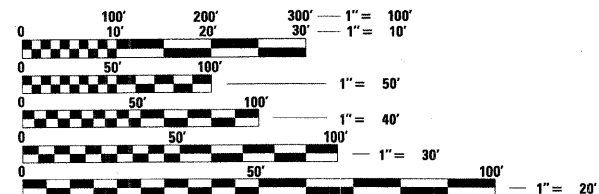


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FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

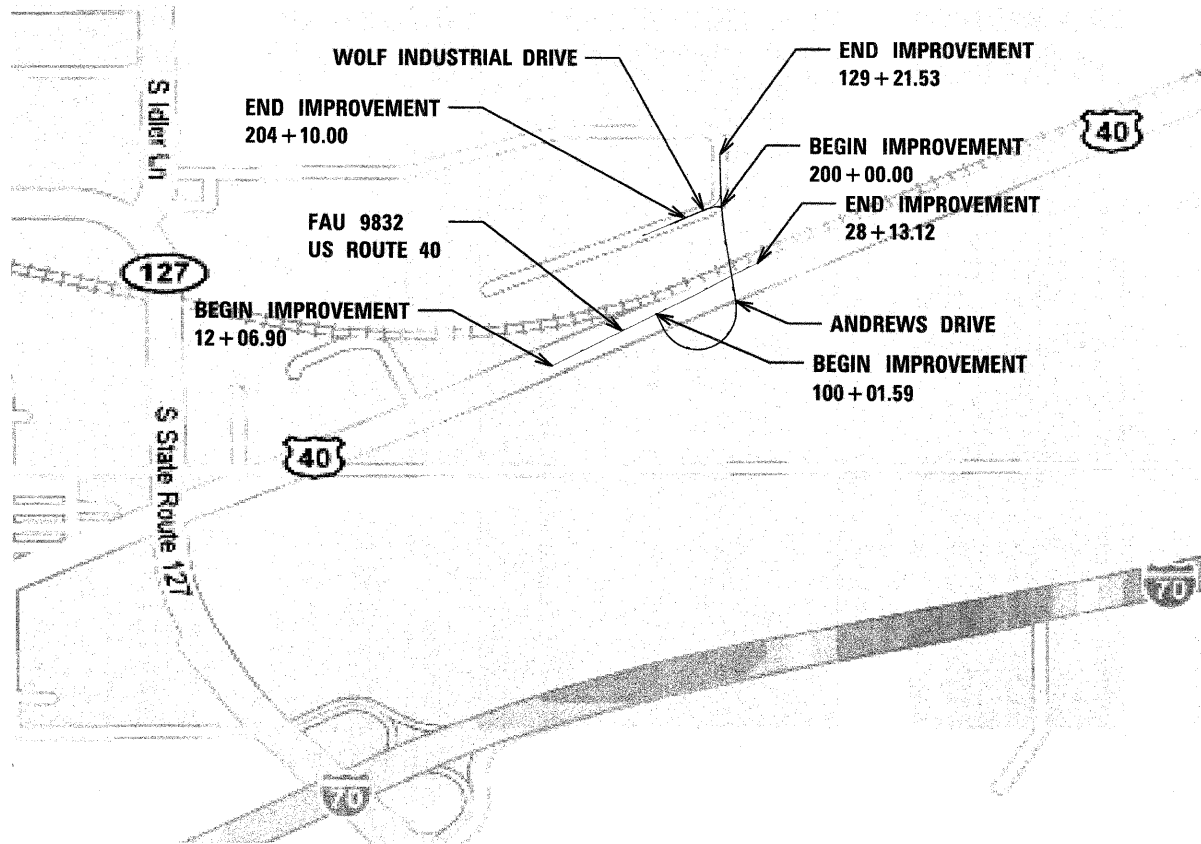
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS**

**PROPOSED
HIGHWAY PLANS**

**CITY OF GREENVILLE, BOND COUNTY
ANDREWS DRIVE
SECTION 99-00036-00-BR
PROJECT HPP-4117 (001)
JOB NO. C-98-003-01**



AREA LOCATION PLAN

NOT TO SCALE



FUNCTIONAL CLASSIFICATION = RURAL COLLECTOR
DESIGN DESIGNATION ADT = 5300 (2026)
DESIGN SPEED = 35 mph
GROSS LENGTH OF PROJECT = 0.935 mi. (4,936.16 FT)
NET LENGTH OF PROJECT = 0.935 mi. (4,936.16 FT)

SIGNATURE: *John M. Heyen*
 DATE SIGNED: 12/18/08
 LIC. EXP. DATE: 11/30/09

**FEDERAL AID PROJECT
CONTRACT NO. 97366**



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

APPROVED 12-18-2008
Dwight E. Wiley
CITY OF GREENVILLE, MANAGER

PASSED 1/7-2009
[Signature]
DISTRICT 8 ENGINEER OF LOCAL ROADS AND STREETS

RELEASING FOR BID
BASED ON LIMITED
REVIEW

1/7-2009
[Signature]
DEPUTY DIRECTOR OF HIGHWAYS, REGION 5 ENGINEER

PROJECT ENGINEER - MATT HEYEN (217)788-2450
PROJECT MANAGER - JEFF TATAREK (217)788-2450

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GENERAL NOTES

1 THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

CITY OF GREENVILLE
SBC
NEW WAVE COMMUNICATIONS
AMEREN

ANY DAMAGE TO THE UNDERGROUND FACILITIES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE, INCLUDING TEMPORARY REPAIRS WHICH MAY BE REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS.
UTILITY ADJUSTMENTS SHALL BE MADE BY THE UTILITY COMPANIES UNLESS NOTED OTHERWISE.

UTILITY DEPTHS SHOWN IN PROFILES AND CROSS SECTIONS MAY NOT REPRESENT ACCURATE DEPTHS, NUMBER, OR LOCATION OF UTILITIES. DEPTHS SHOWN ARE BASED ON SURVEY INFORMATION OR THE FOLLOWING STANDARD DEPTHS:
TELEPHONE/FIBER OPTIC - 2 FT
GAS - 2.5 FT
CABLE TV - 1.5 FT
ELECTRIC - 3 FT
SANITARY SEWER - 2.5 FT
WATER - 4 FT

THE LOCATIONS OF EXISTING UTILITIES SHOWN ON THE PLANS ARE BASED ON FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE. THE CONTRACTOR SHALL OBTAIN EXACT UTILITY LOCATIONS FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

2 ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED AS DIRECTED BY THE ENGINEER, AT THE CONTRACTOR'S EXPENSE. TEMPORARY EROSION CONTROL SEEDING SHALL BE DONE ACCORDING TO THE PLANS AND SECTION 280.04(f) OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

3 ACCESS TO ALL ENTRANCES SHALL BE MAINTAINED AT ALL TIMES.

4 IN ADDITION TO THE REQUIREMENTS OF ARTICLE 107.16, THE CONTRACTOR SHALL PROTECT THE SURFACE OF ALL BRIDGE DECKS AND BRIDGE APPROACH PAVEMENTS IN A MANNER SATISFACTORY TO THE ENGINEER BEFORE ANY EQUIPMENT IS ALLOWED TO CROSS THE STRUCTURE. PROTECTION SHALL BE PROVIDED FOR ALL EQUIPMENT, AS DEFINED IN ARTICLE 101.17, REGARDLESS IF TRACK MOUNTED OR WHEELED.

5 BEFORE ORDERING PIPE CULVERTS, PIPE DRAINS OR END SECTIONS THE CONTRACTOR SHALL CONTACT THE ENGINEER FOR EXACT LENGTHS AND QUANTITIES REQUIRED.

6 EXCAVATION IN GRAVEL OR OIL AND CHIP ROADWAYS IS TO BE PAID AS EARTH EXCAVATION.

7 GRADING SHALL BE DONE BY HAND AROUND LIGHT POLES, UTILITY POLES, SIGN POSTS, SHRUBS, TREES OR OTHER NATURAL OR MAN-MADE OBJECTS WHERE SHALLOW FILLS OR CUTS ARE ADJACENT TO THE ITEMS. THE LIMITS OF CONSTRUCTION SHALL BE INTERPRETED TO MINIMIZE DISTURBED AREAS WITHIN THE TEMPORARY EASEMENTS. THE DECISION AS TO ITEMS TO REMAIN IN PLACE SHALL BE AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE PER CUBIC YARD FOR EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

8 ADDITIONAL DEPTH REQUIRED IN DRAINAGE STRUCTURES DUE TO CONFLICTS WITH OTHER UTILITY LINES WILL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE BID FOR DRAINAGE STRUCTURES AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

9 ELEVATION DATA IS BASED ON NATIONAL GEODETIC VERTICAL DATUM 1988 (NAVD88).

10 IN ADDITION TO FIELD SURVEYS AND AERIAL SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.

11 THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING CURING TIME FOR BITUMINOUS SURFACE BEFORE TRAFFIC IS ALLOWED ON THE PAVEMENT.

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

HOT-MIX ASPHALT SURFACE COURSE - 112 LBS/SQ YD-IN
SUBBASE GRANULAR MATERIAL & AGGREGATE BASE - 2.05 TONS/CUBIC YARD
LIME- 40 LBS LIME/SQ YD OF SUBGRADE
WATER - 0.008 UNITS/ SQ YD OF SUBGRADE
LIME FOR STABILIZATION - 55 LBS LIME/SQ YD
ALL OTHER AGGREGATE - 1.89 TONS/CU YD
BITUMINOUS MATERIALS (PRIME COAT);
ON PAVEMENT - 0.1 GAL/SQ YD
ON AGGREGATE BASE 0.5 GAL/SQ YD
BITUMINOUS MATERIALS COVER AND SEAL COATS 0.2 GAL/ SQ YD
COVER AND SEAL COAT AGGREGATE 15 LB/SQ YD
SEEDING FERTILIZER RATIO (NIT:PHOS:POT) 90:90:90 LBS/AC
AGRICULTURAL GROUND LIMESTONE - 2 TONS/AC
STONE RIPRAP 1.5 TON / CU YD
EARTHWORK SHRINKAGE - 20%

13 FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

14 WHEN REQUIRED BY ARTICLE 420.18, A PROTECTIVE COAT SHALL BE APPLIED TO CONCRETE PAVEMENT, GUTTER FLAGS, CURB SURFACES, AND OTHER CONCRETE APPURTENANCES ADJACENT TO THE PAVEMENT.

15 SPECIAL ATTENTION IS CALLED TO ARTICLE 107.12 REGARDING RAILROAD FLAGGERS. THE CONTACT FOR CSX IS ROADMASTER GREG MIGELY, EFFINGHAM, IL. PHONE 217-347-0272.

16 ALL ELECTRIC LINES WILL REMAIN ENERGIZED DURING CONSTRUCTION UNLESS OTHERWISE COORDINATED WITH THE UTILITY COMPANY. THE CONTRACTOR SHALL CONTACT THE UTILITY IF ANY PROPOSED WORK SHALL BE WITHIN 15 FEET OF THE ENERGIZED LINE.

UTILITY CONTACT INFORMATION

AMEREN:
MS. DEANNA PATSCHKE
PO BOX 66146
MC450
ST. LOUIS, MO 63103
PHONE: 314-554-4867

CITY OF GREENVILLE:
SANITARY
MR. JIM MAURER
404 SOUTH 3RD STREET
GREENVILLE, ILLINOIS 62246
PHONE: 618-664-5043

CITY OF GREENVILLE:
WATER
MR. BILL GRIDER
404 SOUTH 3RD STREET
GREENVILLE, ILLINOIS 62246
PHONE: 618-664-1644

NEW WAVE COMMUNICATIONS:
MR. JIM PETERS
318 NORTH 4TH STREET
VANDALIA, ILLINOIS 62471
PHONE: 618-339-1590

SBC:
MR. JOE MOORE
210 NORTH LOCUST
CENTRALIA, ILLINOIS 62801
PHONE: 618-533-3418
CELL: 618-780-8688

UTILITY NOTE

THE LOCATIONS OF THOSE BURIED AND ABOVEGROUND UTILITIES SHOWN ARE APPROXIMATE, 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 ABOVEGROUND UTILITY LOCATION, 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 ABOVEGROUND UTILITIES, REMAIN THE SOLE RESPONSIBILITY OF THE CONTRACTOR.



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USER NAME = Pop00036	DESIGNED - MH	REVISED -
	DRAWN - DJP	REVISED -
PLOT SCALE = 1:8000 1/4" = 1"	CHECKED - MH	REVISED -
PLOT DATE = 12/23/2008	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

GENERAL NOTES

SCALE: 50 SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	2
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

CODE NO.	ITEM DESCRIPTION	UNIT	URBAN TOTAL QUANTITY	ROADWAY	STRUCTURES
				ANDREWS DRIVE U. S. ROUTE 40 (FAU 9832) WOLF INDUSTRIAL DRIVE 99-00036-00-BR J000-2A	ANDREWS DRIVE OVER U. S. ROUTE 40 (S. N. 003-6000) 99-000-36-00-BR X531-2A
20200100	EARTH EXCAVATION	CU YD	4760	4760	
20400100	BORROW EXCAVATION	CU YD	125922	125922	
20800150	TRENCH BACKFILL	CU YD	50.5	50.5	
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	3729	3729	
25000200	SEEDING, CLASS 2	ACRE	13.00	13.00	
25000350	SEEDING, CLASS 7	ACRE	24.00	24.00	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1170	1170	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	1170	1170	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	1170	1170	
25000700	AGRICULTURAL GROUND LIMESTONE	TON	26.0	26.0	
25100115	MULCH, METHOD 2	ACRE	12	12	
25100630	EROSION CONTROL BLANKET	SQ YD	4424	4424	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	2400	2400	
28000300	TEMPORARY DITCH CHECKS	EACH	65	65	
28000400	PERIMETER EROSION BARRIER	FOOT	2350	2350	
28000500	INLET AND PIPE PROTECTION	EACH	8	8	
28100205	STONE RIPRAP, CLASS A3	TON	132		132
28100207	STONE RIPRAP, CLASS A4	TON	71	71	
28200200	FILTER FABRIC	SQ YD	370	106	264
30200550	PROCESSING MODIFIED SOIL 10"	SQ YD	16367	16367	
30201500	LIME	TON	385.6	385.6	
31000300	PROCESSING LIME STABILIZED SOIL MIXTURE 8"	SQ YD	2119	2119	
31100300	SUB-BASE GRANULAR MATERIAL, TYPE A 4"	SQ YD	9410	9410	
31102100	SUB-BASE GRANULAR MATERIAL, TYPE C 4"	SQ YD	3521	3521	
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	83	83	
40300100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	4451	4451	
40300300	BITUMINOUS MATERIALS (COVER AND SEAL COATS)	GALLON	848	848	
40300500	COVER COAT AGGREGATE	TON	16	16	
40300600	SEAL COAT AGGREGATE	TON	16	16	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	115	115	

* SPECIALTY ITEMS

USER NAME = Pcp00836	DESIGNED - MH	REVISED -
PLOT SCALE = 1.0000' / 1in.	DRAWN - DJP	REVISED -
PLOT DATE = 12/29/2009	CHECKED - MH	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: 50 SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	3
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

CODE NO.	ITEM DESCRIPTION ITEM	UNIT	URBAN TOTAL QUANTITY	ROADWAY	STRUCTURES
				ANDREWS DRIVE U. S. ROUTE 40 (FAU 9832) WOLF INDUSTRIAL DRIVE 99-00036-00-BR J000-2A	ANDREWS DRIVE OVER U. S. ROUTE 40 (S. N. 003-6000) 99-000-36-00-BR X531-2A
40603000	HOT-MIX ASPHALT BINDER COURSE, IL-12.5, N50	TON	438	438	
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	342	342	
40701951	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 13 1/2"	SQ YD	3246	3246	
42000301	PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)	SQ YD	8257	8257	
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	220	220	
42001300	PROTECTIVE COAT	SQ YD	8477	8477	
44000100	PAVEMENT REMOVAL	SQ YD	3151	3151	
44000162	HOT-MIX ASPHALT SURFACE REMOVAL, 3 1/4"	SQ YD	3915	3915	
44000200	DRIVEWAY PAVEMENT REMOVAL	SQ YD	348	348	
44000500	COMBINATION CURB AND GUTTER REMOVAL	FOOT	514	514	
44003100	MEDIAN REMOVAL	SQ FT	180	180	
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	2813	2813	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	4060	4060	
50104400	CONCRETE HEADWALL REMOVAL	EACH	1	1	
50105220	PIPE CULVERT REMOVAL	FOOT	90	90	
50200100	STRUCTURE EXCAVATION	CU YD	1116		1116
50300225	CONCRETE STRUCTURES	CU YD	259.9		259.9
50300255	CONCRETE SUPERSTRUCTURE	CU YD	401.7		401.7
50300260	BRIDGE DECK GROOVING	SQ YD	1141		1141
50300285	FORM LINER TEXTURED SURFACE	SQ FT	1040		1040
50300300	PROTECTIVE COAT	SQ YD	1512		1512
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	2250		2250
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	120300		120300
50800515	BAR SPLICERS	EACH	68		68
*50901730	BRIDGE FENCE RAILING	FOOT	340		340
*50901760	PIPE HANDRAIL	FOOT	289		289
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	540		540
51202305	DRIVING PILES	FOOT	540		540
*51203200	TEST PILE METAL SHELLS	EACH	1		1

* SPECIALTY ITEMS

USER NAME = Pop00836	DESIGNED - MH	REVISED -
PLOT SCALE = 1/8" = 1.0000' / in.	DRAWN - DJP	REVISED -
PLOT DATE = 12/29/2008	CHECKED - MH	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: 50 SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	4
CONTRACT NO. 97366				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SUMMARY OF QUANTITIES

CODE NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	URBAN	ROADWAY	STRUCTURES
					ANDREWS DRIVE U. S. ROUTE 40 (FAU 9832) WOLF INDUSTRIAL DRIVE 99-00036-00-BR	ANDREWS DRIVE OVER U. S. ROUTE 40 (S. N. 003-6000) 99-000-36-00-BR
	ITEM				J000-2A	X531-2A
51500100	NAME PLATES	EACH	1			1
52000110	PREFORMED JOINT STRIP SEAL	FOOT	71			71
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	10			10
52100540	ANCHOR BOLTS, 1 1/2"	EACH	30			30
54010303	PRECAST CONCRETE BOX CULVERT 3' X 3'	FOOT	13.5		13.5	
54001001	BOX CULVERT END SECTION, CULVERT NO. 1	EACH	2		2	
542A1063	PIPE CULVERTS, CLASS A, TYPE 2 18"	FOOT	114		114	
542A1081	PIPE CULVERTS, CLASS A, TYPE 2 36"	FOOT	69		69	
54207165	PIPE CULVERTS, TYPE 1, REINFORCED CONCRETE - ELLIPTICAL, EQUIVALENT ROUND-SIZE 30"	FOOT	90		90	
54207780	PIPE CULVERTS, TYPE 1, CORRUGATED STEEL OR ALUMINUM, EQUIVALENT ROUND-SIZE 15"	FOOT	29		29	
5421C012	PIPE CULVERTS, CLASS C, TYPE 1 12" (TEMPORARY)	FOOT	31		31	
54213447	END SECTIONS 12"	EACH	4		4	
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	2		2	
54213681	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 36"	EACH	2		2	
54214290	END SECTIONS, EQUIVALENT ROUND-SIZE 15"	EACH	2		2	
54214725	PRECAST REINFORCED CONCRETE FLARED END SECTIONS - ELLIPTICAL, EQUIVALENT ROUND-SIZE 30"	EACH	4		4	
54248515	CONCRETE COLLAR	EACH	1		1	
58700300	CONCRETE SEALER	SQ FT	1144			1144
60100945	PIPE DRAINS 12"	FOOT	449		449	
60600097	CLASS SI CONCRETE (OUTLET), SPECIAL	CU YD	2.0		2.0	
60604400	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18	FOOT	260.0		260.0	
60900515	CONCRETE THRUST BLOCKS	EACH	4		4	
61000120	TYPE E INLET BOX, STANDARD 610001 (SPECIAL)	EACH	4		4	
61100500	EXPLORATION TRENCH 52" DEPTH	FOOT	200		200	
61101013	STORM SEWERS PROTECTED, CLASS A, 12"	FOOT	200		200	
61133100	FIELD TILE JUNCTION VAULTS, 2' DIA.	EACH	4		4	
61139900	STORM SEWERS, SPECIAL 6"	FOOT	200		200	
61140000	STORM SEWERS, SPECIAL 8"	FOOT	200		200	
61140200	STORM SEWERS, SPECIAL 12"	FOOT	200		200	
63000000	STEEL PLATE BEAM GUARD RAIL, TYPE A	FOOT	75.0		75.0	

* SPECIALTY ITEMS

USER NAME = Pcp00836	DESIGNED - MH	REVISED -
PLOT SCALE = 1:8000 1/4" = 1'	DRAWN - DJP	REVISED -
PLOT DATE = 12/29/2008	CHECKED - MH	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES

SCALE: 50 SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	5
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES

ITEM DESCRIPTION				URBAN	ROADWAY	STRUCTURES
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	ANDREWS DRIVE U. S. ROUTE 40 (FAU 9832) WOLF INDUSTRIAL DRIVE 99-00036-00-BR	ANDREWS DRIVE OVER U. S. ROUTE 40 (S. N. 003-6000) 99-000-36-00-BR	
				J000-2A	X531-2A	
*63100045	TRAFFIC BARRIER TERMINAL, TYPE 2	EACH	2	2		
*63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		
*63100167	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	EACH	2	2		
66101150	HOT-MIX ASPHALT SHOULDER CURB	FOOT	46	46		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	18	18		
67100100	MOBILIZATION	L SUM	1	1		
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1		
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1		
70103700	TRAFFIC CONTROL COMPLETE	L SUM	1	1		
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	675	675		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	337	337		
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	2117	2117		
72000100	SIGN PANEL - TYPE 1	SQ FT	75	75		
72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	3	3		
72900100	METAL POST - TYPE A	FOOT	24	24		
72900200	METAL POST - TYPE B	FOOT	185	185		
73100100	BASE FOR TELESCOPING STEEL SIGN SUPPORT	EACH	1	1		
*78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	156.0	156.0		
*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	638	638		
*78000300	THERMOPLASTIC PAVEMENT MARKING - LINE 5"	FOOT	8975	8975		
*78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	361	361		
*78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	543	543		
*78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	30	30		
*78008200	POLYUREA PAVEMENT MARKING TYPE I - LETTERS AND SYMBOLS	SQ FT	31.2	31.2		
*78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	120	120		
*78008220	POLYUREA PAVEMENT MARKING TYPE I - LINE 5"	FOOT	12292	12292		
*78008270	POLYUREA PAVEMENT MARKING TYPE I - LINE 24"	FOOT	32	32		
78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	105	105		
*78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	2	2		
*78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8		

* SPECIALTY ITEMS

USER NAME = Pcp00836	DESIGNED - MH	REVISED -
PLOT SCALE = 1.0000 "/>		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES			
SCALE: 50	SHEET NO. OF SHEETS	STA. TO STA.	

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR		99	6
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



EARTHWORK SCHEDULE							
LOCATION	A	B	C	D	E	F	G
	EARTH EXCAVATION	EXCAVATION TO BE USED IN EMBANKMENT, ADJUSTED FOR SHRINKAGE (20%)	EMBANKMENT	EARTHWORK BALANCE EXCESS (+) OR SHORTAGE (-)	BORROW EXCAVATION	TOPSOIL EXCAVATION	TOPSOIL PLACEMENT
BEGIN STATION	END STATION	OFFSET	CU YD	CU YD	CU YD	CU YD	CU YD
ANDREWS DRIVE							
100+10.00	115+99.62		1897	1518	55222	-53704	1639
107+50.00	115+00.00					3729	
119+45.87	129+21.59		1123	898	43167	-42269	1221
SUBTOTAL			3020	2416	98389	-95973	3729
U.S. ROUTE 40							
12+06.91	28+13.41		1313	1050	927	123	638
SUBTOTAL			1313	1050	927	123	638
WOLF INDUSTRIAL DRIVE							
200+00.00	204+10.00		268	214	4456	-4242	225
SUBTOTAL			268	214	4456	-4242	225
TEMPORARY RUNAROUND							
10+00.00	20+00.00		158	126	240	-114	
10+00.00	20+00.00	ROAD REMOVAL			539		
SUBTOTAL			158	126	779	-114	
TOTAL			4760	3807	104551	-100205	125922

EQUATIONS USED
 B = A * 0.80
 D = B - C
 E = (C - B - (F - G)) / 0.80

NOTE - EXCESS TOPSOIL EXCAVATION SHALL BE USED AS EMBANKMENT AT LOCATIONS APPROVED BY THE ENGINEER.

SEEDING SCHEDULE							
LOCATION	SEEDING, CLASS 2	SEEDING, CLASS 7	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LESTONE	MULCH, METHOD 2
	ACRE	ACRE	POUND	POUND	POUND	TON	ACRE
ANDREWS DRIVE							
101+00.00	116+50.00	LT/RT	4.00	8.00	360	360	360
116+90.00	117+95.00	LT/RT	1.00	2.00	90	90	90
118+40.00	129+20.00	LT/RT	3.00	6.00	270	270	270
SUBTOTAL			8.00	16.00	720	720	720
U.S. ROUTE 40							
12+05.00	28+15.00	LT/RT	2.00	4.00	180	180	180
SUBTOTAL			2.00	4.00	180	180	180
WOLF INDUSTRIAL DRIVE							
201+00.00	240+10.00	LT/RT	1.00	2.00	90	90	90
SUBTOTAL			1.00	2.00	90	90	90
TEMPORARY RUNAROUND							
10+20.39	20+48.47	LT	1.00	2.00	90	90	90
10+20.39	20+48.47	LT/RT	1.00	2.00	90	90	90
SUBTOTAL			2.00	4.00	180	180	180
TOTAL			13.00	24.00	1170	1170	1170

USER NAME = Pop0036	DESIGNED - MH	REVISED -
	DRAWN - DJP	REVISED -
PLOT SCALE = 1:20000' / 1"	CHECKED - MH	REVISED -
PLOT DATE = 12/23/2008	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: 50 SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	8
CONTRACT NO. 97366				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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PAVEMENT SCHEDULE

LOCATION	PROCESSING MODIFIED SOIL 12"	LIME	PROCESSING LIME STABILIZED SOIL MIXTURE 8"	SUB-BASE GRANULAR MATERIAL, TYPE A 4"	SUB-BASE GRANULAR MATERIAL, TYPE C 4"	AGGREGATE SURFACE COURSE, TYPE B	BITUMINOUS MATERIALS (PRIME COAT)	BITUMINOUS MATERIALS (COVER AND SEAL COATS)	COVER COAT AGGREGATE	SEAL COAT AGGREGATE	HOT-MIX ASPHALT BINDER COURSE, IL-12.5, N50	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 13 1/2"	PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)	BRIDGE APPROACH PAVEMENT	STRIP REFLECTIVE CRACK CONTROL TREATMENT	HOT-MIX ASPHALT SHOULDERS, 8"		
	SQ YD	TON	SQ YD	SQ YD	SQ YD	TON	GALLON	GALLON	TON	TON	TON	TON	SQ YD	SQ YD	SQ YD	FOOT	SQ YD		
BEGIN END STATION STATION OFFSET																			
ANDREWS DRIVE																			
101+15.86	116+05.50	LT/RT	5761	115.2	4726														
101+15.86	115+70.72	LT/RT				962													
101+15.86	115+73.06	LT/RT												4117					
101+15.86	115+53.89	LT																620	
101+15.86	115+63.06	RT																645	
105+00.00		RT						31											
115+69.62	115+99.64																		
119+40.51	129+21.53	LT/RT	4454	89.1	3739													111	
119+46.37	119+75.87																	109	
119+71.73	129+21.53	LT/RT						645											
119+72.42	129+21.53	LT/RT												3298					
119+82.42	129+21.53	LT																443	
119+91.60	129+21.53	RT																410	
129+21.53	129+31.53	LT/RT						6				7							
SUBTOTAL			10215	204.3	8465	1608	31	6				7		7415	220		2118		
U.S. ROUTE 40																			
12+06.91	28+13.41	LT	1754	35.1															
12+06.91	28+13.41	RT	3249	65.0															
12+06.91	28+13.41	LT/RT				1709		783			438	329							
12+06.91	28+13.41	LT																759	
12+06.91	28+13.41	RT																779	
13+06.91	27+13.41	LT						723					904					1407	
13+06.91	27+13.41	RT						1874					2342					1407	
16+45.81		RT						31											
22+31.35		DRIVEWAY RT																133	
SUBTOTAL			5003	100.1		1709	31	3380			438	329	3246				2813	1671	
WOLF INDUSTRIAL DRIVE																			
200+99.58	204+10.00	LT/RT	1150	23.0	945	205								842					
200+99.58	204+10.00	LT																134	
200+99.58	204+10.00	RT																137	
202+90.68		LT					21												
204+10.00	204+20.00	LT/RT						5					6						
SUBTOTAL			1150	23.0	945	205	21	5					6		842			271	
TEMPORARY RUNAROUND																			
10+20.39	20+48.47	LT/RT		58.3	2119			1060	848	16	16								
SUBTOTAL				58.3	2119			1060	848	16	16								
TOTAL			16367	385.6	2119	9410	3521	83	4451	848	16	16	438	342	3246	8257	220	2813	4060

USER NAME = Pop00836	DESIGNED - MH	REVISED -
	DRAWN - DJP	REVISED -
PLOT SCALE = 1:10000 ' / 1"	CHECKED - MH	REVISED -
PLOT DATE = 12\23\2008	DATE -	REVISED -

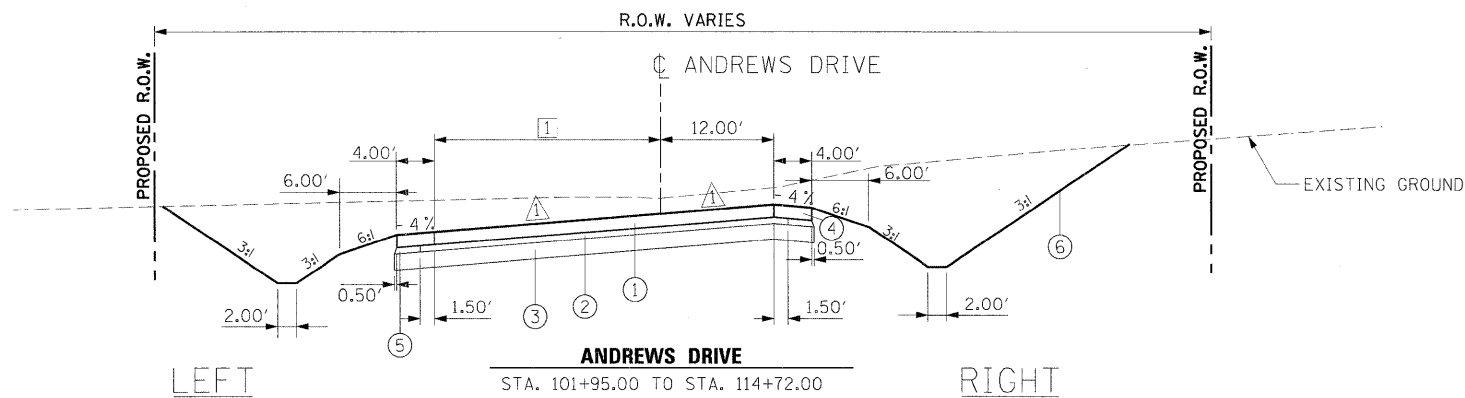
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

SCALE: 50 SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	9
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

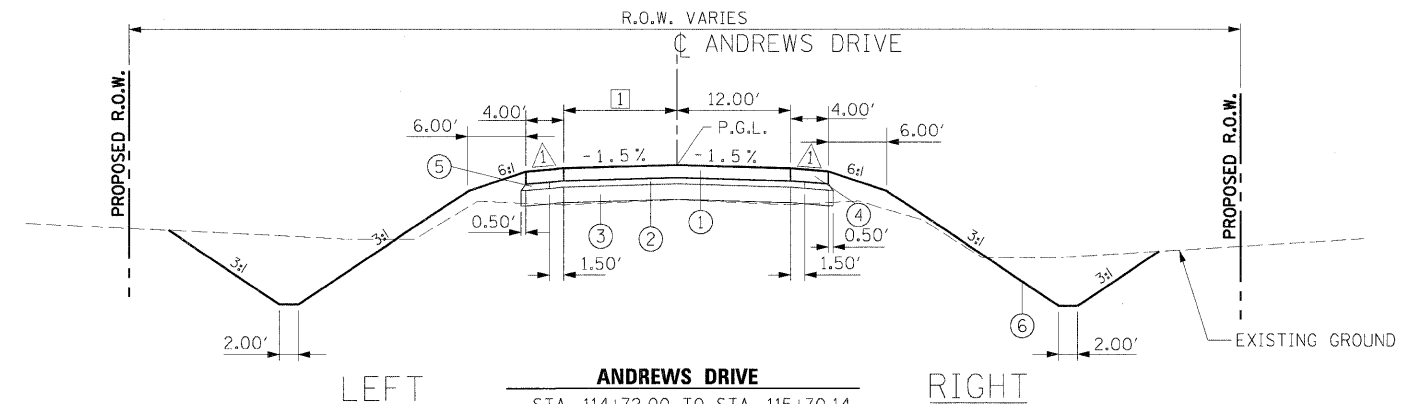
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▲ STATION 101+95.00 TO STATION 113+74.00 = -4.00%
 STATION 113+74.00 TO STATION 114+19.00
 TRANSITION FROM -4.00% TO -1.50%
 STATION 114+19.00 TO STATION 114+72.00 = -1.50%

1 STATION 101+95.00 TO STATION 101+99.12 = 24.00'
 STATION 101+99.12 TO STATION 103+55.12 =
 TRANSITION FROM 24.00' TO 12.00'
 STATION 103+55.12 TO STATION 114+72.00 = 12.00'

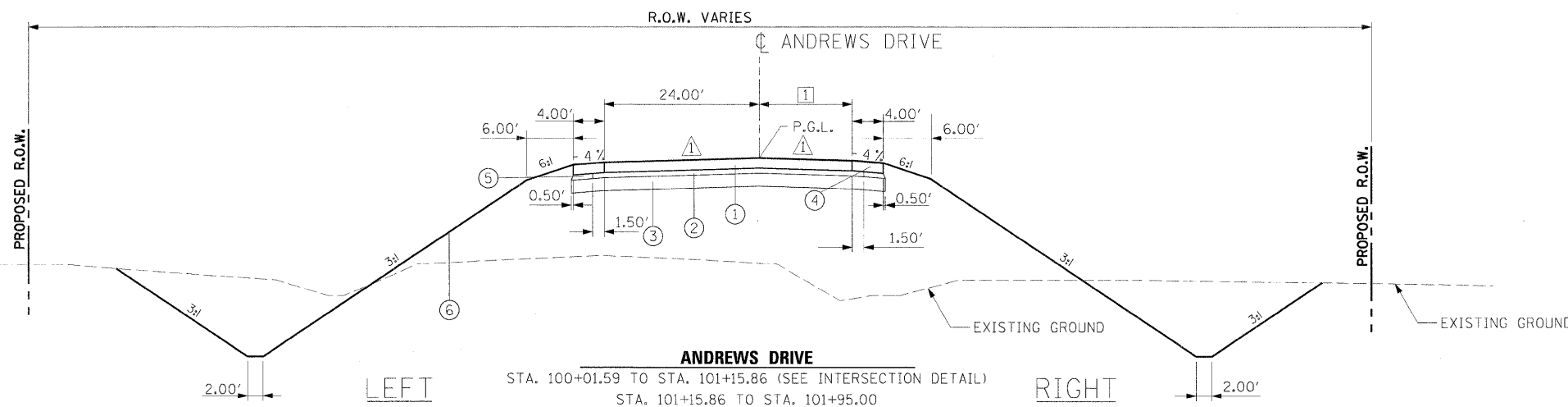
▲ STATION 101+95.00 TO STATION 113+74.00 = 4.00%
 STATION 113+74.00 TO STATION 114+72.00
 TRANSITION FROM 4.00% TO -1.50%



▲ STATION 114+72.00 TO STATION 115+14.10 = -4.00%
 STATION 115+14.10 TO STATION 115+57.89
 TRANSITION FROM -4.00% TO -2.00%
 STATION 115+57.89 TO STATION 115+70.14 = -2.00%
 STATION 119+75.86 TO STATION 119+78.42 = -2.00%
 STATION 119+78.42 TO STATION 120+20.86
 TRANSITION FROM -2.00% TO -4.00%
 STATION 120+20.86 TO STATION 129+21.53 = -4.00%

1 STATION 114+72.00 TO STATION 115+70.14 = 12.00'
 STATION 119+75.86 TO STATION 122+37.17 = 12.00'
 STATION 122+37.17 TO STATION 125+97.23 (SEE INTERSECTION DETAIL)
 STATION 125+97.23 TO STATION 128+21.53 = 12.00'
 STATION 128+65.70 TO STATION 129+21.53 =
 TRANSITION FROM 12.00' TO 14.94'

▲ STATION 114+72.00 TO STATION 115+24.10 = -4.00%
 STATION 115+24.10 TO STATION 115+67.06
 TRANSITION FROM -4.00% TO -2.00%
 STATION 115+67.06 TO STATION 115+70.14 = -2.00%
 STATION 119+75.86 TO STATION 119+87.60 = -2.00%
 STATION 119+87.60 TO STATION 120+30.83
 TRANSITION FROM -2.00% TO -4.00%
 STATION 120+30.83 TO STATION 129+21.53 = -4.00%



▲ STATION 101+15.86 TO STATION 101+50.00 = -1.50%
 STATION 101+50.00 TO STATION 101+95.00
 TRANSITION FROM -1.50% TO -4.00%

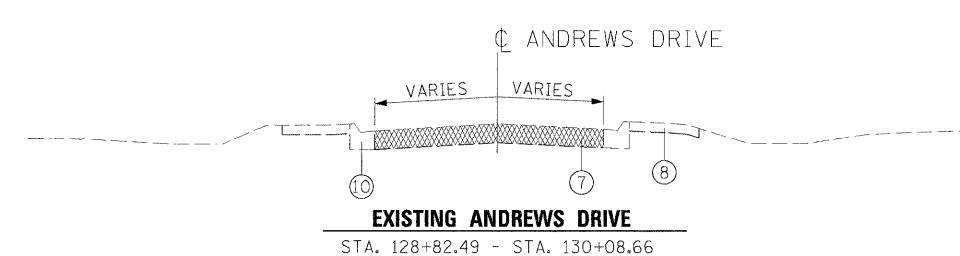
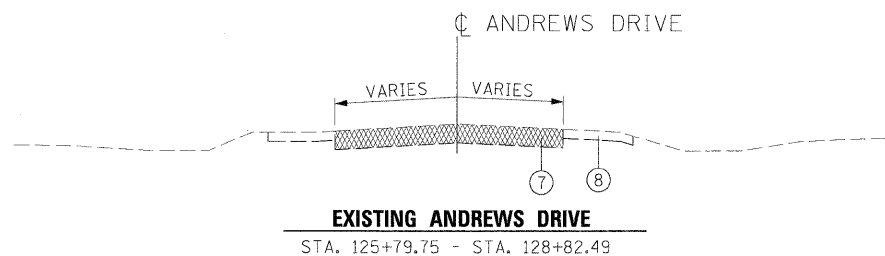
▲ STATION 101+15.86 TO STATION 101+95.00
 TRANSITION FROM -0.39% TO 4.00%

1 STATION 101+15.86 TO STATION 101+76.42
 TRANSITION AROUND RADIUS FROM 18.38' TO 12.00'
 STATION 101+76.42 TO STATION 101+95.00 = 12.00'

PCC PAVEMENT (8")

STRUCTURAL DESIGN TRAFFIC	YEAR 2017	
PV = 2,120	SU = 159	MU = 371
ROAD/STREET CLASSIFICATION:	CLASS II	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:		
P = 80%	S = 6%	M = 14%
TRAFFIC FACTOR:	ACTUAL TF = 2.32	AC TYPE = N/A
	MINIMUM TF = N/A	
PG GRADE:	BINDER = N/A	SURFACE = N/A
SUBGRADE SUPPORT RATING:	SSR = POOR	

*SEE U.S. ROUTE 40 TYPICAL SECTIONS FOR HMA SHOULDER MIX DESIGN



- ITEM
- 1 PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
 - 2 SUB-BASE GRANULAR MATERIAL, TYPE A 4"
 - 3 PROCESSING MODIFIED SOIL 10"
 - 4 HOT-MIX ASPHALT SHOULDERS, 8"
 - 5 SUB-BASE GRANULAR MATERIAL, TYPE C 4"
 - 6 4" TOPSOIL, SEEDING, CLASS 2, MULCH METHOD 2
 - 7 EXISTING AGGREGATE BASE WITH HOT-MIX ASPHALT SURFACE
 - 8 EXISTING HOT-MIX ASPHALT SHOULDER
 - 9 EXISTING HOT-MIX ASPHALT SURFACE
 - 10 EXISTING B-6.18 CURB AND GUTTER
 - 11 HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70-1 1/4"
 - 12 HOT-MIX ASPHALT BINDER COURSE, IL-12.5, N50-2"
 - 13 HOT-MIX ASPHALT PAVEMENT, (FULL DEPTH), 13 1/2"
 - 14 STRIP REFLECTIVE CRACK CONTROL TREATMENT
 - 15 BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I: 1 1/2"
 - 16 EXISTING BITUMINOUS SURFACE
 - 17 LEVELING BINDER (MACHINE METHOD) 1/2"
 - 18 1/2" DEFORMED BAR
 - 19 EXISTING PAVEMENT PCC 7"
 - 20 PAVEMENT FABRIC
 - 21 AGGREGATE SHOULDERS, TYPE B

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS - ANDREWS DRIVE

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	11
CONTRACT NO. 97366				

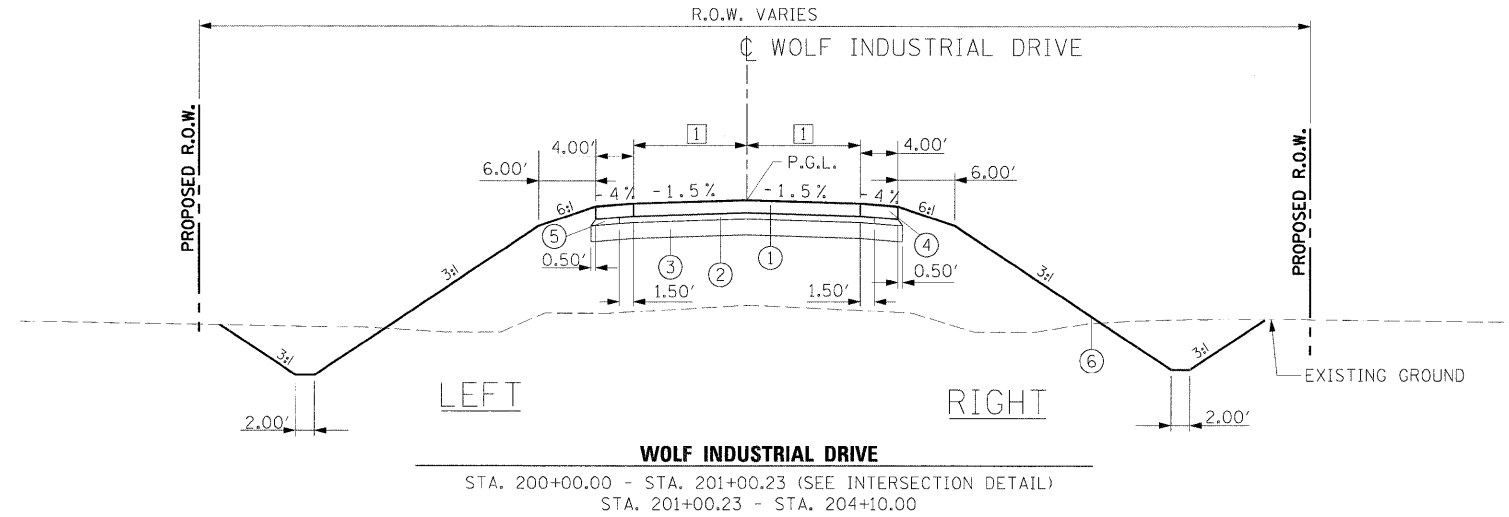
SCALE: 50 SHEET NO. OF SHEETS STA. TO STA.

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

PCC PAVEMENT (8")

*SEE U.S. ROUTE 40 TYPICAL SECTIONS FOR HMA SHOULDER MIX DESIGN

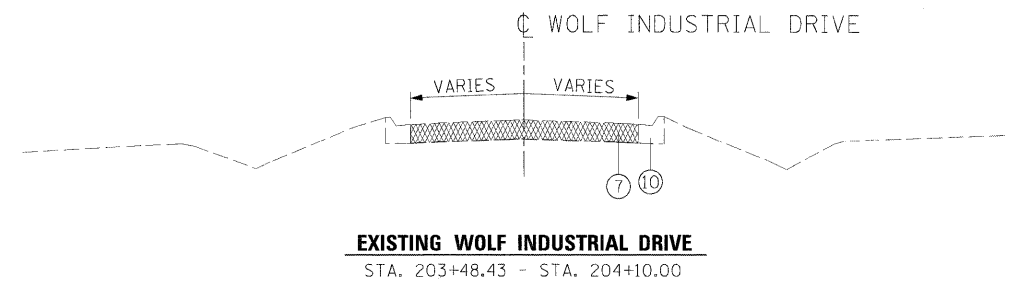
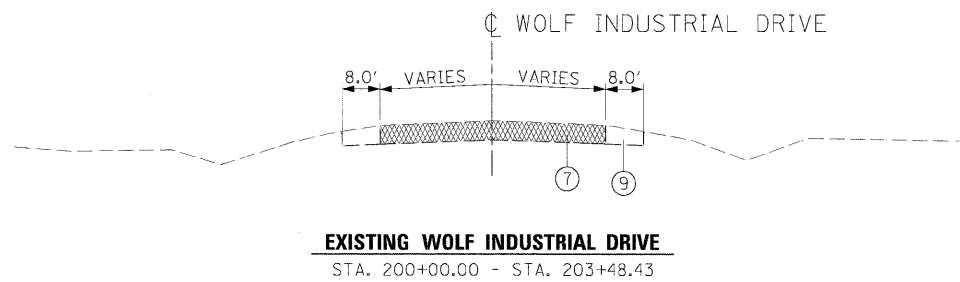
STRUCTURAL DESIGN TRAFFIC YEAR 2017
 PV = 2,120 SU = 159 MU = 371
 ROAD/STREET CLASSIFICATION: CLASS II
 PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:
 P = 80% S = 6% M = 14%
 TRAFFIC FACTOR: ACTUAL TF = 2.32 AC TYPE = N/A
 MINIMUM TF = N/A
 PG GRADE: BINDER = N/A SURFACE = N/A
 SUBGRADE SUPPORT RATING:
 SSR = POOR



1 STATION 201+00.23 TO STATION 202+05.34
 TRANSITION AROUND RADIUS FROM 13.96' TO 12.00'
 STATION 202+05.34 TO STATION 204+10.00 = 12.00'

1 STATION 200+60.96 TO STATION 201+38.31
 TRANSITION AROUND RADIUS FROM 14.95' TO 12.00'
 STATION 201+38.31 TO STATION 204+10.00 = 12.00'

- ITEM
- 1 PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
 - 2 SUB-BASE GRANULAR MATERIAL, TYPE A 4"
 - 3 PROCESSING MODIFIED SOIL 10"
 - 4 HOT-MIX ASPHALT SHOULDERS, 8"
 - 5 SUB-BASE GRANULAR MATERIAL, TYPE C 4"
 - 6 4" TOPSOIL, SEEDING, CLASS 2, MULCH METHOD 2
 - 7 EXISTING AGGREGATE BASE WITH HOT-MIX ASPHALT SURFACE
 - 8 EXISTING HOT-MIX ASPHALT SHOULDER
 - 9 EXISTING HOT-MIX ASPHALT SURFACE
 - 10 EXISTING B-6.18 CURB AND GUTTER
 - 11 HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70-1 1/4"
 - 12 HOT-MIX ASPHALT BINDER COURSE, IL-12.5, N50-2"
 - 13 HOT-MIX ASPHALT PAVEMENT, (FULL DEPTH), 13 1/2"
 - 14 STRIP REFLECTIVE CRACK CONTROL TREATMENT
 - 15 BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS I: 1 1/2"
 - 16 EXISTING BITUMINOUS SURFACE
 - 17 LEVELING BINDER (MACHINE METHOD) 1/2"
 - 18 1/2" DEFORMED BAR
 - 19 EXISTING PAVEMENT PCC 7"
 - 20 PAVEMENT FABRIC
 - 21 AGGREGATE SHOULDERS, TYPE B



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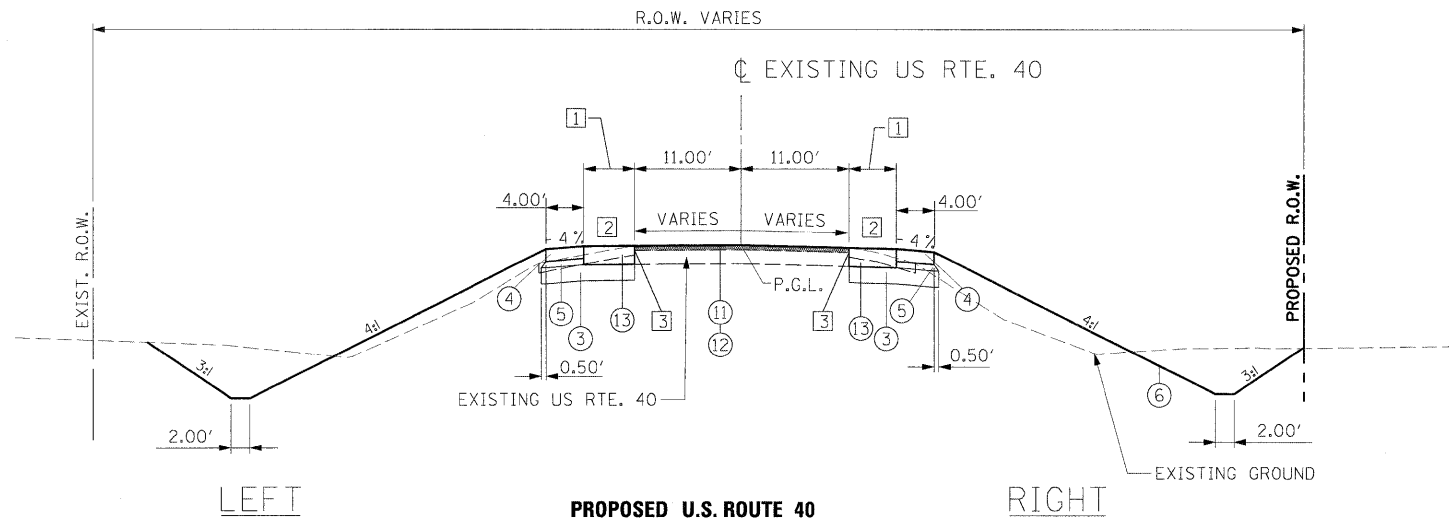
USER NAME = Pop00036	DESIGNED - MH	REVISED -
	DRAWN - DJP	REVISED -
PLOT SCALE = 20,0000' / in.	CHECKED - MH	REVISED -
PLOT DATE = 12\23\2008	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS - WOLF INDUSTRIAL DRIVE

SCALE: 50 SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	12
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

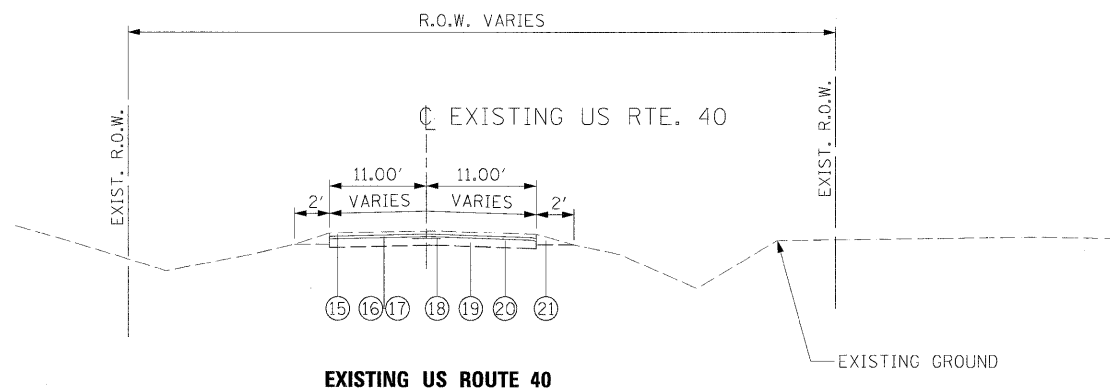


- ① STATION 12+06.90 TO STATION 13+06.91 = 0.00'
STATION 13+06.91 TO STATION 13+75.61 = 2.00'
STATION 13+75.61 TO STATION 16+06.78
TRANSITION FROM 2.00' TO 7.00'
STATION 16+06.78 TO STATION 24+13.38
TRANSITION FROM 7.00' TO 7.28'
STATION 24+13.38 TO STATION 26+56.27
TRANSITIONS FROM 7.28' TO 2.00'
26+56.27 TO 27+13.41 = 2.00'
- ② MATCH EXISTING - SEE CROSS SECTIONS.
- ③ STATION 13+06.91 TO STATION 27+13.41

PROPOSED U.S. ROUTE 40
STA. 12+06.90 TO STA. 28+13.12

- ① STATION 12+06.90 TO STATION 13+06.91 = 0.00'
STATION 13+06.91 TO STATION 13+66.91 = 2.00'
STATION 13+66.91 TO STATION 16+06.90
TRANSITION FROM 2.00' TO 19.01'
STATION 16+06.90 TO STATION 17+95.79 = 19.01'
STATION 17+95.79 TO STATION 21+08.11
SEE INTERSECTION DETAIL
STATION 21+08.11 TO STATION 24+13.38 = 6.96'
STATION 24+13.38 TO STATION 26+32.63
TRANSITION FROM 6.96' TO 2.00'
STATION 26+32.63 TO STATION 27+13.41 = 2.00'
STATION 27+13.41 TO STATION 28+13.12 = 0.00'
- ② STATION 13+06.91 TO STATION 13+66.91 - MATCH EXISTING - SEE CROSS SECTIONS.
STATION 13+66.91 TO STATION 17+95.79 - 0.5% GREATER THAN EXISTING - SEE CROSS SECTIONS.
STATION 17+95.79 TO STATION 21+08.11 - SEE INTERSECTION DETAIL
STATION 21+08.11 TO STATION 27+13.41 - MATCH EXISTING - SEE CROSS SECTIONS.
- ③ STATION 13+06.91 TO STATION 27+13.41

- ITEM
- ① PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)
 - ② SUB-BASE GRANULAR MATERIAL, TYPE A 4"
 - ③ PROCESSING MODIFIED SOIL 10"
 - ④ HOT-MIX ASPHALT SHOULDERS, 8"
 - ⑤ SUB-BASE GRANULAR MATERIAL, TYPE C 4"
 - ⑥ 4" TOPSOIL, SEEDING, CLASS 2, MULCH METHOD 2
 - ⑦ EXISTING AGGREGATE BASE WITH HOT-MIX ASPHALT SURFACE
 - ⑧ EXISTING HOT-MIX ASPHALT SHOULDER
 - ⑨ EXISTING HOT-MIX ASPHALT SURFACE
 - ⑩ EXISTING B-6.18 CURB AND GUTTER
 - ⑪ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70-1 1/4"
 - ⑫ HOT-MIX ASPHALT BINDER COURSE, IL-12.5, N50-2"
 - ⑬ HOT-MIX ASPHALT PAVEMENT, (FULL DEPTH), 13 1/2"
 - ⑭ STRIP REFLECTIVE CRACK CONTROL TREATMENT
 - ⑮ BITUMINOUS CONCRETE SURFACE COURSE, MIXTURE D, CLASS 1: 1 1/2"
 - ⑯ EXISTING BITUMINOUS SURFACE
 - ⑰ LEVELING BINDER (MACHINE METHOD) 1/2"
 - ⑱ 1/2" DEFORMED BAR
 - ⑲ EXISTING PAVEMENT PCC 7"
 - ⑳ PAVEMENT FABRIC
 - ㉑ AGGREGATE SHOULDERS, TYPE B



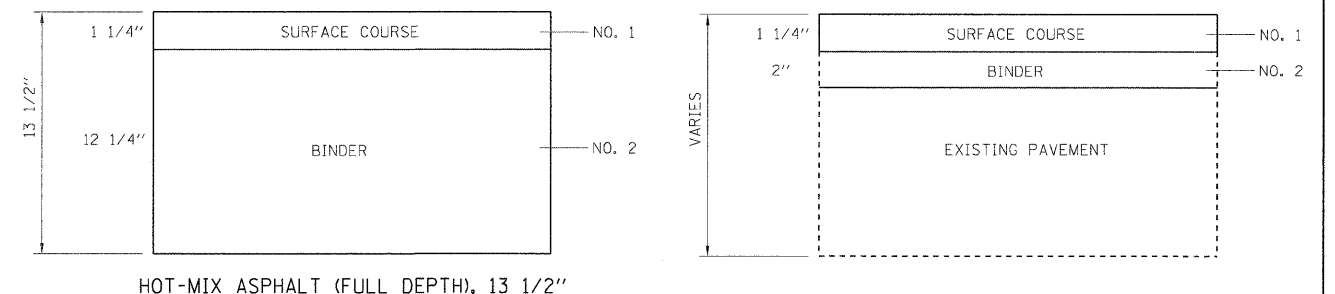
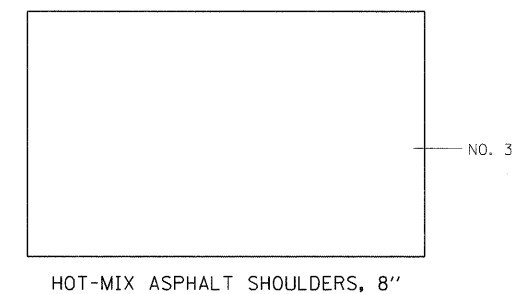
EXISTING US ROUTE 40

MIXTURE REQUIREMENTS

MIXTURE NUMBER:	NO. 1	NO. 2	NO. 3
LOCATION	U.S. ROUTE 40	U.S. ROUTE 40	ALL SHOULDER LOCATIONS
MIXTURE USE (S):	SURFACE COURSE (TOP LIFT) FULL-DEPTH PAVEMENT AND OVERLAY*	TOP LIFT BINDER FULL-DEPTH PAVEMENT AND OVERLAY	HOT-MIX ASPHALT SHOULDERS
AC/PG:	SBS PG 64-22	SBS PG 64-22	PG 58-22
DESIGN AIR VOIDS:	4.0% @ N DESIGN = 70	4.0% @ N DESIGN = 50	2.0% @ N DESIGN = 30
MIXTUR COMPOSITION (GRADATION MIXTURE)	IL 9.5	IL 12.5	BAM
FRICTION AGGREGATE	MIX "C"	MIX "C"	N/A

*ALSO USED FOR HMA BUTT JOINT ON ANDREWS AND WOLF DRIVES

ASPHALT PAVING LIFT DIAGRAMS



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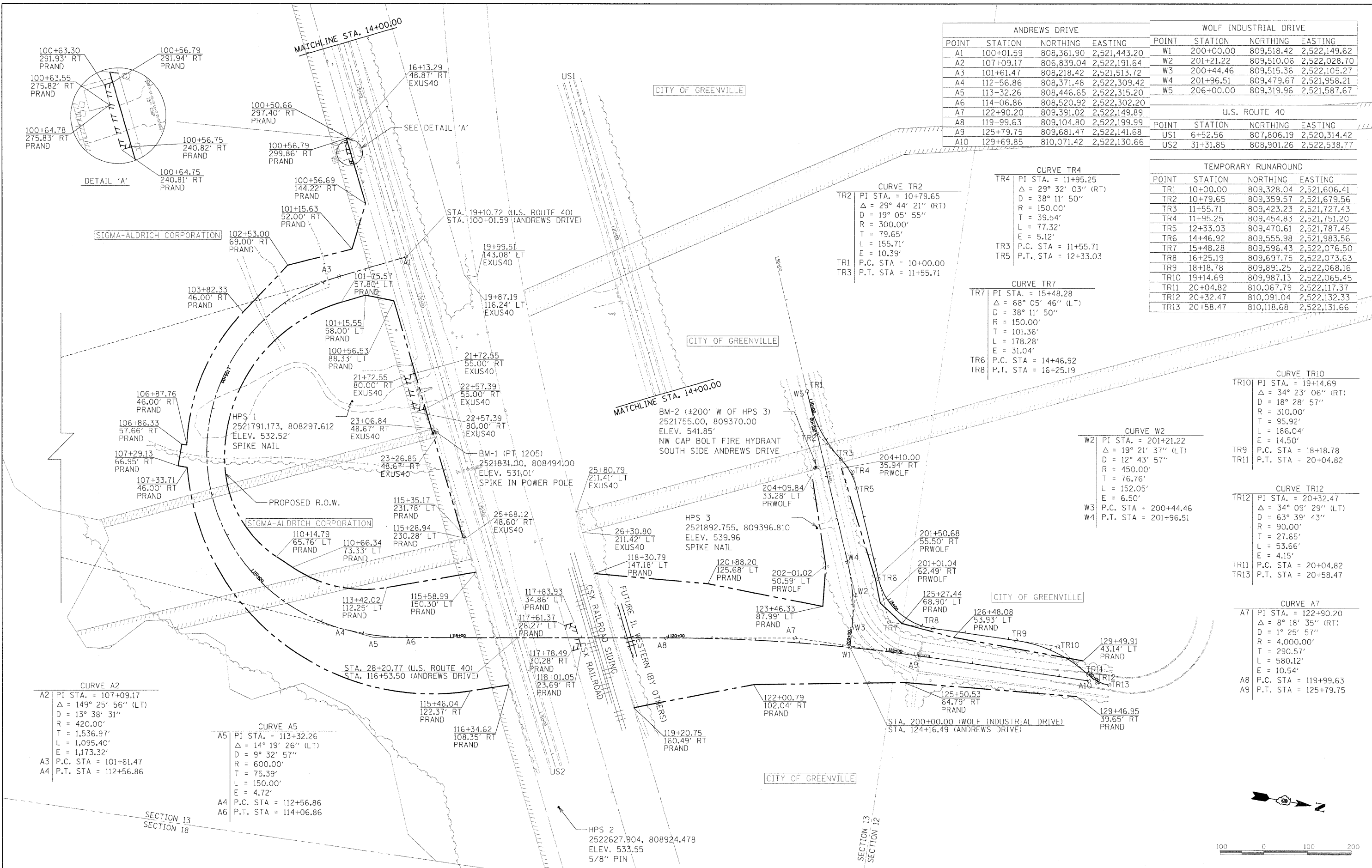
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DRAWN - DJP	REVISED -	
PLOT SCALE = 20.0000' / in.	CHECKED - MH	REVISED -
PLOT DATE = 12\23\2008	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS - U.S. ROUTE 40

SCALE: 50 SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	13
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



ANDREWS DRIVE				WOLF INDUSTRIAL DRIVE			
POINT	STATION	NORTHING	EASTING	POINT	STATION	NORTHING	EASTING
A1	100+01.59	808,361.90	2,521,443.20	W1	200+00.00	809,518.42	2,522,149.62
A2	107+09.17	806,839.04	2,522,191.64	W2	201+21.22	809,510.06	2,522,028.70
A3	101+61.47	808,218.42	2,521,513.72	W3	200+44.46	809,515.36	2,522,105.27
A4	112+56.86	808,371.48	2,522,309.42	W4	201+96.51	809,479.67	2,521,958.21
A5	113+32.26	808,446.65	2,522,315.20	W5	206+00.00	809,319.96	2,521,587.67
A6	114+06.86	808,520.92	2,522,302.20				
A7	122+90.20	809,391.02	2,522,149.89				
A8	119+99.63	809,104.80	2,522,199.99				
A9	125+79.75	809,681.47	2,522,141.68				
A10	129+69.85	810,071.42	2,522,130.66				

U.S. ROUTE 40			
POINT	STATION	NORTHING	EASTING
US1	6+52.56	807,806.19	2,520,314.42
US2	31+31.85	808,901.26	2,522,538.77

CURVE TR2		CURVE TR4	
TR2	PI STA. = 10+79.65	TR4	PI STA. = 11+95.25
	$\Delta = 29^\circ 44' 21''$ (RT)		$\Delta = 29^\circ 32' 03''$ (RT)
	$D = 19^\circ 05' 55''$		$D = 38^\circ 11' 50''$
	$R = 300.00'$		$R = 150.00'$
	$T = 79.65'$		$T = 39.54'$
	$L = 155.71'$		$L = 77.32'$
	$E = 10.39'$		$E = 5.12'$
TR1	P.C. STA = 10+00.00	TR3	P.C. STA = 11+55.71
TR3	P.T. STA = 11+55.71	TR5	P.T. STA = 12+33.03

CURVE TR7	
TR7	PI STA. = 15+48.28
	$\Delta = 68^\circ 05' 46''$ (LT)
	$D = 38^\circ 11' 50''$
	$R = 150.00'$
	$T = 101.36'$
	$L = 178.28'$
	$E = 31.04'$
TR6	P.C. STA = 14+46.92
TR8	P.T. STA = 16+25.19

