

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
682	21BR, 21-I-1	RANDOLPH	77	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 76126	

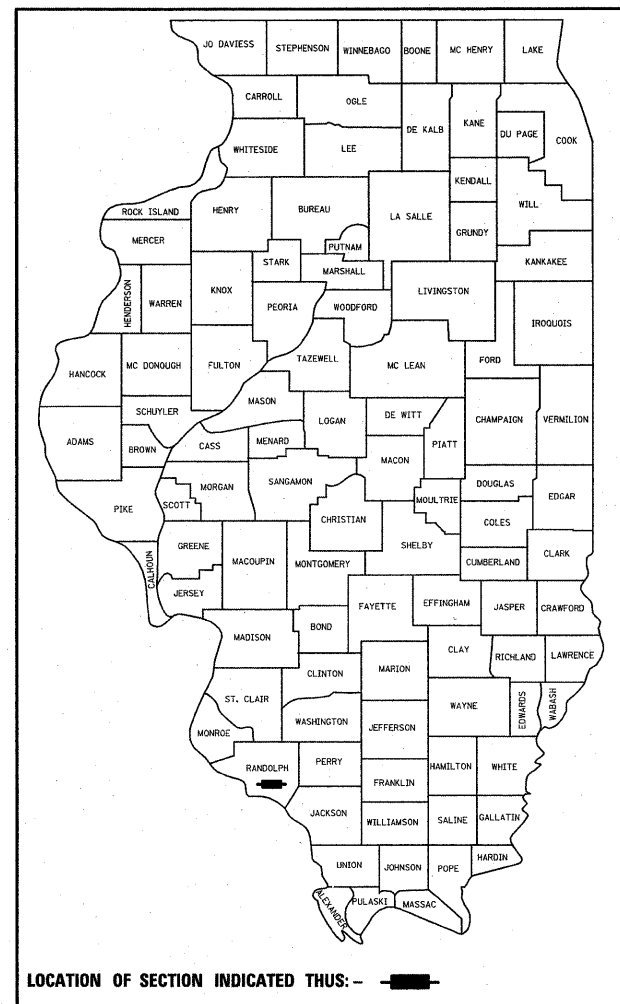
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

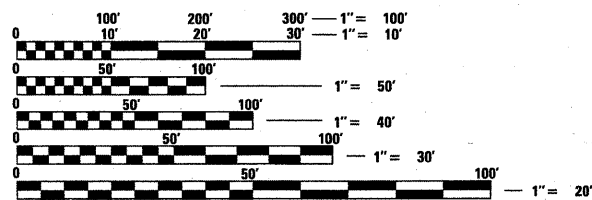
FAP ROUTE 682 (IL 4)
SECTION 21BR, 21-I-1
PROJECT NOACF-0682(0111)
**STRUCTURE REPLACEMENT OVER PLUM CREEK &
LEFT TURN LANE AT COUNTY HIGHWAY 18
RANDOLPH COUNTY**
C-98-011-10

FOR INDEX OF SHEETS, SEE SHEET NO. 2

D-98-108-00

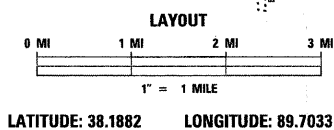
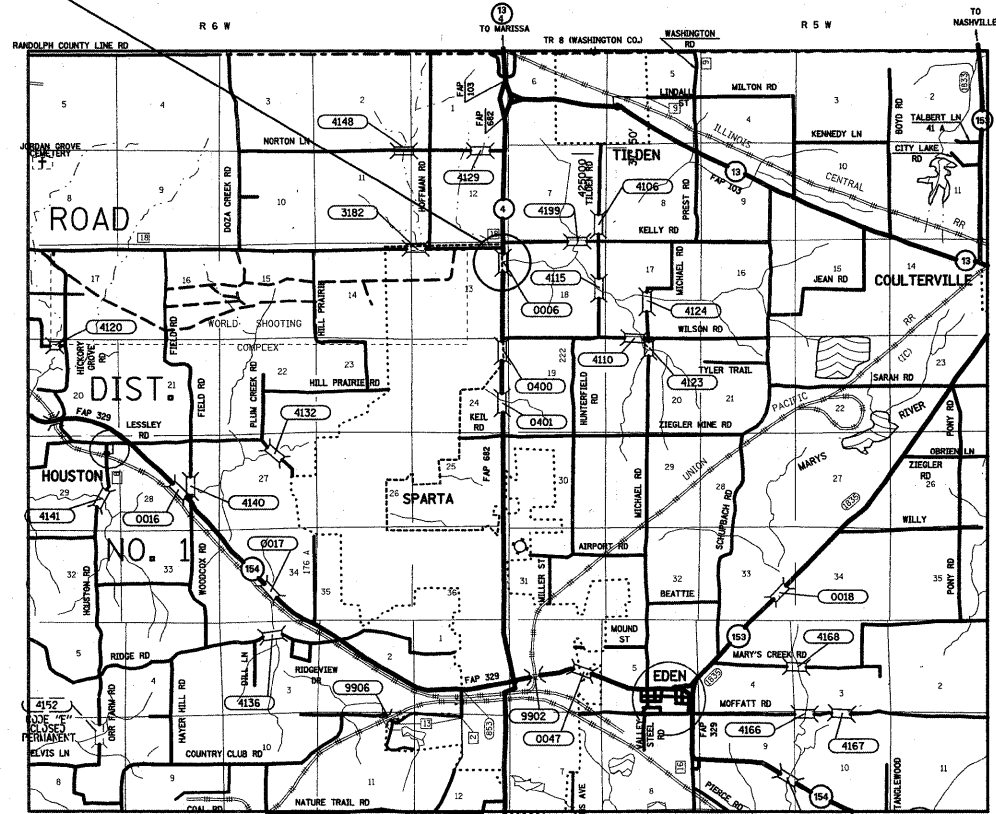


PROJECT BEGINS AT STA 786+00.00
PROJECT ENDS AT STA 805+00.00
BRIDGE INFO
SN 079-0006(E) 0050(P)
96'-0" BK TO BK ABUTMENTS
STA 792+73.63



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



TRAFFIC DATA
ADT: 5800 (2009)
8300 (2029)
SU: 4.2%
MU: 3.2%

PROJECT ENGINEER: PATTI LEBEAU (618) 346-3179
PROJECT MANAGER: ART MUEHLFELD (618) 346-3209

CONTRACT NO. 76126

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Jan 28 2010
M. C. Adams
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

March 19 2010
Scott E. Stitt, P.E. / e
ASSISTANT ENGINEER OF DESIGN AND ENVIRONMENT

March 19 2010
Christina M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

GENERAL NOTES

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76. - 77. CHANNEL CROSS SECTIONS

1. THE STANDARDS AND REVISION NUMBERS SHALL APPLY TO THIS PROJECT.
2. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
3. THE THICKNESS OF THE HMA MIXTURES SHOWN ON THE PLANS IS THE NORMAL THICKNESS. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.
4. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
 - * AMERENIP
 - * EGYPTIAN ELECTRIC COOPERATION ASSOCIATION
 - * EGYPTIAN TELEPHONE COOP. ASSN
 - * KASKASKIA WATER DISTRICT
 - * VERIZON NORTH, INC.

MEMBERS OF J.U.L.I.E (800) 892-0123 ARE INDICATED BY *. NON-MEMBERS MUST BE NOTIFIED INDIVIDUALLY.

5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SEEDING, FERTILIZING, AND MULCHING ANY AREAS DISTURBED OUTSIDE THE LIMITS OF CONSTRUCTION. THIS WORK WILL NOT BE MEASURED FOR PAYMENT. THE SEEDING SHALL BE CLASS 2. THE APPLICATION OF THE SEEDING, FERTILIZER, AND MULCH SHALL BE TO THE SATISFACTION OF THE ENGINEER. FINAL SEEDING SHALL BE PERFORMED AS SOON AS POSSIBLE.
6. IF THE CONTRACTOR, FOR HIS CONSTRUCTION ACTIVITY, REMOVES TREES WITHIN THE RIGHT-OF-WAY LIMITS WHICH ARE NOT DESIGNATED ON THE PLANS FOR REMOVAL, I.E. IN ORDER TO GAIN ACCESS TO THE PROJECT SITE; IT WILL BE HIS RESPONSIBILITY TO REPLACE THE TREES AT A 1:1 RATIO. THE TREES WILL BE REPLACED WITH A 1 GALLON NATIVE ILLINOIS TREE SPECIES AND SHALL BE APPROVED BY THE ENGINEER. THE TREE REMOVAL AND TREE REPLACEMENT WILL BE AT THE CONTRACTOR'S EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
7. ALL SIDE ROADS RESURFACED WILL REQUIRE A BUTT JOINT. THE BUTT JOINT AND TEMPORARY RAMP WILL NOT BE PAID FOR SEPARATELY, BUT INCLUDED IN THE COST OF HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70
8. NO TRENCHES OR OPEN PITS WILL BE PERMITTED ADJACENT TO A TRAFFIC LANE DURING NON-WORKING HOURS. ALL WIDENING TRENCHES SHALL BE BACKFILLED DURING THE SAME WORKING DAY IT WAS EXCAVATED.
9. THE COST OF GRADING AND SHAPING ALONG THE PROPOSED BASE COURSE SHALL BE INCLUDED IN THE COST OF "EARTH EXCAVATION".
10. THE COST TO REMOVE ALL EXISTING TRAFFIC BARRIER TERMINALS SHALL BE INCLUDED IN THE COST OF "GUARDRAIL REMOVAL".
11. RIGHT-OF-WAY MARKERS SHALL BE SET SO THE BACK OF THE POST IS TWELVE (12") INCHES INSIDE THE RIGHT OF WAY BOUNDARY. RIGHT OF WAY CORNERS ARE MARKED BY 5/8" IRON ROD WITH IDOT ALUMINUM CAP AND SHALL NOT BE REMOVED OR DAMAGED WHEN SETTING THE RIGHT OF MARKERS
12. ALL EXISTING AND PROPOSED RIGHT-OF-WAY LINES AND PROPERTY LINES SHOWN ON THE PLAN SHEETS ARE GRAPHICAL REPRESENTATIONS AND SHALL NOT BE USED AS A MEANS TO ESTABLISH OWNERSHIP. IN ALL MATTERS RELATING TO RIGHT-OF-WAY, THE PLAT OF HIGHWAYS SHALL BE THE CONTROLLING DOCUMENT.

13. THE REMOVAL OF THE BRIDGE APPROACH PAVEMENT IS INCLUDED IN THE COST OF PAVEMENT REMOVAL.

14. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS CONTRACT:

MIXTURE USE	SURFACE	BINDER/WIDENING	SHOULDERS
AC/PG	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	10%	15%	30%
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70	2.0% @ Ndes=30
MIX COMPOSITION			
(GRADATION MIXTURE)		IL 19.0	
FRICTION AGG	MIXTURE "D"	MIXTURE "B"	BAM

**TOP LIFT SHOULDERS - DESIGN THIS MIX AT 2.0% VOIDS AND ADD ASPHALT TO REDUCE VOIDS TO 1.5%.

PLAN QUANTITIES FOR HOT-MIX ASPHALT SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN (59.8 KG/SQ M/25 MM THICKNESS).

HIGHWAY STANDARDS

000001-05	631032-05
001001-02	635006-03
001006	635011-02
280001-05	701006-03
420001--07	701011-02
420401-08	701306-02
421001-02	701311-03
482001-02	701321-10
482011-03	701326-03
515001-03	704001-06
601101-01	780001-02
630001-08	781001-03
630301-05	701901-01

COMMITMENTS

NONE

FILE NAME =	USER NAME = gelnrb	DESIGNED - HG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS /HIGHWAY STANDARDS GENERAL NOTES /COMMITMENTS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw_work\PW\IDOT\GELINR\dms52514\p1n00	pa.dgn	DRAWN - HG	REVISED -			682	21BR, 21-I-1	CLINTON	77	2	
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 76126					
	PLOT DATE = 1/22/2010	DATE -	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

SUMMARY OF QUANTITIES			URBAN 80% FED. 20% STATE TOTAL	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT	QUANTITIES	I000-2A	X070-2A
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	98	98	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	166	166	
20200100	EARTH EXCAVATION	CU YD	350	350	
20300100	CHANNEL EXCAVATION	CU YD	1211	1211	
20400800	FURNISHED EXCAVATION	CU YD	4470	4470	
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	189		189
25000200	SEEDING, CLASS 2	ACRE	2.4	2.4	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	217	217	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	217	217	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	217	217	
25100105	MULCH, METHOD 1	ACRE	4.8	4.8	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	217	217	
28000305	TEMPORARY DITCH CHECKS	FOOT	235	235	
28000400	PERIMETER EROSION BARRIER	FOOT	2246	2246	
28000500	INLET AND PIPE PROTECTION	EACH	1	1	
28100109	STONE RIPRAP, CLASS A5	SQ YD	2767.5	1477.5	1290
28200200	FILTER FABRIC	SQ YD	2767.5	1477.5	1290
31100910	SUB-BASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	1524	1524	
35600712	HOT-MIX ASPHALT BASE COURSE WIDENING, 9"	SQ YD	318	318	
35600724	HOT-MIX ASPHALT BASE COURSE WIDENING, 12"	SQ YD	1223	1223	
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	9	9	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	1.9	1.9	
40600300	AGGREGATE (PRIME COAT)	TON	10	10	
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	276	276	
40600990	TEMPORARY RAMP	SQ YD	480	480	
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	2420	2420	
40603340	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70	TON	510	510	
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	7	7	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	54	54	
44000100	PAVEMENT REMOVAL	SQ YD	398	398	
44000198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	2323	2323	
44004250	PAVED SHOULDER REMOVAL	SQ YD	1821	1821	
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	2006	2006	

SUMMARY OF QUANTITIES			URBAN 80% FED. 20% STATE TOTAL	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT	QUANTITIES	I000-2A	X070-2A
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	1192	1192	
48203005	HOT-MIX ASPHALT SHOULDERS, 2"	SQ YD	338	338	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	854	854	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50200100	STRUCTURE EXCAVATION	CU YD	190		190
50300100	FLOOR DRAINS	EACH	10		10
50300225	CONCRETE STRUCTURES	CU YD	63		63
50300255	CONCRETE SUPERSTRUCTURE	CU YD	287		287
50300260	BRIDGE DECK GROOVING	SQ YD	660		660
50300280	CONCRETE ENCASEMENT	CU YD	5		5
50300300	PROTECTIVE COAT	SQ YD	807		807
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	1206		1206
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	71930		71930
50800515	BAR SPLICERS	EACH	676		676
51201500	FURNISHING STEEL PILES HP10X57	FOOT	585		585
51202305	DRIVING PILES	FOOT	585		585
51203500	TEST PILE STEEL HP10X57	EACH	2		2
51205200	TEMPORARY SHEET PILING	SQ FT	1168		1168
51500100	NAME PLATES	EACH	1		1
52100520	ANCHOR BOLTS, 1"	EACH	24		24
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	94		94
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	153		153
*63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	625	625	
*63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
*63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	922	922	
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	3	3	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	13	13	
67100100	MOBILIZATION	L SUM	1	1	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1	
70101205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	EACH	1	1	

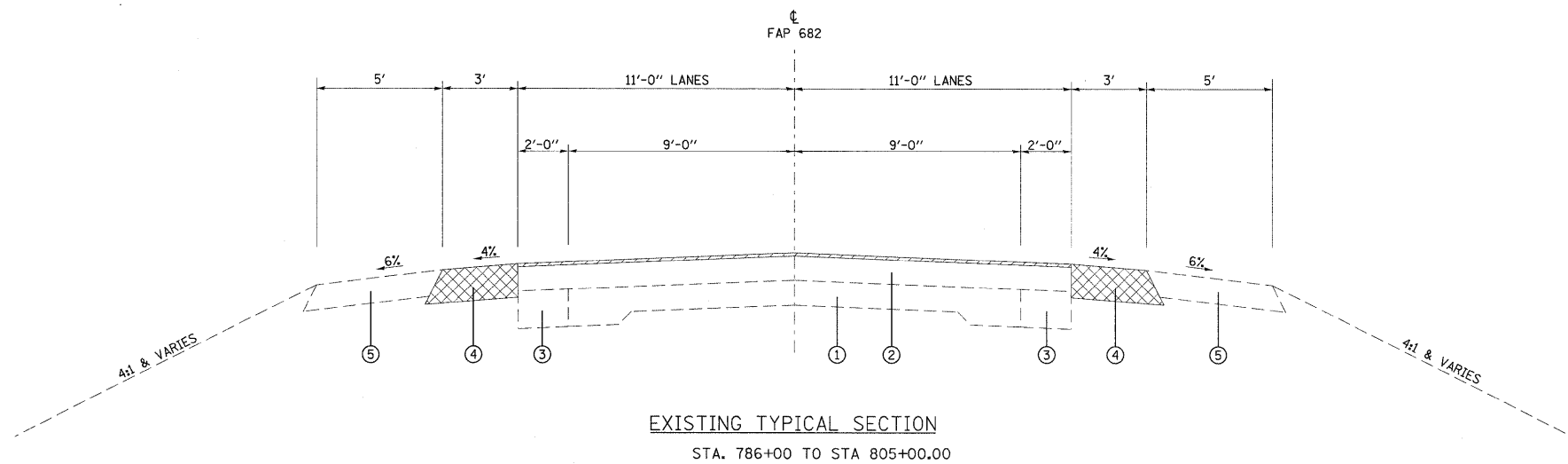
*Specialty Items

SUMMARY OF QUANTITIES			URBAN 80% FED. 20% STATE TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		I000-2A	X010-2A
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
70106700	TEMPORARY RUMBLE STRIP	EACH	6	6	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	1795	1795	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	6837	6837	
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	2350	2350	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	72	72	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	3022	3022	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1175	1175	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1175	1175	
* 72000100	SIGN PANEL - TYPE 1	SQ FT	10	10	
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	24	24	
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	32	32	
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	8359	8359	
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	179	179	
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	24	24	
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	507	507	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	65	65	
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	2		2
* 78200200	BIDIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	4	4	
* 78200305	PRISMATIC BARRIER REFLECTOR	EACH	4		4
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	14	14	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300100	PAVEMENT MARKING REMOVAL	SQ FT	1565	1565	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	28	28	
X0323265	REMOVE EXISTING RIPRAP	SQ YD	1026	1026	
X7200200	WIDE LOAD SIGNING	L SUM	1	1	
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0064505	SECTION CORNER MARKERS	EACH	1	1	

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		I000-2A	

* Specialty Items

FILE NAME =	USER NAME = gelinh	DESIGNED -	REVISED -	STATE OF ILLINOIS	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw_work\PIWDOT\GELINH\dms52514\p1n00	ds.dgn	DRAWN -	REVISED -	DEPARTMENT OF TRANSPORTATION		682	21BR, 21-I-1		77	4
	PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 76126				
	PLOT DATE = 1/22/2010	DATE -	REVISED -		SCALE:	SHEET NO. 2 OF 2 SHEETS		STA.	TO STA.	
						FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

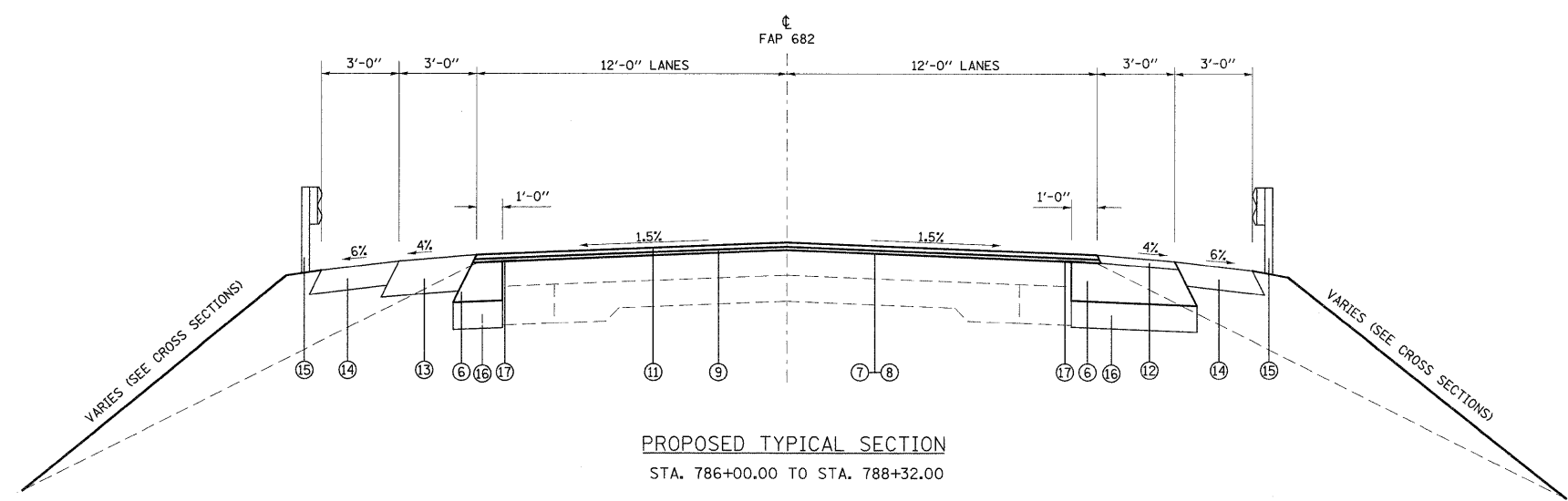


HMA SURFACE REMOVAL VAR DEPTH (SEE REMOVAL SCHEDULE FOR AVE. DEPTH & LIMITS)
 SHOULDER REMOVAL

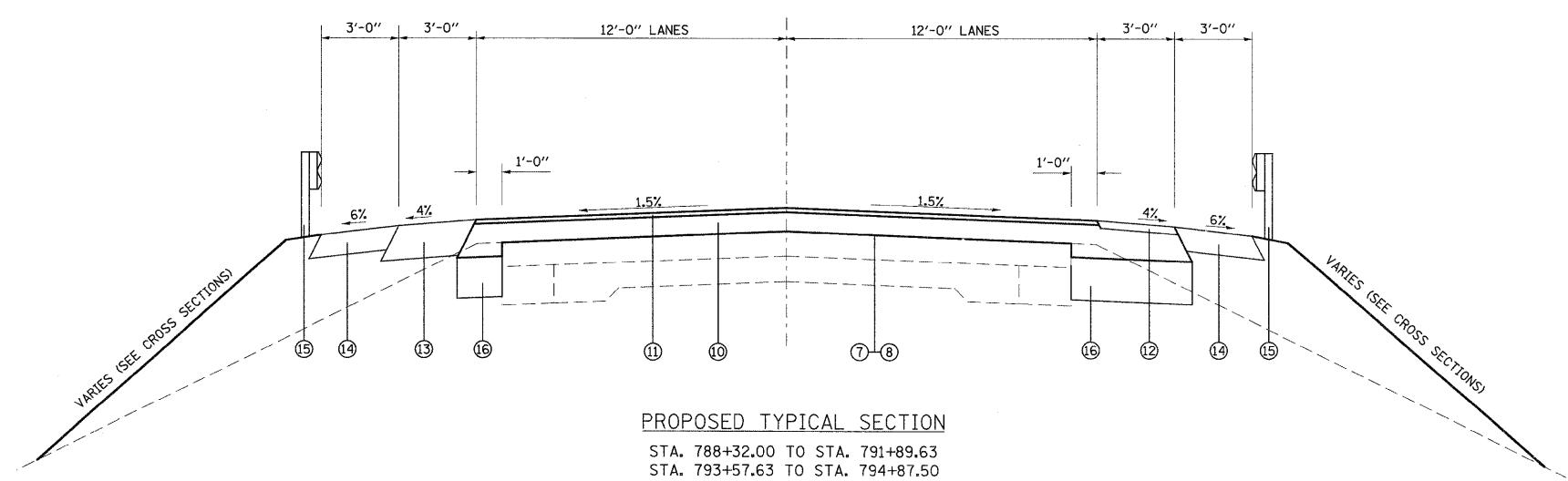
EXISTING TYPICAL SECTION
STA. 786+00 TO STA 805+00.00

LEGEND

- ① EXISTING P.C.C. PAVEMENT 9-6-9
- ② EXISTING BITUMINOUS OVERLAY 6" (±)
- ③ EXISTING BASE COURSE WIDENING 9"
- ④ EXISTING HOT MIX ASPHALT SHOULDER, 8"
- ⑤ EXISTING AGGREGATE SHOULDERS, 6"
- ⑥ PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 12"
- ⑦ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑧ PROPOSED AGGREGATE (PRIME COAT)
- ⑨ PROPOSED LEVELING BINDER
- ⑩ PROPOSED HOT-MIX ASPHALT BINDER COURSE (VARIES 2 1/4" TO 34")
- ⑪ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
- ⑫ PROPOSED HOT-MIX ASPHALT SHOULDER, 2"
- ⑬ PROPOSED HOT-MIX ASPHALT SHOULDER, 8"
- ⑭ PROPOSED AGGREGATE SHOULDER, TYPE B 6"
- ⑮ PROPOSED GUARD RAIL
- ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A, 12"
- ⑰ PROPOSED STRIP REFLECTIVE CRACK CONTROL

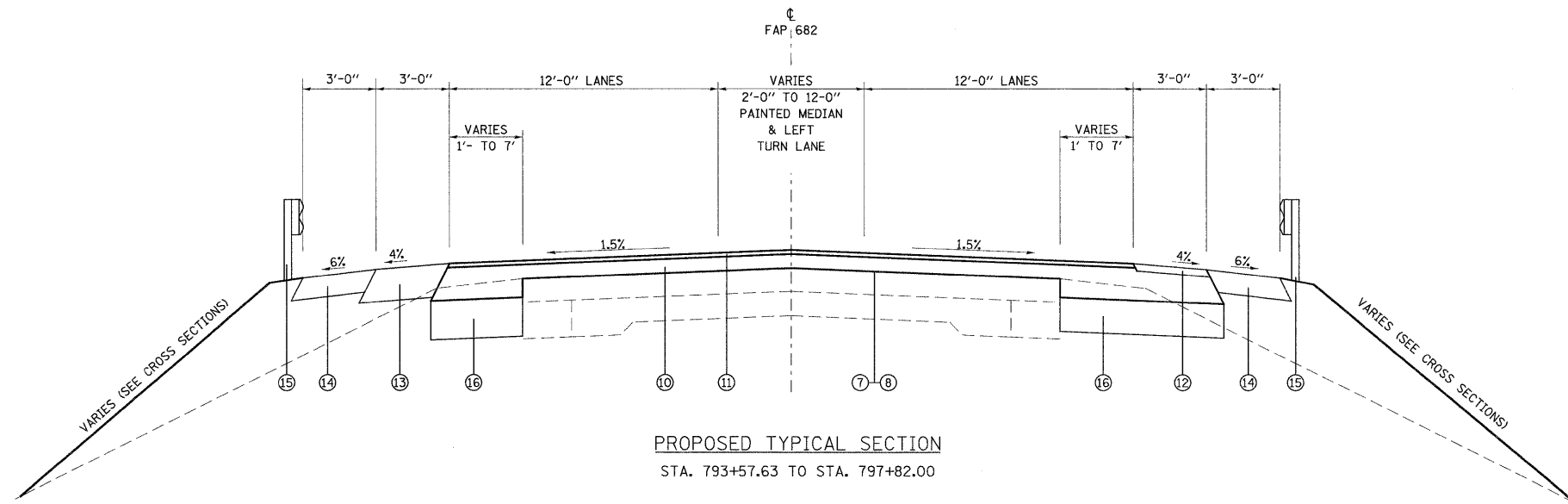


PROPOSED TYPICAL SECTION
STA. 786+00.00 TO STA. 788+32.00



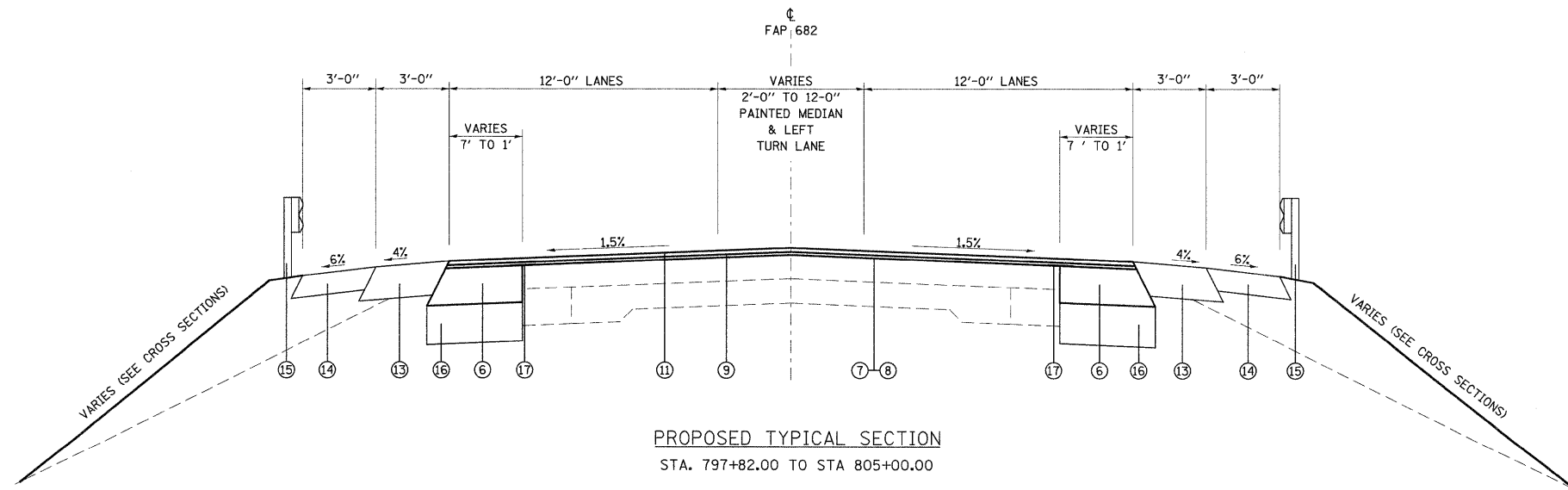
PROPOSED TYPICAL SECTION
STA. 788+32.00 TO STA. 791+89.63
STA. 793+57.63 TO STA. 794+87.50

FILE NAME =	USER NAME = gelinh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION - MAINLINE (IL 4)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw\work\pwidot\gelinh\dms52514\pin08.dgn	PLOT SCALE = 50.000' / IN.	DRAWN -	REVISED -			682	21BR, 21-I-1	RANDOLPH	77	5
PLOT DATE = 1/22/2010	DATE -	CHECKED -	REVISED -			CONTRACT NO. 76126				
						SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT



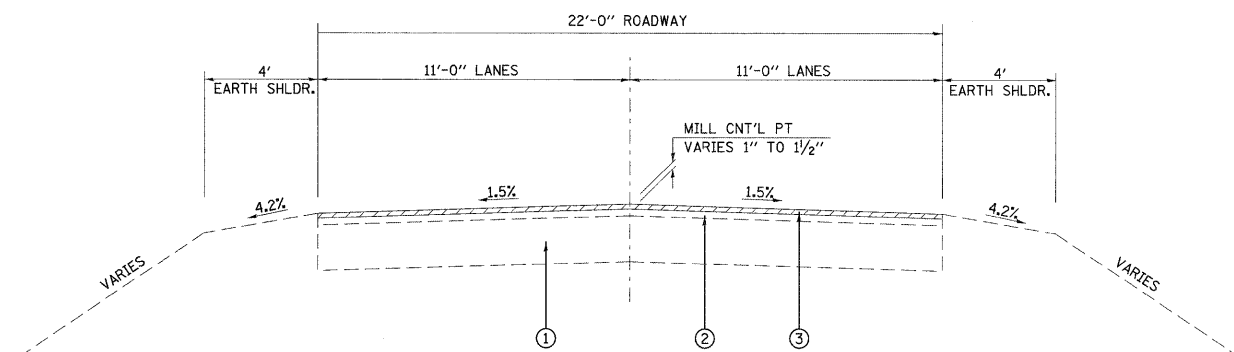
LEGEND

- ① EXISTING P.C.C. PAVEMENT 9-6-9
- ② EXISTING BITUMINOUS OVERLAY 6" (±)
- ③ EXISTING BASE COURSE WIDENING 9"
- ④ EXISTING HOT MIX ASPHALT SHOULDER, 8"
- ⑤ EXISTING AGGREGATE SHOULDERS, 6"
- ⑥ PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 12"
- ⑦ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑧ PROPOSED AGGREGATE (PRIME COAT)
- ⑨ PROPOSED LEVELING BINDER
- ⑩ PROPOSED HOT-MIX ASPHALT BINDER COURSE (VARIES 2 1/4" TO 34")
- ⑪ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, 1 1/2"
- ⑫ PROPOSED HOT-MIX ASPHALT SHOULDER, 2"
- ⑬ PROPOSED HOT-MIX ASPHALT SHOULDER, 8"
- ⑭ PROPOSED AGGREGATE SHOULDER, TYPE B 6"
- ⑮ PROPOSED GUARD RAIL
- ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A, 12"
- ⑰ PROPOSED STRIP REFLECTIVE CRACK CONTROL



FILE NAME =	USER NAME = gelinh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION - MAINLINE (IL 4)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pworkdot\gelinh\dms52514\pin00.dgn		DRAWN -	REVISED -			682	21BR, 21-I-1	RANDOLPH	77	6	
PLOT SCALE = 50.000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 76126					
PLOT DATE = 1/22/2018		DATE -	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.

COUNTY HIGHWAY 18

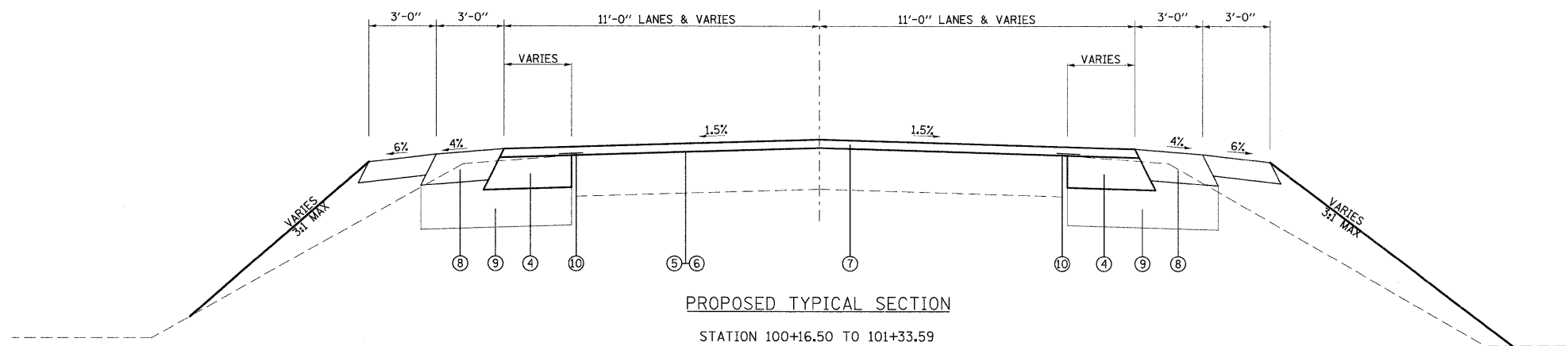


EXISTING TYPICAL SECTION

STATION 100+16.50 TO 101+33.59

LEGEND

- ① EXISTING AGGREGATE BASE COURSE (8'')
- ② EXISTING HOT-MIX ASPHALT RESURFACING, 3 1/2''
- ③ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2''
- ④ PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 12''
- ⑤ PROPOSED BITUMINOUS MATERIAL (PRIME COAT)
- ⑥ PROPOSED AGGREGATE (PRIME COAT)
- ⑦ PROPOSED HOT-MIX ASPHALT SURFACE COURSE 1 1/2''
- ⑧ PROPOSED HOT-MIX ASPHALT SHOULDER, 8''
- ⑨ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A, 12''
- ⑩ PROPOSED STRIP REFLECTIVE CRACK CONTROL



PROPOSED TYPICAL SECTION

STATION 100+16.50 TO 101+33.59

FILE NAME =	USER NAME = gelnh	DESIGNED -	REVISED -
c:\pwork\pwork\gelinh\dms52514\pln009.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTION - SIDE ROAD (CH 18)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
682	21BR, 21-I-1	RANDOLPH	77	7
CONTRACT NO. 76126				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

RESURFACING SCHEDULE

STATION	HMA BASE COURSE WIDENING 9" (SQ YD)	HMA BASE COURSE WIDENING 12" (SQ YD)	SUB-BASE GRANULAR MATERIAL 12" (SQ YD)	AGGREGATE PRIME COAT (TON)	BITUMINOUS MATERIAL PRIME COAT (TON)	LEVELING BINDER (MM, N70) (TON)	HMA BINDER COURSE MIX "B", N70 (TON)	HMA SURFACE COURSE MIX "D", N70 (TON)	INCIDENTAL HMA SURFACING (TON)	HMA SHOULDERS 2" (SQ YD)	HMA SHOULDERS 8" (SQ YD)	AGGREGATE SHOULDERS TYPE B 6" (SQ YD)	BRIDGE APPR. PAVEMENT CONNECTOR (FLEXIBLE) (SQ YD)	STRIP REFLECTIVE CRACK CONTROL TREATMENT (FT)	AGGREGATE FOR TEMP. ACCESS (TON)
786+00.00 LT TO 792+61.50 LT	220.50														
786+00.00 RT TO 791+89.63 RT										196.54					
786+00.00 LT TO 791+89.63 LT											196.54				
786+00.00 RT/LT TO 791+89.63 RT/LT				2.36	0.49			132.08				393.09			
786+00.00 RT/LT TO 788+32.00 RT/LT		128.89	128.89			51.97								464.00	
788+32.00 RT TO 791+89.63 RT			158.95												
788+32.00 RT/LT TO 791+89.63 RT/LT							961.31								
791+89.63 RT/LT TO 791+95.63 RT/LT													26.67		
791+95.63 RT/LT TO 792+25.63 RT/LT															
793+14.15 LT TO 796+36.00 LT	107.28														
793+21.63 RT/LT TO 793+51.63 RT/LT													26.67		
793+51.63 RT/LT TO 793+57.63 RT/LT															
793+57.63 LT TO 101+33.59 LT											277.05	277.05			
793+57.63 RT/LT TO 805+00.00 RT/LT				5.92	1.24			331.70							
793+57.63 RT TO 797+82.00 RT			141.46						141.46		141.46				
793+57.63 RT/LT TO 797+82.00 RT/LT							1435.79								
796+36.00 LT TO 797+87.50 LT		84.17	84.17												
797+82.00 RT/LT TO 805+00.00 RT/LT						223.26									
797+82.00 RT TO 805+00.00 RT		452.00	452.00							226.83	226.83			718.00	
797+87.50 LT TO 800+14.56 LT		176.60	176.60											232.56	
800+14.56 LT TO 100+81.68 LT		147.10	147.10											141.75	
100+17.92 RT/LT TO 101+33.59 RT/LT				0.81	0.17		22.74	45.48							
101+06.00 RT TO 805+00.00 LT		234.21	234.21											449.21	
101+33.00 RT TO 805+00.00 LT										153.18	153.18				
802+86.71									6.36						8.83
TOTAL	327.78	1222.96	1523.37	9.09	1.90	275.22	2419.83	509.26	6.36	338.00	853.60	1191.60	53.33	2005.52	8.83

RIGHT-OF-WAY MARKERS SCHEDULE

LOCATION			ROW MARKERS (EA)
STATION	RT/LT	OFFSET	
788+82.92	RT	50.03	1
791+50.00	RT	78.74	1
797+24.33	RT	78.69	1
TOTAL			3

SECTION CORNER SCHEDULE

LOCATION			SECTION CORNER MARKERS (EA)
STATION	RT/LT	OFFSET	
788+82.53	RT	0.98	1
TOTAL			1

PAVEMENT MARKING SCHEDULE

STATION	PAVEMENT	THERMOPLASTIC								BRIDGE								
		4" WHITE LINE (FT)	WHITE SKIP DASH LINE 4" (FT)	YELLOW SKIP DASH LINE 4" (FT)	4" YELLOW LINE (FT)	12" YELLOW LINE (FT)	24" WHITE LINE (FT)	P/YMT MRK LETTERS & SYMBOLS (SQ YD)	RSD REFL PMK MKRS ONE-WAY (EA)	RSD REFL PMK MKRS TWO-WAY (EA)	4" WHITE LINE (FT)	YELLOW SKIP DASH LINE 4" (FT)	4" YELLOW LINE (FT)	RSD REFL PMK MKRS TWO-WAY (EA)				
784+50.00 TO 791+95.60 CL				186.40										9				
784+50.00 TO 791+95.60 RT/LT		1491.20																
790+87.55 TO 791+95.60 CL					108.05													
791+95.60 TO 793+51.59 CL																		155.99
791+95.60 TO 793+51.59 RT/LT																		
793+51.59 TO 800+15.00 RT/LT		1326.82																
793+51.59 TO 794+87.55 CL				34.0	135.96									2				
794+87.55 TO 799+27.55 CL					1760.00	101.50			20									
797+62.55 TO 799+27.55 CL				41.25														
799+27.55 TO 800+82.55 CL		155.00			310.00				31.20	5	5							
800+15.00 TO 805+10.00 RT		495.00																
800+15.00 LT TO 101+33.59 LT		174.90																
101+33.59 RT TO 801+76.85 LT		136.90																
801+46.00 TO 804+75.55 CL					1246.60	77.00												21
801+76.85 TO 805+10.00 LT		333.15																
804+75.55 TO 808+75.55 CL					400.00													1
100+42.00 TO 101+33.59 CL				22.90														2
SUB-TOTAL		4112.97	41.25	243.29	3960.61			46.00	19.0	311.98	39.00	155.99						2
TOTAL			8358.12			178.50	24.00	31.20	65.0		506.97							

GUARDRAIL SCHEDULE

STATION	RT/LT	SPBGR (FT)	TBT-T1 (SPECIAL) (EA)	TERMINAL MRK (DIRECT APPL) (EA)	TBT-T6 (EA)	GUARDRAIL MARKERS TYPE-A (EA)	PRISMATIC BARRIER REFLECTOR (EA)
790+19.38 TO 792+25.63 LT		112.50	1	1	1	3	
790+06.88 TO 792+25.63 RT		125.00	1	1	1	3	
792+25.63 TO 793+21.63 RT/LT							4.0
793+21.63 TO 795+40.38 LT		125.00	1	1	1	3	
793+21.63 TO 796+77.88 RT		262.50	1	1	1	4	
TOTAL		625	4	4	4	14	4

EARTHWORK SCHEDULE

LOCATION			EARTH EXCAVATION ADJTD FOR SHRINKAGE (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
STA 785+50.00 TO STA 792+25.63			87.4	1614.0	-1526.6
STA 793+21.63 TO STA 805+50.00			239.2	3049.1	-2809.9
SIDEROAD (CH 18)					
STA 100+25.00 TO STA 101+33.60			21.5	150.6	-129.1
TOTAL			348.1	4813.7	-4465.6

NOTE: WIDENING IS INCLUDED IN THE TOTAL

CHANNEL EXCAVATION SCHEDULE

LOCATION			EARTH EXCAVATION ADJTD FOR SHRINKAGE (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
STA 0+0.00 TO STA 1+60.00			1210.8	99.7	1111.1
TOTAL			1210.8	99.7	1111.1

TEMPORARY PAVEMENT MARKING SCHEDULE

STAGE	STATION	RT/LT	EDGE LINES	PAVEMENT MARKING			SHORT TERM PAVEMENT MARKING (FT)	WORK ZONE PAVEMENT REMOVAL (SQ FT)	PAVEMENT MARKING REMOVAL (SQ FT)	RAISED REF. PAVEMENT MARKER REMOVAL (EA)
				LINE 4" PAVEMENT (FT)	LINE 6" (FT)	LINE 24" (FT)				
STAGE 1	785+15.75 TO 802+25.00	RT	EDGE LINES	3418.50				1139.5		
	785+15.75	RT	STOP BAR			12		24.0		
	787+12.50 TO 798+87.50		TEMP. BARR.		1175.0					
	802+25.00	LT	STOP BAR			12		24.0		
	100+42.00	LT	STOP BAR			12		24.0		
784+50.00 TO 805+10.00	CL								26	
785+15.75 TO 805+10.00	RT/LT	EDGE LINES				1196.55	398.9	1329.5		
785+15.75 TO 805+10.00	CL	SKIP DASH				598.28	199.4	166.2		
100+42.00 TO 101+33.59	RT/LT	EDGE LINES						61.1		
100+42.00 TO 101+33.59	CL	SKIP DASH						7.6	2	
STAGE 2	785+15.75 TO 802+25.00	RT/LT	EDGE LINES	3418.50				1139.5		
	785+15.75	RT	STOP BAR			12		24.0		
	787+12.50 TO 798+87.50		TEMP. BARR.		1175.0					
	802+25.00	LT	STOP BAR			12		24.0		
	100+42.00	LT	STOP BAR			12		24.0		
SUB-TOTAL										
TOTAL				6837.0	2350.0	72.0	1794.8	3021.3	1564.4	28

TREE REMOVAL SCHEDULE

STATION	OFFSET	RT/LT	6 TO 15 UNITS				OVER 15 UNITS						
786+22.54	38.5	RT				12							
786+22.98	38.8	RT	6										
786+61.93	37.7	RT	6										
786+62.70	38.7	RT	6										
786+62.99	37.3	RT				12							
787+37.95	37.9	RT						14					
788+10.72	38.4	RT						14					
788+41.02	37.1	RT							18				
788+67.49	40.5	RT								42			
788+89.32	47.7	RT						14					
789+01.35	47.5	RT							16				
789+56.61	39.5	RT						14					
789+98.25	36.5	RT								22			
793+01.85	72.3	RT									50		
793+06.50	59.8	RT							18				
SUB-TOTAL			18	0	0	24	56	0	16	36	22	42	50
TOTAL			98				166						

RIPRAP SCHEDULE

LOCATION	RIPRAP A5 (SQ YD)	FILTER FABRIC (SQ YD)
CHANNEL		
STA 0+2.50 TO STA 1+58.00 RT/LT	1936.58	1936.58
DITCH		
STA 793+31.50 TO STA 797+00.00 RT	1342.16	1342.16
STA 802+00.00 TO STA 802+50.00 RT	135.22	135.22
TOTAL	3413.96	3413.96

REMOVAL SCHEDULE

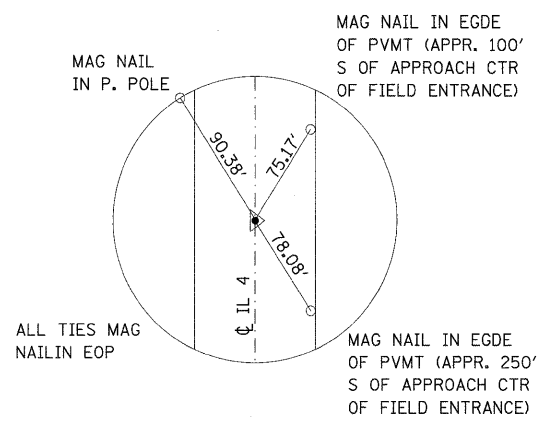
STATION	HMA SURF REMOVAL VARIABLE DEPTH (SQ YD)	BIT. CONC. SHOULDER REMOVAL (SQ YD)	PVMT REMOVAL (SQ YD)	SPBGR (FT)	RIPRAP (FT)
786+00.00 TO 788+32.00 RT/LT	567.11				
786+00.00 TO 789+84.65 RT		128.22			
786+00.00 TO 789+95.50 LT		131.83			
786+00.00 TO 788+32.00 LT			77.33		
789+84.65 TO 792+61.50 RT		285.81			
789+95.50 TO 792+61.50 LT		207.24			
790+35.00 TO 792+61.50 RT				226.50	
791+09.50 TO 792+61.50 LT				152.00	
791+89.63 TO 792+61.50 RT/LT			175.68		
791+89.63 TO 792+61.50 LT			23.96		
793+14.15 TO 793+57.63 RT/LT			106.28		
793+14.15 TO 793+57.63 LT			14.49		
793+14.00 TO 795+41.50 LT				227.50	
793+14.15 TO 795+76.13 LT		268.00			
793+14.00 TO 796+29.50 RT				315.50	
793+14.15 TO 796+43.20 RT		379.61			
793+51.40 TO 797+00.00 RT					932.14
795+76.13 TO 800+75.40 LT		166.42			
801+60.64 TO 803+01.40 LT		46.92			
796+43.20 TO 802+62.70 RT		206.50			
797+82.00 TO 805+00.00 RT/LT	1755.11				
802+03.00 TO 802+51.30 RT					93.50
TOTAL	2322.22	1820.56	397.75	921.50	1025.64

TEMPORARY EROSION CONTROL SCHEDULE

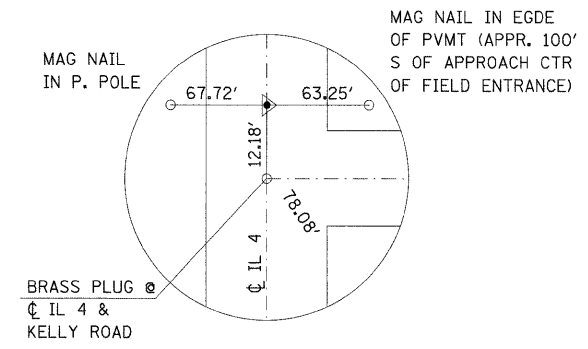
LOCATION	RT/LT	TEMP. EROS. CONTROL SEEDING (POUND)	MULCH METHOD 1 (ACRE)	PERIMETER EROSION BARRIER (FOOT)	INLET & PIPE PROTECTION (EACH)	TEMPORARY DITCH CHECK (FOOT)			
						STATION	LT	RT	
786+00.00 TO 788+00.00 RT				230.00		786+00.00	15.00		
788+00.00 TO 792+30.00 LT				430.00		787+00.00	15.00		
786+00.00 TO 805+00.00 LT		85.63	0.95			788+00.00	15.00		
786+00.00 TO 805+00.00 RT		130.82	1.45			794+00.00	17.00		
788+00.00 TO 792+30.00 RT				430.00		795+00.00	17.00		
794+00.00 TO 798+00.00 LT						796+00.00	17.00		
794+00.00 TO 802+00.00 RT						797+00.00	17.00		
795+00.00 TO 800+50.00 LT				550.00		798+00.00	17.00		
100+38.00 TO 101+33.59 RT/LT				254.00		799+00.00	17.00		
801+73.00 TO 805+00.00 LT				352.00		800+00.00	17.00		
802+86.71 SIDE ST RT					1	801+00.00	13.00		
						802+00.00	11.00		
						804+00.00	15.00		
TOTAL						216.44	2.40	2246.00	1
SUB TOTAL						79.00	156.00		
TOTAL						235.00			

SEEDING SCHEDULE

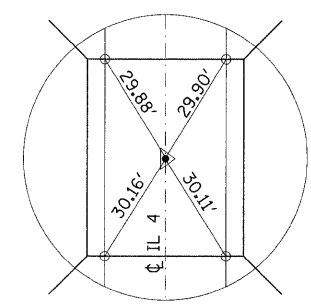
LOCATION	SEEDING CLASS 2 (ACRE)	NITROGEN FERT. NUTR (POUND)	PHOSPHORUS FERT. NUTR (POUND)	POTASSIUM FERT. NUTR (POUND)	MULCH METHOD 1 (ACRE)
785+00.00 TO 805+00.00 LT	0.95	85.63	85.63	85.63	0.95
785+00.00 TO 805+00.00 RT	1.45	130.82	130.82	130.82	1.45
TOTAL	2.40	216.45	216.45	216.45	2.40



TIE POINT # 301
PT STA 782+00.00



TIE POINT # 302
PT STA 803+00.00



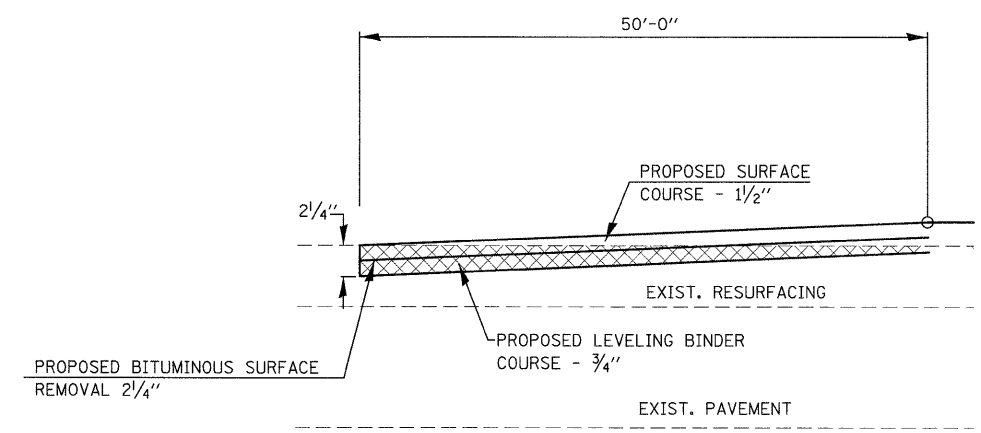
TIE POINT # 300
PT STA 792+87.98
MAG NAIL @ CTR OF BRIDGE

BENCHMARK

BM #1: RAN 3-6 IDOT
DISK IN NW WINGWALL
STA 793+15.13 20.68' LT
ELEVATION = 454.84

NOTE: ALL TIES PULLED DIRECT

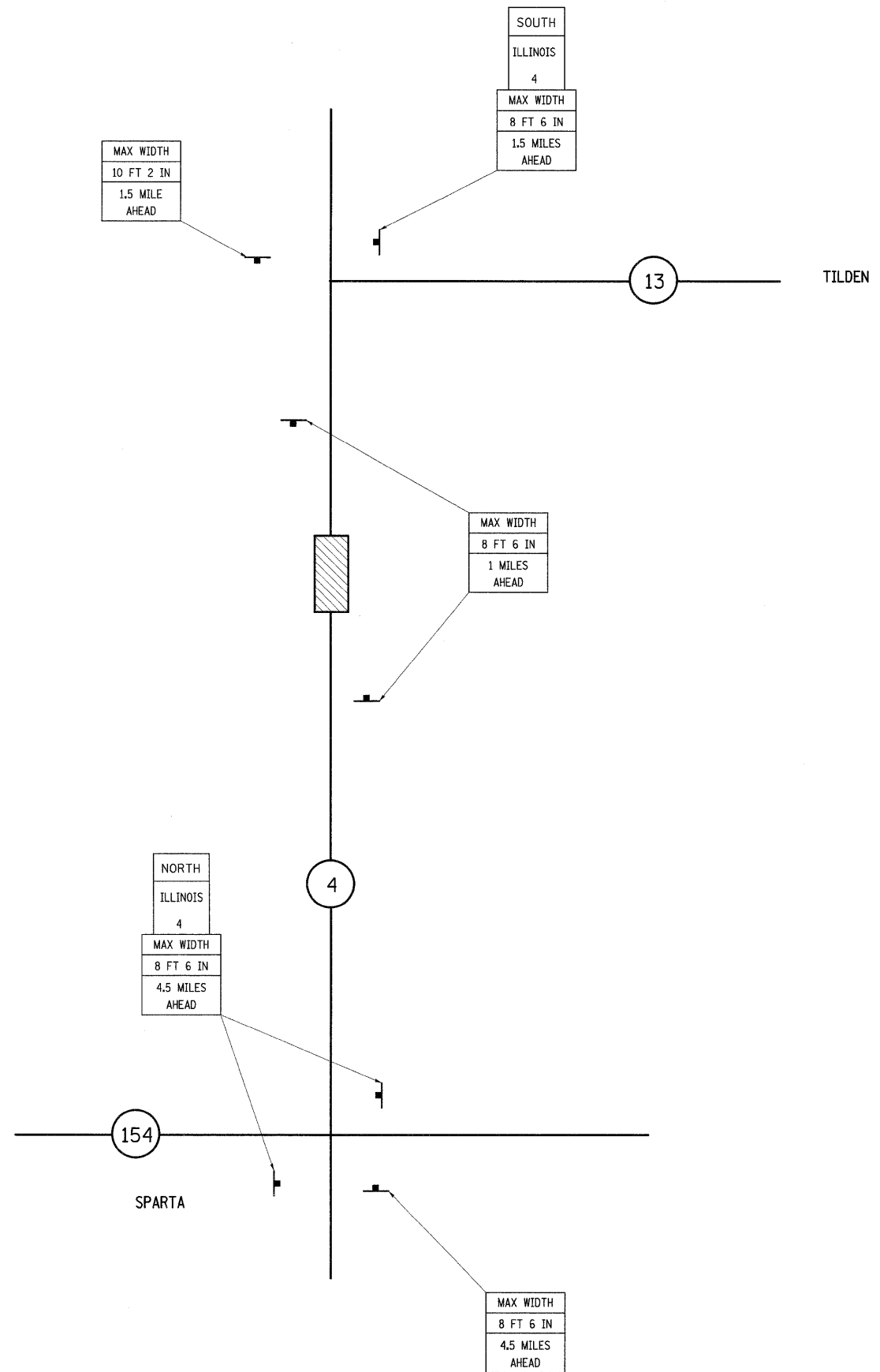
BUTT JOINT
DRAWING NOT TO SCALE



FILE NAME =	USER NAME = gelnh	DESIGNED - HG	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TIE POINTS, BENCHMARKS, & SURFACE REMOVAL DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
at\pw\work\pwidot\gelnh\dms52514\plan02.dgn	DRAWN - HG	REVISED -	682			21BR, 21-I-1	RANDOLPH	77	10	
PLOT SCALE = 50.000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 76126							
PLOT DATE = 1/22/2010	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
					SCALE: 1" = 20"	SHEET NO. OF SHEETS STA. TO STA.				

NOTES

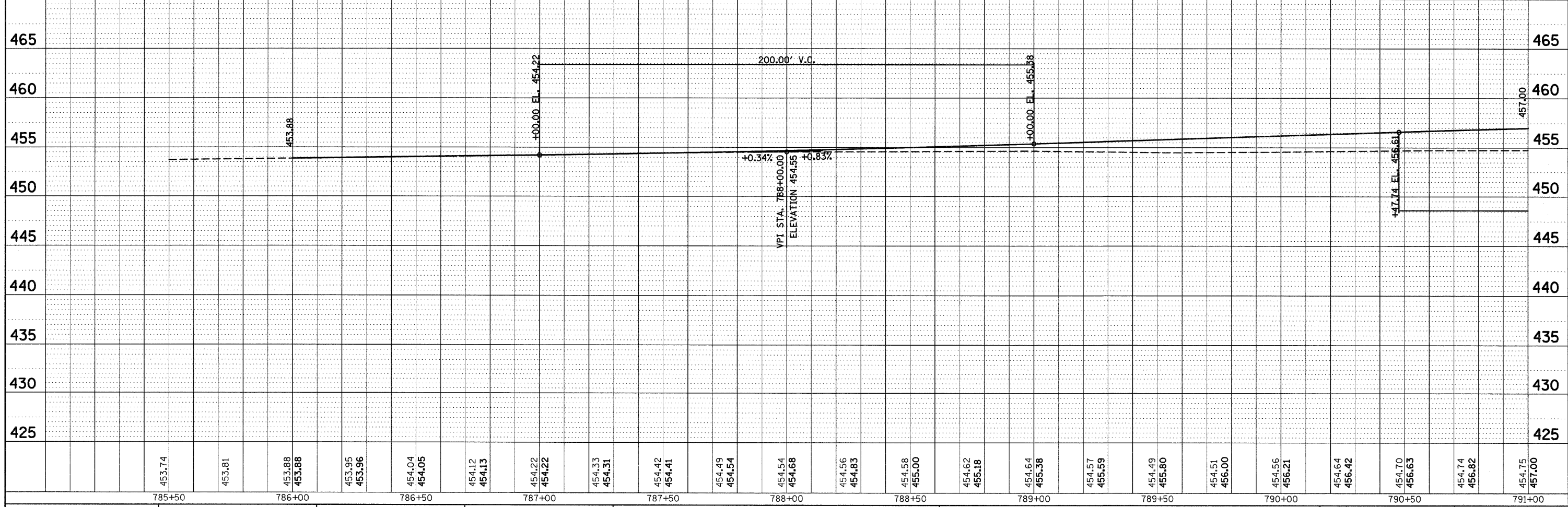
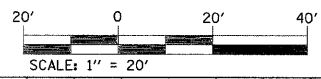
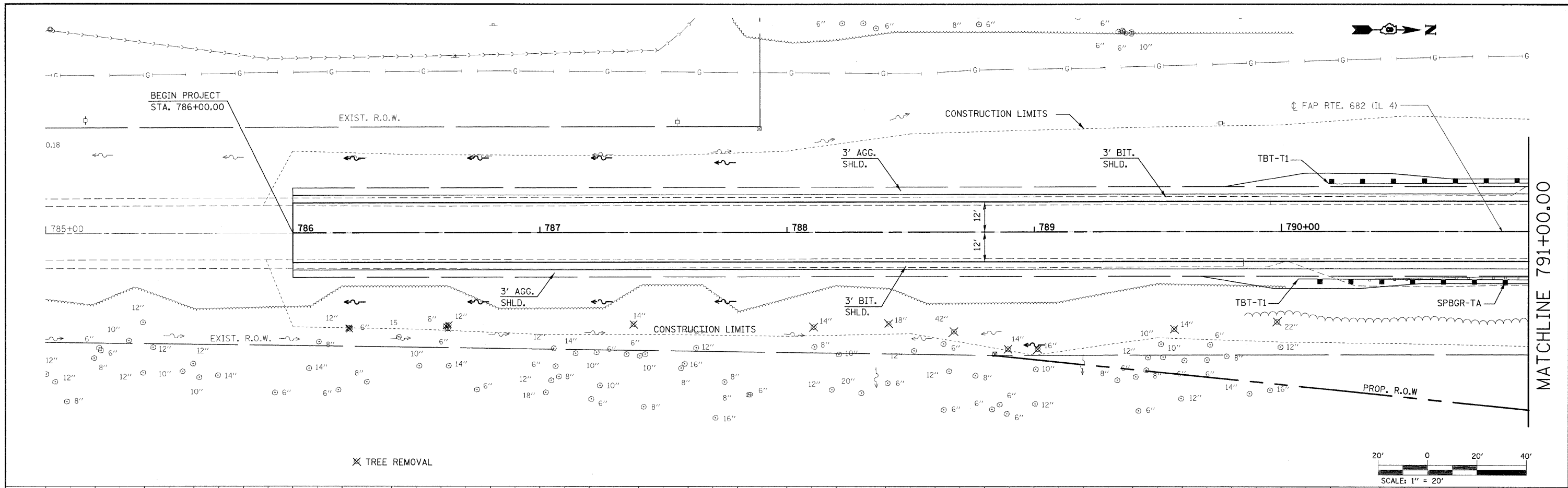
1. ALL SIGNS REQUIRED WILL BE SUPPLIED TO THE CONTRACTOR BY I.D.O.T.
2. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET, AS DIRECTED BY THE RE/RT. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.
3. THE CONTRACTOR SHALL GIVE ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP THE SIGNS AT THE T.M. BUILDING IN FAIRVIEW HEIGHTS, AND RETURN THEM UPON COMPLETION OF THE CONTRACT. CONTACT JEAN SLAPE @ (618) 346-3289.
4. THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR WIDE LOAD SIGNING AND NO OTHER COMPENSATION WILL BE ALLOWED.
5. SIGN SPACING WILL BE 400' OR TO FIT FIELD CONDITIONS.
6. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'.



