

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 42 (IL 13 /127)
SECTION 13B-1

**BEAUCOUP CREEK BRIDGE REPLACEMENT
JACKSON COUNTY**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	13B-1	JACKSON	112	1
		ILLINOIS	CONTRACT NO. 78215	

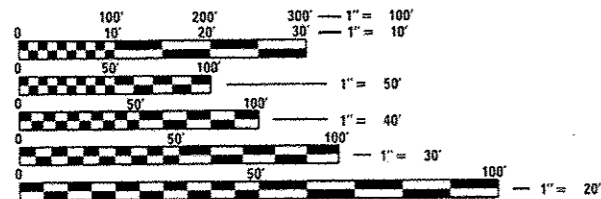
FOR INDEX OF SHEETS, SEE SHEET NO 3

STATION EQUATIONS
PT STA 625+22.29 BK = STA 255+61.48 AH
STA 207+75.33 BK = PC STA 577+31.15 AH

OMISSIONS
NONE

TRAFFIC DATA
2011 ADT = 5360 WITH 7.2% TRUCKS
POSTED SPEED = 55 MPH

TOWNSHIP
SOMERSET

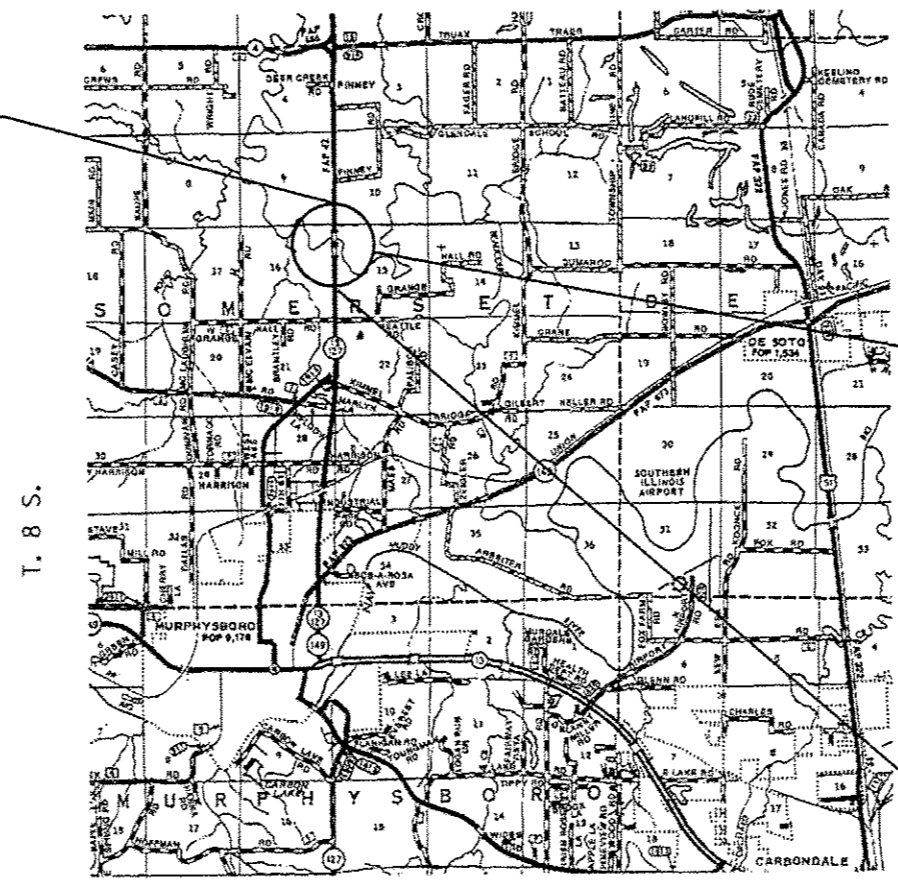


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

C-99-074-10

PROPOSED PROJECT ENDS
STATION 256+01.5



PROPOSED BRIDGE
OVER BEAUCOUP CREEK
STRUCTURE NUMBER 039-0077
FOUR SPAN 46" WEB PLATE GIRDER BRIDGE
422'-0" BK TO BK ABUTMENTS; 40' CLEAR WIDTH
CENTERLINE STRUCTURE STATION 2601+44.00
EXISTING STRUCTURE NUMBER 039-0009

PROPOSED PROJECT BEGINS
STATION 207+35.00

GROSS LENGTH = 4871.48 FT. = 0.923 MILE
NET LENGTH = 4871.48 FT. = 0.923 MILE



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED June 12, 2014

Debra L. Keen
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

July 18, 2014
John D. Baranzelli, P.E.
ENGINEER OF DESIGN AND ENVIRONMENT

July 18, 2014
Orfer Osman, P.E.
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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OF THE STATE OF ILLINOIS**

PROJECT ENGINEER: CHARLES STEIN
PROJECT MANAGER: DARRYL LEFTWICH

CONTRACT NO. 78215

PROJECT ENGINEER: CHARLES STEIN
DESIGN ENGINEER: DARRYL LEFTWICH
16181 549-2171
CENTREX 782-4554

SIGNATURE SHEET

Prepared By: Joe Blankewicz
 DISTRICT STUDIES & PLANS ENGINEER

Examined By: Paula Egan
 DISTRICT LAND ACQUISITION ENGINEER

Examined By: Carrie Miller
 DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By: Kevin Kelly
 DISTRICT OPERATIONS ENGINEER

Examined By: KR
 DISTRICT PROJECT IMPLEMENTATION ENGINEER

Examined By: Daryl J. Murphy
 DISTRICT CONSTRUCTION ENGINEER

Examined By: Chris W. Tucker
 DISTRICT MATERIALS ENGINEER

FILE NAME *	USER NAME * jef(wichd)	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SIGNATURE SHEET	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
as\p\work\p\rdot\jef(wichd)\d0196163\79	IS-shtr-cover-sta.dgn	DRAWN -	REVISED -		SCALE: _____ SHEET ____ OF ____ SHEETS STA. _____ TO STA. _____	42	13R-1	JACKSON	112	2
MODELNAME	PLOT SCALE = 100.0000 1/16"	CHECKED -	REVISED -		ILLINOIS FED. AID PROJECT	CONTRACT NO. 7B215				
	PLOT DATE = 6/19/2014	DATE -	REVISED -							

INDEX OF SHEETS

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3	INDEX OF SHEETS, STANDARDS, AND MIX DESIGNS
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5-12	SUMMARY OF QUANTITIES
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14	PAVEMENT AND ENTRANCE SCHEDULES
15	SHOULDER SCHEDULE
16	DRAINAGE AND GUARDRAIL SCHEDULES
17	EARTHWORK AND SEEDING SCHEDULES
18	PAVEMENT MARKING SCHEDULE
19	REMOVAL QUANTITIES AND TREE REMOVAL SCHEDULE
20	EROSION CONTROL SCHEDULE
21	TEMPORARY DITCH CHECK SCHEDULE
22	PAVEMENT PATCHING SCHEDULE
23	MILLING & SUPERELEVATION RATES SCHEDULES AND DETAILS
24	GEOPAK - ALIGNMENT & PROFILE INFORMATION SHEET
25	HORIZONTAL AND VERTICAL CONTROL / TIES
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69	DETAILS - TYPICAL CROSS SECTION SHOWING STEP CONSTRUCTION ON EXISTING FILL UNEVEN LANE SIGN (WB-11), ROUGH GROVED SURFACE SIGN (WB-1106) SEEDING - MULCHING CONTRACTS
70	DETAILS - SETTLEMENT PLATFORM DETAIL
71-112	CROSS SECTIONS HIGHWAY STANDARDS

LIST OF STANDARDS

000001-06	STANDARD SYMBOLS ABBREVIATIONS & PATTERNS
280001-07	TEMP EROSION CNTRL SYSTEMS
406201-01	MAILBOX TURNOUT
420001-07	PAVEMENT JOINTS
420401-10	BRIDGE APPROACH PVMT CONNECTOR
442201-03	CLASS C&D PATCHES
482001-02	HMA SHLD ADJ TO FLEX PVMT
515001-03	NAME PLATE FOR BRIDGES
542201-02	REINF CONC ENDSECT FOR PIPE CULV 15-36 IN DIA SKEWED
542301-03	PRECAST REINF CONC FLARED ENDSECT
542546-01	FLUSH INLET BOX FOR MEDIAN
542601-03	RC PIPE ELBOW
601101-01	CONC HDW FOR PIPE DRAIN
630001-10	STEEL PLATE BEAM GRDRAIL
630201-06	PCC-BIT STB @ STEEL PLATE BEAM GRDRAIL
630301-06	SHLD WIDEN FOR TYPE 1 GRDRAIL TERMS
631031-12	TRAF BAR TERM TYPE 6
635006-03	REFLECTOR & TERM MRKR PLACEMNT
635011-02	REFLECTOR MRKR & MOUNT DETAILS
642006	SHOULDER RUMBLE STRIPS 8 IN
666001-01	ROW MRKRS
667101-02	PERMANENT SURVEY MRKRS
701001-02	OFF RD OP- 2L2W - 15 FT MIN FROM EOP-45 MPH+
701006-05	OFF RD OP- 2L2W - 15 FT TO EOP-45 MPH+
701201-04	LN CLOSURE 2L2W - DAY ONLY
701301-04	LN CLOSURE 2L2W - SHORT TIME DP
701306-03	LN CLOSURE 2L2W - SLOW MOVE OP DAY ONLY 45 MPH+
701311-03	LN CLOSURE 2L2W - MOVING OP DAY ONLY
701326-04	LN CLOSURE 2L2W - PVMT WIDENING 45 MPH+
701901-03	TRAF CNTRL DEVICES
780001-04	TYPICAL PVMT MRKINGS
781001-03	TYPICAL APP RAISED REFLC PVMT MRKRS

HMA MIXTURE DESIGNS

Locations	Hot-Mix Asphalt Surface Course and Full Depth Pavement (Top Lift)
Mixture Use(s):	Hot-Mix Asphalt Surface Course, Mix D, N90
AC/PG:	PG64-22
ABR % (Max):	See Special Provision
Design Air Voids:	4.0 %, 90 Gyration Design
Mixture (Gradation Mixture)	IL-9.5 mm
Friction Aggregate:	D Surface
Quality Management Program:	OCP (Full Depth Pavement)

Locations	Hot-Mix Asphalt Binder Course, Full Depth Pavement (Lower Lifts), and Hot-Mix Asphalt Shoulders (Lower Lifts)
Mixture Use(s):	Hot-Mix Asphalt Binder Course, N90, IL-19.0mm Fine Grade
AC/PG:	PG64-22
ABR % (Max):	See Special Provision
Design Air Voids:	4.0 %, 90 Gyration Design
Mixture (Gradation Mixture)	IL-19.0mm Fine Grade
Friction Aggregate:	None
Quality Management Program:	QC/QA (Ton) OCP (Full Depth Pavement & Shoulders)

Locations	Hot-Mix Asphalt Shoulders (Top Lift)
Mixture Use(s):	Hot-Mix Asphalt Surface Course, Mix C, N90
AC/PG:	PG64-22
ABR % (Max):	See Special Provision
Design Air Voids:	4.0 %, 90 Gyration Design
Mixture (Gradation Mixture)	IL-9.5mm
Friction Aggregate:	C Surface
Quality Management Program:	OCP

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -
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		CHECKED -	REVISED -
		DATE -	REVISED -
#MODELNAME#	PLOT DATE = 6/18/2014		

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	13B-1	JACKSON	112	3
CONTRACT NO. 78215				
ILLINOIS FED. AID PROJECT				
SCALE:	SHEET OF SHEETS	STA.	TO STA.	

INDEX OF SHEETS, STANDARDS AND MIX DESIGNS

GENERAL NOTES

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

ALL HOT-MIX ASPHALT	2.016 TONS / CU YD
ALL AGGREGATE	2.05 TONS / CU YD
PROCESSING LIME MODIFIED SOILS	
LIME	6% OF WEIGHT OF EARTH
EARTH	110 LBS / CU FT
WATER	500 GAL / TON OF LIME (1000 GAL / UNIT)
RIPRAP	1.50 TONS / CU YD

PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING STRUCTURE HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD AND MAKE NECESSARY APPROVED ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING OF MATERIALS. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION OR A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR, HOWEVER, WILL BE PAID FOR THE ACTUAL QUANTITY FURNISHED AT THE UNIT PRICE BID FOR THE WORK. CONSTRUCTION PLANS ARE AVAILABLE FOR REVIEW AT THE DISTRICT 9 HEADQUARTERS IN CARBONDALE, ILLINOIS.

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

THE QUANTITY OF SHORT TERM PAVEMENT MARKING SHOWN IN THE PLANS IS BASED ON ONE APPLICATION FOR MILLED SURFACES, ONE APPLICATION FOR THE TOP LIFT OF BINDER COURSE AND ONE APPLICATION FOR HOT MIX ASPHALT SURFACE COURSE.

PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS THE RESIDENT ENGINEER SHALL CONTACT THE BUREAU OF OPERATIONS AND ARRANGE FOR INSPECTION AND APPROVAL OF THE PAVEMENT MARKING LAYOUT.

THE CONTRACTOR SHALL STAMP STATIONING IN THE PROPOSED HOT MIX ASPHALT SURFACE AT 100 m (300 FT.) INTERVALS ON ALTERNATING SIDES OF THE PAVEMENT AND AS DIRECTED BY THE ENGINEER. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 140 mm (5" IN.) TALL, OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR. THIS INCLUDES ALL EQUATION STATIONS IN NEW HMA.

PROTECTIVE COAT SHALL BE APPLIED TO THE NEW BRIDGE DECK AND APPROACH SLABS IN ACCORDANCE WITH ARTICLE 503.19 OF THE STATE STANDARD SPECIFICATIONS. THE SEASONAL EXCEPTION SHALL NOT APPLY. THE PROTECTIVE COAT SHALL BE APPLIED REGARDLESS OF THE CURING METHOD USED. THE RATE OF APPLICATION FOR EACH COAT ON CUT GROOVED AREAS SHALL BE 25 SQUARE YARDS PER GALLON OF MIXTURE.

ATTAINMENT OF PROPER ROADWAY CROSS SLOPE SHALL BE FULLY ACCOMPLISHED WITH MILLING AND HOT MIX ASPHALT BINDER COURSE AS DIRECTED BY THE ENGINEER.

REMOVAL OF THE ENTIRE EXISTING 12" BRIDGE APPROACH SLABS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER SQUARE YARD FOR PAVEMENT REMOVAL.

AGGREGATE FOR TEMPORARY ACCESS SHALL BE USED AS DIRECTED BY THE ENGINEER FOR MAINTENANCE PURPOSES. THE GRADATION SHALL BE CA-6 OR CA-10 AS DIRECTED BY THE ENGINEER. A QUANTITY OF 200 TONS HAS BEEN ESTIMATED FOR THIS WORK.

COMMITMENTS

TREE REMOVAL WILL NOT BE ALLOWED BETWEEN APRIL 1 AND SEPTEMBER 30

THERE ARE NO OTHER COMMITMENTS AS OF JUNE 4, 2014.
REFER TO COMMITMENT FILE FOR ANY COMMITMENTS AFTER THIS DATE.

FILE NAME =	USER NAME = #USER#	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
ca:\pwork\pedit\left\td\196163\78215\shtr-gover-ete.dgn		DRAWN -	REVISED -			42	138-1	JACKSON	112	4
#MODELNAME#	PLOT SCALE = 1:20,000 1" = 100'	CHECKED -	REVISED -		SCALE:					
	PLOT DATE = 6/18/2014	DATE -	REVISED -		SHEET	OF	SHEETS	STA.	TO	STA.
						ILLINOIS FED. AID PROJECT CONTRACT NO. 78215				

GENERAL NOTES & COMMITMENTS

SUMMARY OF QUANTITIES

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	100% STATE	
				RURAL	
				FAP 42 IL 13 : 127 ROADWAY 0004	FAP 42 IL 13 : 127 SN 039-0009 0014
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	8	8	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	1	1	
20100500	TREE REMOVAL, ACRES	ACRE	0.1	0.1	
20200100	EARTH EXCAVATION	CU YD	9025	9025	
20300100	CHANNEL EXCAVATION	CU YD	1220		1220
20400100	BORROW EXCAVATION	CU YD	97532	97532	
20900110	POROUS GRANULAR BACKFILL	CU YD	413	413	
25000200	SEEDING, CLASS 2	ACRE	9.4	9.4	
25000350	SEEDING, CLASS 7	ACRE	12.6	12.6	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	1978	1978	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	844	844	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	844	844	
25000700	AGRICULTURAL GROUND LIMESTONE	TON	20	20	
25100115	MULCH, METHOD 2	ACRE	22.0	22.0	

FILE NAME *	USER NAME * #USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES: SHEET 1 OF 8	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pedit\left\right\1\00196103178	IS-white-cover-020.dgn	DRAWN -	REVISED -			42	138-1	JACKSON	112	5	
	PLOT SCALE * 1/8"=1'-0"	CHECKED -	REVISED -			SCALE:		SHEET 1 OF 8 SHEETS		STA. TO STA.	
#MODELNAME*	PLOT DATE * 6/12/2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SUMMARY OF QUANTITIES - CONT

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	100% STATE	
				RURAL	
				FAP 42 IL 13 : 127 ROADWAY 0004	FAP 42 IL 13 : 127 SN 039-0009 0014
25100630	EROSION CONTROL BLANKET	SQ YD	5307	5307	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	2813	2813	
28000305	TEMPORARY DITCH CHECKS	FOOT	552	552	
28000400	PERIMETER EROSION BARRIER	FOOT	1923	1923	
28000500	INLET AND PIPE PROTECTION	EACH	2	2	
28100107	STONE RIPRAP, CLASS A4	SQ YD	1115	1115	
28100109	STONE RIPRAP, CLASS A5	SQ YD	1174		1174
28200200	FILTER FABRIC	SQ YD	1174		1174
30200650	PROCESSING MODIFIED SOIL 12"	SQ YD	15981	15981	
30201500	LIME	TON	478	478	
31101900	SUBBASE GRANULAR MATERIAL, TYPE C	TON	1305	1305	
40200100	AGGREGATE SURFACE COURSE, TYPE A	TON	160	160	
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	200	200	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	287	287	

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES: SHEET 2 OF 8	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pwork\pwork\dot\left\rdhd1\08196163\70	15-white-cover-memo.dgn	DRAWN -	REVISED -			42	138-1	JACKSON	112	6	
	PLOT SCALE = 1/8" = 1' / 3/16"	CHECKED -	REVISED -			CONTRACT NO. 78215					
#MODELNAME#	PLOT DATE = 6/18/2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SUMMARY OF QUANTITIES - CONT

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	100% STATE	
				RURAL	
				FAP 42 IL 13 : 127	FAP 42 IL 13 : 127
				ROADWAY 0004	SN 039-0009 0014
40600990	TEMPORARY RAMP	SQ YD	48	48	
40603090	HOT-MIX ASPHALT BINDER COURSE, 1L-19.0, N90	TON	707	707	
40603345	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90	TON	428	428	
40701916	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11 3/4"	SQ YD	7938	7938	
44000100	PAVEMENT REMOVAL	SQ YD	3759	3759	
44004250	PAVED SHOULDER REMOVAL	SQ YD	1988	1988	
44201789	CLASS D PATCHES, TYPE II, 12 INCH	SQ YD	144	144	
44201796	CLASS D PATCHES, TYPE IV, 12 INCH	SQ YD	190	190	
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	2497	2497	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	5714	5714	
48203100	HOT-MIX ASPHALT SHOULDERS	TON	108	108	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50104400	CONCRETE HEADWALL REMOVAL	EACH	2	2	
50105220	PIPE CULVERT REMOVAL	FOOT	119	119	

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES: SHEET 3 OF 8	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
0:\p\work\p\vidot\1ef\usah\1\0196163\70	19-shtr-cover-etc.dgn	DRAWN -	REVISED -			42	138-1	JACKSON	112	7
#MODELNAME#	PLOT SCALE = 1/8" = 1' / 1"	CHECKED -	REVISED -		SCALE:	SHEET 3 OF 8 SHEETS STA.		TO STA.		CONTRACT NO. 78215
	PLOT DATE = 8/18/2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES - CONT

FUNDING:	100% STATE	
LOCATION:	RURAL	
ROUTE:	FAP 42 IL 13 : 127	FAP 42 IL 13 : 127
TOTAL QUANTITY:	ROADWAY 0004	SN 039-0009 0014

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY		
50200100	STRUCTURE EXCAVATION	CU YD	541		541
50200300	COFFERDAM EXCAVATION	CU YD	197		197
50201121	COFFERDAM (TYPE 2) (LOCATION - 1)	EACH	1		1
50300100	FLOOR DRAINS	EACH	47		47
50300225	CONCRETE STRUCTURES	CU YD	460.3		460.3
50300255	CONCRETE SUPERSTRUCTURE	CU YD	740.0		740.0
50300260	BRIDGE DECK GROOVING	SQ YD	2035		2035
50300280	CONCRETE ENCASEMENT	CU YD	14.6		14.6
50300300	PROTECTIVE COAT	SQ YD	2548		2548
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	7176		7176
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	258650		258650
50800515	BAR SPLICERS	EACH	80		80
50800530	MECHANICAL SPLICERS	EACH	244		244

FILE NAME = c:\pwwork\pwwork\left\swichd\48196163\7815-sha-corr--etc.dgn	USER NAME = #USER#	DESIGNED - DRAWN - CHECKED - DATE -	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES: SHEET 4 OF 8	F.A.P. RTE. 42	SECTION 13B-1	COUNTY JACKSON	TOTAL SHEETS 112	SHEET NO. 8	CONTRACT NO. 78215
MODEL NAME	PLOT SCALE = 1/8" = 1'-0"	PLOT DATE = 5/18/2014	SCALE:	SHEET 4 OF 8 SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT					

SUMMARY OF QUANTITIES - CONT

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	100% STATE	
				RURAL	
				FAP 42 IL 13 : 127 ROADWAY 0004	FAP 42 IL 13 : 127 SN 039-0009 0014
51202100	FURNISHING STEEL PILES HP14X117	FOOT	7775		7775
51202305	DRIVING PILES	FOOT	7775		7775
51204100	TEST PILE STEEL HP14X117	EACH	2		2
51204650	PILE SHOES	EACH	104		104
51500100	NAME PLATES	EACH	1		1
52100520	ANCHOR BOLTS, 1"	EACH	60		60
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	199	199	
542A0235	PIPE CULVERTS, CLASS A, TYPE 1 30"	FOOT	89	89	
542D0220	PIPE CULVERTS, CLASS D, TYPE 1 15"	FOOT	44	44	
542D0229	PIPE CULVERTS, CLASS D, TYPE 1 24"	FOOT	85	85	
54210190	PIPE ELBOW, 30"	EACH	1	1	
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	2	2	
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	1	1	
54215430	CAST-IN-PLACE REINFORCED CONCRETE END SECTIONS 30"	EACH	1	1	

FILE NAME =	USER NAME = *USER*	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES: SHEET 5 OF 8	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
er:\work\p\d\l\ef\w\hd\1\2196163\78	15\p\h\c\cover*no.dgn	DRAWN -	REVISED -			42	13B-1	JACKSON	112	9	
	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -			CONTRACT NO. 78215					
MODEL NAME #	PLOT DATE = 6/18/2014	DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SUMMARY OF QUANTITIES - CONT

FUNDING:	100% STATE	
LOCATION:	RURAL	
ROUTE:	FAP 42 IL 13 : 127	FAP 42 IL 13 : 127
TOTAL QUANTITY	ROADWAY 0004	SN 039-0009 0014

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY		
54215550	METAL END SECTIONS 15"	EACH	2	2	
54215559	METAL END SECTIONS 24"	EACH	2	2	
54244405	FLUSH INLET BOX FOR MEDIAN, STANDARD 542546	EACH	2	2	
54248510	CONCRETE COLLAR	CU YD	1.1	1.1	
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	100		100
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	325.0	325.0	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	684	684	
64200108	SHOULDER RUMBLE STRIPS, 8 INCH	FOOT	8490	8490	
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	33	33	
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	2	2	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	18	18	
67100100	MOBILIZATION	L SUM	1	1	
	* SPECIALTY ITEMS				

FILE NAME *	USER NAME * #USER*	DESIGNED -	REVISED -
cr:\pwwork\proj\dot\jaf\trichal\dot\196163\78215-sha-cover-*.dgn		DRAWN -	REVISED -
PLOT SCALE * 100.0000 / 1"		CHECKED -	REVISED -
PLOT DATE * 6/18/2014		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES: SHEET 6 OF 8			
SCALE:	SHEET 6 OF 8 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	138-1	JACKSON	112	10
CONTRACT NO. 78215				
ILLINOIS FED. AID PROJECT				

SUMMARY OF QUANTITIES - CONT.

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	100% STATE	
				RURAL	
				FAP 42 IL 13 : 127	FAP 42 IL 13 : 127
				ROADWAY 0004	SN 039-0009 0014
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1	
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	2	2	
70200100	NIGHTTIME WORK ZONE LIGHTING	L SUM	1		1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	978	978	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	10967	10967	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	3983	3983	
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	10967	10967	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	63	63	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	16	16	
* 78200520	BARRIER WALL MARKERS, TYPE B	EACH	10	10	
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	60	60	
111	* SPECIALTY ITEMS				

SUMMARY OF QUANTITIES - CONT

FUNDING:	100% STATE	
LOCATION:	RURAL	
ROUTE:	FAP 42 IL 13 : 127	FAP 42 IL 13 : 127
TOTAL QUANTITY:	ROADWAY 0004	SN 039-0009 0014

CODE NUMBER	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY	SN
X2503100	MOWING	UNIT	92	92	
X4060110	BITUMINOUS MATERIALS (PRIME COAT)	POUND	8829	8829	
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	2076	2076	
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	195		195
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	55		55
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	5		5
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	166		166
Z0062002	SAW CUTTING, (FULL DEPTH)	FOOT	2333	2333	
Z0065100	SETTLEMENT PLATFORMS	EACH	4	4	
ϕ Z0070604	TRAINEES TRAINING PROGRAM GRADUATE	Hour	1000	1000	

ϕ 0042

FILE NAME *	USER NAME = #USER*	DESIGNED -	REVISED -
e:\pwwork\sp\widoc\1\ft\widoc\1\20190613\72	15-ahat-ooover-etc.dgn	DRAWN -	REVISED -
		CHECKED -	REVISED -
#MODELNAME*	PLOT DATE = 6/18/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

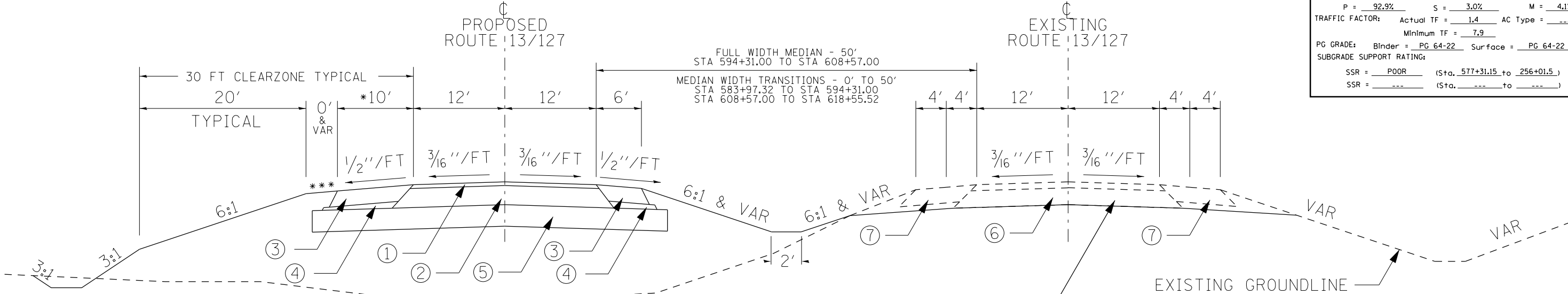
SUMMARY OF QUANTITIES: SHEET 8 OF 8

SCALE: SHEET 8 OF 8 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	138-1	JACKSON	112	12
ILLINOIS FED. AID PROJECT				CONTRACT NO. 78215

TYPICAL SECTIONS

STRUCTURAL DESIGN TRAFFIC:		Year	2023
Pv = 5500	SU = 180	MU = 240	
ROAD/STREET CLASSIFICATION:		Class	I
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:			
P = 92.9%	S = 3.0%	M = 4.1%	
TRAFFIC FACTOR:		Actual TF = 1.4	AC Type = ---
Minimum TF = 7.9			
PG GRADE:	Binder = PG 64-22	Surface = PG 64-22	
SUBGRADE SUPPORT RATING:			
SSR = POOR	(Sta. 577+31.15 to 256+01.5)		
SSR = ---	(Sta. --- to ---)		



* NOTE: 10' TYPICAL BUT VARIES DOWN TO 6' NEAR THE START AND END OF THE BRIDGE TANGENT SECTION. WIDTH ALSO CHANGES THROUGH GUARDRAIL AREAS. SEE PLAN VIEW FOR DETAILS.

** IN LIFTS OF 4", 3", AND 2 3/4"

*** NOTE: ADDITIONAL EARTH SHOULDER
PC STA 608+57.00 TO STA 612+00.00
STA 591+00.00 TO PT STA 594+31.00

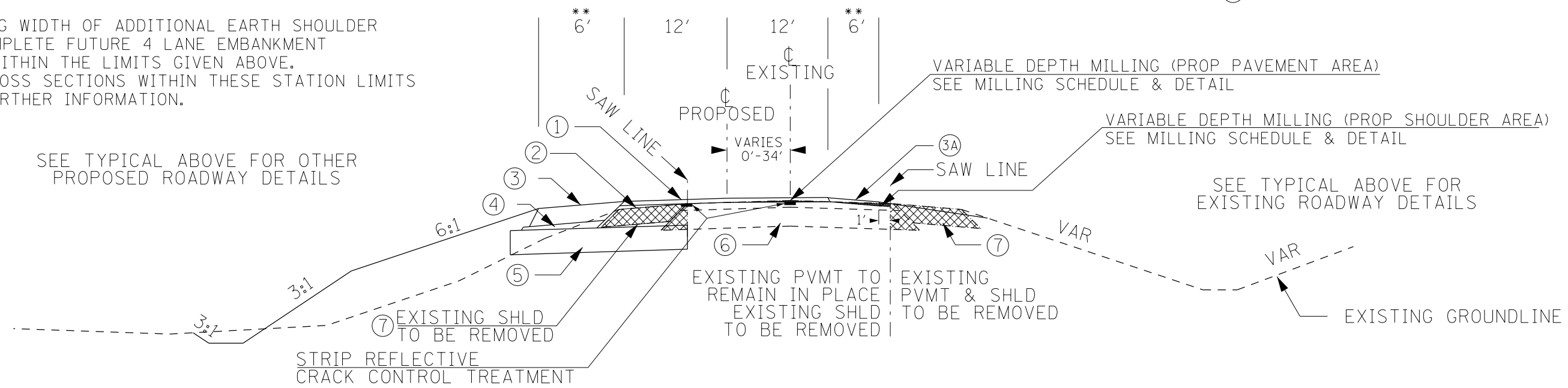
VARYING WIDTH OF ADDITIONAL EARTH SHOULDER TO COMPLETE FUTURE 4 LANE EMBANKMENT ONLY WITHIN THE LIMITS GIVEN ABOVE. SEE CROSS SECTIONS WITHIN THESE STATION LIMITS FOR FURTHER INFORMATION.

SEE TYPICAL ABOVE FOR OTHER PROPOSED ROADWAY DETAILS

EXIST PVMT & SHLD TO REMAIN IN PLACE
EXIST ALIGNMENT STATIONING
STA 234+25.00 TO STA 243+18.00
STA 220+18.00 TO STA 229+65.00
TO BE REMOVED ELSEWHERE
(SEE PLAN VIEW & CROSS SECTIONS)

FD HMA PVMT & SHLD
STA 603+85.00 TO STA 618+55.52
STA 583+97.32 TO STA 599+03.00

- ① PROPOSED HMA SURFACE COURSE, 2"
- ② PROPOSED HMA BINDER COURSE, 9 3/4"
- ③ PROPOSED HMA SHOULDER, 8"
- ③A PROPOSED HMA SHOULDER
- ④ SUBBASE GRANULAR MATERIAL, TYPE C
- ⑤ PROPOSED LIME MODIFIED SOILS, 12"
- ⑥ EXISTING PAVEMENT
- ⑦ EXISTING SHOULDER



** NOTE: 6' TYPICAL BUT VARIES DOWN TO 4' TO MATCH EXISTING CONDITIONS AT THE START AND END OF THE JOB. SEE PLAN VIEW FOR DETAILS.

STA 618+55.52 TO STA 625+22.29
STA 577+31.15 TO STA 583+97.32

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\idot\left\wchd\1\0196163\78215-shite-cover-etc.dgn		DRAWN -	REVISED -					42	13B-1	JACKSON	112	13
\$MODELNAME\$	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 78215				
	PLOT DATE = 6/4/2014	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							

PAVEMENT QUANTITIES

RTE 13 / 127 LOCATION STATION TO STATION	LENGTH (INFO ONLY)	HMA BC IL-19.0 N90	HMA SC "D" N90	HMA PAVT FD 11 3/4 SQ YD	STRIP REF CR CON TR FOOT	BIT MATLS PR CT POUND	PROCESS MOD SOIL 12 SQ YD	LIME TON
	FEET	TON	TON					
PROP ALI								
207+35.00 TO 207+75.33	40.3		13			49		
207+75.33 BK = 577+31.15 AH	0.0							
577+31.15 TO 583+97.32	666.2	352	201		1248	934	1182	36
583+97.32 TO 599+03.00	1505.7			4016		2711	6776	202
599+03.00 TO 599+33.00	30.0	2					114	4
599+33.00 TO 603+55.00	422.0							
603+55.00 TO 603+85.00	30.0	2					114	4
603+85.00 TO 618+55.52	1470.5			3922		2647	6627	197
618+55.52 TO 625+22.29	666.8	351	201		1249	934	1168	35
625+22.29 BK = 255+61.48 AH	0.0							
255+61.48 TO 256+01.50	40.0		13			49		
SEE SHOULDER SCHEDULE						1505		
TOTALS		707	428	7938	2497	8829	15981	478

* * * * *

- * VARYING WIDTH WITH 8' MIN
- ** SEE SHOULDER SCHEDULE FOR ADDITIONAL QUANTITY INCLUDED IN THIS COLUMN TOTAL
- *** INCLUDES SHOULDER AREAS

ENTRANCE SCHEDULE

RTE 13 / 127 LOCATION STATION TO STATION	EXISTING ENTRANCE		AGGREGATE SURFACE COURSE TYPE A TON	AGGREGATE FOR TEMPORARY ACCESS TON	REMARKS
	TYPE	SURFACE			
RT 581+53.00	PER	AGG	55	55	
LT 581+71.50	PEL	AGG	34	34	
LT 587+50.00	PEL	EARTH			
LT 610+61.00	FEL	EARTH			
RT 622+67.40	CER	AGG	45	45	
LT 624+98.00	PEL	AGG	26	26	
MISC				40	AS NEEDED
TOTALS			160	200	

SHOULDER QUANTITIES

RTE 13 / 127 LOCATION STATION TO STATION		LENGTH (INFO ONLY)	SHLD NOTE	HMA SHLD 8	HMA SHLD	SUB GRAN MAT C	SHLD RUM STRIP 8"	BIT MATLS PR CT	
PROP	ALI	FEET	WIDTH	SQ YD	TON	TON		POUNDS	
LT SHLD									
207+35.00	TO 207+75.33	40.3			3		40.3	5	
207+75.33	BK = 577+31.15 AH	0.0							
577+31.15	TO 578+38.00	106.8	4' TO 6'	61		16	106.8	14	
578+38.00	TO 592+31.00	1393.0		929		228	1347.0	209	
592+31.00	TO 594+31.00	200.0	6' TO 10'	178		39	200.0	40	
594+31.00	TO 597+87.72	356.7		397		81	356.7	90	
597+87.72	TO 598+11.72	24.0	10' TO 14'	32		6	24.0	8	
598+11.72	TO 599+03.00	91.3		142		24	91.3	32	
599+03.00	TO 599+18.00	15.0		5		2		2	
599+18.00	TO 599+33.00	15.0							
599+33.00	TO 603+55.00	422.0							
603+55.00	TO 603+70.00	15.0							
603+70.00	TO 603+85.00	15.0		5		2		2	
603+85.00	TO 606+01.28	216.3		337		56	216.3	76	
606+01.28	TO 606+25.28	24.0	14' TO 10'	32		6	24.0	8	
606+25.28	TO 608+57.00	231.7		258		53	231.7	58	
608+57.00	TO 610+57.00	200.0	10' TO 6'	178		39	200.0	40	
610+57.00	TO 623+40.00	1283.0		856		210	1283.0	193	
623+40.00	TO 625+22.29	182.3	6' TO 4'	108		26	122.3	23	
625+22.29	BK = 255+61.48 AH	0.0							
255+61.48	TO 256+01.50	40.0			2		40.0	5	
RT SHLD									
207+35.00	TO 207+75.33	40.3			3		40.3	5	
207+75.33	BK = 577+31.15 AH	0.0							
577+31.15	TO 578+38.00	106.8	4' TO 6'				106.8	14	
578+38.00	TO 583+97.32	559.3			42		474.3	84	
583+97.32	TO 596+13.22	1215.9		818		199	1215.9	183	
596+13.22	TO 596+49.22	36.0	6' TO 10'	32		7	36.0	8	
596+49.22	TO 599+03.00	253.8		282		58	253.8	64	
599+03.00	TO 599+18.00	15.0		5		2		2	
599+18.00	TO 599+33.00	15.0							
599+33.00	TO 603+55.00	422.0							
603+55.00	TO 603+70.00	15.0							
603+70.00	TO 603+85.00	15.0		5		2		2	
603+85.00	TO 605+13.78	128.8		144		29	128.8	33	
605+13.78	TO 605+49.78	36.0	10' TO 6'	32		7	36.0	8	
605+49.78	TO 618+55.52	1305.7		878		213	1305.7	196	
618+55.52	TO 623+40.00	484.5			37		386.5	73	
623+40.00	TO 625+22.29	182.3	6' TO 4'		12		182.3	23	
625+22.29	BK = 255+61.48 AH	0.0							
255+61.48	TO 256+01.50	40.0			2		40.0	5	
TOTALS					5714	108	1305	8490	1505

** SEE PAVEMENT SCHEDULE FOR ADDITIONAL QUANTITY

**

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SHOULDER SCHEDULE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
et:\pw\work\p\dot\left\wchd\ld0196163\78215-shite-cover-etc.dgn		DRAWN -	REVISED -			42	13B-1	JACKSON	112	15	
\$MODELNAME\$		CHECKED -	REVISED -			CONTRACT NO. 78215					
	PLOT DATE = 6/4/2014	DATE -	REVISED -			SCALE:	SHEET	OF	SHEETS	STA.	TO

DRAINAGE SCHEDULE

RTE 13 / 127 LOCATION STATION TO STATION	PIPE CULVERTS TYPE 1 CLASS D		METAL END SECTION	METAL END SECTION	PIPE CULVERTS TYPE 1 CLASS A		PRC FLARED END SECTIONS		CIP END SECTION	CONCRETE COLLAR	RCCP ELBOW	FLUSH INLET BOX FOR MEDIAN	PIPE CULVERT REMOVAL	CONCRETE HDWL REMOVAL	POROUS GRANULAR BACKFILL	STONE RIPRAP TYPE A4	REMARKS
	15"	24"	15"	24"	24"	30"	24"	30"	30"		30"	EACH	FT	EACH	CU YDS	SQ YDS	
	FT	FT	EACH	EACH	FT	FT	EACH	EACH	EACH	CU YDS	EACH	EACH	FT	EACH	CU YDS	SQ YDS	
CROSS ROAD CULVERTS																	
STA																	
LT STA 580+00.00						10			1	0.55			5	1		19	
LT & RT STA 592+00.00					114			1				1			288	12	
LT STA 608+39.75						79				0.55	1		4	1		19	ELBOW 8' 30"
LT & RT STA 611+00.00					85			1				1			125	12	
ENTRANCE CULVERTS																	
STA																	
RT STA 591+08.00													32				EXIST 18" CMP
FEL RT STA 610+61.00		85		2													EXIST 18" CMP
FEL RT STA 611+50.00													34				EXIST 18" CMP
PEL RT STA 624+98.00	44		2										44				EXIST 15" CMP
TOTALS	44	85	2	2	199	89	2	1	1	1.1	1	2	119	2	413	62	

* ENERGY DISSIPATORS *** STD 542546 **
 ** SEE EROSION CONTROL SCHEDULE FOR ADDITIONAL QUANTITY
 *** CULVERT LENGTH BASED ON AN ELBOW LENGTH OF 6 FT

GUARDRAIL SCHEDULE

RTE 13 / 127 LOCATION STATION TO STATION	SPBGR TYPE A 6' POST	TRAF BAR TERMINAL TYPE 6	TRAF BAR TERMINAL TY 1 SPL TAN	GUARDRAIL REMOVAL	GUARDRAIL MARKERS TYPE A	BARRIER MARKERS TYPE B	TERMINAL MARKER DIIRECT APPLIED	REMARKS
	FOOT	EACH	EACH	FOOT	EACH	EACH	EACH	
PROPOSED ALIGNMENT								
RT 596+59.22 TO 599+18.00	162.5	1	1		4		1	APPROACH
LT 598+21.72 TO 599+18.00	0.0	1	1		4		1	DEPARTURE
RT 599+18.00 TO 603+70.00						5		BRIDGE
LT 599+18.00 TO 603+70.00						5		BRIDGE
RT 603+70.00 TO 605+03.78	37.5	1	1		4		1	DEPARTURE
LT 603+70.00 TO 605+91.28	125.0	1	1		4		1	APPROACH
EXISTING ALIGNMENT								
RT 227+93.39 TO 229+95.00				202				
LT 228+56.52 TO 229+95.00				139				
RT 234+05.00 TO 235+45.16				141				
LT 234+05.00 TO 236+06.57				202				
TOTALS	325.0	4	4	684	16	10	4	

EARTHWORK SCHEDULE

RTE 13 / 127 LOCATION STATION TO STATION			CHANNEL EXCAVATION	EARTH EXCAVATION	FOR INFORMATION ONLY					BORROW EXCAVATION	REMARKS	
					AVERAGE SHRINKAGE FACTOR	EARTH EXCAVATION (ADJUSTED)	EMBANKMENT	EARTHWORK BALANCE WASTE (+)	BORROW PIT SHRINKAGE FACTOR			
STA	TO	STA	CU YD	CU YD	%	CU YD	CU YD	CU YD	%	CU YD		
NORTH END												
RT	576+91.15	TO	599+68.00		651	15.6%	549	60432	-59883	18%	73028	
SOUTH END												
RT	603+29.00	TO	625+62.29		8374	15.9%	7,046	27138	-20093	18%	24504	
EX AL	229+65.00	TO	230+65.00		1220							
TOTALS				1220	9025		7,595	87571			97532	

SEEDING SCHEDULE

RTE 13 / 127 LOCATION STATION TO STATION			SEEDING CLASS 2	SEEDING CLASS 7	NITROGEN FERT NUTR		PHOSPHOROUS FERTILIZER	POTASSIUM FERTILIZER NUTRIENT	AGRICULTURAL GROUND LIMESTONE	MULCH METHOD 2		TEMP EROS CONTR SEEDING	MOWING	REMARKS
					CLASS 2	CLASS 7				CLASS 2	CLASS 7			
STA	TO	STA	ACRE	ACRE	POUND	POUND	POUND	POUND	TON	ACRE	ACRE	POUND	UNIT	
PROPOSED ALIGNMENT														
	576+91.15	TO	600+00.00	5.1	6.7	458	603	458	458	11	5.1	6.7	1526	47
	600+00.00	TO	603+50.00											
	603+50.00	TO	625+62.29	4.3	5.9	386	531	386	386	9	4.3	5.9	1287	45
TOTALS			9.4	12.6	844	1134	844	844	20	9.4	12.6	2813	92	

** THE ADDITIONAL AREA OF CLASS 7 SEEDING (3.2 ACRES), IS TO PROTECT THE PROP PAVEMENT & SHOULDER AREAS DURING THE EMBANKMENT SETTLEMENT PERIOD.