TEMPORARY RUNAROUND			
POINT	STATION	NORTHING	EASTING
TR1	10+00.00	809,328.04	2,521,606.41
TR2	10+79.65	809,359.57	2,521,679.56
TR3	11+55.71	809,423.23	2,521,727.43
TR4	11+95.25	809,454.83	2,521,751.20
TR5	12+33.03	809,470.61	2,521,787.45
TR6	14+46.92	809,555.98	2,521,983.56
TR7	15+48.28	809,596.43	2,522,076.50
TR8	16+25.19	809,697.75	2,522,073.63
TR9	18+18.78	809,891.25	2,522,068.16
TR10	19+14.69	809,987.13	2,522,065.45
TR11	20+04.82	810,067.79	2,522,117.37
TR12	20+32.47	810,091.04	2,522,132.33
TR13	20+58.47	810,118.68	2,522,131.66

CURVE TR10	
TR10	PI STA. = 19+14.69
	$\Delta = 34^\circ 23' 06''$ (RT)
	$D = 18^\circ 28' 57''$
	$R = 310.00'$
	$T = 95.92'$
	$L = 186.04'$
	$E = 14.50'$
TR9	P.C. STA = 18+18.78
TR11	P.T. STA = 20+04.82

CURVE TR12	
TR12	PI STA. = 20+32.47
	$\Delta = 34^\circ 09' 29''$ (LT)
	$D = 63^\circ 39' 43''$
	$R = 90.00'$
	$T = 27.65'$
	$L = 53.66'$
	$E = 4.15'$
TR11	P.C. STA = 20+04.82
TR13	P.T. STA = 20+58.47

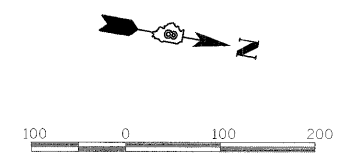
CURVE W2	
W2	PI STA. = 201+21.22
	$\Delta = 19^\circ 21' 37''$ (LT)
	$D = 12^\circ 43' 57''$
	$R = 450.00'$
	$T = 76.76'$
	$L = 152.05'$
	$E = 6.50'$
W3	P.C. STA = 200+44.46
W4	P.T. STA = 201+96.51

CURVE A7	
A7	PI STA. = 122+90.20
	$\Delta = 8^\circ 18' 35''$ (RT)
	$D = 1^\circ 25' 57''$
	$R = 4,000.00'$
	$T = 290.57'$
	$L = 580.12'$
	$E = 10.54'$
A8	P.C. STA = 119+99.63
A9	P.T. STA = 125+79.75

CURVE A2	
A2	PI STA. = 107+09.17
	$\Delta = 149^\circ 25' 56''$ (LT)
	$D = 13^\circ 38' 31''$
	$R = 420.00'$
	$T = 1,536.97'$
	$L = 1,095.40'$
	$E = 1,173.32'$
A3	P.C. STA = 101+61.47
A4	P.T. STA = 112+56.86

CURVE A5	
A5	PI STA. = 113+32.26
	$\Delta = 14^\circ 19' 26''$ (LT)
	$D = 9^\circ 32' 57''$
	$R = 600.00'$
	$T = 75.39'$
	$L = 150.00'$
	$E = 4.72'$
A4	P.C. STA = 112+56.86
A6	P.T. STA = 114+06.86

SECTION 13
SECTION 18



USER NAME = P0000036	DESIGNED - MH	REVISED -
PLDT SCALE = 100,0000 / 1 in.	DRAWN - DJP	REVISED -
PLDT DATE = 12/23/2008	CHECKED - MH	REVISED -
	DATE -	REVISED -

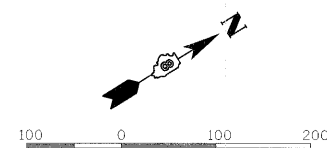
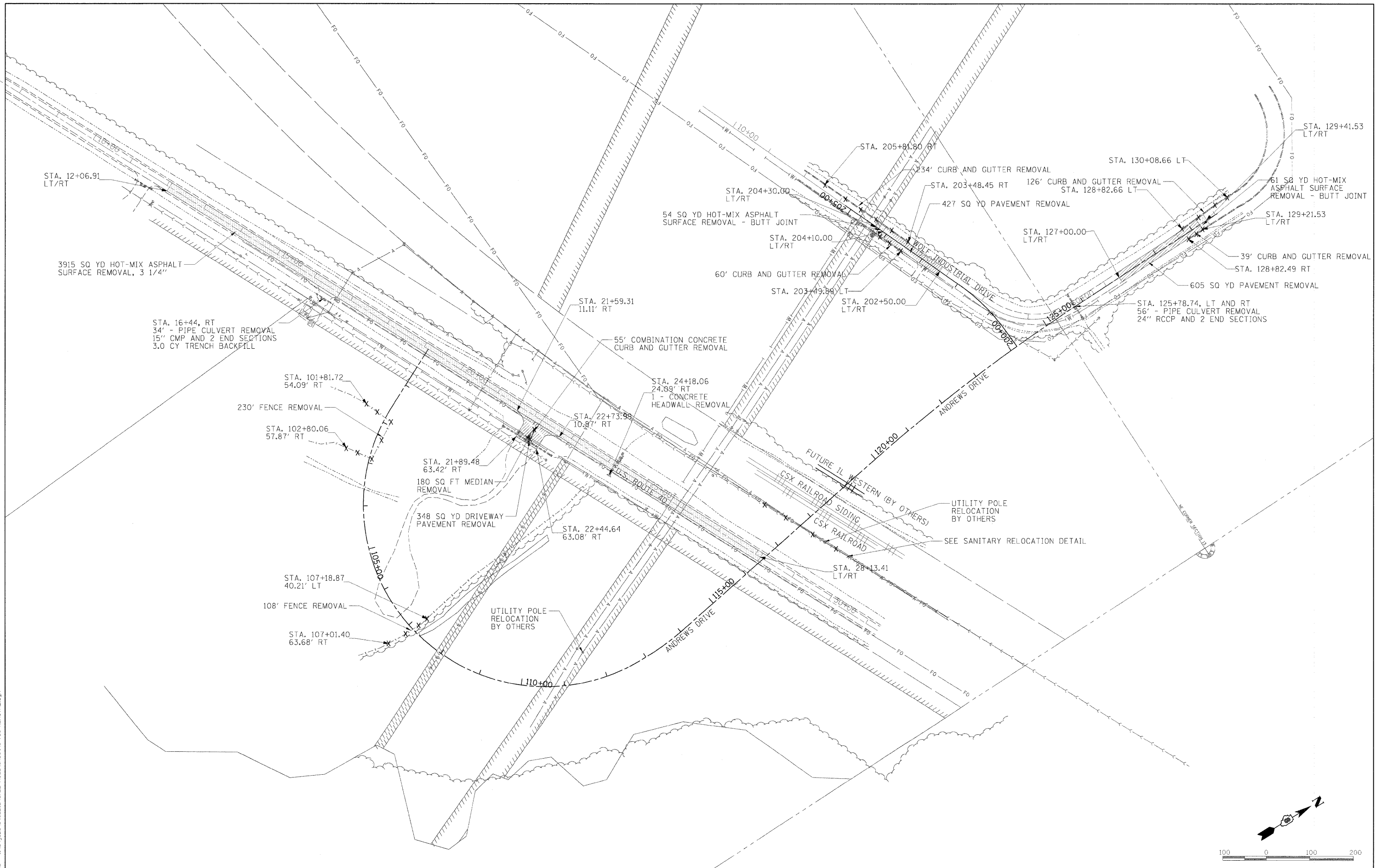
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENTS, TIES, AND BENCHMARKS

SCALE: 50 SHEET NO. OF SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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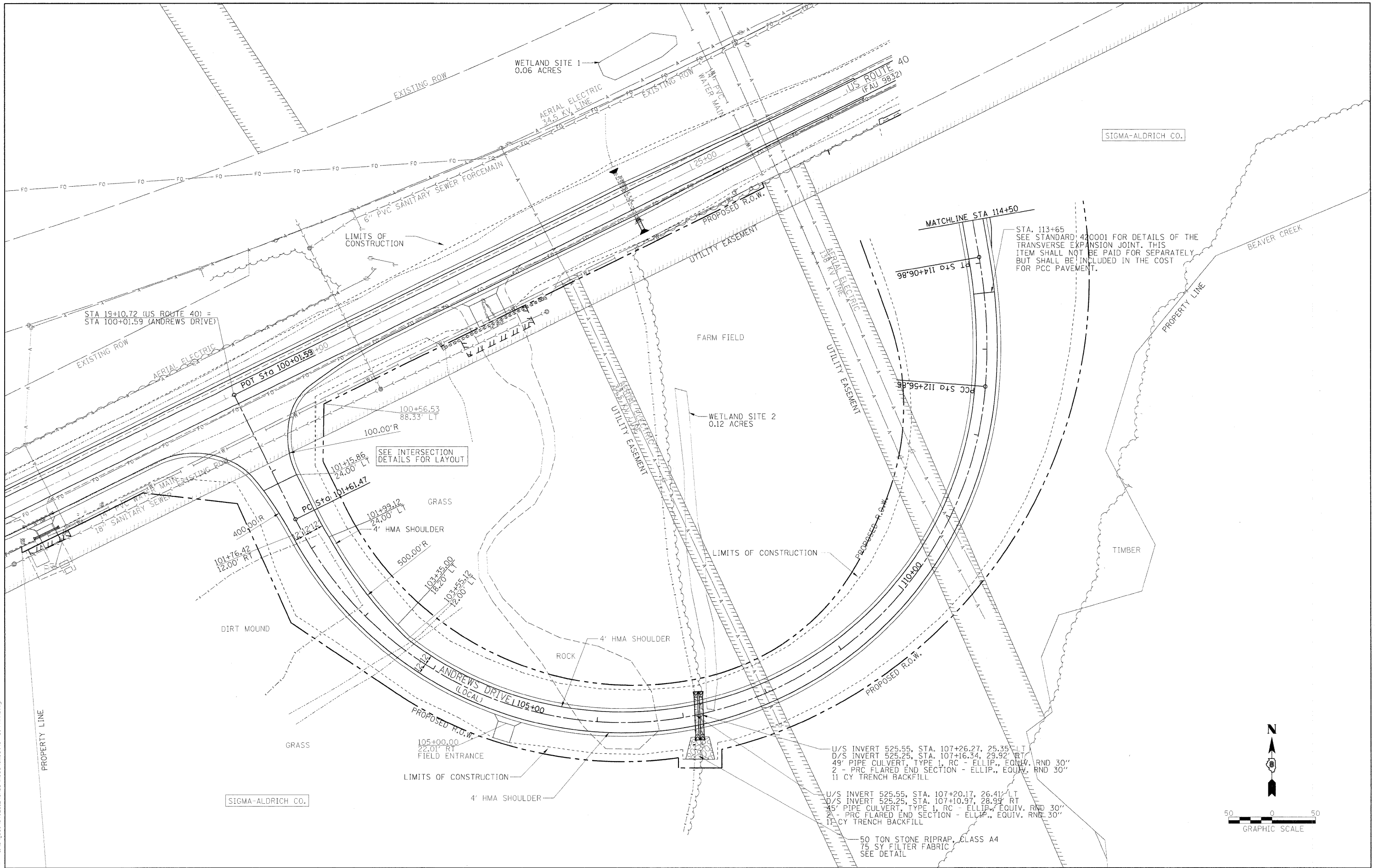
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PLOT DATE = 12\23\2008	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLAN			
SCALE: 50	SHEET NO.	OF SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	15
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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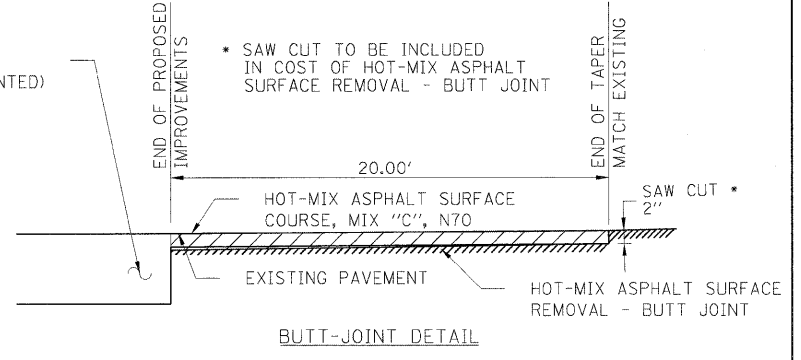
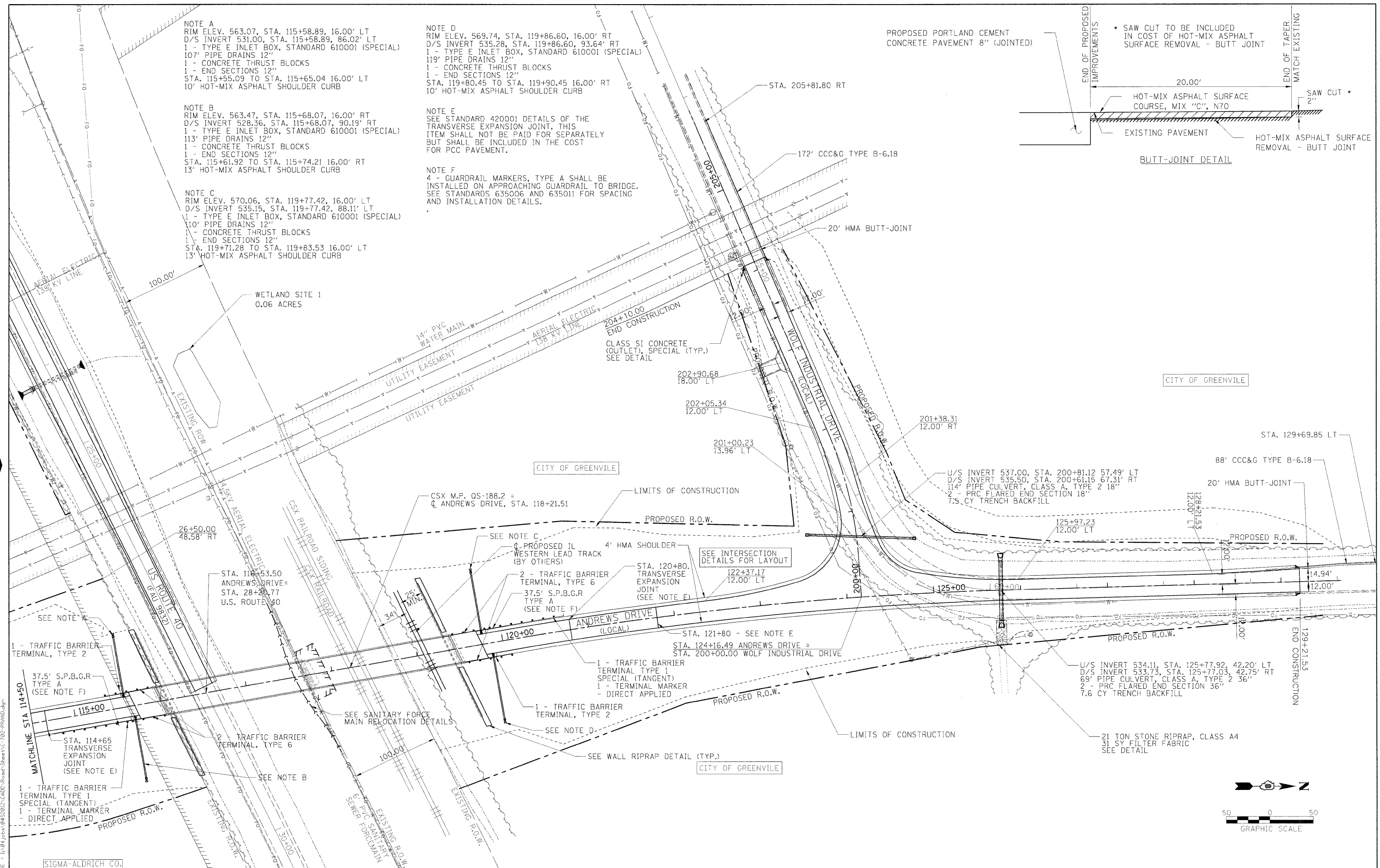


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PLOT DATE = 12/23/2008	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROPOSED ANDREWS DRIVE	
SCALE: 50	SHEET NO. OF SHEETS STA. 100+00 TO STA. 114+50

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	16
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



NOTE A
 RIM ELEV. 563.07, STA. 115+58.89, 16.00' LT
 D/S INVERT 531.00, STA. 115+58.89, 86.02' LT
 1 - TYPE E INLET BOX, STANDARD 610001 (SPECIAL)
 107' PIPE DRAINS 12"
 1 - CONCRETE THRUST BLOCKS
 1 - END SECTIONS 12"
 STA. 115+55.09 TO STA. 115+65.04 16.00' LT
 10' HOT-MIX ASPHALT SHOULDER CURB

NOTE B
 RIM ELEV. 563.47, STA. 115+68.07, 16.00' RT
 D/S INVERT 528.36, STA. 115+68.07, 90.19' RT
 1 - TYPE E INLET BOX, STANDARD 610001 (SPECIAL)
 113' PIPE DRAINS 12"
 1 - CONCRETE THRUST BLOCKS
 1 - END SECTIONS 12"
 STA. 115+61.92 TO STA. 115+74.21 16.00' RT
 13' HOT-MIX ASPHALT SHOULDER CURB

NOTE C
 RIM ELEV. 570.06, STA. 119+77.42, 16.00' LT
 D/S INVERT 535.15, STA. 119+77.42, 88.11' LT
 1 - TYPE E INLET BOX, STANDARD 610001 (SPECIAL)
 110' PIPE DRAINS 12"
 1 - CONCRETE THRUST BLOCKS
 1 - END SECTIONS 12"
 STA. 119+71.28 TO STA. 119+83.53 16.00' LT
 13' HOT-MIX ASPHALT SHOULDER CURB

NOTE D
 RIM ELEV. 569.74, STA. 119+86.60, 16.00' RT
 D/S INVERT 535.28, STA. 119+86.60, 93.64' RT
 1 - TYPE E INLET BOX, STANDARD 610001 (SPECIAL)
 119' PIPE DRAINS 12"
 1 - CONCRETE THRUST BLOCKS
 1 - END SECTIONS 12"
 STA. 119+80.45 TO STA. 119+90.45 16.00' RT
 10' HOT-MIX ASPHALT SHOULDER CURB

NOTE E
 SEE STANDARD 420001 DETAILS OF THE TRANSVERSE EXPANSION JOINT. THIS ITEM SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST FOR PCC PAVEMENT.

NOTE F
 4 - GUARDRAIL MARKERS, TYPE A SHALL BE INSTALLED ON APPROACHING GUARDRAIL TO BRIDGE. SEE STANDARDS 635006 AND 635011 FOR SPACING AND INSTALLATION DETAILS.

PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT 8" (JOINTED)

USER NAME = Pop00036	DESIGNED - DJP	REVISED -
DRAWN - DJP	REVISED -	
CHECKED - MH	REVISED -	
DATE - 12/23/2006	REVISED -	

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

PROPOSED ANDREWS DRIVE			
SCALE: 50	SHEET NO.	OF SHEETS	STA. 114+50 TO STA. 129+21.53

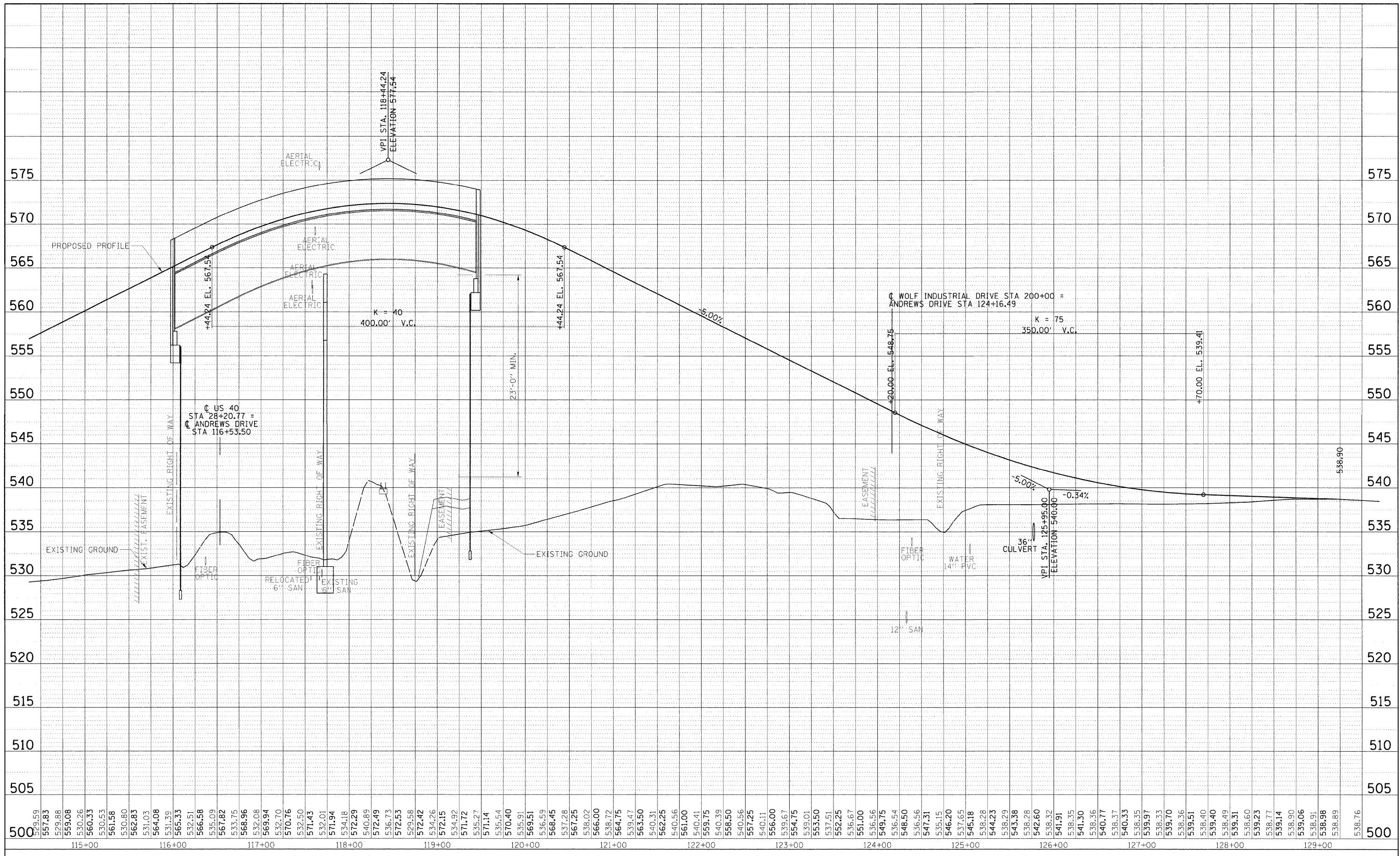
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	99-00036-00-BR	BOND	99	18
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



DATE	BY
DATE	BY

DATE	BY
DATE	BY

PLANNED	SURVEYED
NOTE BOOK NO.	NOTE BOOK NO.

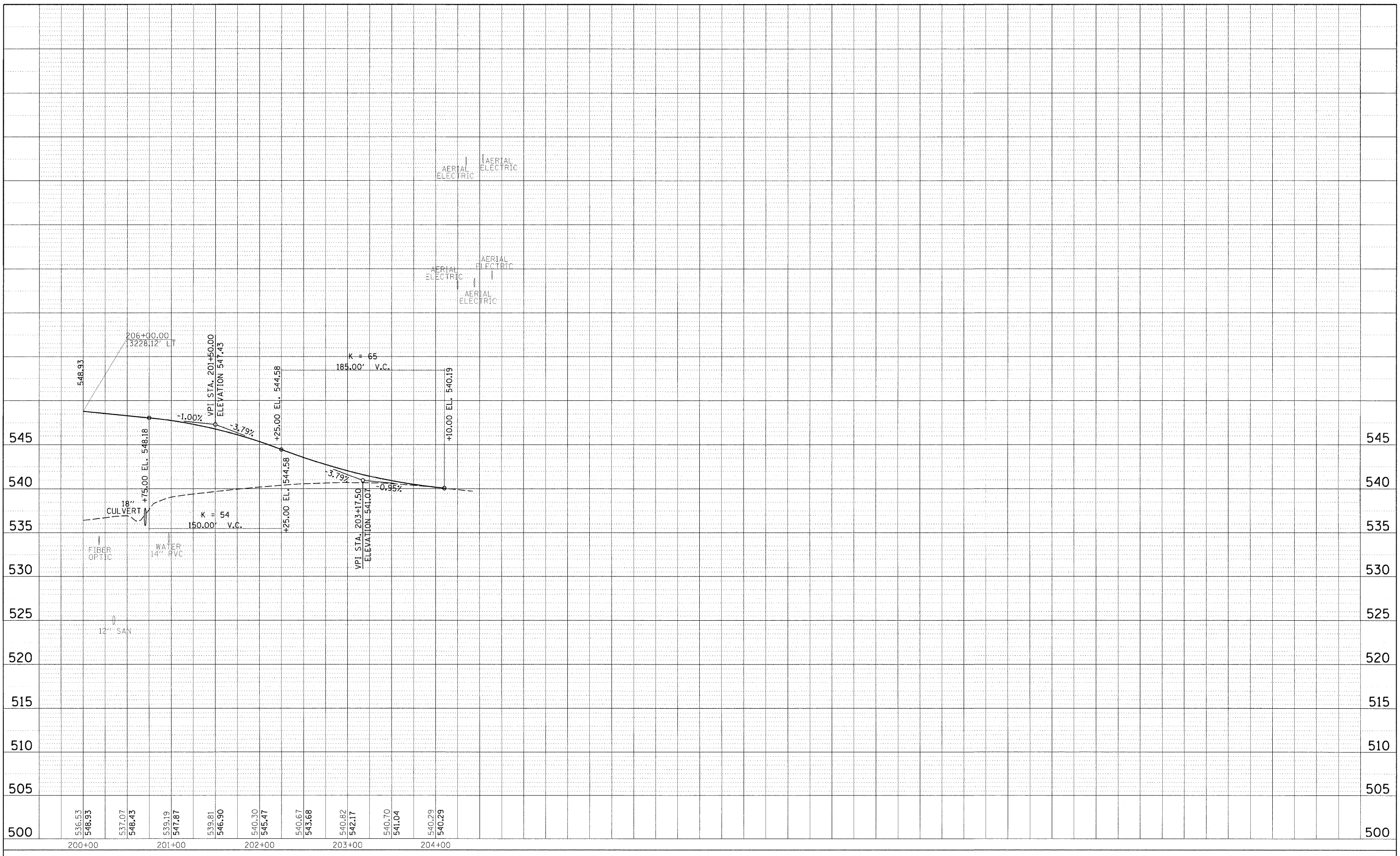


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PLOT DATE = 12/23/2008	DATE -	REVISED -	REVISED -		CONTRACT NO. 97366				
					FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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



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	200+00		201+00		202+00		203+00		204+00										

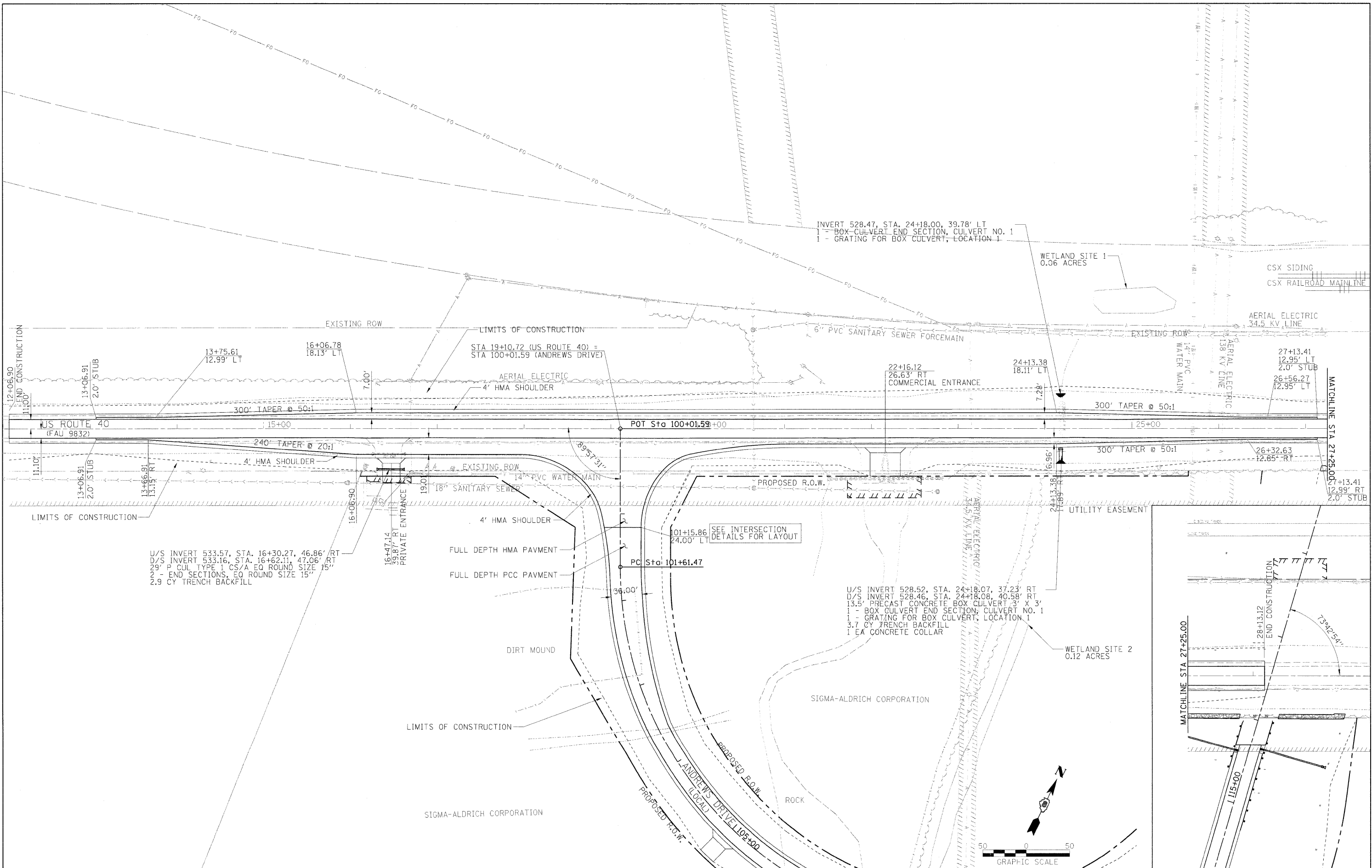
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		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PROPOSED WOLF INDUSTRIAL DRIVE PROFILE

SCALE: SHEET NO. OF SHEETS STA. 200+00 TO STA. 205+15

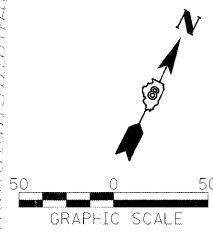
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	99-00036-00-BR	BOND	99	20
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



U/S INVERT 533.57, STA. 16+30.27, 46.86' RT
 D/S INVERT 533.16, STA. 16+62.11, 47.06' RT
 29' P CUL TYPE 1 CS/A EQ ROUND SIZE 15"
 2 - END SECTIONS, EQ ROUND SIZE 15"
 2.9 CY TRENCH BACKFILL

SEE INTERSECTION
 DETAILS FOR LAYOUT

U/S INVERT 528.52, STA. 24+18.07, 37.23' RT
 D/S INVERT 528.46, STA. 24+18.08, 40.58' RT
 13.5' PRECAST CONCRETE BOX CULVERT 3' X 3'
 1 - BOX CULVERT END SECTION, CULVERT NO. 1
 1 - GRATING FOR BOX CULVERT, LOCATION 1
 3.7 CY TRENCH BACKFILL
 1 EA CONCRETE COLLAR



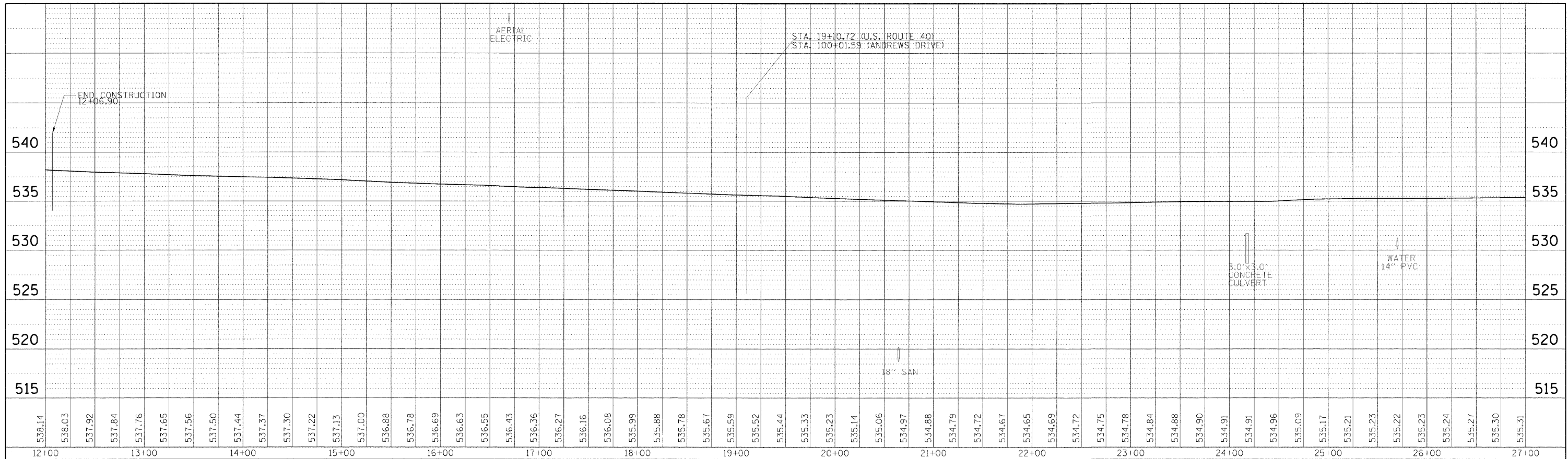
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

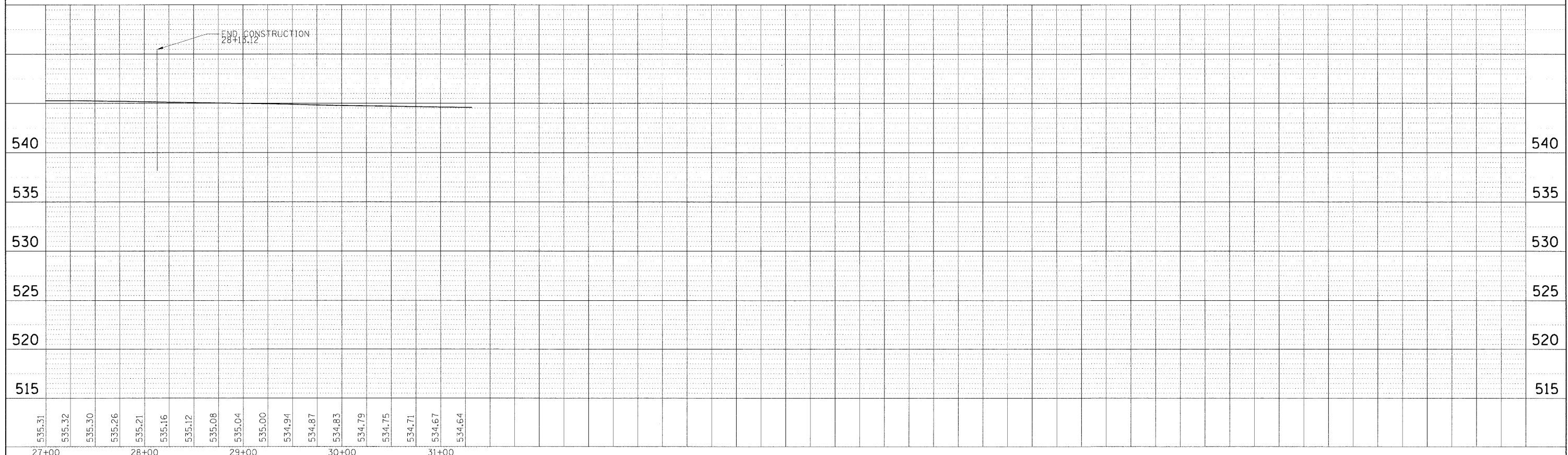
PROPOSED U.S. ROUTE 40 WIDENING
 SCALE: 50 SHEET NO. OF SHEETS STA. 100+00 TO STA. 114+50

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CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

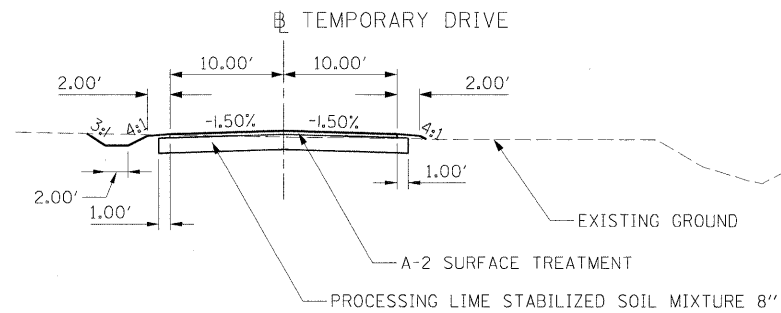
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	PAID FILE MADE		



PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	BY HAND CHECKED		
	STRUCTURE NOTATIONS CHECKED		



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PLOT DATE = 12\23\2008		DATE -	REVISED -					SCALE:	SHEET NO.	OF	SHEETS	STA.

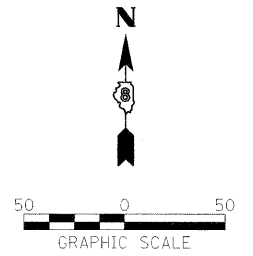


TEMPORARY PAVEMENT SECTION
 MATCH EXISTING PAVEMENT STATION 10+00.00
 MATCH EXISTING PAVEMENT STATION 20+58.47

NOTE: SEE GEOMETRIC ALIGNMENT SHEET FOR HORIZONTAL CONTROL. QUANTITIES HAVE BEEN INCLUDED FOR PAVEMENT REMOVAL (2119 SQ. YD.), FILL OF EXCAVATED AREAS AND SEEDING WHEN TEMPORARY RUNAROUND IS NO LONGER NEEDED AND SHOULD BE REMOVED.

WOLF DRIVE/ANDREWS DRIVE

ROAD WORK AHEAD
 (W20-1) 36 X 36
 20 MPH (W13-1)
 24 X 24



STAGGERED TYPE III BARRICADES WITH FLASHING LIGHT, ROAD CLOSED SIGN (W11-2 60 X 30) AND ARROW SIGN (W1-6R 48 X 24)

10'
 20.00'
 10'

CONSTRUCTION LIMITS

U/S INVERT 537.37, STA. 11+57.53, 14.75' RT
 D/S INVERT 537.28, STA. 11+57.05, 15.59' LT
 31' PIPE CULVERTS, CLASS C, TYPE 1 12" (TEMPORARY)
 3.8 CY TRENCH BACKFILL

EXISTING WOLF INDUSTRIAL DRIVE

ROAD WORK AHEAD
 (W20-1) 36 X 36

20 MPH (W13-1)
 24 X 24

STAGGERED TYPE III BARRICADES WITH FLASHING LIGHT, ROAD CLOSED SIGN (W11-2 60 X 30) AND ARROW SIGN (W1-6L 48 X 24)

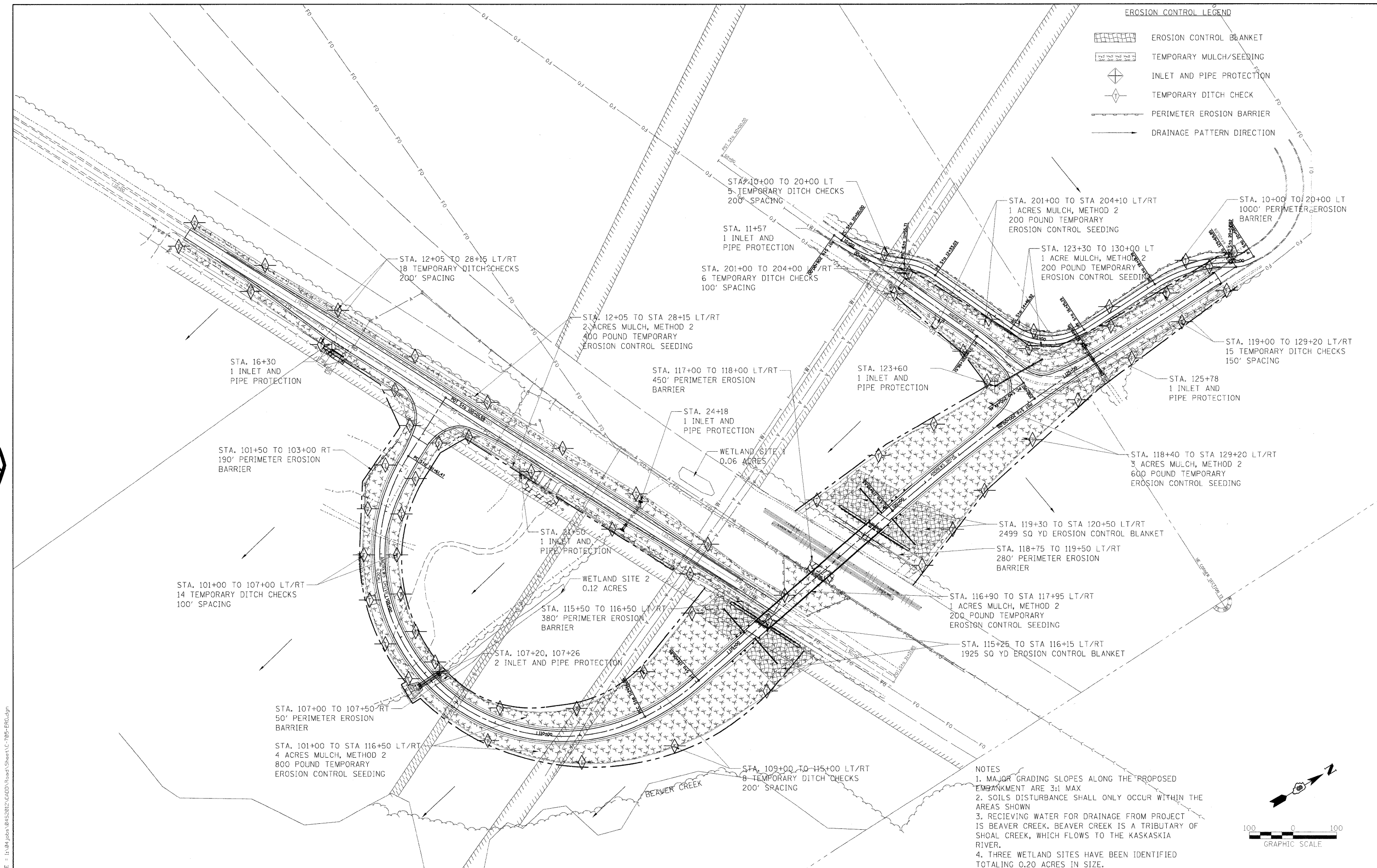
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	DRAWN -	REVISED -
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PLOT DATE = 12/23/2008	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TEMPORARY RUNAROUND

SCALE: 50 SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	23
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



EROSION CONTROL LEGEND

- EROSION CONTROL BLANKET
- TEMPORARY MULCH/SEEDING
- INLET AND PIPE PROTECTION
- TEMPORARY DITCH CHECK
- PERIMETER EROSION BARRIER
- DRAINAGE PATTERN DIRECTION

NOTES

1. MAJOR GRADING SLOPES ALONG THE PROPOSED EMBANKMENT ARE 3:1 MAX
2. SOILS DISTURBANCE SHALL ONLY OCCUR WITHIN THE AREAS SHOWN
3. RECEIVING WATER FOR DRAINAGE FROM PROJECT IS BEAVER CREEK. BEAVER CREEK IS A TRIBUTARY OF SHOAL CREEK, WHICH FLOWS TO THE KASKASKIA RIVER.
4. THREE WETLAND SITES HAVE BEEN IDENTIFIED TOTALING 0.20 ACRES IN SIZE.

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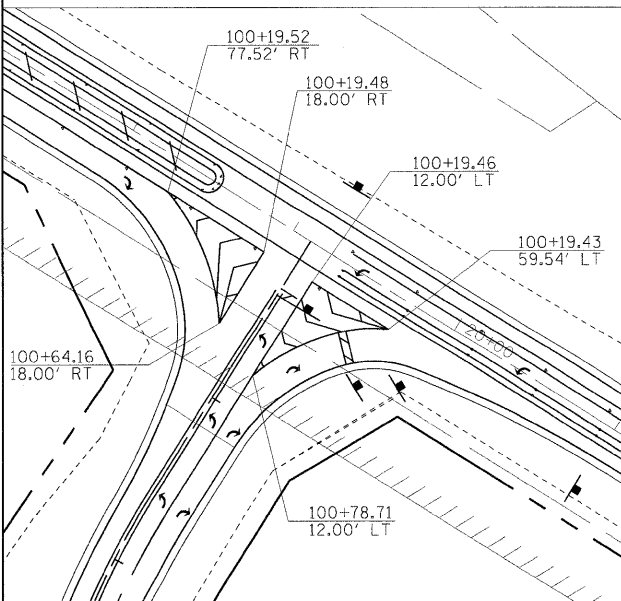
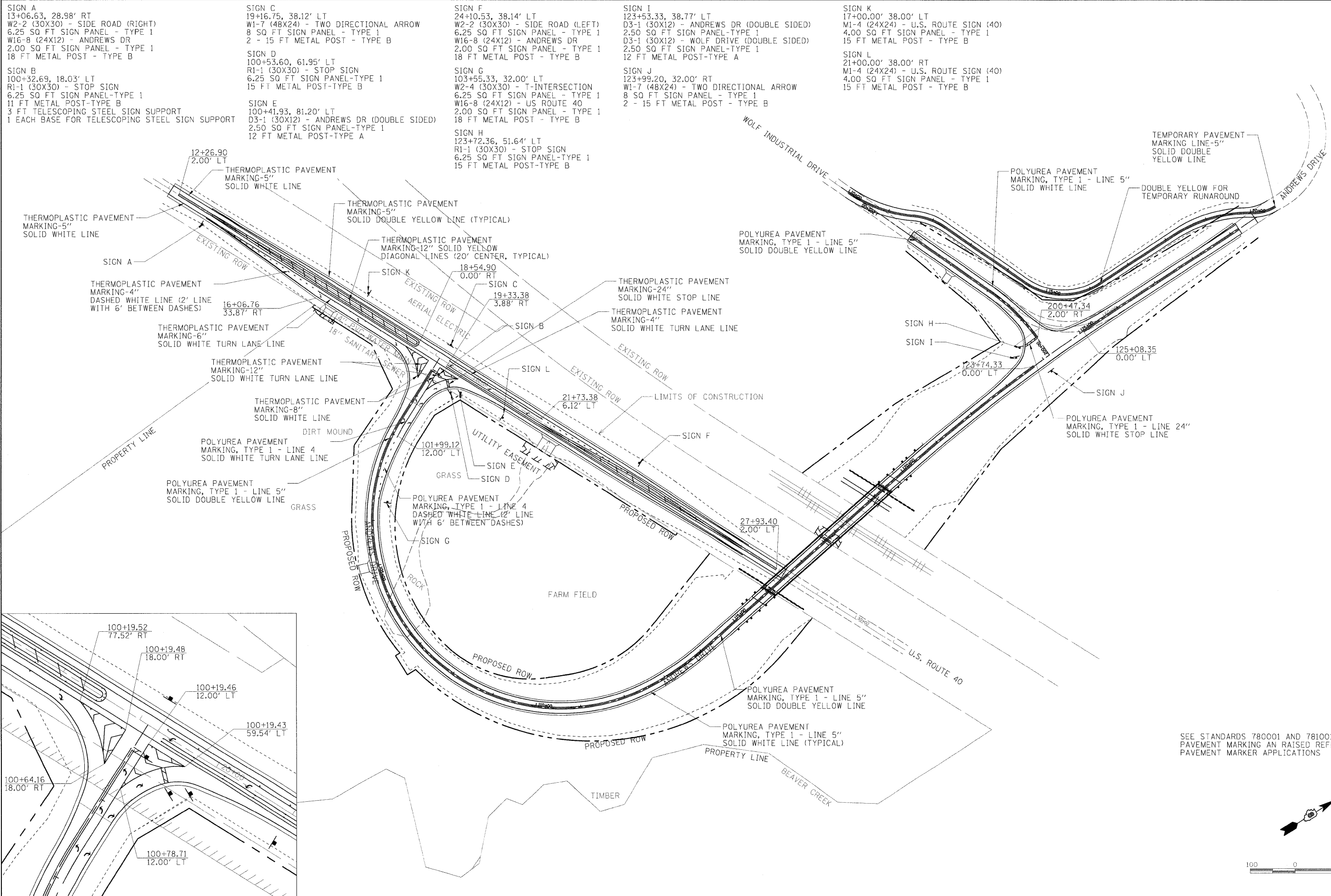
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PLOT DATE = 12/23/2008	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TEMPORARY EROSION CONTROL PLAN

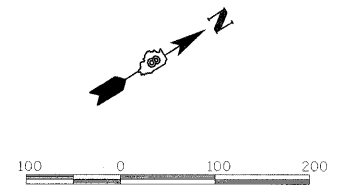
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	25
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



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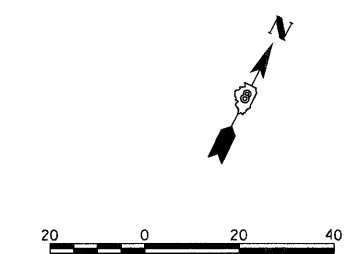
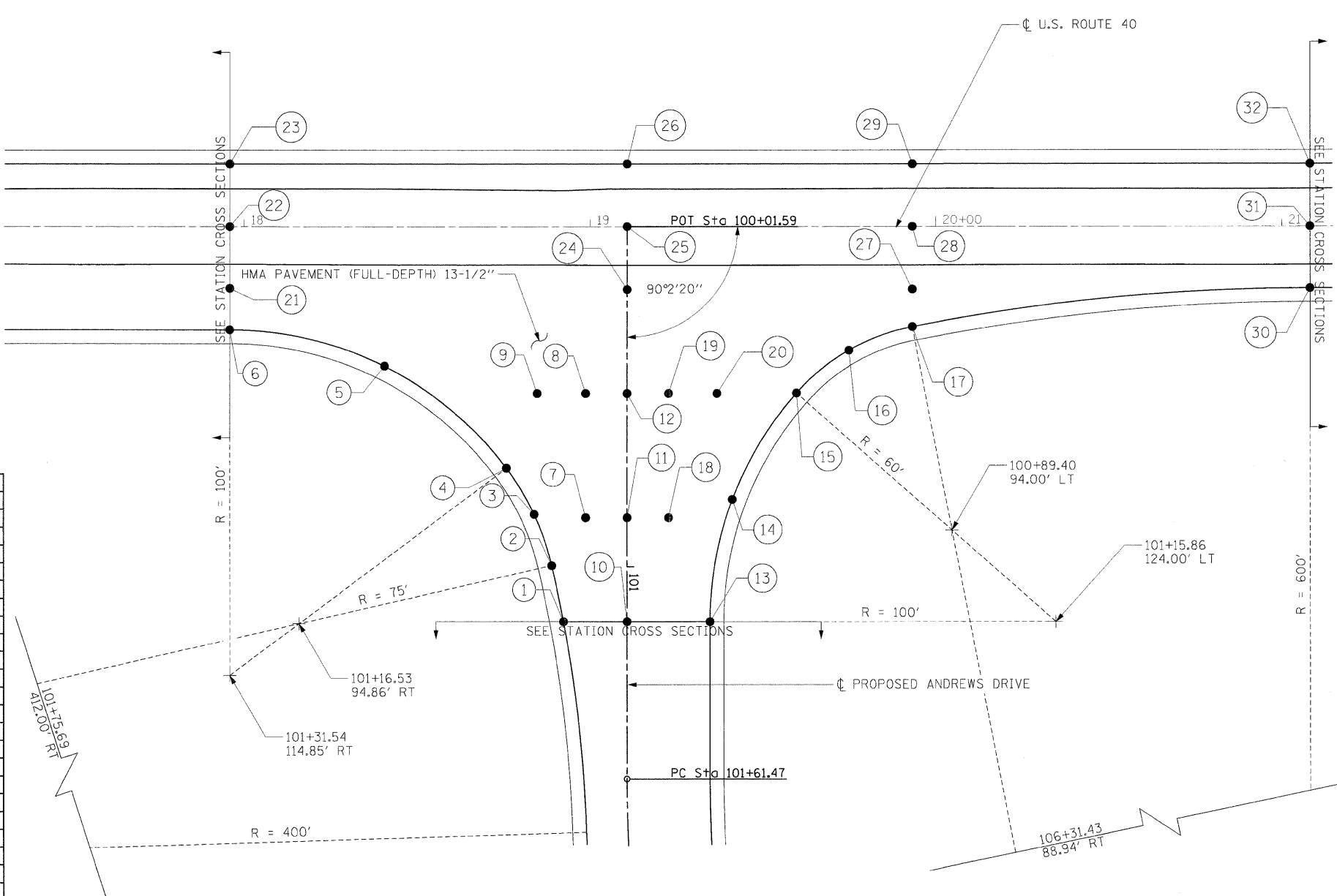
SEE STANDARDS 780001 AND 781001 FOR TYPICAL PAVEMENT MARKING AN RAISED REFLECTIVE PAVEMENT MARKER APPLICATIONS



USER NAME = Pop00836	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		PAVEMENT MARKING & SIGNING PLAN			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
PLLOT SCALE = 100.0000' / in.	DRAWN - DJP	REVISED -						99-00036-00-BR	BOND	99	26	
PLLOT DATE = 12\29\2008	CHECKED - MH	REVISED -						CONTRACT NO. 97366				
	DATE -	REVISED -						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
					SCALE: 50	SHEET NO.	OF	SHEETS	STA.	TO STA.		

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POINT	NORTHING	EASTING	ELEV.	STATION	OFFSET	ALIGN. USED
1	808251.24	2521477.10	533.66'	101+15.86	18.39' RT	PRAND
2	808264.29	2521466.91	533.71'	100+99.66	21.78' RT	PRAND
3	808275.30	2521455.84	533.82'	100+84.89	26.86' RT	PRAND
4	808283.78	2521442.72	533.92'	100+71.49	34.89' RT	PRAND
5	808294.62	2521398.07	534.76'	100+42.07	70.18' RT	PRAND
6	808284.34	2521353.28	535.53'	17+95.79	29.87' RT	EXUS40
7	808280.90	2521469.64	534.03'	100+85.95	12.00' RT	PRAND
8	808313.29	2521453.72	534.78'	100+49.86	12.00' RT	PRAND
9	808307.10	2521441.16	534.77'	100+49.87	26.00' RT	PRAND
10	808259.35	2521493.60	533.73'	101+15.86	0.00' RT	PRAND
11	808286.28	2521480.37	534.21'	100+85.85	0.00' RT	PRAND
12	808318.59	2521464.49	534.79'	100+49.85	0.00' RT	PRAND
13	808269.93	2521515.14	533.37'	101+15.86	24.00' LT	PRAND
14	808304.51	2521505.34	533.84'	100+80.51	30.46' LT	PRAND
15	808340.32	2521508.41	534.06'	100+49.72	49.00' LT	PRAND
16	808358.10	2521516.55	534.47'	100+37.36	64.15' LT	PRAND
17	808372.31	2521529.98	534.87'	19+93.17	28.99' RT	EXUS40
18	808293.66	2521491.09	534.03'	100+85.76	12.00' LT	PRAND
19	808323.89	2521475.25	534.61'	100+49.85	12.00' LT	PRAND
20	808330.17	2521487.84	534.40'	100+49.84	26.00' LT	PRAND
21	808295.11	2521347.98	535.75'	17+95.79	17.87' RT	EXUS40
22	808311.14	2521340.09	536.00'	17+95.79	0.00' RT	EXUS40
23	808327.40	2521332.08	535.85'	17+95.79	18.13' LT	EXUS40
24	808345.55	2521451.24	535.33'	100+19.81	0.00' RT	PRAND
25	808361.90	2521443.20	535.56'	19+10.72	0.00' RT	EXUS40
26	808378.17	2521435.19	535.41'	19+10.72	18.13' LT	EXUS40
27	808382.05	2521525.18	535.02'	19+93.17	17.88' RT	EXUS40
28	808398.32	2521517.17	535.25'	19+93.17	0.00' RT	EXUS40
29	808414.57	2521509.17	534.89'	19+93.17	18.11' LT	EXUS40
30	808433.05	2521628.19	534.61'	21+08.11	17.88' RT	EXUS40
31	808449.09	2521620.30	534.85'	21+08.11	0.00' RT	EXUS40
32	808465.34	2521612.29	534.67'	21+08.11	18.12' LT	EXUS40



**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INTERSECTION DETAIL - ANDREWS DR. & U.S. ROUTE 40

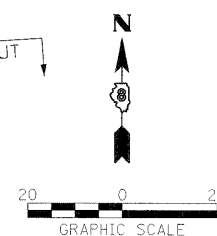
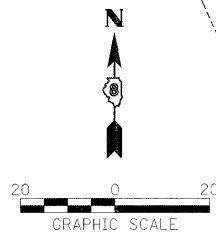
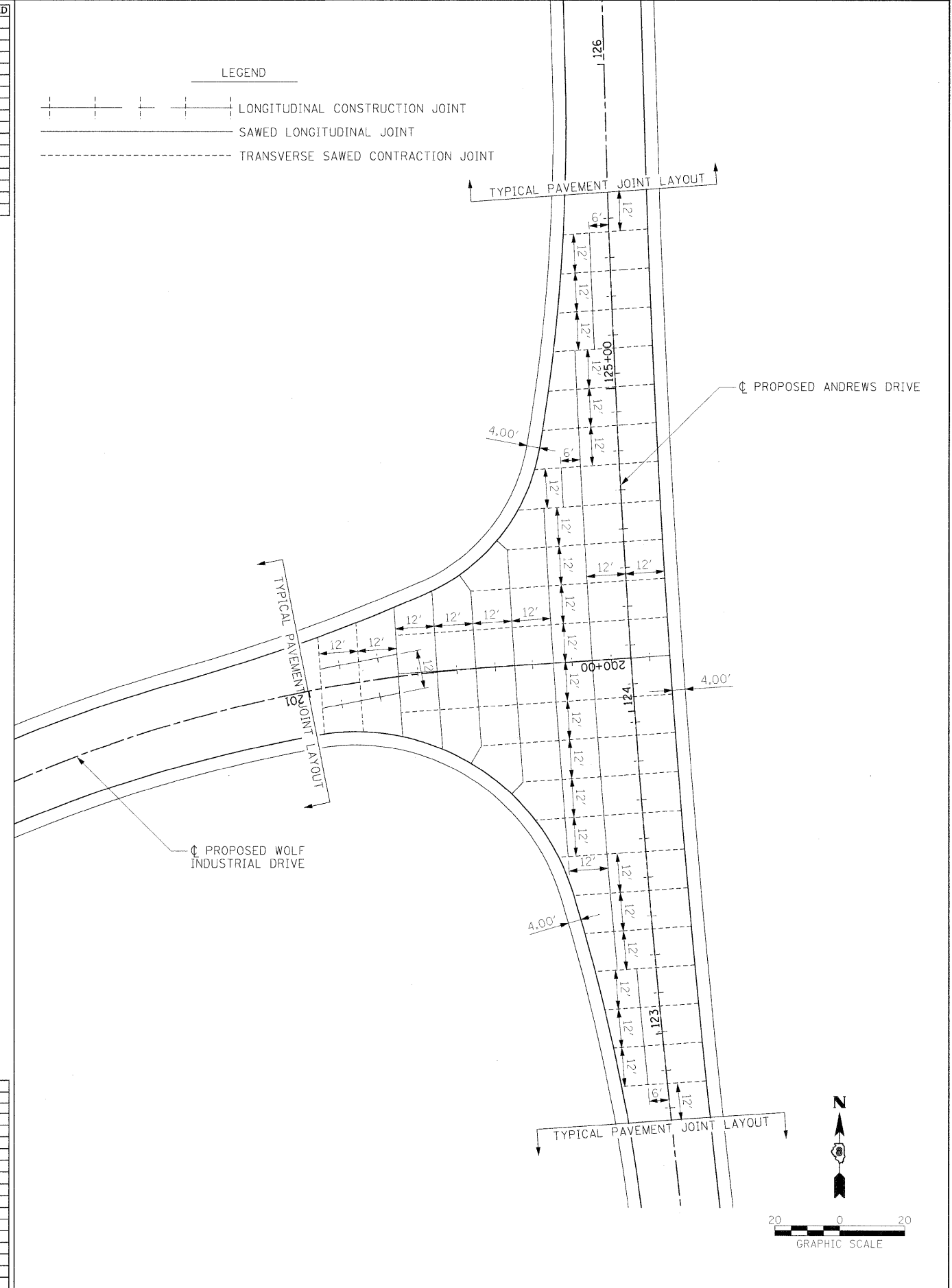
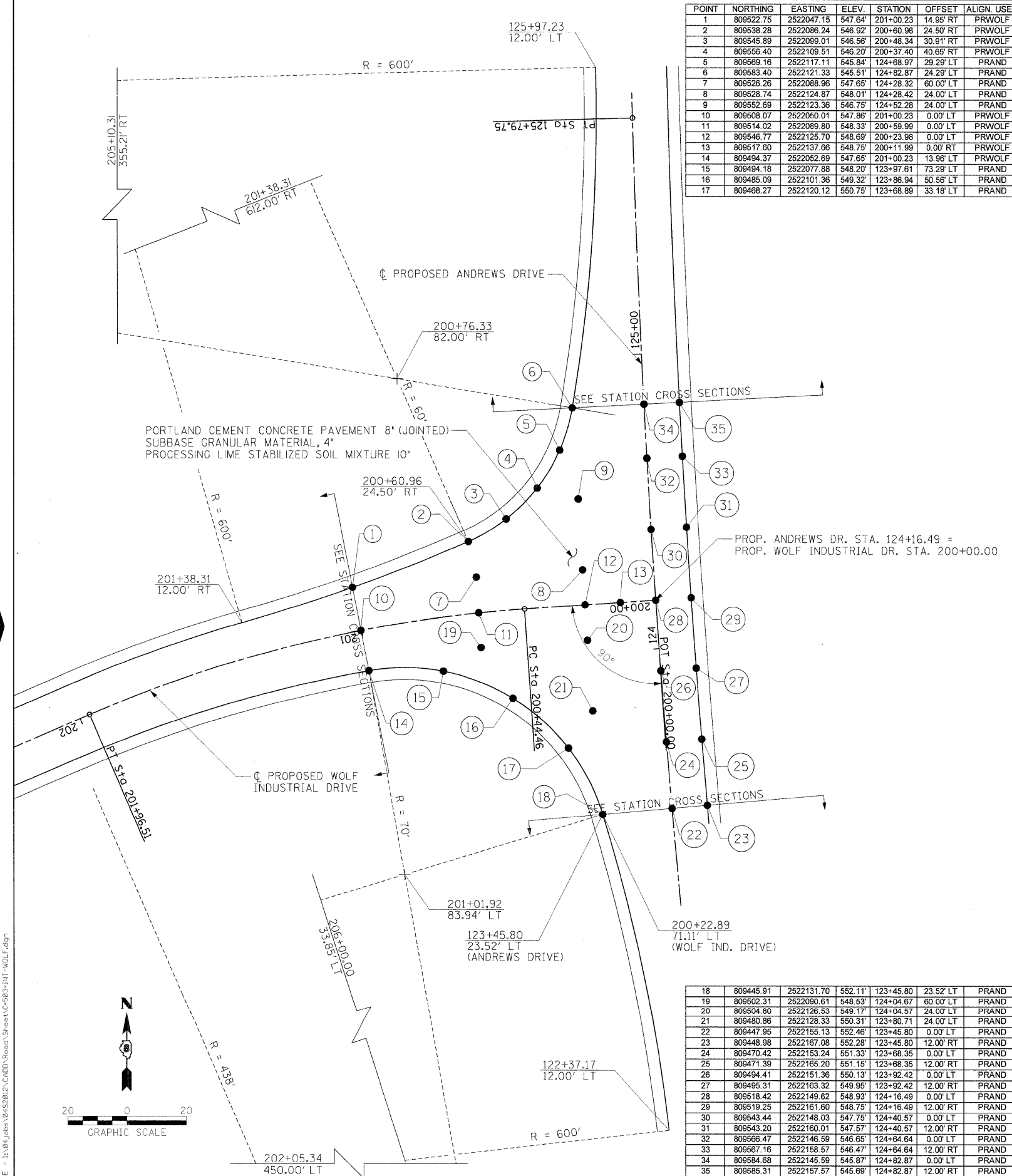
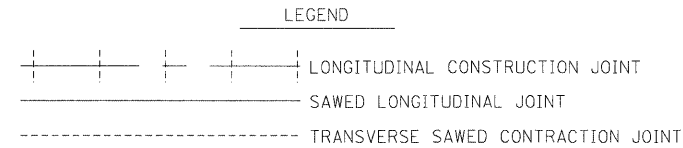
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PLOT SCALE = 20,0000' / in.	DRAWN - DJP	REVISED -
PLOT DATE = 12/29/2008	CHECKED - MH	REVISED -
	DATE -	REVISED -

SCALE: 50 SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	27
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

POINT	NORTHING	EASTING	ELEV.	STATION	OFFSET	ALIGN. USED
1	809522.75	2522047.15	547.64'	201+00.23	14.98' RT	PRWOLF
2	809538.28	2522086.24	546.92'	200+60.96	24.50' RT	PRWOLF
3	809545.89	2522099.01	546.56'	200+48.34	30.91' RT	PRWOLF
4	809556.40	2522109.51	546.20'	200+37.40	40.65' RT	PRWOLF
5	809569.16	2522117.11	545.84'	124+68.97	29.29' LT	PRAND
6	809583.40	2522121.33	545.51'	124+82.87	24.29' LT	PRAND
7	809528.26	2522088.96	547.65'	124+28.32	60.00' LT	PRAND
8	809528.74	2522124.87	548.01'	124+28.42	24.00' LT	PRAND
9	809562.69	2522123.36	546.75'	124+52.28	24.00' LT	PRAND
10	809508.07	2522050.01	547.86'	201+00.23	0.00' LT	PRWOLF
11	809514.02	2522089.80	548.33'	200+59.99	0.00' LT	PRWOLF
12	809546.77	2522125.70	548.69'	200+23.98	0.00' LT	PRWOLF
13	809517.60	2522137.66	548.75'	200+11.99	0.00' RT	PRWOLF
14	809494.37	2522052.69	547.65'	201+00.23	13.96' LT	PRWOLF
15	809494.18	2522077.88	548.20'	123+97.61	73.29' LT	PRAND
16	809485.09	2522101.36	549.32'	123+86.94	60.56' LT	PRAND
17	809468.27	2522120.12	550.75'	123+68.89	33.18' LT	PRAND

18	809445.91	2522131.70	562.11'	123+45.80	23.52' LT	PRAND
19	809502.31	2522090.61	548.53'	124+04.67	60.00' LT	PRAND
20	809504.80	2522126.53	549.17'	124+04.57	24.00' LT	PRAND
21	809480.86	2522128.33	550.31'	123+80.71	24.00' LT	PRAND
22	809447.95	2522155.13	552.46'	123+45.80	0.00' LT	PRAND
23	809448.98	2522167.08	562.28'	123+45.80	12.00' RT	PRAND
24	809470.42	2522153.24	561.33'	123+68.35	0.00' LT	PRAND
25	809471.39	2522165.20	561.15'	123+68.35	12.00' RT	PRAND
26	809494.41	2522151.36	560.13'	123+92.42	0.00' LT	PRAND
27	809495.31	2522163.32	549.95'	123+92.42	12.00' RT	PRAND
28	809518.42	2522149.62	548.93'	124+16.49	0.00' LT	PRAND
29	809519.25	2522161.60	548.75'	124+16.49	12.00' RT	PRAND
30	809543.44	2522148.03	547.75'	124+40.57	0.00' LT	PRAND
31	809543.20	2522160.01	547.57'	124+40.57	12.00' RT	PRAND
32	809566.47	2522146.59	546.65'	124+64.64	0.00' LT	PRAND
33	809567.16	2522158.57	546.47'	124+64.64	12.00' RT	PRAND
34	809584.68	2522145.59	545.87'	124+82.87	0.00' LT	PRAND
35	809585.31	2522167.57	545.69'	124+82.87	12.00' RT	PRAND



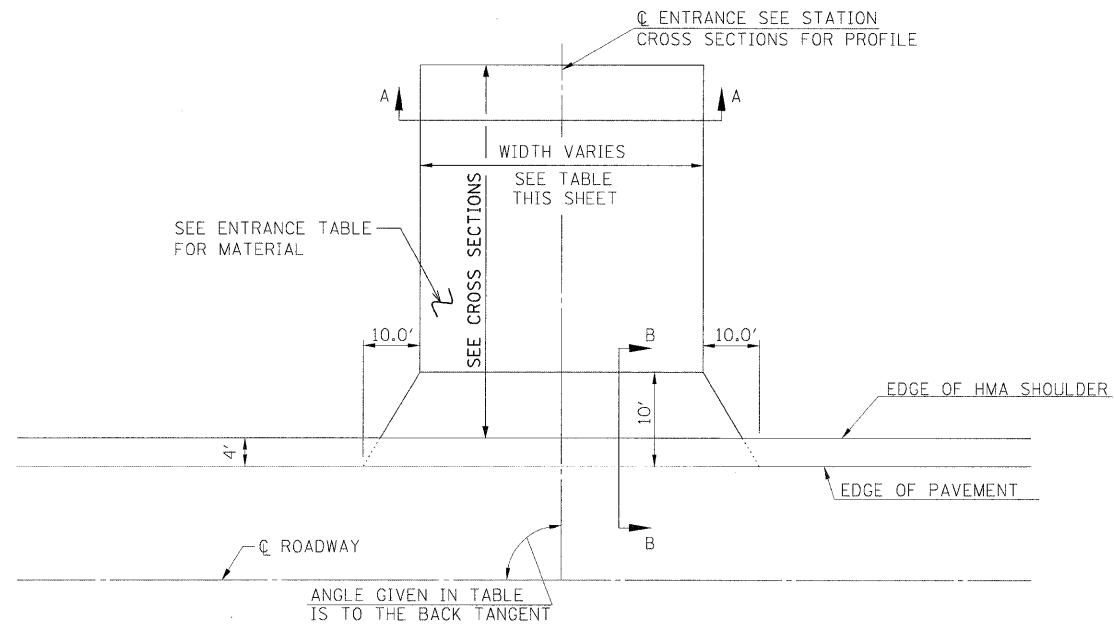
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	DRAWN - DJP	REVISED -
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PLOT DATE = 12/23/2008	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INTERSECTION DETAIL - ANDREWS DR. & WOLF INDUSTRIAL DR.

