

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

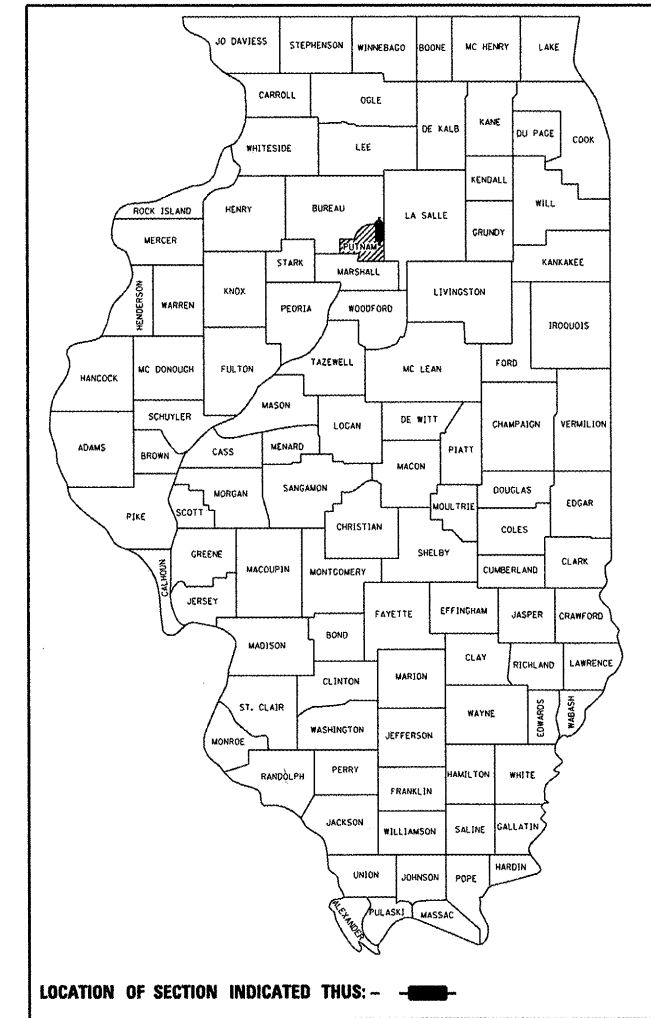
**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 698 (IL 89)
SECTION (2) BR-1 & BR-2
PROJECT F-0698(034)
PUTNAM COUNTY
STRUCTURE REPLACEMENT OVER ALLFORKS CREEK

C-94-045-06

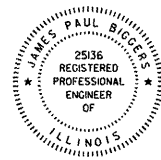
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(2) BR-1 & BR-2	PUTNAM	71	1
		ILLINOIS	CONTRACT NO. 68571	

D-94-038-06



MINOR ARTERIAL (RURAL)
F.A.P. RTE. 698 (IL 89) ADT 2009 = 5200
PV = 94.2% SU = 2.9% MU = 2.9%
DESIGN SPEED = 55 MPH.

FOR INDEX OF SHEETS, SEE SHEET NO. 2

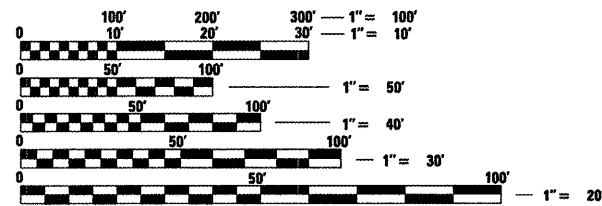


James Paul Biggers
JAMES PAUL BIGGERS, P.E.
DATE 12/12/2011
LICENSE EXPIRES 11/30/13

PLANS PREPARED BY:



JOHNSON, DEPP & QUISENBERRY
CONSULTING ENGINEERS
6450 South Sixth Street Road, Suite B Springfield, Illinois 62712
Phone: (217) 529-4534 Fax: (217) 529-8278

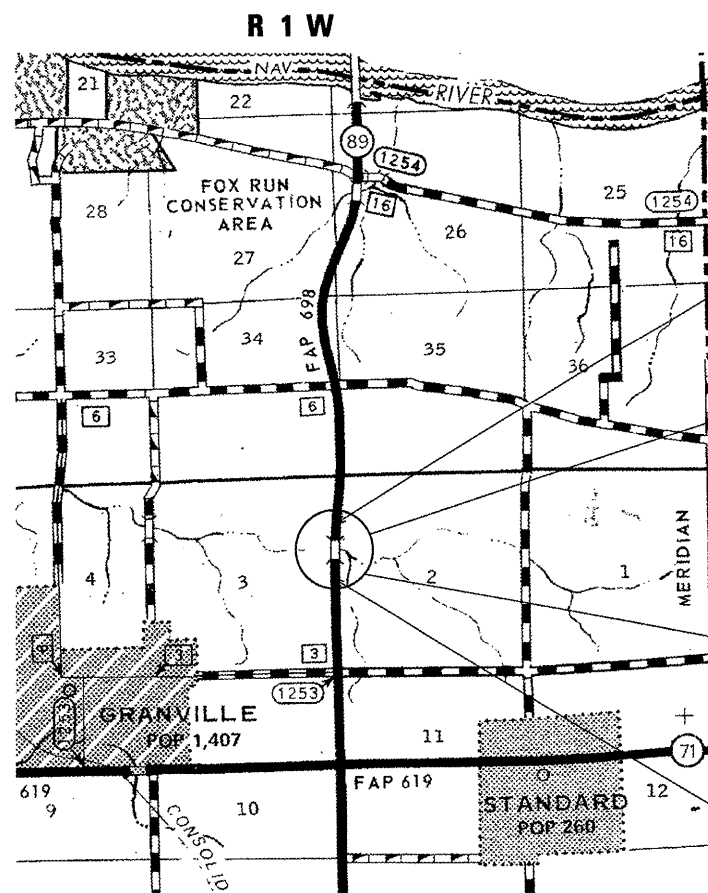


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER: RICH DOTSON (309) 671-3455
PROJECT MANAGER: TERRISA WORSFOLD (309) 671-3465

CONTRACT NO. 68571
CATALOG NO. 033199-00D



PROPOSED IMPROVEMENT BEGINS STA. 193+11

EXISTING STRUCTURE (078-0028) AT STA. 196+27 CARRYING FAP RTE. 698 (IL 89) OVER THE NORTHERN FORK OF ALLFORKS CREEK TO BE REMOVED AND REPLACED.
A NEW STRUCTURE (078-2009) AT STA. 196+22, 86' LONG, DOUBLE 11' X 10' RCBC IS TO BE CONSTRUCTED.

EXISTING STRUCTURE (078-0029) AT STA. 203+04 CARRYING FAP RTE. 698 (IL 89) OVER THE SOUTHERN FORK OF ALLFORKS CREEK TO BE REMOVED AND REPLACED.
A NEW STRUCTURE (078-2010) AT STA. 203+04, 86' LONG, DOUBLE 10' X 6' RCBC IS TO BE CONSTRUCTED.

PROPOSED IMPROVEMENT ENDS STA. 206+24

LOCATION MAP



GROSS LENGTH = 1313.00 FEET = 0.249 MILES
NET LENGTH = 1313.00 FEET = 0.249 MILES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Dec 16 20 11
Joseph E. Cowan
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

February 3 20 12
John D. Bauriello, P.E./S.E.
acting ENGINEER OF DESIGN AND ENVIRONMENT

February 3 20 12
William R. Flexler
acting DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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

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HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-06	TEMPORARY EROSION CONTROL SYSTEMS
442201-03	CLASS C AND D PATCHES
515001-03	NAME PLATE FOR BRIDGES
542401-01	METAL END SECTION FOR PIPE CULVERTS
666001-01	RIGHT OF WAY MARKERS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5 m) TO 24" (600 mm) FROM PAVEMENT EDGE
701011-02	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
701311-03	LANE CLOSURE, 2L, 2W MOVING OPERATIONS-DAY ONLY
701316-06	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR FOR SPEEDS ≥ 45 MPH
701321-12	LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701901-02	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
780001-03	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

GENERAL NOTES

1. ANY REFERENCE TO STANDARDS THROUGHOUT THE PLANS SHALL BE INTERPRETED TO BE THE LATEST STANDARDS OF THE DEPARTMENT AS SHOWN IN THE PLANS.

2. PLAN ELEVATIONS - U.S.G.S. MEAN SEA LEVEL DATUM

ALL ELEVATIONS SHOWN ON THE PLANS ARE ESTABLISHED FROM U.S.G.S. MEAN SEA LEVEL DATUM.

3. UTILITIES - LOCATIONS/INFORMATION ON PLANS

THE LOCATIONS OF EXISTING WATER MAINS, GAS MAINS, SEWERS, ELECTRIC POWER LINES, TELEPHONE LINES AND OTHER UTILITIES AS SHOWN ON THE PLANS ARE BASED ON CAREFUL FIELD INVESTIGATION AND THE BEST INFORMATION AVAILABLE, BUT THEY ARE NOT GUARANTEED. UNLESS ELEVATIONS ARE SHOWN --- ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY THE UTILITY COMPANY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO ASCERTAIN THEIR EXACT LOCATION FROM THE UTILITY COMPANIES AND BY FIELD INSPECTION.

4. TREE REMOVAL - UTILITY RELOCATION

TREE REMOVAL MAY BE NECESSARY PRIOR TO UTILITY COMPANIES BEING ABLE TO RELOCATE THEIR FACILITIES OUTSIDE THE CONSTRUCTION LIMITS. THE CONTRACTOR SHOULD COORDINATE ANY CONTRACT TREE REMOVAL ACTIVITIES WITH THE UTILITY COMPANIES TO ELIMINATE CONFLICTS AND POTENTIAL DELAYS CAUSED BY UTILITY TREE REMOVAL ACTIVITIES OR INCOMPLETE UTILITY RELOCATIONS.

5. POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT) RATES

SURFACE TYPE	ESTIMATED TRUCK APPLICATION RATE	RESIDUAL RATE
MILLED (HMA OR PCC)	0.08 GAL/SY (0.00034 TON/SY)	0.04 GAL/SY
EXISTING PAVEMENT	0.05 GAL/SY (0.00022 TON/SY)	0.025 GAL/SY
FOG COAT (BETWEEN LIFTS)	0.05 GAL/SY (0.00022 TON/SY)	0.025 GAL/SY

NOTE: ESTIMATED TRUCK APPLICATION RATE IS USED FOR ESTIMATING QUANTITIES.

6. PAVING SURFACE COURSE

CONTINUOUS PAVING OPERATIONS ON THE MAIN ROADWAY SHALL BE MAINTAINED AT ALL TIMES DURING THE CONSTRUCTION OF THE HOT-MIX ASPHALT SURFACE. NO INTERRUPTIONS FOR SIDE ROADS, ENTRANCES, TURN LANES, ETC. WILL BE ALLOWED.

7. THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

8. THE THICKNESS OF THE HMA MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA MIXTURE IS PLACED.

9. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

LOCATION	IL 89	
	SURFACE CSE.	HMA SHOULDER (LOWER LIFTS) & BASE CSE. FOR PATCH
RAP%(MAX)*	15%	25%
AC/PG	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ N=50	4.0% @ N=50
MIX COMPOSITION (GRADATION MIXTURE)	IL 9.5 OR IL 12.5	IL 19.0
FRICTION AGGREGATE	MIXTURE "D"	N.A.

NOTES: INDIVIDUAL LIFT THICKNESS OF EACH MIX TYPE WILL BE NO LESS THAN 3 TIMES NOMINAL MAXIMUM AGGREGATE SIZE AND NO MORE THAN 6 TIMES NOMINAL MAXIMUM AGGREGATE SIZE.

* IF THE RAP OPTION IS SELECTED, THE ASPHALT GRADE MAY NEED TO BE ADJUSTED, THIS WILL BE DETERMINED BY THE ENGINEER.

10. AGGREGATE FOR DRIVEWAY REPLACEMENT

THE MATERIAL USED FOR CONSTRUCTION OF PERMANENT AGGREGATE DRIVEWAYS SHALL BE GRAVEL OR CRUSHED STONE, AS DIRECTED BY THE ENGINEER, TO REPLACE IN KIND THE EXISTING AGGREGATE DRIVEWAYS. NO ADDITIONAL COMPENSATION SHALL BE PROVIDED FOR THIS REQUIREMENT BUT SHALL BE CONSIDERED AS INCLUDED IN THE COST OF THE PAY ITEM FOR THE AGGREGATE AS SPECIFIED ON THE PLANS.

11. PROPERTY OWNER ACCESS REQUIREMENT

ACCESS MUST BE MAINTAINED TO ALL EXISTING PROPERTIES DURING CONSTRUCTION PER ARTICLE 107.09 UNLESS ARRANGEMENTS ARE MADE IN WRITING BY THE CONTRACTOR WITH THE PROPERTY OWNERS WITH A COPY TO THE ENGINEER FOR SHORT-TERM CLOSURES.

12. BUTT JOINT CUTTING TIME RESTRICTION

BUTT JOINTS SHALL NOT BE MILLED MORE THAN THREE (3) DAYS PRIOR TO PLACEMENT OF THE HMA SURFACE COURSE.

13. PAVEMENT STATION NUMBERS & PLACEMENT

THE CONTRACTOR SHALL PROVIDE LABOR AND MATERIALS REQUIRED TO IMPRINT PAVEMENT STATION NUMBERS IN THE FINISHED SURFACE OF THE PAVEMENT AND/OR OVERLAY. THE NUMBERS SHALL BE APPROXIMATELY 3/4 INCH (20 MM) WIDE, 5 INCHES (125 MM) HIGH AND 5/8 INCH (15 MM) DEEP.

THE PAVEMENT STATION NUMBERS SHALL BE INSTALLED AS SPECIFIED HEREIN:

INTERVAL - 200 FEET (ENGLISH STATIONING) OR 100 METERS (METRIC STATIONING)

BOTTOM OF NUMBERS - 6 INCHES (150 MM) FROM THE INSIDE EDGE OF THE PAVEMENT MARKING LOCATION:

- 2, 3, & 5 LANE PAVEMENTS - RIGHT EDGE OF PAVEMENT IN DIRECTION OF INCREASING STATIONS

- MULTI-LANE DIVIDED ROADWAYS - OUTSIDE EDGE OF PAVEMENT IN BOTH DIRECTIONS

- RAMPS - ALONG BASELINE EDGE OF PAVEMENT

POSITION - STATIONS SHALL BE PLACED SO THEY CAN BE READ FROM THE ADJACENT SHOULDER

FORMAT - ENGLISH (METRIC) PAVEMENT STATIONS SHALL USE THIS FORMAT "XXX (XX+X00)", WHERE X REPRESENTS THE PAVEMENT STATION

THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF THE ASSOCIATED PAVEMENT AND/OR OVERLAY PAY ITEMS.

14. ALL TEMPORARY PAVEMENT MARKING WILL BE PLACED IN SUCH A MANNER SO AS NOT TO INTERFERE WITH THE PLACEMENT OF PERMANENT PAVEMENT MARKINGS.

15. THE CONTRACTOR SHALL NOTIFY THE DISTRICT 4 BUREAU OF OPERATIONS AT (309) 671-4466 THREE WEEKS PRIOR TO IMPLEMENTING ANY TRAFFIC CONTROL.

16. ENGINEERS FIELD OFFICE

ADD THE FOLLOWING SENTENCE TO THE END OF PARAGRAPH 670.02 (I) AND 670.04 (E): ALL OF THE TELEPHONE LINES PROVIDED SHALL HAVE UNPUBLISHED NUMBERS.

17. SETTING OF SECTION CORNER MONUMENTATION

ALL SECTION CORNER LOCATION ON THIS PROJECT SHALL BE LOCATED AND VERIFIED BY A LICENSED LAND SURVEYOR PRIOR TO ANY REMOVAL WORK BEING PERFORMED. THE LAND SURVEYOR SHALL LOCATE THE EXISTING SECTION CORNERS THROUGH COURTHOUSE RESEARCH, PERSONAL KNOWLEDGE OR THROUGH THE ASSISTANCE OF LOCAL FIRMS PERFORMING LAND SURVEYING IN THE AREA. IF THE SECTION CORNER DOES NOT EXIST THROUGH EITHER ITS PHYSICAL LOCATION OR THROUGH TIES IN THE FIELD IT SHALL NOT BE RESET, THERE SHALL BE NO CALCULATING OF SECTION CORNERS ONTO A PROJECT REQUIRED.

ONCE THE PAVING AND STRIPING OPERATIONS HAVE BEEN PERFORMED THE SECTION CORNER SHALL BE RESET AT THE DIRECTION OF A LICENSED LAND SURVEYOR. IF ANY DIMENSIONS HAVE BEEN CHANGED, IT SHALL BE THE RESPONSIBILITY OF THE SURVEYOR TO FILE A NEW MONUMENT RECORD IN THE APPROPRIATE COURTHOUSE.

A COPY OF ALL DRAWINGS OR MONUMENT RECORDS PRODUCED FROM THIS PROJECT SHALL BE SENT TO THE CHIEF OF SURVEYS, ILLINOIS DEPARTMENT OF TRANSPORTATION, REGION THREE/DISTRICT FOUR, PEORIA, ILLINOIS.

THE SUPPLYING, DRILLING, SETTING OF DISKS, PROFESSIONAL SERVICES, LABOR AND ANY OTHER ADDITIONAL WORK REQUIRED TO PERFORM THIS WORK SHALL BE PAID FOR UNDER PAY ITEM FOR PERMANENT SURVEY MARKERS, TYPE I.

REFER TO CADD STANDARD 667101 FOR DETAILS.

18. RIGHT-OF-WAY MARKERS

WHEN INSTALLING RIGHT-OF-WAY MAKERS, CARE SHALL BE TAKEN TO NOT DISTURB ANY EXISTING PROPERTY/RIGHT-OF-WAY PINS. IF A PROPERTY/RIGHT-OF-WAY PIN IS FOUND AT THE LOCATION OF A PROPOSED RIGHT-OF-WAY MARKER, THE MARKER SHALL BE PLACED ONE (1) FOOT IN FRONT OF THE PIN.

19. ORDERING LENGTH CONFIRMATION - DRAINAGE ITEMS

THE CONTRACTOR SHALL CONSULT WITH THE ENGINEER IN REGARD TO THE EXACT LENGTH OF THE BOX/PIPE CULVERTS, STORM SEWERS, AND/OR PIPE DRAINS REQUIRED PRIOR TO ORDERING THESE ITEMS.

20. ENVIRONMENTAL REVIEWS

PRIOR TO THE USE OF ANY PROPOSED BORROW AREAS, USE AREAS (TEMPORARY ACCESS ROADS, DETOURS, RUN-AROUNDS, ETC.) AND/OR WASTE AREAS, THE CONTRACTOR SHALL FILE THE REQUIRED ENVIRONMENTAL RESOURCE REQUEST SURVEYS ACCORDING TO SECTION 107.22 OF THE STANDARD SPECIFICATIONS. THESE SURVEYS ARE REQUIRED IN ORDER FOR THE DEPARTMENT TO CONDUCT CULTURAL AND BIOLOGICAL RESOURCE SURVEYS FOR THE PROPOSED SITE.

PRIOR TO ANY WASTE MATERIALS BEING REMOVED FROM THE CONSTRUCTION SITE THE REQUIRED ENVIRONMENTAL RESOURCE SURVEYS WILL NEED TO BE OBTAINED AND FILED BY THE CONTRACTOR. EXCESS WASTE PRODUCTS REMOVED FROM THE CONSTRUCTION SITE SHALL BE DISPOSED OF AS REQUIRED IN SECTION 202.03 OF THE STANDARD SPECIFICATIONS.

ANY PROTRUDING METAL BARS SHALL BE REMOVED PRIOR TO THE DISPOSAL OF BROKEN CONCRETE AT APPROVED DISPOSAL SITES.

THE REQUIRED ENVIRONMENTAL RESOURCE DOCUMENTATION SHALL INCLUDE THE FOLLOWING:

- BDE FORM 2289 (ENVIRONMENTAL SURVEY REQUEST)
- A LOCATION MAP SHOWING THE SIZE LIMITS AND LOCATION OF THE USE AREA
- SIGNED PROPERTY OWNER AGREEMENT FORM - D4 P10100
- COLOR PHOTOGRAPHS DEPICTING THE USE AREA
- BORROW AREA ENTRY AGREEMENT FORM - D4 P10101

PLEASE NOTE THAT A MINIMUM OF TWO WEEKS SHALL BE ALLOWED FOR THE DISTRICT TO OBTAIN THE REQUIRED ENVIRONMENTAL CLEARANCES.

21. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREAS ARE AS FOLLOWS:

- AMEREN IP
- VERIZON

MEMBERS OF J.U.L.I.E. (800) 892-0123 OR 811 INDICATED BY •
NON-MEMBERS MUST BE NOTIFIED INDIVIDUALLY.

22. AVAILABILITY OF ELECTRONIC FILES

MICROSTATION AND GEOPAK FILES OF THIS PROJECT WILL BE MADE AVAILABLE TO THE CONTRACTOR. IF THERE IS A CONFLICT BETWEEN THE ELECTRONIC FILES AND THE PRINTED CONTRACT PLANS AND DOCUMENTS, THE PRINTED CONTRACT PLANS AND DOCUMENTS SHALL TAKE PRECEDENCE OVER THE ELECTRONIC FILES. THE CONTRACTOR SHALL ACCEPT ALL RISK ASSOCIATED WITH USING THE ELECTRONIC FILES AND SHALL HOLD THE DEPARTMENT HARMLESS FOR ANY ERRORS OR OMISSIONS IN THE ELECTRONIC FILES AND THE DATA CONTAINED THEREIN. ERRORS OR DELAYS RESULTING FROM THE USE OF THE ELECTRONIC FILES BY THE CONTRACTOR SHALL NOT RESULT IN AN EXTENSION OF TIME FOR ANY INTERIM OR FINAL COMPLETION DATE OR SHALL NOT BE CONSIDERED CAUSE FOR ADDITIONAL COMPENSATION. THE CONTRACTOR SHALL NOT USE, SHARE, OR DISTRIBUTE THESE ELECTRONIC FILES EXCEPT FOR THE PURPOSE OF CONSTRUCTING THIS CONTRACT. ANY CLAIMS BY THIRD PARTIES DUE TO USE OR ERRORS SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL INCLUDE THIS DISCLAIMER WITH THE TRANSFER OF THESE ELECTRONIC FILES TO ANY OTHER PARTIES AND SHALL INCLUDE APPROPRIATE LANGUAGE BINDING THEM TO SIMILAR RESPONSIBILITIES.


COMMITMENTS

COMMITMENTS ARE NOT TO BE ALTERED WITHOUT THE WRITTEN APPROVAL OF ALL PARTIES TO WHICH THE COMMITMENT WAS MADE.

1. MR. JAMES SAUTER SHALL BE CONTACTED 30 DAYS PRIOR TO THE START OF CONSTRUCTION TO DISCUSS ACCESS TO HIS PROPERTY DURING THE CONSTRUCTION PERIOD. HE CAN BE REACHED AT (815)488-2275.


STATUS OF UTILITIES

ROUTE	OFFSET	LOCATION	TYPE OF UTILITY	TYPE OF CONFLICT	DISPOSITION
IL 89	60'± LT.	STA. 195+00 TO STA. 197+50	4" GAS	GRADING & RIPRAP	RELOCATE
IL 89	60'± LT.	STA. 202+25 TO STA. 204+00	4" GAS	GRADING & RIPRAP	RELOCATE
IL 89	54' LT.	STA. 196+93	POWER POLE	GRADING & RIPRAP	RELOCATE
IL 89	55' LT.	STA. 202+65	POWER POLE	GRADING & RIPRAP	RELOCATE
IL 89	38'± LT.	STA. 202+00 TO STA. 204+00	BURIED TELEPHONE	GRADING, RIPRAP & STRUCTURE	RELOCATE
IL 89	60'± RT.	STA. 195+75 TO STA. 197+80	FIBER OPTIC	GRADING & RIPRAP	RELOCATE
IL 89	60'± RT.	STA. 202+25 TO STA. 204+00	FIBER OPTIC	GRADING & RIPRAP	RELOCATE

FILE NAME *	USER NAME * #USER	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES AND COMMITMENTS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...plans\0468571-sht-gennote.dgn		DRAWN -	REVISED -			698	(2) BR-1 & BR-2	PUTNAM	71	3	
 Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 1/8" = 100.0000' / IN.	CHECKED -	REVISED -			CONTRACT NO. 68571					
	PLOT DATE = 12/12/2011 08:12:55	DATE -	REVISED -			FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE									
				80% FED 20% STATE				100% STATE					
				FAP 698 ROADWAY 0004 RURAL	BOX CULVERT 0011 SN 078-2009	BOX CULVERT 0011 SN 078-2010	FAP 698 ROADWAY 0004 RURAL						
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	32	32									
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	190	190									
20200100	EARTH EXCAVATION	CU YD	3060	3060									
20200500	EARTH EXCAVATION (WIDENING)	CU YD	410	410									
20700110	POROUS GRANULAR EMBANKMENT	TON	349	349									
20800150	TRENCH BACKFILL	CU YD	361	361									
21101615	TOPSOIL FURNISH AND PLACE, 4"	SQ YD	4972	4972									
X 25000200	SEEDING, CLASS 2	ACRE	1.0	1.0									
X 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	93	93									
X 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	93	93									
X 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	93	93									
X 25000750	MOWING	ACRE	1.0					1.0					
X 25100115	MULCH, METHOD 2	ACRE	1.0	1.0									

X SPECIALTY ITEM

FILE NAME = ...Plans\0468571-shr-S00.DGN
 Johnson, Depp & Oulsenberry
CONSULTING ENGINEERS
Springfield, Illinois

USER NAME = #USER#
DESIGNED -
DRAWN -
CHECKED -
DATE -
REVISED -
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REVISED -
REVISED -


STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
SCALE: SHEET NO. 1 OF 6 SHEETS STA. TO STA.

F.A.P. RTE. 698	SECTION (2) BR-1 & BR-2	COUNTY PUTNAM	TOTAL SHEETS 71	SHEET NO. 4
CONTRACT NO. 68571			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE									
				FAP 698 ROADWAY 0004 RURAL	80% FED 20% STATE	BOX CULVERT 0011 SN 078-2009	BOX CULVERT 0011 SN 078-2010	100% STATE	FAP 698 ROADWAY 0004 RURAL				
X 25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	529	529									
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1030	1030									
28000305	TEMPORARY DITCH CHECKS	FOOT	533	533									
28000400	PERIMETER EROSION BARRIER	FOOT	1363	1363									
28100107	STONE RIPRAP, CLASS A4	SQ YD	198				198						
28100109	STONE RIPRAP, CLASS A5	SQ YD	215			215							
28100127	STONE RIPRAP, CLASS B4	SQ YD	1807	1807									
28200200	FILTER FABRIC	SQ YD	2330	1917	215		198						
31101000	SUBBASE GRANULAR MATERIAL, TYPE B	TON	251	251									
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	111	111									
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	10	10									
40600215	POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	TON	1.4	1.4									
40600300	AGGREGATE (PRIME COAT)	TON	6	6									
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	553	553									

X SPECIALTY ITEMS


FILE NAME = ...Plans\0468571-shr-500.DGN	USER NAME = #USER	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.P. RTE. 698	SECTION (2) BR-1 & BR-2	COUNTY PUTNAM	TOTAL SHEETS 71	SHEET NO. 5
 Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 28.8888 "/> IN.	DRAWN -	REVISED -					SCALE:	SHEET NO. 2 OF 6 SHEETS	STA.	TO STA.	CONTRACT NO. 68571
	PLOT DATE = 12/15/2011 10:36:46	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				80% FED 20% STATE			100% STATE			
				FAP 698 ROADWAY 0004 RURAL	BOX CULVERT 0011 SN 078-2009	BOX CULVERT 0011 SN 078-2010	FAP 698 ROADWAY 0004 RURAL			
40600990	TEMPORARY RAMP	SQ YD	92	92						
40603335	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	TON	417.1	417.1						
44000100	PAVEMENT REMOVAL	SQ YD	254	254						
44004000	PAVED DITCH REMOVAL	FOOT	127	127						
44201747	CLASS D PATCHES, TYPE IV, 8 INCH	SQ YD	179	179						
44201845	CLASS D PATCHES, TYPE IV, 16 INCH	SQ YD	153	153						
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	404	404						
48203100	HOT-MIX ASPHALT SHOULDERS	TON	1389	1389						
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1		1					
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1			1				
50105220	PIPE CULVERT REMOVAL	FOOT	88	88						
50300255	CONCRETE SUPERSTRUCTURE	CU YD	19.1		13.8	5.3				
50800105	REINFORCEMENT BARS	POUND	4120		2720	1400				
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	78810		46250	32560				

X SPECIALTY ITEMS

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE							
				FAP 698 ROADWAY 0004 RURAL	80% FED 20% STATE BOX CULVERT 0011 SN 078-2009	BOX CULVERT 0011 SN 078-2010	100% STATE FAP 698 ROADWAY 0004 RURAL				
50800515	BAR SPLICERS	EACH	190		104	86					
51500100	NAME PLATES	EACH	2		1	1					
54003000	CONCRETE BOX CULVERTS	CU YD	413.5		259.4	154.1					
54200229	PIPE CULVERTS, CLASS D, TYPE 1 24"	FOOT	121	121							
54213459	END SECTIONS 24"	EACH	4	4							
63200310	GUARDRAIL REMOVAL	FOOT	837	837							
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	16	16							
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	5	5							
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	7	7							
67100100	MOBILIZATION	L SUM	1	1							
70100100	TRAFFIC CONTROL AND PROTECTION, STANDARD 701316	EACH	1	1							
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1							
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1							

X SPECIALTY ITEMS

FILE NAME =	USER NAME = #USER	DESIGNED -	REVISED -
...Plans\0468571-shr-S00.DGN		DRAWN -	REVISED -
 Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 28.0000' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/15/2011 10:37:32	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**


SUMMARY OF QUANTITIES

SCALE: SHEET NO. 4 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(2) BR-1 & BR-2	PUTNAM	71	7
CONTRACT NO. 68571			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE						
				FAP 698 ROADWAY 0004 RURAL	80% FED 20% STATE	BOX CULVERT 0011 SN 078-2009	BOX CULVERT 0011 SN 078-2010	100% STATE	FAP 698 ROADWAY 0004 RURAL	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1						
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5						
70106700	TEMPORARY RUMBLE STRIPS	EACH	6	6						
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	0.5	0.5						
70300100	SHORT TERM PAVEMENT MARKING	FOOT	485	485						
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3640	3640						
X 70300520	PAVEMENT MARKING TAPE, TYPE III 4"	FOOT	2075	2075						
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1269	1269						
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1525	1525						
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1100	1100						
X 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	3640	3640						
X 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	21	21						
78300100	PAVEMENT MARKING REMOVAL	SQ FT	548	548						
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	21	21						

X SPECIALTY ITEMS

FILE NAME = ...\\Plans\0468571-ht-500.DGN	USER NAME = *USER*	DESIGNED -	REVISED -
 Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 28.0000' / IN.	DRAWN -	REVISED -
	PLOT DATE = 12/15/2011 10:39:52	CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**


SUMMARY OF QUANTITIES

SCALE: SHEET NO. 5 OF 6 SHEETS STA. TO STA.

F.A.P. RTE. 698	SECTION (2) BR-1 & BR-2	COUNTY PUTNAM	TOTAL SHEETS 71	SHEET NO. 8
CONTRACT NO. 68571			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE									
				80% FED 20% STATE		100% STATE							
				FAP 698 ROADWAY 0004 RURAL	BOX CULVERT 0011 SN 078-2009	BOX CULVERT 0011 SN 078-2010	FAP 698 ROADWAY 0004 RURAL						
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	3948	3948									
X6670109	PERMANENT SURVEY TIES	EACH	4	4									
X7016500	TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	EACH	1	1									
Z0004556	HOT-MIX ASPHALT SURFACE REMOVAL (DECK)	SQ YD	59		42	17							
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1									
Z0028462	GEOTEXTILE RETAINING WALL	SQ FT	110			110							
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2									
X Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	6	6									
X Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	2	2									
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2									
Z0034105	MATERIAL TRANSFER DEVICE	TON	242.2	242.2									
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	774		461	313							

X SPECIALTY ITEMS

FILE NAME = ... \Plans\0468571-sh-t-500.DGN

 Johnson, Depp & Oulsenberry
 CONSULTING ENGINEERS
 Springfield, Illinois

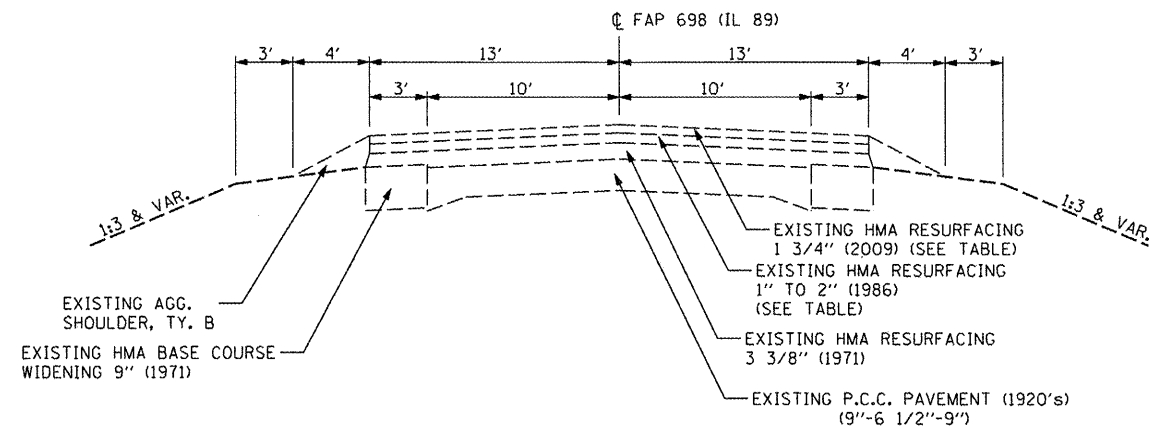
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	DATE -	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET NO. 6 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(2) BR-1 & BR-2	PUTNAM	71	9
CONTRACT NO. 68571			ILLINOIS FED. AID PROJECT	



SEE
PAVEMENT HISTORY
PROFILE DETAIL

EXISTING TYPICAL SECTION
STA. 185+00 TO STA. 215+00

RESURFACING THICKNESS TABLE (1986)

STA. TO STA.	THICKNESS
STA. 179+25 TO STA. 186+00	2"
STA. 186+00 TO STA. 186+25	2" TO 1-3/8"
STA. 186+25 TO STA. 191+75	1-3/8"
STA. 191+75 TO STA. 192+00	1-3/8" TO 2"
STA. 192+00 TO STA. 195+76	2"
STA. 195+76 TO STA. 196+16	2" TO 1"
STA. 196+16 TO STA. 196+38	BRIDGE OMISSION
STA. 196+38 TO STA. 196+68	1" TO 1-3/8"
STA. 196+68 TO STA. 202+65	1-3/8"
STA. 202+65 TO STA. 202+95	1-3/8" TO 1"
STA. 202+95 TO STA. 203+13	BRIDGE OMISSION
STA. 203+13 TO STA. 203+53	1" TO 2"
STA. 203+53 TO STA. 208+75	2"
STA. 208+75 TO STA. 209+00	2" TO 1-3/8"
STA. 209+00 TO STA. 214+00	1-3/8"
STA. 214+00 TO STA. 214+25	1-3/8" TO 2"
STA. 214+25 TO STA. 237+75	2"

RESURFACING THICKNESS TABLE (2009)

STA. TO STA.	THICKNESS
STA. 179+25 TO STA. 195+81	1 3/4"
STA. 195+81 TO STA. 196+16	1 3/4" TO 0
STA. 196+16 TO STA. 196+38	BRIDGE *
STA. 196+38 TO STA. 196+73	0 TO 1 3/4"
STA. 196+73 TO STA. 202+60	1 3/4"
STA. 202+60 TO STA. 202+95	1 3/4" TO 0
STA. 202+95 TO STA. 203+13	BRIDGE *
STA. 203+13 TO STA. 203+48	0 TO 1 3/4"
STA. 203+48 TO STA. 215+00	1 3/4"

* MILLED 1 1/2" ACROSS STRUCTURE
REPLACED WITH HMA 1 1/2"

RESURFACING THICKNESS TABLE (2010)
(NOT SHOWN ON TYPICAL)
(SEE PAVEMENT HISTORY PROFILE DETAIL)

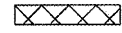
STA. TO STA.	THICKNESS
STA. 201+40 TO STA. 202+95	0 TO 6 1/4"
STA. 202+95 TO STA. 203+13	BRIDGE **
STA. 203+13 TO STA. 204+63	6 1/4" TO 0

** REMOVED EXISTING HMA OVER STRUCTURE
REPLACED WITH 10" REINFORCED CONCRETE SLAB

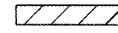
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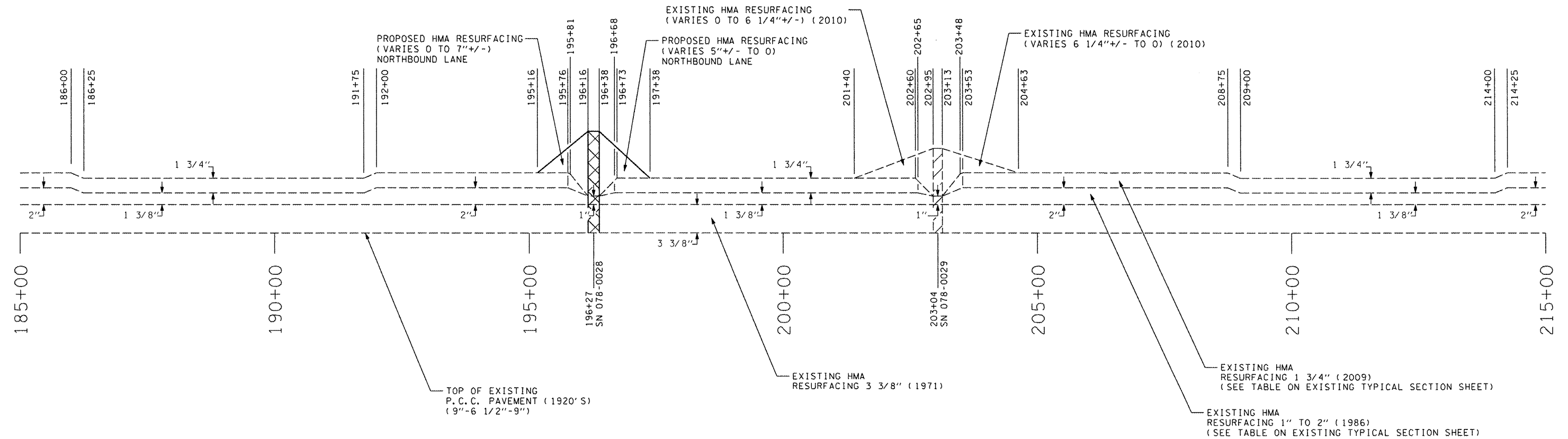
PRE-STAGE WORK



- PROPOSED 12" REINFORCED CONCRETE SLAB (TO BE PLACED OVER THE EXISTING NORTHBOUND LANE AND SHOULDER ONLY)



- EXISTING 10" REINFORCED CONCRETE SLAB (2010) (SEE TABLE ON EXISTING TYPICAL SECTION SHEET)



(NOT TO SCALE)

FILE NAME = ... \plans\0468571-sht-typical.dgn
 Johnson, Depp & Ouisenberry
 CONSULTING ENGINEERS
 Springfield, Illinois

USER NAME = #USER	DESIGNED -	REVISED -
PLOT SCALE = 10.0000' / IN.	DRAWN -	REVISED -
PLOT DATE = 12/12/2011 08:13:01	CHECKED -	REVISED -
	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT HISTORY PROFILE DETAIL				
SCALE:	SHEET NO.	OF	SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(2) BR-1 & BR-2	PUTNAM	71	11
CONTRACT NO. 68571				
ILLINOIS FED. AID PROJECT				

TREE REMOVAL (6 TO 15 UNITS DIAMETER)	
LOCATION	UNIT
51' RT., STA. 202+88	12
55' RT., STA. 202+91	8
62' RT., STA. 203+15	12
TOTAL =	32

TREE REMOVAL (OVER 15 UNITS DIAMETER)	
LOCATION	UNIT
34' LT., STA. 194+84	24
48' RT., STA. 195+75	36
48' LT., STA. 197+12	24
47' RT., STA. 202+58	28
41' LT., STA. 202+61	30
75' RT., STA. 202+92	30
49' RT., STA. 203+37	18
TOTAL =	190

EARTH EXCAVATION (WIDENING)	
LOCATION	CU YD
(PRE-STAGE)	
LT. STA. 193+11 TO LT. STA. 196+11	51.7
STRUCTURE 078-2009	
LT. STA. 196+33 TO LT. STA. 202+94	126.6
STRUCTURE 078-2010	
LT. STA. 203+14 TO LT. STA. 206+24	46.3
(PRE-STAGE OR STAGE I)	
RT. STA. 193+11 TO RT. STA. 196+11	52.6
STRUCTURE 078-2009	
RT. STA. 196+33 TO RT. STA. 202+94	95.6
STRUCTURE 078-2010	
RT. STA. 203+14 TO RT. STA. 206+24	37.8
TOTAL =	410.6

EARTH EXCAVATION FURNISHED EXCAVATION				
LOCATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
	CU. YD.	CU. YD.	CU. YD.	CU. YD.
STA. 193+11 TO STA. 206+24 (STAGE I)	1682.3	1261.8	680.2	581.6
STA. 193+11 TO STA. 206+24 (STAGE II)	1375.8	1032.0	963.6	68.4
TOTALS =	3058.1	2293.8	1643.8	650.0

SHRINKAGE FACTORS: EARTH EXCAVATION - 25% ASSUMED
EARTH EXCAVATION - 3058 CU. YDS.

TOPSOIL FURNISH AND PLACE, 4" SEEDING, CLASS 2 NITROGEN FERTILIZER NUTRIENT PHOSPHORUS FERTILIZER NUTRIENT POTASSIUM FERTILIZER NUTRIENT MULCH, METHOD 2						
LOCATION	TOPSOIL FURNISH AND PLACE, 4"	SEEDING, CLASS 2	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MULCH, METHOD 2
	SQ YD	ACRE	POUND	POUND	POUND	ACRE
LT., STA. 193+11 TO STA. 206+24	2279.4	0.47	42.4	42.4	42.4	0.42
RT., STA. 193+11 TO STA. 206+24	2692.6	0.56	50.1	50.1	50.1	0.50
TOTALS =	4972	1.03	92.5	92.5	92.5	0.92

HEAVY DUTY EROSION CONTROL BLANKET	
LOCATION	SQ YD
LT., STA. 195+50 TO STA. 197+00	157
RT., STA. 195+50 TO STA. 197+00	165
LT., STA. 202+50 TO STA. 203+50	83
RT., STA. 202+50 TO STA. 203+50	124
TOTAL =	529

PERIMETER EROSION BARRIER	
LOCATION	FOOT
STA. 193+00 TO STA. 194+49, LT.	149
STA. 193+00 TO STA. 194+95, RT.	195
STA. 198+00 TO STA. 200+56, LT.	256
STA. 199+00 TO STA. 202+00, RT.	300
STA. 201+15 TO STA. 202+00, LT.	85
STA. 204+00 TO STA. 206+24, LT.	224
STA. 204+70 TO STA. 206+24, RT.	154
TOTAL =	1,363

TEMPORARY EROSION CONTROL SEEDING	
LOCATION	POUND
ENTIRE PROJECT	1030
TOTAL =	1030

NOTE: BASED ON 10 APPLICATIONS

STONE RIPRAP, CLASS B4 FILTER FABRIC		
LOCATION	CLASS B4 SQ YD	FILTER FABRIC SQ YD
194+50 TO 194+85 LT.	67.3	67.3
195+50 TO 196+00 LT.	87.2	87.2
195+00 TO 195+50 RT.	96.1	96.1
195+50 TO 196+00 RT.	87.2	87.2
196+45 TO 197+00 LT.	95.9	95.9
197+00 TO 198+00 LT.	192.2	192.2
196+45 TO 197+00 RT.	95.9	95.9
197+00 TO 198+00 RT.	192.2	192.2
198+00 TO 199+00 RT.	202.2	202.2
202+00 TO 202+50 LT.	101.1	101.1
202+50 TO 202+90 LT.	73.8	73.8
202+00 TO 202+50 RT.	101.1	101.1
202+50 TO 209+90 RT.	73.8	73.8
203+20 TO 203+50 LT.	55.3	55.3
203+50 TO 204+25 LT.	144.2	144.2
203+20 TO 203+30 RT.	16.6	16.6
204+00 TO 204+65 RT.	124.9	124.9
SN 078-2009*		55.1
SN 078-2010*		55.1
TOTAL =	1,807.2	1,917.4

* MATERIAL USED BETWEEN LAYERS FOR BACKFILLING AROUND BOX CULVERTS.
(SEE DETAIL OF EXCAVATION AND BACKFILL FOR BOX CULVERTS).

SUBBASE GRANULAR MATERIAL, TYPE B	
LOCATION	TON
S.N. 078-2009	
STA. 195+93 TO STA. 196+55	88
S.N. 078-2010	
STA. 202+78 TO STA. 203+31	163
TOTAL =	251

AGGREGATE SURFACE COURSE, TYPE B		
LOCATION	DESCRIPTION	TON
LT. STA. 195+10	30' F.E.	39.9
RT. STA. 203+75	30' F.E.	71.2
TOTAL =		111.0

TEMPORARY DITCH CHECKS	
LOCATION	FOOT
STA. 194+80, 36' LT.	18.2
STA. 195+59, 50' LT.	16.4
STA. 195+79, 55' LT.	16.4
STA. 195+99, 60' LT.	14.9
STA. 196+47, 56' LT.	14.9
STA. 196+97, 53' LT.	16.4
STA. 197+47, 45' LT.	16.4
STA. 195+18, 36' RT.	18.2
STA. 195+38, 43' RT.	16.4
STA. 195+58, 49' RT.	16.4
STA. 195+78, 55' RT.	14.9
STA. 195+98, 59' RT.	14.9
STA. 196+46, 59' RT.	14.9
STA. 197+20, 55' RT.	16.4
STA. 197+95, 46' RT.	18.2
STA. 198+20, 42' RT.	18.2
STA. 198+45, 39' RT.	18.2
STA. 198+70, 35' RT.	18.2
STA. 202+48, 43' LT.	18.2
STA. 202+68, 48' LT.	18.2
STA. 202+88, 56' LT.	14.9
STA. 203+22, 57' LT.	14.9
STA. 203+42, 55' LT.	18.2
STA. 203+62, 53' LT.	18.2
STA. 202+17, 41' RT.	18.2
STA. 202+42, 48' RT.	18.2
STA. 202+67, 54' RT.	16.4
STA. 202+92, 59' RT.	14.9
STA. 203+22, 59' RT.	14.9
STA. 203+97, 46' RT.	16.4
STA. 204+22, 40' RT.	16.4
STA. 204+47, 38' RT.	16.4
TOTAL =	532.9

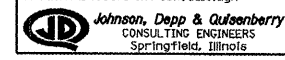
POROUS GRANULAR EMBANKMENT	
LOCATION	TON
SN 078-2009*	179.2
SN 078-2010*	169.3
TOTAL =	348.5

* MATERIAL USED FOR BACKFILLING AROUND BOX CULVERTS.
(SEE DETAIL OF EXCAVATION AND BACKFILL FOR BOX CULVERTS).

TRENCH BACKFILL	
LOCATION	CU YD
SN 078-2009*	158.4
SN 078-2010*	202.2
TOTAL =	360.6

* MATERIAL USED FOR BACKFILLING AROUND BOX CULVERTS.
(SEE DETAIL OF EXCAVATION AND BACKFILL FOR BOX CULVERTS).

