

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82*	1
ILLINOIS CONTRACT NO. 78989			* 82 + 1 = 83 TOTAL SHEETS	

FOR INDEX OF SHEETS, SEE SHEET NO. 3
FOR SUMMARY OF QUANTITIES, SEE SHEET NO. 4-10

TRAFFIC DATA

FAS 1907 (IL 127)
EXISTING ADT = 950 (2026)
%SU = 20 (2.11%)
%MU = 30 (3.16%)

TOWNSHIPS

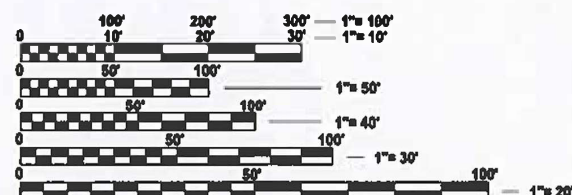
TAMMS PRECINCT

DESIGN DESIGNATION : MINOR ARTERIAL

COORDINATE SYSTEM : NORTH AMERICAN DATUM (NAD) 83
POSTED SPEED : 55 MPH

PROPOSED SN 002-0039
STRUCTURE STA. 569+78.25
3-SPAN STEEL I-BEAM STRUCTURE WITH
CONCRETE DECK 128'-9 1/2" BK-BK. ABUTS.
33'-1" CL. DECK WIDTH 40' SKEW LT. FWD.

EXISTING SN 002-0027
STRUCTURE STA. 569+78.25
3-SPAN HAUNCHED CONCRETE STRUCTURE
ON SOLID REINFORCED CONCRETE PIERS
AND OPEN REINFORCED CONCRETE ABUTMENTS
118'-6" BK-BK. ABUTS. 31'-7 1/2" CL. DECK WIDTH
40' 17' 34" SKEW LT. FWD.



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

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

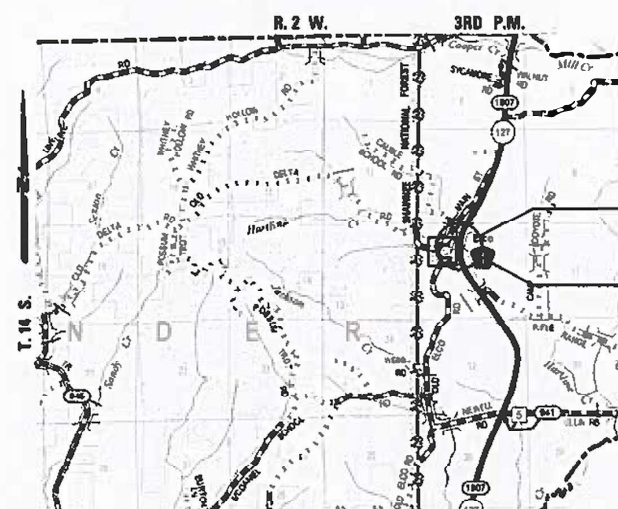
PROJECT ENGINEER: EHREN KIRBY
PROJECT DESIGNER: VEENSTRA & KIMM, INC.

CONTRACT NO. 78989

PROPOSED HIGHWAY PLANS

FAS ROUTE 1907 (IL 127)
SECTION 17B-4
PROJECT BR-7R3X(313)
BRIDGE REPLACEMENT OVER HARTLINE CREEK
ALEXANDER COUNTY

C-99-035-23



END PROJECT
STA. 573+40

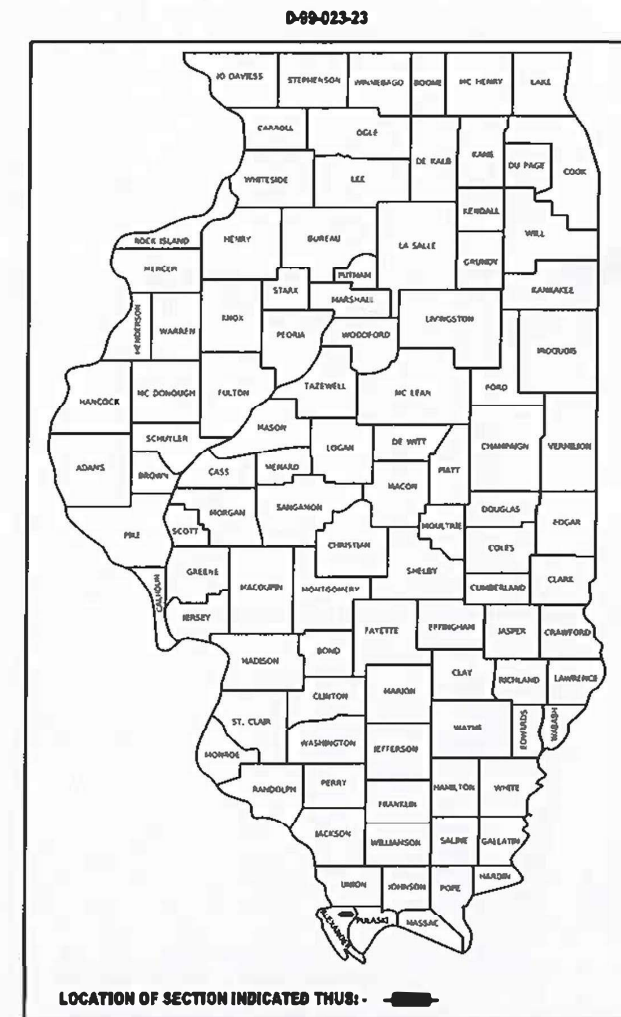
BEGIN PROJECT
STA. 566+30

LOCATION MAP

GROSS LENGTH = 710.00 FT. = 0.134 MILES
NET LENGTH = 710.00 FT. = 0.134 MILES



Christopher P. Kohlman 1/19/26
EXPIRATION DATE 11/30/2027



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED Jan 23 20 26
Lora S. Runyan
REGION FIVE ENGINEER
August 14 20 26
S. E. A. E. H.
ENGINEER OF DESIGN AND ENVIRONMENT
August 14 20 26
J. P. H. 5
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

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DATE -	01-19-2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SIGNATURES

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	2
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

Prepared By: Susan Poe
DISTRICT STUDIES & PLANS ENGINEER

Examined By: Nancy The
DISTRICT LAND ACQUISITION ENGINEER

Examined By: Carla
DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: 2
DISTRICT OPERATIONS ENGINEER

Examined By: _____
DISTRICT PROJECT IMPLEMENTATION ENGINEER

Examined By: Ben Willis
DISTRICT CONSTRUCTION ENGINEER

Examined By: Aam Darg
DISTRICT MATERIALS ENGINEER

GENERAL NOTES

1.

THE CENTERLINE PAVEMENT MARKING SHALL BE REMOVED FROM THE STOP BAR TO THE SAND ATTENUATORS OR DRUMS. EDGE LINE PAVEMENT MARKING SHALL BE REMOVED IF A 10 FOOT LANE WIDTH CANNOT BE MAINTAINED. TEMPORARY EDGE LINES SHALL BE INSTALLED WHEN THE EDGE LINES ARE REMOVED.
2.

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION EACH FOR THE HMA SURFACE REMOVAL AND BINDER COURSE.
3.

AT ALL LOCATIONS WHERE THE PROPOSED HOT MIX ASPHALT OR CONCRETE PAVEMENT JOINS AN EXISTING HOT MIX ASPHALT OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.
4.

LONGITUDINAL JOINT SEALANT SHALL BE PLACED UNDER THE HMA SURFACE COURSE.
5.

THE ALGEBRAIC DIFFERENCE BETWEEN THE PAVEMENT AND SHOULDER SLOPES SHALL NOT EXCEED 10%. THE SHOULDER ON THE OUTSIDE OF SUPERELEVATED CURVES SHALL BE FLATTENED ACCORDINGLY.
6.

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

ALL AGGREGATE MATERIAL	2.05 TON/CU YD
ALL HOT-MIX ASPHALT	2.016 TON/CU YD
RIPRAP	1.5 TON/CU YD
EARTH	110 LBS/CU YD

INDEX OF SHEETS

1	TITLE SHEET
2	SIGNATURE SHEET
3	GENERAL NOTES, INDEX OF SHEETS & STANDARDS
4-10	SUMMARY OF QUANTITIES
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54-57	EXISTING STRUCTURE PLANS (S.N. 002-0027)
58-63	DISTRICT 9 STANDARDS:
	SEEDING AND MULCHING
	ROUGH GROOVED SURFACE SIGN
	UNEVEN LANES SIGN
	STEP CONSTRUCTION DETAIL
	ENTRANCE SIGN DETAILS
	RURAL SIDEROAD ENTRANCE
64-82	CROSS SECTIONS

COMMITMENTS

TREES THREE (3) INCHES IN DIAMETER AND AT BREAST HEIGHT WILL NOT BE CLEARED FROM APRIL 1 TO SEPTEMBER 30.

MIXTURE REQUIREMENTS

LOCATIONS	HMA SURFACE COURSE	HMA SHOULDERS 8" & 10" (LOWER LIFT)	HMA SHOULDERS 8" & 10" (TOP LIFT)	HMA BINDER COURSE
MIXTURE USES:	HMA SURFACE COURSE, IL-9.5, MIX C, N70	HMA BINDER COURSE, IL-19.0, N70	HMA SURFACE COURSE, IL-9.5, MIX C, N70	HMA BINDER COURSE, IL-19.0, N70
AB/PG	PG64-22	PG64-22	PG64-22	PG64-22
DESIGN AIR VOIDS	4.0%, 70 GYRATION DESIGN	4.0%, 70 GYRATION DESIGN	4.0%, 70 GYRATION DESIGN	4.0%, 70 GYRATION DESIGN
MIXTURE COMPOSITION (GRADATION MIXTURE)	IL-9.5MM	IL-19.0MM	IL-9.5MM	IL-19.0MM
FRICTION AGGREGATE	MIX C	NONE	MIX C	NONE
MIXTURE WEIGHT	112 LBS./SQ. YD./INCH	112 LBS./SQ. YD./INCH	112 LBS./SQ. YD./INCH	112 LBS./SQ. YD./INCH
QUALITY MANAGEMENT PROGRAM	QCQA	QCQA	QCQA	QCQA
SUBLOT SIZE	3000 TONS	3000 TONS	3000 TONS	3000 TONS
MATERIAL TRANSFER DEVICE	NO	NO	NO	NO

LIFT THICKNESS REQUIREMENTS

SHOULDERS 8":
2" SURFACE COURSE
2½" BINDER COURSE
3¾" BINDER COURSE

SHOULDERS 10":
2" SURFACE COURSE
4" BINDER COURSE
4" BINDER COURSE

STANDARDS

000001-09	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
515001-04	NAME PLATES FOR BRIDGES
601101-02	CONCRETE HEADWALL FOR PIPE UNDERDRAINS
630001-13	STEEL PLATE BEAM GUARDRAIL
630201-07	PCC-HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-09	SHOULDER WIDENING FOR TYPE 1 GUARDRAIL TERMINALS
631031-18	TRAFFIC BARRIER TERMINAL TYPE 6
701001-02	OFF-RD OPERATIONS 2L 2W MORE THAN 15FT
701006-05	OFF-RD OPERATIONS 2L 2W 15' TO 24" FROM PAVEMENT EDGE
701011-04	OFF-RD MOVING OPERATIONS 2L 2W DAY ONLY
701101-05	OFF-RD OPERATIONS, MULTILANE, 15' TO 24" FROM PAVEMENT EDGE
701201-05	LANE CLOSURE, 2L 2W, DAY ONLY 45MPH OR MORE
701311-03	LANE CLOSURE, 2L 2W, MOVING OPERATIONS DAY ONLY
701321-19	LANE CLOSURE, 2L 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L 2W, PAVEMENT WIDENING 45MPH OR MORE
701901-11	TRAFFIC CONTROL DEVICES
704001-08	TEMPORARY CONCRETE BARRIER
725001-01	OBJECT AND TERMINAL MARKERS
780001-05	TYPICAL PAVEMENT MARKINGS
782006-01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS

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STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, INDEX OF SHEETS & STANDARDS	
SCALE:	SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	3
CONTRACT NO. 78989				
ILLINOIS		FED. AID PROJECT		

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE
				BRIDGE	BRIDGE
				0010	0010
				RURAL	S.N. 002-0039
20100500	TREE REMOVAL, ACRES	ACRE	0.25	0.25	
20200100	EARTH EXCAVATION	CU YD	503	503	
20200500	EARTH EXCAVATION (WIDENING)	CU YD	55	55	
20300100	CHANNEL EXCAVATION	CU YD	1545	1545	
20400800	FURNISHED EXCAVATION	CU YD	834	834	
25000320	SEEDING, CLASS 5	ACRE	0.75	0.75	
25000350	SEEDING, CLASS 7	ACRE	0.75	0.75	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	70	70	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	70	70	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	70	70	
25000700	AGRICULTURAL GROUND LIMESTONE	TON	1.5	1.5	
25100115	MULCH, METHOD 2	ACRE	1.5	1.5	
25100630	EROSION CONTROL BLANKET	SQ YD	1502	1502	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	75	75	

REV - MS



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET 1 OF 7 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	4
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				



VEENSTRA & KIMB INC.
A Kleinfield Company

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: SHEET 5 OF 7 SHEETS STA. TO STA.

F.A.S. RTE. 1907

SECTION 17B-4

COUNTY ALEXANDER

TOTAL SHEETS 82

SHEET NO. 8

CONTRACT NO. 78989

ILLINOIS | FED. AID PROJECT

CODE NO.		ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE		
					80% FEDERAL 20% STATE		80% FEDERAL 20% STATE
					BRIDGE 0010		BRIDGE 0010
					RURAL		S.N. 002-0039
58600101		GRANULAR BACKFILL FOR STRUCTURES	CU YD	225			225
60100060		CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4			4
60146304		PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	172			172
* 63000001		STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	387.5		387.5	
* 63100085		TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4		4	
* 63100167		TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3		3	
* 63100169		TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	1		1	
63200310		GUARDRAIL REMOVAL	FOOT	603		603	
67000400		ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	18		18	
67100100		MOBILIZATION	L SUM	1		1	
70100405		TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1		1	
70100450		TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1		1	
70100500		TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1		1	
70106500		TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1		1	
70106700		TEMPORARY RUMBLE STRIPS	EACH	6		6	

* SPECIALTY ITEM

		CONSTRUCTION CODE			
		80% FEDERAL 20% STATE	80% FEDERAL 20% STATE		
		BRIDGE	BRIDGE		
		0010	0010		
		RURAL	S.N. 002-0039		
CODE NO.	ITEM	UNIT	TOTAL QUANTITY		
X5080530	BAR TERMINATORS	EACH	654		654
Z0076600	TRAINEES	HOURL	1000	1000	
X6330900	VERTICAL ADJUSTMENT OF GUARDRAIL	FOOT	152	152	
Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOURL	1000	1000	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	0.5	0.5
Z0033068	TRAFFIC SIGNAL BACKUP SYSTEM	EACH	1	1	
Z0073410	TEMPORARY SUPPORT SYSTEM, LOCATION 1	EACH	1		1
Z0073420	TEMPORARY SUPPORT SYSTEM, LOCATION 2	EACH	1		1

* SPECIALTY ITEM

Ø 0042

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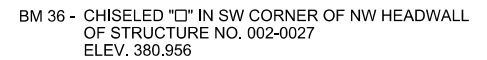
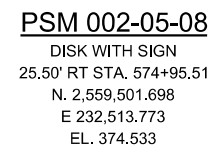
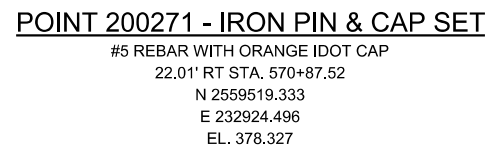
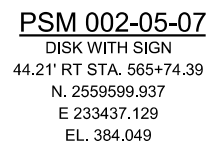


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES			
SCALE:	SHEET	7 OF 7	SHEETS STA.
TO STA.			

F.A.S. RTE. 1907	SECTION 17B-4	COUNTY ALEXANDER	TOTAL SHEETS 82	SHEET NO. 10
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				



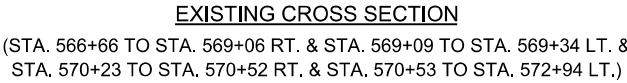
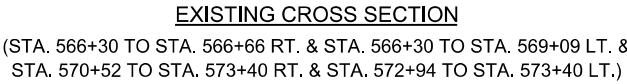
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	DATE -	01-26-2026	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

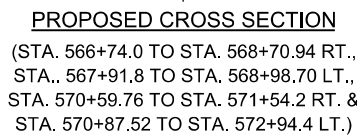
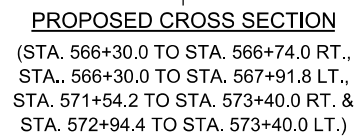
ALIGNMENTS, TIES & BENCHMARKS

SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	11
		CONTRACT NO. 78989		
ILLINOIS		FED. AID PROJECT		



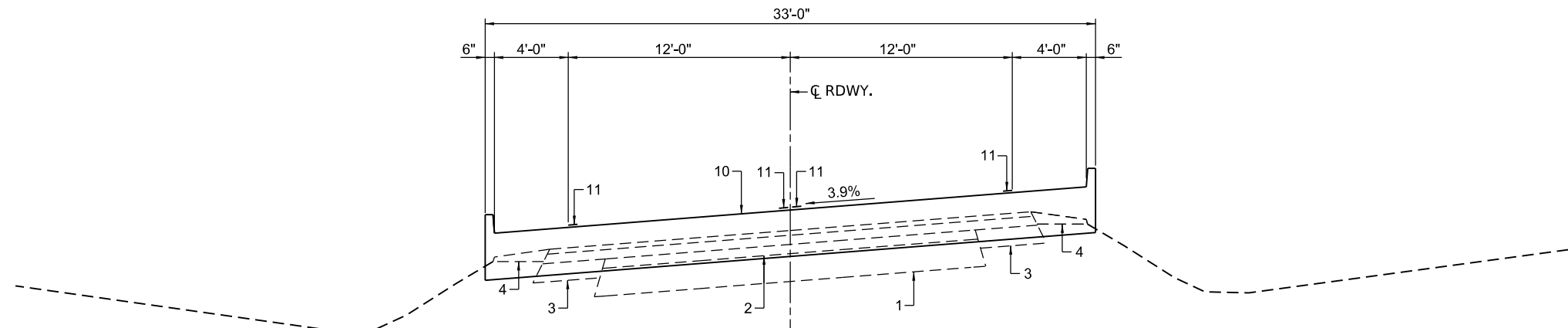
- 1 - EX CRUSHED STONE SURFACE COURSE, TYPE A
- 2 - EX HOT-MIX ASPHALT OVERLAYS
- 3 - EX BASE COURSE WIDENING 9"
- 4 - EX EARTH/AGGREGATE SHOULDERS
- 5 - EX GUARDRAIL
- 6 - PR HOT-MIX ASPHALT SURFACE COURSE (VARIABLE THICKNESS)
- 7 - PR PCC SHOULDERS 10"
- 8 - PR EARTH SHOULDERS
- 9 - PR GUARDRAIL
- 10 - PR PCC APPROACH PAVEMENT
- 11 - PR PAINT PAVEMENT MARKING - LINE 4"
- 12 - PR HOT-MIX ASPHALT HMA SHOULDERS 8"
- 13 - PR AGGREGATE BASE COURSE, TYPE A 8"
- 14 - PR HMA SHOULDERS 10"
- 15 - PR LONGITUDINAL JOINT SEALANT
- 16 - PR HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70



* OCCURS ONLY AT STA. 567+35 TO STA. 568+55.94 RT
& STA. 571+02.52 TO STA. 571+30.0 RT

- 1 - EX CRUSHED STONE SURFACE COURSE, TYPE A
- 2 - EX HOT-MIX ASPHALT OVERLAYS
- 3 - EX BASE COURSE WIDENING 9"
- 4 - EX EARTH/AGGREGATE SHOULDERS
- 5 - EX GUARDRAIL
- 6 - PR HOT-MIX ASPHALT SURFACE COURSE (VARIABLE THICKNESS)
- 7 - PR PCC SHOULDERS 10"
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- 9 - PR GUARDRAIL
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- 11 - PR PAINT PAVEMENT MARKING - LINE 4"
- 12 - PR HOT-MIX ASPHALT HMA SHOULDERS 8"
- 13 - PR AGGREGATE BASE COURSE, TYPE A 8"
- 14 - PR HMA SHOULDERS 10"
- 15 - PR LONGITUDINAL JOINT SEALANT
- 16 - PR HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70

	DESIGNED - CPK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL ROADWAY SECTIONS			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - DMS	REVISED -					1907	17B-4	ALEXANDER	82	13
	CHECKED - CPK	REVISED -		CONTRACT NO. 78989							
	DATE - 01-26-2026	REVISED -									
			SCALE:	SHEET 2 OF 3 SHEETS	STA.	TO STA.					



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EARTHWORK									
LOCATION	EARTH EXCAVATION	ADJUSTED SHRINKAGE FACTOR	EARTH EXCAVATION (ADJUSTED)	EMBANKMENT	EARTHWORK BALANCE		FURNISHED EXCAVATION	CHANNEL EXCAVATION	REMARKS
					EXCAVATION REQUIRED TO COMPLETE	EXCESS EXCAVATION			
	CU. YD.	%	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	CU. YD.	
STA. 566+30.00 TO STA. 569+14.37	132	25	99	388	0	0	289		
STA. 569+14.37 TO STA. 570+43.19								1545	
STA 570+43.19 TO STA. 573+40.00	371	25	279	824	0	0	545		
TOTAL	503		378	1,212	0	0	834	1,545	

HOT-MIX ASPHALT						
LOCATION	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (TACK COAT)	HOT-MIX ASPHALT SURFACE REMOVAL (BUTT JOINT)	TEMPORARY RAMP	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX"C", N70
	TON	POUND	POUND	SQ. YD.	SQ. YD.	TON
COMMERCIAL ENTRANCE - STA. 572+40 RT.	58	1163	117			58
STA. 568+45 TO STA. 568+55.94 RT.					16	
STA. 571+02.52 TO STA. 571+14.10 RT.					17	
STA. 566+30 TO STA. 568+55.94 INCLUDES SHOULDERS LT. & RT.			407			96
STA. 571+02.52 TO STA. 573+40 INCLUDES SHOULDERS LT. & RT.			428			67
STA. 566+30 TO STA. 567+35 INCLUDES SHOULDERS LT.				338		
STA. 571+30 TO STA. 573+40 INCLUDES SHOULDERS LT.				677		
TOTAL	58	1163	952	1015	33	221

PAVEMENT REMOVAL & DRIVEWAY PAVEMENT REMOVAL		
LOCATION	PAVEMENT REMOVAL	DRIVEWAY PAVEMENT REMOVAL
	SQ. YD.	SQ. YD.
STA. 568+55.94 TO STA. 569+18.99	183	
STA. 570+37.49 TO STA. 571+02.52	188	
EXISTING C.E. CENTERLINE STA. 570+63 RT.		140
TOTAL	371	140

PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB		
LOCATION	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	WELDED WIRE REINFORCEMENT
	SQ. YD.	SQ. YD.
STA. 568+55.94 TO STA. 568+98.70	107	107
STA. 570+59.76 TO STA. 571+02.52	107	107
TOTAL	214	214

PINNING TEMPORARY CONCRETE BARRIER	
LOCATION	PINNING TEMPORARY CONCRETE BARRIER
	EACH
STAGE I	
STA. 567+12.0 TO STA. 568+12.0	6*
STA. 568+12.0 TO STA. 568+24.5	1
STA. 568+24.5 TO STA. 568+37.0	2
STA. 568+37.0 TO STA. 568+87.0	12
STA. 568+87.0 TO STA. 570+74.5	0
STA. 570+74.5 TO STA. 571+87.0	1
STA. 570+87.0 TO STA. 570+99.5	2
STA. 570+99.5 TO STA. 571+37.0	9
STAGE II	
STA. 567+12.0 TO STA. 568+12.0	6*
STA. 568+12.0 TO STA. 568+24.5	1
STA. 568+24.5 TO STA. 568+37.0	2
STA. 568+37.0 TO STA. 568+87.0	12
STA. 568+87.0 TO STA. 570+74.5	0
STA. 570+74.5 TO STA. 570+87.0	1
STA. 570+87.0 TO STA. 570+99.5	2
STA. 570+99.5 TO STA. 571+37.0	9
STA. 571+37.0 TO STA. 572+37.0	6*
TOTAL	54
*INCLUDED WITH COST OF TEMPORARY CONCRETE BARRIER	

AGGREGATE DITCH	
LOCATION	AGGREGATE DITCH
	TON
STA. 566+75 TO STA. 568+82 LT.	111
TOTAL	111

EARTH EXCAVATION (WIDENING)	
LOCATION	EARTH EXCAVATION (WIDENING)
	SQ. YD.
STA. 566+30 TO STA. 569+32.4 LT.	28
STA. 570+51 TO STA. 573+40 LT.	27
TOTAL	55

AGGREGATE BASE COURSE, TYPE A 8"	
LOCATION	AGG. BASE CSE. TYPE A, 8"
	SQ. YD.
COMMERCIAL ENTRANCE - STA. 572+40 RT.	517
TOTAL	517



DESIGNED -	CPK
DRAWN -	DMS
CHECKED -	CPK
DATE -	01-26-2026

REVISED -	
REVISED -	
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE:	SHEET 1 OF 4 SHEETS	STA. TO STA.
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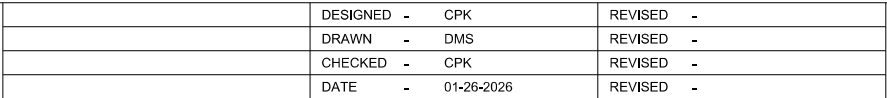
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	15
CONTRACT NO. 78989				
ILLINOIS		FED. AID PROJECT		

GUARDRAIL								
LOCATION	TRAFFIC BARRIER	STEEL PLATE BEAM	TRAFFIC BARRIER	TRAFFIC BARRIER	TERMINAL MARKER -	GUARDRAIL	GUARDRAIL	VERTICAL
	TERMINAL, TYPE 1	GUARDRAIL	TERMINAL, TYPE 6	TERMINAL TYPE 1	DIRECT APPLIED	REFLECTORS, TYPE A	REMOVAL	ADJUSTMENT OF
	(SPECIAL) TANGENT	6 FOOT POSTS		(SPECIAL) FLARED				GUARDRAIL
	EACH	FOOT	EACH	EACH	EACH	EACH	FOOT	FOOT
STA. 566+60.2 TO STA. 567+10.2 RT.	1				1			
STA. 567+10.2 TO STA. 568+60.2 RT.		150				4		
STA. 568+60.2 TO STA. 568+97.1 RT.			1					
STA. 570+32.5 TO STA. 570+69.4 RT.			1					
STA. 570+69.4 TO STA. 571+06.9 RT.		37.5				4		
STA. 571+06.9 TO STA. 571+56.9 RT.				1	1			
STA. 567+88.2 TO STA. 568+38.2 LT.	1				1			
STA. 568+38.2 TO STA. 568+88.2 LT.		50				4		
STA. 568+88.2 TO STA. 569+24.1 LT.			1					
STA. 570+61.1 TO STA. 570+98.0 LT.			1					
STA. 570+98.0 TO STA. 572+48.0 LT.		150				4		
STA. 572+48.0 TO STA. 572+98.0 LT.	1				1			
STA. 566+66 TO STA. 569+09 RT.							240	
STA. 569+09 TO STA. 569+34 LT.							50	
STA. 570+23 TO STA. 570+52 RT.							52	
STA. 570+53 TO STA. 572+94 LT.							261	
STA. 567+35 TO STA. 568+43.5 RT.								109
STA. 571+14.1 TO STA. 571+57 RT.								43
TOTAL	3	387.5	4	1	4	16	603	152

PAINT PAVEMENT MARKING - LINE 4"			
LOCATION	30' SKIP	SOLID	EDGE
	10' DASH	YELLOW	LINE
	(YELLOW)	(NO PASSING)	(WHITE)
	FOOT	FOOT	FOOT
STA. 565+13 TO STA. 573+78 LT.			865
STA. 565+13 TO STA. 573+78 CENTERLINE DOUBLE		1730	
STA. 565+13 TO STA. 573+78 RT.			865
SUBTOTAL	0	1730	1730
TOTAL	3460		

PAVEMENT MARKING REMOVAL - GRINDING	
LOCATION	PAVEMENT MARKING REMOVAL - GRINDING
	SQ. FT.
STA. 565+13 TO STA. 573+78 LT. EDGE	288
STA. 565+13 TO STA. 573+78 CENTERLINE NO PASSING - 2 LINES	576
TOTAL	864

TREE REMOVAL, ACRES	
LOCATION	TREE
	REMOVAL,
	ACRES
	ACRE
STA. 567+25 TO STA. 568+50 LT.	0.05
STA. 568+75 TO STA. 570+00 RT.	0.09
STA. 569+10 TO STA. 571+00 LT.	0.11
TOTAL	0.25



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES						
SCALE:	SHEET	2	OF	4	SHEETS	STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	16
CONTRACT NO. 78989				
ILLINOIS		FED. AID PROJECT		

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TEMPORARY CONCRETE BARRIER AND IMPACT ATTENUATORS					
LOCATION	IMPACT ATTENUATORS, TEMPORARY (FULLY-REDIRECTIVE, NARROW),	TEMPORARY	IMPACT ATTENUATORS, TEMPORARY	RELOCATE	IMPACT ATTENUATORS,
	TEST LEVEL 3	CONCRETE	(NON-REDIRECTIVE),	TEMPORARY CONCRETE	RELOCATE (FULLY-REDIRECTIVE,
	EACH	BARRIER	TEST LEVEL 3	BARRIER	NARROW) TEST LEVEL 3
	EACH	FOOT	EACH	FOOT	EACH
STA. 566+82.4 TO STA. 567+12	1				
STA. 567+12 TO STA. 571+37 (STAGE I)		425			
STA. 571+37 TO STA. 571+66.9	1				
STA. 571+12.4 TO STA. 571+42 (STAGE I)			1		
STA. 566+82.4 TO STA. 567+12					1
STA. 567+12 TO STA. 571+37 (STAGE II)				425	
STA. 571+37 TO STA. 572+37 (STAGE II)		100			
STA. 572+37 TO STA. 572+66.9					1
TOTAL	2	525	1	425	2

SHORT TERM PAVEMENT MARKING		
LOCATION	SHORT TERM	SHORT TERM PVT.
	PAVEMENT MARKING	MARK. REMOVAL
	FOOT	SQ. FT.
STA. 565+13 TO STA. 573+78 ASSUME 4' STRIPES AT 40' CENTERS	88	30
TOTAL	88	30

LONGITUDINAL JOINT SEALANT	
LOCATION	LONGITUDINAL JOINT SEALANT
	FOOT
STA. 566+30 TO STA. 568+55.94	226
STA. 571+02.52 TO STA. 573+40	238
TOTAL	464

TEMPORARY RUMBLE STRIPS	
LOCATION	TEMPORARY RUMBLE STRIPS
	EACH
STA. 558+13 RT. SOUTHBOUND	1
STA. 553+13 RT. SOUTHBOUND	1
STA. 548+13 RT. SOUTHBOUND	1
STA. 580+78 LT. NORTHBOUND	1
STA. 585+78 LT. NORTHBOUND	1
STA. 590+78 LT. NORTHBOUND	1
TOTAL	6

TEMPORARY BRIDGE TRAFFIC SIGNALS	
LOCATION	TEMPORARY BRIDGE TRAFFIC SIGNALS
	EACH
STA. 565+63 RT.	0.25
STA. 565+88 LT.	0.25
STA. 573+03 RT.	0.25
STA. 573+28 LT.	0.25
TOTAL	1.0

CHANGEABLE MESSAGE SIGNS	
LOCATION	CHANGEABLE MESSAGE SIGNS
	CAL DAY
SOUTH OF ROUNDABOUT OF IL 127 AND IL 146 INTERSECTION IN JONESBORO	14
NORTH OF INTERSECTION OF IL 127 AND IL 3 SOUTH OF UNITY	14
TOTAL	28



DESIGNED -	CPK	REVISED -	
DRAWN -	DMS	REVISED -	
CHECKED -	CPK	REVISED -	
DATE -	01-26-2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	17
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

PERMANENT SEEDING

LOCATION	SEEDING	NITROGEN	PHOSPHORUS	POTASSIUM	AGRICULTURAL	EROSION	MULCH
	CLASS 5	FERTILIZER	FERTILIZER	FERTILIZER	GROUND	CONTROL	METHOD 2
		NUTRIENT	NUTRIENT	NUTRIENT	LIMESTONE	BLANKET	
	ACRE	POUND	POUND	POUND	TON	SQ YD	ACRE
STA. 566+30.00 TO STA. 568+75.00 LT.	0.19	18	18	18	0.38		0.38
STA. 568+75.00 TO STA. 569+60.61 LT.	0.06	6	6	6	0.12	291	0.12
STA. 570+81.96 TO STA. 571+00.00 LT.	0.01	1	1	1	0.02	49	0.02
STA. 571+00.00 TO STA. 573+40.00 LT.	0.09	9	9	9	0.18		0.18
STA. 566+30.00 TO STA. 567+25.00 RT.	0.03	3	3	3	0.06		0.06
STA. 566+30.00 TO STA. 568+78.88 RT.	0.09	9	9	9	0.18	436	0.18
STA. 569+95.99 TO STA. 571+58.34 RT.	0.15	14	14	14	0.30	726	0.30
STA. 571+58.34 TO STA. 573+40.00 RT.	0.11	10	10	10	0.22		0.22
SUB-TOTAL	0.73	70	70	70	1.46	1502	1.46
TOTAL	0.75	70	70	70	1.50	1502	1.50

TEMPORARY EROSION CONTROL ITEMS

LOCATION	SEEDING	TEMPORARY EROSION	PERIMETER
	CLASS 7	CONTROL SEEDING	EROSION BARRIER
	ACRE	POUND	FOOT
STA. 566+30.00 TO STA. 568+75.00 LT.	0.19	19	739
STA. 568+75.00 TO STA. 569+60.61 LT.	0.06	6	
STA. 570+81.96 TO STA. 571+00.00 LT.	0.01	1	322
STA. 571+00.00 TO STA. 573+40.00 LT.	0.09	9	
STA. 566+30.00 TO STA. 567+25.00 RT.	0.03	3	345
STA. 566+30.00 TO STA. 568+78.88 RT.	0.09	9	
STA. 569+95.99 TO STA. 571+58.34 RT.	0.15	15	484
STA. 571+58.34 TO STA. 573+40.00 RT.	0.11	11	
SUB-TOTAL	0.73	73	1890
TOTAL	0.75	75	1890

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

LOCATION	RAISED REFLECTIVE
	PAVEMENT
	MARKER REMOVAL
	EACH
STA. 565+13 TO STA. 573+78	11
TOTAL	11

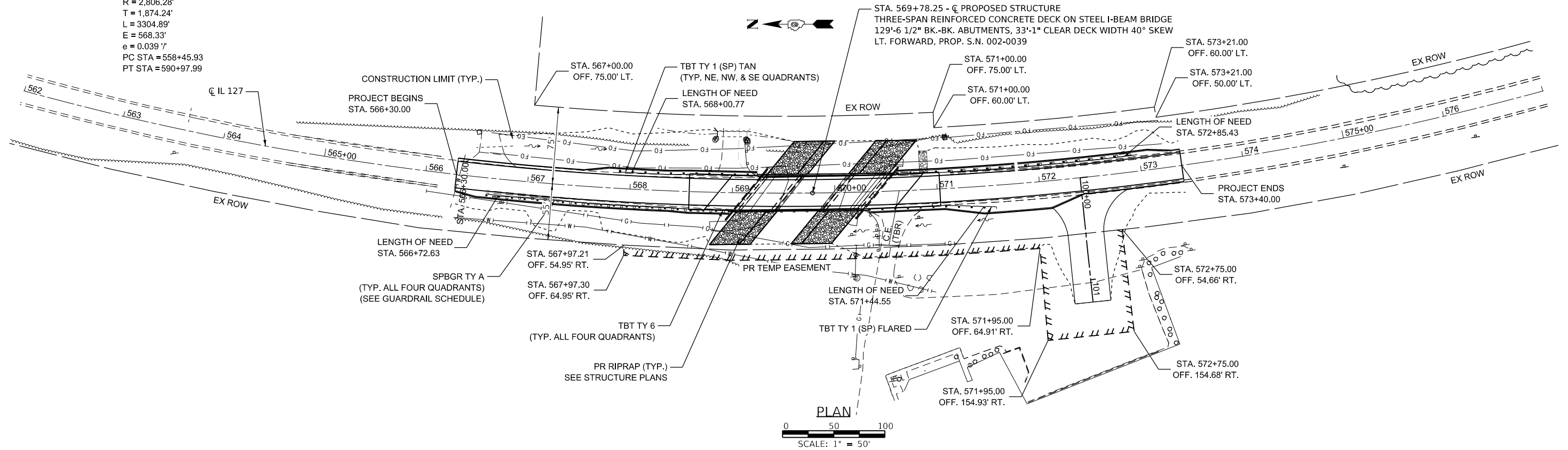
SHOULDERS

LOCATION	HOT-MIX ASPHALT	HOT-MIX ASPHALT	PCC
	SHOULDERS 8"	SHOULDERS 10"	SHOULDERS 10"
	SQ. YD.	SQ. YD.	SQ. YD.
STA. 567+65 TO STA. 569+28.70 LT.	60		
STA. 570+57.52 TO STA. 573+18 LT.	84		
STA. 566+30 TO STA. 569+32.4 LT.			101
STA. 570+50.9 TO STA. 573+40 LT.			97
STA. 566+30 TO STA. 569+00.94 RT.		88	
STA. 570+29.76 TO STA. 571+96.8 RT.		70	
STA. 572+85.3 TO STA. 573+40 RT.		16	
TOTAL	144	174	198

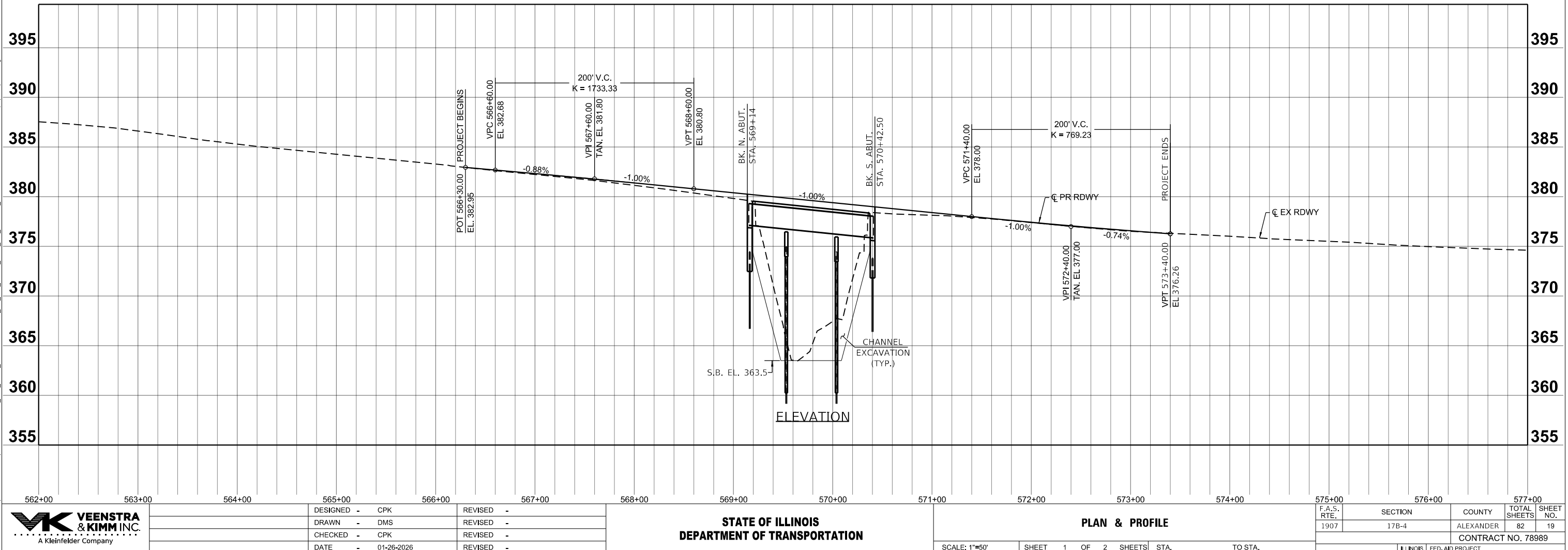
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EX CURVE
PI STA = 577+20.17
 $\Delta = 67^{\circ}28'33"$ (LT)
D = 02°02'30"
R = 2,806.28'
T = 1,874.24'
L = 3304.89'
E = 568.33'
e = 0.039 1'
PC STA = 558+45.93
PT STA = 590+97.99

SECTION 18, T.14 S., R 1W., 3RD P.M.



PLAN
0 50 100
SCALE: 1" = 50'



VEENSTRA & KIMM INC.
A Kleinfelder Company

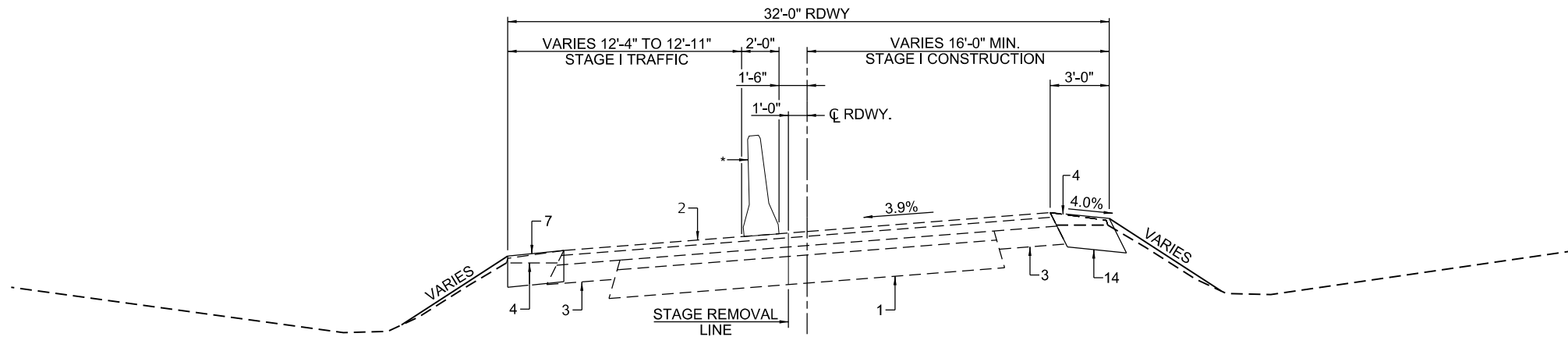
DESIGNED -	CPK	REVISED -	
DRAWN -	DMS	REVISED -	
CHECKED -	CPK	REVISED -	
DATE -	01-26-2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN & PROFILE

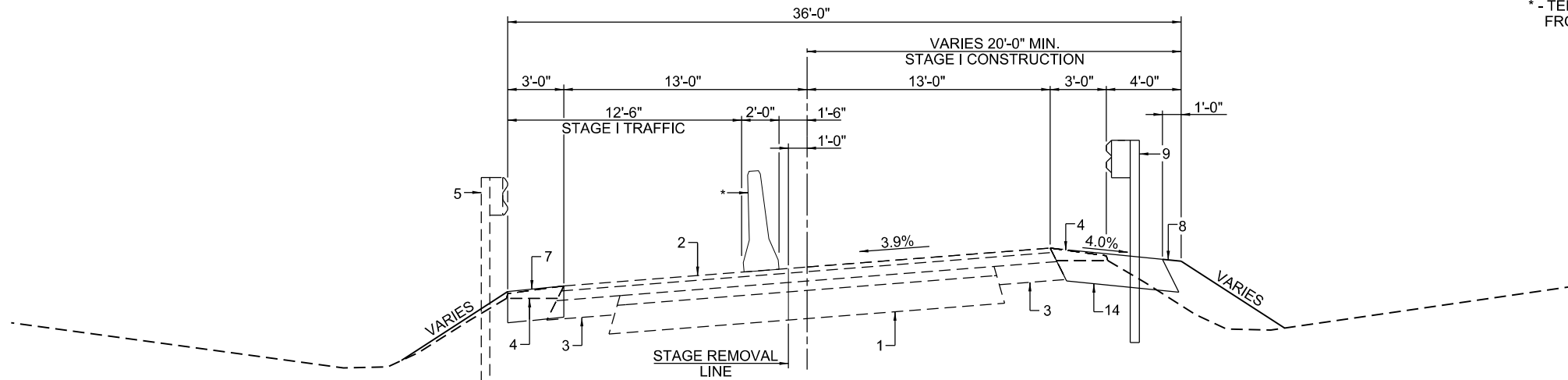
SCALE: 1"=50' SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	19
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				



STAGE I TRAFFIC
STA. 566+30 TO STA. 566+66 RT. & STA. 566+30 TO STA. 569+09 LT.
STA. 570+52 TO STA. 573+40 RT. & STA. 572+94 TO STA. 573+40 LT.

