

01-30-15 LETTING ITEM 027

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

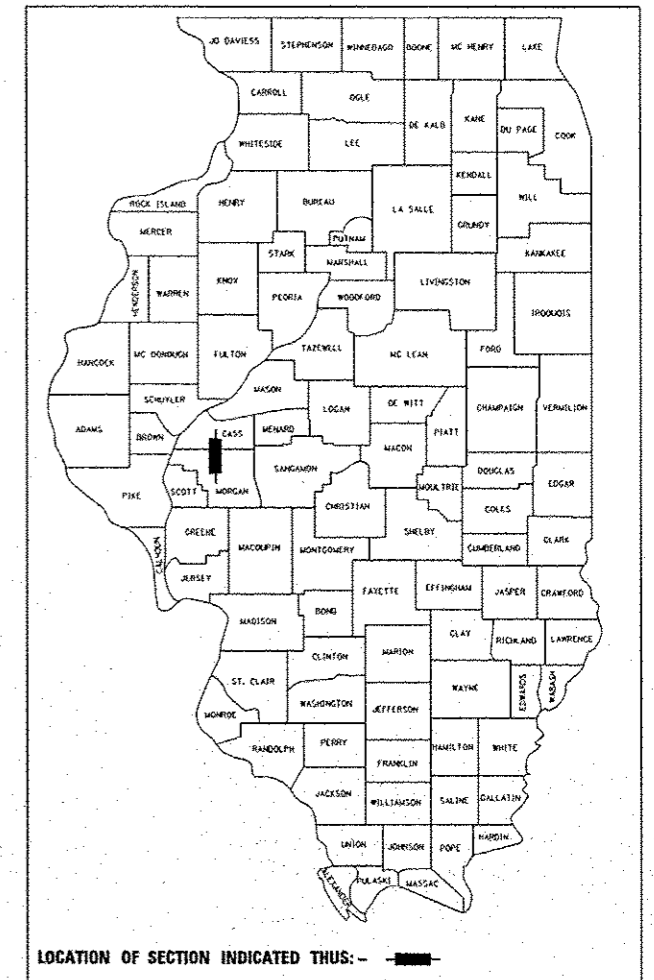
**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 614 (IL 78)
SECTION 147B-3
PROJECT : ACF-0614 (035)
STRUCTURE RECONSTRUCTION & PAVING
MORGAN COUNTY

C-96-022-12

F.A.P. RTE. 614	SECTION 147B-3	COUNTY MORGAN	TOTAL SHEETS 83	SHEET NO. 1
FED. ROAD DIST. NO. 6	ILLINOIS	CONTRACT NO. 72A97		

D-96-525-07



LOCATION OF SECTION INDICATED THUS: —

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED *October 10 20 14*
Rupa Z Dubh
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Dec 18 20 14
John D. Baranzelli P.E.
REGISTERED ENGINEER OF DESIGN AND ENVIRONMENT

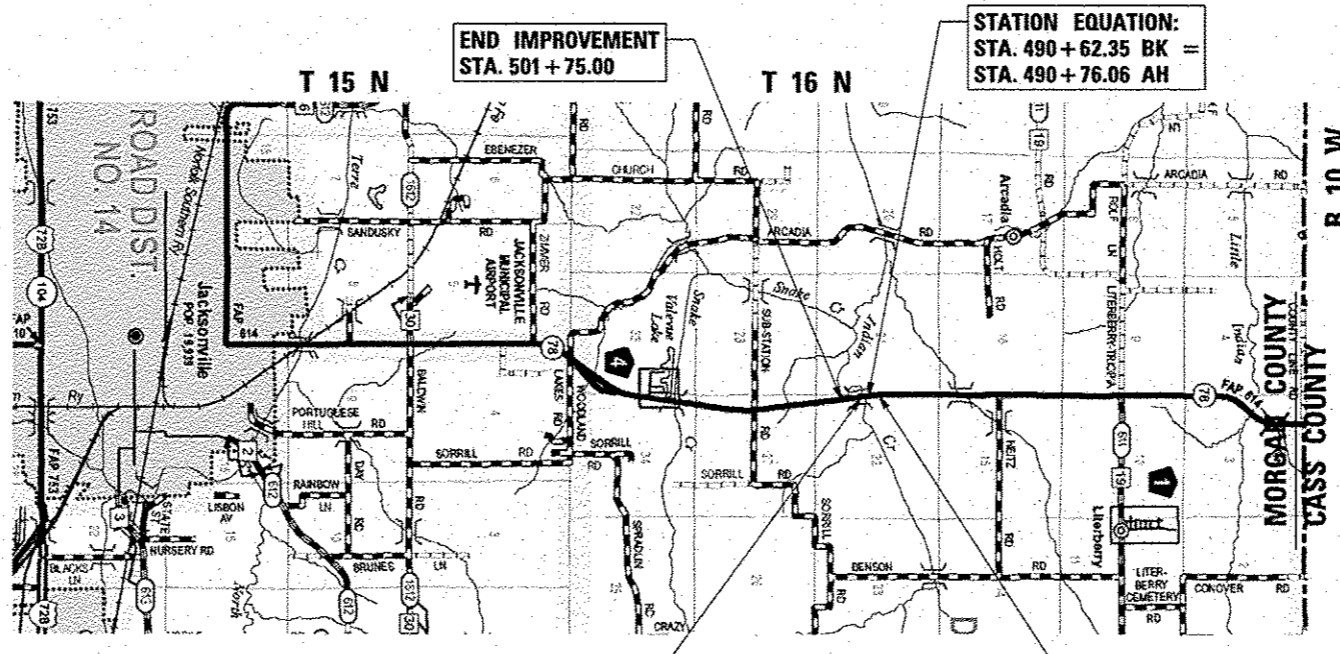
Dec 18 20 14
Omair Osman P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

616 North 21st Street, Quincy, IL 62450
4528 Paris Grand Road, Hannibal, MO 63450
628 North Street, Suite 100, Burlington, IL 62018
49 North Prairie Street, Carleburg, IL 62630

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Ph (618) 753-1636 Fax (618) 753-3686
Ph (618) 342-4842 Fax (618) 342-3728

Internet Address: www.klingner.com
STATE OF ILLINOIS DESIGN FIRM # 1842738



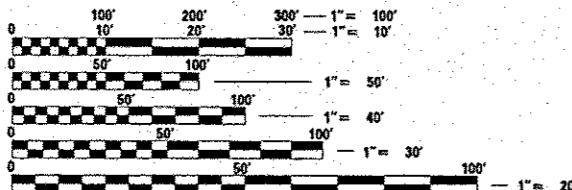
END IMPROVEMENT
STA. 501 + 75.00

STATION EQUATION:
STA. 490 + 62.35 BK =
STA. 490 + 76.06 AH

STA. 494 + 27.0
PROPOSED S.N. 069-0520
321'-8" BK TO BK ABUTMENTS
48" WEB PLATE GIRDER (COMPOSITE)
3 SPAN OVER INDIAN CREEK

BEGIN IMPROVEMENT
STA. 487 + 50.00

DESIGN DESIGNATION:
FAP 614
MINOR ARTERIAL (NON-URBAN)
ADT = 2250 (2003) 2850 (2032)
%SU = 6
%MU = 4



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: VINCE MADONIA (217) 785-9046
TEAM ENGINEER: VICTOR YOUNG (217) 524-0472

CONTRACT NO. 72A97

LOCATION MAP
SCALE: 1" = 4000'
GROSS/NET LENGTH OF SECTION = 1,411.29 FT = 0.267 MILES

ERIC B. BARNES
062-052141
LICENSED PROFESSIONAL ENGINEER
ILLINOIS
Eric B. Barnes 30-14

ERIC B. BARNES DATE
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS NO. 062-052141
LICENSE EXPIRES NOVEMBER 30, 2015

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INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	COVER SHEET
2	SHEETS INDEX & GENERAL NOTES
3-11	SUMMARY OF QUANTITIES
12-15	SCHEDULE OF QUANTITIES
16-17	TYPICAL SECTIONS
18	HORIZONTAL ALIGNMENT, CONTROL TIES & BENCHMARK DATA
19-26	TRAFFIC CONTROL & STAGING DETAILS
27-33	PLAN & PROFILES - F&P RTE 614 (IL 78)
34-40	STORM WATER POLLUTION PREVENTION PLAN
41-73	STRUCTURE PLANS
74	SUPERELEVATION DETAILS
75-77	MISCELLANEOUS DETAILS
78-93	CROSS SECTIONS - F&P RTE 614 (IL 78)

STANDARDS

STANDARD NOS.			
000001-06	610001-06	701301-04	
280001-07	630001-10	701306-03	
420401-11	631031-13	701311-03	
483001-04	635006-03	701321-14	
515001-03	635011-02	701326-04	
542401-01	666001-01	701901-04	
601101-01	701001-02	704001-07	
606001-06	701006-05	780001-05	
606101-04	701011-04	781001-03	
609006-05	701201-04		

RATES OF APPLICATION TABLE

AGGREGATE (SURFACE, BASE, SUBBASE, OR BACKFILL) STONE DUMPED RIPRAP	2.05 TON / CU YD 1.50 TON / CU YD
HOT-MIX ASPHALT: BITUMINOUS MATERIALS (PRIME COAT) SURFACE / BINDER (112 lbs)	0.05 POUND / 50 FT (on pavement) 0.25 POUND / 50 FT (on aggregate) 0.056 TON / 50 YD • IN
SEEDING: NITROGEN FERTILIZER NUTRIENT PHOSPHORUS FERTILIZER NUTRIENT POTASSIUM FERTILIZER NUTRIENT AGRICULTURAL GROUND LIMESTONE MULCH METHOD	90 LBS / ACRE 90 LBS / ACRE 90 LBS / ACRE 2.0 TON / ACRE 2.0 TON / ACRE

COMMITMENTS

1. FIELD/RESIDENT ENGINEER SHALL CONTACT STUDIES AND PLANS CONCERNING ANY MAJOR PLAN CHANGE TO MAKE SURE NO PREVIOUS COMMITMENTS (NOT LISTED) WERE MADE AFFECTING THE DESIGN, AND ALLOW AN IMPROVED DESIGN FOR FUTURE PROJECTS.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FOLLOWING THE REQUIREMENTS OF AN NPDES STORMWATER PERMIT FOR CONSTRUCTION ACTIVITY FOR THIS PROJECT.

GENERAL NOTES

1. THE THICKNESS OF BITUMINOUS MIXTURES SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
2. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AUTHORIZED AGENT, OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUB-SECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
3. ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE SEEDED, FERTILIZED, AND MULCHED AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS, AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE J.U.L.I.E. NUMBER IS 1-800-892-0123. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQUIRED.
5. THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE, AND ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTION PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVE GROUND UTILITY LOCATIONS, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVE GROUND UTILITIES, REMAINS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
6. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUB-NUMBER IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
7. ANY EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO COMPENSATION WILL BE ALLOWED.
8. EXISTING RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE REMOVED PRIOR TO HOT-MIX ASPHALT SURFACE REMOVAL AND/OR RESURFACING.
9. NO PASSING ZONES SHALL BE FIELD VERIFIED BY OPERATIONS, (217) 785-5312, 14 DAYS PRIOR TO FINAL PAVEMENT MARKINGS.
10. ALL SAW CUTS, NECESSARY TO COMPLETE THE WORK DETAILED IN THESE PLANS, SHALL BE INCLUDED IN THE COST FOR THE VARIOUS PAY ITEMS INVOLVED. THE MINIMUM SAW CUT DEPTH IN THE PAVEMENT SHALL BE 1 1/2" UNLESS OTHERWISE SPECIFIED IN A DETAIL SHOWN IN THE PLANS.
11. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION(S):	LEVEL BINDER MM	HMA SURF COURSE
MIXTURE USE(S):	PG 64-22	PG 64-22
AC/PG:	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N DESIGN=50	4.0% @ N DESIGN=50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5	IL 9.5
FRICTION AGGREGATE	N/A	MIX "C"
QUALITY MANAGEMENT	QC/QA	QC/QA

LOCATION(S):	INCIDENTAL SURF	HMA BINDER, BASE COURSE WIDENING & PATCHING
MIXTURE USE(S):	PG 64-22	PG 64-22
AC/PG:	PG 64-22	PG 64-22
DESIGN AIR VOIDS:	4.0% @ N DESIGN=50	4.0% @ N DESIGN=50
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL 9.5	IL 19.0
FRICTION AGGREGATE	MIX "C"	N/A
QUALITY MANAGEMENT	QC/QA	QC/QA

GENERAL NOTES

12. SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED SHALL BE DETERMINED BY THE ENGINEER.
13. ACCESS TO ALL SIDEROADS SHALL BE MAINTAINED AT ALL TIMES.
14. SHOULD THE CONTRACTOR REQUEST OLD/EXISTING STRUCTURE PLANS, THEY CAN CONTACT THE PROJECT ENGINEER OR TEAM ENGINEER AS SHOWN ON THE COVER SHEET.

DISTRICT SIX			
EXAMINED	<u>JUNE 5th</u>		<u>20 14</u>
<i>[Signature]</i>			
OPERATIONS ENGINEER			
EXAMINED	<u>June 20</u>		<u>20 14</u>
<i>[Signature]</i>			
PROJECT IMPLEMENTATION ENGINEER			
EXAMINED	<u>July 14</u>		<u>20 14</u>
<i>[Signature]</i>			
PROGRAM DEVELOPMENT ENGINEER			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE			
				0004	0011			
				RURAL	S. N. 069-0520			
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	104	104				
20100500	TREE REMOVAL, ACRES	ACRE	1.5	1.5				
20200100	EARTH EXCAVATION	CU YD	7010	7010				
20200500	EARTH EXCAVATION (WIDENING)	CU YD	160	160				
20300100	CHANNEL EXCAVATION	CU YD	2003	2003				
20400800	FURNISHED EXCAVATION	CU YD	840	840				
20800150	TRENCH BACKFILL	CU YD	7	7				
25000200	SEEDING, CLASS 2	ACRE	4.5	4.5				
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	405	405				
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	405	405				
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	405	405				
25000700	AGRICULTURAL GROUND LIMESTONE	TON	9	9				
25100115	MULCH, METHOD 2	ACRE	4.5	4.5				
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SO YD	1379	1379				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE			
				0004	0011			
				RURAL	S. N. 069-0520			
28000200	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	50	50				
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	900	900				
28000305	TEMPORARY DITCH CHECKS	FOOT	100	100				
28000315	AGGREGATE DITCH CHECKS	TON	100	100				
28000400	PERIMETER EROSION BARRIER	FOOT	400	400				
28000500	INLET AND PIPE PROTECTION	EACH	5	5				
28100109	STONE RIPRAP, CLASS A5	SQ YD	1342		1342			
28100707	STONE DUMPED RIPRAP, CLASS A4	SQ YD	1437	1437				
28100709	STONE DUMPED RIPRAP, CLASS A5	SQ YD	1378	1378				
28200200	FILTER FABRIC	SQ YD	4017	2815	1202			
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	143	143				
35101400	AGGREGATE BASE COURSE, TYPE B	TON	262	262				
35501324	HOT-MIX ASPHALT BASE COURSE, 10"	SQ YD	1571	1571				
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	75	75				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE			
				0004	0011			
				RURAL	S. N. 069-0520			
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	3998	3998				
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	140	140				
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	167	167				
40600990	TEMPORARY RAMP	SQ YD	250	250				
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	874	874				
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	366	366				
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	17	17				
42001300	PROTECTIVE COAT	SQ YD	311	311				
42001420	BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ YD	25	25				
44000100	PAVEMENT REMOVAL	SQ YD	306	306				
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	149	149				
44000400	GUTTER REMOVAL	FOOT	685	685				
44200202	PAVEMENT PATCHING, TYPE II, 17 INCH	SQ YD	18	18				
48101200	AGGREGATE SHOULDERS, TYPE B	TON	26	26				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE			
				0004	0011			
				RURAL	S. N. 069-0520			
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1			
50105220	PIPE CULVERT REMOVAL	FOOT	103	103				
50200100	STRUCTURE EXCAVATION	CU YD	358		358			
50200300	COFFERDAM EXCAVATION	CU YD	116		116			
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1		1			
50300225	CONCRETE STRUCTURES	CU YD	219.4		219.4			
50300255	CONCRETE SUPERSTRUCTURE	CU YD	455.6		455.6			
50300260	BRIDGE DECK GROOVING	SO YD	1434		1434			
50300265	SEAL COAT CONCRETE	CU YD	32.3		32.3			
50300300	PROTECTIVE COAT	SO YD	1820		1820			
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1			
50500505	STUD SHEAR CONNECTORS	EACH	4662		4662			
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	130230		130230			
50800515	BAR SPLICERS	EACH	1196		1196			

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE			
				0004	0011			
				RURAL	S. N. 069-0520			
51201610	FURNISHING STEEL PILES HP12X63	FOOT	660		660			
51201900	FURNISHING STEEL PILES HP14X89	FOOT	680		680			
51202305	DRIVING PILES	FOOT	1340		1340			
51203610	TEST PILE STEEL HP12X63	EACH	2		2			
51203900	TEST PILE STEEL HP14X89	EACH	2		2			
51500100	NAME PLATES	EACH	1		1			
52000110	PREFORMED JOINT STRIP SEAL	FOOT	76		76			
52100520	ANCHOR BOLTS, 1"	EACH	56		56			
542D0235	PIPE CULVERTS, CLASS D, TYPE 1 30"	FOOT	66	66				
542D1075	PIPE CULVERTS, CLASS D, TYPE 2 30"	FOOT	248	248				
54215547	METAL END SECTIONS 12"	EACH	2	2				
54215565	METAL END SECTIONS 30"	EACH	8	8				
59100100	GEOCOMPOSITE WALL DRAIN	50 YD	88		88			
60100060	CONCRETE HEADWALLS FOR PIPE DRAINS	EACH	4	4				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE			
				0004	0011			
				RURAL	S. N. 069-0520			
60100945	PIPE DRAINS 12"	FOOT	24	24				
60500060	REMOVING INLETS	EACH	2	2				
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	17.6	17.6				
60602500	CONCRETE GUTTER, TYPE A	FOOT	462	462				
61000335	TYPE G INLET BOX, STANDARD 610001	EACH	2	2				
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	450	450				
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4				
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4				
63200310	GUARDRAIL REMOVAL	FOOT	535	535				
66201120	CONCRETE SHOULDER CURB	FOOT	20	20				
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	1230	1230				
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	9	9				
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	1				
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	10	10				
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1				
67100100	MOBILIZATION	L SUM	1	1				
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1				

141

*specialty items

Rev.

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0011			
				RURAL	S. N. 069-0520			
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1				
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1				
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	10	10				
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1				
70106700	TEMPORARY RUMBLE STRIPS	EACH	8	8				
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	20	20				
70300100	SHORT TERM PAVEMENT MARKING	FOOT	264	264				
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	14284	14284				
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	24	24				
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	4245	4245				
70400100	TEMPORARY CONCRETE BARRIER	FOOT	800	800				
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	700	700				
70600260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2				
70600332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2				

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CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE				
				80% FED 20% STATE ROADWAY 0004	80% FED 20% STATE BRIDGE 0011			
				RURAL	S. N. 069-0520			
* 78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	4319	4319				
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	14	14				
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	12	12				
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4				
78300100	PAVEMENT MARKING REMOVAL	SO FT	1921	1921				
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	14	14				
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1				
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	2		2			
Z0026407	TEMPORARY SHEET PILING	SO FT	1134		1134			
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	166		166			
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SO FT	884		884			
Z0007601	BUILDING REMOVAL NO. 1	L SUM	1	1				
* X0326899	SOLAR-POWERED FLASHING BEACON ASSEMBLY (COMPLETE)	EACH	2	2				
X0326911	TRANSVERSE DRAINS COMPLETE	EACH	2	2				

*Specialty Items

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE			
				80% FED 20% STATE ROADWAY	80% FED 20% STATE BRIDGE		
				0004	0011		
				RURAL	S. N. 069-0520		
X4201410	BRIDGE APPROACH PAVEMENT CONNECTOR (SPECIAL)	SO YD	25	25			
X4811300	AGGREGATE SHOULDERS, TYPE B (SPECIAL)	TON	268	268			
X5030305	CONCRETE WEARING SURFACE, 5"	SO YD	252		252		
X5040100	PRECAST BRIDGE APPROACH SLAB	SO FT	2260		2260		
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	178		178		
X7010202	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	EACH	1	1			
X7050167	TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)	EACH	2	2			
X7200201	WIDTH RESTRICTION SIGNING	L SUM	1	1			
48300870	PORTLAND CEMENT CONCRETE SHOULDERS 16 1/2"	SO YD	15	15			
∅ 20076600	TRAINEES	HR	1000	1000			
∅ 20076604	TRAINEES TRAINING PROGRAM GRADUATE	HR	1000	1000			

∅ 0042

EARTH EXCAVATION SCHEDULE

20200100

20400800

LOCATION STATION TO STATION	SIDE	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED (25%)	EMBANKMENT	EARTHWORK BALANCE
STAGE 1					
FAP 614 (IL 78)					
487+50	501+75	RT	3500	2625	3465 (840)
SUB-TOTAL STAGE 1			3500	2625	3465 (840)
STAGE 2					
FAP 614 (IL 78)					
487+50	501+75	LT	3510	2633	2433 200
SUB-TOTAL STAGE 2			3510	2633	2433 200
TOTALS			7010	5258	5898 (640)
USE			7010	5258	5898 (840)

FURNISHED EXCAVATION MUST MATCH QUANTITY REQUIRED IN STAGE 1.

CHANNEL EXCAVATION

20300100

STATION TO STATION	SIDE	WIDTH	CU YD
FAP 614 (IL 78)			
492+69.5	495+84.5	LT & RT	50.0 2002.4
TOTAL			2002.4
USE			2003

EARTH EXCAVATION (WIDENING)

20200500

STATION TO STATION	SIDE	CU YD
FAP 614 (IL 78) - PRESTAGE 1		
487+50	492+79	LT 70.9
495+57	501+75	LT 88.8
TOTAL		159.7
USE		160

NOTE: THIS SCHEDULE USED FOR HOT-MIX ASPHALT BASE COURSE IN PRESTAGE 1 ONLY.

EROSION CONTROL SCHEDULE

ITEM	UNIT	TOTAL
TEMPORARY EROSION CONTROL SEEDING	POUND	900
PERIMETER EROSION BARRIER	FOOT	400
INLET AND PIPE PROTECTION	EACH	5
TEMPORARY DITCH CHECKS	FOOT	100
AGGREGATE DITCH CHECKS	TON	100
EARTH EXCAVATION FOR EROSION CONTROL	CU YD	50
HEAVY DUTY EXCELSIOR BLANKET	SO YD	1379

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

SEEDING SCHEDULE

25000200

25000400

25000500

25000600

25100115

25000700

STATION TO STATION	SIDE	WIDTH	SEEDING CLASS 2 ACRE	FERTILIZER NUTRIENTS			MULCH METHOD 2 ACRE	AGRICULTURAL LIMESTONE TON
				NITROGEN	PHOSPHORUS	POTASSIUM		
				POUND				
FAP 614 (IL 78)								
487+50	491+50	LT	VARIES	0.33	29.4	29.4	29.4	0.33 0.7
487+50	491+50	RT	VARIES	0.71	64.3	64.3	64.3	0.71 1.4
491+50	497+50	LT	VARIES	0.83	74.7	74.7	74.7	0.83 1.7
491+50	497+50	RT	VARIES	1.02	92.0	92.0	92.0	1.02 2.0
497+50	501+75	LT	VARIES	0.80	72.1	72.1	72.1	0.80 1.6
497+50	501+75	RT	VARIES	0.71	63.9	63.9	63.9	0.71 1.4
TOTALS				4.40	396.3	396.3	396.3	4.40 8.8
USE				4.50	405	405	405	4.50 9

RIPRAP SCHEDULE

28100707

28100709

28200200

STATION TO STATION	SIDE	WIDTH	STONE DUMPED CLASS A4	STONE DUMPED CLASS A5	FILTER FABRIC
			SQ YD		
FAP 614 (IL 78)					
488+81.0	489+63.2	LT	VARIES	160.0	160.0
489+61.0	490+27.0	RT	VARIES	105.0	105.0
490+36.7	492+57.0	LT	VARIES	330.0	330.0
491+13.6	492+57.0	RT	13.0	216.7	216.7
492+57.0	493+29.3	RT	VARIES		280.0 280.0
492+57.0	493+24.8	LT	VARIES		325.0 325.0
493+66.7	496+37.0	LT	13.0		390.0 390.0
493+71.2	496+37.0	RT	13.0		382.8 382.8
495+97.0	496+37.0	LT	VARIES	200.0	200.0
495+97.0	496+37.0	RT	VARIES	210.0	210.0
499+74.5	500+44.0	RT	VARIES	110.0	110.0
499+78.0	500+44.0	LT	VARIES	105.0	105.0
TOTALS				1436.7	1377.8 2814.4
USE				1437	1378 2815

NOTE: SEE STRUCTURE PLANS FOR ADDITIONAL FILTER FABRIC AND STONE RIPRAP, CLASS A5 QUANTITIES.

ENTRANCE SCHEDULE

40800050

35101400

STATION	SIDE	TYPE	WIDTH	AREA (SQ YD)	INCIDENTAL HMA SURFACING 3.5"	AGGREGATE BASE COURSE TYPE B
					TON	
FAP 614 (IL 78)						
489+91.0	LT	PE/MB	16.0	85.2	16.7	29.1
490+55.0	RT	FE	24.0	148.9		50.9
499+30.0	LT	FE	24.0	251.7		86.0
499+30.0	RT	FE	24.0	278.4		95.1
TOTALS					16.7	261.1
USE					17	262

PAVEMENT PATCHING, TYPE II, 17 INCH

40600982

STATION	SIDE	WIDTH	LENGTH	SO YD
FAP 614 (IL 78)				
492+20.0	LT	4.5	18.0	9.0
492+20.0	RT	4.5	18.0	9.0
TOTAL				18.0
USE				18

ROADWAY PAVING SCHEDULE

LOCATION STATION TO STATION	SIDE	SURFACE WIDTH	40600635	40603080	40603310
			LEVELING BINDER N50	HMA BINDER COURSE IL-19.0, N50	HMA SURFACE COURSE MIX "C", N50
TON					
FAP 614 (IL 78)					
487+50.00 487+80.00	LT & RT	24.0			6.7
487+80.00 487+95.00	LT & RT	24.0			4.2
487+95.00 490+57.29	LT & RT	24.0	29.4		58.8
490+57.29 490+62.35	LT & RT	24.0	0.6		1.1
490+76.06 491+17.00	LT & RT	24.0	11.5		9.2
491+17.00 492+31.20	LT & RT	24.0	12.8	135.5	25.6
496+22.80 496+32.80	LT & RT	24.0	1.1	41.8	2.2
496+32.80 498+17.00	LT & RT	24.0	20.6	429.1	41.3
498+17.00 498+81.00	LT & RT	24.0	17.9		14.3
498+81.00 501+30.00	LT & RT	24.0	27.9		55.8
501+30.00 501+45.00	LT & RT	24.0			4.2
501+45.00 501+75.00	LT & RT	24.0			6.7
TOTALS			121.8	606.4	230.1
USE			122	607	231

SHOULDER PAVING SCHEDULE

LOCATION STATION TO STATION	SIDE	SURFACE WIDTH	40600635	40603080	40603310
			LEVELING BINDER N50	HMA BINDER COURSE IL-19.0, N50	HMA SURFACE COURSE MIX "C", N50
TON					
FAP 614 (IL 78)					
487+95.00 488+45.00	LT	3.0			2.1
488+45.00 490+57.29	LT	6.0			17.8
488+50.00 489+00.00	RT	3.0			2.1
489+00.00 490+57.29	RT	6.0			13.2
490+57.29 490+62.35	RT	6.0			0.5
490+57.29 490+62.35	LT	6.0			0.5
490+76.06 491+17.00	RT	6.0			5.3
490+76.06 491+17.00	LT	6.0			5.3
491+17.00 492+31.20	RT	6.0	3.3	32.5	6.4
491+17.00 492+31.20	LT	6.0	3.3	32.5	6.4
496+32.80 498+17.00	RT	6.0	5.3	100.6	10.3
496+32.80 498+17.00	LT	6.0	5.3	100.6	10.3
498+17.00 498+81.00	RT	6.0			8.4
498+17.00 498+81.00	LT	6.0			8.4
498+81.00 500+80.00	RT	6.0			16.7
498+81.00 500+80.00	LT	6.0			16.7
500+80.00 501+30.00	RT	3.0			2.1
500+80.00 501+30.00	LT	3.0			2.1
TOTALS			17.3	266.2	134.7
USE			18	267	135

MISCELLANEOUS PAVING ITEMS SCHEDULE

ITEM	UNIT	TOTAL
TEMPORARY RAMP	SQ YD	250
AGGREGATE FOR TEMPORARY ACCESS	TON	75
BITUMINOUS MATERIALS (PRIME COAT)	POUND	3998

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

PCC SHOULDER SCHEDULE

STATION TO STATION	SIDE	WIDTH	31101000	66201120	42001300
			PCC SHOULDER 16 1/2"	SUBBASE GRANULAR MATERIAL TY B	CONCRETE SHOULDER CURB
			SO YD	TON	FOOT
FAP 614 (IL 78)					
496+22.8 496+32.8	LT	6.92	7.1	4.7	10.0
496+22.8 496+32.8	RT	6.92	7.1	4.7	10.0
TOTALS			14.2	9.4	20.0
USE			15	10	20

HOT-MIX ASPHALT BASE COURSE SCHEDULE

STATION TO STATION	SIDE	35501324	31101000
		HMA BASE COURSE 10"	SUBBASE GRANULAR MATERIAL TY B
		SO YD	TON
FAP 614 (IL 78) - PRESTAGE 1			
487+50.0 492+79.0	LT	392.6	42.4
495+57.3 501+75.0	LT	450.6	15.8
FAP 614 (IL 78) - STAGE 1			
487+50.0 492+31.2	RT	289.3	40.2
496+22.8 501+75.0	RT	419.0	19.9
FAP 614 (IL 78) - STAGE 2			
491+40.0 492+31.2	LT	10.4	
496+22.8 496+40.0	LT	8.9	
TOTAL		1570.8	118.3
USE		1571	119

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

STATION TO STATION	SIDE	WIDTH	40600982
			SO YD
FAP 614 (IL 78)			
487+50.0 487+80.0	LT & RT	25.5	85.0
501+45.0 501+75.0	LT & RT	24.5	81.7
TOTAL			166.7
USE			167

AGGREGATE SHOULDERS SCHEDULE

STATION TO STATION	SIDE	48101200	X4811300
		AGG SHLD TY B	AGG SHLD TY B (SPECIAL)
		TON	
FAP 614 (IL 78)			
488+93.4 489+76.0	LT	4.7	
489+77.3 490+36.1	RT	3.3	
490+06.0 490+62.4	LT		3.2
490+76.1 492+52.2	LT		38.3
490+87.7 492+52.2	RT		33.3
496+37.0 497+92.5	RT		90.5
496+37.0 499+11.0	LT		101.9
497+92.5 499+11.0	RT	6.7	
498+89.5 499+11.0	LT	1.2	
499+49.0 500+29.7	RT	4.6	
499+49.0 500+29.8	LT	4.6	
TOTAL		25.2	267.3
USE		26	268

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	PLOT SCALE = 50.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 7/30/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: none SHEET NO. 2 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	13
			CONTRACT NO. 72A97	
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

TREE REMOVAL, ACRES

20100500

STATION TO STATION	SIDE	WIDTH	ACRE	
FAP 614 (IL 78)				
487+50	488+10	LT	VARIES	0.04
487+50	491+00	RT	VARIES	0.44
490+75	493+25	LT	VARIES	0.26
490+90	493+30	RT	VARIES	0.45
493+50	495+05	LT	VARIES	0.15
493+70	494+75	RT	VARIES	0.13
TOTAL				1.48
USE				1.50

GUTTER REMOVAL

44000400

STATION TO STATION	SIDE	FOOT	
FAP 614 (IL 78)			
487+50.0	491+11.7	LT	361.7
487+50.0	489+20.3	RT	170.3
500+96.5	501+75.0	RT	78.5
501+00.7	501+75.0	LT	74.3
TOTAL			684.8
USE			685

GUARDRAIL SCHEDULE

63000001 63100085 63100167 78200410 78201000

STATION TO STATION	SIDE	SPBGR TYPE A 6' POSTS	TRAF BARRIER TERMINAL		GUARDRAIL MARKERS TYPE A	TERMINAL MARKERS DIRECT APPLIED	
			TYPE 6	TYPE 1 SPECIAL (TANGENT)			
		FOOT	EACH				
FAP 614 (IL 78)							
490+96.52	492+54.67	RT	62.5	1	1	2	1
490+32.81	492+54.67	LT	112.5	1	1	3	1
495+99.33	497+82.48	RT	87.5	1	1	3	1
495+99.33	498+82.48	LT	187.5	1	1	4	1
TOTALS			450.0	4	4	12	4

TREE REMOVAL (OVER 15 UNITS DIAMETER)

20100210

STATION	SIDE	OFFSET	UNITS
FAP 614 (IL 78)			
495+97.6	RT	30.9	38
498+13.1	RT	22.8	36
501+73.5	RT	28.9	30
TOTAL			104

REMOVING INLETS

60500060

STATION	SIDE	OFFSET	EACH
FAP 614 (IL 78)			
490+31.8	LT	14.6	1
492+72.0	RT	13.9	1
TOTAL			2

TEMPORARY TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)

X7050167

STATION TO STATION	SIDE	EACH	
FAP 614 (IL 78)			
491+58.85	492+08.85	RT	1
496+45.15	496+95.15	RT	1
TOTAL			2

PIPE CULVERT REMOVAL

50105220

STATION	SIDE	DESCRIPTION	FOOT
FAP 614 (IL 78)			
489+98	LT	15" CMP	23
490+32	LT	15" CMP	21
494+70	LT	24" CMP	59
TOTAL			103

PAVEMENT REMOVAL

44000100

STATION TO STATION	SIDE	WIDTH	SO YD	
FAP 614 (IL 78)				
492+31.2	492+78.8	LT & RT	28-29	153.4
495+58.5	496+09.8	LT & RT	26-27	152.0
TOTAL				305.4
USE				306

* INCLUDES PRE-STAGE 1 HOT-MIX ASPHALT BASE COURSE.

INLET BOX SCHEDULE

61000335 60100945 54215547

STATION	SIDE	TYPE G INLET BOX STD 610001	PIPE DRAINS 12"	METAL END SECTIONS 12"
FAP 614 (IL 78)				
496+27.8	LT	1	12	1
496+27.8	RT	1	12	1
TOTALS		2	24	2

GUARDRAIL REMOVAL

63200310

STATION TO STATION	SIDE	FOOT	
FAP 614 (IL 78)			
490+48	492+77	LT	215
491+12	491+12	RT	160
495+59	496+37	LT	80
495+60	496+37	RT	80
TOTAL			535

DRIVEWAY PAVEMENT REMOVAL

44000200

STATION	SIDE	TYPE	SO YD
FAP 614 (IL 78)			
489+91.0	LT	HMA	111.4
499+94.0	RT	HMA	16.7
500+02.1	LT	HMA	20.1
TOTAL			148.1
USE			149

* INCLUDES ADJACENT HMA MAILBOX TURNOUT PAVEMENT.

PIPE CULVERT SCHEDULE

542D0235 542D1075 54215565 20800150

STATION	SIDE	PIPE CULVERTS		METAL END SECTIONS 30"	TRENCH BACKFILL CU YD
		CLASS D TYPE 1 30"	CLASS D TYPE 2 30"		
		FOOT		EACH	CU YD
FAP 614 (IL 78)					
489+91	LT	66		2	6.2
490+55	RT		70	2	
499+30	RT		88	2	
499+30	LT		90	2	
TOTALS		66	248	8	6.2
USE		66	248	8	7

CONCRETE HEADWALLS FOR PIPE DRAINS

60100060

STATION	SIDE	EACH
FAP 614 (IL 78)		
NORTH ABUTMENT	LT & RT	2
SOUTH ABUTMENT	LT & RT	2
TOTAL		4

THIS ITEM USED ON PIPE UNDERDRAINS FOR STRUCTURES. (SEE ALSO THE STRUCTURE PLANS)

BUILDING REMOVAL NO. 1

Z0007601

STATION	SIDE	OFFSET	DESCRIPTION	L SUM
FAP 614 (IL 78)				
491+90	LT	87.3	SHED	1
TOTAL				1

BRIDGE APPROACH PAVEMENT CONNECTOR SCHEDULE

42001420 X4201410 31101000 42001300

STATION TO STATION	SIDE	WIDTH	BRIDGE APPR PVMT CONNECTOR (PCC)	BRIDGE APPR PVMT CONNECTOR (SPECIAL)	SUBBASE GRANULAR MATERIAL TY B	PROTECTIVE COAT
			SQ YD	TON	SQ YD	
			FAP 614 (IL 78)			
492+31.2	492+37.2	LT & RT	37.83	24.6	2.9	24.6
496+16.8	496+22.8	LT & RT	37.83	24.6	10.8	24.6
TOTALS			24.6	24.6	13.6	49.2
USE			25	25	14	50

CONCRETE GUTTER SCHEDULE

60602500 60600095 42001300

STATION TO STATION	SIDE	CONCRETE GUTTER TYPE A	CLASS SI CONCRETE (OUTLET)	PROTECTIVE COAT	
			FOOT	CU YD	SQ YD
FAP 614 (IL 78)					
487+50	489+61	RT	175.5	4.4	81
487+50	488+81	LT	95.5	4.4	55
500+44	501+75	RT	95.5	4.4	55
500+44	501+75	LT	95.5	4.4	55
TOTALS			462.0	17.6	246
USE			462	17.6	246

PAINT PAVEMENT MARKING - LINE 5"

78001120

STATION TO STATION	SIDE	DESCRIPTION	WHITE	YELLOW
			FOOT	
FAP 614 (IL 78)				
487+50.00	490+62.35	LT	EDGE LINE	312.3
490+76.06	501+75.00	LT	EDGE LINE	1098.9
487+50.00	490+62.35	RT	EDGE LINE	312.3
490+76.06	501+75.00	RT	EDGE LINE	1098.9
487+50.00	490+62.35	RT CL	SKIP-DASH	80.0
490+76.06	501+75.00	RT CL	SKIP-DASH	280.0
487+50.00	490+62.35	LT CL	NO-PASSING	312.3
490+76.06	499+00.00	LT CL	NO-PASSING	823.9
TOTALS			2822.6	1496.3
USE			4319	

PAVEMENT MARKING REMOVAL

78300100

STATION TO STATION	SIDE	DESCRIPTION	SQ FT	
FAP 614 (IL 78)				
487+50.0	490+62.4	RT CL	SKIP-DASH	4
490+76.1	501+75.0	RT CL	SKIP-DASH	14
487+50.0	490+62.4	LT CL	NO-PASSING	156.2
490+76.1	499+00.0	LT CL	NO-PASSING	412.0
489+04.0	490+62.4	LT	EDGE LINE	79.2
490+76.1	501+75.0	LT	EDGE LINE	549.5
487+50.0	490+62.4	RT	EDGE LINE	156.2
490+76.1	501+75.0	RT	EDGE LINE	549.5
TOTAL			1920.4	
USE			1921	

RAISED REFLECTIVE PAVEMENT MARKERS

78100100

STATION TO STATION	SIDE	MAXIMUM SPACING	2-WAY AMBER	
			EACH	
FAP 614 (IL 78)				
487+50.0	490+62.4	CL	80	4
490+76.1	492+37.0	CL	80	3
496+17.0	501+75.0	CL	80	7
TOTAL			14	

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

78300200

STATION TO STATION	SIDE	EACH	
FAP 614 (IL 78)			
487+50	501+75	CL	14
TOTAL		14	

TEMPORARY CONCRETE BARRIER

70400100

STATION TO STATION	SIDE	FOOT	
FAP 614 (IL 78) - STAGE 1			
490+87.9	497+87.1	LT & RT	700
FAP 614 (IL 78) - STAGE 2			
490+24.2	490+87.9	LT	50
497+87.1	498+37.0	LT	50
TOTAL		800	

RELOCATE TEMPORARY CONCRETE BARRIER

70400200

STATION TO STATION	SIDE	FOOT	
FAP 614 (IL 78) - STAGE 2			
490+87.9	497+87.1	LT & RT	700
TOTAL		700	

IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3

70600260

STATION	SIDE	EACH
FAP 614 (IL 78) - STAGE 1		
490+87.9	RT	1
497+87.1	RT	1
TOTAL		2

IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW) TEST LEVEL 3

70600332

STATION	SIDE	EACH
FAP 614 (IL 78) - STAGE 2		
490+24.2	LT	1
498+37.0	LT	1
TOTAL		2

FURNISHING AND ERECTING ROW MARKERS

66600105

STATION	SIDE	OFFSET	EACH
FAP 614 (IL 78)			
488+34.13	RT	65.00	1
488+36.50	RT	120.00	1
490+76.06	RT	120.00	1
490+76.06	LT	60.00	1
492+00.00	LT	110.00	1
500+70.96	RT	120.00	1
500+81.56	RT	40.00	1
507+31.93	LT	50.00	1
507+38.81	LT	110.00	1
TOTAL			9

TEMPORARY RUMBLE STRIPS

70106700

STATION	SIDE	EACH
FAP 614 (IL 78)		
465+50	RT	1
470+50	RT	1
475+50	RT	1
480+50	RT	1
508+75	LT	1
513+75	LT	1
518+75	LT	1
523+75	LT	1
TOTAL		8

SOLAR-POWERED FLASHING BEACON ASSEMBLY (COMPLETE)

X0326899

STATION	SIDE	EACH
FAP 614 (IL 78)		
465+50	RT	1
523+75	LT	1
TOTAL		2

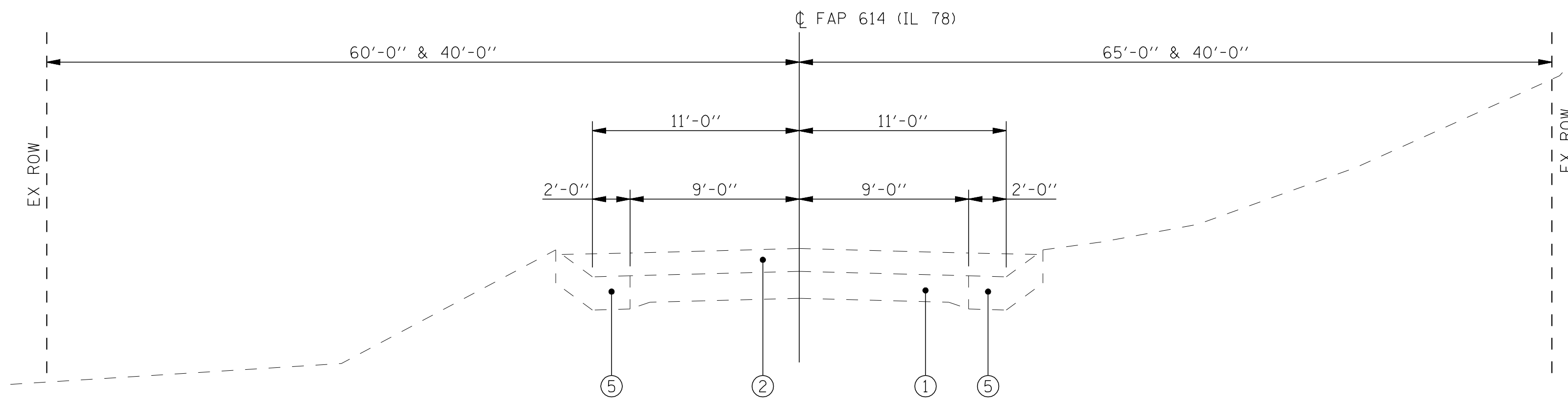
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	PLOT DATE = 7/30/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

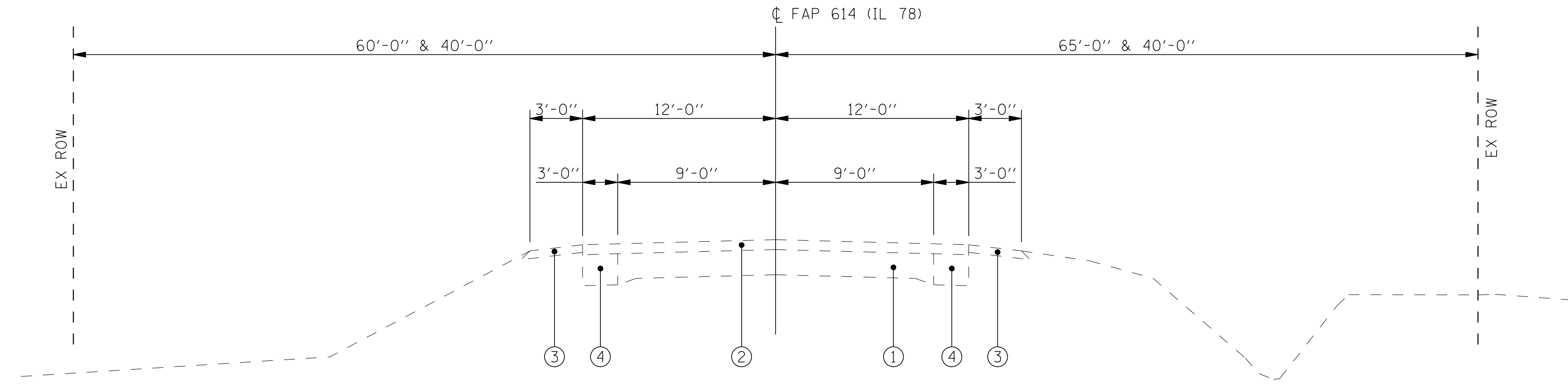
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	15
				CONTRACT NO. 72A97
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SECTION

STA 487+50.0 TO STA 489+20.3 RT
 STA 487+90.0 TO STA 491+11.7 LT
 STA 501+05.6 TO STA 501+75.0 RT
 STA 501+06.0 TO STA 501+75.0 LT

STATION EQUATION:
 STA 490+62.35 BK = STA 490+76.06 AH



EXISTING TYPICAL SECTION

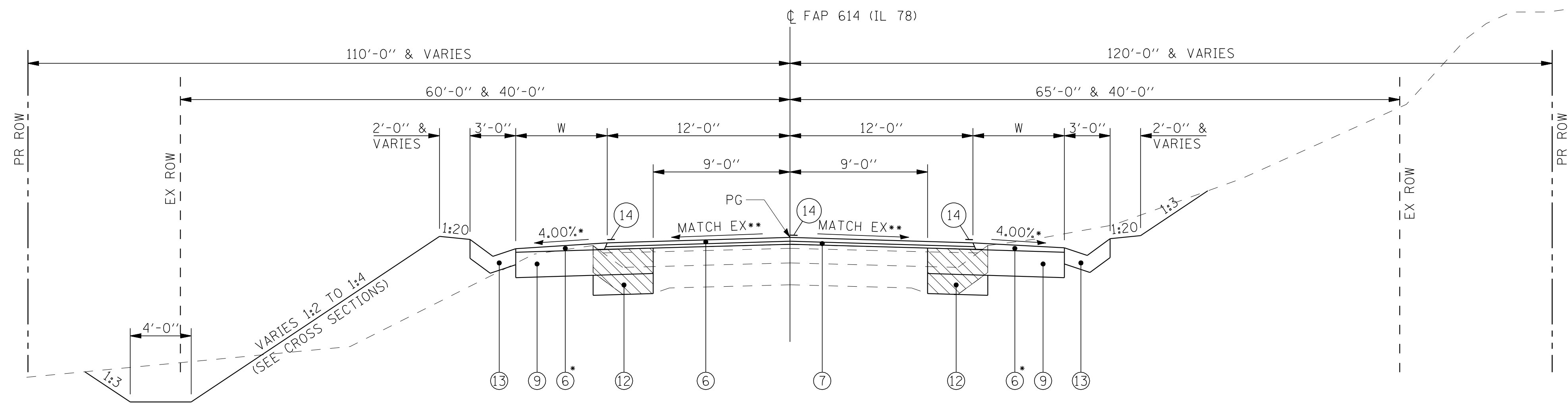
STA 489+20.3 TO STA 492+78.8 RT
 STA 491+11.7 TO STA 492+78.8 LT
 STA 492+78.8 TO STA 495+58.5 S.N. 069-0003
 STA 495+58.5 TO STA 501+05.6 RT
 STA 495+58.5 TO STA 501+06.0 LT

STATION EQUATION:
 STA 490+62.35 BK = STA 490+76.06 AH

LEGEND

- ① EXISTING 9-6-9 PCC PAVEMENT
- ② EXISTING HOT-MIX ASPHALT SURFACING 8"±
- ③ EXISTING AGGREGATE SHOULDERS
- ④ EXISTING PCC BASE COURSE WIDENING 9"
- ⑤ EXISTING CONCRETE GUTTER SPECIAL
- ⑥ PROPOSED HMA CONCRETE SURFACE COURSE, MIX "C", N50, 1 1/2"
- ⑦ PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 3/4" (3" MAX)
- ⑧ PROPOSED HMA CONCRETE BINDER COURSE, IL-19.0, N50, VARIABLE DEPTH (2 1/4" MIN)
- ⑨ PROPOSED HMA BASE COURSE, 10"
- ⑩ PROPOSED AGGREGATE SHOULDERS, TYPE B, VARIABLE DEPTH (1 1/2" MINIMUM)
- ⑪ PROPOSED AGGREGATE SHOULDERS, TYPE B, (SPECIAL), VARIABLE DEPTH
- ⑫ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, VARIABLE DEPTH
- ⑬ PROPOSED CONCRETE GUTTER, TYPE A
- ⑭ PROPOSED PAVEMENT MARKING - LINE 5"
- ⑮ PROPOSED STEEL PLATE BEAM GUARDRAIL (SEE SCHEDULE FOR LOCATIONS)

▨ ITEM TO BE REMOVED (SAW CUT AT 9")



PROPOSED TYPICAL SECTION

STA 487+50.0 TO STA 487+95.0 LT & RT (W = VARIES)
 STA 487+95.0 TO STA 488+45.0 LT (W = 0' TO 6')
 STA 487+95.0 TO STA 488+50.0 RT (W = 0')
 STA 488+45.0 TO STA 488+81.0 LT (W = 6')
 STA 488+50.0 TO STA 489+00.0 RT (W = 0' TO 6')
 STA 489+00.0 TO STA 489+61.0 RT (W = 6')
 STA 500+44.0 TO STA 500+80.0 LT & RT (W = 6')
 STA 500+80.0 TO STA 501+30.0 LT & RT (W = 0' TO 6')
 STA 501+30.0 TO STA 501+75.0 LT & RT (W = VARIES)

NOTES:

- * MINIMUM THICKNESS IS 1 1/2". SLOPE MAY VARY TO MAINTAIN MINIMUM THICKNESS.
- ** MATCH EXISTING SLOPE AND SEE SUPERELEVATION TABLE.
- *** SEE EXISTING TYPICAL SECTIONS / PLAN SHEETS FOR LOCATIONS OF EXISTING GUTTER.

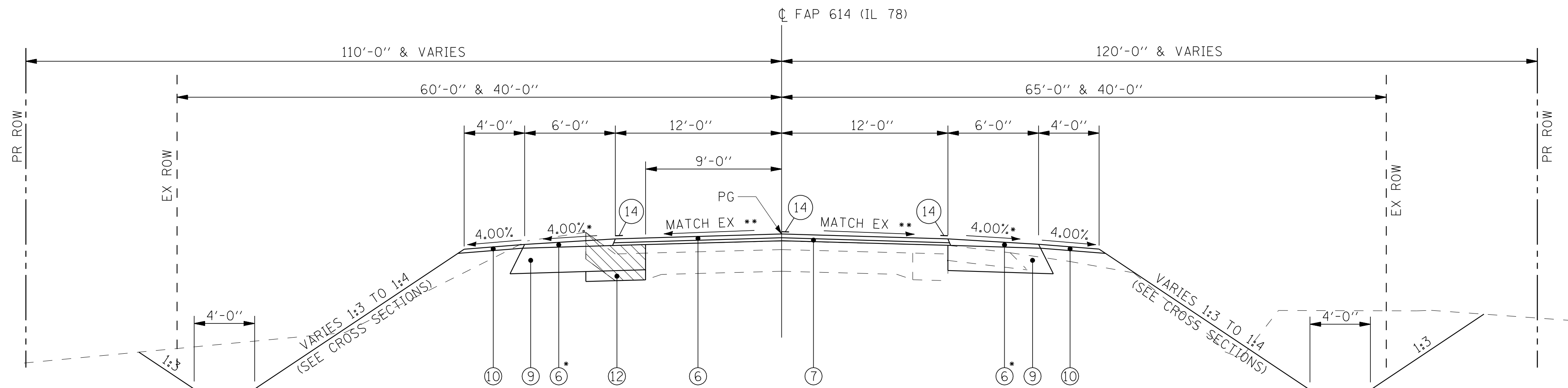
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qr:\10files\100019\wo 1 - il 78 indson creek\CADD Sheets\672A97-shr-typical.dgn		DRAWN -	REVISED -
	PLOT SCALE = 5.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 7/30/2014	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

SCALE: none SHEET NO. 1 OF 2 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	16
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



PROPOSED TYPICAL SECTION

STA 488+81.0 TO STA 490+57.3 LT
 STA 489+61.0 TO STA 490+57.3 RT
 STA 498+81.0 TO STA 500+44.0 LT & RT

STATION EQUATION:
 STA 490+62.35 BK = STA 490+76.06 AH

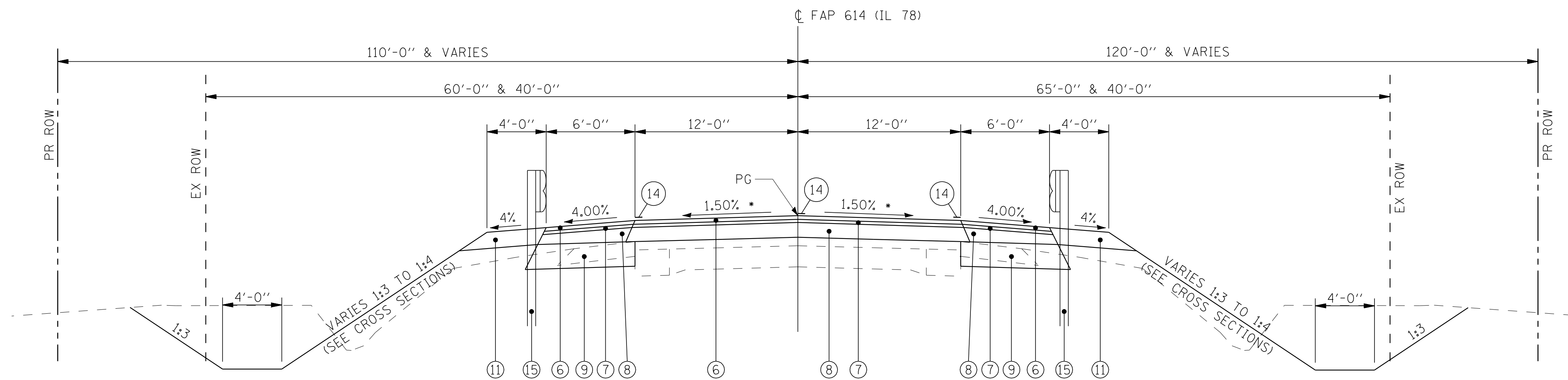
NOTES:

- * MINIMUM THICKNESS IS 1 1/2". SLOPE MAY VARY TO MAINTAIN MINIMUM THICKNESS.
- ** MATCH EXISTING SLOPE AND SEE SUPERELEVATION TABLE.
- *** SEE EXISTING TYPICAL SECTIONS / PLAN SHEETS FOR LOCATIONS OF EXISTING GUTTER.

LEGEND

- ① EXISTING 9-6-9 PCC PAVEMENT
- ② EXISTING HOT-MIX ASPHALT SURFACING 8"±
- ③ EXISTING AGGREGATE SHOULDERS
- ④ EXISTING PCC BASE COURSE WIDENING 9"
- ⑤ EXISTING CONCRETE GUTTER SPECIAL
- ⑥ PROPOSED HMA CONCRETE SURFACE COURSE, MIX "C", N50, 1 1/2"
- ⑦ PROPOSED LEVELING BINDER (MACHINE METHOD), N50, 3/4" (3" MAX)
- ⑧ PROPOSED HMA CONCRETE BINDER COURSE, IL-19.0, N50, VARIABLE DEPTH (2 1/4" MIN)
- ⑨ PROPOSED HMA BASE COURSE, 10"
- ⑩ PROPOSED AGGREGATE SHOULDERS, TYPE B, VARIABLE DEPTH (1 1/2" MINIMUM)
- ⑪ PROPOSED AGGREGATE SHOULDERS, TYPE B, (SPECIAL), VARIABLE DEPTH
- ⑫ PROPOSED SUB-BASE GRANULAR MATERIAL, TYPE B, VARIABLE DEPTH
- ⑬ PROPOSED CONCRETE GUTTER, TYPE A
- ⑭ PROPOSED PAVEMENT MARKING - LINE 5"
- ⑮ PROPOSED STEEL PLATE BEAM GUARDRAIL (SEE SCHEDULE FOR LOCATIONS)

▨ ITEM TO BE REMOVED (SAW CUT AT 9')



PROPOSED TYPICAL SECTION

STA 490+57.3 TO STA 492+31.2 LT & RT
 STA 492+31.2 TO STA 492+37.2 LT & RT BRIDGE APPROACH PAVEMENT CONNECTOR
 STA 492+37.2 TO STA 492+67.2 LT & RT BRIDGE APPROACH PAVEMENT
 STA 492+67.2 TO STA 495+86.8 LT & RT S.N. 069-0520
 STA 495+86.8 TO STA 496+16.8 LT & RT BRIDGE APPROACH PAVEMENT
 STA 496+16.8 TO STA 496+22.8 LT & RT BRIDGE APPROACH PAVEMENT CONNECTOR
 STA 496+22.8 TO STA 498+81.0 LT & RT

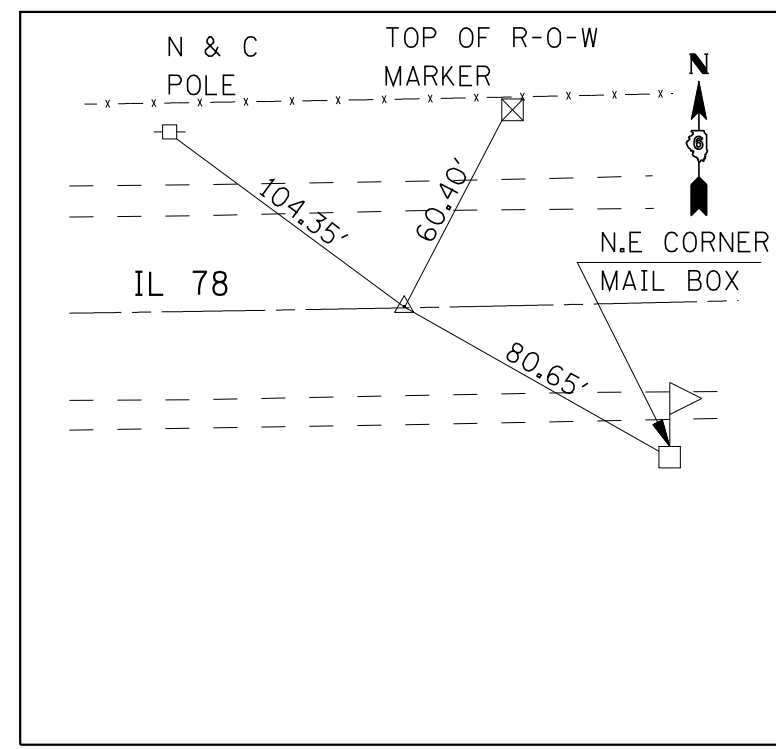
STATION EQUATION:
 STA 490+62.35 BK = STA 490+76.06 AH

NOTES:

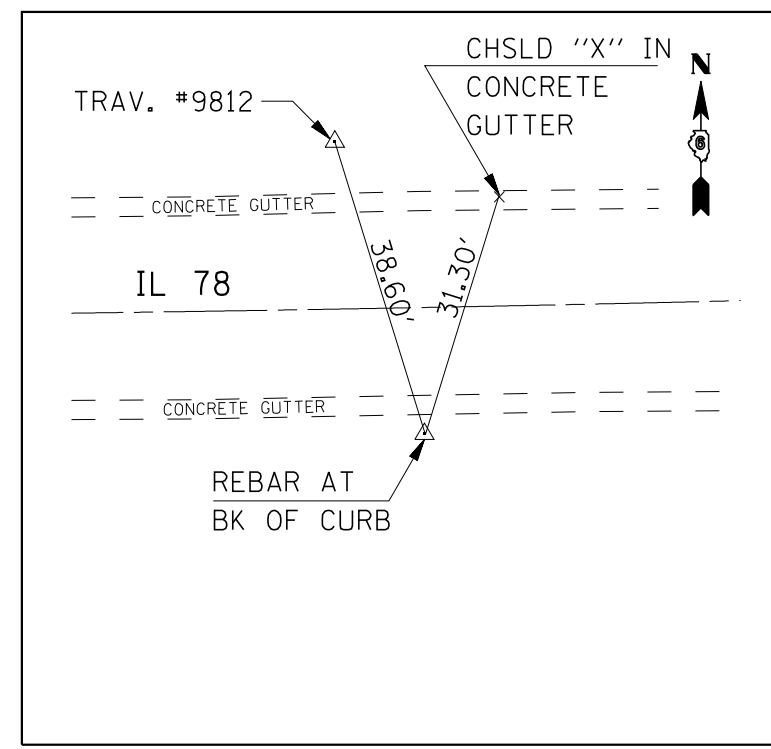
- * 1.50% SLOPE AND SEE SUPERELEVATION TABLE.
- ** SEE PLAN SHEETS FOR LOCATIONS OF PROPOSED GUARDRAIL.
- *** SEE EXISTING TYPICAL SECTIONS / PLAN SHEETS FOR LOCATIONS OF EXISTING GUTTER.

FILE NAME =	USER NAME = ebb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
qr:\10files\100019\wo 1 - il 78 indson creek\CADD Sheets\D672A97-shr-typical.dgn		DRAWN -	REVISED -		614	147B-3	MORGAN	93	17			
PLOT SCALE = 5.0000' / IN.		CHECKED -	REVISED -		CONTRACT NO. 72A97							
PLOT DATE = 7/30/2014		DATE -	REVISED -		SCALE: none	SHEET NO. 2 OF 2 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT			

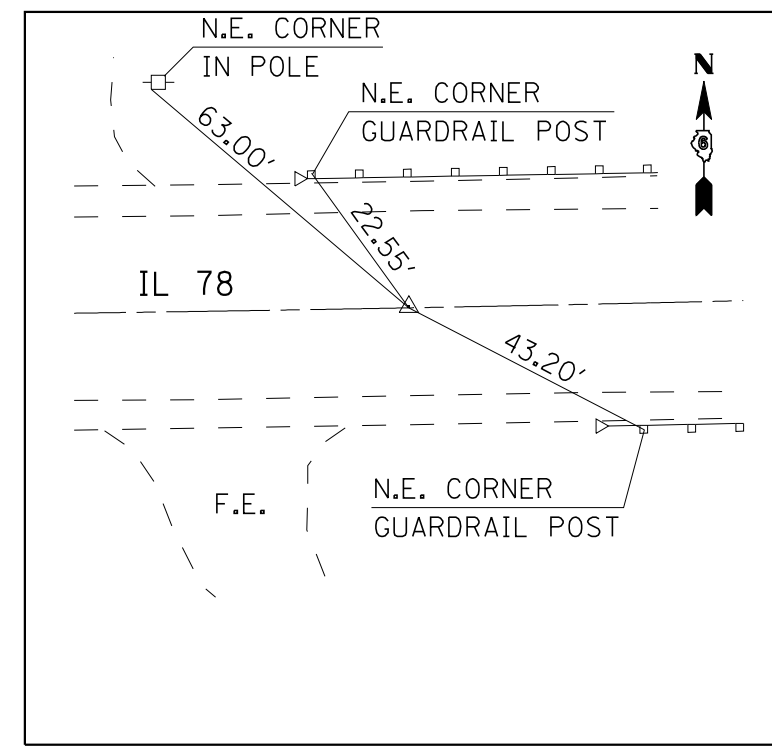
BM #116: STA. 495+58.30, 17.6' RT
 CHISLED "X" TOP SW WINGWALL
 OF SN 069-0003 @ INDIAN CREEK
 ELEV. = 531.33



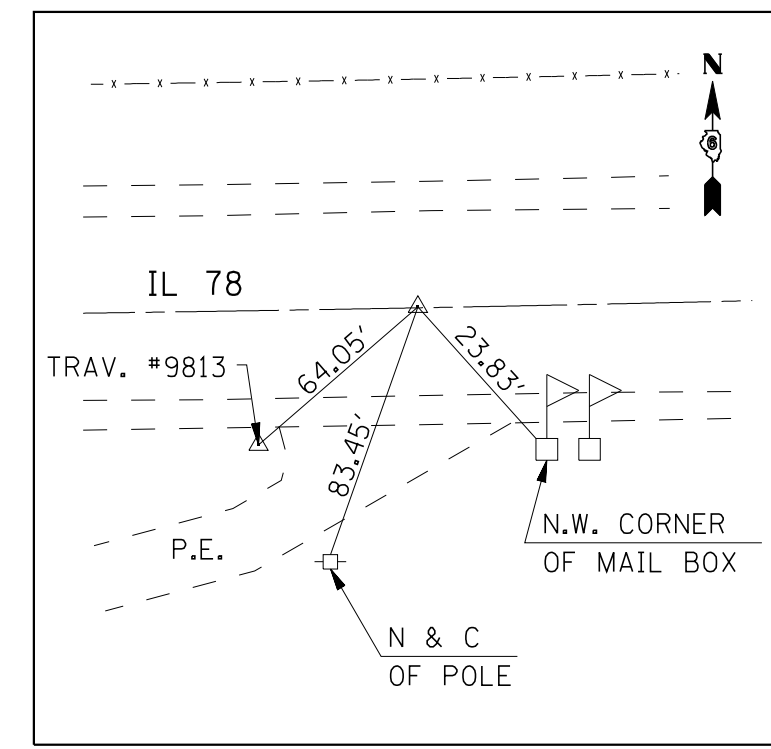
P.C. STA. 480+89.05
 (SET P.K. NAIL IN CHSLD "X")



P.I. STA. 485+76.36
 (#4 REBAR & CAP)

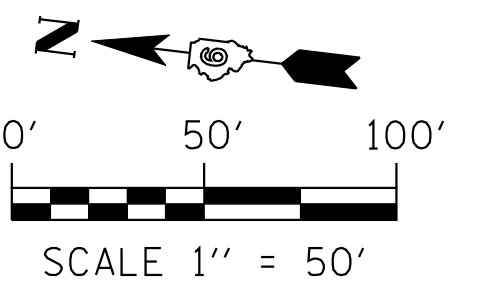
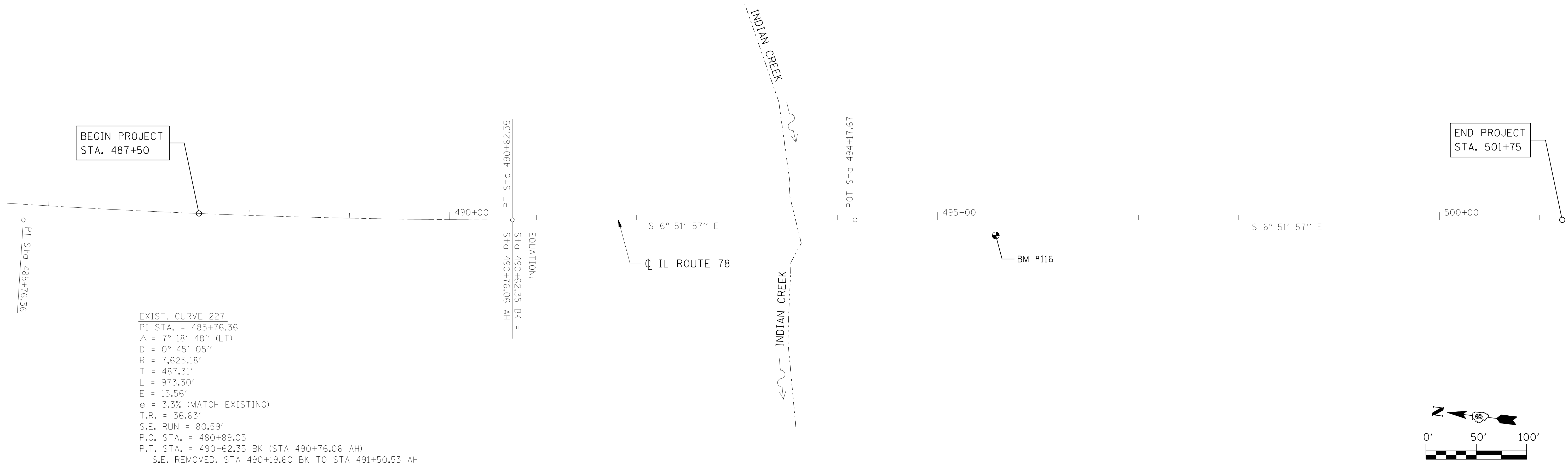


P.T. STA. 490+62.35 BK =
 P.T. STA. 490+76.06 AH
 (SET P.K. NAIL IN CHSLD "X")



P.O.T. STA. 519+39.48
 (SET P.K. NAIL IN CHSLD "X")

ALIGNMENT COORDINATES - IL 78			
	STATION	N	E
PC	480+89.05	1,149,847.0698	2,281,314.4239
PI	485+76.36	1,149,359.7728	2,281,310.6180
POT	487+50.00	1,149,186.7433	2,281,337.8951
PT	490+62.35	1,148,875.9557	2,281,368.8742
POT	494+17.67	1,148,536.7956	2,281,409.7124
POT	501+75.00	1,147,784.8966	2,281,500.2482
POT	519+39.48	1,146,033.0753	2,281,711.1844



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		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**HORIZONTAL ALIGNMENT AND CONTROL TIES
 BENCHMARK DATA**

SCALE: 1" = 50' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	18
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

STAGE CONSTRUCTION SEQUENCE

THE FOLLOWING STAGE CONSTRUCTION SEQUENCE IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PLANNING AND EXECUTING THIS PROJECT WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

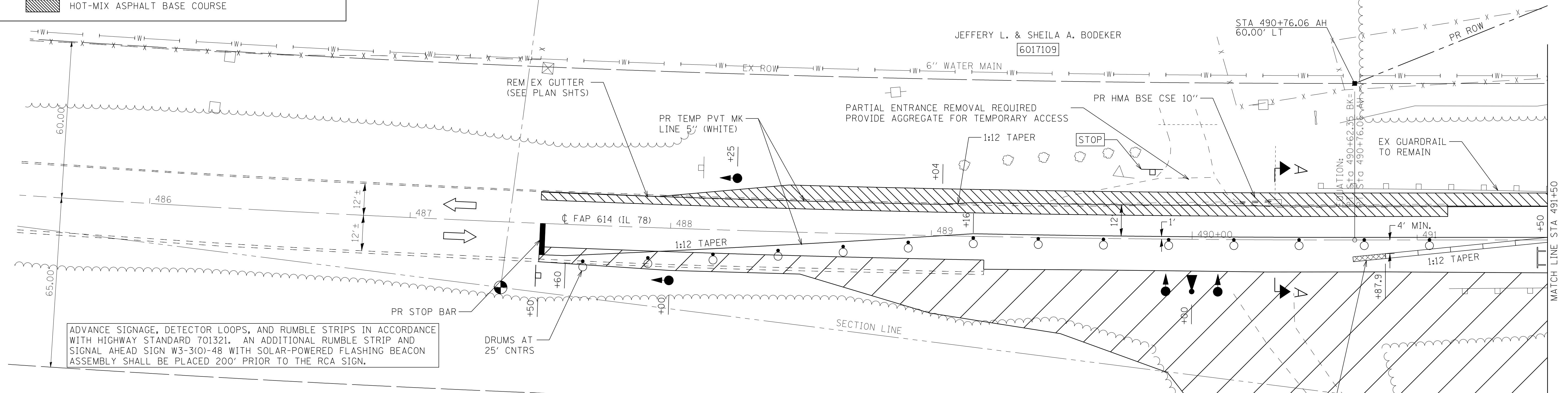
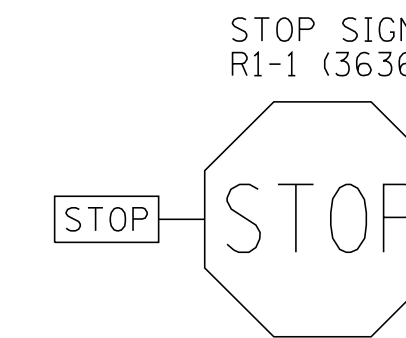
- PRE-STAGE 1:**
 REMOVE THE EXISTING GUTTER, CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" ALONG THE NORTHBOUND LANE. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701326. EXISTING GUARDRAIL WILL REMAIN IN PLACE.
 SET UP STAGE 1 TRAFFIC CONTROL.
- STAGE 1:**
 REMOVE WEST HALF OF EXISTING STRUCTURE NO. 069-0003. REMOVE EXISTING PAVEMENT FOR BRIDGE APPROACH PAVEMENT CONSTRUCTION.
 CONSTRUCT WEST SECTION OF NEW STRUCTURE NO. 069-0520. CONSTRUCT WEST SECTION OF BRIDGE APPROACH PAVEMENT. CONSTRUCT WEST SECTION OF BRIDGE APPROACH PAVEMENT CONNECTOR.
 REMOVE THE EXISTING GUTTER, CONSTRUCT THE PROPOSED TYPE A GUTTER AND OUTLETS, AND CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" ALONG THE SOUTHBOUND LANE. CONSTRUCT THE TEMPORARY HMA PROFILE (SEE SHEET 30). INSTALL STEEL PLATE BEAM GUARDRAIL.
 GRADE AND SHAPE PROPOSED DITCHES ALONG SOUTHBOUND LANE.
 REMOVE STAGE 1 TRAFFIC CONTROL.

