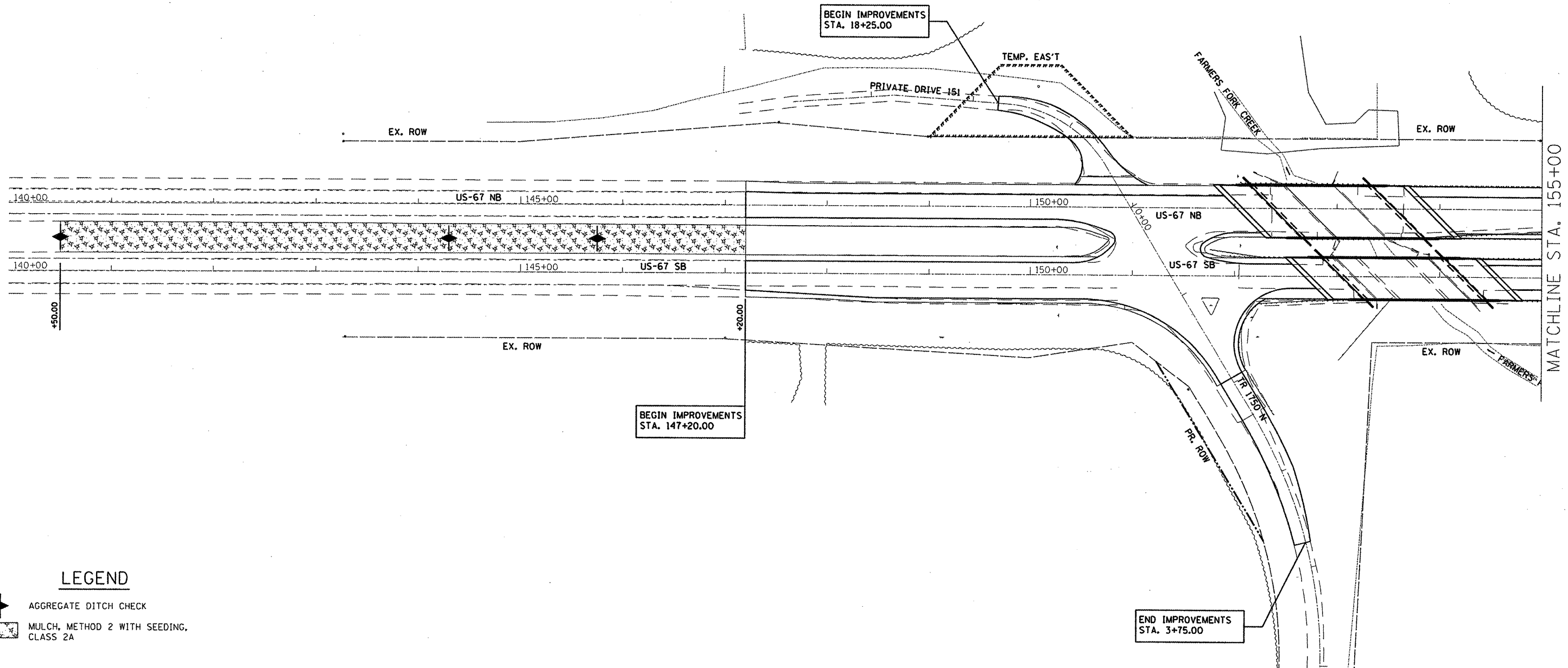
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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MAINTENANCE OF TRAFFIC
STAGE 3 CONSTRUCTION PLAN**

SCALE: 1"=50' SHEET NO. 18 OF 18 SHEETS STA. 140+00 TO STA. 169+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	138B-218R	MCDONOUGH	130	44
			CONTRACT NO. 68691	
ILLINOIS FED. AID PROJECT				



LEGEND

- AGGREGATE DITCH CHECK
- MULCH, METHOD 2 WITH SEEDING, CLASS 2A

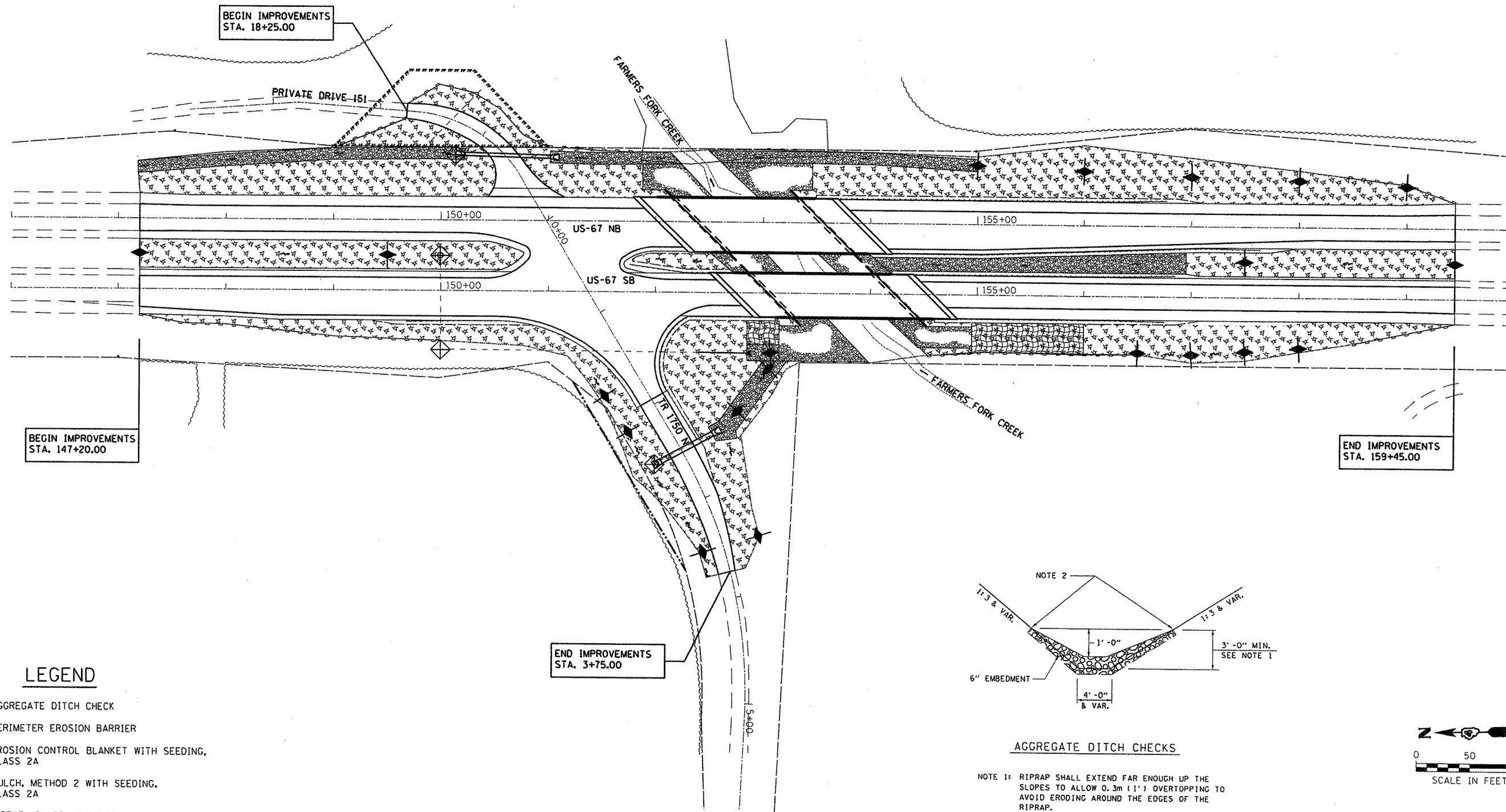
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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL PLAN

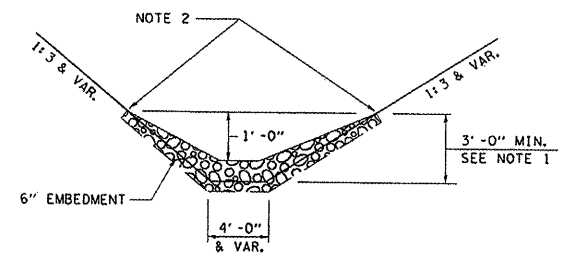
SCALE: 1"=50' SHEET NO. 1 OF 3 SHEETS STA. 140+00 TO STA. 155+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	45
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				



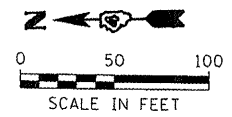
LEGEND

- AGGREGATE DITCH CHECK
- PERIMETER EROSION BARRIER
- EROSION CONTROL BLANKET WITH SEEDING, CLASS 2A
- MULCH, METHOD 2 WITH SEEDING, CLASS 2A
- RIPRAP, CLASS A4 OR B3
- INLET & PIPE PROTECTION



AGGREGATE DITCH CHECKS

- NOTE 1: RIPRAP SHALL EXTEND FAR ENOUGH UP THE SLOPES TO ALLOW 0.3m (1') OVERTOPPING TO AVOID ERODING AROUND THE EDGES OF THE RIPRAP.
- NOTE 2: ENDS SHALL BE TIED INTO SLOPES.

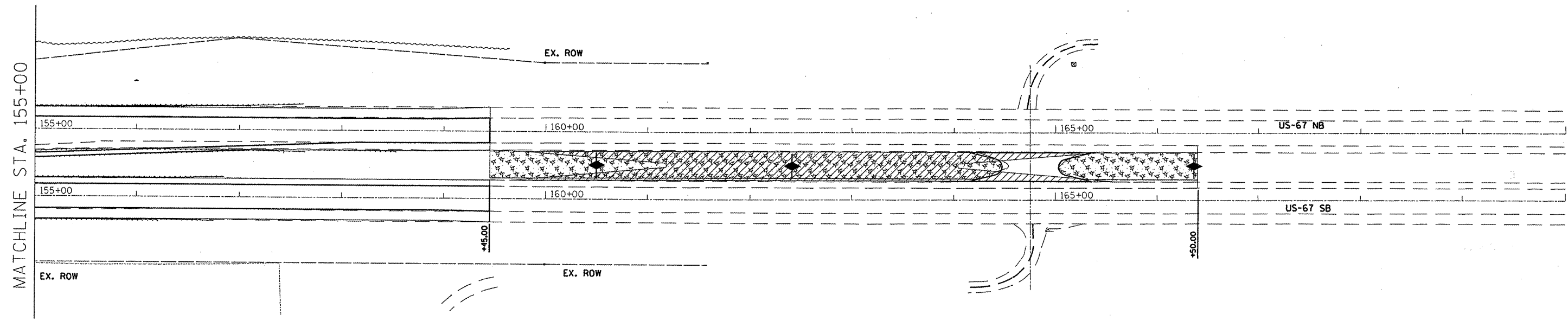


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		DATE -	REVISED -



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

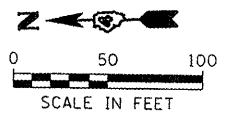
EROSION CONTROL PLAN
SCALE: 1"=50' SHEET NO. 2 OF 3 SHEETS STA. 146+00 TO STA. 160+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	46
CONTRACT NO. 68691				
<small>ILLINOIS FED. AID PROJECT</small>				



LEGEND

-  AGGREGATE DITCH CHECK
-  MULCH, METHOD 2 WITH SEEDING, CLASS 2A



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	PLOT DATE = 12/7/2011	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL PLAN

SCALE: 1"=50' SHEET NO. 3 OF 3 SHEETS STA. 155+00 TO STA. 170+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	47
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



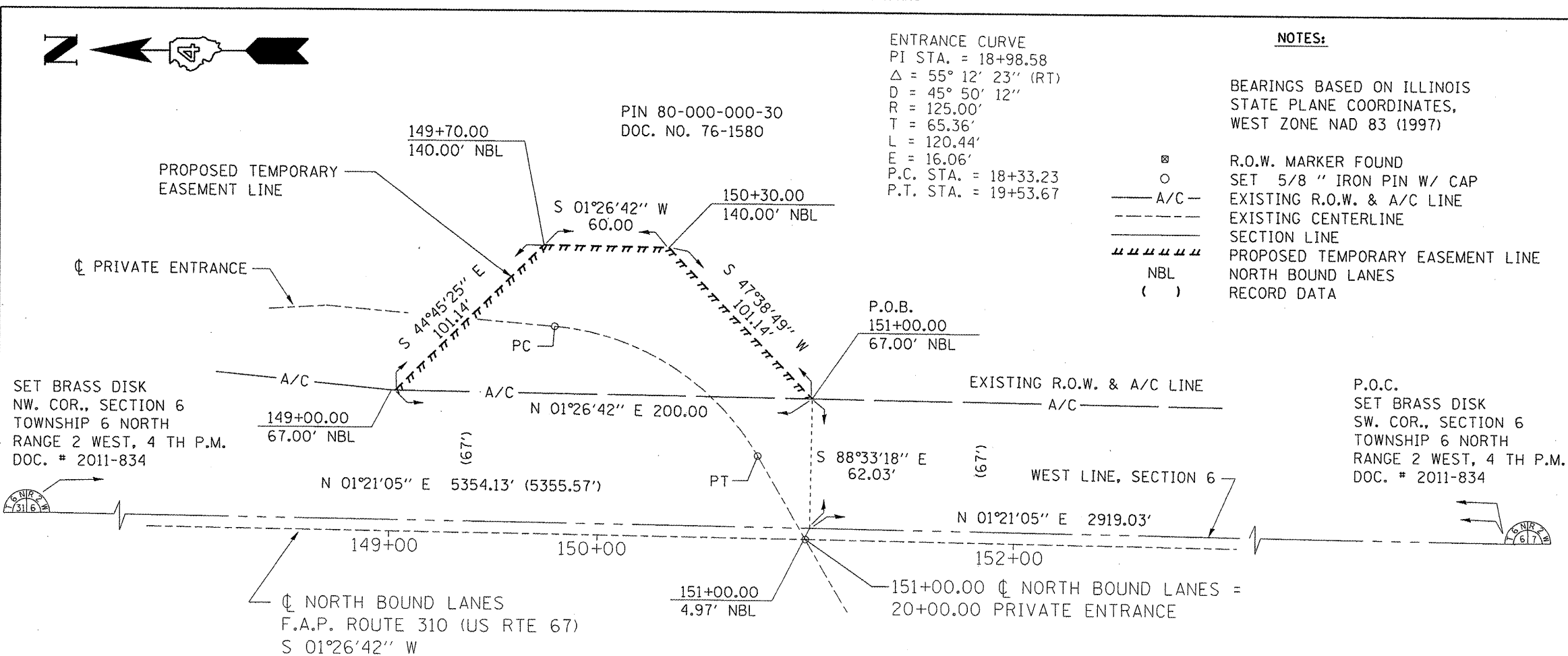
PIN 80-000-000-30
DOC. NO. 76-1580

ENTRANCE CURVE
PI STA. = 18+98.58
 $\Delta = 55^\circ 12' 23''$ (RT)
D = 45° 50' 12"
R = 125.00'
T = 65.36'
L = 120.44'
E = 16.06'
P.C. STA. = 18+33.23
P.T. STA. = 19+53.67

NOTES:

BEARINGS BASED ON ILLINOIS
STATE PLANE COORDINATES,
WEST ZONE NAD 83 (1997)

- ⊗ R.O.W. MARKER FOUND
- SET 5/8 " IRON PIN W/ CAP
- A/C — EXISTING R.O.W. & A/C LINE
- EXISTING CENTERLINE
- SECTION LINE
- ||||| PROPOSED TEMPORARY EASEMENT LINE
- NBL NORTH BOUND LANES
- () RECORD DATA



CATALOG NO.	033466-00
CONTACT NO.	68691
BY	DATE
COMPUTED	
CHECKED	
INKED	
INK CHECKED	
R.O.W. PLAT	
NOTE BOOK	
NO.	

4ADCO01-TE

BRUCE A. ENGNELL
VICTORIA R. ENGNELL

AREA = 9490 SQ. FT. +/-, 0.218 acres +/-

A PART OF THE NORTHWEST QUARTER OF
SECTION 6 TOWNSHIP 6 NORTH, RANGE 2 W., 4 TH PRINCIPAL MERIDIAN
MCDONOUGH COUNTY

TEMPORARY EASEMENT PLAT

F.A.P. ROUTE 310 (US 67) CONSTRUCTION SECTION (38B-2)BR

SCALE: 1"= 50' DATE MAR. 2011 JOB NO. R-94-003-11

Signed _____ Recorded _____ BOOK _____ PAGE _____
DOCUMENT NO.

4ADCO01TE

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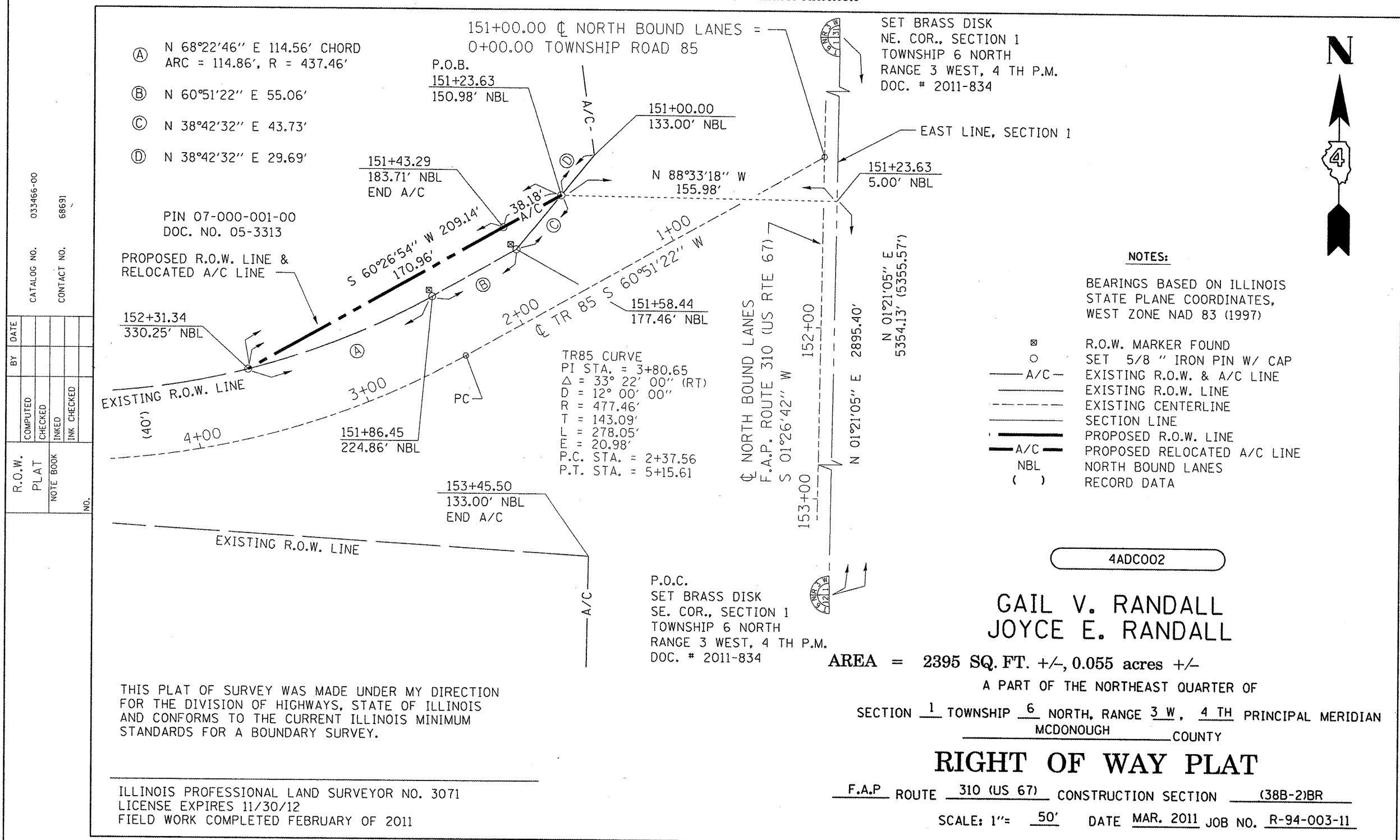
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT-OF-WAY PLANS
SCALE: 1"=50' SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	48
CONTRACT NO. 68691				

ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



- Ⓐ N 68°22'46" E 114.56' CHORD
ARC = 114.86', R = 437.46'
- Ⓑ N 60°51'22" E 55.06'
- Ⓒ N 38°42'32" E 43.73'
- Ⓓ N 38°42'32" E 29.69'

PIN 07-000-001-00
DOC. NO. 05-3313

PROPOSED R.O.W. LINE &
RELOCATED A/C LINE

152+31.34
330.25' NBL

EXISTING R.O.W. LINE
(40')

151+86.45
224.86' NBL

EXISTING R.O.W. LINE

153+45.50
133.00' NBL
END A/C

151+00.00 Ⓞ NORTH BOUND LANES =
0+00.00 TOWNSHIP ROAD 85

P.O.B.
151+23.63
150.98' NBL

151+00.00
133.00' NBL

N 88°33'18" W
155.98'

151+58.44
177.46' NBL

SET BRASS DISK
NE. COR., SECTION 1
TOWNSHIP 6 NORTH
RANGE 3 WEST, 4 TH P.M.
DOC. # 2011-834

EAST LINE, SECTION 1

151+23.63
5.00' NBL

N 01°21'05" E
5354.13' (5355.57')

N 01°21'05" E 2895.40'

TR85 CURVE
PI STA. = 3+80.65
Δ = 33° 22' 00'' (RT)
D = 12° 00' 00''
R = 477.46'
T = 143.09'
E = 278.05'
F = 20.98'
P.C. STA. = 2+37.56
P.T. STA. = 5+15.61

P.O.C.
SET BRASS DISK
SE. COR., SECTION 1
TOWNSHIP 6 NORTH
RANGE 3 WEST, 4 TH P.M.
DOC. # 2011-834

NOTES:

BEARINGS BASED ON ILLINOIS
STATE PLANE COORDINATES,
WEST ZONE NAD 83 (1997)

- Ⓞ R.O.W. MARKER FOUND
- SET 5/8" IRON PIN W/ CAP
- A/C — EXISTING R.O.W. & A/C LINE
- — — EXISTING R.O.W. LINE
- - - - EXISTING CENTERLINE
- — — SECTION LINE
- — — PROPOSED R.O.W. LINE
- — — PROPOSED RELOCATED A/C LINE
- NBL NORTH BOUND LANES
- () RECORD DATA

4ADCO02

GAIL V. RANDALL
JOYCE E. RANDALL

AREA = 2395 SQ. FT. +/-, 0.055 acres +/-

A PART OF THE NORTHEAST QUARTER OF
SECTION 1 TOWNSHIP 6 NORTH, RANGE 3 W, 4 TH PRINCIPAL MERIDIAN
MCDONOUGH COUNTY

RIGHT OF WAY PLAT

F.A.P. ROUTE 310 (US 67) CONSTRUCTION SECTION (38B-2)BR

SCALE: 1" = 50' DATE MAR. 2011 JOB NO. R-94-003-11

Signed _____ Recorded _____ BOOK _____ PAGE _____
DOCUMENT NO. _____

4ADCO02

THIS PLAT OF SURVEY WAS MADE UNDER MY DIRECTION
FOR THE DIVISION OF HIGHWAYS, STATE OF ILLINOIS
AND CONFORMS TO THE CURRENT ILLINOIS MINIMUM
STANDARDS FOR A BOUNDARY SURVEY.

ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3071
LICENSE EXPIRES 11/30/12
FIELD WORK COMPLETED FEBRUARY OF 2011

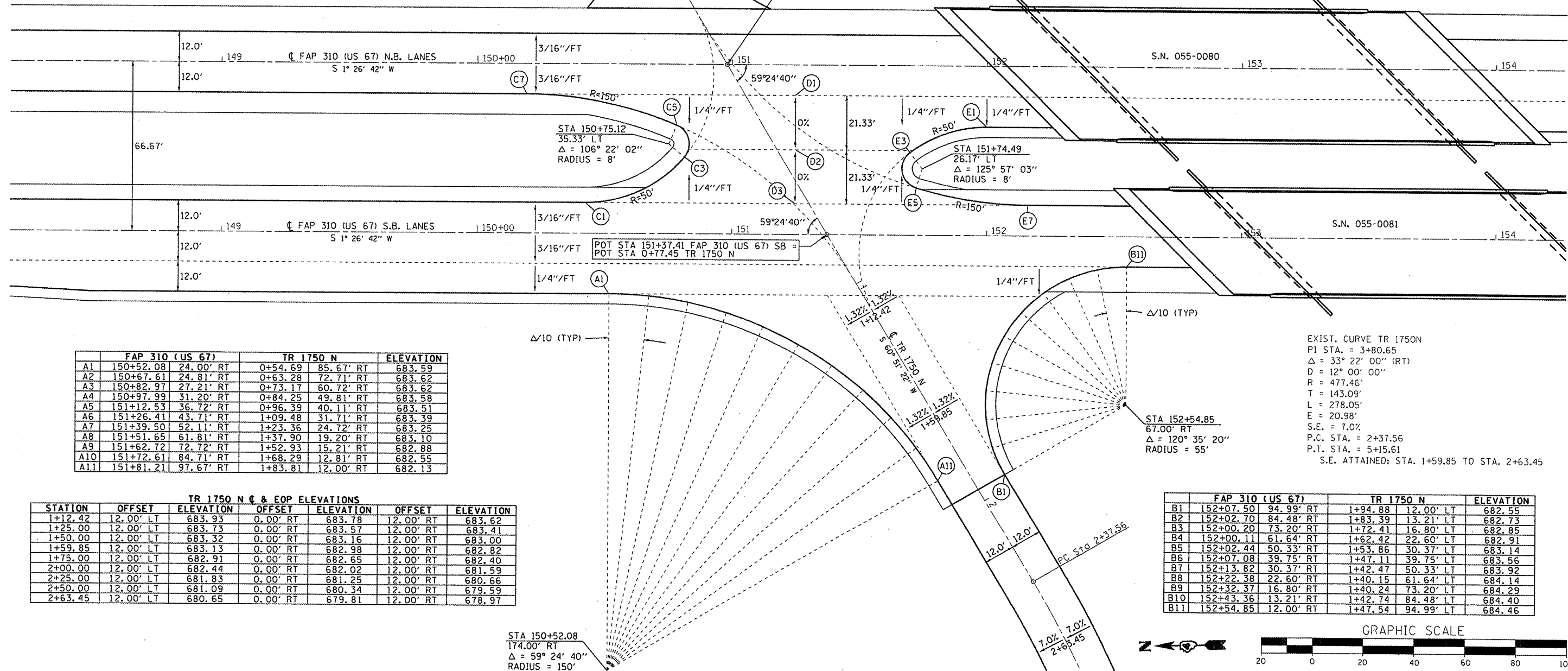
CATALOG NO.	033466-00
CONTACT NO.	68691
BY	DATE
COMPUTED	
CHECKED	
INK CHECKED	
R.O.W. PLAT	NOTE BOOK NO.

EXIST. CURVE PD01
 PI STA. = 18+98.58
 $\Delta = 55^\circ 12' 23''$ (RT)
 $D = 45^\circ 50' 12''$
 $R = 125.00'$
 $T = 65.36'$
 $L = 120.44'$
 $E = 16.06'$
 S.E. = none
 P.C. STA. = 18+33.23
 P.T. STA. = 19+53.67

FAP 310 (US 67)			ELEVATION
C1	150+42.68	12.00' LT	683.81
C2	150+64.04	16.79' LT	683.77
C3	150+81.30	30.25' LT	683.55
C4	150+83.12	35.33' LT	683.53
C5	150+78.26	42.69' LT	683.67
C6	150+49.49	51.64' LT	683.77
C7	150+19.52	54.67' LT	683.75

FAP 310 (US 67)			ELEVATION
D1	151+24.81	54.67' LT	684.06
D2	151+24.81	33.33' LT	684.06
D3	151+24.81	12.00' LT	684.06

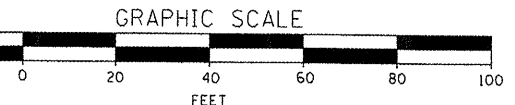
FAP 310 (US 67)			ELEVATION
E1	151+99.83	42.67' LT	684.04
E2	151+83.92	40.07' LT	683.94
E3	151+69.67	32.55' LT	683.77
E4	151+66.49	26.17' LT	683.89
E5	151+72.16	18.52' LT	684.07
E6	151+93.79	13.64' LT	684.24
E7	152+15.90	12.00' LT	684.34



FAP 310 (US 67)		TR 1750 N		ELEVATION	
A1	150+52.08	24.00' RT	0+54.69	85.67' RT	683.59
A2	150+67.61	24.81' RT	0+63.28	72.71' RT	683.62
A3	150+82.97	27.21' RT	0+73.17	60.72' RT	683.62
A4	150+97.99	31.20' RT	0+84.25	49.81' RT	683.58
A5	151+12.53	36.72' RT	0+96.39	40.11' RT	683.51
A6	151+26.41	43.71' RT	1+09.48	31.71' RT	683.39
A7	151+39.50	52.11' RT	1+23.36	24.72' RT	683.25
A8	151+51.65	61.81' RT	1+37.90	19.20' RT	683.10
A9	151+62.72	72.72' RT	1+52.93	15.21' RT	682.88
A10	151+72.61	84.71' RT	1+68.29	12.81' RT	682.55
A11	151+81.21	97.67' RT	1+83.81	12.00' RT	682.13

TR 1750 N C & EOP ELEVATIONS						
STATION	OFFSET	ELEVATION	OFFSET	ELEVATION	OFFSET	ELEVATION
1+12.42	12.00' LT	683.93	0.00' RT	683.78	12.00' RT	683.62
1+25.00	12.00' LT	683.73	0.00' RT	683.57	12.00' RT	683.41
1+50.00	12.00' LT	683.32	0.00' RT	683.16	12.00' RT	683.00
1+59.85	12.00' LT	683.13	0.00' RT	682.98	12.00' RT	682.82
1+75.00	12.00' LT	682.91	0.00' RT	682.65	12.00' RT	682.40
2+00.00	12.00' LT	682.44	0.00' RT	682.02	12.00' RT	681.59
2+25.00	12.00' LT	681.83	0.00' RT	681.25	12.00' RT	680.66
2+50.00	12.00' LT	681.09	0.00' RT	680.34	12.00' RT	679.59
2+63.45	12.00' LT	680.65	0.00' RT	679.81	12.00' RT	678.97

FAP 310 (US 67)		TR 1750 N		ELEVATION	
B1	152+07.50	94.99' RT	1+94.88	12.00' LT	682.55
B2	152+02.70	84.48' RT	1+83.39	13.21' LT	682.73
B3	152+00.20	73.20' RT	1+72.41	16.80' LT	682.85
B4	152+00.11	61.64' RT	1+62.42	22.60' LT	682.91
B5	152+02.44	50.33' RT	1+53.86	30.37' LT	683.14
B6	152+07.08	39.75' RT	1+47.11	39.75' LT	683.56
B7	152+13.82	30.37' RT	1+42.47	50.33' LT	683.92
B8	152+22.38	22.60' RT	1+40.15	61.64' LT	684.14
B9	152+32.37	16.80' RT	1+40.24	73.20' LT	684.29
B10	152+43.36	13.21' RT	1+42.74	84.48' LT	684.40
B11	152+54.85	12.00' RT	1+47.54	94.99' LT	684.46



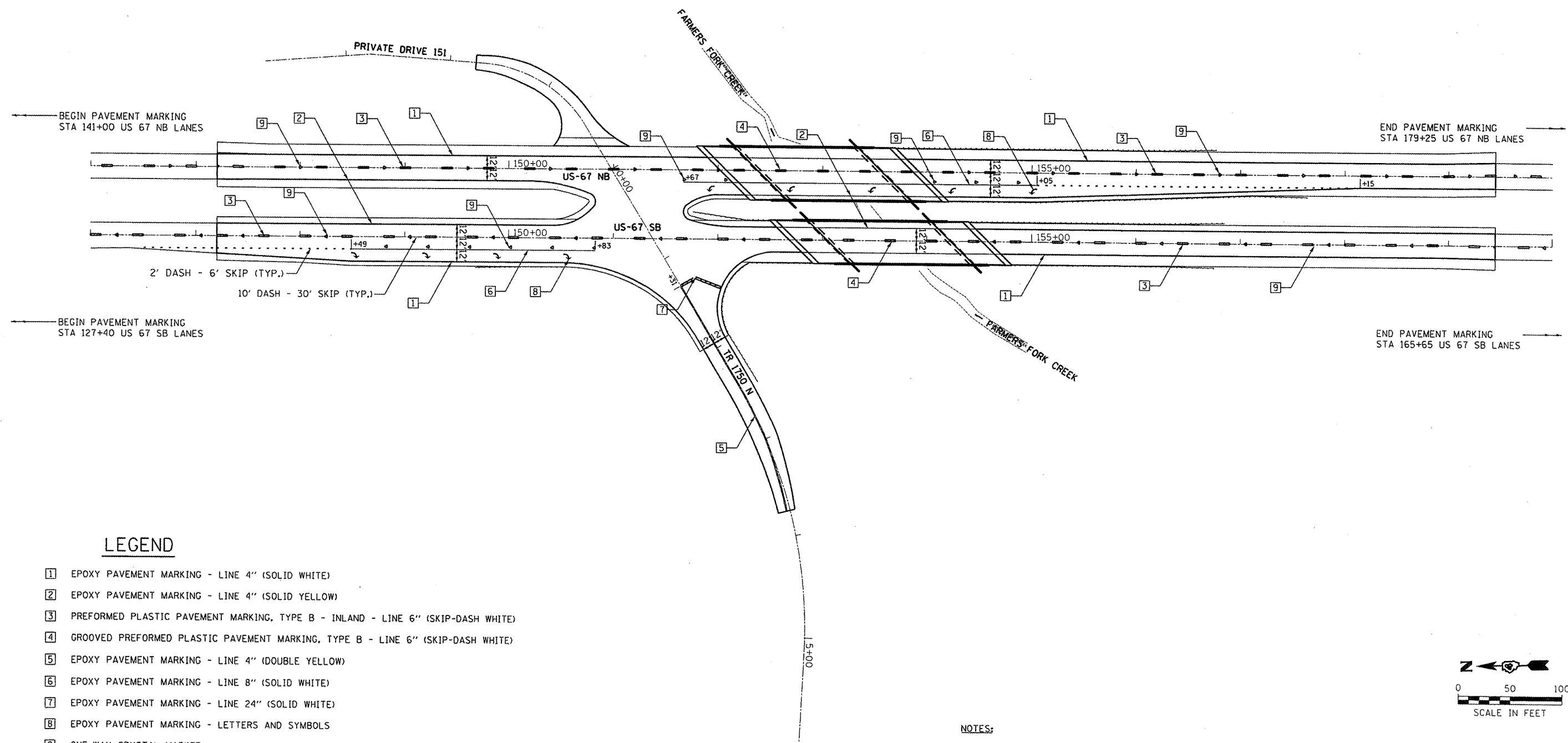
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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTERSECTION DETAIL
FAP 310 (US 67) & TR 1750 N

SCALE: 1"=20' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

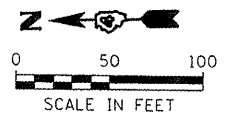
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	50
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				



LEGEND

- 1 EPOXY PAVEMENT MARKING - LINE 4" (SOLID WHITE)
- 2 EPOXY PAVEMENT MARKING - LINE 4" (SOLID YELLOW)
- 3 PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAND - LINE 6" (SKIP-DASH WHITE)
- 4 GROOVED PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 6" (SKIP-DASH WHITE)
- 5 EPOXY PAVEMENT MARKING - LINE 4" (DOUBLE YELLOW)
- 6 EPOXY PAVEMENT MARKING - LINE 8" (SOLID WHITE)
- 7 EPOXY PAVEMENT MARKING - LINE 24" (SOLID WHITE)
- 8 EPOXY PAVEMENT MARKING - LETTERS AND SYMBOLS
- 9 ONE-WAY CRYSTAL MARKER

NOTES:
 1. PAVEMENT MARKINGS TO BE INSTALLED IN ACCORDANCE WITH DISTRICT STANDARD 780001-D4 AND HIGHWAY STANDARD 780001.



FILE NAME :	USER NAME :	DESIGNED :	REVISED :
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PLOT DATE = 12/7/2011	-	-	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING PLAN

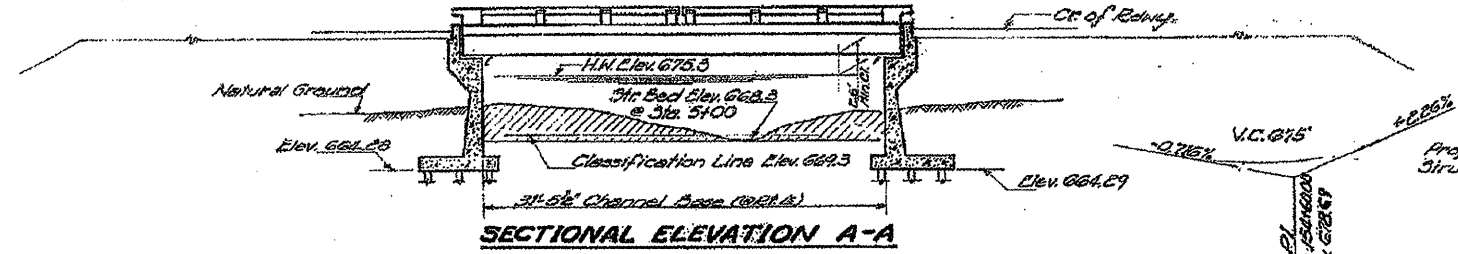
SCALE: 1"=50' SHEET NO. 1 OF 1 SHEETS STA. 146+00 TO STA. 160+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	51
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				

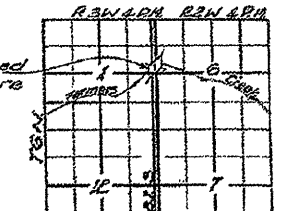
2.14' 25 on N wing of S Abut. Bridge
Sta. 153+20 Elev. 679.07
Existing Structure to be removed
by Bridge Contractors
No Salvage
Exist. Struct. R.C. Deck Girder, R.C. Closed Abuts.
20 ft. Spacing.

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

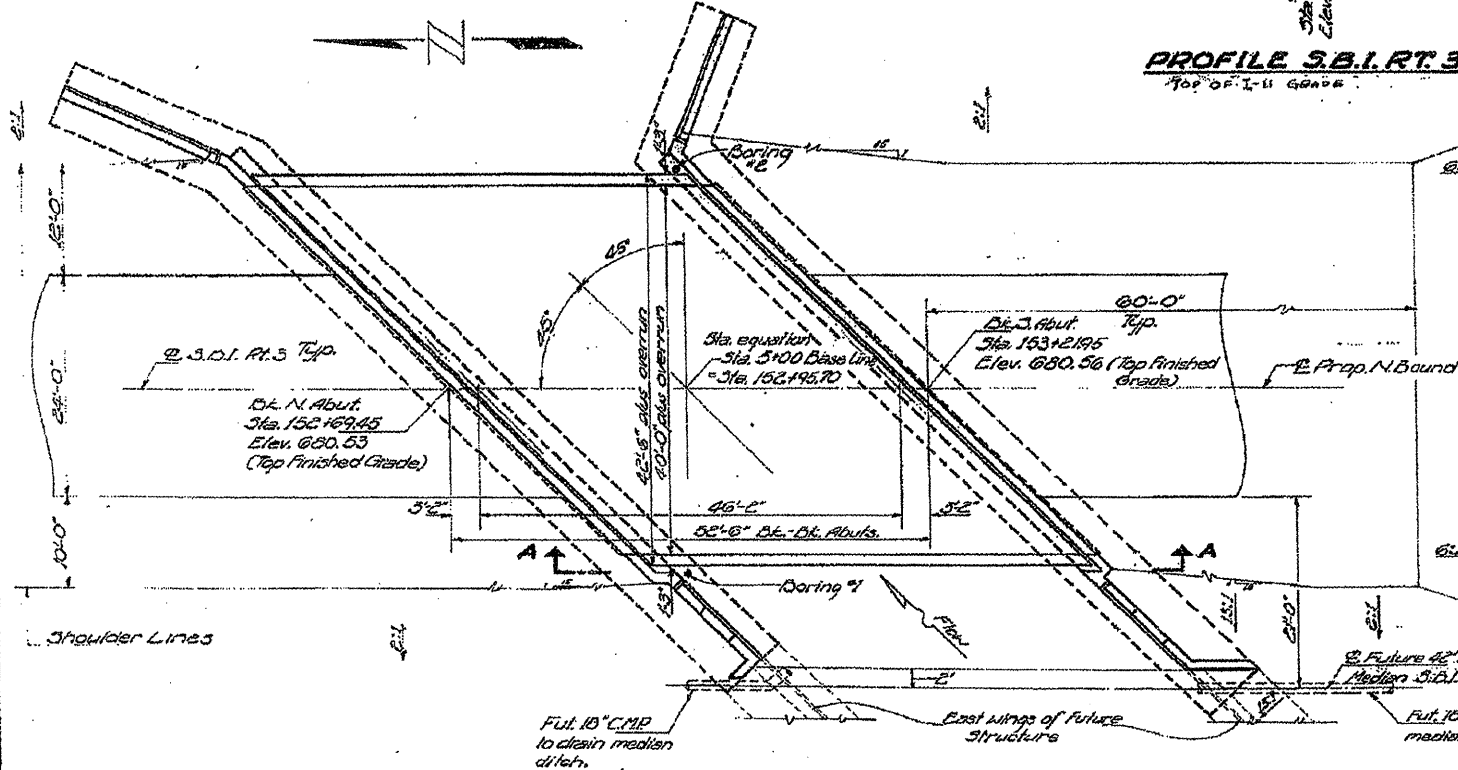
Sheet No. 1	of 6 sheets
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PROFILE S.B.I. RT. 3
Top of I-11 Grade



PROFILE OF STREAMBED



PLAN

PROFILE OF STREAMBED

DESIGN STRESSES
PRECAST PRESTRESSED UNITS
f_c' = 6000 psi
f_{ci} = 4000 psi
f_s = 240,000 psi (Cablesteel)
f_{si} = 175,000 psi

FIELD UNITS
f_c = 4000 psi Super
f_c = 4000 psi Sub. & Abutments
v_c = 25 psi. Flgs.
f_s = 200,000 psi. Reinf.
n = 10
LOADING H20-S16-44

WATERWAY INFORMATION

Drainage Area - 2546 Acres
Channel - Rolling, deep, cultivated
Reg'd. Opening - 220 Sq. Ft.
Present Opening - 180 Sq. Ft.
Proposed Opening - 220 Sq. Ft.
Ordinary Water Elev. 668.8

GENERAL NOTES

For Item Precast Prestressed Concrete Bridge Deck see Supplemental Specifications, effective March 2, 1964.
Strand used as prestressing element shall be non-galvanized high strength, stress relieved wire strand. The nominal diameter of the strand shall not exceed 7/8 and the nominal cross-sectional area shall be 0.1059 sq. in. (1/8).
Pockets that receive transverse tie rod on exterior beams shall be filled with grout after transverse tie assembly is in place.
The 1st rods in the transverse tie assembly shall be tightened to a snug fit and the threads set.
Class X Concrete shall be used throughout except as noted.
The handrail concrete in the rail post and railing shall be poured in separate operations.
All reinforcement bars shall be lapped 20 diameters unless otherwise shown.
The exposed surfaces of the expansion guard shall be given two shop coats of red lead paint. The contact surfaces shall be given one coat of red lead paint. Anchor studs shall not be painted.
The Contractor shall drive two (2) test piles, one (1) timber pile at N. Abut. and one (1) timber pile at S. Abut. in permanent location as directed by the Engineer before ordering the remaining piles.
The following surfaces shall be water proofed, the back of the abutments and wingwalls from the top of the footing to the top of the earth fill.

TOTAL BILL OF MATERIAL

Item	Super	Sub	Total
Aluminous Concrete			
Surf. Course Sub-Class F1(14) Tens. 18			18
Removal of Existing Struct. Co.			1
Class 1 st Excavation	0.16		190
Class 1 st Excavation	0.16		450
Structural Steel			3040
Precast Prestressed Concrete Bridge Deck	Sq. Ft. 2016		2016
Handrail Concrete	Cu Yds. 3.0		3.0
Class X Concrete	Cu Yds. 42	2771	2813
Reinforcement Bars	Lbs. 2700	19250	21950
Untreated Piles	Lin. Ft. 2575	2575	2575
Test Piles (Timber)	Pa. 2	2	2
Name Plate	Pa. 1	1	1
Bridge Deck Sealant	Sq. Yds. 215		215
Protective Coat	Sq. Yds. 215		215
Bridge Joint Sealant	Lump Sum		1

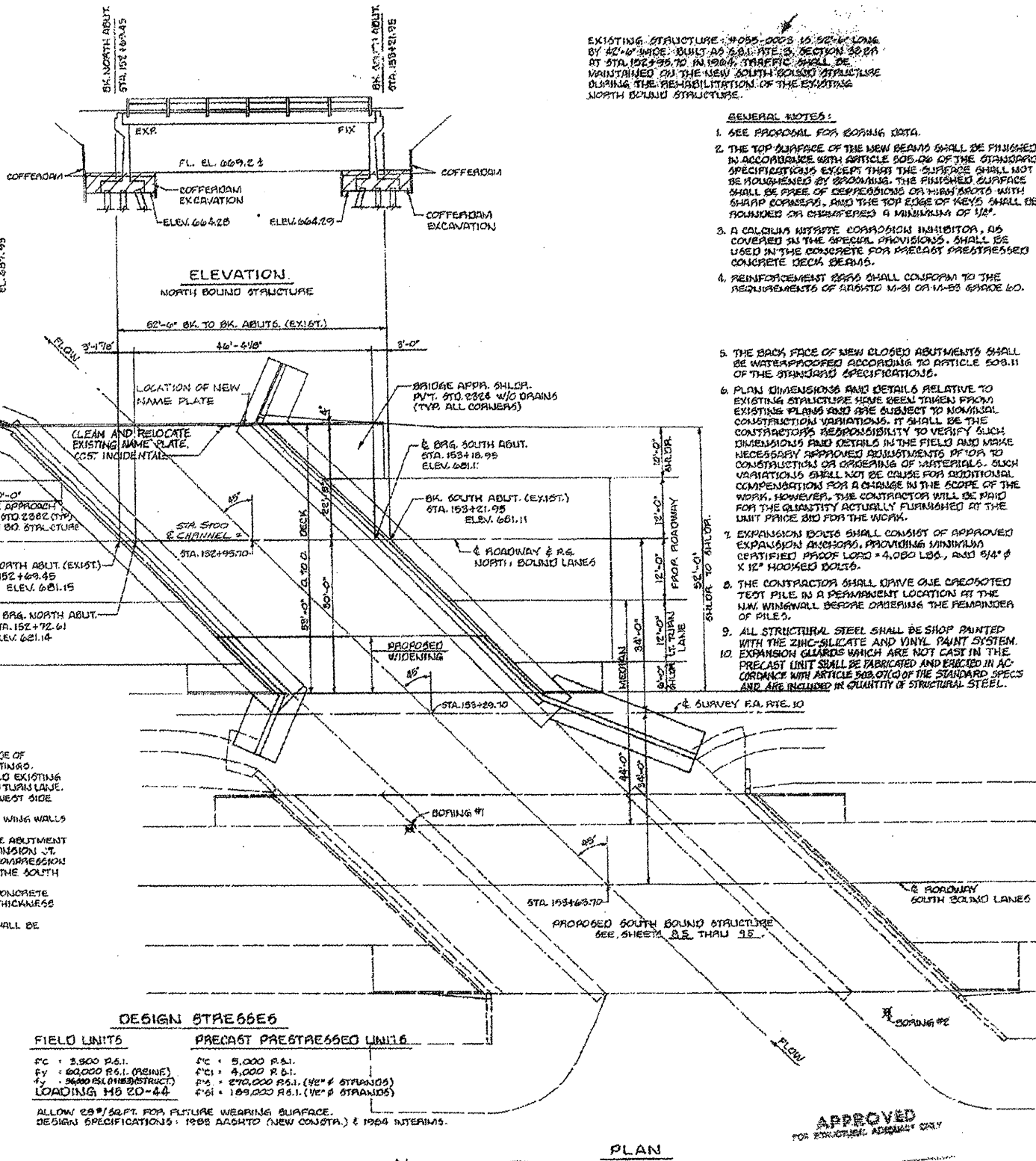
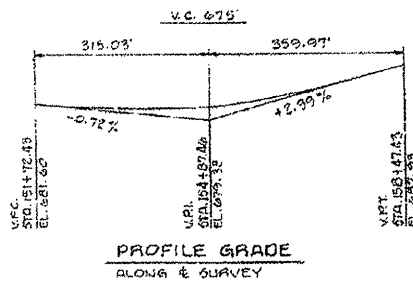
PROJ. F-92 (10)
GENERAL PLAN AND ELEVATION
FARMERS CREEK
S.B.I. RT. 3 SEC. 38BR
MCDONOUGH COUNTY
STA. 152+95.70

DESIGNED K.L. Figg
CHECKED J. Sander
DRAWN J. Sander
APPROVED J. Sander
EXAMINED W. Bauman
PASSED J. Sander
APPROVED J. Sander

STATION 152+95.70
BUILT 196 BY
STATE OF ILLINOIS
S.B.I. RT. 3 SEC. 38BR
F.A. PROJ. - F-92 (10)
LOADING H20-S16
NAME PLATE
See Std. 2113-1

FILE NAME =	USER NAME = eob	DESIGNED -	REVISED -	STATE OF ILLINOIS	EXISTING BRIDGE PLANS	F.A.P. RTE. 310	SECTION (38B-21BR)	COUNTY MCDONOUGH	TOTAL SHEETS 130	SHEET NO. 52
PA:\07\files\078286\Phase2\CADD Sheets\08691-shr-exbridge.dgn		DRAWN -	REVISED -	DEPARTMENT OF TRANSPORTATION	SCALE: none	SHEET NO. 1 OF 6 SHEETS	STA. TO STA.	CONTRACT NO. 68691	ILLINOIS FED. AID PROJECT	
		CHECKED -	REVISED -							
		DATE -	REVISED -							

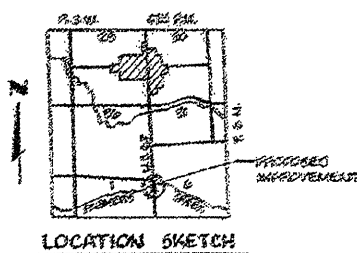
BENCHMARK: TBM #10 NORTHWEST
ABUTMENT OF BRIDGE, ELEV. 681.18



EXISTING STRUCTURE #058-0028 IS 82'-0" LONG BY 82'-0" WIDE BUILT AS 2.0:1 VERTICAL SECTION 30.01 AT STA. 152+95 TO 158+00. TRAFFIC SHALL BE MAINTAINED ON THE NEW SOUTH BOUND STRUCTURE DURING THE REHABILITATION OF THE EXISTING NORTH BOUND STRUCTURE.

GENERAL NOTES:

- SEE PROPOSAL FOR BORING DATA.
- THE TOP SURFACE OF THE NEW BEAMS SHALL BE FINISHED IN ACCORDANCE WITH ARTICLE 505.06 OF THE STANDARD SPECIFICATIONS EXCEPT THAT THE SURFACE SHALL NOT BE ROUGHENED BY OPERATIONS. THE FINISHED SURFACE SHALL BE FREE OF DEPRESSIONS OR HIGH SPOTS WITH SHARP CORNERS, AND THE TOP EDGE OF KEYS SHALL BE ROUNDED OR CHAMFERED A MINIMUM OF 1/2".
- A CALCIUM NITRATE CORROSION INHIBITOR, AS COVERED IN THE SPECIAL PROVISIONS, SHALL BE USED IN THE CONCRETE FOR PRECAST/PRESTRESSED CONCRETE DECK BEAMS.
- REINFORCEMENT BARS SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-618 OR A-11-82 GRADE 60.
- THE BACK FACE OF NEW CLOSED ABUTMENTS SHALL BE WATERPROOFED ACCORDING TO ARTICLE 503.11 OF THE STANDARD SPECIFICATIONS.
- PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF THE WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- EXPANSION BOLTS SHALL CONSIST OF APPROVED EXPANSION ANCHORS, PROVIDING MINIMUM CERTIFIED PROOF LOAD = 4,000 LBS., AND 5/8" Ø X 12" HOOKED BOLTS.
- THE CONTRACTOR SHALL DRIVE ONE CRODDED TEST PILE IN A PERMANENT LOCATION AT THE NEW WINDY WALL BEFORE ORDERING THE REMAINDER OF PILES.
- ALL STRUCTURAL STEEL SHALL BE SHOP PAINTED WITH THE ZINC-SILICATE AND VINYL PAINT SYSTEM. EXPANSION BOLTS WHICH ARE NOT CAST IN THE PRECAST UNIT SHALL BE FABRICATED AND ERRECTED IN ACCORDANCE WITH ARTICLE 503.07 OF THE STANDARD SPEC AND ARE INCLUDED IN QUANTITY OF STRUCTURAL STEEL.



WATERWAY INFORMATION

DRAINAGE AREA: 4.25 SQ.MI. LOW GRADE EL. 681.18 @ DIS. 300 FT.									
FLOOD	AREA	Q	CHANNEL	VELOCITY	WAVE	HEAD	FT. HEAD	VELOCITY	FT. HEAD
DESIGN	30	1220	150	150	6766	1.28	1.28	6766	6766
BASE	100	1423	160	160	6769	1.02	1.02	6769	6769
OVERTOPPING									
MAX. CALC.	500	1829		123	6714	1.98			6793.28

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY	PRICE	TOTAL
PROTECTIVE COAT	SQ. YD.	301	---	301
STRUCTURE EXCAVATION	CU. YD.	---	50	50
CONCRETE REMOVAL	CU. YD.	---	29.1	29.1
EXPANSION BOLTS (BWP)	EACH	---	101	101
COFFERDAMS	EACH	---	2	2
CLASS "X" CONCRETE	CU. YD.	50.9	91.9	4678.3
PRECAST/PRESTRESSED CONCRETE DECK BEAMS (27" DEPTH)	SQ. FT.	672	---	672
STEEL REINFORCING TYPE 5-1	LN. FT.	105	---	105
REINFORCEMENT BARS	ROUND	240	6210	6210
REINFORCEMENT BARS (EPOXY COATED)	ROUND	2950	---	2950
CRODDED PILES (20" TO 30")	LN. FT.	---	575	575
TEST PILE (TIMBER)	EACH	---	1	1
NAME PLATES	EACH	---	1	1
BITUMINOUS CONCRETE SURFACE REMOVAL 1 1/2"	SQ. YD.	293	---	293
NEOPRENE EXPANSION JOINT, 27"	LN. FT.	75	---	75
COFFERDAM EXCAVATION	CU. YD.	---	29.1	29.1
STRUCTURAL STEEL	ROUND	741	---	741

SCOPE OF REPAIRS

- (EXISTING NORTH BOUND STRUCTURE)
- REMOVE EXISTING WING WALLS ON WEST SIDE OF STRUCTURE DOWN TO TOP OF EXISTING FOOTINGS. EXTEND EXISTING ABUTMENT WALLS ON OLD EXISTING WING WALL FOOTINGS TO PROVIDE FOR NEW TRAFFIC LANE. ADD NEW FOOTINGS AND WING WALLS ON WEST SIDE OF STRUCTURE.
 - MODIFY A PORTION OF THE TOP OF EXISTING WING WALLS ON THE EAST SIDE OF THE STRUCTURE.
 - REMOVE THE EXISTING TRIM ANGLES AT THE ABUTMENT JOINTS AND PROVIDE A 2" NEOPRENE EXPANSION JT. AT THE NORTH ABUTMENT AND A 1 1/2" LOW COMPRESSION PREFORMED ELASTOMERIC JOINT SEAL AT THE SOUTH ABUTMENT.
 - REMOVE THE EXISTING 1 1/2" BITUMINOUS CONCRETE SURFACE AND REPLACE WITH A VARIABLE THICKNESS REINFORCED CONCRETE SLAB (4" MIN.).
 - THE FIRST DECK BEAM ON THE EAST SIDE SHALL BE REPLACED.

DESIGN STRESSES

FIELD UNITS	PRECAST/PRESTRESSED UNITS
f'c = 3,500 P.S.I.	f'c = 5,000 P.S.I.
f'y = 60,000 P.S.I. (STEEL)	f'y = 4,000 P.S.I.
f'y = 36,000 P.S.I. (STRUCT)	f'y = 270,000 P.S.I. (W/Ø STRAINS)
LOADING HS 20-44	f'ci = 109,000 P.S.I. (W/Ø STRAINS)

ALLOW 25#/SQ. FT. FOR FUTURE WEARING SURFACE.
DESIGN SPECIFICATIONS: 1985 IASHTO (NEW CONST.) & 1984 INTERIM.

