

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	139BR	BOND	59	1
FED. ROAD DIST. NO. 8		ILLINOIS	CONTRACT NO. 76391	

*59+1=60

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

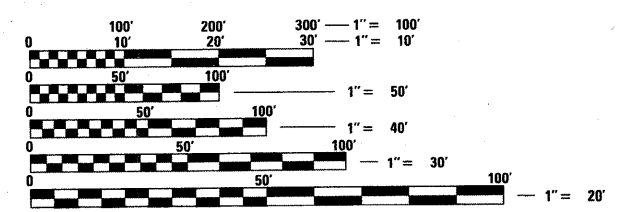
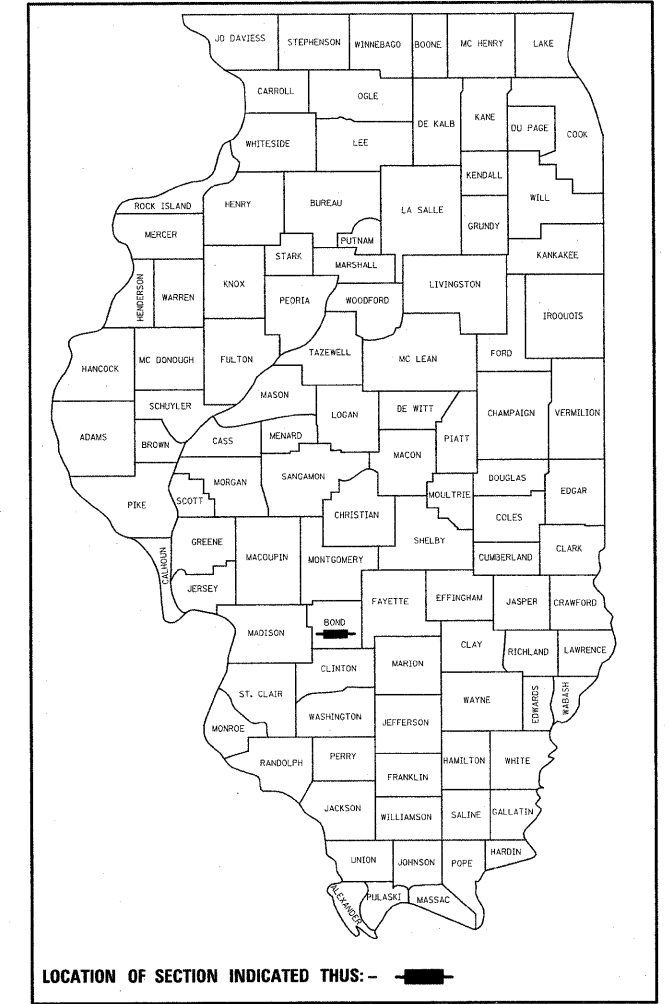
**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 42 (IL 140/IL127)
SECTION 139BR

BRIDGE REPLACEMENT
BOND COUNTY
C-98-036-05

FOR INDEX OF SHEETS, SEE SHEET NO. 2

D-98-121-00



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.

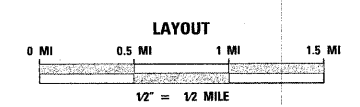
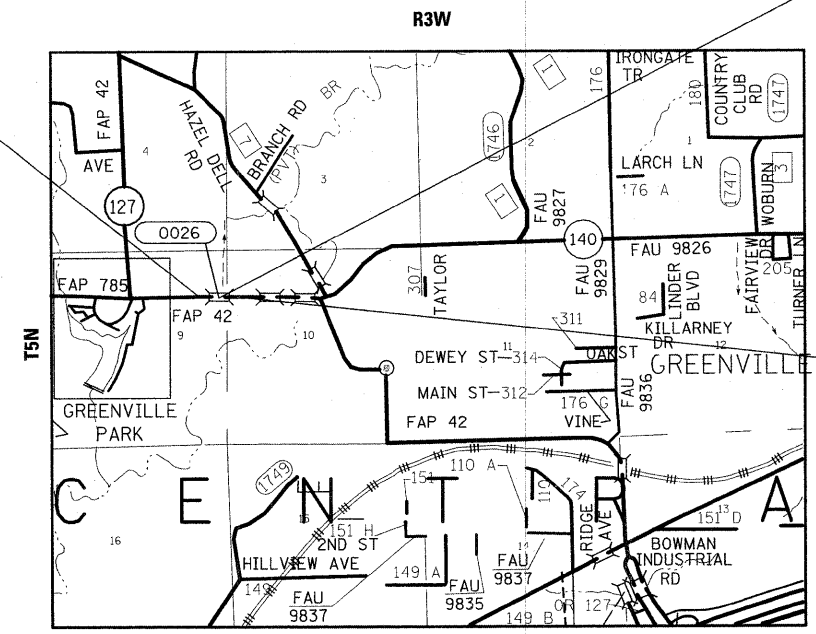
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: PATTI LeBEAU (618) 346-3179
PROJECT MANAGER: ARTHUR MUEHLFELD (618) 346-3209
CONTRACT NO. 76391

BEGIN SECTION STA. 2044+95

PROPOSED BRIDGE OVER LITTLE SHOAL CREEK
SN 003-0061
SINGLE SPAN STEEL 38" I GIRDER BRIDGE
88'-0" BACK TO BACK ABUTMENTS, 0° SKEW
STA. 2049+33.51
EXISTING SN 003-0026

END SECTION STA 2052+05



LATITUDE: 38.8979
LONGITUDE: 89.4288

DESIGN DESIGNATION
NA

GROSS LENGTH: 0.017 MI
NET LENGTH: 0.017 MI

ADT	
2007	4500
2029	5950
S.U.	6.1%
M.U.	5.0%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED October 22, 2008

Mark C. Farnie
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

December 5, 2008
Eric E. Harms
INTERIM ENGINEER OF DESIGN AND ENVIRONMENT

December 5, 2008
Christine M. Reed
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

INDEX OF SHEETS

1	COVER SHEET
2	INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES AND COMMITMENTS
3-4	SUMMARY OF QUANTITIES
5-7	TYPICAL SECTIONS
8-9	SCHEDULES OF QUANTITIES
10	TIE POINTS, CONTROL POINTS, AND BENCHMARKS
11	WIDE LOAD SIGNING
12-13	PLAN AND PROFILE SHEETS
14-15	STAGE I TRAFFIC CONTROL & CONSTRUCTION
16-17	STAGE II TRAFFIC CONTROL & CONSTRUCTION
18-19	EROSION CONTROL PLAN
20-23	PLAT OF HIGHWAYS
24-25	PAVEMENT MARKING
26	DETAILS SHEET
27-28	STEEL PLATE BEAM GUARDRAIL, TYPE A DETAIL
29	TRAFFIC BARRIER TERMINAL, TYPE G DETAIL
30-33	BRIDGE APPROACH PAVEMENT DETAILS
34-52A	STRUCTURE PLAN SHEETS
53	EXISTING STRUCTURE PLANS
54-58	MAINLINE CROSS SECTIONS
59	ENTRANCE CROSS SECTIONS

COMMITMENTS

TREE REMOVAL WILL NOT OCCUR FROM APRIL 1 THROUGH NOVEMBER 15 DUE TO POTENTIAL INDIANA BAT HABITAT.

PERTINENT INFORMATION

PRIOR TO ANY COMMENCEMENT OF WORK, THE RESIDENT ENGINEER SHALL CONTACT BOND COUNTY FARM BUREAU TO HAVE A NOTICE PLACED IN THE NEWSLETTER REGARDING THE NARROW STAGE CONSTRUCTION. THE NEWSLETTER COMES OUT QUARTERLY (SEPTEMBER, DECEMBER, MARCH, JUNE). THEREFORE, THEY SHOULD BE NOTIFIED BY THE 15TH OF THE MONTH PRIOR TO THE PUBLICATION MONTH. A NOTICE SHALL BE PLACED IN THE NEWSLETTERS PUBLISHED PRIOR TO AND DURING CONSTRUCTION. INFORMATION CAN BE SENT TO BOND COUNTY FARM BUREAU, IN WORD DOCUMENT VIA EMAIL AT MANAGER@BOND.FB.COM OR SEND TO 925 E HARRIS AVENUE, GREENVILLE, IL 62246, PHONE (618) 664-3100.

EROSION AND SEDIMENT CONTROL GENERAL NOTES

- ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATION BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURER RECOMMENDED INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.
- TEMPORARY DITCH CHECK, GEOTEXTILES, ROLLED EXCELSIOR, SILT WEDGES, PANELS SHALL BE LOCATED AT EVERY 1.5 FT FALL/RISE IN DITCH GRADE.
- TEMPORARY DITCH CHECKS, AGGREGATE USES GRADING NO. 3 - REMOVE AT END OF CONSTRUCTION.
- TEMPORARY SEEDING SHALL BE COMPLETED ON A WEEKLY BASIS ON EXPOSED GROUND AND SHALL BE PAID FOR AS "TEMPORARY EROSION CONTROL SEEDING" AND NO OTHER PAYMENT WILL BE PERMITTED. FOR CALCULATION PURPOSES, THREE APPLICATIONS OF TEMPORARY SEEDING WERE ASSUMED.
- ALL AREAS DISTURBED FOR ANY REASON SHALL BE PERMANENTLY SEEDED AS DIRECTED BY THE ENGINEER. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED AT THE CONTRACTOR'S EXPENSE
- CLASS 2 SEEDING AND EROSION CONTROL BLANKET IS TO BE PLACED AS SOON AS EARTHWORK IS COMPLETED.
- EROSION CONTROL BLANKET SHALL BE PLACED ON ALL SLOPES STEEPER THAN 1:3.
- EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN DAYS.
- FINAL SEEDING SHALL BE PERFORMED AS SOON AS POSSIBLE.

GENERAL NOTES

- ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE TO BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF THE FACILITIES MAY ALSO BE OBTAINED BY CALLING J.U.L.I.E. AND FOR NON-J.U.L.I.E. MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:
 *AMEREN IP
 *AT&T ILLINOIS
 *GREENE COUNTY CABLE TV - CTV
 *GREENVILLE - WATER
 MEMBERS OF J.U.L.I.E. (800) 892-0123 OR 811 ARE INDICATED BY *. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.
- ALL ELEVATIONS REFER TO THE USGS MEAN SEA LEVEL DATUM.
- THE THICKNESS OF THE HOT-MIX ASPHALT BASE COURSE WIDENING SHOWN ON THE PLANS FOR STAGE I IS NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS SHALL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HOT-MIX ASPHALT BASE COURSE WIDENING IS PLACED.
- IF THE CONTRACTOR REMOVES TREES WITHIN THE RIGHT-OF-WAY LIMITS FOR HIS CONSTRUCTION ACTIVITY, I.E. IN ORDER TO GAIN ACCESS TO THE PROJECT SITE, IT SHALL BE HIS RESPONSIBILITY TO REPLACE THE TREES IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS. TREES ALONG THE EDGE OF THE RIGHT-OF-WAY SHALL BE SAVED IF, IN THE OPINION OF THE ENGINEER, THEY DO NOT INTERFERE WITH CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL PROTECT TREES SCHEDULED TO REMAIN IN PLACE FROM DAMAGE DUE TO CONSTRUCTION OPERATIONS. ANY TREE REMOVAL AND REPLACEMENT OTHER THAN THOSE SPECIFIED SHALL BE AT THE CONTRACTOR'S EXPENSE AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE STANDARDS AND REVISION NUMBERS LISTED SHALL APPLY TO THIS PROJECT.
- "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT EACH END OF THE PROJECT PLUS THE INTERSECTING SIDE ROADS, AND WILL BE CONSIDERED INCIDENTAL TO THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE FLUORESCENT ORANGE IN COLOR.
- THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.
- ALL STATIONS AND OFFSETS ALONG FAP 42 ARE REFERENCED TO CENTERLINE OF THE EXISTING PAVEMENT UNLESS OTHERWISE NOTED.
- GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, EXISTING SCRUBS AND TREES, OR OTHER NATURAL OR MAN-MADE OBJECTS WHERE SHALLOW FILL OR CUTS ARE ADJACENT TO THE ITEMS. THE ITEMS TO REMAIN IN PLACE SHALL BE ACCORDING TO THE ENGINEER. THIS WORK SHALL BE CONSIDERED TO BE INCLUDED IN THE "FURNISHED EXCAVATION" PAY ITEM.
- THE COST FOR GRADING AND SHAPING ALONG THE PROPOSED BASE COURSE WIDENING SHALL BE INCLUDED IN THE COST OF "EARTH EXCAVATION (WIDENING)".
- THE TRAFFIC CONTROL MEASURES SHOWN ON PLANS FOR STAGE I AND II SHALL SUPPLEMENT AND BE IN ACCORDANCE WITH TRAFFIC CONTROL STANDARD 701321.
- THE COST OF "BARRICADES, TYPE III" USED DURING STAGE CONSTRUCTION SHALL BE INCLUDED IN THE COST OF "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)".
- THE CONTRACTOR SHALL PROVIDE TWO SIGNAL HEADS (EACH) FOR THE ENTRANCE LOCATED WITHIN THE STAGE CONSTRUCTION AT STA. 2045+32. THE SIGNALS, DETECTOR LOOPS, AND THE NUMBER OF TURNS OF WIRE IN THE LOOPS SHALL BE AS DETERMINED BY THE ENGINEER. ALL ADDITIONAL TRAFFIC SIGNAL HEADS, LOOP DETECTORS AND ASSOCIATED EQUIPMENT REQUIRED TO MAINTAIN ACCESS AT THE ENTRANCE SHALL BE INCLUDED IN THE COST OF "TEMPORARY BRIDGE TRAFFIC SIGNALS (STATE FURNISHED CONTROLLER)".
- NO TRENCHES OR OPEN PITS WILL BE PERMITTED ADJACENT TO A TRAFFIC LANE DURING NON-WORKING HOURS. ALL WIDENING TRENCHES SHALL BE BACKFILLED DURING THE SAME WORKING DAY IT WAS EXCAVATED.
- A QUANTITY OF 1075 FOOT OF "TEMPORARY PAVEMENT MARKING - LINE 6" " WHITE HAS BEEN INCLUDED IN THE PLANS FOR PAINTING THE BOTTOM 6 INCHES OF THE TEMPORARY CONCRETE BARRIER.
- THE BARRIER FOR STAGE II TRAFFIC CONTROL AND CONSTRUCTION, WITH THE EXCEPTION OF THE END BARRIER, SHALL BE SECURED TO THE PAVEMENT USING THREE ANCHORING PINS ON THE TRAFFIC SIDE OF THE BARRIER.
- THE CONTRACTOR IS ADVISED THAT THE EXISTING SLAB BRIDGE IS IN DETERIORATED CONDITION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ACCOUNT FOR THE CONDITION OF THE SLAB WHEN DEVELOPING CONSTRUCTION PROCEDURES.
- PROVIDE CHANGEABLE MESSAGE BOARDS ALONG IL 140/IL 127 ALERTING PUBLIC OF NARROW STAGE CONSTRUCTION FOR TWO WEEKS PRIOR TO STAGE I CLOSURE. PLACEMENT OF CHANGEABLE MESSAGE BOARDS SHALL BE APPROVED BY THE ENGINEER.
- SEE STANDARD 635011 FOR BARRIER WALL MARKER DETAILS. "BARRIER WALL MARKERS, TYPE C" SHALL BE PLACED ON THE TOP OF THE BARRIER WALL. "BARRIER WALL MARKERS, TYPE B" SHALL BE PLACED ON THE SIDE OF THE BARRIER WALL.
- ACCESS TO ENTRANCES SHALL BE MAINTAINED AT ALL TIMES.
- RIGHT OF WAY MARKERS SHALL BE SET SO THE BACK OF THE POST IS TWELVE INCHES (12") INSIDE THE RIGHT OF WAY BOUNDARY. RIGHT OF WAY PROPERTY CORNERS ARE MARKED BY A 5/8" IRON ROD WITH IDOT ALUMINUM CAP AND SHALL NOT BE REMOVED OR DAMAGED WHEN SETTING THE RIGHT OF WAY MARKERS.
- GRADING AND SHAPING FOR AGGREGATE SHOULDER INCLUDED IN THE COST OF "AGGREGATE SHOULDERS, TYPE A 6" "
- THE PROPOSED STEEL PLATE BEAM GUARDRAIL AND TRAFFIC BARRIER TERMINAL ITEMS FOR THE EAST PORTION OF THE PROJECT SHALL COMPLY WITH THE DETAILS IN THE PLANS AND MANUFACTURER'S DETAILS IN ORDER TO MATCH THE EXISTING GUARDRAIL ELEMENTS THAT WERE ERECTED PRIOR TO JANUARY 1, 2007.
- ALL EXISTING AND PROPOSED RIGHT-OF-WAY AND PROPERTY LINES SHOWN ON THE PLAN SHEETS ARE GRAPHICAL REPRESENTATIONS AND SHALL NOT BE USED AS A MEANS TO ESTABLISH OWNERSHIP. IN ALL MATTERS RELATING TO RIGHT-OF-WAY, THE PLAT OF HIGHWAYS SHALL BE THE CONTROLLING DOCUMENT.

STANDARDS

000001-05	635006-03
001001-01	635011-02
001006	666001-01
280001-04	701301-03
482001-02	701306-02
515001-03	701311-03
610001-04	701321-10
630001-08	701326-03
630301-05	701901-01
631031-07	704001-05
631051-02	780001-02
601101-01	781001-03

FILE NAME =	USER NAME = chollandeske	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES & COMMITMENTS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	<i>Rev.</i>
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PLOT SCALE = 50.00 ' / IN.	CHECKED -	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT		CONTRACT NO. 76391			
PLOT DATE = 10/22/2008	DATE -	REVISED -									

CODE NO	ITEM	UNIT	CONSTRUCTION TYPE CODE	
			100% STATE TOTAL QUANTITIES	X071-2A
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	97	97
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	20	20
20200500	EARTH EXCAVATION (WIDENING)	CU YD	35	35
20300100	CHANNEL EXCAVATION	CU YD	2107	2107
20400800	FURNISHED EXCAVATION	CU YD	3585	3585
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	196	196
25000200	SEEDING, CLASS 2	ACRE	1	1
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	90	90
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	90	90
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	90	90
25100115	MULCH, METHOD 2	ACRE	1	1
25100630	EROSION CONTROL BLANKET	SQ YD	3174	3174
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	300	300
28000400	PERIMETER EROSION BARRIER	FOOT	1447	1447
28000500	INLET AND PIPE PROTECTION	EACH	3	3
28100105	STONE RIPRAP, CLASS A3	SQ YD	16	16
28100109	STONE RIPRAP, CLASS A5	SQ YD	1192	1192
28200200	FILTER FABRIC	SQ YD	1192	1192
35600712	HOT-MIX ASPHALT BASE COURSE WIDENING, 9"	SQ YD	266	266
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	1	1
40600300	AGGREGATE (PRIME COAT)	TON	3	3
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	436	436
40600990	TEMPORARY RAMP	SQ YD	66	66
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	866	866
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	162	162
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	11	11
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	276	276
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	35	35
44000100	PAVEMENT REMOVAL	SQ YD	673	673
44004250	PAVED SHOULDER REMOVAL	SQ YD	66	66
48100500	AGGREGATE SHOULDERS, TYPE A 6"	SQ YD	572	572
48203100	HOT-MIX ASPHALT SHOULDERS	TON	160	160
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1
50105220	PIPE CULVERT REMOVAL	FOOT	96	96
50200100	STRUCTURE EXCAVATION	CU YD	245	245

CODE NO	ITEM	UNIT	CONSTRUCTION TYPE CODE	
			100% STATE TOTAL QUANTITIES	X071-2A
50300225	CONCRETE STRUCTURES	CU YD	39	39
50300255	CONCRETE SUPERSTRUCTURE	CU YD	143	143
50300260	BRIDGE DECK GROOVING	SQ YD	372	372
50300300	PROTECTIVE COAT	SQ YD	466	466
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1
50500505	STUD SHEAR CONNECTORS	EACH	1782	1782
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	35380	35380
50800515	BAR SPLICERS	EACH	395	395
50901125	STEEL RAILING (TEMPORARY)	FOOT	32	32
51200958	FURNISHING METAL SHELL PILES 14" X 0.250"	FOOT	749	749
51202305	DRIVING PILES	FOOT	749	749
51203200	TEST PILE METAL SHELLS	EACH	2	2
51500100	NAME PLATES	EACH	1	1
52100520	ANCHOR BOLTS, 1"	EACH	24	24
54213447	END SECTIONS 12"	EACH	2	2
54213450	END SECTIONS 15"	EACH	2	2
542D1060	PIPE CULVERTS, CLASS D, TYPE 2 15"	FOOT	120	120
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	83	83
60100945	PIPE DRAINS 12"	FOOT	64	64
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	158	158
60900515	CONCRETE THRUST BLOCKS	EACH	2	2
61000115	TYPE E INLET BOX, STANDARD 610001	EACH	2	2
* 63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	950	950
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4
* 63100110	TRAFFIC BARRIER TERMINAL, TYPE 11	EACH	2	2
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	2	2
63200310	GUARDRAIL REMOVAL	FOOT	1470	1470
63301990	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1	EACH	1	1
66101150	HOT-MIX ASPHALT SHOULDER CURB	FOOT	20	20
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	7	7
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	9	9
67100100	MOBILIZATION	L SUM	1	1
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1

*Specialty Items

FILE NAME =	USER NAME = challandeske	DESIGNED -	REVISED -
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PLOT SCALE = 50.00' / IN.		CHECKED -	REVISED -
PLOT DATE = 10/22/2008		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	F.A.P. RTE. 42	SECTION 1398R	COUNTY BOND	TOTAL SHEETS 59	SHEET NO. 3
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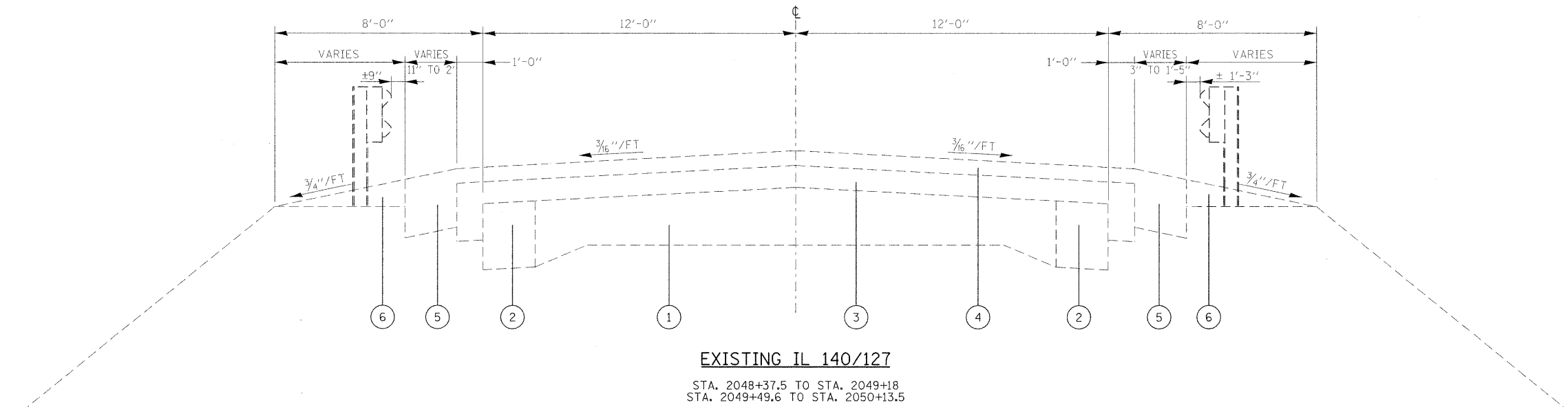
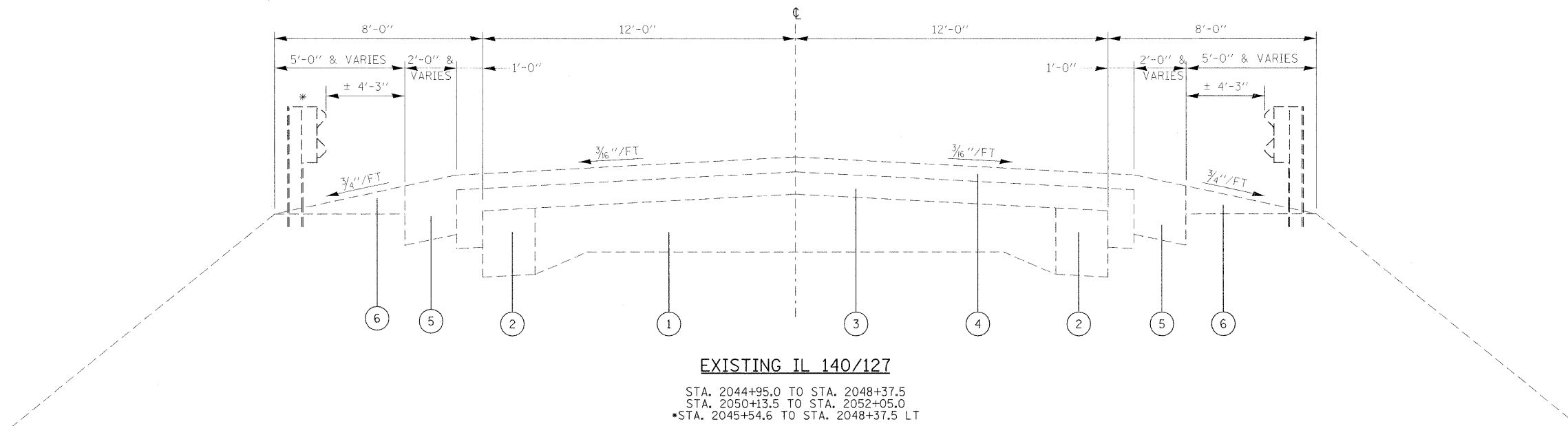
CONTRACT NO. 76391

FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT

CODE NO	ITEM	UNIT	CONSTRUCTION TYPE CODE	
			100% STATE TOTAL QUANTITIES	X071-2A
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1
70101205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	EACH	1	1
70106600	TEMPORARY BRIDGE TRAFFIC SIGNALS (STATE FURNISHED CONTROLLER)	EACH	1	1
70106700	TEMPORARY RUMBLE STRIP	EACH	6	6
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	1	1
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	108	108
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3422	3422
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	1075	1075
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1177	1177
70400100	TEMPORARY CONCRETE BARRIER	FOOT	687.5	687.5
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	387.5	387.5
70500100	TEMPORARY STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	437.5	437.5
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	2938	2938
* 78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	484	484
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	13	13
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	2	2
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	17	17
* 78200520	BARRIER WALL MARKERS, TYPE B	EACH	2	2
* 78200530	BARRIER WALL MARKERS, TYPE C	EACH	2	2
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2
78300100	PAVEMENT MARKING REMOVAL	SQ FT	1141	1141
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	15	15
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	772	772
X7200200	WIDE LOAD SIGNING	L SUM	1	1
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2

* Specialty Items

FILE NAME =	USER NAME = challandeske	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
cd:\pw_work\pw\dot\challandeske\dms51755\in097a.dgn		DRAWN -	REVISED -		42	139BR	BOND	59	4				
PLOT SCALE = 50.00' / IN.		CHECKED -	REVISED -		CONTRACT NO. 76391				FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
PLOT DATE = 10/22/2008		DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			



LEGEND

- | | |
|--|---|
| ① EXISTING P.C.C. PAVEMENT 9"-6"-9" | ⑧ PROPOSED AGGREGATE (PRIME COAT) |
| ② EXISTING P.C.C. WIDENING 9" | ⑨ PROPOSED HOT-MIX ASPHALT BINDER COURSE - THICKNESS VARIES 2 1/4" TO 28 1/2" |
| ③ EXISTING BITUMINOUS SURFACE 3" | ⑩ PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1 1/2" |
| ④ EXISTING BITUMINOUS SURFACE COURSE 2" | ⑪ PROPOSED HOT-MIX ASPHALT SHOULDER - THICKNESS VARIES 1 1/2" TO 27 3/4" |
| ⑤ EXISTING BITUMINOUS SHOULDER 6" | ⑫ PROPOSED AGGREGATE SHOULDER TYPE A - 6" |
| ⑥ EXISTING AGGREGATE SHOULDER TYPE B (WEDGE) | ⑬ PROPOSED PAINT MARKING - LINE 4" |
| ⑦ PROPOSED BITUMINOUS MATERIAL (PRIME COAT) | ⑭ PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 9" |

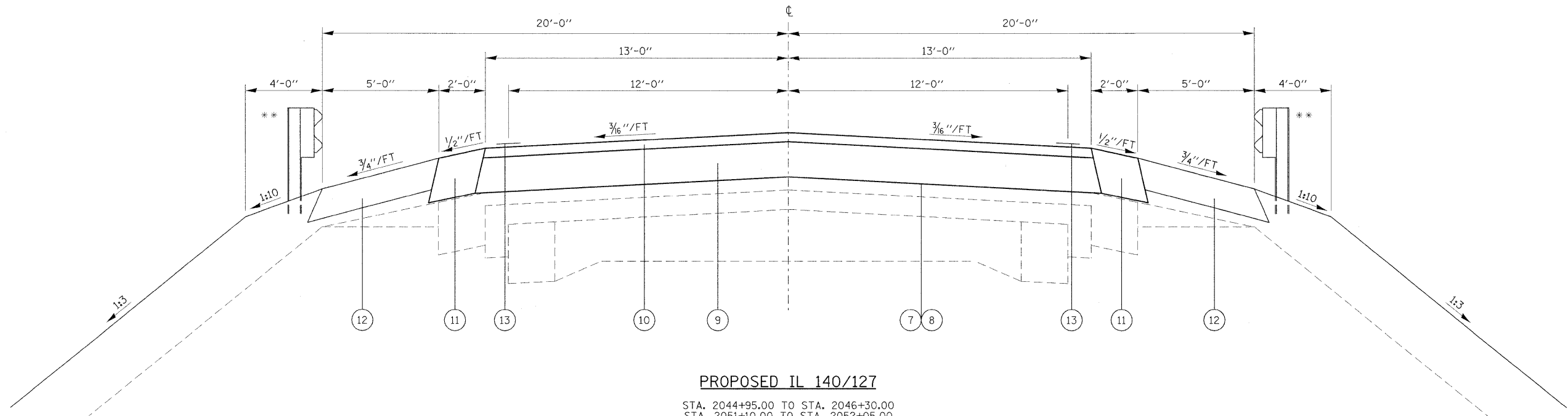
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PLOT SCALE = 50.00 / IN.		CHECKED -	REVISED -
PLOT DATE = 10/23/2008		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

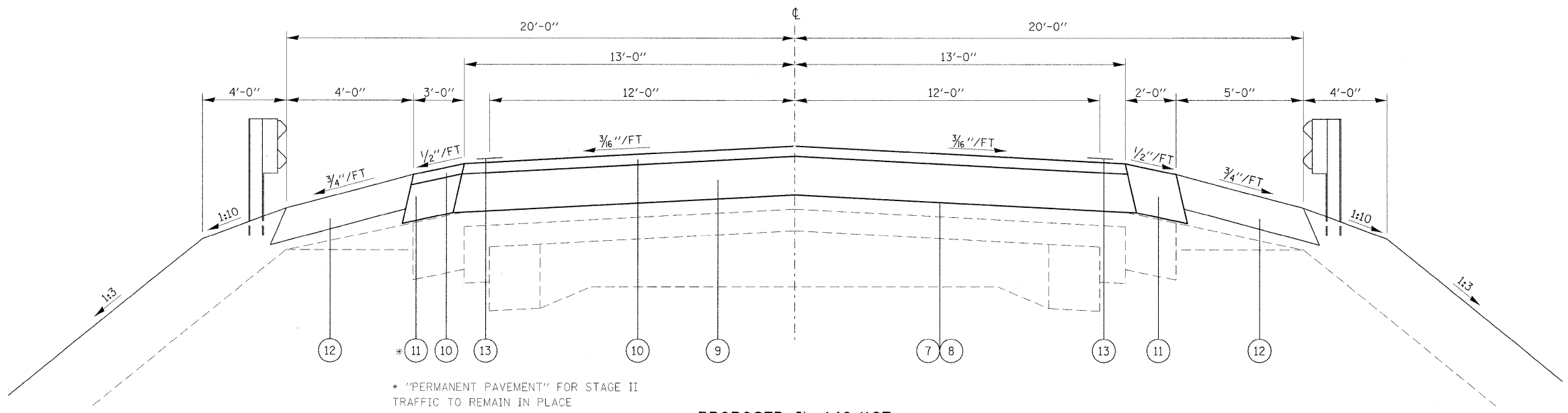
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	139BR	BOND	59	5
CONTRACT NO. 76391				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



PROPOSED IL 140/127

STA. 2044+95.00 TO STA. 2046+30.00
 STA. 2051+10.00 TO STA. 2052+05.00
 **STA 2046+27.01 TO STA. 2046+30.00 RT
 **STA 2051+10.00 TO STA. 2052+05.00 RT
 **STA 2051+10.00 TO STA. 2052+05.00 LT



PROPOSED IL 140/127

STA. 2046+30.00 TO STA. 2048+52.01
 STA. 2050+12.01 TO STA. 2051+10.00

LEGEND

- | | |
|--|--|
| ① EXISTING P.C.C. PAVEMENT 9"-6"-9" | ⑧ PROPOSED AGGREGATE (PRIME COAT) |
| ② EXISTING P.C.C. WIDENING 9" | ⑨ PROPOSED HOT-MIX ASPHALT BINDER COURSE - THICKNESS VARIES 2 1/4" TO 2 8/2" |
| ③ EXISTING BITUMINOUS SURFACE 3" | ⑩ PROPOSED HOT-MIX ASPHALT SURFACE COURSE - 1 1/2" |
| ④ EXISTING BITUMINOUS SURFACE COURSE 2" | ⑪ PROPOSED HOT-MIX ASPHALT SHOULDER - THICKNESS VARIES 1 1/2" TO 2 3/4" |
| ⑤ EXISTING BITUMINOUS SHOULDER 6" | ⑫ PROPOSED AGGREGATE SHOULDER TYPE A - 6" |
| ⑥ EXISTING AGGREGATE SHOULDER TYPE B (WEDGE) | ⑬ PROPOSED PAINT MARKING - LINE 4" |
| ⑦ PROPOSED BITUMINOUS MATERIAL (PRIME COAT) | ⑭ PROPOSED HOT-MIX ASPHALT BASE COURSE WIDENING, 9" |

MIXTURE REQUIREMENTS

MIXTURE USE	SURFACE COURSE	BINDER COURSE	SHOULDERS	TOP LIFT SHOULDERS	BRIDGE APP PAVEMENT CONN (FLEXIBLE)	BASE COURSE
AC/PG	PG 64-22	PG 64-22	PG 58-22	PG 58-22	PG 64-22	PG 64-22
RAP % (MAX)	10%	15%	30%	30%	15%	15%
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70	2.0% @ Ndes=30	**2.0% @ Ndes=30	4.0% @ Ndes=70	4.0% @ Ndes=70
MIX COMPOSITION (GRADATION MIXTURE)						
FRICITION AGG	MIXTURE "C"	MIXTURE "B"	BAM	BAM	MIXTURE "B"	MIXTURE "B"

**TOP LIFT SHOULDERS - DESIGN THIS MIX AT 2.0% VOIDS AND ADD ASPHALT TO REDUCE VOIDS TO 1.5%
 PLAN QUANTITIES FOR HOT-MIX ASPHALT SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN.

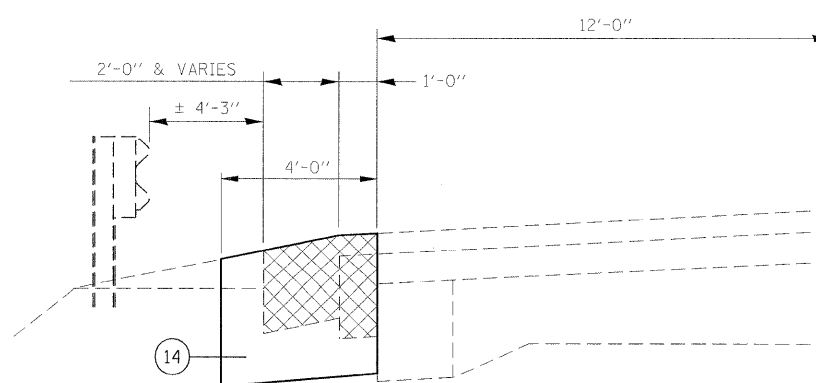
HOT-MIX ASPHALT SHOULDER THICKNESS

STATION	PROPOSED	EXISTING	EXISTING	HMA SHOULDERS	HMA SHOULDERS
	ELEVATION 14' OFFSET (FOOT)	ELEVATION 14' LT (FOOT)	ELEVATION 14' RT (FOOT)	THICKNESS 14' LT (INCH)	THICKNESS 14' RT (INCH)
2044+95	512.67	512.66	512.73	1 1/2	8
2045+00	512.44	512.44	512.50	1 1/2	8
2045+10	511.99	512.00	512.06	1 1/2	8
2045+20	511.55	511.55	511.61	1 1/2	8
2045+30	511.11	511.11	511.16	1 1/2	8
2045+40	510.68	510.66	510.71	1 1/2	8
2045+50	510.25	510.21	510.27	1 1/2	8
2045+60	509.84	509.76	509.81	1 1/2	8
2045+70	509.43	509.28	509.35	1 3/4	8
2045+80	509.02	508.81	508.89	2 1/2	8
2045+90	508.62	508.34	508.42	3 1/4	2 1/2
2046+00	508.23	507.87	507.96	4 1/4	3 1/4
2046+10	507.85	507.39	507.50	5 1/2	4 1/4
2046+20	507.47	506.93	507.04	6 1/2	5 1/4
2046+30	507.09	506.47	506.57	6	4 3/4
2046+40	506.73	506.02	506.11	7	6
2046+50	506.37	505.57	505.65	8	7 1/4
2046+60	506.02	505.12	505.19	9 1/4	8 1/2
2046+70	505.67	504.67	504.73	10 1/2	9 3/4
2046+80	505.33	504.22	504.28	11 3/4	11
2046+90	504.99	503.79	503.85	13	12 1/4
2047+00	504.67	503.35	503.42	14 1/4	8
2047+10	504.35	502.92	503.00	15 3/4	8
2047+20	504.03	502.49	502.57	17	8
2047+30	503.72	502.06	502.14	18 1/2	8
2047+40	503.42	501.65	501.72	19 3/4	8
2047+50	503.13	501.29	501.36	20 1/2	8
2047+60	502.84	500.93	500.99	21 1/2	8
2047+70	502.55	500.57	500.62	22 1/4	8
2047+80	502.28	500.22	500.26	23 1/4	8
2047+90	502.01	499.86	499.90	24 1/4	8
2048+00	501.74	499.51	499.54	25 1/4	8
2048+10	501.49	499.22	499.25	25 3/4	8
2048+20	501.24	498.93	498.96	26 1/4	8
2048+30	500.99	498.64	498.67	26 3/4	8
2048+40	500.76	498.36	498.39	27 1/4	8
2048+50	500.52	498.08	498.09	27 3/4	8
2048+52.01	500.48	498.08	498.09	27 1/4	8
2050+16.01	497.67	496.49	496.44	12 3/4	13 1/4
2050+20	497.58	496.49	496.44	11 1/2	12 1/4
2050+30	497.46	496.48	496.44	10 1/4	10 3/4
2050+40	497.35	496.48	496.45	9	9 1/4
2050+50	497.25	496.47	496.45	7 3/4	8
2050+60	497.15	496.48	496.46	6 1/2	6 3/4
2050+70	497.06	496.48	496.47	5 1/2	5 1/2
2050+80	496.98	496.48	496.49	4 1/2	4 1/2
2050+90	496.90	496.49	496.50	3 1/2	3 1/4
2051+00	496.83	496.49	496.51	2 1/2	2 1/4
2051+10	496.77	496.49	496.52	1 3/4	1 1/2
2051+20	496.71	496.50	496.52	2 1/2	2 1/4
2051+30	496.51	496.66	496.50	1 1/2	8
2051+40	496.51	496.61	496.51	1 1/2	8
2051+50	496.51	496.57	496.51	1 1/2	8
2051+60	496.51	496.54	496.52	1 1/2	8
2051+70	496.50	496.52	496.52	1 1/2	8
2051+80	496.51	496.50	496.52	1 1/2	8
2051+90	496.51	496.48	496.52	1 1/2	8
2052+00	496.51	496.48	496.52	1 1/2	8
2052+05	496.52	496.48	496.52	1 1/2	8

HOT-MIX ASPHALT BINDER COURSE THICKNESS

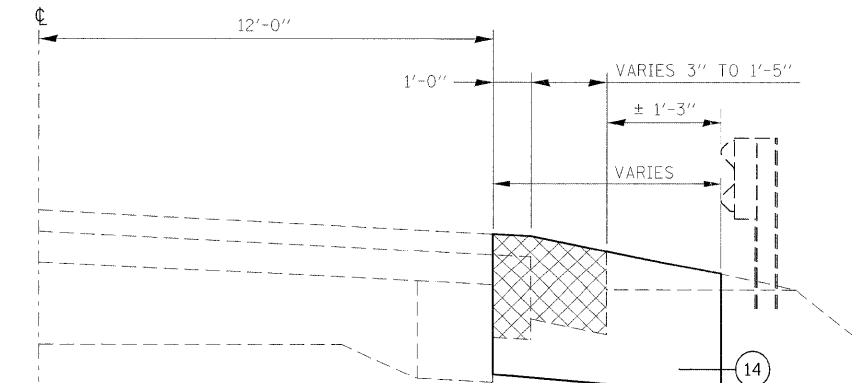
STATION	PROPOSED	EXISTING	PROPOSED HMA BINDER
	CL ROADWAY ELEVATION	CL ROADWAY ELEVATION	COURSE THICKNESS AT CL ROADWAY (INCH)
2045+90	508.87	508.55	2 1/4
2046+00	508.48	508.09	3 1/4
2046+10	508.09	507.63	4
2046+20	507.71	507.17	5
2046+30	507.34	506.71	6
2046+40	506.97	506.25	7 1/4
2046+50	506.61	505.80	8 1/4
2046+60	506.26	505.35	9 1/2
2046+70	505.91	504.91	10 1/2
2046+80	505.57	504.46	11 3/4
2046+90	505.24	504.01	13 1/4
2047+00	504.91	503.56	14 3/4
2047+10	504.59	503.14	16
2047+20	504.28	502.73	17
2047+30	503.97	502.33	18 1/4
2047+40	503.67	501.92	19 1/2
2047+50	503.37	501.52	20 3/4
2047+60	503.08	501.11	22 1/4
2047+70	502.80	500.73	23 1/4
2047+80	502.52	500.39	24
2047+90	502.25	500.05	25
2048+00	501.99	499.71	25 3/4
2048+10	501.73	499.37	26 3/4
2048+20	501.48	499.03	28
2048+30	501.24	498.73	28 1/2
2048+40	501.00	498.51	28 1/2
2048+50	500.77	498.29	28 1/4
2050+20	497.82	496.60	13 1/4
2050+30	497.71	496.62	11 1/2
2050+40	497.60	496.63	10
2050+50	497.49	496.65	8 1/2
2050+60	497.40	496.66	7 1/4
2050+70	497.31	496.68	6
2050+80	497.22	496.69	5
2050+90	497.15	496.69	4
2051+00	497.08	496.69	3 1/4
2051+10	497.01	496.69	2 1/4

NOTES:
 HOT-MIX ASPHALT BINDER COURSE THICKNESS ACCOUNT FOR 1/2" HOT-MIX ASPHALT SURFACE COURSE.
 HOT-MIX ASPHALT SHOULDER THICKNESS ACCOUNT FOR 1/2" HOT-MIX ASPHALT SURFACE COURSE FOR STAGE II TRAFFIC LOCATED FROM STATION 2046+30 TO STATION 2048+52.01 AND STATION 2050+16.01 TO STATION 2051+10.
 WORK THIS SHEET WITH SHEETS 5 AND 6.
 MINIMUM SHOULDER THICKNESS IS 8 INCHES. PROPOSED HOT-MIX ASPHALT SHOULDER THICKNESS ACCOUNT FOR THE EXISTING HOT-MIX ASPHALT SHOULDER 6" REMAINING IN PLACE EXCEPT WHERE OTHERWISE SPECIFIED.
 HATCHING INDICATES REMOVAL OF EXISTING HOT-MIX ASPHALT.



PROPOSED WIDENING FOR STAGE II CONSTRUCTION

STA. 2044+95 TO STA. 2046+30
 STA. 2051+00 TO STA. 2052+22



PROPOSED WIDENING FOR STAGE I CONSTRUCTION

STA. 2047+00 TO STA. 2049+18
 STA. 2049+49.6 TO STA. 2051+70.5

TEMPORARY RAMP SCHEDULE				
LOCATION	WIDTH FOOT	LENGTH FOOT	TEMPORARY RAMP	
			SQ YD	
STA 2046+30	15.1	20	33.6	
STA 2048+52	15.1	5	8.4	
STA 2050+12	15.1	5	8.4	
STA 2051+10	15.1	7.5	12.6	
TOTAL			63.0	

PAVEMENT MARKING SCHEDULE																
LOCATION			THERMOPLASTIC PAVEMENT MARKING				POLYUREA PAVEMENT MARKING			RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE) 2-WAY AMBER	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	PAVEMENT MARKING REMOVAL	SHORT-TERM PAVEMENT MARKING	TEMPORARY PAVEMENT MARKING - LINE 4"	WORK ZONE PAVEMENT MARKING REMOVAL
			SINGLE LINE & SKIP-DASH CENTERLINE 4" YELLOW	SKIP-DASH CENTERLINE 4" YELLOW	EDGE LINE 4" WHITE		SINGLE LINE & SKIP-DASH CENTERLINE 4" YELLOW	EDGE LINE 4" WHITE								
					FOOT	FOOT		FOOT	FOOT							
STATION	TO	STATION	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT
SECTION 139BR SN 003-0061																
STA 2042+98.80	TO	STA 2048+58.01	699		559	559			7	7		606	52	1818	623	
STA 2048+58.01	TO	STA 2050+06.01					188	148	148	2		161	12	484	165	
STA 2050+06.01	TO	STA 2050+55.00	59		49	49			1	1		52	4	157	54	
STA 2050+55.00	TO	STA 2054+81.50		110	427	427			5	5		321	40	963	334	
SUB-TOTAL			758	110	1035	1035	188	148	148							
TOTAL				2938				484		15	13		1141	108	3422	1177

ROW MARKERS SCHEDULE				
LOCATION			FURNISHING & ERECTING RIGHT-OF-WAY MARKERS (EACH)	
STATION	OFFSET	SIDE		
STA 2044+53.06	50.0	LT	1	
STA 2044+92.93	70.0	RT	1	
STA 2046+00.00	75.0	LT	1	
STA 2049+47.12	75.0	LT	1	
STA 2050+00.00	70.0	RT	1	
STA 2052+00.00	60.0	LT	1	
STA 2054+00.00	40.0	RT	1	
TOTAL			7	

RESURFACING SCHEDULE												
LOCATION			BITUMINOUS MATERIALS (PRIME COAT)	AGGREGATE (PRIME COAT)	HOT-MIX ASPHALT BINDER COURSE	HOT-MIX ASPHALT SURFACE COURSE	HOT-MIX ASPHALT SHOULDERS	AGGREGATE SHOULDERS, TYPE A, 6"	PAVEMENT REMOVAL	PAVED SHOULDER REMOVAL	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	INCIDENTAL HOT-MIX ASPHALT SURFACING
STATION	TO	STATION	TON	TON	TON	TON	TON	SQ YD	SQ YD	SQ YD	SQ YD	TON
SECTION 139BR SN 003-0061												
STA 2044+95.00	TO	STA 2045+50.00	0.06	0.27	0.0	16.1	6.5	61.1		20.4	171	11
STA 2045+50.00	TO	STA 2046+00.00	0.05	0.24	10.1	15.9	5.5	55.6		10.7	31	
STA 2046+00.00	TO	STA 2046+50.00	0.05	0.24	45.7	13.3	9.0	53.3		0.0		
STA 2046+50.00	TO	STA 2047+00.00	0.05	0.24	93.2	14.0	19.6	50.0		0.0		
STA 2047+00.00	TO	STA 2047+50.00	0.05	0.24	146.9	14.0	23.9	50.0		0.0		
STA 2047+50.00	TO	STA 2048+00.00	0.05	0.24	197.7	14.0	28.8	50.0		0.0		
STA 2048+00.00	TO	STA 2048+52.01	0.05	0.25	244.1	14.6	33.5	52.0		0.0		
STA 2048+52.01	TO	STA 2048+58.01	0.01	0.03	0.0	0.0	0.0	0.0	19.0	0.0		
STA 2048+58.01	TO	STA 2049+18.00	0.00	0.00	0.0	0.0	0.0	0.0	190.0	0.0		
STA 2049+18.00	TO	STA 2050+06.01	0.00	0.00	0.0	0.0	0.0	0.0	178.6	0.0		
STA 2050+06.01	TO	STA 2050+18.01	0.01	0.06	0.0	0.0	0.0	0.0	19.0	0.0		
STA 2050+18.01	TO	STA 2050+50.00	0.03	0.15	71.7	10.7	12.9	34.0		0.0		
STA 2050+50.00	TO	STA 2051+00.00	0.05	0.24	46.0	14.0	9.4	50.0		0.0		
STA 2051+00.00	TO	STA 2051+50.00	0.05	0.24	10.8	17.0	4.7	54.4		7.1	62	
STA 2051+50.00	TO	STA 2052+05.00	0.06	0.27	0.0	18.6	6.5	61.1		27.8	171	
TOTAL			1	3	866	162	160	572	407	66	436	11

*NOT A TOTAL QUANTITY FOR THIS STRUCTURE. SEE STAGING SCHEDULE.