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -
...Plans\0468571-sht-schedule.dgn		DRAWN -	REVISED -
		CHECKED -	REVISED -
		DATE -	REVISED -



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(2) BR-1 & BR-2	PUTNAM	71	13
CONTRACT NO. 68571				

ILLINOIS FED. AID PROJECT

POLYMERIZED BITUMINOUS MATERIALS (PRIME COAT)	
LOCATION	TON
PRE-STAGE (EXISTING PAVEMENT)	
LT. STA. 195+16 TO LT. STA. 196+16	0.02
LT. STA. 196+38 TO LT. STA. 197+38	0.02
RESURFACING STAGE III (ON MILLED SURFACE)	
STA. 194+70 TO STA. 204+65 (BUILD UP AREA - BEFORE FINAL LIFT)	0.98
(FOG COAT)	
STA. 195+30 TO STA. 197+35	0.13
(FOG COAT ON SHOULDERS)	
LT. STA. 194+70 TO LT. STA. 204+65	0.17
RT. STA. 194+70 TO RT. STA. 204+65	0.12
TOTAL =	1.44

AGGREGATE (PRIME COAT)	
LOCATION	TON
RESURFACING STAGE III (ON MILLED SURFACE)	
STA. 194+70 TO STA. 204+65 (BUILD UP AREA - BEFORE FINAL LIFT)	5.75
(FOG COAT)	
STA. 195+30 TO STA. 197+35	0.59
TOTAL =	6.34

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	
LOCATION	SQ YD
PRE-STAGE	
LT. STA. 195+16 TO LT. STA. 195+46	23.3
LT. STA. 197+08 TO LT. STA. 197+38	23.3
RESURFACING STAGE III	
STA. 194+70 TO STA. 195+00	126.7
RT. STA. 195+30 TO RT. STA. 195+60	60.0
LT. STA. 195+60 TO LT. STA. 195+90	66.7
LT. STA. 196+45 TO LT. STA. 196+75	66.7
RT. STA. 197+05 TO RT. STA. 197+35	60.0
STA. 204+35 TO STA. 204+65	126.7
TOTAL =	553.4

TEMPORARY RAMP	
LOCATION	SQ YD
PRE-STAGE	
LT. STA. 195+16 TO LT. STA. 195+21	3.9
LT. STA. 197+33 TO LT. STA. 197+38	3.9
RESURFACING STAGE III	
STA. 194+70 TO STA. 194+75	21.1
RT. STA. 195+30 TO RT. STA. 195+35	10.0
LT. STA. 195+60 TO LT. STA. 195+65	11.1
LT. STA. 196+70 TO LT. STA. 196+75	11.1
RT. STA. 197+30 TO RT. STA. 197+35	10.0
STA. 204+60 TO STA. 204+65	21.1
TOTAL =	92.2

HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50	
LOCATION	TON
PRE-STAGE (TRANSITION TO CONC. SLAB)	
LT. STA. 195+16 TO LT. STA. 196+16	14.9
SLAB OVER SN 078-2009	
LT. STA. 196+38 TO LT. STA. 197+38	14.9
SURFACING (STAGE III)	
STA. 194+70 TO STA. 204+65 (VAR. DEPTH)	387.3
TOTAL =	417.1

PAVEMENT REMOVAL		
LOCATION	DESCRIPTION	SQ YD
STA. 195+93 TO STA. 196+16	PAVEMENT	66.4
STA. 196+23 TO STA. 196+55	PAVEMENT	92.4
STA. 202+78 TO STA. 202+94	PAVEMENT	46.2
STA. 203+14 TO STA. 203+31	PAVEMENT	49.1
TOTAL =		254.2

PAVED DITCH REMOVAL			
LOCATION	DESCRIPTION	FOOT	
LT. STA. 194+50 TO LT. STA. 194+95	BRICK LINED	45	
RT. STA. 195+28 TO RT. STA. 196+10	CONCRETE	82	
TOTAL =			127

CLASS D PATCHES, TYPE IV, 8 INCH	
LOCATION	SQ YD
STAGE I	
RT. STA. 195+93 TO RT. STA. 196+55	89.6
STAGE II	
LT. STA. 195+93 TO LT. STA. 196+55	89.6
TOTAL =	179.2

CLASS D PATCHES, TYPE IV, 16 INCH	
LOCATION	SQ YD
STAGE I	
RT. STA. 202+78 TO RT. STA. 203+31	76.6
STAGE II	
LT. STA. 202+78 TO LT. STA. 203+31	76.6
TOTAL =	153.2

AGGREGATE FOR TEMPORARY ACCESS	
LOCATION	TON
ENTIRE PROJECT (ESTIMATED QUANTITY)	10
TOTAL =	10

AGGREGATE SHOULDERS, TYPE B 6"		
LOCATION	SQ YD	FOR INFO TON
LT. STA. 193+11 TO LT. STA. 193+95	32.7	11.6
RT. STA. 193+11 TO RT. STA. 193+95	42	15.1
RT. STA. 193+95 TO RT. STA. 205+40	254.4	97.8
LT. STA. 205+40 TO LT. STA. 206+24	32.7	11.6
RT. STA. 205+40 TO RT. STA. 206+24	42	15.1
TOTAL =	403.8	151.2

HOT-MIX ASPHALT SHOULDERS	
LOCATION	TON
PRE-STAGE 12" (FOR STAGE I TRAFFIC)	
LT. STA. 193+11 TO LT. STA. 193+95	23.5
LT. STA. 193+95 TO LT. STA. 196+16	123.8
STRUCTURE #078-2009	
LT. STA. 196+38 TO LT. STA. 202+95	367.9
STRUCTURE #078-2010	
LT. STA. 203+13 TO LT. STA. 205+40	127.1
LT. STA. 205+40 TO LT. STA. 206+24	23.5
STAGE I 12" (FOR STAGE II TRAFFIC)	
RT. STA. 193+35 TO RT. STA. 193+95	12.3
RT. STA. 193+95 TO RT. STA. 195+00	43.1
RT. STA. 195+00 TO RT. STA. 196+22	54.7
RT. STA. 196+22 TO RT. STA. 198+00	79.7
RT. STA. 198+00 TO RT. STA. 205+40	303.9
RT. STA. 205+40 TO RT. STA. 206+00	12.3
STAGE II (12" ALONG PATCHES - FILL GAP)	
LT. STA. 195+93 TO LT. STA. 196+55	34.7
LT. STA. 202+78 TO LT. STA. 203+31	29.7
FINAL STAGE (LT & RT SHLD)	
STA. 194+70 TO STA. 195+00	1.7
STA. 195+00 TO STA. 196+22	31.4
STA. 196+22 TO STA. 198+00	45.8
STA. 198+00 TO STA. 204+35	71.9
STA. 204+35 TO STA. 204+65	1.7
TOTAL =	1388.7

PIPE CULVERT REMOVAL (INCLUDES METAL END SECTIONS)		
LOCATION	TYPE	FOOT
30' LT., STA. 195+13	18" CMP	44
38' RT., STA. 204+13	15" CMP	44
TOTAL =		88

PIPE CULVERTS, CLASS D, TYPE 1 24"	
LOCATION	FOOT
38.7' LT., STA. 195+10	56
50' RT., STA. 203+75	65
TOTAL =	121

END SECTIONS 24"	
LOCATION	EACH
38.7' LT., STA. 195+10	2
50' RT., STA. 203+75	2
TOTAL =	4

GUARDRAIL REMOVAL	
LOCATION	FOOT
LT. STA. 195+28 TO LT. STA. 197+39	211
RT. STA. 195+15 TO RT. STA. 197+39	224
LT. STA. 201+94 TO LT. STA. 204+14	220
RT. STA. 202+32 TO RT. STA. 204+14	182
TOTAL =	837

FURNISHING AND ERECTING RIGHT OF WAY MARKERS	
LOCATION	EACH
50' LT., STA. 194+50	1
55' RT., STA. 195+25	1
80' LT., STA. 195+75	1
90' RT., STA. 195+90	1
90' RT., STA. 196+55	1
80' LT., STA. 196+75	1
50' LT., STA. 197+75	1
55' RT., STA. 198+25	1
50' LT., STA. 202+00	1
55' RT., STA. 202+00	1
80' RT., STA. 202+65	1
90' LT., STA. 202+75	1
90' LT., STA. 203+40	1
80' RT., STA. 203+40	1
55' RT., STA. 204+03.01	1
50' LT., STA. 204+25	1
TOTAL =	16

PERMANENT SURVEY MARKERS, TYPE I PERMANENT SURVEY TIES			
LOCATION	MARKERS EACH	TIES EACH	INFO
7.28' RT., STA. 204+01.68	1	4	SW COR., NW QTR SECTION
• ON STRUCTURE AT STA. 196+22	1		
• ON STRUCTURE AT STA. 203+04	1		
• STA. 194+00	1		
• STA. 206+00	1		
(•AS DIRECTED BY THE ENGINEER)			
TOTAL =	5	4	

ENGINEER'S FIELD OFFICE, TYPE A	
LOCATION	CAL MO
ENTIRE PROJECT	7
TOTAL =	7

FILE NAME =	USER NAME = #USER	DESIGNED -	REVISED -
...Plans\0468571-sh1-schedule.dgn		DRAWN -	REVISED -
Johnson, Depp & Oulsenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 1/8"=1'-0" / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/15/2011 10:43:11	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(2) BR-1 & BR-2	PUTNAM	71	14
CONTRACT NO. 68571			ILLINOIS FED. AID PROJECT	

MOBILIZATION	
LOCATION	L SUM
ENTIRE PROJECT	1
TOTAL =	1

TRAFFIC CONTROL AND PROTECTION, STANDARD 701316	
LOCATION	EACH
ENTIRE PROJECT	1
TOTAL =	1

TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	
LOCATION	EACH
ENTIRE PROJECT	1
TOTAL =	1

TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	
LOCATION	L SUM
ENTIRE PROJECT	1
TOTAL =	1

TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	
LOCATION	L SUM
ENTIRE PROJECT	1
TOTAL =	1

TRAFFIC CONTROL SURVEILLANCE	
LOCATION	CAL DA
ENTIRE PROJECT	5
TOTAL =	5

TEMPORARY BRIDGE TRAFFIC SIGNALS (SPECIAL)	
LOCATION	EACH
ENTIRE PROJECT	1
TOTAL =	1

TEMPORARY RUMBLE STRIPS	
LOCATION	EACH
RT. STA. 174+57	1
RT. STA. 179+57	1
RT. STA. 184+57	1
LT. STA. 214+72	1
LT. STA. 219+72	1
LT. STA. 224+72	1
TOTAL =	6

PAVEMENT MARKING TAPE, TYPE III 4"			
LOCATION			FOOT
PRE-STAGE CONST.			
LT. STA. 192+17 TO LT. STA. 194+70	WHITE		253
LT. STA. 204+65 TO LT. STA. 207+62	WHITE		297
STAGE I			
RT. STA. 191+67 TO LT. STA. 194+70	WHITE		303
LT. STA. 193+47 TO LT. STA. 194+70	WHITE		123
LT. STA. 204+65 TO RT. STA. 207+12	WHITE		247
LT. STA. 204+65 TO LT. STA. 205+80	WHITE		115
STAGE II			
LT. STA. 192+47 TO RT. STA. 194+70	WHITE		223
RT. STA. 193+56 TO RT. STA. 194+70	WHITE		114
RT. STA. 204+65 TO LT. STA. 207+44	WHITE		279
RT. STA. 204+65 TO RT. STA. 205+86	WHITE		121
TOTAL =			2075

TEMPORARY CONCRETE BARRIER	
LOCATION	FOOT
STAGE I	
STA. 193+15 TO STA. 200+15	700
STA. 201+40 TO STA. 206+15	475
LT. STA. 195+40 TO LT. STA. 197+15	175
LT. STA. 202+15 TO LT. STA. 203+90	175
TOTAL =	1525

RELOCATE TEMPORARY CONCRETE BARRIER	
LOCATION	FOOT
STAGE II	
STA. 193+53 TO STA. 200+15	662.5
STA. 201+40 TO STA. 205+77	437.5
TOTAL =	1100

SHORT TERM PAVEMENT MARKING		
LOCATION	NO. OF COURSES	FOOT
STA. 191+57 TO STA. 207+72	3	484.5
TOTAL =		484.5

TEMPORARY PAVEMENT MARKING - LINE 4"			
LOCATION	TYPE/COLOR		FOOT
LT. STA. 191+57 TO LT. STA. 207+72	EDGE LINE/WHITE		1615
CL STA. 191+57 TO STA. 207+72	SKIP DASH/YELLOW		410
RT. STA. 191+57 TO RT. STA. 207+72	EDGE LINE/WHITE		1615
TOTAL =			3640

CHANEABLE MESSAGE SIGN	
LOCATION	CAL MO
ENTIRE PROJECT (SEE SP)	0.5
TOTAL =	0.5

WORK ZONE PAVEMENT MARKING REMOVAL	
LOCATION	SQ FT
SHORT TERM PAVEMENT MARKING	54
TEMPORARY PAVEMENT MARKING - LINE 4"	1215
TOTAL =	1269

EPOXY PAVEMENT MARKING - LINE 4"		
LOCATION	TYPE/COLOR	FOOT
LT. STA. 191+57 TO LT. STA. 207+72	EDGE LINE/WHITE	1615
STA. 191+57 TO STA. 207+72	SKIP DASH/YELLOW	410
RT. STA. 191+57 TO RT. STA. 207+72	EDGE LINE/WHITE	1615
TOTAL =		3640

RAISED REFLECTIVE PAVEMENT MARKER	
LOCATION	EACH
STA. 191+57 TO STA. 207+72	21
TOTAL =	21

PAVEMENT MARKING REMOVAL		
LOCATION	TYPE	SQ FT
PRE-STAGE		
STA. 191+57 TO STA. 207+72	CL SKIP - DASH	136.7
STAGE I		
LT. STA. 193+47 TO STA. 205+80	EDGE LINE	411.0
TOTAL =		547.7

RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	
LOCATION	EACH
STA. 191+57 TO STA. 207+72	21
TOTAL =	21

MOWING	
LOCATION	ACRE
STA. 193+11 TO STA. 206+24	1
TOTAL =	1

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	
LOCATION	SQ YD
STA. 195+00 TO STA. 204+35	3948
TOTAL =	3948

CONSTRUCTION LAYOUT	
LOCATION	L SUM
ENTIRE PROJECT	1
TOTAL =	1

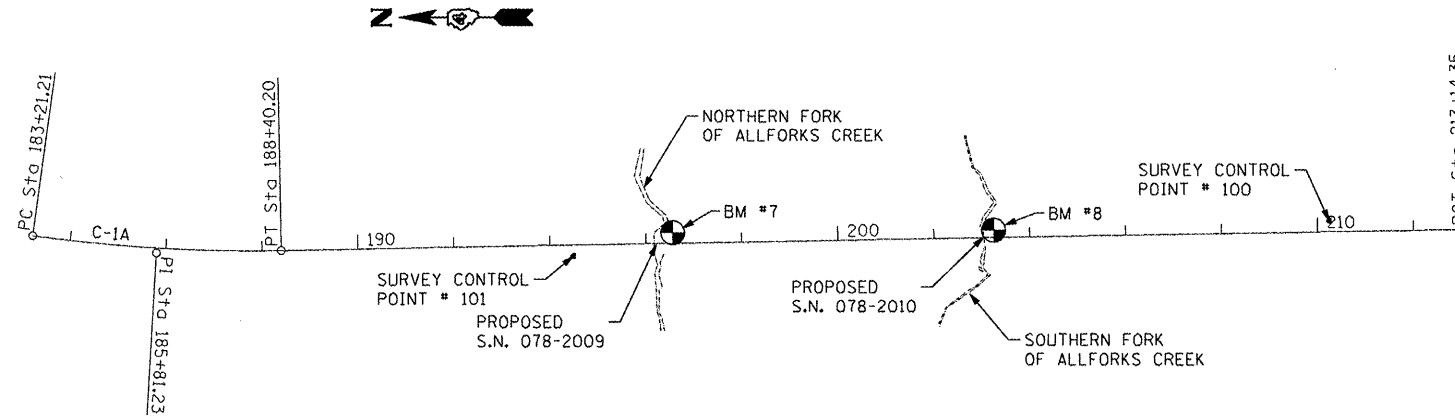
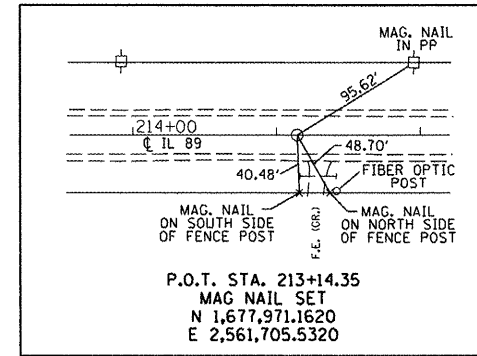
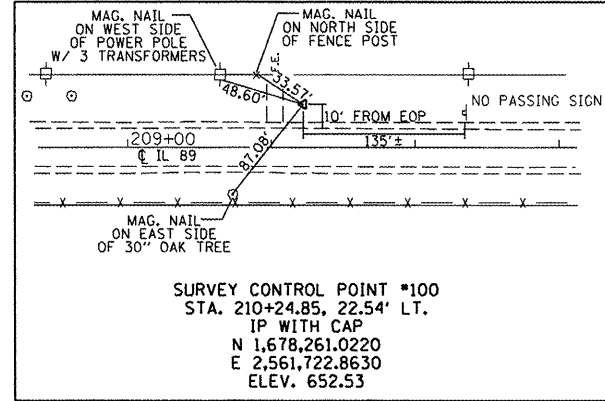
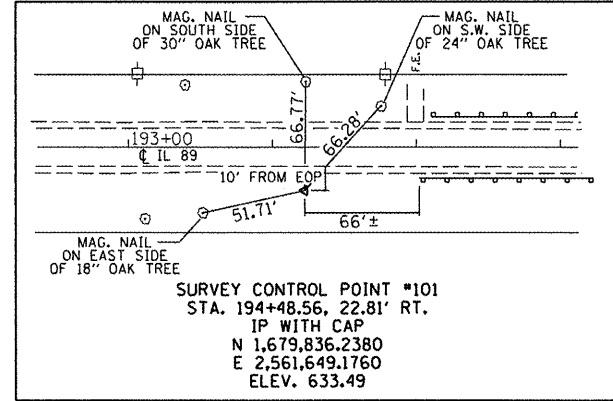
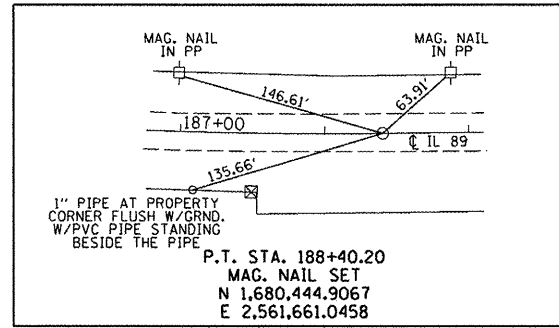
IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	
LOCATION	EACH
STAGE I	
RT., STA. 193+15	1
RT., STA. 206+15	1
TOTAL =	2

IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	
LOCATION	EACH
STAGE I	
LT. STA. 195+40	1
LT. STA. 197+15	1
STA. 200+15	1
STA. 201+40	1
LT. STA. 202+15	1
LT. STA. 203+90	1
TOTAL =	6

IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	
LOCATION	EACH
STAGE II	
STA. 200+15	1
STA. 201+40	1
TOTAL =	2

IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	
LOCATION	EACH
STAGE II	
LT., STA. 193+53	1
LT., STA. 205+77	1
TOTAL =	2

MATERIAL TRANSFER DEVICE		
LOCATION	MATERIAL	TON
STA. 194+70 TO STA. 204+65	SURFACE (1 1/2")	242.2
TOTAL =		242.2



ALIGNMENT DATA IL 89

Chain CL89 contains:
CUR 1A 200

Beginning chain CL89 description
Feature: 111

Curve Data

Curve 1A
Feature: 111
P.I. Station 185+81.23 N 1,680,704.8851 E 2,561,656.3705
Delta = 8° 53' 49.37" (LT)
Degree = 1° 42' 51.42"
Tangent = 260.0204
Length = 518.9954
Radius = 3,342.2600
External = 10.0992
Long Chord = 518.4741
Mid. Ord. = 10.0688
P.C. Station 183+21.21 N 1,680,962.4584 E 2,561,691.9596
P.T. Station 188+40.20 N 1,680,444.9067 E 2,561,661.0458
C.C. N 1,680,505.0020 E 2,565,002.7655
Back = S 7° 52' 00.44" W
Ahead = S 1° 01' 48.93" E
Chord Bear = S 3° 25' 05.76" W

Course from PT 1A to 200 S 1° 01' 48.93" E Dist 2,474.1447

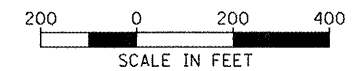
Point 200 N 1,677,971.1620 E 2,561,705.5320 Sta 213+14.35

Ending chain CL89 description

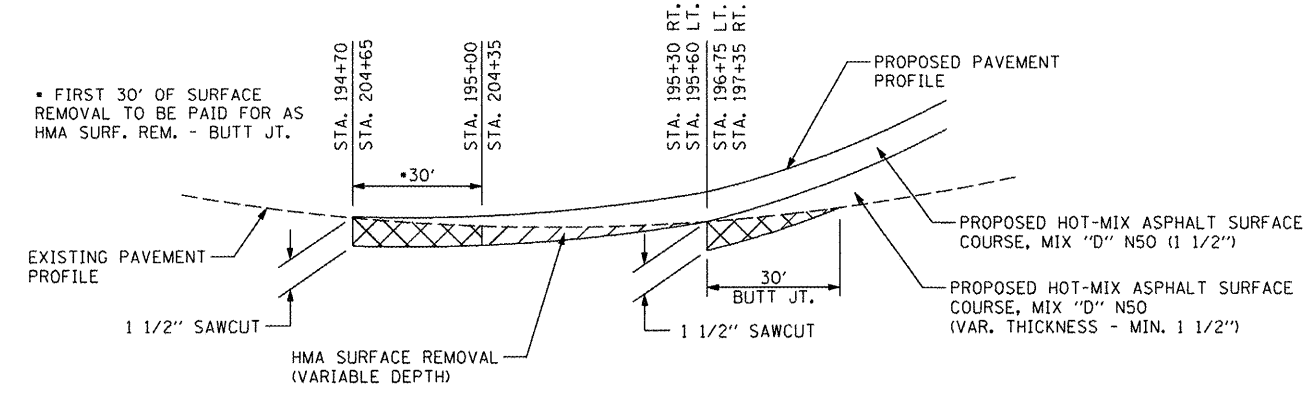
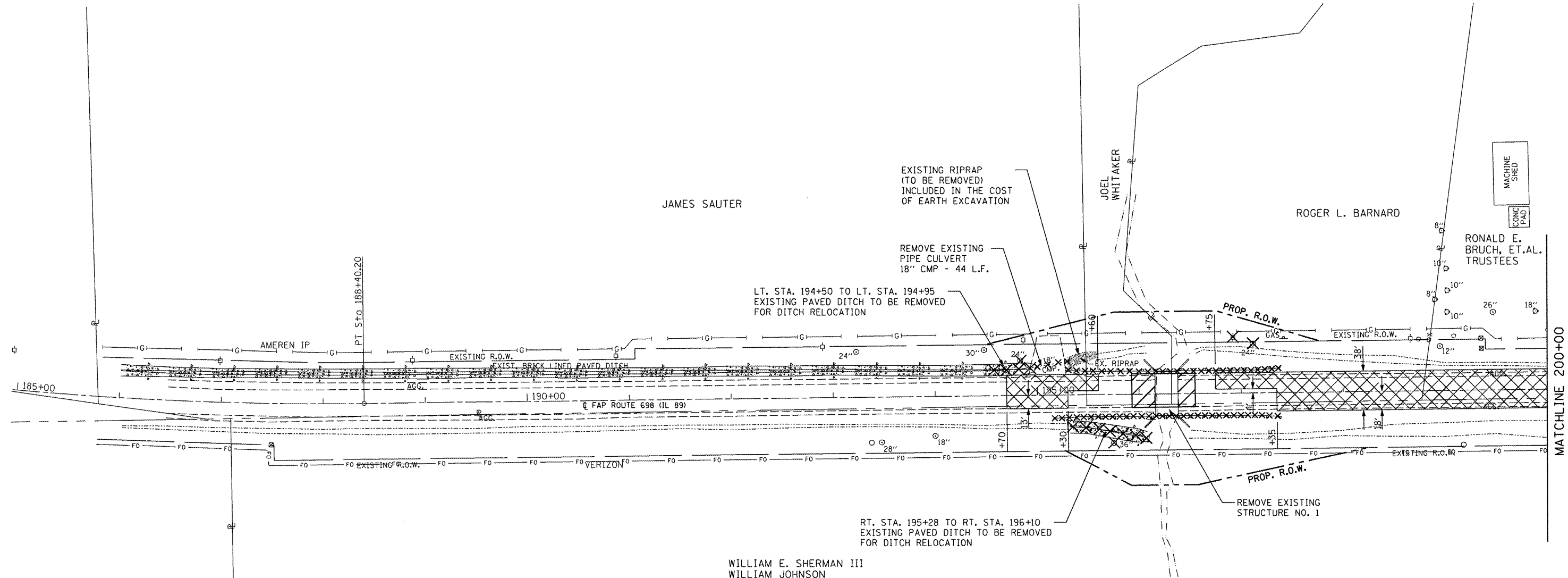
SET PERMANENT SURVEY MARKERS, TYPE I
STA. 194+00 N 1,679,885.2000 E 2,561,671.1112
STA. 206+00 N 1,678,685.3940 E 2,561,692.6877





BM #7 CHISELED SQUARE ON NW CORNER OF SE WINGWALL EAST SIDE OF IL 89. 22' LT., STA. 196+38 ELEV. 631.50

BM #8 CHISELED SQUARE ON NW CORNER OF SE WINGWALL EAST SIDE OF IL 89. 22' LT., STA. 203+13 ELEV. 638.60

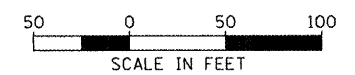


EXISTING GUARDRAIL TO BE REMOVED
 LT. STA. 195+28 TO LT. STA. 197+39
 RT. STA. 195+15 TO RT. STA. 197+39



-  PAVEMENT REMOVAL
STA. 195+93 TO STA. 196+55
-  HOT-MIX ASPHALT SURFACE
REMOVAL, (VARIABLE DEPTH)
(BASED ON CROSS SECTIONS)
-  TREE REMOVAL
-  POWER POLE TO BE RELOCATED
(BY OTHERS)

TREE REMOVAL
 34' LT., STA. 194+84 - 24"
 48' RT., STA. 195+75 - 36"
 48' LT., STA. 197+12 - 24"



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 DESIGNED -
 DRAWN -
 CHECKED -
 PLOT DATE = 12/12/2011 09:13:36

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

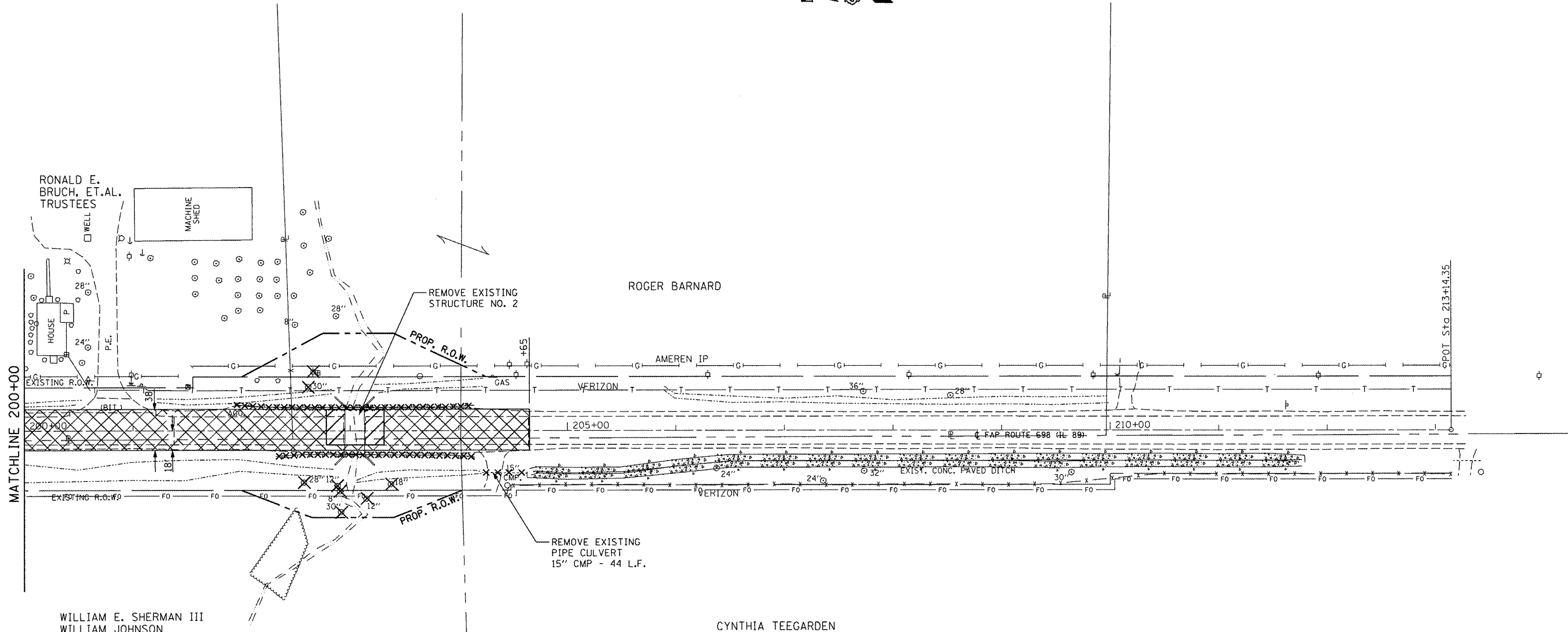
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



**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

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

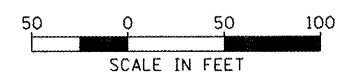
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(2) BR-1 & BR-2	PUTNAM	71	17
CONTRACT NO. 68571				
ILLINOIS FED. AID PROJECT				

EXISTING GUARDRAIL TO BE REMOVED
 LT. STA. 201+94 TO LT. STA. 204+14
 RT. STA. 202+32 TO RT. STA. 204+14



-  PAVEMENT REMOVAL
STA. 202+78 TO STA. 203+31
-  HOT-MIX ASPHALT SURFACE
REMOVAL, (VARIABLE DEPTH)
(BASED ON CROSS SECTIONS)
-  TREE REMOVAL
-  POWER POLE TO BE RELOCATED
(BY OTHERS)

TREE REMOVAL
 47' RT., STA. 202+58 - 28"
 41' LT., STA. 202+61 - 30"
 51' RT., STA. 202+88 - 12"
 55' RT., STA. 202+91 - 8"
 75' RT., STA. 202+92 - 30"
 62' RT., STA. 203+15 - 12"
 49' RT., STA. 203+37 - 18"



FILE NAME =
 ...plans\0468571-sht-rem.dgn
 Johnson, Depp & Quisenberry
 CONSULTING ENGINEERS
 Springfield, Illinois

USER NAME = *USER1	DESIGNED -	REVISED -
PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -
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	DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

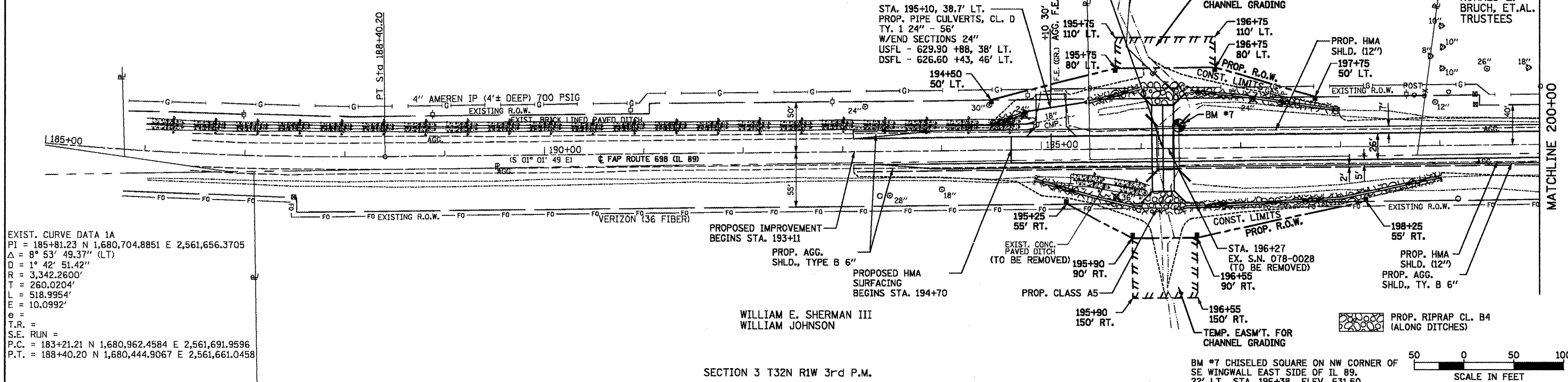
REMOVAL PLANS				
SCALE:	SHEET NO.	OF	SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(2) BR-1 & BR-2	PUTNAM	71	18
CONTRACT NO. 68571				
[ILLINOIS] FED. AID PROJECT				

SECTION 2 T32N R1W 3rd P.M.

STA. 196+22 (S.N. 078-2009)
 PROP. DOUBLE RCBC 11' X 10' - 86'
 USFL - 619.00 43' LT.
 DSFL - 618.74 43' RT.

JAMES SAUTER

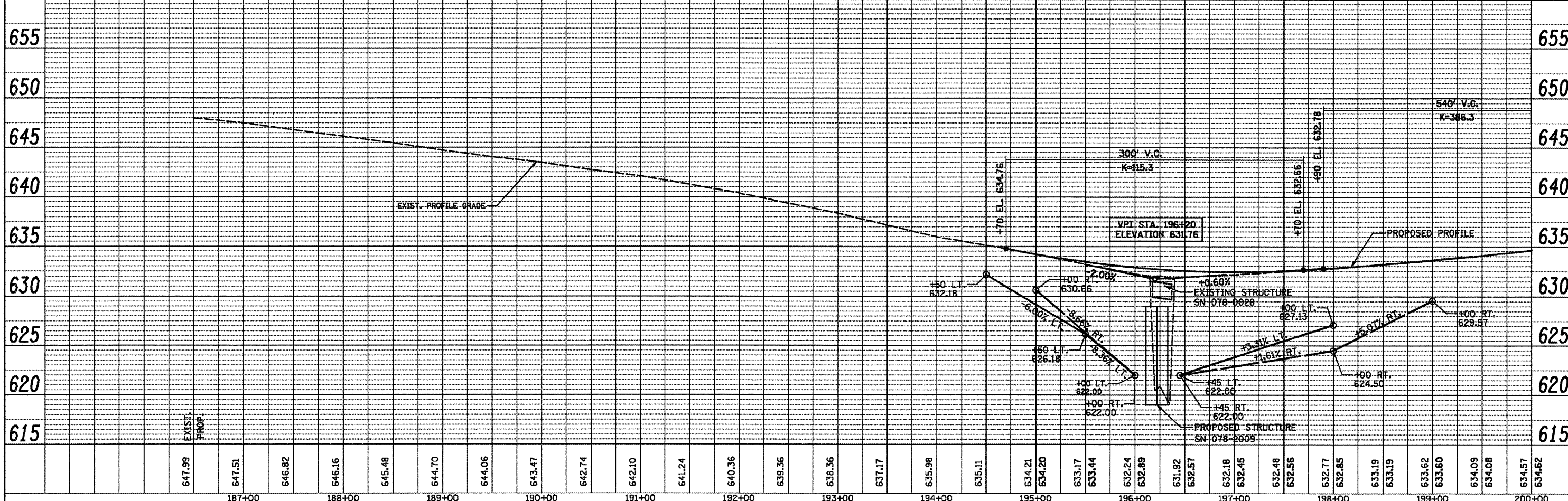
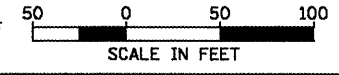


EXIST. CURVE DATA 1A
 PI = 185+81.23 N 1,680,704.8851 E 2,561,656.3705
 Δ = 8° 53' 49.37" (LT)
 D = 1° 42' 51.42"
 R = 3,342.2600'
 T = 260.0204'
 L = 518.9954'
 E = 10.0992'
 e =
 T.R. =
 S.E. RUN =
 P.C. = 183+21.21 N 1,680,962.4584 E 2,561,691.9596
 P.T. = 188+40.20 N 1,680,444.9067 E 2,561,661.0458

SECTION 3 T32N R1W 3rd P.M.

WILLIAM E. SHERMAN III
 WILLIAM JOHNSON

BM #7 CHISELED SQUARE ON NW CORNER OF
 SE WINGWALL EAST SIDE OF IL 89.
 22' LT., STA. 196+38 ELEV. 631.50



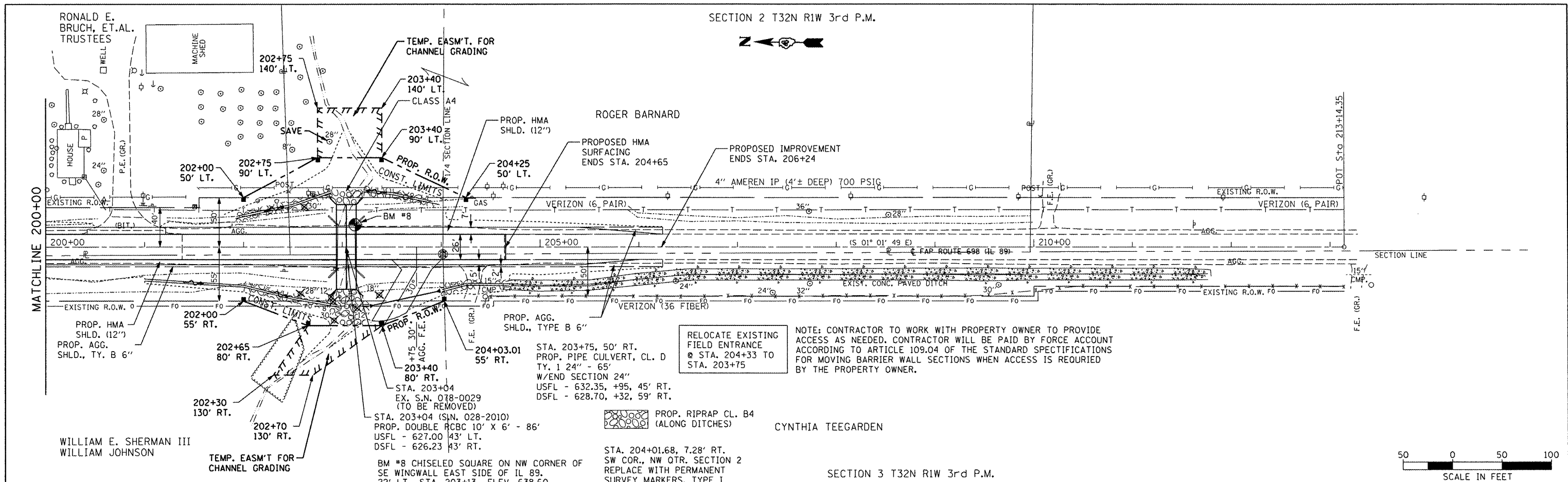
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...:\Plans\1468571-ehf-p\inprf.dgn		DRAWN -	REVISED -			698	(2) BR-1 & BR-2	PUTNAM	71	19
Johnson, Dapp & Quesenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 1/8" = 100' / IN.	CHECKED -	REVISED -			SCALE 1" = 50'	SHEET NO. OF SHEETS	STA. 185+00.00 TO STA. 200+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
	PLOT DATE = 12/13/2011 18:43:46	DATE -	REVISED -							CONTRACT NO. 68571

PLAN	BY	DATE
REVISIONS		
NO.	DESCRIPTION	DATE

PROFILE	BY	DATE
REVISIONS		
NO.	DESCRIPTION	DATE

DATE	
BY	
SURVEYED	
PLOTTED	
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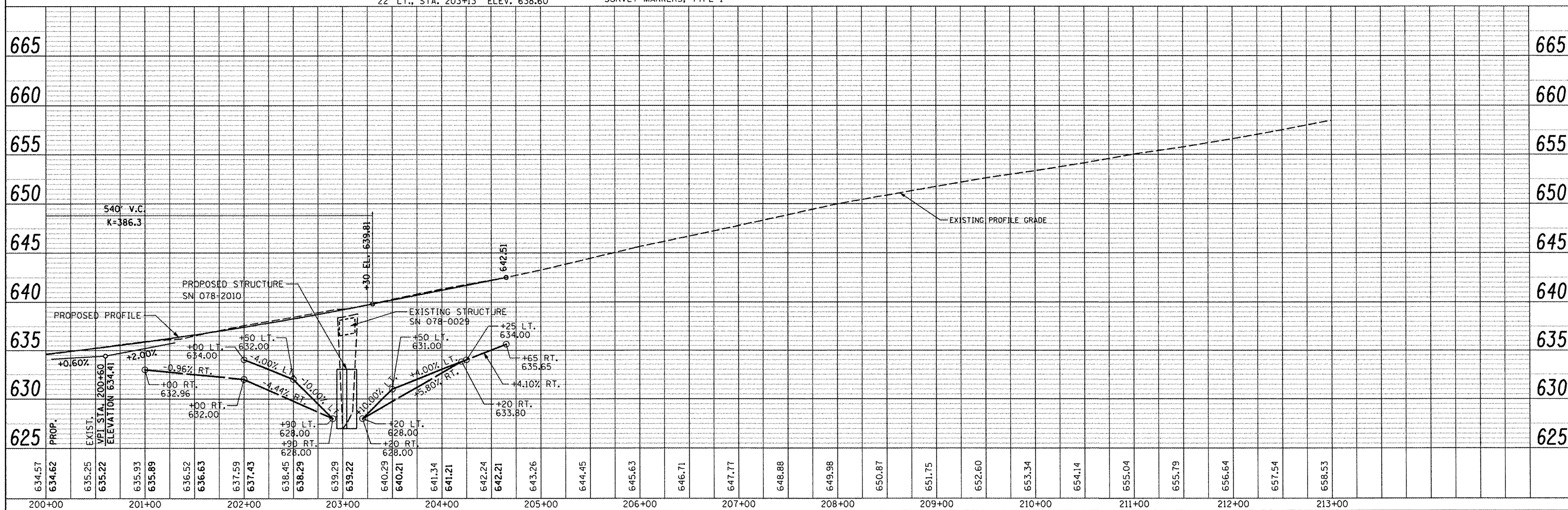
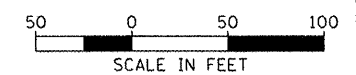
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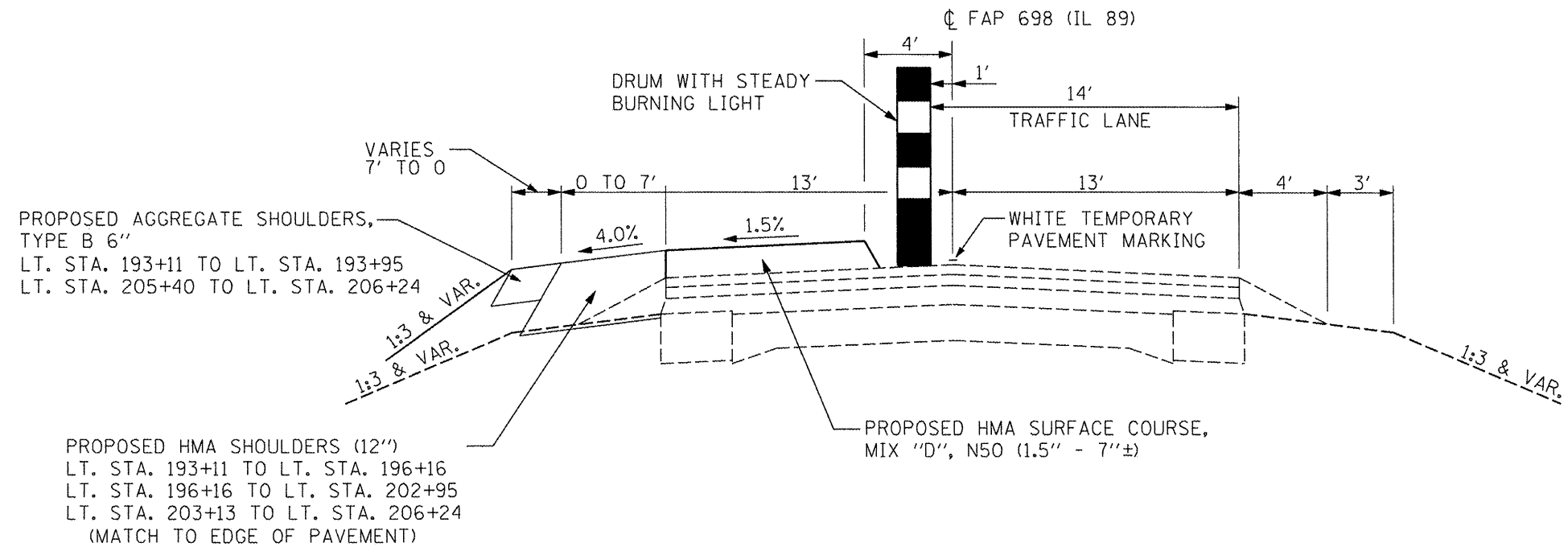
RELOCATE EXISTING FIELD ENTRANCE @ STA. 204+33 TO STA. 203+75

NOTE: CONTRACTOR TO WORK WITH PROPERTY OWNER TO PROVIDE ACCESS AS NEEDED. CONTRACTOR WILL BE PAID BY FORCE ACCOUNT ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS FOR MOVING BARRIER WALL SECTIONS WHEN ACCESS IS REQUIRED BY THE PROPERTY OWNER.

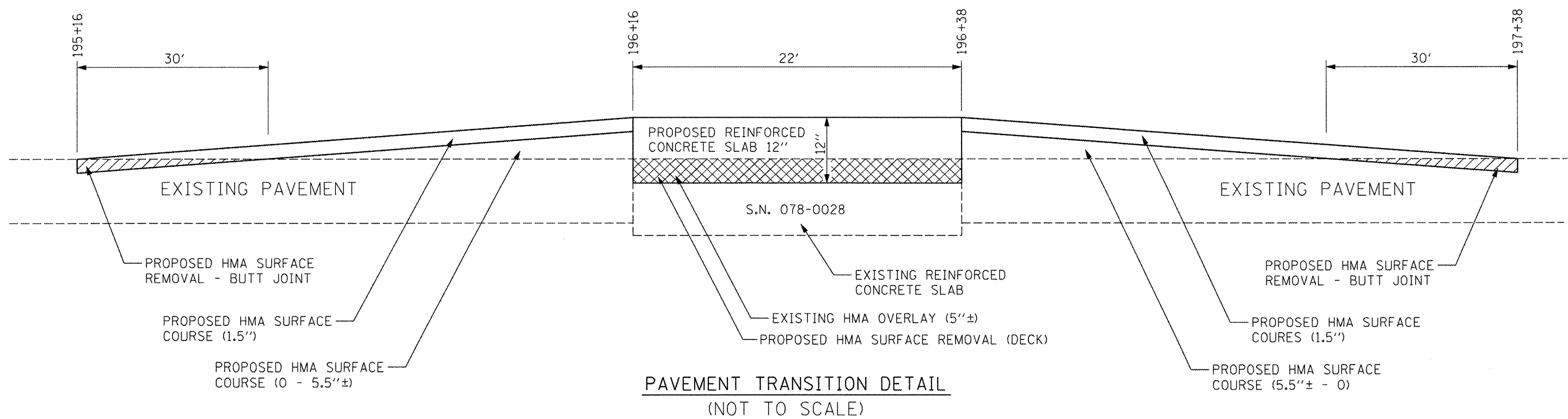
CYNTHIA TEEGARDEN



FILE NAME =	USER NAME = #USER	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP ROUTE 698 (IL 89)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...:\plans\0468571-sht-plnpr.f.dgn		DRAWN -	REVISED -			698	(2) BR-1 & BR-2	PUTNAM	71	20	
 Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 1/80,000" = 1" IN.	CHECKED -	REVISED -			CONTRACT NO. 68571					
	PLOT DATE = 12/12/2011 08:13:50	DATE	REVISED -			SCALE: 1" = 50'	SHEET NO. OF SHEETS	STA. 200+00.00 TO STA. 213+14.35	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



TYPICAL SECTION
 PAVEMENT NORTH AND SOUTH OF S.N. 078-0028
 STA. 195+16 TO STA. 196+16
 STA. 196+38 TO STA. 197+38



PAVEMENT TRANSITION DETAIL
 (NOT TO SCALE)

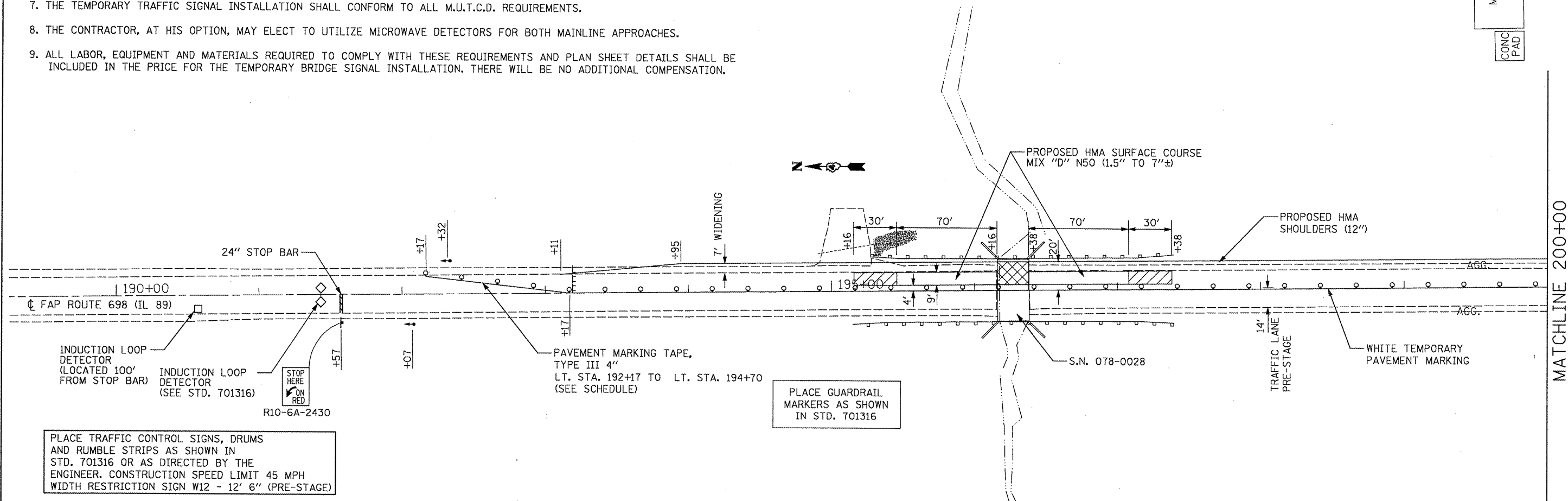
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	PLOT SCALE = 70.0000' / IN. PLOT DATE = 12/12/2011 08:14:05	CHECKED - DATE -	REVISED - REVISED -			SCALE:	SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 68571 ILLINOIS FED. AID PROJECT		

TEMPORARY TRAFFIC SIGNAL NOTES:

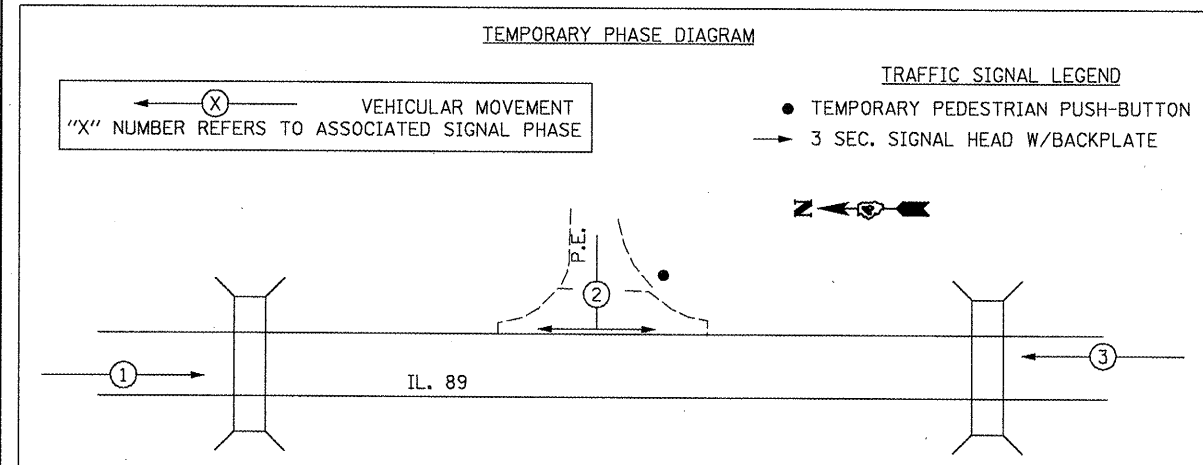
1. AT THE CONTRACTOR'S OPTION, TEMPORARY PORTABLE BRIDGE TRAFFIC SIGNALS MAY BE USED IN PLACE OF TEMPORARY BRIDGE TRAFFIC SIGNALS.
2. TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH STANDARD 701316 OR 701321 AS APPLICABLE EXCEPT WHERE MODIFIED ON THIS PLAN SHEET.
3. THREE-PHASE SIGNAL OPERATION IS REQUIRED, THE ENGINEER OF TRAFFIC SHALL APPROVE ALL TIMING PARAMETERS.
4. STOP BAR PLACEMENT, DRUMS WITH STEADY BURNING LIGHTS, TEMPORARY CONCRETE BARRIER WALL AND SIGNAL PLACEMENT/DETAILS INCLUDING ENTRANCE SIGNALS SHALL BE AS SHOWN OR AS DIRECTED BY THE ENGINEER.
5. ALL TRAFFIC SIGNAL AND ADVANCE WARNING FLASHER SECTIONS SHALL HAVE 12" DIAMETER LENSES.
6. THE TEMPORARY TRAFFIC SIGNAL HEADS SHALL BE PLACED AS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
7. THE TEMPORARY TRAFFIC SIGNAL INSTALLATION SHALL CONFORM TO ALL M.U.T.C.D. REQUIREMENTS.
8. THE CONTRACTOR, AT HIS OPTION, MAY ELECT TO UTILIZE MICROWAVE DETECTORS FOR BOTH MAINLINE APPROACHES.
9. ALL LABOR, EQUIPMENT AND MATERIALS REQUIRED TO COMPLY WITH THESE REQUIREMENTS AND PLAN SHEET DETAILS SHALL BE INCLUDED IN THE PRICE FOR THE TEMPORARY BRIDGE SIGNAL INSTALLATION. THERE WILL BE NO ADDITIONAL COMPENSATION.