SIGNS REQUIRED			
MAX WIDTH 8 FT 6 IN 1 MILES AHEAD	(2)	NORTH	(2)
		SOUTH	(1)
MAX WIDTH 8 FT 6 IN 1.5 MILES AHEAD	(2)	ILLINOIS 4	(3)
MAX WIDTH 8 FT 6 IN 4.5 MILES AHEAD	(3)		

CHECKED BY: _____ DATE: _____
 PLOTTED BY: _____
 ALIGNMENT CHECKED BY: _____
 NOTE BOOK NO. _____
 CARD FILE NAME: _____

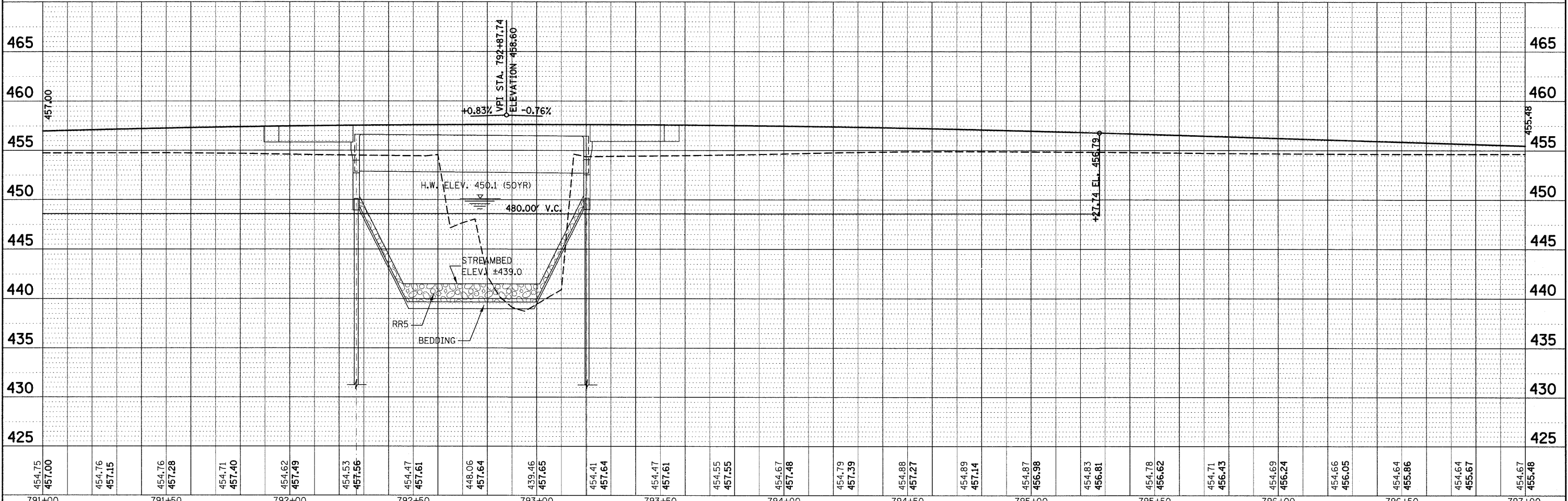
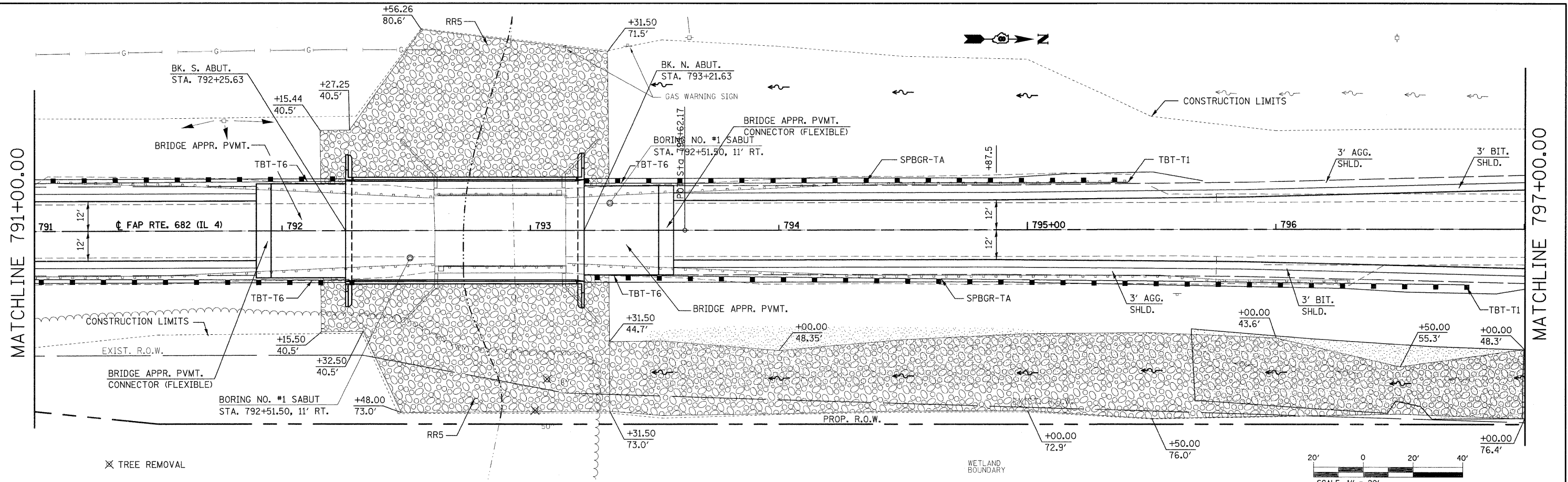
PROFILE DESIGNED BY: _____ DATE: _____
 PLOTTED BY: _____
 GRADES CHECKED BY: _____
 NOTE BOOK NO. _____
 B.M. NOTED BY: _____
 STRUCTURE NOTATIONS CTRD: _____



FILE NAME =	USER NAME = gelinh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINLINE PLAN AND PROFILE (IL 4)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT DATE = 1/22/2018	DATE -	CHECKED -	REVISED -			CONTRACT NO. 76126					
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

DATE: _____ BY: _____
 REVIEWED: _____
 PLOTTED: _____
 ALIGNMENT CHECKED: _____
 GRADES CHECKED: _____
 NOTE BOOK NO.: _____
 CAD FILE NAME: _____

DATE: _____ BY: _____
 REVIEWED: _____
 PLOTTED: _____
 GRADES CHECKED: _____
 ELEM. NOTES: _____
 STRUCTURE NOTATIONS CHECKED: _____
 NOTE BOOK NO.: _____



454.75	457.00	454.76	457.15	454.76	457.28	454.71	457.40	454.62	457.49	454.53	457.56	454.47	457.61	448.06	457.64	439.46	457.65	454.41	457.64	454.47	457.61	454.55	457.55	454.67	457.48	454.79	457.39	454.88	457.27	454.89	457.14	454.87	456.98	454.83	456.81	454.78	456.62	454.71	456.43	454.69	456.24	454.66	456.05	454.64	455.86	454.64	455.67	454.67	455.48
791+00	791+50	792+00	792+50	793+00	793+50	794+00	794+50	795+00	795+50	796+00	796+50	797+00																																					

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

MAINLINE PLAN AND PROFILE (IL 4)

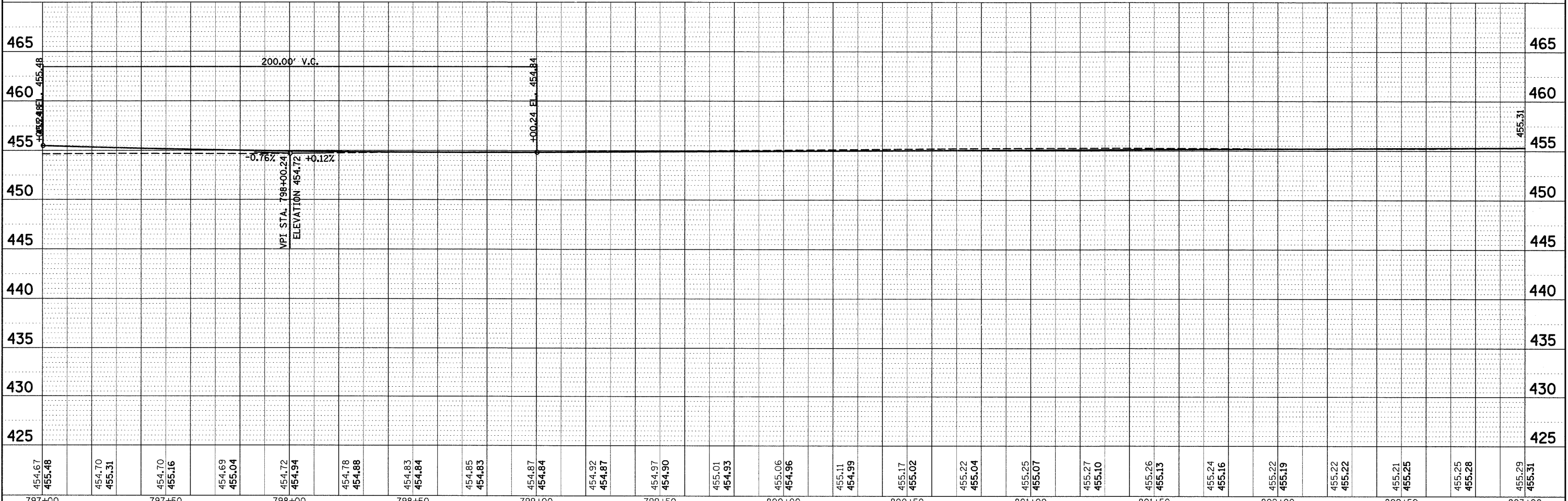
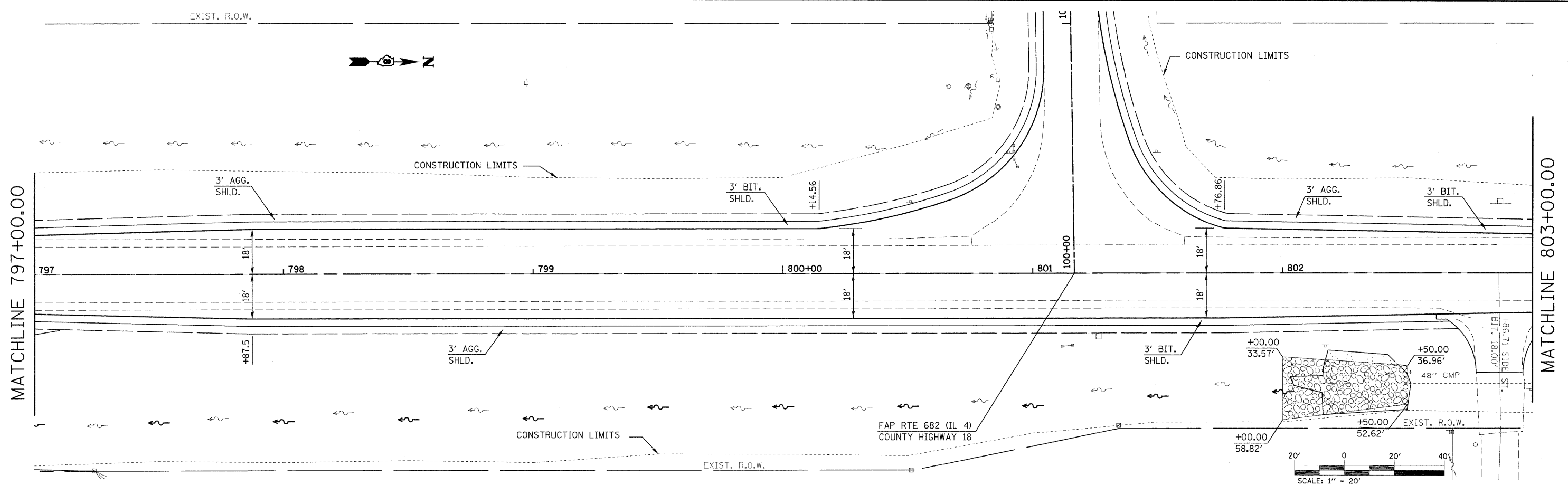
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PLOT SCALE = 20,0000 / / IN.		CHECKED -	REVISED -
PLOT DATE = 1/22/2018		DATE -	REVISED -

SCALE: 1" = 20'	SHEET NO. 2 OF 4 SHEETS	STA. 791+00.00 TO STA. 797+00.00
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F.A.P. RTE. 682	SECTION 21BR, 21-I-1	COUNTY RANDOLPH	TOTAL SHEETS 77	SHEET NO. 13
CONTRACT NO. 76126				
ILLINOIS FED. AID PROJECT				

DATE	
BY	
REVISIONS	
NOTED	
CHECKED	
FILE NAME	
NO.	

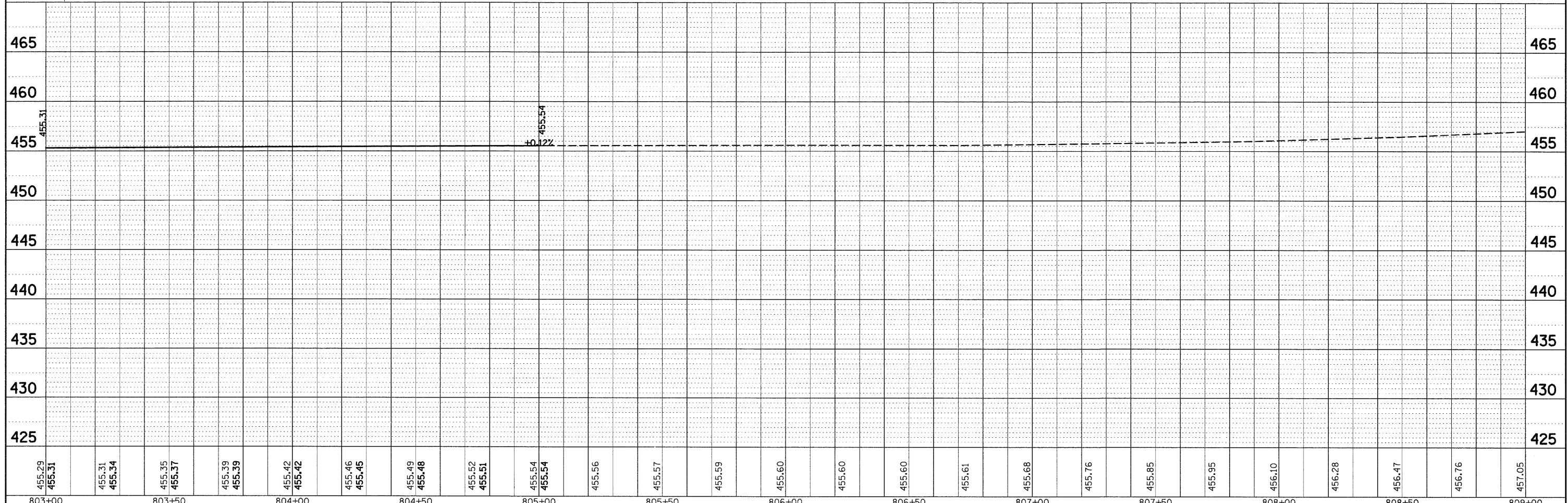
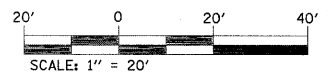
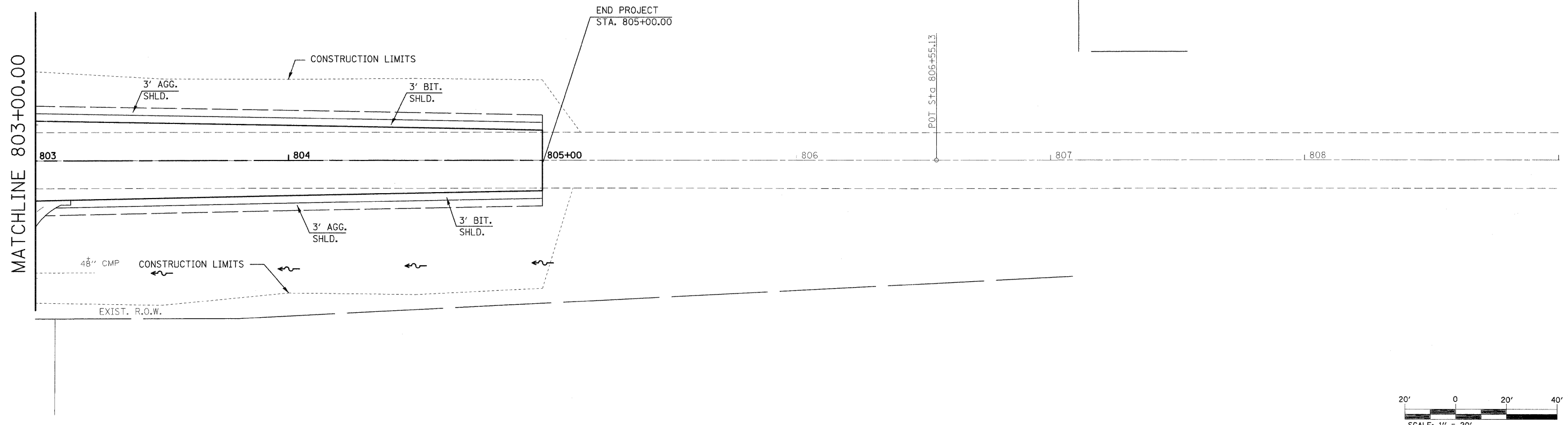
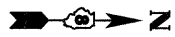
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FILE NAME	
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ct:\p\work\PWIDOT\GELINH\dms52514\plan-pr\file009a.dgn		DRAWN -	REVISED -			682	21BR, 21-I-1	RANDOLPH	77	14	
PLOT SCALE = 20,0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 76126					
PLOT DATE = 1/22/2010		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

DATE	
BY	
REVIEWED	
APPROVED	
ALIGNMENT CHECKED	
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PLAN	
NOTE BOOK	

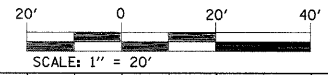
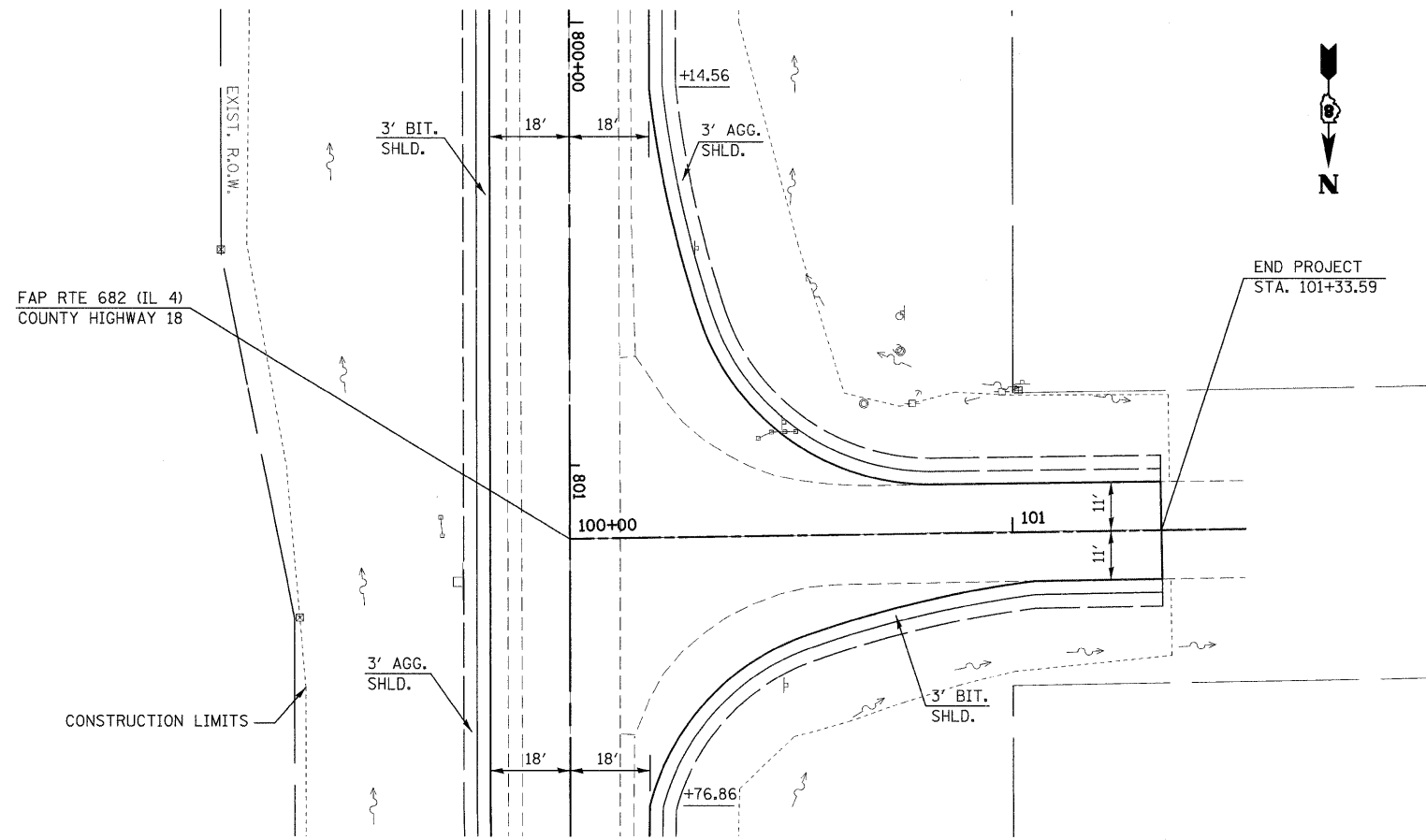
DATE	
BY	
REVIEWED	
APPROVED	
GRADES CHECKED	
E.M. NOTED	
STRUCTURE NOTATIONS CHECKED	
NO.	
PROFILE	
NOTE BOOK	



455.29 455.31	455.31 455.34	455.35 455.37	455.39 455.39	455.42 455.42	455.46 455.45	455.49 455.48	455.52 455.51	455.54 455.54	455.56	455.57	455.59	455.60	455.60	455.60	455.61	455.68	455.76	455.85	455.95	456.10	456.28	456.47	456.76	457.05								
803+00	803+50	804+00	804+50	805+00	805+50	806+00	806+50	807+00	807+50	808+00	808+50	809+00																				
FILE NAME =		USER NAME = gelnh		DESIGNED -		REVISED -		STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION MAINLINE PLAN AND PROFILE (IL 4)															F.A.P. RTE.		SECTION		COUNTY		TOTAL SHEETS		SHEET NO.	
c:\px_work\p\WIDOT\GELINH\dms52514\plan-pr		file209a.dgn		DRAWN -		REVISED -																	682		21BR, 21-I-1		RANDOLPH		77		15	
PLOT SCALE = 20.0000 / / IN.		CHECKED -		REVISED -		CONTRACT NO. 76126																	ILLINOIS FED. AID PROJECT									
PLOT DATE = 1/22/2010		DATE -		REVISED -		SCALE: 1" = 20'																	SHEET NO. 3 OF 4 SHEETS		STA. 803+00.00 TO STA. 809+00.00							

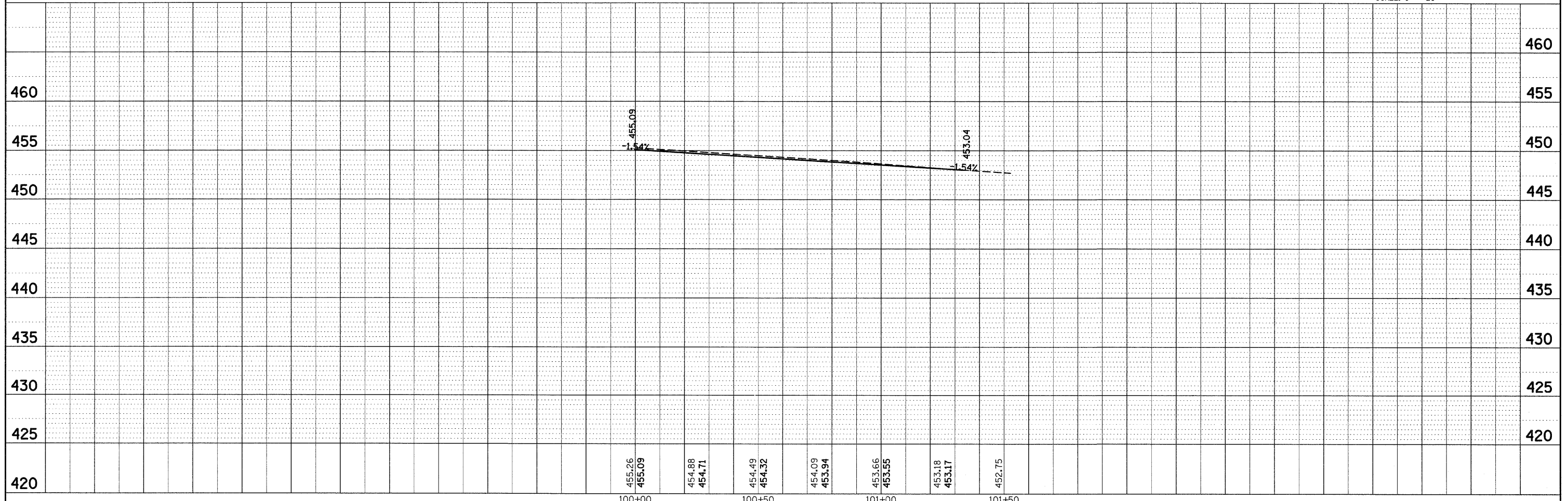
DATE	BY

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PLANNED	ALIGNMENT
NOTE BOOK NO.	FILE NAME



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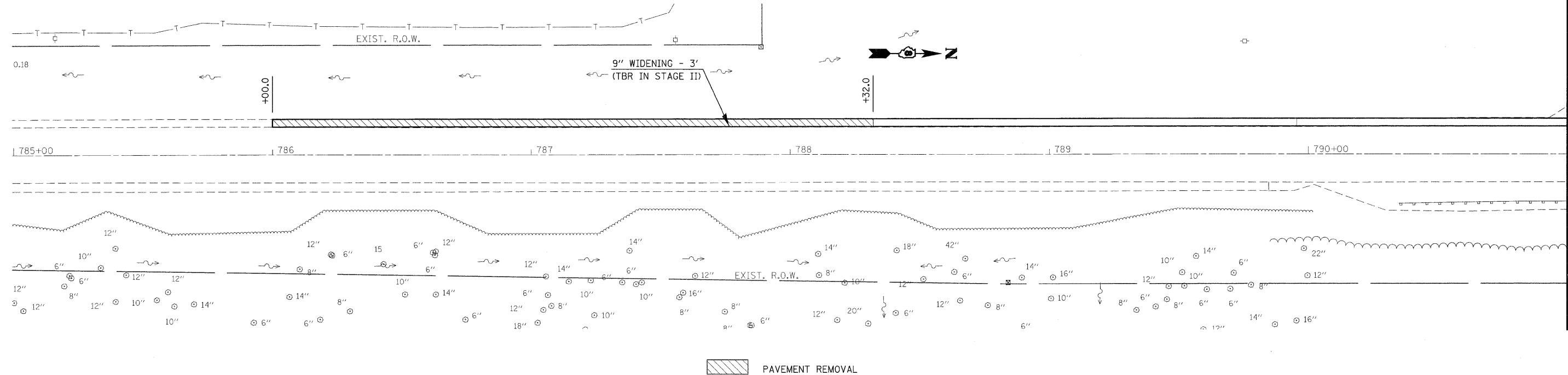
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GRADES	NOTATIONS
NOTE BOOK NO.	FILE NAME



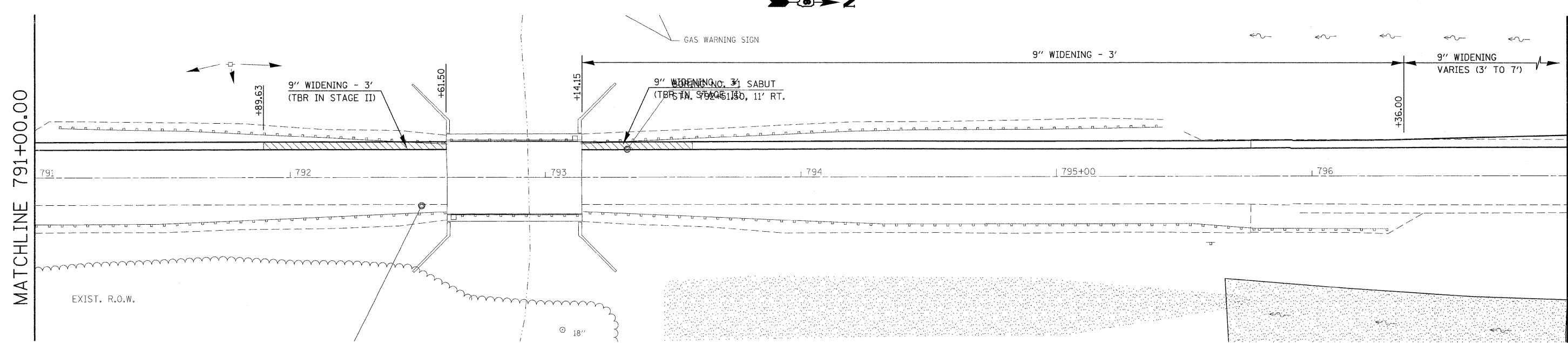
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		DRAWN -	REVISED -				SCALE: 1" = 20'	SHEET NO. 1 OF 1 SHEETS	STA. 100+00.00 TO STA. 101+59.00	CONTRACT NO. 76126			
		CHECKED -	REVISED -				ILLINOIS FED. AID PROJECT						
		DATE -	REVISED -										

PRE-STAGE I CONSTRUCTION SHALL CONSIST OF:

1. THE REMOVAL OF THE EXISTING SHOULDERS ON THE LEFT SIDE OF IL 4 CENTER LINE FROM STA 786+00.0 TO CH 18 AND FROM CH 18 TO STA 805+00.0.
2. THE CONSTRUCTION OF THE PAVEMENT WIDENING ON THE NORTH AND SOUTH CORNERS OF THE STRUCTURE AND THE WIDENING AT CH 18 AS SHOWN ON THE PLAN.
3. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION, STANDARD 701326.

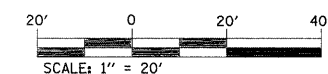


MATCHLINE 791+00.00



MATCHLINE 791+00.00

MATCHLINE 797+00.00



FILE NAME =	USER NAME = gelnh	DESIGNED -	REVISED -
c:\pw\work\PWIDOT\GELINH\dms52514\stg00	Re.dgn	DRAWN -	REVISED -
	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/22/2010	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED PRE-STAGE I CONSTRUCTION
AND TRAFFIC CONTROL**

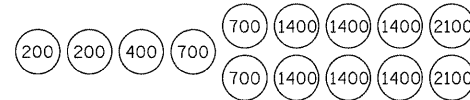
SCALE: 1" = 20' SHEET NO. 1 OF 2 SHEETS STA. 785+00.00 TO STA. 797+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
682	21BR, 21-I-1	RANDOLPH	77	17
CONTRACT NO. 76126				
ILLINOIS FED. AID PROJECT				

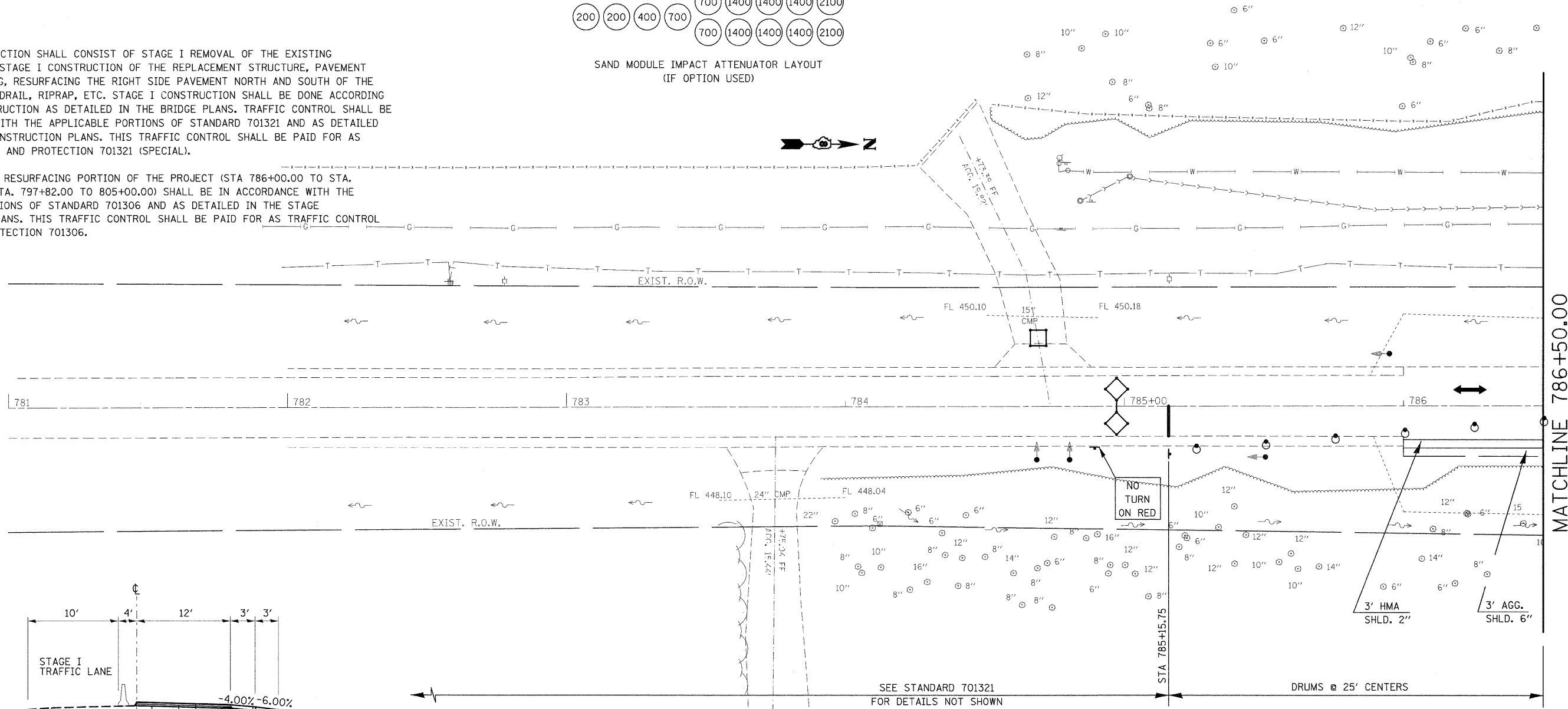
STAGE I CONSTRUCTION:

1. STAGE I CONSTRUCTION SHALL CONSIST OF STAGE I REMOVAL OF THE EXISTING STRUCTURE, AND STAGE I CONSTRUCTION OF THE REPLACEMENT STRUCTURE, PAVEMENT REMOVAL, GRADING, RESURFACING THE RIGHT SIDE PAVEMENT NORTH AND SOUTH OF THE STRUCTURE, GUARDRAIL, RIPRAP, ETC. STAGE I CONSTRUCTION SHALL BE DONE ACCORDING TO STAGE CONSTRUCTION AS DETAILED IN THE BRIDGE PLANS. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STANDARD 701321 AND AS DETAILED IN THE STAGE CONSTRUCTION PLANS. THIS TRAFFIC CONTROL SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION 701321 (SPECIAL).

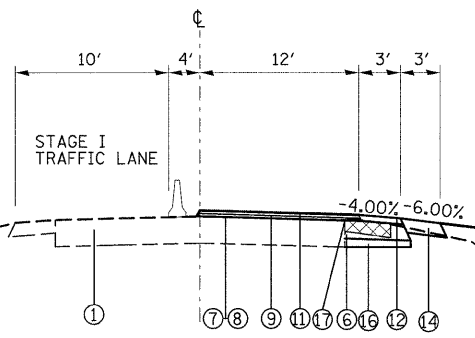
THE MILLING AND RESURFACING PORTION OF THE PROJECT (STA 786+00.00 TO STA. 788+32.00 AND STA. 797+82.00 TO 805+00.00) SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STANDARD 701306 AND AS DETAILED IN THE STAGE CONSTRUCTION PLANS. THIS TRAFFIC CONTROL SHALL BE PAID FOR AS TRAFFIC CONTROL SPECIAL AND PROTECTION 701306.



SAND MODULE IMPACT ATTENUATOR LAYOUT (IF OPTION USED)



MATCHLINE 786+50.00



STAGE I TYPICAL SECTION
STA. 786+00.0 TO STA. 788+32.0
(NTS)

LEGEND

- ① EXISTING PAVEMENT
- ⑥ PROPOSED HMA BASE COURSE WIDENING, 12"
- ⑦ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑧ PROPOSED AGGREGATE (PRIME COAT)
- ⑨ PROPOSED LEVELING BINDER
- ⑪ PROPOSED HMA SURFACE COURSE, 1 1/2"
- ⑫ PROPOSED HMA SHOULDER, 2"
- ⑭ PROPOSED AGGREGATE SHOULDER, TYPE B 6"
- ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TY A, 12"
- ⑰ PROPOSED STRIP REFLECTIVE CRACK CONTROL

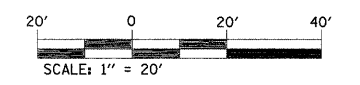
NOTE: SURFACE TO BE PLACED AFTER ALL STAGING COMPLETE AND JUST PRIOR TO FINAL STRIPING

LEGEND:

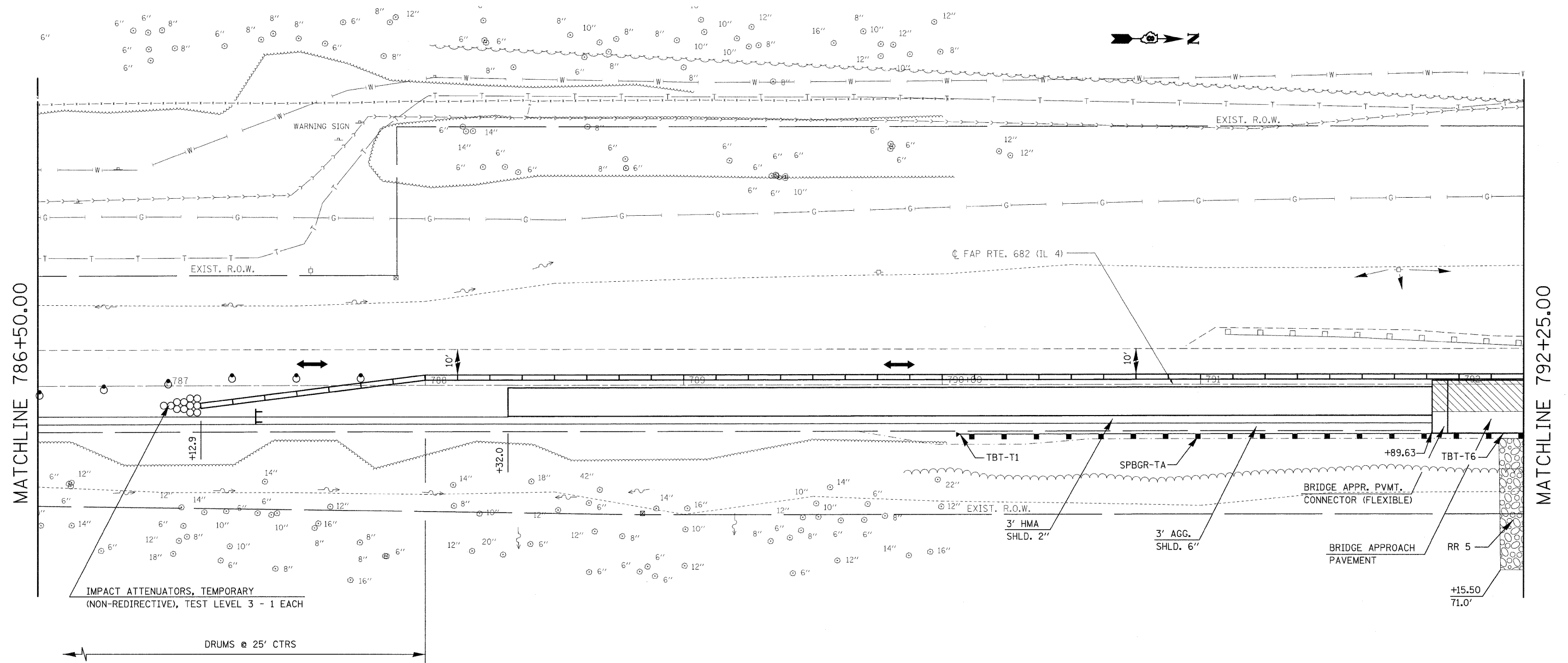
- SHOULDER REMOVAL
- STRUCTURE REMOVAL
- PAVEMENT REMOVAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- INDUCTION LOOP DETECTOR
- DRUM WITH STEADY BURNING LIGHT
- SIGNALIZED TWO-WAY TRAFFIC LANE
- TEMPORARY BRIDGE TRAFFIC SIGNAL
- TYPE III BARRICADE

NOTES:

1. THE CONTRACTOR SHALL MAINTAIN ACCESS TO PRIVATE AND FIELD ENTRANCES LOCATED WITHIN THE LIMITS OF THE PROJECT.
2. TRAFFIC CONTROL & PROTECTION, STANDARD 701321 (SPECIAL) INCLUDES BOTH STAGE I & II AND ANY ADDITIONAL SIGNING OR TRAFFIC CONTROL DEVICES SHOWN ON THE STAGE CONSTRUCTION PLANS.
3. ALL ADDITIONAL TRAFFIC SIGNAL HEADS, LOOP DETECTORS AND ASSOCIATED EQUIPMENT REQUIRED TO MAINTAIN ACCESS AT THE FIELD AND DRIVEWAY ENTRANCES SHALL BE INCLUDED IN THE COST OF "TEMPORARY BRIDGE TRAFFIC SIGNALS"
4. THE COST OF "BARRICADES, TYPE III" SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)".
5. ALL SIDEROADS AND ENTRANCES WITHIN TRAFFIC CONTROL SHALL HAVE "NO RIGHT TURN ON RED" AND "STOP HERE ON RED" SIGNS. THE COST SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)".
7. THE LENGTH OF THE TEMPORARY CONCRETE BARRIER FOR STAGE I CONSTRUCTION IS 1175 FT.

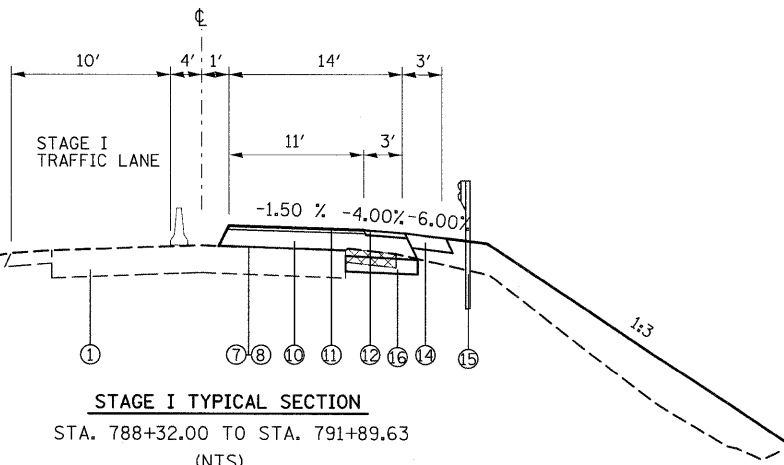


FILE NAME =	USER NAME = gelnh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGE I CONSTRUCTION AND TRAFFIC CONTROL	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\pw\work\PWID01\GELINH\dms2514\stg08	se.dgn	DRAWN -	REVISED -			682	21BR, 21-I-1	RANDOLPH	77	19	
PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -	REVISED -			CONTRACT NO. 76126					
PLOT DATE = 1/22/2010	DATE -	REVISED -	REVISED -			ILLINOIS FED. AID PROJECT					



IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3 - 1 EACH

DRUMS @ 25' CTRS



STAGE I TYPICAL SECTION
STA. 788+32.00 TO STA. 791+89.63 (NTS)

LEGEND

- ① EXISTING PAVEMENT
- ⑦ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑧ PROPOSED AGGREGATE (PRIME COAT)
- ⑩ PROPOSED HMA BINDER COURSE (VARIES FROM 2 1/4" TO 2 9/4")
- ⑪ PROPOSED HMA SURFACE COURSE, 1 1/2"
- ⑫ PROPOSED HMA SHOULDER, 2"
- ⑭ PROPOSED AGGREGATE SHOULDER, TYPE B 6"
- ⑮ PROPOSED GUARDRAIL
- ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TY A 12"
- ⑰ PROPOSED STRIP REFLECTIVE CRACK CONTROL

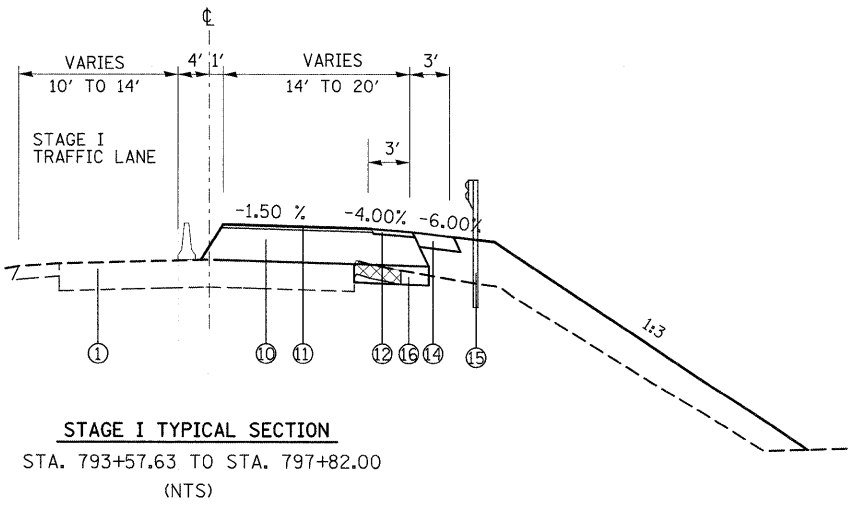
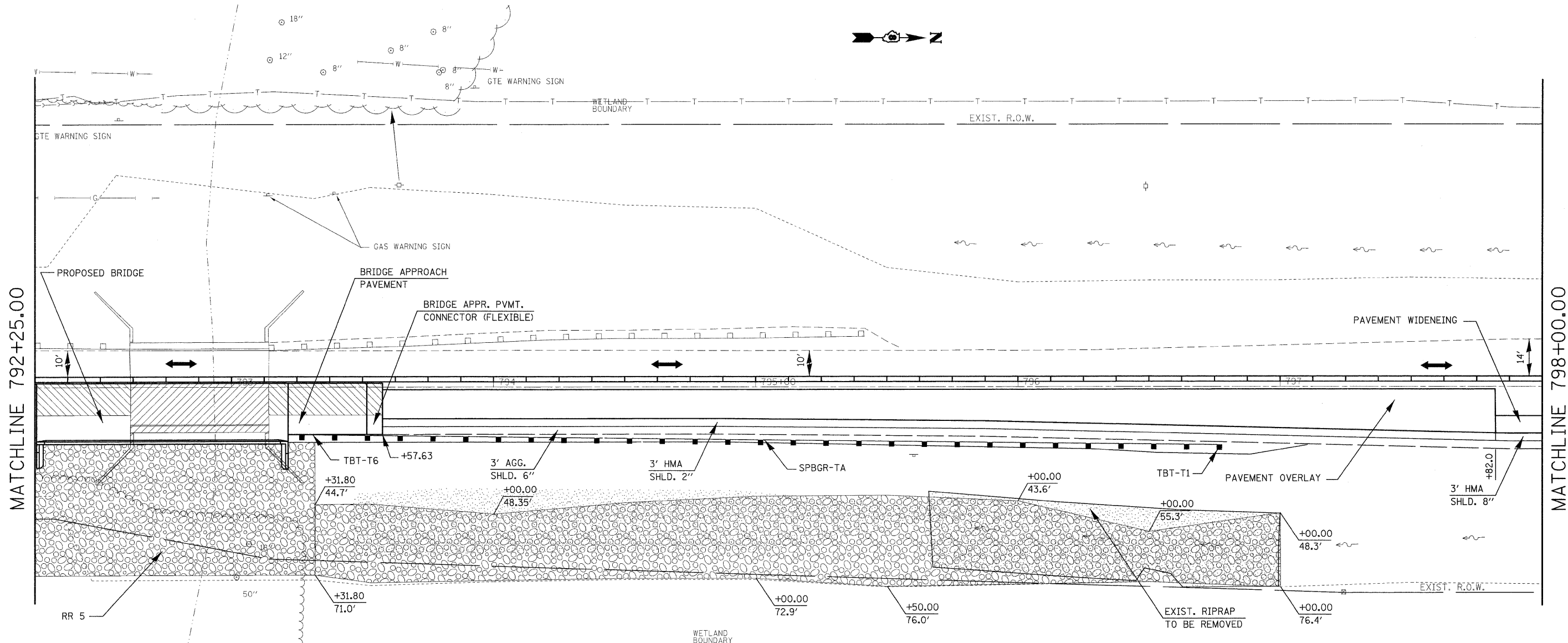
LEGEND:

- SHOULDER REMOVAL
- STRUCTURE REMOVAL
- PAVEMENT REMOVAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- INDUCTION LOOP DETECTOR
- DRUM WITH STEADY BURNING LIGHT
- SIGNALIZED TWO-WAY TRAFFIC LANE
- TEMPORARY BRIDGE TRAFFIC SIGNAL
- TYPE III BARRICADE

NOTE: SURFACE TO BE PLACED AFTER ALL STAGING COMPLETE AND JUST PRIOR TO FINAL STRIPING



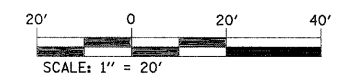
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es:\pwork\PWID01\GELINH\dms52514\stg002.dgn		DRAWN -	REVISED -		SCALE: 1" = 20'	SHEET NO. 2 OF 5 SHEETS	STA. 786+50.00 TO STA. 792+25.00	CONTRACT NO. 76126				
		CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									



- LEGEND**
- ① EXISTING PAVEMENT
 - ⑦ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
 - ⑧ PROPOSED AGGREGATE (PRIME COAT)
 - ⑩ PROPOSED HMA BINDER COURSE (VARIES FROM 34" TO 2 1/4")
 - ⑪ PROPOSED HMA SURFACE COURSE, 1 1/2"
 - ⑫ PROPOSED HMA SHOULDER, 2"
 - ⑬ PROPOSED HMA SHOULDER, 8" (STA 797+82.0 TO STA 805+00.0 RT)
 - ⑭ PROPOSED AGGREGATE SHOULDER, TYPE B 6"
 - ⑮ PROPOSED GUARDRAIL
 - ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A 12"
 - ⑰ PROPOSED STRIP REFLECTIVE CRACK CONTROL

- LEGEND:**
- SHOULDER REMOVAL
 - STRUCTURE REMOVAL
 - PAVEMENT REMOVAL
 - TEMPORARY CONCRETE BARRIER
 - IMPACT ATTENUATOR
 - INDUCTION LOOP DETECTOR
 - DRUM WITH STEADY BURNING LIGHT
 - SIGNALIZED TWO-WAY TRAFFIC LANE
 - TEMPORARY BRIDGE TRAFFIC SIGNAL
 - TYPE III BARRICADE

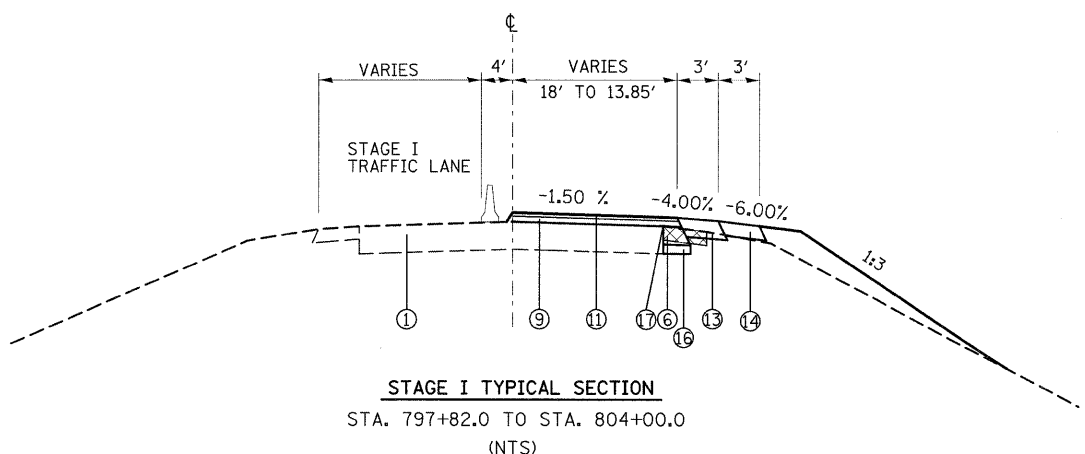
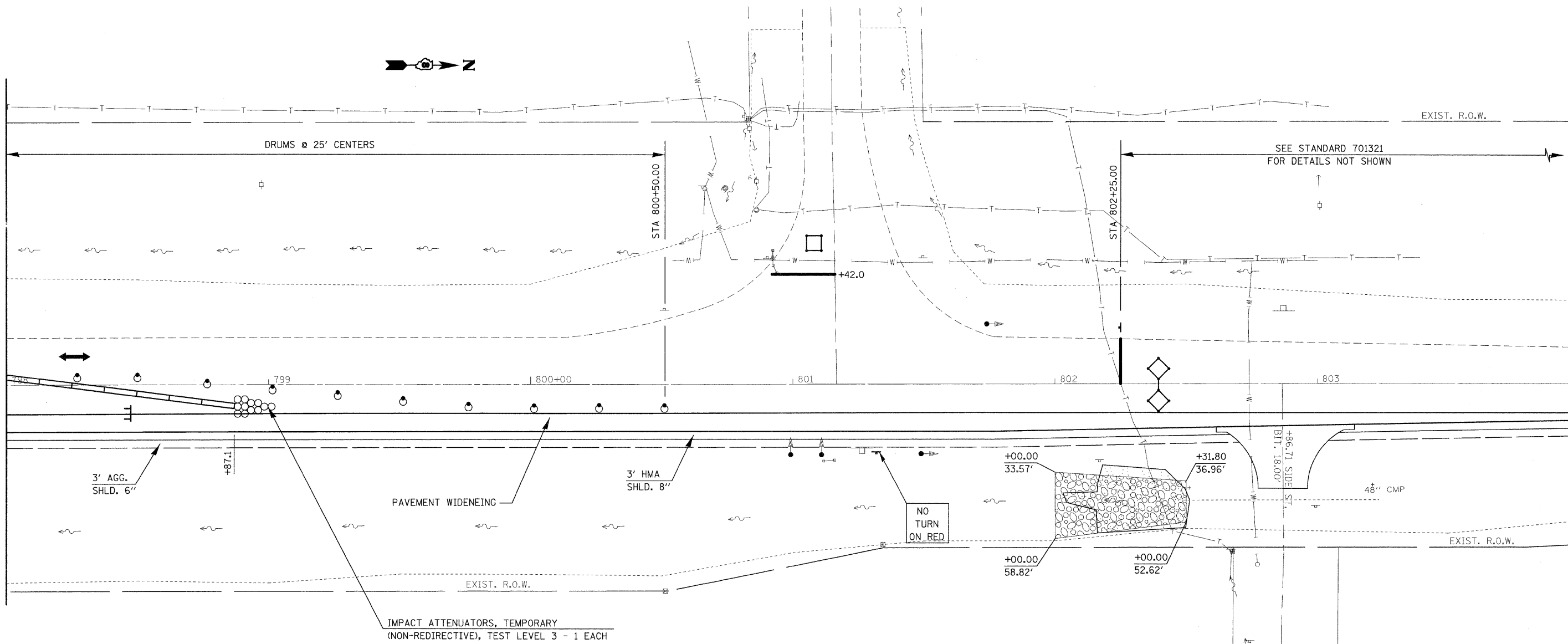
NOTE: SURFACE TO BE PLACED AFTER ALL STAGING COMPLETE AND JUST PRIOR TO FINAL STRIPING



FILE NAME =	USER NAME = gelnh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGE I CONSTRUCTION AND TRAFFIC CONTROL			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cr\pwork\FWIDOT\GELINH\dms52514\stg00	pa.dgn	DRAWN -	REVISED -		SCALE: 1" = 20'	SHEET NO. 3 OF 5 SHEETS	STA. 792+25.00 TO STA. 798+00.00	682	21BR, 21-I-1	RANDOLPH	77	21
		CHECKED -	REVISED -		CONTRACT NO. 76126							
		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

MATCHLINE 798+00.00

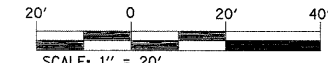
MATCHLINE 804+00.00



NOTE: SURFACE TO BE PLACED AFTER ALL STAGING COMPLETE AND JUST PRIOR TO FINAL STRIPING

- LEGEND**
- ① EXISTING PAVEMENT
 - ⑥ PROPOSED HMA BASE COURSE WIDENING, 12"
 - ⑦ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
 - ⑧ PROPOSED AGGREGATE (PRIME COAT)
 - ⑨ PROPOSED LEVELING BINDER
 - ⑩ PROPOSED HMA SURFACE COURSE, 1 1/2"
 - ⑬ PROPOSED HMA SHOULDER, 8"
 - ⑭ PROPOSED AGGREGATE SHOULDER, TYPE B 6"
 - ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TY A, 12"
 - ⑰ PROPOSED STRIP REFLECTIVE CRACK CONTROL

- LEGEND:**
- SHOULDER REMOVAL
 - STRUCTURE REMOVAL
 - PAVEMENT REMOVAL
 - TEMPORARY CONCRETE BARRIER
 - IMPACT ATTENUATOR
 - INDUCTION LOOP DETECTOR
 - DRUM WITH STEADY BURNING LIGHT
 - SIGNALIZED TWO-WAY TRAFFIC LANE
 - TEMPORARY BRIDGE TRAFFIC SIGNAL
 - TYPE III BARRICADE



FILE NAME =	USER NAME = gelinh	DESIGNED -	REVISED -
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PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -
PLOT DATE = 1/22/2010		DATE -	REVISED -