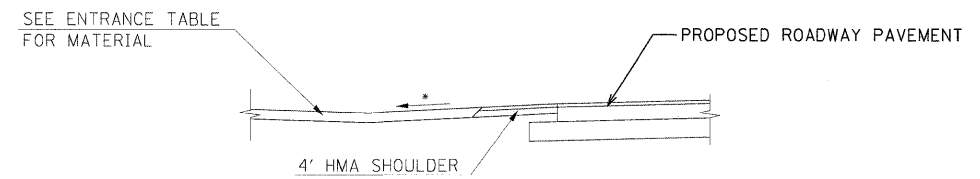
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	28
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



TYPICAL ENTRANCE DETAIL

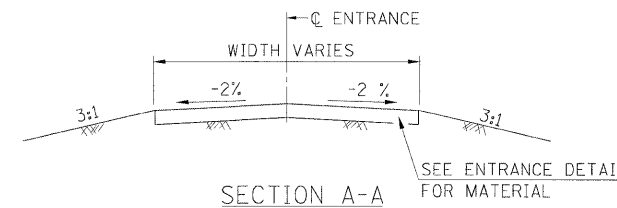
ROADWAY	STATION	LT/RT	ANGLE	TYPE	WIDTH	MATERIAL
U.S. ROUTE 40	22+16.12	RT	90	C.E.	35.00'	HMA SHOULDER 8"
U.S. ROUTE 40	16+47.14	RT	90	P.E.	20.00'	AGGREGATE SURFACE COURSE TYPE B, 8"
ANDREWS DRIVE	105+00.00	RT	90	F.E.	20.00'	AGGREGATE SURFACE COURSE TYPE B, 8"
WOLF DRIVE	202+90.68	LT	90	F.E.	15.00'	AGGREGATE SURFACE COURSE TYPE B, 8"



SECTION B-B

TYPICAL ENTRANCE

• SEE STATION CROSS SECTIONS FOR PROFILE



SECTION A-A

SEE ENTRANCE DETAIL FOR MATERIAL

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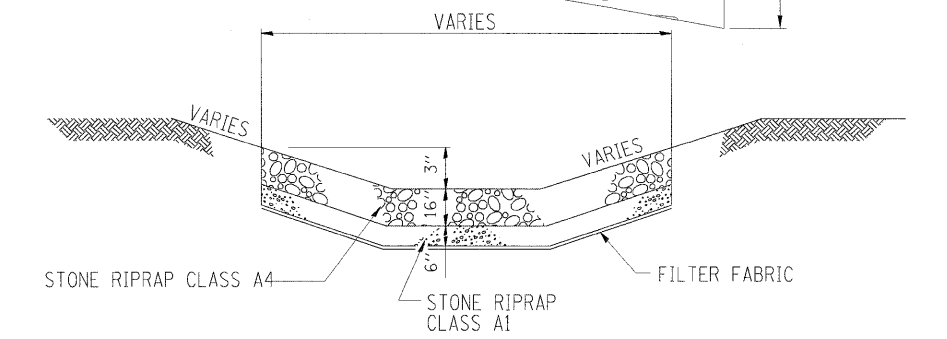
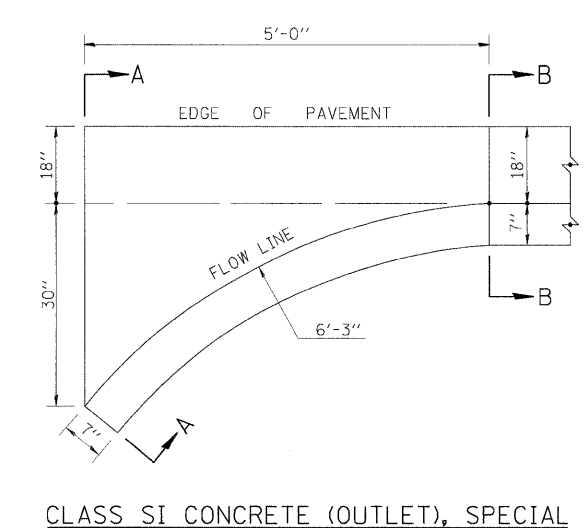
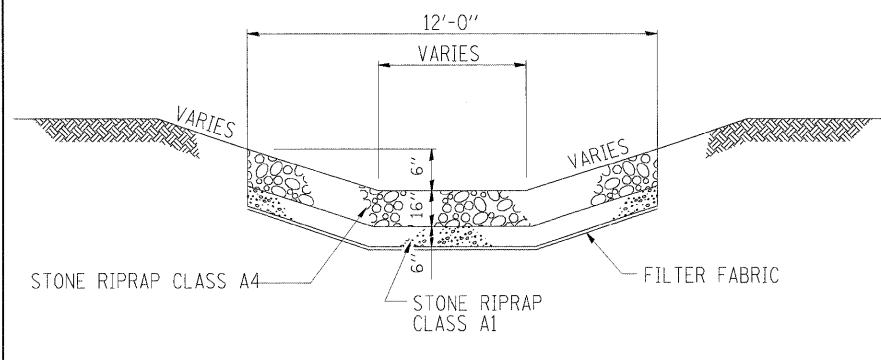
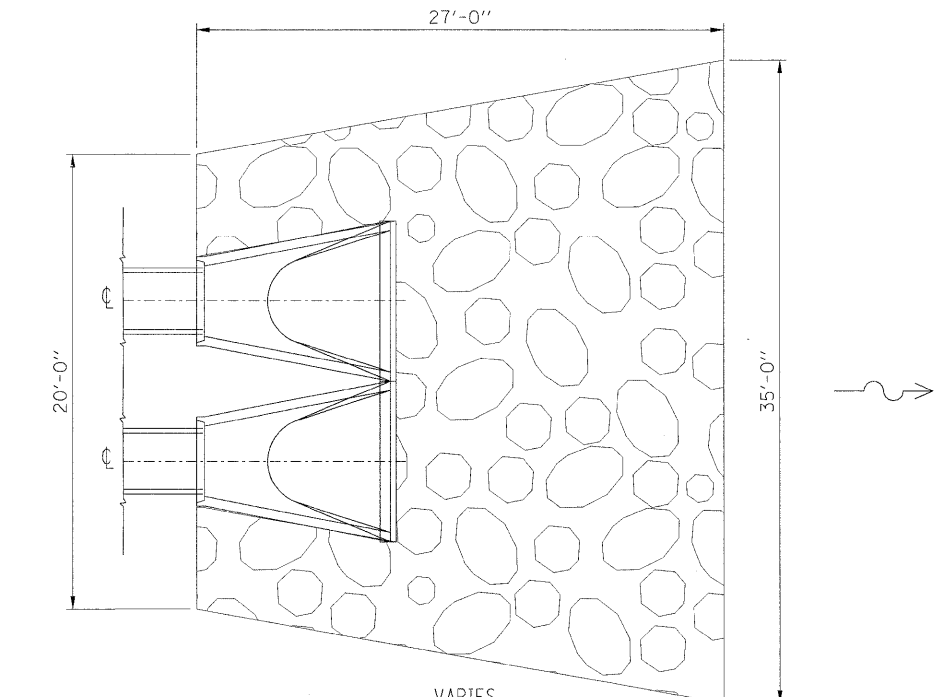
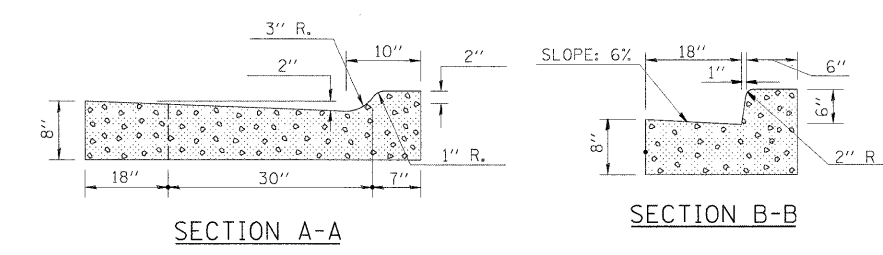
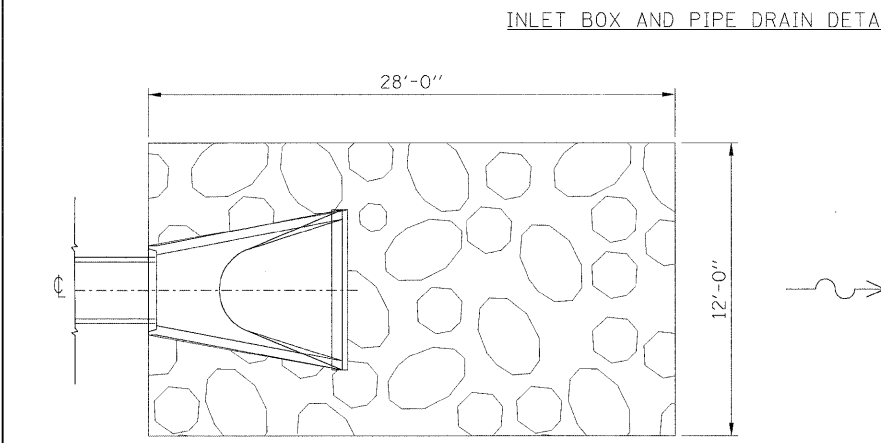
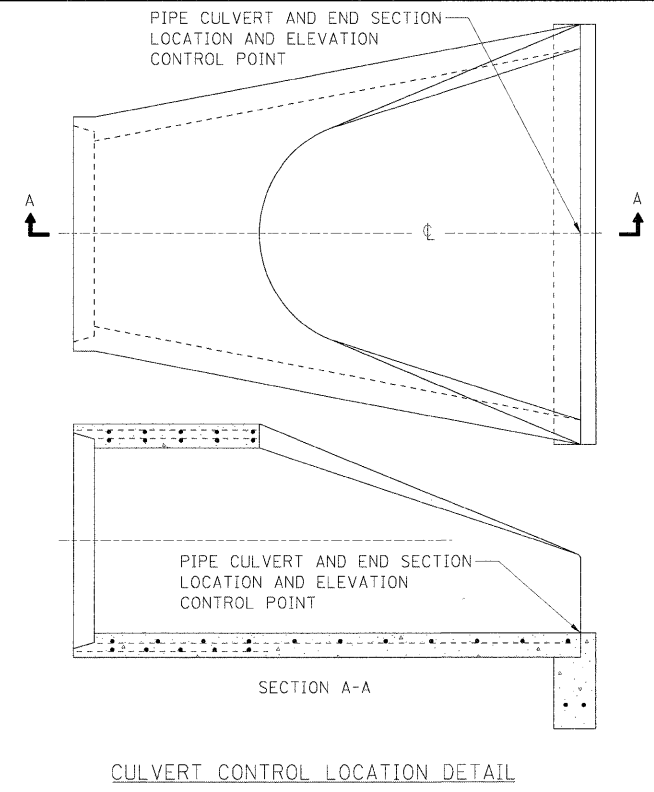
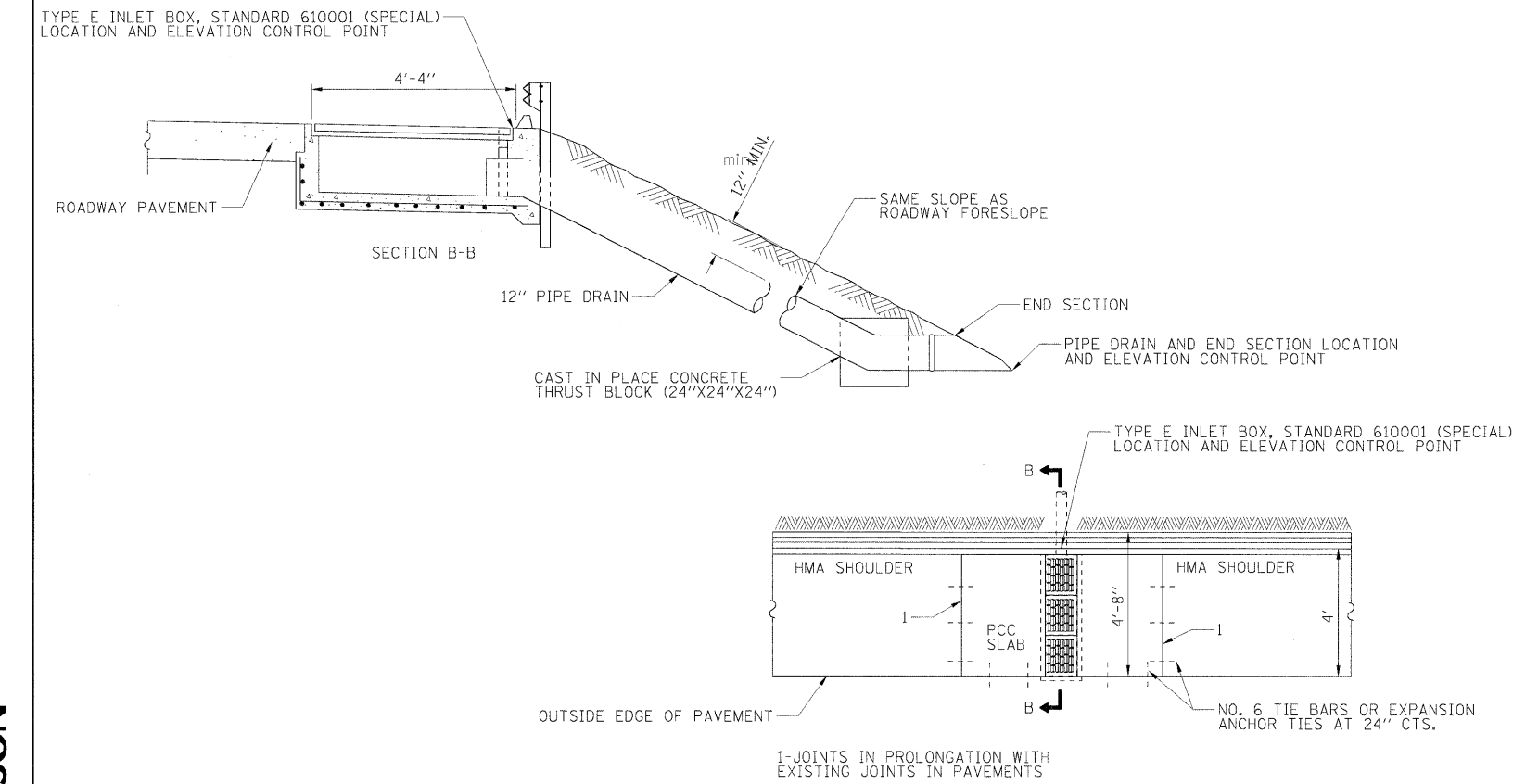
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	DRAWN - DJP	REVISED -
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PLOT DATE = 12\23\2008	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ENTRANCE DETAILS

SCALE: 50 SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	29
CONTRACT NO. 97366				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



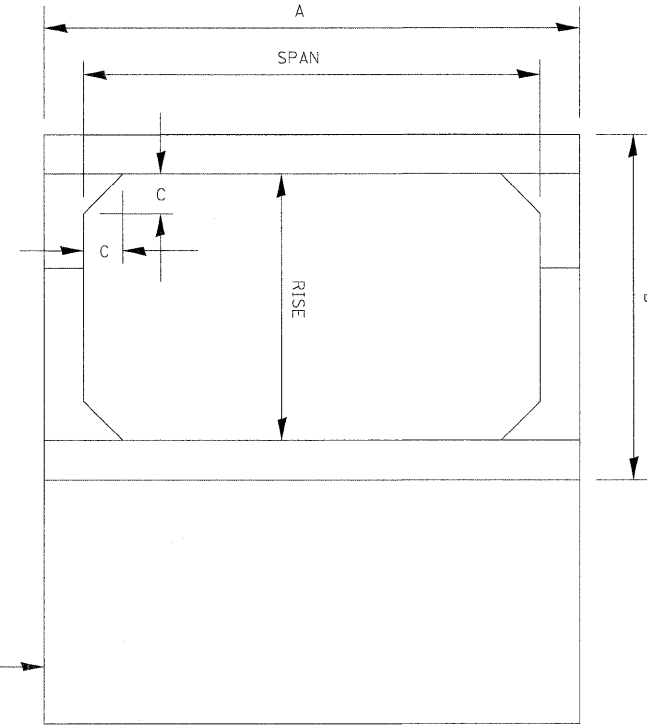
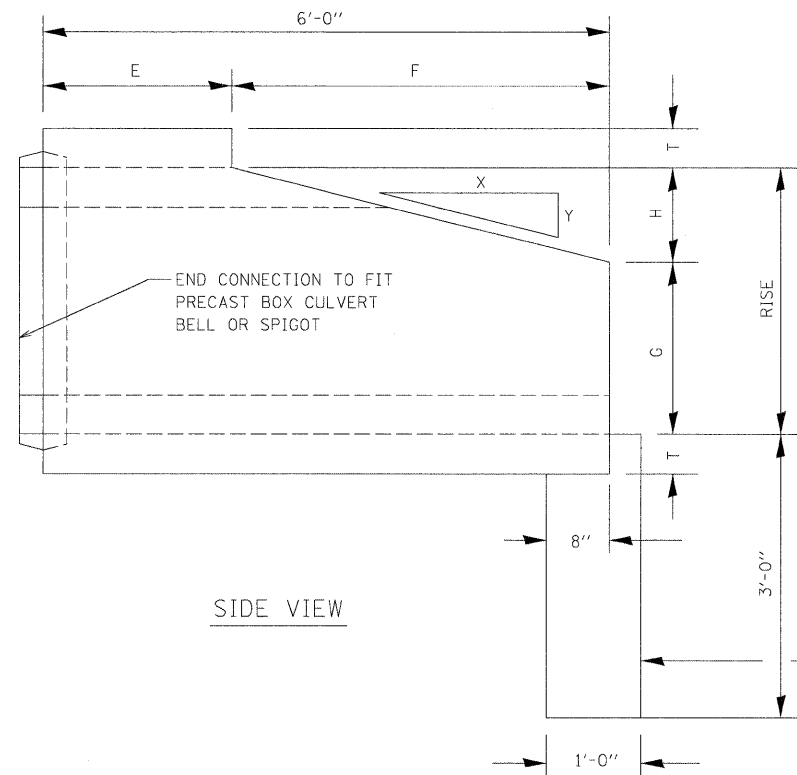
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PLOT DATE = 12/23/2008	CHECKED - MH	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

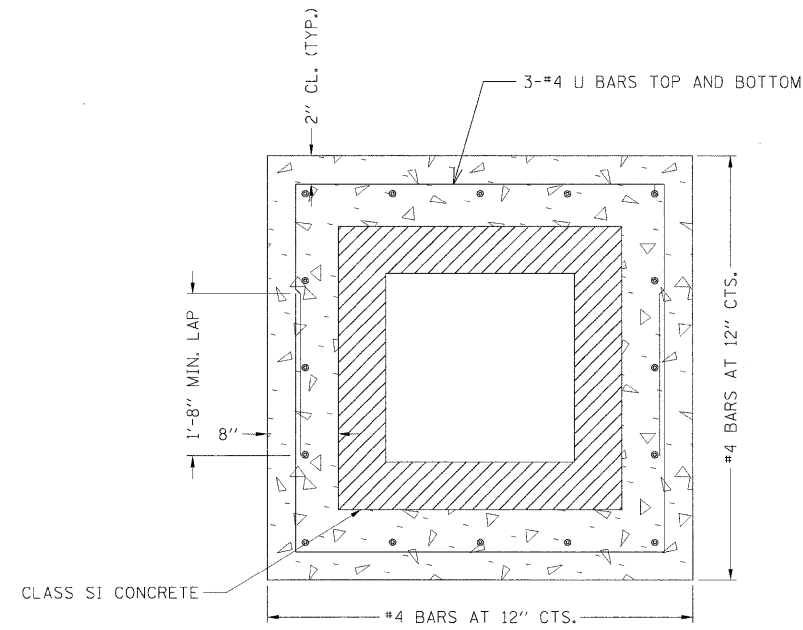
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

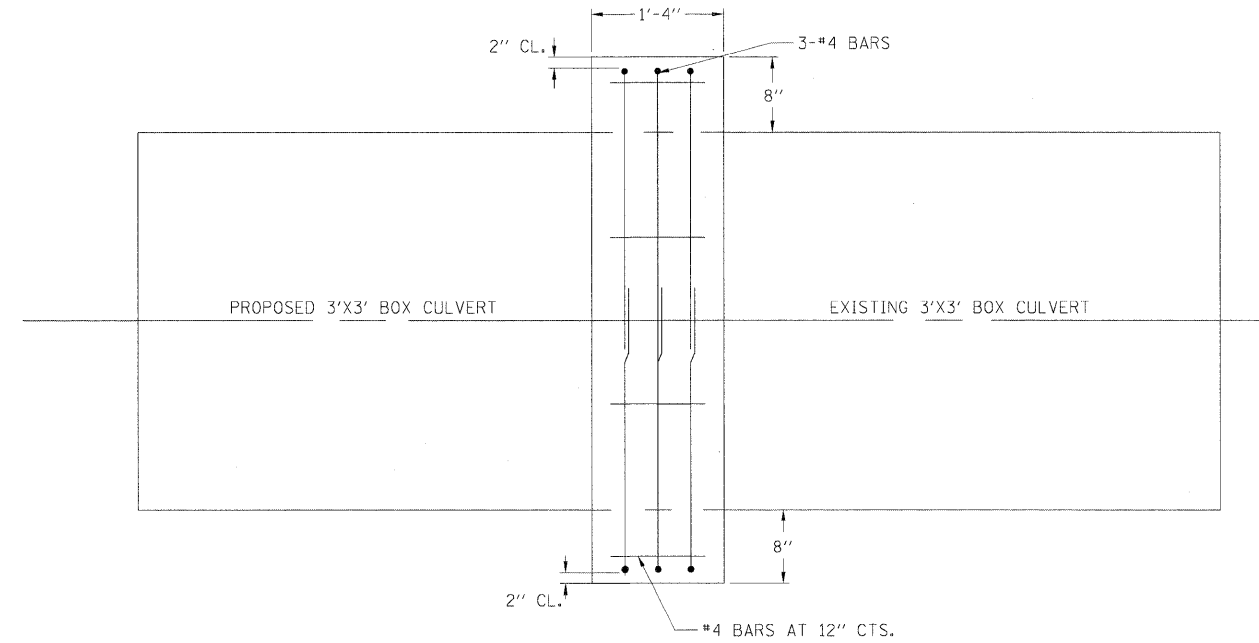


SPAN X RISE (FT.)	T (IN.)	A (FT.-IN.)	B (FT.-IN.)	C (IN.)	E (FT.-IN.)	F (FT.-IN.)	G (FT.-IN.)	H (FT.-IN.)	SLOPE
3' X 3'	4"	3'-8"	3'-8"	4"	2'-0"	4'-0"	1'-8"	1'-4"	3:1

BOX CULVERT END SECTION DETAIL



FRONT VIEW



SIDE VIEW

CONCRETE COLLAR FOR BOX CULVERT CONNECTION

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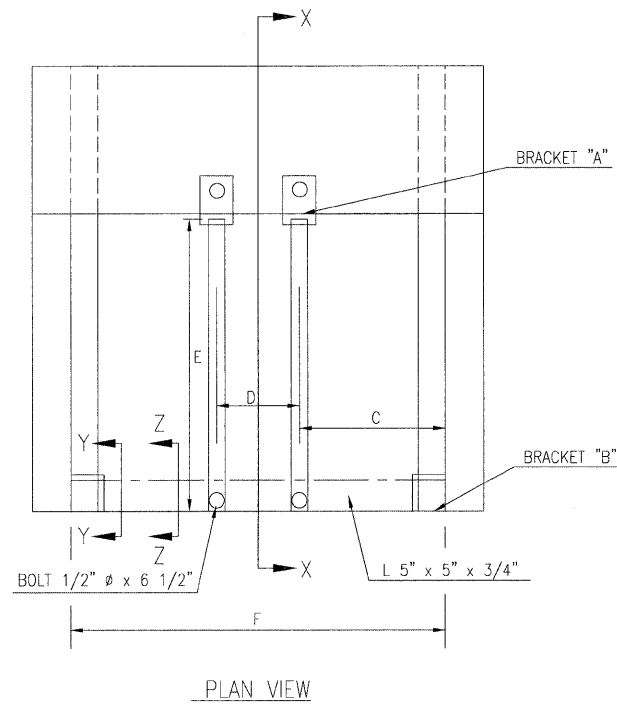
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PLOT DATE = 12/23/2008	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

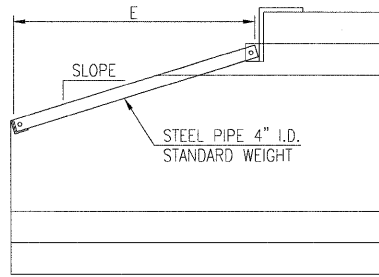
DRAINAGE DETAILS

SCALE: 50 SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	31
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

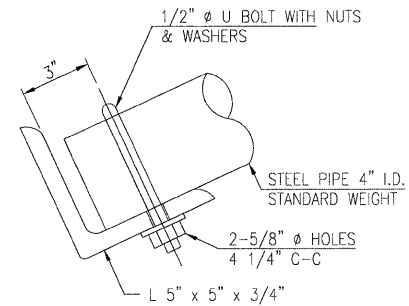


PLAN VIEW

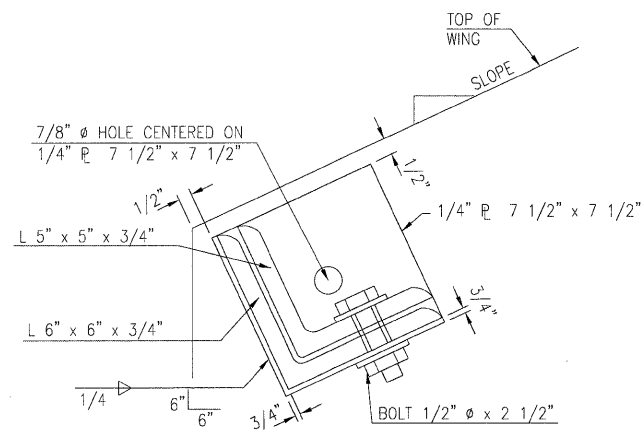


SECTION X-X

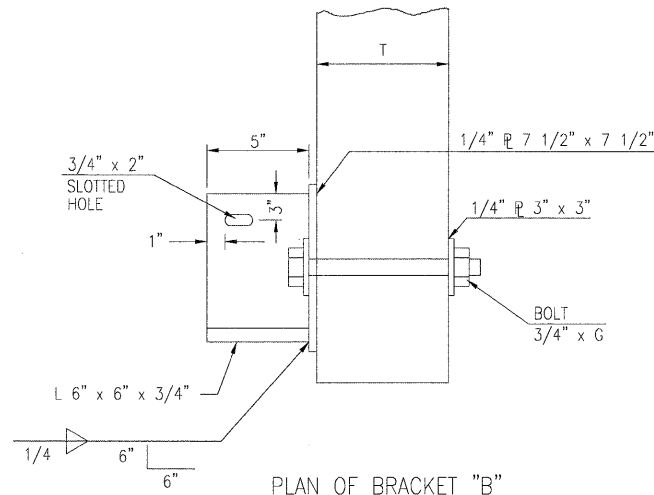
BOX CULVERT SPAN AND RISE	EXT. SPACE C(in)	INT. SPACE D(in)	SLOPE	NO. PIPES REQ'D	LENGTH E(ft)	ANGLE LENGTH F(ft)	BOLT LENGTH G (in)	L (in)	WALL THICK. T (in)
3' x 3'	12"	12"	3:1	2	4'-0"	2'-10"	7"	15 1/8"	4"



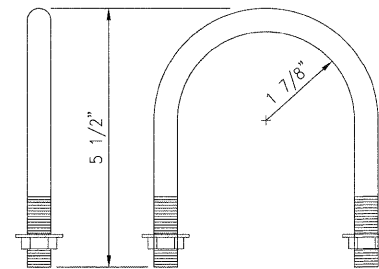
SECTION Z-Z



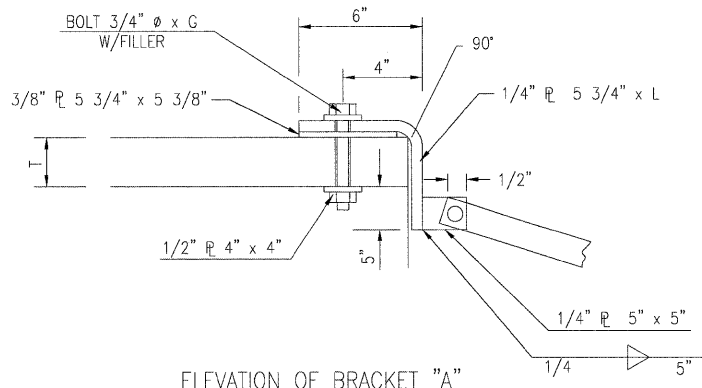
SECTION Y-Y OF BRACKET "B"



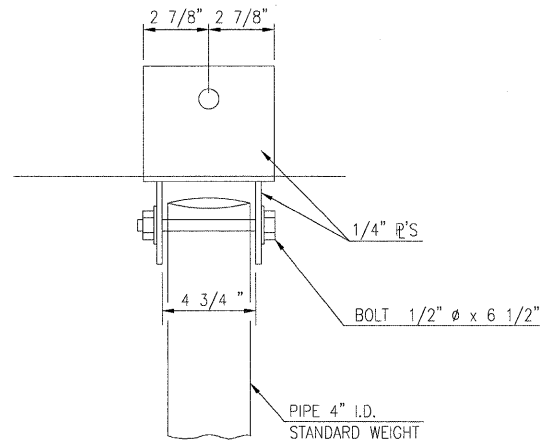
PLAN OF BRACKET "B"



1/2" Ø U BOLT
(1 PER PIPE REQUIRED)



ELEVATION OF BRACKET "A"



PLAN OF BRACKET "A"

GENERAL NOTES

- BOLTS AND NUTS SHALL CONFORM TO A.S.T.M. A307, AND SHALL BE GALVANIZED IN ACCORDANCE WITH A.A.S.H.T.O. M232. ALL BOLTS SHALL HAVE WASHERS AT EACH END. HOLES SHALL BE 2" OVERSIZE UNLESS OTHERWISE NOTED EXCEPT IN CONCRETE WHICH SHALL BE 3/16" OVERSIZE.
- ANGLES AND STEEL PLATES SHALL CONFORM TO A.A.S.H.T.O. M183. STEEL PIPES SHALL CONFORM TO A.S.T.M. A53 GRADE B.
- STEEL PIPES, ANGLES AND PLATES SHALL BE GALVANIZED IN ACCORDANCE WITH A.A.S.H.T.O. M-111.
- THE APPROXIMATE WEIGHT OF STEEL IS LISTED ABOVE. THIS TOTAL INCLUDES PLATES, ANGLES AND PIPES. BOLTS, NUTS AND WASHERS ARE NOT INCLUDED. THE CONTRACTOR SHALL VERIFY THE PIPE LENGTHS AND HOLE LOCATIONS PRIOR TO CUTTING THE PIPES TO LENGTH OR DRILLING HOLES.
- GRATING FOR THE PRECAST END SECTION WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "GRATING FOR BOX CULVERT, LOCATION 1" WHICH PRICE SHALL INCLUDE FABRICATION, GALVANIZING AND INSTALLATION OF THE GRATING AS DETAILED.

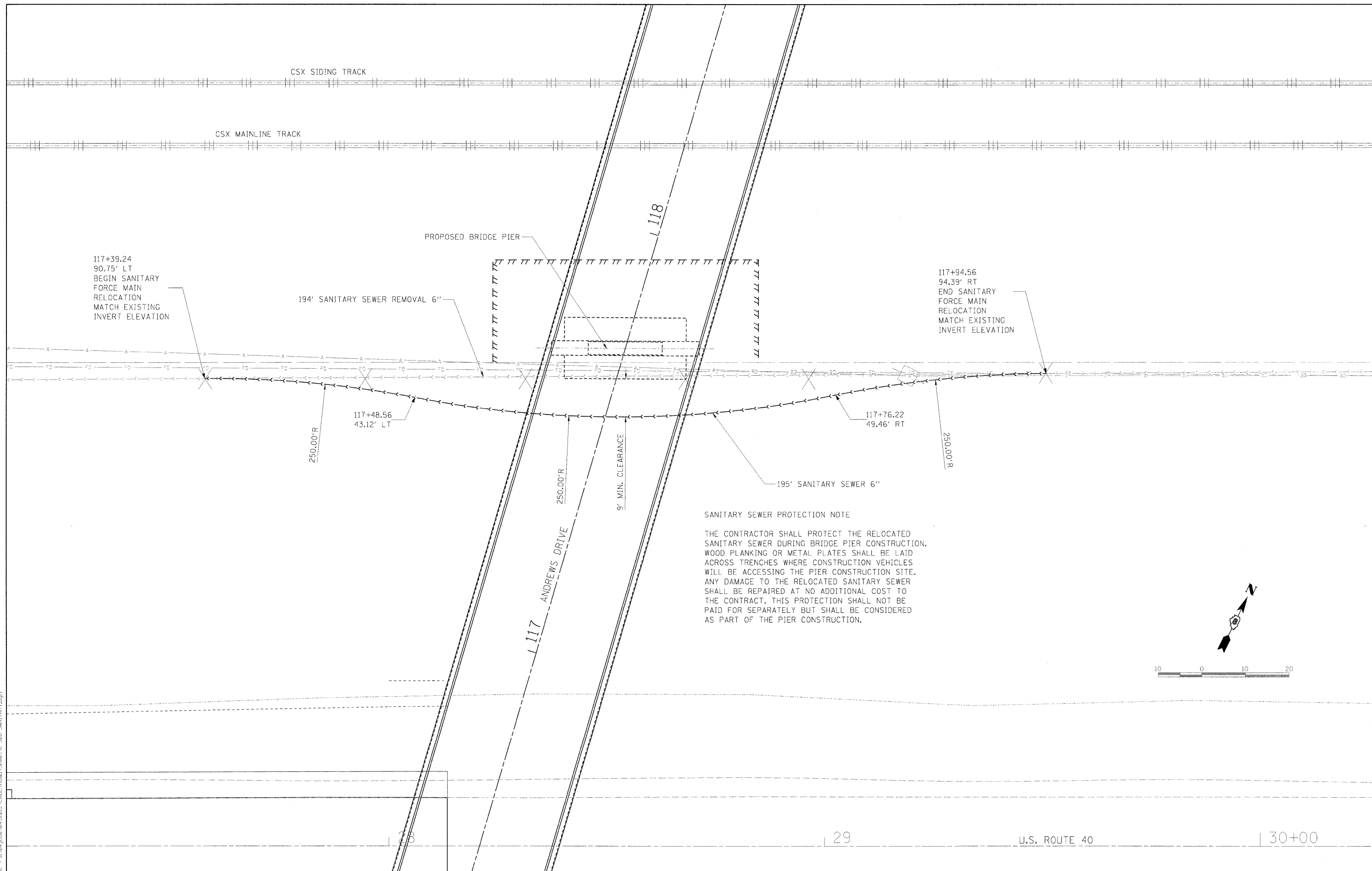
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	DRAWN - DJP	REVISED -
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PLOT DATE = 12/23/2008	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

DRAINAGE DETAILS

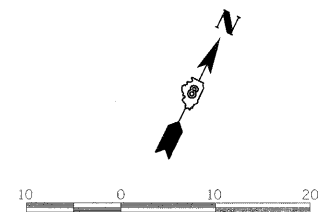
SCALE: 50 SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	32
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



SANITARY SEWER PROTECTION NOTE

THE CONTRACTOR SHALL PROTECT THE RELOCATED SANITARY SEWER DURING BRIDGE PIER CONSTRUCTION. WOOD PLANKING OR METAL PLATES SHALL BE LAID ACROSS TRENCHES WHERE CONSTRUCTION VEHICLES WILL BE ACCESSING THE PIER CONSTRUCTION SITE. ANY DAMAGE TO THE RELOCATED SANITARY SEWER SHALL BE REPAIRED AT NO ADDITIONAL COST TO THE CONTRACT. THIS PROTECTION SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS PART OF THE PIER CONSTRUCTION.

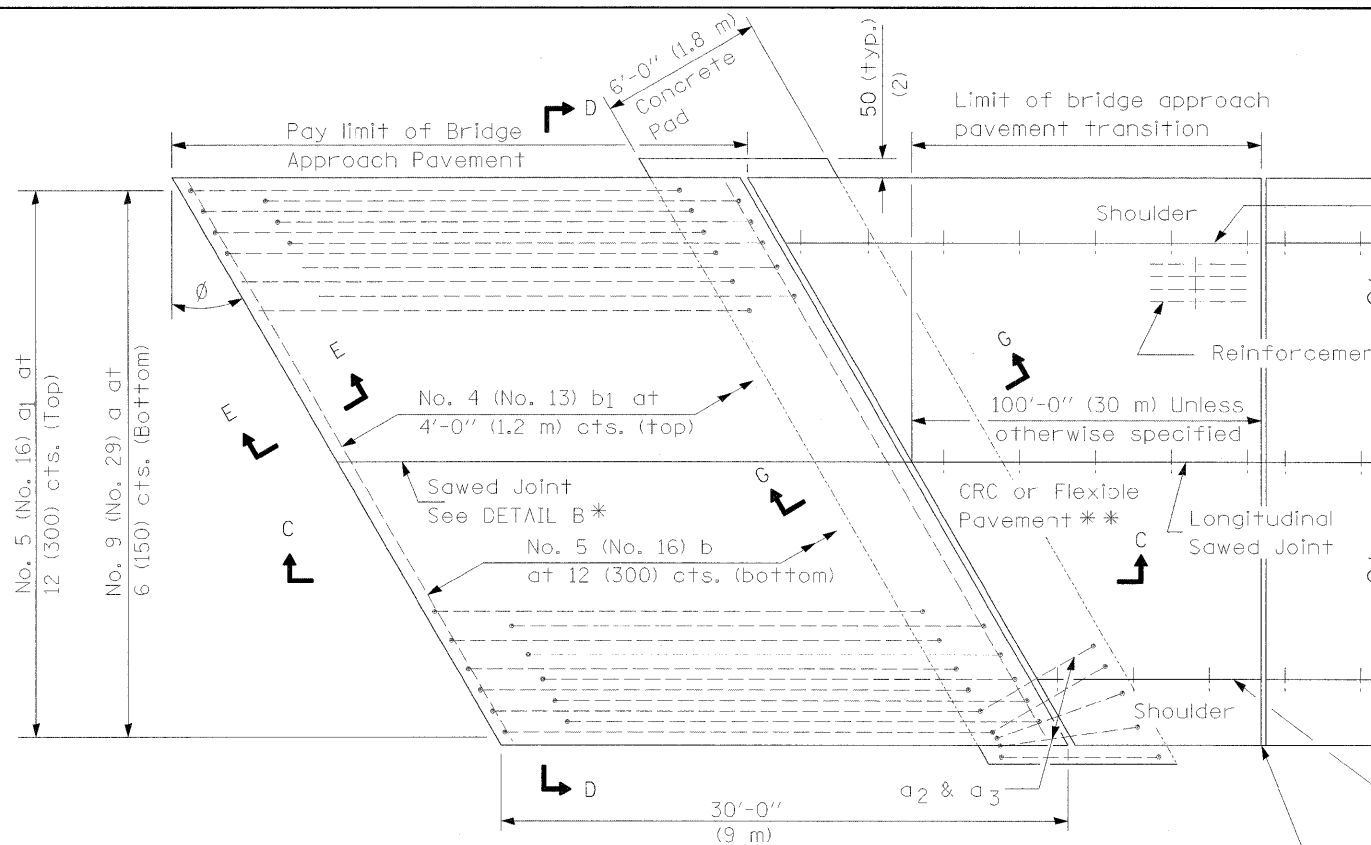


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DRAWN - DJP	REVISED -	
CHECKED - MH	REVISED -	
DATE -	REVISED -	

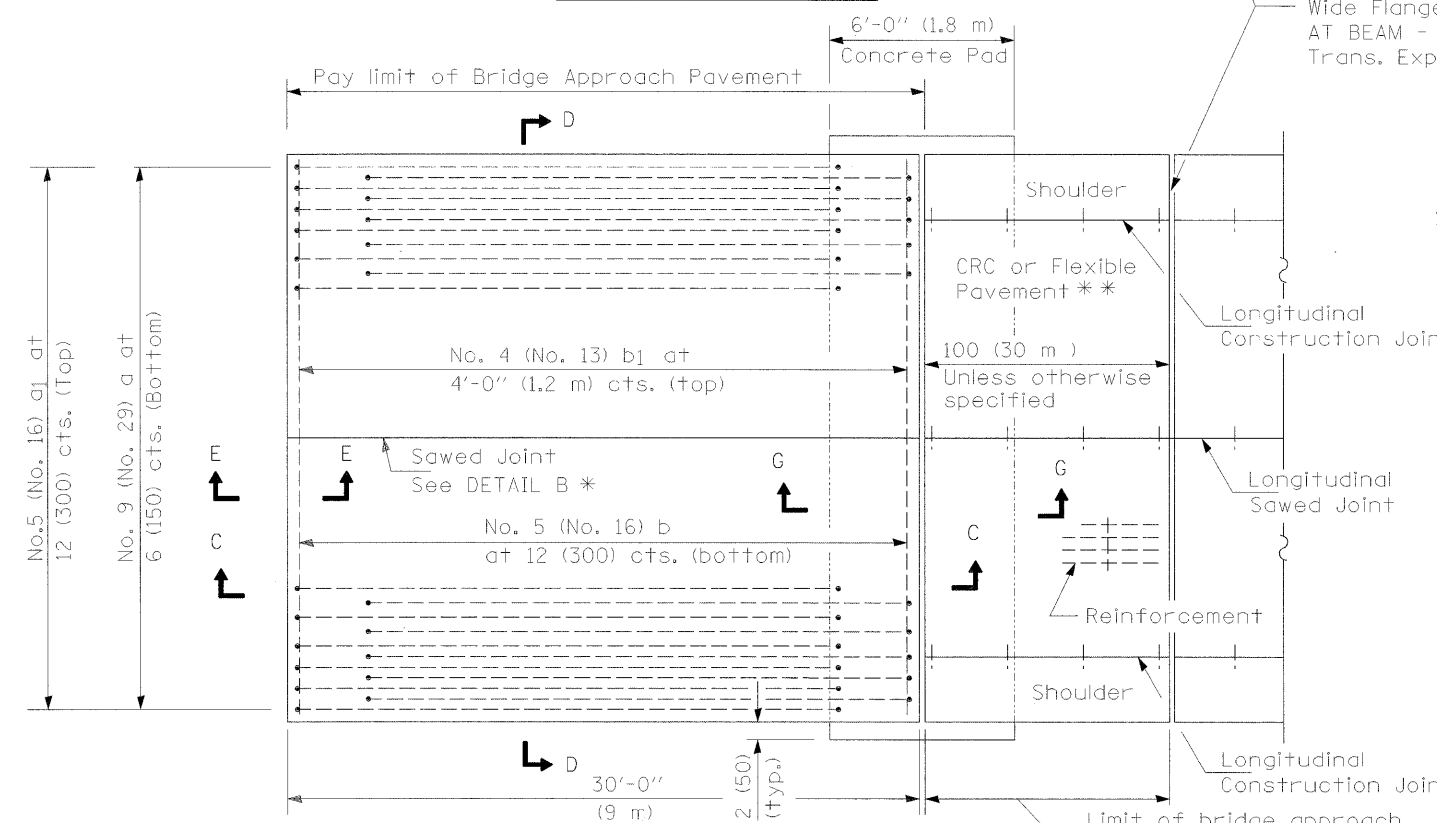
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SANITARY RELOCATION DETAIL			
SCALE: 50	SHEET NO.	OF SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	33
CONTRACT NO. 97366				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



PLAN - WITH SKEW



PLAN - WITHOUT SKEW

* Saw \perp or lane edge if poured two or more lane widths at a time.
 ** 0mil Reinforcement, tie bars and Long. sawed Jt. for Flexible Pavement.

NEW CONSTRUCTION

Longitudinal Construction Joint

Reinforcement

100'-0" (30 m) Unless otherwise specified

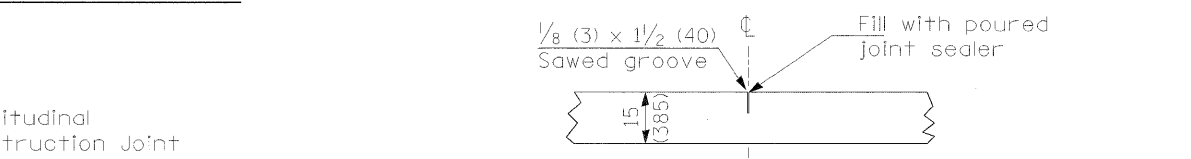
CRC or Flexible Pavement **

Longitudinal Sawed Joint

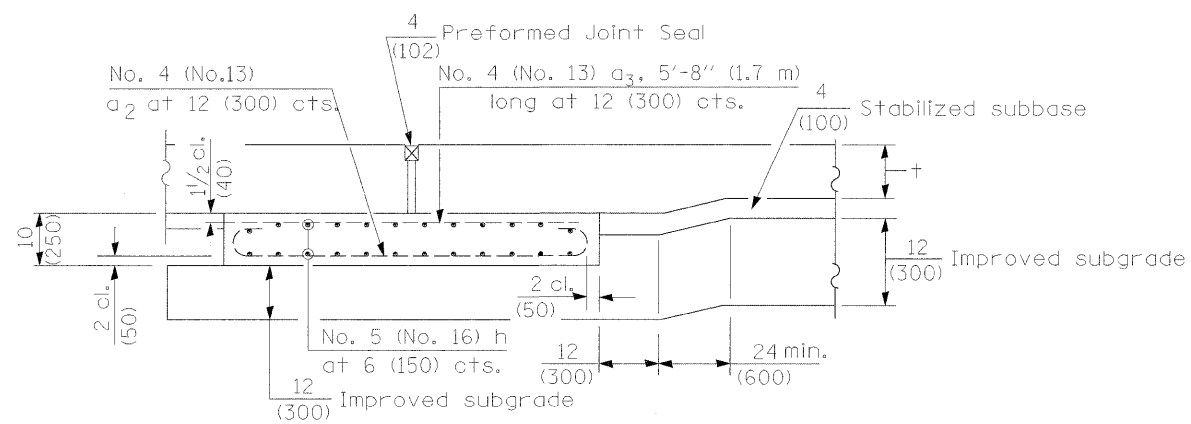
Longitudinal Construction Joint

Rigid Pavement only:

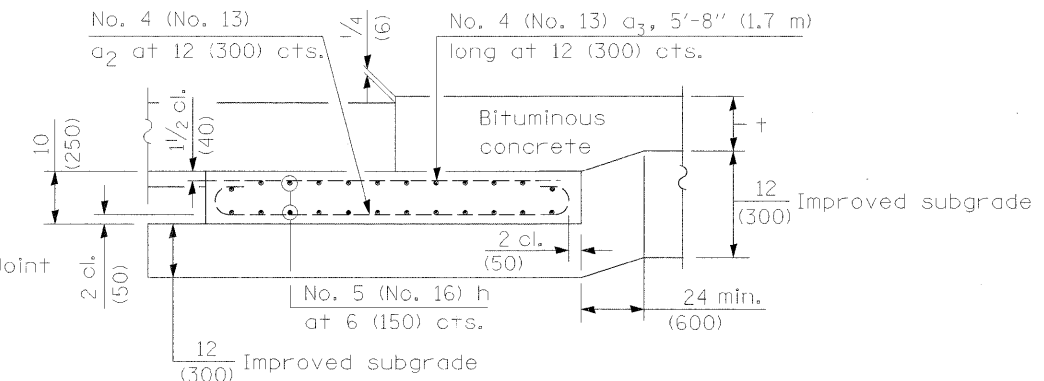
Wide Flange Beam Terminal Joint (See DETAIL AT BEAM - Standard 421101 or 421106) or 2 (50) Trans. Exp. Joint as detailed on Standard 420001.



DETAIL B*
(Reinforcement Not Shown)



SECTION G-G - RIGID PAVEMENT
(Showing reinforcement)



SECTION G-G - FLEXIBLE PAVEMENT
(Showing reinforcement)

GENERAL NOTES

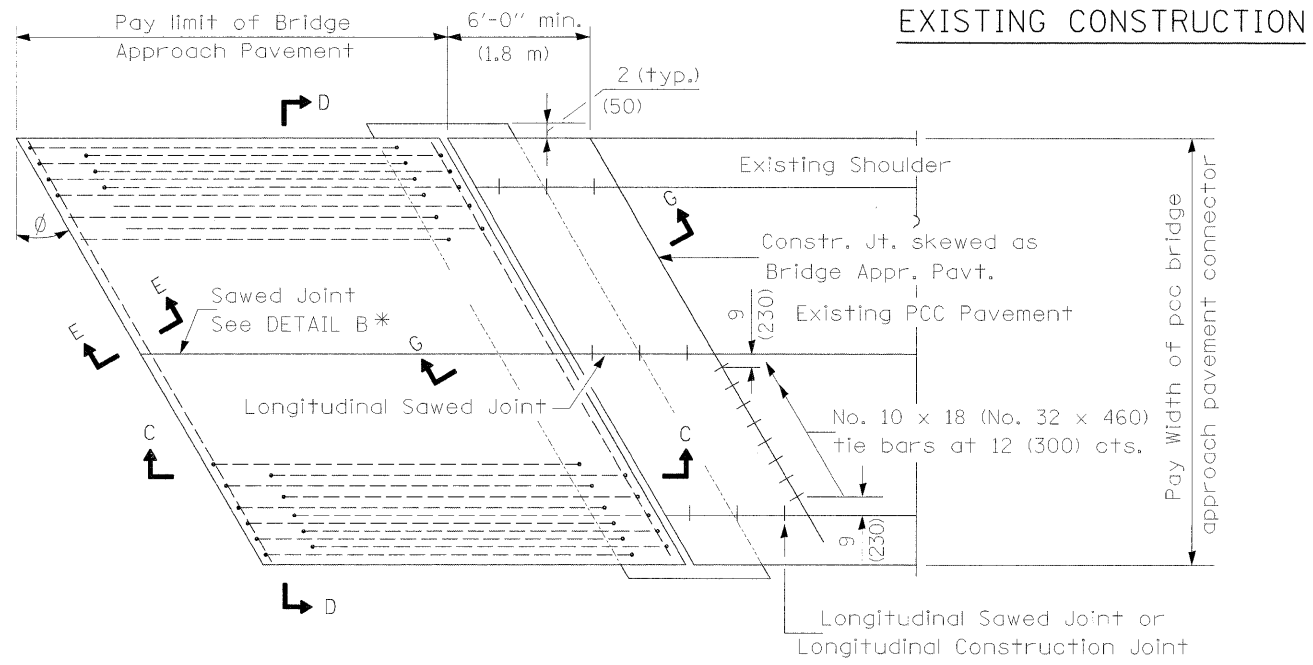
THICKNESS-"t"=Thickness of Pavement.
 See Standard 421001 for reinforcement details not shown.
 See Standard 420001 for joint details not shown.
 All dimensions are in inches (millimeters) unless otherwise shown.

USER NAME = Pop0036	DESIGNED - MH	REVISED -
DRAWN - DJP	REVISED -	
CHECKED - MH	REVISED -	
DATE - 12/23/2008	REVISED -	

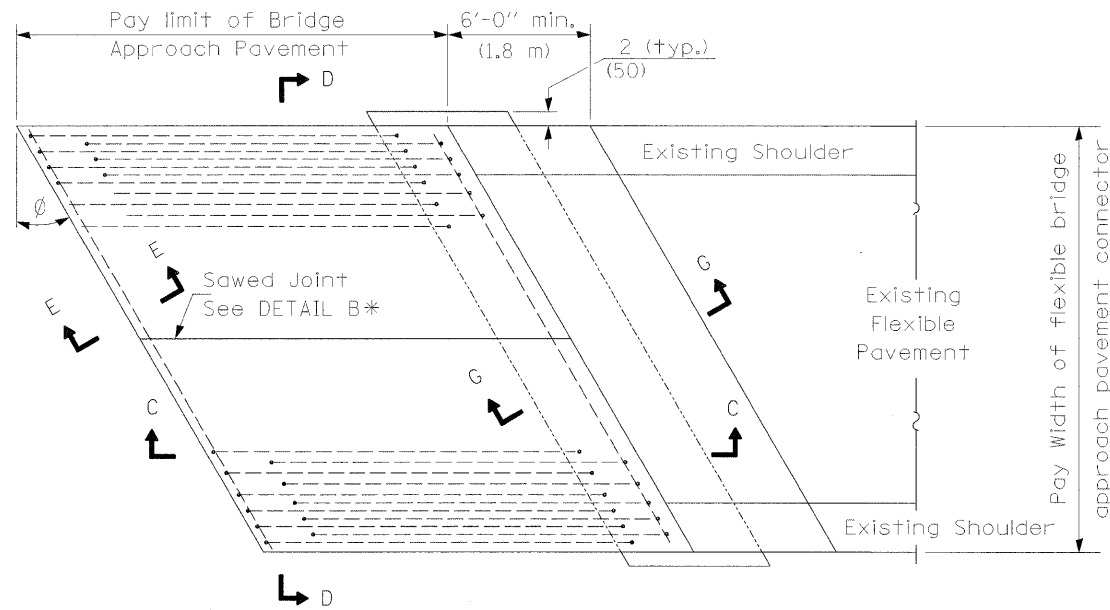
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

BRIDGE APPROACH PAVEMENT DETAILS			
SCALE: 50	SHEET NO.	OF SHEETS	STA. TO STA.

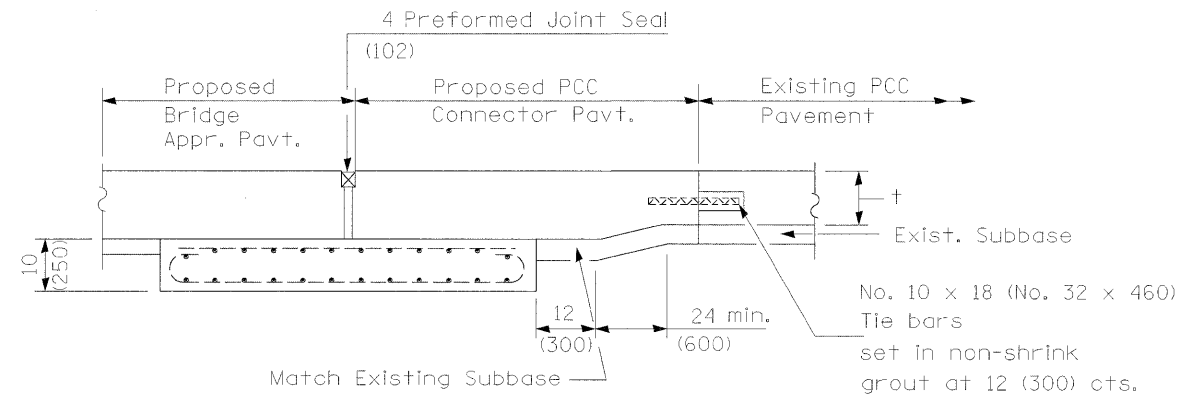
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	34
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



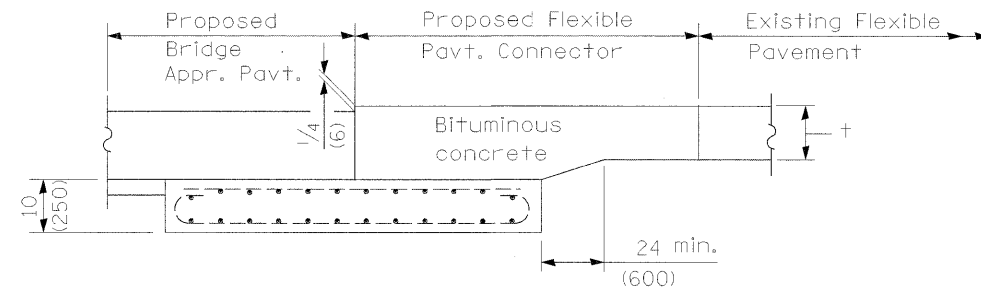
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)



BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



SECTION G-G - RIGID PAVEMENT



SECTION G-G - FLEXIBLE PAVEMENT

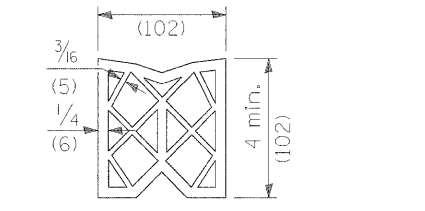
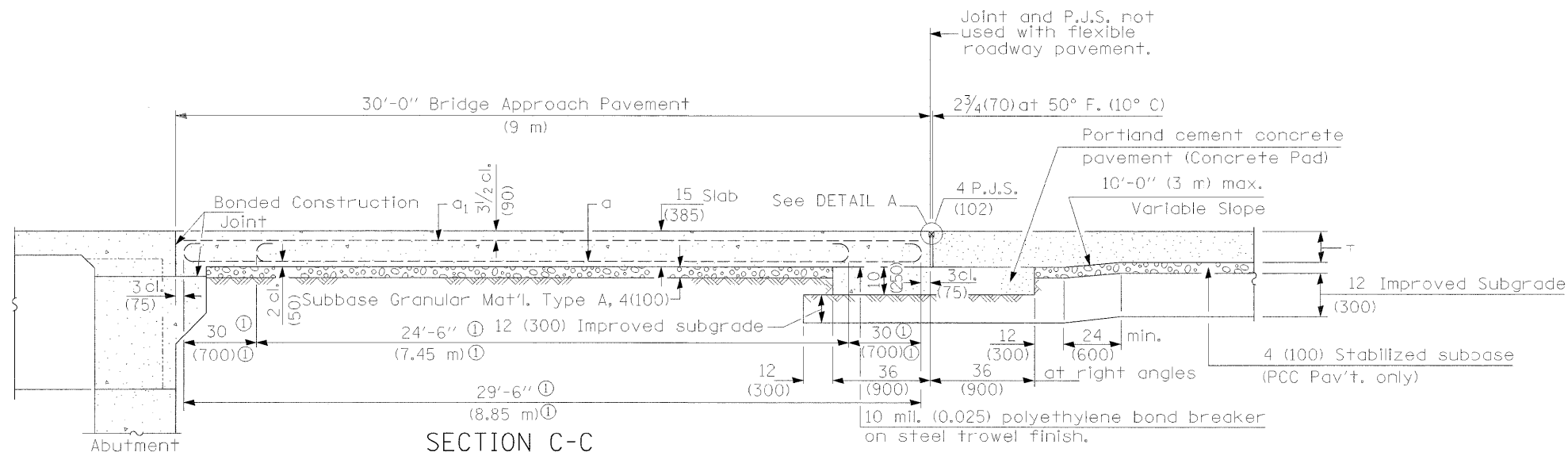
USER NAME = Pop00836	DESIGNED - MH	REVISED -
	DRAWN - DJP	REVISED -
PLOT SCALE = 1:80000 * / 1/4"	CHECKED - MH	REVISED -
PLOT DATE = 12/23/2008	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

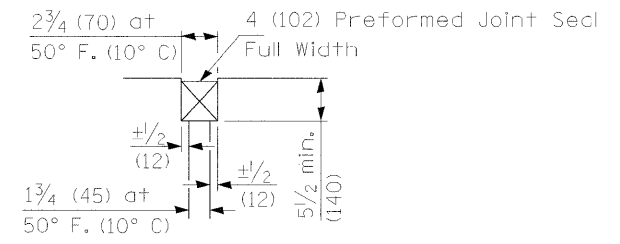
BRIDGE APPROACH PAVEMENT DETAILS

SCALE: 50 SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

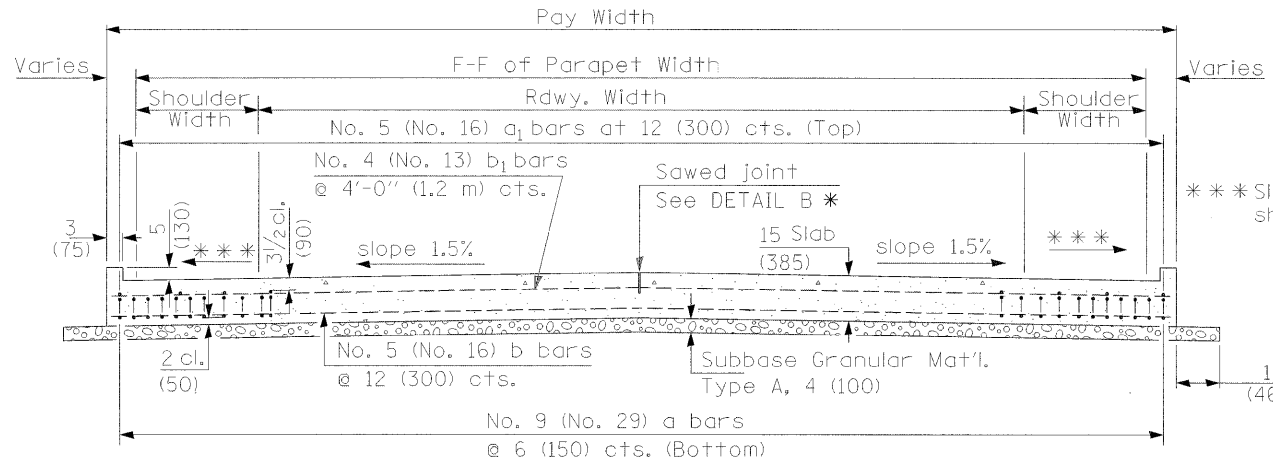


PREFORMED JOINT SEAL



DETAIL A

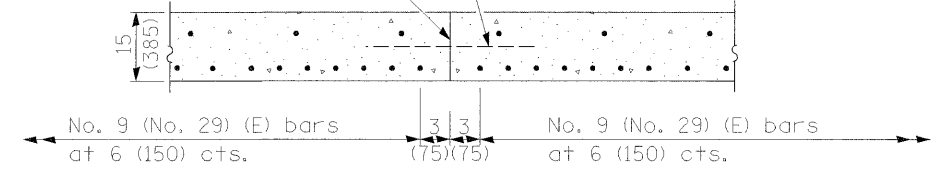
① Stagger No. 9 (No. 29) a bars as shown on plan - full width



SECTION D-D

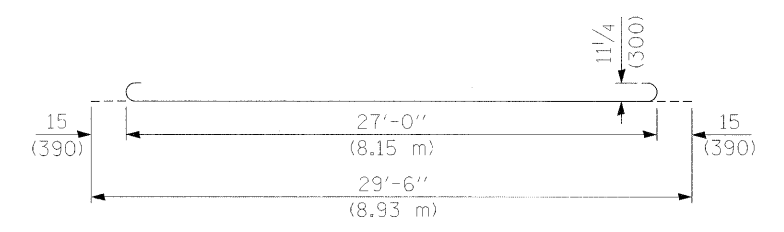
(See Plan for Dimensions not shown)

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

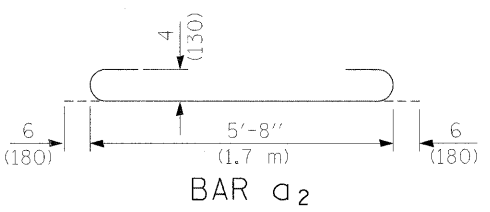


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

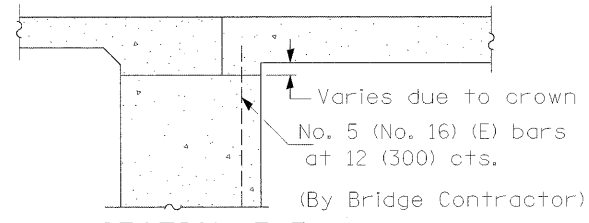
As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.