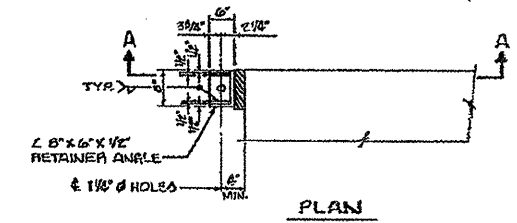
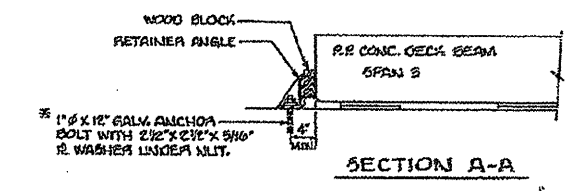
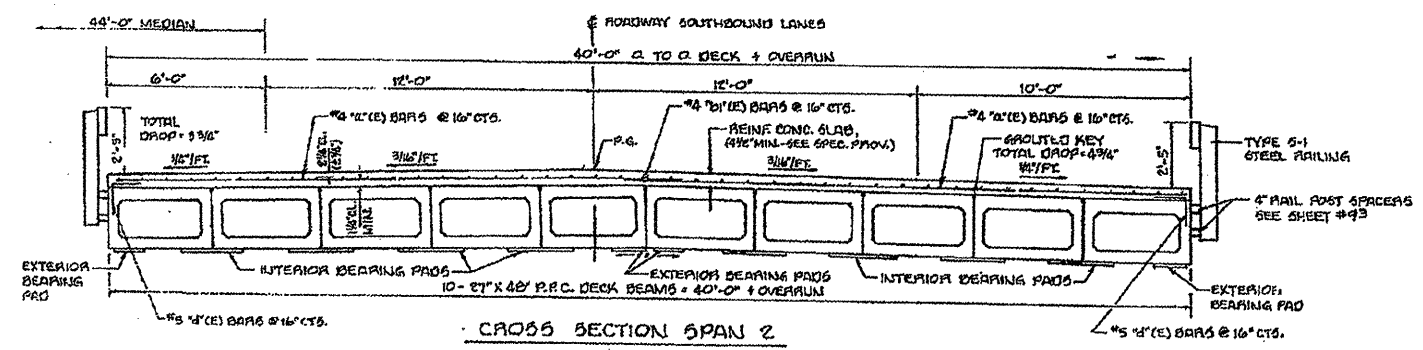
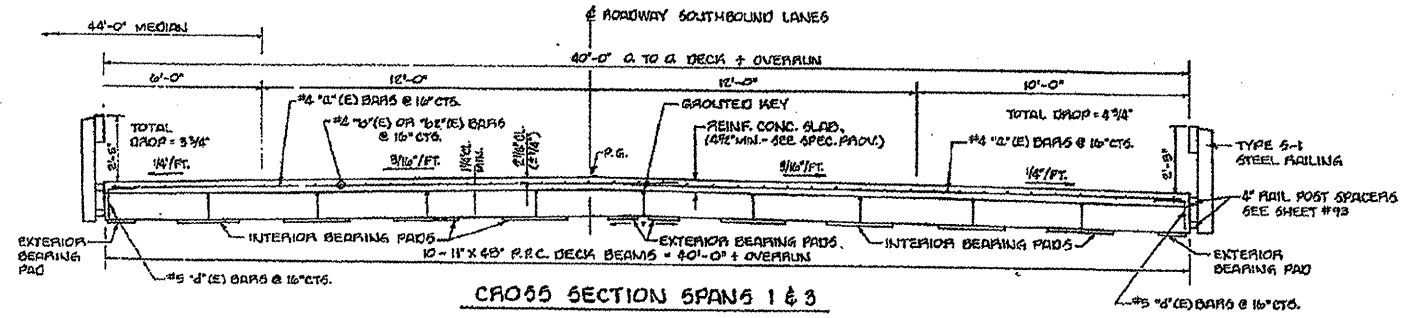
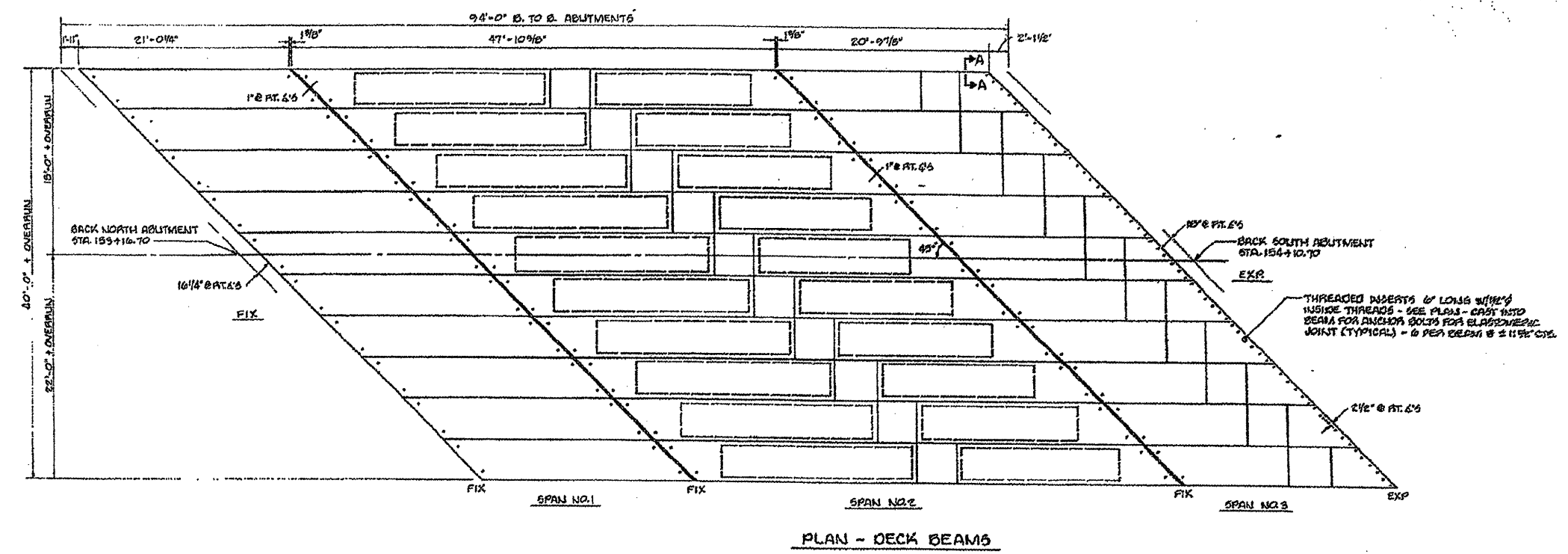
SECTIONS 153+25 TO 158+00 BY STATE OF ILLINOIS FOR F.R. 10 DEC 30-2 153+25 TO 158+00 STA. NO. 058-0028

NAME PLATE SEE STANDARD 2118

Frederick D. Berry
FREDERICK D. BERRY, P.E.
01/10/20

GENERAL PLAN - U.S. RTE. 67 OVER FARMERS CREEK

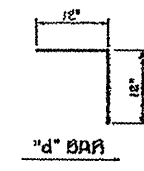
F.A. RTE. 10 NORTH BOUND MCDONOUGH COUNTY	DEC 30 2002	HUSTON ENGINEERING CO., INC. 1101 N. WASHINGTON ST. MCDONOUGH COUNTY, ILL.
---	-------------	--



* ANCHOR BOLTS MAY BE CAST INTO THE MASONRY OR PLACED IN DRILLED HOLES AND GROUTED IN PLACE. COST INCLUDING RETAINER ANGLE AND ACCESSORIES INCIDENTAL TO DETAIL.

DETAIL - SIDE ANCHORS @ SOUTH ABUTMENT

AFTER CONCRETE SLAB IS POURED & CURED, RETAINER ANGLES ARE TO BE REMOVED. ANCHOR BOLTS MAY BE LEFT IN PLACE.



PLACEMENT OF PRECAST PRESTRESSED CONCRETE DECK BEAMS

RA. AVE. 10	SEC. 303-2	AUSTIN ENGINEERING CO., INC.
SOUTH BOUND		CIVIL ENGINEERS
MCDONOUGH COUNTY		
DATE	SCALE	BOOK

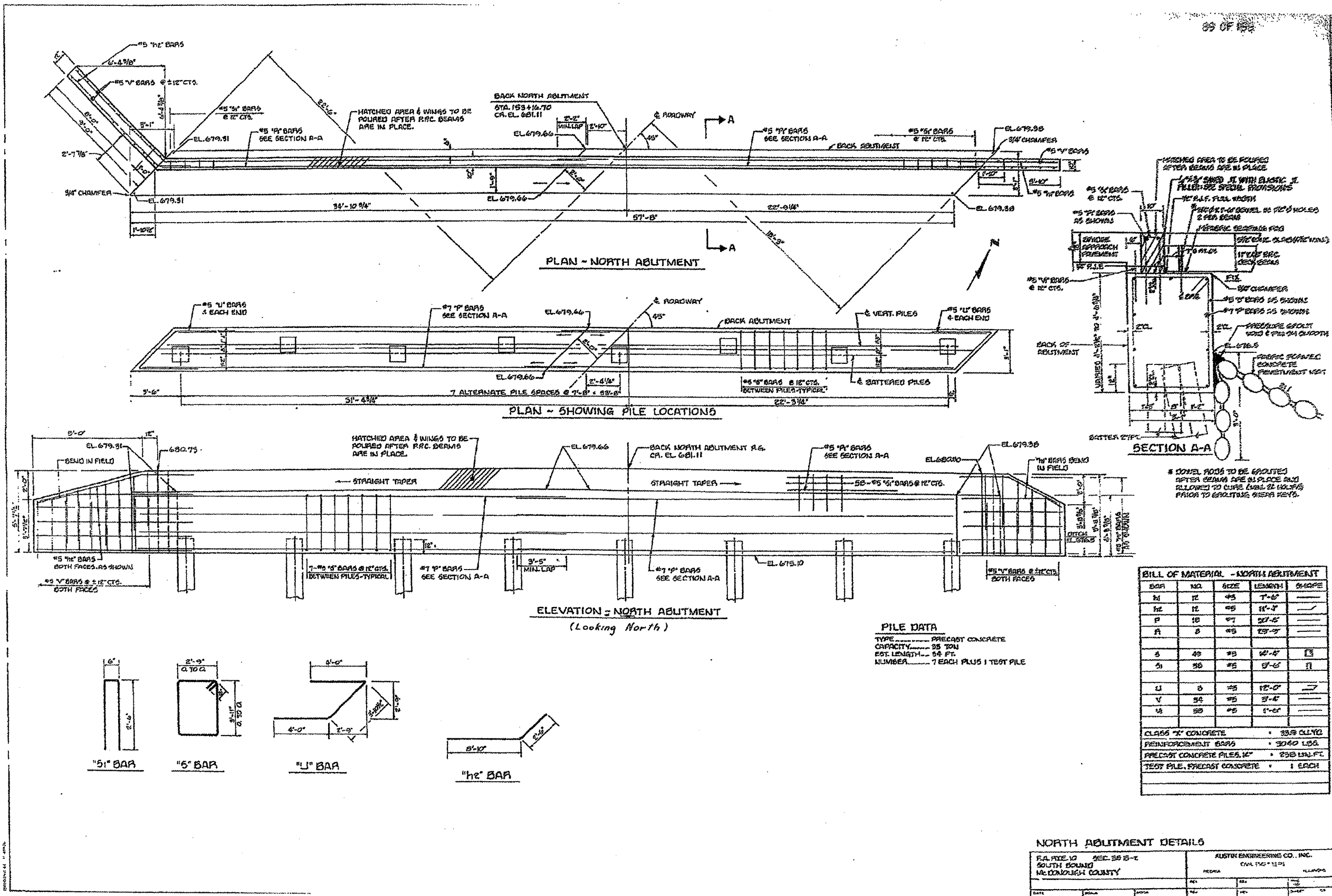
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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS

SCALE: none SHEET NO. 4 OF 6 SHEETS STA. TO STA.

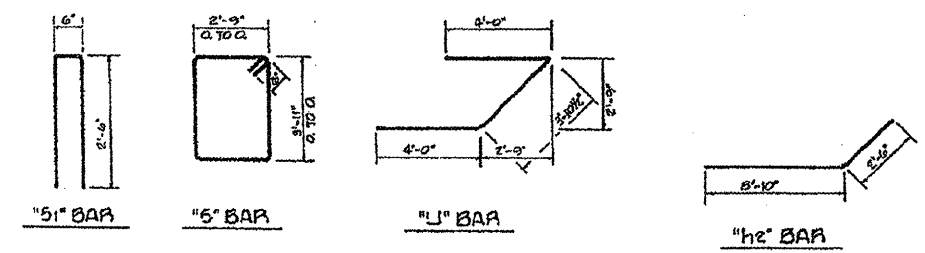
F.A.P. RTE. 310	SECTION 138B-21BR	COUNTY MCDONOUGH	TOTAL SHEETS 130	SHEET NO. 55
			CONTRACT NO. 68691	
ILLINOIS FED. AID PROJECT				



BILL OF MATERIAL - NORTH ABUTMENT

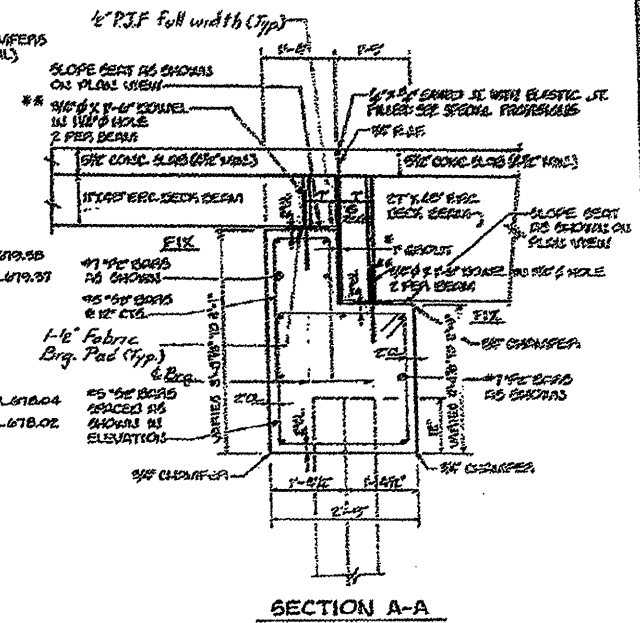
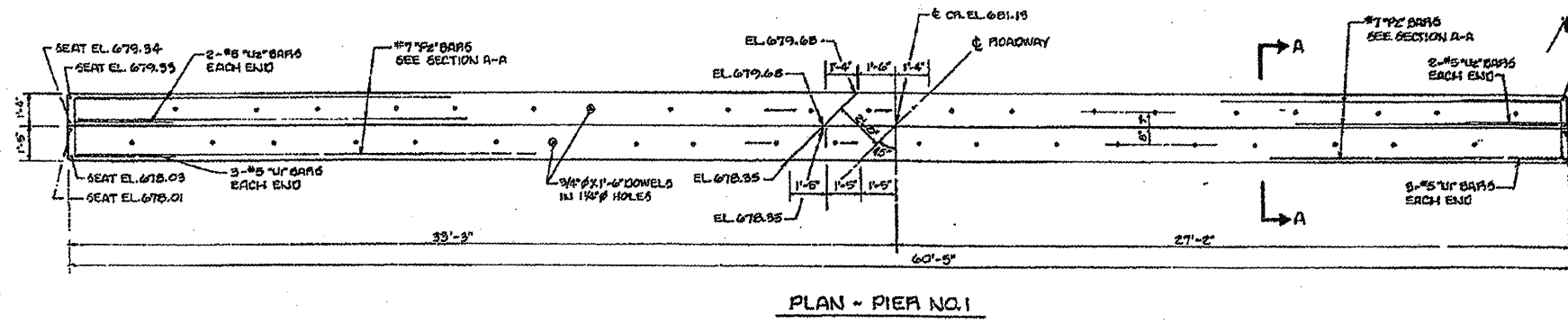
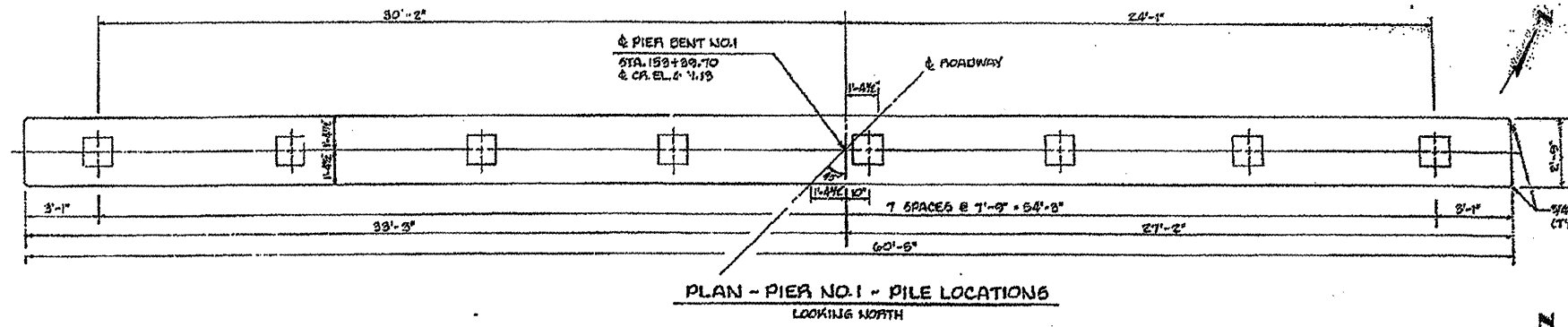
BAR	NO.	SIZE	LENGTH	SCOPE
N1	12	#5	7'-8"	
N2	12	#5	11'-4"	
P	18	#7	27'-6"	
A	8	#5	13'-7"	
S	42	#5	6'-4"	13
S1	30	#5	5'-6"	11
U	6	#5	12'-0"	
V	54	#5	3'-4"	
W	50	#5	1'-0"	

CLASS "K" CONCRETE • 339 CUYD
 REINFORCEMENT BARS • 3060 LBS.
 PRECAST CONCRETE PILES, 12" • 250 LBS. FT.
 TEST PILE, PRECAST CONCRETE • 1 EACH

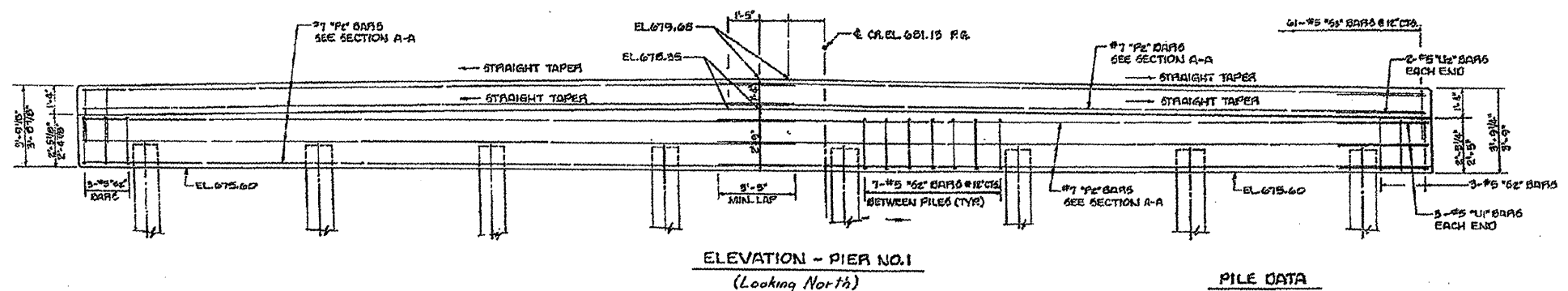


NORTH ABUTMENT DETAILS

F.A. PAGE NO. SEC. 30 B-1	AUSTIN ENGINEERING CO., INC.
SOUTH BOUND	CIVIL ENG. & ARCH.
MCDONOUGH COUNTY	ILLINOIS
DATE	SCALE



* JOINT SHALL BE PACKED WITH A HEAVY DRY MIX OF 2:1 SAND & P.C. SANDFILL. IF DIMENSIONAL TOLERANCE PLUS OR MINUS TO ACCOMMODATE TOLERANCE AT BEAR LENGTH.
 ** DOWEL PILES TO BE GRADUATED AFTER BEARS ARE IN PLACE AND ALLOWED TO CURE (MIN. 24 HOURS) PRIOR TO GRADING THE CHEEK WAYS.

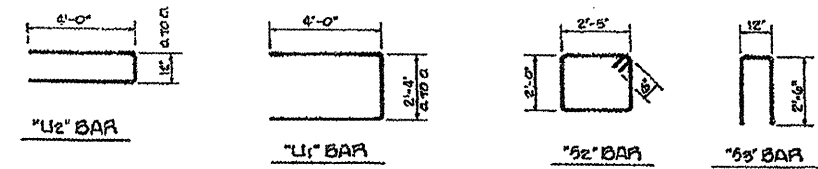


PILE DATA

TYPE	PRECAST CONCRETE
CAPACITY	45 TONS
EST. LENGTH	34 FT.
NUMBER	8 EACH

BILL OF MATERIAL - PIER NO.1

BAR	NO.	SIZE	LENGTH	SHAPE
PE	22	#7	31'-9"	
SE	55	#5	9'-10"	□
SD	61	#3	9'-0"	□
LI	6	#5	10'-8"	□
LI2	4	#5	9'-0"	□
CLASS 12 CONCRETE = 19.9 CU YD				
PRECAST CONCRETE BARS = 2470 LBS				
PRECAST CONCRETE PILES, 18" = 272 LBS FT.				



PIER NO.1 DETAILS

FR. RTE. 17	SEC. 28 B-2	AUSTIN ENGINEERING CO., INC.
SOUTH EDWARDS	MCDONOUGH COUNTY	CIVIL ENGINEERS
DATE	NOV 11 2004	SHEET 07

FILE NAME =	USER NAME = seb	DESIGNED -	REVISED -
Pa\07f\loc\07286\Phase2\CADD Sheets\04	68691-zht-exbr\rdge.dgn	DRAWN -	REVISED -
	PLT SCALE = 1/8" = 1' / IN.	CHECKED -	REVISED -
	PLT DATE = 12/7/2011	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS

SCALE: none	SHEET NO. 6 OF 6 SHEETS	STA. TO STA.
-------------	-------------------------	--------------

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(388-218R)	MCDONOUGH	130	57

CONTRACT NO. 68691
 ILLINOIS FED. AID PROJECT

Bench Mark: Chiseled "□" on top of northeast wingwall of S.N. 055-0003, Elev. 680.50. Chiseled "□" on top of southwest wingwall of S.N. 055-0027, Elev. 680.74.

Existing Structure: Structure Number 055-0003 was originally built in 1965 as S.B.I. Rte 3, Section 38BR over Farmers Fork Creek. In 1987 the structure was widened to accommodate a left turn lane when the two lane highway was upgraded to a four lane expressway under Sections 38-1, 37B-2, and 38B-2. In 2004, three deck beams were replaced on the structure under Section 38B-4. In 2008, two additional deck beams were replaced under Sections (37B)I and (38B-2)I. The existing structure is a single span PPC deck beam bridge on closed abutments with pile-supported spread footings, 53'-0" out-to-out deck width, 52'-6" bk.-bk. abutment length. The structure is at a 45 degree right ahead skew.

Existing Structure: Structure Number 055-0027 was originally built in 1987 as F.A.P. Rte 10, Section 38-1, 37B-2, and 38B-2, over Farmers Fork Creek. In 2009 nine of the deck beams were replaced under Section (38B-2)I. The existing structure is a three simple span PPC deck beam bridge on pile bent abutments and piers. The out-to-out deck width is 40'-0" and the bk.-bk. abutment length is 94'-0". The structure is at a 45 degree right ahead skew.

The existing structures shall be removed and replaced.

Traffic to be maintained utilizing crossovers. Traffic will be maintained on existing S.N. 055-0003 while S.N. 055-0081 is constructed. Traffic will be maintained on S.N. 055-0081 while S.N. 055-0080 is constructed.

No Salvage.

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	S.N. 055-0080		S.N. 055-0081	
	N. Abut.	S. Abut.	N. Abut.	S. Abut.
	675.5	675.9	675.8	676.2

WATERWAY INFORMATION

		Exist. Low Grade Elev. 680.80 @ Sta. 153+16		Prop. Low Grade Elev. 683.66 @ Sta. 152+97			
Drainage Area = 4.12 Sq. Mi.							
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Not. H.W.E.	Head - Ft. Exist.	Headwater El. Prop.	
	10	883	333	454	676.2	0.7	676.9
Design	50	1,373	369	504	676.9	1.3	678.2
Base	100	1,597	382	522	677.1	1.6	678.7
Overtop Exist.	400	1,997	402	-	677.5	3.7	681.2
Max. Calc.	500	2,130	-	560	677.6	1.4	679.0

INDEX OF SHEETS

- 1 General Plan & Elevation
- 2 General Data
- 3 Temporary Sheet Piling
- 4 Substructure Layout
- 5-7 Top of Slab Elevations
- 8 Top of North Approach Slab Elevations SN 055-0080
- 9 Top of South Approach Slab Elevations SN 055-0080
- 10 Top of North Approach Slab Elevations SN 055-0081
- 11 Top of South Approach Slab Elevations SN 055-0081
- 12 Superstructure SN 055-0080
- 13 Superstructure SN 055-0081
- 14 Superstructure Details
- 15 Diaphragm Details SN 055-0080
- 16 Diaphragm Details SN 055-0081
- 17 Drainage Scupper, DS-11
- 18-19 Bridge Approach Slab Details SN 055-0080
- 20-21 Bridge Approach Slab Details SN 055-0081
- 22 Framing Plan
- 23-24 Girder Details
- 25 North Abutment SN 055-0080
- 26 South Abutment SN 055-0080
- 27 North Abutment SN 055-0081
- 28 South Abutment SN 055-0081
- 29 Metal Shell Pile Details
- 30 Bar Splicer Assembly and Mechanical Splicer Details
- 31 Concrete Parapet Slipforming Option
- 32-35 Soil Borings

DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications 5th Edition

LOADING HL-93

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

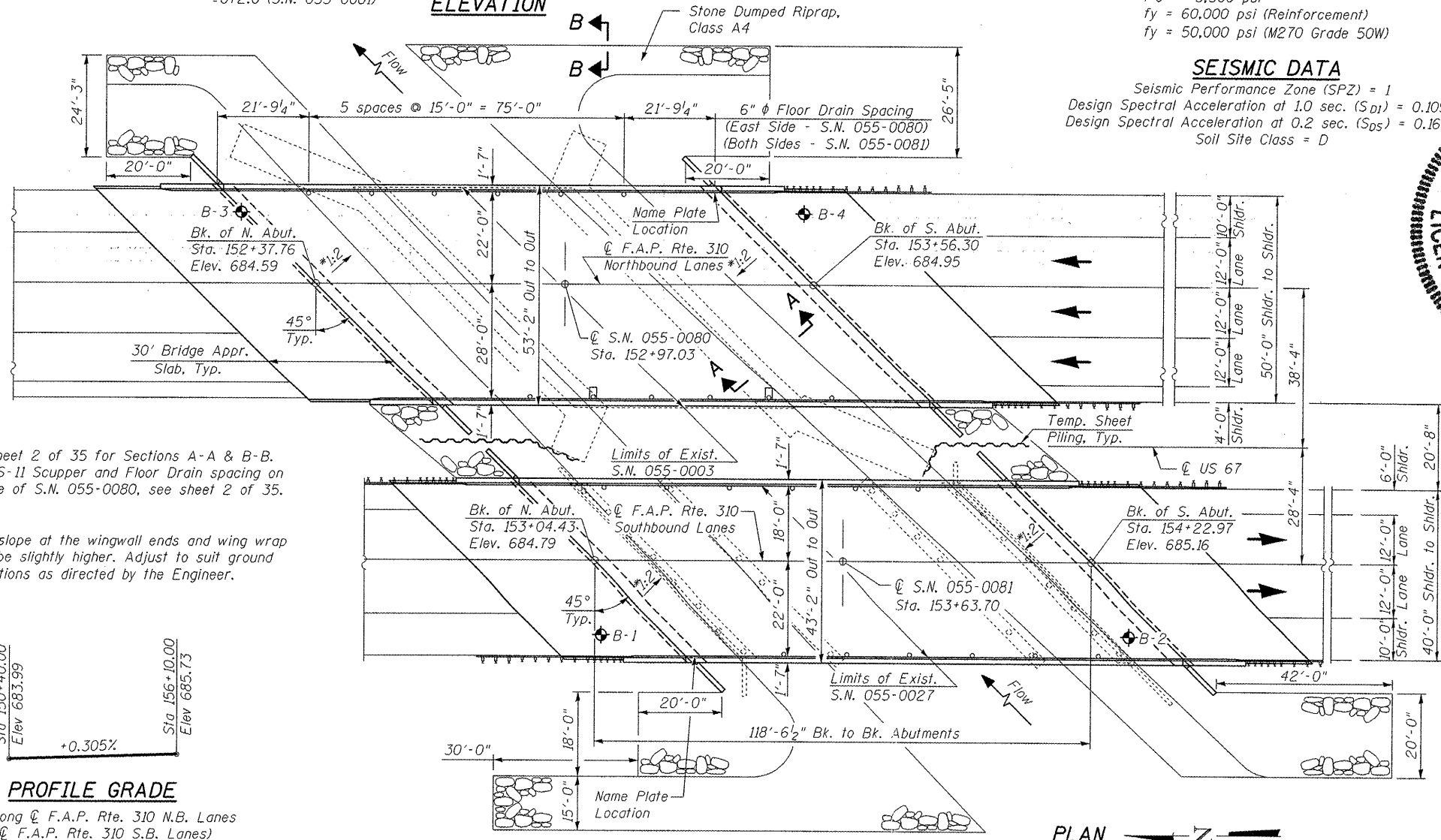
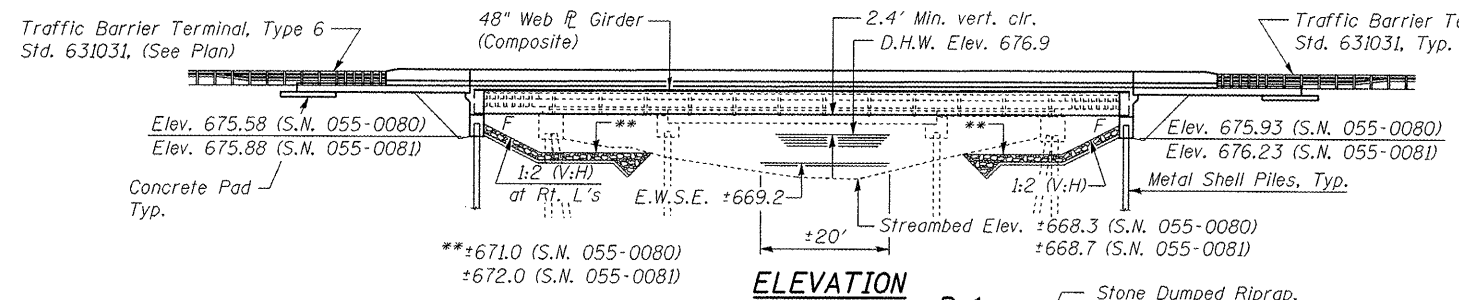
DESIGN STRESSES

FIELD UNITS

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

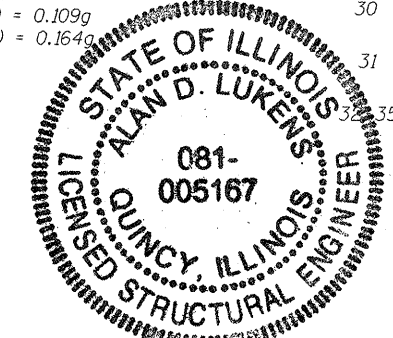
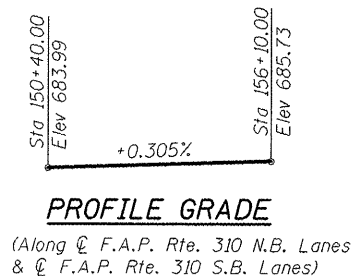
SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
 Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.109g
 Design Spectral Acceleration at 0.2 sec. (S_{D5}) = 0.164g
 Soil Site Class = D



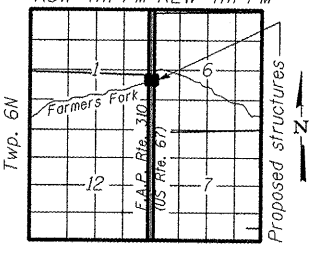
Notes:
 See sheet 2 of 35 for Sections A-A & B-B.
 For DS-11 Scupper and Floor Drain spacing on west side of S.N. 055-0080, see sheet 2 of 35.

*The slope at the wingwall ends and wing wrap may be slightly higher. Adjust to suit ground conditions as directed by the Engineer.



APPROVED
 For Structural Adequacy Only
 [Signature]
 Engineer of Bridges & Structures

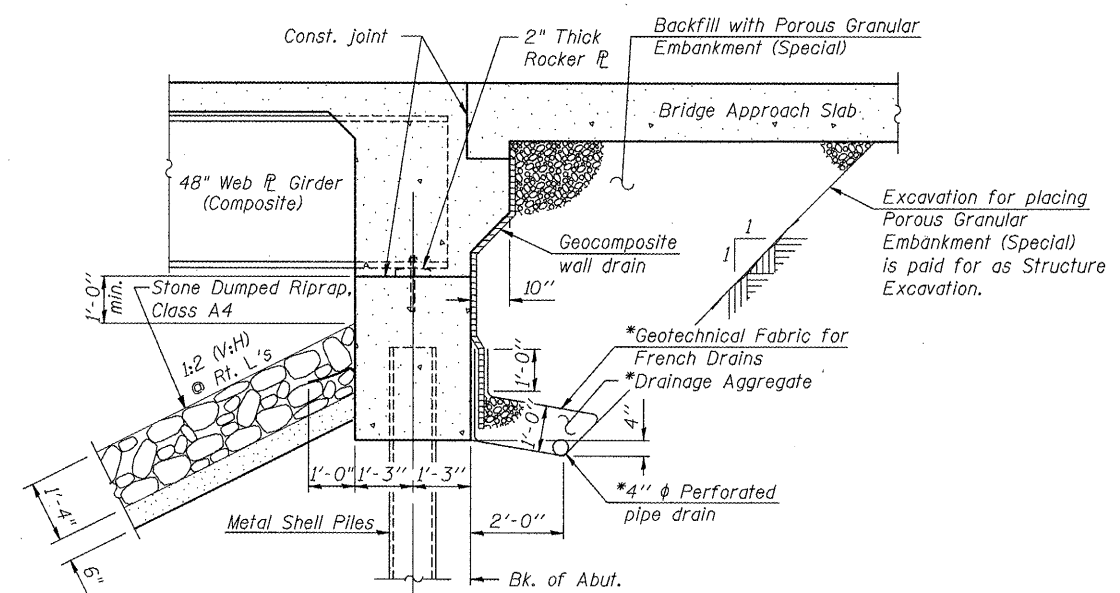
Alan D. Lukens
 Licensed Structural Engineer
 State of Illinois No. 081-005167
 License Expires 11/30/12



LOCATION SKETCH

GENERAL PLAN & ELEVATION
US 67 OVER FARMERS FORK CREEK
FAP ROUTE 310 SECTION (38B-2)BR
MCDONOUGH COUNTY
STATION 152+97.03 (SN 055-0080)
STATION 153+63.70 (SN 055-0081)
STRUCTURE NO. 055-0080 (N.B.)
STRUCTURE NO. 055-0081 (S.B.)

FILE NAME =	USER NAME = r.jp	DESIGNED - KTH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION S.N. 055-0080 (NB) & S.N. 055-0081 (SB)	F.A.P. RTE. 310	SECTION (38B-2)BR	COUNTY MCDONOUGH	TOTAL SHEETS 130	SHEET NO. 58	
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	PLOT DATE = 1/23/2012	DRAWN - BCJ	REVISED -			Klingner & Associates P.C.					
		CHECKED - RJP	REVISED -								



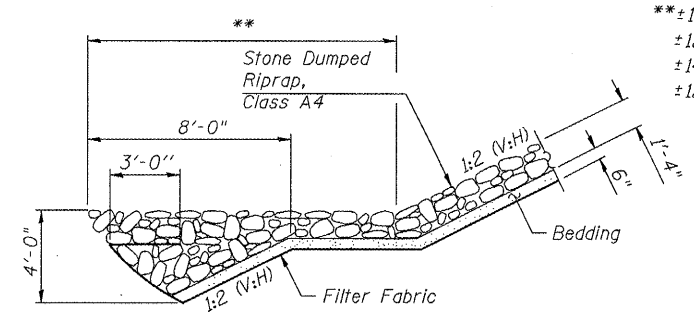
SECTION THRU INTEGRAL ABUTMENT

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

*Included in the cost of Pipe Underdrains for Structures.

Note:

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



SECTION A-A

SECTION B-B

** ±14' N. Abut. S.N. 055-0080
 ±12' S. Abut. S.N. 055-0080
 ±14' N. Abut. S.N. 055-0081
 ±12' S. Abut. S.N. 055-0081

STATION 152+97.03
 BUILT 201 BY
 STATE OF ILLINOIS
 F.A.P. RT. 310 SEC. (38B-2)BR
 LOADING HL-93
 STRUCTURE NO. 055-0080

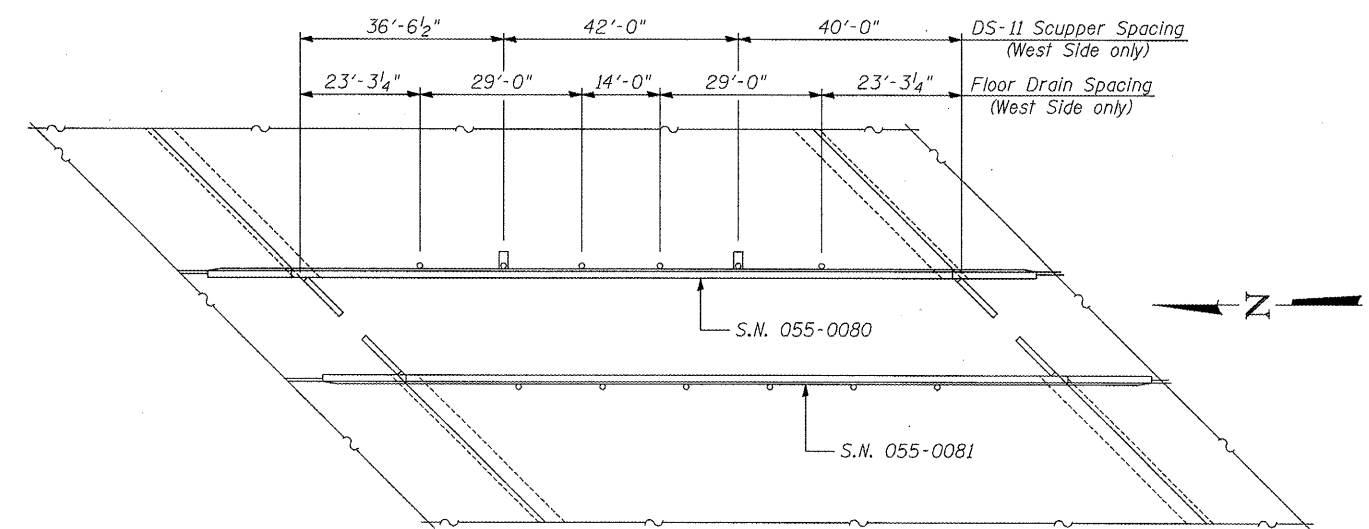
NAME PLATE - S.N. 055-0080
 See Std. 515001

STATION 153+63.70
 BUILT 201 BY
 STATE OF ILLINOIS
 F.A.P. RT. 310 SEC. (38B-2)BR
 LOADING HL-93
 STRUCTURE NO. 055-0081

NAME PLATE - S.N. 055-0081
 See Std. 515001

Current Ratings on File for Existing Structure

S.N. 055-0003:
 Inventory - HS 21.0
 Operating - HS 35.0
 Live Load Restrictions: No
 S.N. 055-0027:
 Inventory - HS 12.0
 Operating - HS 20.9
 Live Load Restrictions: No
 Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS Loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.



DS-11 SCUPPER SPACING S.N. 055-0080

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts 3/4" φ, holes 13/16" φ, unless otherwise noted.

Calculated weight of Structural Steel = 361,430 Pounds.
 All structural steel shall be AASHTO M270 Grade 50W. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

No field welding is permitted except as specified in the contract documents. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.
 If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

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.

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

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

If the Contractor's procedures for existing deck beam removal involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Removal of Existing Structures.

Removal of existing bridge railing and wearing surface shall be included with Removal of Existing Structures.

TOTAL BILL OF MATERIAL

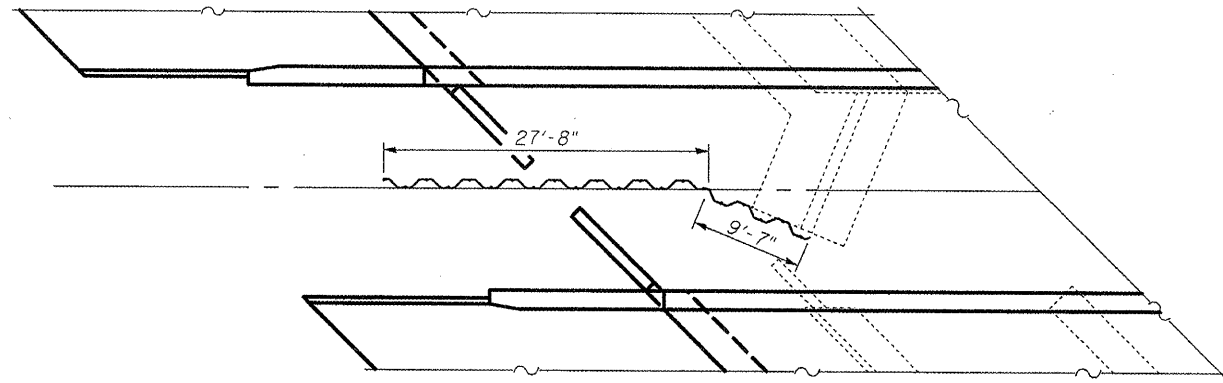
ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		507	507
Stone Dumped Riprap, Class A4	Ton		1,613	1,613
Filter Fabric	Sq. Yd.		1,811	1,811
Removal of Existing Structures	Each		2	2
Structure Excavation	Cu. Yd.		178	178
Floor Drains	Each	22		22
Concrete Structures	Cu. Yd.		194.3	194.3
Concrete Superstructure	Cu. Yd.	781.8		781.8
Bridge Deck Grooving	Sq. Yd.	1,706		1,706
Protective Coat	Sq. Yd.	2,052		2,052
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	5,499		5,499
Reinforcement Bars, Epoxy Coated	Pound	165,200	37,990	203,190
Bar Splicers	Each	204		204
Furnishing Metal Shell Piles, 14"x0.312"	Foot		2,785	2,785
Driving Piles	Foot		2,785	2,785
Test Pile Metal Shells	Each		4	4
Temporary Sheet Piling	Sq. Ft.		924	924
Name Plates	Each	2		2
Anchor Bolts, 1"	Each		52	52
Geocomposite Wall Drain	Sq. Yd.		254	254
Pipe Underdrains for Structures 4"	Foot		440	440
Drainage Scuppers, DS-11	Each	2		2
Asbestos Bearing Pad Removal	Each	9		9

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		CHECKED - ADL	REVISED -
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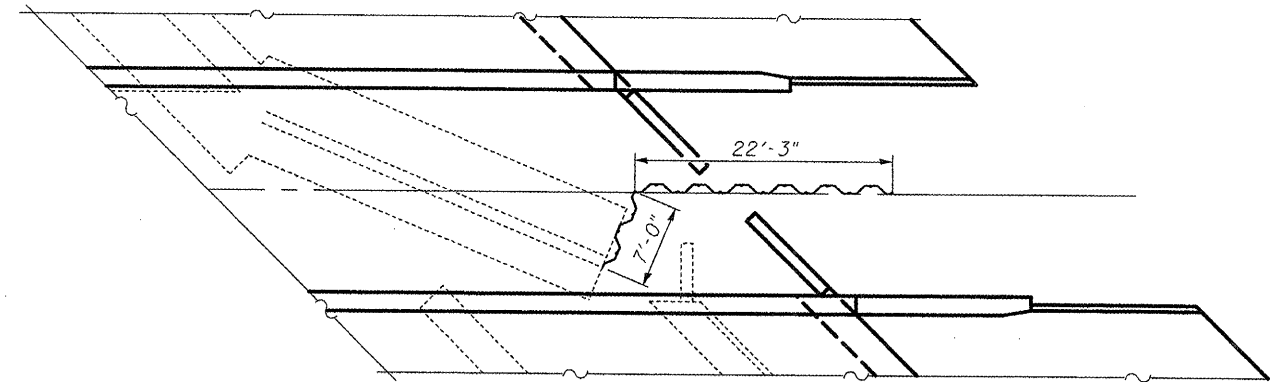
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
S.N. 055-0080 (NB) & S.N. 055-0081 (SB)
 SHEET NO. 2 OF 35 SHEETS

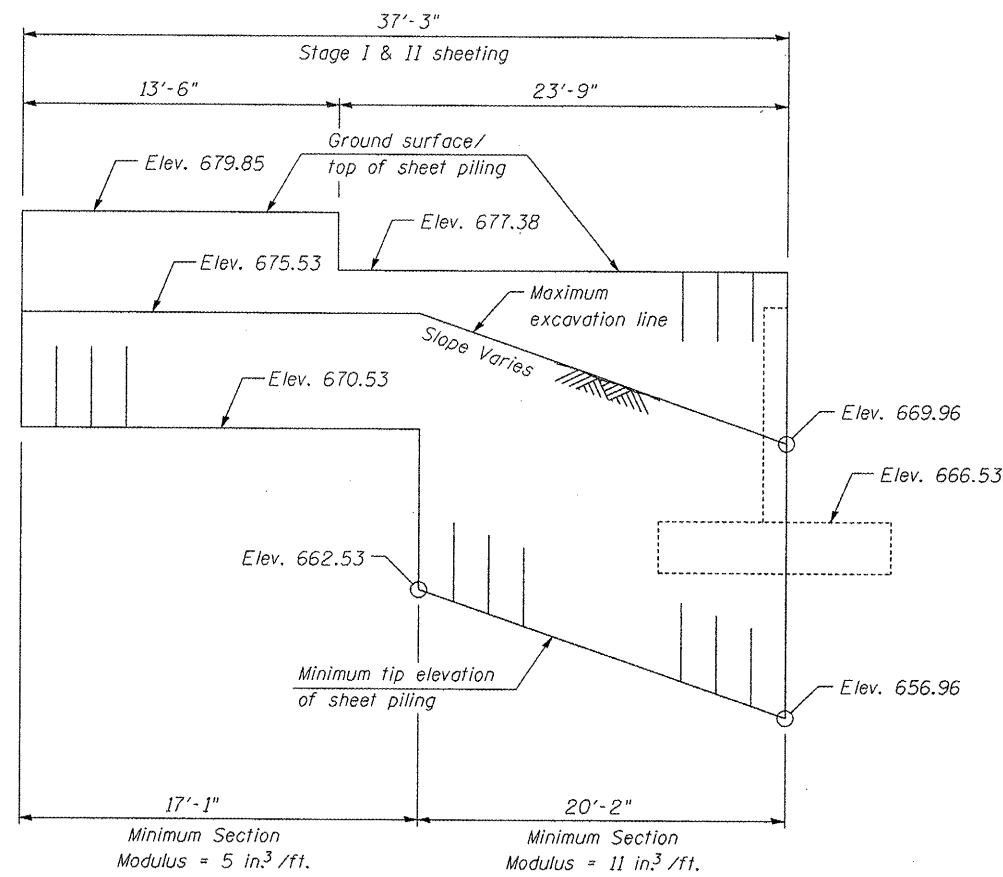
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	59
				CONTRACT NO. 68691
ILLINOIS FED. AID PROJECT Klingner & Associates P.C.				



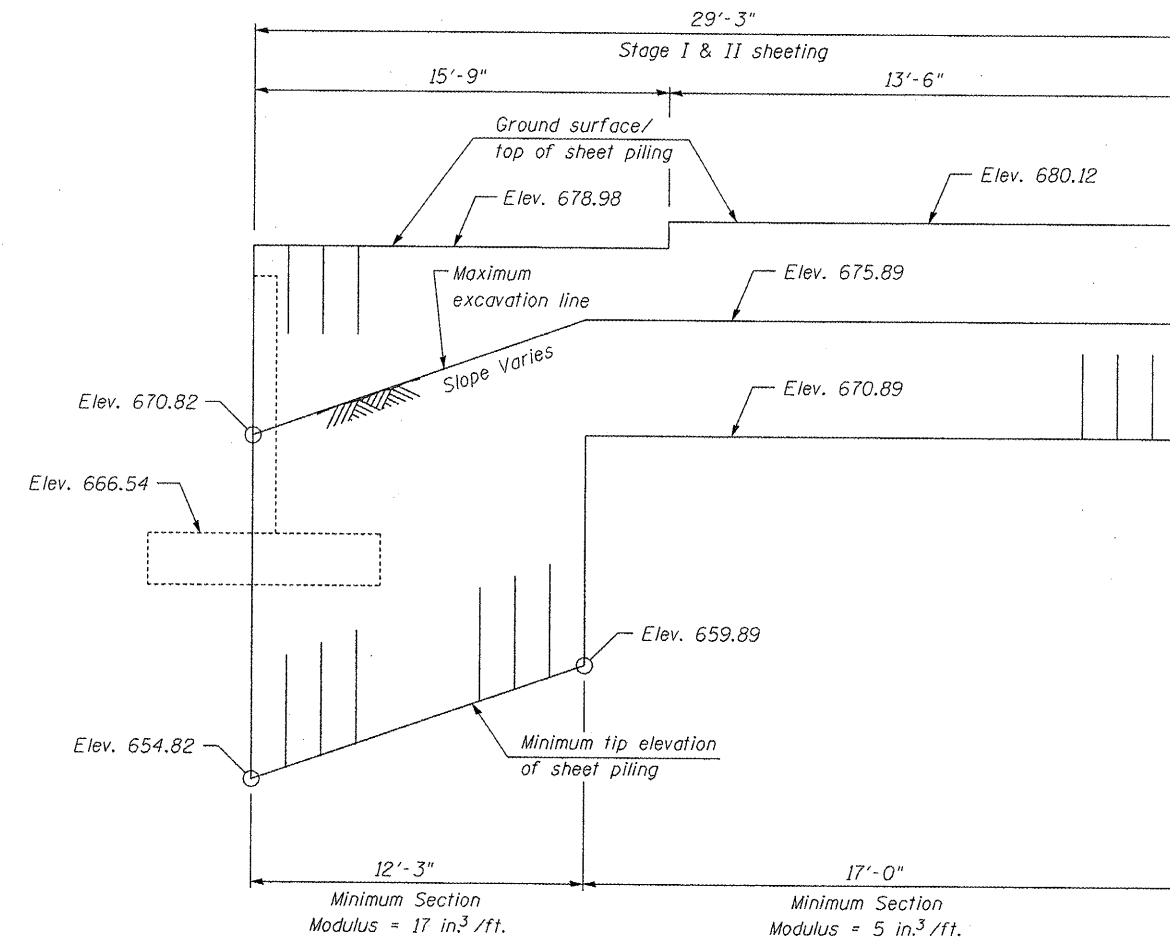
PLAN - N. ABUT.



PLAN - S. ABUT.



TEMPORARY SHEET PILING - N. ABUT.
(Looking East)



TEMPORARY SHEET PILING - S. ABUT.
(Looking East)

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

FILE NAME =	USER NAME = seb	DESIGNED - KTH	REVISED -
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		DRAWN - BGJ	REVISED -
		CHECKED - RJP	REVISED -

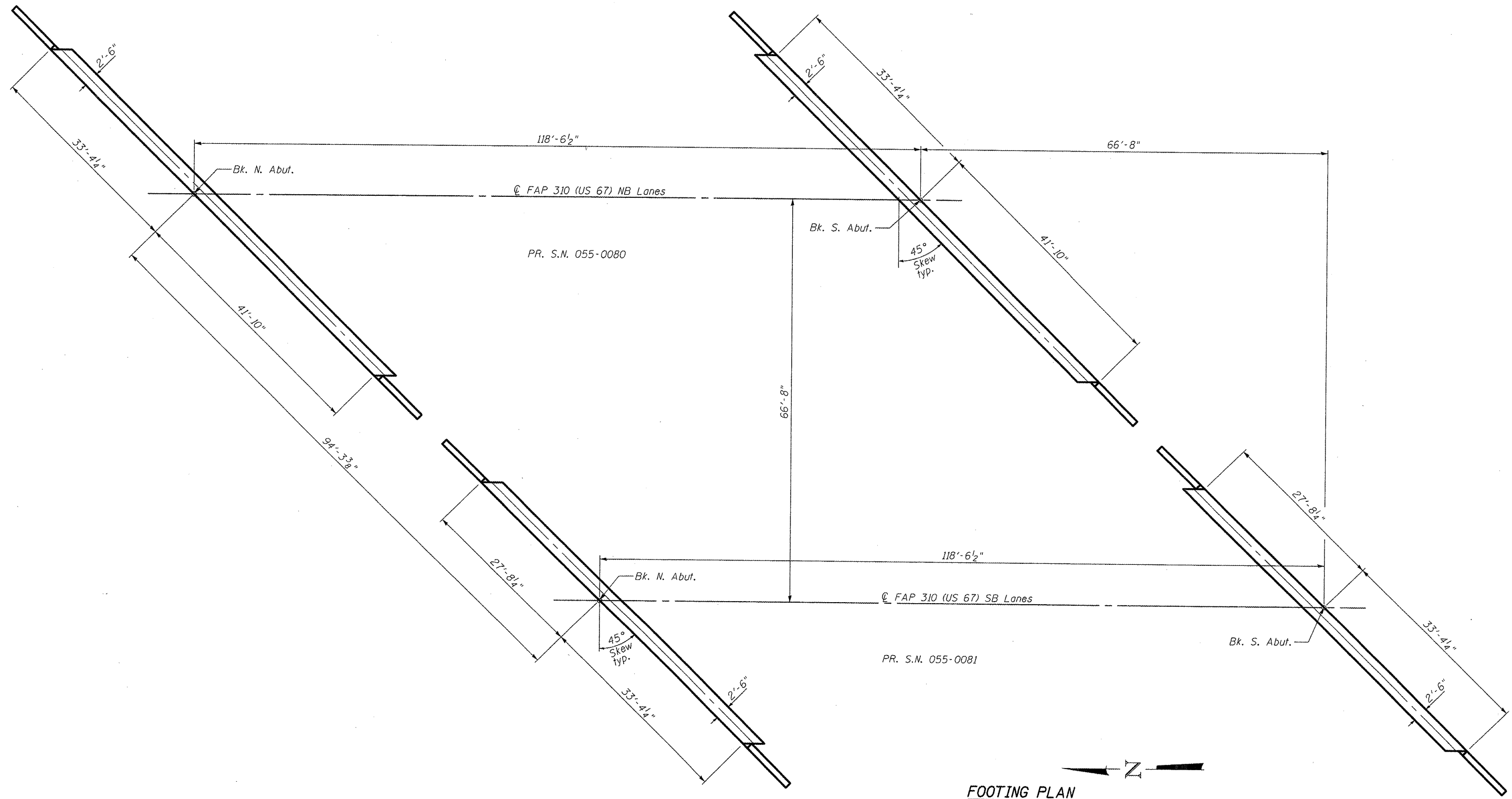
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SHEET PILING
S.N. 055-0080 (NB) & S.N. 055-0081 (SB)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	60
CONTRACT NO. 68691				

SHEET NO. 3 OF 35 SHEETS

ILLINOIS FED. AID PROJECT
Klinaner & Associates P.C.



FOOTING PLAN

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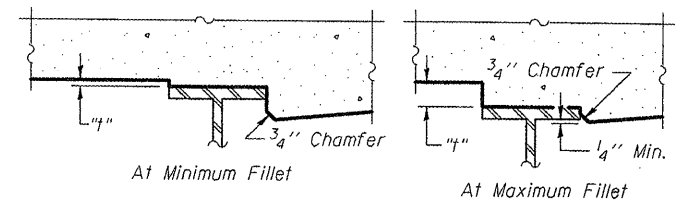
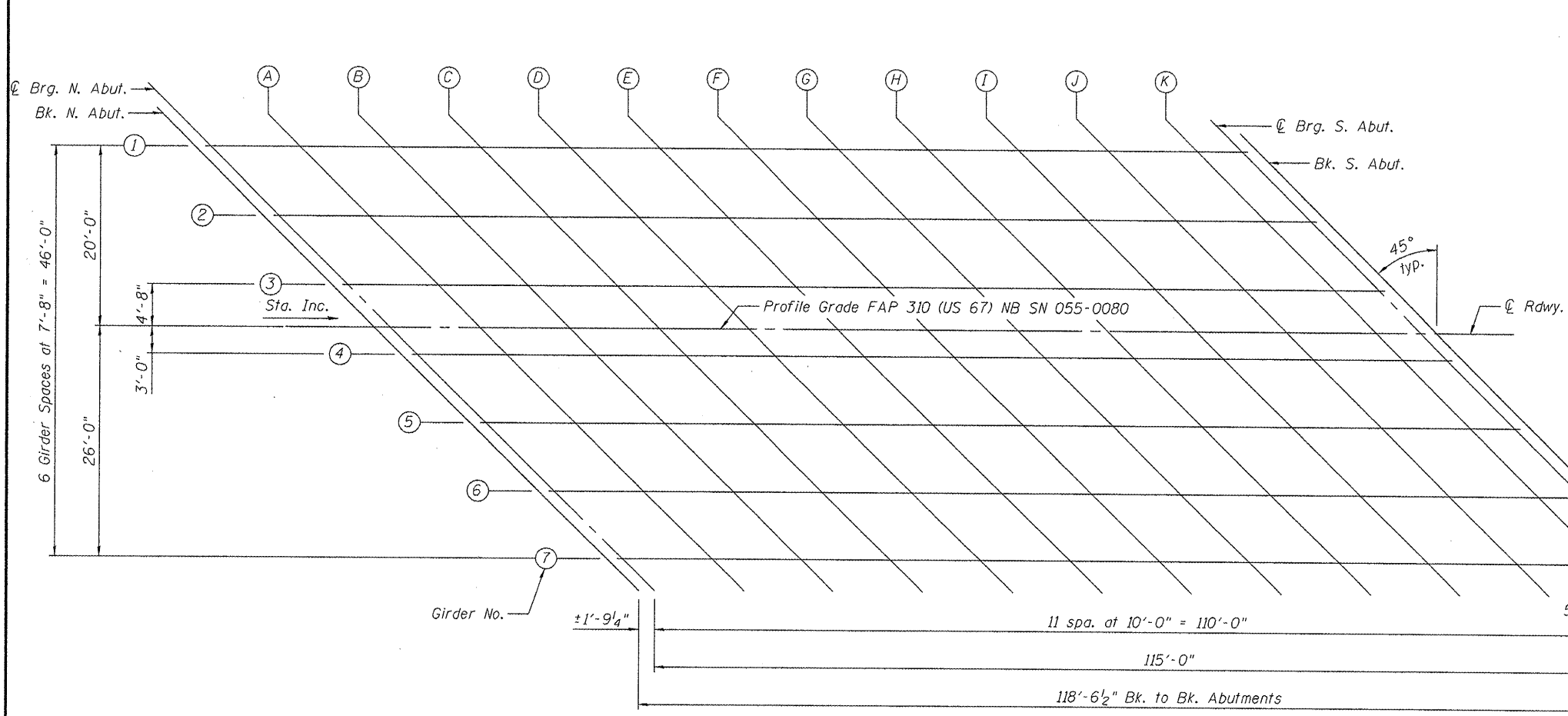
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUBSTRUCTURE LAYOUT
S.N. 055-080 (NB) & S.N. 055-081 (SB)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(388-2)BR	MCDONOUGH	130	61
				CONTRACT NO. 68691

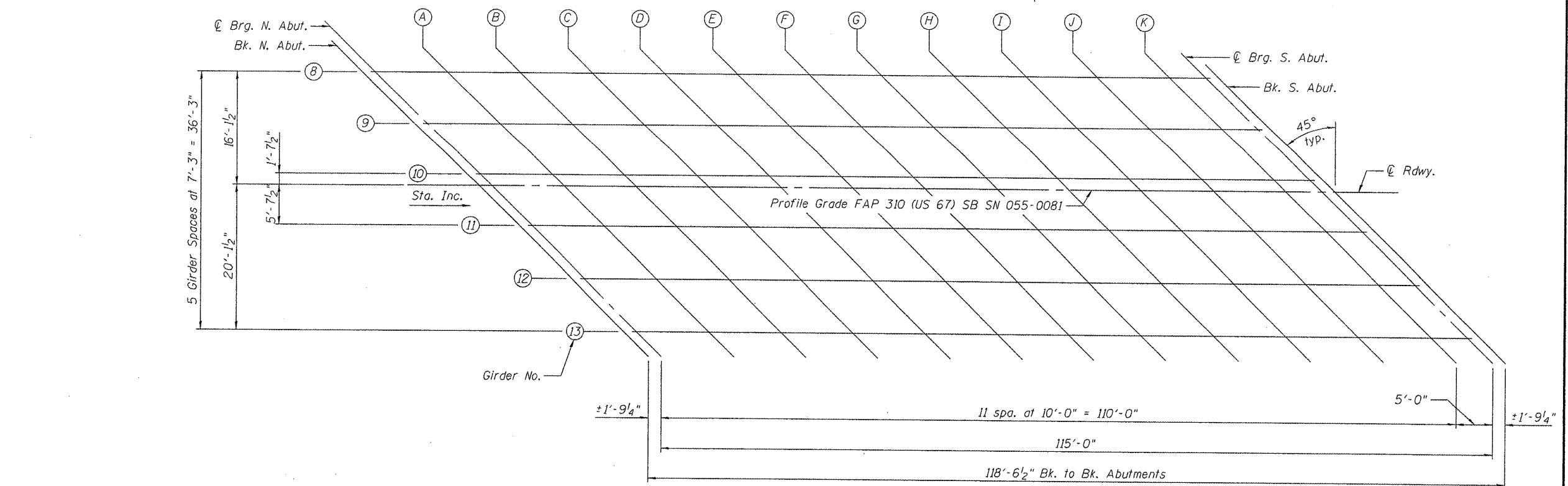
SHEET NO. 4 OF 35 SHEETS

ILLINOIS FED. AID PROJECT
Klinaner & Associates P.C.