GENERAL NOTES

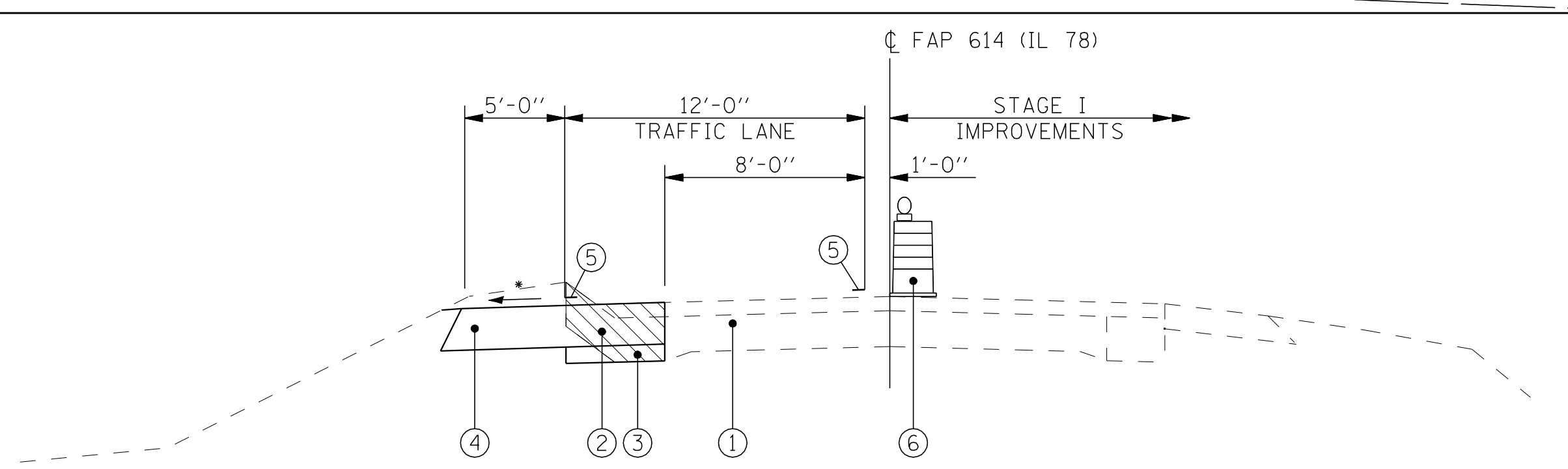
- VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, DETECTOR LOOPS, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)".
- THIS WORK SHALL SUPPLEMENT AND BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321.
- THE CONTRACTOR SHALL PLACE MAX WIDTH SIGNS BEFORE IMPLEMENTING ANY STAGE TRAFFIC CONTROL.
- REMOVE ALL CONFLICTING PAVEMENT MARKINGS.
- PROPOSED GUARDRAIL SHALL CONSIST OF A TRAFFIC BARRIER TERMINAL TYPE 6 INSTALLED AT FINAL HEIGHT AND A TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT) INSTALLED ALONG TEMPORARY HMA RAMP.

LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- VEHICLE DETECTION SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE
- HOT-MIX ASPHALT BASE COURSE

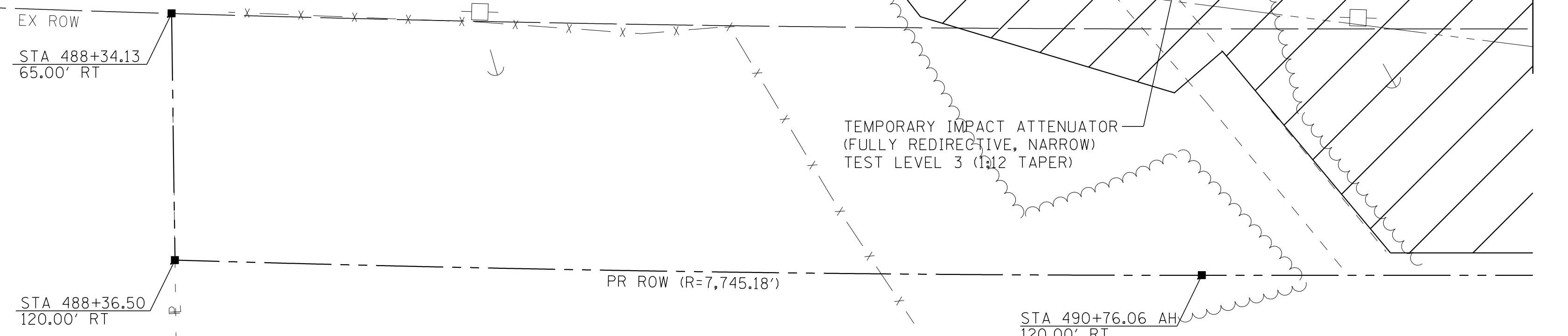


ADVANCE SIGNAGE, DETECTOR LOOPS, AND RUMBLE STRIPS IN ACCORDANCE WITH HIGHWAY STANDARD 701321. AN ADDITIONAL RUMBLE STRIP AND SIGNAL AHEAD SIGN W3-3(O)-48 WITH SOLAR-POWERED FLASHING BEACON ASSEMBLY SHALL BE PLACED 200' PRIOR TO THE RCA SIGN.

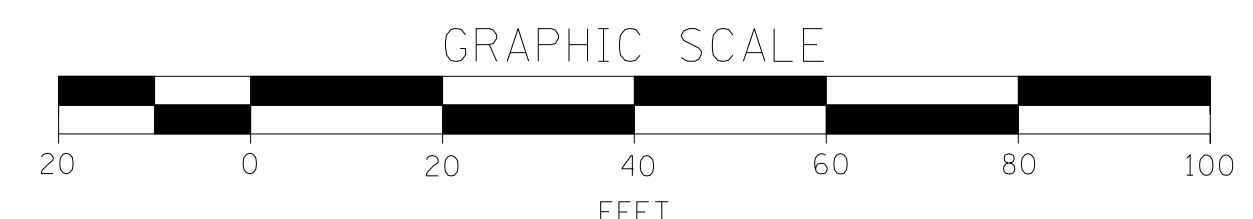


- SECTION A-A**
- ① EXISTING PAVEMENT
 - ② EXISTING GUTTER TO BE REMOVED
 - ③ PROPOSED SUB-BASE GRANULAR MATERIAL
 - ④ PROPOSED HMA BASE COURSE 10"
 - ⑤ PROPOSED TEMPORARY PAVEMENT MARKING
 - ⑥ PROPOSED DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT

MATCH EXISTING ROADWAY SLOPE.



RICHARD H. ADAMS & BETTY J. PETEFISH ADAMS
 6017111



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	PLOT DATE = 7/30/2014	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION
 STAGE 1

SCALE: 1"=20' SHEET NO. 1 OF 6 SHEETS STA. 485+50 TO STA. 491+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	19
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

STAGE CONSTRUCTION SEQUENCE

GENERAL NOTES

LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- VEHICLE DETECTION SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE
- HOT-MIX ASPHALT BASE COURSE

THE FOLLOWING STAGE CONSTRUCTION SEQUENCE IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PLANNING AND EXECUTING THIS PROJECT WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

PRE-STAGE 1:

REMOVE THE EXISTING GUTTER, CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" ALONG THE NORTHBOUND LANE. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701326. EXISTING GUARDRAIL WILL REMAIN IN PLACE.

SET UP STAGE 1 TRAFFIC CONTROL.

STAGE 1:

REMOVE WEST HALF OF EXISTING STRUCTURE NO. 069-0003. REMOVE EXISTING PAVEMENT FOR BRIDGE APPROACH PAVEMENT CONSTRUCTION.

CONSTRUCT WEST SECTION OF NEW STRUCTURE NO. 069-0520. CONSTRUCT WEST SECTION OF BRIDGE APPROACH PAVEMENT. CONSTRUCT WEST SECTION OF BRIDGE APPROACH PAVEMENT CONNECTOR.

REMOVE THE EXISTING GUTTER, CONSTRUCT THE PROPOSED TYPE A GUTTER AND OUTLETS, AND CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" ALONG THE SOUTHBOUND LANE. CONSTRUCT THE TEMPORARY HMA PROFILE (SEE SHEET 30). INSTALL STEEL PLATE BEAM GUARDRAIL.

GRADE AND SHAPE PROPOSED DITCHES ALONG SOUTHBOUND LANE.

REMOVE STAGE 1 TRAFFIC CONTROL.

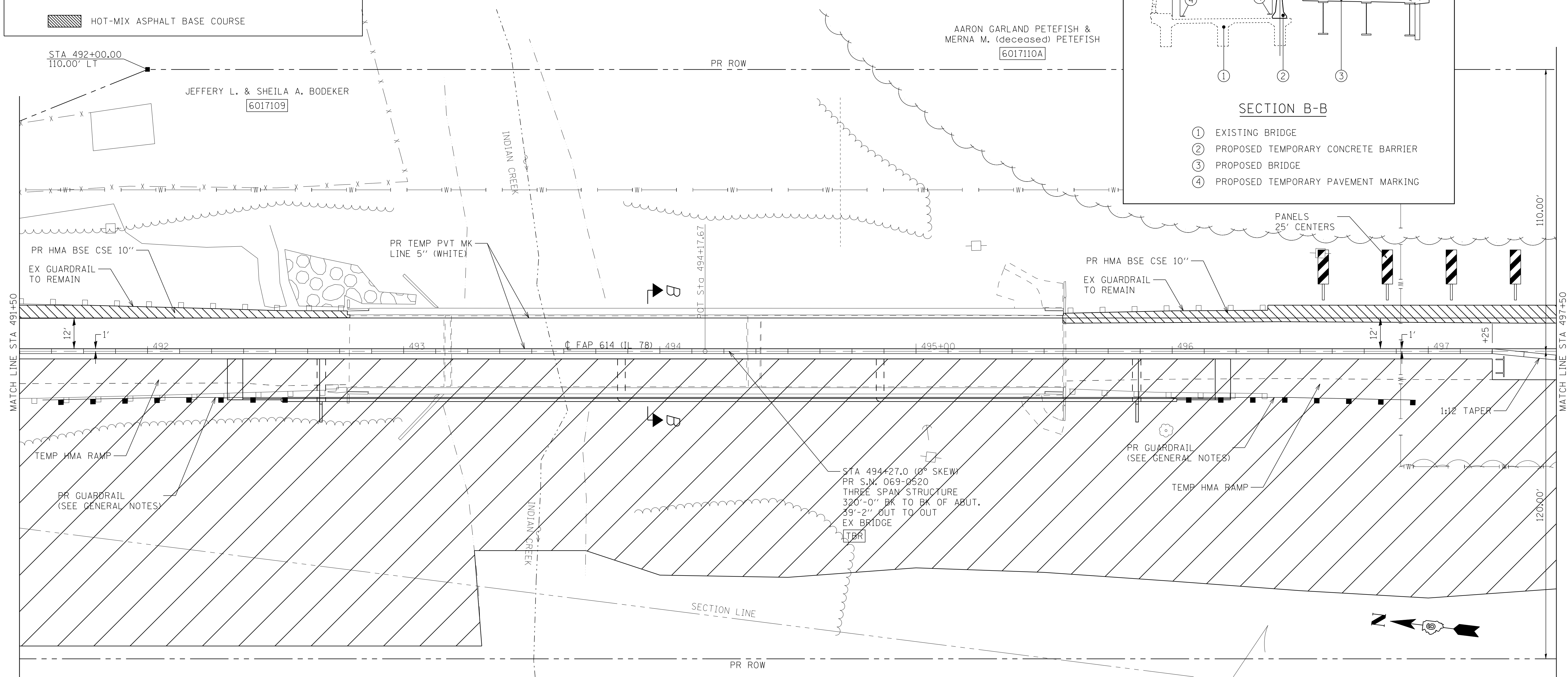
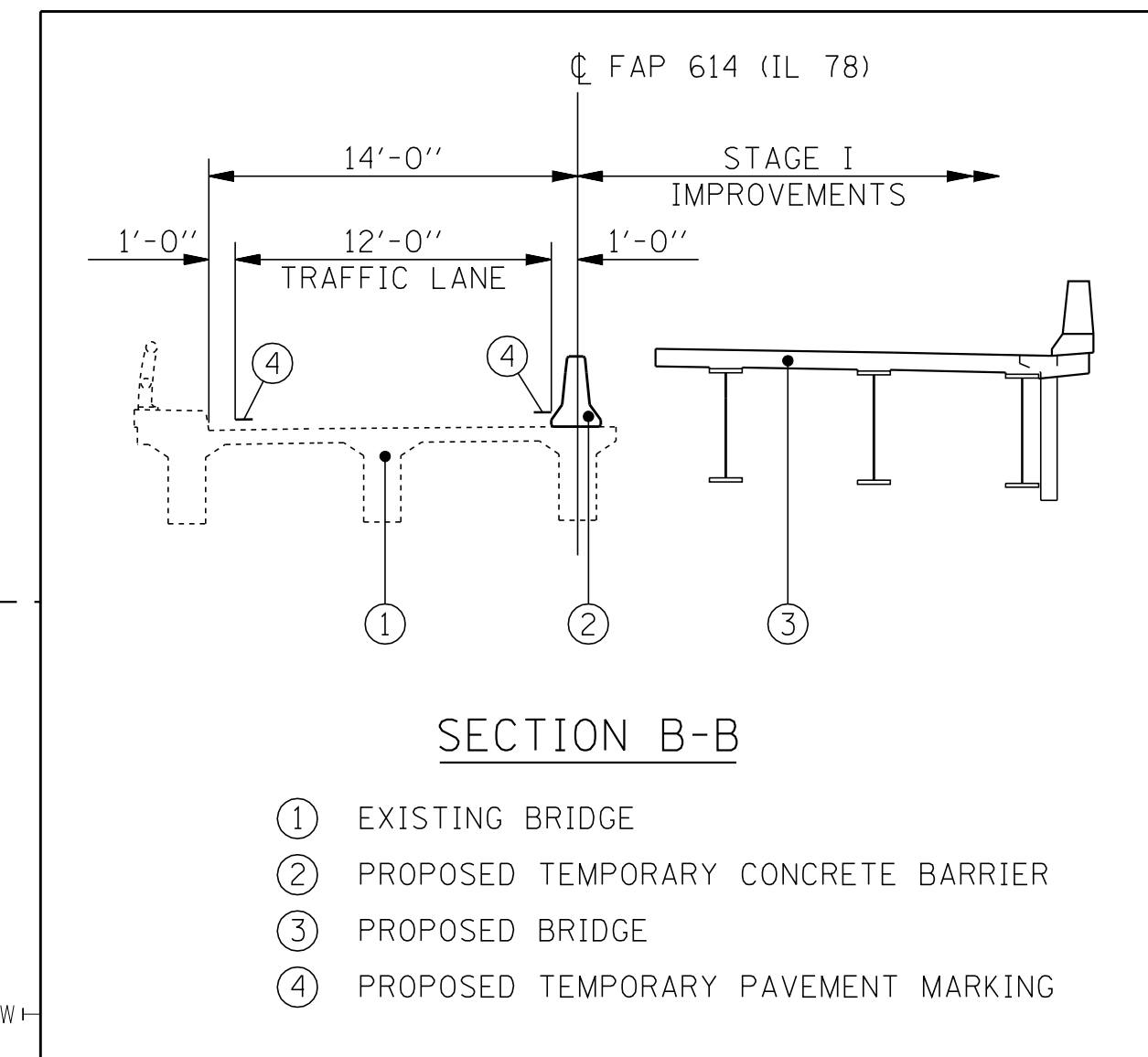
VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, DETECTOR LOOPS, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)"

THIS WORK SHALL SUPPLEMENT AND BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321.

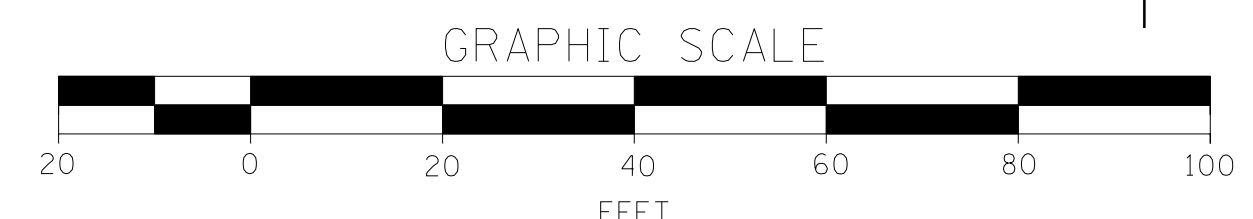
THE CONTRACTOR SHALL PLACE MAX WIDTH SIGNS BEFORE IMPLEMENTING ANY STAGE TRAFFIC CONTROL.

REMOVE ALL CONFLICTING PAVEMENT MARKINGS.

PROPOSED GUARDRAIL SHALL CONSIST OF A TRAFFIC BARRIER TERMINAL TYPE 6 INSTALLED AT FINAL HEIGHT AND A TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT) INSTALLED ALONG TEMPORARY HMA RAMP.



RICHARD H. ADAMS & BETTY J. PETEFISH ADAMS
6017111



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL & PROTECTION
STAGE 1**

SCALE: 1"=20' SHEET NO. 2 OF 6 SHEETS STA. 491+50 TO STA. 497+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	20
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

STAGE CONSTRUCTION SEQUENCE

GENERAL NOTES

LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- VEHICLE DETECTION SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE
- HOT-MIX ASPHALT BASE COURSE

THE FOLLOWING STAGE CONSTRUCTION SEQUENCE IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PLANNING AND EXECUTING THIS PROJECT WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

- PRE-STAGE 1:**
 REMOVE THE EXISTING GUTTER, CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" ALONG THE NORTHBOUND LANE. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701326. EXISTING GUARDRAIL WILL REMAIN IN PLACE.
 SET UP STAGE 1 TRAFFIC CONTROL.
- STAGE 1:**
 REMOVE WEST HALF OF EXISTING STRUCTURE NO. 069-0003. REMOVE EXISTING PAVEMENT FOR BRIDGE APPROACH PAVEMENT CONSTRUCTION.
 CONSTRUCT WEST SECTION OF NEW STRUCTURE NO. 069-0520. CONSTRUCT WEST SECTION OF BRIDGE APPROACH PAVEMENT. CONSTRUCT WEST SECTION OF BRIDGE APPROACH PAVEMENT CONNECTOR.
 REMOVE THE EXISTING GUTTER, CONSTRUCT THE PROPOSED TYPE A GUTTER AND OUTLETS, AND CONSTRUCT HOT-MIX ASPHALT BASE COURSE 10" ALONG THE SOUTHBOUND LANE. CONSTRUCT THE TEMPORARY HMA PROFILE (SEE SHEET 30). INSTALL STEEL PLATE BEAM GUARDRAIL.
 GRADE AND SHAPE PROPOSED DITCHES ALONG SOUTHBOUND LANE.
 REMOVE STAGE 1 TRAFFIC CONTROL.

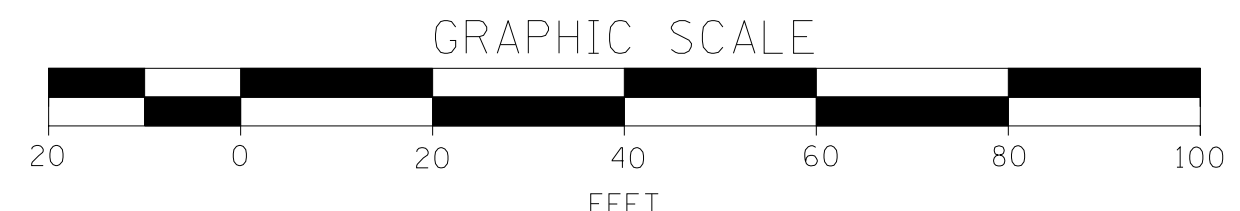
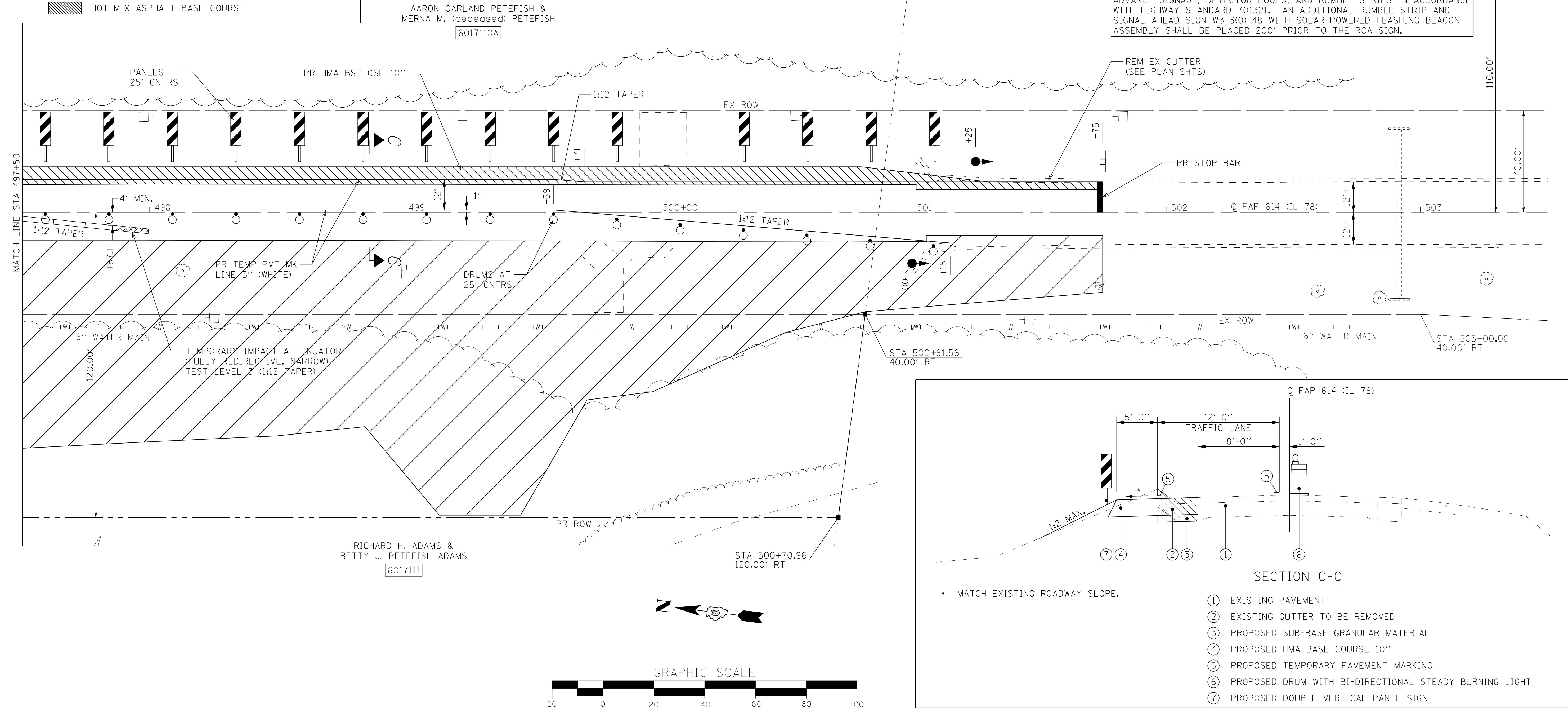
VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, DETECTOR LOOPS, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)".

THIS WORK SHALL SUPPLEMENT AND BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321.

THE CONTRACTOR SHALL PLACE MAX WIDTH SIGNS BEFORE IMPLEMENTING ANY STAGE TRAFFIC CONTROL.

REMOVE ALL CONFLICTING PAVEMENT MARKINGS.

PROPOSED GUARDRAIL SHALL CONSIST OF A TRAFFIC BARRIER TERMINAL TYPE 6 INSTALLED AT FINAL HEIGHT AND A TEMPORARY TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT) INSTALLED ALONG TEMPORARY HMA RAMP.



FILE NAME =	USER NAME = ebb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL & PROTECTION STAGE 1	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
qa:\10files\100019\wo 1 - il 78 indson creek\CADD Sheets\D672A97-shr-staging\c.dgn	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -			614	147B-3	MORGAN	93	21	
PLOT DATE = 7/30/2014	DATE -	CHECKED -	REVISED -			CONTRACT NO. 72A97					
						FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

STAGE CONSTRUCTION SEQUENCE

THE FOLLOWING STAGE CONSTRUCTION SEQUENCE IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PLANNING AND EXECUTING THIS PROJECT WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

STAGE 2:

SET UP STAGE 2 TRAFFIC CONTROL.
 REMOVE EAST HALF OF EXISTING STRUCTURE NO. 069-0003. REMOVE EXISTING PAVEMENT FOR BRIDGE APPROACH PAVEMENT CONSTRUCTION.
 CONSTRUCT EAST SECTION OF NEW STRUCTURE NO. 069-0520. CONSTRUCT EAST SECTION OF BRIDGE APPROACH PAVEMENT. CONSTRUCT EAST SECTION OF BRIDGE APPROACH PAVEMENT CONNECTOR.
 CONSTRUCT THE TEMPORARY HMA PROFILE (SEE SHEET 30). INSTALL TRAFFIC BARRIER TERMINAL TYPE 6 ONLY. USE BARRICADES OR DRUMS AT ENDS.
 CONSTRUCT THE PROPOSED TYPE A GUTTER AND OUTLETS. GRADE AND SHAPE PROPOSED DITCHES ALONG NORTHBOUND LANE.
 REMOVE STAGE 2 TRAFFIC CONTROL.

STAGE 3:

CONSTRUCT HOT-MIX ASPHALT LEVELING BINDER, BINDER COURSE, AND SURFACE COURSE. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701306.
 INSTALL PAVEMENT MARKINGS. CONSTRUCT REMAINING PROPOSED GUARDRAIL AND ASSOCIATED IMPROVEMENTS. CONSTRUCT AGGREGATE SHOULDERS. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701326.

GENERAL NOTES

VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, DETECTOR LOOPS, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)"

THIS WORK SHALL SUPPLEMENT AND BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321.

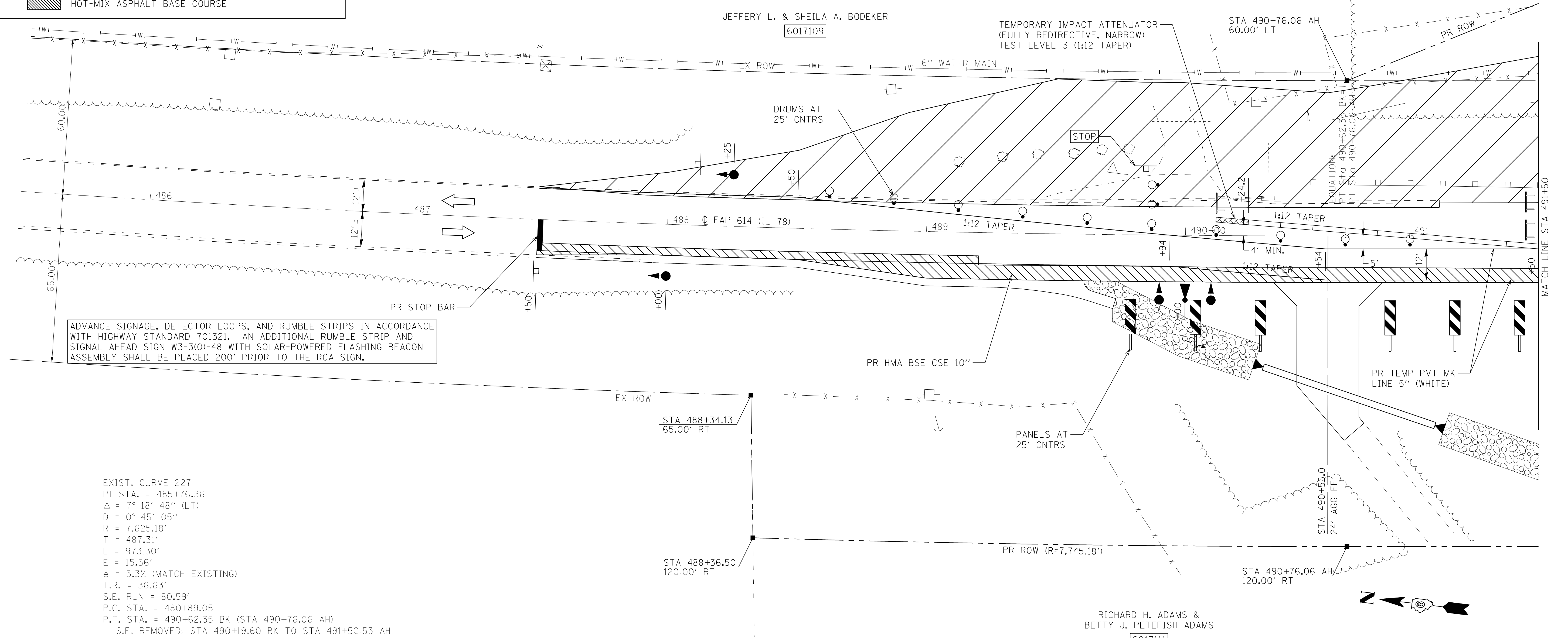
THE CONTRACTOR SHALL PLACE MAX WIDTH SIGNS BEFORE IMPLEMENTING ANY STAGE TRAFFIC CONTROL.

REMOVE ALL CONFLICTING PAVEMENT MARKINGS.

PROPOSED GUARDRAIL SHALL CONSIST OF A TRAFFIC BARRIER TERMINAL TYPE 6 INSTALLED AT FINAL HEIGHT. INSTALL BARRICADES OR DRUMS AT ENDS.

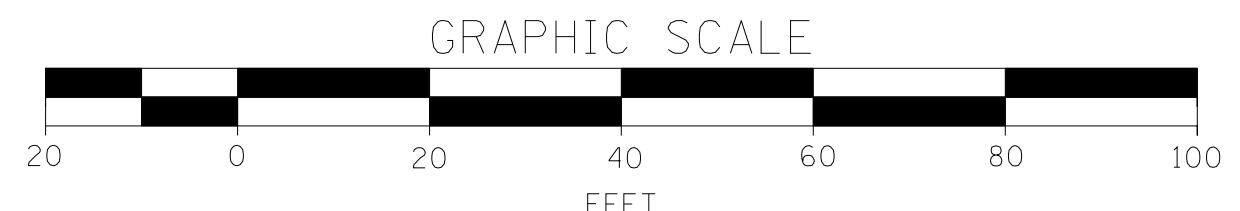
LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- VEHICLE DETECTION SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE
- HOT-MIX ASPHALT BASE COURSE



ADVANCE SIGNAGE, DETECTOR LOOPS, AND RUMBLE STRIPS IN ACCORDANCE WITH HIGHWAY STANDARD 701321. AN ADDITIONAL RUMBLE STRIP AND SIGNAL AHEAD SIGN W3-3(O)-48 WITH SOLAR-POWERED FLASHING BEACON ASSEMBLY SHALL BE PLACED 200' PRIOR TO THE RCA SIGN.

EXIST. CURVE 227
 PI STA. = 485+76.36
 $\Delta = 7^\circ 18' 48''$ (LT)
 $D = 0^\circ 45' 05''$
 $R = 7,625.18'$
 $T = 487.31'$
 $L = 973.30'$
 $E = 15.56'$
 $e = 3.3\%$ (MATCH EXISTING)
 $T.R. = 36.63'$
 $S.E. RUN = 80.59'$
 $P.C. STA. = 480+89.05$
 $P.T. STA. = 490+62.35$ BK (STA 490+76.06 AH)
 $S.E. REMOVED: STA 490+19.60$ BK TO STA 491+50.53 AH



FILE NAME =	USER NAME = ebb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL & PROTECTION STAGE 2	F.A.P. RTE. =	SECTION =	COUNTY =	TOTAL SHEETS =	SHEET NO. =	
qa:\files\100019\wo 1 - 11 78 indson creek\CADD Sheets\D672A97-shr-staging2a.dgn	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -			614	147B-3	MORGAN	93	22	
PLOT DATE = 7/30/2014	DATE -	REVISED -	REVISED -			CONTRACT NO. 72A97					
						FED. ROAD DIST. NO. 6 [ILLINOIS] FED. AID PROJECT					

STAGE CONSTRUCTION SEQUENCE

THE FOLLOWING STAGE CONSTRUCTION SEQUENCE IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PLANNING AND EXECUTING THIS PROJECT WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

STAGE 2:

SET UP STAGE 2 TRAFFIC CONTROL.
 REMOVE EAST HALF OF EXISTING STRUCTURE NO. 069-0003. REMOVE EXISTING PAVEMENT FOR BRIDGE APPROACH PAVEMENT CONSTRUCTION.
 CONSTRUCT EAST SECTION OF NEW STRUCTURE NO. 069-0520. CONSTRUCT EAST SECTION OF BRIDGE APPROACH PAVEMENT. CONSTRUCT EAST SECTION OF BRIDGE APPROACH PAVEMENT CONNECTOR.
 CONSTRUCT THE TEMPORARY HMA PROFILE (SEE SHEET 30). INSTALL TRAFFIC BARRIER TERMINAL TYPE 6 ONLY. USE BARRICADES OR DRUMS AT ENDS.
 CONSTRUCT THE PROPOSED TYPE A GUTTER AND OUTLETS. GRADE AND SHAPE PROPOSED DITCHES ALONG NORTHBOUND LANE.
 REMOVE STAGE 2 TRAFFIC CONTROL.

STAGE 3:

CONSTRUCT HOT-MIX ASPHALT LEVELING BINDER, BINDER COURSE, AND SURFACE COURSE. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701306.
 INSTALL PAVEMENT MARKINGS. CONSTRUCT REMAINING PROPOSED GUARDRAIL AND ASSOCIATED IMPROVEMENTS. CONSTRUCT AGGREGATE SHOULDERS. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701326.

GENERAL NOTES

VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, DETECTOR LOOPS, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)"

THIS WORK SHALL SUPPLEMENT AND BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321.

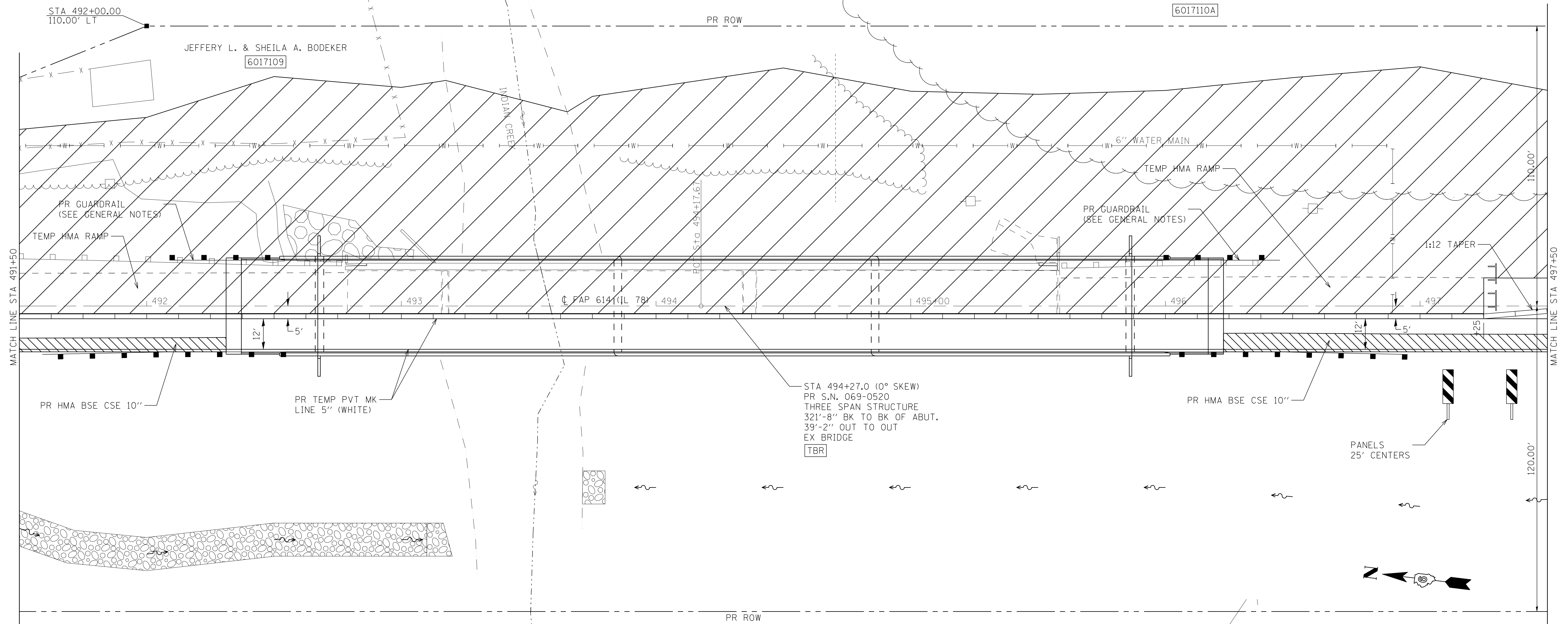
THE CONTRACTOR SHALL PLACE MAX WIDTH SIGNS BEFORE IMPLEMENTING ANY STAGE TRAFFIC CONTROL.

REMOVE ALL CONFLICTING PAVEMENT MARKINGS.

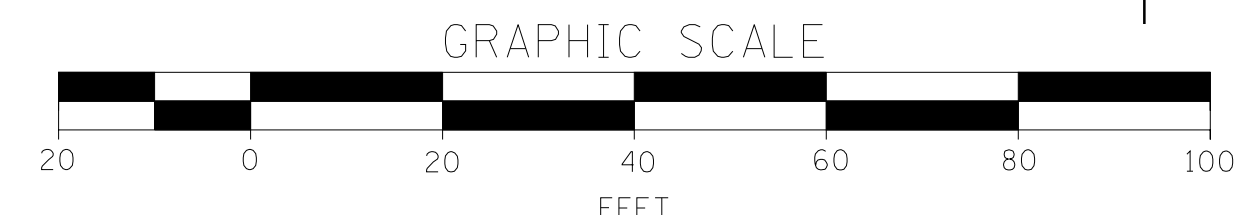
PROPOSED GUARDRAIL SHALL CONSIST OF A TRAFFIC BARRIER TERMINAL TYPE 6 INSTALLED AT FINAL HEIGHT. INSTALL BARRICADES OR DRUMS AT ENDS.

LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- VEHICLE DETECTION SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE
- HOT-MIX ASPHALT BASE COURSE



RICHARD H. ADAMS & BETTY J. PETEFISH ADAMS
[6017111]



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PLOT DATE = 7/30/2014		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL & PROTECTION
STAGE 2**

SCALE: 1"=20' SHEET NO. 5 OF 6 SHEETS STA. 491+50 TO STA. 497+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	23
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

STAGE CONSTRUCTION SEQUENCE

THE FOLLOWING STAGE CONSTRUCTION SEQUENCE IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PLANNING AND EXECUTING THIS PROJECT WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

- STAGE 2:**
 SET UP STAGE 2 TRAFFIC CONTROL.
 REMOVE EAST HALF OF EXISTING STRUCTURE NO. 069-0003. REMOVE EXISTING PAVEMENT FOR BRIDGE APPROACH PAVEMENT CONSTRUCTION.
 CONSTRUCT EAST SECTION OF NEW STRUCTURE NO. 069-0520. CONSTRUCT EAST SECTION OF BRIDGE APPROACH PAVEMENT. CONSTRUCT EAST SECTION OF BRIDGE APPROACH PAVEMENT CONNECTOR.
 CONSTRUCT THE TEMPORARY HMA PROFILE (SEE SHEET 30). INSTALL TRAFFIC BARRIER TERMINAL TYPE 6 ONLY. USE BARRICADES OR DRUMS AT ENDS.
 CONSTRUCT THE PROPOSED TYPE A GUTTER AND OUTLETS. GRADE AND SHAPE PROPOSED DITCHES ALONG NORTHBOUND LANE.
 REMOVE STAGE 2 TRAFFIC CONTROL.
- STAGE 3:**
 CONSTRUCT HOT-MIX ASPHALT LEVELING BINDER, BINDER COURSE, AND SURFACE COURSE. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701306.
 INSTALL PAVEMENT MARKINGS. CONSTRUCT REMAINING PROPOSED GUARDRAIL AND ASSOCIATED IMPROVEMENTS. CONSTRUCT AGGREGATE SHOULDERS. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701326.

GENERAL NOTES

- VERTICAL PANELS, DRUMS WITH STEADY BURNING LIGHTS, TYPE III BARRICADES, SIGNS, DETECTOR LOOPS, AND TYPE C BIDIRECTIONAL REFLECTORS SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)".
- THIS WORK SHALL SUPPLEMENT AND BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321.
- THE CONTRACTOR SHALL PLACE MAX WIDTH SIGNS BEFORE IMPLEMENTING ANY STAGE TRAFFIC CONTROL.
- REMOVE ALL CONFLICTING PAVEMENT MARKINGS.
- PROPOSED GUARDRAIL SHALL CONSIST OF A TRAFFIC BARRIER TERMINAL TYPE 6 INSTALLED AT FINAL HEIGHT. INSTALL BARRICADES OR DRUMS AT ENDS.

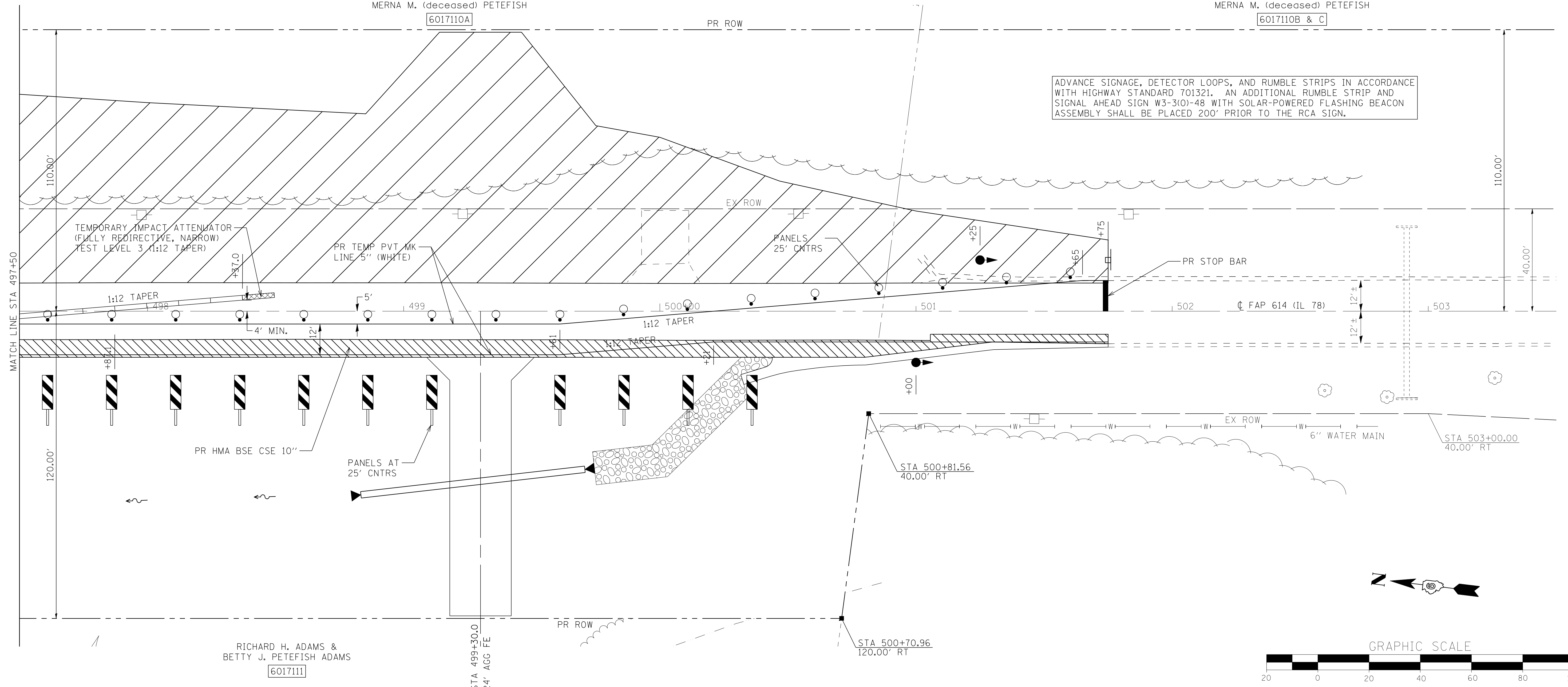
LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- VEHICLE DETECTION SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE
- HOT-MIX ASPHALT BASE COURSE

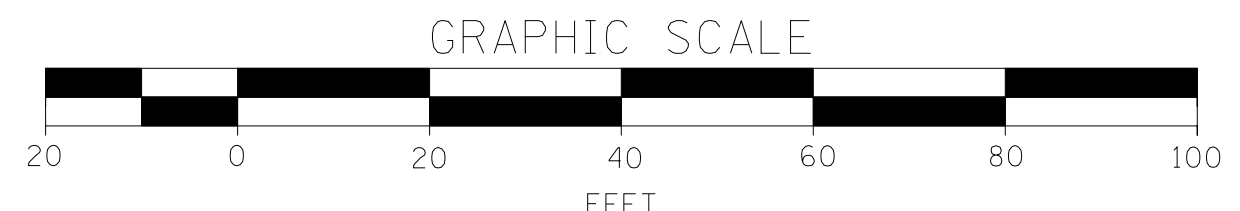
AARON GARLAND PETEFISH &
 MERNA M. (deceased) PETEFISH

AARON GARLAND PETEFISH &
 MERNA M. (deceased) PETEFISH

ADVANCE SIGNAGE, DETECTOR LOOPS, AND RUMBLE STRIPS IN ACCORDANCE WITH HIGHWAY STANDARD 701321. AN ADDITIONAL RUMBLE STRIP AND SIGNAL AHEAD SIGN W3-3(0)-48 WITH SOLAR-POWERED FLASHING BEACON ASSEMBLY SHALL BE PLACED 200' PRIOR TO THE RCA SIGN.



RICHARD H. ADAMS &
 BETTY J. PETEFISH ADAMS
 [6017111]



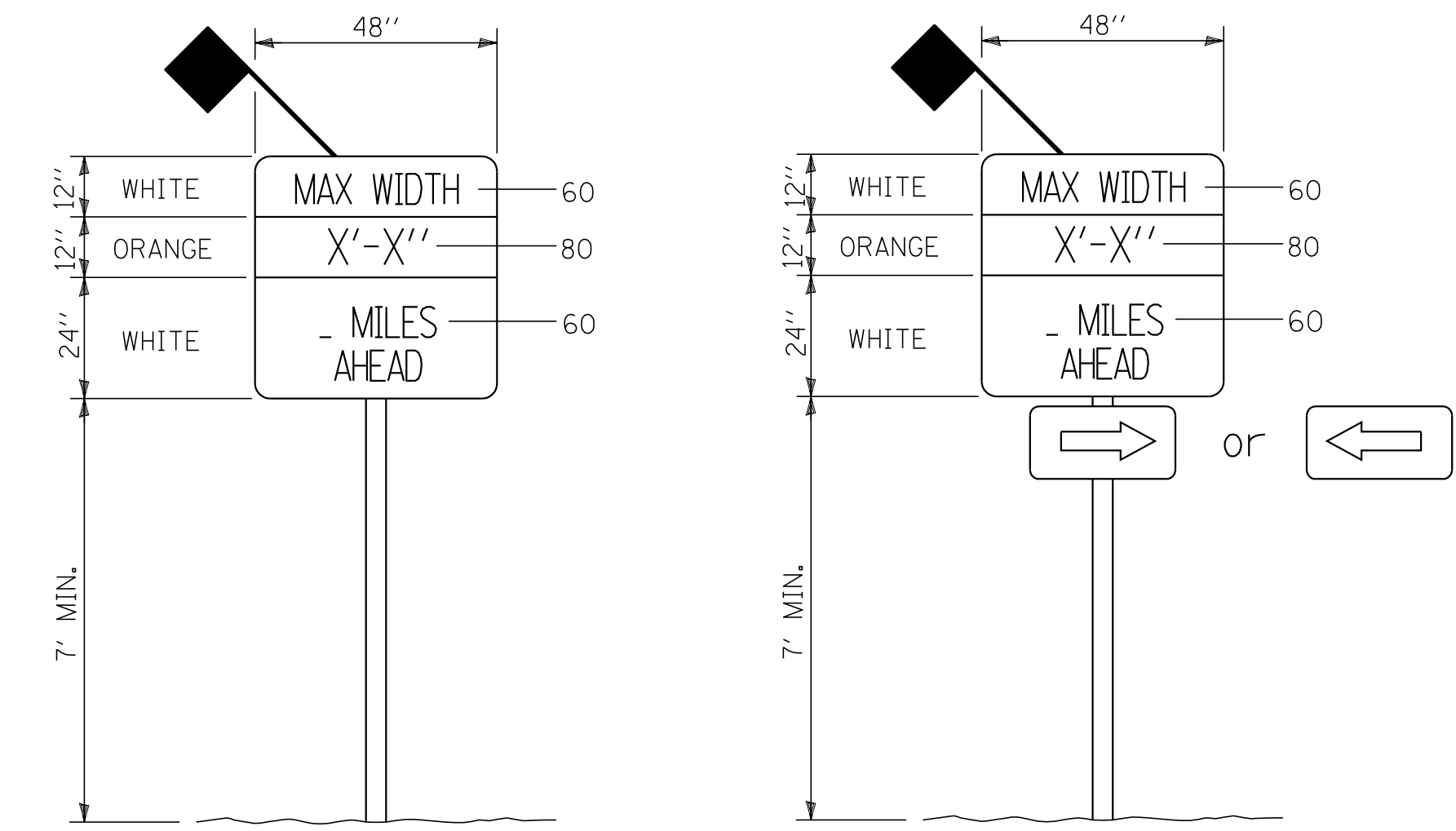
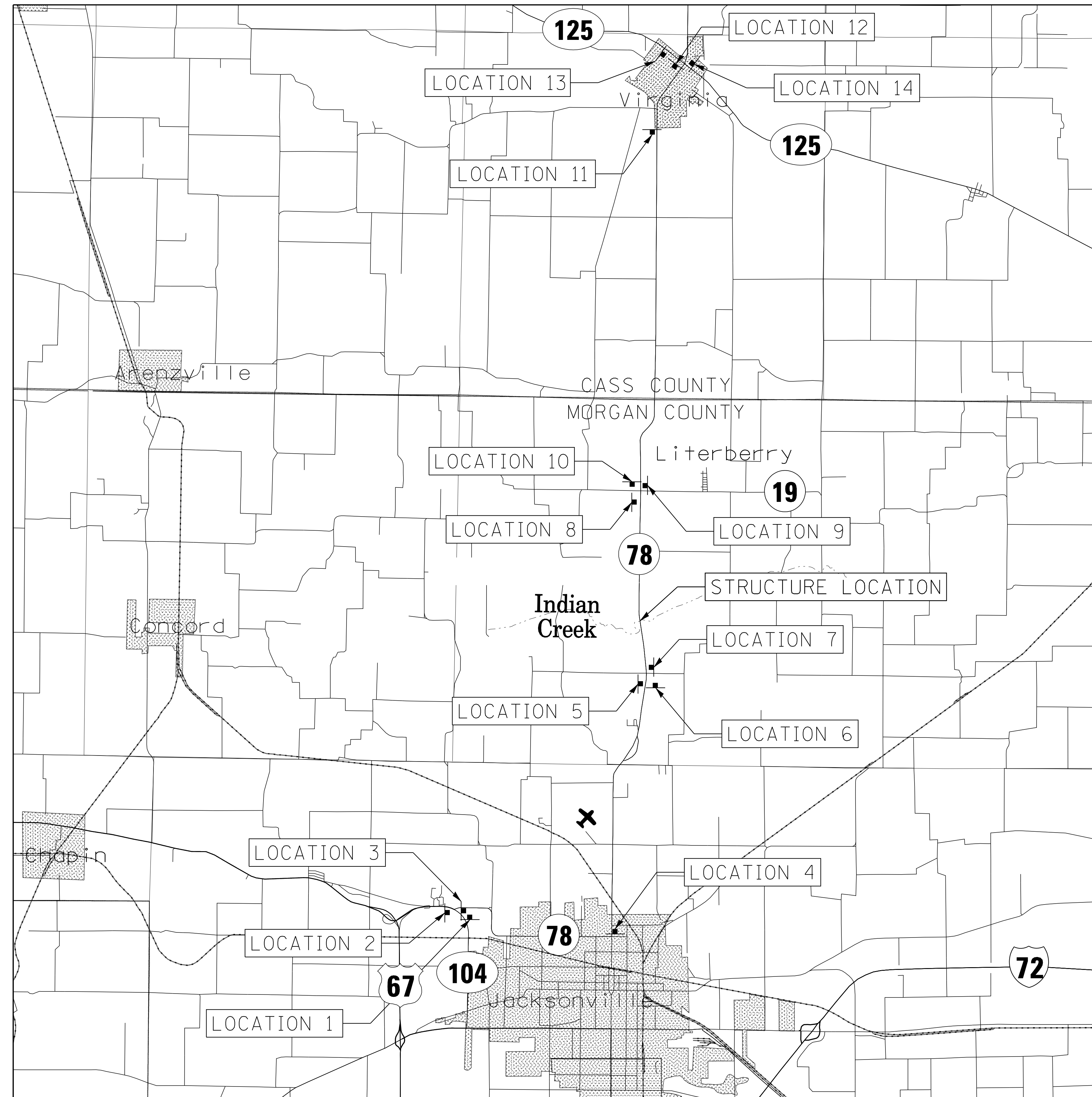
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PLOT DATE = 7/30/2014		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL & PROTECTION
 STAGE 2**

SCALE: 1"=20' SHEET NO. 6 OF 6 SHEETS STA. 497+50 TO STA. 503+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	24
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



SIGN A
(WIDTH RESTRICTION SIGN)

SIGN B
(WIDTH RESTRICTION SIGN)



SIGN C
"NORTH" - M3-1 (2412)
"IL 78" - M1-100 (2424)



SIGN D
"SOUTH" - M3-3 (2412)
"IL 78" - M1-100 (2424)

LOCATION	SIGN(S)	DISTANCE
1 IL 104 NB AT IL 78	B/C	8.4 MILES
2 IL 104 SB AT IL 78	B/C	8.4 MILES
3 IL 78 EB AT IL 104	A/C	8.4 MILES
4 IL 78 NB AT MAIN STREET	A	5.4 MILES
5 SUBSTATION RD EB AT IL 78	B	0.9 MILES
6 IL 78 NB AT SUBSTATION RD	A	0.9 MILES
7 SUBSTATION RD WB AT IL 78	B	0.9 MILES
8 IL 19 EB AT IL 78	B	2.1 MILES
9 IL 19 WB AT IL 78	B	2.1 MILES
10 IL 78 SB AT IL 19	A	2.1 MILES
11 IL 78 SB AT S.C.L. OF VIRGINIA	A/D	8.5 MILES
12 IL 78 SB AT IL 125	A/D	9.3 MILES
13 IL 125 SB AT IL 78	B/D	9.3 MILES
14 IL 125 NB AT IL 78	B/D	9.3 MILES

GENERAL NOTES:

ACTUAL MAXIMUM WIDTH ARE TO BE MEASURED BY THE ENGINEER AFTER TEMPORARY CONCRETE BARRIER WALL IS PLACED FOR STAGE 1. WIDTH SHALL BE REMEASURED AND SIGNS UPDATED FOR STAGE 2.

MAXIMUM WIDTH SIGNS SHALL BE PAID FOR AS ONE LUMP SUM ITEM AS "WIDTH RESTRICTION SIGNING".

ALL SIGNS SHALL BE POST MOUNTED IN ACCORDANCE WITH ARTICLE 701.14 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

"NORTH"/"SOUTH" AND "IL 78" SIGNS SHALL BE INCLUDED WITH THE MAXIMUM WIDTH SIGNS WHERE INDICATED.



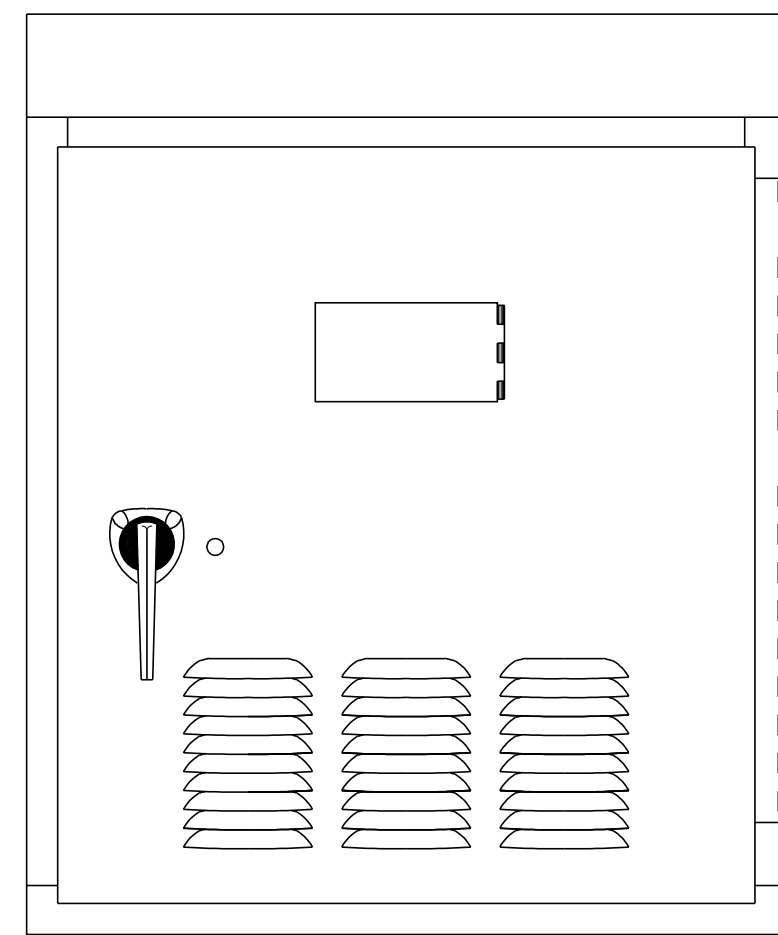
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PLOT DATE = 7/30/2014		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL & PROTECTION
MAXIMUM WIDTH SIGNING DETAIL**

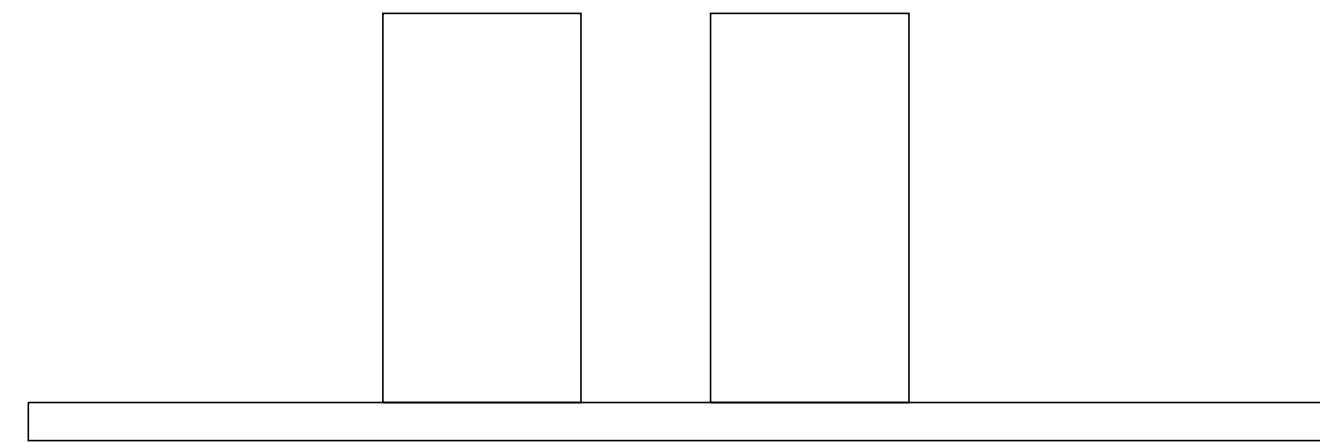
SCALE: 1"=5000' SHEET NO. 1 OF 1 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	25
				CONTRACT NO. 72A97
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



Temporary Controller Cabinet

DETECTOR AMPLIFIER NOTES

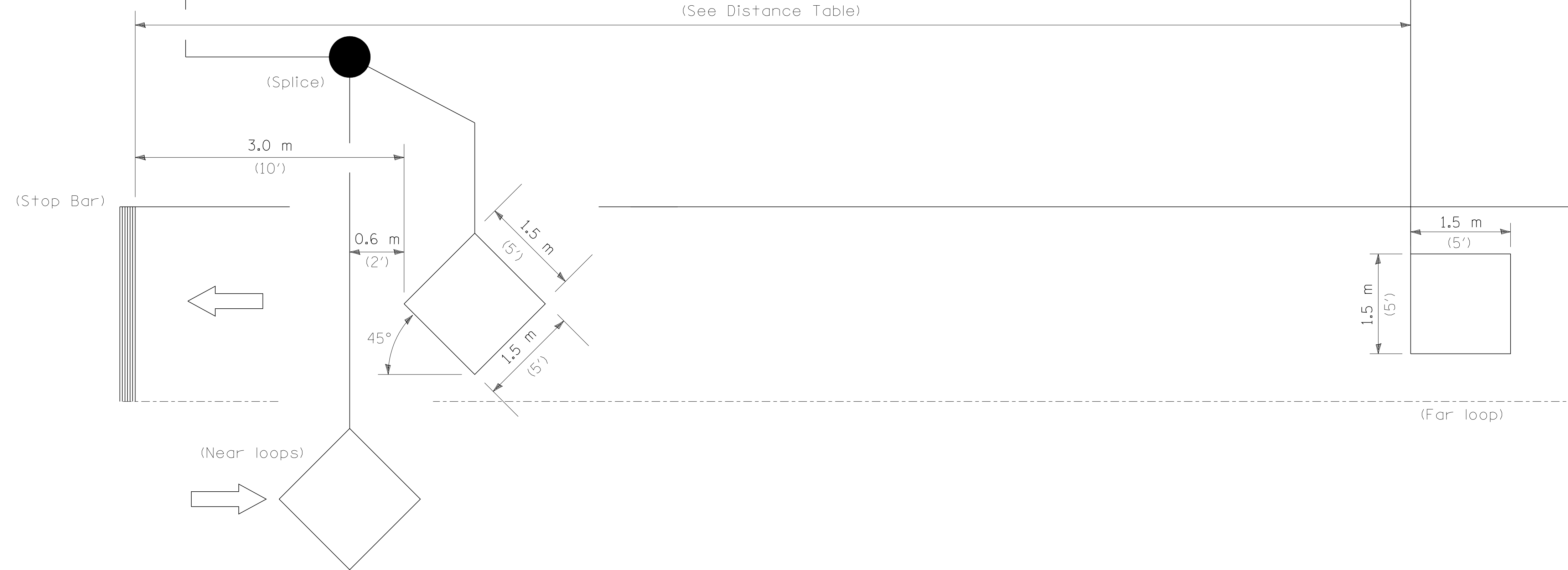


AMP 1 (NEAR LOOPS) AMP 2 (FAR LOOP)

AMP 1: DELAY = 8 SECONDS
DELAY SHALL BE INHIBITED DURING GREEN

AMP 2: NO DELAY

FAR LOOP DISTANCE TABLE	
ADVISORY SPEED (MPH)	DISTANCE FROM STOP BAR (FT.)
30 OR LESS	220
35	260
40	300
45	330
50	370
55	400



NOTE: All loops centered in lane.