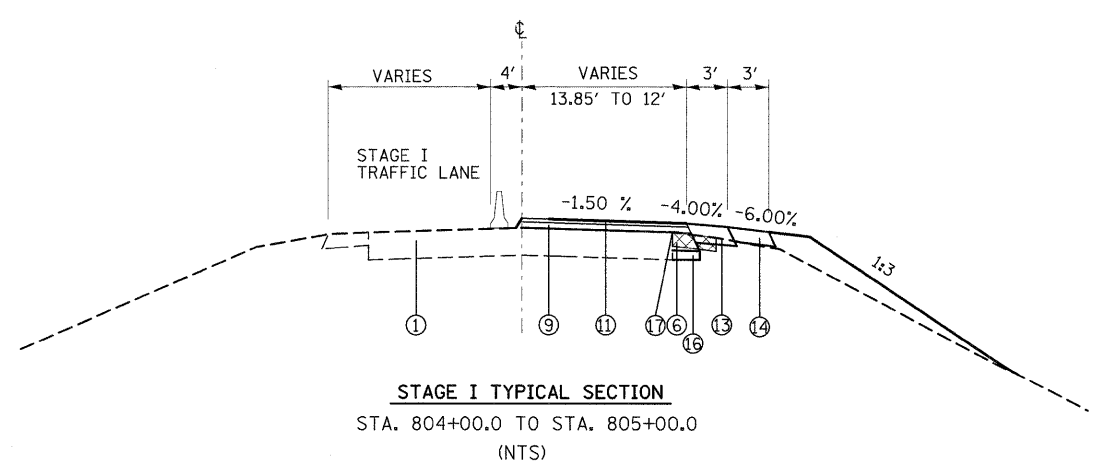
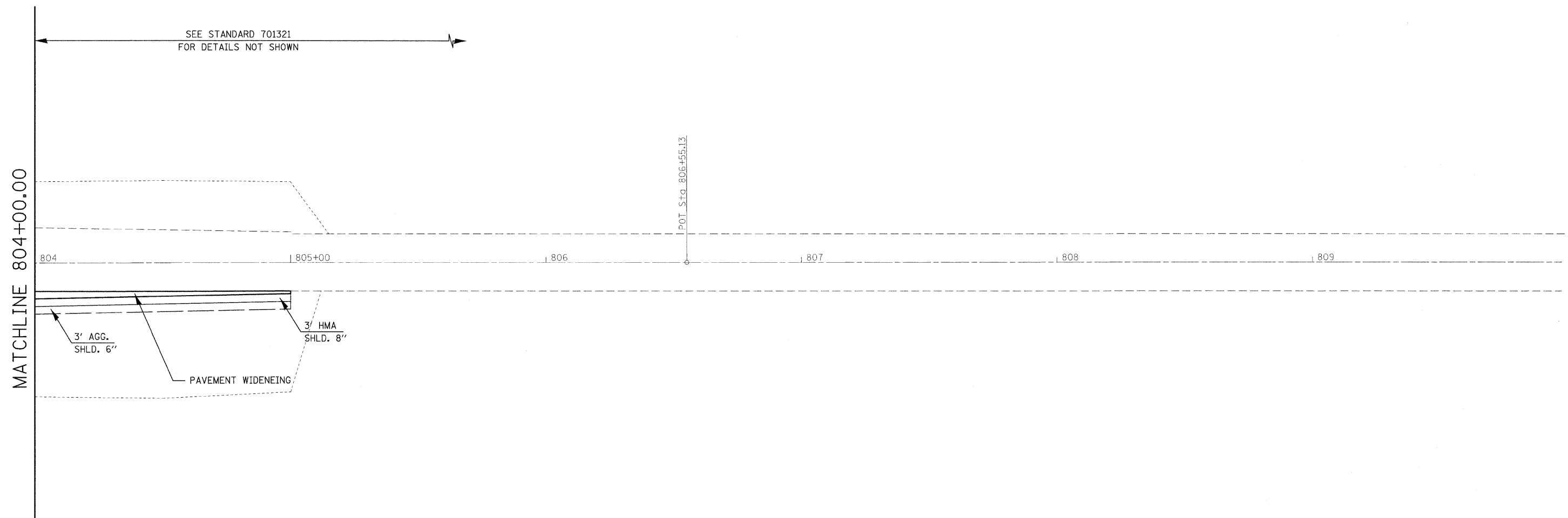
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGE I CONSTRUCTION
AND TRAFFIC CONTROL**

SCALE: 1" = 20' SHEET NO. 4 OF 5 SHEETS STA. 798+00.00 TO STA. 804+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
682	21BR, 21-I-1	RANDOLPH	77	22
CONTRACT NO. 76126				

ILLINOIS FED. AID PROJECT

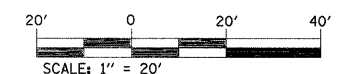


NOTE: SURFACE TO BE PLACED AFTER ALL STAGING COMPLETE AND JUST PRIOR TO FINAL STRIPING

- LEGEND**
- ① EXISTING PAVEMENT
 - ⑥ PROPOSED HMA BASE COURSE WIDENING, 12"
 - ⑦ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
 - ⑧ PROPOSED AGGREGATE (PRIME COAT)
 - ⑨ PROPOSED LEVELING BINDER
 - ⑪ PROPOSED HMA SURFACE COURSE, 1 1/2"
 - ⑬ PROPOSED HMA SHOULDER, 8"
 - ⑭ PROPOSED AGGREGATE SHOULDER, TYPE B 6"
 - ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TY A, 12"
 - ⑰ PROPOSED STRIO REFLECTIVE CRACK CONTROL

LEGEND:

- SHOULDER REMOVAL
- STRUCTURE REMOVAL
- PAVEMENT REMOVAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- INDUCTION LOOP DETECTOR
- DRUM WITH STEADY BURNING LIGHT
- SIGNALIZED TWO-WAY TRAFFIC LANE
- TEMPORARY BRIDGE TRAFFIC SIGNAL
- TYPE III BARRICADE



FILE NAME =	USER NAME = gelinh	DESIGNED -	REVISED -
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	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 1/22/2010	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGE I CONSTRUCTION
AND TRAFFIC CONTROL**

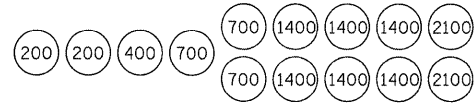
SCALE: 1" = 20' SHEET NO. 5 OF 5 SHEETS STA. 804+00.00 TO STA. 810+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
682	21BR, 21-I-1	RANDOLPH	77	23
				CONTRACT NO. 76126
ILLINOIS FED. AID PROJECT				

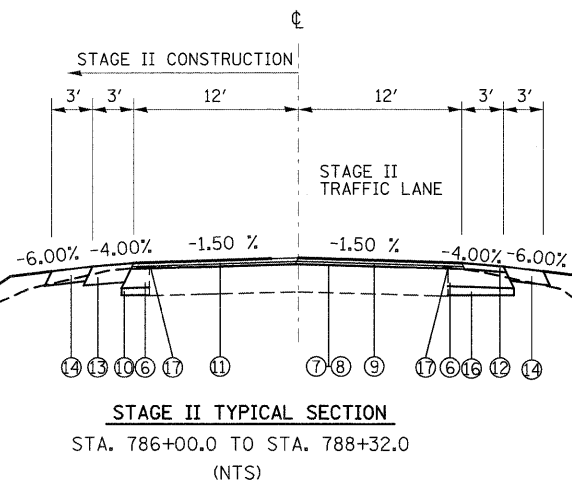
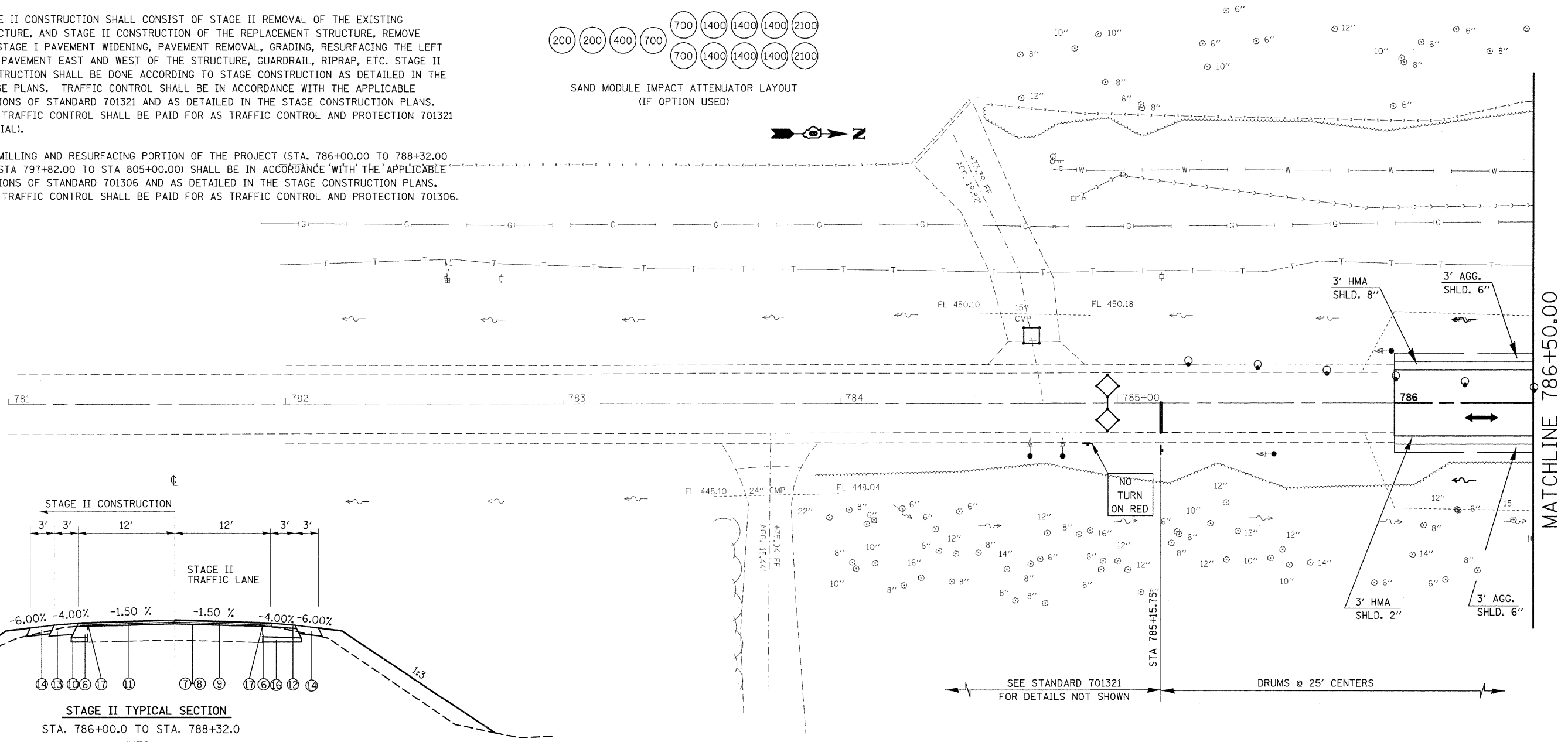
STAGE II CONSTRUCTION:

1. STAGE II CONSTRUCTION SHALL CONSIST OF STAGE II REMOVAL OF THE EXISTING STRUCTURE, AND STAGE II CONSTRUCTION OF THE REPLACEMENT STRUCTURE, REMOVE PRE-STAGE I PAVEMENT WIDENING, PAVEMENT REMOVAL, GRADING, RESURFACING THE LEFT SIDE PAVEMENT EAST AND WEST OF THE STRUCTURE, GUARDRAIL, RIPRAP, ETC. STAGE II CONSTRUCTION SHALL BE DONE ACCORDING TO STAGE CONSTRUCTION AS DETAILED IN THE BRIDGE PLANS. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STANDARD 701321 AND AS DETAILED IN THE STAGE CONSTRUCTION PLANS. THIS TRAFFIC CONTROL SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION 701321 (SPECIAL).

THE MILLING AND RESURFACING PORTION OF THE PROJECT (STA. 786+00.00 TO 788+32.00 AND STA 797+82.00 TO STA 805+00.00) SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF STANDARD 701306 AND AS DETAILED IN THE STAGE CONSTRUCTION PLANS. THIS TRAFFIC CONTROL SHALL BE PAID FOR AS TRAFFIC CONTROL AND PROTECTION 701306.



SAND MODULE IMPACT ATTENUATOR LAYOUT (IF OPTION USED)



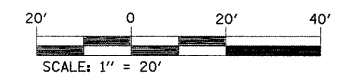
NOTE: SURFACE TO BE PLACED AFTER ALL STAGING COMPLETE AND JUST PRIOR TO FINAL STRIPING

- LEGEND**
- ① EXISTING PAVEMENT
 - ⑥ PROPOSED HMA BASE COURSE WIDENING, 12"
 - ⑦ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
 - ⑧ PROPOSED AGGREGATE (PRIME COAT)
 - ⑨ PROPOSED LEVELING BINDER
 - ⑪ PROPOSED HMA SURFACE COURSE, 1 1/2"
 - ⑫ PROPOSED HMA SHOULDER, 2"
 - ⑬ PROPOSED HMA SHOULDER, 8"
 - ⑭ PROPOSED AGGREGATE SHOULDER, TYPE B 6"
 - ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TY A, 12"
 - ⑰ PROPOSED STRIP REFLECTIVE CRACK CONTROL

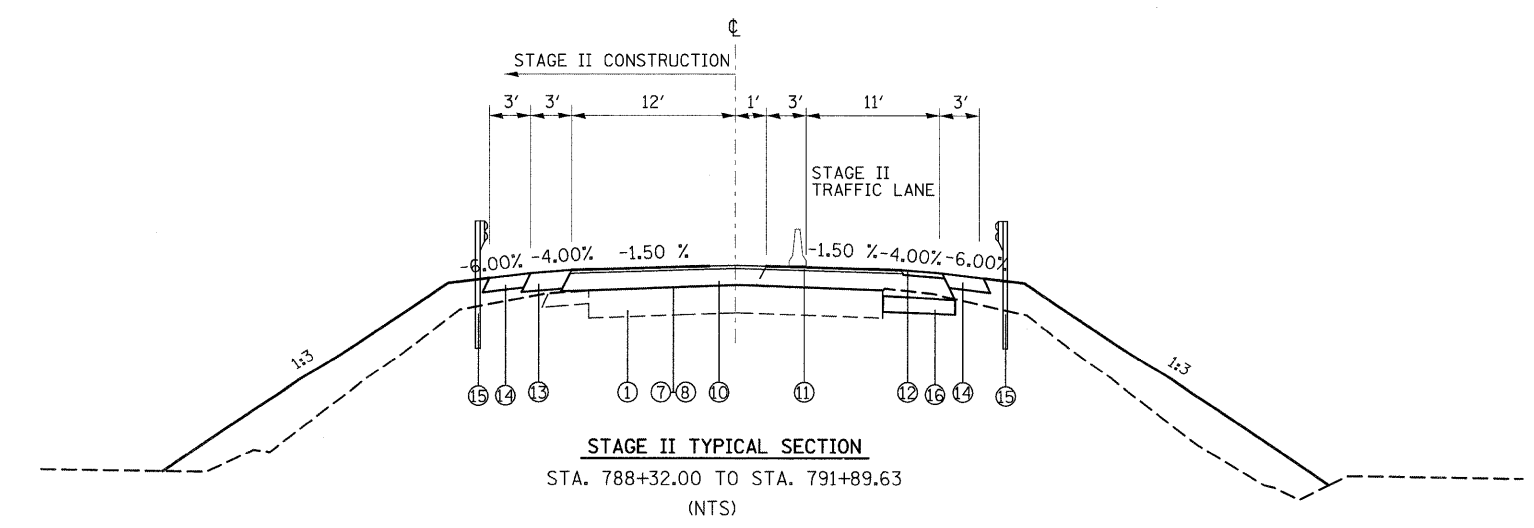
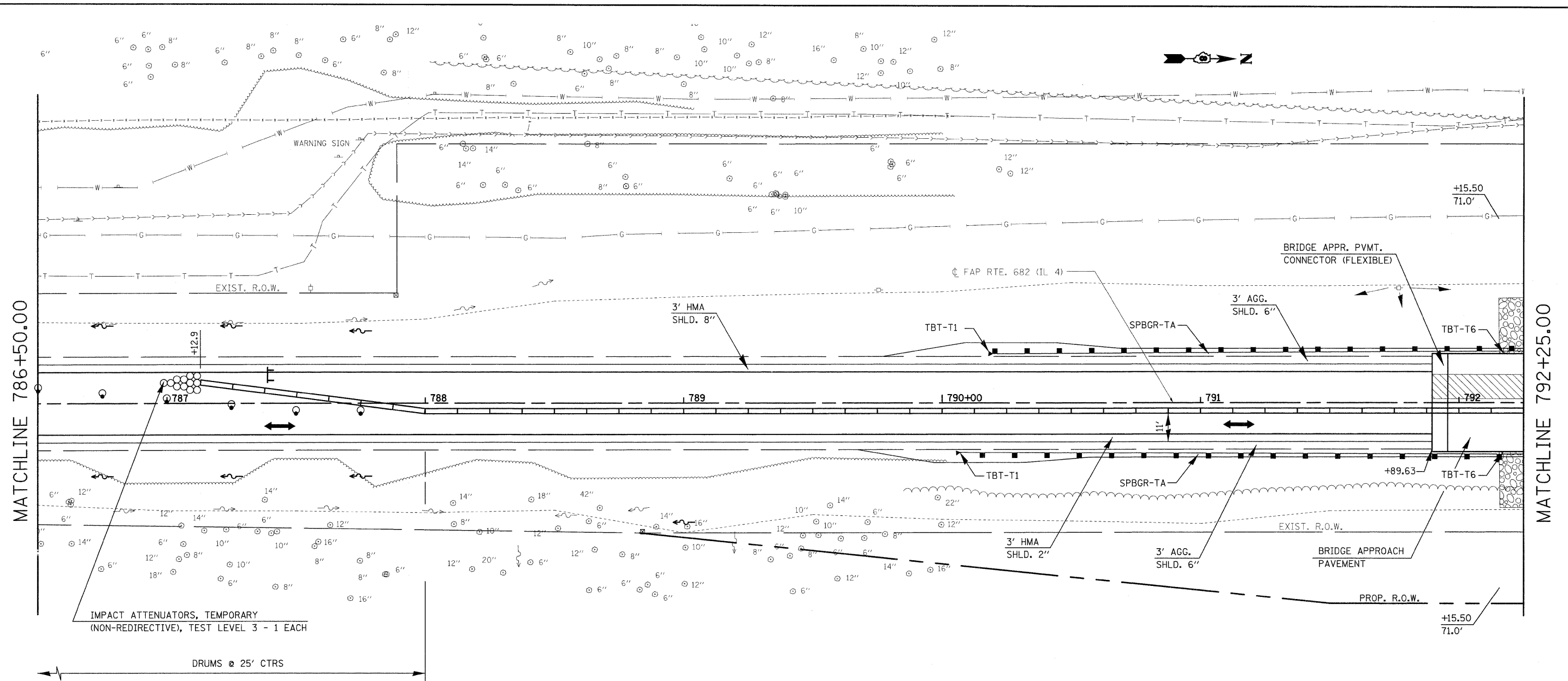
LEGEND:

- SHOULDER REMOVAL
- STRUCTURE REMOVAL
- PAVEMENT REMOVAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- INDUCTION LOOP DETECTOR
- DRUM WITH STEADY BURNING LIGHT
- SIGNALIZED TWO-WAY TRAFFIC LANE
- TEMPORARY BRIDGE TRAFFIC SIGNAL
- TYPE III BARRICADE

- NOTES:**
1. THE CONTRACTOR SHALL MAINTAIN ACCESS TO PRIVATE AND FIELD ENTRANCES LOCATED WITHIN THE LIMITS OF THE PROJECT.
 2. TRAFFIC CONTROL & PROTECTION, STANDARD 701321 (SPECIAL) INCLUDES BOTH STAGE I & II AND ANY ADDITIONAL SIGNING OR TRAFFIC CONTROL DEVICES SHOWN ON THE STAGE CONSTRUCTION PLANS.
 3. ALL ADDITIONAL TRAFFIC SIGNAL HEADS, LOOP DETECTORS AND ASSOCIATED EQUIPMENT REQUIRED TO MAINTAIN ACCESS AT THE FIELD AND DRIVEWAY ENTRANCES SHALL BE INCLUDED IN THE COST OF "TEMPORARY BRIDGE TRAFFIC SIGNALS"
 4. THE COST OF "BARRICADES, TYPE III" SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)".
 5. ALL SIDEROADS AND ENTRANCES WITHIN TRAFFIC CONTROL SHALL HAVE "NO RIGHT TURN ON RED" AND "STOP HERE ON RED" SIGNS. THE COST SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)".
 7. THE LENGTH OF THE TEMPORARY CONCRETE BARRIER FOR STAGE I CONSTRUCTION IS 1175 FT.



FILE NAME =	USER NAME = gelinh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGE II CONSTRUCTION AND TRAFFIC CONTROL		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ct:\pwork\pwork\GELINH\dms52514\stg00\pa.dgn		DRAWN -	REVISED -		SCALE: 1" = 20'	SHEET NO. 1 OF 5 SHEETS	STA. 781+00.00 TO STA. 786+00.00	682	21BR, 21-I-1	RANDOLPH	77	24
PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 76126							
PLOT DATE = 1/22/2010		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

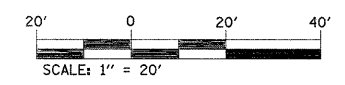


NOTE: SURFACE TO BE PLACED AFTER ALL STAGING COMPLETE AND JUST PRIOR TO FINAL STRIPING

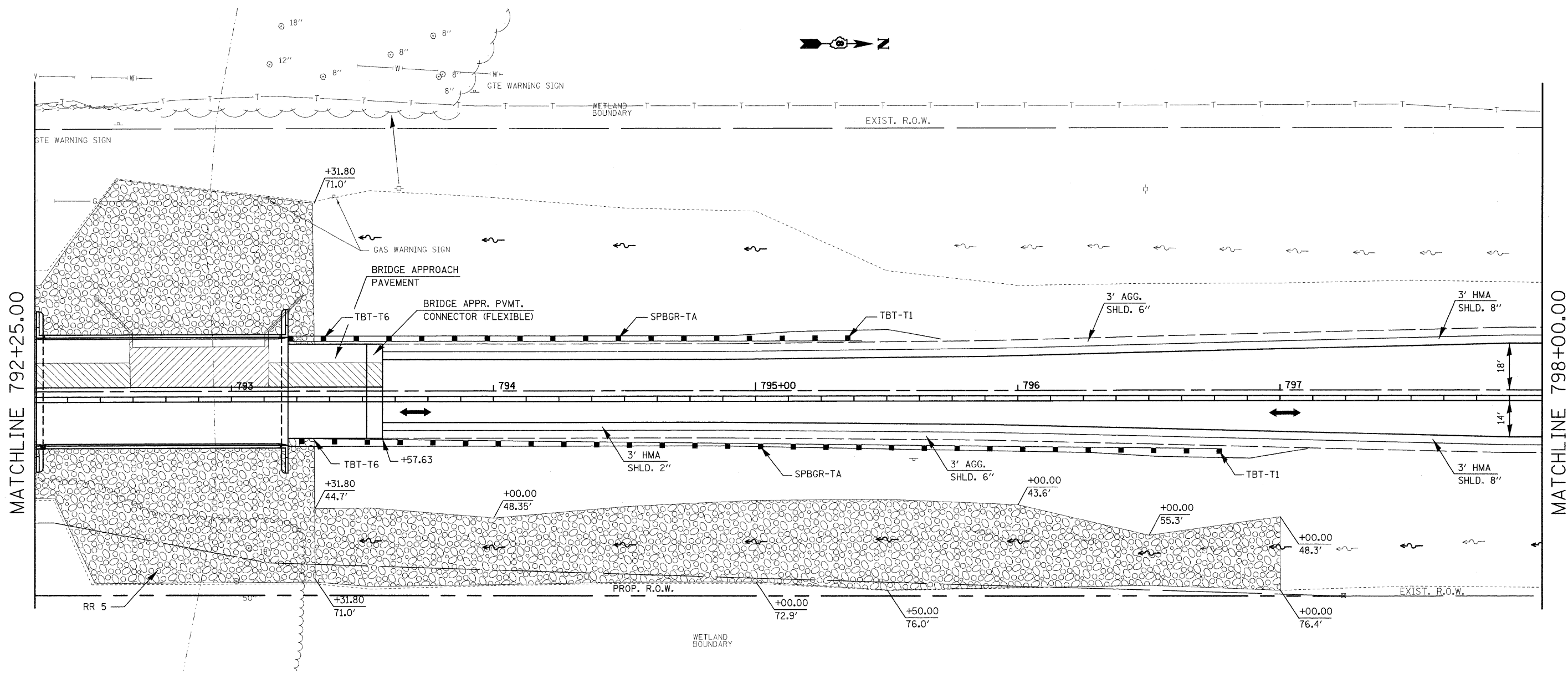
- LEGEND**
- ① EXISTING PAVEMENT
 - ⑦ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
 - ⑧ PROPOSED AGGREGATE (PRIME COAT)
 - ⑩ PROPOSED HMA BINDER COURSE (VARIES FROM 2 1/4" TO 2 9/4")
 - ⑪ PROPOSED HMA SURFACE COURSE, 1 1/2"
 - ⑫ PROPOSED HMA SHOULDER, 2"
 - ⑬ PROPOSED HMA SHOULDER, 8"
 - ⑭ PROPOSED AGGREGATE SHOULDER, TYPE B 6"
 - ⑮ PROPOSED GUARDRAIL
 - ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TY A 12"
 - ⑰ PROPOSED STRIP REFLECTIVE CRACK CONTROL

LEGEND:

- SHOULDER REMOVAL
- STRUCTURE REMOVAL
- PAVEMENT REMOVAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- INDUCTION LOOP DETECTOR
- DRUM WITH STEADY BURNING LIGHT
- SIGNALIZED TWO-WAY TRAFFIC LANE
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FILE NAME =	USER NAME = gelinh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGE II CONSTRUCTION AND TRAFFIC CONTROL	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\PWIDOT\GELINH\dms52514\stg00\p.dgn	DRAWN -	REVISED -	682			21BR, 21-I-1	RANDOLPH	77	25	
PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -	CONTRACT NO. 76126							
PLOT DATE = 1/22/2018	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							



MATCHLINE 792+25.00

MATCHLINE 798+00.00

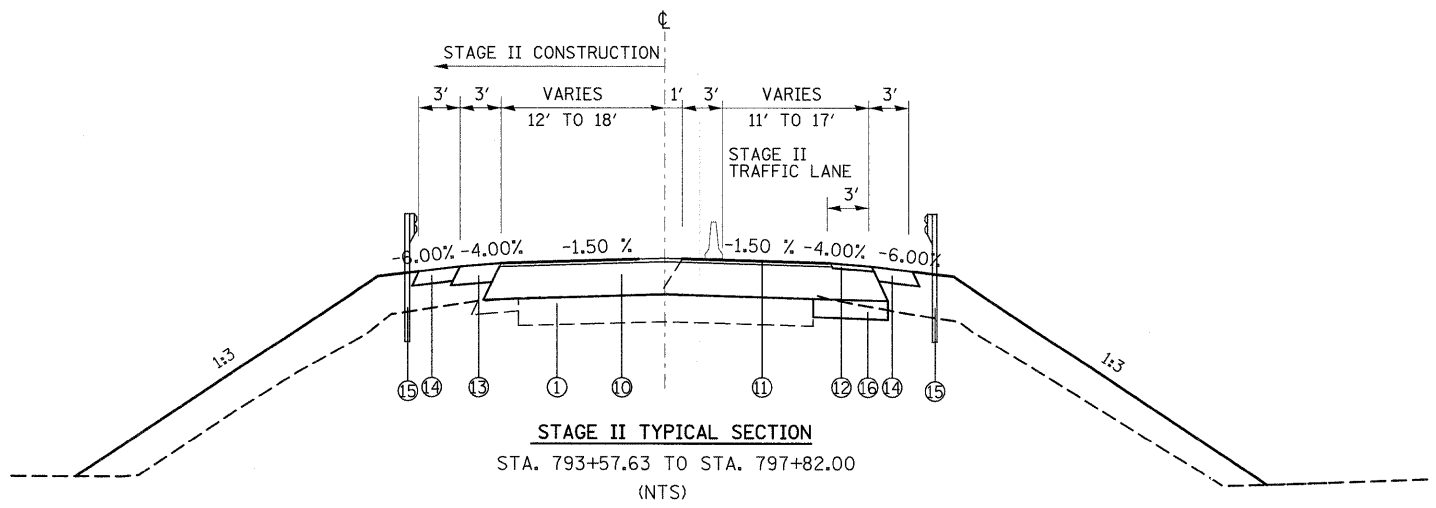


LEGEND

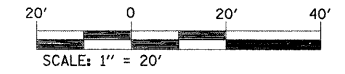
- ① EXISTING PAVEMENT
- ⑦ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
- ⑧ PROPOSED AGGREGATE (PRIME COAT)
- ⑩ PROPOSED HMA BINDER COURSE (VARIES FROM 34" TO 2 1/4")
- ⑪ PROPOSED HMA SURFACE COURSE, 1 1/2"
- ⑫ PROPOSED HMA SHOULDER, 2"
- ⑬ PROPOSED HMA SHOULDER, 8" (STA 797+82.0 TO STA 805+00.0)
- ⑭ PROPOSED AGGREGATE SHOULDER, TYPE B 6"
- ⑮ PROPOSED GUARDRAIL
- ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE A 12"
- ⑰ PROPOSED STRIP REFLECTIVE CRACK CONTROL

LEGEND:

- SHOULDER REMOVAL
- STRUCTURE REMOVAL
- PAVEMENT REMOVAL
- TEMPORARY CONCRETE BARRIER
- IMPACT ATTENUATOR
- INDUCTION LOOP DETECTOR
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- SIGNALIZED TWO-WAY TRAFFIC LANE
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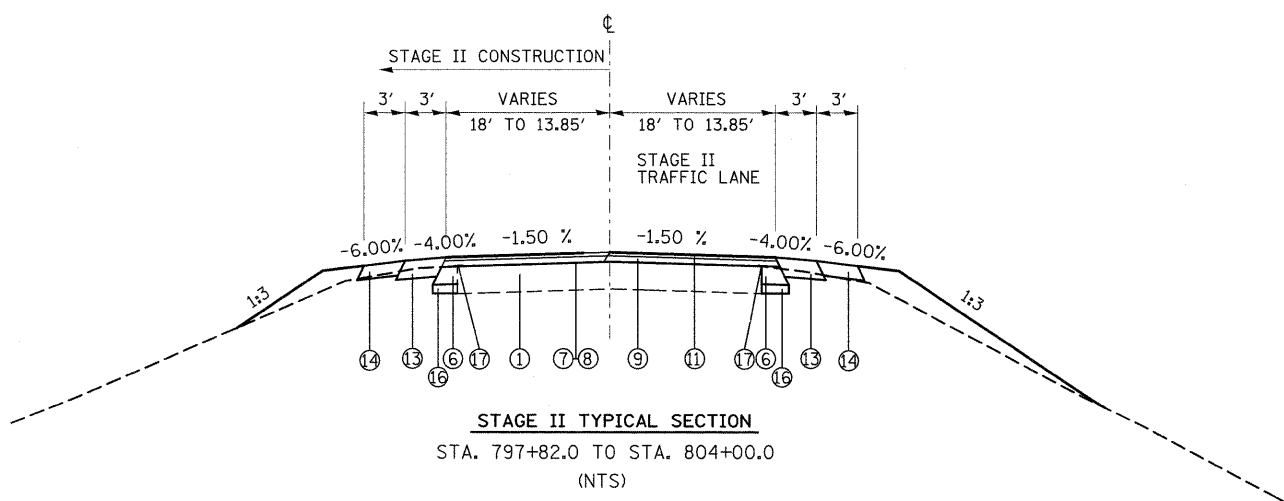
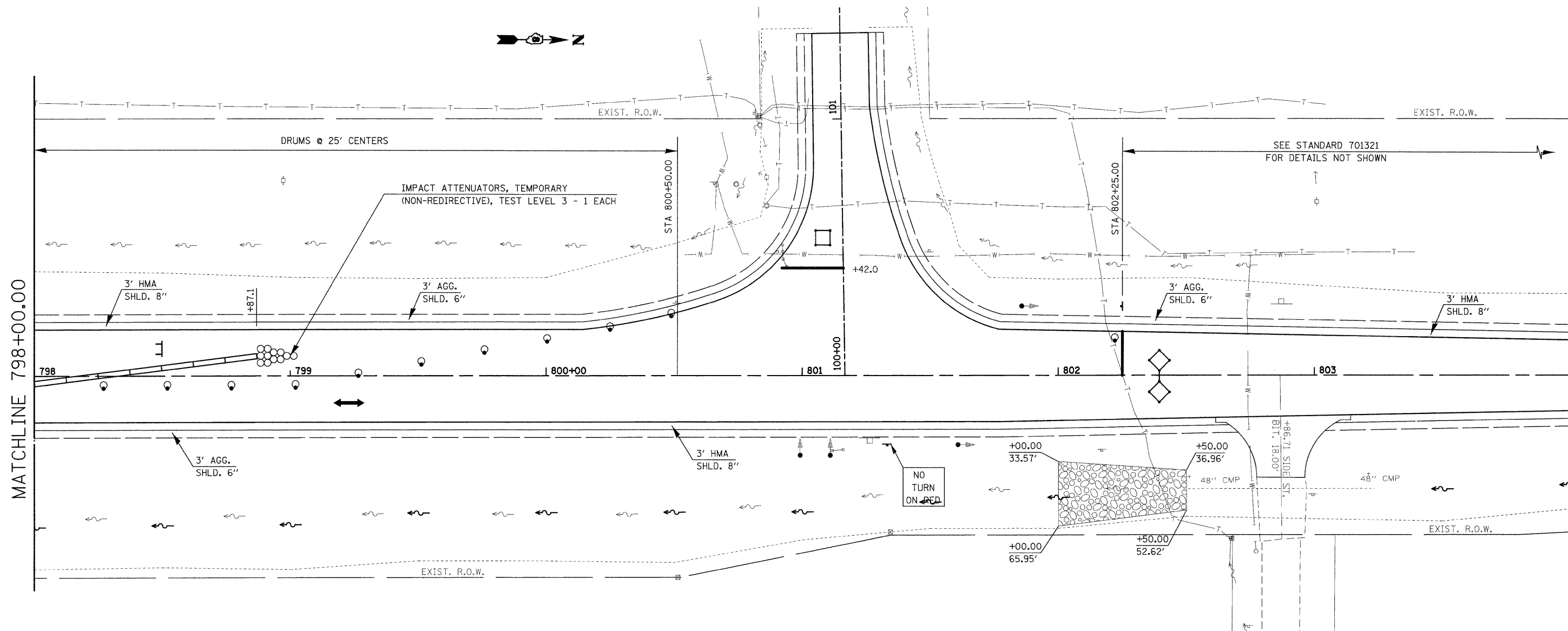
NOTE: SURFACE TO BE PLACED AFTER ALL STAGING COMPLETE AND JUST PRIOR TO FINAL STRIPING



FILE NAME =	USER NAME = gelnh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGE II CONSTRUCTION AND TRAFFIC CONTROL	F.A.P. RTE. 682	SECTION 21BR, 21-I-1	COUNTY RANDOLPH	TOTAL SHEETS 77	SHEET NO. 26	
PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISOR -	SCALE: 1" = 20'			SHEET NO. 3 OF 5 SHEETS	STA. 792+25.00 TO STA. 798+00.00	CONTRACT NO. 76126		ILLINOIS FED. AID PROJECT	
PLOT DATE = 1/22/2010	CHECKED -	REVISOR -									
	DATE -	REVISOR -									

MATCHLINE 798+00.00

MATCHLINE 804+00.00



NOTE: SURFACE TO BE PLACED AFTER ALL STAGING COMPLETE AND JUST PRIOR TO FINAL STRIPING

- LEGEND**
- ① EXISTING PAVEMENT
 - ⑥ PROPOSED HMA BASE COURSE WIDENING, 12"
 - ⑦ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
 - ⑧ PROPOSED AGGREGATE (PRIME COAT)
 - ⑨ PROPOSED LEVELING BINDER
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 - ⑬ PROPOSED HMA SHOULDER, 8"
 - ⑭ PROPOSED AGGREGATE SHOULDER, TYPE B 6"
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 - ⑰ PROPOSED STRIP REFLECTIVE CRACK CONTROL

- LEGEND:**
- SHOULDER REMOVAL
 - STRUCTURE REMOVAL
 - PAVEMENT REMOVAL
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 - IMPACT ATTENUATOR
 - INDUCTION LOOP DETECTOR
 - DRUM WITH STEADY BURNING LIGHT
 - SIGNALIZED TWO-WAY TRAFFIC LANE
 - TEMPORARY BRIDGE TRAFFIC SIGNAL
 - TYPE III BARRICADE



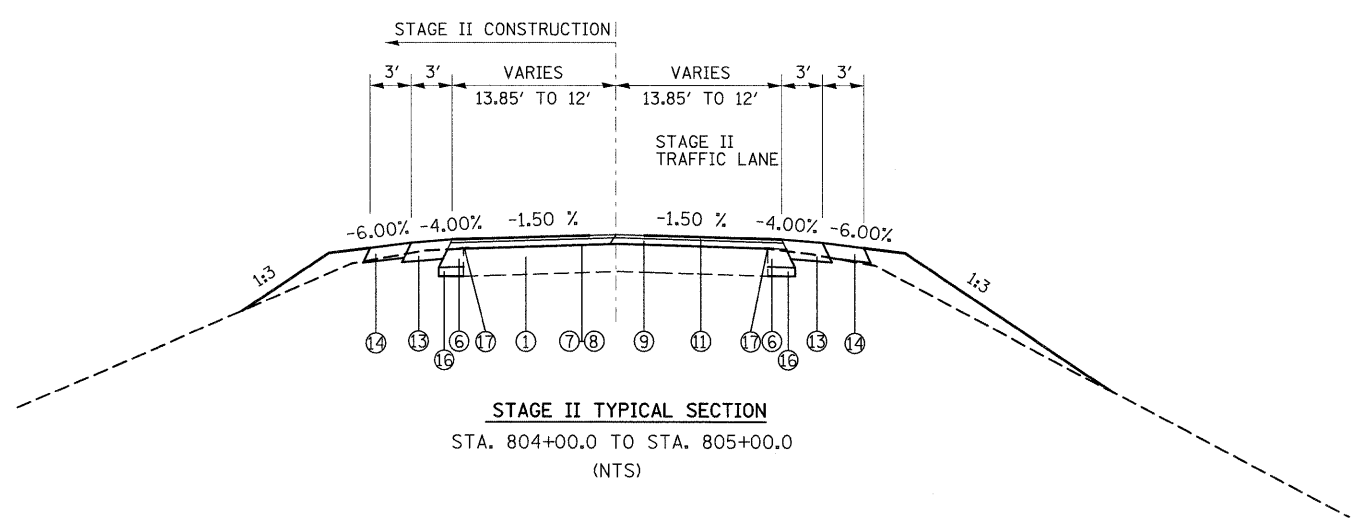
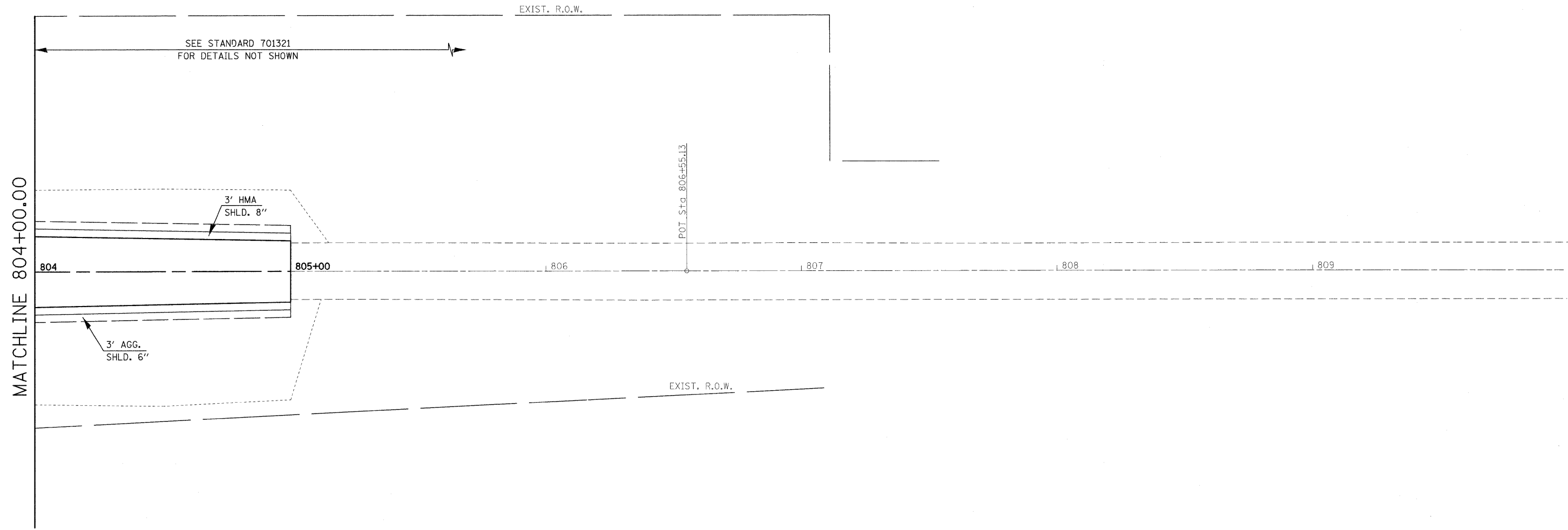
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PLOT SCALE = 20.0000 "/td> <td>CHECKED -</td> <td>REVISED -</td> <td>REVISED -</td>	CHECKED -	REVISED -	REVISED -
PLOT DATE = 1/22/2010	DATE -	REVISED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUGGESTED STAGE II CONSTRUCTION
AND TRAFFIC CONTROL**

SCALE: 1" = 20' SHEET NO. 4 OF 5 SHEETS STA. 798+00.00 TO STA. 804+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
682	21BR, 21-I-1	RANDOLPH	77	27
CONTRACT NO. 76126				
ILLINOIS FED. AID PROJECT				

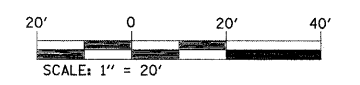


NOTE: SURFACE TO BE PLACED AFTER ALL STAGING COMPLETE AND JUST PRIOR TO FINAL STRIPING

- LEGEND**
- ① EXISTING PAVEMENT
 - ⑥ PROPOSED HMA BASE COURSE WIDENING, 12"
 - ⑦ PROPOSED BITUMINOUS MATERIALS (PRIME COAT)
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 - ⑨ PROPOSED LEVELING BINDER
 - ⑪ PROPOSED HMA SURFACE COURSE, 1 1/2"
 - ⑬ PROPOSED HMA SHOULDER, 8"
 - ⑭ PROPOSED AGGREGATE SHOULDER, TYPE B 6"
 - ⑯ PROPOSED SUB-BASE GRANULAR MATERIAL, TY A, 12"
 - ⑰ PROPOSED STRIO REFLECTIVE CRACK CONTROL

LEGEND:

- SHOULDER REMOVAL
- STRUCTURE REMOVAL
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- TEMPORARY CONCRETE BARRIER
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- INDUCTION LOOP DETECTOR
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- SIGNALIZED TWO-WAY TRAFFIC LANE
- TEMPORARY BRIDGE TRAFFIC SIGNAL
- TYPE III BARRICADE



FILE NAME =	USER NAME = gelinh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUGGESTED STAGE II CONSTRUCTION AND TRAFFIC CONTROL		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
ca:\pwork\p\WIDOT\GELINH\dms52514\stg80	adgn	DRAWN -	REVISED -		SCALE: 1" = 20'	SHEET NO. 5 OF 5 SHEETS	STA. 804+00.00 TO STA. 810+00.00	682	21BR, 21-I-1	RANDOLPH	77	28
		PLOT SCALE = 20,0000' / IN.	REVISED -		CONTRACT NO. 76126							
		PLOT DATE = 1/22/2010	REVISED -		ILLINOIS FED. AID PROJECT							

THIS PLAN HAS BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF THE NPDES PERMIT NUMBER ILR10, ISSUED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY ON MAY 30, 2003 FOR STORM WATER DISCHARGES FROM CONSTRUCTION SITE ACTIVITIES. THIS PLAN HAS ALSO BEEN PREPARED TO COMPLY WITH THE PROVISIONS OF NPDES PERMIT NUMBER ILR40 FOR DISCHARGES FROM SMALL MUNICIPAL SEPARATE STORM SEWER SYSTEMS IF CHECKED BELOW.

NPDES PERMITS ASSOCIATED WITH THIS PROJECT:
 ILR10
 ILR40 PERMIT NO. 0493

I CERTIFY UNDER PENALTY OF LAW THAT THIS DOCUMENT AND ALL ATTACHMENTS WERE PREPARED UNDER MY DIRECTION OR SUPERVISION IN ACCORDANCE WITH A SYSTEM DESIGNED TO ASSURE THAT QUALIFIED PERSONNEL PROPERLY GATHERED AND EVALUATED THE INFORMATION SUBMITTED. BASED ON MY INQUIRY OF THE PERSON OR PERSONS WHO MANAGE THE SYSTEM, OR THOSE PERSONS DIRECTLY RESPONSIBLE FOR GATHERING THE INFORMATION, THE INFORMATION SUBMITTED IS, TO THE BEST OF MY KNOWLEDGE AND BELIEF, TRUE, ACCURATE AND COMPLETE. I AM AWARE THAT THERE ARE SIGNIFICANT PENALTIES FOR SUBMITTING FALSE INFORMATION, INCLUDING THE POSSIBILITY OF FINE AND IMPRISONMENT FOR KNOWING VIOLATIONS.

 MARY C. LAMIE
 PRINT NAME
 DEPUTY DIRECTOR OF HIGHWAYS
 REGION FIVE ENGINEER
 TITLE
 IL DEPT. OF TRANSPORTATION

Mary C. Lamie
 SIGNATURE
 1/28/10
 DATE

I. SITE DESCRIPTION:

A. THE FOLLOWING IS A DESCRIPTION OF THE PROJECT LOCATION:

THE PROJECT IS LOCATED ON IL 4 OVER PLUM CREEK 1.7 MILES SOUTH OF IL 13.

B. THE FOLLOWING IS A DESCRIPTION OF THE CONSTRUCTION ACTIVITY WHICH IS THE SUBJECT OF THIS PLAN:

CONSTRUCTION WILL INCLUDE THE REMOVAL AND REPLACEMENT OF THE IL RTE 4 STRUCTURE OVER PLUM CREEK, PAVING, GRADING, CULVERT, LANDSCAPING, AND ALL INCIDENTAL WORK NECESSARY TO COMPLETE THE PROPOSED STRUCTURE AND ROADWAY AS SHOWN IN THE PLANS.

C. THE FOLLOWING IS A DESCRIPTION OF THE INTENDED SEQUENCE OF MAJOR ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE, SUCH AS GRUBBING, EXCAVATION AND GRADING:

DESCRIPTION OF INTENDED SEQUENCE FOR MAJOR CONSTRUCTION ACTIVITIES WHICH WILL DISTURB SOILS FOR MAJOR PORTIONS OF THE CONSTRUCTION SITE:

PLUM CREEK (SN 079-0006)

PRE-STAGE 1: CONSTRUCTION OF THE PAVEMENT WIDENING ON THE SOUTHWEST AND NORTHWEST CORNERS OF THE STRUCTURE.

STAGE 1: BEGIN STAGE 1 REMOVAL OF THE EXISTING STRUCTURE, AND STAGE 1 CONSTRUCTION OF THE REPLACEMENT STRUCTURE, EROSION CONTROL, GRADING, PAVING THE RIGHT SIDE PAVEMENT NORTH AND SOUTH OF THE STRUCTURE, CONSTRUCTION OF PROPOSED HMA AND AGGREGATE SHOULDERS, GUARDRAIL, RIPRAP, ETC.

STAGE 2: BEGIN STAGE 2 REMOVAL OF THE EXISTING STRUCTURE AND STAGE 2 CONSTRUCTION OF THE REPLACEMENT STRUCTURE, REMOVING PAVEMENT, WIDENING, GRADING, PAVING THE LEFT SIDE PAVEMENT NORTH AND SOUTH OF THE STRUCTURE, CONSTRUCTION OF THE PROPOSED HMA AND AGGREGATE SHOULDERS, GUARDRAIL, RIPRAP, ETC.

D. THE TOTAL AREA OF THE CONSTRUCTION SITE IS ESTIMATED TO BE 3.12 ACRES.

THE TOTAL AREA OF THE SITE THAT IS ESTIMATED WILL BE DISTURBED BY EXCAVATION, GRADING OR OTHER ACTIVITIES IS 2.29 ACRES.

E. THE FOLLOWING IS A WEIGHTED AVERAGE OF THE RUNOFF COEFFICIENT FOR THIS PROJECT AFTER CONSTRUCTION ACTIVITIES ARE COMPLETED: C= 0.55

F. THE FOLLOWING IS A DESCRIPTION OF THE SOIL TYPES FOUND AT THE PROJECT SITE FOLLOWED BY INFORMATION REGARDING THEIR EROSIVITY:

WAKELAND SILT LOAM (3333A) - A SOMEWHAT POORLY DRAINED SOIL WITH MODERATE TO LOW PERMEABILITY. THIS SOIL HAS A MODERATELY HIGH SUSCEPTIBILITY TO WATER EROSION AND A MODERATE SUSCEPTIBILITY TO WIND EROSION.

G. THE FOLLOWING IS A DESCRIPTION OF POTENTIALLY ERODIBLE AREAS ASSOCIATED WITH THIS PROJECT:

THERE IS ONLY ONE TYPE OF SOIL WITHIN THE PROJECT LIMITS, BLACKOAR SILT LOAM (3603).

H. THE FOLLOWING IS A DESCRIPTION OF SOIL DISTURBING ACTIVITIES, THEIR LOCATIONS, AND THEIR ERODIBLE FACTORS (E.G. STEEPNESS OF SLOPES, LENGTH OF SLOPES, ETC):

THE NATURE AND PURPOSE OF LAND DISTURBING ACTIVITIES ON THIS PROJECT IS TO REMOVE AND REPLACE THE IL ROUTE 4 BRIDGE OVER PLUM CREEK (PROPOSED STRUCTURE NO. 079-0006, EXISTING STRUCTURE 079-0050) AND THE LEFT TURN LANE AT CH 18. PROPOSED RIGHT-OF-WAY WILL BE REQUIRED TO ACCOMMODATE RECONSTRUCTION OF THE BRIDGE AND THE ROADWAY APPROACHES. THERE ARE NO SCHEDULED NEIGHBORING ACTIVITIES THAT WILL AFFECT THE SOIL EROSION AND SEDIMENT CONTROL PLANS AND NO OFF-SITE LAND DISTURBING ACTIVITIES.

I. SEE THE EROSION CONTROL PLANS AND/OR DRAINAGE PLANS FOR THIS CONTRACT FOR INFORMATION REGARDING DRAINAGE PATTERNS, APPROXIMATE SLOPES ANTICIPATED BEFORE AND AFTER MAJOR GRADING ACTIVITIES, LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE AND CONTROLS TO PREVENT OFF SITE SEDIMENT TRACKING (TO BE ADDED AFTER CONTRACTOR IDENTIFIES LOCATIONS), AREAS OF SOIL DISTURBANCE, THE LOCATION OF MAJOR STRUCTURAL AND NON-STRUCTURAL CONTROLS IDENTIFIED IN THE PLAN, THE LOCATION OF AREAS WHERE STABILIZATION PRACTICES ARE EXPECTED TO OCCUR, SURFACE WATERS (INCLUDING WETLANDS) AND LOCATIONS WHERE STORM WATER IS DISCHARGED TO SURFACE WATER INCLUDING WETLANDS.

J. THE FOLLOWING IS A LIST OF RECEIVING WATER(S) AND THE ULTIMATE RECEIVING WATER(S), AND AREAL EXTENT OF WETLAND ACREAGE AT THE SITE. THE LOCATION OF THE RECEIVING WATERS CAN BE FOUND ON THE EROSION AND SEDIMENT CONTROL PLANS:

SUGAR CREEK (SN 079-0006)

K. THE FOLLOWING POLLUTANTS OF CONCERN WILL BE ASSOCIATED WITH THIS CONSTRUCTION PROJECT: (CHECK ALL THAT APPLY)

- SOIL SEDIMENT
- CONCRETE
- CONCRETE TRUCK WASTE
- CONCRETE CURING COMPOUNDS
- SOLID WASTE DEBRIS
- PAINTS
- SOLVENTS
- FERTILIZERS / PESTICIDES
- PETROLEUM (GAS, DIESEL, OIL, KEROSENE, HYDRAULIC OIL / FLUIDS)
- ANTIFREEZE / COOLANTS
- WASTE WATER FROM CLEANING CONSTRUCTION EQUIPMENT
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....

II. CONTROLS

THIS SECTION OF THE PLAN ADDRESSES THE CONTROLS THAT WILL BE IMPLEMENTED FOR EACH OF THE MAJOR CONSTRUCTION ACTIVITIES DESCRIBED IN I.C. ABOVE AND FOR ALL USE AREAS, BORROW SITES, AND WASTE SITES. FOR EACH MEASURE DISCUSSED, THE CONTRACTOR WILL BE RESPONSIBLE FOR ITS IMPLEMENTATION AS INDICATED. THE CONTRACTOR SHALL PROVIDE TO THE RESIDENT ENGINEER A PLAN FOR THE IMPLEMENTATION OF THE MEASURES INDICATED. THE CONTRACTOR, AND SUBCONTRACTORS, WILL NOTIFY THE RESIDENT ENGINEER OF ANY PROPOSED CHANGES, MAINTENANCE, OR MODIFICATIONS TO KEEP CONSTRUCTION ACTIVITIES COMPLIANT WITH THE PERMIT. EACH SUCH CONTRACTOR HAS SIGNED THE REQUIRED CERTIFICATION ON FORMS WHICH WILL BE PROVIDED AT THE PRE-CONSTRUCTION CONFERENCE, AND ARE A PART OF, THIS PLAN:

A. EROSION AND SEDIMENT CONTROL

1. STABILIZED PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF INTERIM AND PERMANENT STABILIZATION PRACTICES, INCLUDING SITE SPECIFIC SCHEDULING OF THE IMPLEMENTATION OF THE PRACTICES. SITE PLANS WILL ENSURE THAT EXISTING VEGETATION IS PRESERVED WHERE ATTAINABLE AND DISTURBED PORTIONS OF THE SITE WILL BE STABILIZED. STABILIZATION PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: TEMPORARY SEEDING, PERMANENT SEEDING, MULCHING, GEOTEXTILES, SODDING, VEGETATIVE BUFFER STRIPS, PROTECTION OF TREES, PRESERVATION OF MATURE VEGETATION, AND OTHER APPROPRIATE MEASURES. EXCEPT AS PROVIDED BELOW IN II(A)(1)(a) AND II(A)(3), STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED ON ALL DISTURBED PORTIONS OF THE SITE WHERE CONSTRUCTION WILL NOT OCCUR FOR A PERIOD OF 21 OR MORE CALENDAR DAYS.

2. WHERE THE INITIATION OF STABILIZATION MEASURES BY THE 14TH DAY AFTER CONSTRUCTION ACTIVITY TEMPORARILY OR PERMANENTLY CEASES IS PRECLUDED BY SNOW COVER, STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE THEREAFTER.

THE FOLLOWING STABILIZATION PRACTICES WILL BE USED FOR THIS PROJECT: (CHECK ALL THAT APPLY)

- PRESERVATION OF MATURE VEGETATION
- VEGETATED BUFFER STRIPS
- PROTECTION OF TREES
- TEMPORARY EROSION CONTROL SEEDING
- TEMPORARY TURF (SEEDING, CLASS 7)
- TEMPORARY MULCHING
- PERMANENT SEEDING
- EROSION CONTROL BLANKET / MULCHING
- SODDING
- GEOTEXTILES
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....

DESCRIBE HOW THE STABILIZATION PRACTICES LISTED ABOVE WILL BE UTILIZED

1. TEMPORARY EROSION CONTROL SEEDING - THIS ITEM WILL BE APPLIED TO ALL BARE AREAS EVERY SEVEN DAYS TO MINIMIZE THE AMOUNT OF EXPOSED SURFACE AREAS.

EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN 14 DAYS.

WITHIN THE CONSTRUCTION LIMITS, AREAS WHICH MAY BE SUSCEPTIBLE TO EROSION AS DETERMINED BY THE ENGINEER SHALL REMAIN UNDISTURBED UNTIL FULL SCALE CONSTRUCTION IS UNDERWAY TO PREVENT UNNECESSARY SOIL EROSION.

BARE AND SPARSELY VEGETATED GROUND IN HIGHLY ERODIBLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE BEGINNING OF CONSTRUCTION WHERE NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN 7 DAYS.

2. PERMANENT SEEDING - SEEDING, CLASS 2 WILL BE INSTALLED PER IDOT SPECIFICATIONS.

3. EROSION CONTROL BLANKETS/MULCHING - EROSION CONTROL BLANKETS WILL BE INSTALLED OVER FILL SLOPES AND IN HIGH VELOCITY AREAS (I.E. DITCHES) THAT HAVE BEEN BROUGHT TO FINAL GRADE AND SEEDED TO PROTECT SLOPES FROM EROSION AND ALLOW SEEDS TO GERMINATE. MULCH, METHOD 1 WILL BE APPLIED IN RELATIVELY FLAT AREAS TO PROTECT THE DISTURBED AREAS AND PREVENT FURTHER EROSION.

MULCH AS APPLIED TO TEMPORARY EROSION CONTROL SEEDING SHALL BE BY THE METHOD SPECIFIED IN THE CONTRACT AND AT THE DIRECTION OF THE ENGINEER. MULCH WILL BE PAID SEPARATELY AND SHALL CONFORM TO SECTION 251 OF THE STANDARD SPECIFICATIONS.

PERMANENT STABILIZATION - ALL AREAS DISTURBED BY CONSTRUCTION WILL BE STABILIZED WITH PERMANENT SEEDING IMMEDIATELY FOLLOWING THE FINISHED GRADING. EROSION CONTROL BLANKETS WILL BE INSTALLED OVER FILL SLOPES WHICH HAVE BEEN BROUGHT TO FINAL GRADE AND HAVE BEEN SEEDED TO PROTECT THE SLOPES FROM RILL AND GULLY EROSION AND ALLOW SEED TO GERMINATE PROPERLY. MULCH, METHOD 2 WILL BE USED ON RELATIVELY FLAT AREAS.

2. STRUCTURAL PRACTICES: PROVIDED BELOW IS A DESCRIPTION OF STRUCTURAL PRACTICES THAT WILL BE IMPLEMENTED, TO THE DEGREE ATTAINABLE, TO DIVERT FLOWS FROM EXPOSED SOILS, STORE FLOWS OR OTHERWISE LIMIT RUNOFF AND THE DISCHARGE OF POLLUTANTS FROM EXPOSED AREAS OF THE SITE. SUCH PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: PERIMETER EROSION BARRIER, EARTH DIKES, DRAINAGE SWALES, SEDIMENT TRAPS, DITCH CHECKS, SUBSURFACE DRAINS, PIPE SLOPE DRAINS, LEVEL SPREADERS, STORM DRAIN INLET PROTECTION, ROCK OUTLET PROTECTION, REINFORCED SOIL RETAINING SYSTEMS, GABIONS, AND TEMPORARY OR PERMANENT SEDIMENT BASINS. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CLEAN WATER ACT.

THE FOLLOWING STRUCTURAL PRACTICES WILL BE USED FOR THIS PROJECT:(CHECK ALL THAT APPLY)

- PERIMETER EROSION BARRIER
- TEMPORARY DITCH CHECK
- STORM DRAIN INLET PROTECTION
- SEDIMENT TRAP
- TEMPORARY PIPE SLOPE DRAIN
- TEMPORARY SEDIMENT BASIN
- TEMPORARY STREAM CROSSING
- STABILIZED CONSTRUCTION EXITS
- TURF REINFORCEMENT MATS
- PERMANENT CHECK DAMS
- PERMANENT SEDIMENT BASIN
- AGGREGATE DITCH
- PAVED DITCH
- ROCK OUTLET PROTECTION
- RIPRAP
- GABIONS
- SLOPE MATTRESS
- RETAINING WALLS
- SLOPE WALLS
- CONCRETE REVETMENT MATS
- LEVEL SPREADERS
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....
- OTHER (SPECIFY).....

DESCRIBE HOW THE STRUCTURAL PRACTICES LISTED ABOVE WILL BE UTILIZED:

1. PERIMETER EROSION BARRIER - SILT FENCES WILL BE PLACED ALONG THE BANKS OF PLUM CREEK IN AN EFFORT TO CONTAIN SILT AND RUNOFF FROM LEAVING THE SITE.