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 Sheets 6 of 35 and Sheets 7 of 35, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



FILE NAME =	USER NAME = seb	DESIGNED - KTH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS S.N. 055-0080 (NB) & S.N. 055-0081 (SB)	F.A.P. RTE. 310	SECTION (38B-2)BR	COUNTY MCDONOUGH	TOTAL SHEETS 130	SHEET NO. 62
PLOT SCALE = 0:2.0000 "/ IN.	DRAWN - BGJ	REVISED -	SHEET NO. 5 OF 35 SHEETS			CONTRACT NO. 68691				
PLOT DATE = 12/7/2011	CHECKED - RJP	REVISED -	ILLINOIS FED. AID PROJECT			Kilhamer & Associates P.C.				
						Kilhamer & Associates P.C.				

PROFILE GRADE FAP 310 - NORTHBOUND LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	152+37.76	0.00	684.59	684.59
☉ Brg. N. Abut.	152+39.53	0.00	684.60	684.60
A	152+49.53	0.00	684.63	684.73
B	152+59.53	0.00	684.66	684.86
C	152+69.53	0.00	684.69	684.97
D	152+79.53	0.00	684.72	685.06
E	152+89.53	0.00	684.75	685.12
F	152+99.53	0.00	684.78	685.17
G	153+09.53	0.00	684.81	685.18
H	153+19.53	0.00	684.84	685.15
I	153+29.53	0.00	684.87	685.11
J	153+39.53	0.00	684.90	685.06
K	153+49.53	0.00	684.93	684.98
☉ Brg. S. Abut.	153+54.53	0.00	684.95	684.95
Bk. S. Abut.	153+56.30	0.00	684.95	684.95

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	152+17.76	-20.00	684.18	684.18
☉ Brg. N. Abut.	152+19.53	-20.00	684.18	684.18
A	152+29.53	-20.00	684.21	684.32
B	152+39.53	-20.00	684.24	684.44
C	152+49.53	-20.00	684.27	684.55
D	152+59.53	-20.00	684.30	684.65
E	152+69.53	-20.00	684.33	684.71
F	152+79.53	-20.00	684.36	684.75
G	152+89.53	-20.00	684.40	684.76
H	152+99.53	-20.00	684.43	684.74
I	153+09.53	-20.00	684.46	684.70
J	153+19.53	-20.00	684.49	684.64
K	153+29.53	-20.00	684.52	684.57
☉ Brg. S. Abut.	153+34.53	-20.00	684.53	684.53
Bk. S. Abut.	153+36.30	-20.00	684.54	684.54

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	152+25.43	-12.33	684.36	684.36
☉ Brg. N. Abut.	152+27.20	-12.33	684.36	684.36
A	152+37.20	-12.33	684.40	684.50
B	152+47.20	-12.33	684.43	684.62
C	152+57.20	-12.33	684.46	684.74
D	152+67.20	-12.33	684.49	684.83
E	152+77.20	-12.33	684.52	684.89
F	152+87.20	-12.33	684.55	684.93
G	152+97.20	-12.33	684.58	684.94
H	153+07.20	-12.33	684.61	684.92
I	153+17.20	-12.33	684.64	684.88
J	153+27.20	-12.33	684.67	684.83
K	153+37.20	-12.33	684.70	684.75
☉ Brg. S. Abut.	153+42.20	-12.33	684.72	684.72
Bk. S. Abut.	153+43.96	-12.33	684.72	684.72

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	152+33.10	-4.67	684.50	684.50
☉ Brg. N. Abut.	152+34.86	-4.67	684.51	684.51
A	152+44.86	-4.67	684.54	684.64
B	152+54.86	-4.67	684.57	684.77
C	152+64.86	-4.67	684.60	684.88
D	152+74.86	-4.67	684.63	684.98
E	152+84.86	-4.67	684.66	685.04
F	152+94.86	-4.67	684.69	685.08
G	153+04.86	-4.67	684.72	685.09
H	153+14.86	-4.67	684.75	685.07
I	153+24.86	-4.67	684.78	685.02
J	153+34.86	-4.67	684.81	684.97
K	153+44.86	-4.67	684.85	684.90
☉ Brg. S. Abut.	153+49.86	-4.67	684.86	684.86
Bk. S. Abut.	153+51.63	-4.67	684.87	684.87

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	152+40.76	3.00	684.55	684.55
☉ Brg. N. Abut.	152+42.53	3.00	684.56	684.56
A	152+52.53	3.00	684.59	684.69
B	152+62.53	3.00	684.62	684.82
C	152+72.53	3.00	684.65	684.93
D	152+82.53	3.00	684.68	685.02
E	152+92.53	3.00	684.71	685.09
F	153+02.53	3.00	684.74	685.13
G	153+12.53	3.00	684.77	685.14
H	153+22.53	3.00	684.80	685.12
I	153+32.53	3.00	684.83	685.07
J	153+42.53	3.00	684.86	685.02
K	153+52.53	3.00	684.89	684.95
☉ Brg. S. Abut.	153+57.53	3.00	684.91	684.91
Bk. S. Abut.	153+59.30	3.00	684.92	684.92

GIRDER 5

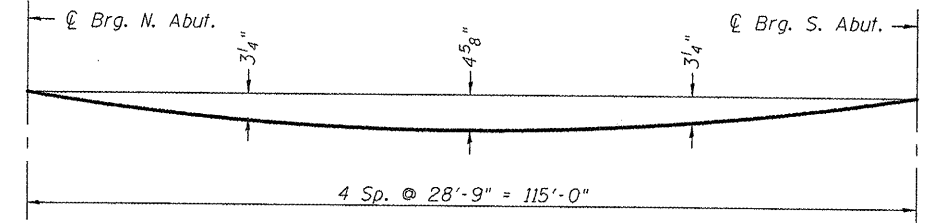
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	152+48.43	10.67	684.46	684.46
☉ Brg. N. Abut.	152+50.20	10.67	684.46	684.46
A	152+60.20	10.67	684.49	684.60
B	152+70.20	10.67	684.52	684.72
C	152+80.20	10.67	684.55	684.84
D	152+90.20	10.67	684.58	684.93
E	153+00.20	10.67	684.62	684.99
F	153+10.20	10.67	684.65	685.03
G	153+20.20	10.67	684.68	685.04
H	153+30.20	10.67	684.71	685.02
I	153+40.20	10.67	684.74	684.98
J	153+50.20	10.67	684.77	684.92
K	153+60.20	10.67	684.80	684.85
☉ Brg. S. Abut.	153+65.20	10.67	684.81	684.81
Bk. S. Abut.	153+66.96	10.67	684.82	684.82

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	152+56.10	18.33	684.36	684.36
☉ Brg. N. Abut.	152+57.86	18.33	684.37	684.37
A	152+67.86	18.33	684.40	684.50
B	152+77.86	18.33	684.43	684.63
C	152+87.86	18.33	684.46	684.74
D	152+97.86	18.33	684.49	684.83
E	153+07.86	18.33	684.52	684.89
F	153+17.86	18.33	684.55	684.93
G	153+27.86	18.33	684.58	684.94
H	153+37.86	18.33	684.61	684.92
I	153+47.86	18.33	684.64	684.88
J	153+57.86	18.33	684.67	684.83
K	153+67.86	18.33	684.70	684.75
☉ Brg. S. Abut.	153+72.86	18.33	684.72	684.72
Bk. S. Abut.	153+74.63	18.33	684.72	684.72

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	152+63.76	26.00	684.25	684.25
☉ Brg. N. Abut.	152+65.53	26.00	684.26	684.26
A	152+75.53	26.00	684.29	684.39
B	152+85.53	26.00	684.32	684.52
C	152+95.53	26.00	684.35	684.63
D	153+05.53	26.00	684.38	684.73
E	153+15.53	26.00	684.41	684.79
F	153+25.53	26.00	684.44	684.83
G	153+35.53	26.00	684.47	684.84
H	153+45.53	26.00	684.50	684.82
I	153+55.53	26.00	684.53	684.77
J	153+65.53	26.00	684.56	684.72
K	153+75.53	26.00	684.60	684.65
☉ Brg. S. Abut.	153+80.53	26.00	684.61	684.61
Bk. S. Abut.	153+82.30	26.00	684.62	684.62



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Notes:
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 this sheet.

Offsets are measured from ☉ NB lanes.

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		CHECKED - ADL	REVISED -
		DRAWN - BGJ	REVISED -
		CHECKED - RJP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
S.N. 055-0080 (NB)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(388-2)BR	MCDONOUGH	130	63

SHEET NO. 6 OF 35 SHEETS

CONTRACT NO. 68691

ILLINOIS FED. AID PROJECT
Kilmaner & Associates P.C.

PROFILE GRADE FAP 310 - SOUTHBOUND LANES

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	153+04.43	0.00	684.79	684.79
☉ Brg. N. Abut.	153+06.20	0.00	684.80	684.80
A	153+16.20	0.00	684.83	684.93
B	153+26.20	0.00	684.86	685.06
C	153+36.20	0.00	684.89	685.16
D	153+46.20	0.00	684.92	685.26
E	153+56.20	0.00	684.95	685.32
F	153+66.20	0.00	684.98	685.35
G	153+76.20	0.00	685.01	685.37
H	153+86.20	0.00	685.04	685.35
I	153+96.20	0.00	685.07	685.31
J	154+06.20	0.00	685.11	685.25
K	154+16.20	0.00	685.14	685.19
☉ Brg. S. Abut.	154+21.20	0.00	685.15	685.15
Bk. S. Abut.	154+22.97	0.00	685.16	685.16

GIRDER 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	152+88.31	-16.13	684.47	684.47
☉ Brg. N. Abut.	152+90.08	-16.13	684.48	684.48
A	153+00.08	-16.13	684.51	684.61
B	153+10.08	-16.13	684.54	684.74
C	153+20.08	-16.13	684.57	684.84
D	153+30.08	-16.13	684.60	684.93
E	153+40.08	-16.13	684.63	684.99
F	153+50.08	-16.13	684.66	685.03
G	153+60.08	-16.13	684.69	685.05
H	153+70.08	-16.13	684.72	685.02
I	153+80.08	-16.13	684.75	684.99
J	153+90.08	-16.13	684.78	684.93
K	154+00.08	-16.13	684.81	684.87
☉ Brg. S. Abut.	154+05.08	-16.13	684.83	684.83
Bk. S. Abut.	154+06.84	-16.13	684.83	684.83

GIRDER 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	152+95.56	-8.88	684.63	684.63
☉ Brg. N. Abut.	152+97.33	-8.88	684.63	684.63
A	153+07.33	-8.88	684.67	684.77
B	153+17.33	-8.88	684.70	684.89
C	153+27.33	-8.88	684.73	685.00
D	153+37.33	-8.88	684.76	685.09
E	153+47.33	-8.88	684.79	685.15
F	153+57.33	-8.88	684.82	685.18
G	153+67.33	-8.88	684.85	685.20
H	153+77.33	-8.88	684.88	685.18
I	153+87.33	-8.88	684.91	685.15
J	153+97.33	-8.88	684.94	685.09
K	154+07.33	-8.88	684.97	685.02
☉ Brg. S. Abut.	154+12.33	-8.88	684.99	684.99
Bk. S. Abut.	154+14.09	-8.88	684.99	684.99

GIRDER 10

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	153+02.81	-1.63	684.76	684.76
☉ Brg. N. Abut.	153+04.58	-1.63	684.77	684.77
A	153+14.58	-1.63	684.80	684.90
B	153+24.58	-1.63	684.83	685.03
C	153+34.58	-1.63	684.86	685.13
D	153+44.58	-1.63	684.89	685.23
E	153+54.58	-1.63	684.92	685.29
F	153+64.58	-1.63	684.95	685.32
G	153+74.58	-1.63	684.98	685.34
H	153+84.58	-1.63	685.01	685.32
I	153+94.58	-1.63	685.04	685.28
J	154+04.58	-1.63	685.08	685.22
K	154+14.58	-1.63	685.11	685.16
☉ Brg. S. Abut.	154+19.58	-1.63	685.12	685.12
Bk. S. Abut.	154+21.34	-1.63	685.13	685.13

GIRDER 11

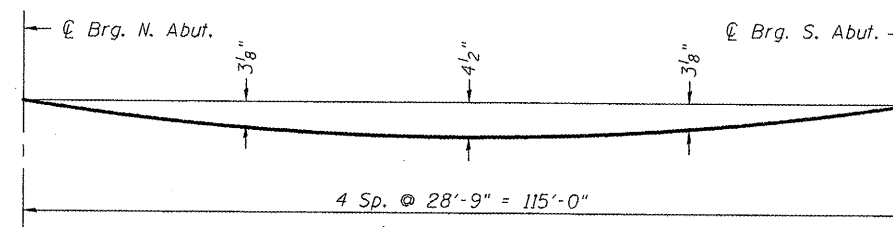
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	153+10.06	5.63	684.72	684.72
☉ Brg. N. Abut.	153+11.83	5.63	684.73	684.73
A	153+21.83	5.63	684.76	684.86
B	153+31.83	5.63	684.79	684.99
C	153+41.83	5.63	684.82	685.09
D	153+51.83	5.63	684.85	685.18
E	153+61.83	5.63	684.88	685.25
F	153+71.83	5.63	684.91	685.28
G	153+81.83	5.63	684.94	685.30
H	153+91.83	5.63	684.97	685.28
I	154+01.83	5.63	685.00	685.24
J	154+11.83	5.63	685.03	685.18
K	154+21.83	5.63	685.07	685.12
☉ Brg. S. Abut.	154+26.83	5.63	685.08	685.08
Bk. S. Abut.	154+28.59	5.63	685.09	685.09

GIRDER 12

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	153+17.31	12.88	684.63	684.63
☉ Brg. N. Abut.	153+19.08	12.88	684.63	684.63
A	153+29.08	12.88	684.66	684.77
B	153+39.08	12.88	684.69	684.89
C	153+49.08	12.88	684.73	685.00
D	153+59.08	12.88	684.76	685.09
E	153+69.08	12.88	684.79	685.15
F	153+79.08	12.88	684.82	685.18
G	153+89.08	12.88	684.85	685.20
H	153+99.08	12.88	684.88	685.18
I	154+09.08	12.88	684.91	685.15
J	154+19.08	12.88	684.94	685.08
K	154+29.08	12.88	684.97	685.02
☉ Brg. S. Abut.	154+34.08	12.88	684.98	684.98
Bk. S. Abut.	154+35.84	12.88	684.99	684.99

GIRDER 13

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	153+24.56	20.13	684.50	684.50
☉ Brg. N. Abut.	153+26.33	20.13	684.50	684.50
A	153+36.33	20.13	684.54	684.64
B	153+46.33	20.13	684.57	684.76
C	153+56.33	20.13	684.60	684.87
D	153+66.33	20.13	684.63	684.96
E	153+76.33	20.13	684.66	685.02
F	153+86.33	20.13	684.69	685.05
G	153+96.33	20.13	684.72	685.07
H	154+06.33	20.13	684.75	685.05
I	154+16.33	20.13	684.78	685.02
J	154+26.33	20.13	684.81	684.96
K	154+36.33	20.13	684.84	684.89
☉ Brg. S. Abut.	154+41.33	20.13	684.86	684.86
Bk. S. Abut.	154+43.09	20.13	684.86	684.86



Offsets are measured from ☉ SB lanes.

DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Notes:
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 this sheet.

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	151+85.76	-22.00	684.04
A1	151+95.76	-22.00	684.07
A2	152+05.76	-22.00	684.10
S. End North Appr. Slab	152+15.76	-22.00	684.13

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	151+95.76	-12.00	684.28
A1	152+05.76	-12.00	684.31
A2	152+15.76	-12.00	684.34
S. End North Appr. Slab	152+25.76	-12.00	684.37

☉ ROADWAY & PROFILE GRADE

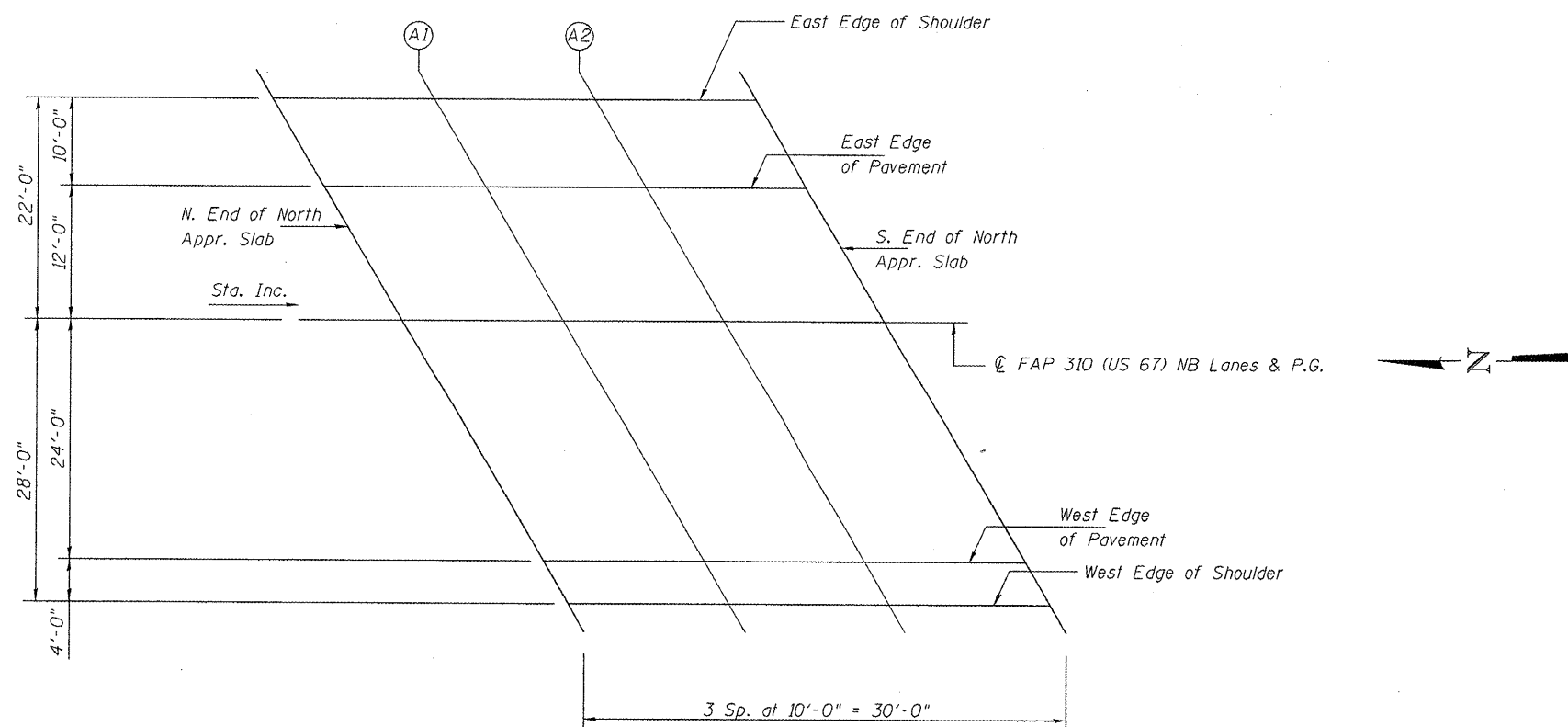
Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	152+07.76	0.00	684.50
A1	152+17.76	0.00	684.53
A2	152+27.76	0.00	684.56
S. End North Appr. Slab	152+37.76	0.00	684.59

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	152+31.76	24.00	684.20
A1	152+41.76	24.00	684.23
A2	152+51.76	24.00	684.26
S. End North Appr. Slab	152+61.76	24.00	684.29

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	152+35.76	28.00	684.13
A1	152+45.76	28.00	684.16
A2	152+55.76	28.00	684.19
S. End North Appr. Slab	152+65.76	28.00	684.22



PLAN
North Approach (N.B.)

Offsets are measured from ☉ NB lanes.

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	153+34.30	-22.00	684.49
A3	153+44.30	-22.00	684.52
A4	153+54.30	-22.00	684.55
S. End South Appr. Slab	153+64.30	-22.00	684.58

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	153+44.30	-12.00	684.73
A3	153+54.30	-12.00	684.76
A4	153+64.30	-12.00	684.79
S. End South Appr. Slab	153+74.30	-12.00	684.82

℄ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	153+56.30	0.00	684.95
A3	153+66.30	0.00	684.99
A4	153+76.30	0.00	685.02
S. End South Appr. Slab	153+86.30	0.00	685.05

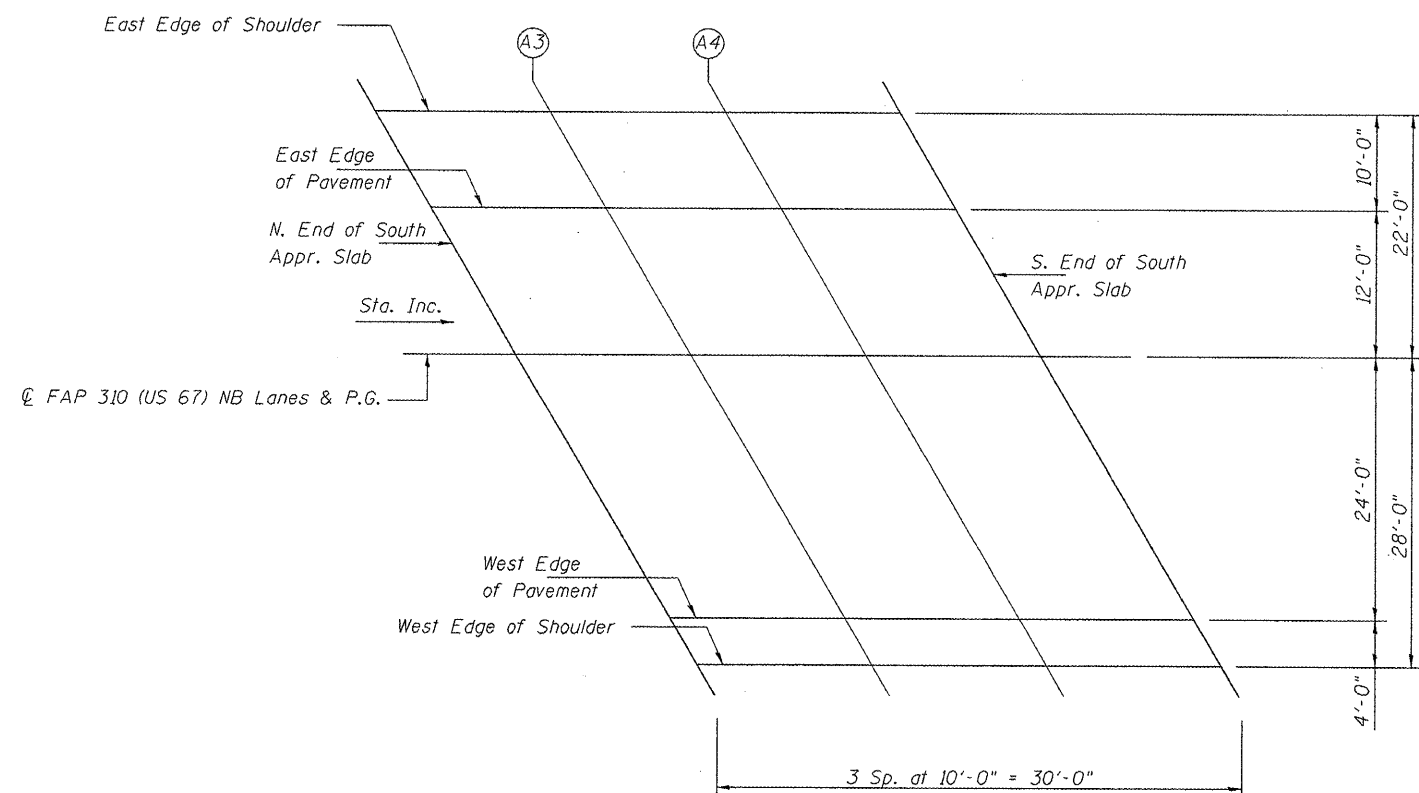
WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	153+80.30	24.00	684.65
A3	153+90.30	24.00	684.68
A4	154+00.30	24.00	684.71
S. End South Appr. Slab	154+10.30	24.00	684.74

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	153+84.30	28.00	684.58
A3	153+94.30	28.00	684.61
A4	154+04.30	28.00	684.64
S. End South Appr. Slab	154+14.30	28.00	684.67

Offsets are measured from ℄ NB lanes.



PLAN

South Approach (N.B.)

FILE NAME = P:\07files\070286\Phase2\Bridg Plans\09_Top_S-ApproachSlabElev_0080.dgn	USER NAME = seb	DESIGNED - KTH	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SOUTH APPROACH SLAB ELEVATIONS S.N. 055-0080 (NB)	F.A.P. RTE. = 310	SECTION = (388-2)BR	COUNTY = MCDONOUGH	TOTAL SHEETS = 130	SHEET NO. = 66
PLOT SCALE = 0:2.0000 ' = 1" IN.	DRAWN - BGJ	REVISD -	CONTRACT NO. 68691							
PLOT DATE = 12/7/2011	CHECKED - RJP	REVISD -	ILLINOIS FED. AID PROJECT							
						Klingner & Associates P.C.				

EAST EDGE OF SHOULDER

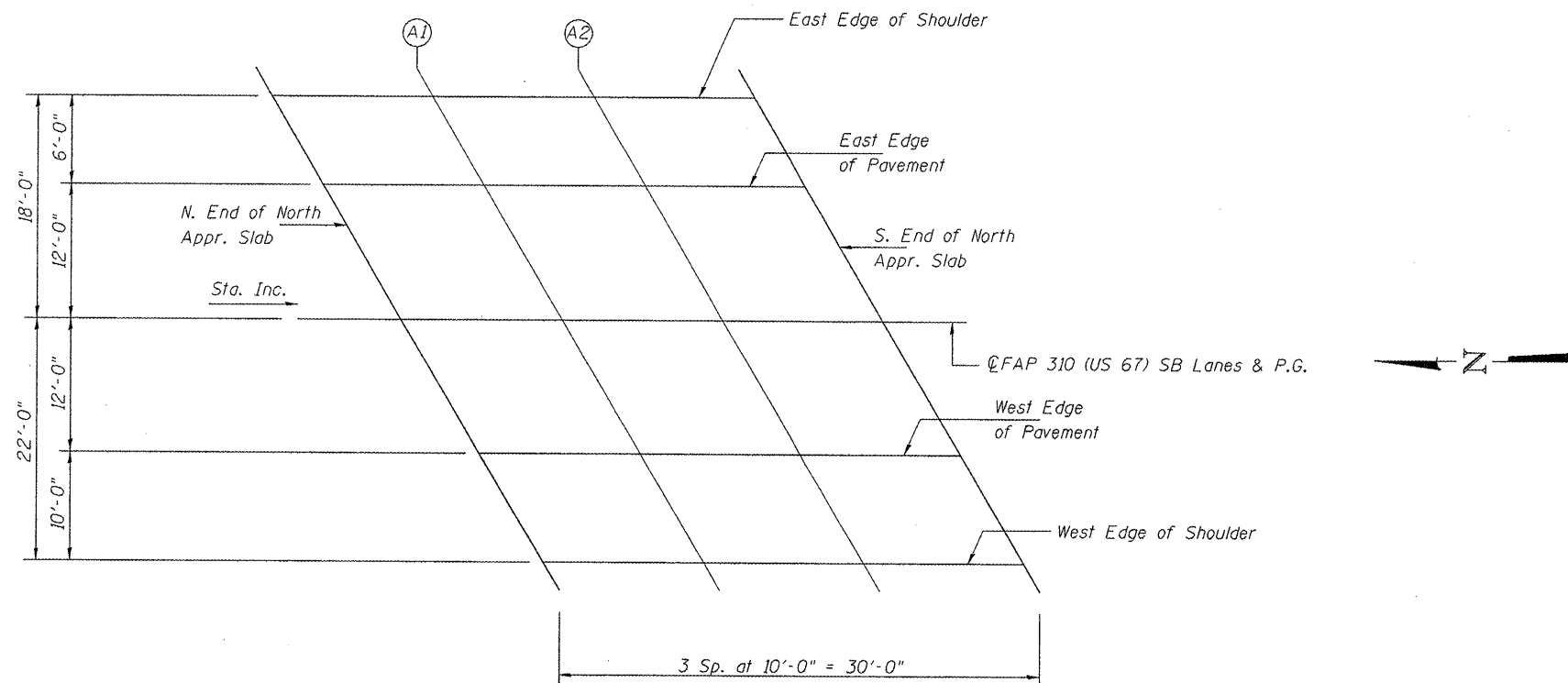
Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	152+56.43	-18.00	684.34
A1	152+66.43	-18.00	684.37
A2	152+76.43	-18.00	684.40
S. End North Appr. Slab	152+86.43	-18.00	684.43

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	152+62.43	-12.00	684.48
A1	152+72.43	-12.00	684.51
A2	152+82.43	-12.00	684.54
S. End North Appr. Slab	152+92.43	-12.00	684.57

☉ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	152+74.43	0.00	684.71
A1	152+84.43	0.00	684.74
A2	152+94.43	0.00	684.77
S. End North Appr. Slab	153+04.43	0.00	684.79



PLAN
North Approach (S.B.)

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	152+86.43	12.00	684.55
A1	152+96.43	12.00	684.58
A2	153+06.43	12.00	684.62
S. End North Appr. Slab	153+16.43	12.00	684.65

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	152+96.43	22.00	684.38
A1	153+06.43	22.00	684.41
A2	153+16.43	22.00	684.44
S. End North Appr. Slab	153+26.43	22.00	684.47

Offsets are measured from ☉ SB lanes.

FILE NAME =	USER NAME = seb	DESIGNED - KTH	REVISED -
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	PLOT SCALE = 0:2.0000" = 1" IN.	DRAWN - BGJ	REVISED -
	PLOT DATE = 12/7/2011	CHECKED - RJP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
S.N. 055-0081 (SB)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	67
CONTRACT NO. 68691			ILLINOIS FED. AID PROJECT	

SHEET NO. 10 OF 35 SHEETS

Klinaner & Associates P.C.

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	154+04.97	-18.00	684.79
A3	154+14.97	-18.00	684.82
A4	154+24.97	-18.00	684.85
S. End South Appr. Slab	154+34.97	-18.00	684.88

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	154+10.97	-12.00	684.93
A3	154+20.97	-12.00	684.96
A4	154+30.97	-12.00	685.00
S. End South Appr. Slab	154+40.97	-12.00	685.03

☉ ROADWAY & PROFILE GRADE

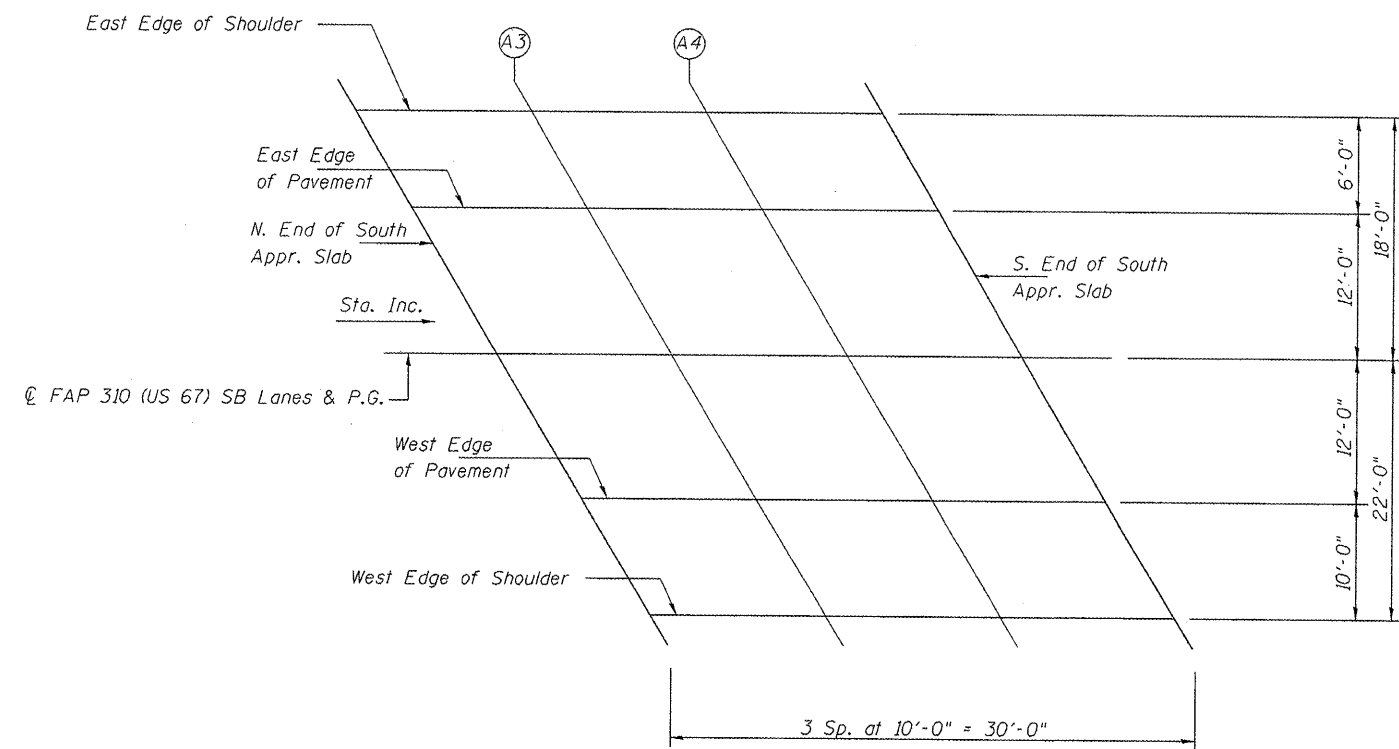
Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	154+22.97	0.00	685.16
A3	154+32.97	0.00	685.19
A4	154+42.97	0.00	685.22
S. End South Appr. Slab	154+52.97	0.00	685.25

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	154+34.97	12.00	685.01
A3	154+44.97	12.00	685.04
A4	154+54.97	12.00	685.07
S. End South Appr. Slab	154+64.97	12.00	685.10

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	154+44.97	22.00	684.83
A3	154+54.97	22.00	684.86
A4	154+64.97	22.00	684.89
S. End South Appr. Slab	154+74.97	22.00	684.92



PLAN

South Approach (S.B.)

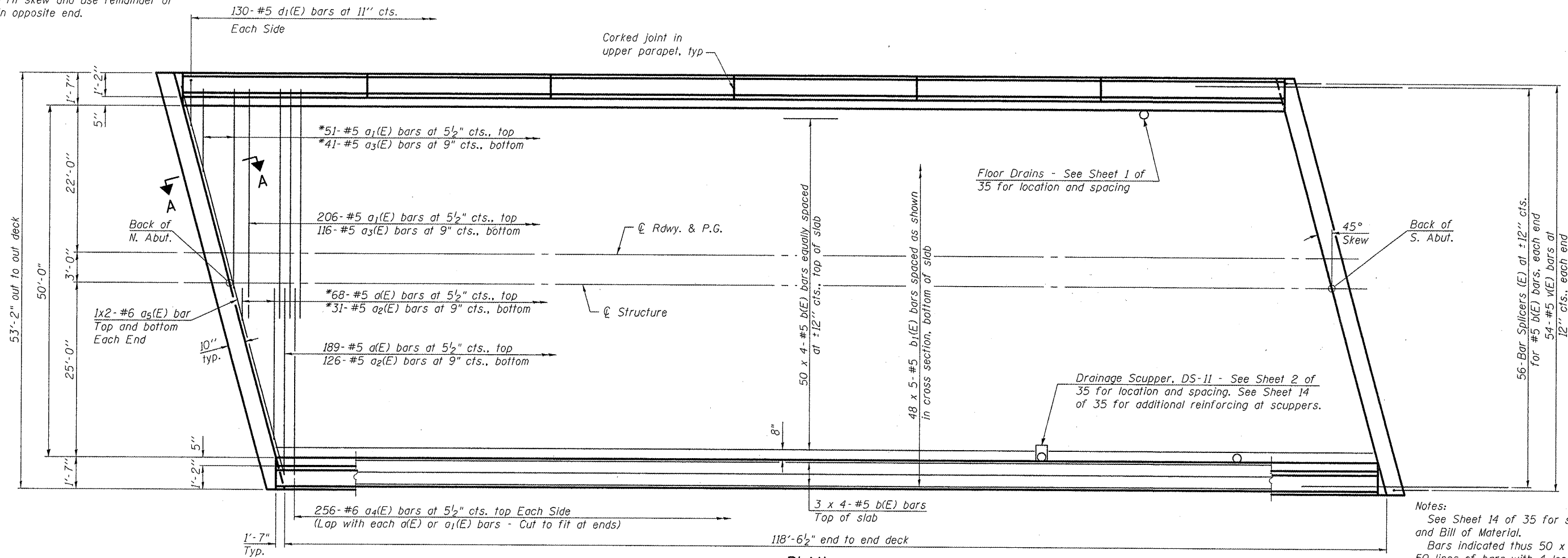
Offsets are measured from ☉ SB lanes.

FILE NAME =	USER NAME = seb	DESIGNED - KTH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SOUTH APPROACH SLAB ELEVATIONS S.N. 055-0081 (SB)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\07files\070286\Phase2\B-ridge Plans\11_Top_S-ApproachSlabElev_0081.dgn	CHECKED - ADL	REVISED -	310			138B-2BR	MCDONOUGH	130	68	
PLOT SCALE = 0:2,0000 '1' / IN.	DRAWN - BGJ	REVISED -	CONTRACT NO. 68691							
PLOT DATE = 12/7/2011	CHECKED - ADL	REVISED -	ILLINOIS FED. AID PROJECT							

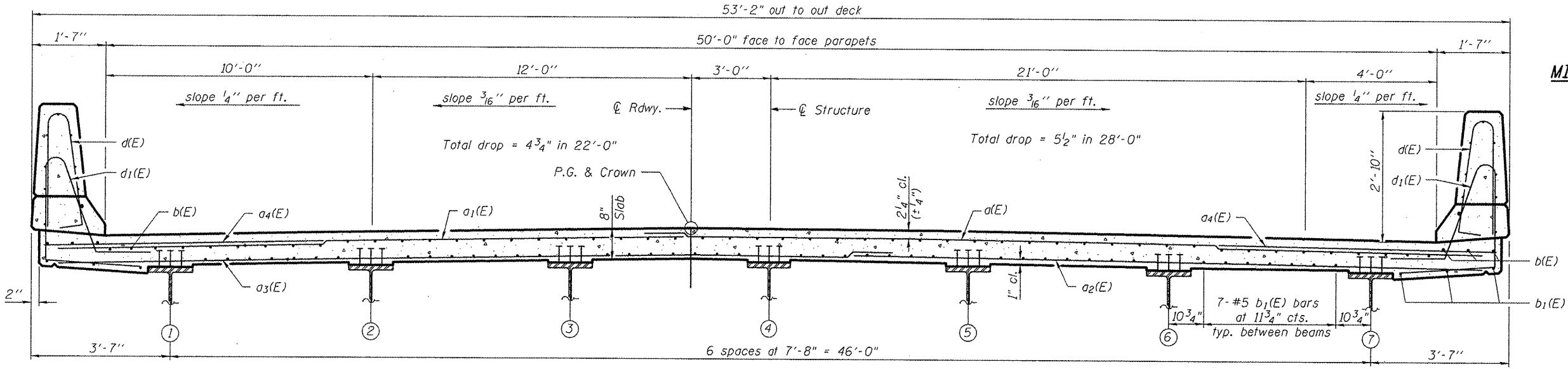
SHEET NO. 11 OF 35 SHEETS

Kilmer & Associates P.C.

* Order d(E) thru a3(E) bars full length.
Cut to fit skew and use remainder of bars in opposite end.



Notes:
See Sheet 14 of 35 for superstructure details and Bill of Material.
Bars indicated thus 50 x 4-#5 etc. indicates 50 lines of bars with 4 lengths per line.
See Sheet 14 of 35 for parapet reinforcement.
See Sheet 15 of 35 for Section A-A.

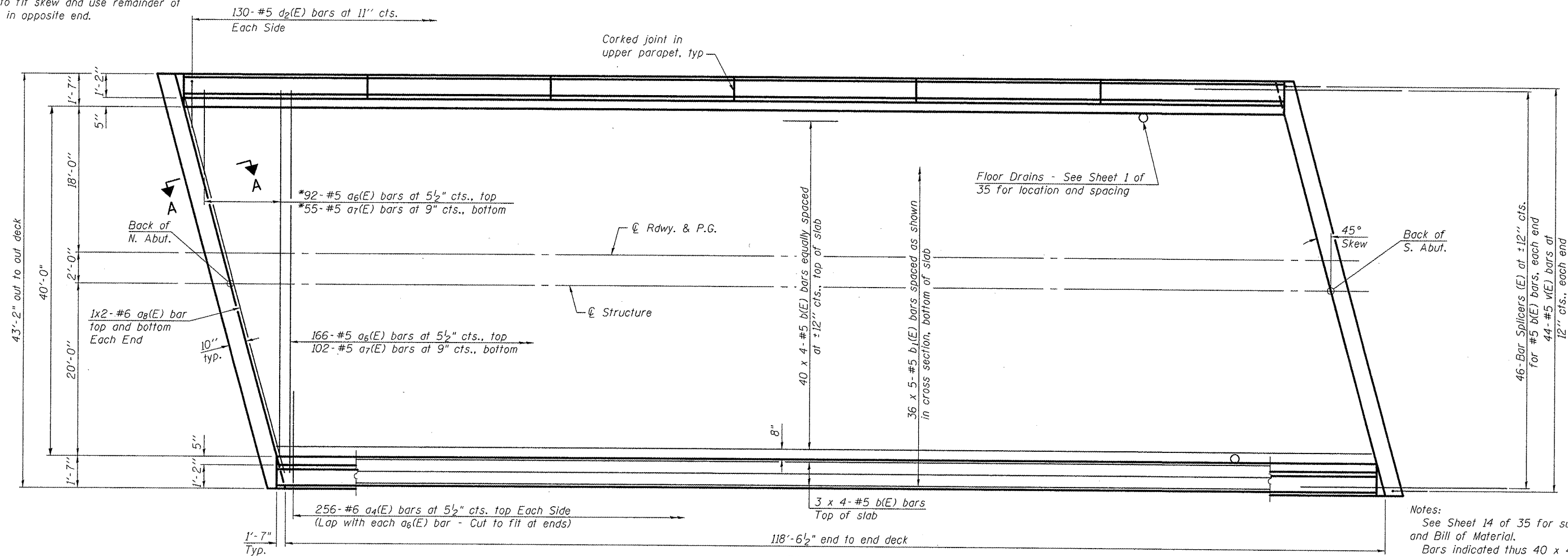


MINIMUM BAR LAP
#5 bar = 3'-3"
#6 bar = 3'-10"

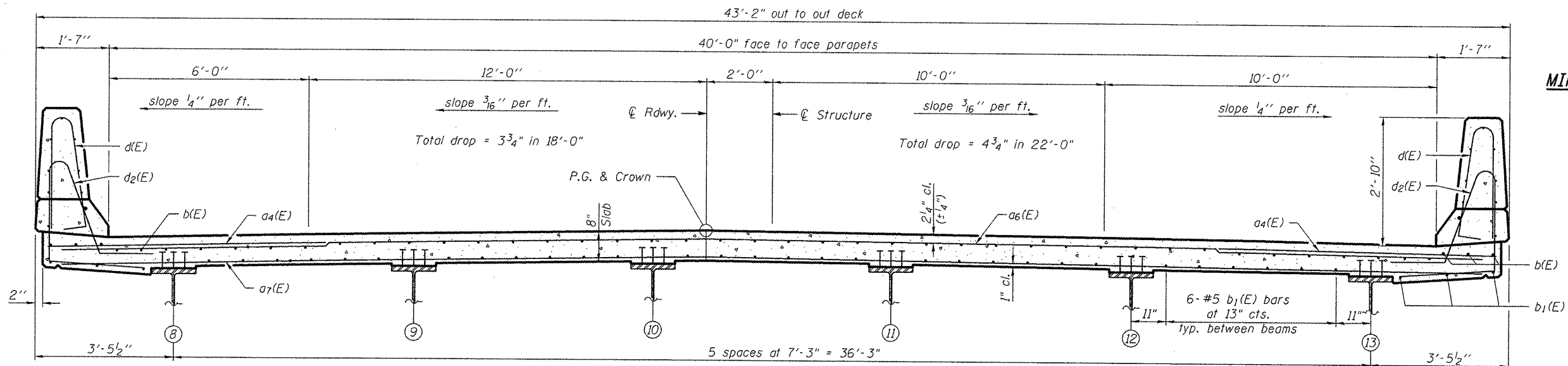
CROSS SECTION
(Looking South)

FILE NAME : P:\07files\070286\Phase2\bridge Plans\12_SuperStructurePlan.0080.dgn	USER NAME : seb	DESIGNED - KTH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE S.N. 055-0080 (NB)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE = 8:2.0000 ' / IN.	DRAWN - BGJ	CHECKED - ADL	REVISED -			310	(38B-2)BR	MCDONOUGH	130	69
PLOT DATE = 12/7/2011	CHECKED - RJP	DRAWN - BGJ	REVISED -			CONTRACT NO. 68691				
SHEET NO. 12 OF 35 SHEETS						ILLINOIS FED. AID PROJECT Klinaner & Associates P.C.				

* Order $a_6(E)$ and $a_7(E)$ bars full length.
Cut to fit skew and use remainder of bars in opposite end.



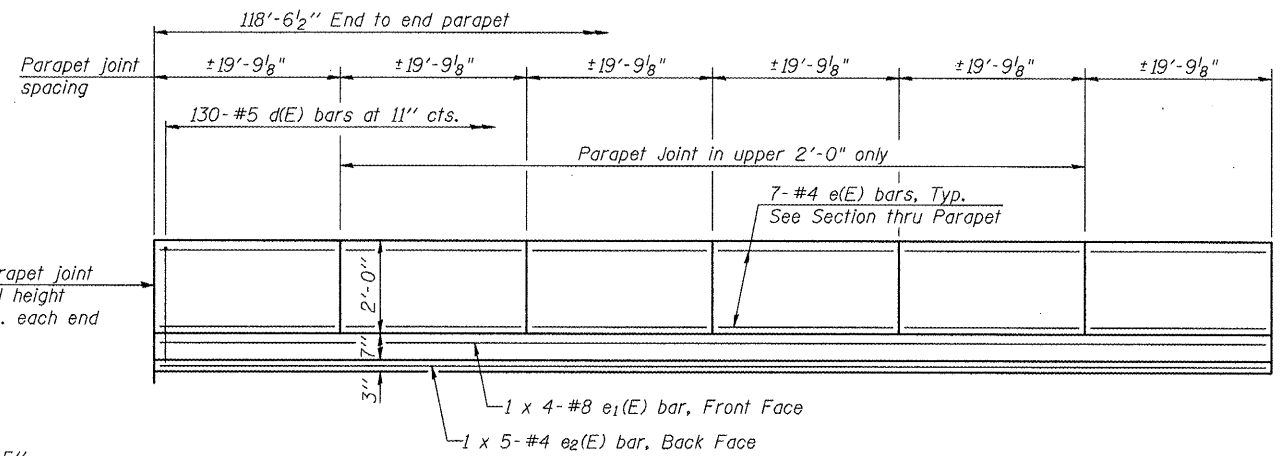
Notes:
See Sheet 14 of 35 for superstructure details and Bill of Material.
Bars indicated thus 40 x 4-#5 etc. indicates 40 lines of bars with 4 lengths per line.
See Sheet 14 of 35 for parapet reinforcement.
See Sheet 16 of 35 for Section A-A.



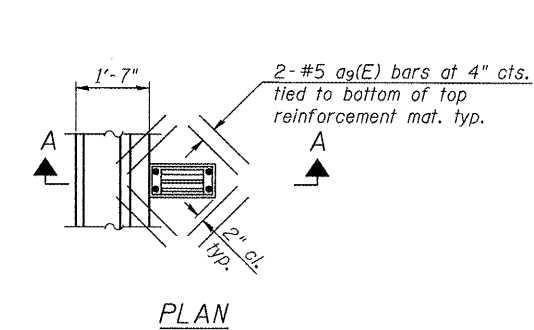
MINIMUM BAR LAP
#5 bar = 3'-3"
#6 bar = 3'-10"

CROSS SECTION
(Looking South)

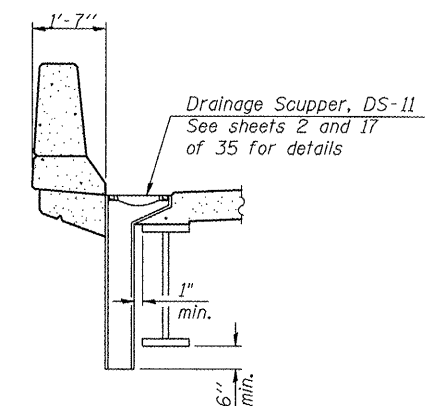
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PLOT SCALE = 0:12.0000 1/2" = 1'		DRAWN - BGJ	REVISED -			CONTRACT NO. 68691				
PLOT DATE = 12/7/2011		CHECKED - RJP	REVISED -			SHEET NO. 13 OF 35 SHEETS				



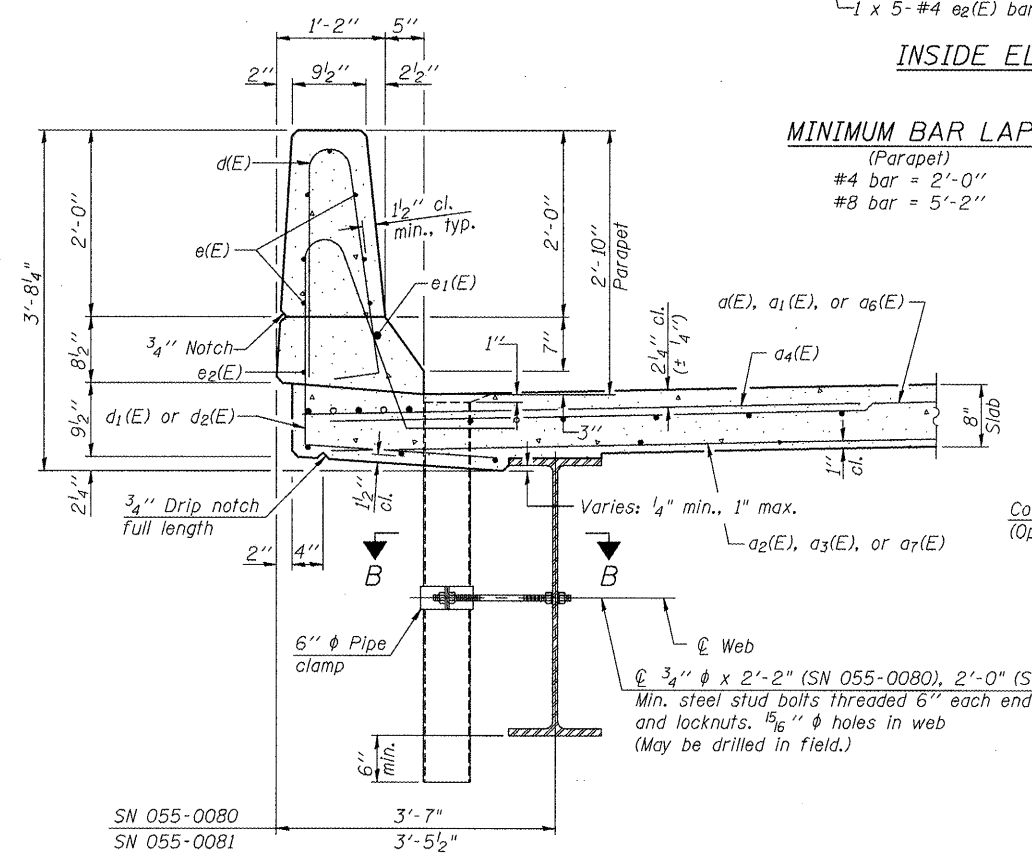
INSIDE ELEVATION OF PARAPET



PLAN
Note: Cut longitudinal reinforcement to clear drainage scuppers.

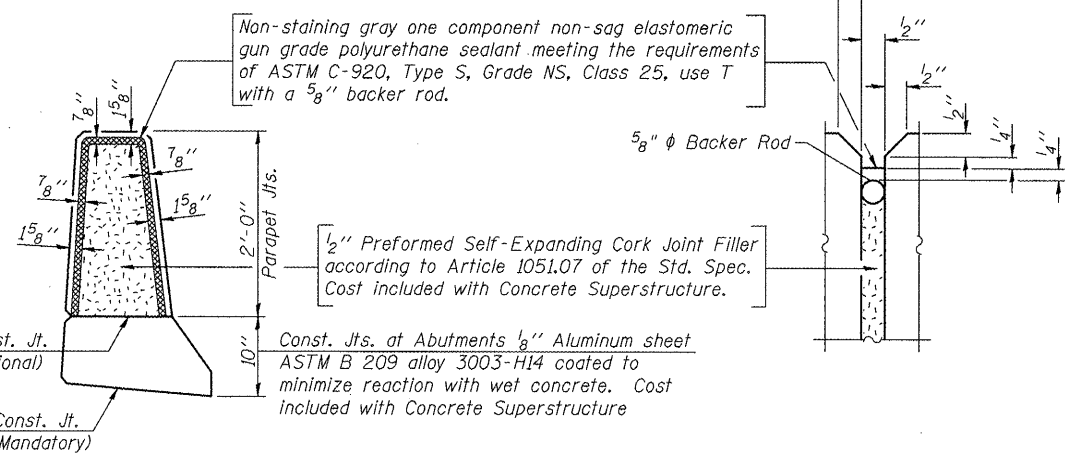


SECTION A-A



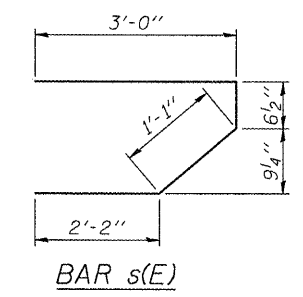
SECTION THRU PARAPET

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

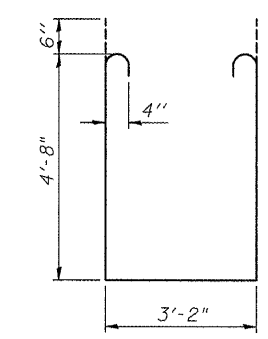


PARAPET JOINT DETAILS

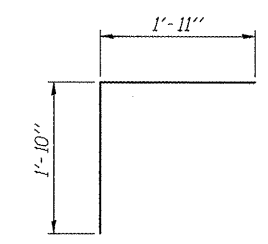
Notes:
The Floor Drains need not be painted.
Drains shall be located clear of all diaphragms.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts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



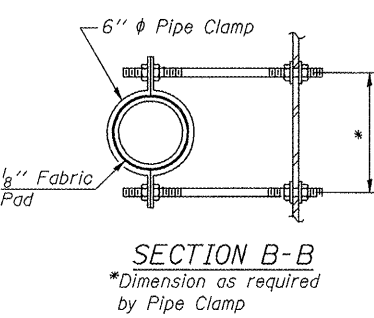
BAR s(E)



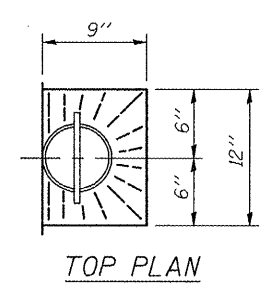
BAR s1(E)



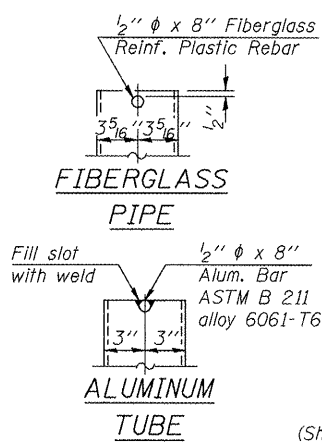
BAR v(E)



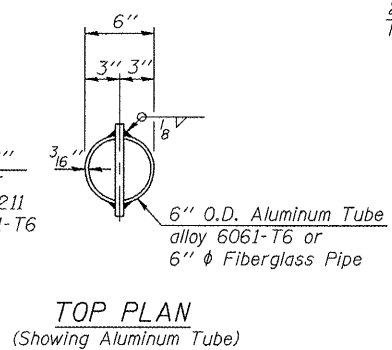
SECTION B-B
*Dimension as required by Pipe Clamp



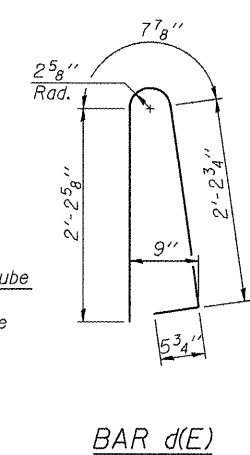
TOP PLAN



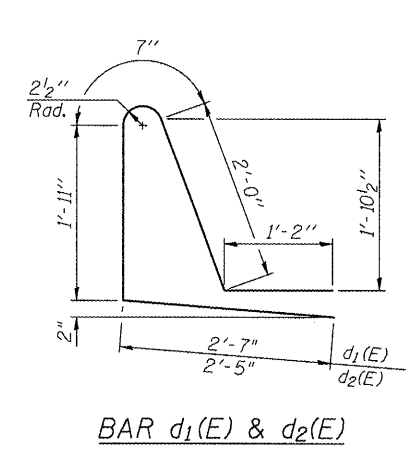
ALUMINUM TUBE



TOP PLAN
(Showing Aluminum Tube)



BAR d(E)



BAR d1(E) & d2(E)

SUPERSTRUCTURE BILL OF MATERIAL - 2 BRIDGES

Bar	No.	Size	Length	Shape
d(E)	257	#5	31'-9"	—
a1(E)	257	#5	24'-1"	—
a2(E)	157	#5	23'-10"	—
a3(E)	157	#5	31'-6"	—
a4(E)	1,024	#6	6'-6"	—
a5(E)	8	#6	39'-2"	—
a6(E)	258	#5	42'-7"	—
a7(E)	157	#5	42'-1"	—
a8(E)	8	#6	32'-1"	—
a9(E)	16	#5	1'-6"	—
b(E)	408	#5	32'-1"	—
b1(E)	420	#5	26'-4"	—
d(E)	520	#5	5'-7"	—
d1(E)	260	#5	8'-3"	—
d2(E)	260	#5	8'-1"	—
e(E)	168	#4	19'-6"	—
e1(E)	16	#8	33'-6"	—
e2(E)	20	#4	25'-4"	—
m(E)	20	#6	39'-2"	—
m1(E)	28	#6	13'-7"	—
m2(E)	12	#6	8'-7"	—
m3(E)	4	#6	3'-9"	—
m4(E)	20	#6	32'-1"	—
m5(E)	24	#6	12'-11"	—
m6(E)	10	#6	8'-0"	—
m7(E)	4	#6	3'-7"	—
s(E)	200	#5	6'-10"	—
s1(E)	178	#4	13'-6"	—
v(E)	196	#5	3'-9"	—
Reinforcement Bars, Epoxy Coated	Pound			97,160
Concrete Superstructure	Cu. Yds.			486.1
Floor Drains	Each			22
Bar Splicers	Each			204

Bars indicated thus 1 x 4-#8 etc. indicates 1 line of bars with 4 lengths per line.