* - TEMPORARY CONCRETE BARRIER TO BE PLACED
FROM STA. 567+12 TO STA. 571+37



STAGE I TRAFFIC
(STA. 566+66 TO STA. 569+06 RT. & STA. 569+09 TO STA. 569+34 LT. &
STA. 570+23 TO STA. 570+52 RT. & STA. 570+53 TO STA. 572+94 LT.)

PAVEMENT LEGEND

- 1 - EX CRUSHED STONE SURFACE COURSE, TYPE A
- 2 - EX HOT-MIX ASPHALT OVERLAYS
- 3 - EX BASE COURSE WIDENING 9"
- 4 - EX EARTH/AGGREGATE SHOULDERS
- 5 - EX GUARDRAIL
- 6 - PR HOT-MIX ASPHALT SURFACE COURSE (VARIABLE THICKNESS)
- 7 - PR PCC SHOULDERS 10"
- 8 - PR EARTH SHOULDERS
- 9 - PR GUARDRAIL
- 10 - PR PCC APPROACH PAVEMENT
- 11 - PR PAINT PAVEMENT MARKING - LINE 4"
- 12 - PR HOT-MIX ASPHALT HMA SHOULDERS 8"
- 13 - PR HOT-MIX ASPHALT BASE COURSE 10"
- 14 - PR HMA SHOULDERS 10"

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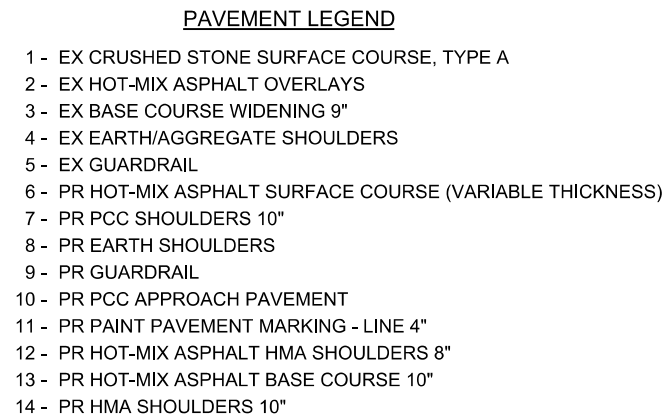
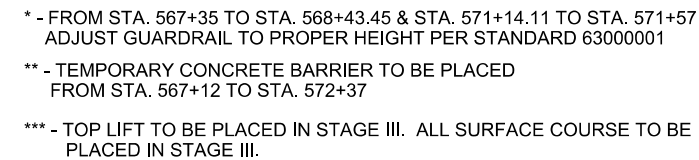
DESIGNED -	CPK	REVISED -	
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CHECKED -	CPK	REVISED -	
DATE -	01-26-2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL STAGING ROADWAY SECTIONS

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	21
CONTRACT NO. 78989				
ILLINOIS		FED. AID PROJECT		



GENERAL NOTES

1. THE CENTERLINE PAVEMENT MARKING SHALL BE REMOVED FROM THE STOP BAR TO STOP BAR. EDGE LINE PAVEMENT MARKING SHALL BE REMOVED IF A 10 FOOT LANE WIDTH CANNOT BE MAINTAINED. TEMPORARY EDGE LINES SHALL BE INSTALLED WHEN THE EDGE LINES ARE REMOVED.
2. VERTICAL PANELS SHOWN ON STANDARD 701321 WILL NOT BE REQUIRED. THE BARRIER WALL REFLECTORS SHALL BE INSTALLED PRIOR TO OPENING TO TRAFFIC.
3. ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC AND THE TEMPORARY TRAFFIC SIGNALS SHALL BE TURNED OFF OR COVERED.

SUGGESTED SEQUENCE OF CONSTRUCTION

PRE-STAGE I

1. CONSTRUCT NEW RELOCATED COMMERCIAL ENTRANCE AT STA. 572+40 RT.
2. PERFORM EARTH EXCAVATION (WIDENING) FROM STA. 566+30 TO STA. 569+32.4 LT. AND STA. 570+50.9 TO STA. 573+40 LT.
3. INSTALL PCC SHOULDERS 10" FROM STA. 566+30 TO STA. 569+32.4 LT. AND STA. 570+50.9 TO STA. 573+40 LT.

STAGE I

4. INSTALL TEMPORARY BRIDGE TRAFFIC SIGNALS AND ALL OTHER SIGNS PER STANDARD 701321 INCLUDING WIDTH RESTRICTION SIGNS.
5. PLACE TEMPORARY CONCRETE BARRIER FROM STA. 567+12 TO STA. 571+37 AS SHOWN BELOW. MOVE BARRELS AS NECESSARY TO ALLOW ACCESS TO COMMERCIAL ENTRANCE.
6. PERFORM WORK FOR STAGE I CONSTRUCTION INCLUDING INSTALLATION OF NEW THREE SPAN STRUCTURE HMA SHOULDERS, GUARDRAIL, TEMPORARY RAMPS AND EARTHWORK.
7. TEMPORARY RAMPS SHALL BE INSTALLED FROM STA. 568+45 TO STA. 568+55.94 RT. AND STA. 571+02.52 TO STA. 571+14.11 RT. DURING STAGE I CONSTRUCTION.

IL
127

MAX WIDTH
10'-6"
11 MILES
AHEAD

WIDTH RESTRICTION SIGN

W12-I103 48" X 48" WITH XX' XX"
LETTERS BLACK ON ORANGE
MAX WIDTH & 3 MILES AHEAD
BLACK ON WHITE WITH M3-1 30X15
AND M1-I100 30X24

LOCATED IN THE ROUNDABOUT OF THE
INTERSECTION OF IL 127 AND IL 146 IN
JONESBORO.

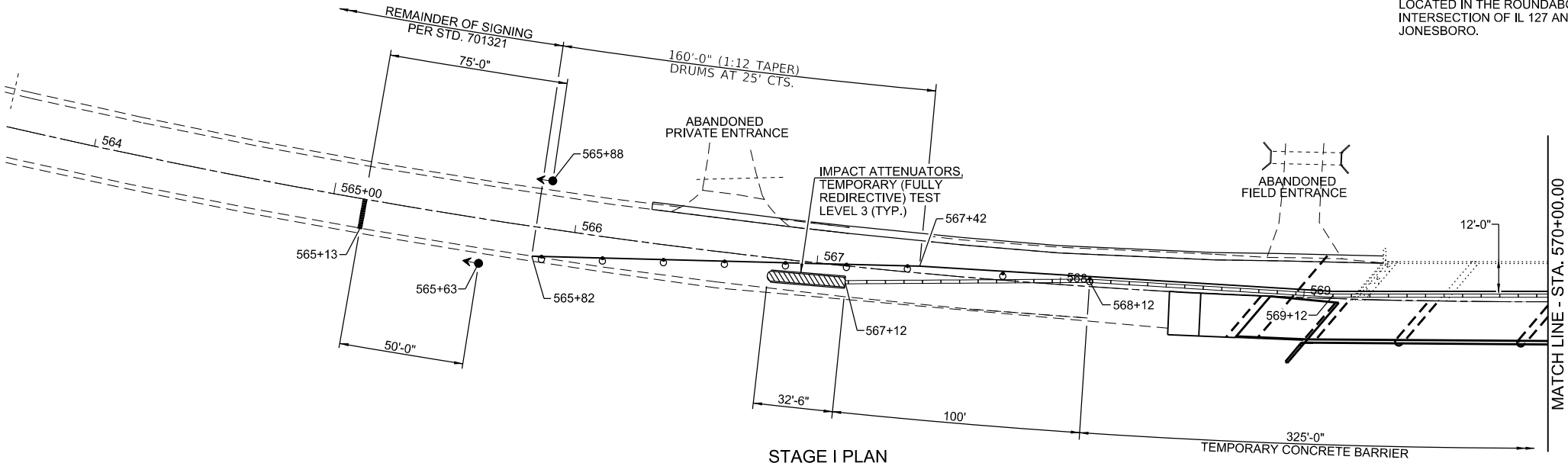
IL
127

MAX WIDTH
10'-6"
12.5 MILES
AHEAD

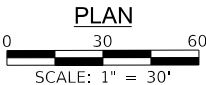
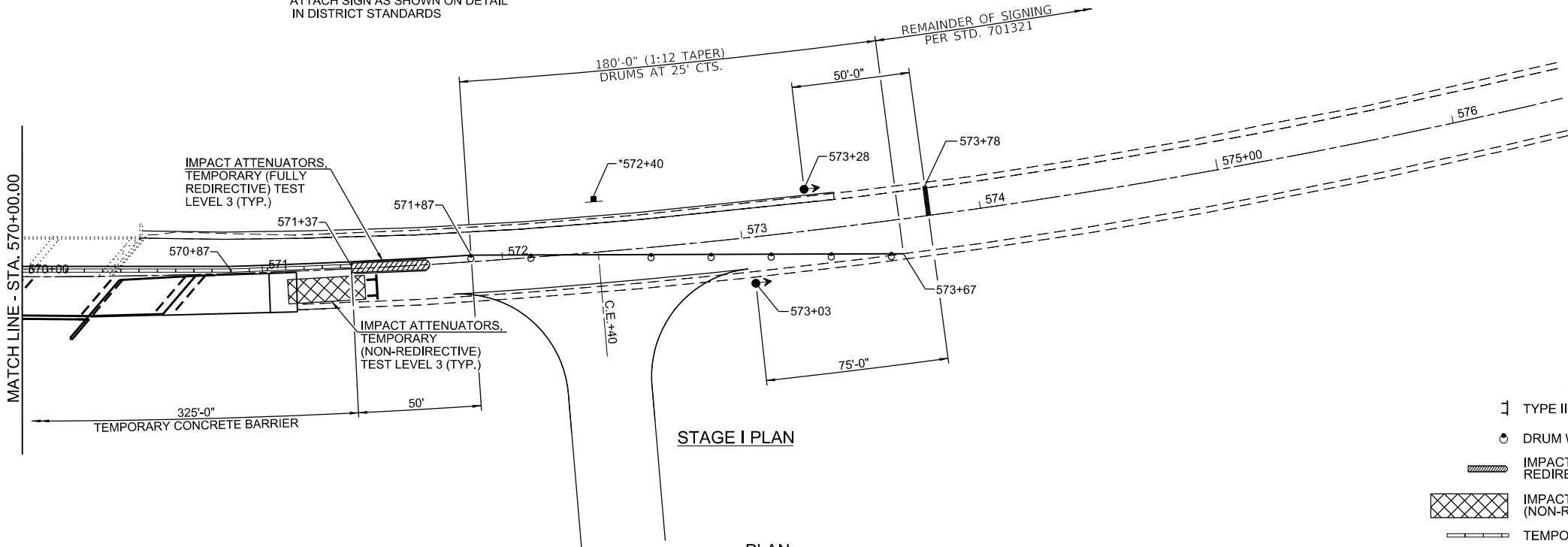
WIDTH RESTRICTION SIGN

W12-I103 48" X 48" WITH XX' XX"
LETTERS BLACK ON ORANGE
MAX WIDTH & 2 MILES AHEAD
BLACK ON WHITE WITH M3-1 30X15
AND M1-I100 30X24

LOCATED SOUTH AND WEST OF THE
INTERSECTION OF IL 127 AND IL 3.



*ATTACH SIGN AS SHOWN ON DETAIL
IN DISTRICT STANDARDS



LEGEND

- TYPE III BARRICADE
- DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT
- IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE) TEST LEVEL 3 (TYP.)
- IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3 (TYP.)
- TEMPORARY CONCRETE BARRIER
- TEMPORARY TRAFFIC SIGNAL



DESIGNED -	CPK
DRAWN -	DMS
CHECKED -	CPK
DATE -	01-26-2026

REVISED -	
REVISED -	
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE I CONSTRUCTION PLAN

SCALE: SHEET 1 OF 2 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	23
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

GENERAL NOTES

1. THE CENTERLINE PAVEMENT MARKING SHALL BE REMOVED FROM THE STOP BAR TO STOP BAR. EDGE LINE PAVEMENT MARKING SHALL BE REMOVED IF A 10 FOOT LANE WIDTH CANNOT BE MAINTAINED. TEMPORARY EDGE LINES SHALL BE INSTALLED WHEN THE EDGE LINES ARE REMOVED.
2. VERTICAL PANELS SHOWN ON STANDARD 701321 WILL NOT BE REQUIRED. THE BARRIER WALL REFLECTORS SHALL BE INSTALLED PRIOR TO OPENING TO TRAFFIC.
3. ANY TIME THE CONCRETE BARRIER IS NOT IN THE PROPER POSITION, FLAGGERS SHALL BE IN PLACE TO CONTROL TRAFFIC AND THE TEMPORARY TRAFFIC SIGNALS SHALL BE TURNED OFF OR COVERED.

STAGE II

8. RELOCATE TEMPORARY CONCRETE BARRIER FROM STA. 567+12 TO STA. 572+37 AS SHOWN ON STAGE II CONSTRUCTION SHEET.
9. PERFORM WORK FOR STAGE II CONSTRUCTION INCLUDING INSTALLING THE REMAINDER OF THREE SPAN STRUCTURE, HMA SHOULDERS, GUARDRAIL, AND EARTHWORK.

STAGE III

10. REMOVE TEMPORARY CONCRETE BARRIER AND PERFORM HOT-MIX ASPHALT SURFACE REMOVAL (BUTT JOINT) ON SURFACE AND SHOULDERS PER STANDARD 701201.
11. INSTALL HOT-MIX ASPHALT SURFACE COURSE TO PROPOSED GRADE AS SHOWN ON THE PLANS.
12. INSTALL STRIPING PER PAVEMENT MARKING PLAN.

IL
127

MAX WIDTH
10'-6"
11 MILES
AHEAD

WIDTH RESTRICTION SIGN

W12-I103 48" X 48" WITH XX' XX"
LETTERS BLACK ON ORANGE
MAX WIDTH & 3 MILES AHEAD
BLACK ON WHITE WITH M3-1 30X15
AND M1-I100 30X24

LOCATED IN THE ROUNDABOUT OF THE
INTERSECTION OF IL 127 AND IL 146 IN
JONESBORO.

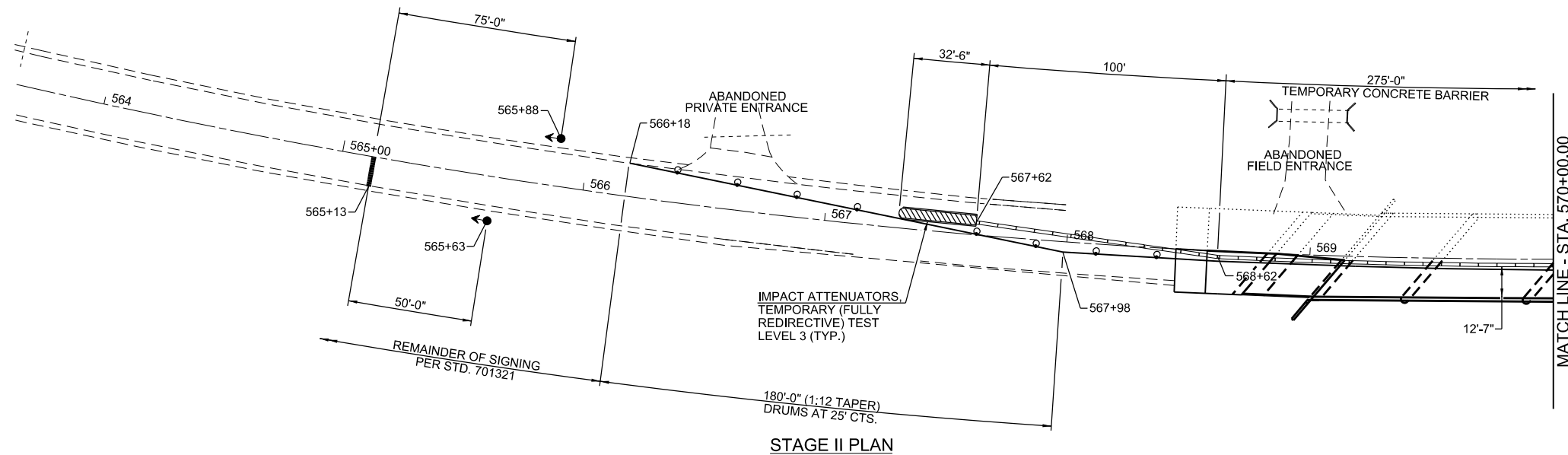
IL
127

MAX WIDTH
10'-6"
12.5 MILES
AHEAD

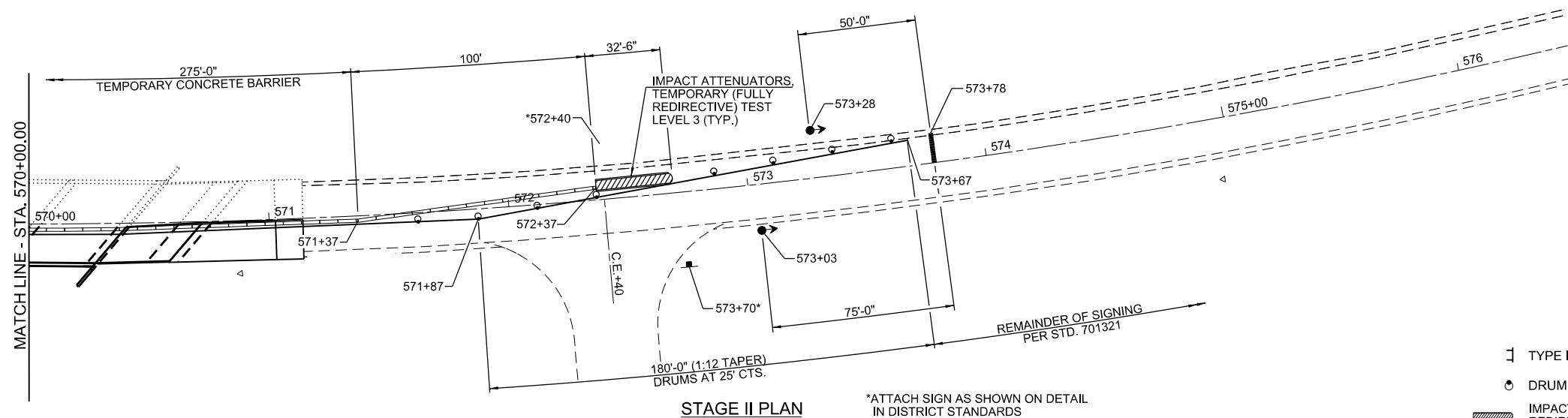
WIDTH RESTRICTION SIGN

W12-I103 48" X 48" WITH XX' XX"
LETTERS BLACK ON ORANGE
MAX WIDTH & 2 MILES AHEAD
BLACK ON WHITE WITH M3-1 30X15
AND M1-I100 30X24

LOCATED SOUTH AND WEST OF THE
INTERSECTION OF IL 127 AND IL 3.



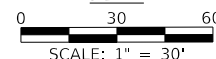
STAGE II PLAN



STAGE II PLAN

*ATTACH SIGN AS SHOWN ON DETAIL
IN DISTRICT STANDARDS

PLAN



LEGEND

- | | |
|---|---|
|  | TYPE III BARRICADE |
|  | DRUM WITH STEADY BURNING BI-DIRECTIONAL LIGHT |
|  | IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE) TEST LEVEL 3 (TYP.) |
|  | IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3 (TYP.) |
|  | TEMPORARY CONCRETE BARRIER |
|  | TEMPORARY TRAFFIC SIGNAL |



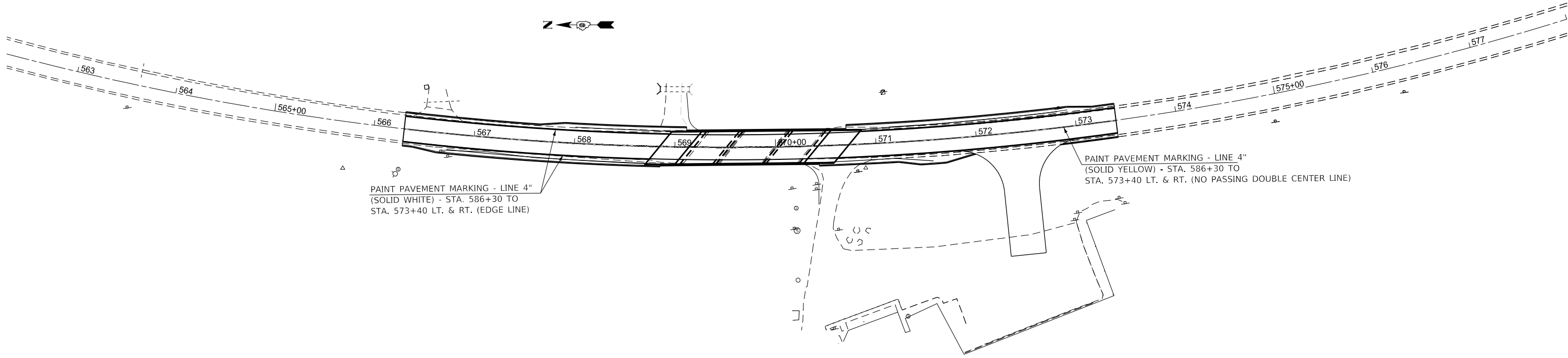
**VEENSTRA
& KIMM INC.**
A Kleinfelder Company

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE:	SHEET	1	OF	1	SHEETS	STA.	TO STA.
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	25
CONTRACT NO. 78989				
ILLINOIS		FED. AID PROJECT		

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DRAWN -	DMS	REVISED -	
CHECKED -	CPK	REVISED -	
DATE -	01-26-2026	REVISED -	

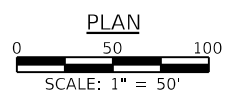
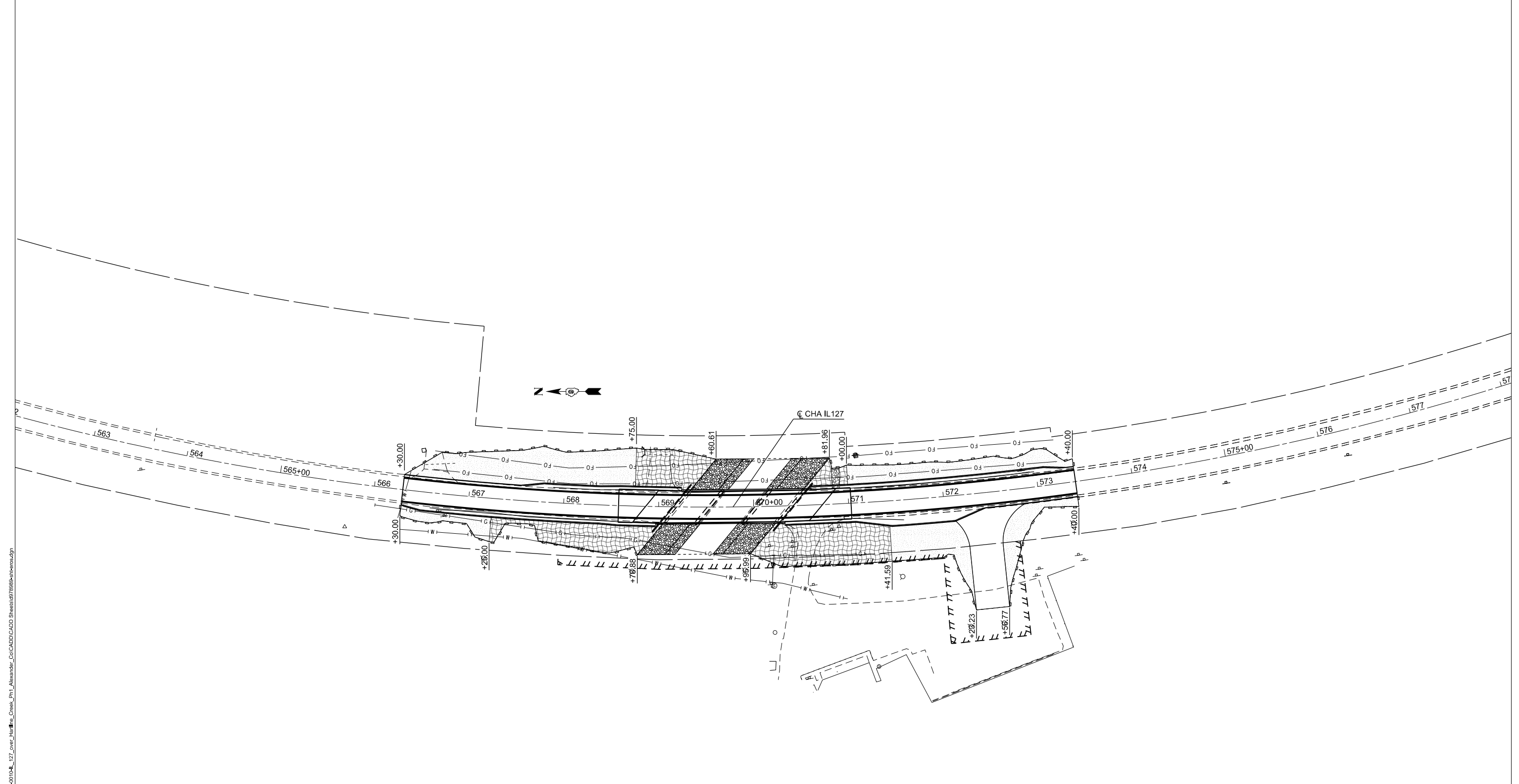
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING PLAN

SCALE: SHEET 1 OF 1 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

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LEGEND

- LIMITS OF CONSTRUCTION
- ===== PERIMETER EROSION BARRIER
- SEEDING, CLASS 5 & 7
TEMPORARY EROSION CONTROL SEEDING
MULCH, METHOD 2, EROSION CONTROL BLANKET
(LOCATED ON SLOPES STEEPER THAN 1:3)
- SEEDING, CLASS 5 & 7
TEMPORARY EROSION CONTROL SEEDING
MULCH, METHOD 2



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DRAWN -	DMS	REVISED -	
CHECKED -	CPK	REVISED -	
DATE -	01-26-2026	REVISED -	

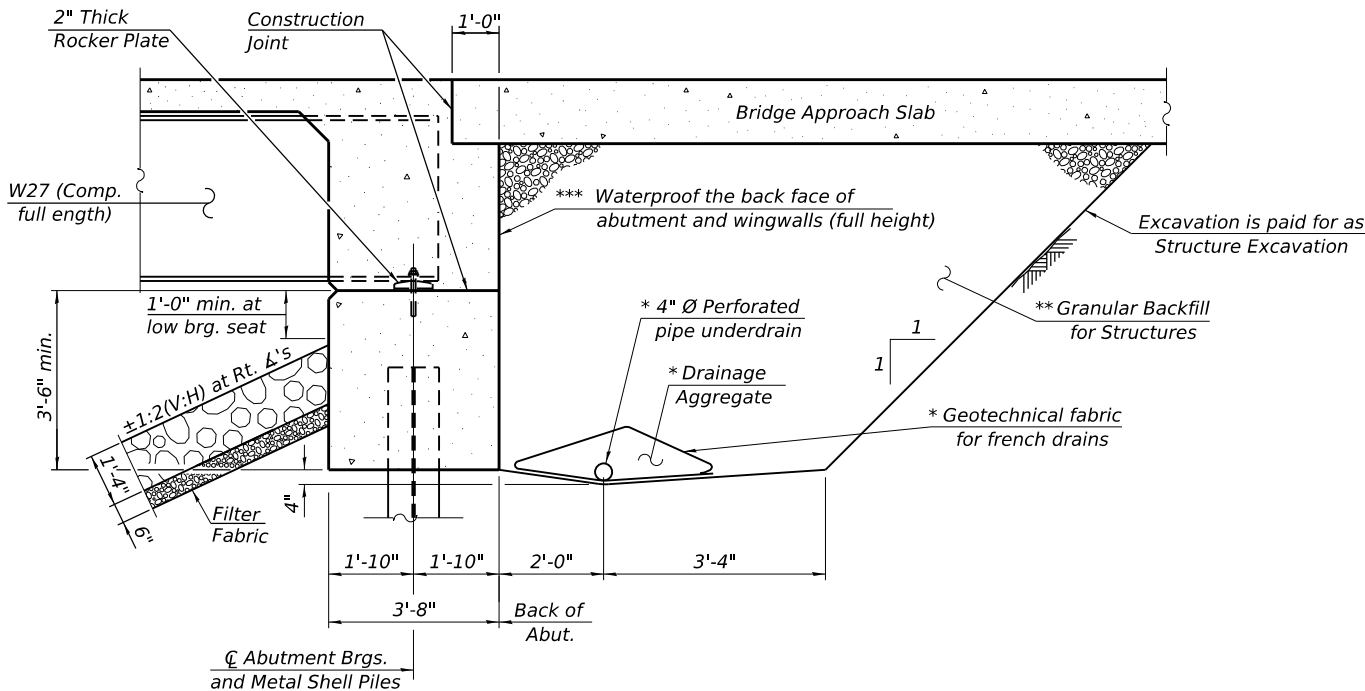
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN			
SCALE:	SHEET 1 OF 1 SHEETS	STA.	TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. at Rt. L's)

* Included in the cost of Pipe Underdrains for Structures.

** Granular Backfill for Structures according to Section 586 of the Standard Specifications except the coarse aggregate shall be CA 7, CA 11, or CA 14, and shall be compacted according to Article 205.06 of the Standard Specifications.

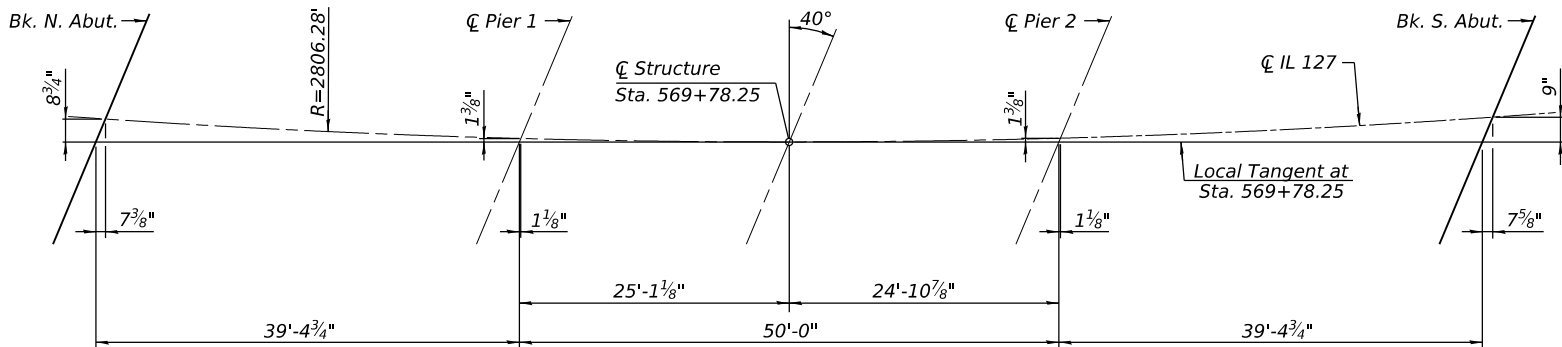
*** Waterproofing shall be a cold liquid-applied elastomeric waterproofing membrane according to ASTM C 836 (C 836M). Cost included with Concrete Structures.

Note:

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

EXIST. CURVE DATA

PI STA = 577+20.17
Δ = 67°28'33" (LT)
D = 02°02'30"
R = 2,806.28'
T = 1,874.24'
L = 3,304.89'
E = 568.33'
e = 0.039 'f
PC STA = 558+45.93
PT STA = 591+50.82 Bk. =
590+97.99 Ah.



OFFSET SKETCH

GENERAL NOTES

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

Calculated Weight of Structural Steel = 70820 lbs (Grade 50)
13570 lbs (Grade 36).

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

Fasteners shall be ASTM F3125 Grade A325 Type 1, hot-dip galvanized.

See Special Provision for "Hot Dip Galvanizing for Structural Steel." Bolts

7/8 in. diameter, holes 1 1/16 in. diameter, unless otherwise noted.

Reinforcement bars designated (E) shall be epoxy coated.

The finishing machine rails shall be placed on the top of the top flange

of the exterior beams within the deck pour. Beam blocks shall be placed

between beams at all tie locations in each bay for the full width of the

deck pour.

Slipforming of the parapets is not allowed.

Bearing seat surfaces shall be constructed or adjusted to the designated

elevations within a tolerance of 1/8 in. (0.01 ft.). Adjustment shall be made

either by grinding the surface or by shimming the bearings.

Layout of the slope protection system may be varied to suit ground

conditions in the field as directed by the Engineer.

The existing bearings contain lead plates. The Contractor shall take

precautions to deal with the presence of lead on this project.

Slope wall removal will be included in the Cost of Removal of Existing

Structures.

INDEX OF SHEETS

- 1 - General Plan & Elevation
- 2 - General Data
- 3 - Substructure Layout
- 4 - Stage Construction Details
- 5 - Temporary Concrete Barrier
- 6 - Top of Slab Elevations Layout
- 7 - Top of Slab Elevations
- 8 - Top of North Approach Slab Elevations
- 9 - Top of South Approach Slab Elevations
- 10 - Superstructure
- 11 - Superstructure Details
- 12 - Diaphragm Details
- 13 - Approach Slab Details North Abutment
- 14 - Approach Slab Details South Abutment
- 15 - Approach Slab Details
- 16 - Structural Steel
- 17 - Structural Steel Details
- 18 - Bearing Details
- 19 - North Abutment
- 20 - South Abutment
- 21 - Pier 1
- 22 - Pier 2
- 23 - Metal Shell Pile Details
- 24 - Bar Splicer Assembly and Mechanical Splicer Details
- 25 - Boring Log-1S
- 26 - Boring Log-2S
- 27 - Boring Log-3S

DESIGN SPECIFICATIONS

2024 AASHTO LRFD Bridge Design

Specifications, 10th Edition

2023 Guide Specifications for LRFD

Seismic Bridge Design, 3rd Edition

DESIGN STRESSES

FIELD UNITS

f_c = 3,500 psi (Substructure)

f_c = 4,000 psi (Superstructure)

f_y = 60,000 psi (Reinforcement)

f_y = 50,000 psi (M270 Grade 50)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		963	963
Filter Fabric	Sq. Yd.		963	963
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		346	346
Cofferdam Excavation	Cu. Yd.		235	235
Cofferdam (Type 1)(Location-1)	Each		1	1
Cofferdam (Type 1)(Location-2)	Each		1	1
Concrete Structures	Cu. Yd.	27.5	184.1	211.6
Concrete Superstructure	Cu. Yd.	213.2		213.2
Bridge Deck Grooving	Sq. Yd.	643		643
Protective Coat	Sq. Yd.	975		975
Concrete Superstructure (Approach Slab)	Cu. Yd.	96.2		96.2
Furnishing & Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	3380		3380
Bar Splicers	Each	549	192	741
Reinforcement Bars, Epoxy Coated	Pound	83,440	22,330	105770
Furnishing Metal Shell Piles 16"x0.375"	Foot		1802	1802
Driving Piles	Foot		1802	1802
Test Pile, Metal Shells	Each		4	4
Pile Shoes	Each		38	38
Name Plates	Each	1		1
Elastomeric Bearing Assembly, Type I	Each	8		8
Anchor Bolts, 3/4"	Each	8		8
Anchor Bolts, 1"	Each	24		24
Temporary Sheet Piling	Sq. Ft.		935	935
Granular Backfill for Structures	Cu. Yd.		225	225
Pipe Underdrains for Structures 4"	Foot		172	172
Bar Terminators	Each	222	432	654
Temporary Support System, Location 1	Each		1	1
Temporary Support System, Location 2	Each		1	1

WATERWAY INFORMATION

Drainage Area = 3.4 Sq. Mi.			Exist. Overtopping Elev. = 375.9 at Sta. 575+68 Prop. Overtopping Elev. = 375.9 at Sta. 575+68						
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
	10	596	143	148	369.2	0.2	0.1	369.4	369.3
Design	50	1,043	207	217	370.6	0.3	0.3	370.9	370.9
Base	100	1,266	232	250	371.1	0.4	0.4	371.5	371.5
Scour Check	200	1,525	260	284	371.6	0.5	0.4	372.1	372.0
Max. Calc.	500	1,879	288	320	372.1	0.7	0.5	372.8	372.6

10 Yr. Outlet Velocity through Exist. Structure = 4.2 ft/s

10 Yr. Outlet Velocity through Prop. Structure = 4.0 ft/s

DESIGN SCOUR TABLE

Event/Limit State	Design Scour Elevations (ft.)				Item 113
	N. Abut.	Pier 1	Pier 2	S. Abut.	
Q100	372.72	358.48	358.48	371.50	8
Q200	372.72	358.30	358.30	371.50	
Design	372.72	358.48	358.48	371.50	
Check	372.72	358.30	358.30	371.50	

LOADING HL-93

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

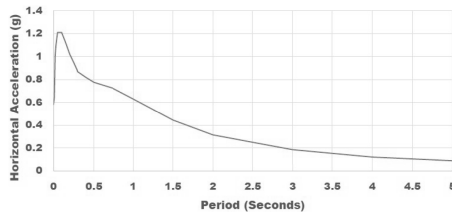
SEISMIC DATA

2023 AASHTO Seismic Hazard

Site Class D

Latitude 37.3033, Longitude -89.2625

Performance Level Operational



Vertical Acceleration = 2/3 * Horizontal Acceleration

SD1 = 0.630 g

SDC D

STATION 569+78.25
BUILT 202, BY
STATE OF ILLINOIS
F.A.S. 1907
SECTION 17B-4
LOADING HL-93
STRUCTURE NO. 002-0039

NAME PLATE

Std. 515001



PROFILE GRADE



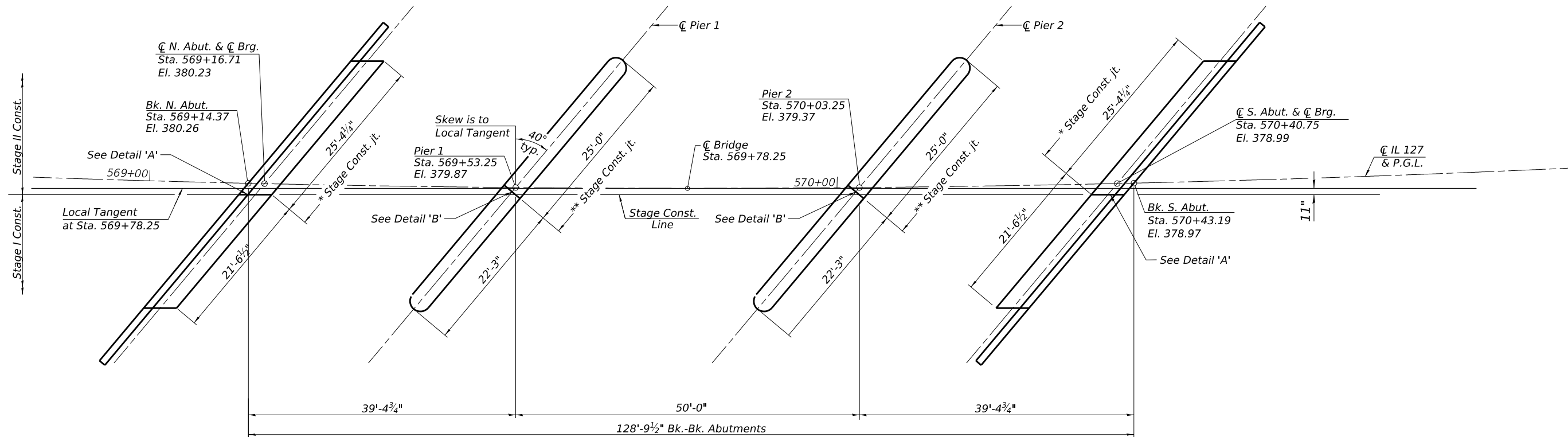
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 002 - 0039

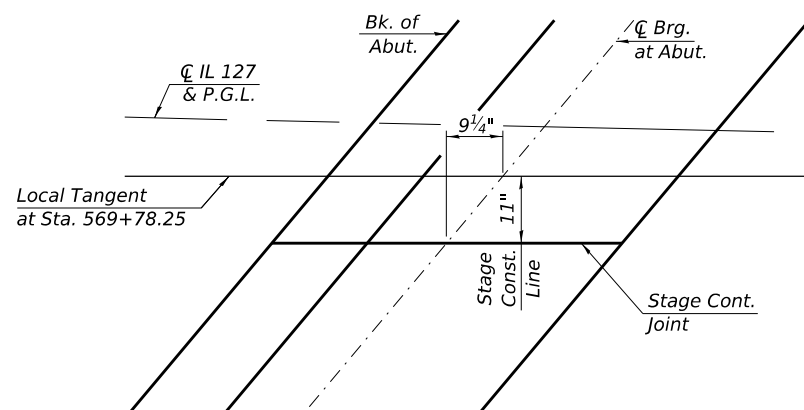
SHEET 2 OF 27 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

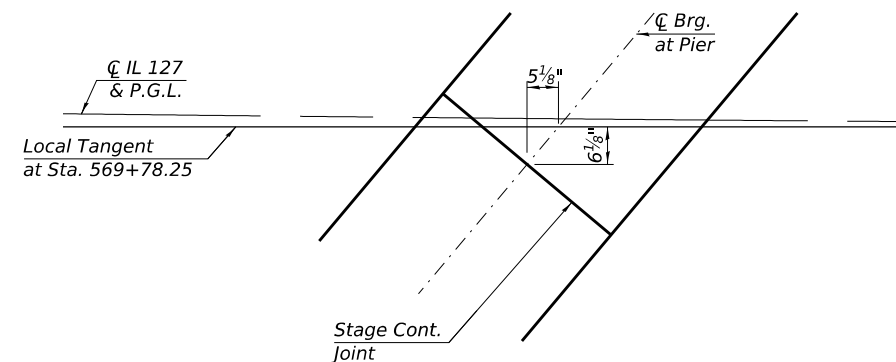


SUBSTRUCTURE LAYOUT

- Notes:
- * Stage Const. jt. for Superstructure and Abutment.
 - ** Stage Const. jt. for Pier.