CONSTRUCT AT BEGINNING OF CONSTRUCTION. REMOVE AT END OF CONSTRUCTION.

2. STORM DRAIN INLET PROTECTION - INLET AND PIPE PROTECTION WILL BE PROVIDED FOR CULVERTS AND WILL BE CLEANED ON A REGULAR BASIS.

3. TEMPORARY DITCH CHECKS - DITCH CHECKS WILL BE PLACED IN SWALES WHERE RUNOFF VELOCITY IS HIGH. ALL STRUCTURAL PRACTICES ARE SHOWN IN DETAIL ON THE EROSION CONTROL PLANS.

TEMPORARY DITCH CHECKS SHALL BE LOCATED AT EVERY 1.5 FT. FALL/RISE IN DITCH GRADE.

TEMPORARY DITCH CHECKS, AGGREGATE USES GRADING NO. 3- REMOVE AT END OF CONSTRUCTION.

STRAW BALES, HAY BALES, PERIMETER EROSION BARRIER AND SILT FENCE WILL NOT BE PERMITTED FOR TEMPORARY OR PERMANENT DITCH CHECKS. DITCH CHECKS SHALL BE COMPOSED OF AGGREGATE (IF SPECIFIED), ENVIROBERM, TRIANGULAR SILT DIKES, GEORIDGE AND ROLLED EXCELSIOR.

4. RIPRAP - THE BRIDGE OPENING WILL BE PROTECTED WITH RR-5 RIPRAP FROM ABUTMENT TO ABUTMENT TO PREVENT EROSION AND SCOURING.

AS SOON AS REASONABLE ACCESS IS AVAILABLE TO ALL LOCATIONS WHERE WATER DRAINS AWAY FROM THE PROJECT, TEMPORARY DITCH CHECKS, INLET AND PIPE PROTECTION, AND PERIMETER EROSION BARRIER SHALL BE INSTALLED AS CALLED OUT IN THIS PLAN AND DIRECTED BY THE ENGINEER.

ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.

FILE NAME =	USER NAME = gelinh	DESIGNED - HG	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw\work\pwwork\gelinh\dms52514\eros08	7a.dgn	DRAWN - HG	REVISED - ---			682	21BR, 21-1-1	RANDOLPH	77	29
PLOT SCALE = 50.0000' / IN.		CHECKED - ---	REVISED - ---			CONTRACT NO. 76126				
PLOT DATE = 1/22/2010		DATE - ---	REVISED - ---			FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT				
SCALE: 1" = 50'						SHEET NO. 1 OF 4 SHEETS				

3. STORM WATER MANAGEMENT: PROVIDED BELOW IS A DESCRIPTION OF MEASURES THAT WILL BE INSTALLED DURING THE CONSTRUCTION PROCESS TO CONTROL POLLUTANTS IN STORM WATER DISCHARGES THAT WILL OCCUR AFTER CONSTRUCTION OPERATIONS HAVE BEEN COMPLETED. THE INSTALLATION OF THESE DEVICES MAY BE SUBJECT TO SECTION 404 OF THE CLEAN WATER ACT.

a. SUCH PRACTICES MAY INCLUDE BUT ARE NOT LIMITED TO: STORM WATER DETENTION STRUCTURES (INCLUDING WET PONDS), STORM WATER RETENTION STRUCTURES, FLOW ATTENUATION BY USE OF OPEN VEGETATED SWALES AND NATURAL DEPRESSIONS, INFILTRATION OF RUNOFF ON SITE, AND SEQUENTIAL SYSTEMS (WHICH COMBINE SEVERAL PRACTICES).

THE PRACTICES SELECTED FOR IMPLEMENTATION WERE DETERMINED ON THE BASIS OF THE TECHNICAL GUIDANCE IN SECTION 59-8 (EROSION AND SEDIMENT CONTROL) IN CHAPTER 59 (LANDSCAPE DESIGN AND EROSION CONTROL) OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION BUREAU OF DESIGN AND ENVIRONMENT MANUAL. IF PRACTICES OTHER THAN THOSE DISCUSSED IN SECTION 59-8 ARE SELECTED FOR IMPLEMENTATION OR IF PRACTICES ARE APPLIED TO SITUATIONS DIFFERENT FROM THOSE COVERED IN SECTION 59-8, THE TECHNICAL BASIS FOR SUCH DECISIONS WILL BE EXPLAINED BELOW.

b. VELOCITY DISSIPATION DEVICES WILL BE PLACED AT DISCHARGE LOCATIONS AND ALONG THE LENGTH OF ANY OUTFALL CHANNEL AS NECESSARY TO PROVIDE A NON-EROSIVE VELOCITY FLOW FROM THE STRUCTURE TO A WATER COURSE SO THAT THE NATURAL PHYSICAL AND BIOLOGICAL CHARACTERISTICS AND FUNCTIONS ARE MAINTAINED AND PROTECTED (E.G. MAINTENANCE OF HYDROLOGIC CONDITIONS SUCH AS THE HYDROPERIOD AND HYDRODYNAMICS PRESENT PRIOR TO THE INITIATION OF CONSTRUCTION ACTIVITIES).

DESCRIPTION OF STORM WATER MANAGEMENT CONTROLS:

THE PHASE I LOCATION DRAINAGE STUDY, PERFORMED BY STUDIES AND PLANS HAS DETERMINED THAT NO STORM WATER DETENTION IS REQUIRED FOR THIS PROJECT.

4. OTHER CONTROLS:

a. VEHICLE ENTRANCES AND EXITS - STABILIZED CONSTRUCTION ENTRANCES AND EXITS MUST BE CONSTRUCTED TO PREVENT TRACKING OF SEDIMENTS ONTO ROADWAYS.

THE CONTRACTOR WILL PROVIDE THE RESIDENT ENGINEER WITH A WRITTEN PLAN IDENTIFYING THE LOCATION OF STABILIZED ENTRANCES AND EXITS AND THE PROCEDURES (S)HE WILL USE TO CONSTRUCT AND MAINTAIN THEM.

b. MATERIAL DELIVERY, STORAGE, AND USE - THE FOLLOWING BMPs SHALL BE IMPLEMENTED TO HELP PREVENT DISCHARGES OF CONSTRUCTION MATERIALS DURING DELIVERY, STORAGE, AND USE:

- ALL PRODUCTS DELIVERED TO THE PROJECT SITE MUST BE PROPERLY LABELED.
- A STORAGE/CONTAINMENT FACILITY SHOULD BE CHOSEN FOR LARGER ITEMS SUCH AS DRUMS AND ITEMS SHIPPED OR STORED ON PALLETS. SUCH MATERIAL IS TO BE COVERED BY A TIN ROOF OR LARGE SHEETS OF PLASTIC TO PREVENT PRECIPITATION FROM COMING IN CONTACT WITH THE PRODUCTS BEING STORED.
- WATER TIGHT SHIPPING CONTAINERS AND/OR SEMI TRAILERS SHALL BE USED TO STORE HAND TOOLS, SMALL PARTS, AND MOST CONSTRUCTION MATERIALS THAT CAN BE CARRIED BY HAND, SUCH AS PAINT CANS, SOLVENTS, AND GREASE.
- LARGE ITEMS SUCH AS LIGHT STANDS, FRAMING MATERIALS AND LUMBER SHALL BE STORED IN THE OPEN IN A GENERAL STORAGE AREA. SUCH MATERIAL SHALL BE ELEVATED WITH WOOD BLOCKS TO MINIMIZE CONTACT WITH STORM WATER RUNOFF.
- SPILL CLEAN-UP MATERIALS, MATERIAL SAFETY DATA SHEETS, AN INVENTORY OF MATERIALS, AND EMERGENCY CONTACT NUMBERS SHALL BE MAINTAINED AND STORED IN ONE DESIGNATED AREA AND EACH CONTRACTOR IS TO INFORM HIS/HER EMPLOYEES AND THE RESIDENT ENGINEER OF THIS LOCATION.

c. STOCKPILE MANAGEMENT - BMPs SHALL BE IMPLEMENTED TO REDUCE OR ELIMINATE POLLUTION OF STORM WATER FROM STOCKPILES OF SOIL AND PAVING MATERIALS SUCH AS BUT NOT LIMITED TO PORTLAND CEMENT CONCRETE RUBBLE, ASPHALT CONCRETE, ASPHALT CONCRETE RUBBLE, AGGREGATE BASE, AGGREGATE SUB BASE, AND PRE-MIXED AGGREGATE. THE FOLLOWING BMPs MAY BE CONSIDERED:

- PERIMETER EROSION BARRIER
- TEMPORARY SEEDING
- TEMPORARY MULCH
- PLASTIC COVERS
- SOIL BINDERS
- PERIMETER EROSION BARRIER

THE CONTRACTOR WILL PROVIDE THE RESIDENT ENGINEER WITH A WRITTEN PLAN OF THE PROCEDURES (S)HE WILL USE ON THE PROJECT AND HOW THEY WILL BE MAINTAINED.

d. WASTE DISPOSAL. NO MATERIALS, INCLUDING BUILDING MATERIALS, SHALL BE DISCHARGED INTO WATERS OF THE STATE, EXCEPT AS AUTHORIZED BY A SECTION 404 PERMIT.

e. THE PROVISIONS OF THIS PLAN SHALL ENSURE AND DEMONSTRATE COMPLIANCE WITH APPLICABLE STATE AND/OR LOCAL WASTE DISPOSAL, SANITARY SEWER OR SEPTIC SYSTEM REGULATIONS.

f. THE CONTRACTOR SHALL PROVIDE A WRITTEN AND GRAPHIC PLAN TO THE RESIDENT ENGINEER IDENTIFYING WHERE EACH OF THE ABOVE AREAS WILL BE LOCATED AND HOW THEY ARE TO BE MANAGED.

5. APPROVED STATE OR LOCAL LAWS

THE MANAGEMENT PRACTICES, CONTROLS AND PROVISIONS CONTAINED IN THIS PLAN WILL BE IN ACCORDANCE WITH IDOT SPECIFICATIONS, WHICH ARE AT LEAST AS PROTECTIVE AS THE REQUIREMENTS CONTAINED IN THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY'S ILLINOIS URBAN MANUAL, 1995. PROCEDURES AND REQUIREMENTS SPECIFIED IN APPLICABLE SEDIMENT AND EROSION SITE PLANS OR STORM WATER MANAGEMENT PLANS APPROVED BY LOCAL OFFICIALS SHALL BE DESCRIBED OR INCORPORATED BY REFERENCE IN THE SPACE PROVIDED BELOW. REQUIREMENTS SPECIFIED IN SEDIMENT AND EROSION SITE PLANS, SITE PERMITS, STORM WATER MANAGEMENT SITE PLANS OR SITE PERMITS APPROVED BY LOCAL OFFICIALS THAT ARE APPLICABLE TO PROTECTING SURFACE WATER RESOURCES ARE, UPON SUBMITTAL OF AN NOI, TO BE AUTHORIZED TO DISCHARGE UNDER PERMIT ILRI0 INCORPORATED BY REFERENCE AND ARE ENFORCEABLE UNDER THIS PERMIT EVEN IF THEY ARE NOT SPECIFICALLY INCLUDED IN THE PLAN.

DESCRIPTION OF PROCEDURES AND REQUIREMENTS SPECIFIED IN APPLICABLE SEDIMENT AND EROSION SITE PLANS OR STORM WATER MANAGEMENT PLANS APPROVED BY LOCAL OFFICIALS:

ALL MANAGEMENT PRACTICES, CONTROLS, AND OTHER PROVISIONS PROVIDED IN THIS PLAN ARE IN ACCORDANCE WITH "IDOT STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION AND THE ILLINOIS URBAN MANUAL".

III. MAINTENANCE:

THE FOLLOWING IS A DESCRIPTION OF PROCEDURES THAT WILL BE USED TO MAINTAIN, IN GOOD AND EFFECTIVE OPERATING CONDITIONS, THE VEGETATION, EROSION AND SEDIMENT CONTROL MEASURES AND OTHER PROTECTIVE MEASURES IDENTIFIED IN THIS PLAN.

1. SEEDING - ALL ERODIBLE BARE EARTH WILL BE TEMPORARILY SEEDED ON A WEEKLY BASIS TO MINIMIZE THE AMOUNT OF ERODIBLE SURFACE WITHIN THE CONTRACT LIMITS.

2. PERIMETER EROSION BARRIER - SEDIMENT WILL BE REMOVED IF THE INTEGRITY OF THE FENCING IS IN JEOPARDY AND ANY FENCING KNOCKED DOWN WILL BE REPAIRED IMMEDIATELY. THE COST OF THIS MAINTENANCE SHALL BE ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

3. DITCH CHECKS - SEDIMENT WILL BE REMOVED IF THE INTEGRITY OF THE DITCH CHECK IS IN JEOPARDY. ANY DITCH CHECKS WHICH FAIL WILL BE REPAIRED OR REPLACED IMMEDIATELY. THE COST OF THIS MAINTENANCE SHALL BE ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

THE RESIDENT ENGINEER WILL PROVIDE MAINTENANCE GUIDES TO THE CONTRACTOR FOR THESE PRACTICES. ALL MAINTENANCE OF EROSION CONTROL SYSTEMS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR UNTIL CONSTRUCTION IS COMPLETE AND ACCEPTED BY IDOT AFTER FINAL INSPECTION. ALL LOCATIONS WHERE VEHICLES ENTER AND EXIT THE CONSTRUCTION SITE AND ALL OTHER AREAS SUBJECT TO EROSION SHOULD ALSO BE INSPECTED PERIODICALLY.

INSPECTION OF THESE AREAS SHALL BE MADE AT LEAST ONCE EVERY SEVEN DAYS AND WITHIN 24 HOURS OF THE END OF EACH 0.5 INCHES OR GREATER RAINFALL, OR AN EQUIVALENT SNOWFALL. THE PROJECT SHALL ADDITIONALLY BE INSPECTED BY THE CONSTRUCTION FIELD ENGINEER ON A BI-WEEKLY BASIS TO DETERMINE THAT EROSION CONTROL EFFORTS ARE IN PLACE AND EFFECTIVE AND IF OTHER EROSION CONTROL WORK IS NECESSARY.

THE TEMPORARY EROSION CONTROL SYSTEMS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER AFTER USE IS NO LONGER NEEDED. THE COST OF THIS REMOVAL SHALL BE INCLUDED IN THE UNIT BID PRICE FOR THE TEMPORARY EROSION CONTROL SYSTEM.

IV. INSPECTIONS

QUALIFIED PERSONNEL SHALL INSPECT DISTURBED AREAS OF THE CONSTRUCTION SITE WHICH HAVE NOT YET BEEN FINALLY STABILIZED, STRUCTURAL CONTROL MEASURES, AND LOCATIONS WHERE VEHICLES AND EQUIPMENT ENTER AND EXIT THE SITE. SUCH INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE EVERY SEVEN (7) CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.5 INCHES OR GREATER OR EQUIVALENT SNOWFALL.

A. DISTURBED AREAS, USE AREAS (STORAGE OF MATERIALS, STOCKPILES, MACHINE MAINTENANCE, FUELING, ETC.), BORROW SITES, AND WASTE SITES SHALL BE INSPECTED FOR EVIDENCE OF, OR THE POTENTIAL FOR, POLLUTANTS ENTERING THE DRAINAGE SYSTEM. EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE OBSERVED TO ENSURE THAT THEY ARE OPERATING CORRECTLY. DISCHARGE LOCATIONS OR POINTS THAT ARE ACCESSIBLE, SHALL BE INSPECTED TO ASCERTAIN WHETHER EROSION CONTROL MEASURES ARE EFFECTIVE IN PREVENTING SIGNIFICANT IMPACTS TO RECEIVING WATERS. LOCATIONS WHERE VEHICLES ENTER OR EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF SITE SEDIMENT TRACKING.

B. BASED ON THE RESULTS OF THE INSPECTION, THE DESCRIPTION OF POTENTIAL POLLUTANT SOURCES IDENTIFIED IN SECTION I ABOVE AND POLLUTION PREVENTION MEASURES IDENTIFIED IN SECTION II ABOVE SHALL BE REVISED AS APPROPRIATE AS SOON AS PRACTICABLE AFTER SUCH INSPECTION. ANY CHANGES TO THIS PLAN RESULTING FROM THE REQUIRED INSPECTIONS SHALL BE IMPLEMENTED WITHIN 1/2 HOUR TO 1 WEEK BASED ON THE URGENCY OF THE SITUATION. THE RESIDENT ENGINEER WILL NOTIFY THE CONTRACTOR OF THE TIME REQUIRED TO IMPLEMENT SUCH ACTIONS THROUGH THE WEEKLY INSPECTION REPORT.

C. A REPORT SUMMARIZING THE SCOPE OF THE INSPECTION, NAME(S) AND QUALIFICATIONS OF PERSONNEL MAKING THE INSPECTION, THE DATE(S) OF THE INSPECTION, MAJOR OBSERVATIONS RELATING TO THE IMPLEMENTATION OF THIS STORM WATER POLLUTION PREVENTION PLAN, AND ACTIONS TAKEN IN ACCORDANCE WITH SECTION IV(B) SHALL BE MADE AND RETAINED AS PART OF THE PLAN FOR AT LEAST THREE (3) YEARS AFTER THE DATE OF THE INSPECTION. THE REPORT SHALL BE SIGNED IN ACCORDANCE WITH PART VI. G OF THE GENERAL PERMIT.

D. IF ANY VIOLATION OF THE PROVISIONS OF THIS PLAN IS IDENTIFIED DURING THE CONDUCT OF THE CONSTRUCTION WORK COVERED BY THIS PLAN, THE RESIDENT ENGINEER SHALL COMPLETE AND FILE AN "INCIDENCE OF NONCOMPLIANCE" (ION) REPORT FOR THE IDENTIFIED VIOLATION. THE RESIDENT ENGINEER SHALL USE FORMS PROVIDED BY THE ILLINOIS ENVIRONMENTAL PROTECTION AGENCY AND SHALL INCLUDE SPECIFIC INFORMATION ON THE CAUSE OF NONCOMPLIANCE, ACTIONS WHICH WERE TAKEN TO PREVENT ANY FURTHER CAUSES OF NONCOMPLIANCE, AND A STATEMENT DETAILING ANY ENVIRONMENTAL IMPACT WHICH MAY HAVE RESULTED FROM THE NONCOMPLIANCE. ALL REPORTS OF NONCOMPLIANCE SHALL BE SIGNED BY A RESPONSIBLE AUTHORITY IN ACCORDANCE WITH PART VI. G OF THE GENERAL PERMIT.

THE INCIDENCE OF NON-COMPLIANCE SHALL BE MAILED TO THE FOLLOWING ADDRESS:

ILLINOIS ENVIRONMENTAL PROTECTION AGENCY
DIVISION OF WATER POLLUTION CONTROL
ATTN: COMPLIANCE ASSURANCE SECTION
1021 NORTH GRAND EAST
POST OFFICE BOX 19276
SPRINGFIELD, ILLINOIS 62794-9276

V. NON-STORM WATER DISCHARGES:

EXCEPT FOR FLOWS FROM FIRE FIGHTING ACTIVITIES, SOURCES OF NON-STORM WATER THAT IS COMBINED WITH STORM WATER DISCHARGES ASSOCIATED WITH THE INDUSTRIAL ACTIVITY ADDRESSED IN THIS PLAN MUST BE DESCRIBED BELOW. APPROPRIATE POLLUTION PREVENTION MEASURES, AS DESCRIBED BELOW, WILL BE IMPLEMENTED FOR THE NON-STORM WATER COMPONENT(S) OF THE DISCHARGE.

A. SPILL PREVENTION AND CONTROL - BMPs SHALL BE IMPLEMENTED TO CONTAIN AND CLEAN-UP SPILLS AND PREVENT MATERIAL DISCHARGES TO THE STORM DRAIN SYSTEM. THE CONTRACTOR SHALL PRODUCE A WRITTEN PLAN STATING HOW HIS/HER COMPANY WILL PREVENT, REPORT, AND CLEAN UP SPILLS AND PROVIDE A COPY TO ALL OF HIS/HER EMPLOYEES AND THE RESIDENT ENGINEER. THE CONTRACTOR SHALL NOTIFY ALL OF HIS/HER EMPLOYEES ON THE PROPER PROTOCOL FOR REPORTING SPILLS. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER OF ANY SPILLS IMMEDIATELY.

B. CONCRETE RESIDUALS AND WASHOUT WASTES - THE FOLLOWING BMPs SHALL BE IMPLEMENTED TO CONTROL RESIDUAL CONCRETE, CONCRETE SEDIMENTS, AND RINSE WATER:

1. TEMPORARY CONCRETE WASHOUT FACILITIES SHALL BE CONSTRUCTED FOR RINSING OUT CONCRETE TRUCKS. SIGNS SHALL BE INSTALLED DIRECTING CONCRETE TRUCK DRIVERS WHERE DESIGNATED WASHOUT FACILITIES ARE LOCATED.
2. THE CONTRACTOR SHALL HAVE THE LOCATION OF TEMPORARY CONCRETE WASHOUT FACILITIES APPROVED BY THE RESIDENT ENGINEER.
3. ALL TEMPORARY CONCRETE WASHOUT FACILITIES ARE TO BE INSPECTED BY THE CONTRACTOR AFTER EACH USE AND ALL SPILLS MUST BE REPORTED TO THE RESIDENT ENGINEER AND CLEANED UP IMMEDIATELY.
4. CONCRETE WASTE SOLIDS/LIQUIDS SHALL BE DISPOSED OF PROPERLY.

C. LITTER MANAGEMENT - A PROPER NUMBER OF DUMPSTERS SHALL BE PROVIDED ON SITE TO HANDLE DEBRIS AND LITTER ASSOCIATED WITH THE PROJECT. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING HIS/HER EMPLOYEES PLACE ALL LITTER INCLUDING MARKING PAINT CANS, SODA CANS, FOOD WRAPPERS, WOOD LATHE, MARKING RIBBON, CONSTRUCTION STRING, AND ALL OTHER CONSTRUCTION RELATED LITTER IN THE PROPER DUMPSTERS.

D. VEHICLE AND EQUIPMENT CLEANING - VEHICLES AND EQUIPMENT ARE TO BE CLEANED IN DESIGNATED AREAS ONLY, PREFERABLY OFF SITE.

E. VEHICLE AND EQUIPMENT FUELING - A VARIETY OF BMPs CAN BE IMPLEMENTED DURING FUELING OF VEHICLES AND EQUIPMENT TO PREVENT POLLUTION. THE CONTRACTOR SHALL INFORM THE RESIDENT ENGINEER AS TO WHICH BMPs WILL BE USED ON THE PROJECT. THE CONTRACTOR SHALL INFORM THE RESIDENT ENGINEER HOW (S)HE WILL BE INFORMING HIS/HER EMPLOYEES OF THESE BMPs (I.E. SIGNS, TRAINING, ETC.). BELOW ARE A FEW EXAMPLES OF THESE BMPs:






1. CONTAINMENT
2. SPILL PREVENTION AND CONTROL
3. USE OF DRIP PANS AND ABSORBENTS
4. AUTOMATIC SHUT-OFF NOZZLES
5. TOPPING OFF RESTRICTIONS
6. LEAK INSPECTION AND REPAIR

F. VEHICLE AND EQUIPMENT MAINTENANCE - ON SITE MAINTENANCE MUST BE PERFORMED IN ACCORDANCE WITH ALL ENVIRONMENTAL LAWS SUCH AS PROPER STORAGE AND NO DUMPING OF OLD ENGINE OIL OR OTHER FLUIDS ON SITE.

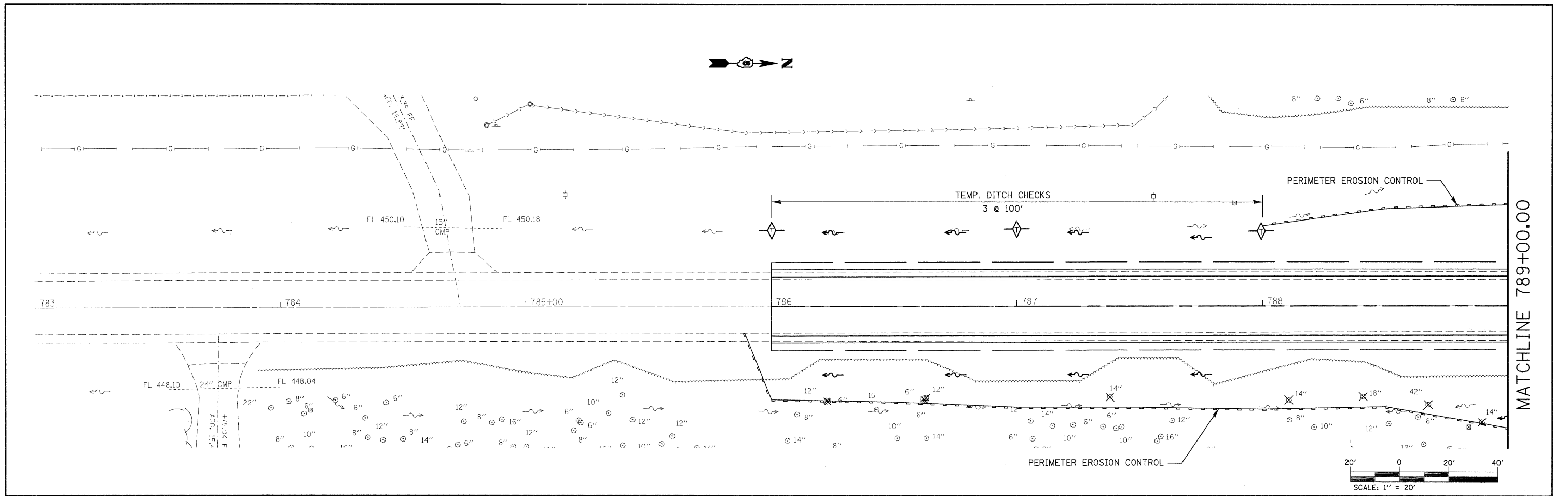
VI. FAILURE TO COMPLY:

FAILURE TO COMPLY WITH ANY PROVISIONS OF THIS STORM WATER POLLUTION PREVENTION PLAN WILL RESULT IN THE IMPLEMENTATION OF AN EROSION AND SEDIMENT CONTROL DEFICIENCY DEDUCTION AGAINST THE CONTRACTOR AND/OR PENALTIES UNDER THE NPDES PERMIT WHICH COULD BE PASSED ONTO THE CONTRACTOR.

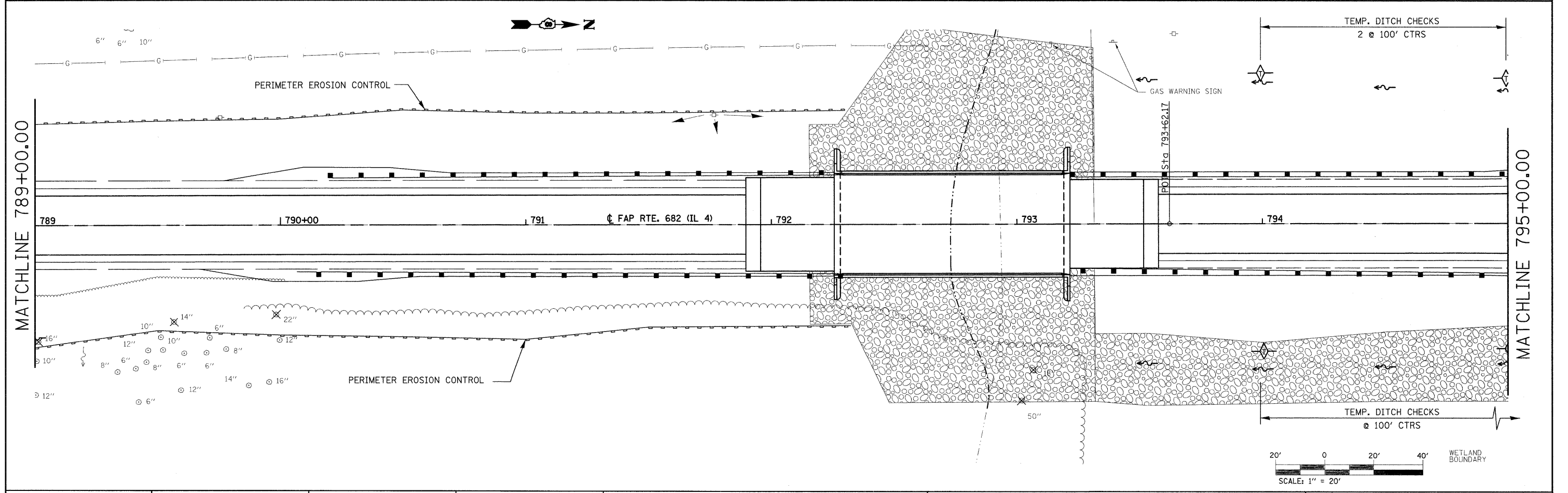
LEGEND

-  TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
-  TEMPORARY DITCH CHECK- AGGREGATE
-  EROSION CONTROL BLANKET
-  PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
-  INLET AND PIPE PROTECTION- STRAW BALES, FILTER FABRIC, AGGREGATES

FILE NAME =	USER NAME = gelinh	DESIGNED - HG	REVISED - ---	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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		PLOT SCALE = 50.0000' / 1" IN.	CHECKED - ---			CONTRACT NO. 76126					
		PLOT DATE = 1/22/2010	DATE - -----			SCALE: 1" = 50'	SHEET NO. 2 OF 4 SHEETS	FED. ROAD DIST. NO. - ILLINOIS FED. AID PROJECT			



MATCHLINE 789+00.00

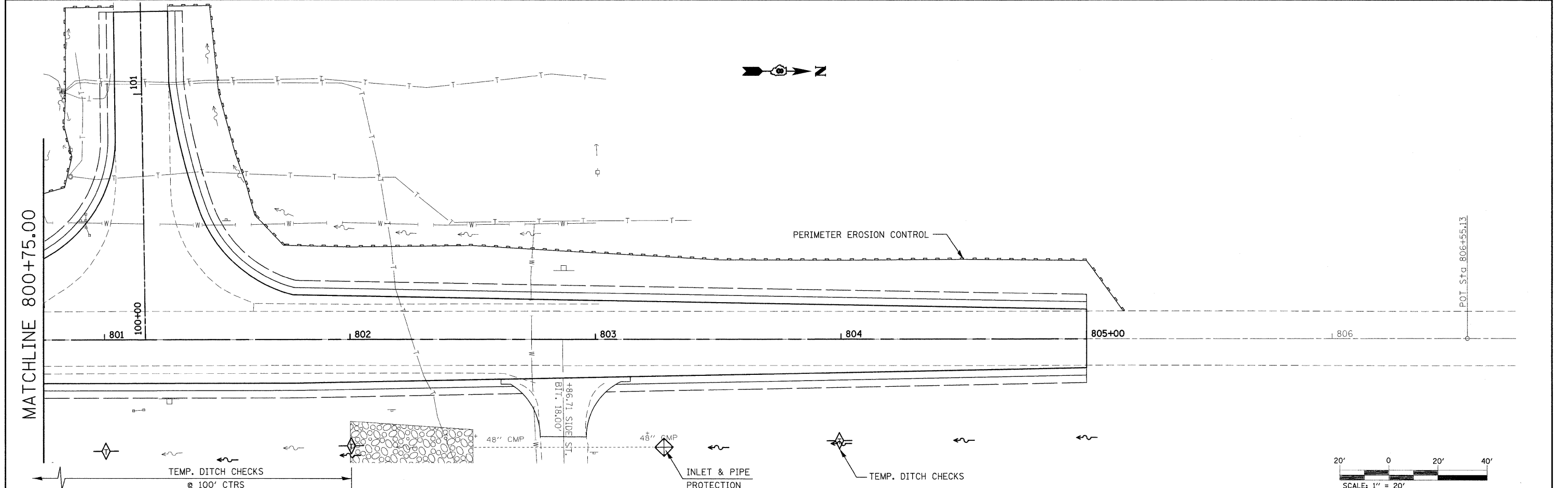
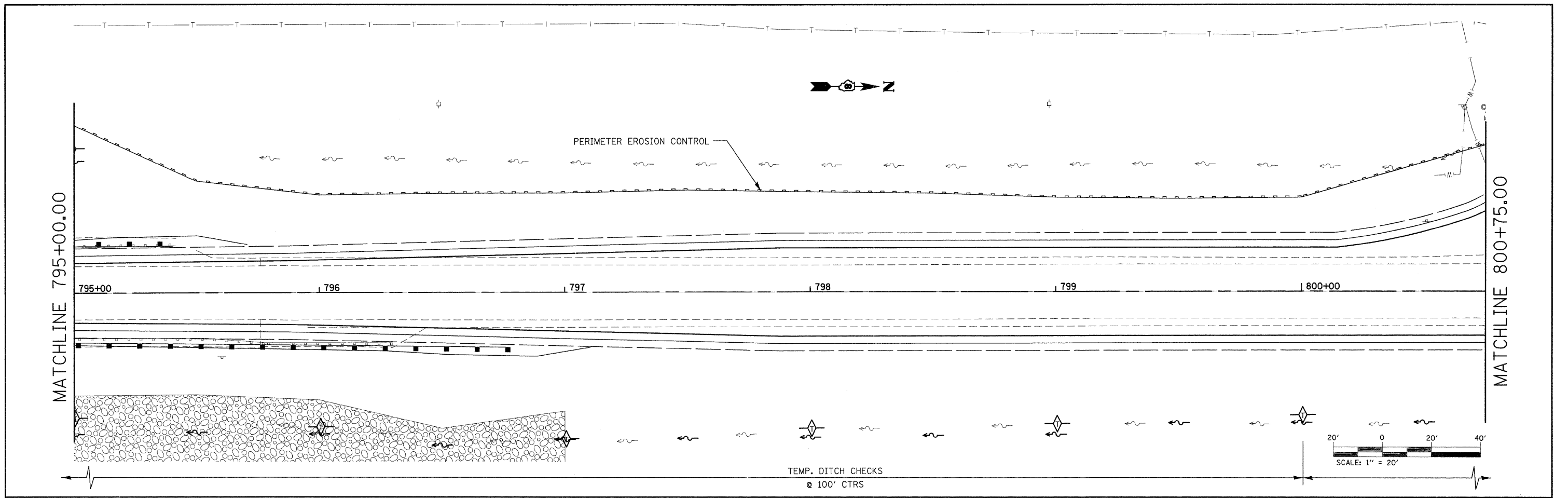


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MATCHLINE 795+00.00

FILE NAME =	USER NAME = gelnh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT DATE = 1/22/2010		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: 1" = 20' SHEET NO. 3 OF 4 SHEETS STA. 783+00.00 TO STA. 795+00.00



FILE NAME =	USER NAME = gelnh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION PLAN	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT SCALE = 20,0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 76126				
PLOT DATE = 1/22/2010		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

LEGEND FOR EXISTING TOPOGRAPHIC SYMBOLS

- | | | | |
|---|---|------------------------------------|---|
| TRAFFIC SIGNAL HANDHOLE | □ | DRAINAGE FLOW LINE | ⎓ |
| TRAFFIC SIGNAL GULFBOX | ○ | RIP RAP | ▨ |
| TRAFFIC SIGNAL HANDHOLE | □ | HEADWALL | ▬ |
| TRAFFIC SIGNAL SIGNAL POST | ○ | CULVERT END SECTION | ▬ |
| TRAFFIC SIGNAL STEEL MAST ARM | — | DRAINAGE MANHOLE | ○ |
| TRAFFIC SIGNAL COMBINED MAST ARM | — | INLET | — |
| TRAFFIC SIGNAL PEDESTRIAN PUSH BUTTON | ● | ROADWAY DITCH FLOW | — |
| TRAFFIC SIGNAL WOODEN POLE | ○ | VEGETATION LINE | — |
| TRAFFIC SIGNAL VEHICLE DETECTION PRIORITY | — | STUMP | — |
| TRAFFIC SIGNAL VEHICLE DETECTION MAGNET | — | SHRUB | — |
| TRAFFIC SIGNAL JUNCTION BOX | □ | EVERGREEN TREE | — |
| TRAFFIC SIGNAL CONTROLLER | □ | DECIDUOUS TREE | — |
| TRAFFIC SIGNAL HEAVY DUTY HANDHOLE | □ | WOODS/BUSH PATTERN | — |
| RAILROAD CANTILEVER MAST ARM | — | TRAFFIC SIGN | — |
| RAILROAD CROSSBUCK | — | GAURDRAIL POST | — |
| RAILROAD TRACK PATTERN | — | GAURDRAIL PATTERN | — |
| RAILROAD ABANDON PATTERN | — | FIELD LINE | — |
| RAILROAD CROSSGATE | — | LEVEE/NOISE BARRIER | — |
| RAILROAD CONTROL BOX | □ | FENCE PATTERN | — |
| RAILROAD FLASHING SIGNAL | — | MAIL BOX | — |
| TELEPHONE SPLICE BOX ABOVE GROUND | □ | ADVERTISING SIGN | — |
| UTILITY POWER POLE | ○ | MARSH | — |
| TELEPHONE POLE | ○ | LIGHTING HANDHOLE | — |
| UTILITY TRAFFIC SIGNAL | ○ | LIGHTING POWER POLE | — |
| UTILITY LIGHT POLE | ○ | LIGHTING JUNCTION BOX | — |
| FIRE HYDRANT | ○ | LIGHTING HEAVYDUTY HANDHOLE | — |
| UTILITY MANHOLE | ○ | LIGHTING CONTROLLER | — |
| UTILITY TELEPHONE POLE | ○ | LIGHTING PULL POINT | — |
| UTILITY GUY POLE | — | HIGHWAY LIGHTING ELECTRICAL GROUND | — |
| PIPELINE WARNING SIGN | — | HIGHWAY LIGHTING SINGLE UNIT | — |
| UTILITY HANDHOLE | □ | HIGHWAY LIGHTING DOUBLE UNIT | — |
| UTILITY SPLICE ABOVE GROUND | □ | EXISTING CONCRETE BARRIER | — |
| UTILITY JUNCTION BOX | □ | EXISTING CREEK OR DITCH | — |
| UTILITY HEAVY DUTY HANDHOLE | □ | EXISTING EDGE OF PAVEMENT | — |
| UTILITY DOUBLE HANDHOLE | □ | | |
| UTILITY CONTROLLER | □ | | |
| UTILITY WATER METER | ○ | | |

LEGEND

- | | | | |
|---------------|--|---------|--|
| | SECTION CORNERS | | QUARTER SECTION CORNERS |
| — | EXISTING CENTERLINE | — | EXISTING RIGHT OF WAY LINE |
| — | EXISTING RIGHT OF WAY LINE | — | FORMER RIGHT OF WAY LINE |
| — | EXISTING IDOT EASEMENT LINE | — | EXISTING EASEMENT LINE |
| — AC — | EXISTING ACCESS CONTROL LINE | — | EXISTING RIGHT OF WAY & PROPOSED ACCESS CONTROL LINE |
| — AC — | PROPOSED ACCESS CONTROL LINE | — | PROPOSED CENTERLINE |
| — | PROPOSED RIGHT OF WAY LINE | — | PROPOSED TEMPORARY EASEMENT LINE |
| — | PROPOSED PERMANENT EASEMENT LINE | — | SECTION LINE |
| — | QUARTER SECTION LINE | — | QUARTER QUARTER SECTION LINE |
| — | PROPERTY (DEED) LINE | — | PROPERTY (DEED) LINE |
| — APL — | APPEARANT PROPERTY LINE | 121.45' | MEASURED DIMENSION |
| — (121.45') — | RECORDED DIMENSION | □ | FOUND STONE (UNLESS OTHERWISE NOTED) |
| □ | FOUND STONE (UNLESS OTHERWISE NOTED) | ● | FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED |
| ○ | SET 5/8 INCH IRON ROD WITH PLASTIC CAP IDENTIFIED BY SURVEYORS LICENSE NUMBER AT CORNER UNLESS OTHERWISE NOTED | ○ | BRASS PLUG FOUND (SET BY OTHERS) |
| ○ | BRASS PLUG FOUND (SET BY OTHERS) | △ | IDOT SURVEY CONTROL UNLESS OTHERWISE NOTED |
| + | FOUND CUT CROSS | + | SET CUT CROSS |
| + | SET CUT CROSS | | |
| — | SAME OWNERSHIP | | |
| ▭ | EXISTING BUILDING | | |

STAKING OF PROPOSED RIGHT OF WAY CORNERS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION, DATA AND SURVEYORS LICENSE NUMBER. (PROPOSED RIGHT OF WAY CORNERS SET IN CULTIVATED AREAS SHALL BE A MINIMUM OF 20 INCHES BELOW THE GROUND SURFACE).

EXISTING R.O.W. RECORDED INFORMATION		
PARCEL	BOOK/PAGE	DATE RECORDED
8905021	524/584	10-9-1997

LEGEND FOR ABBREVIATIONS

- | | |
|----------------|-----------------------------|
| A/C | ACCESS CONTROL |
| AC | ACRE |
| AVE | AVENUE |
| BK | BOOK |
| BLVD | BOULEVARD |
| CL | CENTERLINE |
| CH | COUNTY HIGHWAY |
| Ch | CHAIN |
| DB | DEED BOOK |
| E | EAST |
| EX | EXISTING |
| FA | FEDERAL AID |
| FAI | FEDERAL AID INTERSTATE |
| FAP | FEDERAL AID PRIMARY |
| FAS | FEDERAL AID SECONDARY |
| FAUS | FEDERAL AID URBAN SECONDARY |
| FND | FOUND |
| ha | HECTARE |
| IP | IRON PIPE |
| IR | IRON ROD |
| LT | LEFT |
| m | METER |
| m ² | SQUARE METERS |
| N | NORTH |
| N & BC | NAIL AND BOTTLE CAP |
| N & C | NAIL AND CAP |
| N & W | NAIL AND WASHER |
| NE | NORTHEAST |
| NW | NORTHWEST |
| PB | PLAT BOOK |
| PG | PAGE |
| POB | POINT OF BEGINNING |
| POC | POINT OF COMMENCEMENT |
| POT | POINT OF TANGENCY |
| PL | PROPERTY LINE |
| PR | PROPOSED |
| RD | ROAD |
| ROW | RIGHT OF WAY |
| RR | RAILROAD |
| RRS | RAILROAD SPIKE |
| RT | RIGHT |
| RTE | ROUTE |
| S | SOUTH |
| SBI | STATE BOND ISSUE |
| SE | SOUTHEAST |
| SO FT | SQUARE FEET |
| SR | STATE ROUTE |
| ST | STREET |
| STA | STATION |
| SMK | SURVEY MARKER |
| SW | SOUTHWEST |
| TWP | TOWNSHIP |
| TR | TOWNSHIP ROAD |
| USGS | U.S. GEOLOGICAL SURVEY |
| W | WEST |

PROPOSED PARCEL NUMBER LEGEND

- | | |
|-----------|---------------------------------|
| 8001001 | PROPOSED FEE SIMPLE ACQUISITION |
| 8001001P | PROPOSED PERMANENT EASEMENT |
| 8001001TE | PROPOSED TEMPORARY EASEMENT |
| 8001001DE | PROPOSED DEDICATION |
| 8001001AC | PROPOSED ACCESS CONTROL LINE |

CURVE ABBREVIATIONS

- | | |
|-----|-------------------------|
| PC | POINT OF CURVATURE |
| PI | POINT OF INTERSECTION |
| PT | POINT OF TANGENCY |
| PRC | POINT OF REVERSE CURVE |
| PCC | POINT OF COMPOUND CURVE |
| CB | CHORD BEARING |
| R | RADIUS OF CURVE |
| L | CURVE LENGTH |
| CB | CHORD BEARING |
| C | CHORD LENGTH |
| D | DEGREE OF CURVE |
| e | EXTERNAL |
| Δ | CENTRAL ANGLE |

SPACE RESERVED FOR RECORDING OFFICER

PREPARED BY:

ASSOCIATED PROFESSIONALS, INC.
 17625 Mockingbird Road, P.O. Box 311
 Nashville, Illinois 62263
 Ph. 618-478-9000 Fax 618-478-9001
 e-mail: api@apisurvey.com
 IDPR Design Firm License No. 184-001303



Gary S. Mueller 7-30-09
GARY S. MUELLER, IPI # 3332
 EXPIRATION DATE: 11-30-2010

TOTAL HOLDING AREA SOURCE TABLE

1	AREA ACCORDING TO THE SURVEY PERFORMED BY THE CONSULTANT.
2	AREA LISTED IN RECORDED DEED.
3	AREA ACCORDING TO A RECORDED SUBDIVISION PLAT.
4	AREA ACCORDING TO A PLAT OF SURVEY.
5	AREA CALCULATED FROM RECORDED DEEDS OR TITLE COMMITMENTS - NOT SURVEYED.
6	AREA ACCORDING TO COUNTY TAX MAPS AND COUNTY ASSESSMENT RECORDS.
7	AREA ACCORDING TO OTHER RECORDS, SEE NOTE ON THE PLAT OF HIGHWAYS.

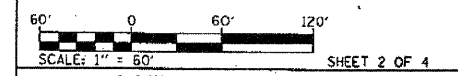
TOPOGRAPHIC STATEMENT

THE TOPOGRAPHY SHOWN HEREON WAS PROVIDED TO THE SURVEYOR BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION. THE SURVEYOR VISUALLY FIELD VERIFIED THE EXISTENCE OF THE TOPOGRAPHY SHOWN HEREON. NO ADDITION ITEMS WERE PHYSICALLY LOCATED IN THE FIELD BY THE SURVEYOR.

BASIS OF COORDINATE & BEARING STATEMENT

COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP ROUTE 682 (IL ROUTE 4)
 SECTION 21BR
 RANDOLPH COUNTY
 JOB NO. R-98-005-09



ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8
 1102 EASTPORT PLAZA DRIVE
 COLLINGSVILLE, ILLINOIS 62234-6198

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
682	21BR-21-1	RANDOLPH	77	33
CONTRACT NO. 76126				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

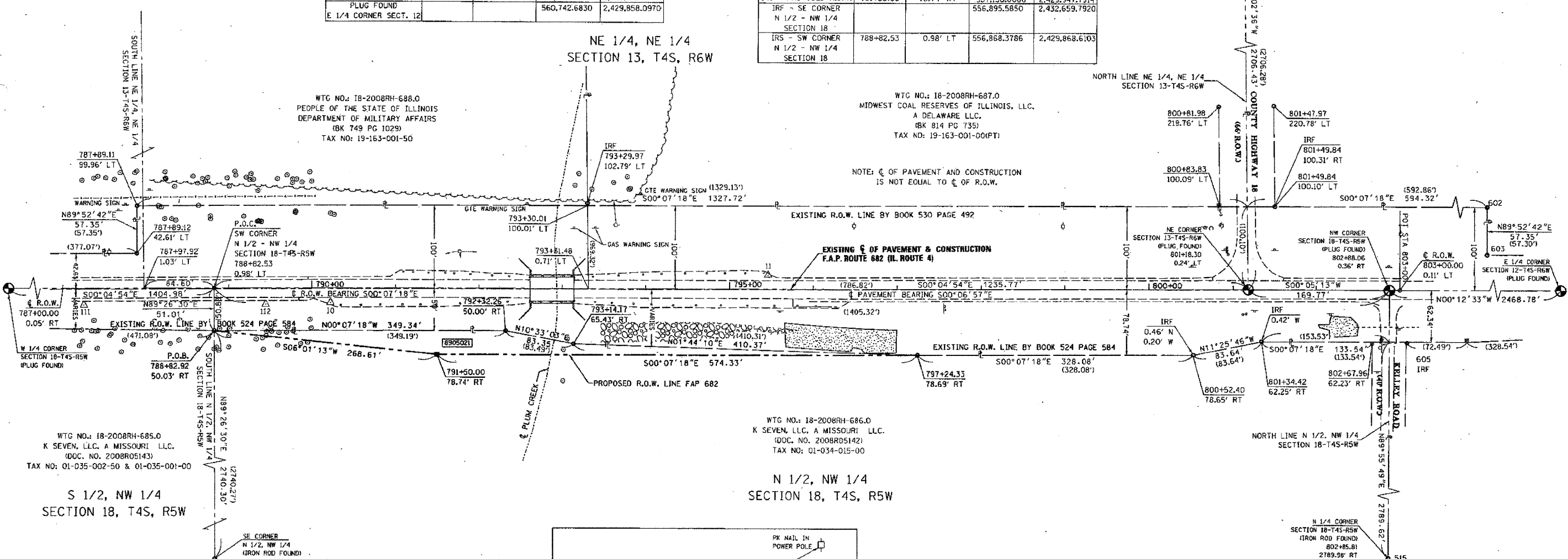
PART OF THE N 1/2 OF NW 1/4 OF SECTION 18, T4S, R5W, OF THE 3RD PM, RANDOLPH COUNTY, ILLINOIS

COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

POINT*/DESC.	STATION	OFFSET	NORTH	EAST
10	790+22.48	16.83' RT	557,008.3720	2,429,886.1330
11	795+45.96	17.31' LT	557,531.7820	2,429,850.9340
110	783+35.03	18.89' RT	556,320.9206	2,429,889.5824
111	787+25.65	18.88' RT	556,711.5450	2,429,888.7894
112	789+44.78	18.89' RT	556,930.6737	2,429,888.3519
300	792+87.98		557,273.8333	2,429,868.7668
301	782+00		556,185.8556	2,429,870.9683
302	803+00		558,285.8513	2,429,866.7190

POINT*/DESCRIPTION	STATION	OFFSET	NORTH	EAST
PLUG FOUND NW SECT. 18	802+88.06	0.36' RT	558,273.9160	2,429,867.1060
PLUG FOUND E 1/4 CORNER SECT. 13			555,463.3990	2,429,870.6140
PLUG FOUND NE SECT. 13	801+18.30	0.24' LT	558,104.1510	2,429,866.8480
IRF - N 1/4 CORNER SECTION 13	800+78.59	2706.38' LT	558,058.9610	2,427,160.7950
IRF - N 1/4 CORNER SECTION 18	802+85.81	2789.98' RT	558,277.3080	2,432,656.7230
(602) IRF - EX. R.O.W.			558,696.7990	2,429,765.7370
(603) IRF - EX. R.O.W.			558,696.9300	2,429,823.0860
(605) IRF			558,295.0010	2,429,929.8600
PLUG FOUND E 1/4 CORNER SECT. 12			560,742.6830	2,429,858.0970

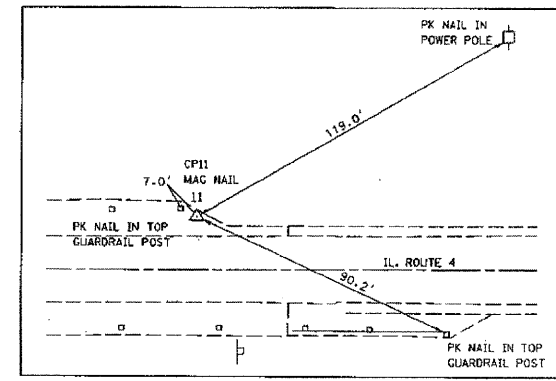
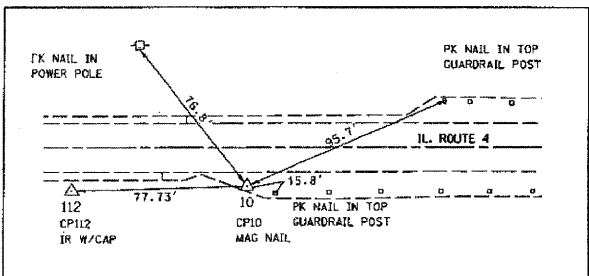
POINT*/DESCRIPTION	STATION	OFFSET	NORTH	EAST
(606) IRF	801+34.44	61.83' RT	558,120.4210	2,429,928.8850
(607) IRF	800+52.87	78.46' RT	558,038.8790	2,429,945.6800
IRF	801+47.97	220.78' LT	558,133.3760	2,429,646.2500
IRF	800+81.98	219.76' LT	558,067.4440	2,429,647.3490
IRF	801+49.84	100.31' LT	558,135.4850	2,429,766.7120
IRF - EX. R.O.W.	793+14.17	65.43' RT	557,300.1590	2,429,934.1390
IRF - EX. R.O.W.	797+24.33	78.69' RT	557,710.3373	2,429,946.5719
IRF - EX. R.O.W.	792+32.26	50.03' RT	557,218.2175	2,429,918.8768
IRF - EX. R.O.W.	788+82.52	50.03' RT	556,868.8750	2,429,919.6185
IRF - EX. R.O.W.	787+89.12	42.61' LT	556,774.8878	2,429,827.1679
IRF - EX. R.O.W.	787+89.11	99.96' LT	556,774.7660	2,429,769.8180
IRF	793+29.97	102.79' LT	557,315.6160	2,429,765.8940
IRS - PROPOSED R.O.W.	791+50.00	78.74' RT	557,136.0086	2,429,947.7914
IRF - SE CORNER N 1/2 - NW 1/4 SECTION 18			556,895.5850	2,432,659.7920
IRS - SW CORNER N 1/2 - NW 1/4 SECTION 18	788+82.53	0.98' LT	556,868.3786	2,429,868.6103



WTG NO.: 18-2008RH-685.0
K SEVEN, LLC, A MISSOURI LLC.
(DOC. NO. 2008R05143)
TAX NO: 01-035-002-50 & 01-035-001-00

WTG NO.: 18-2008RH-686.0
K SEVEN, LLC, A MISSOURI LLC.
(DOC. NO. 2008R05142)
TAX NO: 01-034-015-00

WTG NO.: 18-2008RH-687.0
MIDWEST COAL RESERVES OF ILLINOIS, LLC.
A DELAWARE LLC.
(BK 814 PG 735)
TAX NO: 19-163-001-00(P1)



* SEE TOTAL HOLDING AREA SOURCE TABLE ON SHEET 2

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION		REMAINDER ACRES	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
			ACRES	SQ. FT.		PE = PERMANENT ACRES	TE = TEMPORARY SQ. FT.		
8905021	K SEVEN, LLC, A MISSOURI LIMITED LIABILITY COMPANY. TITLE REPORT NO. 18-2008RH-686.0	203.7349	0.2445	10,652	203.4904	N/A	N/A	01-034-015-00 (MAP NO. 04-18-100-007)	

STATE OF ILLINOIS)
) SS
COUNTY OF WASHINGTON)

I, GARY S. MUELLER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, CERTIFY THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

DATED 7/30/2009
Gary S. Mueller
GARY S. MUELLER, PLS NO. 3332
LICENSE EXPIRATION DATE: 11/30/2010



ASSOCIATED PROFESSIONALS, INC.
17625 Mockingbird Road, P.O. Box 311
Nashville, Illinois 62263
Ph. 618-478-9000 Fax 618-478-9001
e-mail: api@apisurvey.com
IDPR Design Firm License No. 184-001303

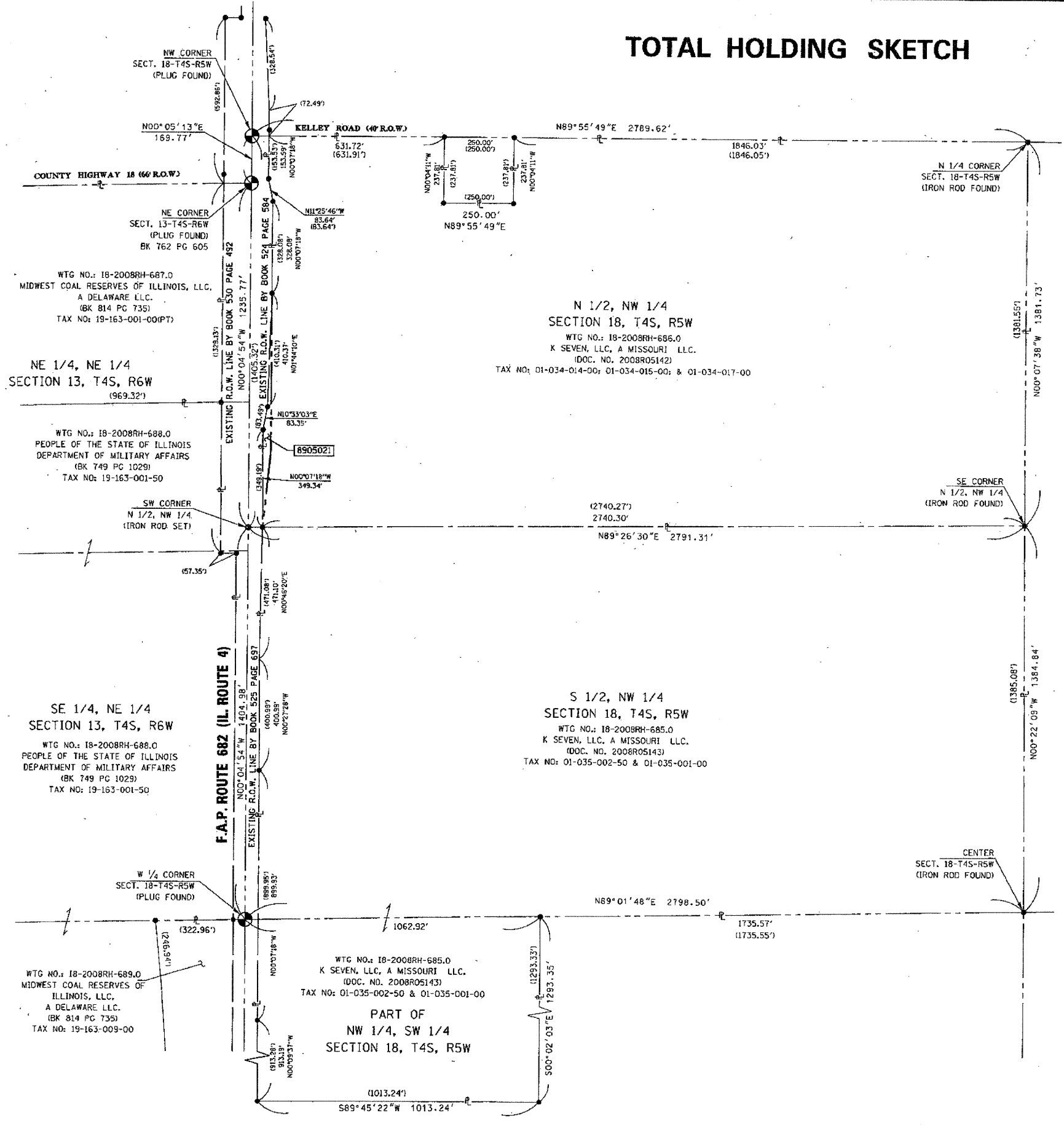
ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 682 (IL ROUTE 4)
SECTION 21BR
RANDOLPH COUNTY
JOB NO. R-98-005-09
STATION 787+00 TO STATION 803+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
682	21BR, 21-1-1	RANDOLPH	77	34
COMPLETION DATE OF FIELD WORK PERFORMED			CONTRACT NO. 76126	
LAND SURVEY: 2/24/2009		ROW STAKING: 6/26/2009		FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT

TOTAL HOLDING SKETCH



SPACE RESERVED FOR RECORDING OFFICER



WTG NO.: 18-2008RH-687.0
MIDWEST COAL RESERVES OF ILLINOIS, LLC,
A DELAWARE LLC.
(BK 814 PG 735)
TAX NO: 19-163-001-001PT)

NE 1/4, NE 1/4
SECTION 13, T4S, R6W
(969.32')

WTG NO.: 18-2008RH-688.0
PEOPLE OF THE STATE OF ILLINOIS
DEPARTMENT OF MILITARY AFFAIRS
(BK 749 PG 1029)
TAX NO: 19-163-001-50

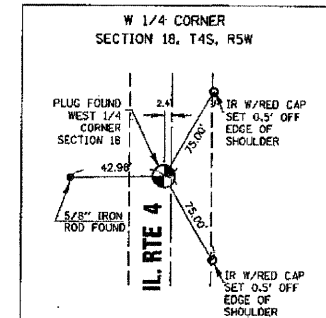
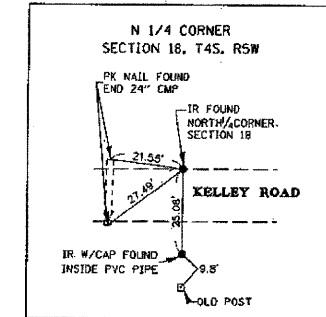
SE 1/4, NE 1/4
SECTION 13, T4S, R6W

WTG NO.: 18-2008RH-688.0
PEOPLE OF THE STATE OF ILLINOIS
DEPARTMENT OF MILITARY AFFAIRS
(BK 749 PG 1029)
TAX NO: 19-163-001-50

WTG NO.: 18-2008RH-685.0
K SEVEN, LLC, A MISSOURI LLC.
(DOC. NO. 2008R05143)
TAX NO: 01-035-002-50 & 01-035-001-00

N 1/2, NW 1/4
SECTION 18, T4S, R5W
WTG NO.: 18-2008RH-686.0
K SEVEN, LLC, A MISSOURI LLC.
(DOC. NO. 2008R05142)
TAX NO: 01-034-014-00; 01-034-015-00; & 01-034-017-00

S 1/2, NW 1/4
SECTION 18, T4S, R5W
WTG NO.: 18-2008RH-685.0
K SEVEN, LLC, A MISSOURI LLC.
(DOC. NO. 2008R05143)
TAX NO: 01-035-002-50 & 01-035-001-00

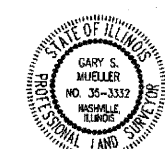


COORDINATE TABLE				
IPNT #1/DESCRIPTION	STATION	OFFSET	NORTH	EAST
PLUG FOUND	802+88.06	0.36' RT	558,273.9160	2,429,867.1060
NW CORNER SECT. 18				
PLUG FOUND			555,463.3990	2,429,870.6140
E 1/4 CORNER SECT. 13				
PLUG FOUND	801+18.30	0.24' LT	558,104.1510	2,429,866.8480
NE CORNER SECT. 13				
IRF - N 1/4 CORNER SECTION 18			558,277.3080	2,432,656.7230
IRF - SE CORNER N 1/2 - NW 1/4 SECTION 18			556,895.5850	2,432,659.7920
IRS - SW CORNER N 1/2 - NW 1/4 SECTION 18	788+82.53	0.98' LT	556,866.3786	2,429,868.6103

STATE OF ILLINOIS)
) SS
COUNTY OF WASHINGTON)

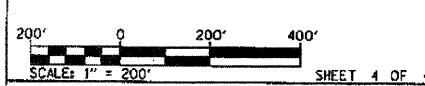
I, GARY S. MUELLER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, CERTIFY THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCELS TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

DATED 7/30/2009
Gary S. Mueller
GARY S. MUELLER, PLS NO. 3332
LICENSE EXPIRATION DATE: 11/30/2010



ASSOCIATED PROFESSIONALS, Inc.
17825 Mockingbird Road, P.O. Box 311
Nashville, Illinois 62263
Ph. 618-478-9000 Fax 618-478-9001
e-mail: api@apisurvey.com
IDPR Design Firm License No. 184-001303

ILLINOIS DEPARTMENT OF TRANSPORTATION
TOTAL HOLDING SKETCH
FAP ROUTE 682 (IL ROUTE 4)
SECTION 21BR
RANDOLPH COUNTY
JOB NO. R-98-005-09



ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8
1102 EASTPORT PLAZA DRIVE
COLLINGSVILLE, ILLINOIS 62234-6198

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
682	21BR	RANDOLPH	77	35

CONTRACT NO. 76126

COMPLETION DATE OF FIELD WORK PERFORMED
LAND SURVEY: 2/24/2009 ROW STAKING: 6/26/2009

PART OF THE SE 1/4 OF SECTION 12 AND THE NE 1/4 OF SECTION 13, T4S, R6W, OF THE 3RD PM,
ALSO PART OF THE SW 1/4 OF SECTION 7 AND THE NW 1/4 OF SECTION 18, T4S, R5W, OF THE 3RD PM,
RANDOLPH COUNTY, ILLINOIS

BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

SECTION	COUNTY	TOWNSHIP	RANGE
21-1-1	Randolph	77	36
STA. 798+38.53	TO STA. 805+00.00		

LEGEND

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- MEASURED DIMENSION
- COMPUTED DIMENSION
- RECORDED DIMENSION
- FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
- SET 5/8 INCH IRON ROD AT CORNER UNLESS OTHERWISE NOTED
- PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 66701 (TO BE SET BY OTHERS)
- CUT CROSS FOUND OR SET
- SAME OWNERSHIP
- EXISTING BUILDING

- STAKING OF PROPOSED RIGHT OF WAY. SET 3/4 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.
- M STAKING OF PROPOSED RIGHT OF WAY IN CULTIVATED AREAS. SET 3/4 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY MARKER 20 INCHES BELOW GROUND SURFACE TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS REGISTRATION NUMBER.