- (SEE STRUCTURE PLANS)
- PROPOSED HMA SURFACE REMOVAL (DECK) (5'±) AND PROPOSED REINFORCED CONCRETE SLAB 12"
 - PROPOSED HMA SURFACE REMOVAL - BUTT JOINT

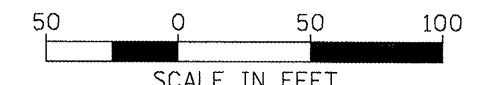
MACHINE SHED
CONC PAD



PLACE TRAFFIC CONTROL SIGNS, DRUMS AND RUMBLE STRIPS AS SHOWN IN STD. 701316 OR AS DIRECTED BY THE ENGINEER. CONSTRUCTION SPEED LIMIT 45 MPH WIDTH RESTRICTION SIGN W12 - 12' 6" (PRE-STAGE)



- SEQUENCE OF CONSTRUCTION**
1. SETUP TRAFFIC SIGNALS, SIGNS, RUMBLE STRIPS, DRUMS, ETC. ACCORDING TO THESE DETAILS AND TRAFFIC CONTROL STANDARD 701316, MAINTAINING ALL TRAFFIC ON THE SOUTHBOUND LANE.
 2. REMOVE THE HMA SURFACE OVER STRUCTURE 078-0028 (5'±) AND SHOULDER MATERIAL OVER STRUCTURE 078-0029 (0 - 6.25')
 3. CONSTRUCT THE REINFORCED CONCRETE SLABS OVER THE STRUCTURES AS SHOWN. (SEE STRUCTURE PLANS)
 4. CONSTRUCT HMA SHOULDERS (12") FROM LT. STA. 193+11 TO LT. STA. 196+16; LT. STA. 196+38 TO LT. STA. 202+95; AND LT. STA. 203+13 TO LT. STA. 206+24.

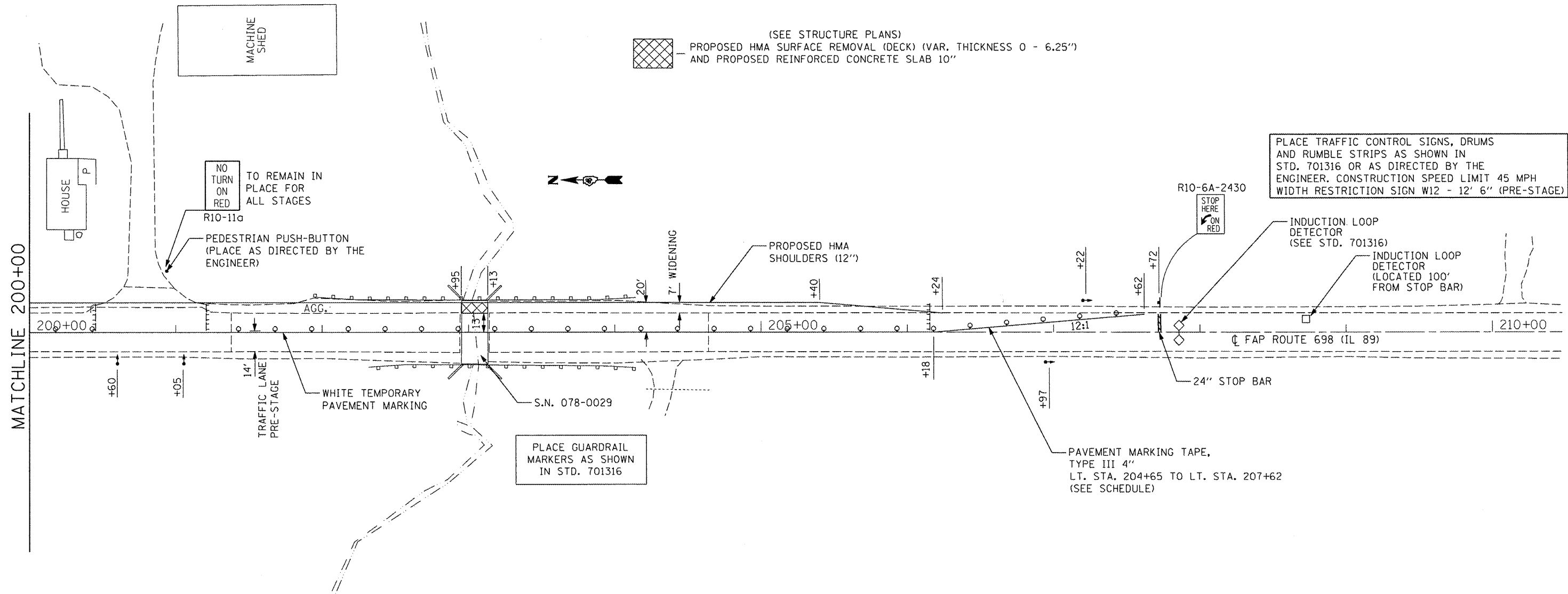


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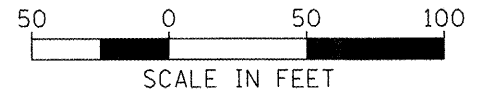
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PRE-STAGE CONSTRUCTION AND TRAFFIC CONTROL IN PREPARATION FOR STAGE I TRAFFIC			
SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	

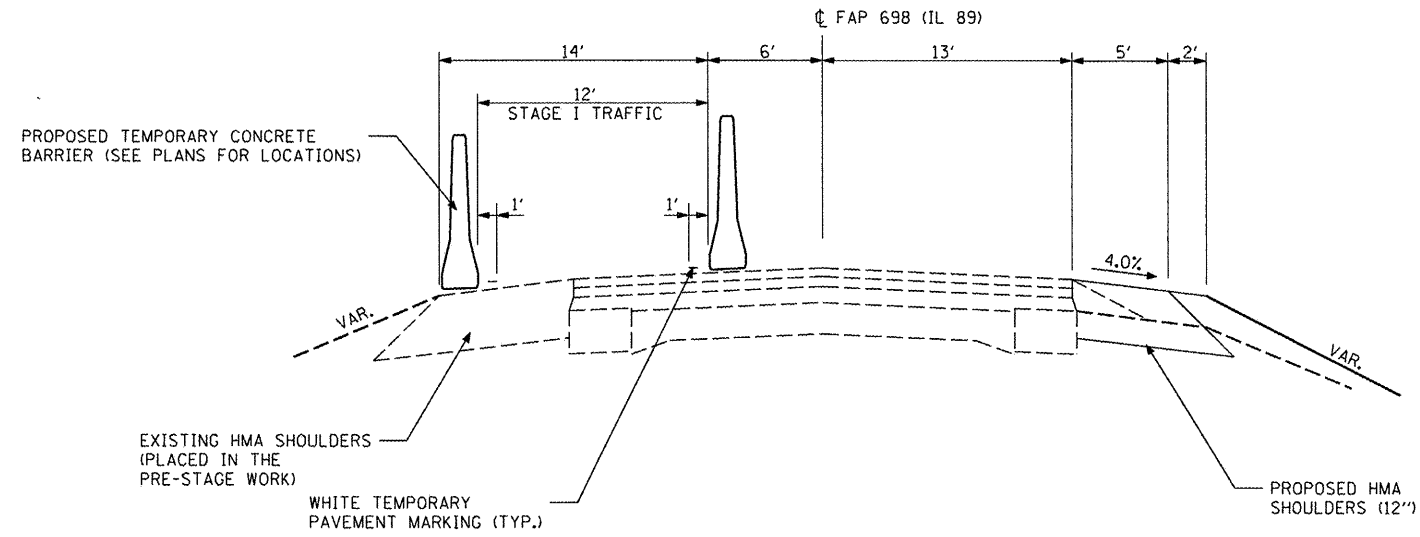
F.A.P. RTE. 698	SECTION (2) BR-1 & BR-2	COUNTY PUTNAM	TOTAL SHEETS 71	SHEET NO. 22
CONTRACT NO. 68571				ILLINOIS FED. AID PROJECT



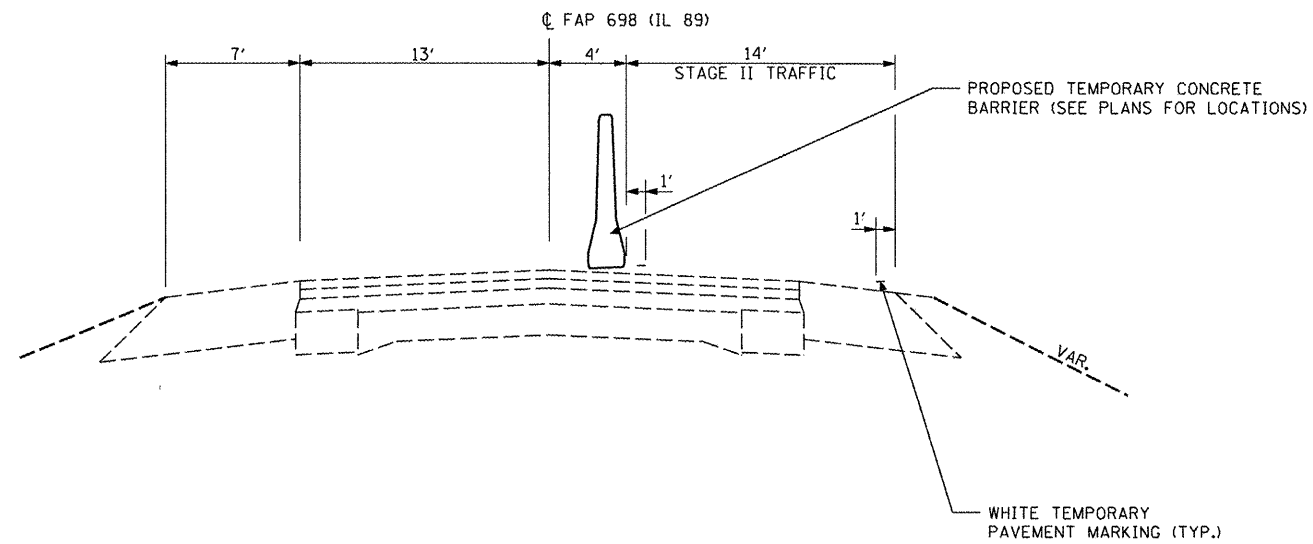
- ☐ TYPE III BARRICADE WITH FLASHING LIGHTS
- ▬ SIGN
- DRUM WITH STEADY BURNING LIGHTS
- ◀● TRAFFIC SIGNAL



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PLOT DATE = 12/12/2011 08:14:07	DATE -	REVISED -	SCALE:	SHEET NO. OF SHEETS STA. TO STA.						



STAGE I TYPICAL SECTION
STA. 193+11 TO STA. 206+24



STAGE II TYPICAL SECTION
STA. 193+11 TO STA. 206+24

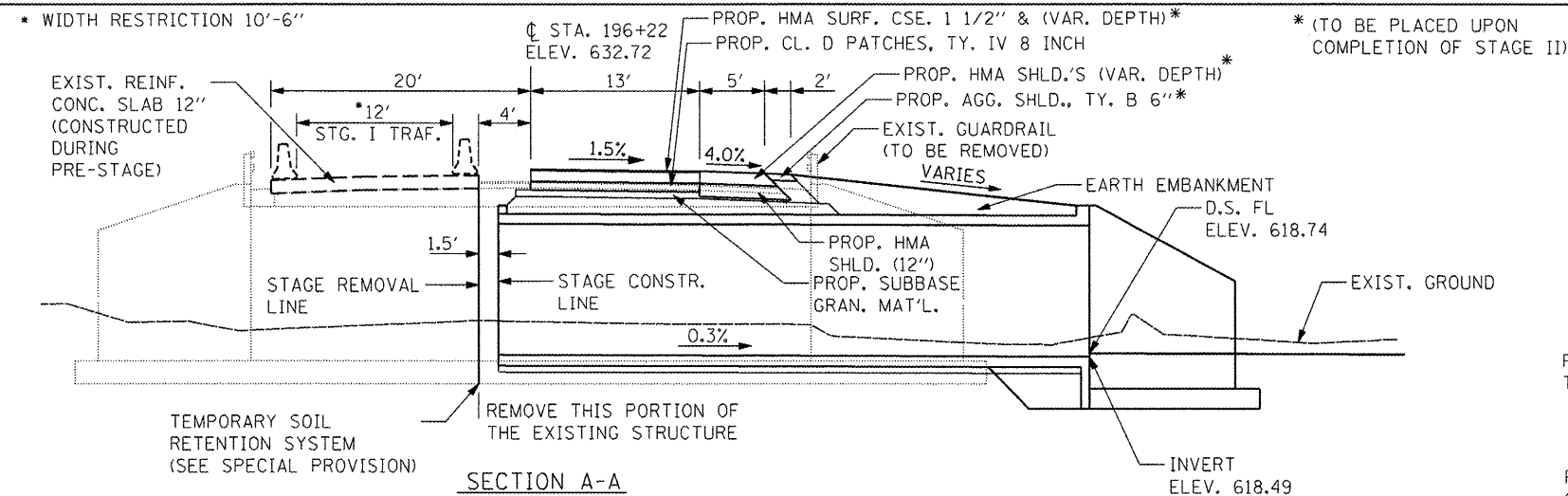
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGING TYPICAL SECTIONS				
SCALE:	SHEET NO.	OF	SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(2) BR-1 & BR-2	PUTNAM	71	24
ILLINOIS FED. AID PROJECT				
CONTRACT NO. 68571				

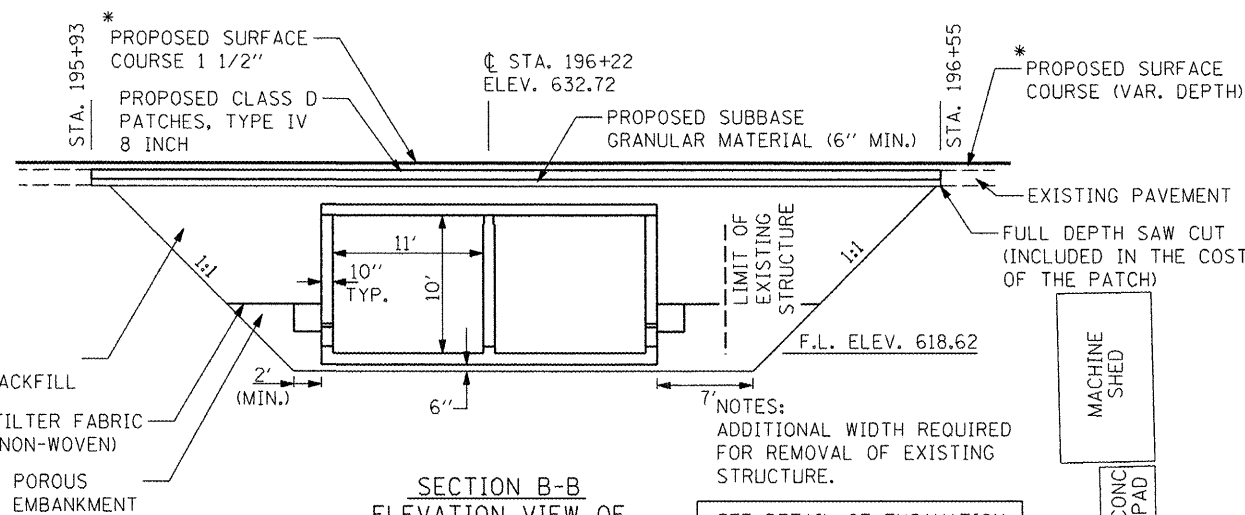
• WIDTH RESTRICTION 10'-6"



NOTES:
SEE STRUCTURE PLANS FOR ADDITIONAL DETAILS

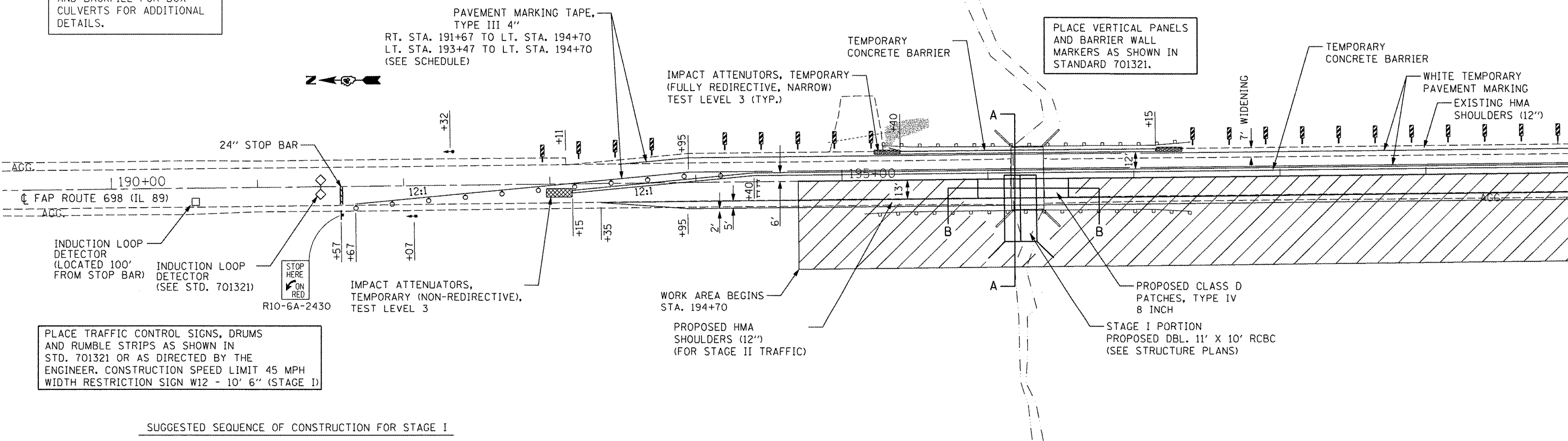
SEE DETAIL OF EXCAVATION AND BACKFILL FOR BOX CULVERTS FOR ADDITIONAL DETAILS.

SECTION A-A
VIEW THROUGH
11' X 10' DOUBLE RCBC
@ STA. 196+22
(NO SCALE)



NOTES:
ADDITIONAL WIDTH REQUIRED FOR REMOVAL OF EXISTING STRUCTURE.
SEE DETAIL OF EXCAVATION AND BACKFILL FOR BOX CULVERTS FOR ADDITIONAL DETAILS.

SECTION B-B
ELEVATION VIEW OF
11' X 10' DOUBLE RCBC
@ STA. 196+22
(NO SCALE)



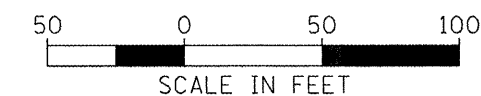
PLACE TRAFFIC CONTROL SIGNS, DRUMS AND RUMBLE STRIPS AS SHOWN IN STD. 701321 OR AS DIRECTED BY THE ENGINEER. CONSTRUCTION SPEED LIMIT 45 MPH WIDTH RESTRICTION SIGN W12 - 10' 6" (STAGE I)

SUGGESTED SEQUENCE OF CONSTRUCTION FOR STAGE I

1. SETUP STAGE I TRAFFIC CONTROL AS PER STANDARD 701321 AND THESE DETAILS. MAINTAINING ALL TRAFFIC ON THE NORTHBOUND LANE. (NOTE: STOP BAR AND TEMPORARY SIGNAL LOCATIONS ESTABLISHED DURING THE PRE-STAGE WORK.)
2. REMOVE THE STAGE I PORTIONS OF THE EXISTING PAVEMENT, STRUCTURES AND GUARDRAIL.
3. CONST THE STAGE I PORTION OF THE PROPOSED CULVERTS.
4. CONST THE STAGE I PORTION OF THE PATCHES OVER THE CULVERTS.
5. CONST THE HMA SHOULDER (12"), EXCEPT FOR TOP LIFT ALONG THE SOUTHBOUND LANE.
6. CHANGE TRAFFIC CONTROL TO STAGE II.

SEQUENCE OF OPERATIONS									
PHASE	A			B			C		
INTERVAL	1	2	3	4	5	6	7	8	9
SOUTHBOUND	G	Y	R	R	R	R	R	R	R
ENTRANCE	R	R	R	R	G	Y	R	R	R
NORTHBOUND	R	R	R	R	R	R	G	Y	R

- ☐ TYPE III BARRICADE WITH FLASHING LIGHTS
- ♣ SIGN
- DRUM WITH STEADY BURNING LIGHTS
- ⬆ TRAFFIC SIGNAL
- ▨ DOUBLE VERTICAL PANEL



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JD Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 7/8" = 1' IN.	CHECKED -	REVISED -
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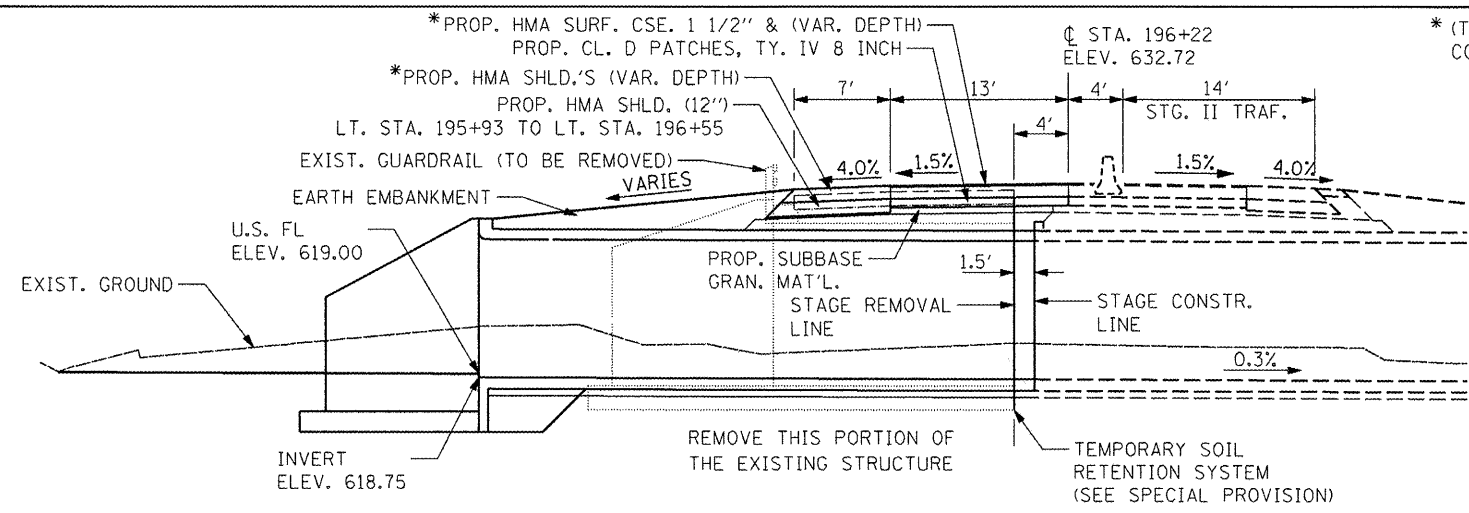
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE I CONSTRUCTION AND TRAFFIC CONTROL

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

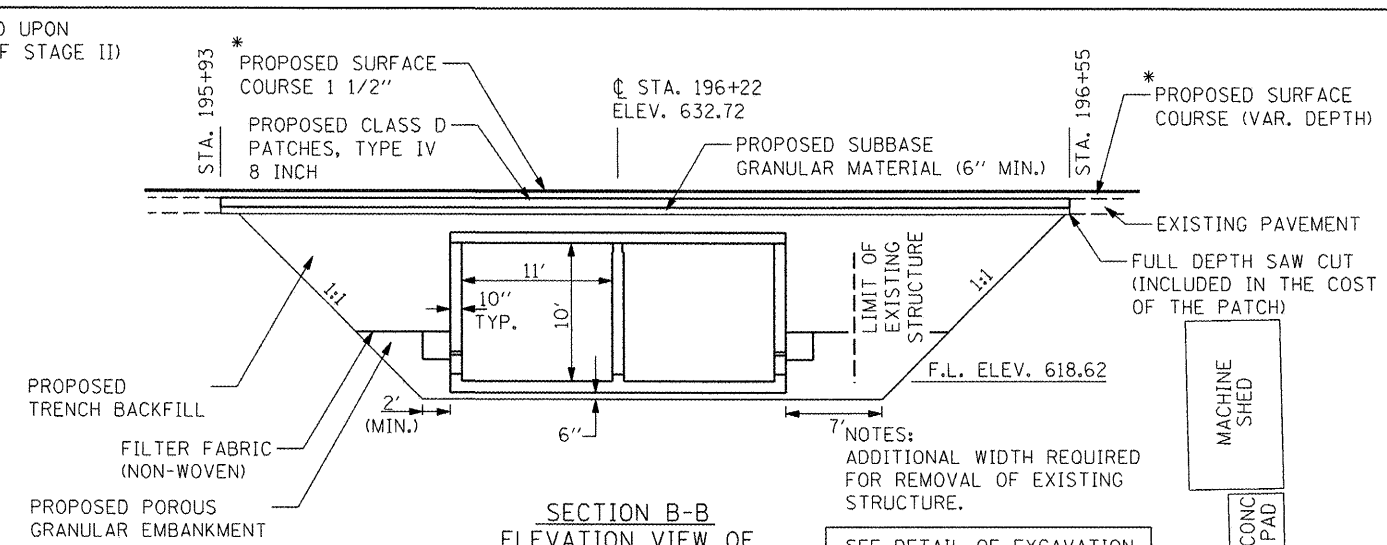
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(2) BR-1 & BR-2	PUTNAM	71	25
CONTRACT NO. 68571				
ILLINOIS FED. AID PROJECT				

MATCHLINE 200+00



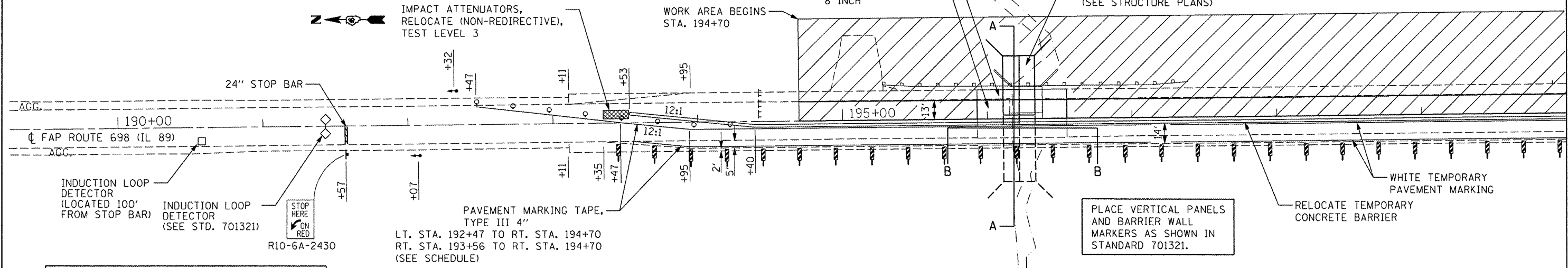
NOTES:
SEE STRUCTURE PLANS FOR ADDITIONAL DETAILS.
SEE DETAIL OF EXCAVATION AND BACKFILL FOR BOX CULVERTS FOR ADDITIONAL DETAILS.

SECTION A-A
VIEW THROUGH
11' X 10' DOUBLE RCBC
@ STA. 196+22
(NO SCALE)



NOTES:
ADDITIONAL WIDTH REQUIRED FOR REMOVAL OF EXISTING STRUCTURE.
SEE DETAIL OF EXCAVATION AND BACKFILL FOR BOX CULVERTS FOR ADDITIONAL DETAILS.

SECTION B-B
ELEVATION VIEW OF
11' X 10' DOUBLE RCBC
@ STA. 196+22
(NO SCALE)



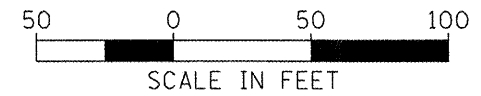
PLACE TRAFFIC CONTROL SIGNS, DRUMS AND RUMBLE STRIPS AS SHOWN IN STD. 701321 OR AS DIRECTED BY THE ENGINEER. CONSTRUCTION SPEED LIMIT 45 MPH WIDTH RESTRICTION SIGN W12 - 10' 6" (STAGE I)

SUGGESTED SEQUENCE OF CONSTRUCTION FOR STAGE II

1. SETUP STAGE II TRAFFIC CONTROL AS PER STANDARD 701321 AND THESE DETAILS. MAINTAINING ALL TRAFFIC ON THE SOUTHBOUND LANE.
2. REMOVE THE STAGE II PORTIONS OF THE EXISTING PAVEMENT, STRUCTURES AND GUARDRAIL.
3. CONST THE STAGE II PORTION OF THE PROPOSED CULVERTS.
4. CONST THE STAGE II PORTION OF THE PATCHES AND HMA SHOULDER (12") OVER THE CULVERTS.
5. REMOVE TRAFFIC CONTROL ITEMS AND REVERT TO TWO LANES OF TRAFFIC.
6. MILL AND RESURFACE ENTIRE PROJECT UPON COMPLETION OF STAGE II CONSTRUCTION.
7. COMPLETE ALL REMAINING WORK.

SEQUENCE OF OPERATIONS									
PHASE	A			B			C		
INTERVAL	1	2	3	4	5	6	7	8	9
SOUTHBOUND	G	Y	R	R	R	R	R	R	R
ENTRANCE	R	R	R	G	Y	R	R	R	R
NORTHBOUND	R	R	R	R	R	R	G	Y	R

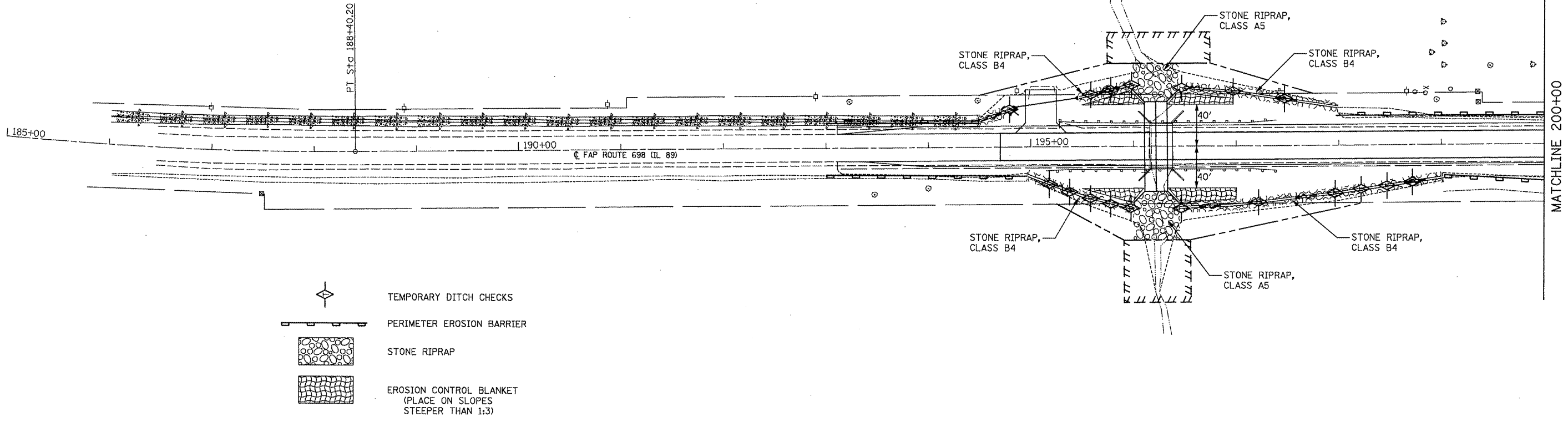
- TYPE III BARRICADE WITH FLASHING LIGHTS
- SIGN
- DRUM WITH STEADY BURNING LIGHTS
- TRAFFIC SIGNAL
- DOUBLE VERTICAL PANEL



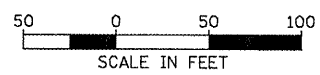
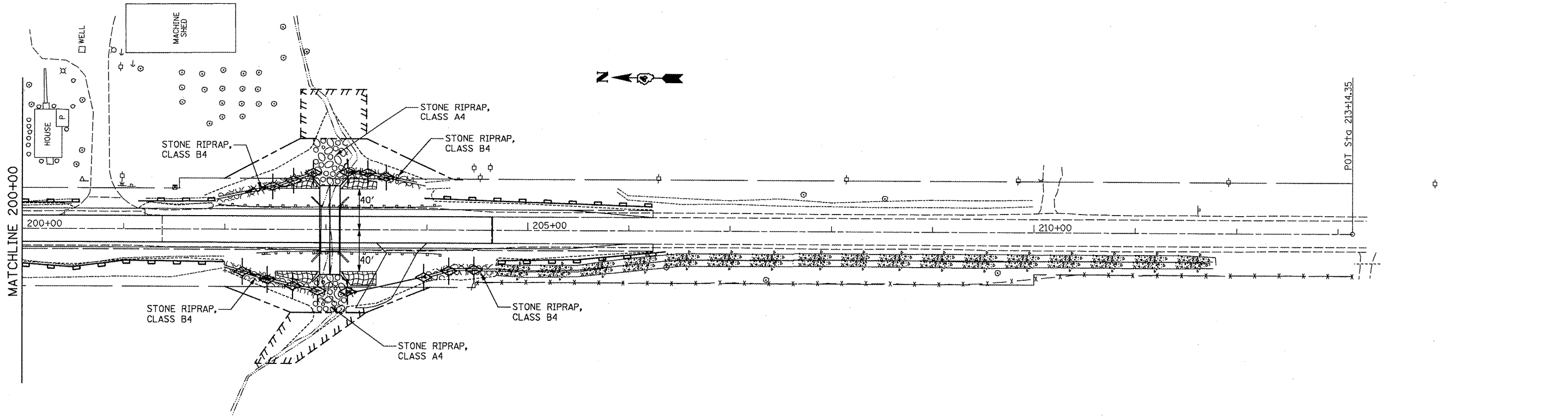
APPLY TEMPORARY EROSION CONTROL SEEDING TO ALL DISTURBED AREAS.



MACHINE SHED
CONC. PAD



- TEMPORARY DITCH CHECKS
- PERIMETER EROSION BARRIER
- STONE RIPRAP
- EROSION CONTROL BLANKET
(PLACE ON SLOPES STEEPER THAN 1:3)

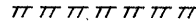
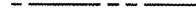



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	PLOT DATE = 12/13/2011 10:27:09	CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION AND SEDIMENT CONTROL PLAN			
SCALE:	SHEET NO.	OF SHEETS	STA. TO STA.

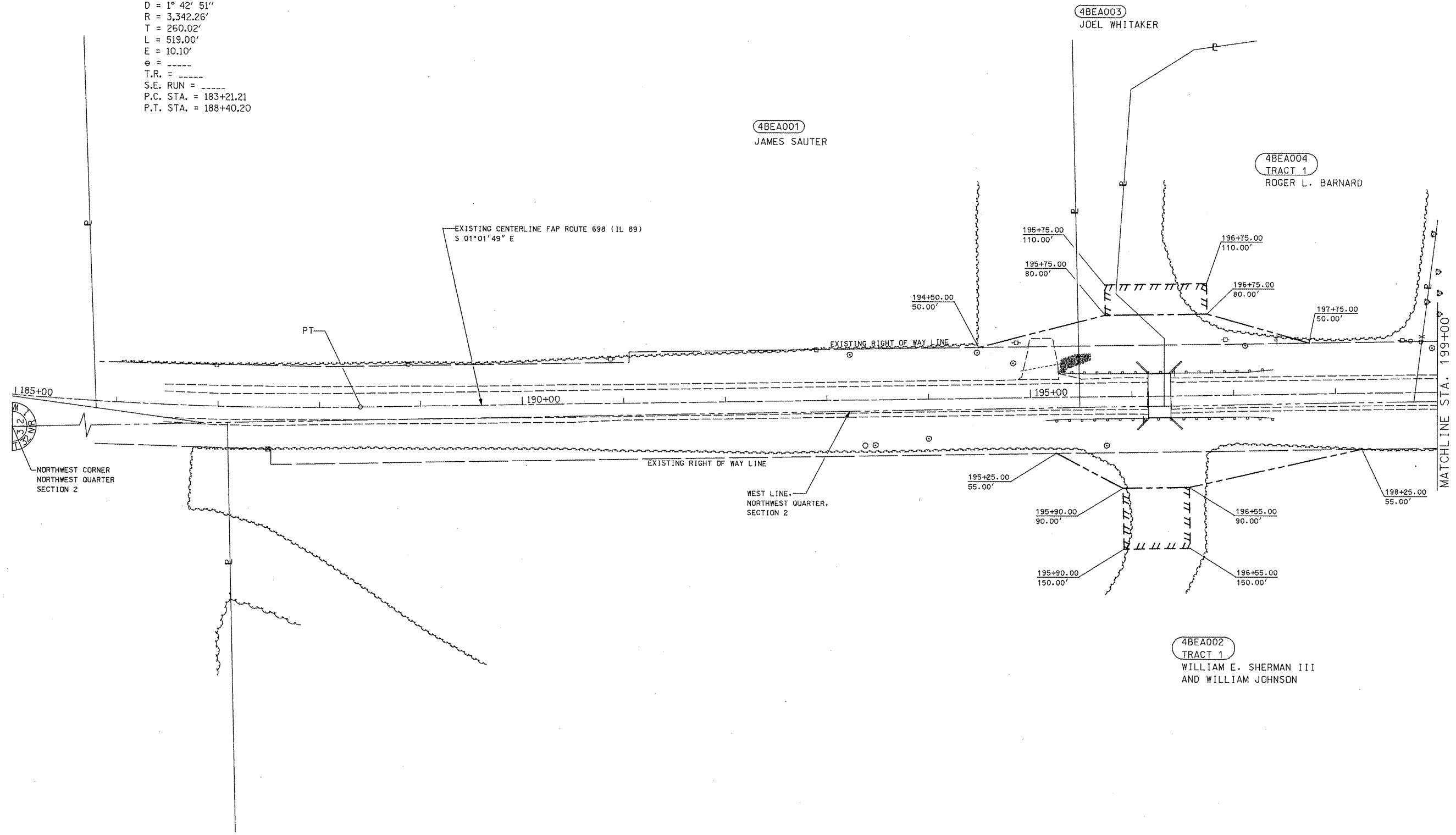
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CONTRACT NO. 68571				
ILLINOIS FED. AID PROJECT				

TEMPORARY EASEMENT 
 PROPOSED RIGHT OF WAY 
 EXISTING RIGHT OF WAY 

SECTION 2 T32N R1W 3rd P.M.

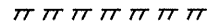
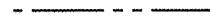
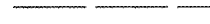


PI STA. = 185+81.23
 $\Delta = 8^\circ 53' 49''$ (LT)
 $D = 1^\circ 42' 51''$
 $R = 3,342.26'$
 $T = 260.02'$
 $L = 519.00'$
 $E = 10.10'$
 $\theta = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA.} = 183+21.21$
 $P.T. \text{ STA.} = 188+40.20$

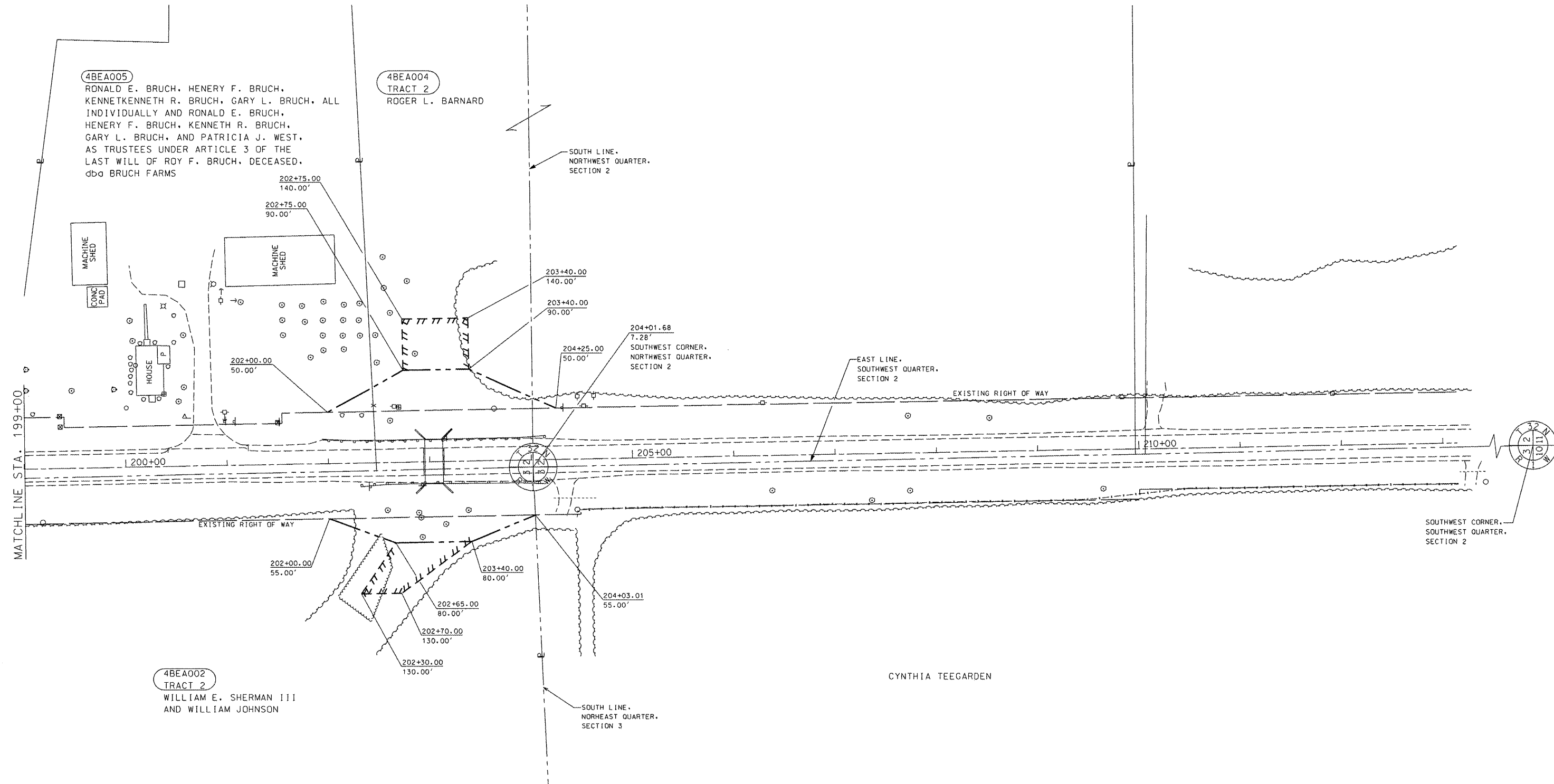
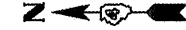


SECTION 3 T32N R1W 3rd P.M.

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PLOT DATE = 12/13/2011 10:10:00	DATE -	REVISED -	REVISED -	SCALE: 1" = 50'	SHEET NO. 1 OF 2 SHEETS	STA. 191+70 TO STA. 199+00	CAT.# 033199-00	CONTRACT NO. 68571		ILLINOIS FED. AID PROJECT	

TEMPORARY EASEMENT 
 PROPOSED RIGHT OF WAY 
 EXISTING RIGHT OF WAY 

SECTION 2 T32N R1W 3rd P.M.



SECTION 3 T32N R1W 3rd P.M.

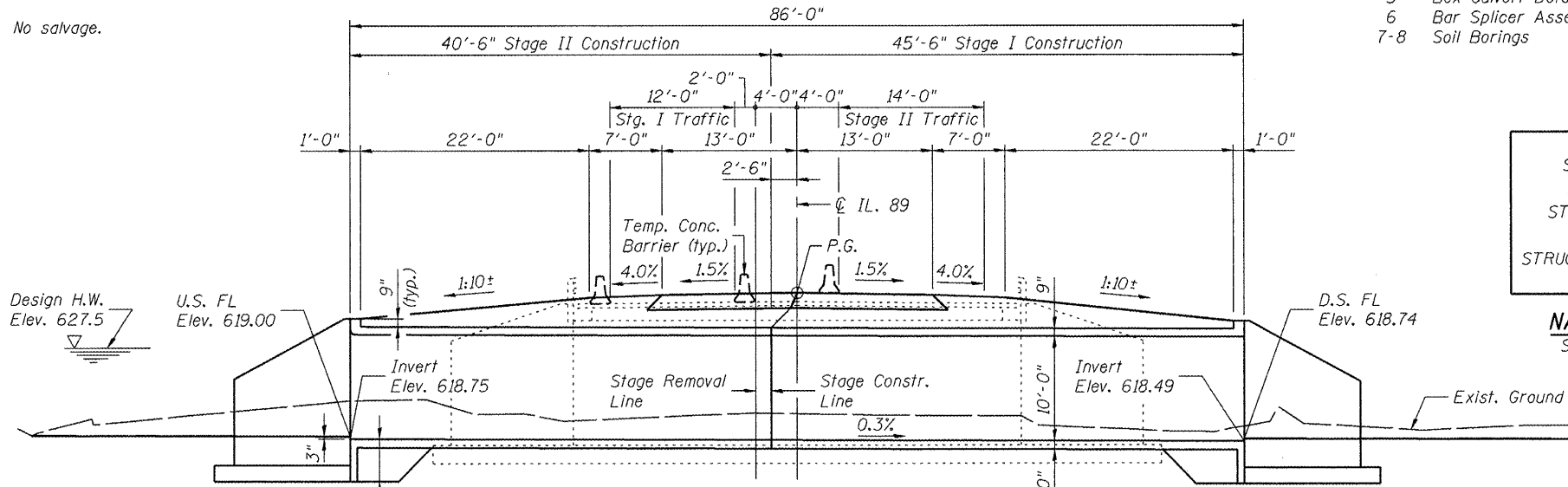
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	PLOT DATE = 12/12/2011 08:14:39	CHECKED -	REVISED -		SCALE: 1" = 50'	SHEET NO. 2 OF 2 SHEETS	STA. 199+00 TO STA. 208+30	CAT.# 033199-00	CONTRACT NO. 68571			
	DATE -	REVISED -				FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT					

B.M. #7: Chiseled square on northwest corner of southeast wingwall of S.N. 078-0028, Sta. 196+38, 22' Lt., Elev. 631.50.

EXISTING STRUCTURE: SN 078-0028, built in 1935 as Rte. SA-3A, Section 2-B, at Sta. 196+27. Outside edges of superstructure were reconstructed in 1971 as F.A. Rte. 94, Section 2(W&RS). Existing structure is a single span concrete slab bridge, 22'-0" back-back abutments, 43'-0" out-out width, reinforced concrete closed abutments on spread footings with timber piles.

Existing structure shall be removed and replaced using staged construction to maintain one lane of traffic.

No salvage.



INDEX OF SHEETS

- 1 Gen Plan, Gen Notes, Bill of Mat'l
- 2 Stage Construction / Temp Soil Ret System
- 3 Temporary Slab Overlay
- 4 Temporary Concrete Barrier
- 5 Box Culvert Details
- 6 Bar Splicer Assembly Details
- 7-8 Soil Borings

STATION 196+22
BUILT 20__ BY
STATE OF ILLINOIS
LOADING HS20
STRUCTURE NO. 078-2009

NAME PLATE
See Std. 515001

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	U.S. Invert	D.S. Invert
	614.75	614.49

GENERAL NOTES

Precast culvert alternate is not allowed.
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. Reinforcement bars designated (E) shall be epoxy coated.
Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.

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

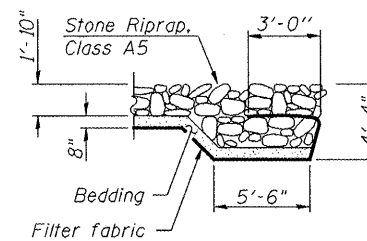
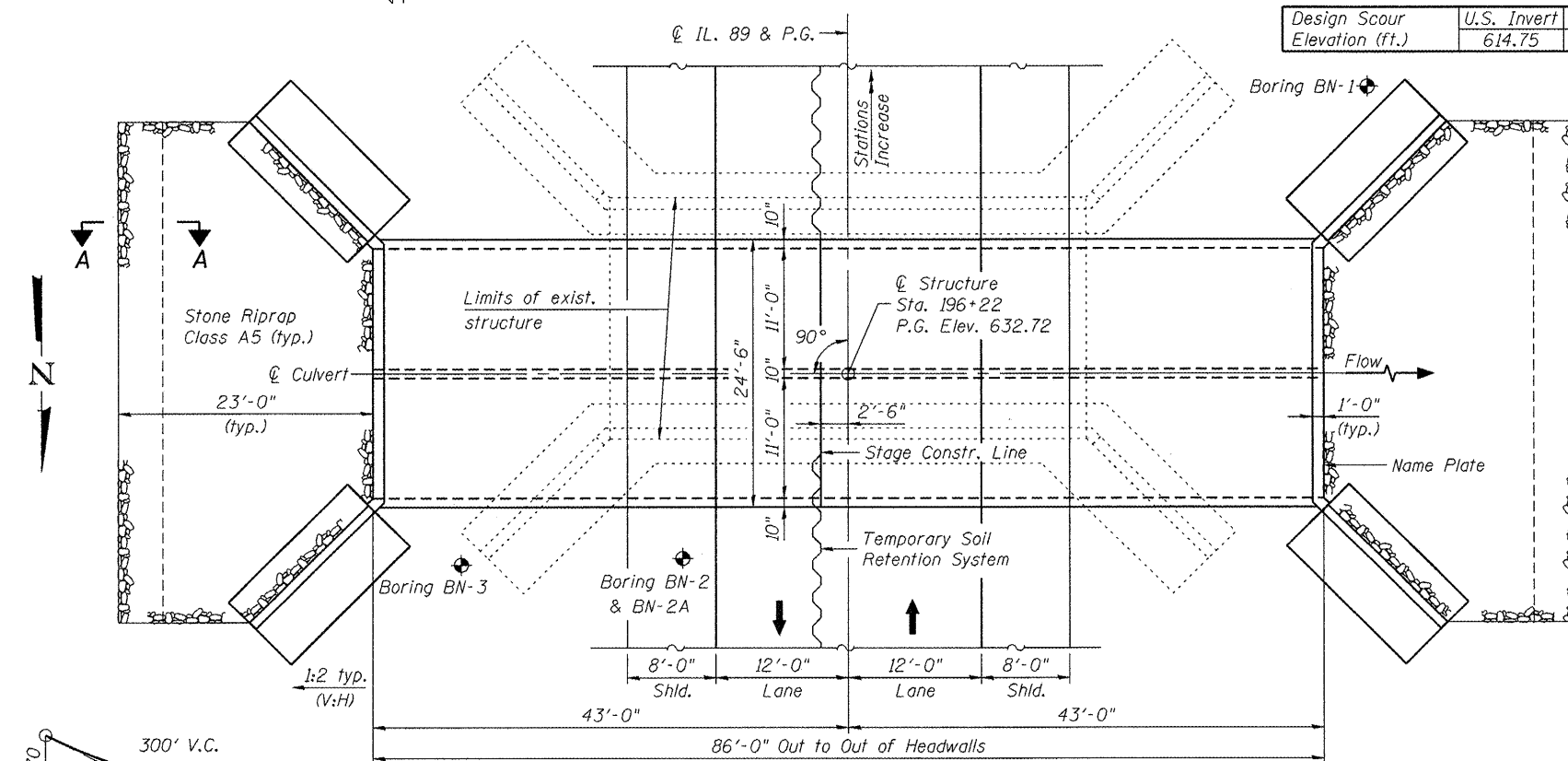
Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.

Structure excavation for the box culvert will not be measured or paid for separately, and the cost shall be included in other related items according to Article 502.13 of the Standard Specifications.

The structure excavation and backfill shall be as shown on roadway plan sheet titled "Detail of Excavation and Backfill for Box Culverts". Pay items indicated on that sheet are included in the roadway plans Summary of Quantities.