EARTHWORK SCHEDULE				
LOCATION		CHANNEL EXCAVATION	FURNISHED EXCAVATION	EARTH EXCAVATION (WIDENING)
STATION	TO	CU YD	CU YD	CU YD
SN 003-0061 MAINLINE				
STA 2044+95	TO	STA 2045+50		3.1
STA 2045+50	TO	STA 2046+00	165.5	2.8
STA 2046+00	TO	STA 2046+50	357.8	1.7
STA 2046+50	TO	STA 2047+00	465.2	0.0
STA 2047+00	TO	STA 2047+50	504.6	2.1
STA 2047+50	TO	STA 2048+00	457.7	2.1
STA 2048+00	TO	STA 2048+50	453.0	1.8
STA 2048+50	TO	STA 2048+85	341.6	0.9
STA 2048+85	TO	STA 2048+89.5	46.8	0.1
STA 2048+89.5	TO	STA 2049+18		0.7
STA 2048+88.01	TO	STA 2049+76.01	2107	0.0
STA 2049+77.5	TO	STA 2050+00	133.3	1.3
STA 2050+00	TO	STA 2050+50	230.9	2.1
STA 2050+50	TO	STA 2051+00	134.3	2.1
STA 2051+00	TO	STA 2051+50	97.8	4.9
STA 2051+50	TO	STA 2052+00	121.4	3.6
STA 2052+00	TO	STA 2052+50	75.1	1.2
TOTAL		2107	3585	35

GUARDRAIL SCHEDULE									
LOCATION	GUARDRAIL REMOVAL FOOT	STEEL PLATE BEAM GUARDRAIL, TYPE A	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	REMOVE AND RE-ERECT TRAFFIC BARRIER TERMINAL, TYPE 1	TRAFFIC BARRIER TERMINAL, TYPE 6	GUARDRAIL MARKERS, TYPE A	BARRIER WALL MARKERS, TYPE B	BARRIER WALL MARKERS, TYPE C	TERMINAL MARKER - DIRECT APPLIED
		FOOT	EACH	EACH	EACH	EACH	EACH	EACH	EACH
WB IL 140/127						8	1	1	
EB IL 140/127						9	1	1	
NW QUADRANT	379	237.5	1	1	1				1
NE QUADRANT	275	200			1				
SW QUADRANT	541	312.5	1		1				1
SE QUADRANT	275	200			1				
TOTAL	1470	950	2	1	4	17	2	2	2

THE PROPOSED TBT, TYPE 1 (SPECIAL) TANGENT TO BE USED FOR STAGE II TRAFFIC (NW QUADRANT) SHALL BE REMOVED AND RE-ERECTED IN FINAL LOCATION AS SHOWN IN THE PLANS AFTER STAGE CONSTRUCTION IS COMPLETE. WORK SHALL BE PAID FOR AS "REMOVE AND RE-ERECT TRAFFIC CONTROL BARRIER, TYPE 1".

TREE REMOVAL SCHEDULE				
LOCATION			DIAMETER (UNITS)	
STATION	OFFSET	SIDE	6" TO 15"	OVER 15"
2045+82.47	45.29	RT	1	
2045+83.49	44.72	RT	1	
2045+83.93	29.64	RT	1	
2046+00.82	44.43	RT	1	
2046+00.83	39.18	LT	1	
2046+08.11	27.01	RT	1	
2046+12.42	32.30	RT	1	
2046+13.31	47.82	RT	1	
2046+14.54	34.31	RT	1	
2046+16.45	43.75	RT	1	
2046+16.82	48.26	RT	1	
2046+25.82	40.28	LT	1	
2046+27.95	40.84	LT	1	
2046+29.71	46.54	RT	1	
2046+32.67	37.28	RT	1	
2046+32.72	37.29	RT	1	
2046+34.78	46.17	LT	1	
2046+37.80	47.27	LT	1	
2046+43.31	53.29	LT	1	
2046+52.47	41.29	RT	1	
2046+53.40	47.82	RT	1	
2046+58.56	48.15	LT	1	
2046+59.08	40.04	LT	1	
2046+60.59	38.67	LT	1	
2046+77.30	40.43	LT		1
2046+83.92	46.52	RT		1
2046+88.55	48.02	RT	1	
2047+08.49	49.22	RT	1	
2047+13.18	30.39	RT	1	
2047+17.46	47.82	RT	1	
2047+21.77	44.99	LT	1	
2047+24.60	46.58	RT	1	
2047+39.39	50.02	RT	1	
2047+45.66	43.61	RT	1	
2047+45.94	45.28	RT	1	
2047+48.86	41.83	RT	1	
2047+55.28	41.65	LT	1	
2047+55.44	46.89	RT	1	
2047+62.57	47.97	RT	1	
2047+69.22	44.96	RT	1	
2047+95.75	38.05	LT		1
2047+96.17	49.07	RT	1	
2047+96.40	47.81	RT	1	
2047+99.83	38.05	LT		1
2048+01.33	45.92	RT	1	
2048+01.70	38.07	LT	1	
2048+03.16	37.90	LT	1	
2048+04.18	57.34	LT	1	
2048+12.23	38.72	LT	1	
2048+12.90	26.21	RT		1
2048+14.87	26.37	RT	1	
2048+17.70	32.56	RT		1
2048+18.45	47.82	RT	1	
2048+25.58	48.05	RT	1	
2048+27.39	33.69	LT	1	
2048+28.25	45.51	LT	1	
2048+28.56	33.76	LT	1	
2048+28.83	35.27	LT	1	
2048+30.06	33.79	LT	1	
2048+30.16	46.51	RT	1	
2048+37.81	36.93	LT	1	
2048+38.00	36.15	LT	1	
2048+38.47	49.20	RT	1	
2048+56.70	47.64	RT	1	
2048+62.83	45.96	LT	1	
2048+64.95	35.70	LT	1	
2048+66.59	41.65	LT	1	
2048+71.72	48.04	RT	1	

CONTINUED FROM PREVIOUS

2048+77.75	44.37	LT		1
2048+81.69	51.35	RT	1	
2048+86.25	44.14	RT	1	
2048+86.44	45.42	LT	1	
2048+91.15	49.08	RT	1	
2048+98.31	43.67	LT	1	
2049+00.05	43.52	LT	1	
2049+01.04	30.94	LT		1
2049+01.94	48.14	RT	1	
2049+02.12	49.37	RT	1	
2049+02.84	34.15	RT	1	
2049+02.89	33.99	RT	1	
2049+04.73	59.89	RT		1
2049+08.26	42.62	LT	1	
2049+08.59	36.54	LT	1	
2049+11.43	37.76	LT	1	
2049+43.38	50.54	LT	1	
2049+51.27	48.60	LT		1
2049+65.10	28.69	RT	1	
2049+65.62	42.57	RT	1	
2049+69.24	37.34	RT	1	
2049+69.32	41.45	LT	1	
2049+73.17	42.04	LT	1	
2049+74.65	33.26	RT	1	
2049+76.10	36.01	RT		1
2049+76.18	44.21	LT		1
2049+77.12	43.23	RT	1	
2049+78.51	36.70	RT	1	
2049+82.05	48.73	LT	1	
2049+86.55	31.96	RT	1	
2050+12.21	48.05	LT	1	
2050+15.24	46.04	LT		1
2050+51.37	51.28	LT	1	
2050+61.51	50.45	LT	1	
2050+70.90	35.75	RT		1
2050+71.35	38.13	RT	1	
2050+82.27	51.20	LT		1
2051+12.91	38.99	RT		1
2051+14.51	38.40	RT	1	
2051+17.53	37.26	RT	1	
2051+21.33	48.29	LT		1
2051+38.23	48.56	LT		1
2051+59.51	52.77	LT	1	
2051+68.32	51.66	LT	1	
2051+79.42	49.65	LT	1	
2051+88.65	48.52	LT	1	
2051+96.54	45.47	LT	1	
2052+04.13	45.26	LT		1
2052+08.91	46.57	LT		1
TOTAL			97	20

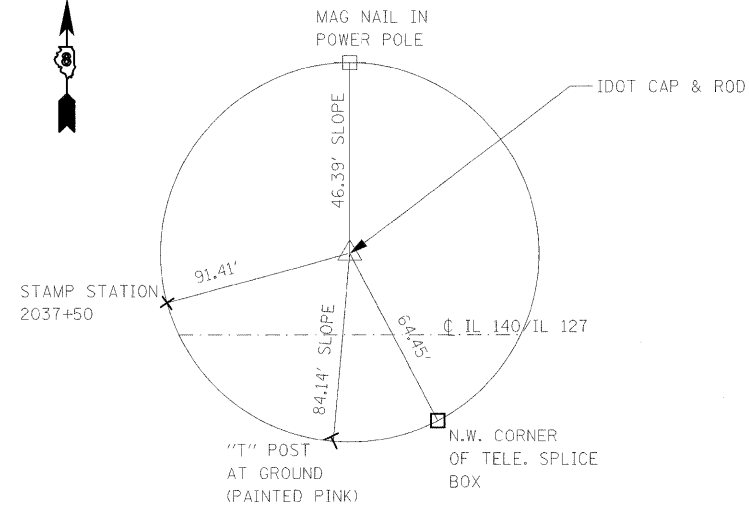
EROSION CONTROL SCHEDULE												
LOCATION		RIGHT OR LEFT	PERIMETER EROSION BARRIER	EROSION CONTROL BLANKET	INLET AND PIPE PROTECTION	TEMPORARY EROSION CONTROL SEEDING	POTASSIUM FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	NITROGEN FERTILIZER NUTRIENT	MULCH, METHOD 2	SEEDING CLASS 2	
STATION	TO	STATION	FOOT	SQ YD	EACH	POUND	POUND	POUND	POUND	ACRE	ACRE	
STA 2036+00	TO	STA 2045+50	LT	107.4		1	0.0	0.0	0.0	0.0	0.00	0.00
STA 2036+00	TO	STA 2045+50	RT	0.0			0.0	0.0	0.0	0.0	0.00	0.00
STA 2045+50	TO	STA 2046+00	LT	50.0			9.0	2.7	2.7	2.7	0.03	0.03
STA 2045+50	TO	STA 2046+00	RT	47.9			5.5	1.7	1.7	1.7	0.02	0.02
STA 2046+00	TO	STA 2046+50	LT	50.0			17.9	5.4	5.4	5.4	0.05	0.05
STA 2046+00	TO	STA 2046+50	RT	50.1			11.6	3.5	3.5	3.5	0.04	0.04
STA 2046+50	TO	STA 2047+00	LT	50.0			18.9	5.7	5.7	5.7	0.06	0.06
STA 2046+50	TO	STA 2047+00	RT	50.0	181.7		12.4	3.7	3.7	3.7	0.04	0.04
STA 2047+00	TO	STA 2047+50	LT	50.0			17.7	5.3	5.3	5.3	0.05	0.05
STA 2047+00	TO	STA 2047+50	RT	50.0	184.7		13.0	3.9	3.9	3.9	0.04	0.04
STA 2047+50	TO	STA 2048+00	LT	50.0	214.2		15.0	4.5	4.5	4.5	0.05	0.05
STA 2047+50	TO	STA 2048+00	RT	50.0	187.5		13.7	4.1	4.1	4.1	0.04	0.04
STA 2048+00	TO	STA 2048+50	LT	50.0	190.3		14.5	4.3	4.3	4.3	0.04	0.04
STA 2048+00	TO	STA 2048+50	RT	50.0	192.2		13.7	4.1	4.1	4.1	0.04	0.04
STA 2048+50	TO	STA 2048+80.01	LT	65.8	112.5		8.4	2.5	2.5	2.5	0.03	0.03
STA 2048+50	TO	STA 2048+80.01	RT	63.5	113.6		7.9	2.4	2.4	2.4	0.02	0.02
STA 2049+87.01	TO	STA 2050+00	LT	58.3	65.4		3.9	1.2	1.2	1.2	0.01	0.01
STA 2049+87.01	TO	STA 2050+00	RT	45.6	44.8		3.3	1.0	1.0	1.0	0.01	0.01
STA 2050+00	TO	STA 2050+50	LT	97.1	232.5	1	13.9	4.2	4.2	4.2	0.04	0.04
STA 2050+00	TO	STA 2050+50	RT	50.3	148.2	1	12.1	3.6	3.6	3.6	0.04	0.04
STA 2050+50	TO	STA 2051+00	LT	50.7	177.9		11.4	3.4	3.4	3.4	0.03	0.03
STA 2050+50	TO	STA 2051+00	RT	50.1	138.7		10.7	3.2	3.2	3.2	0.03	0.03
STA 2051+00	TO	STA 2051+50	LT	50.4	164.3		10.7	3.2	3.2	3.2	0.03	0.03
STA 2051+00	TO	STA 2051+50	RT	50.3	158.8		10.2	3.0	3.0	3.0	0.03	0.03
STA 2051+50	TO	STA 2052+00	LT	50.6	163.7		11.1	3.3	3.3	3.3	0.03	0.03
STA 2051+50	TO	STA 2052+00	RT	50.2	159.2		10.9	3.3	3.3	3.3	0.03	0.03
STA 2052+00	TO	STA 2052+50	LT	29.2	175.2		5.8	1.7	1.7	1.7	0.02	0.02
STA 2052+00	TO	STA 2052+50	RT	29.3	168.5		5.9	1.8	1.8	1.8	0.02	0.02
TOTAL				1447	3174	2	300	90	90	90	0.88	0.88

STAGING SCHEDULE									
LOCATION	HOT-MIX ASPHALT		TEMPORARY STEEL PLATE BEAM GUARDRAIL, TYPE A	TEMPORARY CONCRETE BARRIER	RELOCATE TEMPORARY CONCRETE BARRIER	STEEL RAILING (TEMPORARY)	TRAFFIC BARRIER TERMINAL, TYPE II	IMPACT ATTENUATOR, TEMPORARY (NON-REDIRECTIVE)	IMPACT ATTENUATOR, RELOCATE (NON-REDIRECTIVE)
	BASE COURSE WIDENING, 9"	PAVEMENT REMOVAL							
STAGE I	152	152		387.5		32	2	2	
STAGE II	114	114	437.5	300	387.5				2
TOTAL	266	266 *	437.5	687.5	387.5	32	2	2	2

* NOT A TOTAL QUANTITY FOR THIS STRUCTURE. SEE RESURFACING SCHEDULE.

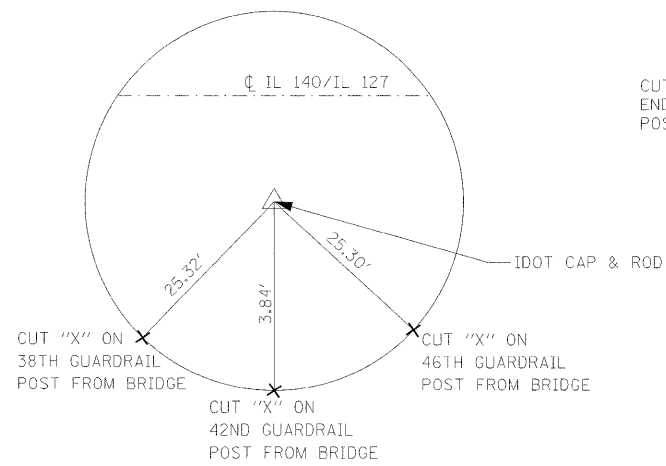
FILE NAME =	USER NAME = challandeske	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SCHEDULES OF QUANTITIES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw\work\p\dot\challandeske\dms51755	pln0970.dgn	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	BOND	59	9
	PLT SCALE = 50.00' / IN.	CHECKED -	REVISED -		CONTRACT NO. 76391								
	PLT DATE = 10/23/2008	DATE	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

BM 0026: CHISELED "□" ON N.W. WINGWALL OF STRUCTURE 003-0026. STATION ± 2047+17 LEFT ELEV 496.90
 BM 0051: IDOT DISC (NOT STAMPED) ON S.E. WINGWALL OF SN 003-0051. ELEV 497.27



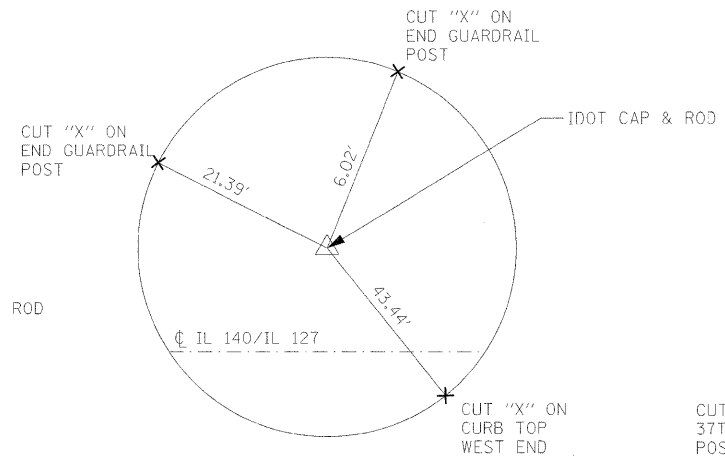
CONTROL POINT #1

STATION 2038+36.9
 OFFSET 16.6' LEFT
 N. 13311.1050 E. 505641.3870



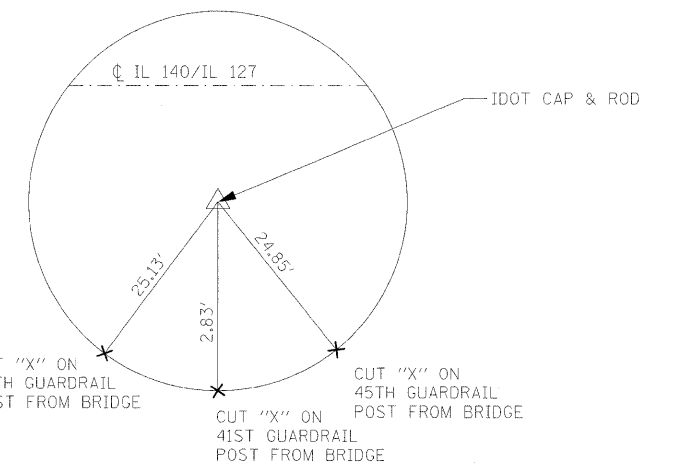
CONTROL POINT #2

STATION 2051+81.1
 OFFSET 16.3' RIGHT
 N. 13299.8000 E. 506985.9670



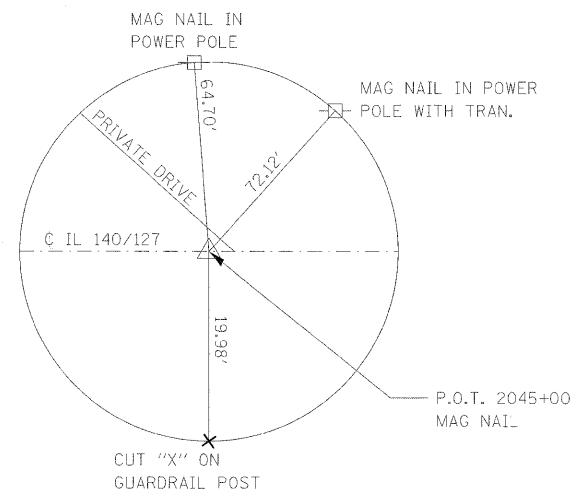
CONTROL POINT #3

STATION 2060+80.6
 OFFSET 19.5' LEFT
 N. 13350.0380 E. 507884.7830



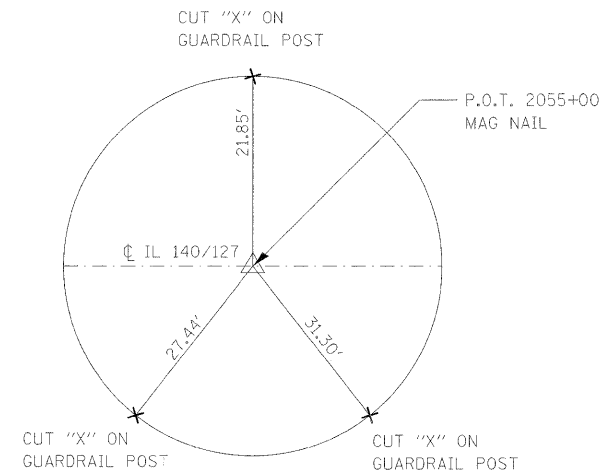
CONTROL POINT #4

STATION 2066+19.1
 OFFSET 17.2' RIGHT
 N. 13321.9460 E. 508423.6790



TIE POINT #1

P.O.T. 2045+00
 NOTE: POINT IS 433.51' WEST OF
 CENTER OF SN. 003-0026
 N. 13305.1897 E. 506304.6557



TIE POINT #2

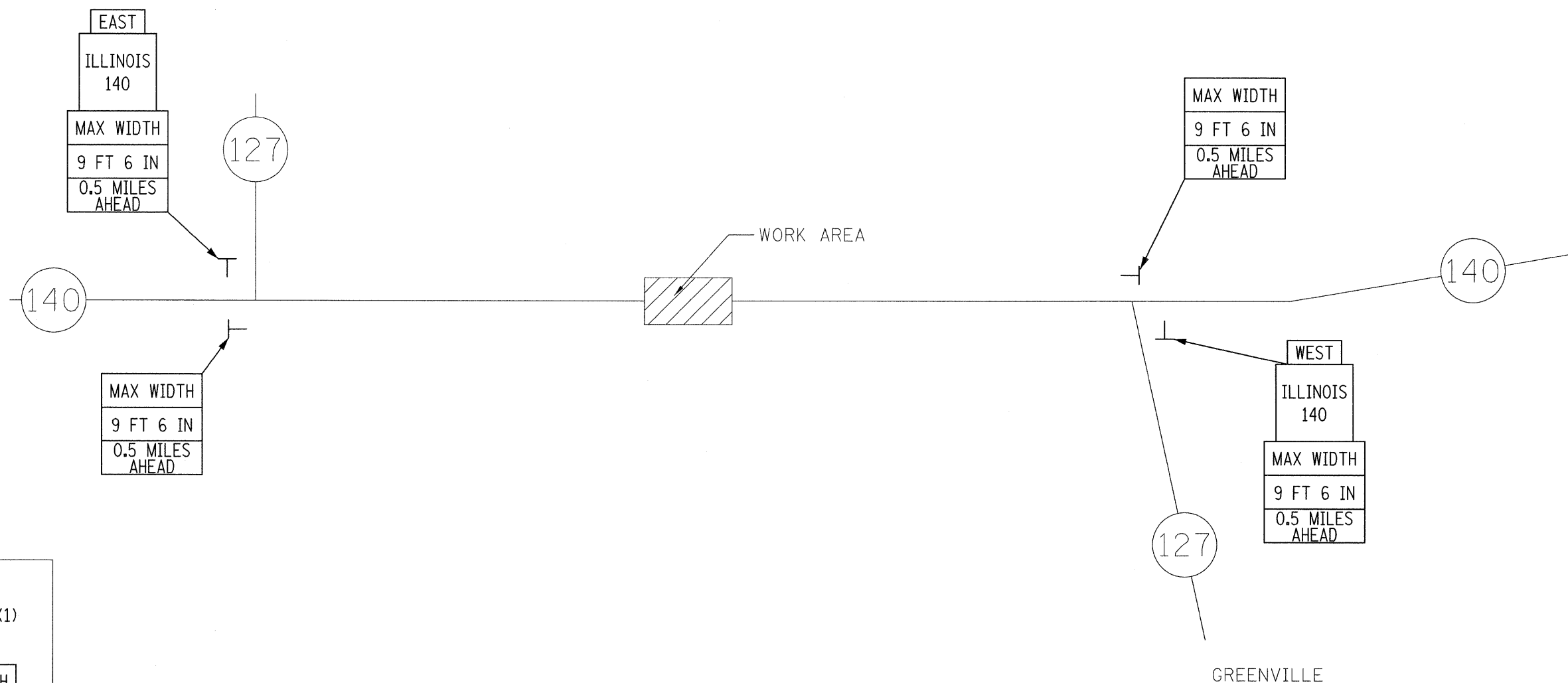
P.O.T. 2055+00
 NOTE: POINT IS 566.49 EAST OF
 CENTER OF SN. 003-0026
 N. 13321.2364 E. 507304.5270

NOTE: ALL TIES ARE PULLED DIRECT

FILE NAME =	USER NAME = challandeske	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TIE POINTS, CONTROL POINTS, AND BENCHMARKS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pwork\challandeske\dms51755	pln097a.dgn	DRAWN -	REVISED -						42	139BR	BOND	59	10
PLOT SCALE = 50.00' / IN.	CHECKED -	REVISED -	REVISED -		CONTRACT NO. 76391								
PLOT DATE = 10/23/2008	DATE -	REVISED -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

NOTES:

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



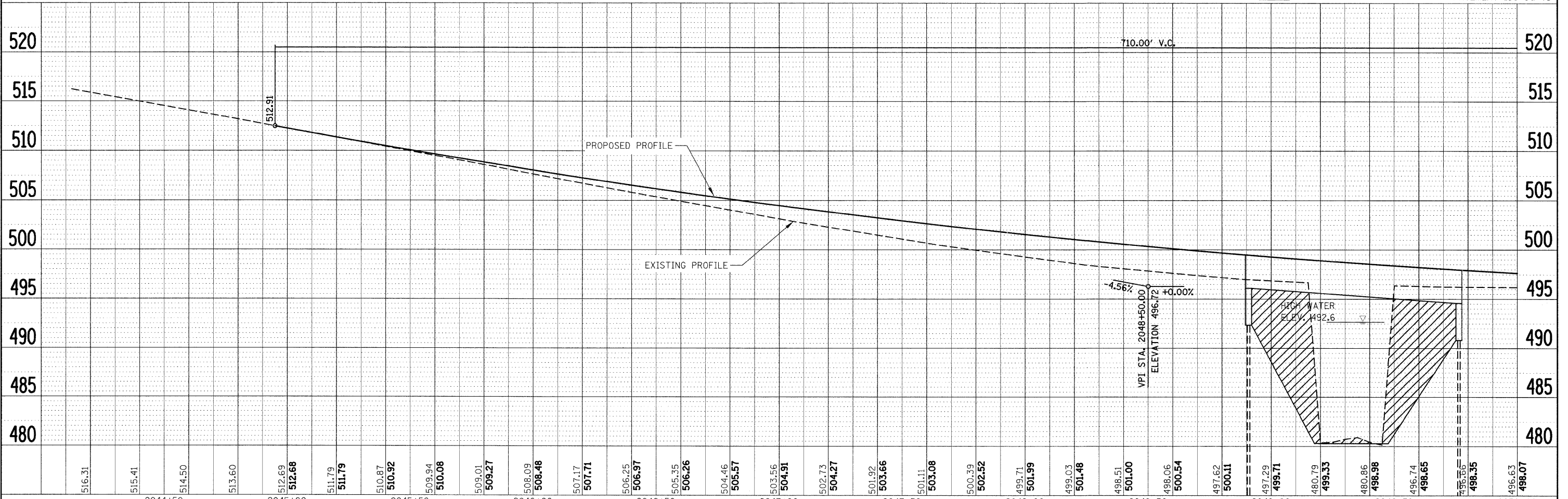
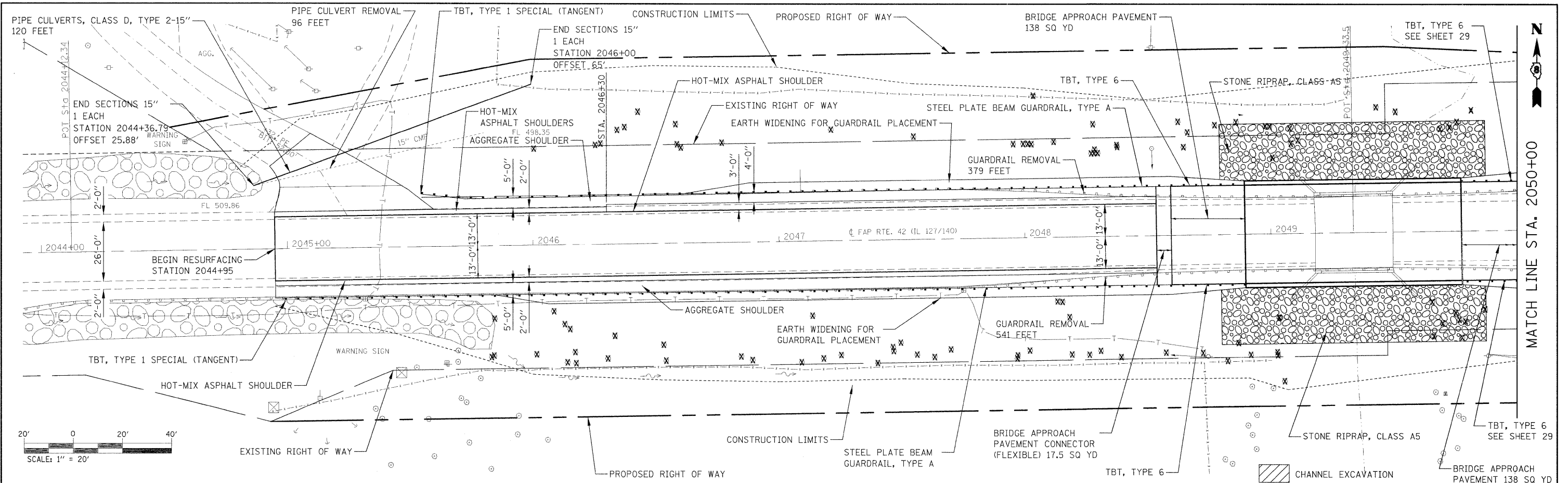
SIGNS REQUIRED	
EAST (1)	WEST (1)
ILLINOIS 140 (2)	MAX WIDTH 9 FT 6 IN 0.5 MILES AHEAD (4)

DRAWING NOT TO SCALE

FILE NAME =	USER NAME = chollandeske	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WIDE LOAD SIGNING	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et\pw_work\puidot\chollandeske\dss51755\pln097a.dgn	PLLOT SCALE = 50.00' / IN.	DRAWN -	REVISED -			42	139BR	BOND	59	11	
	PLLOT DATE = 10/23/2008	CHECKED -	REVISED -			CONTRACT NO. 76391					
		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
SCALE:						SHEET NO. OF SHEETS STA. TO STA.					

PLAN	SUBMITTED	DATE
	PLOTTED	BY
	ALIGNED	CHECKED
	NO. _____	NO. _____
	FILE NAME	

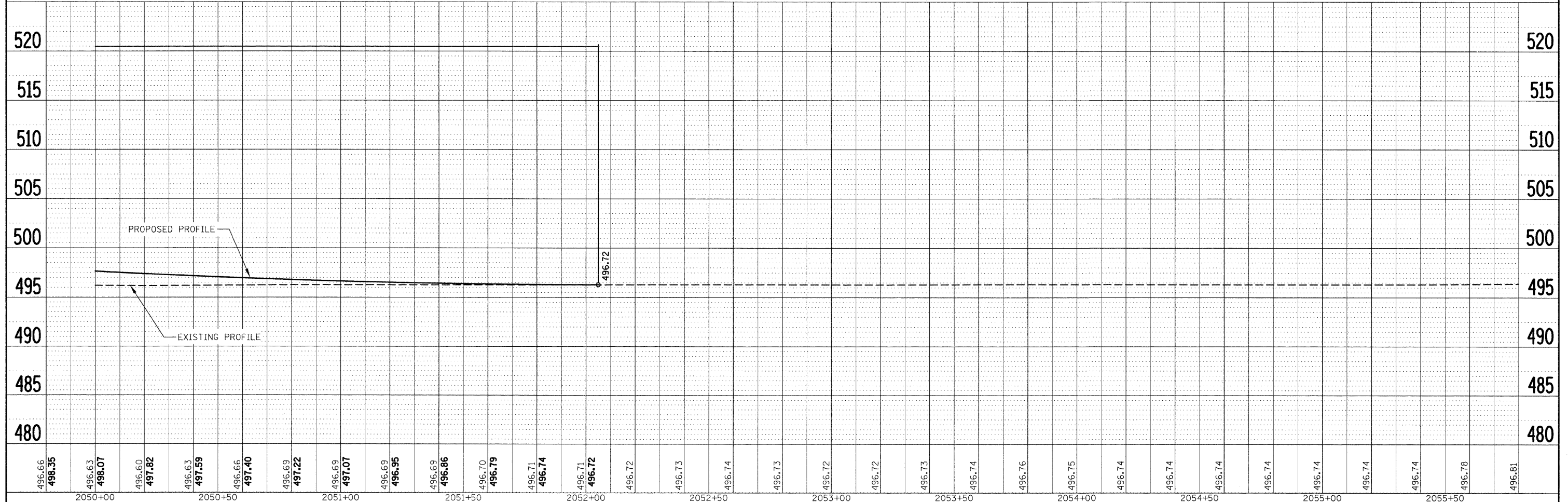
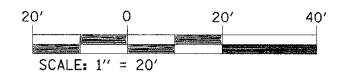
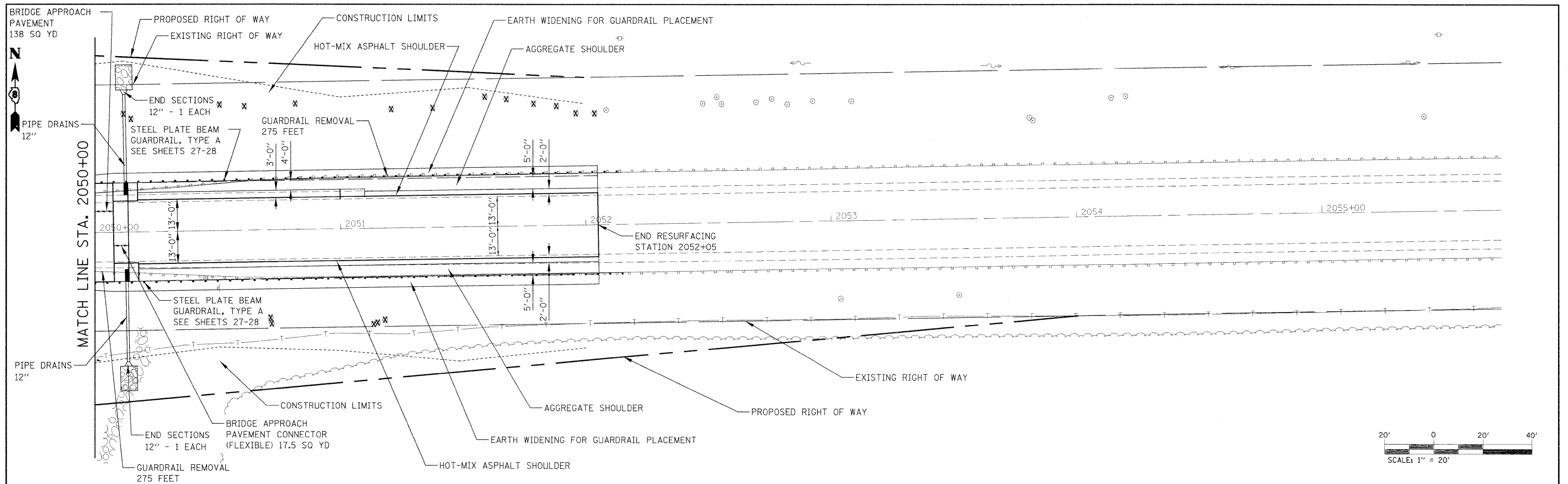
PROFILE	SUBMITTED	DATE
	PLOTTED	BY
	GRADES CHECKED	CHECKED
	NO. _____	NO. _____
	STRUCTURE NOTATIONS CHFD	



FILE NAME =	USER NAME = challandeske	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE			F.A.P. RTE. 42	SECTION 139BR	COUNTY	TOTAL SHEETS 59	SHEET NO. 12
c:\p\work\p\dot\challandeske\dms51755\p	of sheet121005.dgn	DRAWN -	REVISED -		SCALE: _____	SHEET NO. _____	OF _____	SHEETS	STA. 2044+12.34 TO STA. 2050+00	BOND	CONTRACT NO. 76391	
		CHECKED -	REVISED -							ILLINOIS FED. AID PROJECT		
		DATE -	REVISED -									

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHKD		
	NO.		



496.66	498.35	496.63	498.07	496.60	497.82	496.63	497.59	496.66	497.40	496.69	497.22	496.69	497.07	496.69	496.95	496.69	496.86	496.70	496.79	496.71	496.74	496.71	496.72	496.72	496.72	496.73	496.74	496.74	496.76	496.75	496.74	496.74	496.74	496.74	496.74	496.74	496.74	496.74	496.78	496.81
2050+00		2050+50		2051+00		2051+50		2052+00		2052+50		2053+00		2053+50		2054+00		2054+50		2055+00		2055+50																		

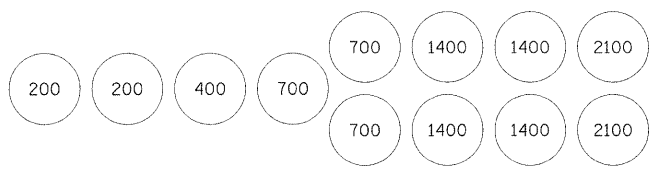
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PLOT DATE = 10/23/2008	

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

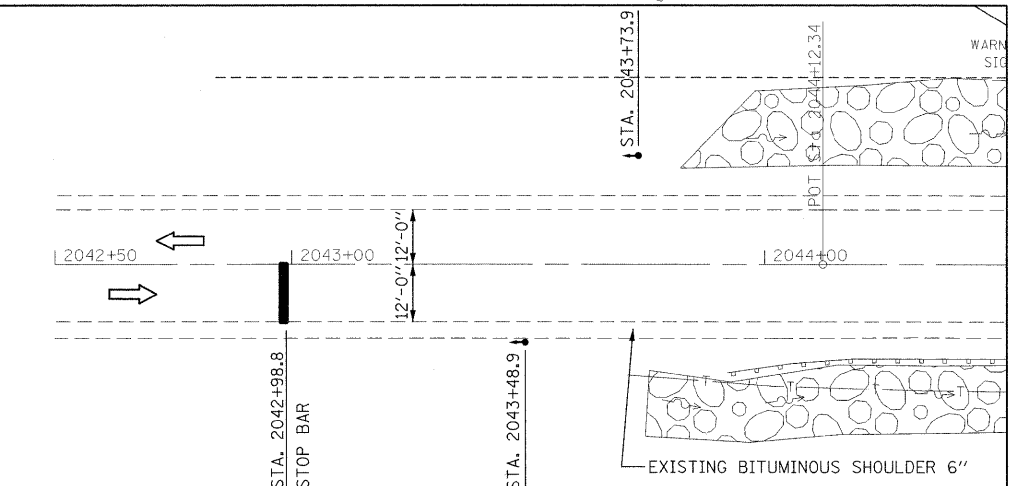
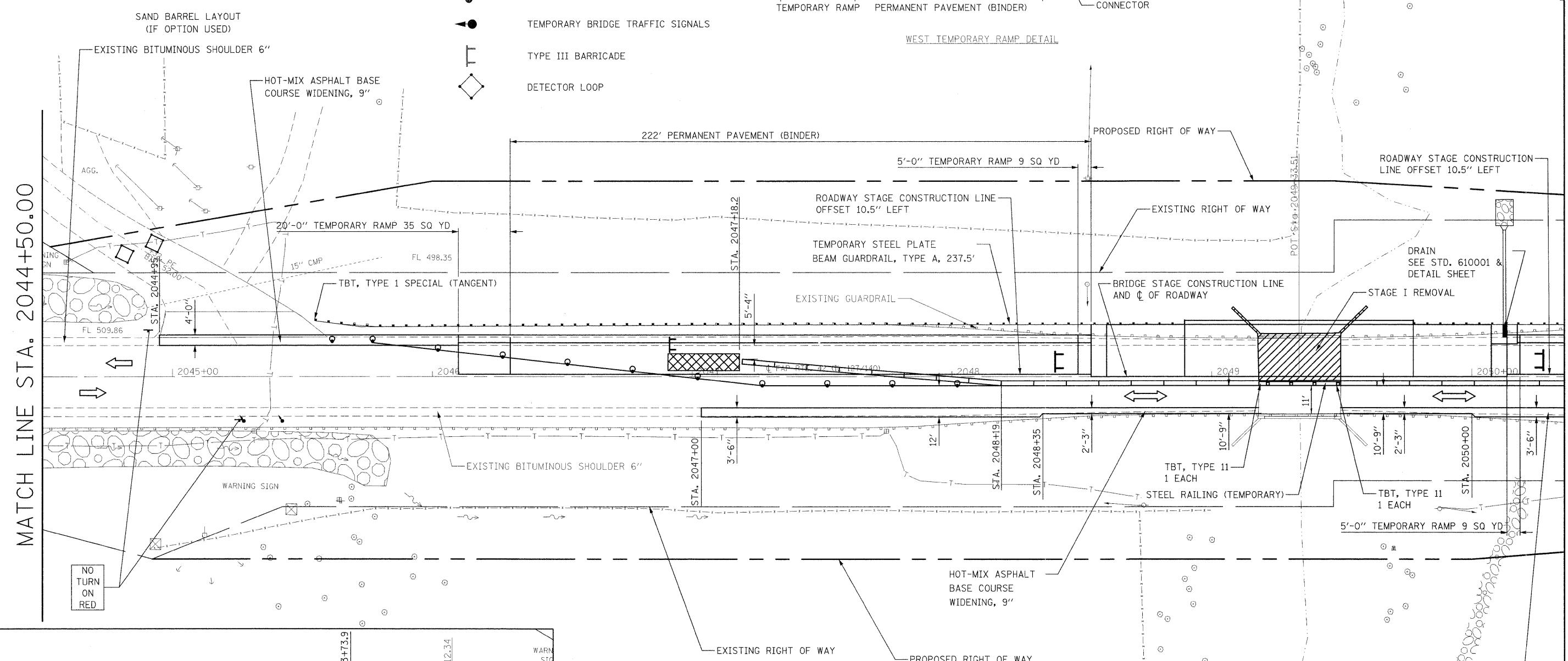
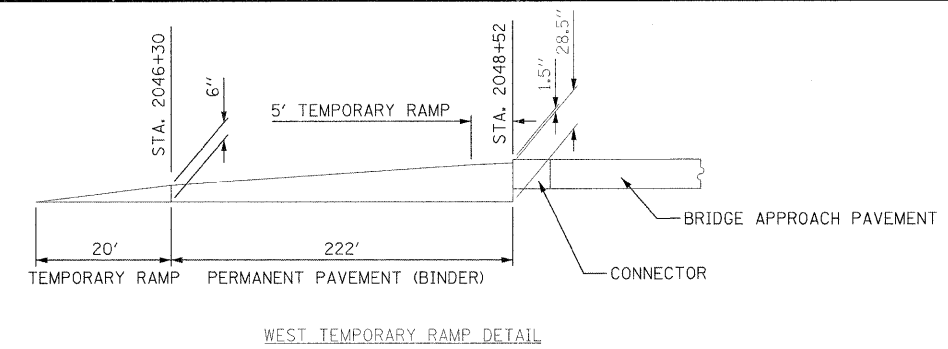
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN AND PROFILE			
SCALE:	SHEET NO.	OF SHEETS	STA. 2050+00 TO STA. 2055+72.33

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	139BR	BOND	59	13
CONTRACT NO. 76391				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



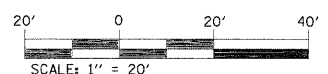
- LEGEND**
- REMOVAL AREA
 - IMPACT ATTENUATOR
 - TEMPORARY CONCRETE BARRIER
 - BARRELS WITH STEADY BURNING LIGHT
 - TEMPORARY BRIDGE TRAFFIC SIGNALS
 - TYPE III BARRICADE
 - DETECTOR LOOP



NOTES:

WORK THIS SHEET WITH SHEET 15.

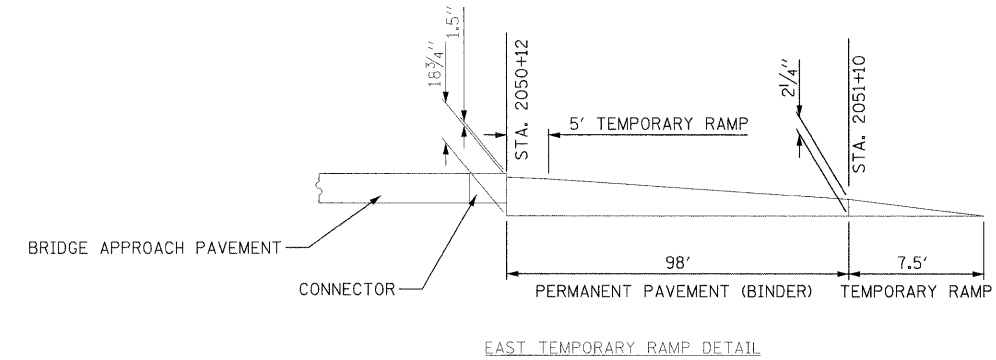
SURVEY ENDS AT STATION 2044+12.34. ROADWAY FROM STATION 2042+50 TO STATION 2044+12.34 WAS SKETCHED IN TO SHOW STOP BAR AND TEMPORARY SIGNAL LOCATIONS.