INDUCTION LOOP DETECTOR

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	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 7/30/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION
TEMPORARY BRIDGE TRAFFIC SIGNAL LOOP PLACEMENT DETAIL

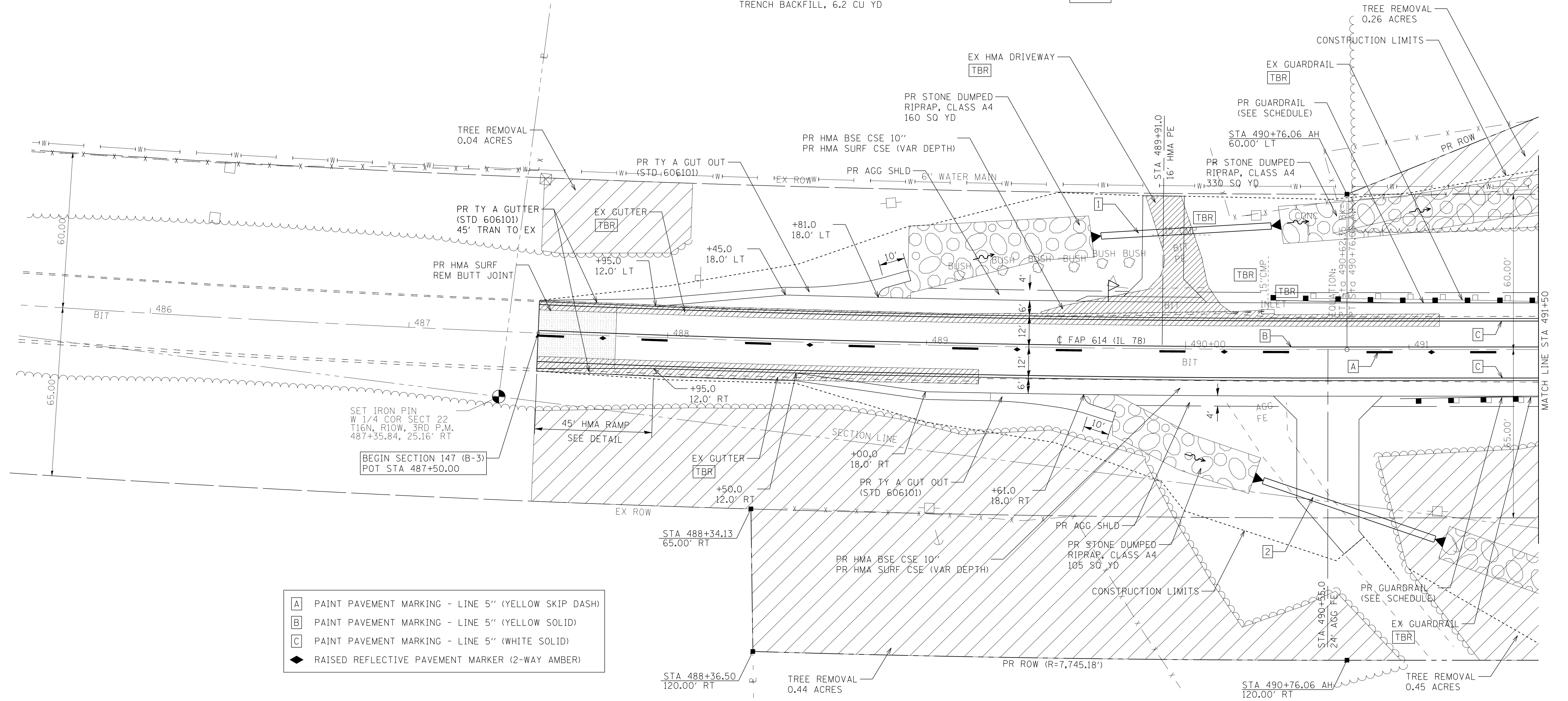
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	26
				CONTRACT NO. 72A97
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

EXIST. CURVE 227
 PI STA. = 485+76.36
 $\Delta = 7^\circ 18' 48''$ (LT)
 $D = 0^\circ 45' 05''$
 $R = 7,625.18'$
 $T = 487.31'$
 $L = 973.30'$
 $E = 15.56'$
 $e = 3.3\%$ (MATCH EXISTING)
 $T.R. = 36.63'$
 $S.E. RUN = 80.59'$
 $P.C. STA. = 480+89.05$
 $P.T. STA. = 490+62.35$ BK (STA 490+76.06 AH)
 $S.E. REMOVED: STA 490+19.60$ BK TO STA 491+50.53 AH

1 - STA 489+91.0 43.8' LT
 PIPE CULVERT, CL D, TY 1, 30" \emptyset , 66'
 METAL END SECTION (STD 542401), 2 EACH
 USFL = 551.25 (489+66.9, 43.3' LT)
 DSFL = 546.77 (490+32.9, 47.7' LT)
 TRENCH BACKFILL, 6.2 CU YD

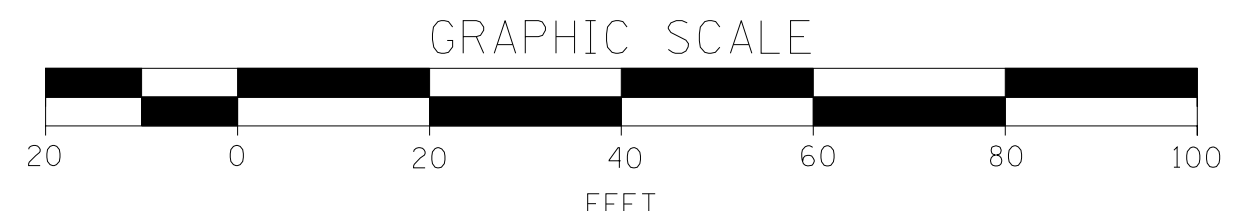
JEFFERY L. & SHEILA A. BODEKER
 6017109



- A PAINT PAVEMENT MARKING - LINE 5" (YELLOW SKIP DASH)
- B PAINT PAVEMENT MARKING - LINE 5" (YELLOW SOLID)
- C PAINT PAVEMENT MARKING - LINE 5" (WHITE SOLID)
- ◆ RAISED REFLECTIVE PAVEMENT MARKER (2-WAY AMBER)

2 - STA 490+55.0 59.0' RT
 PIPE CULVERT, CLASS D, TY 2, 30" \emptyset , 70'
 METAL END SECTION (STD 542401), 2 EACH
 USFL = 547.38 (490+30.2, 50.7' RT)
 DSFL = 537.80 (491+10.0, 73.2' RT)

RICHARD H. ADAMS &
 BETTY J. PETEFISH ADAMS
 6017111



BM*122 - RR SPIKE IN PP
 WEST SIDE OF IL 78
 STA 482+06.2, 58.2' RT ELEV = 582.08

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		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

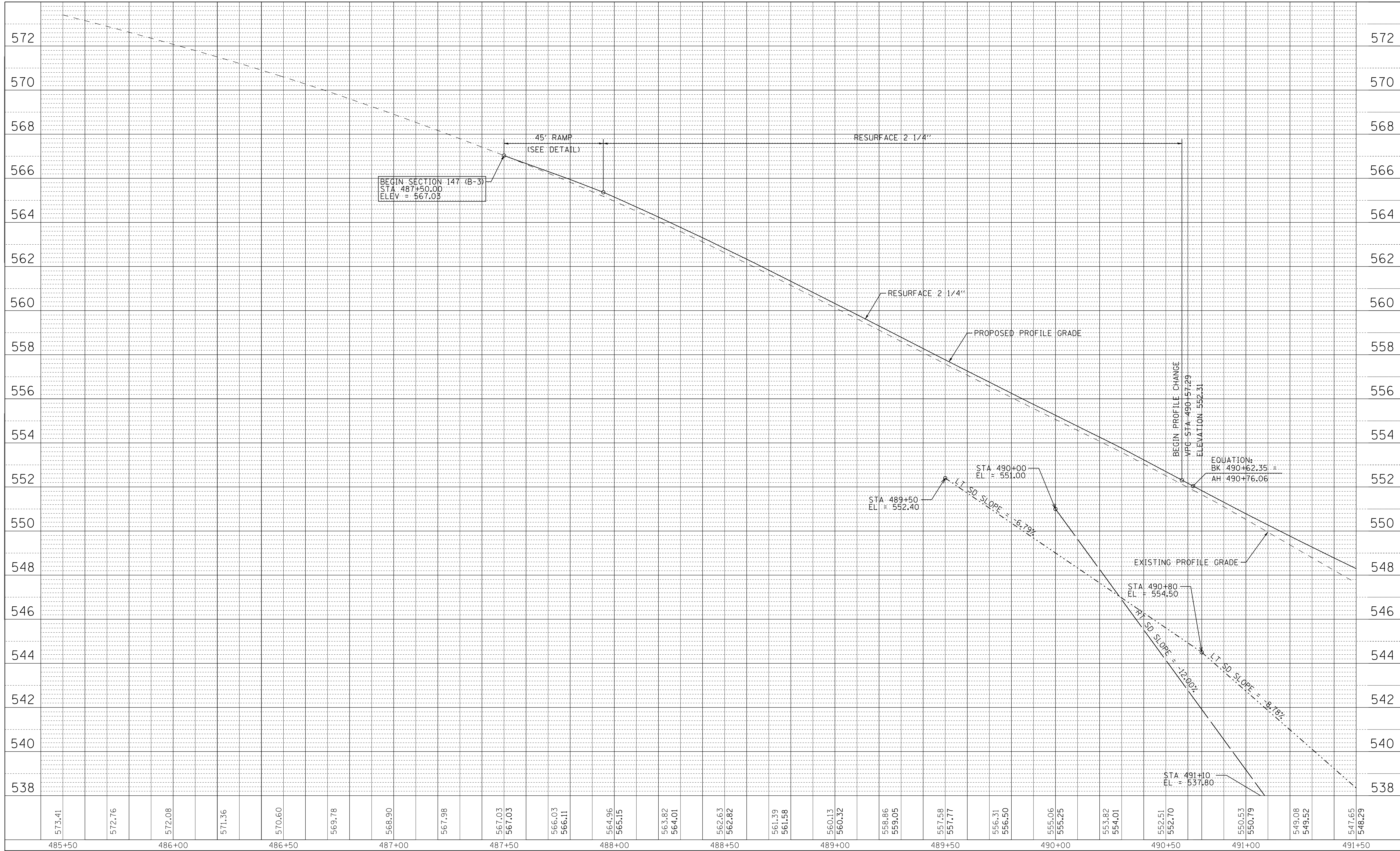
PLAN SHEET

SCALE: 1"=20' SHEET NO. 1 OF 7 SHEETS STA. 485+50 TO STA. 491+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	27
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 [ILLINOIS] FED. AID PROJECT				

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

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	NO.		
	STRUCTURE		
	NOT AT THIS CHKD		



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	PLOT DATE = 7/30/2014	CHECKED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROFILE SHEET

SCALE: 1"=20' SHEET NO. 2 OF 7 SHEETS STA. 485+50 TO STA. 491+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	28
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

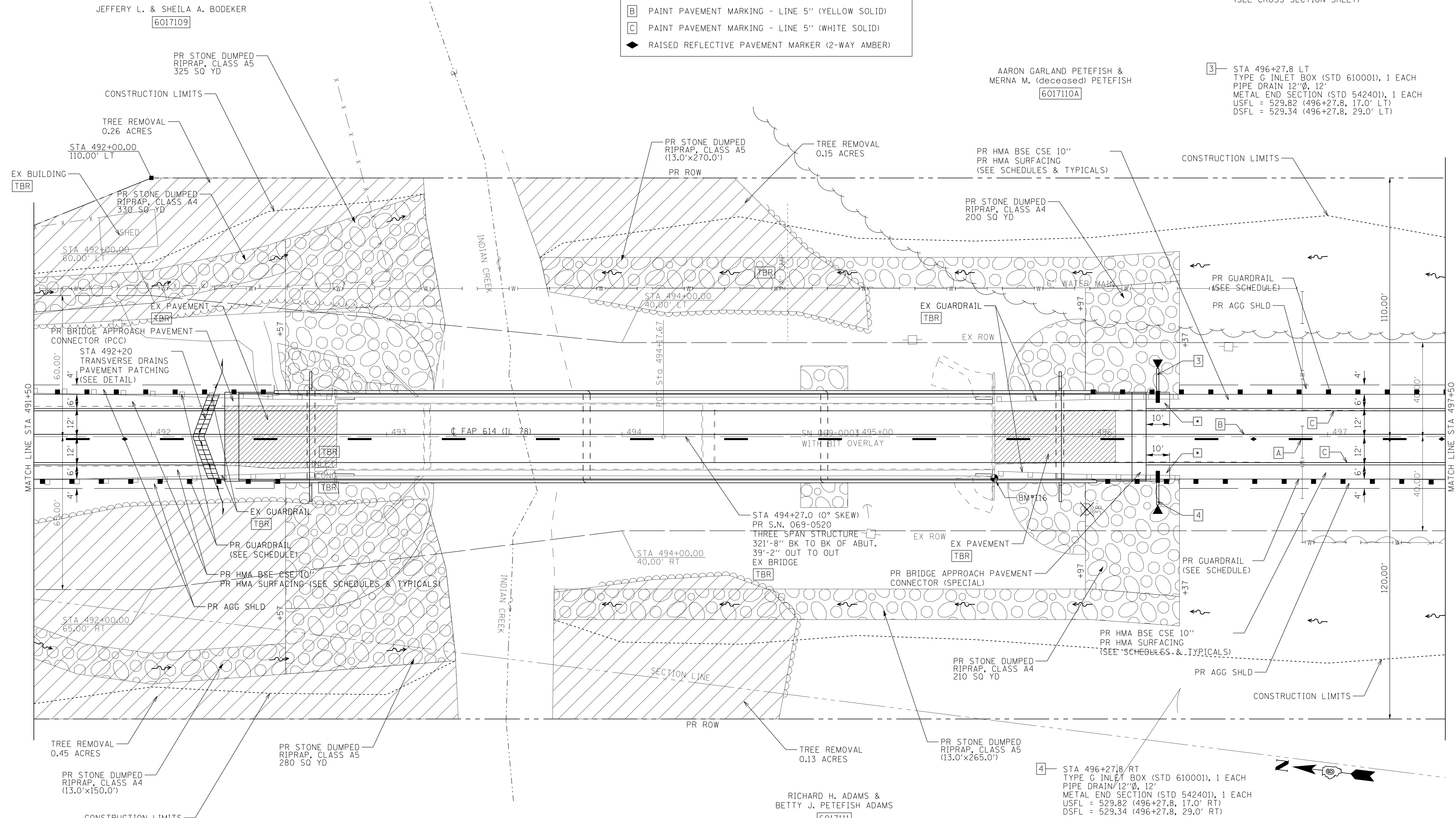
- A PAINT PAVEMENT MARKING - LINE 5" (YELLOW SKIP DASH)
- B PAINT PAVEMENT MARKING - LINE 5" (YELLOW SOLID)
- C PAINT PAVEMENT MARKING - LINE 5" (WHITE SOLID)
- ◆ RAISED REFLECTIVE PAVEMENT MARKER (2-WAY AMBER)

CONCRETE SHOULDER CURB, (STD 610001), 10' PCC SHOULDER 16 1/2", 7.1 SQ YD SUB-BASE GRANULAR MATERIAL, TYPE B, 5.6 TON (SEE CROSS SECTION SHEET)

3 STA 496+27.8 LT TYPE G INLET BOX (STD 610001), 1 EACH PIPE DRAIN 12"Ø, 12' METAL END SECTION (STD 542401), 1 EACH USFL = 529.82 (496+27.8, 17.0' LT) DSFL = 529.34 (496+27.8, 29.0' LT)

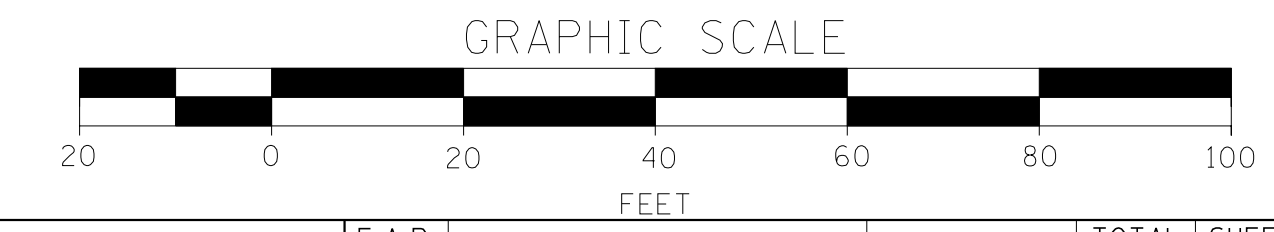
AARON GARLAND PETEFISH & MERNA M. (deceased) PETEFISH
6017110A

RICHARD H. ADAMS & BETTY J. PETEFISH ADAMS
6017111



4 STA 496+27.8 RT TYPE C INLET BOX (STD 610001), 1 EACH PIPE DRAIN 12"Ø, 12' METAL END SECTION (STD 542401), 1 EACH USFL = 529.82 (496+27.8, 17.0' RT) DSFL = 529.34 (496+27.8, 29.0' RT)

BM#116 - FOUND CHSLD " □ " SOUTHWEST WINGWALL OF S.N. 069-0003 STA 495+58.3, 17.6' RT ELEV = 531.33



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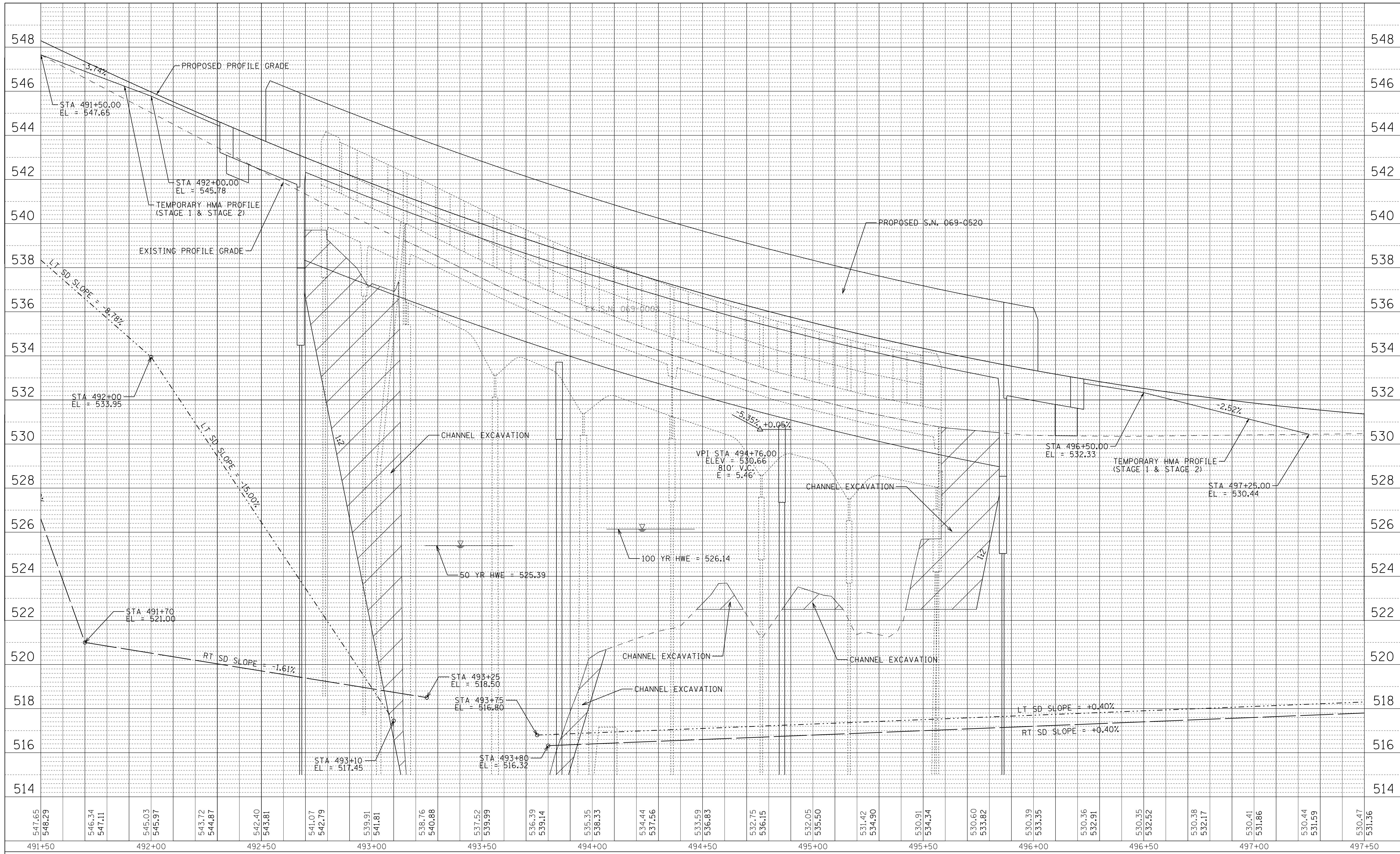
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN SHEET
SCALE: 1"=20'
SHEET NO. 3 OF 7 SHEETS
STA. 491+50 TO STA. 497+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	29
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOT AT THIS CHKD	
	NOTE BOOK NO.	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOT AT THIS CHKD	
	NOTE BOOK NO.	
	CADD FILE NAME	



547.65	548.29	546.34	547.11	545.03	545.97	543.72	544.87	542.40	543.81	541.07	542.79	539.91	541.81	538.76	540.88	537.52	539.99	536.39	539.14	535.35	538.33	534.44	537.56	533.59	536.83	532.75	536.15	532.05	535.50	531.42	534.90	530.91	534.34	530.60	533.82	530.39	533.35	530.36	532.91	530.35	532.52	530.38	532.17	530.41	531.86	530.44	531.59	530.47	531.36
491+50		492+00		492+50		493+00		493+50		494+00		494+50		495+00		495+50		496+00		496+50		497+00		497+50																									

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	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -
	PLOT DATE = 7/30/2014	CHECKED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROFILE SHEET

SCALE: 1"=20' SHEET NO. 4 OF 7 SHEETS STA. 491+50 TO STA. 497+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	30
CONTRACT NO. 72A97				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

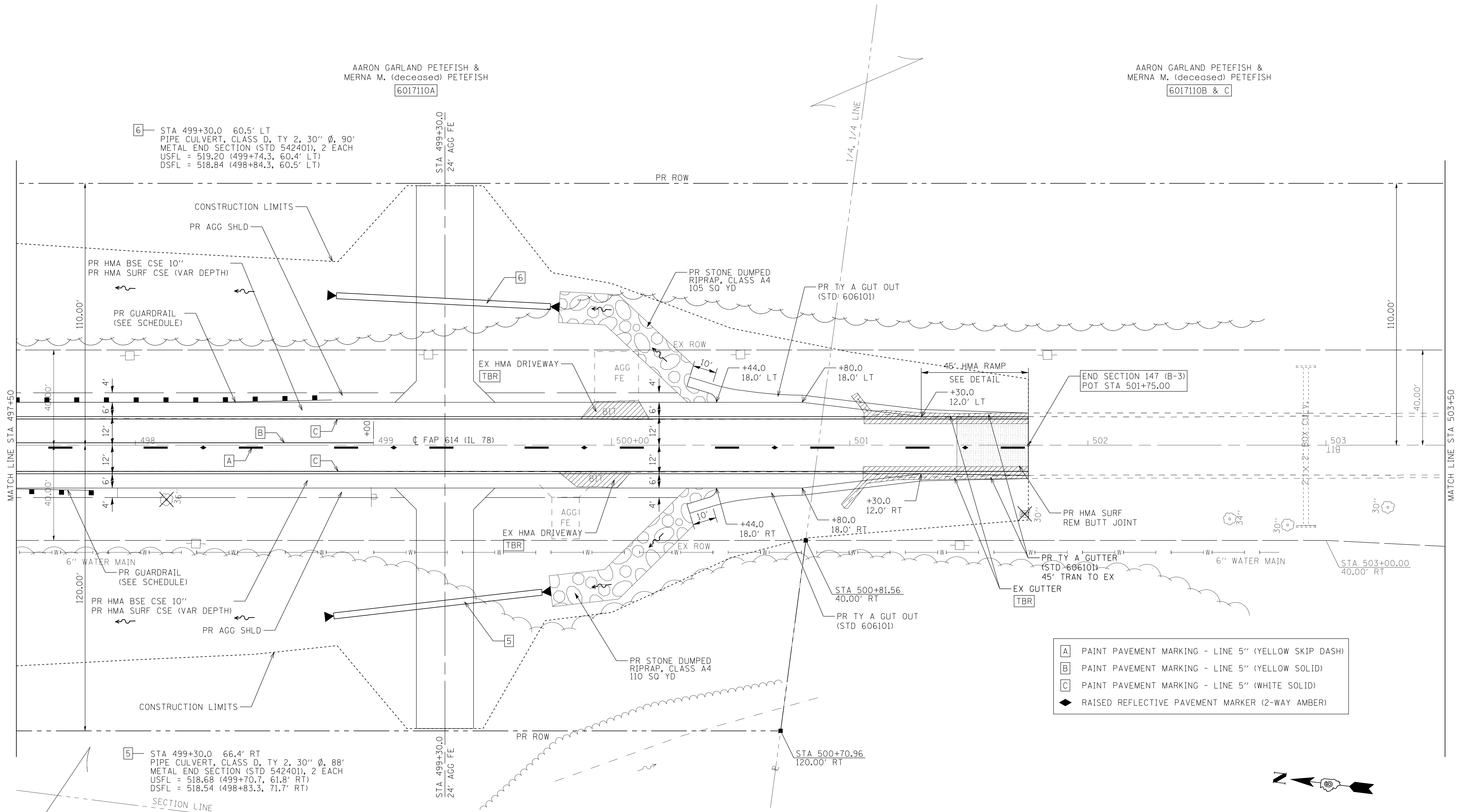
AARON GARLAND PETEFISH &
MERNA M. (deceased) PETEFISH
6017110A

AARON GARLAND PETEFISH &
MERNA M. (deceased) PETEFISH
6017110B & C

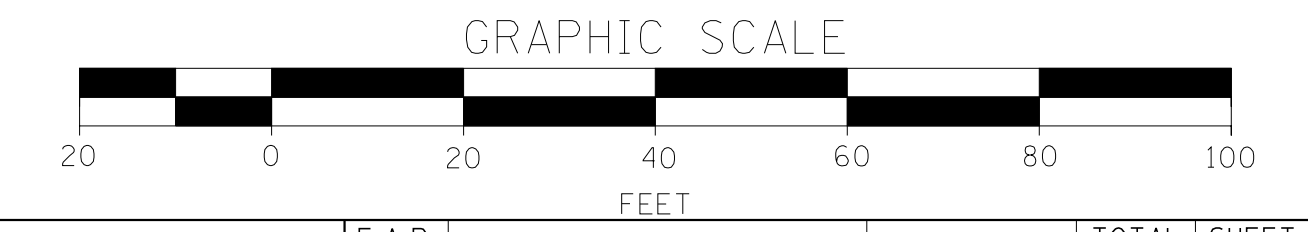
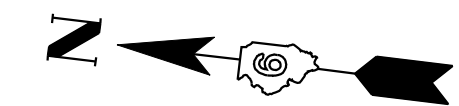
6 STA 499+30.0 60.5' LT
PIPE CULVERT, CLASS D, TY 2, 30" Ø, 90'
METAL END SECTION (STD 542401), 2 EACH
USFL = 519.20 (499+74.3, 60.4' LT)
DSFL = 518.84 (498+84.3, 60.5' LT)

5 STA 499+30.0 66.4' RT
PIPE CULVERT, CLASS D, TY 2, 30" Ø, 88'
METAL END SECTION (STD 542401), 2 EACH
USFL = 518.68 (499+70.7, 61.8' RT)
DSFL = 518.54 (498+83.3, 71.7' RT)

RICHARD H. ADAMS &
BETTY J. PETEFISH ADAMS
6017111



- A PAINT PAVEMENT MARKING - LINE 5" (YELLOW SKIP DASH)
- B PAINT PAVEMENT MARKING - LINE 5" (YELLOW SOLID)
- C PAINT PAVEMENT MARKING - LINE 5" (WHITE SOLID)
- ◆ RAISED REFLECTIVE PAVEMENT MARKER (2-WAY AMBER)



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		CHECKED -	REVISED -
		DATE -	REVISED -

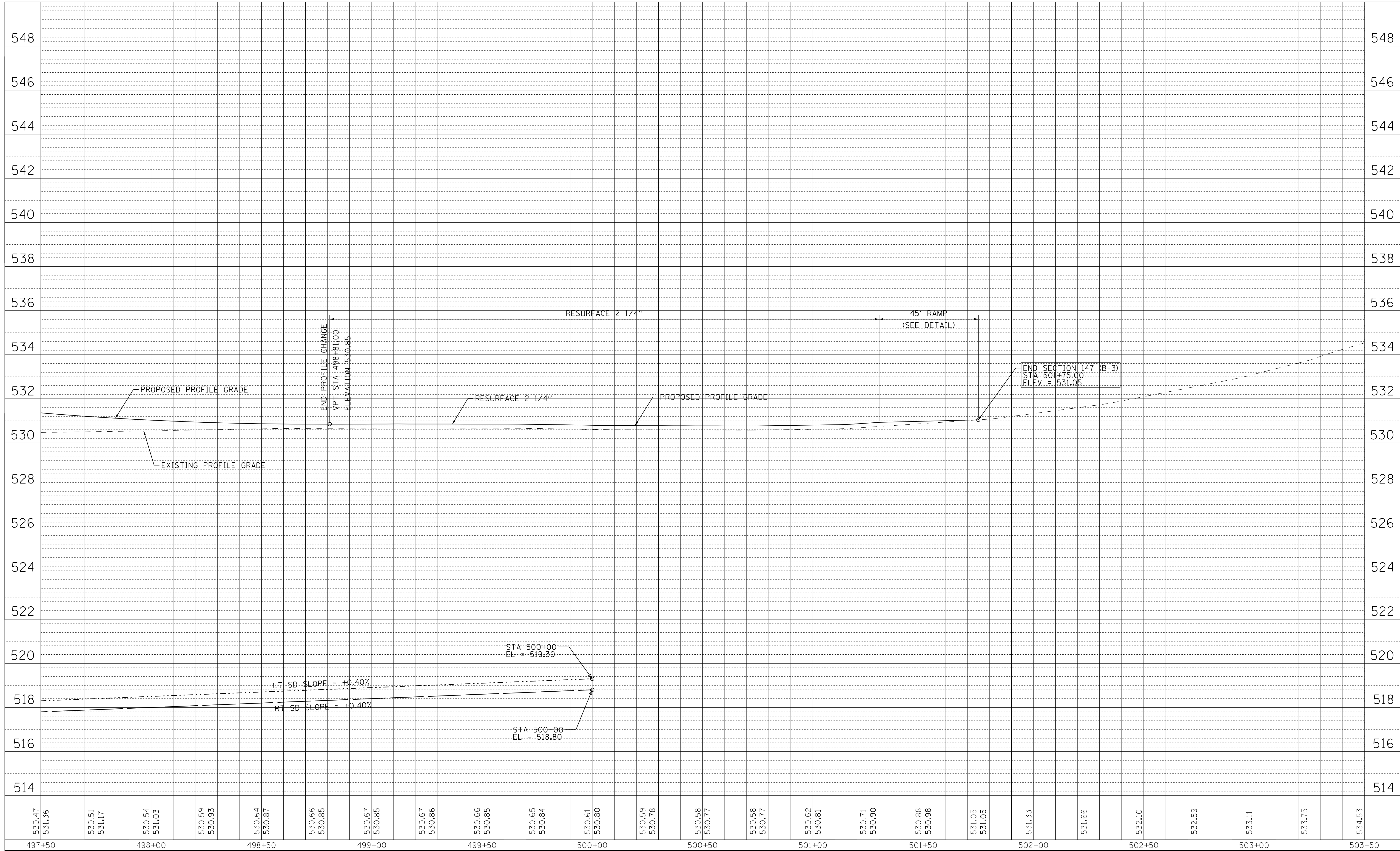
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN SHEET	
SCALE: 1"=20'	SHEET NO. 5 OF 7 SHEETS
STA. 497+50	TO STA. 503+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	31
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOT AT THIS CHKD		
NOTE BOOK NO.	CHECKED AT		
	DATE		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOT AT THIS CHKD		
NOTE BOOK NO.	CHECKED AT		
	DATE		
	CADD FILE NAME		



530.47	531.36	530.51	531.17	530.54	531.03	530.59	530.93	530.64	530.87	530.66	530.85	530.67	530.86	530.66	530.85	530.65	530.84	530.61	530.80	530.59	530.78	530.58	530.77	530.58	530.77	530.62	530.81	530.71	530.90	530.88	530.98	531.05	531.05	531.33	531.66	532.10	532.59	533.11	533.75	534.53
497+50		498+00		498+50		499+00		499+50		500+00		500+50		501+00		501+50		502+00		502+50		503+00		503+50																

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	PLOT DATE = 7/30/2014	CHECKED -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

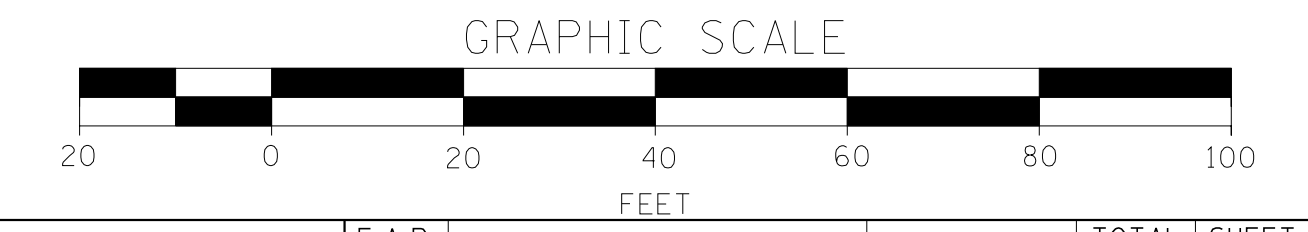
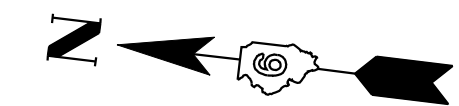
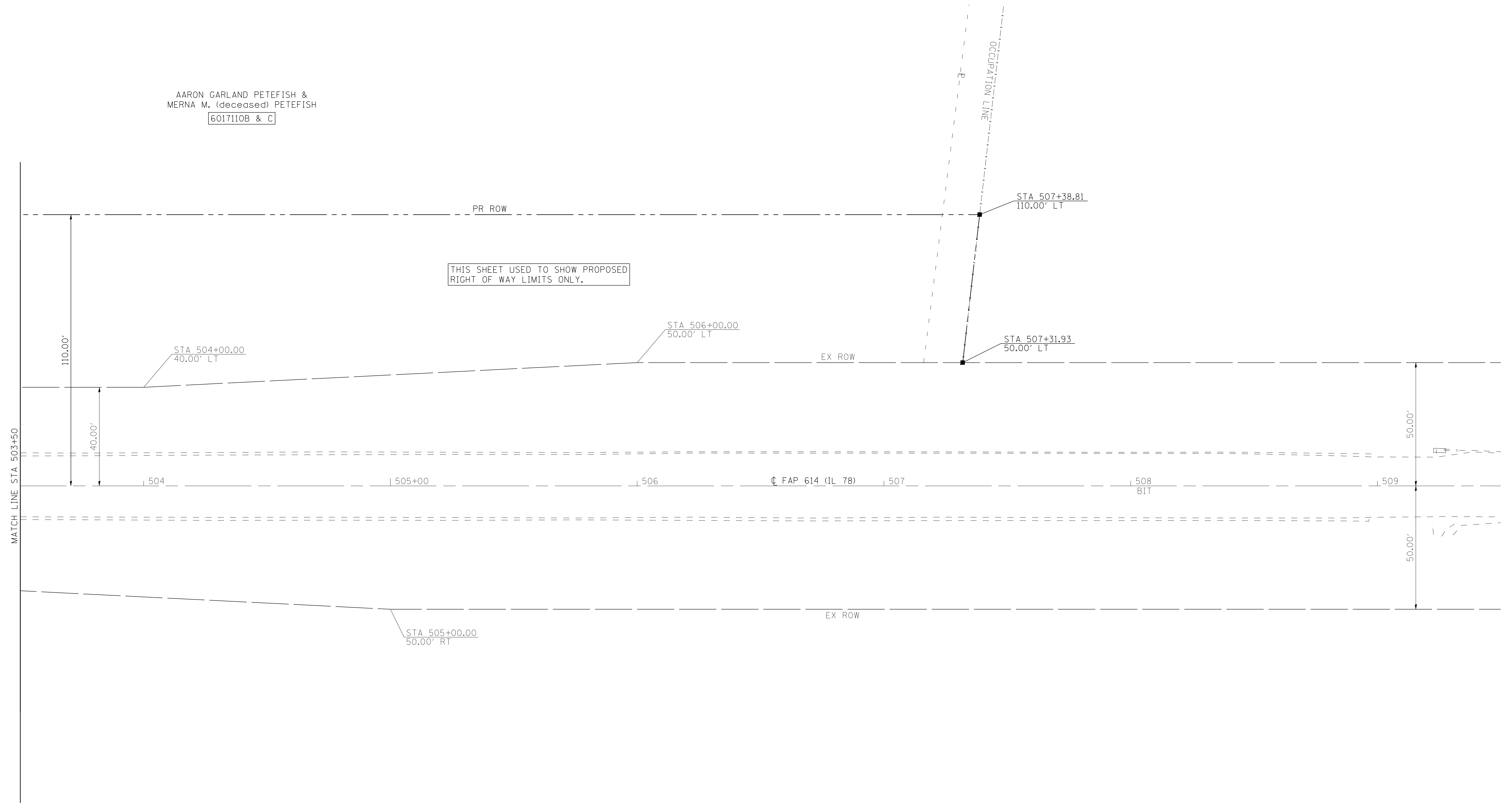
PROFILE SHEET

SCALE: 1"=20' SHEET NO. 6 OF 7 SHEETS STA. 497+50 TO STA. 503+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	32
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

AARON GARLAND PETEFISH &
MERNA M. (deceased) PETEFISH
6017110B & C

THIS SHEET USED TO SHOW PROPOSED
RIGHT OF WAY LIMITS ONLY.



FILE NAME =	USER NAME = ebb	DESIGNED -	REVISED -
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	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 7/30/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN SHEET	
SCALE: 1"=20'	SHEET NO. 7 OF 7 SHEETS
STA. 503+50	TO STA. 509+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	33
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

STORM WATER POLLUTION PREVENTION PLAN

Route: FAP 614 Marked: IL 78
 Section: 147 (B-3) Project No.: NA
 County: MORGAN Contract No. 72A97

This plan has been prepared to comply with the provision of the NPDES Permit Number ILR10 issued by the Illinois Environmental Protection Agency for storm water discharges from construction site activities.

I certify under penalty of law that this document and all attachments were prepared under my direction or supervision in accordance with a system designed to assure that qualified personnel gathered and evaluated the information submitted. Based on my inquiry of the person or persons who manage the system, or those persons directly responsible for gathering the information submitted, is, to the best of my knowledge and belief, true, accurate, and complete. I am aware that there are significant penalties for submitting false information, including the possibility of fine and imprisonment for knowing violations.

[Signature]
 (Signature)

10-10-14
 (Date)

Region 4 Engineer
 (Title)

Note: The above boxed in area will be filled out by IDOT - Construction after the award of the contract to obtain the required NPDES permit.

The following plan was established and included in these plans to direct the Contractor in the placement of temporary erosion control systems and to provide a storm water pollution prevention plan for compliance under NPDES. The Contractor shall abide to all requirements within this plan as part of the contract.

The purpose of this plan is to prevent / minimize siltation within the construction zone and to eliminate sediments from entering and leaving the construction zone by utilizing proper temporary erosion control systems and providing ground cover within a reasonable time.

Certain items, as shown in this plan and referenced by the legend, shall be placed by the Contractor at the beginning of construction. Other items shall be placed by the Contractor as directed by the Engineer on a case by case situation resulting from the Contractor's sequence of activities, time of the year, and expected weather conditions.

The Contractor shall place permanent erosion control systems and seeding within a reasonable amount of time; therefore, reducing the amount of area being open to the possibility of erosion and reducing the amount of temporary erosion control systems and temporary seeding. The Resident Engineer will determine if temporary erosion control systems shown in the plan can be deleted, the size of the proposed ditch checks, the proper method of installation, and if any additional temporary erosion control systems shall be added which are not included in this plan. The Contractor shall perform all work as directed by the Engineer and as shown in special details and in Standard 280001 of the plans.

All disturbed areas having high potential for erosion, as determined by the Engineer, shall be temporarily seeded or permanently seeded by October 1, and shall not be reopened until after the winter shutdown period.

SITE DESCRIPTION

Description of Construction Activity:

1. The proposed project consists of removing one six span bridge and replacing with a three span bridge along FAP 614 (IL 78) approximately 3.7 miles South of Cass County Line in Morgan County, Illinois.
2. This contract involves resurfacing 0.3 miles of IL 78.
3. Miscellaneous work includes pavement removal, guardrail removal, pavement widening, hot-mix asphalt shoulders, aggregate shoulders, riprap, guardrail, pavement marking, traffic control, seeding, etc.

Description of Intended Sequence of Major Construction Activities Which Will Disturb Earth and Lead to Possible Erosion for Major Portions of the Construction Site:

1. Excavation will be completed to grade out for proposed roadway ditches and waterways, and to lower the existing ground elevation to meet the proposed roadway grade/vertical alignment.
2. Embankment will be completed in fill areas to raise the existing ground elevation to meet the proposed roadway grade/vertical alignment.
3. Drainage structures will be installed before and/or during the construction of the excavation and embankment to allow proper drainage across the proposed four lane facility.
4. Placement, maintenance, removal and proper clean-up of temporary erosion control, such as erosion control fence, hay or straw bale ditch checks, riprap ditch checks, sediment basins, temporary seeding, etc.
5. Placement of permanent erosion control, such as riprap ditch lining, riprap stilling basins, riprap dry dams, excelsior blanket, seeding, etc.
6. Final grading, paving and other miscellaneous items.
7. Stage construction of the above items will be required to maintain traffic as discussed previously herein.

Area of Construction Site:

The total drainage area entering and including the construction site is estimated to be 49300 acres (77.0 square miles) in which 5.0 acres will be disturbed by excavation, grading or other activities.

Other Reports, Studies and Plans which Aid in the Development of this Storm Water Pollution Prevention Plan as Referenced Documents:

1. Estimated run-off coefficients are contained in the project drainage study which were utilized for proposed placement of the temporary erosion control systems.
2. Information on the soils within the site was obtained from field reviews which were utilized for proposed placement of the temporary erosion control systems.
3. Site maps indicating drainage patterns and approximate slopes were contained in the project design report, USGS drainage maps, project drainage study, and project plan documents were all utilized for proposed placement of the temporary erosion control systems.

Drainage Tributaries Receiving Water from this Construction Site:

1. Indian Creek

FILE NAME: q:\files\188819\1 - 11 78 Indian Creek	USER NAME: ebb	DESIGNED: -	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION NOTES	F.A.P. RTE.:	SECTION:	COUNTY:	TOTAL SHEETS:	SHEET NO.:
	CAAD: Sheets\0672097-sha-FCNotes\1.dgn	DRAWN: -	REVISED: -			614	147B-3	MORGAN	93	34
	PLOT SCALE: 50.0000' / IN.	CHECKED: -	REVISED: -			CONTRACT NO. 72A97				
	PLOT DATE: 7/30/2014	DATE: -	REVISED: -			SCALE: none	SHEET NO. 1 OF 4 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT	

CONTROLS - EROSION CONTROLS AND SEDIMENT CONTROLS

Description of Stabilization Practices at the Beginning of Construction:

1. The area between the existing and proposed right-of-way/temporary easement boundaries and limits of the project will be improved and managed for the purposes of controlling erosion within the area, reducing water flow by temporary diversion and minimizing siltation into the construction zone, and establishing vegetative cover which will become permanent vegetation and act as an erosion barrier. Work at the beginning of construction will consist of the following:
 - (a) Areas of existing vegetation (woods and grasslands) outside the proposed construction slope limits shall be identified for preserving and shall be protected from mowing, brush cutting, tree removal and other activities which would be detrimental to their maintenance and development.
 - (b) Dead, diseased, or unsuitable vegetation within the site shall be removed as directed by the Engineer, along with required tree removal.
 - (c) As soon as reasonable access is available (such as trees cleared) to all locations where water drains away from the project, sediment basins, riprap ditch checks, temporary ditch checks, and/or erosion control fence shall be installed as called out in this plan and directed by the Engineer.
 - (d) Bare and sparsely vegetated ground in highly erodible areas as determined by the Engineer shall be temporarily seeded at the beginning of construction where no construction activities are immediately expected as stated in the special provision "Temporary Erosion Control Seeding".
 - (e) Immediately after tree removal is completed in certain areas which are highly erodible areas as determined by the Engineer, the areas shall be temporarily seeded where no construction activities are immediately expected as stated in the special provision "Temporary Erosion Control Seeding".
 - (f) At locations where a significant amount of water drains into the construction zone from outside areas (adjacent landowners), erosion control fence, temporary ditch checks, or riprap ditch checks will be utilized to locally divert water, reduce flow rates, and collect outside siltation inside the right-of-way line. Erosion control items will not be allowed to be installed to cause flooding to upstream private property which could cause crop damages or other undesirable conditions.
2. Establishment of these temporary erosion control measures will have additional benefits to the project. Desirable grass seed will become established in these areas and will spread seeds onto the construction site until permanent seeding/mowing and overseeding can be complete.
3. A third benefit of these filter areas is that they will begin to provide a screen and buffer. They will help protect the construction site from winds and excess sun and mitigate construction noise and dust.

Description of Stabilization Practices During Construction:

1. During roadway construction, areas outside the construction slope limits as outlined previously herein shall be protected from damaging effects of construction. The Contractor shall not use this area for staging (except as designated on the plans or directed by the Engineer), parking of vehicles or construction equipment, storage of materials, or other construction related activities.
 - (a) Within the construction zone, critical areas which have high flows of water as determined by the Engineer shall remain undisturbed until full scale construction is underway to prevent unnecessary soil erosion.
 - (b) Top soil and earth stockpiles shall be temporarily seeded if they are to remain unused for more than fourteen days.
 - (c) As the Contractor constructs a portion of roadway in a fill section, he/she shall follow the following steps as directed by the Engineer:
 - i. Place temporary erosion control systems at locations where water leaves and enters the construction zone
 - ii. Temporarily seed highly erodible areas outside the construction slope limits
 - iii. Construct roadside ditches and provide temporary erosion control systems
 - iv. Temporarily divert water around proposed culvert locations
 - v. Build necessary embankment at culvert locations and then excavate and place culvert
 - vi. Continue building up the embankment to the proposed grade while at the same time place permanent erosion control such as riprap ditch lining and conduct final shaping to the slopes
 - (d) The Contractor shall immediately follow major earth moving operations with final grading equipment. After the major earth spread operation has moved to a new location, final grading shall be completed within fourteen days. If grading is not completed within fourteen days, all major earth moving operations will be stopped, as directed by the Engineer, until disturbed areas are final graded and seeded.
 - (e) Excavated areas and embankments shall be permanently seeded when final graded. If not, they shall be temporarily seeded as stated in the special provision "Temporary Erosion Control Seeding".

- (f) Construction equipment shall be stored and fueled only at designated locations. All necessary measures shall be taken to contain any fuel or pollution run-off in compliance with EPA water quality regulations. Leaking equipment or supplies shall be immediately repaired or removed from the site.
- (g) The Resident Engineer shall inspect the project daily during activities and weekly or after large rains during the winter shutdown period. The project shall additionally be inspected by the Construction Field Engineer on a bi-weekly basis to determine that erosion control efforts are in place and effective and if other control work is necessary.
- (h) Sediment collected during construction by the various temporary erosion control systems shall be disposed of on the site on a regular basis as directed by the Engineer. The cost of this maintenance will be paid for in accordance with Article 109.04 of the Standard Specifications.
- (i) The temporary erosion control systems shall be removed as directed by the Engineer after use is no longer needed or no longer functioning. The costs of this removal shall be included in the unit bid price for the temporary erosion control system. No additional compensation will be allowed.

Description of Structural Practices After Final Grading:

1. Temporary erosion control systems shall be left in place with proper maintenance until permanent erosion control is in place and working properly and all proposed turf areas seeded and established with a proper stand.
2. Once permanent erosion control systems as proposed in the plans are functional and established, temporary items shall be removed, cleaned up, and disturbed turf reseeded. Temporary riprap ditch checks will be allowed to remain in place where approved by the Engineer.

Maintenance after Construction:

1. Construction is complete after acceptance is received at the final inspection.
2. Areas will be inspected on a regular basis by IDOT District 6 Bureau of Operations.
3. Maintenance crews will perform regular mowings to aid in keeping weeds down and establishing a good roadside seed stand.
4. Maintenance crews will also aid in any ditch lining maintenance or in any drainage problems.
5. All maintenance will be conducted at times when weather conditions will not cause site damage.

DOCUMENTATION

1. A report summarizing the scope of the inspection, name(s) and qualifications of personnel making the inspection, date(s) of the inspection, major observations relating to the implementation of this storm water pollution prevention plan, and actions taken in accordance with Section 4.b. shall be made and retained as part of the plan for at least three years after the date of inspection. The report shall be signed in accordance with part VI.G of the general permit.
2. If any violation of the provisions of this plan is identified during the conduct of the construction work covered by this plan, the Resident Engineer or Resident Technician shall complete and file an "Incident of Noncompliance (ION)" report for the identified violation. The Resident Engineer or Resident Technician shall use forms provided by the Illinois Environmental Protection Agency and shall include specific information on the noncompliance, actions which were taken to prevent any further causes of noncompliance, and a statement detailing any environmental impact which may have resulted from the noncompliance. All reports of noncompliance shall be signed by a responsible authority in accordance with Part VI.G. of the general permit. The report of noncompliance shall be mailed to the following address:

Illinois Environmental Protection Agency
 Division of Water Pollution Control
 2200 Churchill Road, P.O. Box 19276
 Springfield, IL 62794-9276
 Attn: Compliance Assurance Section

FILE NAME =	USER NAME = ebb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STORM WATER POLLUTION PREVENTION NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
q:\10files\100019\wo 1 - il 78 indson creek\CADD Sheets\D672A97-shr-ECNotes-2.dgn		DRAWN -	REVISED -			614	147B-3	MORGAN	93	35	
		CHECKED -	REVISED -			CONTRACT NO. 72A97					
		DATE -	REVISED -			SCALE: none	SHEET NO. 2 OF 4 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT	

CONTRACTOR CERTIFICATION STATEMENT

This certification statement is part of the Storm Water Pollution Plan for the project described below in accordance with NPDES Permit No. ILR10 _____, issued by the Illinois Environmental Protection Agency on _____.

Route: FAP 614 Marked: IL 78
 Section: 147 (B-3) Project No.: NA
 County: Morgan Contract # 72A97

I certify under penalty of law that I understand the terms of the general National Pollutant Discharge Elimination System (NPDES) permit that authorizes the storm water discharges associated with industrial activity from the construction site identified as part of this certification.

Signature _____ Date _____
 Title _____
 Name of Firm _____
 Street Address _____
 City, State, Zip _____
 Phone Number _____

Note: The above boxed in area shall be filled out by the Contractor after the award of the contract to obtain the required NPDES Permit from IEPA. This is a requirement for this contract.

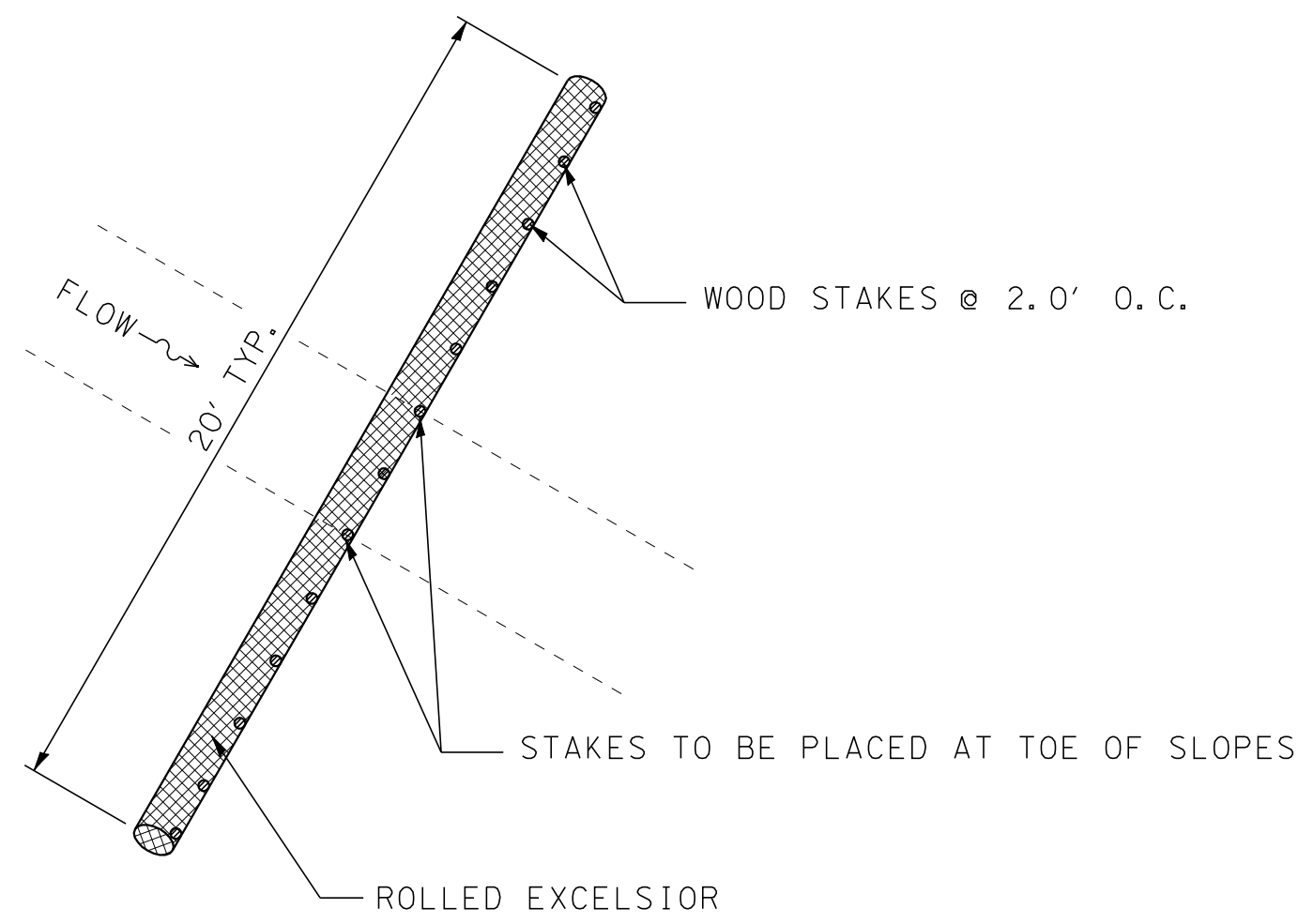
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

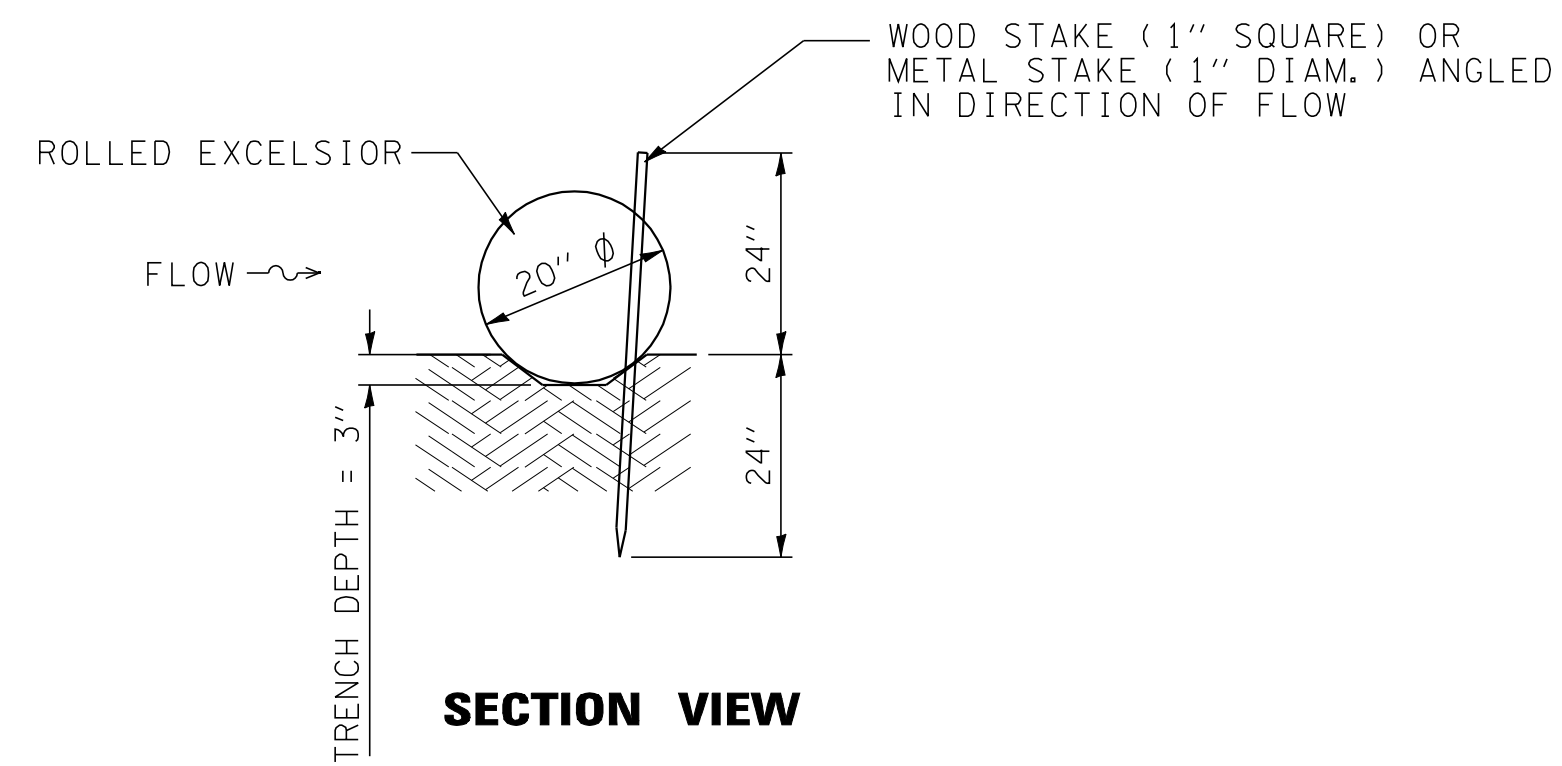
STORM WATER POLLUTION PREVENTION NOTES

SCALE: none SHEET NO. 3 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	36
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



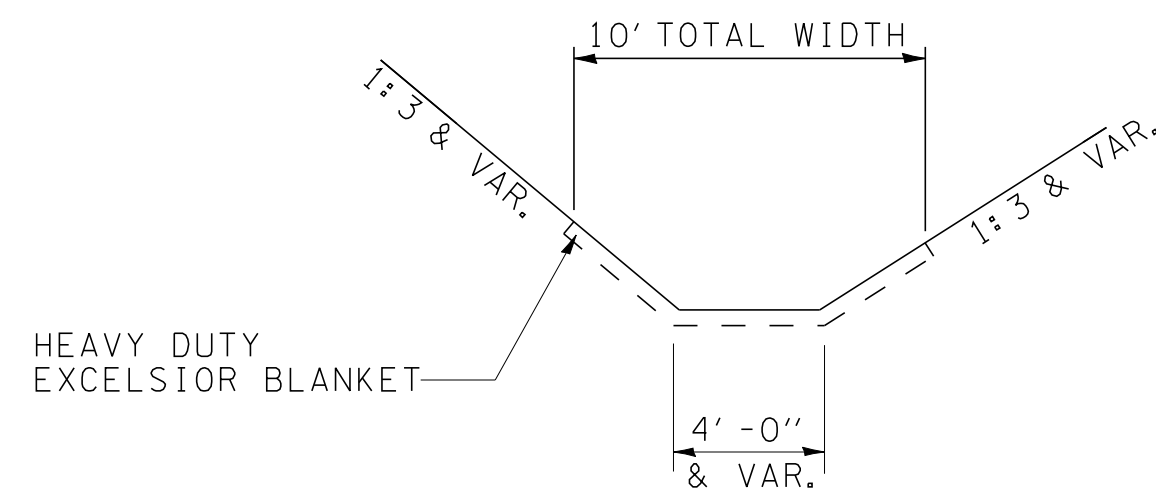
PLAN VIEW



SECTION VIEW

TEMPORARY DITCH CHECKS, ROLLED EXCELSIOR
(TYPICAL)

SEE STANDARD 280001 FOR EROSION CONTROL DETAILS NOT SHOWN.



HEAVY DUTY EXCELSIOR BLANKET LIMITS
(TYPICAL)

LEGEND

(FOR THE STORM WATER POLLUTION PREVENTION PLAN SHEETS)

ITEM	SYMBOL
TEMPORARY DITCH CHECKS, AGGREGATE (STD 280001) (AGGREGATE DITCH CHECKS, 3.0 TONS PER EACH)	
TEMPORARY DITCH CHECKS, ROLLED EXCELSIOR	
INLET AND PIPE PROTECTION (STD 280001) [HAY BALES NOT ALLOWED]	
PERIMETER EROSION BARRIER	
EARTH EXCAVATION FOR EROSION CONTROL (SEDIMENT BASINS)	
PRESERVE EXISTING TREES, WOODLANDS, AND UNDERSTORY (OUTSIDE CONSTRUCTION LIMITS)	
ITEM PLACED AT BEGINNING OF CONSTRUCTION (Requirement)	
ITEM PLACED AS DIRECTED BY ENGINEER (When required by situation)	
DIRECTION OF OVERLAND FLOW	
EXCELSIOR / EROSION CONTROL BLANKET	
ITEM PLACED DURING STAGE 1 CONSTRUCTION	

GENERAL NOTES:

All items shall be constructed as shown on this sheet, on Standard 280001, and as directed by the Engineer.

Mulch shall be method 2, unless otherwise noted.

Rolled excelsior ditch checks shall be paid for as "TEMPORARY DITCH CHECKS".

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

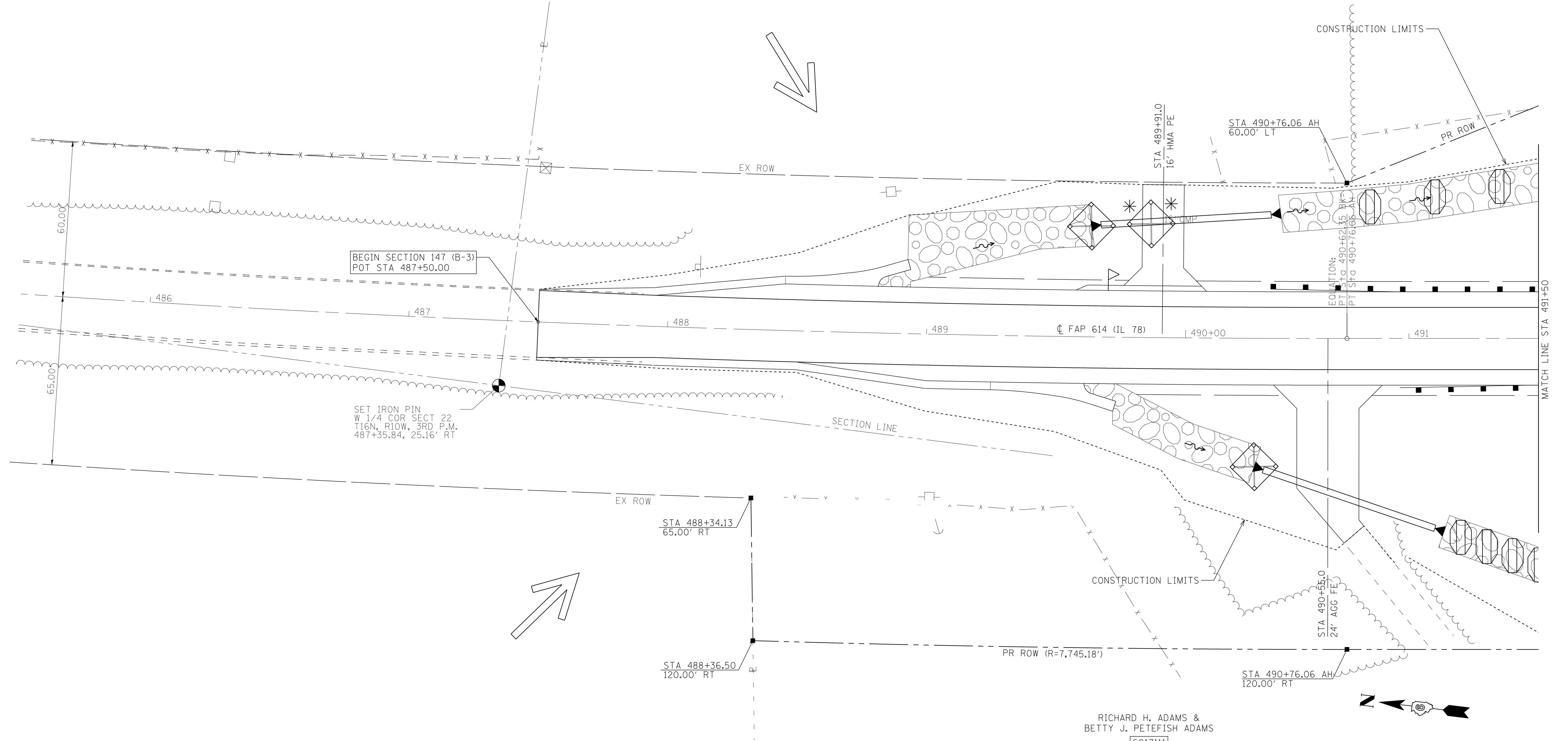
STORM WATER POLLUTION PREVENTION LEGEND

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	37
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

EXIST. CURVE 227
 PI STA. = 485+76.36
 $\Delta = 7^\circ 18' 48''$ (LT)
 $D = 0^\circ 45' 05''$
 $R = 7,625.18'$
 $T = 487.31'$
 $L = 973.30'$
 $E = 15.56'$
 $e = 3.3\%$ (MATCH EXISTING)
 $T.R. = 36.63'$
 $S.E. RUN = 80.59'$
 $P.C. STA. = 480+89.05$
 $P.T. STA. = 490+62.35$ BK (STA 490+76.06 AH)
 $S.E. REMOVED: STA 490+19.60$ BK TO STA 491+50.53 AH

JEFFERY L. & SHEILA A. BODEKER
 6017109



BEGIN SECTION 147 (B-3)
 POT STA 487+50.00

SET IRON PIN
 W 1/4 COR SECT 22
 T16N, R10W, 3RD P.M.
 487+35.84, 25.16' RT

STA 488+34.13
 65.00' RT

STA 488+36.50
 120.00' RT

STA 489+91.0
 16' HMA PE

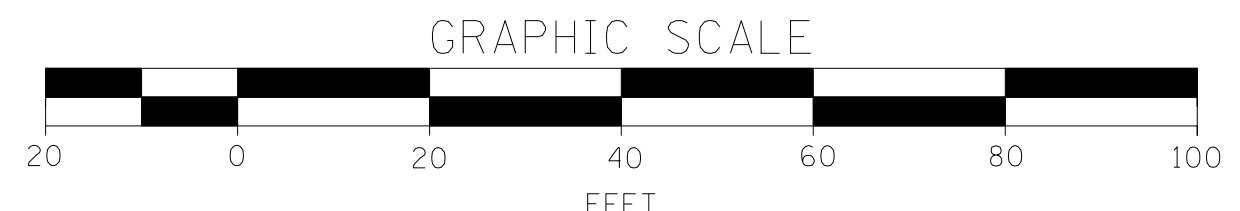
STA 490+76.06 AH
 60.00' LT

EQUATION:
 PT STA 490+62.35 BK
 PT STA 490+76.06 AH

STA 490+51.0
 24' AGG FE

STA 490+76.06 AH
 120.00' RT

RICHARD H. ADAMS &
 BETTY J. PETEFISH ADAMS
 6017111



BM#122 - RR SPIKE IN PP
 WEST SIDE OF IL 78
 STA 482+06.2, 58.2' RT ELEV = 582.08

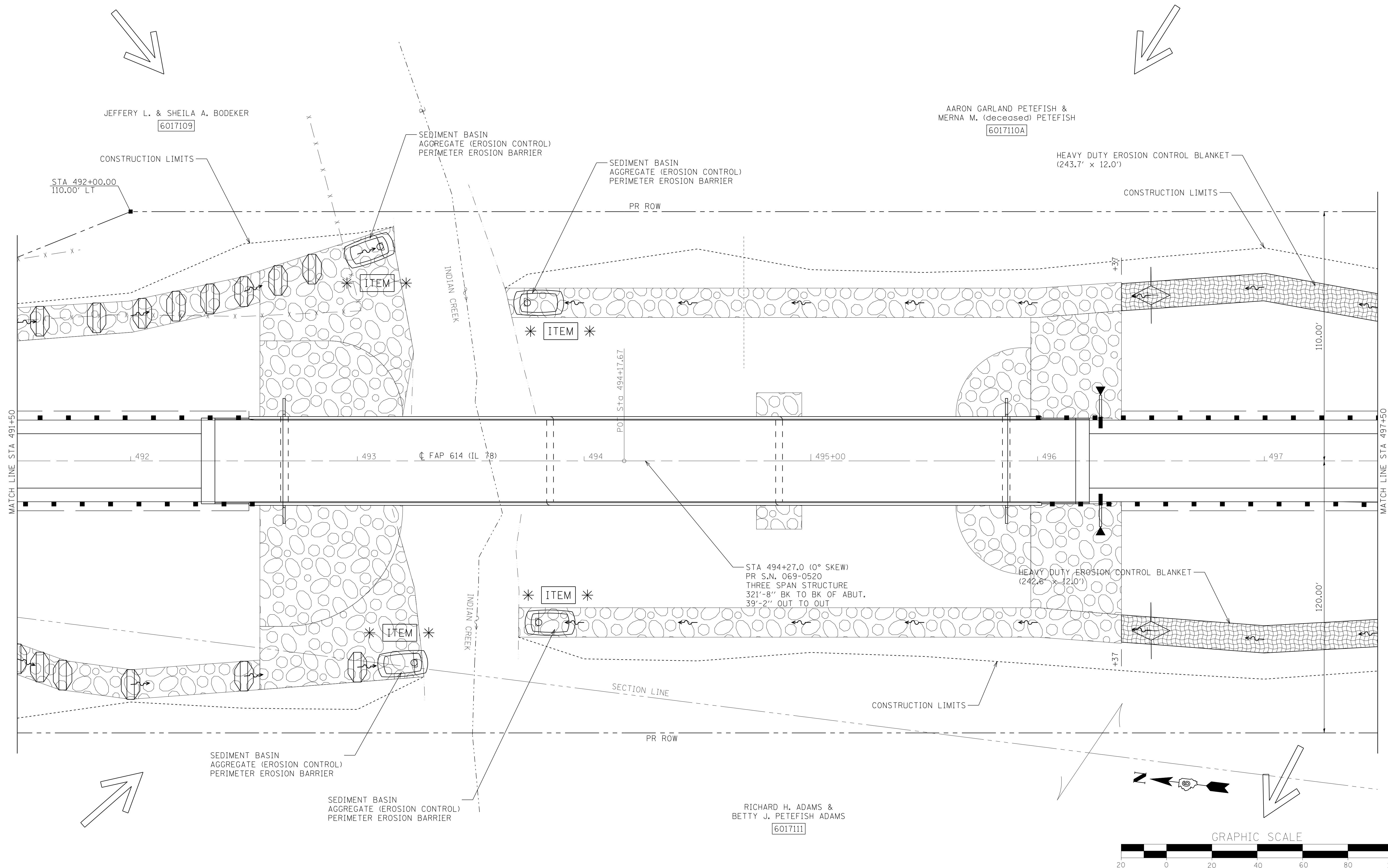
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	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 7/30/2014	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STORM WATER POLLUTION PREVENTION PLAN

SCALE: 1"=20' SHEET NO. 1 OF 3 SHEETS STA. 485+50 TO STA. 491+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	38
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



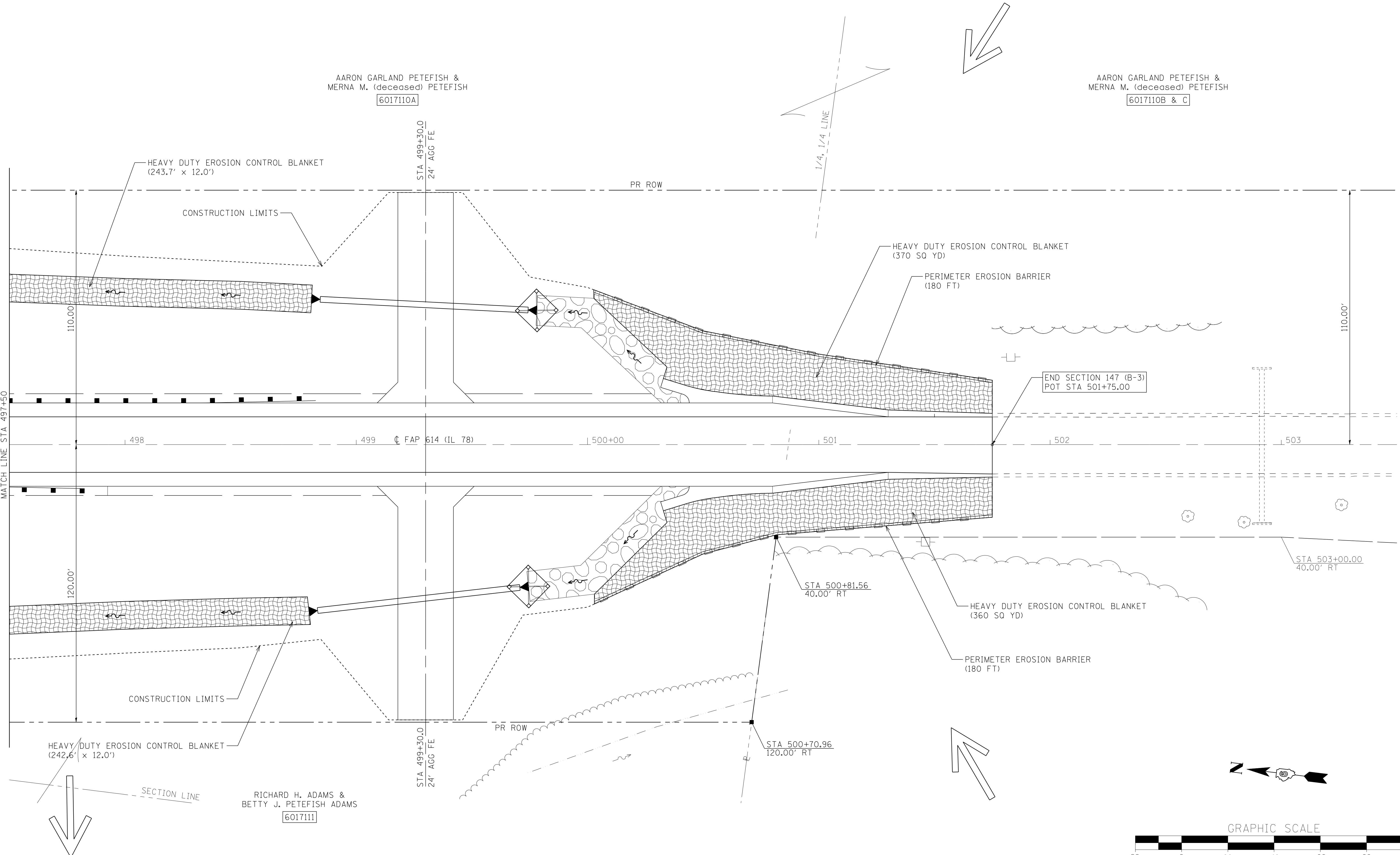
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		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION PREVENTION PLAN

SCALE: 1"=20' SHEET NO. 2 OF 3 SHEETS STA. 491+50 TO STA. 497+50

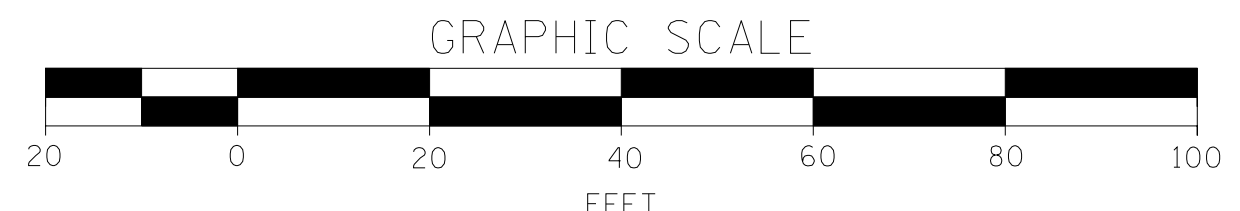
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	39
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



AARON GARLAND PETEFISH &
MERNA M. (deceased) PETEFISH
6017110A

AARON GARLAND PETEFISH &
MERNA M. (deceased) PETEFISH
6017110B & C

RICHARD H. ADAMS &
BETTY J. PETEFISH ADAMS
6017111



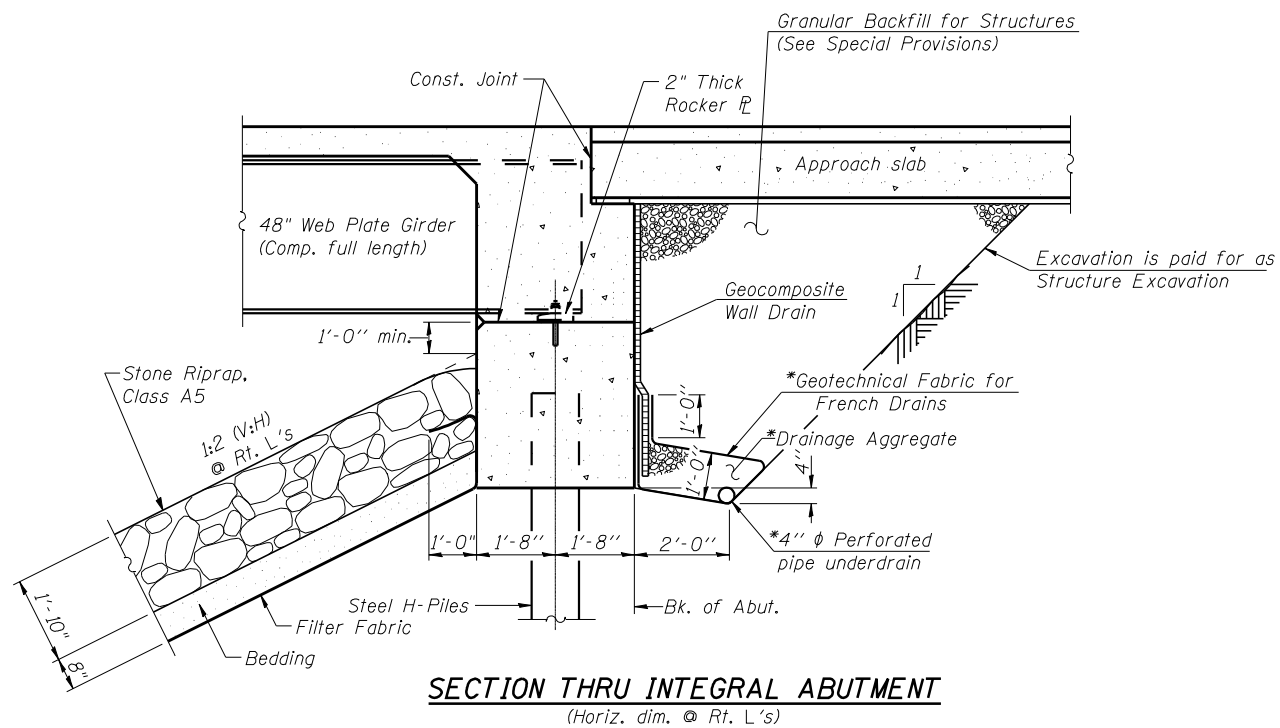
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	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 7/30/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STORM WATER POLLUTION PREVENTION PLAN

SCALE: 1"=20' SHEET NO. 3 OF 3 SHEETS STA. 497+50 TO STA. 503+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	40
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

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

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

GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts (in painted areas and ASTM A325 Type 3 in unpainted areas). Bolts 7/8-in. ϕ , holes 15/16-in. ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 465,510 Pounds.
All structural steel shall be AASHTO M 270 Grade 50W (except approach expansion joints which shall be AASHTO M 270 Grade 36).