APPROVED
For Structural Adequacy Only

David C. Depp
Engineer of Bridges & Structures



TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Riprap, Class A5	Sq Yd	215
Filter Fabric	Sq Yd	215
Removal of Existing Structures No. 1	Each	1
Concrete Superstructure	Cu Yd	13.8
Reinforcement Bars	Pound	2720
Reinforcement Bars, Epoxy Coated	Pound	46250
Bar Splicers	Each	104
Name Plates	Each	1
Concrete Box Culverts	Cu Yd	259.4
Hot-Mix Asphalt Surface Removal (Deck)	Sq Yd	42
Temporary Soil Retention System	Sq Ft	461

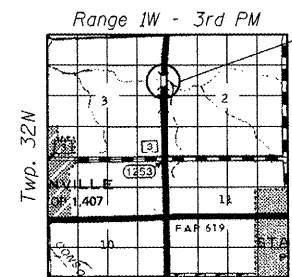


Signed: *David C. Depp*
Date: 12-9-2011
Lic. Expires: 11-30-2012

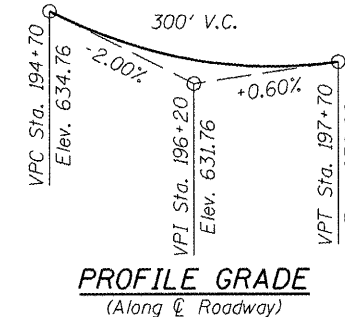
LOADING HS20-44
Allow 50#/sq. ft. for future wearing surface.
DESIGN SPECIFICATIONS
2002 AASHTO Standard
Specifications for Highway Bridges

DESIGN STRESSES
FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)



GENERAL PLAN & ELEVATION
ILLINOIS 89 OVER ALLFORKS CREEK
F.A.P. RTE. 698 SEC. (2) BR-1 & BR-2
PUTNAM COUNTY
STATION 196+22
STRUCTURE NO. 078-2009



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JOHNSON, DEPP & QUISBERY
CONSULTING ENGINEERS
Springfield, Illinois

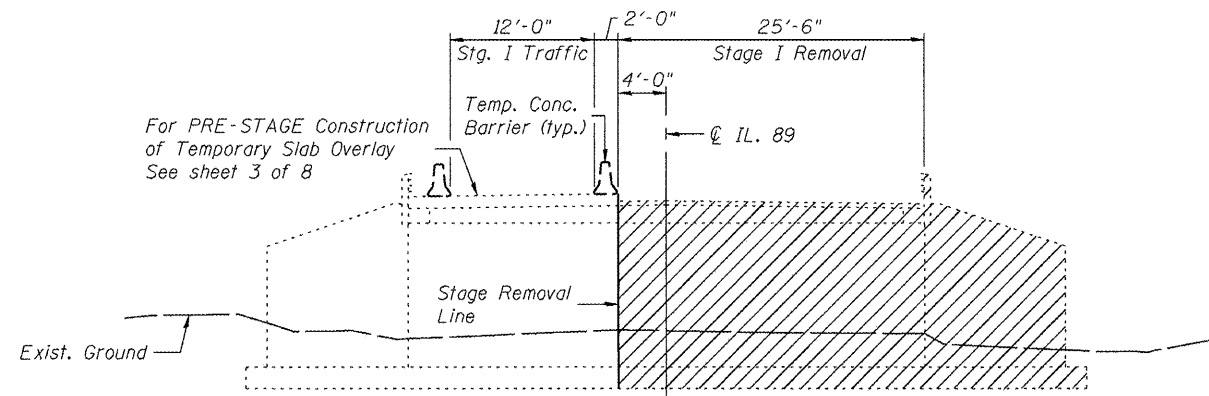
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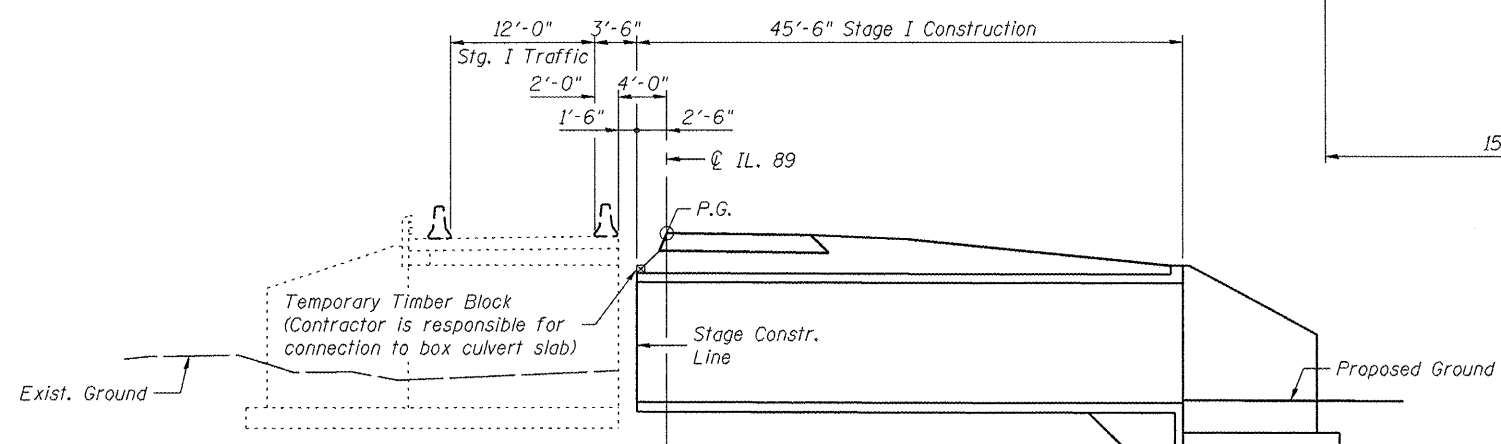
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION
STRUCTURE NO. 078-2009
SHEET NO. 1 OF 8 SHEETS

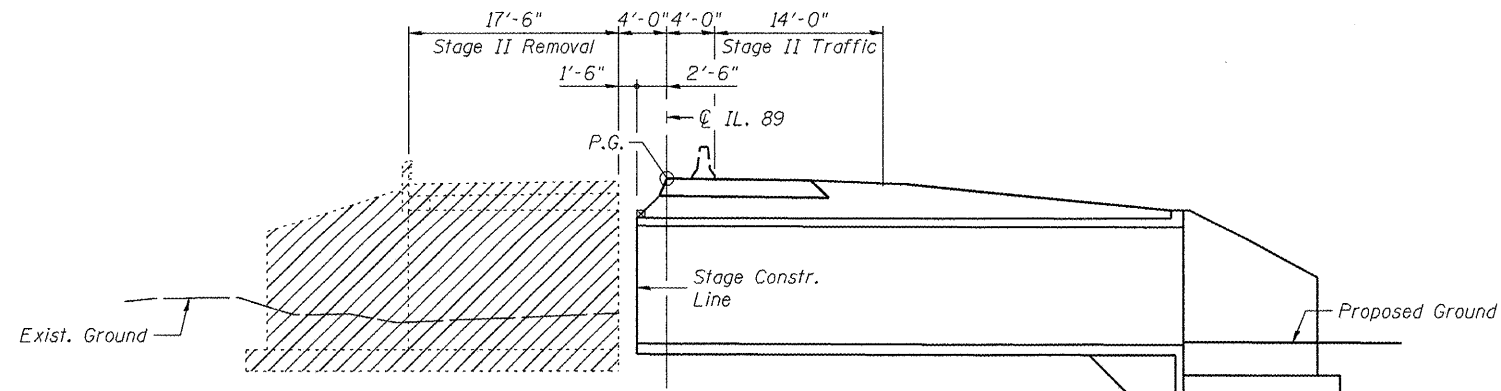
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(2) BR-1 & BR-2	PUTNAM	71	32
STA. 196+22			CONTRACT NO. 68571	
ILLINOIS FED. AID PROJECT				



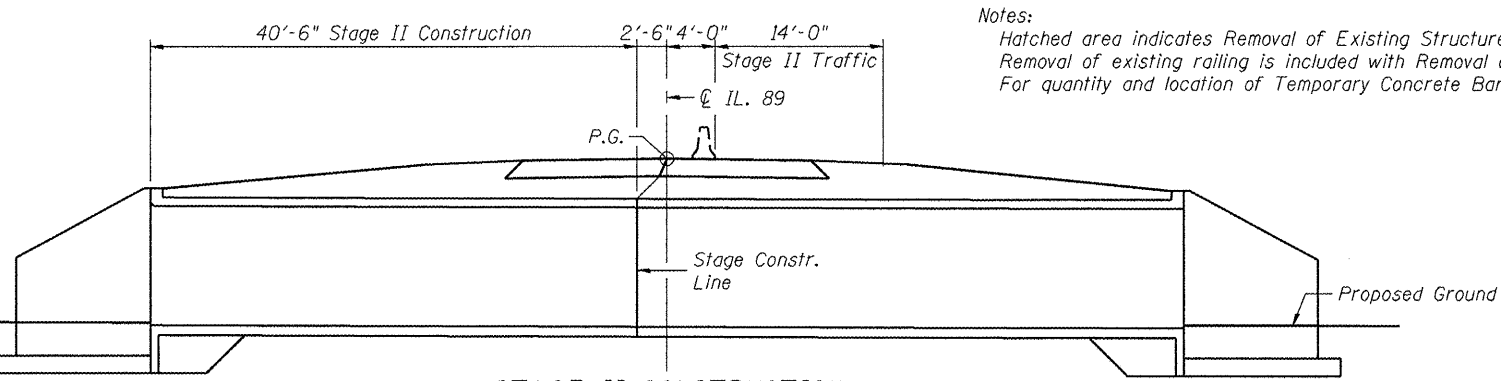
STAGE I REMOVAL
(Looking South)



STAGE I CONSTRUCTION

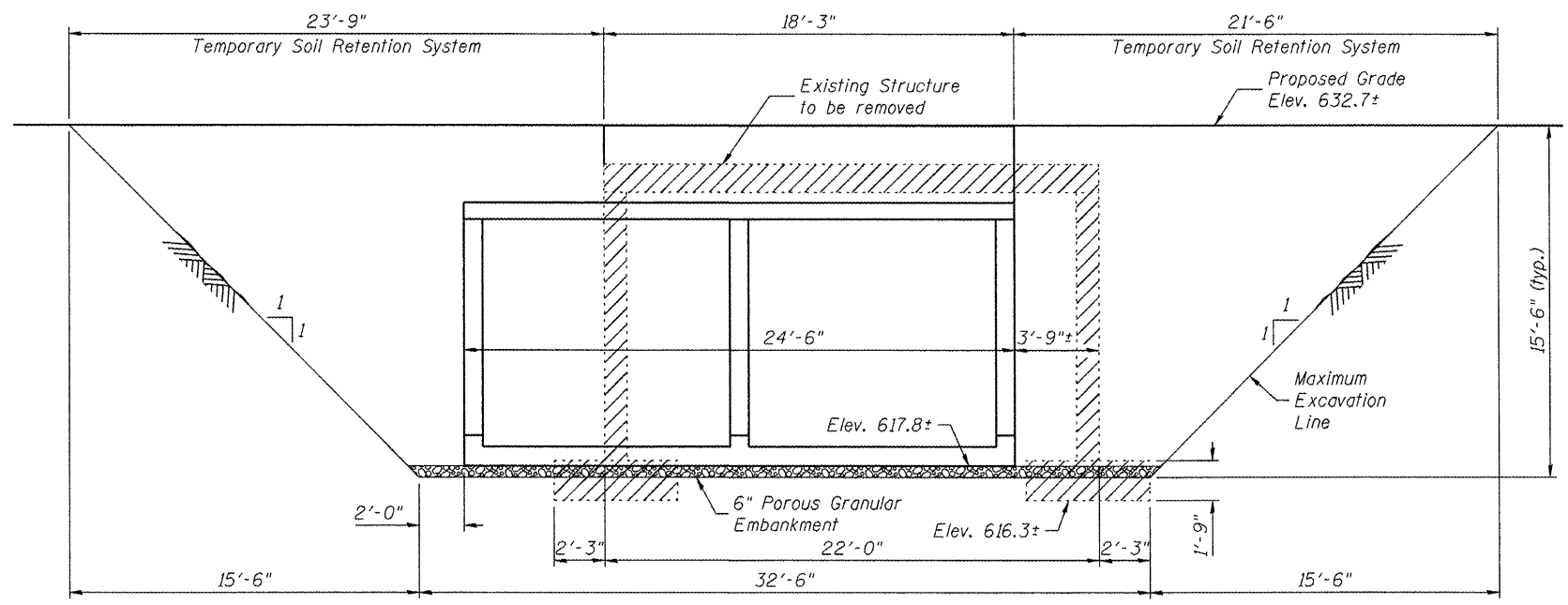


STAGE II REMOVAL



STAGE II CONSTRUCTION

Notes:
Hatched area indicates Removal of Existing Structures.
Removal of existing railing is included with Removal of Existing Structures.
For quantity and location of Temporary Concrete Barrier, see Roadway Plans.



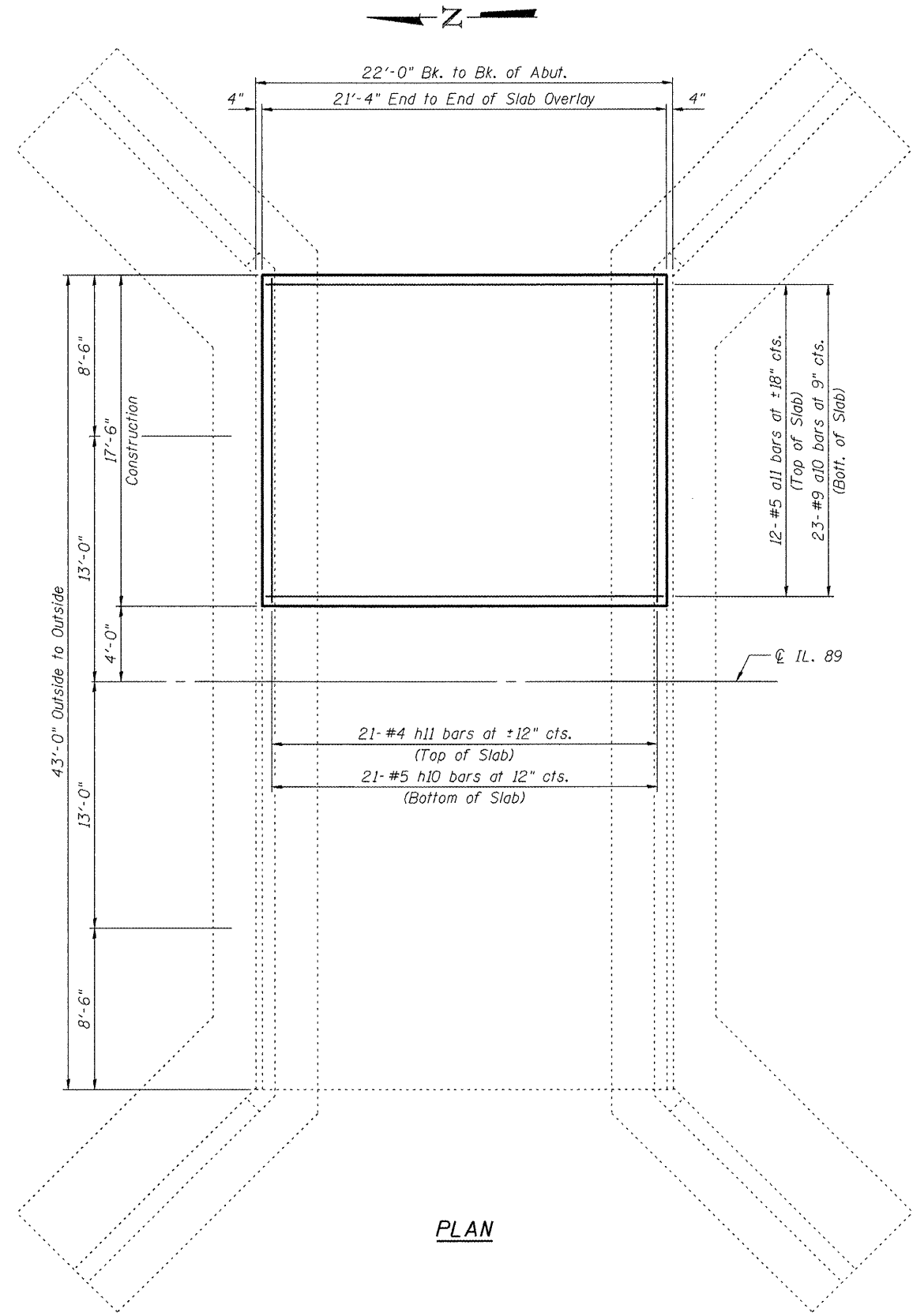
TEMPORARY SOIL RETENTION SYSTEM
(Looking East)

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

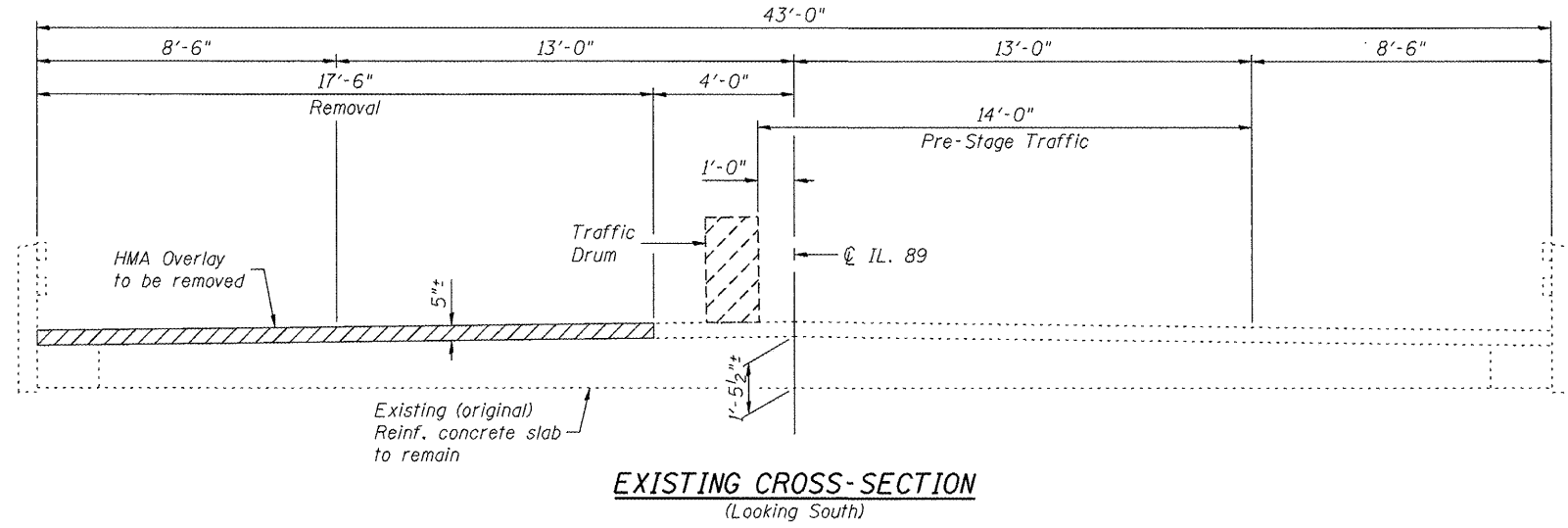
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PLOT SCALE =	PLOT DATE = 12/09/2011 14:20:22	CHECKED - CMV	REVISED -			STA. 196+22	CONTRACT NO. 68571	ILLINOIS FED. AID PROJECT			
Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois		DRAWN - P. Roy	REVISED -								
		CHECKED - DCD	REVISED -								

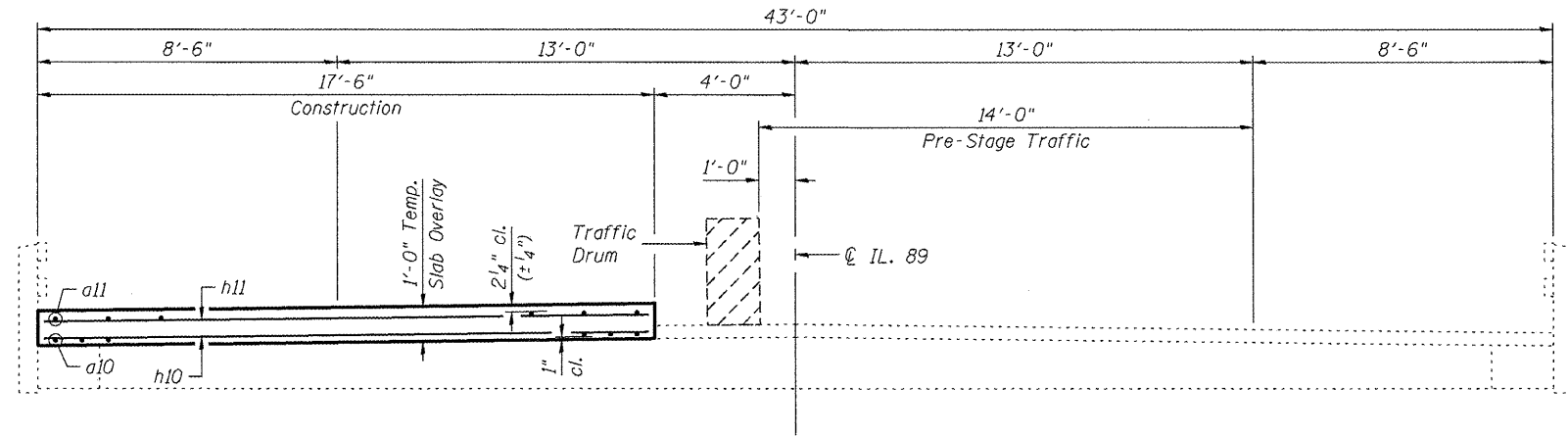
Notes:
 Temporary slab overlay shall be installed prior to Stage 1.
 Tilt a10 bars as required to maintain clearance.
 The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructure.



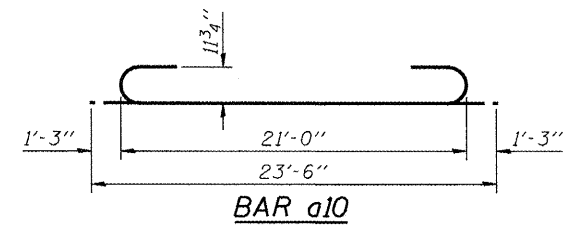
PLAN



EXISTING CROSS-SECTION
 (Looking South)



PROPOSED CROSS-SECTION
 (Looking South)



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10	23	#9	23'-6"	
a11	12	#5	21'-0"	
h10	21	#5	17'-2"	
h11	21	#4	17'-2"	
HMA Surface Removal (Deck)				Sq. Yd. 42
Concrete Superstructure				Cu. Yd. 13.8
Reinforcement Bars				Pound 2720

FILE: J:\BDD\BDD206.L.BB.Airports.Creek.P12\1-rdcb-SN0782009\0782009-68571-003-tempslab.dgn
 SAVE DATE: 12/09/2011

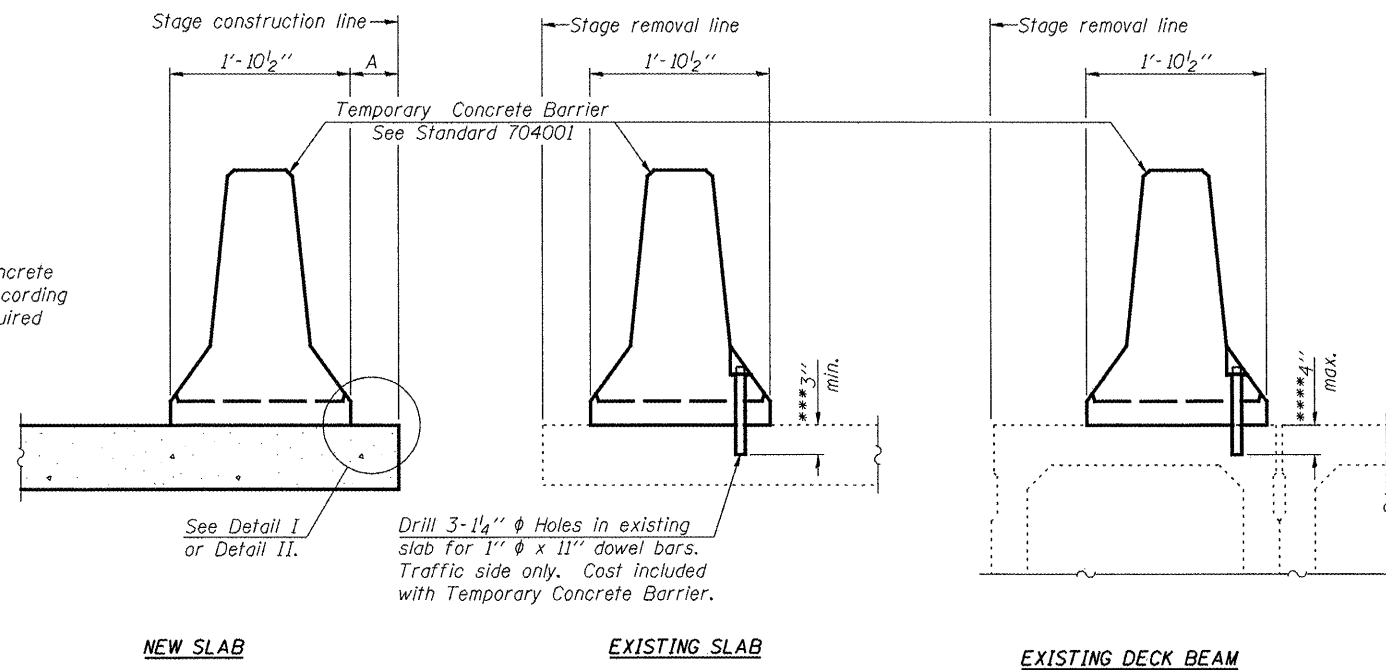
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Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE =	DRAWN - P. Roy	REVISED -
	PLOT DATE = 12/09/2011 4:20:25	CHECKED - DCD	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SLAB OVERLAY
STRUCTURE NO. 078-2009
 SHEET NO. 3 OF 8 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(2) BR-1 & BR-2	PUTNAM	71	34
STA. 196+22		CONTRACT NO. 68571		
ILLINOIS FED. AID PROJECT				

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



SECTIONS THRU SLAB OR DECK BEAM

NOTES

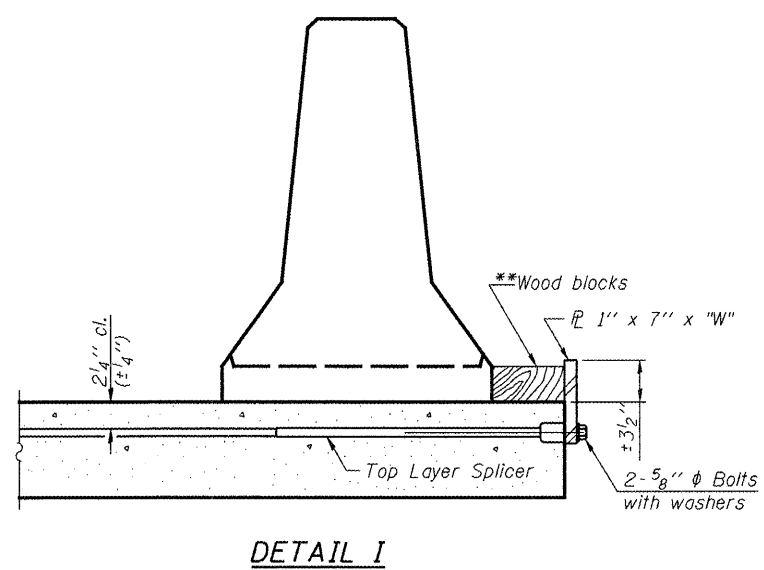
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

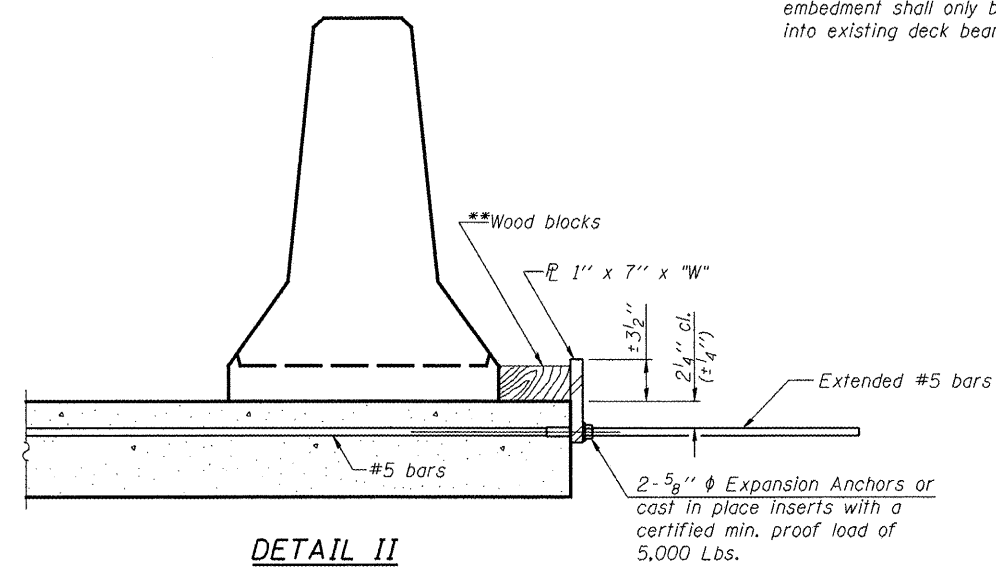
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

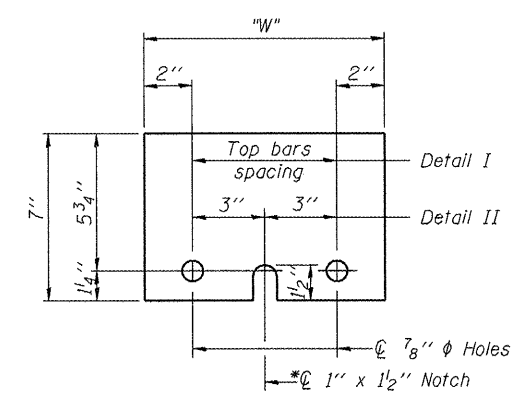
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



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

* Required only with Detail II

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

"W" = Top bars spacing + 4"

FILE: J:\VDD\0206 E 89 Effects Creek_P12\1-r-cbc-SM782009\0782009-68571-004-tempbarrier.dgn
SAVE DATE: 12/9/2011

R-27 7-1-10

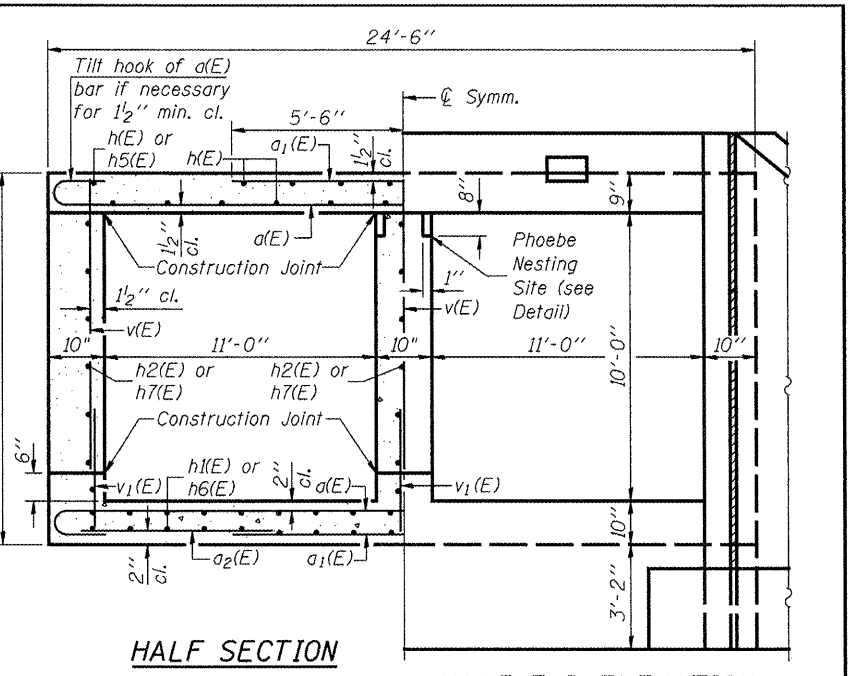
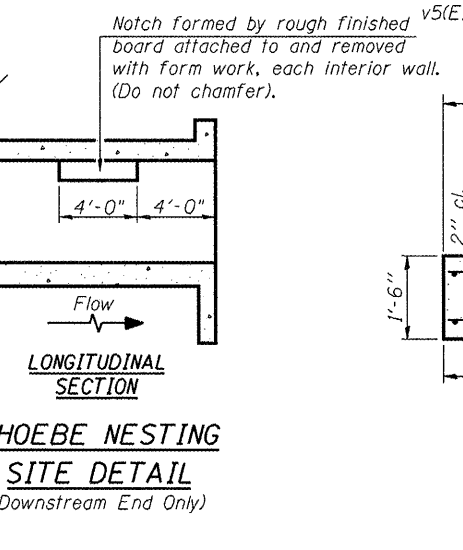
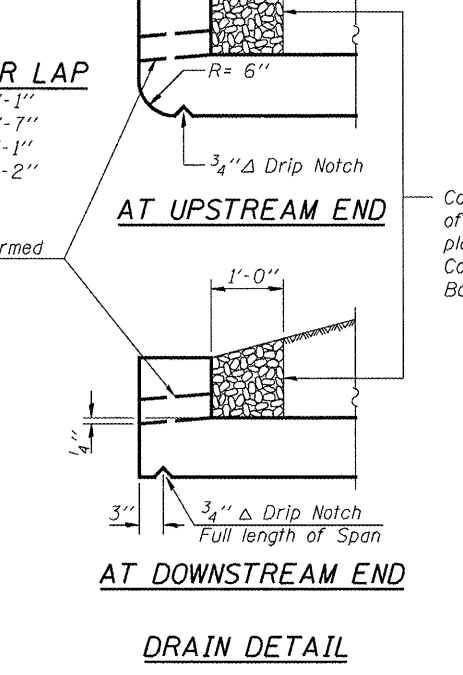
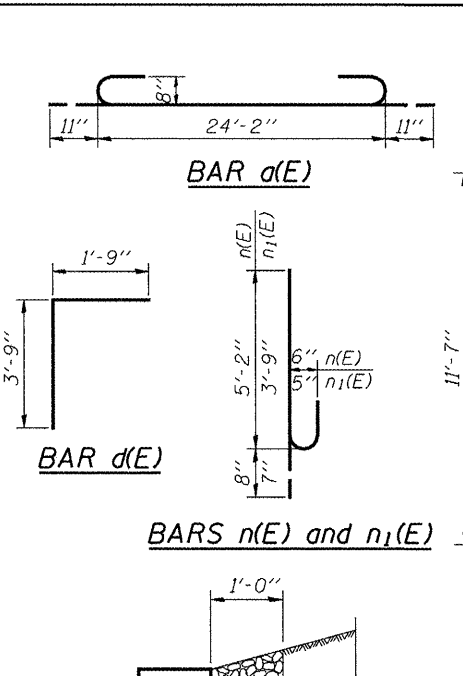
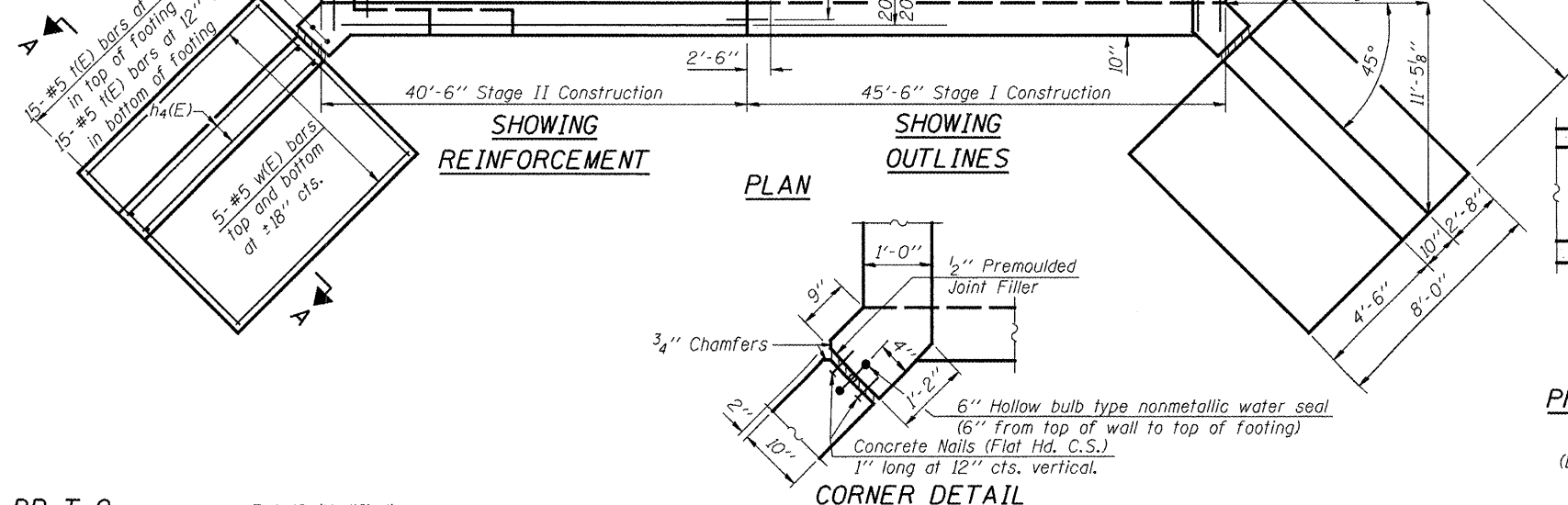
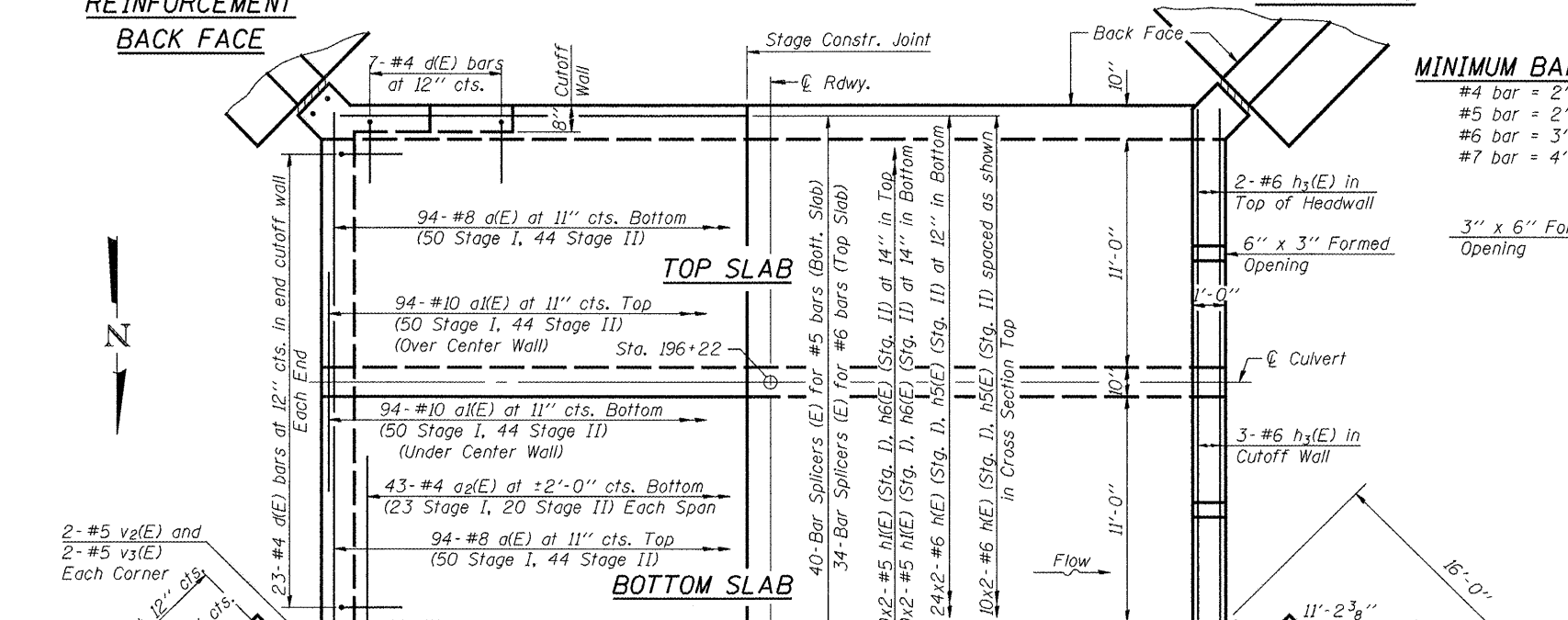
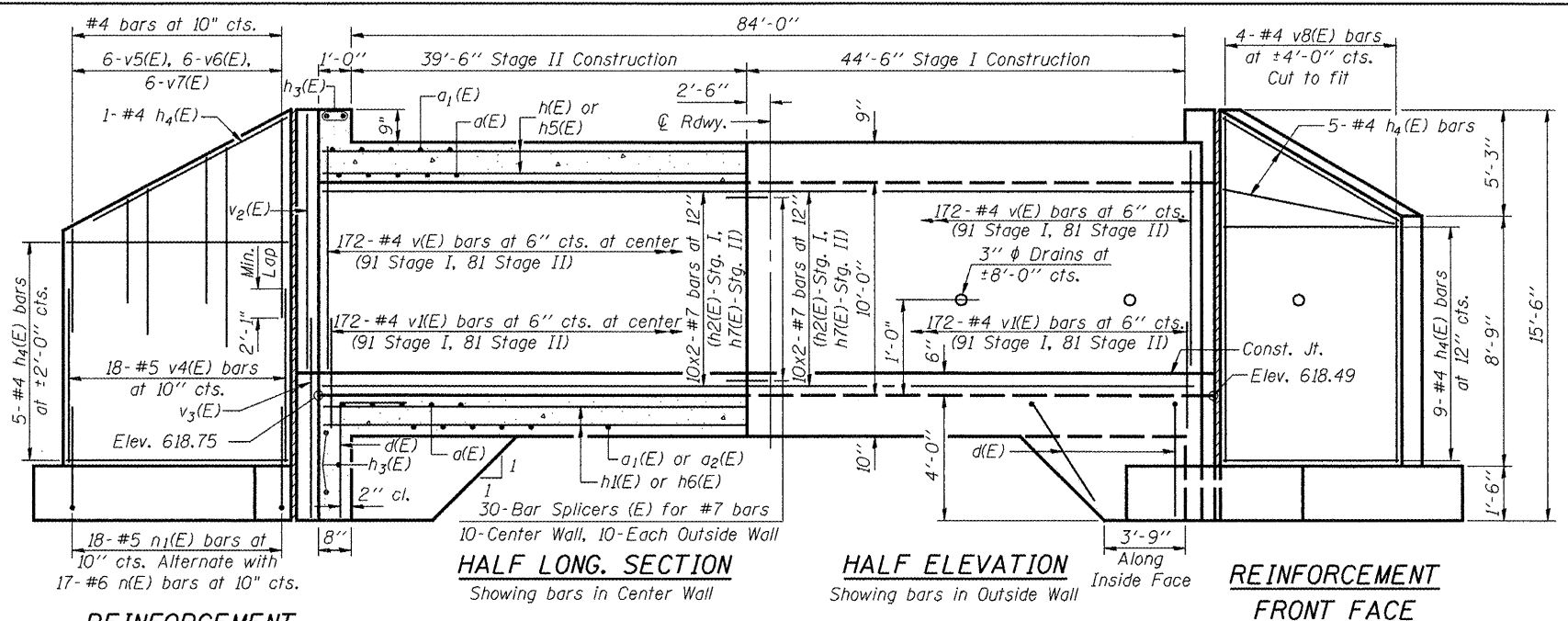
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		CHECKED -	REVISED -
		DRAWN - P. Roy	REVISED -
		CHECKED - DCD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 078-2009**

SHEET NO. 4 OF 8 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(2) BR-1 & BR-2	PUTNAM	71	35
STA. 196+22		CONTRACT NO. 68571		
ILLINOIS FED. AID PROJECT				

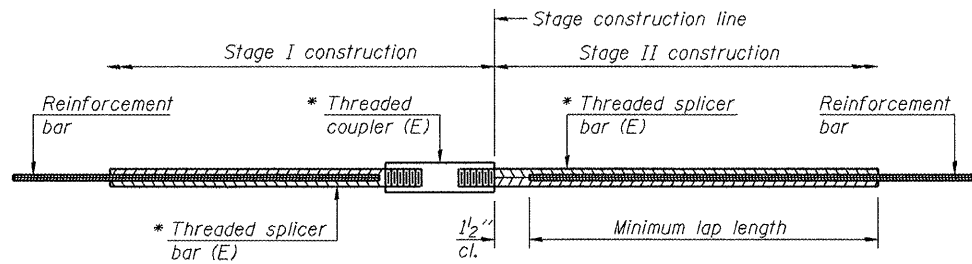


Notes:
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 12x4-#5 etc. indicates 12 lines of bars with 4 lengths per line.

Coarse aggregate full length of both headwalls. To be placed by Grading Contractor. Cost included with Concrete Box Culverts.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	188	#8	26'-0"	U
a1(E)	188	#10	11'-0"	U
a2(E)	86	#4	8'-3"	U
d(E)	74	#4	5'-6"	L
h(E)	68	#6	24'-2"	U
h1(E)	80	#5	23'-11"	U
h2(E)	60	#7	24'-8"	U
h3(E)	10	#6	24'-0"	U
h4(E)	80	#4	14'-10"	U
h5(E)	68	#6	21'-8"	U
h6(E)	80	#5	21'-5"	U
h7(E)	60	#7	22'-2"	U
n(E)	68	#6	5'-10"	U
n1(E)	72	#5	4'-4"	U
l(E)	120	#5	7'-8"	U
v(E)	516	#4	10'-0"	U
v1(E)	516	#4	3'-3"	U
v2(E)	8	#5	10'-9"	U
v3(E)	8	#5	6'-0"	U
v4(E)	72	#5	5'-9"	U
v5(E)	24	#4	6'-8"	U
v6(E)	24	#4	8'-5"	U
v7(E)	24	#4	10'-2"	U
v8(E)	16	#4	13'-8"	U
w(E)	40	#5	14'-10"	U
Concrete Box Culverts		Cu. Yd.	259.4	
Reinforcement Bars, Epoxy Coated		Pound	46250	



STANDARD BAR SPLICER ASSEMBLY

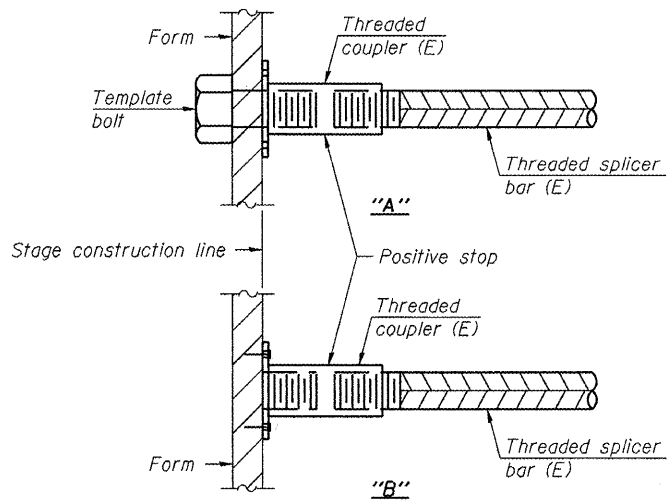
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

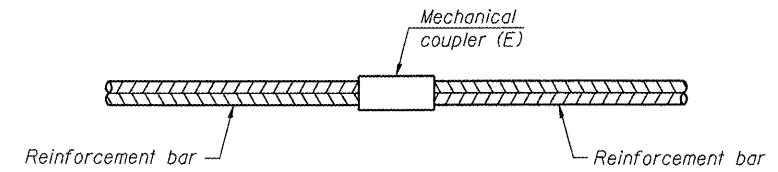
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Top Slab	#6	34	3
Bot. Slab	#5	40	3
Walls	#7	30	3



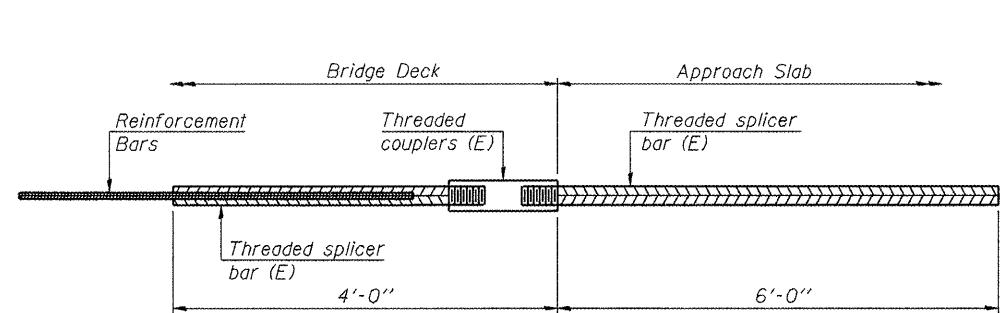
INSTALLATION AND SETTING METHODS

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



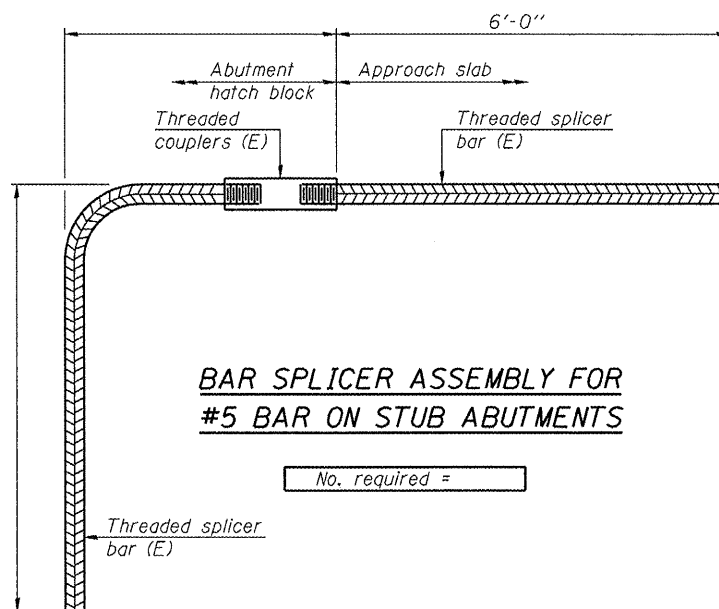
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

FILE: J:\JUD\0206 IL 89 AIForks Creek P2\1-rdb-c-59782009\0782009-68571-006-Bar Splicer.dgn

BSD-1 7-1-10 (Modified)

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		CHECKED -	REVISED -
	PLOT SCALE =	DRAWN - P. Ray	REVISED -
	PLOT DATE = 12/09/2011 4:20:34	CHECKED - DCD	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 078-2009**

SHEET NO. 6 OF 8 SHEETS

F.A.P. RTE. 698	SECTION (2) BR-1 & BR-2	COUNTY PUTNAM	TOTAL SHEETS 71	SHEET NO. 37
STA. 196+22		CONTRACT NO. 68571		
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Date 8/24/09

ROUTE FAP 698 DESCRIPTION Structure Replacement LOGGED BY KEG

SECTION (2)BR-1 & BR-2 LOCATION Granville Twp; Approx 1.2 miles N of IL 71; NE 1/4

COUNTY Putnam DRILLING METHOD CME 550 w/HSA HAMMER TYPE Automatic

Table with columns for STRUCT. NO., BORING NO., and soil data columns (D, B, U, M, etc.) with values for blow counts and depths.