PAVEMENT MARKING SCHEDULE

RTE 13 / 127 LOCATION STATION TO STATION	LENGTH (INFO ONLY)	PAINT PAVEMENT MARKING - LINE 4"				TEMP PVMT MRK	SHORT TERM	WORK ZONE PAVT MK REM	RAISED REFL PAVT MKR	RAISED REF PVT MK REM	
		SOLID WHITE	SOLID YELLOW	SKIP DASH WHITE	SKIP DASH YELLOW						
PROP ALI	FEET	FT	FT	FT	FT	FT	FT	SQ FT	EACH	EACH	
207+35.00 TO 207+75.33	40.3	81			11	92	9	34	28	60	
207+75.33 BK = 577+31.15 AH											
577+31.15 TO 599+03.00	2171.9	4344			543	4887	435	1774			
599+03.00 TO 599+33.00	30.0	60			8	68	6	25			
599+33.00 TO 603+55.00	422.0	844			106	950	85	345	7		
603+55.00 TO 603+85.00	30.0	60			8	68	6	25			
603+85.00 TO 625+22.29	2137.3	4275			535	4810	428	1746			
625+22.29 BK = 255+61.48 AH									28		
255+61.48 TO 256+01.50	40.0	81			11	92	9	34			
TOTALS		9745	0	0	1222	10967	978	3983	63		60
		10967									

REMOVAL QUANTITIES

RTE 13 / 127 LOCATION STATION TO STATION	DESCRIPTION	LENGTH (INFO ONLY)	SAW CUTTING (FD)	PVMT REM	PAVED SHLD REM	HMA SURF REM BUTT JT	TEMP RAMP
EXIST ALI			FT	SQ YD	SQ YD	SQ YD	SQ YD
207+35.00 TO 207+75.33	BT JT	40.3				144	24
207+75.33 TO 208+82.26	NO PVMT RMVL	106.9	107		48		
208+82.26 TO 209+70.54	NO PVMT RMVL	88.3	89		40		
209+70.54 TO 211+33.04	NO PVMT RMVL	162.5	325		109		
211+33.04 TO 214+42.28	PVMT REM (WIDTH VARIES)	309.2	619	269	275		
214+42.28 TO 220+18.02	REM EXIST PVMT	575.7	24	1536	512		
220+18.02 TO 229+64.97	EXIST PVMT REMAINS IN PLACE	947.0		0	0		
229+64.97 TO 229+74.97	REM EXIST PVMT	10.0	24	27	9		
229+74.97 TO 229+94.97	APPROACH SLAB	20.0		58	7		
229+94.97 TO 234+04.97	BRIDGE	410.0					
234+04.97 TO 234+24.97	APPROACH SLAB	20.0		58	7		
234+24.97 TO 243+18.00	EXIST PVMT REMAINS IN PLACE	893.0		0	0		
243+18.00 TO 248+93.92	REM EXIST PVMT	575.9	24	1536	512		
248+93.92 TO 252+04.64	PVMT REM (WIDTH VARIES)	310.7	622	275	277		
252+04.64 TO 253+44.73	NO PVMT RMVL	140.1	281		94		
253+44.73 TO 253+78.85	NO PVMT RMVL	34.1	35		16		
253+78.85 TO 255+61.48	NO PVMT RMVL	182.6	183		82		
255+61.48 TO 256+01.50	BT JT	40.0				143	24
TOTALS							
			2333	3759	1988	287	48

TREE REMOVAL

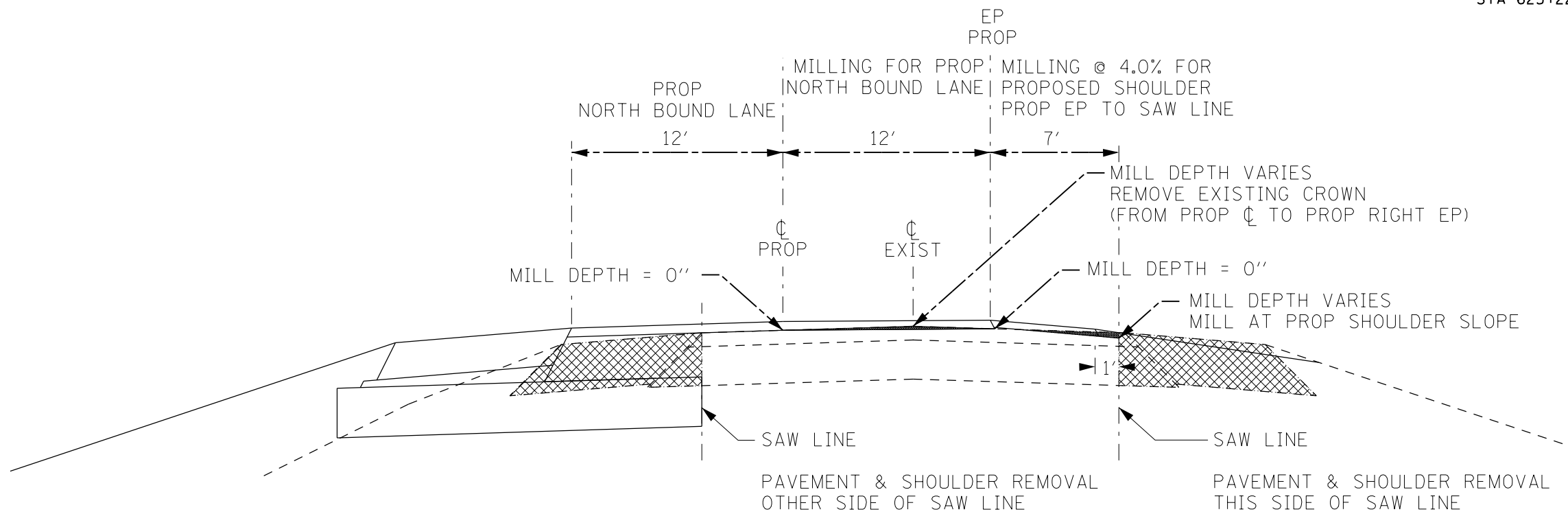
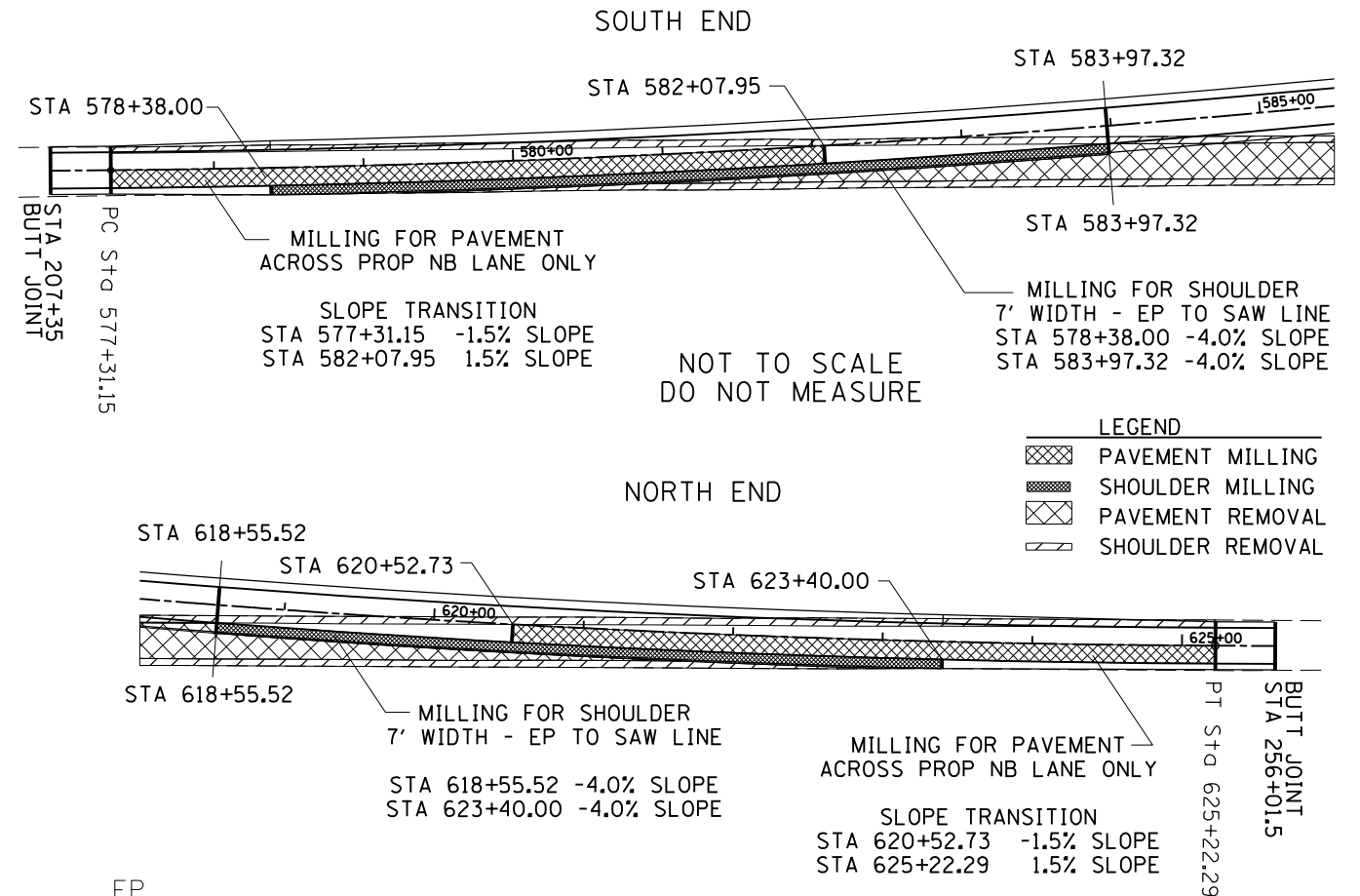
RTE 13 / 127 LOCATION STATION TO STATION	OFFSET FROM CENTERLINE	TREE REMOVAL 6" TO 15" UNITS DIAMETER	TREE REMOVAL OVER 15" UNITS DIAMETER	TREE REMOVAL	REMARKS
	FT	UNIT	UNIT	ACRE	
LT 579+70.00 TO 581+65.00	± 40 TO 65			0.1	± 35 TREES: SEE PLAN VIEW FOR AREA
LT STA 584+71.00	98	3			
LT STA 584+91.00	87	2			
LT STA 608+00.00	8		1		DEAD STANDING 25'
LT STA 608+44.00	85	3			
TOTALS					
		8	1	0.1	

PAVEMENT PATCHING SCHEDULE

INITIAL PATCHING SURVEY										CLASS D PAVEMENT PATCHING				REMARKS
LOCATION					PATCH	LENGTH	WIDTH	AREA	TOTAL AREA	PVMT PATCHES TY I 12"	PVMT PATCHES TY II 12"	PVMT PATCHES TY III 12"	PVMT PATCHES TY IV 12"	
MP	STATION	TO	STATION		NO	FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD	
SOUTH END: STA 207+35.00 TO STA 214+43.00						708.00	24	1888.00						TOTAL NB & SB LANE AREA ON SOUTH END
IL 13/127 NORTHBOUND LANE PATCHES								15.11%						% PATCHING IN NORTHBOUND LANE
					1	6	12	8.00	8.00		8			
					2	6	12	8.00	8.00		8			
					3	6	12	8.00	8.00		8			
					4	20	12	26.67	26.67				27	
					5	6	12	8.00	8.00		8			
					6	6	12	8.00	8.00		8			
					7	6	12	8.00	8.00		8			
					8	6	12	8.00	8.00		8			
					9	20	12	26.67	26.67				27	
					10	25	12	33.33	33.33				34	
IL 13/127 SOUTHBOUND LANE PATCHES								12.99%						% PATCHING IN SOUTHBOUND LANE
					11	25	12	33.33	33.33				34	
					12	6	12	8.00	8.00		8			
					13	6	12	8.00	8.00		8			
					14	6	12	8.00	8.00		8			
					15	6	12	8.00	8.00		8			
					16	6	12	8.00	8.00		8			
					17	6	12	8.00	8.00		8			
					18	6	12	8.00	8.00		8			
					19	25	12	33.33	33.33				34	
NORTH END: STA 248+94.00 TO STA 256+02.00						708.00	24	1888.00						TOTAL NB & SB LANE AREA ON SOUTH END
IL 13/127 NORTHBOUND LANE PATCHES								1.69%						% PATCHING IN NORTHBOUND LANE
					20	6	12	8.00	8.00		8			
					21	6	12	8.00	8.00		8			
IL 13/127 SOUTHBOUND LANE PATCHES								5.23%						% PATCHING IN SOUTHBOUND LANE
					22	6	12	8.00	8.00		8			
					23	25	12	33.33	33.33				34	
					24	6	12	8.00	8.00		8			
TOTALS										NA	144	NA	190	

MILLING AND SUPERELEVATION RATES SCHEDULE AND DETAILS

RTE 13 / 127 LOCATION STATION TO STATION	LENGTH	HMA SURF REM VAR DP SQ YD	REMARKS
MILLING FOR NORTH BOUND LANE			
LT 577+31.15 TO 582+07.95	476.80	636	SE TRANSITIONS FROM -1.5% TO 1.5%
582+07.95 TO 584+07.95	200.00		SE 1.5%
584+07.95 TO 587+07.95	300.00		SE TRANSITIONS FROM 1.5% TO -1.5%
587+07.95 TO 615+52.73	300.00		STANDARD CROWN
615+52.73 TO 618+52.73	300.00		SE TRANSITIONS FROM -1.5% TO 1.5%
618+52.73 TO 620+52.73	200.00		SE 1.5%
620+52.73 TO 625+22.29	469.56	627	SE TRANSITIONS FROM 1.5% TO -1.5%
MILLING FOR NORTH BOUND SHOULDER			
LT 578+38.00 TO 583+97.32	559.32	436	MILL PROP NB SHLD AREA @ -4.0%
618+55.52 TO 623+40.04	484.52	377	MILL PROP NB SHLD AREA @ -4.0%
TOTALS		2076	



PROP. CURVE IL127RA-1
 PI STA. = 581+22.30
 Δ = 4° 45' 38" (LT)
 D = 0° 36' 32"
 R = 9,410.00'
 T = 391.14'
 L = 781.84'
 E = 8.13'
 e = 1.5
 T.R. = SEE DETAIL
 S.E. RUN = SEE DETAIL
 P.C. STA. = 577+31.15
 P.T. STA. = 585+12.99

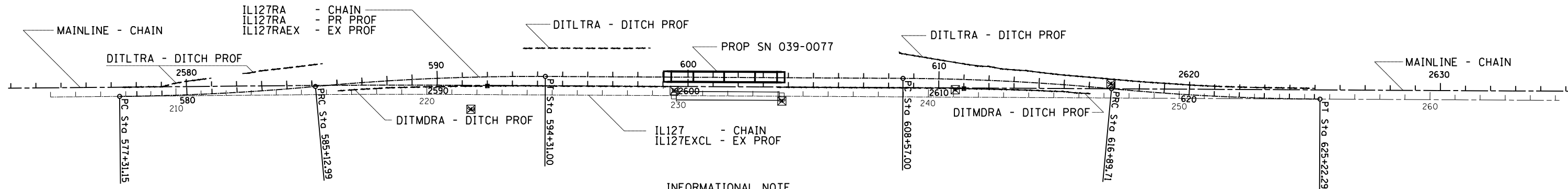
PROP. CURVE IL127RA-2
 PI STA. = 589+72.36
 Δ = 5° 35' 23" (RT)
 D = 0° 36' 32"
 R = 9,410.00'
 T = 459.37'
 L = 918.01'
 E = 11.21'
 e = NC
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 585+12.99
 P.T. STA. = 594+31.00

PROP. CURVE IL127RA-3
 PI STA. = 612+73.63
 Δ = 5° 04' 13" (RT)
 D = 0° 36' 32"
 R = 9,410.00'
 T = 416.63'
 L = 832.71'
 E = 9.22'
 e = NC
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 608+57.00
 P.T. STA. = 616+89.71

PROP. CURVE IL127RA-4
 PI STA. = 621+06.27
 Δ = 5° 04' 10" (LT)
 D = 0° 36' 32"
 R = 9,410.00'
 T = 416.56'
 L = 832.58'
 E = 9.22'
 e = 1.5
 T.R. = SEE DETAIL
 S.E. RUN = SEE DETAIL
 P.C. STA. = 616+89.71
 P.T. STA. = 625+22.29

LEGEND

IL127RA XSALI	PROPOSED CHAIN FOR RUNARROUND (DETOUR) PROPOSED CHAIN FOR RUNARROUND (DETOUR) SAME AS IL127RA BUT CONTAINES PIECES OF THE EXISTING ALIGNMENT ON EACH END. USED FOR CROSS SECTIONS
IL127RA IL127RAXS	PROPOSED PROFILE ALONG RUNARROUND PROPOSED PROFILE ALONG RUNARROUND SAME AS IL127RA BUT CONTAINES PIECES OF THE EXISTING PROFILE ON EACH END. USED FOR CROSS SECTIONS
IL127RAEX	EXISTING PROFILE ALONG IL127RA
DITLTRA DITMDRA	PROPOSED RIGHT DITCH PROFILE PROPOSED MEDIAN DITCH PROFILE
MAINLINE	PROPOSED BASE LINE FOR THE FUTURE 4 LANE AND USED FOR THE BRIDGE PLANS (CENTER OF MEDIAN BETWEEN NORTH BOUND AND FUTURE SOUTH BOUND LANES)
IL127 IL127EX	EXISTING CHAIN EXISTING PROFILE ALONG IL127

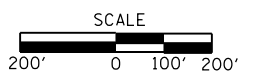


INFORMATIONAL NOTE
 FOR THE TANGENT SECTION OF THE ALIGNMENT IL127RA,
 FROM PT STA 594+31.00 TO PC STA 608+57.00
 STA 2AAA+00 MAINLINE = STA AAA+00 IL127RA
 THIS RELATION BETWEEN THE ALIGNMENTS IS BY DESIGN TO
 HELP COORDINATE THE BRIDGE PLANS WITH THE RUN AROUND PLANS.
 THIS RELATIONSHIP DOES NOT HOLD TRUE
 FOR THE REVERSE CURVE SECTIONS OF IL127RA

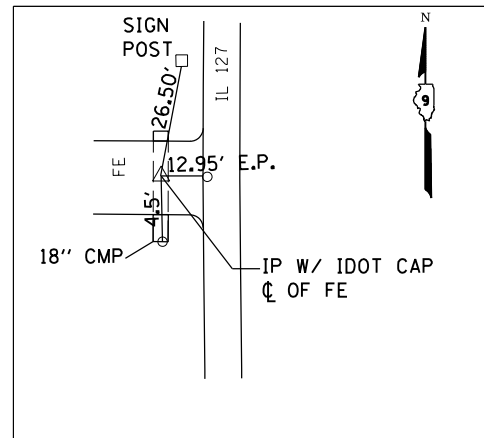


☒ EXIST PERMANENT SURVEY MARKER
 ☒ EXIST TIE POINT

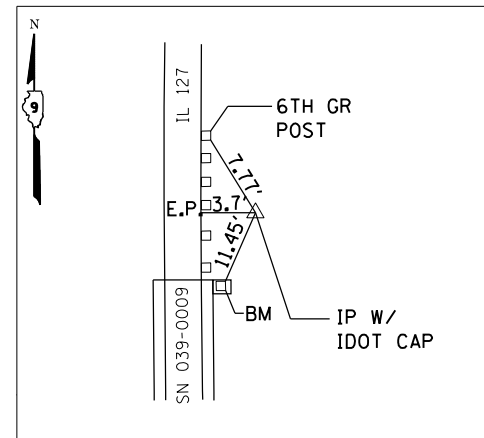
EXIST. CURVE 4
 PI STA. = 218+06.11
 Δ = 0° 49' 48" (RT)
 D = 0° 07' 46"
 R = 44,295.71'
 T = 320.83'
 L = 641.64'
 E = 1.16'
 e = NC
 T.R. = -----
 S.E. RUN = -----
 P.C. STA. = 214+85.28
 P.T. STA. = 221+26.92



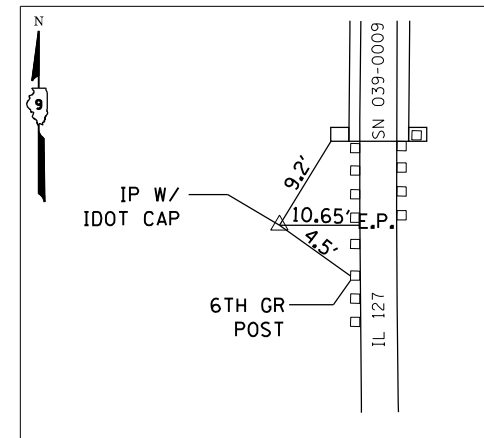
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et:\pwork\pwork\left\td\196163\78215-shite-cover-netc.dgn	DRAWN -	REVISED -	42					13B-1	JACKSON	112	24	
\$MODELNAME\$	CHECKED -	REVISED -	CONTRACT NO. 78215				ILLINOIS FED. AID PROJECT					
PLOT SCALE = 100.0000' / in.	DATE -	REVISED -	SCALE:		SHEET	OF	SHEETS	STA.	TO	STA.		



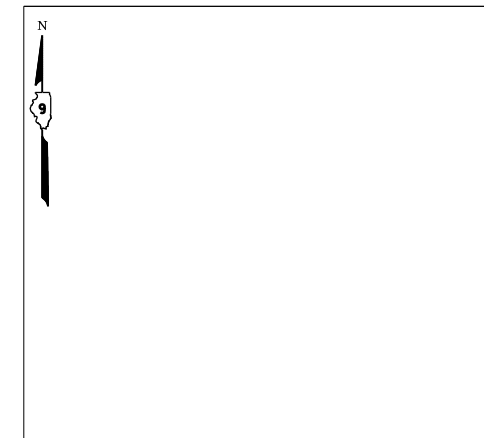
CP 03900097 N: 426,369.316
E: 2,540,448.376
STA: 241+07.15
O/S: 29.2648 LT



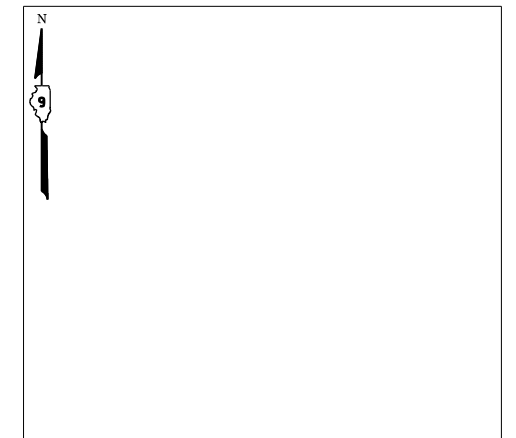
CP 03900098 N: 425,677.896
E: 2,540,493.197
STA: 234+15.98
O/S: 19.2629 RT



CP 03900099 N: 425,248.554
E: 2,540,451.558
STA: 229+86.43
O/S: 20.0734 LT



PSM 9914 N: 424,437.835
E: 2,540,526.082
STA: 221+76.12
O/S: 58.7966 RT



PSM 9915 N: 426,989.994
E: 2,540,424.186
STA: 247+27.69
O/S: 56.7825 LT

ALUM. DISK IN CONC., STA: 205+/-25,
45' LT.

PSM 9913 ELEV. 396.861

CUT "□" IN CENTER OF HEADWALL A.R.C.,
STA. 210+30, 40' LT.

BM 96 ELEV. 391.565

ALUM. DISK IN CONC., STA: 221+76,
58' RT.

PSM 9914 ELEV. 390.148

CUT "□" IN SE CORNER OF WINGWALL;
SN 039-0009, STA: 230+50, 18' RT.

BM 97 ELEV. 387.399

ALUM. DISK IN CONC., STA: 247+28,
50' LT.

PSM 9915 ELEV. 403.680

R.R. SPIKE IN P.P., STA: 252+86,
35' LT. BK 2215, PG. 4.

BM 98 ELEV. 403.018

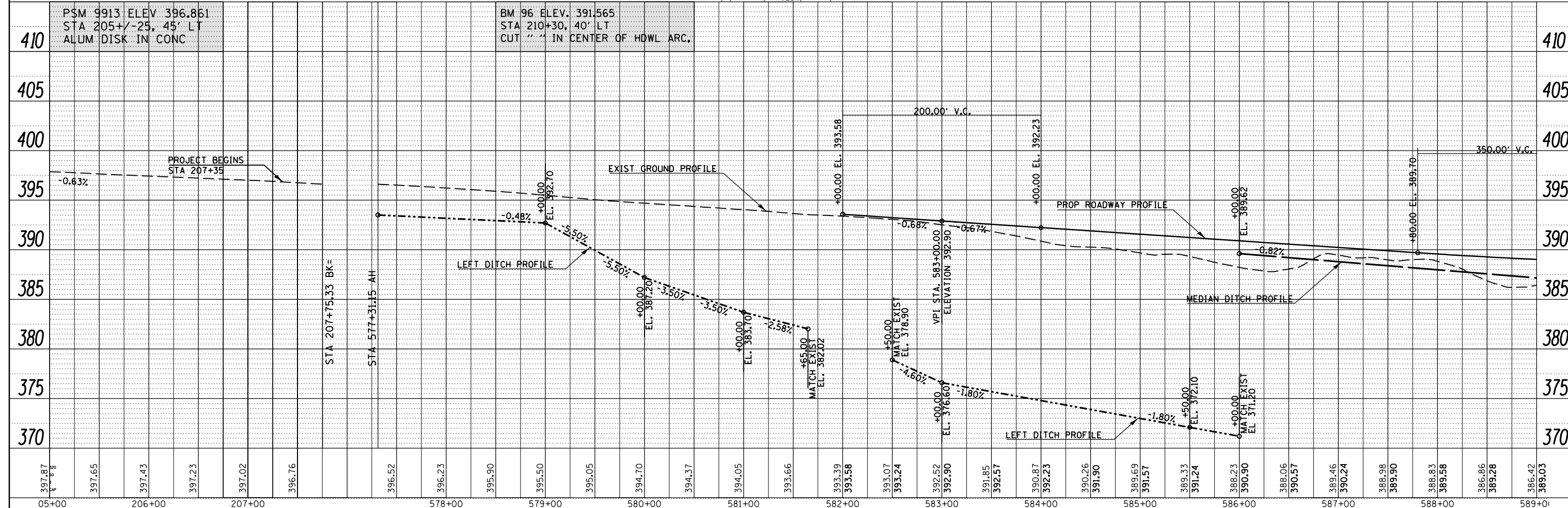
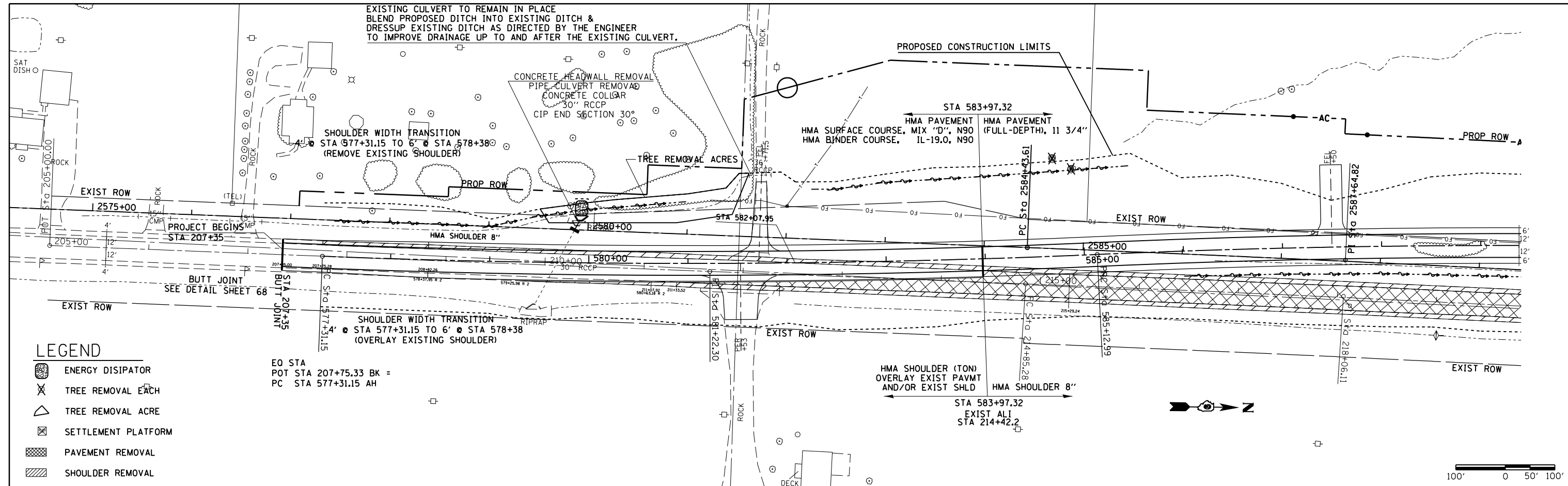
NOTE:
HORIZONTAL DATUM: NAD 83 (1997 ADJUSTMENT)
VERTICAL DATUM: 1929 NGVD

ALL STATIONING IS FROM EXIST IL127 ALI

FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	HORIZONTAL AND VERTICAL CONTROL; TIES				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pwork\pwork\left\dot\196163\78215-shite-cover-etc.dgn		DRAWN -	REVISED -						42	13B-1	JACKSON	112	25
\$MODELNAME\$	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 78215								
	PLOT DATE = 6/4/2014	DATE -	REVISED -		SCALE:	SHEET OF SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT					

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

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
	NOTATIONS		
	CHKD		



FILE NAME	USER NAME = suser*	DESIGNED -	REVISED -
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	PLOT DATE = 6/4/2014	DATE -	REVISED -

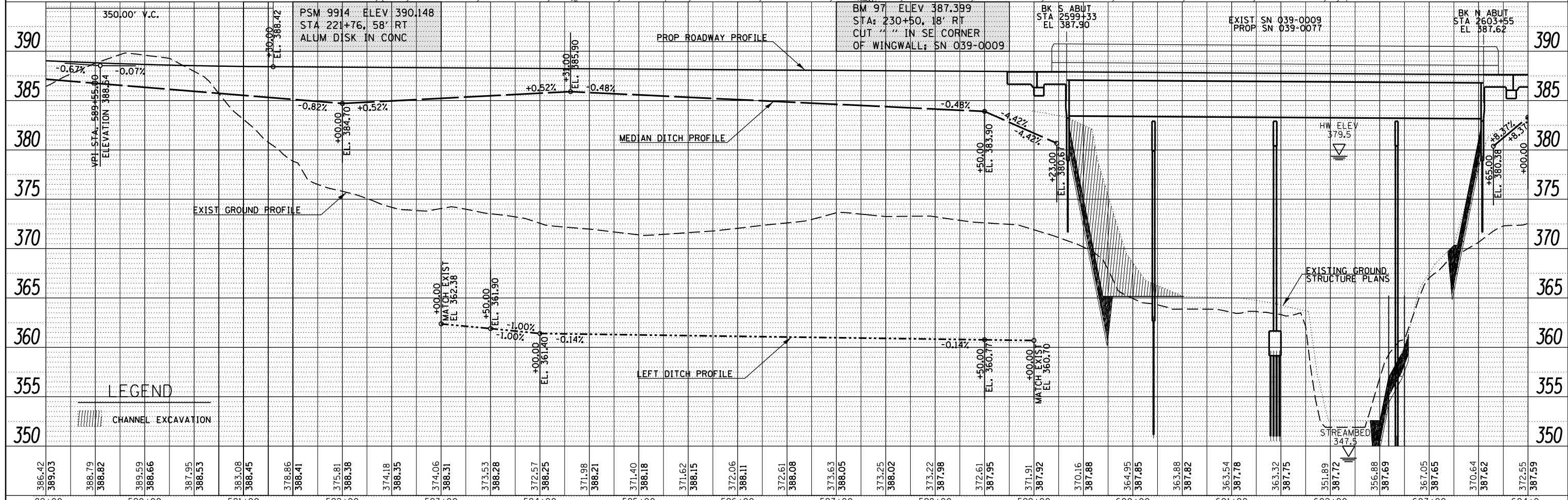
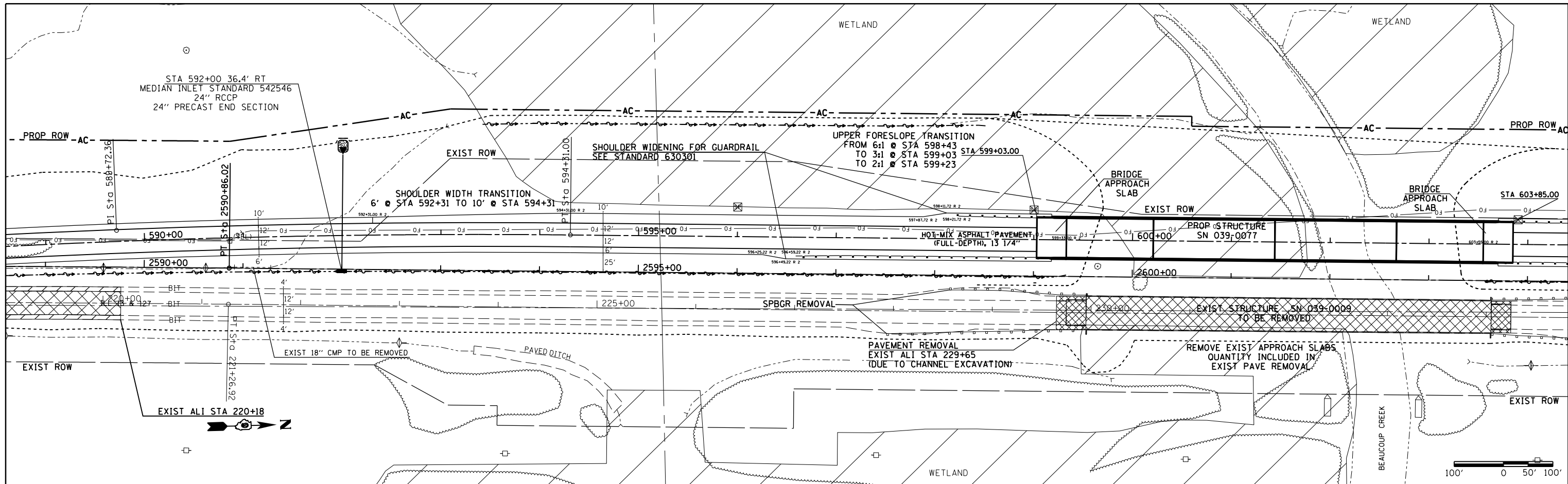
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PLAN PROFILE
SCALE: SHEET 1 OF 4 SHEETS STA. 205+00 TO STA. 589+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	13B-1	JACKSON	112	26
CONTRACT NO. 78215			ILLINOIS FED. AID PROJECT	

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

DATE	
BY	
PROFILE	SURVEYED
	PLOTTED
	GRADES CHECKED
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	NOTATIONS
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FILE NAME =	USER NAME = \$USERS	DESIGNED -	REVISED -
c:\pwwork\pwwork\1ef twischd1\d0196163\78219	shcto-plnpr.f.dgn	DRAWN -	REVISED -
#MODELNAME\$	PLOT SCALE = 100.0000' / 1"	CHECKED -	REVISED -
	PLOT DATE = 6/4/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

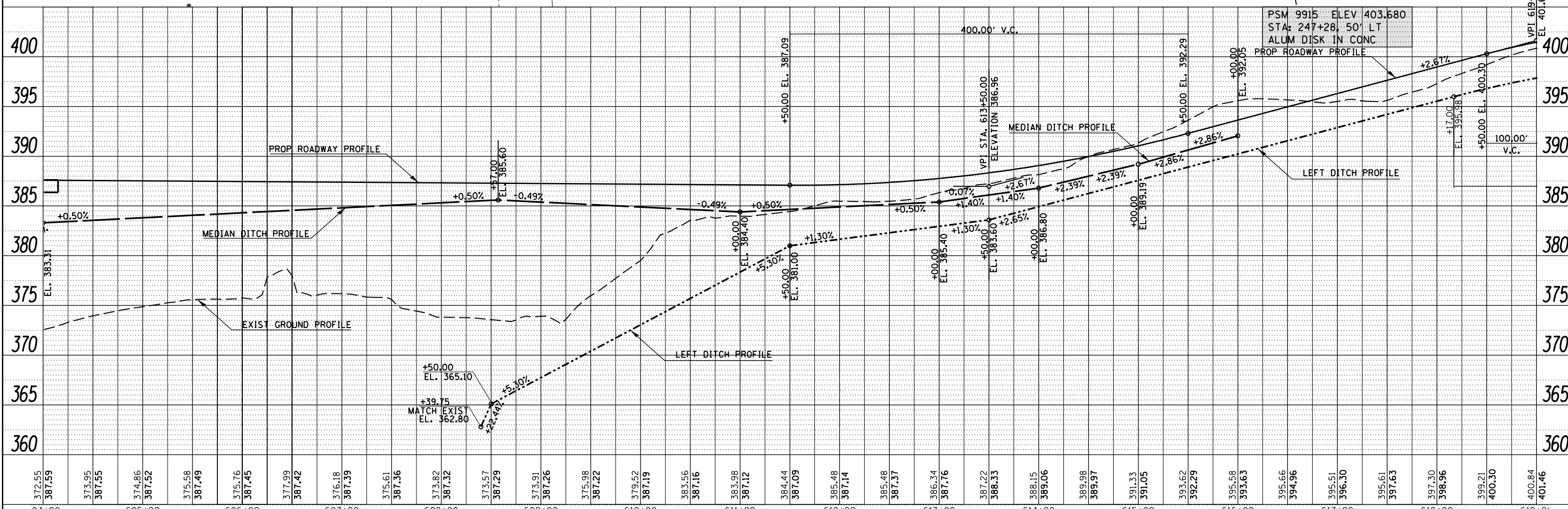
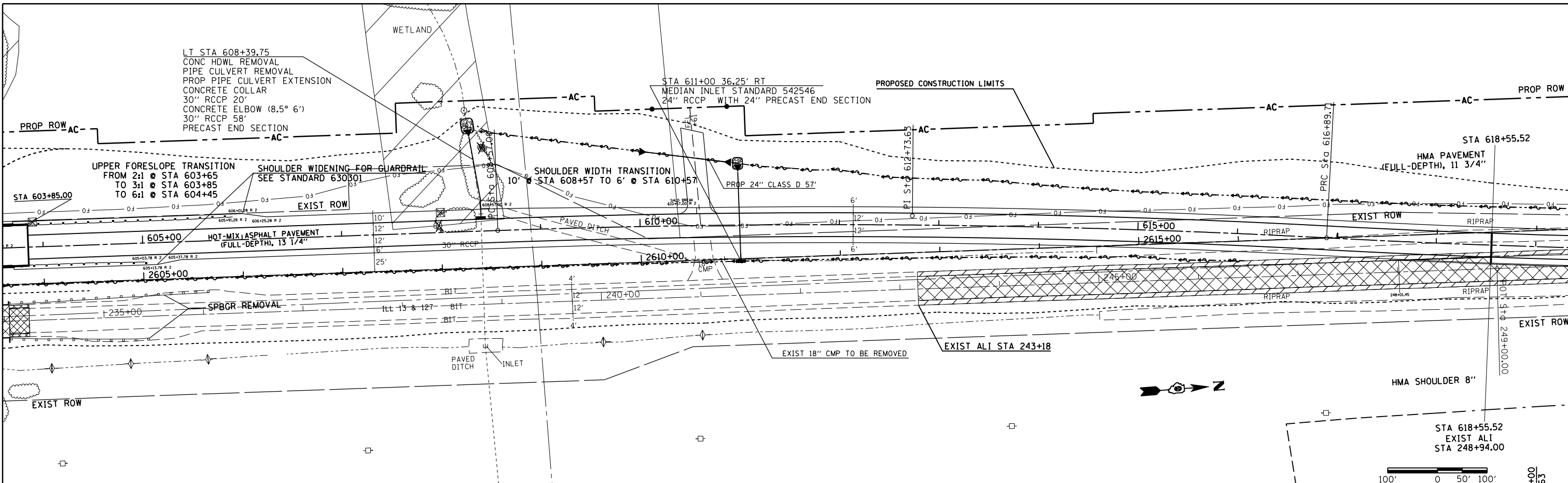
PLAN PROFILE

SCALE: SHEET 2 OF 4 SHEETS STA. 589+00 TO STA. 604+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	13B-1	JACKSON	112	27
CONTRACT NO. 78215			ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	DATE
	NOTED	
	CHECKED	
	FILE NAME	