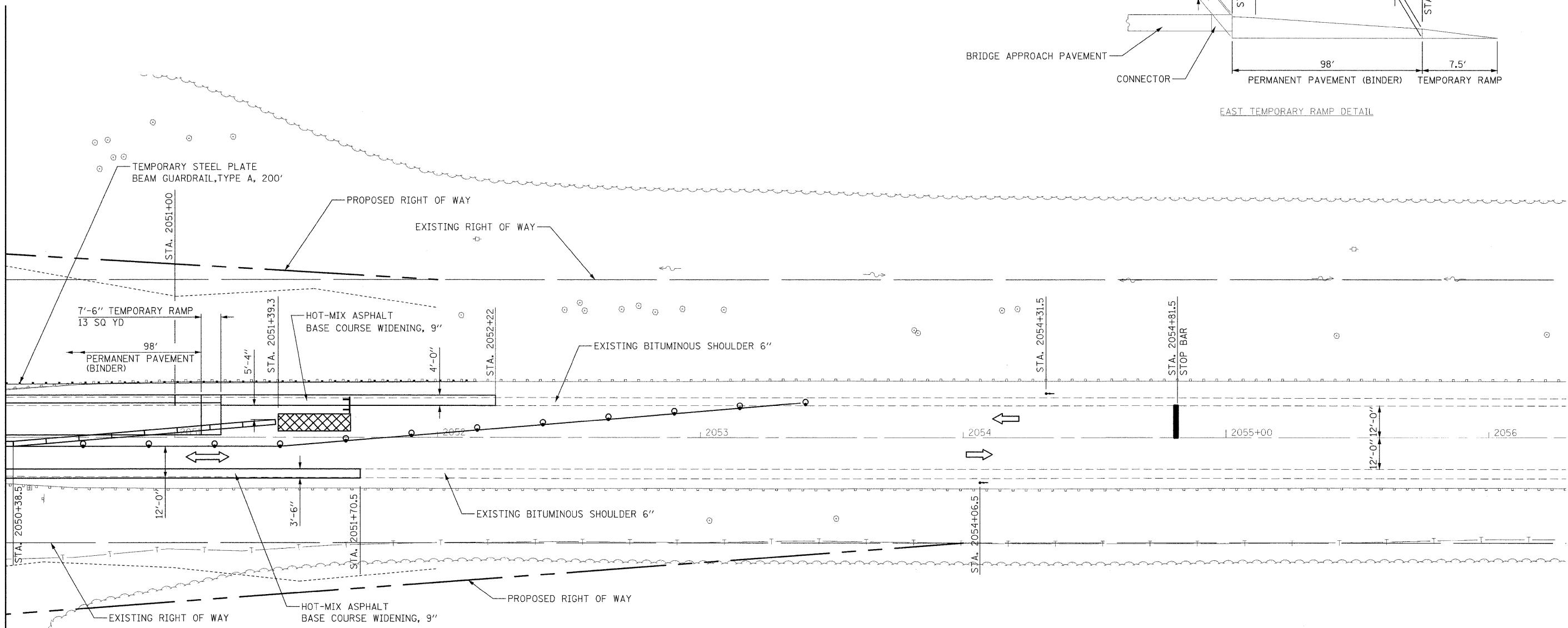
FILE NAME =	USER NAME = challandeske	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		STAGE I TRAFFIC CONTROL & CONSTRUCTION			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pwork\p1dot\challandeske\dms51755\staging\sheet1.dgn	STAGINGSHEET1.DGN	DRAWN -	REVISED -						42	139BR	BOND	59	14
PLOT SCALE = 20,0000 ' / IN.		CHECKED -	REVISED -	SCALE: SHEET NO. OF SHEETS STA. TO STA.			CONTRACT NO. 76391						
PLOT DATE = 18/23/2008		DATE	REVISED -	FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT						



NOTE: WORK THIS SHEET WITH SHEET 14.



MATCH LINE STA. 2050+35.32



SEQUENCE OF CONSTRUCTION - STAGE I

REMOVE EXISTING BITUMINOUS SHOULDER 6" FROM STA. 2047+00 TO STA. 2049+18 AND FROM STA. 2049+49.6 TO STA. 2051+70.5 (RIGHT) AS A PRE-STAGE TO STAGE I. PLACE VARYING WIDTH "HOT-MIX ASPHALT BASE COURSE WIDENING 9" " ON THE ENDS OF THE STRUCTURE FROM STA. 2047+00 TO STA. 2049+18 AND FROM STA. 2049+49.6 TO STA. 2051+70.5 (RIGHT) AS A PRE-STAGE TO STAGE I.

REMOVE EXISTING BITUMINOUS SHOULDER 6" FROM STA. 2044+95 TO STA. 2046+30 AND FROM STA. 2051+00 TO STA. 2052+22 (LEFT) AS A PRE-STAGE TO STAGE I. PLACE 4' WIDE "HOT-MIX ASPHALT BASE COURSE WIDENING 9" " ON THE ENDS OF THE STRUCTURE FROM STA. 2044+95 TO STA. 2046+30 AND FROM STA. 2051+00 TO STA. 2052+22 (LEFT) AS A PRE-STAGE TO STAGE I.

PLACE STOP BARS AS SHOWN ON PLANS.

REMOVE SINGLE LINE AND SKIP-DASH AND CONFLICTING SOLID EDGE PAVEMENT MARKINGS BETWEEN STOP BARS.

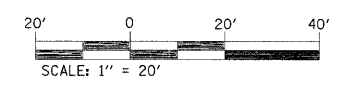
PLACE 32 FOOT STEEL RAILING (TEMPORARY) AND 387.5 FOOT TEMPORARY CONCRETE BARRIER AND 2 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE).

SEE STANDARD 701321 FOR DETAILS NOT SHOWN ON PLANS.

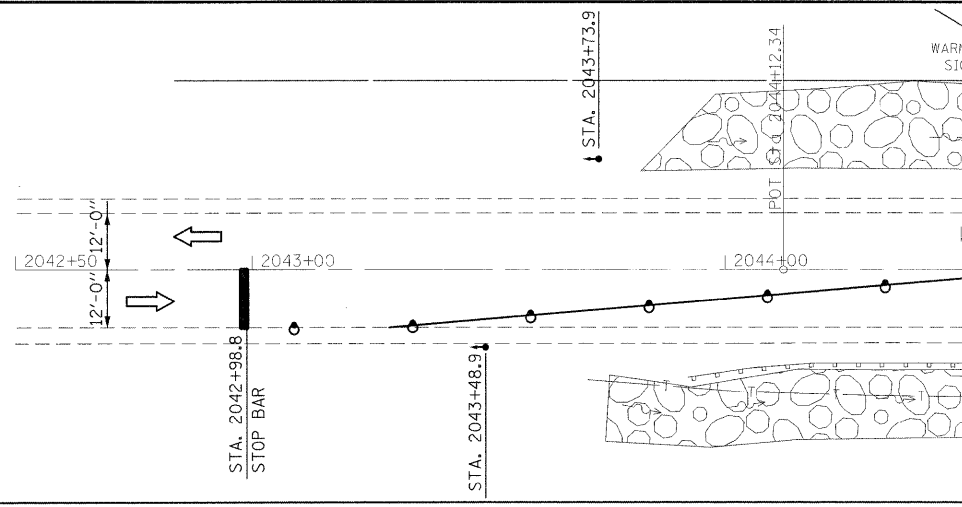
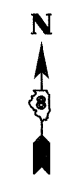
PERFORM ALL NECESSARY BRIDGE WORK FOR STAGE I CONSTRUCTION.

AFTER STAGE I BRIDGE CONSTRUCTION IS COMPLETE, REMOVE ATTENUATORS AND CONCRETE BARRIERS AS NEEDED. BARRELS SHALL BE USED IN PLACE OF CONCRETE BARRIERS. PAVE STAGE I BY PLACING 222 FOOT PERMANENT PAVEMENT WEST OF THE STRUCTURE AND 98 FOOT PERMANENT PAVEMENT EAST OF THE STRUCTURE. PERMANENT PAVEMENT SHALL BE BINDER ONLY, LEAVING THE ROADWAY 1.5 INCHES LOWER AT THE CONNECTORS. PLACE 5 FOOT TEMPORARY RAMPS AT CONNECTORS. TAPER END OF BINDER TO 6 INCHES THICK AND PLACE 20 FOOT TEMPORARY RAMP WEST OF THE STRUCTURE. TAPER END OF BINDER TO 2.25 INCHES THICK AND PLACE 7.5 FOOT TEMPORARY RAMP EAST OF THE STRUCTURE. SEE TEMPORARY RAMP DETAILS.

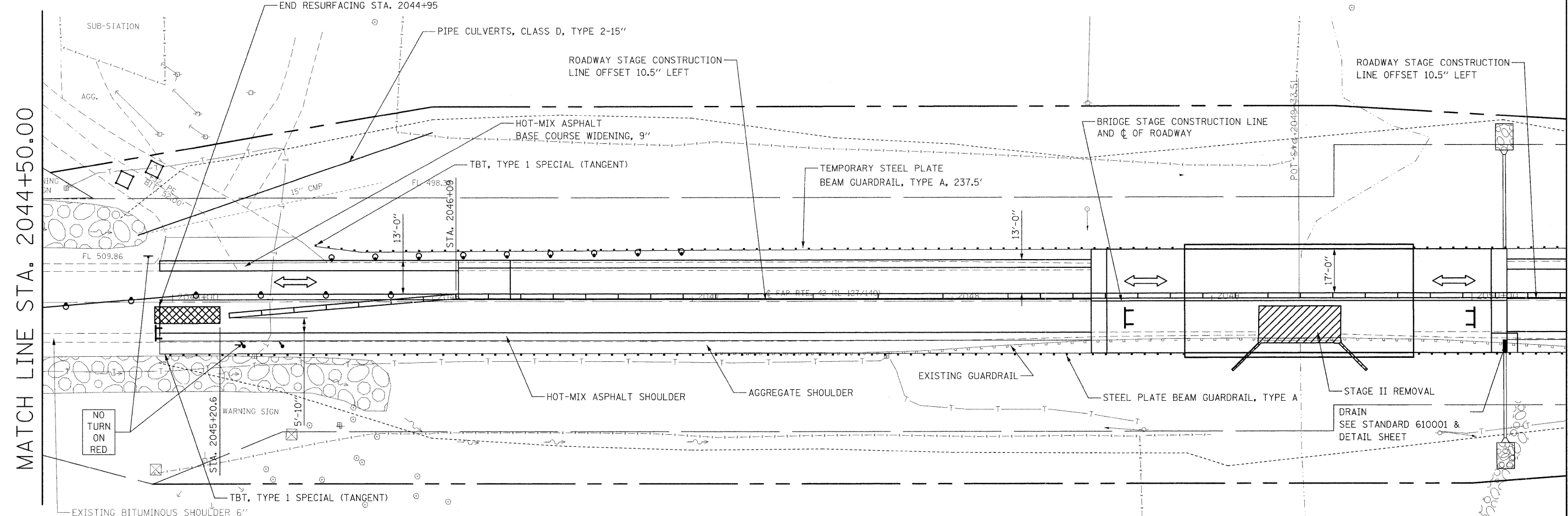
PLACE TYPE 6 AND TEMPORARY GUARDRAIL ON BOTH ENDS OF THE STRUCTURE. TIE EAST TEMPORARY GUARDRAIL INTO EXISTING GUARDRAIL. PLACE TRAFFIC BARRIER TERMINAL, TYPE 1 ON THE WEST END.



FILE NAME =	USER NAME = challandeske	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE I TRAFFIC CONTROL & CONSTRUCTION				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ei:\pw_work\pwidot\challandeske\dms51755\staging\sheet1.dgn		DRAWN -	REVISED -		42	139BR	BOND	59	15				
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PLOT DATE = 10/23/2008		DATE -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		



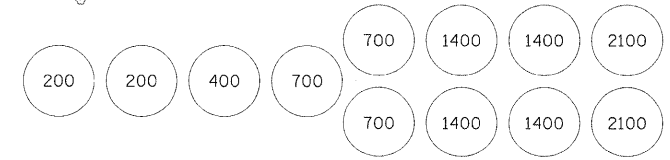
MATCH LINE
STA. 2044+50.00



MATCH LINE STA. 2050+35.32

MATCH LINE STA. 2044+50.00

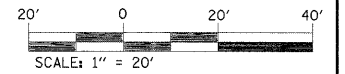
- LEGEND**
- REMOVAL AREA
 - IMPACT ATTENUATOR
 - TEMPORARY CONCRETE BARRIER
 - BARRELS WITH STEADY BURNING LIGHT
 - TEMPORARY BRIDGE TRAFFIC SIGNALS
 - TYPE III BARRICADE
 - DETECTOR LOOP



SAND BARREL LAYOUT
(IF OPTION USED)

NOTES:
WORK THIS SHEET WITH SHEET 17.

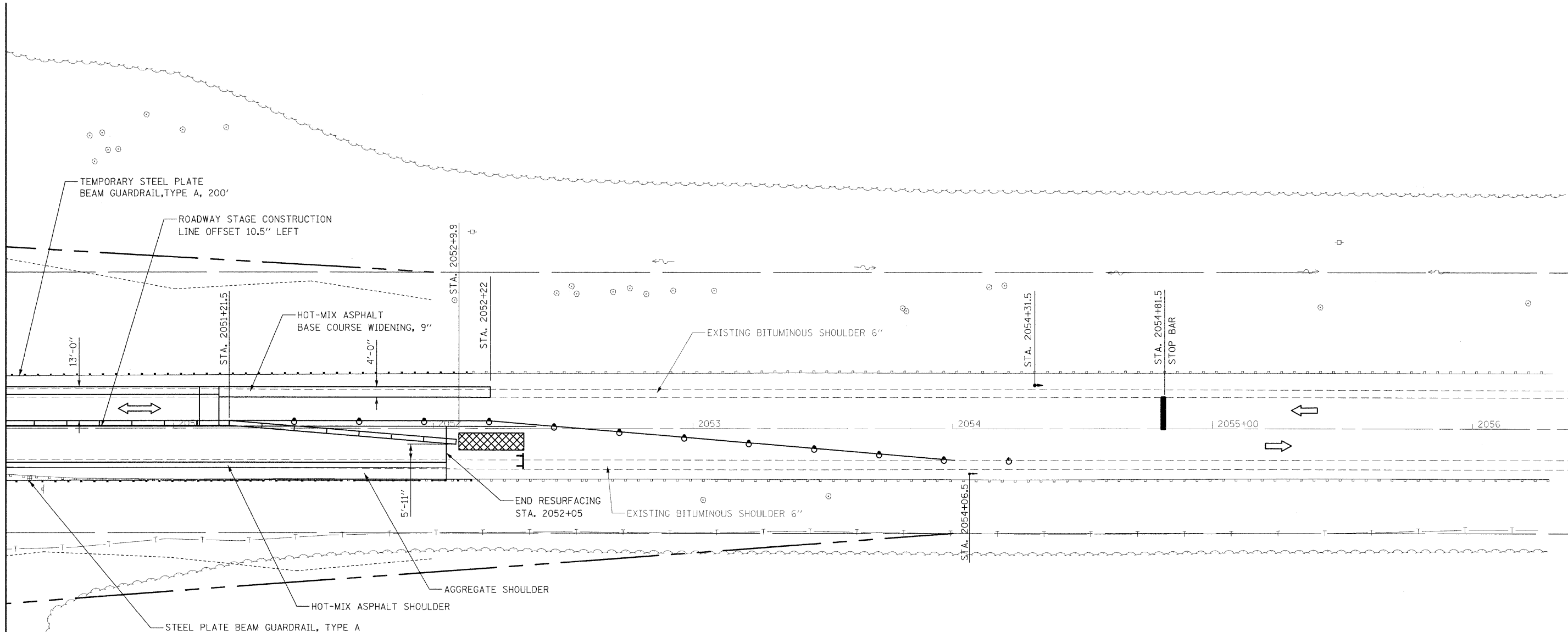
SURVEY ENDS AT STATION 2044+12.34. ROADWAY FROM STATION 2042+50 TO STATION 2044+12.34 WAS SKETCHED IN TO SHOW STOP BAR AND TEMPORARY SIGNAL LOCATIONS.



FILE NAME =	USER NAME = challandeske	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STAGE II TRAFFIC CONTROL & CONSTRUCTION				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
03:\pw\work\p1dot\challandeske\dms51755\staging\sheet1.dgn	etaging\sheet1.dgn	DRAWN -	REVISED -		42	139BR	BOND	59	16				
PLOT SCALE = 20,0000 ' / IN.		CHECKED -	REVISED -		CONTRACT NO. 76391								
PLOT DATE = 10/23/2008		DATE -	REVISED -		ILLINOIS FED. AID PROJECT								
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO	STA.			



MATCH LINE STA. 2050+35.32



SEQUENCE OF CONSTRUCTION - STAGE II

PLACE 300 FOOT TEMPORARY CONCRETE BARRIER AND RELOCATE 387.5 FOOT TEMPORARY CONCRETE BARRIER FOR STAGE II AS DETAILED.

PERFORM ALL NECESSARY BRIDGE WORK FOR STAGE II CONSTRUCTION.

AFTER STAGE II CONSTRUCTION BRIDGE CONSTRUCTION IS COMPLETE, REMOVE ATTENUATORS AND CONCRETE BARRIERS AS NEEDED. BARRELS SHALL BE USED IN THE PLACE OF CONCRETE BARRIERS.

REMOVE EXISTING BITUMINOUS SURFACE IN STAGE II CONSTRUCTION AT THE WEST END AND EAST END OF THE PROJECT AS DETAILED IN THE BUTT JOINT DETAIL ON SHEET 27.

NOTE: WORK THIS SHEET WITH SHEET 16.

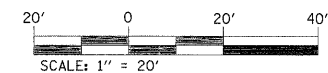
PAVE STAGE II CONSTRUCTION BY PLACING PROPOSED HOT-MIX ASPHALT BINDER COURSE OF VARYING THICKNESS FROM STATION 2045+90 TO STATION 2048+52.01 AND FROM STATION 2050+12.01 TO STATION 2051+10. SEE TYPICAL SECTIONS SHEET 7 FOR BINDER COURSE THICKNESS AT VARYING STATIONS.

PLACE 1.5 INCHES MINIMUM HOT-MIX ASPHALT SURFACE COURSE IN STAGE II CONSTRUCTION FROM STATION 2044+95 TO STATION 2048+52.01 AND FROM STATION 2050+12.01 TO STATION 2052+05.

PLACE HOT-MIX ASPHALT SHOULDER, AGGREGATE SHOULDER, AND STEEL PLATE BEAM GUARDRAIL, TYPE A IN STAGE II CONSTRUCTION. EAST GUARDRAIL WILL TIE IN WITH EXISTING GUARDRAIL.

REMOVE TEMPORARY RAMPS PLACED IN STAGE I CONSTRUCTION. PAVE STAGE I CONSTRUCTION BY PLACING PROPOSED HOT-MIX ASPHALT BINDER COURSE OF VARYING THICKNESS FROM STATION 2045+90 TO STATION 2046+30. SEE TYPICAL SECTIONS SHEET 7 FOR BINDER COURSE THICKNESS AT VARYING STATIONS.

PLACE 1.5 INCHES MINIMUM HOT-MIX ASPHALT SURFACE COURSE IN STAGE I CONSTRUCTION FROM STATION 2044+95 TO STATION 2048+52 AND FROM STATION 2052+12 TO STATION 2052+05.



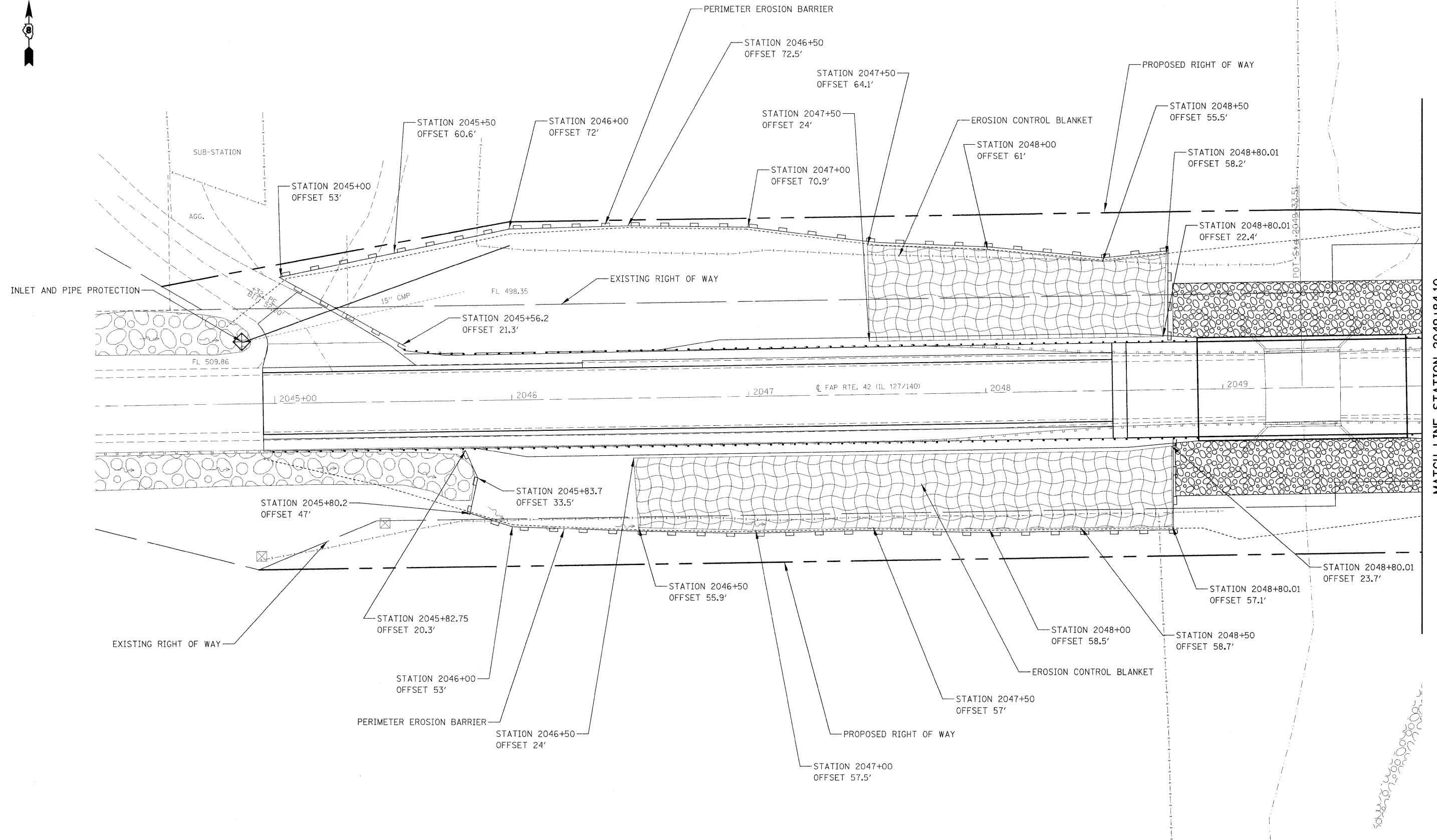
FILE NAME =	USER NAME = challandeske	DESIGNED -	REVISED -
o:\pw_work\p\dot\challandeske\dms51755\stagingsheet1.dgn	stagingsheet1.dgn	DRAWN -	REVISED -
PLOT SCALE = 20,0000 ' / IN.		CHECKED -	REVISED -
PLOT DATE = 10/23/2008		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

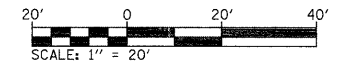
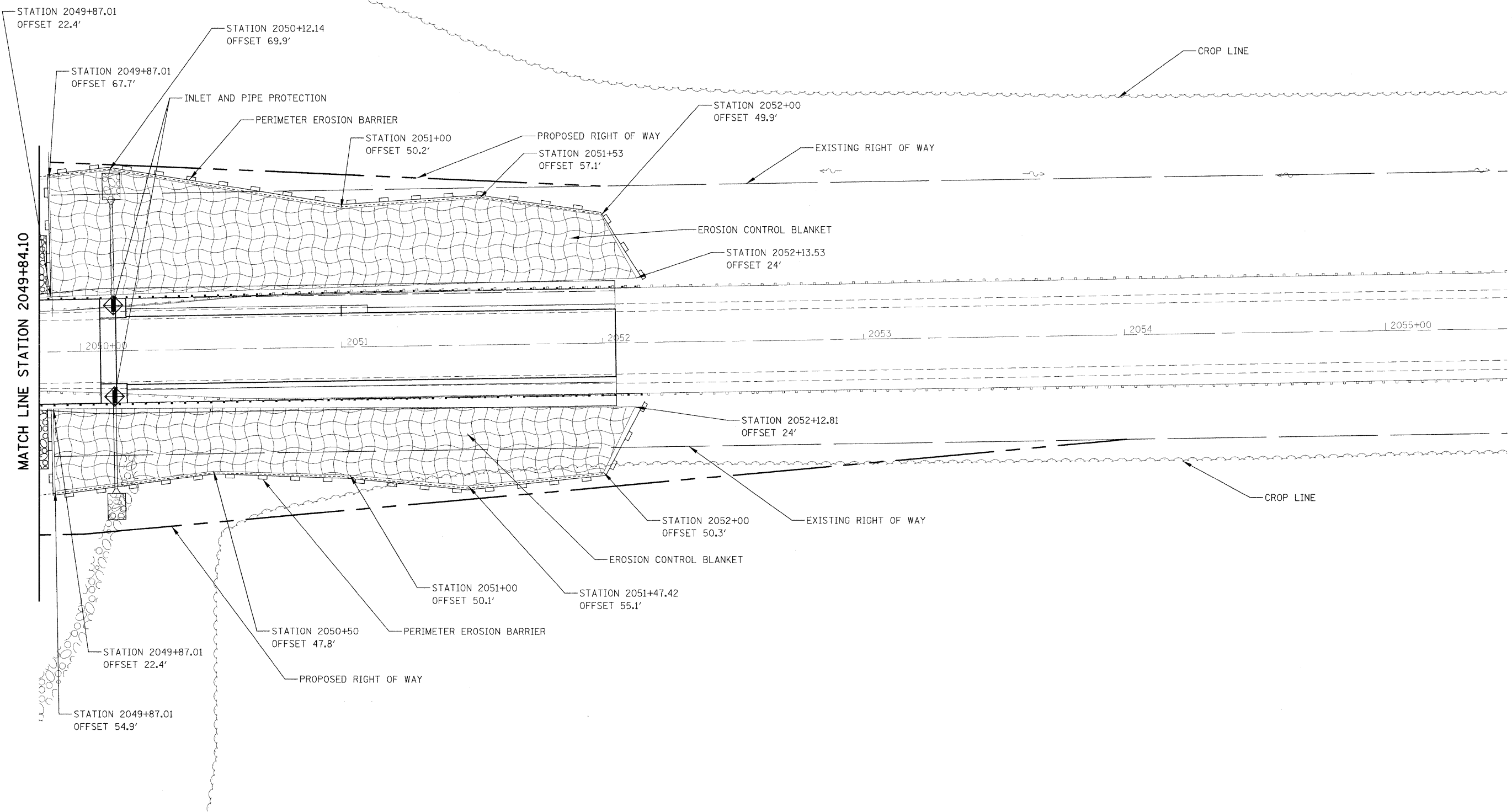
STAGE II TRAFFIC CONTROL & CONSTRUCTION

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	139BR	BOND	59	17
CONTRACT NO. 76391				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = challandeske	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL PLAN				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\psidot\challandeske\dms51755\pln297a.dgn	PLIN297a.dgn	DRAWN -	REVISED -		42	139BR	BOND	59	18				
PLOT SCALE = 20,00 1/ IN.	CHECKED -	REVISED -	REVISED -		CONTRACT NO. 76391								
PLOT DATE = 10/23/2008	DATE -	REVISED -	REVISED -		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT							
					SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			



FILE NAME =	USER NAME = challandeske	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL PLAN			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\p\dot\challandeske\dms51755	pln097e.dgn	DRAWN -	REVISED -					42	139BR	BOND	59	19
	PLOT SCALE = 20.00' / IN.	CHECKED -	REVISED -					CONTRACT NO. 76391				
	PLOT DATE = 10/23/2008	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			

PART OF SECTIONS 9 & 10, T5N, R3W, OF THE 3RD PM, BOND COUNTY, ILLINOIS

THE TOPOGRAPHY SHOWN HEREON WAS ORIGINALLY LOCATED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND PROVIDED TO THE SURVEYOR. THE SURVEYOR FIELD VERIFIED AND SUPPLEMENTED THE TOPOGRAPHY SHOWN HEREON ON 10/01/2007.

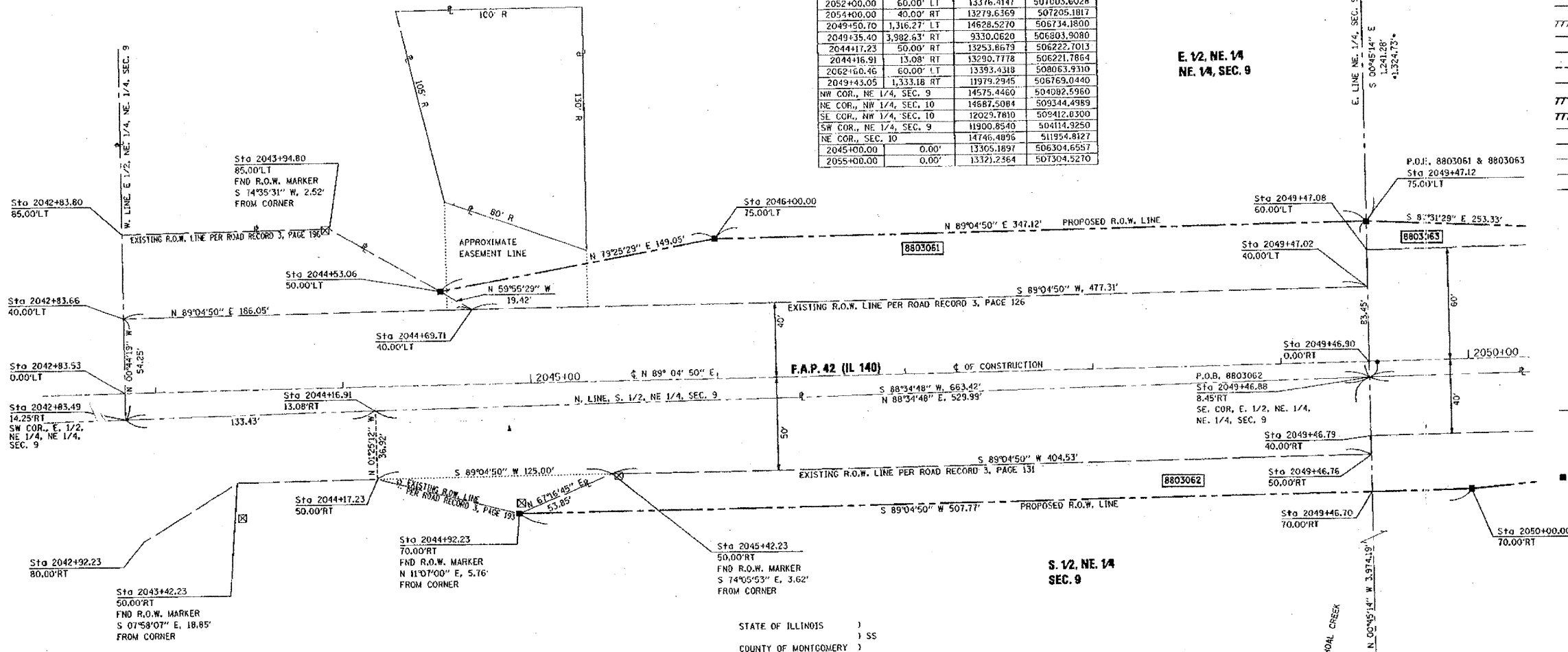
COORDINATES AND BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

STATION	OFFSET	NORTH	EAST
2049+46.88	8.45' RT	13303.9117	506751.6120
2044+69.71	40.00' LT	13344.6384	506273.7260
2044+53.06	50.00' LT	13354.4300	506256.9214
2046+00.00	75.00' LT	13381.7847	506403.4393
2049+47.12	75.00' LT	13381.3548	506750.5139
2042+83.49	14.25' RT	13287.4712	506098.3991
2050+00.00	70.00' RT	13243.2221	506805.7146
2042+83.66	40.00' LT	13341.7129	506087.6999
2062+60.68	2.16' RT	13331.2782	508065.1395
2062+60.80	40.00' RT	13295.4501	508065.8750
2045+42.23	50.00' RT	13255.8738	506347.6852
2044+92.23	70.00' RT	13235.0740	506298.0126
2049+47.08	60.00' LT	13372.3560	506750.7113
2052+00.00	60.00' LT	13376.4147	507003.6028
2054+00.00	40.00' RT	13279.6369	507205.1817
2049+50.70	1,316.27' LT	14628.5270	506734.1800
2049+35.40	3,982.63' RT	9330.0620	506803.9080
2044+17.23	50.00' RT	13253.8679	506222.7013
2044+16.91	13.08' RT	13290.7778	506221.7864
2062+60.46	60.00' LT	13393.4318	508063.9310
2049+43.05	1,333.18' RT	11979.2945	506769.0440
NW COR., NE 1/4, SEC. 9		14575.4460	504092.5960
NE COR., NW 1/4, SEC. 10		14687.5084	509344.4989
SE COR., NW 1/4, SEC. 10		12029.7810	509412.0300
SW COR., NE 1/4, SEC. 9		11900.8540	504114.9250
NE COR., SEC. 10		14746.4896	511954.8127
2045+00.00	0.00'	13305.1897	506304.6557
2055+00.00	0.00'	13321.2364	507304.5270

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1398R	BOND	59	20
STA. 2042+83.53 TO STA. 2062+60.80				
FED. ROAD DIST. NO. 111112 ILLINOIS FED. AID PROJECT				
CONTRACT NO. _____				

LEGEND

- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- EXISTING ACCESS CONTROL LINE
- PROPOSED ACCESS CONTROL LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- MEASURED DIMENSION
- RECORDED DIMENSION
- FOUND CONC. MONUMENT
- FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
- SET 5/8 INCH IRON ROD WITH PLASTIC CAP IDENTIFIED BY SURVEYORS LICENSE NUMBER AT CORNER UNLESS OTHERWISE NOTED
- PERMANENT SURVEY MONUMENT, I.O.P.I. STD. 66(10) (TO BE SET BY OTHERS)
- SET 5/8 INCH IRON ROD AS SURVEY CONTROL UNLESS OTHERWISE NOTED
- FOUND CUT CROSS
- SET CUT CROSS
- SAME OWNERSHIP
- EXISTING BUILDING



STATE OF ILLINOIS)
) SS
 COUNTY OF MONTGOMERY)

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

DATED March 31, 2008
Tony Hard
 TONY HARD, PLS NO. 2953
 LICENSE EXPIRATION DATE: 11/30/2008

McDonough-Whitlow, P.C.
 Consulting Engineers & Land Surveyors
 138 East Wood Street
 Hillsboro, IL 62049
 Phone: 217.532.9233
 Fax: 217.532.6300
 PROFESSIONAL DESIGN NO. 184-002754

REVISION	
DATE	DESCRIPTION

ILLINOIS DEPARTMENT OF TRANSPORTATION
 PLAT OF HIGHWAYS
 FAP ROUTE 42 (IL 140)
 SECTION 1398R
 BOND COUNTY
 JOB NO. R-98-003-08
 STATION 2042+83.53 TO STATION 2062+60.80

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8
 1102 EASTPORT PLAZA DRIVE
 COLLINGSVILLE, ILLINOIS 62234-6198
 SHEET 1 IS A COVER SHEET

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	GROSS		FEE SIMPLE ACQUISITION PREVIOUSLY DEDICATED		NET		REMAINDER	EASEMENTS		PERMANENT TAX NUMBER	PROPERTY ACQUIRED BY
			ACRES	SQ. FT.	ACRES	SQ. FT.	ACRES	SQ. FT.		PC - PERMANENT	EASEMENT PURPOSE		
8803061	REGIONAL N. BLANKENSHIP AND MARY L. BLANKENSHIP TITLE COMMITMENT 00-60.0	73.807	1,3348	49,433	0.7820	34,063	0.3528	15,370	12,6722			05-10-09-202-001	
8803062	JAMES M. LANG AND SANDRA S. LANG TITLE COMMITMENT 00-57.0	372.700	1,8952	82,555	1,5236	66,368	0.3716	16,187	370,8048			05-10-09-205 001 05-10-10-104-001	
8803063	THE FRANKS L. SÜSSENBACH REVOCABLE TRUST, FRANCES L. SÜSSENBACH TRUSTEE TITLE COMMITMENT 00-50.0	39.860	2,0130	87,684	1,5634	85,787	0.0436	1,897	31,8470			05-10-10-101-001	

PLAT DATE = NONE
 SCALE = AS SHOWN
 USER NAME = USER

PART OF SECTIONS 9 & 10, T.5 N., R.3 W. OF THE 3RD P.M., BOND COUNTY, ILLINOIS



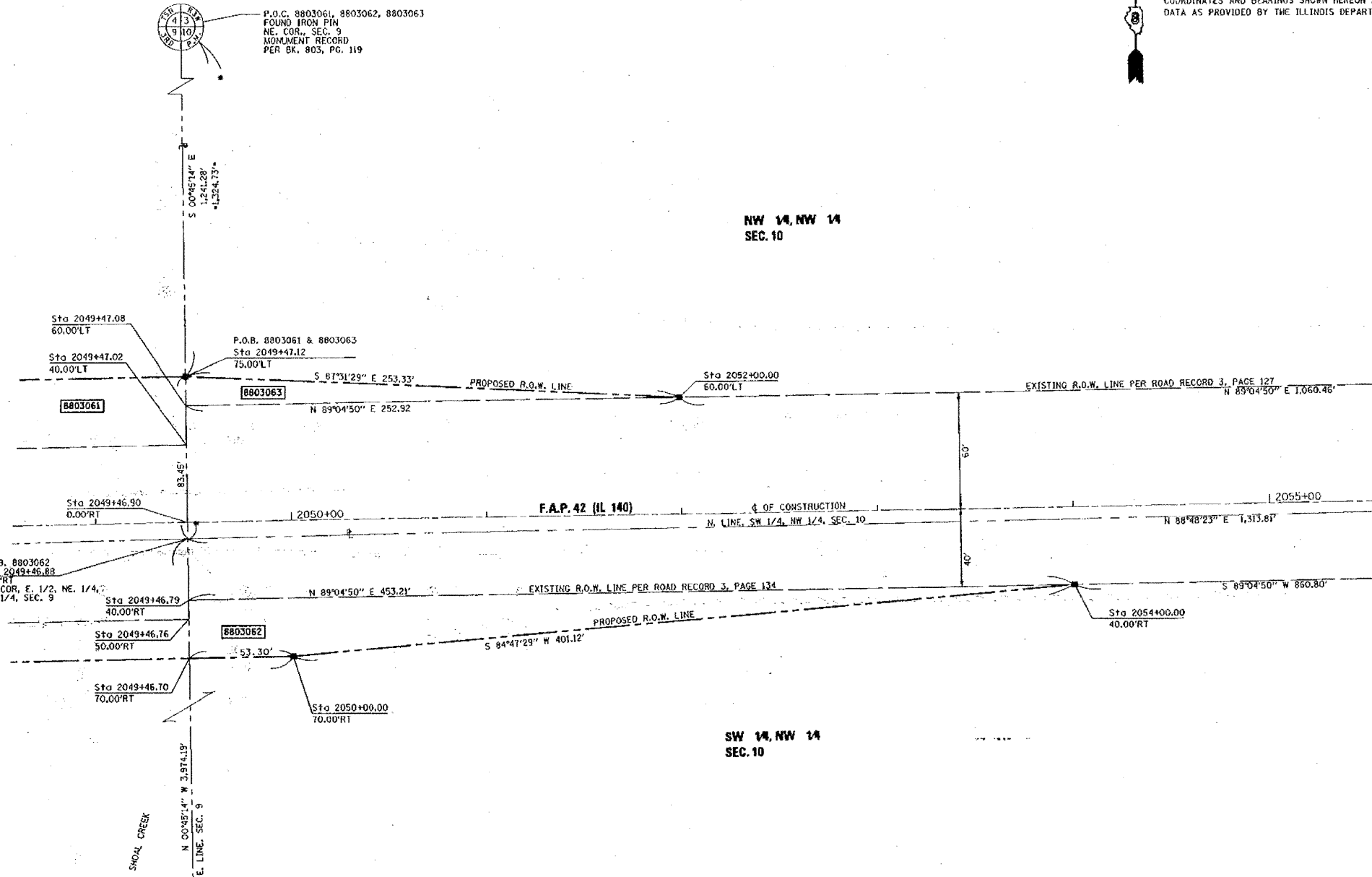
THE TOPOGRAPHY SHOWN HEREON WAS ORIGINALLY LOCATED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND PROVIDED TO THE SURVEYOR. THE SURVEYOR FIELD VERIFIED AND SUPPLEMENTED THE TOPOGRAPHY SHOWN HEREON ON 10/01/2007.

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	139BR	BOND	59	21
STA. 2042+83.53		TO STA. 2062+60.80		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
CONTRACT NO. _____				

LEGEND

- QUARTER SECTION CORNERS
- SECTION CORNERS
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- EXISTING ACCESS CONTROL LINE
- PROPOSED ACCESS CONTROL LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (OLD) LINE
- APPARENT PROPERTY LINE
- MEASURED DIMENSION
- RECORDED DIMENSION
- FOUND CONC. MONUMENT
- FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
- SET 5/8 INCH IRON ROD WITH PLASTIC CAP IDENTIFIED BY SURVEYOR'S LICENSE NUMBER AT CORNER UNLESS OTHERWISE NOTED
- PERMANENT SURVEY MONUMENT, I.D.O.L. S.D. 66-101 (TO BE SET BY OTHERS)
- SET 5/8 INCH IRON ROD AS SURVEY CONTROL UNLESS OTHERWISE NOTED
- FOUND CUT CROSS
- SET CUT CROSS
- SAME OWNERSHIP
- EXISTING BUILDING
- STAKING OF PROPOSED RIGHT OF WAY AND PERMANENT EASEMENT CORNERS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN, IDENTIFIED BY INSCRIPTION DATA AND SURVEYOR'S LICENSE NUMBER. (PROPOSED RIGHT OF WAY CORNERS SET IN CULTIVATED AREAS SHALL BE A MINIMUM OF 20 INCHES BELOW THE GROUND SURFACE.)



PLAT DATE: WATER
FILE NAME: P.F.L.G.
PLAT SCALE: SCALES
USER NAME: USER

SPACE RESERVED FOR RECORDING OFFICER

FOUND CONC. MONUMENT
S.E. COR., SEC. 9
MONUMENT RECORD
PER BK. 803, PG. 119

P.O.C. 8803061, 8803062, 8803063
FOUND IRON PIN
NE. COR., SEC. 9
MONUMENT RECORD
PER BK. 803, PG. 119

P.O.B. 8803061 & 8803063
Sta 2049+47.12

P.O.B. 8803062
Sta 2049+46.88
S.E. COR., E. 1/2, NE. 1/4,
NE. 1/4, SEC. 9

STATE OF ILLINOIS)
) SS
COUNTY OF MONTGOMERY)

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

DATED March 31, 2008
Tony Hard
TONY HARD, PLS NO. 2953
LICENSE EXPIRATION DATE: 11/30/2008



REVISION	
DATE	DESCRIPTION

COMPLETION DATE OF FIELD WORK PERFORMED
LAND SURVEY: 01/02/08
RIGHT OF WAY STAKING: 03/26/08

McDonough-Whitlow, P.C.
Consulting Engineers & Land Surveyors
138 East Wood Street
Hillsboro, IL 62048
Phone: 217.532.9233
Fax: 217.532.6300
PROFESSIONAL DESIGN NO. 184-002754

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 42 (IL 140)
SECTION 139BR
BOND COUNTY
JOB NO. R-98-003-08
STATION 2042+83.53 TO STATION 2062+60.80

SCALE: 1" = 30'

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

PART OF SECTIONS 9 & 10, T5N, R3W, OF THE 3RD PM, BOND COUNTY, ILLINOIS



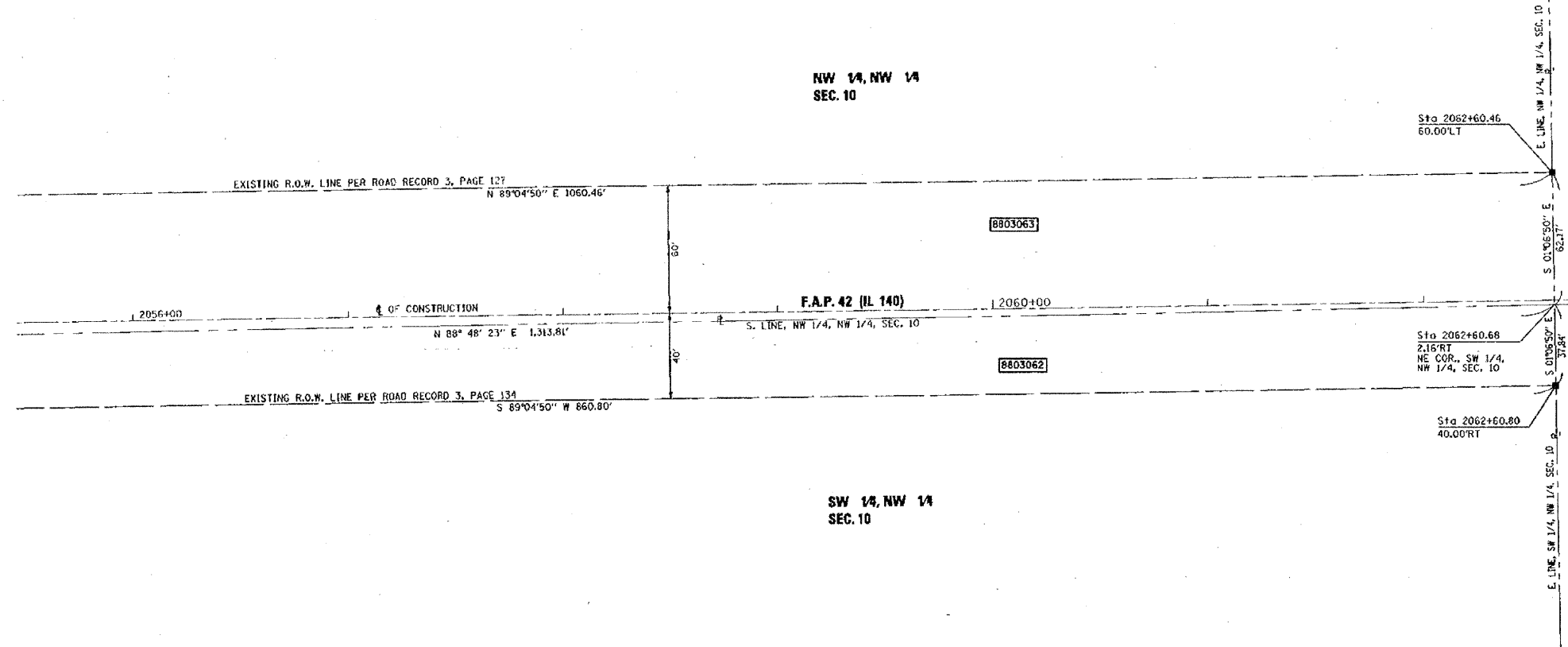
THE TOPOGRAPHY SHOWN HEREON WAS ORIGINALLY LOCATED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND PROVIDED TO THE SURVEYOR. THE SURVEYOR FIELD VERIFIED AND SUPPLEMENTED THE TOPOGRAPHY SHOWN HEREON ON 10/01/2007.

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	139BR	BOND	59	22
STA. 2042+83.53		TO STA. 2062+60.80		
ILL. ROAD DIST. NO. 11112		ILLINOIS FED. AID PROJECT		
CONTRACT NO. _____				

LEGEND

- QUARTER SECTION CORNERS
- SECTION CORNERS
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- EXISTING ACCESS CONTROL LINE
- PROPOSED ACCESS CONTROL LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- MEASURED DIMENSION
- RECORDED DIMENSION
- FOUND CONC. MONUMENT
- FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
- SET 5/8 INCH IRON ROD WITH PLASTIC CAP IDENTIFIED BY SURVEYORS LICENSE NUMBER AT CORNER UNLESS OTHERWISE NOTED
- PERMANENT SURVEY MONUMENT, 1.0x1.0x1.0 STD. 66701 (TO BE SET BY OTHERS)
- SET 5/8 INCH IRON ROD AS SURVEY CONTROL UNLESS OTHERWISE NOTED
- FOUND CUT CROSS
- SET CUT CROSS
- SAME OWNERSHIP
- EXISTING BUILDING
- STAKING OF PROPOSED RIGHT OF WAY AND PERMANENT EASEMENT CORNERS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS LICENSE NUMBER. (PROPOSED RIGHT OF WAY CORNERS SET IN CULTIVATED AREAS SHALL BE A MINIMUM OF 20 INCHES BELOW THE GROUND SURFACE).