STATE OF ILLINOIS)
COUNTY OF) SS

I, TERRY J. FELDMANN, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, CERTIFY THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCELS TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

DATED 10-17-2006
Terry J. Feldmann
TERRY J. FELDMANN, PLS NO. 2973
LICENSE EXPIRATION DATE: 11/30/2008



ILTR
LAND SURVEYING, INC.
250 WASHINGTON ST. SUITE 300
COLLINGSVILLE, IL 62234
PROFESSIONAL DESIGN FIRM # 188-003100

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 682 (IL 4)
SECTION 21-1-1
RANDOLPH COUNTY
JOB NO. R-98-009-04

STATION 798+38.53 TO STATION 805+00.00
SCALE: 1" = 50'

COMPLETION DATE OF FIELD WORK PERFORMED
LAND SURVEY: AUGUST 12, 2004
RIGHT OF WAY STAKING: FEBRUARY 1, 2005

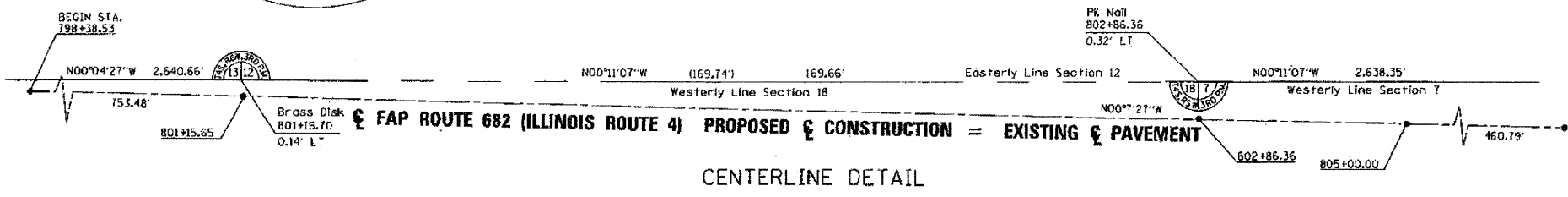
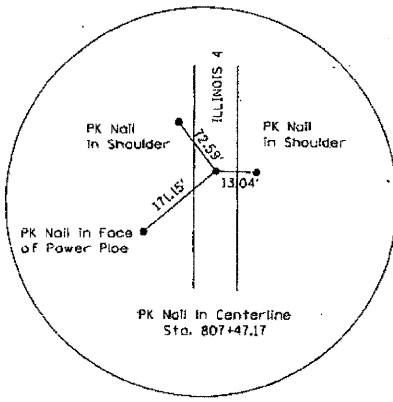
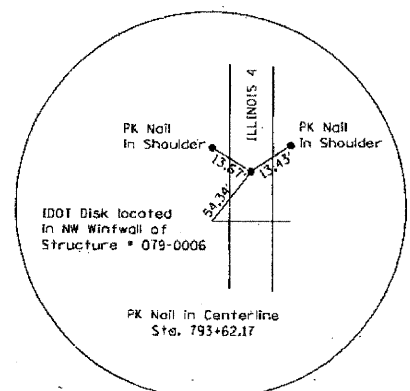
ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/DISTRICT 8
1102 EASTPORT PLAZA DRIVE
COLLINGSVILLE, ILLINOIS 62234-6198
SHEET 1 IS A COVER SHEET

NO.	DATE	DESCRIPTION	BY

COORDINATES SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

STATION	OFFSET	NORTH	EAST
797+22.66	78.10' RT	554,730.3800	2,429,832.6880
800+50.74	78.18' RT	555,058.4590	2,429,832.0520
800+82.25	100.24' LT	555,089.5860	2,429,653.5660
801+32.76	61.79' RT	555,140.4430	2,429,815.4900
801+48.26	100.24' LT	555,155.5930	2,429,653.4210
802+66.32	61.82' RT	555,214.0000	2,429,815.2310
803+06.32	61.83' RT	555,314.0000	2,429,815.1530
803+78.81	61.85' RT	555,386.4920	2,429,815.0130
807+06.93	45.47' RT	555,714.5810	2,429,797.9220
807+09.49	100.13' LT	555,716.8190	2,429,652.3160
807+09.48	42.83' LT	555,716.9330	2,429,709.6160
795+00.00	100.00' LT	554,507.3350	2,429,655.0696
798+38.53	0.00	554,846.0809	2,429,754.3358
805+00.00	0.00	555,507.5493	2,429,752.9028
801+15.65	0.00	555,123.2010	2,429,753.7350
802+86.38	0.00	555,293.9290	2,429,753.3650
102+20.28	0.00	555,119.1960	2,429,533.4920
102+14.89	0.00	555,291.7340	2,429,968.2450
102+20.28	31.60' LT	555,087.5998	2,49,534.0866
102+20.28	34.40' RT	555,153.5889	2,429,532.8666
102+14.89	21.00' LT	555,312.7354	2,429,968.4595
102+14.89	19.00' RT	555,272.7371	2,429,968.0509
NE Cor. Sec. 13, 4S, 6W		555,124.2530	2,429,753.5930
NW Cor. Sec. 18, 4S, 5W		555,293.9090	2,429,753.7000
NE Cor. Sec. 18, 4S, 5W		555,263.9360	2,435,237.3130
E 1/4 Cor. Sec. 12, 4S, 6W		557,762.5860	2,429,745.0560
S 1/4 Cor. Sec. 12, 4S, 6W		555,079.2790	2,427,047.6810
E 1/4 Cor. Sec. 13, 4S, 6W		552,483.5910	2,429,757.0160

Bruce G. and Nancy A. Cowell
(BK. 710, PG. 327)



CENTERLINE DETAIL

DATE: TIME:
DATE: TIME:
DATE: TIME:
DATE: TIME:

PLOT DATE: DATE-TIME

CENTER OF 55' CURVE
 102+68.65 - 125.18' (CH 18)
 799+87.85 - 266.60' (IL 4)



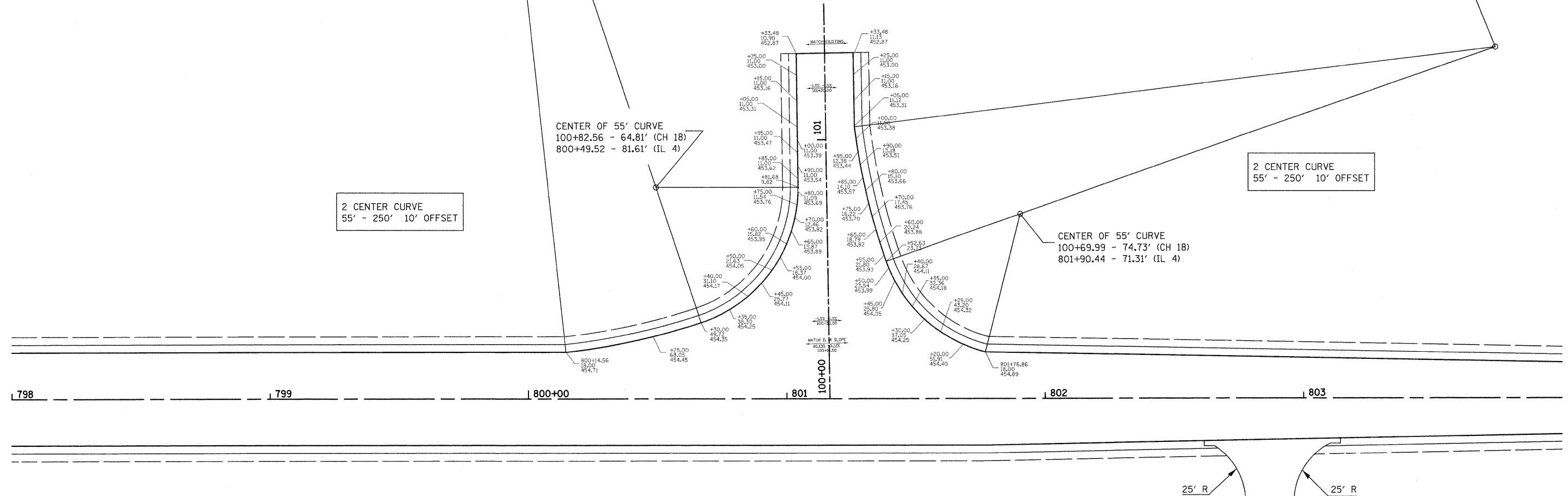
CENTER OF 55' CURVE
 101+31.65 - 259.61' (CH 18)
 803+74.47 - 135.83' (IL 4)

CENTER OF 55' CURVE
 100+82.56 - 64.81' (CH 18)
 800+49.52 - 81.61' (IL 4)

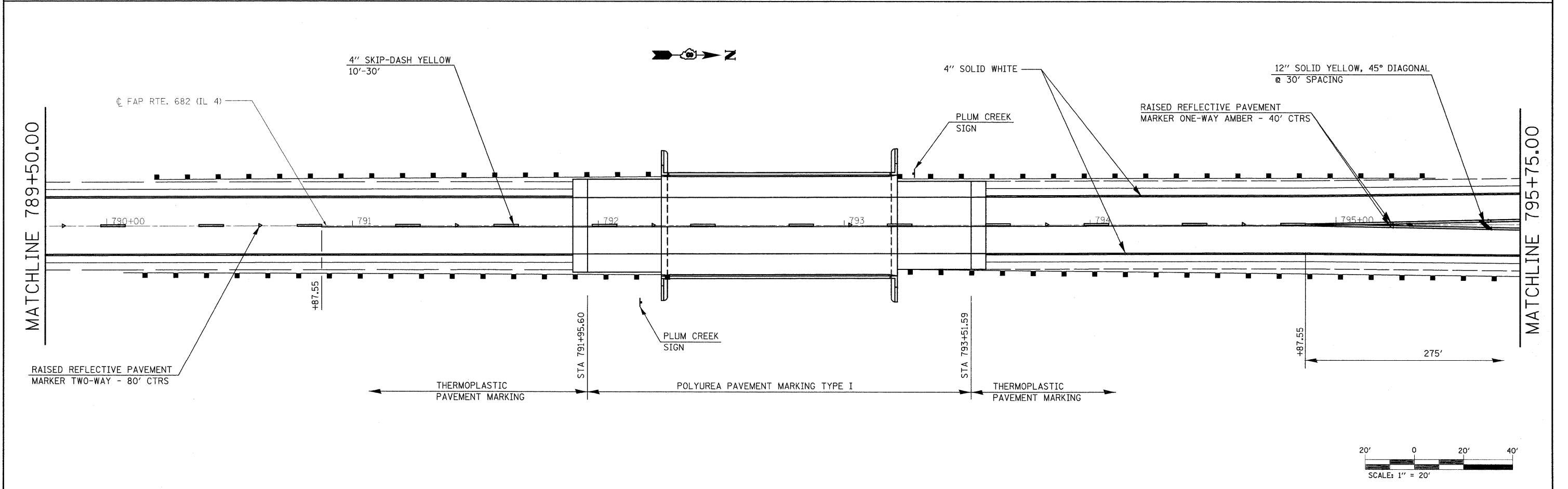
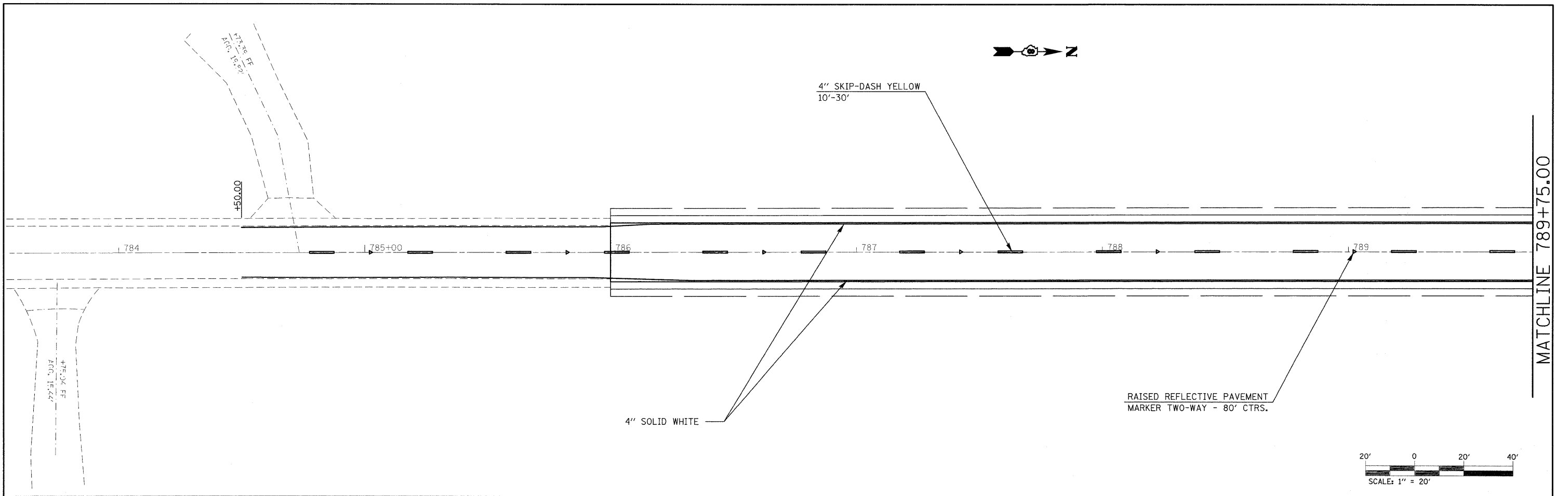
2 CENTER CURVE
 55' - 250' 10' OFFSET

2 CENTER CURVE
 55' - 250' 10' OFFSET

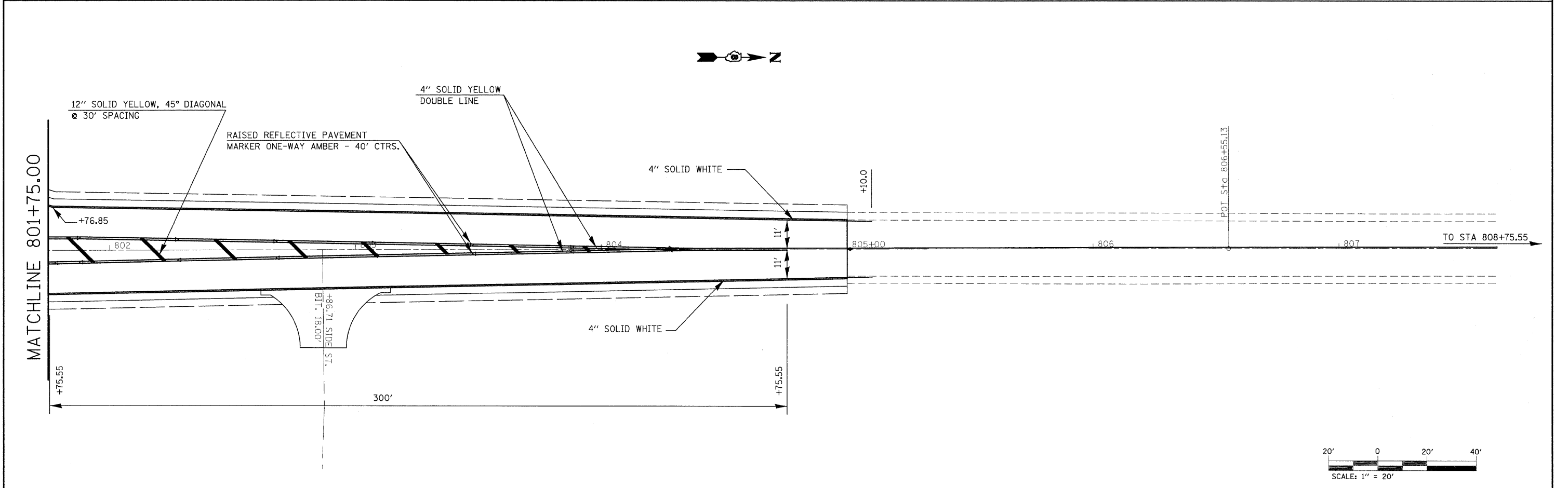
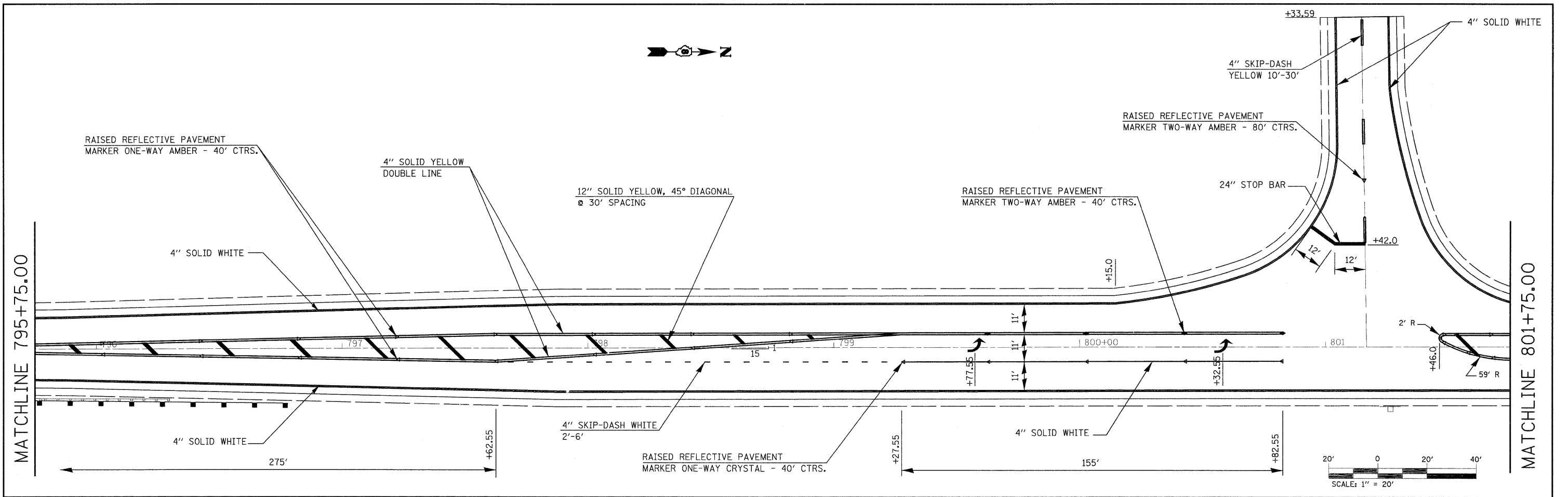
CENTER OF 55' CURVE
 100+69.99 - 74.73' (CH 18)
 801+90.44 - 71.31' (IL 4)



FILE NAME =	USER NAME = gelnh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERSECTION DETAILS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwwid\GELINH\dms52514\intersec009a.dgn		DRAWN -	REVISED -			682	21BR, 21-I-1	RANDOLPH	77	37	
PLOT SCALE = 20.0000' / IN.		CHECKED -	REVISED -			CONTRACT NO. 76126					
PLOT DATE = 1/22/2010		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
					SCALE: 1" = 20'	SHEET NO. 1 OF 1 SHEET	STA. 798+00.00 TO STA. 804+00.00				



FILE NAME =	USER NAME = gelnh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\p\work\p\1007\GELINH\dms92514\p\mk207a.dgn		DRAWN -	REVISED -		SCALE: 1" = 20'	SHEET NO. 1 OF 2 SHEETS	STA. 783+57.00 TO STA. 795+75.00	682	21BR, 21-I-1	RANDOLPH	77	38	
		CHECKED -	REVISED -										CONTRACT NO. 76126
		DATE -	REVISED -										ILLINOIS FED. AID PROJECT



FILE NAME =	USER NAME = gelnh	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct\pwork\PWIDOT\GELINH\dms2514\pml009a.dgn		DRAWN -	REVISED -		SCALE: 1" = 20'	SHEET NO. 2 OF 2 SHEETS	STA. 795+75.00 TO STA. 80+50.00	682	21BR, 21-I-1	RANDOLPH	77	39
PLOT SCALE = 20.0000 1/ IN.		CHECKED -	REVISED -		CONTRACT NO. 76126							
PLOT DATE = 1/22/2010		DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

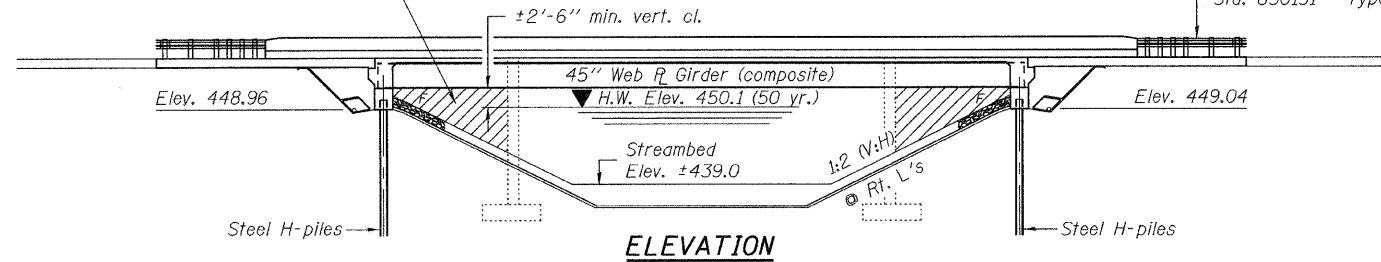
Bench Mark: RAN 3-6-IDOT, Disk in NW W. 20.68' W. of centerline of Rte. 4, of bridge over Plum Creek stamped "RAN 3-6" @ Sta. 793+15.13. Elev. 454.84

Existing Structure: S.N. 079-0006 built in 1924 as S.B.I. Rte. 13, Section 21B. The existing structure is a single span concrete T-beams on closed abutments. In 1954 the structure was widened. The structure length is 53'-6" Bk. to Bk. abutments and the width is 34'-4" out to out of deck. The contractor shall remove the existing structure and replace it with the proposed structure. Traffic to be maintained utilizing stage construction.

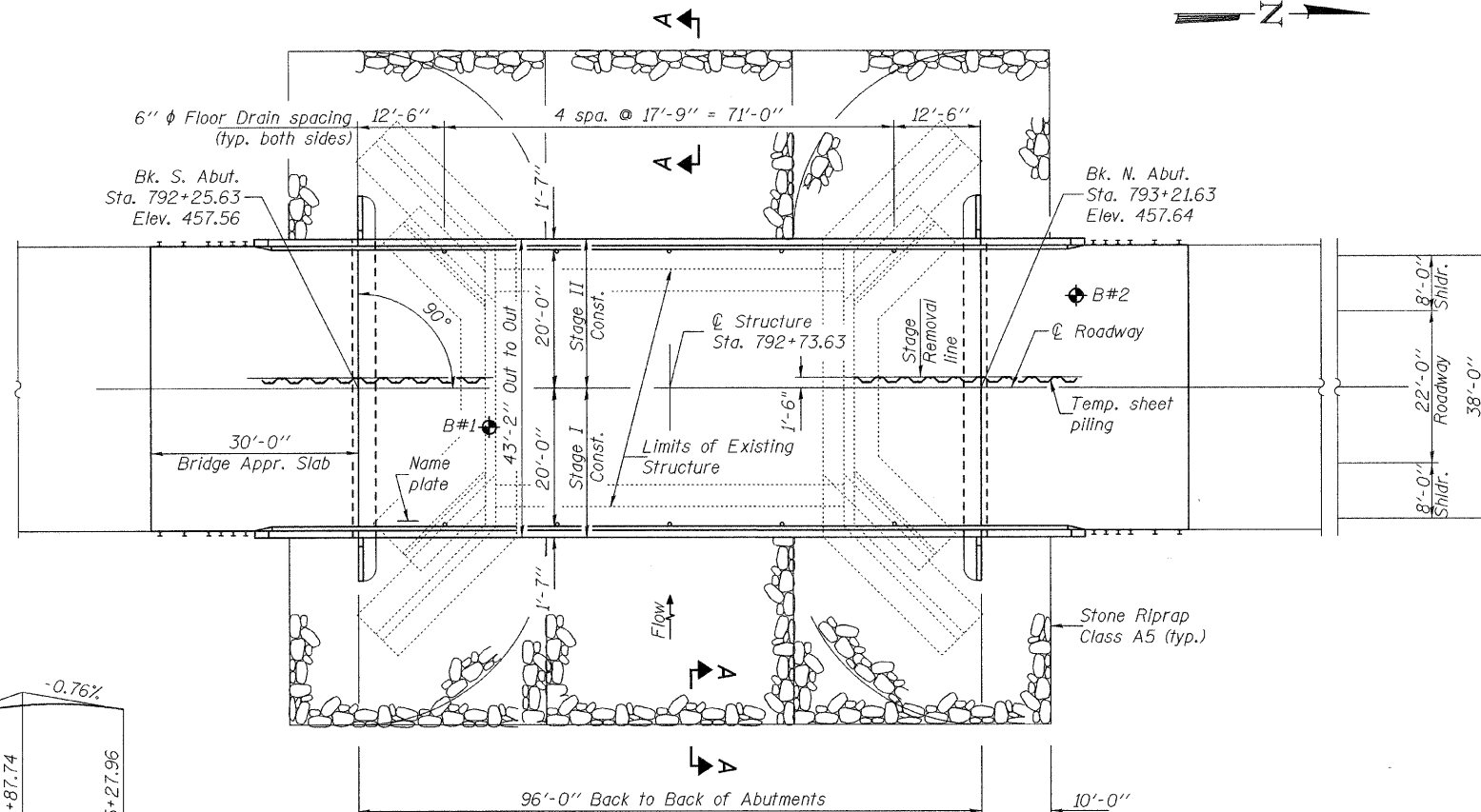
No salvage

Hatched areas indicate excavation between existing abutments and the new abutments. For quantities of pavement removal and excavation, see Roadway Plans.

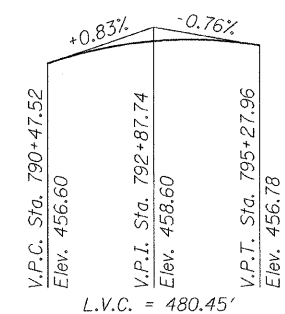
Traffic Barrier Terminal
Std. 630131 - Type 6 (typ.)



ELEVATION



PLAN



PROFILE GRADE
(along centerline of roadway)

DESIGNED	<i>[Signature]</i>
CHECKED	<i>[Signature]</i>
DRAWN	<i>[Signature]</i>
CHECKED	<i>[Signature]</i>

EXAMINED *[Signature]* March 2, 2010
ENGINEER OF BRIDGE DESIGN
PASSED *[Signature]*
ENGINEER OF BRIDGES AND STRUCTURES



EXPIRES 11-30-2010

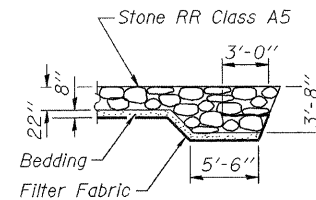
WATERWAY INFORMATION

Existing Low Grade Elev. 452.0 @ Sta. 774+96		Proposed Low Grade Elev. 452.0 @ Sta. 774+96				
Drainage Area = 13.3 mi. ²						
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.	Nat. H.W.E.	Head - Ft.	Headwater El.
			Exist. Prop.	Exist. Prop.	Exist. Prop.	Exist. Prop.
Design	50	4232	433 591	450.1 1.6 1.0	451.7 451.1	
Overtopping	75	4500	434 -	450.2 1.8 -	452.0 -	
Base	100	4884	434 598	450.2 2.2 1.4	452.4 451.6	
Max. Calc.	500	6459	434 613	450.4 4.5 1.7	454.9 452.1	

10 Year Velocity through Existing Bridge = 6.9 fps
10 Year Velocity through Prop. Bridge = 5.3 fps
All-Time H.W.E. 452.3

STATION 792+73.63
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. RTE. 682 SEC. 21BR, 21-I-1
LOADING HS20-44
STRUCTURE NO. 079-0050

NAME PLATE
See Std. 515001



SECTION A-A

LOADING HS20-44

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

DESIGN SPECIFICATIONS

1996 AASHTO with 1997, 1998, 1999, 2000 & 2002 Interims

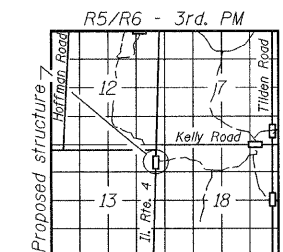
DESIGN STRESSES

FIELD UNITS

f'_c = 3,500 psi
 f_y = 60,000 psi (reinforcement)
 f_y = 50,000 psi (structural steel)
(AASHTO M270, Grade 50)
 f_y = 36,000 psi (structural steel)
(AASHTO M270, Grade 36)

SEISMIC DATA

Seismic Performance Category (SPC) = B
Bedrock Acceleration Coefficient (A) = 12.5%
Site Coefficient (S) = 1.5



LOCATION SKETCH

GENERAL PLAN & ELEVATION
ILLINOIS ROUTE 4 OVER
PLUM CREEK

F.A.P. ROUTE 682 - SECTION 21BR, 21-I-1
RANDOLPH COUNTY
STATION 792+73.63
STRUCTURE NO. 079-0050

SHEET NO. 1	F.A.P. RTE. 682	SECTION 21BR, 21-I-1	COUNTY RANDOLPH	TOTAL SHEETS 17	SHEET NO. 40
21 SHEETS	CONTRACT NO. 76126		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

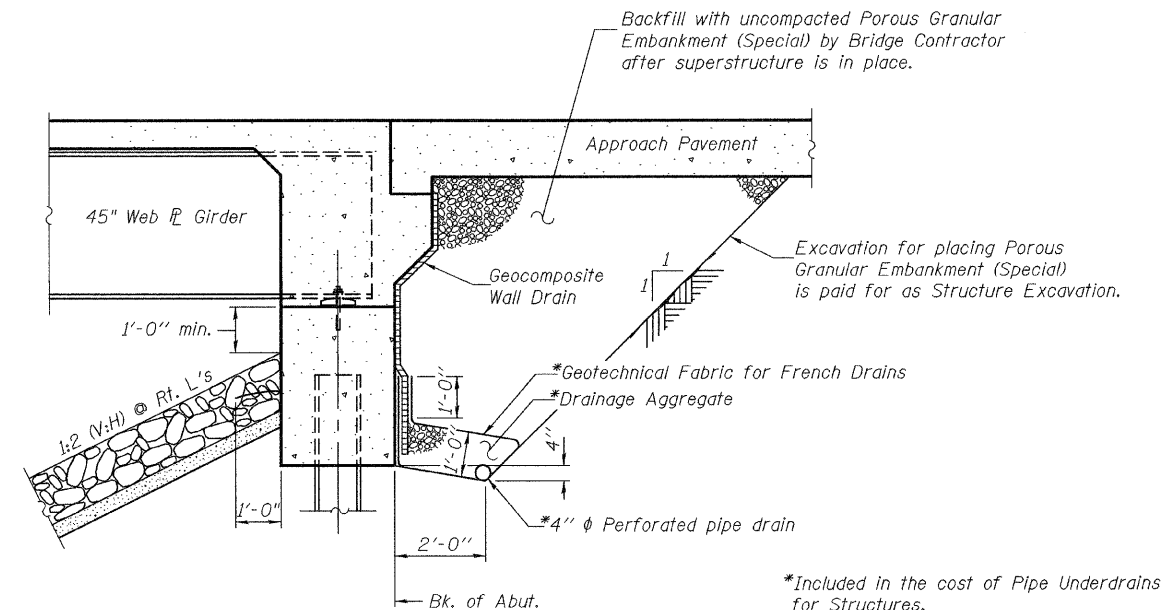
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

Fasteners shall be AASHTO M164 Type I, mechanically galvanized bolts.
Bolts $\frac{3}{4}$ " ϕ , holes $\frac{5}{16}$ " ϕ , unless otherwise noted.
Calculated weight of Structural Steel = 100760 lbs. (AASHTO M 270 Gr. 50)
= 12340 lbs. (AASHTO M 270 Gr. 36)
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.
Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
Excavate behind the existing abutment if necessary in order to construct new abutment behind the existing abutment. The Contractor shall saw cut the upper portion of the existing abutment at the stage removal line before Stage I Removal to ensure the remaining portion will not be prematurely damaged.
The Inorganic Zinc Rich Primer/Acrylic/Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Gray, Munsell No. 5B 7/1. See Special Provision for "Cleaning and Painting New Metal Structures".
The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		190	190
Concrete Superstructure	Cu. Yd.	286.4		286.4
Concrete Structures	Cu. Yd.		62.6	62.6
Protective Coat	Sq. Yd.	807		807
Stone Riprap Class A5	Sq. Yd.		1290	1290
Filter Fabric	Sq. Yd.		1290	1290
Reinforcement Bars, Epoxy Coated	Pound	65890	6040	71930
Furnishing Steel Piles HP10x57	Foot		585	585
Driving Piles	Foot		585	585
Test Pile Steel HP10x57	Each		2	2
Name Plates	Each	1		1
Bridge Deck Grooving	Sq. Yd.	660		660
Bar Splicers	Each	658	.18	676
Temporary Sheet Piling	Sq. Ft.		1168	1168
Floor Drains	Each	10		10
Stud Shear Connectors	Each	1206		1206
Furnishing & Erecting Structural Steel	L. Sum	1		1
Porous Granular Embankment (Special)	Cu. Yd.		189	189
Geocomposite Wall Drain	Sq. Yd.		94	94
Pipe Underdrains for Structures, 4"	Foot		153	153
Anchor Bolts, 1" ϕ	Each		24	24
Concrete Encasement	Cu. Yd.		4.2	4.2



SECTION THRU INTEGRAL ABUTMENT

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).

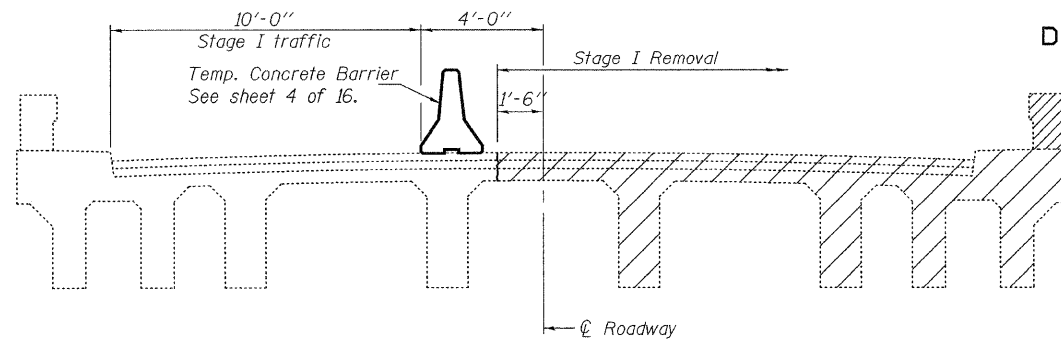
**GENERAL DATA
STRUCTURE NO. 079-0050**

DESIGNED J.E. KRAMER
CHECKED P.E. COPPERNOLL
DRAWN AMBER SEIBER htd
CHECKED GRA

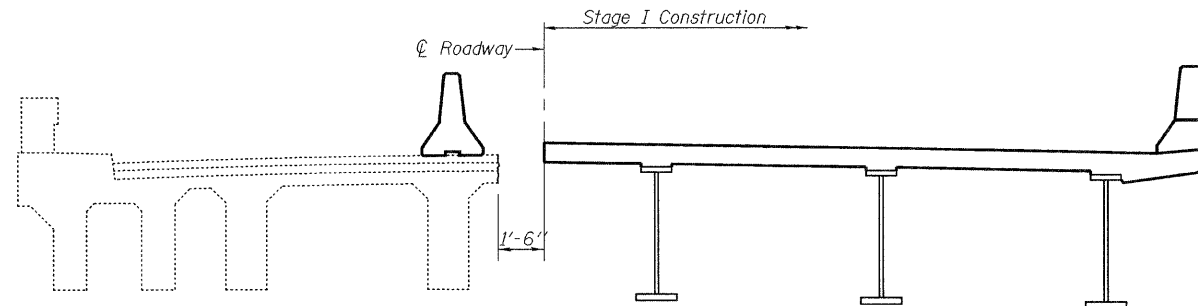
EXAMINED <i>Thomas J. Demagalaki</i> ENGINEER OF BRIDGE DESIGN	March 2, 2010
PASSED <i>Ralph E. Anderson</i> ENGINEER OF BRIDGES AND STRUCTURES	

SHEET NO. 2 21 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	682	21BR, 21-I-1	RANDOLPH	77	41
CONTRACT NO. 76126					
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

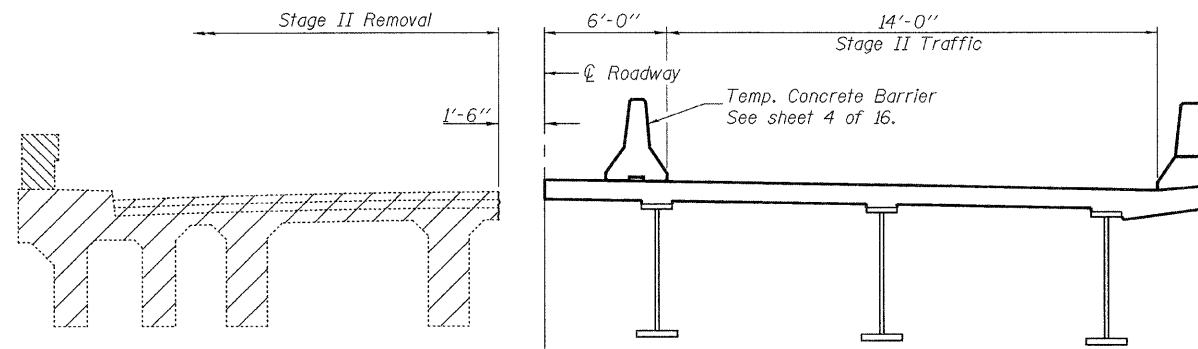
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



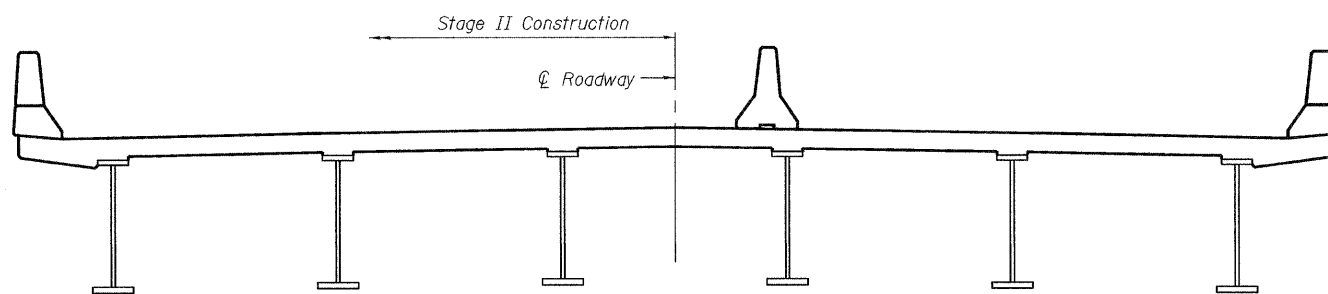
STAGE I REMOVAL



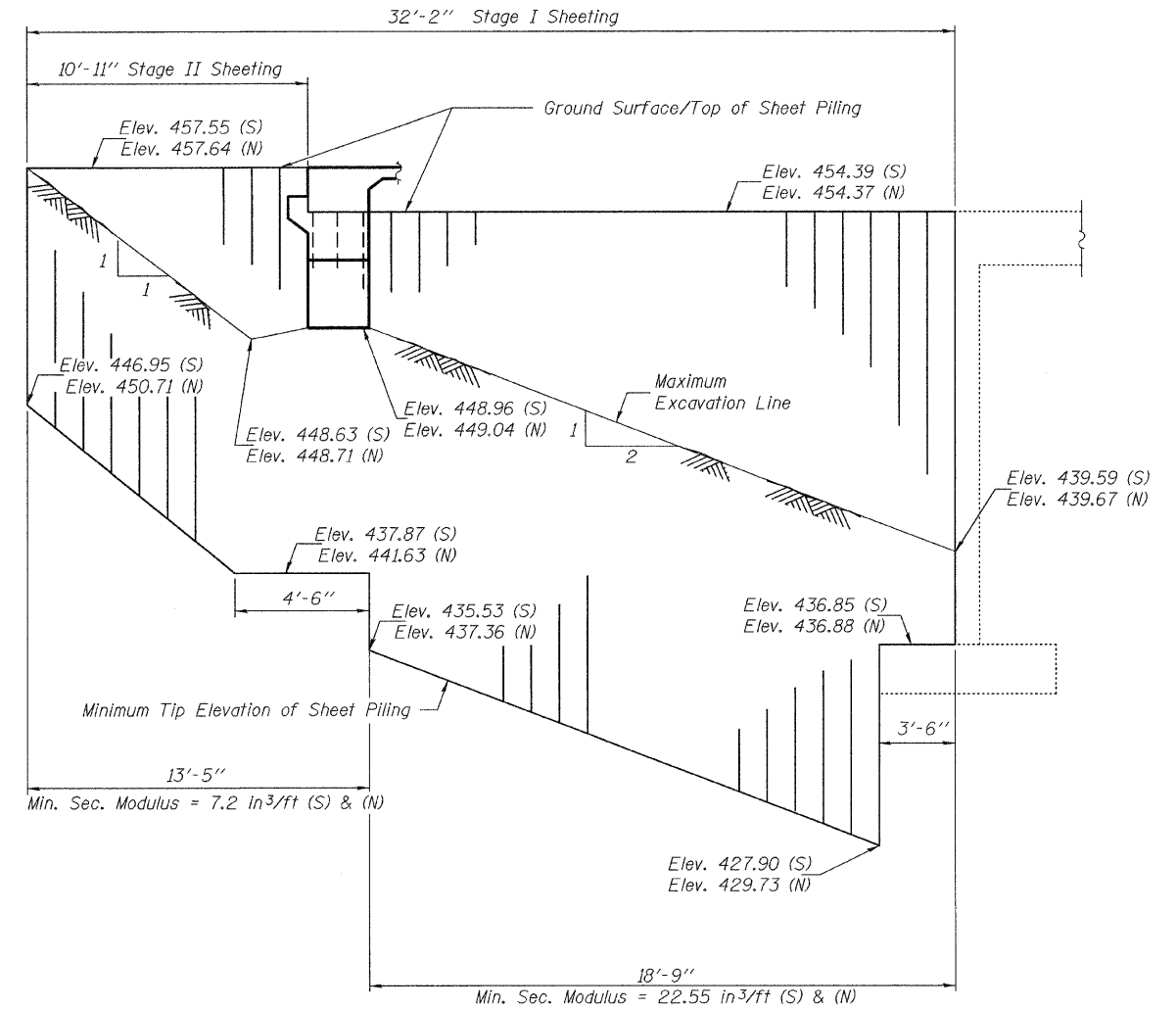
STAGE I CONSTRUCTION



STAGE II REMOVAL



STAGE II CONSTRUCTION



TEMPORARY SHEET PILING AT ABUTMENTS

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.

The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and the cost included with Temporary Sheet Piling.

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 079-0050**

DESIGNED	J.E. KRAMER
CHECKED	P.E. COPPERNOLL
DRAWN	AMBER SEIBER <i>htd</i>
CHECKED	GRA

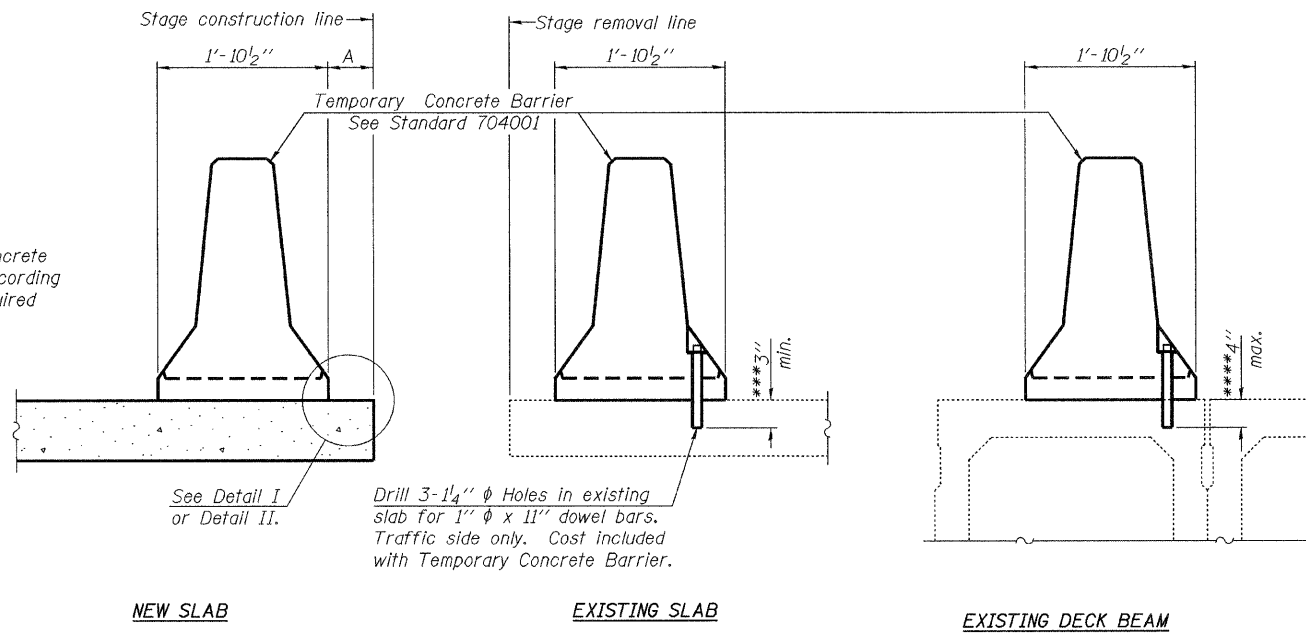
EXAMINED	March 2, 2010 <i>Thomas J. Domagalaki</i> ENGINEER OF BRIDGE DESIGN
PASSED	<i>Ralph E. Anderson</i> ENGINEER OF BRIDGES AND STRUCTURES

Notes:
All sections are looking North.
Hatched area indicates Removal of Existing Structure.
For quantity of Temporary Concrete Barrier, see Roadway Plans.

SHEET NO. 3 21 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	682	21BR, 21-I-1	RANDOLPH	77	42
CONTRACT NO. 76126					
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



Drill 3-1/4" ϕ Holes in existing slab for 1" ϕ x 11" dowel bars. Traffic side only. Cost included with Temporary Concrete Barrier.

NOTES

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

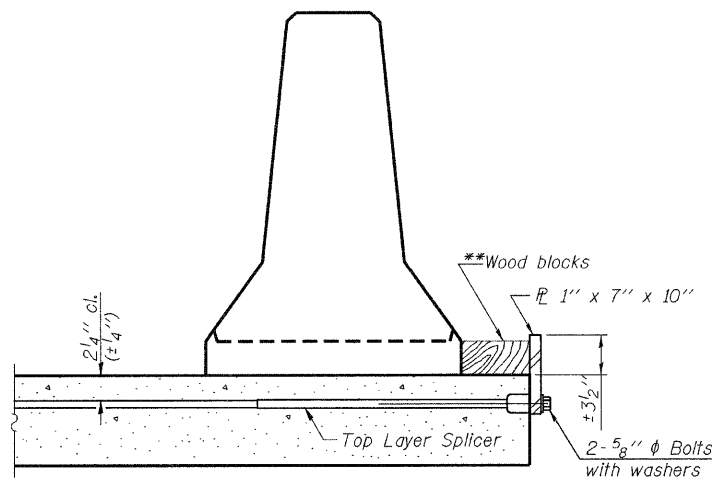
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

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

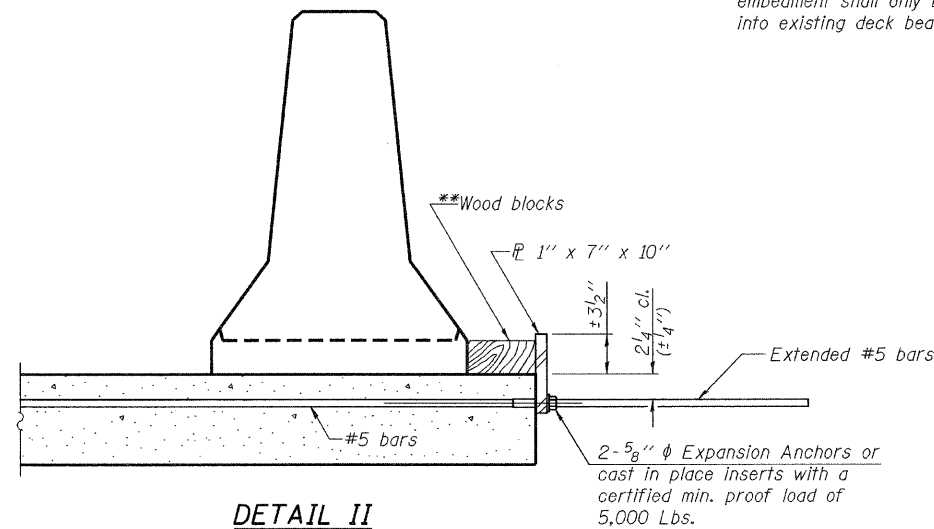
SECTIONS THRU SLAB OR DECK BEAM

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

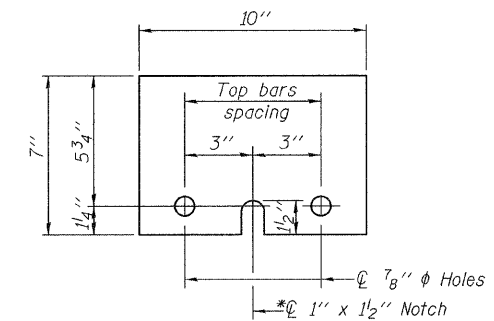
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



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

* Required only with Detail II

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

DESIGNED	J.E. KRAMER
CHECKED	P.E. COPPERNOLL
DRAWN	AMBER SEIBER <i>htd</i>
CHECKED	GRA

EXAMINED	Thomas J. Domagalaki ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

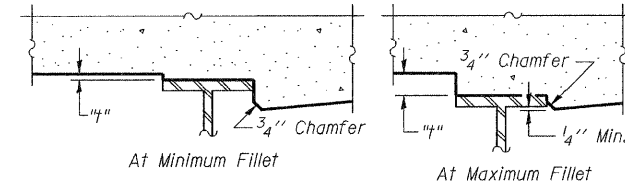
R-27

10-1-08

**TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
STRUCTURE NO. 079-0050**

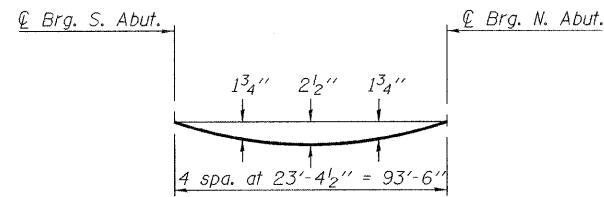
SHEET NO. 4 21 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	682	21BR, 21-I-1	RANDOLPH	77	43
CONTRACT NO. 76126					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



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 below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

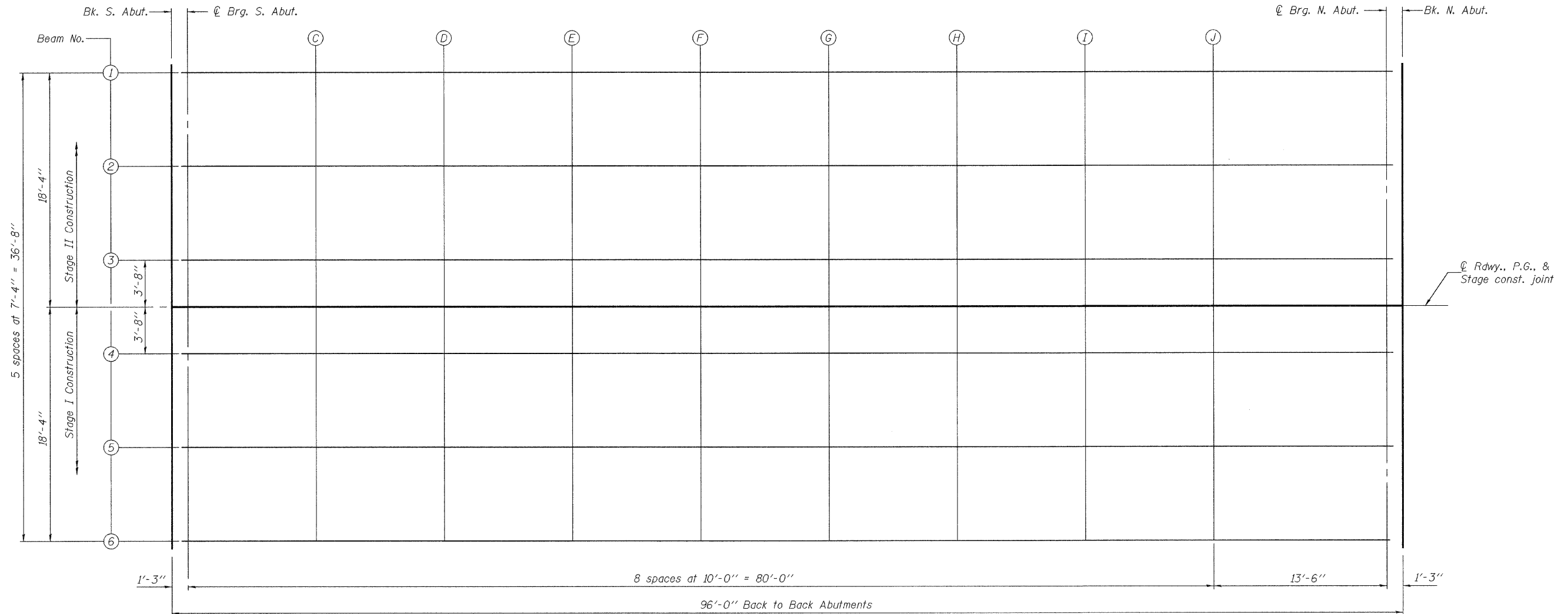
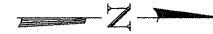
FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note: The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 6 of 21.