DETAIL 'A'



DETAIL 'B'

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VEENSTRA & KIMM INC.
A Kleinfelder Company
Springfield, IL Phone: (217)544-8033
IL Design Firm No. 184-001939

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PLOT SCALE =	DRAWN - JRP	REVISED -
PLOT DATE = MARCH 30th, 2026	CHECKED - DHC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

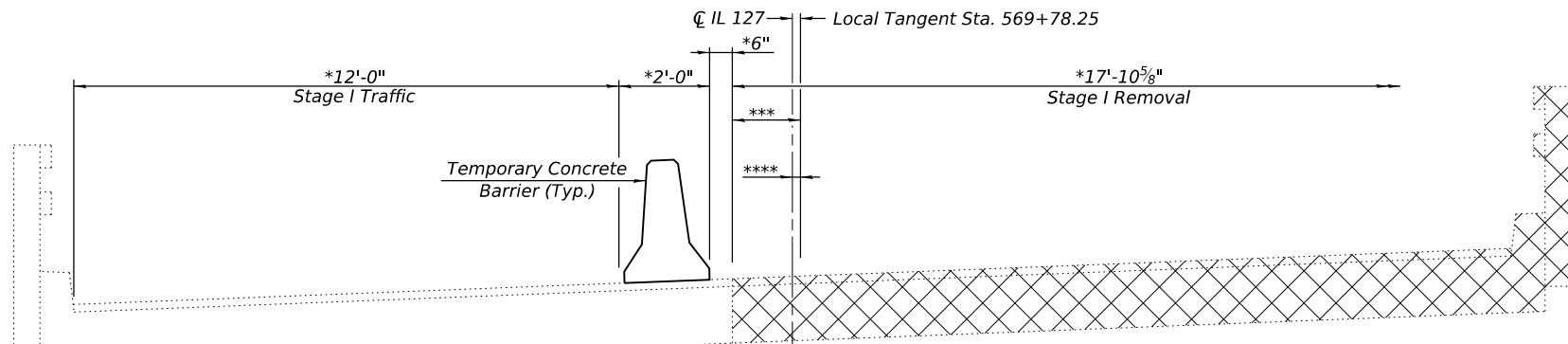
SUBSTRUCTURE LAYOUT
STRUCTURE NO. 002 - 0039

SHEET 3 OF 27 SHEETS

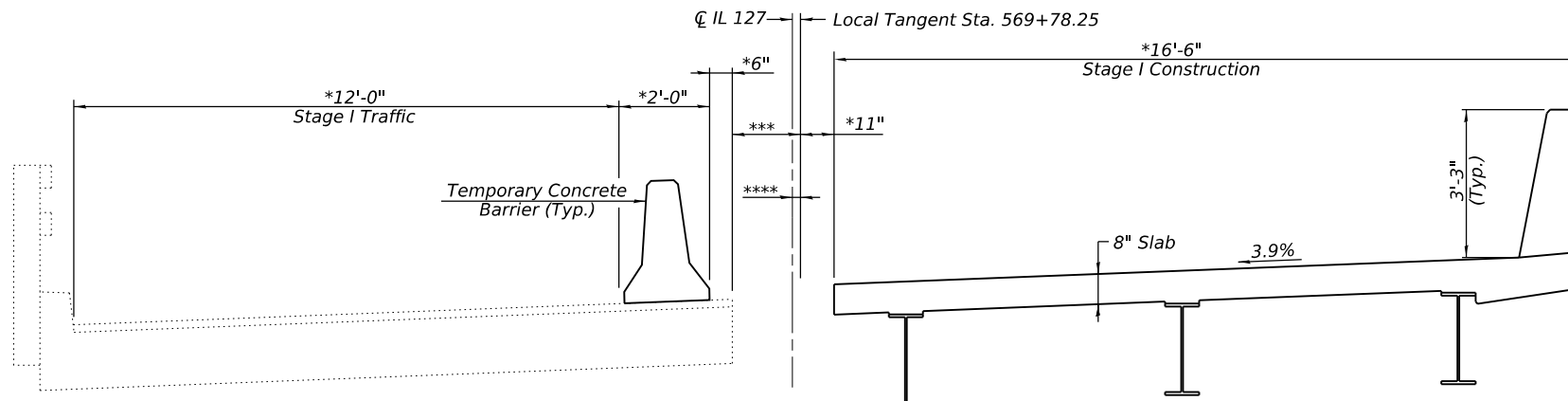
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CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

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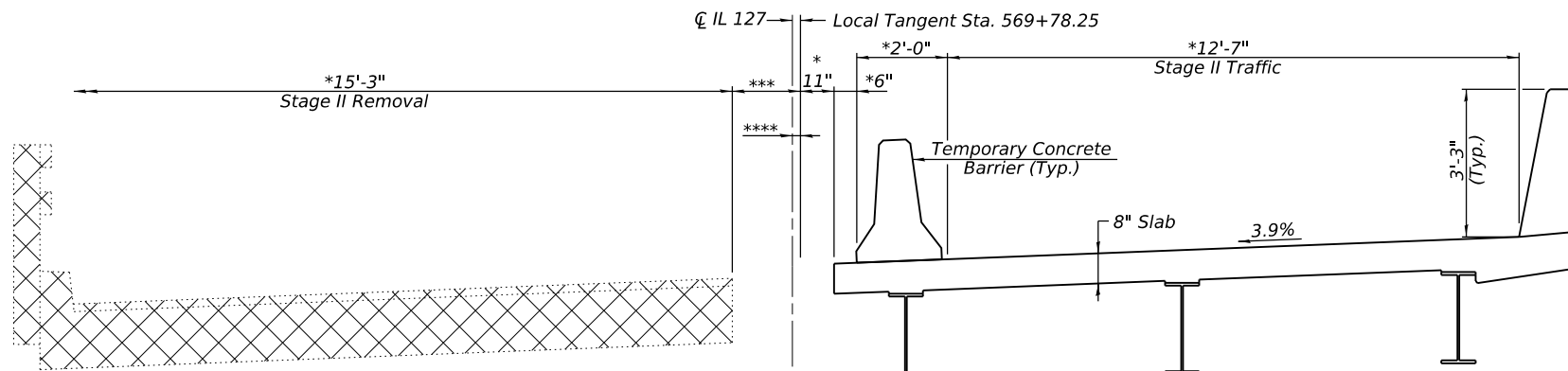
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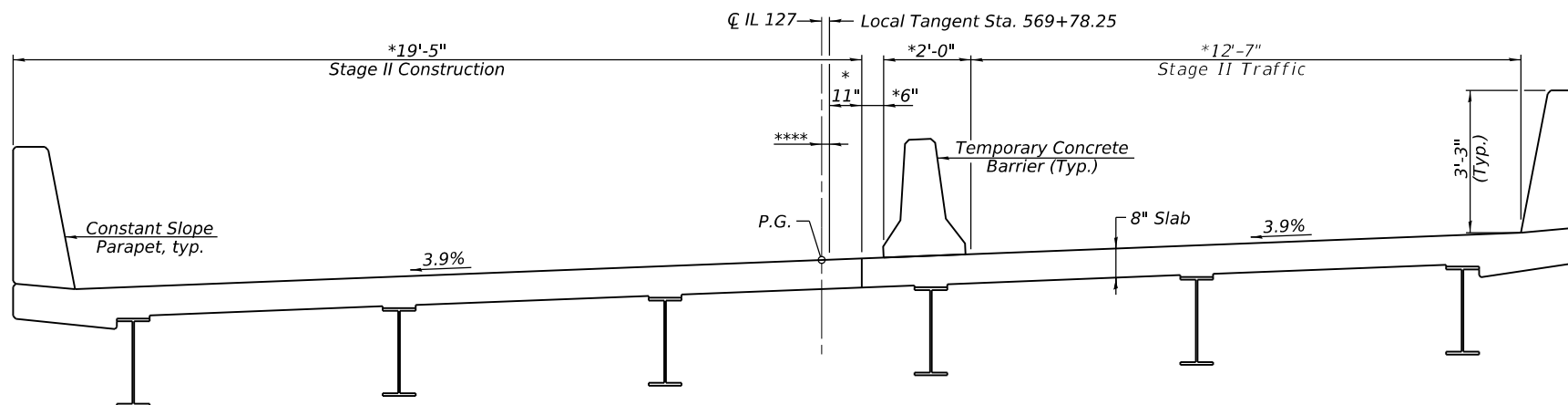
STAGE I REMOVAL
(Looking South)



STAGE I CONSTRUCTION
(Looking South)

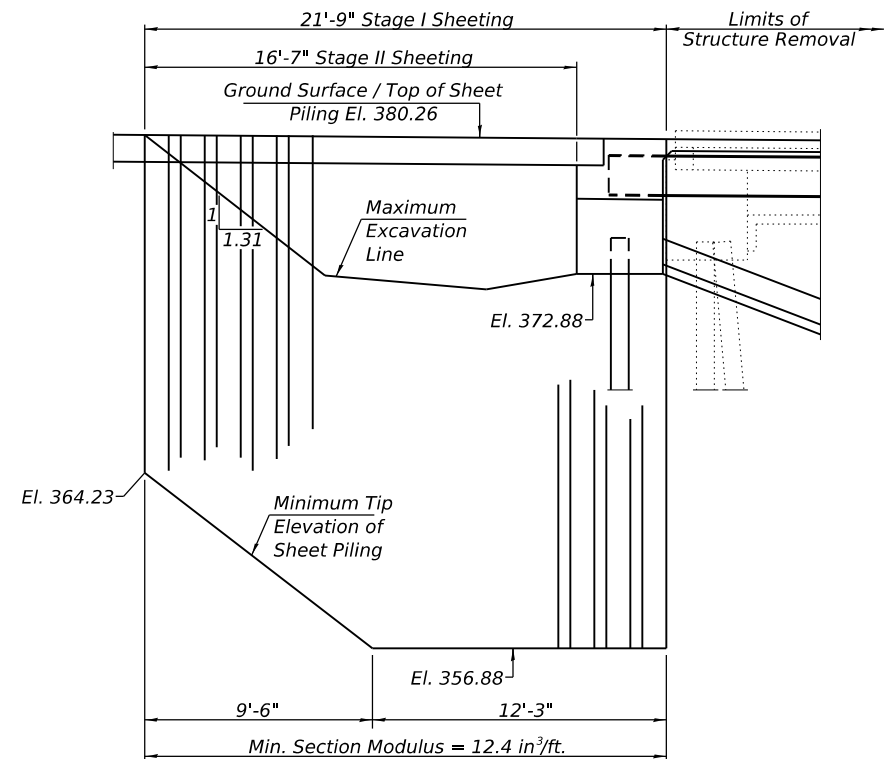


STAGE II REMOVAL
(Looking South)

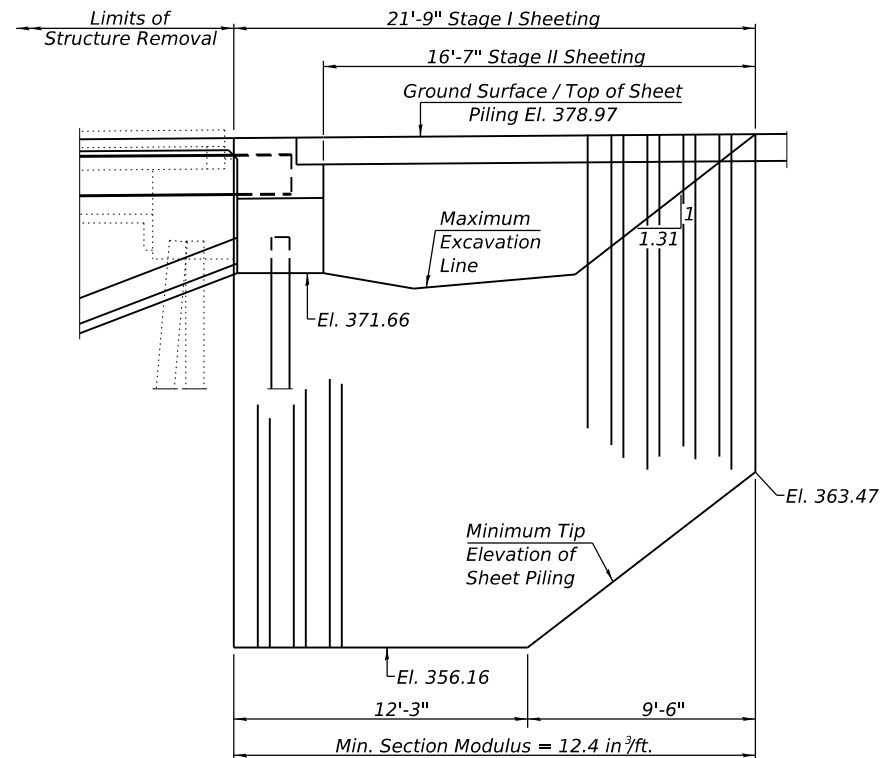


STAGE II CONSTRUCTION
(Looking South)

See Roadway Plans for quantity of Temporary Concrete Barrier.



NORTH ABUTMENT TEMPORARY SHEET PILING



SOUTH ABUTMENT TEMPORARY SHEET PILING

- * At Right Angle to straight bridge
- ** At Right Angle to CL curved roadway
- *** 1'-0 3/8" Back of Existing North Abutment
- 1'-2 1/2" CL of Existing Pier 1
- 1'-5 1/4" CL of Existing Pier 2
- 1'-7 3/8" Back of Existing South Abutment
- **** Varies 0' to 0'-9 1/8"

Note:
If the Contractor chooses to alter the Temporary Cantilevered Sheet Piling design requirement shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.



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PLOT SCALE =	DRAWN - JRP	REVISED -
PLOT DATE = MARCH 30th, 2026	CHECKED - DHC	REVISED -

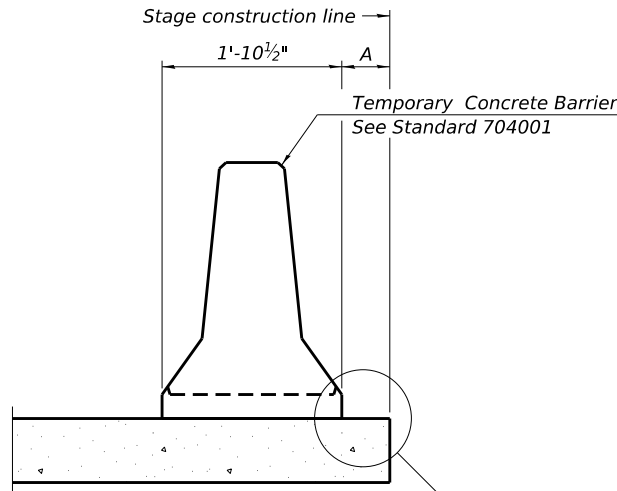
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 002 - 0039

SHEET 4 OF 27 SHEETS

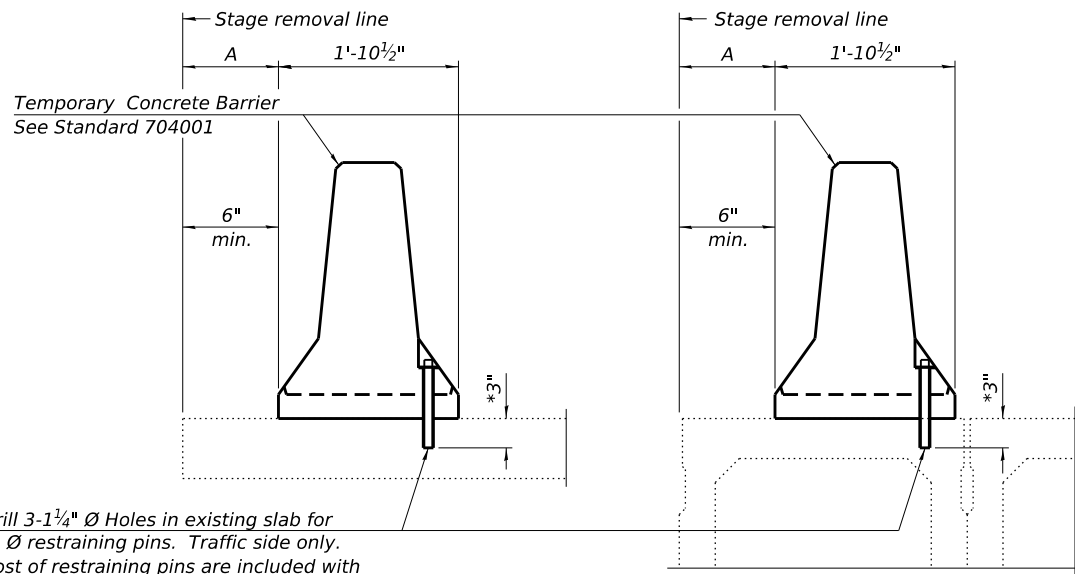
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When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM

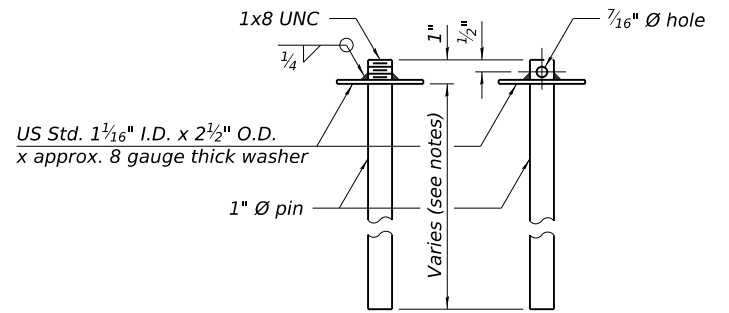


Drill 3-1/4" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins is included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

EXISTING SLAB

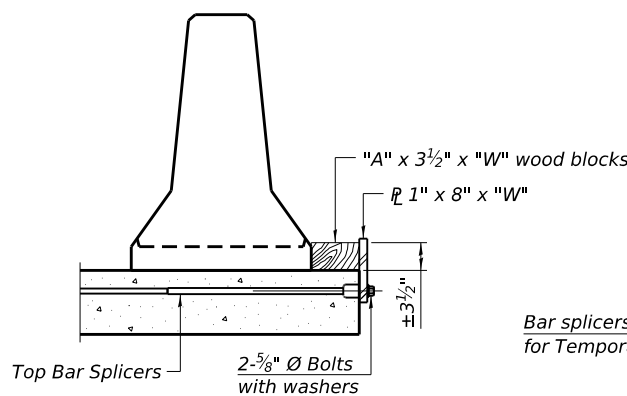
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

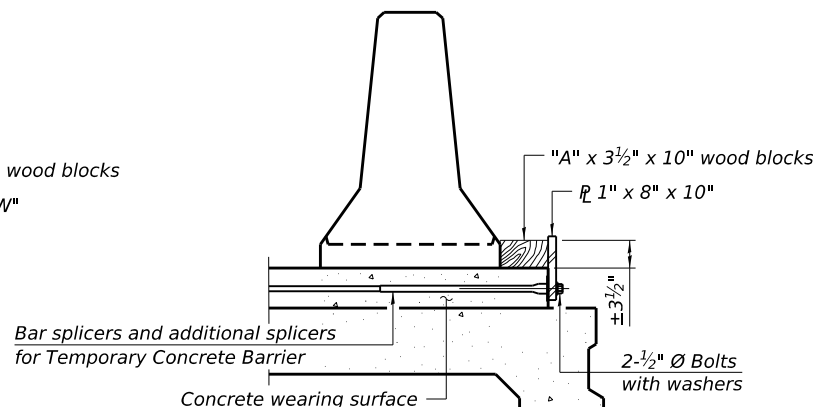


RESTRAINING PIN

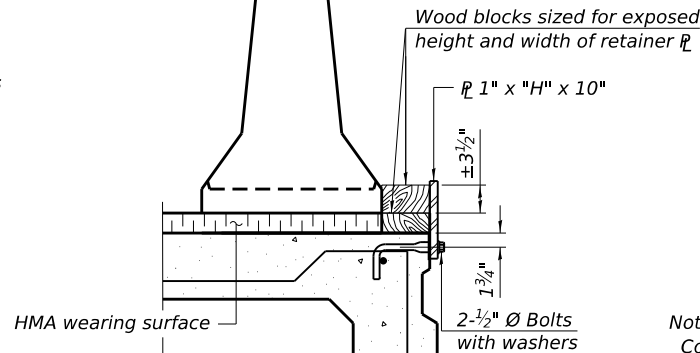
SECTIONS THRU SLAB OR DECK BEAM



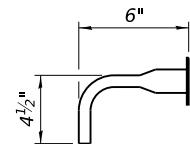
DETAIL I



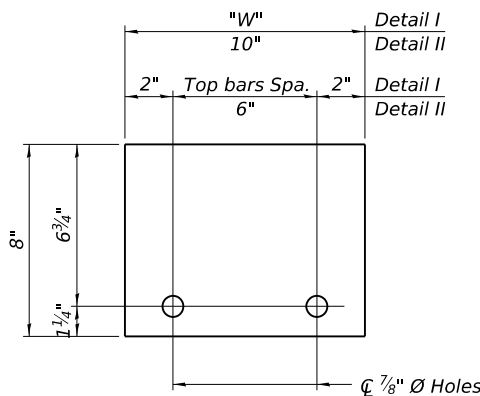
DETAIL II



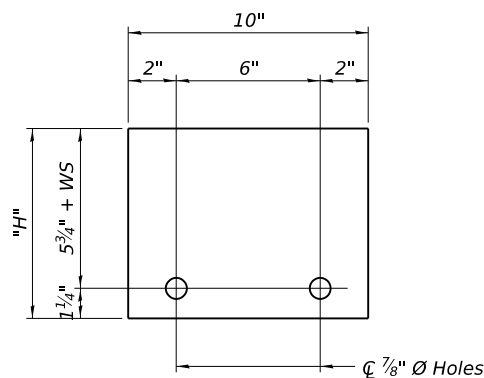
DETAIL III



BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER 1" x 8" x "W"
(Detail I and II)



STEEL RETAINER 1" x "H" x 10"
(Detail III)

Notes:
Cost of retainer assembly is included with Temporary Concrete Barrier.
A retainer assembly shall be located at the approximate C of each temporary concrete barrier.
The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.
When the 'A' dimension is less than 1 1/2", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27

5-15-2023



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	CHECKED - MAH	REVISED -
PLOT SCALE =	DRAWN - JRP	REVISED -
PLOT DATE = MARCH 30th, 2026	CHECKED - DHC	REVISED -

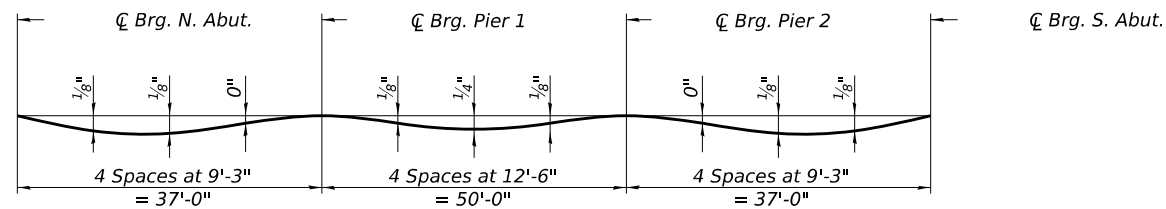
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 002 - 0039

SHEET 5 OF 27 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	31
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

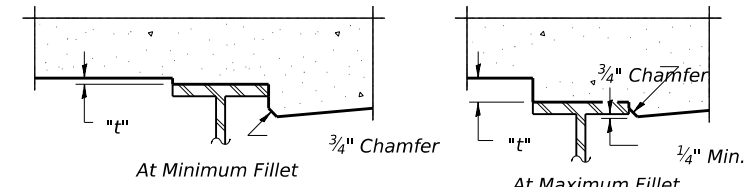
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DEAD LOAD DEFLECTION DIAGRAM

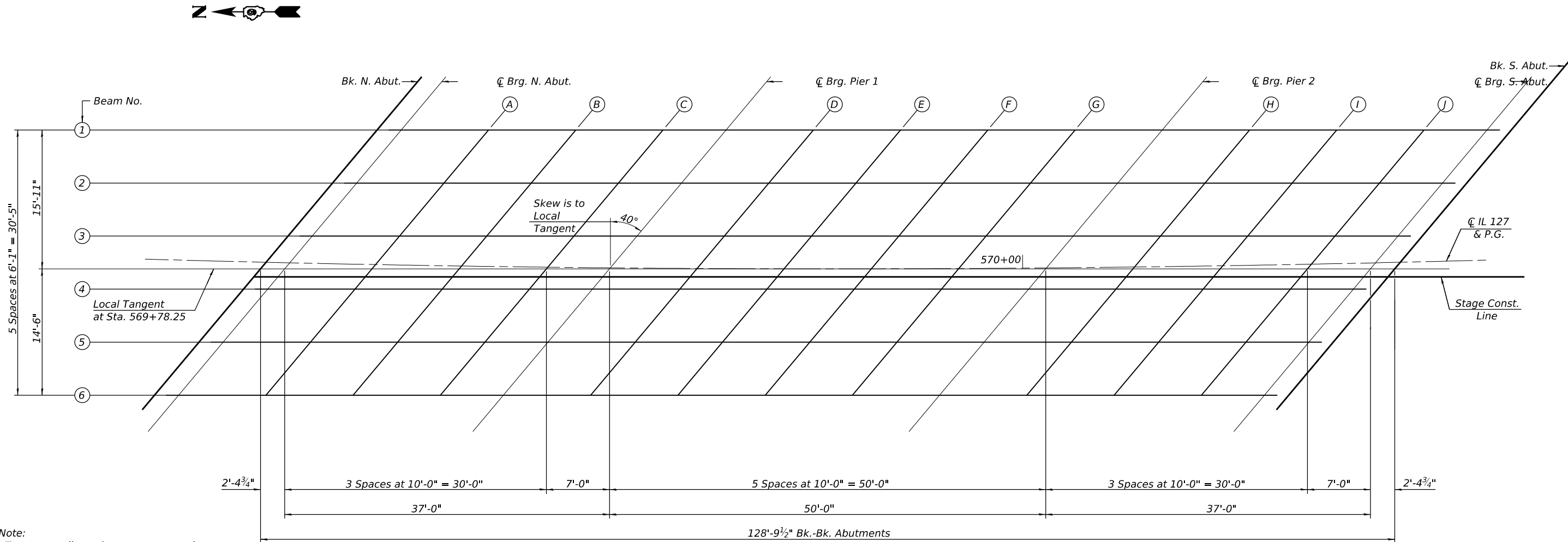
(Includes weight of concrete only.)

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 7 of 27.



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

FILLET HEIGHTS



PLAN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS LAYOUT
STRUCTURE NO. 002 - 0039

SHEET 6 OF 27 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	32
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ILLINOIS FED. AID PROJECT				

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BEAM 1				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. North Abut.	569+26.70	-15.28'	379.54	379.54
☐ Brg. N. Abut.	569+29.10	-15.32'	379.51	379.51
A	569+39.15	-15.48'	379.40	379.41
B	569+49.21	-15.60'	379.30	379.31
C	569+59.26	-15.69'	379.20	379.20
☐ Brg. Pier 1	569+66.31	-15.72'	379.12	379.12
D	569+76.36	-15.75'	379.02	379.03
E	569+86.42	-15.74'	378.92	378.94
F	569+96.47	-15.69'	378.82	378.85
G	570+06.53	-15.61'	378.73	378.74
☐ Brg. Pier 2	570+16.58	-15.49'	378.63	378.63
H	570+26.64	-15.33'	378.54	378.54
I	570+36.69	-15.14'	378.44	378.45
J	570+46.74	-14.92'	378.35	378.36
☐ Brg. S. Abut.	570+53.78	-14.74'	378.29	378.29
Bk. South Abut.	570+56.18	-14.67'	378.27	378.27

BEAM 2				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. North Abut.	569+21.69	-9.10'	379.83	379.83
☐ Brg. N. Abut.	569+24.08	-9.15'	379.80	379.80
A	569+34.12	-9.32'	379.70	379.70
B	569+44.15	-9.46'	379.59	379.60
C	569+54.18	-9.56'	379.49	379.49
☐ Brg. Pier 1	569+61.20	-9.61'	379.41	379.41
D	569+71.24	-9.66'	379.31	379.32
E	569+81.27	-9.67'	379.21	379.23
F	569+91.31	-9.64'	379.11	379.13
G	570+01.34	-9.57'	379.01	379.02
☐ Brg. Pier 2	570+11.38	-9.47'	378.92	378.92
H	570+21.41	-9.34'	378.82	378.83
I	570+31.44	-9.16'	378.73	378.74
J	570+41.47	-8.96'	378.64	378.64
☐ Brg. S. Abut.	570+48.49	-8.79'	378.57	378.57
Bk. South Abut.	570+50.89	-8.73'	378.55	378.55

BEAM 3				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. North Abut.	569+16.70	-2.91'	380.12	380.12
☐ Brg. N. Abut.	569+19.09	-2.96'	380.09	380.09
A	569+29.10	-3.15'	379.99	379.99
B	569+39.11	-3.31'	379.88	379.89
C	569+49.12	-3.43'	379.78	379.78
☐ Brg. Pier 1	569+56.13	-3.50'	379.70	379.70
D	569+66.14	-3.56'	379.60	379.61
E	569+76.16	-3.58'	379.50	379.52
F	569+86.17	-3.57'	379.40	379.42
G	569+96.18	-3.53'	379.30	379.31
☐ Brg. Pier 2	570+06.19	-3.44'	379.20	379.20
H	570+16.20	-3.33'	379.11	379.11
I	570+26.21	-3.17'	379.01	379.02
J	570+36.22	-2.98'	378.92	378.93
☐ Brg. S. Abut.	570+43.23	-2.83'	378.86	378.86
Bk. South Abut.	570+45.63	-2.73'	378.84	378.84

CENTERLINE & PROFILE GRADE				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. North Abut.	569+14.37	0.00'	380.26	380.26
☐ Brg. N. Abut.	569+16.71	0.00'	380.23	380.23
A	569+26.55	0.00'	380.13	380.14
B	569+36.41	0.00'	380.04	380.04
C	569+46.30	0.00'	379.94	379.94
☐ Brg. Pier 1	569+53.25	0.00'	379.87	379.87
D	569+63.19	0.00'	379.77	379.78
E	569+73.16	0.00'	379.67	379.69
F	569+83.16	0.00'	379.57	379.59
G	569+93.19	0.00'	379.47	379.48
☐ Brg. Pier 2	570+03.25	0.00'	379.37	379.37
H	570+13.34	0.00'	379.27	379.27
I	570+23.46	0.00'	379.17	379.17
J	570+33.62	0.00'	379.06	379.07
☐ Brg. S. Abut.	570+40.75	0.00'	378.99	378.99
Bk. South Abut.	570+43.19	0.00'	378.97	378.97

STAGE CONSTRUCTION LINE				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. North Abut.	569+13.03	1.68	380.34	380.34
☐ Brg. N. Abut.	569+15.41	1.62	380.31	380.31
A	569+25.41	1.41	380.20	380.21
B	569+35.40	1.24	380.09	380.10
C	569+45.40	1.11	379.99	379.99
☐ Brg. Pier 1	569+52.40	1.04	379.92	379.92
D	569+62.39	0.96	379.81	379.82
E	569+72.39	0.92	379.71	379.73
F	569+82.39	0.92	379.61	379.63
G	569+92.38	0.95	379.51	379.52
☐ Brg. Pier 2	570+02.38	1.02	379.42	379.42
H	570+12.37	1.12	379.32	379.32
I	570+22.37	1.26	379.23	379.23
J	570+32.36	1.44	379.13	379.14
☐ Brg. S. Abut.	570+39.36	1.58	379.07	379.07
Bk. South Abut.	570+41.75	1.64	379.05	379.05

BEAM 4				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. North Abut.	569+11.74	3.29	380.41	380.41
☐ Brg. N. Abut.	569+14.12	3.23	380.38	380.38
A	569+24.11	3.02	380.28	380.29
B	569+34.10	2.85	380.17	380.18
C	569+44.09	2.71	380.06	380.07
☐ Brg. Pier 1	569+51.08	2.63	379.99	379.99
D	569+61.07	2.55	379.89	379.90
E	569+71.06	2.51	379.79	379.81
F	569+81.05	2.50	379.69	379.71
G	569+91.04	2.53	379.59	379.60
☐ Brg. Pier 2	570+01.03	2.59	379.49	379.49
H	570+11.02	2.69	379.39	379.40
I	570+21.01	2.83	379.30	379.31
J	570+31.00	3.00	379.21	379.21
☐ Brg. S. Abut.	570+37.99	3.14	379.14	379.14
Bk. South Abut.	570+40.39	3.19	379.12	379.12

BEAM 5				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. North Abut.	569+06.80	9.50	380.70	380.70
☐ Brg. N. Abut.	569+09.18	9.44	380.68	380.68
A	569+19.14	9.21	380.57	380.58
B	569+29.11	9.02	380.46	380.47
C	569+39.07	8.86	380.35	380.36
☐ Brg. Pier 1	569+46.05	8.77	380.28	380.28
D	569+56.02	8.67	380.18	380.19
E	569+65.99	8.61	380.08	380.10
F	569+75.96	8.58	379.98	380.00
G	569+85.93	8.59	379.88	379.89
☐ Brg. Pier 2	569+95.90	8.64	379.78	379.78
H	570+05.86	8.72	379.68	379.69
I	570+15.83	8.84	379.59	379.60
J	570+25.80	8.99	379.49	379.50
☐ Brg. S. Abut.	570+32.78	9.11	379.43	379.43
Bk. South Abut.	570+35.17	9.16	379.41	379.41

BEAM 6				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted for Dead Load Deflection
Bk. North Abut.	569+01.87	15.71	380.99	380.99
☐ Brg. N. Abut.	569+04.25	15.65	380.97	380.97
A	569+14.19	15.40	380.86	380.87
B	569+24.13	15.19	380.75	380.76
C	569+34.08	15.02	380.64	380.65
☐ Brg. Pier 1	569+41.05	14.91	380.57	380.57
D	569+50.99	14.80	380.47	380.48
E	569+60.94	14.72	380.36	380.39
F	569+70.89	14.68	380.26	380.29
G	569+80.84	14.67	380.16	380.17
☐ Brg. Pier 2	569+90.78	14.69	380.07	380.07
H	570+00.73	14.76	379.97	379.97
I	570+10.68	14.86	379.87	379.88
J	570+20.62	14.99	379.78	379.79
☐ Brg. S. Abut.	570+27.59	15.10	379.71	379.71
Bk. South Abut.	570+29.97	15.15	379.69	379.69

Note:
Stations are measured along ☐ IL 127.
Offsets are measured from ☐ IL 127.



VEENSTRA
& KIMM INC.
A Kleinfelder Company
Springfield, IL Phone: (217)544-8033
IL Design Firm No. 184-001939

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 002 - 0039

SHEET 7 OF 27 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	33
CONTRACT NO. 78989				
		ILLINOIS	FED. AID PROJECT	

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Aprr.	568+99.74	-16.96	379.74
A1	569+09.53	-16.90	379.65
A2	569+19.32	-16.79	379.55
S. End of N. Aprr.	569+29.11	-16.66	379.46

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Aprr.	568+95.79	-12.00	379.97
A1	569+05.61	-12.00	379.88
A2	569+15.45	-12.00	379.78
S. End of N. Aprr.	569+25.33	-12.00	379.68

CL 127 & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Aprr.	568+86.32	0.00	380.54
A1	568+96.07	0.00	380.44
A2	569+05.84	0.00	380.34
S. End of N. Aprr.	569+15.65	0.00	380.24

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Aprr.	568+84.37	2.49	380.65
A1	568+94.35	2.17	380.54
A2	569+04.34	1.89	380.43
S. End of N. Aprr.	569+14.33	1.64	380.32

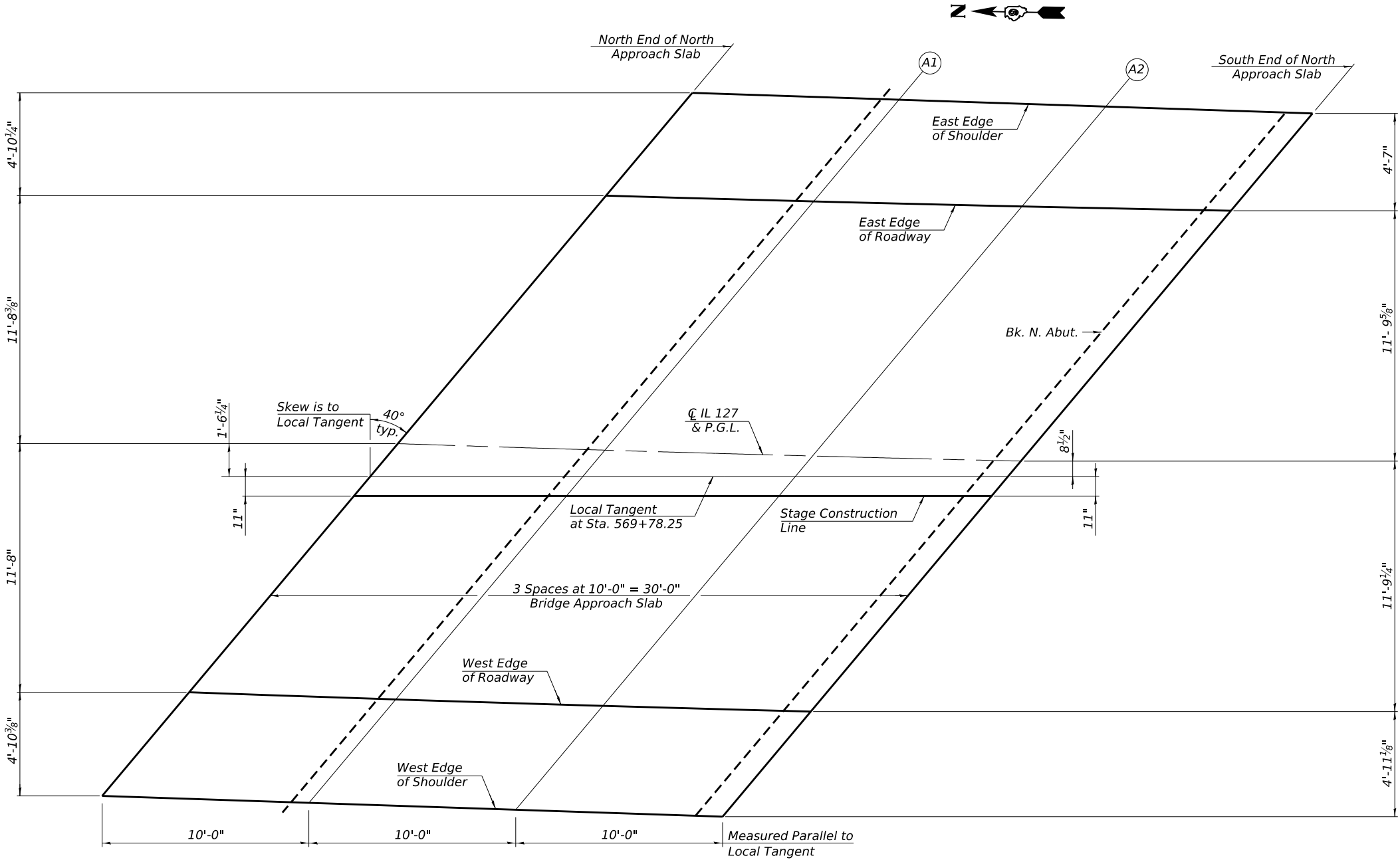
WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Aprr.	568+76.95	12.00	381.10
A1	568+86.64	12.00	381.00
A2	568+96.35	12.00	380.90
S. End of N. Aprr.	569+06.08	12.00	380.81

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Aprr.	568+73.07	17.00	381.33
A1	568+82.75	16.99	381.24
A2	568+92.42	17.00	381.14
S. End of N. Aprr.	569+02.10	17.04	381.04

Note:
Stations are measured along CL 127.
Offsets are measured from CL 127.
Transverse dimensions are measured
perpendicular to the Local Tangent.
Longitudinal dimensions are measured
along the Local Tangent.