STATE OF ILLINOIS)
) SS
 COUNTY OF MONTGOMERY)

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

DATED March 31, 2008
Tony Hard
 TONY HARD, PLS NO. 2953
 LICENSE EXPIRATION DATE: 11/30/2008



REVISION	
DATE	DESCRIPTION

McDonough-Whitlow, P.C.
 Consulting Engineers & Land Surveyors
 138 East Wood Street
 Hillsboro, IL 62049
 Phone: 217.532.9233
 Fax: 217.532.6300
 PROFESSIONAL DESIGN NO. 184-002754

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP ROUTE 42 (IL 140)
 SECTION 139BR
 BOND COUNTY
 JOB NO. R-98-003-08
 STATION 2042+83.53 TO STATION 2062+60.80

30' 0 30' 60'
 SCALE: 1" = 30'

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8
 1102 EASTPORT PLAZA DRIVE
 COLLINGSVILLE, ILLINOIS 62234-6198
 SHEET 1 IS A COVER SHEET

PLOT DATE = 04/01/08
 FILE NAME = 071214
 USER = TONY HARD

SPACE RESERVED FOR RECORDING OFFICER

PART OF SECTIONS 3, 4, 9, 10 AND 16 T5N, R3W, OF THE 3RD PM, BOND COUNTY, ILLINOIS

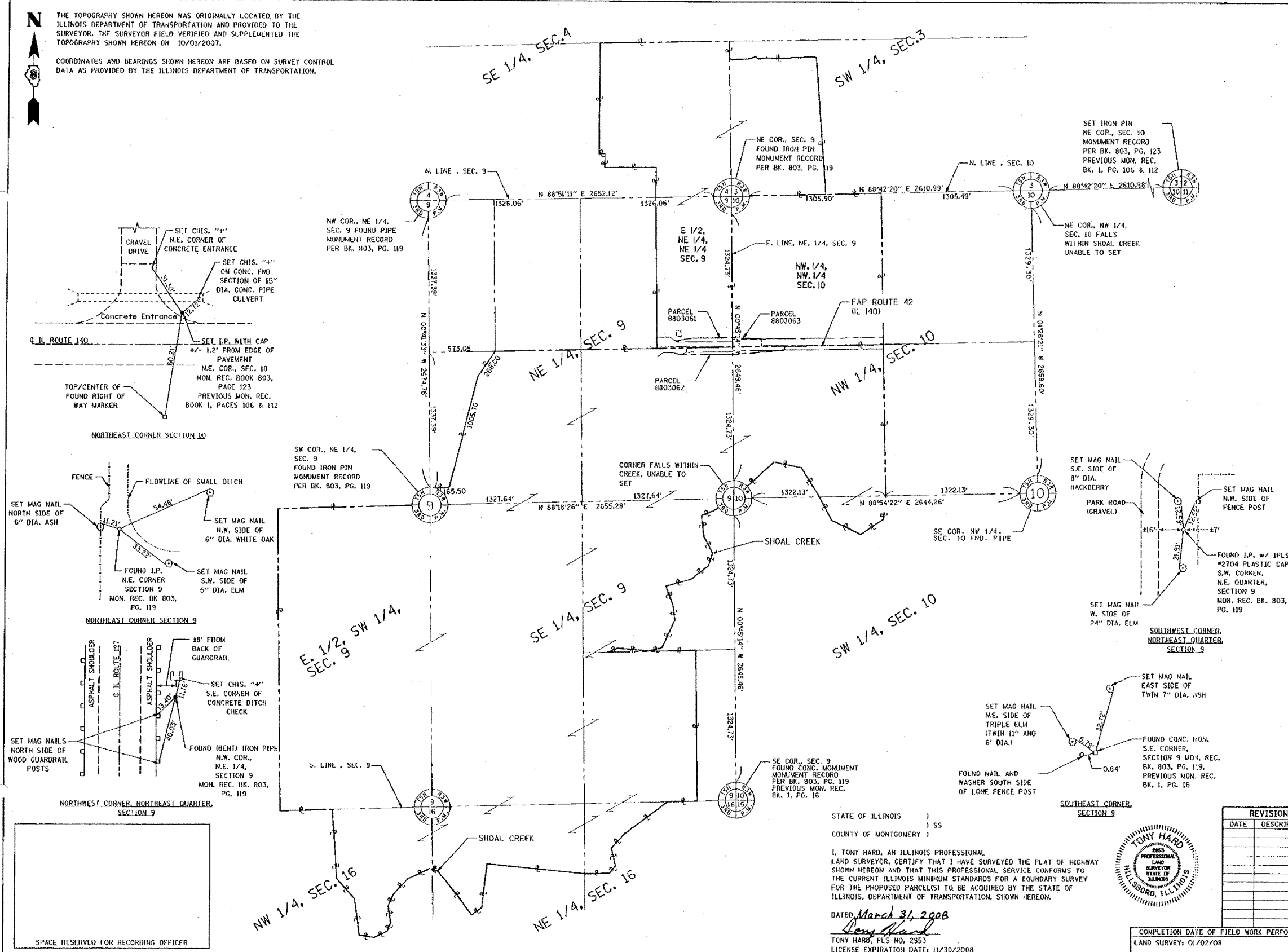
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	139BR	BOND	59	73
STA. 2042+83.53		TO STA. 2062+60.80		
FED. ROAD DIST. NO.		ILLINOIS	FED. AID PROJECT	
CONTRACT NO.				

THE TOPOGRAPHY SHOWN HEREON WAS ORIGINALLY LOCATED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION AND PROVIDED TO THE SURVEYOR. THE SURVEYOR FIELD VERIFIED AND SUPPLEMENTED THE TOPOGRAPHY SHOWN HEREON ON 10/01/2007.

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

LEGEND

- SECTION CORNERS
- QUARTER SECTION CORNERS
- EXISTING CENTERLINE
- EXISTING RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- AC EXISTING ACCESS CONTROL LINE
- AC PROPOSED ACCESS CONTROL LINE
- PROPOSED CENTERLINE
- PROPOSED RIGHT OF WAY LINE
- PROPOSED TEMPORARY EASEMENT LINE
- PROPOSED PERMANENT EASEMENT LINE
- SECTION LINE
- QUARTER SECTION LINE
- QUARTER QUARTER SECTION LINE
- PROPERTY (DEED) LINE
- APPARENT PROPERTY LINE
- 121.45' MEASURED DIMENSION
- (121.45') RECORDED DIMENSION
- FOUND STONE
- FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
- SET 5/8 INCH IRON ROD WITH PLASTIC CAP IDENTIFIED BY SURVEYOR'S LICENSE NUMBER AT CORNER UNLESS OTHERWISE NOTED
- PERMANENT SURVEY MONUMENT, 1.00" STD. 66701 (TO BE SET BY OTHERS)
- △ SET 5/8 INCH IRON ROD AS SURVEY CONTROL UNLESS OTHERWISE NOTED
- + FOUND CUT CROSS
- + SET CUT CROSS
- SAME OWNERSHIP
- EXISTING BUILDING



STATE OF ILLINOIS)
 COUNTY OF MONTGOMERY)

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

DATED March 31, 2008
 Tony Hard
 TONY HARD, PLS NO. 2953
 LICENSE EXPIRATION DATE: 11/30/2008



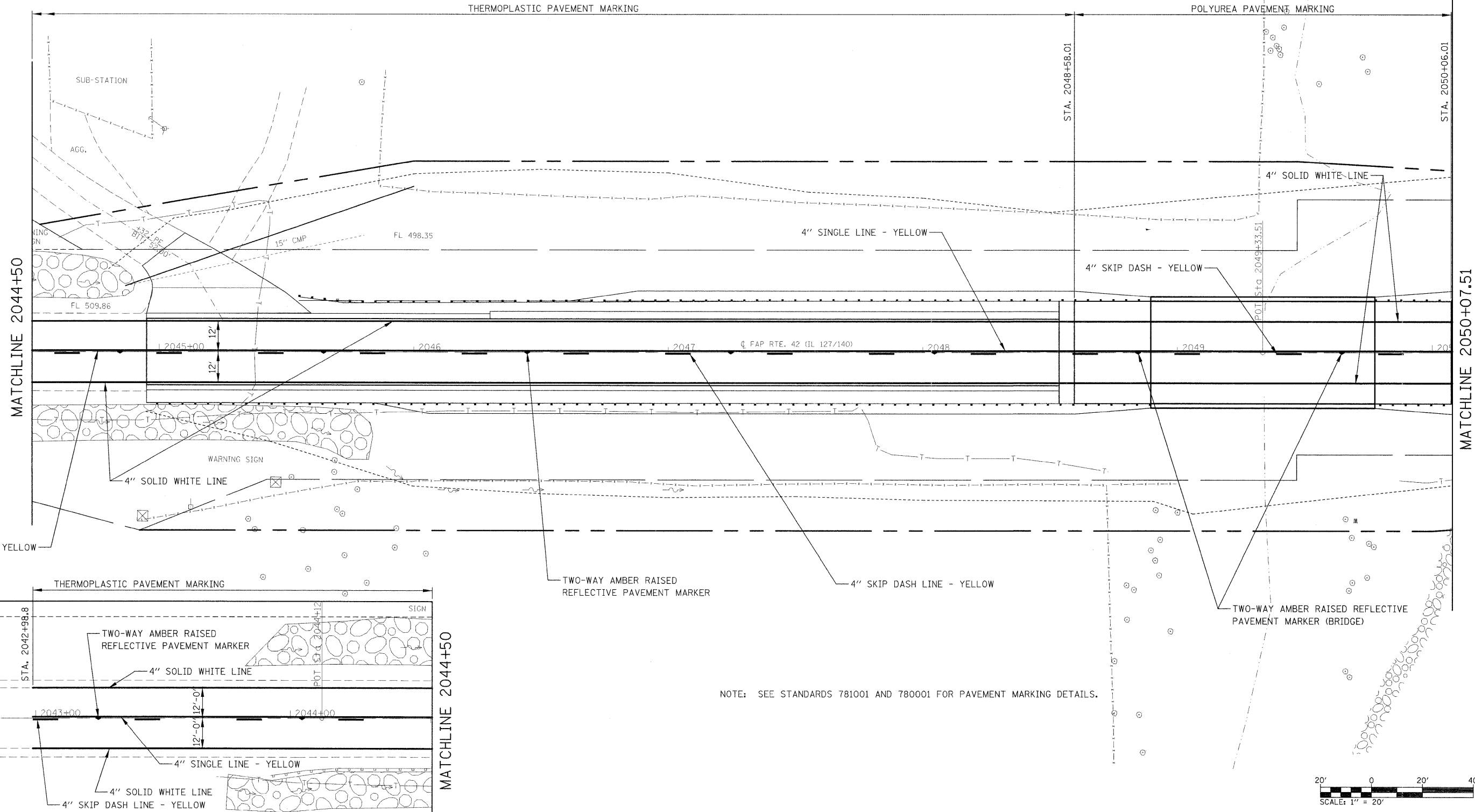
REVISION	
DATE	DESCRIPTION

COMPLETION DATE OF FIELD WORK PERFORMED
 LAND SURVEY: 01/02/08
 RIGHT OF WAY STAKING: 03/26/08

McDonough-Whitlow, P.C.
 Consulting Engineers & Land Surveyors
 138 East Wood Street
 Hillsboro, IL 62049
 Phone: 217.532.9233
 Fax: 217.532.6300
 PROFESSIONAL DESIGN NO. 184-002754

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP ROUTE 42 (IL 140)
 SECTION 139BR
 BOND COUNTY
 JOB NO. R-98-003-08
 STATION 2042+83.53 TO STATION 2062+60.80
 SCALE: 1" = 400'
 SHEET 5 OF 5
 ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8
 1102 EASTPORT PLAZA DRIVE
 COLLINGSVILLE, ILLINOIS 62234-6198
 SHEET 1 IS A COVER SHEET

PLAT DATE: 03/26/08
 BY: TONY HARD
 CHECKED: [Signature]
 USER: TONYHARD



MATCHLINE 2044+50

MATCHLINE 2050+07.51

MATCHLINE 2044+50

NOTE: SEE STANDARDS 781001 AND 780001 FOR PAVEMENT MARKING DETAILS.

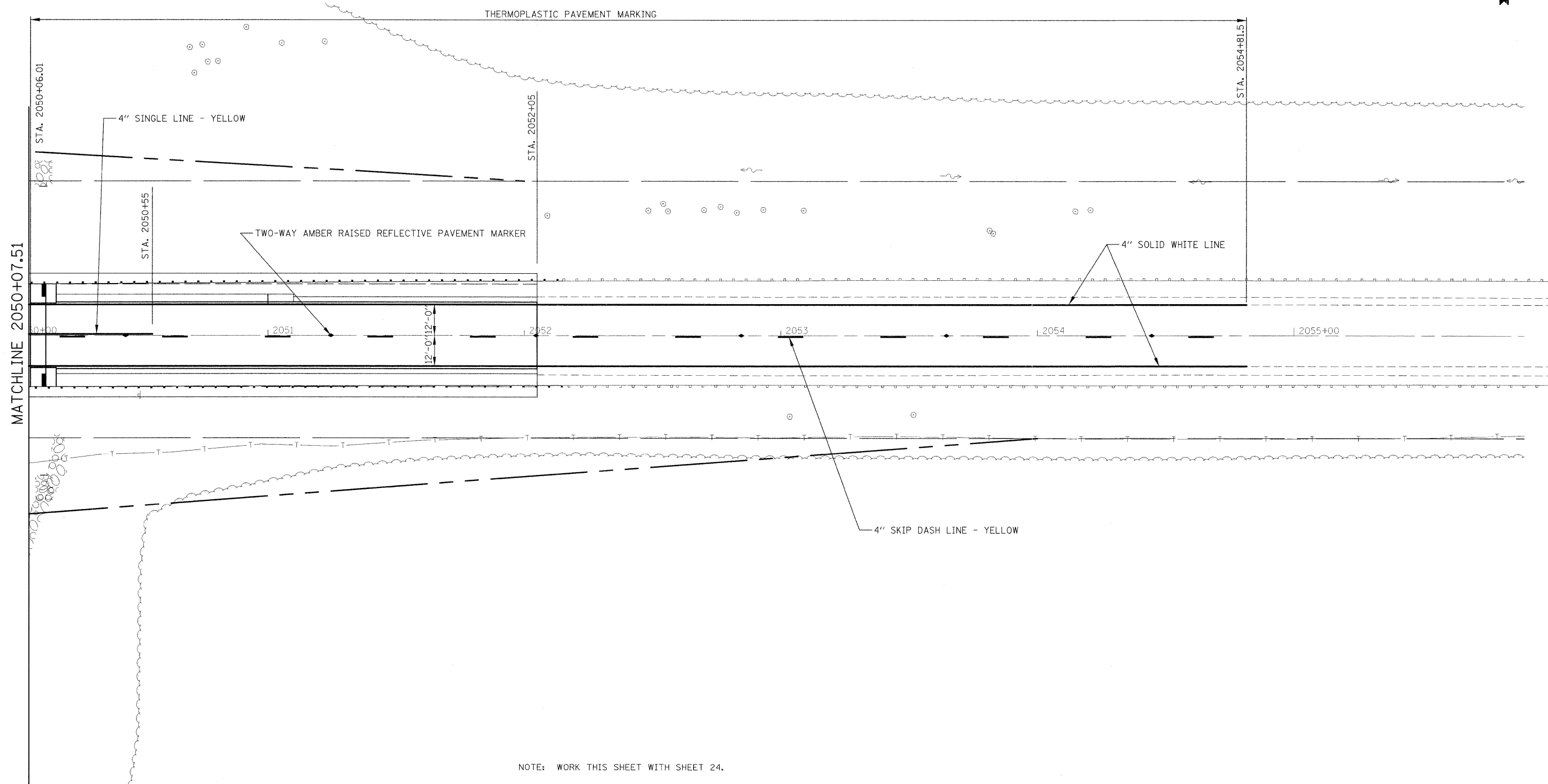


FILE NAME =	USER NAME = challandeske	DESIGNED -	REVISED -
es:\pwwork\pwwid\challandeske\dms51755\pln297e.dgn		DRAWN -	REVISED -
PLOT SCALE = 28.00' / IN.		CHECKED -	REVISED -
PLOT DATE = 10/23/2008		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

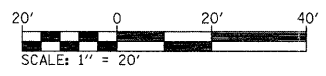
PAVEMENT MARKING			
SCALE:	SHEET NO.	OF	SHEETS
			STA. 2044+12.34 TO STA. 2050+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	139BR	BOND	59	24
CONTRACT NO. 76391				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

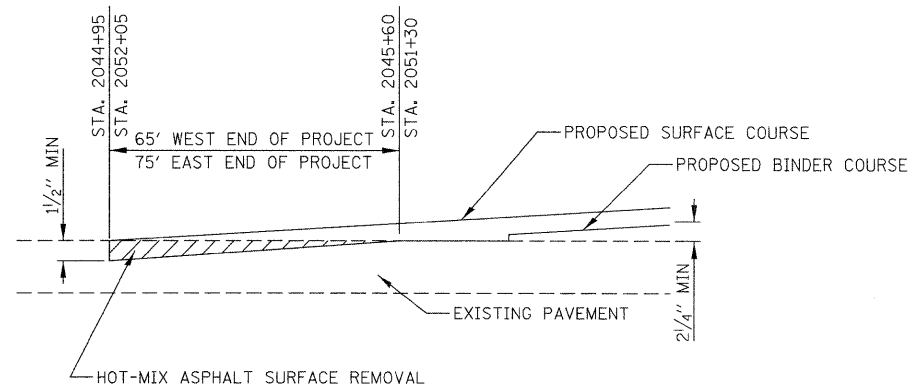


MATCHLINE 2050+07.51

NOTE: WORK THIS SHEET WITH SHEET 24.

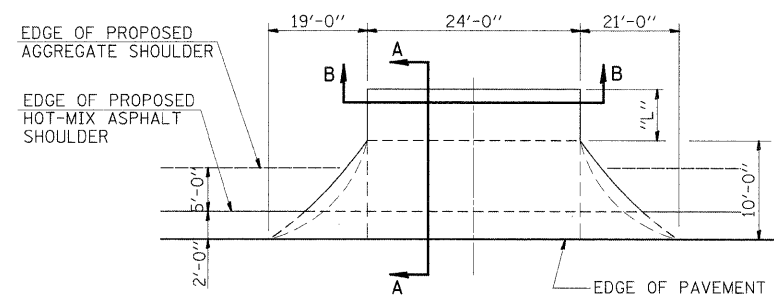


FILE NAME = c:\pw\work\p\dot\challandeske\dms51755	USER NAME = challandeske pln@97e.dgn	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING			F.A.P. RTE. 42	SECTION 139BR	COUNTY BOND	TOTAL SHEETS 59	SHEET NO. 25
	PLOT SCALE = 20.00' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA. 2050+00	TO STA. 2056+00	CONTRACT NO. 76391	
	PLOT DATE = 10/23/2006	CHECKED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

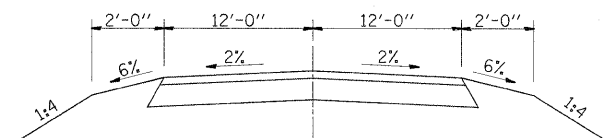


BUTT JOINT DETAIL

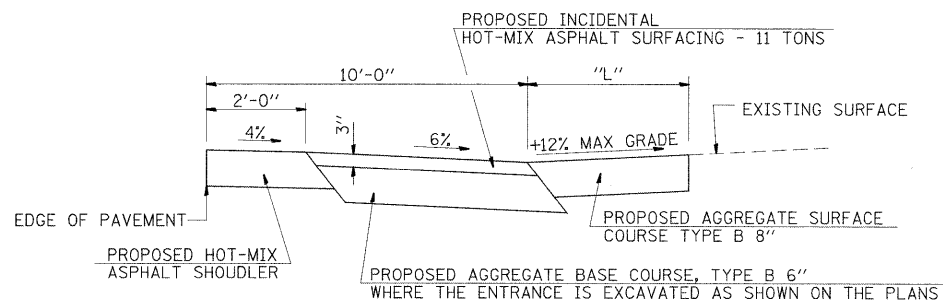
NOTE: BUTT JOINT EXTENDS THE WIDTH OF THE PAVEMENT PLUS THE WIDTH OF THE PROPOSED NORTH HOT-MIX ASPHALT SHOULDER.



PLAN
STA. 2045+26 LT

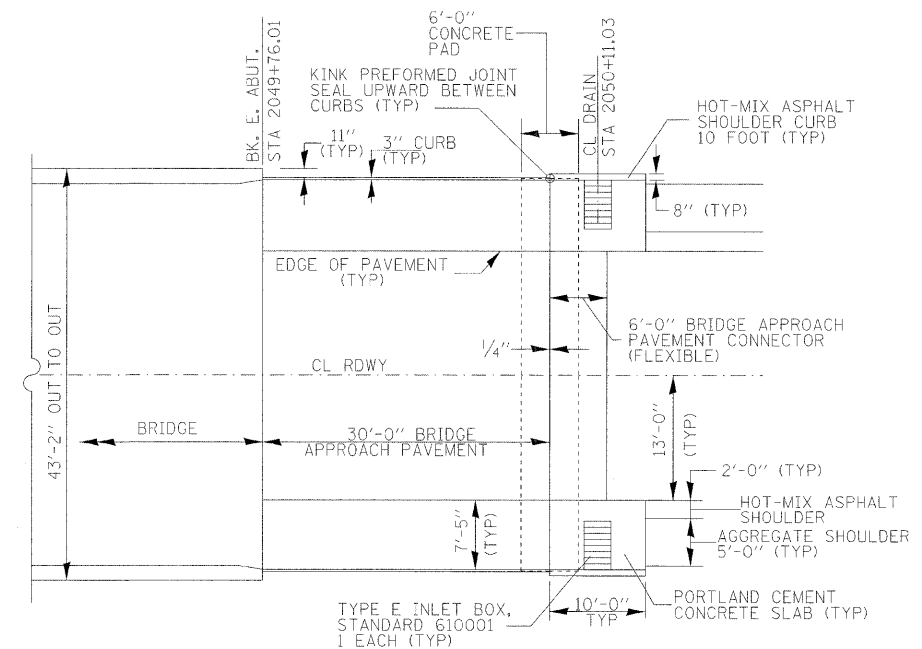


SECTION B-B



SECTION A-A

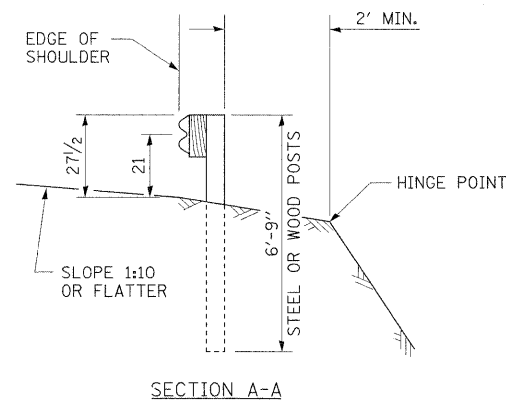
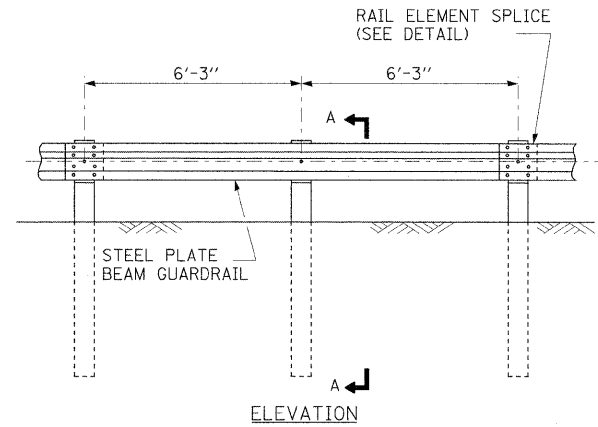
ENTRANCE DETAILS



DRAIN DETAILS

NOTE: SEE SHEETS 30-33 FOR BRIDGE APPROACH PAVEMENT DETAILS

FILE NAME =	USER NAME = chollandeske	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAILS			F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ct:\pw_work\pwidot\chollandeske\dms51755\pln097a.dgn	DRAWN -	REVISED -	42					139BR	BOND	59	26	
PLOT SCALE = 50.00' / IN.	CHECKED -	REVISED -	CONTRACT NO. 76391									
PLOT DATE = 10/23/2008	DATE -	REVISED -	ILLINOIS FED. AID PROJECT									
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			



GENERAL NOTES

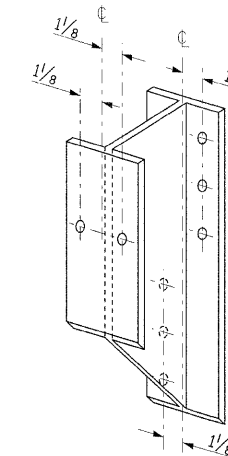
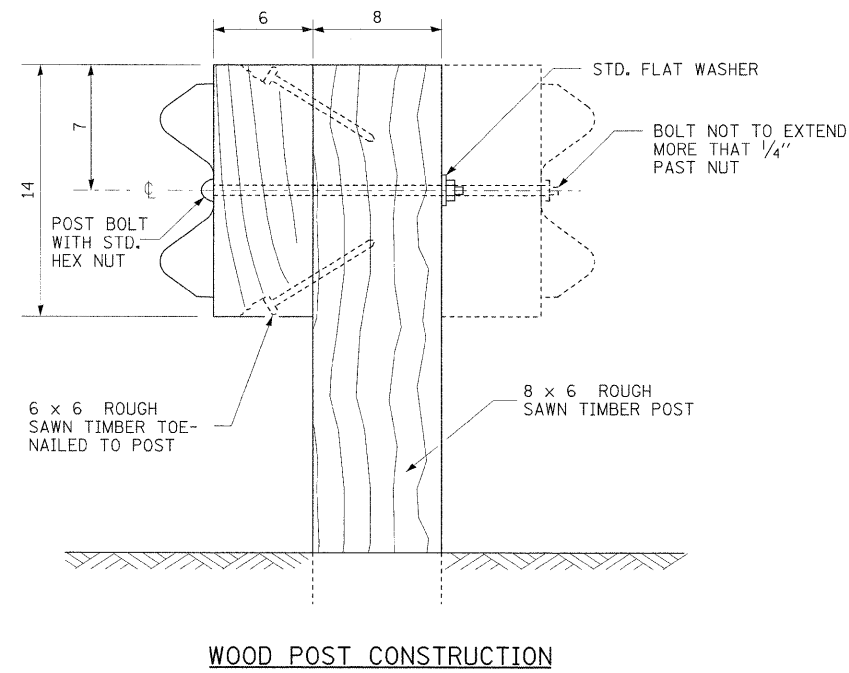
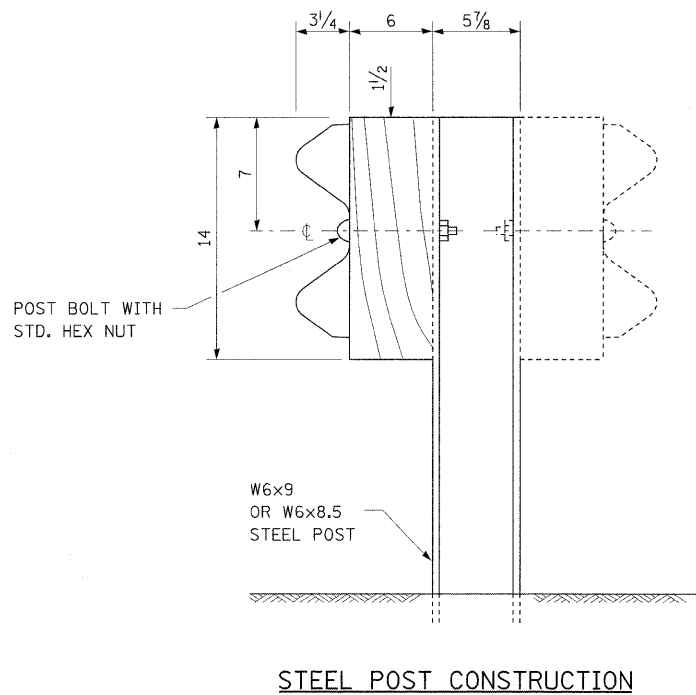
ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).

ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

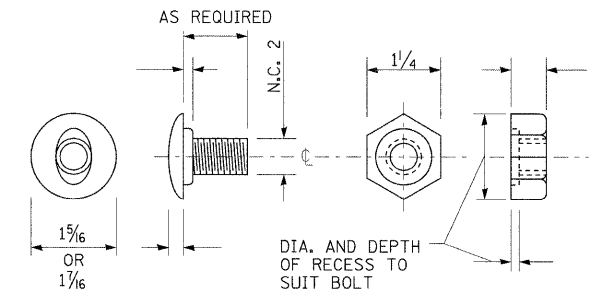
THE EXISTING STEEL POSTS MAY BE DRILLED TO MATCH THE BOLT PATTERN SHOWN HEREIN FOR THE WOOD BLOCK-OUT, OR A NEW STEEL POST SHALL BE PROVIDED.

THIS DETAIL IS APPLICABLE TO THE GUARDRAIL SYSTEM USED PRIOR TO JANUARY 1, 2007. FOR DETAILS ON THE MIDWEST GUARDRAIL SYSTEM, SEE STANDARD 630001.

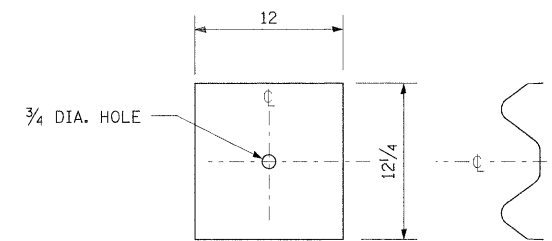
TYPE A



STEEL BLOCK-OUT DETAIL



POST OR SPLICE BOLT & NUT



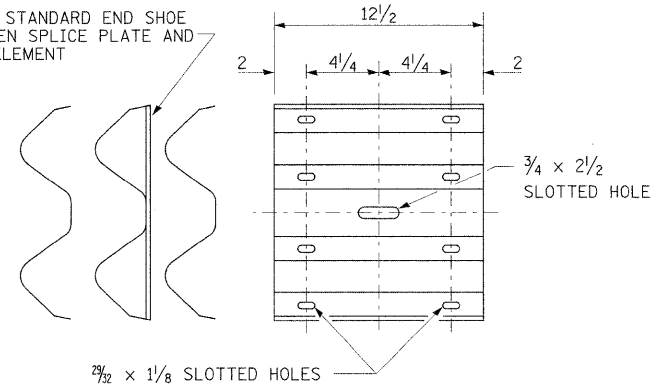
NOTE:

PLATE A SHALL BE PLACED BETWEEN RAIL ELEMENT AND BLOCK-OUT AT NON-SPLICE MOUNTING POINTS ONLY WHEN STEEL BLOCK-OUTS ARE USED.

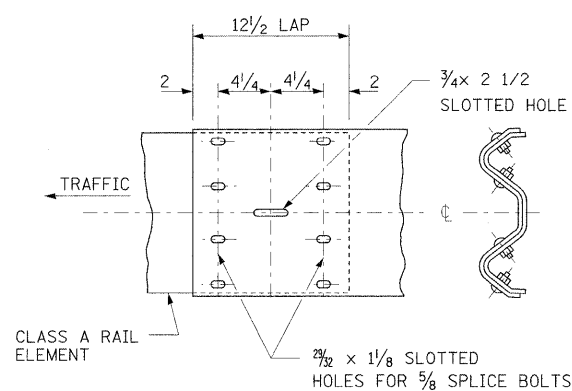
PLATE A

FILE NAME =	USER NAME = challandeske	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STEEL PLATE BEAM GUARDRAIL, TYPE A DETAIL	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\pw_work\p\dot\challandeske\dms51755\p\dot\97a.dgn	PLOT SCALE = 50.00' / IN.	DRAWN -	REVISED -			42	139BR	BOND	59	27	
	PLOT DATE = 10/23/2006	CHECKED -	REVISED -			CONTRACT NO. 76391					
		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
SCALE:						SHEET NO. OF SHEETS STA. TO STA.					

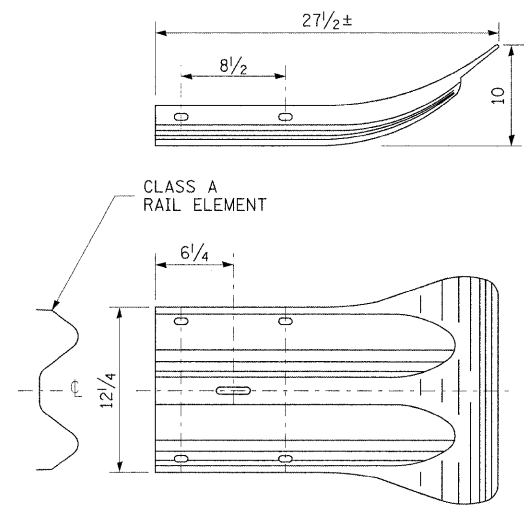
PLACE STANDARD END SHOE BETWEEN SPLICE PLATE AND RAIL ELEMENT



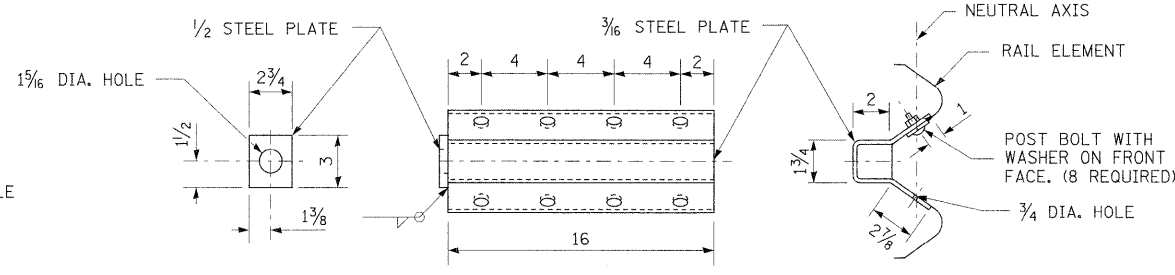
SPLICE PLATE



RAIL ELEMENT SPLICE

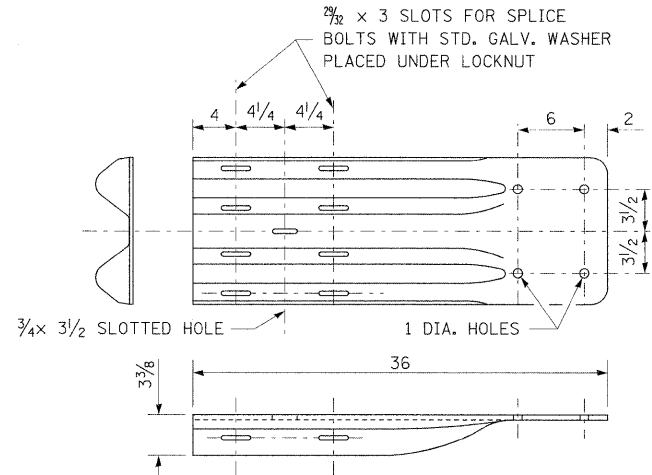


END SECTION



NOTE:
ANCHOR PLATE T SHALL BE USED TO ATTACH CABLE ASSEMBLY TO GUARDRAIL WHEN REQUIRED ON TRAFFIC BARRIER TERMINALS.

ANCHOR PLATE T DETAILS

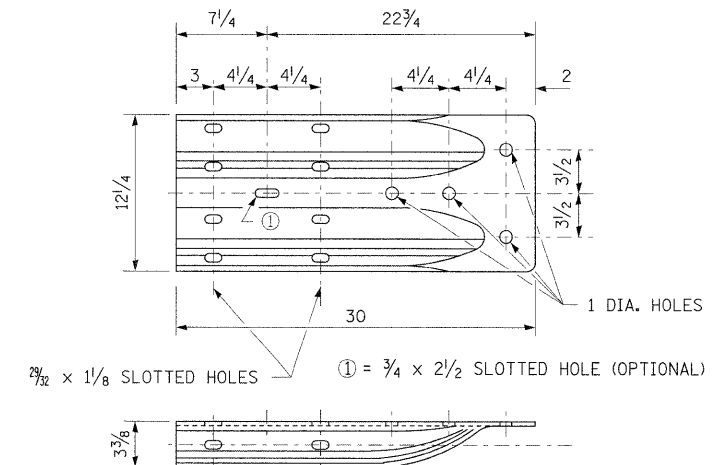


NOTE:
WHEN END SHOE IS ATTACHED TO A BRIDGE PARAPET WHICH HAS AN EXPANSION JOINT, THE BOLTS SHALL BE PROVIDED WITH A LOCKNUT OR DOUBLE NUT AND SHALL BE TIGHTENED ONLY TO A POINT THAT WILL ALLOW GUARDRAIL MOVEMENT.

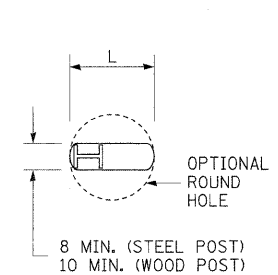
THE STANDARD END SHOE SHALL BE ATTACHED TO THE CONCRETE WITH PRE-DRILLED OR SELF-DRILLING ANCHOR BOLTS. THE ANCHOR CONE SHALL BE SET FLUSH WITH THE SURFACE OF THE CONCRETE.

EXTERNALLY THREADED STUDS PROTRUDING FROM THE SURFACE OF THE CONCRETE WILL NOT BE PERMITTED.

END SHOE

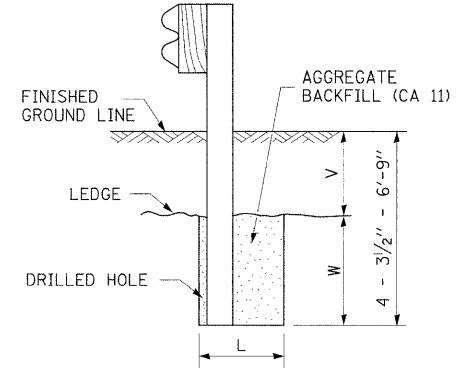


ALTERNATE END SHOE



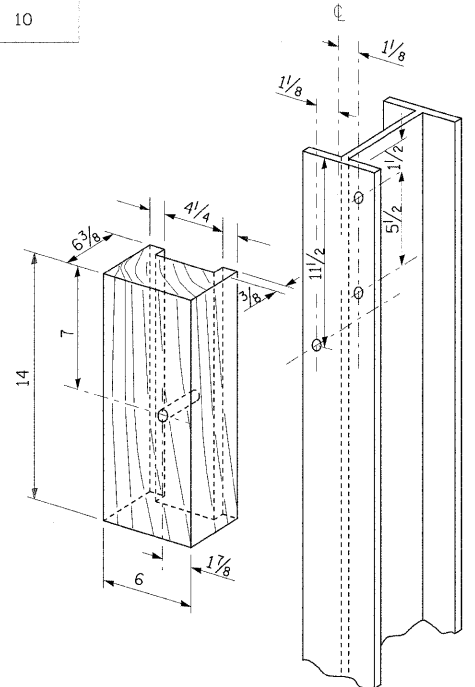
PLAN

V	W	L	
		STEEL POST	WOOD POST
0 - 18	24	21	23
>18 - 41.5	12	8	10
>41.5 - 53.5	12 - 0	8	10

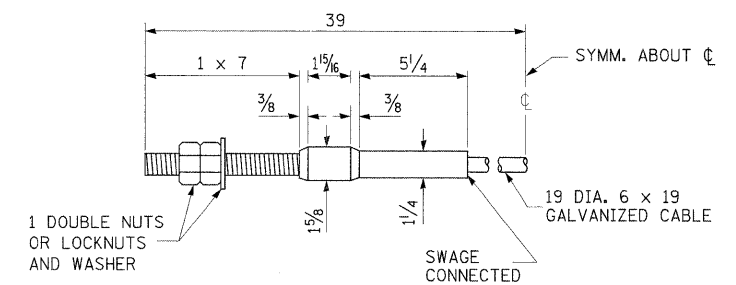


ELEVATION

FOOTING FOR POST WHEN IMPERVIOUS MATERIAL IS ENCOUNTERED

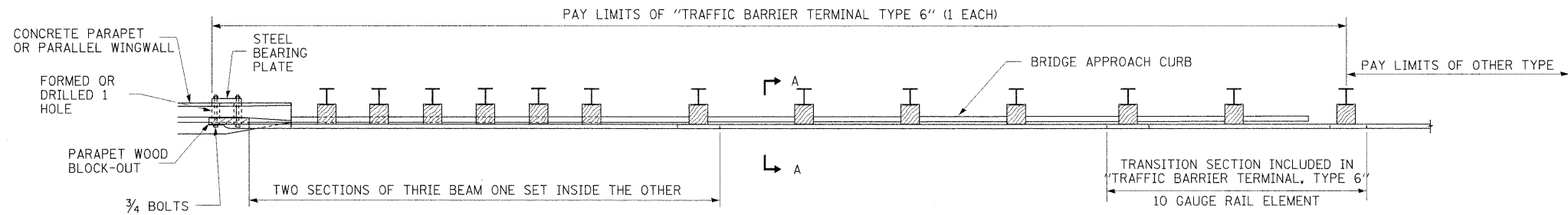


WOOD BLOCK-OUT AND STEEL POST DETAILS

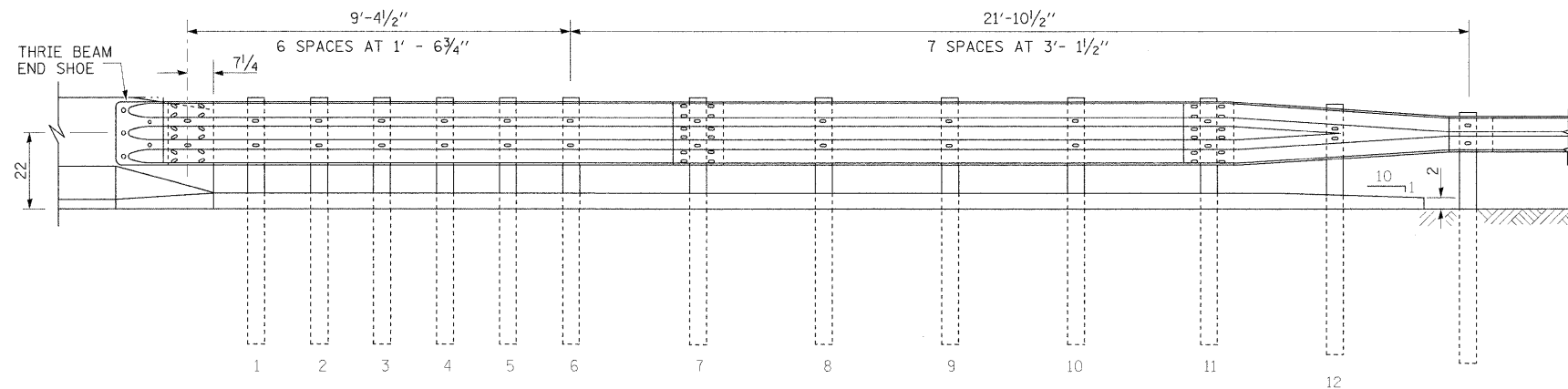


CABLE ASSEMBLY

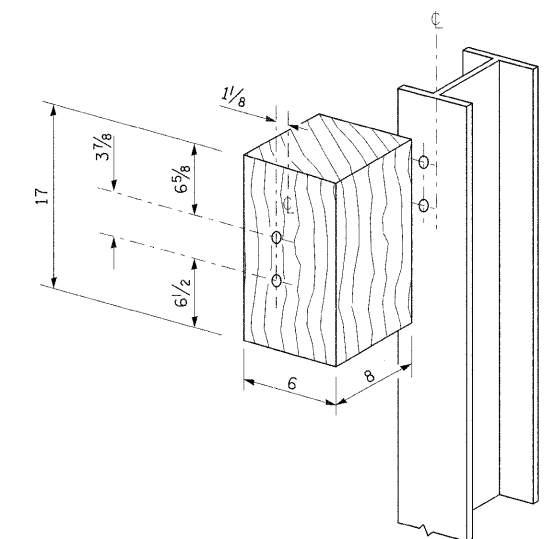
40,000 LBS. MIN. BREAKING STRENGTH
TIGHTEN TO TAUT TENSION.