PLAN

DESIGNED	J.E. KRAMER
CHECKED	P.E. COPPERNOLL
DRAWN	AMBER SEIBER <i>htd</i>
CHECKED	GRA

EXAMINED	Thomas J. Domagala ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

March 2, 2010

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 079-0050

SHEET NO. 5 21 SHEETS	F.A.P. RTE. 682	SECTION 21BR, 21-I-1	COUNTY RANDOLPH	TOTAL SHEETS 71	SHEET NO. 44
	CONTRACT NO. 76126				
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut	79225.630	-18.333	457.240	457.240
€ Brg. S. Abut	79226.880	-18.333	457.243	457.243
C	79236.880	-18.333	457.265	457.327
D	79246.880	-18.333	457.284	457.408
E	79256.880	-18.333	457.299	457.461
F	79266.880	-18.333	457.311	457.498
G	79276.880	-18.333	457.320	457.515
H	79286.880	-18.333	457.326	457.496
I	79296.880	-18.333	457.328	457.473
J	79306.880	-18.333	457.327	457.410
€ Brg. N. Abut	79320.380	-18.333	457.320	457.320
Bk. N. Abut	79321.630	-18.333	457.319	457.319

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut	79225.630	-11.000	457.388	457.388
€ Brg. S. Abut	79226.880	-11.000	457.391	457.391
C	79236.880	-11.000	457.413	457.475
D	79246.880	-11.000	457.431	457.555
E	79256.880	-11.000	457.447	457.608
F	79266.880	-11.000	457.459	457.645
G	79276.880	-11.000	457.467	457.663
H	79286.880	-11.000	457.473	457.643
I	79296.880	-11.000	457.475	457.620
J	79306.880	-11.000	457.474	457.558
€ Brg. N. Abut	79320.380	-11.000	457.467	457.467
Bk. N. Abut	79321.630	-11.000	457.466	457.466

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut	79225.630	-3.667	457.502	457.502
€ Brg. S. Abut	79226.880	-3.667	457.505	457.505
C	79236.880	-3.667	457.527	457.589
D	79246.880	-3.667	457.546	457.670
E	79256.880	-3.667	457.561	457.723
F	79266.880	-3.667	457.573	457.760
G	79276.880	-3.667	457.582	457.777
H	79286.880	-3.667	457.588	457.758
I	79296.880	-3.667	457.590	457.735
J	79306.880	-3.667	457.588	457.672
€ Brg. N. Abut	79320.380	-3.667	457.582	457.582
Bk. N. Abut	79321.630	-3.667	457.581	457.581

€ RDWY., PROFILE GRADE & STAGE CONST. JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut	79225.630	0.000	457.560	457.560
€ Brg. S. Abut	79226.880	0.000	457.563	457.563
C	79236.880	0.000	457.585	457.647
D	79246.880	0.000	457.603	457.727
E	79256.880	0.000	457.619	457.780
F	79266.880	0.000	457.631	457.817
G	79276.880	0.000	457.639	457.835
H	79286.880	0.000	457.645	457.815
I	79296.880	0.000	457.647	457.792
J	79306.880	0.000	457.646	457.730
€ Brg. N. Abut	79320.380	0.000	457.639	457.639
Bk. N. Abut	79321.630	0.000	457.638	457.638

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut	79225.630	3.667	457.502	457.502
€ Brg. S. Abut	79226.880	3.667	457.505	457.505
C	79236.880	3.667	457.527	457.589
D	79246.880	3.667	457.546	457.670
E	79256.880	3.667	457.561	457.723
F	79266.880	3.667	457.573	457.760
G	79276.880	3.667	457.582	457.777
H	79286.880	3.667	457.588	457.758
I	79296.880	3.667	457.590	457.735
J	79306.880	3.667	457.588	457.672
€ Brg. N. Abut	79320.380	3.667	457.582	457.582
Bk. N. Abut	79321.630	3.667	457.581	457.581

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut	79225.630	11.000	457.388	457.388
€ Brg. S. Abut	79226.880	11.000	457.391	457.391
C	79236.880	11.000	457.413	457.475
D	79246.880	11.000	457.431	457.555
E	79256.880	11.000	457.447	457.608
F	79266.880	11.000	457.459	457.645
G	79276.880	11.000	457.467	457.663
H	79286.880	11.000	457.473	457.643
I	79296.880	11.000	457.475	457.620
J	79306.880	11.000	457.474	457.558
€ Brg. N. Abut	79320.380	11.000	457.467	457.467
Bk. N. Abut	79321.630	11.000	457.466	457.466

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut	79225.630	18.333	457.240	457.240
€ Brg. S. Abut	79226.880	18.333	457.243	457.243
C	79236.880	18.333	457.265	457.327
D	79246.880	18.333	457.284	457.408
E	79256.880	18.333	457.299	457.461
F	79266.880	18.333	457.311	457.498
G	79276.880	18.333	457.320	457.515
H	79286.880	18.333	457.326	457.496
I	79296.880	18.333	457.328	457.473
J	79306.880	18.333	457.327	457.410
€ Brg. N. Abut	79320.380	18.333	457.320	457.320
Bk. N. Abut	79321.630	18.333	457.319	457.319

DESIGNED J.E. KRAMER
CHECKED P.E. COPPERNOLL
DRAWN AMBER SEIBER htd
CHECKED GRA

March 2, 2010
EXAMINED Thomas J. Domagalaki
PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 079-0050

SHEET NO. 6 21 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	682	21BR, 21-I-1	RANDOLPH	77	45
			CONTRACT NO. 76126		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
South end of S. Appr. Pav't.	79195.63	-20.00	457.12
A	79205.63	-20.00	457.15
B	79215.63	-20.00	457.18
North end of S. Appr. Pav't.	79225.63	-20.00	457.21

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
South end of S. Appr. Pav't.	79195.63	-12.00	457.28
A	79205.63	-12.00	457.32
B	79215.63	-12.00	457.35
North end of S. Appr. Pav't.	79225.63	-12.00	457.37

☉ ROADWAY, P.G. & STAGE CONST. JOINT

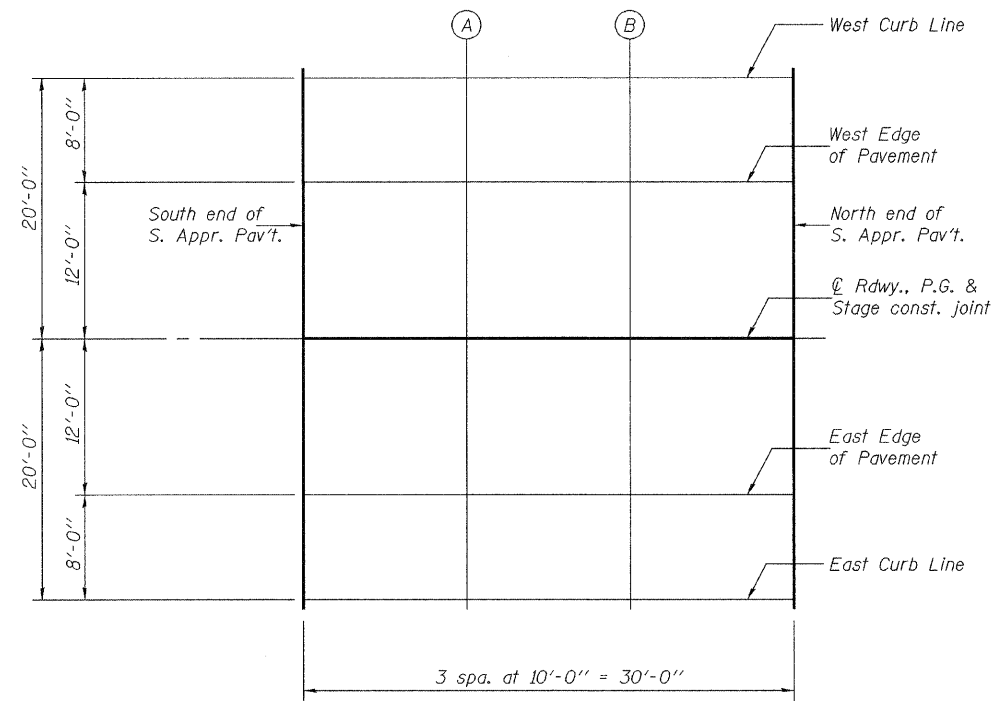
Location	Station	Offset	Theoretical Grade Elevations
South end of S. Appr. Pav't.	79195.63	0.00	457.47
A	79205.63	0.00	457.50
B	79215.63	0.00	457.53
North end of S. Appr. Pav't.	79225.63	0.00	457.56

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
South end of S. Appr. Pav't.	79195.63	12.00	457.28
A	79205.63	12.00	457.32
B	79215.63	12.00	457.35
North end of S. Appr. Pav't.	79225.63	12.00	457.37

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
South end of S. Appr. Pav't.	79195.63	20.00	457.12
A	79205.63	20.00	457.15
B	79215.63	20.00	457.18
North end of S. Appr. Pav't.	79225.63	20.00	457.21



PLAN

DESIGNED	Ray Ahanchi
CHECKED	Jay D. Edwards
DRAWN	h.t. duong
CHECKED	GRA/JDE

EXAMINED	Thomas J. Domagalaki ENGINEER OF STRUCTURE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 079-0050

SHEET NO. 7 21 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	682	21BR, 21-I-1	RANDOLPH	77	46
CONTRACT NO. 76126					
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
South end of N. Appr. Pav't.	79321.63	-20.00	457.28
K	79331.63	-20.00	457.27
L	79341.63	-20.00	457.26
North end of N. Appr. Pav't.	79351.63	-20.00	457.25

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
South end of N. Appr. Pav't.	79321.63	-12.00	457.45
K	79331.63	-12.00	457.44
L	79341.63	-12.00	457.43
North end of N. Appr. Pav't.	79351.63	-12.00	457.41

☉ ROADWAY, P.G. & STAGE CONST. JOINT

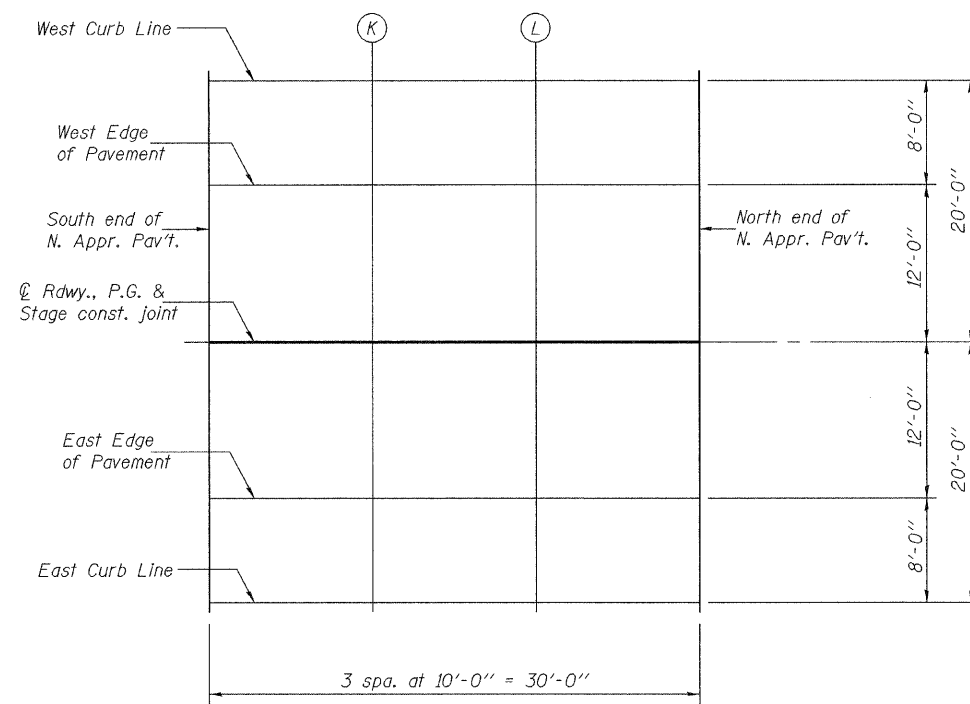
Location	Station	Offset	Theoretical Grade Elevations
South end of N. Appr. Pav't.	79321.63	0.00	457.64
K	79331.63	0.00	457.63
L	79341.63	0.00	457.62
North end of N. Appr. Pav't.	79351.63	0.00	457.60

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
South end of N. Appr. Pav't.	79321.63	12.00	457.45
K	79331.63	12.00	457.44
L	79341.63	12.00	457.43
North end of N. Appr. Pav't.	79351.63	12.00	457.41

EAST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
South end of N. Appr. Pav't.	79321.63	20.00	457.28
K	79331.63	20.00	457.27
L	79341.63	20.00	457.26
North end of N. Appr. Pav't.	79351.63	20.00	457.25



PLAN

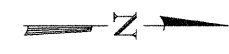
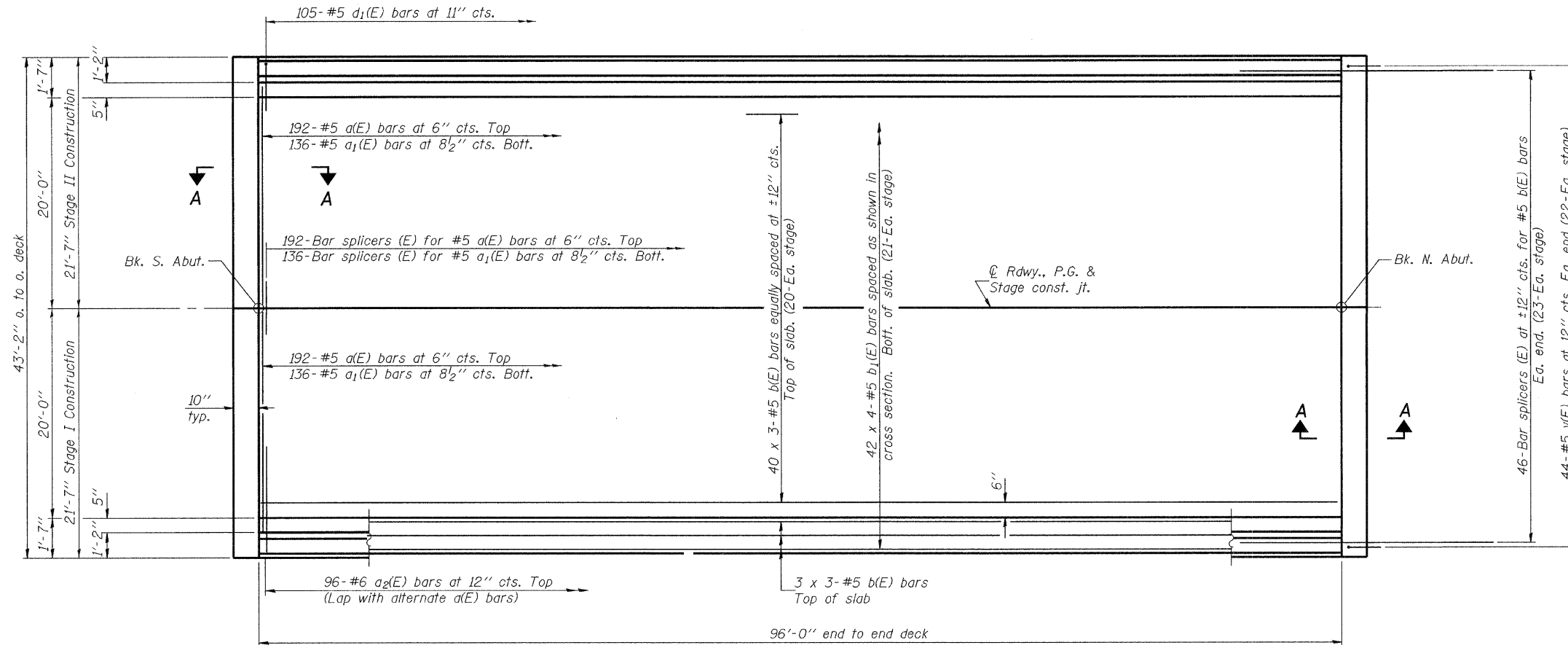
DESIGNED	Ray Ahanchi
CHECKED	Jay D. Edwards
DRAWN	h.t. duong
CHECKED	GRA/JDE

EXAMINED	Thomas J. Domagalaki ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 079-0050

SHEET NO. 8 21 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	682	21BR, 21-I-1	RANDOLPH	77	47
			CONTRACT NO. 76126		
FED. ROAD DIST. NO. _ ILLINOIS FED. AID PROJECT					

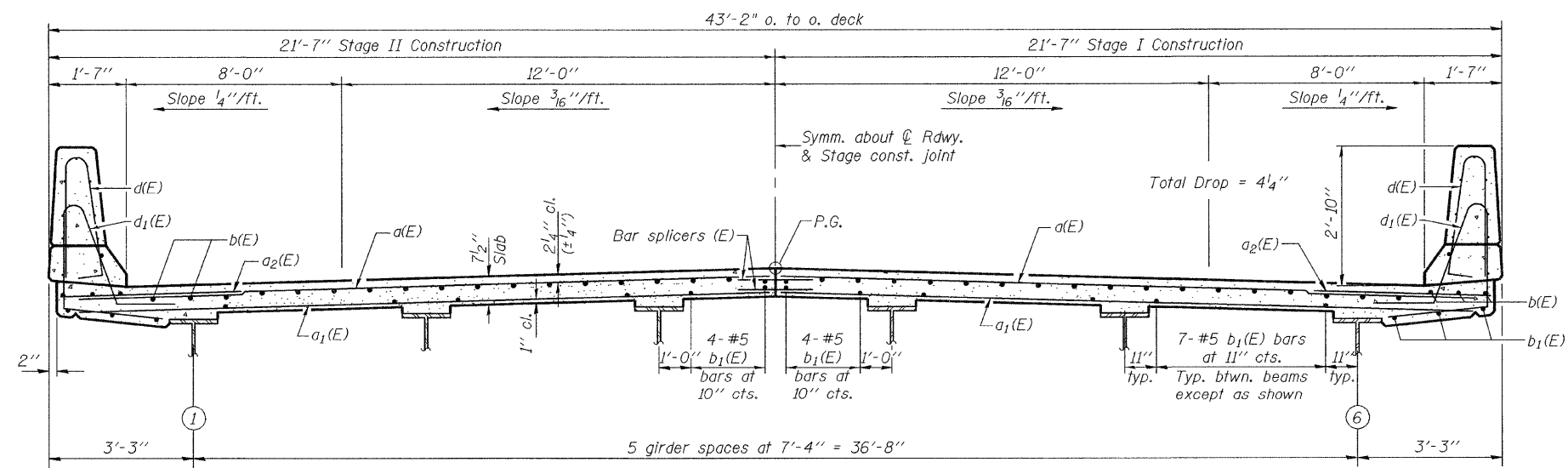
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Notes:
See sheet 10 of 21 for superstructure details, parapet reinforcement, and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See sheet 20 of 21 for bar splicer assembly details.
For Section A-A and diaphragm details see sheet 11 of 21.

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

PLAN



CROSS SECTION
(Looking North)

SUPERSTRUCTURE
STRUCTURE NO. 079-0050

DESIGNED J.E. KRAMER
CHECKED P.E. COPPERNOLL
DRAWN AMBER SEIBER <i>htd</i>
CHECKED GRA

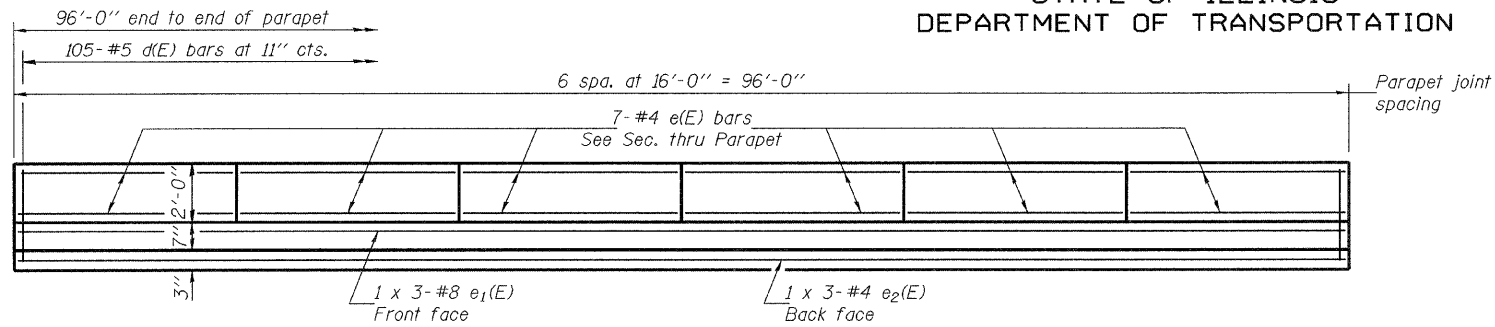
March 2, 2010

EXAMINED *Thomas J. Donagale*
ENGINEER OF BRIDGE DESIGN

PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

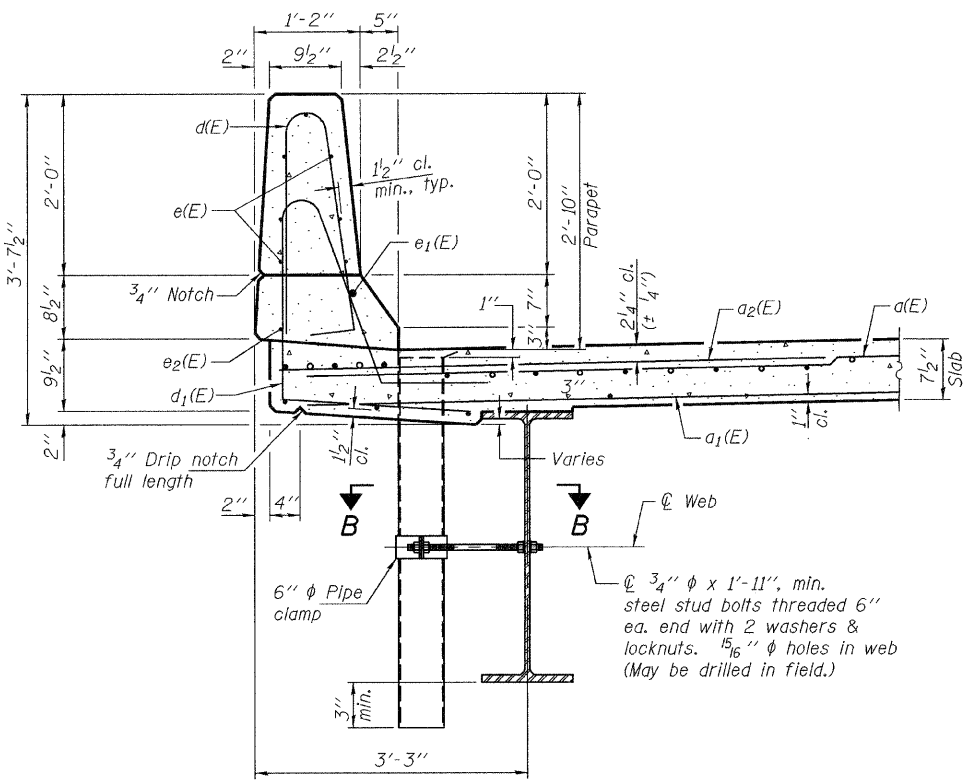
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	682	21BR, 21-I-1	RANDOLPH	77	48
			CONTRACT NO. 76126		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

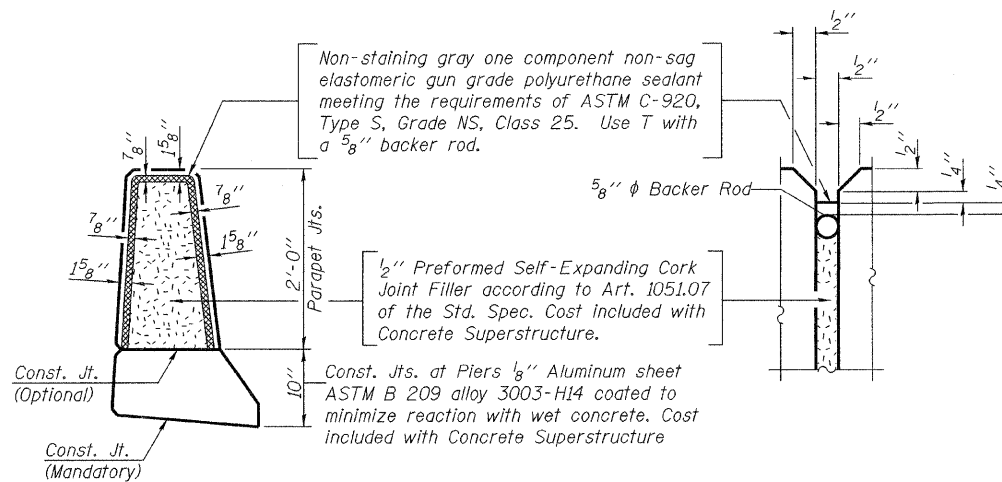


INSIDE ELEVATION OF PARAPET

MIN. BAR LAPS
(Parapet)
#4 bar = 1'-4"
#8 bar = 3'-5"

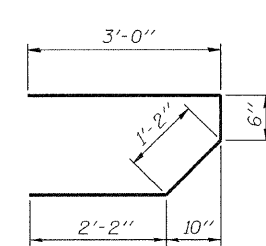


SECTION THRU PARAPET

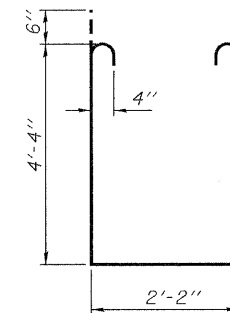


PARAPET JOINT DETAILS

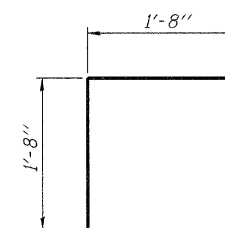
Notes:
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
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 M 232.



BAR s(E)



BAR s₁(E)

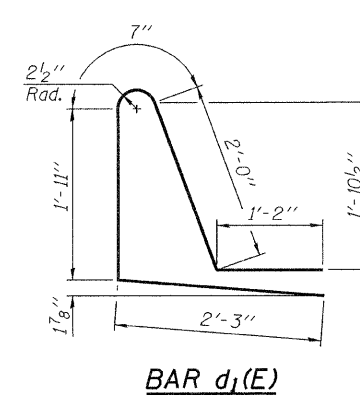
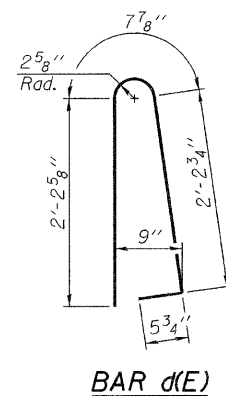
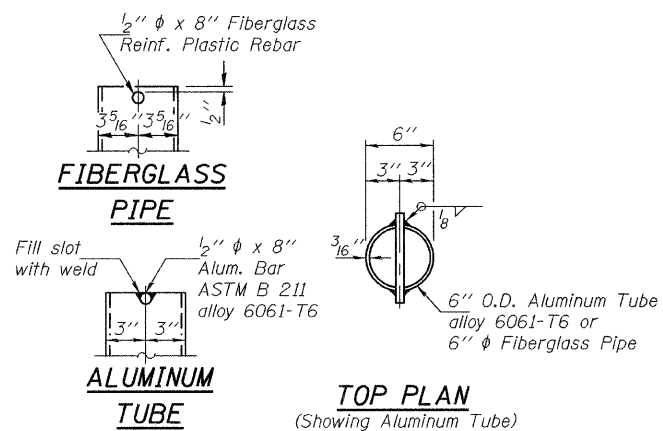
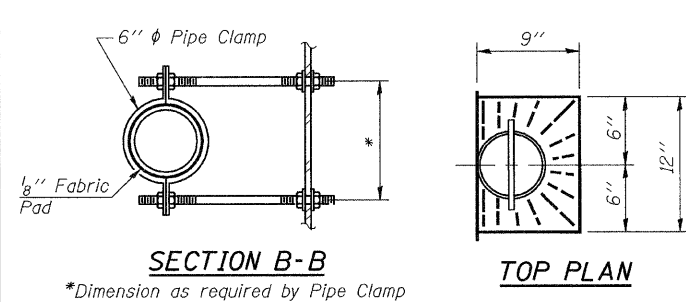


BAR v(E)

**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	384	#5	21'-1"	—
a ₁ (E)	272	#5	20'-3"	—
a ₂ (E)	192	#6	6'-0"	—
b(E)	138	#5	33'-4"	—
b ₁ (E)	168	#5	25'-7"	—
d(E)	210	#5	5'-7"	┘
d ₁ (E)	210	#5	7'-11"	┘
e(E)	84	#4	15'-8"	—
e ₁ (E)	6	#8	34'-2"	—
e ₂ (E)	6	#4	32'-10"	—
m(E)	20	#6	21'-3"	—
m ₁ (E)	24	#6	8'-10"	—
m ₂ (E)	8	#6	7'-0"	—
m ₃ (E)	4	#6	3'-4"	—
m ₄ (E)	4	#6	2'-11"	—
s(E)	96	#5	6'-10"	┘
s ₁ (E)	92	#4	11'-10"	┘
v(E)	88	#5	3'-4"	┘
Reinforcement Bars, Epoxy Coated		Pound	32510	
Concrete Superstructure		Cu. Yds.	156.4	

Bars indicated thus 1 x 3-#5 etc. indicates 1 line of bars with 3 lengths per line.



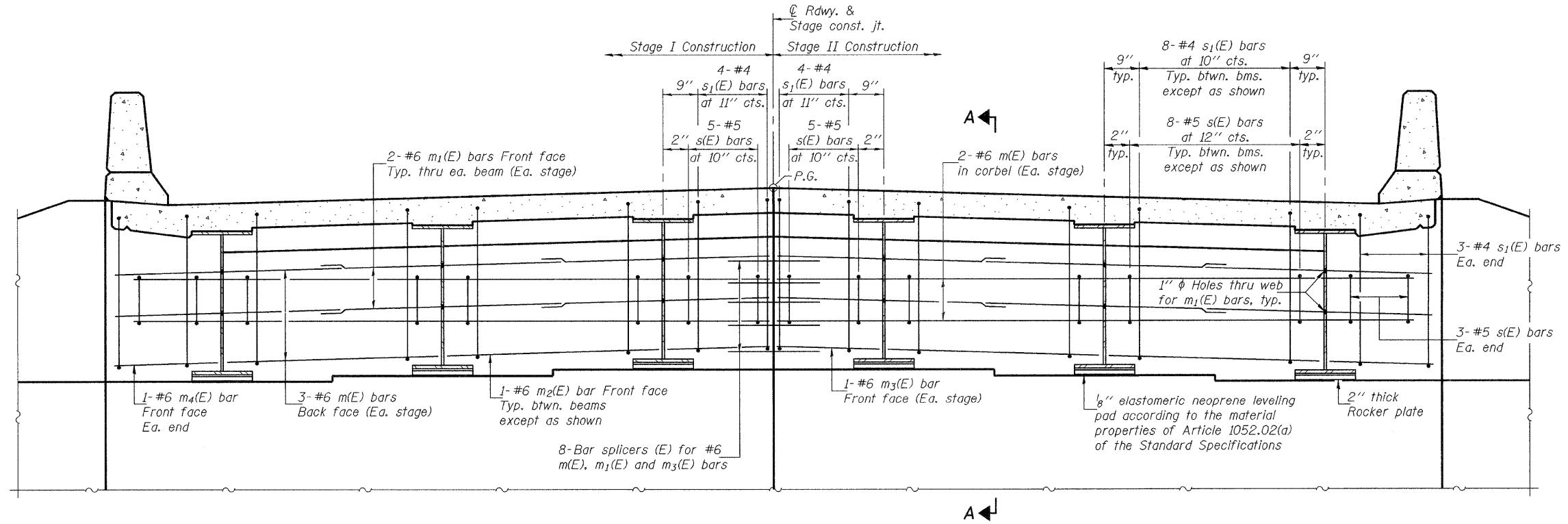
**SUPERSTRUCTURE DETAILS
STRUCTURE NO. 079-0050**

DESIGNED J.E. KRAMER
CHECKED P.E. COPPERNOLL
DRAWN AMBER SEIBER htd
CHECKED GRA

March 2, 2010
EXAMINED Thomas J. Domagalaki
ENGINEER OF BRIDGE DESIGN
PASSED Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

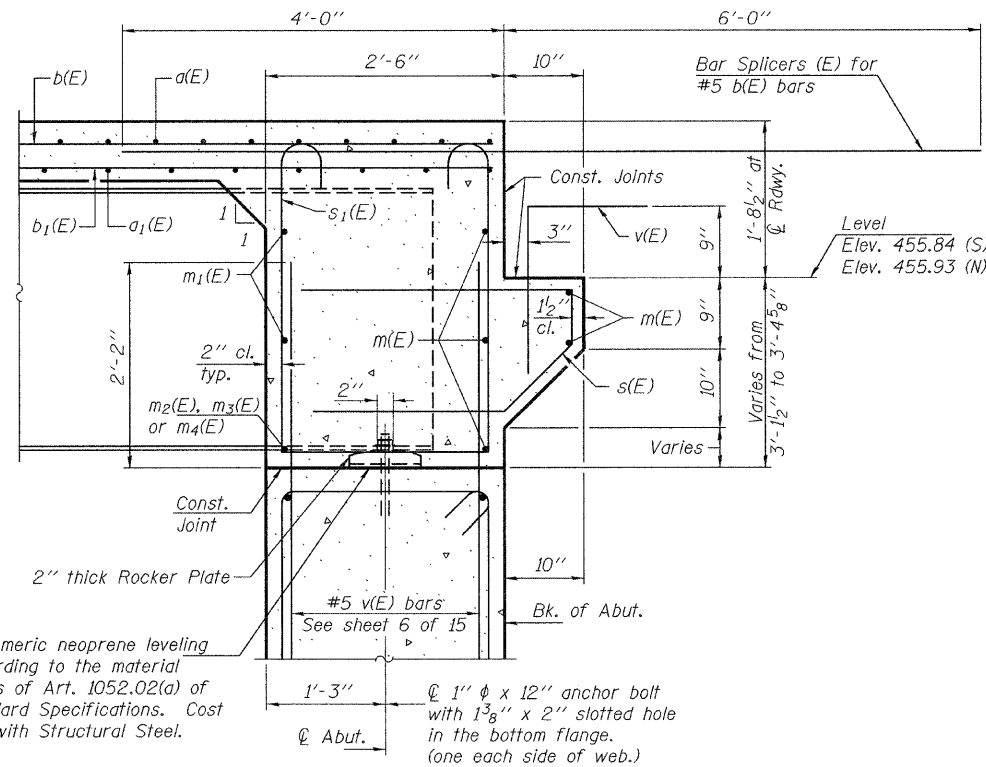
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	682	21BR, 21-I-1	RANDOLPH	77	49
CONTRACT NO. 76126					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DIAPHRAGM ELEVATION AT SOUTH ABUTMENT
(Looking south - North abutment similar)

Notes: Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 21.
Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 21.
For details of bars s(E) & s₁(E) see sheet 10 of 21.
For bar splicer (E) details see sheet 19 of 21.



SECTION A - A

MIN. BAR LAP
#6 bar = 2'-7"

DESIGNED	J.E. KRAMER
CHECKED	P.E. COPPERNOLL
DRAWN	AMBER SEIBER <i>htd</i>
CHECKED	GRA

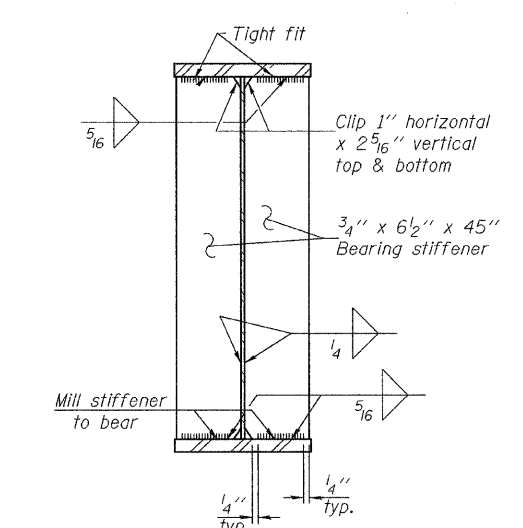
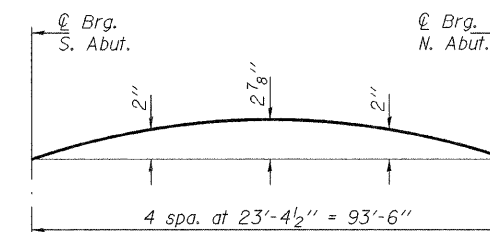
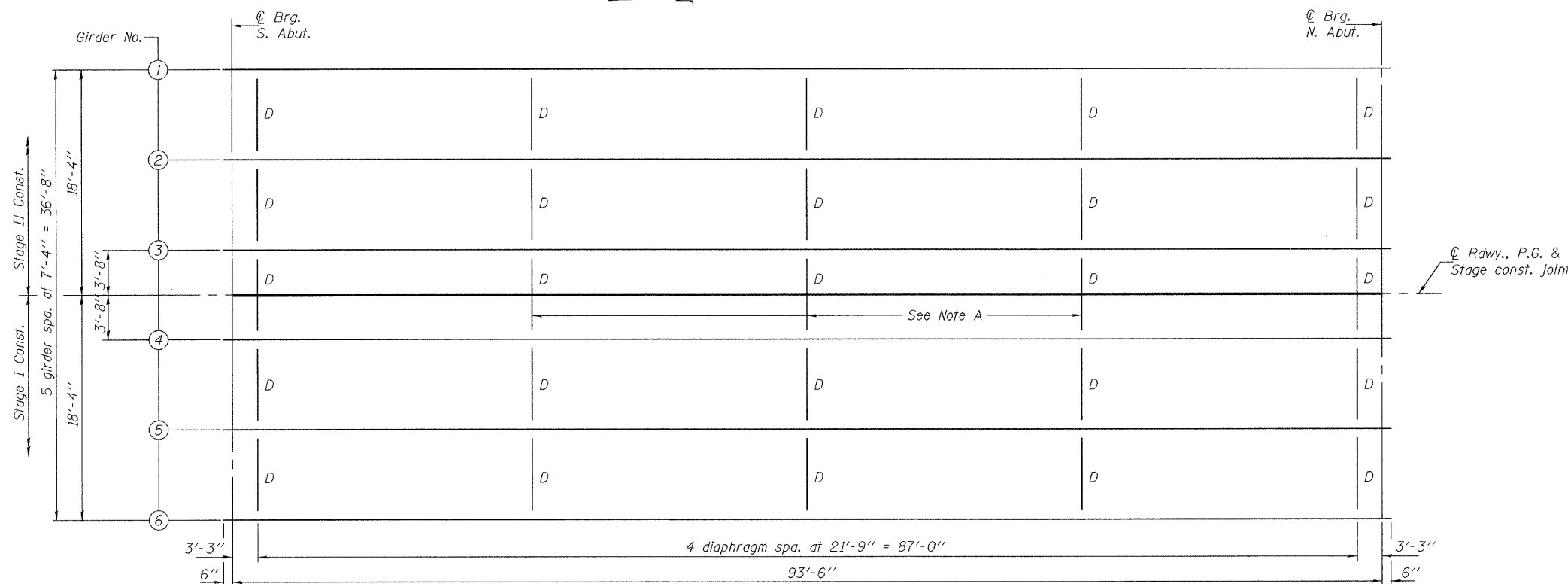
EXAMINED	Thomas J. Domagalaki ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

March 2, 2010

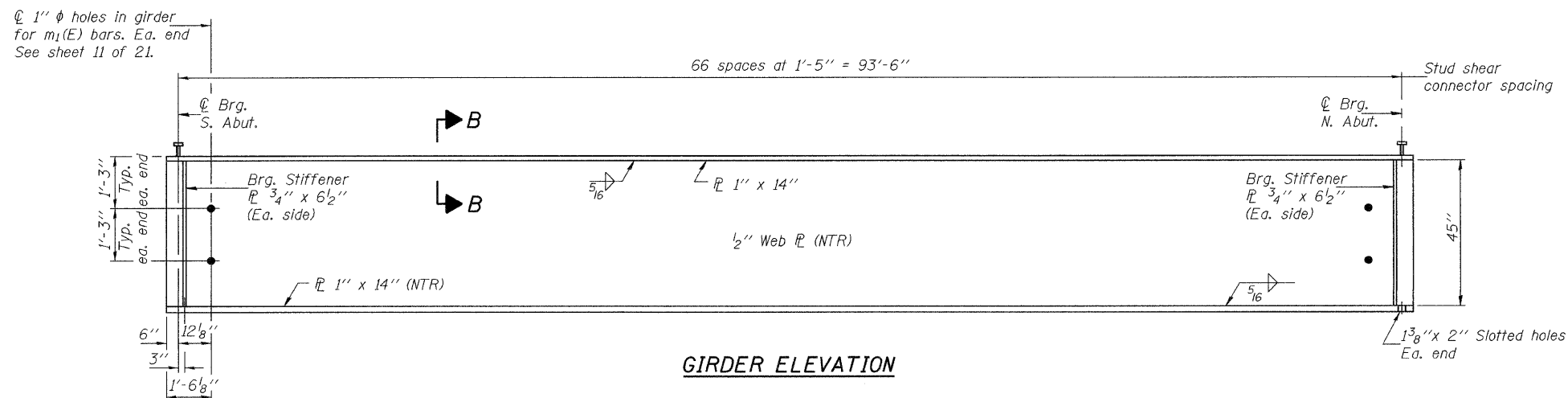
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	682	21BR, 21-I-1	RANDOLPH	77	50
			CONTRACT NO. 76126		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

DIAPHRAGM DETAILS
STRUCTURE NO. 079-0050

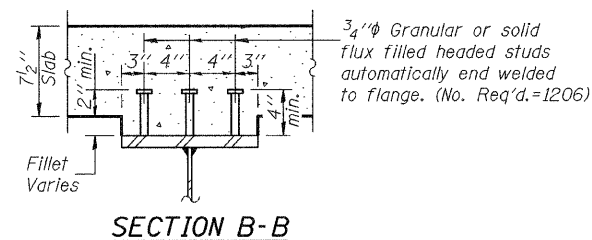
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Note A: For detail of Temporary Bracing for Stage I & II Construction, see sheet 13 of 21.



Notes: Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2. Two hardened washers shall be required for each set of oversized holes. Omit connecting plates on exterior side of exterior girder. All girder plates, including bearing stiffeners shall be AASHTO M 270, Grade 50. All diaphragms shall be installed as steel is erected and secured with erection pins and bolts. 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 M 314 anchor bolts may be used in lieu of ASTM F1554. Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.



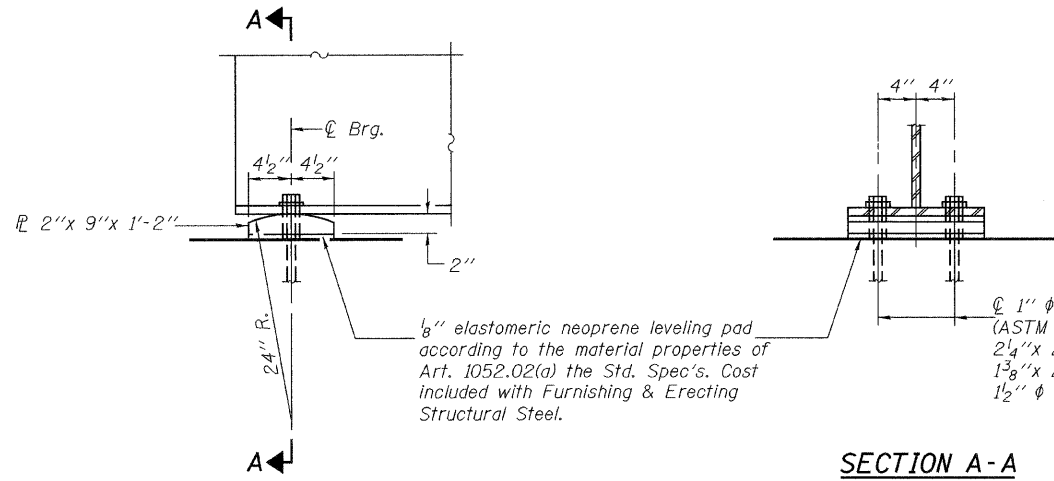
DESIGNED J.E. KRAMER
CHECKED P.E. COPPERNOLL
DRAWN AMBER SEIBER htd
CHECKED GRA

March 2, 2010
EXAMINED Thomas J. Domagalaki
PASSED Ralph E. Anderson

STRUCTURAL STEEL
STRUCTURE NO. 079-0050

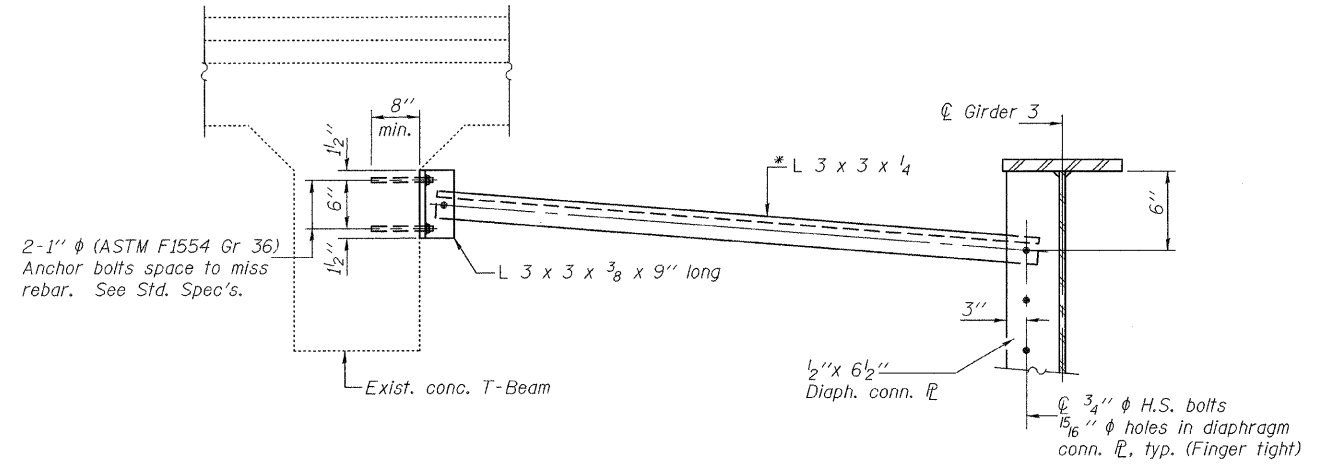
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	682	21BR, 21-I-1	RANDOLPH	77	51
			CONTRACT NO. 76126		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION AT ABUTMENTS

ABUTMENT BEARING
(12 Required)



TEMPORARY BRACING FOR STAGE I CONSTRUCTION
(3 Required)

The horizontal dimension between the holes in the diaphragm connection plate and the L 4 x 4 shall be measured in the field. The holes in the L 4 x 4 shall be field drilled at this dimension. Cost included with Furnishing & Erecting Structural Steel.

INTERIOR GIRDER MOMENT TABLE	
	0.5 Sp.
I_s	(in ⁴) 18611
I_c (n)	(in ⁴) 42463
I_c (3n)	(in ⁴) 31723
S_s	(in ³) 792
S_c (n)	(in ³) 1058
S_c (3n)	(in ³) 970
ϕ	(k/ft.) 0.905
$M\phi$	(k) 989
$s\phi$	(k/ft.) 0.517
$Ms\phi$	(k) 565
$M\phi$	(k) 936
M (Imp)	(k) 214
$5_3[M\phi + M(\text{Imp})]$	(k) 1917
Ma	(k) 4512
Mu	(k) 5440
$fs\phi$ non-comp (k.s.i.)	15.0
$fs\phi$ (comp) (k.s.i.)	7.0
$fs 5_3(\phi + \text{Imp})$ (k.s.i.)	21.7
fs (Overload) (k.s.i.)	43.7
VR	(k) 53.1

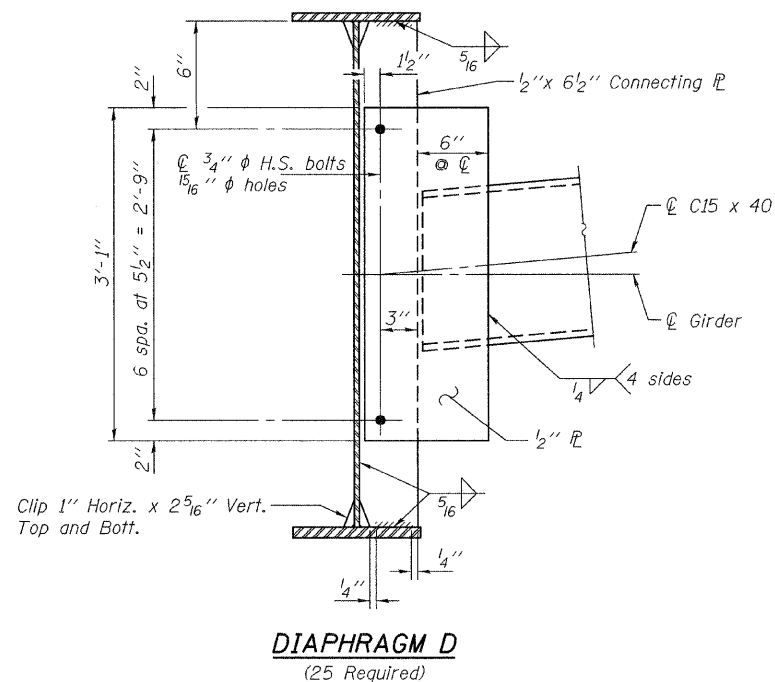
I_s and S_s are the moment of inertia and section modulus of the steel section used in computing fs (Total & Overload).
 $I_c(n)$ and $S_c(n)$ are the moment of inertia and section modulus of the composite section used in computing stresses due to Live Load.
 $I_c(3n)$ and $S_c(3n)$ are the moment of inertia and section modulus of the composite section used in computing stresses due to superimposed dead loads. (see AASHTO 10.38)
 VR is the maximum Live Load + Impact shear range in span.
 Ma (Applied Moment) = $1.3[M\phi + Ms\phi + 5_3(M\phi + M(\text{Imp}))]$.
 The Plastic Moment capacity (Mu) is computed according to AASHTO 10.48.1 and 10.50.1.1.
 fs (Overload) is the sum of the stresses due to $M\phi + Ms\phi + 5_3(M\phi + M(\text{Imp}))$.
 fs (Total) (Non-compact section) is the sum of the stresses due to $1.3[M\phi + Ms\phi + 5_3(M\phi + M(\text{Imp}))]$.

*TOP OF WEB ELEVATIONS

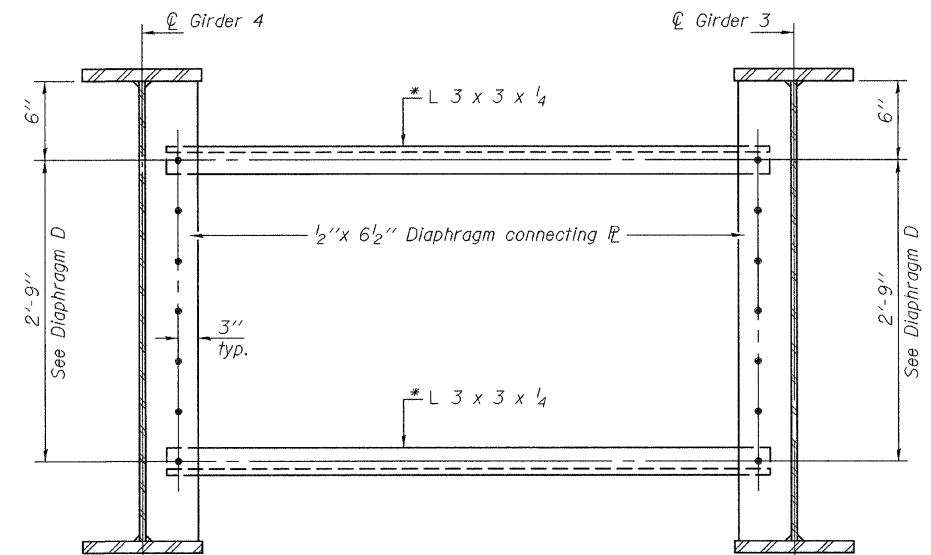
	☉ Brg. S. Abut.	☉ Brg. N. Abut.
Beam 1	457.472	457.549
Beam 2	457.620	457.696
Beam 3	457.734	457.811
Beam 4	457.734	457.811
Beam 5	457.620	457.696
Beam 6	457.472	457.549

* For fabrication use only.

INTERIOR GIRDER REACTION TABLE	
	Abut.
$R\phi$	(k) 66.5
$R\phi$	(k) 43.2
Imp.	(k) 9.9
R (Total)	(k) 119.6



DIAPHRAGM D
(25 Required)



TEMPORARY BRACING FOR STAGE II CONSTRUCTION
(3 Required)

* L 3 x 3 x 1/4 to be used as temporary bracing during Stage I and Stage II deck pour. Remove and replace with diaphragm D after Stage II deck pour is completed. Use between girder 3 and 4 only. Cost included with Furnishing & Erecting Structural Steel.

DESIGNED J.E. KRAMER
 CHECKED P.E. COPPERNOLL
 DRAWN AMBER SEIBER htd
 CHECKED GRA

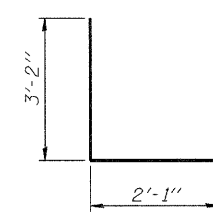
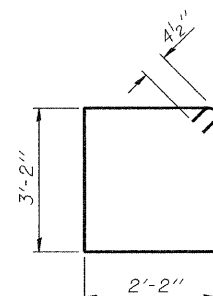
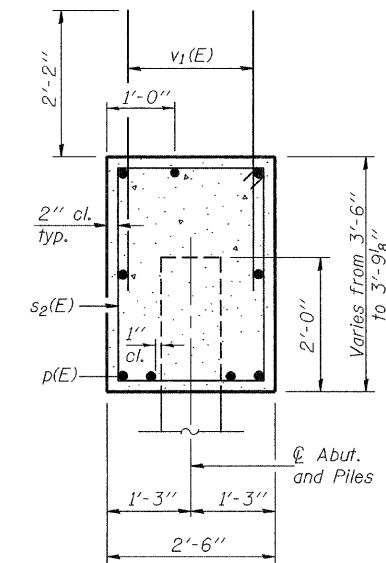
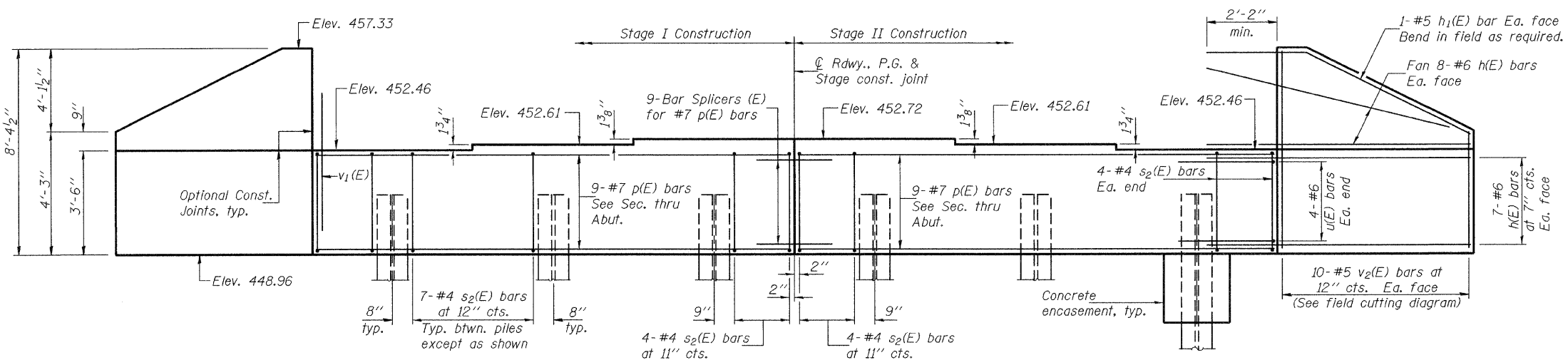
March 2, 2010
 EXAMINED Thomas J. Domagalaki
 PASSED Ralph E. Anderson

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 079-0050

SHEET NO. 13	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
21 SHEETS	682	21BR, 21-I-1	RANDOLPH	77	52
			CONTRACT NO. 76126		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes: Pour steps monolithically with cap.
For bar splicer assembly details see sheet 19 of 21.
Space reinforcement in cap to miss anchor bolts.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	60	#6	12'-0"	—
h ₁ (E)	4	#5	12'-8"	—
p(E)	18	#7	21'-3"	—
s ₂ (E)	44	#4	11'-5"	□
u(E)	8	#6	8'-5"	□
v ₁ (E)	92	#5	4'-4"	—
v ₂ (E)	20	#5	12'-0"	—
Concrete Structures			Cu. Yd.	18.4
Reinforcement Bars, Epoxy Coated			Pound	3020
Structure Excavation			Cu. Yd.	95
Furnishing Steel Piles HP10x57			Foot	280
Driving Piles			Foot	280
Test Pile HP10x57			Each	1
Anchor Bolts, 1" φ			Each	12
Concrete Encasement			Cu. Yd.	2.1

PILE DATA

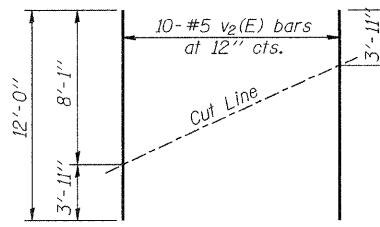
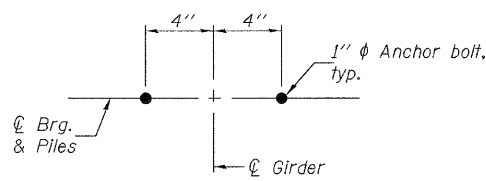
Type: Steel HP 10x57
Nominal Required Bearing: 454 Kips
Factored Resistance Available: 227 Kips
Est. Length: 56'
No. Production Piles: 5
No. Test Piles: 1

DESIGNED	J.E. KRAMER
CHECKED	P.E. COPPERNOLL
DRAWN	AMBER SEIBER htd
CHECKED	GRA

March 2, 2010

EXAMINED *Thomas J. Domagalaki*
ENGINEER OF BRIDGE DESIGN

PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES



FIELD CUTTING DIAGRAM

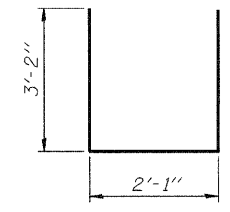
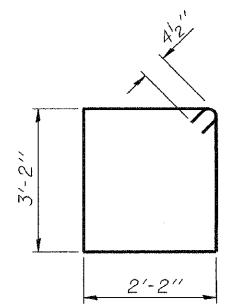
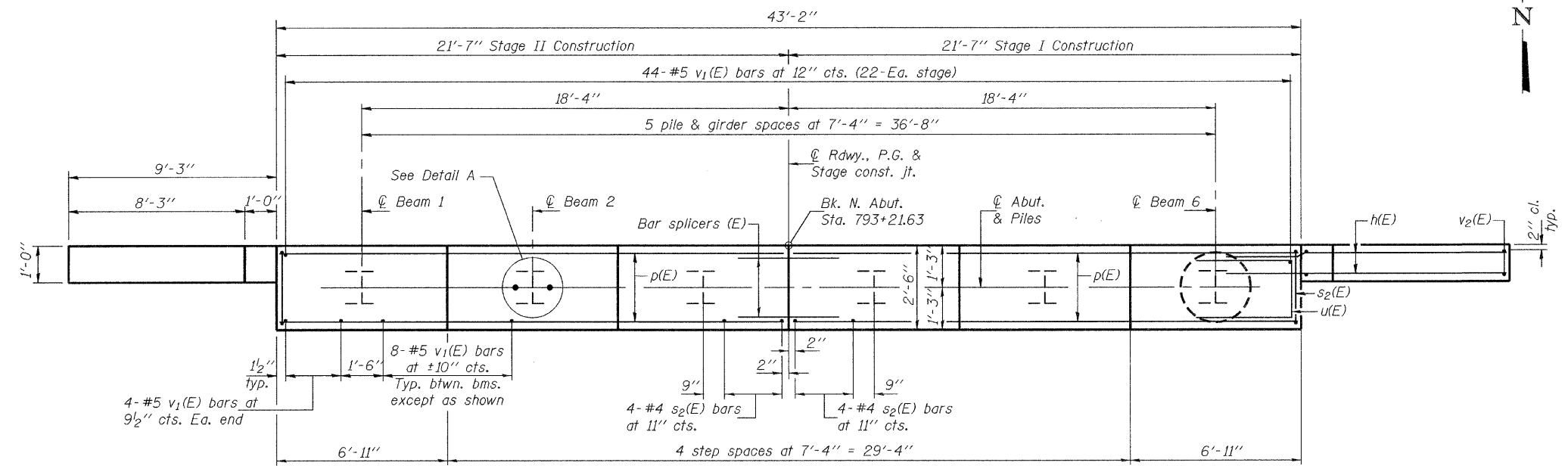
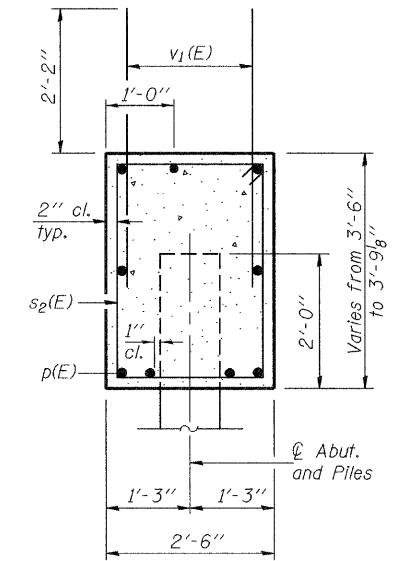
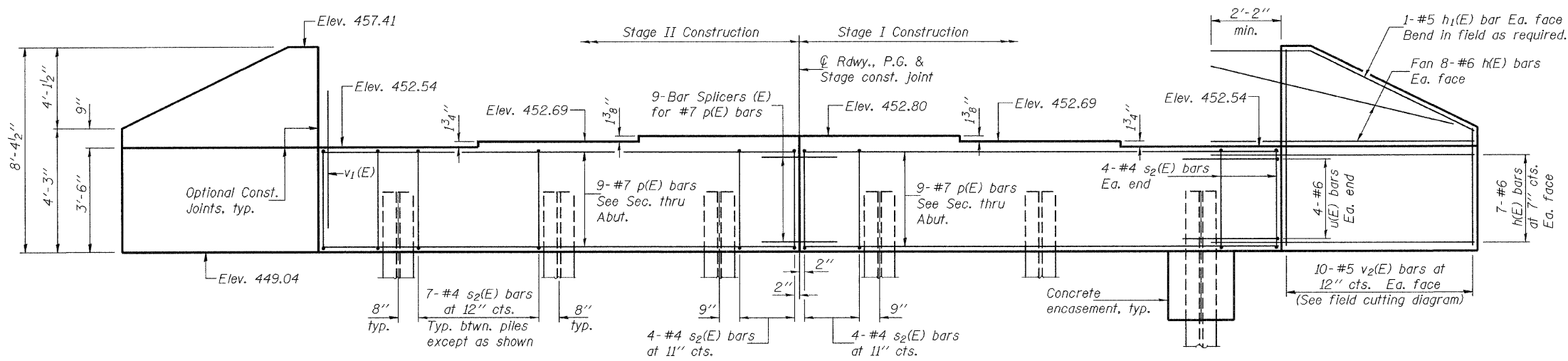
Order v₂(E) full length. Cut as shown and use remainder of bars in opposite face.

**SOUTH ABUTMENT
STRUCTURE NO. 079-0050**

SHEET NO. 14 21 SHEETS	F.A.P. RTE. 682	SECTION 21BR, 21-I-1	COUNTY RANDOLPH	TOTAL SHEETS 17	SHEET NO. 53
	CONTRACT NO. 76126				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes: Pour steps monolithically with cap.
For bar splicer assembly details see sheet 19 of 21.
Space reinforcement in cap to miss anchor bolts.