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

Reinforcement bars designated (E) shall be epoxy coated.
Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 1'-6". Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.

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

Seal coat thickness design is based on the Estimated Water Surface Elevation (EWSE). Cofferdam design details and proposed changes in seal coat thickness shall be submitted to the Engineer for approval with the cofferdam design.

Current Ratings on File for Existing Structure

S.N. 069-0520:

Inventory - HS 18.9

Operating - HS 31.6

Live Load Restrictions: No

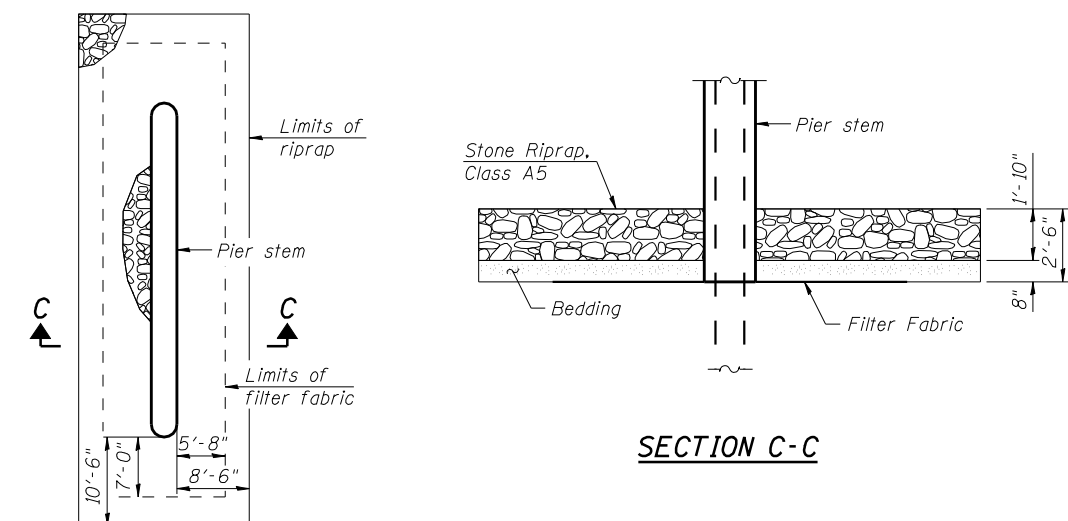
Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS Loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

TOTAL BILL OF MATERIAL

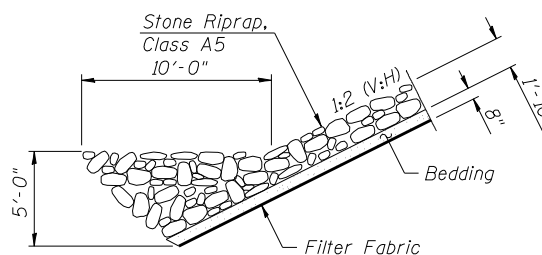
ITEM	UNIT	SUPER	SUB	TOTAL
Granular Backfill for Structures	Cu. Yd.		178	178
Stone Riprap, Class A5	Sq. Yd.		1,342	1,342
Filter Fabric	Sq. Yd.		1,202	1,202
Removal of Existing Structures	Each		1	1
Structure Excavation	Cu. Yd.		358	358
Cofferdam Excavation	Cu. Yd.		116	116
Cofferdam (Type 2) (Location-1)	Each		1	1
Concrete Structures	Cu. Yd.		219.4	219.4
Concrete Superstructure	Cu. Yd.	455.6		455.6
Bridge Deck Grooving	Sq. Yd.	1,434		1,434
Seal Coat Concrete	Cu. Yd.		32.3	32.3
Protective Coat	Sq. Yd.	1,820		1,820
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	4,662		4,662
Reinforcement Bars, Epoxy Coated	Pound	105,320	24,910	130,230
Bar Splicers	Each	1,014	182	1,196
Furnishing Steel Piles HPI2x63	Foot		660	660
Furnishing Steel Piles HPI4x89	Foot		680	680
Driving Piles	Foot		1,340	1,340
Test Pile Steel HPI2x63	Each		2	2
Test Pile Steel HPI4x89	Each		2	2
Name Plates	Each		1	1
Preformed Joint Strip Seal	Foot	76		76
Anchor Bolts, 1"	Each	56		56
Geocomposite Wall Drain	Sq. Yd.		88	88
Drainage Scuppers, DS-11	Each	2		2
Temporary Sheet Piling	Sq. Ft.		1,134	1,134
Pipe Underdrains for Structures 4"	Foot		166	166
Temporary Soil Retention System	Sq. Ft.		884	884
Concrete Wearing Surface, 5"	Sq. Yd.	252		252
Precast Bridge Approach Slab	Sq. Ft.	2,260		2,260

STATION 494+27.00
BUILT 201 BY
STATE OF ILLINOIS
F.A.P. RT. 614 SEC. 147B-3
LOADING HL-93
STRUCTURE NO. 069-0520

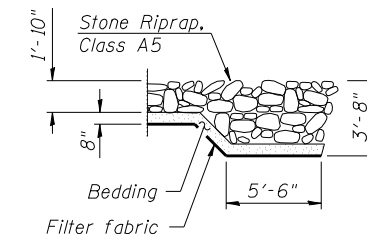
NAME PLATE
See Std. 515001



PIER 2 RIPRAP DETAIL



SECTION A-A



SECTION B-B

FILE NAME =	USER NAME = rjp	DESIGNED - RJP	REVISED -
Q:\10files\102019\WD 1 - IL 78 Indian Creek\Brdge Plans\GPE & Details.dgn		CHECKED - ADL	REVISED -
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	PLOT DATE = 11/24/2014	CHECKED - ADL	REVISED -

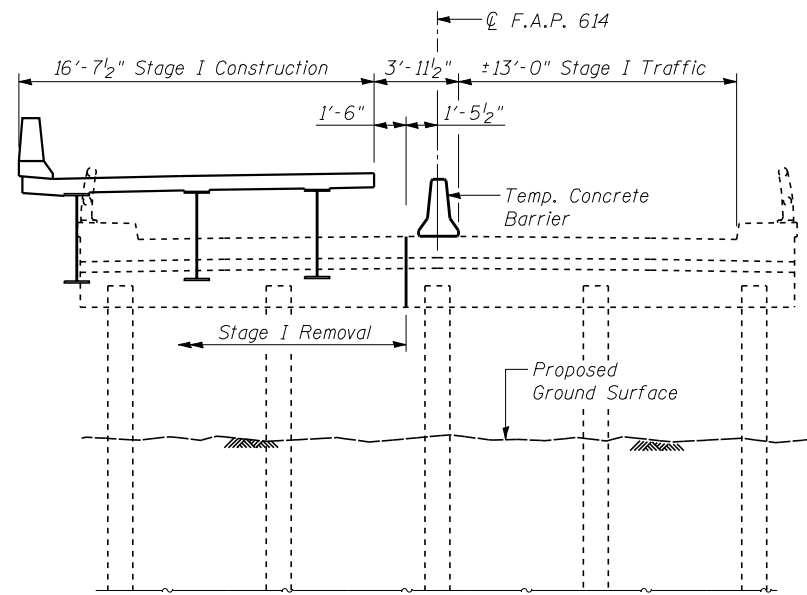
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL DATA
STRUCTURE NO. 069-0520

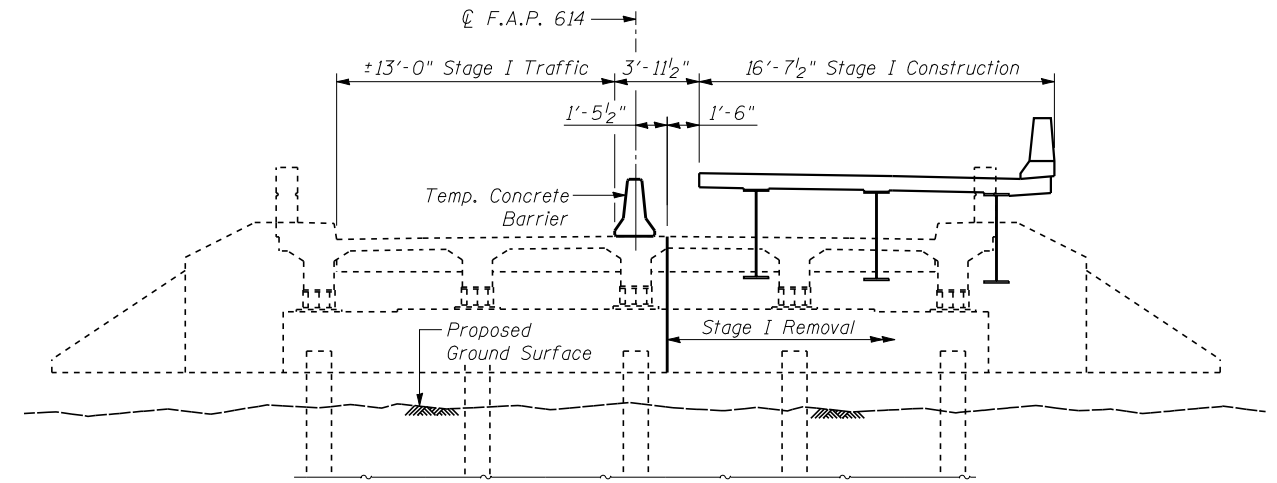
SHEET NO. 2 OF 33 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	42
CONTRACT NO. 72A97				

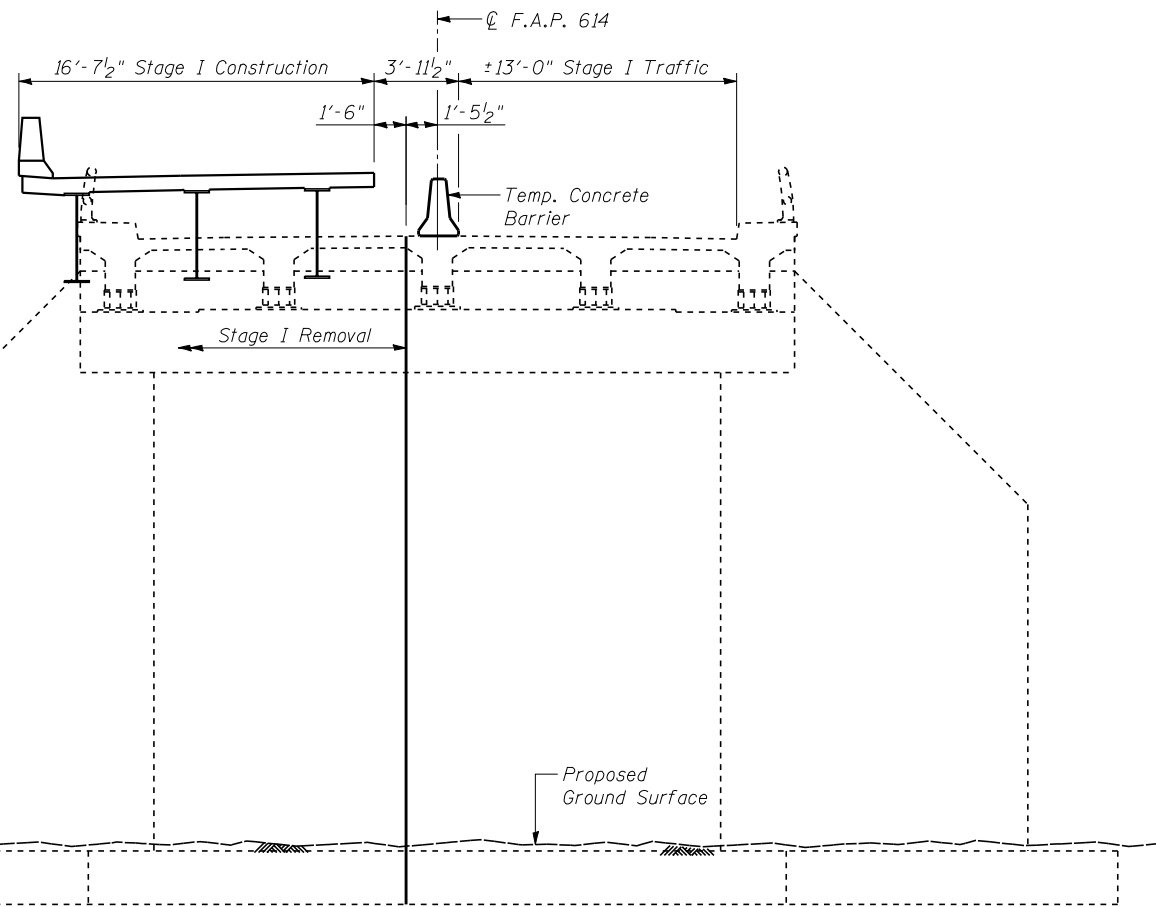
ILLINOIS FED. AID PROJECT
Klingner & Associates P.C.



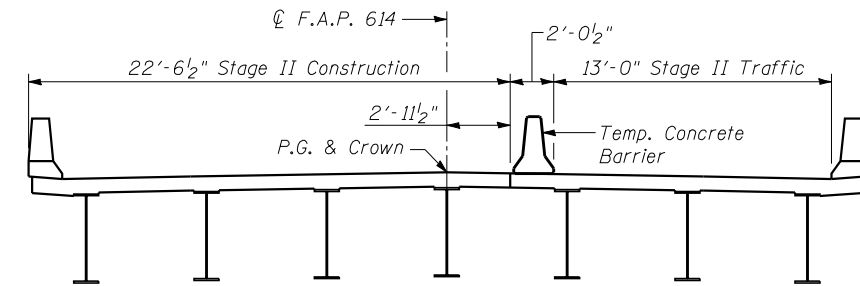
EXISTING NORTH APPROACH - Stage I
(Looking North)



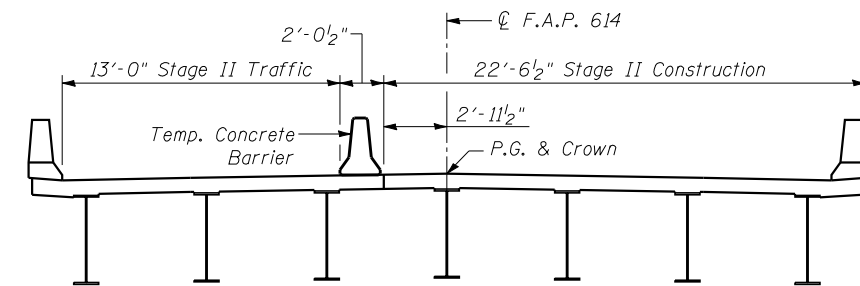
EXISTING SOUTH ABUTMENT - Stage I
(Looking South)



EXISTING NORTH ABUTMENT - Stage I
(Looking North)



SOUTH ABUTMENT - Stage II
(Looking South)



NORTH ABUTMENT - Stage II
(Looking North)

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Removal of Existing Structures	Each	1

Notes:
 For quantity of Temporary Concrete Barrier see Roadway Plans.
 See sheet 6 of 33 for details of Temporary Concrete Barrier.
 Removal of existing railing and overlay is included with Removal of Existing Structures.
 Existing structure not shown as being removed during Stage I will be removed during Stage II.

FILE NAME =	USER NAME = rjp	DESIGNED - RJP	REVISED -
Q:\10files\100019\W01 - IL 78 Indian Creek\Bridge Plans\Stage Construction Details.dgn		CHECKED - ADL	REVISED -
	PLOT SCALE = 25.0007' / IN.	DRAWN - KTH	REVISED -
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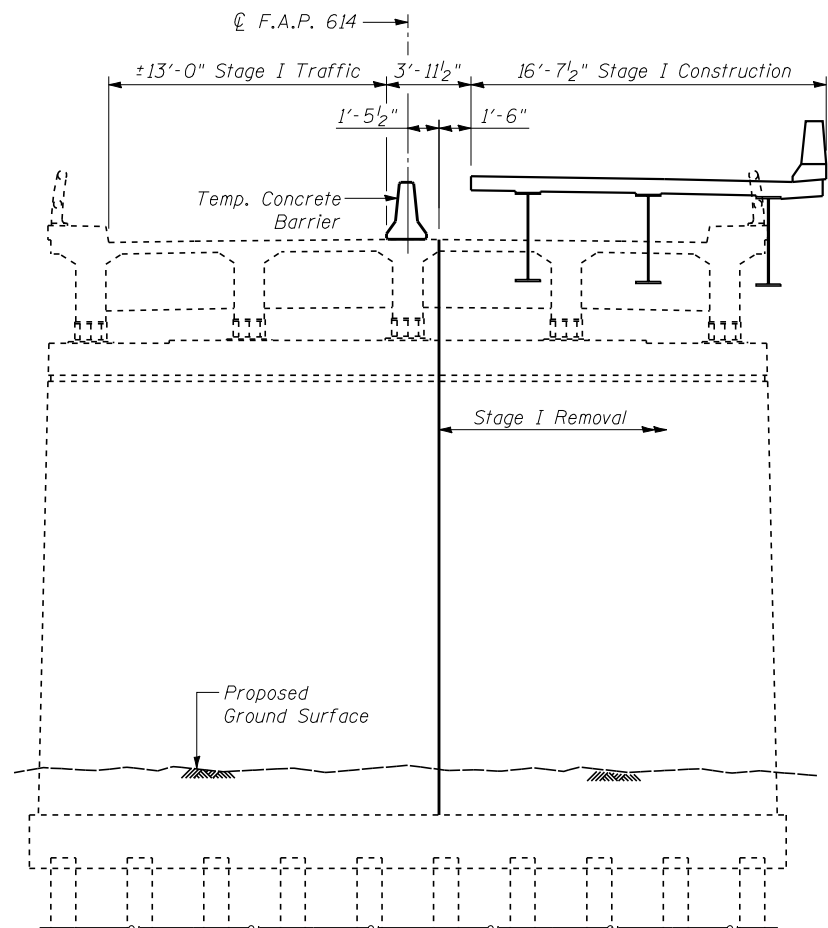
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 069-0520**

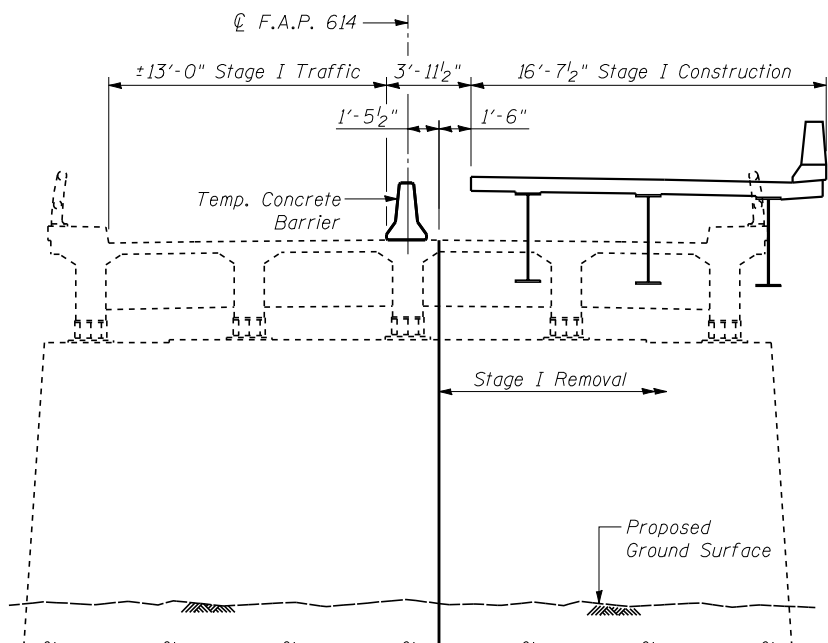
SHEET NO. 3 OF 33 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	43
CONTRACT NO. 72A97				

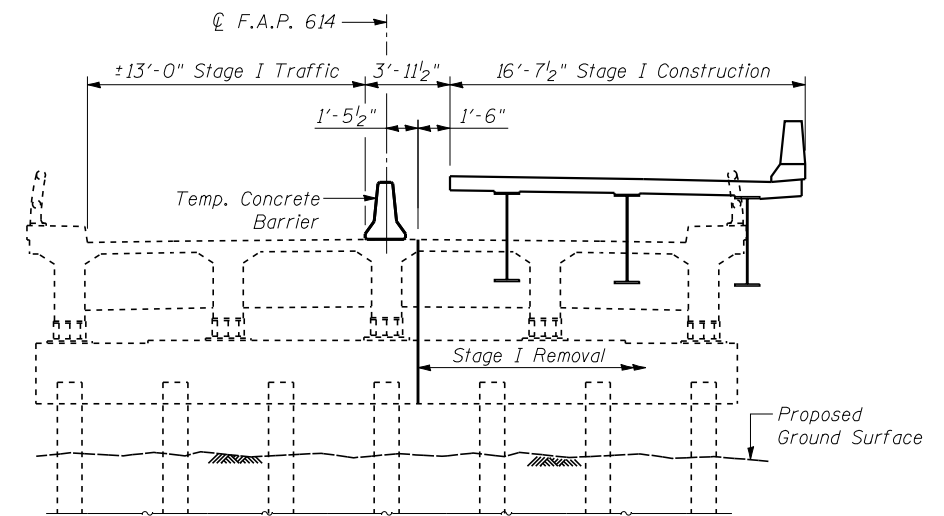
ILLINOIS FED. AID PROJECT
Klingner & Associates P.C.



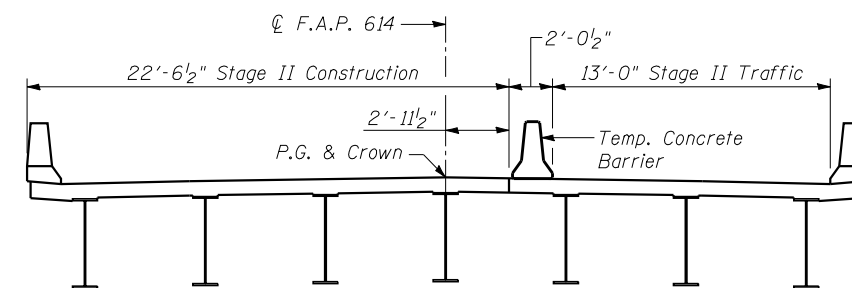
EXISTING PIER 1 - Stage I
(Looking South)



EXISTING PIER 2 - Stage I
(Looking South)



EXISTING PIERS 3, 4 & 5 - Stage I
(Looking South)



PIERS - Stage II
(Looking South)

Notes:
 For Bill of Material, see sheet 3 of 33.
 For quantity of Temporary Concrete Barrier see Roadway Plans.
 See sheet 6 of 33 for details of Temporary Concrete Barrier.
 Removal of existing railing and overlay is included with Removal of Existing Structures.
 Existing structure not shown as being removed during Stage I will be removed during Stage II.

FILE NAME =	USER NAME = rjp	DESIGNED - RJP	REVISED -
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	PLOT DATE = 7/30/2014	CHECKED - ADL	REVISED -

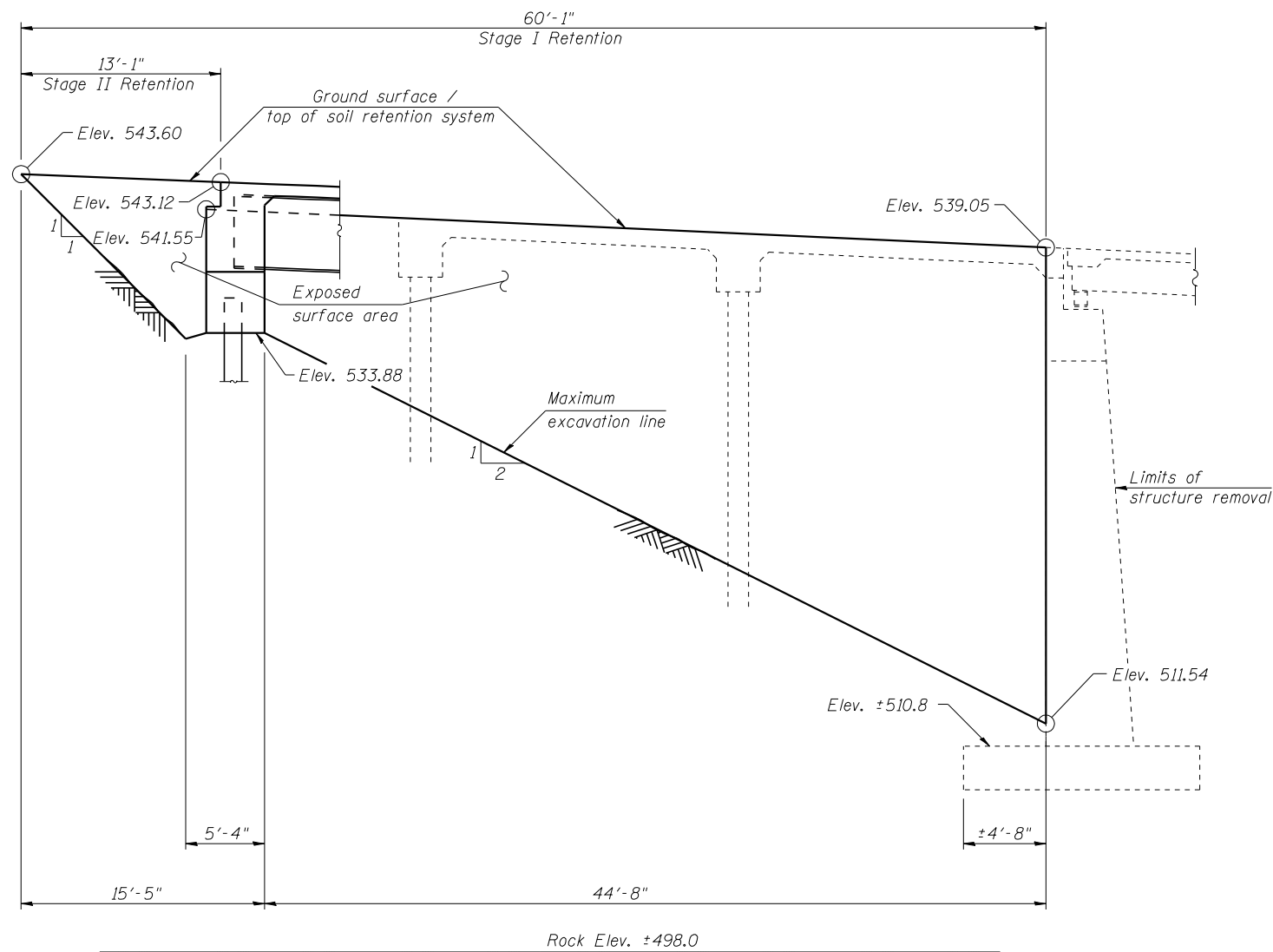
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 069-0520

SHEET NO. 4 OF 33 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	44
CONTRACT NO. 72A97				

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



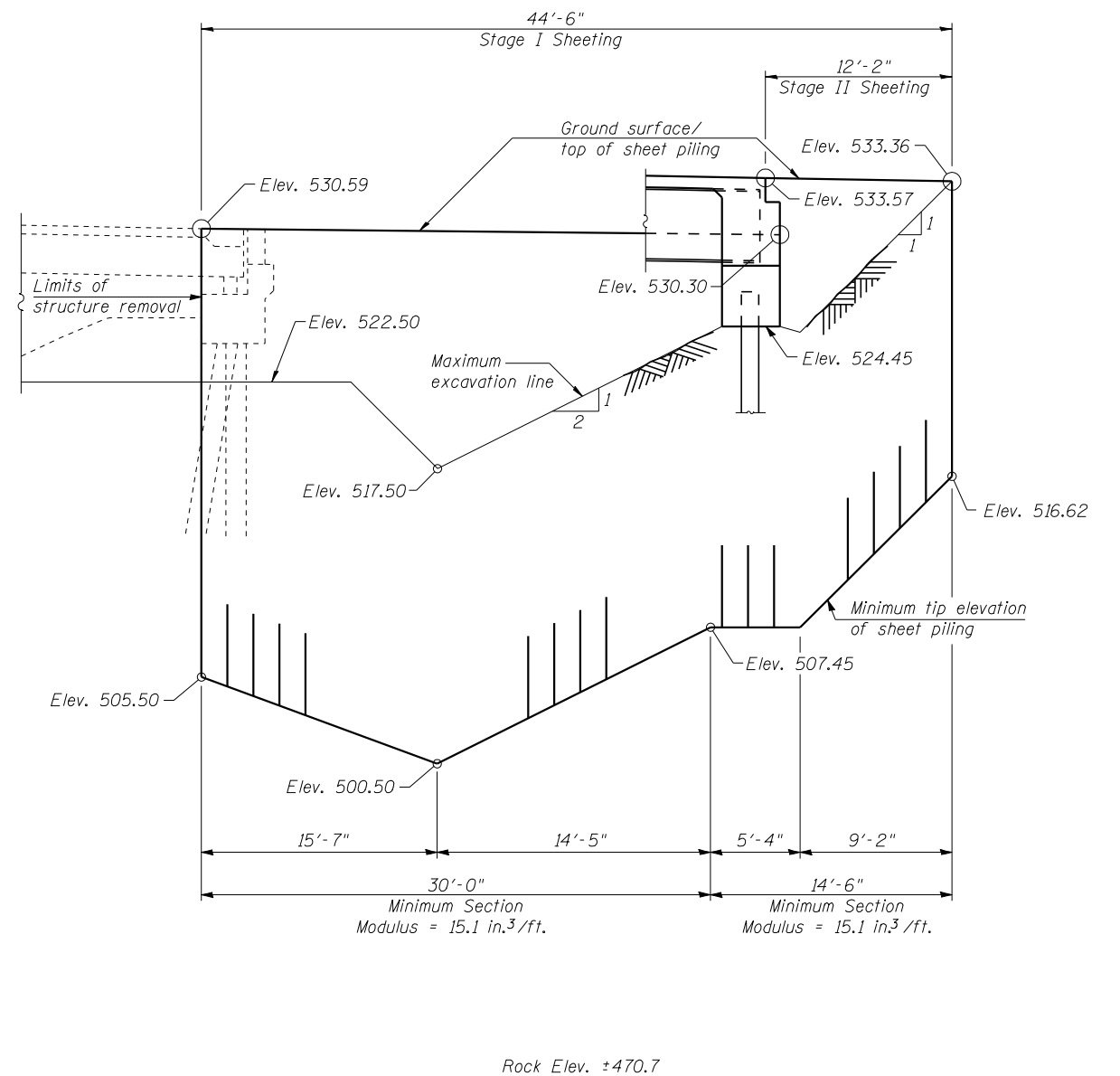
TEMPORARY SOIL RETENTION SYSTEM - N. ABUT.
(Looking East)

Notes:

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.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Temporary Sheet Piling	Sq. Ft.	1,134
Temporary Soil Retention System	Sq. Ft.	884



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

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

FILE NAME =	USER NAME = rjp	DESIGNED - RJP	REVISED -
Q:\10files\100019\W01 - IL 78 Indian Creek\Bridges\Plans\Soil Retention Details.dgn		CHECKED - ADL	REVISED -
	PLOT SCALE = 0.1667' / IN.	DRAWN - RJP	REVISED -
	PLOT DATE = 7/30/2014	CHECKED - ADL	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

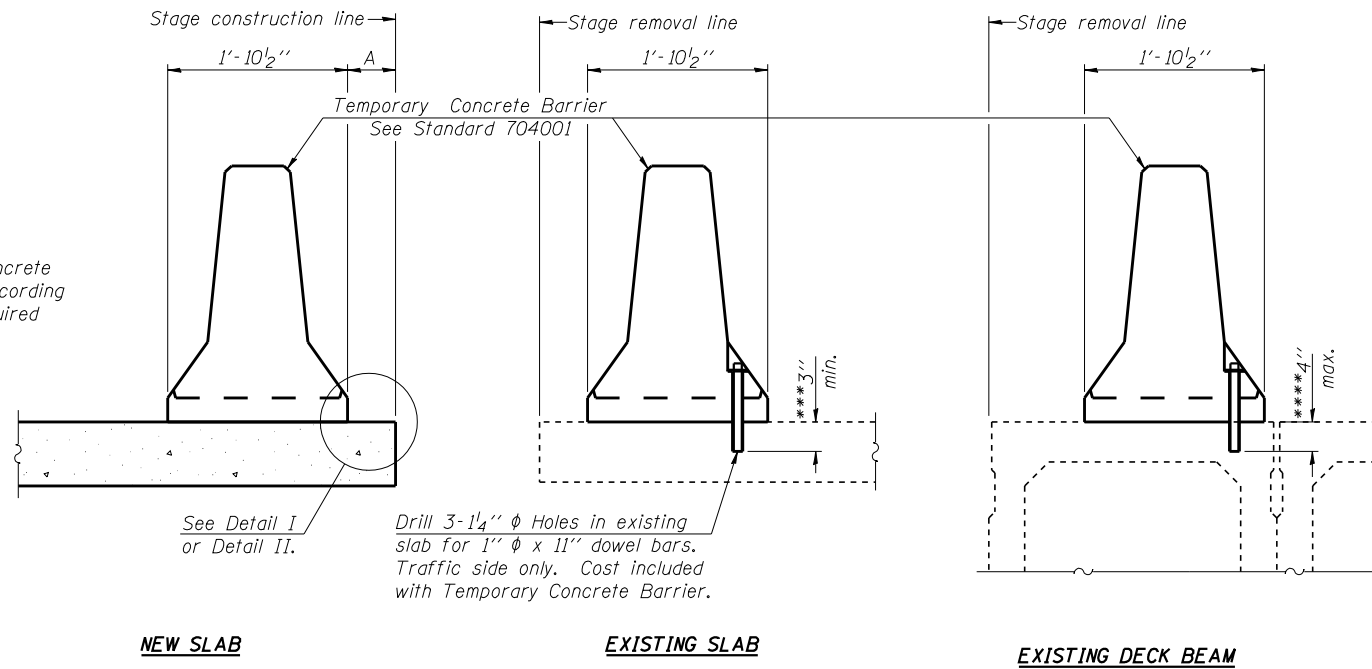
**SOIL RETENTION DETAILS
STRUCTURE NO. 069-0520**

SHEET NO. 5 OF 33 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	45
CONTRACT NO. 72A97				

ILLINOIS FED. AID PROJECT
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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".



SECTIONS THRU SLAB OR DECK BEAM

NOTES

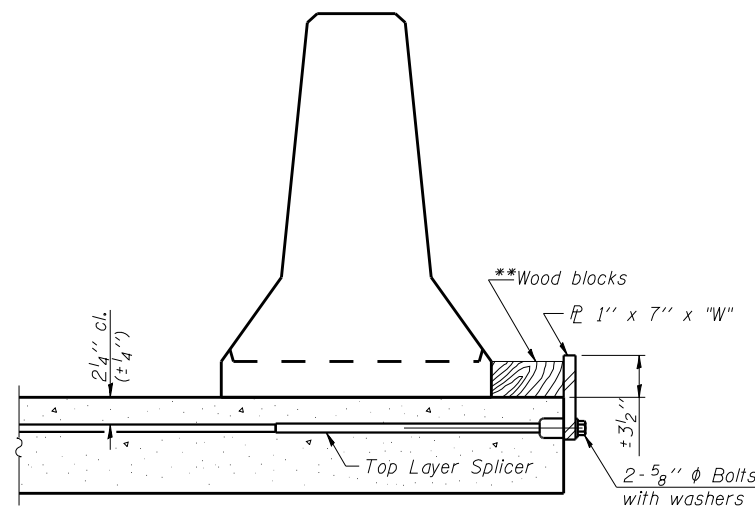
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" 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 C of each barrier panel.

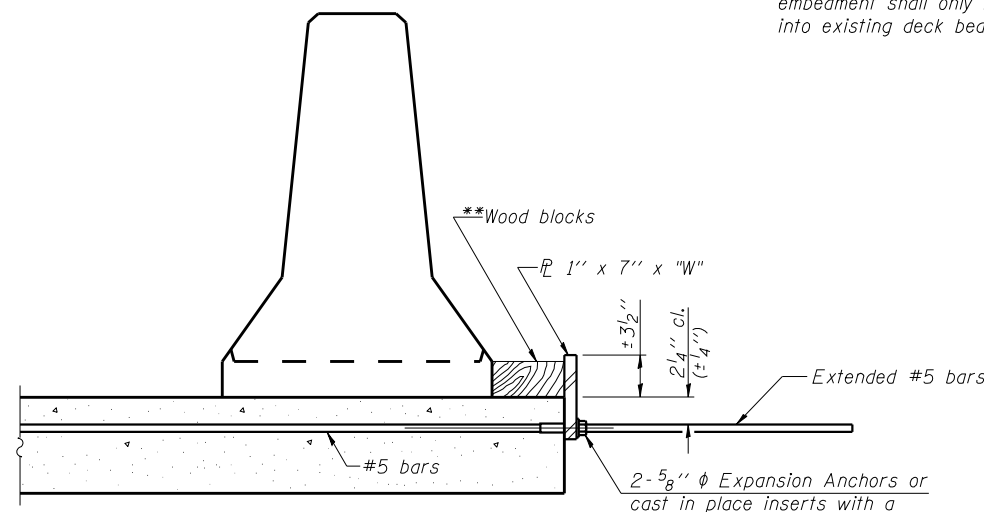
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

*** 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.

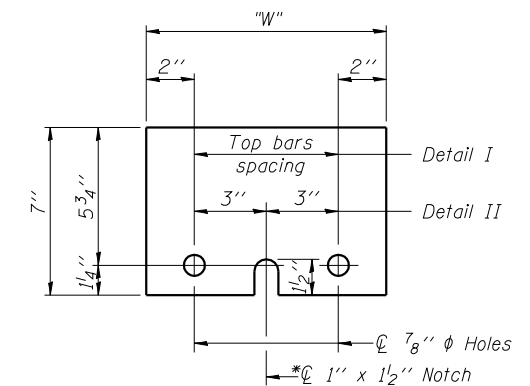
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER PL 1" x 7" x "W"

* 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.

"W" = Top bars spacing + 4"

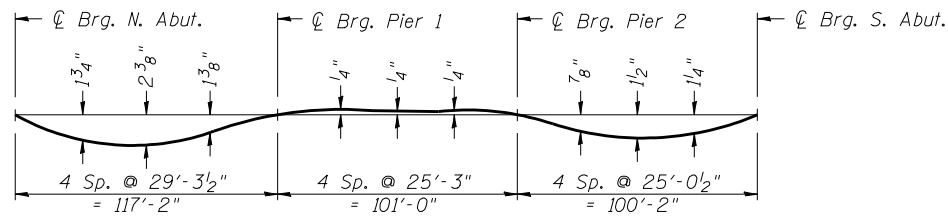
R-27

7-1-10

FILE NAME =	USER NAME = rjp	DESIGNED - RJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 069-0520	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Q:\10files\100019\W0 1 - IL 78 Indian Creek\Bridges\Temporary Concrete Barrier.dwg	CHECKED - ADL	REVISED -	614			147B-3	MORGAN	93	46	
PLOT SCALE = 0.1667' / IN.	DRAWN - RJP	REVISED -	CONTRACT NO. 72A97							
PLOT DATE = 7/30/2014	CHECKED - ADL	REVISED -	ILLINOIS FED. AID PROJECT							

SHEET NO. 6 OF 33 SHEETS

Klingner & Associates P.C.



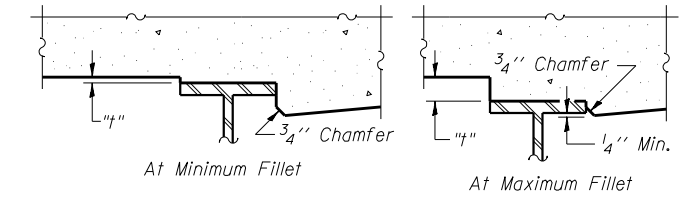
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Notes:

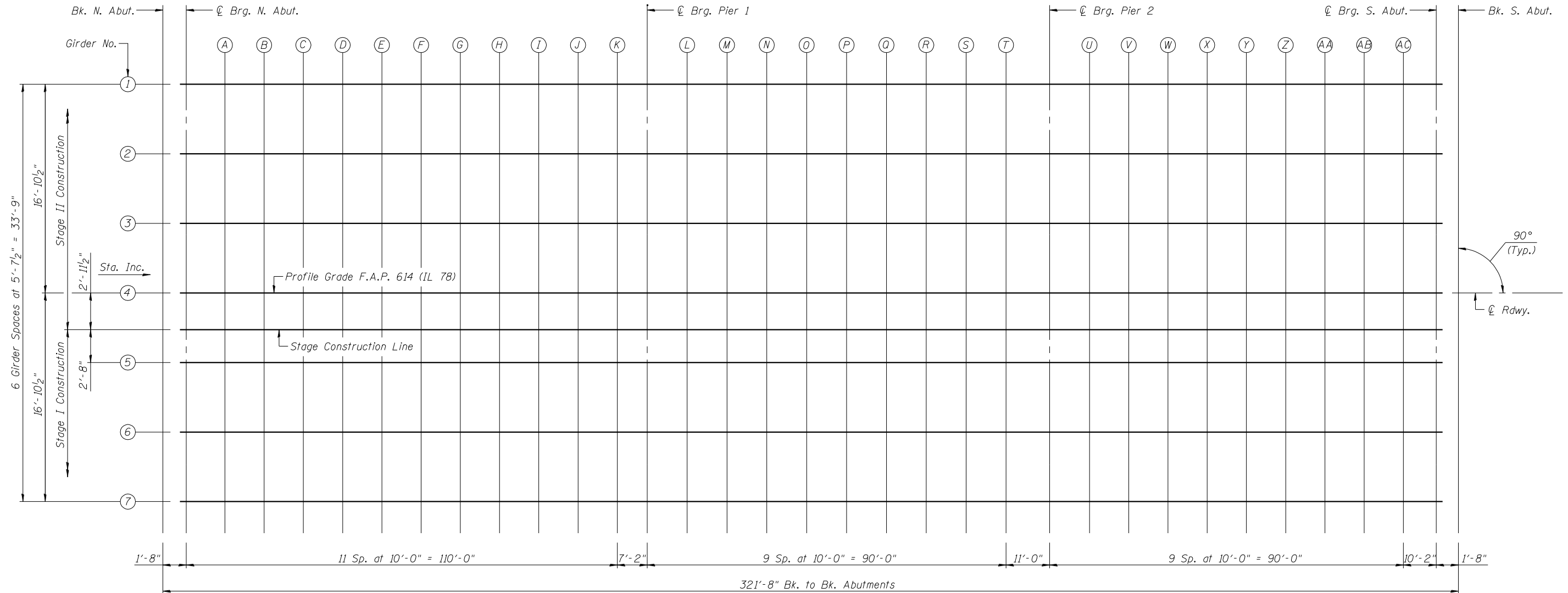
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on Sheets 8 thru 10 of 33.

See Sheets 8 thru 10 of 33 for Elevations.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on Sheets 8 thru 10 of 33, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

FILE NAME =	USER NAME = rjp	DESIGNED - RJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF SLAB ELEVATIONS STRUCTURE NO. 069-0520	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Q:\10files\100019\W01 - IL 78 Indian Creek\Bridges\Plans\Top of Slab Elevations.dgn	PLOT SCALE = 0.1667' / IN.	CHECKED - ADL	REVISED -			614	147B-3	MORGAN	93	47
PLOT DATE = 7/30/2014	CHECKED - ADL	DRAWN - RJP	REVISED -			CONTRACT NO. 72A97				
						SHEET NO. 7 OF 33 SHEETS				

☉ ROADWAY, PROFILE GRADE FAP 614 & GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	492+66.17	0.00	543.15	543.15
☉ Brg. N. Abut.	492+67.83	0.00	543.08	543.08
A	492+77.83	0.00	542.68	542.74
B	492+87.83	0.00	542.28	542.40
C	492+97.83	0.00	541.90	542.06
D	493+07.83	0.00	541.52	541.69
E	493+17.83	0.00	541.14	541.34
F	493+27.83	0.00	540.78	540.97
G	493+37.83	0.00	540.42	540.59
H	493+47.83	0.00	540.06	540.20
I	493+57.83	0.00	539.72	539.82
J	493+67.83	0.00	539.38	539.43
K	493+77.83	0.00	539.04	539.07
☉ Brg. Pier 1	493+85.00	0.00	538.81	538.81
L	493+95.00	0.00	538.48	538.47
M	494+05.00	0.00	538.17	538.14
N	494+15.00	0.00	537.86	537.84
O	494+25.00	0.00	537.56	537.54
P	494+35.00	0.00	537.26	537.25
Q	494+45.00	0.00	536.97	536.96
R	494+55.00	0.00	536.69	536.67
S	494+65.00	0.00	536.42	536.40
T	494+75.00	0.00	536.15	536.13
☉ Brg. Pier 2	494+86.00	0.00	535.86	535.86
U	494+96.00	0.00	535.60	535.63
V	495+06.00	0.00	535.36	535.41
W	495+16.00	0.00	535.11	535.21
X	495+26.00	0.00	534.88	535.00
Y	495+36.00	0.00	534.65	534.78
Z	495+46.00	0.00	534.43	534.55
AA	495+56.00	0.00	534.21	534.33
AB	495+66.00	0.00	534.01	534.09
AC	495+76.00	0.00	533.80	533.85
☉ Brg. S. Abut.	495+86.17	0.00	533.61	533.61
Bk. S. Abut.	495+87.83	0.00	533.57	533.57

☉ STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	492+66.17	2.96	543.10	543.10
☉ Brg. N. Abut.	492+67.83	2.96	543.03	543.03
A	492+77.83	2.96	542.63	542.69
B	492+87.83	2.96	542.24	542.36
C	492+97.83	2.96	541.85	542.02
D	493+07.83	2.96	541.47	541.65
E	493+17.83	2.96	541.10	541.29
F	493+27.83	2.96	540.73	540.92
G	493+37.83	2.96	540.37	540.55
H	493+47.83	2.96	540.02	540.16
I	493+57.83	2.96	539.67	539.77
J	493+67.83	2.96	539.33	539.39
K	493+77.83	2.96	539.00	539.02
☉ Brg. Pier 1	493+85.00	2.96	538.76	538.76
L	493+95.00	2.96	538.44	538.42
M	494+05.00	2.96	538.12	538.10
N	494+15.00	2.96	537.81	537.79
O	494+25.00	2.96	537.51	537.50
P	494+35.00	2.96	537.22	537.20
Q	494+45.00	2.96	536.93	536.91
R	494+55.00	2.96	536.65	536.63
S	494+65.00	2.96	536.37	536.35
T	494+75.00	2.96	536.10	536.08
☉ Brg. Pier 2	494+86.00	2.96	535.81	535.81
U	494+96.00	2.96	535.56	535.58
V	495+06.00	2.96	535.31	535.37
W	495+16.00	2.96	535.07	535.16
X	495+26.00	2.96	534.83	534.95
Y	495+36.00	2.96	534.60	534.73
Z	495+46.00	2.96	534.38	534.51
AA	495+56.00	2.96	534.17	534.28
AB	495+66.00	2.96	533.96	534.04
AC	495+76.00	2.96	533.76	533.81
☉ Brg. S. Abut.	495+86.17	2.96	533.56	533.56
Bk. S. Abut.	495+87.83	2.96	533.53	533.53

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	492+66.17	-16.88	542.86	542.86
☉ Brg. N. Abut.	492+67.83	-16.88	542.79	542.79
A	492+77.83	-16.88	542.39	542.45
B	492+87.83	-16.88	542.00	542.11
C	492+97.83	-16.88	541.61	541.78
D	493+07.83	-16.88	541.23	541.40
E	493+17.83	-16.88	540.85	541.05
F	493+27.83	-16.88	540.49	540.68
G	493+37.83	-16.88	540.13	540.30
H	493+47.83	-16.88	539.77	539.92
I	493+57.83	-16.88	539.43	539.53
J	493+67.83	-16.88	539.09	539.15
K	493+77.83	-16.88	538.75	538.78
☉ Brg. Pier 1	493+85.00	-16.88	538.52	538.52
L	493+95.00	-16.88	538.20	538.18
M	494+05.00	-16.88	537.88	537.86
N	494+15.00	-16.88	537.57	537.55
O	494+25.00	-16.88	537.27	537.25
P	494+35.00	-16.88	536.97	536.96
Q	494+45.00	-16.88	536.68	536.67
R	494+55.00	-16.88	536.40	536.39
S	494+65.00	-16.88	536.13	536.11
T	494+75.00	-16.88	535.86	535.84
☉ Brg. Pier 2	494+86.00	-16.88	535.57	535.57
U	494+96.00	-16.88	535.31	535.34
V	495+06.00	-16.88	535.07	535.12
W	495+16.00	-16.88	534.82	534.92
X	495+26.00	-16.88	534.59	534.71
Y	495+36.00	-16.88	534.36	534.49
Z	495+46.00	-16.88	534.14	534.26
AA	495+56.00	-16.88	533.92	534.04
AB	495+66.00	-16.88	533.72	533.80
AC	495+76.00	-16.88	533.51	533.56
☉ Brg. S. Abut.	495+86.17	-16.88	533.32	533.32
Bk. S. Abut.	495+87.83	-16.88	533.28	533.28

Note:
Offsets to the left are negative. Offsets to the right are positive.

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	492+66.17	-11.25	542.97	542.97
⊕ Brg. N. Abut.	492+67.83	-11.25	542.90	542.90
A	492+77.83	-11.25	542.50	542.56
B	492+87.83	-11.25	542.11	542.23
C	492+97.83	-11.25	541.72	541.89
D	493+07.83	-11.25	541.34	541.52
E	493+17.83	-11.25	540.97	541.16
F	493+27.83	-11.25	540.60	540.79
G	493+37.83	-11.25	540.24	540.42
H	493+47.83	-11.25	539.89	540.03
I	493+57.83	-11.25	539.54	539.64
J	493+67.83	-11.25	539.20	539.26
K	493+77.83	-11.25	538.87	538.89
⊕ Brg. Pier 1	493+85.00	-11.25	538.63	538.63
L	493+95.00	-11.25	538.31	538.29
M	494+05.00	-11.25	537.99	537.97
N	494+15.00	-11.25	537.68	537.66
O	494+25.00	-11.25	537.38	537.37
P	494+35.00	-11.25	537.09	537.07
Q	494+45.00	-11.25	536.80	536.78
R	494+55.00	-11.25	536.52	536.50
S	494+65.00	-11.25	536.24	536.22
T	494+75.00	-11.25	535.97	535.95
⊕ Brg. Pier 2	494+86.00	-11.25	535.68	535.68
U	494+96.00	-11.25	535.43	535.45
V	495+06.00	-11.25	535.18	535.24
W	495+16.00	-11.25	534.94	535.03
X	495+26.00	-11.25	534.70	534.82
Y	495+36.00	-11.25	534.47	534.60
Z	495+46.00	-11.25	534.25	534.38
AA	495+56.00	-11.25	534.04	534.15
AB	495+66.00	-11.25	533.83	533.91
AC	495+76.00	-11.25	533.63	533.68
⊕ Brg. S. Abut.	495+86.17	-11.25	533.43	533.43
Bk. S. Abut.	495+87.83	-11.25	533.40	533.40

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	492+66.17	-5.63	543.06	543.06
⊕ Brg. N. Abut.	492+67.83	-5.63	542.99	542.99
A	492+77.83	-5.63	542.59	542.65
B	492+87.83	-5.63	542.20	542.31
C	492+97.83	-5.63	541.81	541.98
D	493+07.83	-5.63	541.43	541.60
E	493+17.83	-5.63	541.06	541.25
F	493+27.83	-5.63	540.69	540.88
G	493+37.83	-5.63	540.33	540.50
H	493+47.83	-5.63	539.98	540.12
I	493+57.83	-5.63	539.63	539.73
J	493+67.83	-5.63	539.29	539.35
K	493+77.83	-5.63	538.95	538.98
⊕ Brg. Pier 1	493+85.00	-5.63	538.72	538.72
L	493+95.00	-5.63	538.40	538.38
M	494+05.00	-5.63	538.08	538.06
N	494+15.00	-5.63	537.77	537.75
O	494+25.00	-5.63	537.47	537.45
P	494+35.00	-5.63	537.17	537.16
Q	494+45.00	-5.63	536.89	536.87
R	494+55.00	-5.63	536.60	536.59
S	494+65.00	-5.63	536.33	536.31
T	494+75.00	-5.63	536.06	536.04
⊕ Brg. Pier 2	494+86.00	-5.63	535.77	535.77
U	494+96.00	-5.63	535.52	535.54
V	495+06.00	-5.63	535.27	535.33
W	495+16.00	-5.63	535.03	535.12
X	495+26.00	-5.63	534.79	534.91
Y	495+36.00	-5.63	534.56	534.69
Z	495+46.00	-5.63	534.34	534.47
AA	495+56.00	-5.63	534.13	534.24
AB	495+66.00	-5.63	533.92	534.00
AC	495+76.00	-5.63	533.72	533.77
⊕ Brg. S. Abut.	495+86.17	-5.63	533.52	533.52
Bk. S. Abut.	495+87.83	-5.63	533.49	533.49

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	492+66.17	5.63	543.06	543.06
⊕ Brg. N. Abut.	492+67.83	5.63	542.99	542.99
A	492+77.83	5.63	542.59	542.65
B	492+87.83	5.63	542.20	542.31
C	492+97.83	5.63	541.81	541.98
D	493+07.83	5.63	541.43	541.60
E	493+17.83	5.63	541.06	541.25
F	493+27.83	5.63	540.69	540.88
G	493+37.83	5.63	540.33	540.50
H	493+47.83	5.63	539.98	540.12
I	493+57.83	5.63	539.63	539.73
J	493+67.83	5.63	539.29	539.35
K	493+77.83	5.63	538.95	538.98
⊕ Brg. Pier 1	493+85.00	5.63	538.72	538.72
L	493+95.00	5.63	538.40	538.38
M	494+05.00	5.63	538.08	538.06
N	494+15.00	5.63	537.77	537.75
O	494+25.00	5.63	537.47	537.45
P	494+35.00	5.63	537.17	537.16
Q	494+45.00	5.63	536.89	536.87
R	494+55.00	5.63	536.60	536.59
S	494+65.00	5.63	536.33	536.31
T	494+75.00	5.63	536.06	536.04
⊕ Brg. Pier 2	494+86.00	5.63	535.77	535.77
U	494+96.00	5.63	535.52	535.54
V	495+06.00	5.63	535.27	535.33
W	495+16.00	5.63	535.03	535.12
X	495+26.00	5.63	534.79	534.91
Y	495+36.00	5.63	534.56	534.69
Z	495+46.00	5.63	534.34	534.47
AA	495+56.00	5.63	534.13	534.24
AB	495+66.00	5.63	533.92	534.00
AC	495+76.00	5.63	533.72	533.77
⊕ Brg. S. Abut.	495+86.17	5.63	533.52	533.52
Bk. S. Abut.	495+87.83	5.63	533.49	533.49

Note:
Offsets to the left are negative. Offsets to the right are positive.

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	492+66.17	11.25	542.97	542.97
⊕ Brg. N. Abut.	492+67.83	11.25	542.90	542.90
A	492+77.83	11.25	542.50	542.56
B	492+87.83	11.25	542.11	542.23
C	492+97.83	11.25	541.72	541.89
D	493+07.83	11.25	541.34	541.52
E	493+17.83	11.25	540.97	541.16
F	493+27.83	11.25	540.60	540.79
G	493+37.83	11.25	540.24	540.42
H	493+47.83	11.25	539.89	540.03
I	493+57.83	11.25	539.54	539.64
J	493+67.83	11.25	539.20	539.26
K	493+77.83	11.25	538.87	538.89
⊕ Brg. Pier 1	493+85.00	11.25	538.63	538.63
L	493+95.00	11.25	538.31	538.29
M	494+05.00	11.25	537.99	537.97
N	494+15.00	11.25	537.68	537.66
O	494+25.00	11.25	537.38	537.37
P	494+35.00	11.25	537.09	537.07
Q	494+45.00	11.25	536.80	536.78
R	494+55.00	11.25	536.52	536.50
S	494+65.00	11.25	536.24	536.22
T	494+75.00	11.25	535.97	535.95
⊕ Brg. Pier 2	494+86.00	11.25	535.68	535.68
U	494+96.00	11.25	535.43	535.45
V	495+06.00	11.25	535.18	535.24
W	495+16.00	11.25	534.94	535.03
X	495+26.00	11.25	534.70	534.82
Y	495+36.00	11.25	534.47	534.60
Z	495+46.00	11.25	534.25	534.38
AA	495+56.00	11.25	534.04	534.15
AB	495+66.00	11.25	533.83	533.91
AC	495+76.00	11.25	533.63	533.68
⊕ Brg. S. Abut.	495+86.17	11.25	533.43	533.43
Bk. S. Abut.	495+87.83	11.25	533.40	533.40

GIRDER 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	492+66.17	16.88	542.86	542.86
⊕ Brg. N. Abut.	492+67.83	16.88	542.79	542.79
A	492+77.83	16.88	542.39	542.45
B	492+87.83	16.88	542.00	542.11
C	492+97.83	16.88	541.61	541.78
D	493+07.83	16.88	541.23	541.40
E	493+17.83	16.88	540.85	541.05
F	493+27.83	16.88	540.49	540.68
G	493+37.83	16.88	540.13	540.30
H	493+47.83	16.88	539.77	539.92
I	493+57.83	16.88	539.43	539.53
J	493+67.83	16.88	539.09	539.15
K	493+77.83	16.88	538.75	538.78
⊕ Brg. Pier 1	493+85.00	16.88	538.52	538.52
L	493+95.00	16.88	538.20	538.18
M	494+05.00	16.88	537.88	537.86
N	494+15.00	16.88	537.57	537.55
O	494+25.00	16.88	537.27	537.25
P	494+35.00	16.88	536.97	536.96
Q	494+45.00	16.88	536.68	536.67
R	494+55.00	16.88	536.40	536.39
S	494+65.00	16.88	536.13	536.11
T	494+75.00	16.88	535.86	535.84
⊕ Brg. Pier 2	494+86.00	16.88	535.57	535.57
U	494+96.00	16.88	535.31	535.34
V	495+06.00	16.88	535.07	535.12
W	495+16.00	16.88	534.82	534.92
X	495+26.00	16.88	534.59	534.71
Y	495+36.00	16.88	534.36	534.49
Z	495+46.00	16.88	534.14	534.26
AA	495+56.00	16.88	533.92	534.04
AB	495+66.00	16.88	533.72	533.80
AC	495+76.00	16.88	533.51	533.56
⊕ Brg. S. Abut.	495+86.17	16.88	533.32	533.32
Bk. S. Abut.	495+87.83	16.88	533.28	533.28

Note:
Offsets to the left are negative. Offsets to the right are positive.

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	492+37.17	-18.00	544.03
A1	492+47.17	-18.00	543.61
A2	492+57.17	-18.00	543.20
S. End North Appr. Slab	492+67.17	-18.00	542.79

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	492+37.17	-12.00	544.16
A1	492+47.17	-12.00	543.74
A2	492+57.17	-12.00	543.33
S. End North Appr. Slab	492+67.17	-12.00	542.92

☉ ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	492+37.17	0.00	544.35
A1	492+47.17	0.00	543.93
A2	492+57.17	0.00	543.51
S. End North Appr. Slab	492+67.17	0.00	543.11

☉ STAGE CONST. JT.

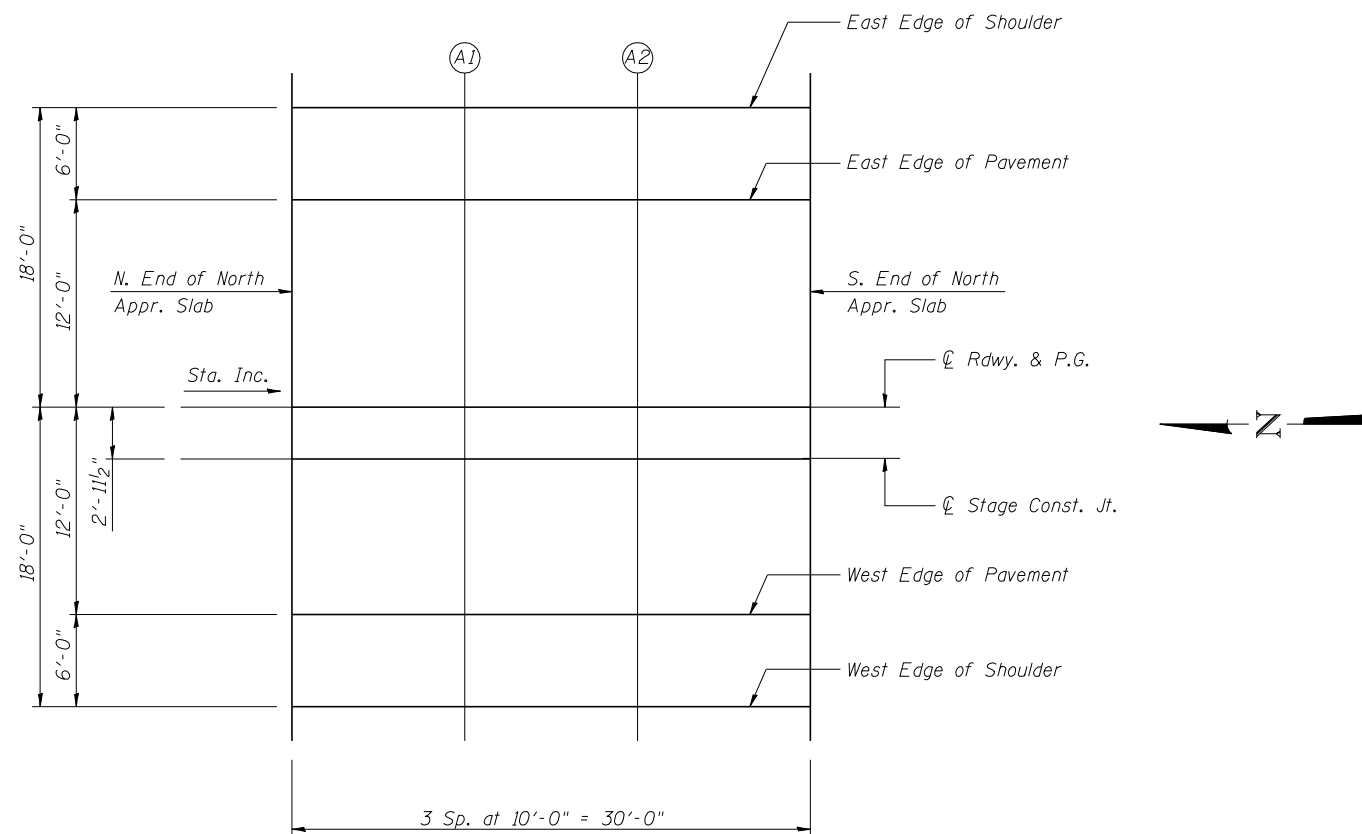
Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	492+37.17	2.96	544.30
A1	492+47.17	2.96	543.88
A2	492+57.17	2.96	543.47
S. End North Appr. Slab	492+67.17	2.96	543.06

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	492+37.17	12.00	544.16
A1	492+47.17	12.00	543.74
A2	492+57.17	12.00	543.33
S. End North Appr. Slab	492+67.17	12.00	542.92

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Slab	492+37.17	18.00	544.03
A1	492+47.17	18.00	543.61
A2	492+57.17	18.00	543.20
S. End North Appr. Slab	492+67.17	18.00	542.79



PLAN

Note:
Offsets to the left are negative.
Offsets to the right are positive.