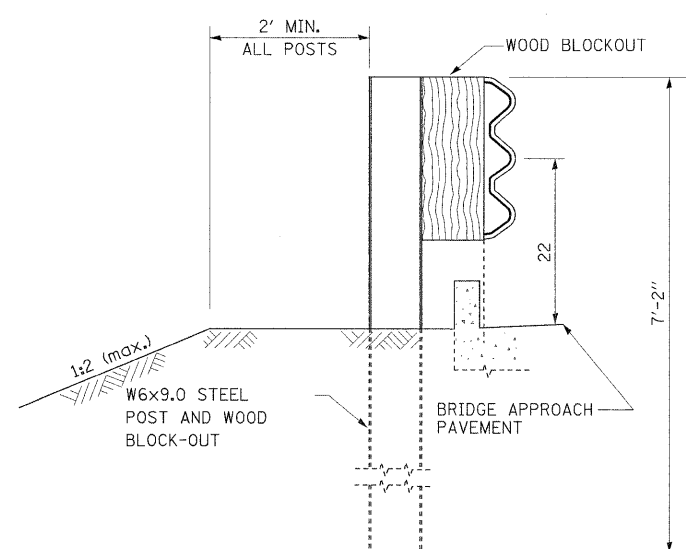
PLAN



ELEVATION



POST 12 WOOD BLOCKOUT DETAIL

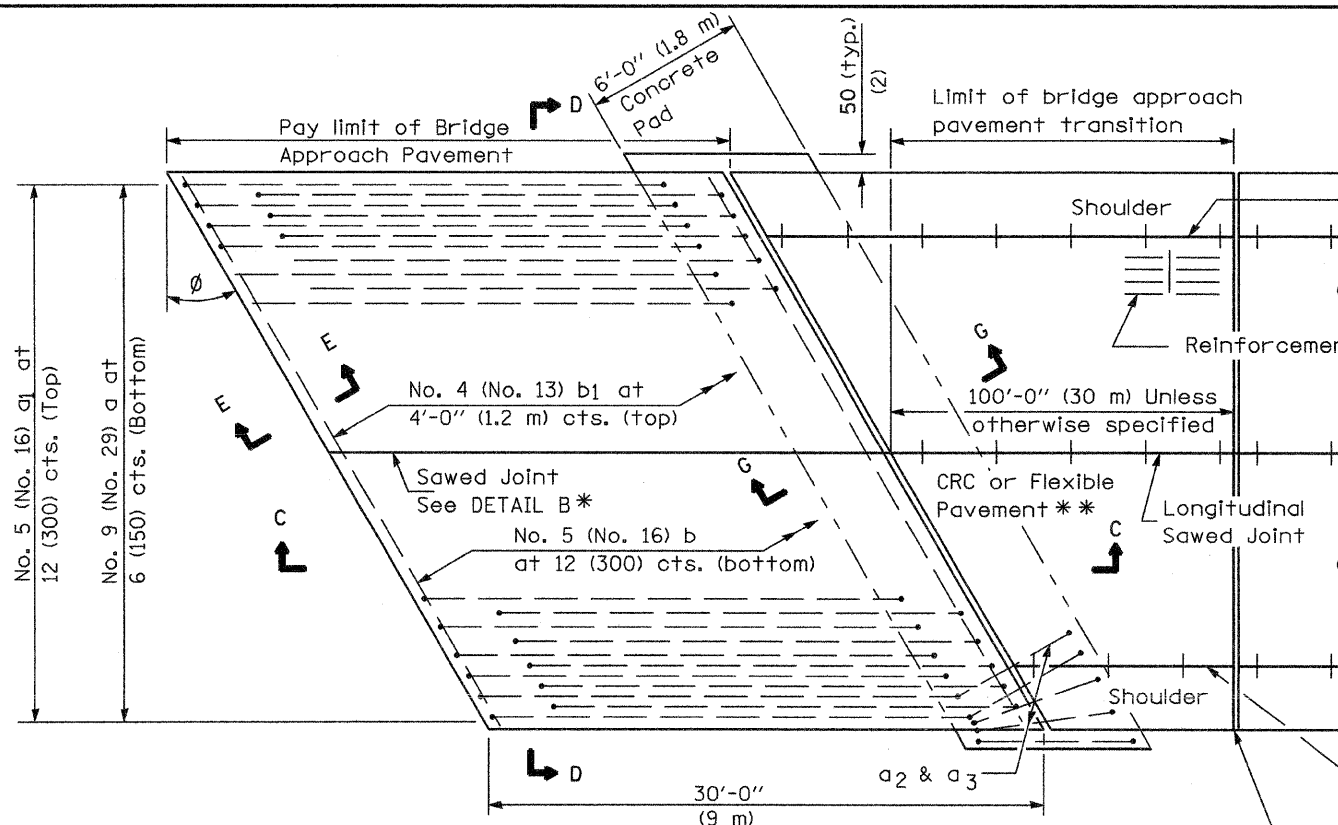


SECTION A-A

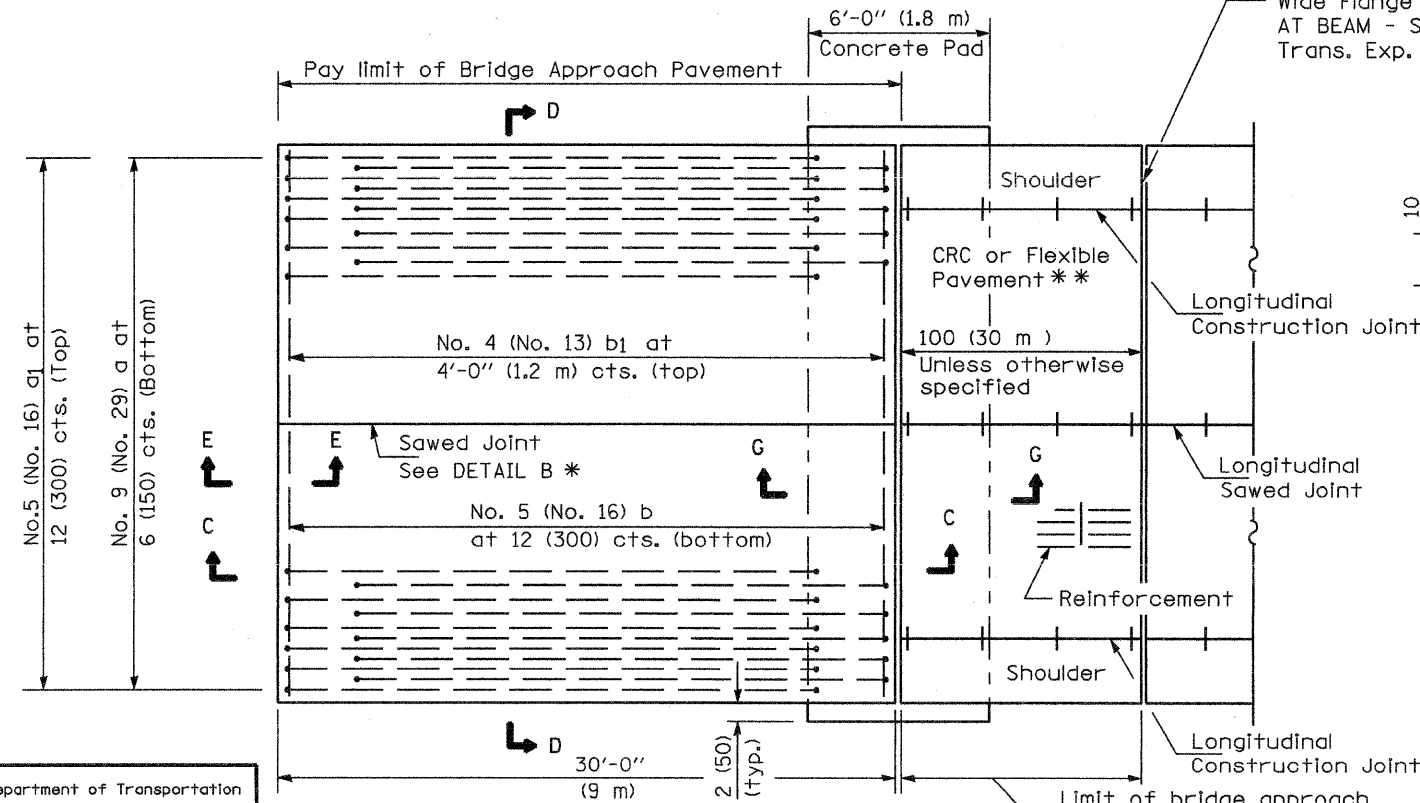
GENERAL NOTES

- SEE STEEL PLATE BEAM GUARDRAIL, TYPE A DETAIL SHEET FOR DETAILS OF GUARDRAIL NOT SHOWN.
- THRIE BEAM RAIL SHALL BE BOLTED TO BLOCK-OUT AT ALL POSTS.
- SEE STANDARD 420401 FOR DETAILS OF BRIDGE APPROACH PAVEMENT.
- ALL SLOPE RATIOS ARE EXPRESSED AS UNITS OF VERTICAL DISPLACEMENT TO UNITS OF HORIZONTAL DISPLACEMENT (V:H).
- ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE SHOWN.

FILE NAME =	USER NAME = challandeske	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC BARRIER TERMINAL, TYPE 6 DETAIL			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pw\work\p\dot\challandeske\dms51755	pln097a.dgn	DRAWN -	REVISED -					42	139BR	BOND	59	29
	PLOT SCALE = 5/8" = 1'	CHECKED -	REVISED -					CONTRACT NO. 76391				
	PLOT DATE = 10/23/2008	DATE -	REVISED -					FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
				SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.			

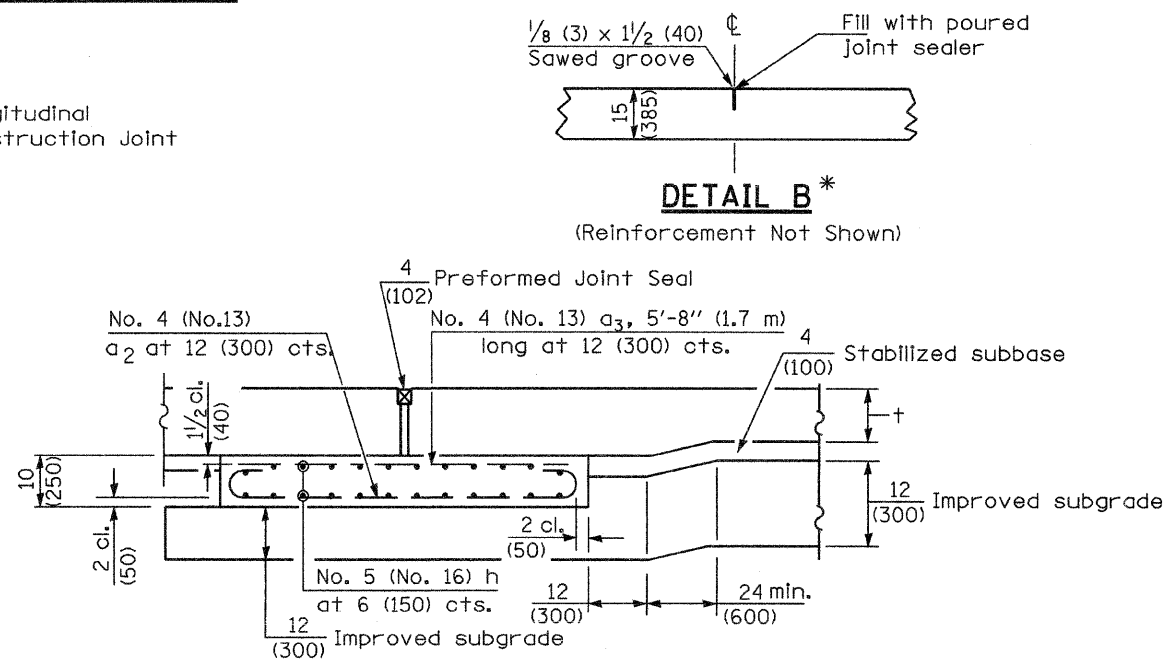


PLAN - WITH SKEW



PLAN - WITHOUT SKEW

NEW CONSTRUCTION

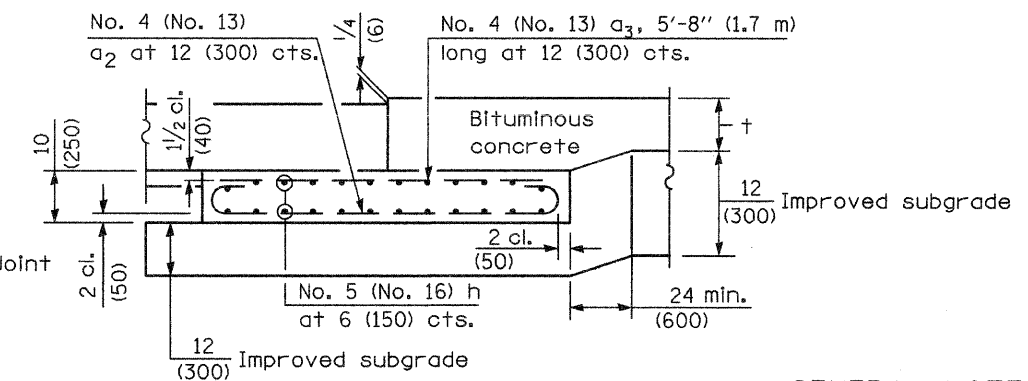


SECTION G-G - RIGID PAVEMENT

(Showing reinforcement)

Rigid Pavement only:

Wide Flange Beam Terminal Joint (See DETAIL AT BEAM - Standard 421101 or 421106) or 2 (50) Trans. Exp. Joint as detailed on Standard 420001.



SECTION G-G - FLEXIBLE PAVEMENT

(Showing reinforcement)

GENERAL NOTES

- THICKNESS-"t" = Thickness of Pavement.
- See Standard 421001 for reinforcement details not shown.
- See Standard 420001 for joint details not shown.
- All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

APPROVED January 1, 2008
Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES

APPROVED January 1, 2008
Eric S. Han
 ENGINEER OF DESIGN AND ENVIRONMENT

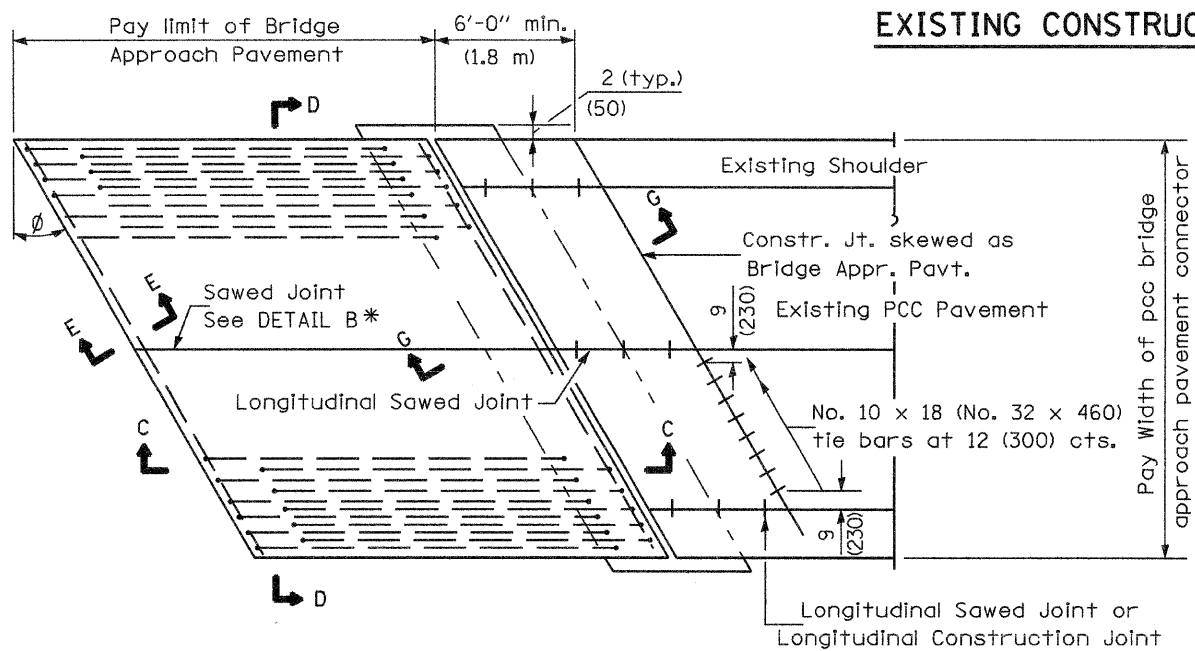
ISSUED 1-1-97

* Saw ζ or lane edge if poured two or more lane widths at a time.
 ** Omit Reinforcement, tie bars and Long. sawed Jt. for Flexible Pavement.

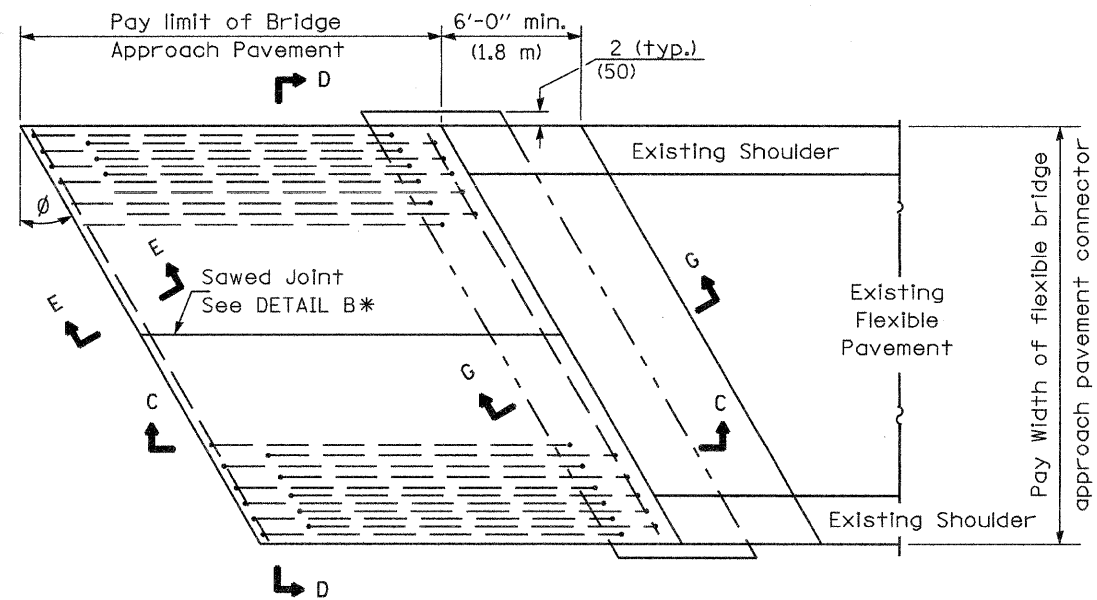
DATE	REVISIONS
1-1-08	Switched units to English (metric). Moved rebar epoxy coat note to Standard Spec.
1-1-04	Rev. size of Trans. Exp. Jt. and soft converted metric reinf.

BRIDGE APPROACH PAVEMENT
 (Sheet 1 of 4)

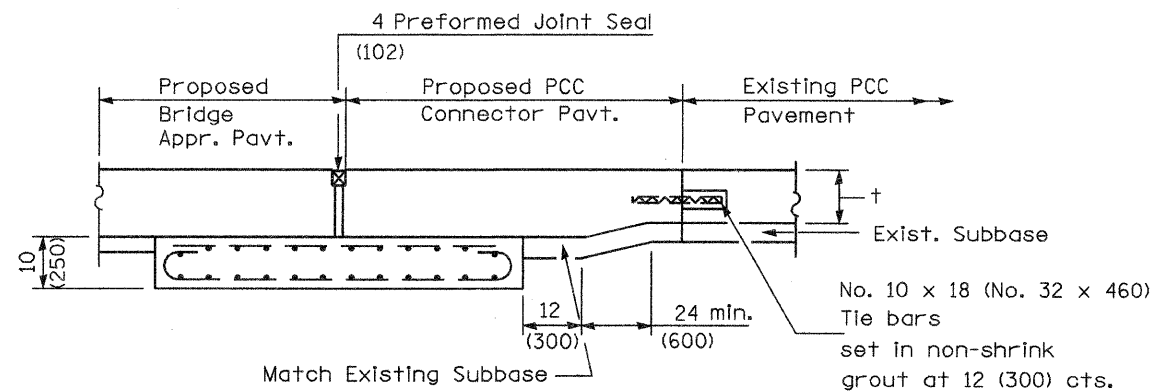
EXISTING CONSTRUCTION



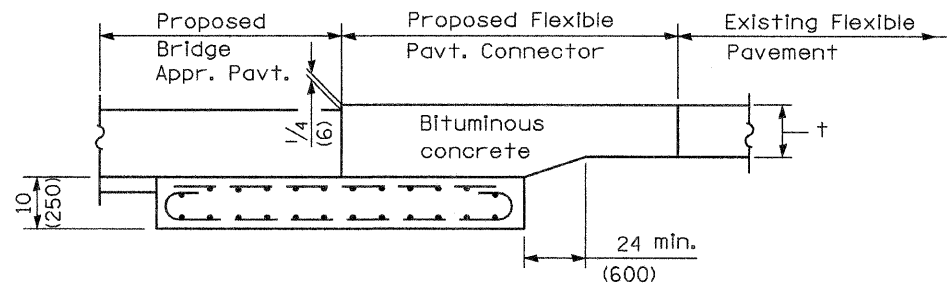
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)



BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



SECTION G-G - RIGID PAVEMENT



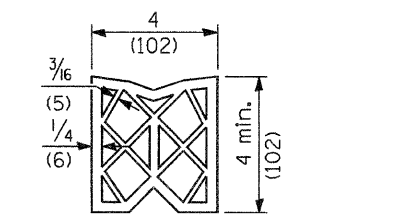
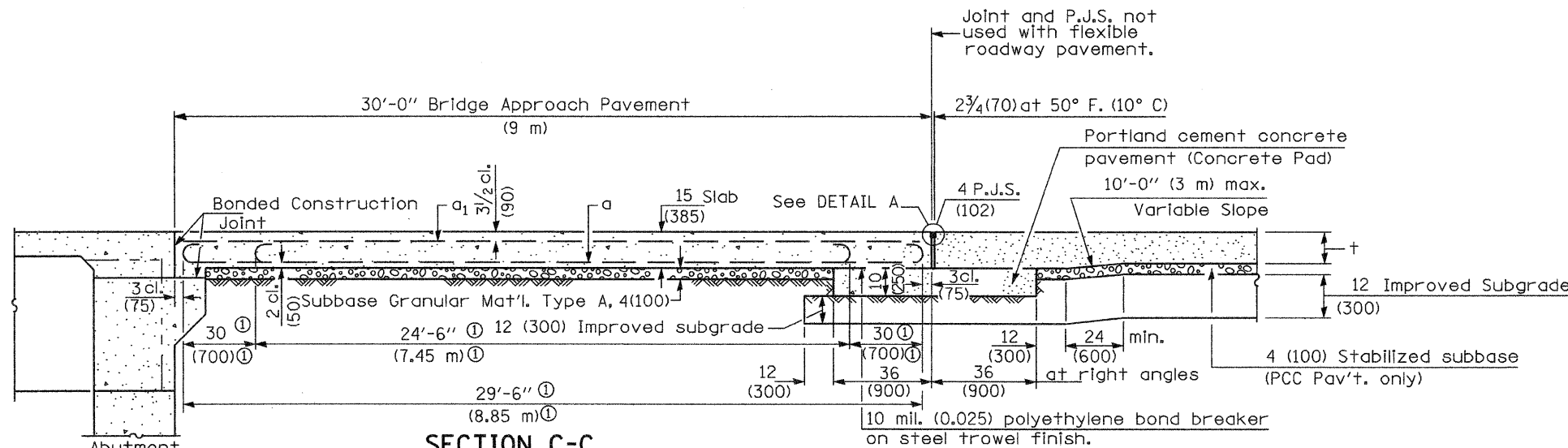
SECTION G-G - FLEXIBLE PAVEMENT

Illinois Department of Transportation
 APPROVED January 1, 2008
Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES
 APPROVED January 1, 2008
Ken E. Han
 ENGINEER OF DESIGN AND ENVIRONMENT
 ISSUED 1-1-97

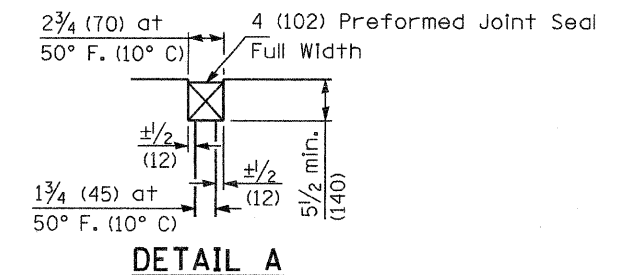
BRIDGE APPROACH PAVEMENT

(Sheet 2 of 4)

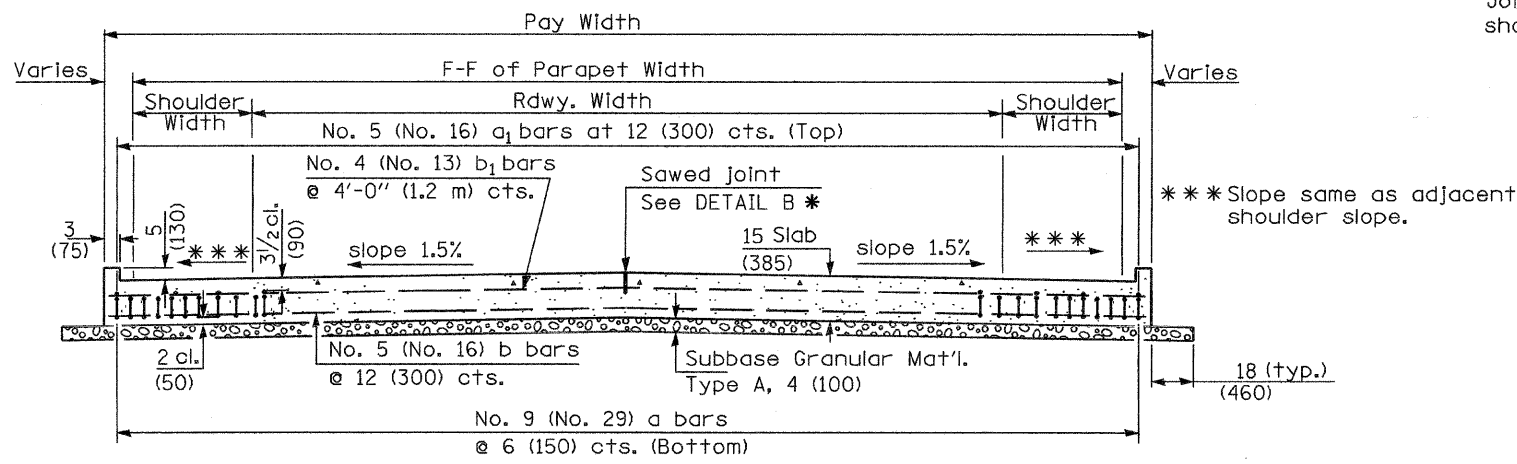
Contract 76391 Sheet 31



PREFORMED JOINT SEAL

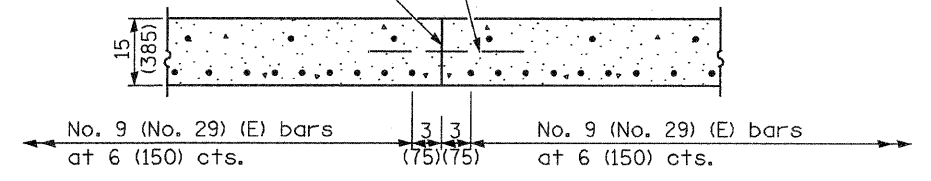


SECTION C-C
 ① Stagger No. 9 (No. 29) a bars as shown on plan - full width



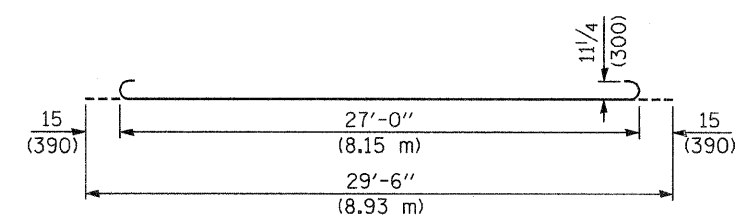
SECTION D-D
 (See Plan for Dimensions not shown)

Longitudinal Construction Joint in accordance with details shown on Standard 420001.

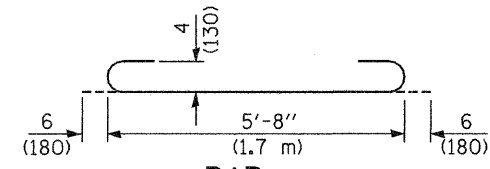


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

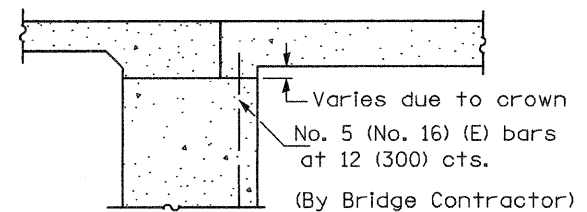
As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.



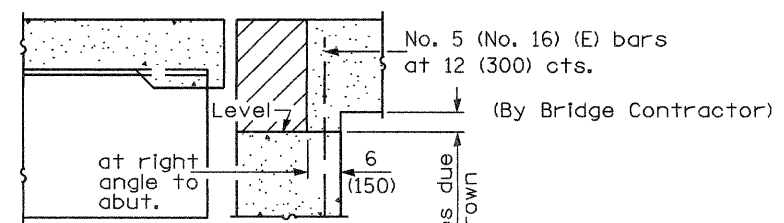
BAR a



BAR a2



SECTION E-E
 (Integral Abutments)

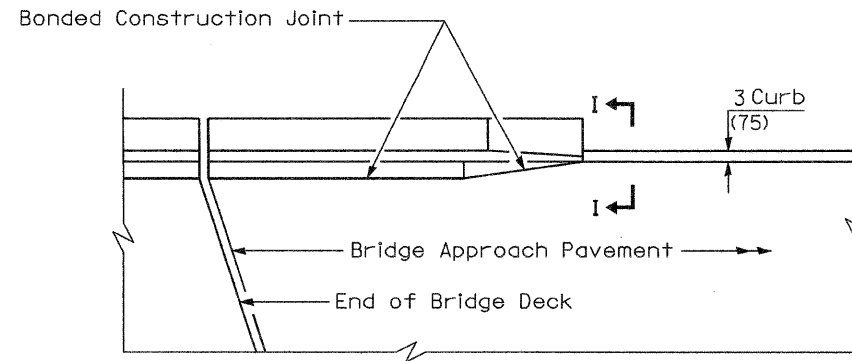


SECTION E-E
 (Jointed Abutments)

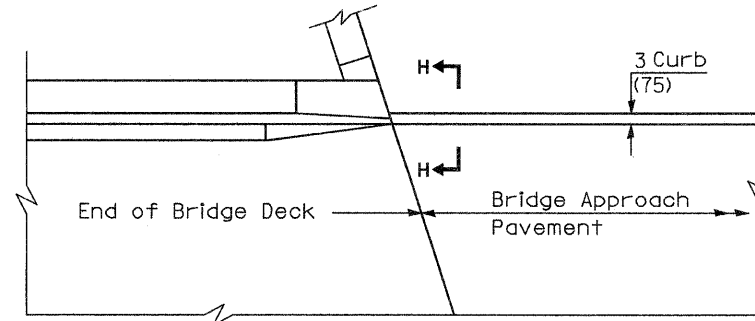
DESIGN STRESSES
 $f_y = 60,000$ p.s.i. (400 MPa)
 $f'_c = 3,500$ p.s.i. (24 MPa)
 $n = 8.5$

BRIDGE APPROACH PAVEMENT
 (Sheet 3 of 4)
 Contract 76391 Sheet 32

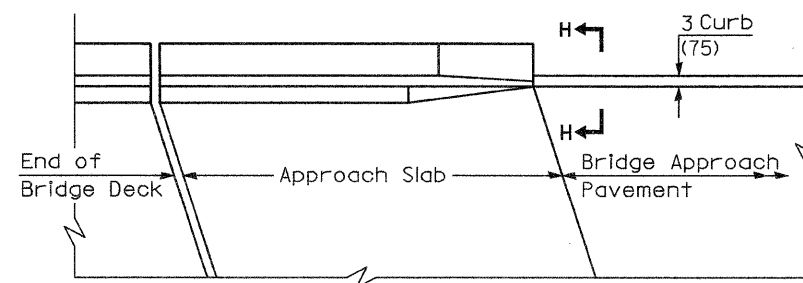
Illinois Department of Transportation
 APPROVED January 1, 2008
 Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES
 APPROVED January 1, 2008
 G. E. Han
 ENGINEER OF DESIGN AND ENVIRONMENT



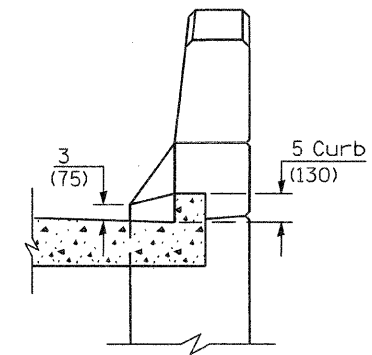
**PARAPET TO CURB TRANSITION
PILE BENT ABUTMENT**



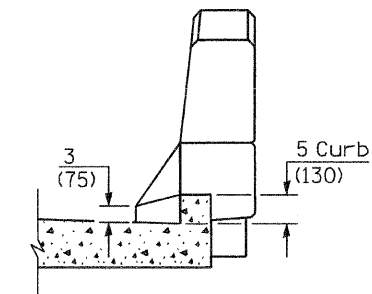
**PARAPET TO CURB TRANSITION
INTEGRAL ABUTMENT**



**PARAPET TO CURB TRANSITION
VAULTED ABUTMENT**



SECTION I - I



SECTION H - H

BRIDGE APPROACH PAVEMENT

(Sheet 4 of 4)

Illinois Department of Transportation

APPROVED January 1, 2008
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

ISSUED 1-1-97

APPROVED January 1, 2008
Ken S. Han
ENGINEER OF DESIGN AND ENVIRONMENT

Bench Mark: Chiseled "□" on N.W. wingwall of structure 003-0026, Elev. 496.90

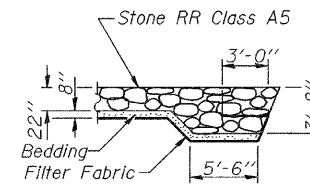
Existing Structure: S.N. 003-0026 Built 1931 as S.B.I. Rt. 160 Sec. 139B at Station 2049+35 as a simple span reinforced concrete slab bridge 32'-0" Bk.-Bk. abutments supported on untreated timber piles. Bridge repairs & bituminous overlay in 1988. Existing bridge to be removed & replaced. Traffic to be maintained utilizing stage construction.

No salvage Traffic Barrier Terminal
Std. 631031 Type 6
West side only

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 1 19 SHEETS
F.A.P. 42	139BR	BOND	59	34	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract #76391



SECTION A-A

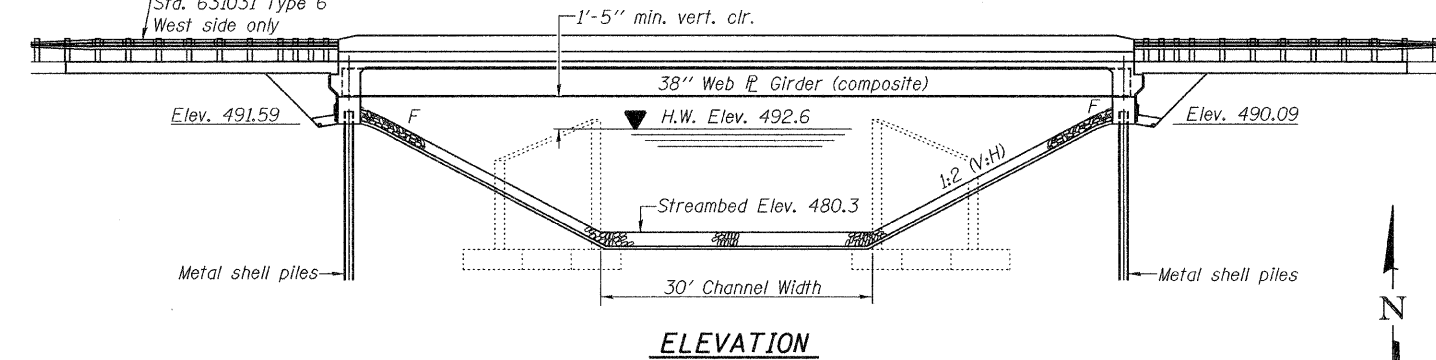
INDEX OF SHEETS

1. General Plan and Elevation
2. Stage Construction Details
3. Temporary Soil Retention System
4. Temporary Steel Railing
5. Temporary Concrete Barrier
- 6.-7. Top of Slab Elevations
8. West Approach Elevations
9. East Approach Elevations
10. Superstructure
11. Superstructure Details
12. Diaphragm Details
- 13.-14. Structural Steel Details
15. West Abutment
16. East Abutment
17. Metal Shell Pile Details
- 18a. Concrete Parapet Slipforming Option
19. Boring Logs

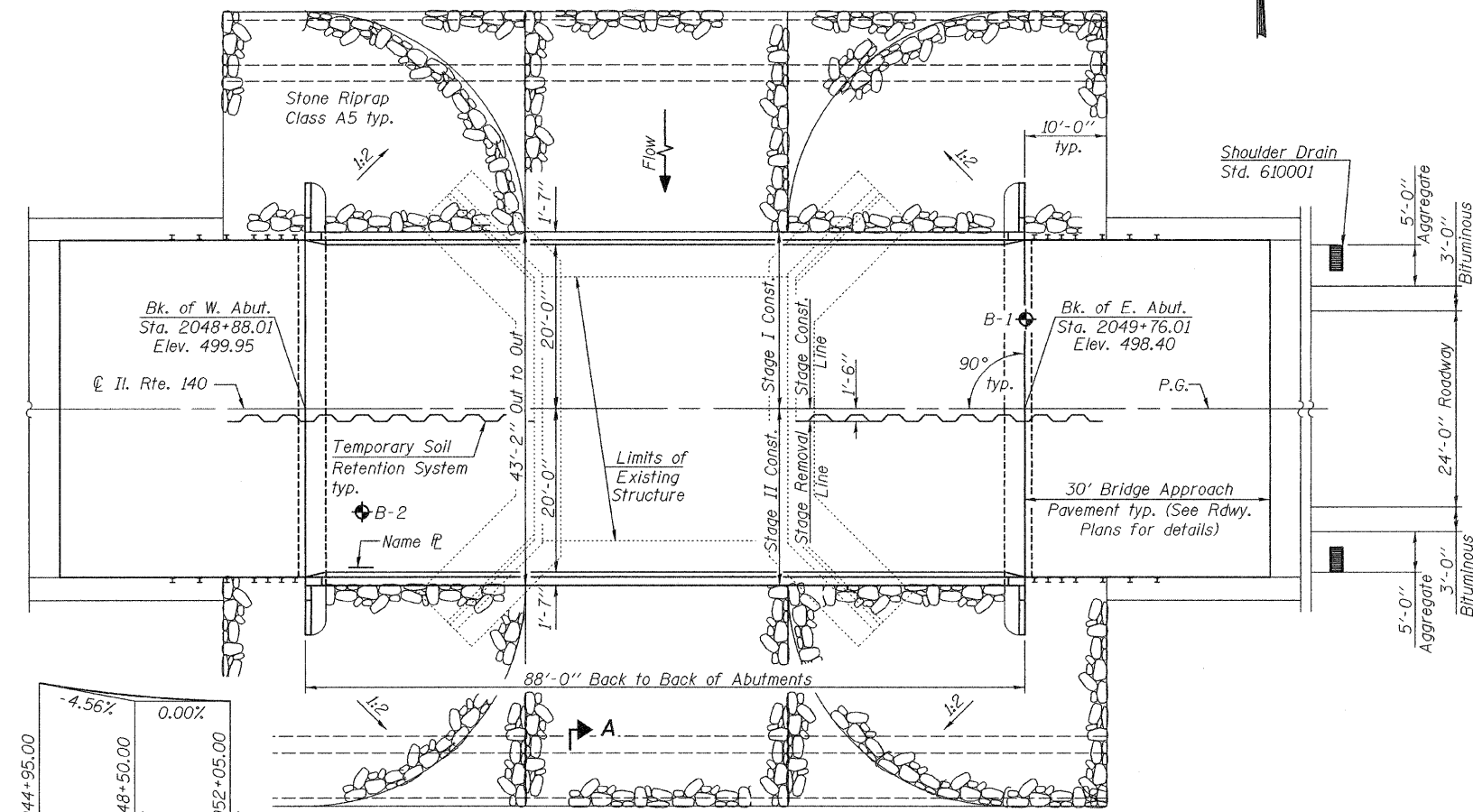
Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 3/4" φ, holes 15/16" φ, unless otherwise noted.
Calculated weight of Structural Steel = 9,090 (M270 Grade 36).
Calculated weight of Structural Steel = 97,920 (M270 Grade 50).
No field welding is permitted except as specified in the contract documents.
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr. 60. See Special Provisions.
Layout of slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
If the Contractor elects to use cantilever forming brackets on the exterior girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
Reinforcement bars designated (E) shall be epoxy coated.
The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be grey, Munsell No. 5B 7/1. See Special Provision for "Cleaning and Painting New Metal Structures".
Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.

TOTAL BILL OF MATERIAL

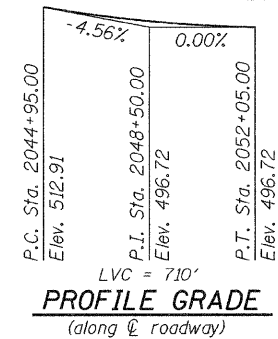
ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each			1
Concrete Superstructure	Cu. Yd.	143		143
Concrete Structures	Cu. Yd.		39	39
Structure Excavation	Cu. Yd.		245	245
Furnishing and Erecting Structural Steel	L. Sum			1
Reinforcement Bars, Epoxy Coated	Pound	30,820	5,940	36,760
Test Pile Metal Shells	Each		2	2
Furnishing Metal Shell Piles 14" φ x 0.25"	Foot		749	749
Driving Piles	Foot		749	749
Name Plates	Each			1
Porous Granular Embankment (Special)	Cu. Yd.		196	196
Stone Riprap, Class A5	Sq. Yd.		1192	1192
Filter Fabric	Sq. Yd.		1192	1192
Protective Coat	Sq. Yd.	466		466
Bar Splicers	Each	377	18	395
Pipe Underdrains for Structures, 4"	Foot		158	158
Geocomposite Wall Drain	Sq. Yd.		83	83
Bridge Deck Grooving	Sq. Yd.	372		372
Stud Shear Connectors	Each	1782		1782
Temporary Soil Retention System	Sq. Ft.		772	772
Anchor Bolts, 1"	Each	24		24
Steel Railing, Temporary	Foot	32		32



ELEVATION



PLAN



PROFILE GRADE
(along roadway)

DESIGNED	<i>[Signature]</i>
CHECKED	<i>[Signature]</i>
DRAWN	R. Sommer
CHECKED	PRC/NRB

Design Scour Elevation (feet)	West Abut. 491.59	East Abut. 490.09
-------------------------------	-------------------	-------------------

November 7, 2008
EXAMINED *[Signature]*
PASSED *[Signature]*
ENGINEER OF BRIDGE DESIGN
ENGINEER OF BRIDGES AND STRUCTURES

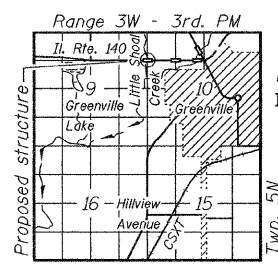


EXPIRES 11-30-2010

WATERWAY INFORMATION

Flood	Freq. Yr.	Q ft ³ /s	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Drainage Area = 170 mi. ² Exist. Low Grade Elev. 496.4 ft. @ Sta. 2064+13 Prop. Low Grade Elev. 496.4 ft. @ Sta. 2064+13									
Flood	10	1761/1839	310	545	491.0	1.3	1.1	492.3	492.1
Floodplain	Total	7550	1760	1958					
Design	50	3852/4832	358	667	492.6	1.9	1.5	494.5	494.1
Floodplain	Total	14250	2347	2664					
Base	100	2909/4566	391	760	493.7	2.6	2.1	496.3	495.8
Floodplain	Total	19456	2619	2941					
Overtop (E)	105	3086/6160	394	768	493.8	2.6		496.4	
Floodplain	Total	20050	2622	2980					
Overtop (P)	133	3658/6358	406	804	494.2		2.2	496.4	
Floodplain	Total	22000	2622	2980					

10 year velocity through Exist. Bridge = 4.7 fps 10 year velocity through Prop. Bridge = 3.5 fps



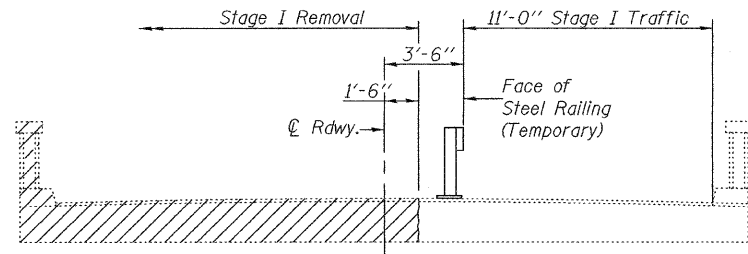
LOCATION SKETCH

GENERAL PLAN
ILLINOIS ROUTE 140 OVER
LITTLE SHOAL CREEK
F.A.P. ROUTE 42 - SECTION 139BR
BOND COUNTY
STATION 2049+33.51
STRUCTURE NO. 003-0061

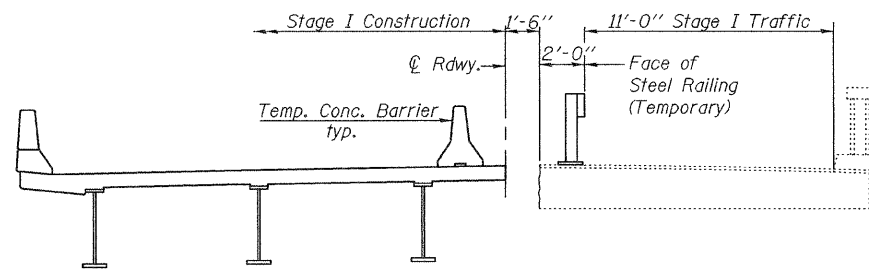
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 42	SECTION 139BR	COUNTY BOND	TOTAL SHEETS 59	SHEET NO. 35	SHEET NO. 2 19 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

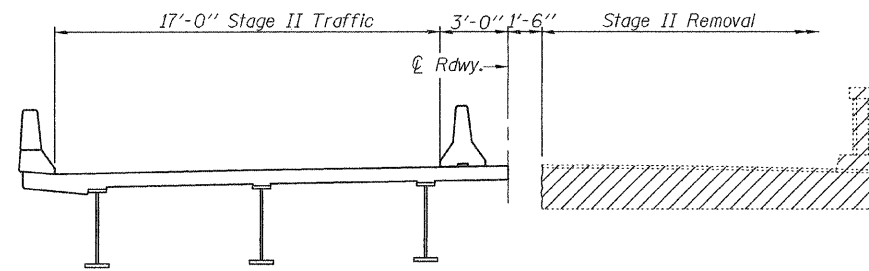
Contract #76391



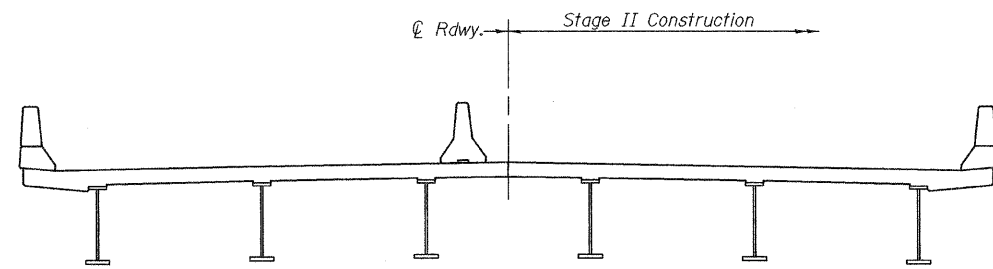
STAGE I REMOVAL
(Looking East)



STAGE I CONSTRUCTION
(Looking East)

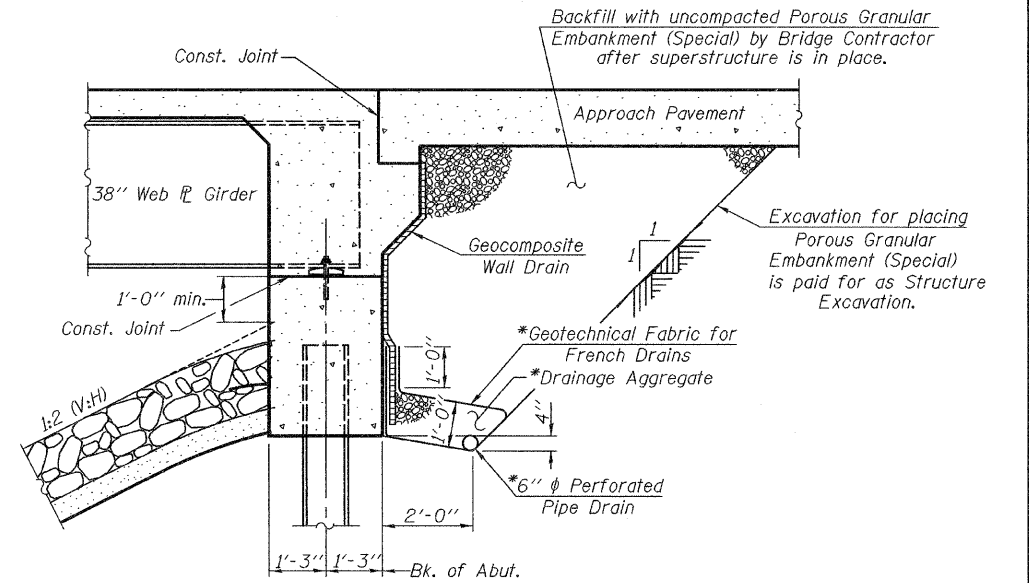


STAGE II REMOVAL
(Looking East)



STAGE II CONSTRUCTION
(Looking East)

Notes: For quantity of Temporary Concrete Barrier, see roadway plans.
Hatched area indicates Removal of Existing Structures.
For details of Temporary Concrete Barrier see sheet 5 of 19.
For details of Steel Railing (Temporary) see sheet 4 of 19.



SECTION THRU INTEGRAL ABUTMENT

*Included in the cost of Pipe Underdrains for Structures, 4".