S-I-D

7-1-10

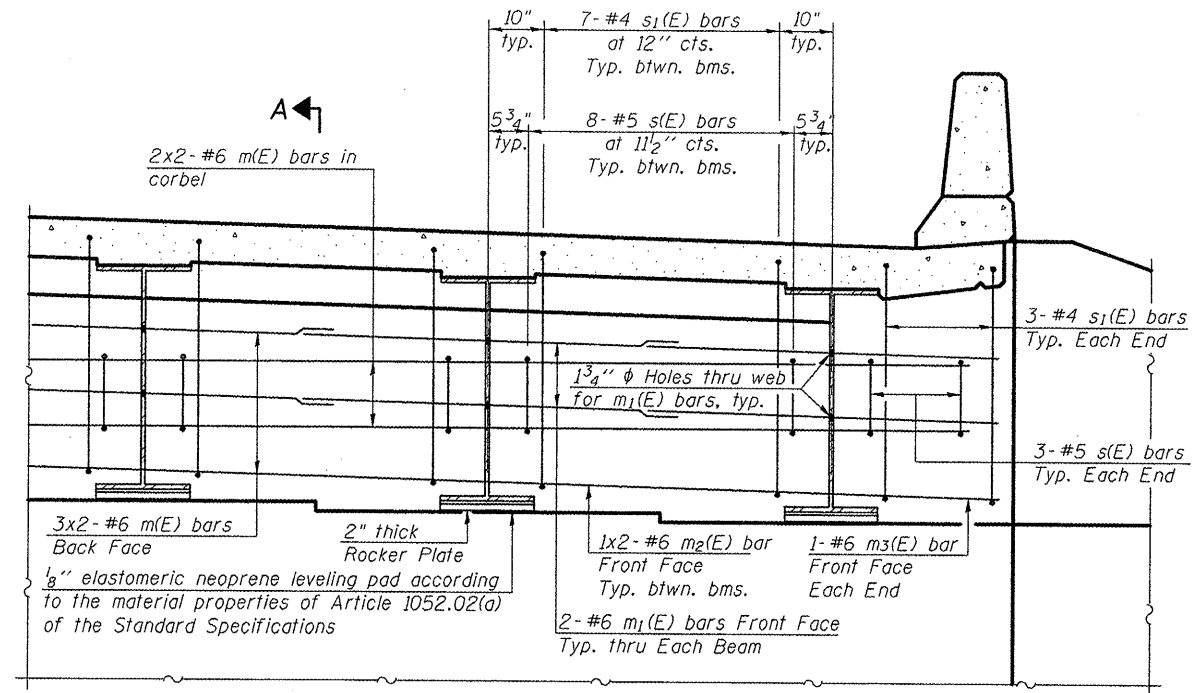
FILE NAME = P:\07files\070206\Phase2\Bridges\Plans\14_SuperStructure_Details.dgn	USER NAME = seb	DESIGNED - KTH	REVISED - 12/13/2011
		CHECKED - ADL	REVISED -
	PLOT SCALE = 0:2.0000 ' = 1" IN.	DRAWN - BGJ	REVISED -
	PLOT DATE = 12/13/2011	CHECKED - RJP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
S.N. 055-0080 (NB) & S.N. 055-0081 (SB)

SHEET NO. 14 OF 35 SHEETS

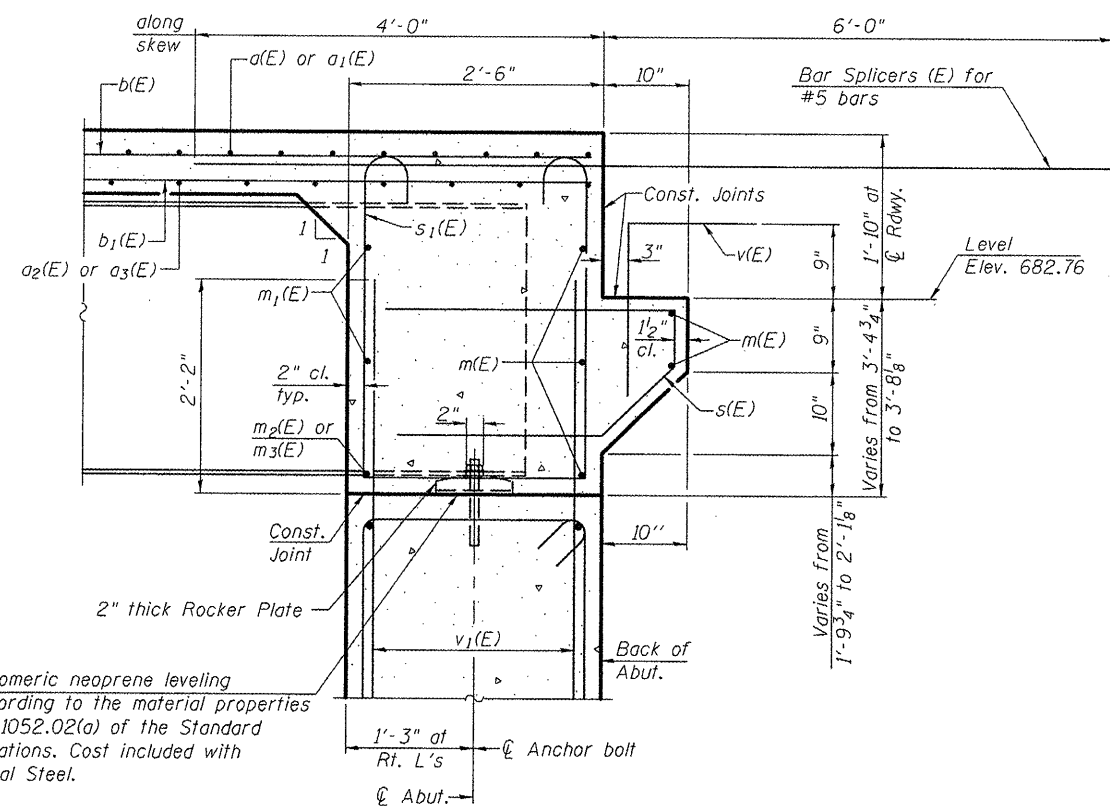
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(388-2)BR	MCDONOUGH	130	71
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT Klingner & Associates P.C.				



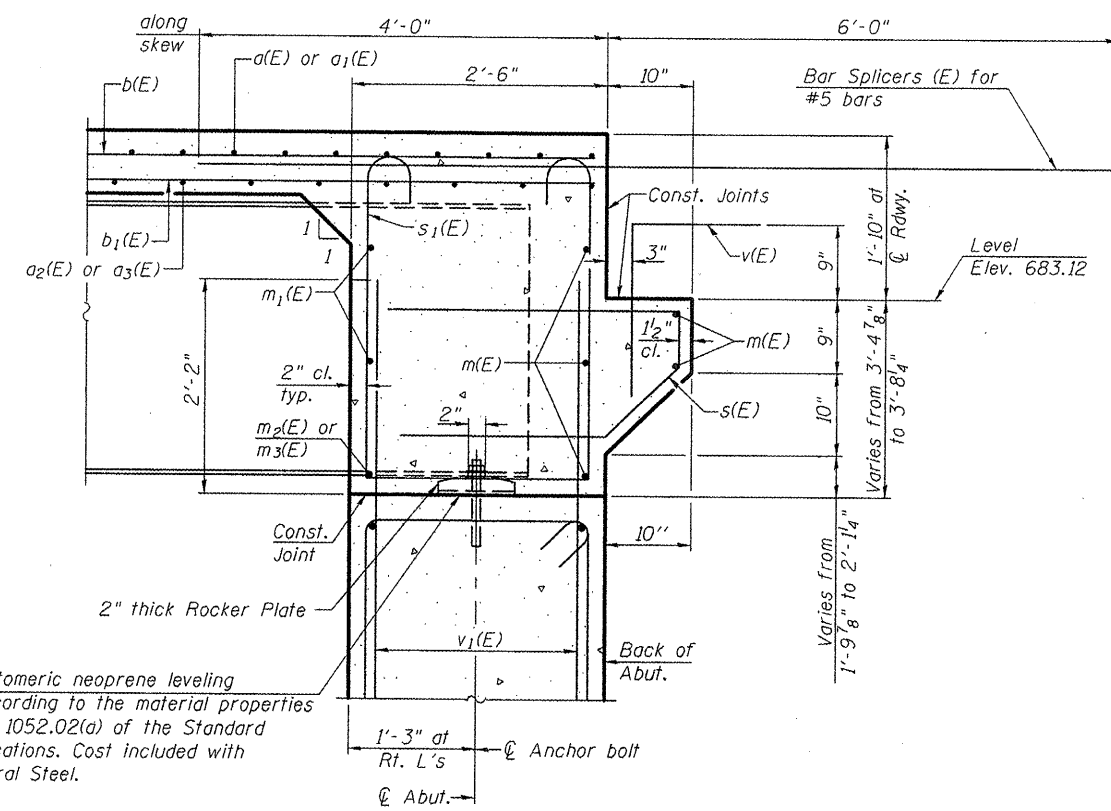
DIAPHRAGM ELEVATION AT ABUTMENT

Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 14 of 35.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 12 of 35.
 For details of bars s(E) & s₁(E) see sheet 14 of 35.
 The s(E) and s₁(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 For location of holes thru web, see sheet 23 of 35.

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



SECTION A-A @ NORTH ABUT.
 Dimensions at right angles to abutment, except as shown.



SECTION A-A @ SOUTH ABUT.
 Dimensions at right angles to abutment, except as shown.

FILE NAME =	USER NAME = seb	DESIGNED - KTH	REVISED -
P:\07files\070286\Phase2\Bridg Plans\15.DiaphragmDetails.0080.dgn		CHECKED - ADL	REVISED -
		PLOT SCALE = 0:2.0000 1' = 1/2" IN.	REVISED -
		PLOT DATE = 12/7/2011	REVISED -
		CHECKED - RJP	REVISED -

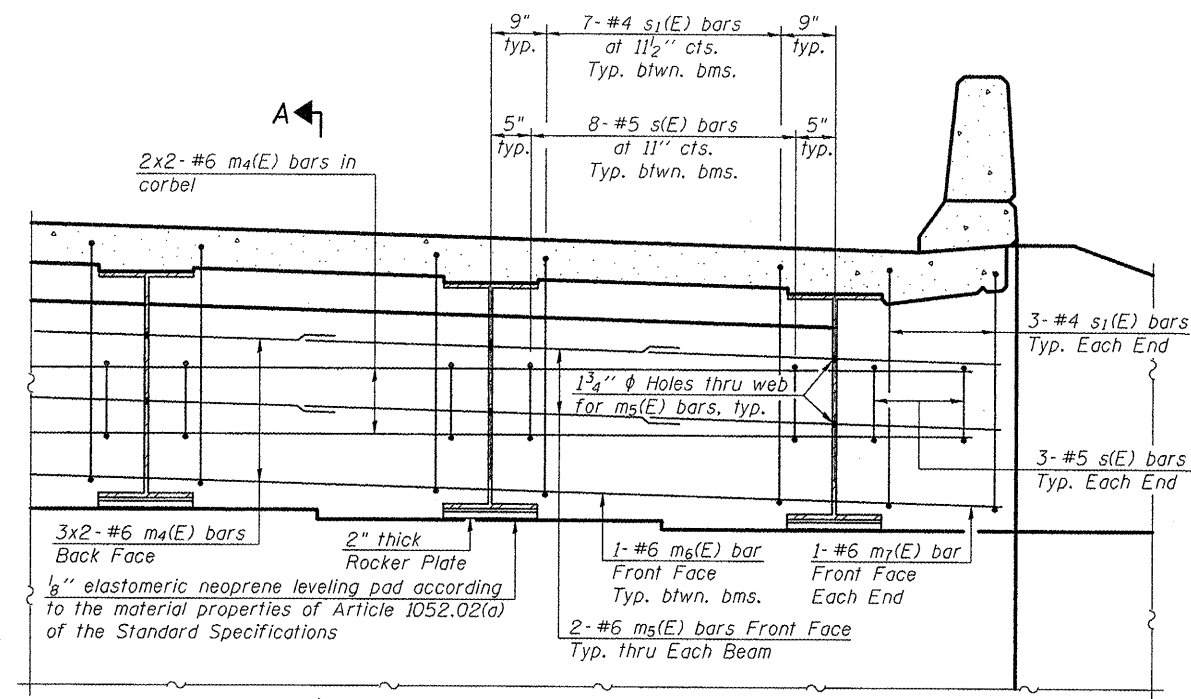
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**DIAPHRAGM DETAILS
 S.N. 055-0080 (NB)**

SHEET NO. 15 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	72
CONTRACT NO. 68691				

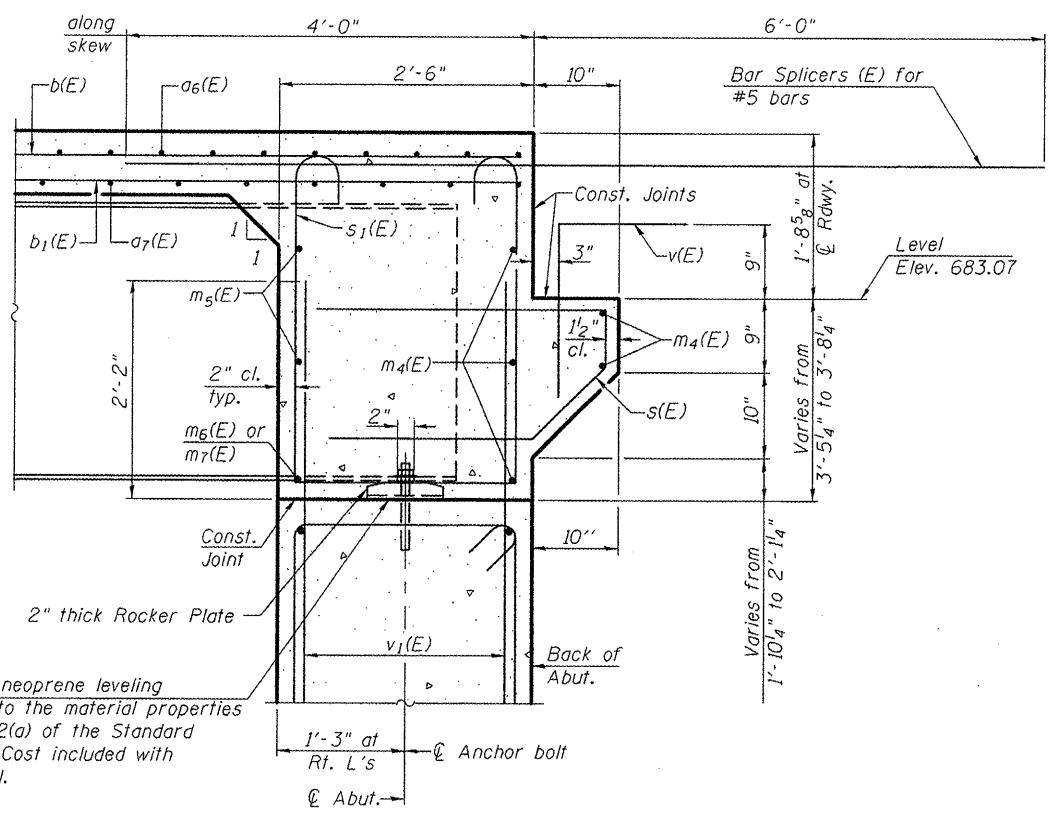
ILLINOIS FED. AID PROJECT
 Kilmer & Associates P.C.



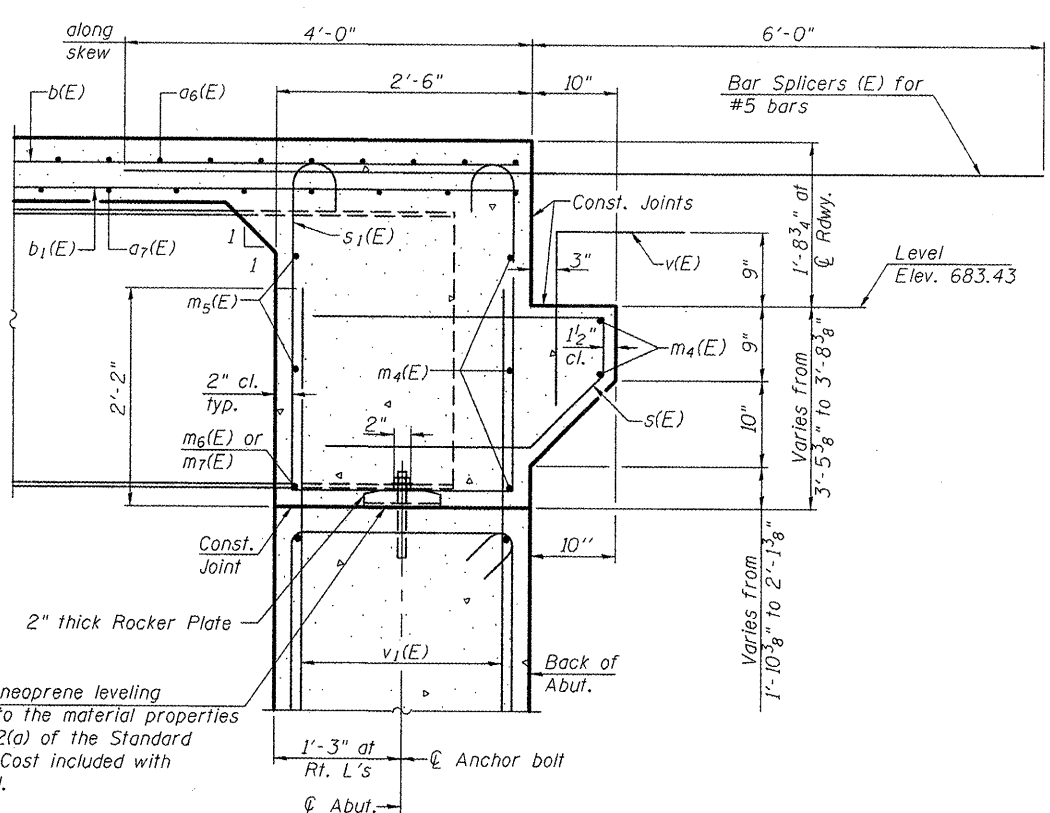
Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 14 of 35.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 13 of 35.
 For details of bars s(E) & s1(E) see sheet 14 of 35.
 The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
 For location of holes thru web, see sheet 23 of 35.

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

DIAPHRAGM ELEVATION AT ABUTMENT

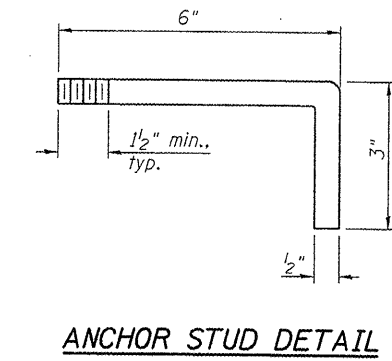
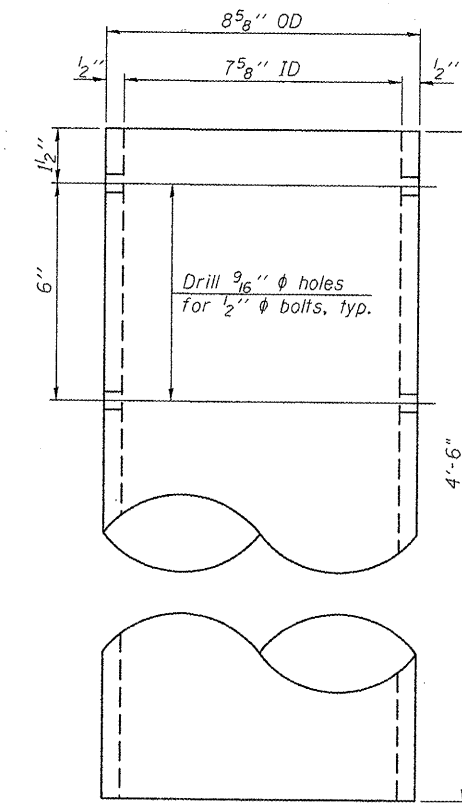
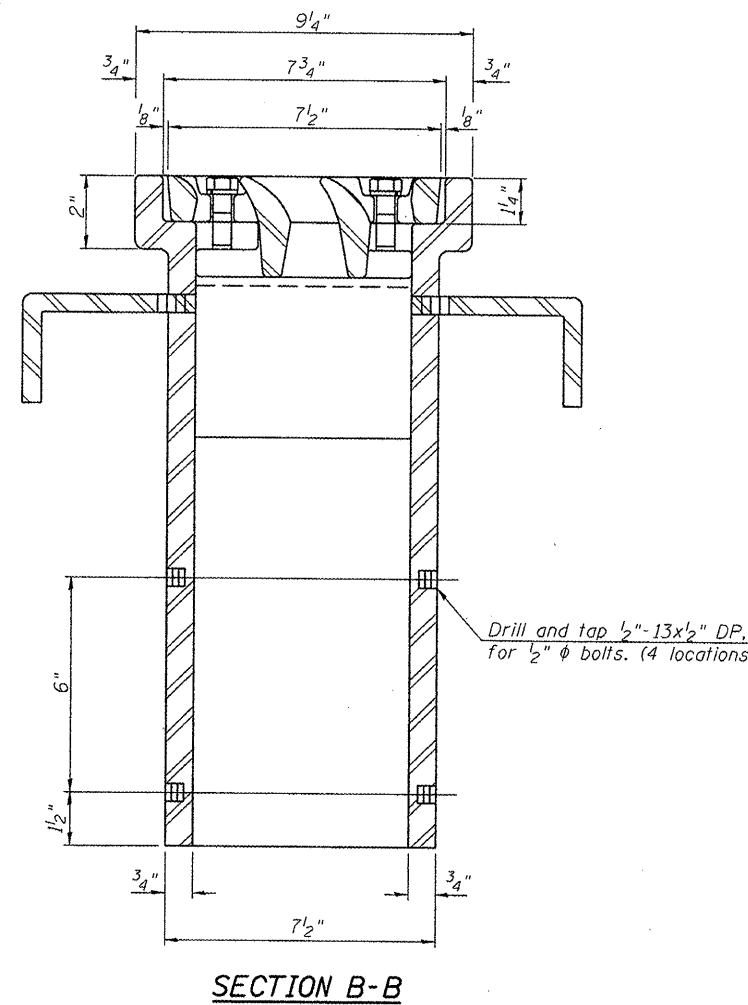
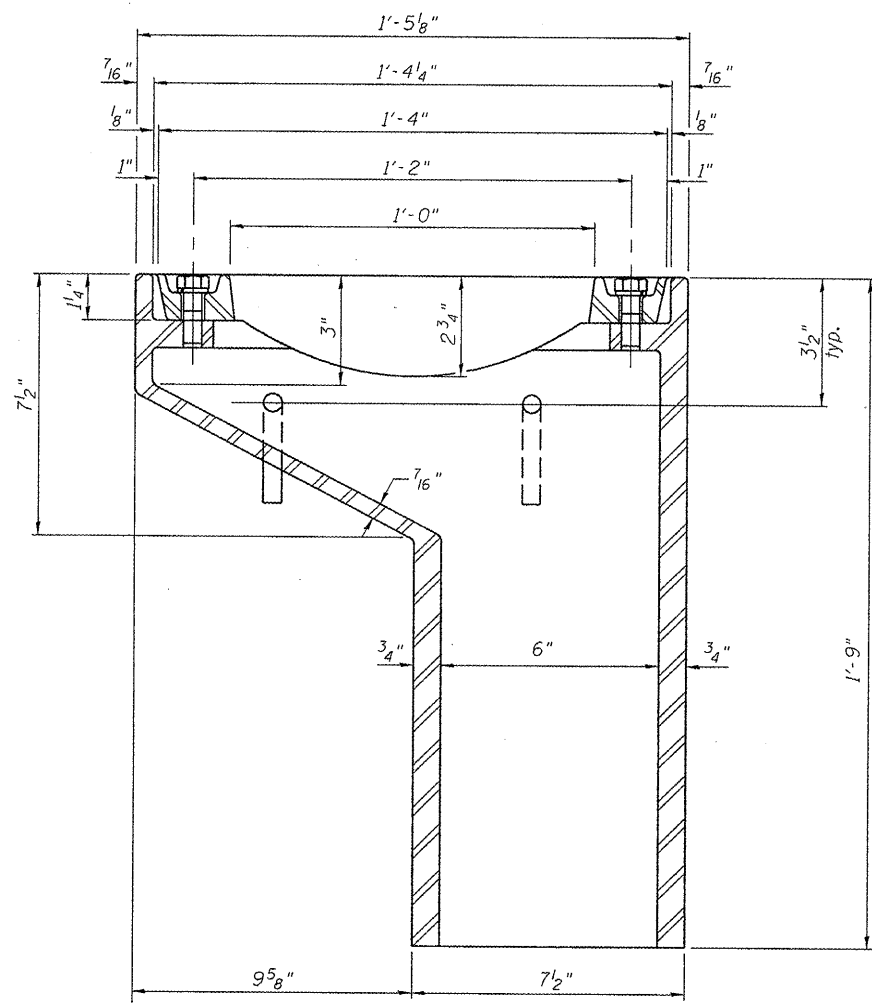
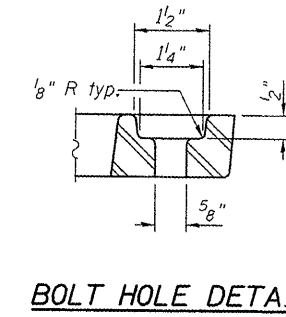
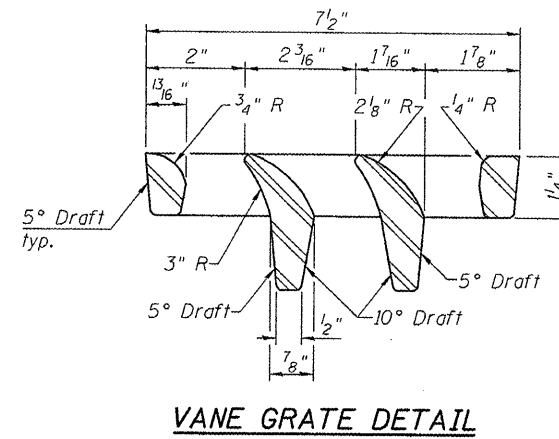
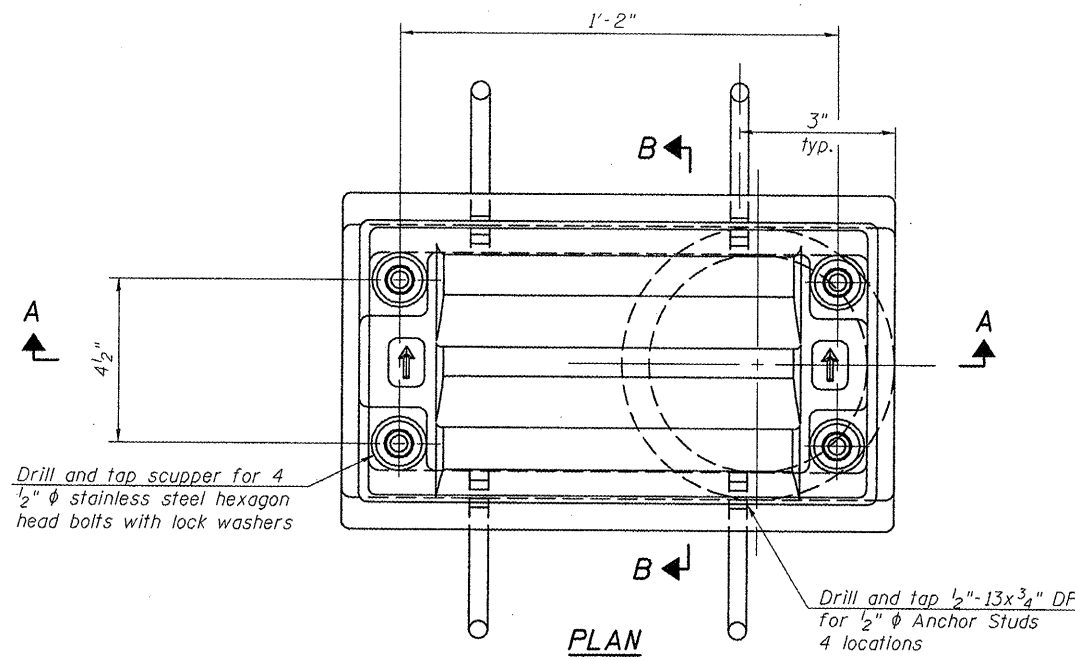


SECTION A-A @ NORTH ABUT.
 Dimensions at right angles to abutment, except as shown.



SECTION A-A @ SOUTH ABUT.
 Dimensions at right angles to abutment, except as shown.

FILE NAME *	USER NAME = srb	DESIGNED - KTH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIAPHRAGM DETAILS S.N. 055-0081 (SB)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\07files\070205\Phase2\Bridg P\ans\16_DiaphragmDetails_0081.dgn		CHECKED - ADL	REVISED -			310	(38B-2)BR	MCDONOUGH	130	73
PLOT SCALE = 0:2.0000 1" = 2' IN.		DRAWN - BGJ	REVISED -			CONTRACT NO. 68691				
PLOT DATE = 12/7/2011		CHECKED - RJP	REVISED -			SHEET NO. 16 OF 35 SHEETS				



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	2

Notes:

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

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

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

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

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

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

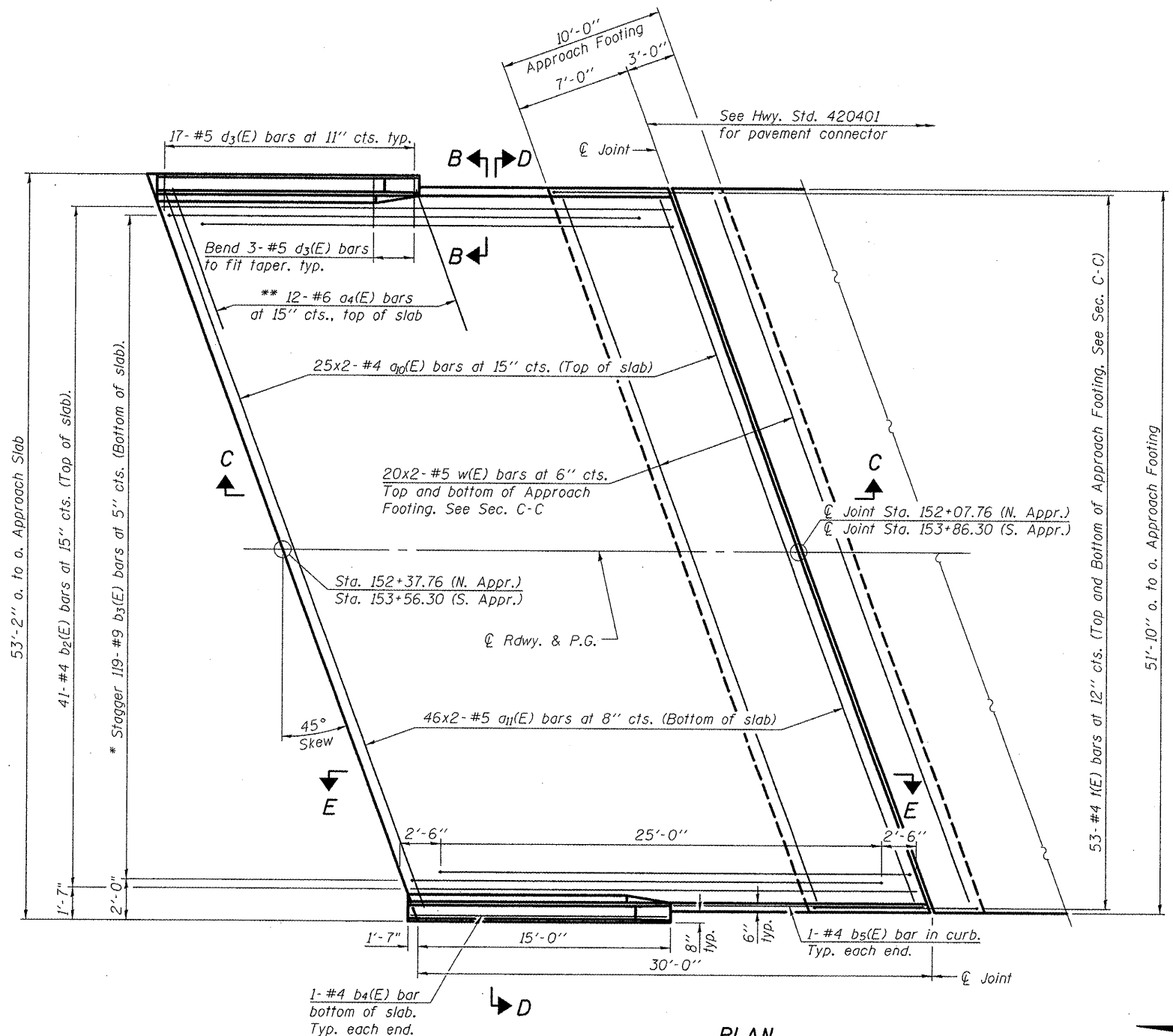
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

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

See sheet of for scupper location relative to parapet.

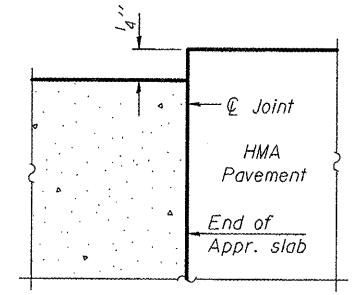
Notes:
 See sheet 19 of 35 for Sections C-C & D-D and View E-E.
 $a_0(E)$ and $a_{11}(E)$ bar spacings measured along C.Rdwy.
 Bars indicated thus 20x2-#5 etc. indicates 20 lines of bars with 2 lengths per line.

MINIMUM BAR LAP
 #4 bar = 2'-7"
 #5 bar = 3'-3"

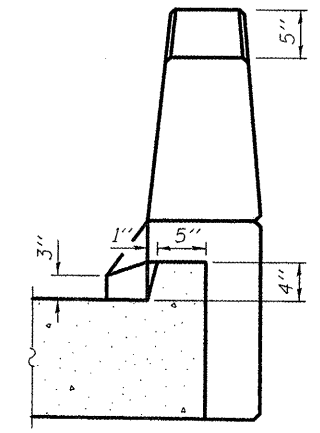


PLAN
 (South approach shown, north approach similar)

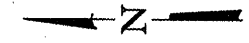
* Tilt #9 $b_3(E)$ bars as required to maintain clearance.
 ** Alternate with $a_0(E)$ bars, typ. each parapet.



FLEXIBLE PAVEMENT
DETAIL A



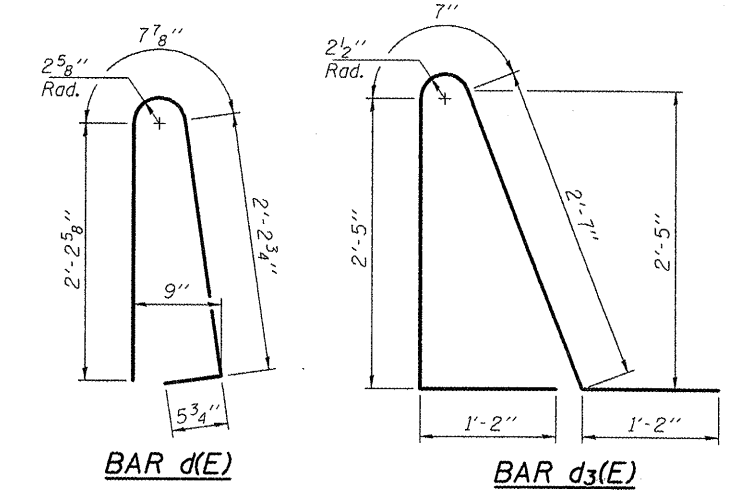
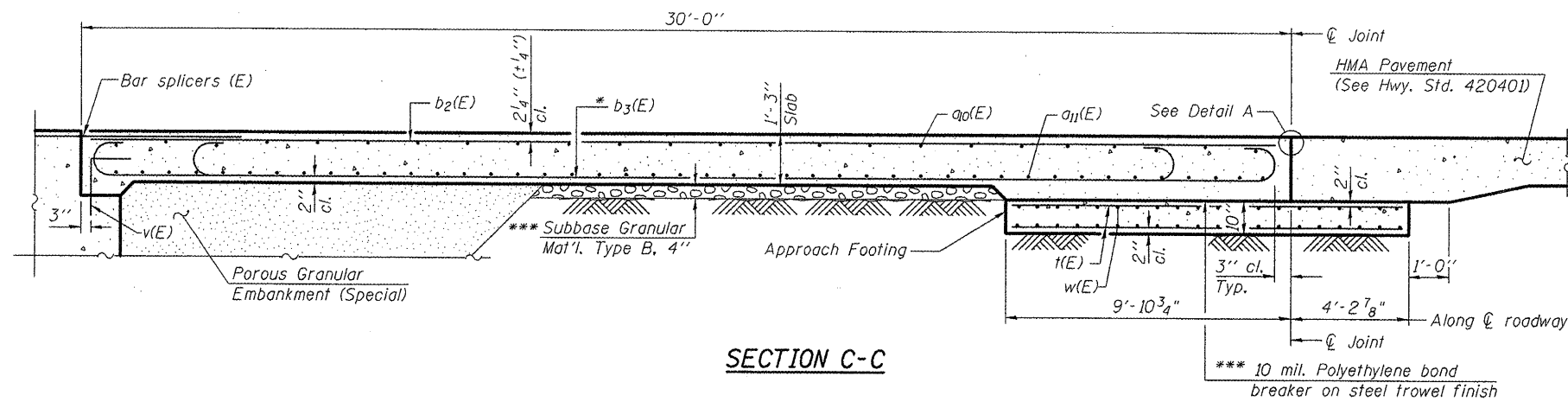
VIEW B-B



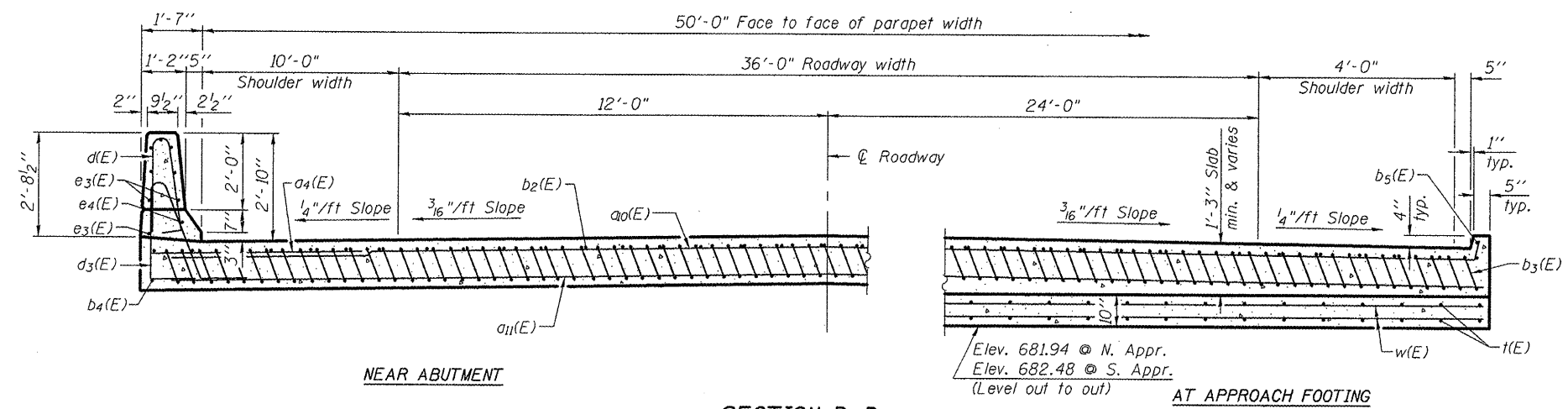
(Sheet 1 of 2)

FILE NAME = P:\07files\070286\Phase2\Bridges\Plans\18_BridgeApproachSlabDetails\0000.dgn	USER NAME = seb	DESIGNED - KTH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS S.N. 055-0080 (NB)	F.A.P. RTE. 310	SECTION (38B-2)BR	COUNTY MCDONOUGH	TOTAL SHEETS 130	SHEET NO. 75	
PLOT SCALE = 0:2.0000 ' / ' IN.	DRAWN - BGJ	CHECKED - ADL	REVISED -			CONTRACT NO. 68691					
PLOT DATE = 12/7/2011	CHECKED - RJP	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT					
SHEET NO. 18 OF 35 SHEETS						Klinaner & Associates P.C.					

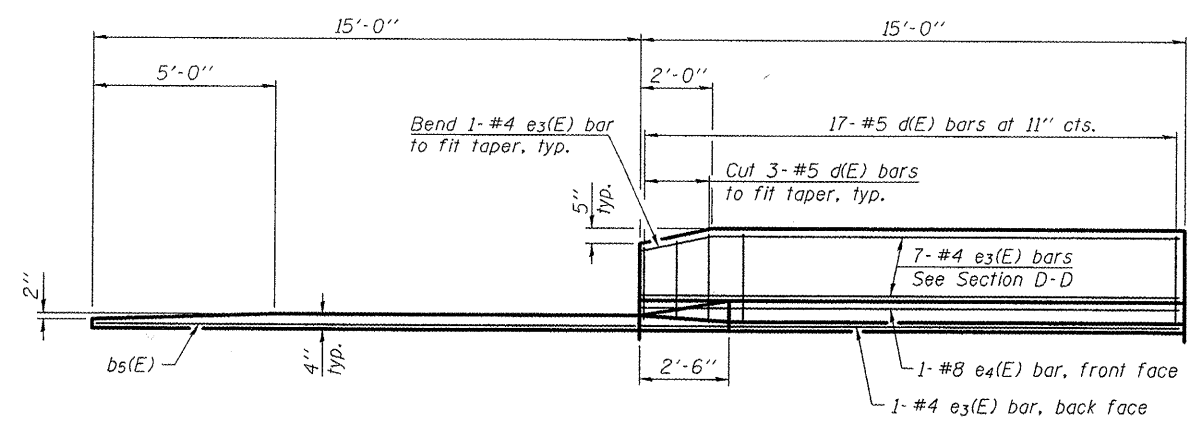
Notes:
 See sheet 18 of 35 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 14 of 35.
 The approach footing maximum applied service bearing pressure (Omax) = 2.0 ksf.
 For bar splicer details, see sheet 30 of 35.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 35.
 For additional parapet details, see sheet 14 of 35.



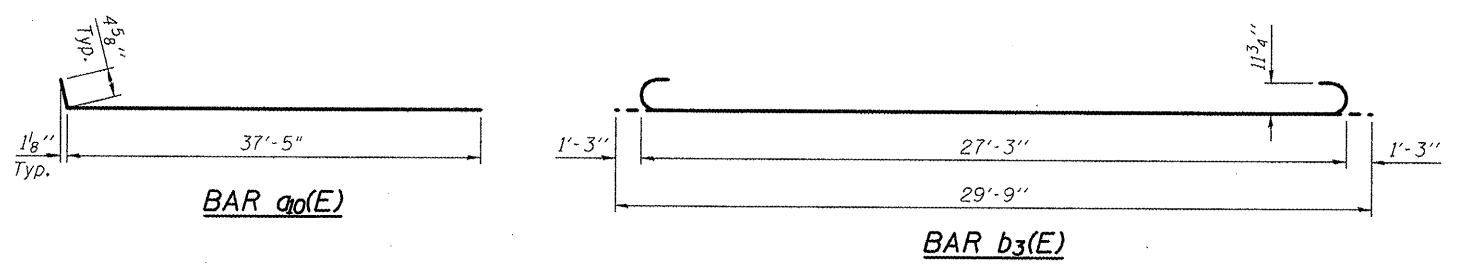
* Tilt #9 b3(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.



SECTION D-D
 (See Plan for dimensions not shown)



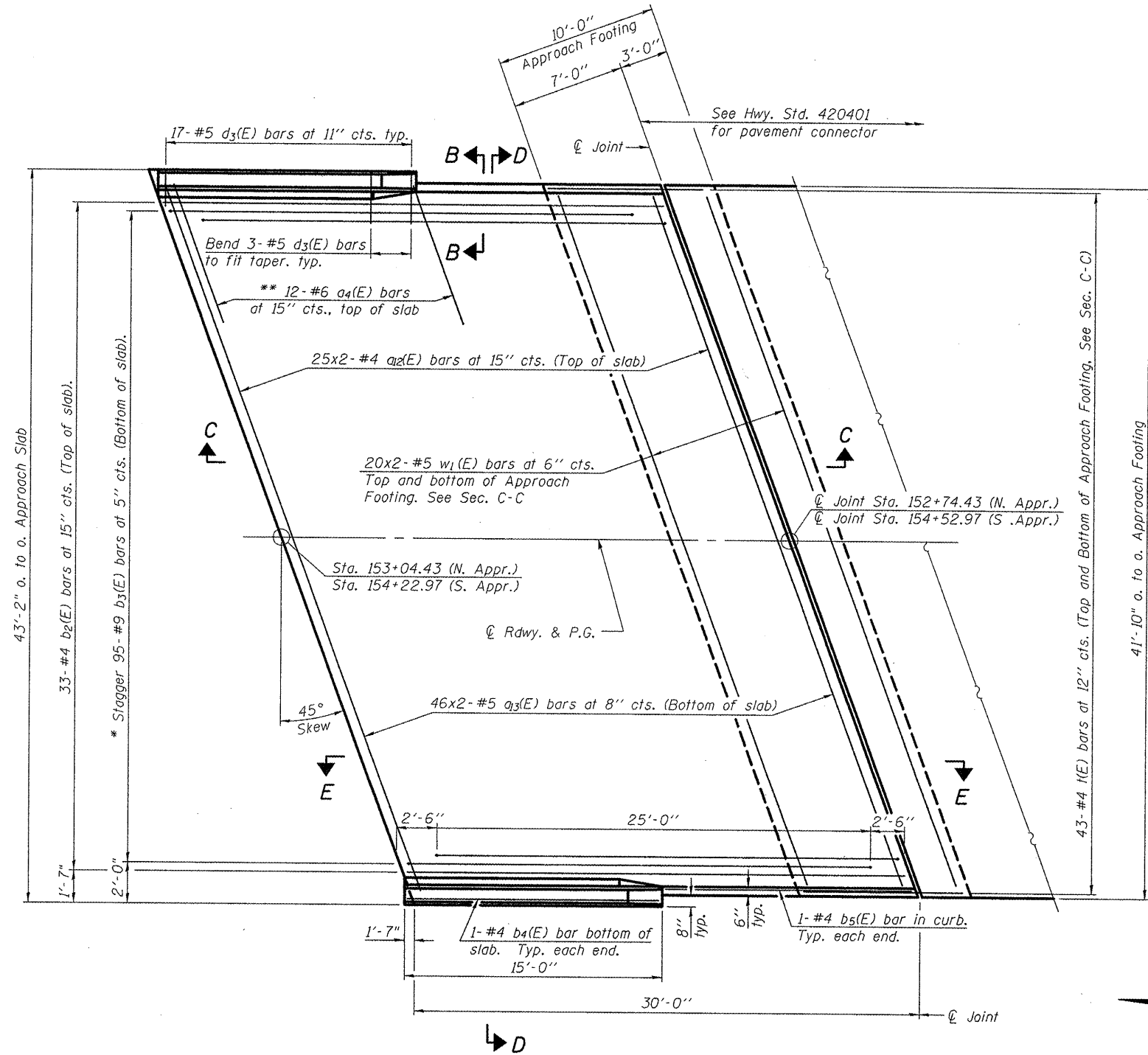
VIEW E-E



**TWO APPROACHES
 BILL OF MATERIAL**

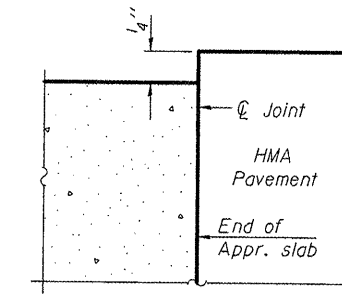
Bar	No.	Size	Length	Shape
a4(E)	48	#6	6'-6"	—
a0(E)	100	#4	37'-10"	—
a1(E)	184	#5	38'-2"	—
b2(E)	82	#4	29'-8"	—
b3(E)	238	#9	29'-9"	—
b4(E)	4	#4	14'-8"	—
b5(E)	4	#4	14'-2"	—
d(E)	68	#5	5'-7"	—
d3(E)	68	#5	7'-11"	—
e3(E)	32	#4	14'-8"	—
e4(E)	4	#8	14'-8"	—
f(E)	212	#4	13'-11"	—
w(E)	160	#5	38'-2"	—
Concrete Superstructure		Cu. Yd.	162.8	
Concrete Structures		Cu. Yd.	45.2	
Reinforcement Bars, Epoxy Coated		Pound	45,860	

Notes:
 See sheet 21 of 35 for Sections C-C & D-D and View E-E.
 $a_2(E)$ and $a_3(E)$ bar spacings measured along C.Rdwy.
 Bars indicated thus 20x2-#5 etc. indicates 20 lines of bars with 2 lengths per line.

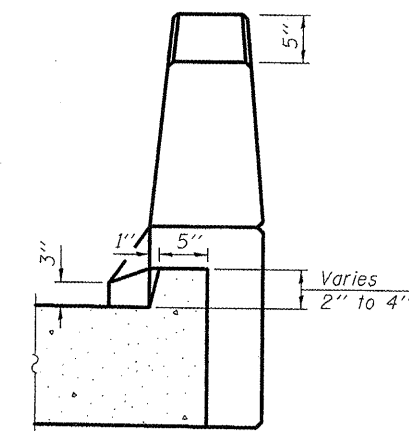


PLAN
 (South approach shown, north approach similar)

* Tilt #9 $b_3(E)$ bars as required to maintain clearance.
 ** Space between $a_2(E)$ bars, typ. each parapet.



**FLEXIBLE PAVEMENT
 DETAIL A**



VIEW B-B

(Sheet 1 of 2)

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
 S.N. 055-0081 (SB)

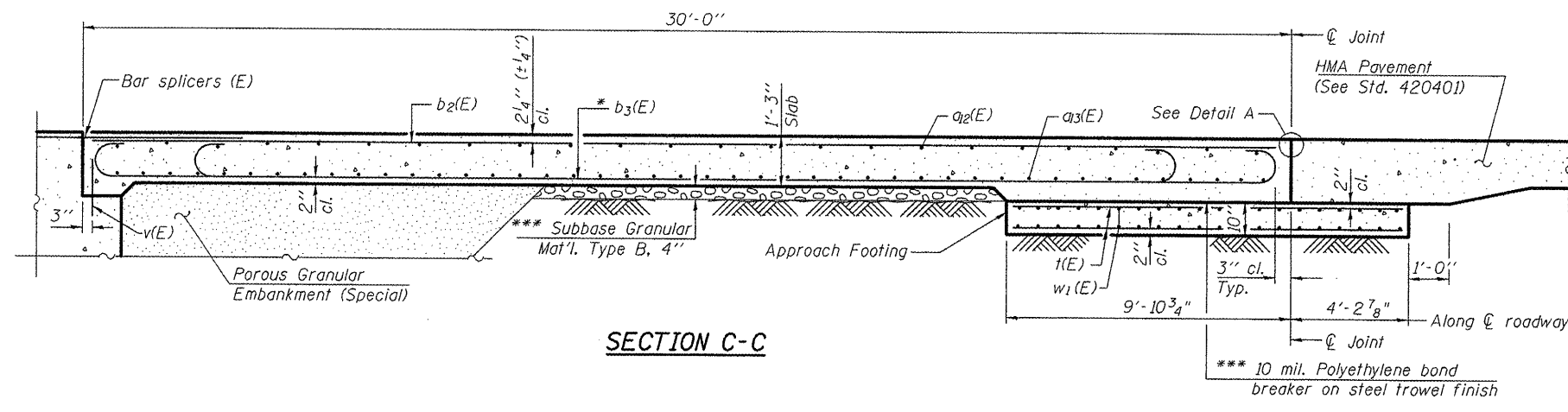
SHEET NO. 20 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	77
CONTRACT NO. 68691				

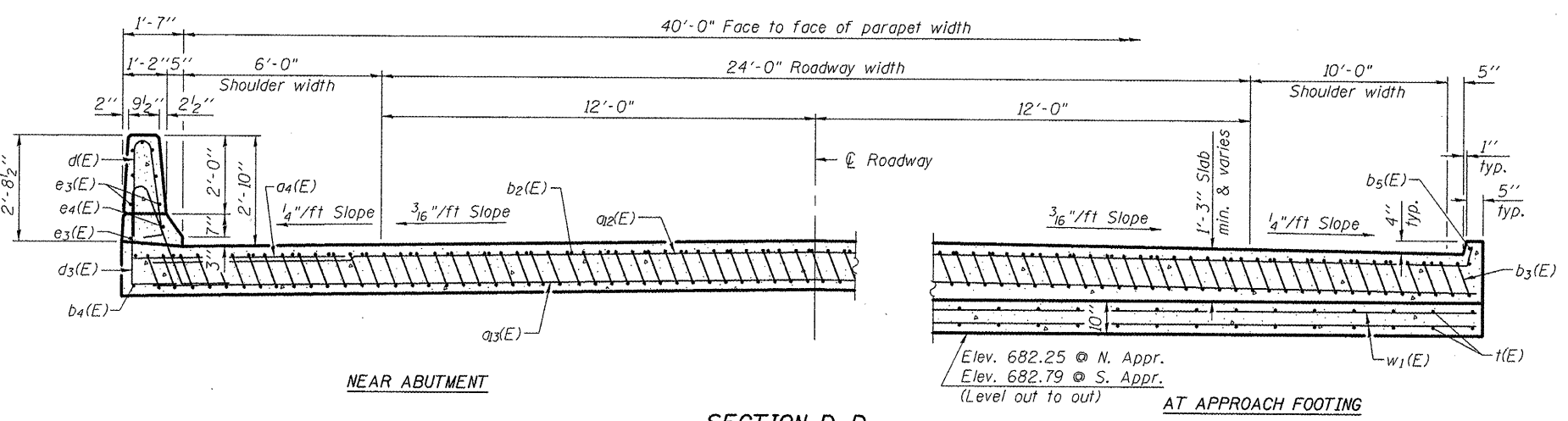
ILLINOIS FED. AID PROJECT
 Kilhamer & Associates P.C.

FILE NAME =	USER NAME = seb	DESIGNED - KTH	REVISED -
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	PLOT SCALE = 0:2,0000 1" / IN.	DRAWN - BGJ	REVISED -
	PLOT DATE = 12/7/2011	CHECKED - RJP	REVISED -

Notes:
 See sheet 20 of 35 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 14 of 35.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet 30 of 35.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 35.
 For additional parapet details, see sheet 14 of 35.