PLAN

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 002 - 0039

SHEET 8 OF 27 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	34
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Aprpr.	570+56.03	-16.01	378.22
A3	570+66.38	-16.05	378.11
A4	570+76.74	-16.05	378.01
S. End of S. Aprpr.	570+87.09	-16.01	377.90

EAST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Aprpr.	570+52.46	-12.00	378.41
A3	570+62.75	-12.00	378.30
A4	570+73.08	-12.00	378.20
S. End of S. Aprpr.	570+83.43	-12.00	378.10

CL IL 127 & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Aprpr.	570+41.85	0.00	378.98
A3	570+52.07	0.00	378.88
A4	570+62.31	0.00	378.78
S. End of S. Aprpr.	570+72.59	0.00	378.67

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Aprpr.	570+40.44	1.61	379.06
A3	570+50.44	1.85	378.97
A4	570+60.42	2.12	378.88
S. End of S. Aprpr.	570+70.41	2.43	378.79

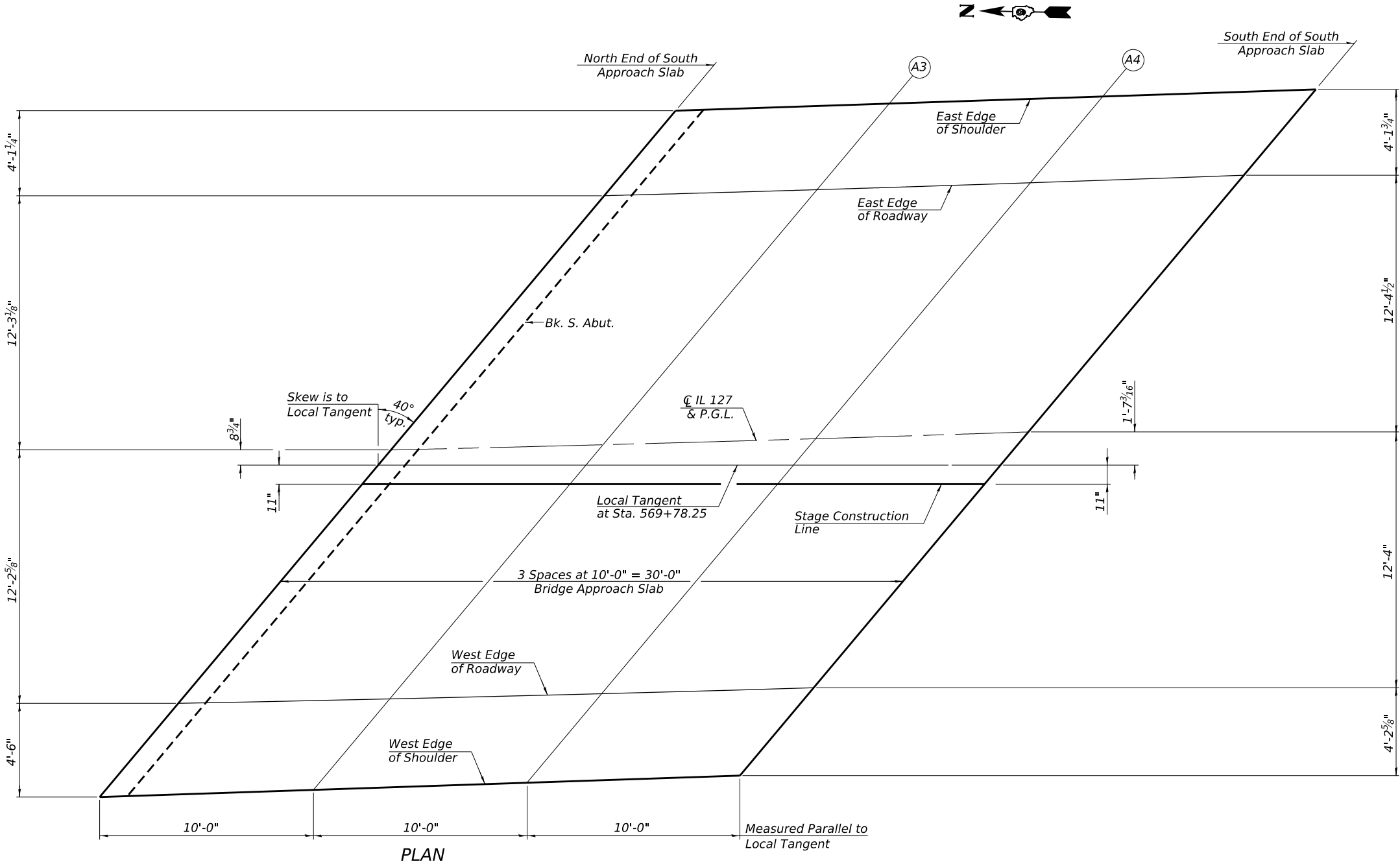
WEST EDGE OF ROADWAY

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Aprpr.	570+31.37	12.00	379.55
A3	570+41.51	12.00	379.45
A4	570+51.68	12.00	379.35
S. End of S. Aprpr.	570+61.88	12.00	379.25

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Aprpr.	570+27.53	16.44	379.77
A3	570+37.77	16.29	379.66
A4	570+48.00	16.19	379.55
S. End of S. Aprpr.	570+58.23	16.12	379.45

Note:
Stations are measured along CL IL 127.
Offsets are measured from CL IL 127.
Transverse dimensions are measured perpendicular to the Local Tangent.
Longitudinal dimensions are measured along the Local Tangent.



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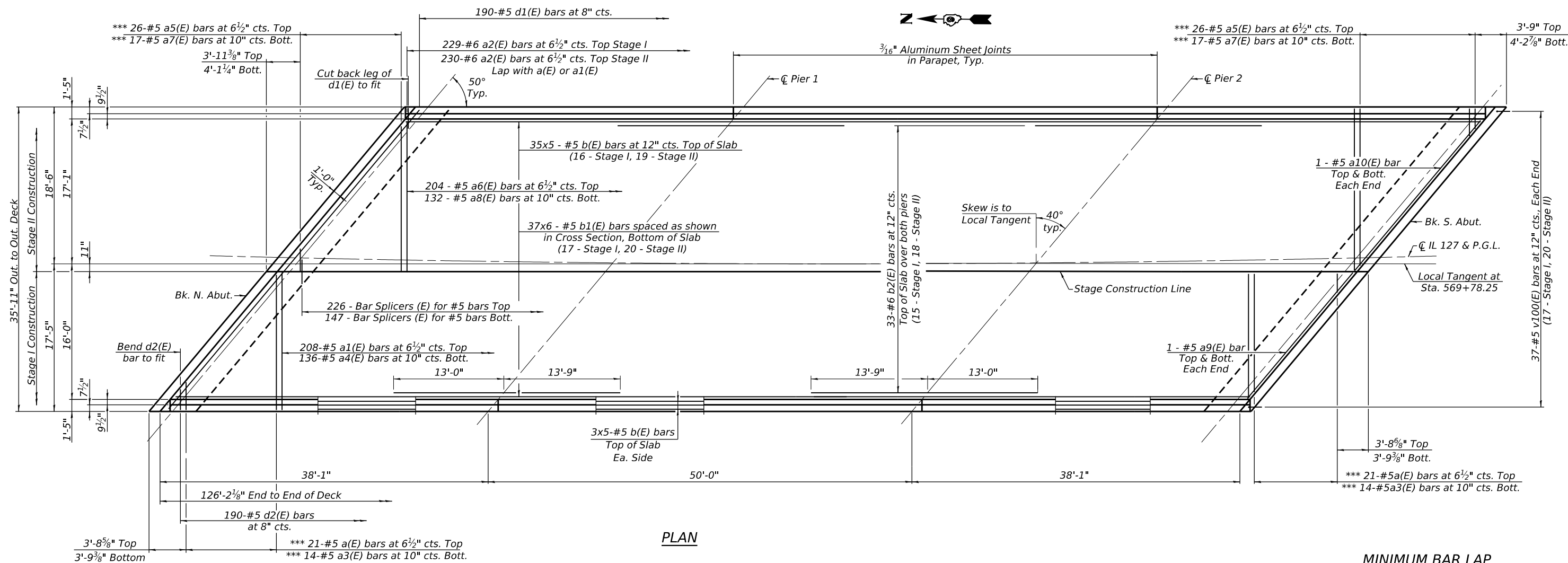
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 002 - 0039

SHEET 9 OF 27 SHEETS

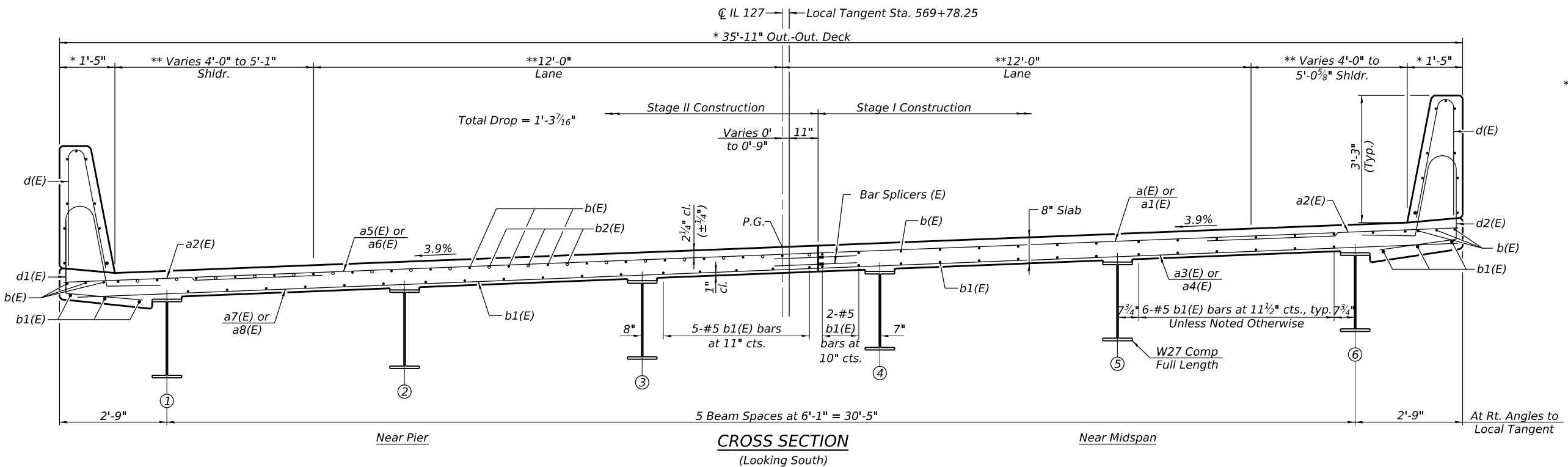
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1907	17B-4	ALEXANDER	82	35
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

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

* At Rt. Angles to straight bridge.
** At Rt. Angles to CL curved rdwy.
*** See Field Cutting Diagram on Sheet 10.



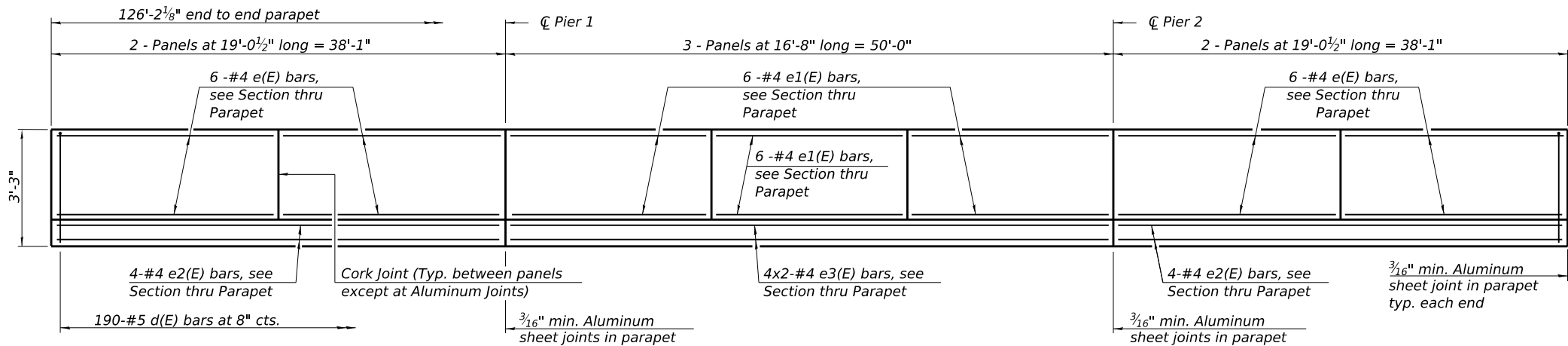
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PLOT SCALE =	DRAWN - JRP	REVISED -
PLOT DATE = MARCH 30th, 2026	CHECKED - DHC	REVISED -

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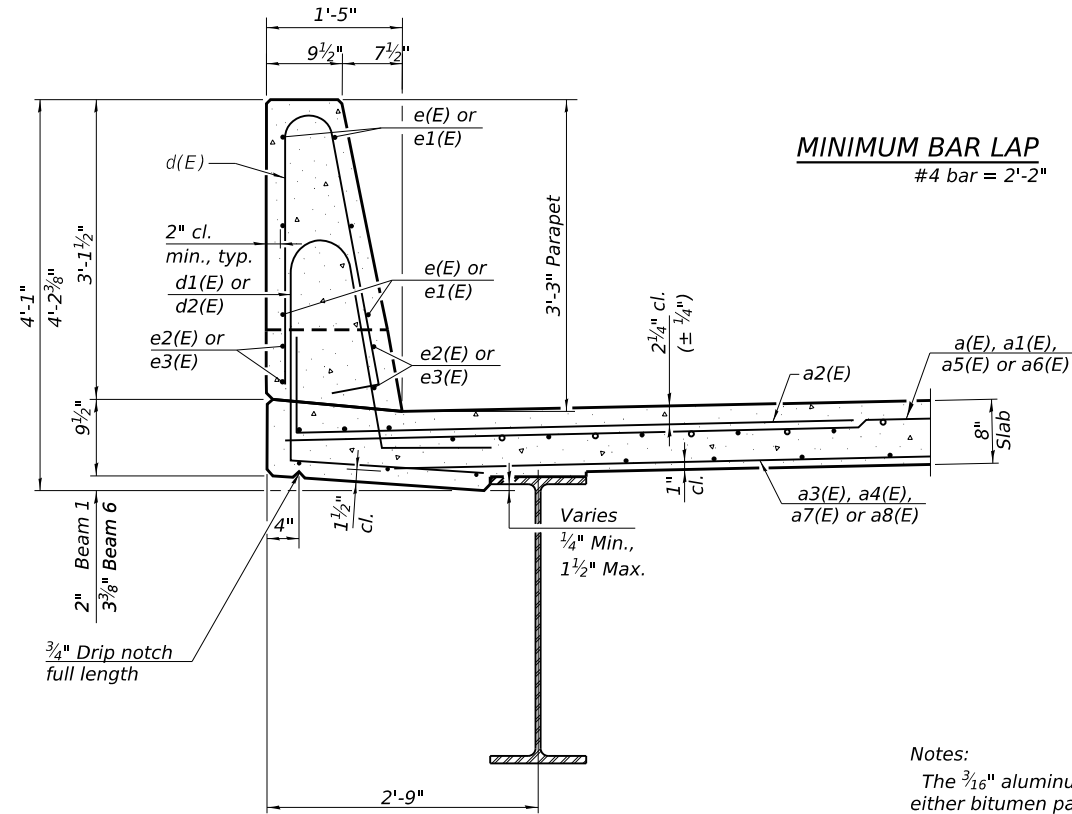
SUPERSTRUCTURE
STRUCTURE NO. 002 - 0039

SHEET 10 OF 27 SHEETS

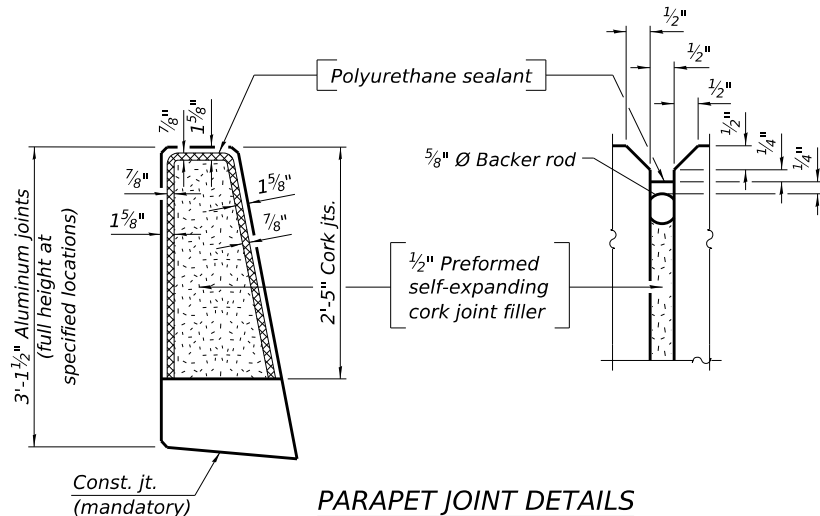
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	36
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF PARAPET

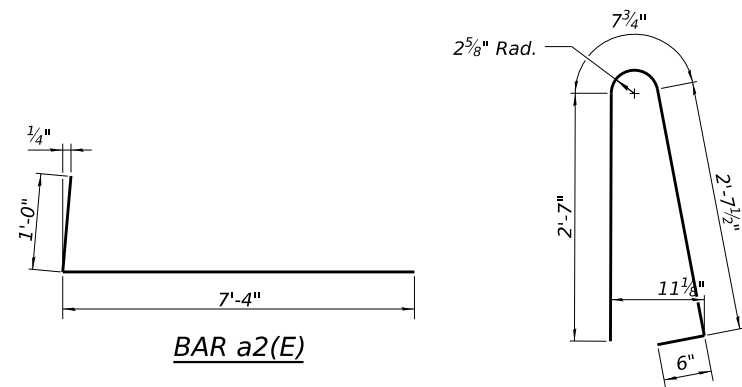


SECTION THRU PARAPET
(Looking South)

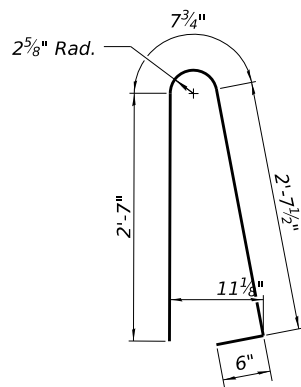


PARAPET JOINT DETAILS

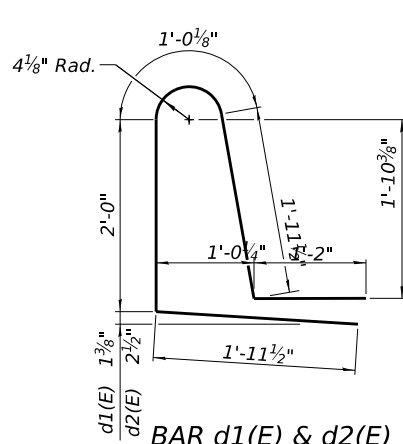
Notes:
The 3/16" aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated with 5 mils of either bitumen paint or epoxy paint to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
The polyurethane sealant shall be according to Article 1050.04 of the Std. Spec. and the color shall be gray.
Bar terminators, paid for seperately. See Total Bill of Material.



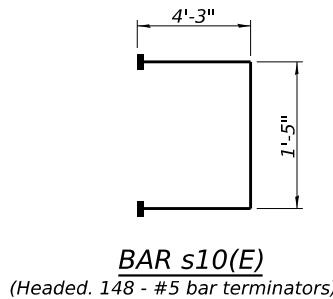
BAR a2(E)



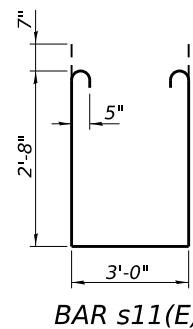
BAR d(E)



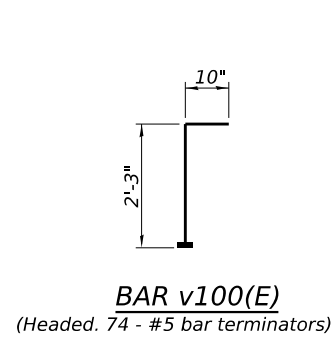
BAR d1(E) & d2(E)



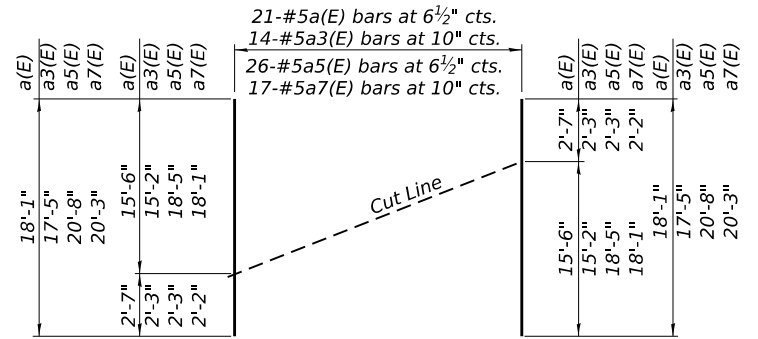
BAR s10(E)
(Headed. 148 - #5 bar terminators)



BAR s11(E)



BAR v100(E)
(Headed. 74 - #5 bar terminators)



FIELD CUTTING DIAGRAM

Order a(E), a3(E), a5(E) and a7(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	21	#5	18'-1"	—
a1(E)	208	#5	16'-2"	—
a2(E)	459	#6	8'-4"	—
a3(E)	14	#5	17'-5"	—
a4(E)	136	#5	15'-11"	—
a5(E)	26	#5	20'-8"	—
a6(E)	204	#5	19'-1"	—
a7(E)	17	#5	20'-3"	—
a8(E)	132	#5	17'-10"	—
a9(E)	4	#5	20'-9"	—
a10(E)	4	#5	23'-3"	—
b(E)	205	#5	28'-3"	—
b1(E)	222	#5	24'-2"	—
b2(E)	66	#6	26'-9"	—
d(E)	380	#5	6'-5"	—
d1(E)	190	#5	8'-2"	—
d2(E)	190	#5	8'-2"	—
e(E)	48	#4	18'-9"	—
e1(E)	36	#4	16'-4"	—
e2(E)	16	#4	37'-9"	—
e3(E)	16	#4	25'-11"	—
m10(E)	8	#6	21'-0"	—
m11(E)	8	#6	24'-10"	—
m12(E)	12	#6	3'-1"	—
m13(E)	24	#6	7'-6"	—
m14(E)	6	#6	5'-4"	—
s10(E)	74	#5	9'-11"	—
s11(E)	74	#5	9'-6"	—
v100(E)	74	#5	3'-1"	—
Reinforcement Bars, Epoxy Coated Concrete Superstructure			Pound	44190
Bar Terminators			Cu. Yd.	210.6
			Each	222

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

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04-4-2025

VEENSTRA & KIMM INC.
A Kleinfelder Company
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

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PLOT SCALE =	DRAWN - JRP	REVISED -
PLOT DATE = MARCH 30th, 2026	CHECKED - DHC	REVISED -

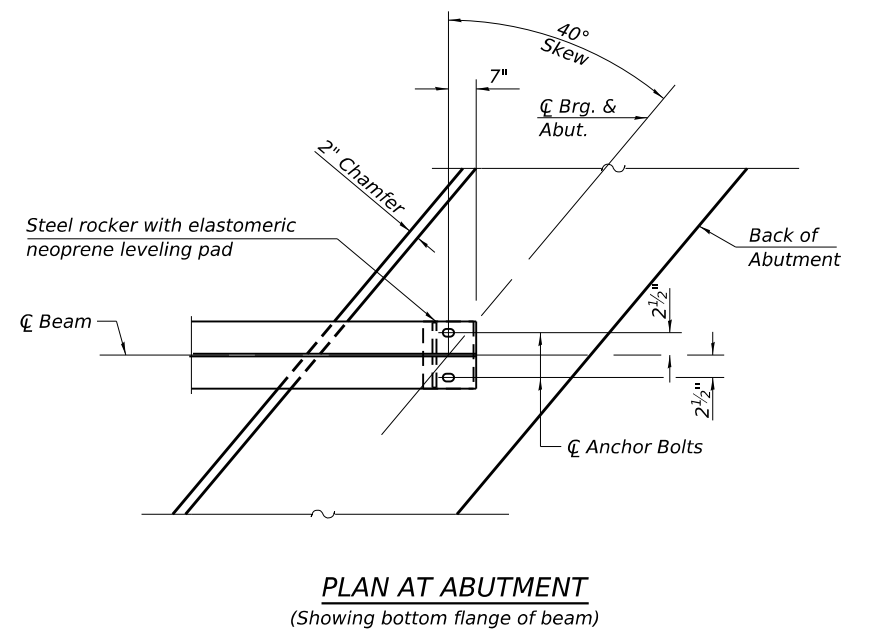
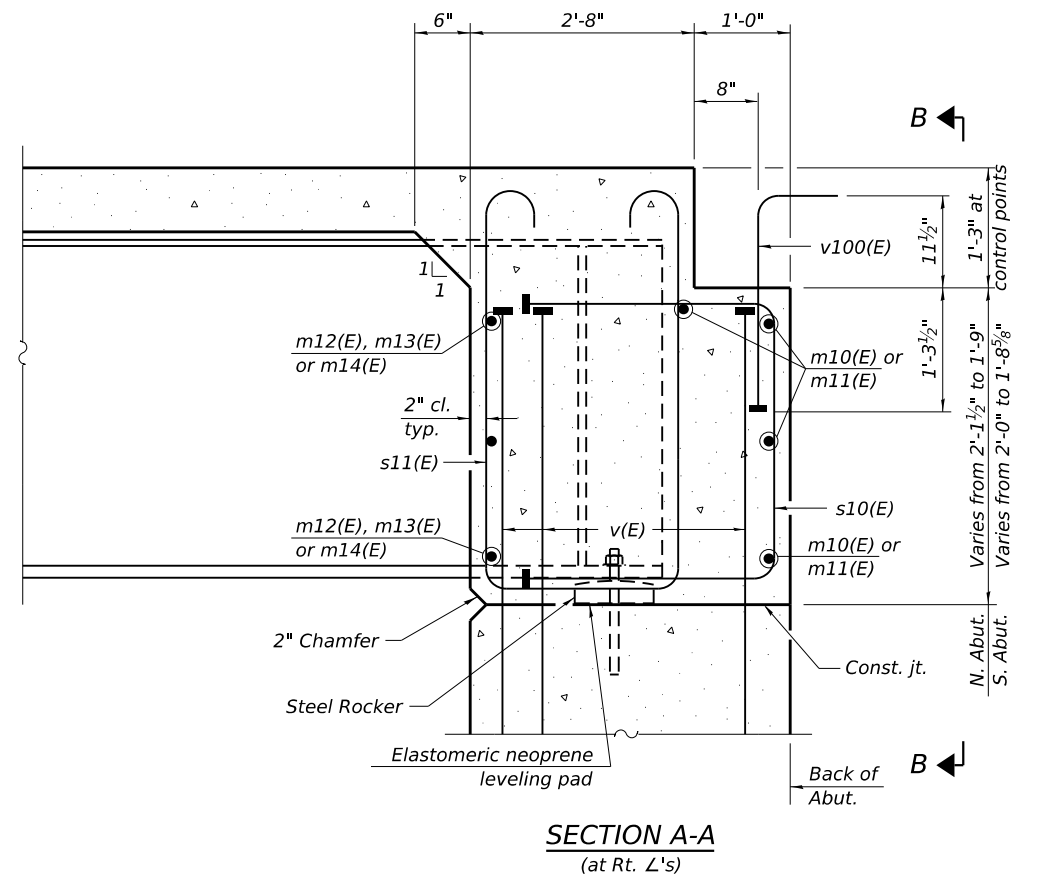
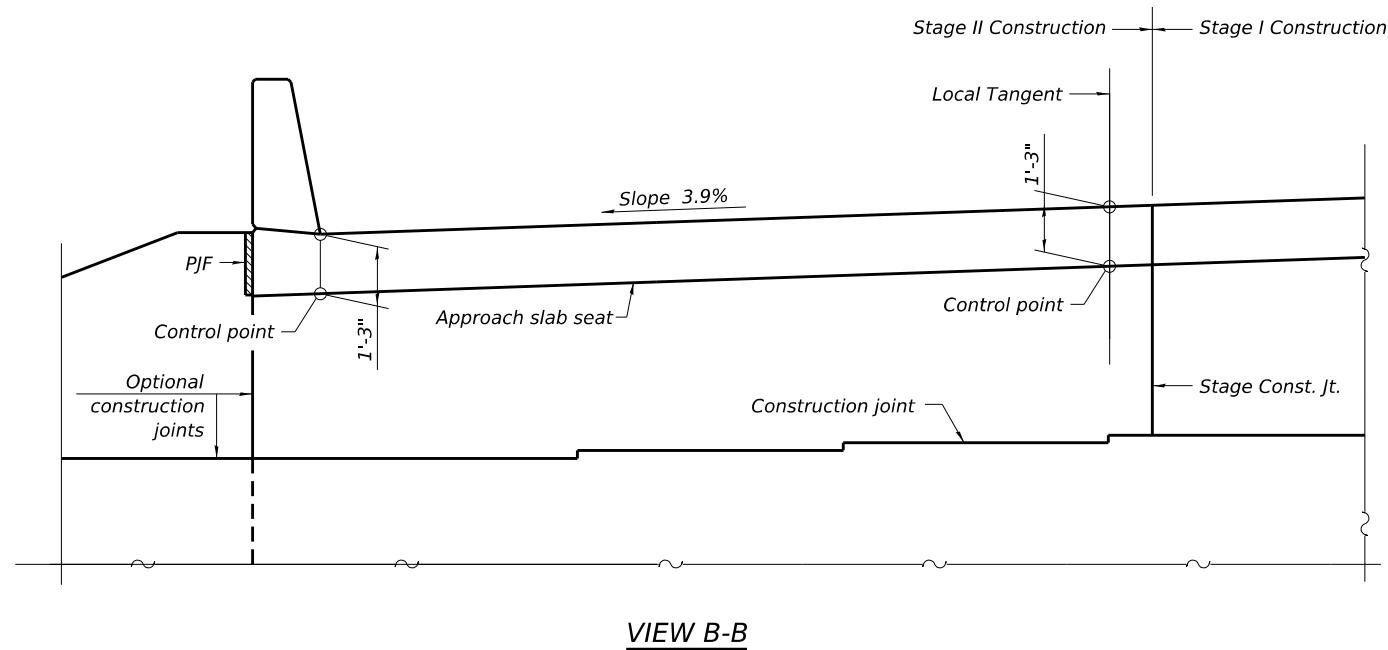
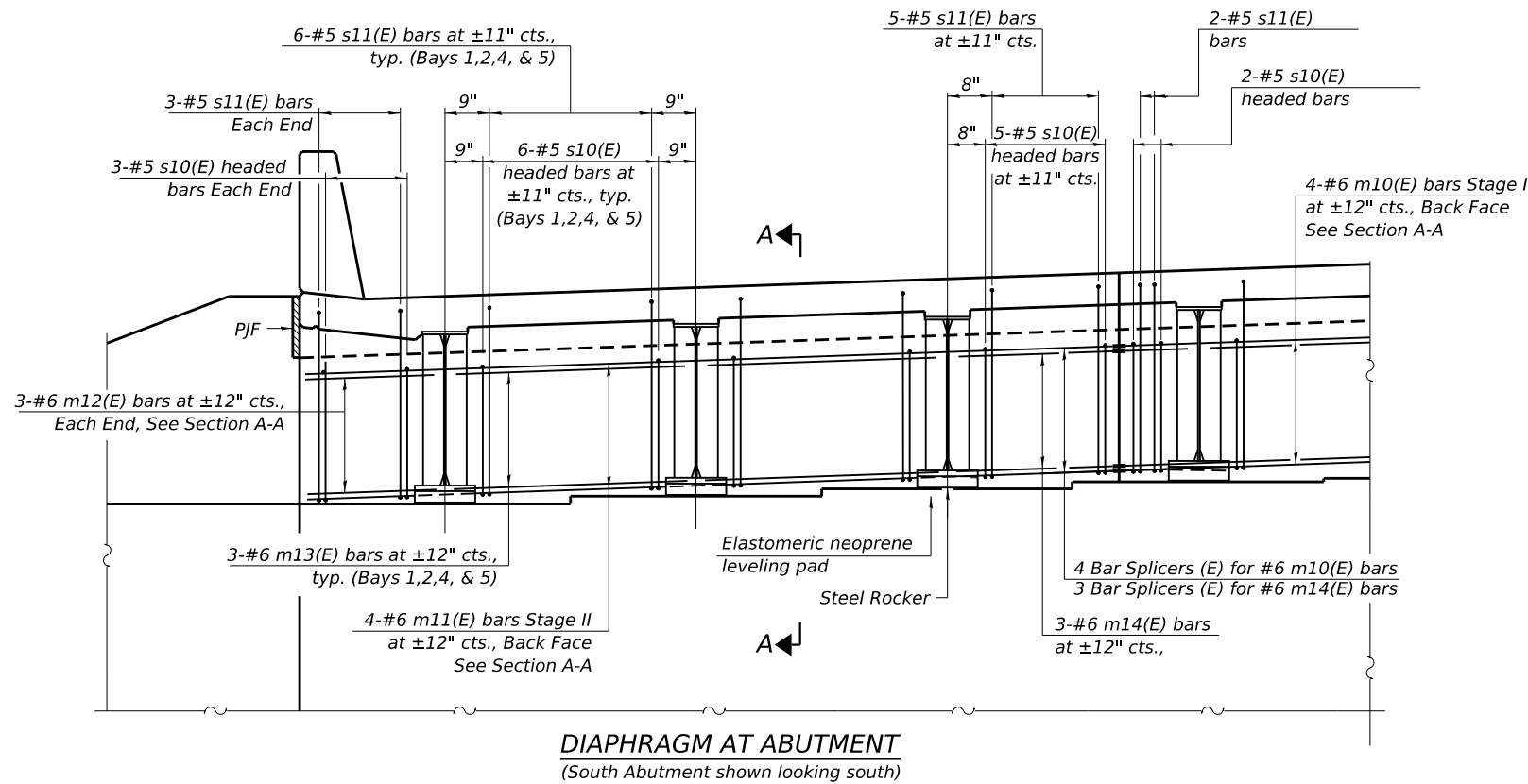
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 002 - 0039

SHEET 11 OF 27 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	37
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

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Notes:
See sheet 11 of 27 for superstructure details and Bill of Material.
See sheet 13 & 14 of 27 for PJF details.
The s10(E) and s11(E) bars shall be placed parallel to the beams.
Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.



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PLOT DATE = MARCH 30th, 2026	CHECKED - DHC	REVISED -

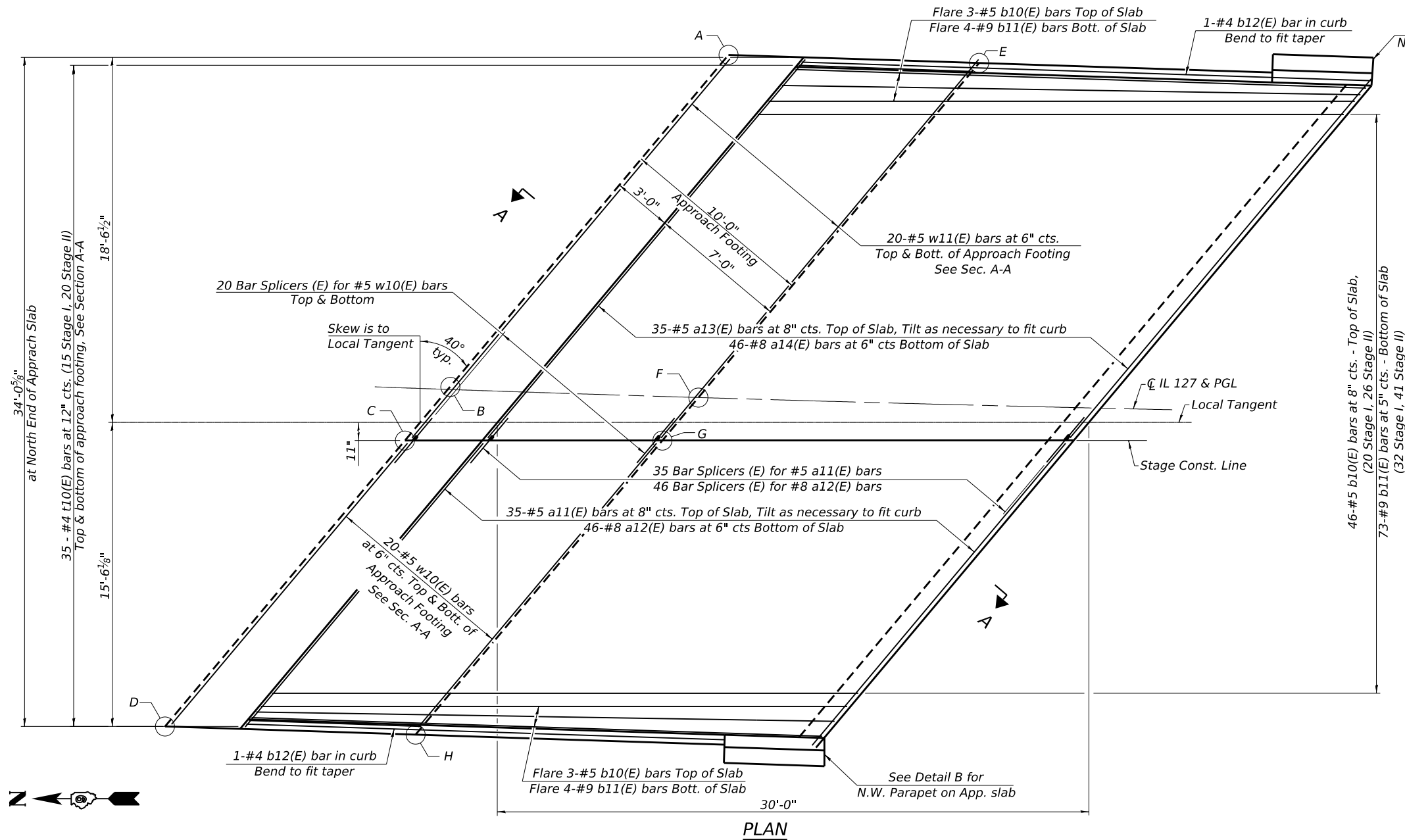
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 002 - 0039

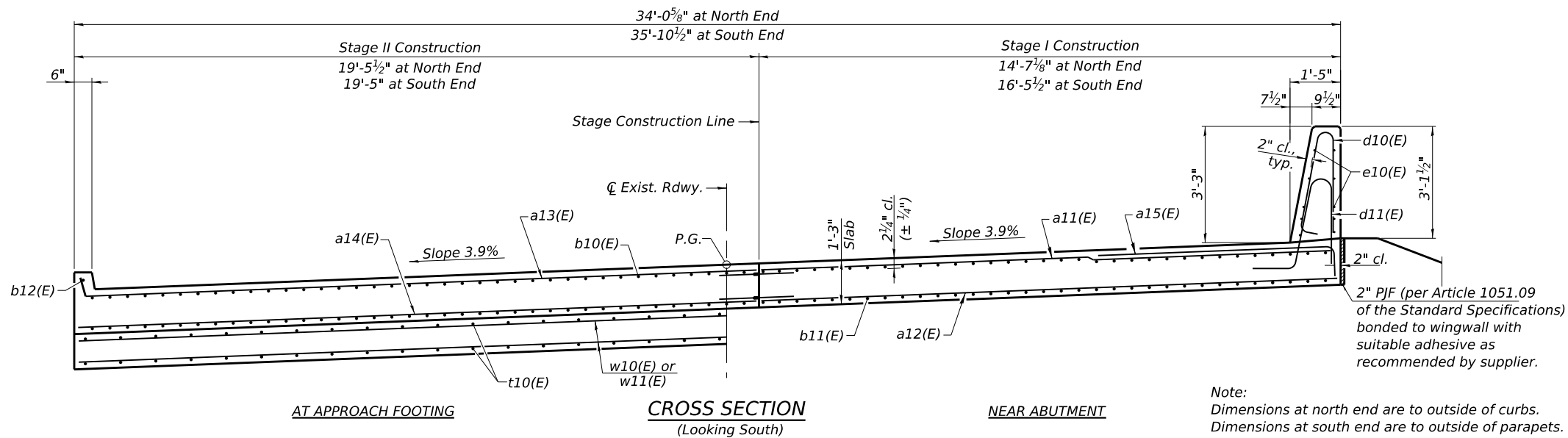
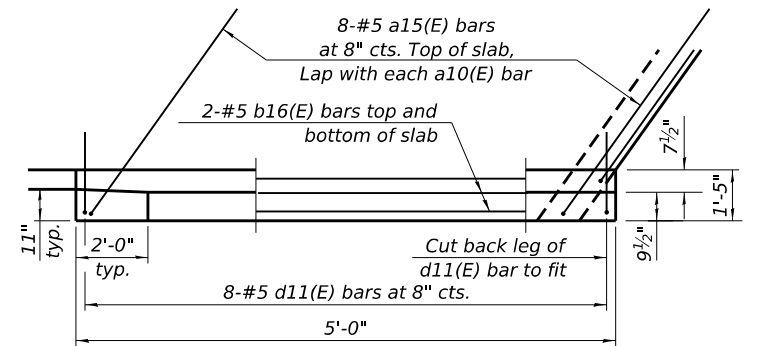
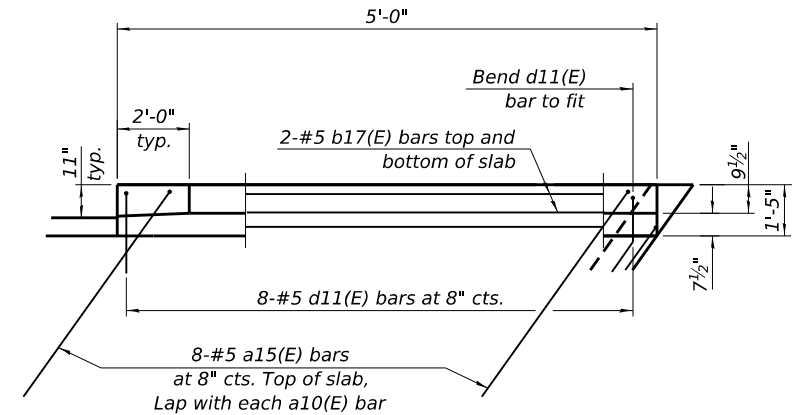
SHEET 12 OF 27 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	38
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

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See Detail A for
N.E. Parapet on App. slab



**TOP AND BOTTOM ELEVATIONS
FOR APPROACH FOOTING**

North Approach				
Point	Station	Offset	Top	Bottom
A	568+96.30	17.48' Lt.	378.51	377.67
B	568+82.50	0'	379.33	378.49
C	568+80.46	2.62' Rt.	379.45	378.61
D	568+68.90	17.53' Rt.	380.14	379.31
E	569+09.08	17.4' Lt.	378.38	377.55
F	568+95.23	0'	379.20	378.36
G	568+93.49	2.2' Rt.	379.30	378.47
H	568+81.52	17.49' Rt.	380.02	379.18

Note:
Dimensions at north end are to outside of curbs.
Dimensions at south end are to outside of parapets.