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

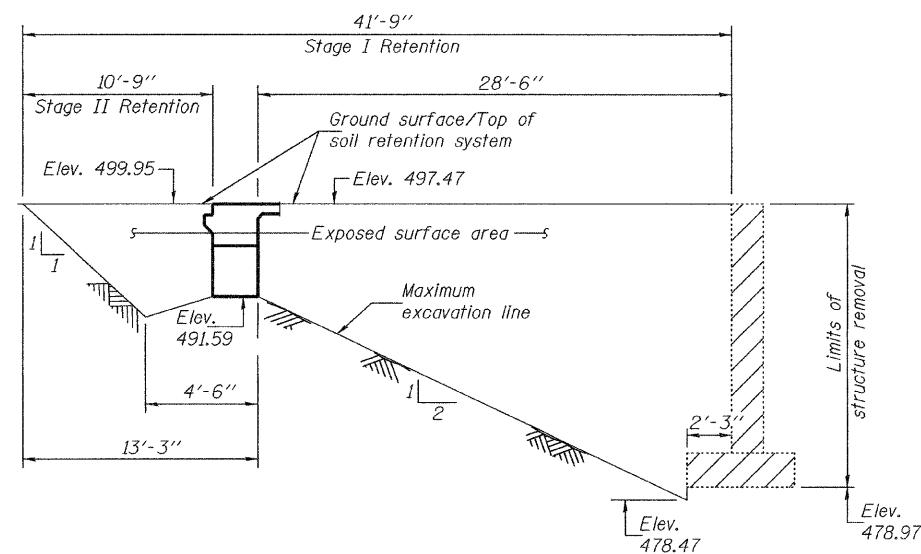
DESIGNED Phillip R. Litchfield	November 7, 2008
CHECKED Nick R. Barnett	EXAMINED <i>Thomas J. Domagalaki</i> ENGINEER OF PUBLIC DESIGN
DRAWN R. Sommer	PASSED <i>Ralph E. Anderson</i> ENGINEER OF BRIDGES AND STRUCTURES
CHECKED P.R.L./N.R.B.	

STAGE CONSTRUCTION DETAILS
F.A.P. ROUTE 42 - SECTION 139BR
BOND COUNTY
STATION 2049+33.51
STRUCTURE NO. 003-0061

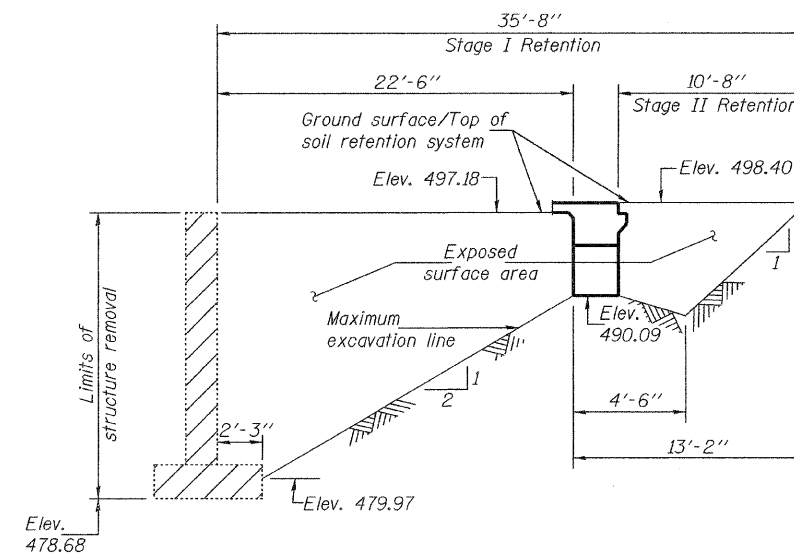
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 3 19 SHEETS
F.A.P. 42	139BR	BOND	59	36	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #76391



WEST ABUTMENT



EAST ABUTMENT

TEMPORARY SOIL RETENTION SYSTEM

A cantilevered sheet piling design does not appear feasible and additional members or other retention systems may be necessary. The Contractor shall submit a temporary soil retention system design including plan details and calculations for review and acceptance by the Engineer.

DESIGNED Phillip R. Litchfield
CHECKED Nick R. Barnett
DRAWN R. Sommer
CHECKED P.R.L./N.R.B.

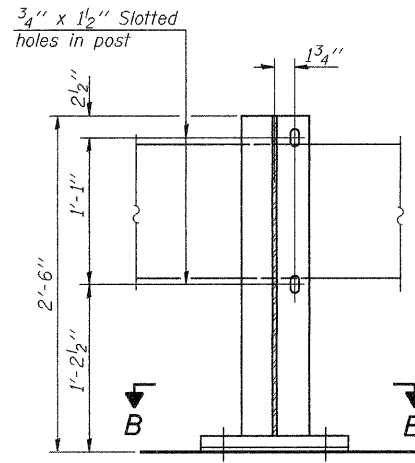
November 7, 2008
EXAMINED Thomas J. Domagala
PASSED Ralph E. Anderson

TEMPORARY SOIL RETENTION SYSTEM
F.A.P. ROUTE 42 - SECTION 139BR
BOND COUNTY
STATION 2049+33.51
STRUCTURE NO. 003-0061

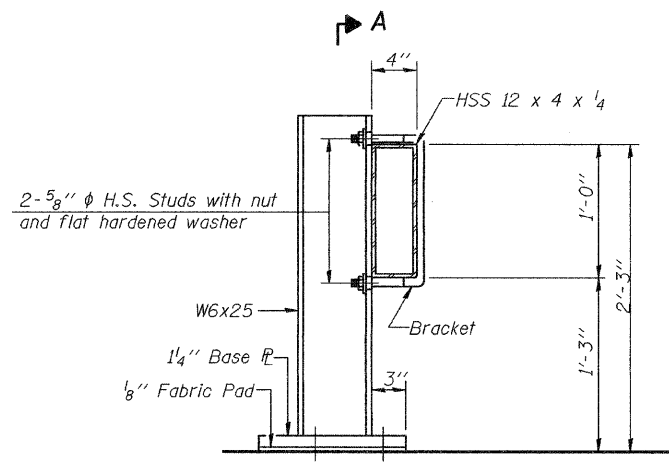
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 4
F.A.P. 42	139BR	BOND	59	37	19 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

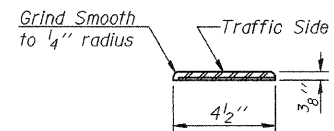
Contract #76391



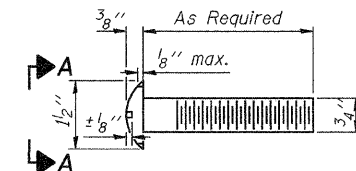
SECTION A-A



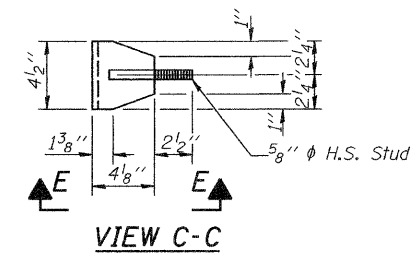
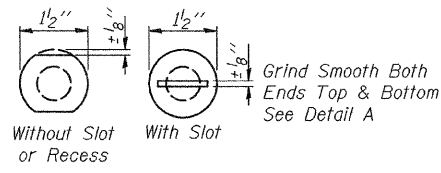
SECTION AT RAIL POST



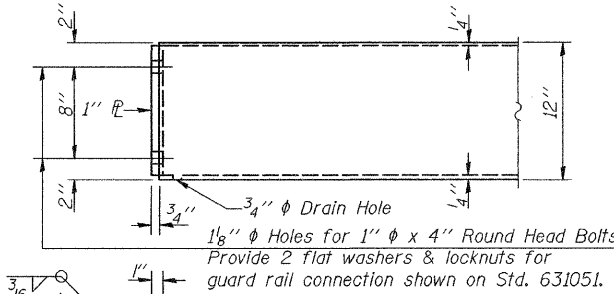
DETAIL A



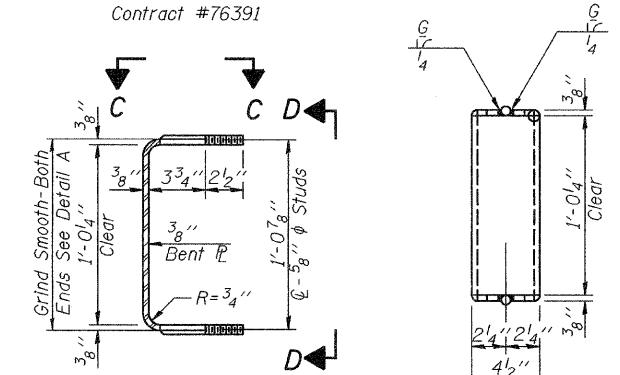
VIEW A-A ROUND HEAD BOLT



VIEW C-C



END OF RAIL DETAILS

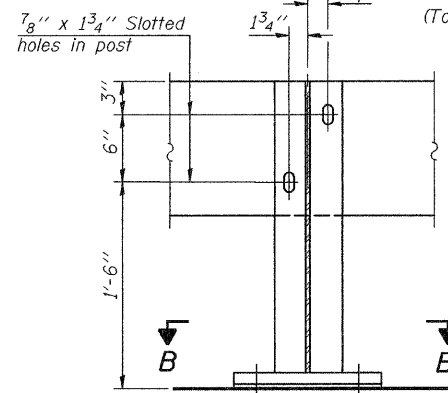


SECTION THRU BRACKET

VIEW D-D

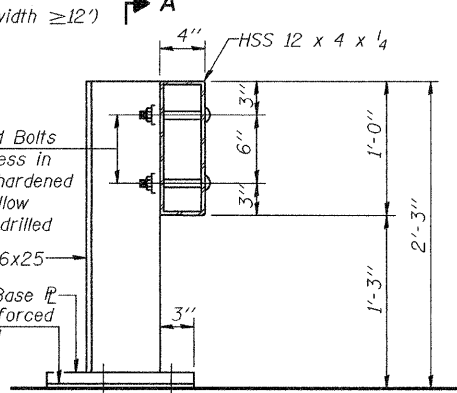
ALTERNATE I

(To be used only for Roadway width $\geq 12'$)

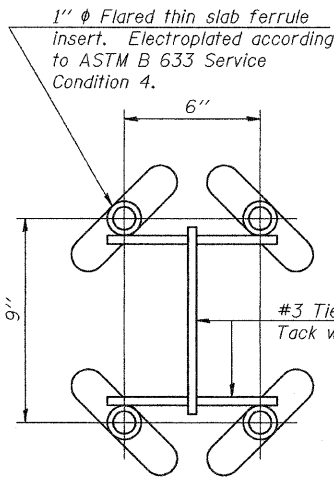


SECTION A-A

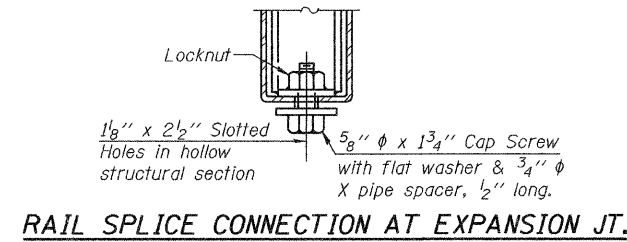
2-3/4 inch diameter x 6 inch Round Head Bolts (With slot or approved recess in head) with locknut & flat hardened washer. 7/8 inch diameter holes in hollow structural section may be drilled in the field.



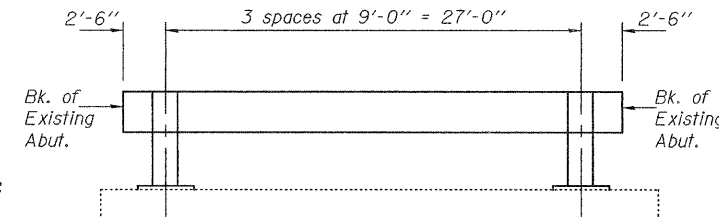
SECTION AT RAIL POST



INSERT DETAIL

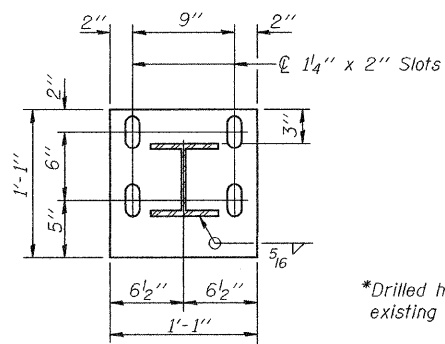


RAIL SPLICE CONNECTION AT EXPANSION JT.



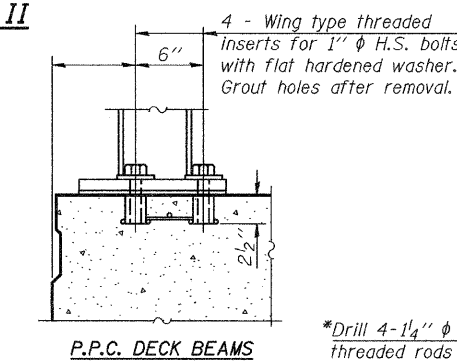
INSIDE ELEVATION
(Showing rail post spacing)

ALTERNATE II



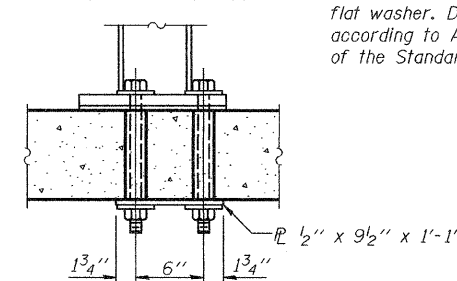
SECTION B-B

*Drilled holes for existing deck.

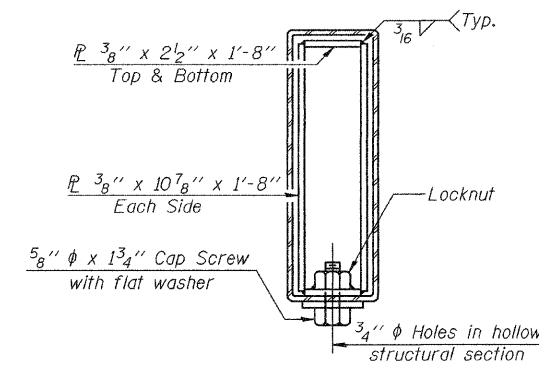


P.P.C. DECK BEAMS

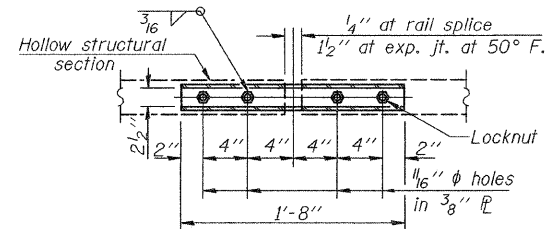
*Drill 4-1 1/4 inch diameter holes for 1 inch diameter threaded rods with hex nut and flat washer. Drill and set rods according to Article 509.06 of the Standard Specifications.



NEW & EXISTING DECKS
ANCHORAGE DETAILS



SECTION AT RAIL SPLICE



PLAN-BOTTOM. SPLICE & TYPICAL

Notes:
The contact surfaces between post flange, rail and inside face of bracket for Alternate I shall be free of all lubricants.
The nut for 5/8 inch diameter high strength studs used in Alternate I to connect bracket to post shall be tightened to a snug fit and given an additional one half turn.

TEMPORARY BRIDGE RAIL POST SPACING

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing (Temporary)	Foot	32

STEEL RAILING (TEMPORARY)
F.A.P. ROUTE 42 - SECTION 139BR
BOND COUNTY
STATION 2049+33.51
STRUCTURE NO. 003-0061

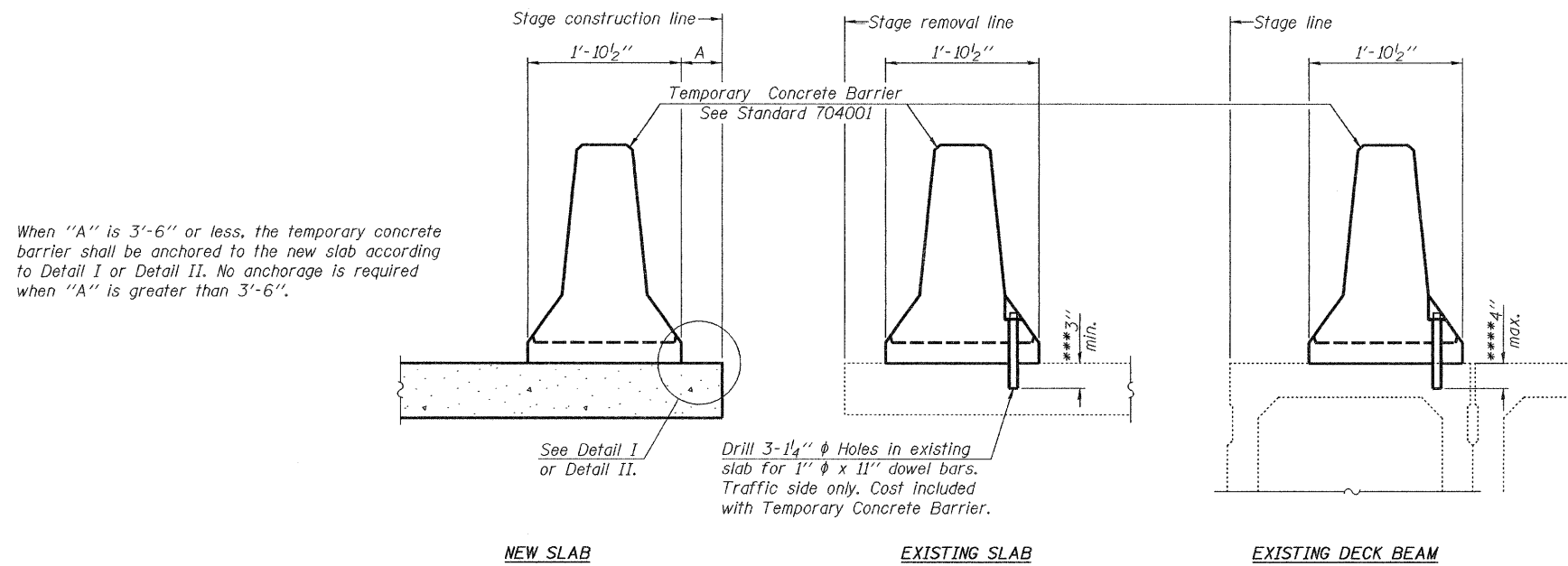
DESIGNED	Phillip R. Litchfield
CHECKED	Nick R. Barnett
DRAWN	DECKY M. LEACH
CHECKED	P.R.L./N.R.B.

November 7, 2008
EXAMINED <i>Thomas J. Domagalak</i>
PASSED <i>Ralph E. Anderson</i>

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 5 19 SHEETS
F.A.P. 42	139BR	BOND	59	38	
FED. ROAD DIST. NO. 7	ILLINOIS		FED. AID PROJECT-		

Contract #76391



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

NEW SLAB

EXISTING SLAB

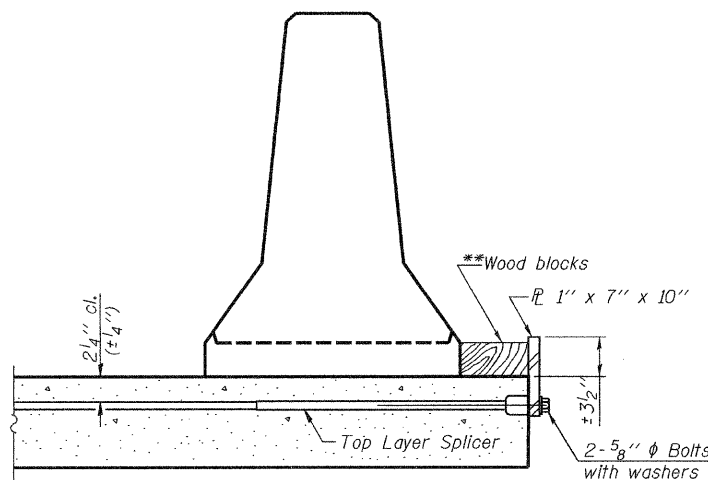
EXISTING DECK BEAM

NOTES

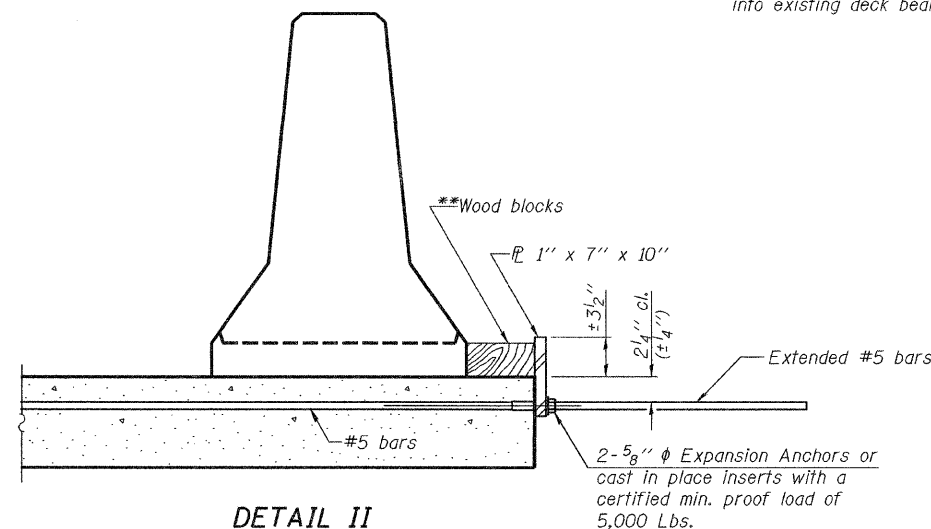
- Detail I - With Bar Splicer or Couplers: Connect one (1) 1"x7"x10" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate 1/2 of each barrier panel.
 - Detail II - With Extended Reinforcement Bars: Connect one (1) 1"x7"x10" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate 1/2 of each barrier panel.
- Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

SECTIONS THRU SLAB OR DECK BEAM

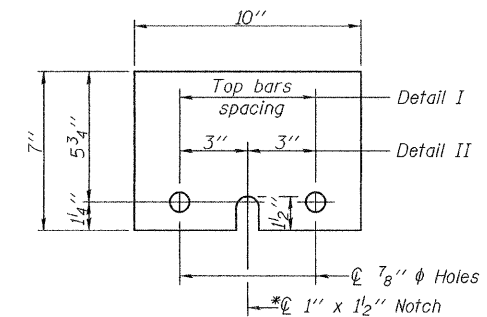
- ***Dimension shown is minimum required embedment into concrete. If hot-mix asphalt wearing surface is present, minimum embedment shall be in addition to wearing surface depth.
- ****If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER PL 1" x 7" x 10"

*Required only with Detail II

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

DESIGNED	Phillip R. Litchfield
CHECKED	Nick R. Barnett
DRAWN	R. Sommer
CHECKED	P.R.L./N.R.B.

EXAMINED	Thomas J. Domagalaki	November 7, 2008
PASSED	Ralph E. Anderson	

R-27

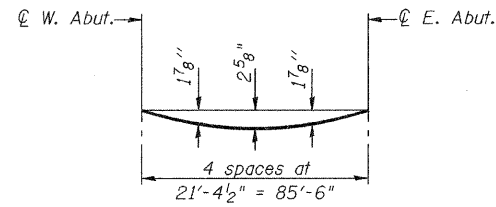
5-16-08

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
F.A.P. ROUTE 42 - SECTION 139BR
BOND COUNTY
STATION 2049+33.51
STRUCTURE NO. 003-0061

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

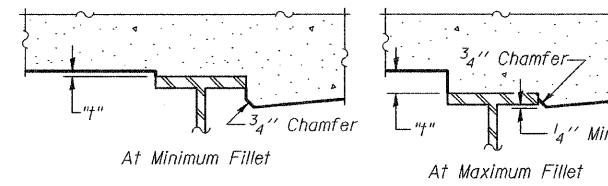
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 6
F.A.P. 42	139BR	BOND	57	39	19 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #76391



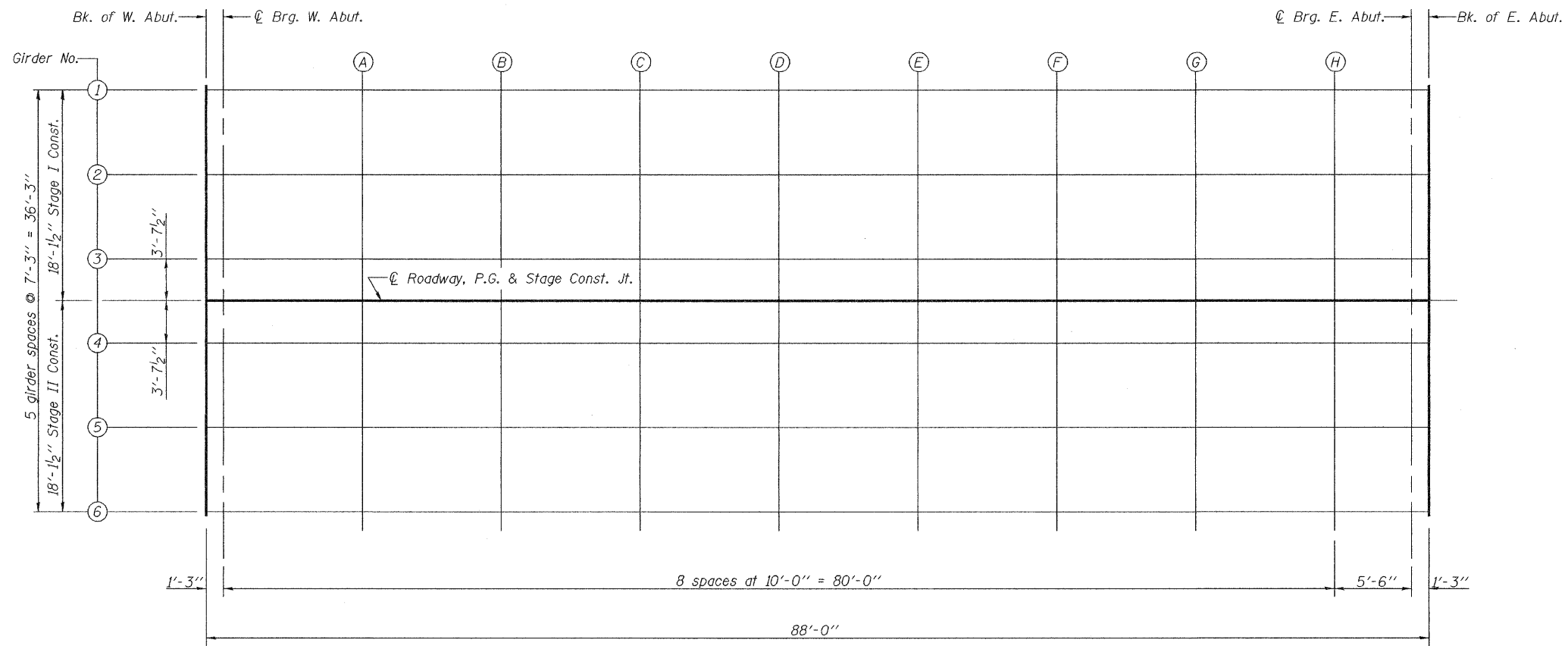
DEAD LOAD DEFLECTION DIAGRAM

(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 19.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the girders 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 19, minus slab thickness, equals the fillet heights "t" above top flange of girders.

FILLET HEIGHTS



PLAN

DESIGNED Phillip R. Litchfield
CHECKED Nick R. Barnett
DRAWN R. Sommer
CHECKED P.R.L./M.R.B.

November 7, 2008
EXAMINED Thomas J. Domagalick
PASSED Ralph E. Anderson

TOP OF SLAB ELEVATIONS
F.A.P. ROUTE 42 - SECTION 139BR
BOND COUNTY
STATION 2049+33.51
STRUCTURE NO. 003-0061

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A.P. 42	139BR	BOND	59	40
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-	

SHEET NO. 7
19 SHEETS

Contract #76391

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	204888.01	-18.13	499.63	499.63
⊕ Brg. W. Abut.	204889.26	-18.13	499.61	499.61
A	204899.26	-18.13	499.41	499.48
B	204909.26	-18.13	499.21	499.36
C	204919.26	-18.13	499.03	499.21
D	204929.26	-18.13	498.85	499.06
E	204939.26	-18.13	498.67	498.87
F	204949.26	-18.13	498.51	498.67
G	204959.26	-18.13	498.34	498.46
H	204969.26	-18.13	498.19	498.23
⊕ Brg. E. Abut.	204974.76	-18.13	498.11	498.11
Bk. E. Abut.	204976.01	-18.13	498.09	498.09

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	204888.01	-10.88	499.78	499.78
⊕ Brg. W. Abut.	204889.26	-10.88	499.75	499.75
A	204899.26	-10.88	499.55	499.62
B	204909.26	-10.88	499.36	499.50
C	204919.26	-10.88	499.17	499.35
D	204929.26	-10.88	498.99	499.20
E	204939.26	-10.88	498.82	499.01
F	204949.26	-10.88	498.65	498.82
G	204959.26	-10.88	498.49	498.60
H	204969.26	-10.88	498.33	498.37
⊕ Brg. E. Abut.	204974.76	-10.88	498.25	498.25
Bk. E. Abut.	204976.01	-10.88	498.23	498.23

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	204888.01	-3.63	499.89	499.89
⊕ Brg. W. Abut.	204889.26	-3.63	499.86	499.86
A	204899.26	-3.63	499.67	499.74
B	204909.26	-3.63	499.47	499.62
C	204919.26	-3.63	499.29	499.46
D	204929.26	-3.63	499.10	499.31
E	204939.26	-3.63	498.93	499.13
F	204949.26	-3.63	498.76	498.93
G	204959.26	-3.63	498.60	498.71
H	204969.26	-3.63	498.45	498.49
⊕ Brg. E. Abut.	204974.76	-3.63	498.37	498.37
Bk. E. Abut.	204976.01	-3.63	498.35	498.35

⊕ RDWY., P.G. & STAGE CONSTRUCTION

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	204888.01	0.00	499.95	499.95
⊕ Brg. W. Abut.	204889.26	0.00	499.92	499.92
A	204899.26	0.00	499.72	499.79
B	204909.26	0.00	499.53	499.67
C	204919.26	0.00	499.34	499.52
D	204929.26	0.00	499.16	499.37
E	204939.26	0.00	498.99	499.18
F	204949.26	0.00	498.82	498.99
G	204959.26	0.00	498.66	498.77
H	204969.26	0.00	498.50	498.54
⊕ Brg. E. Abut.	204974.76	0.00	498.42	498.42
Bk. E. Abut.	204976.01	0.00	498.40	498.40

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	204888.01	3.63	499.89	499.89
⊕ Brg. W. Abut.	204889.26	3.63	499.86	499.86
A	204899.26	3.63	499.67	499.74
B	204909.26	3.63	499.47	499.62
C	204919.26	3.63	499.29	499.46
D	204929.26	3.63	499.10	499.31
E	204939.26	3.63	498.93	499.13
F	204949.26	3.63	498.76	498.93
G	204959.26	3.63	498.60	498.71
H	204969.26	3.63	498.45	498.49
⊕ Brg. E. Abut.	204974.76	3.63	498.37	498.37
Bk. E. Abut.	204976.01	3.63	498.35	498.35

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	204888.01	10.88	499.78	499.78
⊕ Brg. W. Abut.	204889.26	10.88	499.75	499.75
A	204899.26	10.88	499.55	499.62
B	204909.26	10.88	499.36	499.50
C	204919.26	10.88	499.17	499.35
D	204929.26	10.88	498.99	499.20
E	204939.26	10.88	498.82	499.01
F	204949.26	10.88	498.65	498.82
G	204959.26	10.88	498.49	498.60
H	204969.26	10.88	498.33	498.37
⊕ Brg. E. Abut.	204974.76	10.88	498.25	498.25
Bk. E. Abut.	204976.01	10.88	498.23	498.23

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. W. Abut.	204888.01	18.13	499.63	499.63
⊕ Brg. W. Abut.	204889.26	18.13	499.61	499.61
A	204899.26	18.13	499.41	499.48
B	204909.26	18.13	499.21	499.36
C	204919.26	18.13	499.03	499.21
D	204929.26	18.13	498.85	499.06
E	204939.26	18.13	498.67	498.87
F	204949.26	18.13	498.51	498.67
G	204959.26	18.13	498.34	498.46
H	204969.26	18.13	498.19	498.23
⊕ Brg. E. Abut.	204974.76	18.13	498.11	498.11
Bk. E. Abut.	204976.01	18.13	498.09	498.09

DESIGNED Phillip R. Litchfield
CHECKED Nick R. Barnett
DRAWN R. Sommer
CHECKED P.R.L./N.R.B.

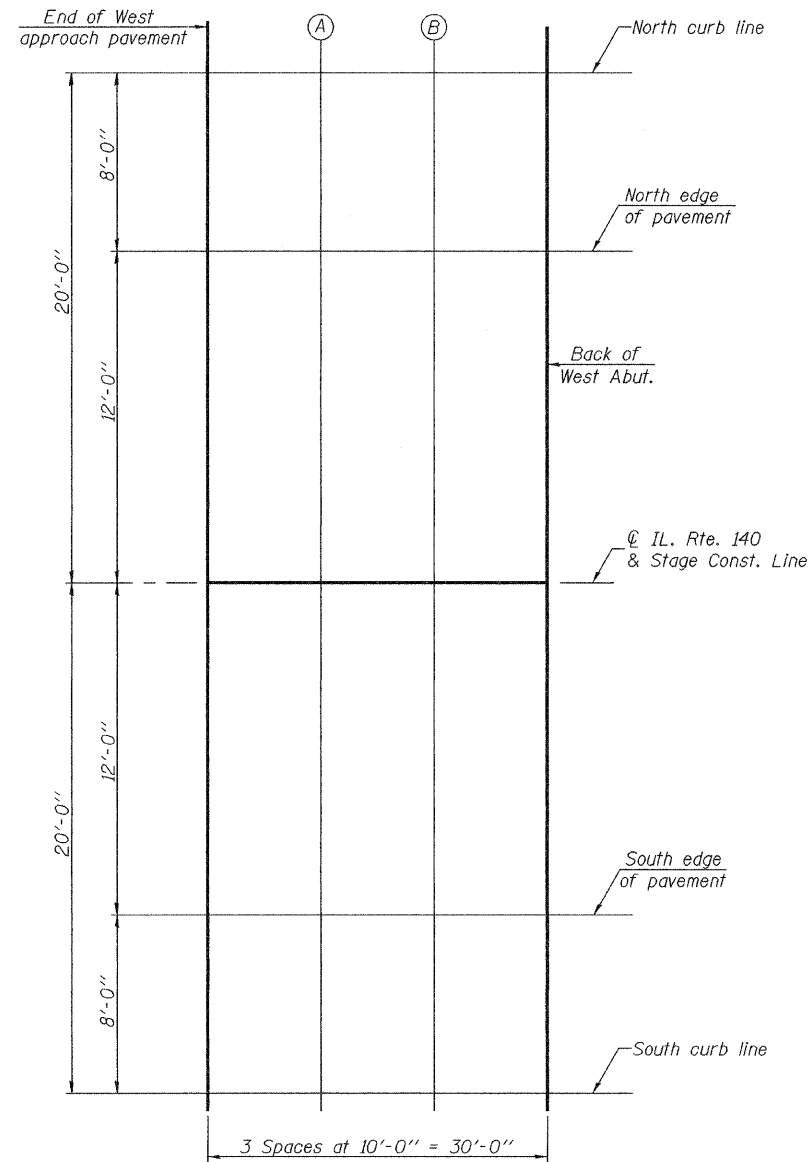
November 7, 2008
EXAMINED Thomas J. Domagalaki
PASSED Ralph E. Anderson

TOP OF SLAB ELEVATIONS
F.A.P. ROUTE 42 - SECTION 139BR
BOND COUNTY
STATION 2049+33.51
STRUCTURE NO. 003-0061

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 8 19 SHEETS
F.A.P. 42	139BR	BOND	59	41	
FED. ROAD DIST. NO. 7		ILLINOIS		FED. AID PROJECT	

Contract #76391



PLAN

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
END W. APPR. PAV'T.	204858.01	-20.00	500.23
A	204868.01	-20.00	500.01
B	204878.01	-20.00	499.80
BK.W. ABUT.	204888.01	-20.00	499.59

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
END W. APPR. PAV'T.	204858.01	-12.00	500.40
A	204868.01	-12.00	500.18
B	204878.01	-12.00	499.97
BK.W. ABUT.	204888.01	-12.00	499.76

© ROADWAY, P.G. & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
END W. APPR. PAV'T.	204858.01	0.00	500.59
A	204868.01	0.00	500.37
B	204878.01	0.00	500.15
BK.W. ABUT.	204888.01	0.00	499.95

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
END W. APPR. PAV'T.	204858.01	12.00	500.40
A	204868.01	12.00	500.18
B	204878.01	12.00	499.97
BK.W. ABUT.	204888.01	12.00	499.76

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
END W. APPR. PAV'T.	204858.01	20.00	500.23
A	204868.01	20.00	500.01
B	204878.01	20.00	499.80
BK.W. ABUT.	204888.01	20.00	499.59

WEST APPROACH
TOP OF SLAB ELEVATIONS
F.A.S. ROUTE 42 - SEC. 139BR
BOND COUNTY
STATION 2049+33.51
STRUCTURE NO. 003-0061

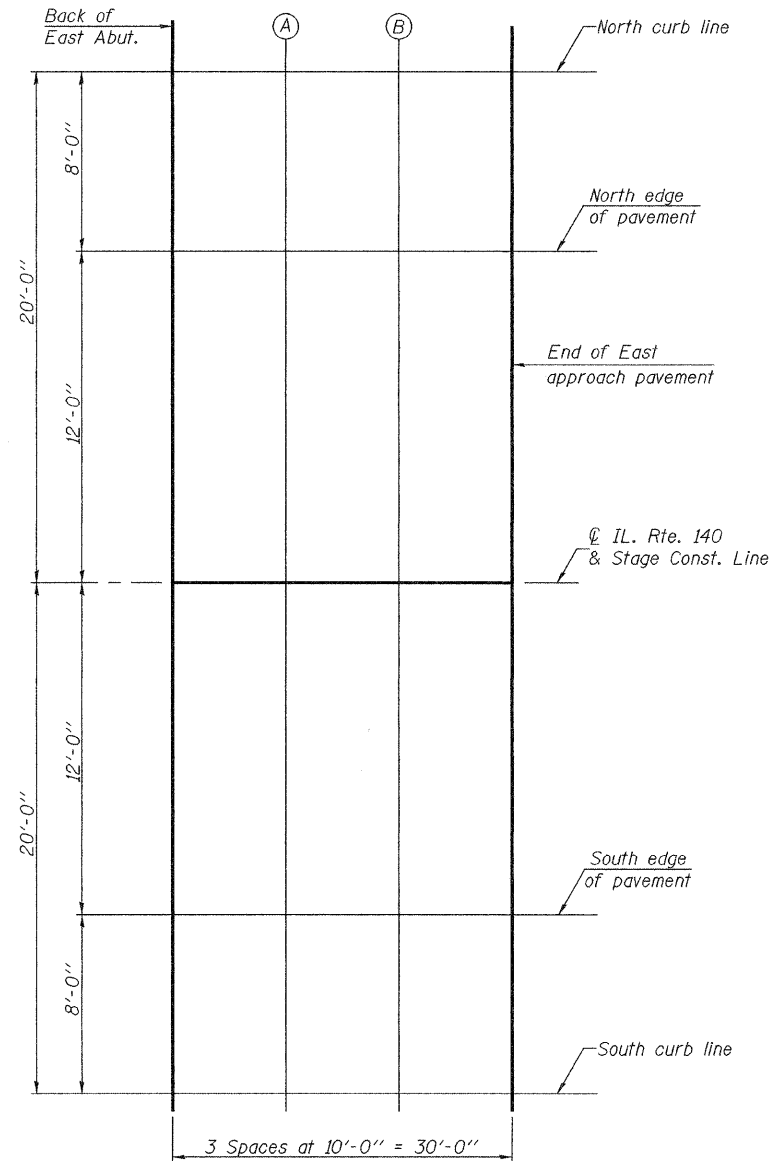
DESIGNED Phillip R. Litchfield
CHECKED Nick R. Barnett
DRAWN R. Sommer
CHECKED P.R.L./N.R.B.

November 7, 2008
EXAMINED <i>Thomas J. Domagalaki</i>
PASSED <i>Ralph E. Anderson</i>

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 42	SECTION 139BR	COUNTY BOND	TOTAL SHEETS 59	SHEET NO. 42	SHEET NO. 9 19 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS		FED. ROAD PROJECT	

Contract #76391



PLAN

NORTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
BK.W.ABUT.	204976.01	-20.00	498.05
A	204986.01	-20.00	497.91
B	204996.01	-20.00	497.77
END E.APPR.PAV'T.	205006.01	-20.00	497.64

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
BK.W.ABUT.	204976.01	-12.00	498.22
A	204986.01	-12.00	498.07
B	204996.01	-12.00	497.94
END E.APPR.PAV'T.	205006.01	-12.00	497.80

CL ROADWAY, P.G. & STAGE CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations
BK.W.ABUT.	204976.01	0.00	498.40
A	204986.01	0.00	498.26
B	204996.01	0.00	498.12
END E.APPR.PAV'T.	205006.01	0.00	497.99

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
BK.W.ABUT.	204976.01	12.00	498.22
A	204986.01	12.00	498.07
B	204996.01	12.00	497.94
END E.APPR.PAV'T.	205006.01	12.00	497.80

SOUTH CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
BK.W.ABUT.	204976.01	20.00	498.05
A	204986.01	20.00	497.91
B	204996.01	20.00	497.77
END E.APPR.PAV'T.	205006.01	20.00	497.64

**EAST APPROACH
TOP OF SLAB ELEVATIONS
F.A.S. ROUTE 42 - SEC. 139BR
BOND COUNTY
STATION 2049+33.51
STRUCTURE NO. 003-0061**

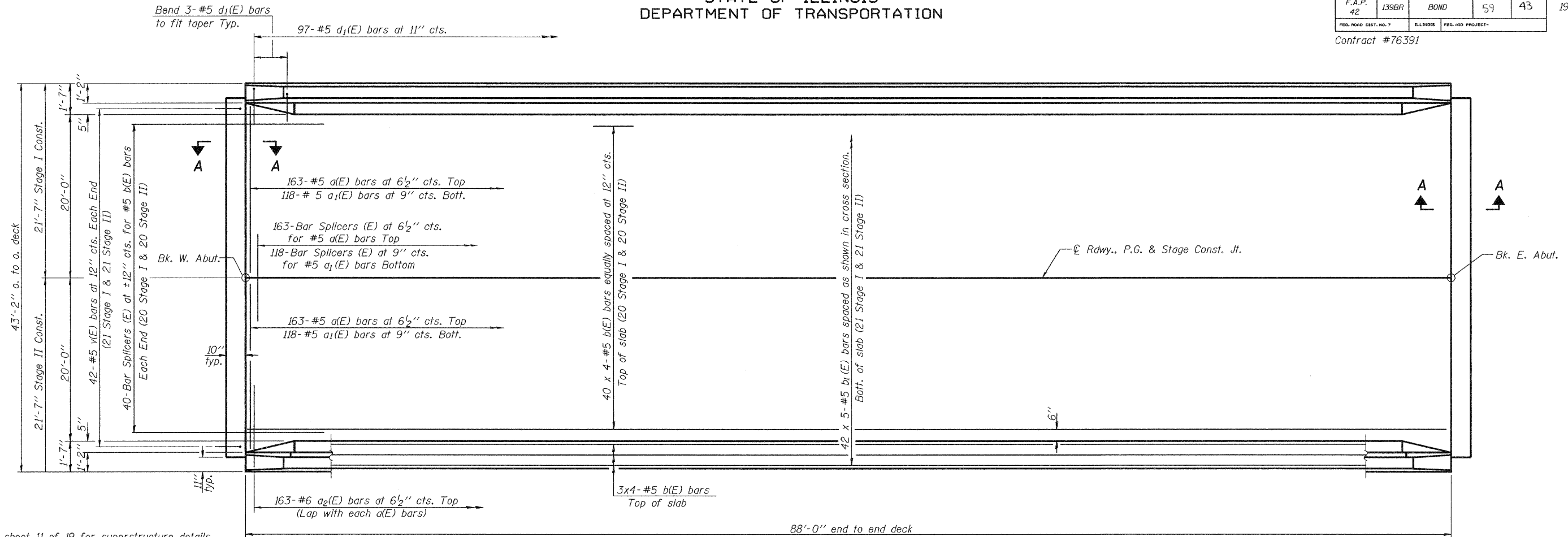
DESIGNED Phillip R. Litchfield
CHECKED Nick R. Barnett
DRAWN R. Sommer
CHECKED P.R.L./N.R.B.

November 7, 2008
EXAMINED Thomas J. Domagalaki
PASSED Ralph E. Anderson

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

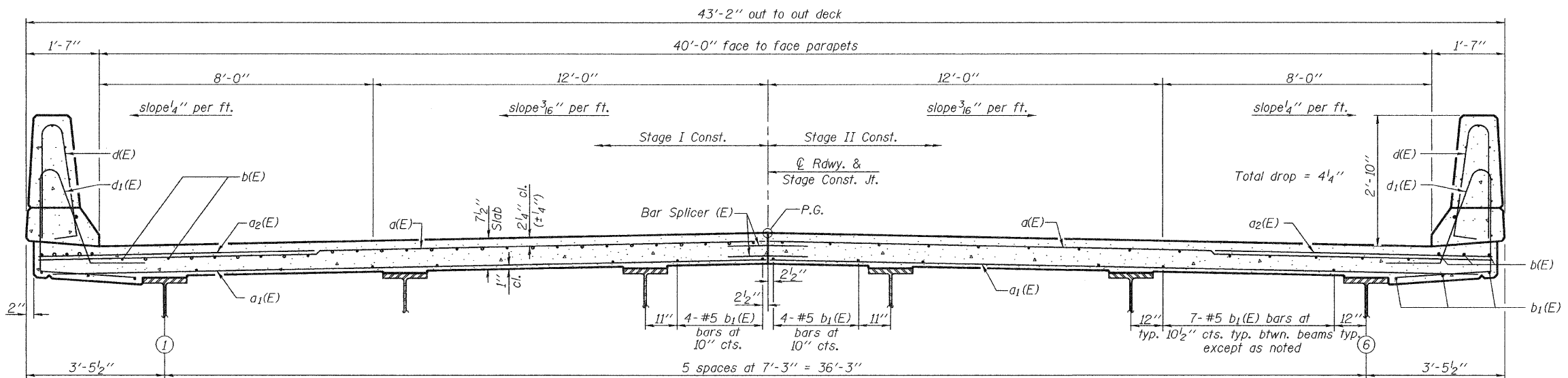
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F.A.P. 42	139BR	BOND	59	43	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract #76391



Notes:
See sheet 11 of 19 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See sheet 11 of 19 for parapet reinforcement.

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



DESIGNED Phillip R. Litchfield
CHECKED Nick R. Barnett
DRAWN R. Sommer
CHECKED P.R.L./N.R.B.