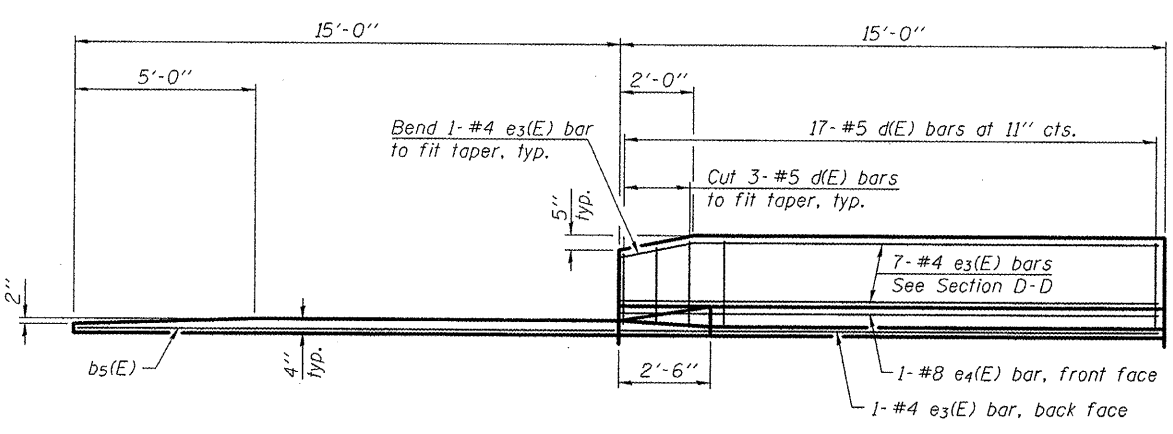


SECTION C-C

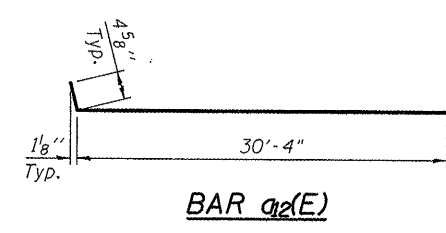


SECTION D-D

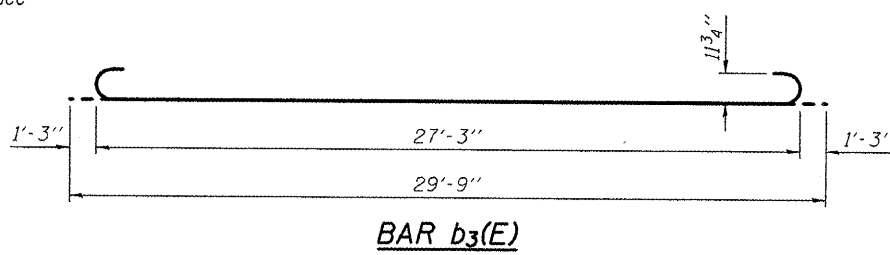
(See Plan for dimensions not shown)



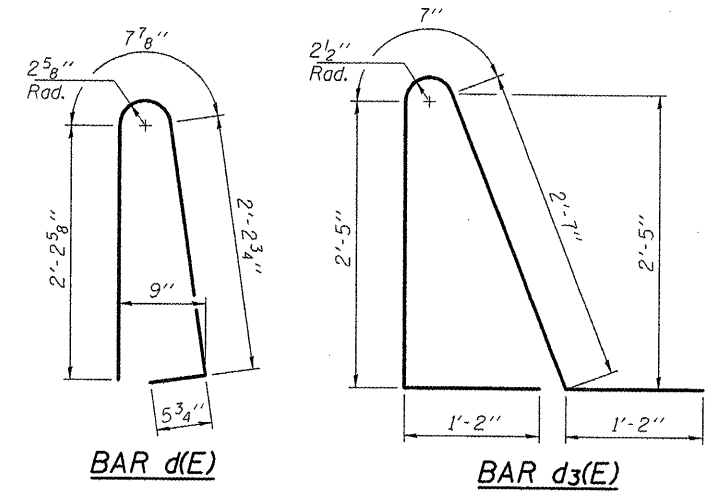
VIEW E-E



BAR a2(E)



BAR b3(E)



BAR d(E)

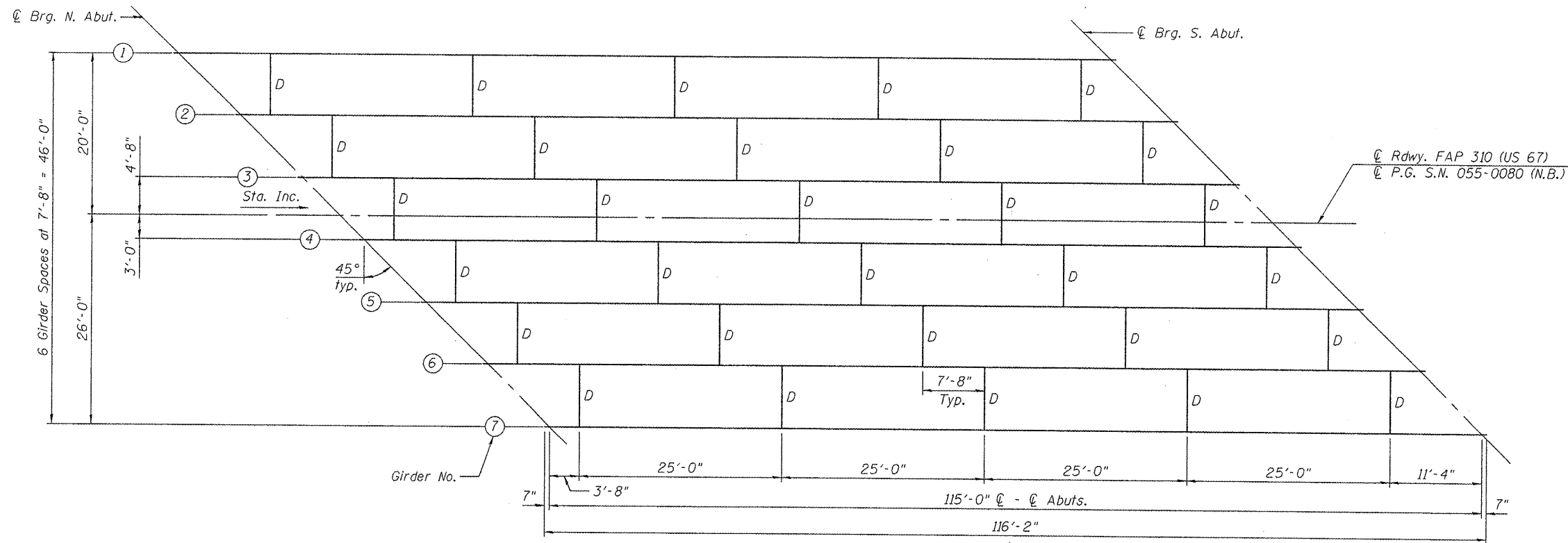
BAR d3(E)

* Tilt #9 b3(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.

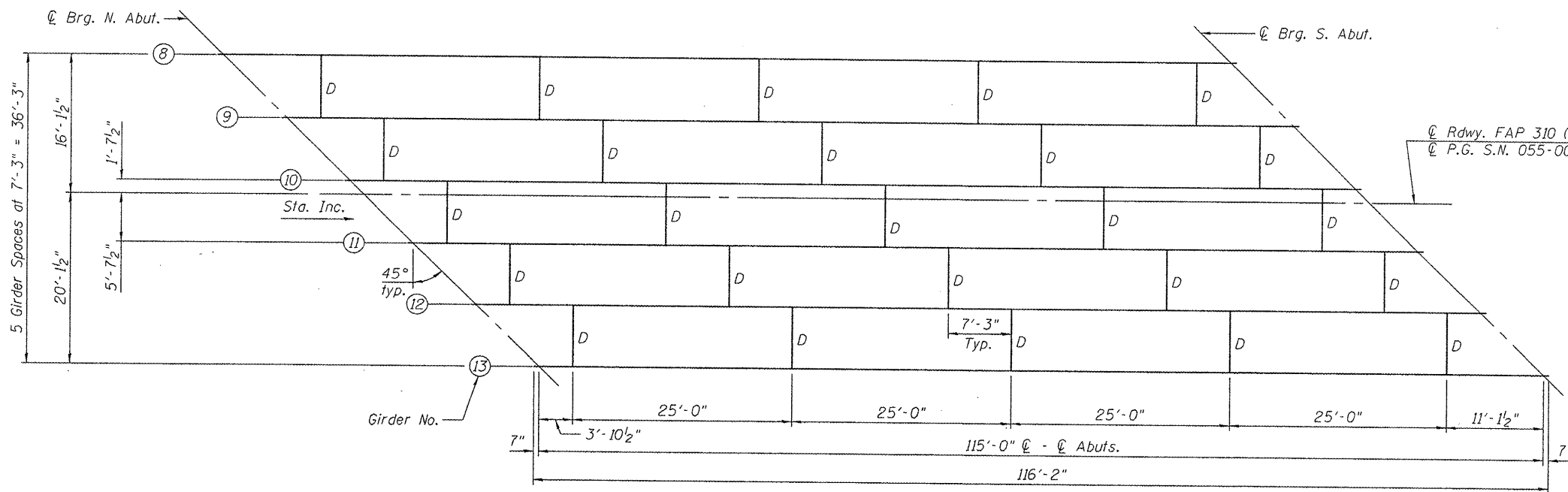
TWO APPROACHES
 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a4(E)	48	#6	6'-6"	—
a2(E)	100	#4	30'-9"	—
a3(E)	184	#5	31'-1"	—
b2(E)	66	#4	29'-8"	—
b3(E)	190	#9	29'-9"	—
b4(E)	4	#4	14'-8"	—
b5(E)	4	#4	14'-2"	—
d(E)	68	#5	5'-7"	Λ
d3(E)	68	#5	7'-11"	Λ
e3(E)	32	#4	14'-8"	—
e4(E)	4	#8	14'-8"	—
t(E)	172	#4	13'-11"	—
w1(E)	160	#5	31'-1"	—
Concrete Superstructure		Cu. Yd.	132.9	
Concrete Structures		Cu. Yd.	36.5	
Reinforcement Bars, Epoxy Coated		Pound	37,310	

(Sheet 2 of 2)



Ⓞ Rdwy. FAP 310 (US 67)
 Ⓞ P.G. S.N. 055-0080 (N.B.)



Ⓞ Rdwy. FAP 310 (US 67)
 Ⓞ P.G. S.N. 055-0081 (S.B.)

← Z → PLAN

Note:
 All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted.

FILE NAME :	USER NAME = seb	DESIGNED - KTH	REVISED -
P:\07files\070286\Phase2\Bridg Plans\22.Framing.Plan.dgn		CHECKED - ADL	REVISED -
	PLOT SCALE = 0:2.0000 1' / IN.	DRAWN - BGJ	REVISED -
	PLOT DATE = 12/7/2011	CHECKED - RJP	REVISED -

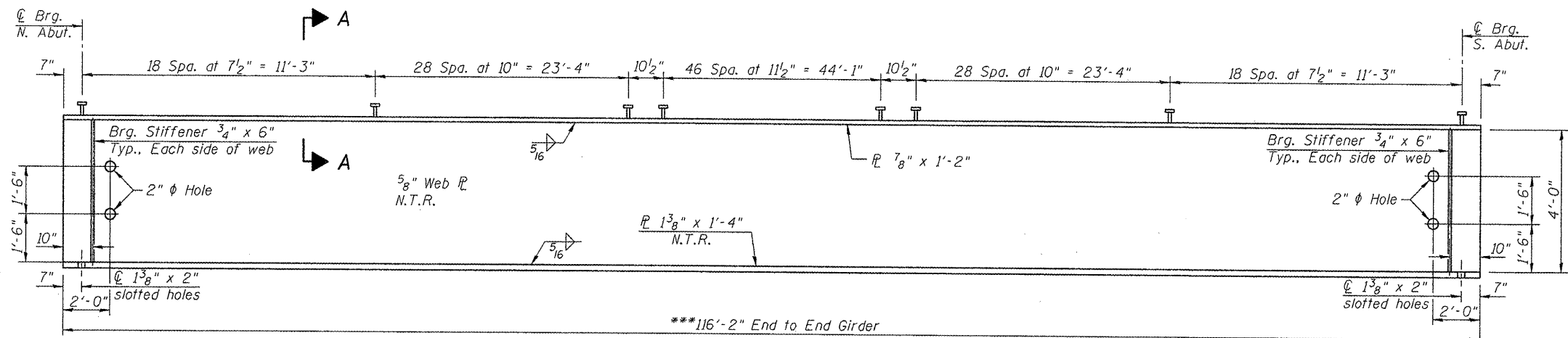
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
 S.N. 055-0080 (NB) & S.N. 055-0081 (SB)

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	138B-2BR	MCDONOUGH	130	79
				CONTRACT NO. 68691

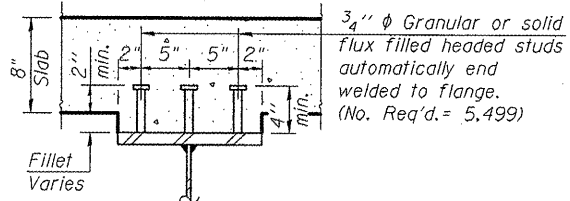
SHEET NO. 22 OF 35 SHEETS

[ILLINOIS] FED. AID PROJECT
 Kllnaner & Associates P.C.

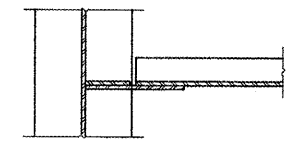


GIRDER ELEVATION
 "NTR" denotes plates to which toughness requirements are applicable.

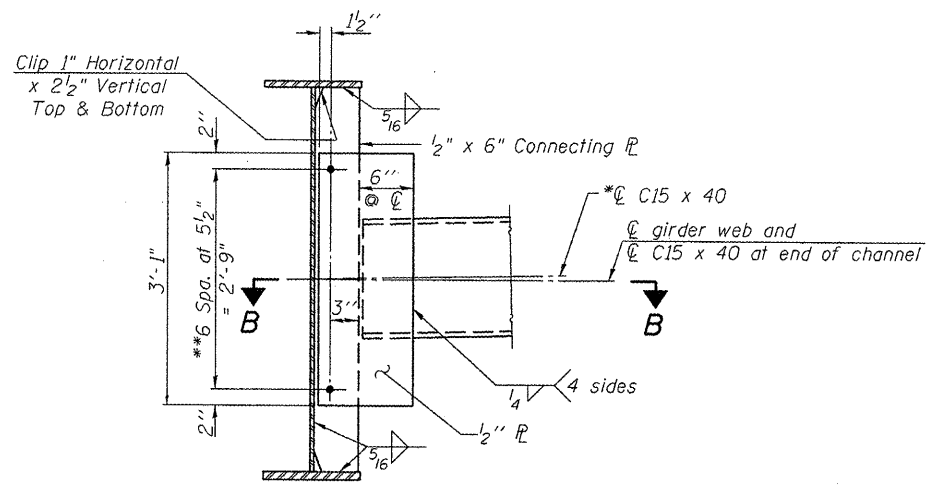
SHIM PLATE TABLE	
Size	Location
9" x 1'-4" x 5/8"	Girder 3 - N. Abut.
9" x 1'-4" x 1/4"	Girder 4 - N. Abut.
9" x 1'-4" x 5/8"	Girder 3 - S. Abut.
9" x 1'-4" x 1/4"	Girder 4 - S. Abut.
9" x 1'-4" x 1/2"	Girder 10 - N. Abut.
9" x 1'-4" x 1/2"	Girder 10 - S. Abut.



SECTION A-A

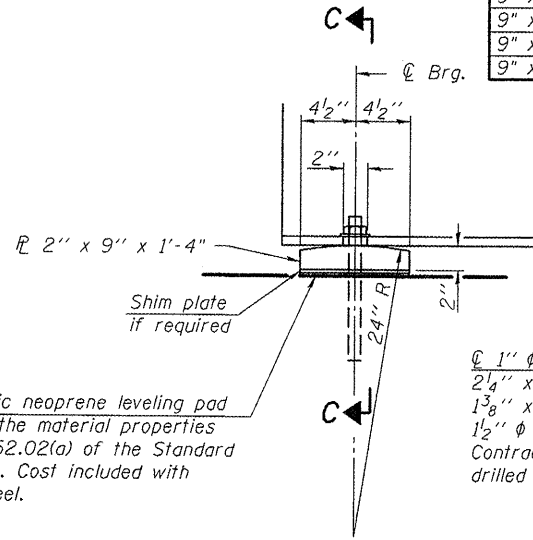


SECTION B-B



INTERIOR DIAPHRAGM, D
 (55 Required)

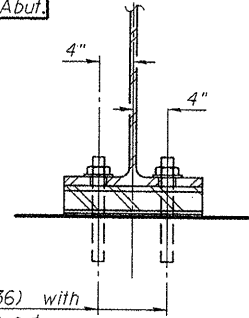
Notes:
 Two hardened washers required for each set of oversized holes.
 *Alternate C15x50 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.
 **3/4" φ HS bolts, 15/16" φ holes



ELEVATION AT ABUTMENT

FIXED BEARING

Notes:
 Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
 ***The Contractor shall submit plans showing bracing details for transporting, erection, and deck forming for the section to Engineer for approval.
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.



SECTION C-C

S.N. 055-0080

INTERIOR GIRDER MOMENT TABLE		
0.5 Sp. 1		
I_s	(in ⁴)	25,563
$I_c(n)$	(in ⁴)	66,184
$I_c(3n)$	(in ⁴)	47,084
S_s	(in ³)	1,185
$S_c(n)$	(in ³)	1,642
$S_c(3n)$	(in ³)	1,493
DC1	(k/')	1.048
MDC1	('k)	1,732
DC2	(k/')	0.129
MDC2	('k)	213
DW	(k/')	0.357
MDW	('k)	590
$M\ell + IM$	('k)	2,053
M_u (Strength I)	('k)	6,909
$\phi_r M_n$	('k)	8,261
f_s DC1	(ksi)	17.5
f_s DC2	(ksi)	1.7
f_s DW	(ksi)	4.7
f_s ($\ell + IM$)	(ksi)	15.0
f_s (Service II)	(ksi)	43.4
$0.95R_n F_y$	(ksi)	47.5
V_r	(k)	66.5

*Compact Sections

INTERIOR GIRDER REACTION TABLE		
Abut.		
R_{DC1}	(k)	61.2
R_{DC2}	(k)	7.4
R_{DW}	(k)	20.5
$R_{\ell + IM}$	(k)	118.4
R_{Total}	(k)	207.5

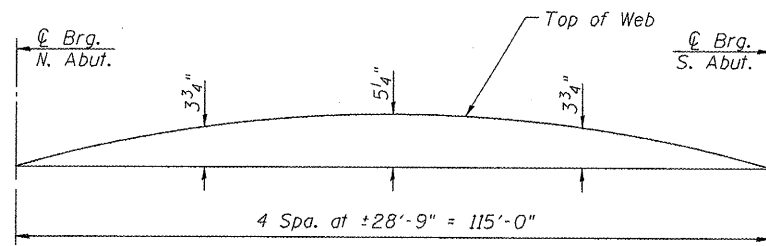
S.N. 055-0081

INTERIOR GIRDER MOMENT TABLE		
0.5 Sp. 1		
I_s	(in ⁴)	25,563
$I_c(n)$	(in ⁴)	65,169
$I_c(3n)$	(in ⁴)	46,247
S_s	(in ³)	1,185
$S_c(n)$	(in ³)	1,636
$S_c(3n)$	(in ³)	1,485
DC1	(k/')	1.005
MDC1	('k)	1,661
DC2	(k/')	0.150
MDC2	('k)	248
DW	(k/')	0.333
MDW	('k)	551
$M\ell + IM$	('k)	1,974
M_u (Strength I)	('k)	6,667
$\phi_r M_n$	('k)	8,118
f_s DC1	(ksi)	16.8
f_s DC2	(ksi)	2.0
f_s DW	(ksi)	4.4
f_s ($\ell + IM$)	(ksi)	14.5
f_s (Service II)	(ksi)	42.1
$0.95R_n F_y$	(ksi)	47.5
V_r	(k)	64.8

*Compact Sections

INTERIOR GIRDER REACTION TABLE		
Abut.		
R_{DC1}	(k)	58.7
R_{DC2}	(k)	8.6
R_{DW}	(k)	19.2
$R_{\ell + IM}$	(k)	114.1
R_{Total}	(k)	200.6

- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to short-term composite live loads (in⁴ and in³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- $M\ell + IM$: Un-factored live load moment plus dynamic load allowance (impact) ((kip-ft.).
- M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\ell + IM}$
- $\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
- f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
 M_{DC1} / S_{sc}
- f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
 $M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.
- f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
 $M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.
- f_s ($\ell + IM$): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
 $M_{\ell + IM} / S_c(n)$ or $M_{\ell + IM} / S_c(cr)$ as applicable.
- f_s (Service II): Sum of stresses as computed below (ksi).
 $f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s(\ell + IM)$
- $0.95R_n F_y$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- V_r : Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

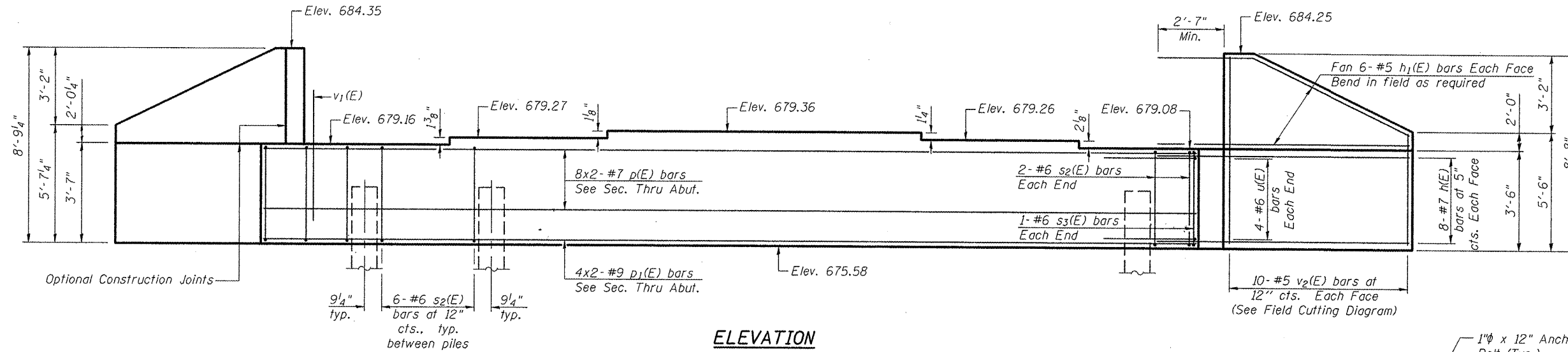


CAMBER DIAGRAM

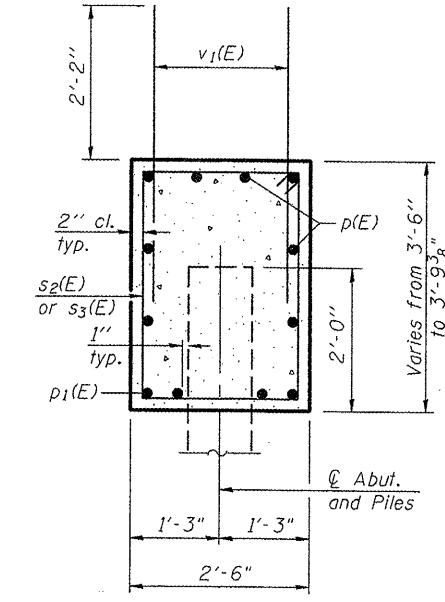
TOP OF WEB ELEVATIONS		
Girder No.	C. Brg. N. Abut.	C. Brg. S. Abut.
1	683.368	683.718
2	683.548	683.908
3	683.698	684.048
4	683.748	684.098
5	683.648	683.998
6	683.558	683.908
7	683.448	683.798
8	683.668	684.018
9	683.818	684.178
10	683.958	684.308
11	683.918	684.268
12	683.818	684.168
13	683.688	684.048

Ⓢ For fabrication only.

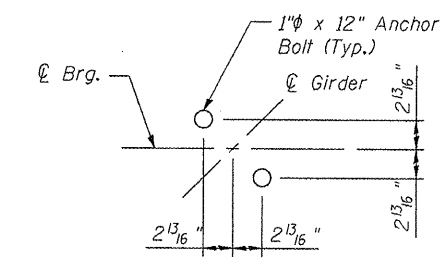
Notes:
 Pour steps monolithically with cap.
 Space reinforcement to miss anchor bolts.



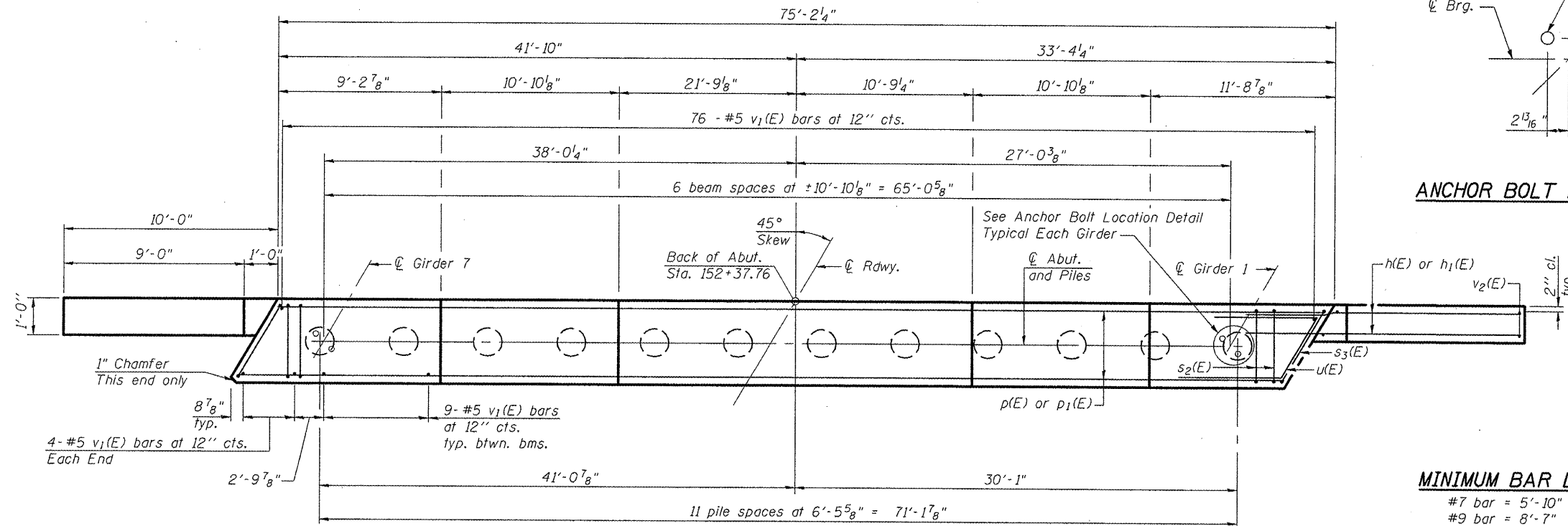
ELEVATION



SEC. THRU ABUT.



ANCHOR BOLT LOCATION DETAIL



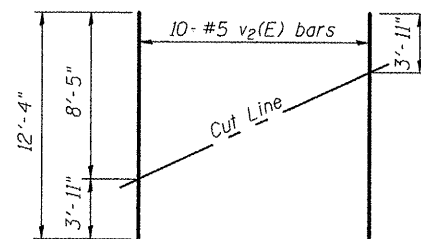
PLAN

MINIMUM BAR LAP

#7 bar = 5'-10"
 #9 bar = 8'-7"

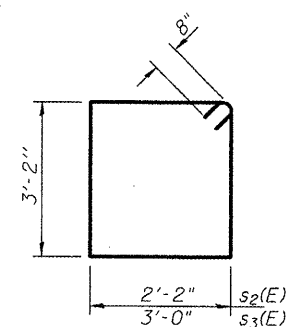
PILE DATA

Type: Metal Shell - 14"φ with 0.312" walls
 Nominal Required Bearing: 439 Kips/Pile
 Factored Resistance Available: 242 Kips/Pile
 Est. Length: 32 Ft./Pile
 No. Production Piles: 11
 No. Test Piles: 1

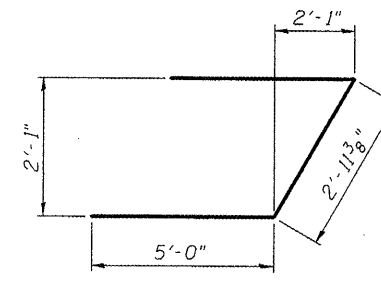


FIELD CUTTING DIAGRAM

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



BARS s2(E) & s3(E)



BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#7	14'-3"	—
h1(E)	24	#5	14'-3"	—
p(E)	16	#7	40'-5"	—
p1(E)	8	#9	41'-10"	—
s2(E)	70	#6	12'-0"	□
s3(E)	2	#6	13'-8"	□
u(E)	8	#6	13'-0"	┘
v1(E)	138	#5	4'-4"	—
v2(E)	20	#5	12'-4"	—
Structure Excavation		Cu. Yd.	47	
Concrete Structures		Cu. Yd.	30.7	
Reinforcement Bars, Epoxy Coated		Pound	6,090	
Furnishing Metal Shell Piles 14" X 0.312"		Foot	352	
Driving Piles		Foot	352	
Test Pile Metal Shells		Each	1	

For details of piles see sheet 29 of 35.

FILE NAME =	USER NAME = seb	DESIGNED - KTH	REVISED -
P:\07Files\070286\Phase2\Bridg Plans\25_N.ABUT_0080.dgn		CHECKED - ADL	REVISED -
		DRAWN - BGG	REVISED -
		CHECKED - RJP	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT
 S.N. 055-0080 (NB)

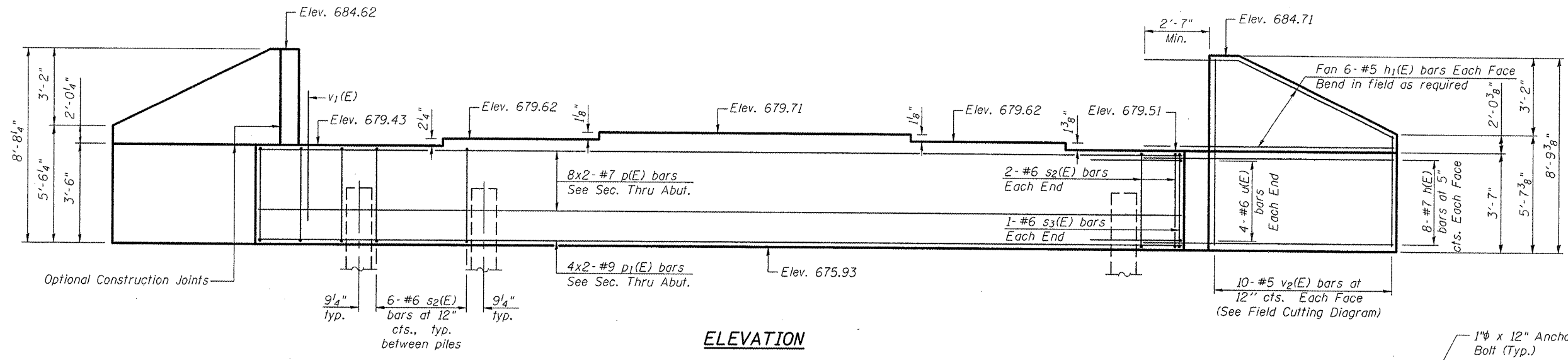
SHEET NO. 25 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	82

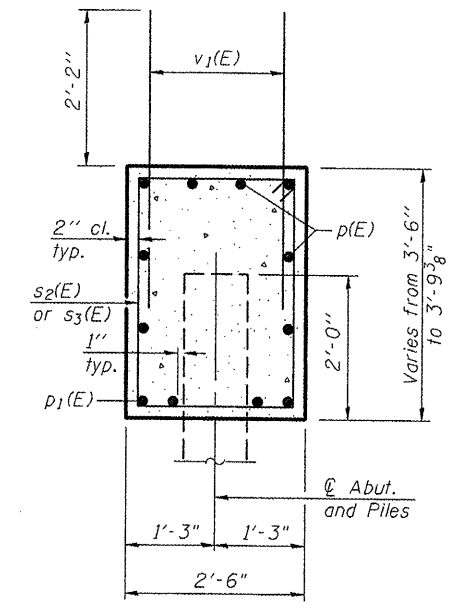
CONTRACT NO. 68691

ILLINOIS FED. AID PROJECT
 Kliner & Associates P.C.

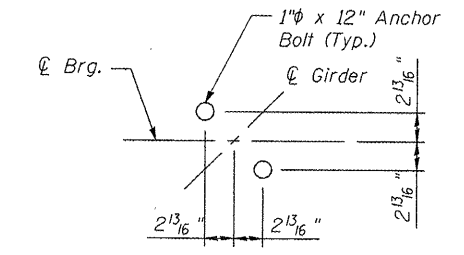
Notes:
 Pour steps monolithically with cap.
 Space reinforcement to miss anchor bolts.



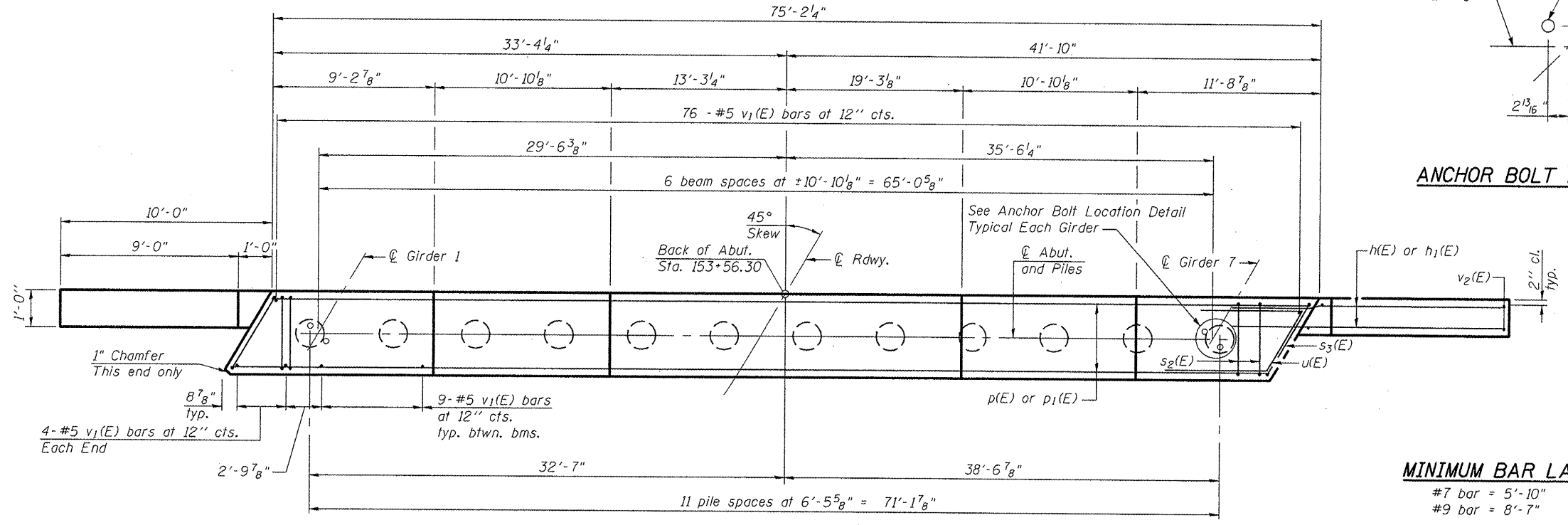
ELEVATION



SEC. THRU ABUT.



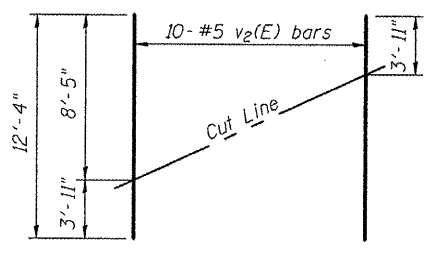
ANCHOR BOLT LOCATION DETAIL



PLAN

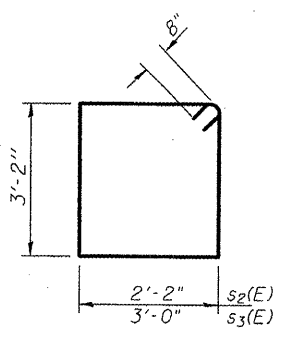
MINIMUM BAR LAP
 #7 bar = 5'-10"
 #9 bar = 8'-7"

PILE DATA
 Type: Metal Shell - 14"φ with 0.312" walls
 Nominal Required Bearing: 480 Kips/Pile
 Factored Resistance Available: 264 Kips/Pile
 Est. Length: 87 Ft./Pile
 No. Production Piles: 11
 No. Test Piles: 1

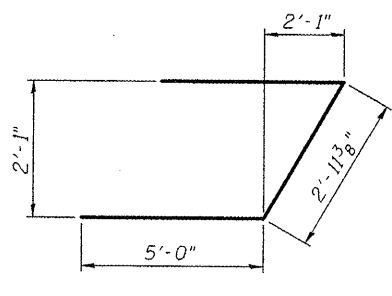


FIELD CUTTING DIAGRAM

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



BARS s2(E) & s3(E)



BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#7	14'-3"	—
h1(E)	24	#5	14'-3"	—
p(E)	16	#7	40'-5"	—
p1(E)	8	#9	41'-10"	—
s2(E)	70	#6	12'-0"	□
s3(E)	2	#6	13'-8"	□
u(E)	8	#6	13'-0"	┘
v1(E)	138	#5	4'-4"	—
v2(E)	20	#5	12'-4"	—
Structure Excavation		Cu. Yd.	47	
Concrete Structures		Cu. Yd.	30.7	
Reinforcement Bars, Epoxy Coated		Pound	6,090	
Furnishing Metal Shell Piles 14" X 0.312"		Foot	957	
Driving Piles		Foot	957	
Test Pile Metal Shells		Each	1	

For details of piles see sheet 29 of 35.

FILE NAME *	USER NAME * seb	DESIGNED - KTH	REVISED -
P:\07f1es\070286\Phase2\Bridg Plans\26_S_ABUT_0000.dgn		CHECKED - ADL	REVISED -
		DRAWN - BGJ	REVISED -
		CHECKED - RJP	REVISED -
PLOT SCALE * 0.20000 '1' / IN.			
PLOT DATE * 12/7/2011			

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

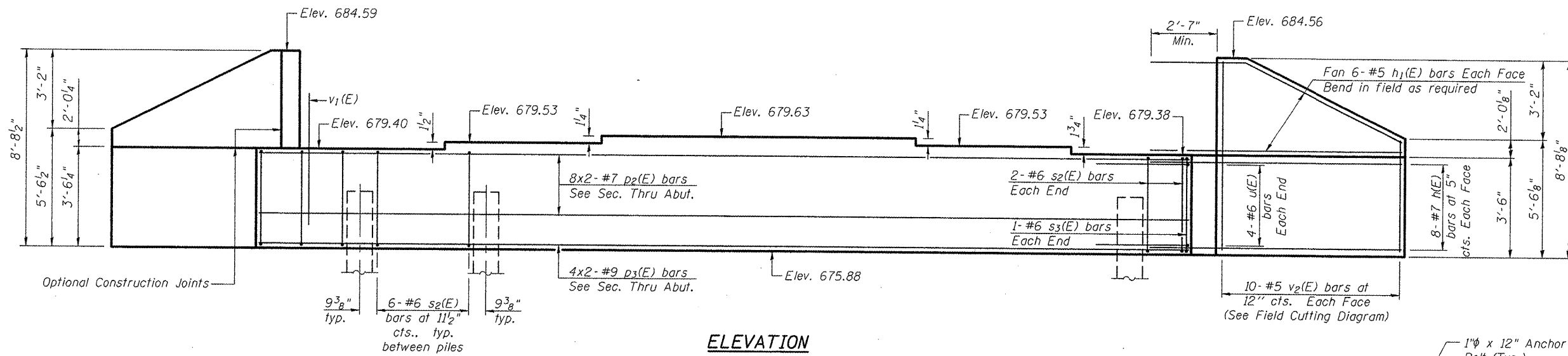
**SOUTH ABUTMENT
 S.N. 055-0080 (NB)**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	83
			CONTRACT NO. 68691	

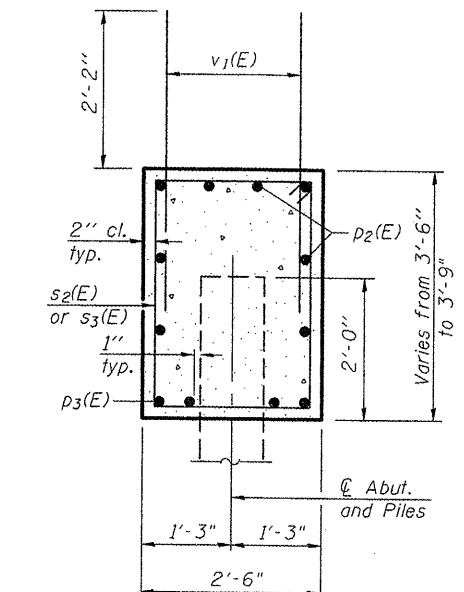
SHEET NO. 26 OF 35 SHEETS

ILLINOIS FED. AID PROJECT
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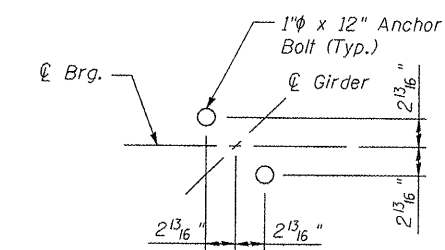
Notes:
 Four steps monolithically with cap.
 Space reinforcement to miss anchor bolts.



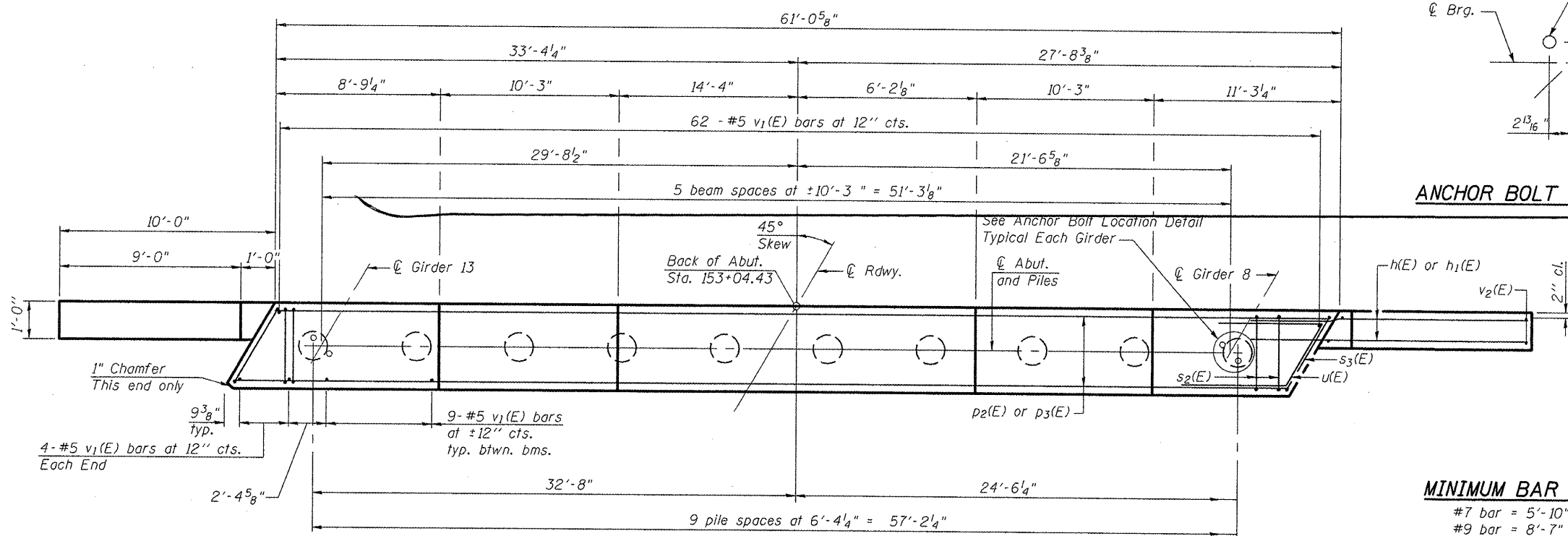
ELEVATION



SEC. THRU ABUT.



ANCHOR BOLT LOCATION DETAIL



PLAN

MINIMUM BAR LAP
 #7 bar = 5'-10"
 #9 bar = 8'-7"

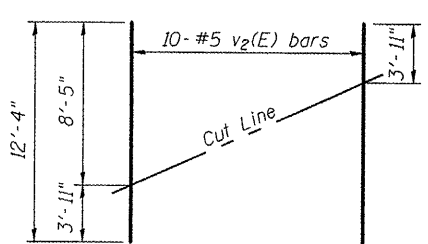
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#7	14'-3"	
h1(E)	24	#5	14'-3"	
p2(E)	16	#7	33'-4"	
p3(E)	8	#9	34'-9"	
s2(E)	58	#6	12'-0"	□
s3(E)	2	#6	13'-8"	□
u(E)	8	#6	13'-0"	┌
v1(E)	115	#5	4'-4"	
v2(E)	20	#5	12'-4"	
Structure Excavation		Cu. Yd.	43	
Concrete Structures		Cu. Yd.	25.6	
Reinforcement Bars, Epoxy Coated		Pound	5,340	
Furnishing Metal Shell Piles 14" X 0.312"		Foot	693	
Driving Piles		Foot	693	
Test Pile Metal Shells		Each	1	

For details of piles see sheet 29 of 35.

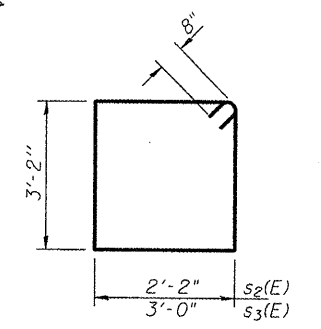
PILE DATA

Type: Metal Shell - 14"φ with 0.312" walls
 Nominal Required Bearing: 462 Kips/Pile
 Factored Resistance Available: 254 Kips/Pile
 Est. Length: 77 Ft./Pile
 No. Production Piles: 9
 No. Test Piles: 1

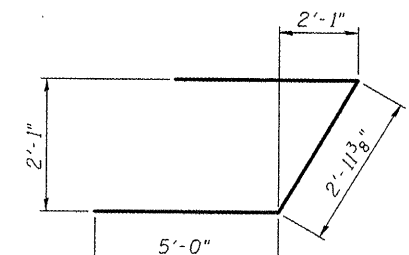


FIELD CUTTING DIAGRAM

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

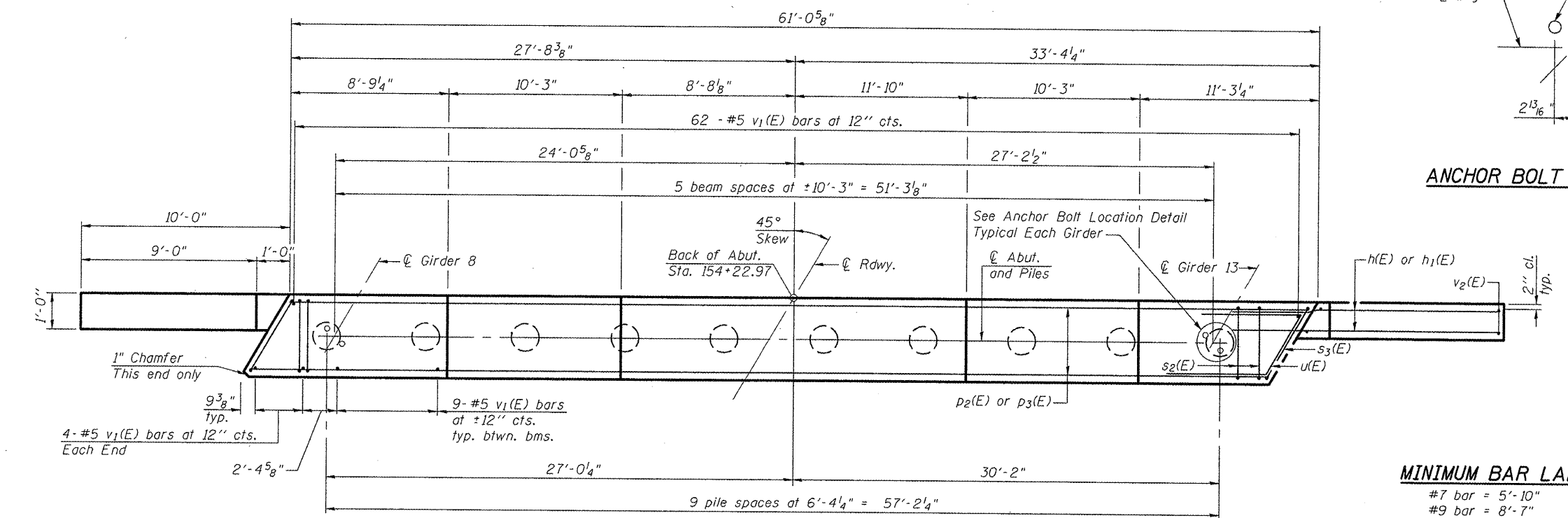
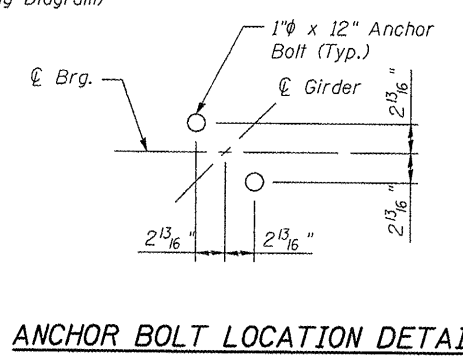
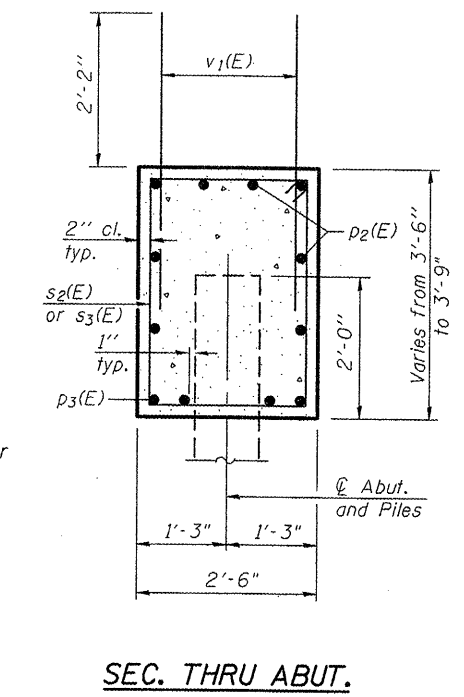
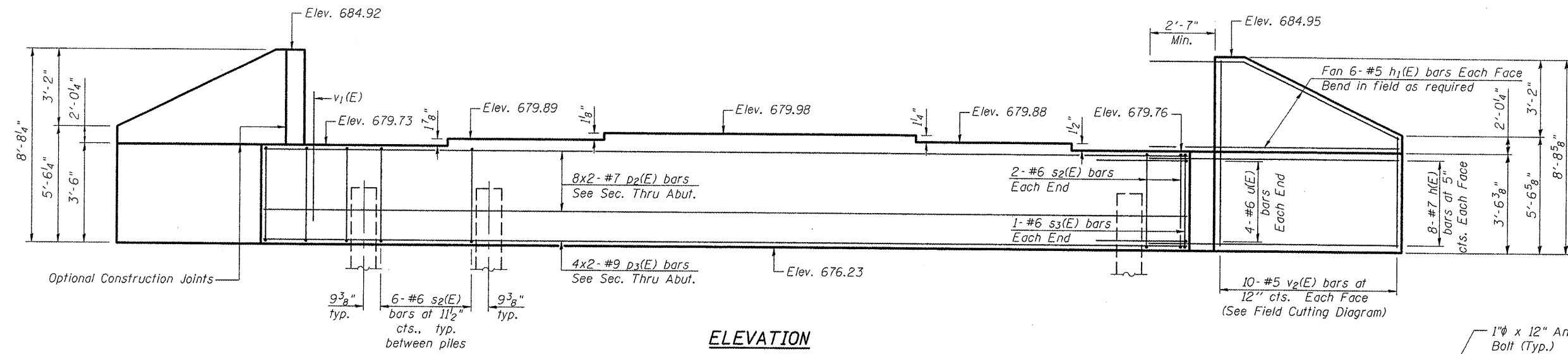


BARS s2(E) & s3(E)



BAR u(E)

Notes:
 Pour steps monolithically with cap.
 Space reinforcement to miss anchor bolts.



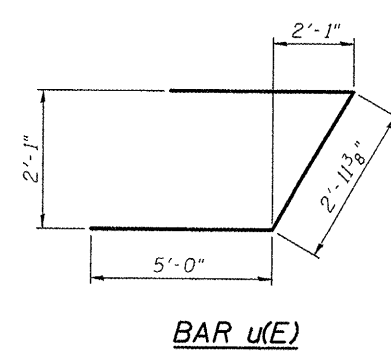
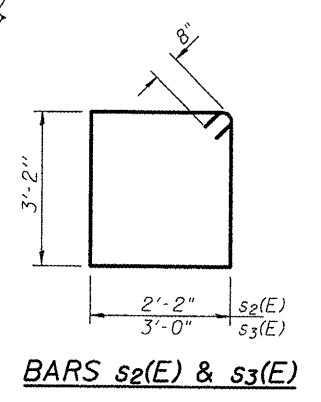
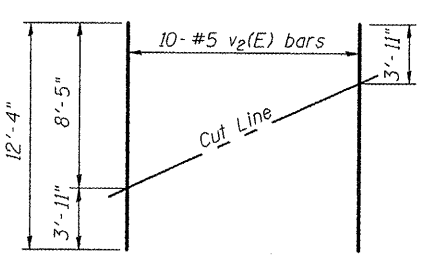
MINIMUM BAR LAP
 #7 bar = 5'-10"
 #9 bar = 8'-7"

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	32	#7	14'-3"	
h ₁ (E)	24	#5	14'-3"	
p ₂ (E)	16	#7	33'-4"	
p ₃ (E)	8	#9	34'-9"	
s ₂ (E)	58	#6	12'-0"	
s ₃ (E)	2	#6	13'-8"	
u(E)	8	#6	13'-0"	
v ₁ (E)	115	#5	4'-4"	
v ₂ (E)	20	#5	12'-4"	
Structure Excavation		Cu. Yd.	41	
Concrete Structures		Cu. Yd.	25.6	
Reinforcement Bars, Epoxy Coated		Pound	5,340	
Furnishing Metal Shell Piles 14" X 0.312"		Foot	783	
Driving Piles		Foot	783	
Test Pile Metal Shells		Each	1	

For details of piles see sheet 29 of 35.

PILE DATA
 Type: Metal Shell - 14"Ø with 0.312" walls
 Nominal Required Bearing: 507 Kips/Pile
 Factored Resistance Available: 279 Kips/Pile
 Est. Length: 87 Ft./Pile
 No. Production Piles: 9
 No. Test Piles: 1



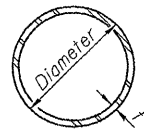
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SOUTH ABUTMENT
 S.N. 055-0081 (SB)

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	138B-218R	MCDONOUGH	130	85

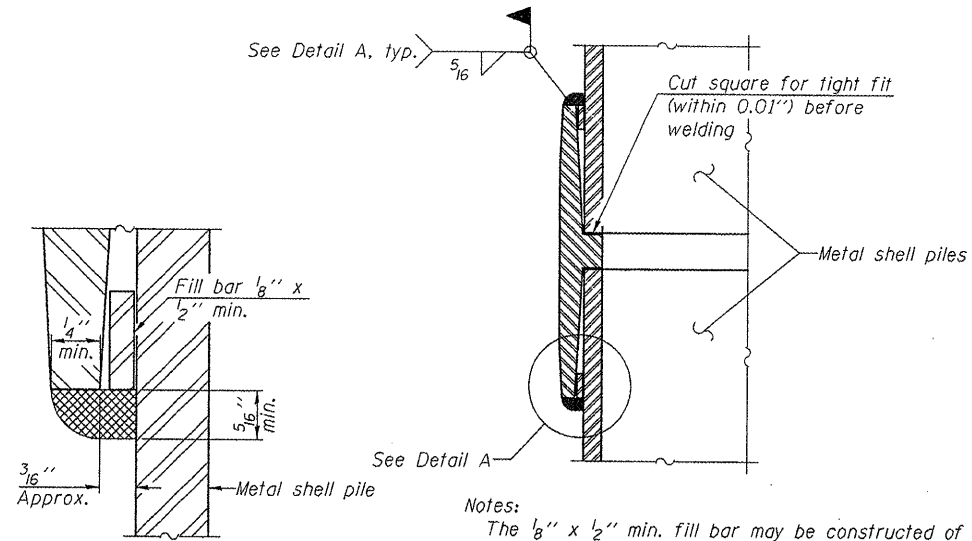
SHEET NO. 28 OF 35 SHEETS

ILLINOIS FED. AID PROJECT
 Klinaner & Associates P.C.



METAL SHELL PILE TABLE

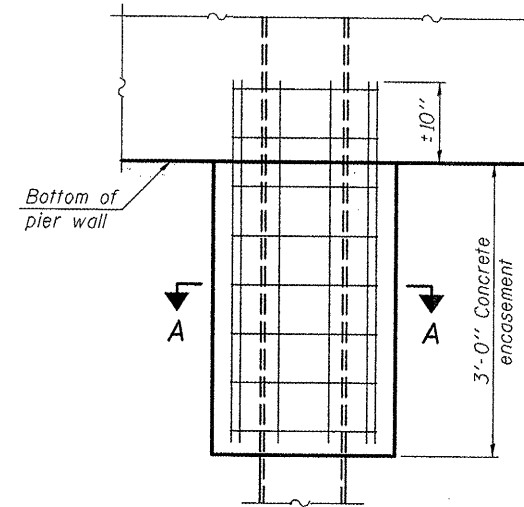
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



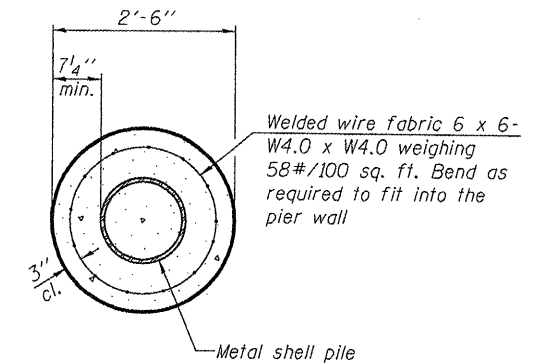
DETAIL A

Notes:
 The 1/2" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
 Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE



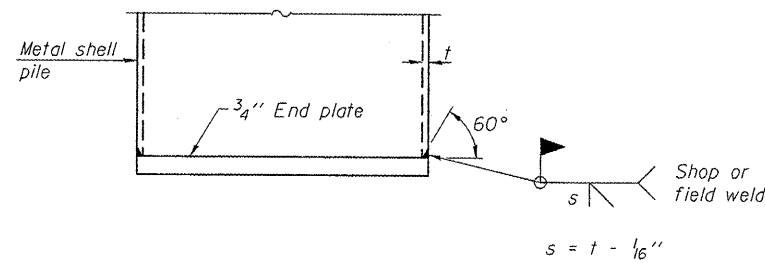
ELEVATION



SECTION A-A

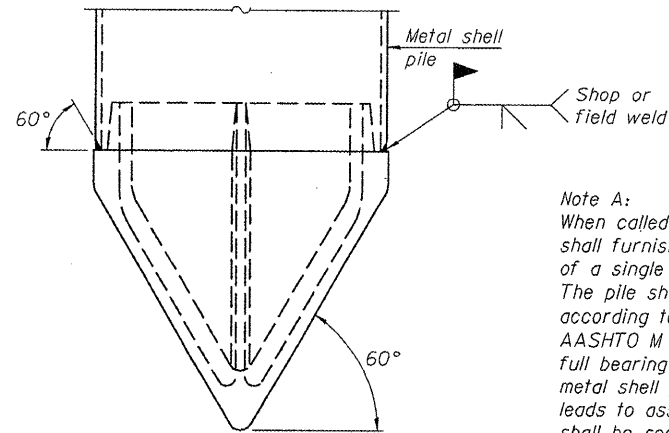
Note:
 Forms for encasement may be omitted when soil conditions permit.