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



SOIL BORING LOG

Date 8/25/09

ROUTE FAP 698 DESCRIPTION Structure Replacement LOGGED BY KEG

SECTION (2)BR-1 & BR-2 LOCATION Granville Twp; Approx 1.2 miles N of IL 71; NE 1/4

COUNTY Putnam DRILLING METHOD CME 550 w/HSA HAMMER TYPE Automatic

Table with columns for STRUCT. NO., BORING NO., and soil data columns (D, B, U, M, etc.) with values for blow counts and depths.

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



SOIL BORING LOG

Date 8/25/09

ROUTE FAP 698 DESCRIPTION Structure Replacement LOGGED BY KEG

SECTION (2)BR-1 & BR-2 LOCATION Granville Twp; Approx 1.2 miles N of IL 71; NE 1/4

COUNTY Putnam DRILLING METHOD CME 550 w/HSA HAMMER TYPE Automatic

Table with columns for STRUCT. NO., BORING NO., and soil data columns (D, B, U, M, etc.) with values for blow counts and depths.

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

FILE: J:\JDD\2009_08_25\09...0782009-68571-007-Borings.dgn

Project information block including FILE NAME, USER NAME, DESIGNED, CHECKED, DRAWN, PLOT DATE, STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION, SOIL BORINGS STRUCTURE NO. 078-2009, SHEET NO. 7 OF 8 SHEETS, F.A.P. RTE. 698, SECTION (2) BR-1 & BR-2, COUNTY PUTNAM, TOTAL SHEETS 71, SHEET NO. 38, STA. 196+22, CONTRACT NO. 68571, [ILLINOIS] FED. AID PROJECT



Illinois Department
of Transportation
Division of Highways
Kaskaskia Engineering Group

SOIL BORING LOG

Page 1 of 1

Date 8/25/09

ROUTE FAP 698 DESCRIPTION Structure Replacement LOGGED BY KEG

SECTION (2)BR-1 & BR-2 LOCATION Granville Twp; Approx 1.2 miles N of IL 71; NE 1/4

COUNTY Pulnam DRILLING METHOD CME 550 w/HSA HAMMER TYPE Automatic

STRUCT. NO. 078-0028 (existing)
Station _____
BORING NO. BN-3
Station 196+05
Offset 35.0 ft Lt
Ground Surface Elev. 624.20 ft

DEPTH (ft)	DIAMETER (ft)	FAILURE MODE	UNSATURATED SPT (blows)	SOIL DESCRIPTION	ELEVATION (ft)	DIAMETER (ft)	FAILURE MODE	UNSATURATED SPT (blows)
0				FILL: Dark brown and brown, clay loam (A-7)	603.7			
2								
1	0.5	41		CLAY LOAM: Brown, trace fine gravel (A-7)	9			
2	P				16	7.6	10	
					25	B		
1					9			
2	0.7	25		SANDY CLAY LOAM: Gray and grayish brown, trace coarse gravel (A-6)	599.7	12	4.5	11
2	B				20	B		
					15			
					25	4.5	12	
					19	P		
					596.2			
				GRAVEL: Coarse and fine	100/77			11
					593.2			
				SANDY CLAY LOAM: Grayish brown, trace fine gravel (A-6)				
					611.2			
				CLAY: Grayish brown, trace fine gravel (A-7)	590.1	100/77		9
				End of Boring				
					608.7			
				Wash bore drilling started at 15.5 feet.				
				SAND: Grayish brown, fine to medium, trace fine gravel (A-3)				
					606.2			
				SAND: Grayish brown, fine to coarse, trace fine gravel (A-1)				

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

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORINGS
STRUCTURE NO. 078-2009

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(2) BR-1 & BR-2	PULNAM	71	39
STA. 196+22			CONTRACT NO. 68571	
[ILLINOIS] FED. AID PROJECT				

SHEET NO. 8 OF 8 SHEETS

FILE: J:\UD\00206.L 89 Afforks Creek Ph2\cpc-S\0782009-0782009-68571-007-Borings.dgn

FILE NAME #
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DESIGNED - KEG
CHECKED -
DRAWN - P. Ray
CHECKED - DCD
REVISD -
REVISD -
REVISD -
REVISD -

JOHNSON, DEPP & OUISENBERRY
CONSULTING ENGINEERS
Springfield, Illinois

PLOT SCALE =
PLOT DATE = 12/09/2011 4:20:40

B.M. #8: Chiseled square on northwest corner of southeast wingwall of S.N. 078-0029, Sta. 203+13, 22' Lt., Elev. 638.60.

EXISTING STRUCTURE: SN 078-0029, built in 1935 as Rte. SA-3A, Section 2-B, at Sta. 203+22. Outside edges of superstructure were reconstructed in 1971 as F.A. Rte. 94, Section 2(W&RS). Existing structure is a single span concrete slab bridge, 18'-0" back-back abutments, 43'-0" out-to-out width, reinforced concrete closed abutments on spread footings with timber piles. A reinforced concrete slab overlay was added in 2010 as an emergency repair.

Existing structure shall be removed and replaced using staged construction to maintain one lane of traffic.

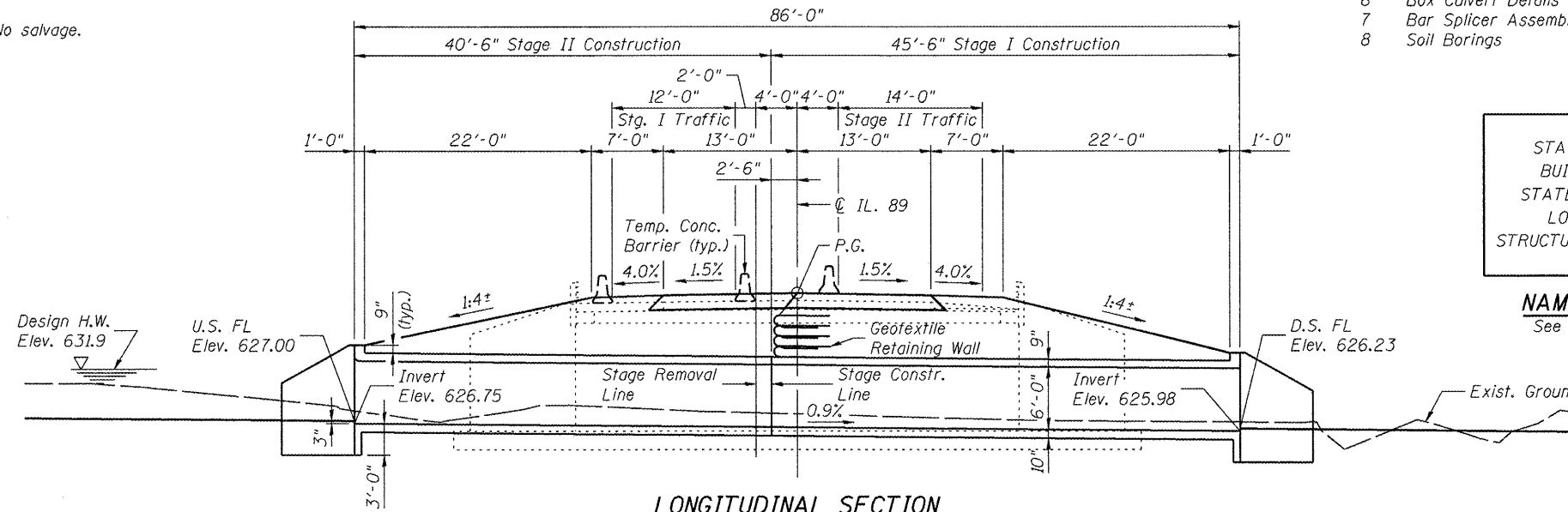
No salvage.

INDEX OF SHEETS

- 1 Gen Plan, Gen Notes, Bill of Mat'l
- 2 Stage Construction / Temp Soil Ret System
- 3 Temporary Geotextile Retaining Wall
- 4 Temporary Slab Overlay
- 5 Temporary Concrete Barrier
- 6 Box Culvert Details
- 7 Bar Splicer Assembly Details
- 8 Soil Borings

GENERAL NOTES

Precast culvert alternate is not allowed.
 Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. Reinforcement bars designated (E) shall be epoxy coated.
 Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.
 Layout of the slope protection system may be varied in the field to suit ground conditions as directed by the Engineer.
 Excavation behind existing abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.
 Structure excavation for the box culvert will not be measured or paid for separately, and the cost shall be included in other related items according to Article 502.13 of the Standard Specifications.
 The structure excavation and backfill shall be as shown on roadway plan sheet titled "Detail of Excavation and Backfill for Box Culverts". Pay items included on that sheet are included in the roadway plans Summary of Quantities.

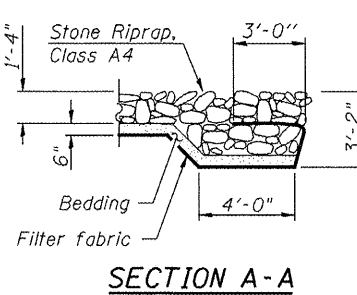
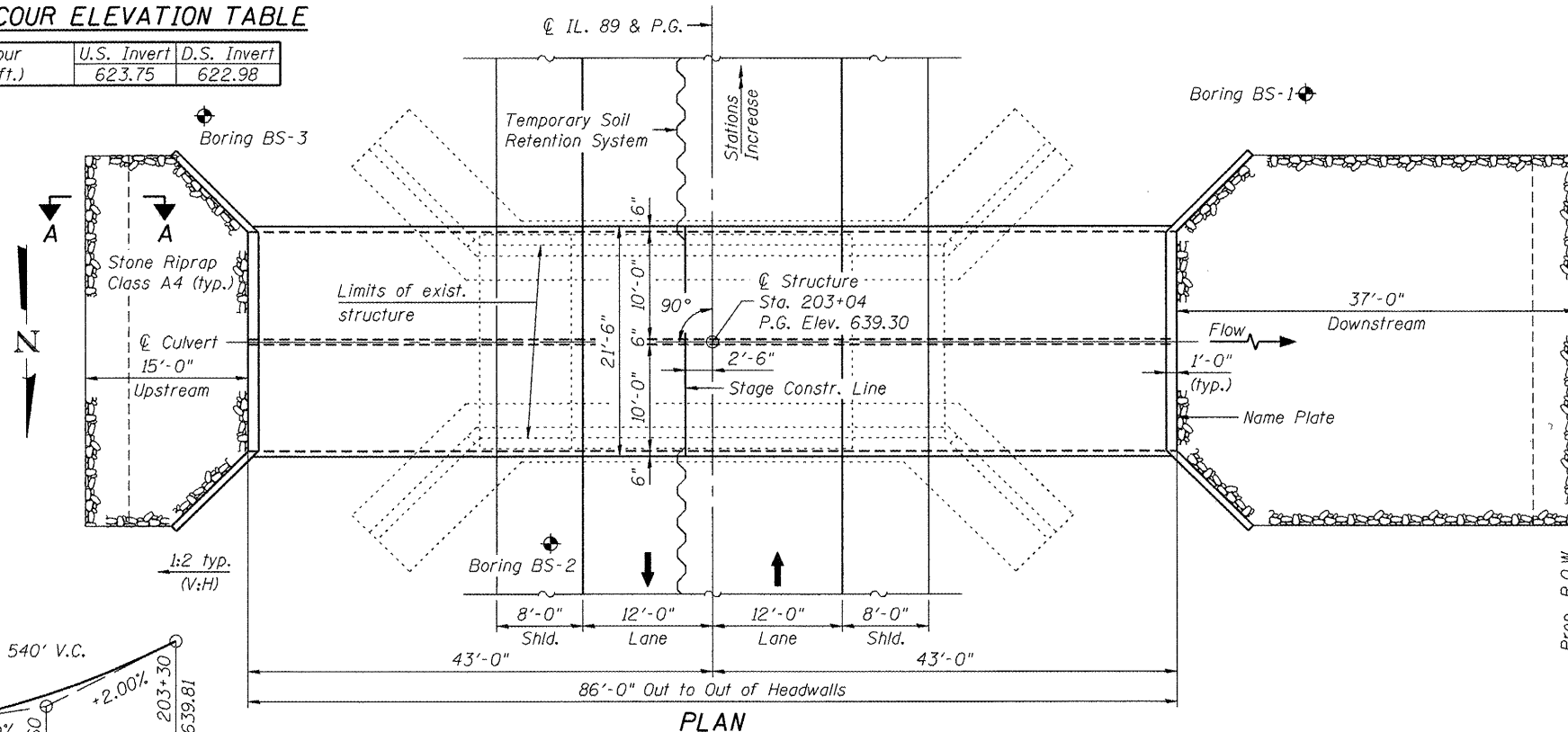


STATION 203+04
 BUILT 20... BY
 STATE OF ILLINOIS
 LOADING HS20
 STRUCTURE NO. 078-2010

NAME PLATE
 See Std. 515001

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	U.S. Invert	D.S. Invert
	623.75	622.98

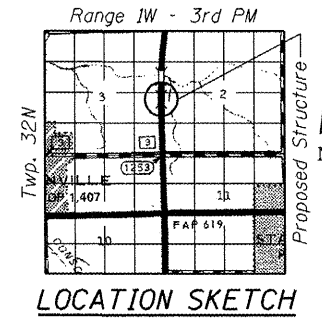


APPROVED
 For Structural Adequacy Only
David Depp
 Engineer of Bridges & Structures

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Stone Riprap, Class A4	Sq Yd	198
Filter Fabric	Sq Yd	198
Removal Of Existing Structures No. 2	Each	1
Concrete Superstructure	Cu Yd	5.3
Reinforcement Bars	Pound	1400
Reinforcement Bars, Epoxy Coated	Pound	32560
Bar Splicers	Each	86
Name Plates	Each	1
Concrete Box Culverts	Cu Yd	154.1
Hot-Mix Asphalt Surface Removal (Deck)	Sq Yd	17
Geotextile Retaining Wall	Sq Ft	110
Temporary Soil Retention System	Sq Ft	313

DAVID C. DEPP
 LICENSED STRUCTURAL ENGINEER
 081-005117
 Signed: *David Depp*
 Date: 12-12-2011
 Lic. Expires: 11-30-2012

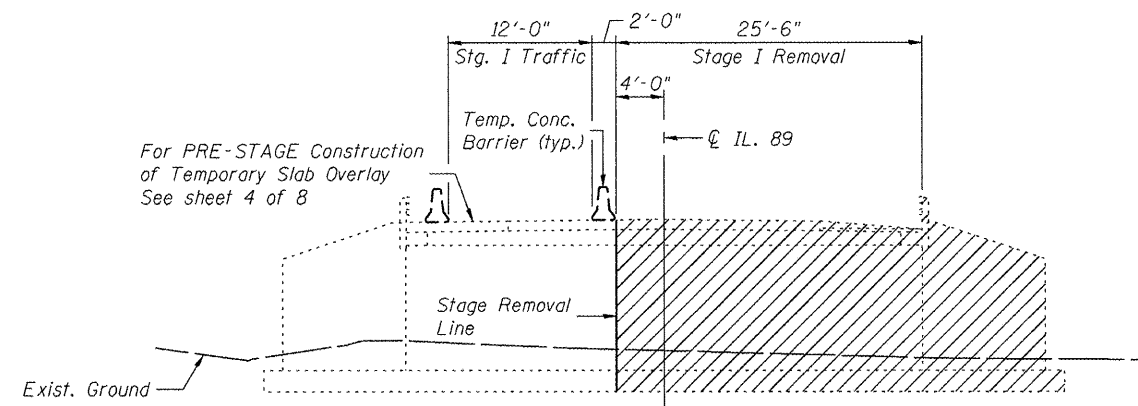


LOADING HS20-44
 Allow 50#7/sq. ft. for future wearing surface.
DESIGN SPECIFICATIONS
 2002 AASHTO Standard Specifications for Highway Bridges
DESIGN STRESSES
FIELD UNITS
 f'c = 3,500 psi
 fy = 60,000 psi (Reinforcement)

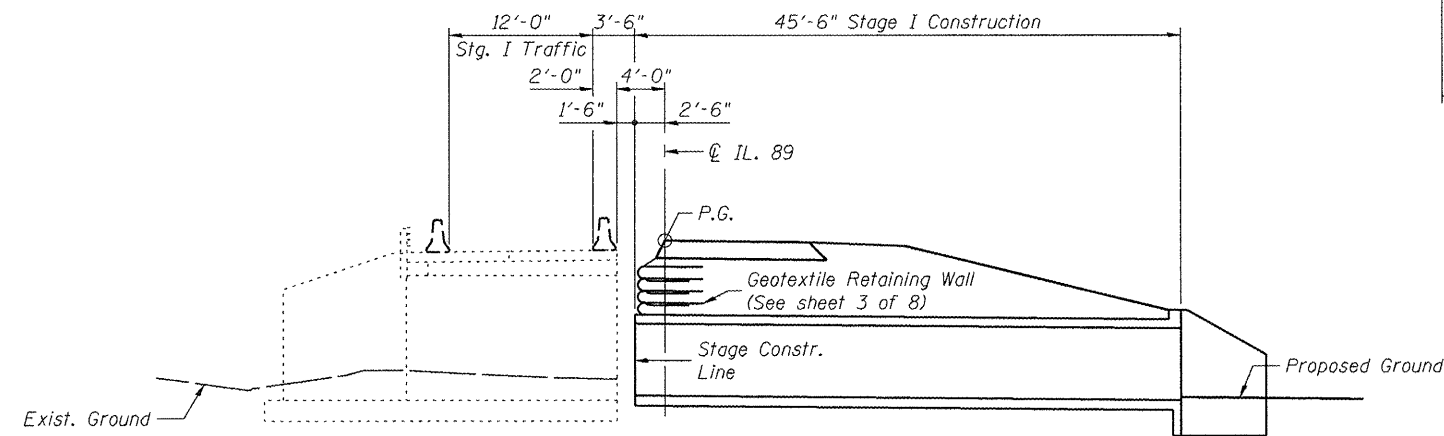
GENERAL PLAN & ELEVATION
ILLINOIS 89 OVER ALLFORKS CREEK
F.A.P. RTE. 698 SEC. (2) BR-1 & BR-2
PUTNAM COUNTY
STATION 203+04
STRUCTURE NO. 078-2010

WATERWAY INFORMATION
 Existing Low Grade Elevation: 635.2 @ Sta. 200+80
 Prop. Low Grade Elevation: 635.2 @ Sta. 200+80

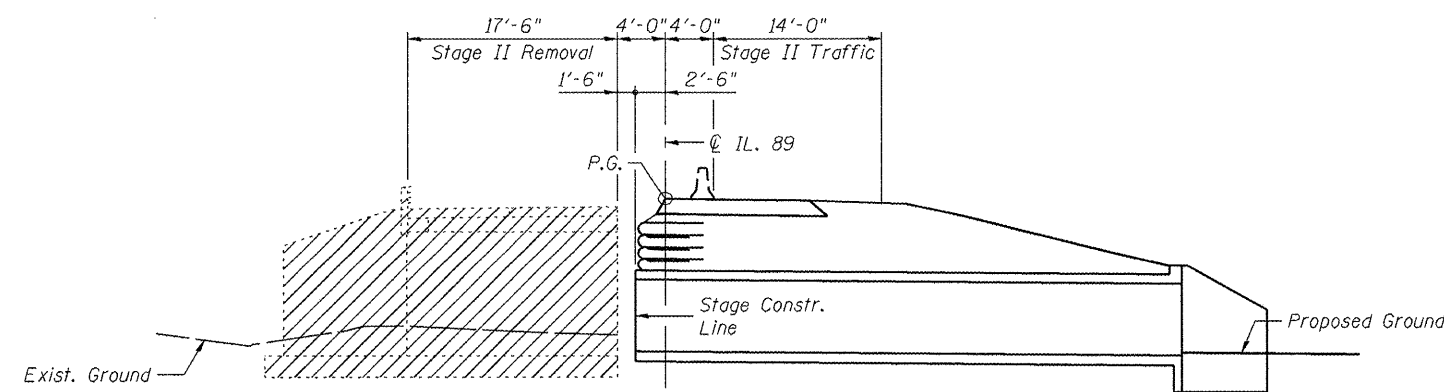
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.		Head - Ft.		Headwater El.	
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	Exist.	Prop.
Design	10	342	35	88	630.7	631.0	1.0	0.3	631.7	631.3
Design	50	582	51	109	631.6	631.9	1.8	0.5	633.4	632.4
Base	100	693	57	117	632.0	632.3	2.2	0.5	634.2	632.8
Max. Calc.	500	971	70	120	632.8	633.1	3.2	0.5	636.0	633.6



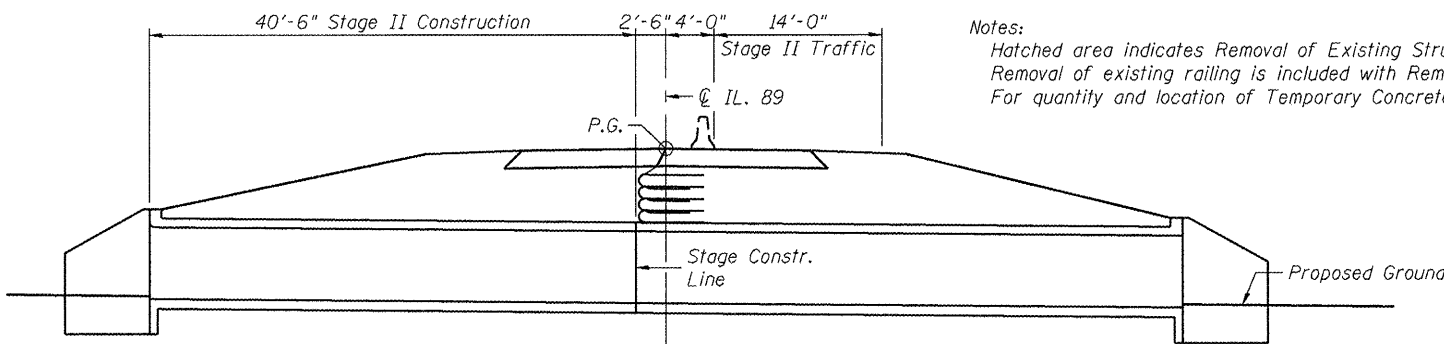
STAGE I REMOVAL
(Looking South)



STAGE I CONSTRUCTION

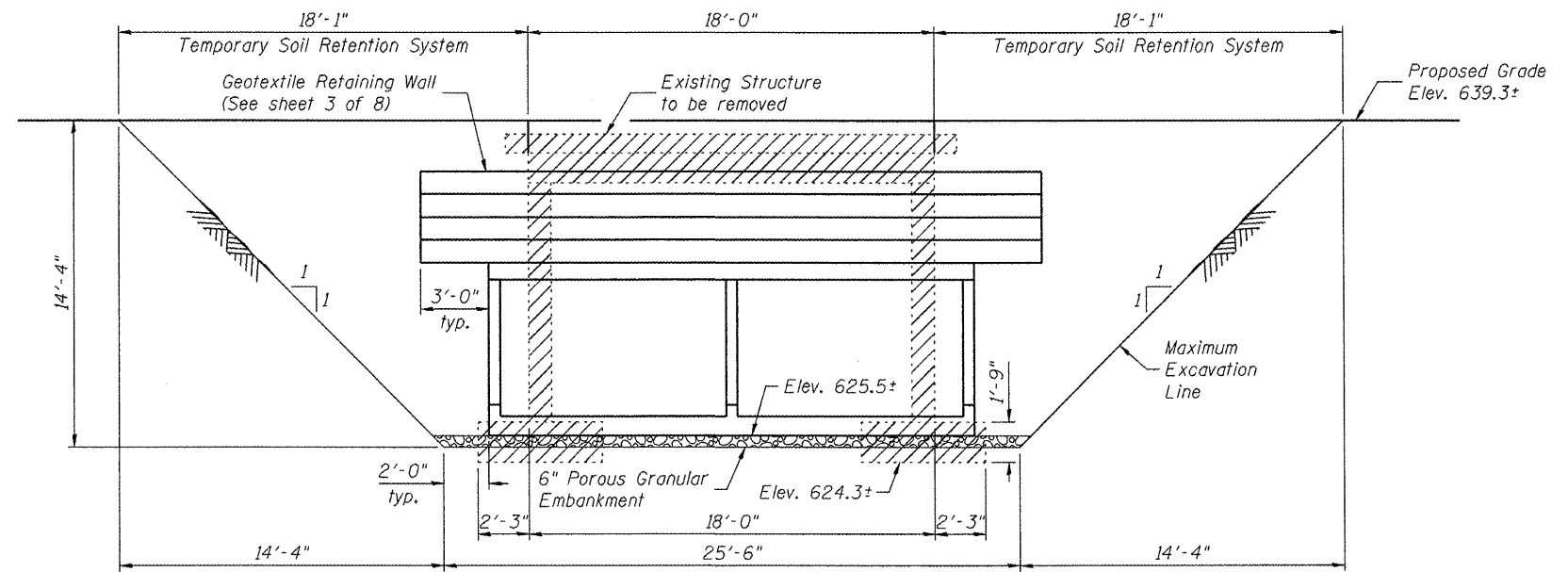


STAGE II REMOVAL



STAGE II CONSTRUCTION

Notes:
Hatched area indicates Removal of Existing Structures.
Removal of existing railing is included with Removal of Existing Structures.
For quantity and location of Temporary Concrete Barrier, see Roadway Plans.



TEMPORARY SOIL RETENTION SYSTEM
(Looking East)

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

FILE: J:\DD\0206 IL 89 Afforks Creek Ph2\2-rbc-S\078200\078200-68571-002-stageconstr.dgn

SAVE DATE: 12/2/2011

FILE NAME *
...078200-68571-002-stageconstr.dgn
JOHNSON, DEPP & QUISENBERRY
CONSULTING ENGINEERS
Springfield, Illinois

USER NAME * DCD
PLOT SCALE *
PLOT DATE * 12/09/2011 17:52:23

DESIGNED - DCD
CHECKED - CMV
DRAWN - P. Roy
CHECKED - DCD

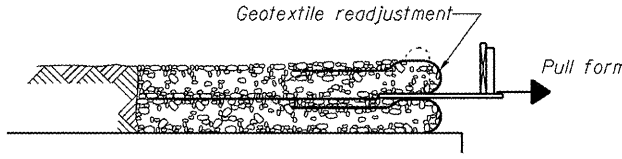
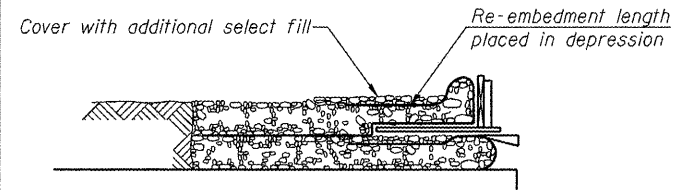
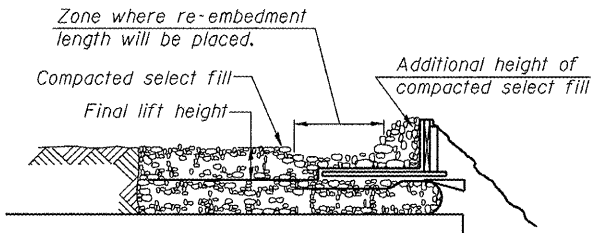
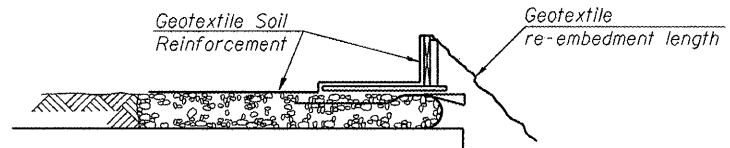
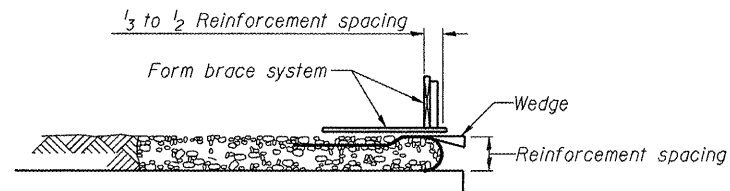
REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION & TEMPORARY SOIL RETENTION SYSTEM
STRUCTURE NO. 078-2010

SHEET NO. 2 OF 8 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(2) BR-1 & BR-2	PUTNAM	71	41
STA. 203+04		CONTRACT NO. 68571		
ILLINOIS FED. AID PROJECT				



TEMPORARY GEOTEXTILE WALL CONSTRUCTION SEQUENCE

Note:
The geotextile soil reinforcement shall have a minimum allowable tensile strength (T min.) of 24 lb./in. as determined by the procedure described in the Special Provision. The computations supporting the determination of (T min.) shall be submitted to the engineer for approval.

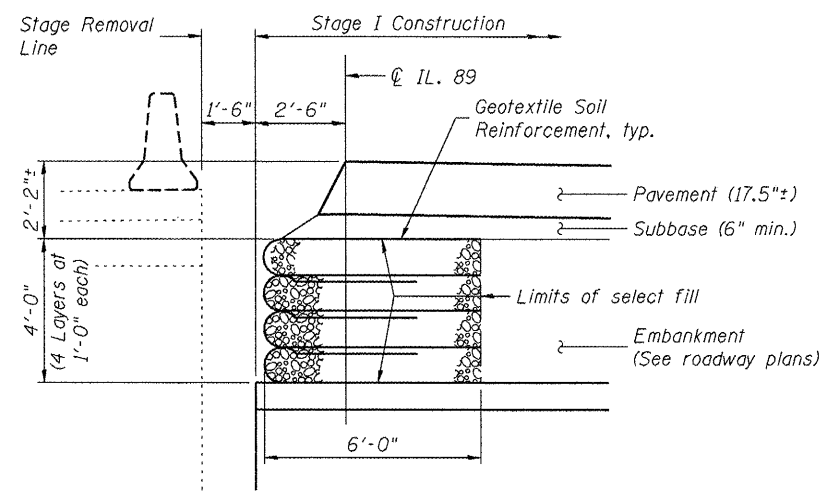
1. Place form brace system on completed reinforcement level; back from the finished fabric face a distance of $\frac{1}{3}$ to $\frac{1}{2}$ the geotextile reinforcement spacing.

2. Position fabric so that the required geotextile re-embedment length extends over the top of the form brace and the design reinforcement width is placed with no slack against the previous level.

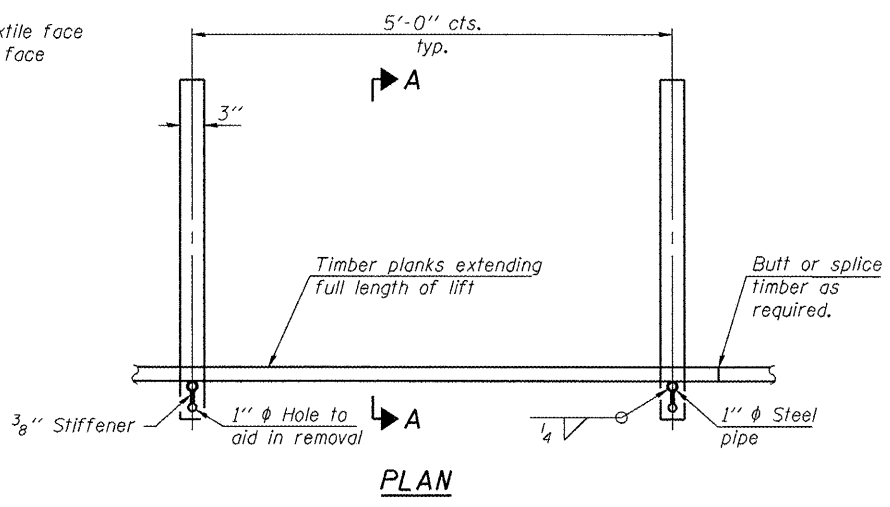
3. Compact select fill material in lifts to final lift height, create (+3") depression in zone where re-embedment length will be located and place additional height of compacted select fill against form brace.

4. Fold geotextile re-embedment length back over form brace into zone where depression was made in select fill and place additional select fill (+3") to embed geotextile and bring to final lift height.

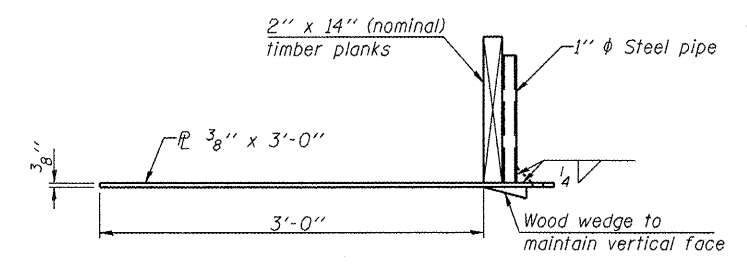
5. Pull form brace outward allowing geotextile face to slightly readjust to form tight round face level with plan reinforcement spacing.



GEOTEXTILE RETAINING WALL DETAIL



PLAN



SECTION A-A

TEMPORARY GEOTEXTILE FORM BRACE DETAIL

Note:
This is a suggested detail, the Contractor is responsible for the design of the form brace system to be used.

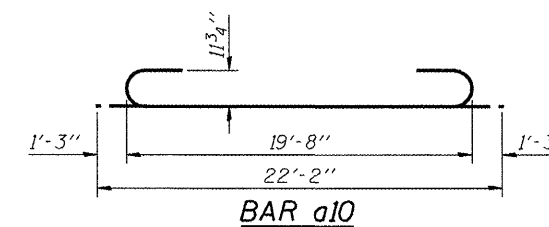
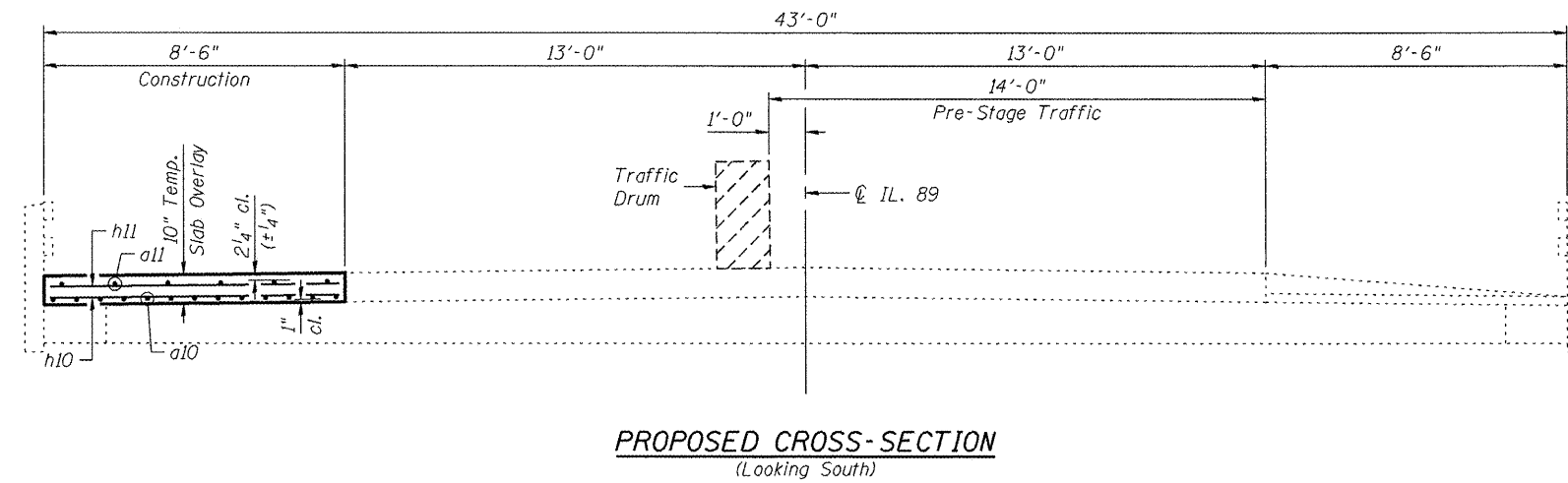
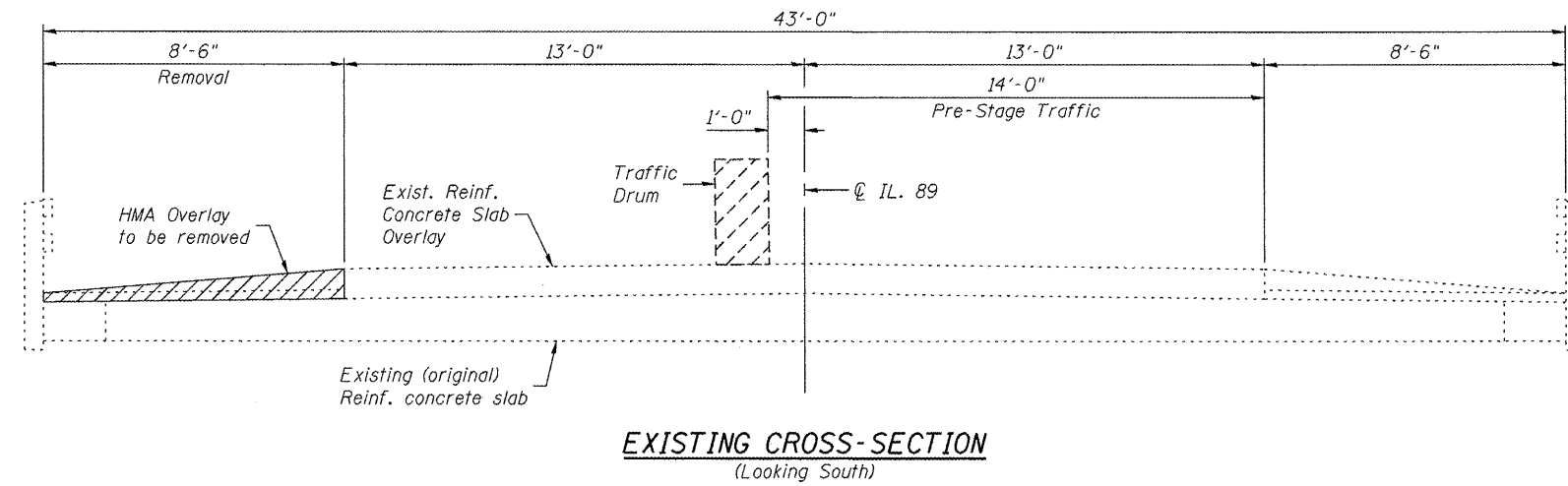
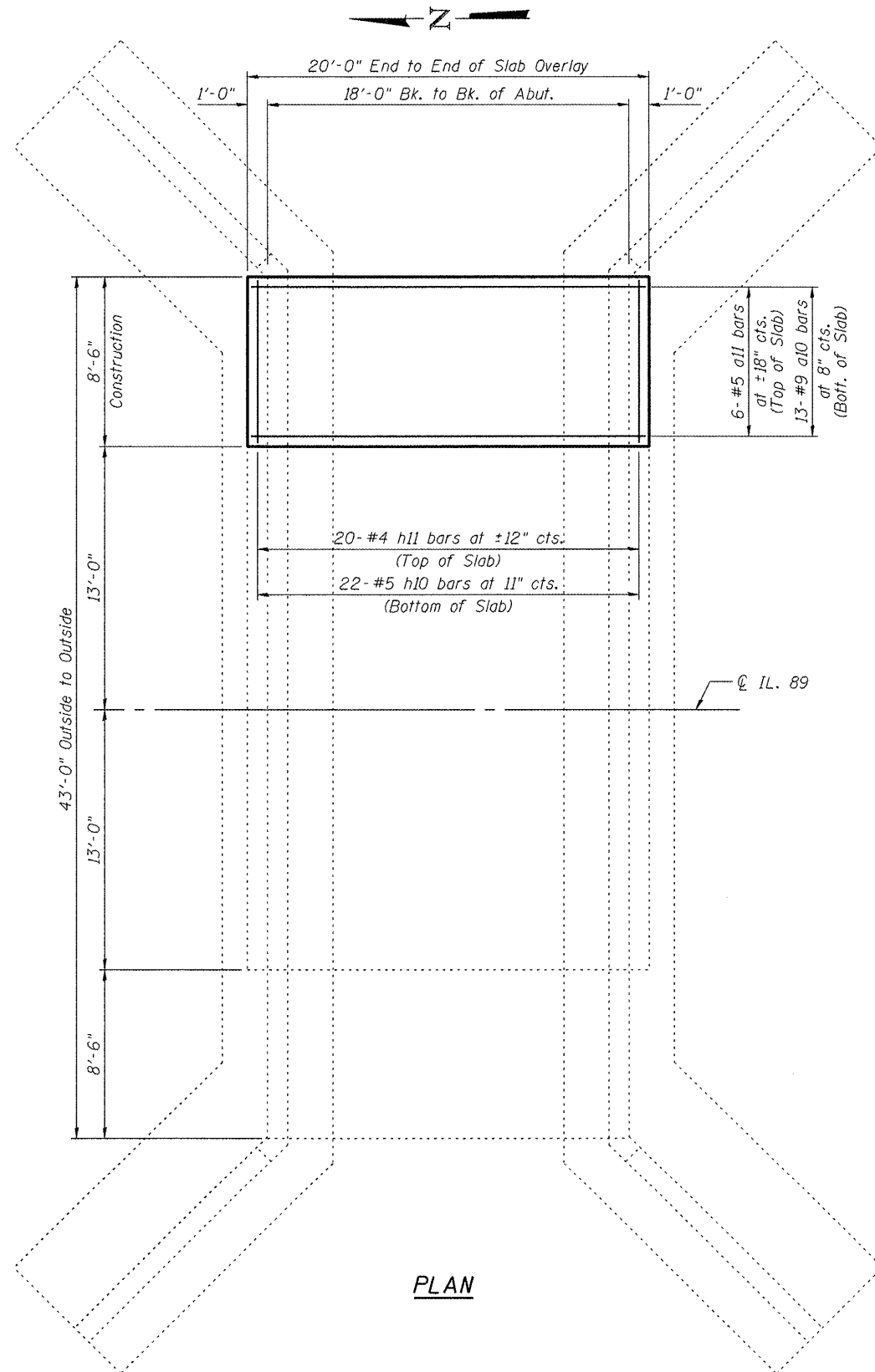
FILE: J:\J04\IND06 IL 89 Airforks Creek Pkz\2-r-cbc-SH07R2010\07R2010-68571-001-retainwall.dgn
SAVE DATE: 12/9/2011

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JOHNSON, DEPP & QUISENBERRY CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE =	CHECKED - LKS	REVISED -			STA. 203+04	CONTRACT NO. 68571	ILLINOIS FED. AID PROJECT				
	PLOT DATE = 12/09/2011 16:37:06	DRAWN - P. Ray	REVISED -									
		CHECKED - DCD	REVISED -									

Notes:
Temporary slab overlay shall be installed prior to Stage 1.

Tilt a10 bars as required to maintain clearance.

The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructure.



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10	13	#9	22'-2"	
a11	6	#5	19'-8"	—
h10	22	#5	8'-2"	—
h11	20	#4	8'-2"	—
HMA Surface Removal (Deck)			Sq. Yd.	17
Concrete Superstructure			Cu. Yd.	5.3
Reinforcement Bars			Pound	1400

FILE: J:\JDD\10206 L 89 Airforks Creek_P12.rdc-S1078200.078200-68571-004-tempslab.dgn

SAVE DATE: 12/9/2011

FILE NAME = ...078200-68571-004-tempslab.dgn
Johnson, Depp & Ouisenberry
 CONSULTING ENGINEERS
 Springfield, Illinois

USER NAME = DCD
 PLOT SCALE =
 PLOT DATE = 12/09/2011 17:54:26

DESIGNED - DCD	REVISED -
CHECKED - LKS	REVISED -
DRAWN - P. Ray	REVISED -
CHECKED - DCD	REVISED -

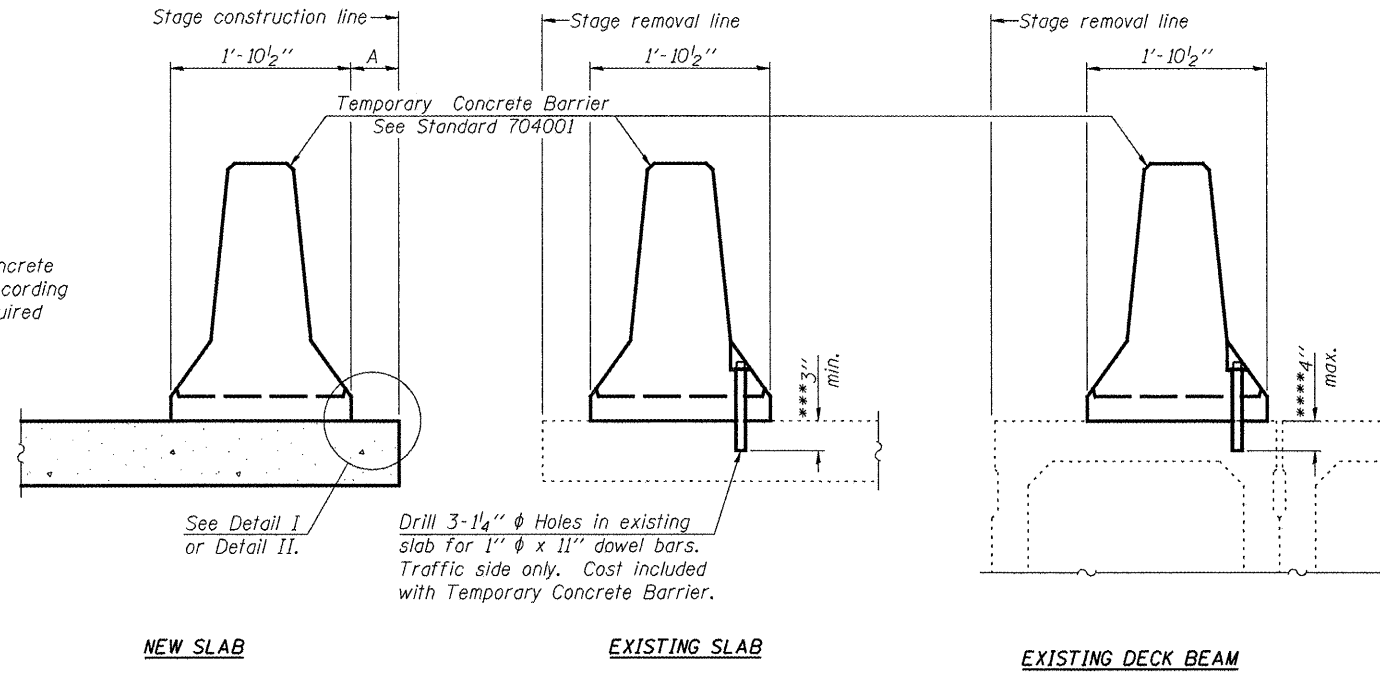
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY SLAB OVERLAY
STRUCTURE NO. 078-2010

SHEET NO. 4 OF 8 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(2) BR-1 & BR-2	PUTNAM	71	43
STA. 203+04			CONTRACT NO. 68571	
ILLINOIS FED. AID PROJECT				

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



SECTIONS THRU SLAB OR DECK BEAM

NOTES

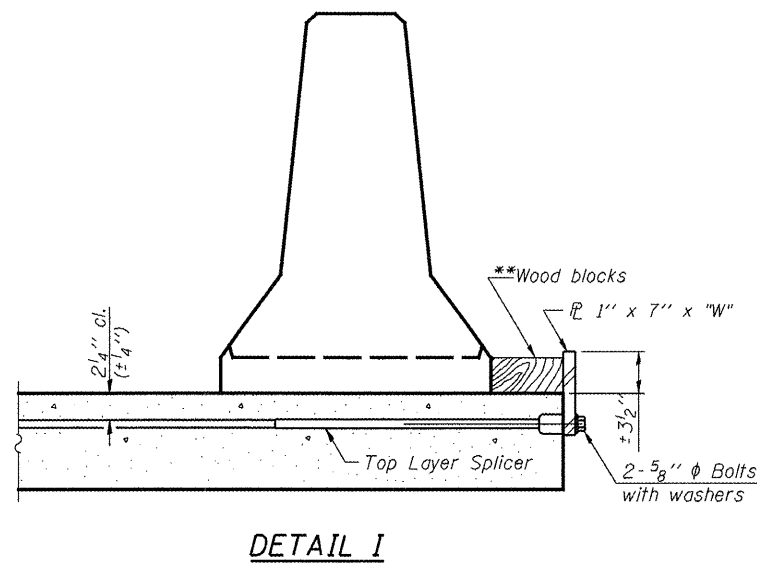
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{R} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel \bar{R} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

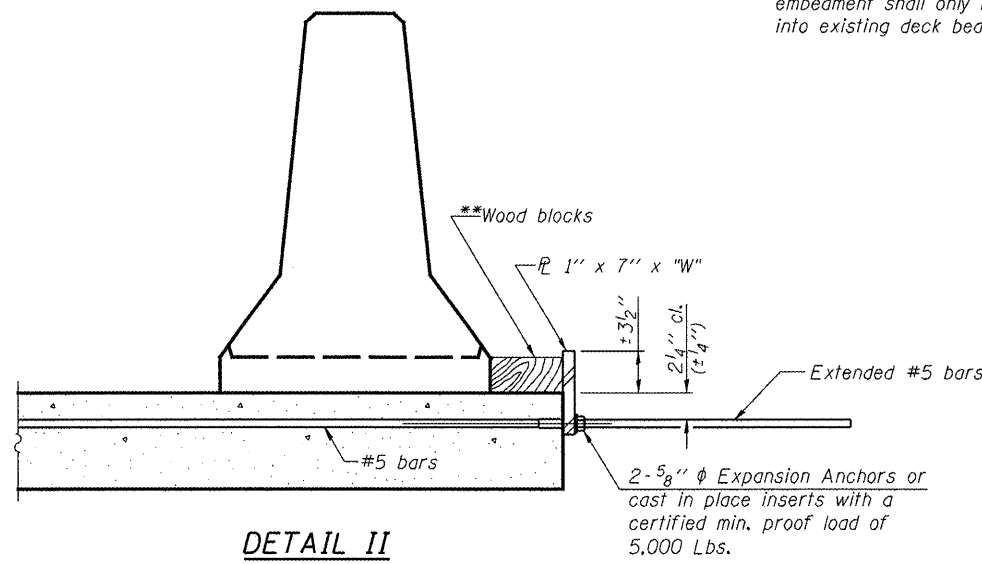
Cost of anchorage is included with Temporary Concrete Barrier.
The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

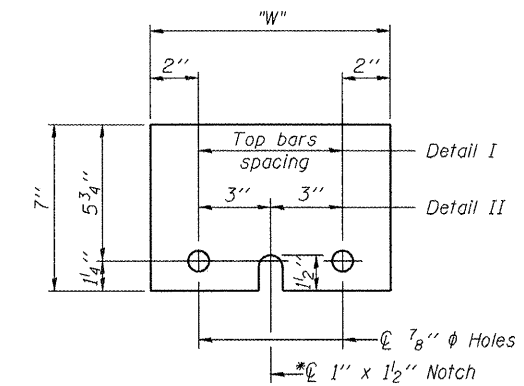
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{R} 1" x 7" x "W"