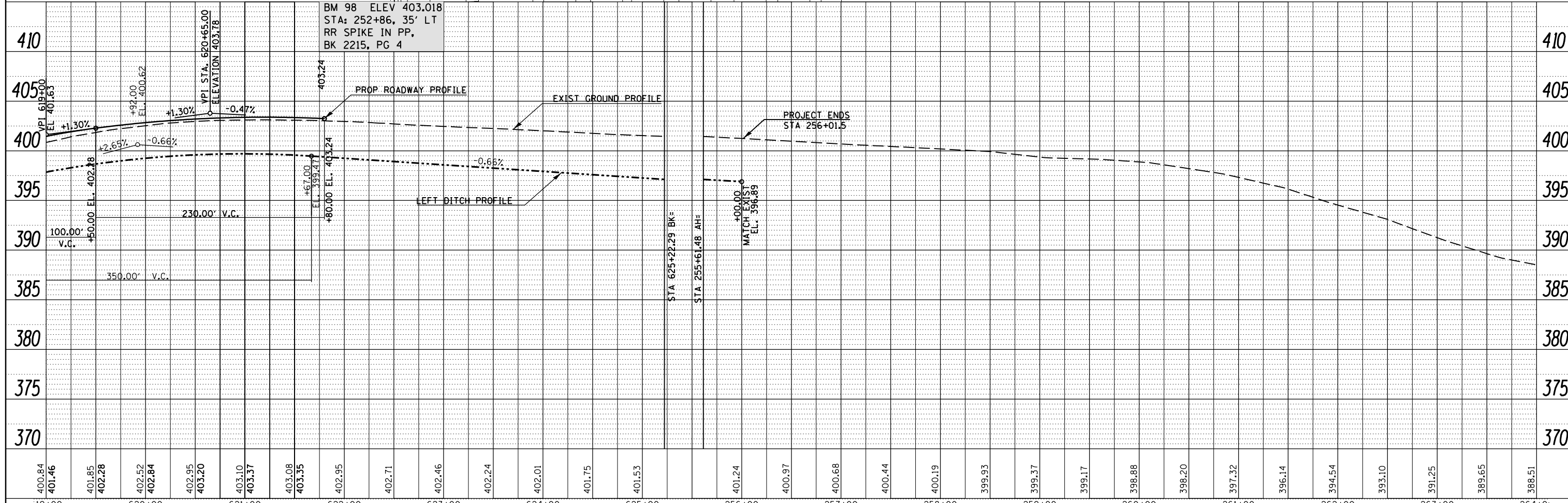
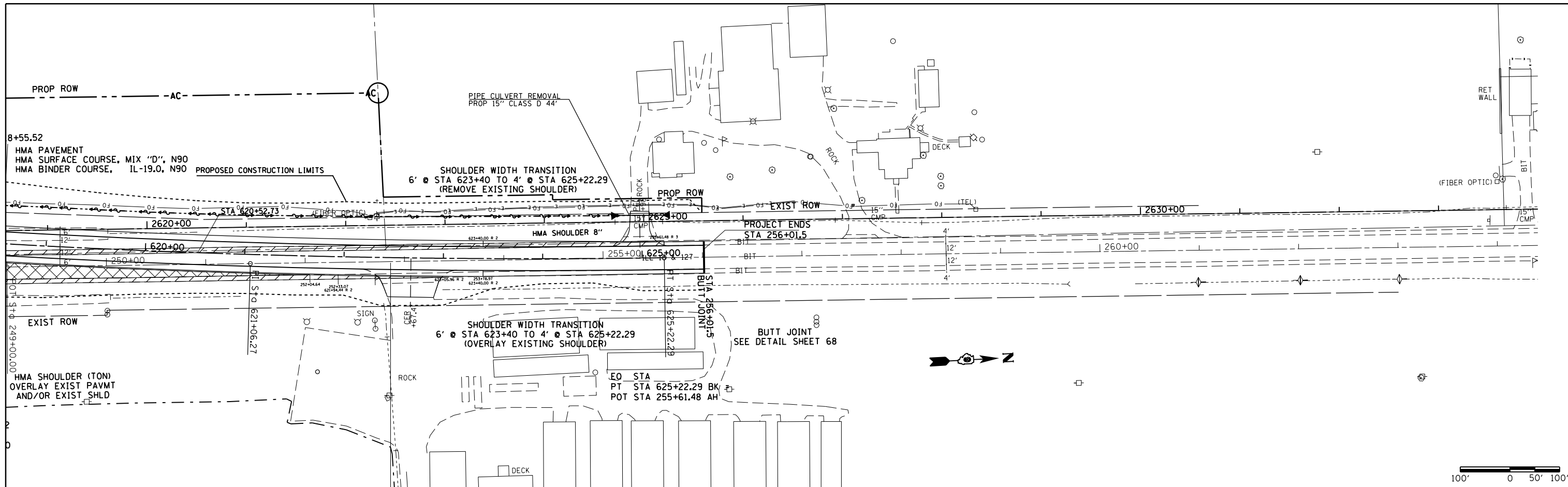
PROFILE	SURVEYED	DATE
	GRADES	
	STRUCTURE	
	NOTATIONS	



FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN PROFILE SCALE: SHEET 3 OF 4 SHEETS STA. 604+00 TO STA. 619+00	F.A.P. RTE. 42	SECTION 13B-1	COUNTY JACKSON	TOTAL SHEETS 112	SHEET NO. 28	
MODELNAME\$	PLOT DATE = 6/4/2014	CHECKED -	REVISED -			CONTRACT NO. 78215		ILLINOIS FED. AID PROJECT			

PLAN	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	CHECKED	
	FILE NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK	GRADES CHECKED	
NO.	STRUCTURE	NOTATIONS CHECKED



FILE NAME =	USER NAME =	DESIGNED -	REVISED -
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	PLOT DATE = 6/4/2014	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

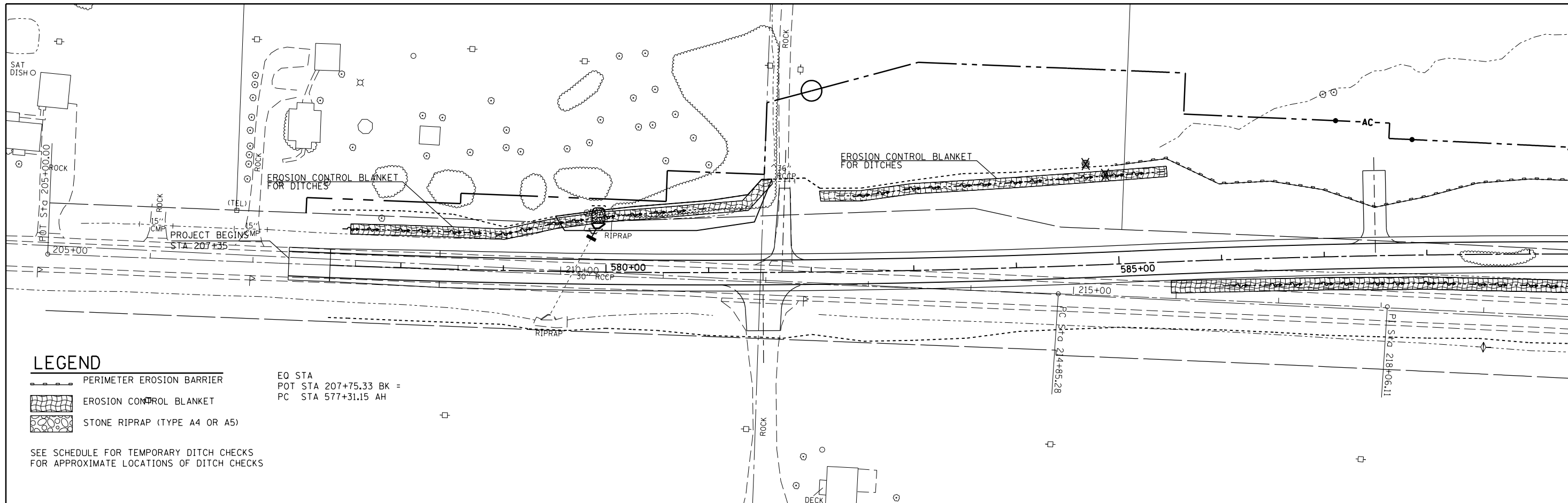
PLAN PROFILE

SCALE: SHEET 4 OF 4 SHEETS STA. 619+00 TO STA. 264+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	13B-1	JACKSON	112	29
CONTRACT NO. 78215			ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

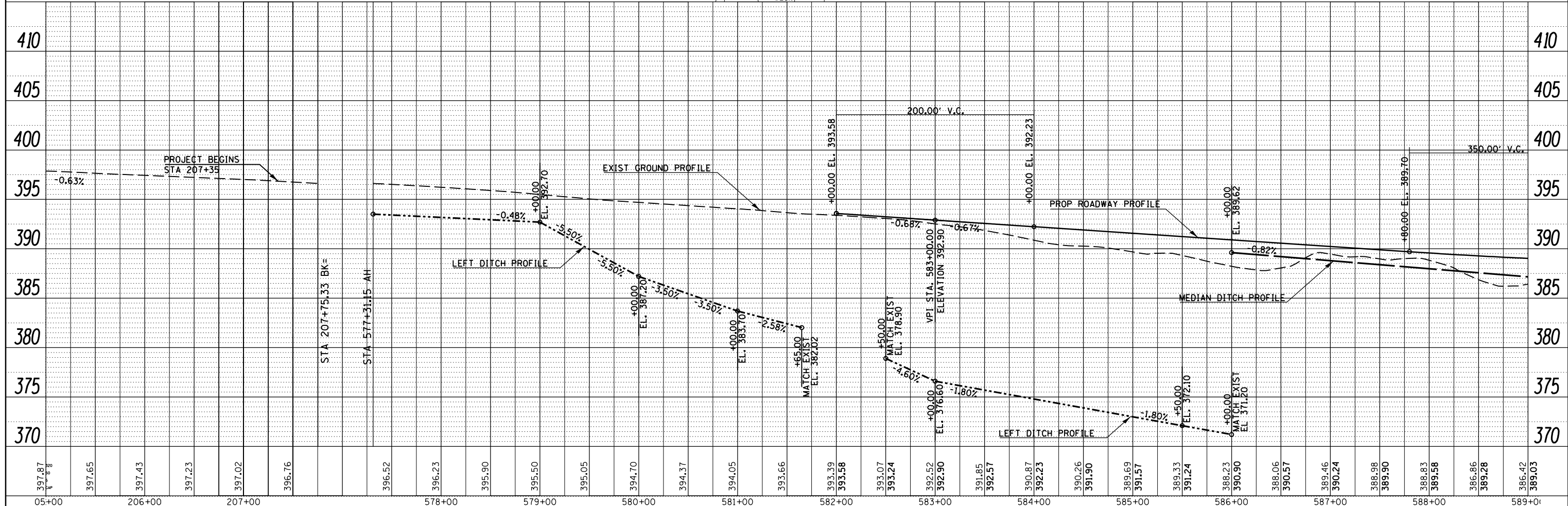
PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	CHKD	
	NO.	



LEGEND

- PERIMETER EROSION BARRIER
 - EROSION CONTROL BLANKET
 - STONE RIPRAP (TYPE A4 OR A5)
- E0 STA
 POT STA 207+75.33 BK =
 PC STA 577+31.15 AH

SEE SCHEDULE FOR TEMPORARY DITCH CHECKS
 FOR APPROXIMATE LOCATIONS OF DITCH CHECKS



FILE NAME	USER NAME = \$USER\$	DESIGNED -	REVISED -
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\$MODELNAME\$		CHECKED -	REVISED -
		DATE -	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

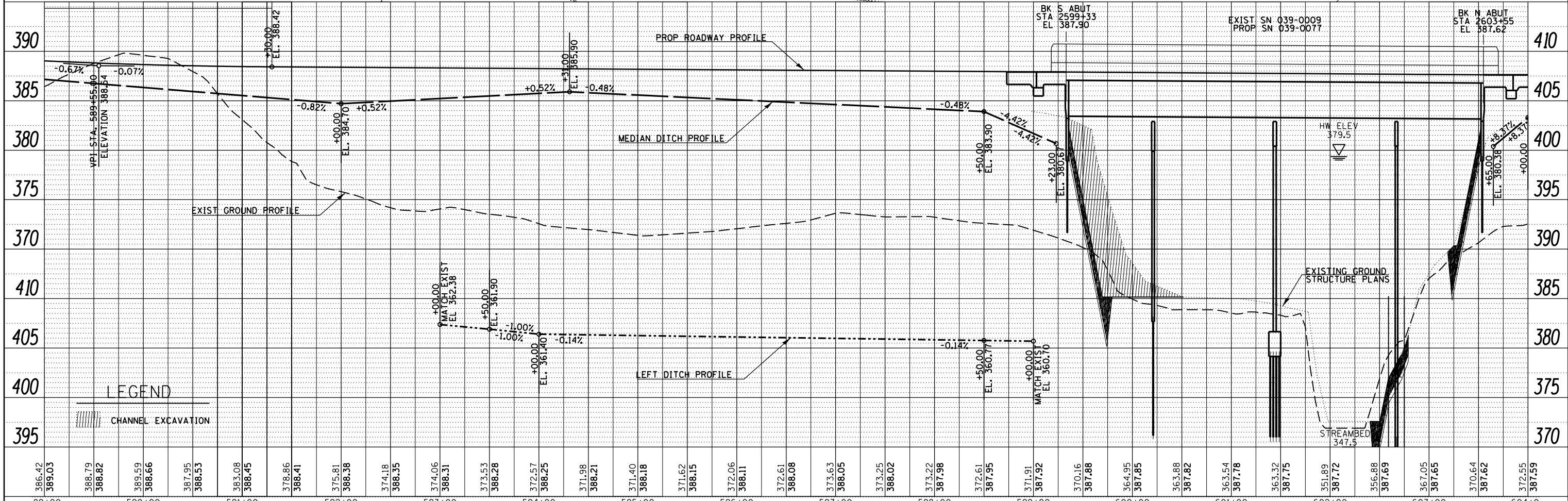
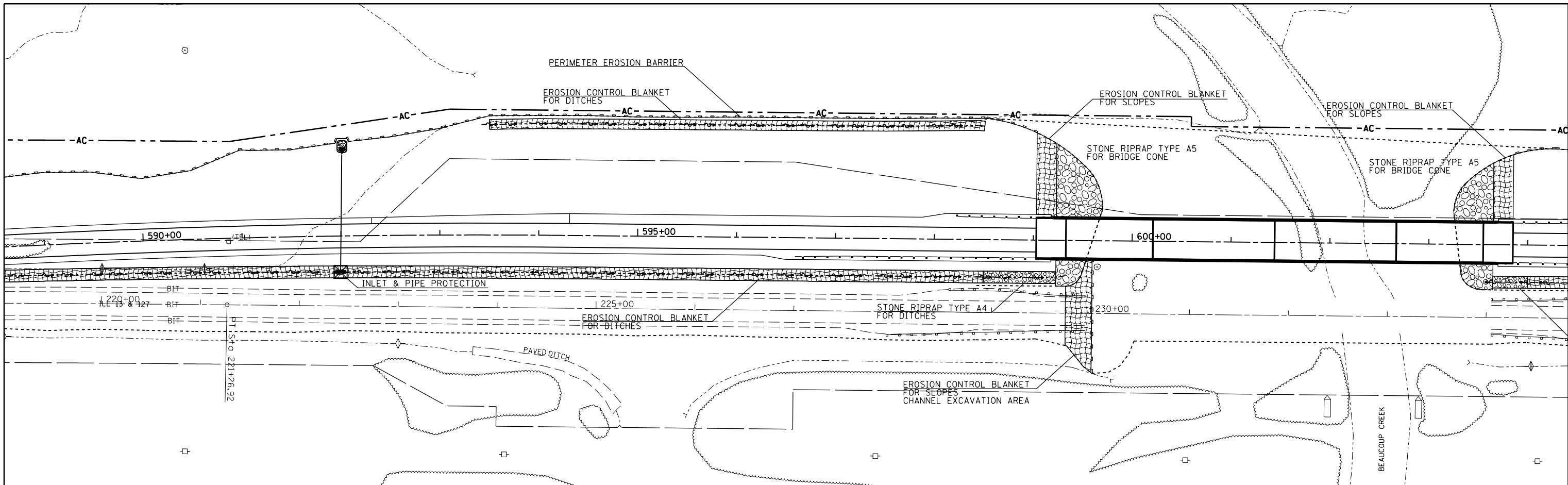
EROSION CONTROL

SCALE: SHEET 1 OF 4 SHEETS STA. 205+00 TO STA. 589+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	13B-1	JACKSON	112	30
CONTRACT NO. 78215			ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILE NAME	
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PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO.	

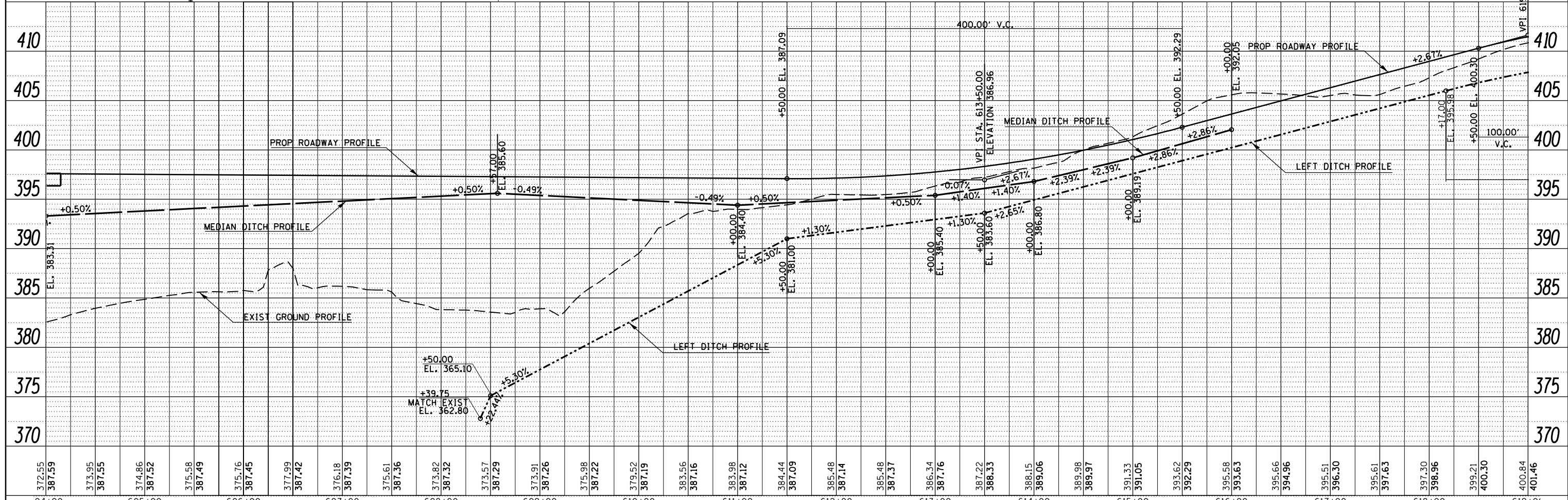
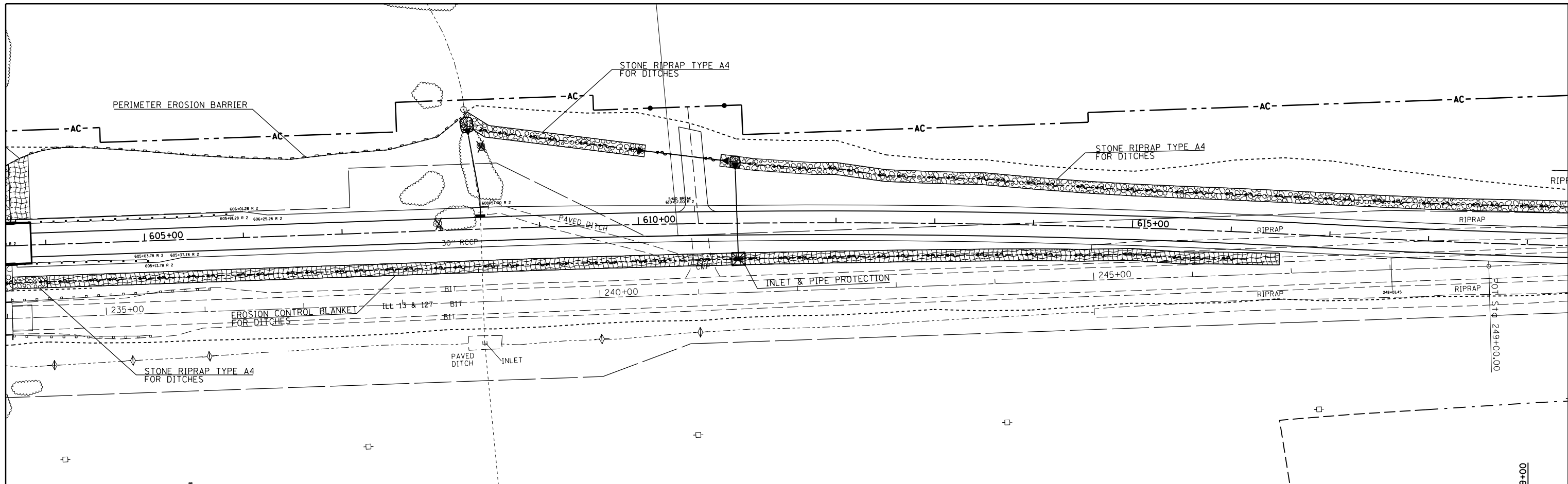


FILE NAME =	USER NAME = \$USERS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL	F.A.P. RT.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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\$MODELNAME\$		CHECKED -	REVISED -			CONTRACT NO. 78215				
		DATE -	REVISED -			ILLINOIS FED. AID PROJECT				

SCALE: SHEET 2 OF 4 SHEETS STA. 589+00 TO STA. 604+00

DATE	
BY	
PLAN	SURVEYED
	NOTED
	CHECKED
	DESIGNED
	FILE NAME

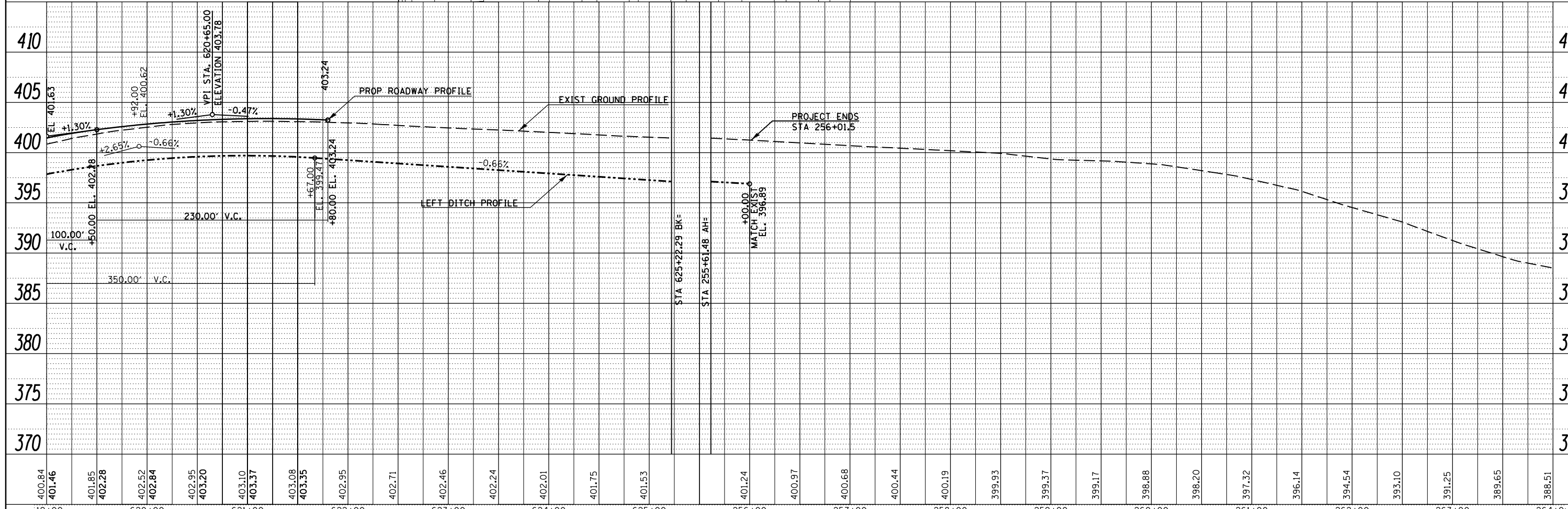
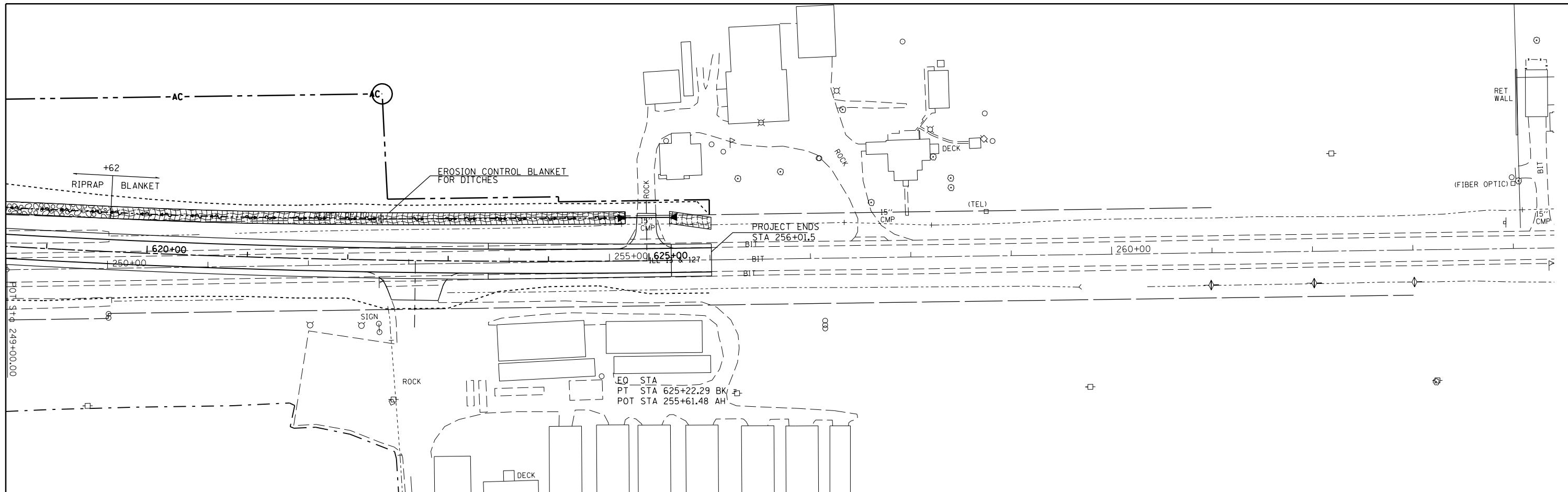
DATE	
BY	
PROFILE	SURVEYED
	GRADES CHECKED
	STRUCTURE NOTATIONS CHECKED



FILE NAME =	USER NAME = \$USER\$	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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\$MODELNAME\$		CHECKED -	REVISED -			CONTRACT NO. 78215				
		DATE -	REVISED -			SCALE:	SHEET 3 OF 4 SHEETS	STA. 640+00 TO STA. 619+00	ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	NO.	



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		DATE -	REVISED -

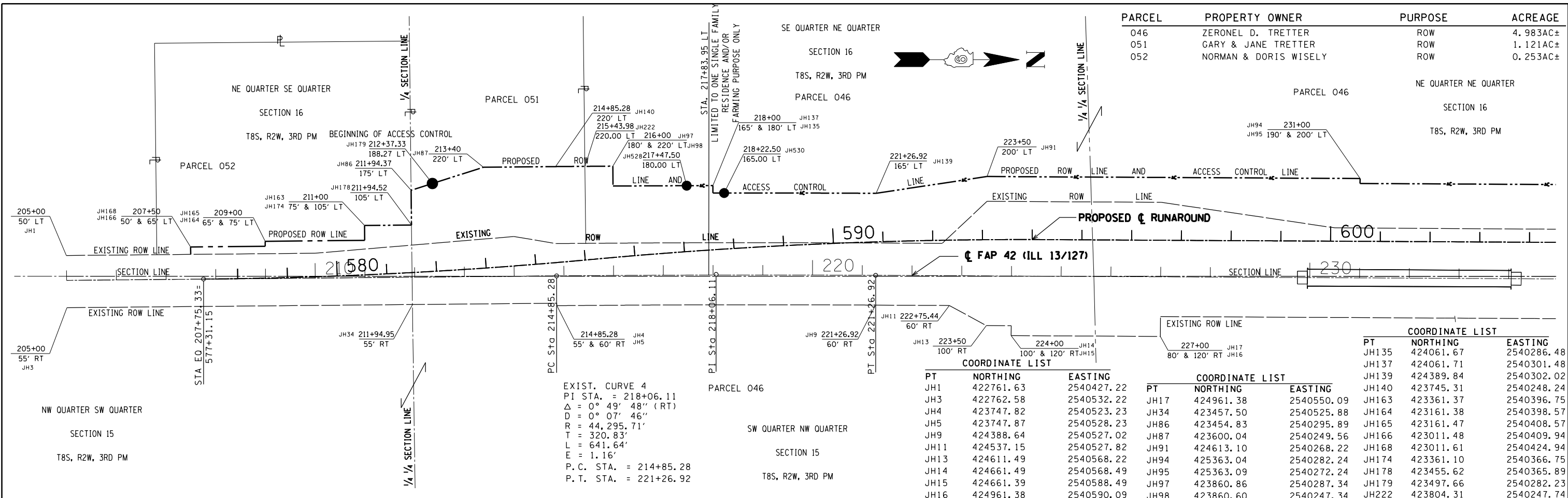
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL

SCALE: SHEET 4 OF 4 SHEETS STA. 619+00 TO STA. 264+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	13B-1	JACKSON	112	33
CONTRACT NO. 78215				

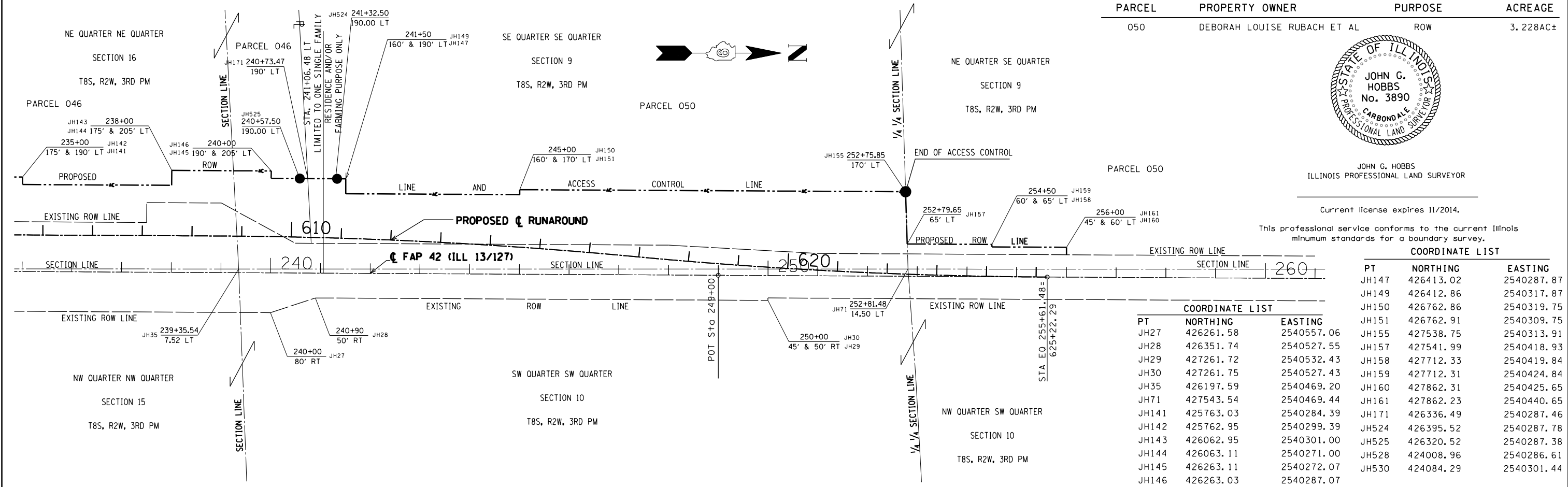
ILLINOIS FED. AID PROJECT



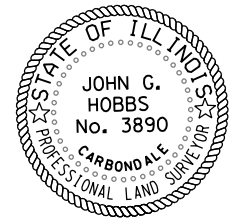
PARCEL	PROPERTY OWNER	PURPOSE	ACREAGE
046	ZERONEL D. TRETTER	ROW	4.983AC±
051	GARY & JANE TRETTER	ROW	1.121AC±
052	NORMAN & DORIS WISELY	ROW	0.253AC±

EXIST. CURVE 4
 PI STA. = 218+06.11
 $\Delta = 0^\circ 49' 48''$ (RT)
 $D = 0^\circ 07' 46''$
 $R = 44,295.71'$
 $T = 320.83'$
 $L = 641.64'$
 $E = 1.16'$
 P. C. STA. = 214+85.28
 P. T. STA. = 221+26.92

COORDINATE LIST		COORDINATE LIST		COORDINATE LIST	
PT	NORTHING	EASTING	PT	NORTHING	EASTING
JH1	422761.63	2540427.22	JH17	424961.38	2540550.09
JH3	422762.58	2540532.22	JH34	423457.50	2540525.88
JH4	423747.82	2540523.23	JH86	423454.83	2540295.89
JH5	423747.87	2540528.23	JH87	423600.04	2540249.56
JH9	424388.64	2540527.02	JH91	424613.10	2540268.22
JH11	424537.15	2540527.82	JH94	425363.04	2540282.24
JH13	424611.49	2540568.22	JH95	425363.09	2540272.24
JH14	424661.49	2540568.49	JH97	423860.86	2540287.34
JH15	424661.39	2540588.49	JH98	423860.60	2540247.34
JH16	424961.38	2540590.09			



PARCEL	PROPERTY OWNER	PURPOSE	ACREAGE
050	DEBORAH LOUISE RUBACH ET AL	ROW	3.228AC±



JOHN G. HOBBS
 ILLINOIS PROFESSIONAL LAND SURVEYOR

Current license expires 11/2014.

This professional service conforms to the current Illinois minimum standards for a boundary survey.

COORDINATE LIST		COORDINATE LIST	
PT	NORTHING	EASTING	PT
JH147	426413.02	2540287.87	JH151
JH149	426412.86	2540317.87	JH155
JH150	426762.86	2540319.75	JH157
JH151	426762.91	2540309.75	JH158
JH155	427538.75	2540313.91	JH159
JH157	427541.99	2540418.93	JH160
JH27	426261.58	2540557.06	JH161
JH28	426351.74	2540527.55	JH171
JH29	427261.72	2540532.43	JH175
JH30	427261.75	2540527.43	JH176
JH35	426197.59	2540469.20	JH177
JH71	427543.54	2540469.44	JH178
JH141	425763.03	2540284.39	JH179
JH142	425762.95	2540299.39	JH222
JH143	426062.95	2540301.00	
JH144	426063.11	2540271.00	
JH145	426263.11	2540272.07	
JH146	426263.03	2540287.07	

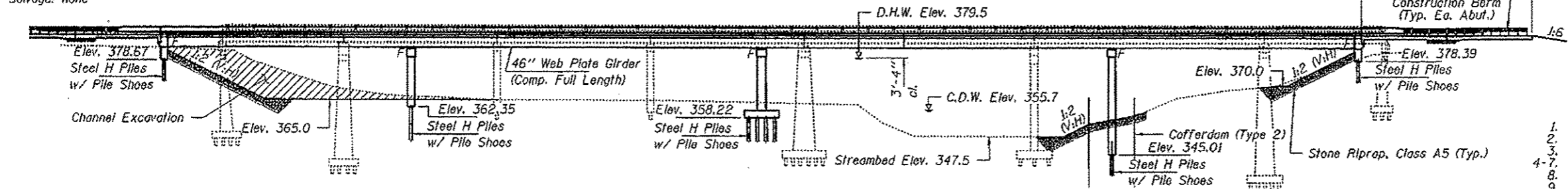
BENCHMARK: BM#97 - "□" cut in the SE corner of SN 039-0009, 54.8' Rt., Sta. 2599+53.96, Elev. 387.079

BM#97 USE 387.399
(387.079 NADVD88 ⇒ 387.399 NGVD29)

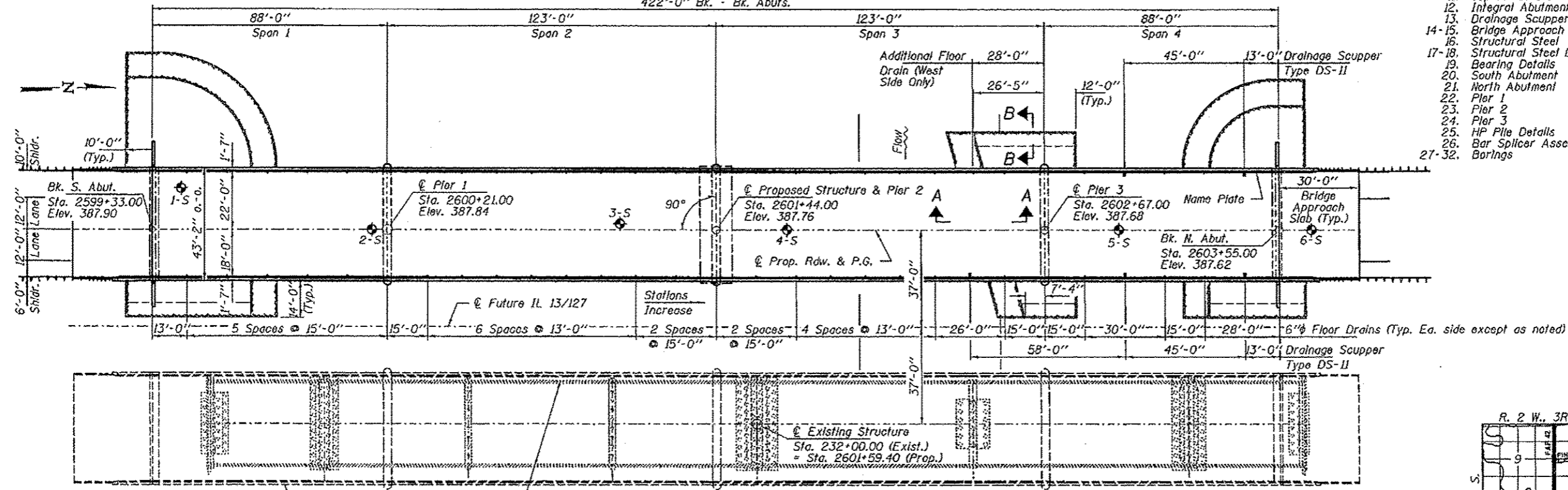
EXISTING STRUCTURE: SN 039-0009 was built in 1925 as SBI Route 13, Section 13C. In 1982 the bridge was reconstructed with a new 7 span PPC deck beam superstructure and 3 new piers. It is 410'-0" bk.-bk. abutts. and 33'-0" o.-o. The existing structure is to be removed and replaced by the new bridge built on parallel alignment. Two way traffic to be maintained on the existing structure until the new bridge is completed.

Salvage: None

Traffic Barrier Terminal, Type 6
Std. 631031 (Typ.)



ELEVATION



PLAN

INDEX OF STRUCTURE SHEETS

1. General Plan & Elevation
2. General Details
3. Footing Layout
- 4-7. Top of Slab Elevations
8. Top of South Approach Slab Elevations
9. Top of North Approach Slab Elevations
10. Superstructure
11. Superstructure Details
12. Integral Abutment Diaphragm Details
13. Drainage Scupper, DS-II
- 14-15. Bridge Approach Slab Details
16. Structural Steel
- 17-18. Structural Steel Details
19. Bearing Details
20. South Abutment
21. North Abutment
22. Pier 1
23. Pier 2
24. Pier 3
25. HP Pile Details
26. Bar Splicer Assembly and Mechanical Splicer Details
- 27-32. Borings

SEISMIC DATA

Seismic Performance Zone (SPZ) = 3
Design Spectral Acceleration of 1.0 sec. (S₁) = 0.339 g
Design Spectral Acceleration at 0.2 sec. (S_{0.2}) = 0.794 g
Soil Site Class = D

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	S. Abut.	Pier 1	Pier 2	Pier 3	N. Abut.
	378.3	352.0	352.0	343.5	378.0

WATERWAY INFORMATION

Drainage Area = 545 Sq. Mi. Proposed Low Grade Elev. 387.11 @ Sta. 2612+00

Flood	Freq. Yr.	Opening Sq. Ft.		Head - Ft.		Headwater El.			
		0 C.F.S.	Exist. Prop.	Natural H.W.E.	Exist. Prop.	Exist. Prop.	Exist. Prop.		
Design	10	22950	4862	5212	376.7	0.6	0.5	377.3	377.2
Base	50	31424	5788	6201	379.5	0.7	0.6	380.2	380.1
Max. Calc.	100	35722	6264	6708	380.9	0.9	0.7	381.8	381.6
	500	46000	7205	7711	383.6	1.1	0.9	384.7	384.5

DESIGN SPECIFICATIONS

2010 AASHTO LRFD Bridge Design Specifications

LOADING HL-93

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

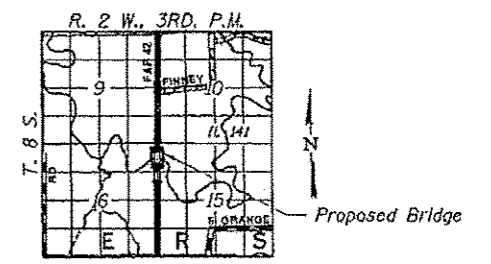
DESIGN STRESSES

f_c = 3,500 psi
f_y = 60,000 psi (Reinf.)
f_y = 50,000 psi (Structural Steel) (A270 GR. 50W)

Note:
See sheet 2 of 32 for Section A-A and Section B-B.