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	495+86.83	-18.00	533.28
A3	495+96.83	-18.00	533.09
A4	496+06.83	-18.00	532.91
S. End South Appr. Slab	496+16.83	-18.00	532.74

EAST EDGE OF PAVEMENT

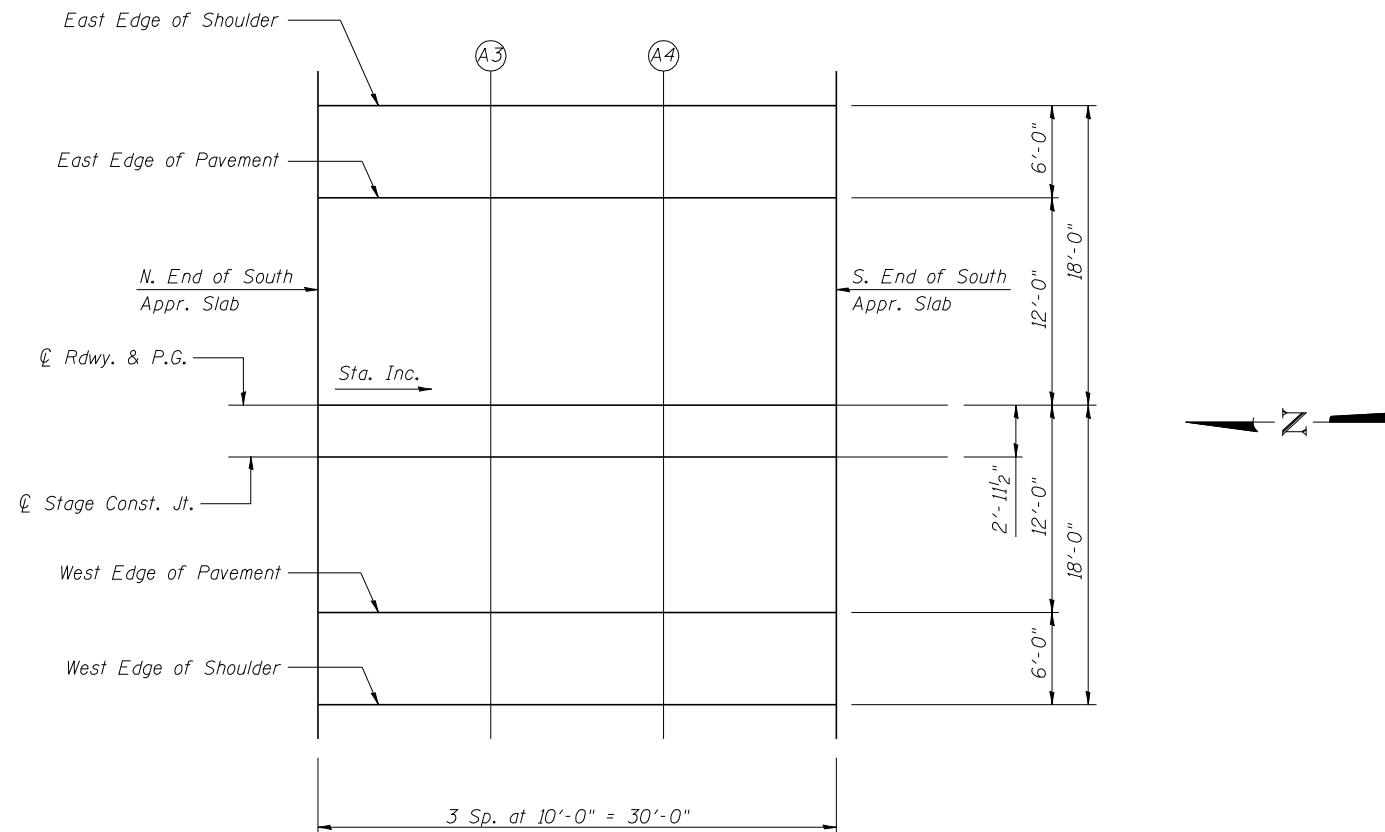
Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	495+86.83	-12.00	533.41
A3	495+96.83	-12.00	533.22
A4	496+06.83	-12.00	533.04
S. End South Appr. Slab	496+16.83	-12.00	532.86

CL ROADWAY & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	495+86.83	0.00	533.59
A3	495+96.83	0.00	533.40
A4	496+06.83	0.00	533.22
S. End South Appr. Slab	496+16.83	0.00	533.05

CL STAGE CONST. JT.

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	495+86.83	2.96	533.55
A3	495+96.83	2.96	533.36
A4	496+06.83	2.96	533.18
S. End South Appr. Slab	496+16.83	2.96	533.00



PLAN

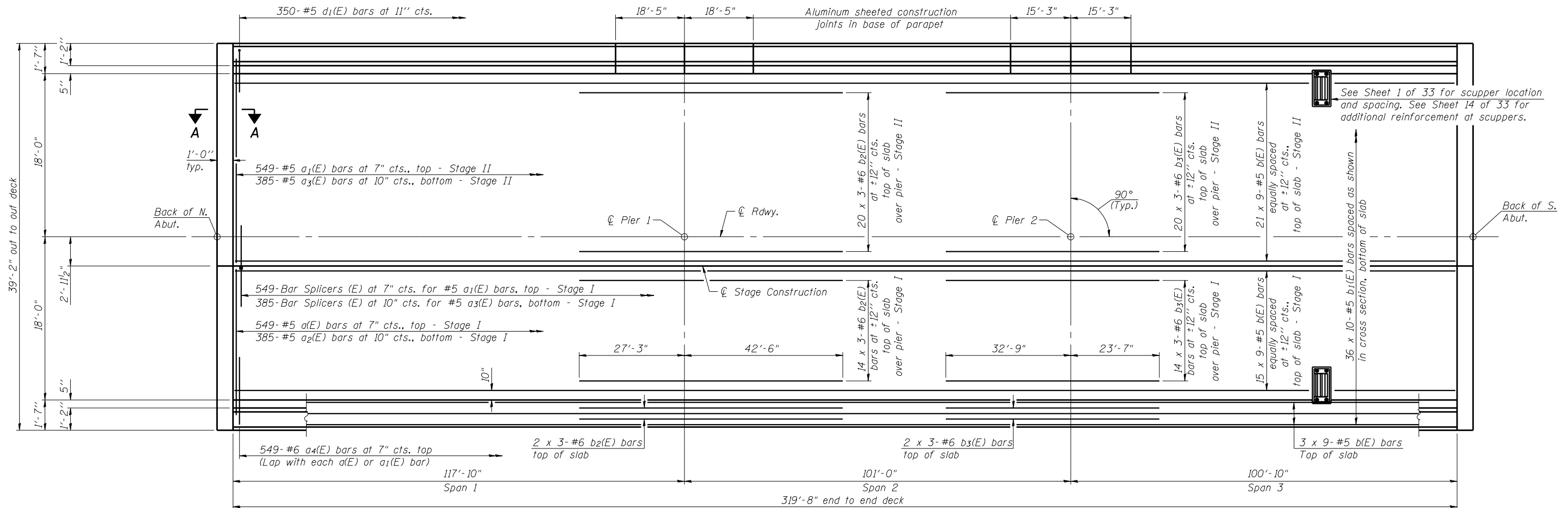
Note:
Offsets to the left are negative.
Offsets to the right are positive.

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	495+86.83	12.00	533.41
A3	495+96.83	12.00	533.22
A4	496+06.83	12.00	533.04
S. End South Appr. Slab	496+16.83	12.00	532.86

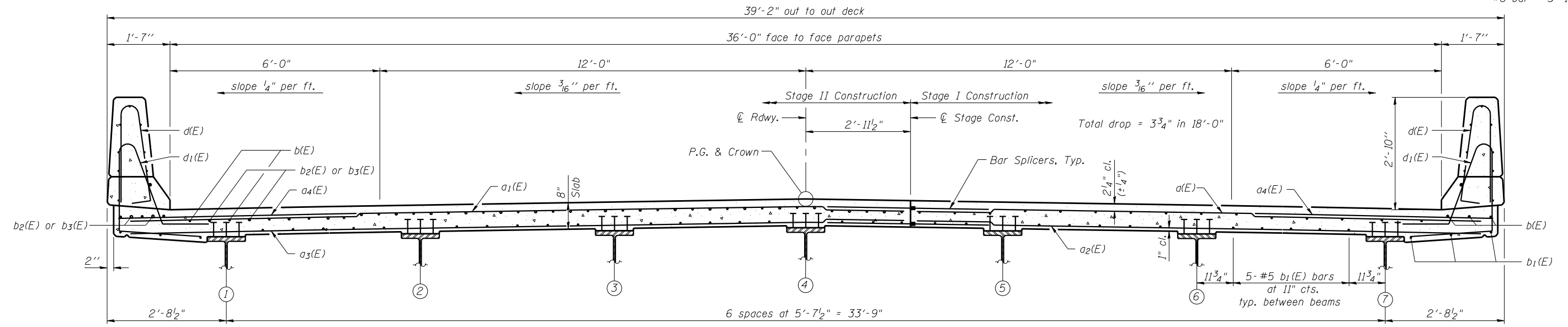
WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Slab	495+86.83	18.00	533.28
A3	495+96.83	18.00	533.09
A4	496+06.83	18.00	532.91
S. End South Appr. Slab	496+16.83	18.00	532.74



PLAN

MINIMUM BAR LAP
 #5 bar = 2'-7"
 #6 bar = 3'-1"



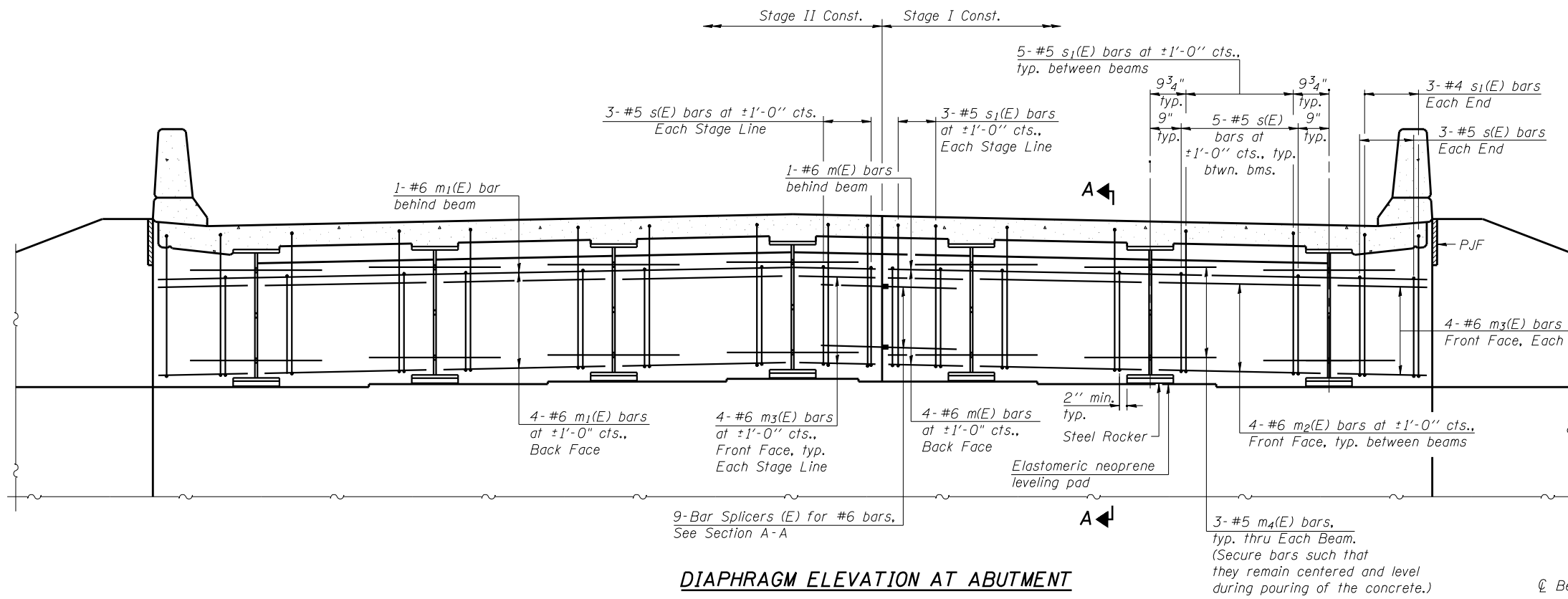
NEAR PIER

NEAR MIDSPAN

CROSS SECTION
 (Looking South)

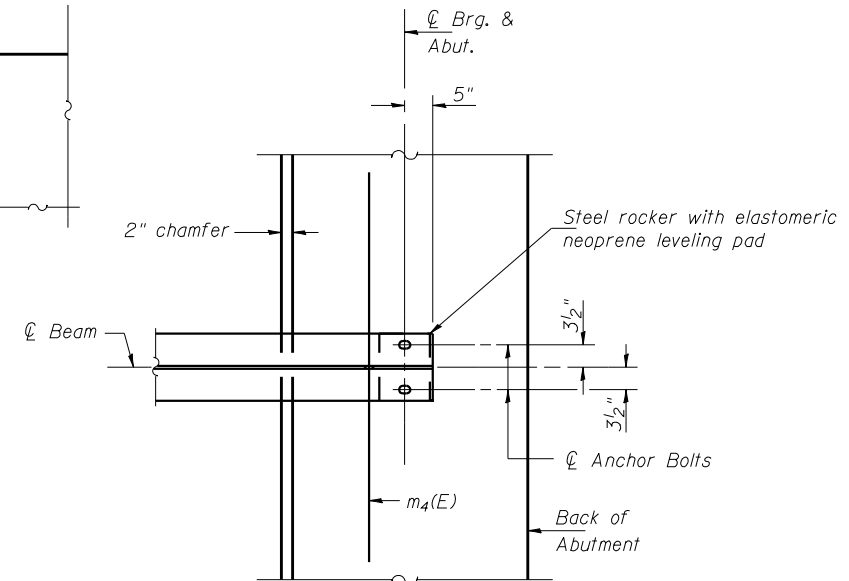
Notes:
 See Sheet 14 of 33 for superstructure details and Bill of Material.
 Bars indicated thus 21 x 9- #5 etc. indicates 21 lines of bars with 9 lengths per line.
 See Sheet 14 of 33 for parapet reinforcement.
 See Sheet 15 of 33 for Section A-A.

FILE NAME =	USER NAME = rjp	DESIGNED - RJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 069-0520	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Q:\10files\100019\W01 - IL 78 Indian Creek\Bridges\Plans\Superstructure Details.dgn		CHECKED - ADL	REVISED -			614	147B-3	MORGAN	93	53
PLOT SCALE = 0.1667' / IN.		DRAWN - RJP	REVISED -			CONTRACT NO. 72A97				
PLOT DATE = 7/30/2014		CHECKED - ADL	REVISED -			ILLINOIS FED. AID PROJECT Klingner & Associates P.C.				



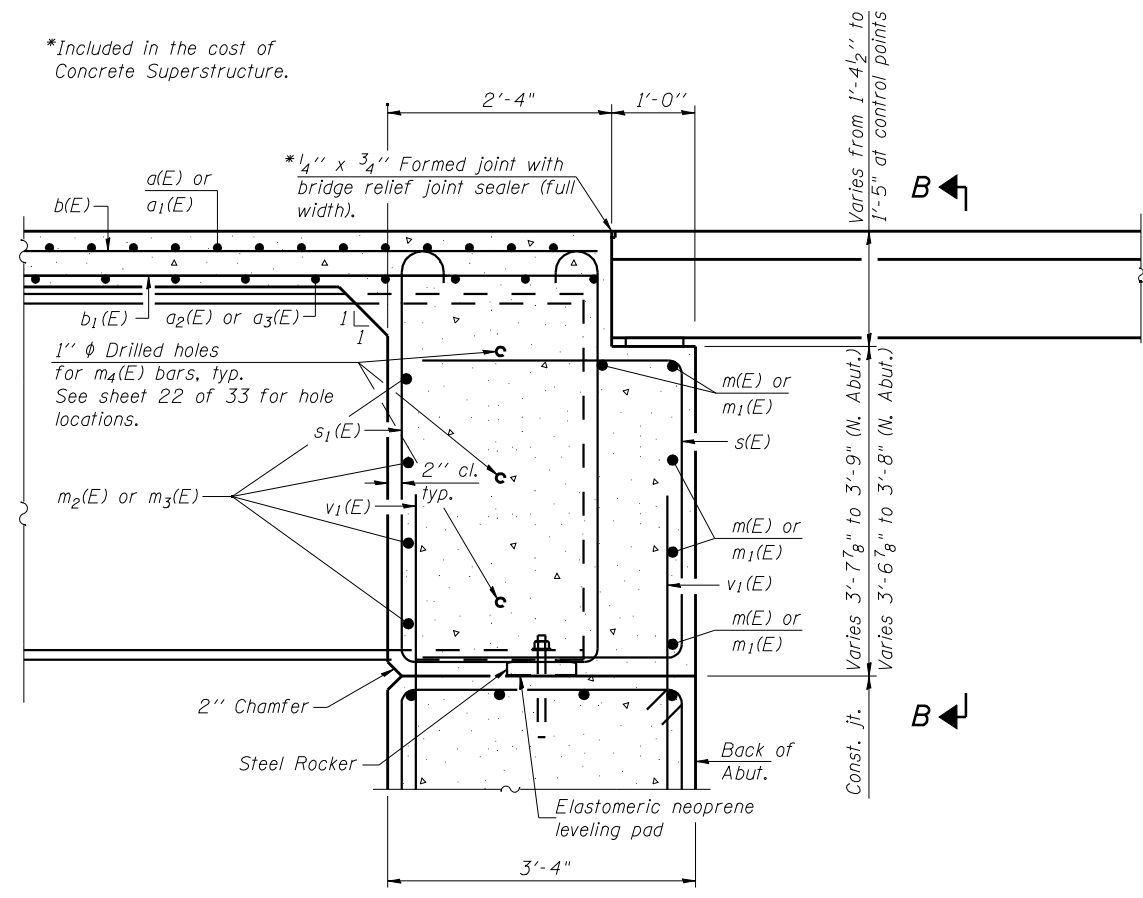
DIAPHRAGM ELEVATION AT ABUTMENT

Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 14 of 33.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 14 of 33.
 For details of bars s(E) and s1(E) see sheet 14 of 33.
 The approach slab seat shall have a constant slope determined from the control points shown.
 For bearing details see sheet 22 of 33.

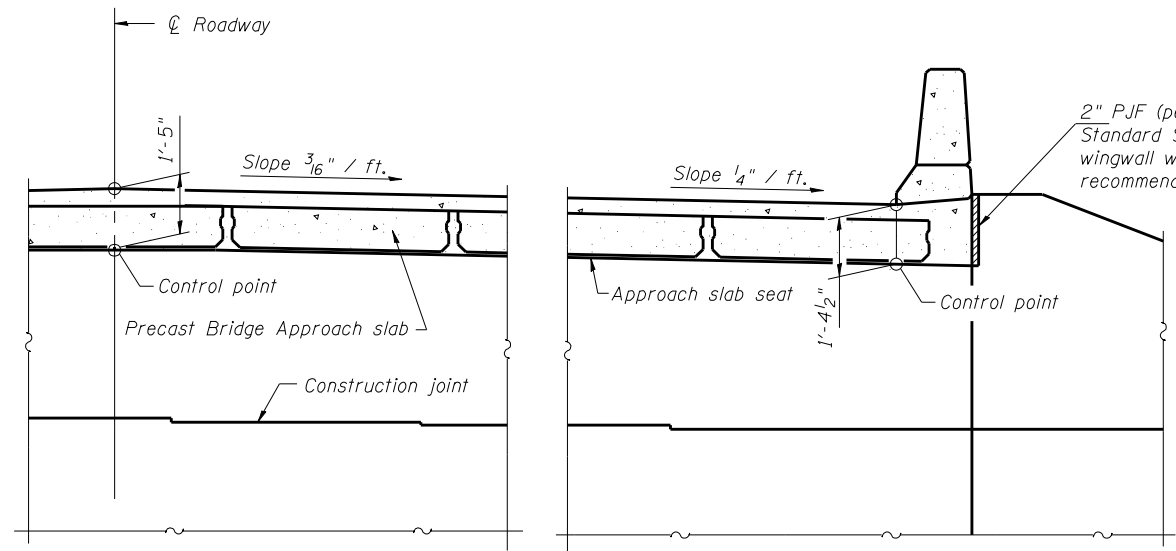


PARTIAL PLAN AT ABUTMENT
 (Showing bottom flange of beam)

*Included in the cost of Concrete Superstructure.

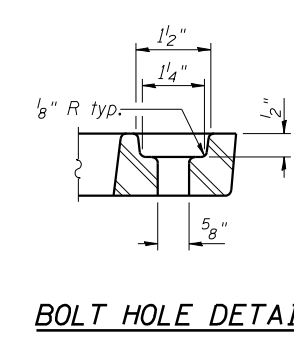
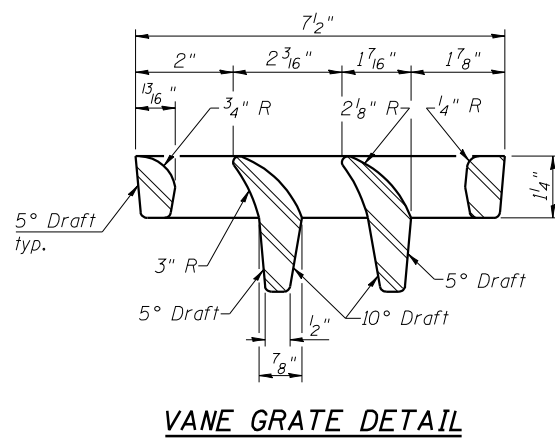
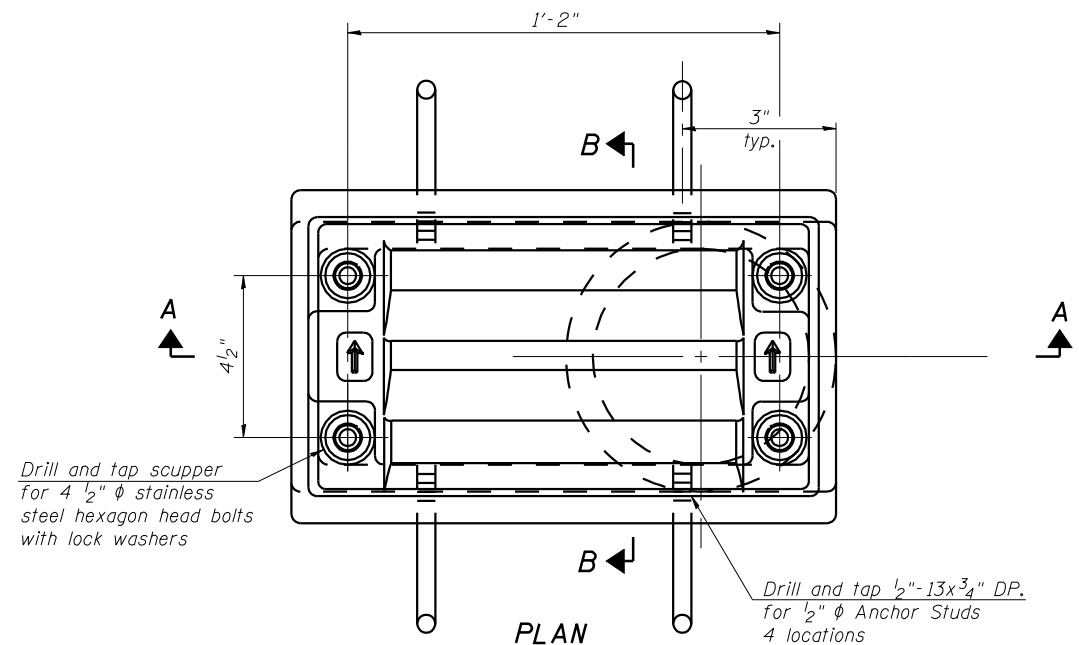


SECTION A-A



SECTION B-B

FILE NAME =	USER NAME = rjp	DESIGNED - RJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIAPHRAGM DETAILS STRUCTURE NO. 069-0520	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Q:\10files\100019\W0 1 - IL 78 Indian Creek\Bridges\Superstructure Details.dgn		CHECKED - ADL	REVISED -			614	147B-3	MORGAN	93	55
PLOT SCALE = 0.1667' / IN.		DRAWN - RJP	REVISED -			CONTRACT NO. 72A97				
PLOT DATE = 7/30/2014		CHECKED - ADL	REVISED -			ILLINOIS FED. AID PROJECT Klingner & Associates P.C.				



Notes:

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

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

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

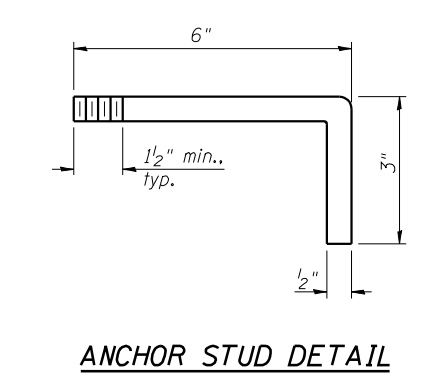
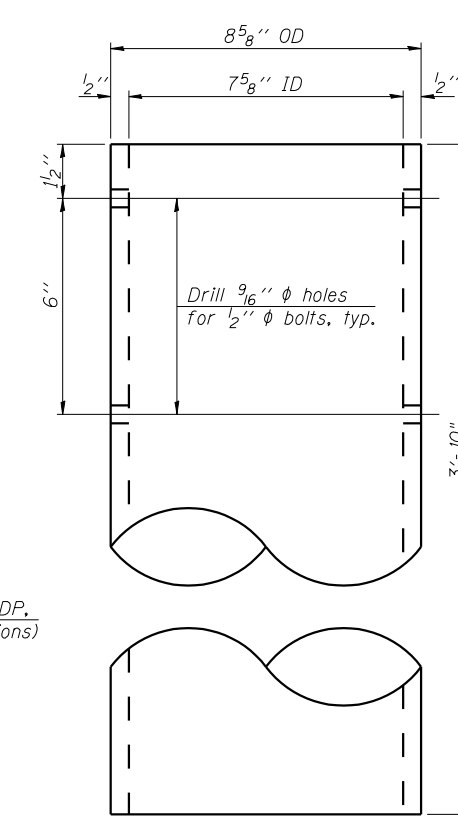
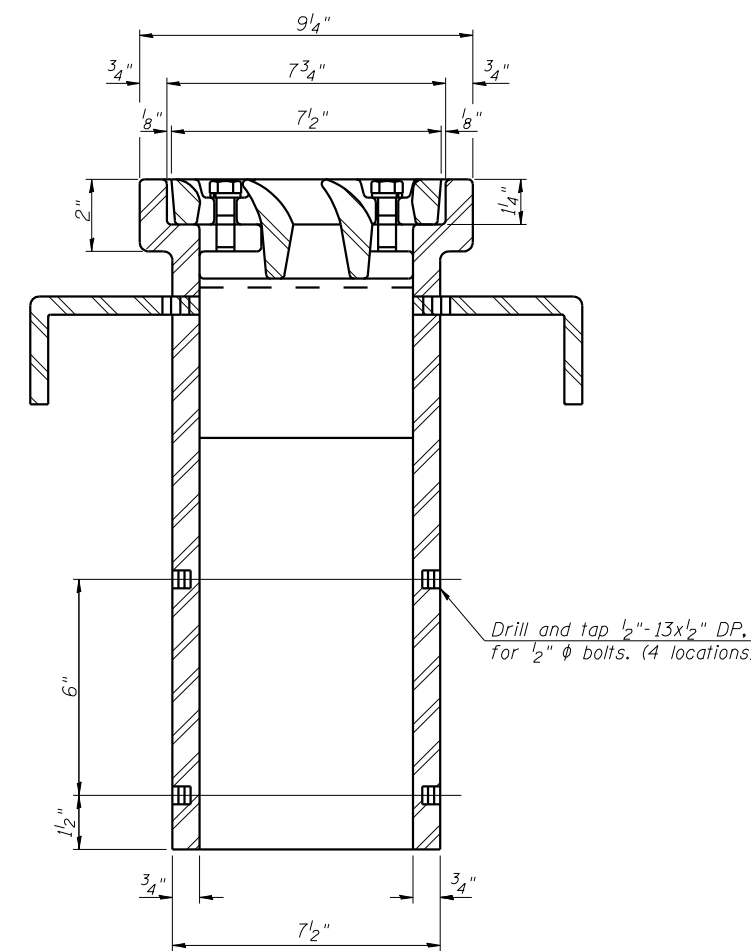
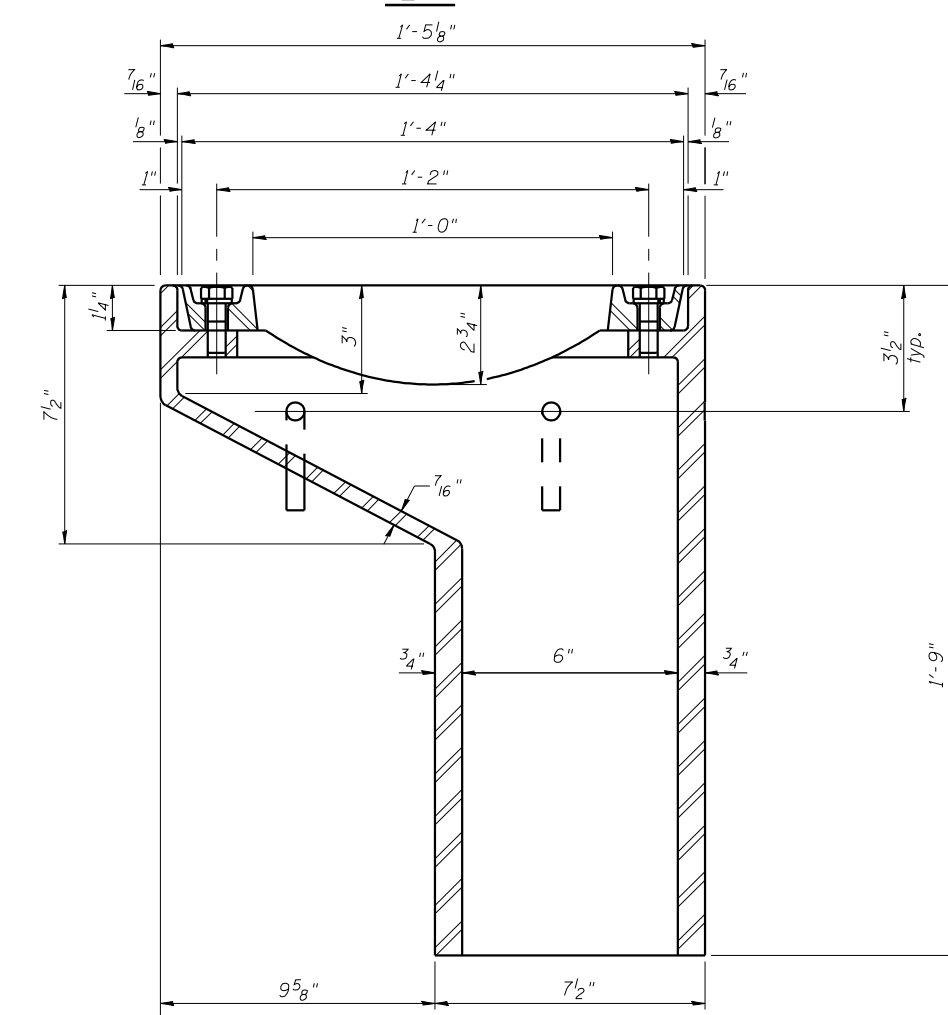
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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

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

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

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



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	2

DS-11 7-1-10

FILE NAME =	USER NAME = rjp	DESIGNED - RJP	REVISED -
Q:\10files\100019\W0 1 - IL 78 Indian Creek\Bridges\Plans\Drainage Scuppers.dgn		CHECKED - ADL	REVISED -
	PLOT SCALE = 0.1667' / IN.	DRAWN - RJP	REVISED -
	PLOT DATE = 7/30/2014	CHECKED - ADL	REVISED -

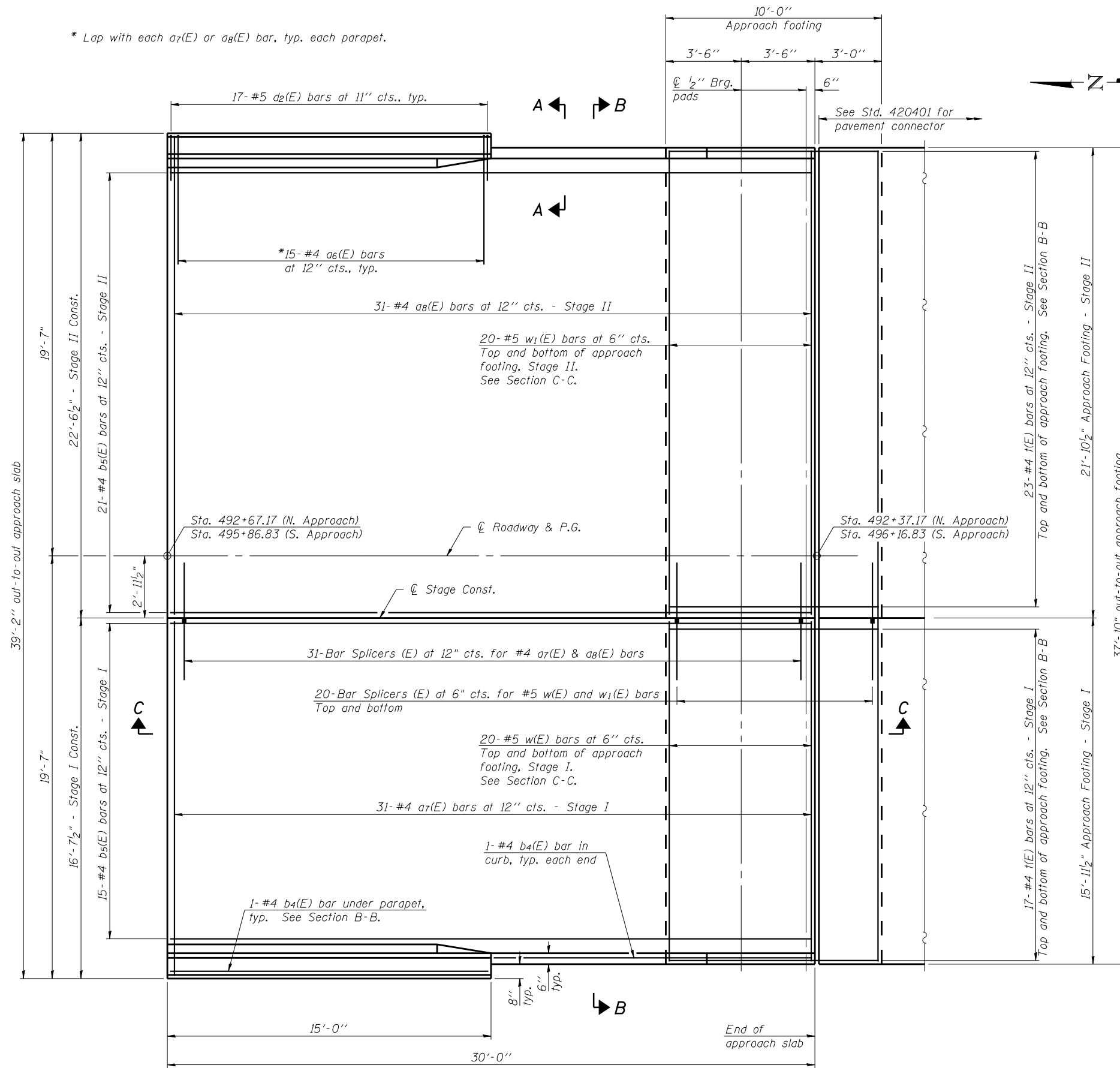
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 069-0520

SHEET NO. 16 OF 33 SHEETS

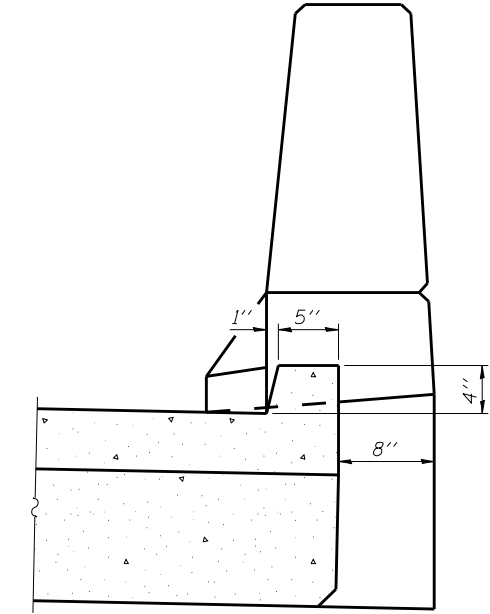
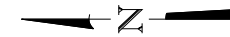
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	56
CONTRACT NO. 72A97				
ILLINOIS FED. AID PROJECT				
Klingner & Associates P.C.				

* Lap with each a7(E) or a8(E) bar, typ. each parapet.

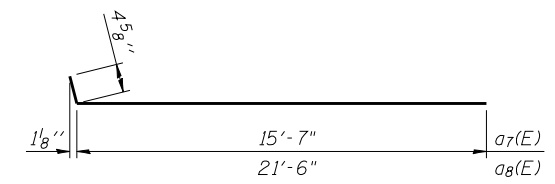


PLAN

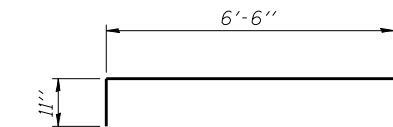
(Showing wearing surface)
(South Approach shown - North Approach opposite hand)



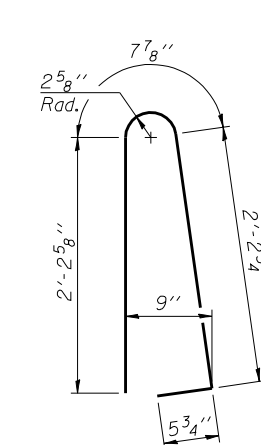
SECTION A-A



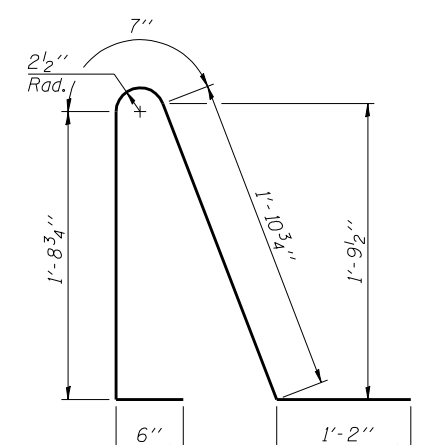
BARS a7(E) & a8(E)



BAR a6(E)



BAR d(E)



BAR d2(E)

(Sheet 1 of 4)

FILE NAME =	USER NAME = rjp	DESIGNED - RJP	REVISED -
Q:\10files\100019\W0 1 - IL 78 Indian Creek\Bridges\Plans\Approach Slab Details.dgn		CHECKED - ADL	REVISED -
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	PLOT DATE = 7/30/2014	CHECKED - ADL	REVISED -

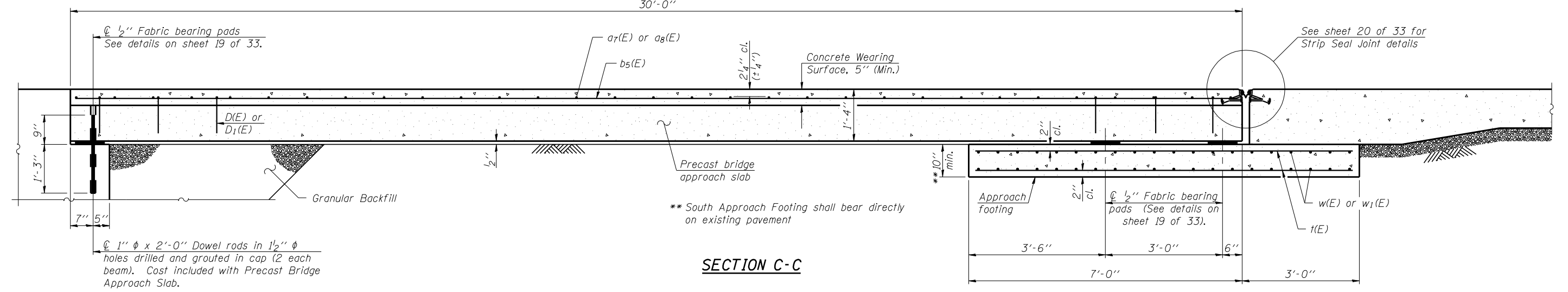
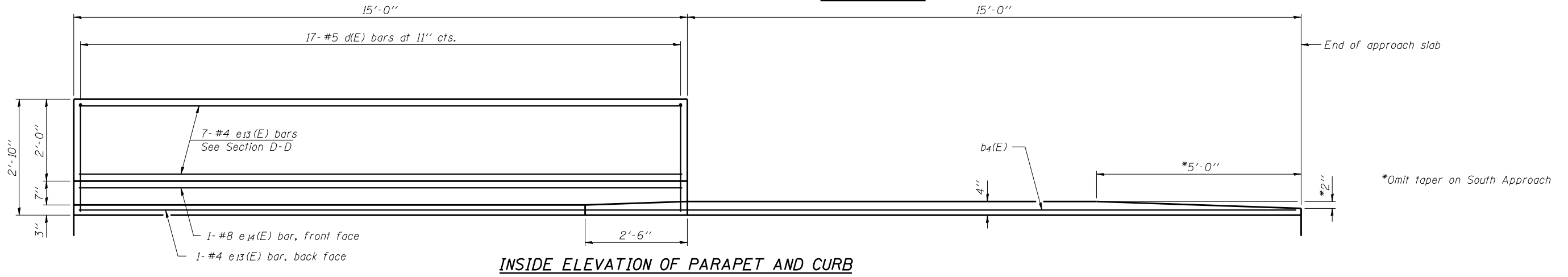
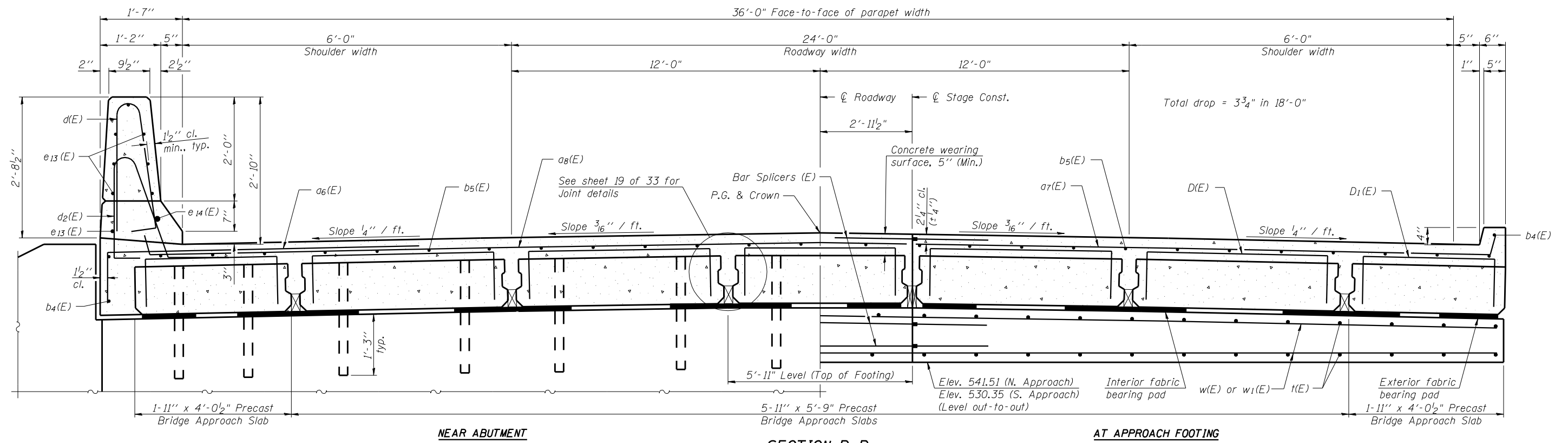
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**PRECAST BRIDGE APPROACH SLAB
STRUCTURE NO. 069-0520**

SHEET NO. 17 OF 33 SHEETS

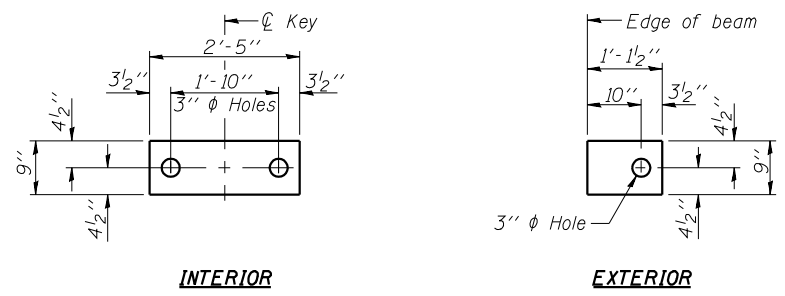
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	57
CONTRACT NO. 72A97				

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



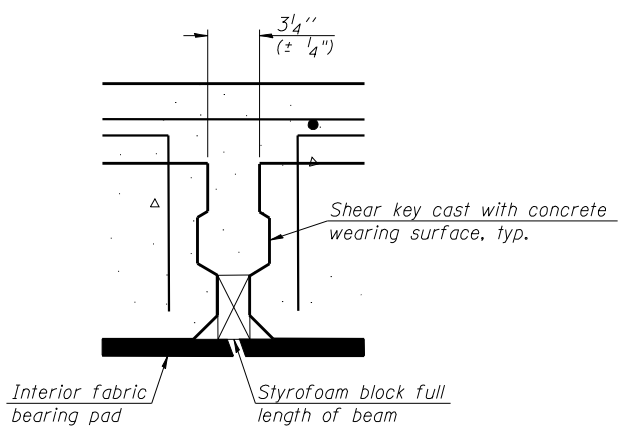
(Sheet 2 of 4)

FILE NAME = G:\10\files\100019\W0 1 - IL 78 Indian Creek\Bridge Plans\Approach Slab Details.dgn	USER NAME = rjp	DESIGNED - RJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PRECAST BRIDGE APPROACH SLAB STRUCTURE NO. 069-0520	F.A.P. RTE. = 614	SECTION = 147B-3	COUNTY = MORGAN	TOTAL SHEETS = 93	SHEET NO. = 58
PLOT SCALE = 0.1667' / IN.	DRAWN - RJP	REVISED -	CONTRACT NO. 72A97							
PLOT DATE = 7/30/2014	CHECKED - ADL	REVISED -	ILLINOIS FED. AID PROJECT							
			Klingner & Associates P.C.							

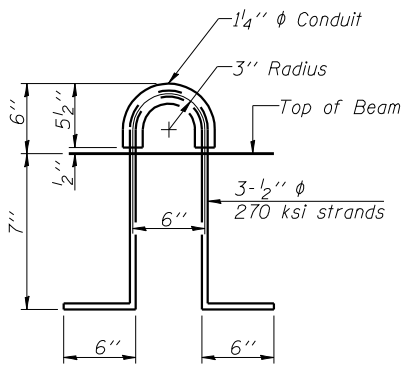


FABRIC BEARING PAD

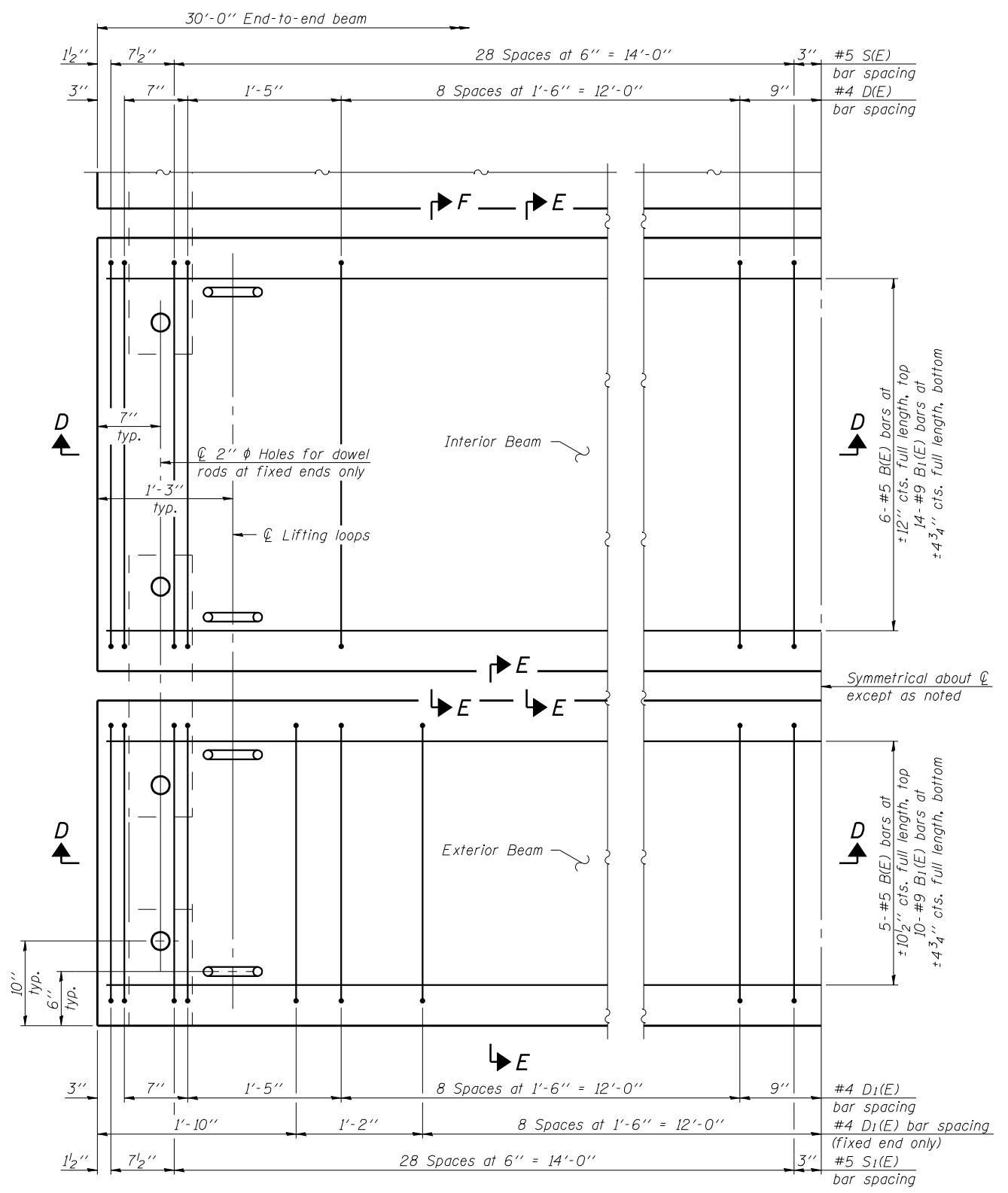
Notes:
 All bearing pads shall be 1/2" thick.
 Omit holes for fabric bearing pads at approach slab footing end of beams.
 Expansion bearing pad shall be bonded to the approach slab footing.
 Exterior bearing pads shall be used at the stage construction joint.



SECTION THRU SHEAR KEY JOINT



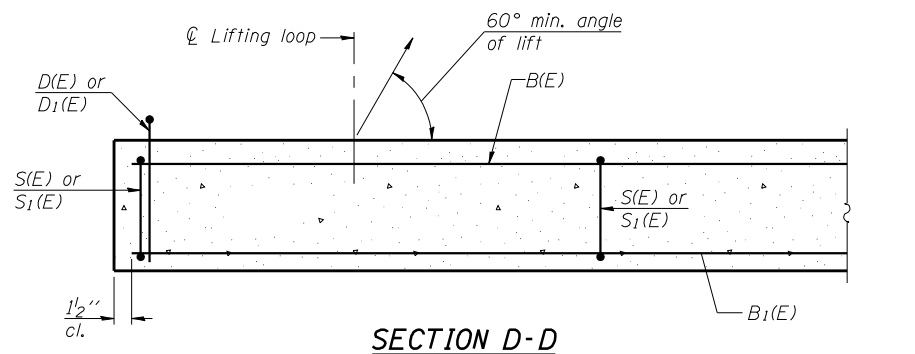
LIFTING LOOP DETAIL



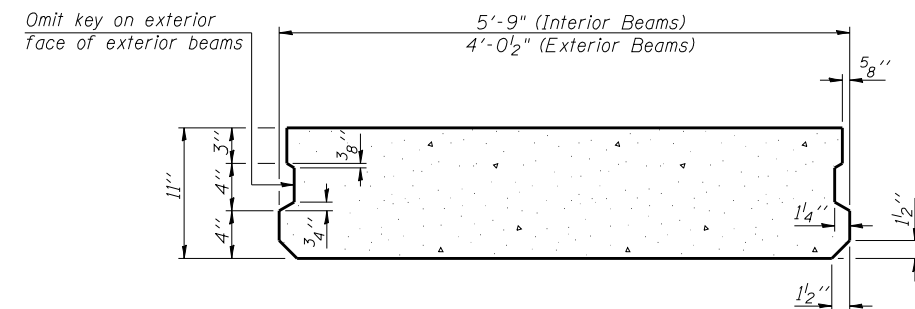
PLAN

(Sheet 3 of 4)

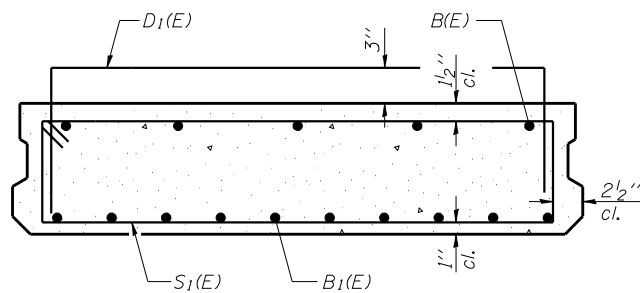
FILE NAME =	USER NAME = rjp	DESIGNED - RJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PRECAST BRIDGE APPROACH SLAB STRUCTURE NO. 069-0520	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
Q:\10files\100019\W0 1 - IL 78 Indian Creek\Bridges\Plans\Approach Slab Details.dgn		CHECKED - ADL	REVISED -			614	147B-3	MORGAN	93	59	
		DRAWN - RJP	REVISED -			CONTRACT NO. 72A97					
		CHECKED - ADL	REVISED -			ILLINOIS FED. AID PROJECT Klingner & Associates P.C.					



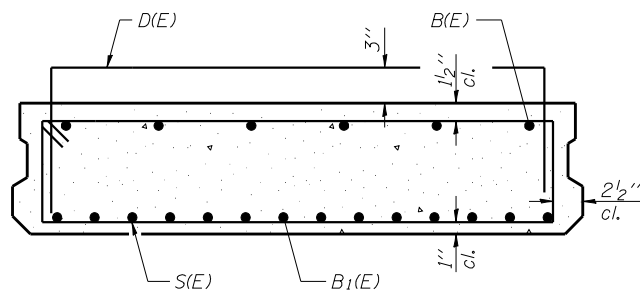
SECTION D-D



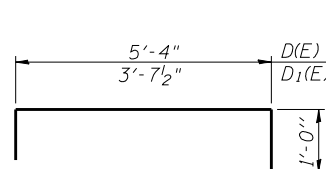
SECTION E-E
(Showing dimensions)



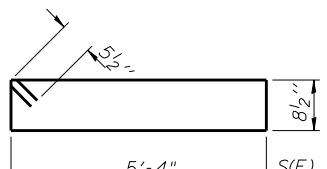
SECTION E-E
(Showing reinforcement)



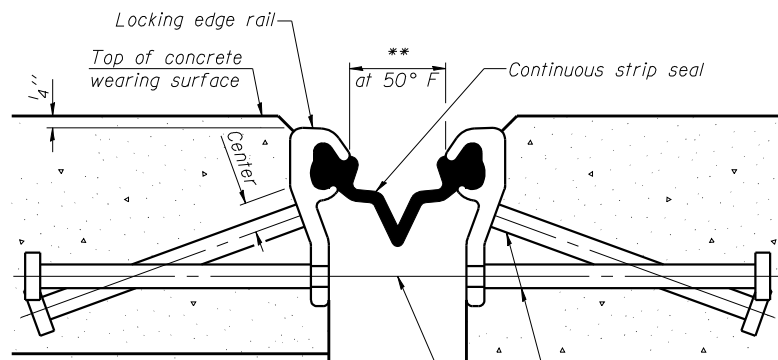
SECTION F-F
(Showing reinforcement)



BARS D(E) & D1(E)



BARS S(E) & S1(E)



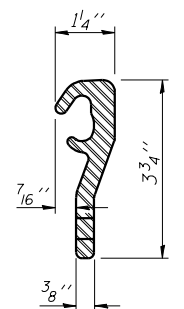
SECTION THRU STRIP SEAL JOINT
(at rt. angles)

7/16" ϕ holes at 4'-0" cts. for 3/8" ϕ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.

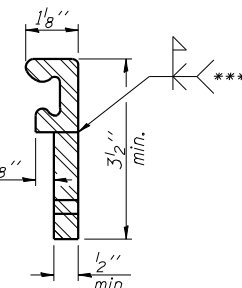
Place 1/2" ϕ x 6" granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded at 1'-0" alt. cts.

Precast Bridge Approach Slab

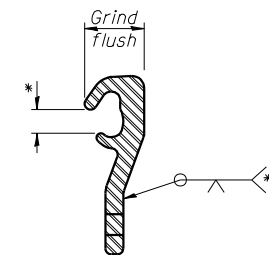
Bridge Approach Pavement Connector



ROLLED (EXTRUDED) RAIL



WELDED RAIL



LOCKING EDGE RAIL SPLICE

Rolled rail shown, welded rail similar.

LOCKING EDGE RAIL

* Omit weld at seal opening.

** The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1 1/2" for installation purposes.

*** Back gouge not required if complete joint penetration is verified by mock-up.

BAR LIST EACH INTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	6	#5	29'-8"	—
B1(E)	14	#9	29'-8"	—
D(E)	22	#4	7'-4"	□
S(E)	58	#5	13'-0"	□

BAR LIST EACH EXTERIOR BEAM
(For information only)

Bar	No.	Size	Length	Shape
B(E)	5	#5	29'-8"	—
B1(E)	10	#9	29'-8"	—
D1(E)	31	#4	5'-8"	□
S1(E)	58	#5	9'-7"	□

Notes:

The precast bridge approach slab shall be according to Section 504 of the Standard Specifications and shall be paid for at the contract unit price per square foot for Precast Bridge Approach Slab.

Cast-in-place substitution of Precast Bridge Approach Slab is not allowed.

Parapet concrete shall be paid for as Concrete Superstructure.

Parapet and wearing surface reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.

Approach footing concrete shall be paid for as Concrete Structures.

The top surface of precast bridge approach slabs shall be roughened to a depth of 1/4" according to the IDOT "Manual for Fabrication of Precast Prestressed Concrete Products."

After precast bridge approach slab has been erected, holes shall be drilled into abutment and anchor dowels placed. Dowel holes shall be filled with non-shrink grout to top of precast slab and allowed to cure fully prior to grouting the longitudinal shear keys.

Two 3/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. Cost included with Precast Bridge Approach Slab.

A minimum 2 1/2" ϕ lifting pins shall be used to engage the lifting loops during handling.

Compressive strength of precast concrete, f'c shall be 6,000 psi.

For additional parapet details, see sheet 18 of 33.

Any concrete poured monolithically with the wearing surface, such as curbs, will not be paid for separately, but will be included in the cost of Concrete Wearing Surface, 5".

The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The strip seal shall extend 6" beyond the edge of the approach slab on each end. The configuration of the strip seal shall match the configuration of the Locking Edge Rails.

The height and thickness of the Locking Edge Rails shown are minimum dimensions. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed.

The inside of the Locking Edge Rail groove shall be free of weld residue. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.

The manufacturer's recommended installation methods shall be followed.

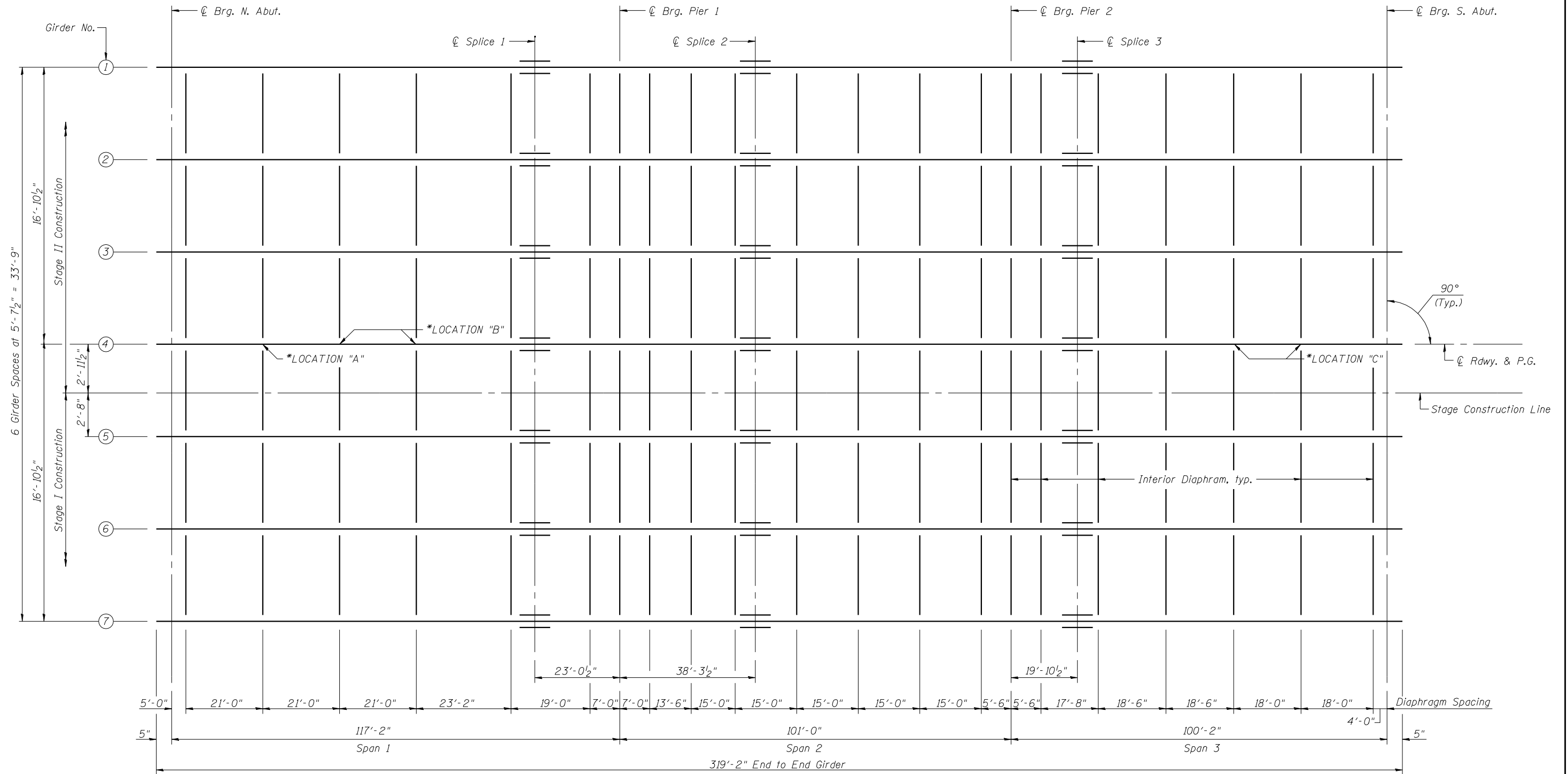
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

Maximum space between rail segments at stage lines shall be 3/16", sealed with a suitable sealant

TWO APPROACHES BILL OF MATERIAL

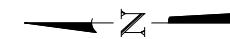
Bar	No.	Size	Length	Shape	
a6(E)	60	#4	7'-5"	□	
a7(E)	62	#4	16'-0"	□	
a8(E)	62	#4	21'-11"	□	
b4(E)	8	#4	14'-8"	□	
b5(E)	72	#4	29'-8"	□	
d(E)	68	#5	5'-7"	□	
d2(E)	68	#5	5'-11"	□	
e13(E)	32	#4	14'-8"	□	
e14(E)	4	#8	14'-8"	□	
t(E)	160	#4	9'-8"	□	
w(E)	80	#5	15'-8"	□	
w1(E)	80	#5	21'-7"	□	
Concrete Superstructure				Cu. Yd.	6.8
Concrete Structures				Cu. Yd.	28.2
Reinforcement Bars, Epoxy Coated				Pound	8,800
Precast Bridge Approach Slab				Sq. Ft.	2,260
Concrete Wearing Surface, 5"				Sq. Yd.	252
Preformed Joint Strip Seal				Foot	76
Bar Splicers				Each	142

(Sheet 4 of 4)

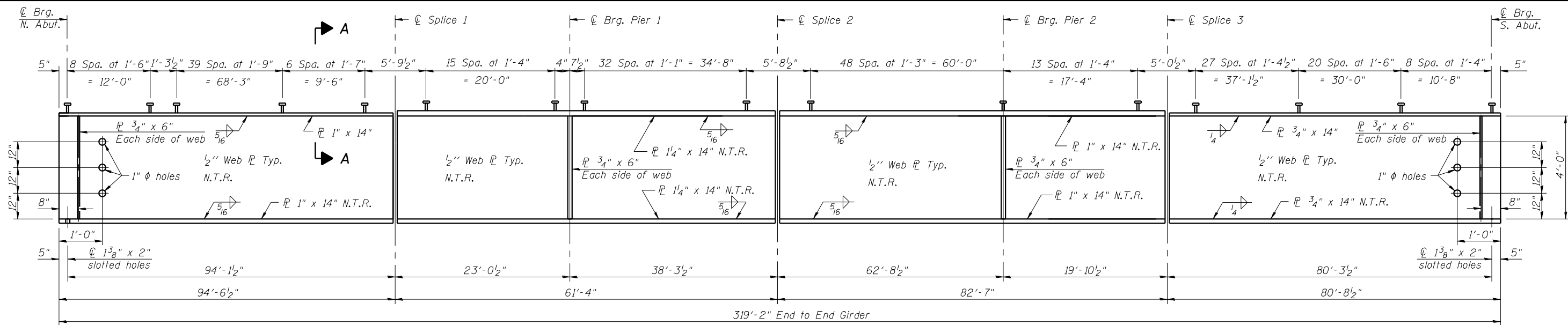


FRAMING PLAN

*Use $\frac{13}{16}$ " x $\frac{1}{2}$ " slotted holes in $\frac{1}{2}$ " x 6" Connecting \mathcal{L} in diaphragm at location "A",
 $\frac{13}{16}$ " x 2" slotted holes in $\frac{1}{2}$ " x 6" Connecting \mathcal{L} in diaphragm at location "B", and
 $\frac{13}{16}$ " x $1\frac{3}{8}$ " slotted holes in $\frac{1}{2}$ " x 6" Connecting \mathcal{L} in diaphragm at location "C".
 Provide $\frac{5}{16}$ " plate washer for slotted holes. Bolts shall be finger-tightened prior to the deck pour for Stage II Construction and then be fully tightened after completion of the pour.
 Bolts shall start at the bottom of the slot.



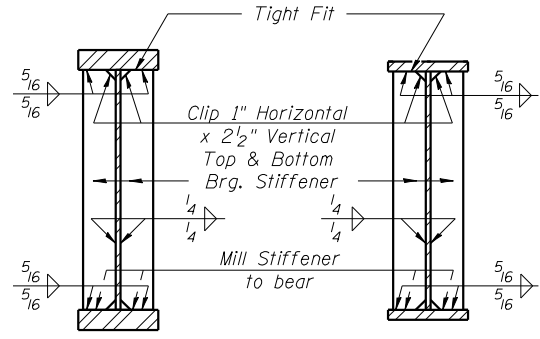
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Q:\10files\100019\W01 - IL 78 Indian Creek\Bridge Plans\Framing Plan.dgn		CHECKED - ADL	REVISED -			614	147B-3	MORGAN	93	61
PLOT SCALE = 0.1667' / IN.		DRAWN - RJP	REVISED -			CONTRACT NO. 72A97				
PLOT DATE = 7/30/2014		CHECKED - ADL	REVISED -			ILLINOIS FED. AID PROJECT Klingner & Associates P.C.				



GIRDER ELEVATION

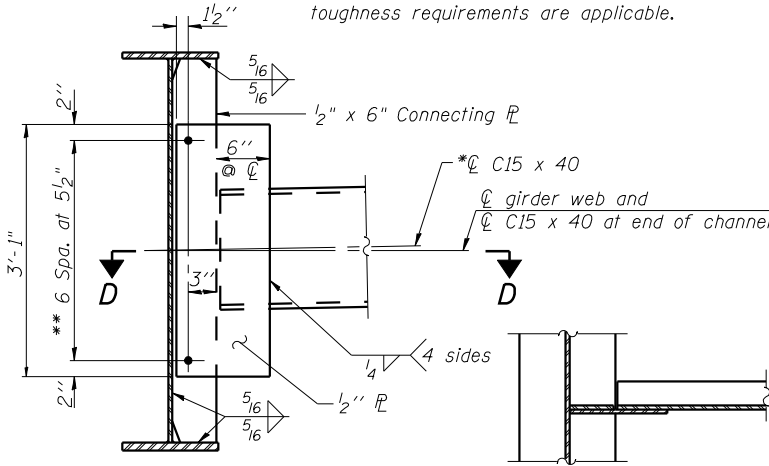
"NTR" denotes plates to which notch toughness requirements are applicable.