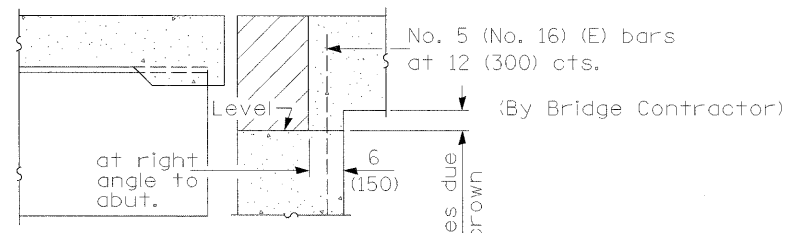
BAR a



BAR a2



SECTION E-E
(Integral Abutments)



SECTION E-E
(Jointed Abutments)

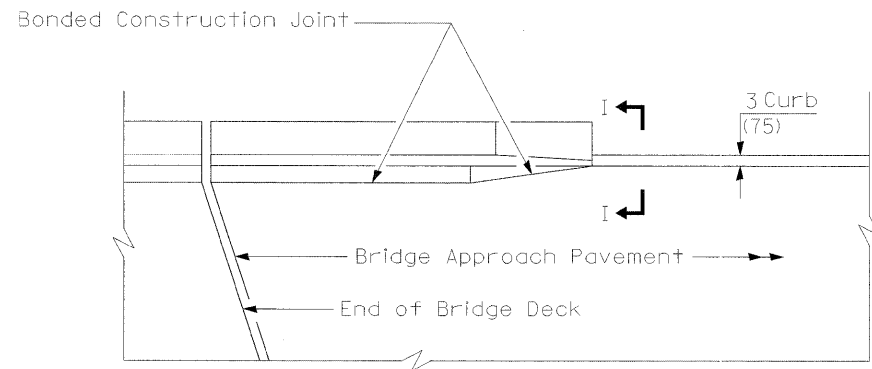
DESIGN STRESSES
 $f_y = 60,000$ p.s.i. (400 MPa)
 $f'_c = 3,500$ p.s.i. (24 MPa)
 $n = 8.5$

USER NAME = Pop0036	DESIGNED - MH	REVISED -
DRAWN - DJP	REVISED -	
CHECKED - MH	REVISED -	
DATE -	REVISED -	

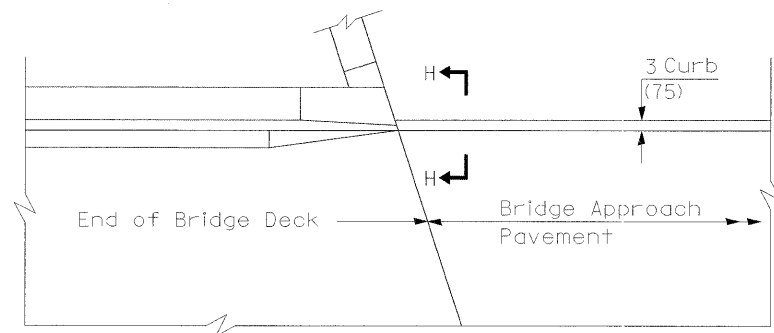
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH PAVEMENT DETAILS			
SCALE: 50	SHEET NO.	OF SHEETS	STA. TO STA.

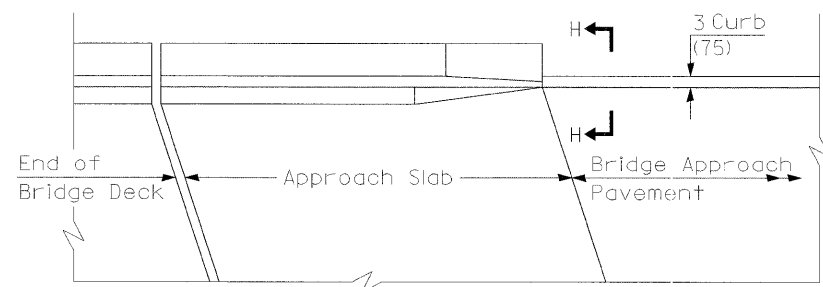
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	36
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



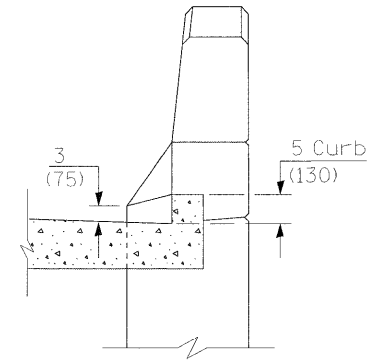
**PARAPET TO CURB TRANSITION
 PILE BENT ABUTMENT**



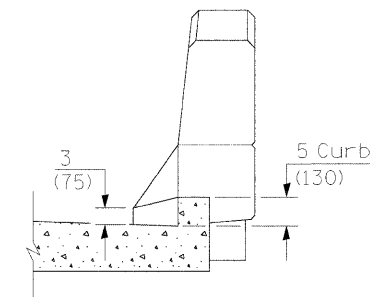
**PARAPET TO CURB TRANSITION
 INTEGRAL ABUTMENT**



**PARAPET TO CURB TRANSITION
 VAULTED ABUTMENT**



SECTION I - I



SECTION H - H

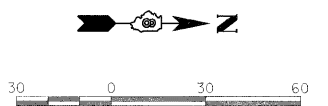
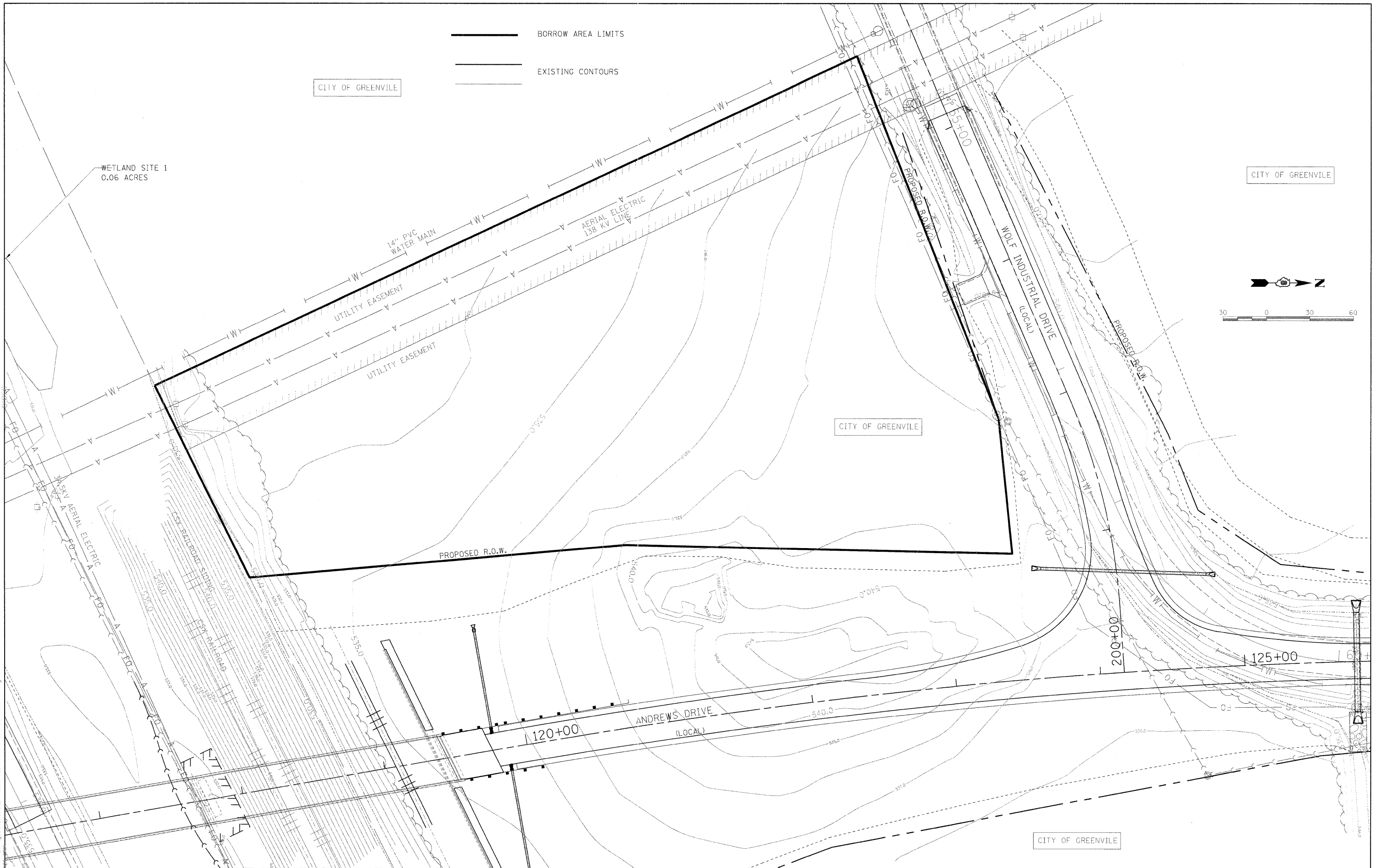
USER NAME = Pop00036	DESIGNED - MH	REVISED -
	DRAWN - DJP	REVISED -
PLOT SCALE = 1:10000 1/4" = 10'	CHECKED - MH	REVISED -
PLOT DATE = 12\23\2008	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

BRIDGE APPROACH PAVEMENT DETAILS

SCALE: 50 SHEET NO. OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	37
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



USER NAME = Pop00836	DESIGNED - MH	REVISED -
	DRAWN - DJP	REVISED -
PLOT SCALE = 30.0000' / in.	CHECKED - MH	REVISED -
PLOT DATE = 12/23/2008	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

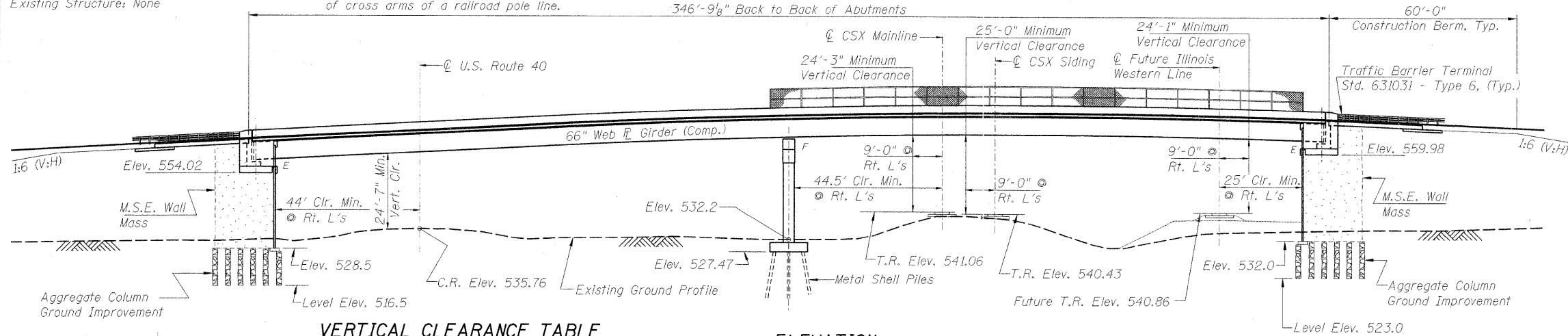
BORROW AREA			
SCALE: 50	SHEET NO.	OF SHEETS	STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	38
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

B.M. No. 1: Spike in Power Pole, 406.08' Lt. of Station 100+54.44, Elev. 531.01

Note: No freefall deck drains will be permitted in the span over the tracks or within 10 ft. of cross arms of a railroad pole line.

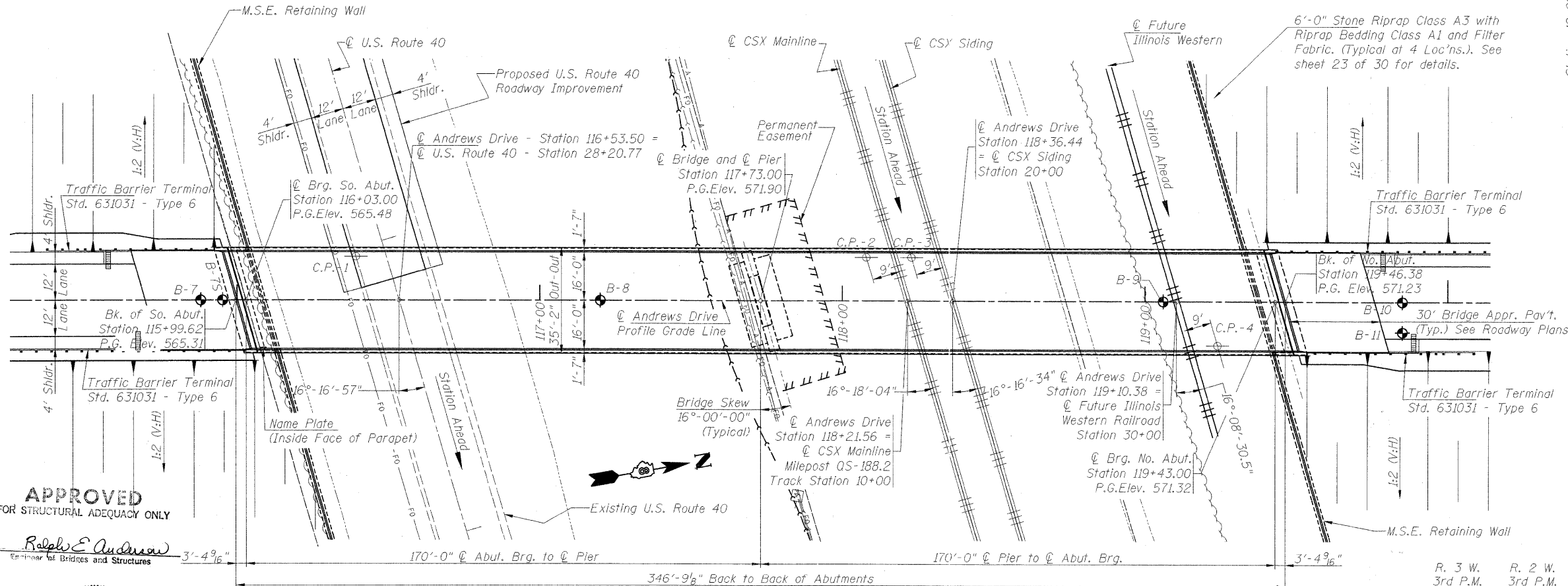
Existing Structure: None



VERTICAL CLEARANCE TABLE

C.P.	Vertical Clearance Point	U.S. Route 40	116+39.23	14'-6" Lt.
C.P.-1	Vertical Clearance Point	U.S. Route 40	116+39.23	14'-6" Lt.
C.P.-2	Vertical Clearance Point	CSX Mainline Track	118+07.95	14'-6" Lt.
C.P.-3	Vertical Clearance Point	CSX Siding Track	118+22.84	14'-6" Lt.
C.P.-4	Vertical Clearance Point	Future Ill Western RR	119+23.95	14'-6" Rt.

ELEVATION



PLAN

DESIGN STRESSES

FIELD UNITS

$f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (M270 Grade 50, Primary Members)
 $f_y = 36,000$ psi (M270 Grade 36, Secondary Members)

PRECAST UNITS

$f'_c = 4,500$ psi

DESIGN SPECIFICATIONS

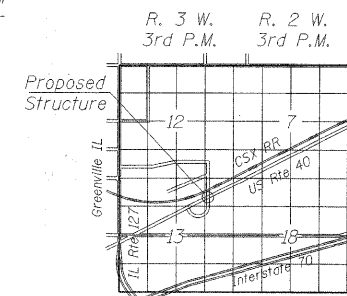
2002 (7th Edition) AASHTO Standard Specifications for Highway Bridges

SEISMIC DATA

Seismic Performance Category (SPC) = A
 Bedrock Acceleration Coefficient (A) = 0.085 g
 Site Coefficient (S) = 1.0

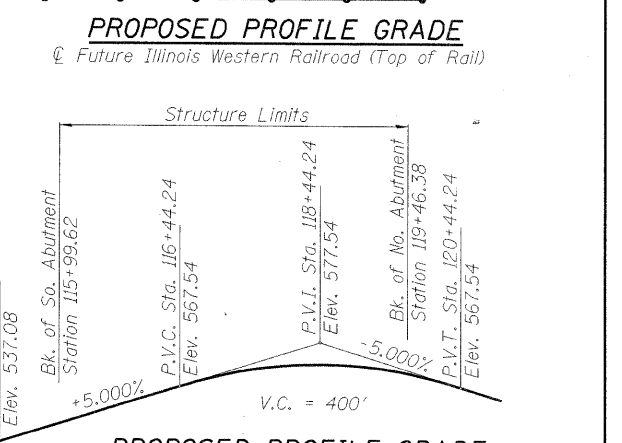
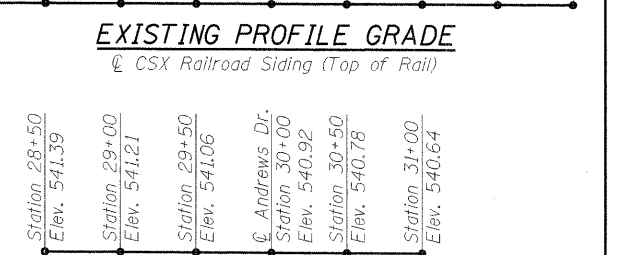
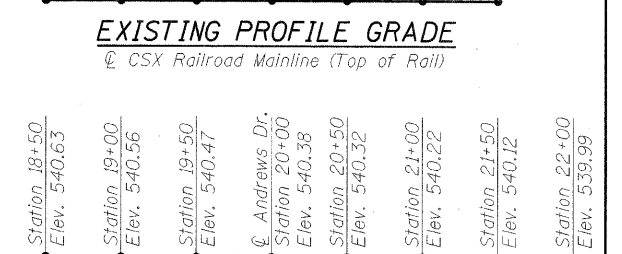
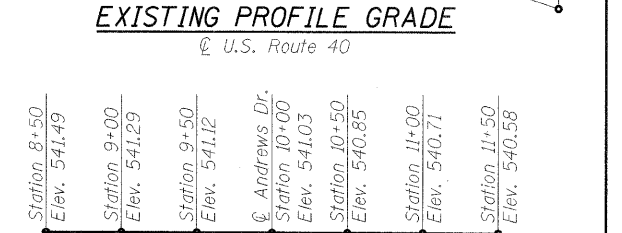
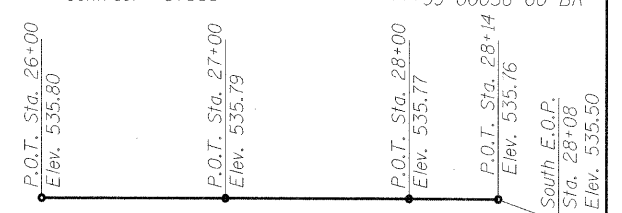
LOADING HS20-44

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



LOCATION SKETCH

ROUTE NO.	SECTION	COUNTY	DATE	SHEET NO.	SHEET NO.
99	003-6000	BOND	99	39	01



PROPOSED PROFILE GRADE @ Proposed Andrews Drive

GENERAL PLAN
 ANDREWS DRIVE over
 U.S. ROUTE 40 ; CSX RR and IL. WESTERN RR
 SEC. 99-00036-00-BR
 STR. NO. 003-6000
 CITY OF GREENVILLE
 BOND COUNTY
 STATION 117+73.00

PROFESSIONAL DESIGN FIRM LICENSE #184-001084
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04S2012
 DATE 12/10/08

APPROVED FOR STRUCTURAL ADEQUACY ONLY

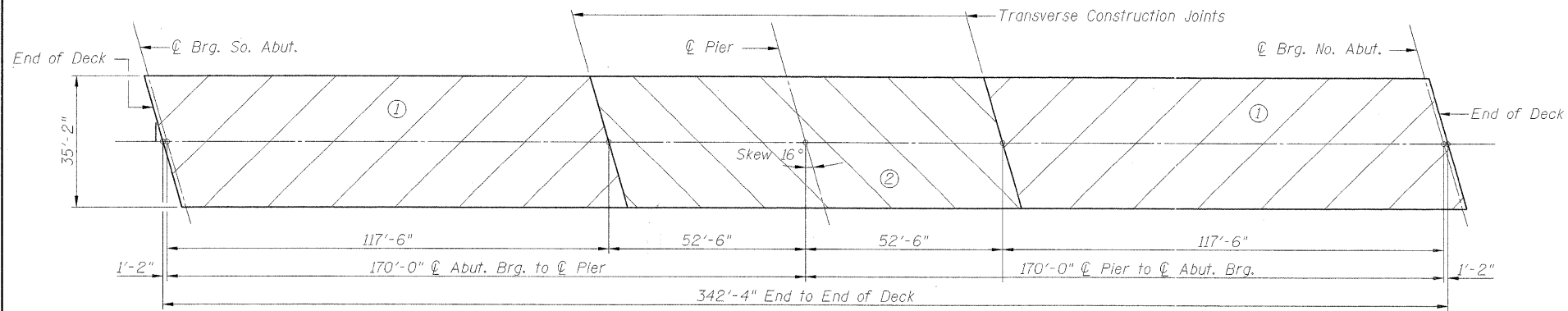
Ralph E. Anderson
 Engineer of Bridges and Structures



Michael N. Mendenhall
 SIGNATURE
 12/10/08
 DATE
 LIC. EXP. DATE: 11/30/10

"I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current 'AASHTO Standard Specifications for Highway Bridges.'"

01/20/09 03/07/08 03/07/08 03/07/08
 LAYOUT DRAWN REVIEWED
 MMH DAP MMH
 01/20/09
 DATE
 LIC. EXP. DATE: 11/30/10

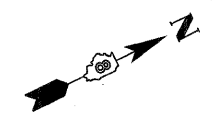


DECK POURING SEQUENCE

The concrete deck segments shall be poured in the numerical order shown above. The pour can start from either end of deck.

U.S. RT. 40 & CSX R.R.
 BUILT 20__ BY
 CITY of GREENVILLE
 BOND COUNTY
 SECTION 99-00036-00-BR
 ANDREWS DRIVE - STA. 117+73.00
 STRUCTURE NO. 003-6000 - LOADING HS20

NAME PLATE
 See Std. 515001



GENERAL NOTES

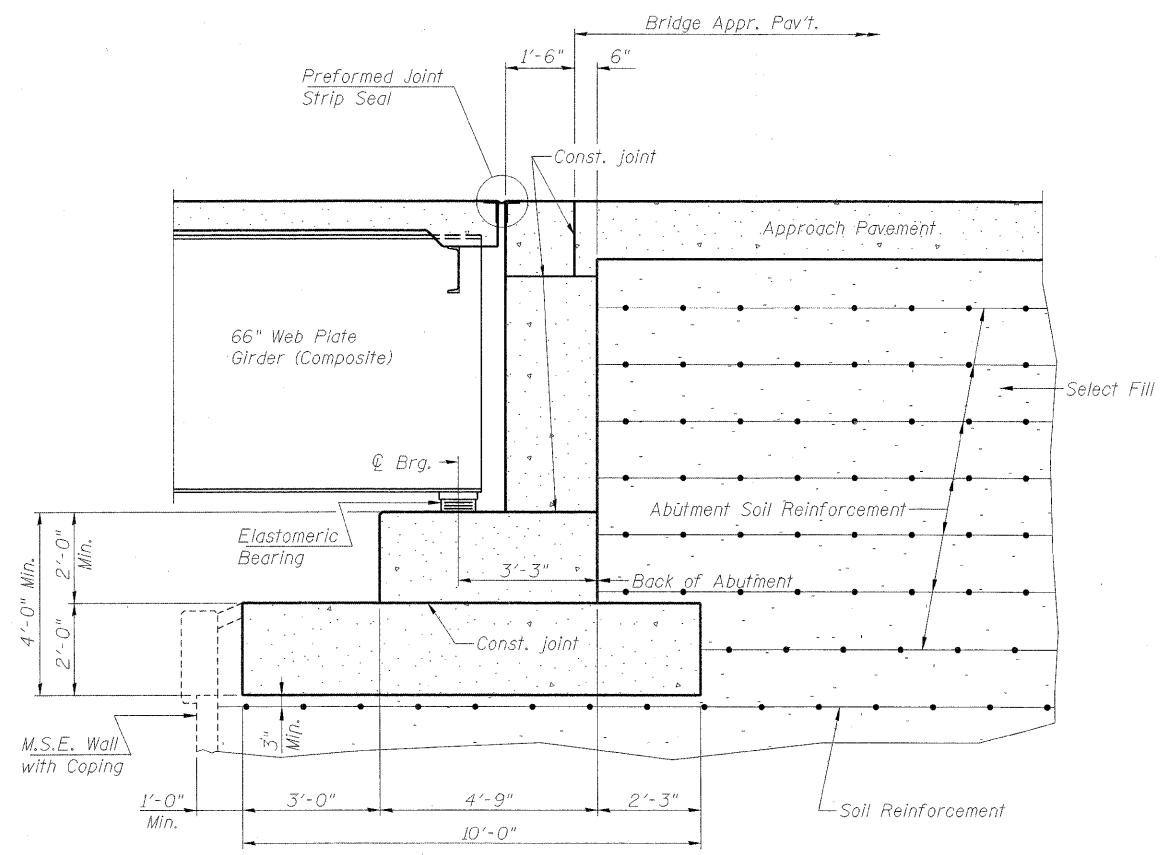
- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8 in. φ, holes 15/16 in. φ, unless otherwise noted.
- Calculated weight of Structural Steel: AASHTO M 270 Grade 50 = 459,420 lbs. AASHTO M 270 Grade 36 = 24,360 lbs.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions
- Reinforcement bars designated (E) shall be epoxy coated.
- Bearing seat surfaces shall be constructed or adjusted to their 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.
- Concrete Sealer shall be applied to the backwalls, inside face and top of cheekwall, seats, step areas, front cap face, and top of footing of the abutments.
- The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be Gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4. See Special Provisions for "Cleaning and Painting New Metal Structures".
- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
 - At least 72 hours shall have elapsed from the end of the previous pour.
 - The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.
- Slipforming of the parapets is not allowed.
- The Contractor shall protect the relocated sanitary sewer during bridge pier construction. Wood planking or metal plates shall be laid across trenches where construction vehicles will be accessing the pier construction site. Any damage to the relocated sanitary sewer shall be repaired at no additional cost to the contract. This protection shall not be paid for separately but shall be considered as part of the pier construction.

INDEX OF SHEETS

1. General Plan	17. South Abutment
2. General Notes	18. South Abutment Details
3. Top of Slab Elevations (Sheet 1)	19. North Abutment
4. Top of Slab Elevations (Sheet 2)	20. North Abutment Details
5. Top of Slab Elevations (Sheet 3)	21. Pier
6. Top of South Approach Slab Elevations	22. Pier Details
7. Top of North Approach Slab Elevations	23. M.S.E. Wall General Plan
8. Superstructure	24. M.S.E. Wall Details (Sheet 1)
9. Superstructure Details (Sheet 1)	25. M.S.E. Wall Details (Sheet 2)
10. Superstructure Details (Sheet 2)	26. Bar Splicer Assembly Details
11. Bridge Fence Railing, Parapet Mounted	27. Metal Shell Pile Details
12. Preformed Joint Strip Seal	28. Borings (Sheet 1)
13. Structural Steel	29. Borings (Sheet 2)
14. Structural Steel Details (Sheet 1)	30. Borings (Sheet 3)
15. Structural Steel Details (Sheet 2)	
16. Bearing Details	

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A3	Tons	-	132	132
Filter Fabric	Sq. Yd.	-	264	264
Structure Excavation	Cu. Yd.	-	1116	1116
Concrete Structures	Cu. Yd.	-	259.9	259.9
Concrete Superstructure	Cu. Yd.	401.7	-	401.7
Bridge Deck Grooving	Sq. Yd.	1141	-	1141
Form Liner Textured Surface	Sq. Ft.	-	1040	1040
Protective Coat	Sq. Yd.	1512	-	1512
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	2250	-	2250
Reinforcement Bars, Epoxy Coated	Pound	88370	31930	120300
Bar Splicers	Each	68	-	68
Bridge Fence Railing	Foot	340	-	340
Pipe Handrail	Foot	-	289	289
Furnishing Metal Shell Piles, 14"x0.312"	Foot	-	540	540
Driving Piles	Foot	-	540	540
Test Pile Metal Shells	Each	-	1	1
Name Plates	Each	1	-	1
Preformed Joint Strip Seal	Foot	71	-	71
Elastomeric Bearing Assembly, Type II	Each	10	-	10
Anchor Bolts, 1 1/2"	Each	30	-	30
Concrete Sealer	Sq. Ft.	-	1144	1144
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	-	7562	7562
Aggregate Column Ground Improvement	Cu. Yd.	-	2737	2737



SECTION THRU SPREAD FOOTING SUPPORTED STUB ABUTMENT

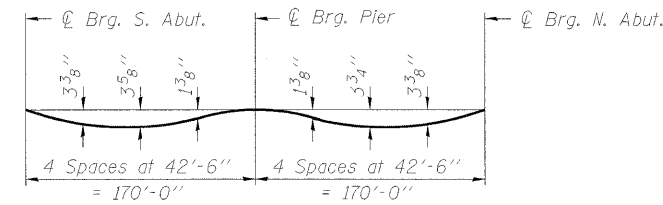
(Horiz. dim. @ Rt. L's to Back of Abutment)

01/20/2009
 A:\04 Jobs\0452012\0400-Struct\Sheet\General Notes.dgn
 LAYOUT: MNA 03/07/08
 DRAWN: DAP 03/07/08
 REVIEWED: MNA 03/07/08

GENERAL NOTES
 ANDREWS DRIVE over
 U.S. ROUTE 40 : CSX RR and IL. WESTERN RR
 SEC. 99-00036-00-BR
 STR. NO. 003-6000
 CITY of GREENVILLE
 BOND COUNTY
 STATION 117+73.00
 PROFESSIONAL DESIGN FIRM LICENSE #184-001084
 © Copyright Hanson Professional Services Inc. 2009

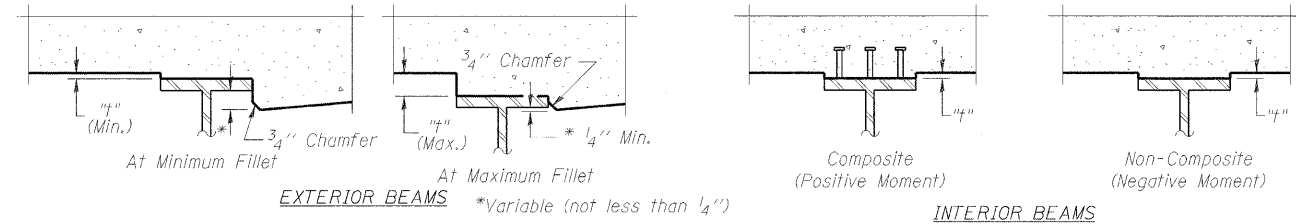
HANSON
 Hanson Professional Services Inc.

JOB NO. 04S2012
 DATE 12/10/08



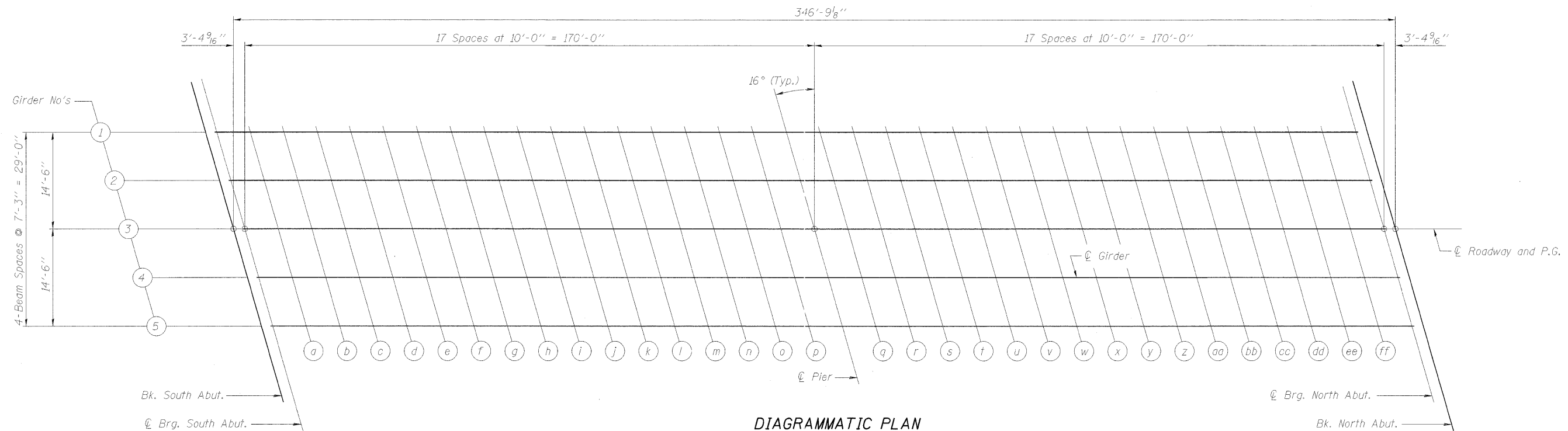
DEAD LOAD DEFLECTION DIAGRAM
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheet 04 & 05 of 30.

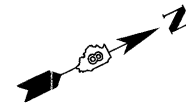


To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheet 04 & 05 of 30, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



DIAGRAMMATIC PLAN



TOP OF SLAB ELEVATIONS (SHEET 1)
ANDREWS DRIVE over
U.S. ROUTE 40 ; CSX RR and IL. WESTERN RR
SEC. 99-00036-00-BR
STR. NO. 003-6000
CITY of GREENVILLE
BOND COUNTY
STATION 117+73.00
PROFESSIONAL DESIGN FIRM LICENSE #184-001084
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Hanson Professional Services Inc.

JOB NO. 04S2012
DATE 12/10/08

LAYOUT: JMM 03/07/08
 DESIGN: JMM 03/07/08
 CHECKED: JMM 03/07/08
 12/23/2008
 R:\04\Jobs\04S2012\CADD\Struct\Steel\Diag\ammatic.dgn

GIRDER #1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+95.46	-14.50'	564.87	564.87
⊕ Brg. S. Abut.	115+98.84	-14.50'	565.04	565.04
a	116+08.84	-14.50'	565.54	565.60
b	116+18.84	-14.50'	566.04	566.17
c	116+28.84	-14.50'	566.54	566.74
d	116+38.84	-14.50'	567.04	567.30
e	116+48.84	-14.50'	567.54	567.82
f	116+58.84	-14.50'	568.01	568.30
g	116+68.84	-14.50'	568.46	568.76
h	116+78.84	-14.50'	568.89	569.19
i	116+88.84	-14.50'	569.29	569.57
j	116+98.84	-14.50'	569.67	569.90
k	117+08.84	-14.50'	570.02	570.21
l	117+18.84	-14.50'	570.34	570.49
m	117+28.84	-14.50'	570.64	570.75
n	117+38.84	-14.50'	570.92	571.00
o	117+48.84	-14.50'	571.17	571.22
p	117+58.84	-14.50'	571.40	571.42
⊕ Pier	117+68.84	-14.50'	571.60	571.60
q	117+78.84	-14.50'	571.77	571.80
r	117+88.84	-14.50'	571.92	571.98
s	117+98.84	-14.50'	572.05	572.13
t	118+08.84	-14.50'	572.15	572.26
u	118+18.84	-14.50'	572.23	572.38
v	118+28.84	-14.50'	572.28	572.48
w	118+38.84	-14.50'	572.30	572.55
x	118+48.84	-14.50'	572.31	572.59
y	118+58.84	-14.50'	572.28	572.59
z	118+68.84	-14.50'	572.23	572.53
aa	118+78.84	-14.50'	572.16	572.45
bb	118+88.84	-14.50'	572.06	572.35
cc	118+98.84	-14.50'	571.94	572.20
dd	119+08.84	-14.50'	571.79	571.99
ee	119+18.84	-14.50'	571.61	571.75
ff	119+28.84	-14.50'	571.41	571.48
⊕ Brg. N. Abut.	119+38.84	-14.50'	571.19	571.19
Bk. N. Abut.	119+42.22	-14.50'	571.11	571.11

GIRDER #2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+97.54	-7.25'	565.09	565.09
⊕ Brg. S. Abut.	116+00.92	-7.25'	565.26	565.26
a	116+10.92	-7.25'	565.76	565.83
b	116+20.92	-7.25'	566.26	566.40
c	116+30.92	-7.25'	566.76	566.96
d	116+40.92	-7.25'	567.26	567.53
e	116+50.92	-7.25'	567.76	568.05
f	116+60.92	-7.25'	568.23	568.52
g	116+70.92	-7.25'	568.67	568.97
h	116+80.92	-7.25'	569.10	569.40
i	116+90.92	-7.25'	569.49	569.77
j	117+00.92	-7.25'	569.86	570.10
k	117+10.92	-7.25'	570.21	570.40
l	117+20.92	-7.25'	570.53	570.68
m	117+30.92	-7.25'	570.82	570.93
n	117+40.92	-7.25'	571.10	571.18
o	117+50.92	-7.25'	571.34	571.39
p	117+60.92	-7.25'	571.56	571.59
⊕ Pier	117+70.92	-7.25'	571.76	571.76
q	117+80.92	-7.25'	571.93	571.96
r	117+90.92	-7.25'	572.07	572.13
s	118+00.92	-7.25'	572.20	572.28
t	118+10.92	-7.25'	572.29	572.40
u	118+20.92	-7.25'	572.36	572.51
v	118+30.92	-7.25'	572.41	572.61
w	118+40.92	-7.25'	572.43	572.67
x	118+50.92	-7.25'	572.42	572.71
y	118+60.92	-7.25'	572.39	572.70
z	118+70.92	-7.25'	572.34	572.64
aa	118+80.92	-7.25'	572.26	572.56
bb	118+90.92	-7.25'	572.16	572.45
cc	119+00.92	-7.25'	572.03	572.30
dd	119+10.92	-7.25'	571.87	572.07
ee	119+20.92	-7.25'	571.69	571.83
ff	119+30.92	-7.25'	571.49	571.56
⊕ Brg. N. Abut.	119+40.92	-7.25'	571.26	571.26
Bk. N. Abut.	119+44.30	-7.25'	571.18	571.18


**GIRDER #3
⊕ ROADWAY AND
PROFILE GRADE LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	115+99.62	0.00'	565.31	565.31
⊕ Brg. S. Abut.	116+03.00	0.00'	565.48	565.48
a	116+13.00	0.00'	565.98	566.04
b	116+23.00	0.00'	566.48	566.61
c	116+33.00	0.00'	566.98	567.17
d	116+43.00	0.00'	567.48	567.74
e	116+53.00	0.00'	567.98	568.26
f	116+63.00	0.00'	568.43	568.72
g	116+73.00	0.00'	568.87	569.17
h	116+83.00	0.00'	569.29	569.59
i	116+93.00	0.00'	569.68	569.96
j	117+03.00	0.00'	570.04	570.28
k	117+13.00	0.00'	570.39	570.58
l	117+23.00	0.00'	570.70	570.85
m	117+33.00	0.00'	570.99	571.10
n	117+43.00	0.00'	571.26	571.34
o	117+53.00	0.00'	571.50	571.55
p	117+63.00	0.00'	571.71	571.74
⊕ Pier	117+73.00	0.00'	571.90	571.90
q	117+83.00	0.00'	572.07	572.10
r	117+93.00	0.00'	572.21	572.27
s	118+03.00	0.00'	572.33	572.41
t	118+13.00	0.00'	572.42	572.53
u	118+23.00	0.00'	572.48	572.63
v	118+33.00	0.00'	572.52	572.72
w	118+43.00	0.00'	572.54	572.78
x	118+53.00	0.00'	572.53	572.82
y	118+63.00	0.00'	572.49	572.80
z	118+73.00	0.00'	572.44	572.74
aa	118+83.00	0.00'	572.35	572.65
bb	118+93.00	0.00'	572.24	572.53
cc	119+03.00	0.00'	572.11	572.37
dd	119+13.00	0.00'	571.95	572.15
ee	119+23.00	0.00'	571.76	571.90
ff	119+33.00	0.00'	571.55	571.62
⊕ Brg. N. Abut.	119+43.00	0.00'	571.32	571.32
Bk. N. Abut.	119+46.38	0.00'	571.23	571.23

LAYOUT: 03/07/08
 DRAWN: 03/07/08
 REVIEWED: 03/07/08
 MNA
 DAP
 MNA
 12/23/2008
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TOP OF SLAB ELEVATIONS (SHEET 2)
 ANDREWS DRIVE over
 U.S. ROUTE 40 : CSX RR and IL. WESTERN RR
 SEC. 99-00036-00-BR
 STR. NO. 003-6000
 CITY of GREENVILLE
 BOND COUNTY
 STATION 117+73.00
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JOB NO. 0452012
 DATE 12/10/08


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GIRDER #4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	116+01.70	7.25'	565.30	565.30
⊕ Brg. S. Abut.	116+05.08	7.25'	565.47	565.47
a	116+15.08	7.25'	565.97	566.04
b	116+25.08	7.25'	566.47	566.60
c	116+35.08	7.25'	566.97	567.17
d	116+45.08	7.25'	567.47	567.74
e	116+55.08	7.25'	567.96	568.24
f	116+65.08	7.25'	568.42	568.71
g	116+75.08	7.25'	568.85	569.15
h	116+85.08	7.25'	569.26	569.57
i	116+95.08	7.25'	569.65	569.93
j	117+05.08	7.25'	570.01	570.25
k	117+15.08	7.25'	570.34	570.54
l	117+25.08	7.25'	570.65	570.80
m	117+35.08	7.25'	570.94	571.05
n	117+45.08	7.25'	571.20	571.28
o	117+55.08	7.25'	571.44	571.49
p	117+65.08	7.25'	571.65	571.67
⊕ Pier	117+75.08	7.25'	571.83	571.83
q	117+85.08	7.25'	571.99	572.02
r	117+95.08	7.25'	572.13	572.18
s	118+05.08	7.25'	572.24	572.32
t	118+15.08	7.25'	572.32	572.43
u	118+25.08	7.25'	572.38	572.54
v	118+35.08	7.25'	572.42	572.62
w	118+45.08	7.25'	572.43	572.67
x	118+55.08	7.25'	572.41	572.70
y	118+65.08	7.25'	572.38	572.68
z	118+75.08	7.25'	572.31	572.61
aa	118+85.08	7.25'	572.22	572.52
bb	119+05.08	7.25'	572.11	572.40
cc	119+15.08	7.25'	571.97	572.24
dd	119+25.08	7.25'	571.80	572.00
ee	119+35.08	7.25'	571.61	571.75
ff	119+45.08	7.25'	571.40	571.47
⊕ Brg. N. Abut.	119+45.08	7.25'	571.16	571.16
Bk. N. Abut.	119+48.46	7.25'	571.07	571.07

GIRDER #5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	116+03.78	14.50'	565.29	565.29
⊕ Brg. S. Abut.	116+07.16	14.50'	565.45	565.45
a	116+17.16	14.50'	565.95	566.02
b	116+27.16	14.50'	566.45	566.59
c	116+37.16	14.50'	566.95	567.15
d	116+47.16	14.50'	567.45	567.72
e	116+57.16	14.50'	567.93	568.22
f	116+67.16	14.50'	568.39	568.68
g	116+77.16	14.50'	568.82	569.12
h	116+87.16	14.50'	569.22	569.53
i	116+97.16	14.50'	569.60	569.89
j	117+07.16	14.50'	569.96	570.20
k	117+17.16	14.50'	570.29	570.48
l	117+27.16	14.50'	570.59	570.74
m	117+37.16	14.50'	570.88	570.98
n	117+47.16	14.50'	571.13	571.21
o	117+57.16	14.50'	571.36	571.41
p	117+67.16	14.50'	571.57	571.59
⊕ Pier	117+77.16	14.50'	571.75	571.75
q	117+87.16	14.50'	571.90	571.93
r	117+97.16	14.50'	572.03	572.09
s	118+07.16	14.50'	572.14	572.22
t	118+17.16	14.50'	572.22	572.33
u	118+27.16	14.50'	572.27	572.42
v	118+37.16	14.50'	572.30	572.50
w	118+47.16	14.50'	572.31	572.55
x	118+57.16	14.50'	572.29	572.58
y	118+67.16	14.50'	572.24	572.55
z	118+77.16	14.50'	572.17	572.48
aa	118+87.16	14.50'	572.08	572.37
bb	118+97.16	14.50'	571.96	572.25
cc	119+07.16	14.50'	571.81	572.08
dd	119+17.16	14.50'	571.64	571.84
ee	119+27.16	14.50'	571.45	571.58
ff	119+37.16	14.50'	571.23	571.30
⊕ Brg. N. Abut.	119+47.16	14.50'	570.98	570.98
Bk. N. Abut.	119+50.54	14.50'	570.90	570.90

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 LAYOUT 03/07/08
 DRAWN DAP 03/07/08
 REVIEWED MMH 03/07/08

TOP OF SLAB ELEVATIONS (SHEET 3)
 ANDREWS DRIVE over
 U.S. ROUTE 40 ; CSX RR and IL. WESTERN RR
 SEC. 99-00036-00-BR
 STR. NO. 003-6000
 CITY of GREENVILLE
 BOND COUNTY
 STATION 117+73.00
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JOB NO.
 04S2012
 DATE
 12/10/08

WEST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
South End S. Appr. Pav't.	115+65.55	-16.00'	563.34
A	115+75.55	-16.00'	563.84
B	115+85.55	-16.00'	564.34
North End S. Appr. Pav't.	115+95.55	-16.00'	564.84

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
South End S. Appr. Pav't.	115+66.70	-12.00'	563.48
A	115+76.70	-12.00'	563.98
B	115+86.70	-12.00'	564.48
North End S. Appr. Pav't.	115+96.70	-12.00'	564.98

☉ ROADWAY & PROFILE GRADE LINE

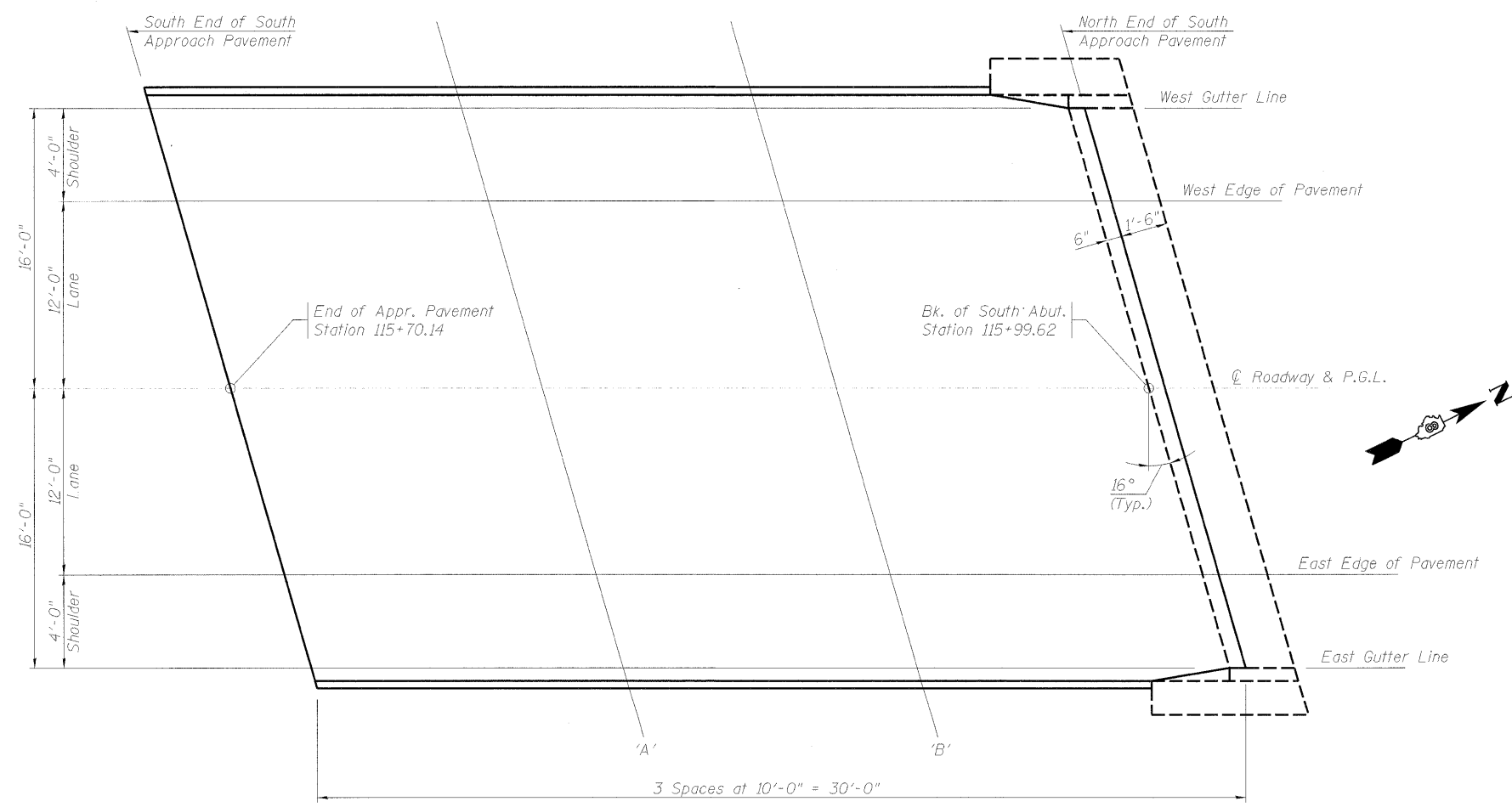
Location	Station	Offset	Theoretical Grade Elevations
South End S. Appr. Pav't.	115+70.14	0.00'	563.83
A	115+80.14	0.00'	564.33
B	115+90.14	0.00'	564.83
North End S. Appr. Pav't.	116+00.14	0.00'	565.33

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
South End S. Appr. Pav't.	115+73.58	12.00'	563.82
A	115+83.58	12.00'	564.32
B	115+93.58	12.00'	564.82
North End S. Appr. Pav't.	116+03.58	12.00'	565.32

EAST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
South End S. Appr. Pav't.	115+74.73	16.00'	563.80
A	115+84.73	16.00'	564.30
B	115+94.73	16.00'	564.80
North End S. Appr. Pav't.	116+04.73	16.00'	565.30



PLAN

TOP OF SOUTH APPROACH SLAB ELEVATIONS
 ANDREWS DRIVE over
 U.S. ROUTE 40 : CSX RR and IL. WESTERN RR
 SEC. 99-00036-00-BR
 STR. NO. 003-6000
 CITY of GREENVILLE
 BOND COUNTY
 STATION 117+73.00

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JOB NO. 04S2012
 DATE 12/10/08

LAYOUT: MM 03/07/08
 DRAWN: DAP 03/07/08
 REVIEWED: MM 03/07/08
 12/23/2008
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WEST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
South End N. Appr. Pav't.	119+41.27	-16.00'	571.10
A	119+51.27	-16.00'	570.85
B	119+61.27	-16.00'	570.57
North End N. Appr. Pav't.	119+71.27	-16.00'	570.26

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
South End N. Appr. Pav't.	119+42.42	-12.00'	571.15
A	119+52.42	-12.00'	570.90
B	119+62.42	-12.00'	570.61
North End N. Appr. Pav't.	119+72.42	-12.00'	570.30

☉ ROADWAY & PROFILE GRADE LINE

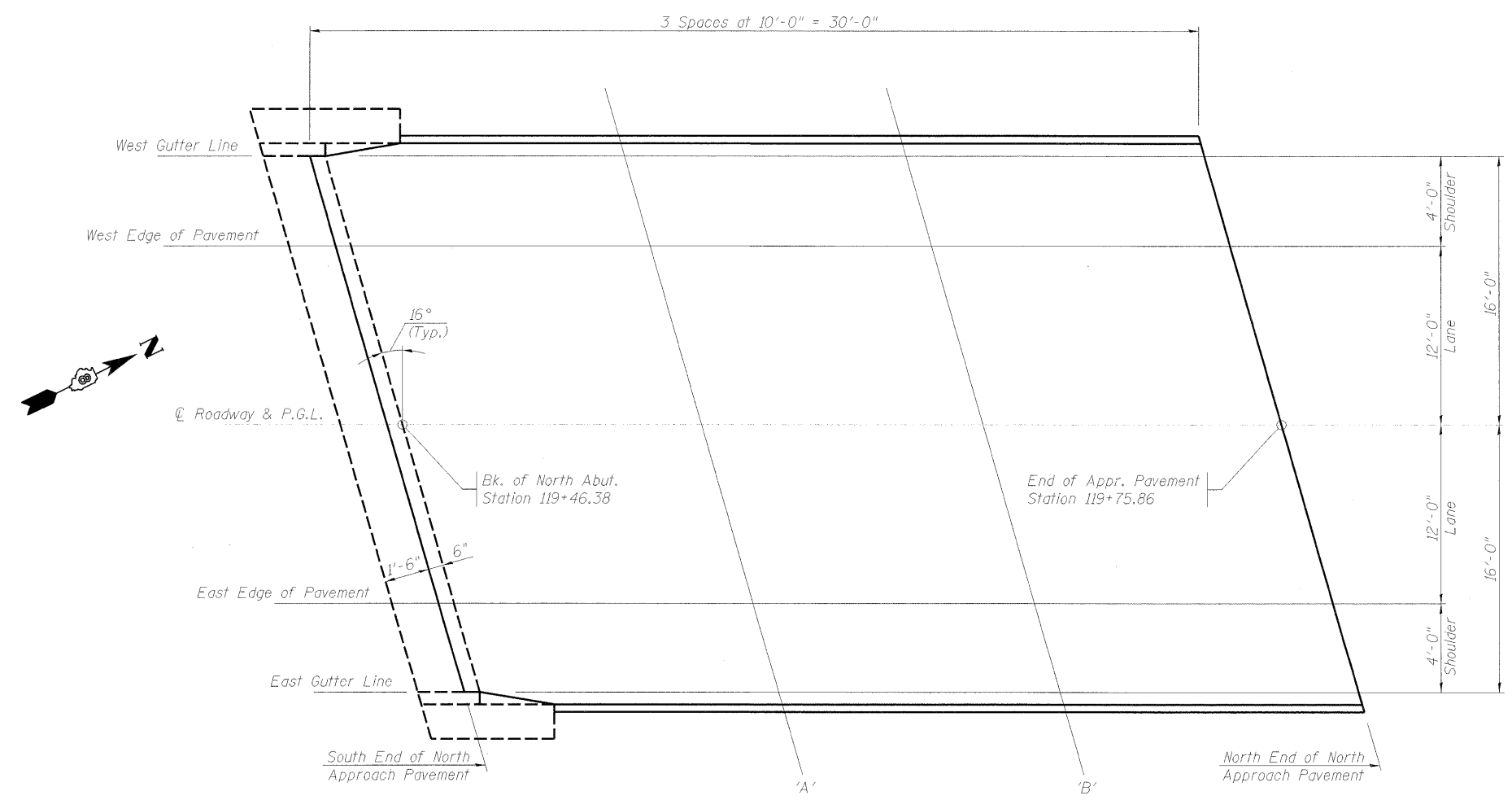
Location	Station	Offset	Theoretical Grade Elevations
South End N. Appr. Pav't.	119+45.86	0.00'	571.25
A	119+55.86	0.00'	570.98
B	119+65.86	0.00'	570.69
North End N. Appr. Pav't.	119+75.86	0.00'	570.37

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
South End N. Appr. Pav't.	119+49.30	12.00'	570.98
A	119+59.30	12.00'	570.70
B	119+69.30	12.00'	570.40
North End N. Appr. Pav't.	119+79.30	12.00'	570.08

EAST GUTTER LINE

Location	Station	Offset	Theoretical Grade Elevations
South End N. Appr. Pav't.	119+50.45	16.00'	570.87
A	119+60.45	16.00'	570.59
B	119+70.45	16.00'	570.29
North End N. Appr. Pav't.	119+80.45	16.00'	569.96



TOP OF NORTH APPROACH SLAB ELEVATIONS
ANDREWS DRIVE over
U.S. ROUTE 40 ; CSX RR and IL. WESTERN RR
SEC. 99-00036-00-BR
STR. NO. 003-6000
CITY of GREENVILLE
BOND COUNTY
STATION 117+73.00

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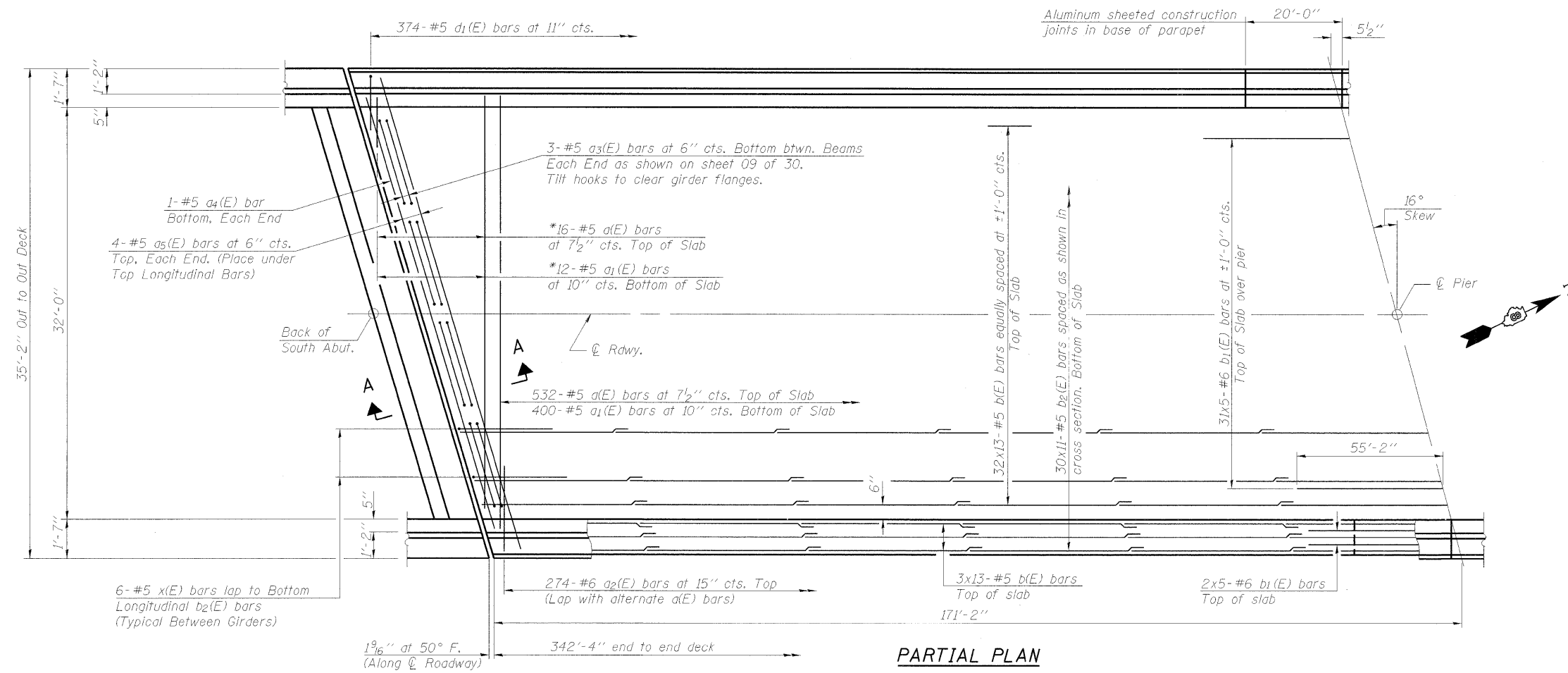
12/03/2008
 10/4 Jobs/04S2012/0400/Struct/Sheet/05 Elev N. Appr.dgn
 LAYOUT 03/07/08
 DRAWN 03/07/08
 REVIEWED 03/07/08

*Order a(E) & a₁(E) bars full length.
Cut to fit skew and use remainder
of bars in opposite end.