APPROVED
For Structural Adequacy Only

De Carl Ruzay
Engineer of Bridges & Structures



LOCATION SKETCH

GENERAL PLAN & ELEVATION
IL ROUTE 13 / 127
OVER BEAUCOUP CREEK
FAP ROUTE 42 - SECTION 13B-1
JACKSON COUNTY
STATION 2601+44.00
STRUCTURE NO. 039-0077

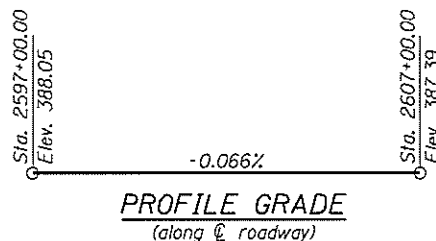


Michael D. Cava
ILLINOIS STRUCTURAL NO. 081-5984
Expires 11-30-2014
2-18-2019

FILE NAME: 0390077-78215.dgn	USER NAME: *	DESIGNED - S.M.S.	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL PLAN & ELEVATION STRUCTURE NO. 039-0077 SHEET NO. 1 OF 32 SHEETS	FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
3485 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62702 217.344.3200 www.jbr-engineering.com	PLOT SCALE: *	CHECKED - C.C.S.	REVISED -			42	13B-1	JACKSON	112	35	
ILLINOIS PROFESSIONAL DESIGN FIRM A PROFESSIONAL CORPORATION	PLOT DATE: 1/14/2013	DRAWN - O.A.B.	REVISED -			IL 13/127 OVER BEAUCOUP CR., CONTRACT NO. 78215					
		CHECKED - M.D.C.	REVISED -			[ILLINOIS] FED. AID PROJECT					

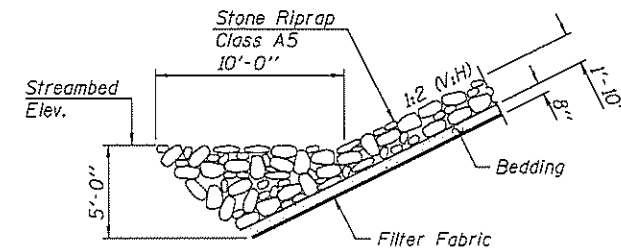
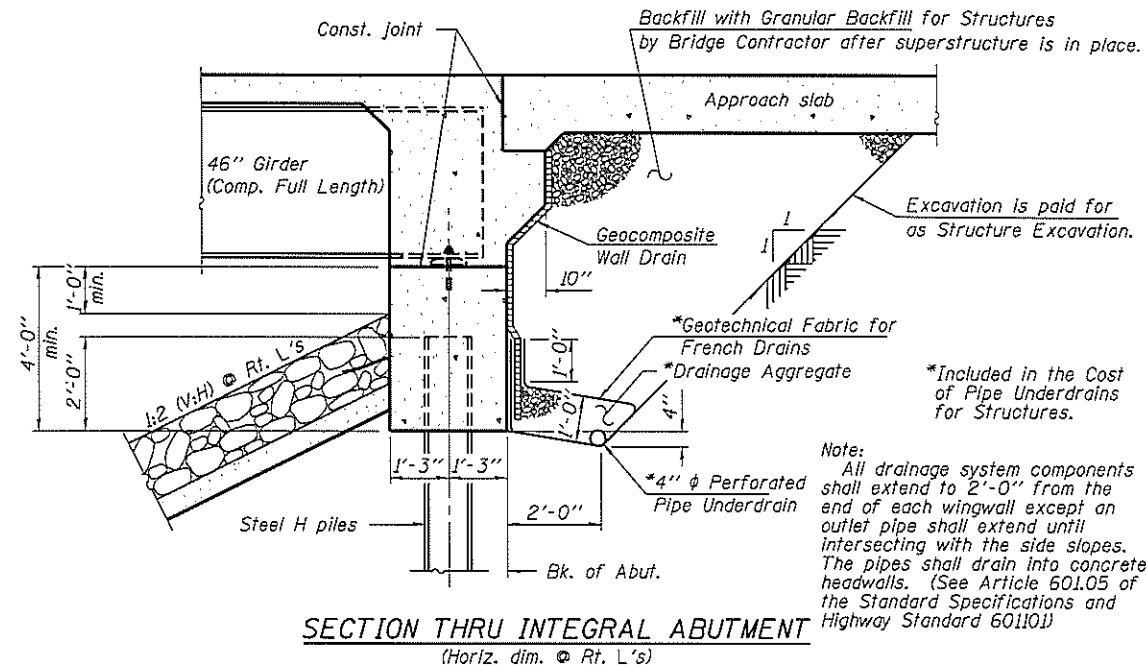
GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts 7/8" φ, holes 15/16" φ, unless otherwise noted.
 Calculated weight of Structural Steel = 523,320 Pounds.
 All structural steel shall be AASHTO M 270 Grade 50W.
 No field welding is permitted except as specified in the contract documents.
 Reinforcement bars designated (E) shall be epoxy coated.
 Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
 Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
 Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
 The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
 Slipforming of the parapets is not allowed.
 The 60'-0" Construction Berms located at each abutment shall be placed a minimum of 120 days before the abutment piles are driven. Monitoring plates shall be used in the embankments to verify that adequate settlement of the embankment cones has been achieved. The expected settlement is 4" at the South Abutment and 1 1/2" at the North Abutment.

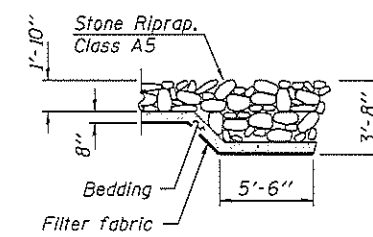


STATION 2601+44
 BUILT 201 BY
 STATE OF ILLINOIS
 F.A.P. RTE. 42 SEC. 13B-1
 LOADING HL-93
 STR. NO. 039-0077

NAME PLATE
 See Std. 515001



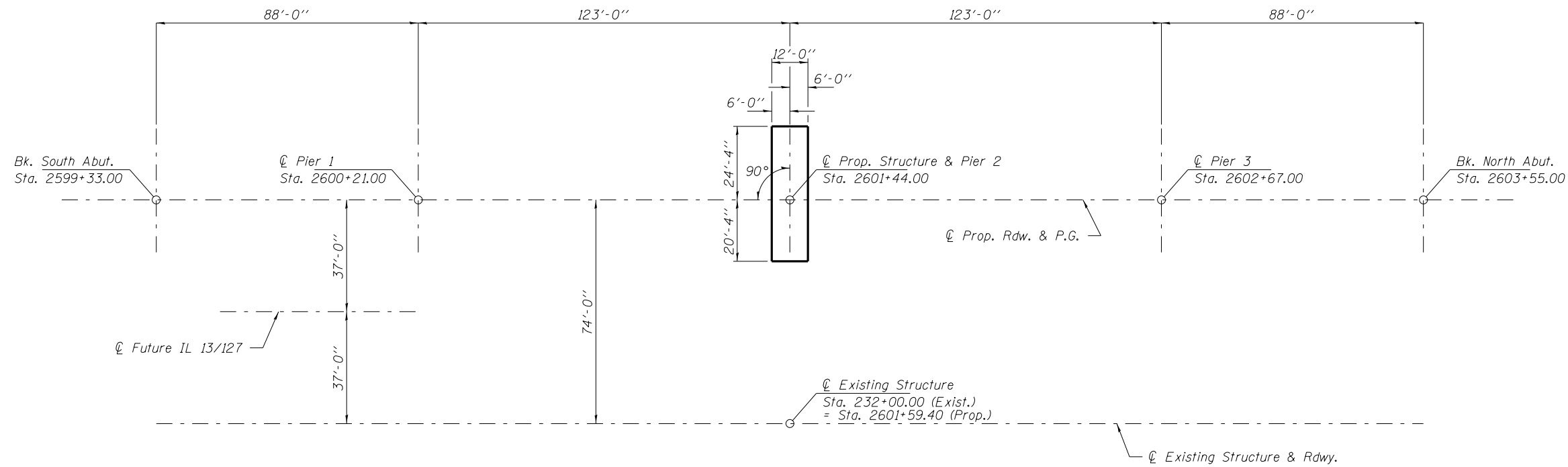
SECTION A-A



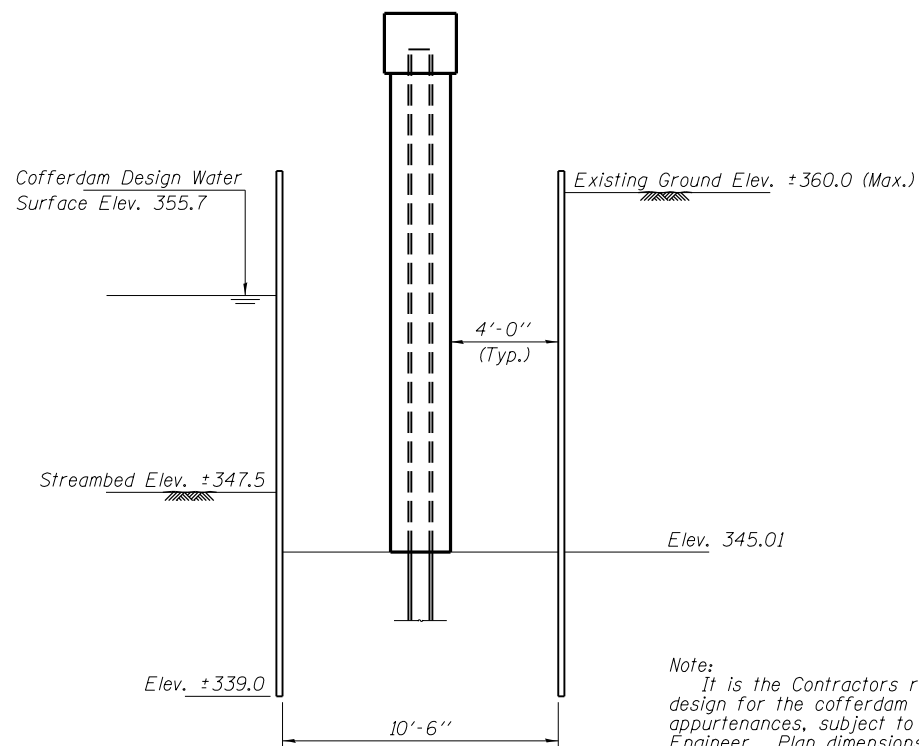
SECTION B-B

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.			1,174
Filter Fabric	Sq. Yd.			1,174
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.			541
Cofferdam Excavation	Cu. Yd.			197
Cofferdam (Type 2) (Location - 1)	Each			1
Floor Drains	Each	47		47
Concrete Structures	Cu. Yd.		460.3	460.3
Concrete Superstructure	Cu. Yd.	740.0		740.0
Bridge Deck Grooving	Sq. Yd.	2,035		2,035
Concrete Encasement	Cu. Yd.		14.6	14.6
Protective Coat	Sq. Yd.	2,525	23	2,548
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	7,176		7,176
Reinforcement Bars, Epoxy Coated	Pound	194,160	64,490	258,650
Bar Splicers	Each	80		80
Furnishing Steel Piles HP14x117	Foot		7,775	7,775
Driving Piles	Foot		7,775	7,775
Test Pile Steel HP14x117	Each		2	2
Pile Shoes	Each			104
Name Plates	Each			1
Anchor Bolts, 1"	Each		60	60
Geocomposite Wall Drain	Sq. Yd.			100
Asbestos Bearing Pad Removal	Each			55
Drainage Scuppers, DS-11	Each	5		5
Pipe Underdrains for Structures 4"	Foot			166
Mechanical Splicers	Each		244	244
Granular Backfill for Structures	Cu. Yd.			195



FOOTING LAYOUT



COFFERDAM DETAIL
(Pier 3 End View)

Note:
It is the Contractor's responsibility to provide a design for the cofferdam and all other required appurtenances, subject to approval of the Engineer. Plan dimensions of cofferdam are 10'-6" x 50'-8".

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 3085 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62703
 217.546.3400 www.hlrengineering.com
HLR 184.000099
 ILLINOIS PROFESSIONAL DESIGN FIRM
 LS / PE / SE CORPORATION

DESIGNED - S.M.S.	REVISED -
CHECKED - C.C.S.	REVISED -
DRAWN - D.A.B.	REVISED -
CHECKED - M.D.C.	REVISED -

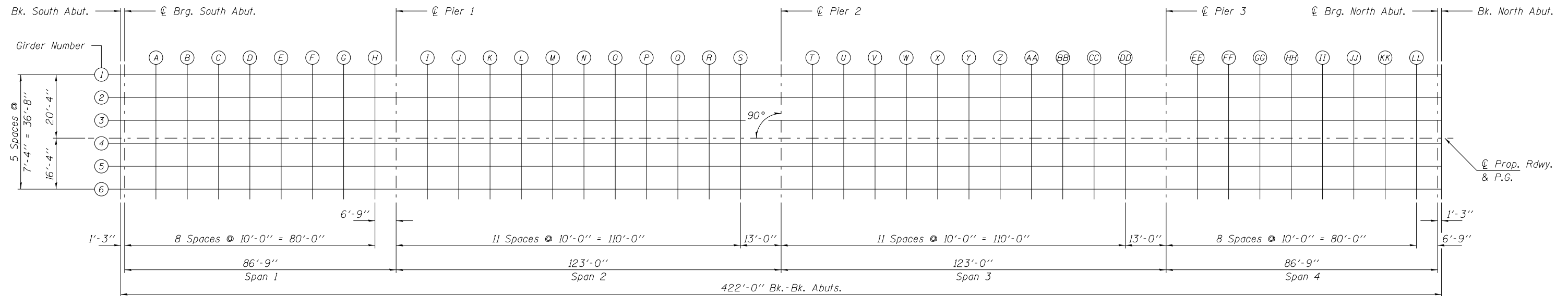
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FOOTING LAYOUT
STRUCTURE NO. 039-0077**

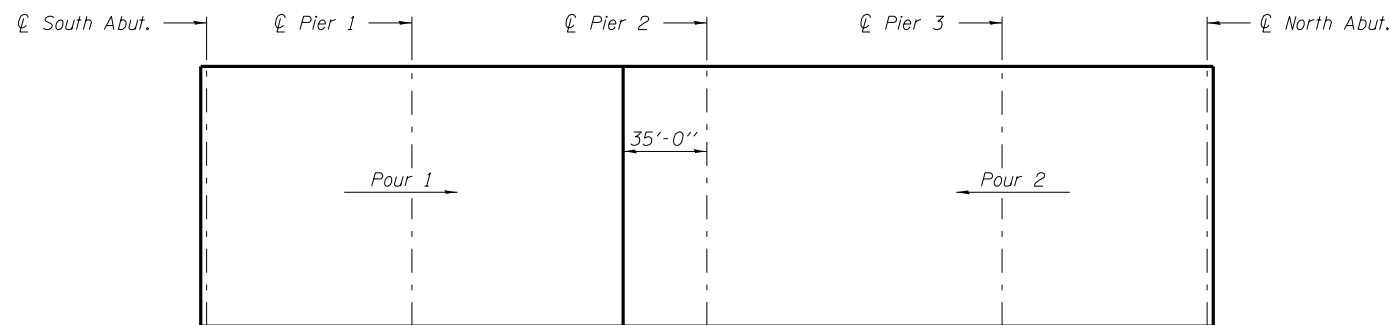
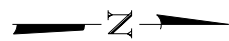
SHEET NO. 3 OF 32 SHEETS

FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	13B-1	JACKSON	112	37
IL 13/127 OVER BEAUCOUP CR.			CONTRACT NO. 78215	

ILLINOIS FED. AID PROJECT



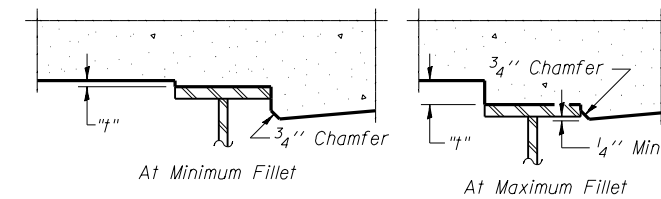
PLAN



OPTIONAL DECK POURING SEQUENCE

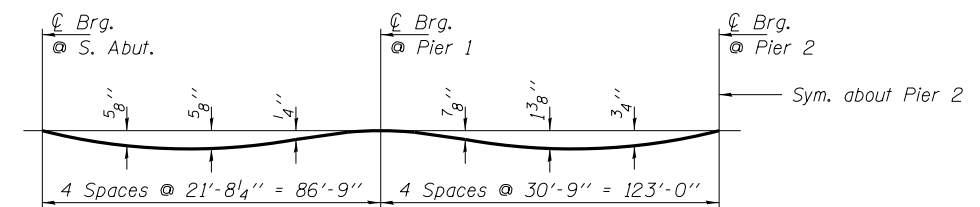
When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:

- 1) At least 72 hours shall have elapsed from the end of the previous pour.
- 2) The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheets 5 thru 7 of 32. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 5 thru 7 of 32, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 5 thru 7 of 32.

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3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 217.546.3400 www.hireengineering.com	CHECKED - C.C.S.	REVISED -			42	13B-1	JACKSON	112	38
184-000989 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION	DRAWN - D.A.B.	REVISED -			IL 13/127 OVER BEAUCOUP CR.	CONTRACT NO. 78215			
PLOT SCALE =	CHECKED - M.D.C.	REVISED -			SHEET NO. 4 OF 32 SHEETS		ILLINOIS FED. AID PROJECT		

Girder 1				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. A but.	2599+33.00	-20.33	387.54	387.54
CL Brg. S. Abut.	2599+34.25	-20.33	387.53	387.53
A	2599+44.25	-20.33	387.53	387.56
B	2599+54.25	-20.33	387.52	387.57
C	2599+64.25	-20.33	387.51	387.57
D	2599+74.25	-20.33	387.51	387.57
E	2599+84.25	-20.33	387.50	387.55
F	2599+94.25	-20.33	387.49	387.52
G	2600+04.25	-20.33	387.49	387.50
H	2600+14.25	-20.33	387.48	387.48
CL Pier 1	2600+21.00	-20.33	387.48	387.48
I	2600+31.00	-20.33	387.47	387.48
J	2600+41.00	-20.33	387.46	387.50
K	2600+51.00	-20.33	387.46	387.53
L	2600+61.00	-20.33	387.45	387.55
M	2600+71.00	-20.33	387.44	387.56
N	2600+81.00	-20.33	387.44	387.56
O	2600+91.00	-20.33	387.43	387.54
P	2601+01.00	-20.33	387.42	387.52
Q	2601+11.00	-20.33	387.42	387.48
R	2601+21.00	-20.33	387.41	387.45
S	2601+31.00	-20.33	387.40	387.42
CL Pier 2	2601+44.00	-20.33	387.40	387.40
T	2601+54.00	-20.33	387.39	387.40
U	2601+64.00	-20.33	387.38	387.41
V	2601+74.00	-20.33	387.38	387.43
W	2601+84.00	-20.33	387.37	387.45
X	2601+94.00	-20.33	387.36	387.47
Y	2602+04.00	-20.33	387.36	387.47
Z	2602+14.00	-20.33	387.35	387.47
AA	2602+24.00	-20.33	387.34	387.44
BB	2602+34.00	-20.33	387.34	387.41
CC	2602+44.00	-20.33	387.33	387.38
DD	2602+54.00	-20.33	387.32	387.34
CL Pier 3	2602+67.00	-20.33	387.31	387.31
EE	2602+77.00	-20.33	387.31	387.31
FF	2602+87.00	-20.33	387.30	387.32
GG	2602+97.00	-20.33	387.29	387.33
HH	2603+07.00	-20.33	387.29	387.34
II	2603+17.00	-20.33	387.28	387.34
JJ	2603+27.00	-20.33	387.28	387.33
KK	2603+37.00	-20.33	387.27	387.31
LL	2603+47.00	-20.33	387.26	387.28
CL Brg. N. Abut.	2603+53.75	-20.33	387.26	387.26
Bk. N. A but.	2603+55.00	-20.33	387.26	387.26

Girder 2				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. A but.	2599+33.00	-13.00	387.69	387.69
CL Brg. S. Abut.	2599+34.25	-13.00	387.69	387.69
A	2599+44.25	-13.00	387.68	387.71
B	2599+54.25	-13.00	387.67	387.72
C	2599+64.25	-13.00	387.67	387.73
D	2599+74.25	-13.00	387.66	387.72
E	2599+84.25	-13.00	387.65	387.70
F	2599+94.25	-13.00	387.65	387.68
G	2600+04.25	-13.00	387.64	387.65
H	2600+14.25	-13.00	387.63	387.63
CL Pier 1	2600+21.00	-13.00	387.63	387.63
I	2600+31.00	-13.00	387.62	387.64
J	2600+41.00	-13.00	387.62	387.66
K	2600+51.00	-13.00	387.61	387.68
L	2600+61.00	-13.00	387.60	387.70
M	2600+71.00	-13.00	387.60	387.71
N	2600+81.00	-13.00	387.59	387.71
O	2600+91.00	-13.00	387.58	387.70
P	2601+01.00	-13.00	387.58	387.67
Q	2601+11.00	-13.00	387.57	387.64
R	2601+21.00	-13.00	387.56	387.60
S	2601+31.00	-13.00	387.56	387.57
CL Pier 2	2601+44.00	-13.00	387.55	387.55
T	2601+54.00	-13.00	387.54	387.55
U	2601+64.00	-13.00	387.54	387.57
V	2601+74.00	-13.00	387.53	387.59
W	2601+84.00	-13.00	387.52	387.61
X	2601+94.00	-13.00	387.52	387.62
Y	2602+04.00	-13.00	387.51	387.63
Z	2602+14.00	-13.00	387.50	387.62
AA	2602+24.00	-13.00	387.50	387.60
BB	2602+34.00	-13.00	387.49	387.57
CC	2602+44.00	-13.00	387.48	387.53
DD	2602+54.00	-13.00	387.48	387.50
CL Pier 3	2602+67.00	-13.00	387.47	387.47
EE	2602+77.00	-13.00	387.46	387.46
FF	2602+87.00	-13.00	387.45	387.47
GG	2602+97.00	-13.00	387.45	387.48
HH	2603+07.00	-13.00	387.44	387.49
II	2603+17.00	-13.00	387.43	387.49
JJ	2603+27.00	-13.00	387.43	387.48
KK	2603+37.00	-13.00	387.42	387.46
LL	2603+47.00	-13.00	387.41	387.43
CL Brg. N. Abut.	2603+53.75	-13.00	387.41	387.41
Bk. N. A but.	2603+55.00	-13.00	387.41	387.41

Girder 3				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. A but.	2599+33.00	-5.67	387.81	387.81
CL Brg. S. Abut.	2599+34.25	-5.67	387.81	387.81
A	2599+44.25	-5.67	387.80	387.83
B	2599+54.25	-5.67	387.79	387.84
C	2599+64.25	-5.67	387.79	387.85
D	2599+74.25	-5.67	387.78	387.84
E	2599+84.25	-5.67	387.77	387.82
F	2599+94.25	-5.67	387.77	387.80
G	2600+04.25	-5.67	387.76	387.77
H	2600+14.25	-5.67	387.75	387.75
CL Pier 1	2600+21.00	-5.67	387.75	387.75
I	2600+31.00	-5.67	387.74	387.76
J	2600+41.00	-5.67	387.74	387.78
K	2600+51.00	-5.67	387.73	387.80
L	2600+61.00	-5.67	387.72	387.82
M	2600+71.00	-5.67	387.72	387.83
N	2600+81.00	-5.67	387.71	387.83
O	2600+91.00	-5.67	387.70	387.82
P	2601+01.00	-5.67	387.70	387.79
Q	2601+11.00	-5.67	387.69	387.76
R	2601+21.00	-5.67	387.68	387.72
S	2601+31.00	-5.67	387.68	387.69
CL Pier 2	2601+44.00	-5.67	387.67	387.67
T	2601+54.00	-5.67	387.66	387.67
U	2601+64.00	-5.67	387.66	387.69
V	2601+74.00	-5.67	387.65	387.71
W	2601+84.00	-5.67	387.64	387.73
X	2601+94.00	-5.67	387.64	387.74
Y	2602+04.00	-5.67	387.63	387.75
Z	2602+14.00	-5.67	387.62	387.74
AA	2602+24.00	-5.67	387.62	387.72
BB	2602+34.00	-5.67	387.61	387.69
CC	2602+44.00	-5.67	387.60	387.65
DD	2602+54.00	-5.67	387.60	387.62
CL Pier 3	2602+67.00	-5.67	387.59	387.59
EE	2602+77.00	-5.67	387.58	387.58
FF	2602+87.00	-5.67	387.57	387.59
GG	2602+97.00	-5.67	387.57	387.60
HH	2603+07.00	-5.67	387.56	387.61
II	2603+17.00	-5.67	387.55	387.61
JJ	2603+27.00	-5.67	387.55	387.60
KK	2603+37.00	-5.67	387.54	387.58
LL	2603+47.00	-5.67	387.53	387.55
CL Brg. N. Abut.	2603+53.75	-5.67	387.53	387.53
Bk. N. A but.	2603+55.00	-5.67	387.53	387.53

Girder 6				
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	2599+33.00	16.33	387.62	387.62
CL Brg. S. Abut.	2599+34.25	16.33	387.62	387.62
A	2599+44.25	16.33	387.61	387.64
B	2599+54.25	16.33	387.60	387.65
C	2599+64.25	16.33	387.60	387.66
D	2599+74.25	16.33	387.59	387.65
E	2599+84.25	16.33	387.58	387.63
F	2599+94.25	16.33	387.58	387.61
G	2600+04.25	16.33	387.57	387.58
H	2600+14.25	16.33	387.56	387.56
CL Pier 1	2600+21.00	16.33	387.56	387.56
I	2600+31.00	16.33	387.55	387.57
J	2600+41.00	16.33	387.55	387.59
K	2600+51.00	16.33	387.54	387.61
L	2600+61.00	16.33	387.53	387.63
M	2600+71.00	16.33	387.53	387.64
N	2600+81.00	16.33	387.52	387.64
O	2600+91.00	16.33	387.51	387.63
P	2601+01.00	16.33	387.51	387.60
Q	2601+11.00	16.33	387.50	387.57
R	2601+21.00	16.33	387.49	387.53
S	2601+31.00	16.33	387.49	387.50
CL Pier 2	2601+44.00	16.33	387.48	387.48
T	2601+54.00	16.33	387.47	387.48
U	2601+64.00	16.33	387.47	387.50
V	2601+74.00	16.33	387.46	387.52
W	2601+84.00	16.33	387.45	387.54
X	2601+94.00	16.33	387.45	387.55
Y	2602+04.00	16.33	387.44	387.56
Z	2602+14.00	16.33	387.43	387.55
AA	2602+24.00	16.33	387.43	387.53
BB	2602+34.00	16.33	387.42	387.50
CC	2602+44.00	16.33	387.41	387.46
DD	2602+54.00	16.33	387.41	387.43
CL Pier 3	2602+67.00	16.33	387.40	387.40
EE	2602+77.00	16.33	387.39	387.39
FF	2602+87.00	16.33	387.38	387.40
GG	2602+97.00	16.33	387.38	387.41
HH	2603+07.00	16.33	387.37	387.42
II	2603+17.00	16.33	387.37	387.43
JJ	2603+27.00	16.33	387.36	387.42
KK	2603+37.00	16.33	387.35	387.39
LL	2603+47.00	16.33	387.35	387.36
CL Brg. N. Abut.	2603+53.75	16.33	387.34	387.34
Bk. N. Abut.	2603+55.00	16.33	387.34	387.34

WEST EDGE OF SHOULDER

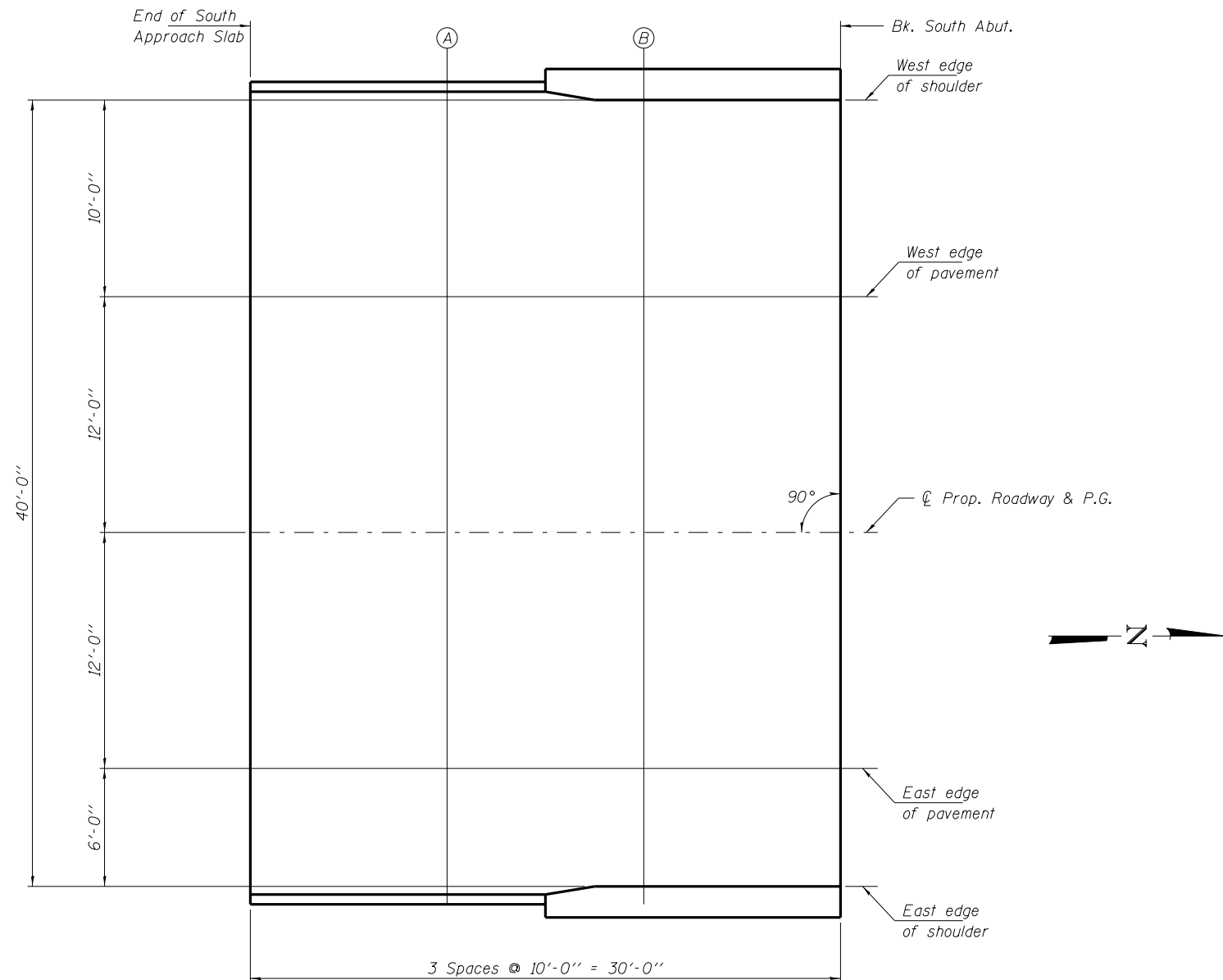
Location	Station	Offset	Theoretical Grade Elevations
End of S. Approach Slab	2599+03.00	-22.00	387.52
A	2599+13.00	-22.00	387.51
B	2599+23.00	-22.00	387.51
Bk. S. Abutment	2599+33.00	-22.00	387.50

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of S. Approach Slab	2599+03.00	-12.00	387.73
A	2599+13.00	-12.00	387.72
B	2599+23.00	-12.00	387.72
Bk. S. Abutment	2599+33.00	-12.00	387.71

CL PROPOSED ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations
End of S. Approach Slab	2599+03.00	0.00	387.92
A	2599+13.00	0.00	387.91
B	2599+23.00	0.00	387.90
Bk. S. Abutment	2599+33.00	0.00	387.90



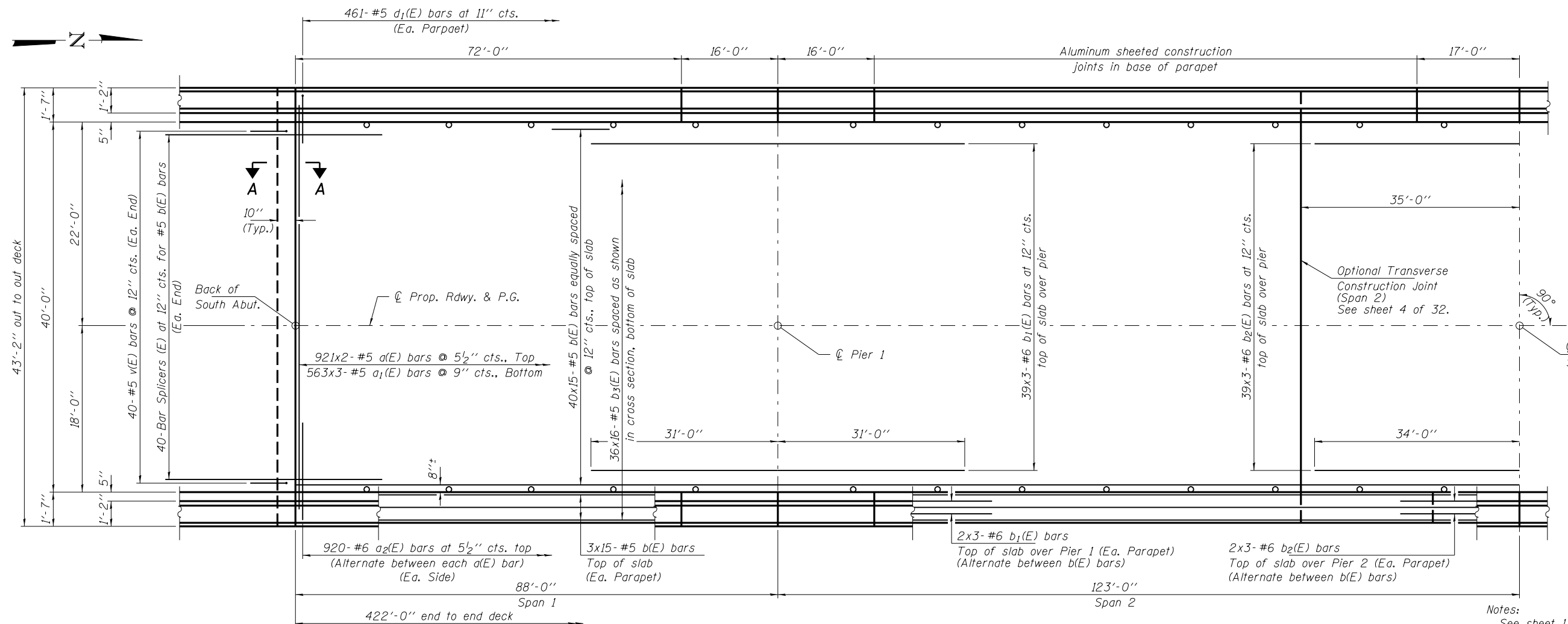
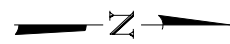
SOUTH APPROACH SLAB - PLAN

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of S. Approach Slab	2599+03.00	12.00	387.73
A	2599+13.00	12.00	387.72
B	2599+23.00	12.00	387.72
Bk. S. Abutment	2599+33.00	12.00	387.71

EAST EDGE OF SHOULDER

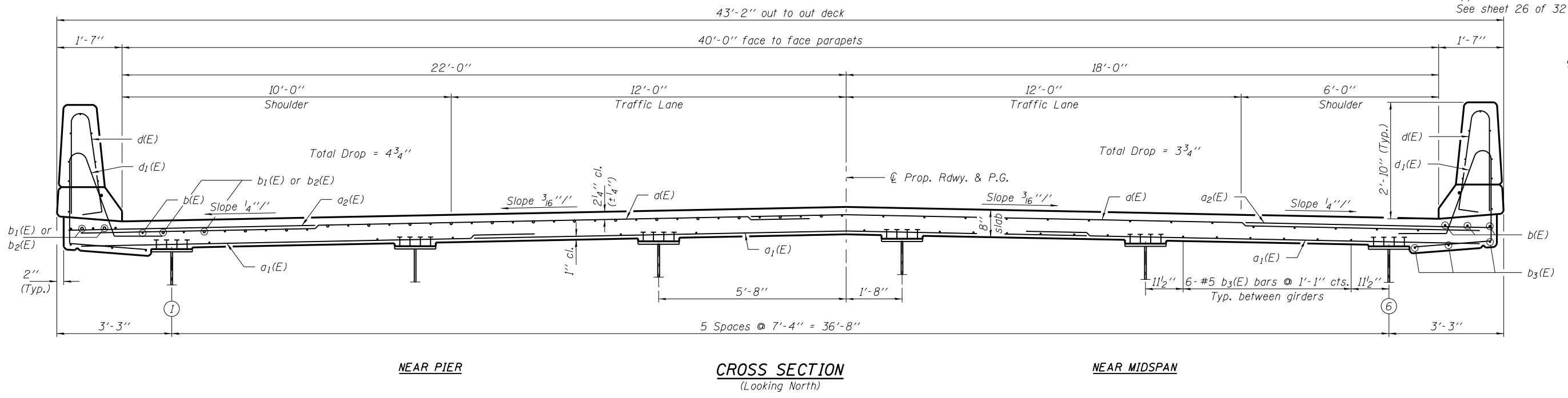
Location	Station	Offset	Theoretical Grade Elevations
End of S. Approach Slab	2599+03.00	18.00	387.60
A	2599+13.00	18.00	387.60
B	2599+23.00	18.00	387.59
Bk. S. Abutment	2599+33.00	18.00	387.58



PARTIAL PLAN

Notes:
 See sheet 11 of 32 for superstructure details and Bill of Material.
 Bars indicated thus 40x15-#5 etc. indicates 40 lines of bars with 15 lengths per line.
 See sheet 11 of 32 for parapet reinforcement.
 See sheet 12 of 32 for SECTION A-A.
 See sheet 12 of 32 for slab detail at drainage scuppers.
 See sheet 26 of 32 for Bar Splicer Details.