* Required only with Detail II

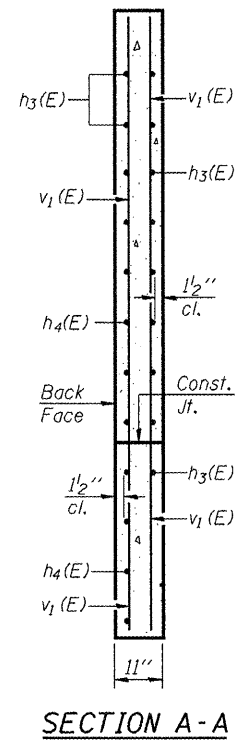
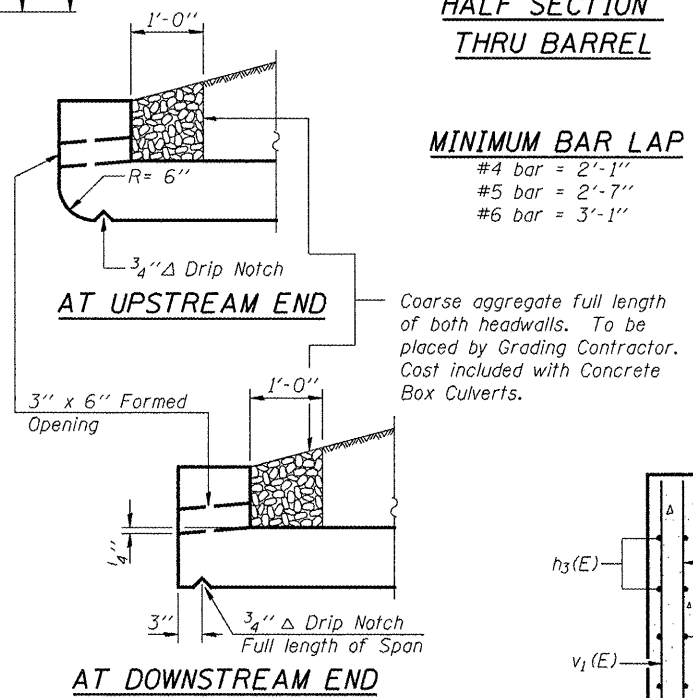
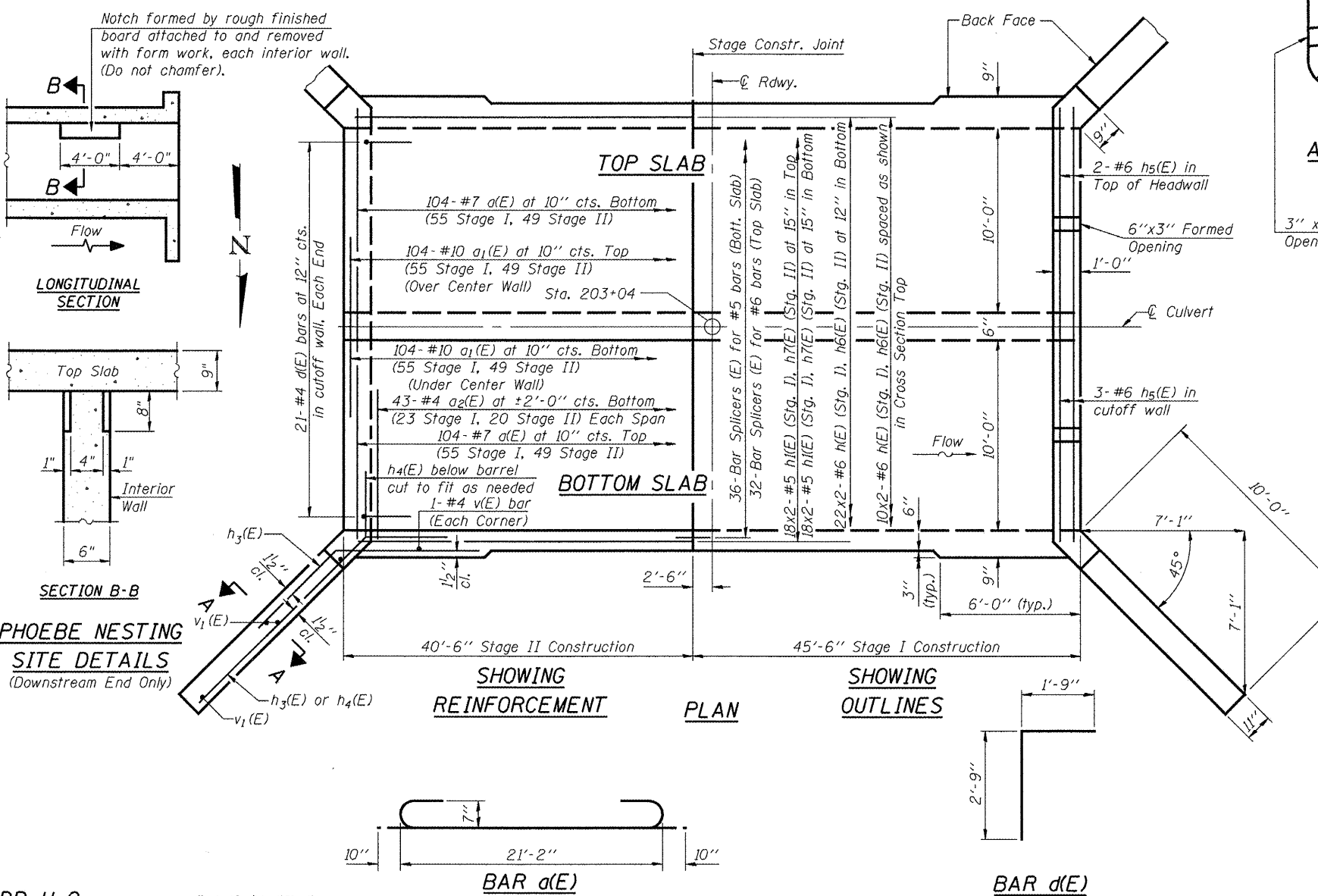
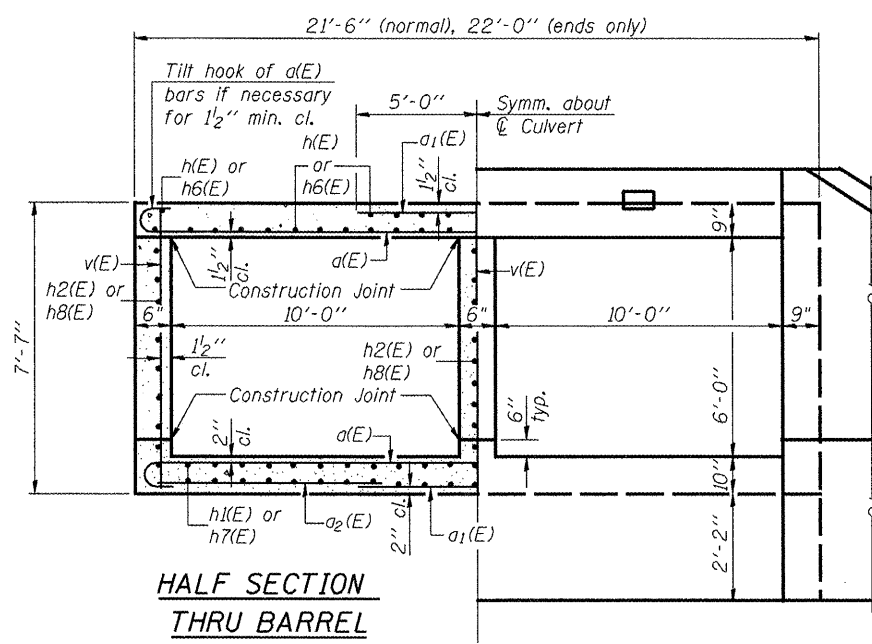
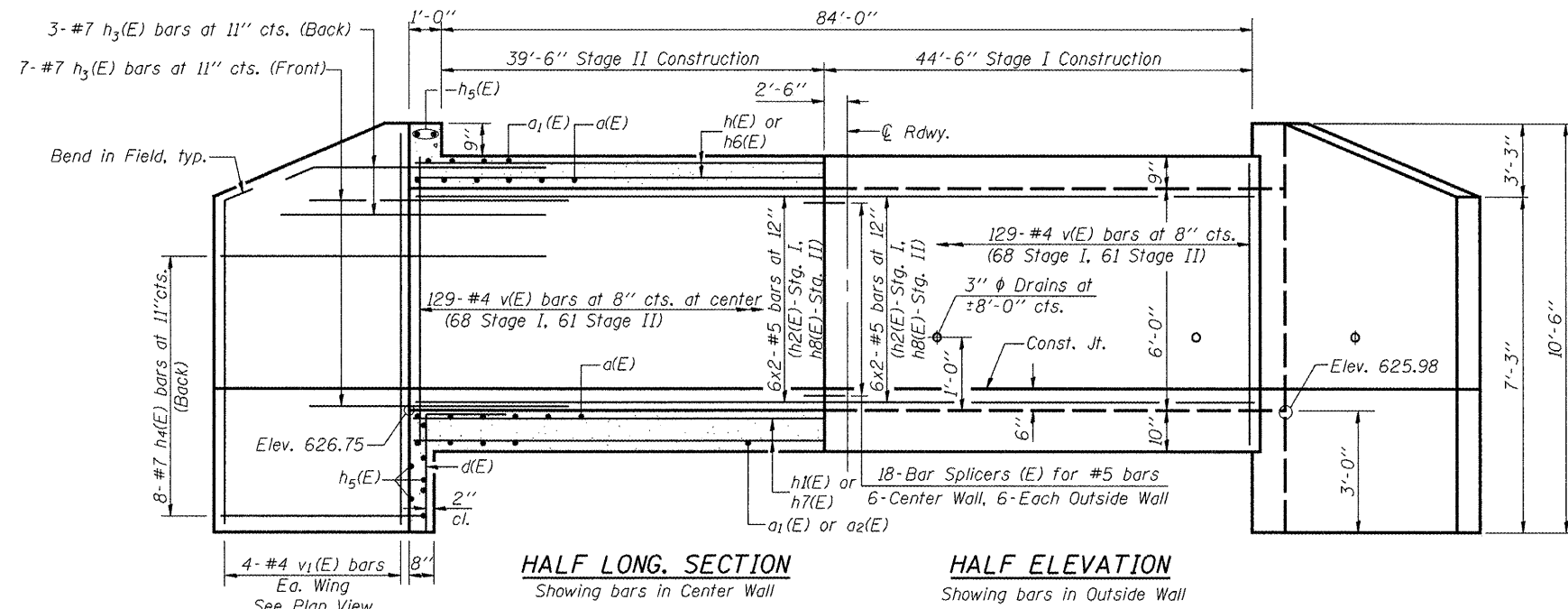
** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

FILE: J:\JDD\10206 L B9 Airforks Creek Ph2\2-r-rbc-SM782010\078200-68571-005-tempbarrier.dgn
SAVE DATE: 12/29/2011

R-27 7-1-10

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Johanson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE =	DRAWN - P. Ray	REVISED -			STA. 203+04	CONTRACT NO. 68571			
	PLOT DATE = 12/09/2011 16:37:11	CHECKED - DCD	REVISED -			ILLINOIS FED. AID PROJECT				
SHEET NO. 5 OF 8 SHEETS										



Notes:

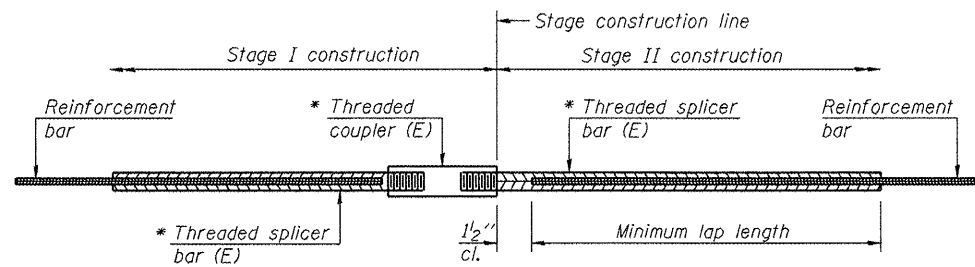
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.

Bars indicated thus 12x4-#5 etc. indicates 12 lines of bars with 4 lengths per line.

Reinforcement bars designated (E) shall be epoxy coated.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a(E)	208	#7	22'-10"	U	
a ₁ (E)	208	#10	10'-0"	—	
a ₂ (E)	86	#4	7'-4"	—	
d(E)	42	#4	4'-6"	L	
h(E)	64	#6	24'-2"	—	
h ₁ (E)	72	#5	23'-11"	—	
h ₂ (E)	36	#5	23'-11"	—	
h ₃ (E)	40	#7	8'-0"	—	
h ₄ (E)	32	#7	13'-4"	—	
h ₅ (E)	10	#6	20'-8"	—	
h ₆ (E)	64	#6	21'-8"	—	
h ₇ (E)	72	#5	21'-5"	—	
h ₈ (E)	36	#5	21'-5"	—	
v(E)	391	#4	7'-3"	—	
v ₁ (E)	16	#4	10'-2"	—	
Concrete Box Culverts				Cu. Yd.	154.1
Reinforcement Bars, Epoxy Coated				Pound	32560



STANDARD BAR SPLICER ASSEMBLY

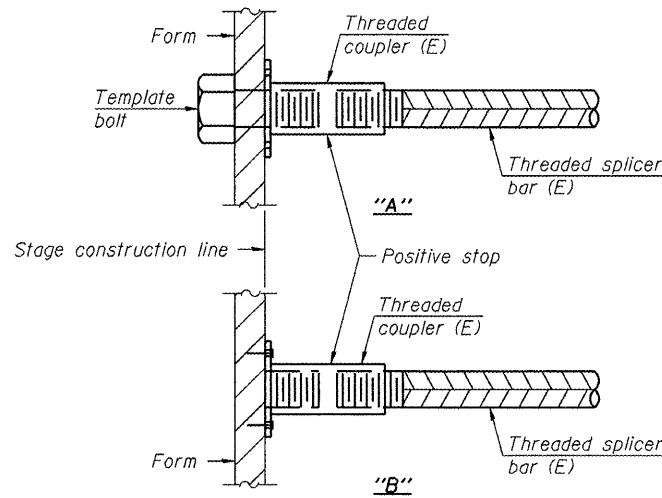
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

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

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

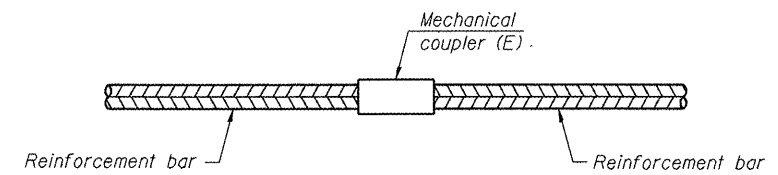
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Top Slab	#6	32	3
Bot. Slab	#5	36	3
Walls	#5	18	3



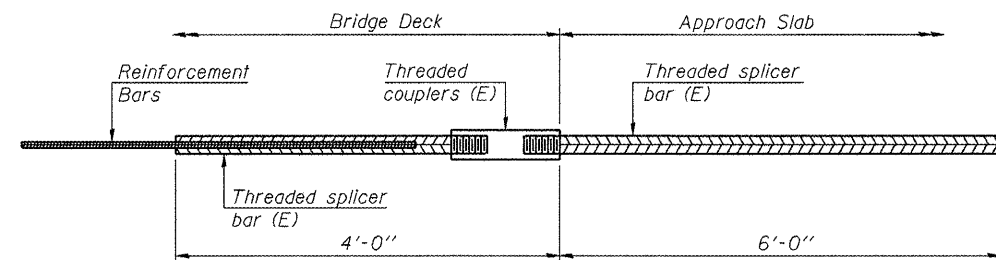
INSTALLATION AND SETTING METHODS

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



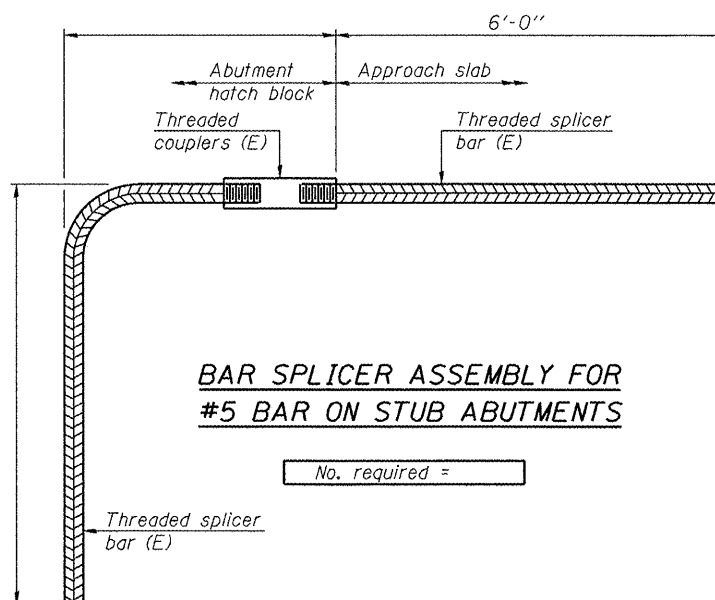
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required =



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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

FILE: J:\J01\010206 L B9 All Forks Creek Pch2-r-rccc-S10718200\0718200-68571-007-Bar Splicer.dgn

BSD-1 7-1-10 (Modified)

FILE NAME = ...0782010-68571-007-Bar Splicer.dgn	USER NAME = DCD	DESIGNED - DCD	REVISED -
PLOT SCALE =	CHECKED - P. Roy	DRAWN - P. Roy	REVISED -
PLOT DATE = 12/09/2011 16:37:48	CHECKED - DCD	DRAWN - P. Roy	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 078-2010**

SHEET NO. 7 OF 8 SHEETS

F.A.P. RTE. 698	SECTION (2) BR-1 & BR-2	COUNTY PUTNAM	TOTAL SHEETS 71	SHEET NO. 46
STA. 203+04		CONTRACT NO. 68571		
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Page 1 of 1

Date 8/26/09

ROUTE FAP 698 DESCRIPTION Structure Replacement LOGGED BY KEG

SECTION (2)BR-1 & BR-2 LOCATION Granville Twp; Approx 1 mile N of IL 71; NE 1/4

COUNTY Pulnam DRILLING METHOD CME 550 w/HSA HAMMER TYPE Automatic

STRUCT. NO. 078-0029 (existing) BORING NO. BS-1 Station 203+27 Offset 55.0 ft RL Ground Surface Elev. 633.65

Table with columns for Depth (ft), Blows (6"/ft), and Soil Description. Includes entries for Fill, Clay, and Sand with various soil characteristics and elevations.

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



SOIL BORING LOG

Page 1 of 1

Date 8/25/09

ROUTE FAP 698 DESCRIPTION Structure Replacement LOGGED BY KEG

SECTION (2)BR-1 & BR-2 LOCATION Granville Twp; Approx 1 mile N of IL 71; NE 1/4

COUNTY Pulnam DRILLING METHOD CME 550 w/HSA HAMMER TYPE Automatic

STRUCT. NO. 078-0029 (existing) BORING NO. BS-2 Station 202+85 Offset 15.0 ft RL Ground Surface Elev. 638.04

Table with columns for Depth (ft), Blows (6"/ft), and Soil Description. Includes entries for Fill, Clay, and Sand with various soil characteristics and elevations.

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



SOIL BORING LOG

Page 1 of 1

Date 8/26/09

ROUTE FAP 698 DESCRIPTION Structure Replacement LOGGED BY KEG

SECTION (2)BR-1 & BR-2 LOCATION Granville Twp; Approx 1 mile N of IL 71; NE 1/4

COUNTY Pulnam DRILLING METHOD CME 550 w/HSA HAMMER TYPE Automatic

STRUCT. NO. 078-0029 (existing) BORING NO. BS-3 Station 203+25 Offset 47.0 ft RL Ground Surface Elev. 632.79

Table with columns for Depth (ft), Blows (6"/ft), and Soil Description. Includes entries for Fill, Clay, and Sand with various soil characteristics and elevations.

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

FILE: J:\J03\02026 IL 89 AirForks Creek PH2\2-r-cbc-SM078200\078200-68571-008-Borings.dgn

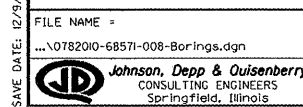


Table with columns for FILE NAME, USER NAME, DESIGNED, CHECKED, DRAWN, PLOT DATE, REVISED, and REVISIONS.

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORINGS STRUCTURE NO. 078-2010 SHEET NO. 8 OF 8 SHEETS

Table with columns for F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., STA., CONTRACT NO., and ILLINOIS FED. AID PROJECT.

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
STATE AID HIGHWAY

ROUTE NO.	SEC.	COUNTY	POST MILE	PLAN
3A	2B	PUTNAM	38	

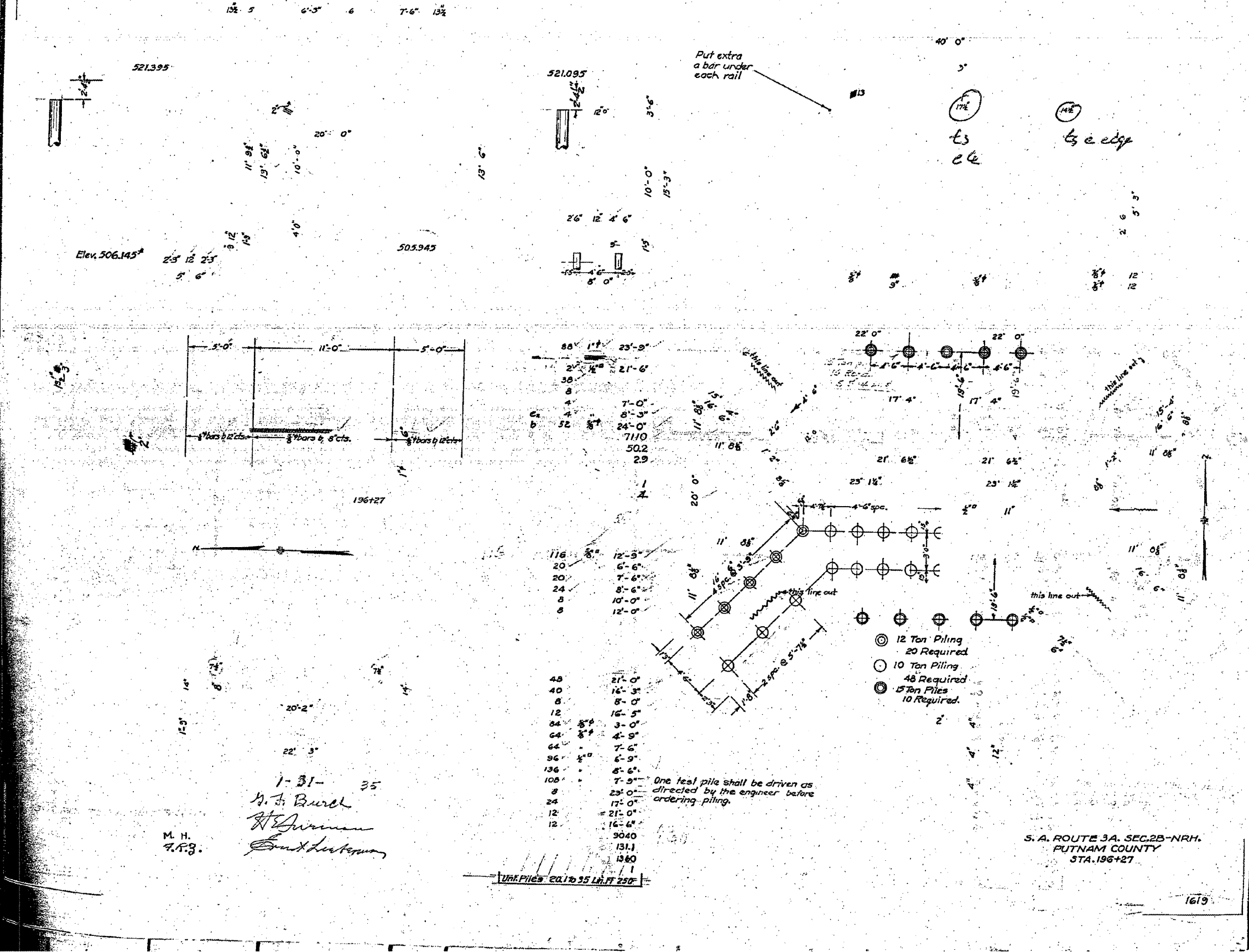
INDEX OF SHEETS

SECTION 2A-NRH

SHEET No. 1	TITLE PAGE
2	TYPICAL CROSS SECTIONS
3	PLAN & PROFILE, STAS. 36+00 TO 50+00
4	30+00 - 32+00
5	32+00 - 34+00
6	34+00 - 36+00
7	36+00 - 38+00
8	38+00 - 40+00
9	40+00 - 42+00
10	42+00 - 44+00
11	44+00 - 46+00
12	46+00 - 48+00
13	48+00 - 50+00
14	50+00 - 52+00
15	52+00 - 54+00
16	54+00 - 56+00
17	56+00 - 58+00
18	58+00 - 60+00
19	60+00 - 62+00
20	62+00 - 64+00
21	64+00 - 66+00
22	66+00 - 68+00
23	68+00 - 70+00
24	70+00 - 72+00
25	72+00 - 74+00
26	74+00 - 76+00
27	76+00 - 78+00
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29	80+00 - 82+00
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31	84+00 - 86+00
32	86+00 - 88+00
33	88+00 - 90+00
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36	94+00 - 96+00
37	96+00 - 98+00
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381	784+00 - 786+00
382	786+00 - 788+00
383	788+00 - 790+00
384	790+00 - 792+00
385	

B.M. #25 S.W. in P.P. Rt. Sta. 196+00 Elev. 517.90
 Note: Existing Structure, Span 15, Roadway 15,
 wood plank floor on channels, stone
 abutments to be removed by contractor, for Sec. 2B, NRH

DATE	BY	REVISION
3-2-08	DCD	PUTNAM
5-8-08		
5-7-08		



1-31-35
 M. J. Burch
 M. H. R.S.
 [Signature]

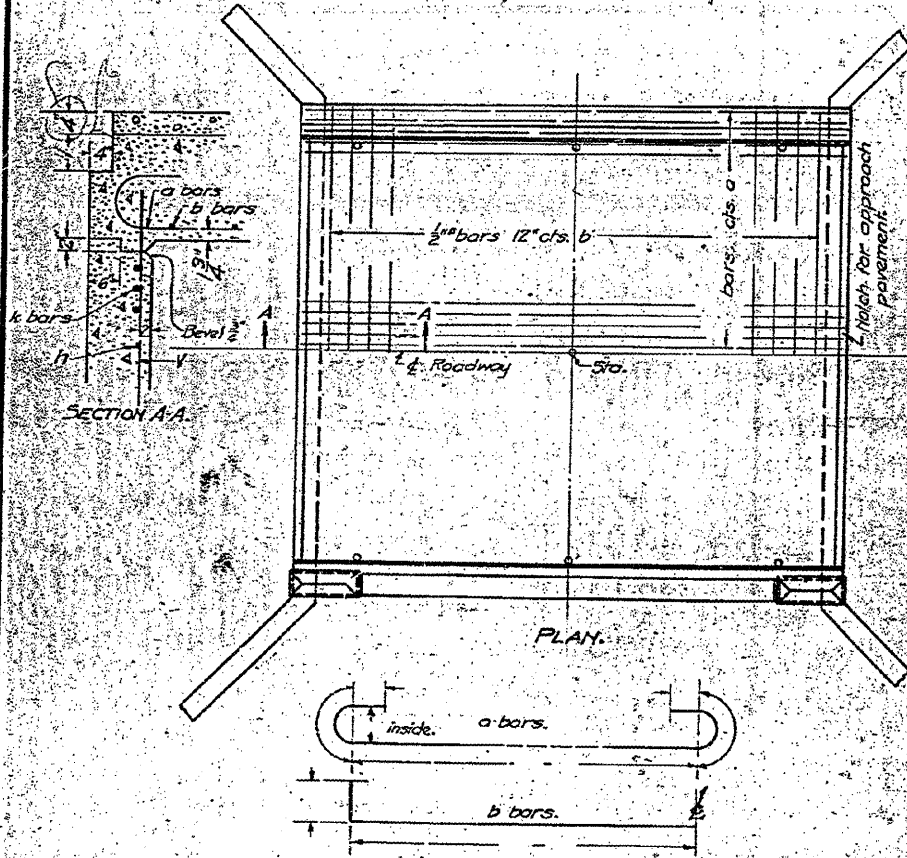
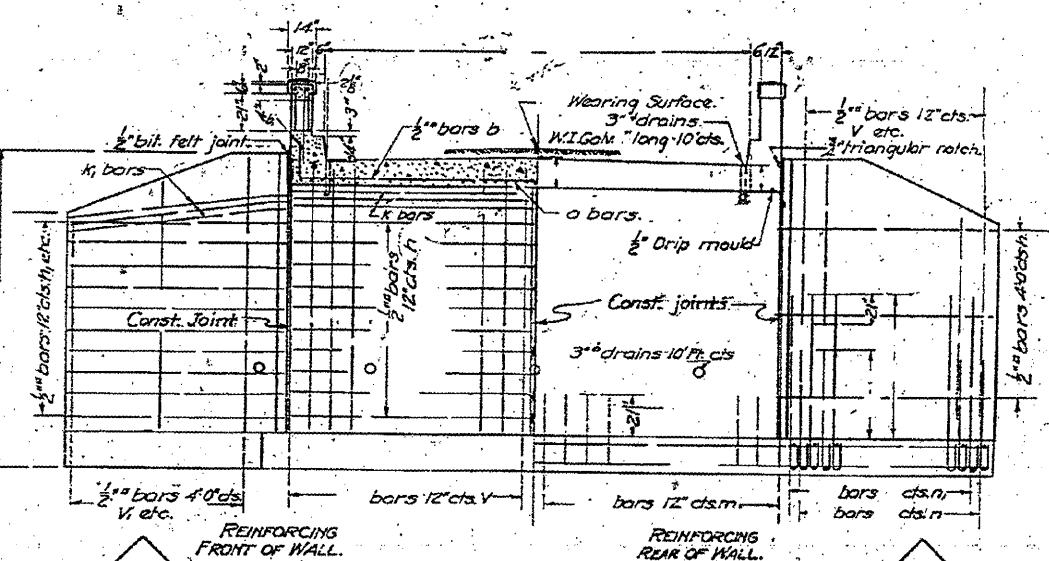
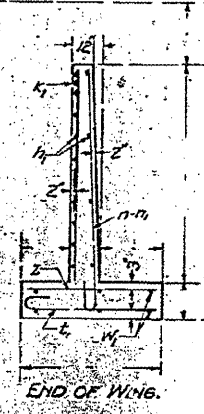
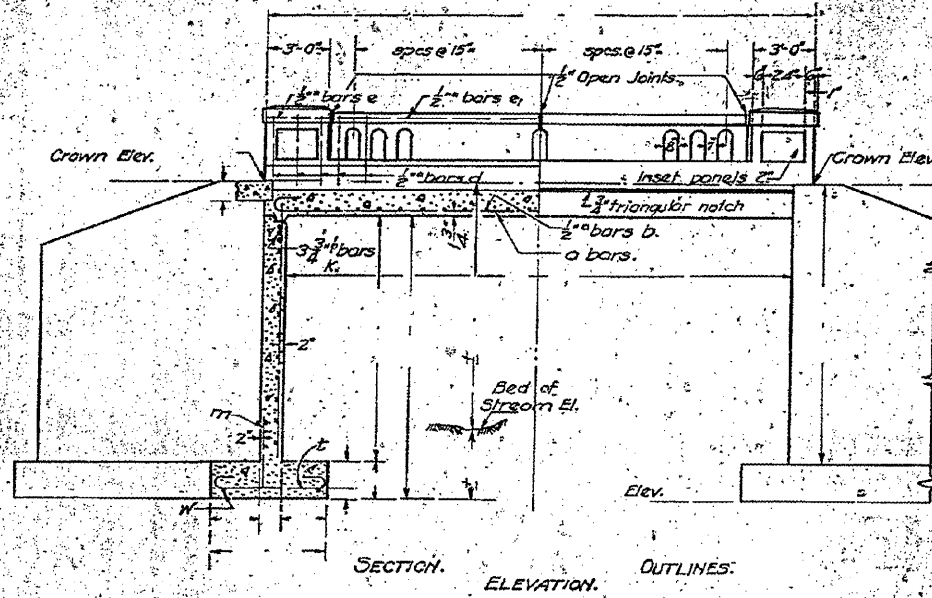
One test pile shall be driven as directed by the engineer before ordering piling.

S. A. ROUTE 3A, SEC. 2B-NRH,
 PUTNAM COUNTY
 STA. 196+27

UNR PILES 20.1 to 35 LH. FT 250'

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

SHEET NO.
SHEETS



BILL OF MATERIALS.

SUPERSTRUCTURE

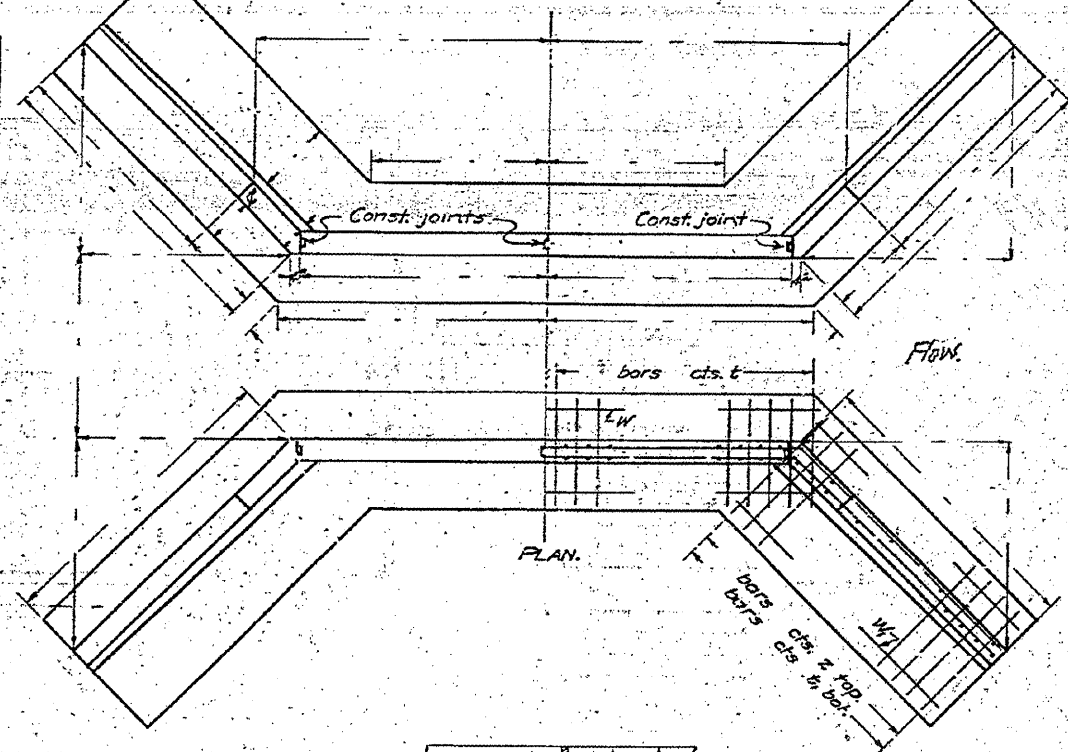
Bars	No.	Size	Length
a			
b		1/2"	
b ₁		1/2"	3'-6"
d		1/2"	3'-0"
e			
e ₁			

Reinforcing Steel - Lbs.
Class X Concrete - Cu. Yds.
Hand Rail Concrete - Cu. Yds.
Removal of Old Bridge
Floor Drains - Each

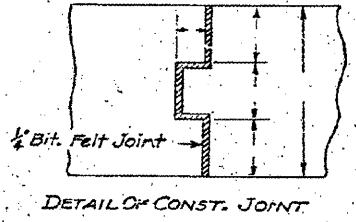
SUBSTRUCTURE

Bars	No.	Size	Length
v		1/2"	
v ₁		1/2"	
v ₂			
v ₃			
v ₄			
v ₅			
v ₆			
v ₇			
v ₈			
v ₉			
v ₁₀			
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v ₁₀₀			

Reinforcing Steel - Lbs.
Class X Concrete - Cu. Yds.
Unfr. Piles Up to 20' Lin. R.
Test Piles



Use Class X concrete throughout.
Reinforcing steel shall be wired
securely in place before concrete
is poured.



STANDARD	COMPUTED	EXAMINED
CHECKED		
DRAWN	7/12/11	BRIDGE ENGINEER
CHECKED		PASSED
SPECIAL	ASSEMBLED	ENGINEER OF RECORD
CHECKED		APPROVED
		CHIEF HIGHWAY ENGINEER

1619

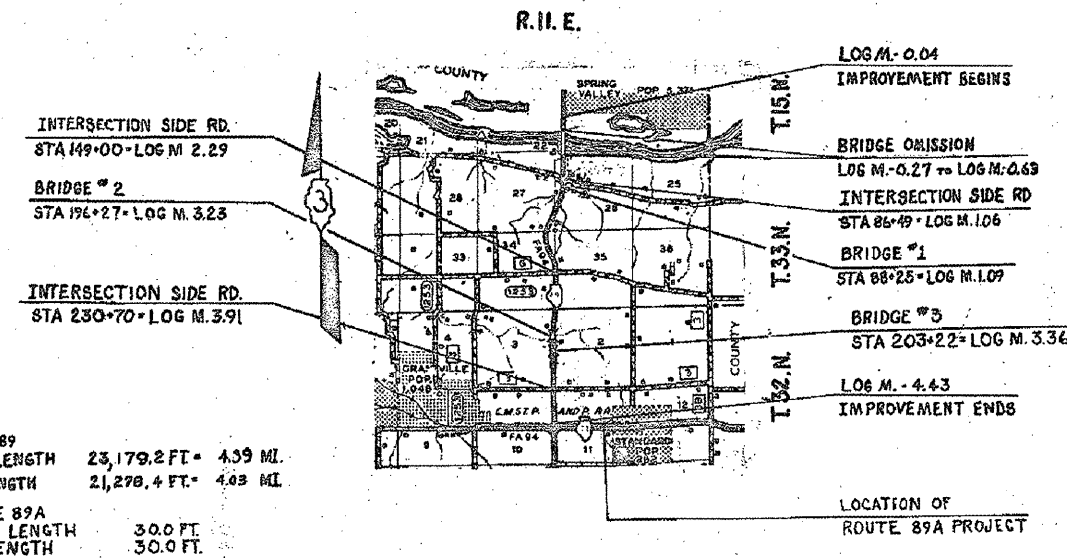
AS BUILT

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
DIVISION OF HIGHWAYS
PLANS FOR PROPOSED
STATE BOND ISSUE HIGHWAY

INDEX OF SHEETS

Sheet No.	Description
1	Title Sheet - Index of Sheets
2	General Notes - Details
3	Summary of Quantities
4	Typical Sections, Section 103 T & 2W & RS)
5	Details
6	Location and Quantity Tables
7	Bridge #1
8	Bridge #2
9	Bridge #3
10	Bridge Details & Bridge Quantities
11	Type N Steel Railing
12	Guard Rail Attachment Detail
13	Drainage Installation Schedule
14-17	Sign Schedule
18-34	Cross Sections, Section 2W & RS)
35	Cross Sections, Section 103 T
	Standard 1933-3
	Standard 1935-3
	Standard 1939
	Standard 1913-5
	Standard 2117-1
	Standard 2120-3
	Standard 2143-3
	Standard 2149-8
	Standard 2171
	Standard 2214-2
	Standard 2228-1
	Standard 2229-1
	Standard 2230-7
	Standard 2231-3
	Standard 2258-1
	Standard 2298-2
	Standard 2299-1
	Standard 2300
	Standard 2302-1
	Standard 2303-2
	Standard 2304-1
	Standard 2305-1
	Standard 2306-2
	Standard 2307-2
	Standard 2309-1
	Standard 2311-3
	Standard 2319-1
	Standard 2320-2

F.A. 94 (ILL. 89)
SEC. 2 (W&RS)
PUTNAM-BUREAU COUNTIES
C-93-070-70
S.B.I. 89A (Rte 71)
SEC. 103T
PUTNAM COUNTY



ROUTE 89
GROSS LENGTH 23,179.2 FT. 4.39 MI.
NET LENGTH 21,298.4 FT. 4.03 MI.
ROUTE 89A
GROSS LENGTH 30.0 FT.
NET LENGTH 30.0 FT.

SCALE 1" = 1 MI. (APPROX.)

RT. 89 1971 ADT-3657-AREA SERVICE
RT. 89A 1971 ADT-1800-AREA SERVICE

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

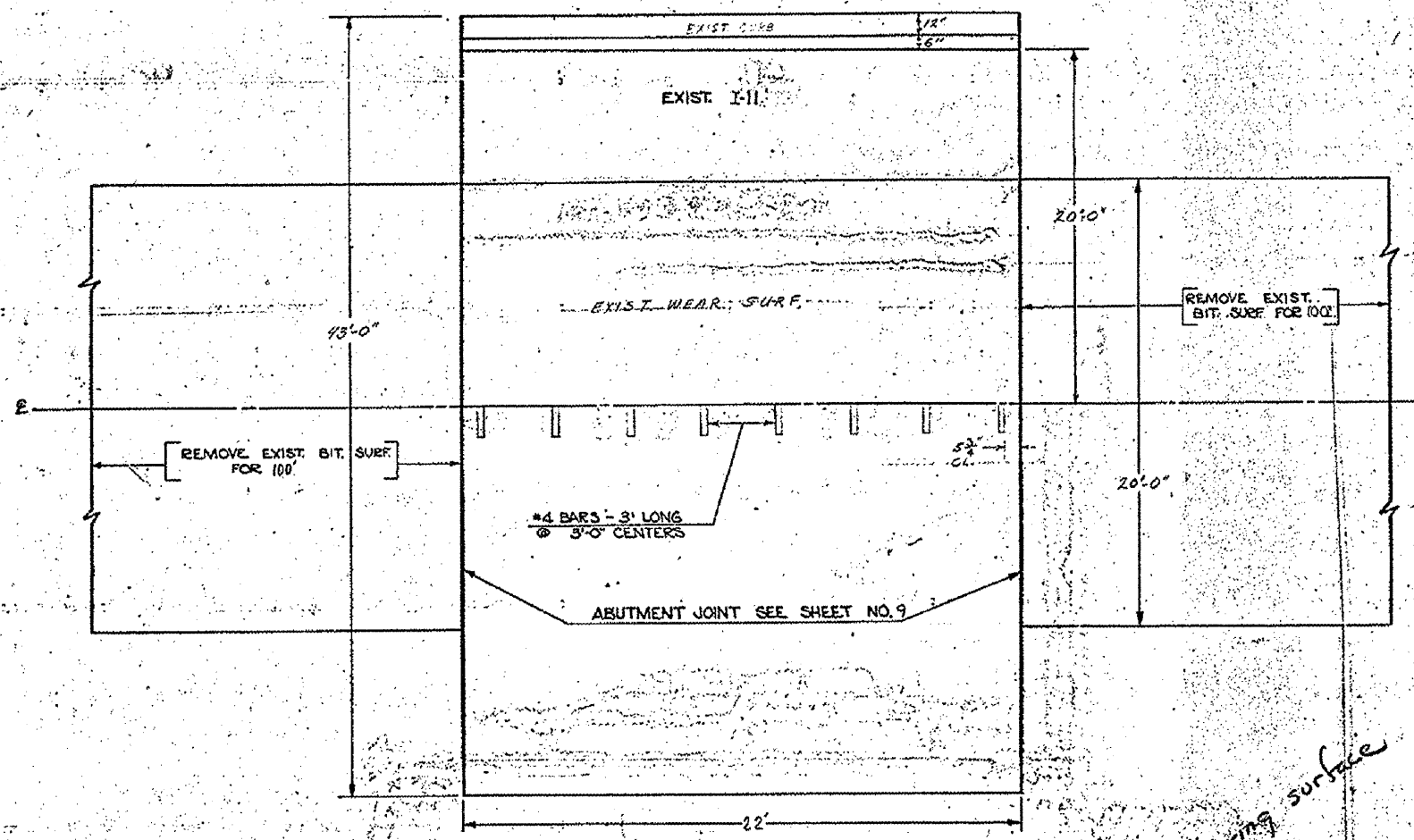
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EXAMINED: [Signature]
PASSED: [Signature]
APPROVED: [Signature]
APPROVED: [Signature]

APPROVED
FOR STRUCTURAL WORK ONLY

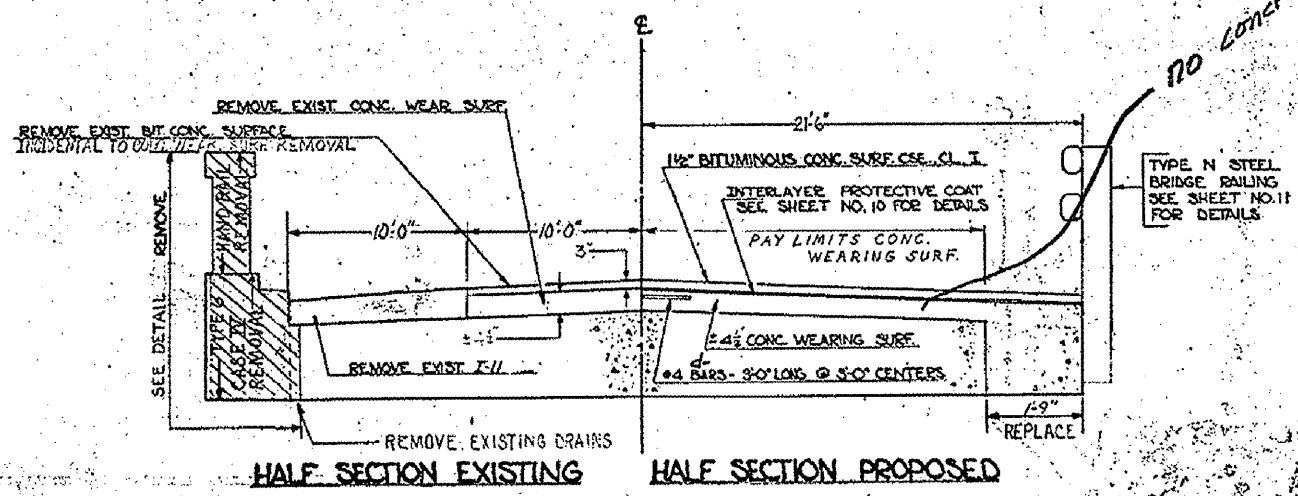
CONTRACT NO. 28637

BUREAU-PUTN. COUNTY SECTION 2(W&RS) S. B. I. ROUTE 89
PUTNAM COUNTY SECTION 103 T S. B. I. ROUTE 89A

FEDERAL AID DIST. NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
89	2/11/89	PUTNAM	35	8



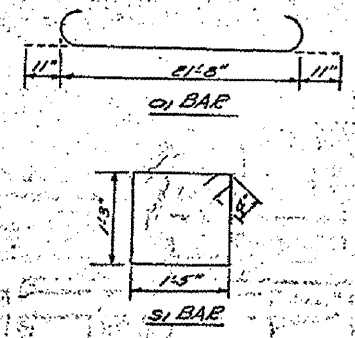
PLAN



HALF SECTION EXISTING HALF SECTION PROPOSED

BAR NO.	SIZE	LENGTH	SHAPE
c1	#8	23'6"	U
b1	#4	21'8"	—
d	#4	3'0"	—
s1	#4	6'0"	□

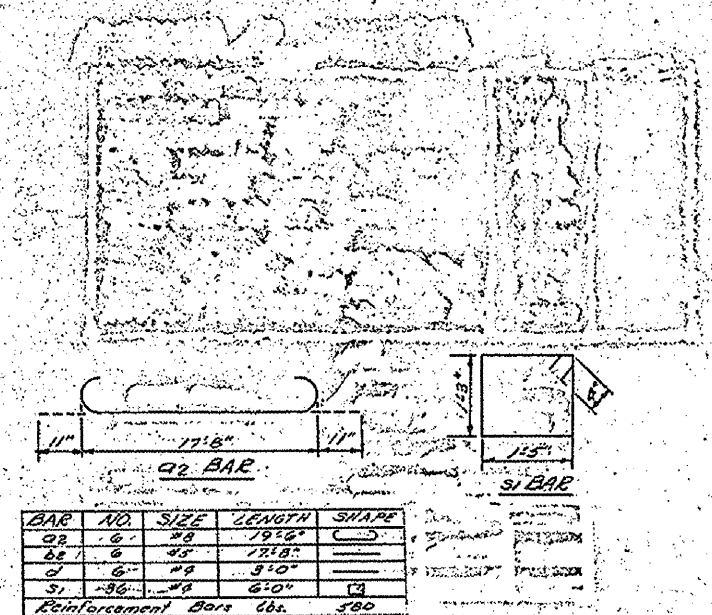
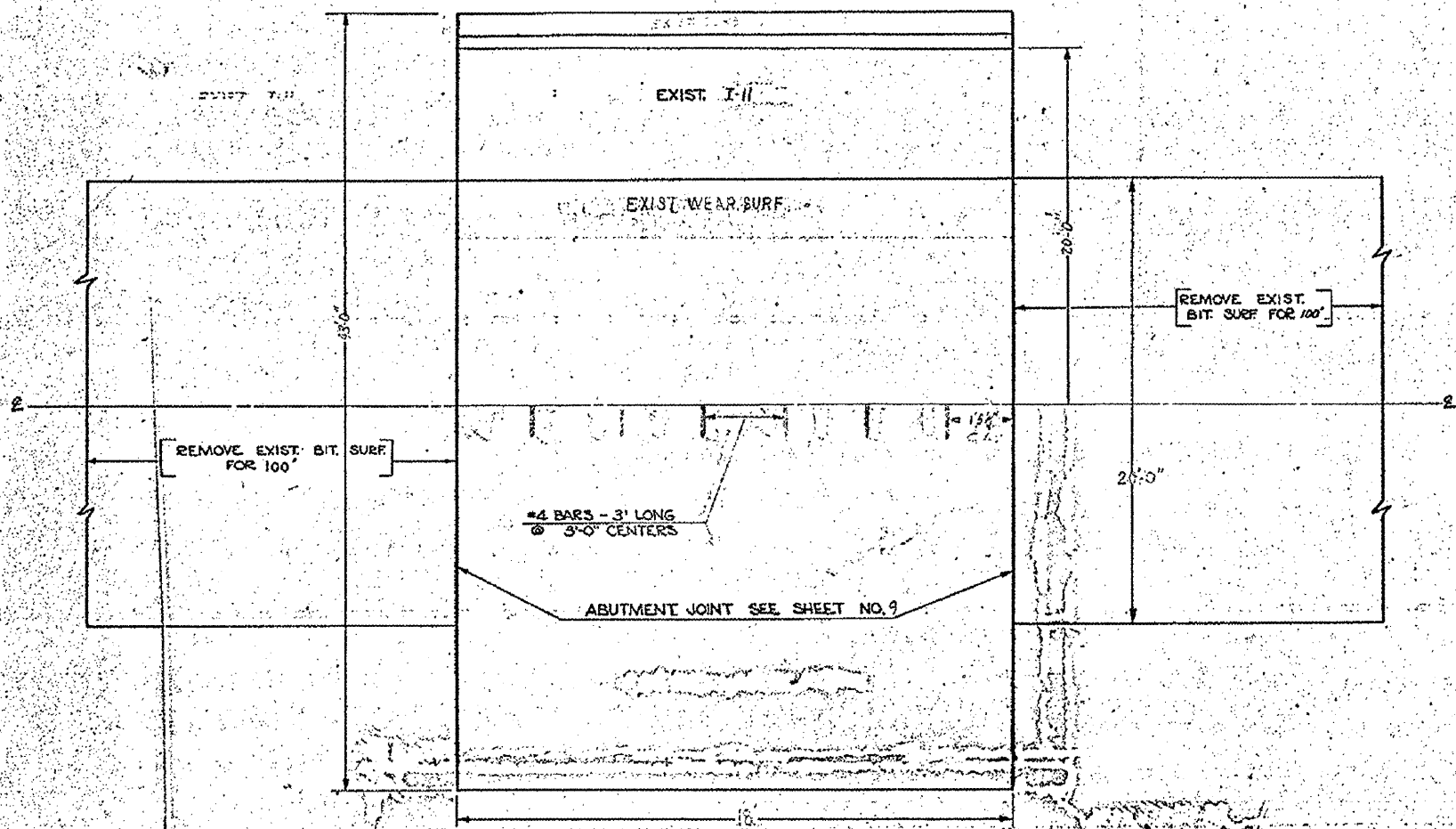
Reinforcement Bars lbs 700



EA. ROUTE 94
SECTION 2 (W.R.S)
MILE 3.23
PUTNAM COUNTY
BRIDGE NO. 2

Rev Rein. Bars from 396.31 #16 700 # 5-28-71 N.R.R.