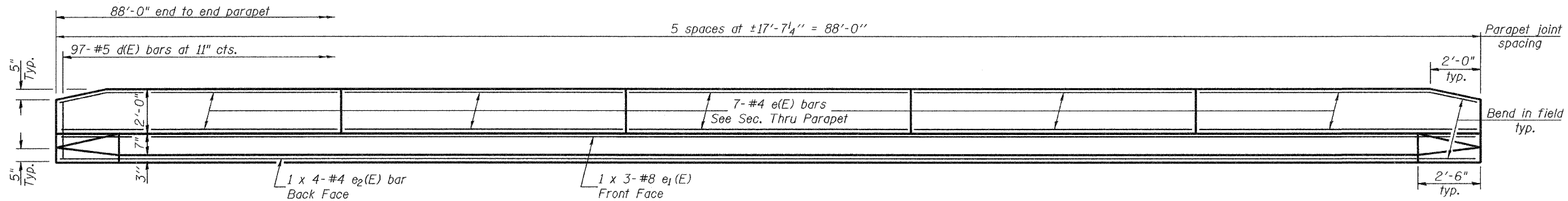
November 7, 2008
EXAMINED Thomas J. Domagalaki
PASSED Ralph E. Anderson

SUPERSTRUCTURE
F.A.P. ROUTE 42 - SECTION 139BR
BOND COUNTY
STATION 2049+33.51
STRUCTURE NO. 003-0061

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 11 19 SHEETS
F.A.P. 42	139BR	BOND	59	44	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			

Contract #76391



INSIDE ELEVATION OF PARAPET

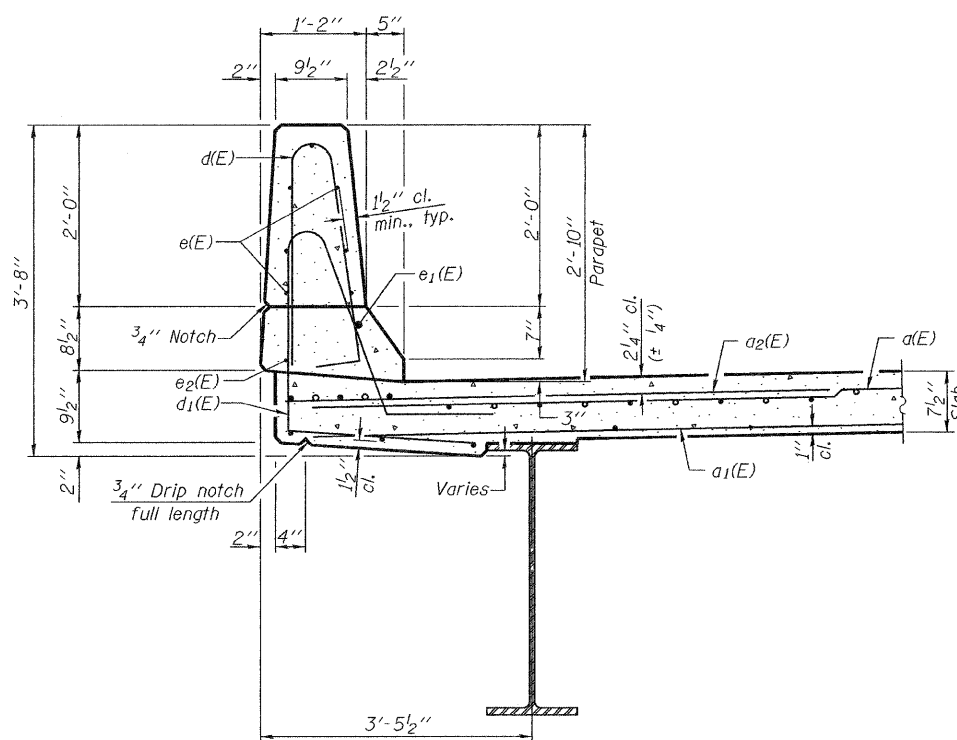
MIN. BAR LAPS

#4 bar = 1'-4"
#8 bar = 3'-5"

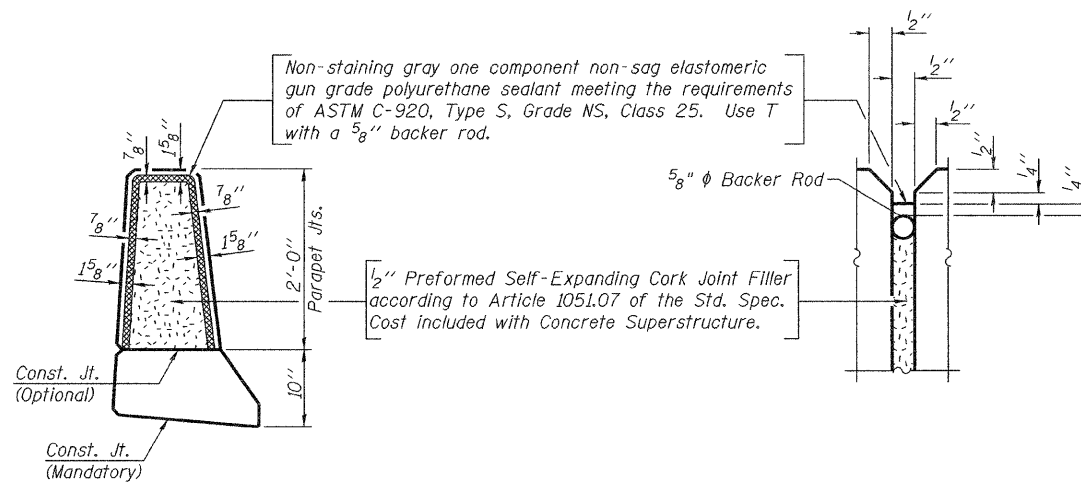
**SUPERSTRUCTURE
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	326	#5	21'-3"	—
a1(E)	236	#5	20'-5"	—
a2(E)	326	#6	6'-0"	—
b(E)	184	#5	23'-7"	—
b1(E)	210	#5	19'-4"	—
d(E)	194	#5	5'-7"	⌋
d1(E)	194	#5	8'-2"	⌋
e(E)	70	#4	17'-3"	—
e1(E)	6	#8	31'-6"	—
e2(E)	8	#4	22'-11"	—
m(E)	8	#6	20'-5"	—
m1(E)	12	#6	21'-3"	—
m2(E)	24	#6	8'-10"	—
m3(E)	8	#6	7'-0"	—
m4(E)	8	#6	3'-3"	—
s(E)	96	#5	6'-10"	⌋
s1(E)	88	#4	10'-4"	⌋
v(E)	84	#5	3'-4"	⌋
Reinforcement Bars, Epoxy Coated			Lbs.	30,820
Concrete Superstructure			Cu. Yds.	143

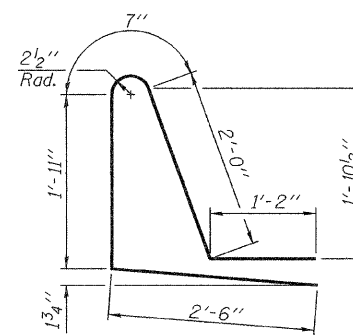
Bars indicated thus 1 x 3-#8 etc. indicates 1 line of bars with 3 lengths per line.



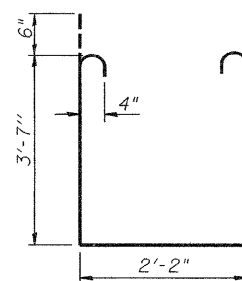
SECTION THRU PARAPET



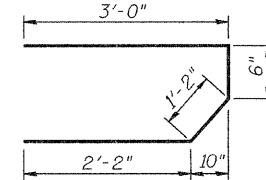
PARAPET JOINT DETAILS



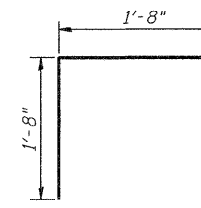
BAR d1(E)



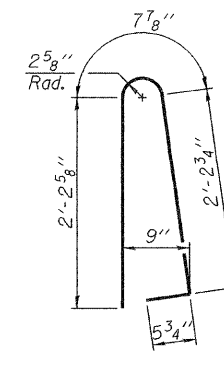
BAR s1(E)



BAR s(E)



BAR v(E)



BAR d(E)

SUPERSTRUCTURE DETAILS
F.A.P. ROUTE 42 - SECTION 139BR
BOND COUNTY
STATION 2049+33.51
STRUCTURE NO. 003-0061

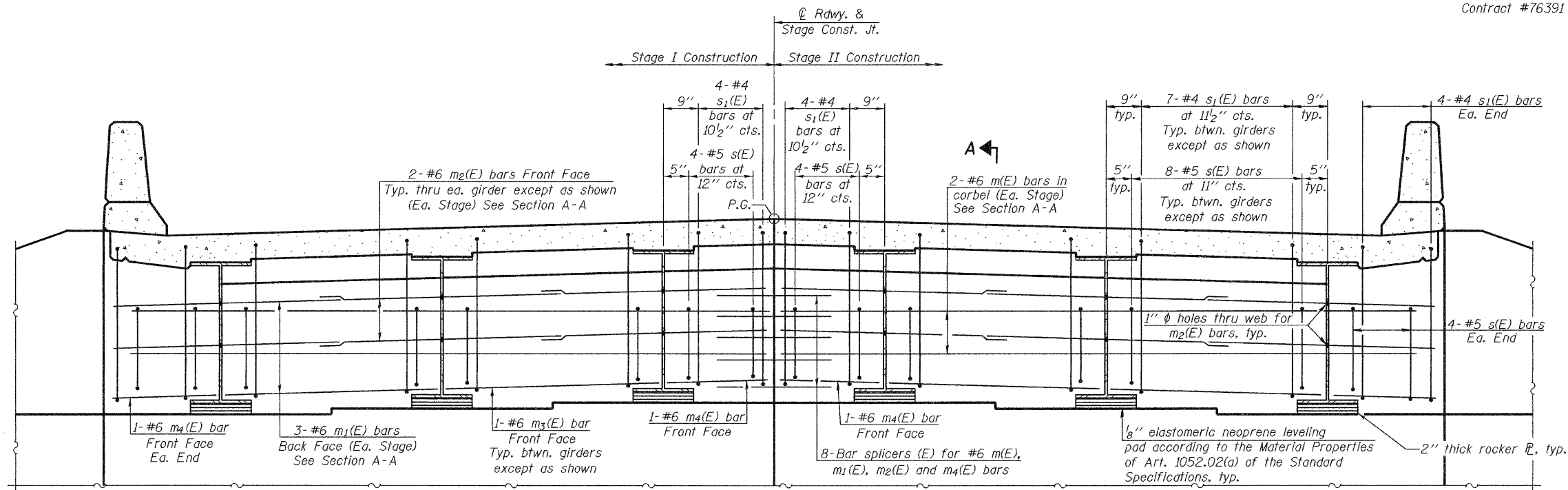
DESIGNED Phillip R. Litchfield
CHECKED Nick R. Barnett
DRAWN R. Sommer
CHECKED P.R.L./N.R.B.

November 7, 2008
EXAMINED Thomas J. Domagala
PASSED Ralph E. Anderson

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

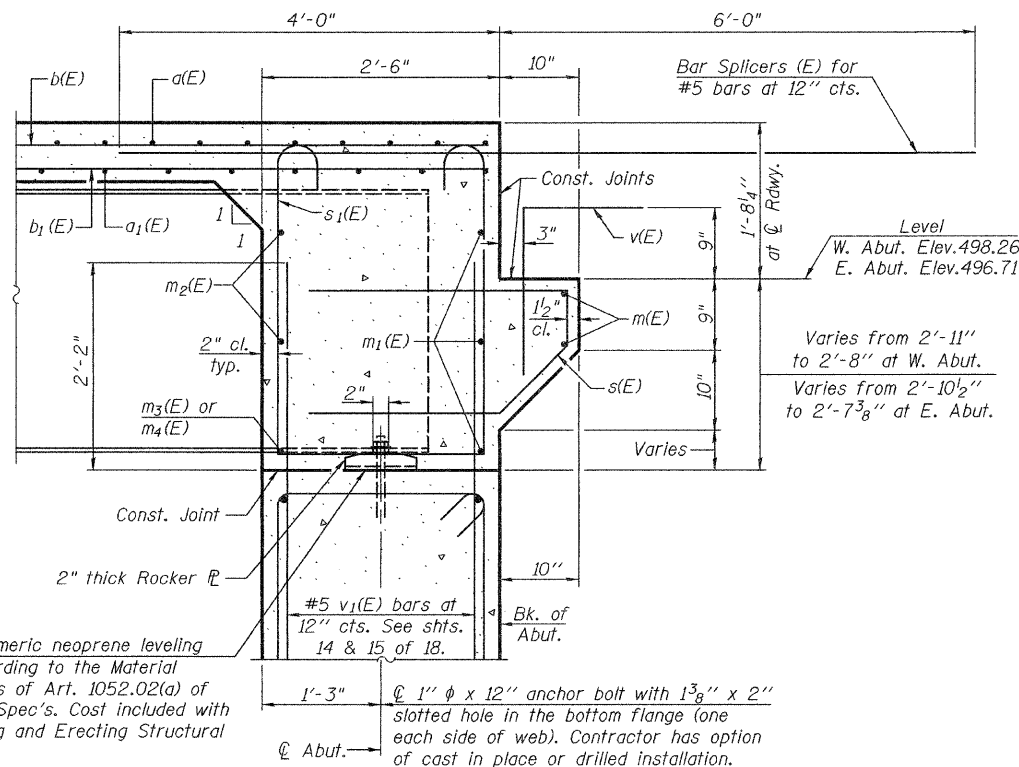
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 12 19 SHEETS
F.A.P. 42	139BR	BOND	59	45	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #76391



DIAPHRAGM ELEVATION AT EAST ABUTMENT
(Looking East-West Abutment similar)

Notes: Reinforcement bars in diaphragm are billed with superstructure on sheet 11 of 19.
Concrete in diaphragm is included with Concrete Superstructure on sheet 11 of 19.
For details of bars s(E) & s1(E) see sheet 11 of 19.
See sheet 13 of 19 for holes thru web for m2(E) bars.
For bar splicer (E) details see sheet 18 of 19.



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

DESIGNED Phillip R. Litchfield
CHECKED Nick R. Barnett
DRAWN R. Sommer
CHECKED P.R.L./N.R.B.

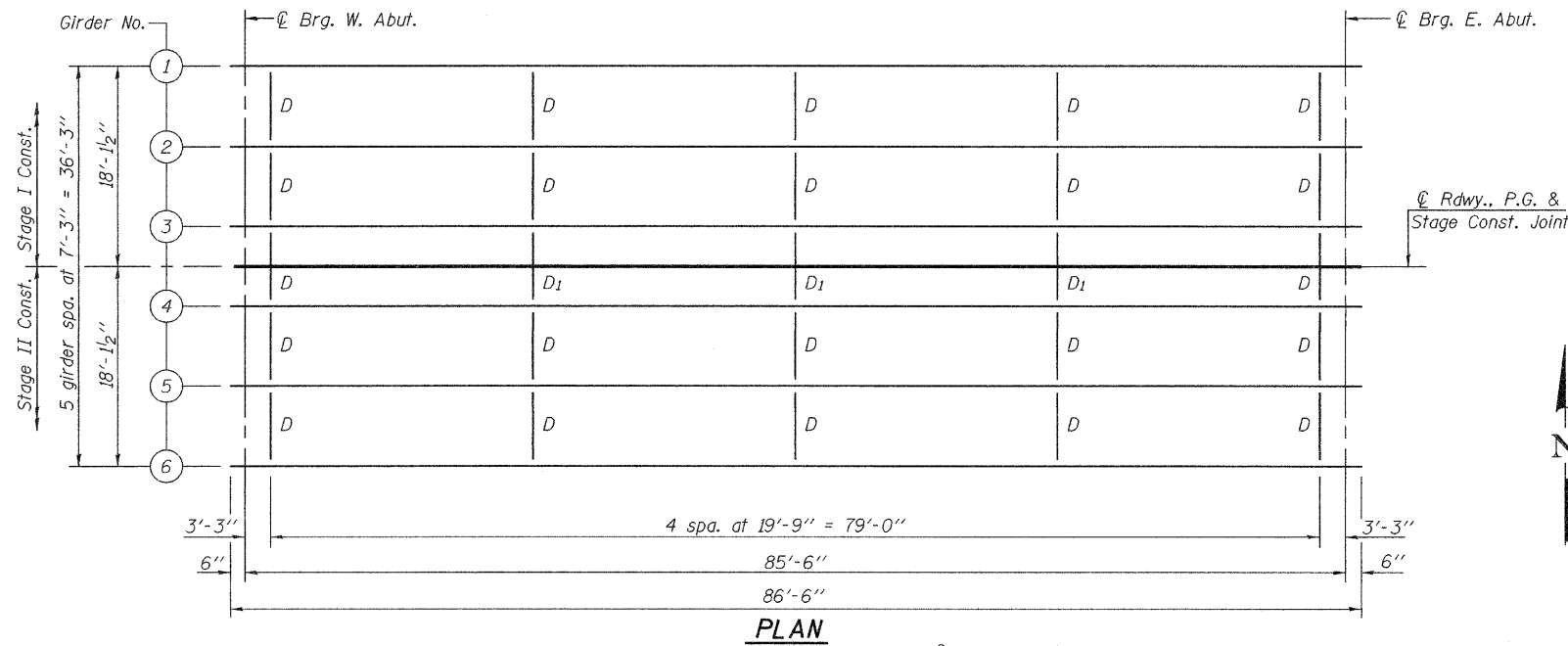
November 7, 2008
EXAMINED Thomas J. Demagalki
PASSED Ralph E. Anderson

DIAPHRAGM DETAILS
F.A.P. ROUTE 42 - SECTION 139BR
BOND COUNTY
STATION 2049+33.51
STRUCTURE NO. 003-0061

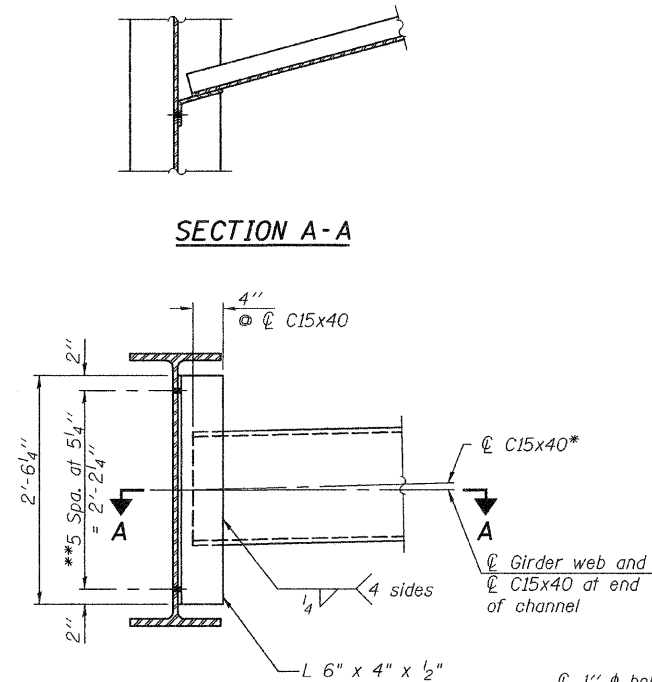
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 42	SECTION 139BR	COUNTY BOND	TOTAL SHEETS 59	SHEET NO. 46	SHEET NO. 13 19 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT-			

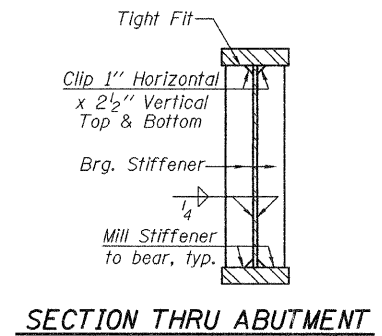
Contract #76391



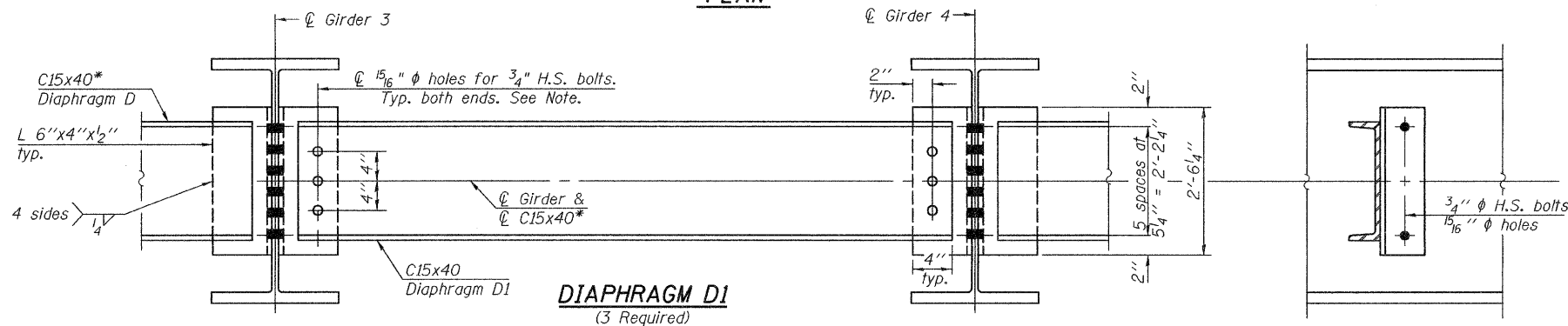
PLAN



SECTION A-A



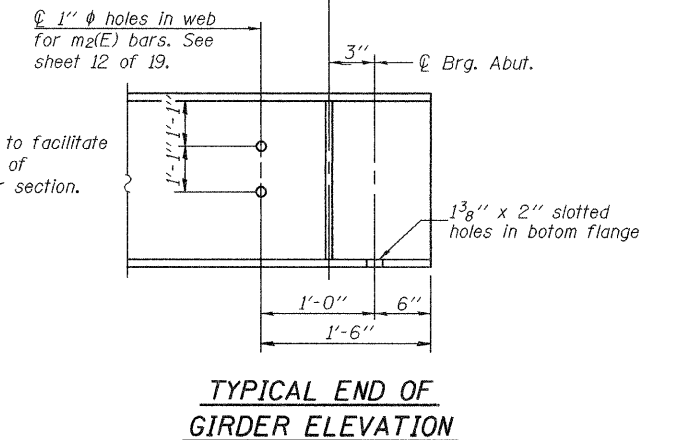
SECTION THRU ABUTMENT



DIAPHRAGM D1
(3 Required)

DIAPHRAGM D
(22 required)

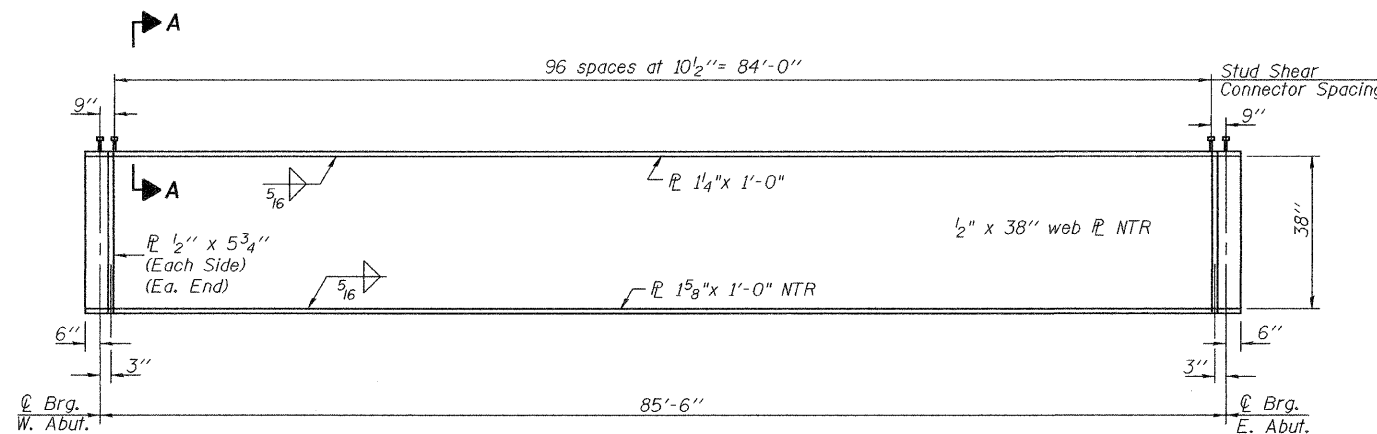
* Alternate channel C15x50 is permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.
** 3/4" ϕ HS bolts, 1 5/16" ϕ holes



TYPICAL END OF
GIRDER ELEVATION

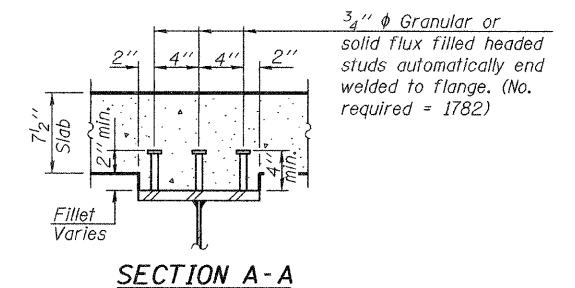
Note: Install only the center bolt at each end of Diaphragm D1. The bolts shall be finger tightened prior to deck pour to permit rotation of Diaphragm D1. Install the remaining bolts and fully tighten after stage two deck pour is complete.

Notes:
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
Two hardened washers required for each set of oversized holes.
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts.



GIRDER ELEVATION

All plates of the girder, including bearing stiffeners, shall be AASHTO M 270 Grade 50.



SECTION A-A

STRUCTURAL STEEL DETAILS
F.A.P. ROUTE 42 - SECTION 139BR
BOND COUNTY
STATION 2049+33.51
STRUCTURE NO. 003-0061

DESIGNED	Phillip R. Litchfield
CHECKED	Nick R. Barnett
DRAWN	R. Sommer
CHECKED	P.R.L./N.R.B.

EXAMINED	Thomas J. Domagalaki	November 7, 2008
PASSED	Ralph E. Anderson	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 42	SECTION 139BR	COUNTY BOND	TOTAL SHEETS 59	SHEET NO. 47	SHEET NO. 14 19 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS FED. AID PROJECT-			

Contract #76391

0.5 Span	
I_s	(in ⁴) 15566
$I_c(n)$	(in ⁴) 37524
$I_c(3n)$	(in ⁴) 27408
S_s	(in ³) 823
$S_c(n)$	(in ³) 1097
$S_c(3n)$	(in ³) 1008
DC1	(k/ft) 0.907
MDC1	(k) 828.8
DC2	(k/ft) 0.150
MDC2	(k) 137.1
DW	(k/ft) 0.363
MDW	(k) 331.2
$M_k + Imp$	(k) 1353.3
M_u (Strength I)	(k) 4072.5
$\phi_r M_n$	(k) 5317.9
f_s DC1	(ksi) 12.08
f_s DC2	(ksi) 1.63
f_s DW	(ksi) 3.94
f_s 1.3($k+I$)	(ksi) 19.24
f_s (Service II)	(ksi) 36.89
f_s (Total)(Strength I)	(ksi)
V_r	(k) 26.5

	Abutment	
R_{DC1}	(k)	38.8
R_{DC2}	(k)	6.4
R_{DW}	(k)	15.5
$R_k + Imp$	(k)	85.7
R_{Total}	(k)	146.4

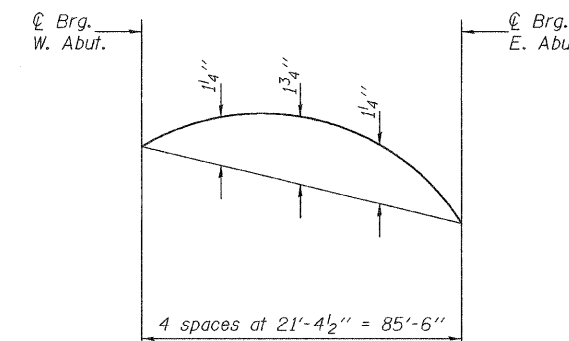
- I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads (in⁴ and in³).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in⁴ and in³).
- DC1: Un-factored non-composite dead load (kips/ft.).
MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
 $M_k + Imp$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
 M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_k + Imp$
 $\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
 f_s (Service II): Sum of stresses as computed from the moments below (ksi).
 $M_{DC1} + M_{DC2} + M_{DW} + 1.3 M_k + Imp$
 f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_k + Imp$
 V_r : Factored shear range computed according to Article 6.10.10.

Notes: Anchor bolts shall be ASTM F1554 all-thread (or an Engineer approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy = 36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554. Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place. Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications. Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details. Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2. Two hardened washers required for each set of oversized holes.

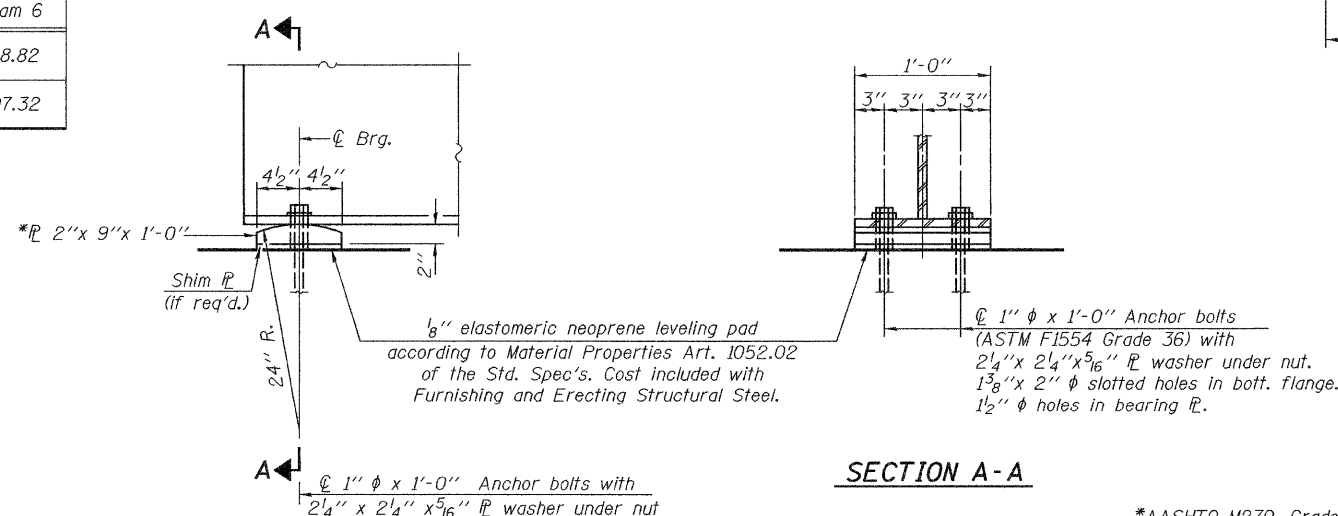
****TOP OF WEB ELEVATIONS**

Location	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Beam 6
℄ Brg. W. Abut.	498.82	498.96	499.07	499.07	498.96	498.82
℄ Brg. E. Abut.	497.32	497.46	497.58	497.58	497.46	497.32

**For fabrication use only.



CAMBER DIAGRAM



ELEVATION AT ABUTMENTS

SECTION A-A

FIXED BEARING
(12 Required)

*AASHTO M270, Grade 50.

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1" ϕ	Each	24

STRUCTURAL STEEL DETAILS
F.A.P. ROUTE 42 - SECTION 139BR
BOND COUNTY
STATION 2049+33.51
STRUCTURE NO. 003-0061

DESIGNED	Phillip R. Litchfield
CHECKED	Nick R. Barnett
DRAWN	R. Sommer
CHECKED	P.R.L./N.R.B.

EXAMINED	Thomas J. Demagallie
PASSED	Ralph E. Anderson

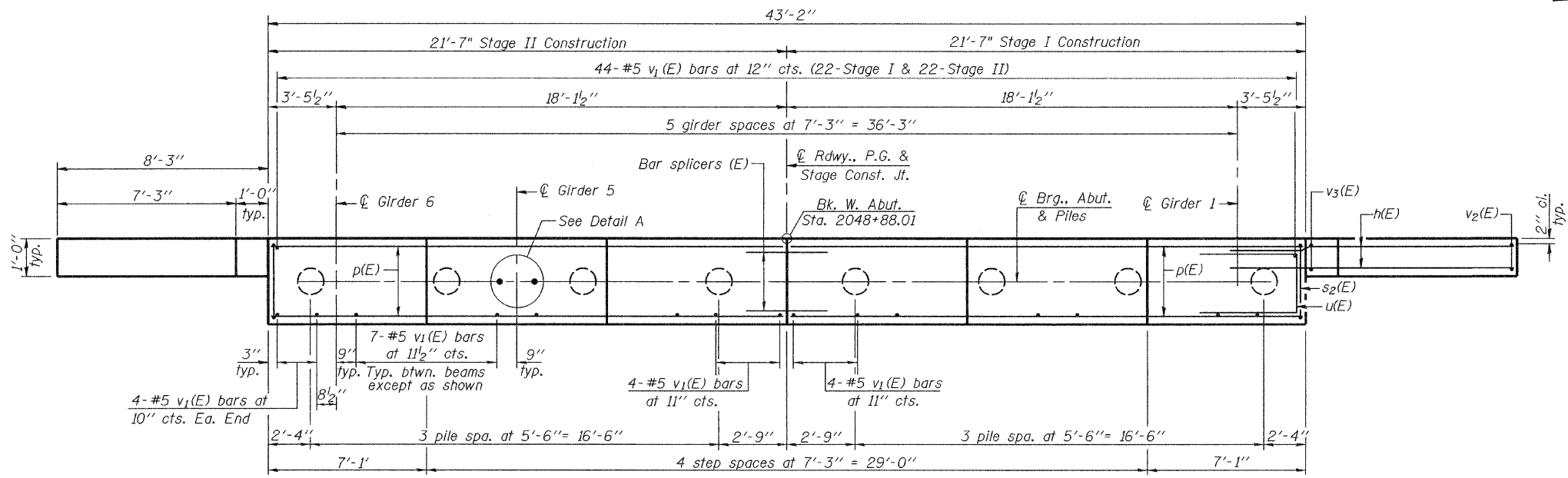
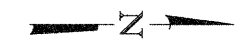
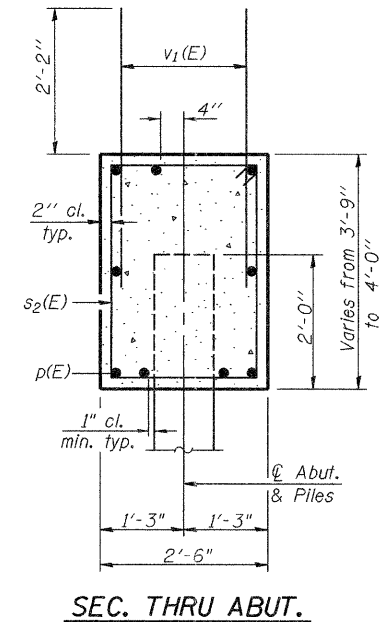
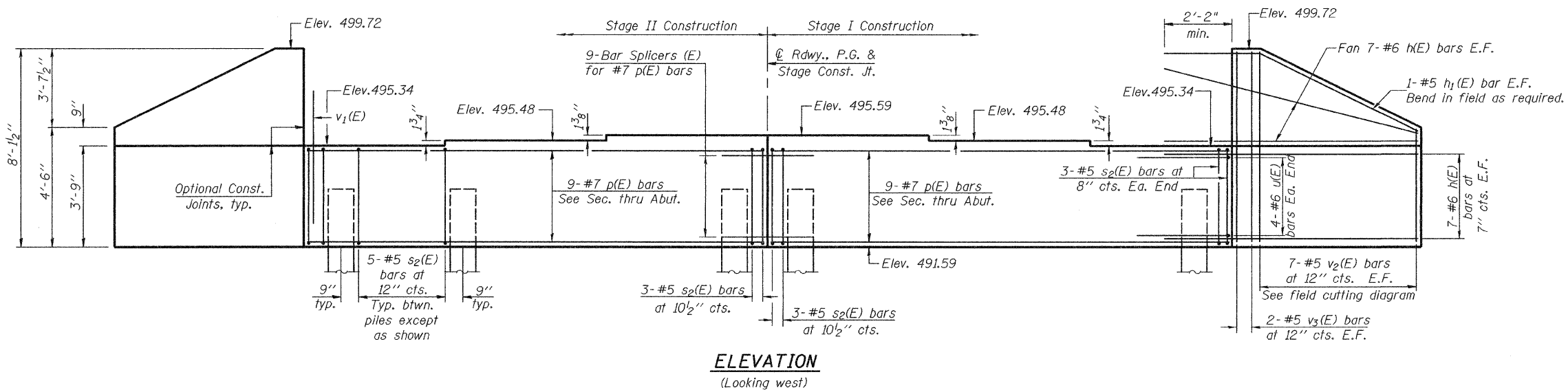
November 7, 2008

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 42	SECTION 139BR	COUNTY BOND	TOTAL SHEETS 59	SHEET NO. 48	SHEET NO. 15 19 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT		

Contract #76391

Notes: Pour steps monolithically with cap.
For bar splicer assembly details, see sheet 18 of 19.
For details of piles, see sheet 17 of 19.
If h(E) bars interfere with Metal Shell Piles, cut h(E) bars to fit.



BILL OF MATERIAL

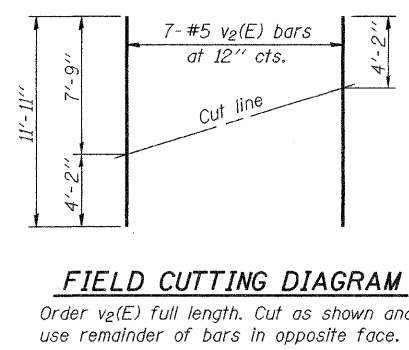
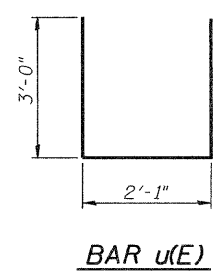
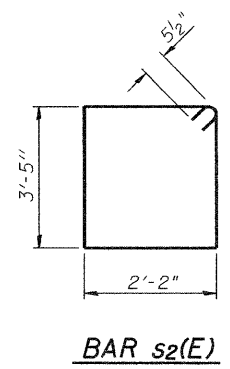
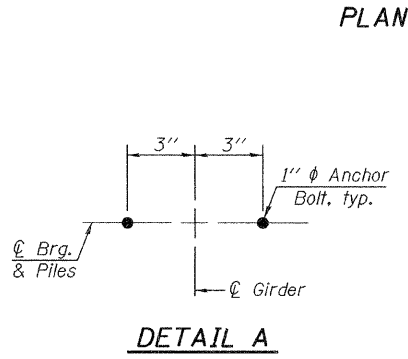
Bar	No.	Size	Length	Shape
h(E)	56	#6	10'-5"	—
h1(E)	4	#5	11'-4"	—
p(E)	18	#7	21'-3"	—
s2(E)	42	#5	12'-1"	□
u(E)	8	#6	8'-1"	□
v1(E)	88	#5	4'-4"	—
v2(E)	14	#5	11'-11"	—
v3(E)	8	#5	7'-9"	—
Concrete Structures		Cu. Yd.	19.5	
Reinforcement Bars, Epoxy Coated		Pound	2970	
Structure Excavation		Cu. Yd.	122	
Furnishing Metal Shell Piles 14"φ x 0.25"		Foot	364	
Driving Piles		Foot	364	
Test Pile Metal Shell		Each	1	
Anchor Bolts, 1"		Each	12	

PILE DATA

Type: 14" φ Metal Shell Pile with 0.25" wall
Nominal Required Bearing: 353 Kips
Factored Resistance Available: 176 Kips
Estimated Pile Length: 52'
No. Production Piles: 7
No. Test Piles: 1

DESIGNED	Phillip R. Litchfield
CHECKED	Nick R. Barnett
DRAWN	R. Sommer
CHECKED	P.R.L./N.R.B.

November 7, 2008
EXAMINED *Thomas J. Domagalaki*
ENGINEER OF BRIDGE DESIGN
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES



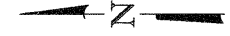
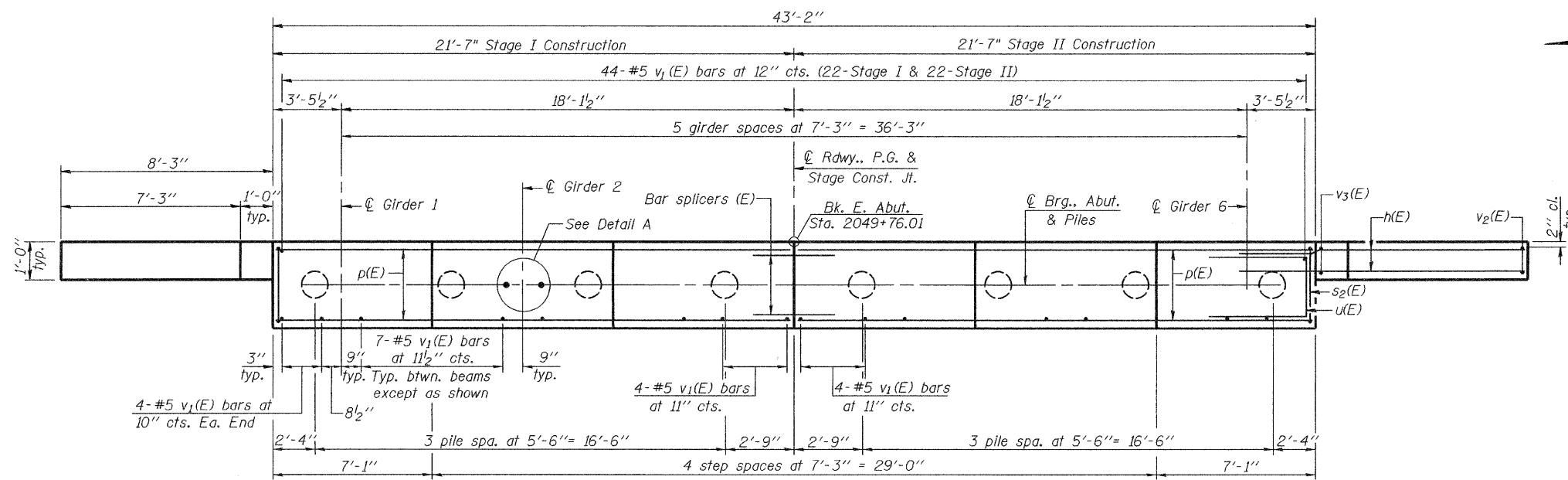
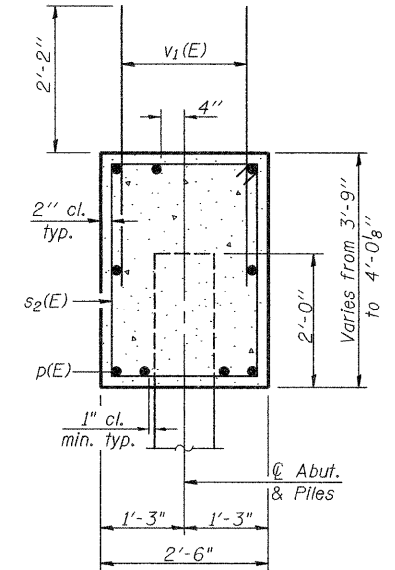
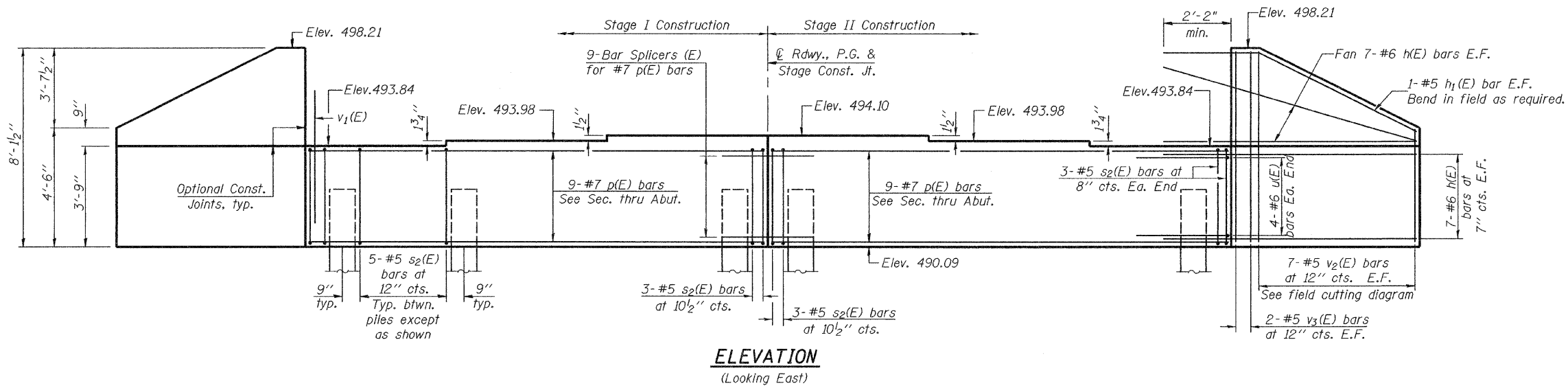
WEST ABUTMENT
F.A.P. ROUTE 42 - SECTION 139BR
BOND COUNTY
STATION 2049+33.51
STRUCTURE NO. 003-0061

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	STAGE	SHEET NO.	SHEET NO. 16 19 SHEETS
F.A.P. 42	139BR	BOND	59	49	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract #76391

Notes: Four steps monolithically with cap.
For bar splicer assembly details, see sheet 18 of 19.
For details of piles, see sheet 17 of 19.
If h(E) bars interfere with Metal Shell Piles, cut h(E) bars to fit.



BILL OF MATERIAL

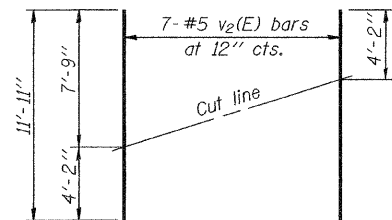
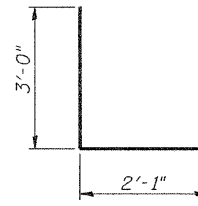
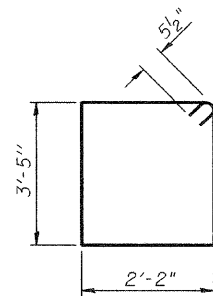
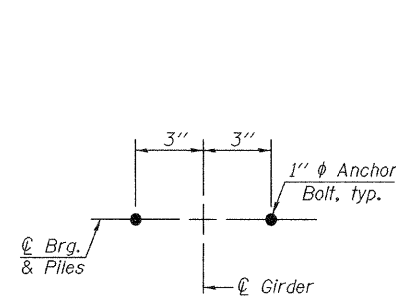
Bar	No.	Size	Length	Shape
h(E)	56	#6	10'-5"	—
h(E)	4	#5	11'-4"	—
p(E)	18	#7	21'-3"	—
s2(E)	42	#5	12'-1"	□
u(E)	8	#6	8'-1"	—
v1(E)	88	#5	4'-4"	—
v2(E)	14	#5	11'-11"	—
v3(E)	8	#5	7'-9"	—
Concrete Structures		Cu. Yd.	19.5	
Reinforcement Bars, Epoxy Coated		Pound	2970	
Structure Excavation		Cu. Yd.	123	
Furnishing Metal Shell Piles 14"φ x 0.25"		Foot	385	
Driving Piles		Foot	385	
Test Pile Metal Shell		Each	1	
Anchor Bolts, 1"		Each	12	

PILE DATA

Type: 14" φ Metal Shell Pile with 0.25" wall
Nominal Required Bearing: 353 Kips
Factored Resistance Available: 176 Kips
Estimated Pile Length: 55'
No. Production Piles: 7
No. Test Piles: 1

DESIGNED	Phillip R. Litchfield
CHECKED	Nick R. Barnett
DRAWN	R. Sommer
CHECKED	P.R.L./N.R.B.

November 7, 2008
EXAMINED *Thomas J. Domagalaki*
PASSED *Ralph E. Anderson*
ENGINEER OF BRIDGES AND STRUCTURES



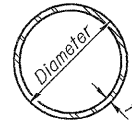
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.