MIN. BAR LAPS
 #5 bars = 2'-7"
 #6 bars = 3'-1"

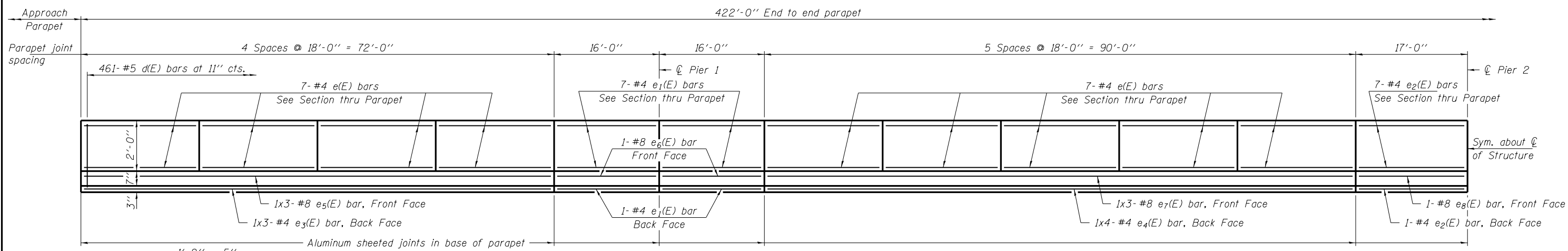


NEAR PIER

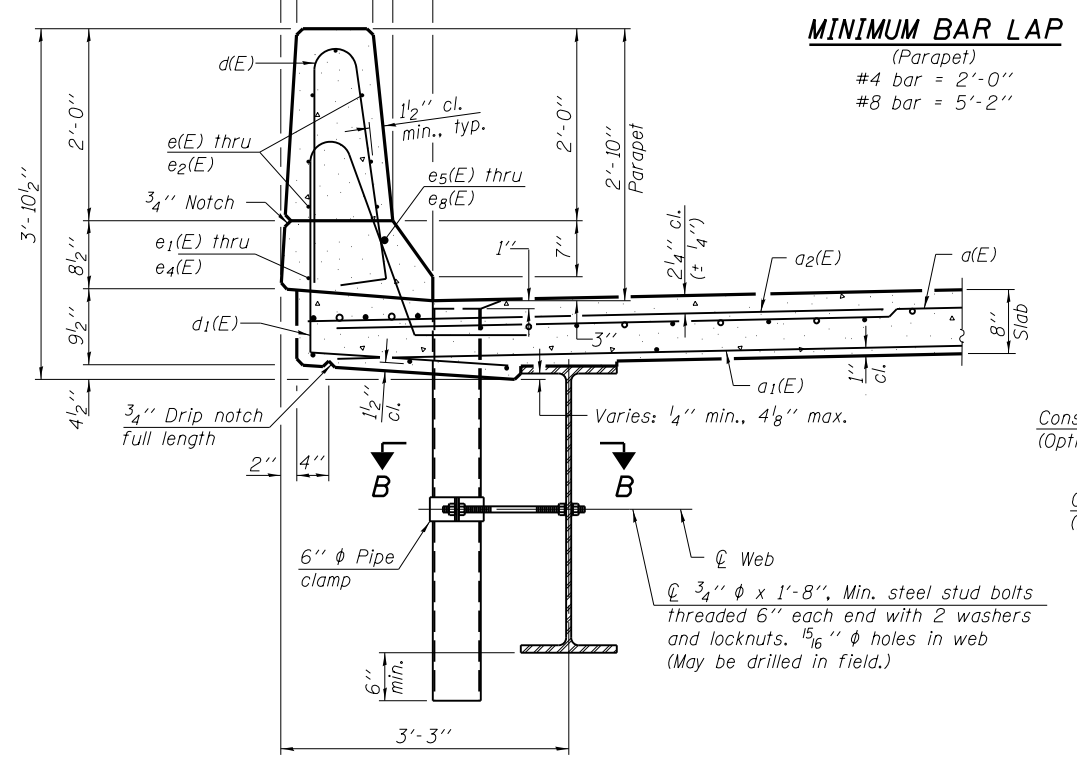
CROSS SECTION
 (Looking North)

NEAR MIDSPAN

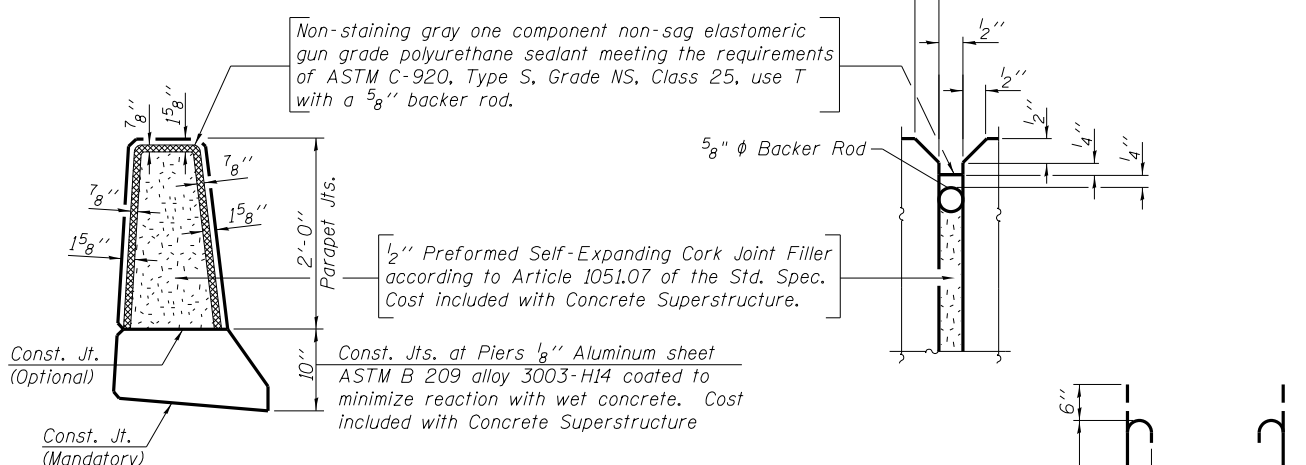
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3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 217.546.3400 www.hfrengineering.com	CHECKED - C.C.S.	REVISED -			42	13B-1	JACKSON	112	44
PLOT SCALE =	DRAWN - D.A.B.	REVISED -			IL 13/127 OVER BEAUCOUP CR.			CONTRACT NO. 78215	
PLOT DATE = 6/4/2014	CHECKED - M.D.C.	REVISED -			ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF PARAPET

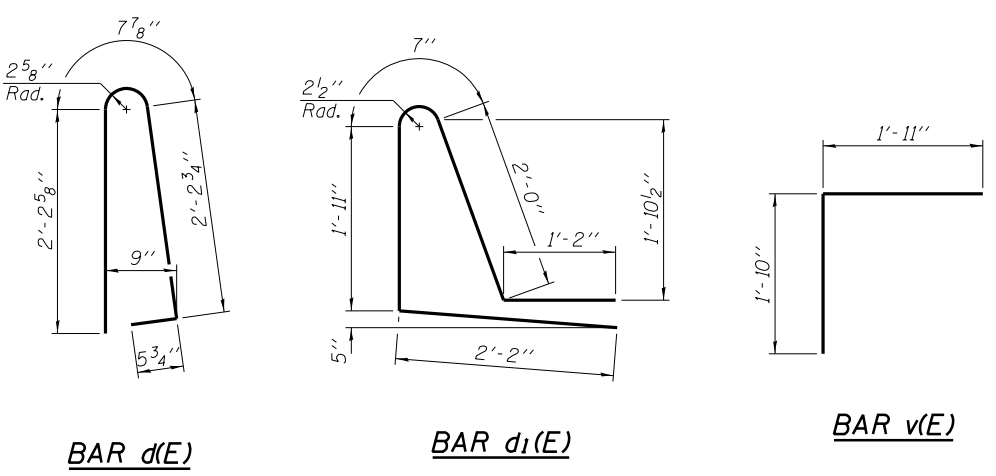
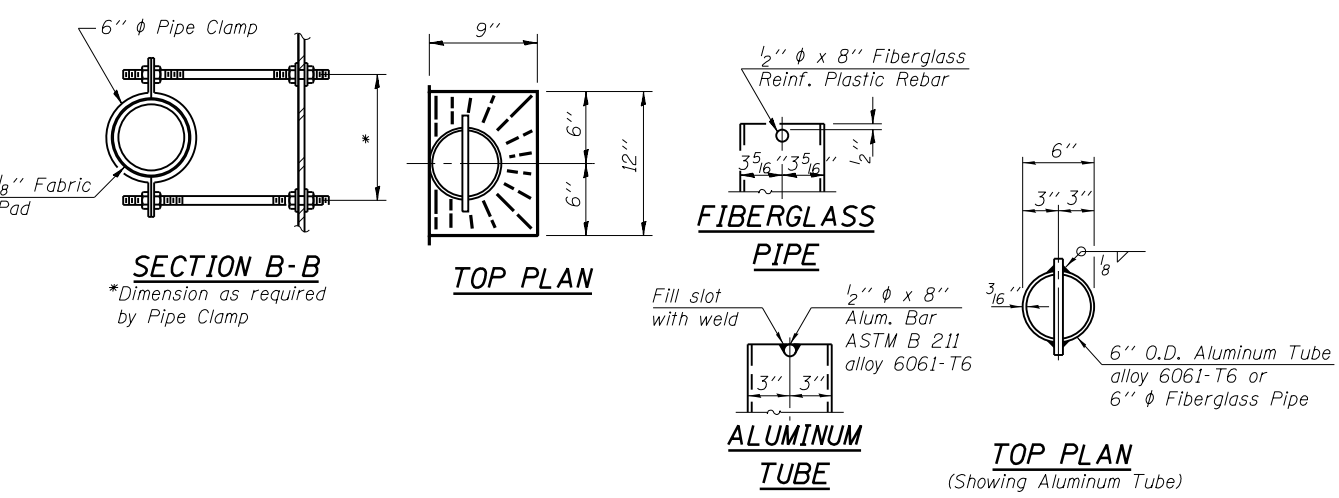
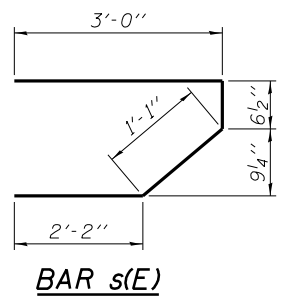


SECTION THRU PARAPET



PARAPET JOINT DETAILS

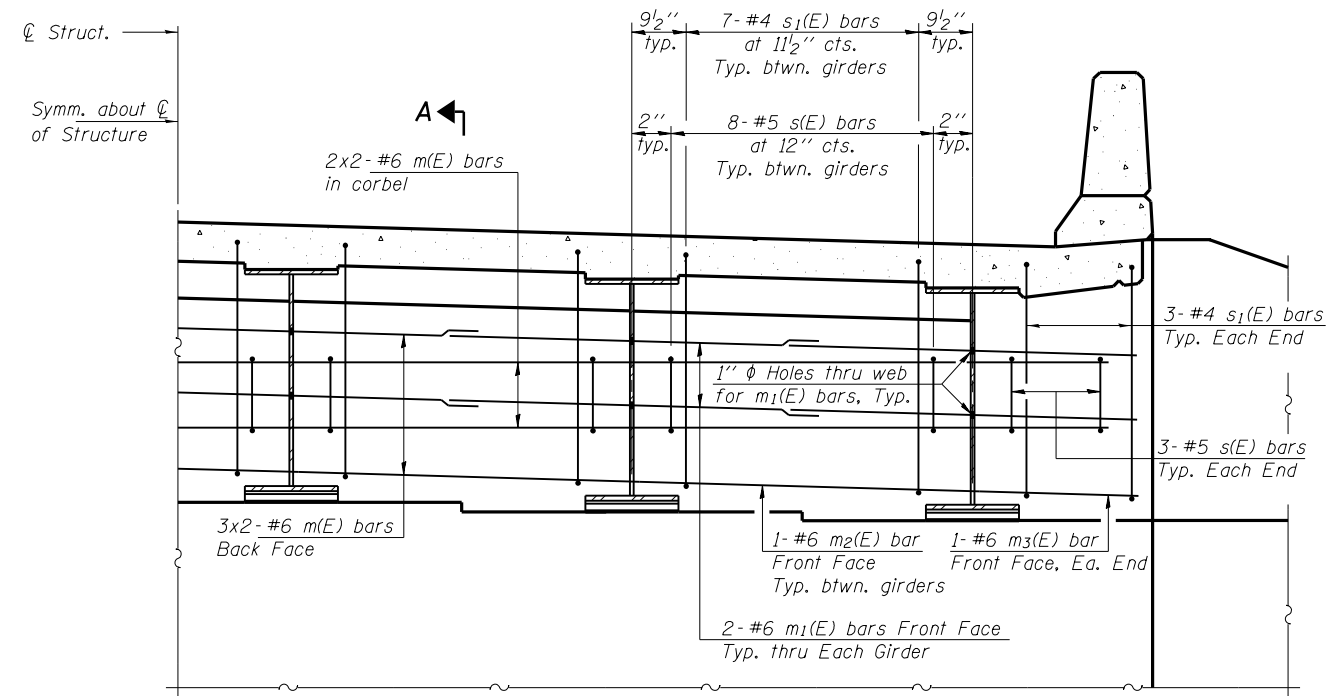
Notes:
 Floor drains need not be painted.
 Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
 Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.
 Drains shall be located clear of all diaphragms.



BILL OF MATERIAL

BAR	NO.	SIZE	LENGTH	SHAPE
d(E)	1842	#5	22'-6"	—
a ₁ (E)	1689	#5	15'-10"	—
a ₂ (E)	1840	#6	6'-6"	—
a ₅ (E)	40	#5	1'-6"	—
b(E)	690	#5	30'-7"	—
b ₁ (E)	258	#6	22'-9"	—
b ₂ (E)	129	#6	24'-9"	—
b ₃ (E)	576	#5	28'-10"	—
d ₁ (E)	922	#5	7'-10"	—
e(E)	252	#4	17'-7"	—
e ₁ (E)	64	#4	15'-7"	—
e ₂ (E)	32	#4	16'-7"	—
e ₃ (E)	12	#4	25'-3"	—
e ₄ (E)	16	#4	23'-11"	—
e ₅ (E)	12	#8	27'-4"	—
e ₆ (E)	8	#8	15'-7"	—
e ₇ (E)	12	#8	33'-4"	—
e ₈ (E)	4	#8	16'-7"	—
m(E)	20	#6	23'-1"	—
m ₁ (E)	24	#6	10'-8"	—
m ₂ (E)	10	#6	6'-11"	—
m ₃ (E)	4	#6	2'-10"	—
s(E)	92	#5	6'-10"	—
s ₁ (E)	82	#4	11'-6"	—
v(E)	80	#5	3'-9"	—

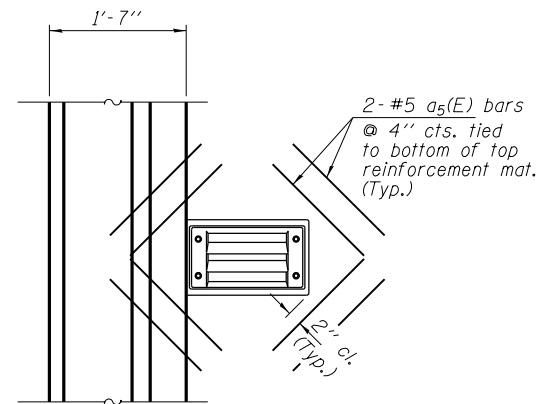
Concrete Superstructures Cu. Yd. 605.4
 Reinforcement Bars, Epoxy Coated Pound 164,680
 Bars indicated thus 40x15- #5 etc. indicates 40 lines of bars with 15 lengths per line.



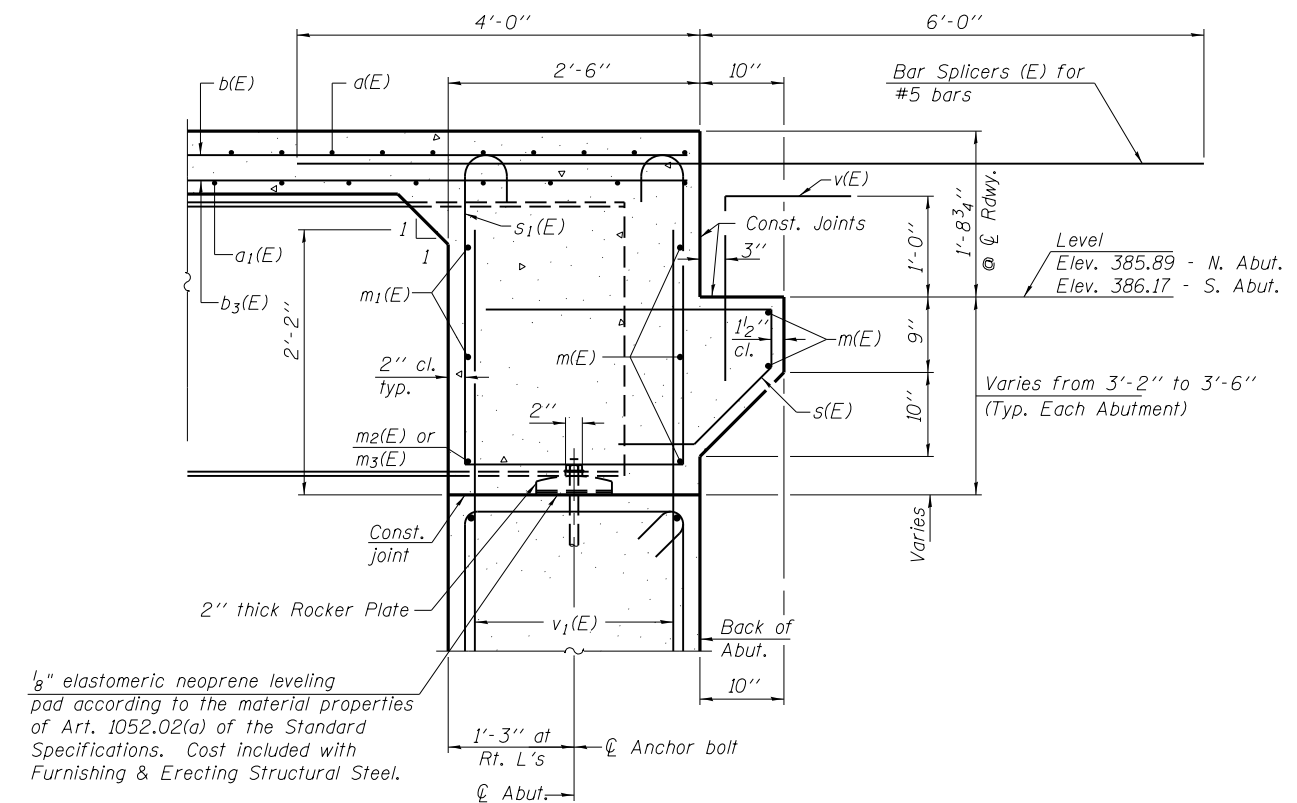
DIAPHRAGM ELEVATION AT ABUTMENT

Notes:
 Reinforcement bars in diaphragm are billed with superstructure on sheet 11 of 32.
 Concrete in diaphragm is included with Concrete Superstructure on sheet 11 of 32.
 The s(E) and s₁(E) bars shall be placed parallel to the girders. Spacing for these bars shall be at right angles to the girders.
 For bars splicer details see sheet 26 of 32.
 For details of bars s(E) & s₁(E) see sheet 11 of 32.

MIN. BAR LAP
 #6 bar = 3'-4"



PLAN VIEW AT DRAINAGE SCUPPERS
 (Shown at DS-11 Drainage Scupper)
 Cut longitudinal reinforcement to clear drainage scuppers.



SECTION A-A
 Dimensions at right angles to abutment, except as shown.

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3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 217.546.3400 www.hireengineering.com	CHECKED - C.C.S.	REVISED -
PLOT SCALE =	DRAWN - D.A.B.	REVISED -
PLOT DATE = 6/4/2014	CHECKED - M.D.C.	REVISED -

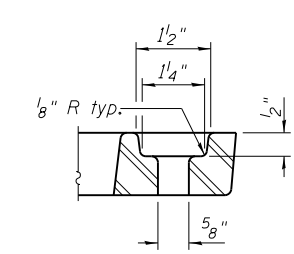
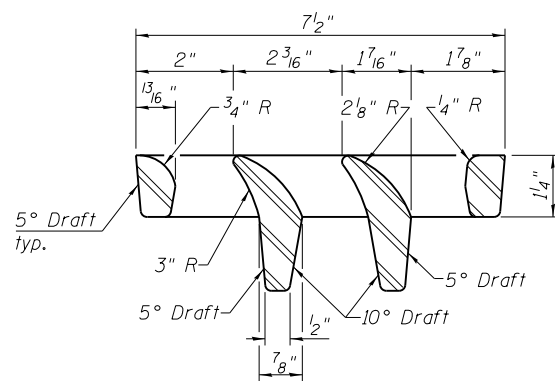
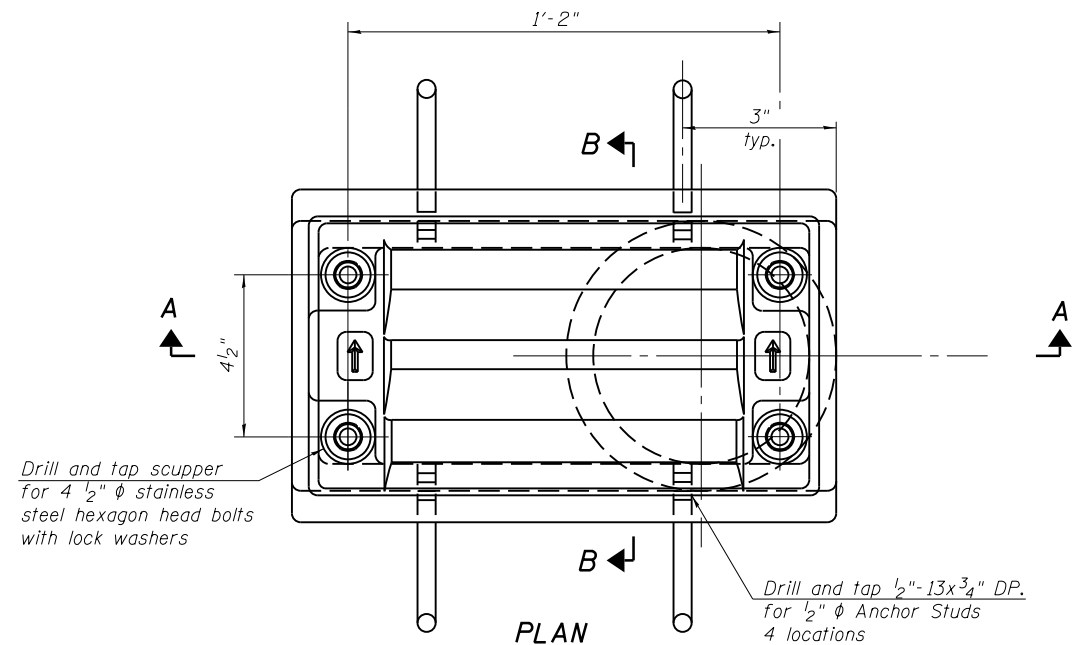
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**INTEGRAL ABUTMENT DIAPHRAGM DETAILS
 STRUCTURE NO. 039-0077**

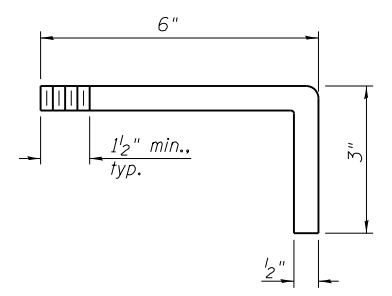
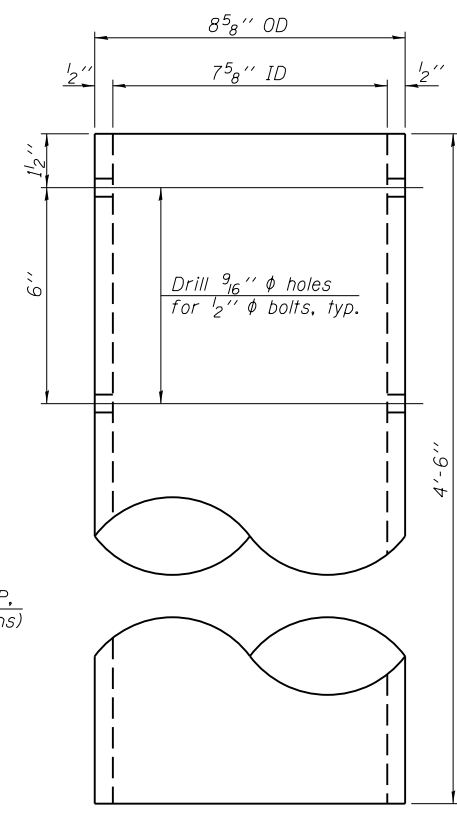
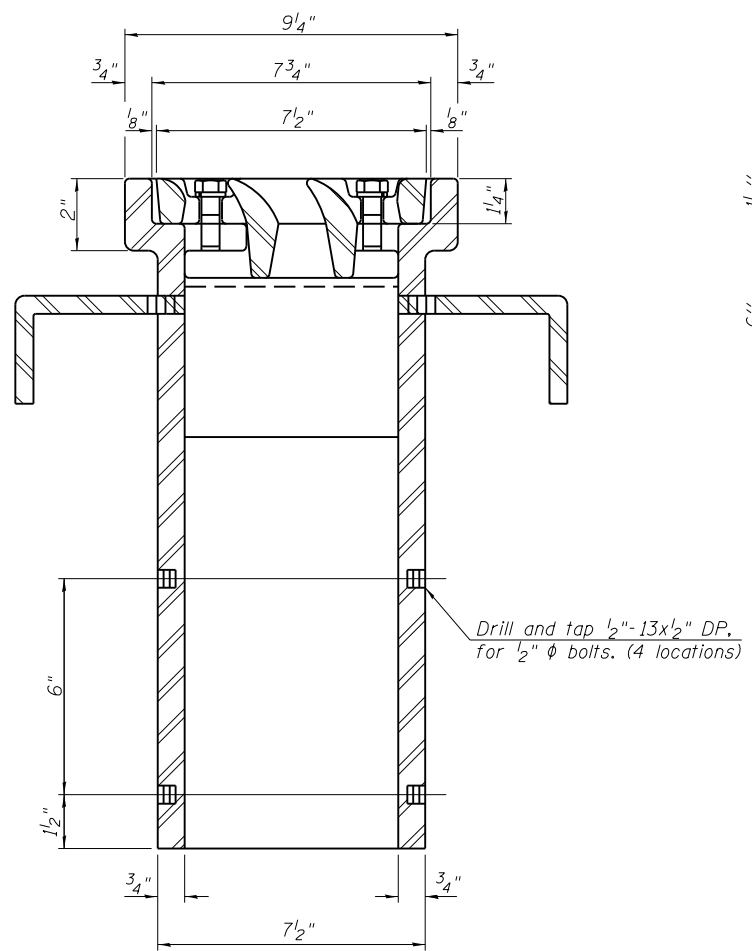
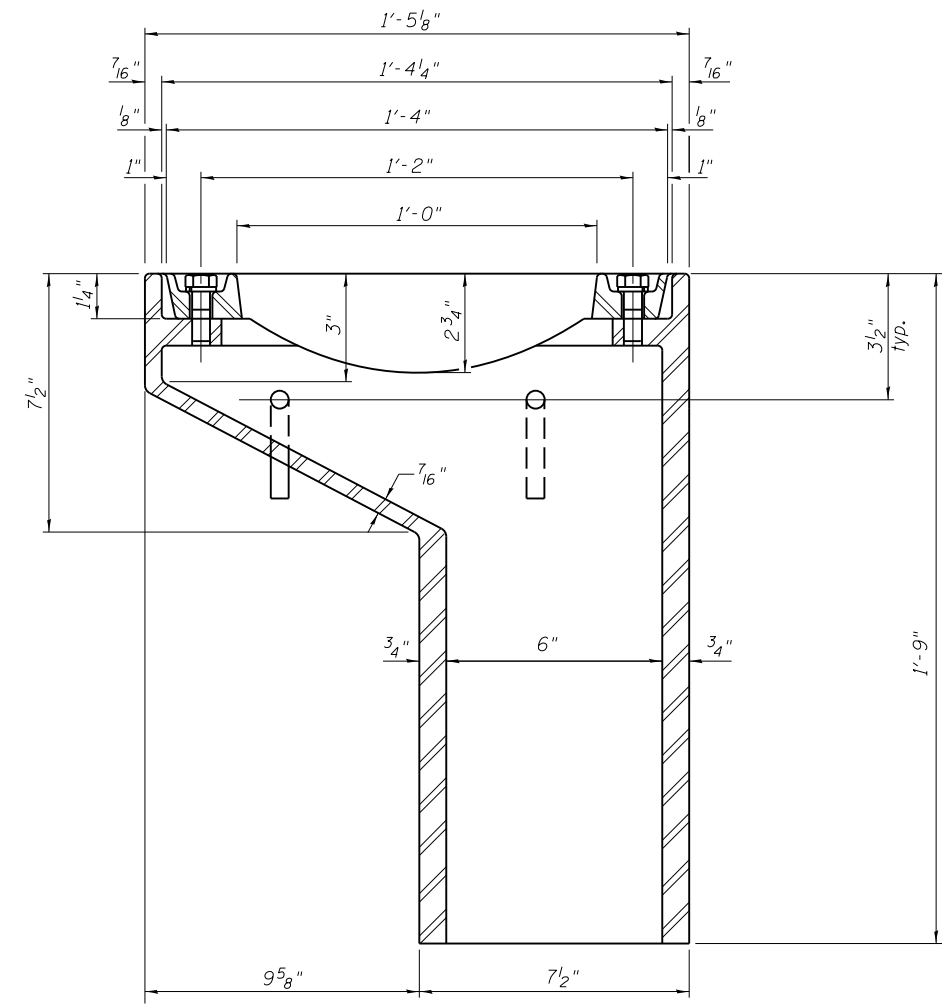
SHEET NO. 12 OF 32 SHEETS

FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	13B-1	JACKSON	112	46
IL 13/127 OVER BEAUCOUP CR.		CONTRACT NO. 78215		

ILLINOIS FED. AID PROJECT



Notes:
 All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.
 Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.
 Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.
 As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.
 Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.
 The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
 Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.
 Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.



BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	5

DS-11

7-1-10

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 3085 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62703
 217.546.3400 www.hireengineering.com
 ILLINOIS PROFESSIONAL DESIGN FIRM
 LS / PE / SE CORPORATION

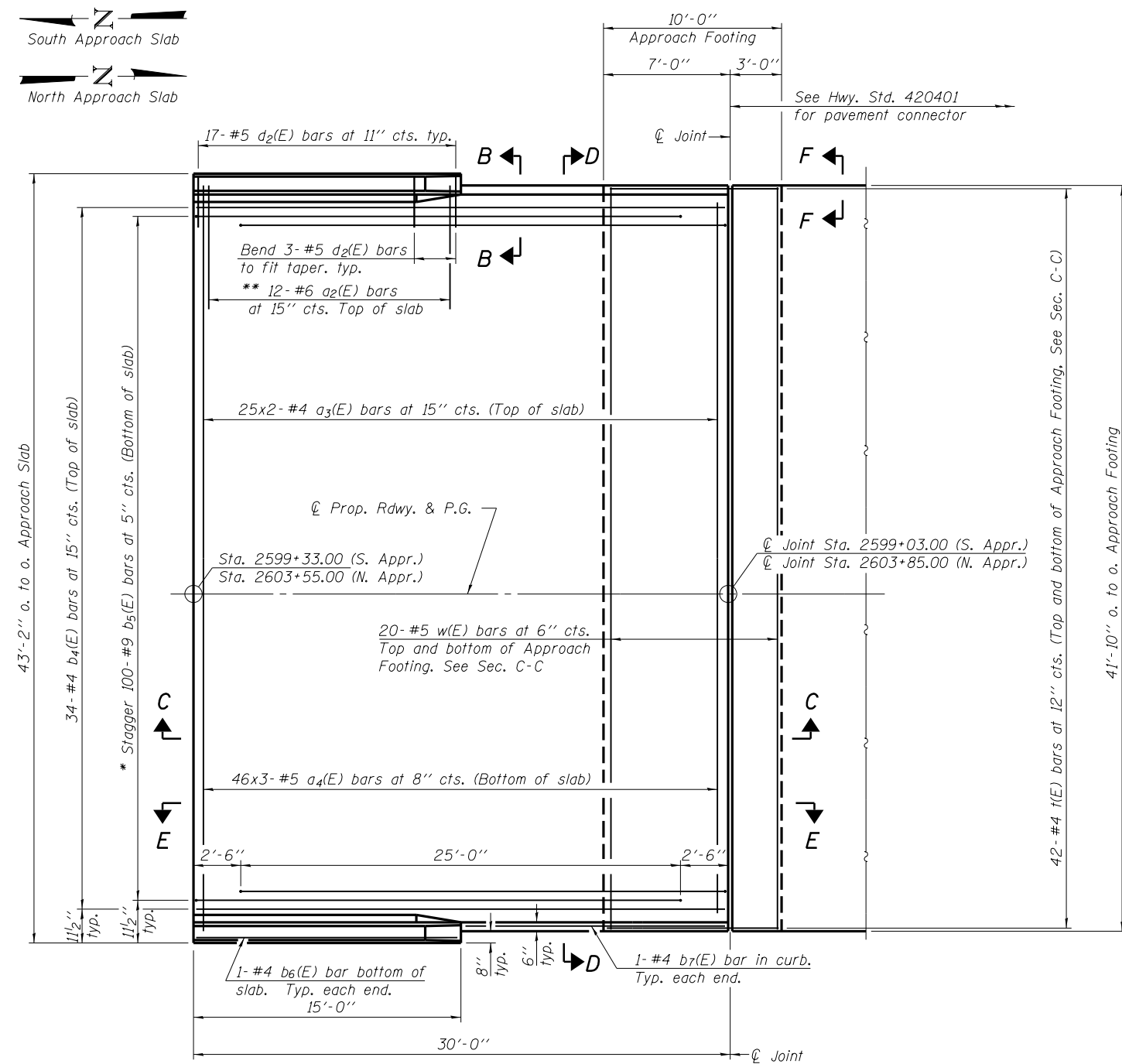
DESIGNED - S.M.S.
 CHECKED - C.C.S.
 DRAWN - D.A.B.
 CHECKED - M.D.C.
 REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
 STRUCTURE NO. 039-0077
 SHEET NO. 13 OF 32 SHEETS

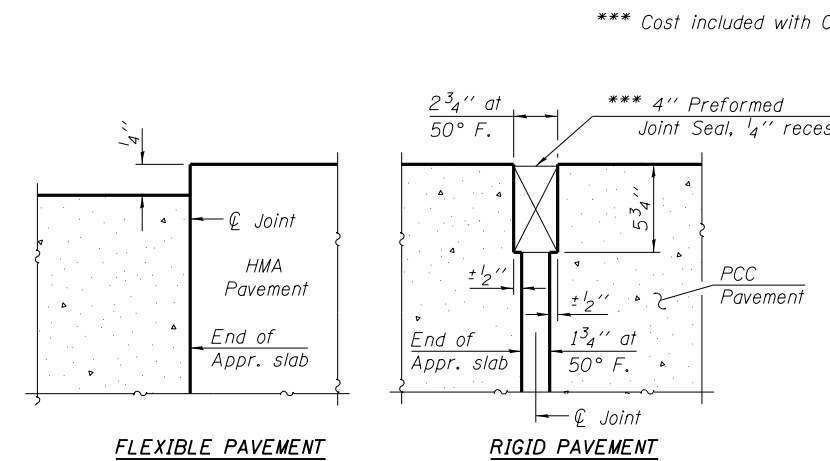
FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	13B-1	JACKSON	112	47
IL 13/127 OVER BEAUCOUP CR.		CONTRACT NO. 78215		
ILLINOIS FED. AID PROJECT				

Notes:
 See sheet 15 of 32 for Sections C-C & D-D and View E-E.
 $a_3(E)$ and $a_4(E)$ bar spacings measured along CL Rdwy.
 Bars indicated thus 25x2-#4 etc. indicates 25 lines of bars with 2 lengths per line.

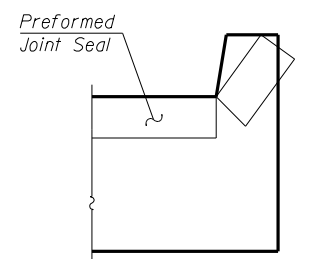
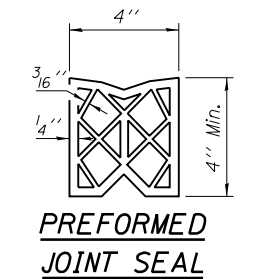


PLAN
 (North Approach shown - South Approach Similar)

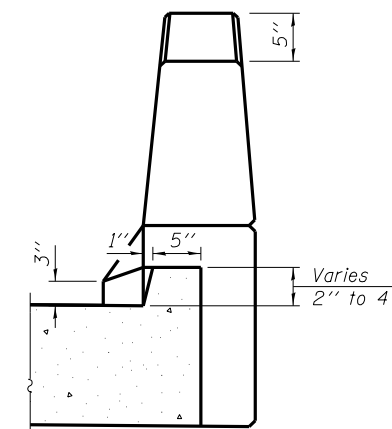
* Tilt #9 $b_5(E)$ bars as required to maintain clearance.
 ** Space between $a_3(E)$ bars, typ. ea. parapet.



DETAIL A



VIEW F-F
 Angle Preformed Joint Seal at 45°
 at curbs when req'd for drainage.



VIEW B-B

MIN. BAR LAPS
 #4 bars = 1'-10"
 #5 bars = 2'-0"

BA-0

7-1-10

(Sheet 1 of 2)

FILE NAME = c:\pwork\pwsdot\leftwchd\65362001\039077-78215.dgn	DESIGNED - S.M.S.	REVISED -
3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 217.546.3400 www.hireengineering.com	CHECKED - C.C.S.	REVISED -
184.000009 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION	DRAWN - D.A.B.	REVISED -
	CHECKED - M.D.C.	REVISED -
	PLOT SCALE =	
	PLOT DATE = 6/4/2014	

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

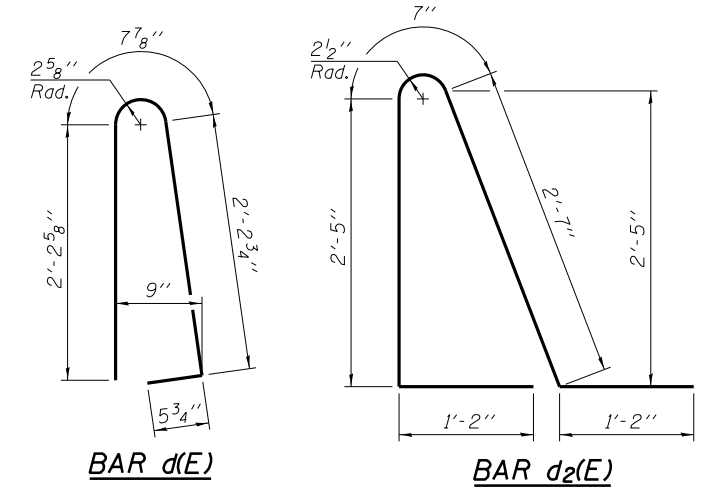
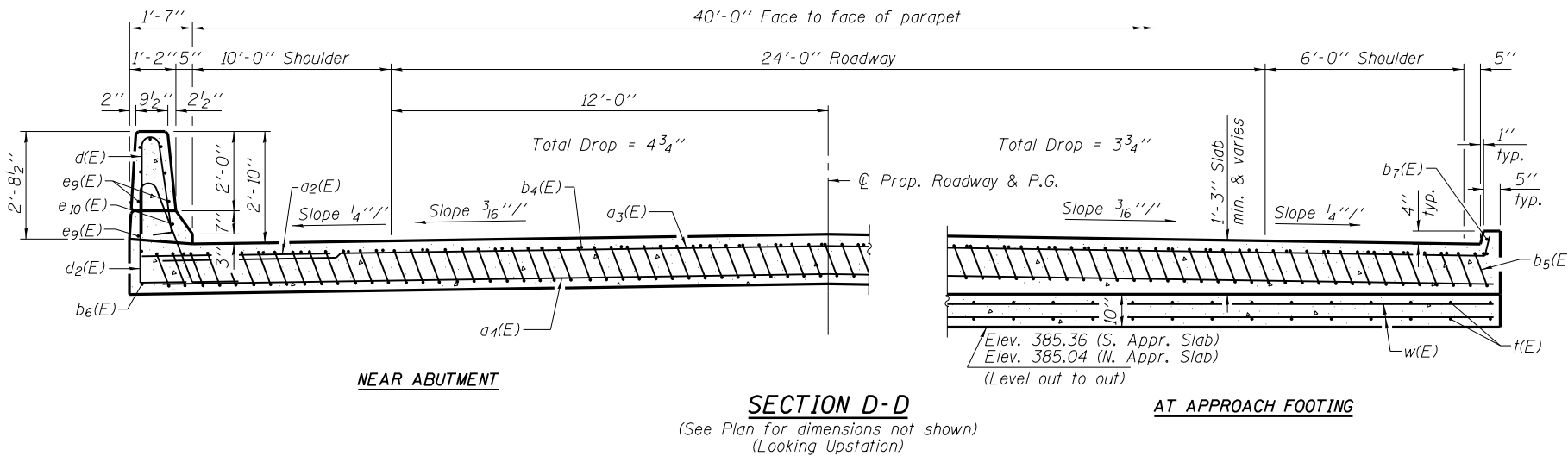
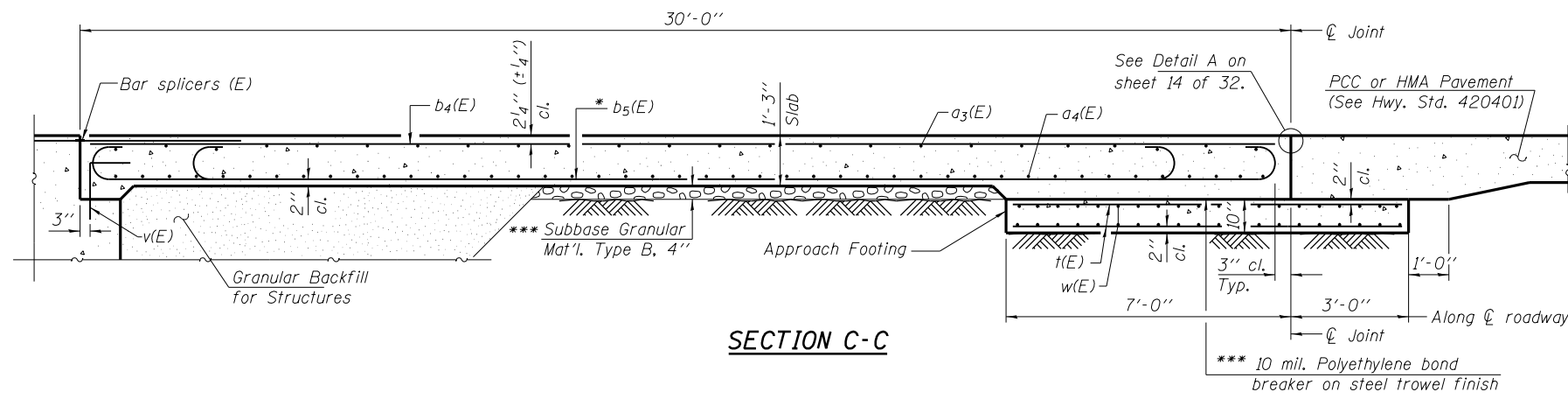
BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 039-0077

SHEET NO. 14 OF 32 SHEETS

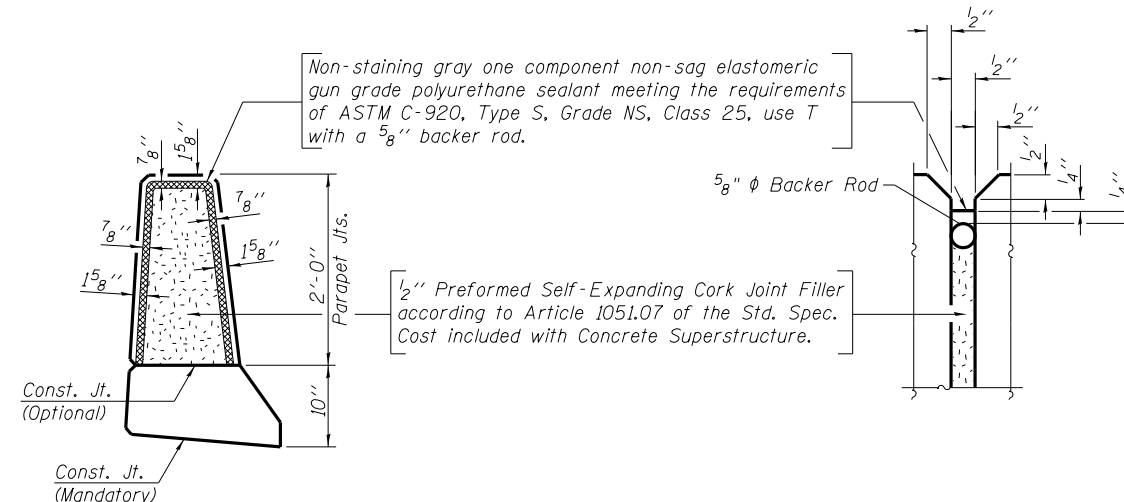
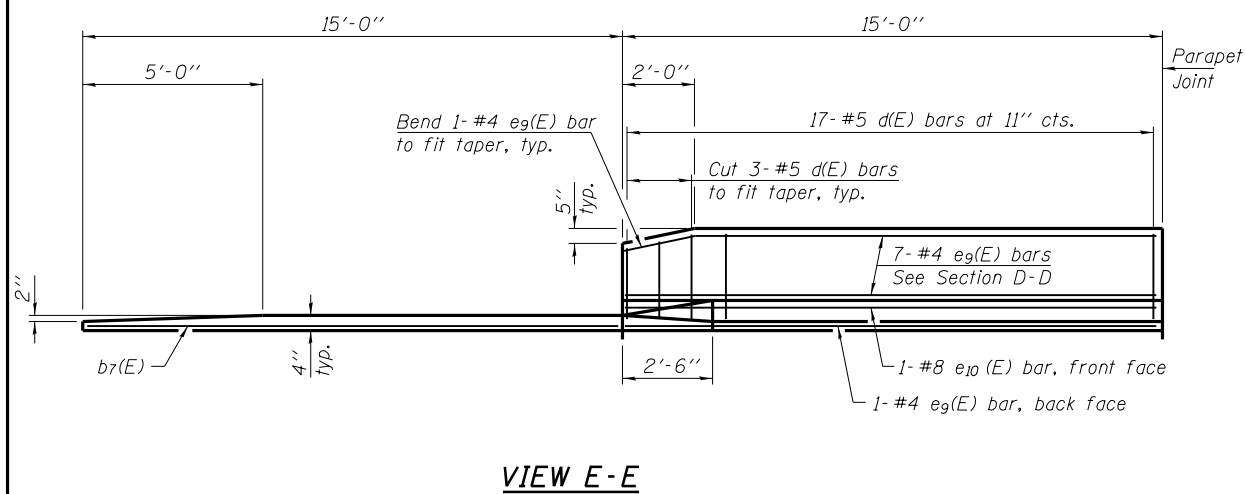
FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	13B-1	JACKSON	112	48
IL 13/127 OVER BEAUCOUP CR.			CONTRACT NO. 78215	

ILLINOIS FED. AID PROJECT

Notes:
 See sheet 14 of 32 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet 11 of 32.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet 26 of 32.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 32.
 For additional parapet details, see sheet 11 of 32.

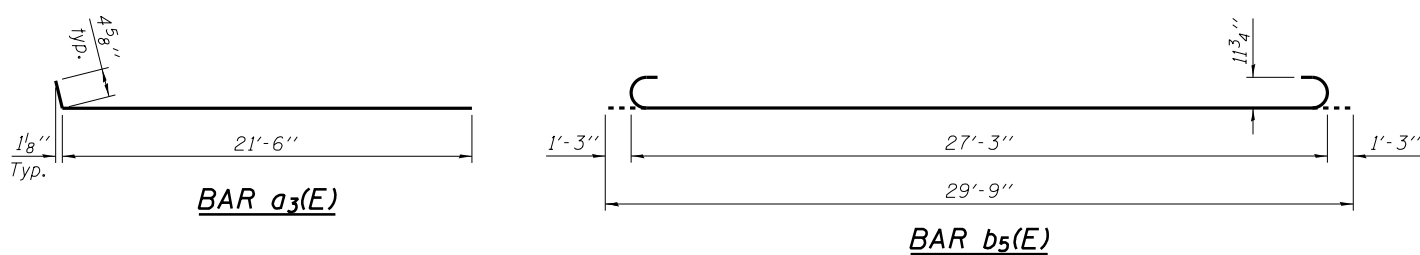


* Tilt #9 b₅(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.