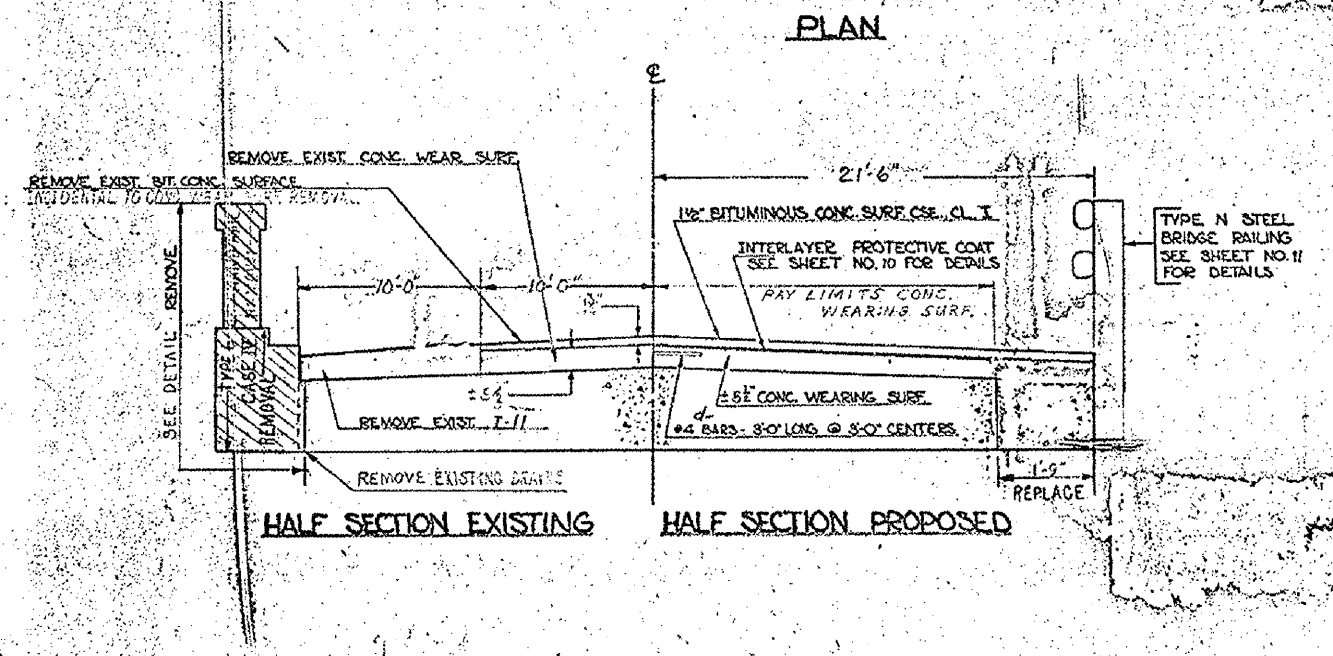
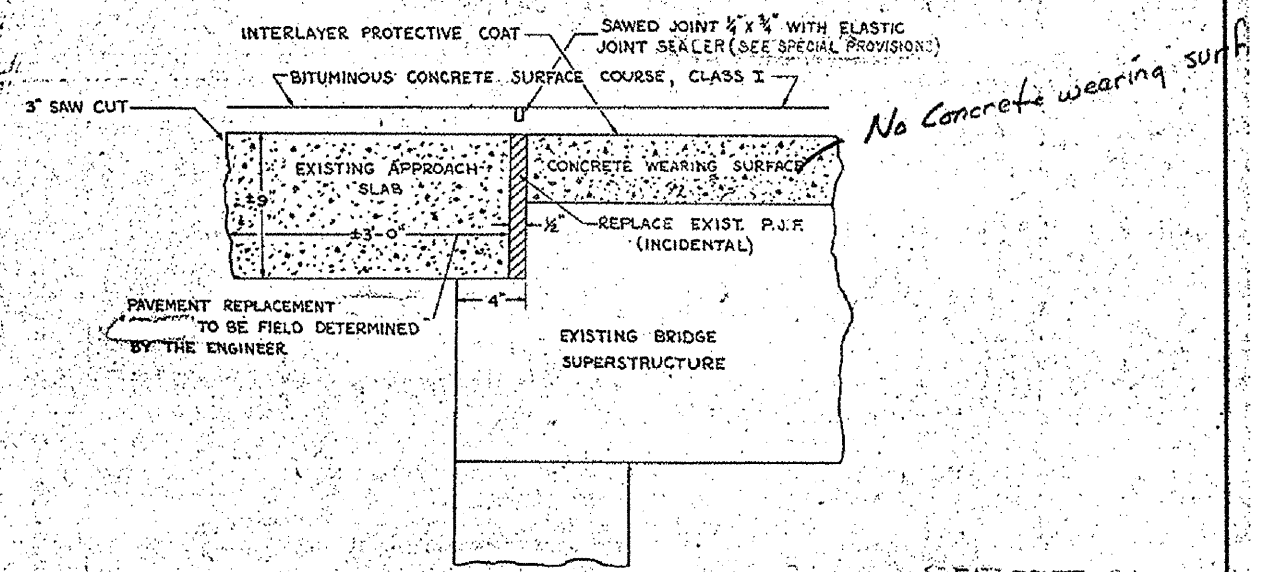
NO. 884	SEC.	COUNTY	RURAL	SHEET
89	2	WARREN	35	9
ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				



BAR	NO.	SIZE	LENGTH	SHAPE
G2	6	#8	19'6"	U
B2	6	#8	17'6"	U
S	6	#8	3'0"	U
S	36	#8	2'0"	U

Reinforcement Bars Cts. 380

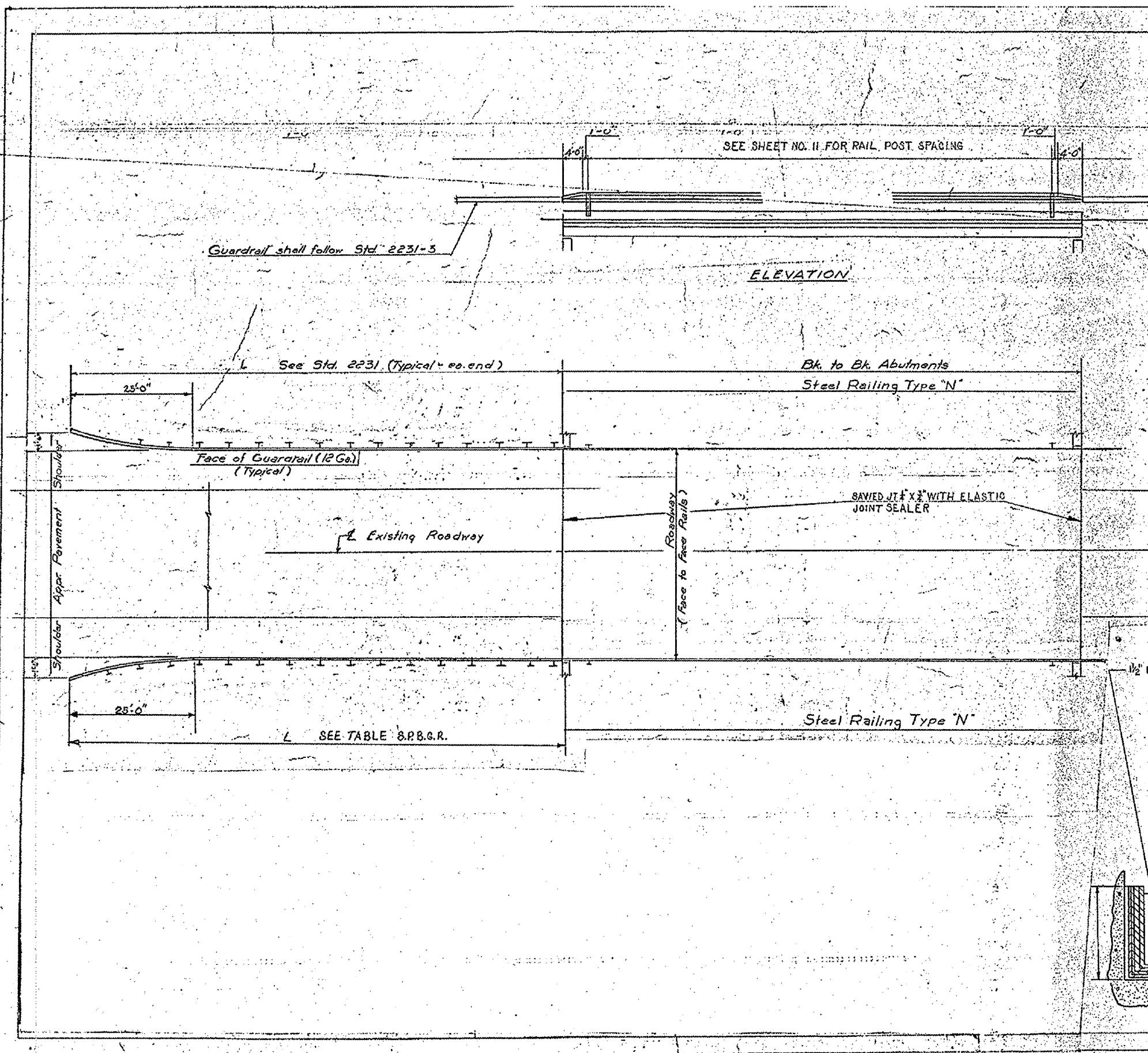
TREATMENT AT ABUTMENTS
(TYPICAL FOR ALL BRIDGES)



Rev. Reinf. Bars from 324.41" to 580" 5-28-71 N.R.P.

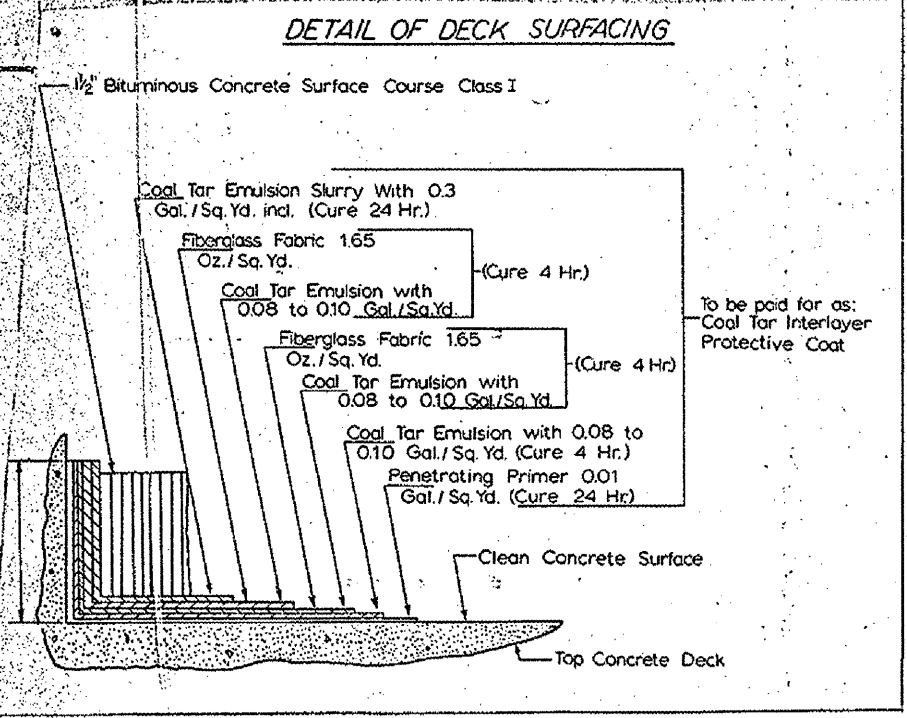
EA. ROUTE 94
SECTION 2 (WRS)
MILE 3.36
WARREN COUNTY
BRIDGE NO. 3

PROJECT NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
89	(2)	PUTNAM	35	10



BILL OF MATERIAL

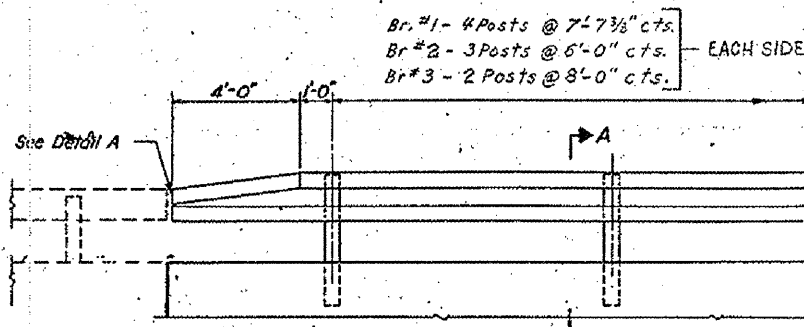
ITEM	UNIT	BRIDGE#1	BRIDGE#2	BRIDGE#3	TOTAL
BIT CONC SURF GSE CL. I	TON	34.3	33.8	134.5	101.3
BR. HDRL. REMOVAL	LIN. FT.	660	440	1360	1460
BIT CONC SURF. REMOVAL	SQ. YDS.	590	493	484	1567
STEEL RAILING T.Y. N	LIN. FT.	660	440	360	1460
BR. WEAR SURF. REMOVAL	SQ. YD.	0	0	0	0
PAV. REPLACE	SQ. YD.	13.33	13.33	13.33	40.04
DECK SLAB REPAIR	SQ. YD.	100	0	0	100
ELASTIC JOINT SEALER	LIN. FT.	75	53	53	181
CASE 4 CURB REPT 6 MET C	LIN. FT.	66	44	36	146
COAL TAR INLAY PROT COAT	SQ. YD.	157	105	86	348.0
BR CONC WEAR SURF	SQ. YD.	0	105.0	86.0	191.0



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

DATE	BY	PROJECT	TOTAL SHEETS	SHEET NO.
89	ZWERS	PUTNAM-BUREAU	35	11
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

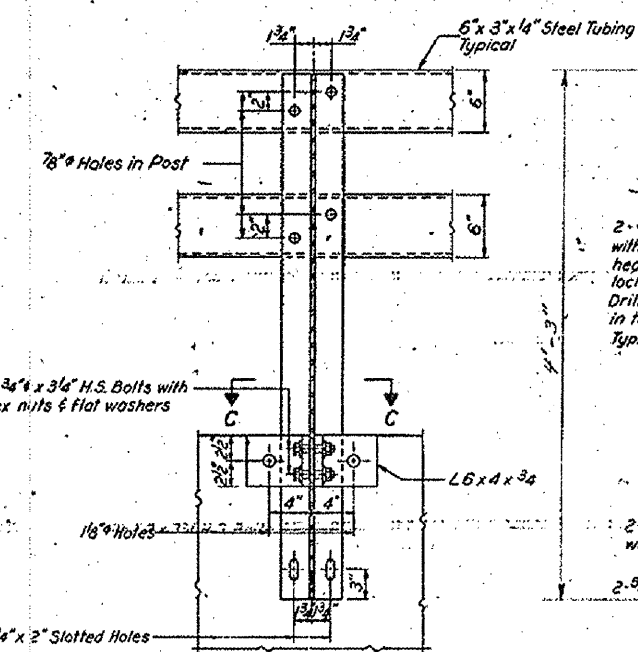
SHEET NO.
SHEETS



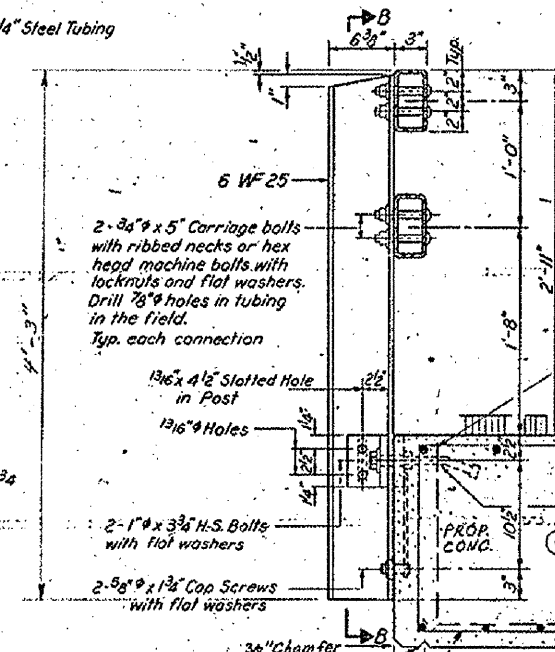
METHOD C-REPLACEMENT

ELEVATION

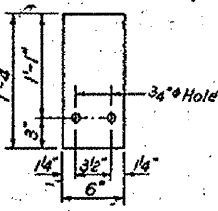
Showing inside face of railing



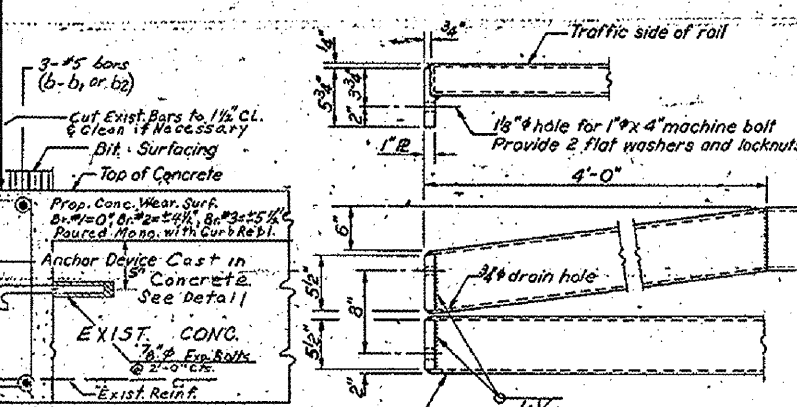
SECTION B-B



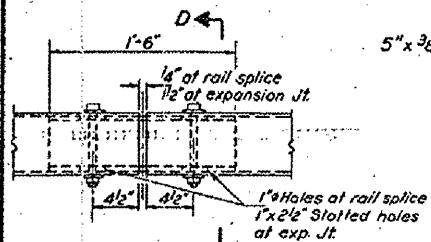
SECTION A-A



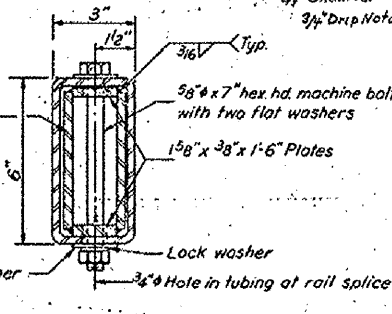
SHIM DETAIL



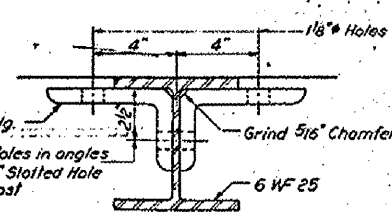
DETAIL A



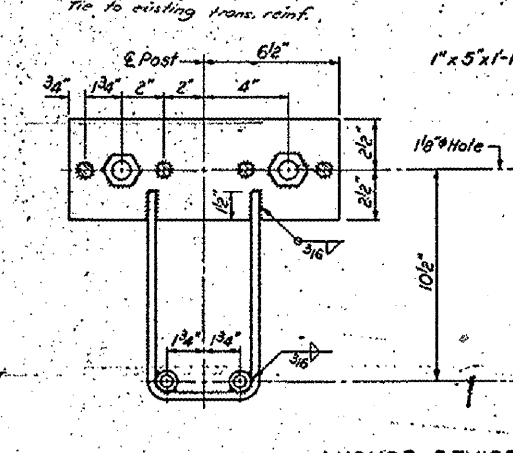
RAIL SPLICE



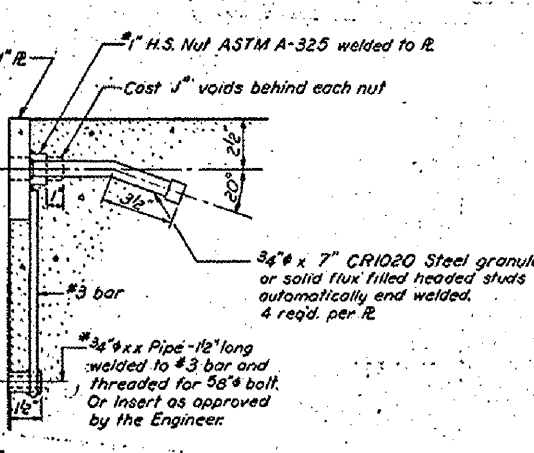
SECTION D-D



SECTION C-C



ANCHOR DEVICE



TYPE N
STEEL RAILING

NOTES

Hollow structural steel tubing shall conform to the requirements of ASTM designation A-501 "Hot Formed Welded and Seamless Carbon Steel Structural Tubing."
All other steel shapes and plates shall conform to the requirements of ASTM designation A-36 except posts shall conform to ASTM A-441.
Bolts, cap screws, and nuts shall conform to the requirement of ASTM designation A-307 except for high strength bolts, nuts and washers noted which shall conform to ASTM designation A-325.
All bolts, nuts, cap screws, washers and lock washers shall be galvanized in accordance with ASTM designation A-153.
All posts, railing, rail splices, anchor devices and angles shall be galvanized after shop fabrication in accordance with ASTM designation A-123 and A-385. Galvanized rail shall not be painted.
Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per lineal foot for STEEL RAILING, TYPE N.
All field drilled holes shall be coated with an approved zinc rich paint before erection.
The lower portion of the post flange in contact with concrete shall receive two coats of asphalt paint conforming to Section 714.08 Type B or place 1/2" fabric bearing pad between the post and concrete.
The 3/4" high strength bolts used to connect the 6 x 4 x 3/4 angles to the post shall be tightened in accordance with Article 710.11 of the Standard Specifications. The 1" high strength bolts connecting the angles to the concrete beam shall be tightened to a snug fit and given an additional 1/8 turn.
For multi-span bridges, sufficient 1/4" x 6" x 1-4" galvanized steel shims shall be provided to align rail between adjacent spans. Cost incidental to Steel Railing.
Expansion Bolts shall consist of self-gritting expansion shields and 3/8" hooked bolts. Hooked bolts shall extend a min. of 3" into new concrete.

(9'-0" Max. Post Spacing)

R-2

FILE NAME =

USER NAME = DCD

DESIGNED -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE PLANS EXCERPTS (FOR INFORMATION ONLY)

F.A.P. SECTION COUNTY TOTAL SHEETS SHEET NO.

698 (2) BR-1 & BR-2 PUTNAM 71 56

CONTRACT NO. 68571

...D468571-shr-ExistStructPlans.dgn

PLOT SCALE = 48,0000 / IN.

DRAWN - PTR

REVISED -

REVISIONS

SCALE: SHEET NO. 9 OF 10 SHEETS STA. TO STA.

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

Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois

PLOT DATE = 12/09/2011 16:25:59

CHECKED - DCD

REVISED -

REVISIONS

SCALE: SHEET NO. 9 OF 10 SHEETS STA. TO STA.

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

DATE = 11/02/11

REVISED -

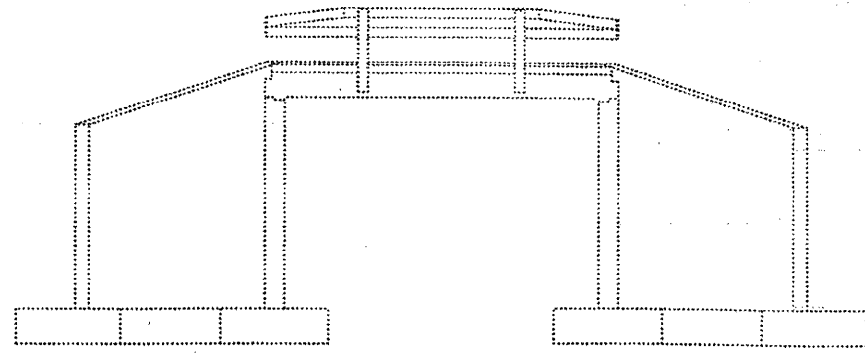
REVISIONS

SCALE: SHEET NO. 9 OF 10 SHEETS STA. TO STA.

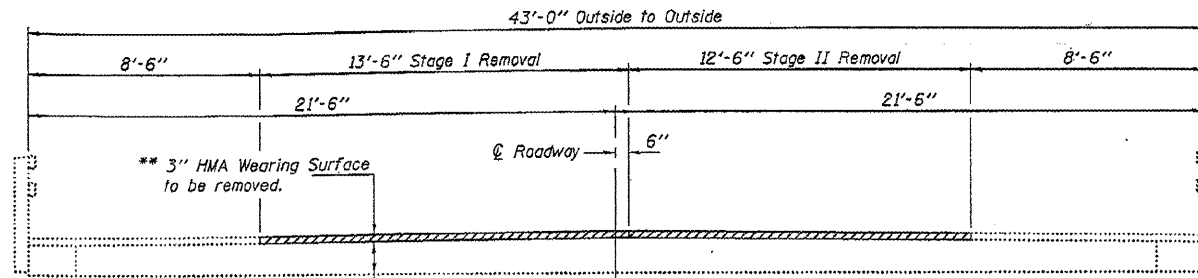
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

GENERAL NOTES

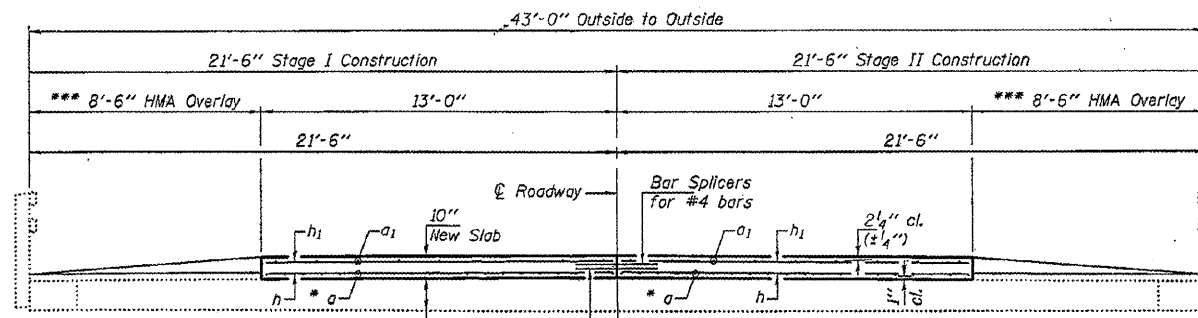
Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions. The deck surface shall have its final finish tined according to Article 420.09(e)(1) of the Standard Specifications. Cost included with Concrete Superstructures.



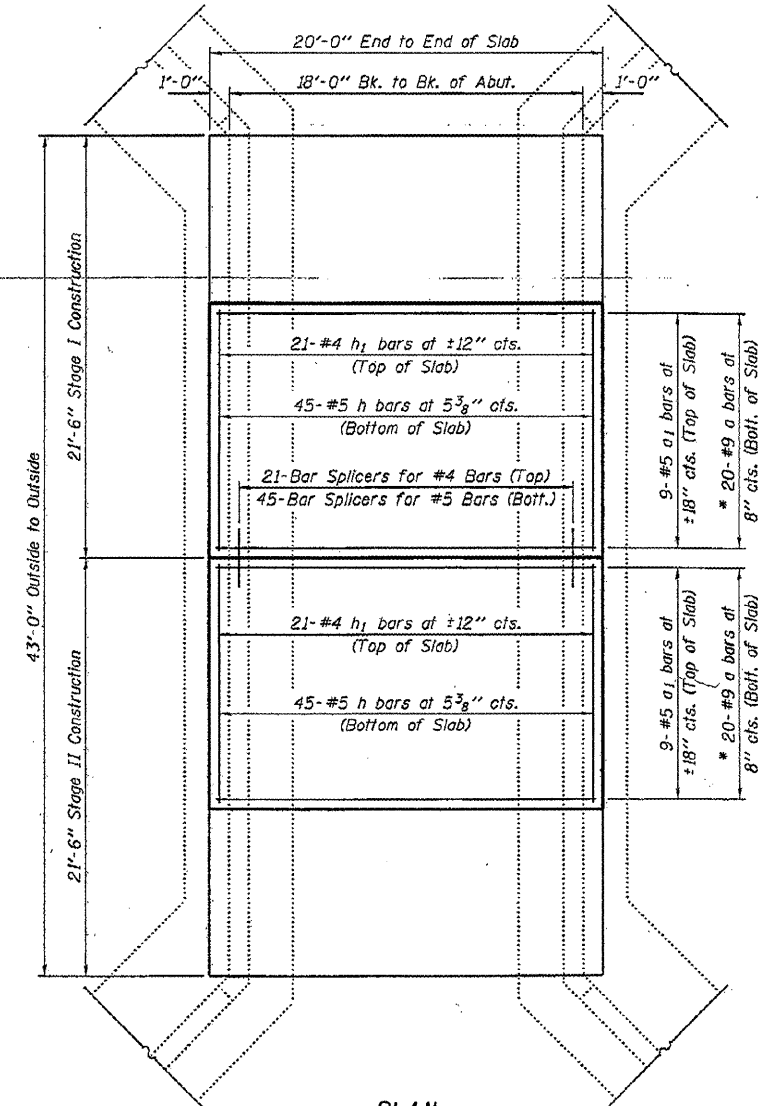
ELEVATION



EXISTING CROSS-SECTION
(Looking South)



PROPOSED CROSS-SECTION
(Looking South)

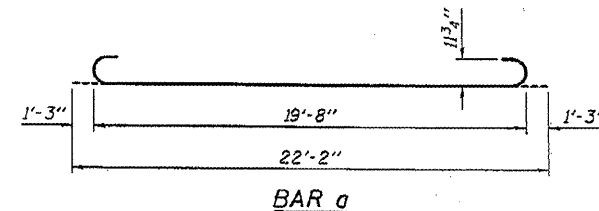


PLAN

- * Till #9 a bars as required to maintain clearance.
- ** Contractor must not remove any material beyond this limit.
- *** 7" New HMA Overlay. Match to top of new 10" Slab and taper to railing.

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	40	#9	22'-2"	—
a1	18	#5	19'-8"	—
h	90	#5	12'-8"	—
h1	42	#4	12'-8"	—
HMA Surface Removal			Sq. Yd.	57.8
HMA Surface Course Mix "D" NSO			Tons	7.4
Concrete Superstructure			Cu. Yd.	16.0
Reinforcement Bars			Pound	4930
Bar Splicers			Each	66



BAR a

Expires: November 30, 2012

DESIGNED -	EXAMINED -	DATE -	OCTOBER 14, 2010
CHECKED -	ENGINEER OF STRUCTURAL SERVICES		
DRAWN - Kyle M. Steffen	PASSED		
CHECKED -	ENGINEER OF BRIDGES AND STRUCTURES		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**GENERAL PLAN, ELEVATION & REPAIR DETAILS
SN 078-0029**

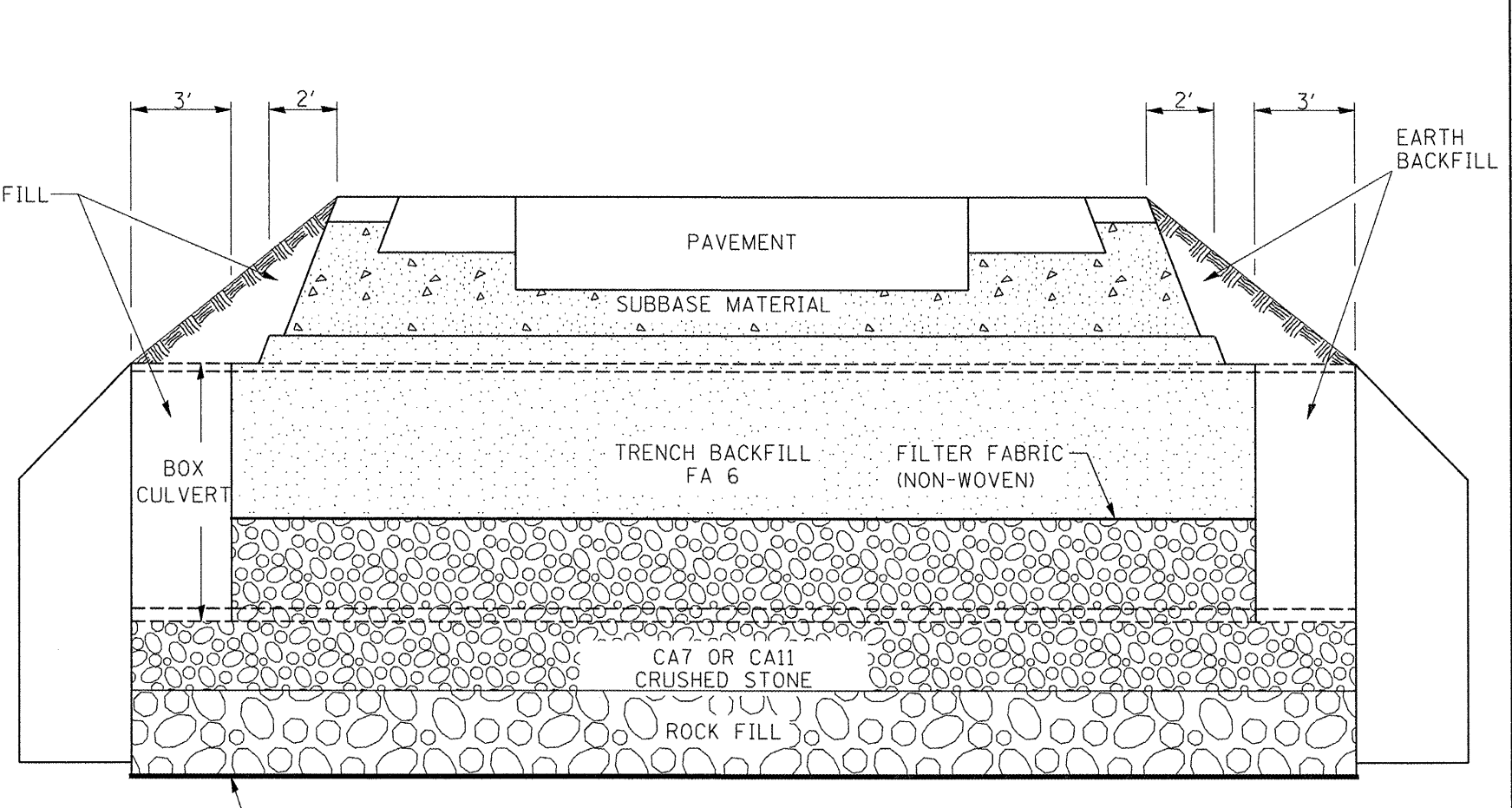
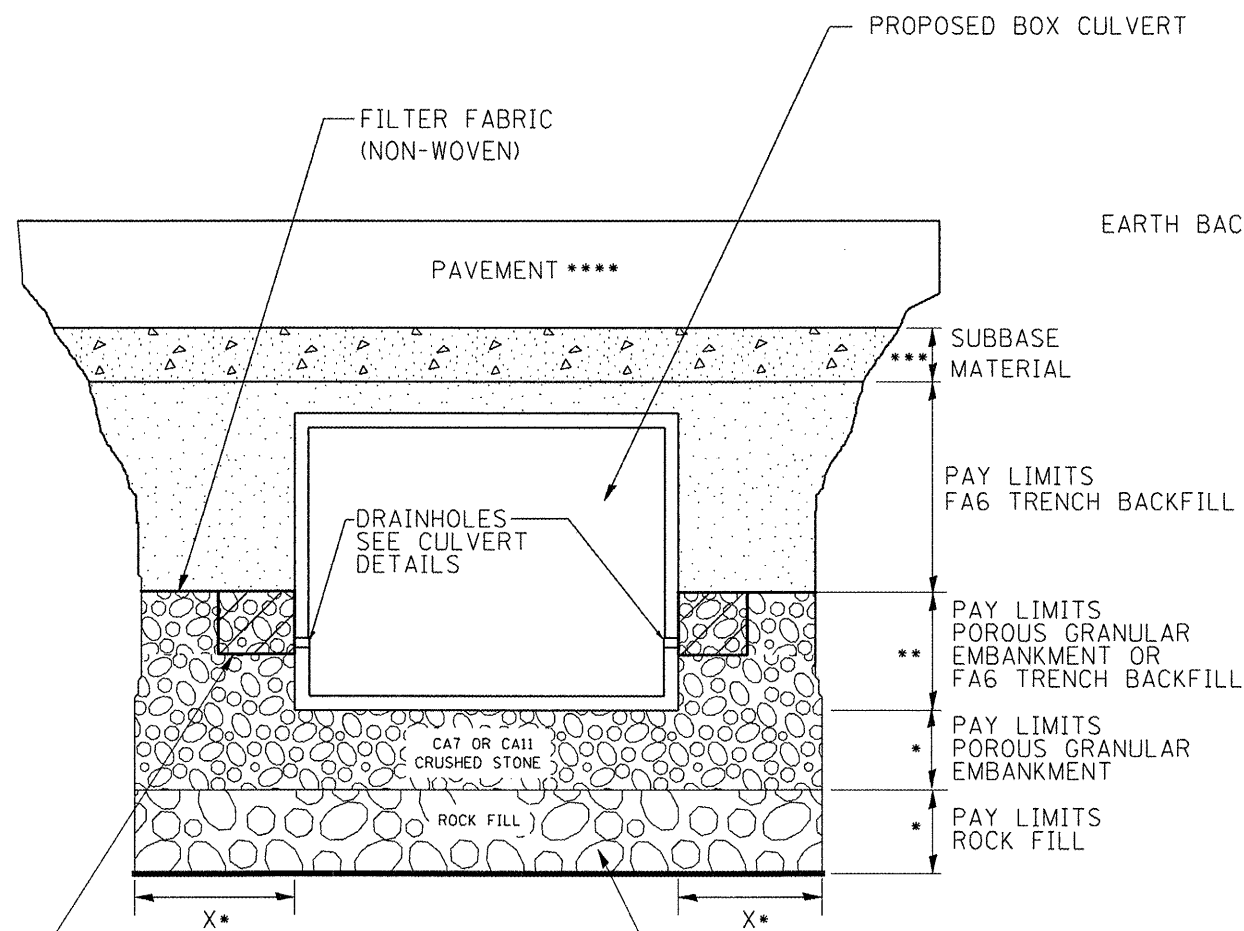
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
-	-	PUTNAM	-	-
CONTRACT NO.			-	
ILLINOIS FED. AID PROJECT				

SHEET NO. 1 OF 2 SHEETS

0780029.dgn 14-Oct-10 08:11:35

ROADWAY PROFILE VIEW

ROADWAY CROSS SECTION VIEW



2' x 2' x 2' DEPOSIT OF CA 5, 7, OR 11 IN FABRIC ENVELOPE IN ACCORDANCE WITH ARTICLE 502.10 OF THE STANDARD SPECIFICATIONS (TYPICAL)

(IF UNDERCUT IS REQUIRED) PROPOSED REMOVAL & DISPOSAL OF UNSUITABLE, AND REPLACE WITH ROCK FILL WITH GEOTECHNICAL FABRIC FOR GROUND STABILIZATION. PAID FOR BY RESPECTIVE PAY ITEMS.

- * IF APPLICABLE, SEE UNDERCUT DETAIL FOR DEPTHS AND WIDTHS. IF THERE IS NO UNDERCUT, X = 2 FEET AND SEE NOTE 3 THIS SHEET. UNDERCUT IS NOT REQUIRED FOR THIS PROJECT.
- ** EXTEND THE POROUS GRANULAR EMBANKMENT TO THE TOP OF THE DRAINHOLE FILTER FABRIC ENVELOPES. IF THE BOX CULVERT DOES NOT HAVE DRAINHOLES, THEN BEGIN PLACING TRENCH BACKFILL AT THE BOTTOM OF THE CULVERT.
- *** SUBBASE SHALL BE 6" MINIMUM LAYER OF CA6 CRUSHED STONE.
- **** SEE STAGING DETAILS FOR PAVEMENT TYPE AND LIMITS.

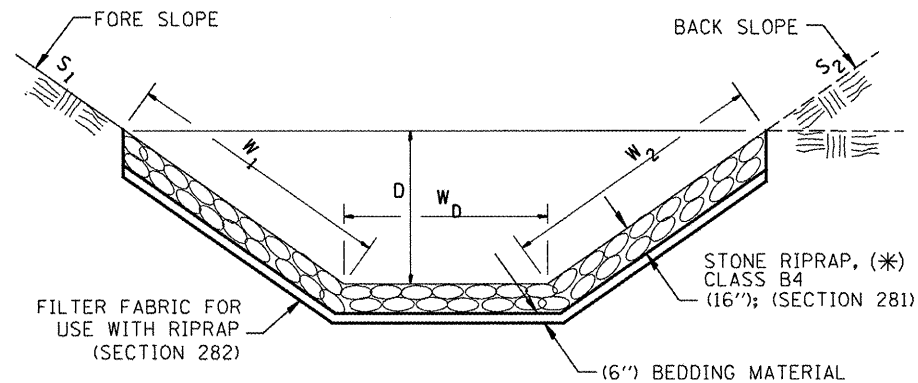
NOTES:

1. EXCEPT AS SPECIFIED IN THIS DETAIL, THE PLACEMENT AND COMPACTION OF BACKFILL SHALL BE IN ACCORDANCE WITH ARTICLE 502.10 OF THE STANDARD SPECIFICATIONS.
2. TRENCH BACKFILL SHALL BE COMPACTED BY EITHER METHOD 2 OR METHOD 3 SPECIFIED IN ARTICLE 550.07, OR IN ACCORDANCE WITH METHOD 1 SPECIFIED IN ARTICLE 550.07, EXCEPT THAT THE COMPACTED LIFTS SHALL NOT EXCEED 8" IN THICKNESS. TRENCH BACKFILL SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD LAB DENSITY.
3. IF NO UNDERCUT IS REQUIRED, A 6" MINIMUM LAYER OF POROUS GRANULAR EMBANKMENT SHALL BE PLACED BELOW THE ELEVATION OF THE BOTTOM OF BOX CULVERT.

All dimensions are in inches (millimeters) unless otherwise noted.

FILE NAME =	USER NAME = *USER*	DESIGNED - DCD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DETAIL OF EXCAVATION AND BACKFILL FOR BOX CULVERTS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
...plans\0468571-sht-details.dgn		DRAWN - PTR	REVISED -			698	(2) BR-1 & BR-2	PUTNAM	71	58	
Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 40.0000' / IN.	CHECKED - DCD	REVISED -			CONTRACT NO. 68571					
	PLOT DATE = 12/12/2011 08:14:44	DATE - 8/31/11	REVISED -			SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

**CASE 1
(DITCH)**



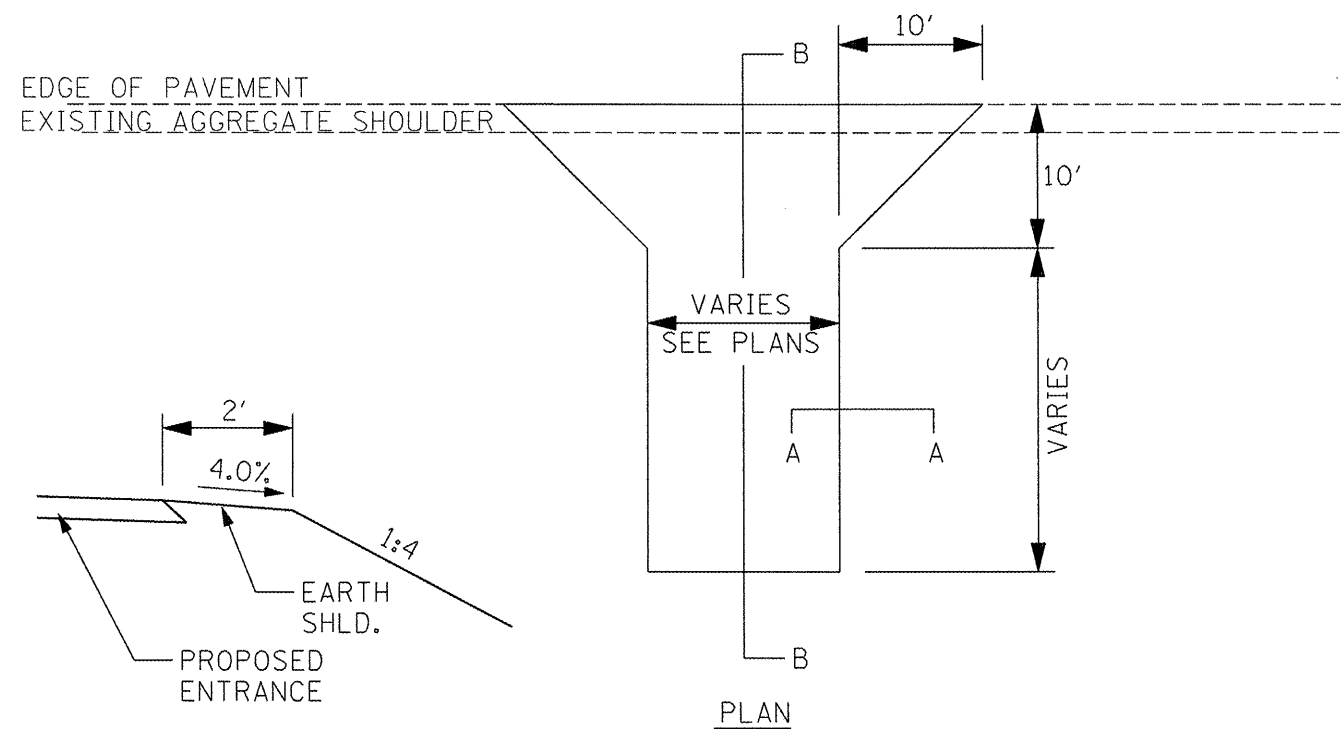
LOCATION	(*) CLASS B4					
	S ₁	S ₂	WIDTH (1)	LENGTH	RIPRAP	FABRIC
STA TO STA	V:H	V:H	lin ft (AVG)	lin ft	sq yds	sq yds
194+50 TO 194+85 LT.	1:4 - 1:3	1:3	17.3	35	67.3	67.3
195+50 TO 196+00 LT.	1:3 - 1:2	1:3	15.7	50	87.2	87.2
195+00 TO 195+50 RT.	1:4 - 1:3	1:3	17.3	50	96.1	96.1
195+50 TO 196+00 RT.	1:3 - 1:2	1:3	15.7	50	87.2	87.2
196+45 TO 197+00 LT.	1:2 - 1:3	1:3	15.7	55	95.9	95.9
197+00 TO 198+00 LT.	1:3 - 1:4	1:3	17.3	100	192.2	192.2
196+45 TO 197+00 RT.	1:2 - 1:3	1:3	15.7	55	95.9	95.9
197+00 TO 198+00 RT.	1:3 - 1:4	1:3	17.3	100	192.2	192.2
198+00 TO 199+00 RT.	1:4	1:3	18.2	100	202.2	202.2
202+00 TO 202+50 LT.	1:4	1:3	18.2	50	101.1	101.1
202+50 TO 202+90 LT.	1:4 - 1:2	1:3	16.6	40	73.8	73.8
202+00 TO 202+50 RT.	1:4	1:3	18.2	50	101.1	101.1
202+50 TO 209+90 RT.	1:4 - 1:2	1:3	16.6	40	73.8	73.8
203+20 TO 203+50 LT.	1:2 - 1:4	1:3	16.6	30	55.3	55.3
203+50 TO 204+25 LT.	1:4 - 1:3	1:3	17.3	75	144.2	144.2
203+20 TO 203+30 RT.	1:2	1:3	14.9	10	16.6	16.6
204+00 TO 204+65 RT.	1:4 - 1:3	1:3	17.3	65	124.9	124.9
TOTAL					1,807.2	1,807.2

(1) WIDTH = W₁ + W₂ + W₀

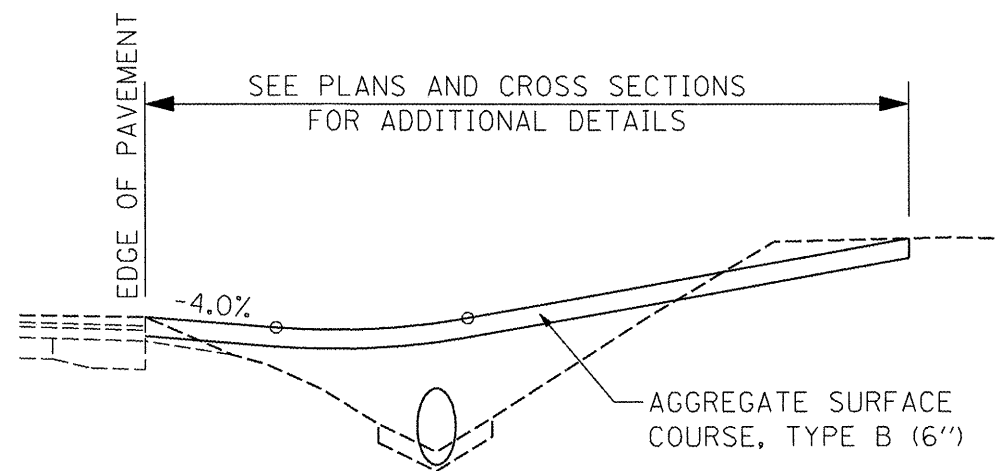
RIPRAP DITCH FOR EROSION PROTECTION

CADD STD. 281001

CL FAP ROUTE 698 (IL 89)



**SECTION A-A
(SHOULDER TREATMENT FOR RURAL ENTRANCES)**

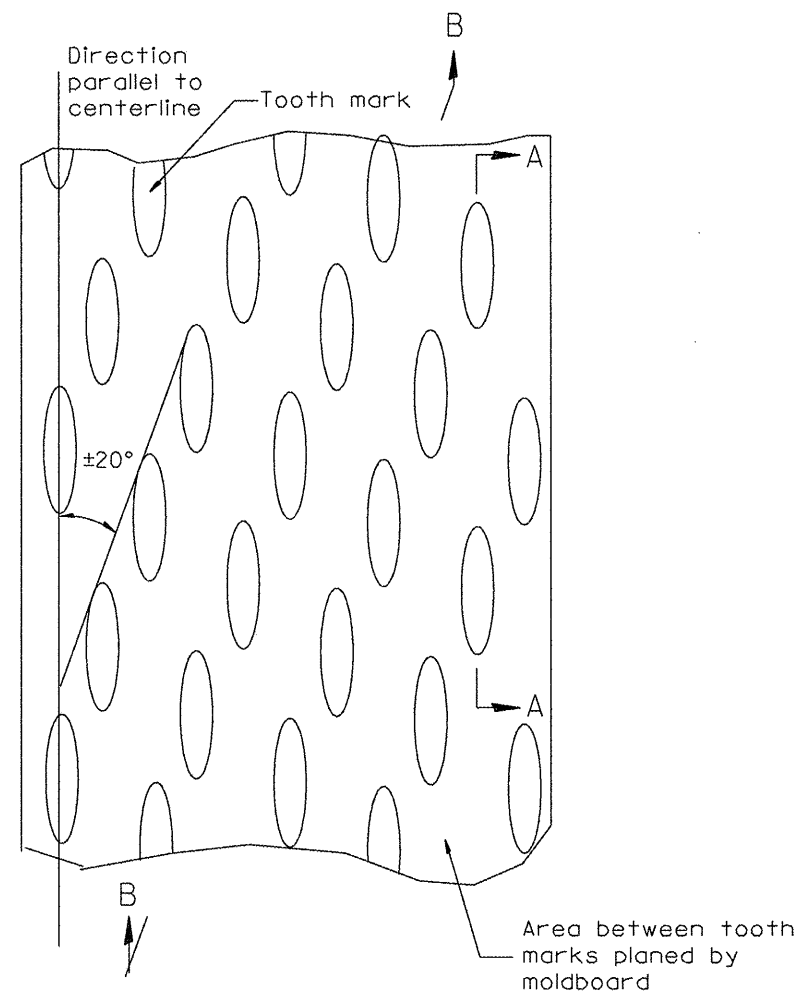


SECTION B-B

FIELD ENTRANCE DETAIL

GENERAL NOTES

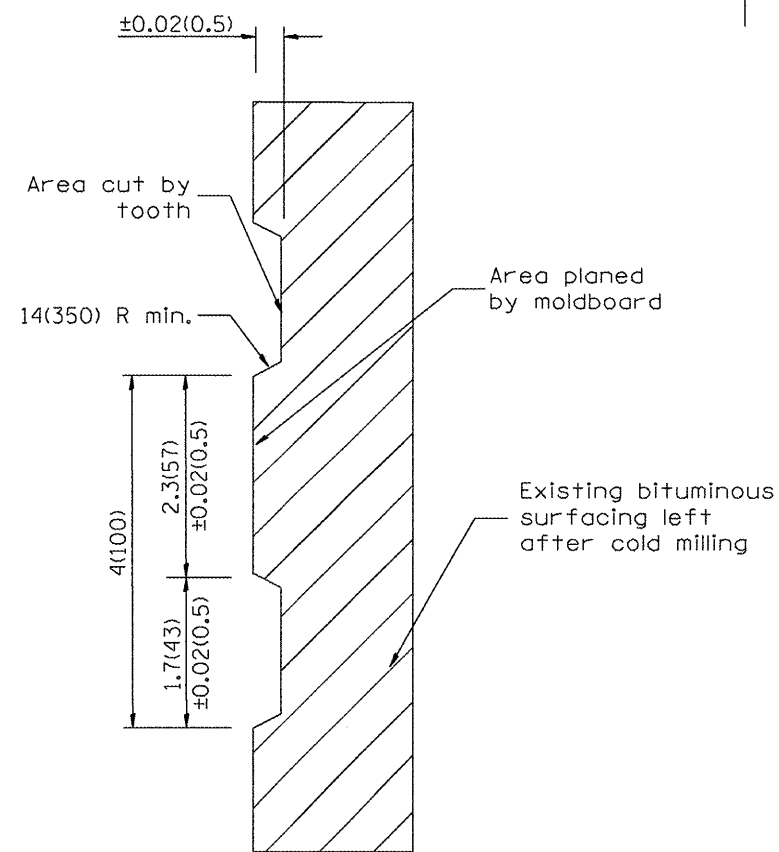
- ENTRANCES SHALL SLOPE AWAY FROM THE PAVEMENT AT A RATE EQUAL TO THE SHOULDER SLOPE FOR A MINIMUM DISTANCE OF 8'.