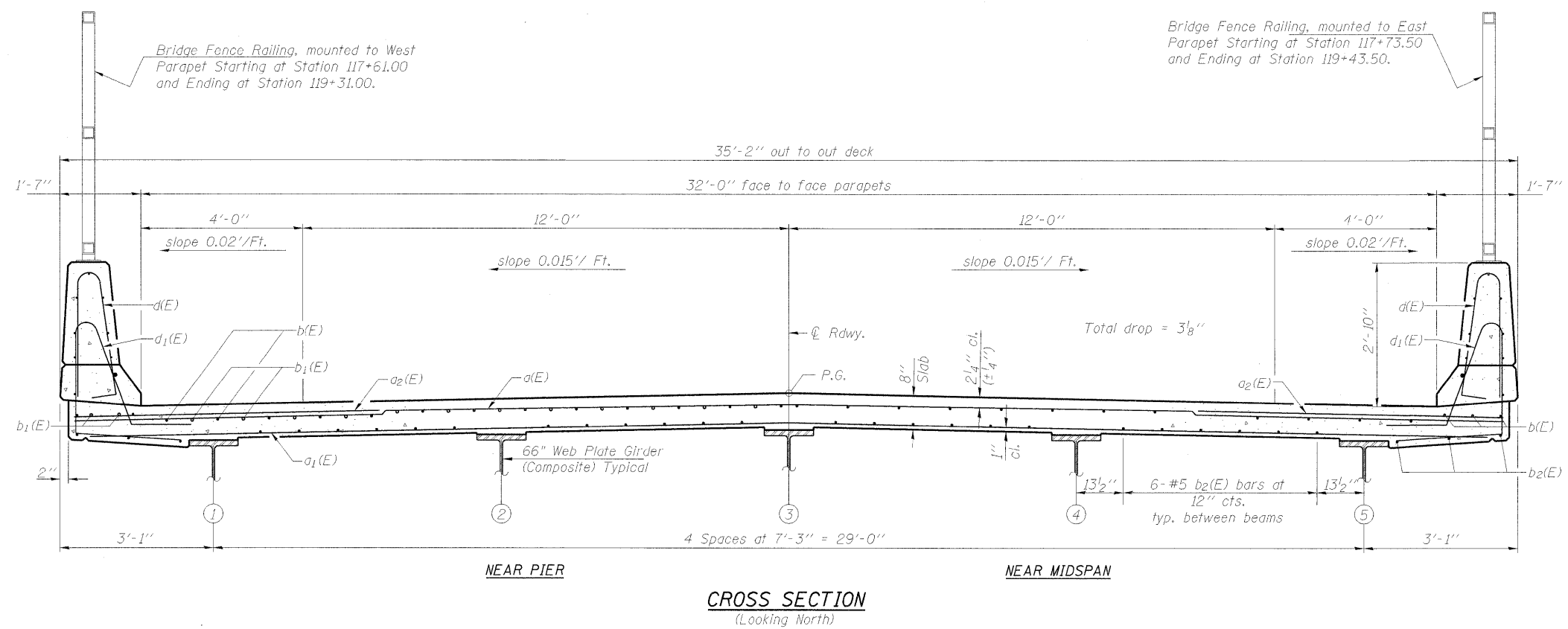
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
---	---	BOND	99	46
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

Contract #97366 ***99-00036-00-BR

SHEET NO. 08
30 SHEETS



Notes:
See Sheet 09 of 30 for superstructure details and Bill of Material.
Bars indicated thus 30x11-#5 etc. indicates 30 lines of bars with 11 lengths per line.
See Sheet 09 of 30 for parapet reinforcement.
See Sheet 10 of 30 for Bridge Fence Railing Details.
Dimensions are based on a Rolled Rail Strip Seal Joint.
If the Contractor elects to use the Welded Rail Strip Seal Joint, deck dimensions may require adjustments to satisfy the details on Base Sheet EJ-SSJ.



MIN. BAR LAPS
#5 Bar - 2'-2"
#6 Bar - 2'-7"

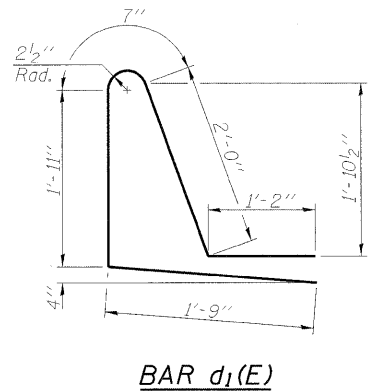
SUPERSTRUCTURE
ANDREWS DRIVE over
U.S. ROUTE 40 ; CSX RR and IL. WESTERN RR
SEC. 99-00036-00-BR
STR. NO. 003-6000
CITY of GREENVILLE
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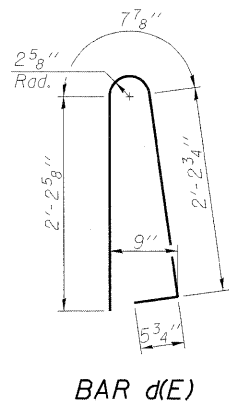
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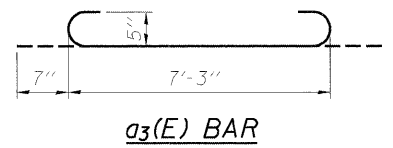
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 REVIEWED
 MINN
 DAP
 MINN



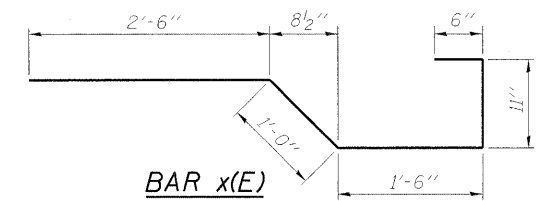
BAR d₁(E)



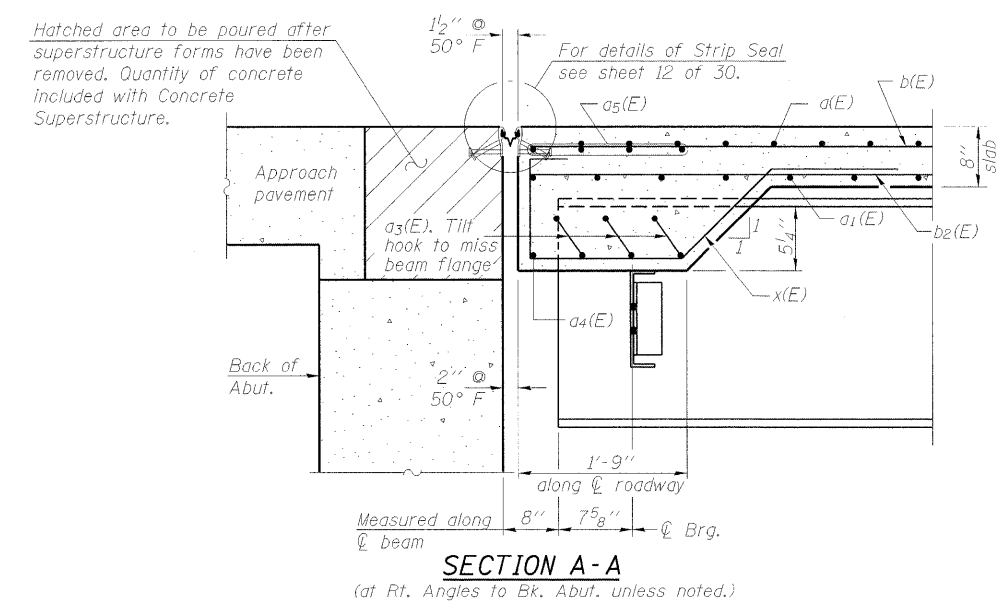
BAR d(E)



a₃(E) BAR



BAR x(E)



SUPERSTRUCTURE BILL OF MATERIAL

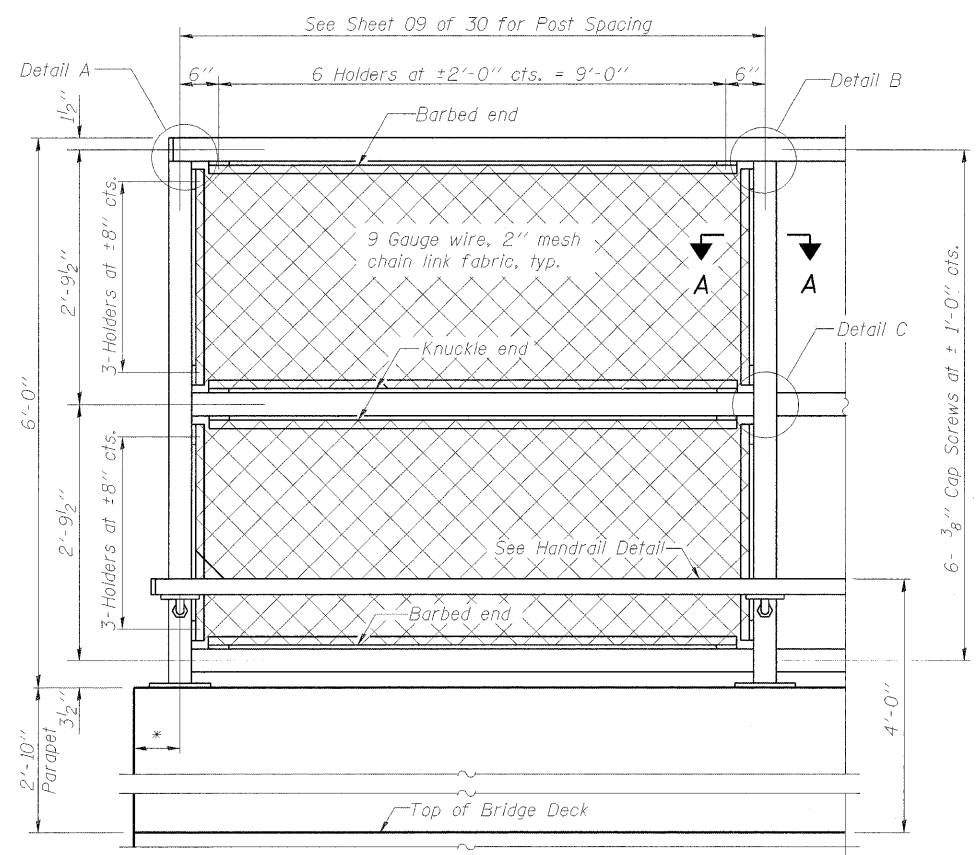
Bar	No.	Size	Length	Shape
a(E)	548	#5	34'-6"	—
a ₁ (E)	412	#5	33'-11"	—
a ₂ (E)	548	#6	6'-0"	—
a ₃ (E)	24	#5	8'-5"	U
a ₄ (E)	2	#5	30'-2"	—
a ₅ (E)	8	#5	35'-10"	—
b(E)	494	#5	28'-6"	—
b ₁ (E)	175	#6	24'-3"	—
b ₂ (E)	330	#5	33'-3"	—
d(E)	748	#5	5'-7"	L
d ₁ (E)	748	#5	7'-5"	L
e(E)	228	#4	19'-8"	—
e ₁ (E)	28	#4	10'-10"	—
e ₂ (E)	20	#8	33'-0"	—
e ₃ (E)	4	#8	19'-8"	—
e ₄ (E)	24	#4	26'-9"	—
x(E)	48	#5	6'-5"	L
Reinforcement Bars, Epoxy Coated		Pound	88370	
Concrete Superstructure		Cu. Yds.	401.7	

SUPERSTRUCTURE DETAILS (SHEET 2)
 ANDREWS DRIVE over
 U.S. ROUTE 40 ; CSX RR and IL. WESTERN RR
 SEC. 99-00036-00-BR
 STR. NO. 003-6000
 CITY of GREENVILLE
 BOND COUNTY
 STATION 117+73.00
 PROFESSIONAL DESIGN FIRM LICENSE #184-001084
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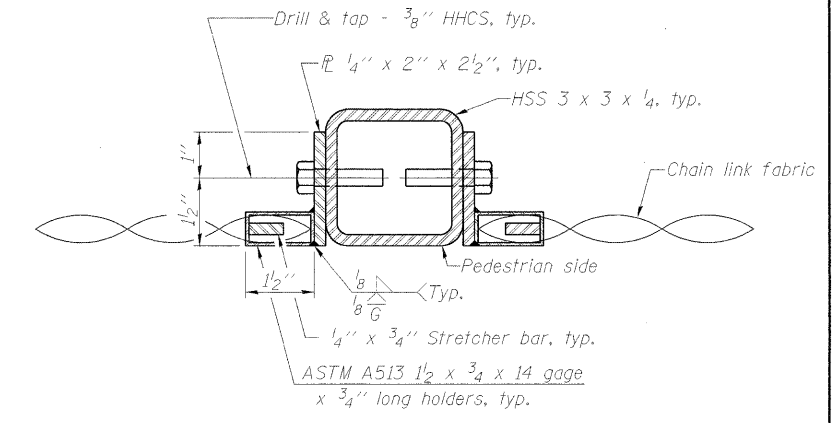
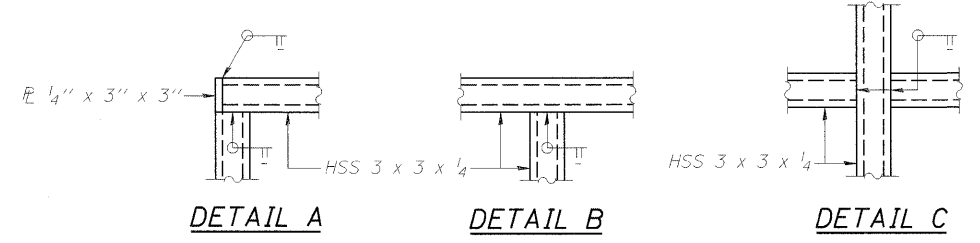
JOB NO.
04S2012
 DATE
12/10/08

LAYOUT: MHW 03/07/08
 DRAWN: DCP 03/07/08
 REVIEWED: MHW 03/07/08
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 12/23/2008

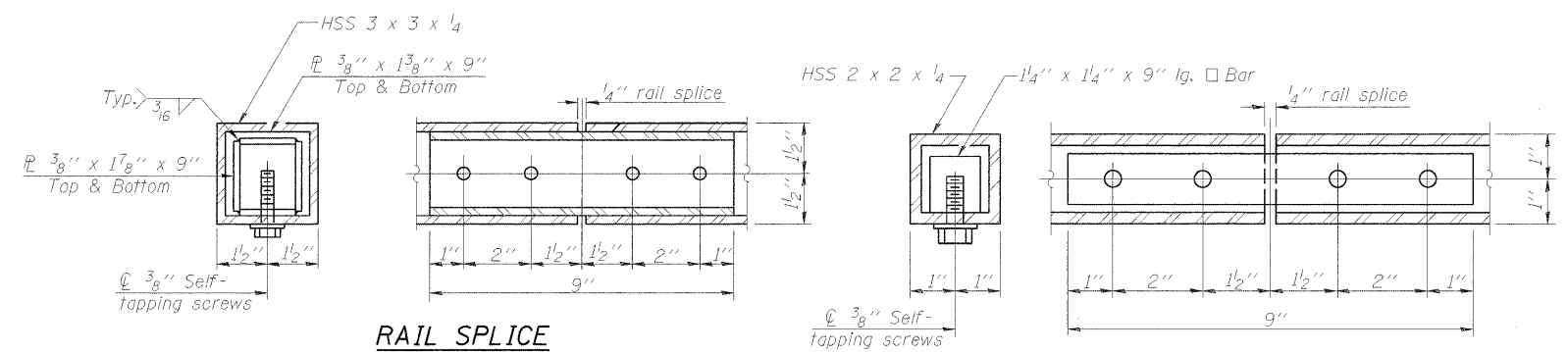


ELEVATION
(Inside Face)

* Variable- See Sheet 09 of 30.

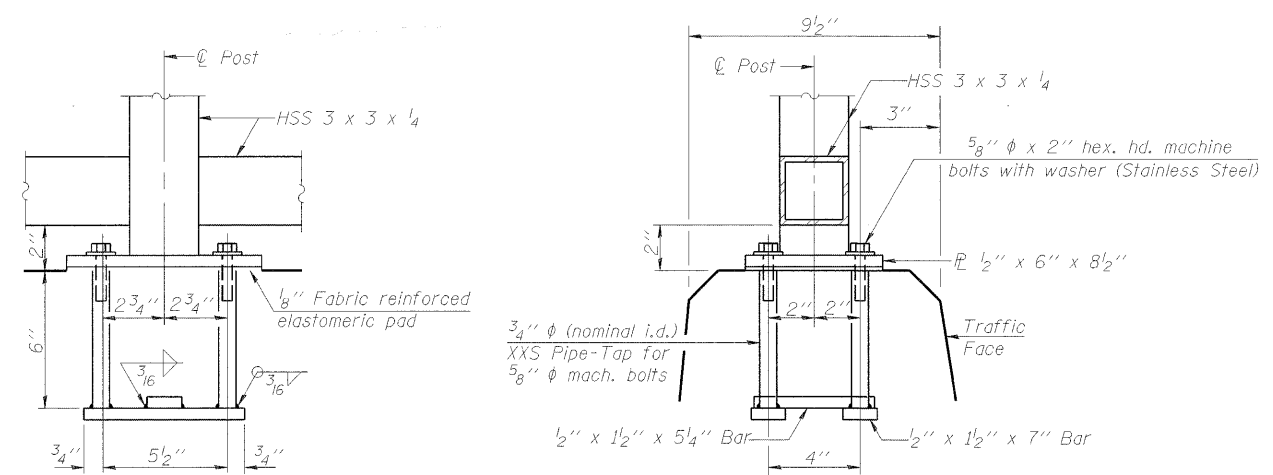


SECTION A-A



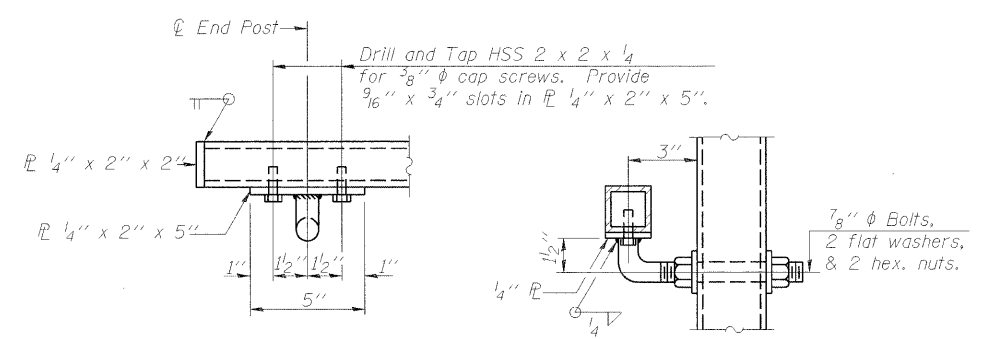
RAIL SPLICE

HANDRAIL SPLICE

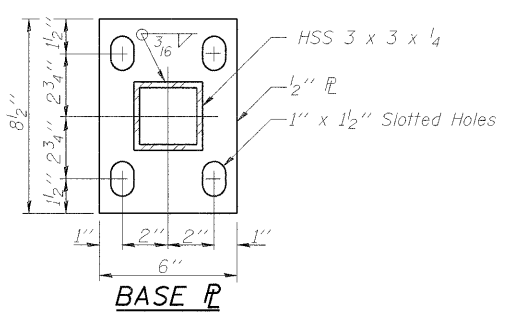
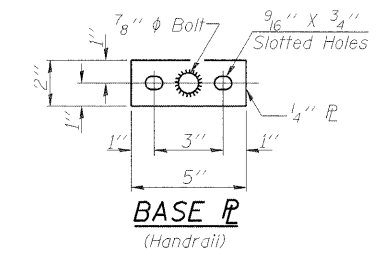


ANCHOR BOLT DETAILS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" φ anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



HANDRAIL DETAIL



Note:
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing	Foot	340

BRIDGE FENCE RAILING PARAPET MOUNTED
ANDREWS DRIVE over
U.S. ROUTE 40 ; CSX RR and IL. WESTERN RR
SEC. 99-00036-00-BR
STR. NO. 003-6000
CITY of GREENVILLE
RAND COUNTY
STATION 117+73.00
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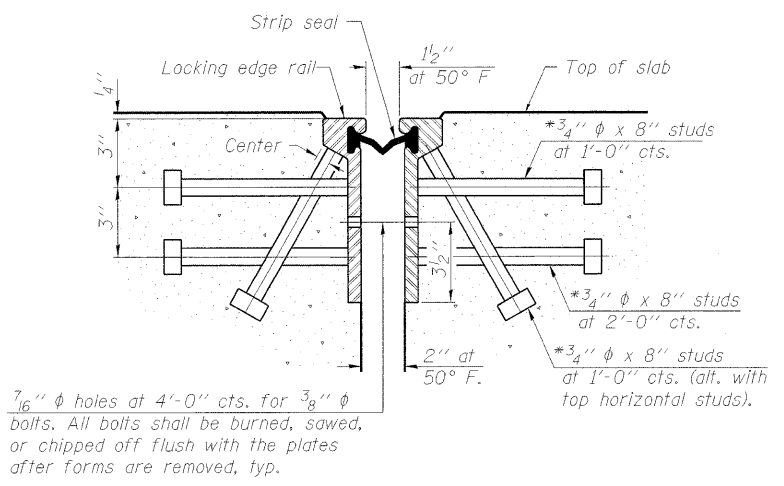
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JOB NO.
04S2012

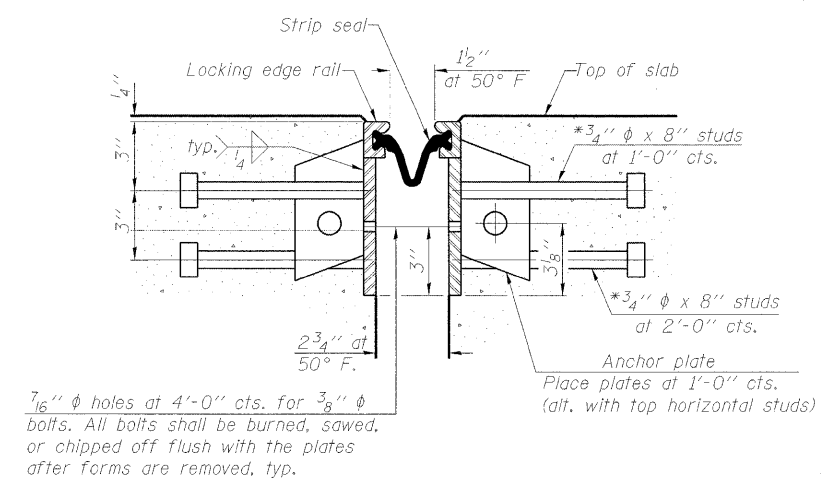
DATE
12/10/08

LAYOUT: MMH 03/07/08
 DRAWN: DAF 03/07/08
 REVIEWED: MMH 03/07/08
 12/23/2008
 A:\04 jobs\04s2012\CADD\Struct\Sheet\Fence Railing.dgn

*Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.



SECTION THRU ROLLED RAIL JOINT

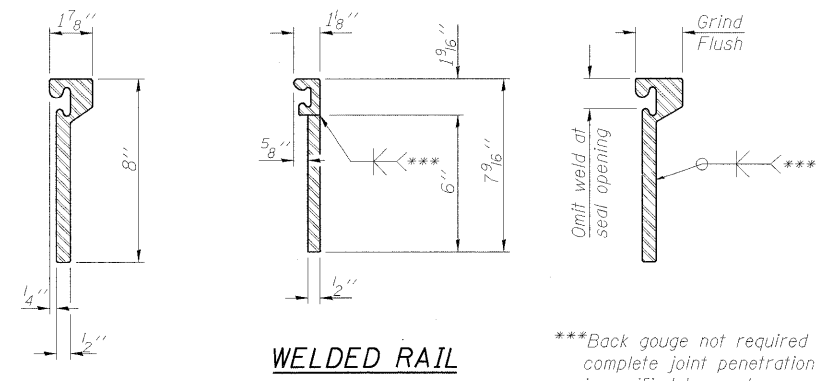


SECTION THRU WELDED RAIL JOINT

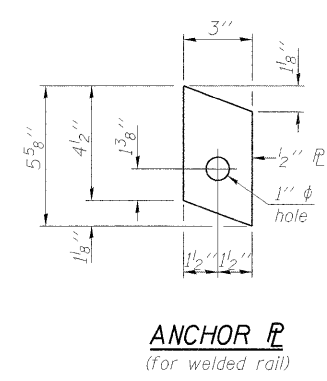
Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
 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. Locking Edge Rails may be spliced at slope discontinuities and stage construction joints.
 The manufacturer's recommended installation methods shall be followed.
 The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

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.

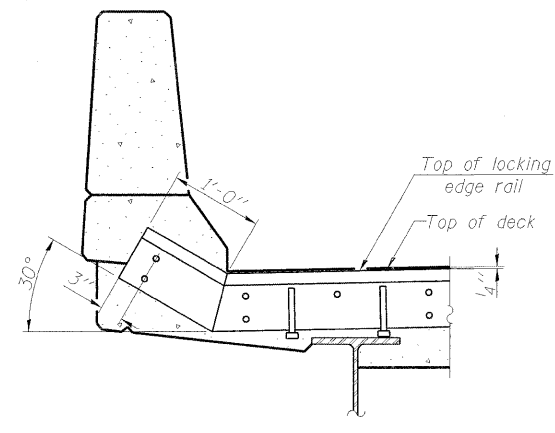
7/16" φ holes at 4'-0" cts. for 3/8" φ bolts. All bolts shall be burned, sawed, or chipped off flush with the plates after forms are removed, typ.



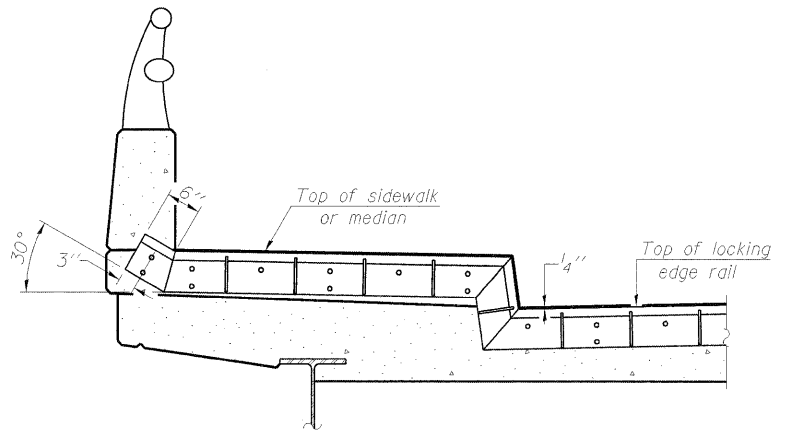
WELDED RAIL



ANCHOR PLATE
(for welded rail)



AT PARAPET



AT SIDEWALK OR MEDIAN

Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

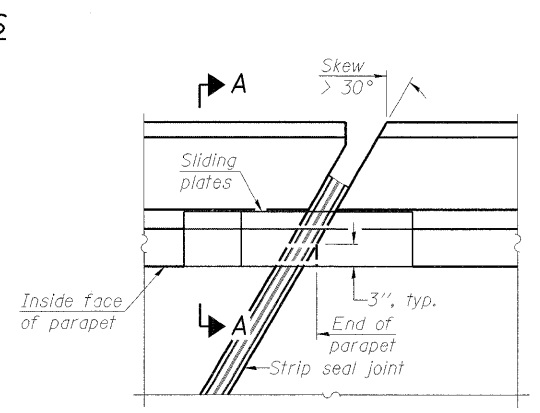
ROLLED EXTRUDED RAIL

LOCKING EDGE RAIL SPLICE

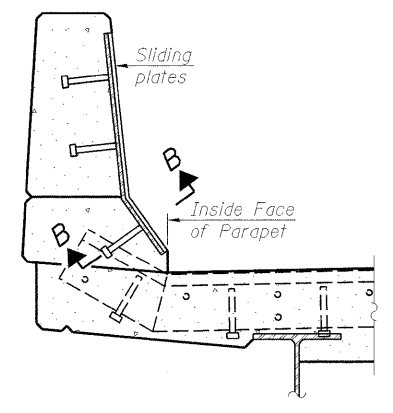
The inside of the locking edge rail groove shall be free of weld residue.

LOCKING EDGE RAILS

TYPICAL END TREATMENTS

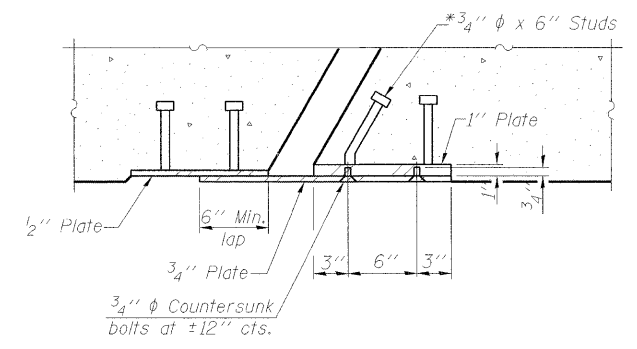


PLAN



SECTION A-A

POINT BLOCK DETAILS
(for skews > 30°)



SECTION B-B

BILL OF MATERIAL

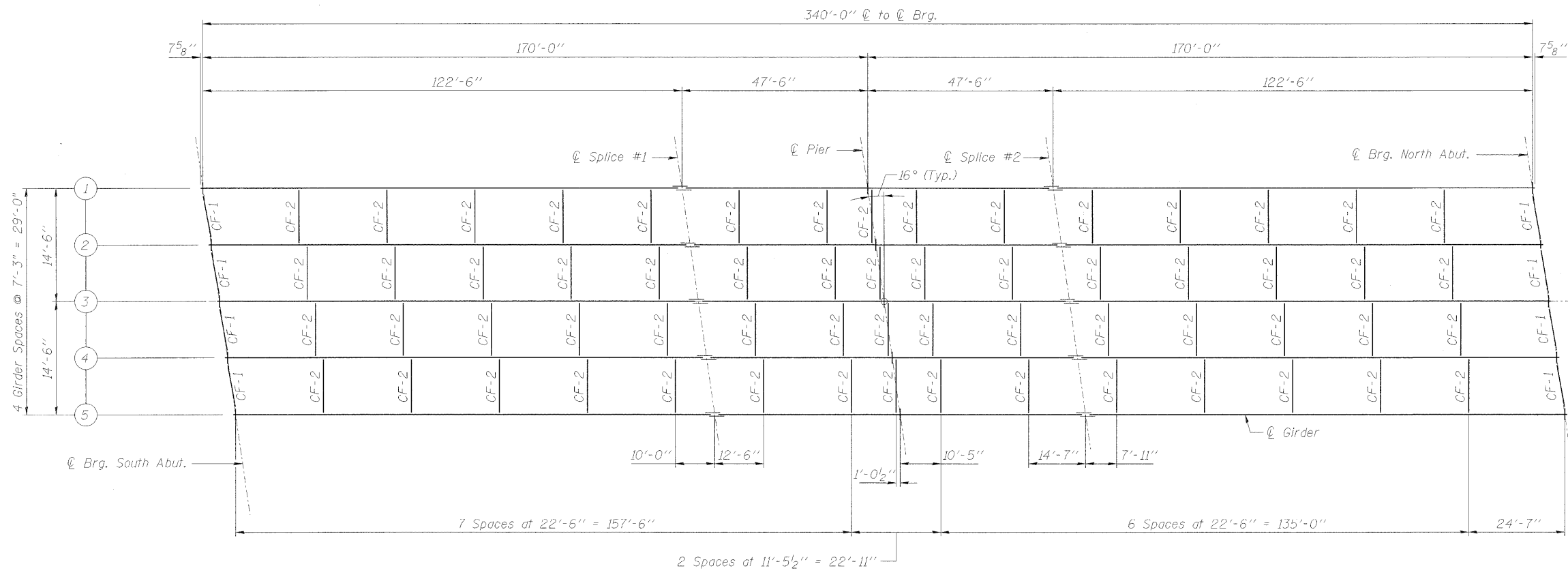
Item	Unit	Total
Preformed Joint Strip Seal	Foot	71

PREFORMED JOINT STRIP SEAL
 ANDREWS DRIVE over
 U.S. ROUTE 40 ; CSX RR and IL. WESTERN RR
 SEC. 99-00036-00-BR
 STR. NO. 003-6000
 CITY of GREENVILLE
 BOND COUNTY
 STATION 117+73.00
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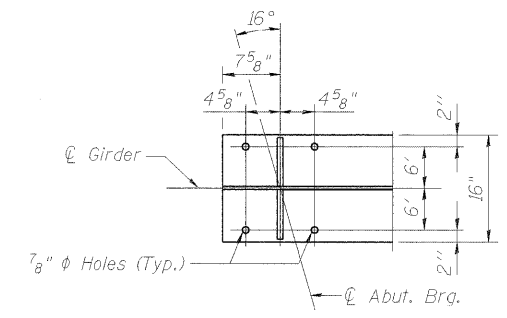
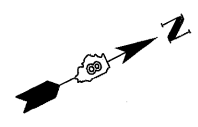
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JOB NO. 04S2012
 DATE 12/10/08

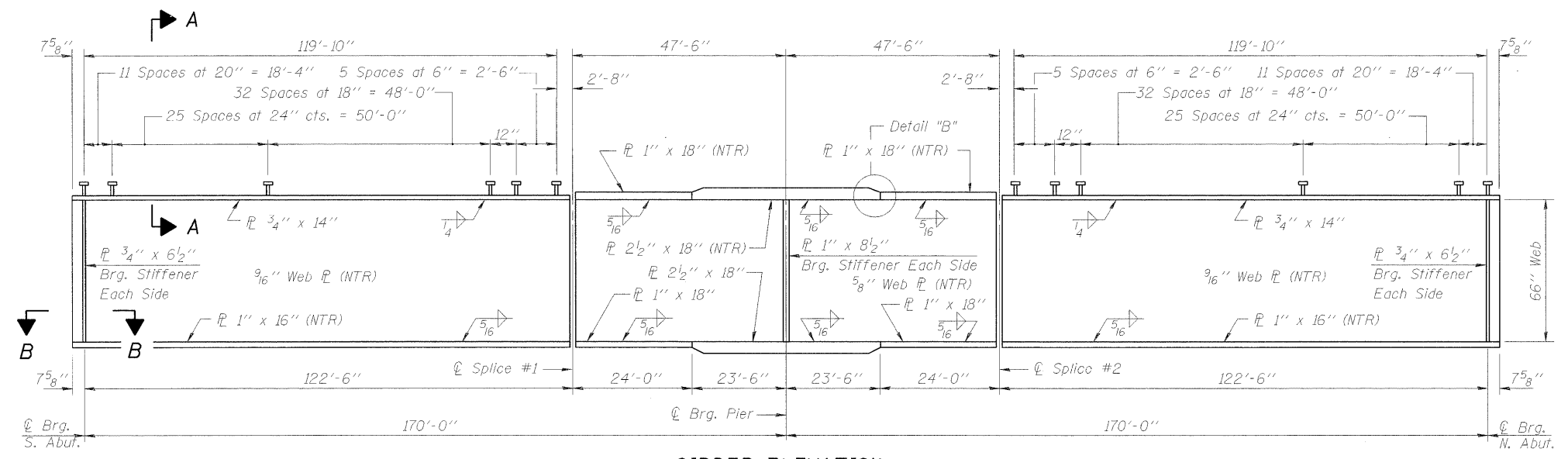
12/23/2008
 A:\04 jobs\04S2012\CADD\Struct\Sheet\Strip Seal Joint.dgn
 LAYOUT: MMW 03/07/08
 DRAWN: DAP 03/07/08
 REVIEWED: MMW 03/07/08



FRAMING PLAN

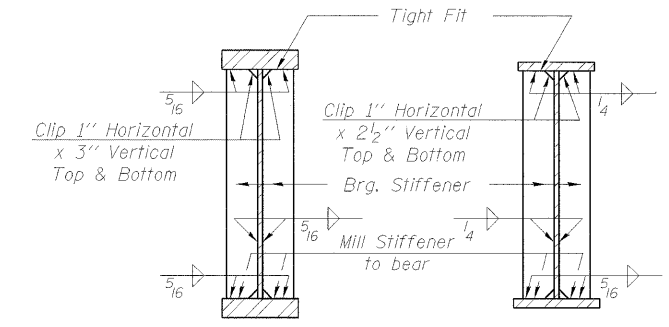


SECTION B-B
(Typ. Each End)



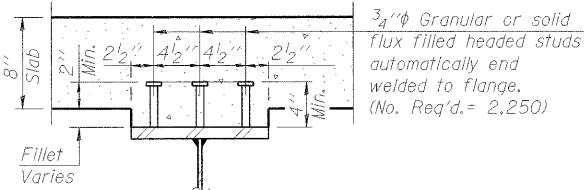
GIRDER ELEVATION

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

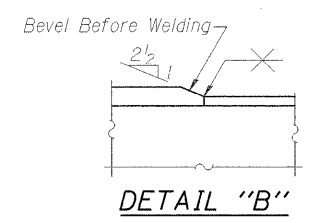


SECTION AT PIER

SECTION AT ABUTMENT



SECTION A-A



DETAIL "B"

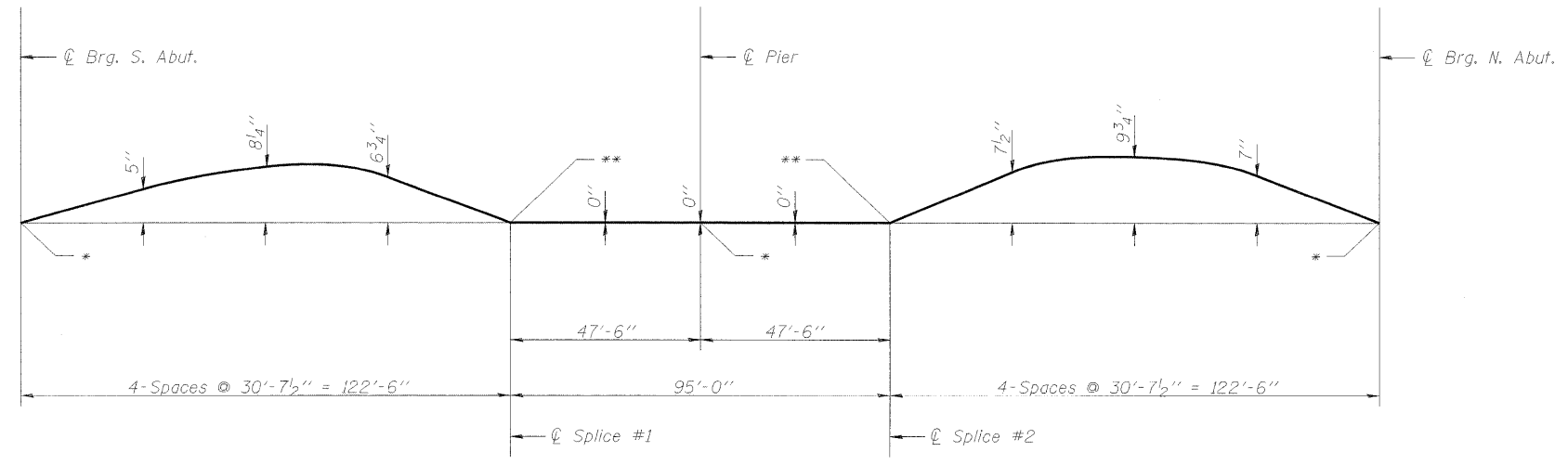
Note:
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
For cross frame details and splice plate details see sheet 14 of 30.
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.
All flanges, webs, bearing stiffeners, splice plates and fill plates shall conform to the requirements of AASHTO M270 Grade 50.

STRUCTURAL STEEL
ANDREWS DRIVE over
U.S. ROUTE 40 ; CSX RR and IL. WESTERN RR
SEC. 99-00036-00-BR
STR. NO. 003-6000
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BOND COUNTY
STATION 117+73.00
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JOB NO.
04S2012
DATE
12/10/08

LAYOUT: MMN 03/07/08
 DRAWN: DAP 03/07/08
 REVIEWED: MMN 03/07/08
 12/23/2008
 I:\04 Jobs\04S2012\CAD\Struct\Sheet\Structural Steel.dgn



CAMBER DIAGRAM

* See Table for Final Top of Web Elevations at abutments and piers.
 ** Theoretical Top of Web Elevations before dead load deflection.

*******TOP OF WEB ELEVATIONS**

	Girder #1	Girder #2	Girder #3	Girder #4	Girder #5
⊕ Brg. S. Abut.	564.23	564.45	564.66	564.66	564.64
⊕ Splice #1	569.70	569.87	570.05	570.00	569.94
⊕ Pier	570.59	570.74	570.89	570.82	570.73
⊕ Splice #2	571.48	571.62	571.74	571.64	571.53
⊕ Brg. N. Abut.	570.38	570.45	570.51	570.35	570.17

***** For Fabrication Only

		0.4 Sp. 1	Pier	0.6 Sp. 2
I_s	(in ⁴)	42589	120596	42589
$I_c(n)$	(in ⁴)	100728	-	100728
$I_c(3n)$	(in ⁴)	73065	-	73065
S_s	(in ³)	1370	3397	1370
$S_c(n)$	(in ³)	1887	-	1887
$S_c(3n)$	(in ³)	1707	-	1707
ρ	(k/')	1.03	1.77	1.03
M_D	('k)	1703	6722	1703
s_D	(k/')	0.50	-	0.52
M_{sD}	('k)	925	-	994
M_L	('k)	1572	1942	1572
M_{IMP}	('k)	266	329	266
$\phi_3 [M_L + M_{IMP}]$	('k)	3064	3785	3064
M_a	('k)	7400	13659	7489
M_u	('k)	8059	-	8059
$f_s \rho$ non-comp	(ksi)	14.92	23.75	14.92
$f_s \rho$ (comp)	(ksi)	6.5	-	6.99
$f_s \phi_3 [M_L + M_{IMP}]$	(ksi)	19.48	13.37	19.48
f_s (Overload)	(ksi)	40.90	37.12	41.39
f_s (Total)	(ksi)	-	48.25	-
VR	(k)	63.3	-	63.3

I_s, S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total and Overload) due to non-composite dead loads (in⁴ and in³).

$I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total and Overload) due to short-term composite live loads (in⁴ and in³).

$I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total and Overload) due to long-term composite (superimposed) dead loads (in⁴ and in³).

ρ : Un-factored non-composite dead load (kips/ft.).

M_D : Un-factored moment due to non-composite dead load (kip-ft.).

s_D : Un-factored long-term composite (superimposed) dead load (kips/ft.).

M_{sD} : Un-factored moment due to long-term composite (superimposed) dead load (kip-ft.).

M_L : Un-factored live load moment (kip-ft.).

M_{IMP} : Un-factored moment due to impact (kip-ft.).

M_a : Factored design moment (kip-ft.).

$1.3 [M_D + M_{sD} + \frac{5}{8} (M_L + M_I)]$

M_u : Compact composite moment capacity according to AASHTO LFD 10.50.1.1 or compact non-composite moment capacity according to AASHTO LFD 10.48.1 (kip-ft.).

f_s (Overload): Sum of stresses as computed from the moments below (ksi).

$M_D + M_{sD} + \frac{5}{8} (M_L + M_I)$

f_s (Total): Sum of stresses as computed from the moments below on non-compact section (ksi).

$1.3 [M_D + M_{sD} + \frac{5}{8} (M_L + M_I)]$

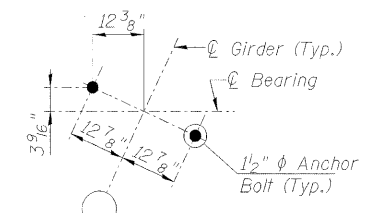
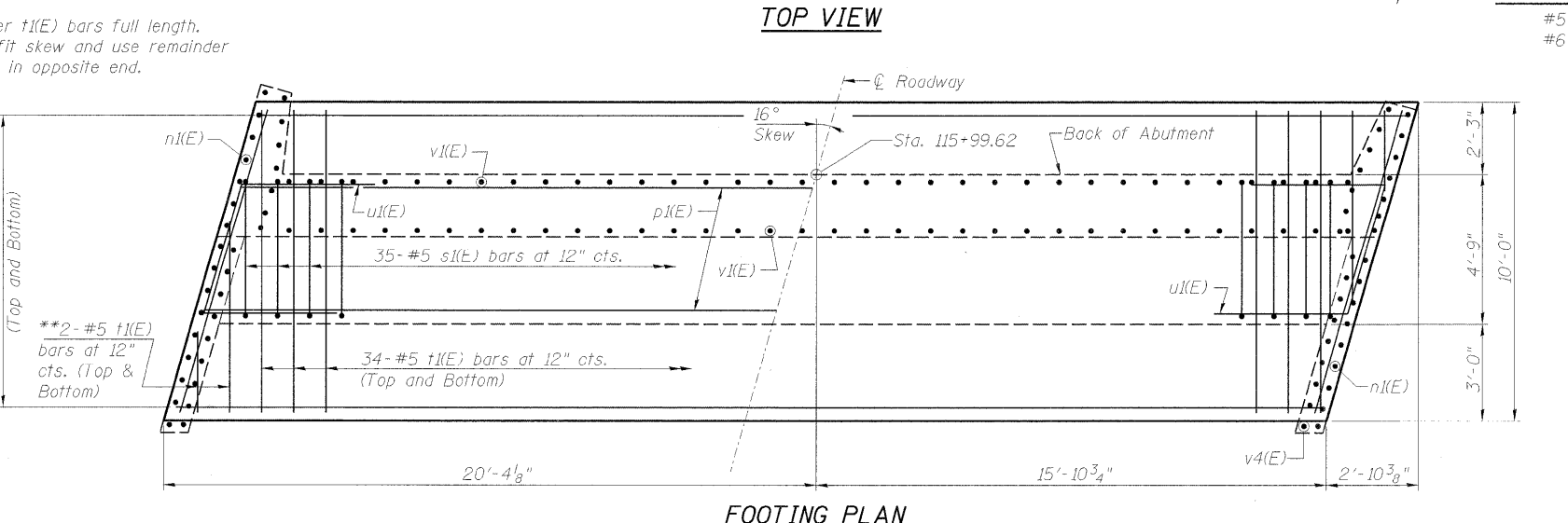
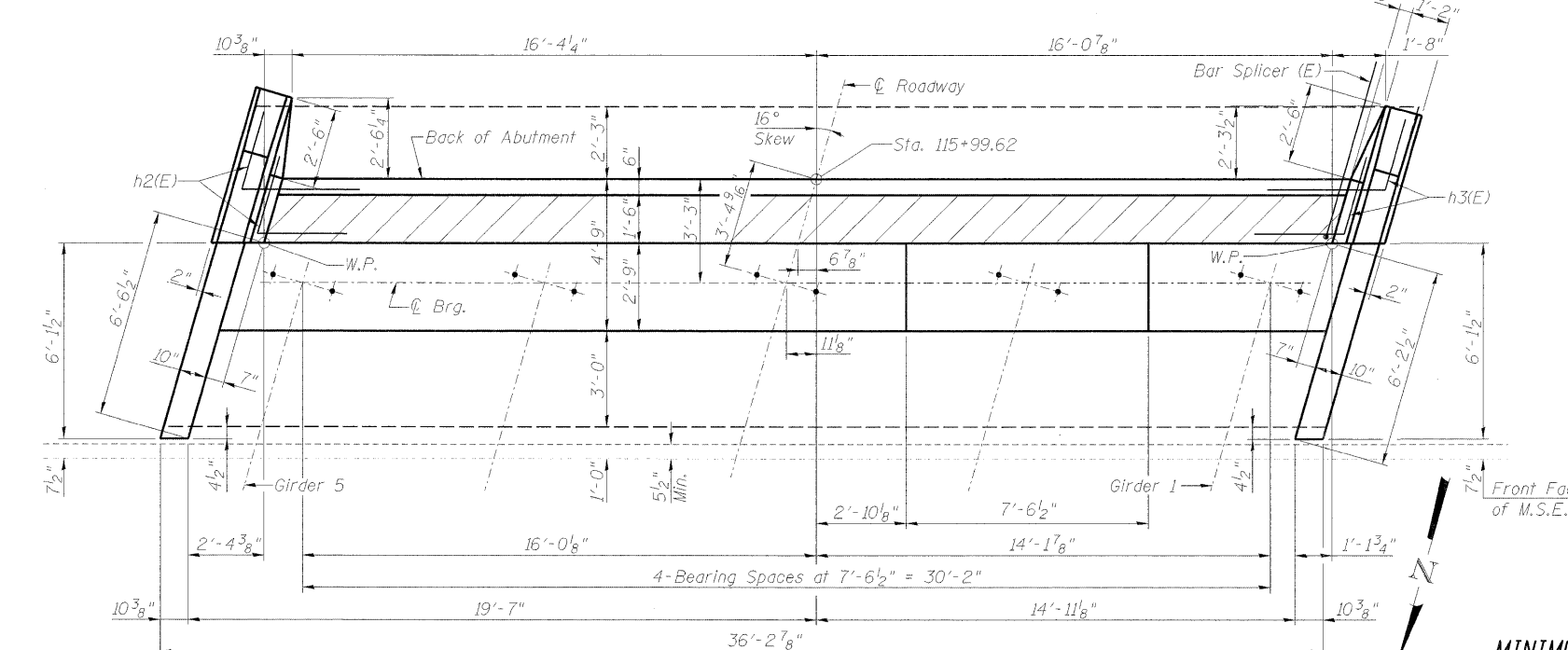
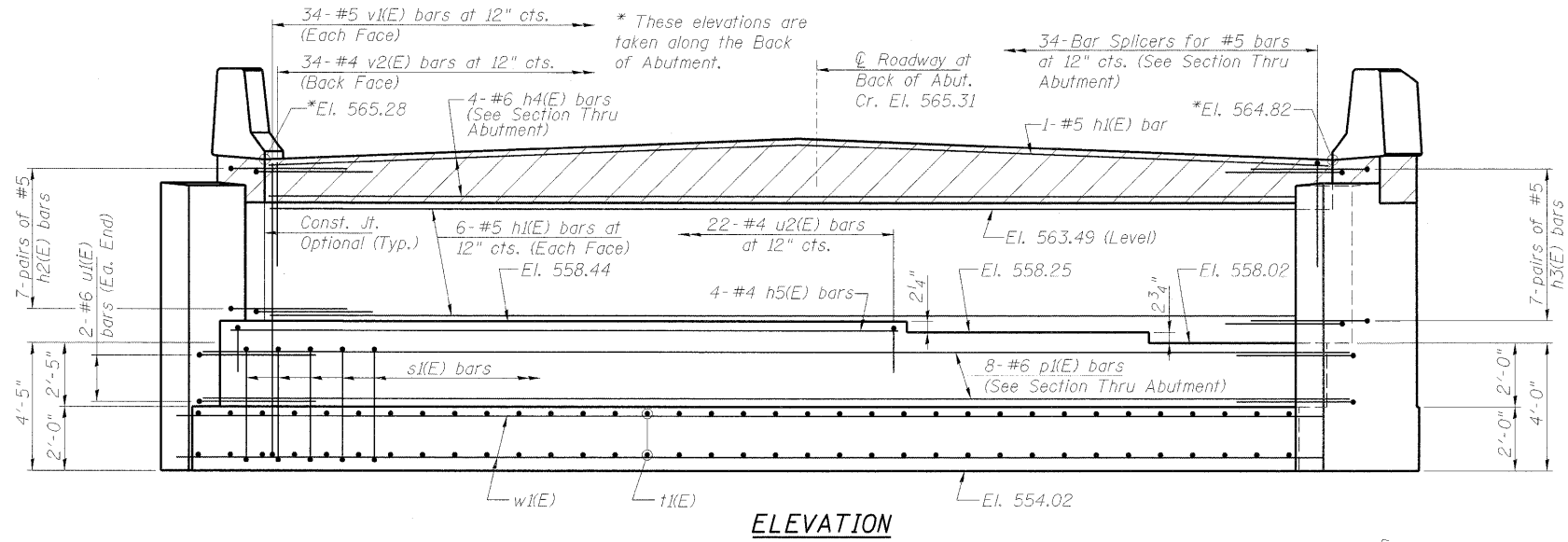
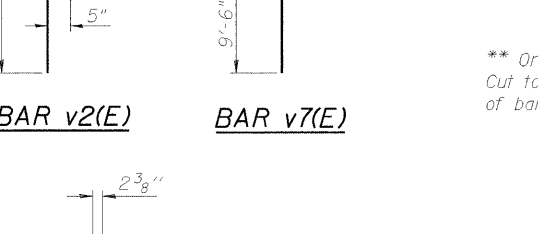
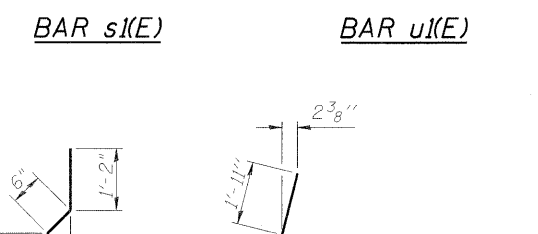
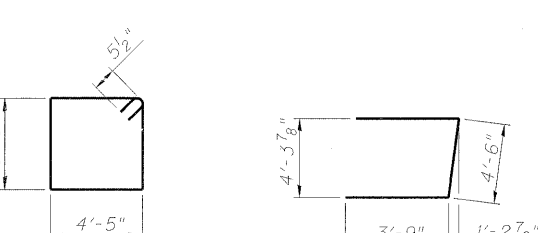
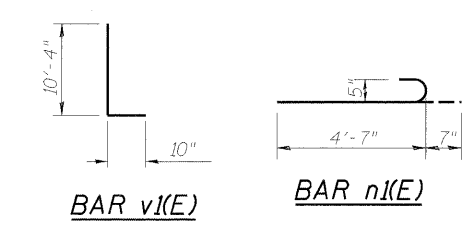
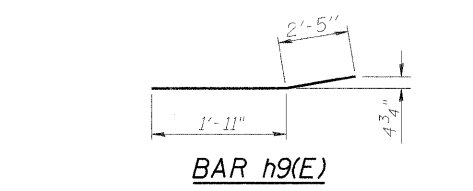
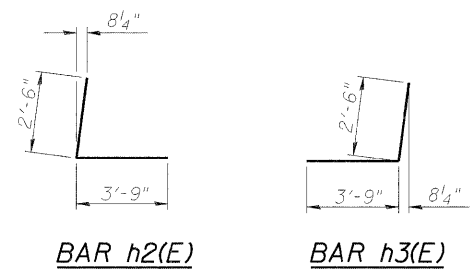
VR: Maximum ϕ_3 + impact horizontal shear range within the composite portion of the span for stud shear connector design (kips).

		S. Abut.	Pier	N. Abut.
R_D	(k)	90.8	341.5	92.4
R_L	(k)	49.1	107.0	49.1
R_I	(k)	8.3	18.1	8.3
R_{Total}	(k)	148.2	466.6	149.8

*** Compact section
 **** Braced non-compact and partially braced section

STRUCTURAL STEEL DETAILS (SHEET 2)
 ANDREWS DRIVE over
 U.S. ROUTE 40 : CSX RR and IL. WESTERN RR
 SEC. 99-00036-00-BR
 S.I.R. NO. 003-6000
 CITY of GREENVILLE
 BOND COUNTY
 STATION 117+73.00
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 JOB NO. 04S2012
 DATE 12/10/08

LAYOUT: 03/07/08
 DRAWN: DAP 03/07/08
 REVIEWED: MIM 03/07/08
 12/23/2008
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ANCHOR BOLT LAYOUT
(Typical all Girder Locations)

**SOUTH ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
h1(E)	13	#5	33'-3"	—	
h2(E)	14	#5	6'-3"	└	
h3(E)	14	#5	6'-3"	└	
h4(E)	4	#6	33'-3"	—	
h5(E)	4	#4	21'-2"	—	
h6(E)	9	#5	10'-5"	—	
h7(E)	9	#5	11'-1"	—	
h8(E)	18	#5	8'-0"	—	
h9(E)	22	#5	4'-4"	—	
h10(E)	6	#5	4'-0"	—	
h11(E)	6	#5	4'-6"	—	
n1(E)	60	#5	5'-2"	└	
p1(E)	8	#6	35'-10"	—	
s1(E)	35	#5	16'-9"	└	
t1(E)	72	#5	9'-8"	—	
u1(E)	4	#6	12'-0"	└	
u2(E)	22	#4	7'-11"	└	
v1(E)	68	#5	11'-2"	└	
v2(E)	34	#4	3'-0"	└	
v3(E)	32	#5	7'-10"	└	
v4(E)	1	#5	9'-9"	└	
v5(E)	14	#5	11'-4"	└	
v6(E)	6	#5	11'-6"	└	
v7(E)	8	#5	11'-5"	└	
w1(E)	22	#5	35'-10"	—	
Concrete Structures				Cu. Yd.	60.7
Reinforcement Bars, Epoxy Coated				Pound	5990
Concrete Sealer				Sq. Ft.	572

MINIMUM BAR LAPS
#5 bar = 2'-2"
#6 bar = 2'-7"

Notes:
For Details of Bar Splicers, see sheet 26 of 30.
Dimensions are based on a M.S.E. minimum Wall thickness of 5 1/2". If the Contractor elects to use a wall supplier with thicker wall units, the dimensions and reinforcement will require adjustment.

SOUTH ABUTMENT
ANDREWS DRIVE over
U.S. ROUTE 40 : CSX RR and IL. WESTERN RR
SEC. 99-00036-00-BR
STR. NO. 003-6000
CITY OF GREENVILLE
BOND COUNTY
STATION 117+73.00
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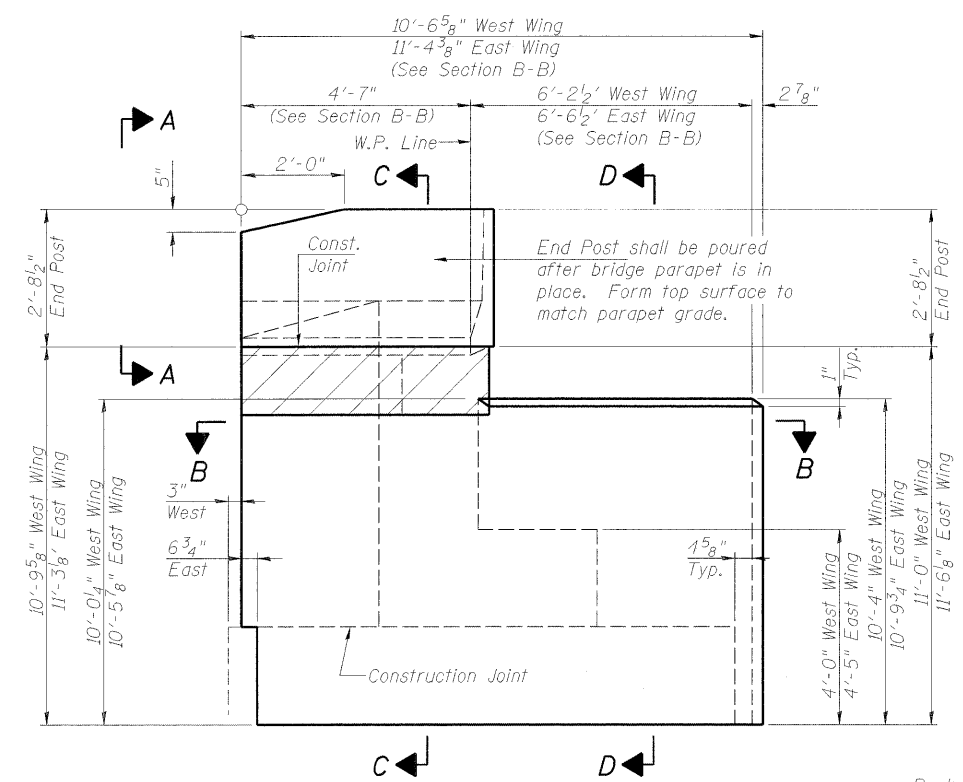
JOB NO. 04S2012
DATE 12/10/08

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 12/23/2008
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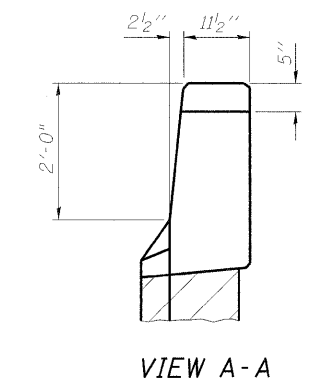
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
***	BOND	99	56	30 SHEETS
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

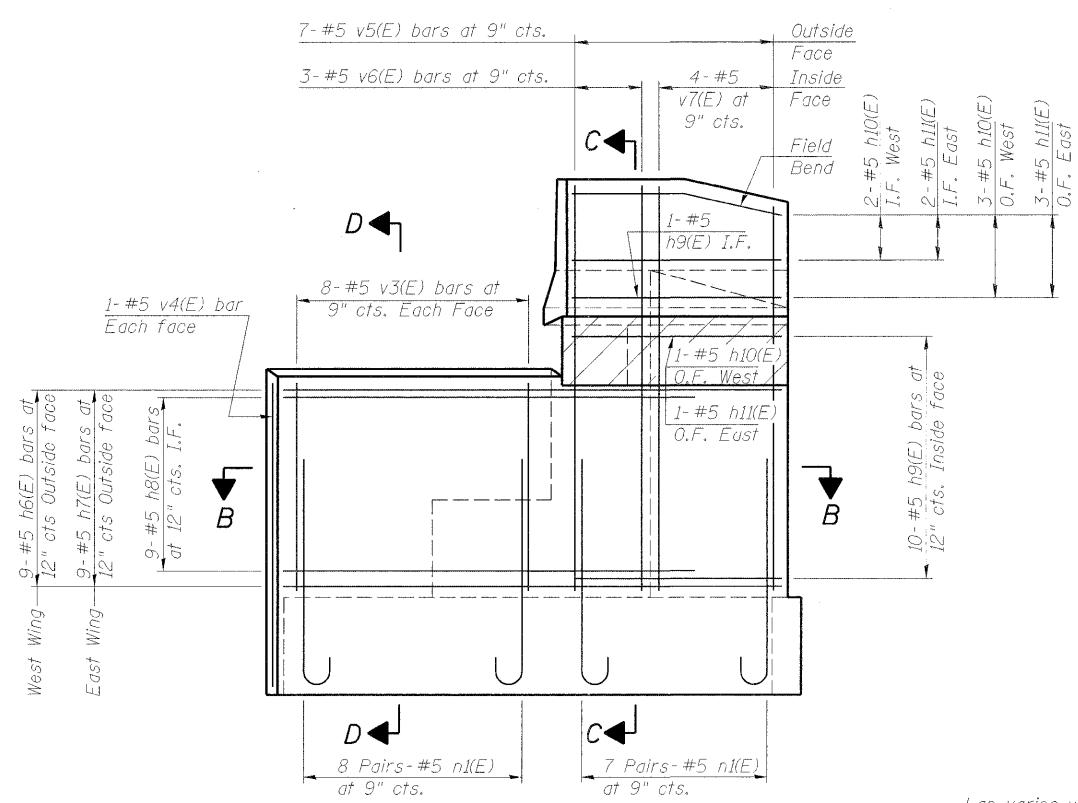
Contract #97366 ***99-00036-00-BR



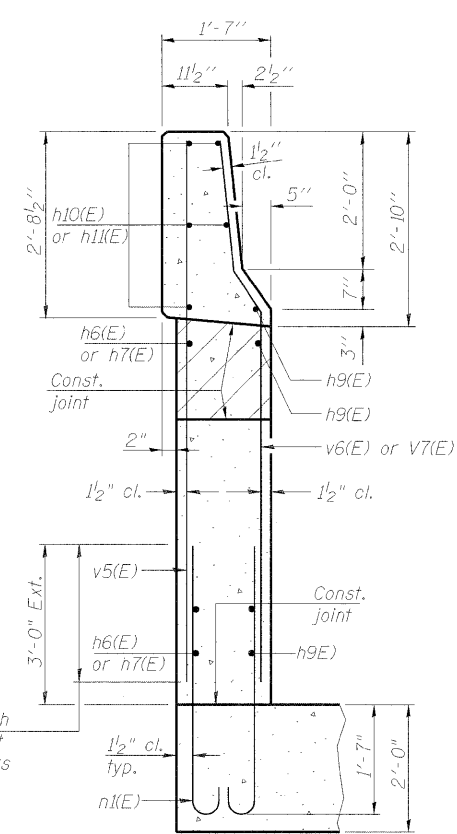
WING WALL ELEVATION
Showing Dimensions



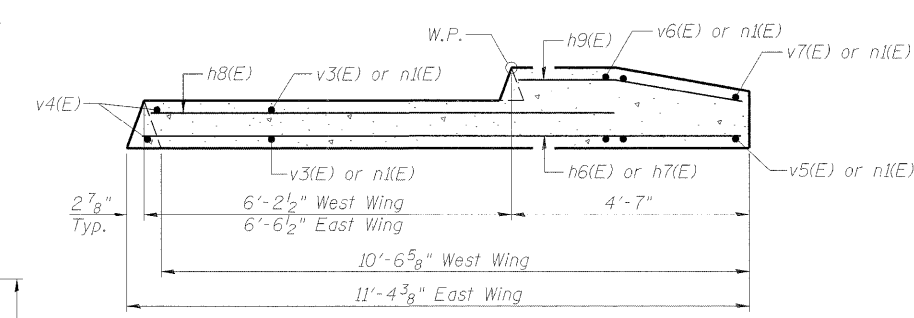
VIEW A-A



WING WALL ELEVATION
Showing Reinforcement

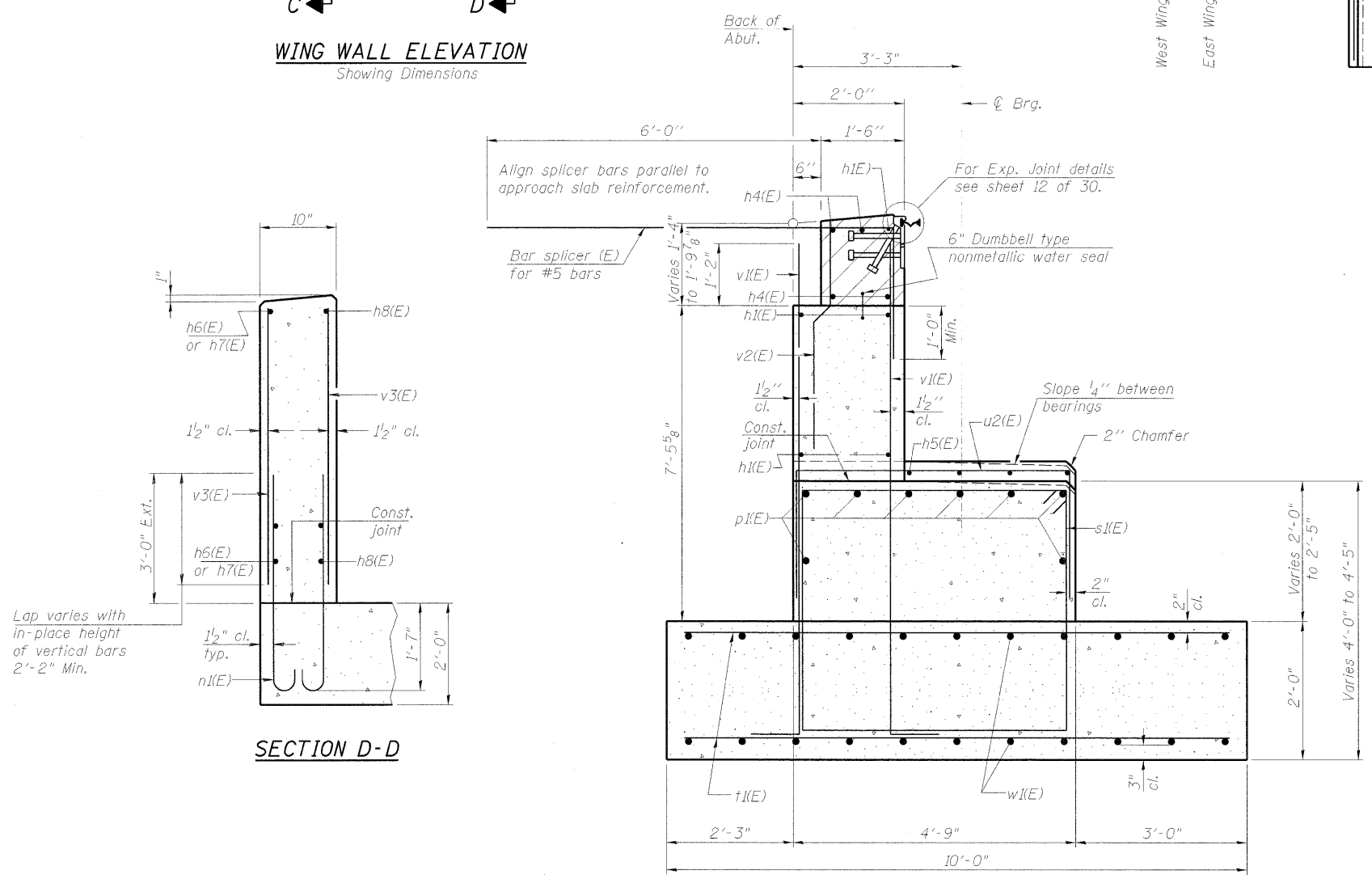


SECTION C-C



SECTION B-B

Notes:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
Quantity of concrete in end post included with Concrete Superstructure on sheet 10 of 30.