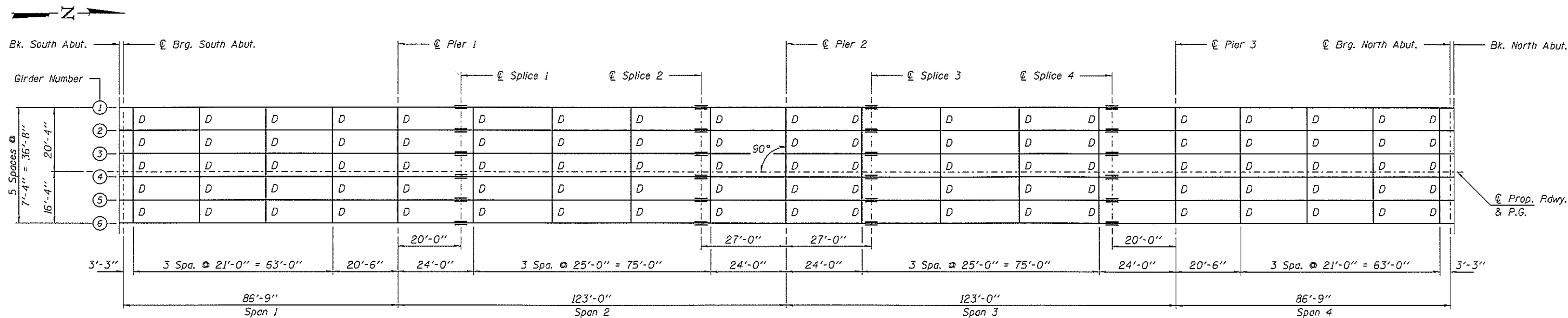


**TWO APPROACHES
 BILL OF MATERIAL**

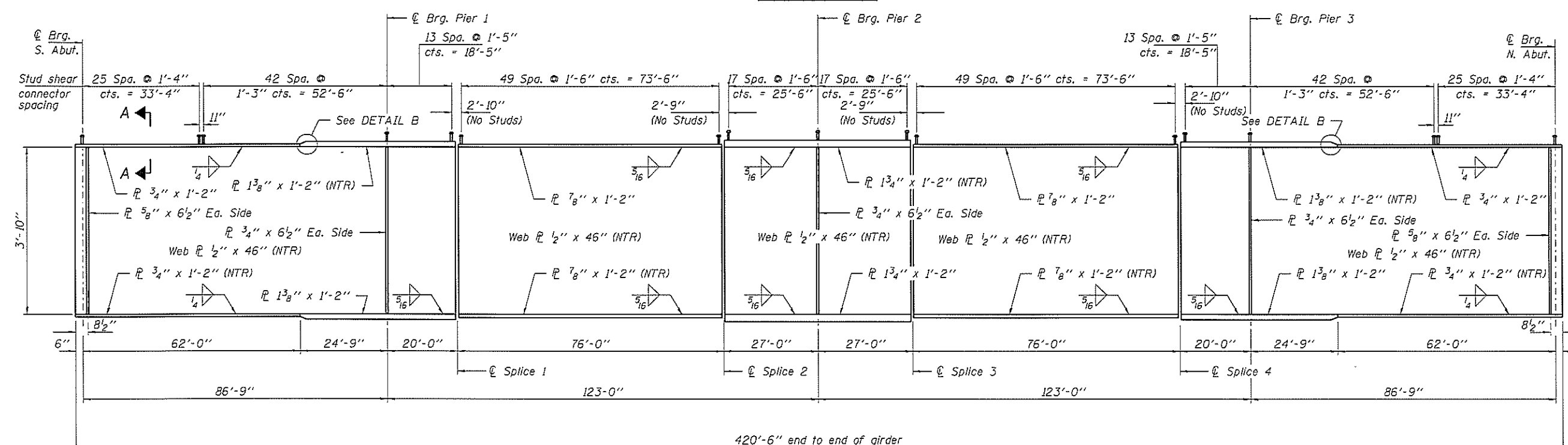
Bar	No.	Size	Length	Shape
a ₂ (E)	48	#6	6'-6"	—
a ₃ (E)	100	#4	21'-11"	—
a ₄ (E)	276	#5	15'-6"	—
b ₄ (E)	68	#4	29'-8"	—
b ₅ (E)	200	#9	29'-9"	—
b ₆ (E)	4	#4	14'-8"	—
b ₇ (E)	4	#4	14'-8"	—
d(E)	68	#5	5'-7"	U
d ₂ (E)	68	#5	7'-11"	U
e ₉ (E)	32	#4	14'-8"	—
e ₁₀ (E)	4	#8	14'-8"	—
t(E)	168	#4	9'-8"	—
w(E)	80	#5	41'-6"	—
Concrete Structures			Cu. Yd.	25.8
Concrete Superstructure			Cu. Yd.	134.6
Reinforcement Bars, Epoxy Coated			Pound	34,030



(Sheet 2 of 2)



FRAMING PLAN

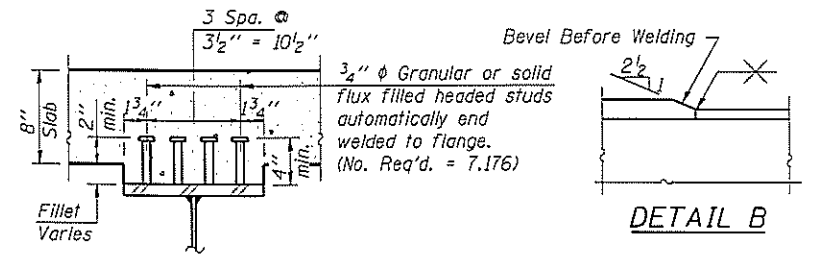


GIRDER ELEVATION

Note: Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.

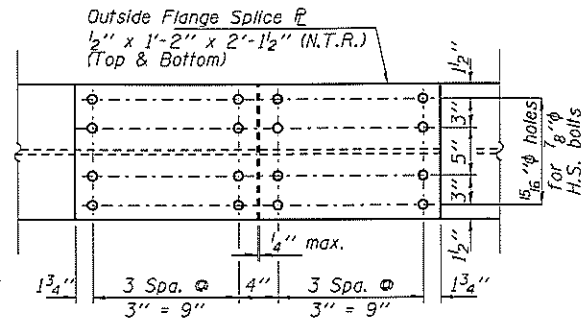
All girders and splices, including bearing stiffeners, shall be AASHTO M270 Grade 50W.

For additional structural steel details see sheets 17 thru 19 of 32.

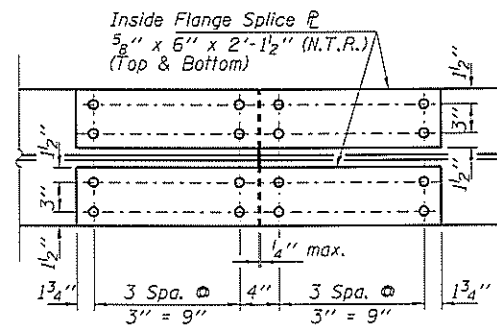


SECTION A-A

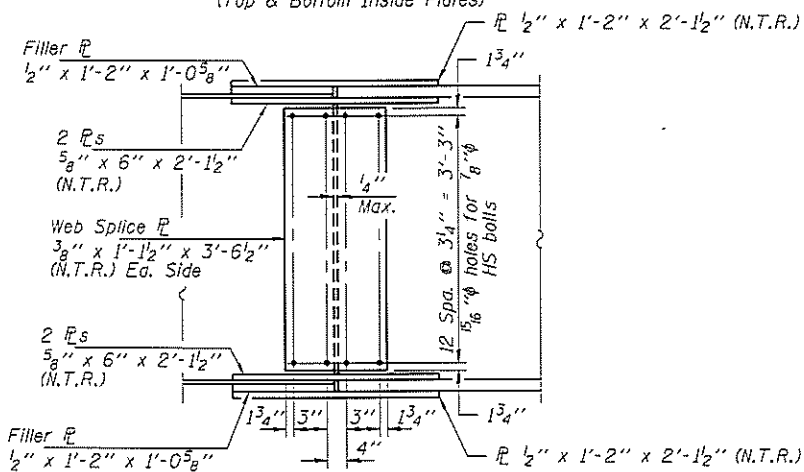
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3005 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 217.246.3400 www.jiangreel.com	PLOT SCALE =	CHECKED - C.C.S.	REVISED -			42	138-1	JACKSON	112	50	
184.065528 ILLINOIS PROFESSIONAL DESIGN FIRM 131 P.E. REG. COOPERATION	PLOT DATE = 7/15/2014	DRAWN - D.A.B.	REVISED -			IL 13/127 OVER BEAUCOUP CR. CONTRACT NO. 78215					
		CHECKED - M.D.C.	REVISED -			ILLINOIS FED. AID PROJECT					



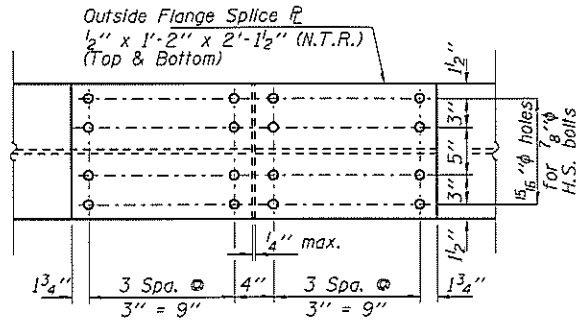
PLAN
(Top & Bottom Outside Plate)



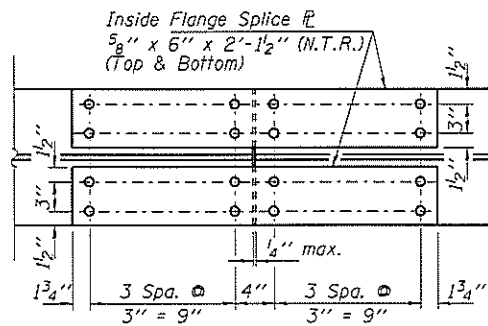
PLAN
(Top & Bottom Inside Plates)



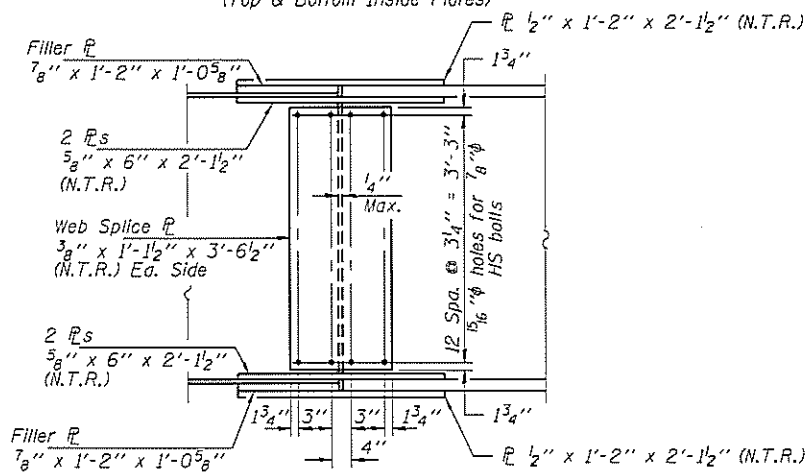
SPLICE #1 & #4 DETAIL
(12 required)



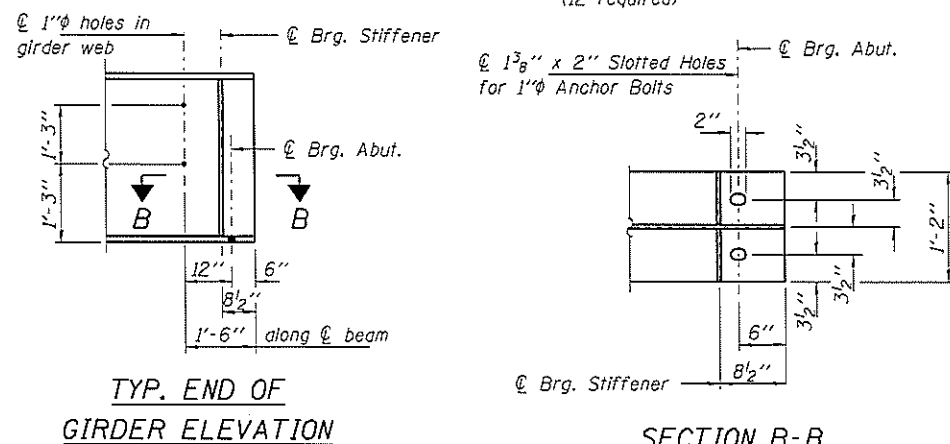
PLAN
(Top & Bottom Outside Plate)



PLAN
(Top & Bottom Inside Plates)

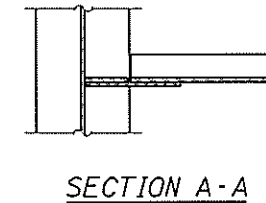


SPLICE #2 & #3 DETAIL
(12 required)

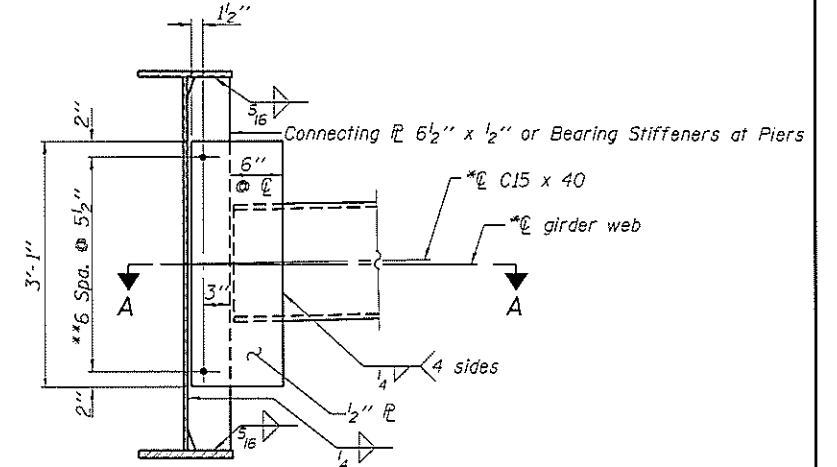


TYP. END OF
GIRDER ELEVATION

SECTION B-B

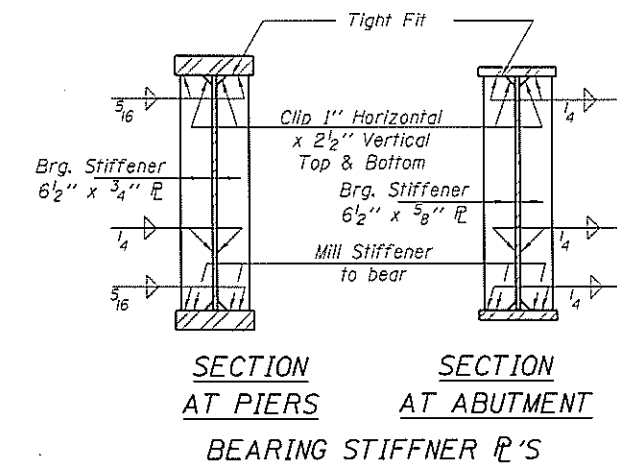


SECTION A-A



INTERIOR DIAPHRAGM D
(95 required)

Notes:
Two hardened washers required for each set of oversized holes.
*Alternate channels C15x50 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on C15x40 section. The alternate, if utilized, shall be provided at no additional cost to the Department.
**3/4" diameter HS bolts, 15/16" diameter holes



SECTION AT PIERS
SECTION AT ABUTMENT
BEARING STIFFENER PLATES

Notes:
For additional structural steel details see sheets 16, 18 and 19 of 32.
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
All splices and diaphragms, including stiffeners, shall be AASHTO M270, Grade 50W.

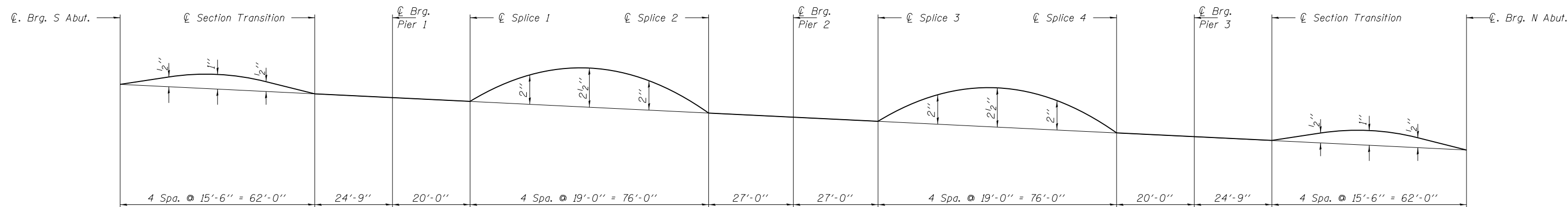
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3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 317.246.3400 www.jirapgroup.com 131.062110 ILLINOIS PROFESSIONAL ENGINEERS LEADERSHIP CORPORATION	PLOT SCALE =	CHECKED - C.C.S.	REVISIONS -			42	138-1	JACKSON	112	51
	PLOT DATE = 7/17/2014	DRAWN - D.A.B.	REVISIONS -			IL 13/127 OVER BEAUCOUP CR.				
		CHECKED - M.D.C.	REVISIONS -			CONTRACT NO. 78215		ILLINOISIFIED AID PROJECT		

INTERIOR GIRDER REACTION TABLE				
		Abut.	Pier 1 or 3	Pier 2
R _{DC1}	(k)	28.1	113.4	128.4
R _{DC2}	(k)	4.5	17.4	19.2
R _{DW}	(k)	11.0	42.6	47.0
R _{ℓ + IM}	(k)	83.8	162.1	172.0
R _{Total}	(k)	127.4	335.5	366.6

INTERIOR GIRDER MOMENT TABLE					
		0.4 Sp. 1 or 0.6 Sp. 4	Pier 1 or Pier 3	0.5 Sp. 2 or 0.5 Sp. 3	Pier 2
I _s	(in ⁴)	15,530	25,663	17,515	31,998
I _{c(n)}	(in ⁴)	39,295	56,017	42,673	65,927
I _{c(3n)}	(in ⁴)	29,439	41,951	31,950	49,487
I _{c(cr)}	(in ⁴)	-	31,266	-	37,836
S _s	(in ³)	653	1,052	733	1,292
S _{c(n)}	(in ³)	927	1,363	1,014	1,627
S _{c(3n)}	(in ³)	847	1,256	929	1,503
S _{c(cr)}	(in ³)	-	1,137	-	1,375
DC1	(k/ft)	0.95	1.02	0.96	1.06
M _{DC1}	(k)	403	1,152	521	1,485
DC2	(k/ft)	0.15	0.15	0.15	0.15
M _{DC2}	(k)	66	175	86	221
DW	(k/ft)	0.37	0.37	0.37	0.37
M _{DW}	(k)	161	429	211	540
M _{ℓ + IM}	(k)	1,153	1,494	1,261	1,709
M _u (Strength I)	(k)	2,846	4,917	3,282	5,933
Φ _r M _n	(k)	4,712	5,074	5,121	6,176
f _s DC1	(ksi)	7.4	13.1	8.5	13.8
f _s DC2	(ksi)	0.9	1.8	1.1	1.9
f _s DW	(ksi)	2.3	4.5	2.7	4.7
f _s (ℓ + IM)	(ksi)	14.9	15.8	14.9	14.9
f _s (Service II)	(ksi)	30.0	40.0	31.8	39.8
0.95R _n F _{yf}	(ksi)	47.5	47.5	47.5	47.5
f _s (Total)(Strength I)	(ksi)	-	53.1	-	52.8
Φ _r F _n	(ksi)	-	-	-	-
V _r	(k)	29.4	29.6	30.3	29.6

Location	S. Abut.	Pier 1	Splice 1	Splice 2	Pier 2	Splice 3	Splice 4	Pier 3	N. Abut.
Girder 1	386.74	386.62	386.59	386.53	386.51	386.49	386.46	386.46	386.47
Girder 2	386.90	386.77	386.75	386.68	386.66	386.64	386.61	386.61	386.62
Girder 3	387.02	386.89	386.87	386.80	386.78	386.76	386.73	386.73	386.74
Girder 4	387.08	386.96	386.93	386.86	386.84	386.83	386.79	386.79	386.80
Girder 5	386.96	386.84	386.81	386.75	386.73	386.71	386.68	386.68	386.69
Girder 6	386.83	386.70	386.68	386.61	386.59	386.57	386.54	386.54	386.55

TOP OF WEB ELEVATIONS
(For Fabrication Only)



CAMBER DIAGRAM

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

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

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

I_c(cr), S_c(cr): Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite dead loads (in⁴ and in³).

DC1: Un-factored non-composite dead load (kips/ft.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{ℓ + IM}: Un-factored live load moment plus dynamic load allowance (impact) ((kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).

1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{ℓ + IM}

Φ_rM_n: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2. (kip-ft.).

f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).

M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).

M_{DC2} / S_c(3n) or M_{DC2} / S_c(cr) as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).

M_{DW} / S_c(3n) or M_{DW} / S_c(cr) as applicable.

f_s (ℓ + IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).

M_{ℓ + IM} / S_c(n) or M_{ℓ + IM} / S_c(cr) as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).

f_sDC1 + f_sDC2 + f_sDW + 1.3 f_s(ℓ + IM)

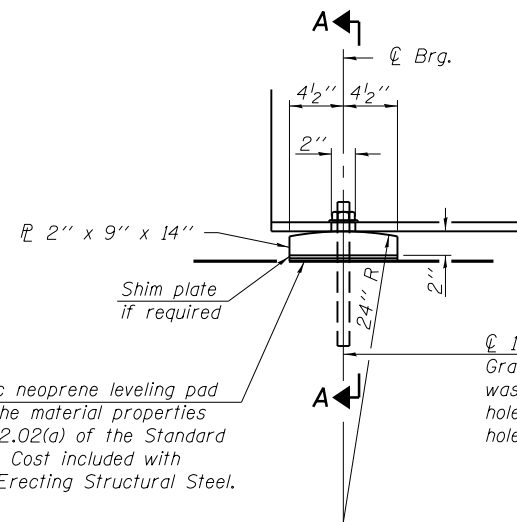
0.95R_nF_{yf}: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).

1.25 (f_sDC1 + f_sDC2) + 1.5 f_sDW + 1.75 f_s(ℓ + IM)

Φ_rF_n: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7.2 (ksi).

V_r: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

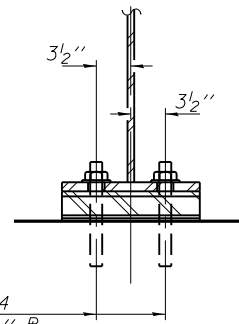


1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Furnishing & Erecting Structural Steel.

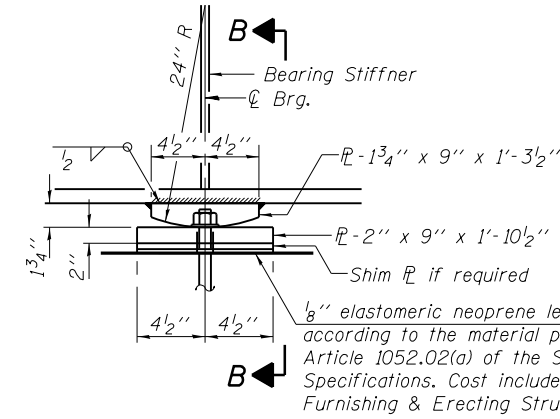
1" ϕ x 12" anchor bolts (F1554 Grade 55) with 2 1/4" x 2 1/4" x 5/16" PL washer under nut. 1 3/8" x 2" slotted hole in bottom flange. Provide 1 1/2" ϕ holes in bearing plate.

ELEVATION AT ABUTMENT

FIXED BEARING AT ABUTMENTS
(12 required)

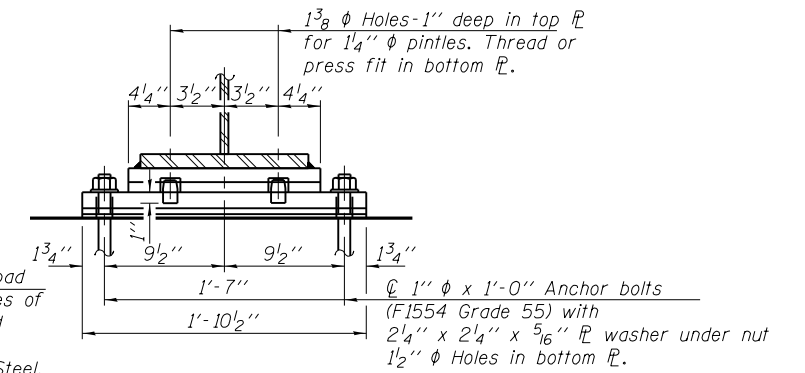


SECTION A-A

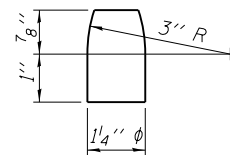


ELEVATION AT PIER

FIXED BEARING AT PIERS 1 & 3
(12 required)



SECTION B-B



PINTLE

Notes:

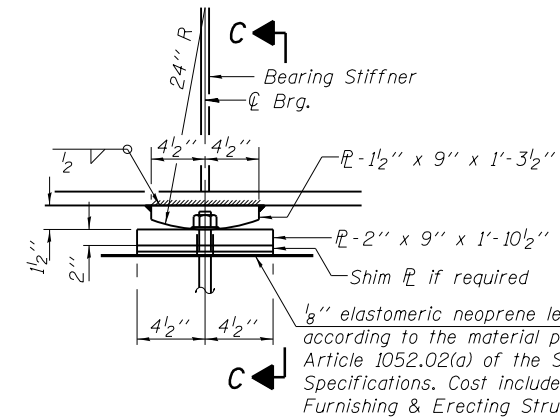
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified.

Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.

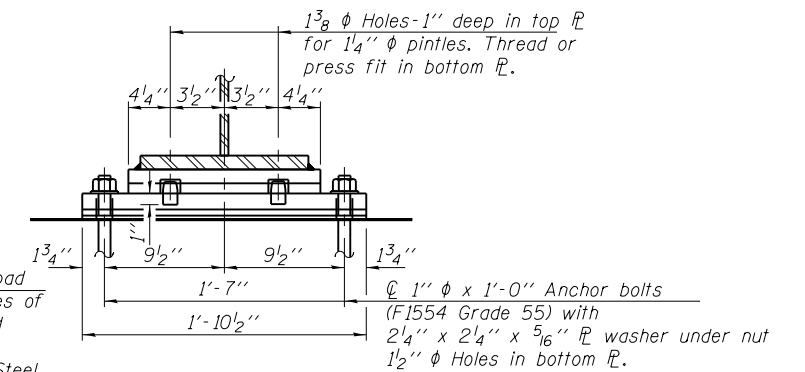
The structural steel plates of the fixed bearings, including pintles, shall conform to the requirements of AASHTO M270 Grade 50W.

The anchor bolt sizes and grades shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.



ELEVATION AT PIER

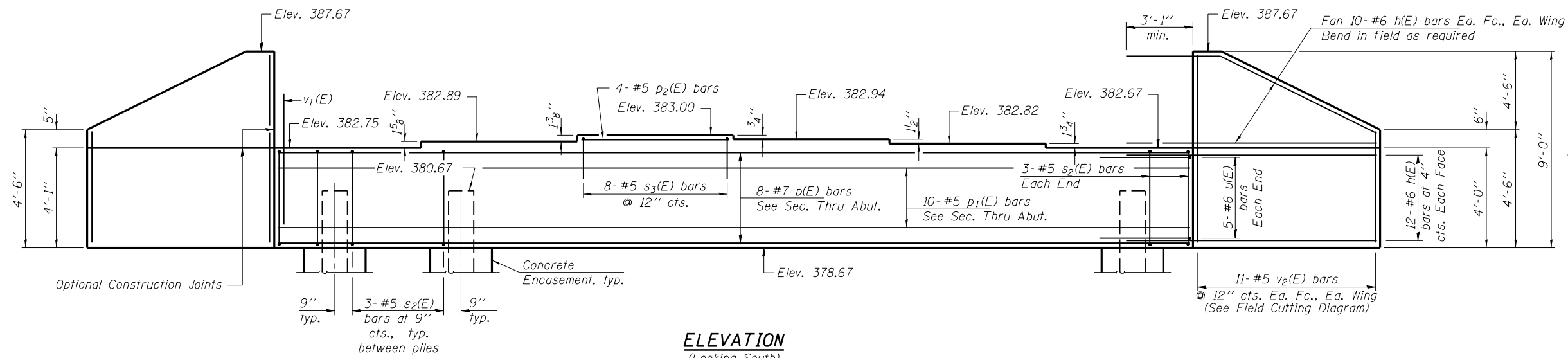
FIXED BEARING AT PIER 2
(6 required)



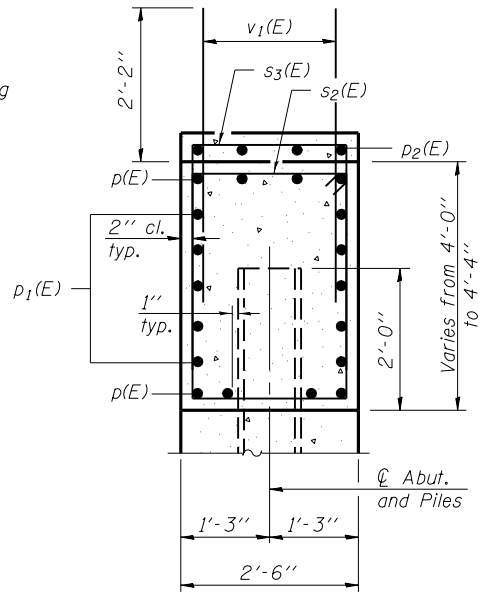
SECTION C-C

BILL OF MATERIAL

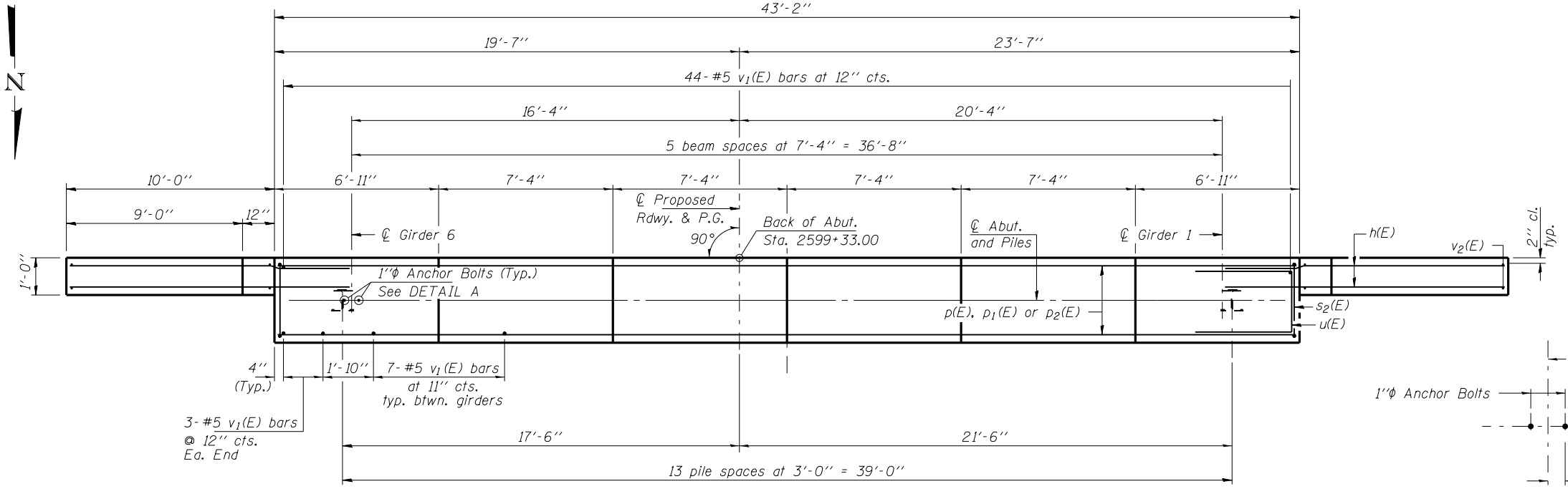
Item	Unit	Total
Anchor Bolts, 1"	Each	60



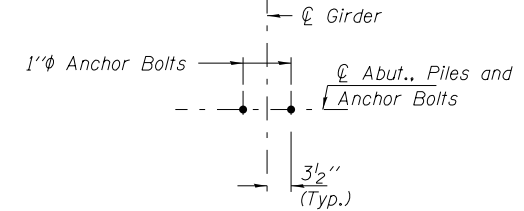
ELEVATION
(Looking South)



SEC. THRU ABUT.



PLAN



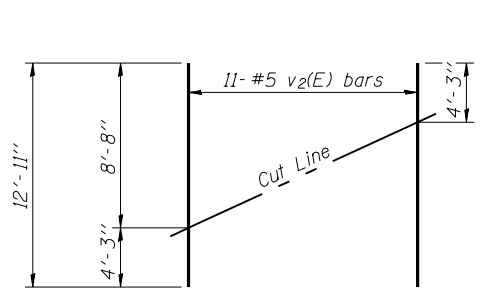
DETAIL A

BILL OF MATERIAL
(SOUTH ABUT.)

Bar	No.	Size	Length	Shape
h(E)	88	#6	14'-2"	—
p(E)	8	#7	42'-10"	—
p1(E)	10	#5	42'-10"	—
p2(E)	4	#5	7'-0"	—
s2(E)	45	#5	12'-7"	□
s3(E)	8	#5	6'-10"	□
u(E)	10	#6	12'-1"	—
v1(E)	85	#5	4'-4"	—
v2(E)	22	#5	12'-11"	—
Structure Excavation		Cu. Yd.	172	
Concrete Structures		Cu. Yd.	21.9	
Concrete Encasement		Cu. Yd.	7.3	
Reinforcement Bars, Epoxy Coated		Pound	4,560	
Furnishing Steel Piles HP14x117		Foot	1,053	
Driving Piles		Foot	1,053	
Test Pile Steel HP14x117		Each	1	
Pile Shoes		Each	14	

PILE DATA

Type: Steel HP14x117 with Pile Shoes
 Nominal Required Bearing: 929 Kips/pile
 Factored Resistance Available: 511 Kips/pile
 Est. Length: 81'
 No. Production Piles: 13
 No. Test Piles: 1



FIELD CUTTING DIAGRAM

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

BARS s2(E)

BAR u(E)

BARS s3(E)

Notes:
 Pour steps monolithically with cap.
 For details of piles and Concrete Encasement, see sheet 25 of 32.
 Space reinforcement in cap to miss anchor bolts.

AI-0

7-1-10

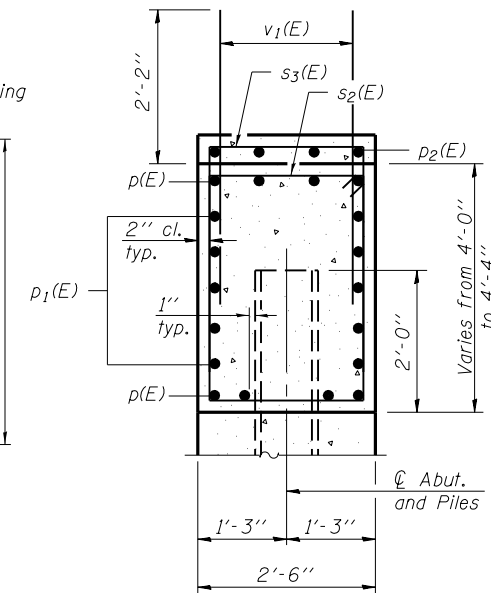
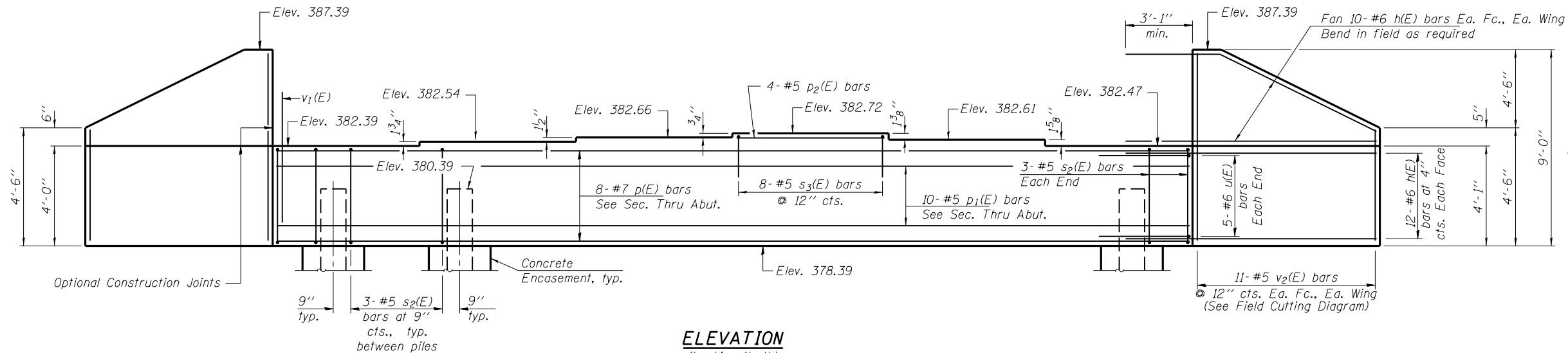
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184.000099 ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. / S.E. CORPORATION	DRAWN - D.A.B.	REVISED -
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PLOT DATE = 6/4/2014		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

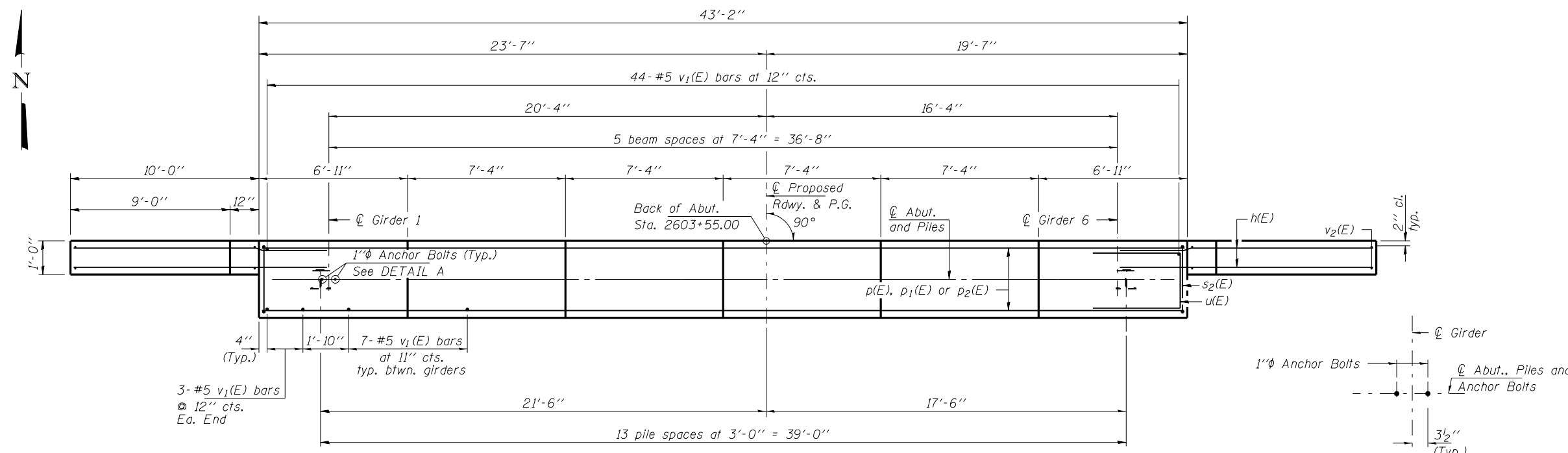
SOUTH ABUTMENT
STRUCTURE NO. 039-0077

SHEET NO. 20 OF 32 SHEETS

FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	13B-1	JACKSON	112	54
IL 13/127 OVER BEAUCOUP CR.			CONTRACT NO. 78215	
ILLINOIS FED. AID PROJECT				



SEC. THRU ABUT.



ELEVATION
(Looking North)

PLAN

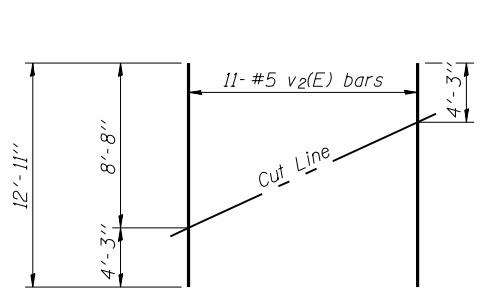
DETAIL A

BILL OF MATERIAL
(NORTH ABUT.)

Bar	No.	Size	Length	Shape
h(E)	88	#6	14'-2"	—
p(E)	8	#7	42'-10"	—
p1(E)	10	#5	42'-10"	—
p2(E)	4	#5	7'-0"	—
s2(E)	45	#5	12'-7"	□
s3(E)	8	#5	6'-10"	□
u(E)	10	#6	12'-1"	—
v1(E)	85	#5	4'-4"	—
v2(E)	22	#5	12'-11"	—
Structure Excavation		Cu. Yd.	172	
Concrete Structures		Cu. Yd.	21.9	
Concrete Encasement		Cu. Yd.	7.3	
Reinforcement Bars, Epoxy Coated		Pound	4,560	
Furnishing Steel Piles HP14x117		Foot	1,118	
Driving Piles		Foot	1,118	
Test Pile Steel HP14x117		Each	1	
Pile Shoes		Each	14	

PILE DATA

Type: Steel HP14x117 with Pile Shoes
 Nominal Required Bearing: 929 Kips/pile
 Factored Resistance Available: 511 Kips/pile
 Est. Length: 86'
 No. Production Piles: 13
 No. Test Piles: 1



FIELD CUTTING DIAGRAM

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

BARS s2(E)

BARS s3(E)

BAR u(E)

Notes:
 Pour steps monolithically with cap.
 For details of piles and Concrete Encasement, see sheet 25 of 32.
 Space reinforcement in cap to miss anchor bolts.