Notes:
 Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
 Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
 Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
 All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
 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.
 The structural steel plates of the Bearing Assembly shall conform to the requirements of AASHTO M 270 Grade 50W.



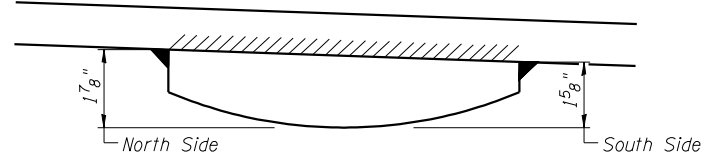
SECTION AT PIER

SECTION AT ABUTMENT

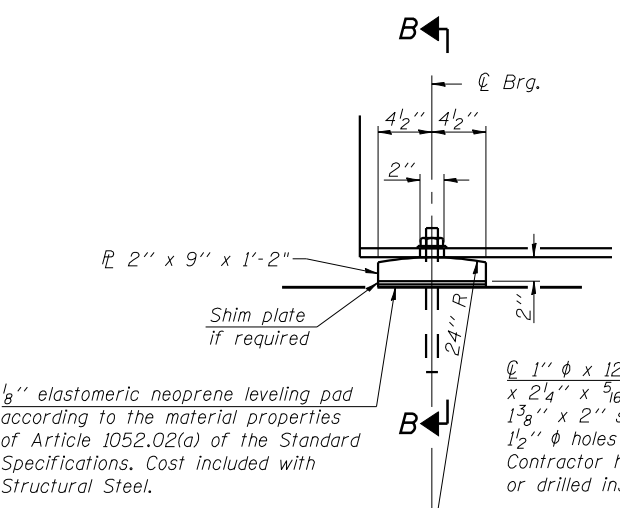


INTERIOR DIAPHRAGM
(126 Required)

SECTION D-D

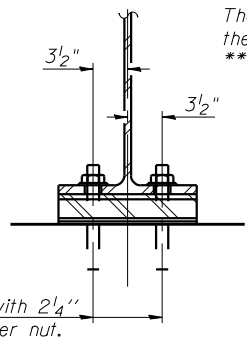


PIER BEARING TOP PLATE DETAIL



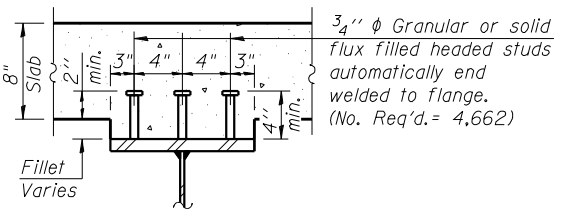
ELEVATION AT ABUTMENT

FIXED BEARING - ABUTMENTS

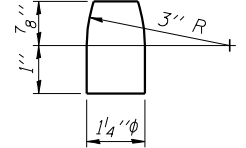


SECTION B-B

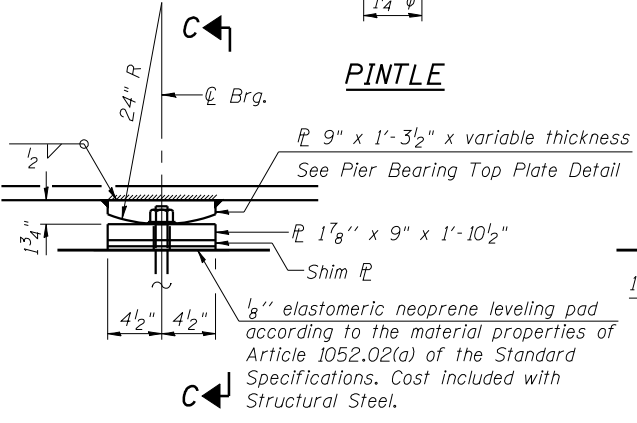
Note:
 Two hardened washers required for each set of oversized holes.
 *Alternate C15x50 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.
 **3/4" φ HS bolts, 1 5/16" φ holes



SECTION A-A

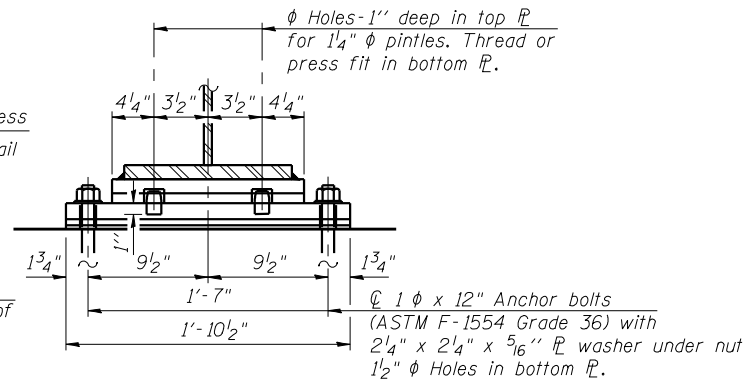


PINTLE



ELEVATION AT PIER

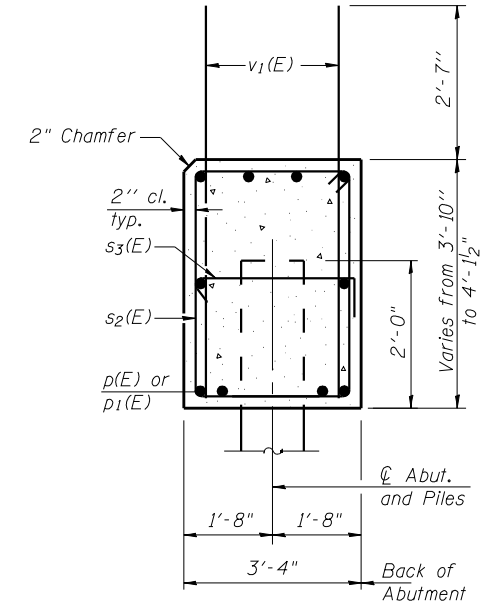
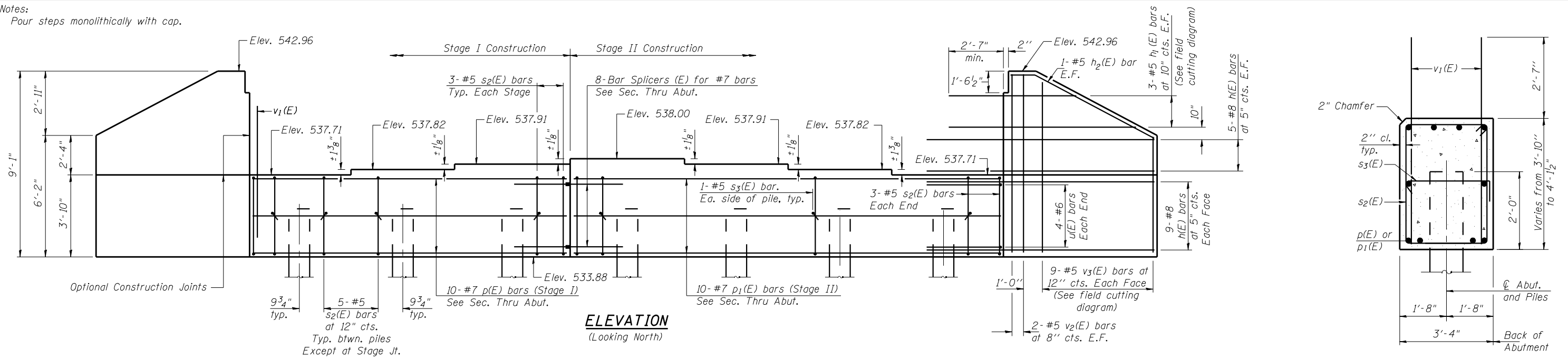
FIXED BEARING - PIERS



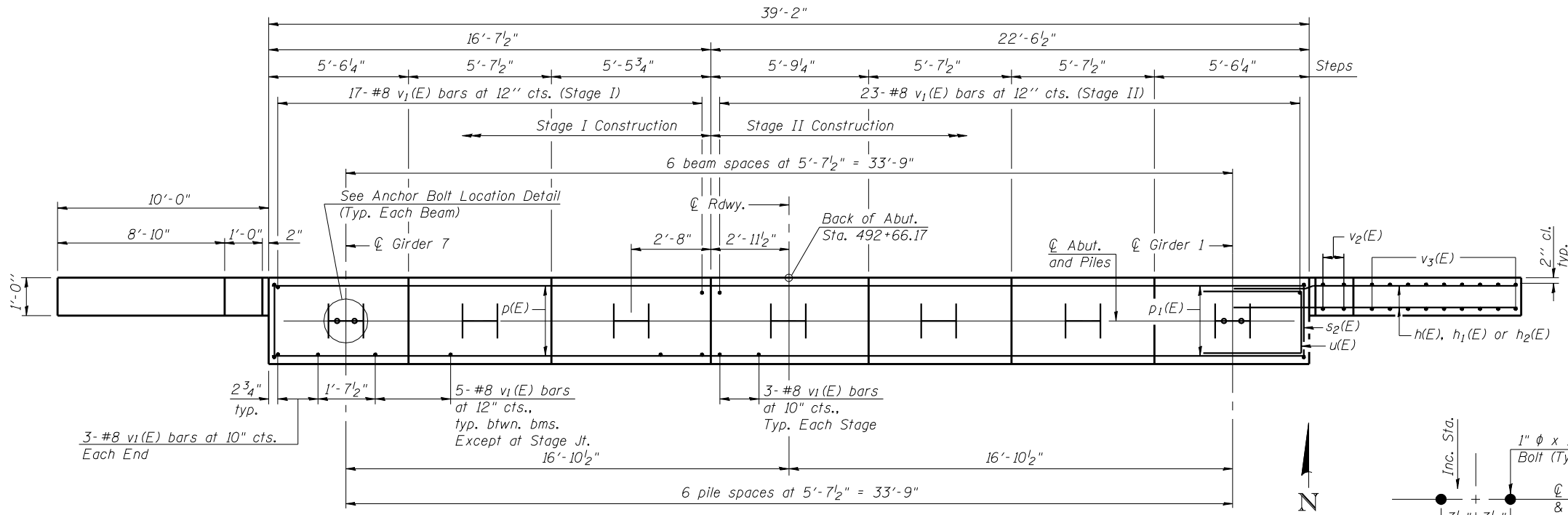
SECTION C-C

FILE NAME =	USER NAME = rjp	DESIGNED - RJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GIRDER DETAILS STRUCTURE NO. 069-0520	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Q:\10Files\100019\W0 1 - IL 78 Indian Creek\Bridg Plans\Framing Plan.dgn		CHECKED - ADL	REVISED -			614	147B-3	MORGAN	93	62
PLOT SCALE = 0.1667' / IN.		DRAWN - RJP	REVISED -			CONTRACT NO. 72A97				
PLOT DATE = 7/30/2014		CHECKED - ADL	REVISED -			ILLINOIS FED. AID PROJECT Klingner & Associates P.C.				

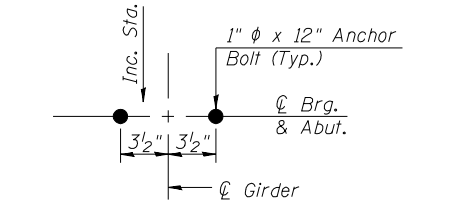
Notes:
Pour steps monolithically with cap.



SEC. THRU ABUT.



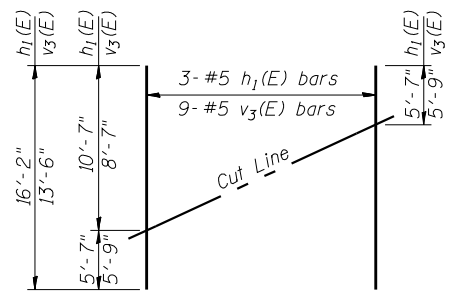
PLAN



ANCHOR BOLT LOCATION DETAIL

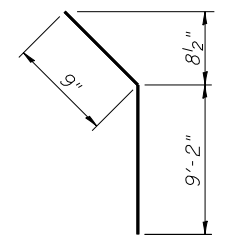
PILE DATA

Type: Steel HP 12 x 63
Nominal Required Bearing: 497 kips/pile
Factored Resistance Available: 273 kips/pile
Est. Length: 45 Feet/pile
No. Production Piles: 6
No. Test Piles: 1 - Stage 1

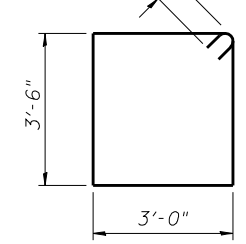


FIELD CUTTING DIAGRAM

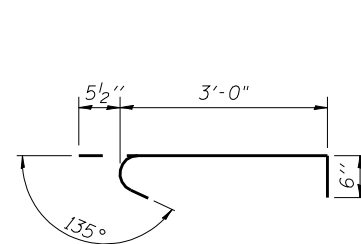
Order h1(E) and v3(E) full length. Cut as shown and use remainder of bars in opposite face.



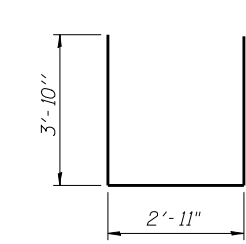
BAR h2(E)



BAR s2(E)



BAR s3(E)



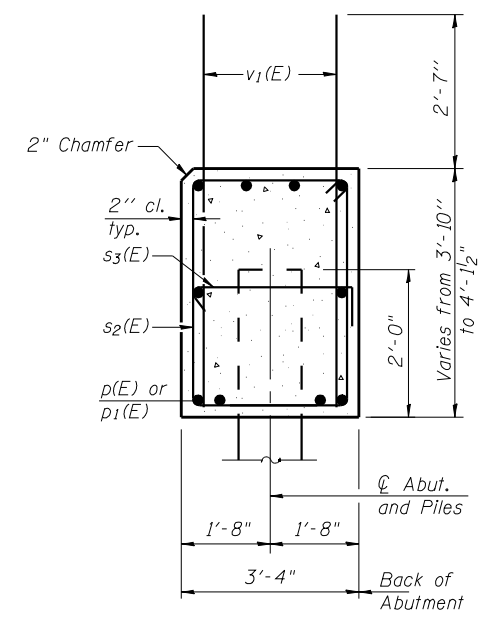
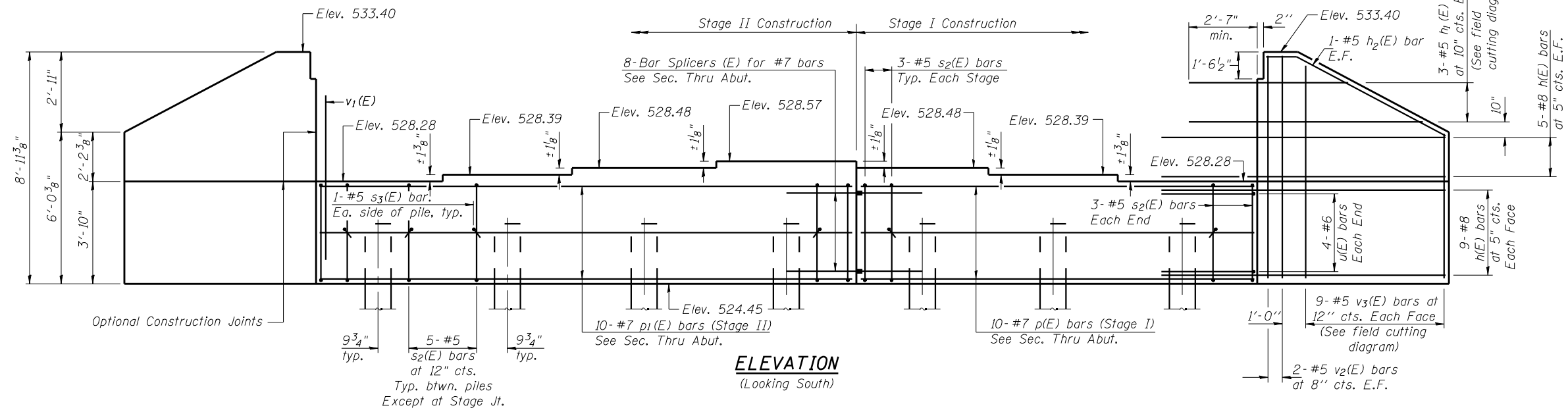
BAR u(E)

BILL OF MATERIAL

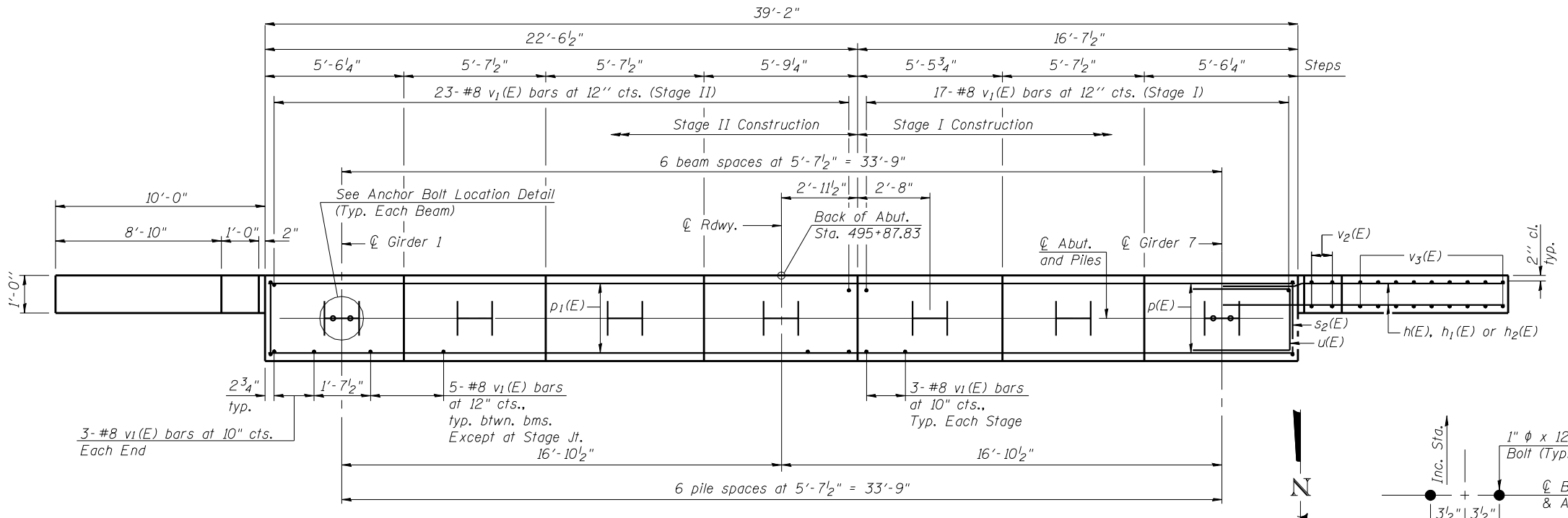
Bar	No.	Size	Length	Shape
h(E)	56	#8	14'-4"	—
h1(E)	6	#5	12'-2"	—
h2(E)	4	#5	9'-11"	—
p(E)	10	#7	16'-4"	—
p1(E)	10	#7	22'-3"	—
s2(E)	37	#5	13'-11"	□
s3(E)	14	#5	4'-0"	□
u(E)	8	#6	10'-7"	□
v1(E)	77	#8	6'-3"	—
v2(E)	8	#5	8'-3"	—
v3(E)	18	#5	14'-4"	—
Structure Excavation			Cu. Yd.	176
Concrete Structures			Cu. Yd.	22.0
Reinforcement Bars, Epoxy Coated			Pound	5,390
Furnishing Steel Piles HP 12x63			Foot	270
Driving Piles			Foot	270
Test Pile Steel HP 12x63			Each	1
Bar Splicers, 1"			Each	10
Anchor Bolts, 1"			Each	14

For details of Bar Splicers, see sheet 29 of 33.
For details of piles see sheet 30 of 33.

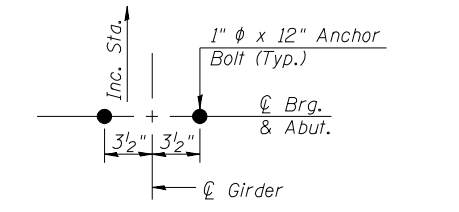
Notes:
Pour steps monolithically with cap.



SEC. THRU ABUT.



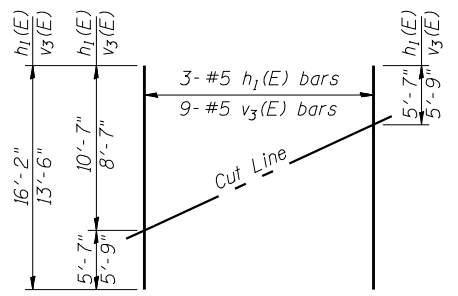
PLAN



ANCHOR BOLT LOCATION DETAIL

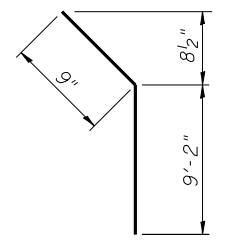
PILE DATA

Type: Steel HP 12 x 63
Nominal Required Bearing: 497 kips/pile
Factored Resistance Available: 273 kips/pile
Est. Length: 65 Feet/pile
No. Production Piles: 6
No. Test Piles: 1 - Stage 1

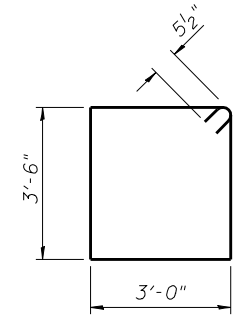


FIELD CUTTING DIAGRAM

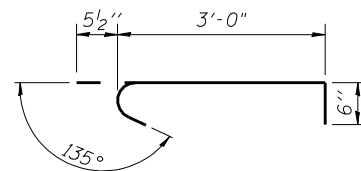
Order h1(E) and v3(E) full length. Cut as shown and use remainder of bars in opposite face.



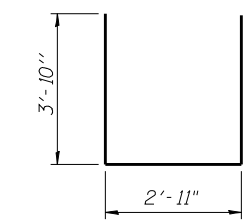
BAR h2(E)



BAR s2(E)



BAR s3(E)



BAR u(E)

BILL OF MATERIAL

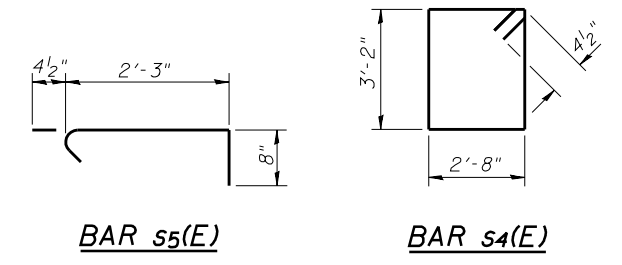
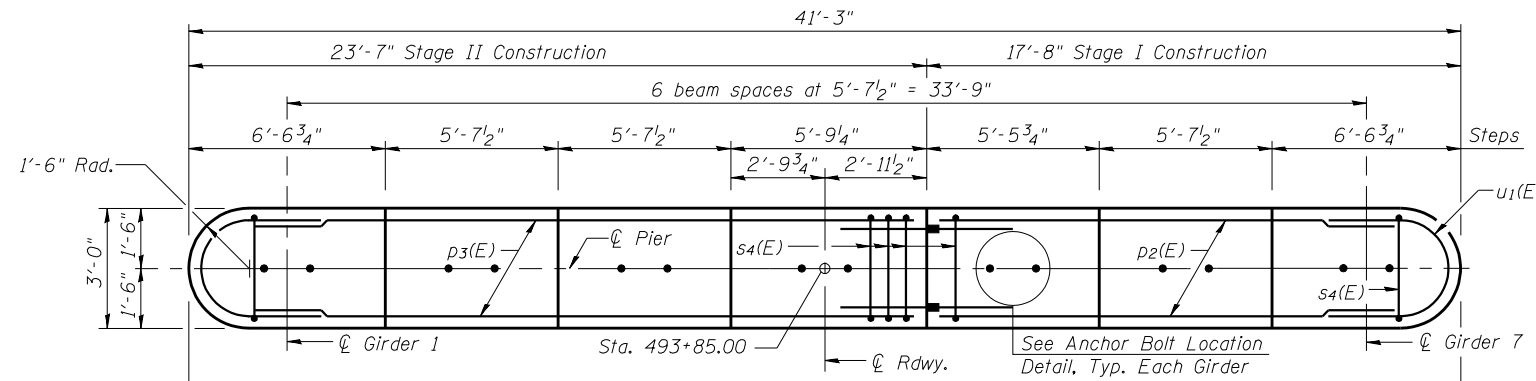
Bar	No.	Size	Length	Shape
h(E)	56	#8	14'-4"	—
h1(E)	6	#5	12'-2"	—
h2(E)	4	#5	9'-11"	—
p(E)	10	#7	16'-4"	—
p1(E)	10	#7	22'-3"	—
s2(E)	37	#5	13'-11"	□
s3(E)	14	#5	4'-0"	□
u(E)	8	#6	10'-7"	□
v1(E)	77	#8	6'-3"	—
v2(E)	8	#5	8'-3"	—
v3(E)	18	#5	14'-4"	—
Structure Excavation		Cu. Yd.	155	
Concrete Structures		Cu. Yd.	22.0	
Reinforcement Bars, Epoxy Coated		Pound	5,390	
Furnishing Steel Piles HP 12x63		Foot	390	
Driving Piles		Foot	390	
Test Pile Steel HP 12x63		Each	1	
Bar Splicers		Each	10	
Anchor Bolts, 1"		Each	14	

For details of Bar Splicers, see sheet 29 of 33.
For details of piles see sheet 30 of 33.

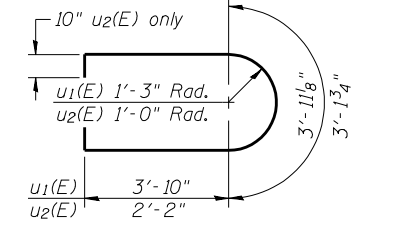
Notes:
 Space reinforcement in cap to miss anchor bolts.
 Four steps monolithically with cap.
 For details of piles, see sheet 30 of 33.

PILE DATA

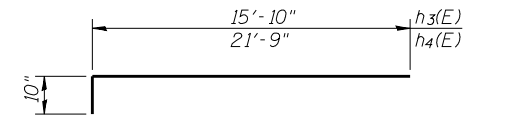
Type: Steel HP 14 x 89
 Nominal Required Bearing: 705 kips/pile
 Factored Resistance Available: 373 kips/pile
 Est. Length: 45 Feet/pile
 No. Production Piles: 8
 No. Test Piles: 1 - Stage 1



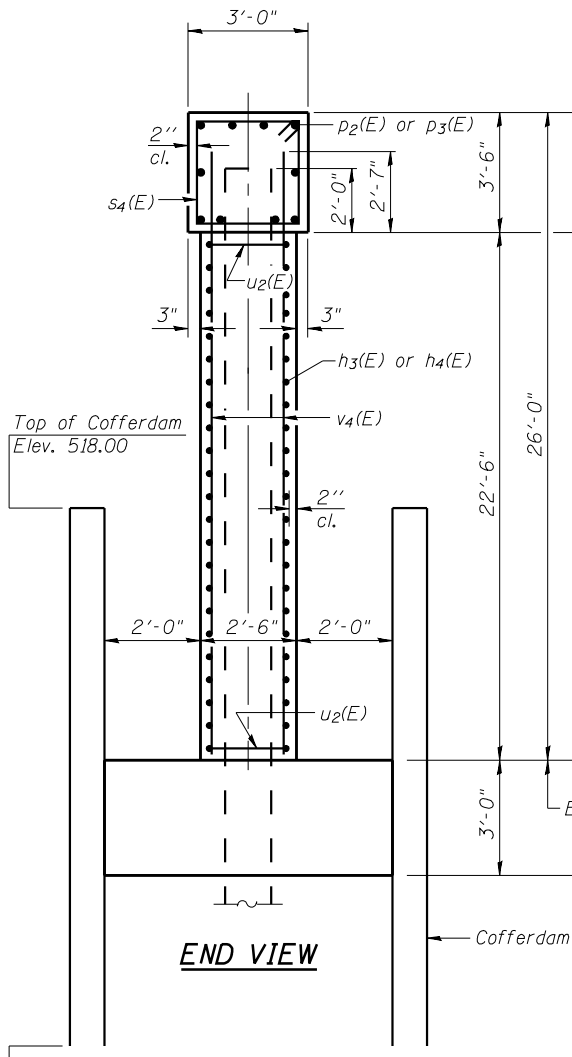
*10-Bar Splicers (E) for #7 bars - See End View
 **4- #6 u3(E) bars - Stage I
 ***4- #4 s4(E) bars at 11" cts. Typ. between piles



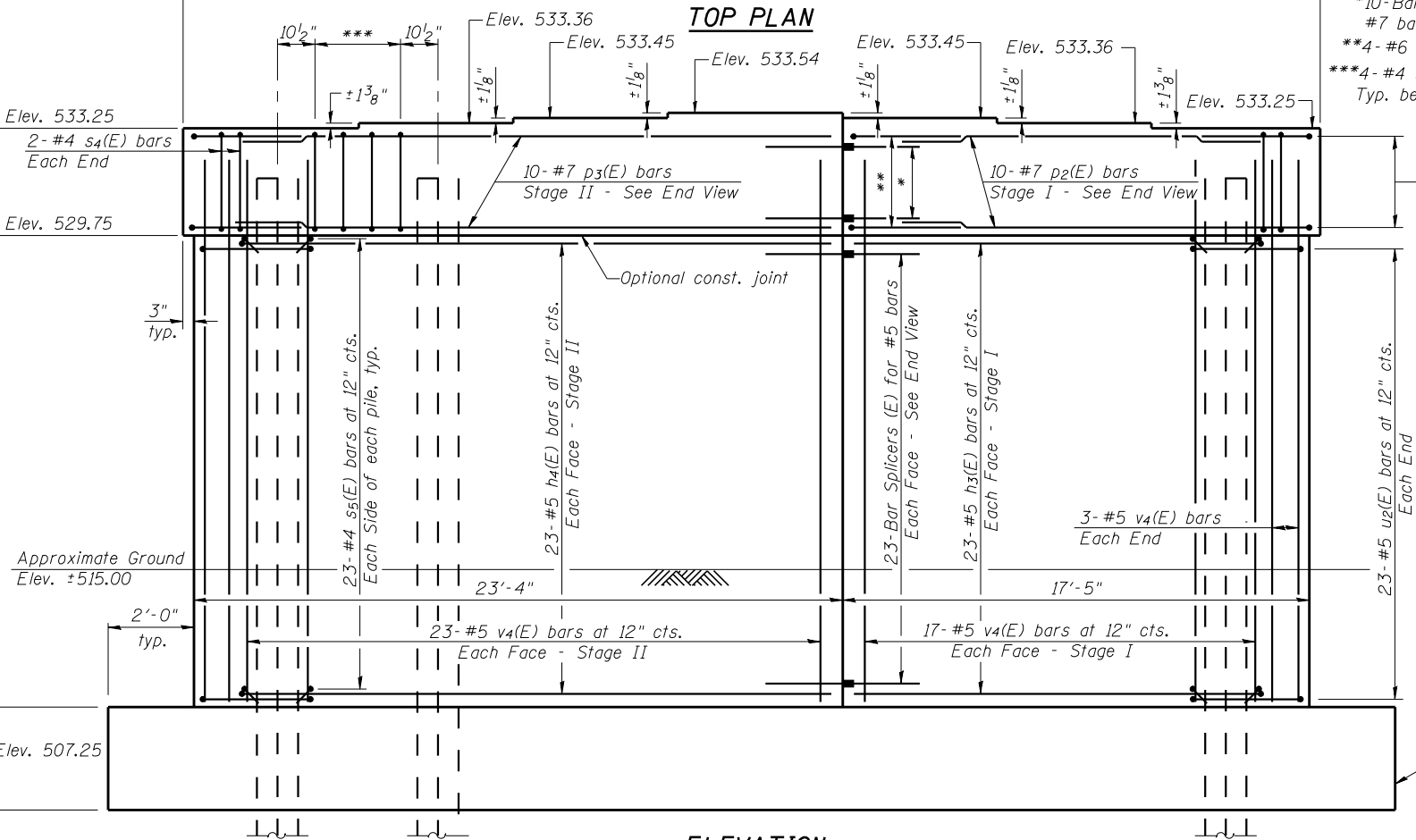
BARS u1(E) & u2(E)



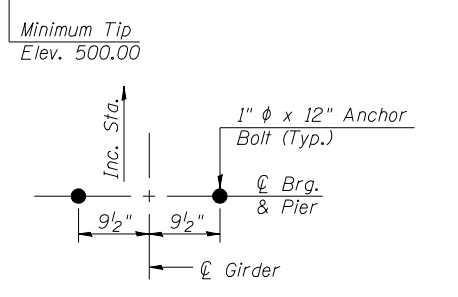
BARS h3(E) & h4(E)



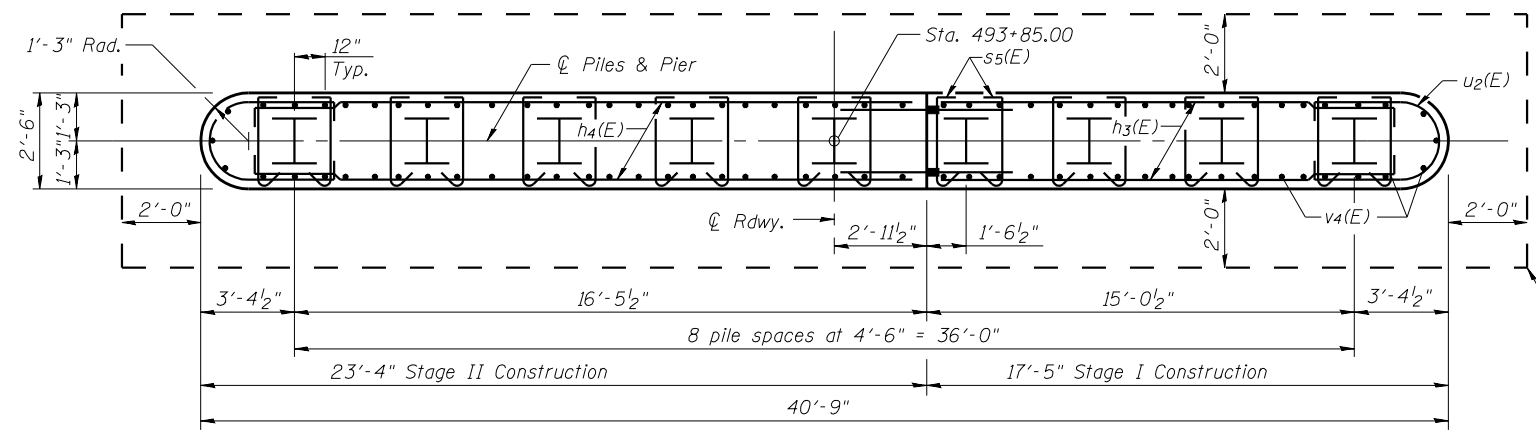
END VIEW



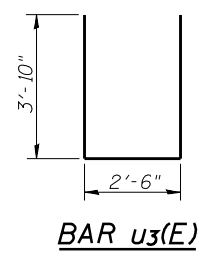
ELEVATION
(Looking South)



ANCHOR BOLT LOCATION DETAIL



FOOTING PLAN



BAR u3(E)

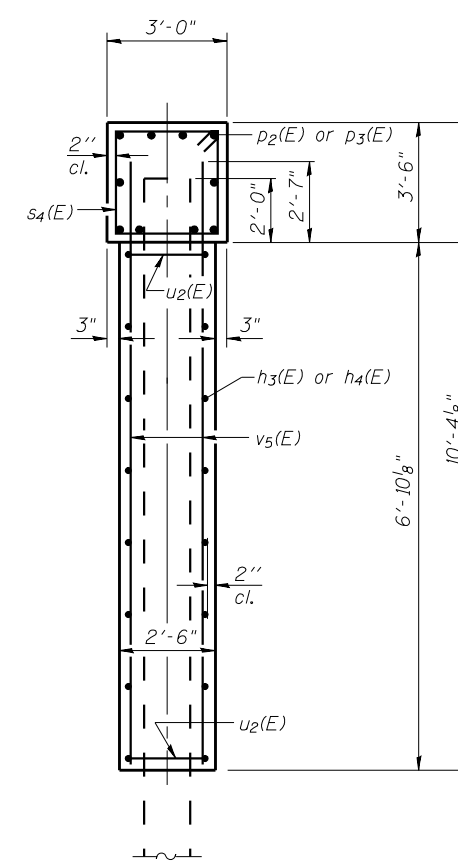
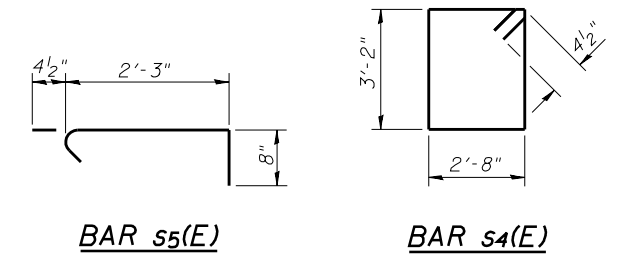
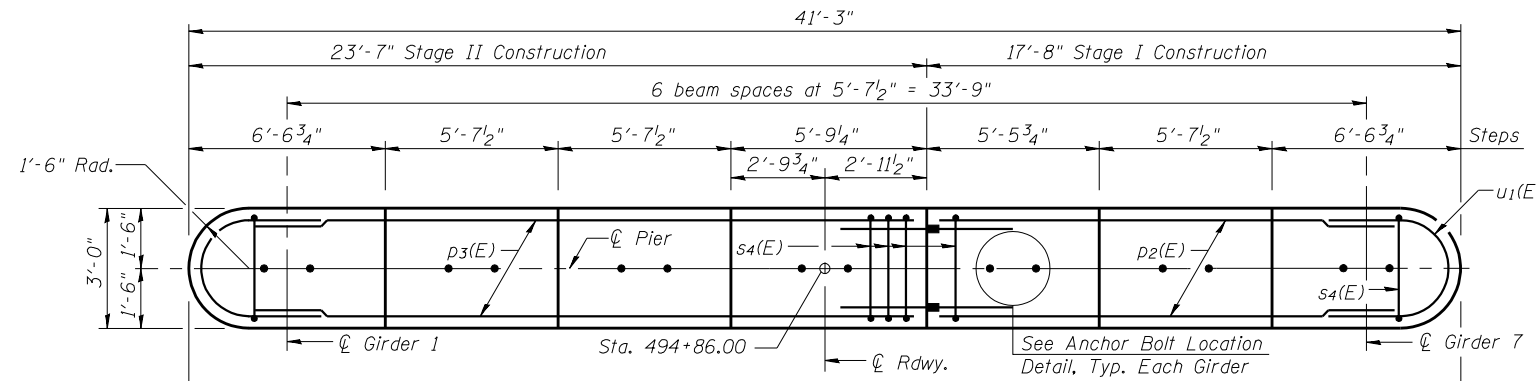
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3(E)	46	#5	16'-8"	—
h4(E)	46	#5	22'-7"	—
p2(E)	10	#7	16'-0"	—
p3(E)	10	#7	21'-11"	—
s4(E)	36	#4	12'-5"	□
s5(E)	414	#4	3'-4"	┌
u1(E)	8	#6	11'-8"	U
u2(E)	46	#5	9'-2"	U
u3(E)	4	#6	10'-2"	U
v4(E)	86	#5	24'-11"	—
Cofferdam Excavation Cu. Yd. 116				
Concrete Structures Cu. Yd. 102.8				
Reinforcement Bars, Epoxy Coated Pound 6,750				
Furnishing Steel Piles HP 14x89 Foot 360				
Driving Piles Foot 360				
Test Pile Steel HP 14x89 Each 1				
Bar Splicers Each 56				
Anchor Bolts, 1" Each 14				
Cofferdam (Type II) (Location-1) Each 1				
Seal Coat Concrete Cu. Yd. 32.3				

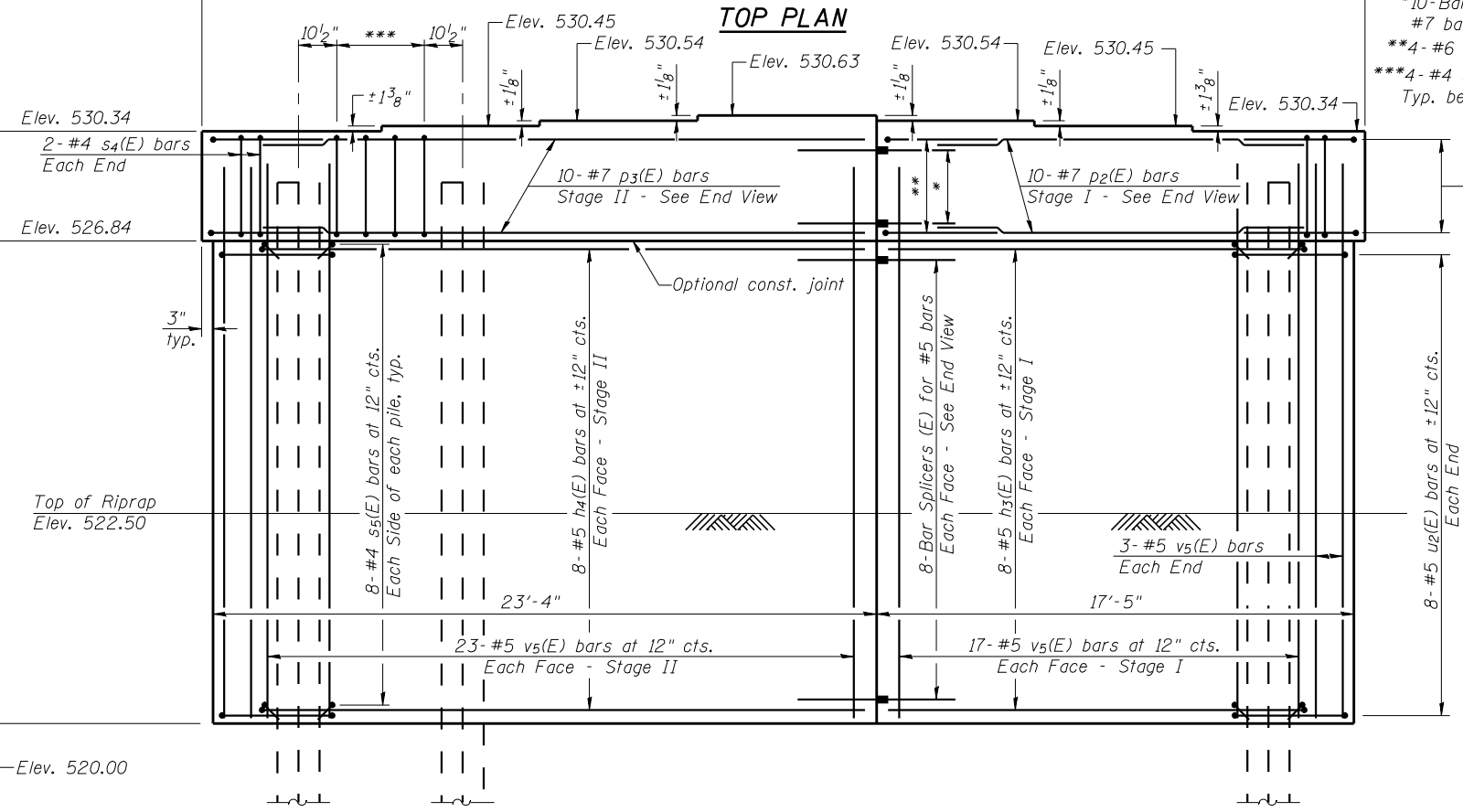
Notes:
 Space reinforcement in cap to miss anchor bolts.
 Four steps monolithically with cap.
 For details of piles, see sheet 30 of 33.

PILE DATA

Type: Steel HP 14 x 89
 Nominal Required Bearing: 705 kips/pile
 Factored Resistance Available: 377 kips/pile
 Est. Length: 40 Feet/pile
 No. Production Piles: 8
 No. Test Piles: 1 - Stage 1

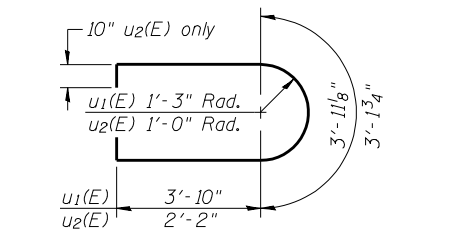


END VIEW

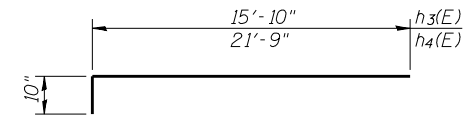


ELEVATION
(Looking South)

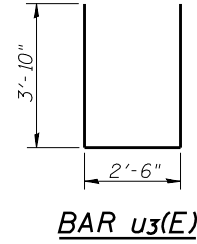
*10-Bar Splicers (E) for #7 bars - See End View
 **4-#6 u3(E) bars - Stage I
 ***4-#4 s4(E) bars at 11" cts. Typ. between piles



BARS u1(E) & u2(E)



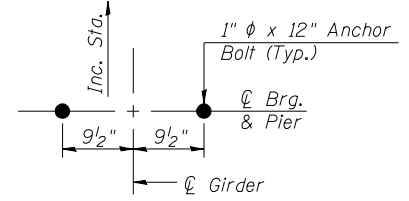
BARS h3(E) & h4(E)



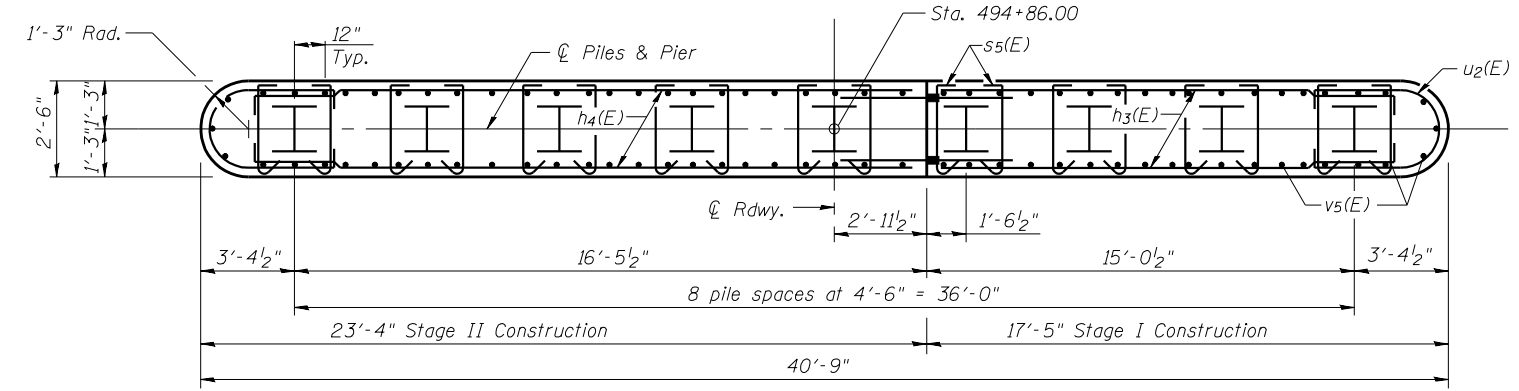
BAR u3(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h3(E)	16	#5	16'-8"	—
h4(E)	16	#5	22'-7"	—
p2(E)	10	#7	16'-0"	—
p3(E)	10	#7	21'-11"	—
s4(E)	36	#4	12'-5"	□
s5(E)	144	#4	3'-4"	U
u1(E)	8	#6	11'-8"	U
u2(E)	16	#5	9'-2"	U
u3(E)	4	#6	10'-2"	U
v5(E)	86	#5	9'-4"	—
Structure Excavation			Cu. Yd.	27
Concrete Structures			Cu. Yd.	44.4
Reinforcement Bars, Epoxy Coated			Pound	3,240
Furnishing Steel Piles HP 14x89			Foot	320
Driving Piles			Foot	320
Test Pile Steel HP 14x89			Each	1
Bar Splicers			Each	26
Anchor Bolts, 1"			Each	14



ANCHOR BOLT LOCATION DETAIL



FOOTING PLAN

FILE NAME = G:\10\files\100019\W01 - IL 78 Indian Creek\Bridge Plans\Pier Details.dgn
 USER NAME = rjp
 PLOT SCALE = 0.1667' / IN.
 PLOT DATE = 7/30/2014

DESIGNED - RJP
 CHECKED - ADL
 DRAWN - RJP
 CHECKED - ADL
 REVISED -
 REVISED -
 REVISED -
 REVISED -

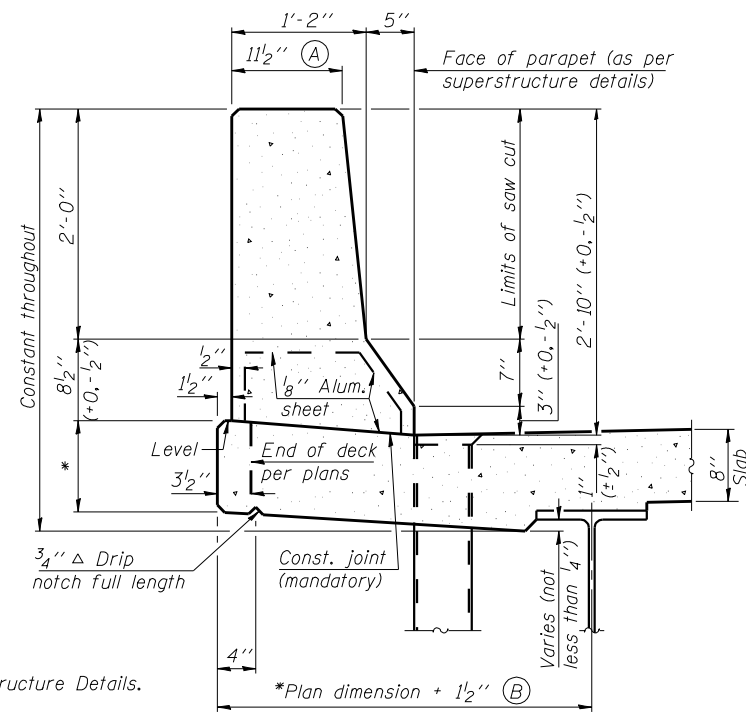
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2
STRUCTURE NO. 069-0520
 SHEET NO. 27 OF 33 SHEETS

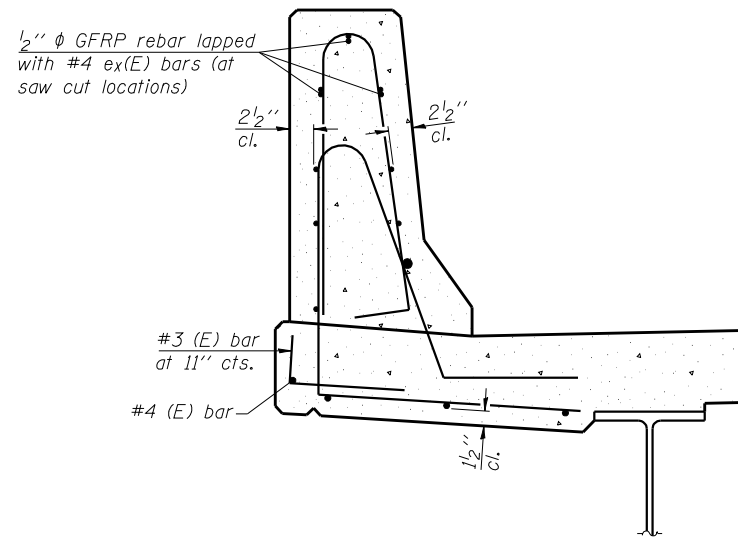
F.A.P. RTE. 614 SECTION 147B-3 COUNTY MORGAN TOTAL SHEETS 93 SHEET NO. 67
 CONTRACT NO. 72A97
 ILLINOIS FED. AID PROJECT
 Klingner & Associates P.C.

GENERAL NOTES

All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet. Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler. Steel superstructure shown. Other superstructure types similar.

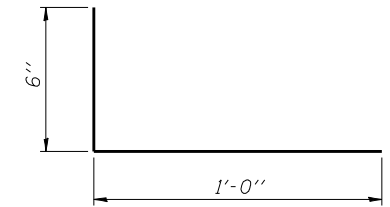


34" F SHAPE PARAPET SECTION
(Showing dimensions)

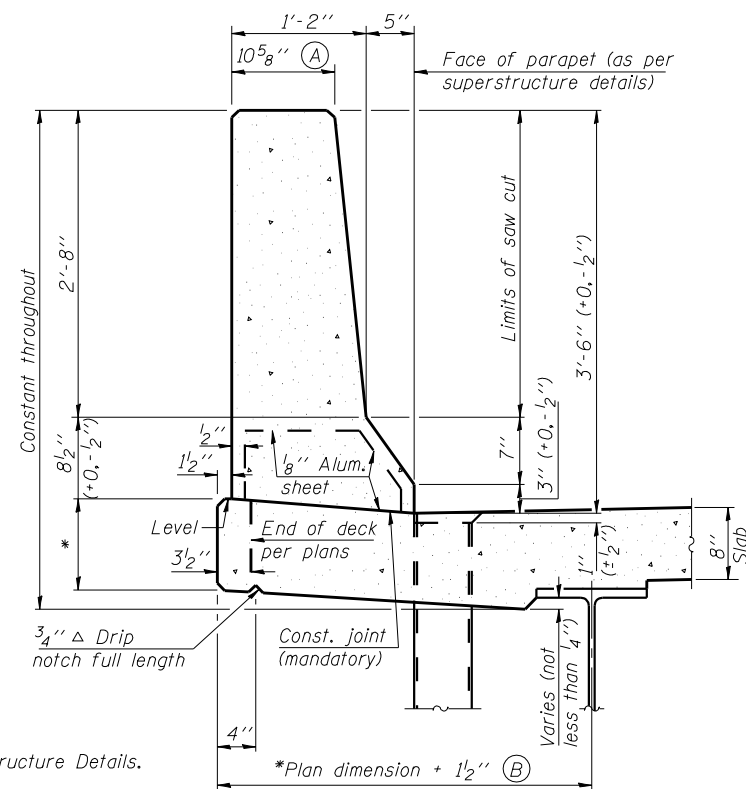


SECTION

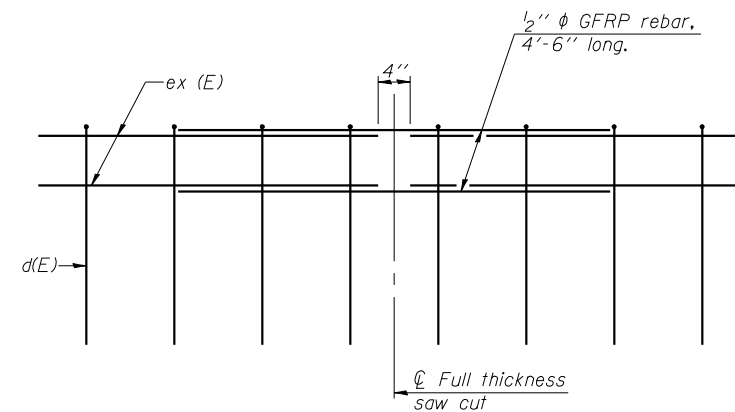
(34" parapet shown - 42" parapet similar)
(Showing reinforcement clearances for slip forming and additional reinforcement bars)



#3 (E) BAR

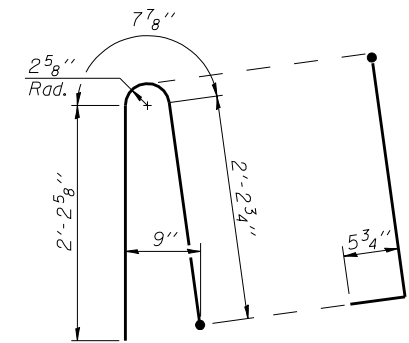


42" F SHAPE PARAPET SECTION
(Showing dimensions)



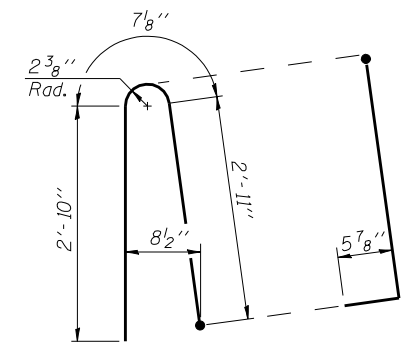
GFRP REBAR STIFFENING DETAIL

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



ALTERNATE BAR d(E)

(For 34" parapet when conduit is present)



ALTERNATE BAR d(E)

(For 42" parapet when conduit is present)

SFP 34-42

8-16-12

FILE NAME =	USER NAME = rjp	DESIGNED - RJP	REVISED -
Q:\10files\100019\W01 - IL 78 Indian Creek\Bridges\Plans\Concrete Parapet SlipForming	CHECKED - ADL	REVISOR -	REVISED -
PLOT SCALE = 0.1667' / IN.	DRAWN - RJP	REVISOR -	REVISED -
PLOT DATE = 7/30/2014	CHECKED - ADL	REVISOR -	REVISED -

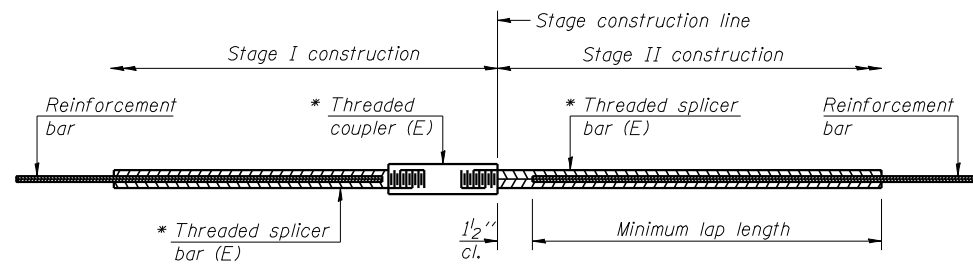
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 069-0520**

SHEET NO. 28 OF 33 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	68
CONTRACT NO. 72A97				

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



STANDARD BAR SPLICER ASSEMBLY

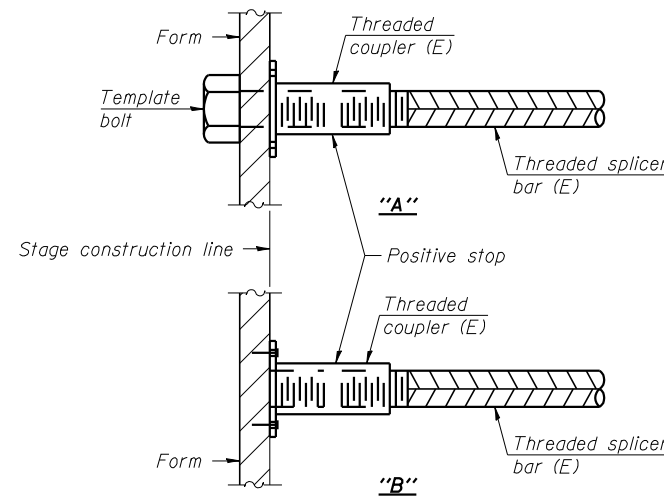
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"	7'-8"
9	4'-7"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

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

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

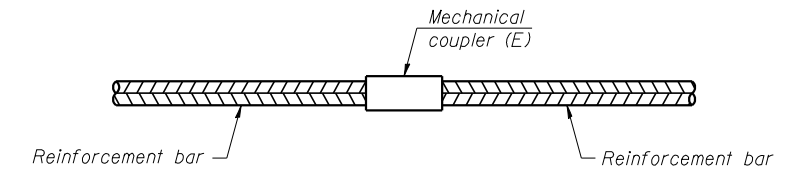
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Bridge Deck	#5	934	Table 3
Diaphragm	#6	18	Table 4
Approach Slabs	#4	62	Table 3
Approach Footings	#5	80	Table 3
Abutment Caps	#7	20	Table 4
Pier Walls	#5	62	Table 3
Pier Caps	#7	20	Table 4



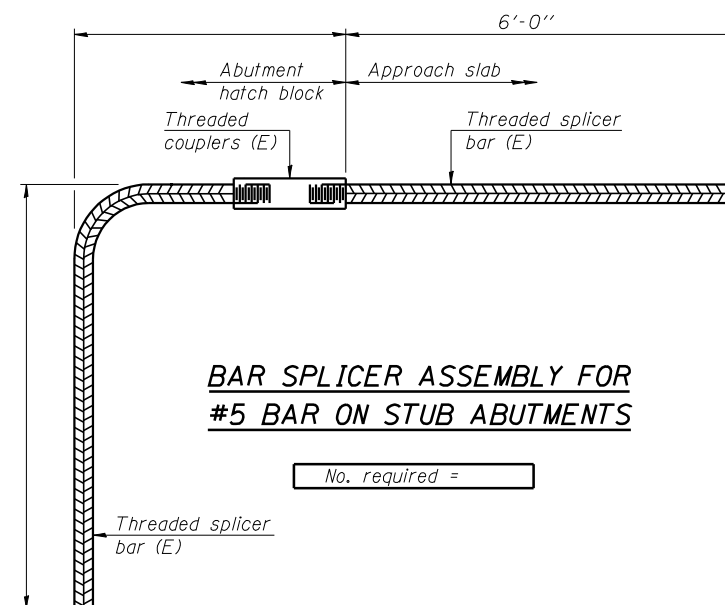
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

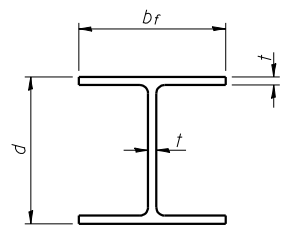
NOTES

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

BSD-1

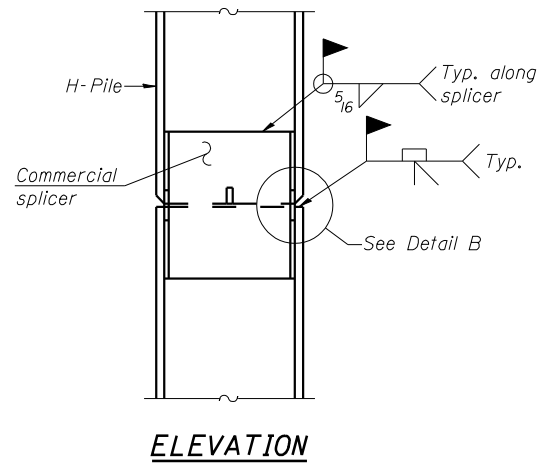
8-31-12

FILE NAME =	USER NAME = rjp	DESIGNED - RJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS STRUCTURE NO. 069-0520	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Q:\10files\100019\W01 - IL 78 Indian Creek\Bridge Plans\Bar Splicer Details.dgn		CHECKED - ADL	REVISED -			614	147B-3	MORGAN	93	69
PLOT SCALE = 0.1667' / IN.		DRAWN - RJP	REVISED -			CONTRACT NO. 72A97				
PLOT DATE = 7/30/2014		CHECKED - ADL	REVISED -			ILLINOIS FED. AID PROJECT Klingner & Associates P.C.				

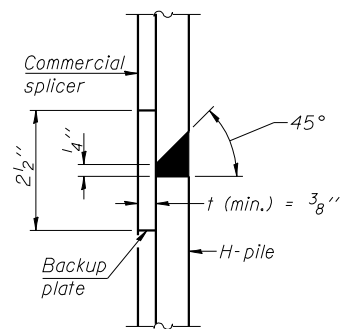


STEEL PILE TABLE

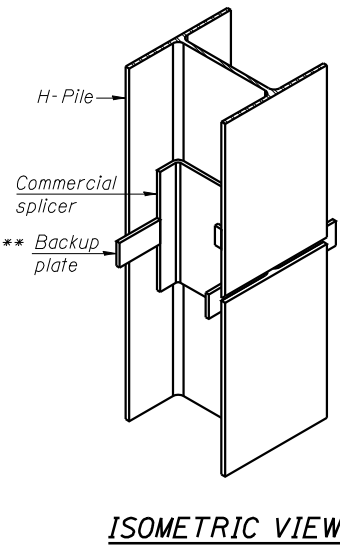
Designation	Depth <i>d</i>	Flange width <i>b_f</i>	Web and Flange thickness <i>t</i>
HP 14x117	14 ¹ / ₄ "	14 ⁷ / ₈ "	¹³ / ₁₆ "
x102	14"	14 ³ / ₄ "	¹¹ / ₁₆ "
x89	13 ⁷ / ₈ "	14 ³ / ₄ "	⁵ / ₈ "
x73	13 ⁵ / ₈ "	14 ⁵ / ₈ "	¹ / ₂ "
HP 12x84	12 ¹ / ₄ "	12 ¹ / ₄ "	¹¹ / ₁₆ "
x74	12 ¹ / ₈ "	12 ¹ / ₄ "	⁵ / ₈ "
x63	12"	12 ¹ / ₈ "	¹ / ₂ "
x53	11 ³ / ₄ "	12"	⁷ / ₁₆ "
HP 10x57	10"	10 ¹ / ₄ "	⁹ / ₁₆ "
x42	9 ³ / ₄ "	10 ¹ / ₈ "	⁷ / ₁₆ "
HP 8x36	8"	8 ¹ / ₈ "	⁷ / ₁₆ "



ELEVATION

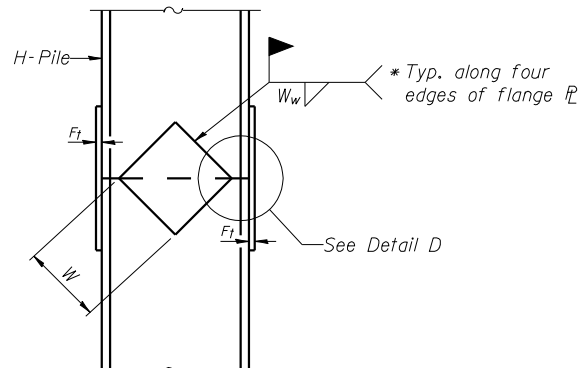


DETAIL "B"

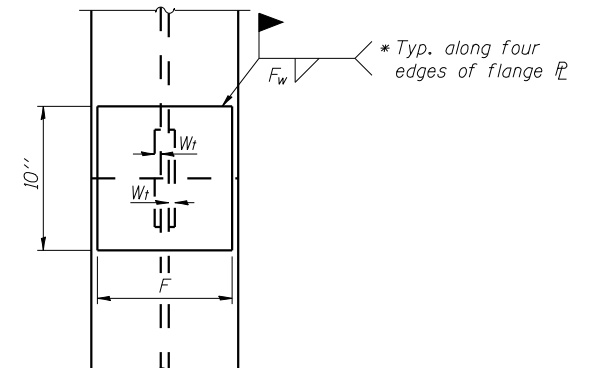


ISOMETRIC VIEW

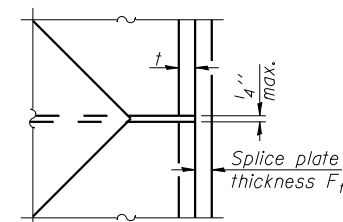
WELDED COMMERCIAL SPLICE



ELEVATION



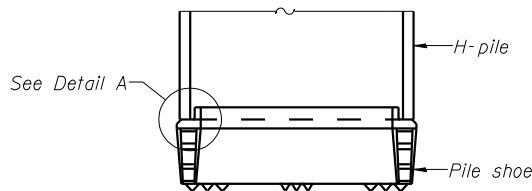
END VIEW



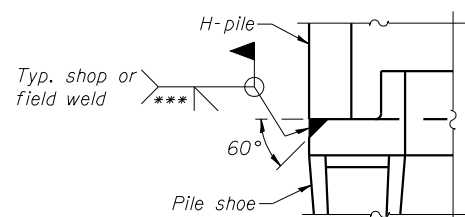
DETAIL D

WELDED PLATE FIELD SPLICE

Designation	<i>F</i>	<i>F_t</i>	<i>F_w</i>	<i>W</i>	<i>W_t</i>	<i>W_w</i>
HP 14x117	12 ¹ / ₂ "	1"	⁷ / ₈ "	7 ³ / ₄ "	⁵ / ₈ "	¹ / ₂ "
x102	12 ¹ / ₂ "	⁷ / ₈ "	³ / ₄ "	7 ³ / ₄ "	⁵ / ₈ "	¹ / ₂ "
x89	12 ¹ / ₂ "	³ / ₄ "	¹¹ / ₁₆ "	7 ³ / ₄ "	⁵ / ₈ "	¹ / ₂ "
x73	12 ¹ / ₂ "	⁵ / ₈ "	⁹ / ₁₆ "	7 ³ / ₄ "	⁵ / ₈ "	¹ / ₂ "
HP 12x84	10"	⁷ / ₈ "	¹¹ / ₁₆ "	6 ¹ / ₂ "	⁵ / ₈ "	¹ / ₂ "
x74	10"	⁷ / ₈ "	¹¹ / ₁₆ "	6 ¹ / ₂ "	⁵ / ₈ "	¹ / ₂ "
x63	10"	⁵ / ₈ "	¹ / ₂ "	6 ¹ / ₂ "	¹ / ₂ "	³ / ₈ "
x53	10"	⁵ / ₈ "	¹ / ₂ "	6 ¹ / ₂ "	¹ / ₂ "	³ / ₈ "
HP 10x57	8"	³ / ₄ "	⁹ / ₁₆ "	5 ¹ / ₄ "	¹ / ₂ "	³ / ₈ "
x42	8"	⁵ / ₈ "	⁹ / ₁₆ "	5 ¹ / ₄ "	¹ / ₂ "	³ / ₈ "
HP 8x36	7"	⁵ / ₈ "	⁷ / ₁₆ "	4 ¹ / ₄ "	¹ / ₂ "	³ / ₈ "

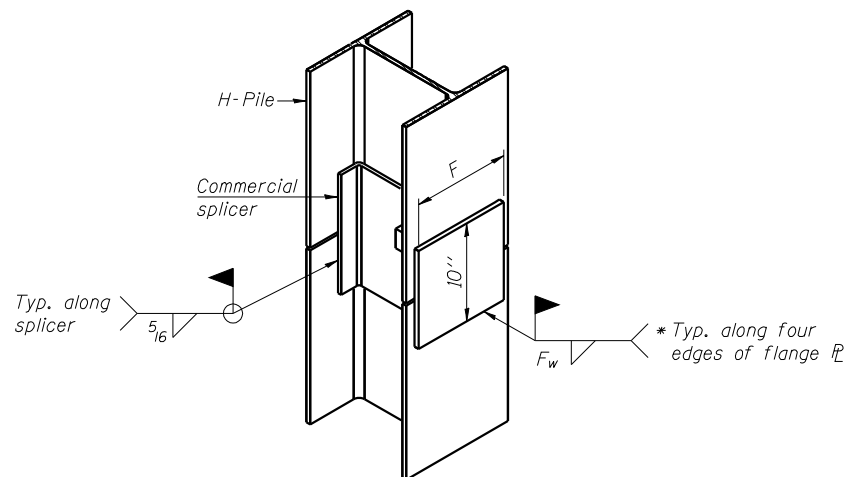


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

- * Interrupt welds ¹/₄" from end of web and/or each flange.
- ** Remove portions of backup plates that extend outside the flanges.
- *** Weld size per pile shoe manufacturer (⁵/₁₆" min.).