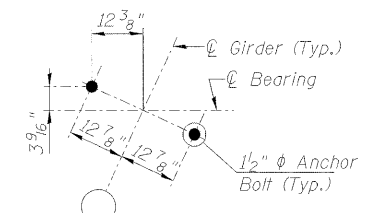
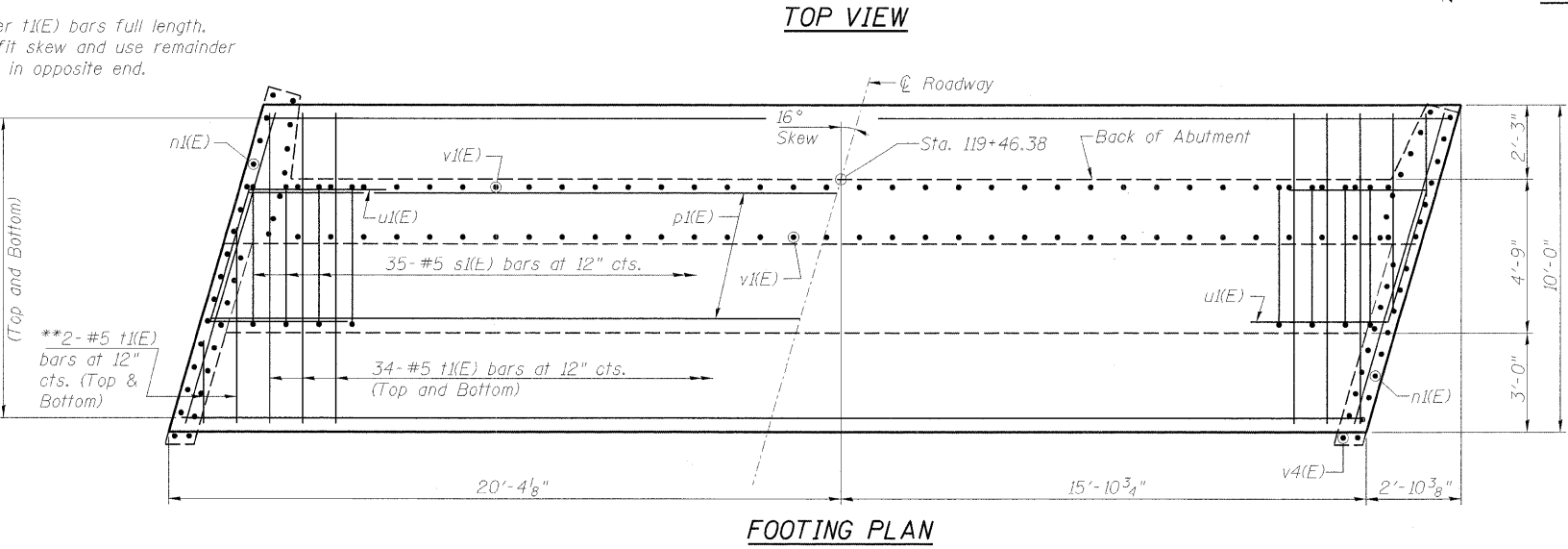
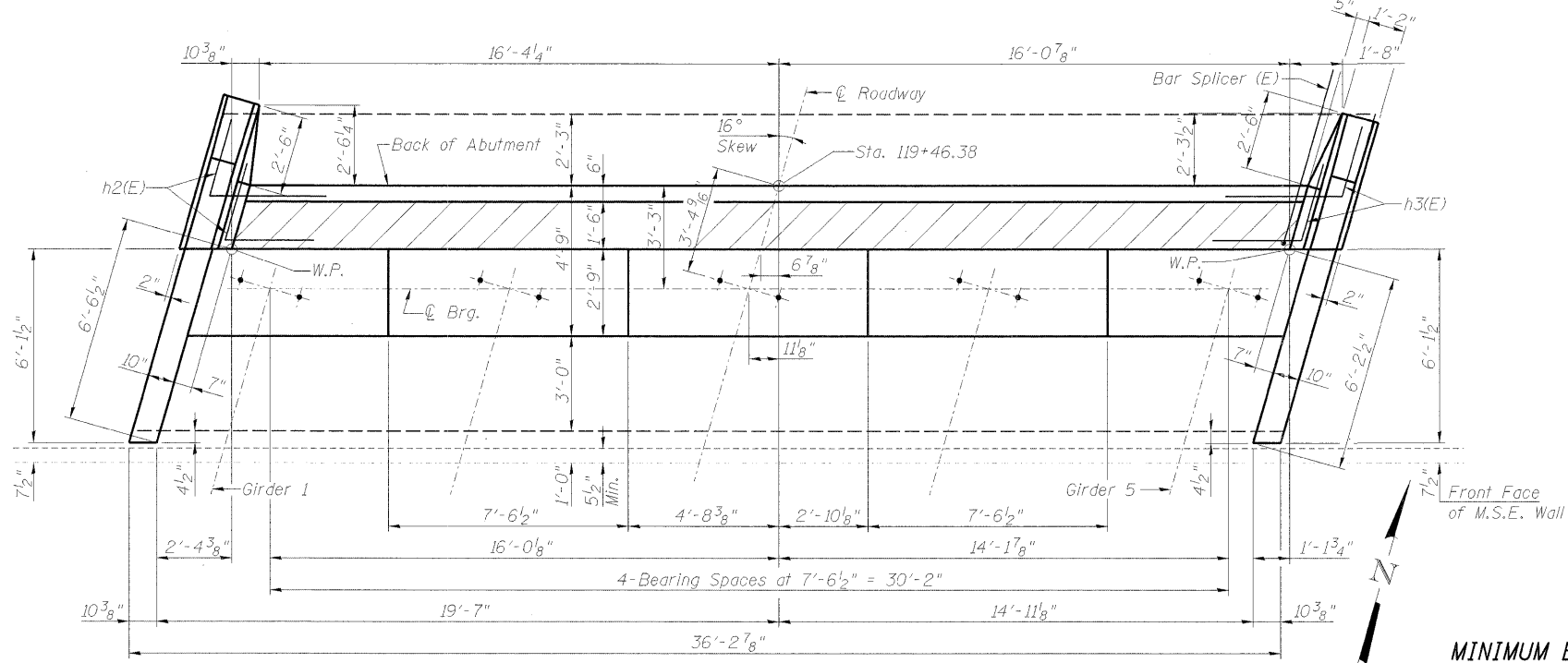
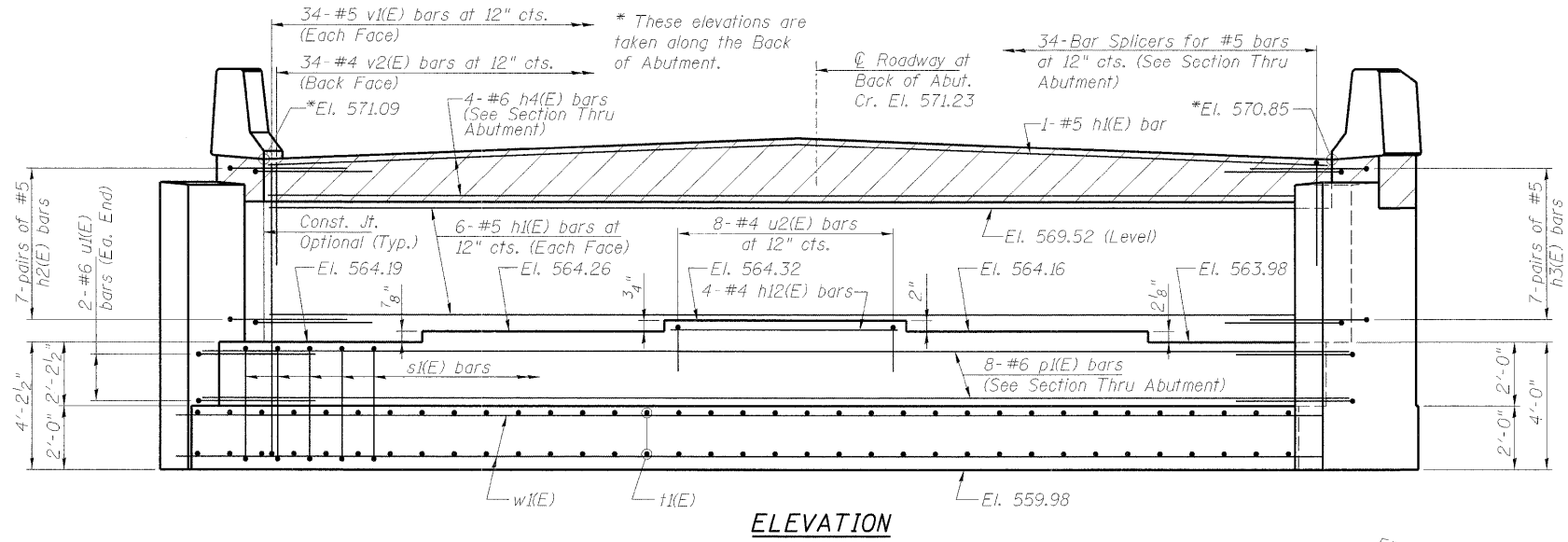
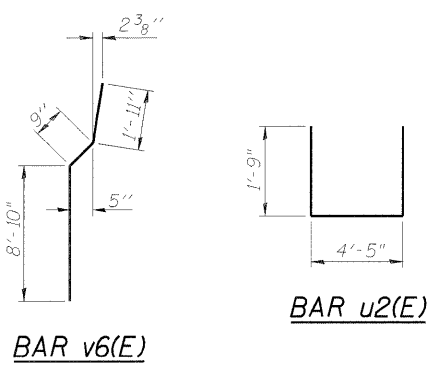
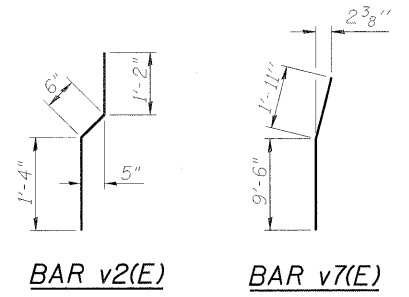
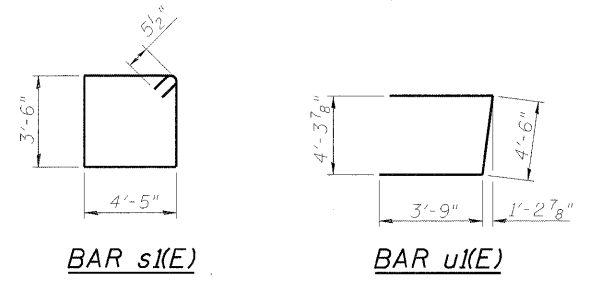
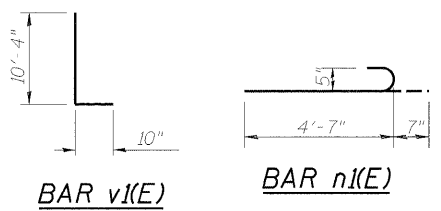
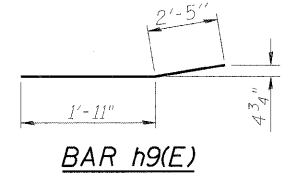
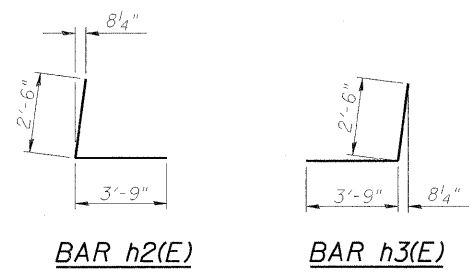


SEC. THRU ABUT.

SECTION D-D

LAYOUT: MMW 03/07/08
 DRAWN: RGD 03/07/08
 REVIEWED: MMW 03/07/08
 12/23/2008
 R:\04\Jobs\0452012\CADD\Struct\Sheet\South Abutment Details.dgn

SOUTH ABUTMENT DETAILS
ANDREWS DRIVE over
U.S. ROUTE 40 ; CSX RR and IL. WESTERN RR
SFC. 99-00036-00-BR
STR. NO. 003-6000
CITY OF GREENVILLE
BOND COUNTY
STATION 117+73.00
PROFESSIONAL DESIGN FIRM LICENSE #184-001084
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JOB NO. 04S2012
DATE 12/10/08



ANCHOR BOLT LAYOUT
(Typical all Girder Locations)

**NORTH ABUTMENT
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape	
h1(E)	13	#5	33'-3"	—	
h2(E)	14	#5	6'-3"	└	
h3(E)	14	#5	6'-3"	└	
h4(E)	4	#6	33'-3"	—	
h6(E)	9	#5	10'-3"	—	
h7(E)	9	#5	11'-1"	—	
h8(E)	18	#5	8'-0"	—	
h9(E)	22	#5	4'-4"	—	
h10(E)	6	#5	4'-0"	—	
h11(E)	6	#5	4'-6"	—	
h12(E)	4	#4	7'-3"	—	
n1(E)	60	#5	5'-2"	┌	
p1(E)	8	#6	35'-10"	—	
s1(E)	35	#5	16'-9"	□	
t1(E)	72	#5	9'-8"	—	
u1(E)	4	#6	12'-0"	┌	
u2(E)	8	#4	7'-11"	┌	
v1(E)	68	#5	11'-2"	└	
v2(E)	34	#4	3'-0"	—	
v3(E)	32	#5	7'-10"	—	
v4(E)	4	#5	9'-9"	—	
v5(E)	14	#5	11'-4"	—	
v6(E)	6	#5	11'-6"	—	
v7(E)	8	#5	11'-5"	—	
w1(E)	22	#5	35'-10"	—	
Concrete Structures				Cu. Yd.	60.5
Reinforcement Bars, Epoxy Coated				Pound	5880
Concrete Sealer				Sq. Ft.	572

MINIMUM BAR LAPS
#5 bar = 2'-2"
#6 bar = 2'-7"

Notes:
For Details of Bar Splicers, see sheet 26 of 30.
Dimensions are based on a M.S.E. minimum Wall thickness of 5/2". If the Contractor elects to use a wall supplier with thicker wall units, the dimensions and reinforcement will require adjustment.

NORTH ABUTMENT
ANDREWS DRIVE over
U.S. ROUTE 40 ; CSX RR and IL. WESTERN RR
SEC. 99-00036-00-BR
STR. NO. 003-6000
CITY OF GREENVILLE
BOND COUNTY
STATION 117+73.00
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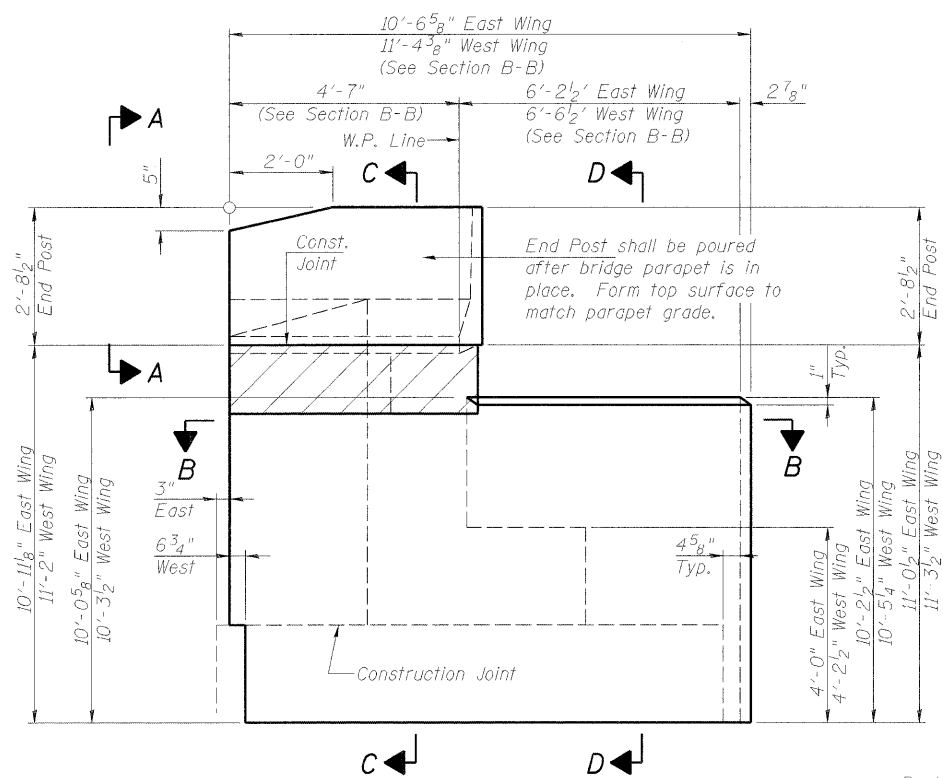
JOB NO.
04S2012
DATE
12/10/08

LAYOUT: MMW 03/07/08
 DRAWN: Rsd 03/07/08
 REVIEWED: MMW 03/07/08
 12/23/2008
 I:\04\Jobs\04S2012\CADD\Struct\Sheet\North Abutment.dgn

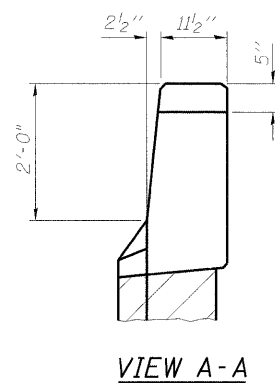
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 20 30 SHEETS
***	***	BOND	99	58	
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT-		

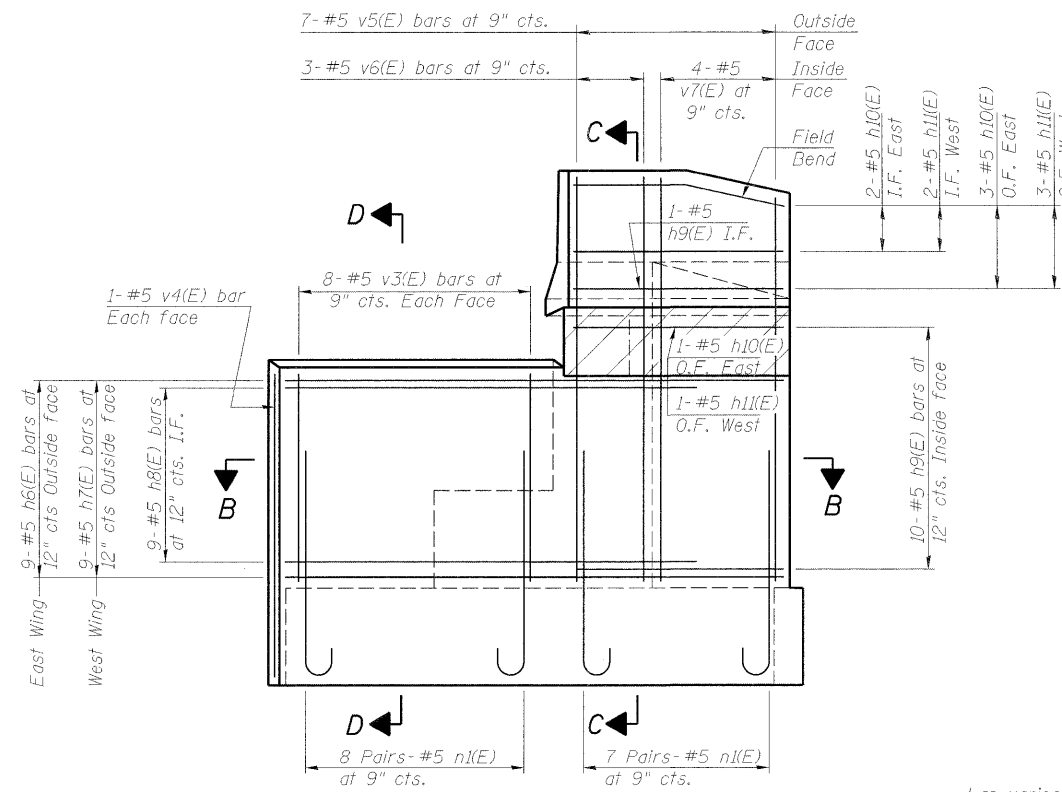
Contract #91366 ***99-00036-00-BR



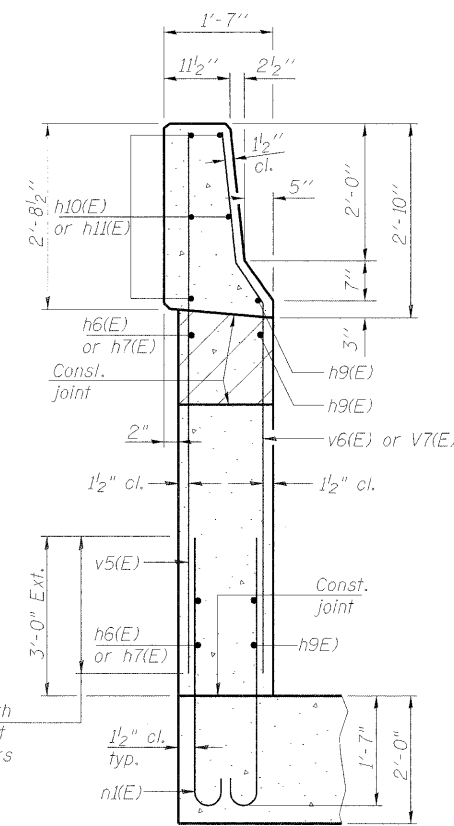
WING WALL ELEVATION
Showing Dimensions



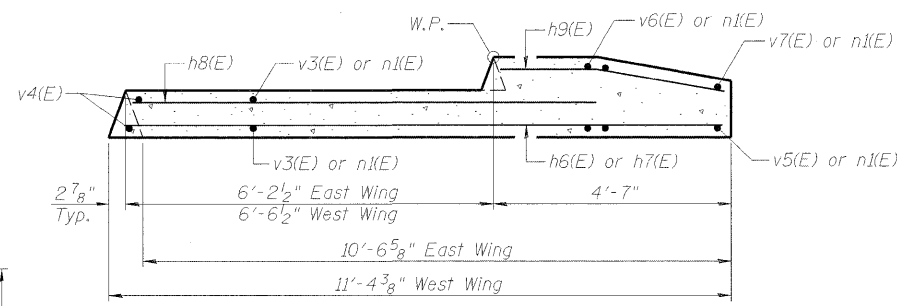
VIEW A-A



WING WALL ELEVATION
Showing Reinforcement

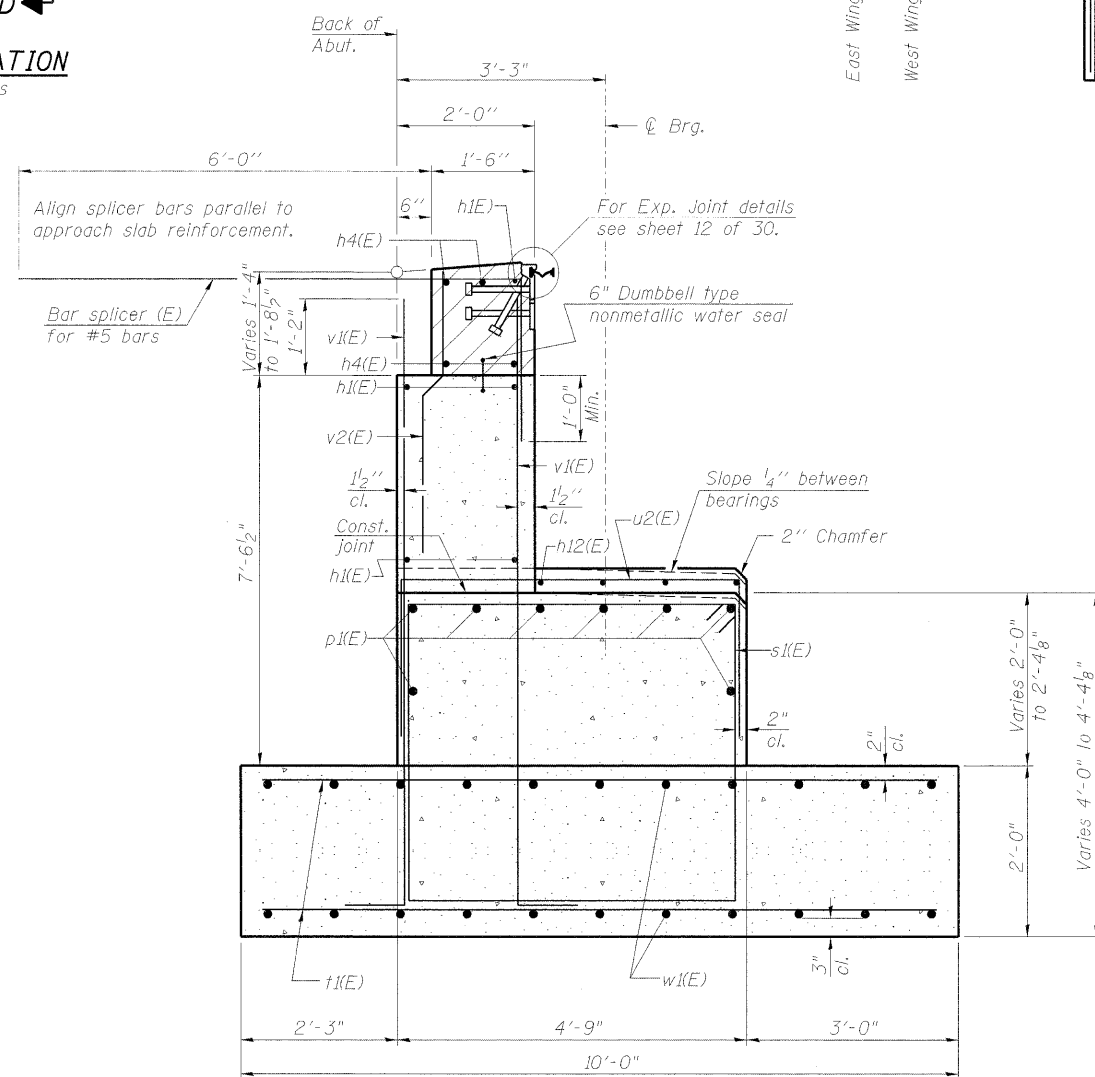


SECTION C-C

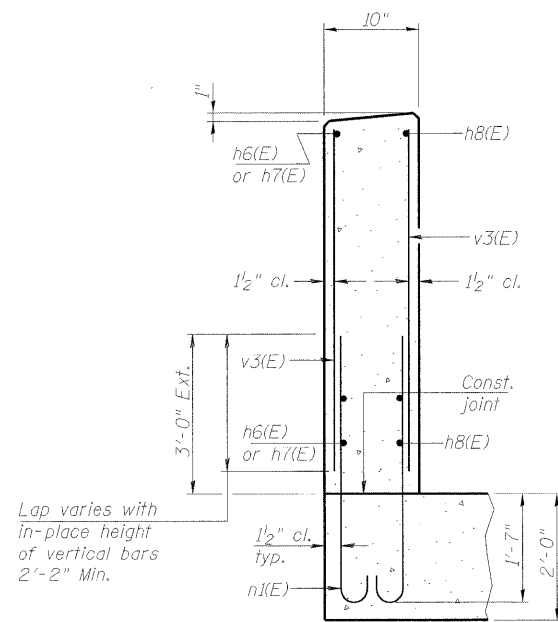


SECTION B-B

Notes:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
Quantity of concrete in end post included with Concrete Superstructure on sheet 10 of 30.



SEC. THRU ABUT.



SECTION D-D

NORTH ABUTMENT DETAILS
ANDREWS DRIVE over
U.S. ROUTE 40 : CSX RR and IL. WESTERN RR
SEC. 99-00036-00-BR
STR. NO. 003-6000
CITY OF GREENVILLE
BOND COUNTY
STATION 117+73.00
PROFESSIONAL DESIGN FIRM LICENSE #184-001084
© Copyright Hanson Professional Services Inc. 2008

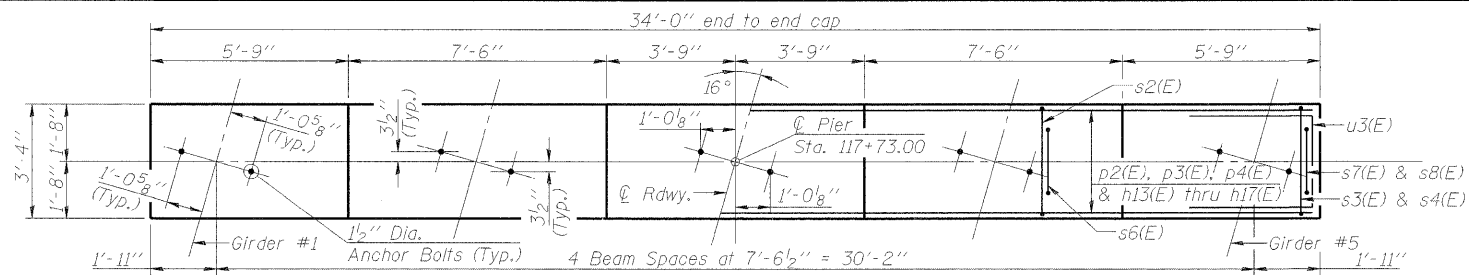
HANSON
Hanson Professional Services Inc.

JOB NO.
04S2012
DATE
12/10/08

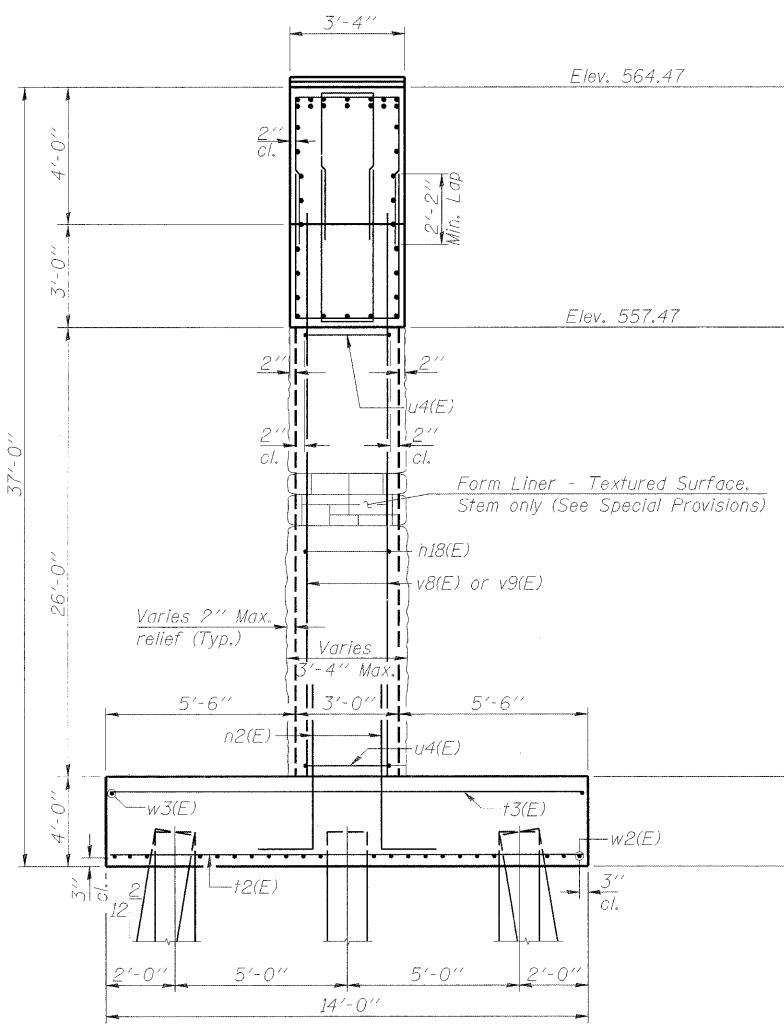
LAYOUT 03/07/08
 DRAWN 03/07/08
 REVIEWED 03/07/08
 12/23/2008
 H:\04\1015\0452012\CADD\Struct\Sheet\North Abutment Details.dgn

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, See Sheet 27 of 30.
 For Bill of Material and Section C-C & D-D, See Sheet 22 of 30.

B↑ Indicates Battered Pile, and arrow indicates direction.
 Battered Piles shall be 2" Horizontal to 12" Vertical.



TOP PLAN



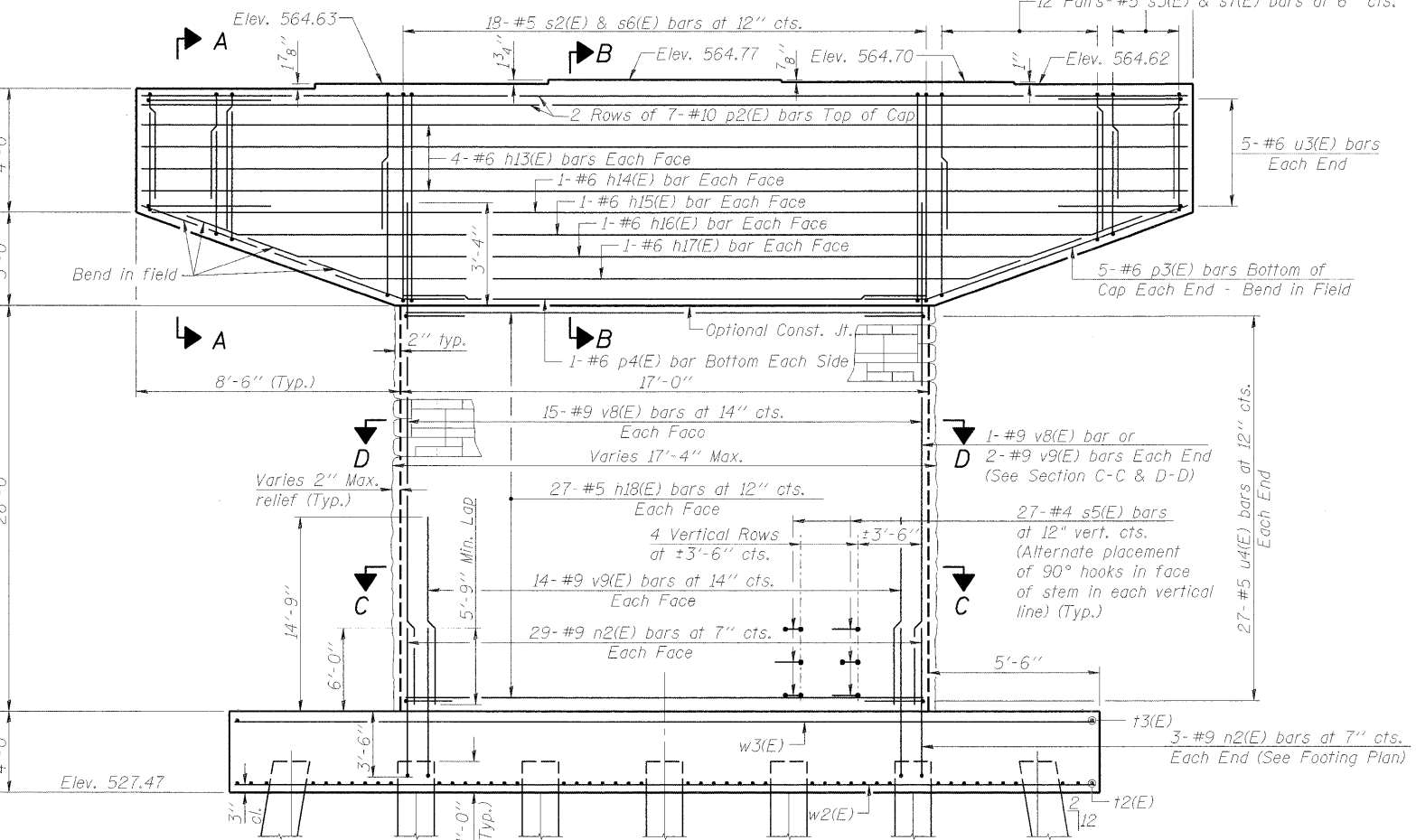
END VIEW

MIN. BAR LAPS

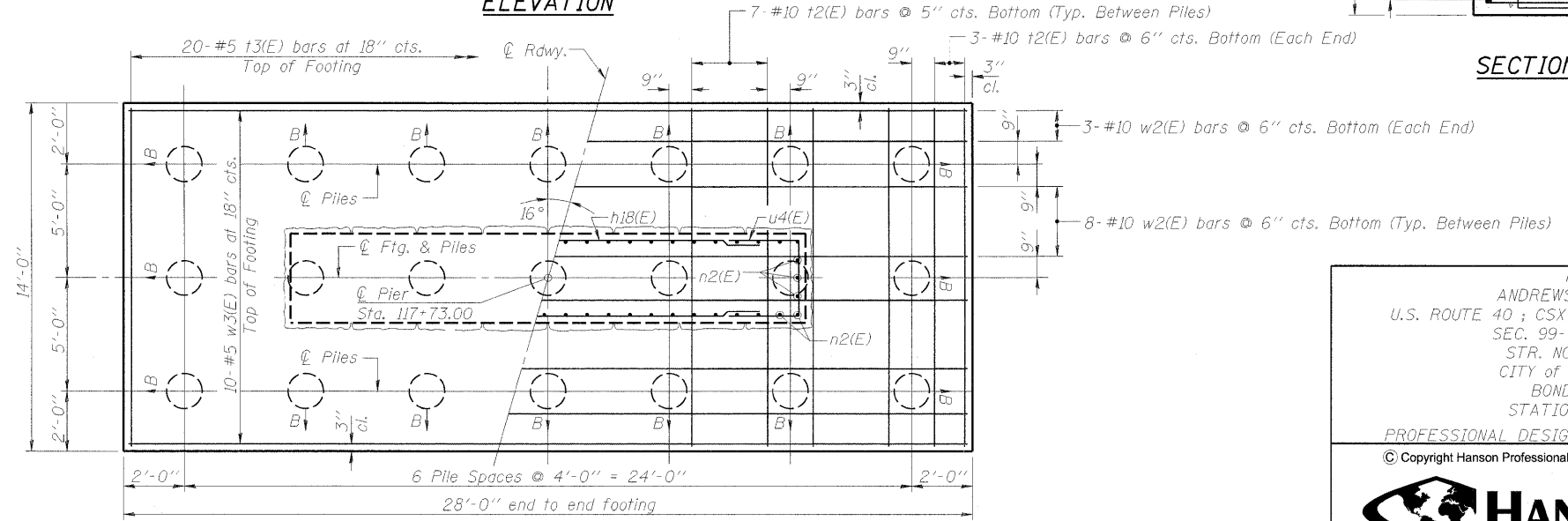
- #5 Bar - 2'-2"
- #6 Bar - 2'-7"
- #9 Bar - 5'-9"

PILE DATA

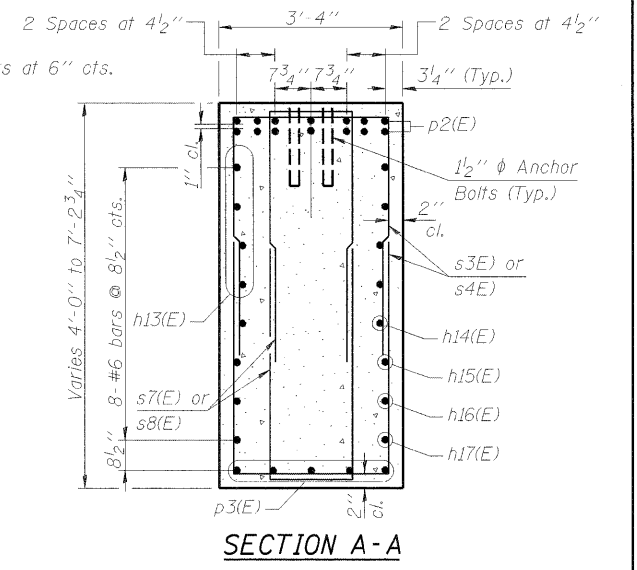
Type: Metal Shell 14" Dia. x 0.312" walls
 Nominal Required Bearing: 516 K
 Allowable Resistance Available: 172 K
 Est. Length: 27
 No. Production Piles: 20
 No. Test Piles: 1



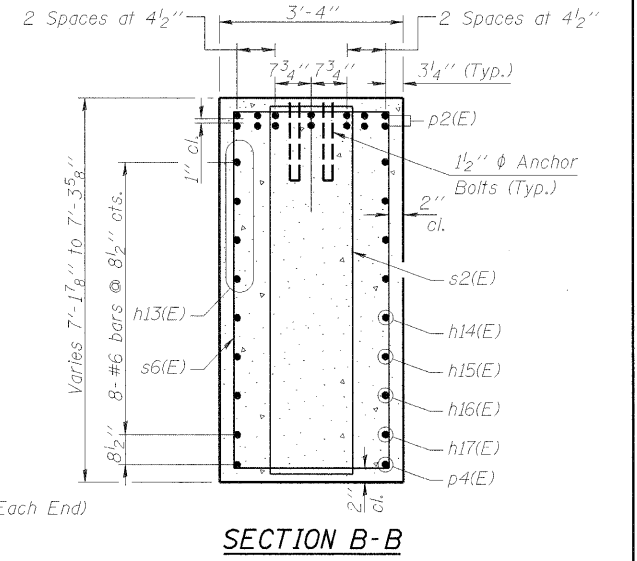
ELEVATION



FOOTING PLAN



SECTION A-A



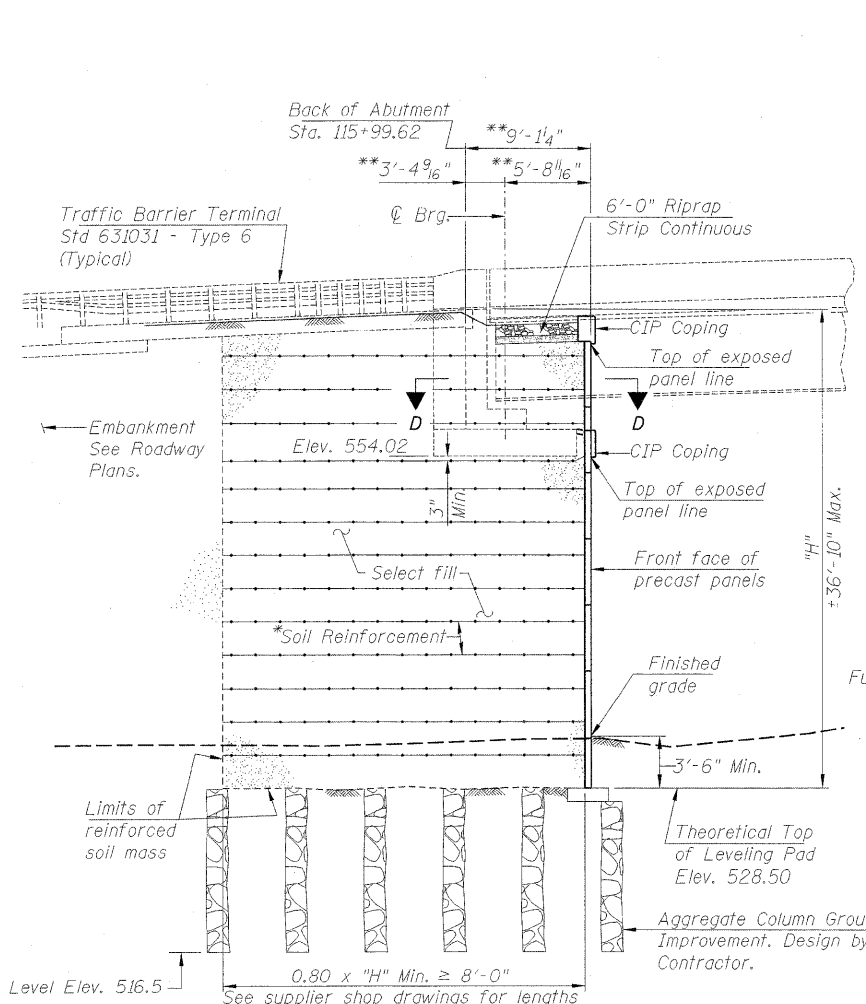
SECTION B-B

PIER
 ANDREWS DRIVE over
 U.S. ROUTE 40 ; CSX RR and IL. WESTERN RR
 SEC. 99-00036-00-BR
 STR. NO. 003-6000
 CITY OF GREENVILLE
 BOND COUNTY
 STATION 117+73.00
 PROFESSIONAL DESIGN FIRM LICENSE #184-001084
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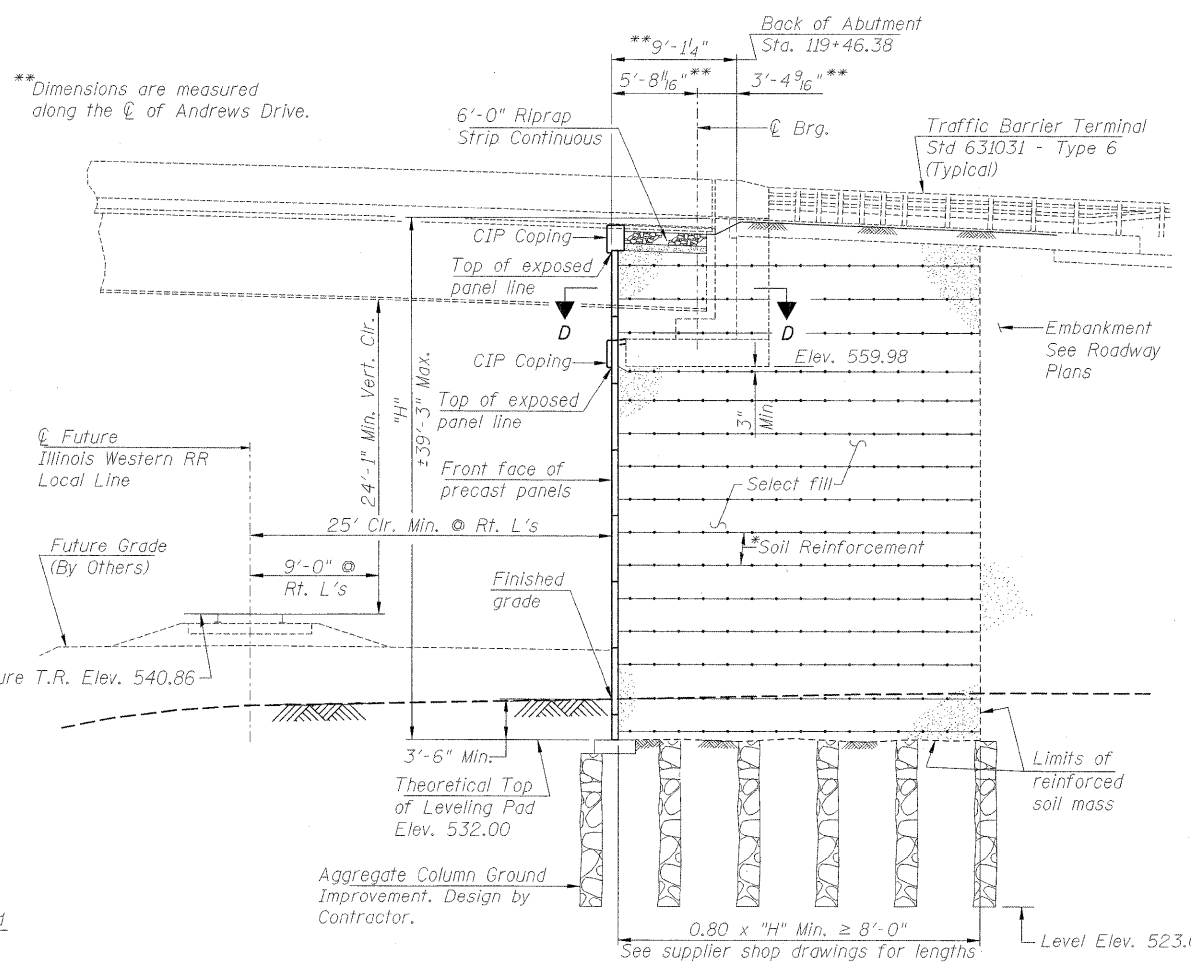
HANSON
 Hanson Professional Services Inc.

JOB NO. 04S2012
 DATE 12/10/08

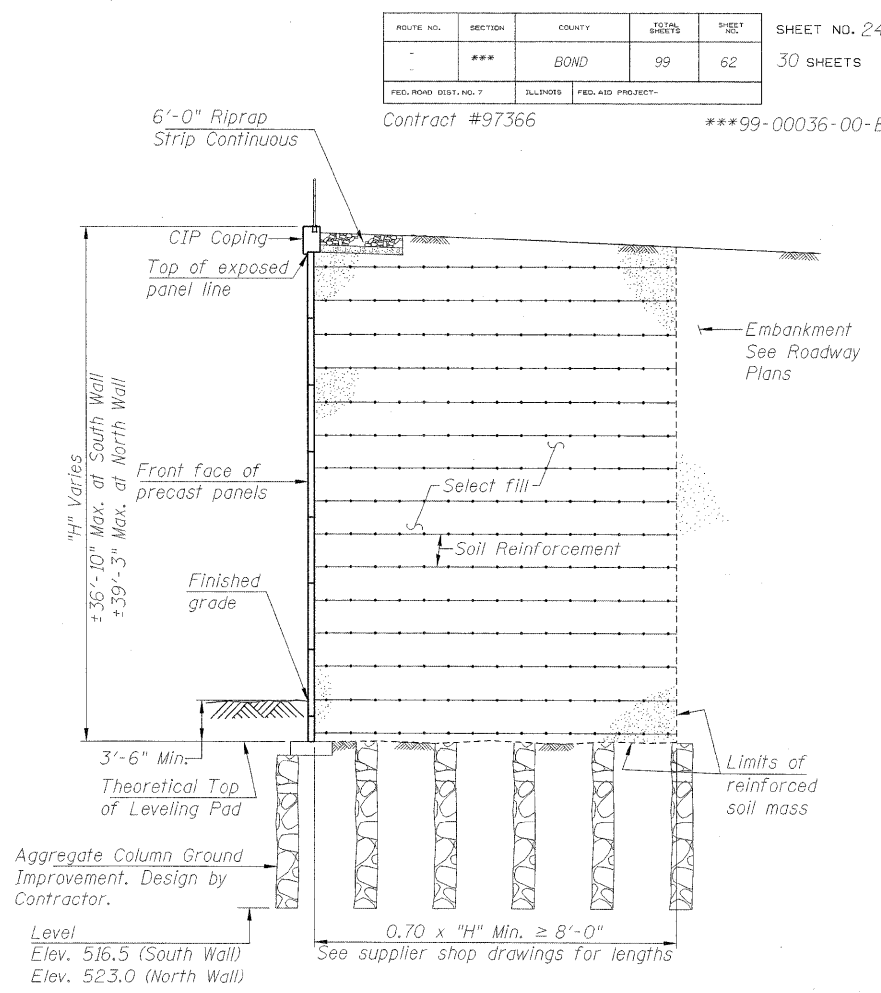
LAYOUT: MM 02/07/08
 DRAWN: DAP 03/07/08
 REVIEWED: MM 03/07/08
 12/23/2008
 A:\04\pjs\046202\CADD\Struct\Sheet\Pier.dgn



TYPICAL WALL SECTION
(South M.S.E. Wall Looking West)



TYPICAL WALL SECTION
(North M.S.E. Wall Looking West)

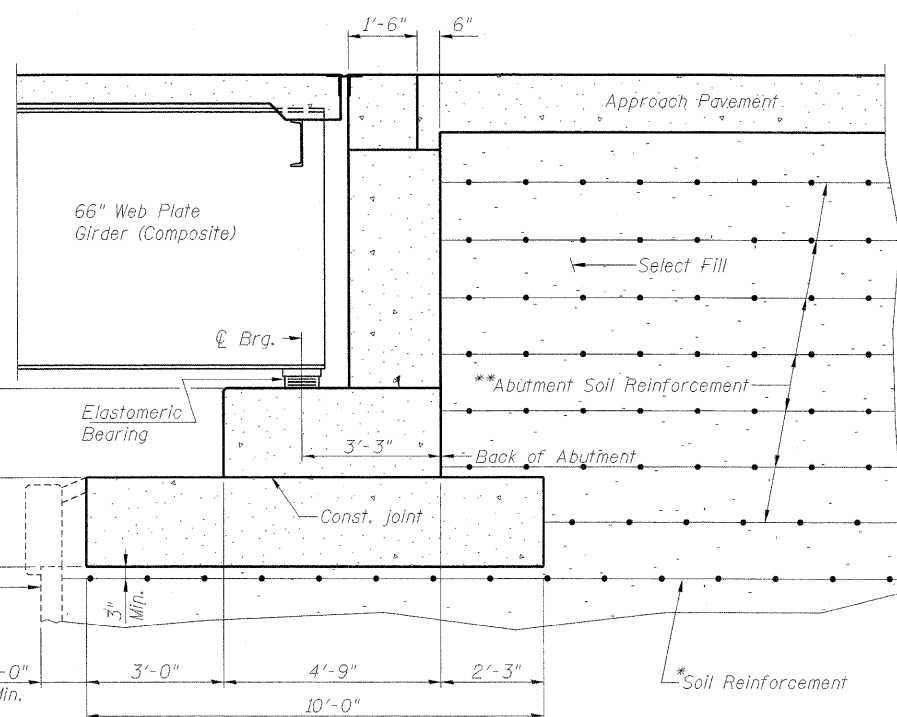


TYPICAL WALL SECTION
(North M.S.E. Wall Looking West)
(South M.S.E. Wall Looking East)

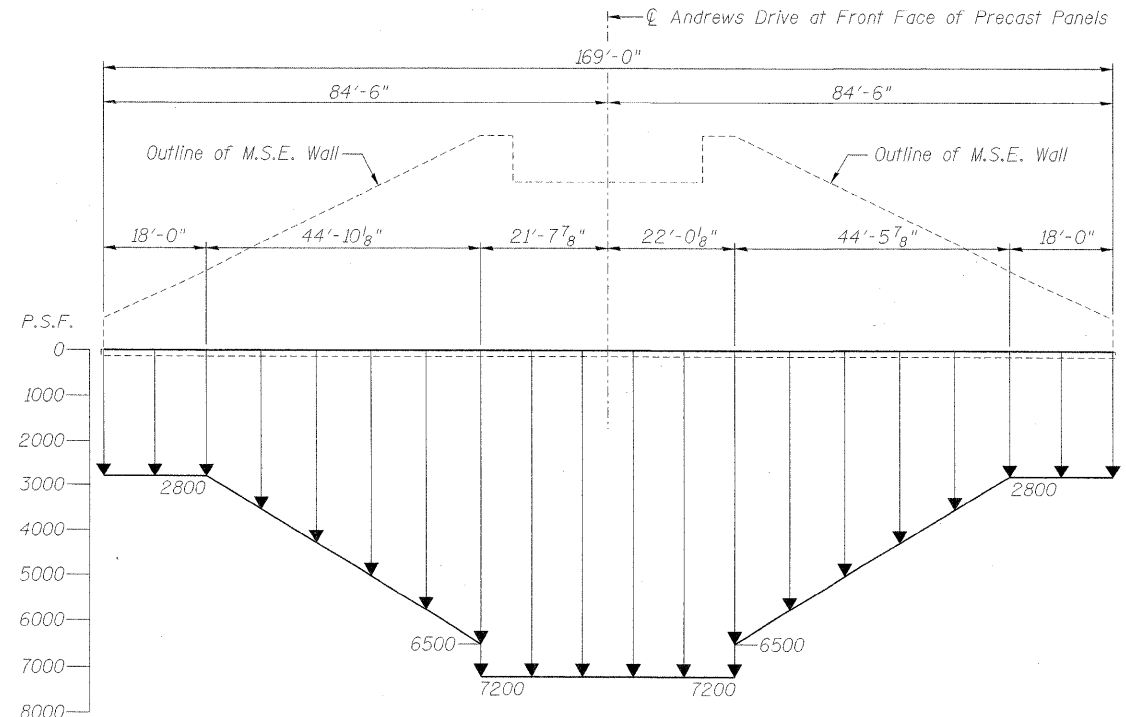
Note:
For Horizontal Section D-D
See Sheet 25 of 30.

*The M.S.E. wall supplier's internal stability design shall account for the footing's vertical force of 29 klf, and a horizontal sliding force of 0.51 klf. Maximum bearing pressure at toe of footing is 4 ksf.

**The M.S.E. Wall supplier shall design the abutment soil reinforcement to resist a horizontal force of 2.63 klf of abutment.



SECTION THRU SPREAD FOOTING SUPPORTED STUB ABUTMENT
(Horiz. dim. @ Rt. L's to Back of Abutment)



MINIMUM REQUIRED ALLOWABLE BEARING PRESSURE
(At Top of Ground Improvement)

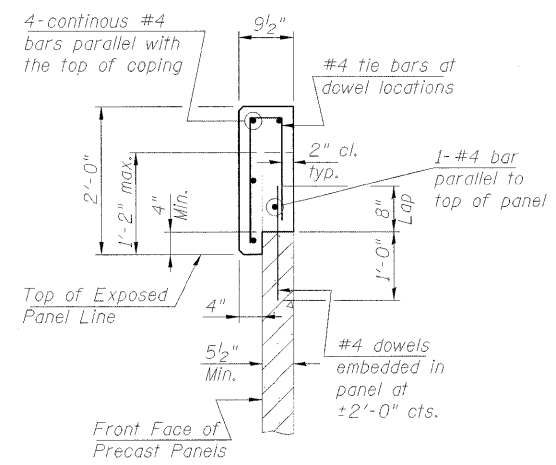
Notes:
Dimensions are based on a M.S.E. minimum Wall thickness of 5 1/2". If the Contractor elects to use a wall supplier with thicker wall units, the dimensions will require adjustment.

MSE WALL DETAILS (Sheet 1)
ANDREWS DRIVE over
U.S. ROUTE 40 ; CSX RR and IL. WESTERN RR
SEC. 99-00036-00-BR
STR. NO. 003-6000
CITY OF GREENVILLE
BOND COUNTY
STATION 117+73.00
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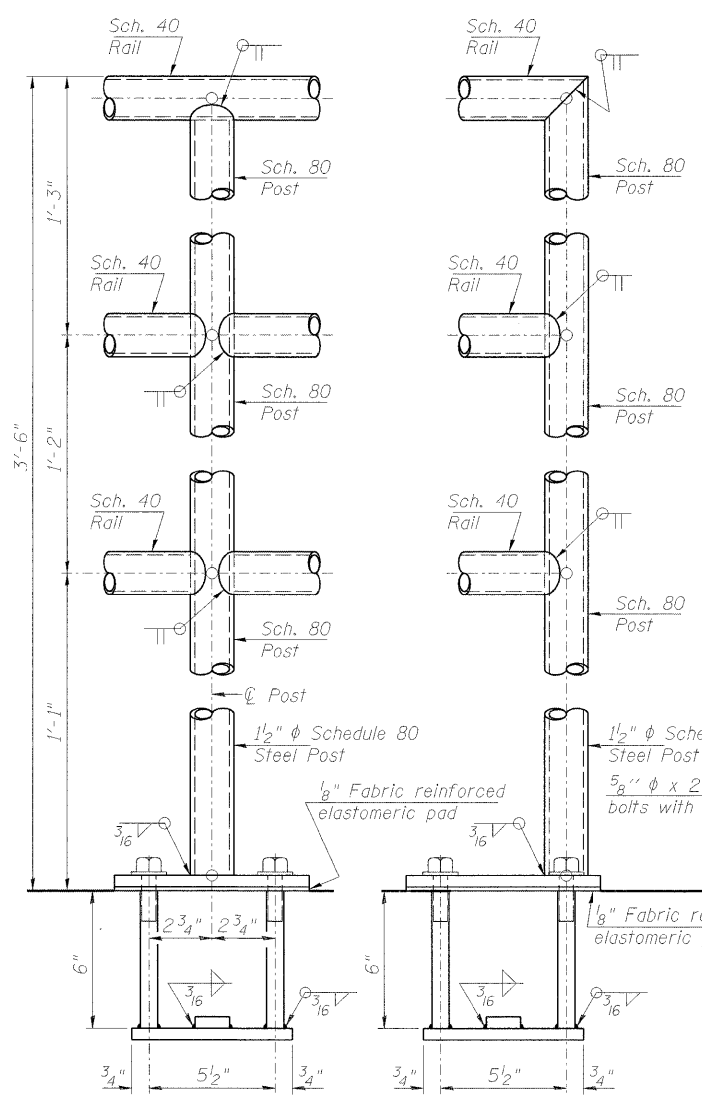
JOB NO. 04S2012
DATE 12/10/08

LAYOUT: MM 10/20/08
 DRAWN: Rod 10/20/08
 REVIEWED: RGC 10/22/08
 01/21/2009
 10/21/08/04S2012/CADD/Struct/Sheet/MSE DETAILS.dgn



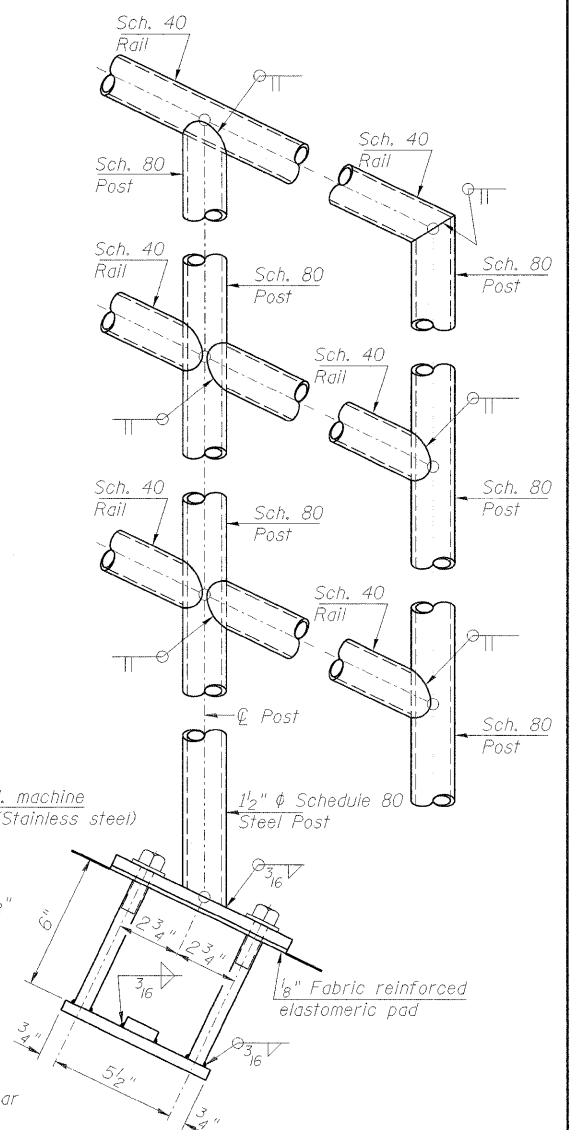
TYPICAL VERTICAL COPING SECTION ALONG ABUTMENT FACE

Notes:
Dimensions are based on a M.S.E. minimum wall thickness of 5 1/2". If the Contractor elects to use a wall supplier with thicker wall units, the dimensions will require adjustment.