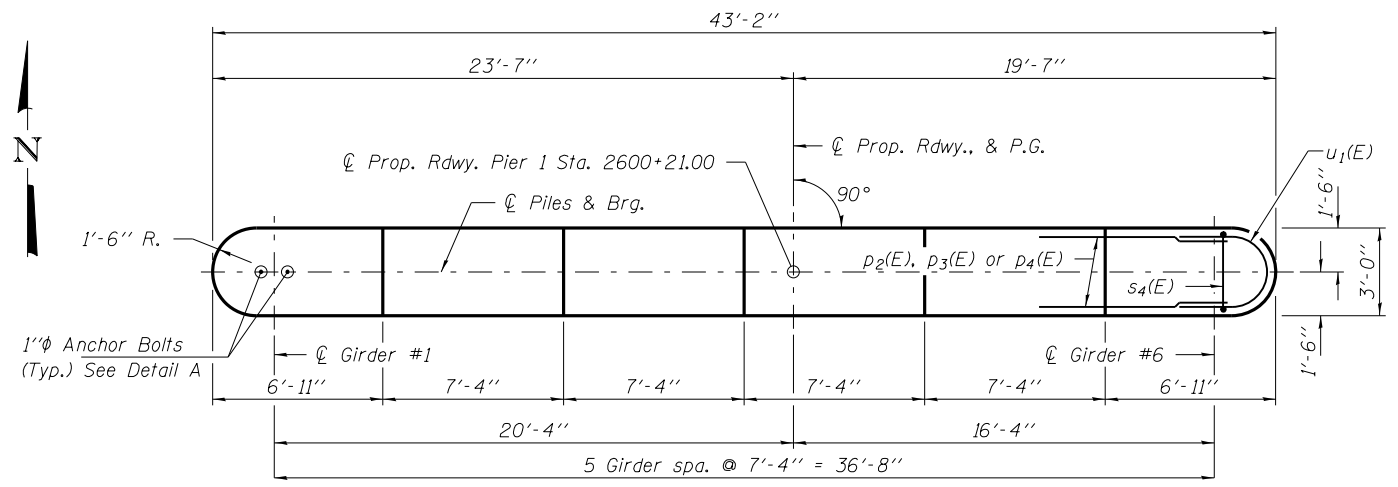
AI-0 7-1-10

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3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 217.546.3490 www.hireengineering.com	CHECKED - C.C.S.	REVISED -
184.000099 ILLINOIS PROFESSIONAL DESIGN FIRM L3 / PE / SE CORPORATION	DRAWN - D.A.B.	REVISED -
PLOT SCALE =	CHECKED - M.D.C.	REVISED -
PLOT DATE = 6/4/2014		

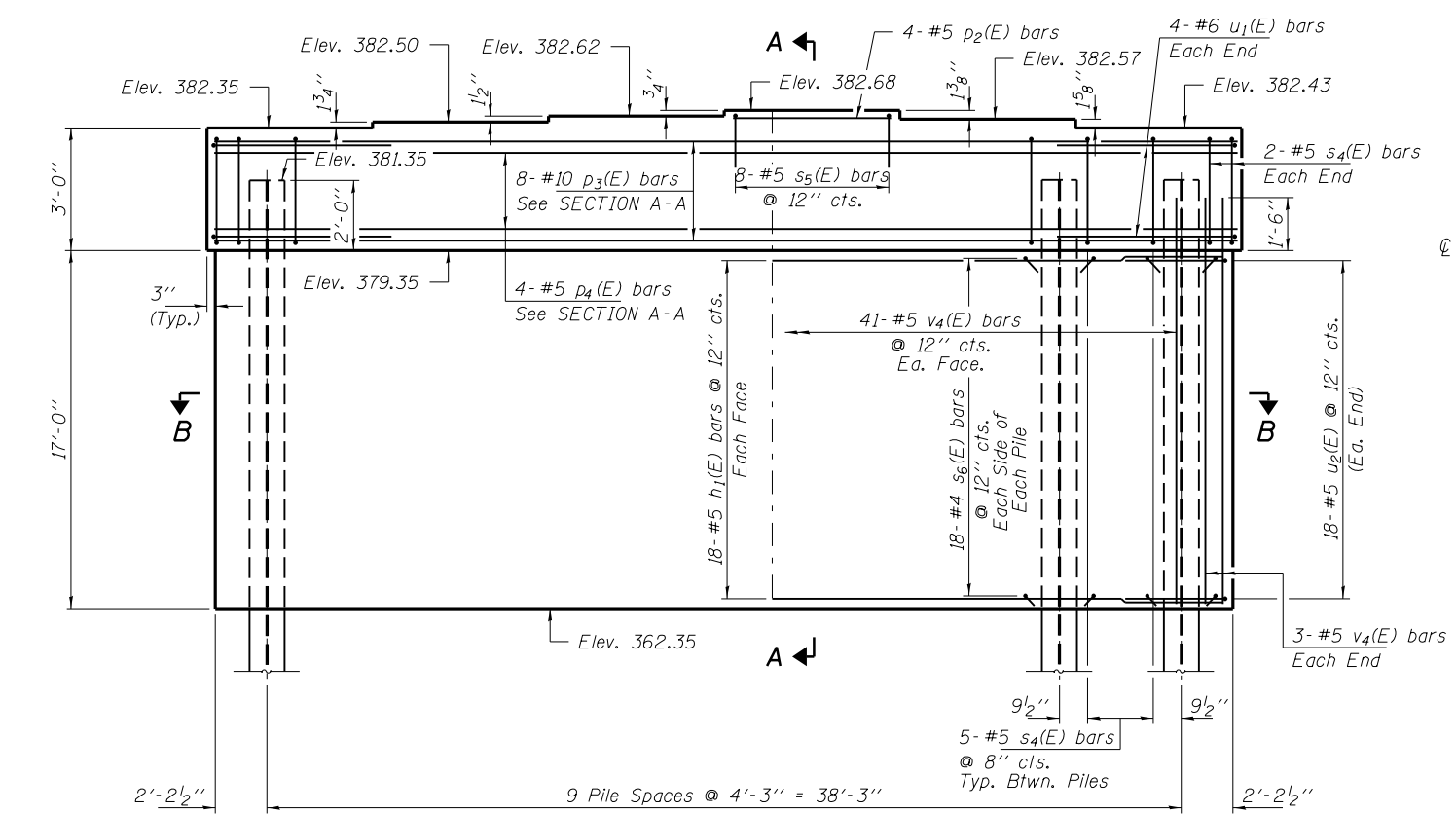
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH ABUTMENT
STRUCTURE NO. 039-0077
SHEET NO. 21 OF 32 SHEETS

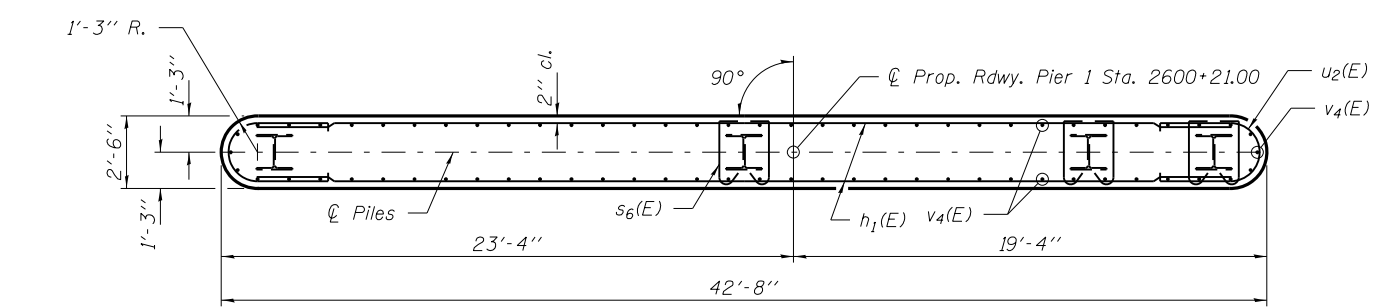
FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	13B-1	JACKSON	112	55
IL 13/127 OVER BEAUCOUP CR.			CONTRACT NO. 78215	
ILLINOIS FED. AID PROJECT				



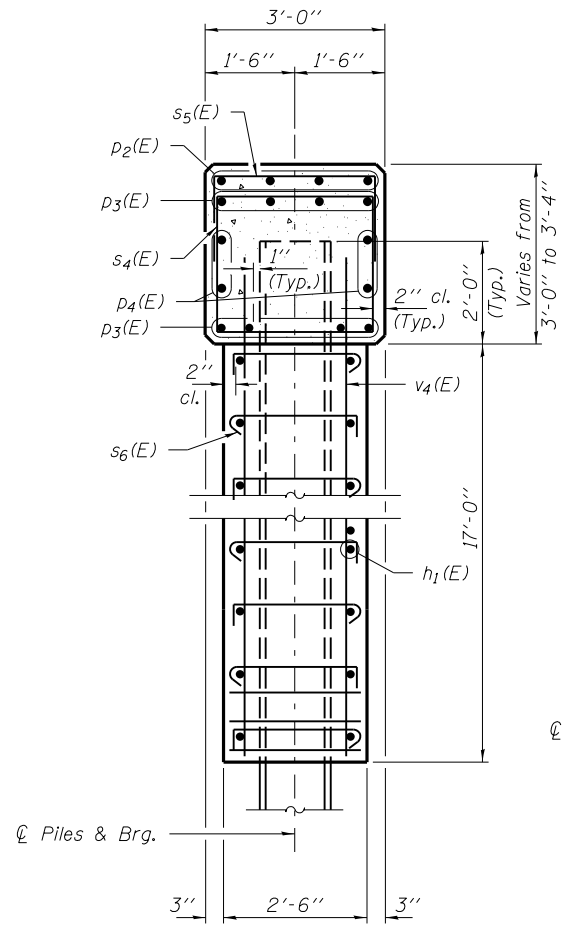
PLAN



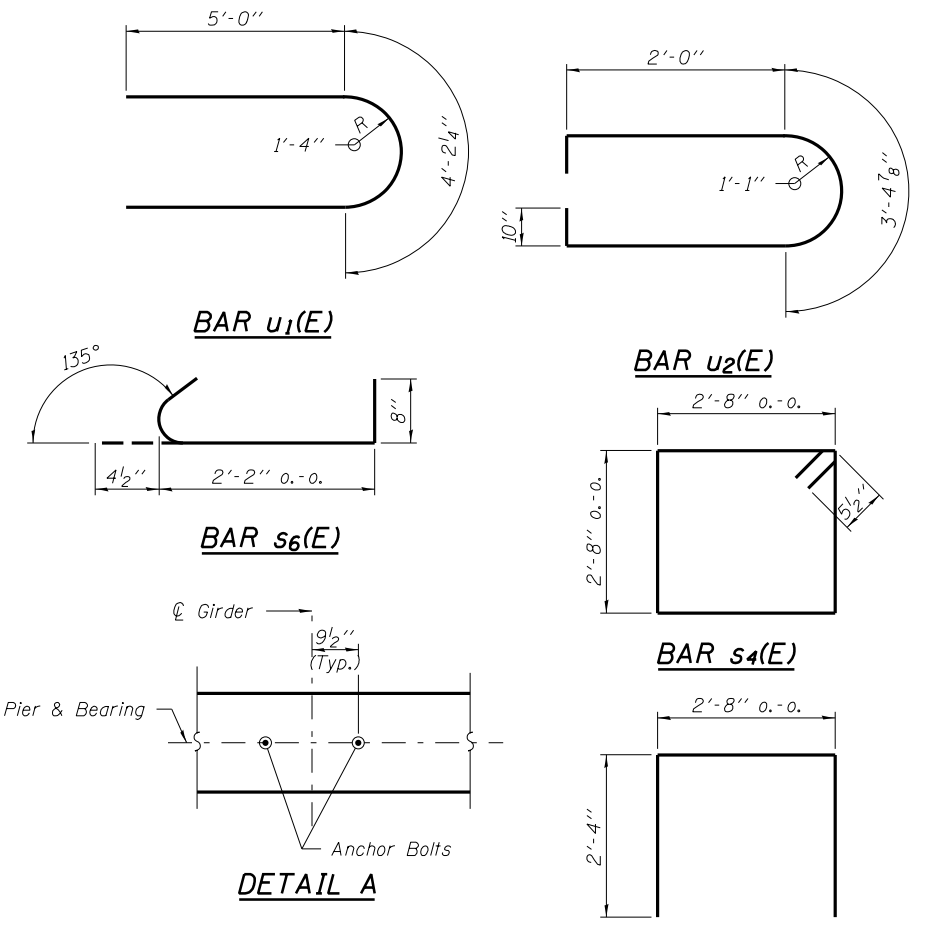
ELEVATION
(Looking North)



SECTION B-B



SECTION A-A



DETAIL A

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 25 of 32.

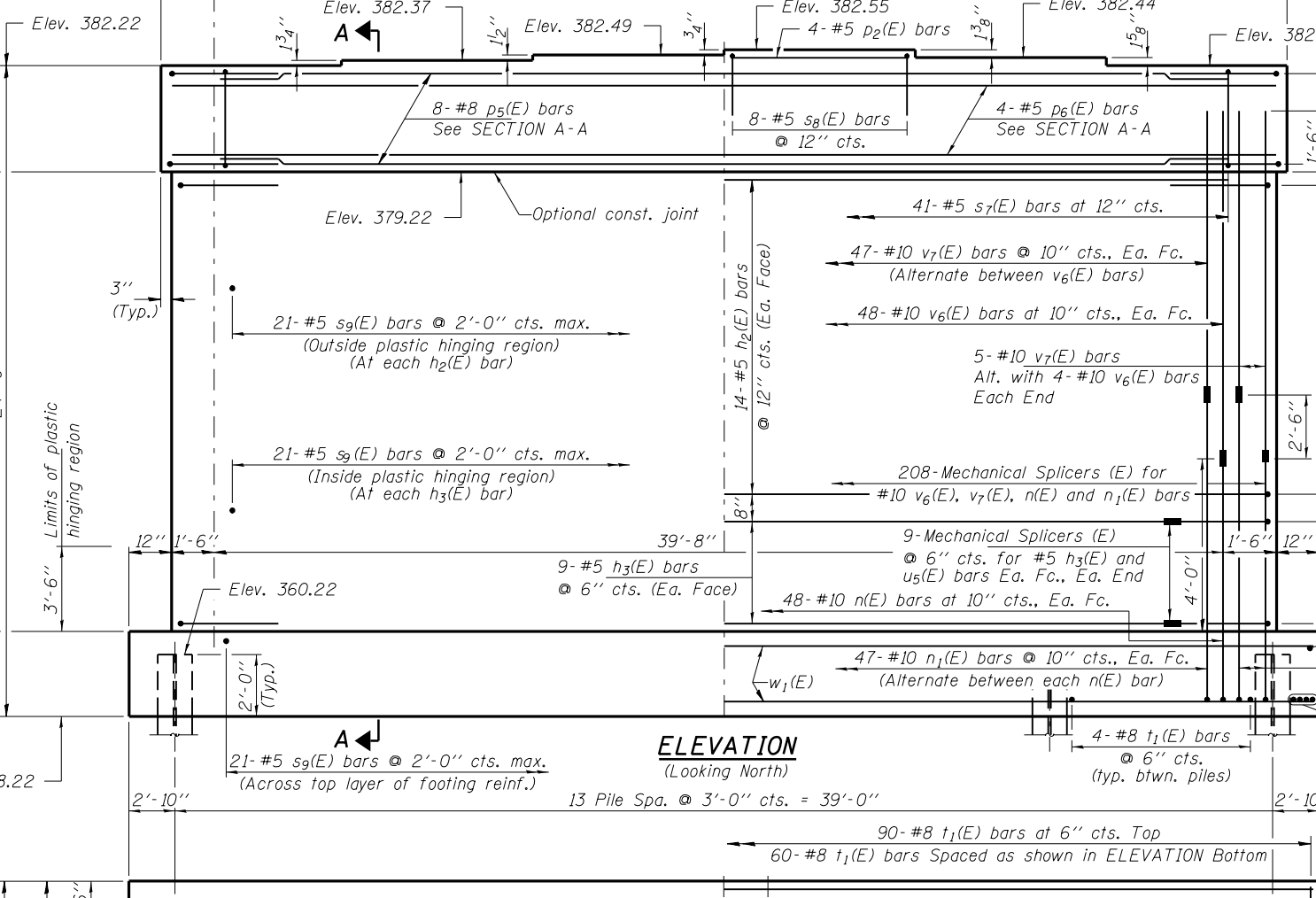
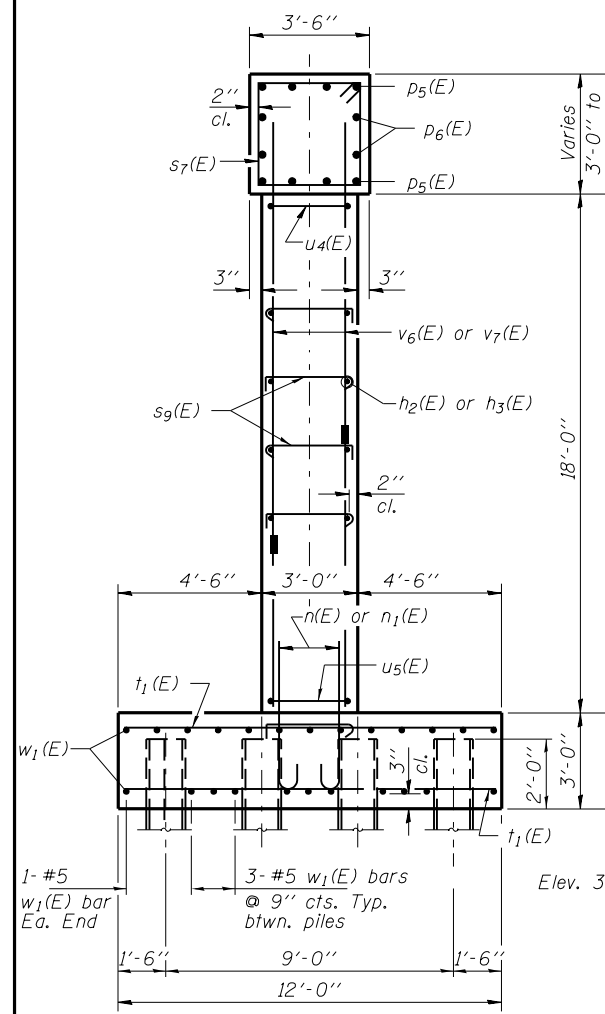
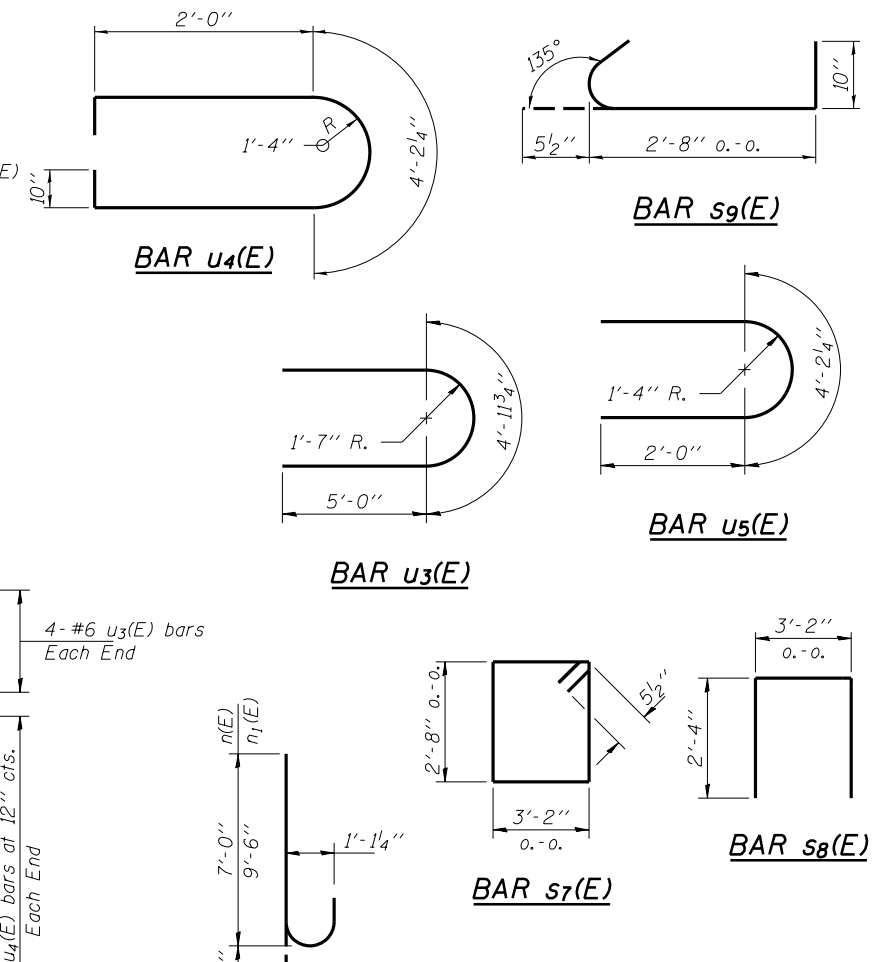
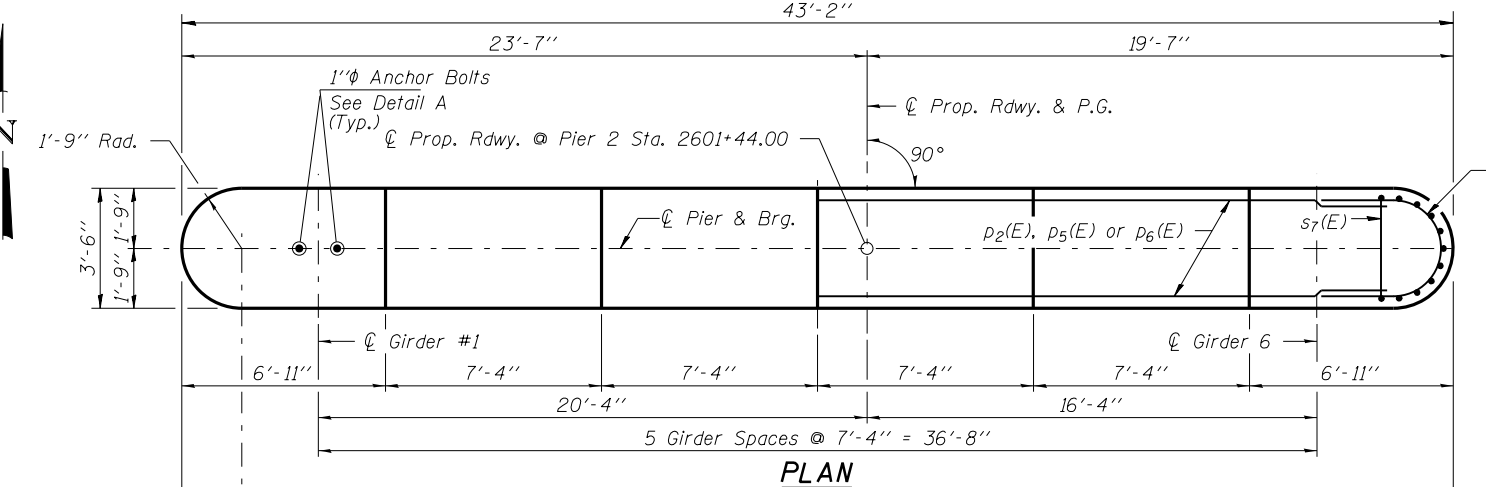
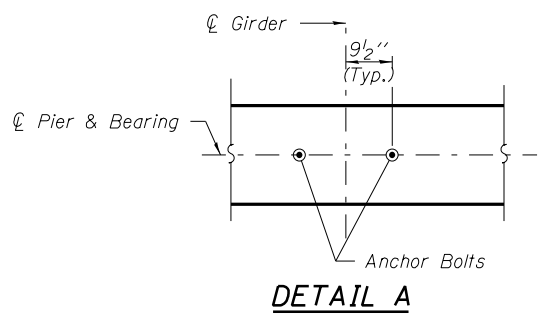
PILE DATA

Type: Steel HP14x117 with Pile Shoes
Nominal Required Bearing: 929 Kips/pile
Factored Resistance Available: 511 Kips/pile
Est. Length: 83'
No. Production Piles: 10

BILL OF MATERIAL - PIER 1

BAR	NO.	SIZE	LENGTH	SHAPE
h ₁ (E)	36	#5	40'-2"	—
p ₂ (E)	4	#5	7'-0"	—
p ₃ (E)	8	#10	40'-2"	—
p ₄ (E)	4	#5	40'-2"	—
s ₄ (E)	49	#5	11'-7"	□
s ₅ (E)	8	#5	7'-4"	—
s ₆ (E)	360	#4	3'-3"	┌
u ₁ (E)	8	#6	14'-3"	U
u ₂ (E)	36	#5	9'-1"	U
v ₄ (E)	88	#5	18'-4"	—
Structure Excavation			Cu. Yd.	30
Concrete Structures			Cu. Yd.	81.3
Reinforcement Bars, Epoxy Coated			Pound	6,720
Furnishing Steel Piles HP14x117			Foot	830
Driving Piles			Foot	830
Pile Shoes			Each	10

Notes:
 Space reinforcement in cap to miss anchor bolts.
 Pour steps monolithically with cap.
 For details of piles, see sheet 25 of 32.



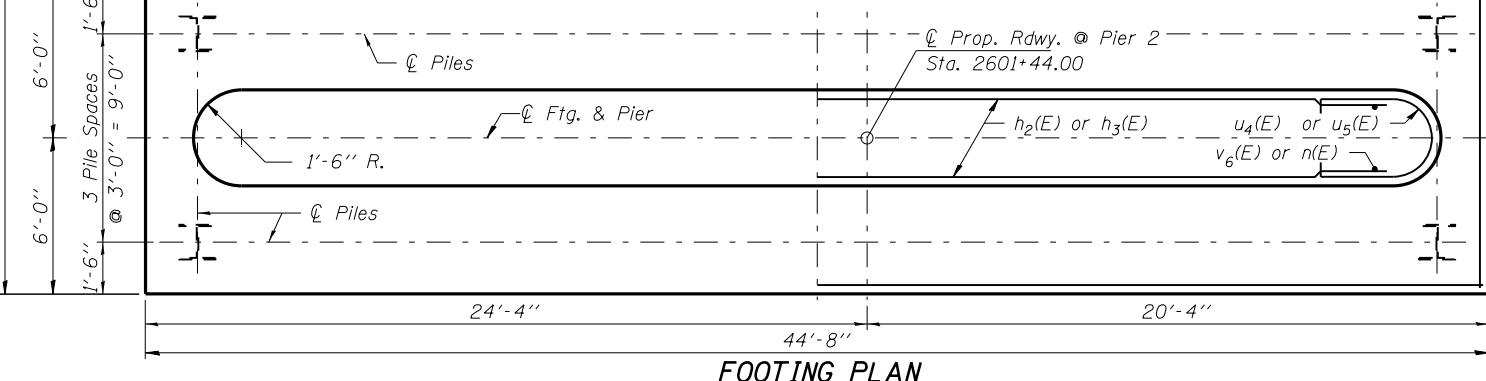
BARS n(E) & n1(E)

BILL OF MATERIAL
 PIER 2

Bar	No.	Size	Length	Shape
h2(E)	28	#5	39'-8"	—
h3(E)	18	#5	35'-8"	—
n(E)	104	#10	8'-5"	U
n1(E)	104	#10	10'-11"	U
p2(E)	4	#5	7'-0"	—
p5(E)	8	#8	39'-8"	—
p6(E)	4	#5	39'-8"	—
s7(E)	41	#5	12'-7"	□
s8(E)	8	#5	7'-10"	□
s9(E)	504	#5	4'-0"	U
t1(E)	150	#8	11'-6"	—
u3(E)	8	#6	15'-0"	U
u4(E)	28	#5	9'-11"	U
u5(E)	18	#5	8'-3"	U
v6(E)	104	#10	15'-6"	—
v7(E)	104	#10	13'-0"	—
w1(E)	24	#5	44'-2"	—
Structure Excavation			Cu. Yd.	167
Concrete Structures			Cu. Yd.	161.1
Reinforcement Bars, Epoxy Coated			Pound	33,320
Furnishing Steel Piles HP14x117			Foot	3,864
Driving Piles			Foot	3,864
Pile Shoes			Each	56
Mechanical Splicers			Each	244

PILE DATA

Type: Steel HP14x117 with Pile Shoes
 Nominal Required Bearing: 929 Kips/Pile
 Factored Resistance Available: 498 Kips/Pile
 Est. Length: 69'
 No. Production Piles: 56



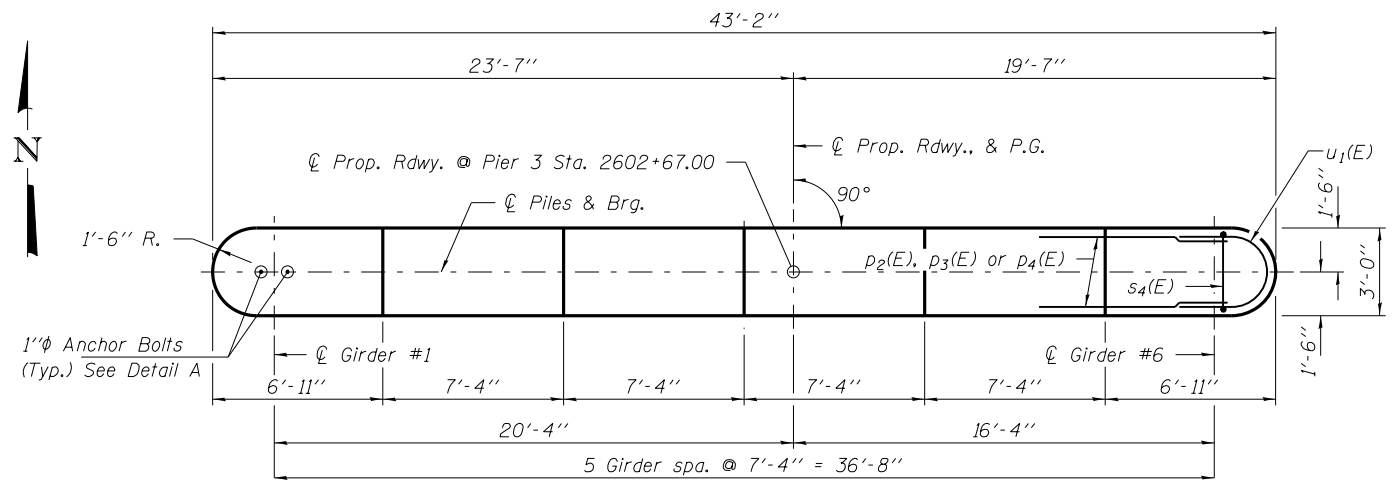
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 3085 STEVENSON DRIVE, SUITE 201
 SPRINGFIELD, ILLINOIS 62703
 217.546.3400 www.hfrengineering.com
 ILLINOIS PROFESSIONAL DESIGN FIRM
 LS / PE / SE CORPORATION

DESIGNED - S.M.S.
 CHECKED - C.C.S.
 DRAWN - D.A.B.
 CHECKED - M.D.C.
 REVISED -
 REVISED -
 REVISED -
 REVISED -

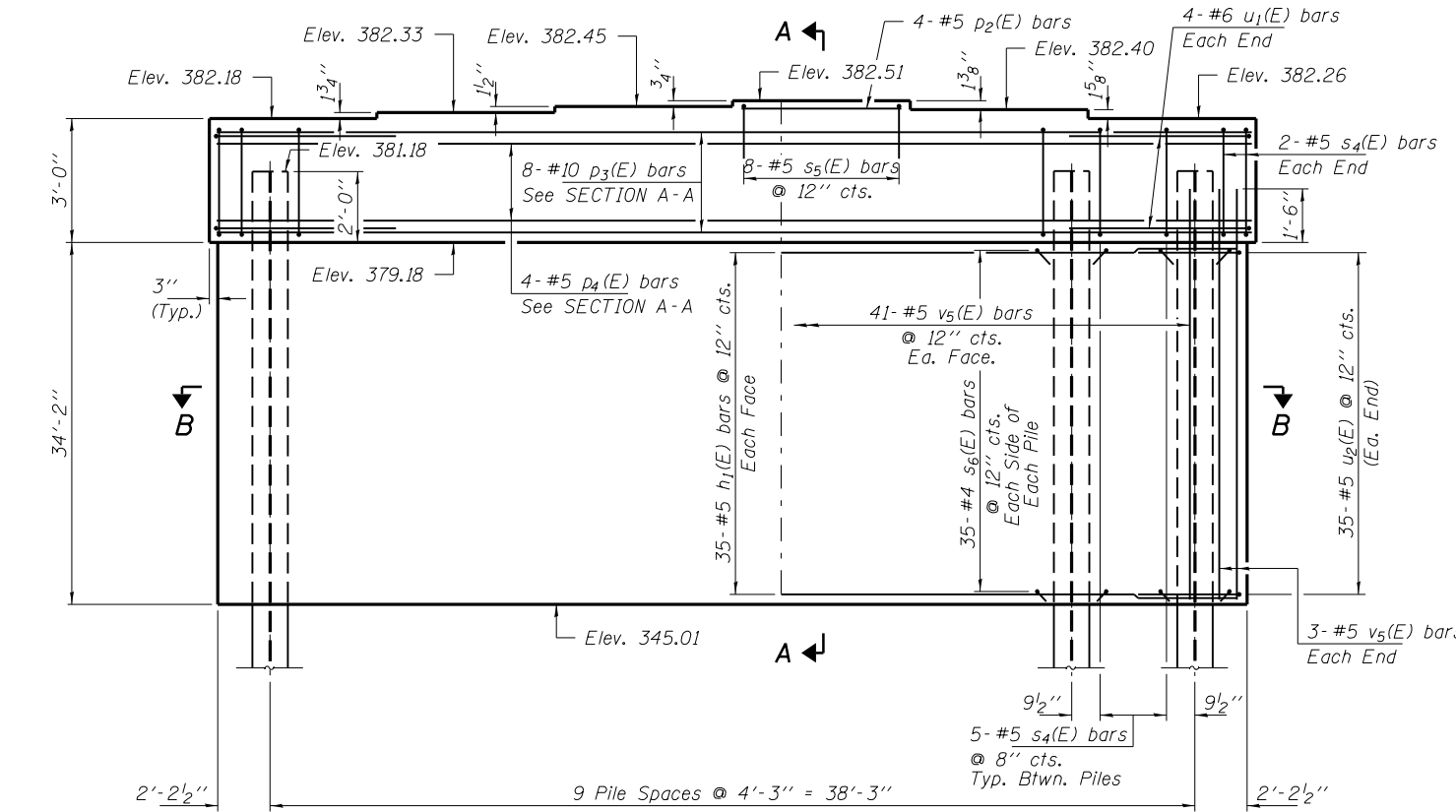
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PIER 2
 STRUCTURE NO. 039-0077
 SHEET NO. 23 OF 32 SHEETS

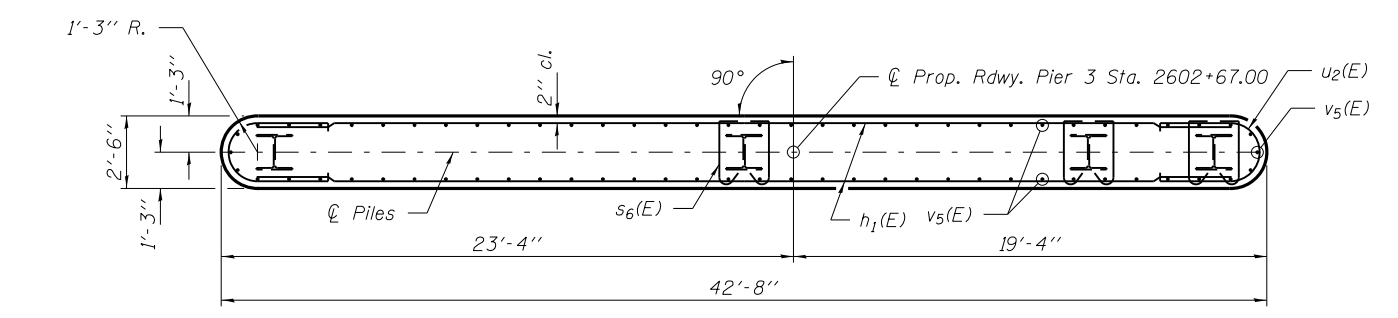
FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	13B-1	JACKSON	112	57
IL 13/127 OVER BEAUCOUP CR.			CONTRACT NO. 78215	
ILLINOIS FED. AID PROJECT				



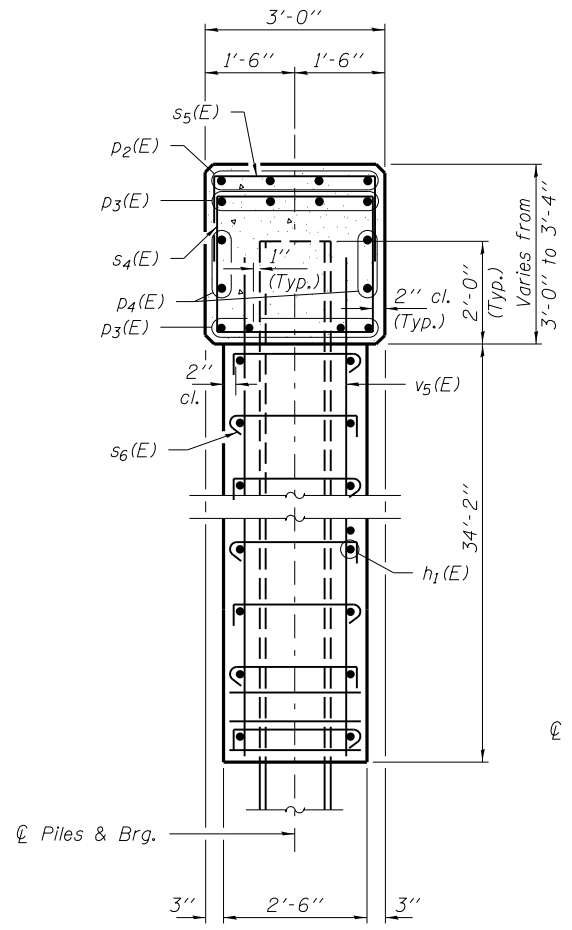
PLAN



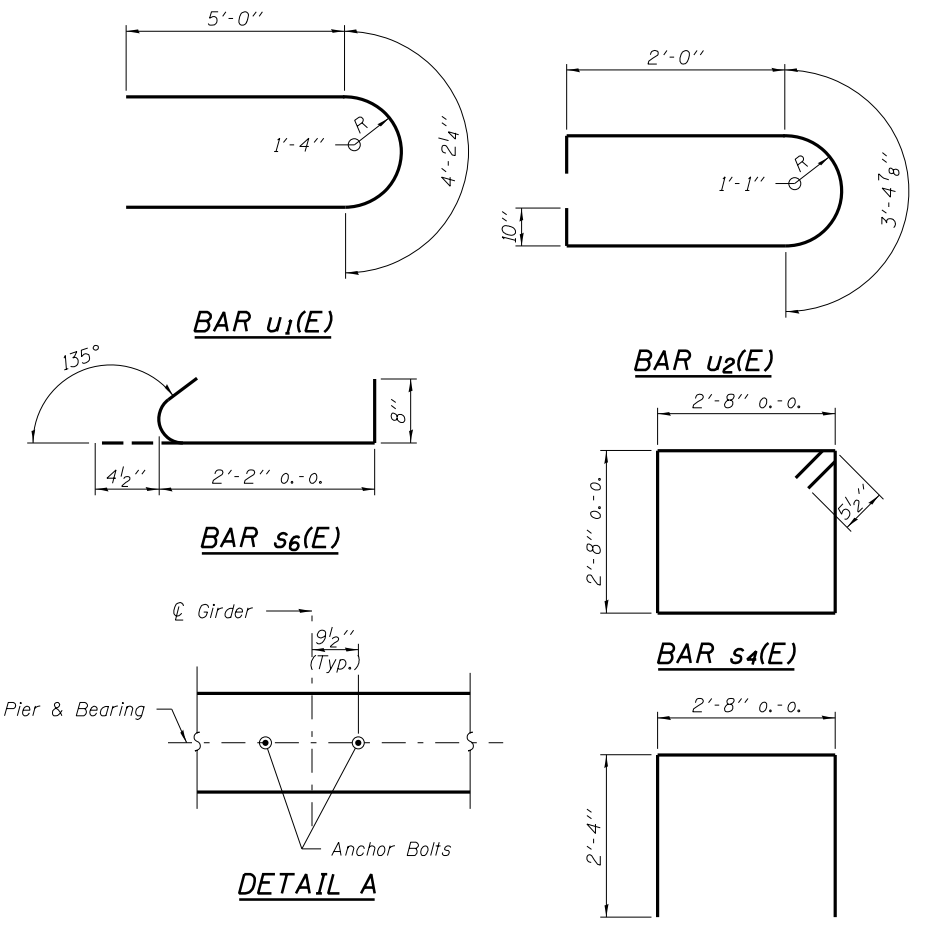
ELEVATION
(Looking North)



SECTION B-B



SECTION A-A



DETAIL A

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 25 of 32.
Temporary bracing of Pier 3 may be required prior to the beams being set.