CONCRETE ENCASEMENT AT PIERS



END PLATE ATTACHMENT

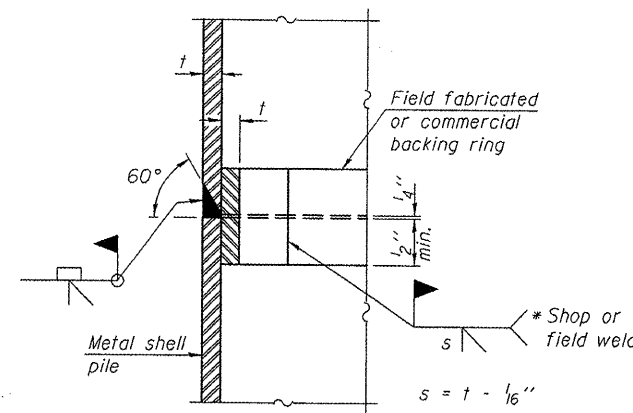
$s = t - 1/16"$



METAL SHELL PILE SHOE ATTACHMENT

(See Note A)

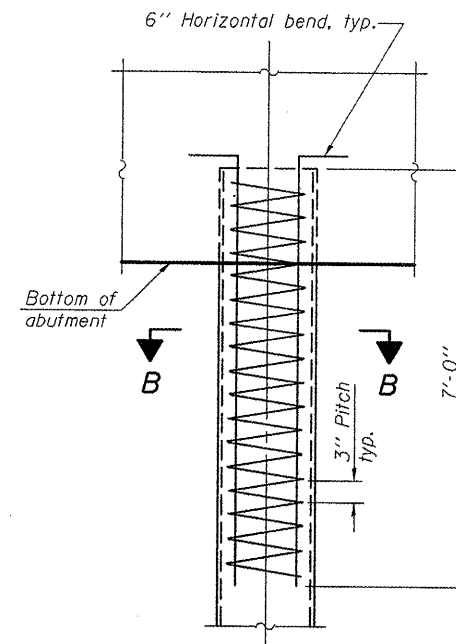
Note A:
 When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.



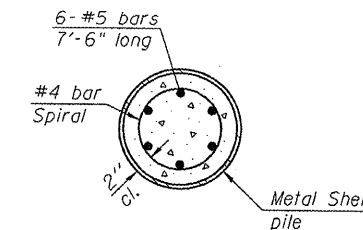
COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.

Note:
 The metal shell piles shall be according to ASTM A 252 Grade 3.



ELEVATION



SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS

F-MS

7-1-10

FILE NAME -	USER NAME - seb	DESIGNED - KTH	REVISED -
P:\07Files\070286\Phase2\Bridg P\ons\29_MetalShellPiles.dgn		CHECKED - ADL	REVISED -
	PLOT SCALE = 0:2,0000 ' / IN.	DRAWN - BGJ	REVISED -
	PLOT DATE = 12/7/2011	CHECKED - RJP	REVISED -

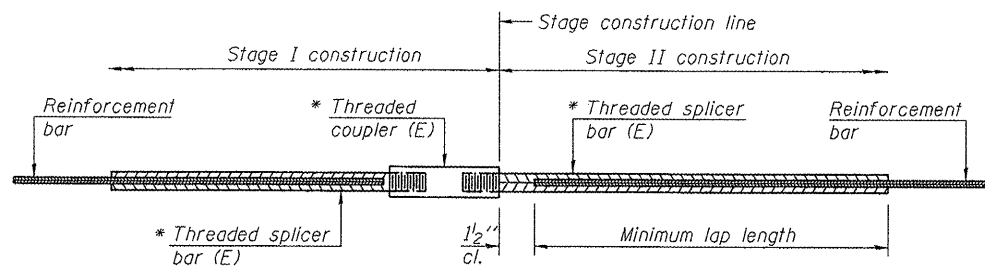
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**METAL SHELL PILE DETAILS
 S.N. 055-0080 (NB) & S.N. 055-0081 (SB)**

SHEET NO. 29 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	86
				CONTRACT NO. 68691

ILLINOIS FED. AID PROJECT
 Klinaner & Associates P.C.



STANDARD BAR SPLICER ASSEMBLY

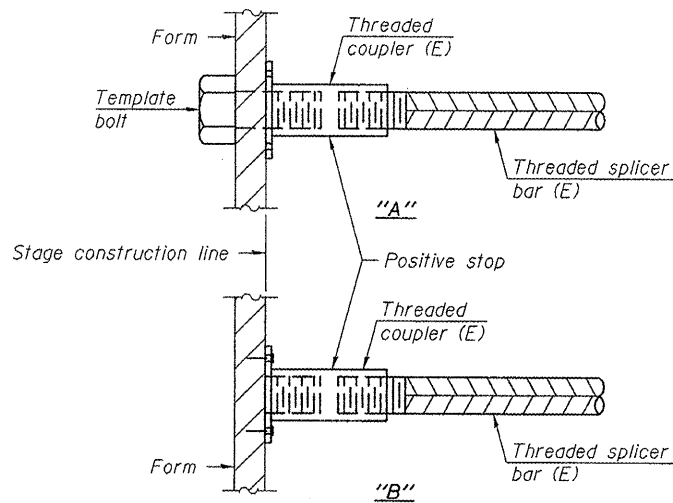
Bar size to be spliced	Minimum Lap Lengths				
	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

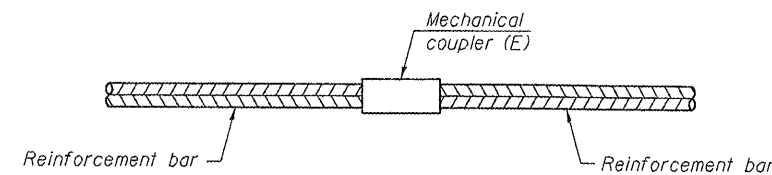
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

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



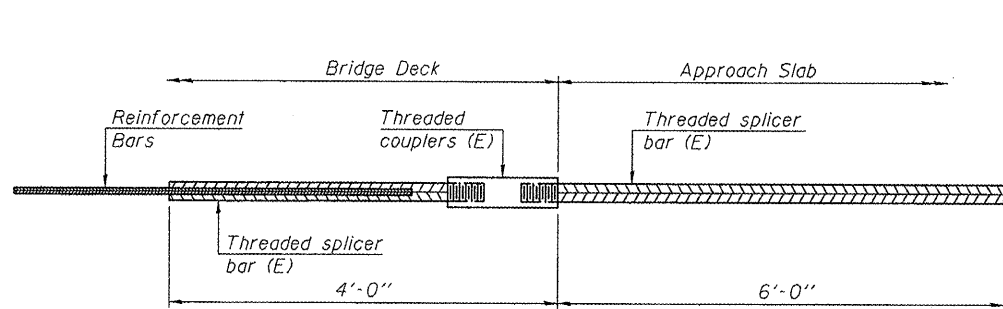
INSTALLATION AND SETTING METHODS

"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.



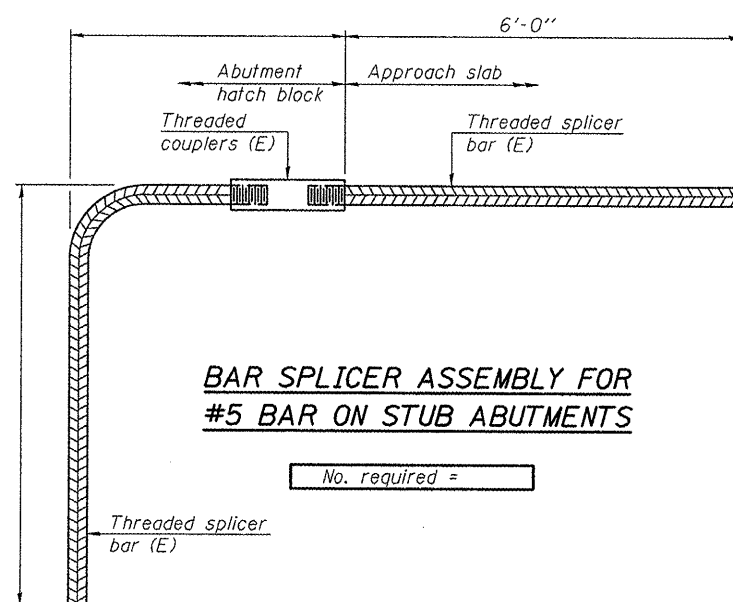
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



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

No. required = 204



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

BSD-1 7-1-10

FILE NAME = P:\07Files\070286\Phase2\Bridge Plans\30.BarSplicer.dgn	USER NAME = seb	DESIGNED - KTH	REVISED -
PLOT SCALE = 0:2.0000 '1' / IN.	DRAWN - BCJ	CHECKED - ADL	REVISED -
PLOT DATE = 12/7/2011	CHECKED - RJP	DRAWN - BCJ	REVISED -

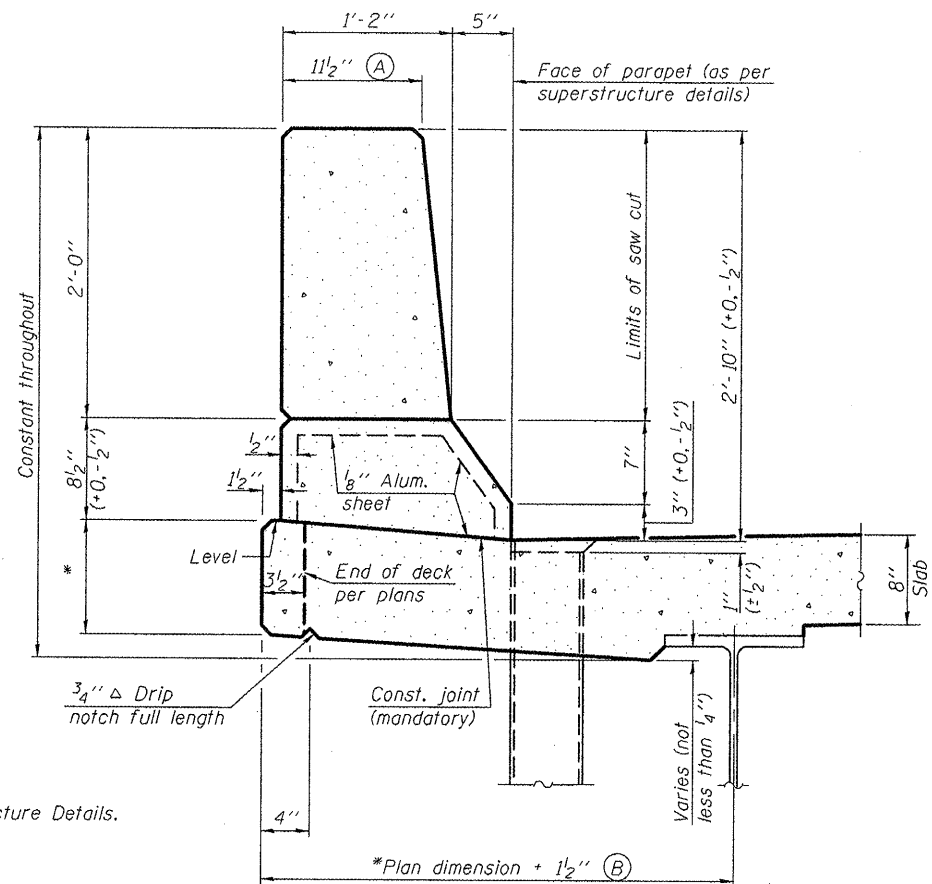
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
S.N. 055-0080 (NB) & S.N. 055-0081 (SB)

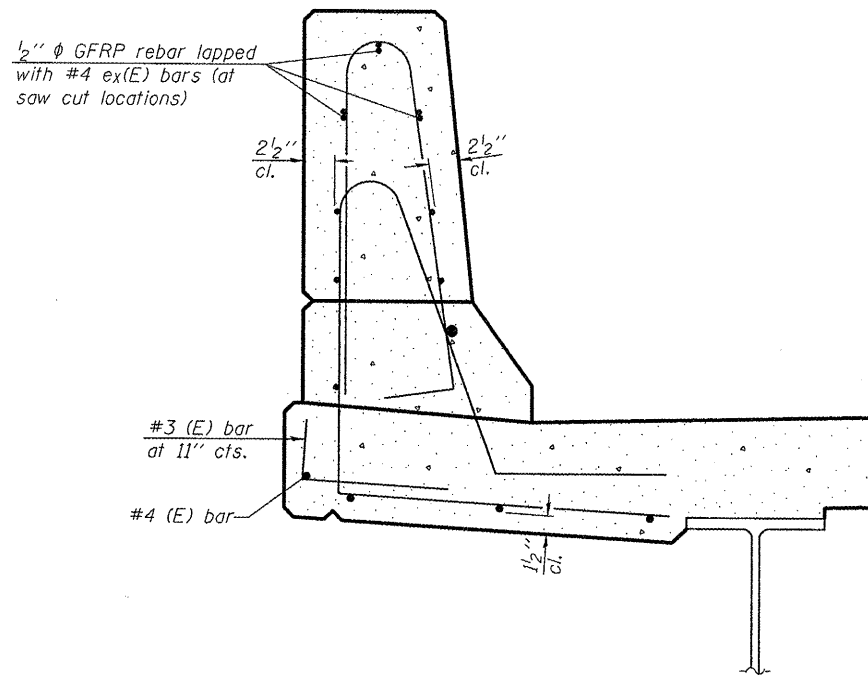
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	87

SHEET NO. 30 OF 35 SHEETS

ILLINOIS FED. AID PROJECT
Kilmer & Associates P.C.



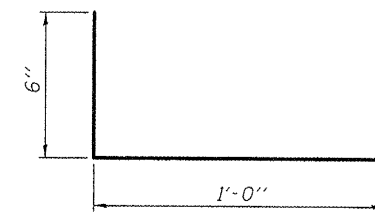
SECTION
(Showing dimensions)



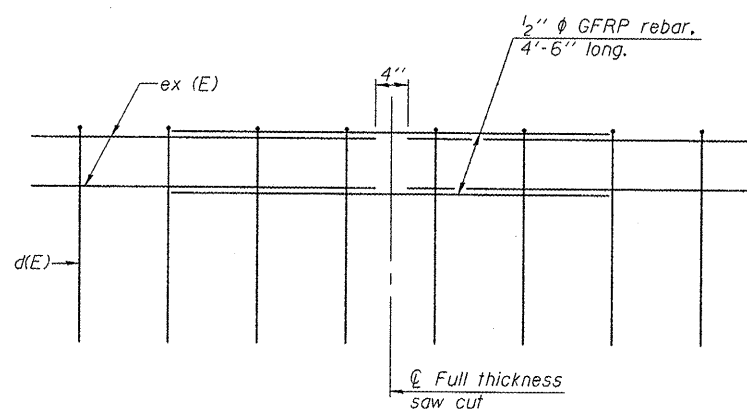
SECTION
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

* See Superstructure Details.

GENERAL NOTES
 All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. of parapet.
 Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.
 Steel superstructure shown. Other superstructure types similar.



#3 (E) BAR



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

SFP-34 7-1-10

FILE NAME =	USER NAME = seb	DESIGNED - KTH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE PARAPET SLIPFORMING OPTION S.N. 055-0080 (NB) & S.N. 055-0081 (SB)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\07files\070286\Phase2\Bridge Plans\31_ConcParapetSlipForm.dgn		CHECKED - ADL	REVISED -			310	(38B-2)BR	MCDONOUGH	130	88
PLOT SCALE = 0:2.0000 1' / IN.		DRAWN - BGJ	REVISED -			CONTRACT NO. 68691				
PLOT DATE = 12/7/2011		CHECKED - RJP	REVISED -			ILLINOIS FED. AID PROJECT Klinner & Associates P.C.				



SOIL BORING LOG

ROUTE FAP 310 (US 67) DESCRIPTION US 67 over Farmers Fork Creek LOGGED BY KS
 SECTION (38B-2) BR LOCATION SEC. 6, TWP. 6N, RNG. 2W, 4th PM Date 10/8/09
 COUNTY McDonough DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 055-0003 (existing)
 Station 152+96.93
 BORING NO. B-3
 Station 152+20
 Offset 17.00ft LT (NB CL)
 Ground Surface Elev. 681.00 ft (ft) (ft⁶) (tsf) (%)

DEPTH (ft)	SOIL DESCRIPTION	DEPT	BL	UC	MO	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs.
0	Asphalt Pavement 10 inches thick Base Course 4 inches thick					669.50	668.10					
5	Green to Black, Moist CLAY LOAM (fill), trace gravel, organics	3	2.0	26								
10	Medium Dense Green to Gray, Moist SANDY CLAY, trace gravel	2	0.8	22								
15	Stiff Green, Moist SILTY CLAY, trace gravel	2	1.4	21								
20	Medium Dense Gray, Coarse, Wet SAND, little gravel Drill Method Switched to Mud Rotary at 30'	2	1.0	23								
25	Soft Black, Moist SILTY CLAY, trace gravel LL=40.4, PL=21.6, PI=18.8	1	0.4	38								
30	Very Loose Green, Fine, Moist SAND, trace gravel	1		21								
35	Dense Brown to Green, Fine, Moist to Wet SAND, trace gravel	10		18								

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. 8-89)



SOIL BORING LOG

ROUTE FAP 310 (US 67) DESCRIPTION US 67 over Farmers Fork Creek LOGGED BY KS
 SECTION (38B-2) BR LOCATION SEC. 6, TWP. 6N, RNG. 2W, 4th PM Date 10/8/09
 COUNTY McDonough DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 055-0003 (existing)
 Station 152+96.93
 BORING NO. B-3
 Station 152+20
 Offset 17.00ft LT (NB CL)
 Ground Surface Elev. 681.00 ft (ft) (ft⁶) (tsf) (%)

DEPTH (ft)	SOIL DESCRIPTION	DEPT	BL	UC	MO	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs.
0	Medium Dense Gray, Wet GRAVEL, and sand (continued)					669.50	668.10					
10	Very Dense Gray, Coarse, Moist to Wet SAND, little gravel	15										
20	Dense Brown to Gray, Fine, Moist to Wet SAND, trace gravel	10										
30	Medium Stiff to Soft Gray, Moist to Wet SILT	12	0.9	22								

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. 8-89)



SOIL BORING LOG

ROUTE FAP 310 (US 67) DESCRIPTION US 67 over Farmers Fork Creek LOGGED BY KS
 SECTION (38B-2) BR LOCATION SEC. 6, TWP. 6N, RNG. 2W, 4th PM Date 10/8/09
 COUNTY McDonough DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 055-0003 (existing)
 Station 152+96.93
 BORING NO. B-3
 Station 152+20
 Offset 17.00ft LT (NB CL)
 Ground Surface Elev. 681.00 ft (ft) (ft⁶) (tsf) (%)

DEPTH (ft)	SOIL DESCRIPTION	DEPT	BL	UC	MO	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs.
0	Stiff Gray, Moist SILTY CLAY LOAM, trace gravel (continued)					669.50	668.10					
10	Very Hard Gray, Moist to Dry SILTY LOAM, rock fragments	9										
20	Medium Stiff to Stiff Gray, Moist to Wet SILTY CLAY LOAM	10	1.0	26								
30	Suspected Shale Bedrock at 105'											
40	End of Boring											

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

BORING B-3



SOIL BORING LOG

Page 1 of 3
Date 10/7/09

ROUTE FAP 310 (US 67) DESCRIPTION US 67 over Farmers Fork Creek LOGGED BY KS
SECTION (38B-2) BR LOCATION SEC. 6, TWP. 6N, RNG. 2W, 4th PM
Latitude 40.53579 N, Longitude 90.67383 W
COUNTY McDonough DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. Station	BORING NO. Station Offset	Ground Surface Elev.	D (ft)	B (ft)	U (tsf)	M (%)	Description	D (ft)	B (ft)	U (tsf)	M (%)	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs.
055-0003 (existing) 152+88.93	B-4 153+54 17.00ft LT (NB CL)	680.80					Asphalt Pavement 7 inches thick Base Course 2 inches thick Stiff Brown to Green, Moist SILTY CLAY, trace gravel, organics									
							Loose to Medium Loose Green to Gray, Fine to Medium, Wet SAND, little gravel									
							Drill Method Switched to Mud Rotary at 23'									
							Very Stiff Green to Gray, Moist SILTY CLAY, trace gravel									
							Medium Stiff Black, Moist CLAY LOAM, trace gravel									
							Medium Stiff Green to Gray, Moist SILTY CLAY LOAM, trace gravel									
							Very Loose Green, Medium Grain, Moist SAND									
							Loose to Medium Dense Green to Gray, Medium, Wet SAND, trace gravel									
							Medium Dense Gray, Fine, Moist to Wet SAND, trace gravel 4" Wood at 33.5'									
							Medium Dense Gray, Coarse, Moist to Wet SAND, trace gravel									

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)



SOIL BORING LOG

Page 2 of 3
Date 10/7/09

ROUTE FAP 310 (US 67) DESCRIPTION US 67 over Farmers Fork Creek LOGGED BY KS
SECTION (38B-2) BR LOCATION SEC. 6, TWP. 6N, RNG. 2W, 4th PM
Latitude 40.53579 N, Longitude 90.67383 W
COUNTY McDonough DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. Station	BORING NO. Station Offset	Ground Surface Elev.	D (ft)	B (ft)	U (tsf)	M (%)	Description	D (ft)	B (ft)	U (tsf)	M (%)	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs.
055-0003 (existing) 152+88.93	B-4 153+54 17.00ft LT (NB CL)	680.80					Medium Dense Gray, Coarse, Moist to Wet SAND, trace gravel (continued)									
							Stiff Gray, Moist CLAY, trace gravel (continued)									
							Stiff Gray, Moist SILTY LOAM									
							Dense Gray, Moist to Wet SAND, and gravel									
							Medium Dense Gray, Fine, Moist SAND, little clay									
							Stiff Gray, Moist SILTY LOAM									
							Stiff Gray, Moist CLAY, trace gravel LL=70.7, PL=21.0, PI=48.7									

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)



SOIL BORING LOG

Page 3 of 3
Date 10/7/09

ROUTE FAP 310 (US 67) DESCRIPTION US 67 over Farmers Fork Creek LOGGED BY KS
SECTION (38B-2) BR LOCATION SEC. 6, TWP. 6N, RNG. 2W, 4th PM
Latitude 40.53579 N, Longitude 90.67383 W
COUNTY McDonough DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. Station	BORING NO. Station Offset	Ground Surface Elev.	D (ft)	B (ft)	U (tsf)	M (%)	Description	D (ft)	B (ft)	U (tsf)	M (%)	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs.
055-0003 (existing) 152+88.93	B-4 153+54 17.00ft LT (NB CL)	680.80					Stiff Gray, Moist SILTY CLAY LOAM, trace gravel (continued)									
							Stiff Gray, Moist SILTY CLAY LOAM									
							Very Hard Green to Gray, Moist SILTY LOAM									
							Suspect Shale Bedrock at 106'									
							End of Boring									
							Stiff Green to Gray, Moist SILTY CLAY LOAM									

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)

BORING B-4

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		DRAWN - BGJ	REVISED -
		CHECKED - RJP	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
S.N. 055-0080 (NB)
SHEET NO. 33 OF 35 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	90
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				



Illinois Department of Transportation
Division of Highways
G&S CONSULTANTS INC.

SOIL BORING LOG

Page 1 of 3

Date 10/6/09

ROUTE FAP 310 (US 67) DESCRIPTION US 67 over Farmers Fork Creek LOGGED BY KS
SECTION (38B-2) BR LOCATION SEC. 1, TWP. 6N, RNG. 3W, 4th PM
Latitude 40.53556 N, Longitude 90.67418 W
COUNTY McDonough DRILLING METHOD HSA HAMMER TYPE AUTO

DEPT H S	BLOW S	UCS	MOIST	Surface Water Elev.	Stream Bed Elev.	DEPT H S	BLOW S	UCS	MOIST	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs.	ft	(ft)	(/8")	(tsf)	(%)	Description
				699.50	668.10					663.1	672.1									Asphalt Pavement 10 inches thick Base Course 3 inches thick Black to Green, Moist CLAY (fill), trace gravel, organics
																				Medium Dense Green to Gray, Fine to Medium, Wet SAND, trace gravel (continued)
																				Medium Dense Green to Gray, Moist SANDY CLAY, trace gravel LL=26.8, PL=12.6, PI=14.2
																				Medium Stiff to Soft Black Organic, Moist CLAY LOAM, trace gravel Shelby Tube pushed from 10' to 12' 100% recovery
																				Soft Green, Moist SILTY CLAY LOAM, trace gravel
																				Soft to Medium Stiff Green to Gray, Moist SILTY CLAY LOAM, trace gravel
																				3" Sand Seam at 14' LL=29.2, PL=12.7, PI=16.6 6" Sand Seam at 16.5'
																				Medium Dense Green to Gray, Fine to Medium, Wet SAND, trace gravel

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. 8-98)



Illinois Department of Transportation
Division of Highways
G&S CONSULTANTS INC.

SOIL BORING LOG

Page 2 of 3

Date 10/6/09

ROUTE FAP 310 (US 67) DESCRIPTION US 67 over Farmers Fork Creek LOGGED BY KS
SECTION (38B-2) BR LOCATION SEC. 1, TWP. 6N, RNG. 3W, 4th PM
Latitude 40.53556 N, Longitude 90.67418 W
COUNTY McDonough DRILLING METHOD HSA HAMMER TYPE AUTO

DEPT H S	BLOW S	UCS	MOIST	Surface Water Elev.	Stream Bed Elev.	DEPT H S	BLOW S	UCS	MOIST	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs.	ft	(ft)	(/8")	(tsf)	(%)	Description
				699.50	668.10					663.1	672.1									Loose to Medium Dense Brown to Gray, Coarse, Wet SAND, trace gravel (continued)
																				Stiff Gray, Moist SILTY LOAM (continued)
																				Very Stiff Gray, Moist SILTY LOAM, trace gravel
																				Medium Dense Gray, Fine, Moist SAND
																				Medium Dense Gray, Moist SANDY LOAM, trace gravel
																				Dense Brown to Gray, Coarse, Moist to Wet SAND, trace gravel
																				Medium Stiff Gray, Moist SILTY LOAM, trace gravel
																				Stiff Gray, Moist SILTY LOAM

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. 8-98)



Illinois Department of Transportation
Division of Highways
G&S CONSULTANTS INC.

SOIL BORING LOG

Page 3 of 3

Date 10/6/09

ROUTE FAP 310 (US 67) DESCRIPTION US 67 over Farmers Fork Creek LOGGED BY KS
SECTION (38B-2) BR LOCATION SEC. 1, TWP. 6N, RNG. 3W, 4th PM
Latitude 40.53556 N, Longitude 90.67418 W
COUNTY McDonough DRILLING METHOD HSA HAMMER TYPE AUTO

DEPT H S	BLOW S	UCS	MOIST	Surface Water Elev.	Stream Bed Elev.	DEPT H S	BLOW S	UCS	MOIST	Groundwater Elev.	First Encounter	Upon Completion	After	Hrs.	ft	(ft)	(/8")	(tsf)	(%)	Description	
																					(ft)
				699.50	668.10					663.1	672.1									Medium Stiff Gray, Moist SILTY LOAM, trace gravel (continued)	
																					Medium Dense Gray, Moist SANDY LOAM
																					Very Stiff Gray, Moist SILTY CLAY LOAM, trace gravel
																					End of Boring

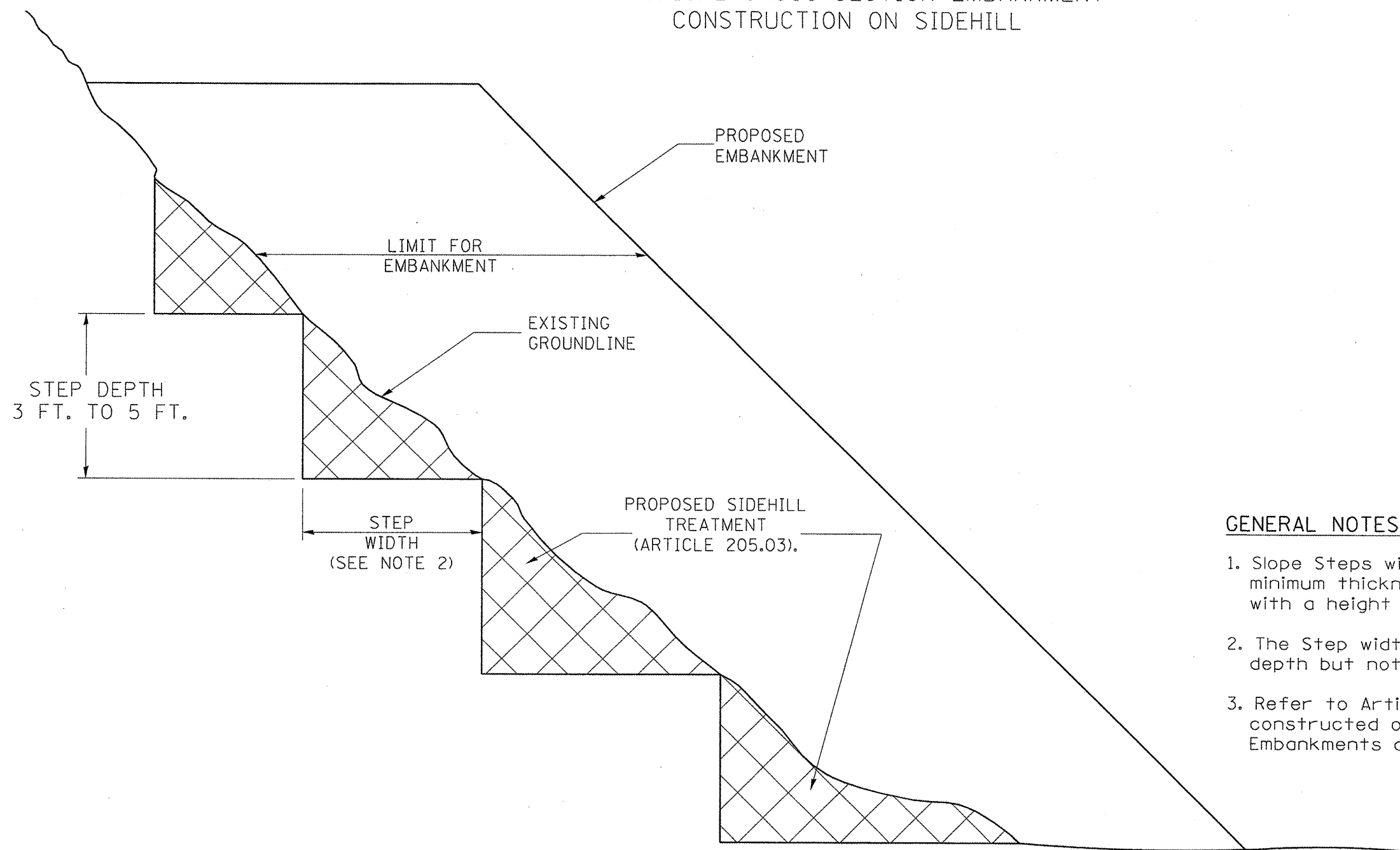
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, form 137 (Rev. 8-98)

BORING B-2

FILE NAME = Pr:\07files\070206\Phase2\Bridg Plans\35_BORINGLOGS_0081.dgn	USER NAME = seb	DESIGNED - KTH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS S.N. 055-0081 (SB)	F.A.P. RTE. 310	SECTION 138B-2BR	COUNTY MCDONOUGH	TOTAL SHEETS 130	SHEET NO. 92	CONTRACT NO. 68691	ILLINOIS FED. AID PROJECT
PLOT SCALE = 16x8.0000 " / IN.	PLOT DATE = 12/8/2011	CHECKED - ADL	REVISED -		SHEET NO. 35 OF 35 SHEETS							Kilnaker & Associates P.C.

SLOPE STEPS DETAIL

TYPICAL CROSS-SECTION EMBANKMENT CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

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

REPLACEMENT MATERIAL:



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

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

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

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

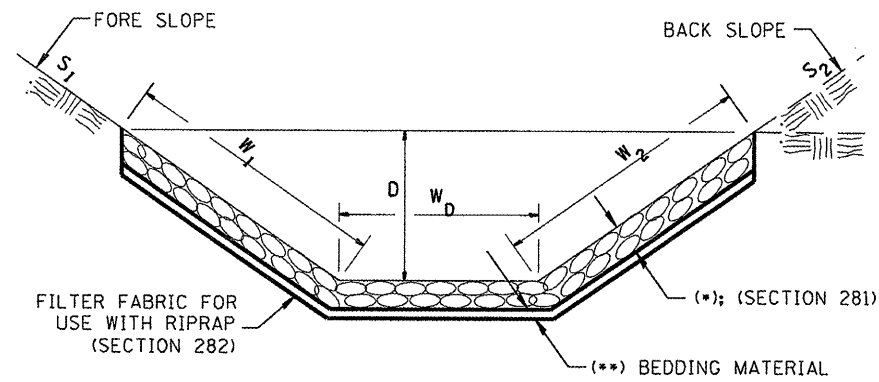
SLOPE STEPS DETAIL

NOT TO SCALE

CADD STD. 205001-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	93
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				

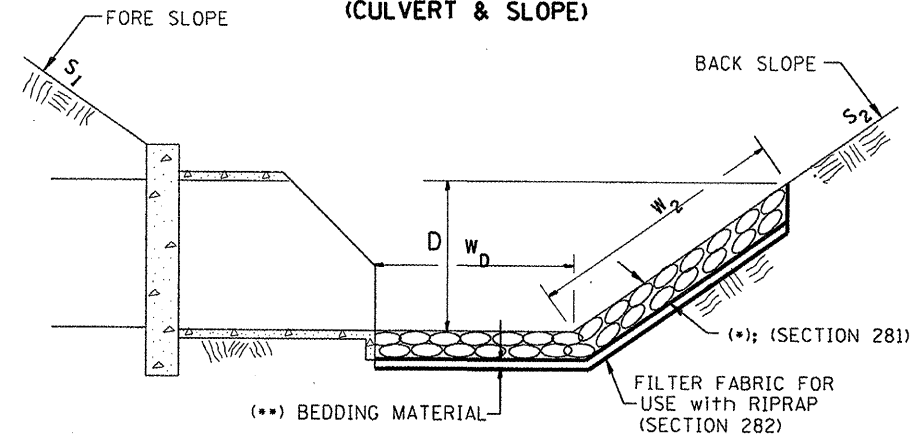
**CASE 1
(DITCH)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	lin ft (m)	lin ft (m)	tons (m tons)	sq yds (m ²)
147+18 - 150+21 LT	11.0'	303.0'	246.9	370.3
151+01 - 152+18 LT	11.0'	120.0'	97.8	146.7
152+55 - 155+00 LT	11.0'	245.0'	199.6	299.4
154+02 - 157+50 CL	VARIES	348.0'	114.8	-
152+85 - 153+15 RT	15.0'	30.0'	33.3	50.0
2+15 - 2+65 LT	18.0'	90.0'	120.0	180.0

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

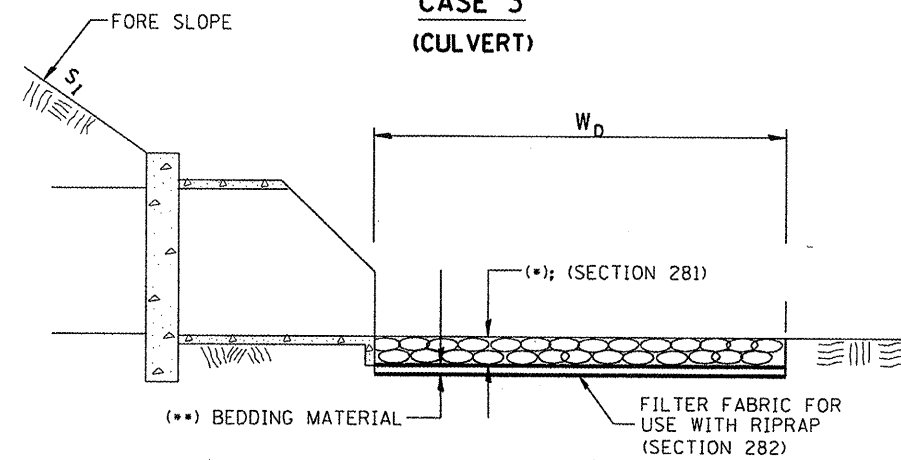
**CASE 2
(CULVERT & SLOPE)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	lin ft (m)	lin ft (m)	tons (m tons)	sq yds (m ²)
TOTAL				

(1) WIDTH = $W_2 + W_0$

**CASE 3
(CULVERT)**



(*)				
LOCATION	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	lin ft (m)	lin ft (m)	tons (m tons)	sq yds (m ²)
TOTAL				

(1) WIDTH = W_0

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

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

1-1-97	RENUM. A-12.02, NEW REVISION BOX	T.P.
12-1-97	CORRECT FILTER FABRIC LEADER ARROW	J.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

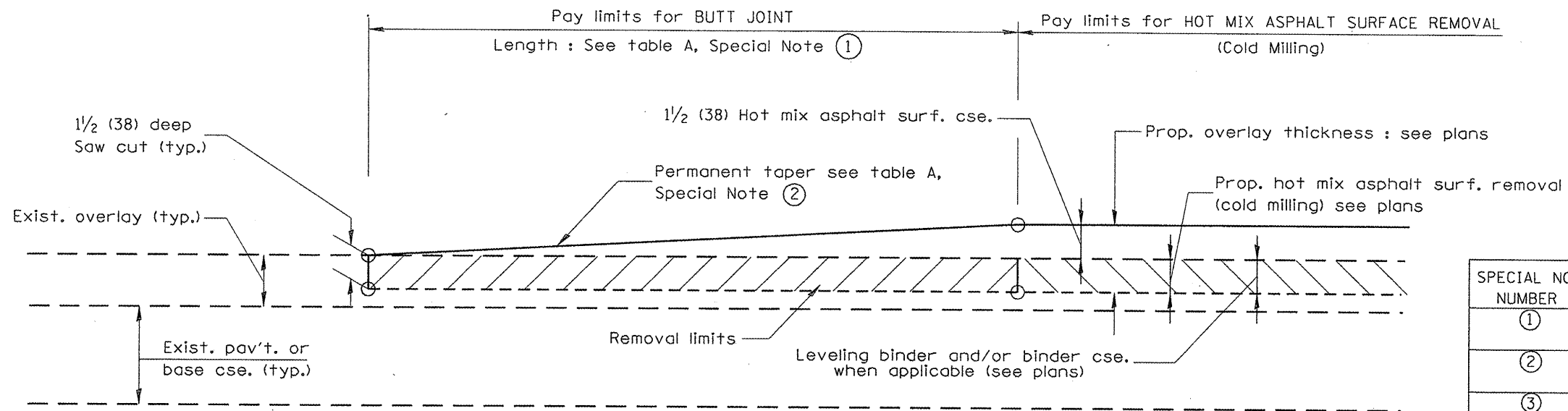
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIPRAP DITCH FOR EROSION PROTECTION

NOT TO SCALE

CADD STD. 281001-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	94
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				



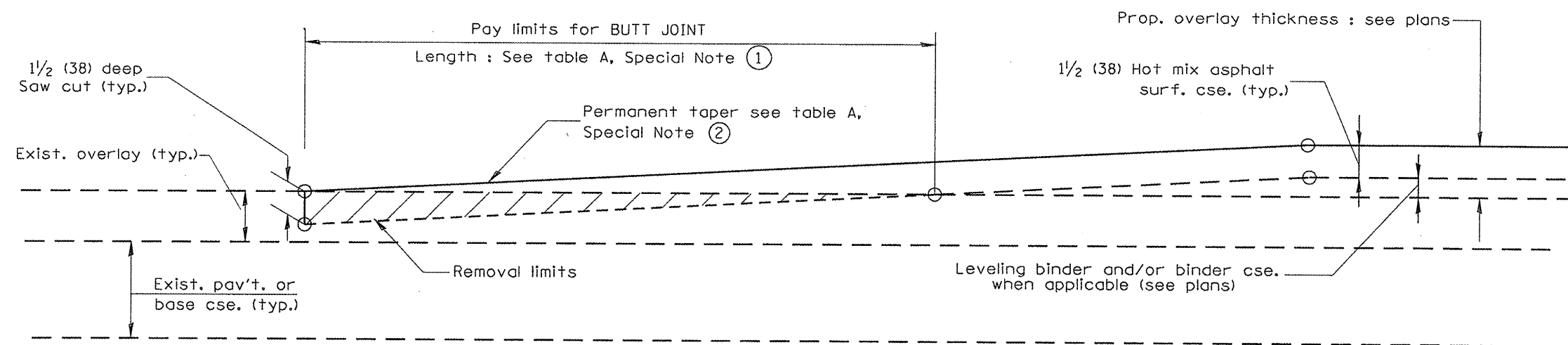
CASE 1 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

TABLE A
(LENGTHS AND TAPER RATES)

SPECIAL NOTE NUMBER	ELEMENT	MAINLINE INTERSTATES & 4-LANE EXPRESSWAYS	ALL OTHERS
①	LENGTH OF BUTT JOINT	60'(18.0 m)	30'(9.0 m)
②	PERMANENT TAPER RATE	1:480	1:240
③	TEMPORARY RAMP TAPER RATE	1:80	1:40
④	TEMPORARY RAMP LENGTH	10'(3.0 m)	5'(1.5 m)
⑤	LENGTH OF BUTT JOINT	10'(3.0 m)	10'(3.0 m)

GENERAL NOTES

1. The work shall be done in accordance with Article 406.08 and the Special Provision for Butt Joints.
2. The pavement surface to be removed may be either bituminous or P.C. concrete. The work shall be performed in accordance with Article 440.04 and the Special Provisions for Butt Joints.
3. The saw cut joints shall be primed just prior to the placing of bituminous material. The work will be in accordance with the applicable portions of Article 406.05.



CASE 2 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)

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

01-01-97	RENUM. C-23.01. NEW REVISION BOX	T.P.
04-01-97	CORRECTION TO DEPTH	J.A.
09-15-05	REVISED DESIGNER NOTE	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

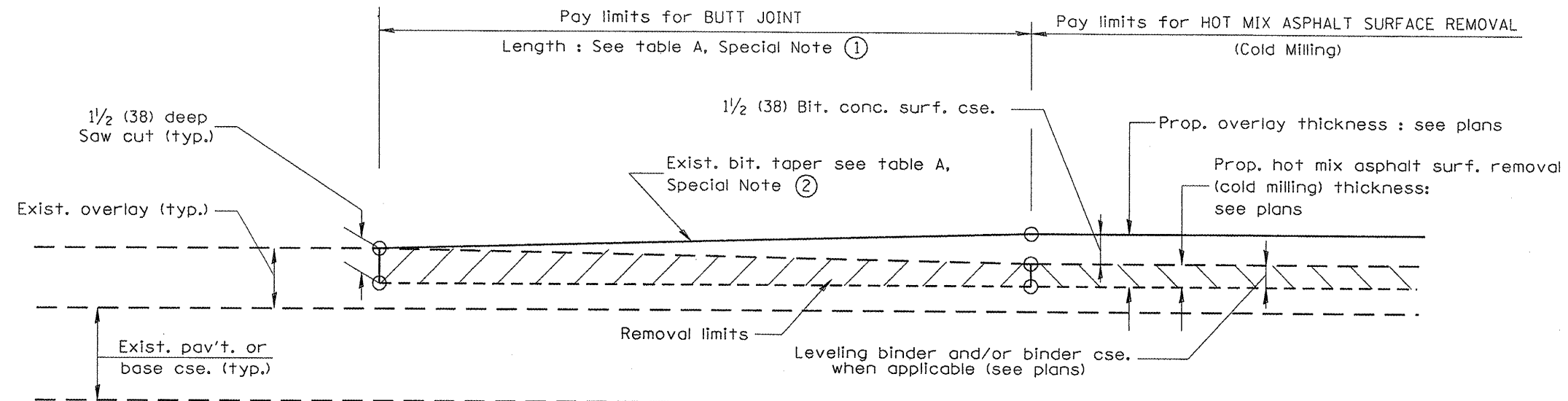
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BUTT JOINTS

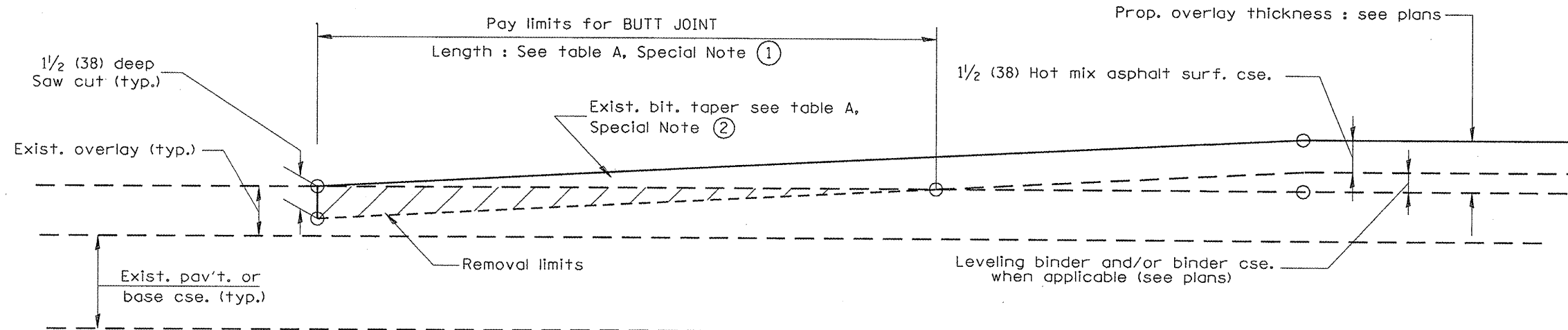
NOT TO SCALE

SHT. 1 OF 3
CADD STD. 406101-D4

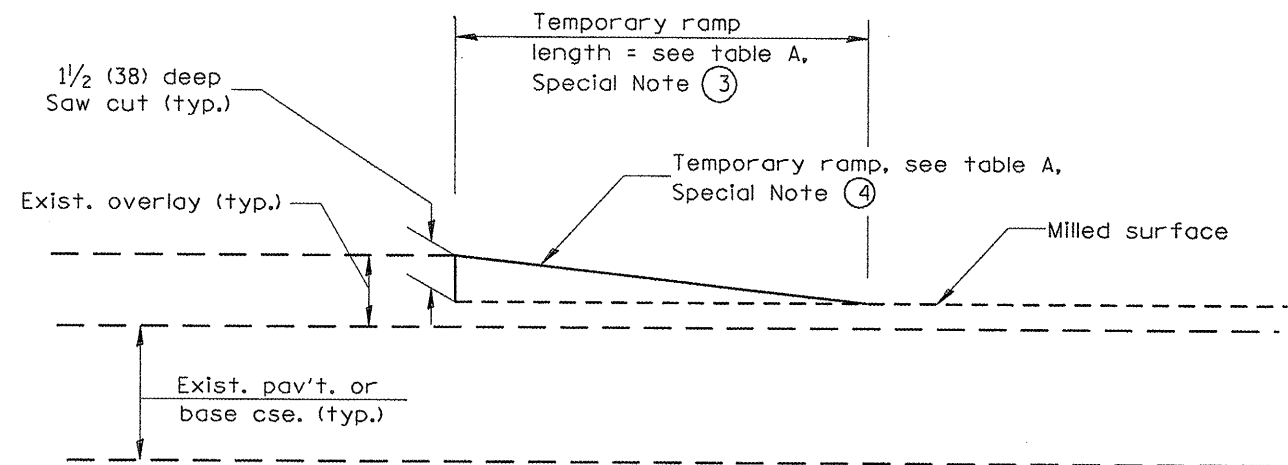
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(388-2)BR	MCDONOUGH	130	95
			CONTRACT NO. 68691	
ILLINOIS FED. AID PROJECT				



**CASE 3 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**



**CASE 4 : NO HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**



DETAIL TEMPORARY RAMP

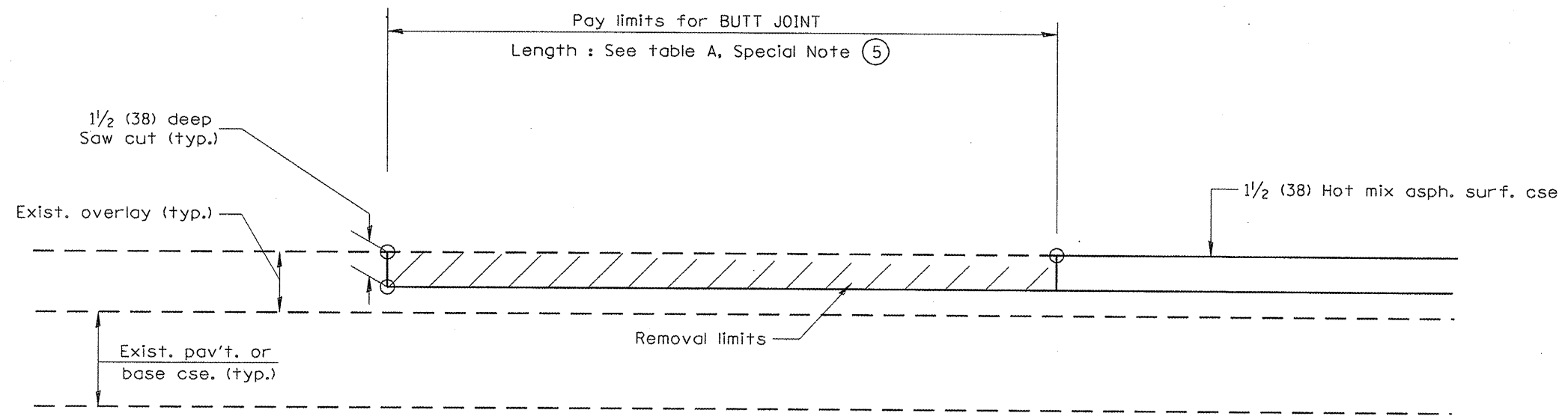
All dimensions are in inches (millimeters) unless otherwise noted.

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BUTT JOINTS
NOT TO SCALE

F.A.P. RTE. 310	SECTION (38B-2)BR	COUNTY MCDONOUGH	TOTAL SHEETS 130	SHEET NO. 96
SHT. 2 OF 3 CADD STD. 406101-D4			CONTRACT NO. 68691	
ILLINOIS FED. AID PROJECT				



**CASE 5 : WITH HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
TIE-IN TO EXISTING BITUMINOUS TAPER**

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

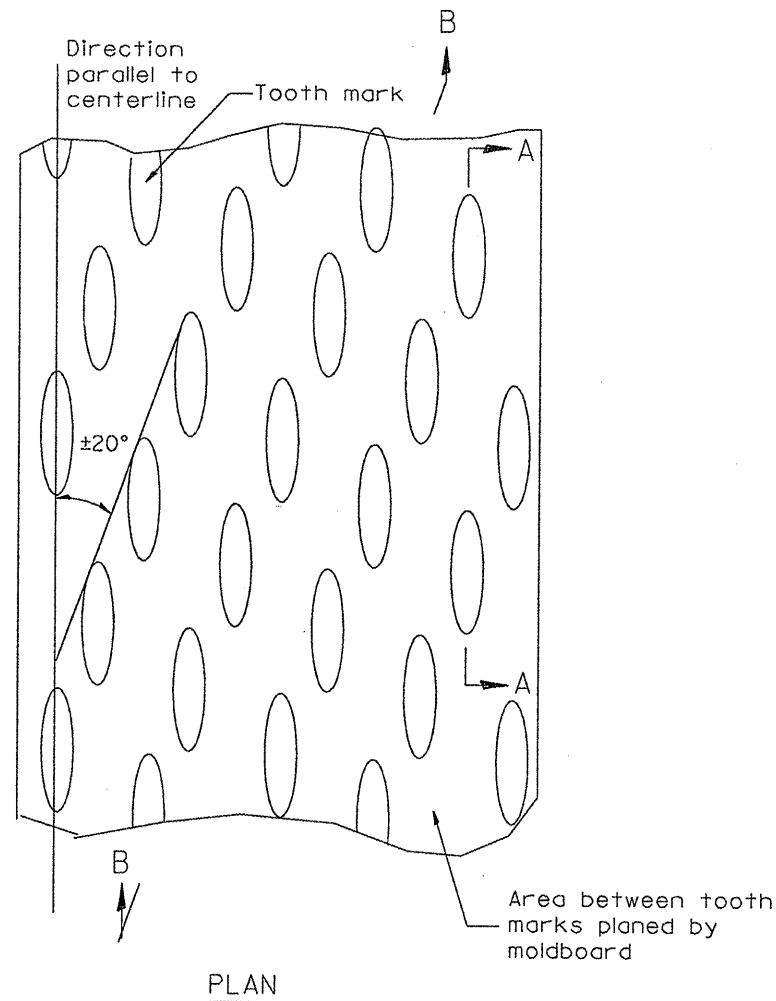
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

NOT TO SCALE

BUTT JOINTS

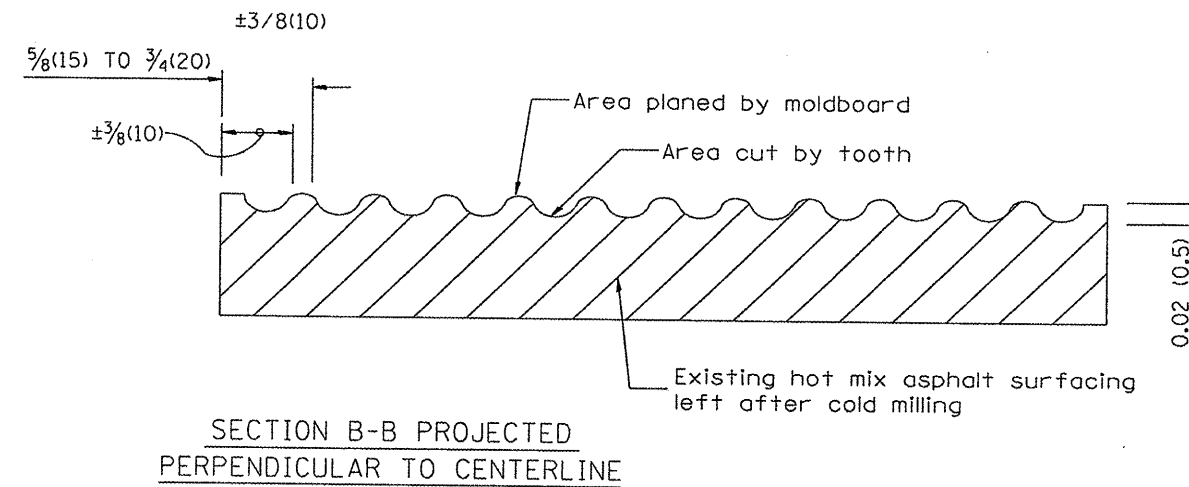
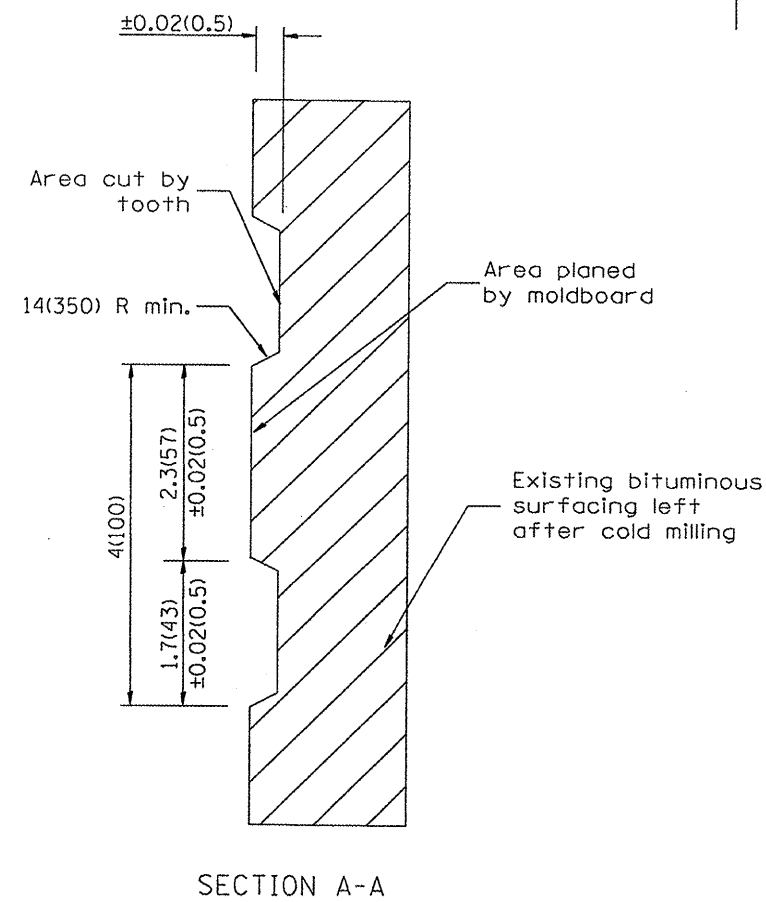
SHT. 3 OF 3
CADD STD. 406101-D4

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	97
				CONTRACT NO. 68691
ILLINOIS FED. AID PROJECT				



General notes:

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



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

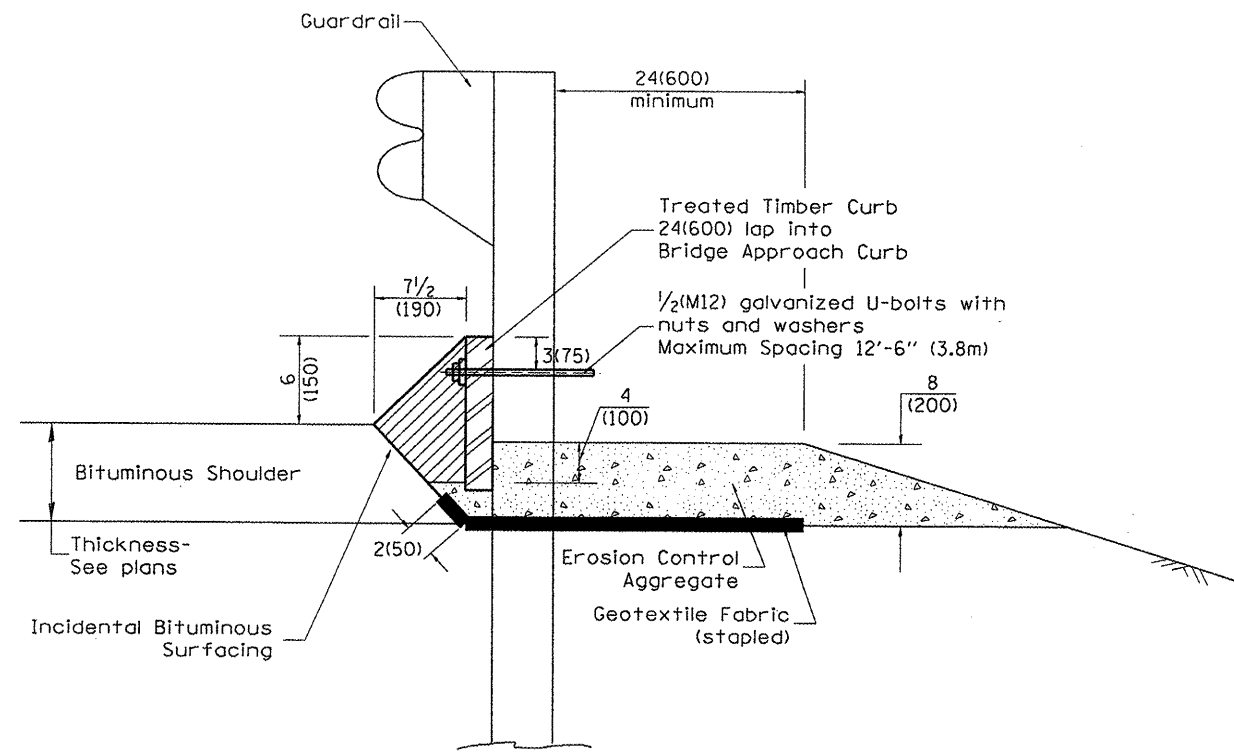
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)
NOT TO SCALE