EAST ABUTMENT
F.A.P. ROUTE 42 - SECTION 139BR
BOND COUNTY
STATION 2049+33.51
STRUCTURE NO. 003-0061

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

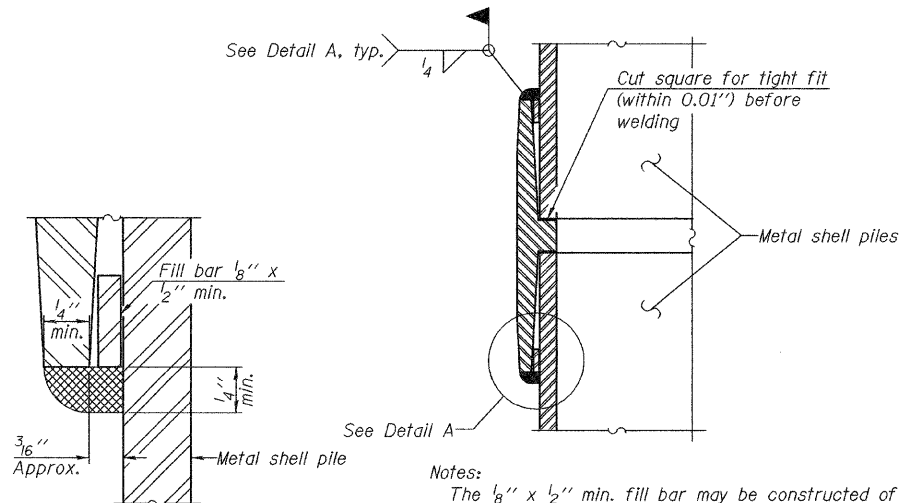
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 17
F.A.P. 42	139BR	BOND	59	50	19 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #76391



METAL SHELL PILE TABLE

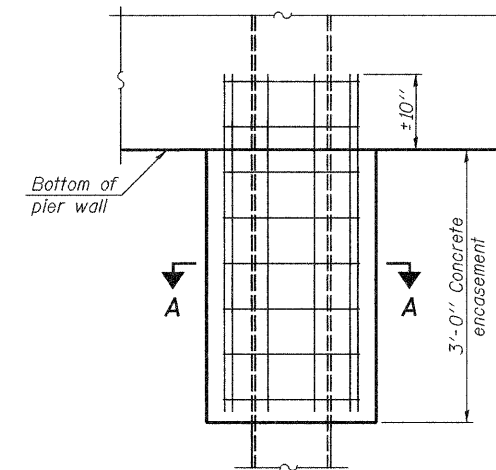
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



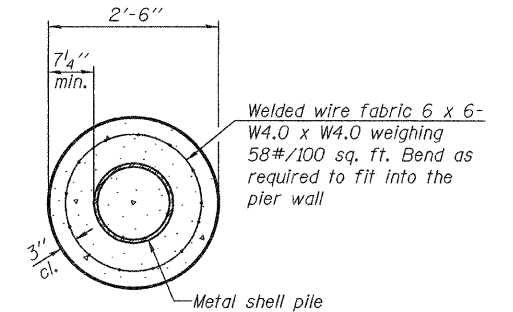
Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.

DETAIL A

WELDED COMMERCIAL SPLICE



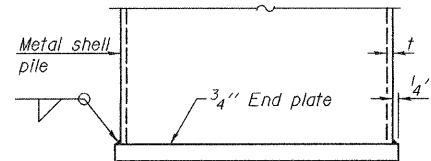
ELEVATION



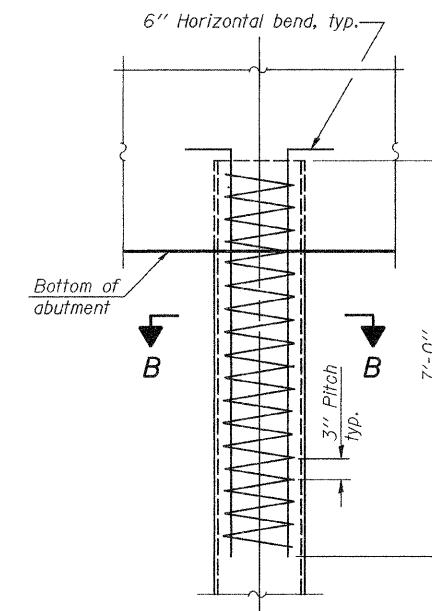
SECTION A-A

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

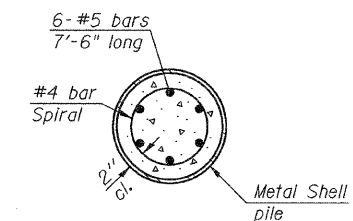
CONCRETE ENCASEMENT AT PIERS



END PLATE ATTACHMENT

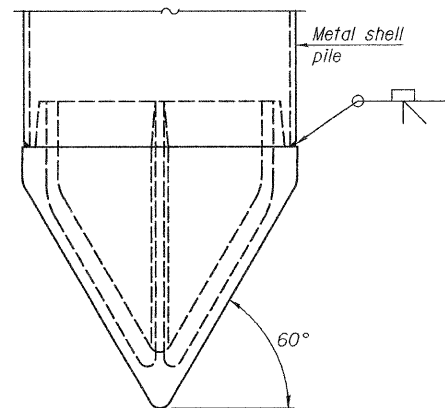


ELEVATION



SECTION B-B

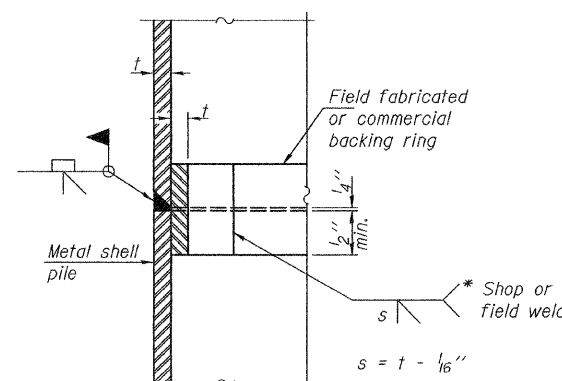
METAL SHELL REINFORCEMENT AT ABUTMENTS



METAL SHELL PILE SHOE ATTACHMENT

(See Note A)

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



COMPLETE PENETRATION WELD SPLICE

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

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

DESIGNED Phillip R. Litchfield	November 7, 2008
CHECKED Nick R. Barnett	EXAMINED Thomas J. Domagalaki
DRAWN R. Sommer	PASSED Ralph E. Anderson
CHECKED P.R.L./N.R.B.	

F-MS

5-16-08

METAL SHELL PILE DETAILS
F.A.P. ROUTE 42 - SECTION 139BR
BOND COUNTY
STATION 2049+33.51
STRUCTURE NO. 003-0061

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 18 19 SHEETS
F.A.P. 42	139BR	BOND	59	51	
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-			

Contract #76391

NOTES

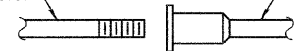
Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.
Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.
All reinforcement bars shall be lapped and tied to the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

- ① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$
- ② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$

Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

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

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



ROLLED THREAD DOWEL BAR



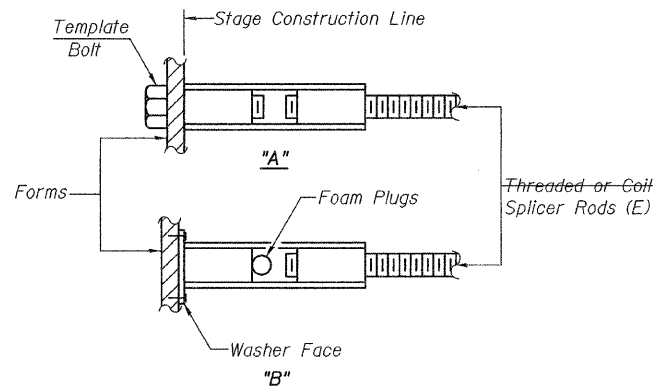
**ONE PIECE



WELDED SECTIONS

BAR SPLICER ASSEMBLY ALTERNATIVES

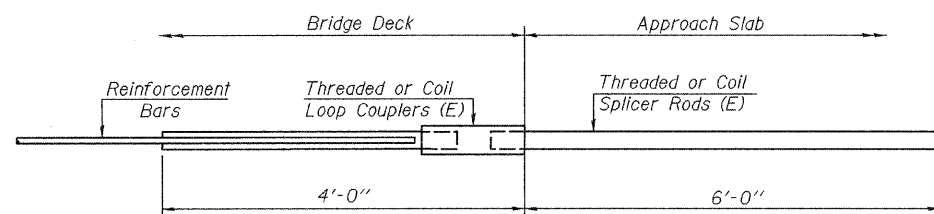
**Heavy Hex Nuts conforming to ASTM A 563, Grade C, D or DH may be used.



INSTALLATION AND SETTING METHODS

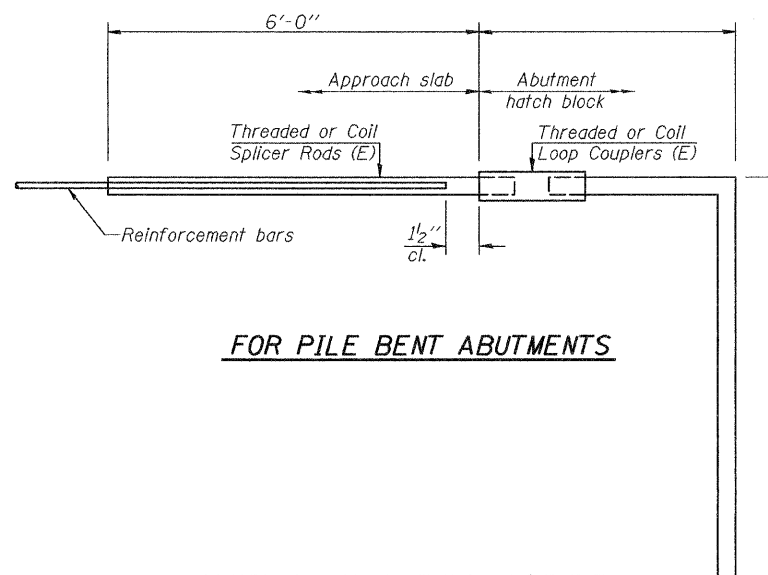
"A" : Set bar splicer assembly by means of a template bolt.
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.

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



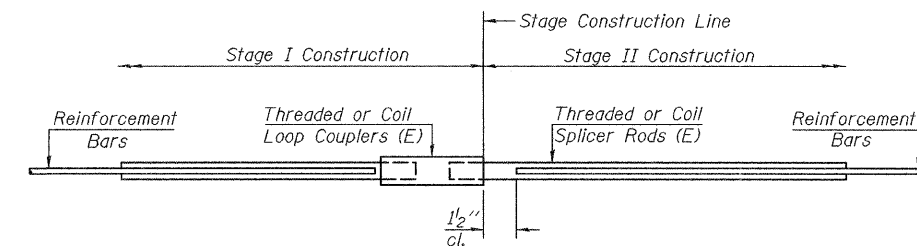
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar		
Min. Capacity =	23.0 kips - tension	
Min. Pull-out Strength =	9.2 kips - tension	
No. Required =	80	



FOR PILE BENT ABUTMENTS

Bar Splicer for #5 bar		
Min. Capacity =	23.0 kips - tension	
Min. Pull-out Strength =	9.2 kips - tension	
No. Required =		



STANDARD

Bar Size	No. Assemblies Required	Location
#5	281	Deck
#6	16	Diaphragms
#7	9	W. Abutment
#7	9	E. Abutment

BAR SPLICER ASSEMBLY DETAILS
F.A.P. ROUTE 42 - SECTION 139BR
BOND COUNTY
STATION 2049+33.51
STRUCTURE NO. 003-0061

DESIGNED Phillip R. Litchfield
CHECKED Nick R. Barnett
DRAWN R. Sommer
CHECKED P.R.L./N.R.B.

November 7, 2008
EXAMINED Thomas J. Domagalick
PASSED Ralph E. Anderson

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO. F.A.P. 42	SECTION 139BR	COUNTY BOND	TOTAL SHEETS 59	SHEET NO. 52a	SHEET NO. 19 19 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

Contract #76391

Illinois Department of Transportation SOIL BORING LOG Page 1 of 2
Date 9/9/04

ROUTE FAP 785 DESCRIPTION IL 140 over Little Shoal Creek LOGGED BY Mark Schreeder

SECTION 139BR LOCATION NE 14, SEC. 9, TWP. 5N, RNG. 3W, 3 PM

COUNTY Bond DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 003-0026 (E)/ 003-0061 (P)
Station 2049+75
Offset 8.00ft Left
Ground Surface Elev. 492.85 ft

DEPTH (ft)	DRILLING METHOD	HAMMER TYPE	SOIL DESCRIPTION	DEPTH (ft)	DRILLING METHOD	HAMMER TYPE	SOIL DESCRIPTION
0			Brown Silty CLAY	0			Brown Silty CLAY (continued)
3				3			2.3
5				5			S/20
5				5			470.85
5				5			0
5				5			1.3
6				6			S/20
488.35				488.35			0
5				5			0.9
5				5			S/20
485.85				485.85			0
3				3			2
3				3			NC
7				7			463.85
7				7			0
483.35				483.35			1
3				3			NC
3				3			2
4				4			S/20
5				5			460.35
480.85				480.85			0
4				4			2.3
4				4			S/20
4				4			457.85
2				2			3
4				4			NC
4				4			4.1
4				4			S/20
2				2			8
4				4			2.0
4				4			S/20
2				2			8
2				2			4
20				20			8

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer)
The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206)
BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation SOIL BORING LOG Page 2 of 2
Date 9/9/04

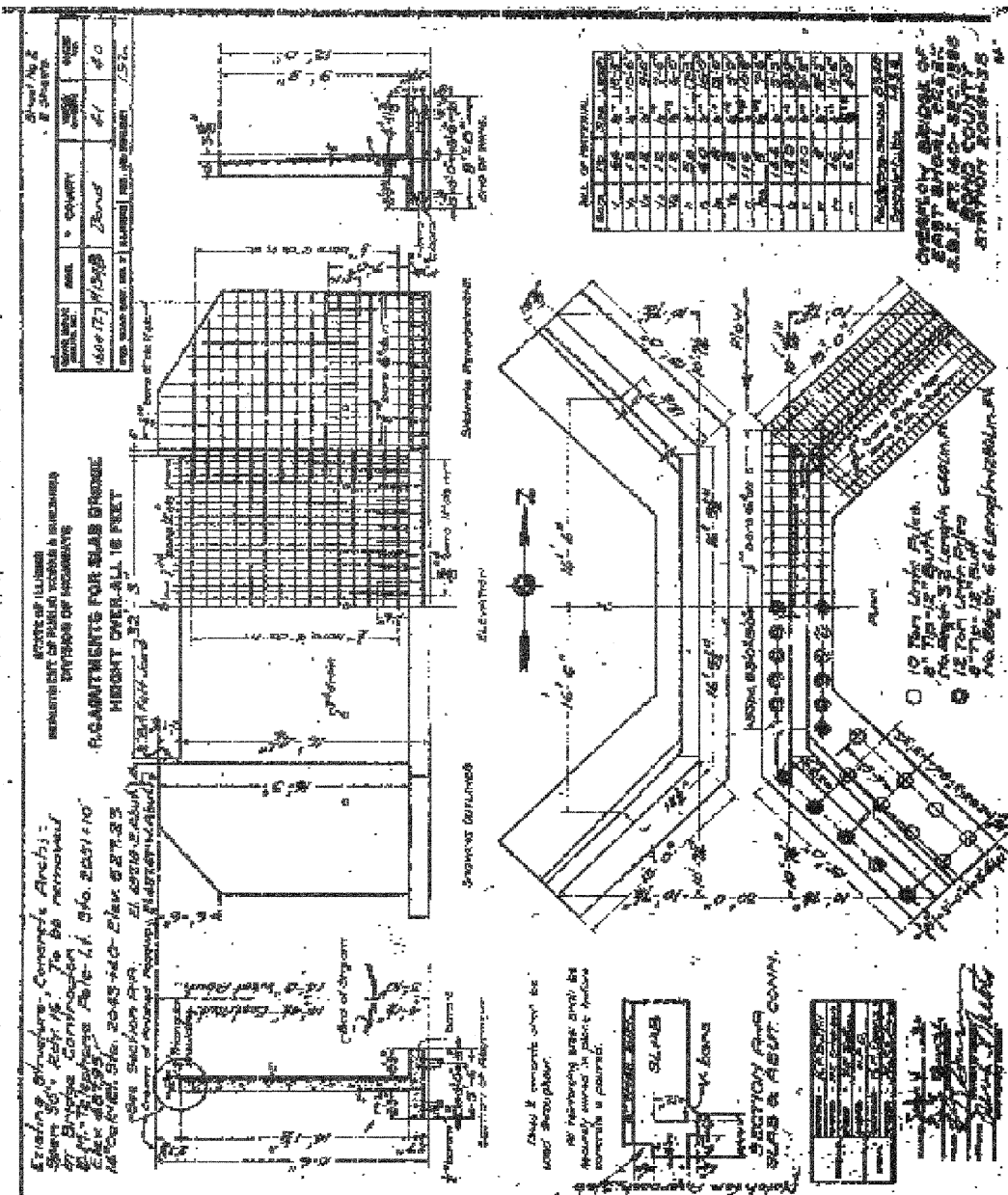
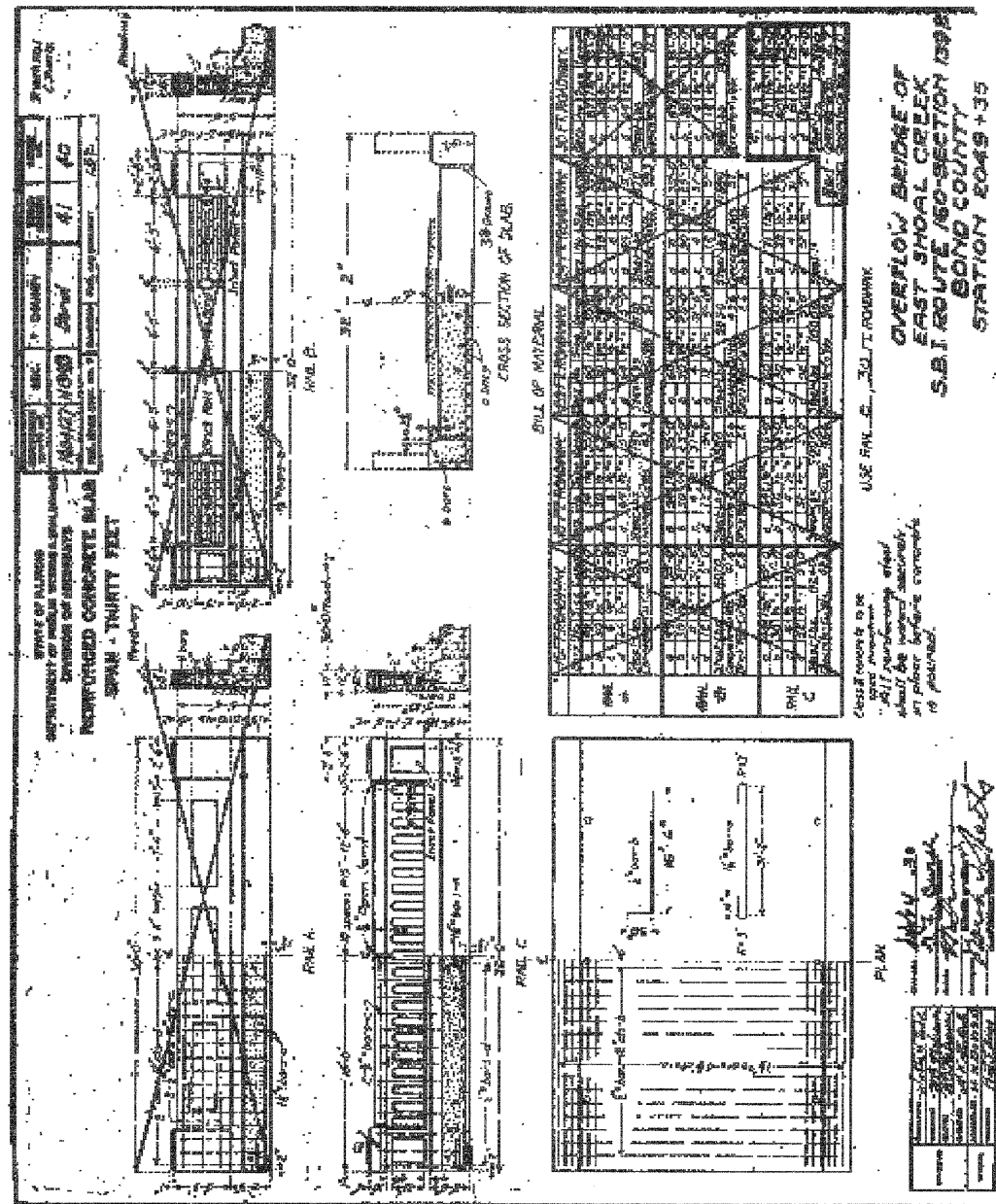
ROUTE FAP 785 DESCRIPTION IL 140 over Little Shoal Creek LOGGED BY Mark Schreeder

SECTION 139BR LOCATION NE 14, SEC. 9, TWP. 5N, RNG. 3W, 3 PM

COUNTY Bond DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 003-0026 (E)/ 003-0061 (P)
Station 2049+75
Offset 8.00ft Left
Ground Surface Elev. 492.85 ft

DEPTH (ft)	DRILLING METHOD	HAMMER TYPE	SOIL DESCRIPTION	DEPTH (ft)	DRILLING METHOD	HAMMER TYPE	SOIL DESCRIPTION
12			Gray Silty Clay LOAM (Till)	12			4.9
24				24			S/20
431.85				431.85			4
7				7			S/20
431.85				431.85			3.6
431.85				431.85			7
431.85				431.85			S/20
431.85				431.85			End of Boring
431.85				431.85			Assumed Elevation 100.0 ft center existing structure
431.85				431.85			4
431.85				431.85			4.2
431.85				431.85			S/20
431.85				431.85			5
431.85				431.85			8
431.85				431.85			4.1
431.85				431.85			S/20
431.85				431.85			11
431.85				431.85			2
431.85				431.85			NC
431.85				431.85			4
431.85				431.85			1.4
431.85				431.85			S/20
431.85				431.85			5
431.85				431.85			4.0
431.85				431.85			S/20
431.85				431.85			10
431.85				431.85			7
431.85				431.85			15
431.85				431.85			NC
431.85				431.85			4
431.85				431.85			1.0
431.85				431.85			S/20
431.85				431.85			7
431.85				431.85			2
431.85				431.85			NC
431.85				431.85			17
431.85				431.85			4
431.85				431.85			3.6
431.85				431.85			S/20
431.85				431.85			12
431.85				431.85			9
431.85				431.85			NC
431.85				431.85			4
431.85				431.85			3.4
431.85				431.85			S/20
431.85				431.85			5
431.85				431.85			3.8
431.85				431.85			S/20
431.85				431.85			4
431.85				431.85			7
431.85				431.85			8
431.85				431.85			S/20
431.85				431.85			7
431.85				431.85			4.0
431.85				431.85			S/20
431.85				431.85			10
431.85				431.85			8
431.85				431.85			4.0
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431.85				431.85			7
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431.85				431.85			S/20
431.85				431.85			10
431.85				431.85			7
431.85				431.85			4.0
431.85				431.85			S/20
431.85				431.85			10
431.85				431.85			7
431.85				431.85			4.0
431.85				431.85			S/20
431.85				431.85			10
431.85				431.85			7
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431.85				431.85			S/20
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431.85				431.85			7
431.85				431.85			4.0
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431.85							

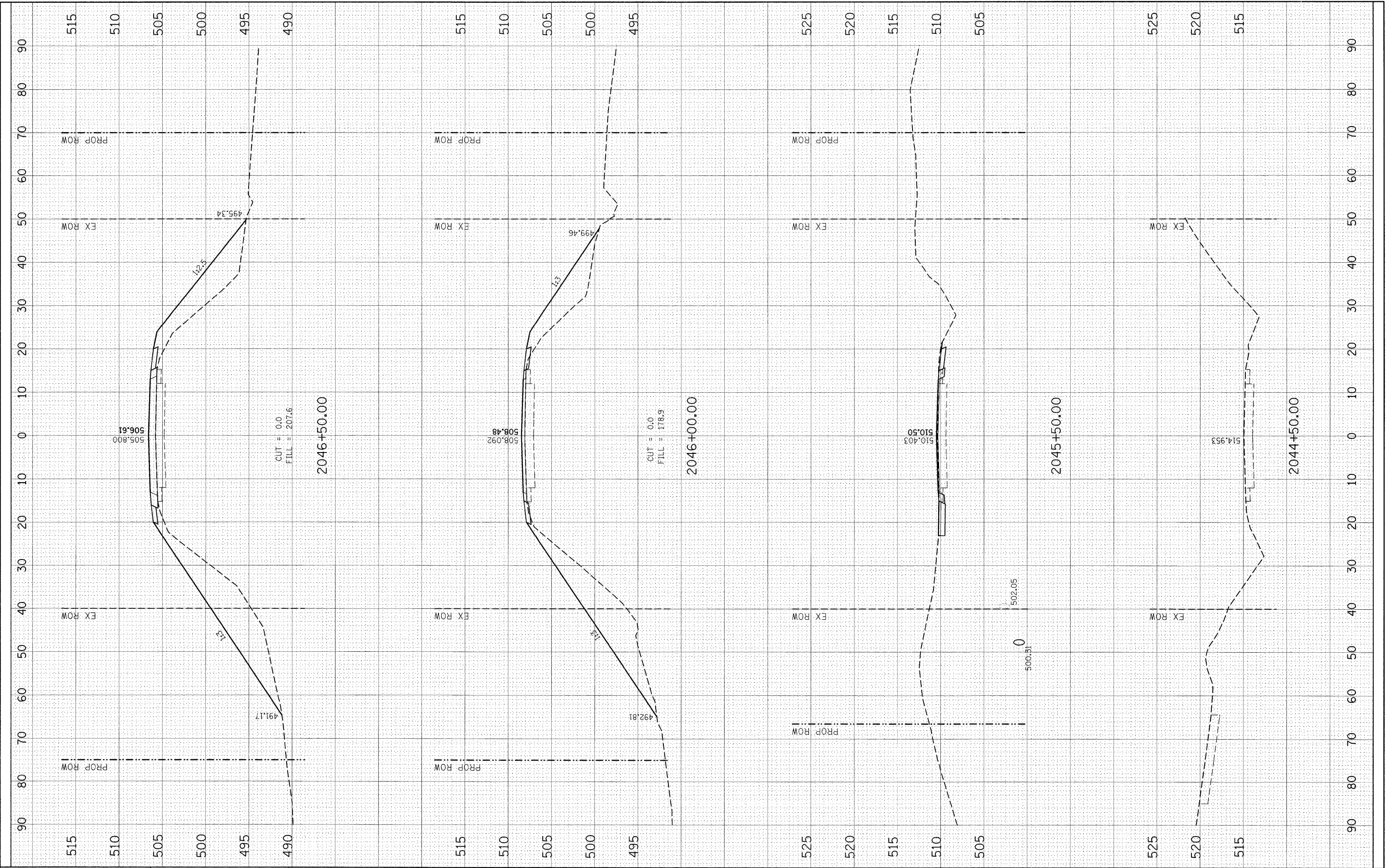


FOR INFORMATION ONLY.

FILE NAME =	USER NAME = challandeske	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EXISTING STRUCTURE PLANS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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PLOT DATE = 10/23/2000	DATE -	REVISED -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

FINAL SURVEY NO.	SUBMITTED	BY	DATE
	PLOTTED		
	TEMPLATE		
	AREAS CHECKED		

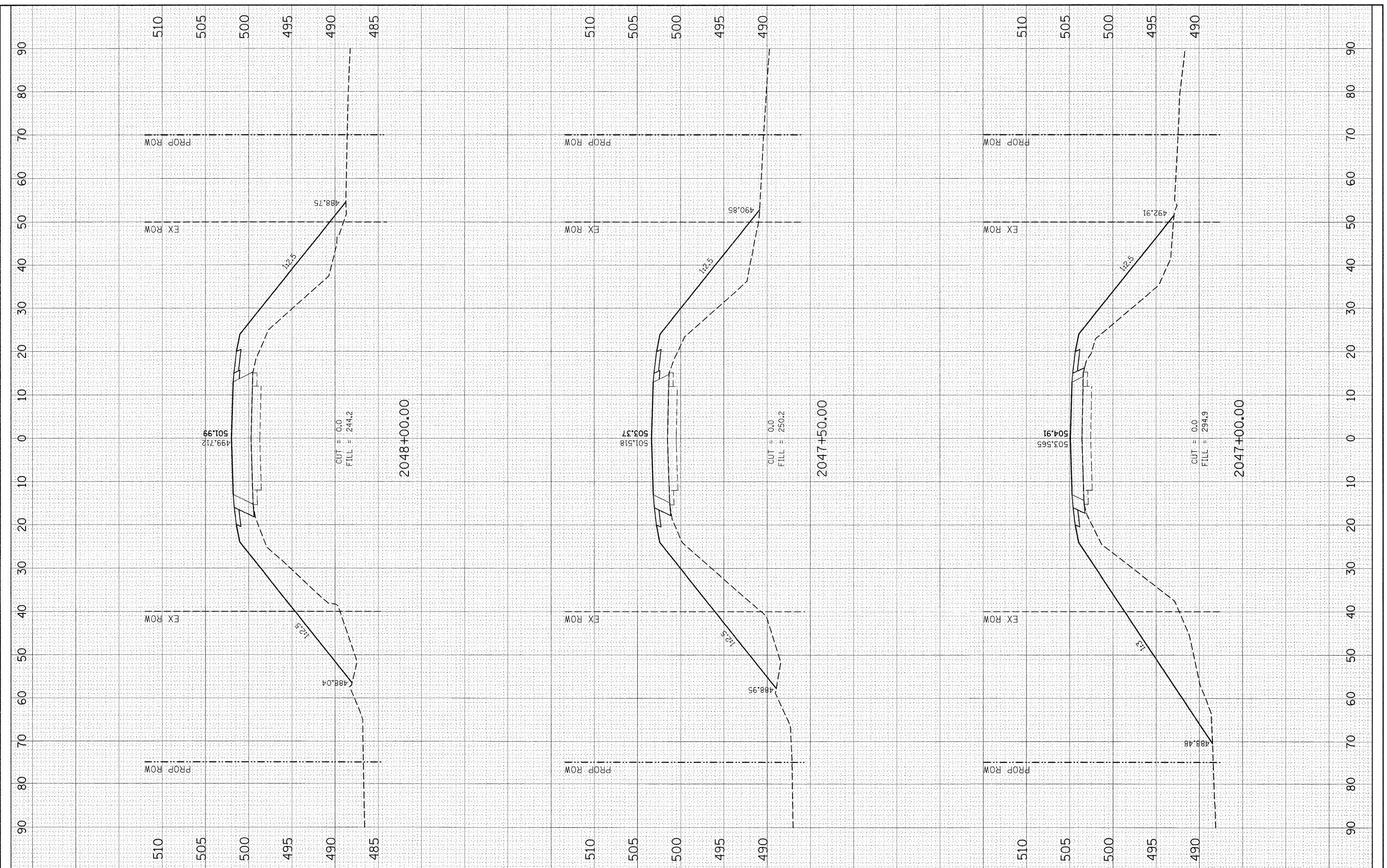
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	PLOTTED		
	TEMPLATE		
	AREAS CHECKED		



FILE NAME =	USER NAME = challandeske	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINLINE CROSS SECTIONS			F.A.P. RTE. 42	SECTION 139BR	COUNTY BOND	TOTAL SHEETS 59	SHEET NO. 54
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	PLOT DATE = 10/23/2008	CHECKED -	REVISED -									
		DATE -	REVISED -									
SCALE:					SHEET NO. OF SHEETS			STA. 2044+50.00 TO STA. 2046+50.00				
								CONTRACT NO. 76391				
								FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

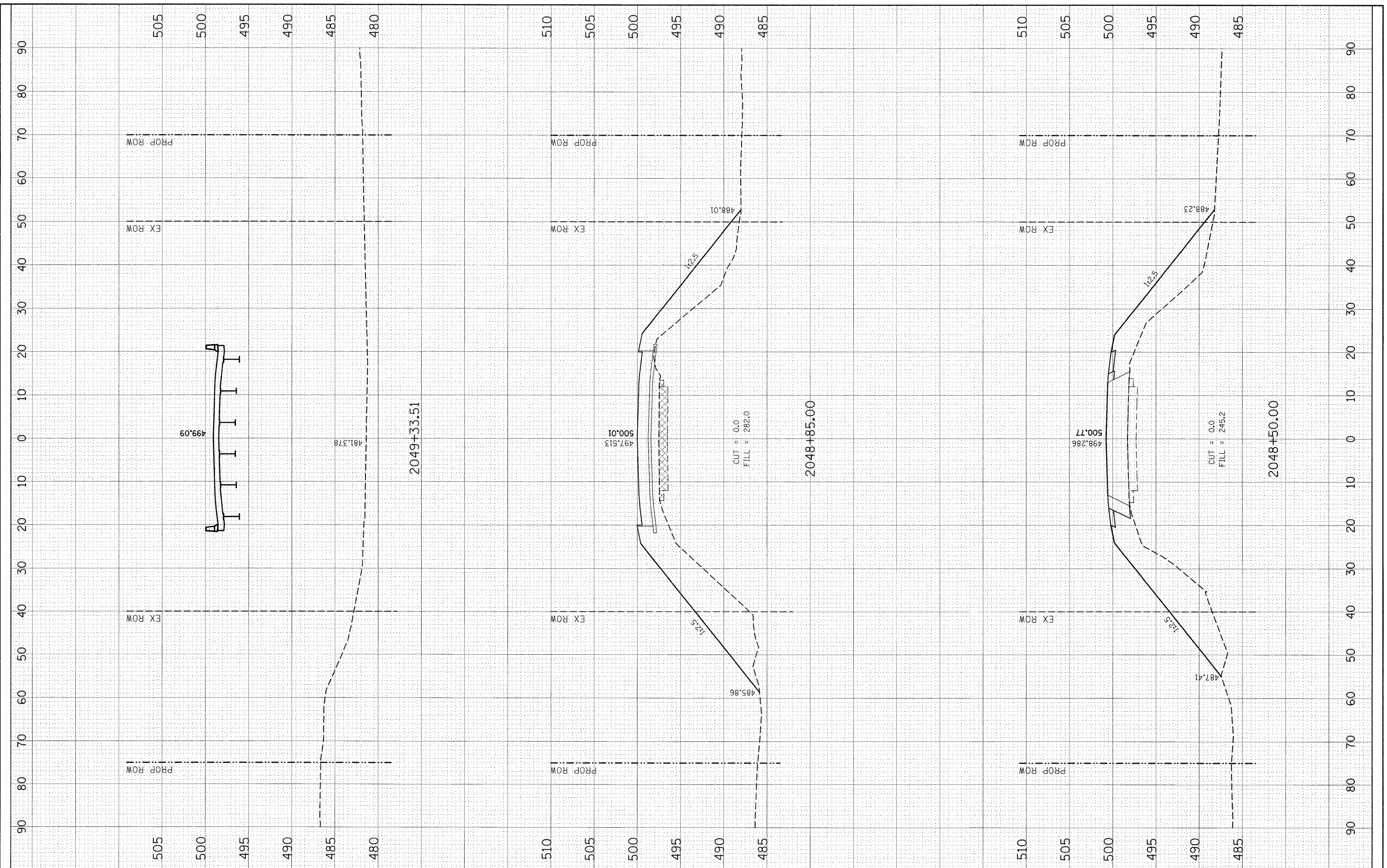
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NOTE BOOK	NO.			



FILE NAME =	USER NAME = challandeske	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	MAINLINE CROSS SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.		
01:\p\work\p\dot\challandeske\dms51755\ssht12	00.dgn	DRAWN -	REVISED -					42	139BR	BOND	59	55		
PLOT SCALE = 10,0000' / IN.	CHECKED -	REVISED -	SCALE:					SHEET NO.	OF	SHEETS	STA. 2047+00.00 TO STA. 2048+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 76391
PLOT DATE = 10/23/2008	DATE -	REVISED -												

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

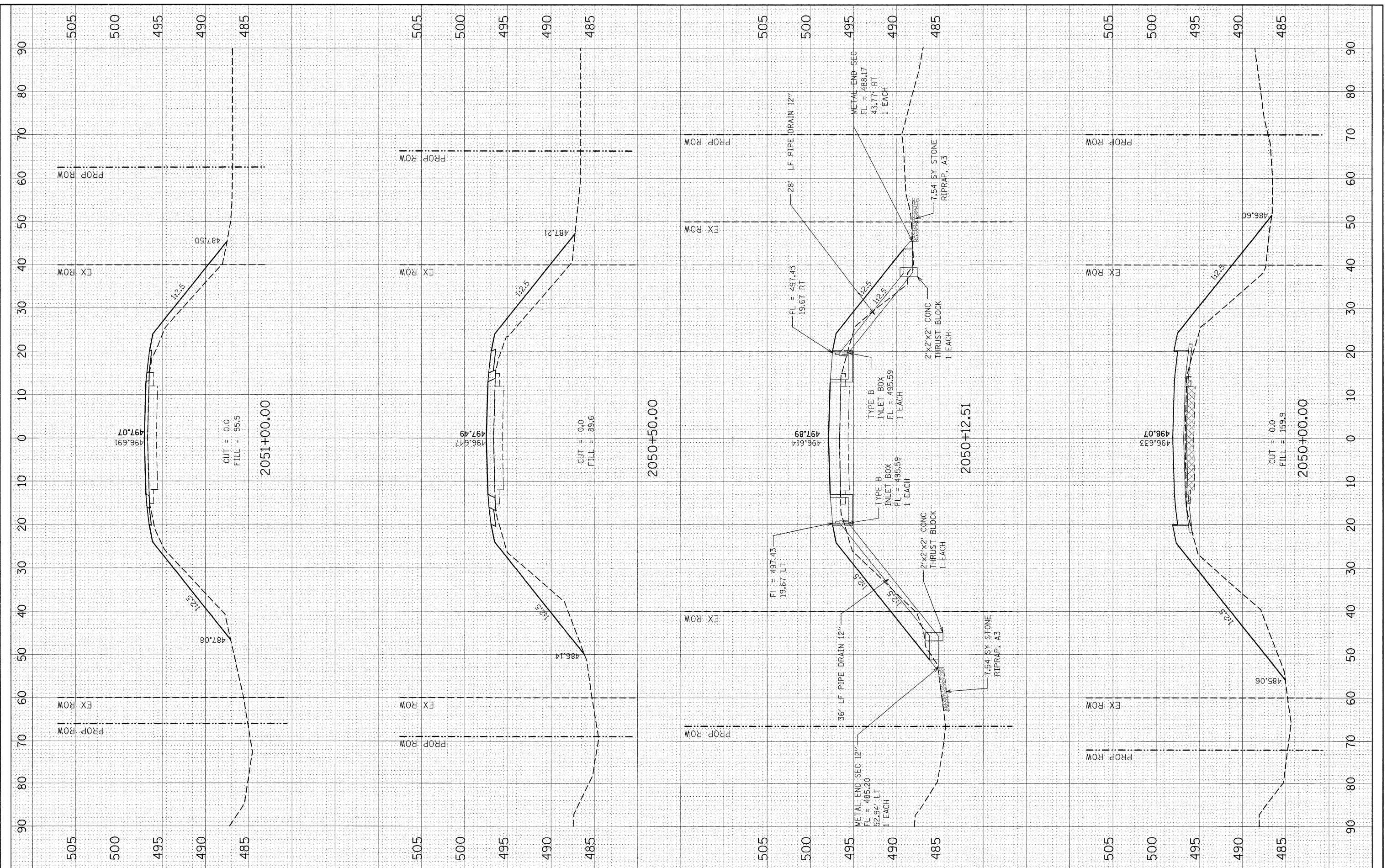
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NOTE BOOK	PIOTTED	BY
AREAS CHECKED	TEMPLATE	
NO.	AREAS CHECKED	



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	PLT DATE = 10/23/2008	CHECKED -	REVISED -									
		DATE -	REVISED -									

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

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



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 PLOT DATE = 10/23/2008

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

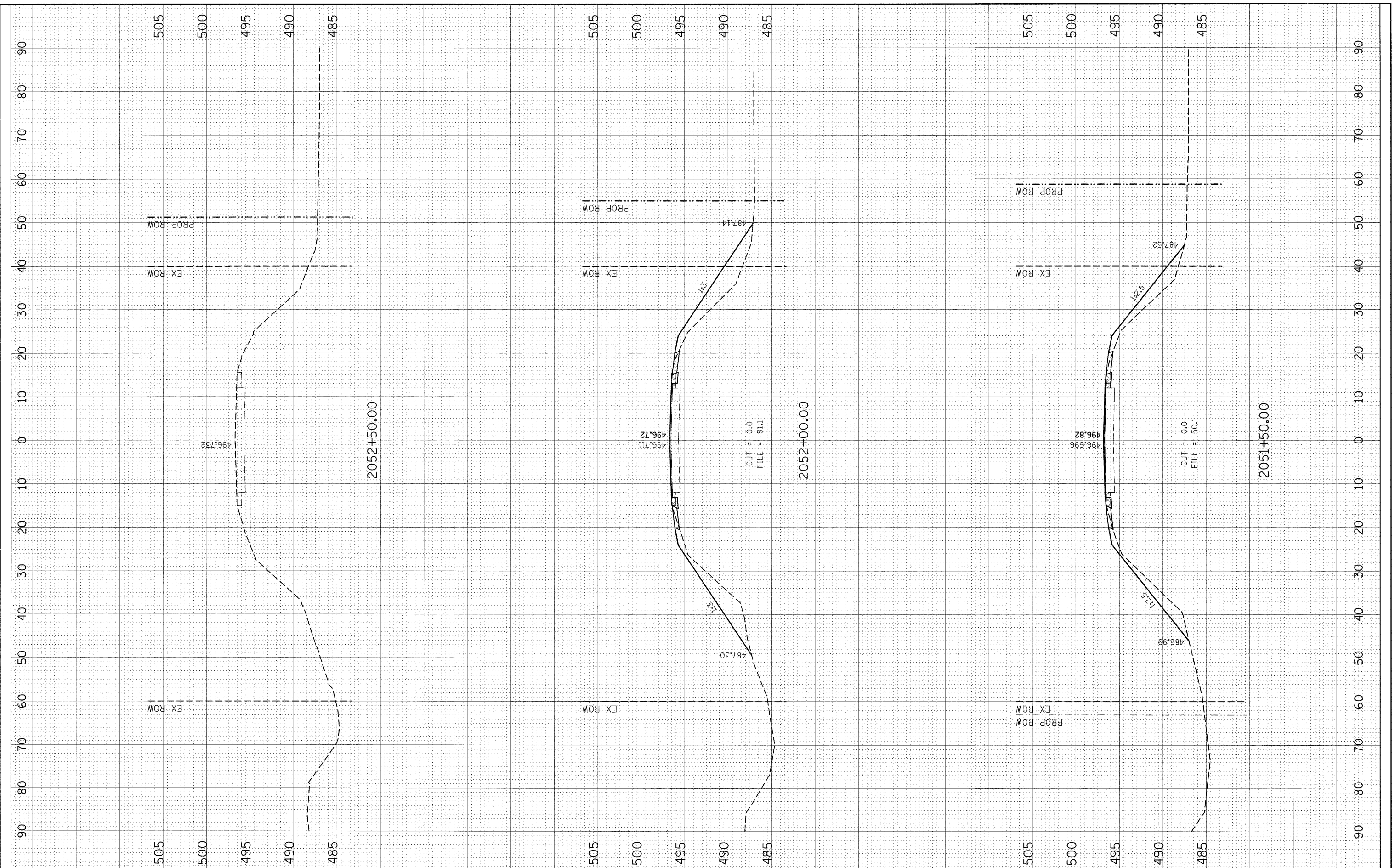
MAINLINE CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 2050+00.00 TO STA. 2051+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	139BR	BOND	59	57
CONTRACT NO. 76391				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

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



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 PLOT SCALE = 10.0000' / IN.
 PLOT DATE = 10/23/2008

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

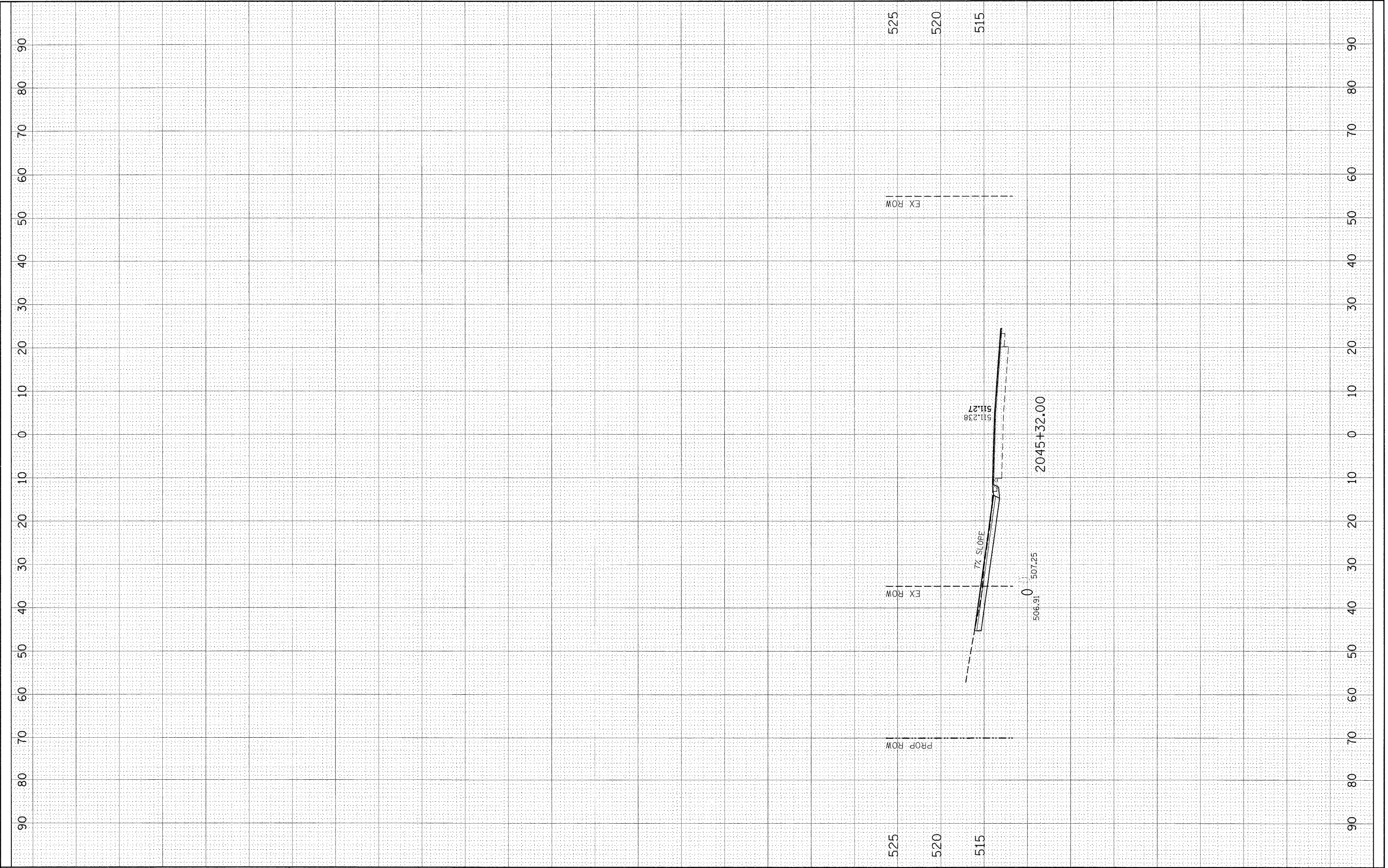
MAINLINE CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 2051+50.00 TO STA. 2052+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	139BR	BOND	59	58
CONTRACT NO. 76391			ILLINOIS FED. AID PROJECT	

FINAL SURVEY NO.	STRIPPED NOTE BOOK	PLOTTED TEMPLATE	DATE

ORIGINAL SURVEY NO.	STRIPPED NOTE BOOK	PLOTTED TEMPLATE	DATE



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 PLOT SCALE = 10.0000' / IN.
 PLOT DATE = 10/23/2008

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

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

ENTRANCE CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 2045+32 TO STA.

F.A.P. RTE. 42	SECTION 139BR	COUNTY BOND	TOTAL SHEETS 59	SHEET NO. 59
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 76391	