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



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 2

Date 11/12/10

ROUTE FAP 614 DESCRIPTION North Abutment for IL 78 over Indian Creek LOGGED BY M. Tappan

SECTION 147(B-3) LOCATION SW 1/4, SEC. 22, TWP. 16N, RNG. 10W, 3 PM

COUNTY Morgan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 069-0520
Station 494+27
BORING NO. B-NA
Station 492+48
Offset 12.0ft LT
Ground Surface Elev. 542.0 ft

Surface Water Elev. 512.3 ft
Stream Bed Elev. 511.3 ft
Groundwater Elev.:
First Encounter No Encounter ft
Upon Completion Washed ft
After Hrs. Plugged ft

D E P T H ft	B L O W S	U C S T	M O D E	Description	Elev. ft	D E P T H ft	B L O W S	U C S T	M O D E
				Brown Moist SILTY CLAY LOAM (Fill)	521.50				
				Black Moist SILTY CLAY LOAM	0				
					0				
				V. Dark Gray	0				
					0				
				Brown Moist SILTY CLAY	536.50				
					0				
					0				
				Dark Gray					
					0				
				Gray and Brown					
					0				
					0				
				Gray Moist Silty Clay Loam w/ Loam Seams and Woody Organics					
					0				
					0				
				Gray Med SANDY GRAVEL to Gray Fine SAND	504.50				
					0				
					0				

File Name: S:\SOILS\IGNT FILES\MORGAN\069-0520 IL 78 OVER INDIAN CREEK\CPJ Data Template\B2TEMPLT.GDT Date Printed: 04/11/11
Latitude: 38.0428884 Longitude: 90.1324397 Datum: NAD83 Job Number: 72497

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



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 2 of 2

Date 11/12/10

ROUTE FAP 614 DESCRIPTION North Abutment for IL 78 over Indian Creek LOGGED BY M. Tappan

SECTION 147(B-3) LOCATION SW 1/4, SEC. 22, TWP. 16N, RNG. 10W, 3 PM

COUNTY Morgan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. 069-0520
Station 494+27
BORING NO. B-NA
Station 492+48
Offset 12.0ft LT
Ground Surface Elev. 542.0 ft

Surface Water Elev. 512.3 ft
Stream Bed Elev. 511.3 ft
Groundwater Elev.:
First Encounter No Encounter ft
Upon Completion Washed ft
After Hrs. Plugged ft

D E P T H ft	B L O W S	U C S T	M O D E	Description	Elev. ft	D E P T H ft	B L O W S	U C S T	M O D E
				Gray Med SANDY GRAVEL to Gray Fine SAND (continued)					
					498.00				
				Gray fine SAND to Yellowish Brown to Blue Gray SILTY SHALE WASHED					
					0				
					0				
				Yellowish Brown and Blue Gray Silty Shale w/ Sandy Shale Seams					
					0				
					0				
				Gray Silty Shale w/ Gray Sandy Shale Seams	487.50				
				Boring Complete					

File Name: S:\SOILS\IGNT FILES\MORGAN\069-0520 IL 78 OVER INDIAN CREEK\CPJ Data Template\B2TEMPLT.GDT Date Printed: 04/11/11
Latitude: 38.0428884 Longitude: 90.1324397 Datum: NAD83 Job Number: 72497

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

BORING B-NA

FILE NAME =	USER NAME = rjp	DESIGNED - RJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING LOGS STRUCTURE NO. 069-0520	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Q:\10\files\100019\W01 - IL 78 Indian Creek\Bridges\Plans\Boring Logs.dgn		CHECKED - ADL	REVISED -			614	147B-3	MORGAN	93	71
PLOT SCALE = 0.1667" / IN.		DRAWN - KTH	REVISED -			CONTRACT NO. 72A97				
PLOT DATE = 7/30/2014		CHECKED - ADL	REVISED -			SHEET NO. 31 OF 33 SHEETS				



SOIL BORING LOG

ROUTE FAP 614 DESCRIPTION Pier One for IL 78 over Indian Creek LOGGED BY M. Tappan
 SECTION 147(B-3) LOCATION SW 1/4, SEC. 22, TWP. 16N, RNG. 10W, 3 PM
 COUNTY Morgan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO.	STATION	DEPTH (ft)	DESCRIPT	UCS	MOIST	WATER	QUANTITY	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hours	Plugged	ft	DEPTH (ft)	DESCRIPT	UCS	MOIST	WATER	QUANTITY	
069-0520	494+27		Gray LOAM to SAND LOAM (Fill) w/ Asphalt Blocks					512.3	511.3	503.9	503.9												
		12																					
		17																					
		21																					
		517.40	Dk Brown to Black Asphalt (Millings) Fill w/ Concrete Block at 4.5'																				
		21																					
		100/5'																					
		514.90	Brown to Dk Gray Moist SILTY CLAY LOAM																				
		1																					
		2		0.6	27																		
		2		B																			
		0																					
		1		0.5	29																		
		2		B																			
		10		0.5	25																		
		1		B																			
		0																					
		2		1.1	24																		
		2		B																			
		15																					
		0																					
		1																					
		2																					
		503.90	Brown V. Dirty SANDY GRAVEL FREE WATER Poor Recovery																				
		1																					
		2																					
		501.90	Brown and Lt Gray Moist Oxidized SHALEY CLAY																				
		4																					
		10		2.5	21																		
		11		S-15																			
		20																					

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



ROCK CORE LOG

ROUTE FAP 614 DESCRIPTION Pier One for IL 78 over Indian Creek LOGGED BY M. Tappan
 SECTION 147(B-3) LOCATION SW 1/4, SEC. 22, TWP. 16N, RNG. 10W, 3 PM
 COUNTY Morgan CORING METHOD Water

STRUCT. NO.	STATION	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)
069-0520	494+27																						
		491.90																					
		1																					
		100																					
		68																					
		30																					
		497.40																					
		491.90																					
		32.0ft RT																					
		520.4																					
		491.90																					
		1																					
		100																					
		79																					
		3																					
		100																					
		90																					
		481.70																					
		3																					
		100																					
		90																					
		40																					
		477.30																					
		1																					
		100																					
		149.8																					
		32																					
		1																					
		0.6																					
		32																					
		1																					
		0.1																					
		32																					
		0																					
		1																					
		0.4																					
		26																					
		1																					
		0.7																					
		23																					
		2																					
		B																					
		40																					

Color pictures of the cores Yes, On File
 Cores will be stored for examination until 5 Years after Construction
 The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
 RQD is the ratio of the total length of sound core specimens >4" to total length of core run BBS, form 138 (Rev. 8-99)

BORING B-P1



SOIL BORING LOG

ROUTE FAP 614 DESCRIPTION Pier Two for IL 78 over Indian Creek LOGGED BY M. Tappan
 SECTION 147(B-3) LOCATION SW 1/4, SEC. 22, TWP. 16N, RNG. 10W, 3 PM
 COUNTY Morgan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO.	STATION	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	DEPTH (ft)	
069-0520	494+27																						
		512.3																					
		511.3																					
		510.6																					
		504.6																					



Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 2

Date 11/16/10

ROUTE FAP 614 DESCRIPTION South Abutment for IL 78 over Indian Creek LOGGED BY M. Tappan

SECTION 147(B-3) LOCATION SW 1/4, SEC. 22, TWP. 16N, RNG. 10W, 3 PM

COUNTY Morgan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. Station	BORING NO. Station Offset Ground Surface Elev.	D E P T H				Surface Water Elev. Stream Bed Elev. Groundwater Elev.: First Encounter Upon Completion After	D E P T H								
		(ft)	/ft	(tsf)	(%)		(ft)	/ft	(tsf)	(%)					
099-0520 494+27	B-SA 495+79 8.0ft RT 530.2					512.3 511.3									
Brown Moist SILTY CLAY LOAM (Fill)						Brown and Dk Gray Moist SILTY CLAY (continued)									
						Wet									
Gray and Brown Moist Silty Clay Loam Fill															
Dk Gray Moist SILTY CLAY (Fill)															
						Lt Blue Gray V. Moist Silty Clay w/ Gastropod Shells									
Brown and Dk Gray Moist SILTY CLAY						Gray V. Moist SILTY CLAY LOAM									
Brown and Gray															
Brown and Lt Gray Moist Silty Clay w/ Brown Oxidation Nodules															
FREE WATER															

File Name: S:\SOILS\IGNY FILES\MORGAN\069-0520 IL 78 OVER INDIAN CREEK.GPJ Data Template: D:\TEMP\11\DOT Date Printed: 8/4/11
Latitude: 39.492081 Longitude: 90.132599 Datum: NAD83 Job Number: 72497

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



Illinois Department of Transportation
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SOIL BORING LOG

Page 2 of 2

Date 11/16/10

ROUTE FAP 614 DESCRIPTION South Abutment for IL 78 over Indian Creek LOGGED BY M. Tappan

SECTION 147(B-3) LOCATION SW 1/4, SEC. 22, TWP. 16N, RNG. 10W, 3 PM

COUNTY Morgan DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. Station	BORING NO. Station Offset Ground Surface Elev.	D E P T H				Surface Water Elev. Stream Bed Elev. Groundwater Elev.: First Encounter Upon Completion After	D E P T H								
		(ft)	/ft	(tsf)	(%)		(ft)	/ft	(tsf)	(%)					
069-0520 494+27	B-SA 495+79 8.0ft RT 530.2					512.3 511.3									
Gray V. Moist SILTY CLAY LOAM (continued)						Gray Dry Fissile SILTY SHALE Interbedded w/ Lt Gray Dry Sandy Shale Seams (continued)									
Gray V. Moist Silty Clay Loam w/ Silt Loam Seams															
						Boring Complete									
Gray V. Moist Silty Clay Loam															
Gray Wet LOAM															

File Name: S:\SOILS\IGNY FILES\MORGAN\069-0520 IL 78 OVER INDIAN CREEK.GPJ Data Template: D:\TEMP\11\DOT Date Printed: 8/4/11
Latitude: 39.492081 Longitude: 90.132599 Datum: NAD83 Job Number: 72497

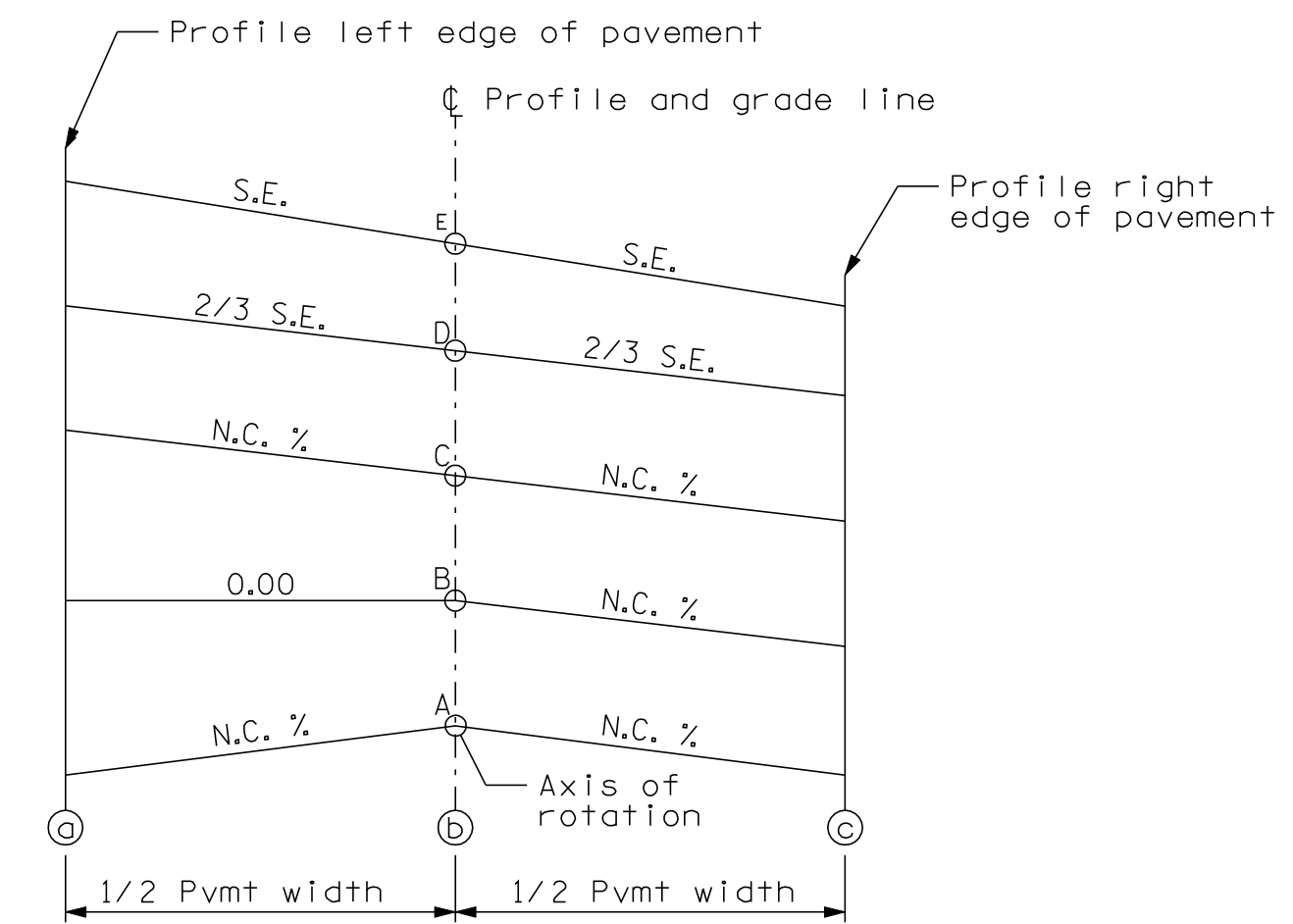
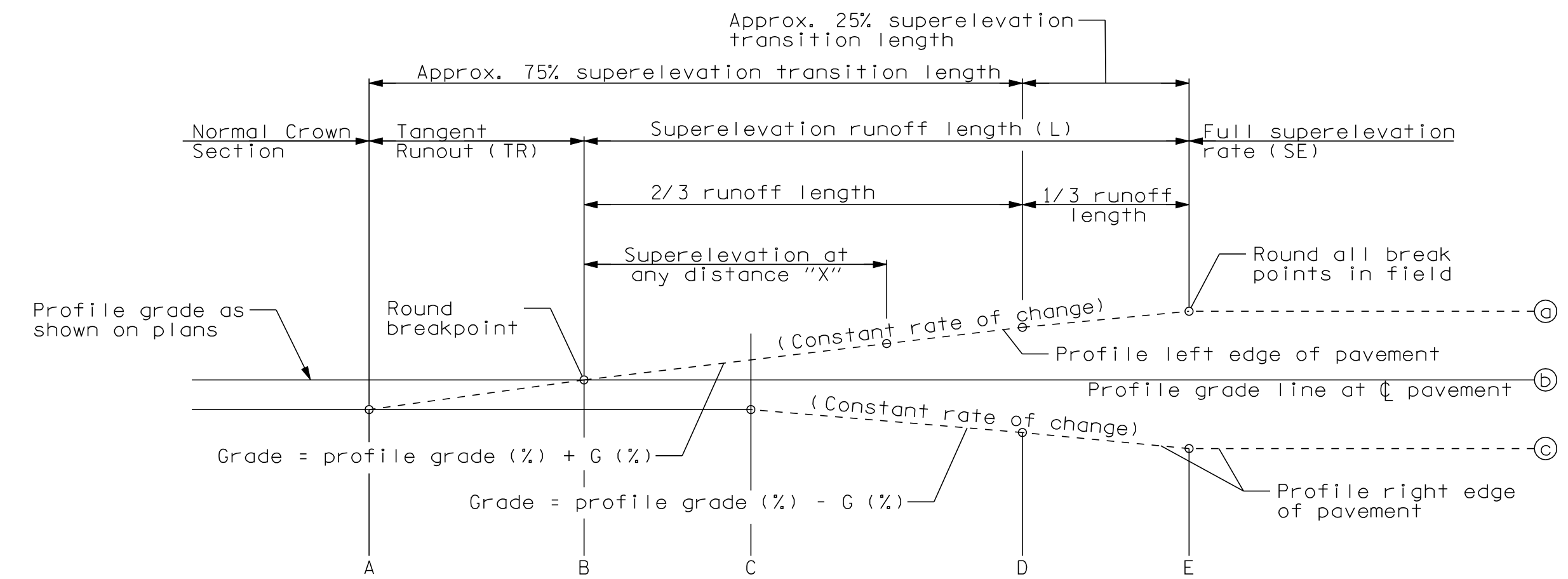
The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each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

BORING B-SA

FILE NAME = G:\10files\100019\W01 - IL 78 Indian Creek\Boring Plans\Boring Logs.dgn	USER NAME = rjp	DESIGNED - RJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BORING LOGS STRUCTURE NO. 069-0520	F.A.P. RTE. = 614	SECTION = 147B-3	COUNTY = MORGAN	TOTAL SHEETS = 93	SHEET NO. = 73	
PLOT SCALE = 0.1667' / IN.	DRAWN - KTH	REVISIED -									
PLOT DATE = 7/30/2014	CHECKED - ADL	REVISIED -									

EXISTING CURVE 227						
SECTION	STATION	LEFT EDGE	SLOPE %	CL	SLOPE %	RIGHT EDGE
*	490+76.06	551.87	-1.55%	552.04	+1.55%	552.21
C	490+77.27	551.82	-1.50%	551.98	+1.50%	552.15
	491+00.00	550.63	-1.50%	550.79	+0.57%	550.85
B	491+13.90	549.92	-1.50%	550.08	+0.00%	550.08
	491+25.00	549.36	-1.50%	549.52	-1.05%	549.40
A	491+50.53	548.11	-1.50%	548.27	-1.50%	548.11

* THE CROSS SLOPE AT THIS LOCATION MATCHES EXISTING.



AXIS OF ROTATION ABOUT CENTERLINE OF TRAVELED WAY - TWO LANE ROADS

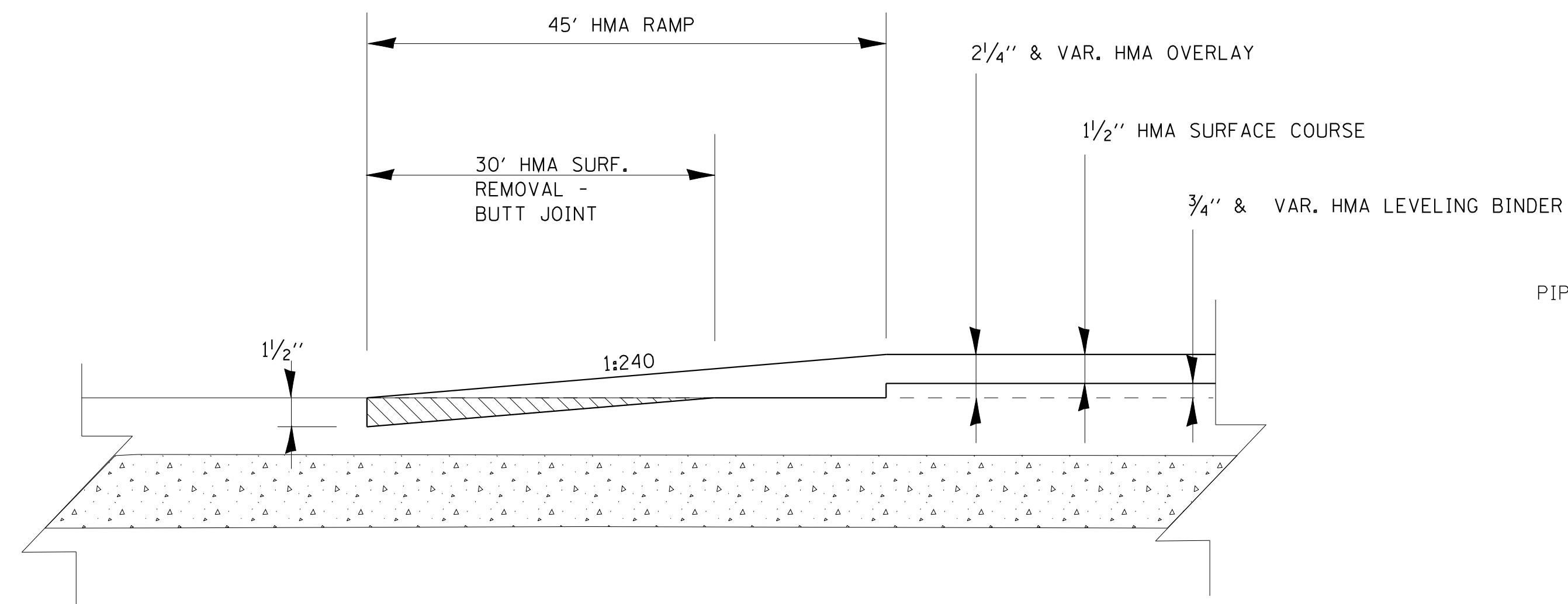
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g:\10files\100019\wo 1 - 11 78 indson creek\CADD Sheets\D672A97-sh1-details.dgn		DRAWN -	REVISED -
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	PLOT DATE = 7/30/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

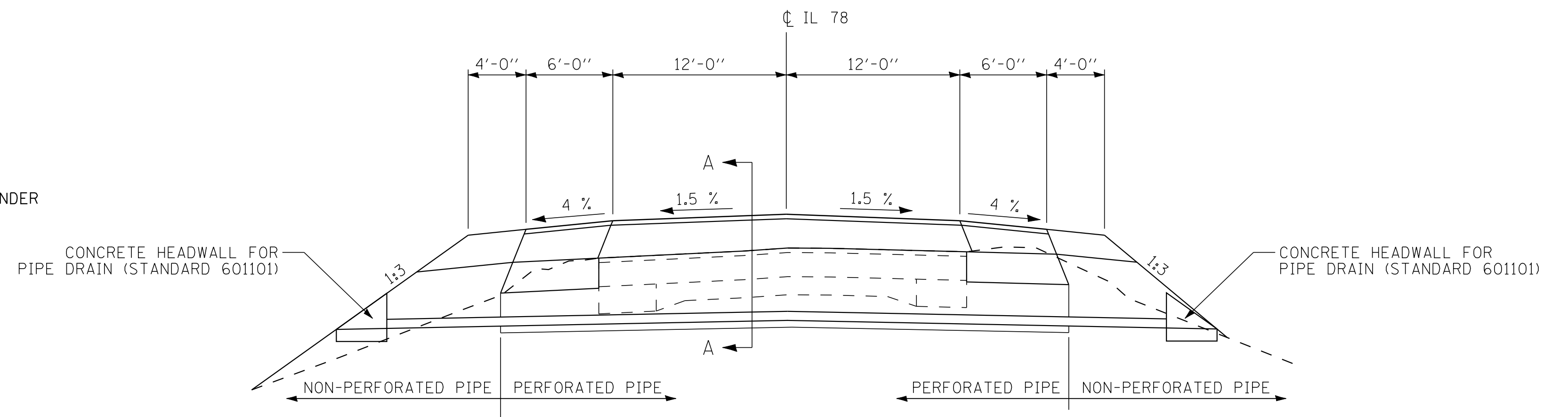
SUPERELEVATION DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	74
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

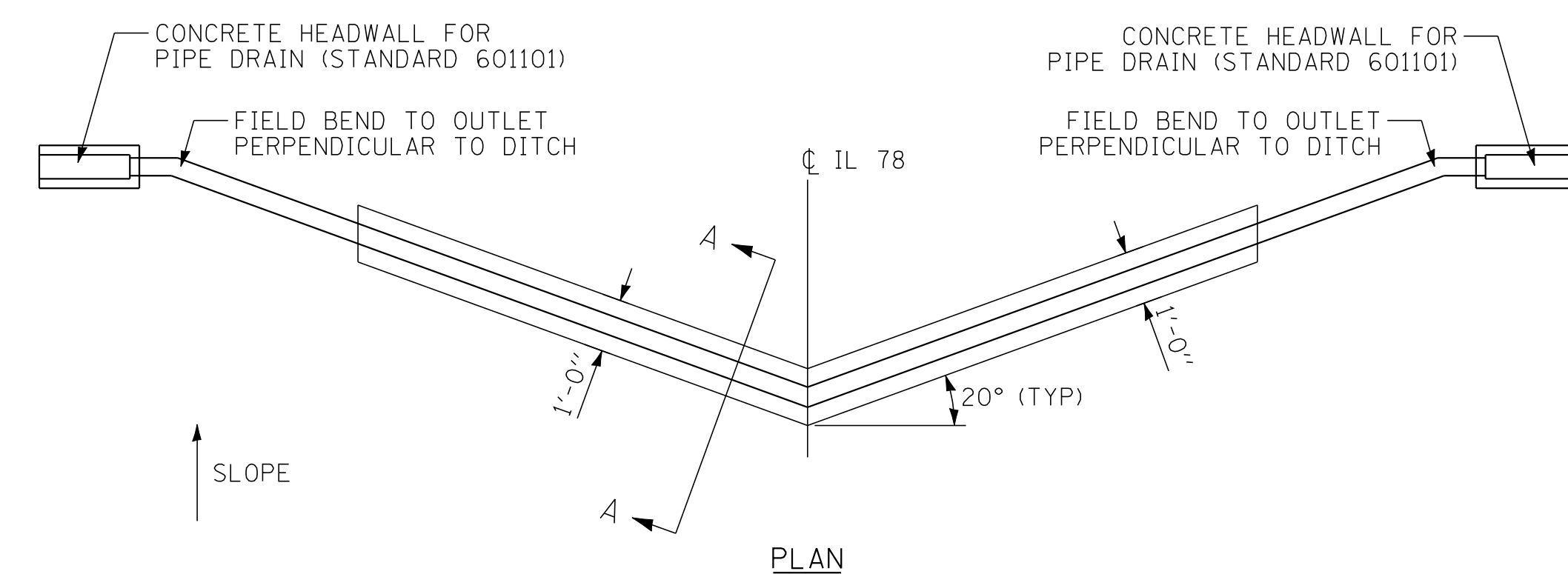


BUTT JOINT DETAIL
 STA 487+50.00 TO STA 487+95.00
 STA 501+30.00 TO STA 501+75.00

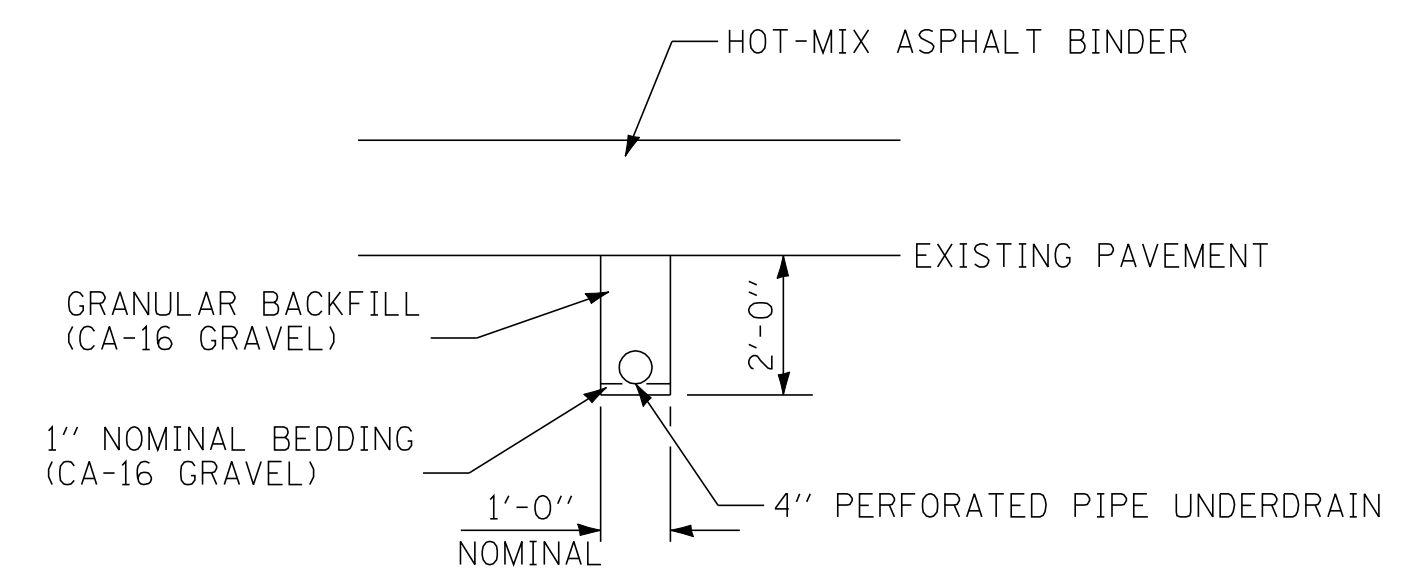


CROSS SECTION

NOTES: DIMENSIONS SHOWN ARE AT
 RIGHT ANGLES TO ϕ
 NOT TO SCALE



PLAN



SECTION A-A

GENERAL NOTES

TRANSVERSE DRAINS SHALL BE INSTALLED PRIOR TO CONSTRUCTING TEMPORARY PROFILES DURING STAGE 1 AND STAGE 2.
 PERFORATED PIPE SHALL BE USED BELOW PAVED SURFACES. NON-PERFORATED PIPE SHALL BE USED OUTSIDE THE LIMITS OF PAVING.
 PAVEMENT PATCHING WILL BE PAID FOR SEPARATELY.

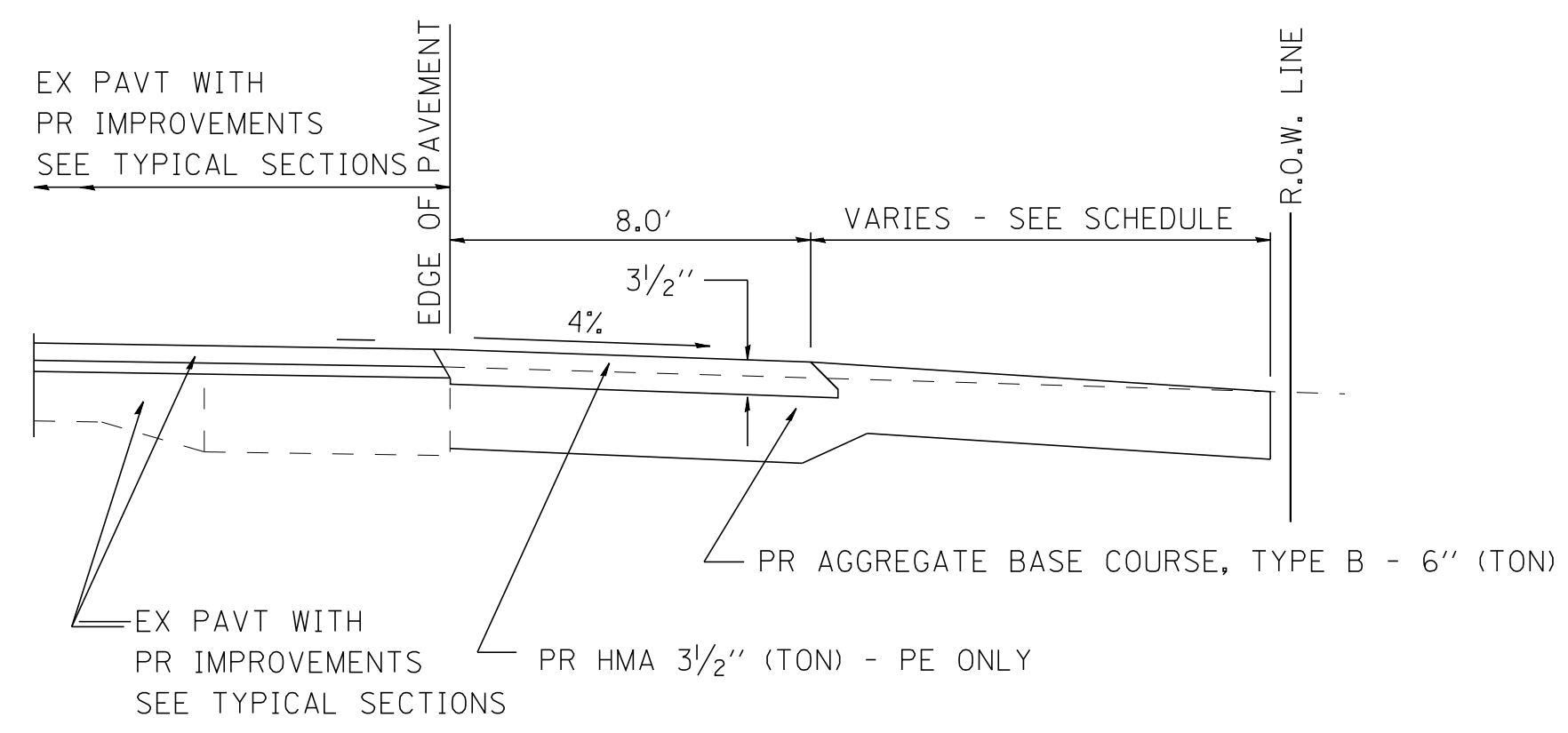
TRANSVERSE DRAIN DETAIL

FILE NAME =	USER NAME = ebb	DESIGNED -	REVISED -
q:\10files\100019\wo 1 - il 78 indson creek\CADD Sheets\D672A97-sh1-details.dgn		DRAWN -	REVISED -
	PLOT SCALE = 20.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 7/30/2014	DATE -	REVISED -

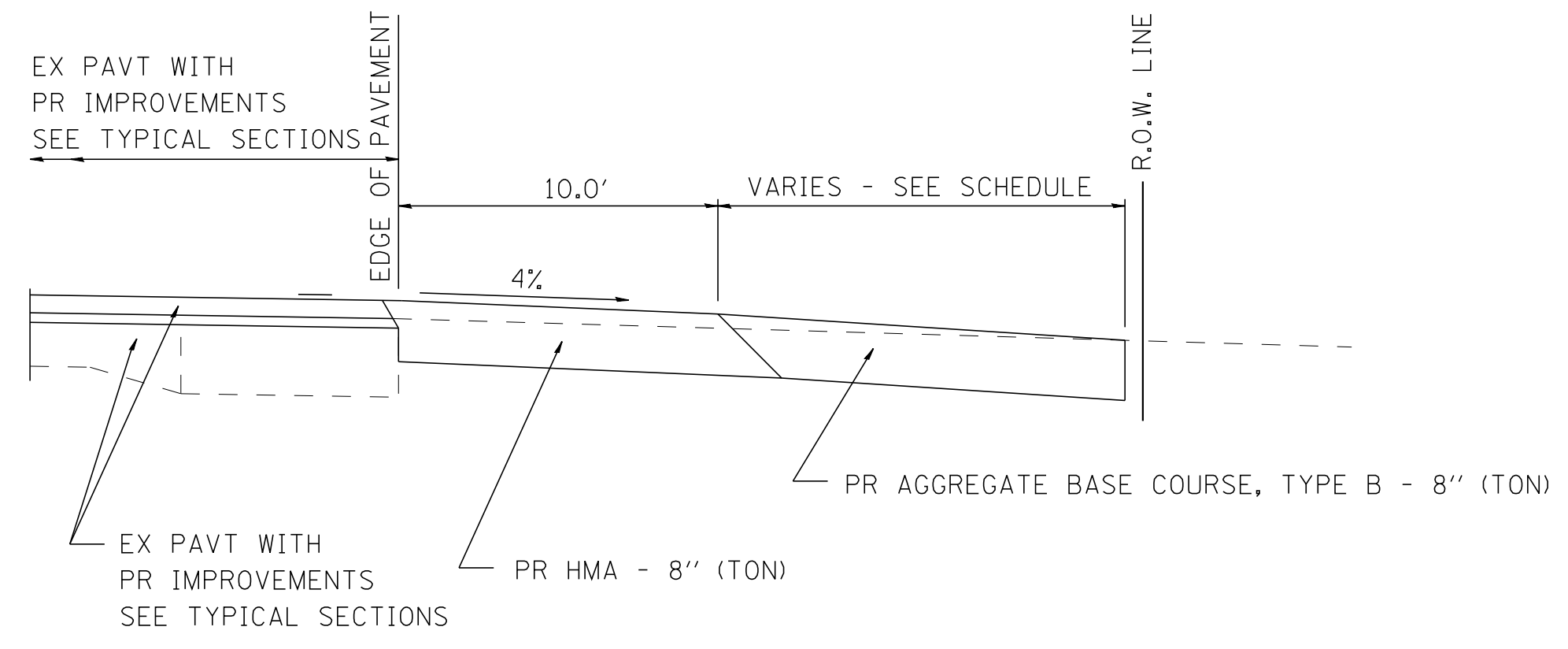
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

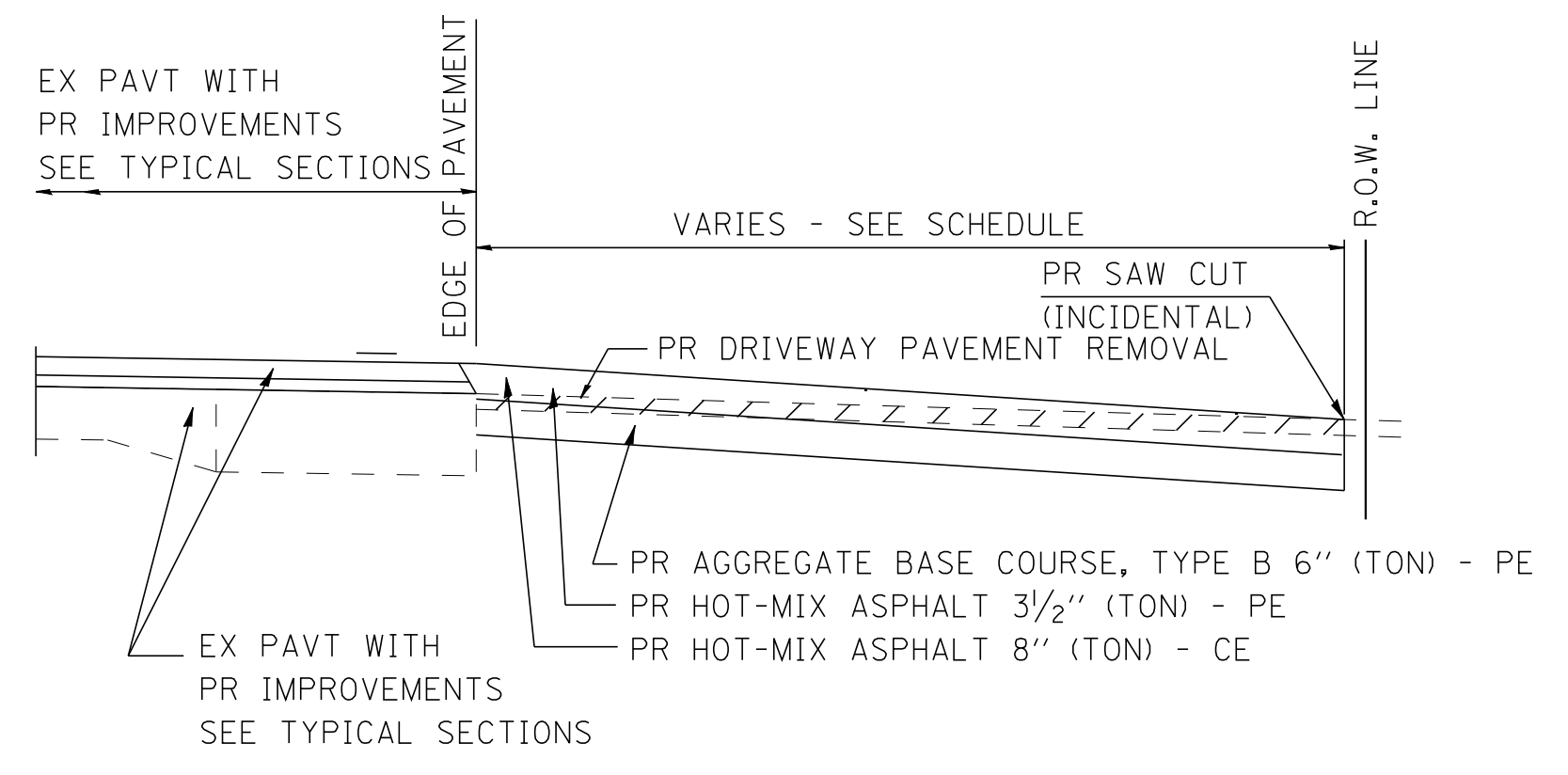
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	75
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



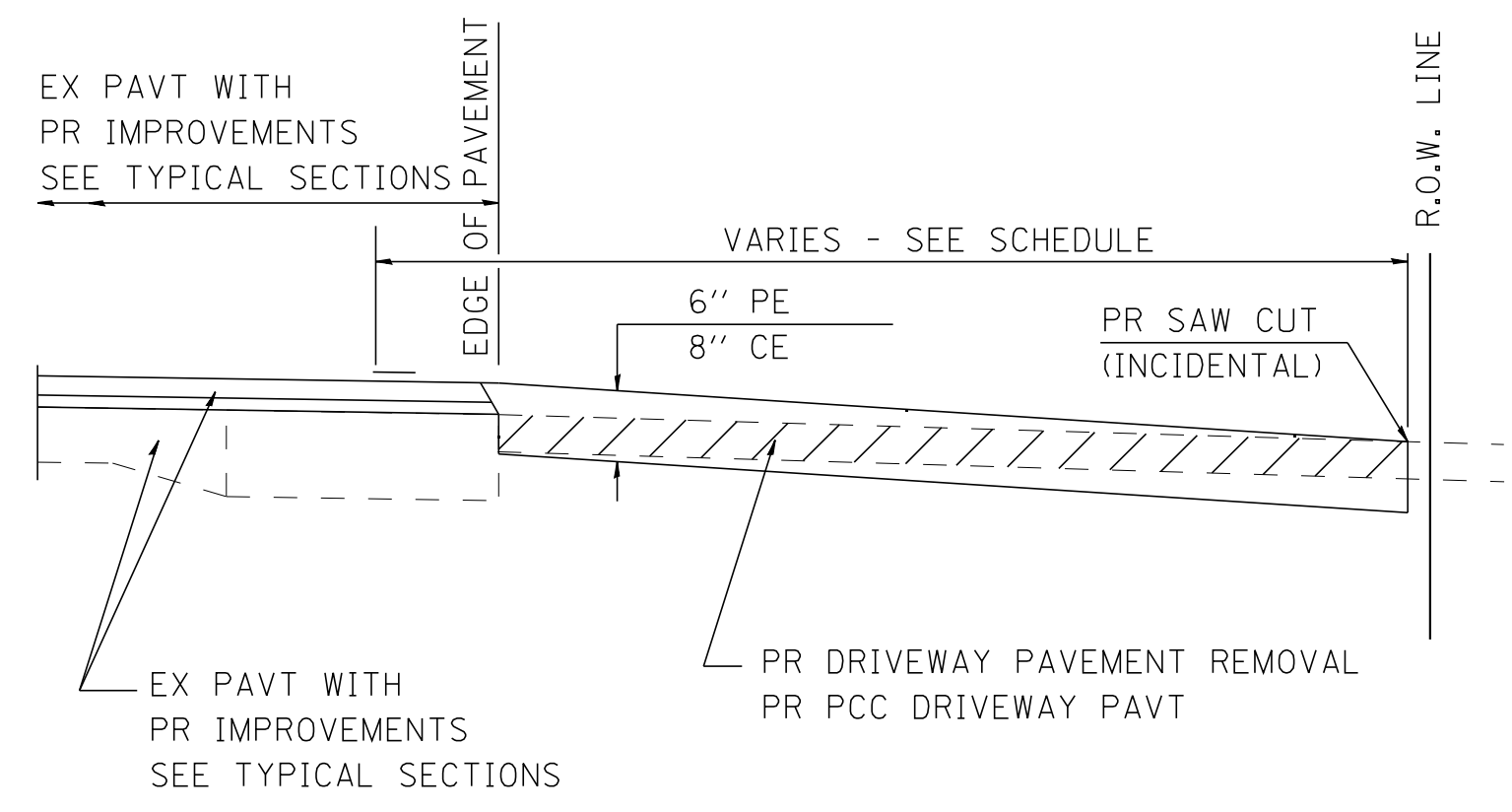
SECTION A-A FOR EX EARTH/AGGREGATE FE & PE



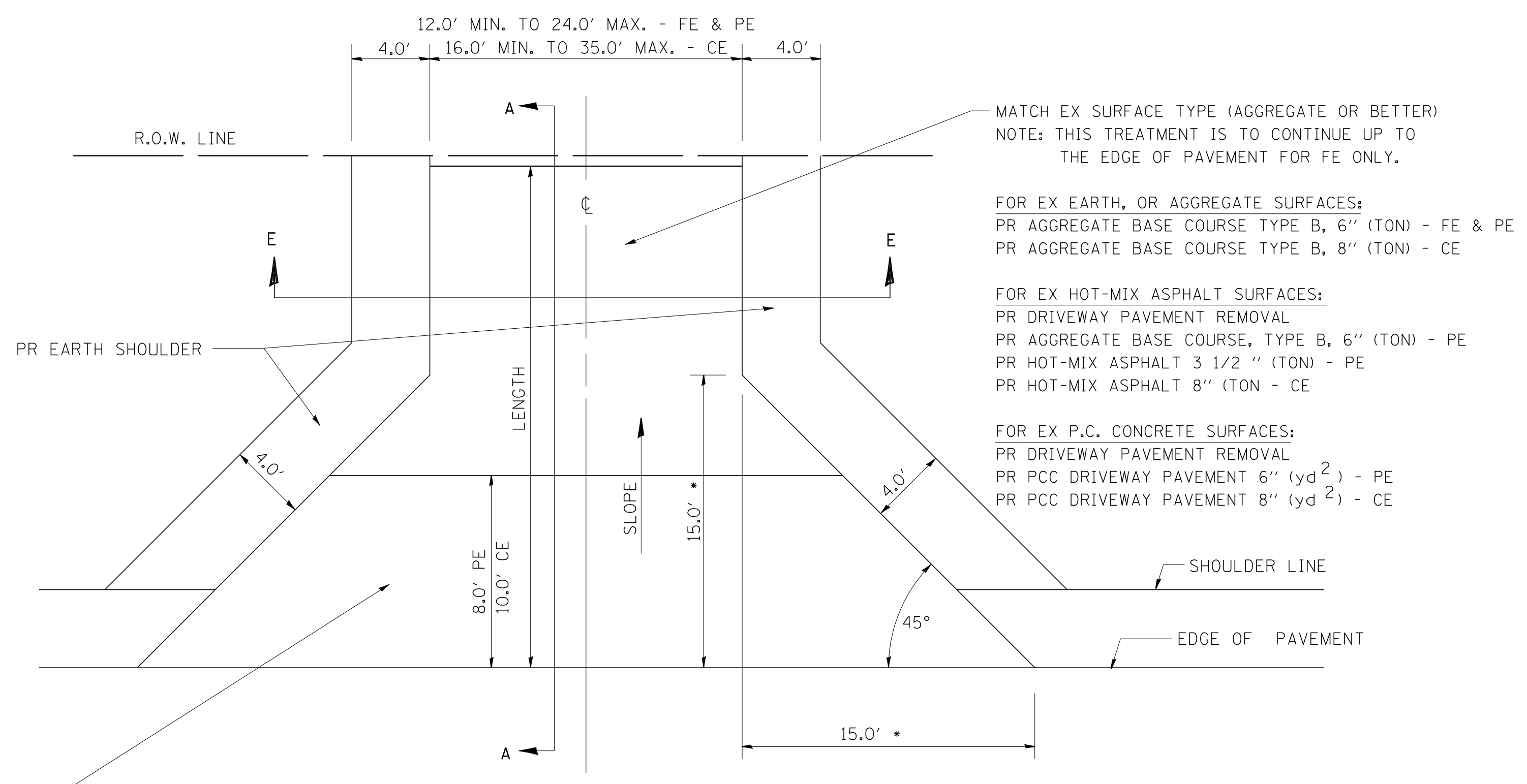
SECTION A-A FOR EX EARTH/AGGREGATE CE



SECTION A-A FOR EX HOT-MIX ASPHALT PE & CE



SECTION A-A FOR EX P.C. CONC. PE & CE



FOR EX EARTH, AGGREGATE, OR HOT-MIX ASPHALT SURFACES:
 PR DRIVEWAY PAVEMENT REMOVAL (IF APPLICABLE)
 PR AGGREGATE BASE COURSE TYPE B 6" (TON) - FE
 PR AGGREGATE BASE COURSE TYPE B, 6" (TON) &
 PR HOT-MIX ASPHALT 3 1/2" (TON) - PE
 PR HOT-MIX ASPHALT 8" (TON) - CE

FOR P.C. CONCRETE SURFACES:
 PR DRIVEWAY PAVEMENT REMOVAL
 PR PCC DRIVEWAY PAVT 6" (yd²) - PE
 PR PCC DRIVEWAY PAVT 8" (yd²) - CE

MATCH EX SURFACE TYPE (AGGREGATE OR BETTER)
 NOTE: THIS TREATMENT IS TO CONTINUE UP TO THE EDGE OF PAVEMENT FOR FE ONLY.

FOR EX EARTH, OR AGGREGATE SURFACES:
 PR AGGREGATE BASE COURSE TYPE B, 6" (TON) - FE & PE
 PR AGGREGATE BASE COURSE TYPE B, 8" (TON) - CE

FOR EX HOT-MIX ASPHALT SURFACES:
 PR DRIVEWAY PAVEMENT REMOVAL
 PR AGGREGATE BASE COURSE, TYPE B, 6" (TON) - PE
 PR HOT-MIX ASPHALT 3 1/2" (TON) - PE
 PR HOT-MIX ASPHALT 8" (TON) - CE

FOR EX P.C. CONCRETE SURFACES:
 PR DRIVEWAY PAVEMENT REMOVAL
 PR PCC DRIVEWAY PAVEMENT 6" (yd²) - PE
 PR PCC DRIVEWAY PAVEMENT 8" (yd²) - CE

* USE 7.0' WHERE 15.0' WILL NOT FIT.

GENERAL NOTES:

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

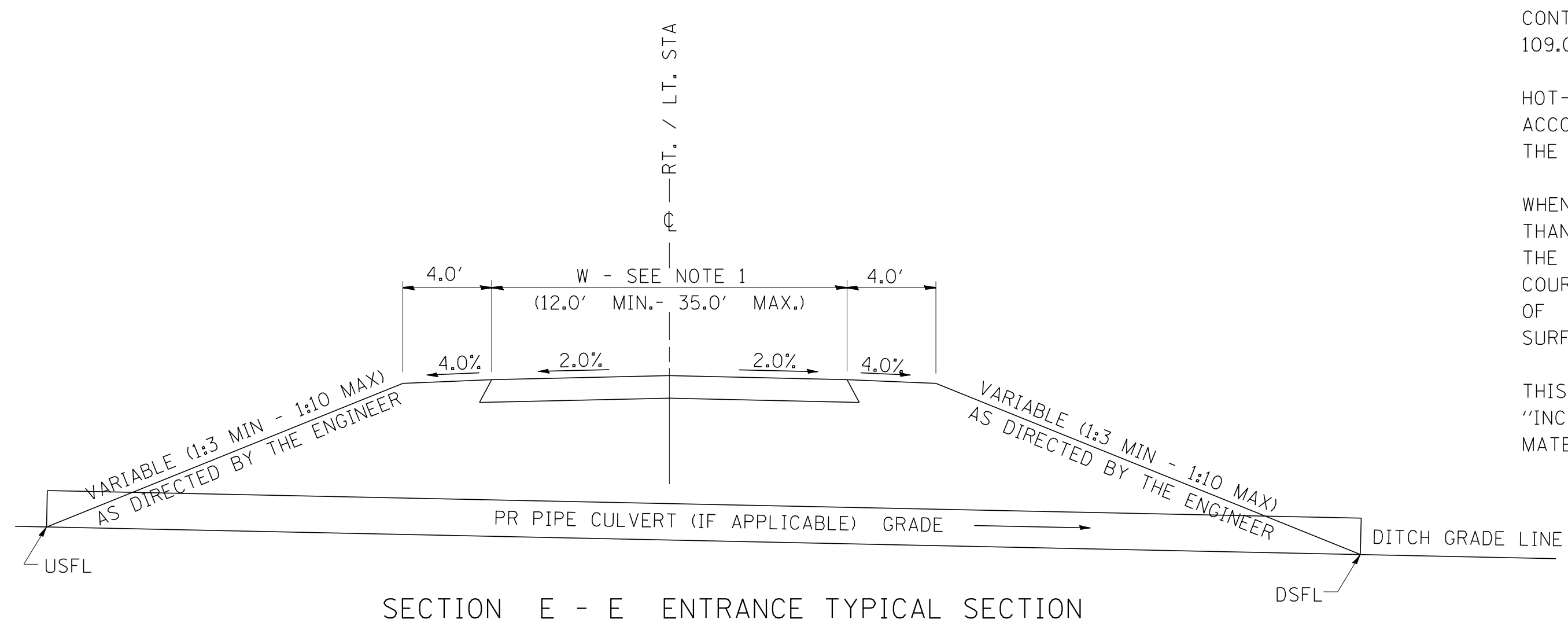
THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

HOT-MIX ASPHALT REQUIRED TO CONSTRUCT THE ENTRANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE HOT-MIX ASPHALT PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF HOT-MIX ASPHALT BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 2 INCHES SHALL MEET THE REQUIREMENTS OF HOT-MIX ASPHALT SURFACE COURSE, MIXTURE "C".

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR "INCIDENTAL HOT-MIX ASPHALT SURFACING" WHICH SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR INVOLVED.



SECTION E - E ENTRANCE TYPICAL SECTION

NOTE 1: WIDTH OF ENTRANCE MAY BE INCREASED AT THE PIPE CULVERT DUE TO THE DITCHLINE BEING LOCATED IN THE ENTRANCE FLARE AREA.

FILE NAME =	USER NAME = ebb	DESIGNED -	REVISED -
qr:\10files\100019\wo 1 - 11 78 indson creek\CADD Sheets\D672A97-sh1-details.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	76
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

GENERAL NOTES:

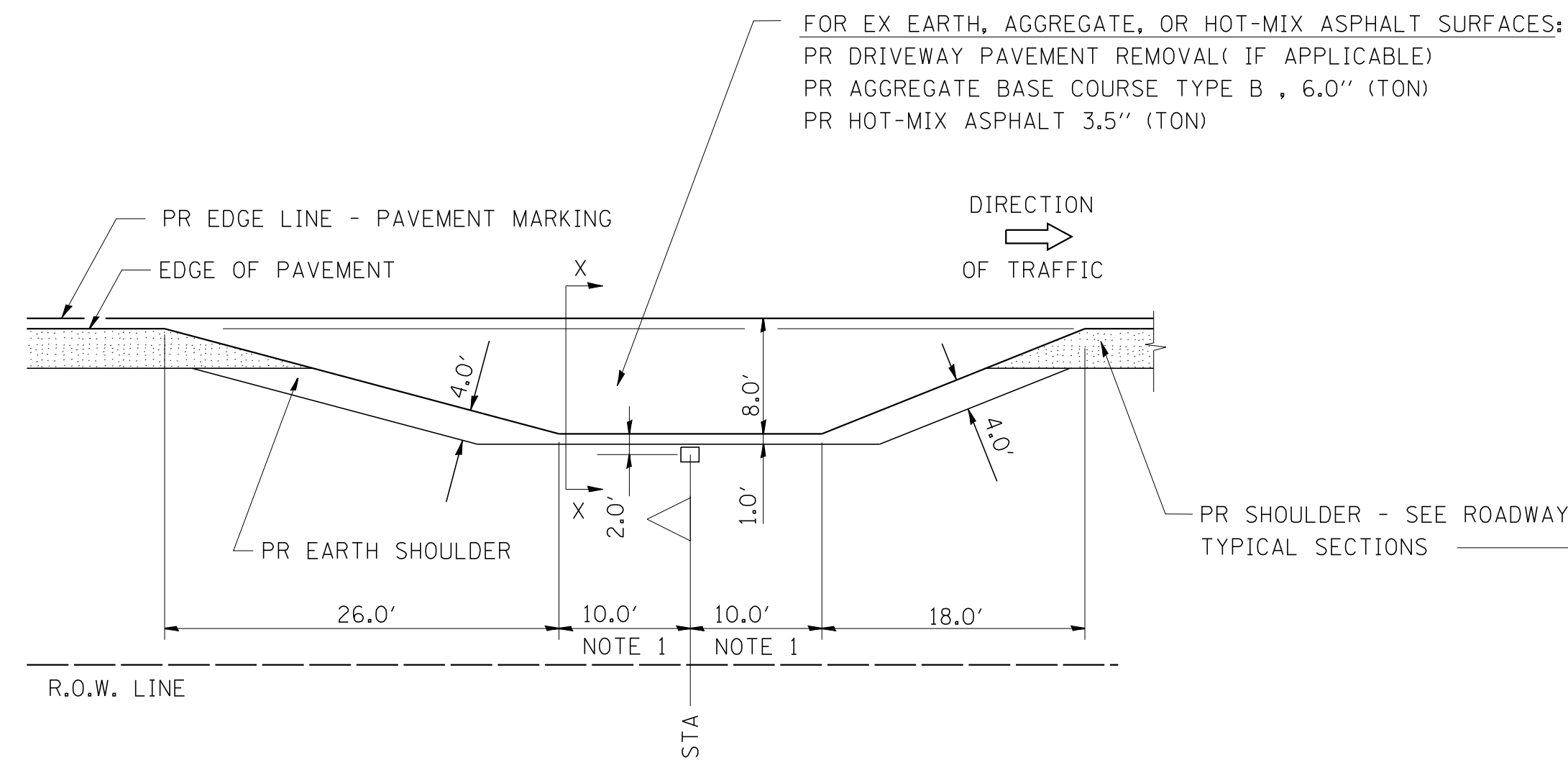
THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

HOT-MIX ASPHALT REQUIRED SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

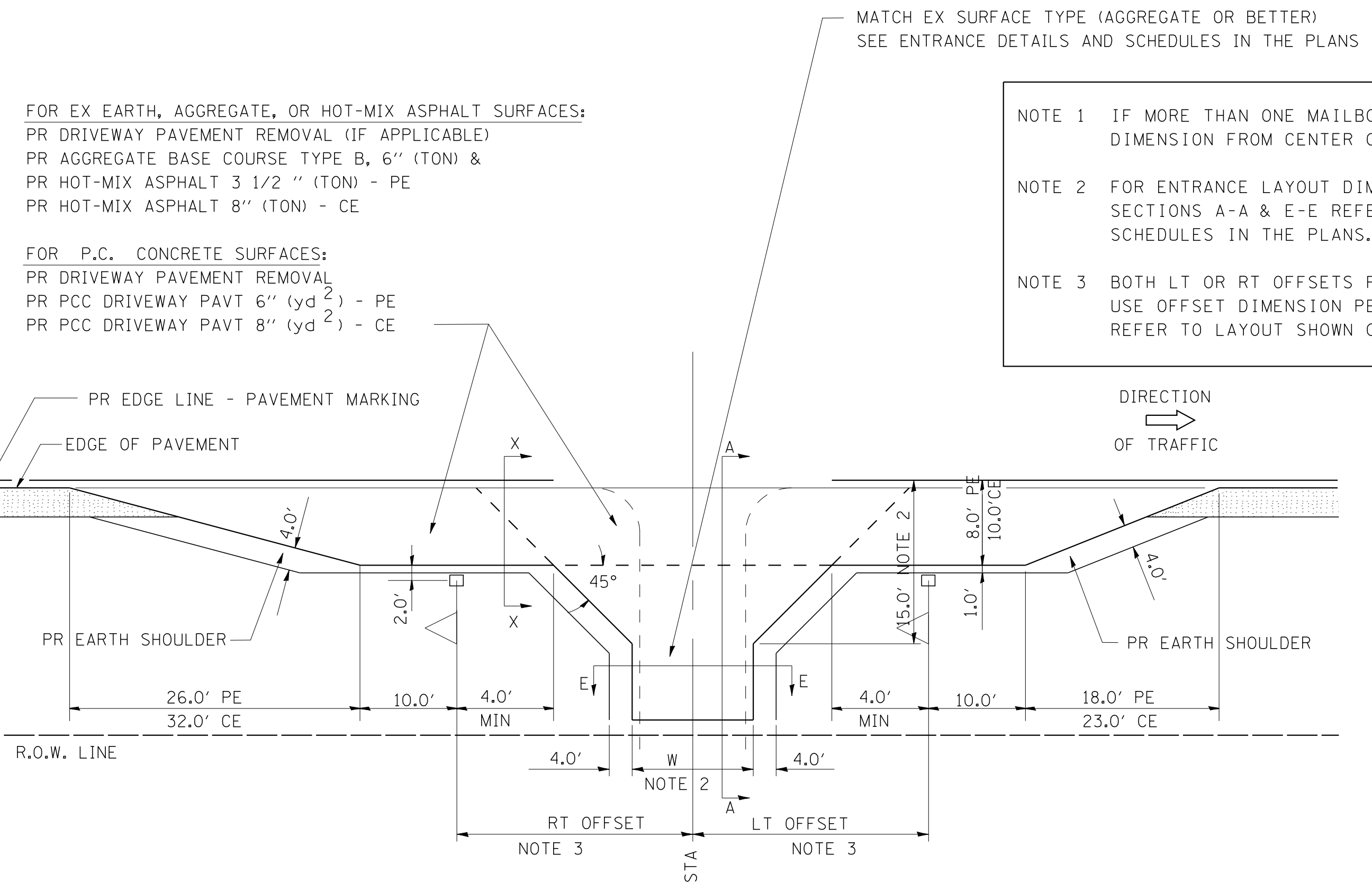
WHEN THE HOT-MIX ASPHALT PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF HOT-MIX ASPHALT BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 2 INCHES SHALL MEET THE REQUIREMENTS OF HOT-MIX ASPHALT SURFACE COURSE, MIXTURE "C".

THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR "INCIDENTAL HOT-MIX ASPHALT SURFACING" WHICH SHALL INCLUDE ALL MATERIALS, EQUIPMENT, AND LABOR INVOLVED.