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PLOT DATE = MAY 8th, 2026	CHECKED - DHC	REVISED -

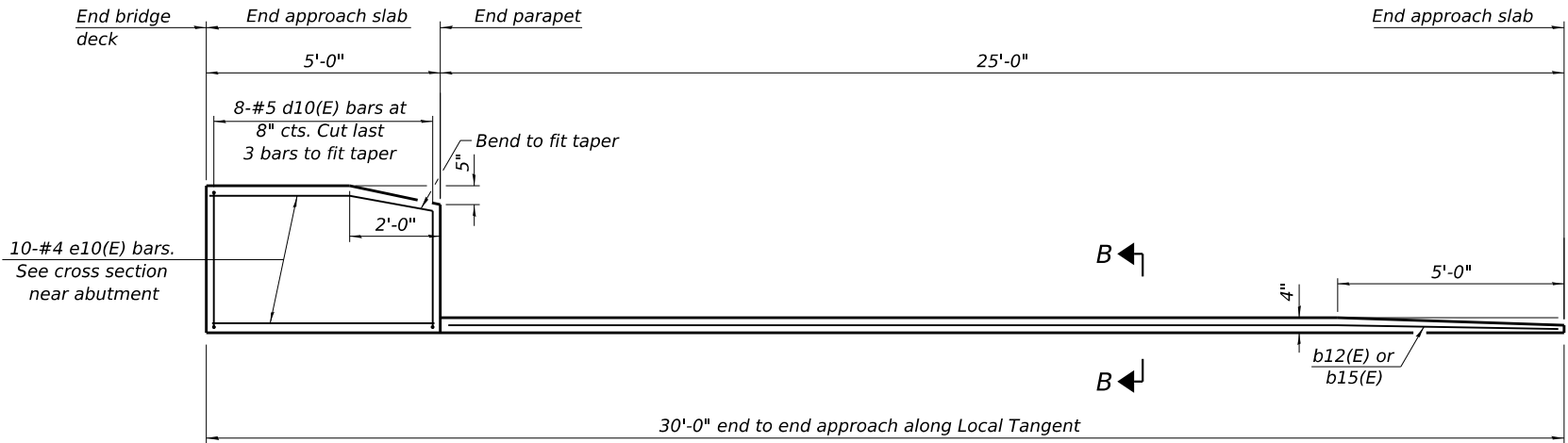
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS NORTH ABUTMENT
STRUCTURE NO.002 - 0039

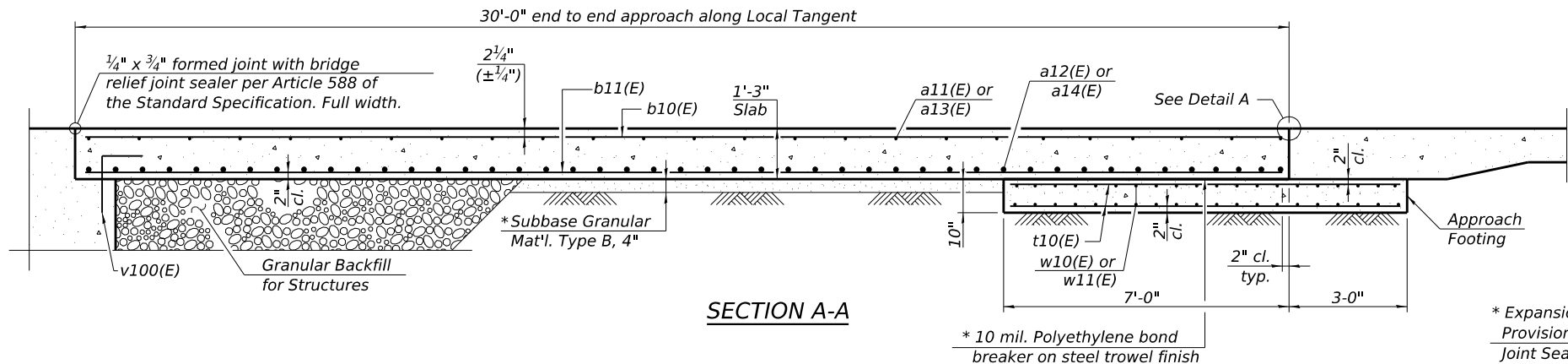
SHEET 14 OF 35 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

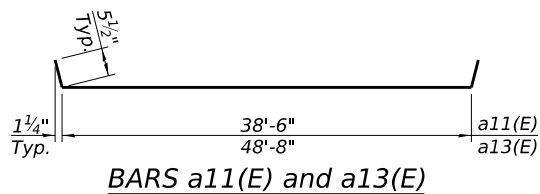
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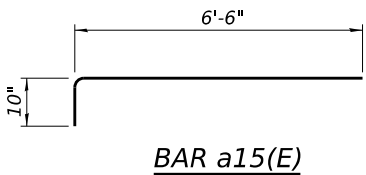
INSIDE ELEVATION OF PARAPET AND CURB



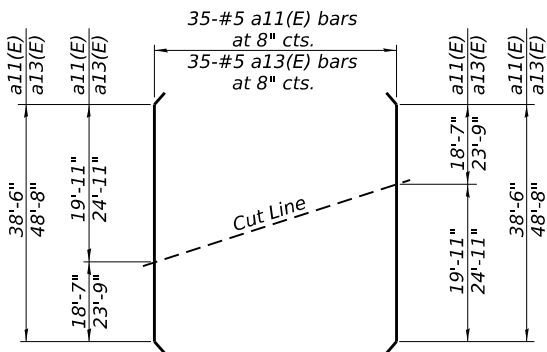
SECTION A-A



BARS a11(E) and a13(E)

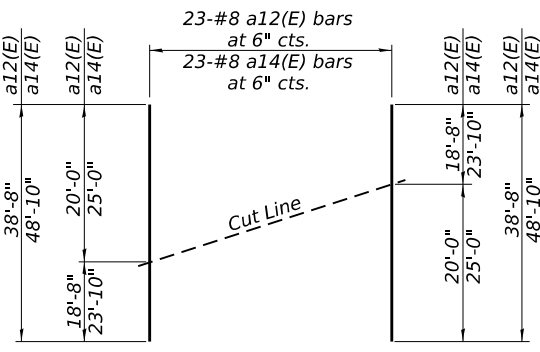


BAR a15(E)



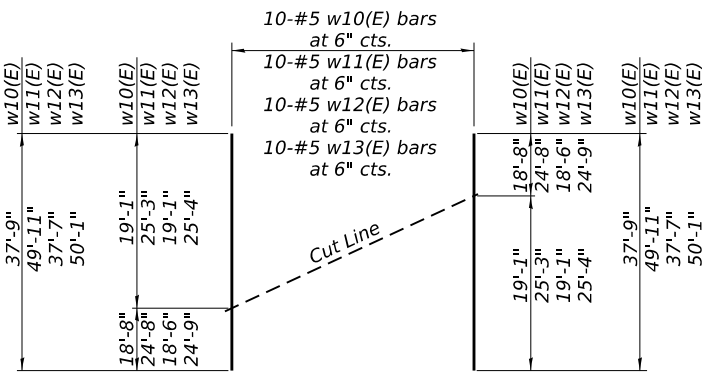
FIELD CUTTING DIAGRAM

Order a11(E) and a13(E) bars full length. Cut as shown and use remainder of bars in opposite approach.



FIELD CUTTING DIAGRAM

Order a12(E) and a14(E) bars full length. Cut as shown and use remainder of bars in opposite end of same approach.

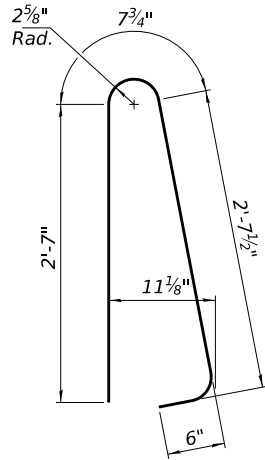


FIELD CUTTING DIAGRAM

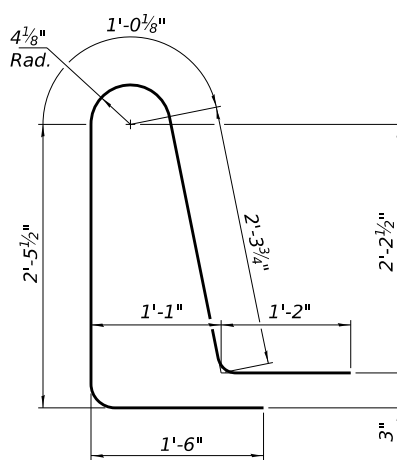
Order w10(E), w11(E), w12(E), and w13(E) bars full length. Cut as shown and use remainder of bars in opposite end of same approach.

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach pavement slab.
Parapet concrete shall be paid for as Concrete Superstructure.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 27.



BAR d10(E)

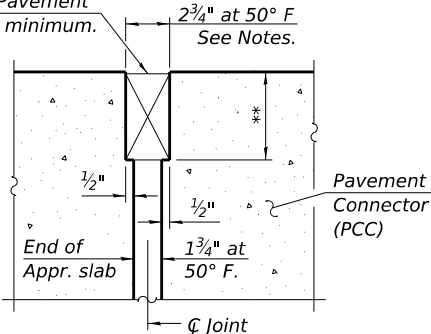


BAR d11(E)

* Cost included with Concrete Superstructure (Approach Slab).

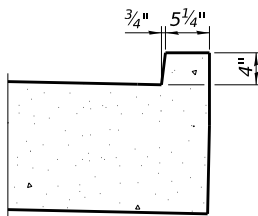
** Per manufacturer recommendations

* Expansion joint. See Special Provision "Preformed Pavement Joint Seal". Recess 1/4" minimum. Run out to out of curb



DETAIL A

(at Rt. L's)



SECTION B-B

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a11(E)	35	#5	39'-5"	
a12(E)	46	#8	38'-8"	
a13(E)	35	#5	49'-7"	
a14(E)	46	#8	48'-10"	
a15(E)	32	#5	7'-4"	
b10(E)	98	#5	29'-8"	
b11(E)	158	#9	29'-8"	
b12(E)	2	#4	29'-2"	
b13(E)	6	#5	30'-5"	
b14(E)	8	#9	30'-5"	
b15(E)	2	#4	30'-5"	
b16(E)	8	#5	3'-7"	
b17(E)	8	#5	4'-8"	
d10(E)	32	#5	6'-5"	
d11(E)	32	#5	8'-6"	
e10(E)	40	#4	4'-8"	
t10(E)	70	#4	12'-8"	
w10(E)	20	#5	37'-9"	
w11(E)	20	#5	49'-11"	
w12(E)	20	#5	37'-7"	
w13(E)	20	#5	50'-1"	
Concrete Superstructure			Cu. Yd.	2.6
Concrete Superstructure (Approach Slab)			Cu. Yd.	96.2
Concrete Structures			Cu. Yd.	27.5
Reinforcement Bars, Epoxy Coated			Pound	39,250

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PLOT SCALE =	DRAWN - JRP	REVISED -
PLOT DATE = MARCH 30th, 2026	CHECKED - DHC	REVISED -

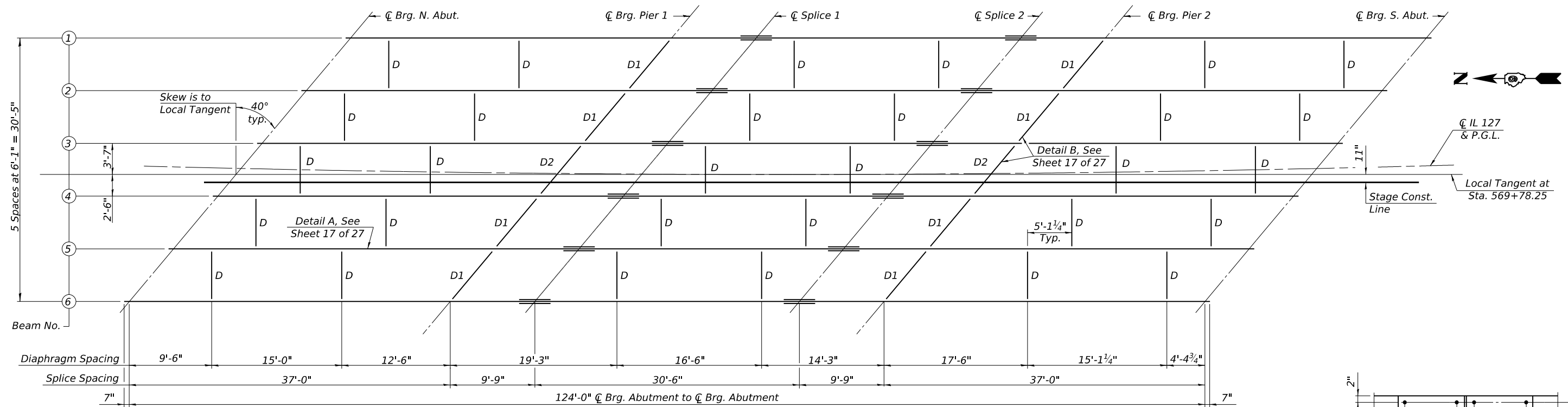
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS
STRUCTURE NO. 002 - 0039

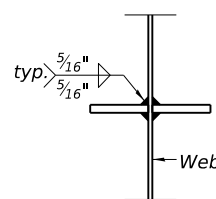
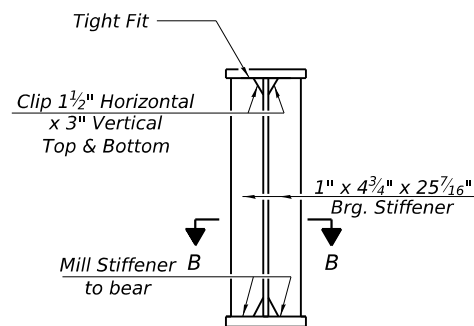
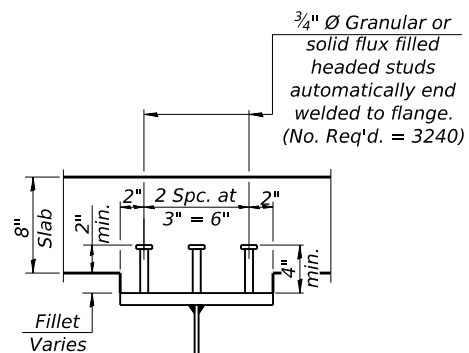
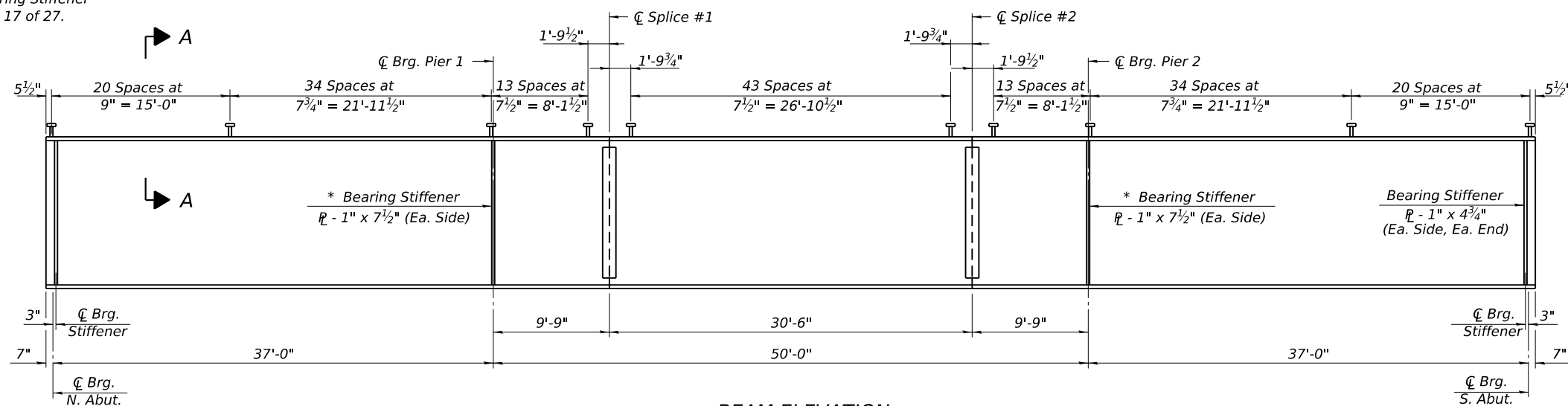
SHEET 15 OF 27 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	41
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

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* $\underline{P}$ - 1" x 4 $\frac{3}{4}$ " (outside face of Fascia Beams),
See detail of "Bearing Stiffener
at Piers" on Sheet 17 of 27.



Notes:

All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

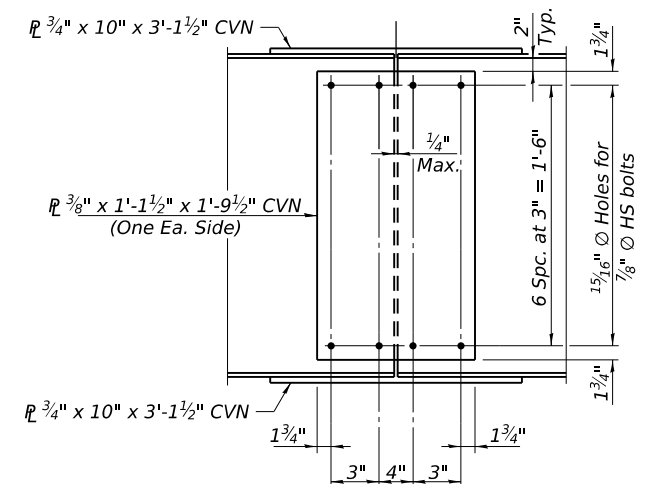
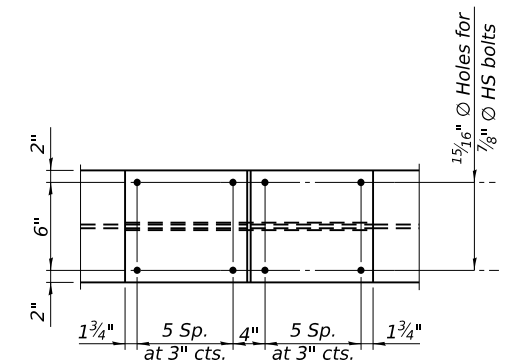
Beams have bearing stiffeners and connection plates as required by design. Additional stiffeners may be added at the Contractor's expense as necessary to prevent distortion of the beams during galvanizing. The Contractor shall coordinate with the fabricator and the galvanizer to determine if additional stiffeners are necessary, and where these should be placed. Any proposed changes shall be submitted to the Engineer for approval prior to making any changes and documented on the shop drawings.

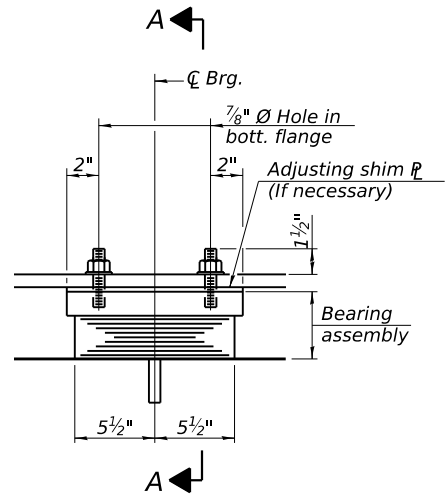
Temporary stiffener angles shall be bolted to each side of the splice ends of each beam segment to prevent distortion during galvanizing. Temporary stiffener angles shall bolt or fit tight against the top and bottom flanges and include spacer tubes to minimize damage to galvanizing during removal. Cost included with Furnishing and Erecting Structural Steel.

AASHTO M270 Grade 50 steel shall be used for all beams, splice plates, bearing stiffeners, and diaphragm connection plates.

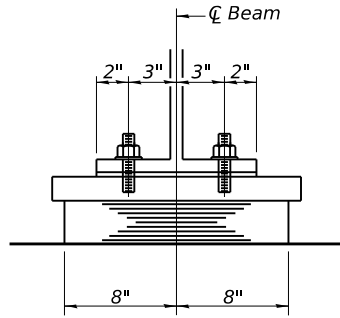
AASHTO M270 Grade 36 steel may be used for diaphragms.

Load carrying components designated "CVN" shall conform to the Charpy V-notch Impact Energy Requirements, Zone 2.



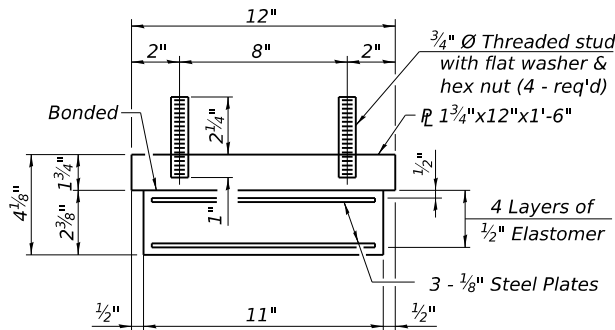


ELEVATION - PIERS



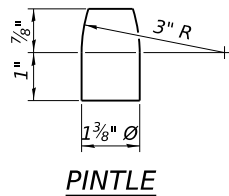
SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.
(4 Required Pier 1, 4 Required Pier 2)

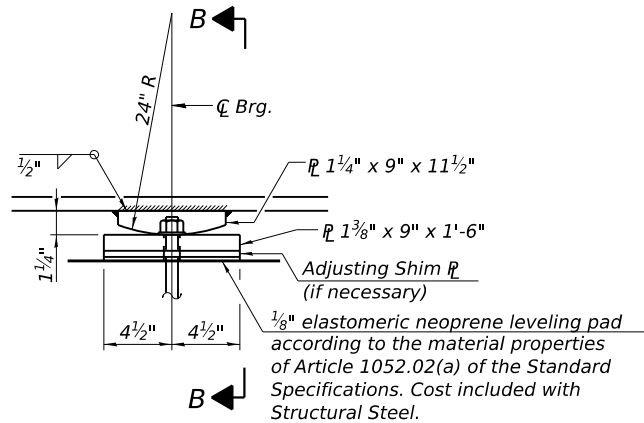


BEARING ASSEMBLY - PIERS
(Beams 1, 2, 5 & 6 Both piers)

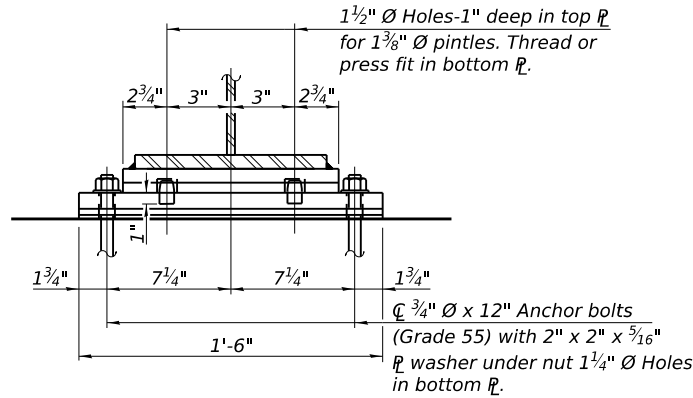
Note: Shim plates shall not be placed under bearing assembly.



PINTLE

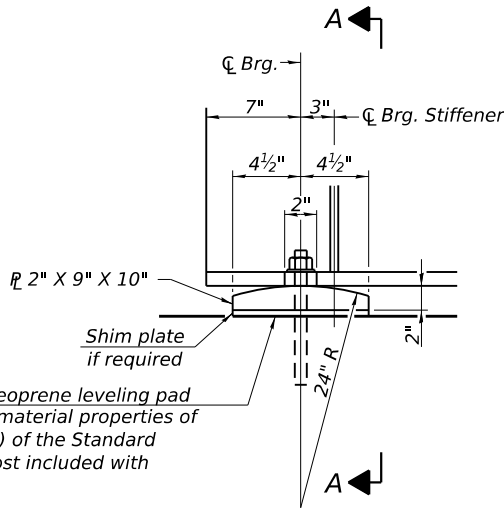


ELEVATION AT PIER

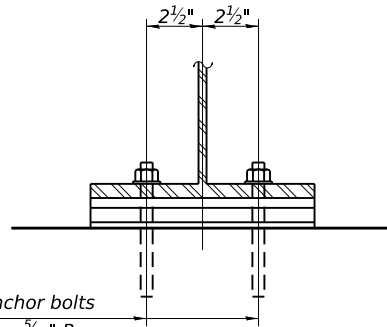


SECTION B-B

FIXED BEARING - PIERS
(2 Required Pier 1, 2 Required Pier 2)
(Beams 3 & 4)



ELEVATION



SECTION A-A

FIXED BEARING AT INTEGRAL ABUTMENT
(12 Required)

Notes:
All bearing plates, anchor bolts, nuts, washers, and pintles shall be galvanized according to AASHTO M111 or M232 as applicable.
Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
Two 1/8" adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on the bearing details.
The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.
The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	8
Anchor Bolts, 1"	Each	24
Anchor Bolts, 3/4"	Each	8

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5-15-2023



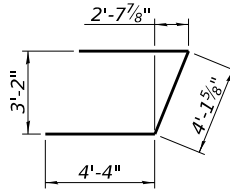
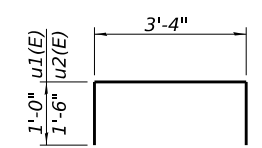
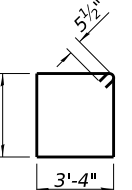
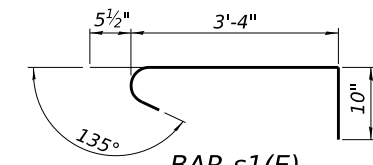
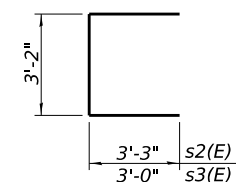
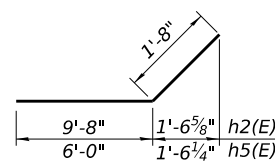
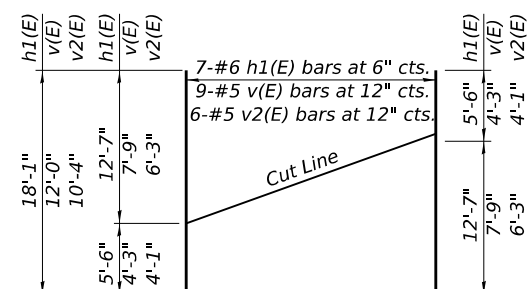
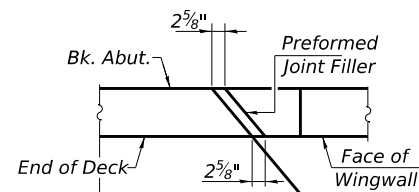
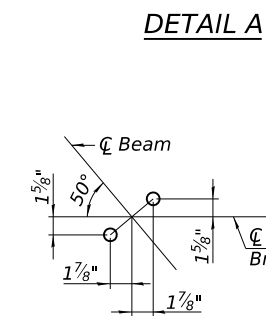
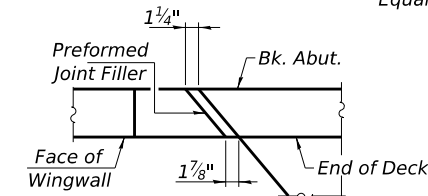
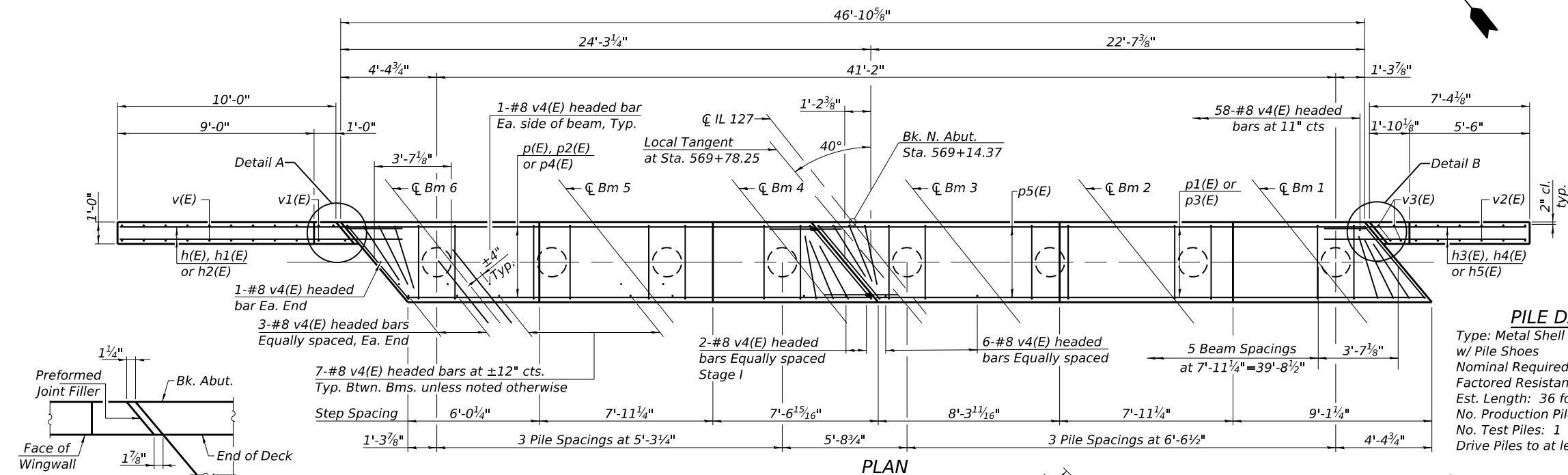
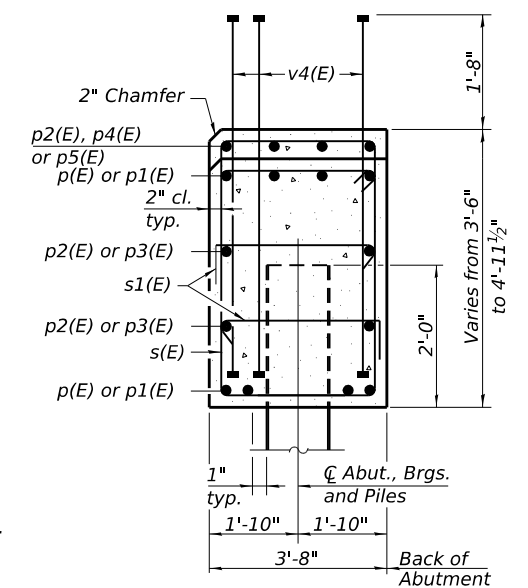
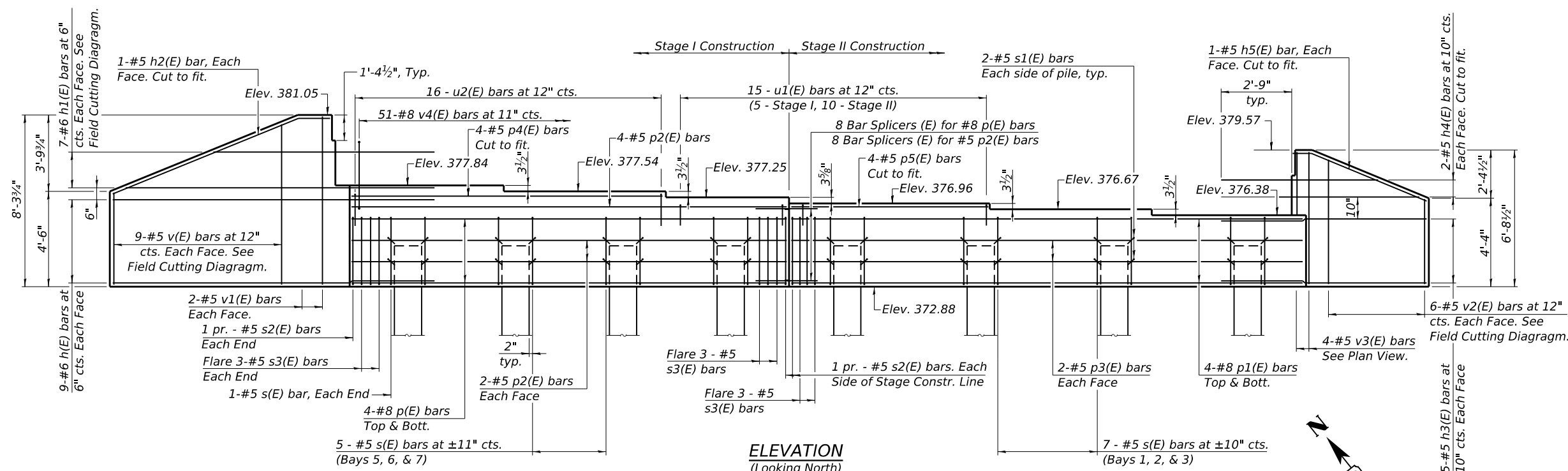
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PLOT DATE = MARCH 30th, 2026	CHECKED - DHC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 002 - 0039

SHEET 18 OF 27 SHEETS

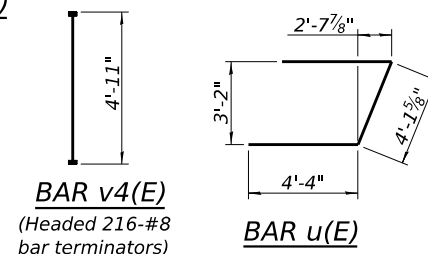
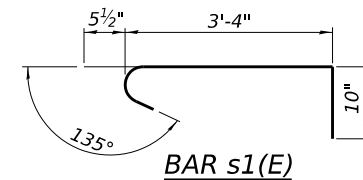
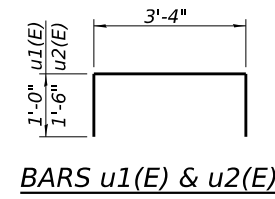
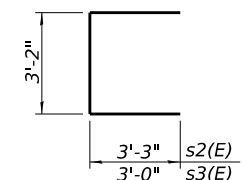
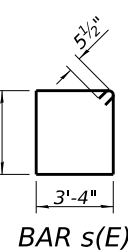
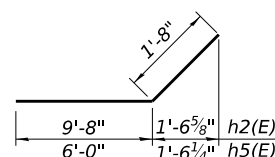
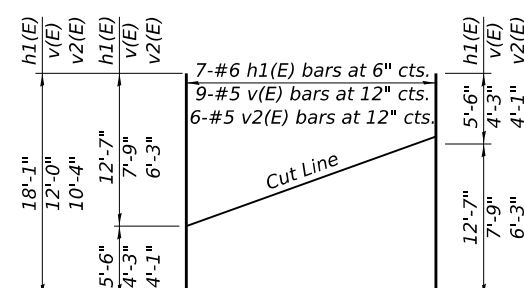
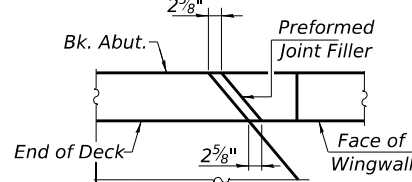
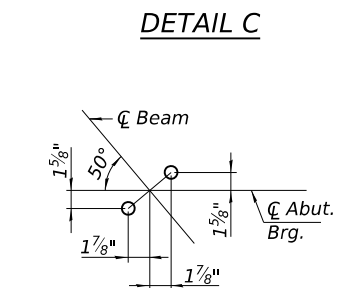
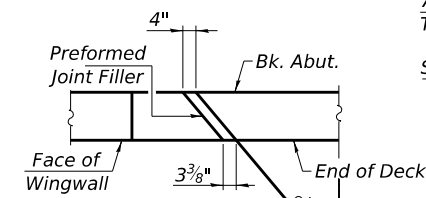
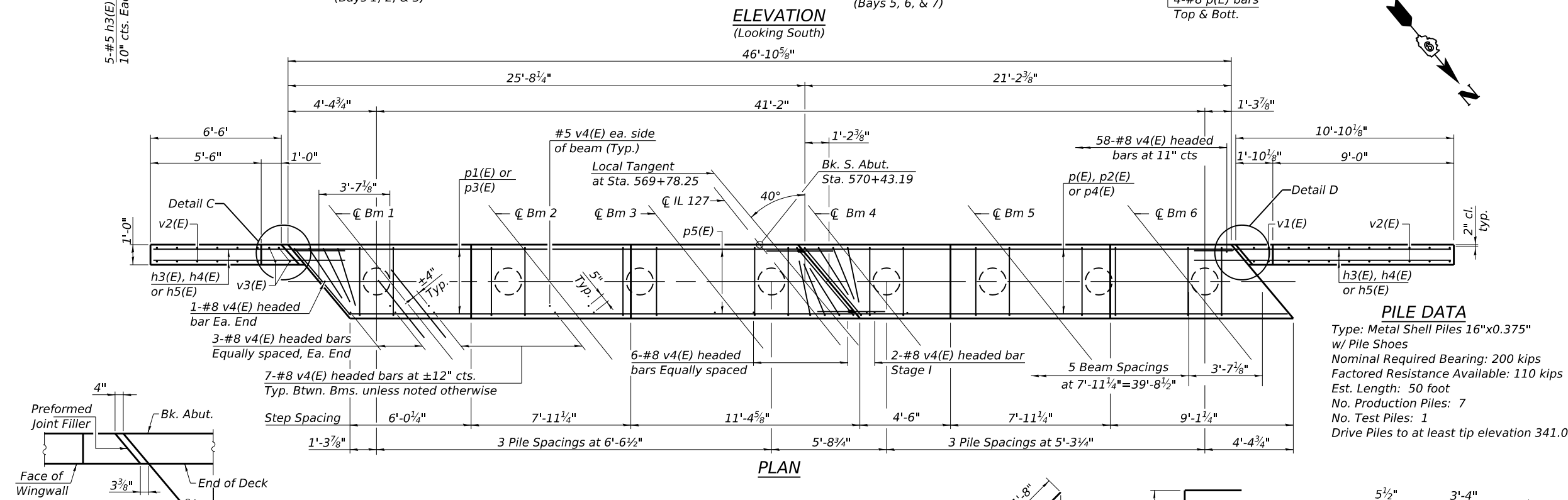
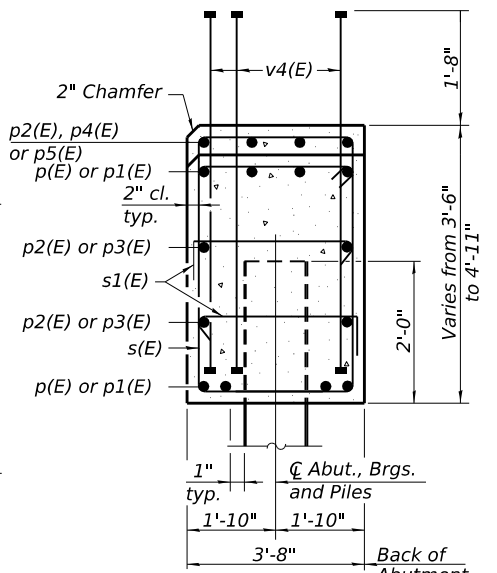
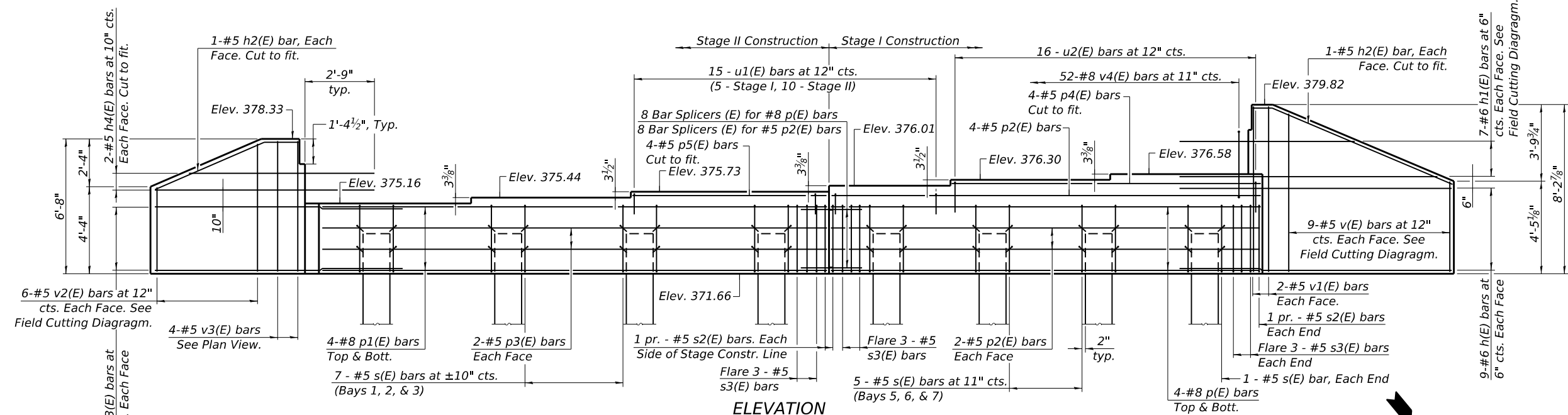
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	44
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	18	#6	13'-8"	_____
h1(E)	7	#6	18'-1"	_____
h2(E)	2	#5	11'-4"	_____
h3(E)	10	#5	10'-2"	_____
h4(E)	4	#5	9'-10"	_____
h5(E)	2	#5	7'-8"	_____
p(E)	8	#8	21'-3"	_____
p1(E)	8	#8	25'-0"	_____
p2(E)	8	#5	21'-3"	_____
p3(E)	4	#5	25'-0"	_____
p4(E)	4	#5	16'-8"	_____
p5(E)	4	#5	11'-0"	_____
s(E)	40	#5	13'-11"	
s1(E)	32	#5	4'-8"	
s2(E)	8	#5	9'-8"	
s3(E)	12	#5	9'-2"	
u(E)	8	#6	12'-10"	
u1(E)	15	#5	5'-4"	
u2(E)	16	#5	6'-4"	
v(E)	9	#5	12'-0"	_____
v1(E)	4	#5	8'-0"	_____
v2(E)	6	#5	10'-4"	_____
v3(E)	4	#5	6'-5"	_____
v4(E)	108	#8	4'-11"	
Structure Excavation			Cu. Yd.	173
Concrete Structures			Cu. Yd.	31.1
Reinforcement Bars, Epoxy Coated			Pound	5060
Furnishing Metal Shell Piles 16" X 0.375"			Foot	252
Driving Piles			Foot	252
Test Pile Metal Shells			Each	1
Bar Terminators			Each	216
Pile Shoes			Each	8

Notes:
 Pour steps monolithically with cap.
 For details of piles see Sheet 23 of 27.
 Bar Terminators, paid for separately.
 See Total Bill of Material.