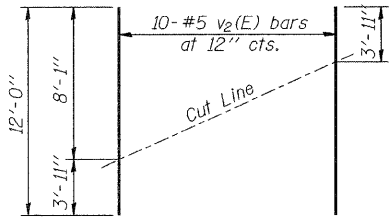
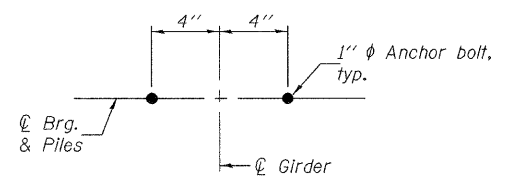


BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	60	#6	12'-0"	—
h ₁ (E)	4	#5	12'-8"	—
p(E)	18	#7	21'-3"	—
s ₂ (E)	44	#4	11'-5"	□
u(E)	8	#6	8'-5"	—
v ₁ (E)	92	#5	4'-4"	—
v ₂ (E)	20	#5	12'-0"	—
Concrete Structures		Cu. Yd.	18.4	
Reinforcement Bars, Epoxy Coated		Pound	3020	
Structure Excavation		Cu. Yd.	95	
Furnishing Steel Piles HP10x57		Foot	305	
Driving Piles		Foot	305	
Test Pile HP10x57		Each	1	
Anchor Bolts, 1" ∅		Each	12	
Concrete Encasement		Cu. Yd.	2.1	

PILE DATA

Type: Steel HP 10x57
Nominal Required Bearing: 454 Kips
Factored Resistance Available: 227 Kips
Est. Length: 61'
No. Production Piles: 5
No. Test Piles: 1



DESIGNED J.E. KRAMER
CHECKED P.E. COPPERNOLL
DRAWN AMBER SEIBER htd
CHECKED GRA

March 2, 2010

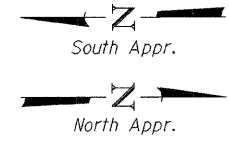
EXAMINED *Thomas J. Domagalaki*
ENGINEER OF BRIDGE DESIGN

PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES

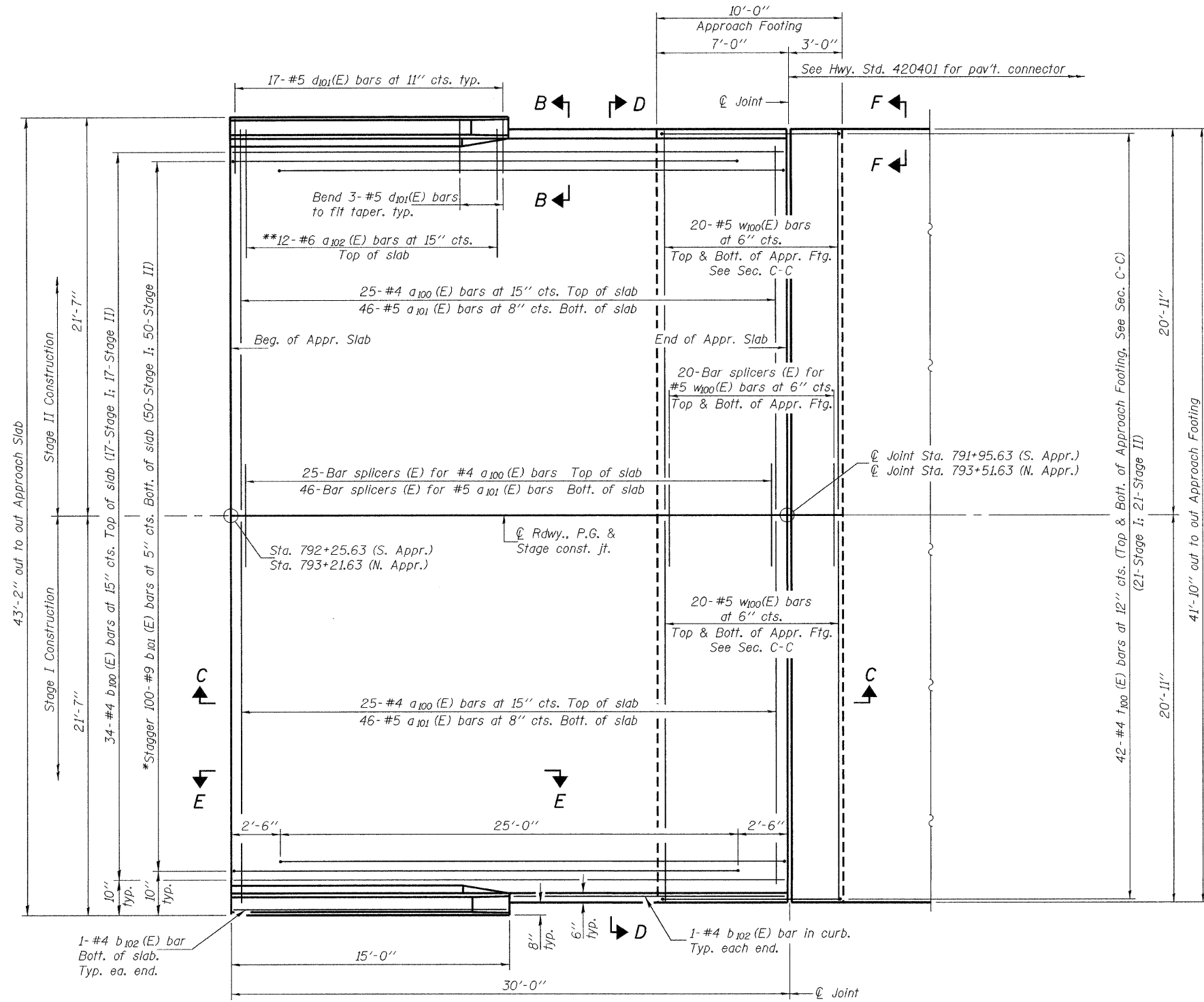
**NORTH ABUTMENT
STRUCTURE NO. 079-0050**

SHEET NO. 15 21 SHEETS	F.A.P. RTE. 682	SECTION 21BR, 21-I-1	COUNTY RANDOLPH	TOTAL SHEETS 77	SHEET NO. 54
	CONTRACT NO. 76126				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

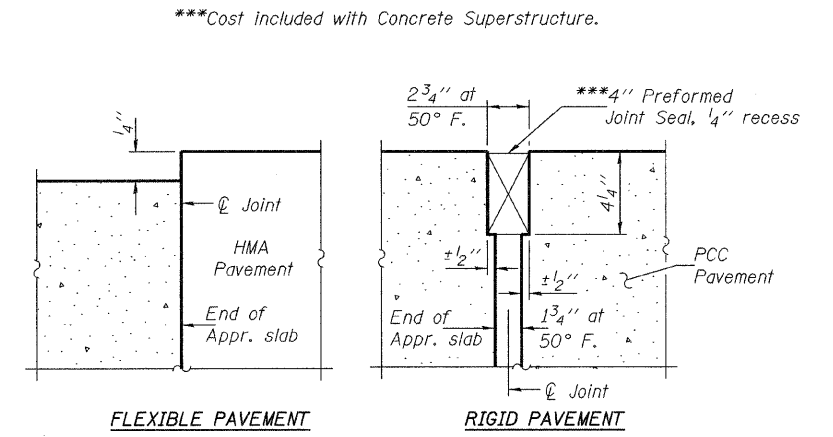


Notes: See sheet 17 of 21 for Sections C-C & D-D and View E-E.
a₁₀₀ (E), a₁₀₁ (E), and w₁₀₀ (E) bar spacings measured perpendicular to ϕ Rdwy.

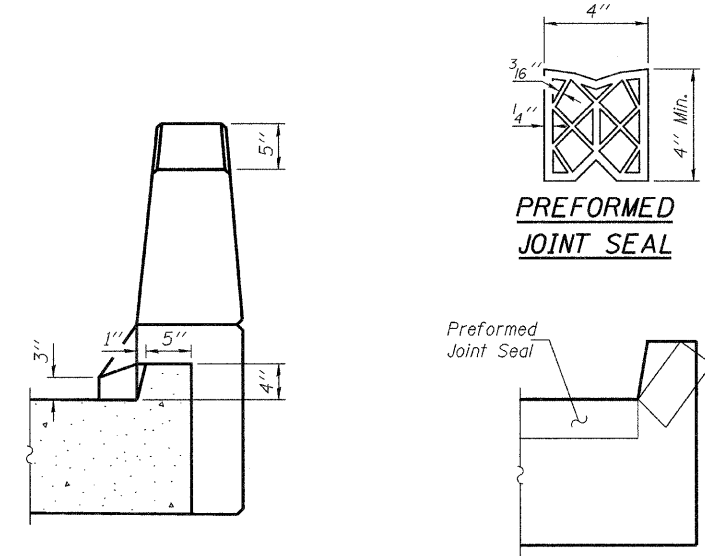


PLAN

(North Approach shown - South Approach similar by mirror image)



DETAIL A



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

DESIGNED	Roy Ahanchi
CHECKED	Jay D. Edwards
DRAWN	h.t. duong
CHECKED	GRA/JDE

EXAMINED	Thomas J. Domagalaki ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

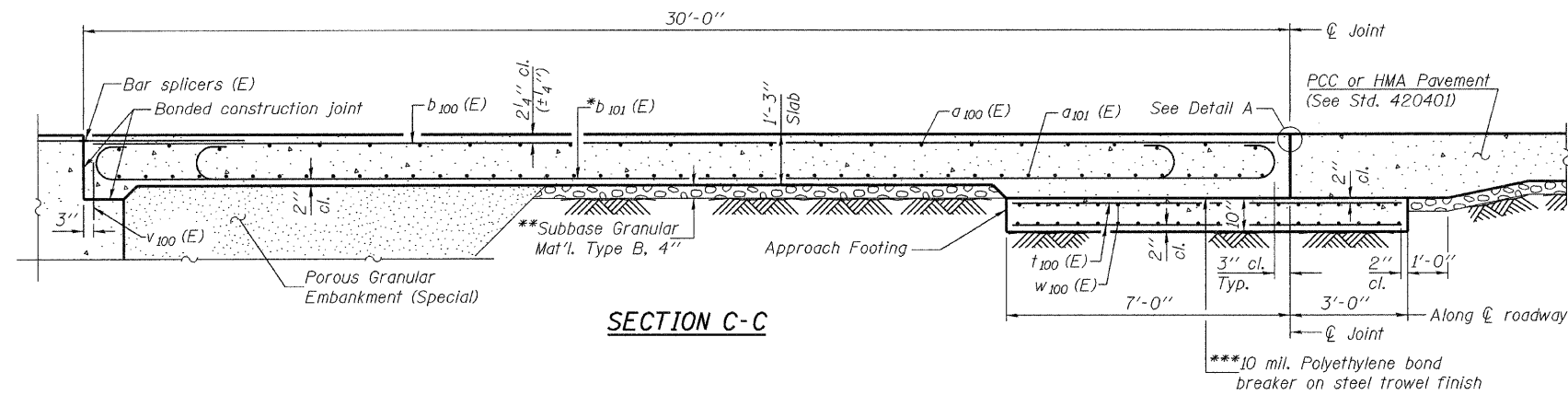
*Tilt #9 b₁₀₁ (E) bars as required to maintain clearance.
**Spaced between a₁₀₀ (E), typ. ea. parapet.

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 079-0050

SHEET NO. 16 21 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	682	21BR, 21-I-1	RANDOLPH	77	55
CONTRACT NO. 76126					
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

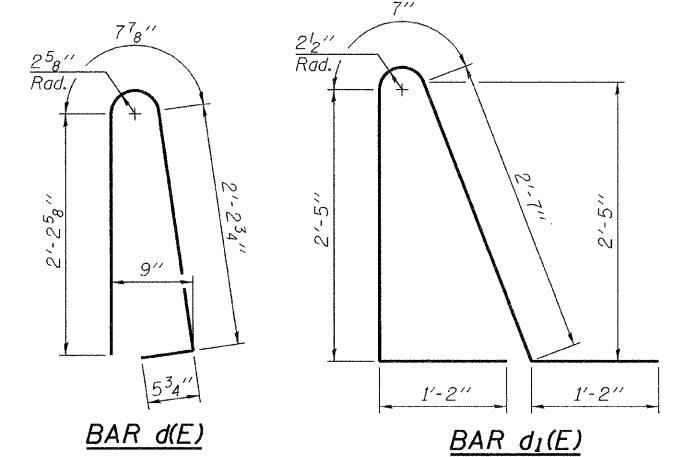
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
See sheet 16 of 21 for Detail A and View B-B.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet 10 of 21.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 19 of 21.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 21.



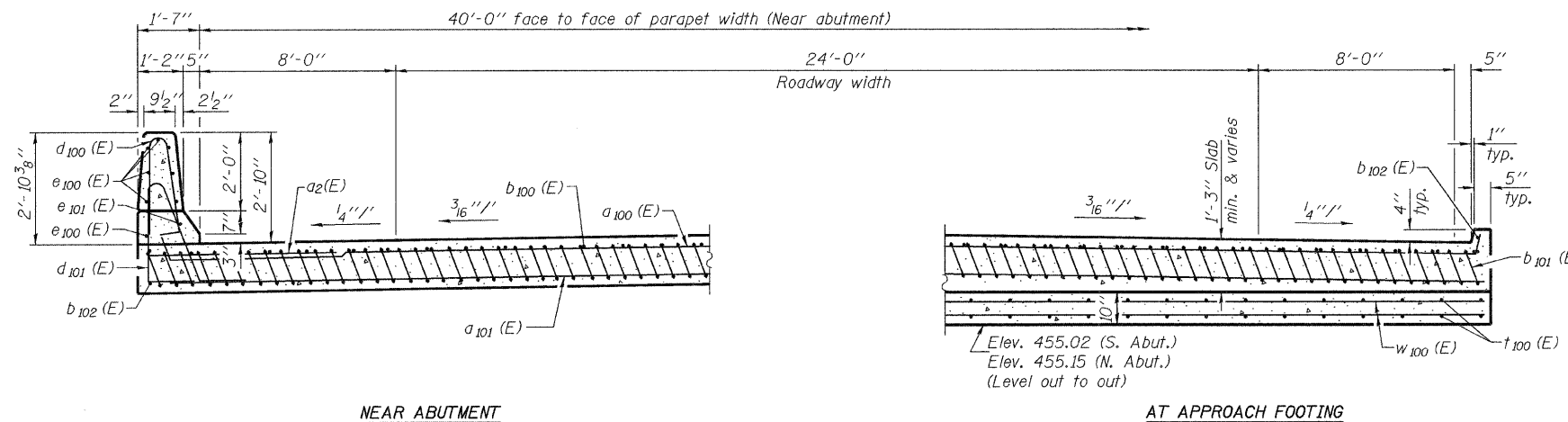
SECTION C-C

*Tilt #9 b₁₀₁(E) bars as required to maintain clearance.
***Cost included with Concrete Superstructure.



TWO APPROACHES
BILL OF MATERIAL

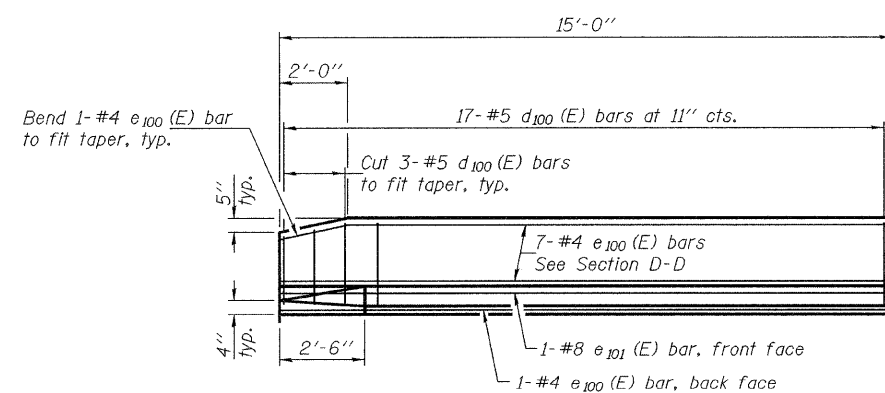
Bar	No.	Size	Length	Shape
a ₁₀₀ (E)	100	#4	20'-11"	—
a ₁₀₁ (E)	184	#5	20'-7"	—
a ₁₀₂ (E)	48	#6	6'-0"	—
b ₁₀₀ (E)	68	#4	29'-8"	—
b ₁₀₁ (E)	200	#9	29'-9"	—
b ₁₀₂ (E)	8	#4	14'-8"	—
d ₁₀₀ (E)	68	#5	5'-7"	U
d ₁₀₁ (E)	68	#5	7'-11"	U
e ₁₀₀ (E)	32	#4	14'-8"	—
e ₁₀₁ (E)	4	#8	14'-8"	—
t ₁₀₀ (E)	168	#4	9'-8"	—
w ₁₀₀ (E)	160	#5	20'-7"	—
Concrete Superstructure		Cu. Yd.	130	
Concrete Structures		Cu. Yd.	25.8	
Reinforcement Bars, Epoxy Coated		Pound	33380	



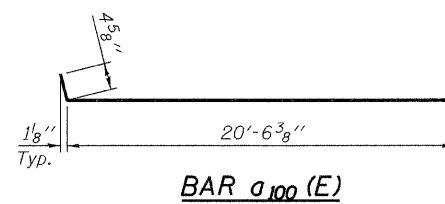
NEAR ABUTMENT

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

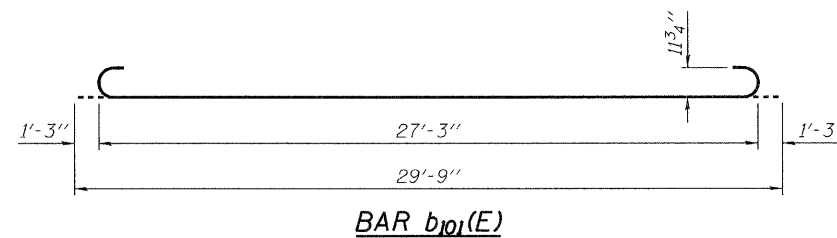
AT APPROACH FOOTING



VIEW E-E



BAR a₁₀₀(E)



BAR b₁₀₁(E)

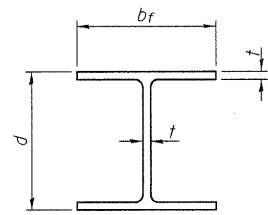
DESIGNED	Ray Ahanchi
CHECKED	Jay D. Edwards
DRAWN	h.t. duong
CHECKED	GRA/JDE

March 2, 2010
EXAMINED *Thomas J. Demagalaki*
PASSED *Ralph E. Anderson*

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 079-0050

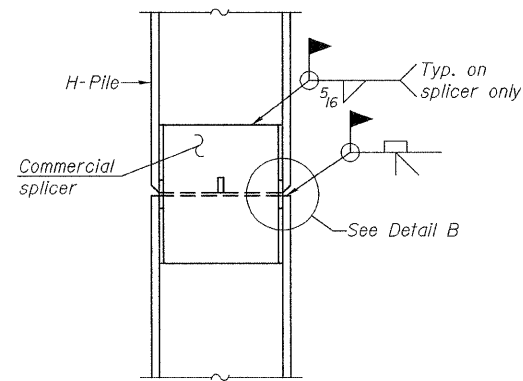
SHEET NO. 17 21 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	682	21BR, 21-I-1	RANDOLPH	77	56
			CONTRACT NO. 76126		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

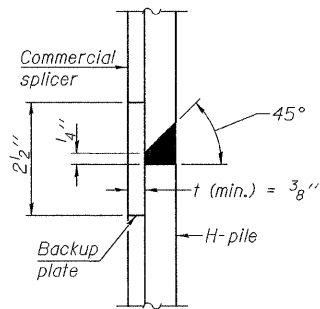


STEEL PILE TABLE

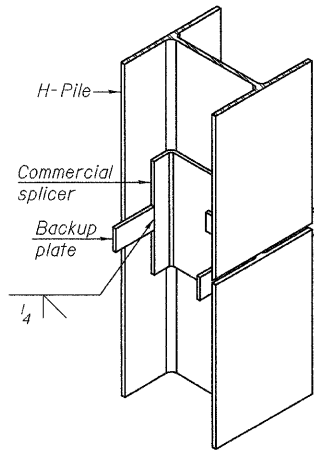
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 3/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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



ELEVATION

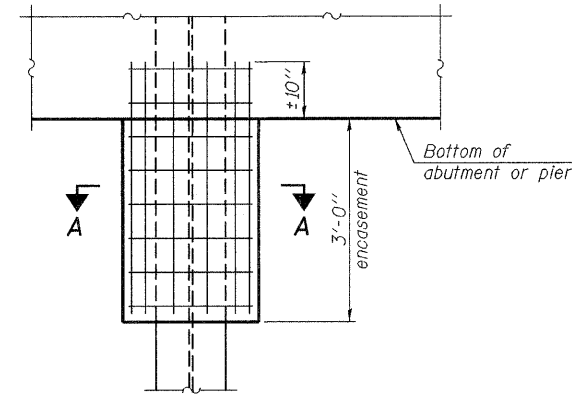


DETAIL "B"



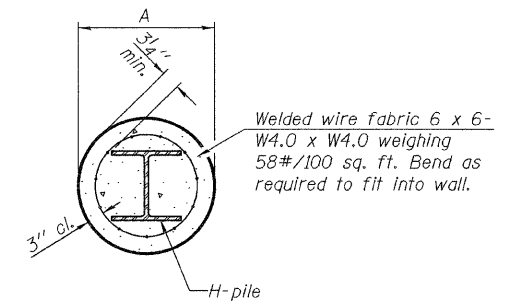
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



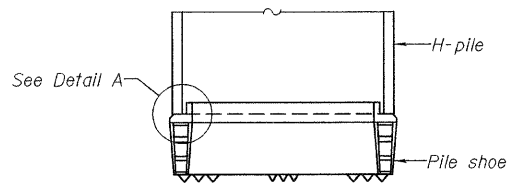
ELEVATION

PILE ENCASEMENT

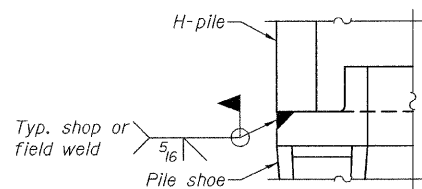


SECTION A-A

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

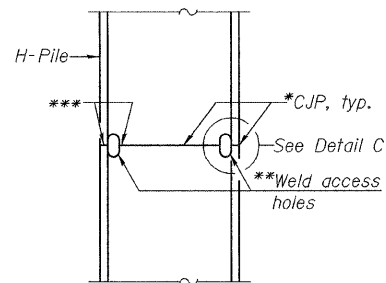


ELEVATION

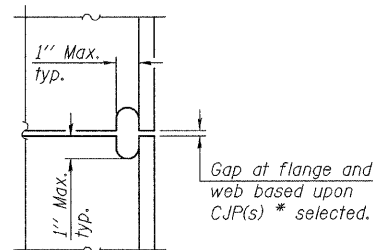


DETAIL A

H-PILE SHOE ATTACHMENT

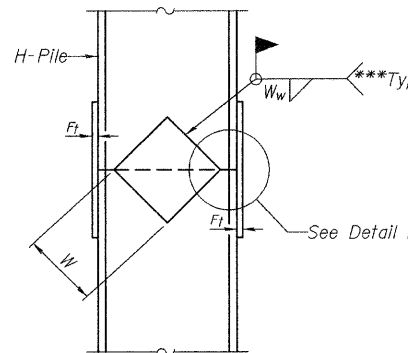


ELEVATION

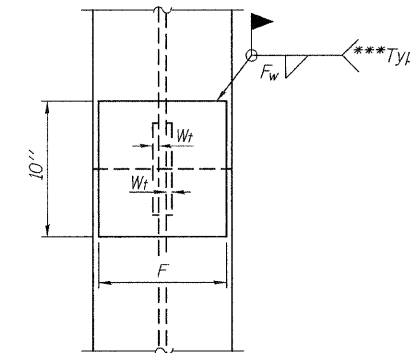


DETAIL C

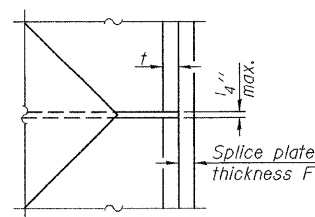
COMPLETE PENETRATION WELD SPLICE



ELEVATION



END VIEW



DETAIL D

WELDED PLATE FIELD SPLICE

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

DESIGNED	Ray Ahanchi
CHECKED	Jay D. Edwards
DRAWN	h.t. duong
CHECKED	GRA/JDE

EXAMINED	Thomas J. Domagalaki	March 2, 2010
PASSED	Ralph E. Anderson	

- * Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.
- ** Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.
- *** Interrupt welds 1/4" from end of each pile.

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

SHEET NO. 18	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	682	21BR, 21-I-1	RANDOLPH	77	57
21 SHEETS	CONTRACT NO. 76126				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

STEEL H PILE DETAILS
STRUCTURE NO. 079-0050

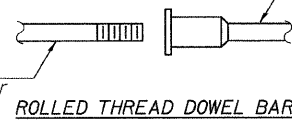
F-HP

10-1-08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

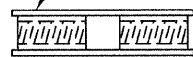
The diameter of this part is equal or larger than the diameter of bar spliced.

The diameter of this part is the same as the diameter of the bar spliced.



** ONE PIECE

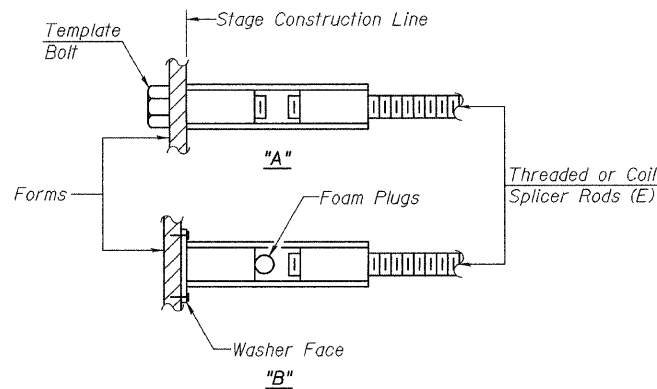
Wire Connector



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

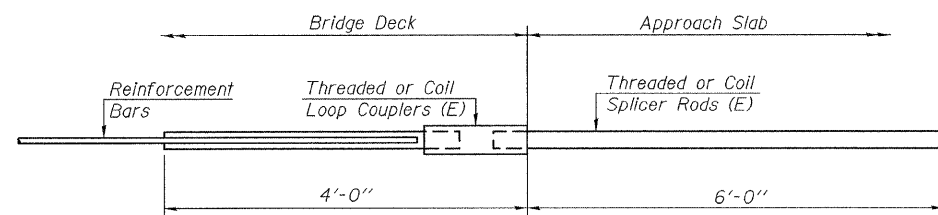
"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.
Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

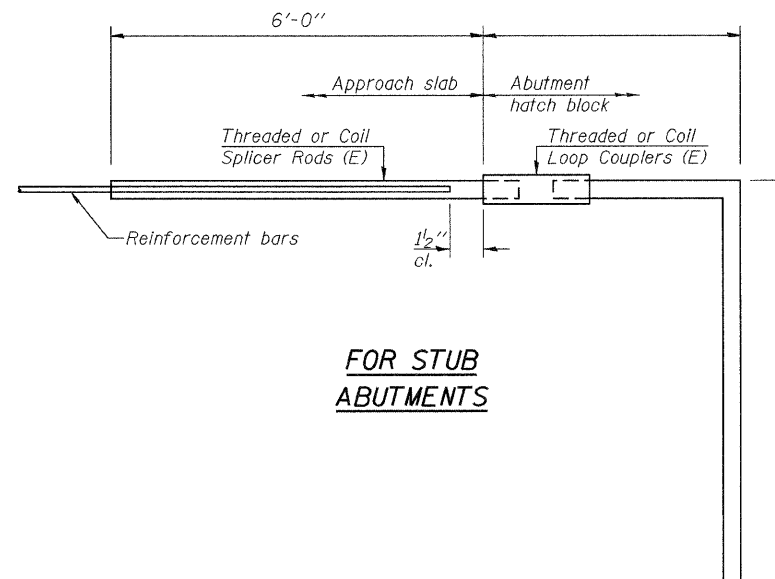
- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
 - ② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

Bar Size to be Spliced	Splicer Rod or Dowel Bar Length	Strength Requirements	
		Min. Capacity kips - tension	Min. Pull-Out Strength kips - tension
#4	1'-8"	14.7	7.9
#5	2'-2"	23.0	12.3
#6	2'-7"	33.1	17.4
#7	3'-5"	45.1	23.8
#8	4'-6"	58.9	31.3
#9	5'-9"	75.0	39.6
#10	7'-3"	95.0	50.3
#11	9'-0"	117.4	61.8



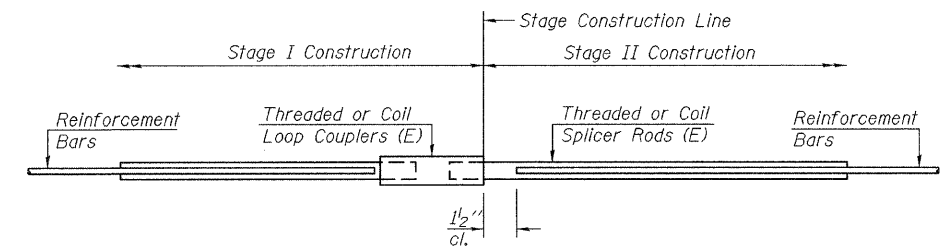
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 92



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required =



STANDARD

Bar Size	No. Assemblies Required	Location
#5	328	Deck
#6	16	Diaphragms
#7	18	Abutments
#4	50	Approach
#5	172	Approach

**BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 079-0050**

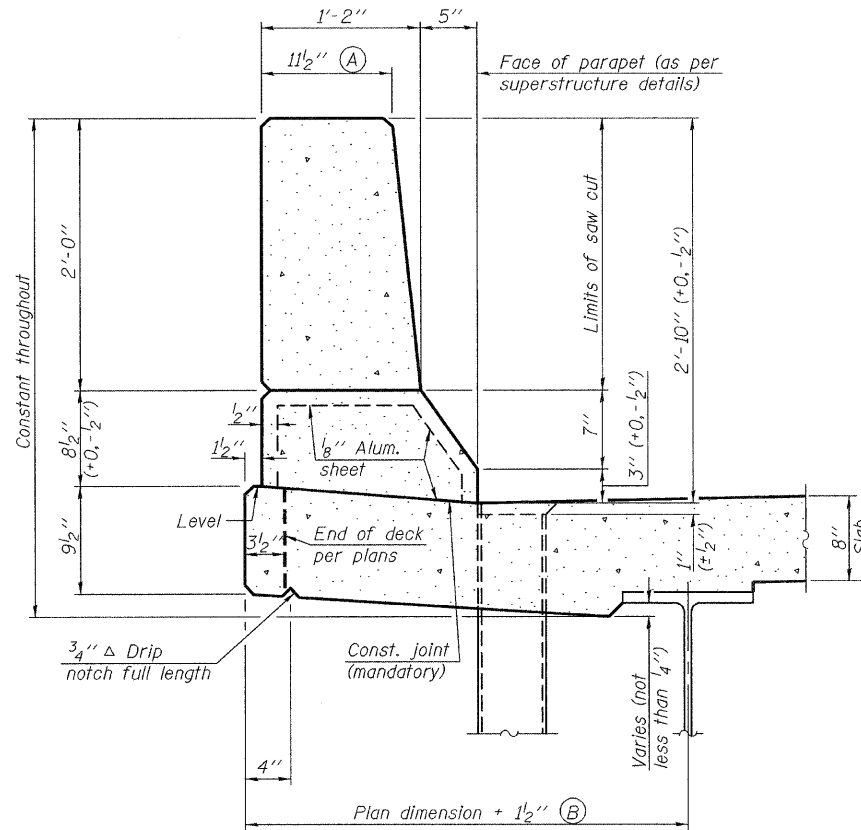
DESIGNED J.E. KRAMER
CHECKED P.E. COPPERNOLL
DRAWN AMBER SEIBER
CHECKED GRA

March 2, 2010
EXAMINED Thomas J. Domagalaki
PASSED Ralph E. Anderson

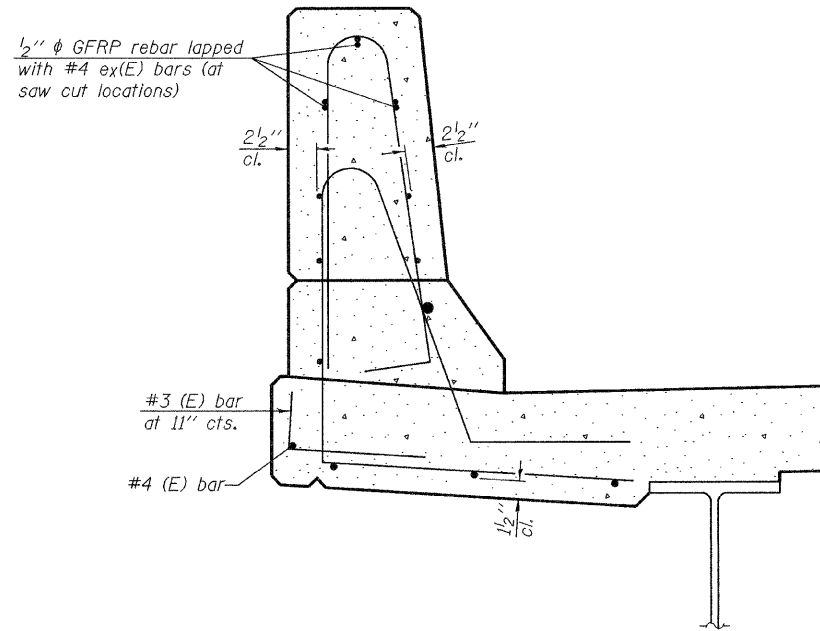
BSD-1 10-1-08

SHEET NO. 19 21 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	682	21BR, 21-I-1	RANDOLPH	71	58
CONTRACT NO. 76126					
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



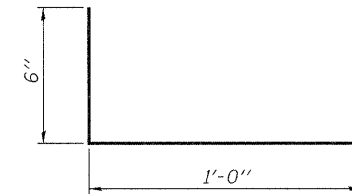
SECTION
(Showing dimensions)



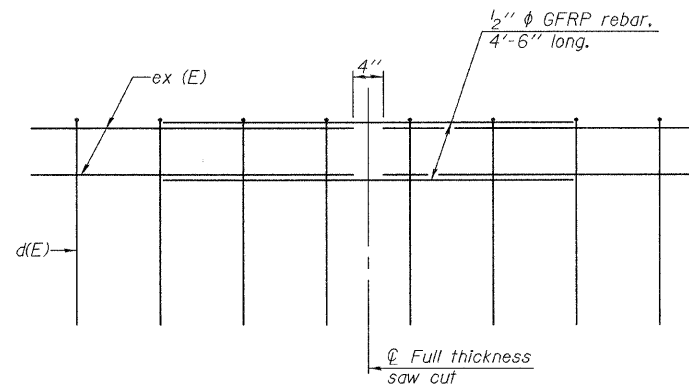
SECTION
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

GENERAL NOTES

All dimensions shall remain the same as shown on contract plans, 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.



#3 (E) BAR



GFRP REBAR STIFFENING DETAIL

(Place as shown in parapet section at each parapet joint location.)

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 079-0050

DESIGNED	Ray Ahanchi
CHECKED	Jay D. Edwards
DRAWN	h.t. duong
CHECKED	GRA/JDE

EXAMINED	Thomas J. Domagalaki ENGINEER OF BRIDGE DESIGN
PASSED	Ralph E. Anderson ENGINEER OF BRIDGES AND STRUCTURES

SFP-34

10-1-08

SHEET NO. 20 21 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	682	21BR, 21-I-1	RANDOLPH	77	59
			CONTRACT NO. 76126		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT			

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

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

GENERAL NOTES

1. This structure shall be constructed in accordance with the provisions of the Standard Specifications for Highway Bridges, 1954 Edition, as amended, and the provisions of the Standard Specifications for Highway Structures, 1954 Edition, as amended, and the provisions of the Standard Specifications for Highway Structures, 1954 Edition, as amended, and the provisions of the Standard Specifications for Highway Structures, 1954 Edition, as amended.

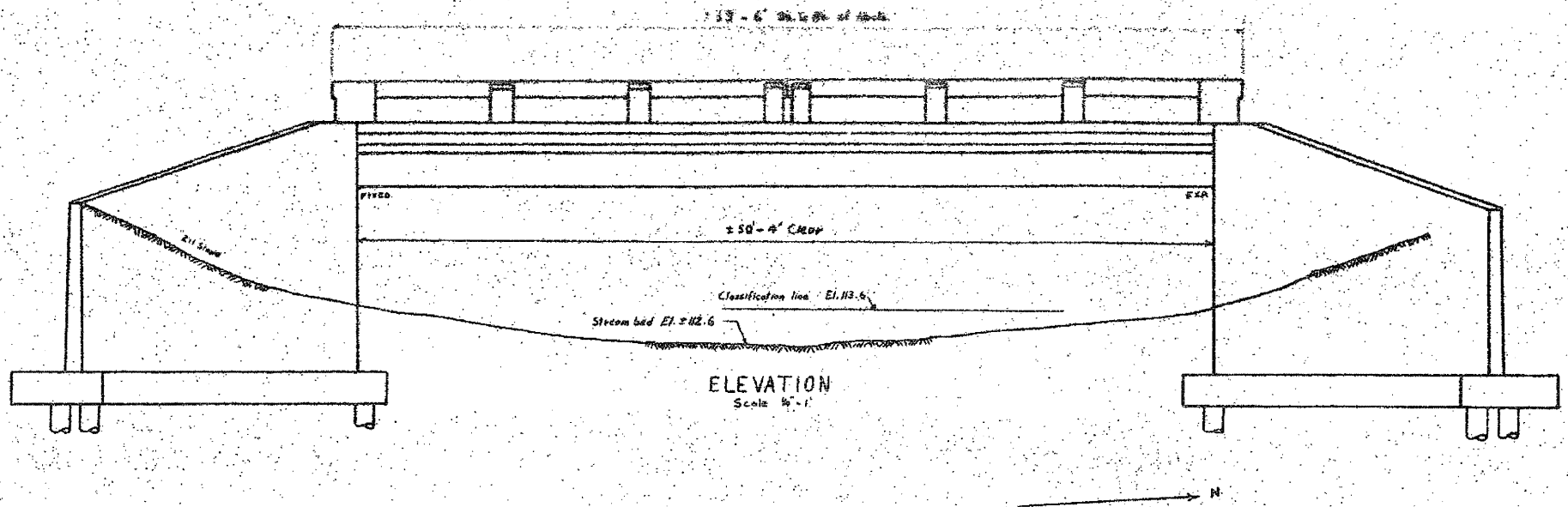
2. The contractor shall be responsible for obtaining all necessary permits and for obtaining all necessary approvals from the appropriate authorities.

3. All rollers, bearing plates, lead plates, sections and anchor bolts shall be fabricated and set in accordance with Article 51.19 of the Standard Specifications and are included for payment as Structural Steel.

4. Except as otherwise provided, all structural steel shall receive one shop coat of red lead paint and two field coats of aluminum paint. See Article 57.1 & 57.5 inclusive of the Standard Specifications.

5. All paint shall be furnished and applied by the contractor.

6. The following surfaces of the bridge shall be waterproofed: deck of abutments and wing walls from top of footing to top of curb. Waterproofing shall be done in accordance with Article 51.20 of the Standard Specifications.

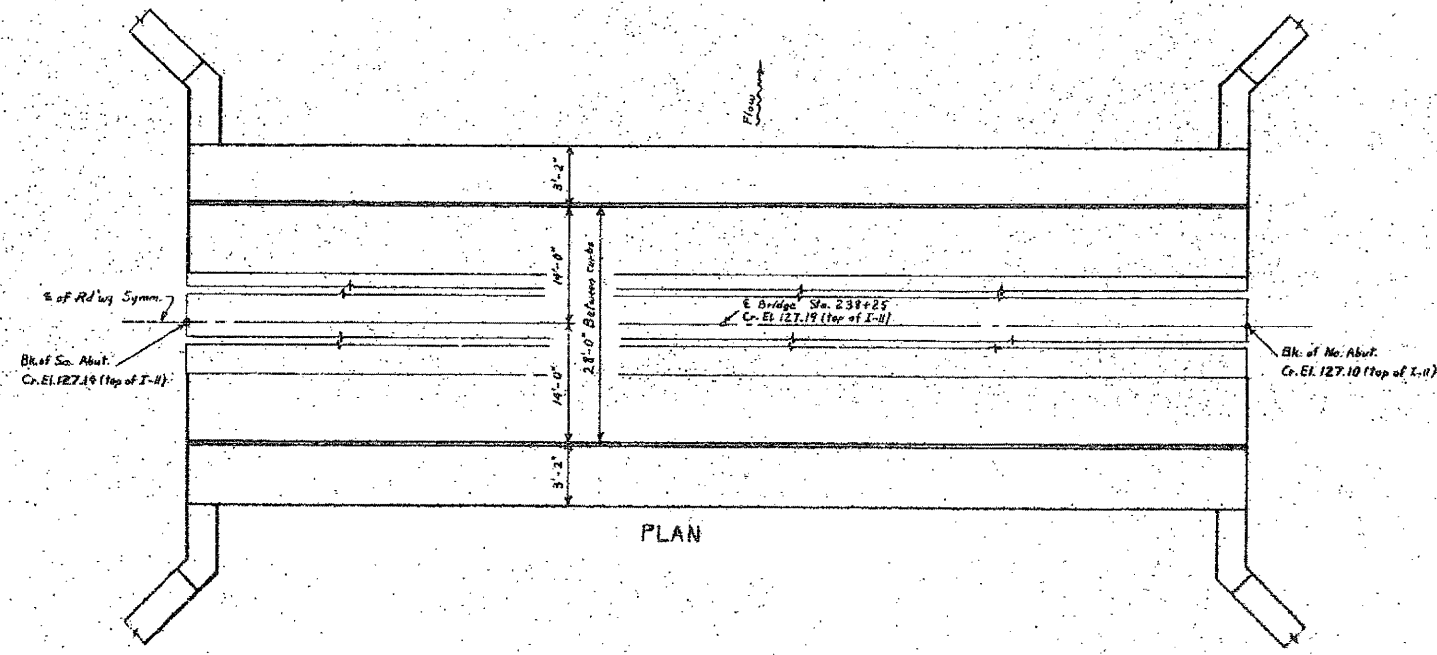


Station 238+25
 Built 195- By
 State of Illinois
 SBI RTE.13 SEC 2B-Y
 Loading H-20

Lettering for Name Plates
 See standard 2143

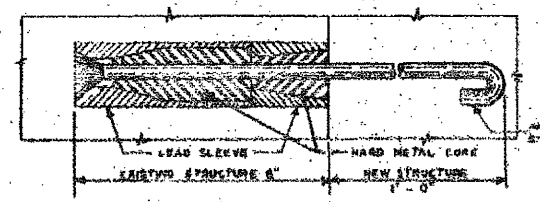
TOTAL BILL OF MATERIAL

ITEM	QUANTITY	UNIT	AMOUNT
Masonry Removal	15	Cu. Yds.	2.5
Handrail Concrete	2.5	Cu. Yds.	2.5
Class 3 Concrete	58.0	Cu. Yds.	169.5
Reinforcement Bars	9000	Lbs.	10800
Structural Steel	1400	Lbs.	1400
Expansion Bolts	50	Each	50
Untreated Timber Piles (2 1/2" dia.)	1250	Lin. Ft.	1250
Lead Plates	2	Each	2
Class A Excavation for Structure	280	Cu. Yds.	280
Class B Excavation for Structure	340	Cu. Yds.	340
Bituminous Concrete Surface Course (Sub-Class I) 1 1/2" Thick	4	Sq. Yds.	4
Bituminous Material (Prime Coat)	4	Sq. Yds.	4
Name Plates	1	Each	1



WATERWAY INFORMATION

Drainage Area 47800 Acres
 Character Level, rolling, clay, wooded, cultivated
 Required Opening (610 ft. total) 388 Sq. Ft.
 Present Opening 7806 Sq. Ft.
 Proposed Opening 7898 Sq. Ft.



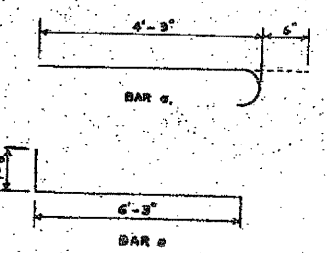
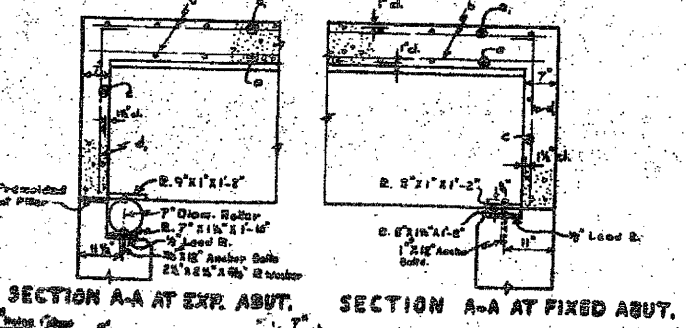
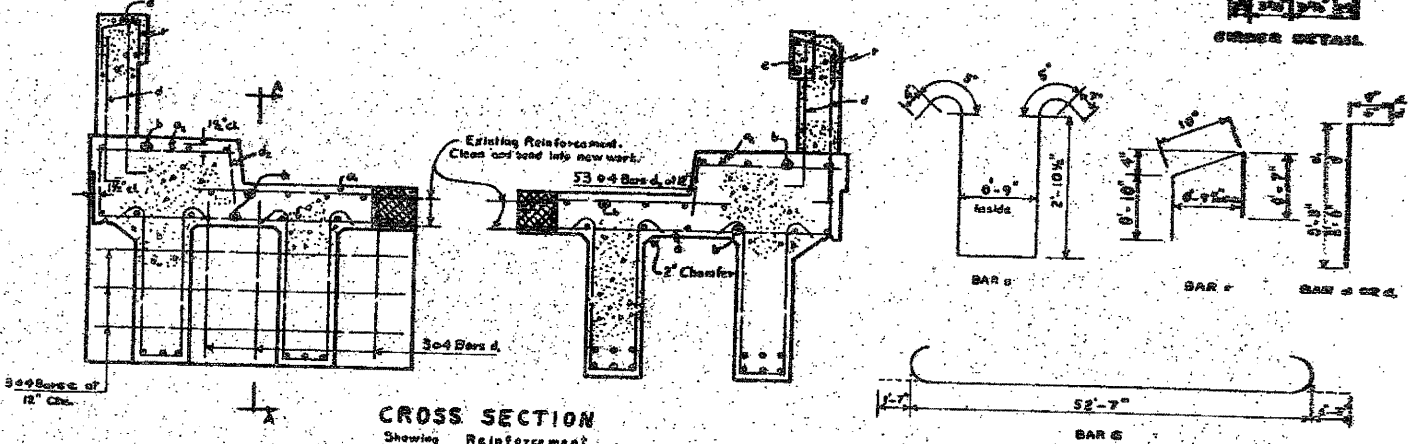
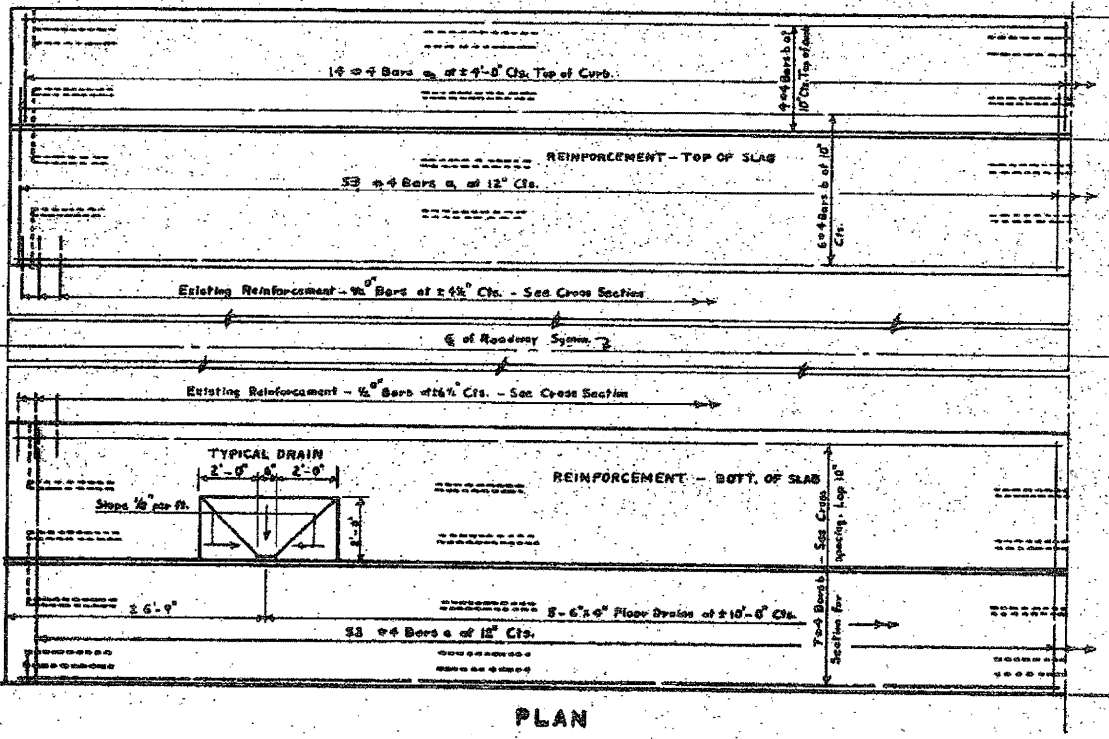
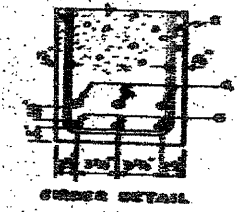
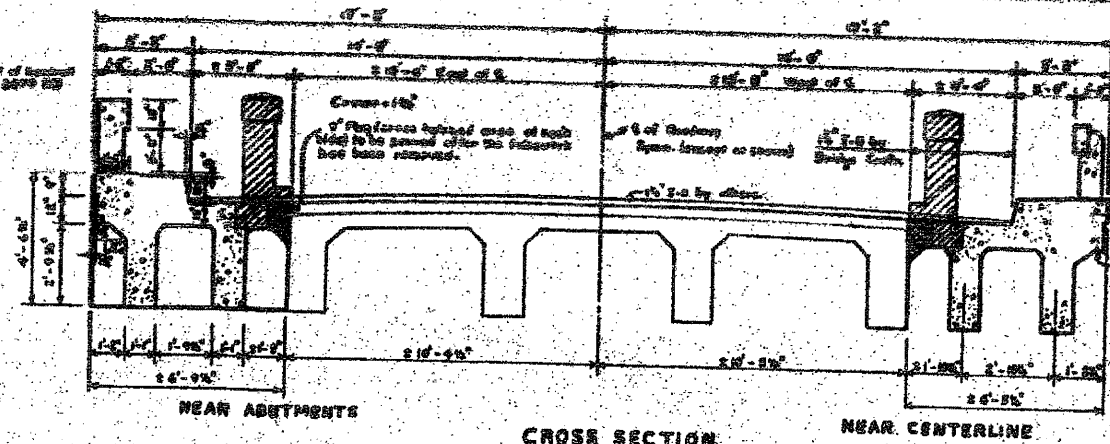
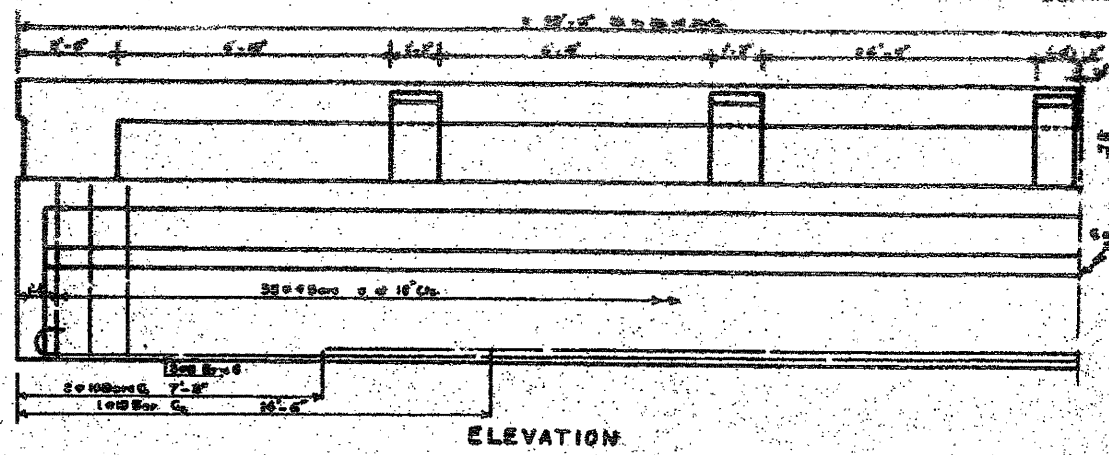
DESIGNED: Vedat Yerba
 CHECKED: H. J. ...
 DATE: 1/1/53

FOR INFORMATION ONLY

FILE NAME	USER NAME	DESIGNED	REVISIONS	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING STRUCTURE PLANS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
						682	21BR 2B-Y-1	RANDOLPH	76	67
										CONTRACT NO. 76126

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

DATE	BY	CHKD	APP'D
5/26/33	W.S. Howard		
5/26/33	V.V.		
5/26/33	W.S.		



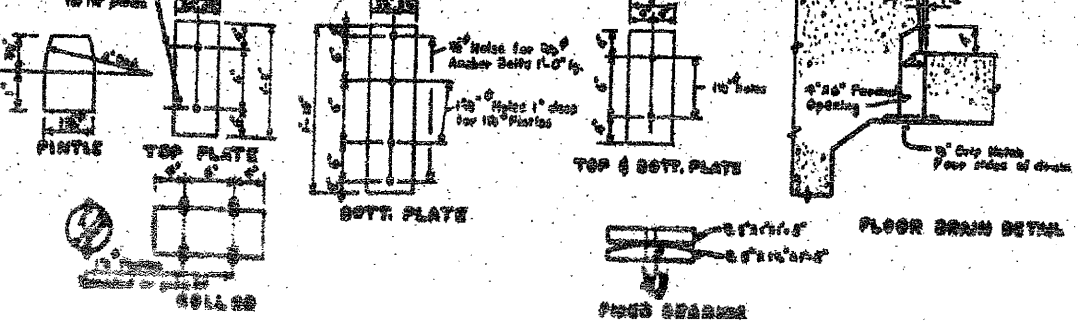
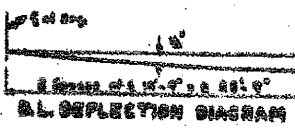
BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
a	104	#4	7'-9"	
b	106	#4	4'-9"	
c	28	#4	2'-9"	
d	68	#4	27'-0"	
e	12	#4	6'-0"	
f	68	#4	3'-0"	
g	12	#4	4'-0"	
h	106	#4	1'-9"	
i	32	#4	2'-9"	
j	16	#4	25'-0"	
k	12	#4	15'-0"	
l	8	#4	30'-0"	
m	4	#4	24'-0"	
n	100	#4	8'-0"	

Memory Bars - 15
Handed Concrete - 3.0
Class of Concrete - C. 2000
Reinforcement Bars - 100
Structural Steel - 100
Home Plates - Each 1

DESIGNED - *V. V.*
DRAWN - *W.S. Howard*
CHECKED - *V.V.*
DATE - *5/26/33*

DESIGNED - *W.S. Howard*
DRAWN - *V.V.*
CHECKED - *W.S.*
DATE - *5/26/33*



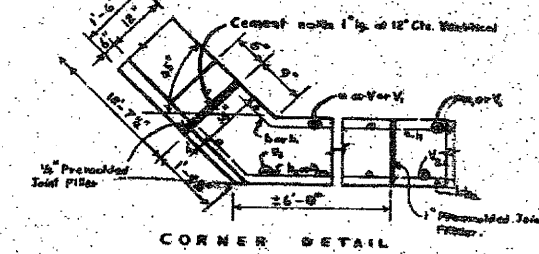
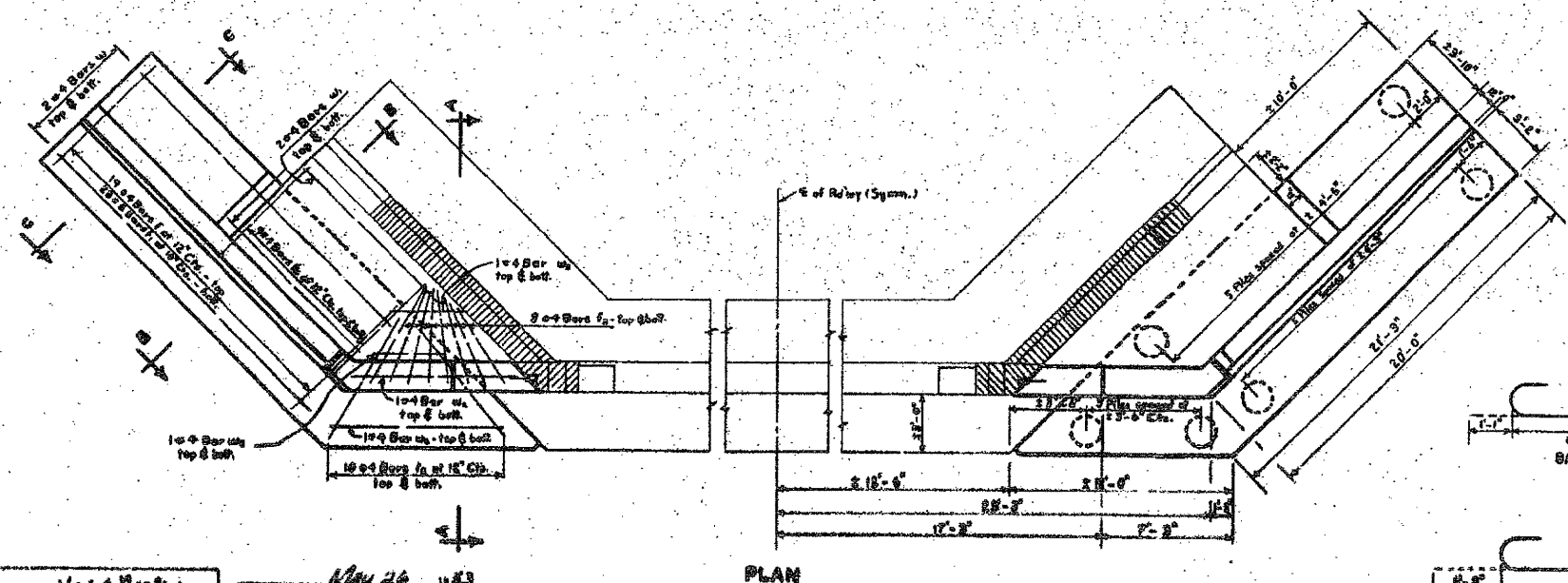
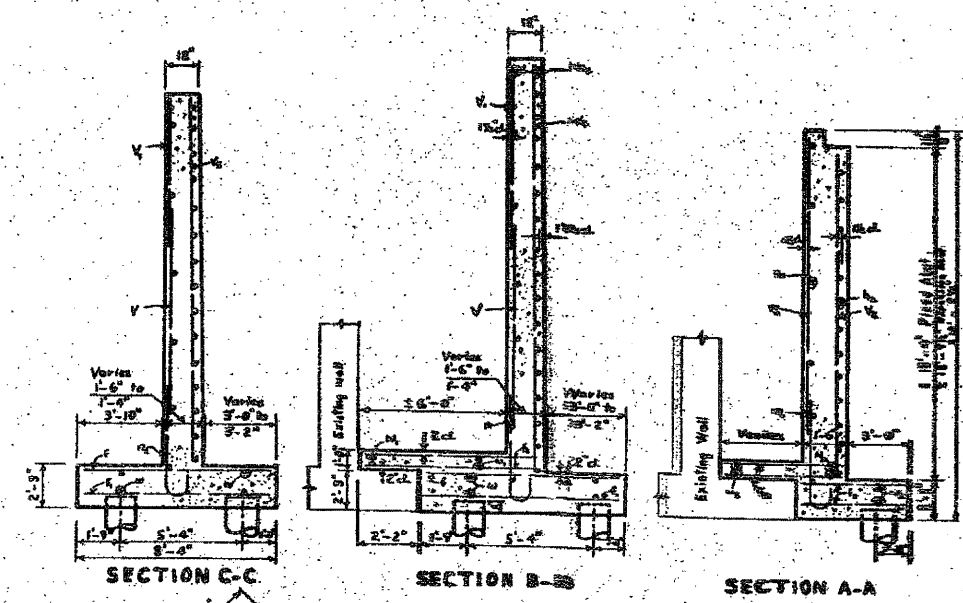
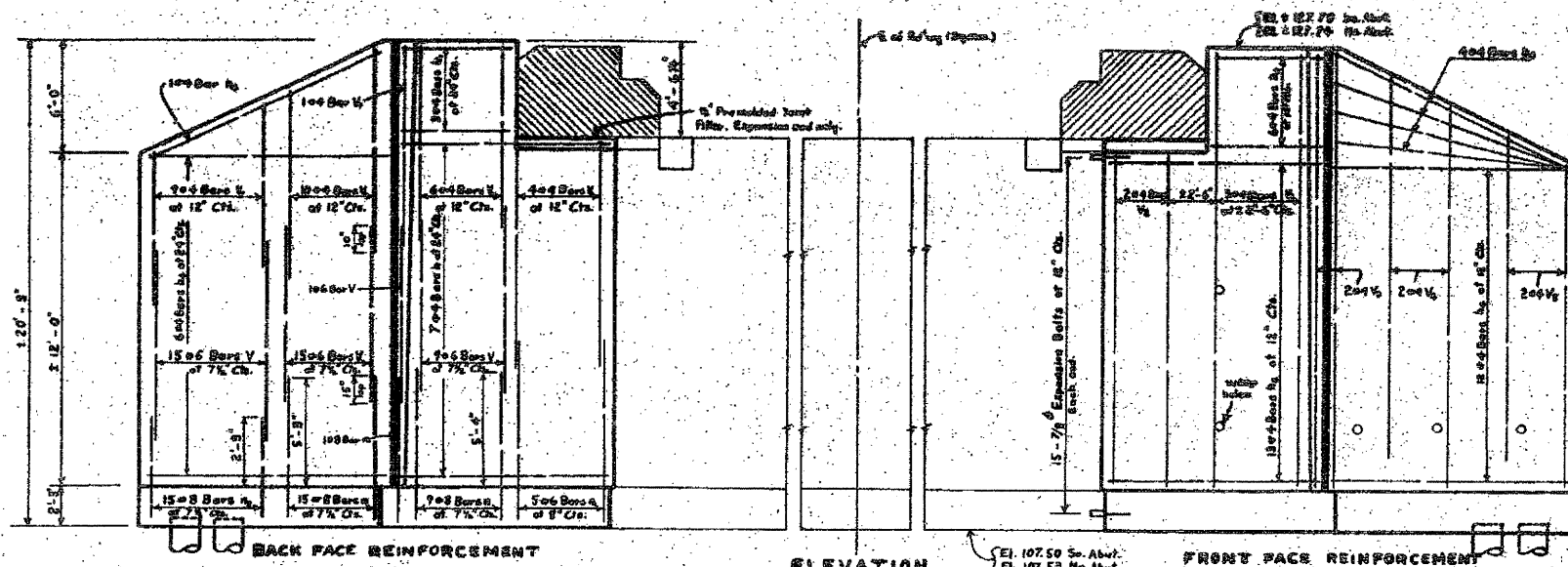
SUPERSTRUCTURE
S&E R.T.L. SEC. 21-B-2
RANDOLPH CO.
STA. 222+22

FOR INFORMATION ONLY

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						FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			CONTRACT NO. 76126

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

Project No.	218R-21-1
Section	218R-21-1
Sheet No.	77
Scale	AS SHOWN



BILL OF MATERIAL - BARBTS.