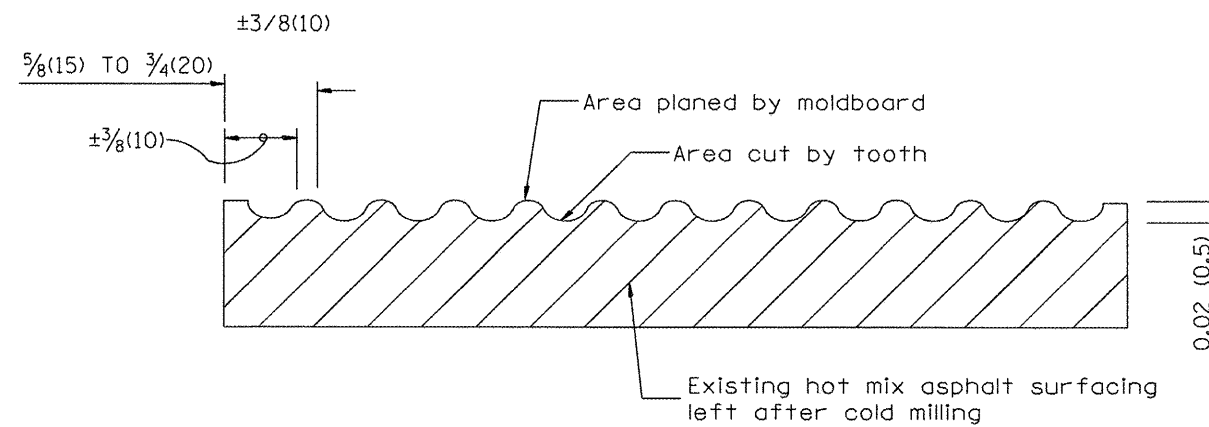
PLAN

General notes:

1. Coldmilling shall consist of two processes: Cutting with carbide teeth mounted on a rotating drum, and planing with a moldboard mounted immediately behind the cutting drum.
2. Other similar patterns will be acceptable if they consist of a smooth, flat, planed surface interspersed with a pattern of discontinuous longitudinal striations.



SECTION A-A



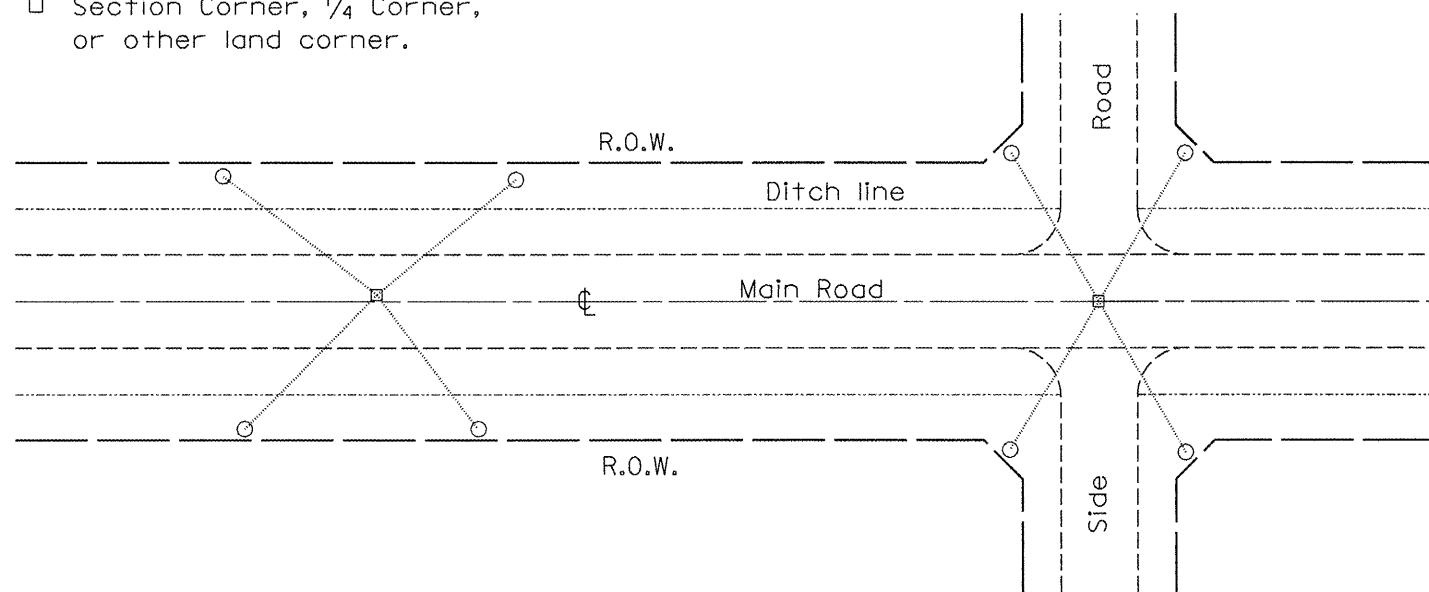
SECTION B-B PROJECTED
PERPENDICULAR TO CENTERLINE

All dimensions are in inches (millimeters) unless otherwise noted.

FILE NAME = ...plans\0468571-sht-details.dgn	USER NAME = #USER	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HOT MIX ASPHALT SURFACE REMOVAL (COLD MILLING)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -			698	(2) BR-1 & BR-2	PUTNAM	71	60
	PLOT DATE = 12/12/2011 08:14:46	CHECKED -	REVISED -			CADD STD. 440001		CONTRACT NO. 68571		
		DATE -	REVISED -			SCALE:	SHEET NO.	OF	SHEETS	STA.

PERMANENT SURVEY TIES

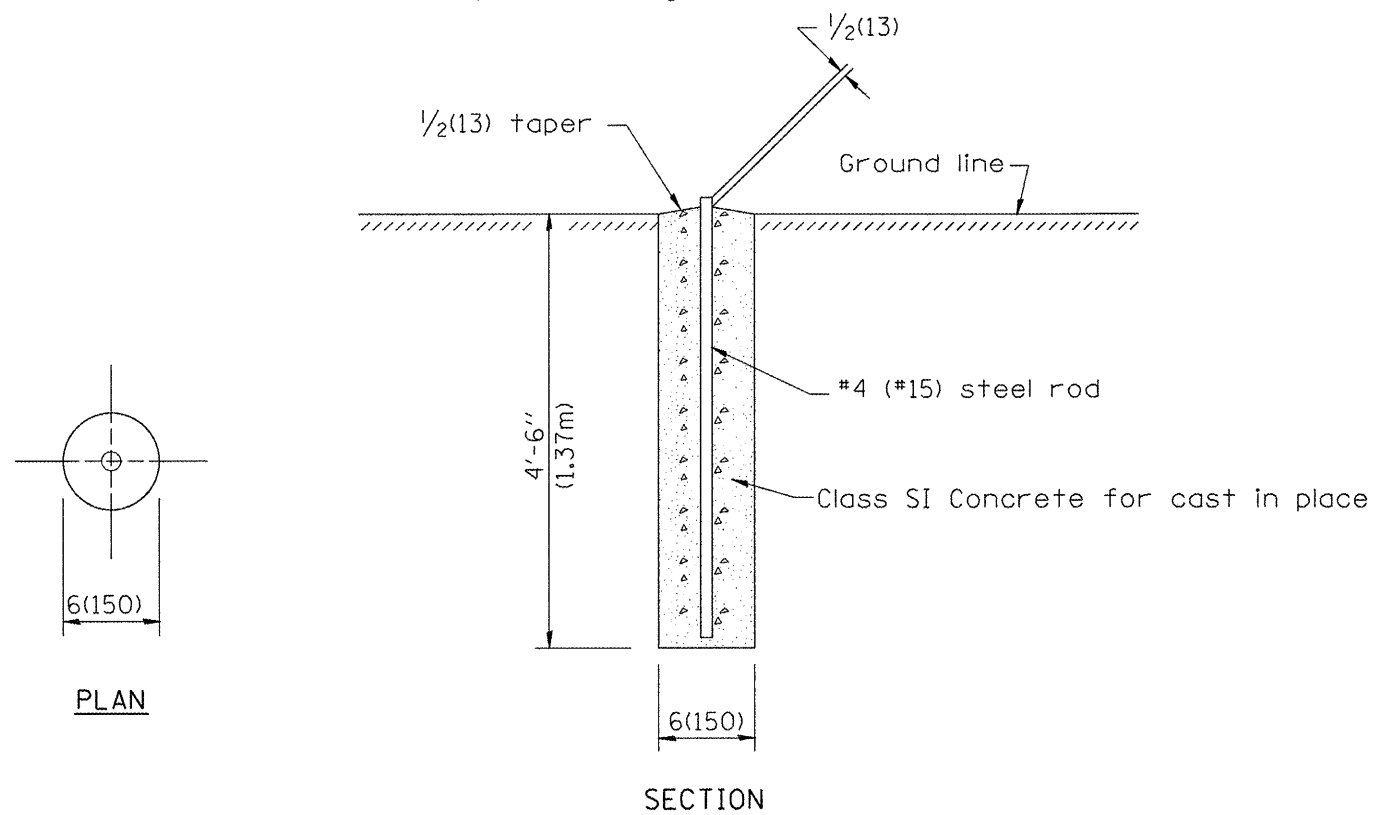
- Permanent Survey Tie
- Section Corner, 1/4 Corner, or other land corner.



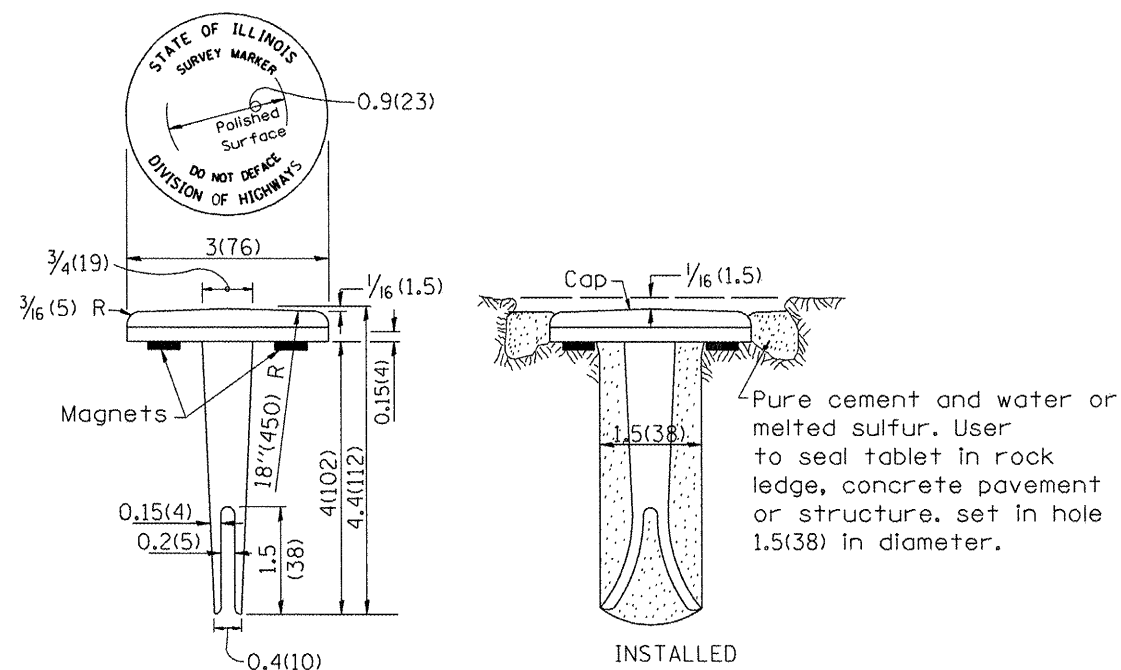
TYPICAL APPLICATION

GENERAL NOTES

1. The marker shall be cast in place of Class SI Concrete.
2. Tie marker shall be installed after the final seeding has been completed unless otherwise specified by the Engineer.
3. The tie distances to the section corner shall be measured and recorded by the surveyor setting the PSM. All ties shall be turned over to the IDOT Chief of Surveys or Chief of Plats for recordation.
4. All documentation shall be performed by a PLS



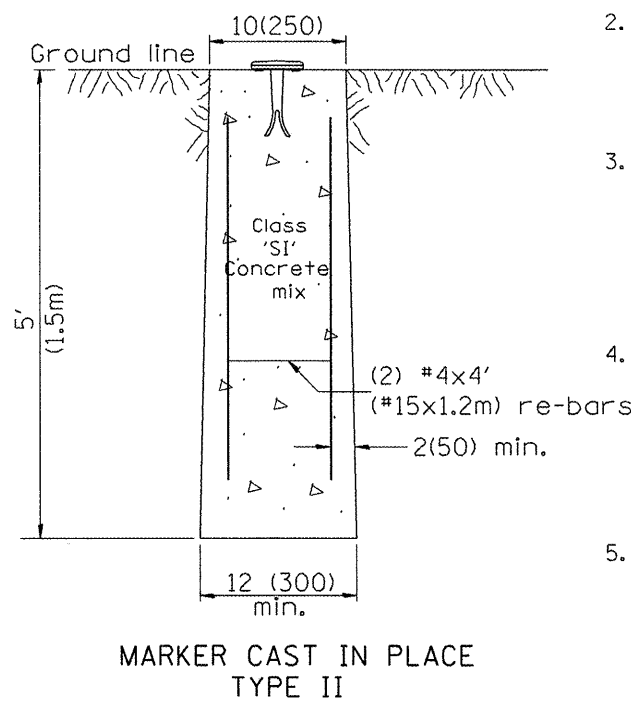
PERMANENT SURVEY MARKERS



TYPE I

GENERAL NOTES

1. All type II markers shall be cast in place, and precast markers will not be allowed.
2. Two permanent magnets, each having a diameter of 3/4 (19) and a thickness of 1/4 (6), or equivalent, shall be attached to the underside of the tablet with an approved epoxy bonding agent.
3. The location of the markers shall be in accordance with the plans in general, the markers will be placed at the P.T.'s, P.C.'s, and P.I.'s located within the R.O.W. of horizontal curves and spaces along the tangents in a way that a minimum of two markers are always inter-visible, and not to exceed 1000' (300m).
4. The markers shall be placed under the direction of the Engineer and shall be installed in a workmanlike manner in order that there will be no further settlement or horizontal shifting. The monuments shall be placed in a way that the survey point will fall within the portion of the plaque provided for that purpose.
5. The project designation, the centerline station, the survey point, and the elevation shall be permanently marked by the use of metal dies after marker has been installed.

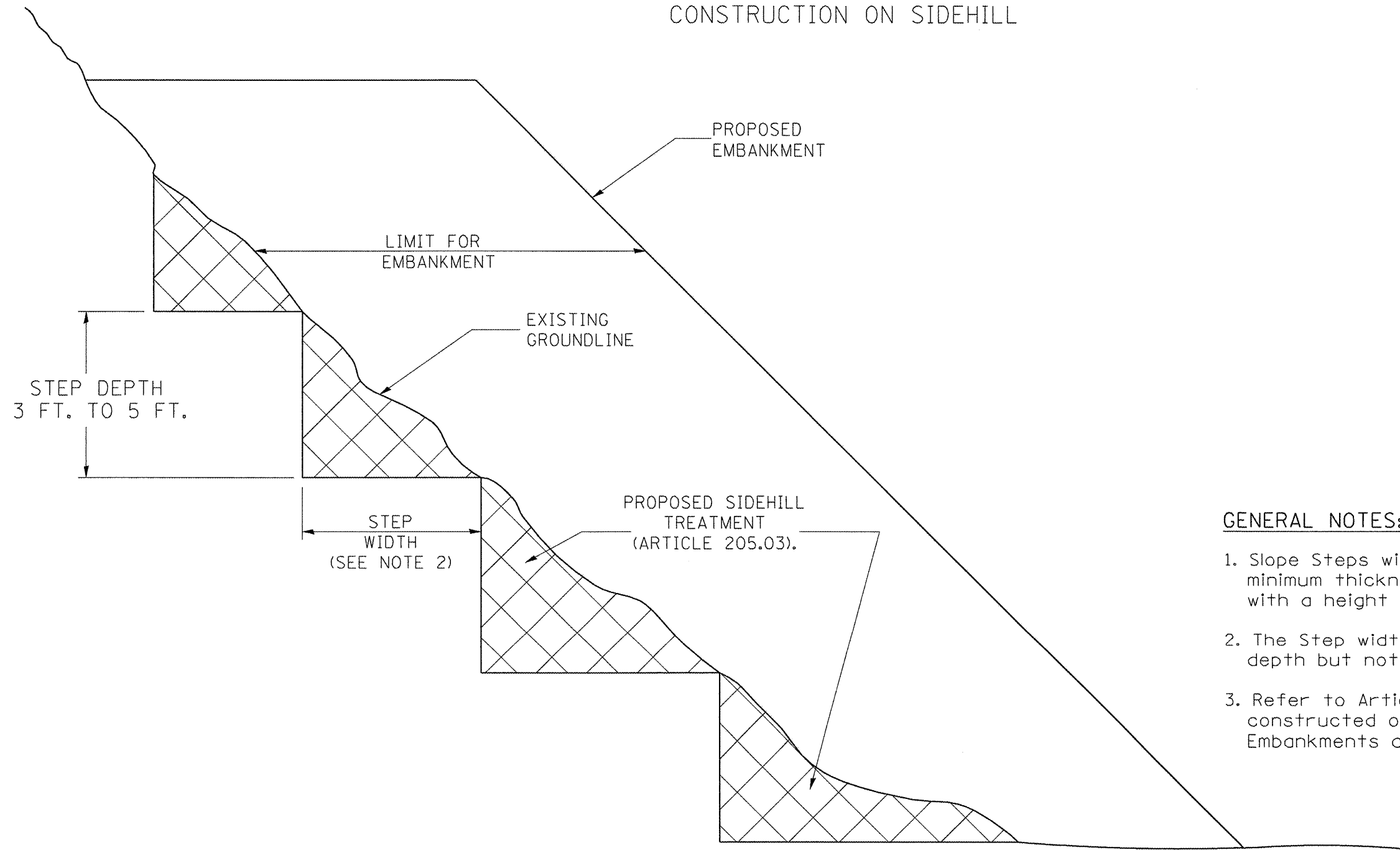


MARKER CAST IN PLACE TYPE II

All dimensions are in inches (millimeters) unless otherwise noted.

FILE NAME = ...:\plans\0468571-sht-details.dgn	USER NAME = #USER0	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PERMANENT SURVEY TIE & PERMANENT SURVEY MARKERS TY.I - TY.II		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.				
Johnson, Depp & Ouisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF SHEETS	STA.	TO STA.	CADD STD. 667101	698	(2) BR-1 & BR-2	PUTNAM	71	61
	PLOT DATE = 12/12/2011 08:14:47	CHECKED -	REVISED -									CONTRACT NO. 68571			
		DATE -	REVISED -									ILLINOIS FED. AID PROJECT			

SLOPE STEPS DETAIL
TYPICAL CROSS-SECTION EMBANKMENT
CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

1. Slope Steps will be required for all 12(300) minimum thickness "sliver fills" and on a fills with a height of 10'(3.0m).
2. The Step width shall be twice the Step depth but not less than 6 feet.
3. Refer to Article 205.03 for Embankment to be constructed on Hillside or Slopes, or if existing Embankments are to be widened.

REPLACEMENT MATERIAL:



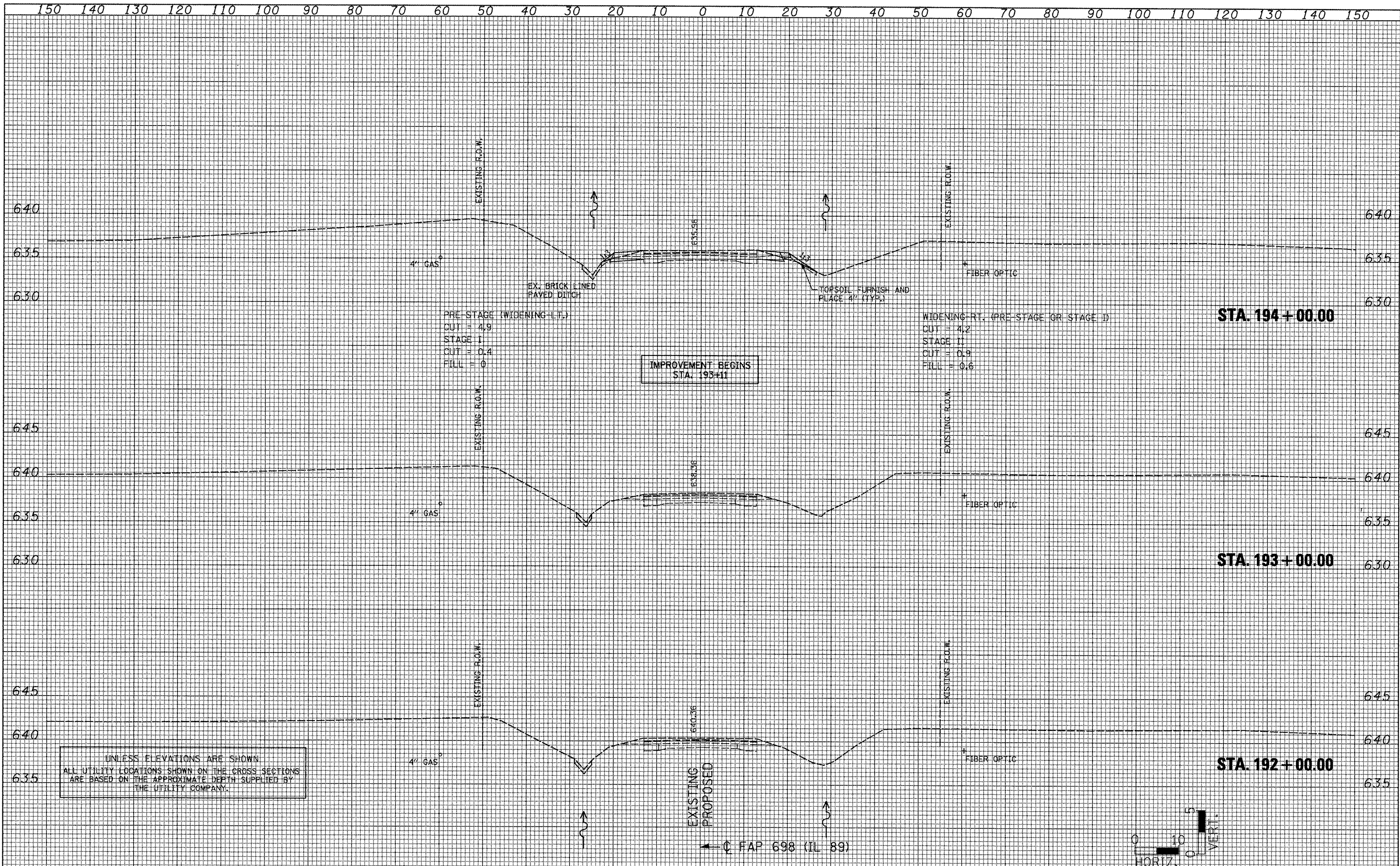
STANDARD EMBANKMENT
(IN ACCORDANCE WITH
205 OF THE STANDARD SPECIFACATION).

All dimensions are in inches (millimeters) unless otherwise noted.

FILE NAME * ...plans\0468571-sht-details.dgn	USER NAME * #IUSERI	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SLOPE STEPS DETAIL	F.A.P. RTE. 698	SECTION (2) BR-1 & BR-2	COUNTY PUTNAM	TOTAL SHEETS 71	SHEET NO. 62
Johnson, Depp & Quisenberry CONSULTING ENGINEERS Springfield, Illinois	PLOT SCALE = 100.0000' / IN.	DRAWN -	REVISED -	SCALE:	SHEET NO. OF SHEETS STA.	CADD STD. 205001	CONTRACT NO. 68571	ILLINOIS FED. AID PROJECT		
PLOT DATE = 12/12/2011 08:14:48	CHECKED -	DATE -	REVISED -	TO STA.						

DATE	
BY	
FINAL SURVEY	
NOTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

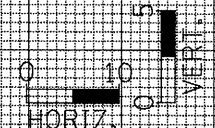
DATE	
BY	
ORIGINAL SURVEY	
NOTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



UNLESS ELEVATIONS ARE SHOWN
ALL UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS
ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
THE UTILITY COMPANY.

IMPROVEMENT BEGINS
STA. 193+11

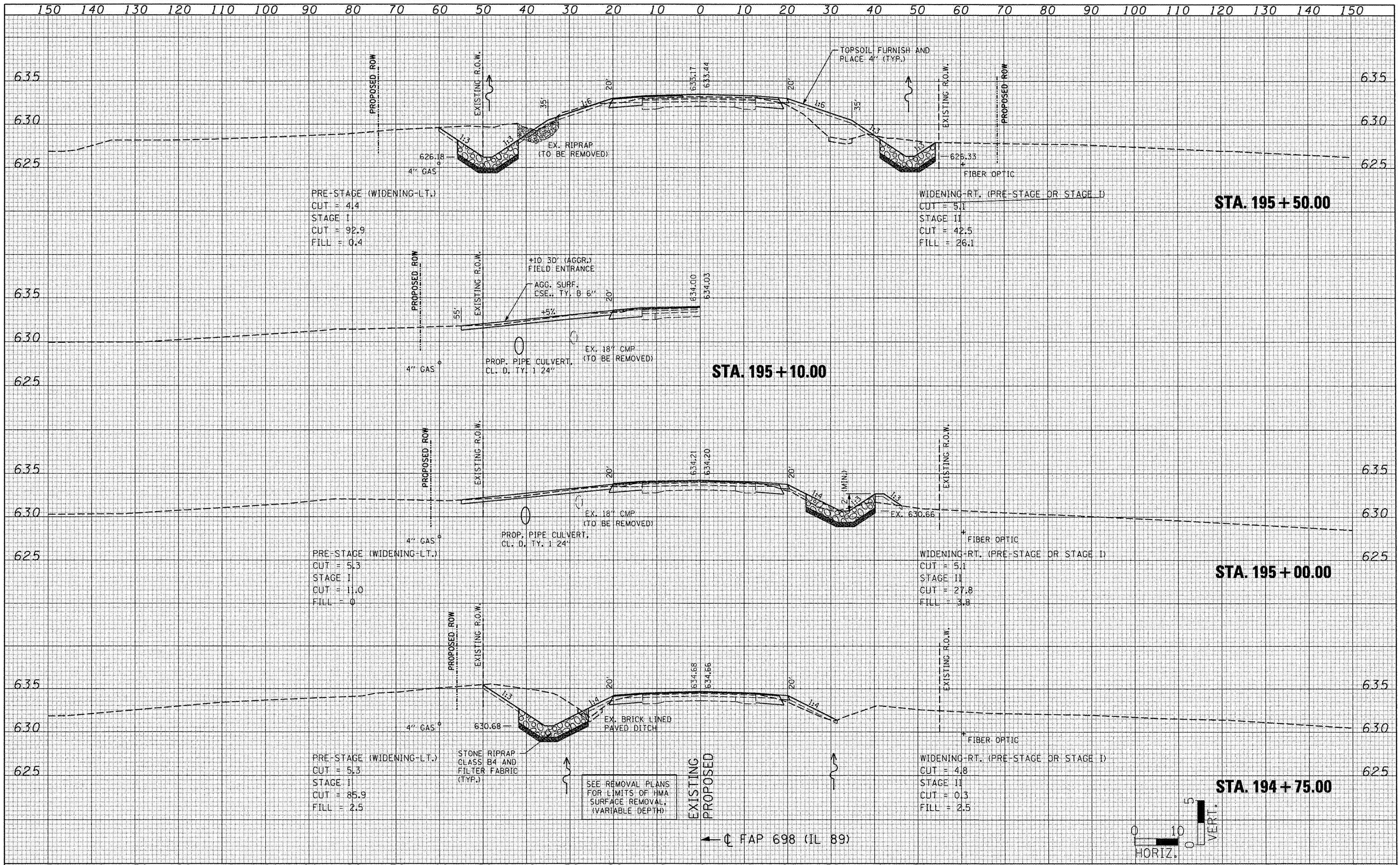
EXISTING
PROPOSED
← Q FAP 698 (IL 89)



FILE NAME = ...VPlans\0468971-sht-ssht.dgn	USER NAME = #USER0	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 698 (IL 89)	F.A.P. RTE. 698	SECTION (2) BR-1 & BR-2	COUNTY PUTNAM	TOTAL SHEETS 71	SHEET NO. 63		
	PLOT SCALE = 20.0000' / IN.	DRAWN -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA. 192+00.00 TO STA. 194+00.00	CONTRACT NO. 68751			
	PLOT DATE = 12/13/2011 10:21:25	CHECKED -	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT						
		DATE -	REVISED -									

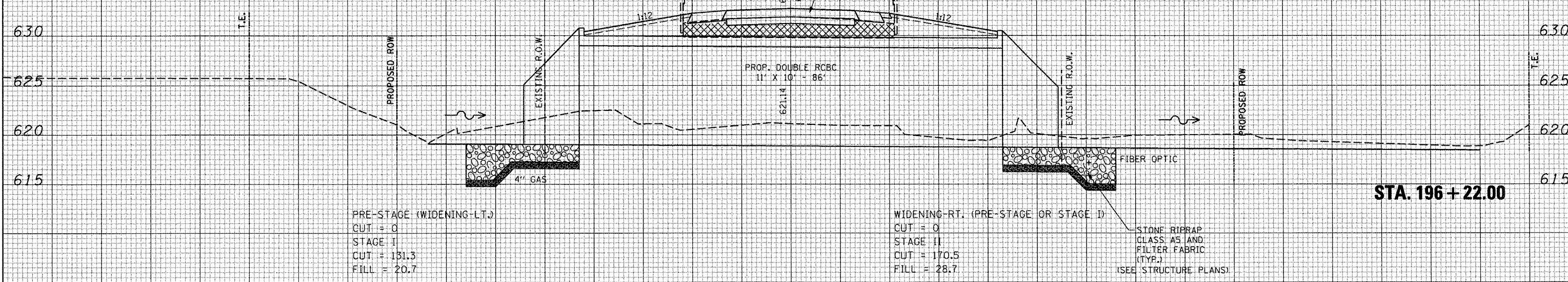
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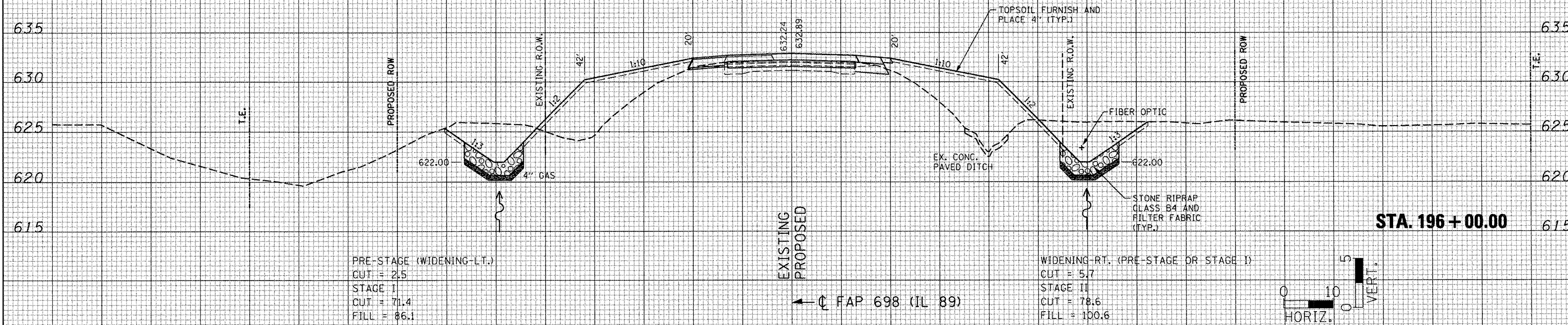
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PRE-STAGE (WIDENING-LT.)
 CUT = 0
 STAGE I
 CUT = 181.3
 FILL = 20.7

WIDENING-RT. (PRE-STAGE OR STAGE I)
 CUT = 0
 STAGE II
 CUT = 170.5
 FILL = 28.7

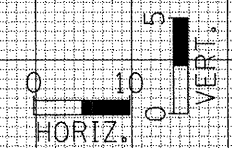
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PRE-STAGE (WIDENING-LT.)
 CUT = 2.5
 STAGE I
 CUT = 71.4
 FILL = 86.1

WIDENING-RT. (PRE-STAGE OR STAGE I)
 CUT = 5.7
 STAGE II
 CUT = 78.6
 FILL = 100.6

EXISTING PROPOSED
 ← FAP 698 (IL 89)



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 Johnson, Depp & Oulsenberry
 CONSULTING ENGINEERS
 Springfield, Illinois

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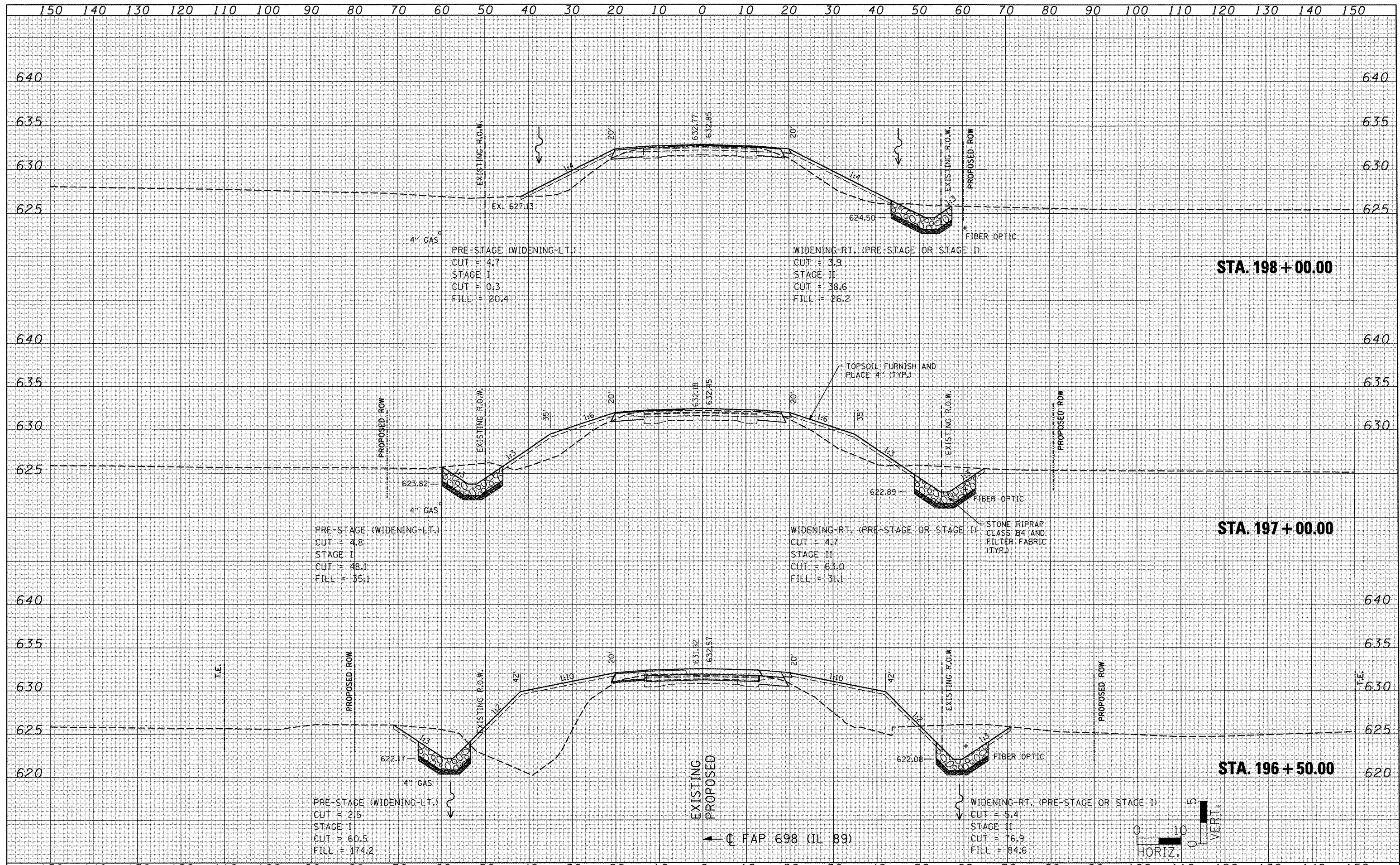
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

FAP 698 (IL 89)
 SCALE: SHEET NO. OF SHEETS STA. 196+00.00 TO STA. 196+27.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
698	(2) BR-1 & BR-2	PUTNAM	71	65
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 68751	

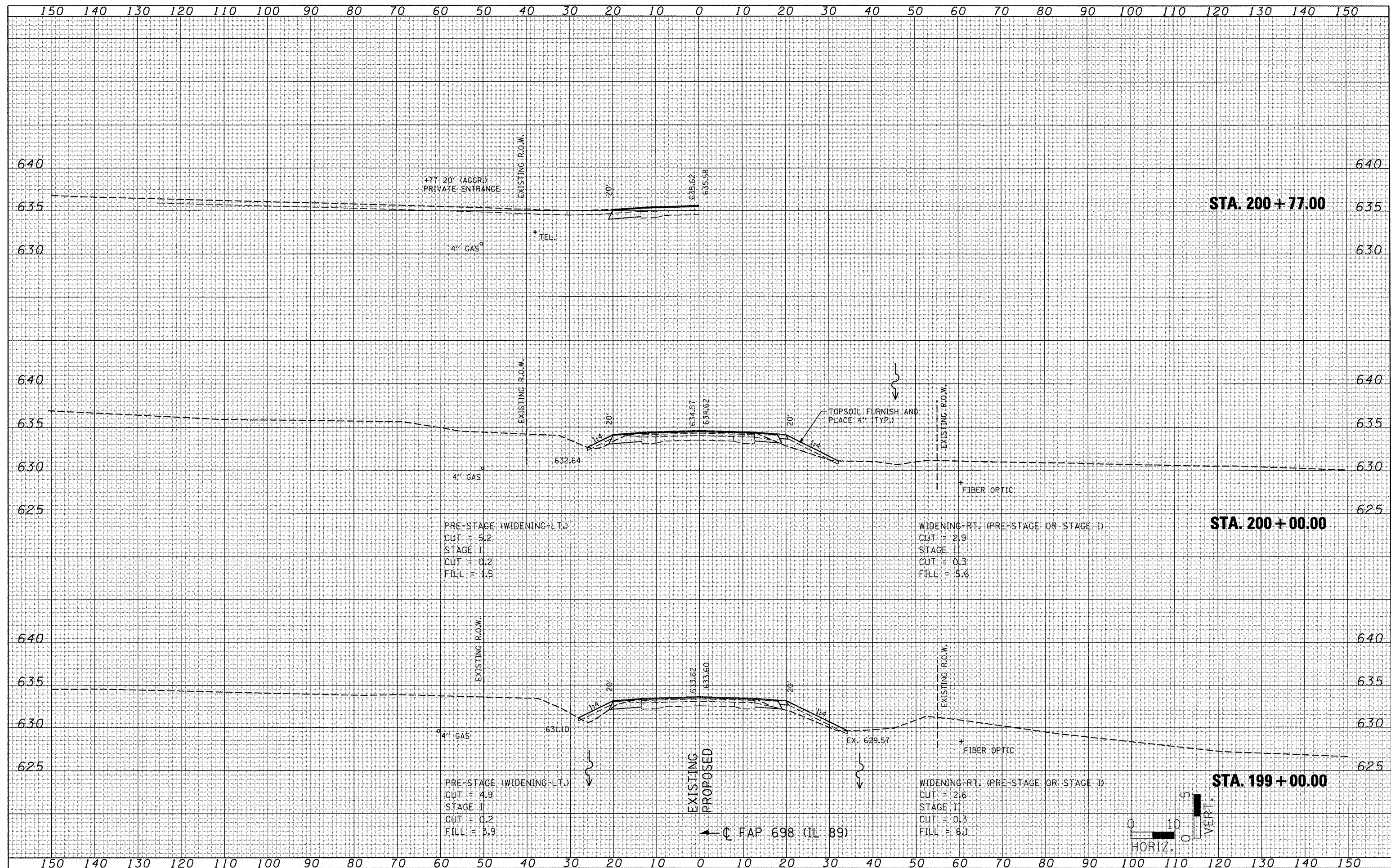
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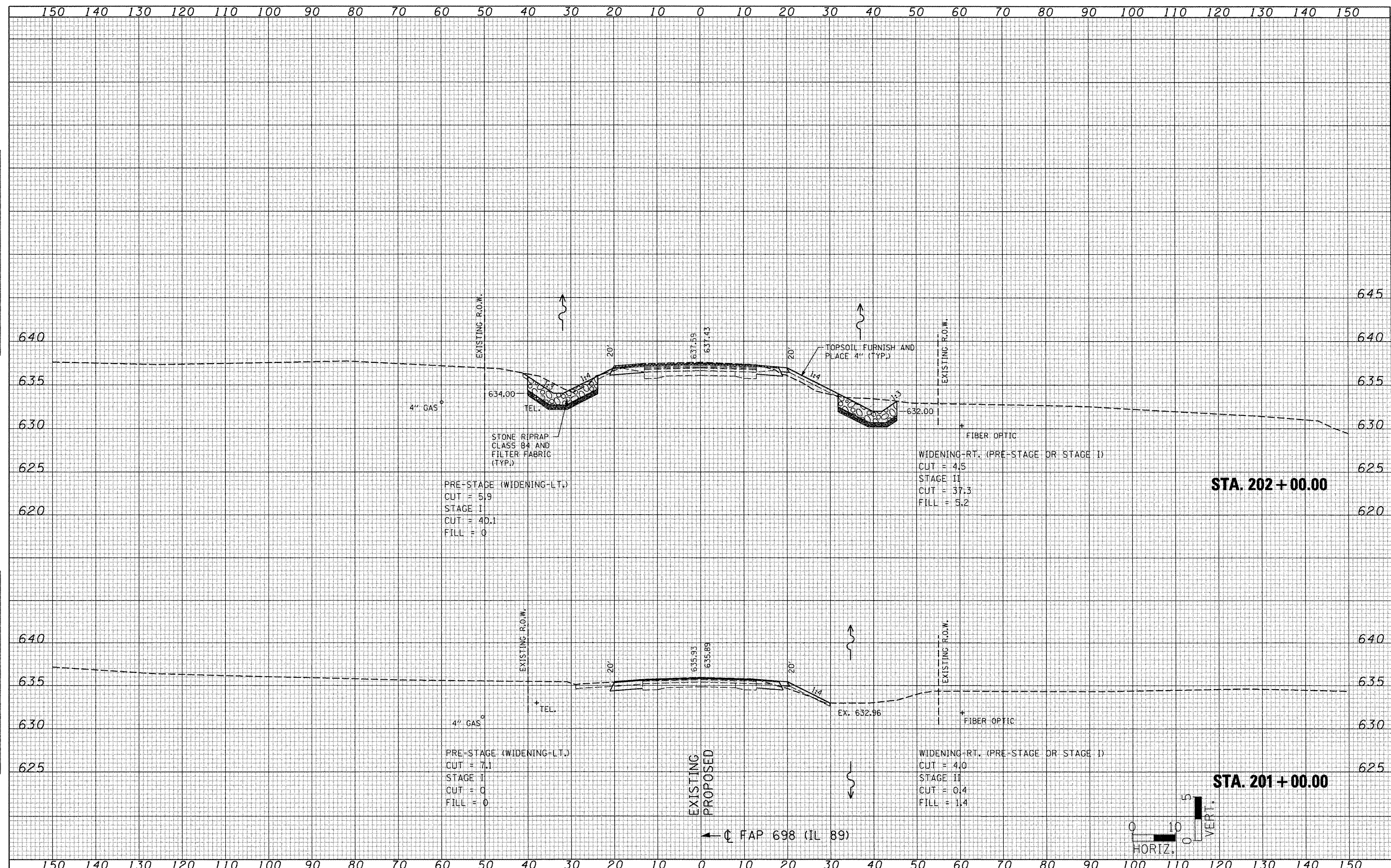
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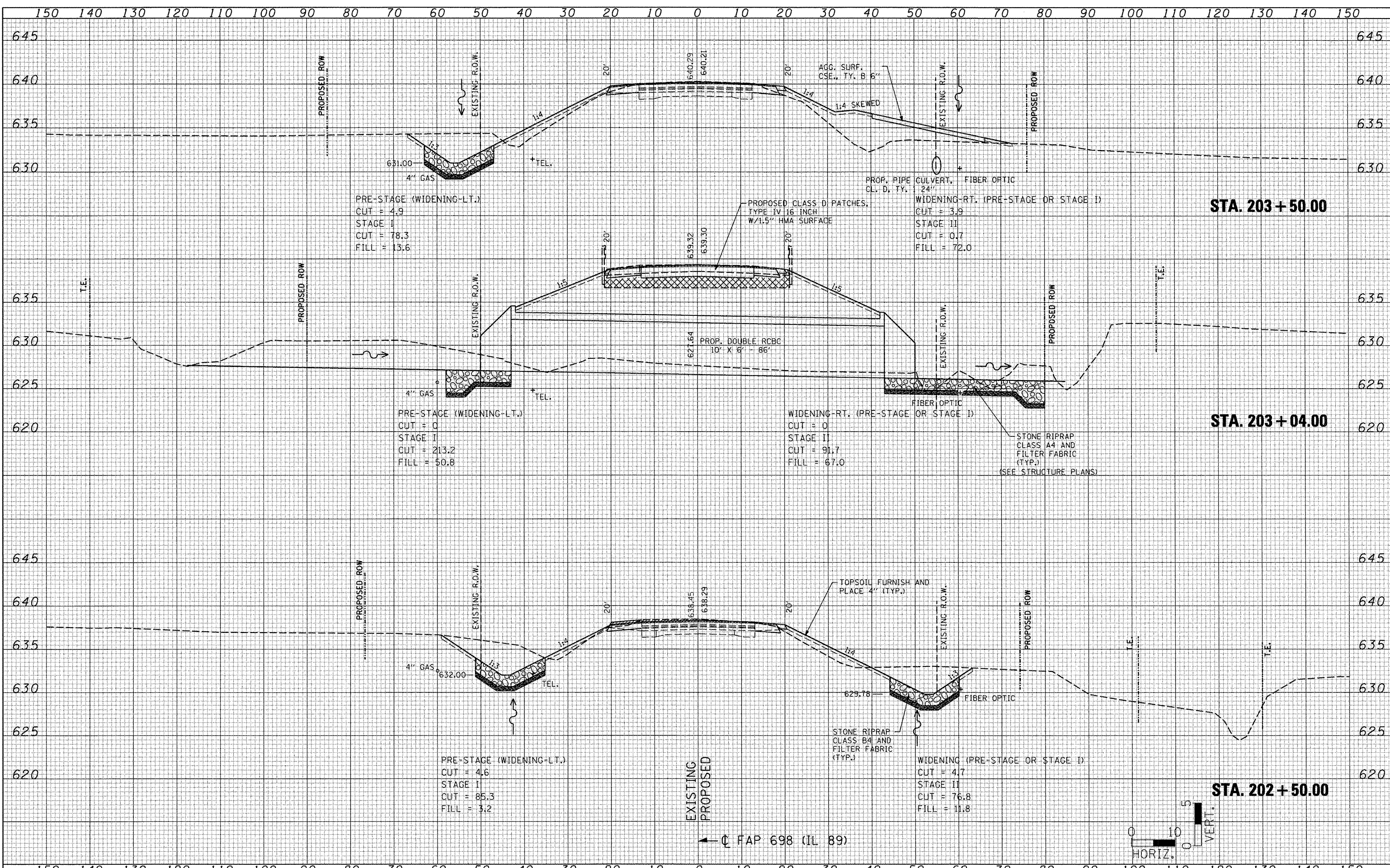
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