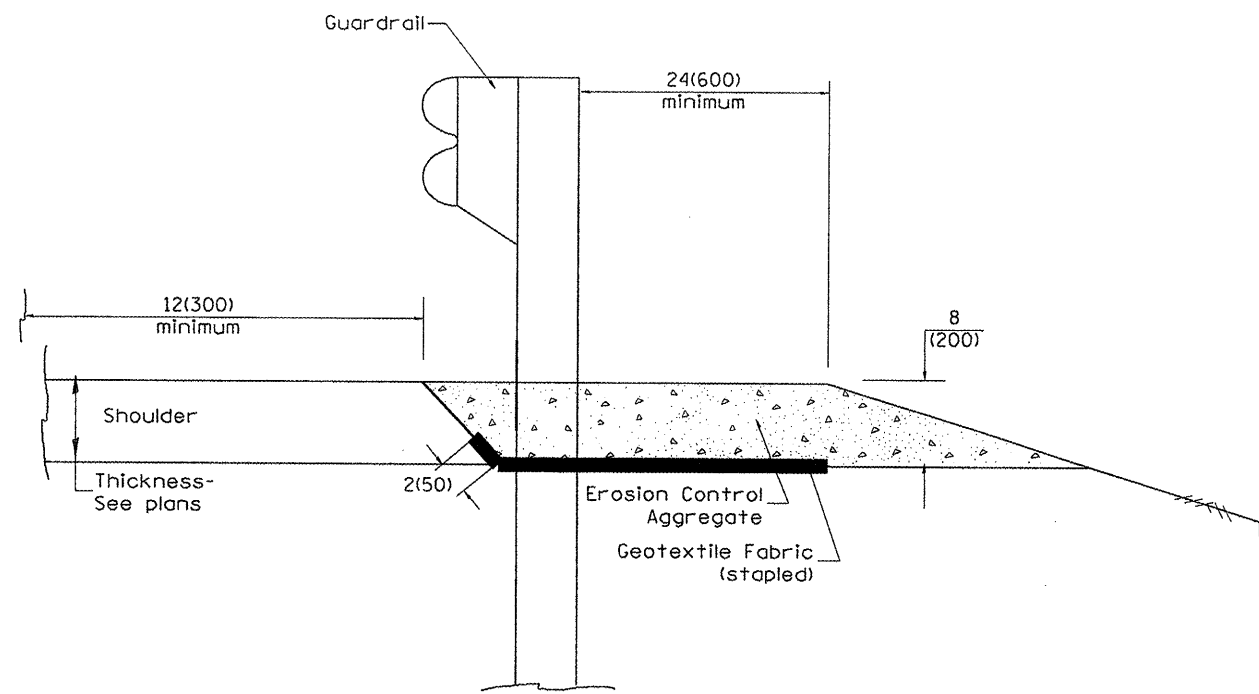
CADD STD. 440001-D4

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(388-2)BR	MCDONOUGH	130	98
CONTRACT NO. 68691			ILLINOIS FED. AID PROJECT	



TYPICAL SECTION WITH EROSION CONTROL CURB



TYPICAL SECTION WITHOUT EROSION CONTROL CURB

GENERAL NOTES: EROSION CONTROL CURB

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

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

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

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

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

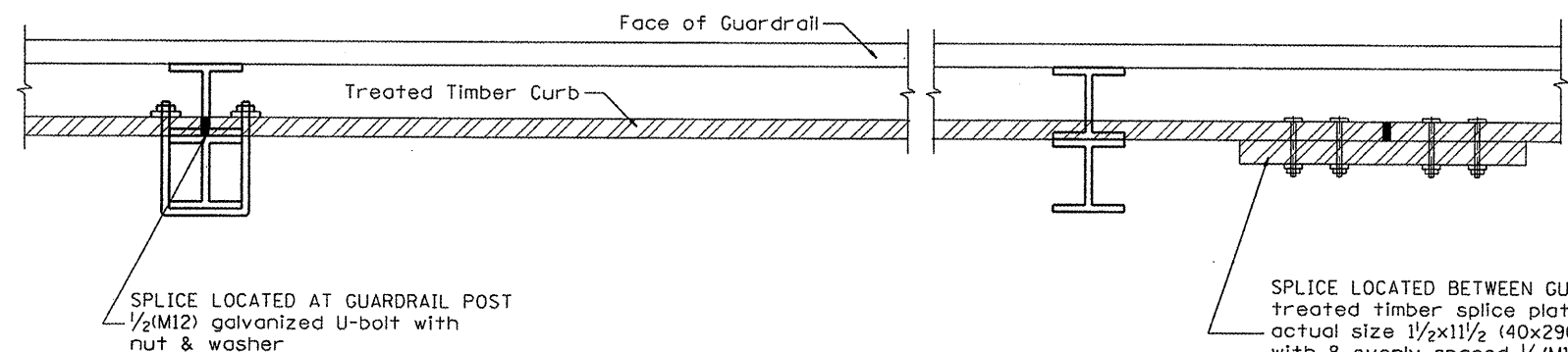
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL EROSION CONTROL TREATMENTS

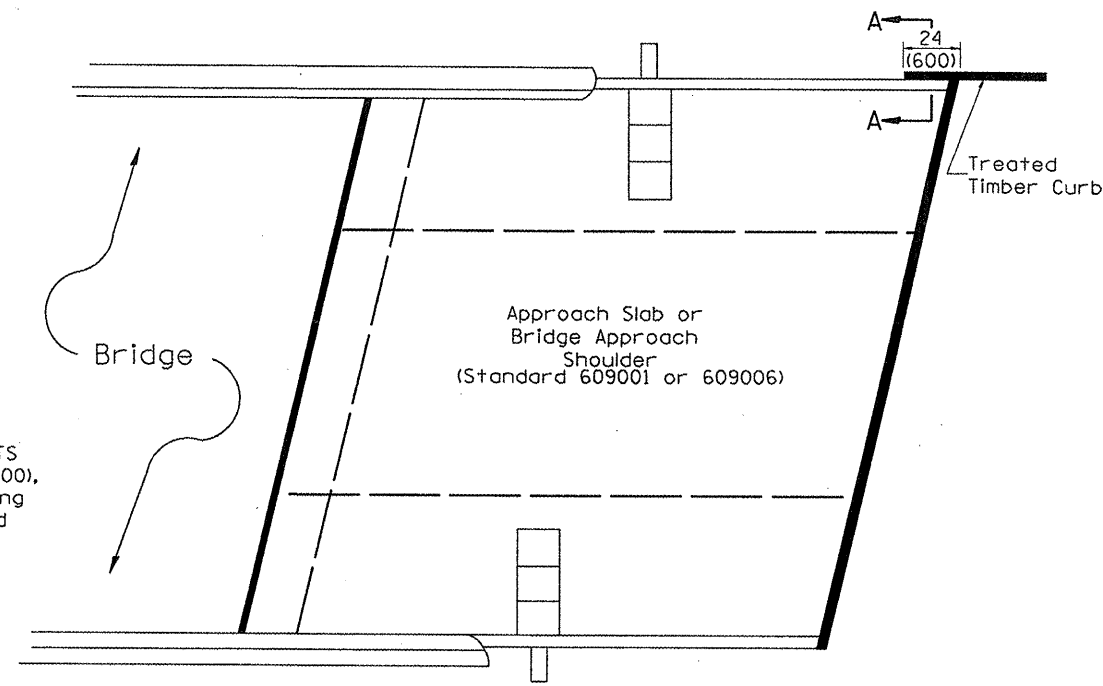
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SHT. 1 OF 2
CADD STD. 630101-D4

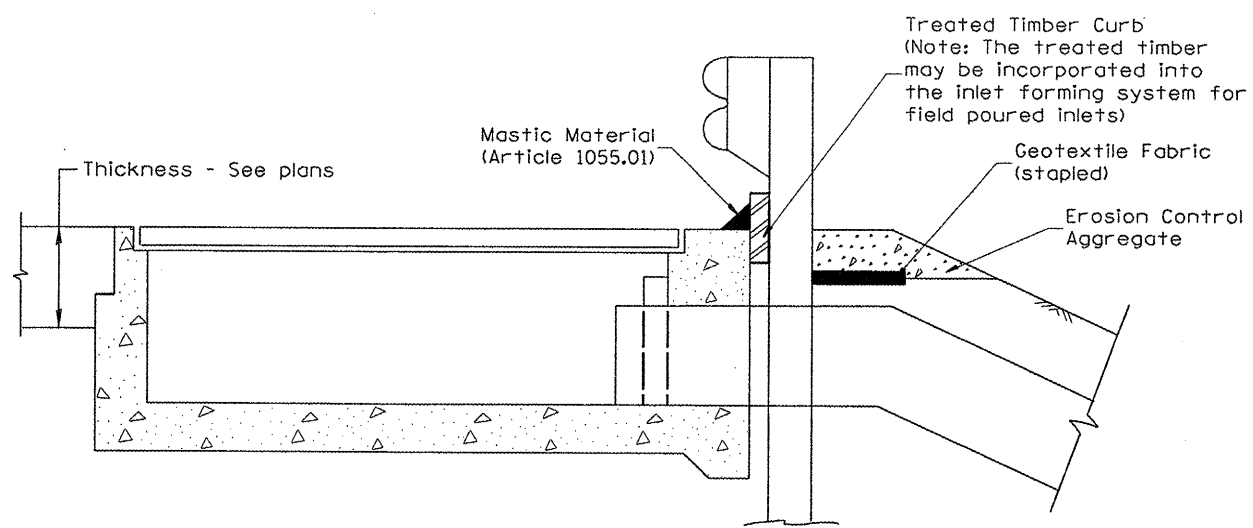
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	388-21BR	MCDONOUGH	130	99
			CONTRACT NO. 68691	
ILLINOIS FED. AID PROJECT				



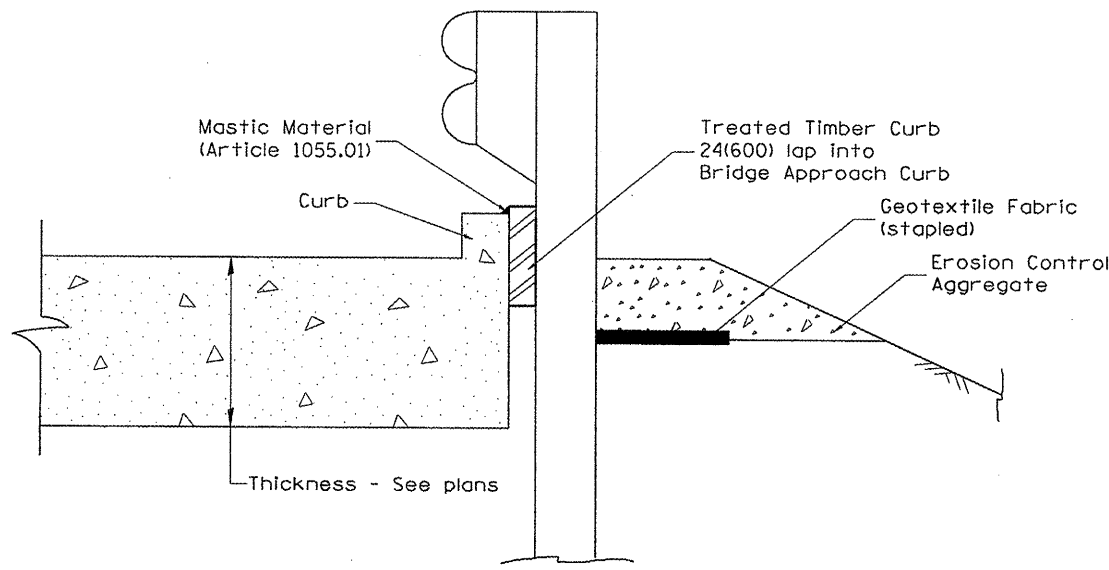
DETAIL A
(Typical Treated Timber Splices)



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



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



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

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

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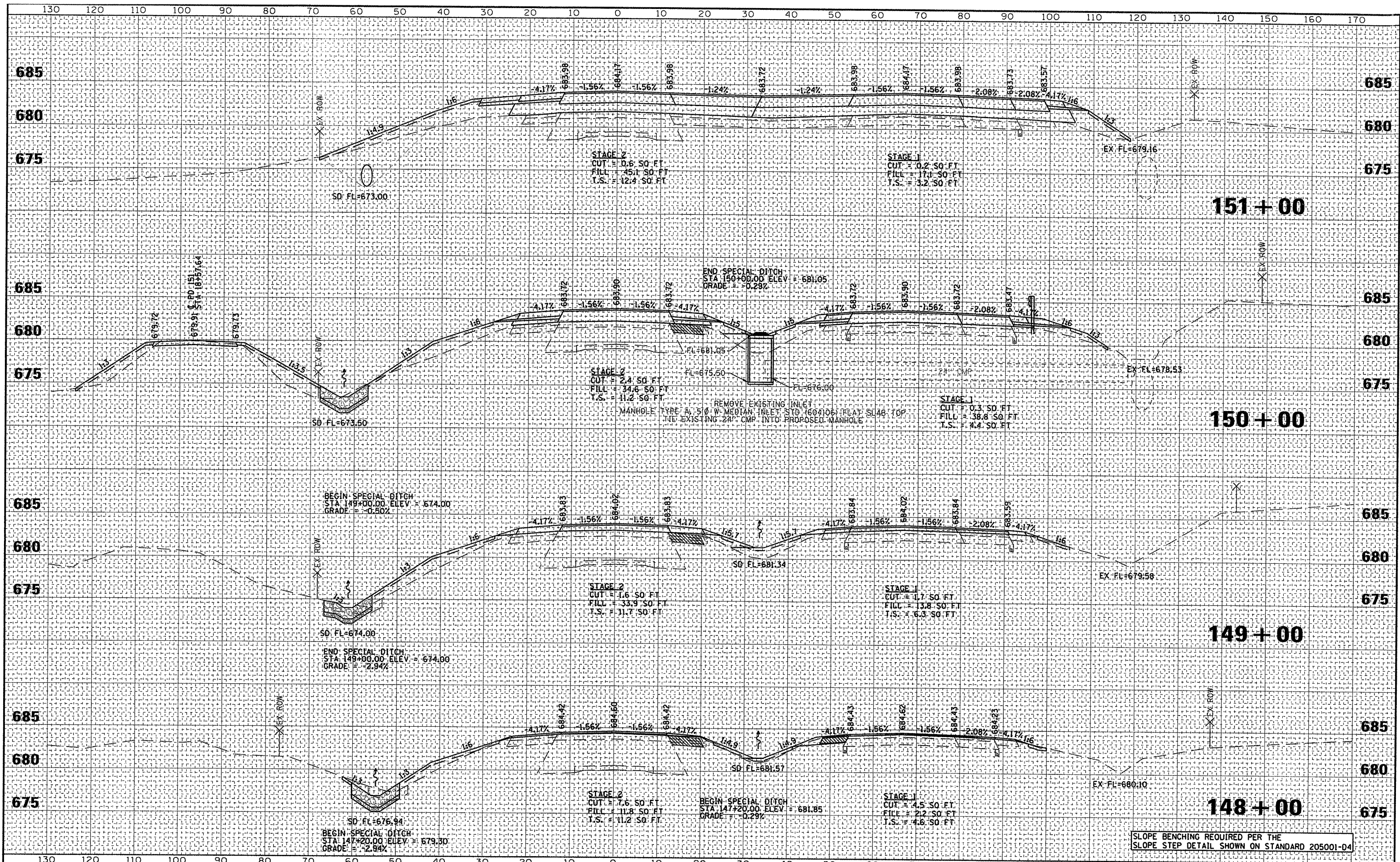
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GUARDRAIL EROSION CONTROL TREATMENTS

NOT TO SCALE

SHT. 2 OF 2
CADD STD. 630101-04

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(388-2)BR	MCDONOUGH	130	100
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				



SLOPE BENCHING REQUIRED PER THE SLOPE STEP DETAIL SHOWN ON STANDARD 205001-04

DATE	
BY	
FINAL SURVEY	
PROTECTED SURVEY	
NOTE BOOK	
TEMP. AREAS	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PROTECTED SURVEY	
NOTE BOOK	
TEMP. AREAS	
AREAS CHECKED	
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 DATE: 12/7/2011

DESIGNED	REVISOR
DRAWN	REVISOR
CHECKED	REVISOR
DATE	REVISOR

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
FAP 310 (US 67)**

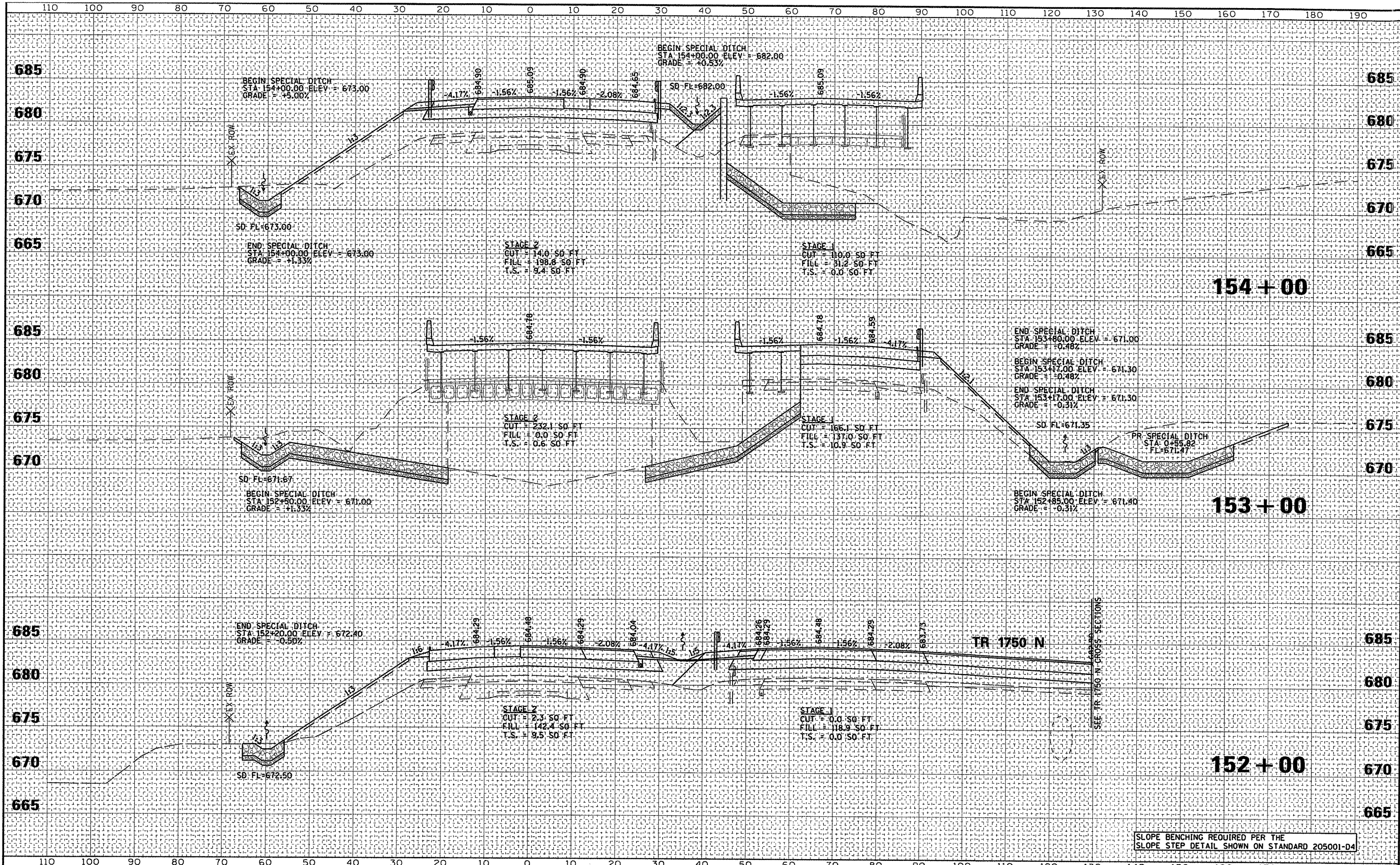
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 SHEET NO. 1 OF 4 SHEETS STA. 148+00 TO STA. 151+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	101
				CONTRACT NO. 68691

ILLINOIS FED. AID PROJECT

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 CHECKED _____
 REVISIONS _____
 NO. _____

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 CHECKED _____
 REVISIONS _____
 NO. _____

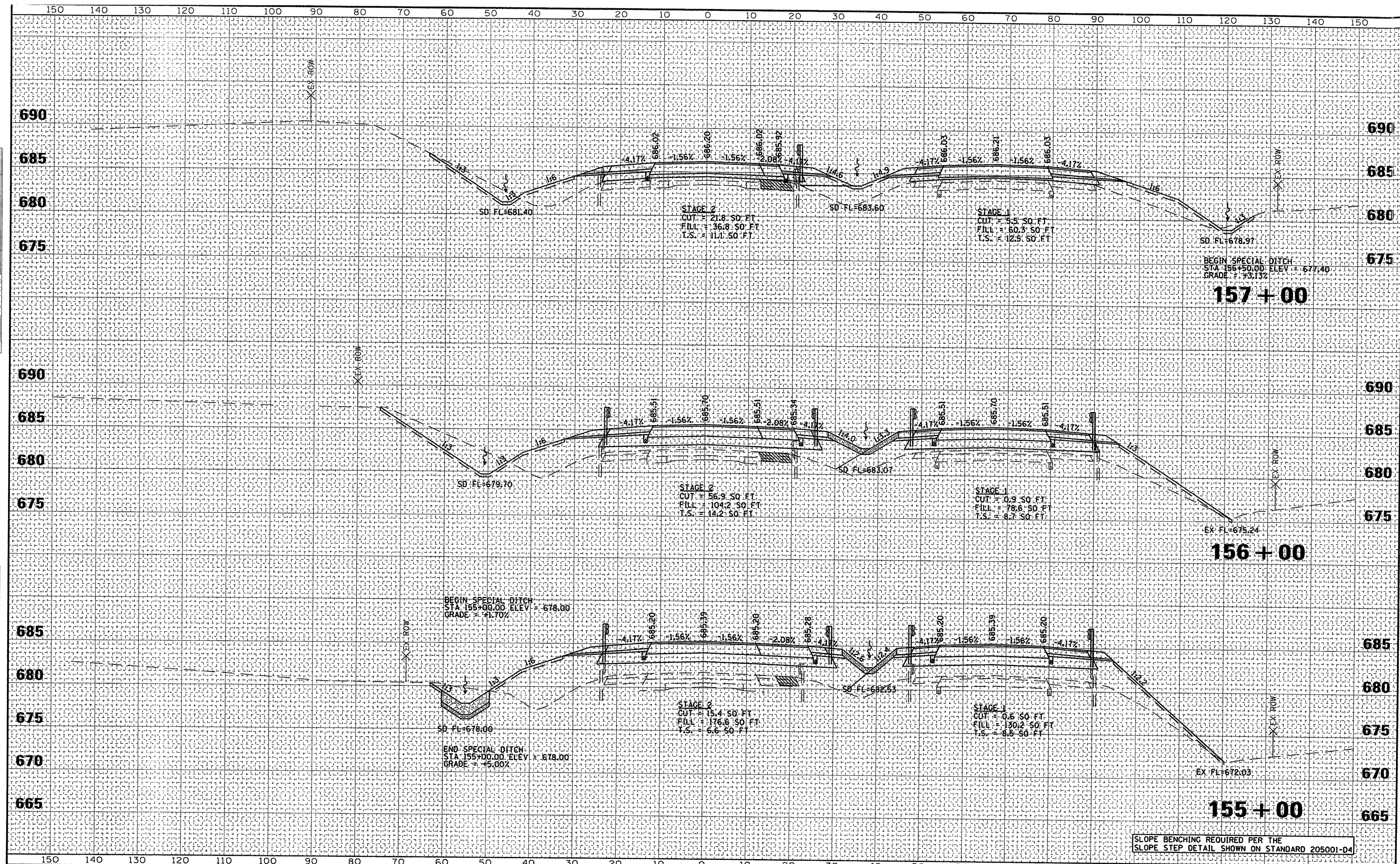


SLOPE BENCHING REQUIRED PER THE SLOPE STEP DETAIL SHOWN ON STANDARD 205001-D4

FILE NAME p:\07\files\07286\phase2\cadd\sheets\0469691-1\sections.dgn	USER NAME jseb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS FAP 310 (US 67)	F.A.P. RTE. 310	SECTION (38B-2)BR	COUNTY MCDONOUGH	TOTAL SHEETS 130	SHEET NO. 102		
PLOT SCALE = 30.0000 / IN.	CHECKED -	REVISED -	SCALE 1" = 40'			SHEET NO. 2 OF 4 SHEETS	STA. 152+00 TO STA. 154+00	CONTRACT NO. 68691		ILLINOIS FED. AID PROJECT		
PLOT DATE = 12/7/2011	DATE -	REVISED -										

DATE	
BY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
SURVEYED	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	

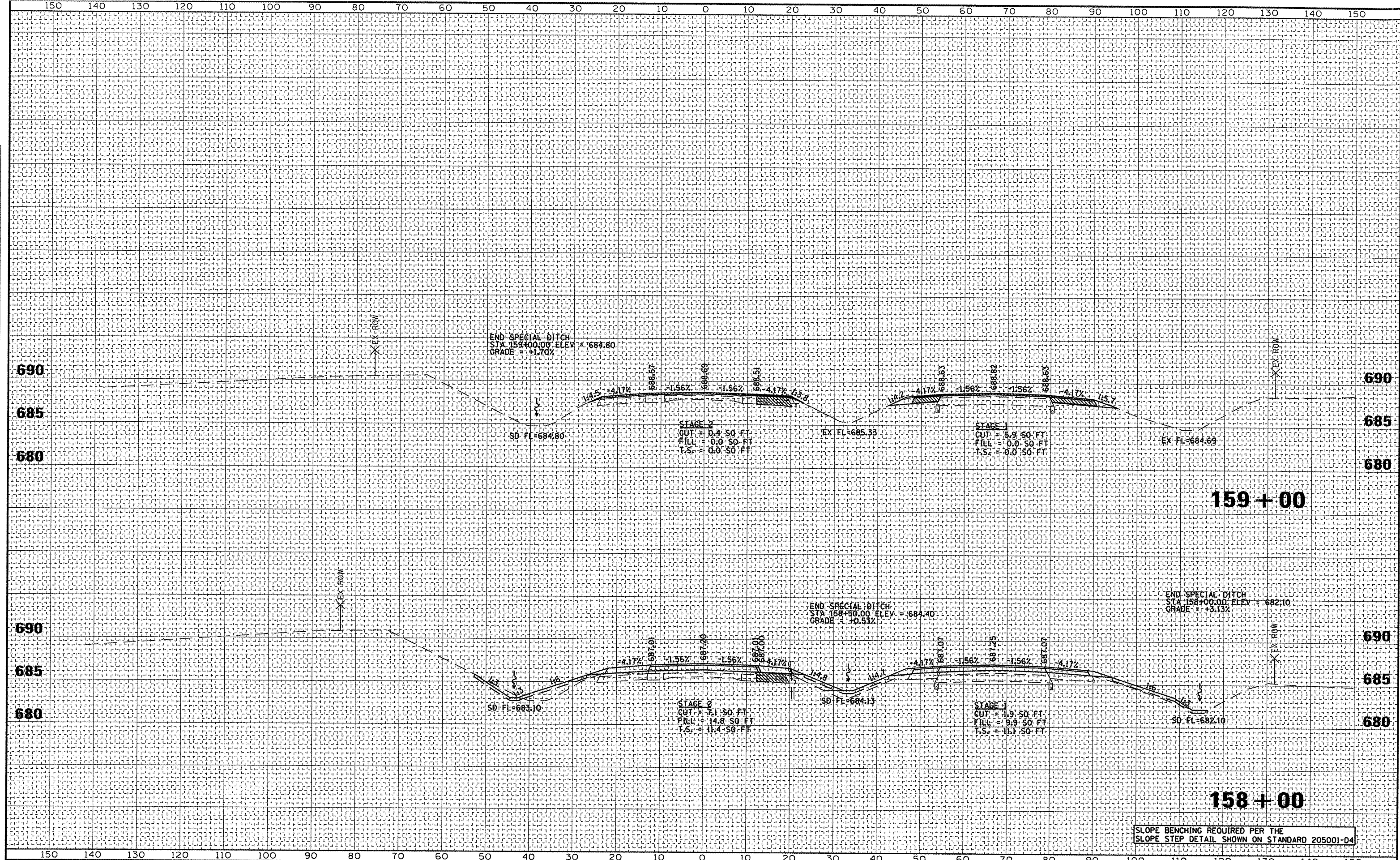


SLOPE BENCHING REQUIRED PER THE SLOPE STEP DETAIL SHOWN ON STANDARD 205001-04

FILE NAME =	USER NAME = seb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS FAP 310 (US 67)	F.A.P. RTE. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT SCALE = 20,0000 / IN.		CHECKED -	REVISED -			SCALE: 1" = 10' H / 1" = 5' V		SHEET NO. 3 OF 4 SHEETS STA. 155+00 TO STA. 157+00		CONTRACT NO. 68691	
PLOT DATE = 12/7/2011		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

DATE	
BY	
FINAL SURVEY	
FLIGHT	
NOTE BOOK	
AREAS CHECKED	

DATE	
BY	
ORIGINAL SURVEY	
FLIGHT	
NOTE BOOK	
AREAS CHECKED	



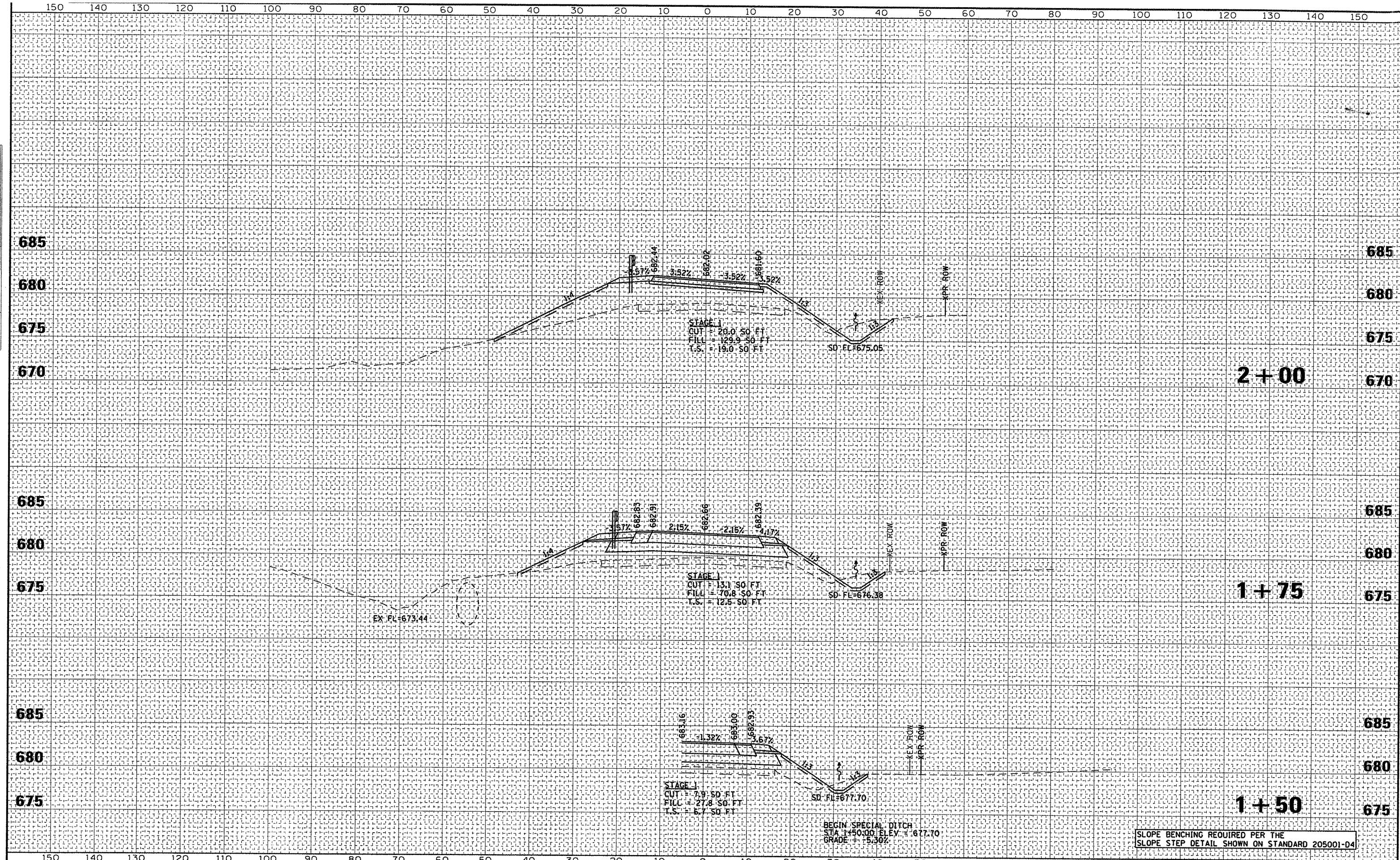
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FILE NAME =	USER NAME = seb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS FAP 310 (US 67)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLT SCALE = 20,0000 / IN.		CHECKED -	REVISED -			CONTRACT NO. 68691					
PLT DATE = 12/7/2011		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: 1"=20' HORIZ. 1"=5' VERT. SHEET NO. 4 OF 4 SHEETS STA. 158+00 TO STA. 159+00

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

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



2+00

1+75

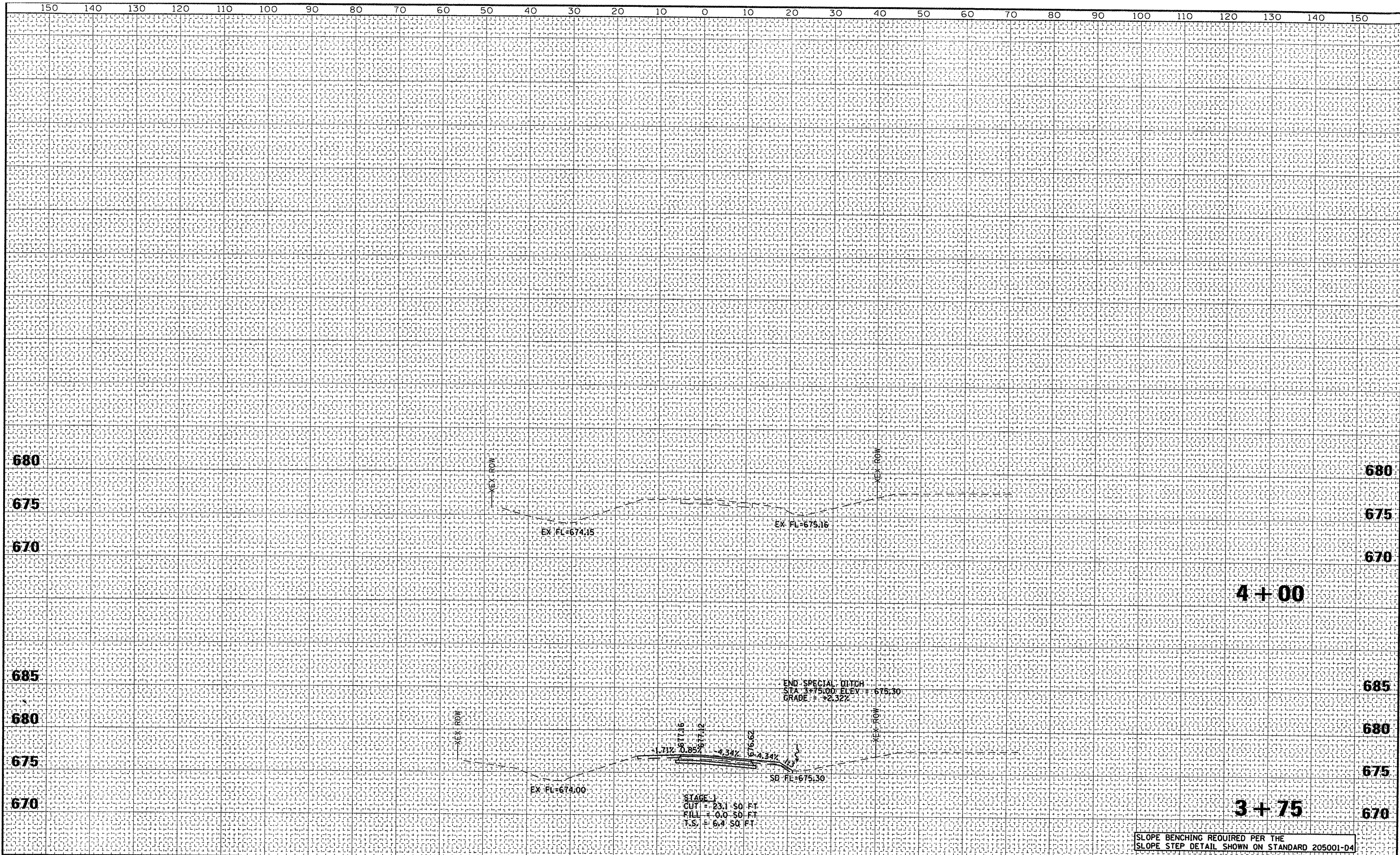
1+50

SLOPE BENCHING REQUIRED PER THE SLOPE STEP DETAIL SHOWN ON STANDARD 205001-04

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PLOT SCALE : 20,0000 / IH.	CHECKED -	REVISED -	SCALE : 1"=10' H 1"=5' V			SHEET NO. 1 OF 4 SHEETS	STA. 1+50 TO STA. 2+00	CONTRACT NO. 68691		ILLINOIS FED. AID PROJECT	
PLOT DATE : 12/7/2011	DATE -	REVISED -									

DATE	
BY	
SURVEYED	
PLOTTED	
NOTE BOOK	
REPLATE	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
NOTE BOOK	
REPLATE	
AREAS CHECKED	
NO.	



SLOPE BENCHING REQUIRED PER THE SLOPE STEP DETAIL SHOWN ON STANDARD 205001-D4

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USER NAME : seb
 PLOT SCALE : 20,0000 / IN.
 PLOT DATE : 12/7/2011

DESIGNED	REVISOR
DRAWN	REVISOR
CHECKED	REVISOR
DATE	REVISOR

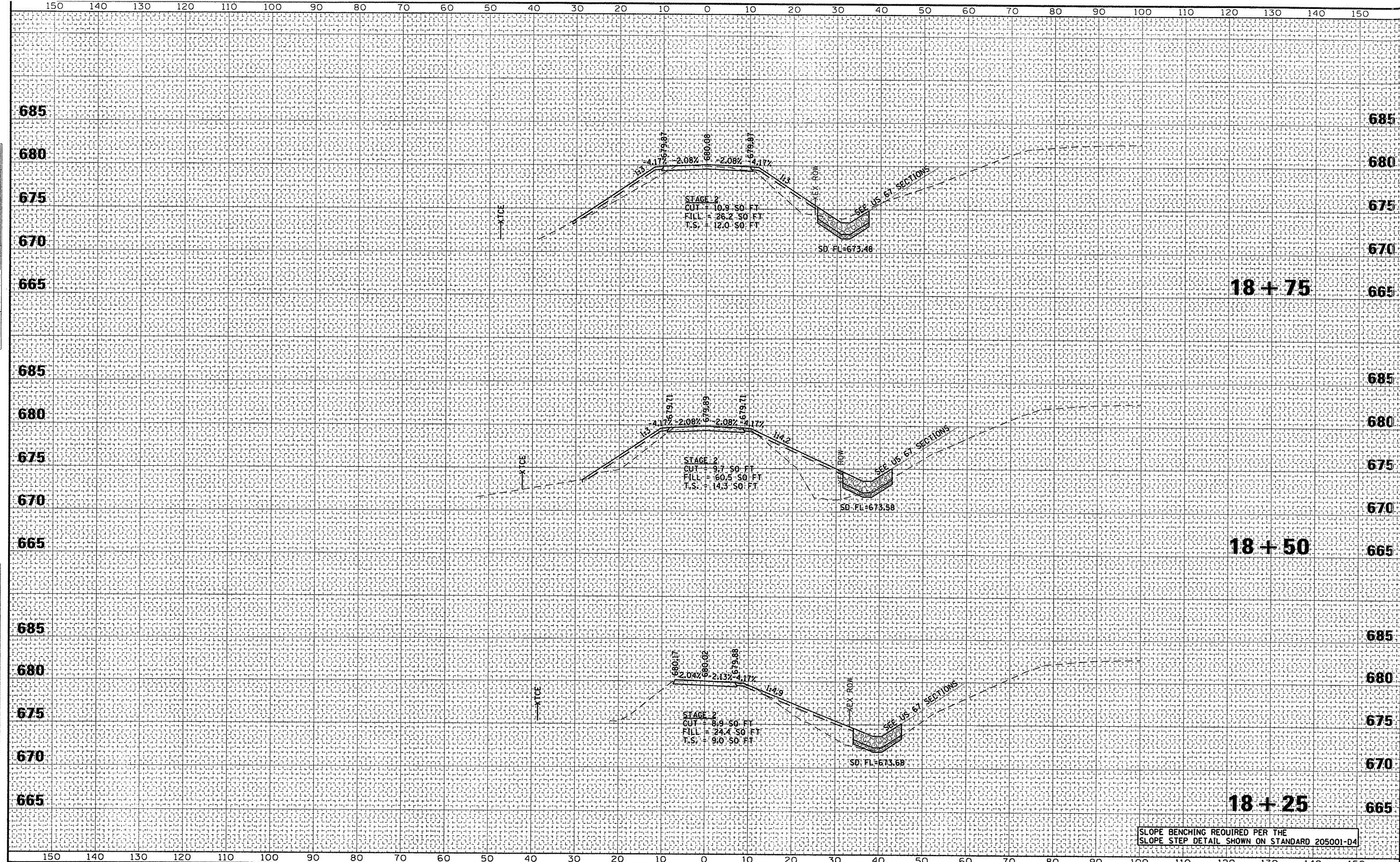
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 TR 1750 N
 SCALE: 1"=10' H
 1"=25' V SHEET NO. 4 OF 4 SHEETS STA. 3+75 TO STA. 4+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(388-2)BR	MCDONOUGH	130	108
				CONTRACT NO. 68691
ILLINOIS FED. AID PROJECT				

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

DATE	
BY	
ORIGINAL SURVEYED	
SURVEY PLOTTED	
NOTE BOOK	
TEMPLATE	
AREAS CHECKED	
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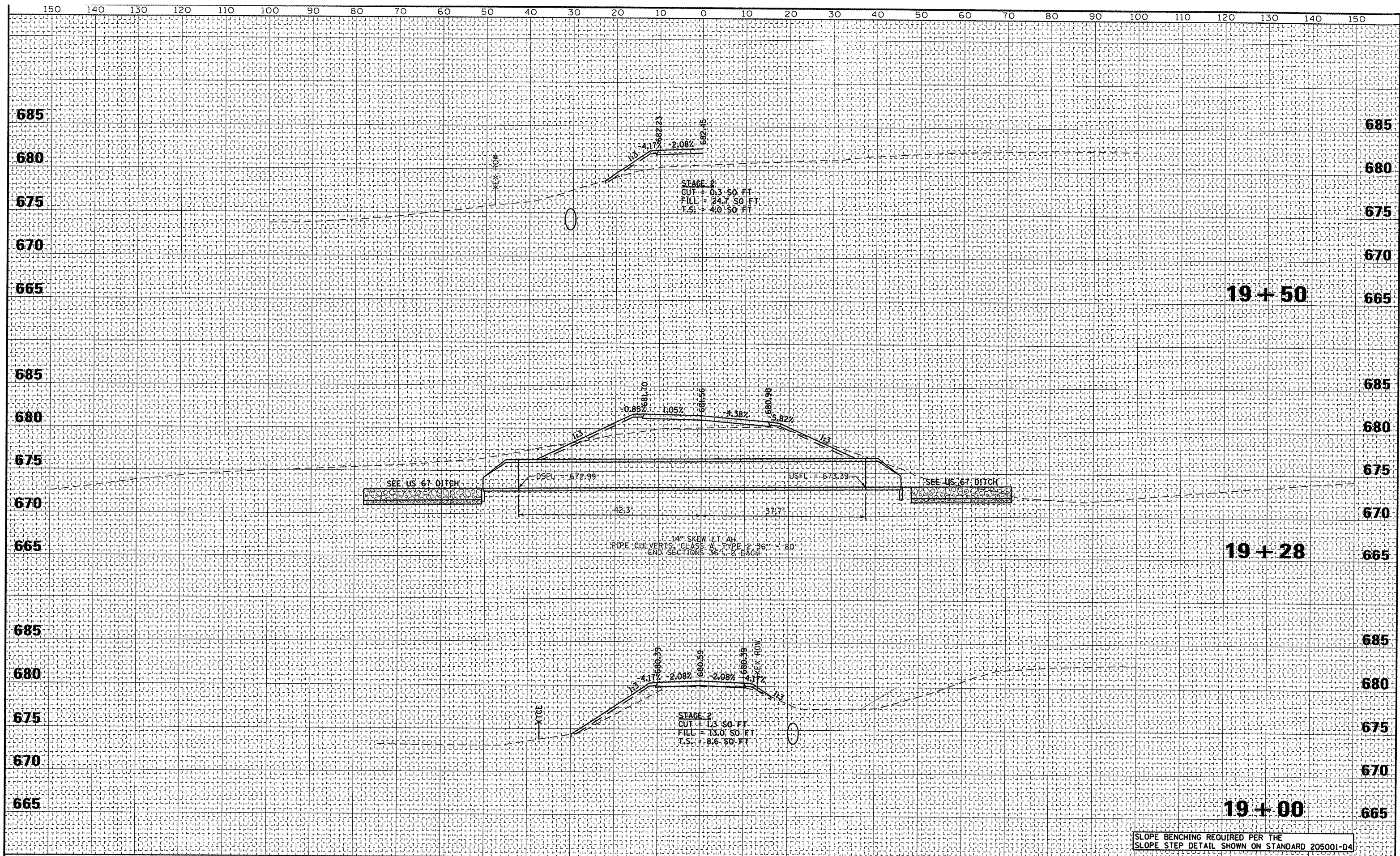
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PLOT SCALE = 20,0000 / IN.	CHECKED -	REVISED -	REVISED -						310	(38B-2)BR	MCDONOUGH	130	109
PLOT DATE = 12/7/2011	DATE	REVISED -	REVISED -						CONTRACT NO. 68691				
									ILLINOIS FED. AID PROJECT				

SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. 18+25 TO STA. 18+75

DATE: _____
 BY: _____
 SURVEYED: _____
 CHECKED: _____
 FINAL SURVEY: _____
 NOTE BOOK: _____
 NO. _____

DATE: _____
 BY: _____
 SURVEYED: _____
 CHECKED: _____
 ORIGINAL SURVEY: _____
 NOTE BOOK: _____
 NO. _____

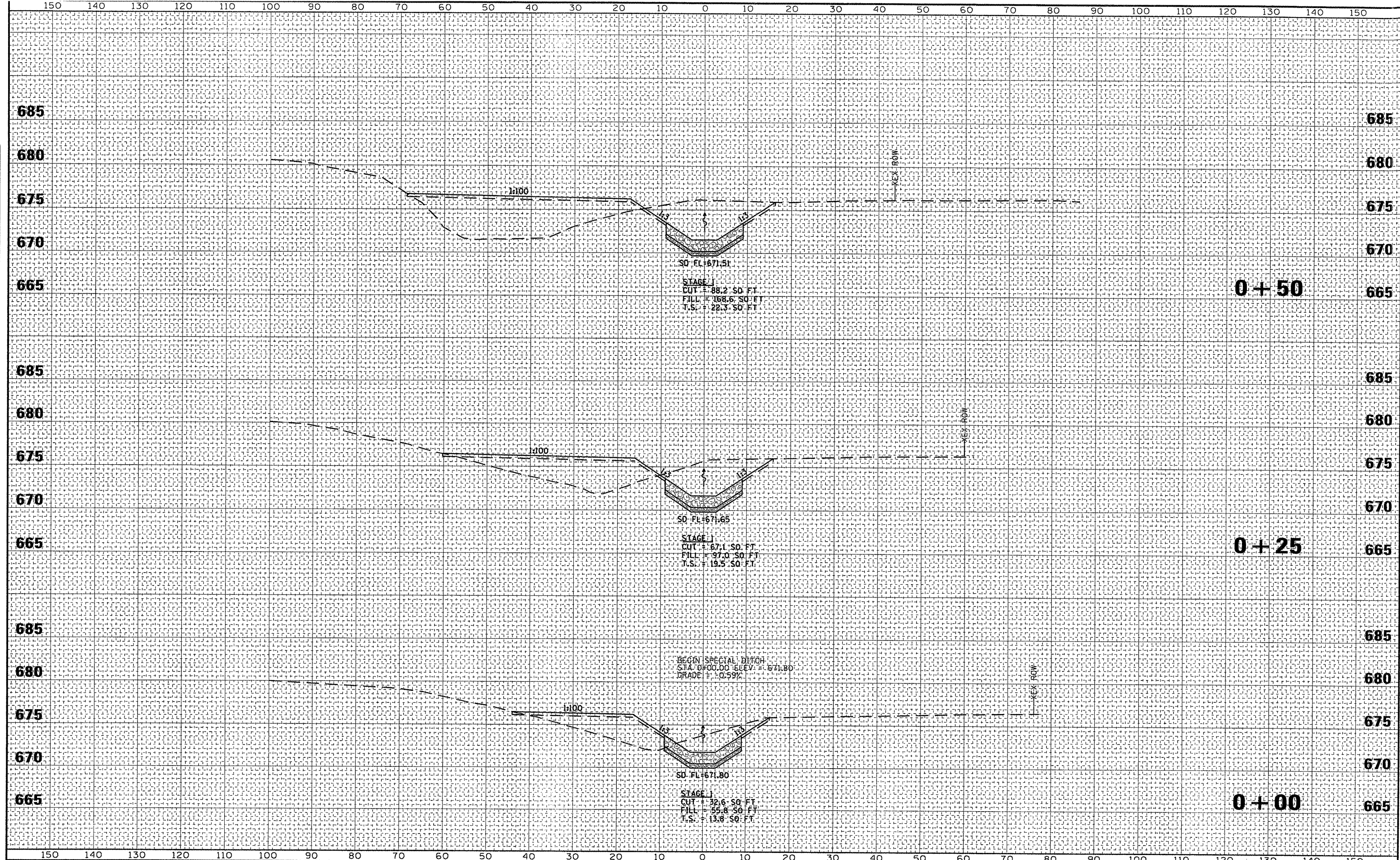


SLOPE BENCHING REQUIRED PER THE
 SLOPE STEP DETAIL SHOWN ON STANDARD 205001-D4

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SCALE: 1"=10'-0"	SCALE: 1"=10'-0"	CHECKED: _____	REVISED: _____		SHEET NO. 2	OF 2 SHEETS	STA. 19+00	TO STA. 19+50	CONTRACT NO. 68691			
DATE: 12/7/2011	DATE: 12/7/2011	DATE: _____	DATE: _____		ILLINOIS FED. AID PROJECT							

DATE	
BY	
FINAL SURVEY	
PROPOSED SURVEY	
NOTE BOOK	
AREAS CHECKED	
NO.	