BAR	SIZE	LENGTH	QTY
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2	12#	7'-0"	
3	12#	12'-0"	
4	12#	17'-0"	
5	12#	12'-0"	
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DESIGNED *Vedat Yerkay*
DRAWN *W. S. ...*
CHECKED *V. Y.*
DATE *May 26, 1983*

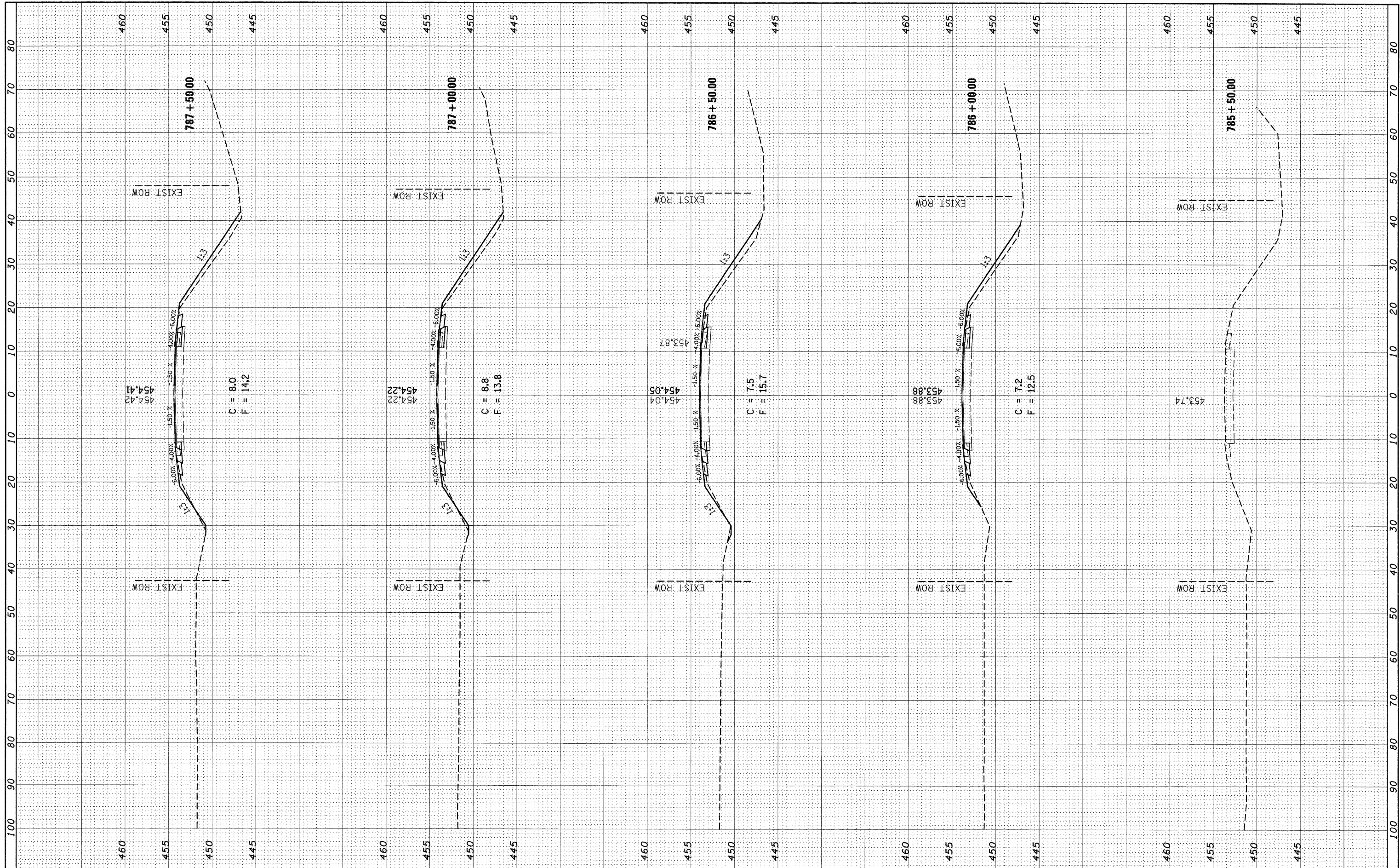
FOR INFORMATION ONLY

ABUTMENTS
218R-21-1-1
RANDOLPH CO.
STA. 888-55

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

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

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



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

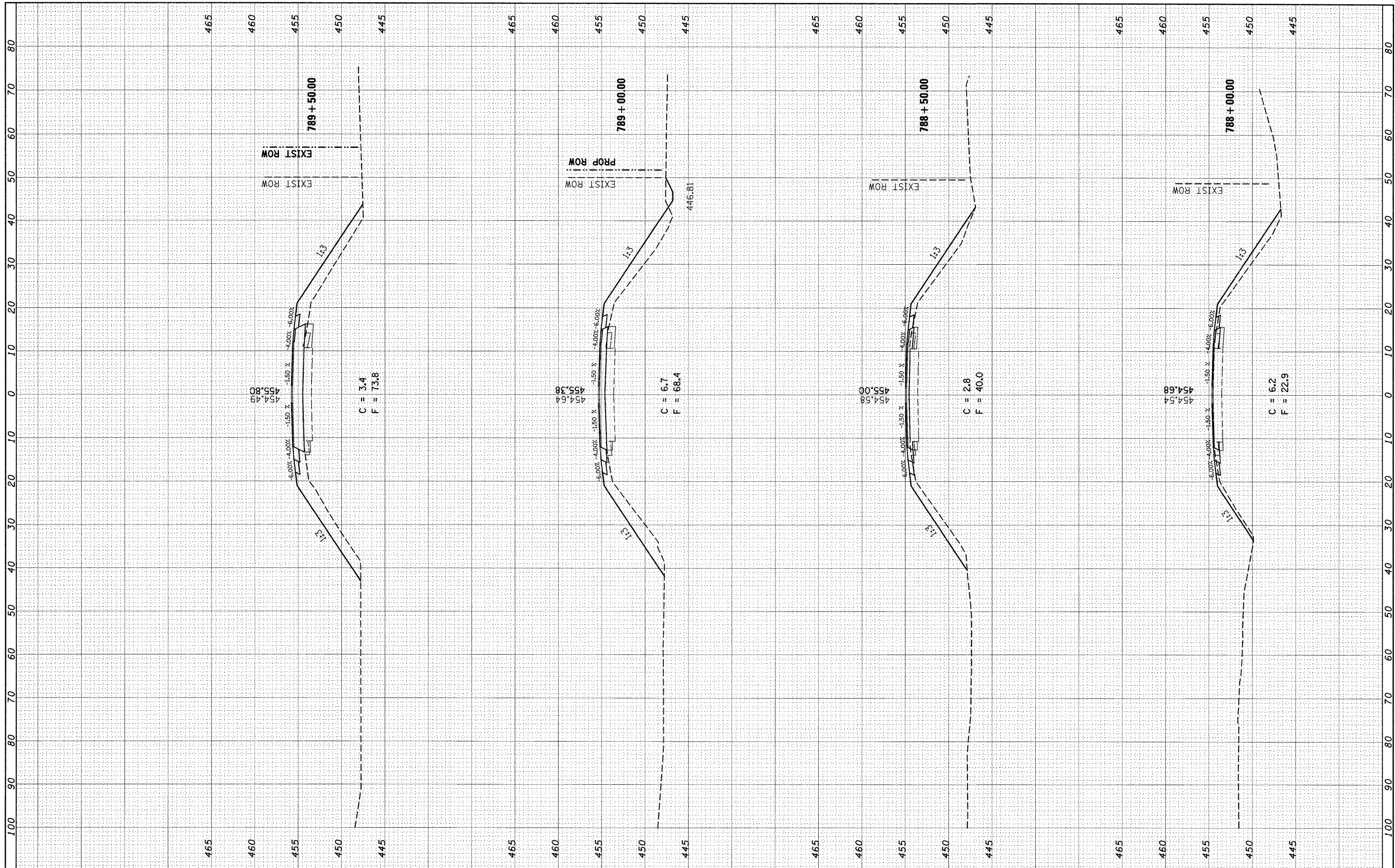
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
682	21BR, 21-I-1	RANDOLPH	77	64
CONTRACT NO. 76126				
ILLINOIS FED. AID PROJECT				

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

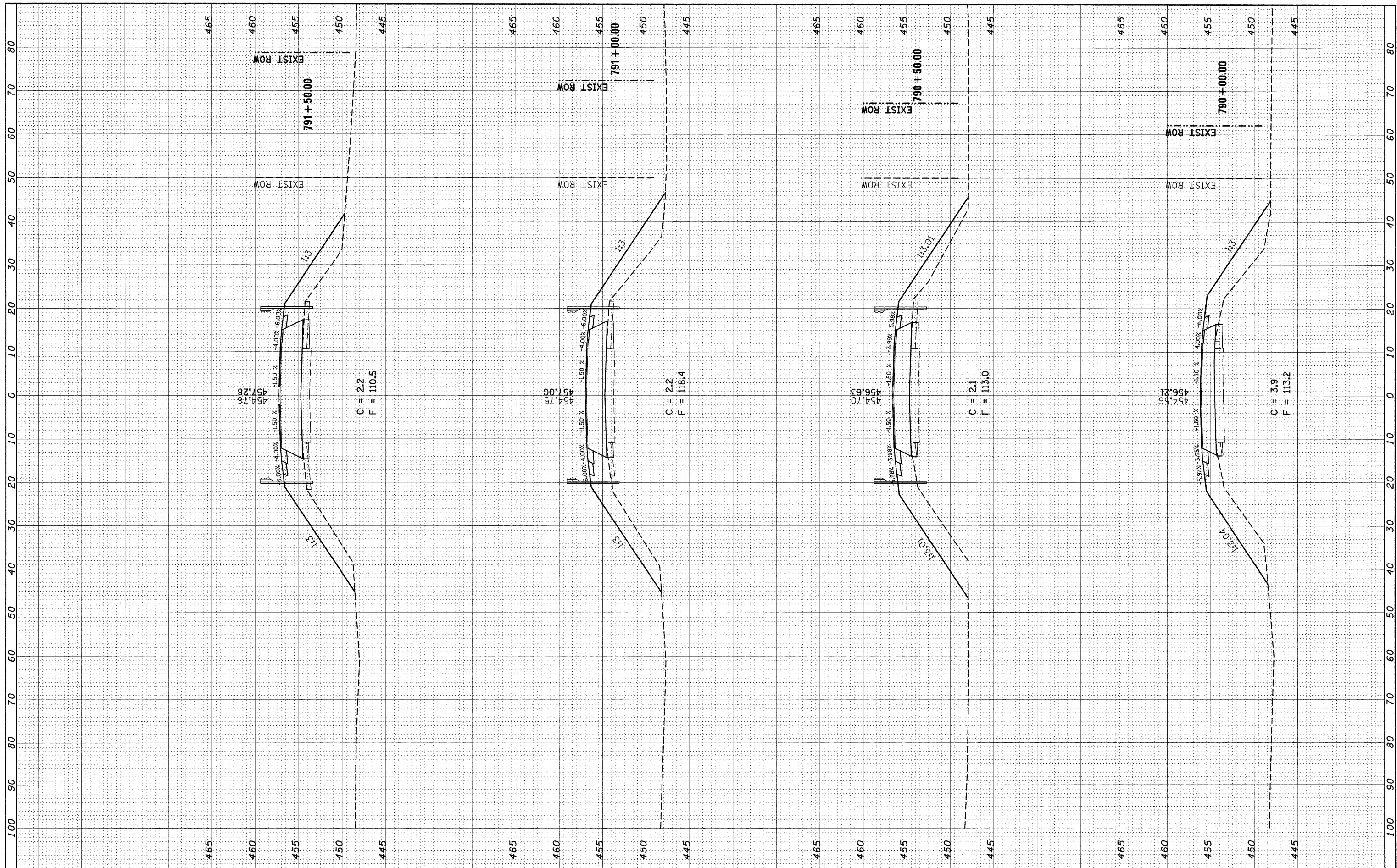
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F.A.P. RTE. 682	SECTION 21BR, 21-1-1	COUNTY RANDOLPH	TOTAL SHEETS 77	SHEET NO. 65
CONTRACT NO. 76126				
ILLINOIS FED. AID PROJECT				

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

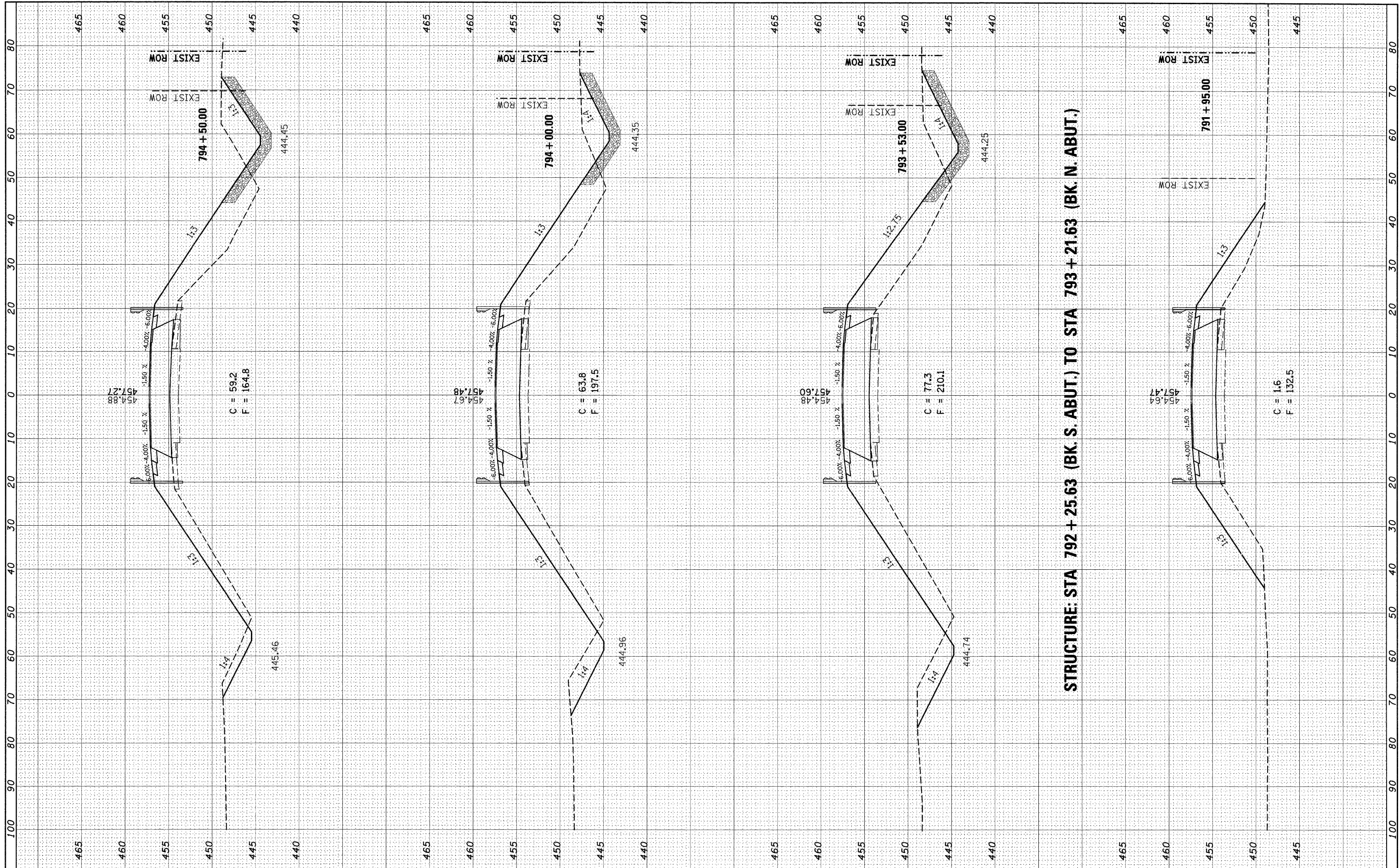
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CONTRACT NO. 76126				
ILLINOIS FED. AID PROJECT				

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NOTE BOOK	NOTED		
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STRUCTURE: STA 792 + 25.63 (BK. S. ABUT.) TO STA 793 + 21.63 (BK. N. ABUT.)

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CHECKED	-	REVISED	-
DATE	-	REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

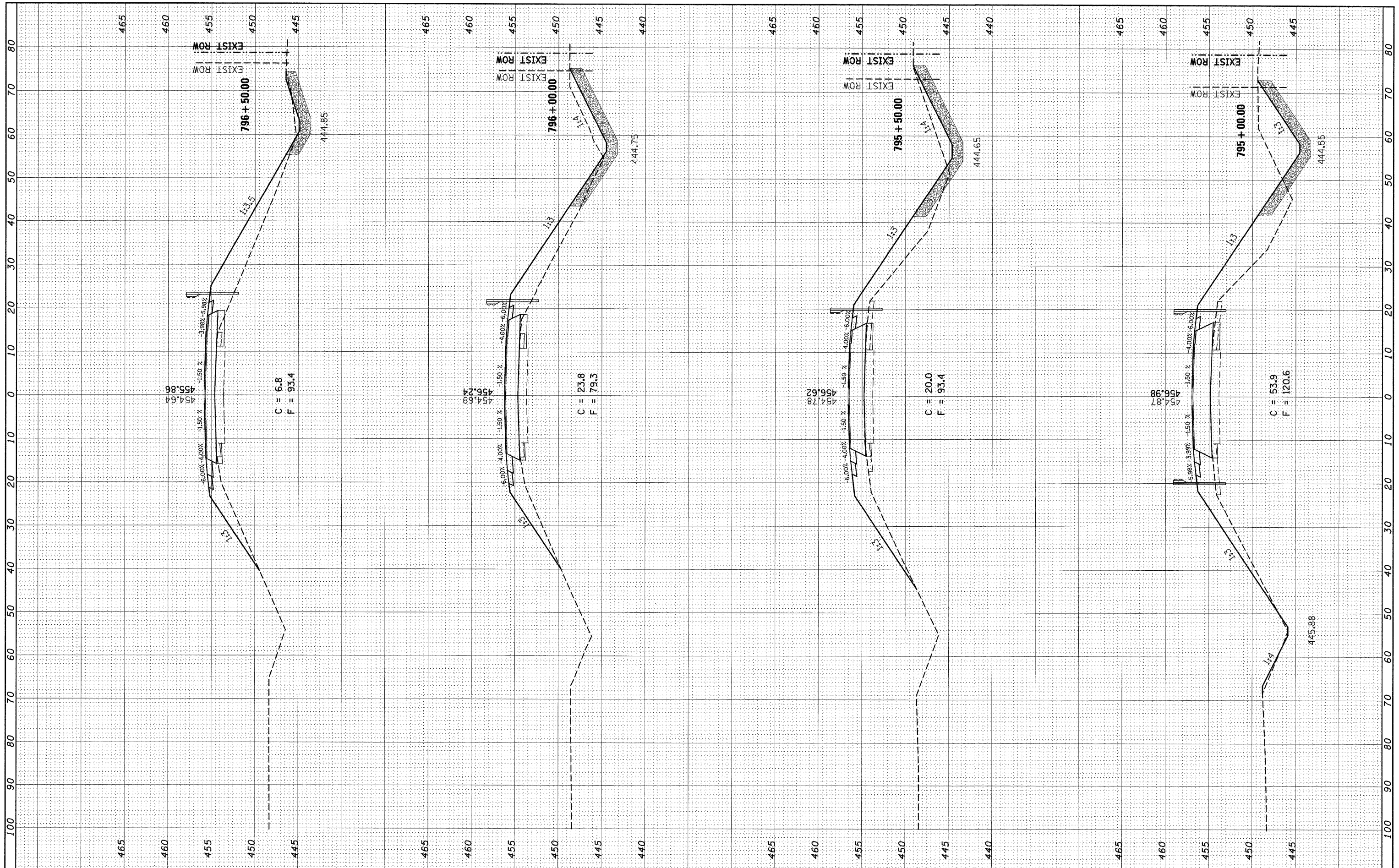
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
682	21BR, 21-I-1	RANDOLPH	77	67
				CONTRACT NO. 76126
ILLINOIS FED. AID PROJECT				

FINAL SURVEY BY DATE
 SURVEYED BY
 NOTE BOOK NO.
 SURVEYED BY
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ORIGINAL SURVEY BY DATE
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 DATE -

REVISED -
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

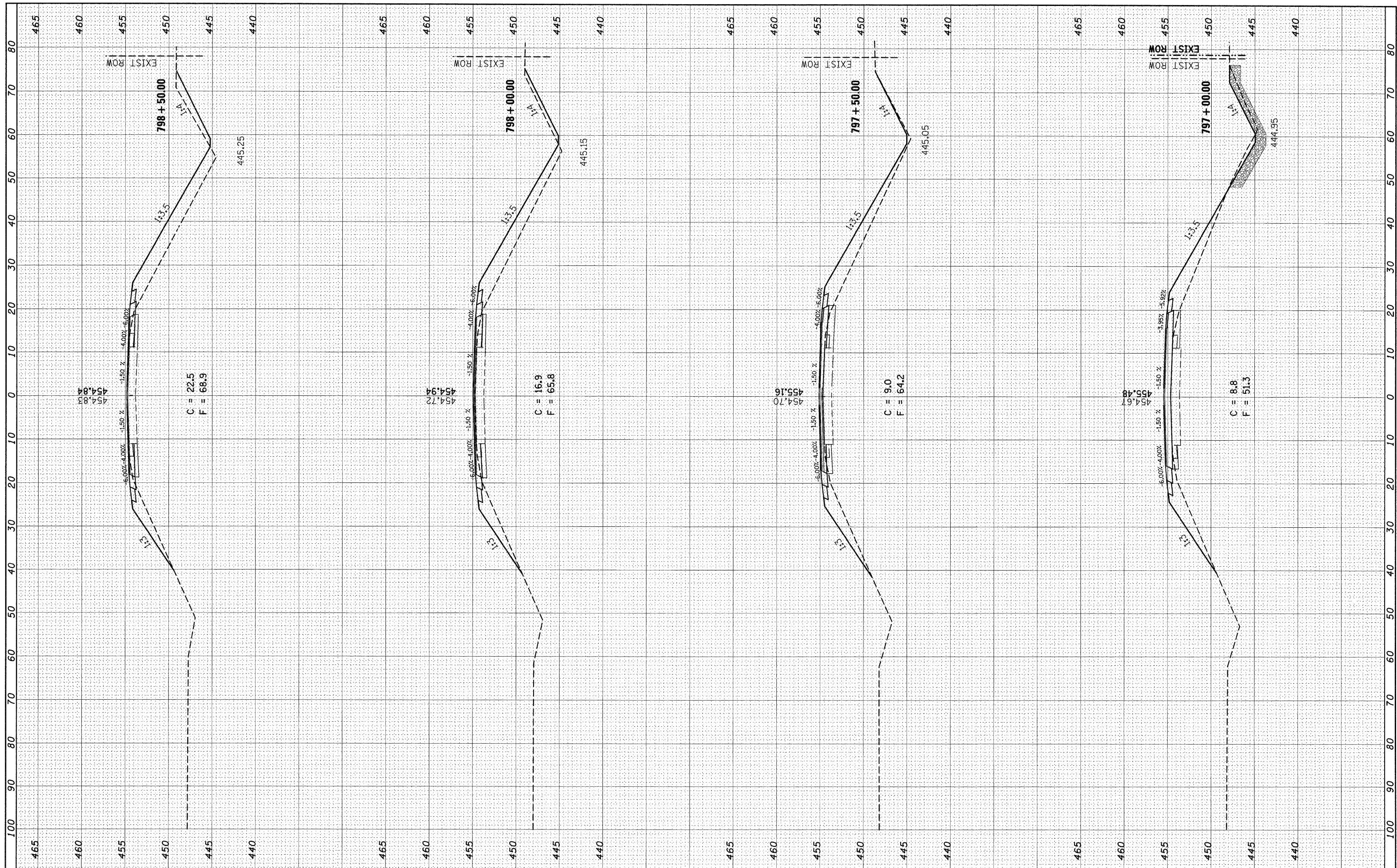
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
682	21BR, 21-I-1	RANDOLPH	77	68
CONTRACT NO. 76126				
ILLINOIS FED. AID PROJECT				

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 NO. _____ BY _____ DATE _____



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

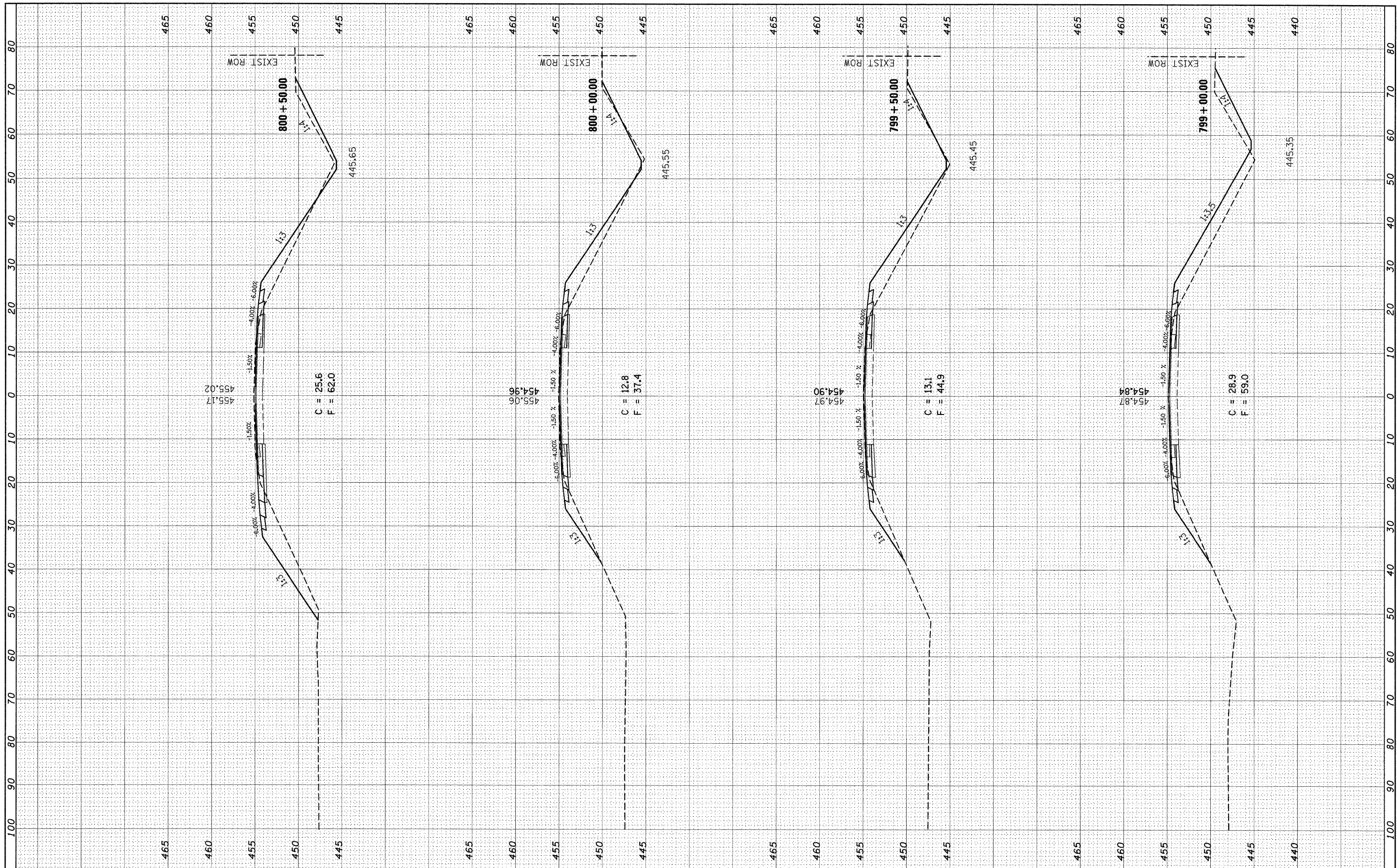
MAINLINE CROSS SECTIONS (IL 4)

SCALE: _____ SHEET NO. 6 OF 10 SHEETS STA. 797+00.00 TO STA. 798+50.00

F.A.P. RTE. 682	SECTION 21BR, 21-I-1	COUNTY RANDOLPH	TOTAL SHEETS 77	SHEET NO. 69
CONTRACT NO. 76126				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SUPERVISOR	BY	DATE
NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		

ORIGINAL SURVEY	SUPERVISOR	BY	DATE
NOTE BOOK	TEMPLATE		
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

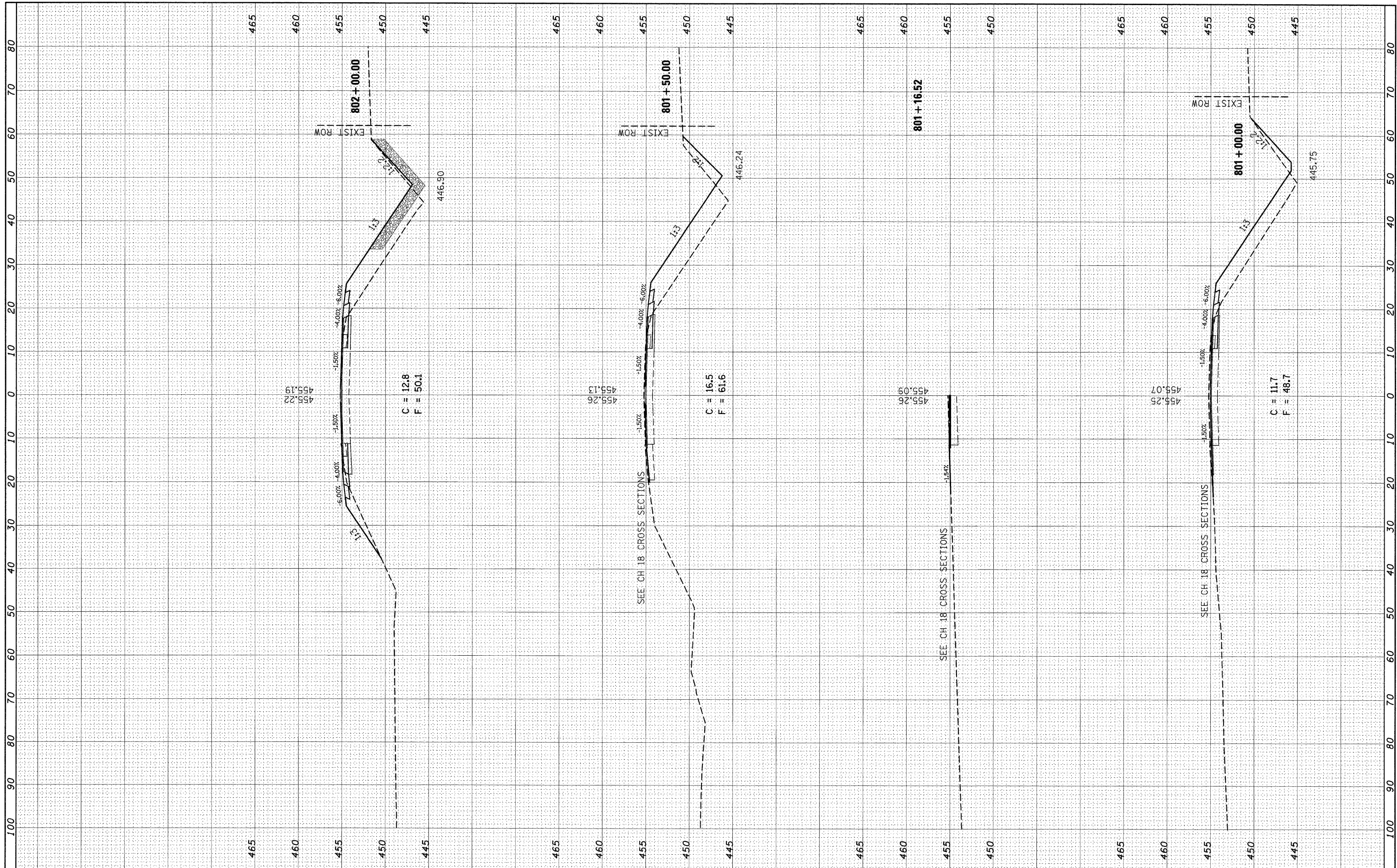
MAINLINE CROSS SECTIONS (IL 4)

SCALE: _____ SHEET NO. 7 OF 10 SHEETS STA. 799+00.00 TO STA. 800+50.00

F.A.P. RTE. 682	SECTION 21BR, 21-1-1	COUNTY RANDOLPH	TOTAL SHEETS 77	SHEET NO. 70
CONTRACT NO. 76126				
ILLINOIS FED. AID PROJECT				

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

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



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 PLOT DATE = 1/22/2010

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DATE	-	---	REVISED	-	---

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

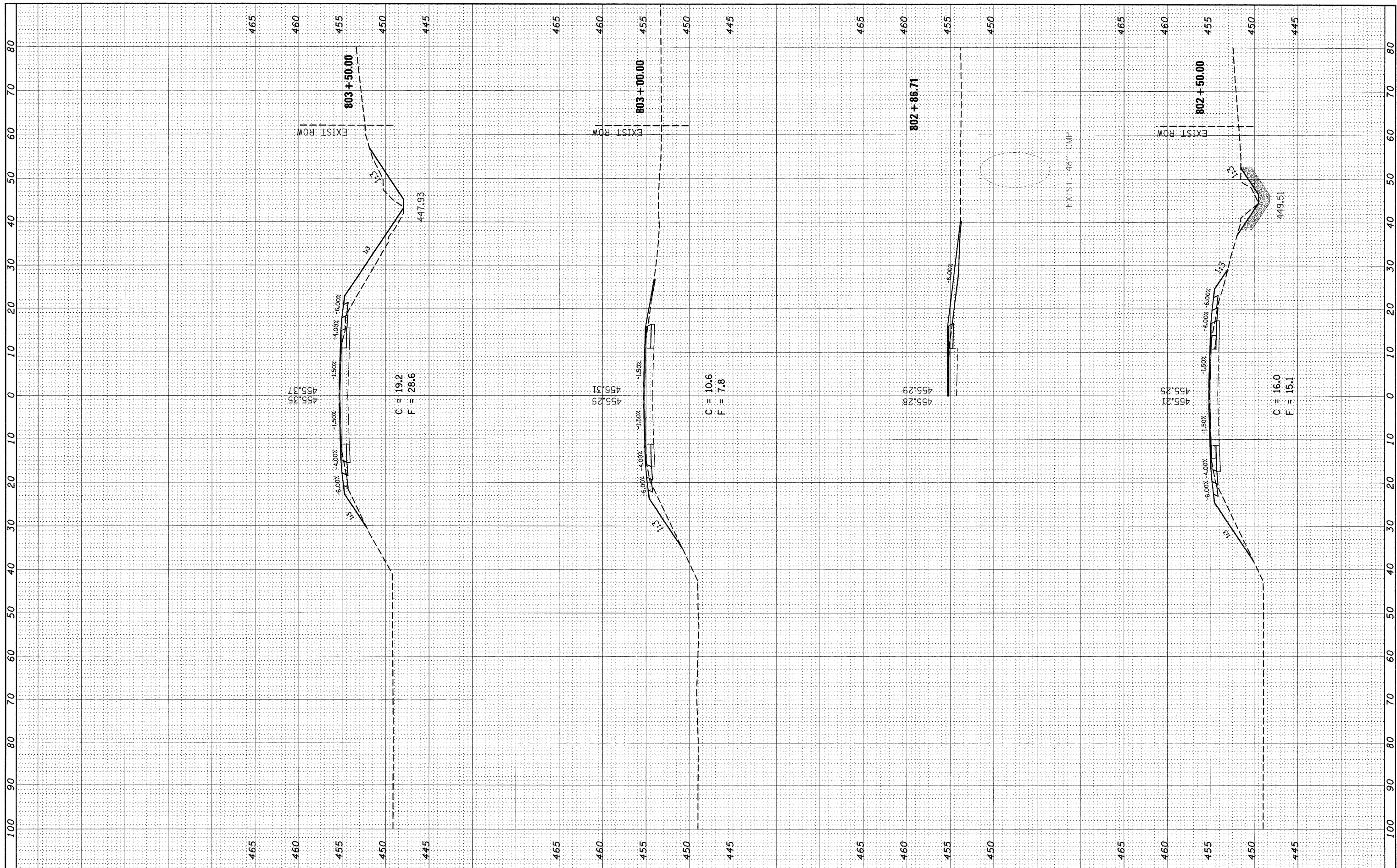
MAINLINE CROSS SECTIONS (IL 4)

SCALE: _____ SHEET NO. 8 OF 10 SHEETS STA. 801+00.00 TO STA. 802+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
682	21BR, 21-I-1	RANDOLPH	77	71
CONTRACT NO. 76126				
ILLINOIS FED. AID PROJECT				

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

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	TEMPLATE		
AREAS	CHECKED		
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	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

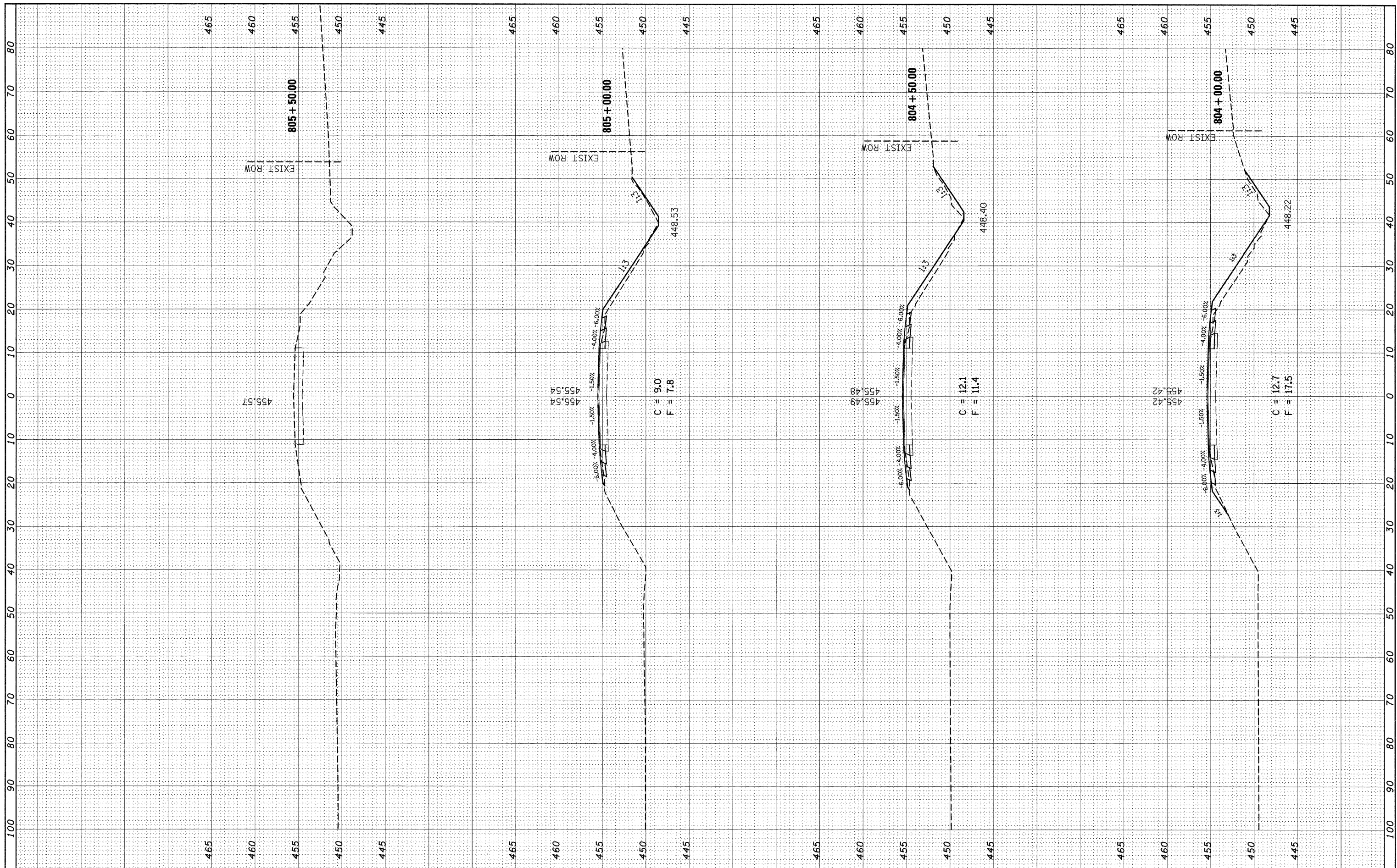
MAINLINE CROSS SECTIONS (IL 4)

SCALE: _____ SHEET NO. 9 OF 10 SHEETS STA. 802+50.00 TO STA. 803+50.00

F.A.P. RTE. 682	SECTION 21BR, 21-I-1	COUNTY RANDOLPH	TOTAL SHEETS 77	SHEET NO. 72
			CONTRACT NO. 76126	
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	TEMPLATE	
	AREAS	
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ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	TEMPLATE	
	AREAS	
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

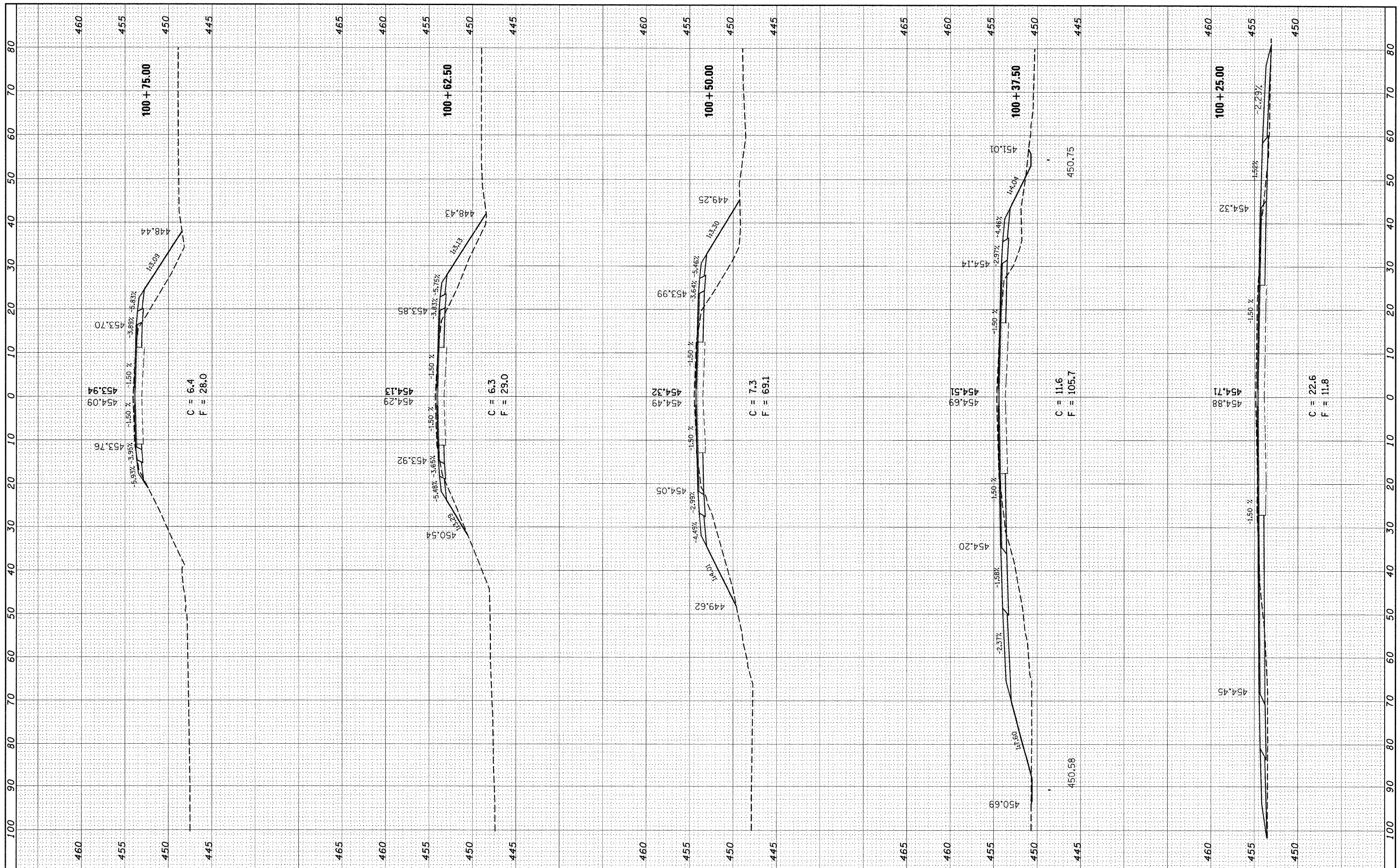
MAINLINE CROSS SECTIONS (IL 4)

SCALE: SHEET NO. 10 OF 10 SHEETS STA. 804+00.00 TO STA. 805+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
682	21BR, 21-I-1	RANDOLPH	77	73
CONTRACT NO. 76126				
ILLINOIS FED. AID PROJECT				

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

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



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CHECKED	---	REVISED	---
DATE	---	REVISED	---

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

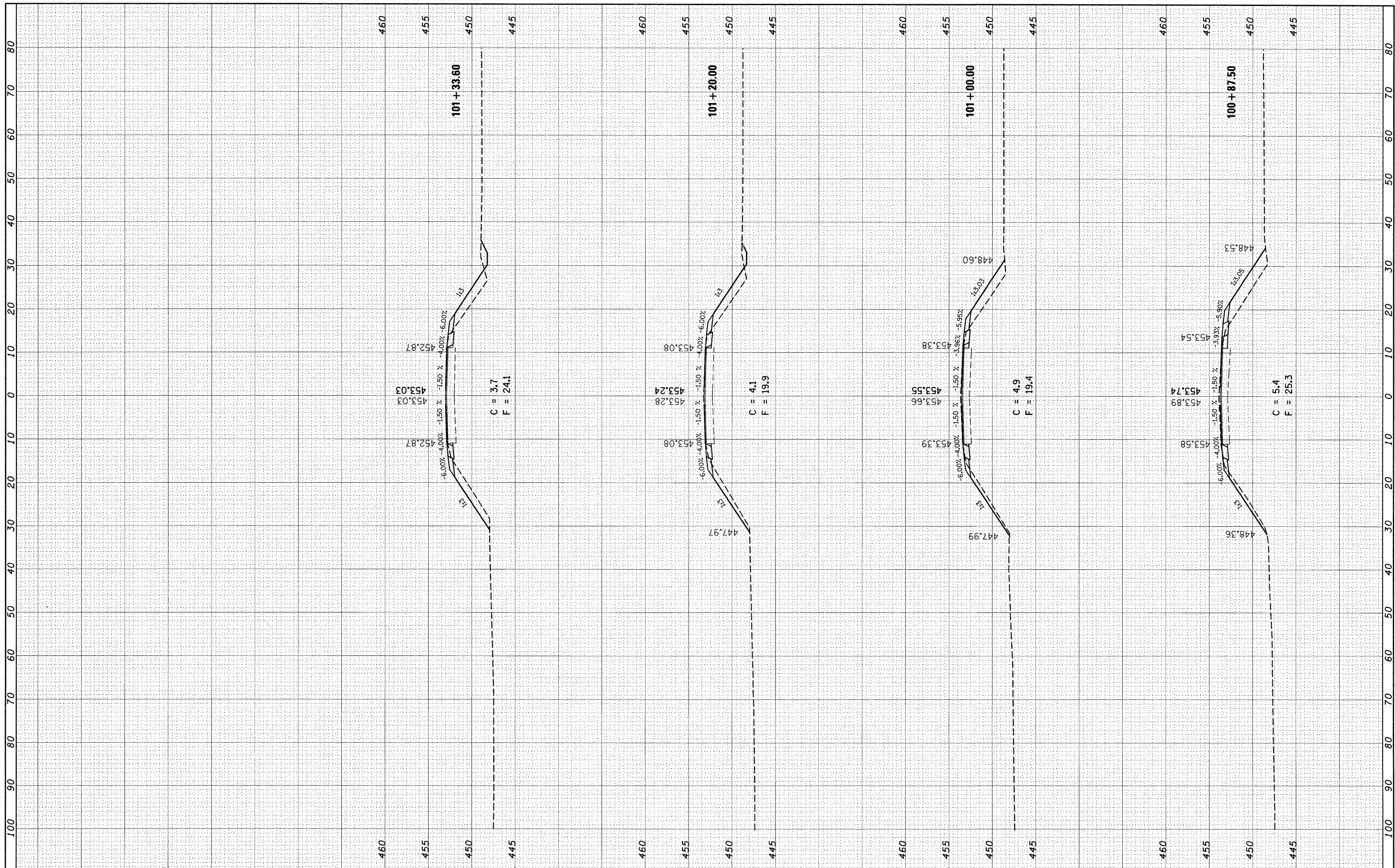
SIDEROAD CROSS SECTIONS (CH 18)

SCALE: _____ SHEET NO. 1 OF 2 SHEETS STA. 100+25.00 TO STA. 100+75.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
682	21BR, 21-1-1	RANDOLPH	77	74
CONTRACT NO. 76126				
ILLINOIS FED. AID PROJECT				

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

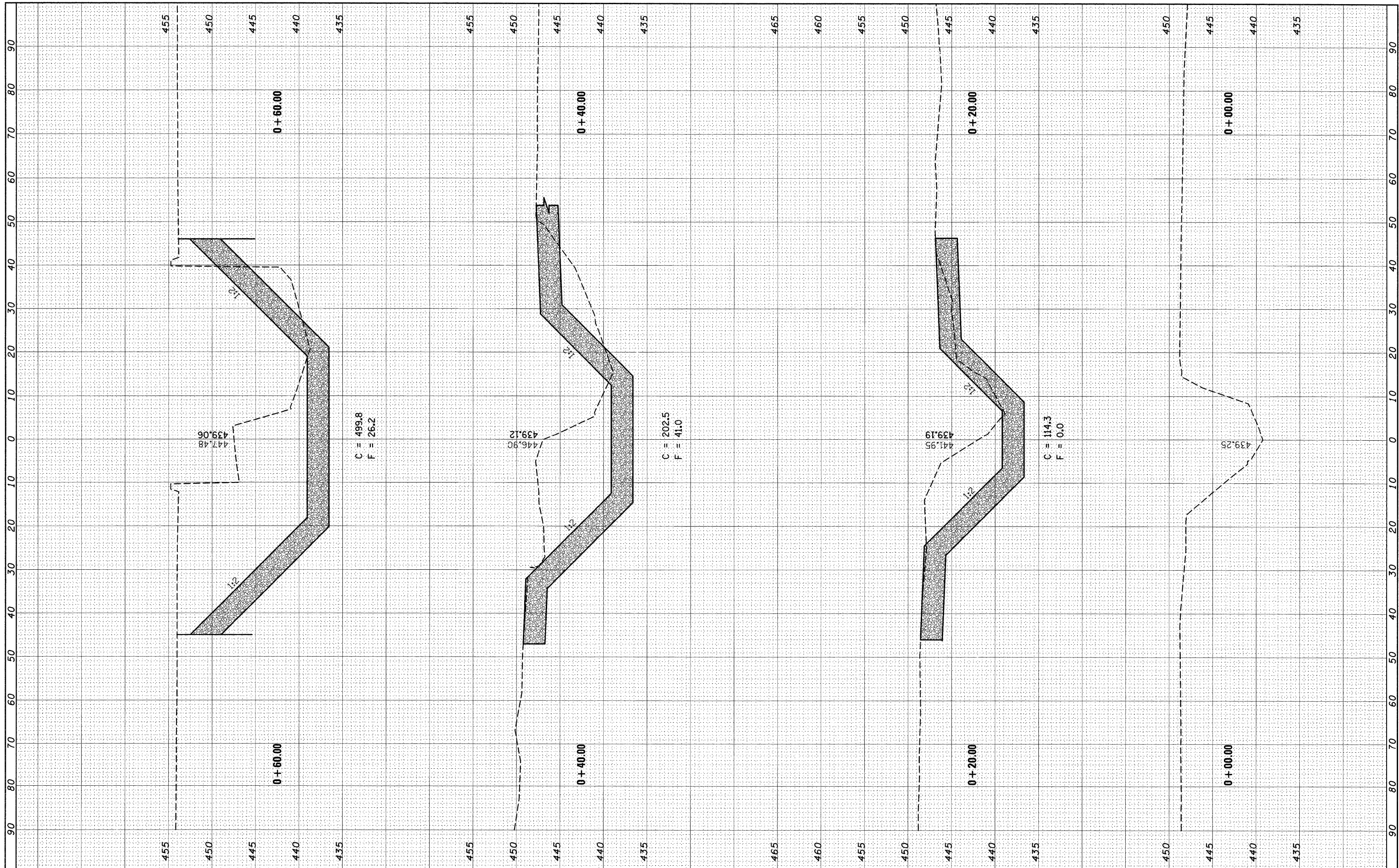
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NOTE BOOK	TEMPLATE		
NO.	AREAS CHECKED		



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PLOT SCALE = 10,0000' / IN.				SCALE: _____		SHEET NO. 2 OF 2 SHEETS		STA. 100+87.50 TO STA. 101+33.60		CONTRACT NO. 76126		
PLOT DATE = 1/22/2010										ILLINOIS FED. AID PROJECT		

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

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PROTECTED		
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

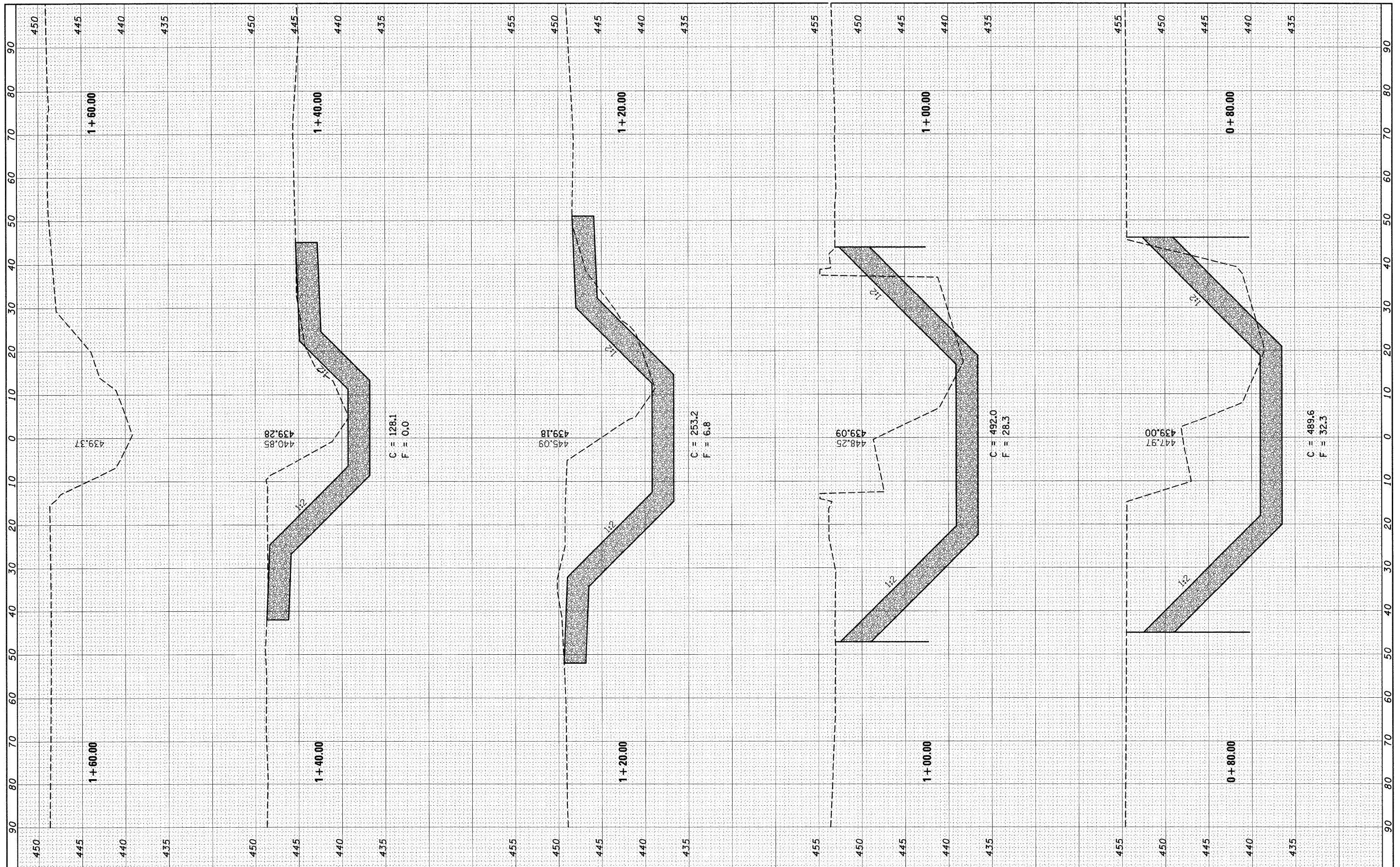
CHANEEL CROSS SECTIONS

SCALE: _____ SHEET NO. 1 OF 2 SHEETS STA. 0+00.00 TO STA. 0+60.00

F.A.P. RTE. 682	SECTION 21BR, 21-I-1	COUNTY RANDOLPH	TOTAL SHEETS 77	SHEET NO. 76
CONTRACT NO. 76126				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS	TEMPLATE		
AREAS CHECKED			

ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
AREAS	TEMPLATE		
AREAS CHECKED			



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	PLOT SCALE = 10,000.00' / IN.	DRAWN -	REVISED -		SCALE: _____	SHEET NO. 2 OF 2 SHEETS	STA. 0+80.00	TO STA. 1+60.00	CONTRACT NO. 76126			
	PLOT DATE = 1/22/2010	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									