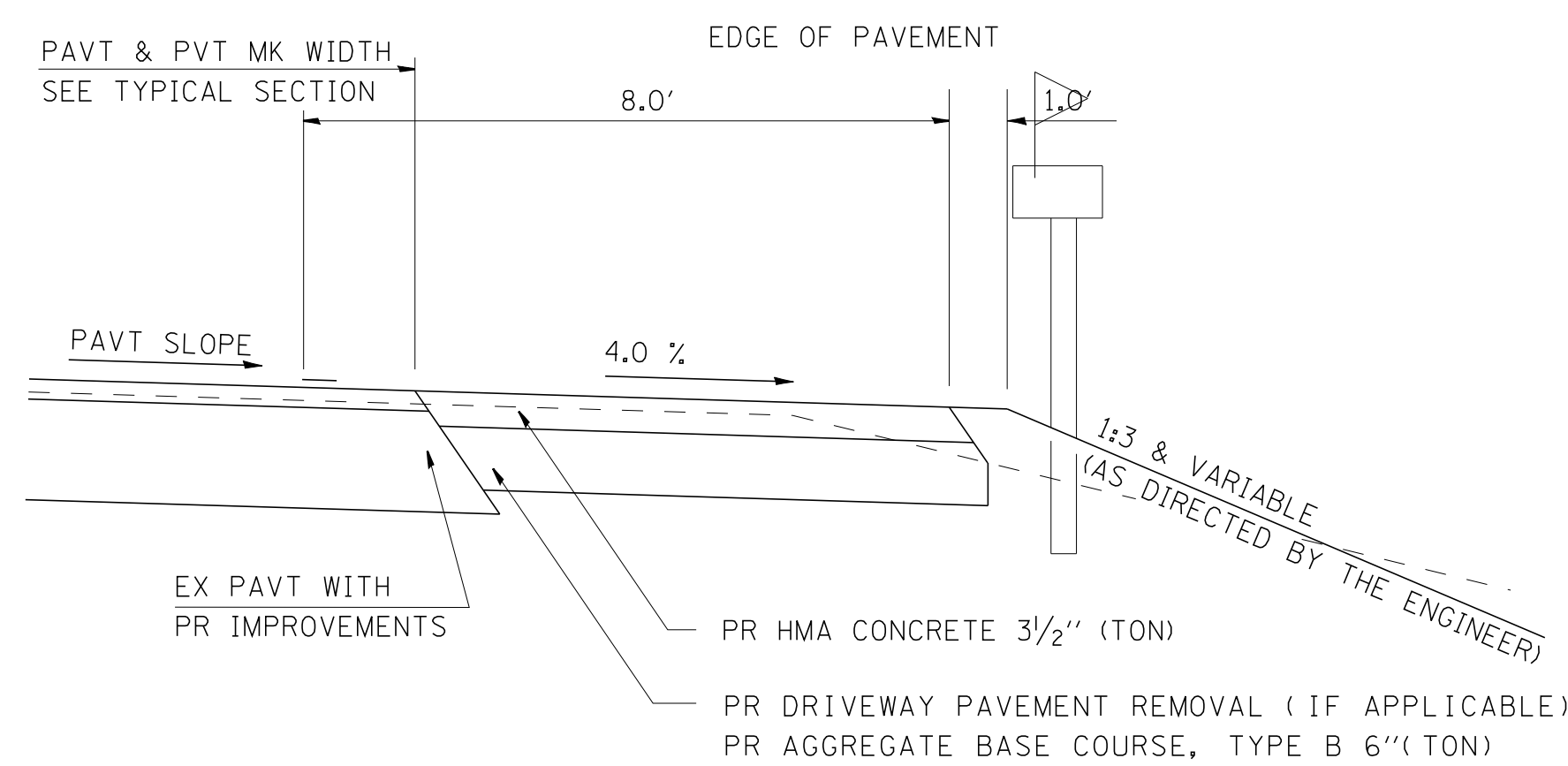
DETAILS OF MAILBOX TURNOUTS



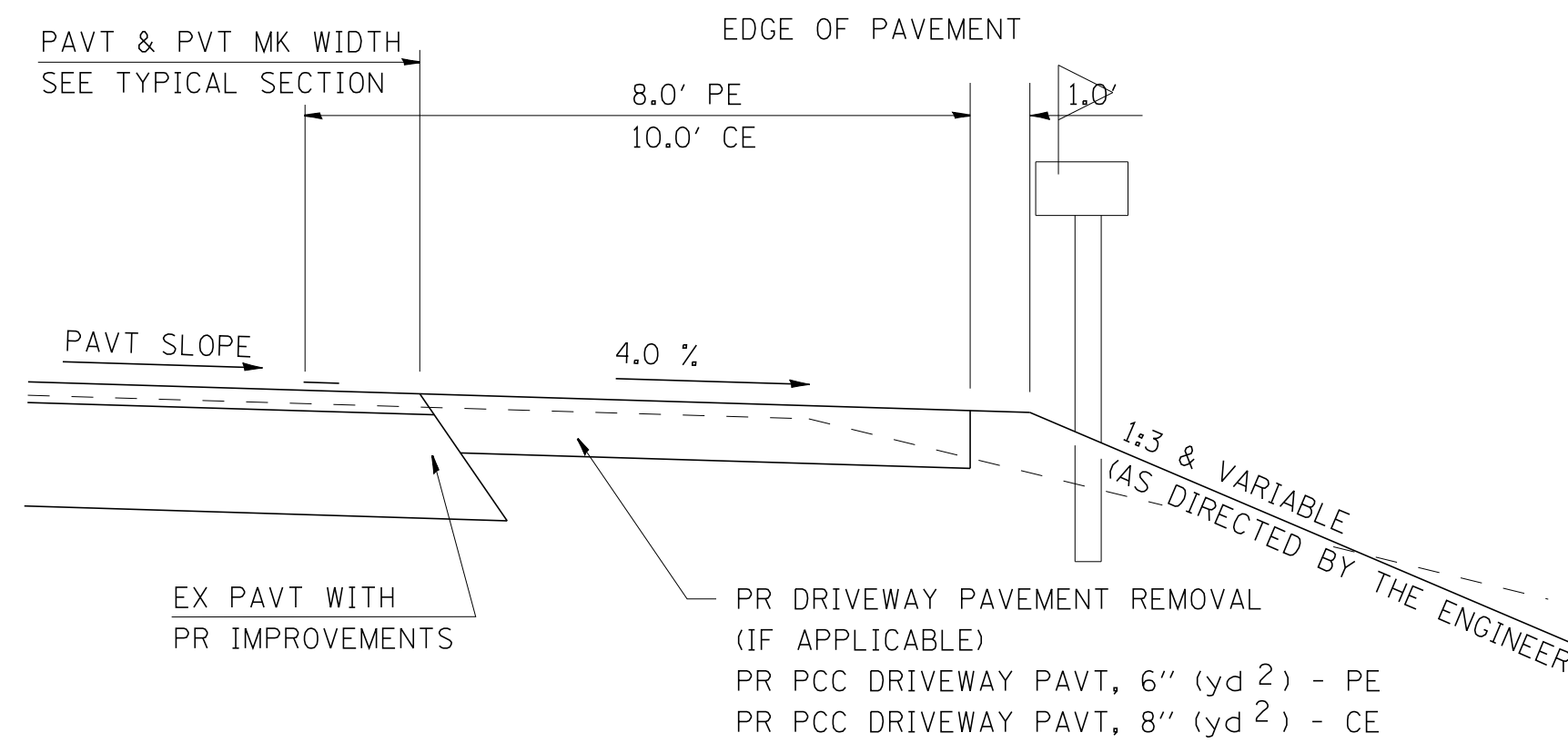
PLAN - MAILBOX TURNOUTS



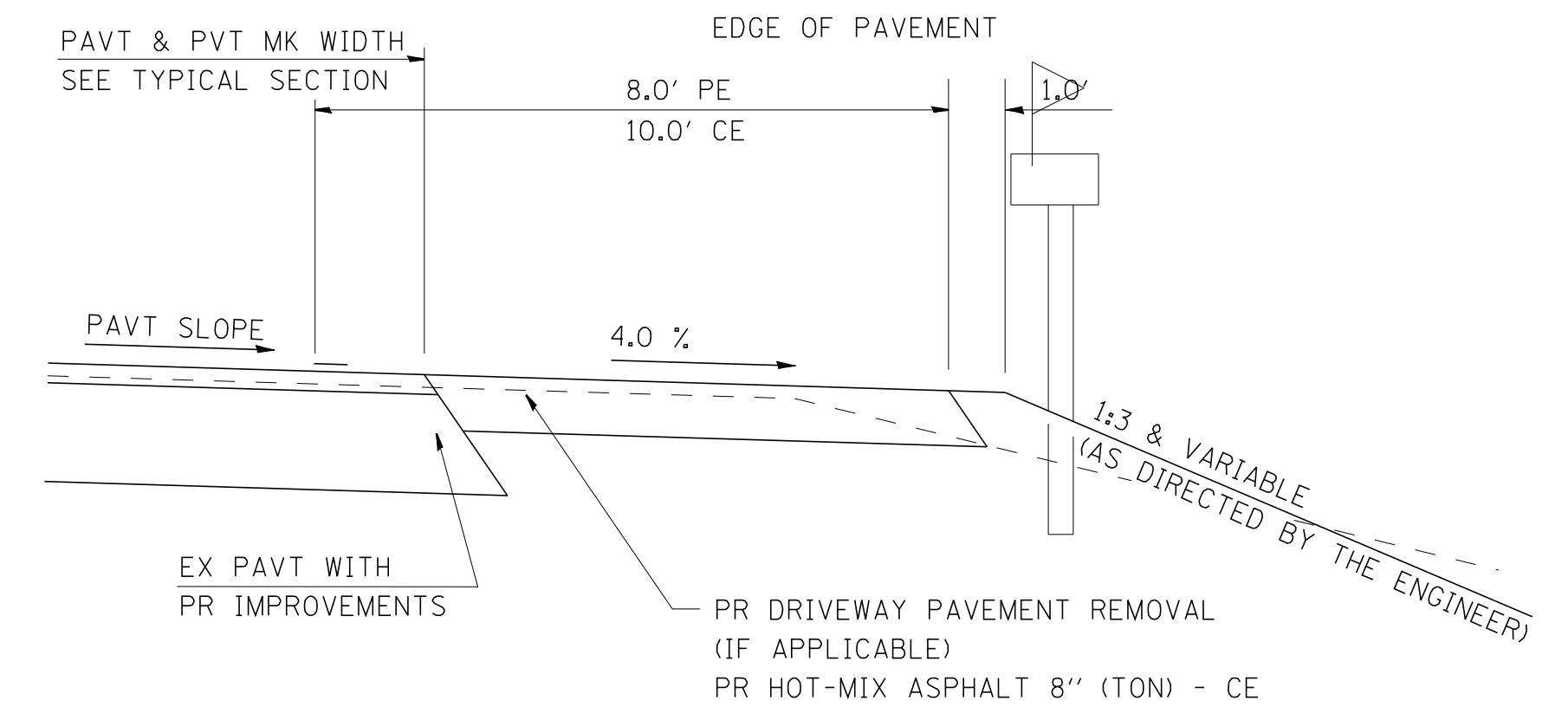
PLAN - COMBINED MAILBOX TURNOUT WITH TRAILING OR LEADING ENTRANCE



SECTION X-X THRU MAILBOX TURNOUT
 ALSO APPLIES TO MAILBOX TURNOUTS COMBINED WITH EX EARTH, AGGREGATE, OR HOT-MIX ASPHALT PE & FE



SECTION X-X THRU MAILBOX TURNOUT
 COMBINED WITH EX CONC PE OR CE



SECTION X-X THRU MAILBOX TURNOUT
 COMBINED WITH EX EARTH, AGGREGATE, OR HOT-MIX ASPHALT CE

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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

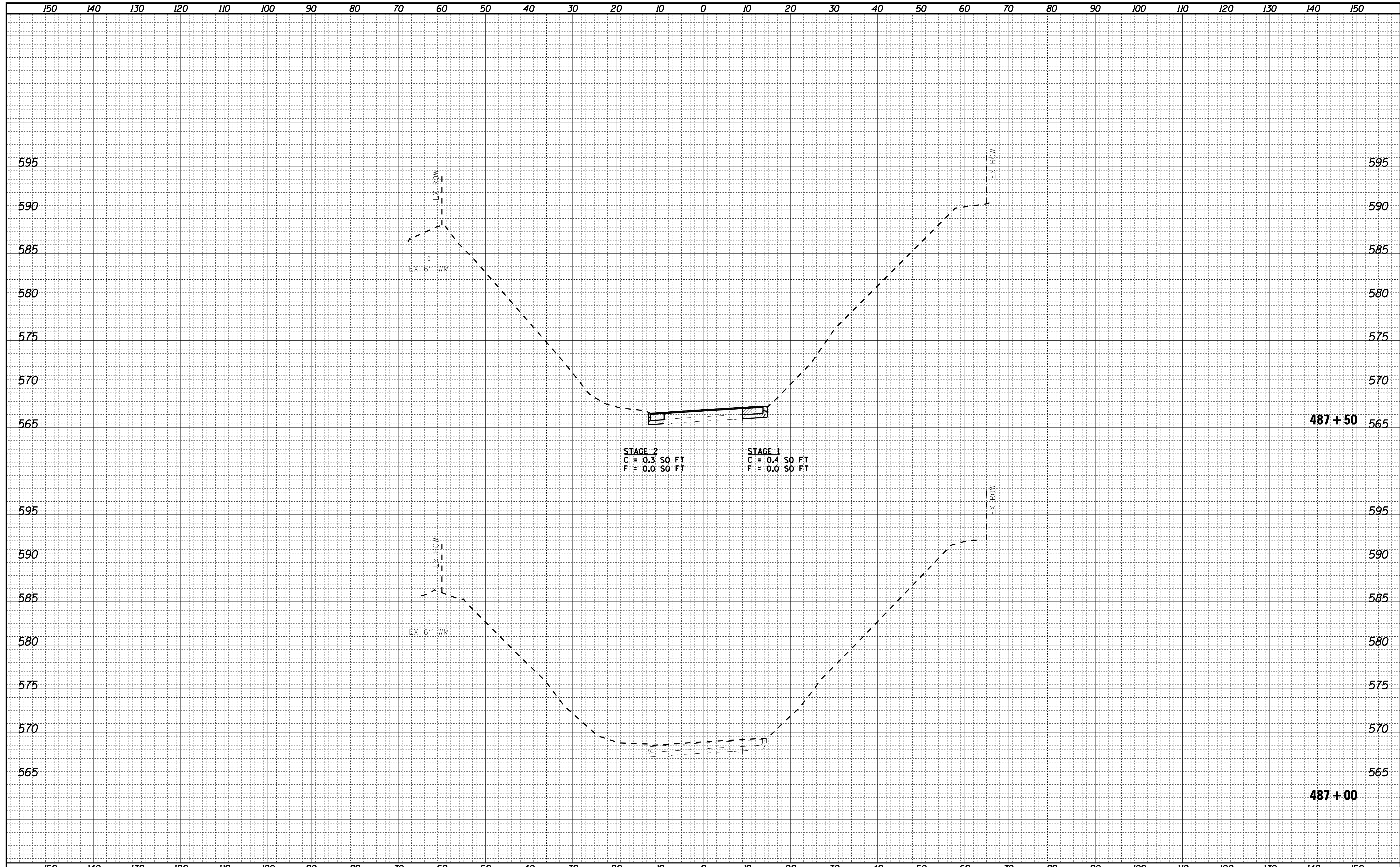
MAILBOX TURNOUT DETAILS

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

F.A.P R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	77
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

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

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



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DATE -	
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PLOT DATE =	7/30/2014

DESIGNED -	REVIS
DRAWN -	REVIS
CHECKED -	REVIS
DATE -	REVIS

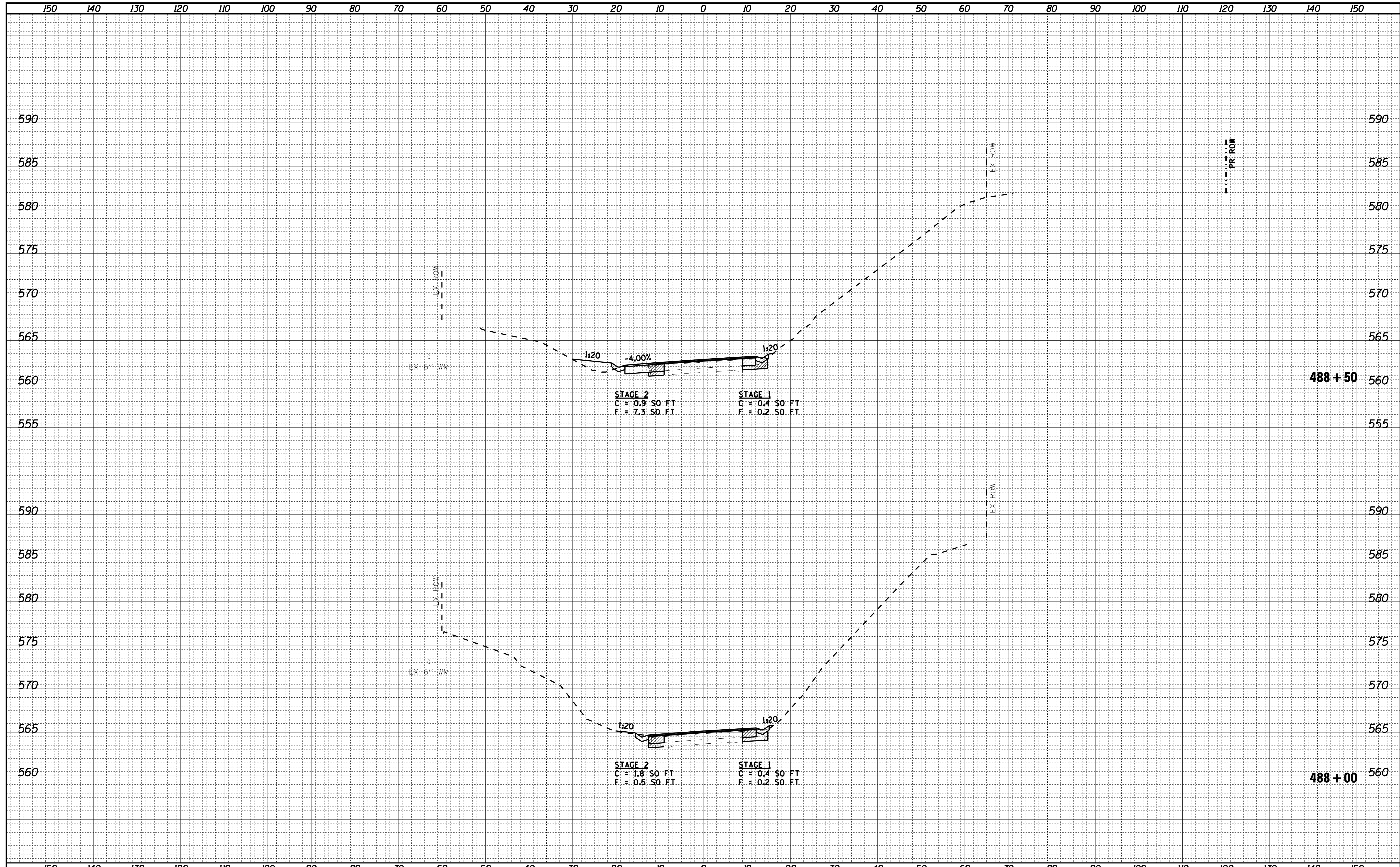
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS	
SCALE: 1"=10' H 1"=50' V	SHEET NO. 1 OF 16 SHEETS
STA. 487+00	TO STA. 487+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	78
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				CONTRACT NO. 72A97

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

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



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DESIGNED -	REVISD -
DRAWN -	REVISD -
CHECKED -	REVISD -
DATE -	REVISD -

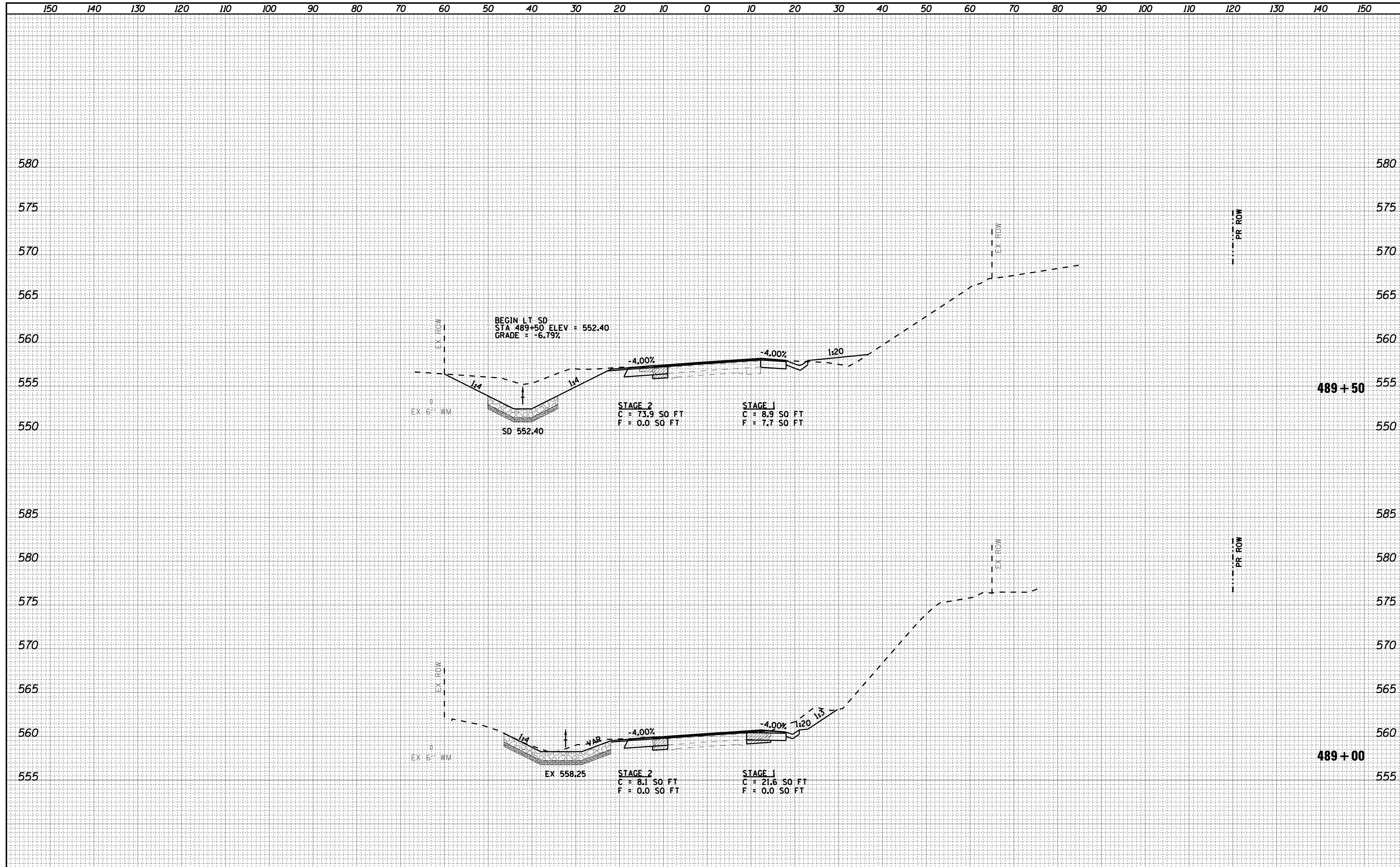
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS	
SCALE: 1/8" = 10' H 1/32" = 1' V	SHEET NO. 2 OF 16 SHEETS
STA. 488+00	TO STA. 488+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	79
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

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

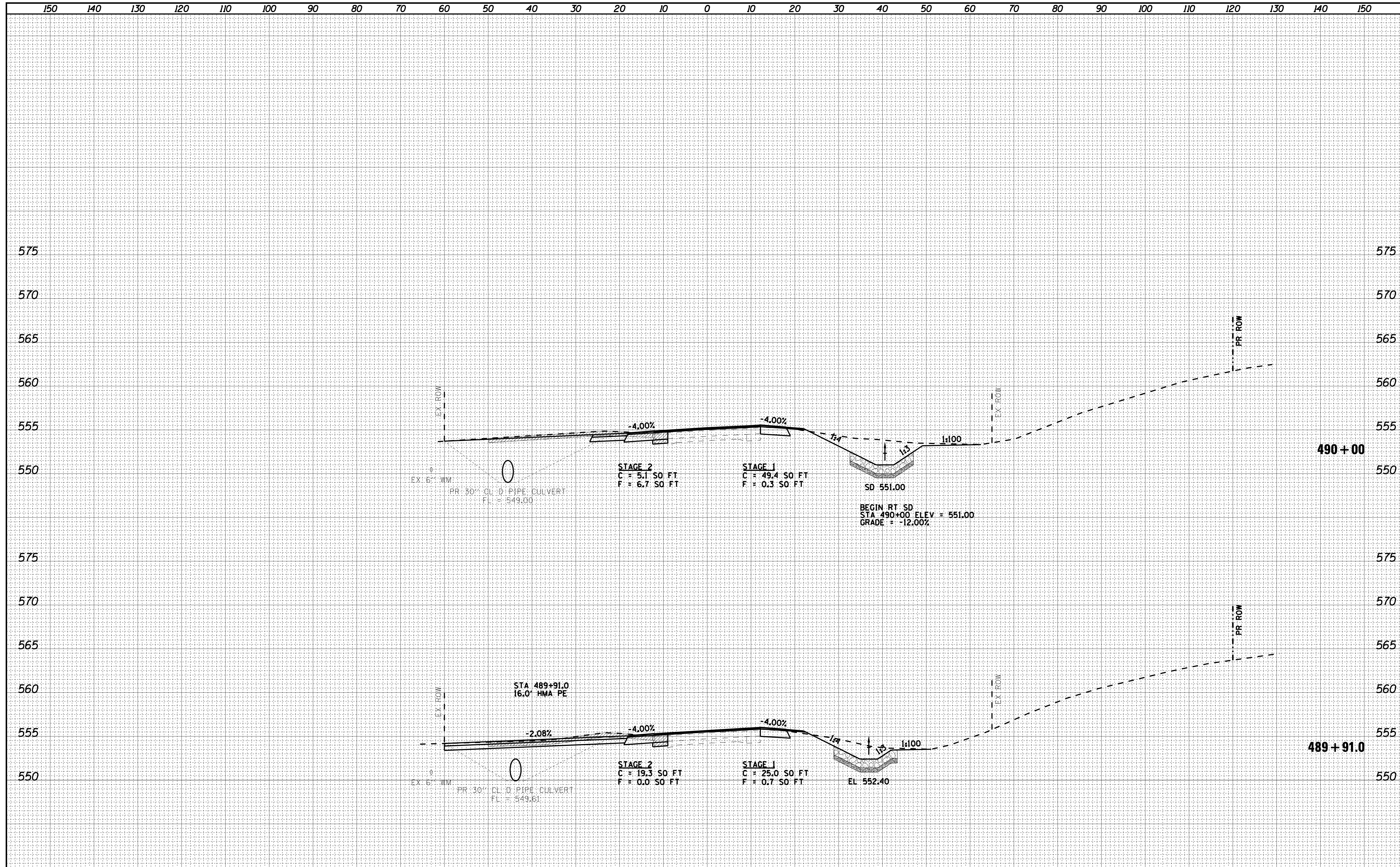
ORIGINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	



FILE NAME =	USER NAME = ebb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
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	PLOT DATE = 7/30/2014	DATE -	REVISED -			SCALE: 1"=10'H 1"=20'V	SHEET NO. 3 OF 16 SHEETS	STA. 489+00 TO STA. 489+50	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT		

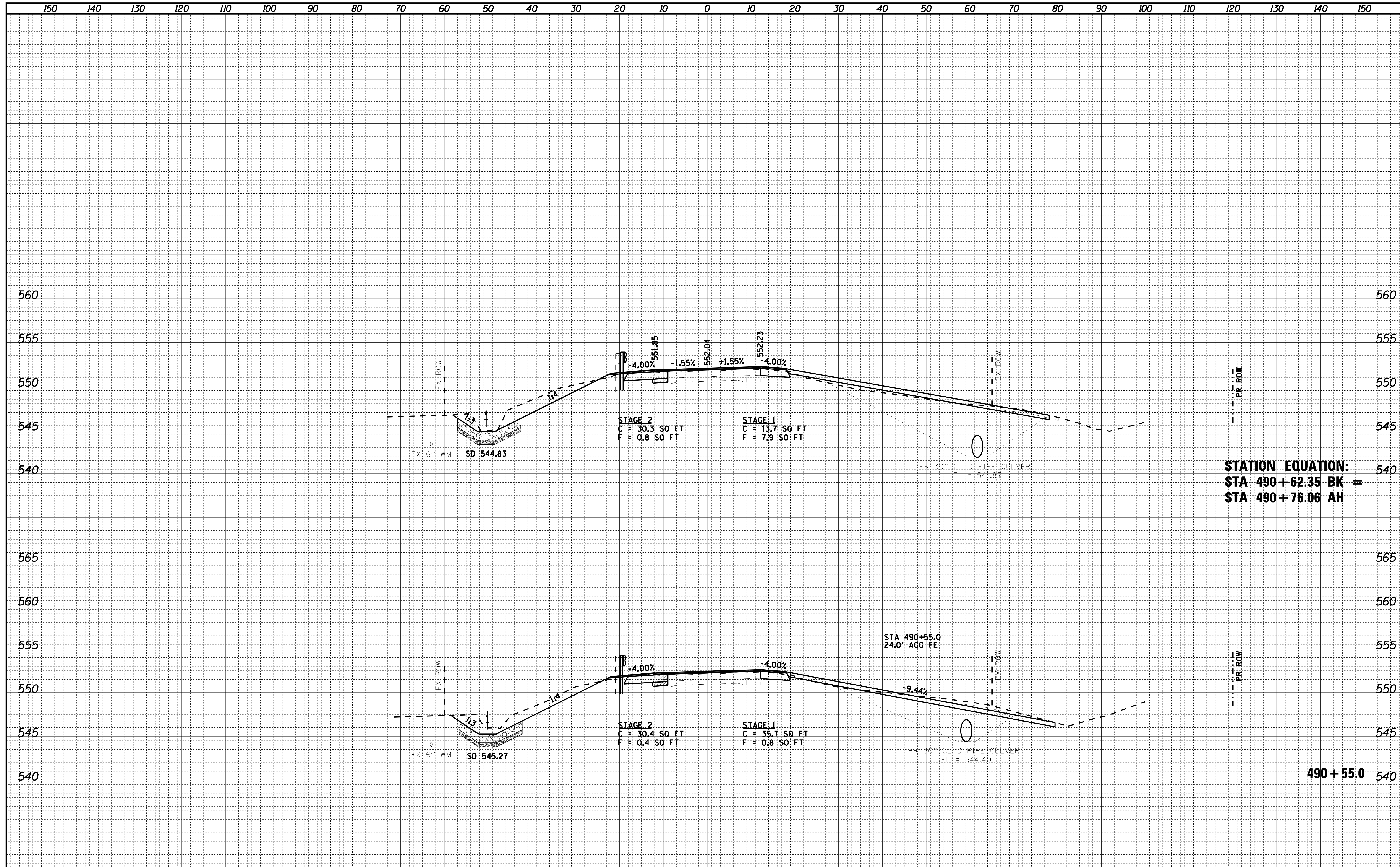
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NOTE BOOK	PLOTTED	BY
NO.	TEMPLATE	
	AREAS CHECKED	
	AREAS CHECKED	

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



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NOTE BOOK	
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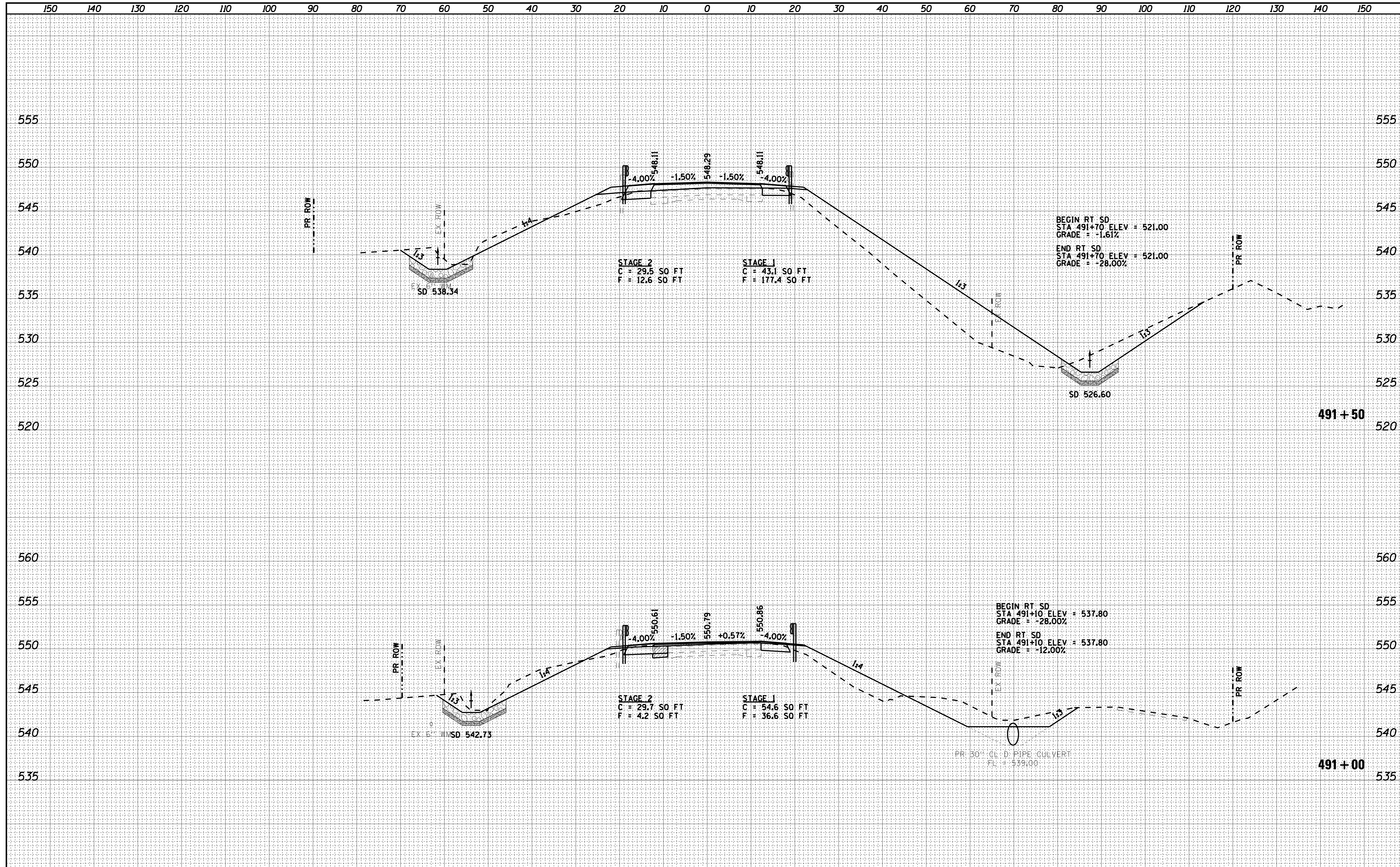
STATION EQUATION:
STA 490+62.35 BK =
STA 490+76.06 AH

490+55.0

FILE NAME =	USER NAME = ebb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
q:\10files\100019\wo 1 - il 78 indian creek\CADD Sheets\0672A97-sht-XS.dgn		DRAWN -	REVISED -			614	147B-3	MORGAN	93	82	
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PLOT DATE = 7/30/2014		DATE -	REVISED -			FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					

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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

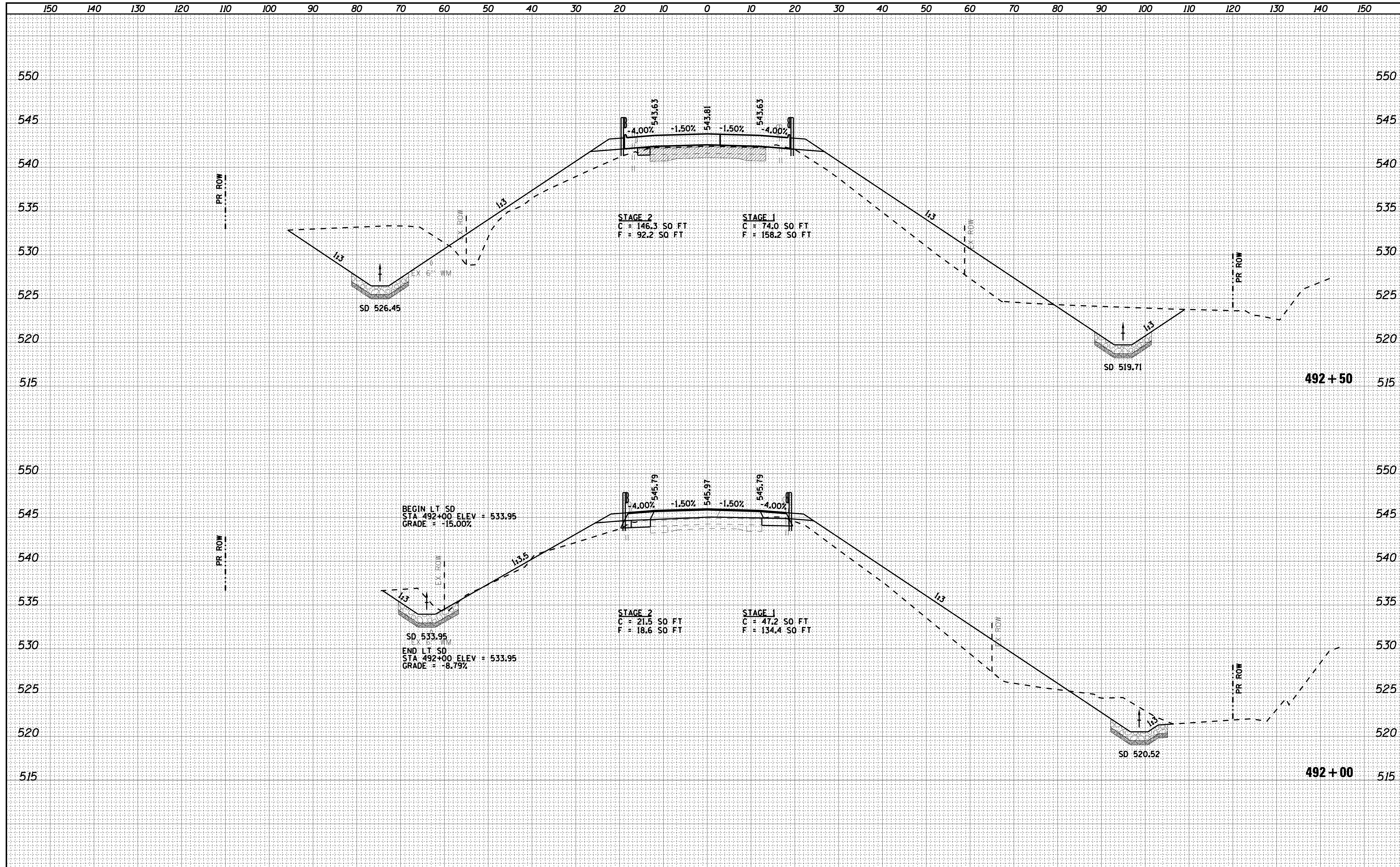
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED



FILE NAME =	USER NAME = ebb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
q:\10files\100019\wo 1 - il 78 indian creek\CADD Sheets\0672497-sht-XS.dgn		DRAWN -	REVISED -			614	147B-3	MORGAN	93	83
PLOT SCALE = 10.0000 "/td> <td></td> <td>CHECKED -</td> <td>REVISED -</td> <td colspan="5" style="text-align: center;">CONTRACT NO. 72A97</td>		CHECKED -	REVISED -			CONTRACT NO. 72A97				
PLOT DATE = 7/30/2014		DATE -	REVISED -			FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

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

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



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PLOT DATE = 7/30/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

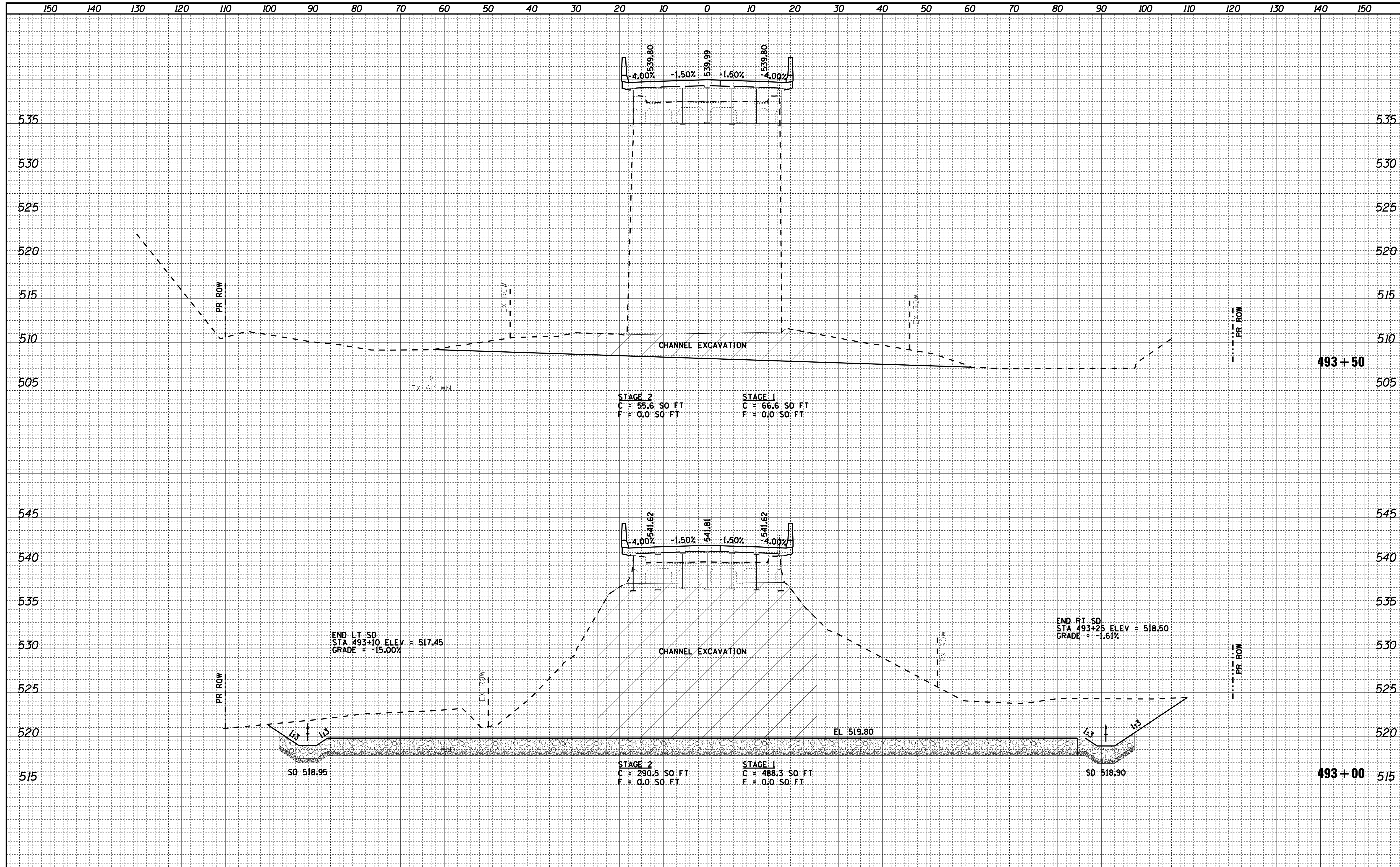
SCALE: 1"=10' H
1"=50' V

SHEET NO. 7 OF 16 SHEETS STA. 492+00 TO STA. 492+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	84
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

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

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



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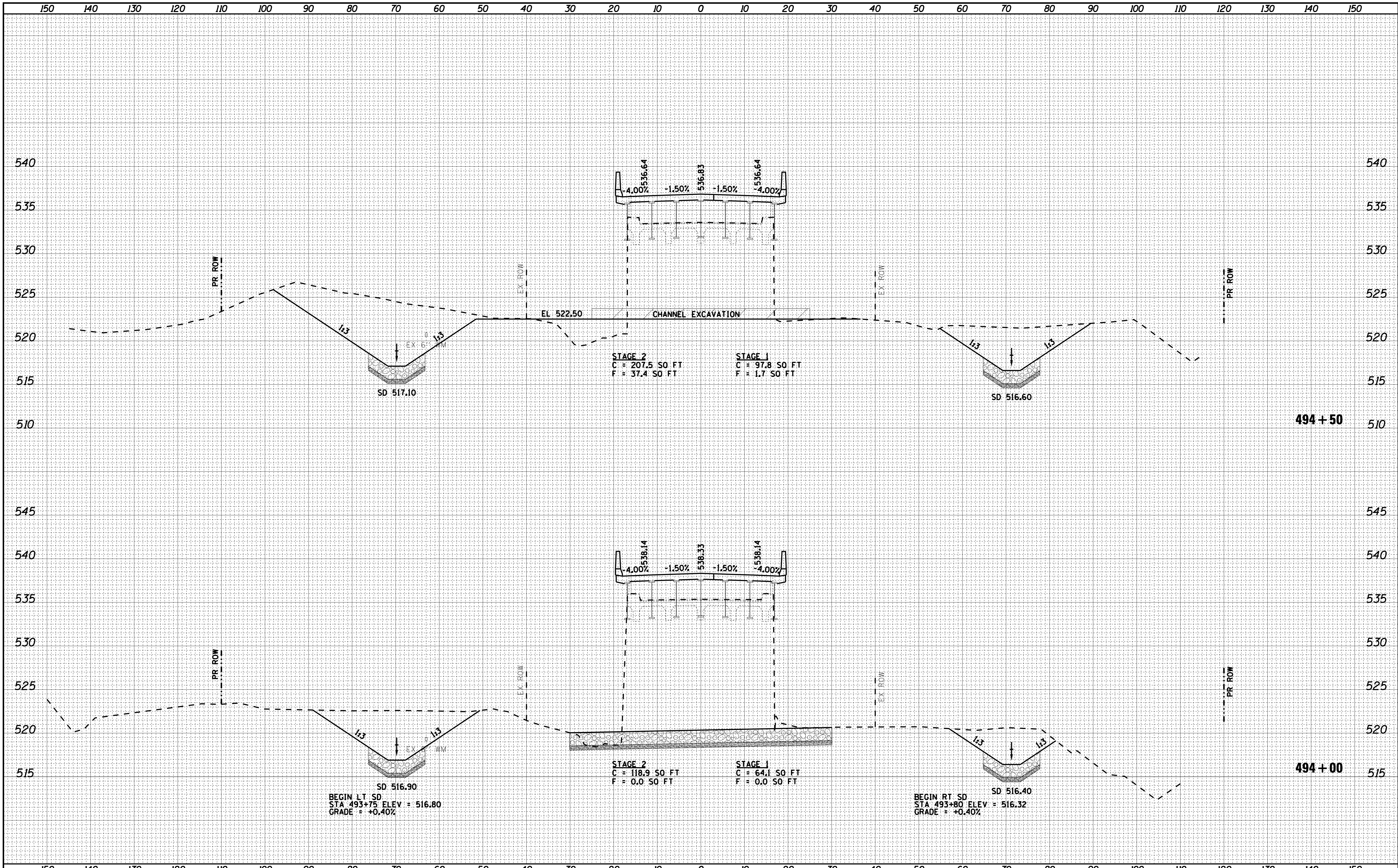
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS	
SCALE: 1"=10' H 1"=50' V	SHEET NO. 8 OF 16 SHEETS
STA. 493+00 TO STA. 493+50	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	85
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

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

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



FILE NAME = q:\10files\100019\wo 1 - il 78 indian creek\CADD Sheets\D672A97-sht-XS.dgn
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 PLOT DATE = 7/30/2014

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

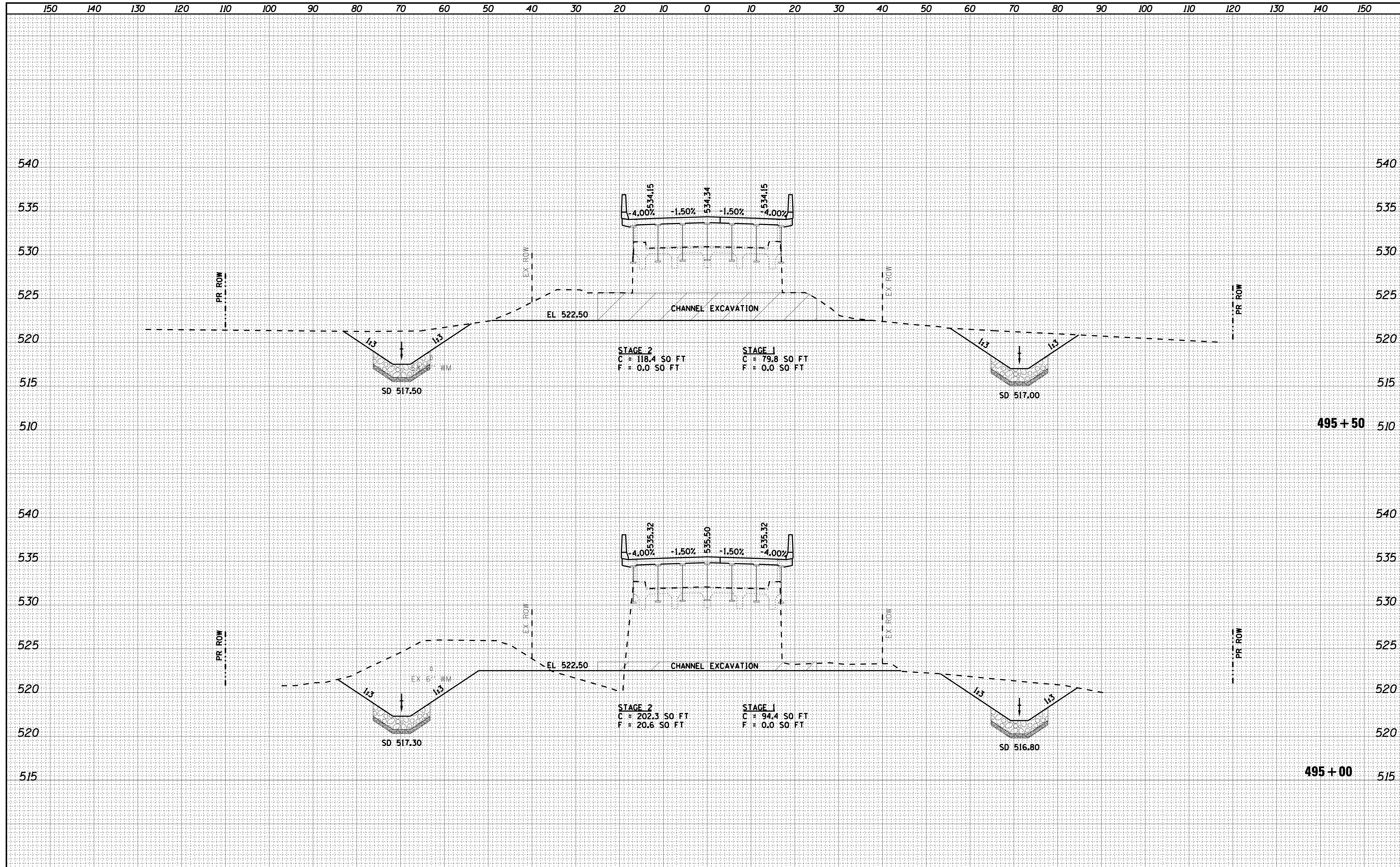
CROSS SECTIONS

SCALE: 1"=10'H
 SHEET NO. 9 OF 16 SHEETS
 STA. 494+00 TO STA. 494+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	86
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

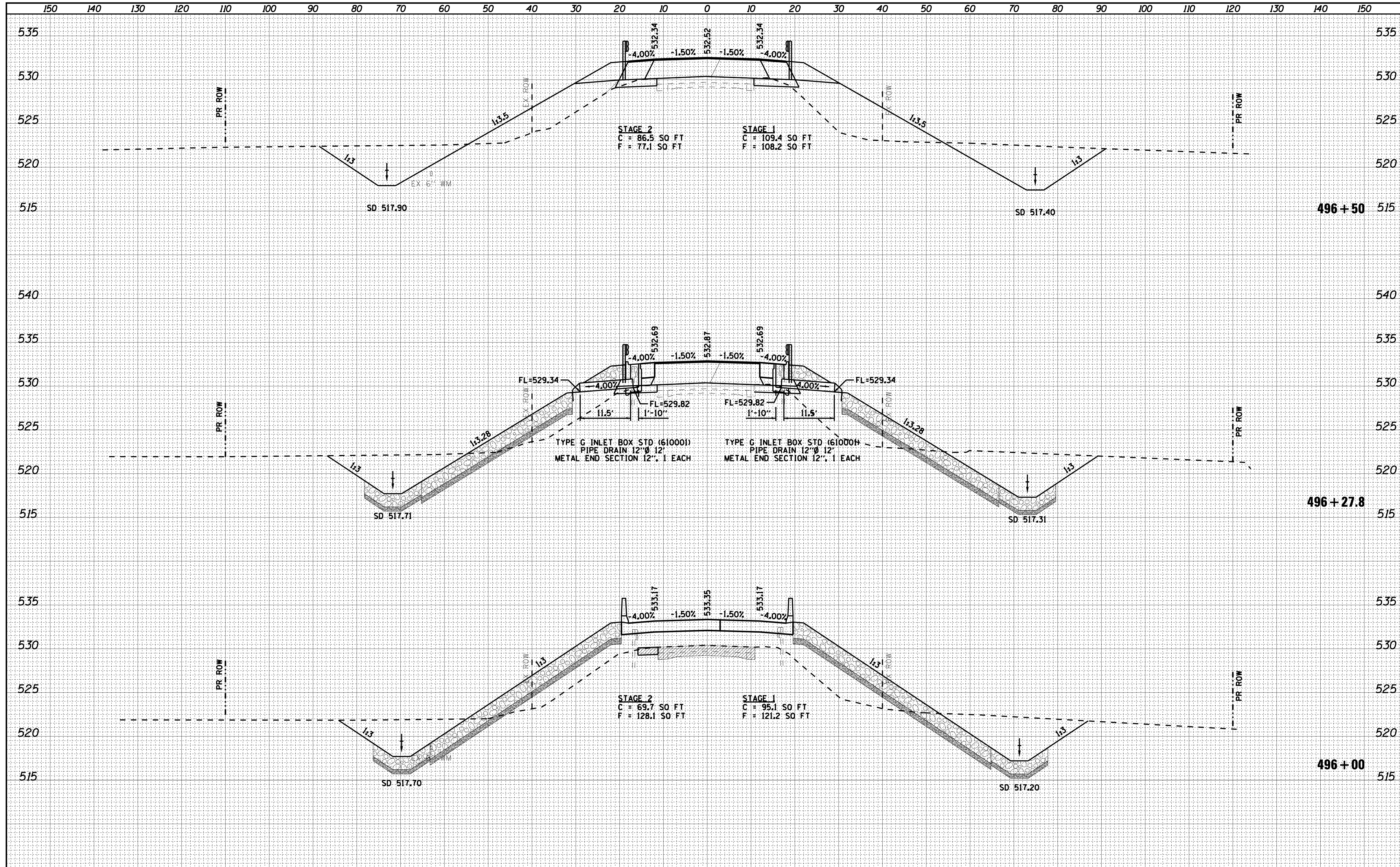
DATE	
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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

DATE	
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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	AREAS CHECKED



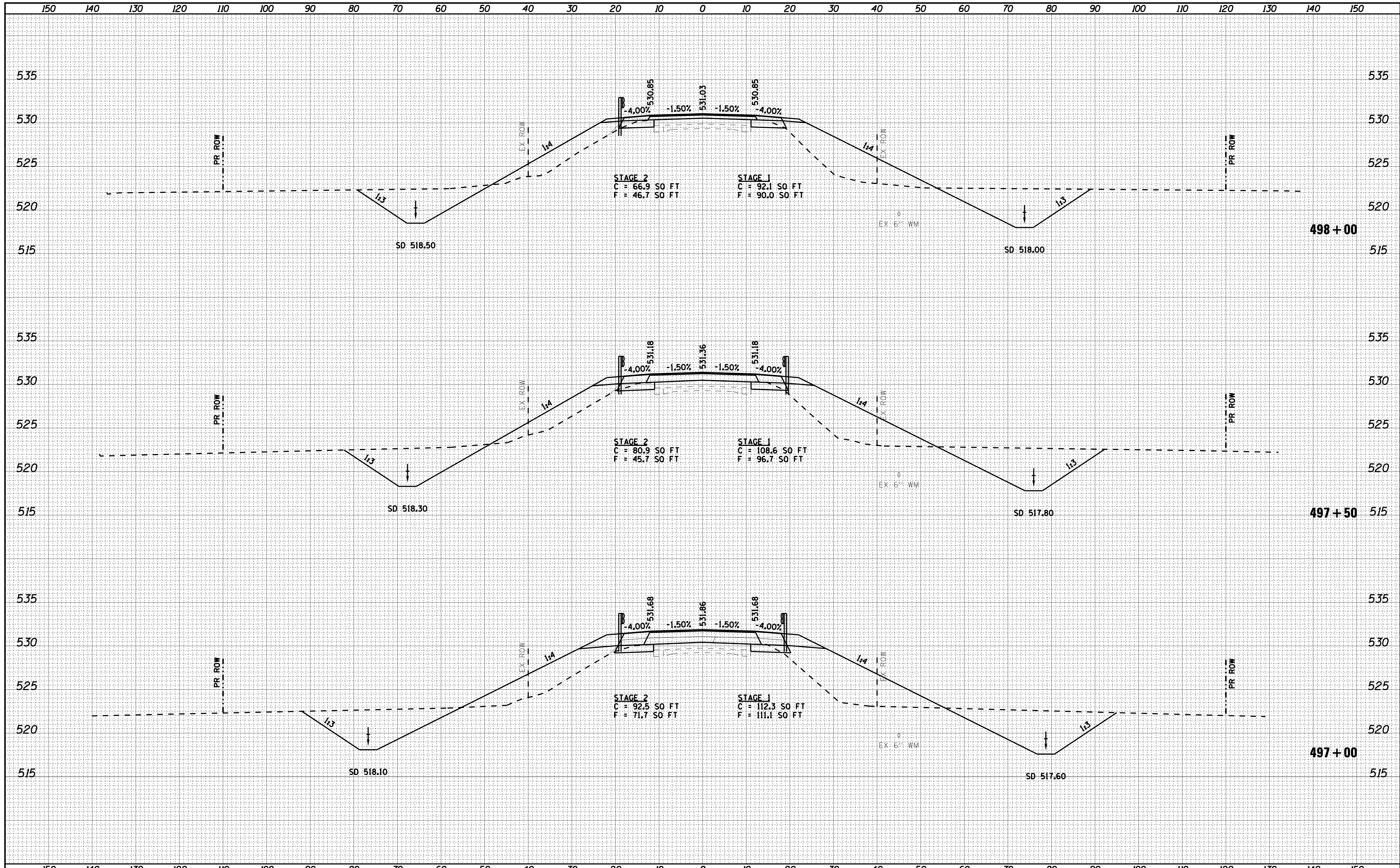
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FINAL SURVEY	
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PLOTTED	
TEMPLATE	
NOTE BOOK	
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DATE	
BY	
ORIGINAL SURVEY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
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DATE	
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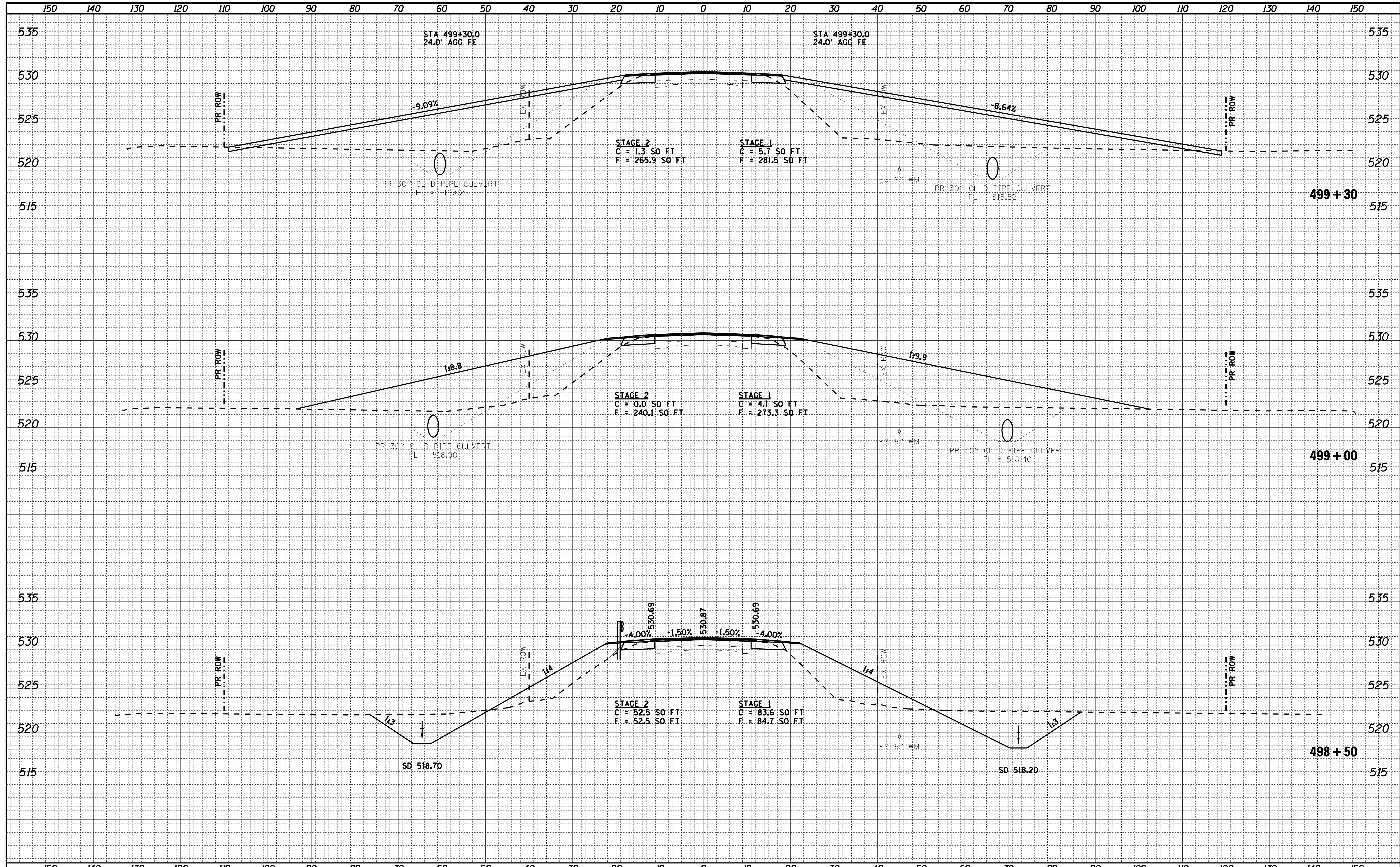
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SURVEYED	
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AREAS	
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FILE NAME =	USER NAME = ebb	DESIGNED -	REVISD -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS SCALE: 1"=10' H 1/8"=1' V	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
q:\10files\100019\wo 1 - il 78 indian creek\CADD	Sheets\D672A97-sht-XS.dgn	DRAWN -	REVISD -			614	147B-3	MORGAN	93	89	
PLOT SCALE = 10.0000 "/> <td>CHECKED -</td> <td>REVISD -</td> <td>SHEET NO. 12 OF 16 SHEETS</td> <td>STA. 497+00</td> <td>TO STA. 498+00</td> <td colspan="4">CONTRACT NO. 72A97</td>	CHECKED -	REVISD -	SHEET NO. 12 OF 16 SHEETS			STA. 497+00	TO STA. 498+00	CONTRACT NO. 72A97			
PLOT DATE = 7/30/2014	DATE -	REVISD -	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT								

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

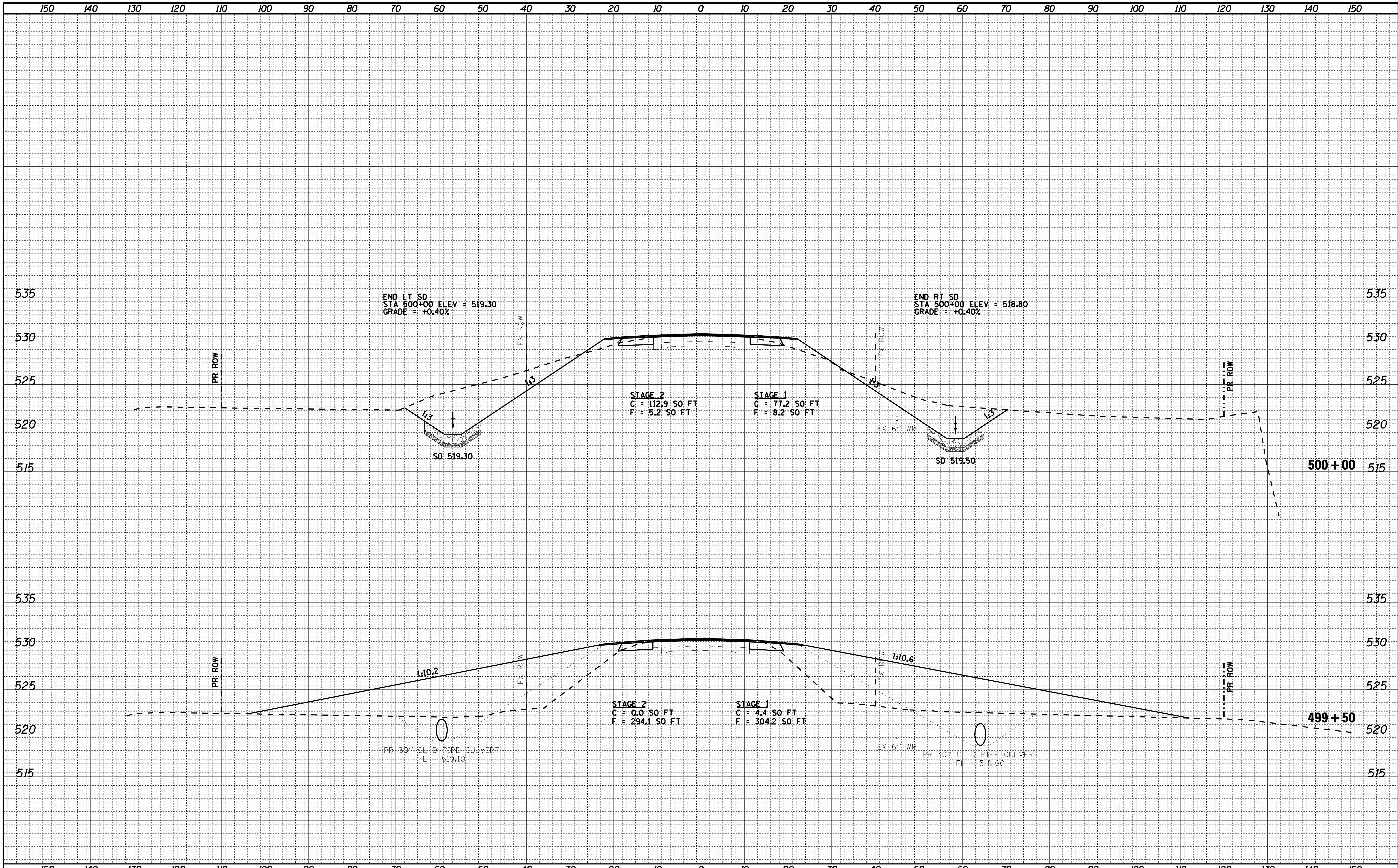
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED
	AREAS CHECKED



FILE NAME =	USER NAME = ebb	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 7/30/2014		DATE -	REVISED -		SCALE: 1"=10'H 1"=5'V	SHEET NO. 13 OF 16 SHEETS	STA. 498+50 TO STA. 499+30	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT			

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

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



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 PLOT DATE = 7/30/2014

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CHECKED -	REVISD -
DATE -	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

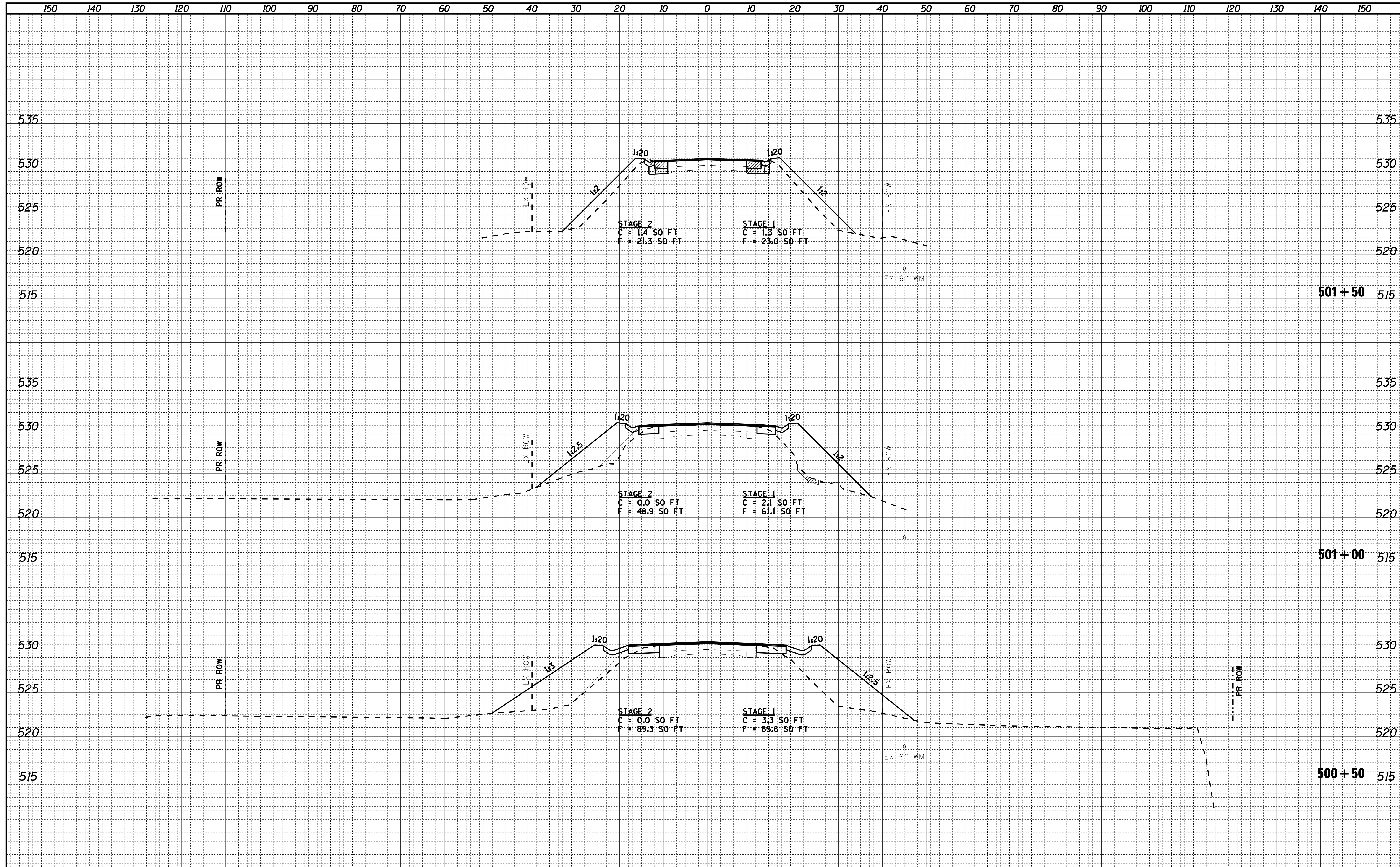
CROSS SECTIONS

SCALE: 1" = 10' H / 1" = 50' V SHEET NO. 14 OF 16 SHEETS STA. 499+50 TO STA. 500+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	91
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

DATE	
BY	
SURVEYED	
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TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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DATE	
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TEMPLATE	
NOTE BOOK	
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

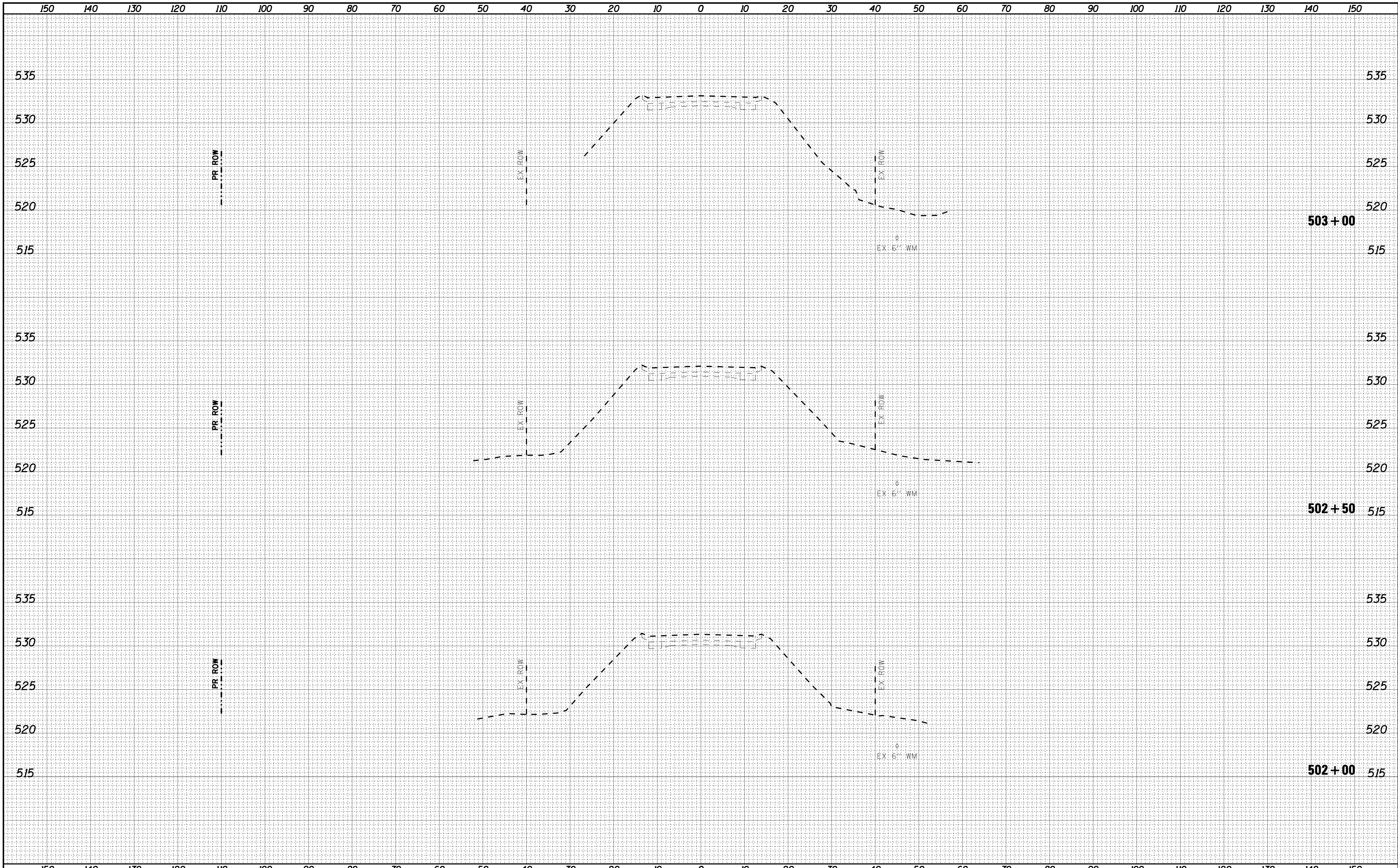
CROSS SECTIONS

SCALE: 1"=10'H
 SHEET NO. 15 OF 16 SHEETS STA. 500+50 TO STA. 501+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
614	147B-3	MORGAN	93	92
CONTRACT NO. 72A97				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

BY	DATE
SURVEYED	PLOTTED
NOTE BOOK	TEMPLATE
AREAS CHECKED	AREAS CHECKED

BY	DATE
SURVEYED	PLOTTED
NOTE BOOK	TEMPLATE
AREAS CHECKED	AREAS CHECKED



FILE NAME =	USER NAME = ebb	DESIGNED -	REVISSED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
q:\10files\100019\wo 1 - il 78 indian creek\CADD Sheets\D672A97-sht-XS.dgn		DRAWN -	REVISSED -		614	147B-3	MORGAN	93	93				
PLOT SCALE = 10.0000 ' / IN.		CHECKED -	REVISSED -		CONTRACT NO. 72A97								
PLOT DATE = 7/30/2014		DATE -	REVISSED -		FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT								

SCALE: 1"=10'H
1/8"=10'V

SHEET NO. 16 OF 16 SHEETS STA. 502+00 TO STA. 503+00