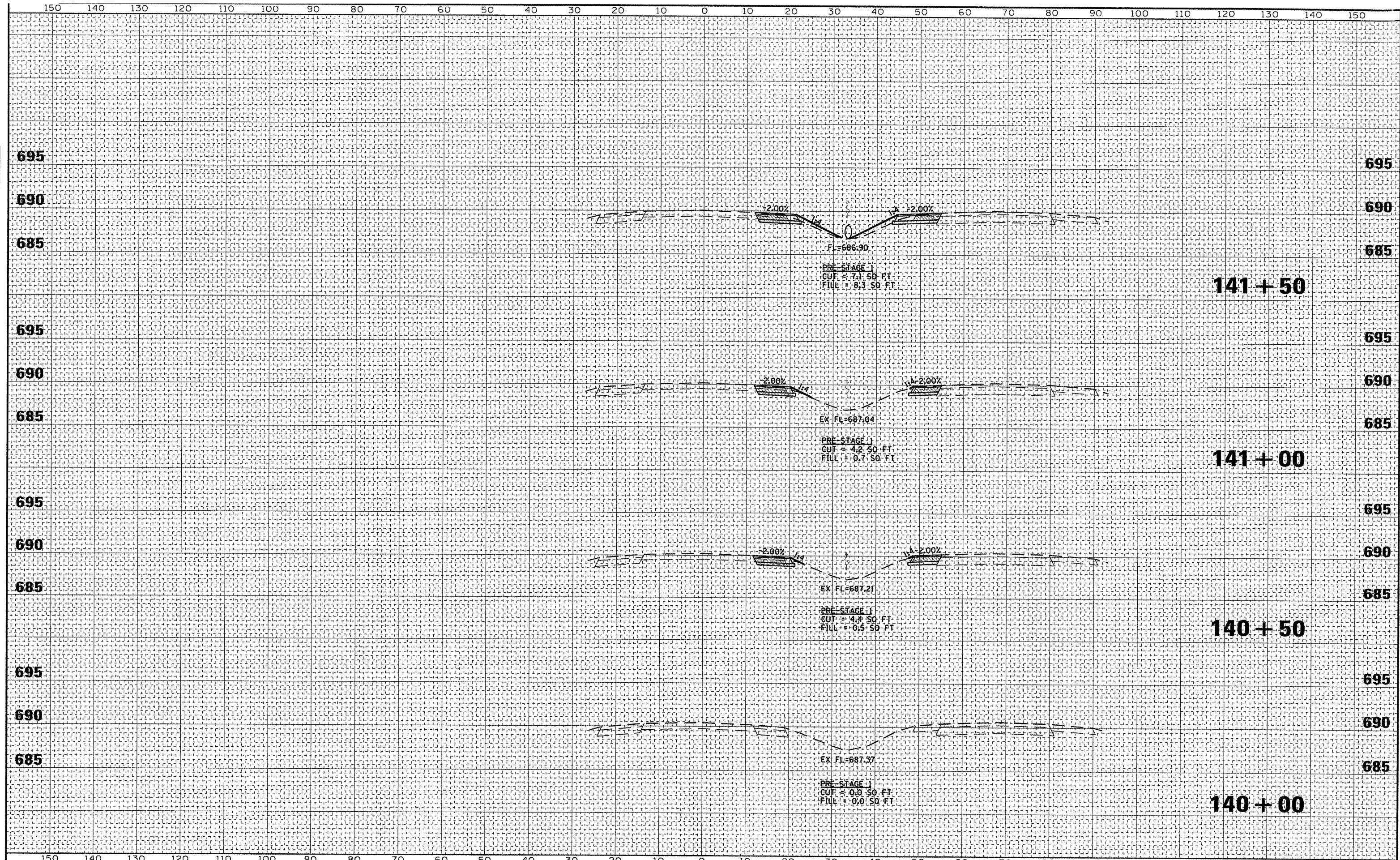
DATE	
BY	
ORIGINAL SURVEY	
PROPOSED SURVEY	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME : ps:\07files\070286\phase2\cadd sheets\0463691-1	USER NAME : srb	DESIGNED : -	REVISED : -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS SPECIAL DITCH			F.A.P. RTE. 310	SECTION 138B-21BR	COUNTY MCDONOUGH	TOTAL SHEETS 130	SHEET NO. 111
PLOT SCALE : 20,0000' / IN.	CHECKED : -	REVISOR : -	DATE : -		SCALE: 1" = 20'	SHEET NO. 1	OF 2 SHEETS	STA. 0+00	TO STA. 0+50	CONTRACT NO. 68691		
PLOT DATE : 12/7/2011	DATE : -	REVISOR : -	DATE : -		ILLINOIS FED. AID PROJECT							

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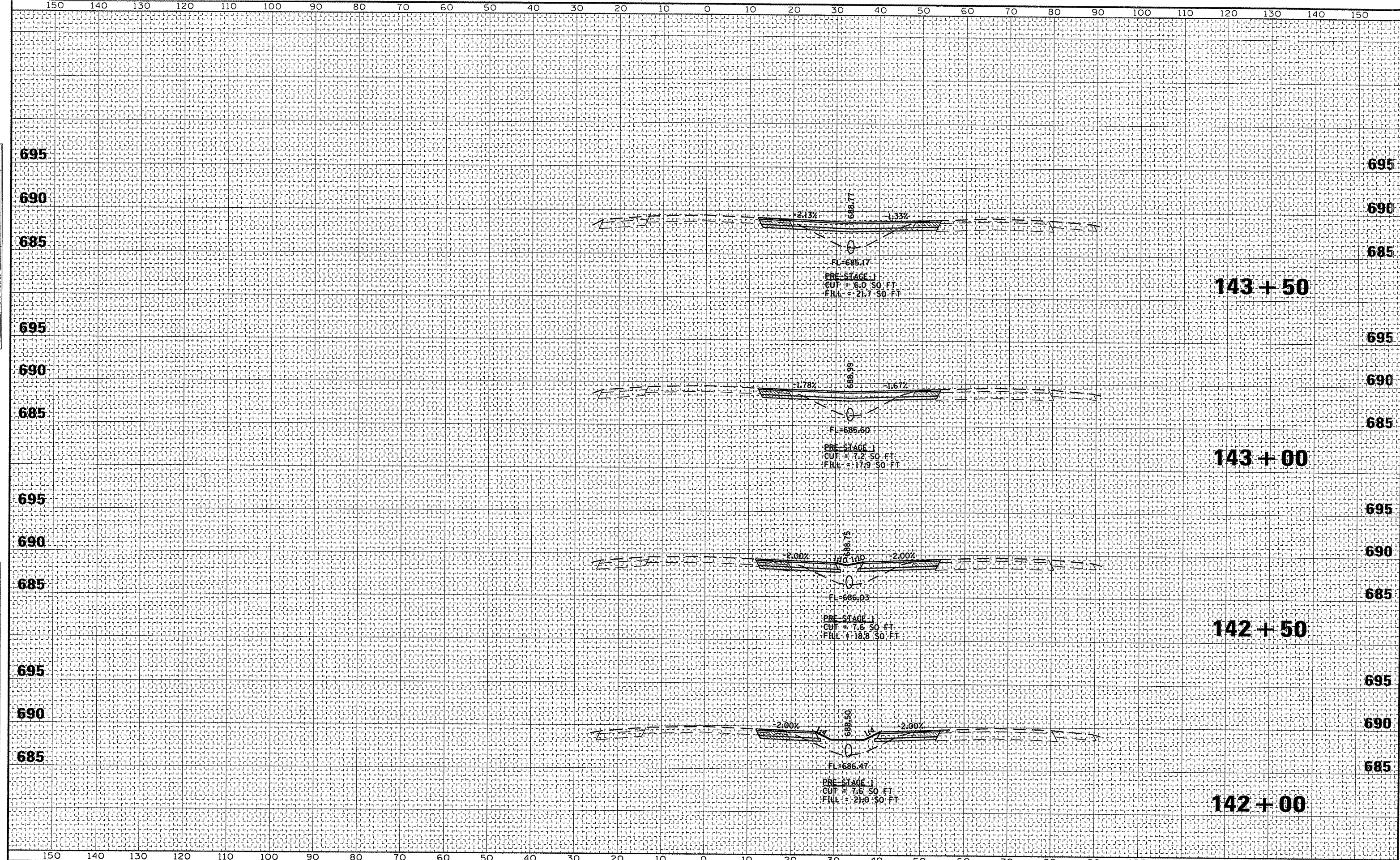
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PLOT SCALE : 20,0000 1/4"	DRAWN : -	CHECKED : -	REVISED : -		SCALE: 1"=20' H 1"=25' V	SHEET NO. 1	OF 10 SHEETS	STA. 140+00	TO STA. 141+50	CONTRACT NO. 68691		
PLOT DATE : 12/7/2011	DATE : -	REVISED : -	REVISED : -		ILLINOIS FED. AID PROJECT							

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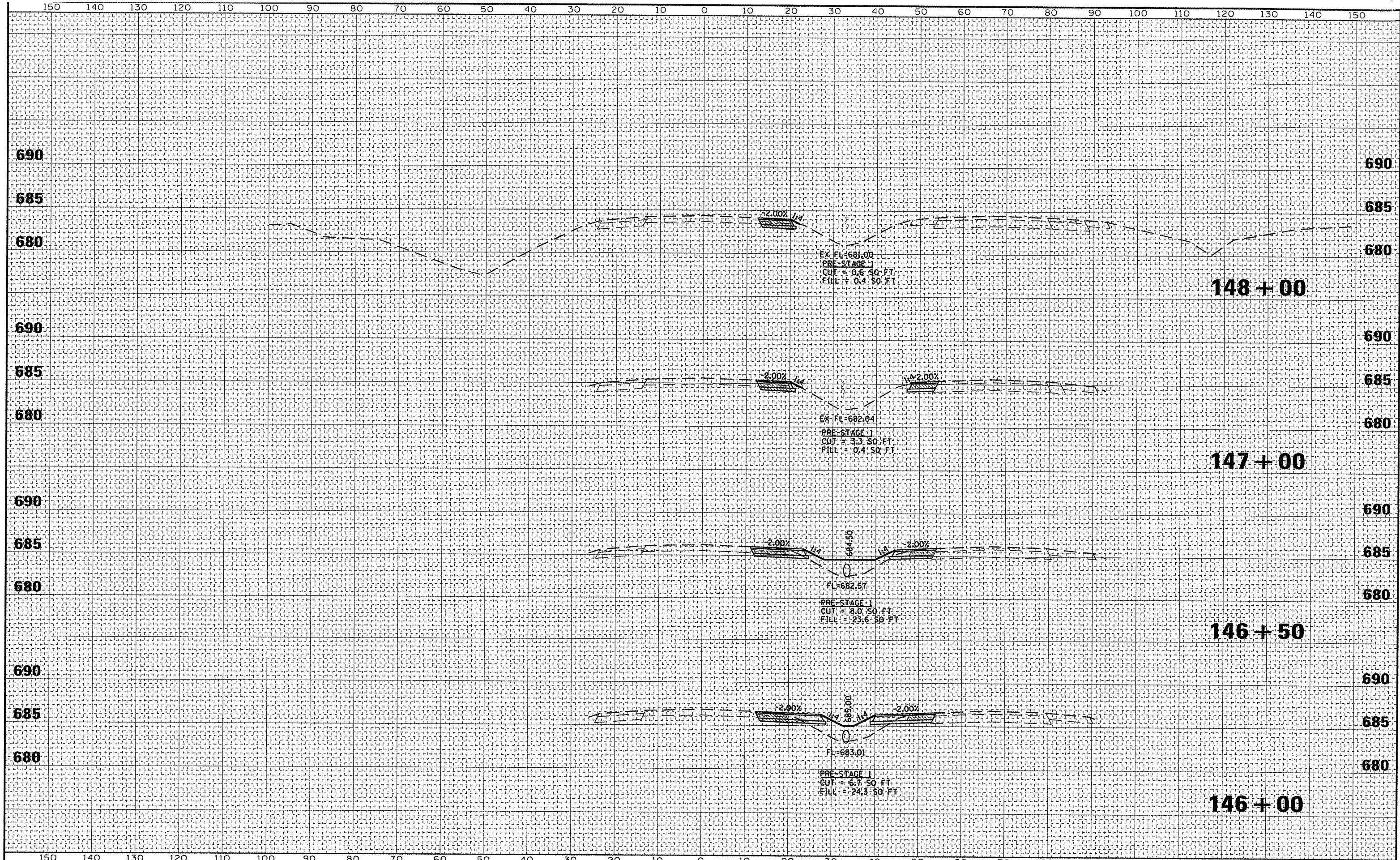
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PLOT SCALE : 20,0000 1/4 IN.		DRAWN -	REVISED -		SCALE: 1"=10'	SHEET NO. 2 OF 10 SHEETS	STA. 142+00 TO STA. 143+50	CONTRACT NO. 68691		ILLINOIS FED. AID PROJECT	
PLOT DATE : 12/7/2011		CHECKED -	REVISED -								
		DATE -	REVISED -								

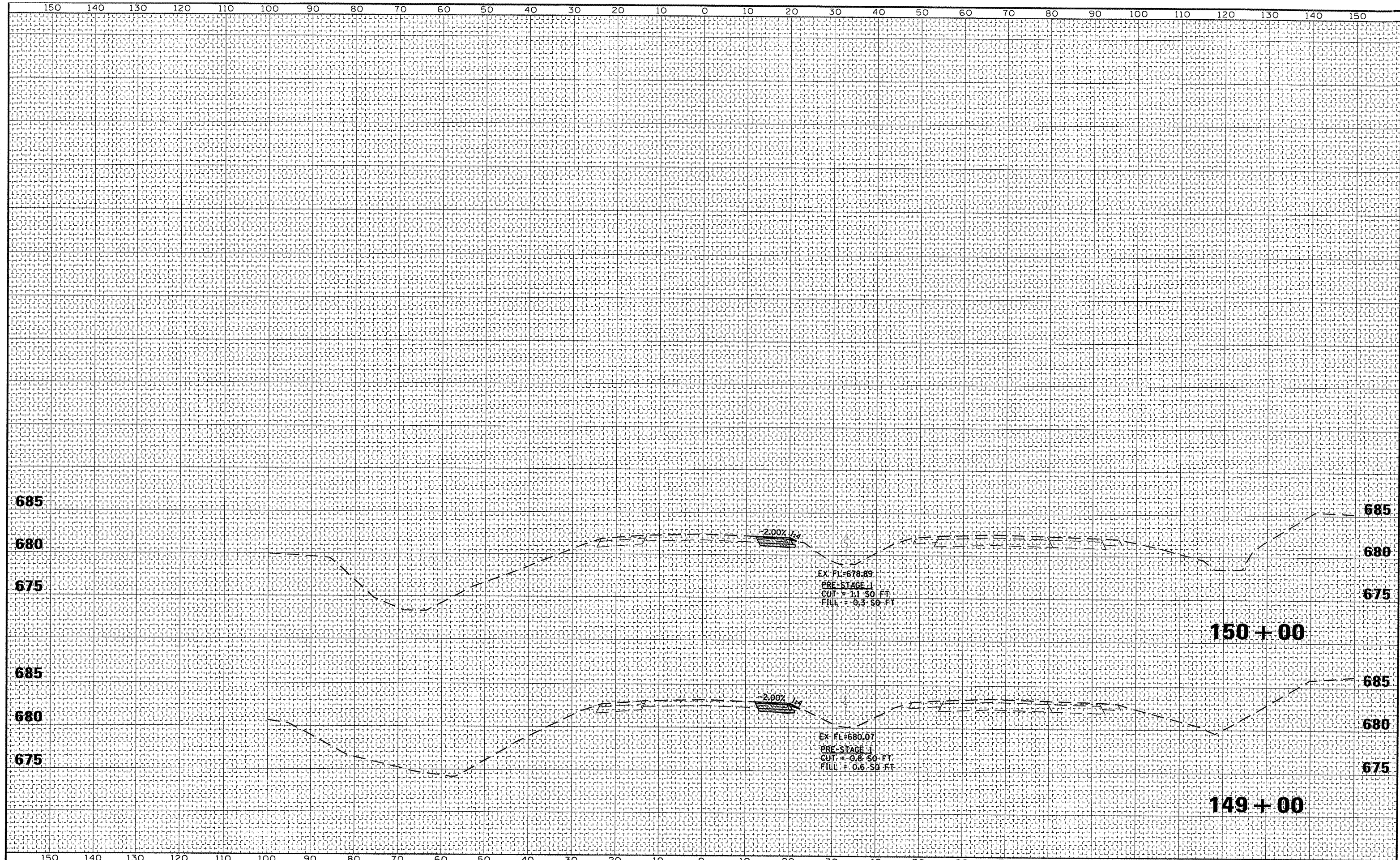
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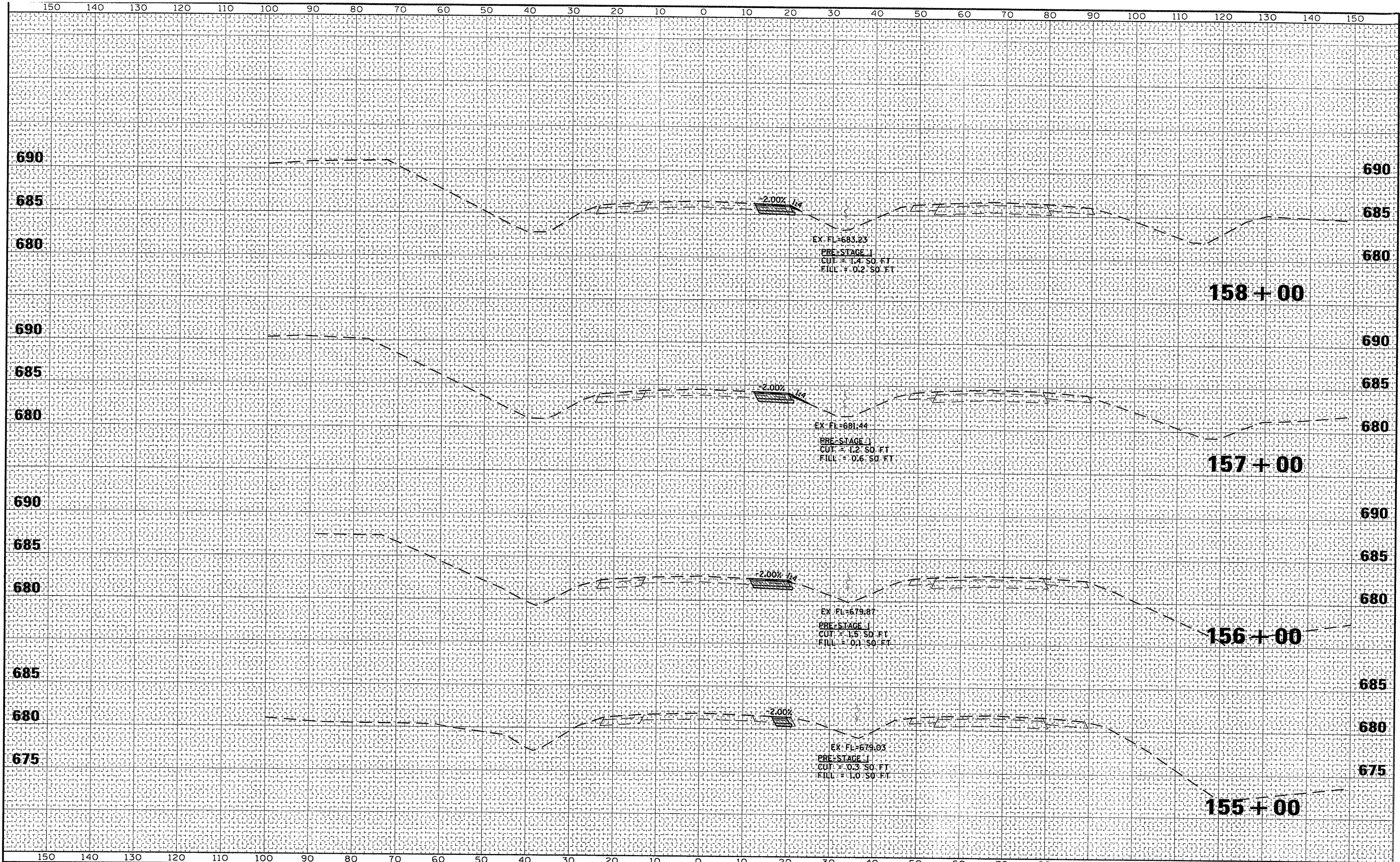


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PLOT SCALE: 20,0000 / IN.		DRAWN: -	REVISED: -		SCALE: 1"=20'H 1"=25'V	SHEET NO. 5	OF 10 SHEETS	STA. 149+00	TO STA. 150+00	CONTRACT NO. 68691		
PLOT DATE: 12/7/2011		CHECKED: -	REVISED: -		ILLINOIS FED. AID PROJECT							
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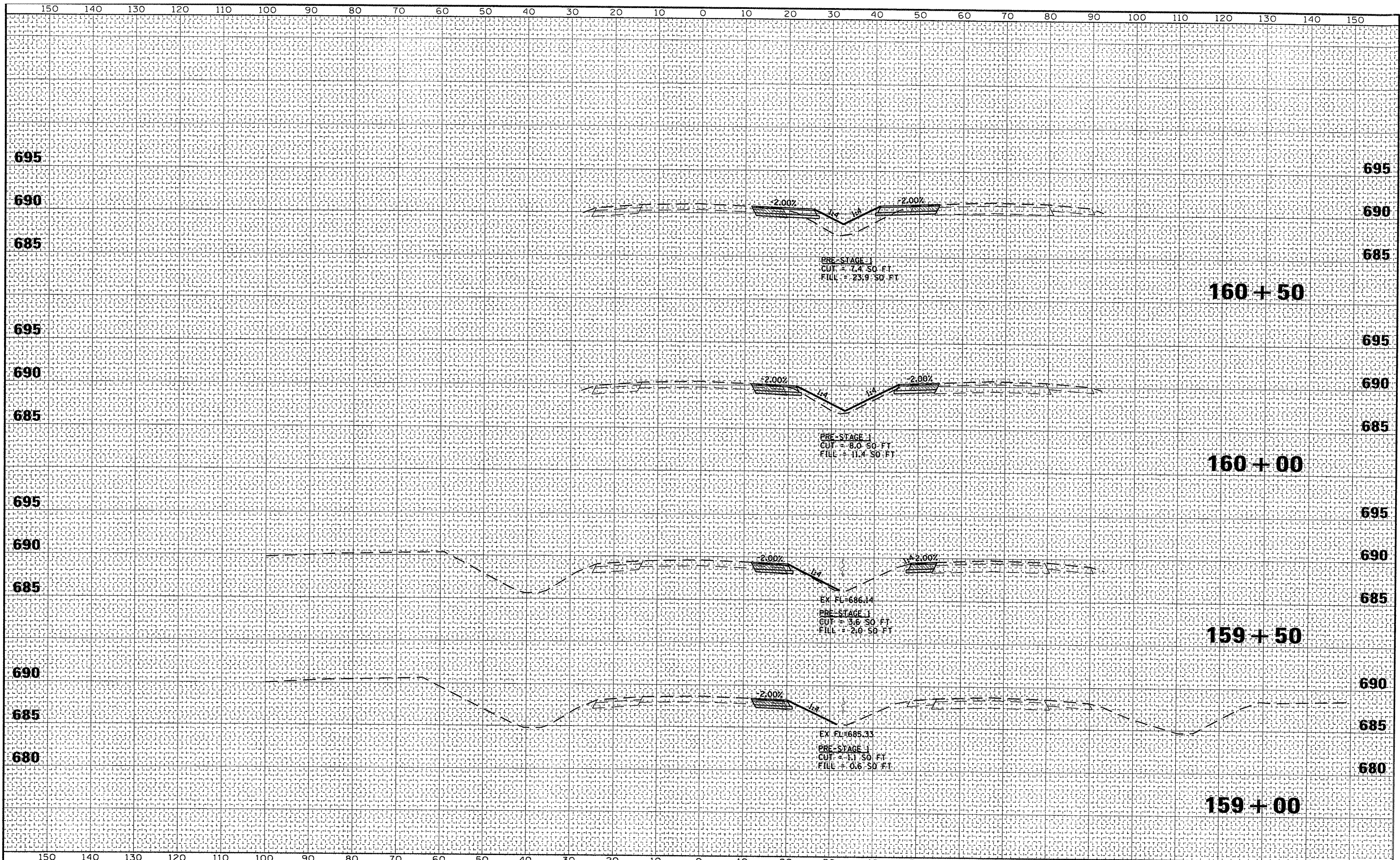
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
MAINTENANCE OF TRAFFIC (PRE-STAGE 1)**

SCALE: 1" = 10' H
1" = 5' V

SHEET NO. 6 OF 10 SHEETS STA. 155+00 TO STA. 158+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	118
			CONTRACT NO. 68691	
ILLINOIS FED. AID PROJECT				



DATE	
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REVISIONS	
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FILE NAME :
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DATE	-	REVISED	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 MAINTENANCE OF TRAFFIC (PRE-STAGE 1)**

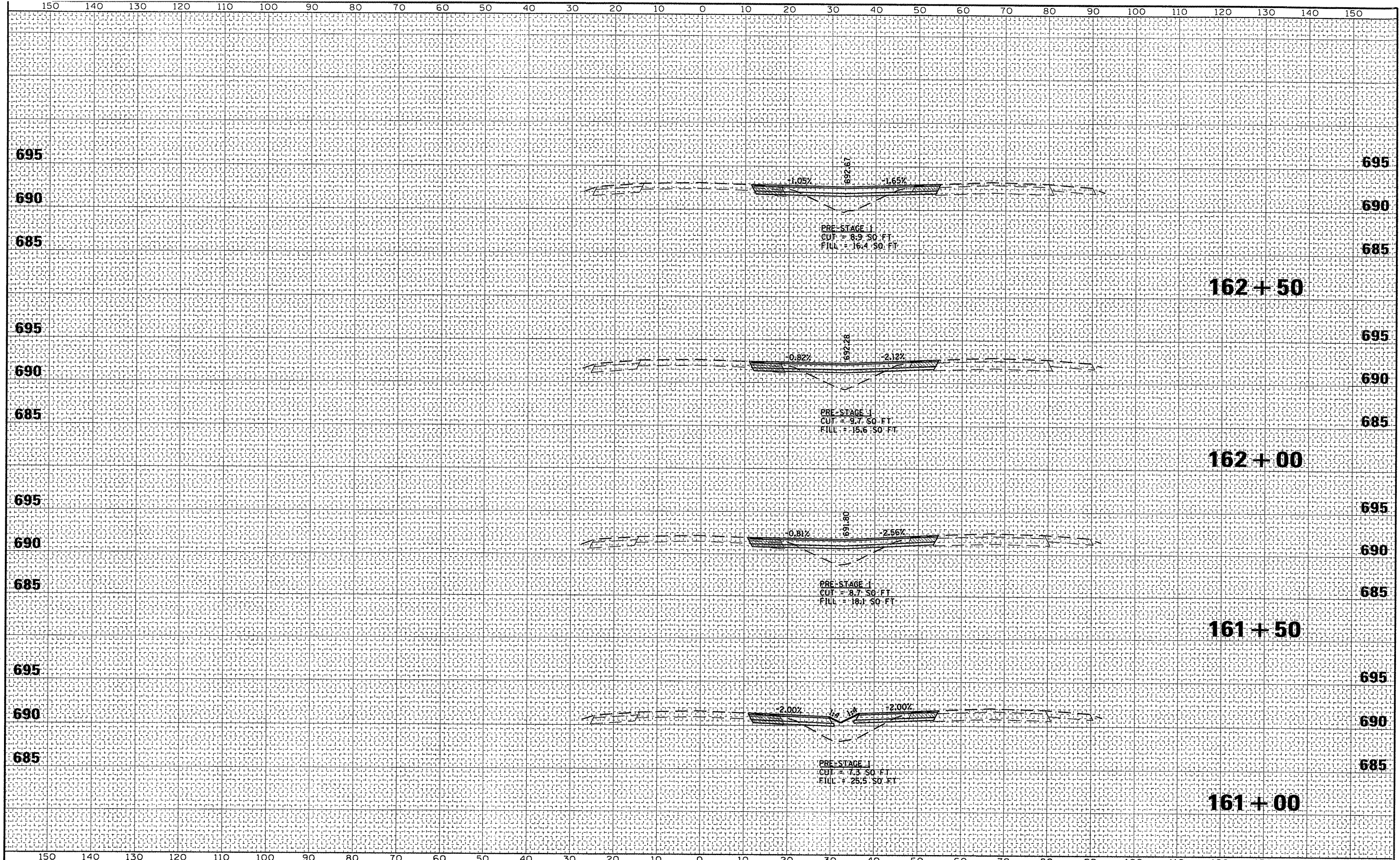
SCALE: $\frac{1"=10' H}{1"=80' V}$ SHEET NO. 7 OF 10 SHEETS STA. 159+00 TO STA. 160+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	119
				CONTRACT NO. 68691

ILLINOIS FED. AID PROJECT

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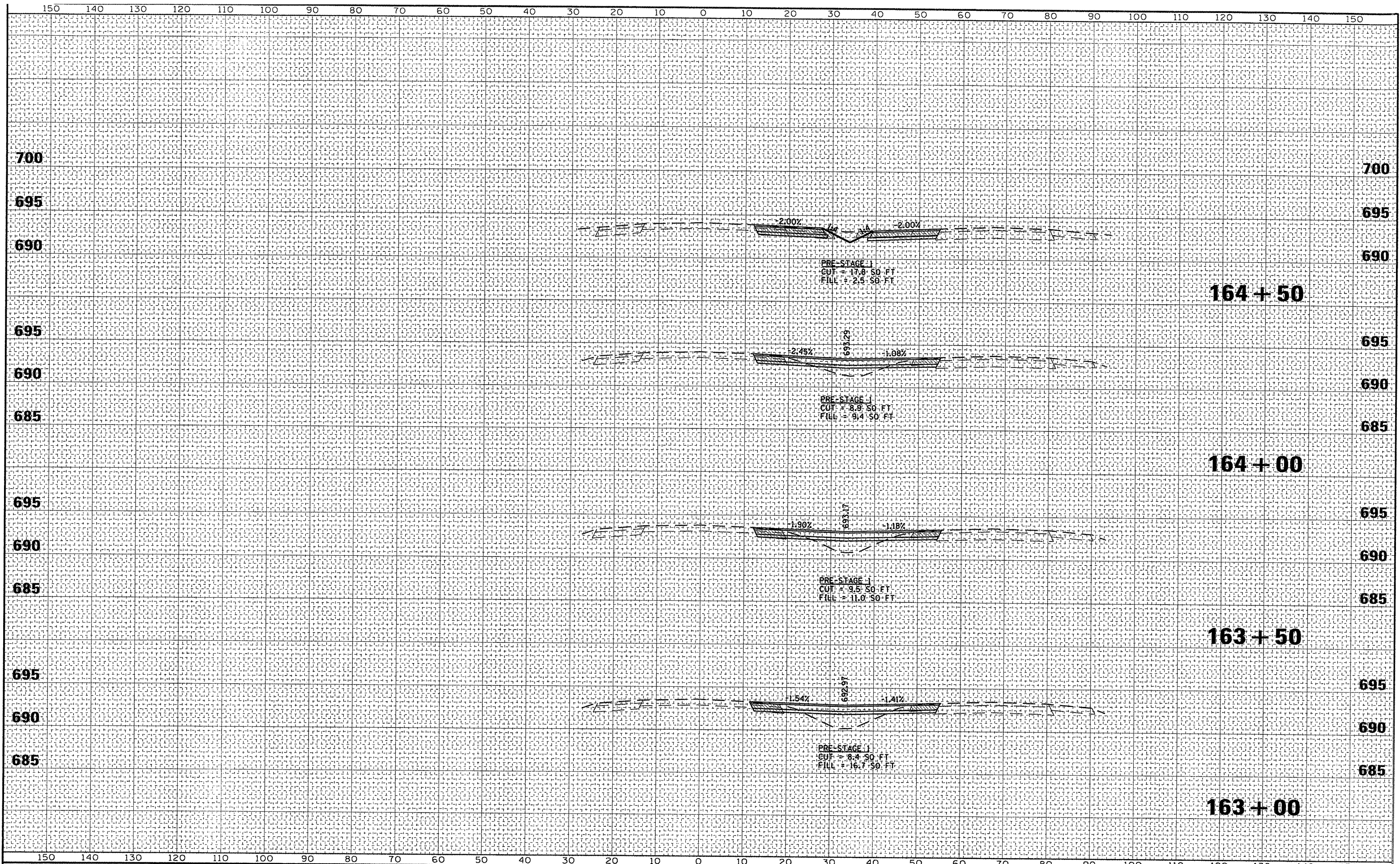
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FILE NAME	USER NAME : srb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS MAINTENANCE OF TRAFFIC (PRE-STAGE 1)		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLOT SCALE : 20.0000 1/2 IN.		DRAWN -	REVISED -		310	(38B-2)BR	MCDONOUGH	130	120		
PLOT DATE : 12/2/2011		CHECKED -	REVISED -		SCALE: 1"=20'		SHEET NO. 8 OF 10 SHEETS		STA. 161+00 TO STA. 162+50	CONTRACT NO. 68691	
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT						

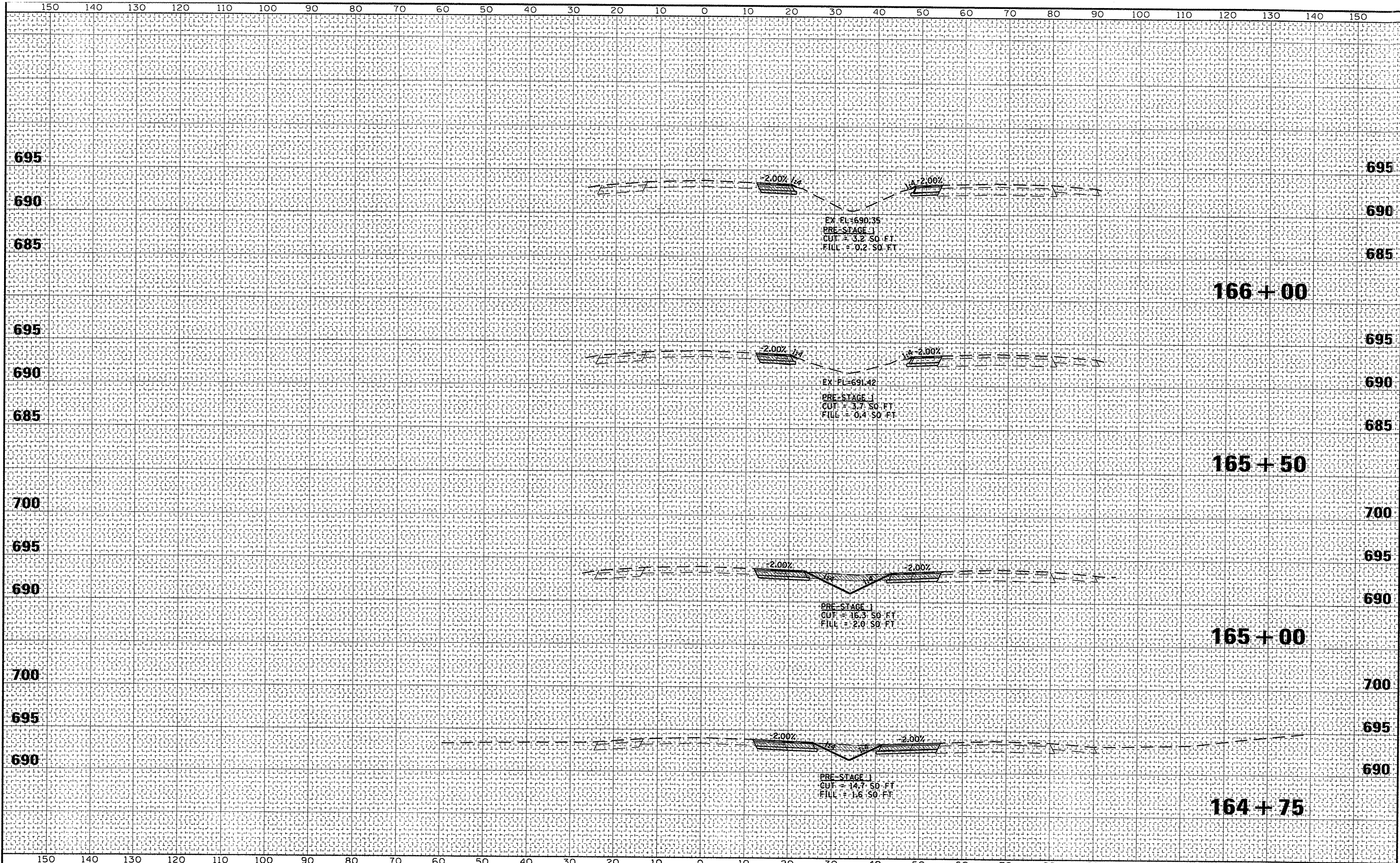
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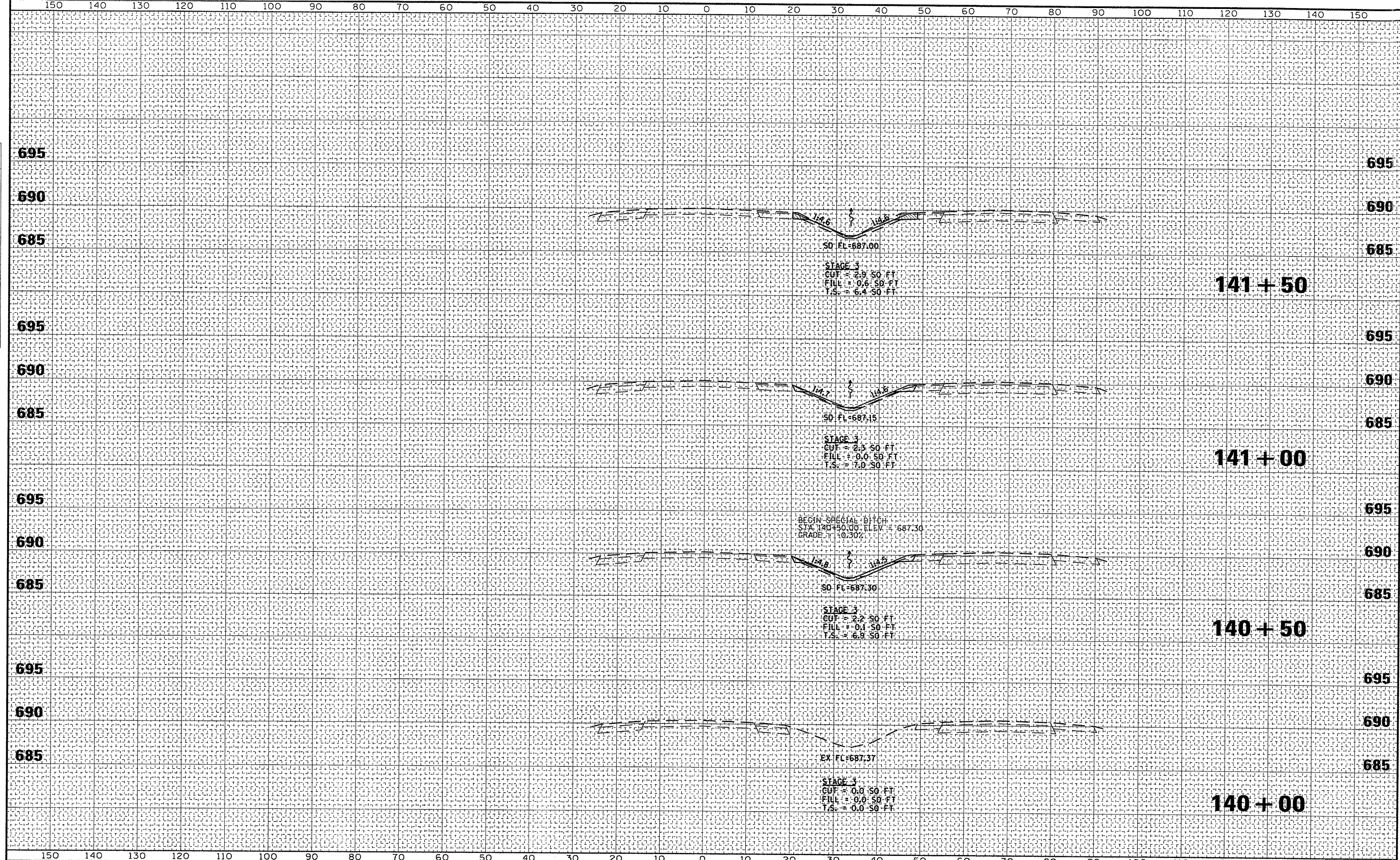
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PLOT SCALE : 20,0000 FT	CHECKED : -	REVISIED : -	REVISIED : -		SCALE : 1"=100' 1"=50'	SHEET NO. 10 OF 10	SHEETS	STA. 164+75	TO STA. 166+00	CONTRACT NO. 68691		
PLOT DATE : 12/7/2011	DATE : -	REVISIED : -	REVISIED : -		ILLINOIS FED. AID PROJECT							

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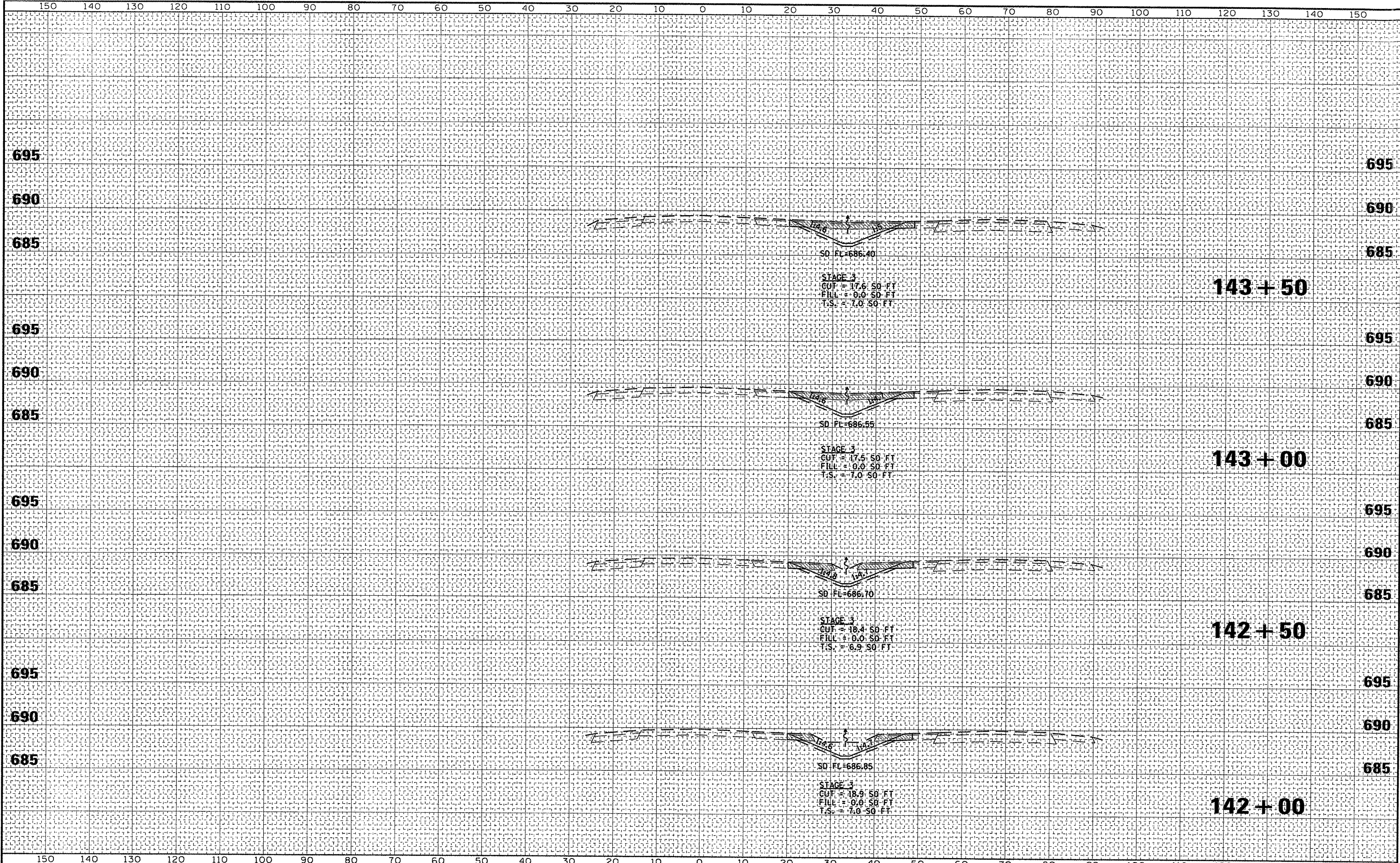
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PLOT SCALE : 20,0000 1/ IN.	CHECKED -	REVISED -	REVISED -		SCALE: 1"=10' H 1"=25' V	SHEET NO. 1	OF 8 SHEETS	STA. 140+00	TO STA. 141+50	CONTRACT NO. 68691			
PLOT DATE : 12/7/2011	DATE	REVISED -	REVISED -		ILLINOIS FED. AID PROJECT								

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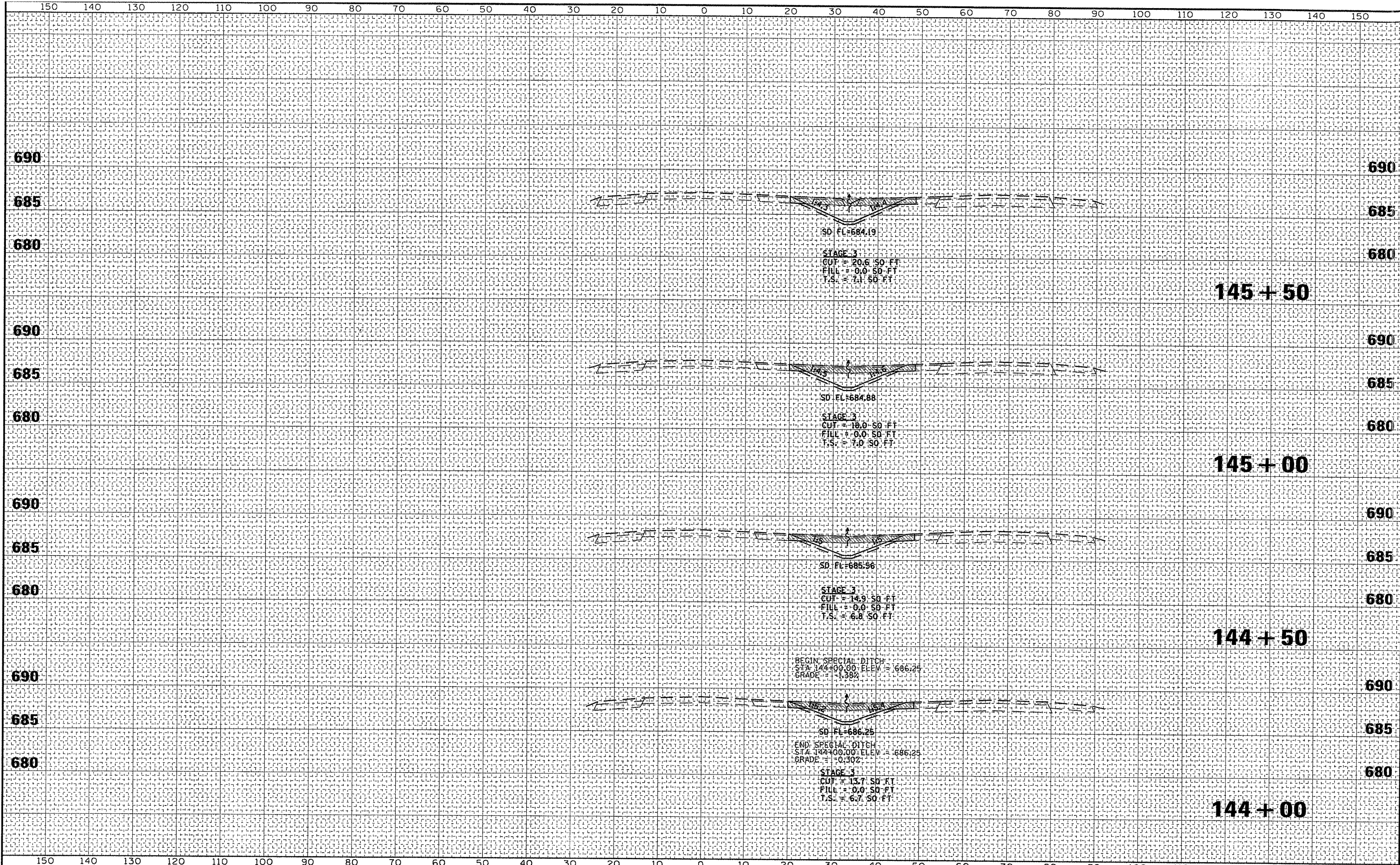
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PLOT SCALE = 30,0000 / IN.		DRAWN -	REVISED -		SCALE: 1"=10' H 1"=5' V	SHEET NO. 2 OF 8 SHEETS	STA. 142+00 TO STA. 143+50	CONTRACT NO. 68691		ILLINOIS FED. AID PROJECT		
PLOT DATE = 12/17/2011		CHECKED -	REVISED -									
		DATE -	REVISED -									

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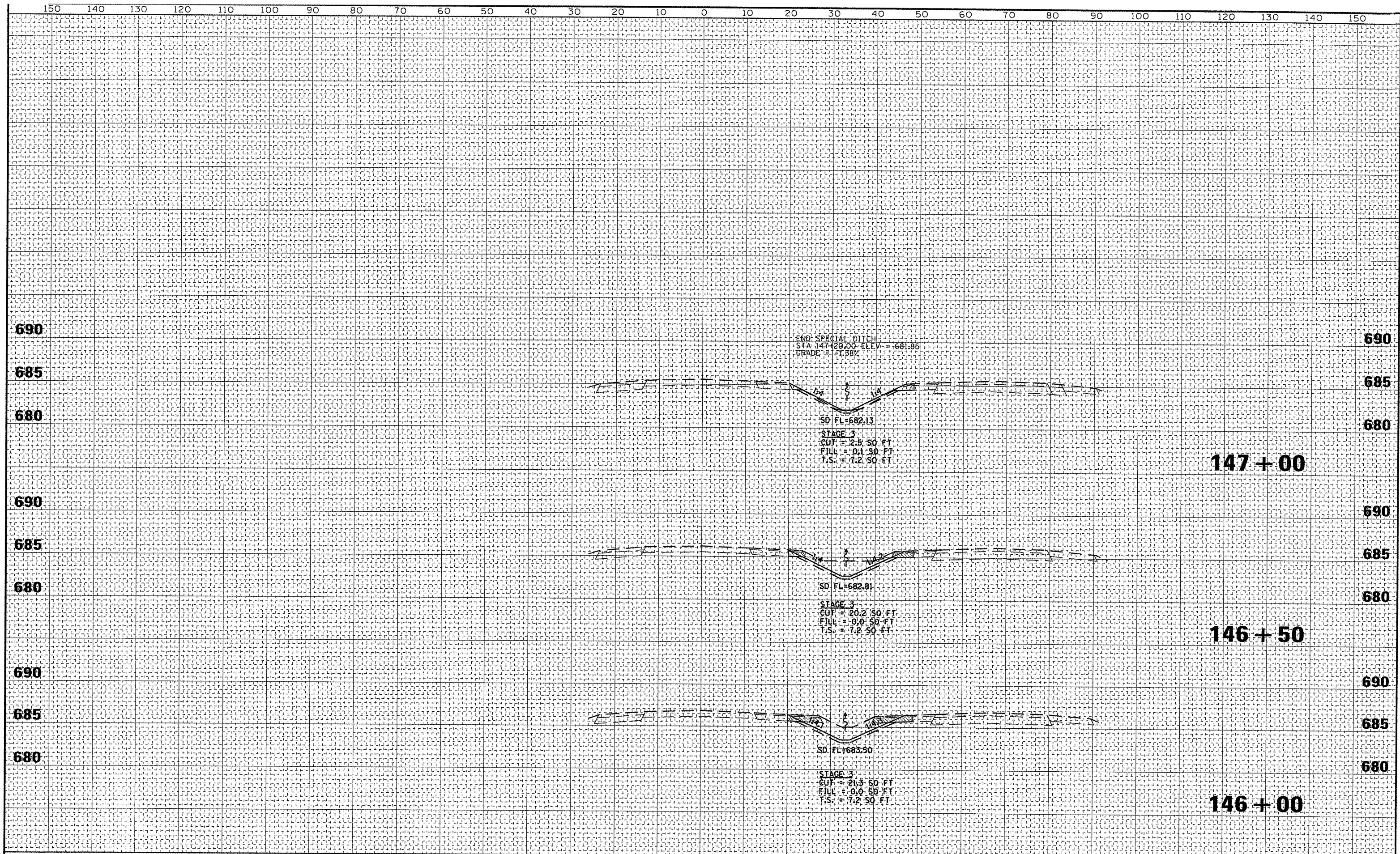
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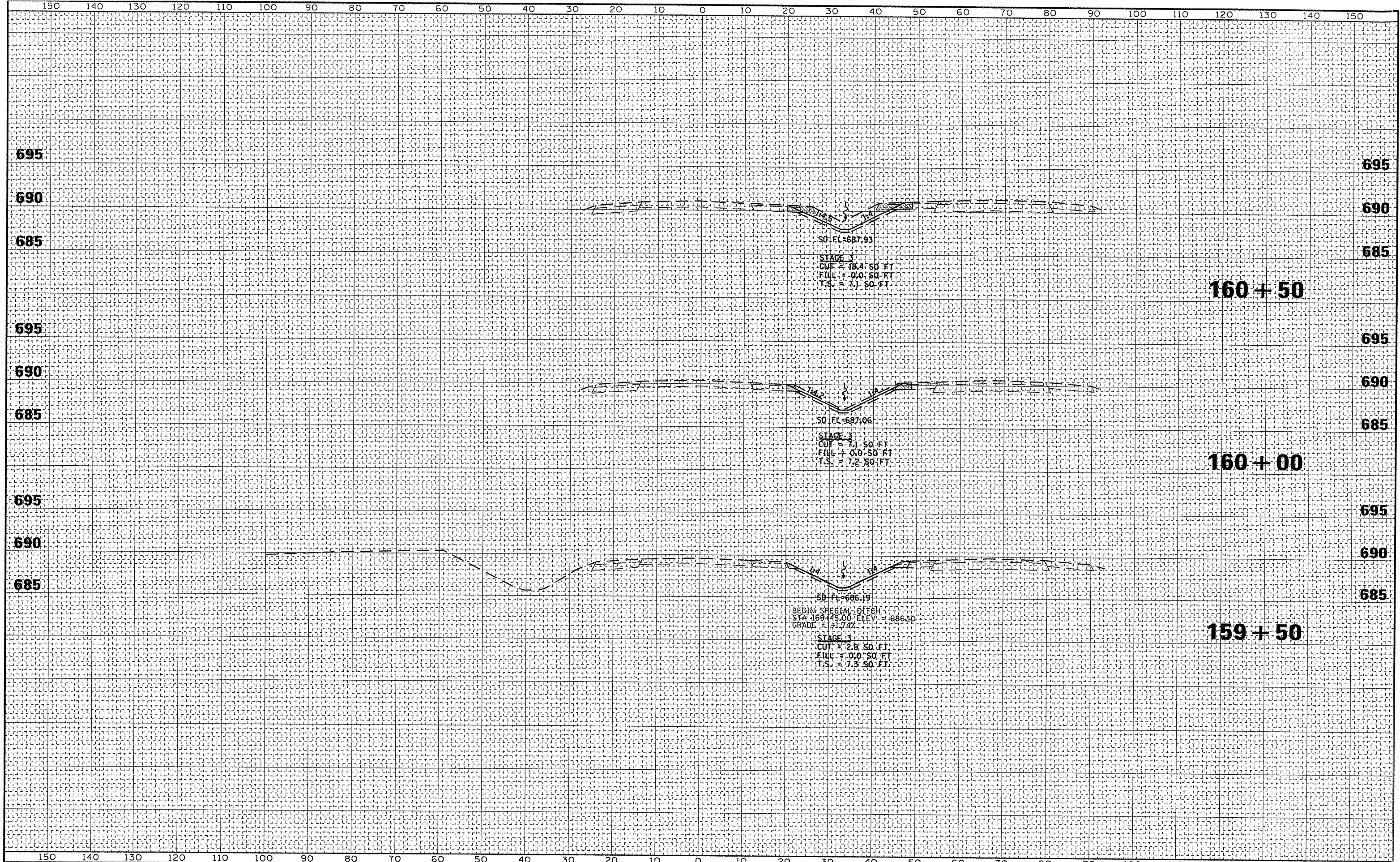
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PLOT SCALE 1" = 20.0000'	CHECKED -	REVISOR -	DATE -		SCALE 1" = 20.00'	SHEET NO. 3	OF 8 SHEETS	STA. 144+00	TO STA. 145+50	CONTRACT NO. 68691		
PLOT DATE 12/7/2011	DATE -	REVISOR -	DATE -		ILLINOIS FED. AID PROJECT							

FINAL SURVEY BY DATE
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PLOT SCALE = 20.0000' / 1" / 111.				SCALE: 1" = 10' H 1" = 20' V				SHEET NO. 4 OF 8 SHEETS		STA. 146+00 TO STA. 147+00		CONTRACT NO. 68691	
ILLINOIS FED. AID PROJECT													



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS
 MAINTENANCE OF TRAFFIC (STAGE 3)**

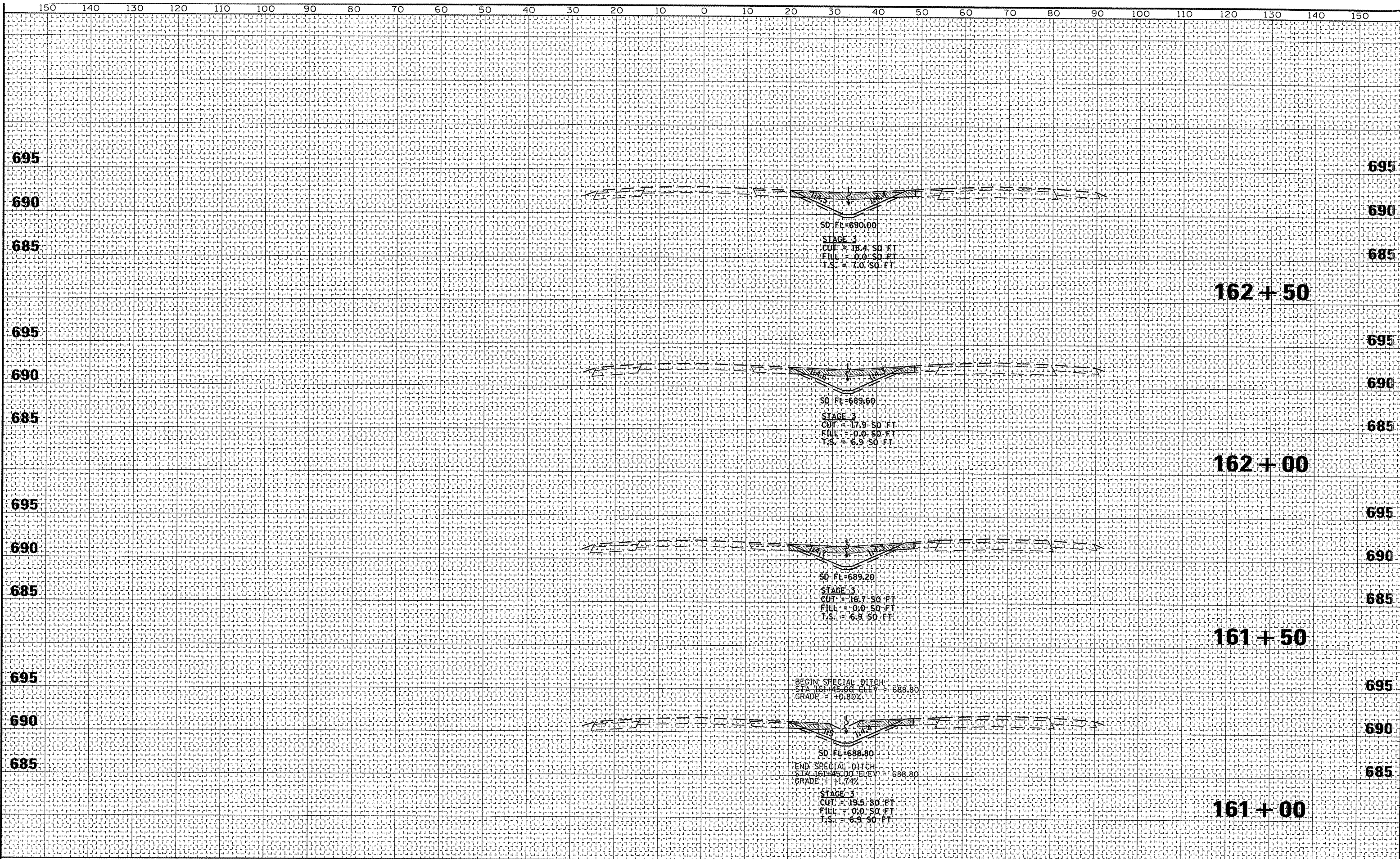
SCALE: 1" = 10' HORIZ
 1" = 4' VERT

SHEET NO. 5 OF 8 SHEETS STA. 159+50 TO STA. 160+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
310	(38B-2)BR	MCDONOUGH	130	127
CONTRACT NO. 68691				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	DATE
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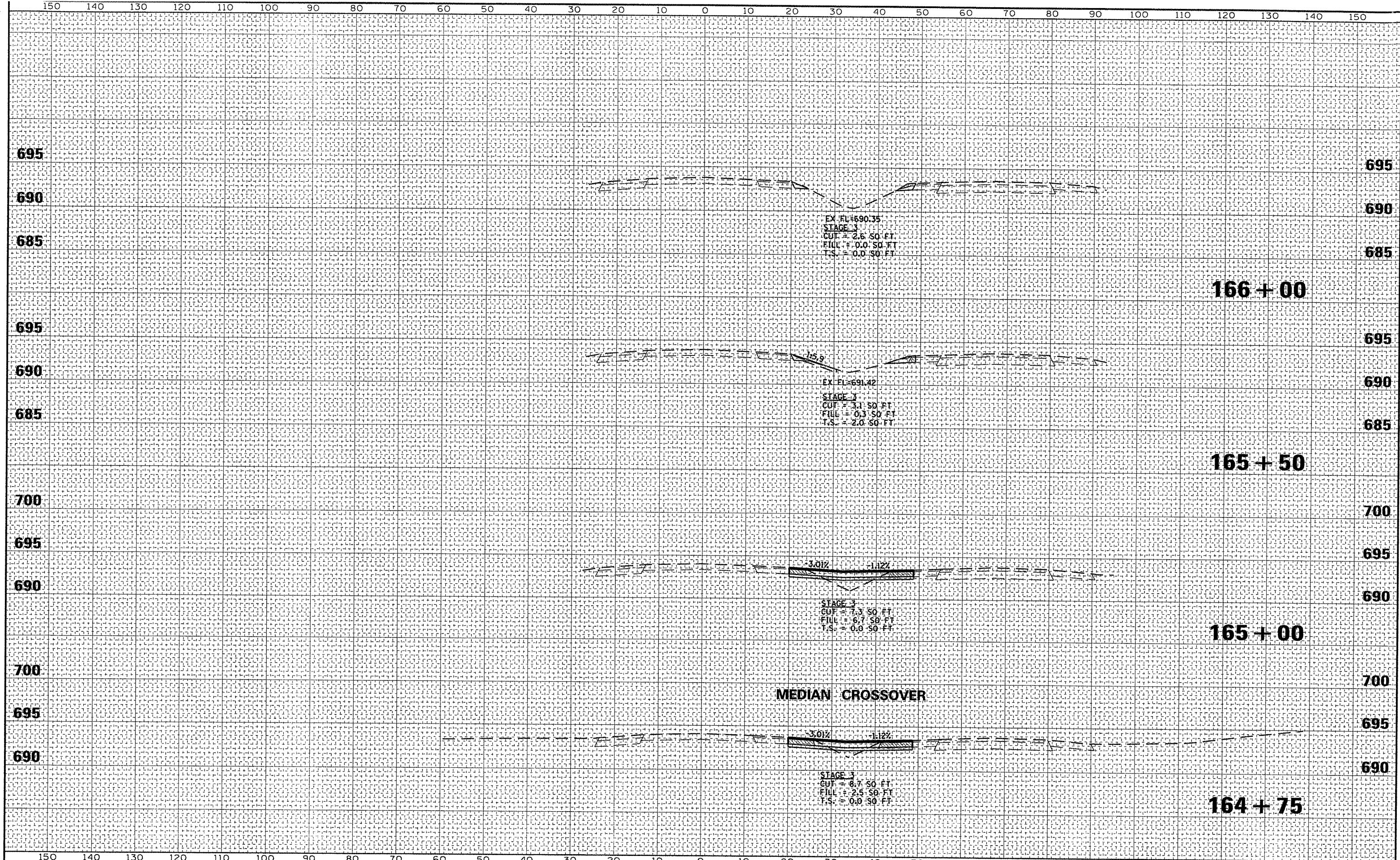
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NOTE BOOK	TEMPLATE	
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PLOT SCALE = 30.0000" = 1'		CHECKED -	REVISED -	SCALE: 1" = 10'			SHEET NO. 6 OF 8 SHEETS			STA. 161+00 TO STA. 162+50		CONTRACT NO. 68691		
PLOT DATE = 12/7/2011		DATE -	REVISED -	ILLINOIS FED. AID PROJECT										

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FILE NAME p:\07files\070286\phase2\cadd sheets\0468691	USER NAME t_sab	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS MAINTENANCE OF TRAFFIC (STAGE 3)		F.A.P. RTE. 310	SECTION (38B-2)BR	COUNTY MCDONOUGH	TOTAL SHEETS 130	SHEET NO. 130
PLOT SCALE = 20,0000 / IN.		DRAWN -	REVISED -		SCALE: 1"=10'H 1/2"=5'V	SHEET NO. 8	OF 8 SHEETS	STA. 164+75	TO STA. 166+00	CONTRACT NO. 68691	
PLOT DATE = 12/27/2011		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT						
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