RAIL SLOPE TRANSITION

RAIL SPLICE



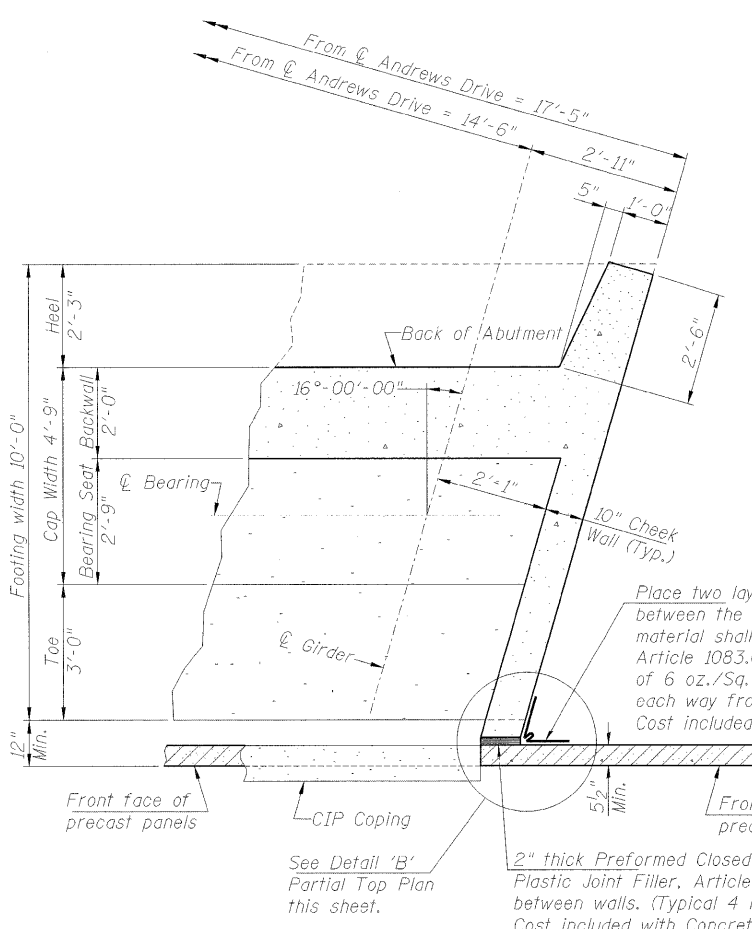
TYPICAL LINE POST

END POST NEAR BRIDGE PARAPET

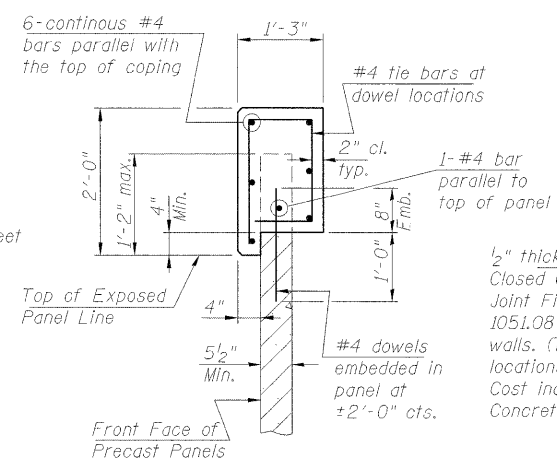
ANCHOR BOLT DETAILS

SLOPED RAIL ANCHORAGES

LEVEL RAIL ANCHORAGES

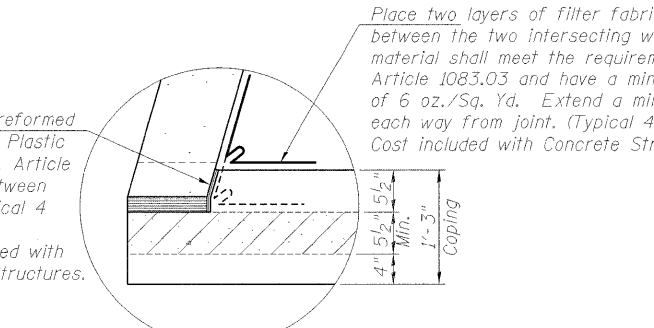


PARTIAL HORIZONTAL SECTION D-D



TYPICAL VERTICAL COPING SECTION ALONG SLOPED WALLS

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting 5/8" anchor rods according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.
All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.



DETAIL 'B' - PARTIAL TOP PLAN

BILL OF MATERIAL

Item	Unit	Total
Pipe Handrail	Foot	289

MSE WALL DETAILS (Sheet 2)
ANDREWS DRIVE over
U.S. ROUTE 40 ; CSX RR and IL. WESTERN RR
SEC. 99-00036-00-BR
STR. NO. 003-6000
CITY OF GREENVILLE
BOND COUNTY
STATION 117+73.00
PROFESSIONAL DESIGN FIRM LICENSE #184-001084



JOB NO.
04S2012
DATE
12/10/08

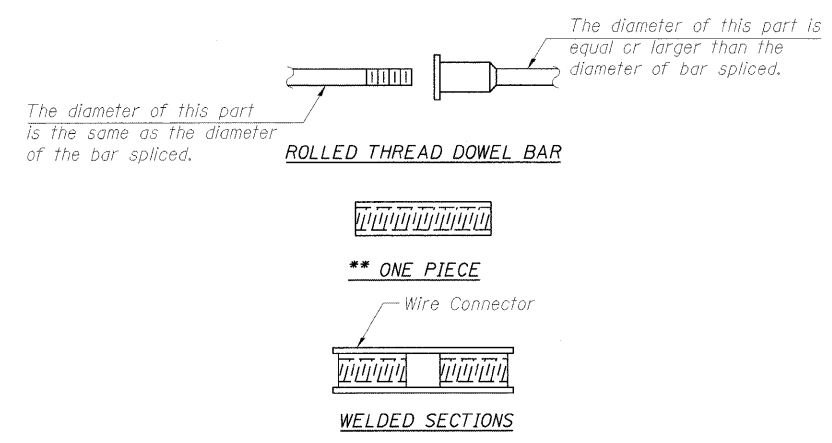
LAYOUT: 12/23/2008
 DRAWN: 10/20/08
 REVIEWED: 10/22/08
 12/23/2008
 10/20/08
 10/22/08
 10/20/08
 10/22/08
 10/20/08
 10/22/08
 10/20/08
 10/22/08

NOTES

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

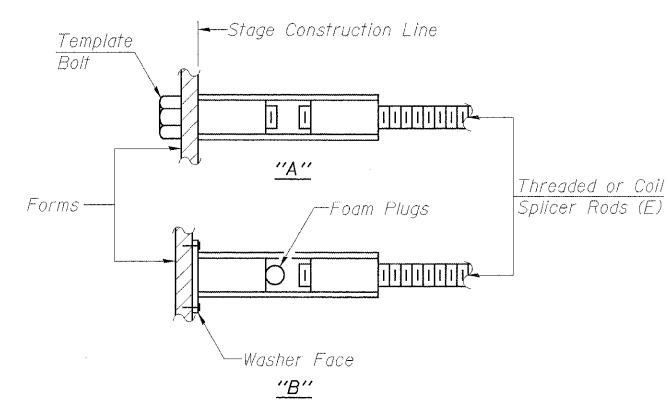
- ① Minimum Capacity = $1.25 \times f_y \times A_t$
(Tension in kips)
 - ② Minimum *Pull-out Strength = $0.66 \times f_y \times A_t$
(Tension in kips)
- Where f_y = Yield strength of lapped reinforcement bars in ksi.
 A_t = Tensile stress area of lapped reinforcement bars.
 * = 28 day concrete

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



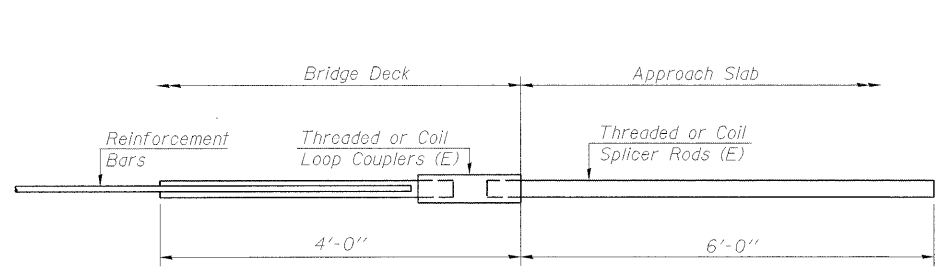
BAR SPLICER ASSEMBLY ALTERNATIVES

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



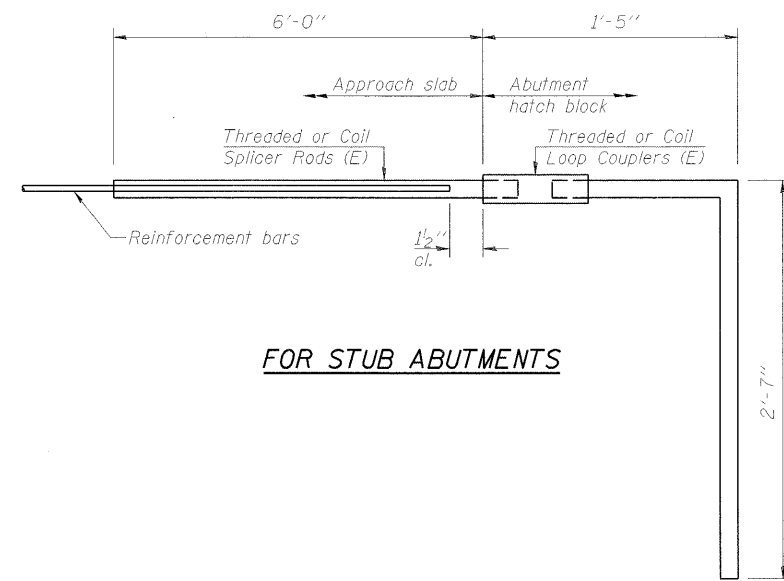
INSTALLATION AND SETTING METHODS

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



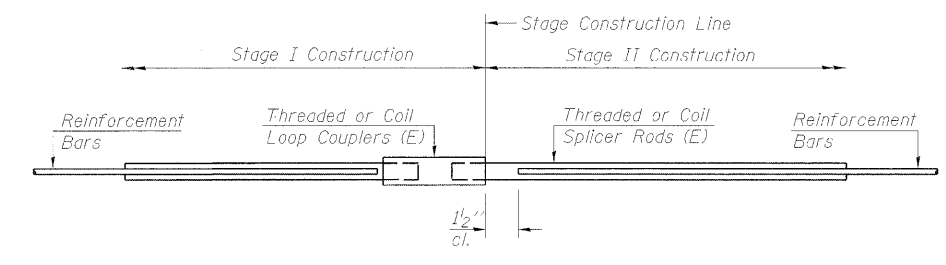
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR STUB ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 68



STANDARD

Bar Size	No. Assemblies Required	Location

BAR SPLICER ASSEMBLY DETAILS
 ANDREWS DRIVE over
 U.S. ROUTE 40 : CSX RR and IL. WESTERN RR
 SEC. 99-00036-00-BR
 STR. NO. 003-6000
 CITY of GREENVILLE
 ROND COUNTY
 STATION 117+73.00
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JOB NO. 04S2012
 DATE 12/10/08

LAYOUT: MMW 03/07/08
 DRAWN: DAP 03/07/08
 REVIEWED: MMW 03/07/08
 12/23/2008
 A:\04\06\045\2012\CADD\Struct\Steel\Bar_Splicer.dgn

HANSON SOIL BORING LOG Page 1 of 2
 Hanson Professional Services Inc. Date 7/10/08

ROUTE DESCRIPTION Andrews Drive LOGGED BY RGC

SECTION 99-00036-00-BR LOCATION NE 14, SEC. 13, TWP. 5 N, RNG. 3 W

COUNTY Bond DRILLING METHOD HSA to 35 ft. mud rotary to 60 ft. HAMMER TYPE auto

STRUCT. NO. 003-6000 Station 117+73.00

BORING NO. B-09 Station 119+06

DEPTH (ft)	DIAMETER (in)	SOIL TYPE	WATER ELEV. (ft)	DEPTH (ft)	DIAMETER (in)	SOIL TYPE	WATER ELEV. (ft)
3	4.1	21.5					
4							
5							
2	3.1	25.3					
3	2.1						
4							
13	8.0	9.2					
10							
6	3.1	16.2					
10							
5							
8	7.8	9.5					
9							
14							
1	1.2	22.8					
1							
3	1.9	22.4					
3							
14							
1							
5							
6	4.5	11.7					
12							
9	6.6	10.8					
12							
4	7.8	9.5					
6							
12							

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

HANSON SOIL BORING LOG Page 2 of 2
 Hanson Professional Services Inc. Date 7/10/08

ROUTE DESCRIPTION Andrews Drive LOGGED BY RGC

SECTION 99-00036-00-BR LOCATION NE 14, SEC. 13, TWP. 5 N, RNG. 3 W

COUNTY Bond DRILLING METHOD HSA to 35 ft. mud rotary to 60 ft. HAMMER TYPE auto

STRUCT. NO. 003-6000 Station 117+73.00

BORING NO. B-09 Station 119+06

DEPTH (ft)	DIAMETER (in)	SOIL TYPE	WATER ELEV. (ft)	DEPTH (ft)	DIAMETER (in)	SOIL TYPE	WATER ELEV. (ft)
3							
6	3.1	16.2					
10							
5							
8	7.8	9.5					
9							
14							
1							
5							
8							
13							
1							
12							
23							
9	10.3	10.5					
18							
22							
16							
18							
22							

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

HANSON SOIL BORING LOG Page 1 of 2
 Hanson Professional Services Inc. Date 7/10/08

ROUTE DESCRIPTION Andrews Drive LOGGED BY RGC

SECTION 99-00036-00-BR LOCATION NE 14, SEC. 13, TWP. 5 N, RNG. 3 W

COUNTY Bond DRILLING METHOD 3-3/4" HSA HAMMER TYPE auto

STRUCT. NO. 003-6000 Station 117+73.00

BORING NO. B-10 Station 119+86

DEPTH (ft)	DIAMETER (in)	SOIL TYPE	WATER ELEV. (ft)	DEPTH (ft)	DIAMETER (in)	SOIL TYPE	WATER ELEV. (ft)
3	3.7	21.5					
5							
6							
3	1.4	18.6					
4							
2							
3	3.2	19.1					
6							
2							
2	1.9	25.4					
3							
11							
1	0.3	19.7					
1							
2							
12	5.0	11.8					
13							
9							
18	10.3	10.5					
22							
3							
8	6.2	8.9					
12							

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

HANSON SOIL BORING LOG Page 2 of 2
 Hanson Professional Services Inc. Date 7/10/08

ROUTE DESCRIPTION Andrews Drive LOGGED BY RGC

SECTION 99-00036-00-BR LOCATION NE 14, SEC. 13, TWP. 5 N, RNG. 3 W

COUNTY Bond DRILLING METHOD 3-3/4" HSA HAMMER TYPE auto

STRUCT. NO. 003-6000 Station 117+73.00

BORING NO. B-10 Station 119+86

DEPTH (ft)	DIAMETER (in)	SOIL TYPE	WATER ELEV. (ft)	DEPTH (ft)	DIAMETER (in)	SOIL TYPE	WATER ELEV. (ft)
5							
10	7.8	9.1					
13							
4							
9	8.5	9.3					
13							
2							
3	3.2	19.1					
6							
4							
9	7.2	9.6					
11							
12							
16							
27							
4							
7	6.0	15.1					
9							
4							
8	4.5	11.4					
11							


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

BORINGS (SHEET 2)
 ANDREWS DRIVE over
 U.S. ROUTE 40 ; CSX RR and IL. WESTERN RR
 SEC. 99-00036-00-BR
 STR. NO. 003-6000
 CITY of GREENVILLE
 BOND COUNTY
 STATION 117+73.00
 PROFESSIONAL DESIGN FIRM LICENSE #184-001084
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JOB NO. 04S2012
 DATE 12/10/08

HANSON
 Hanson Professional Services Inc.

LAYOUT: MNA 03/07/08
 DRAWN: DAP 03/07/08
 REVIEWED: MNA 03/07/08
 12-23-2008
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SHELBY TUBE TEST RESULTS

Page 1 of 1
Date 7/20/06

ROUTE _____ DESCRIPTION _____ Andrews Drive DRILLED BY _____ Geotechnology

SECTION 99-00036-00-BR LOCATION NE 14, SEC. 13, TWP. 5 N, RNG. 3 W


COUNTY Bond STRUCT. NO. 003-6000 Station 117+73.00

BORING NO. B-07S
Station 115+95 Ground Surface Elev. 532.00 ft Tube Length 30 in
Offset _____ Begin Sampling Depth -1 ft Tube Diameter 3 in

DEPTH H N Y T	SOIL TYPE, DESCRIPTION AND OBSERVATIONS						TRIAXIAL DATA		
	(ft)	(no)	(%)	(pcf)	(tsf)	(%)	(tsf)	(deg)	P H I S T A N T T Y P E
1-1				116.8	1.9	21.3			
1-2				116.2	1.8	24.3			
1-3	75			126.9		22.0			
2-1					1.8	20.8			
2-2				124.1	2.7	22.8			
2-3	75			123.4	2.1	23.4			
3-1				123.0	1.7	23.8			
3-2					2.4				
3-3	75			125.5	2.4	23.2			

BMPR FORM 1004A (Rev. 8-99)

The "Unit Weight" column indicates the "wet" or "moist" unit weight of the sample
 The "Strength" column represents the "unconfined compressive" strength of the sample (AASHTO T 208)
 The "Test Type" indicates if Unconsolidated Undrained (UU) or Consolidated Undrained (CU) test procedures (AASHTO T 296 or T 297) were used



SHELBY TUBE TEST RESULTS

Page 1 of 1
Date 7/20/06

ROUTE _____ DESCRIPTION _____ Andrews Drive DRILLED BY _____ Geotechnology

SECTION 99-00036-00-BR LOCATION NE 14, SEC. 13, TWP. 5 N, RNG. 3 W

COUNTY Bond STRUCT. NO. 003-6000 Station 117+73.00

BORING NO. B-11
Station 119+85 Ground Surface Elev. 536.00 ft Tube Length 30 in
Offset 10.00R RT Begin Sampling Depth -3 ft Tube Diameter 3 in

DEPTH H N Y T	SOIL TYPE, DESCRIPTION AND OBSERVATIONS						TRIAXIAL DATA		
	(ft)	(no)	(%)	(pcf)	(tsf)	(%)	(tsf)	(deg)	P H I S T A N T T Y P E
1-1				123.7	1.8	23.1			
1-2				123.0	1.6	21.7			
1-3				127.7	1.6	17.1			
1-4	75								
2-1				128.4	1.2	18.2			
2-2				126.6	1.2	17.5			
2-3				126.0	1.8	18.6			
2-4	75								
3-1				125.1	1.4	20.4			
3-2				125.4	2.1	20.9			
3-3				127.6	1.8	20.3			
3-4	100			127.0	1.7	20.9			
4-1				125.0	1.4	20.7			
4-2				127.2	1.7	22.4			
4-3				127.0	1.6	19.8			
4-4	100			125.5	0.7	21.4			
5-1				127.8	0.6	23.1			
5-2				126.1	0.8	21.5			
5-3				139.7	3.1	12.8			
5-4	100			138.0	3.1	12.9			
6-1				140.7	3.3	17.6			
6-2	25								

BMPR FORM 1004A (Rev. 8-99)

The "Unit Weight" column indicates the "wet" or "moist" unit weight of the sample
 The "Strength" column represents the "unconfined compressive" strength of the sample (AASHTO T 208)
 The "Test Type" indicates if Unconsolidated Undrained (UU) or Consolidated Undrained (CU) test procedures (AASHTO T 296 or T 297) were used

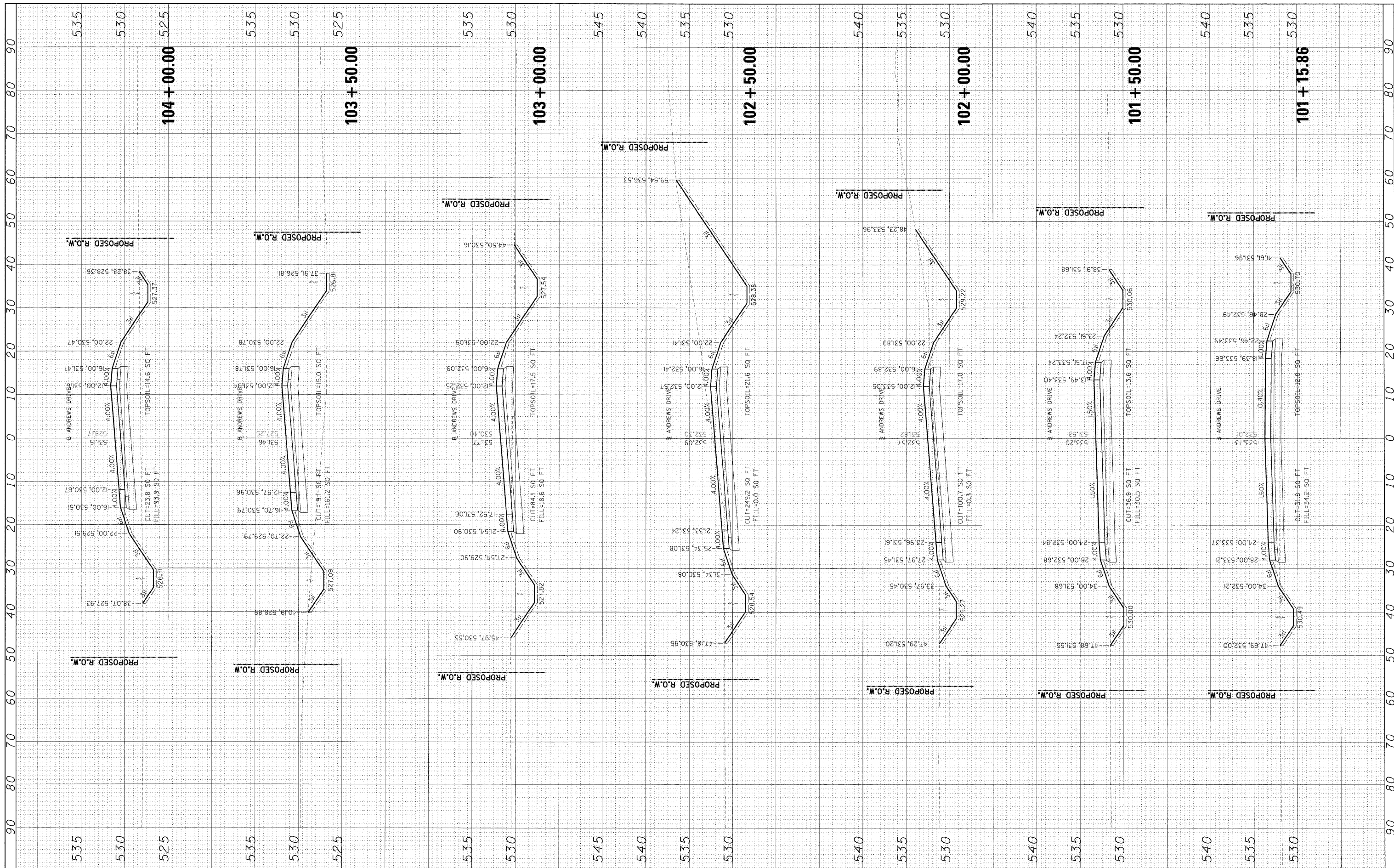
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 02/23/2008
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BORINGS (SHEET 3)
 ANDREWS DRIVE over
 U.S. ROUTE 40 : CSX RR and IL. WESTERN RR
 SEC. 99-00036-00-BR
 STR. NO. 003-6000
 CITY of GREENVILLE
 BOND COUNTY
 STATION 117+73.00
 PROFESSIONAL DESIGN FIRM LICENSE #184-001084
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 Hanson Professional Services Inc.	JOB NO. 04S2012 DATE 12/10/08
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BY: _____ DATE: _____
 SURVEYED _____
 PLOTTED _____
 TEMPLATE _____
 NOTE BOOK _____
 AREAS CHECKED _____
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BY: _____ DATE: _____
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

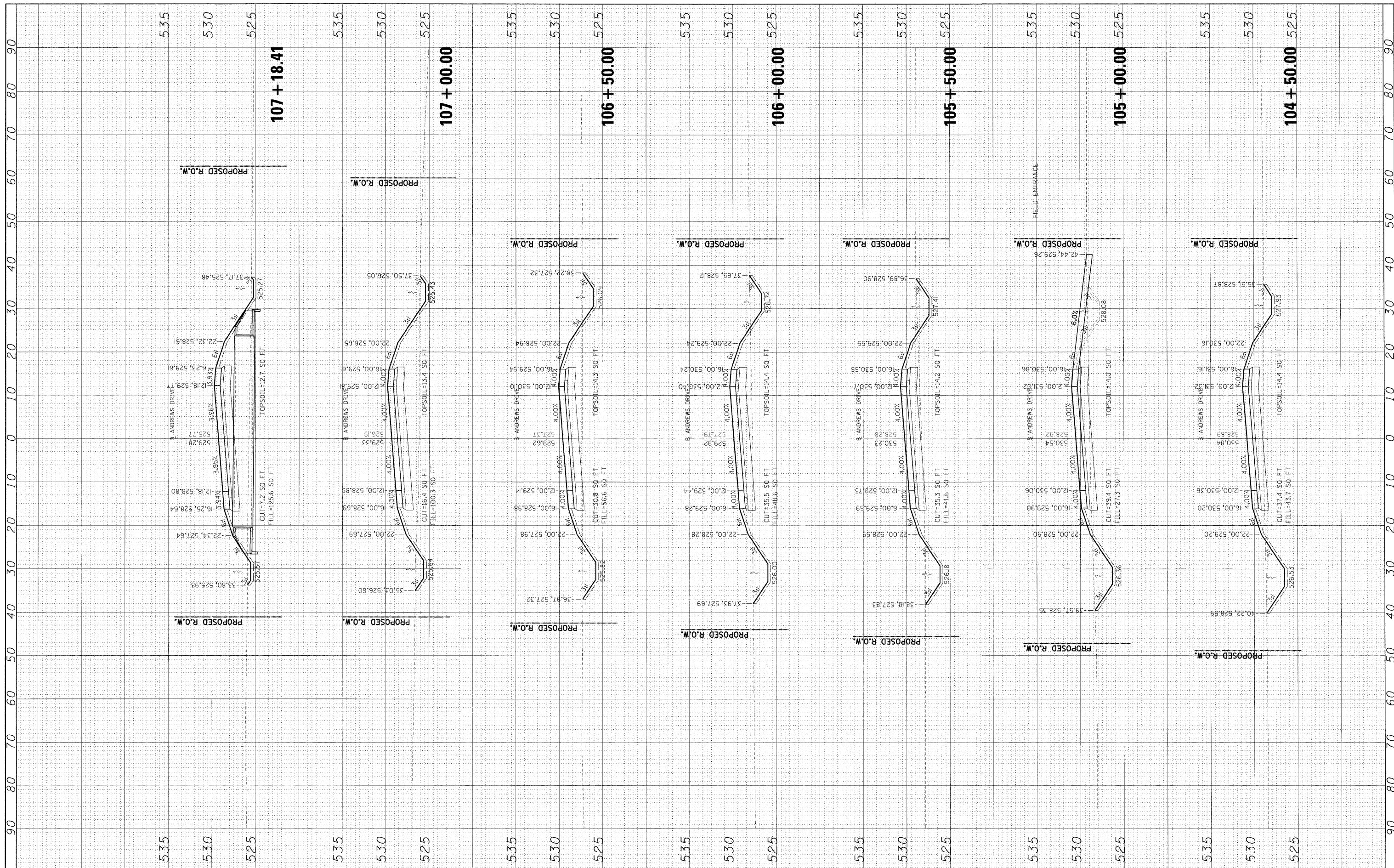
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CONTRACT NO. 97366				

FED. ROAD DIST. NO. _____ ILLINOIS FED. AID PROJECT

BY	DATE
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**STATE OF ILLINOIS
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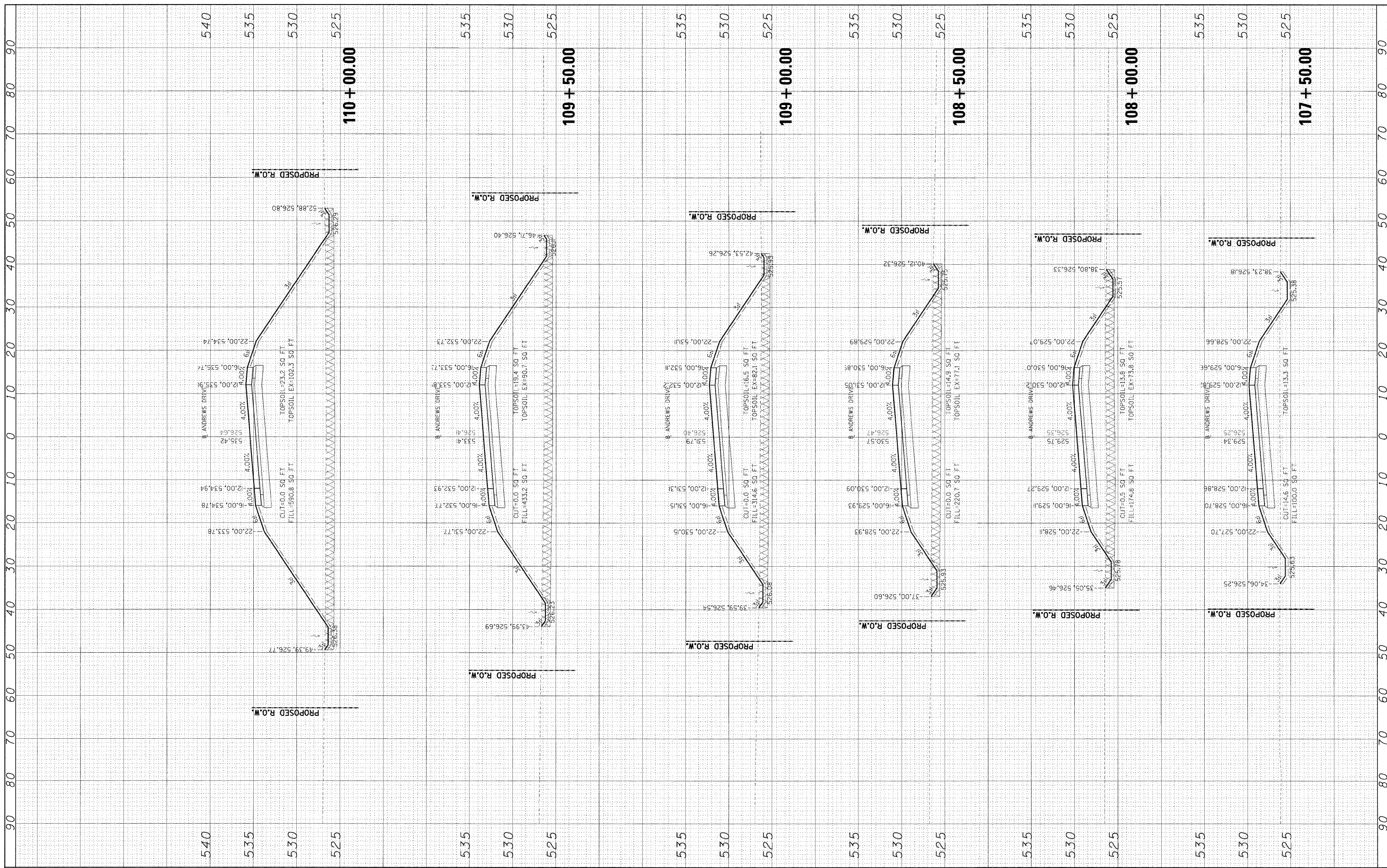
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**STATE OF ILLINOIS
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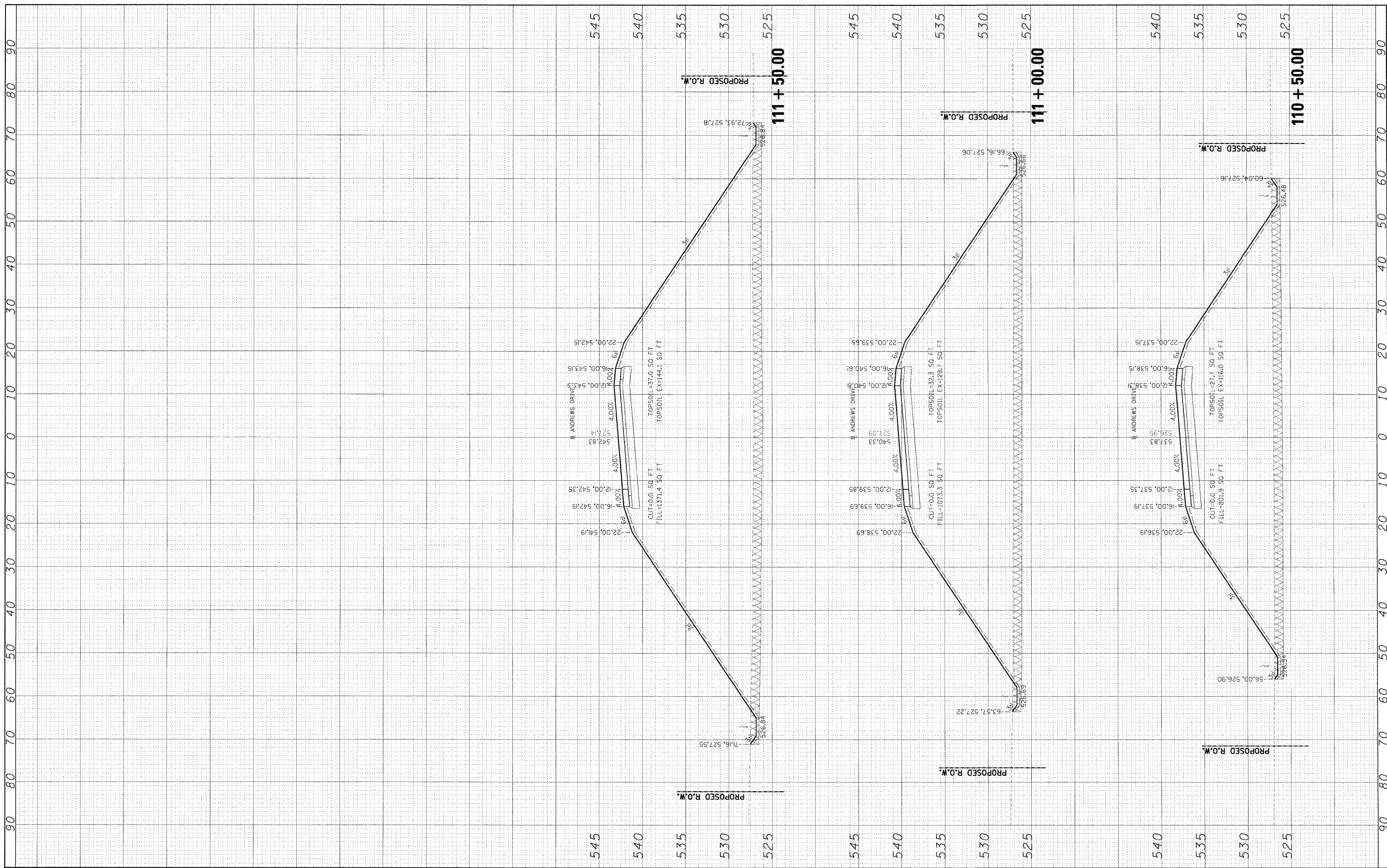
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**STATE OF ILLINOIS
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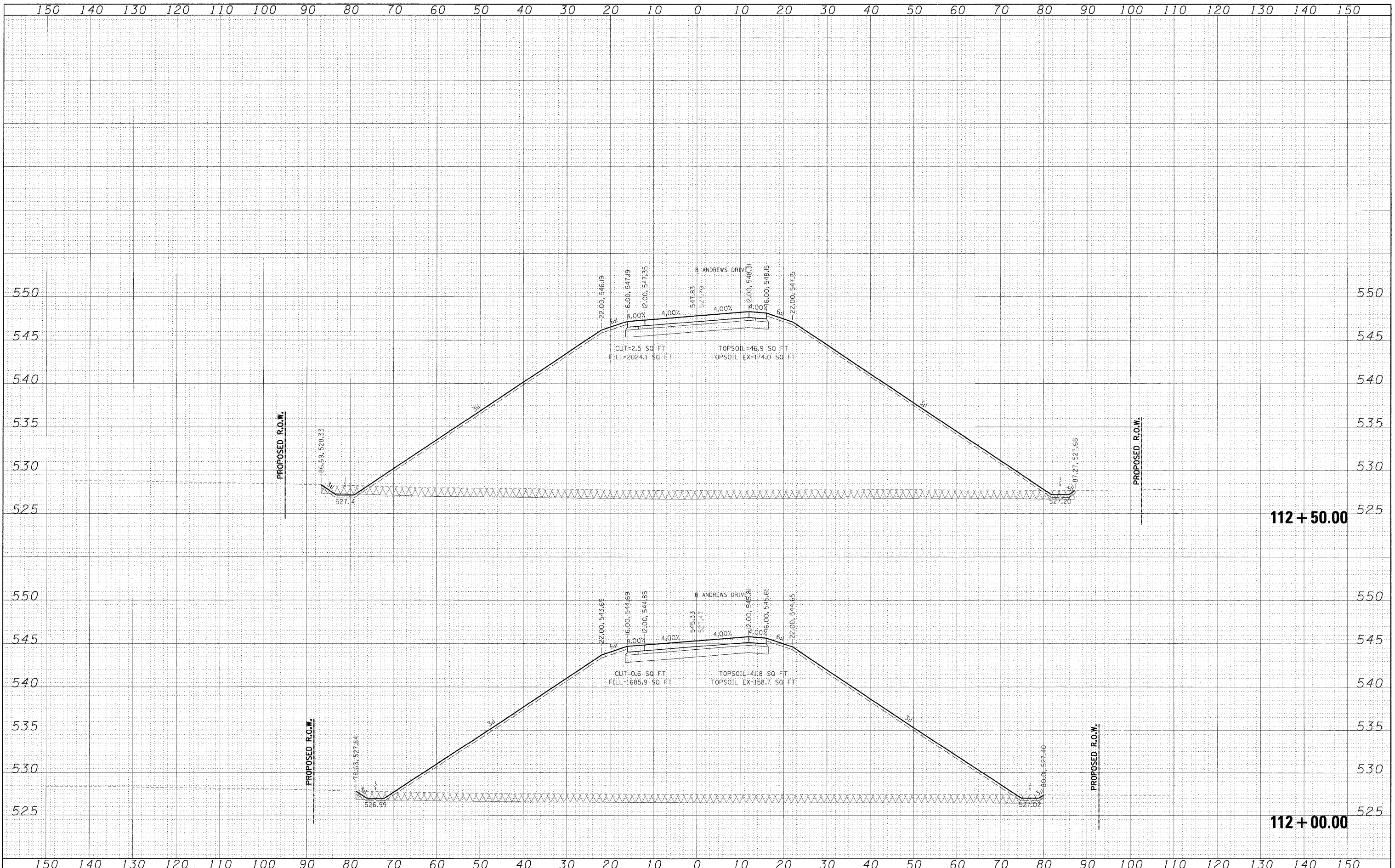
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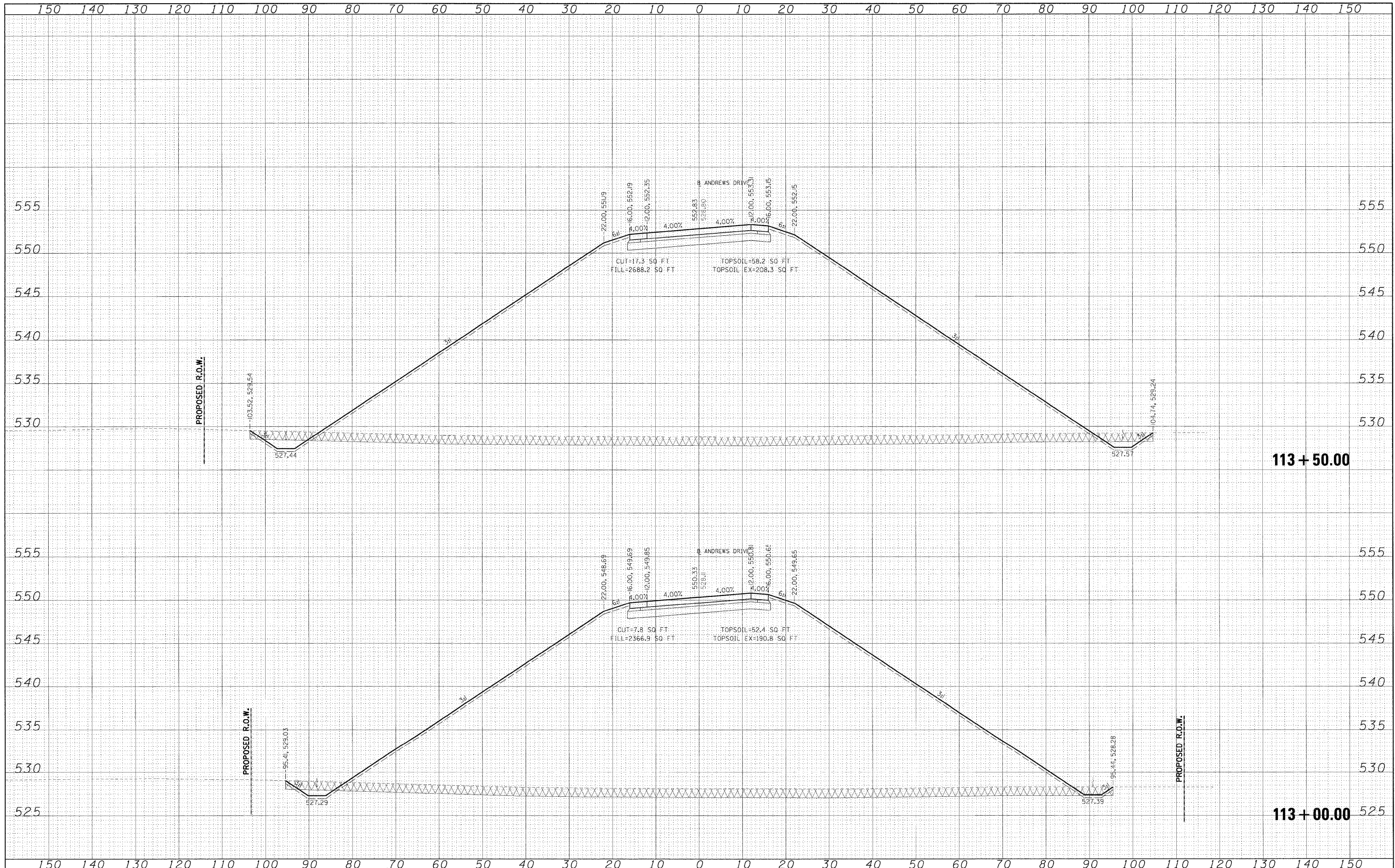
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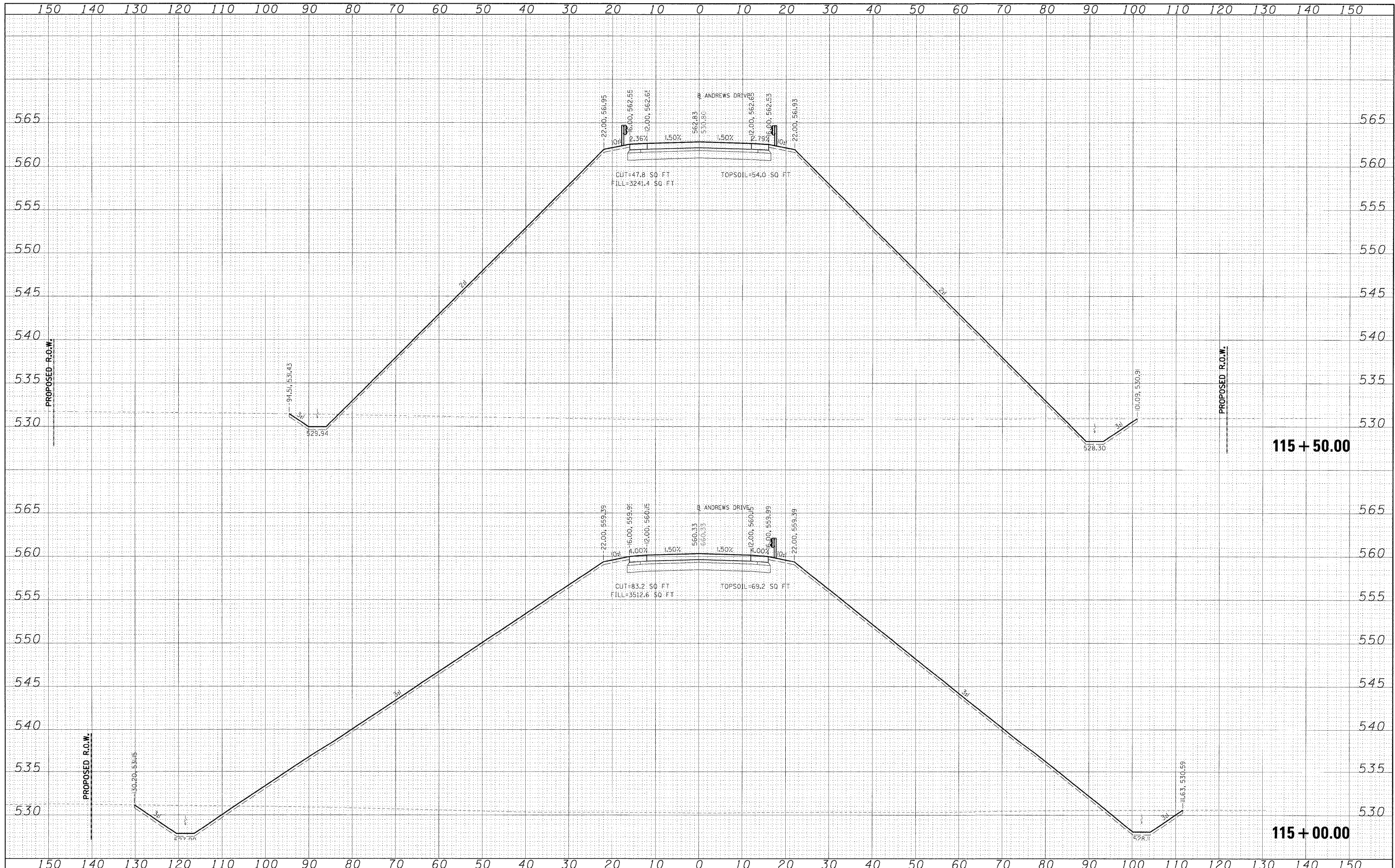
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

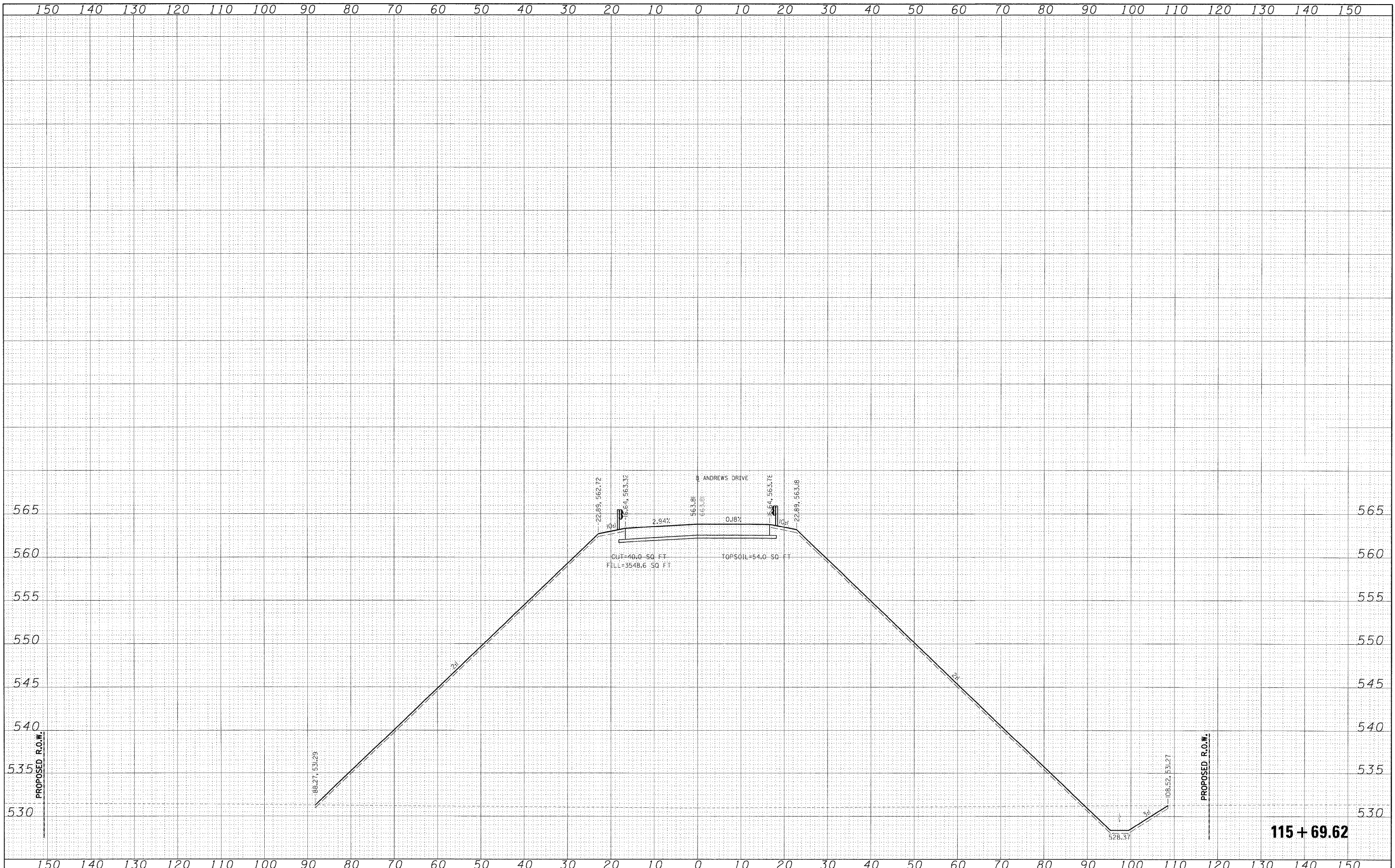
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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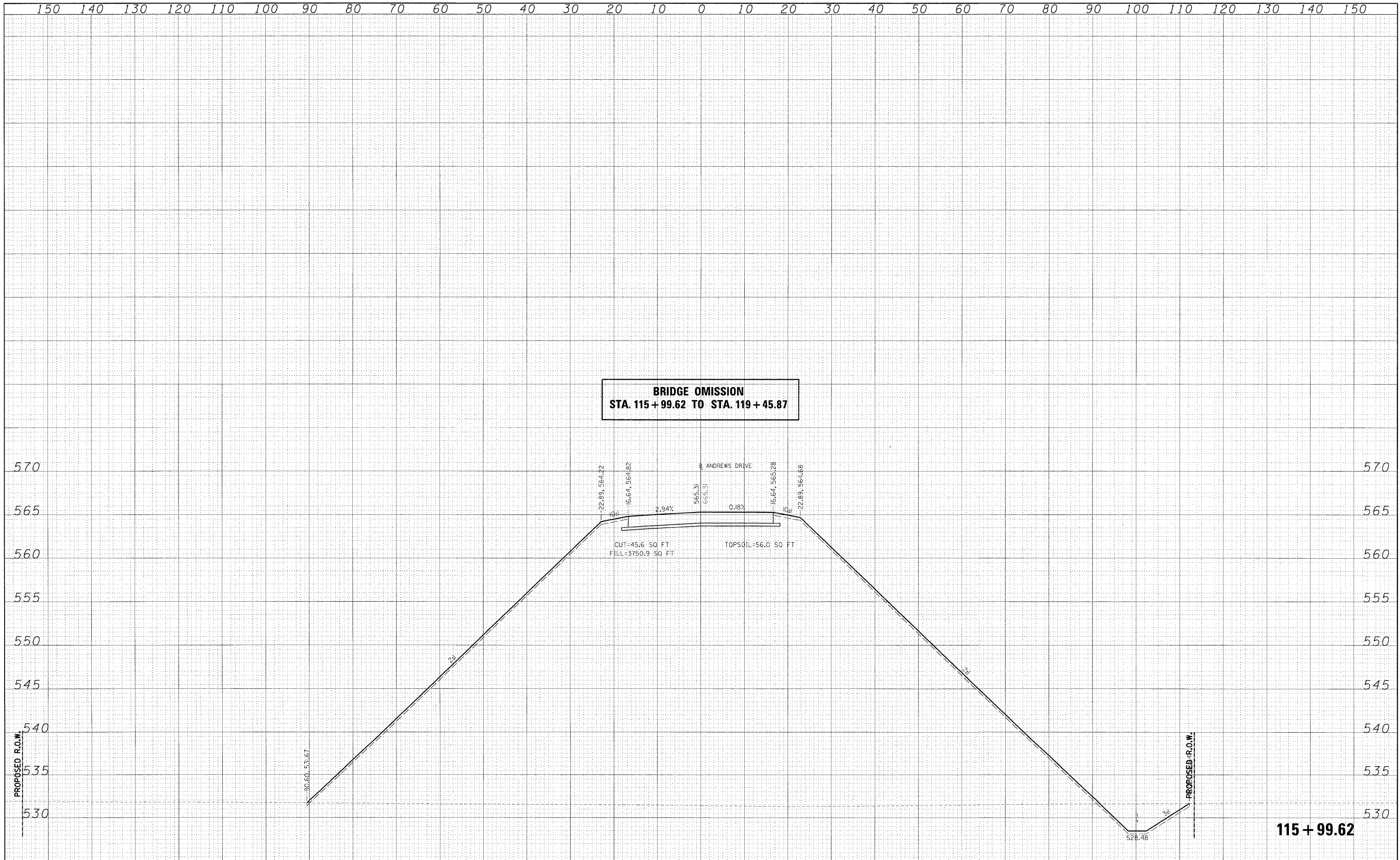
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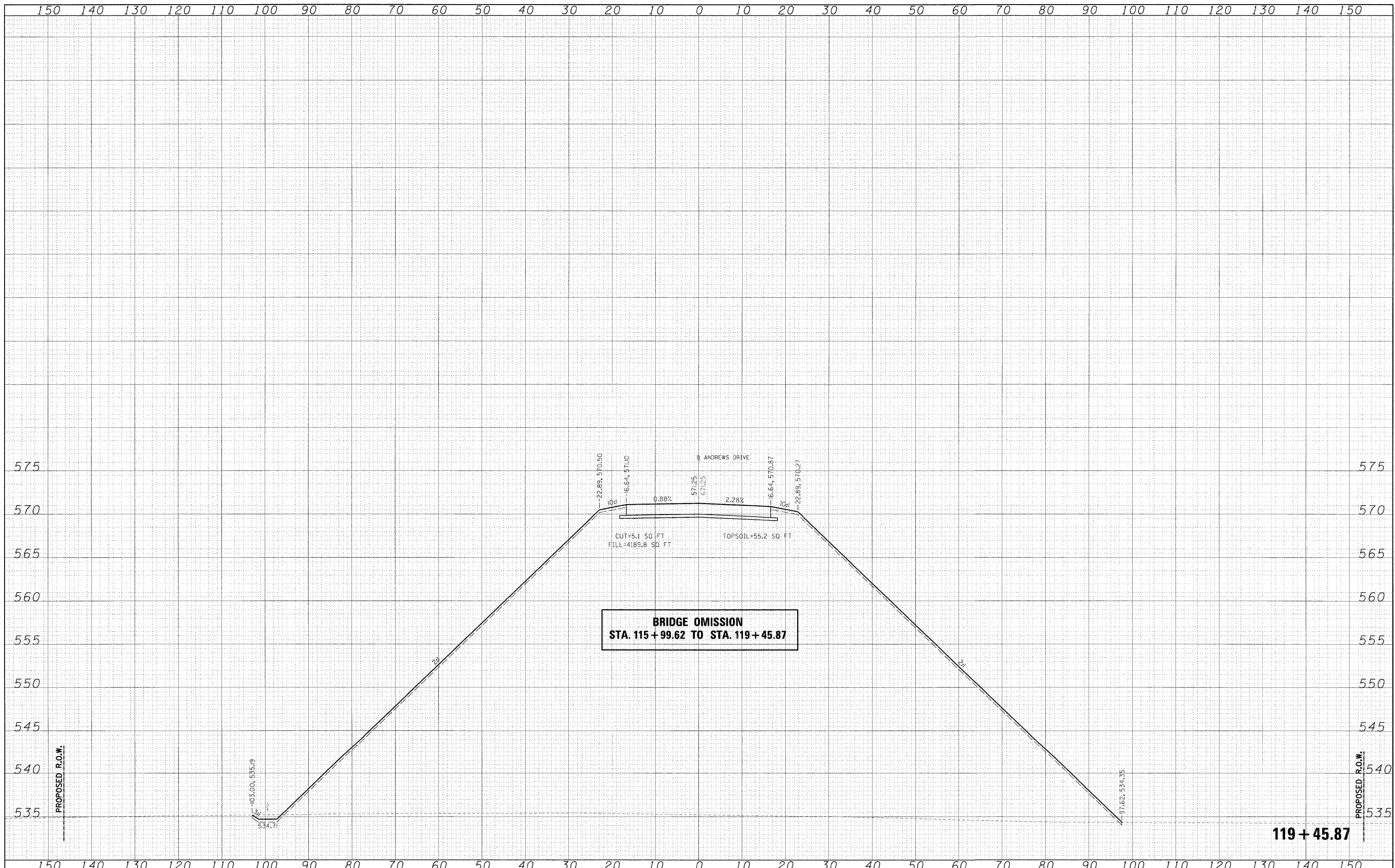
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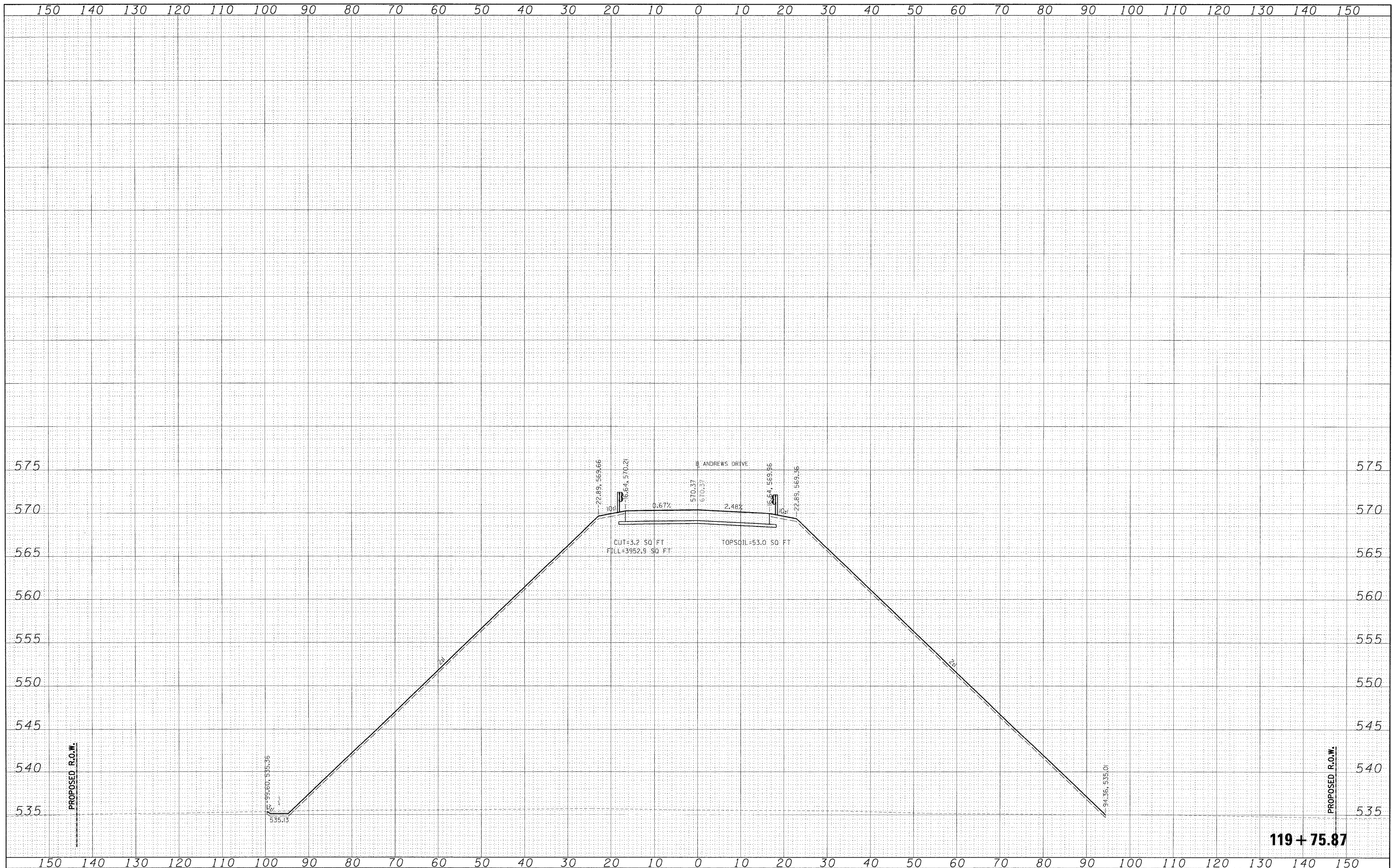
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												CONTRACT NO. 97366		

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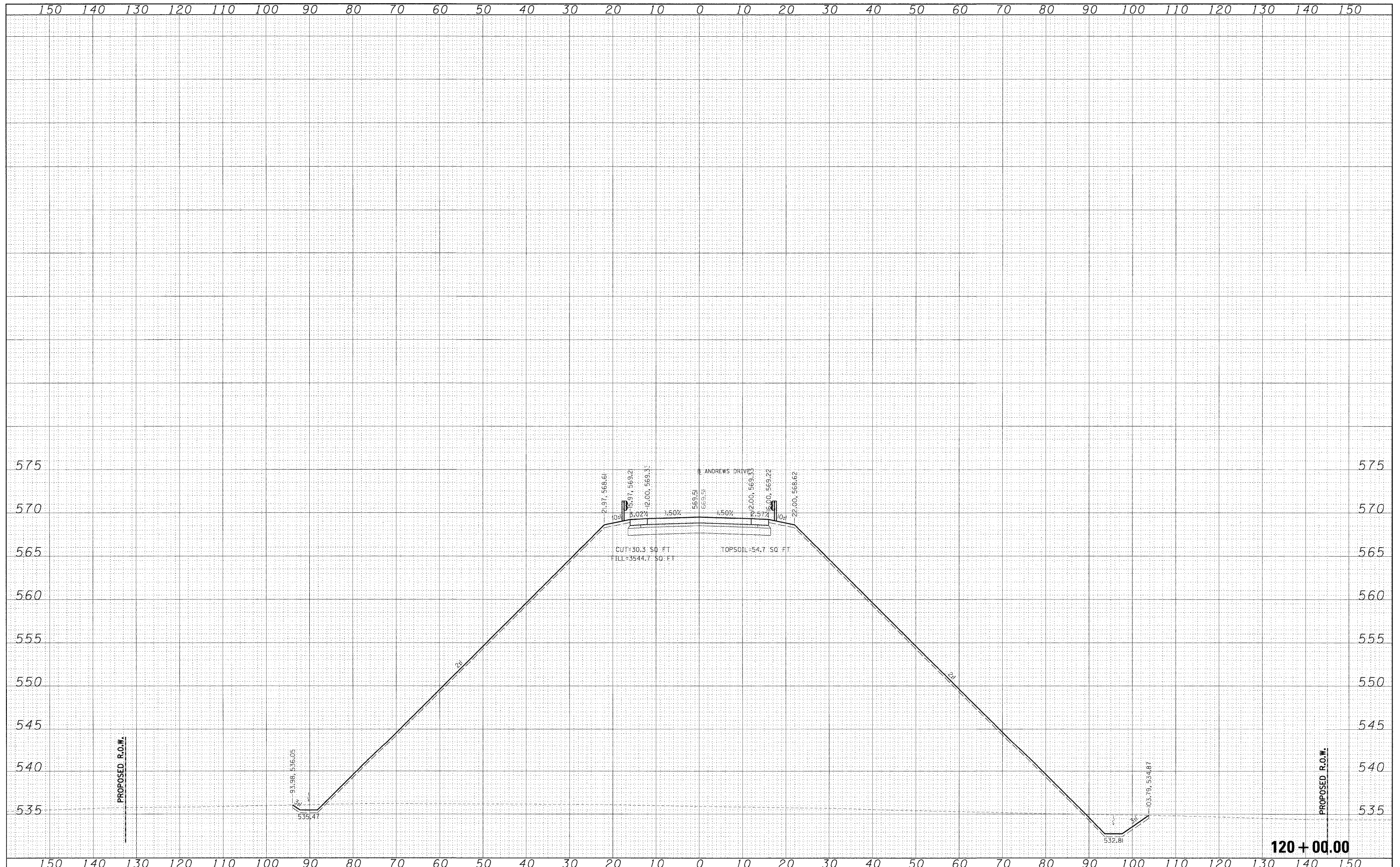


119+75.87

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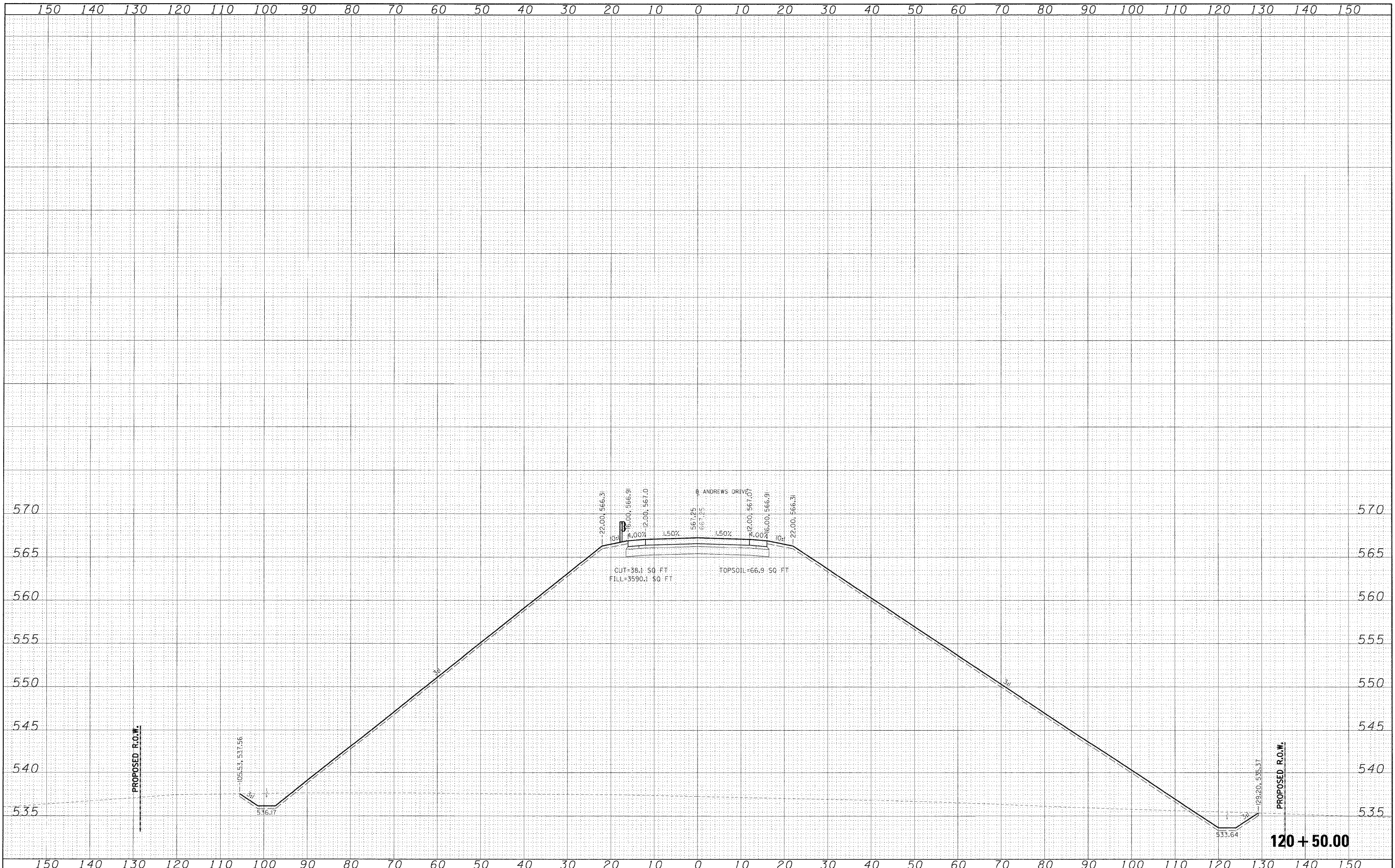
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		DATE - ---	REVISED -								ILLINOIS FED. AID PROJECT		

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NOTE BOOK	PLOTTED	BY
NO.	DATE	
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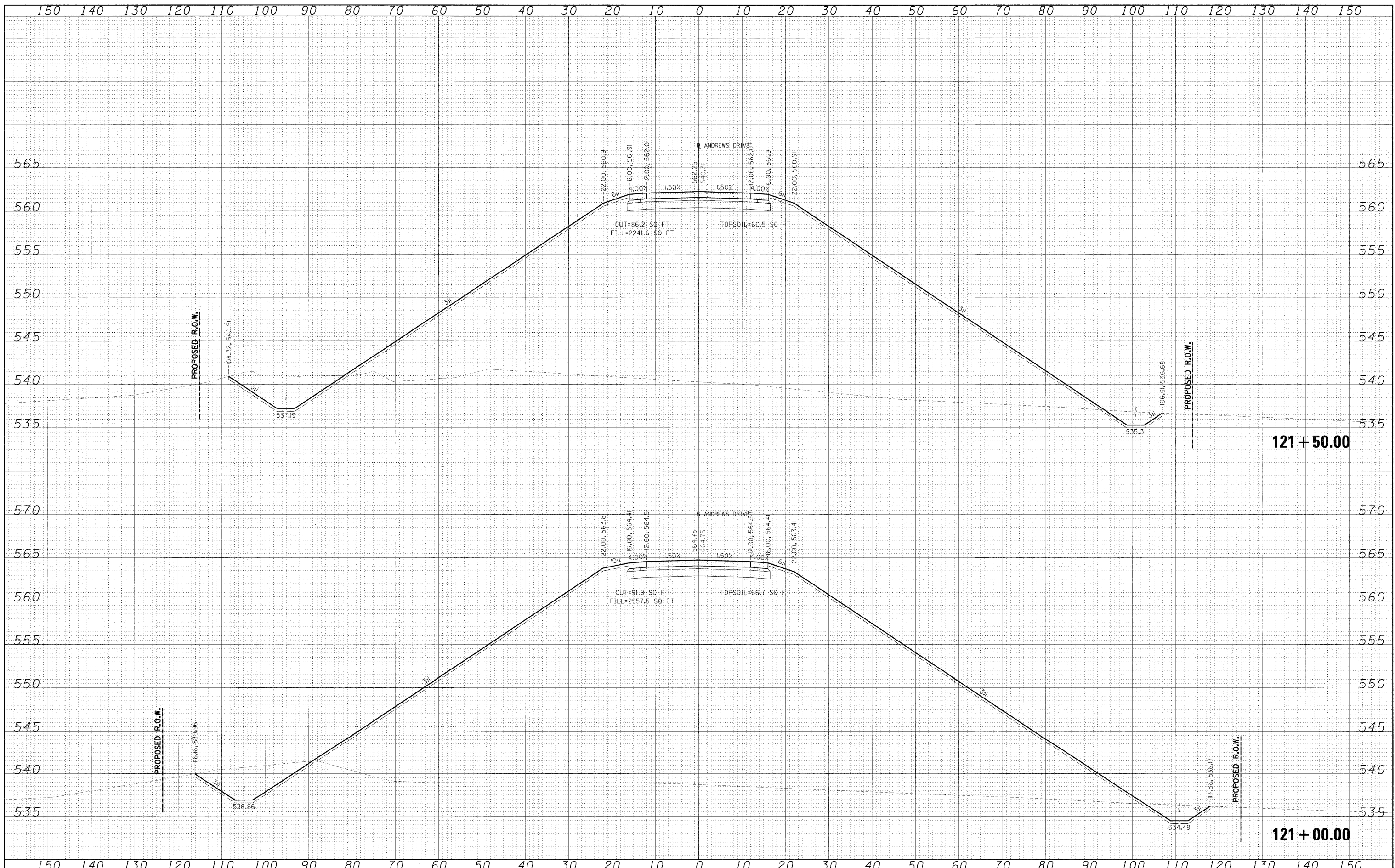
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SCALE: SHEET NO. OF SHEETS STA. 120+50.00 TO STA. 120+50.00						FED. ROAD DIST. NO.				