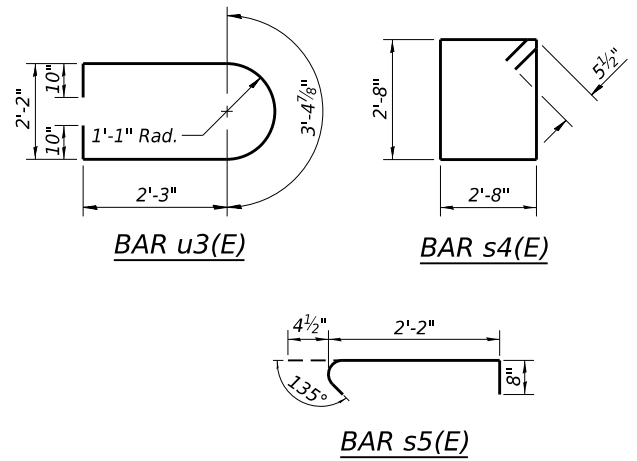
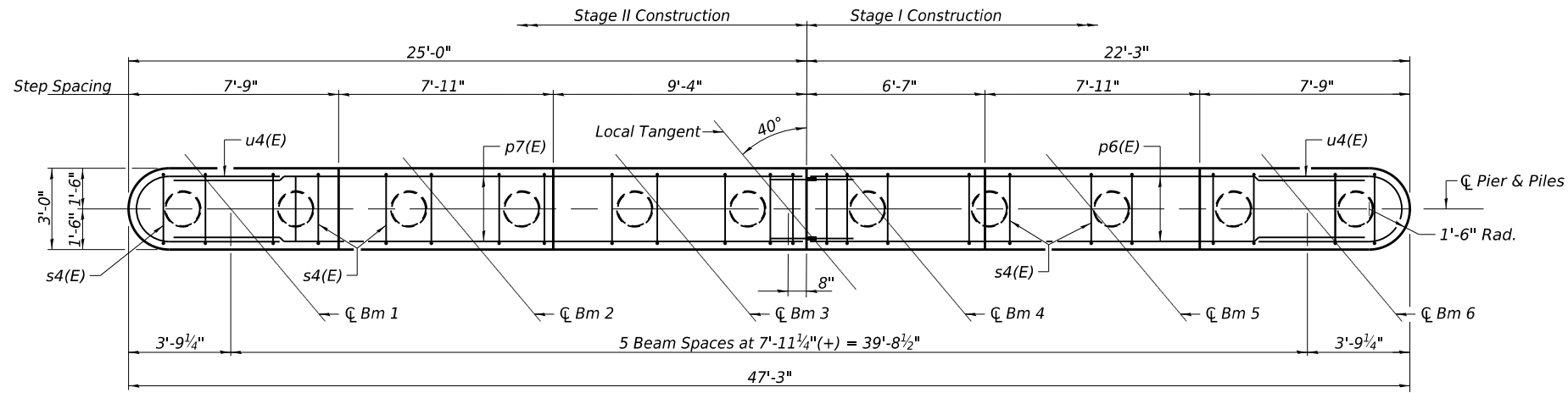


BILL OF MATERIAL

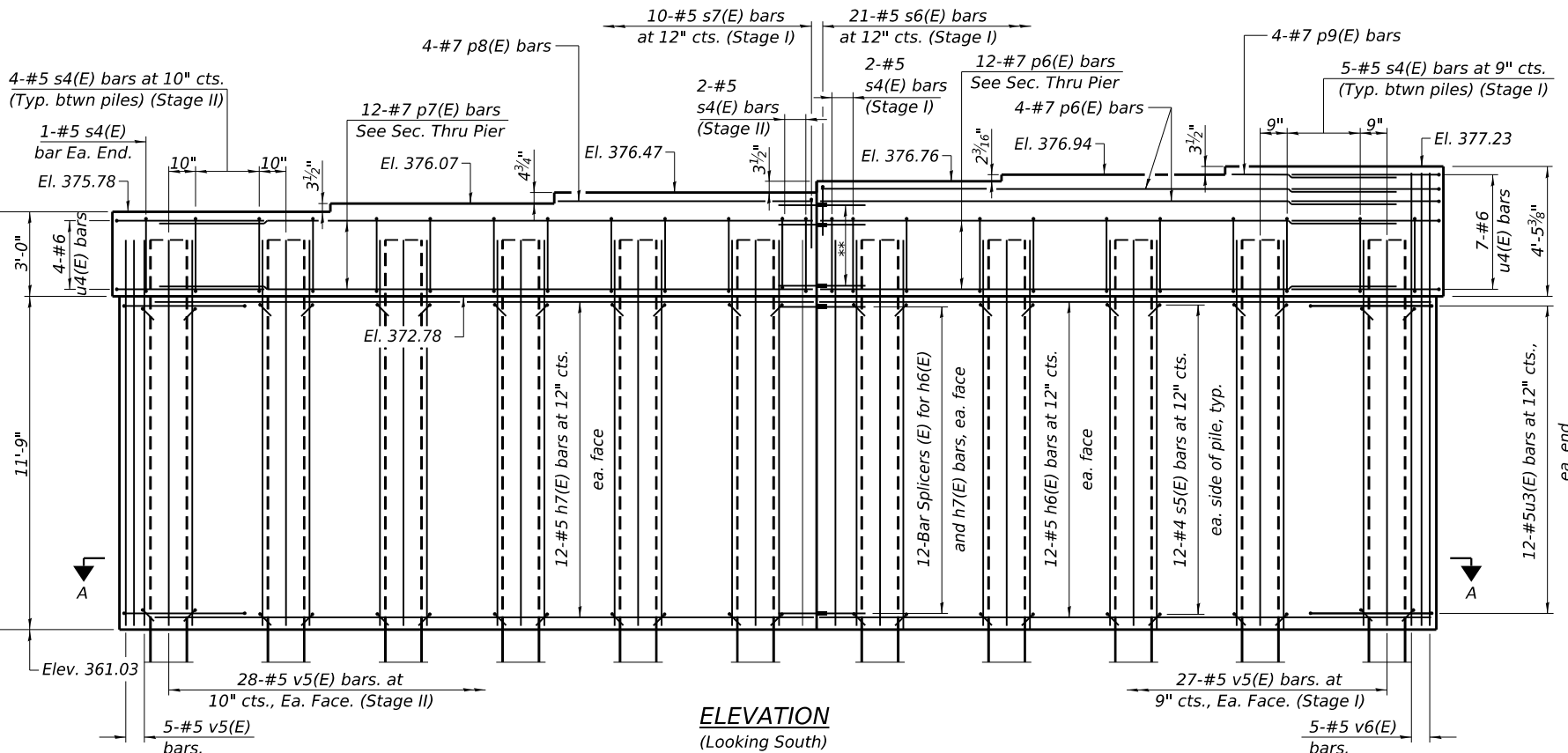
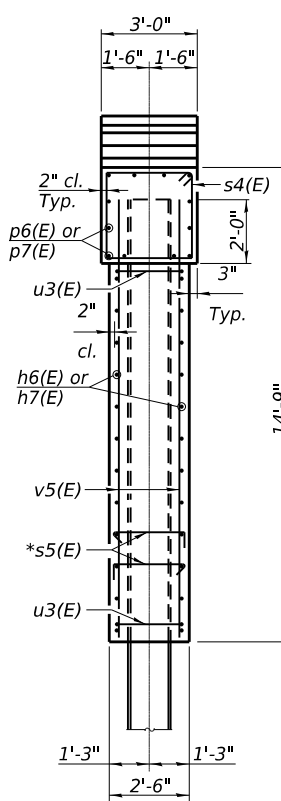
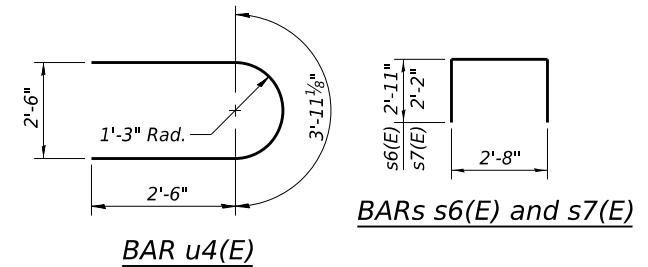
Bar	No.	Size	Length	Shape
h(E)	18	#6	13'-8"	=====
h1(E)	7	#6	18'-1"	=====
h2(E)	2	#5	11'-4"	=====
h3(E)	10	#5	10'-2"	=====
h4(E)	4	#5	9'-10"	=====
h5(E)	2	#5	7'-8"	=====
p(E)	8	#8	21'-3"	=====
p1(E)	8	#8	25'-0"	=====
p2(E)	8	#5	21'-3"	=====
p3(E)	4	#5	25'-0"	=====
p4(E)	4	#5	16'-8"	=====
p5(E)	4	#5	11'-0"	=====
s(E)	40	#5	13'-11"	=====
s1(E)	32	#5	4'-8"	=====
s2(E)	8	#5	9'-8"	=====
s3(E)	12	#5	9'-2"	=====
u(E)	8	#6	12'-10"	=====
u1(E)	15	#5	5'-4"	=====
u2(E)	16	#5	6'-4"	=====
v(E)	9	#5	11'-11"	=====
v1(E)	4	#5	8'-0"	=====
v2(E)	6	#5	10'-4"	=====
v3(E)	4	#5	6'-5"	=====
v4(E)	108	#8	4'-11"	=====
Structure Excavation			Cu. Yd.	173
Concrete Structures			Cu. Yd.	31.1
Reinforcement Bars, Epoxy Coated			Pound	5060
Furnishing Metal Shell Piles 16" X 0.375"			Foot	350
Driving Piles			Foot	350
Test Pile Metal Shells			Each	1
Bar Terminators			Each	216
Pile Shoes			Each	8

Notes:
 Pour steps monolithically with cap.
 For details of piles see Sheet 23 of 27.
 Bar Terminators, paid for separately.
 See Total Bill of Material.

* Alternate the location of the 90° hook in adjacent rows.
Hook s5(E) bars around h6(E) or h7(E) bars.
** 16 Bar Splicers (E) for #7 p6(E) & p7(E) bars



PILE DATA	
Type:	Metal Shell Piles 16"x0.375" with Pile Shoes
Nominal Required Bearing:	329 kips
Factored Resistance Available:	180 kips
Est. Length:	60'
No. Production Piles:	10
No. Test Piles:	1

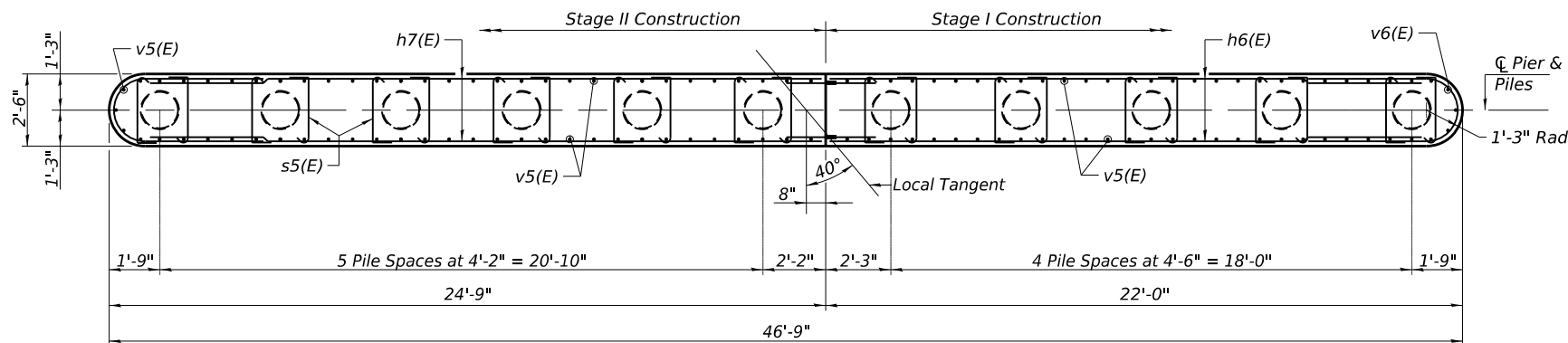
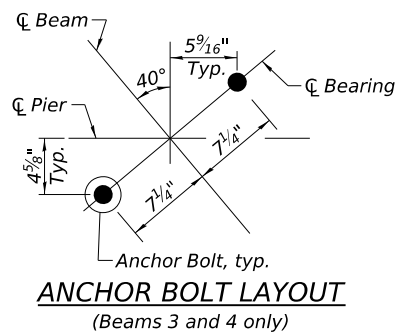


ELEVATION
(Looking South)

BILL OF MATERIAL - PIER 1

Bar	No.	Size	Length	Shape
h6(E)	24	#5	20'-8"	—
h7(E)	24	#5	23'-5"	—
p6(E)	20	#7	20'-7"	—
p7(E)	12	#7	23'-5"	—
p8(E)	4	#7	9'-0"	—
p9(E)	4	#7	6'-2"	—
s4(E)	46	#5	11'-7"	□
s5(E)	264	#4	3'-3"	┌┐
s6(E)	21	#5	8'-6"	┌┐
s7(E)	10	#5	7'-0"	┌┐
u3(E)	24	#5	9'-7"	┌┐
u4(E)	11	#6	8'-11"	┌┐
v5(E)	115	#5	13'-8"	—
v6(E)	5	#5	15'-10"	—
Cofferdam Excavation				Cu. Yd. 128
Concrete Structures				Cu. Yd. 61.9
Reinforcement Bars, Epoxy Coated				Pound 6140
Furnishing Metal Shell Piles 16"x0.375"				Foot 600
Driving Piles				Foot 600
Pile Shoes				Each 11
Test Pile, Metal Shells				Each 1

Notes:
Pour steps monolithically with cap.
For details of piles, see sheet 23 of 27.
For bar splicer details, see sheet 24 of 27.



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

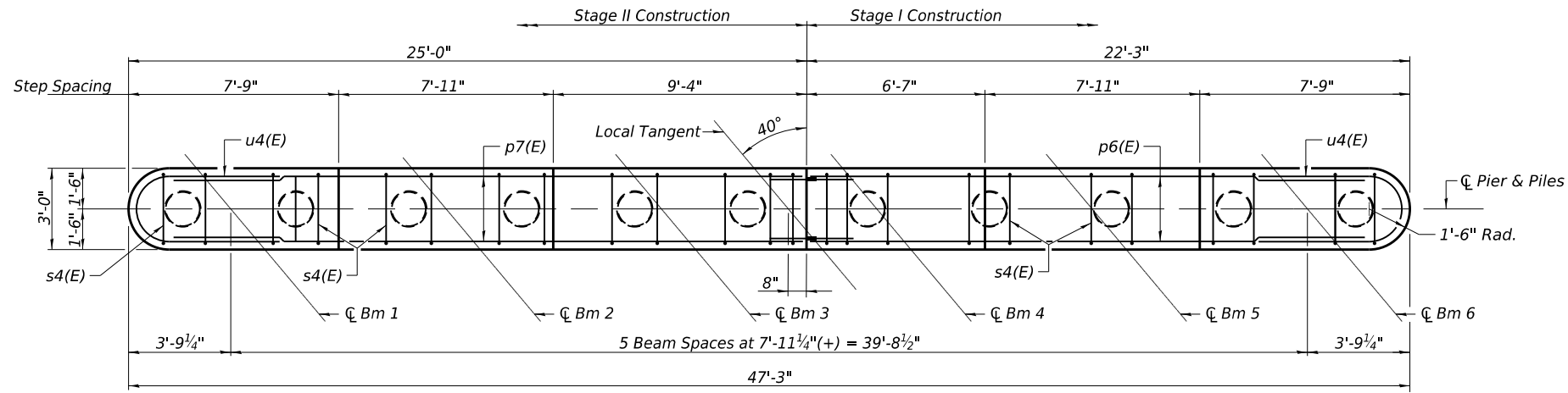
PIER 1
STRUCTURE NO. 002 - 0039

SHEET 21 OF 27 SHEETS

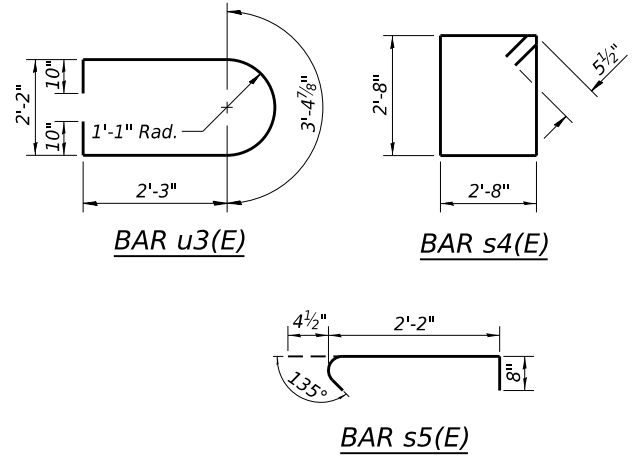
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	47
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

USER NAME =	DESIGNED - KES	REVISED -
	CHECKED - MAH	REVISED -
PLOT SCALE =	DRAWN - JRP	REVISED -
PLOT DATE = AUGUST 7th, 2026	CHECKED - DHC	REVISED -

* Alternate the location of the 90° hook in adjacent rows.
Hook s5(E) bars around h6(E) or h7(E) bars.
** 16 Bar Splicers (E) for #7 p6(E) & p7(E) bars

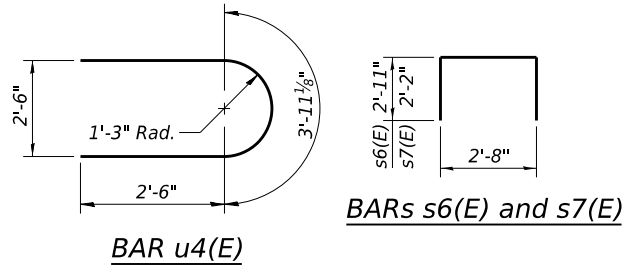


TOP PLAN



PILE DATA

Type: Metal Shell Piles 16"x0.375" with Pile Shoes
Nominal Required Bearing: 329 kips
Factored Resistance Available: 180 kips
Est. Length: 60'
No. Production Piles: 10
No. Test Piles: 1

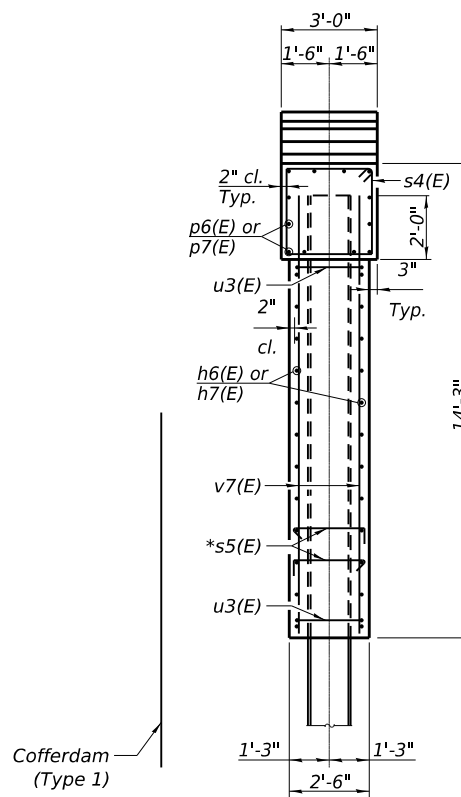


BILL OF MATERIAL - PIER 2

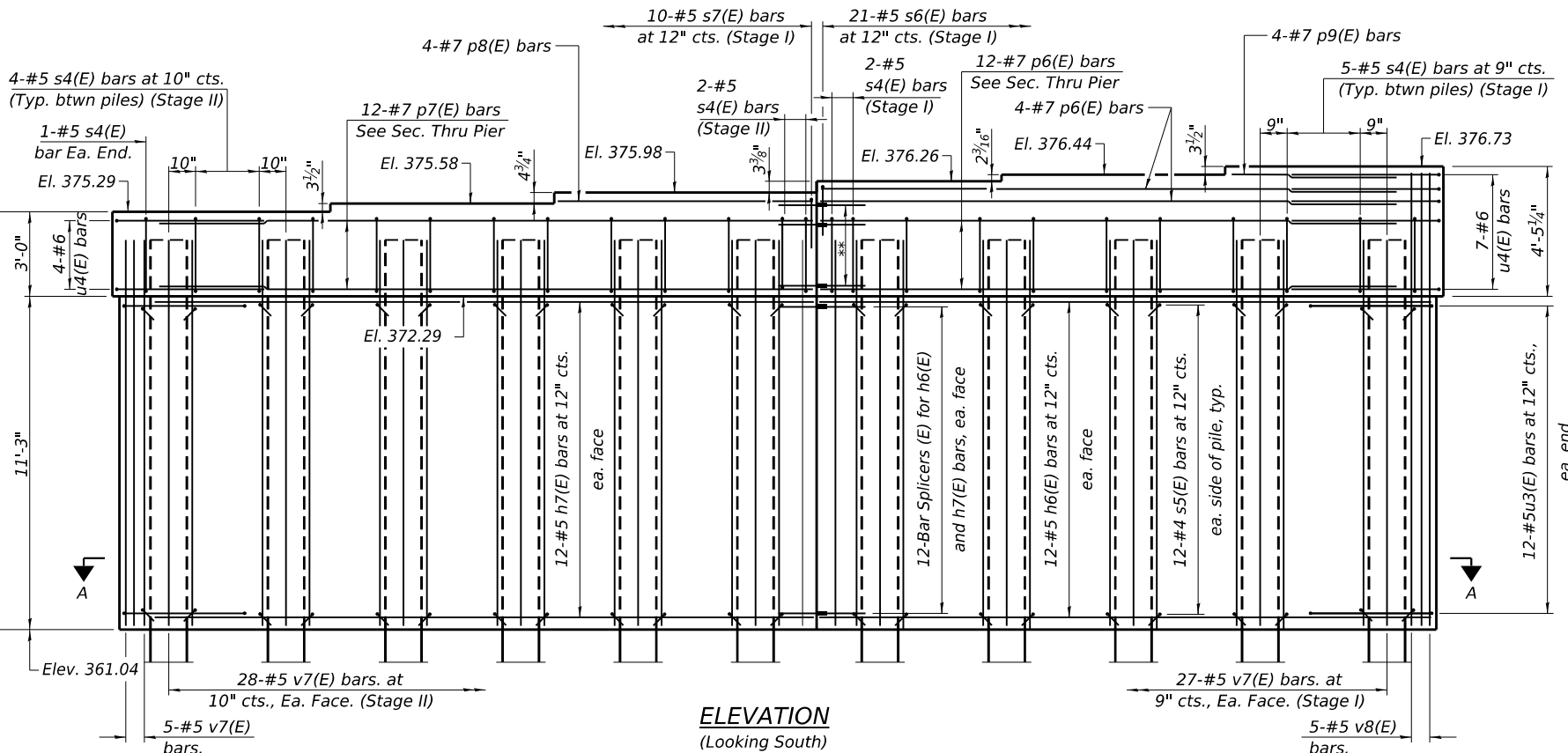
Bar	No.	Size	Length	Shape
h6(E)	24	#5	20'-8"	—
h7(E)	24	#5	23'-5"	—
p6(E)	20	#7	20'-7"	—
p7(E)	12	#7	23'-5"	—
p8(E)	4	#7	9'-0"	—
p9(E)	4	#7	6'-2"	—
s4(E)	46	#5	11'-7"	U
s5(E)	264	#4	3'-3"	U
s6(E)	21	#5	8'-6"	U
s7(E)	10	#5	7'-0"	U
u3(E)	24	#5	9'-7"	U
u4(E)	11	#6	8'-11"	U
v7(E)	115	#5	13'-1"	—
v8(E)	5	#5	15'-3"	—
Cofferdam Excavation				Cu. Yd. 107
Concrete Structures				Cu. Yd. 60.0
Reinforcement Bars, Epoxy Coated				Pound 6070
Furnishing Metal Shell Piles 16"x0.375"				Foot 600
Driving Piles				Foot 600
Pile Shoes				Each 11
Test Pile, Metal Shells				Each 1

Notes:
Pour steps monolithically with cap.
For details of piles, see sheet 23 of 27.
For bar splicer details, see sheet 24 of 27.

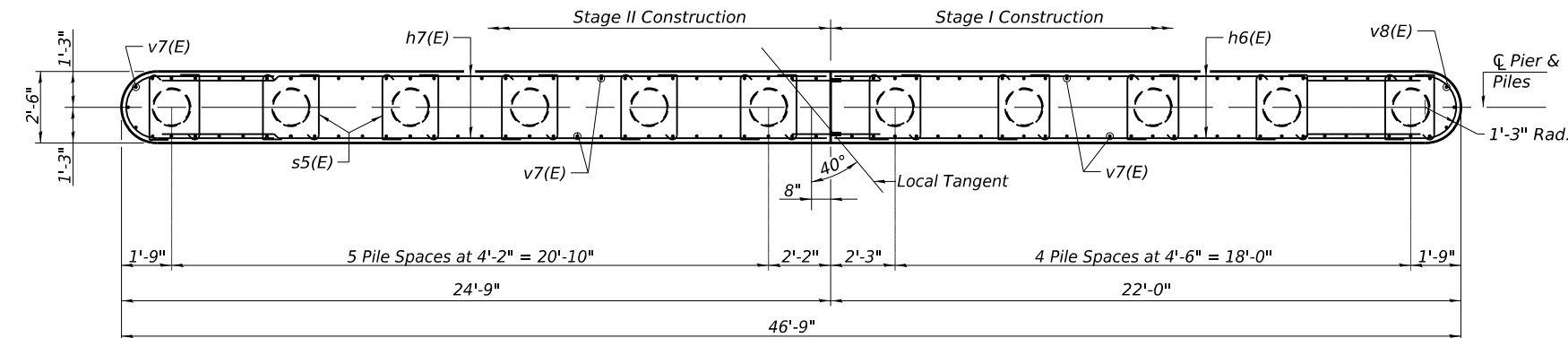
SECTION THRU PIER



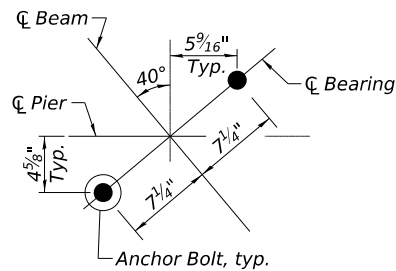
ELEVATION
(Looking South)



SECTION A-A



ANCHOR BOLT LAYOUT
(Beams 3 and 4 only)



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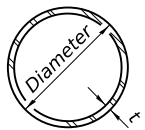
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	CHECKED - MAH	REVISED -
PLOT SCALE =	DRAWN - JRP	REVISED -
PLOT DATE = AUGUST 7th, 2026	CHECKED - DHC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2
STRUCTURE NO. 002 - 0039

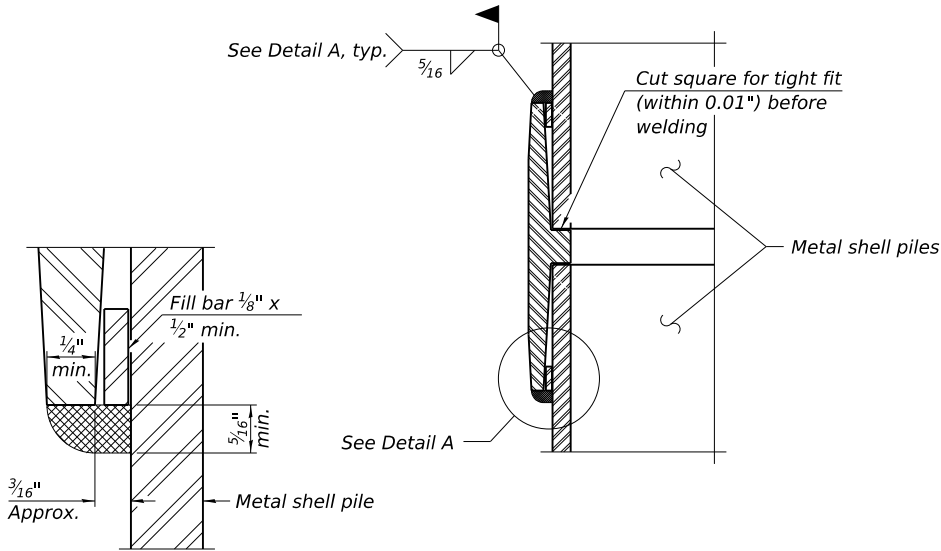
SHEET 22 OF 27 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	48
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

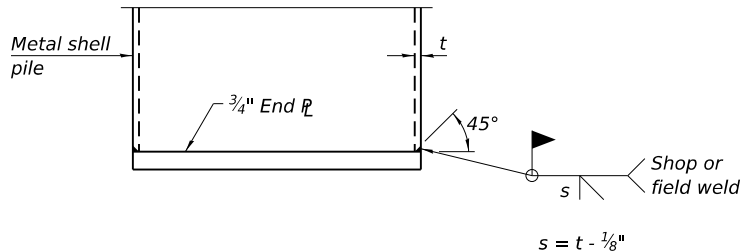


METAL SHELL PILE TABLE

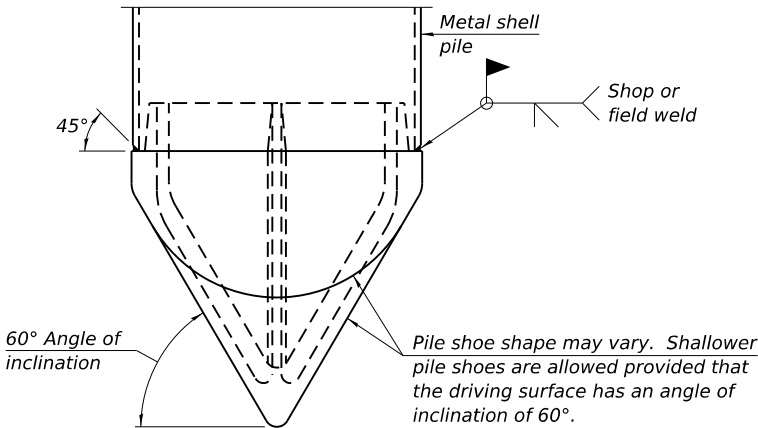
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.250"	31.40	0.0267
PP14	0.250"	36.75	0.0368
PP14	0.312"	45.65	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



DETAIL A



END PLATE ATTACHMENT

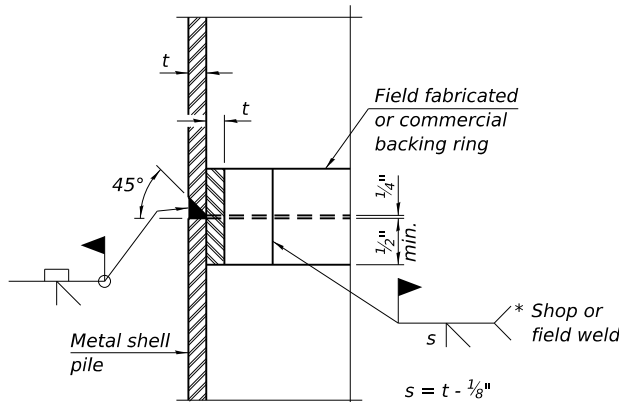


PILE SHOE ATTACHMENT

(When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 80-50 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld).

WELDED COMMERCIAL SPLICE

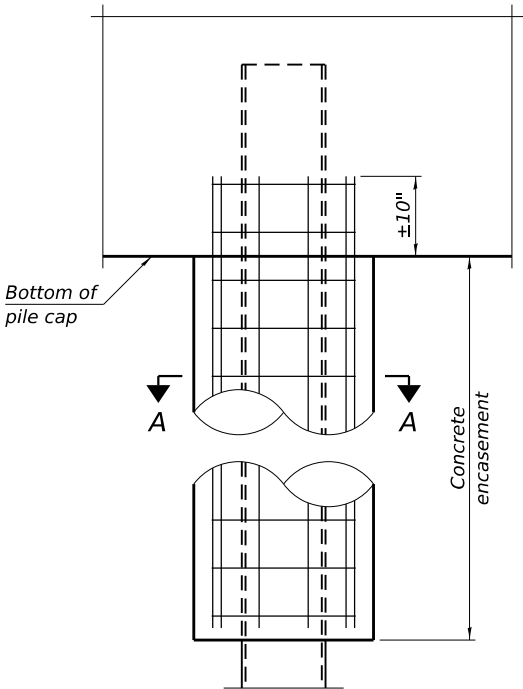
Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.



COMPLETE PENETRATION WELD SPLICE

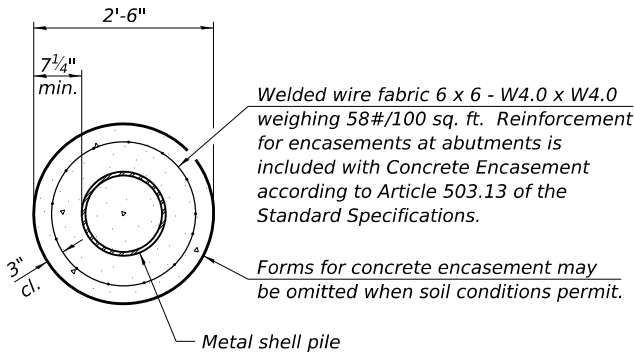
* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.

Note:
The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.

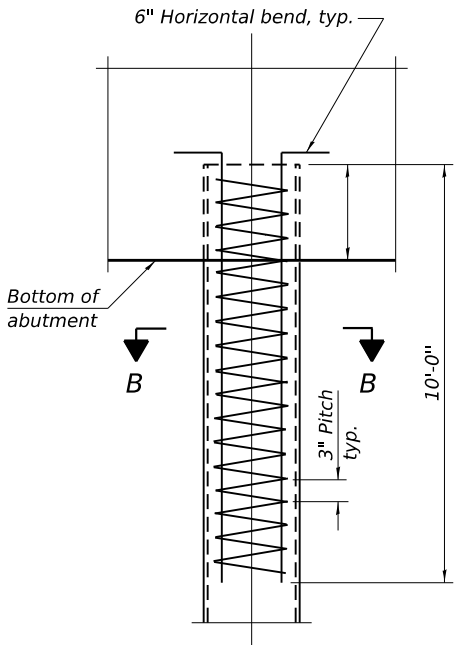


ELEVATION

INDIVIDUAL PILE
CONCRETE ENCASEMENT
(When specified)

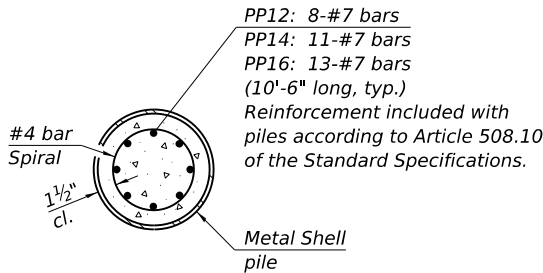


SECTION A-A



ELEVATION

REINFORCEMENT AT ABUTMENTS
(Omit when concrete encasement is specified)



SECTION B-B

F-MS

4-4-2025

VEENSTRA & KIMM INC.
A Kleinfelder Company
Springfield, IL. Phone: (217)544-8033
IL. Design Firm No. 184-001939

USER NAME =	DESIGNED - KES	REVISED -
	CHECKED - MAH	REVISED -
PLOT SCALE =	DRAWN - JRP	REVISED -
PLOT DATE = MARCH 30th, 2026	CHECKED - DHC	REVISED -

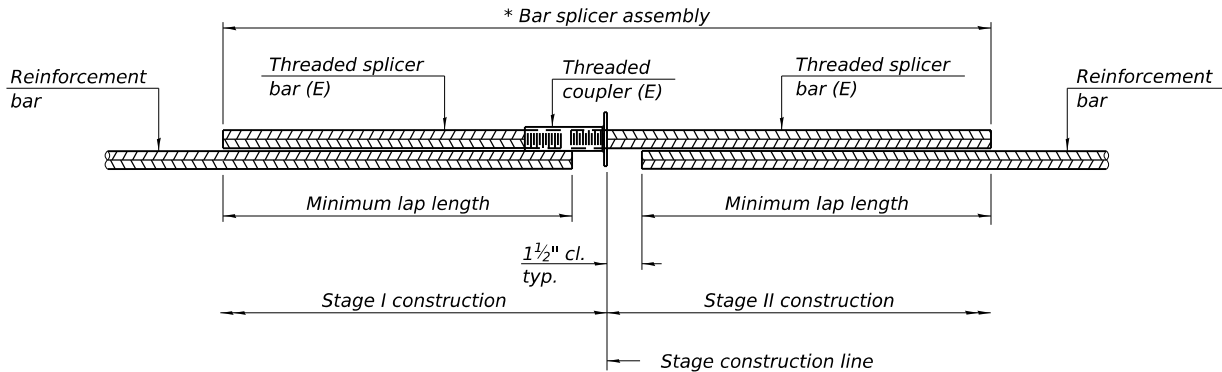
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

METAL SHELL PILE DETAILS
STRUCTURE NO. 002 - 0039

SHEET 23 OF 27 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	49
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

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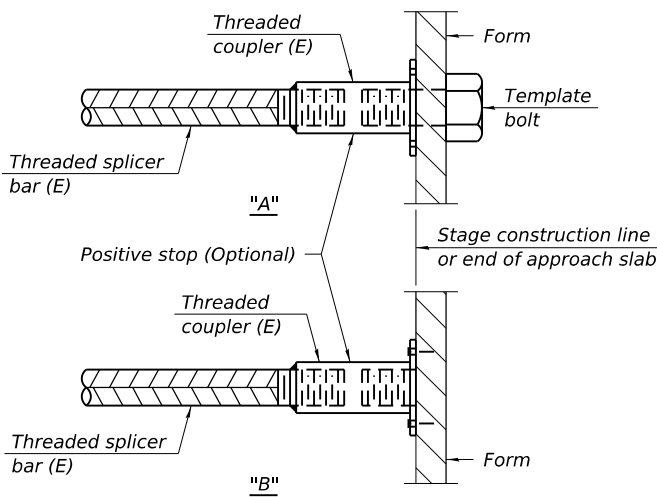
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

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

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

Location	Bar size	No. assemblies required	Minimum lap length
Top Slab	#5	226	3'-10"
Top Slab	#5	147	3'-10"
Diaphragm	#6	14	See Detail Below
N Appr Slab	#5	35	2'-6"
N Appr Slab	#8	46	5'-2"
S Appr Slab	#5	35	2'-6"
S Appr Slab	#8	46	5'-2"
Appr Ftg	#5	80	2'-1"
Abuts	#5	16	2'-9"
Abuts	#8	16	6'-3"
Piers	#5	48	2'-9"
Piers	#7	32	4'-11"

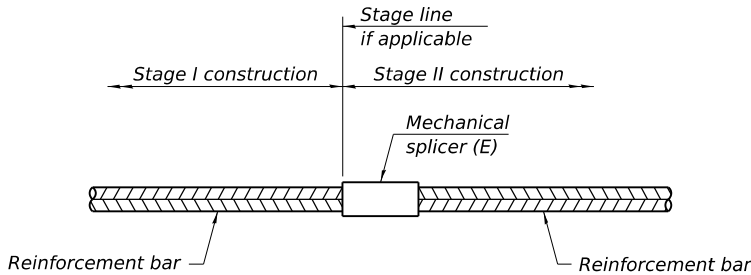


INSTALLATION AND SETTING METHODS

"A" : Set bar splicer assembly by means of a template bolt.

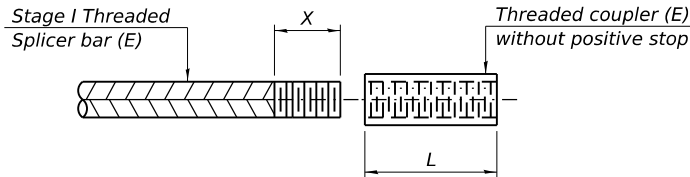
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.

(E) : Indicates epoxy coating.



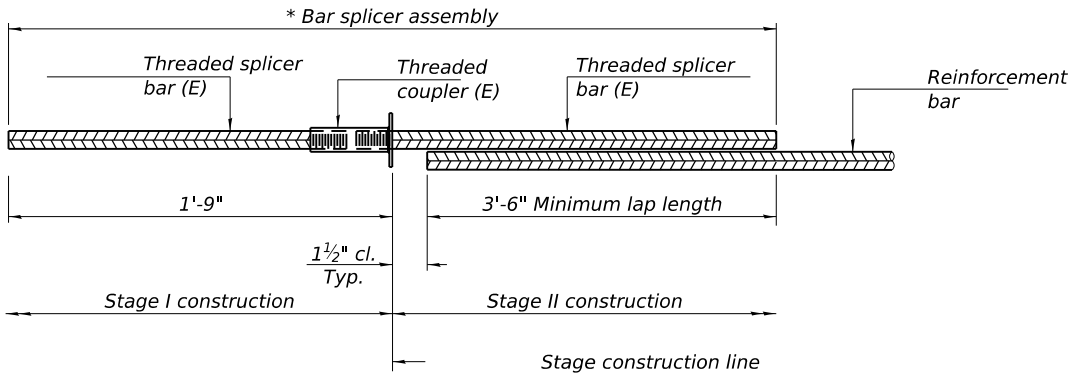
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



THREADING OF ASSEMBLIES

The threaded length "X" shall be no more than L/2. The bar should be tightened until 0-1 thread(s) is/are exposed.



**BAR SPLICER ASSEMBLY PLAN
IN FRONT FACE OF ABUTMENT DIAPHRAGM
AT STAGE CONSTRUCTION LINE**

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

BSD-1



USER NAME =	DESIGNED - KES	REVISED -
	CHECKED - MAH	REVISED -
PLOT SCALE =	DRAWN - JRP	REVISED -
PLOT DATE = MARCH 30th, 2026	CHECKED - DHC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 002 - 0039

SHEET 24 OF 27 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	50
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

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3/30/2026 8:57:16 AM



USER NAME =	
PLOT SCALE =	
PLOT DATE =	MARCH 30th, 2026

DESIGNED	-	KES
CHECKED	-	MAH
DRAWN	-	JRP
CHECKED	-	DHC

REVISED	-
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

BORING LOG - 2S
STRUCTURE NO. 002 - 0039

SHEET 26 OF 27 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	52
		CONTRACT NO. 78989		
ILLINOIS		FED. AID PROJECT		



SOIL BORING LOG

Page 1 of 3

Date 5/16/23

ROUTE	IL 127	DESCRIPTION	Bridge over Hartline Creek	LOGGED BY	L. Estel
SECTION	17B-1 (ex.)	LOCATION	2.3 Miles S of Union Co. (Near S. Abut.), SEC. 18, TWP. 14S, RNG. 1W, PM		
COUNTY	Alexander	DRILLING METHOD	HSA (8" OD, 3.25" ID)	HAMMER TYPE	Auto SPT 140 lbs (HE 86.5%)

STRUCT. NO.	002-0027		D E P T H	B L O W S	U C S	M O I S T	Surface Water Elev.	364.7 ft	D E P T H	B L O W S	U C S	M O I S T
Station	569+78				Qu		Stream Bed Elev.	364.4 ft				
BORING NO.	2-S						Groundwater Elev.:					
Station	570+70						First Encounter	364.9 ft				
Offset	9.0ft Rt						Upon Completion	ft				
Ground Surface Elev.	379.4	ft	(ft)	(tsf)	(%)		After Hrs.	ft	(ft)	(tsf)	(%)	
Cored Pavement, 3" HMA over 12" PCC and 9" Gravel									9			25
									6			
	377.40							357.40				
Hard Brown, Dry to Moist SILTY CLAY LOAM				13			Soff Grey, Moist SILTY LOAM		1			
				9	4.95	15			2	0.40		28
				10	S				3	B		
	374.90							354.90				
Medium Stiff Brownish Grey, Moist SILTY LOAM	-5			2			Very Soft Grey, Very Moist SILT 0% f. GRAVEL/c. SAND, 0% m. SAND, 2% f. SAND, 89% SILT, 9% CLAY, LL = 28, PI = 7 (Lab 19)	-25	WOH			
				3	0.30	22			WOH			30
					S				WOH			
(Grey)	372.40						Stiff Grey, Moist CLAY	352.40				
				1					2			
				3	0.95	21			2	1.30		29
				3	S				2	B		
	369.90							349.90				
Soft Grey, Moist to Very Moist SILTY LOAM	-10			5			Medium Stiff Grey, Moist SILTY CLAY LOAM	-30	2			
				4	0.45	22			2	0.80		29
				3	S				3	B		
	367.40											
Very Soft Grey, Very Moist SILT 0% f. GRAVEL/c. SAND, 0% m. SAND, 2% f. SAND, 89% SILT, 9% CLAY, LL = 28, PI = 7 (Lab 19)				WOH					WOH			
				WOH		28			2	0.80		26
				1					4	B		
	364.90							344.90				
Medium Dense Brown, Very Moist Brown GRAVEL with SANDY LOAM 63% f. GRAVEL/c. SAND, 13% m. SAND, 5% f. SAND, 15% SILT, 5% CLAY, Non-Plastic (Lab 20)	-15			5			Soft Grey, Moist SILTY LOAM	-35	2			
				8		25			3	0.30		27
				10					3	B		
								342.40				
				3			Medium Stiff Grey, Moist SILTY LOAM		1			
				6		25			2	0.80		26
				7					4	B		
				5								
				-20					-40			

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



SOIL BORING LOG

Page 2 of 3

Date 5/16/23

ROUTE	IL 127	DESCRIPTION	Bridge over Hartline Creek	LOGGED BY	L. Estel
SECTION	17B-1 (ex.)	LOCATION	2.3 Miles S of Union Co. (Near S. Abut.), SEC. 18, TWP. 14S, RNG. 1W, PM		
COUNTY	Alexander	DRILLING METHOD	HSA (8" OD, 3.25" ID)	HAMMER TYPE	Auto SPT 140 lbs (HE 86.5%)

STRUCT. NO. _____ Station _____	002-0027 569+78	D E P T H	B L O W S	U C S Qu	M O I S T Qu	Surface Water Elev. _____ 364.7 ft Stream Bed Elev. _____ 364.4 ft	D E P T H	B L O W S	U C S Qu	M O I S T Qu
BORING NO. _____ Station _____ Offset _____ Ground Surface Elev. _____ ft	2-S 570+70 9.0ft Rt 379.4	(ft)		(tsf)	(%)	Groundwater Elev.: ▽ First Encounter _____ 364.9 ft ▽ Upon Completion _____ ft ▽ After _____ Hrs.	(ft)		(tsf)	(%)
Medium Stiff Grey, Moist SILTY LOAM <i>(continued)</i>			1			Dense Grey and Tan, Moist GRAVEL with SILTY CLAY binder	24			
			2		26		22			19
			3				25			
	334.40	-45					314.40	-65		
Soft Grey, Moist CLAY to SILTY CLAY			1			Very Stiff Blue Grey, Moist Weathered CLAY SHALE Modified SPT procedure @ 65 ft UCS, Qu = 2.05 tsf = 4.1 ksf (outside recommended operating parameters, test designed for rock with UCS from 10 to 100 ksf)	6			
			1	0.45	28		10			25
			2	B			17			
	329.40	-50					309.40	-70		
Very Soft Grey, Moist CLAY to SILTY CLAY			WOH			Very Stiff Blue/Grey/Brown/Red, Dry Weathered CLAY SHALE Modified SPT procedure @ 70 ft UCS, Qu = 2.4 tsf = 4.8 ksf (outside recommended operating parameters, test designed for rock with UCS from 10 to 100 ksf)	6			
			WOH	0.15	25		8			24
			WOH	B			18			
	324.40	-55					304.40	-75		
Medium Dense Grey and Tan, Moist GRAVEL with SILTY CLAY binder			6			Hard Blue/Grey/Brown/Red, Dry Weathered CLAY SHALE Modified SPT procedure @ 75 ft UCS, Qu = 28.9 tsf = 57.9 ksf (see attached report)				22
			7		19					
			8							
							301.90			
						Very Stiff Brown and Red, Dry Weathered CLAY SHALE Modified SPT procedure @ 77.5 ft UCS, Qu = 2.4 tsf = 4.8 ksf (outside recommended operating parameters, test designed for rock	9			25
							15			
							19			
	319.40	-60					-80			

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



SOIL BORING LOG

Page 3 of 3

Date 5/16/23

ROUTE	IL 127	DESCRIPTION	Bridge over Hartline Creek	LOGGED BY	L. Estel
SECTION	17B-1 (ex.)	LOCATION	2.3 Miles S of Union Co. (Near S. Abut.) SEC. 18, TWP. 14S, RNG. 1W, PM		
COUNTY	Alexander	DRILLING METHOD	HSA (8" OD, 3.25" ID)	HAMMER TYPE	auto SPT 140 lbs (HE 86.5%)

[illegible]

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



SOIL BORING LOG

Page 1 of 2

Date 23/10/26

ROUTE IL 127 DESCRIPTION Bridge over Hartline Creek LOGGED BYGonzalez (NRK)

SECTION 17B-1 (Ex.) LOCATION 2.3 mi. S of Union Co. (Near S. Pier), SEC. 18, TWP. 14S, RNG. 1W, 3rd PM, Latitude 37.30329, Longitude -89.26276

COUNTY Alexander DRILLING METHODHollow Stem Auger (8" O.D., 3.25" I.D.)HAMMER TYPE Auto 140 lb HE 87

STRUCT. NO. 002-0027
Station 569+78

BORING NO. 3-S
Station 569+86
Offset 64.0 ft RT
Ground Surface Elev. 370.9 ft

DEPTH (ft) (6") (tsf) (%)

Surface Water Elev. 364.7 ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 362.9 ft
Upon Completion ft
After Hrs. ft

DEPTH (ft) (6") (tsf) (%)

Soft, Gray, Moist, SILTY LOAM

Soft, Gray, Moist, SILTY CLAY LOAM, Trace Sand (continued)

WH 0.3 30

Trace Coarse Gravel

2 0.4 25

Soft, Gray, Moist, SILTY CLAY LOAM

WH 0.5 28

Soft to Medium Stiff, Gray, Moist, CLAY

WH 0.6 31

Loose, Brown, Wet, GRAVEL, With Gray SANDY CLAY, Trace Wood

2 42

Soft, Gray, Moist, SILTY CLAY

WH 0.3 32

Soft, Gray, Moist, SILTY CLAY LOAM, Trace Gravel

1 0.1 28

Medium Stiff, Gray, Moist, SILTY CLAY LOAM

1 0.7 26

Soft, Gray, Moist, SILTY CLAY

WH 0.5 29

Gray with Black

WH 0.6 26

Soft, Gray, Moist, SILTY CLAY LOAM, Trace Sand

WH 0.1 26

Soft, Gray, Moist, SILTY CLAY

WH 0.5 28

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

BBS, form 137 (Rev. 8-99)



SOIL BORING LOG

Page 2 of 2

Date 23/10/26

ROUTE IL 127 DESCRIPTION Bridge over Hartline Creek LOGGED BYGonzalez (NRK)

SECTION 17B-1 (Ex.) LOCATION 2.3 mi. S of Union Co. (Near S. Pier), SEC. 18, TWP. 14S, RNG. 1W, 3rd PM, Latitude 37.30329, Longitude -89.26276

COUNTY Alexander DRILLING METHODHollow Stem Auger (8" O.D., 3.25" I.D.)HAMMER TYPE Auto 140 lb HE 87

STRUCT. NO. 002-0027
Station 569+78

BORING NO. 3-S
Station 569+86
Offset 64.0 ft RT
Ground Surface Elev. 370.9 ft

DEPTH (ft) (6") (tsf) (%)

Surface Water Elev. 364.7 ft
Stream Bed Elev. ft
Groundwater Elev.:
First Encounter 362.9 ft
Upon Completion ft
After Hrs. ft

DEPTH (ft) (6") (tsf) (%)

Medium Stiff, Gray, Moist, CLAY, Trace Fine to Coarse Gravel

Dense, Brown, Moist, Fine to Coarse GRAVEL, with SILTY CLAY Binder (continued)

8 14

Trace Coarse Gravel

15 19

Dense, Brown, Moist, Fine to Coarse GRAVEL, with SILTY CLAY Binder

Hard; Brown, Red and Gray; Moist CLAY

10 4.5 20

Boring terminated at 69 feet.

Ground surface elevation referenced to BM 26, Square Cut on NW Corner of Parapet; EL. 380.96.

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

BBS, form 137 (Rev. 8-99)

MODEL: 0020039-78989-027
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USER NAME =	DESIGNED - KES	REVISED -
	CHECKED - MAH	REVISED -
PLOT SCALE =	DRAWN - JRP	REVISED -
PLOT DATE = MARCH 30th, 2026	CHECKED - DHC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOG - 3S
STRUCTURE NO. 002 - 0039

SHEET 27 OF 27 SHEETS

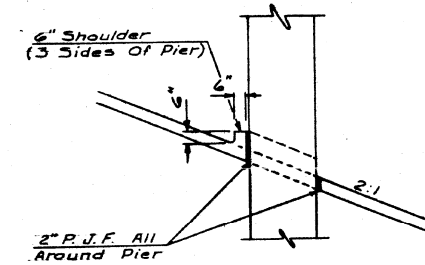
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	53
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
FA. RT. 144	17B-1	ALEXANDER	18	7
FED. ROAD DIST. NO. 1	ILLINOIS	PROJECT		

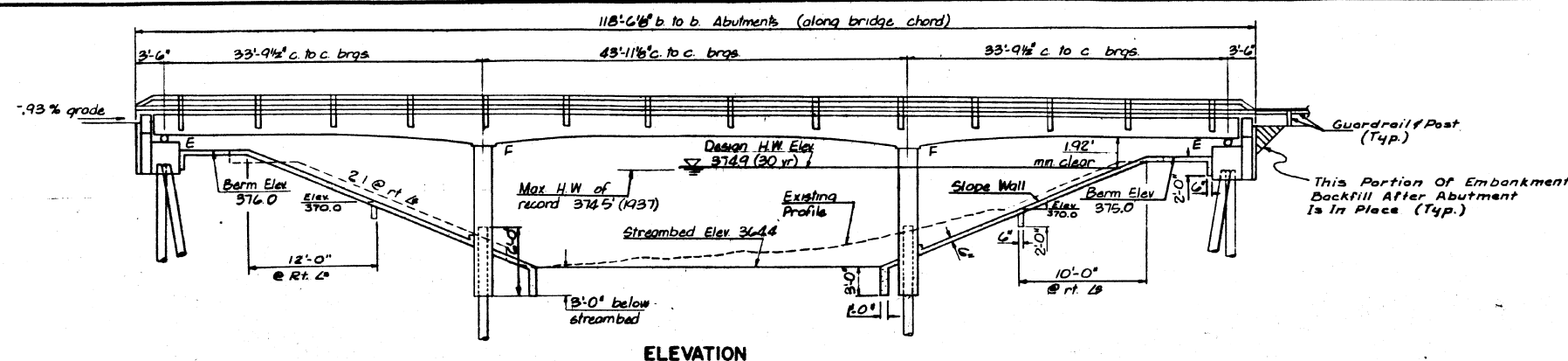
SHEET 1 OF 8

B.M. - R.R. spike in North side of 32" Elm
154 Rt. Sta. 570+11 Elev. 377.64
B.M. - Chiseled square on S.E. Conc. Wing-
wall 15' Lt. Sta. 570+41 Elev. 378.38
Salvage material to become property of
the Contractor.
Superstructure - 5 - W 21x59 Girders w/ 6 1/2" reinf. conc. Slab.
Substructure - Reinf. conc. Bent Cap w/ 5 timber Piles, & reinf. conc. Abut. Cap w/ 5 timber Piles & conc. Wings.

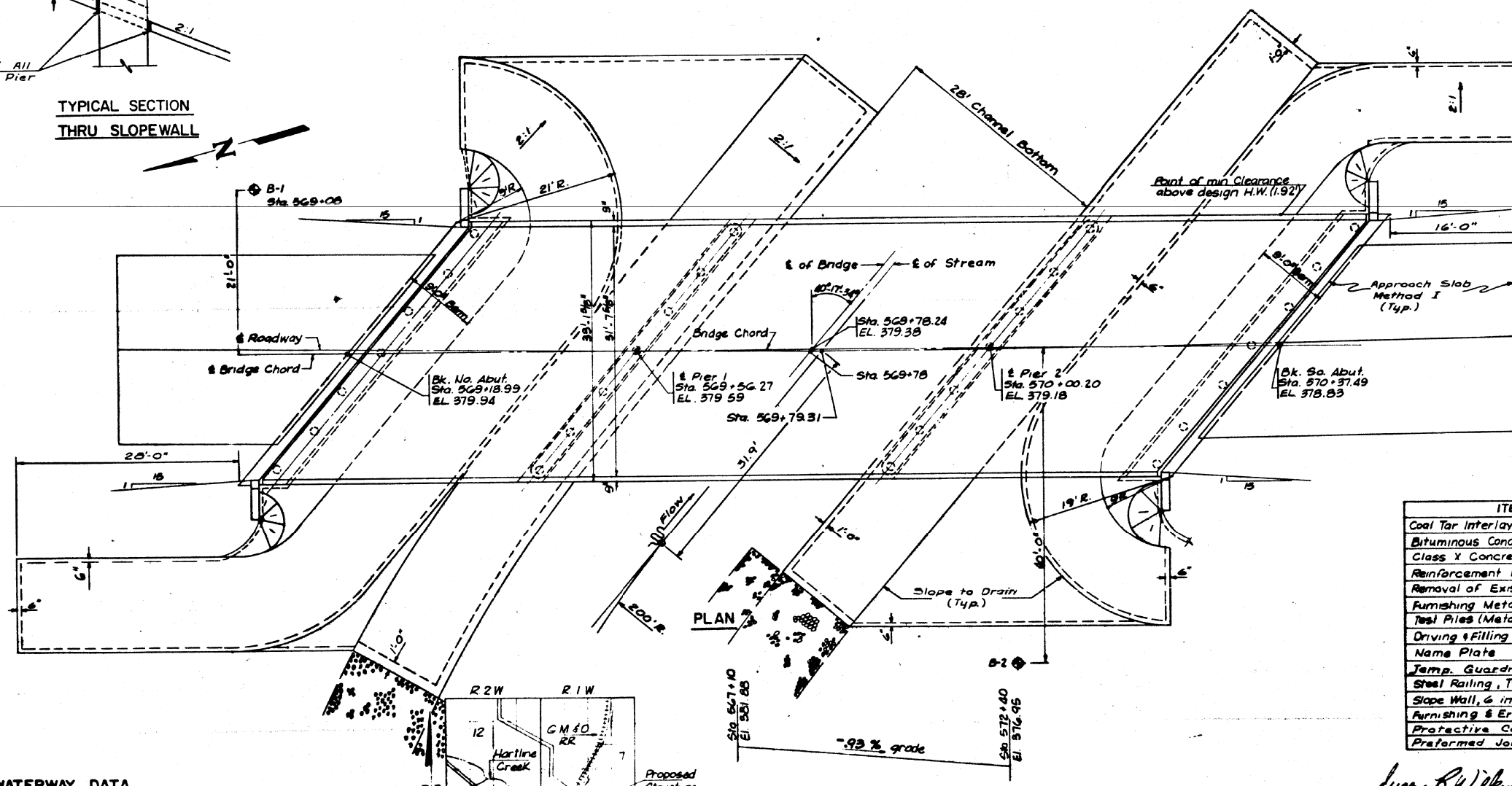
17B
569+78
9-31



TYPICAL SECTION
THRU SLOPEWALL



ELEVATION



PLAN

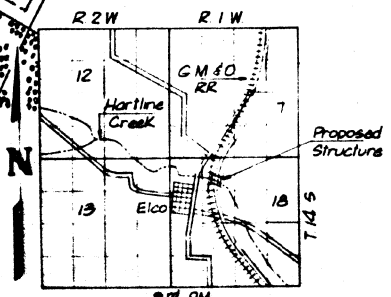
WATERWAY DATA

Drainage Area	2170 Acres
Present Opening	410 Sq. ft.
Required Opening (30 yr)	475 Sq. ft.
Proposed Opening	475 Sq. ft.
Design Discharge	3300 c.f.s.
Crested Head	0.6 ft.

Character: 20% cultivated, 20% pasture, 60% timber

DESIGN STRESSES

f_c	20000 psi
f_s	18000 psi
n	10

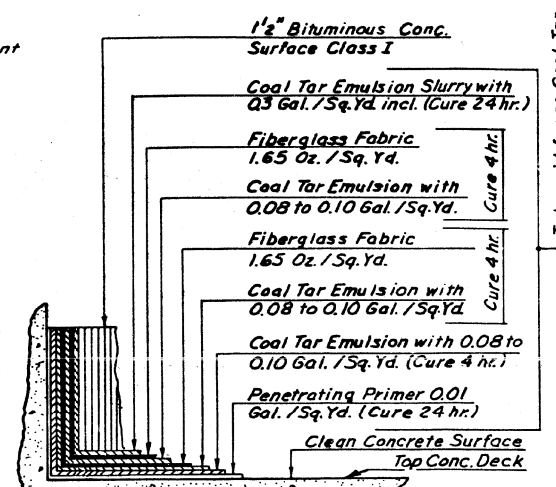


LOCATION PLAN

PROPOSED PROFILE

EXISTING CURVE DATA

Δ	67° 06'
D	2° 05'
R	2795.06'
Proposed Superelevation	.089%
P.I. Sta.	577+7.6
L	3723.2'
T	1853.5'
E	558.7'



DECK SURFACING
with Coal Tar Interlayer Protective Coat

LETTERING FOR NAME PLATE

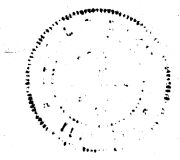
STATION 569+78
BUILT 197 BY
STATE OF ILLINOIS
F.A. RT. 144 SEC. 17B-1
LOADING HS 20

Locate Name Plate @ northwest corner of Bridge.
(SEE STD. 2113)

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER.	SUB.	TOTAL
Coal Tar Interlayer Protective Coat	Sq. Yds.	420.	-	420.
Bituminous Concrete Surface Crse., Class I Ton		36.3	-	36.3
Class Y Concrete	Cu. Yds.	231.2	147.4	378.6
Reinforcement Bars	Lbs.	60,918	15,261	76,179
Removal of Existing Structures	Each	-	-	1
Furnishing Metal Pile Shells, 12"	Lin. ft.	-	1170	1170
Test Piles (Metal Shell)	Each	-	2	2
Driving & Filling Shells	Lin. ft.	-	1170	1170
Name Plate	Each	1	-	1
Temp. Guardrail	Lin. Ft.	225	-	225
Steel Railing, Type N	Lin. Ft.	237	-	237
Slope Wall, 6 inch	Sq. Yds.	-	-	915
Furnishing & Erecting Structural Steel	Lbs.	7103	-	7103
Protective Coat	Sq. Yds.	40	-	40
Preformed Joint Sealer (2 1/2")	Lin. Ft.	37	-	37

Lugene R. Williamson
Illinois Structural No. 2969



GENERAL PLAN & ELEVATION
F.A. RT. 144 OVER HARTLINE CREEK
SECTION 17B-1
ALEXANDER COUNTY

T.J.R.	WALTER E. HANSON COMPANY	FILE NO.
W	STRUCTURAL ENGINEERS	71055
R.A.N.	CONSULTANTS	DATE
T.J.R.	SPRINGFIELD, ILLINOIS	March 1, 1978

002-0027

#25 5-1-73

9-85



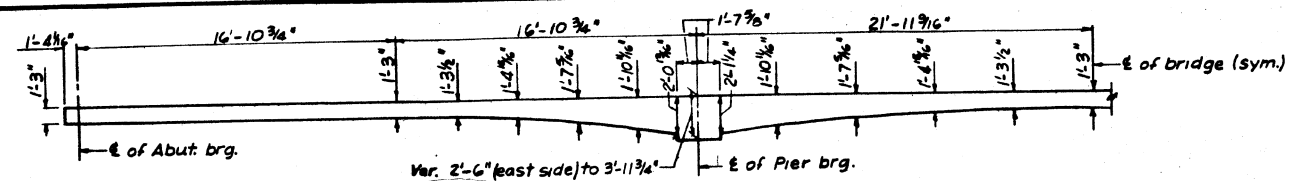
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DRAWN -	DMS	REVISED -	
CHECKED -	CPK	REVISED -	
DATE -	01-26-2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

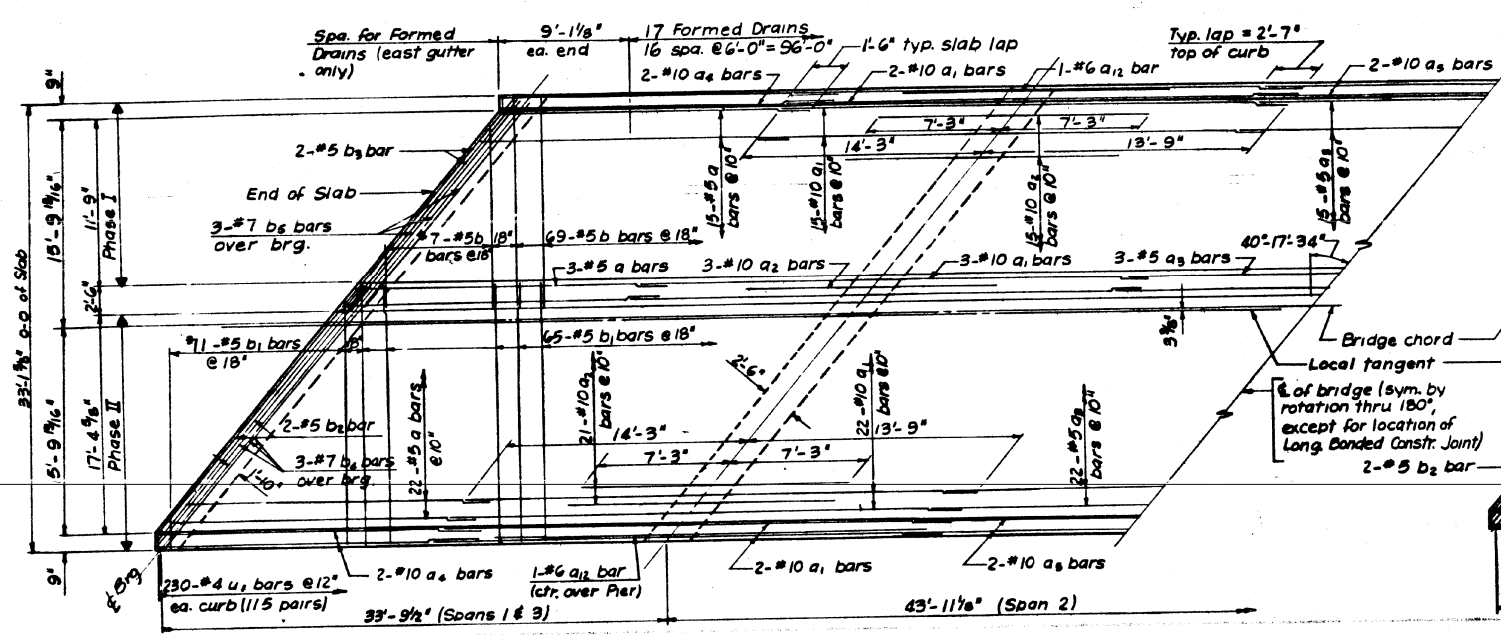
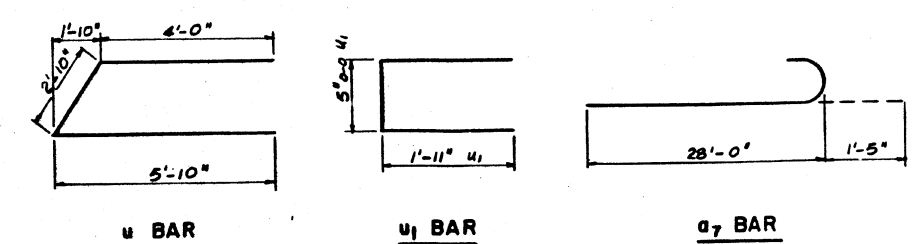
EXISTING STRUCTURE PLANS (S.N. 002-0027)
FOR INFORMATION ONLY

SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.

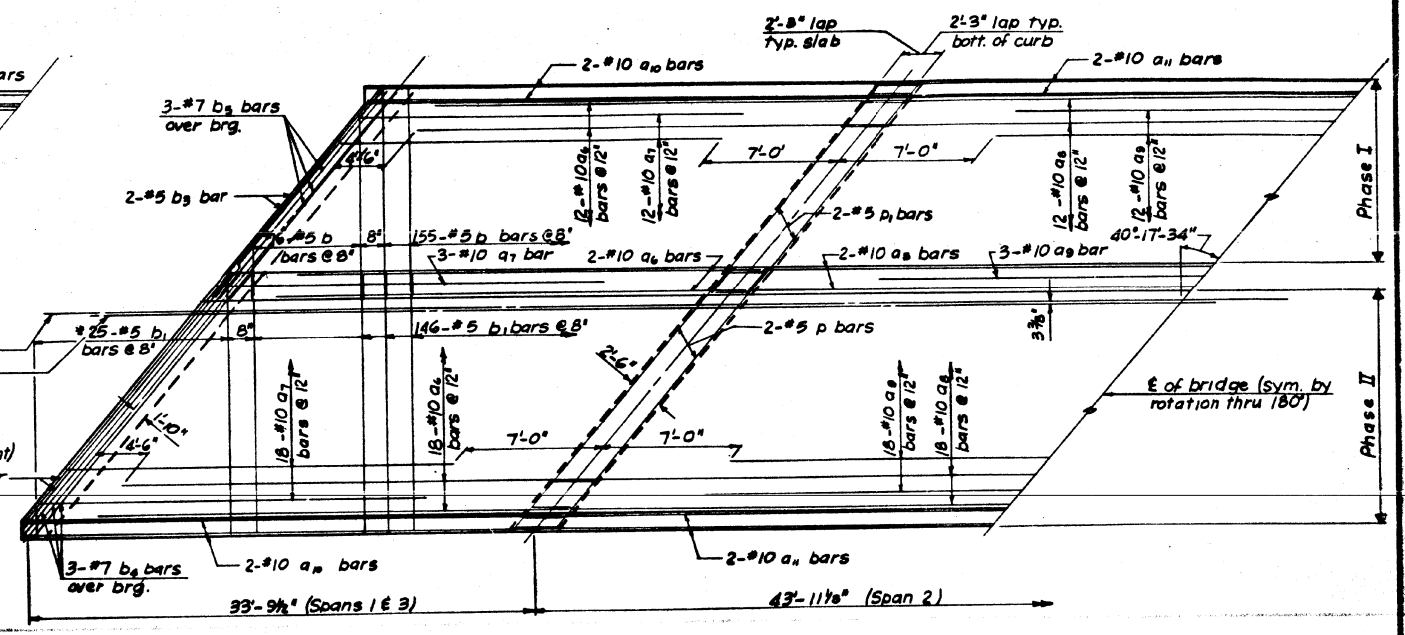
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	54
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				



HALF ELEVATION OF SLAB

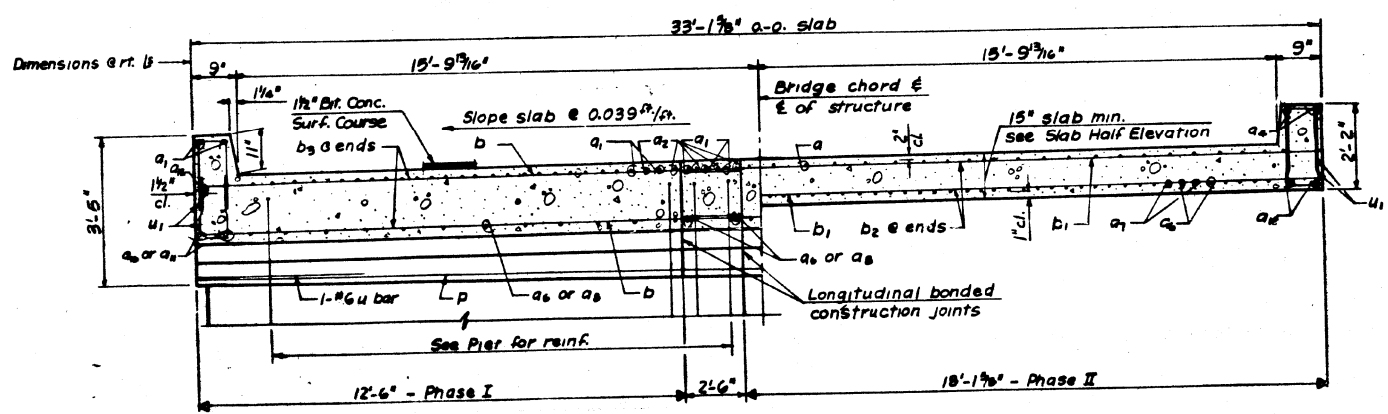


SLAB HALF PLAN SHOWING TOP REINFORCEMENT



SLAB HALF PLAN SHOWING BOTTOM REINFORCEMENT

Note: Order b or b3 bars full length & cut in field to fit bridge skew. Use remainder of bars @ opposite end of bridge.

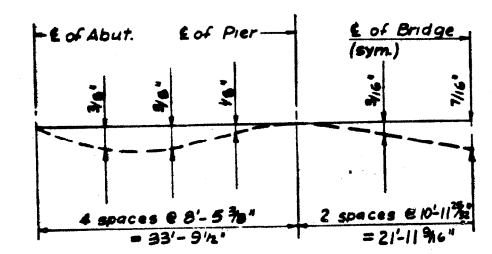


HALF SECTION NEAR PIERS

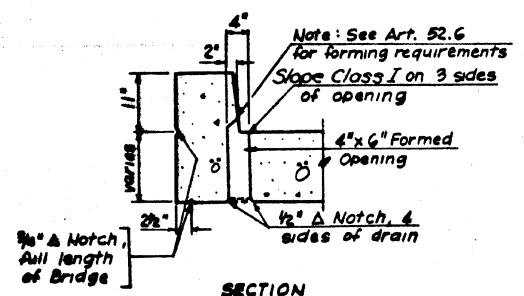
HALF SECTION NEAR ABUTMENTS

Note: For Construction Phase Details, see Sh. 4 of 8.

SLAB CROSS SECTION



DEAD LOAD DEFLECTION DIAGRAM



SECTION

DRAIN DETAILS

BILL OF MATERIAL - SUPER.

BAR NO.	SIZE	LENGTH	SHAPE	BAR NO.	SIZE	LENGTH	SHAPE
a	80	#5	22'-3"	b	247	#5	14'-8"
a1	88	#10	28'-0"	b1	247	#5	20'-3"
a2	78	#10	14'-6"	b2	8	#5	26'-8"
a3	40	#5	19'-5"	b3	8	#5	19'-4"
a4	8	#10	23'-4"	b4	12	#7	26'-8"
a5	4	#10	21'-7"	b5	12	#7	19'-4"
a6	64	#10	30'-5"	p	4	#5	26'-8"
a7	66	#10	29'-5"	p1	4	#5	19'-4"
a8	32	#10	46'-2"	u	4	#6	12'-8"
a9	93	#10	29'-11"	u1	460	#4	4'-3"
a10	8	#10	36'-1"				
a11	4	#10	46'-2"				
a12	4	#6	25'-0"				

ITEM	UNIT	QUANTITY
Class X Concrete	Cu. Yd.	231.2
Reinforcement Bars	Lbs.	60,918
Temporary Guardrail	Lin. Ft.	225
But. Conc. Surf. Crsg. Class I	Ton	36.3
Coal Tar Interlayer Protective Coat	Sq. Yd.	420
Furnishing & Erecting Struct. Steel	Lbs.	7103

SUPERSTRUCTURE
FA. RT. 144 OVER HARTLINE CREEK
SECTION 17B-1
ALEXANDER COUNTY

T.J.R.	WALTER E. HANSON COMPANY	71055
T.J.R.	STRUCTURAL ENGINEERS	
T.J.R.	CONSULTANTS	

SPRINGFIELD, ILLINOIS PEORIA, ILLINOIS March 4/1972

MODEL: Definit
FILE NAME: W:\projects\144\144main\144main.dwg
DESIGNED: CPK
DRAWN: DMS
CHECKED: CPK
DATE: 01-26-2026
REVISED: -
REVISED: -
REVISED: -
REVISED: -



DESIGNED -	CPK	REVISED -	
DRAWN -	DMS	REVISED -	
CHECKED -	CPK	REVISED -	
DATE -	01-26-2026	REVISED -	

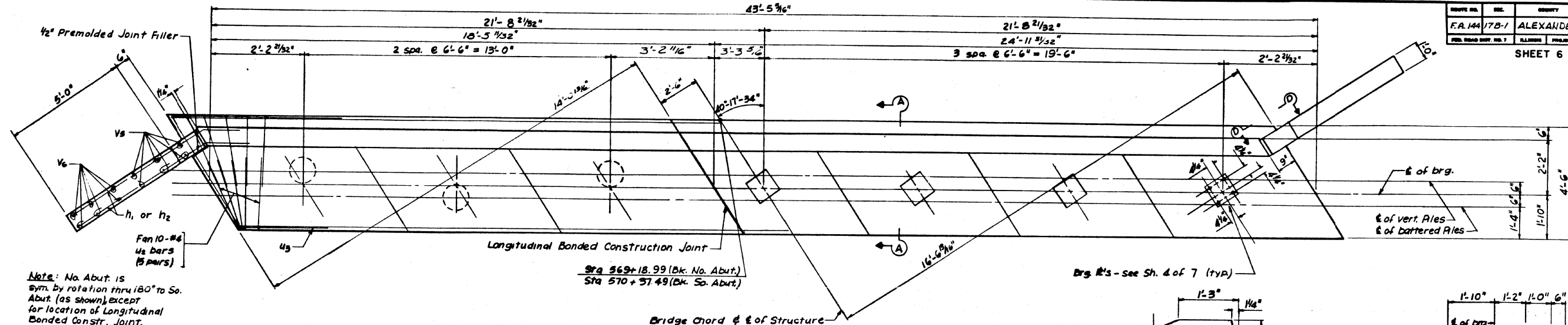
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS (S.N. 002-0027)
FOR INFORMATION ONLY
SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	55
CONTRACT NO. 78989				

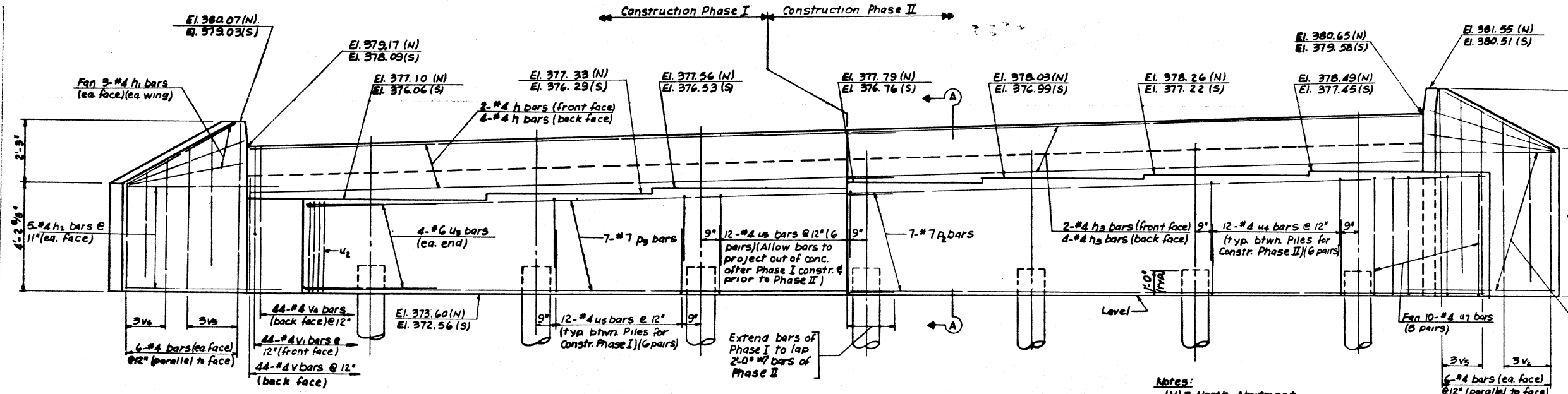
ROUTE NO.	REL.	COUNTY	TOTAL SHEETS	SHEET NO.
FA 144/17B-1	ALEXANDER	18	12	
FED. ROAD DIST. NO. 7	ILLINOIS	PROJECT		

SHEET 6 OF 8



Note: No. Abut. is sym. by rotation thru 180° to So. Abut. (as shown), except for location of Longitudinal Bonded Constr. Joint.
Note: For Construction Phase Details, see Sh. 4 of 8.

PLAN OF SOUTH ABUTMENT

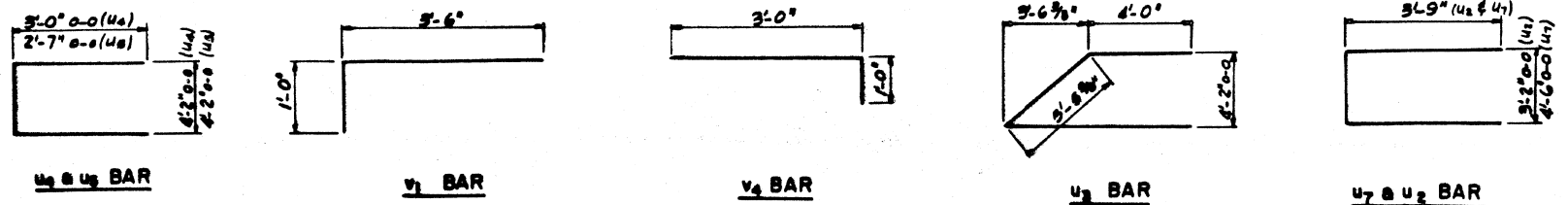


ELEVATION OF SOUTH ABUTMENT

PILE DATA

TYPE	ABUT'S	PIERS
	C.I.P. conc. w/ Metal Shell	C.I.P. reinf'd conc. w/ Metal Shell
MIN. CAPACITY	29 tons	45 tons
EST. LENGTH	40 ft.	50 ft.
NO. REQ'D	14	14

*Includes 1 Test Pile.
Place Test Piles in Pier 1 & in So. Abut.



Notes:
(N) = North Abutment
(S) = South Abutment
No. Abut. is symmetrical by rotation thru 180° to So. Abut. (as shown), except for location of Long. Bonded Constr. Joint.
Reinforcement Typ. for ea. Abutment.

ABUTMENTS

F.A. RT. 144 OVER HARTLINE CREEK
SECTION 17B-1
ALEXANDER COUNTY

T.J.R.	WALTER E. HANSON COMPANY	7/1055
T.J.R.	STRUCTURAL ENGINEERS	
T.J.R.	CONSULTANTS	
	SPRINGFIELD ILLINOIS	PEORIA ILLINOIS



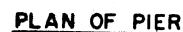
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DRAWN -	DMS	REVISED -	
CHECKED -	CPK	REVISED -	
DATE -	01-26-2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS (S.N. 002-0027)
FOR INFORMATION ONLY

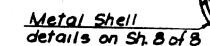
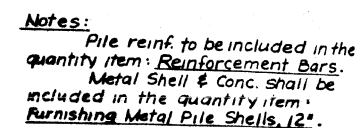
SCALE: SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	56
				CONTRACT NO. 78989
		ILLINOIS	FED. AID PROJECT	



16'-4" (v8)
17'-0" (v7)
1'-0"

v7 & v8 BARS



#3 spirals 5 bars, 6" pitch, 2 extra turns @ top & bott.

SECTION C-C

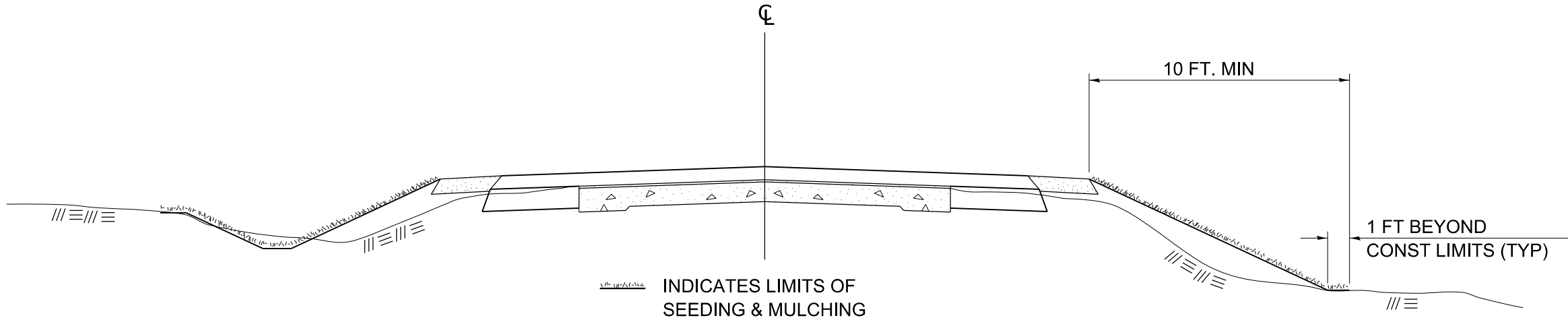
BAR	NO.	SIZE	LENGTH	SHAPE
V	88	#4	3'-6"	_____
V1	88	#4	4'-6"	_____
V1	12	#4	5'-7"	_____
V2	12	#4	6'-10"	_____
V2	88	#4	4'-0"	_____
V3	12	#4	5'-5"	_____
V6	12	#4	4'-1"	_____
V7	98	#6	18'-0"	_____
V8	82	#6	17'-4"	_____
V9	112	#5	8'-10"	_____
P1	14	#7	23'-5"	_____
P9	14	#7	21'-6"	_____
S	14	#3	53'-1"	_____

ITEM	UNIT	QUANTITY
Class X Concrete	Cu. Yd.	147.4
Reinforcement Bars	Lbs.	15,261
Burnishing Metal Pile Shells, 12"	Lin. Ft.	1170
Driving & Filling Shells	Lin. Ft.	1170
Test Piles (Metal Shell)	Each	2

F.A. RT. 144 OVER HARTLINE CREEK
SECTION 17B-1
ALEXANDER COUNTY

FILE NO.	71055
DATE	March 4, 1964

SEEDING & MULCHING



GENERAL NOTES

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

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

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

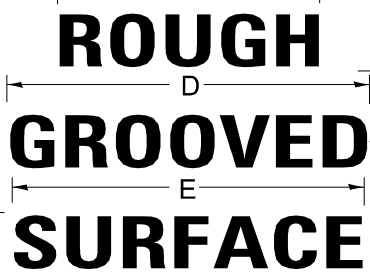
THE RATES OF APPLICATION OF FERTILIZER, MULCH AND LIMESTONE SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS FOR ROAD AND BRIDGE CONSTRUCTION.