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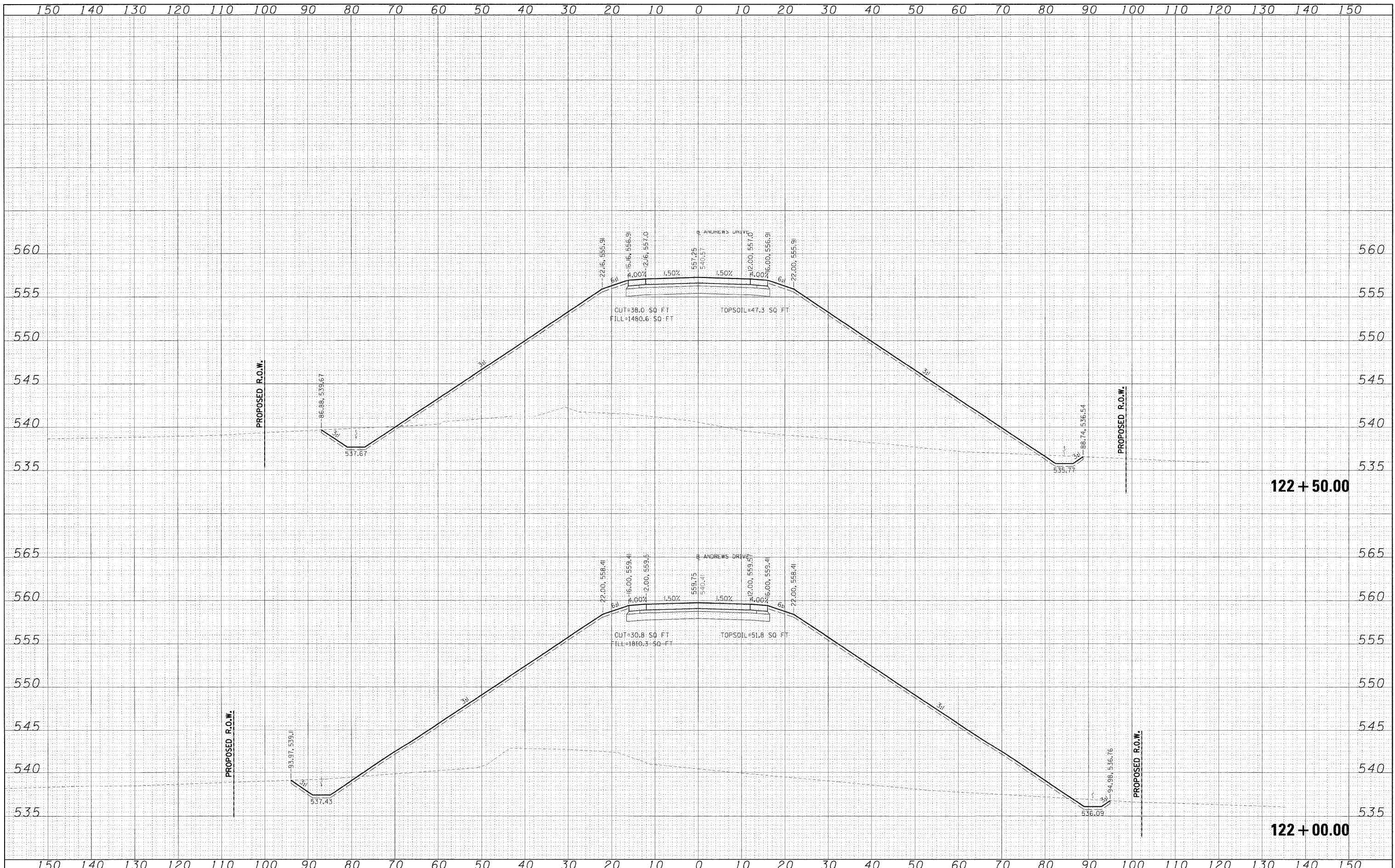
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AREAS CHECKED	
NO.	



FILE NAME =	USER NAME = Pep00936	DESIGNED - DJP	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS-ANDREWS DRIVE			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = 12\23\2009	DATE - ---	CHECKED - MH	REVISED -					CONTRACT NO. 97366				
		DATE - ---	REVISED -					FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

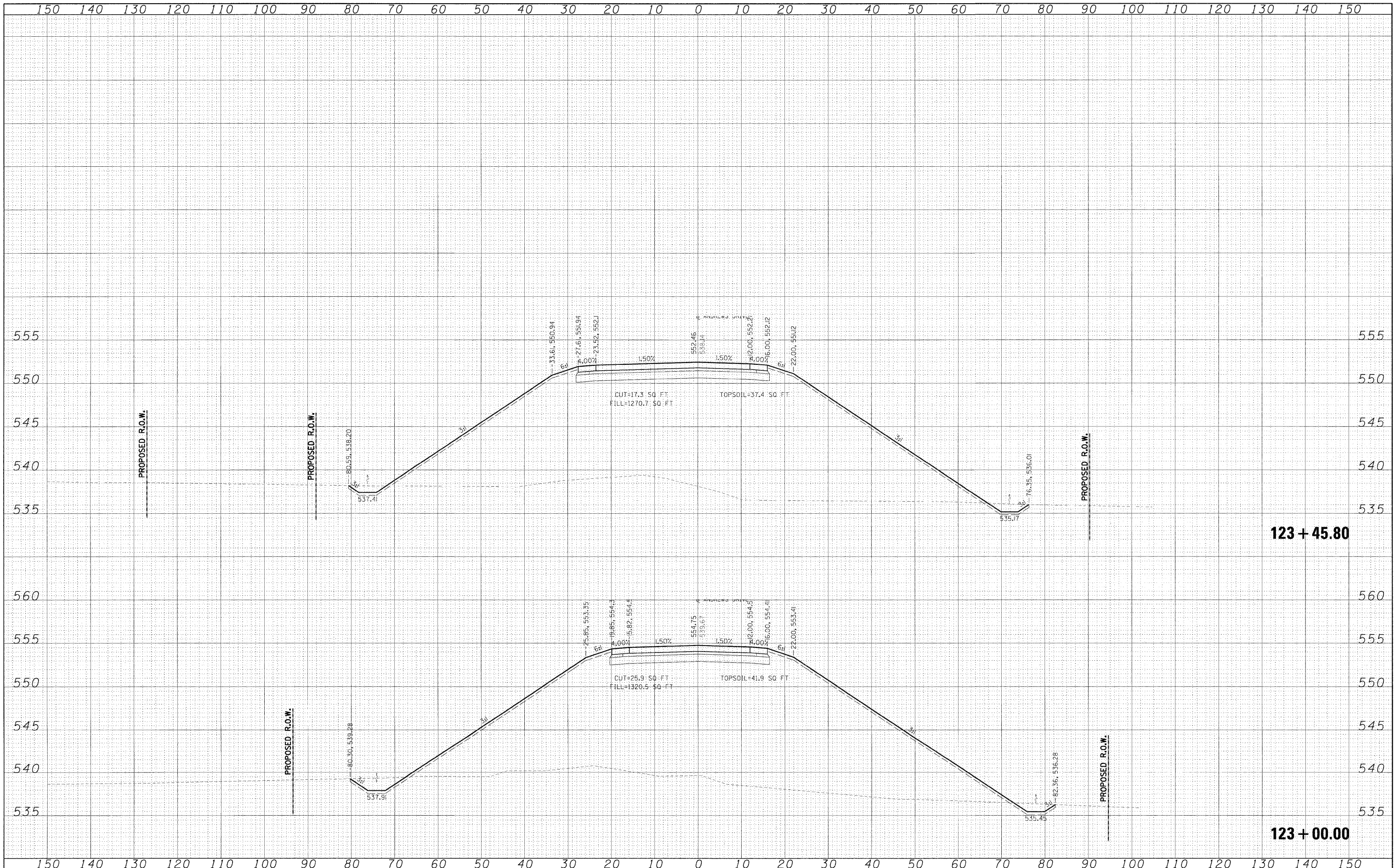
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	REVISIONS
	AREAS CHECKED



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	PLOT SCALE = 10.0000' / 1" =	DRAWN - DJP	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	99-00036-00-BR	BOND	99	84
	PLOT DATE = 12/23/2009	CHECKED - MH	REVISED -		STA. 122+00.00	TO	STA. 122+50.00	CONTRACT NO. 97366				
		DATE - ---	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

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

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



FILE NAME = I:\04_jobs\0452012\CADD\Road\Sheet\C-301-XSANDREWS-2.dgn

USER NAME = Pop00036
 DESIGNED - DJP
 DRAWN - DJP
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

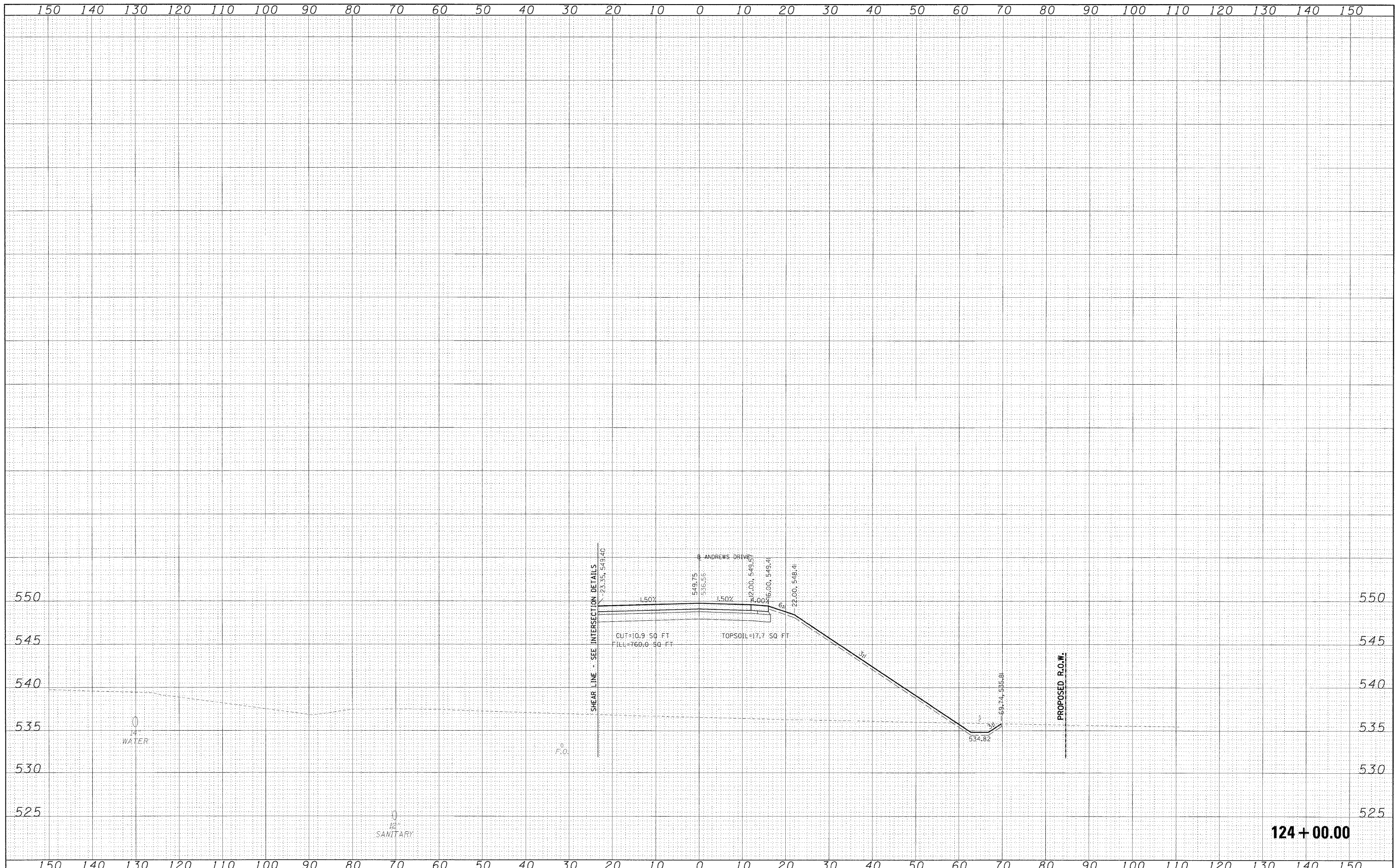
CROSS SECTIONS-ANDREWS DRIVE

SCALE: SHEET NO. OF SHEETS STA. 123+00.00 TO STA. 123+45.80

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	85
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

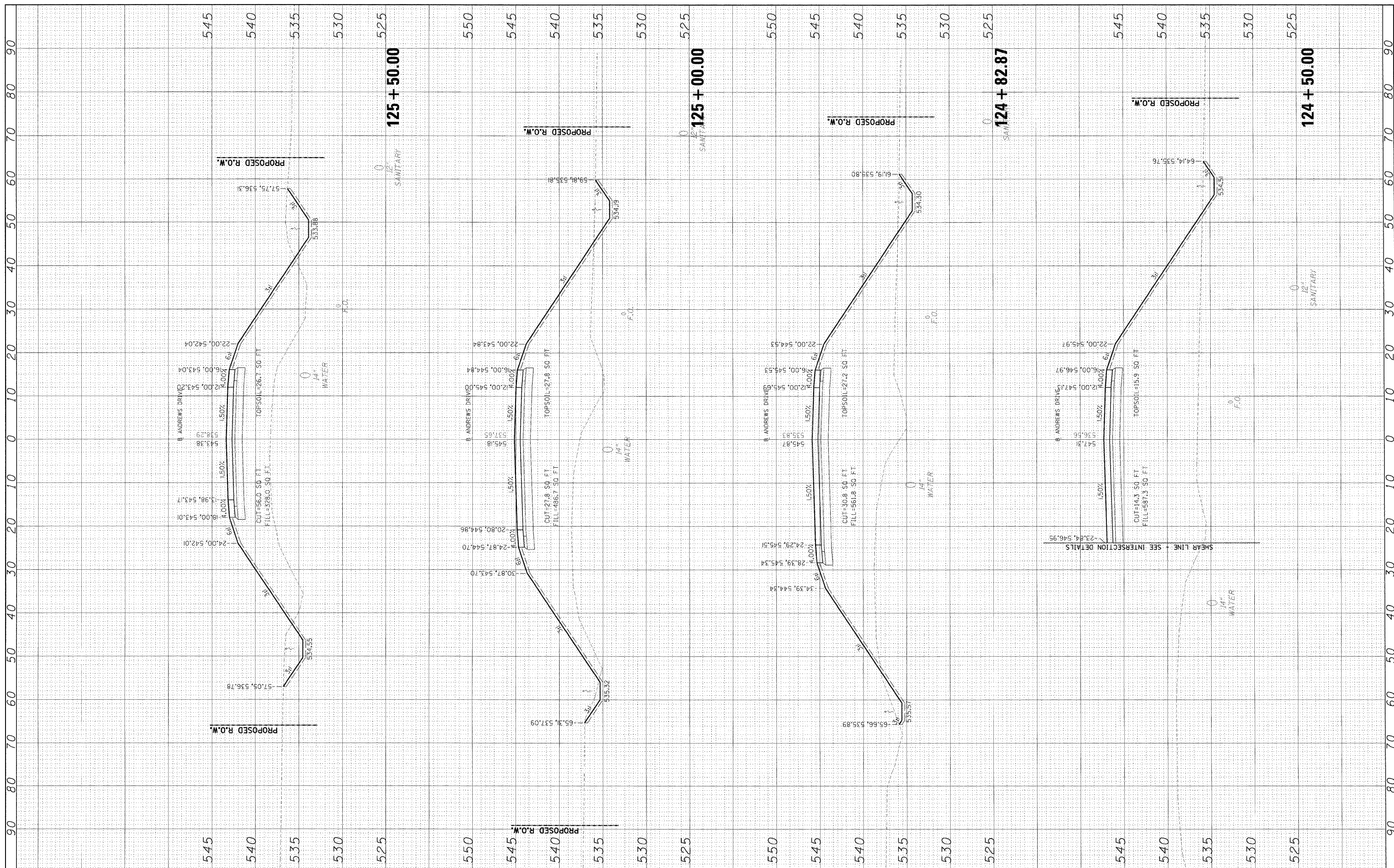
DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK NO.	PLOTTED
	TEMPLATE
	AREAS CHECKED



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	PLOT SCALE = 10.0000' / 1in.	DRAWN - DJP	REVISED -							99-00036-00BR	BOND	99	86
	PLOT DATE = 12/23/2008	CHECKED - MH	REVISED -								CONTRACT NO. 97366		
		DATE - ---	REVISED -							FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

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

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



FILE NAME = 1:\04\jobs\0452012\CADD\Road\Sheet\C-301-XSANDREWS-3.dgn

USER NAME = Pop00036
 PLOT SCALE = 10.0000' / 1" =
 PLOT DATE = 12\23\2008

DESIGNED - DJP
 DRAWN - DJP
 CHECKED - MH
 DATE - --

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

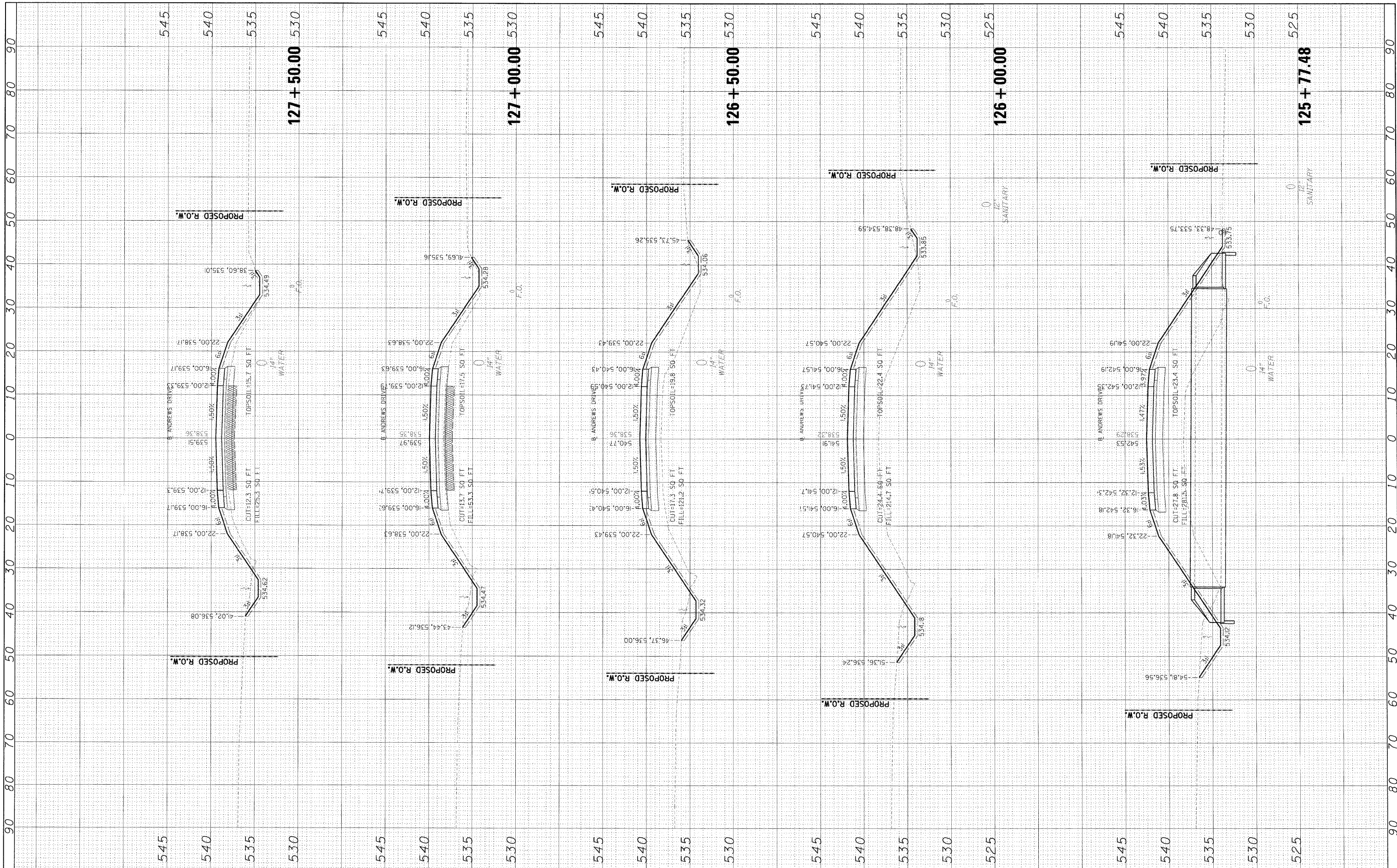
CROSS SECTIONS-ANDREWS DRIVE

SCALE: SHEET NO. OF SHEETS STA. 124+50.00 TO STA. 125+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	87
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

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



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 PLOT SCALE = 10.0000' / 1" / in.
 PLOT DATE = 12/23/2006

DESIGNED - DJP
 DRAWN - DJP
 CHECKED - MH
 DATE - ---

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

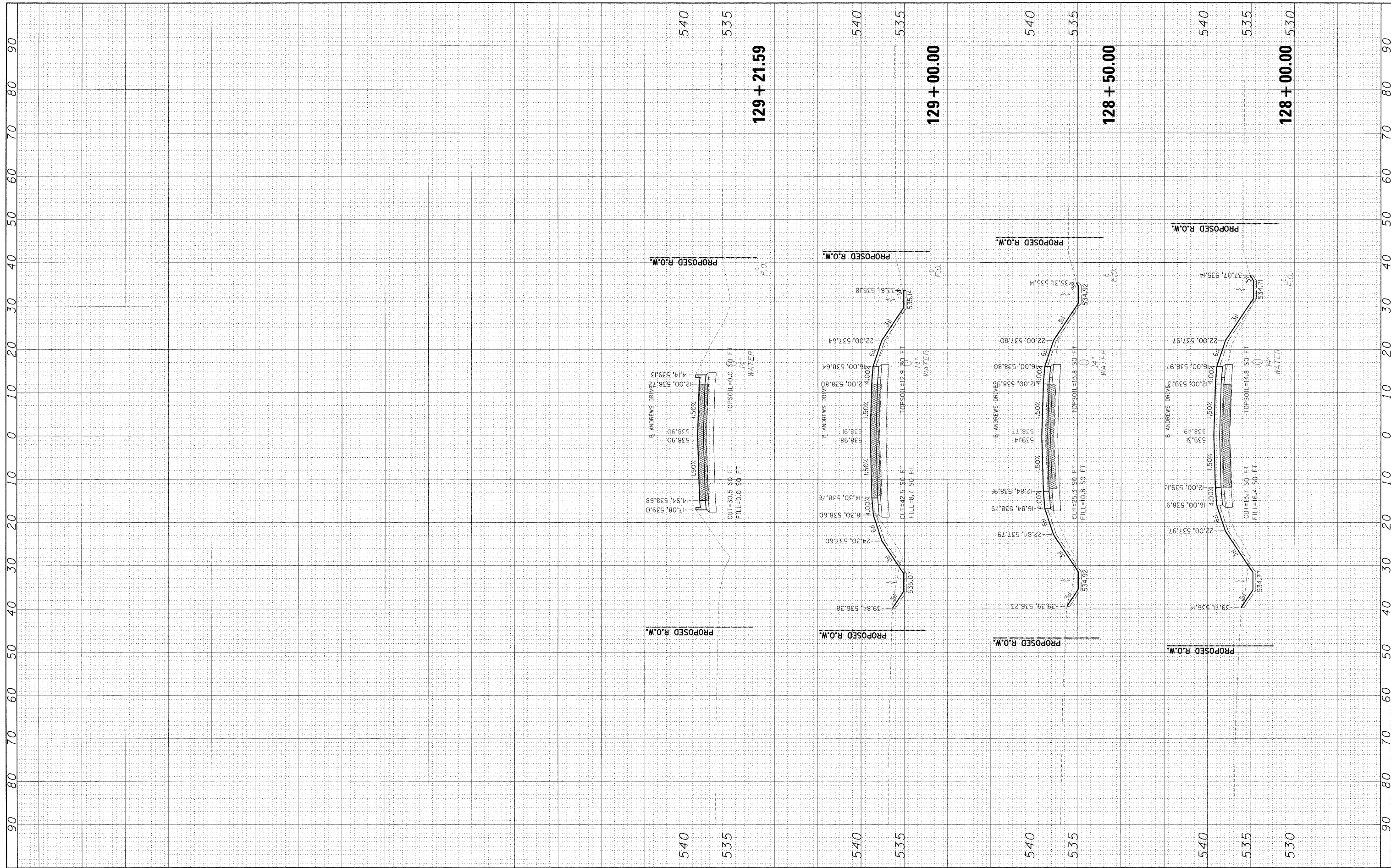
CROSS SECTIONS-ANDREWS DRIVE

SCALE: SHEET NO. OF SHEETS STA. 125+77.48 TO STA. 127+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	88
CONTRACT NO. 97366				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

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



FILE NAME = J:\04\Jobs\0452012\CADD\Road\Sheet\C-301-XS\ANDREWS-3.dgn

USER NAME = Pop008936
 DESIGNED - DJP
 DRAWN - DJP
 CHECKED - MH
 DATE - ---
 PLOT SCALE = 10,0000' / 1" = 10000
 PLOT DATE = 12\23\2006

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

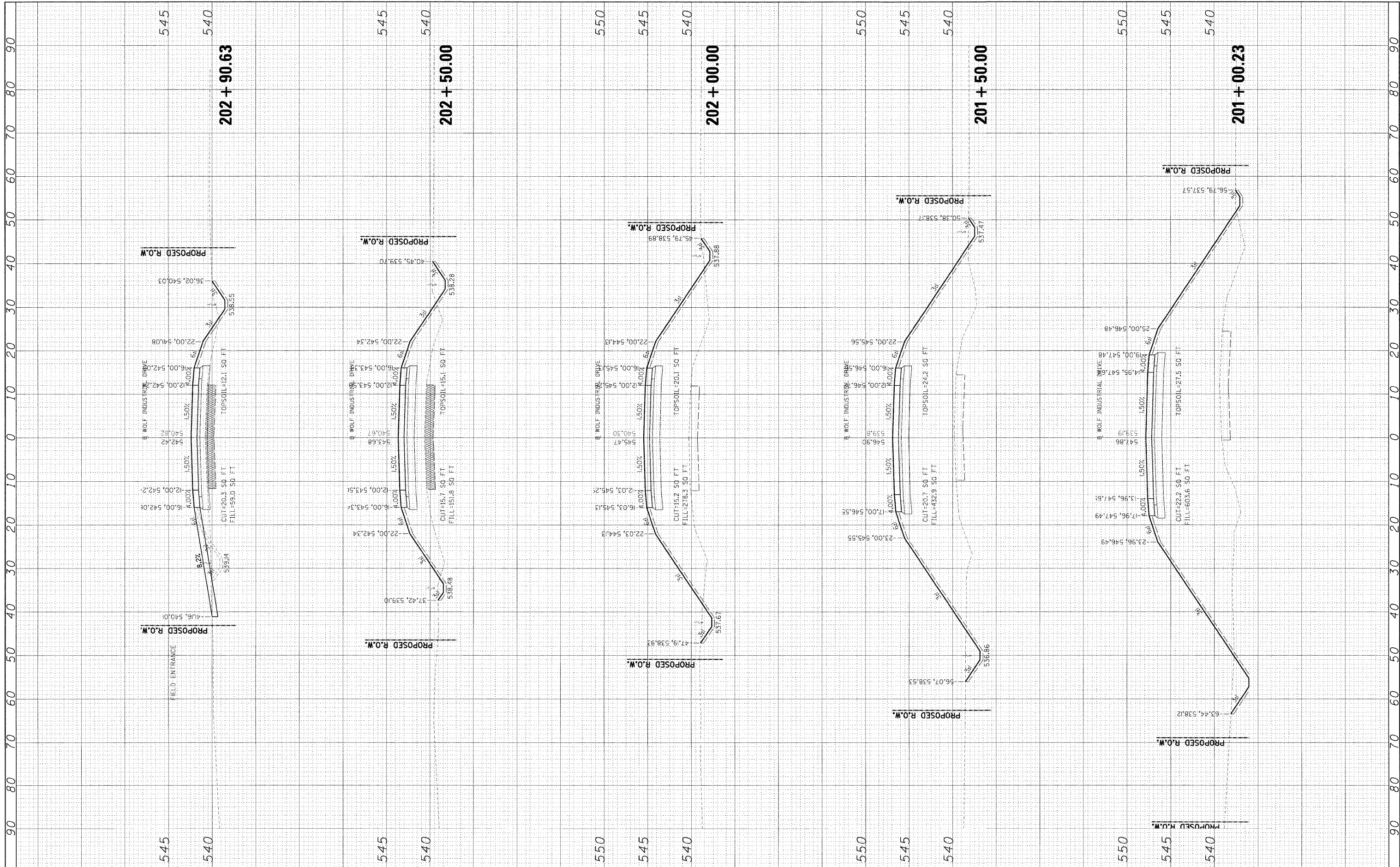
CROSS SECTIONS-ANDREWS DRIVE

SCALE: SHEET NO. OF SHEETS STA. 128+00.00 TO STA. 129+21.59

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	99-00036-00-BR	BOND	99	89
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

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



FILE NAME = I:\04\jobs\0452012\CADD\Road\Sheet\C-302-XSWOLF.dgn

USER NAME = Pop00836
 DESIGNED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS-WOLF INDUSTRIAL DRIVE

SCALE: SHEET NO. OF SHEETS | STA. 201+00.23 TO STA. 202+90.63

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	97-00036-00-BR	BOND	99	90
CONTRACT NO. 97366				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

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

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



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 PLOT SCALE = 10.0000' / 1" / 1" / 1"
 PLOT DATE = 12\23\2008

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CHECKED -	REVISD -
DATE -	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

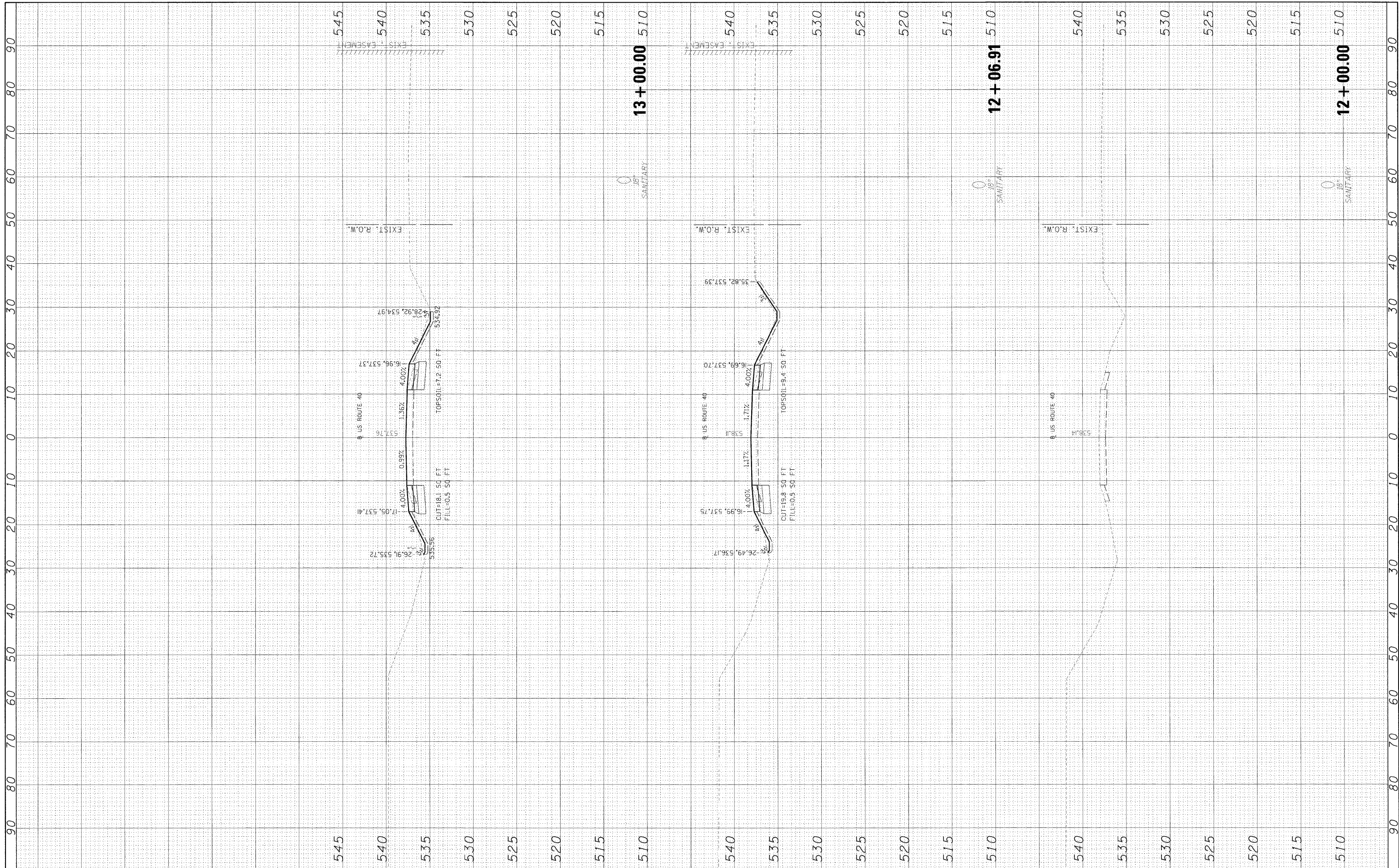
CROSS SECTIONS-WOLF INDUSTRIAL DRIVE

SCALE: SHEET NO. OF SHEETS STA. 203+50.00 TO STA. 204+10.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	97-00036-00-BR	BOND	99	91
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 97366	

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

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



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USER NAME = Pop00836
 PLOT SCALE = 10.0000' / 1"
 PLOT DATE = 12/23/2008

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

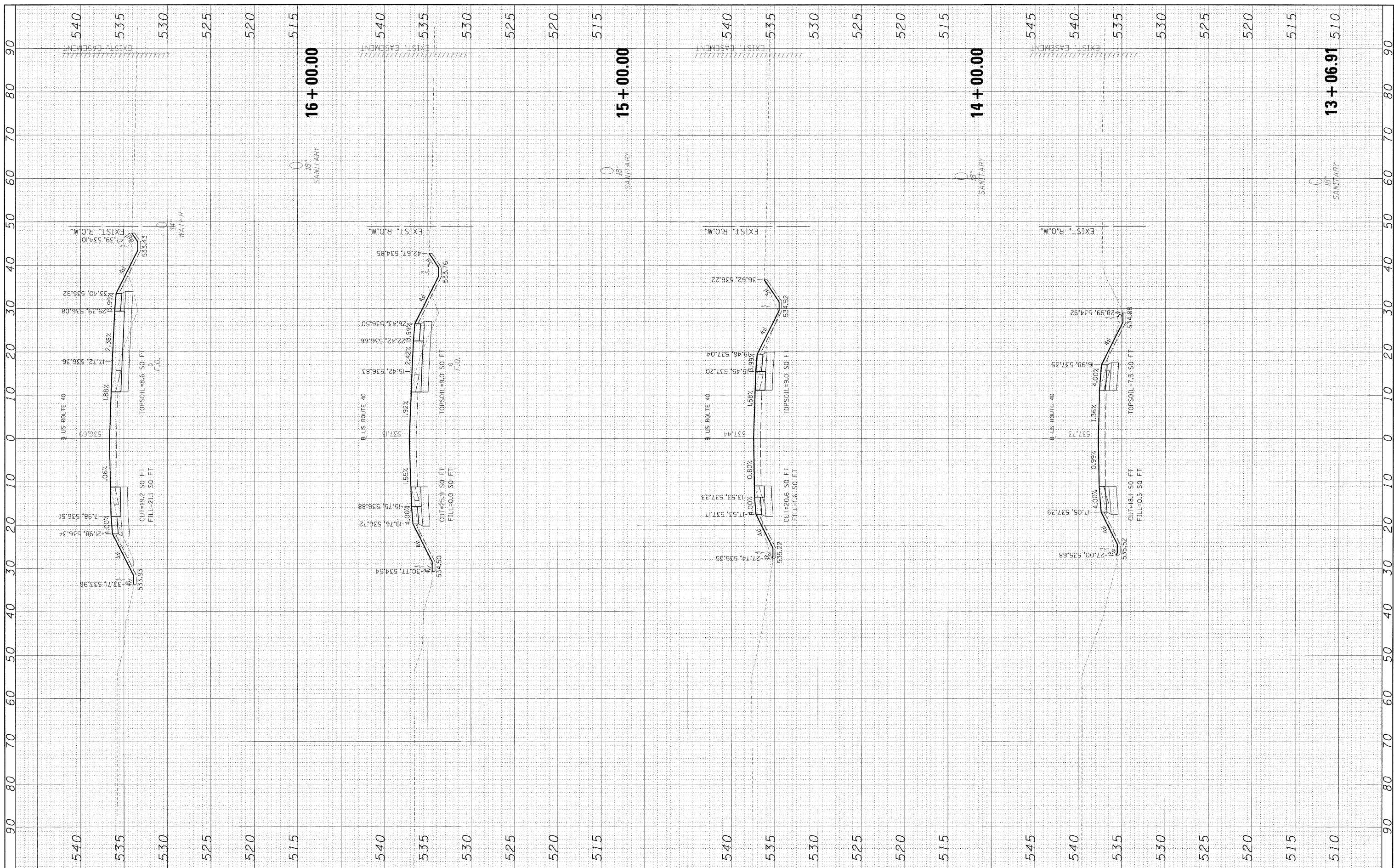
CROSS SECTIONS—U.S. ROUTE 40

SCALE: SHEET NO. OF SHEETS STA. 12+00.00 TO STA. 13+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	97-00036-00-BR		99	92
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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

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



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 CHECKED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

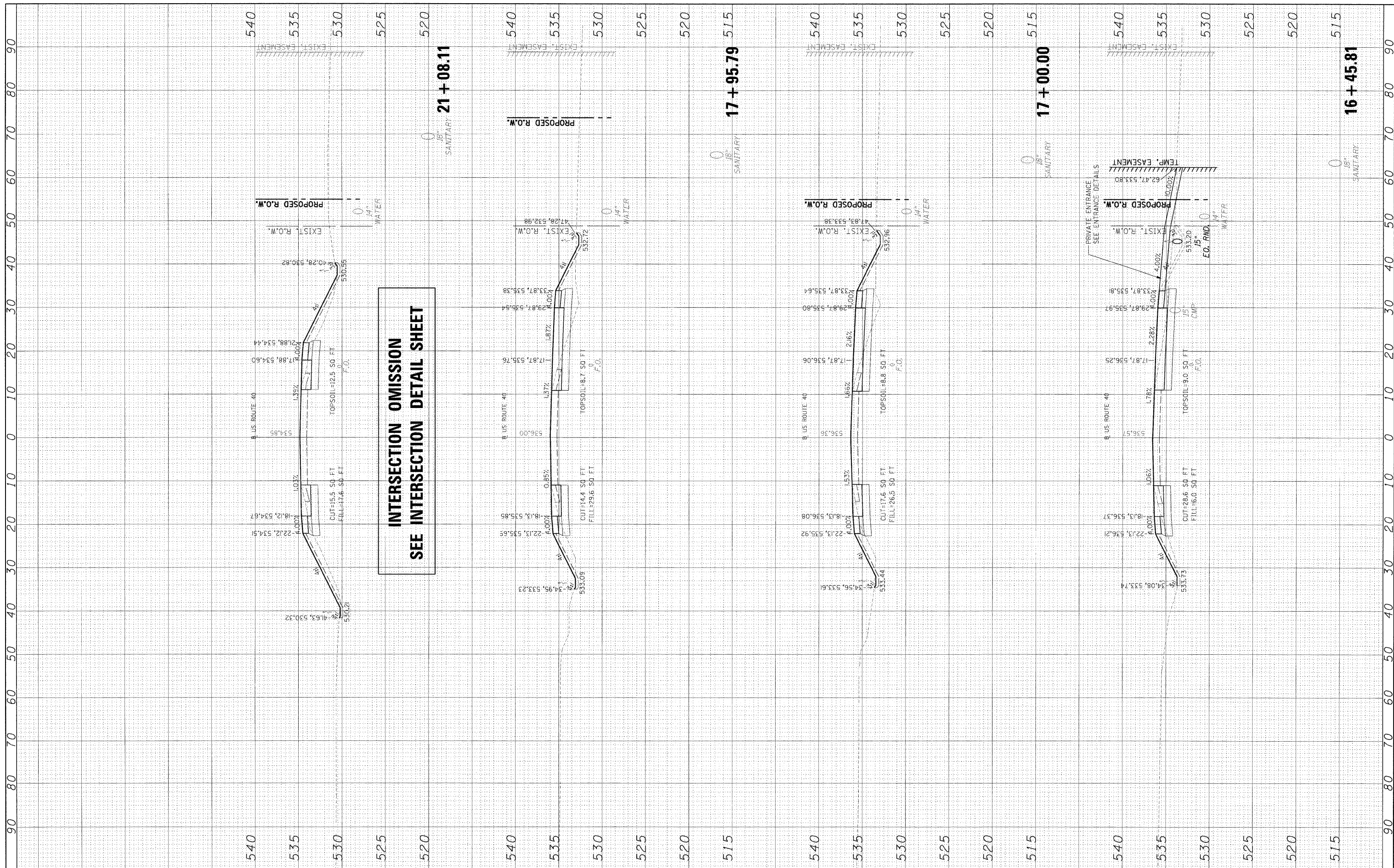
CROSS SECTIONS-U.S. ROUTE 40

SCALE: SHEET NO. OF SHEETS STA. 13+06.91 TO STA. 16+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	97-00036-00-BR	BOND	99	93
ONTRACT NO. 97366				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				

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

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



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

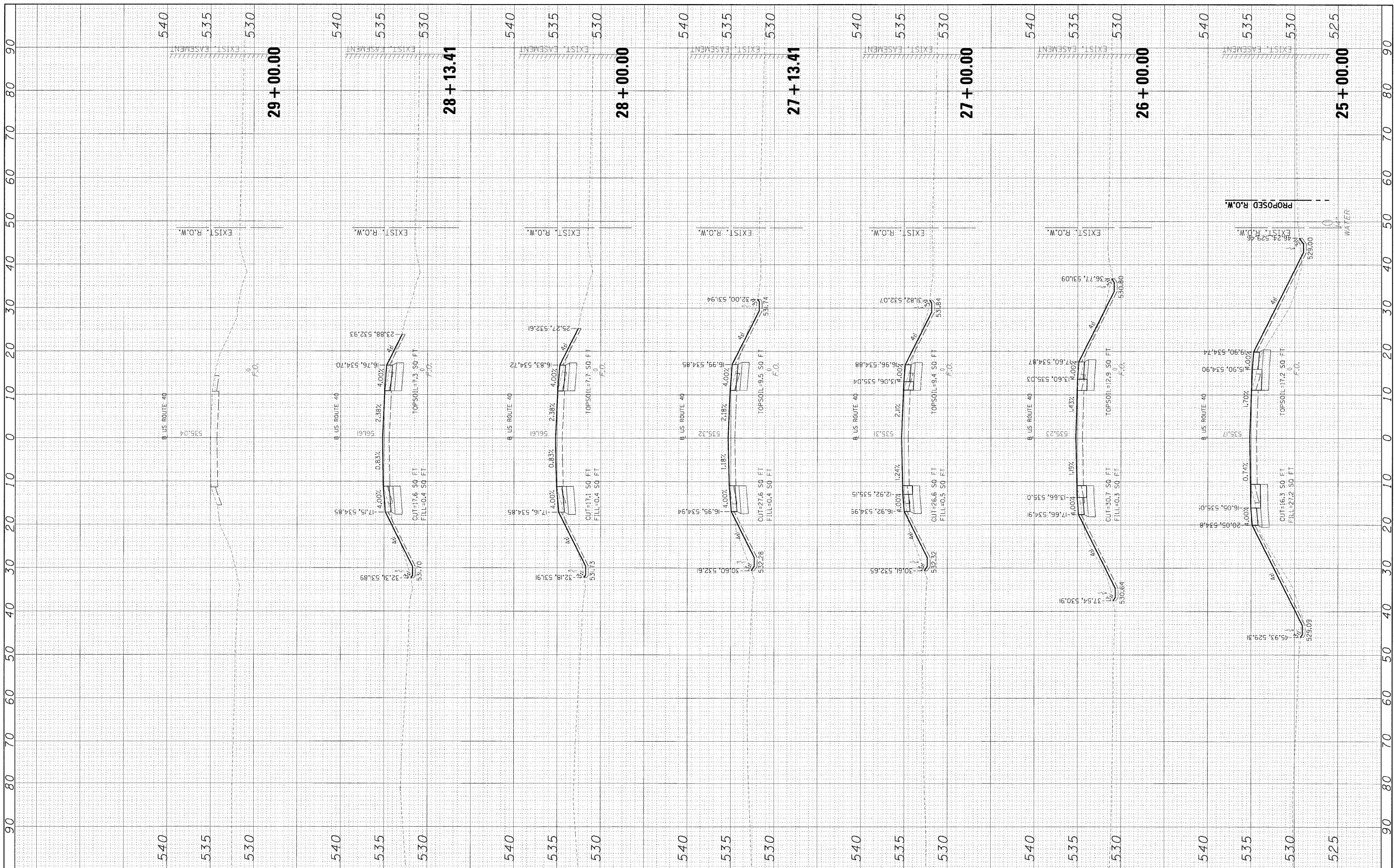
CROSS SECTIONS-U.S. ROUTE 40

SCALE: SHEET NO. OF SHEETS STA. 16+45.81 TO STA. 21+08.11

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	97-00036-00-BR		99	94
CONTRACT NO. 97366			ILLINOIS FED. AID PROJECT	

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

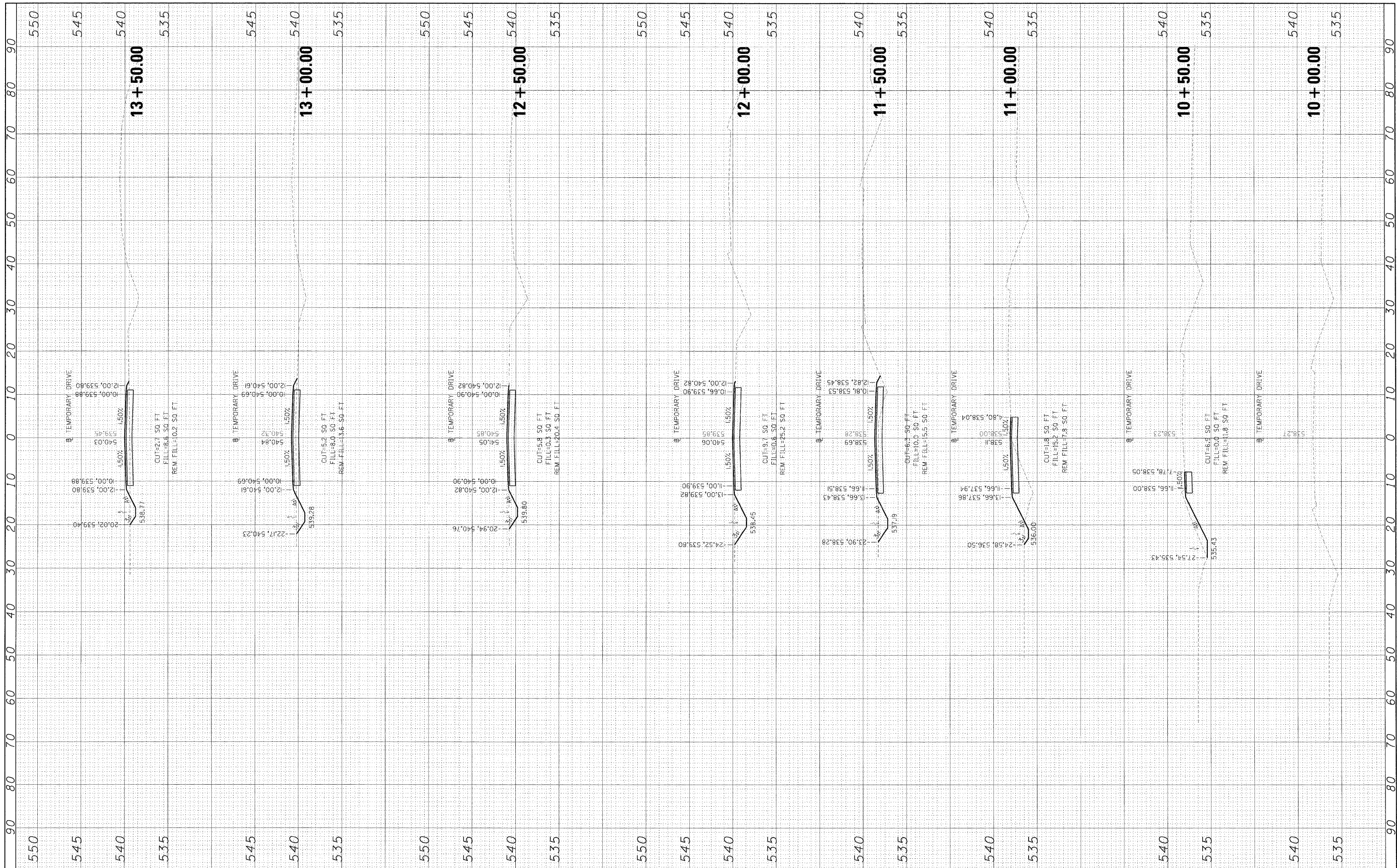
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK NO.	PLOTTED		
	TEMPLATE		
	AREAS CHECKED		



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PLOT SCALE = 10.0000' / in.		DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	97-00036-00-BR	BOND	99	96
PLOT DATE = 12/23/2008		CHECKED -	REVISED -		STA. 25+00.00	TO STA. 29+00.00	CONTRACT NO. 97366					
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

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

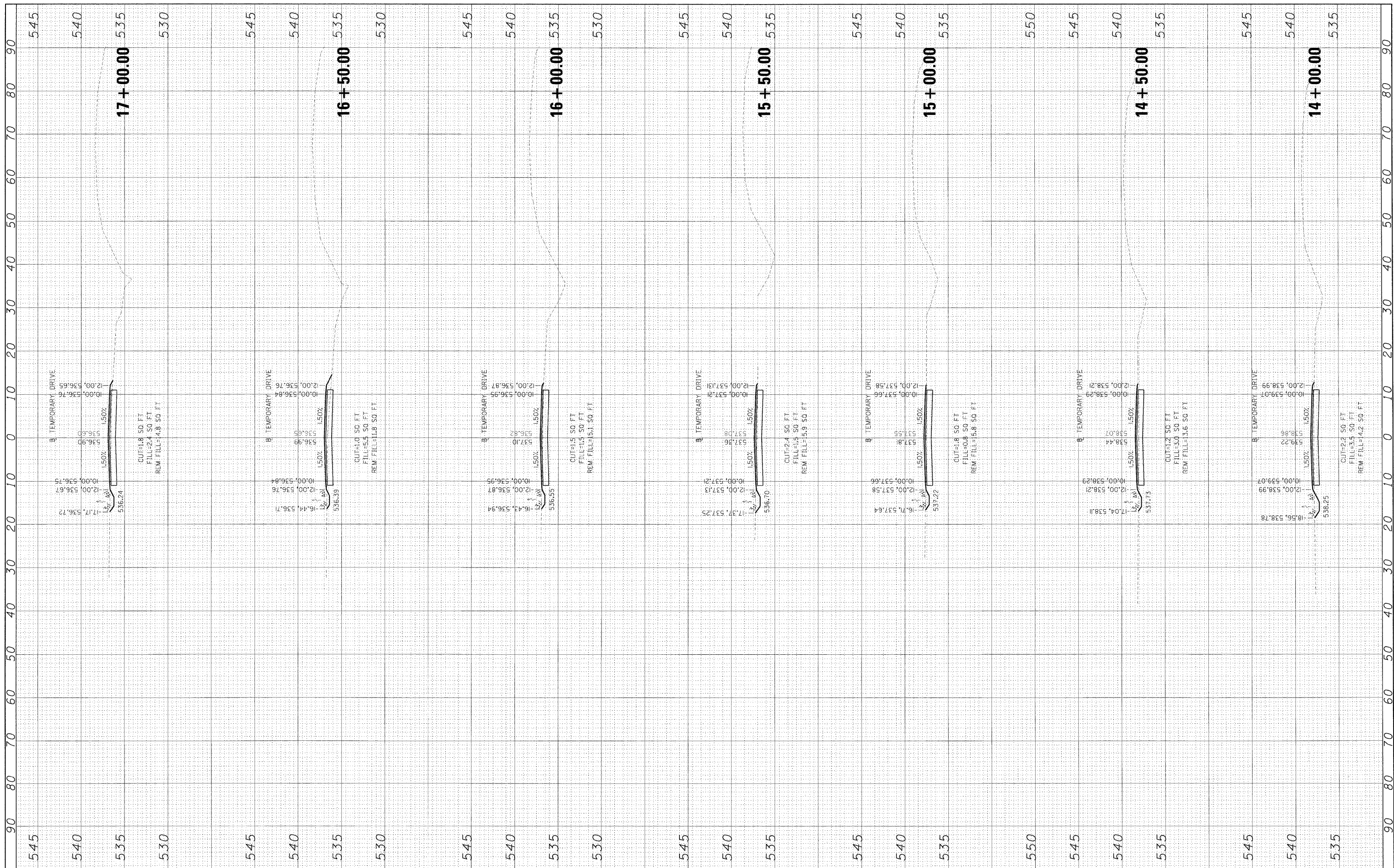
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	AREAS CHECKED		



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PLOT SCALE = 10.0000' / 1"		DRAWN -	REVISOR -					FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	BOND	99	97
PLOT DATE = 12/23/2008		CHECKED -	REVISOR -					CONTRACT NO. 97366				
		DATE -	REVISOR -									

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

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



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 PLOT DATE = 12/23/2008

DESIGNED -
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 DATE -

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

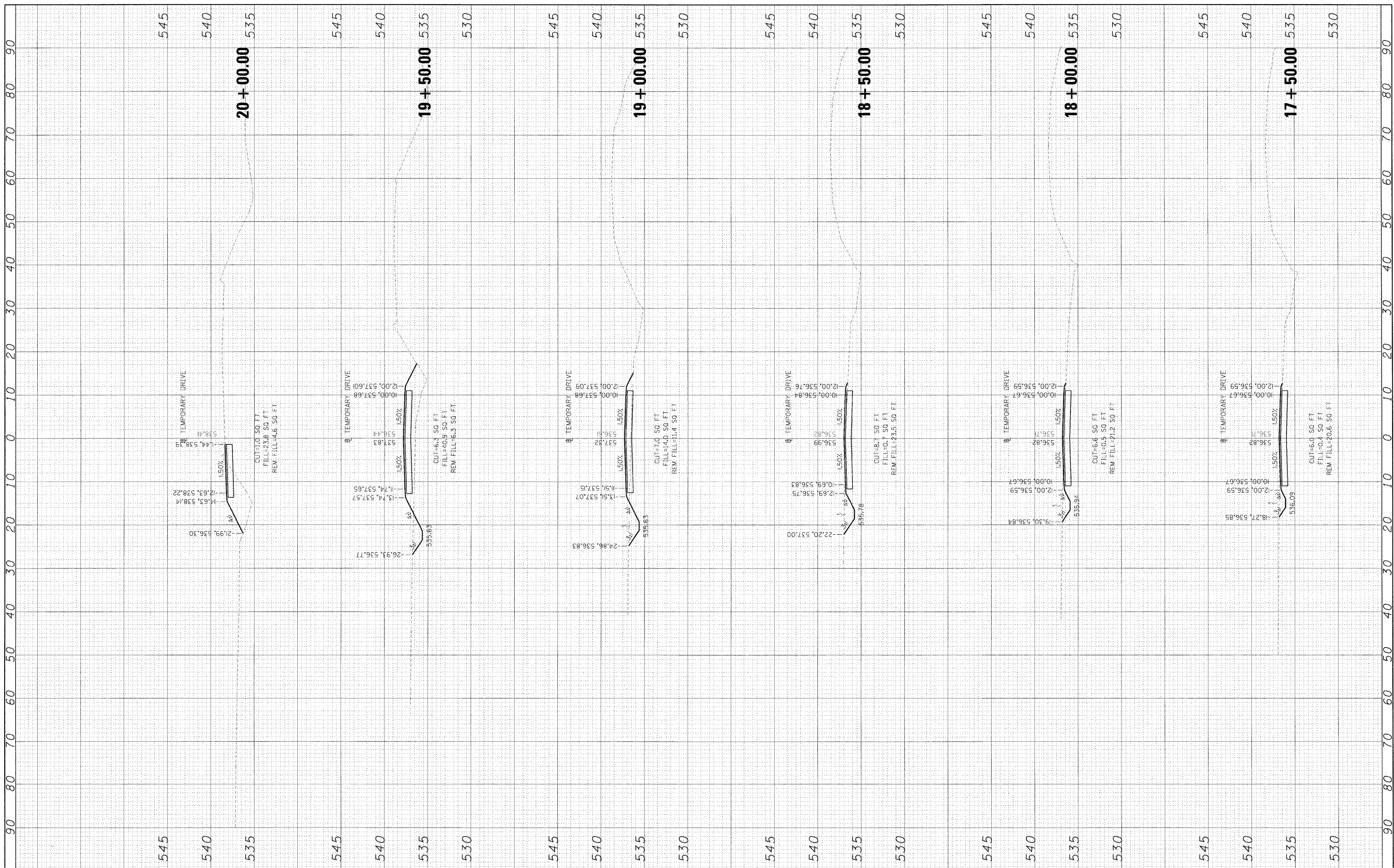
CROSS SECTIONS-TEMPORARY DRIVE

SCALE: 14+50.00 SHEET NO. 17+00.00 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	97-00036-00-BR		99	98
CONTRACT NO. 97366				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

FINAL SURVEY
 SURVEYED PLOTTED
 NOTE BOOK TEMPLATE
 AREAS CHECKED

ORIGINAL SURVEY
 SURVEYED PLOTTED
 NOTE BOOK TEMPLATE
 AREAS CHECKED



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 PLOT SCALE = 10.0000' / 1"
 PLOT DATE = 12/23/2008

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
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 REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS-TEMPORARY DRIVE

SCALE: SHEET NO. OF SHEETS STA. 17+50.00 TO STA. 20+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	97-00036-00-BR		99	99
CONTRACT NO. 97366				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				