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

DRAWN	02-15-89
REVISED	03-27-08
REVISED	10-21-21
REVISED	05-27-22

STD. 9-19

ILLINOIS STANDARD



COLORS

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

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

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

ALL DIMENSIONS IN INCHES

NOTES

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

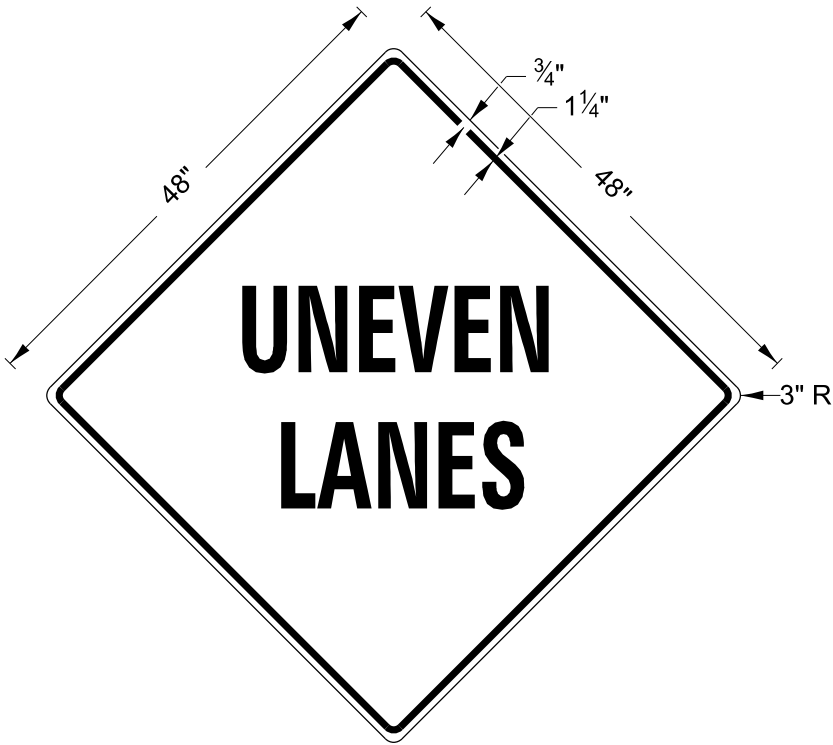
IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE
TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

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

DRAWN	02-15-89
REVISED	03-27-08
REVISED	10-21-21
REVISED	05-27-22

STD. 9-23

UNEVEN LANES SIGN
W8-11 (48" X 48")



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

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

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

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

DRAWN	02-15-89
REVISED	05-08-08
REVISED	10-21-21
REVISED	05-27-22

STD. 9-24

Model: D:\asf\it\workspace\41\kdm\refsign\905005954_DOT_Draft_905954001-0010-I-127_over_Hwy_127_Creek_Pk1_Alexander_Co\CADD\CADD Sheets\1778989-shield-standard.dgn
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DESIGNED -	CPK	REVISED -	
DRAWN -	DMS	REVISED -	
CHECKED -	CPK	REVISED -	
DATE -	01-26-2026	REVISED -	

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	60
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

TYPICAL CROSS SECTION SHOWING STEP CONSTRUCTION ON EXISTING FILL

PROPOSED EMBANKMENT

~

EXISTING PAVEMENT OR SURFACE

SLOPE IN ACCORDANCE WITH STA. X-SECTIONS OR AS SHOWN ON TYPICAL SECTIONS

10' MIN.

2'-0"

VARIABLE

3' MIN

HALF SECTION TO BE USED WHERE THE EXISTING EMBANKMENT IS TO BE WIDENED

HALF SECTION TO BE USED AT GRADE CHANGES

VARIABLE

3' MIN

2'-0"

10' MIN.

LEGEND:

STEPS SHALL BE CUT IN THE EXISTING SLOPE IN ACCORDANCE WITH ART. 205.03 EXCEPT THAT THE REQUIREMENT THAT STEPS SHALL BE CUT INTO THE EXISTING SLOPE BEFORE THE CONSTRUCTION OF THE EXISTING EMBANKMENT IS STARTED SHALL NOT APPLY. MATERIAL TO BE REMOVED AND REPLACED IN THE EMBANKMENT IN ACCORDANCE WITH ART. 205.04. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.

DRAWN	02-15-89
REVISED	05-07-08
REVISED	10-21-21
REVISED	05-27-22

STD. 9-25

DRAWN	02-15-89
REVISED	05-07-08
REVISED	10-21-21
REVISED	05-27-22

STD. 9-25

RURAL SIDE APPROACH DETAILS

PRIVATE AND COMMERCIAL ENTRANCES

SIDEROADS

PRIVATE AND COMMERCIAL ENTRANCES (PROPOSED CULVERT)

PRIVATE AND COMMERCIAL ENTRANCES

SIDEROADS

SIDEROAD DIMENSIONS (MIN.)

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

FIELD ENTRANCE TREATMENT

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

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

WIDTH TRANSITION DETAIL TO EXISTING

DETAIL FOR CALCULATING CULVERT LENGTH

LEGEND

1. CONSTRUCT HOT-MIX ASPHALT SHOULDER "FULL SHOULDER WIDTH" THROUGH ENTRANCE/INTERSECTION UNLESS OTHERWISE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
2. IF REQUIRED, AGGREGATE TAPER FOR EXISTING GRAVEL SURFACE; HOT-MIX ASPHALT TAPER FOR EXISTING HIGHER TYPE SURFACES.
3. 6" AGGREGATE SURFACE COURSE FOR EXISTING GRAVEL SURFACE; 2" HOT-MIX ASPHALT RESURFACING ON 4" AGGREGATE BASE COURSE FOR EXISTING HOT-MIX ASPHALT SURFACE; PCC DRIVEWAY PAVEMENT (6" - PE; 7" - CE) FOR EXISTING CONCRETE SURFACE.
4. 3" MINIMUM HOT-MIX ASPHALT RESURFACING ON 8" MINIMUM AGGREGATE BASE COURSE FOR EXISTING GRAVEL SURFACE OR OIL & CHIP SURFACE; MATCH EXISTING FOR EXISTING HIGHER TYPE SURFACES.

GENERAL NOTES

1. ENTRANCE LOCATIONS ARE TO COMPLY WITH IDOT'S POLICY "ACCESS TO STATE HIGHWAYS".
2. IN GENERAL, RELOCATED PRIVATE ENTRANCES ARE TO HAVE A 16' WIDE SURFACE WITH 3' WIDE SHOULDERS (22' WIDE EMBANKMENT).
3. SEE PLANS FOR PROPOSED PROFILE GRADES AT ENTRANCES/SIDEROADS. THE DESIRABLE MAXIMUM PROFILE GRADE FOR ENTRANCES ARE 12% FOR PE; 10% FOR CE.
4. ENTRANCE PIPE CULVERTS ARE TO BE A MINIMUM 15" DIAMETER AND NORMALLY REPLACED IN KIND; SIDEROAD PIPE CULVERTS ARE GENERALLY TO BE CONCRETE (18" MINIMUM DIAMETER).
5. THE INTERSECTION RADII OF SIDEROADS SHALL BE AS SHOWN ON THE PLANS.

DRAWN	03-05-91
REVISED	01-20-00
REVISED	10-21-21
REVISED	05-27-22

STD. 9-

ENTRANCE SIGN FOR USE
WITH TEMPORARY SIGNALS

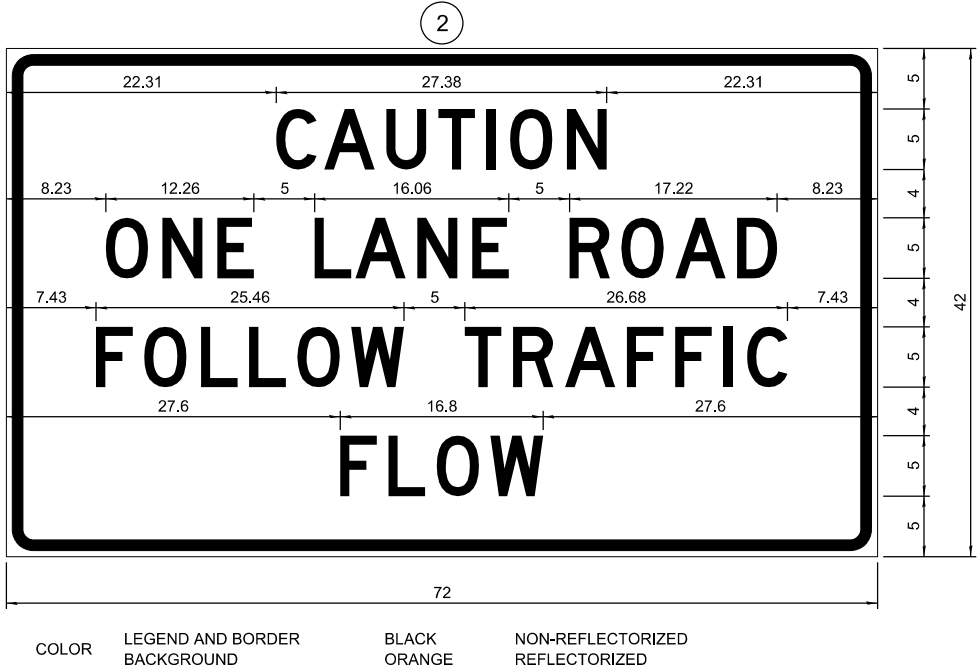


Table Of Widths And Spaces

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3.36	3.36	4.18	3.36	3.04	0.78	3.52	1.17	3.36						

8.23	O	1.17	N	1.18	E
3.51	3.36	3.04			

5.00	L	0.31	A	0.94	N	1.17	E
3.05	4.18	3.36	3.05				

5.00	R	0.93	O	0.94	A	0.93	D	8.23
3.36	3.52	4.18	3.36					

7.43	F	0.94	O	1.17	L	0.94	L	0.94	O	0.94	W
3.04	3.52	3.04	3.05	3.51	4.37						

5.00	T	0.94	R	0.94	A	0.93	F	0.94	F	0.94	I	1.18	C	7.43
3.05	3.36	4.18	3.05	3.04	0.78	3.35								

27.60	F	0.94	L	0.94	O	0.93	W	27.60
3.05	3.04	3.52	4.38					

GENERAL NOTES

All work to furnish and install these signs shall be included in the cost of the specified traffic control standards and shall not be paid separately.

All Illinois Standard signs shall conform to the latest edition of the "Illinois Standard Highway Signs Book" in effect on the date of invitation for bids.

Signs shall meet the applicable portions of Sections 701 and 720 of the Standard Specifications.

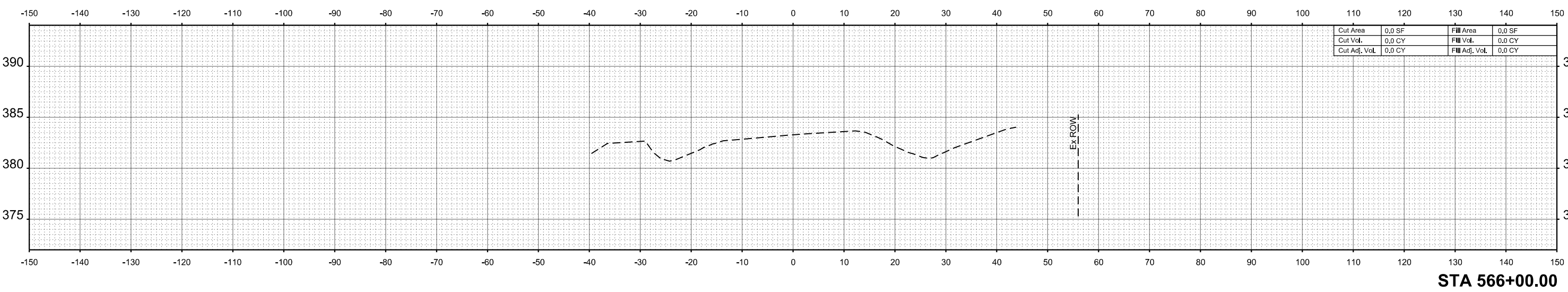
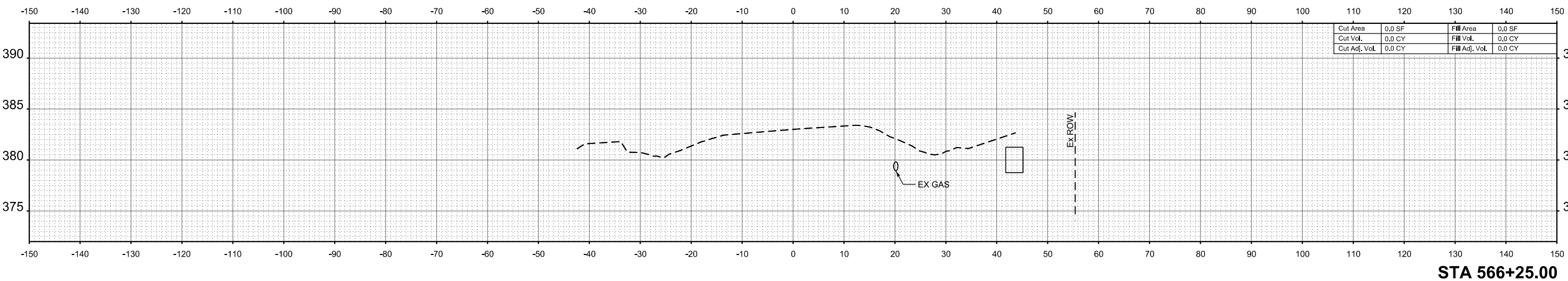
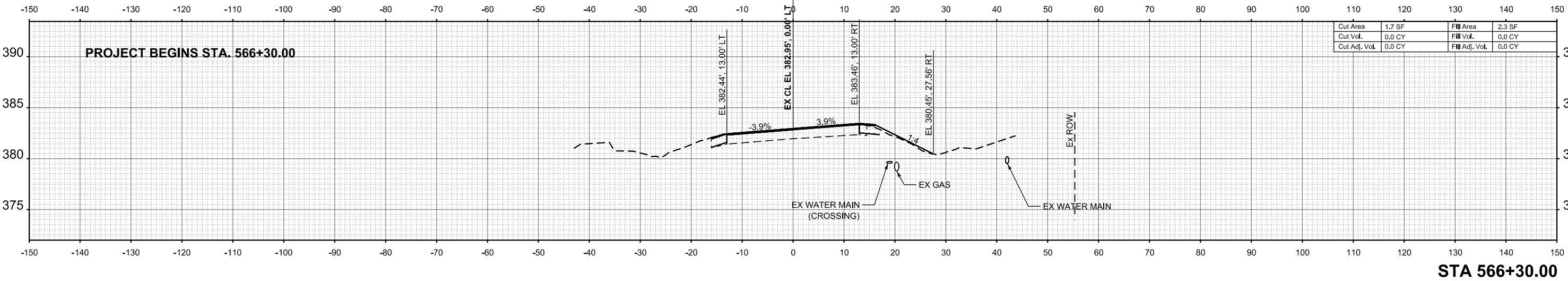
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DRAWN	3-2-16 D2
REVISED	03-12-24
REVISED	
REVISED	

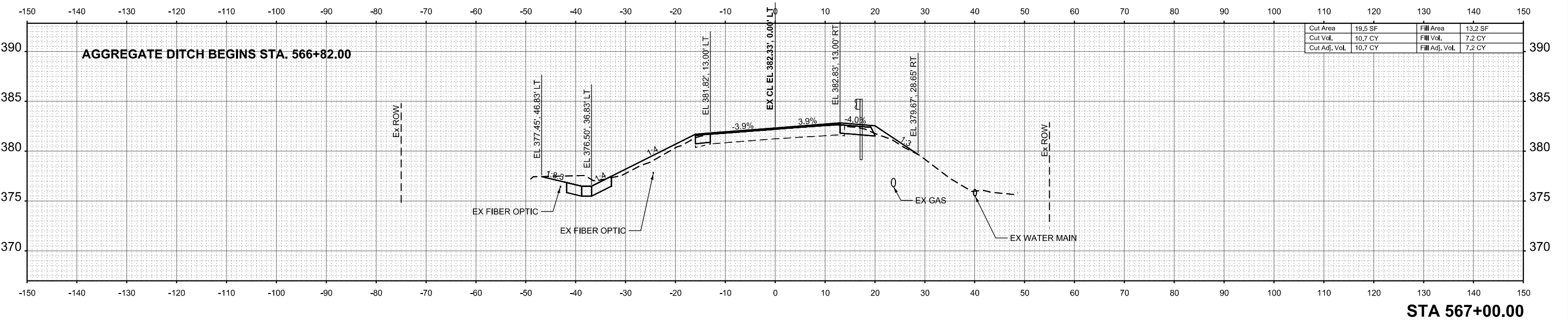
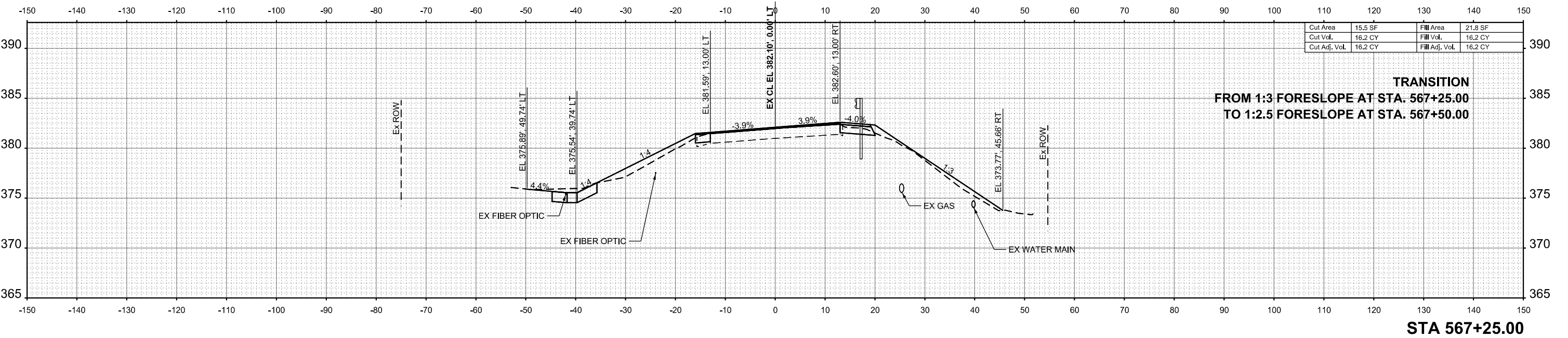
Sign not to scale

STD. 9-34

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PROJECT: 127_000 - 588+00.00



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DATE: 01-26-2026
DRAWN BY: J. Alexander
CHECKED BY: J. Alexander
DESIGNED BY: J. Alexander
REVISIONS: 1.00



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DESIGNED - CPK
DRAWN - DMS
CHECKED - CPK
DATE - 01-26-2026



DESIGNED - CPK
DRAWN - DMS
CHECKED - CPK
DATE - 01-26-2026

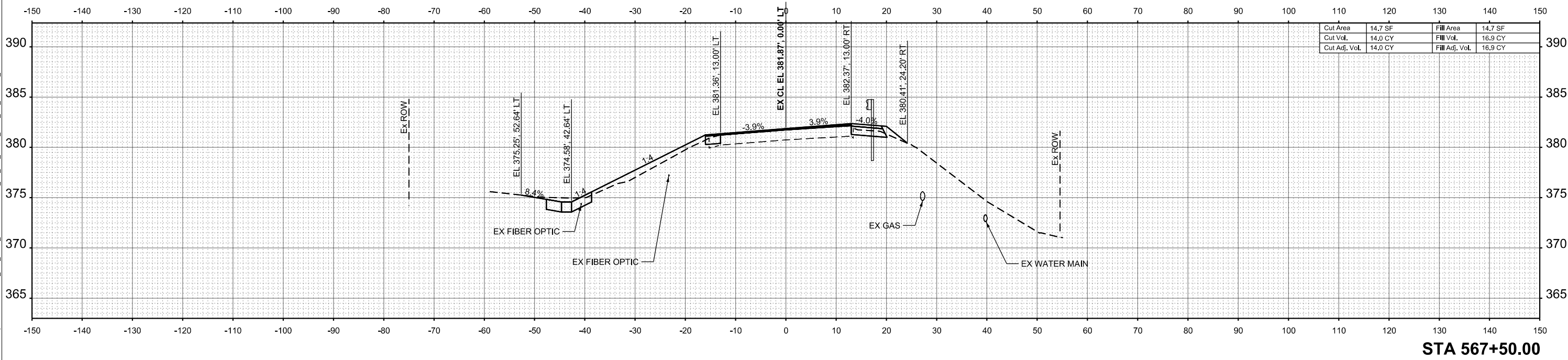
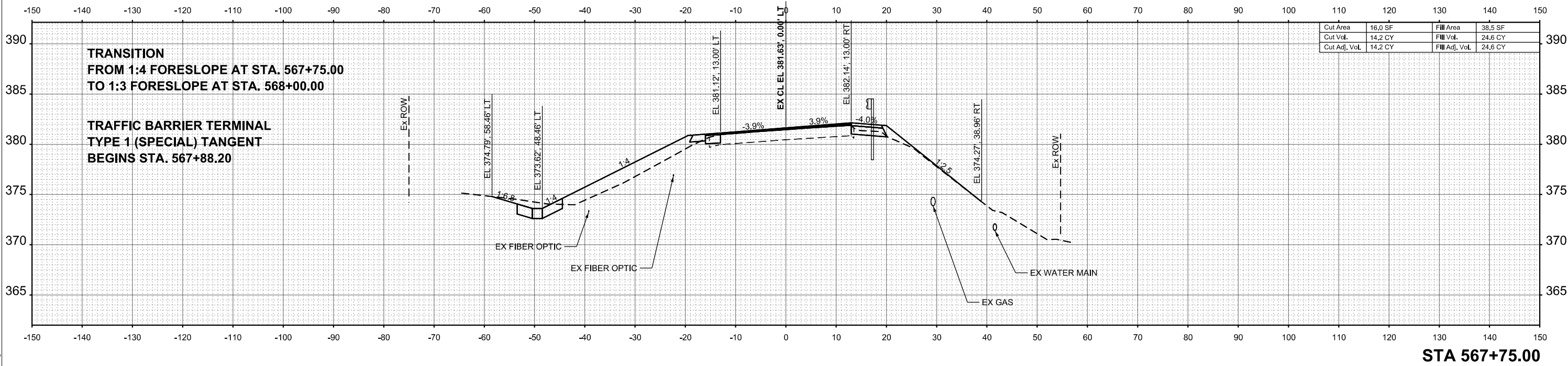
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 4 OF 19 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	67
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				



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DRAWN: DMS
CHECKED: CPK
DATE: 01-26-2026



DESIGNED - CPK
DRAWN - DMS
CHECKED - CPK
DATE - 01-26-2026

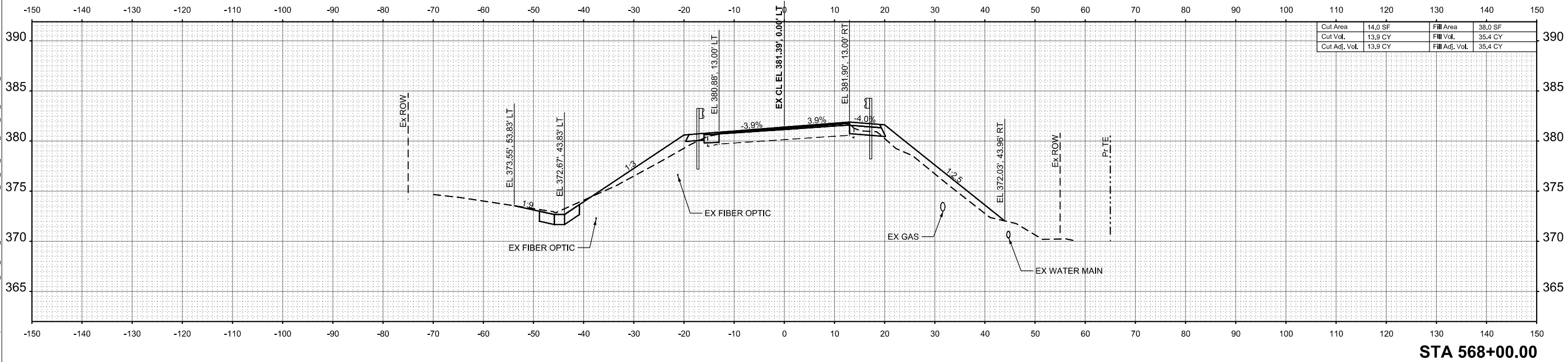
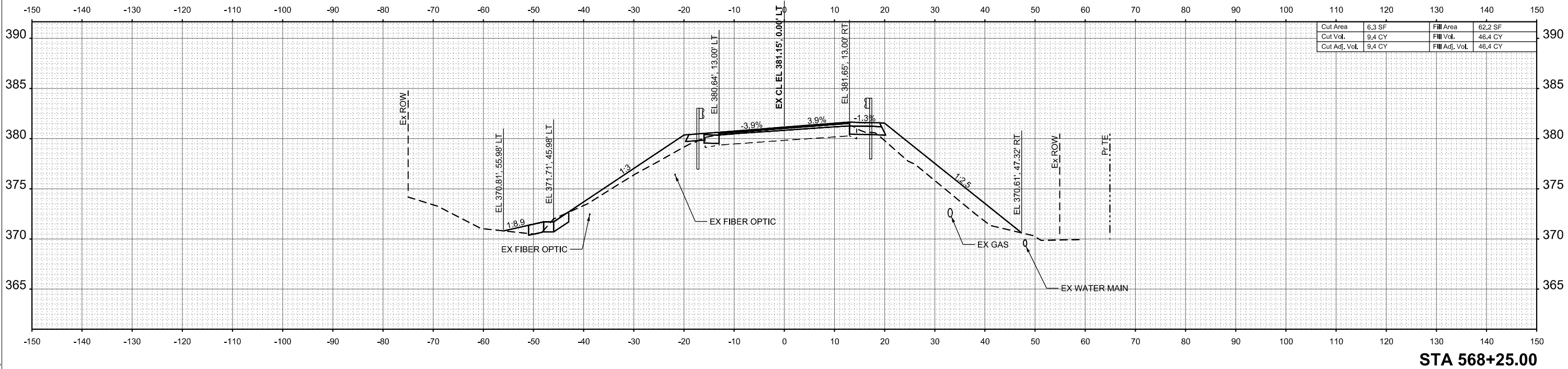
REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

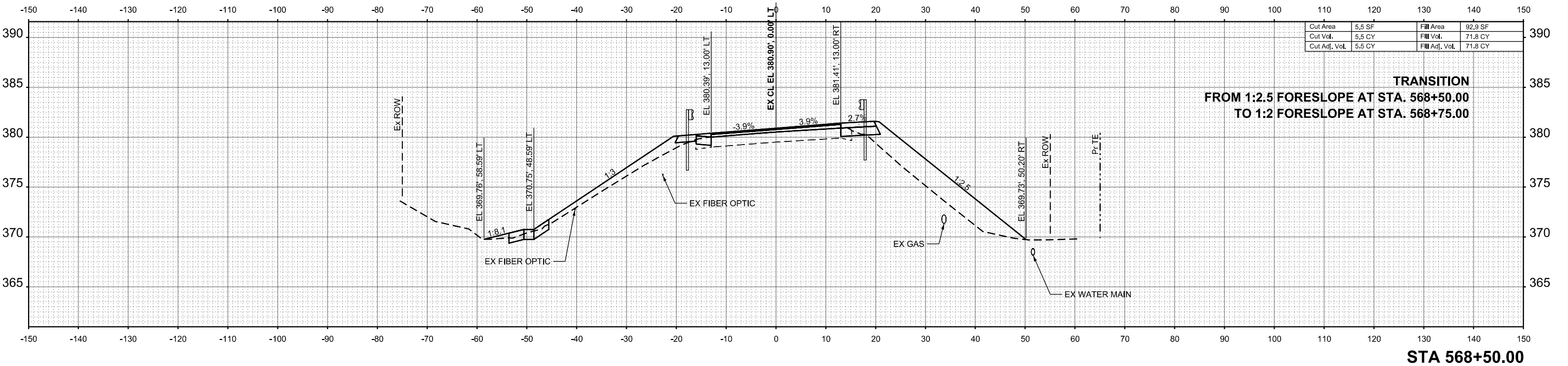
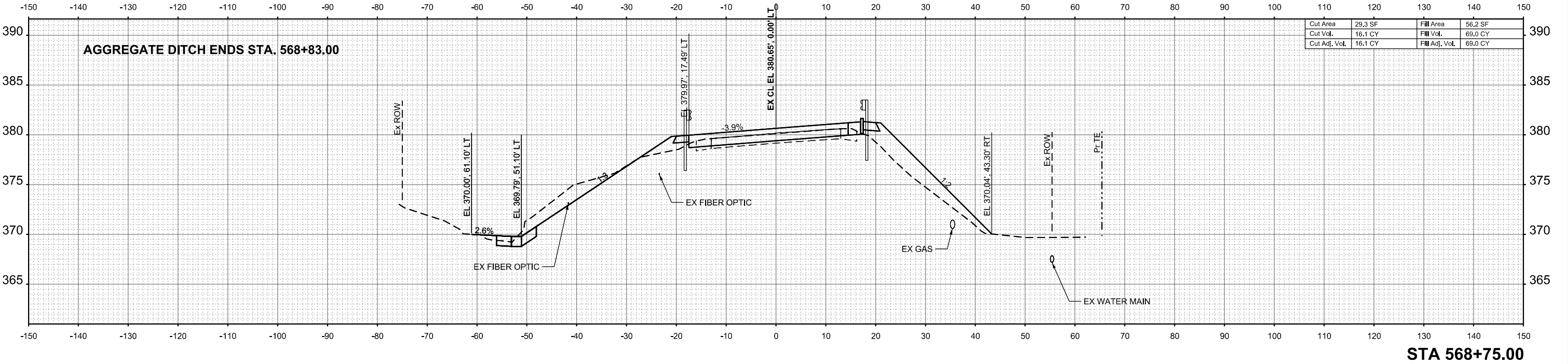
CROSS SECTIONS

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STA. TO STA.

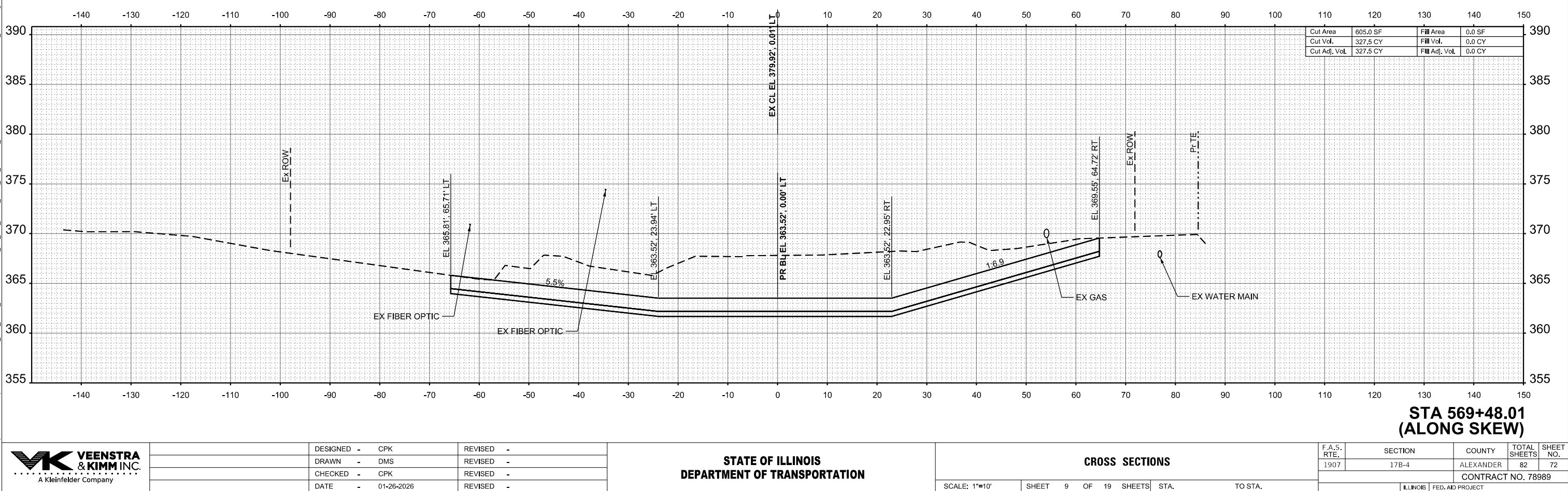
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	68
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				



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DATE: 01-26-2026



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DESIGNED -	CPK	REVISED -	
DRAWN -	DMS	REVISED -	
CHECKED -	CPK	REVISED -	
DATE -	01-26-2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 9 OF 19 SHEETS STA. TO STA.

MODEL IL 17 - 570+75.00 (Sheet)
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DATE: 01-26-2026
DESIGNED BY: CPK
DRAWN BY: DMS
CHECKED BY: CPK
DATE: 01-26-2026



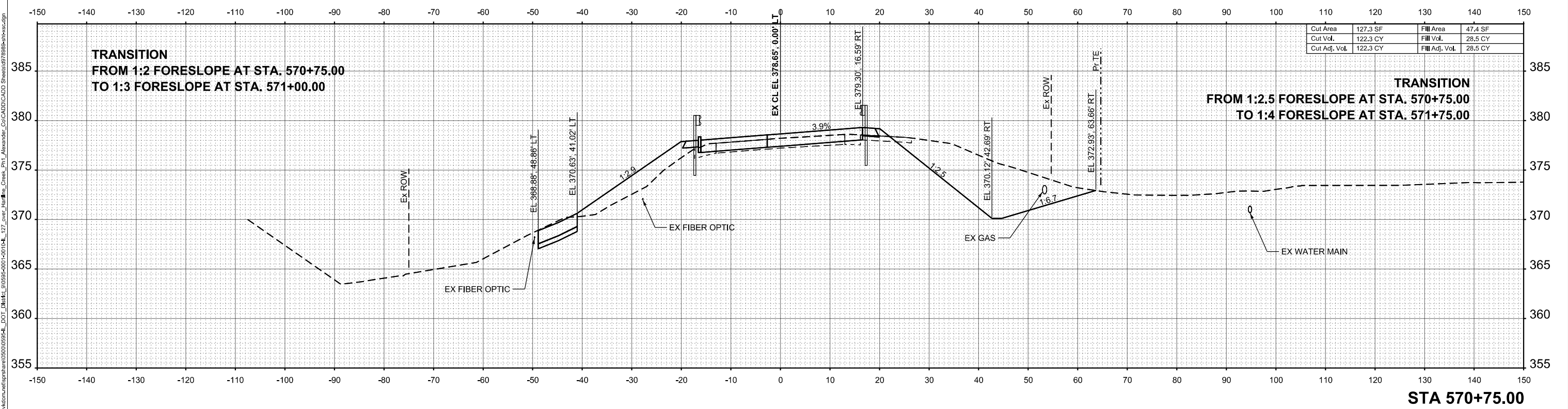
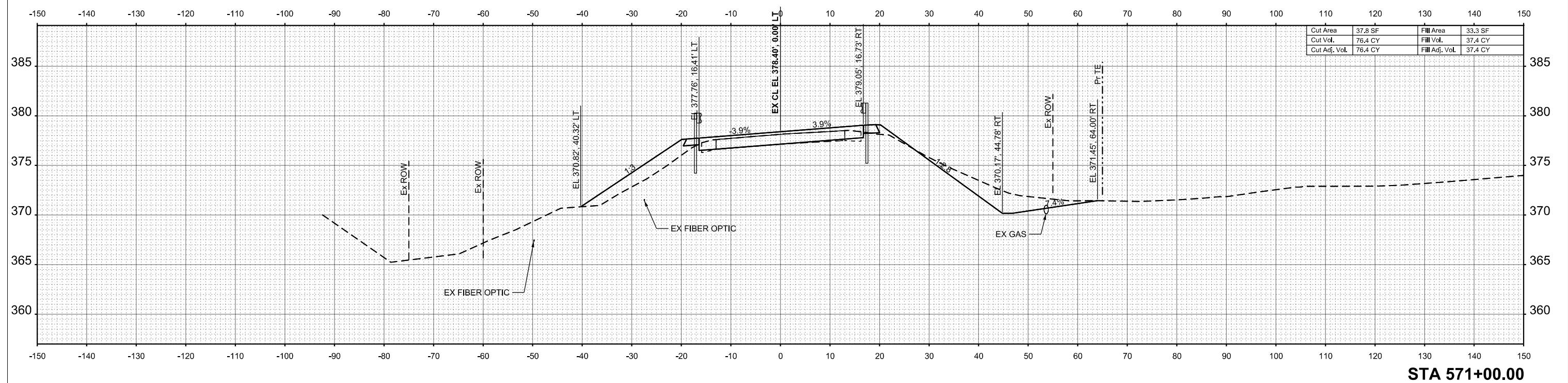
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DRAWN -	DMS	REVISED -	
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DATE -	01-26-2026	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

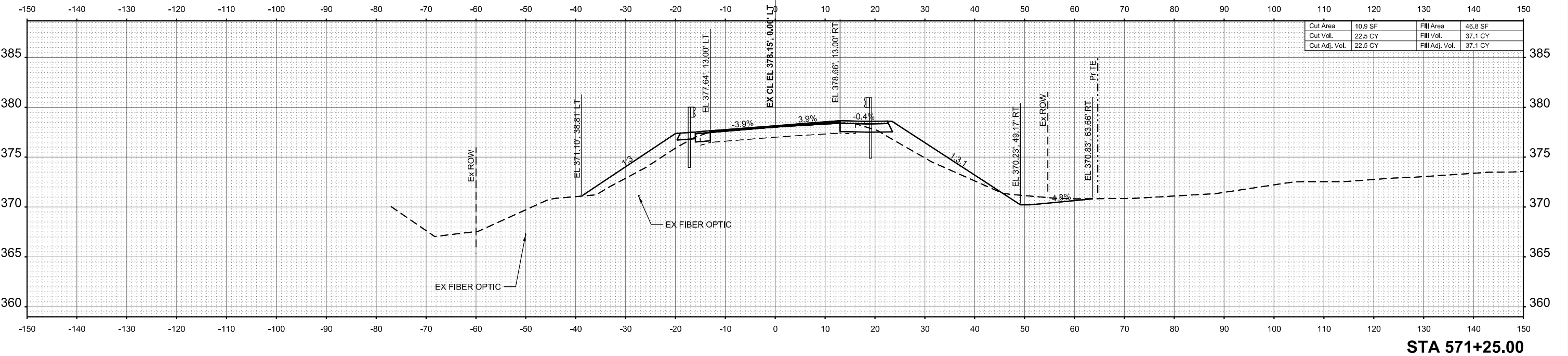
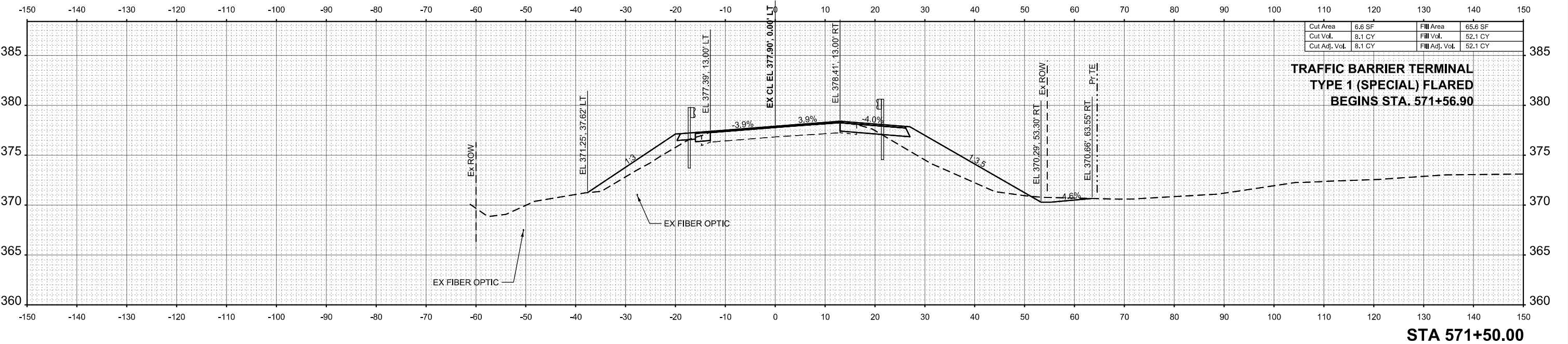
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STA. TO STA.

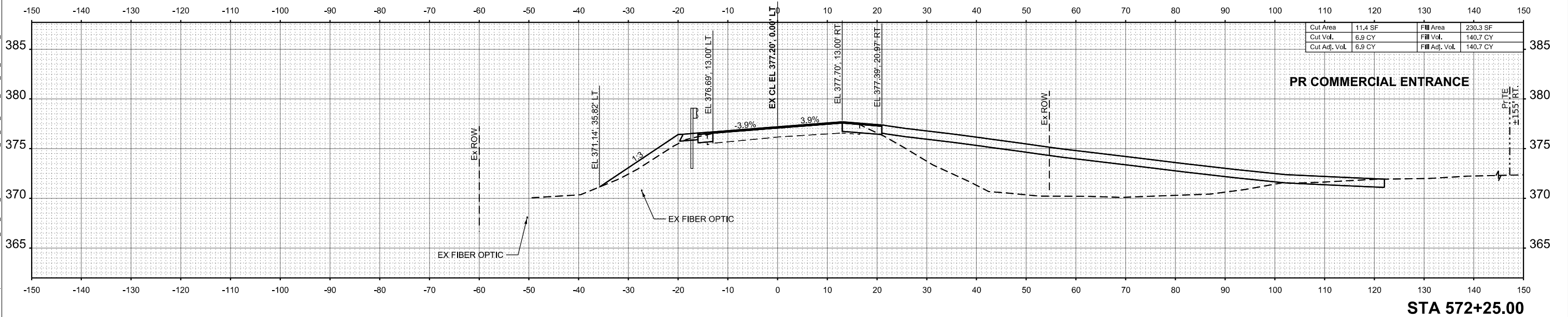
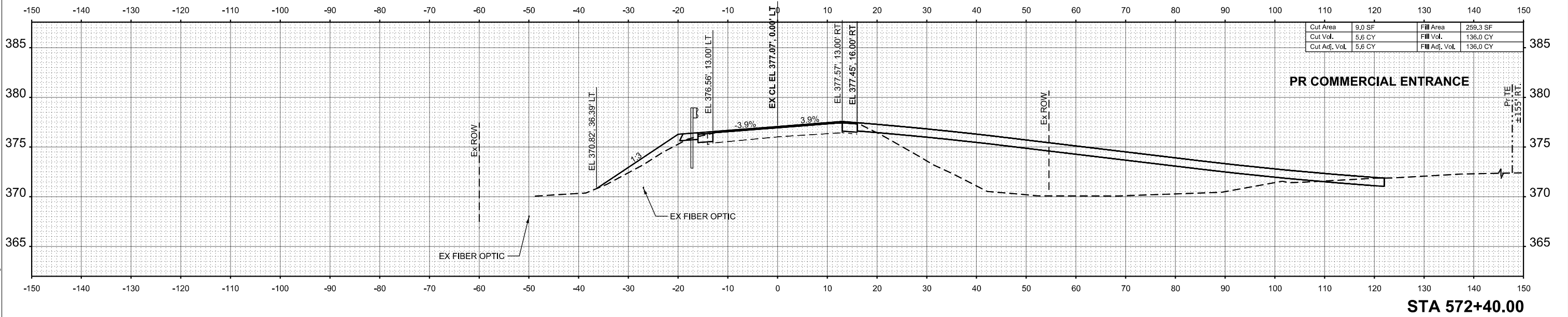
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	75
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				



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DATE: 01-26-2026



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DESIGNED -	CPK
DRAWN -	DMS
CHECKED -	CPK
DATE -	01-26-2026

REVISED -	
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REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 15 OF 19 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	78
CONTRACT NO. 78989				
ILLINOIS		FED. AID PROJECT		

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DESIGNED BY: J. Alexander
CHECKED BY: J. Alexander
DATE: 01-26-2026



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DRAWN -	DMS
CHECKED -	CPK
DATE -	01-26-2026

REVISED -	
REVISED -	
REVISED -	
REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 1"=10' SHEET 17 OF 19 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1907	17B-4	ALEXANDER	82	80
CONTRACT NO. 78989				
ILLINOIS FED. AID PROJECT				