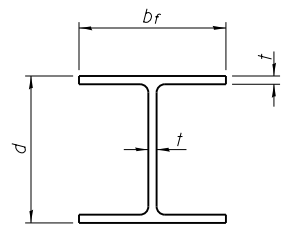
PILE DATA

Type: Steel HP14x117 with Pile Shoes
Nominal Required Bearing: 929 Kips/pile
Factored Resistance Available: 511 Kips/pile
Est. Length: 91'
No. Production Piles: 10

BILL OF MATERIAL - PIER 3

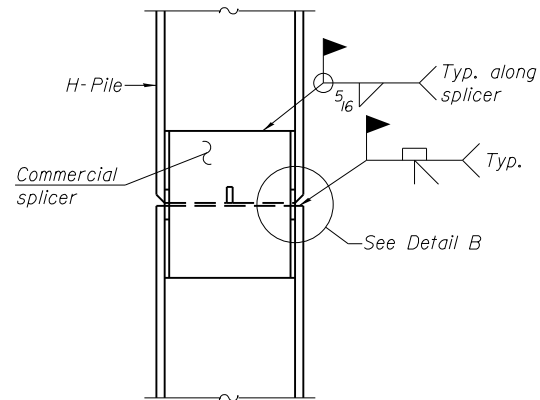
BAR	NO.	SIZE	LENGTH	SHAPE
h ₁ (E)	70	#5	40'-2"	—
p ₂ (E)	4	#5	7'-0"	—
p ₃ (E)	8	#10	40'-2"	—
p ₄ (E)	4	#5	40'-2"	—
s ₄ (E)	49	#5	11'-7"	□
s ₅ (E)	8	#5	7'-4"	□
s ₆ (E)	700	#4	3'-3"	┌
u ₁ (E)	8	#6	14'-3"	U
u ₂ (E)	70	#5	9'-1"	U
v ₅ (E)	88	#5	35'-6"	—

Concrete Structures	Cu. Yd.	148.3
Reinforcement Bars, Epoxy Coated	Pound	10,780
Furnishing Steel Piles HP14x117	Foot	910
Driving Piles	Foot	910
Pile Shoes	Each	10

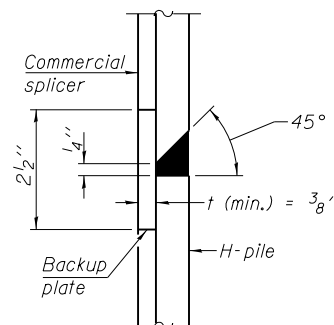


STEEL PILE TABLE

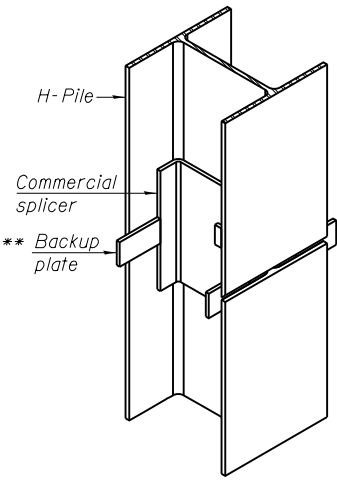
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11 3/4"	12"	7/16"	24"
HP 10x57	10"	10 1/4"	9/16"	24"
x42	9 3/4"	10 1/8"	7/16"	24"
HP 8x36	8"	8 1/8"	7/16"	18"



ELEVATION

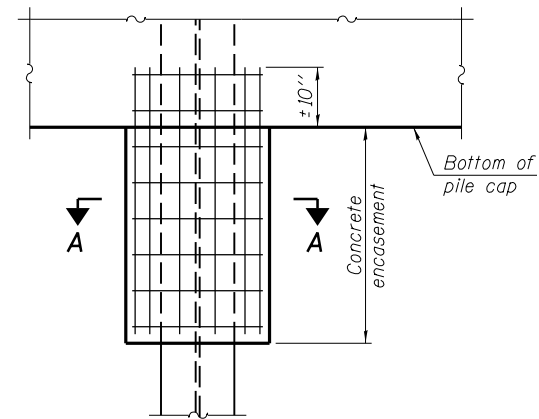


DETAIL "B"



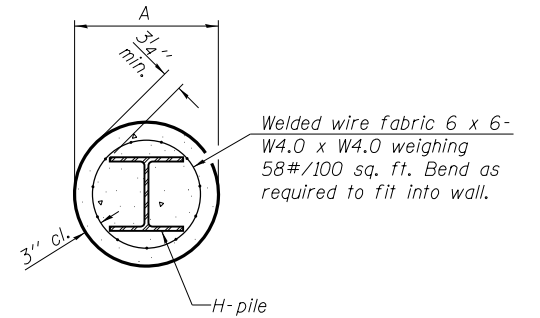
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



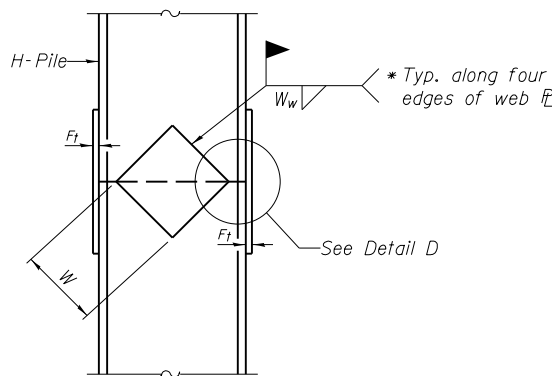
ELEVATION

PILE ENCASEMENT

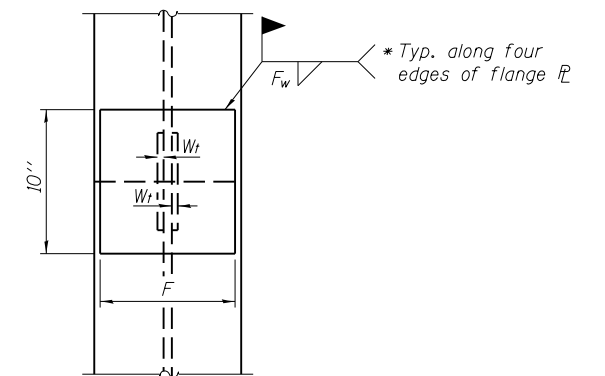


SECTION A-A

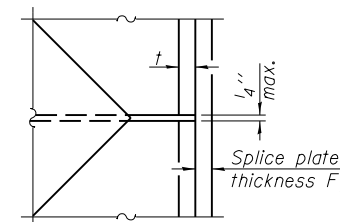
Note:
Forms for encasement may be omitted when soil conditions permit.



ELEVATION



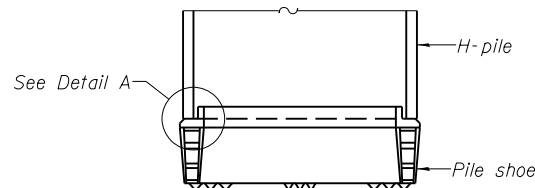
END VIEW



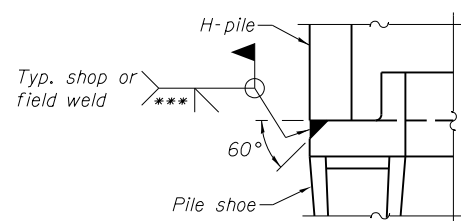
DETAIL D

WELDED PLATE FIELD SPLICE

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

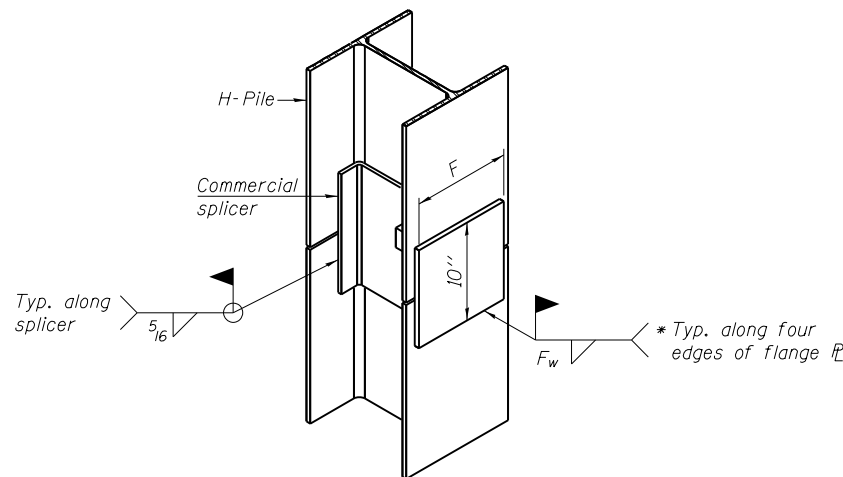


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

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

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

F-HP 1-27-12

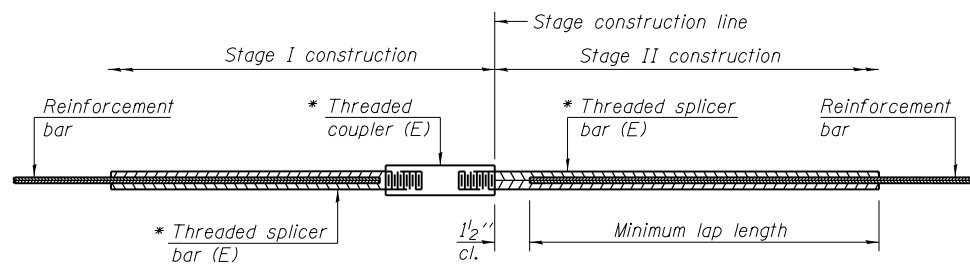
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3085 STEVENSON DRIVE, SUITE 201 SPRINGFIELD, ILLINOIS 62703 217.546.3400 www.hireengineering.com	CHECKED - C.C.S.	REVISED -
184.000099 ILLINOIS PROFESSIONAL DESIGN FIRM L.S. / P.E. CORPORATION	DRAWN - D.A.B.	REVISED -
	CHECKED - M.D.C.	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 039-0077

SHEET NO. 25 OF 32 SHEETS

FAP	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	13B-1	JACKSON	112	59
IL 13/127 OVER BEAUCOUP CR.			CONTRACT NO. 78215	
ILLINOIS FED. AID PROJECT				



STANDARD BAR SPLICER ASSEMBLY

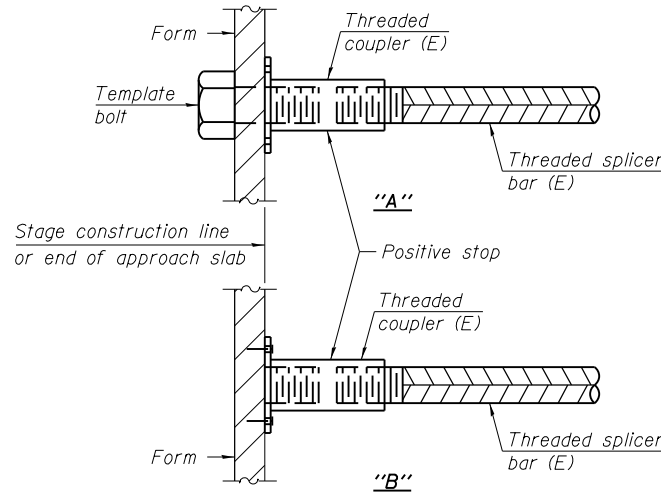
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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

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

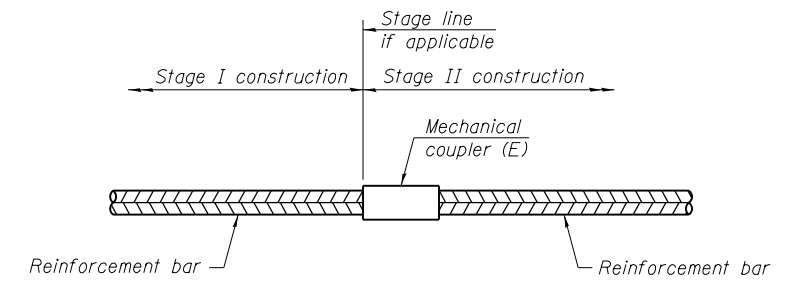
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length



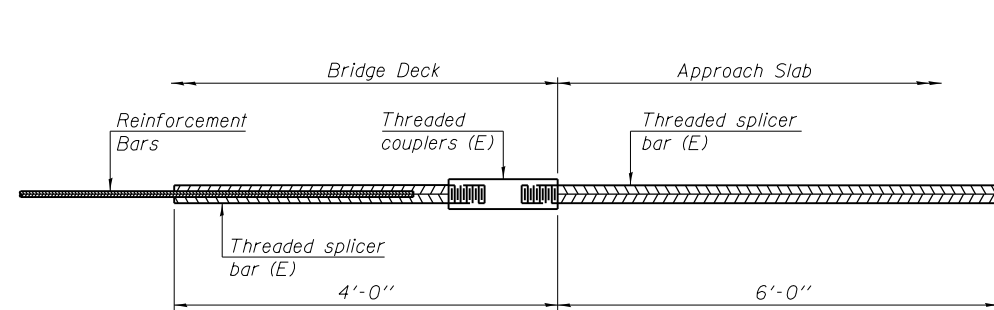
INSTALLATION AND SETTING METHODS

"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.



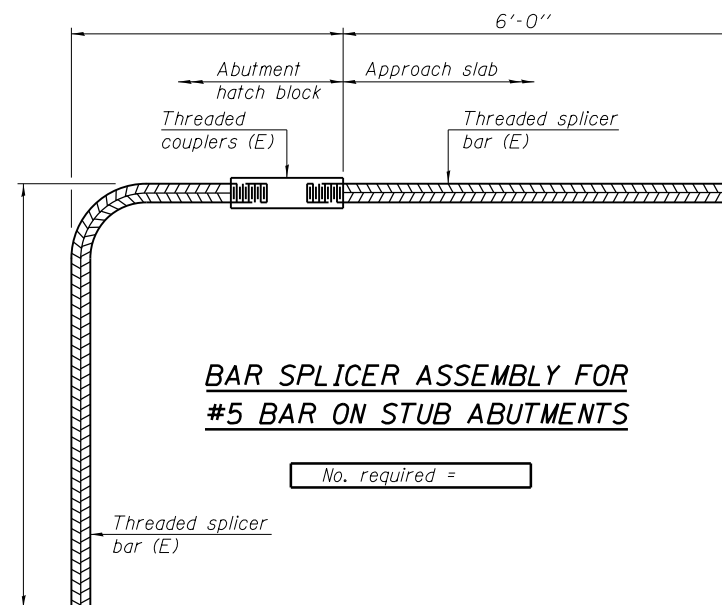
STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Pier 2	#5	36
Pier 2	#10	208



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

No. required = 80



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.

BSD-1 1-27-12

DEPT		BLOW		QU		W%		DEPTH	BLOW	QU	W%
H	S	tsf	tsf	tsf	tsf	tsf	tsf				
		332.0		332.0							
		355.5		355.5							
		362.5		362.5							
380.5		1.45		31							
380.5		1.26		27							
388.0		0.88		26							
10.0		0.78		26							
328.0		0.78		26							
328.0		2.38		24							
328.5		0.58		30							
20.0		0.48		27							
343.0		0.68		30							
370.5		0.68		30							
25.0		WH		1							

DEPT		BLOW		QU		W%		DEPTH	BLOW	QU	W%
H	S	tsf	tsf	tsf	tsf	tsf	tsf				
		362.0		362.0							
		362.5		362.5							
		365.0		365.0							
365.0		2.48		24							
365.0		1		24							
58.0		V/H									
58.0		V/H		24							
305.0		3									
80.0		8									
305.0		3									
80.0		33									
305.0		0.08									
88.0											
88.0											
70.0											
73.0											

BORING 1-S

ILLINOIS DEPARTMENT OF TRANSPORTATION
District Nine Materials

Bridge Foundation
Boring Log
Sheet 1 of 2

Route: ILL 13 & 127 Over Beaucoup Creek
Structure Number: 039-0009
Date: 7/16/2009
Bored By: Bryan Keller
County: Jackson
Location: 2.0 Mile South of Illinois Route 4
Checked By: Rob Greeff

Boring No. 4-5 Station 2601+65 Offset: CL Ground Surface 367.5 ft	DEPTH H	BLOW S	Qu tsf	W%	Soil Des.	DEPTH H	BLOW S	Qu tsf	W%	Soil Des.
					Very stiff, moist, brown, Clay A7-8 352.0					
					Stiff, moist, brown mottled grey, Clay A7-8 340.5					
					Medium, moist to very moist, brown, Silty Clay Loam A-8 338.0					
					Soft, very moist, brown, Silty Clay Loam A-8 337.5					
					Very soft, very moist, brown mottled grey, Silty Clay A-6 336.0					
					Soft, very moist, brown mottled grey, Silty Clay A7-8 335.5					
					Medium, moist to very moist, grey, Silty Clay A7-8 with Silt Loam Seams 331.0					
					Very stiff, moist, brown, Clay A7-8 330.0					
					Medium, wet grey, Silty Gravel 00% Sand; 19% Silt 9% Clay; 19% Gravel 328.0					
					Very stiff, moist, brown, Clay A7-8 328.0					
					Soft to medium, very moist, brown mottled grey, Silty Clay A7-G 323.0					
					Medium, very moist, grey, Clay to Silty Clay A7-8 318.0					
					Medium, very moist, grey, Silty Clay A7-8 with Sand Lenses 318.0					

N-Std Penetr Test: 2" OD Sampler, 140# Hammer, 30" Fall (Type Fall, 3-Bulge S-Shear B-Estimated 3-Penetrometer)

Sheet 2 of 2
Date: 7/16/2009

Route: ILL 13 & 127
Section:
County: Jackson

Boring No. 4-5 Station 2601+60 Offset: CL Ground Surface: 367.5 ft	DEPTH H	BLOW S	Qu tsf	W%	Soil Des.	DEPTH H	BLOW S	Qu tsf	W%	Soil Des.
					Stiff, very moist, grey, Silty Clay A-8 with Sand Lenses 313.0					
					Very soft, wet, grey, Silty Clay Loam A-8 310.0					
					Loose, wet, grey, very fine, Silty Sand with some gravel 77% Sand; 11% Silt 7% Clay; 5% Gravel 303.5					
					Hard, dry, grey, Clay Shale 100/7" 304.3					
					Cored from 30.5 ft to 36.5 ft. Hard, dry, grey, Clay Shale 65% Recovery 80% RQD 293.0					
					Cored from 66.8 ft to 72.8 ft. Hard, dry, grey, Clay Shale 100% Recovery 100% RQD 291.0					

N-Std Penetr Test: 2" OD Sampler, 140# Hammer, 30" Fall (Type Fall, 3-Bulge S-Shear B-Estimated 3-Penetrometer)

BORING 4-5

ILLINOIS DEPARTMENT OF TRANSPORTATION
District Nine Materials

Bridge Foundation
Boring Log
Sheet 1 of 2

Route: ILL 13 & 127 Over Beaucoup Creek
Structure Number: 039-0009
Date: 7/25/2003

Section:
County: Jackson
Location: 2.0 Mile South of Illinois Route 4
Bored By: Bryan Keller
Checked By: Rob Graeff

Boring No. 5-S	D E P T H	B L O W S	Q _u tsf	W%	Surf. Web Elev: 353.0	D E P T H	R L O W S	Q _u tsf	W%
Station: 2603+05					Ground Water Elevation when Drilling: 355.8				
Offset: CL					At Completion:				
Ground Surface: 367.3 ft					At: 72 Hrs: 355.9				
Very stiff, moist, brown, Silty Clay A-6					340.8		6		
		1					1		
		2	2.2B	24			2	1.4B	27
		3					3		
					338.3				
Stiff, moist to very moist, brown, Clay to Silty Clay A7-6		1					1		
	5.0	2	1.8B	27		30.3	3	2.8B	29
		3					6		
					335.8				
Stiff, very moist, grey mottled brown, Silty Clay A-6		1					WH		
		1	1.1B	25			2	1.9B	23
		2					2		
					332.8				
Medium, very moist, grey mottled brown, Silty Clay A-6		1					1		
	10.0	1	0.7B	29		35.3	2	1.4B	31
		1					3		
					330.8				
							WH		
		1	0.7B	32			3	1.8B	25
		1					3		
					353.3				
Stiff, moist to very moist, brown, Clay to Silty Clay A7-6 with a Sandy Gravel Layer		1					WH		
	15.0	1	1.9B	28		40.3	1	1.8B	31
		2					2		
					353.8				
Very stiff, moist, brown, Clay A7-6		1							
		2	2.3B	27					
		3							
					322.3				
							WR		
	20.0	3	2.8B	30		45.0	WR		21
		4					2		
		1							
		2	2.1B	25					
		3							
					316.3				
		1					WR		
	25.0	2	2.3B	24		50.0	2	1.8B	23

N-Std Penetration Test; 2" OD Sampler, 140# Hammer, 30" Fall (Type Fall, E-Bulge S-Shear E-Estimated P-Penetrometer)

Sheet 2 of 2
Date: 7/25/2003

Route: ILL 13 & 127
Section:
County: Jackson

Boring No. 5-S	D E P T H	B L O W S	Q _u tsf	W%	Surf. Web Elev: 367.3 ft	D E P T H	R L O W S	Q _u tsf	W%
Station: 2603+05									
Offset: CL									
Ground Surface: 367.3 ft									
Stiff, very moist, brown, Clay A7-6 with some Pea Gravel							4		
					312.3				
Very loose, wet, grey, very fine, Silty Sand							WR		
					35.0		WR		21
							WR		
					308.3				
Medium, wet, grey, very fine Silty Sand with some Gravel							2		
					30.0		3		85.0
							8		
							2		
					35.0		4		80.0
							7		
					288.3				
Hard, dry, grey Clay Shale					287.8		100M		
Bottom of hole = 68.5 ft.					70.0				85.0
Free water observed at: 11.5 ft.									
Elevation referenced to Bl. Pierl Sta. 220+86 Elev 387.8 ft.									
To convert "N" values to "N60" values multiply by 1.25.									
					76.0				100.0

N-Std Penetration Test; 2" OD Sampler, 140# Hammer, 30" Fall (Type Fall, E-Bulge S-Shear E-Estimated P-Penetrometer)

BORING 5-S

RURAL SIDE APPROACH DETAILS

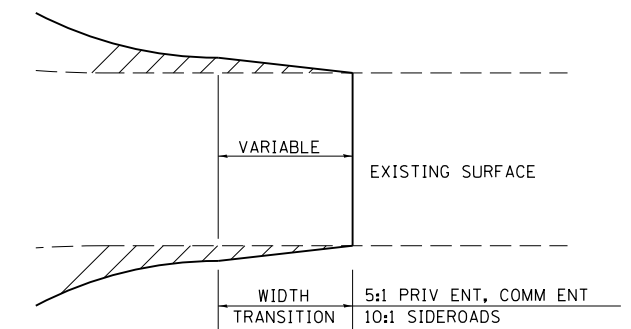
PRIVATE AND COMMERCIAL ENTRANCES

SIDEROADS

SIDEROAD DIMENSIONS (MIN.)

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

WIDTH TRANSITION DETAIL TO EXISTING (IF APPLICABLE)

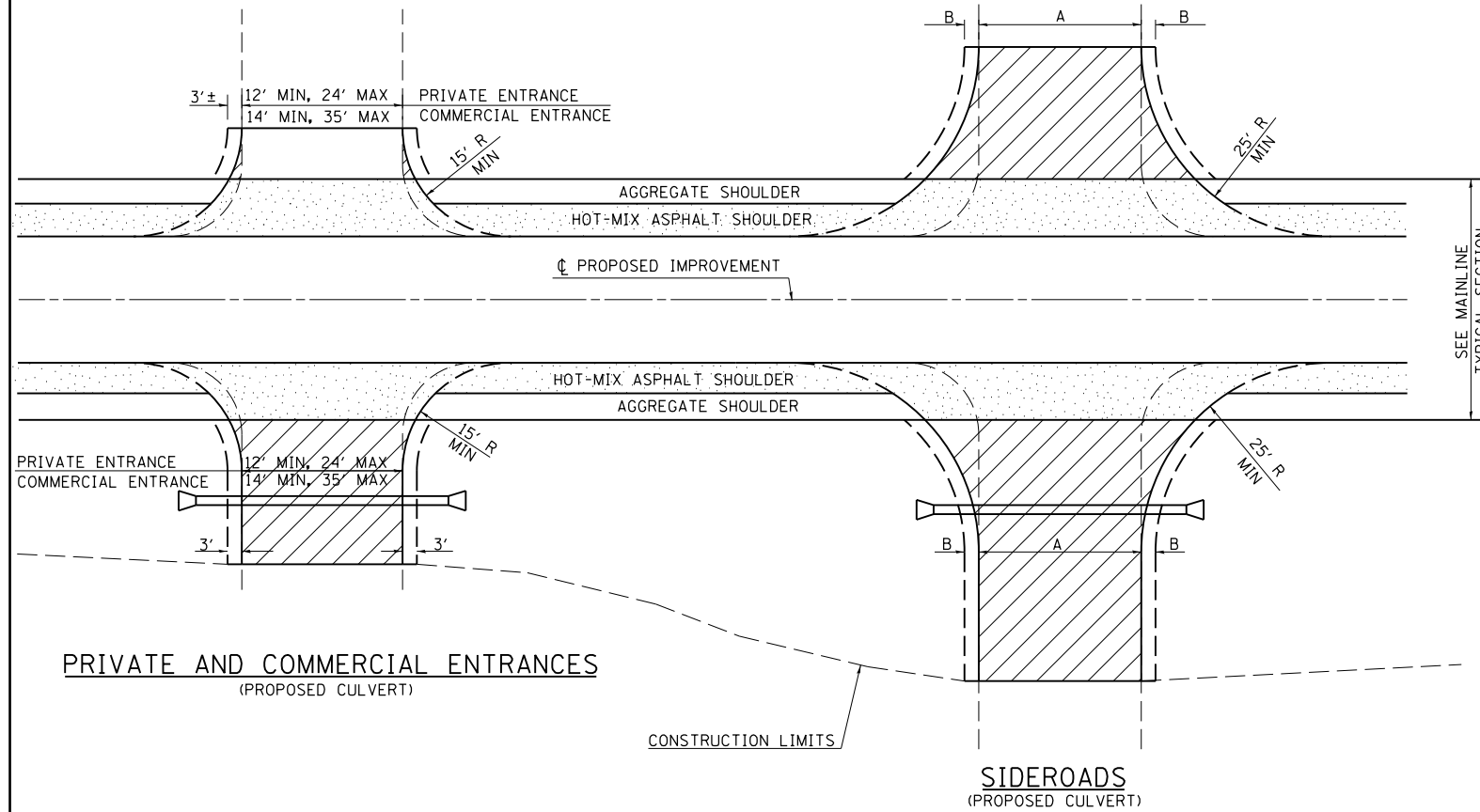
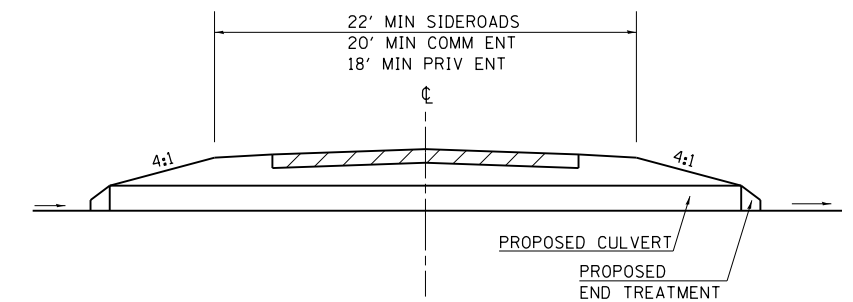


FIELD ENTRANCE TREATMENT

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

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

DETAIL FOR CALCULATING CULVERT LENGTH



LEGEND

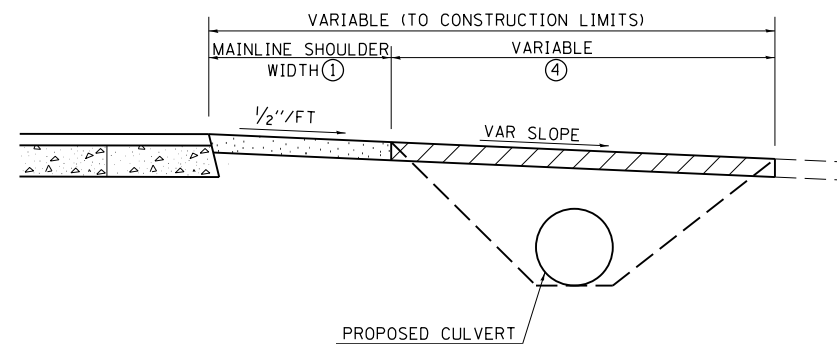
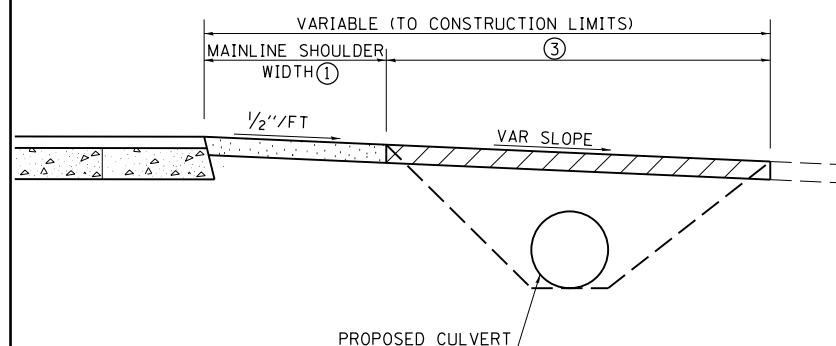
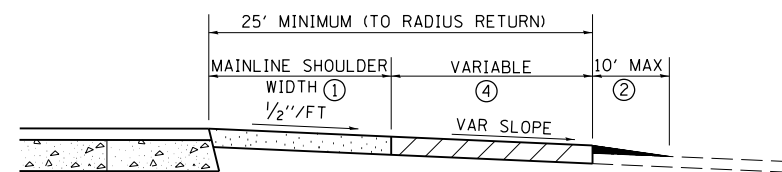
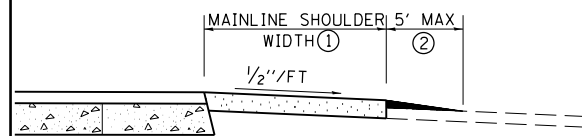
- CONSTRUCT HOT-MIX ASPHALT SHOULDER "FULL SHOULDER WIDTH" THROUGH ENTRANCE/INTERSECTION UNLESS OTHERWISE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- IF REQUIRED, AGGREGATE TAPER FOR EXISTING GRAVEL SURFACE; HOT-MIX ASPHALT TAPER FOR EXISTING HIGHER TYPE SURFACES.
- 6" AGGREGATE SURFACE COURSE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

GENERAL NOTES

- ENTRANCE LOCATIONS ARE TO COMPLY WITH IDOT'S POLICY "ACCESS TO STATE HIGHWAYS".
- IN GENERAL, RELOCATED PRIVATE ENTRANCES ARE TO HAVE A 16' WIDE SURFACE WITH 3' WIDE SHOULDERS (22' WIDE EMBANKMENT).
- SEE PLANS FOR PROPOSED PROFILE GRADES AT ENTRANCES/SIDEROADS. THE DESIRABLE MAXIMUM PROFILE GRADE FOR ENTRANCES ARE 12% FOR PE; 10% FOR CE.
- ENTRANCE PIPE CULVERTS ARE TO BE A MINIMUM 15" DIAMETER AND NORMALLY REPLACED IN KIND; SIDEROAD PIPE CULVERTS ARE GENERALLY TO BE CONCRETE (18" MINIMUM DIAMETER).
- THE INTERSECTION RADII OF SIDEROADS CONSTRUCTED TO FULL POLICY STANDARDS SHOULD COMPLY WITH THAT NOTED IN THE BUREAU OF LOCAL ROADS ADMINISTRATIVE POLICIES MANUAL (5-8-13).

PRIVATE AND COMMERCIAL ENTRANCES

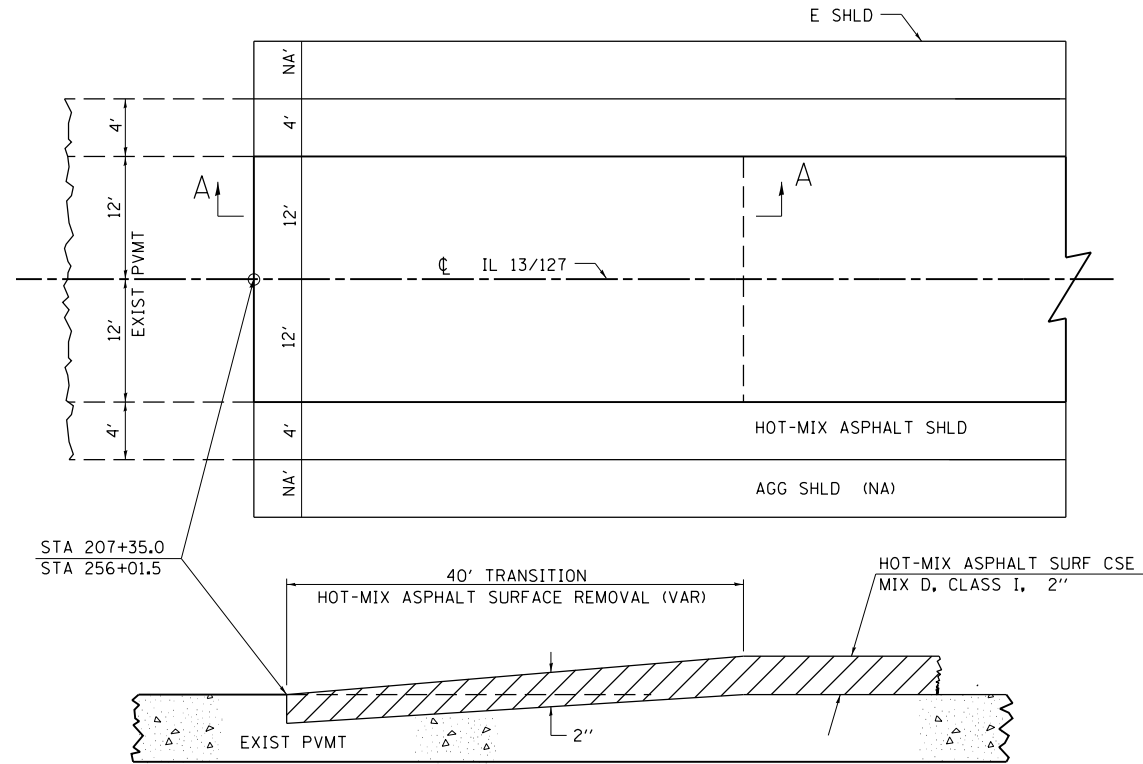
SIDEROADS



REVISIONS	
DRAWN	3-15-91
REVISED	10-02-91
REVISED	5-15-92
REVISED	1-20-00
REVISED	01-11-07
REVISED	5-7-08
REVISED	5-17-13

STD. 9-83

BUTT JOINT



STA 207+35.0
STA 256+01.5

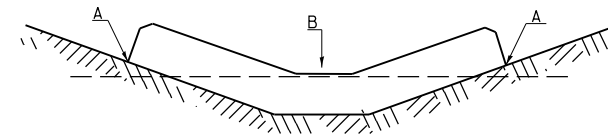
SECTION A-A

STD. 9-86

REVISIONS	
DRAWN	10-17-90
REVISED	01-11-07
REVISED	3-25-08
REVISED	5-17-13

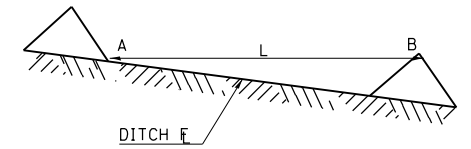
TEMPORARY DITCH CHECKS

PLACEMENT OF TEMPORARY DITCH CHECK IN DRAINAGE WAY



POINTS A SHOULD BE HIGHER THAN POINT B

SPACING BETWEEN TEMPORARY DITCH CHECKS



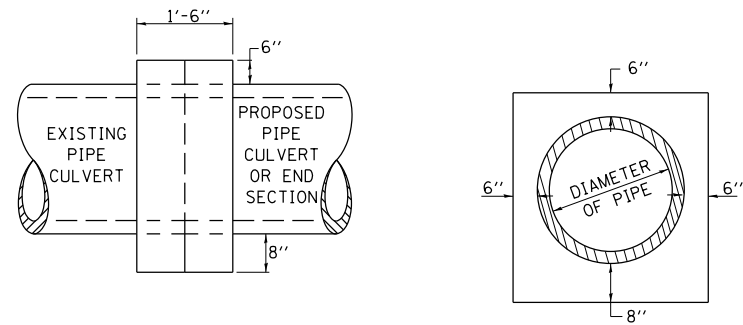
L = THE DISTANCE SUCH THAT POINTS A AND B ARE OF EQUAL ELEVATION

B = THE LOW POINT IN CENTER OF CHECK

STD. 9-108

REVISIONS	
DRAWN	9-01-99
REVISED	10-3-01
REVISED	05-04-10
REVISED	5-17-13

CONCRETE COLLAR PIPE TO PIPE



SIDE VIEW

END VIEW

TABULATION

DIAMETER OF PIPE	CL SI CONC CU YDS EST
12"	0.24
15"	0.29
18"	0.32
24"	0.44
30"	0.56
36"	0.66
42"	0.80
48"	0.93
54"	1.07
60"	1.22
72"	1.55

THE CONCRETE COLLAR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR **CONCRETE COLLAR**, AS SHOWN ON THE PLANS, WHICH PRICE SHALL INCLUDE THE REMOVAL OF SUCH PORTIONS THE EXISTING HEADWALLS AS MAY BE REQUIRED.

CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

STD. 9-79

REVISIONS	
DRAWN	7-13-90
REVISED	8-22-94
REVISED	3-26-08
REVISED	5-17-13

ENERGY DISSIPATOR

EARTH EXCAVATION FOR ENERGY DISSIPATOR

THIS WORK INVOLVES THE EXCAVATION OF EARTH AS SHOWN IN THE SKETCH TO THE LENGTH, WIDTH, AND DEPTH AS SPECIFIED. THE EARTH EXCAVATION WILL BE UTILIZED IN THE ROADWAY EMBANKMENT OR WASTED AS DIRECTED BY THE ENGINEER. THE EXCAVATION SHALL BE PERFORMED AT THE SAME TIME AS THE CULVERT OR DITCH IS CONSTRUCTED TO SERVE AS A TEMPORARY SEDIMENT TRAP.

EARTHWORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE RIPRAP.

ENERGY DISSIPATOR IS TO BE CONSTRUCTED AT THE LOCATION INDICATED ON THE PLAN AND PROFILE SHEETS.

RIPRAP FOR ENERGY DISSIPATOR

RIPRAP FOR ENERGY DISSIPATOR SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 281 OF THE STANDARD SPECIFICATIONS EXCEPT AS REVISED HEREIN.

THE LENGTH, WIDTH, AND DEPTH FOR RIPRAP PLACEMENT SHALL BE AS SPECIFIED IN THESE DETAILS UNLESS OTHERWISE SPECIFIED IN THE PLANS. THE OUTSIDE CORNERS CAN BE ROUNDED OR SQUARED.

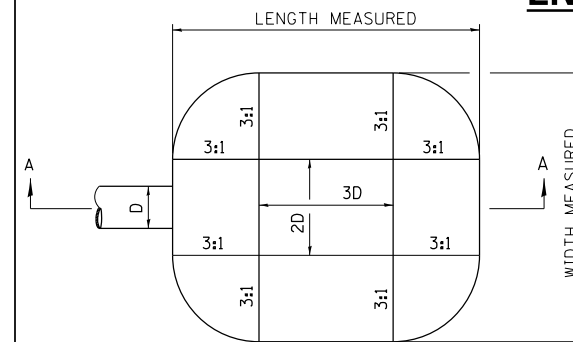
THE RIPRAP FOR THE ENERGY DISSIPATOR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR **STONE DUMPED RIPRAP**.

THE STONE DUMPED RIPRAP SHALL CONFORM TO THE QUALITY AND GRADATION REQUIREMENTS OF STONE RIPRAP, CLASS A4.

FILTER FABRIC AND BEDDING MATERIAL AS SPECIFIED IN SECTION 281 OF THE STANDARD SPECIFICATIONS WILL NOT BE REQUIRED.

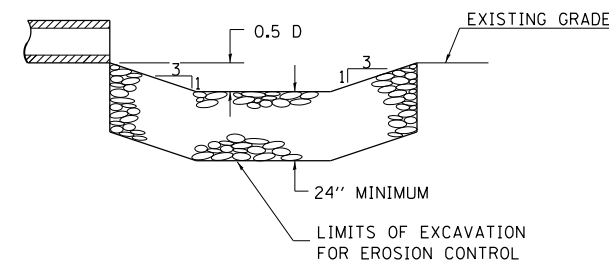
STD 9-6

REVISIONS	
REDRAWN	2-15-89
REVISED	11-3-93
REVISED	8-15-94
REVISED	12-14-01
REVISED	3-26-08
REVISED	5-16-13



D= INSIDE DIAMETER OF PIPE CULVERT OR CLEAR HEIGHT OF BOX CULVERT

PLAN



SECTION A-A

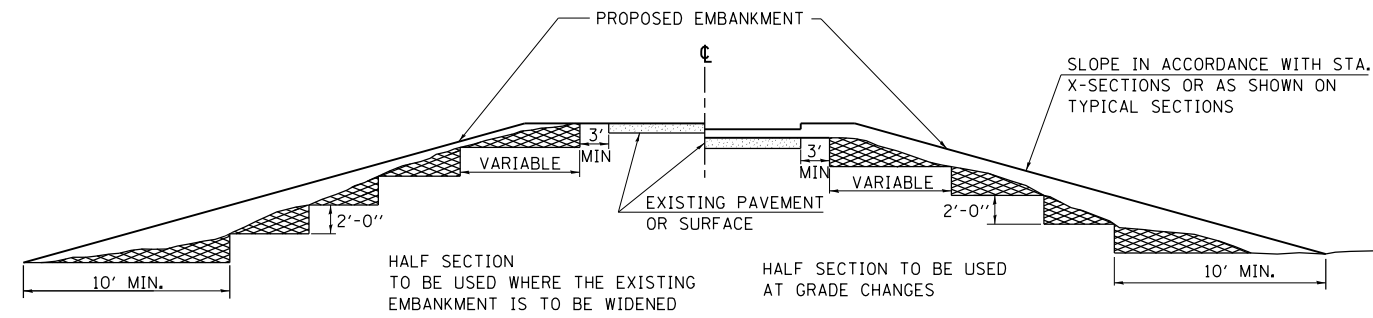
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETAILS	
BUTT JOINT	TEMPORARY DITCH CHECKS
CONCRETE COLLARS	ENERGY DISSIPATOR
SCALE:	SHEET 2 OF 4 SHEETS
STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	13B-1	JACKSON	112	68
				CONTRACT NO. 78215
ILLINOIS FED. AID PROJECT				

**TYPICAL CROSS SECTION SHOWING
STEP CONSTRUCTION ON EXISTING FILL**



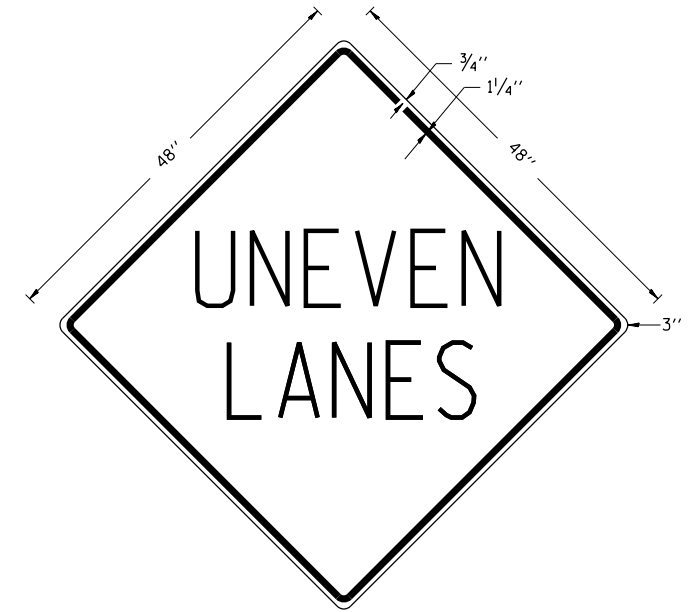
 MATERIAL TO BE REMOVED AND REPLACED IN THE EMBANKMENT IN ACCORDANCE WITH ART. 205.04 OF THE STANDARD SPECIFICATION. COST TO BE INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED BECAUSE OF THIS WORK.

REVISIONS

REDRAWN	2-15-89
REVISED	8-15-94
CHECKED	6-3-99
RESIZED	5-7-08
REVIEWED	5-17-13

STD. 9-16

**UNEVEN LANES SIGN
W8-11 (48" x 48")**



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

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

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

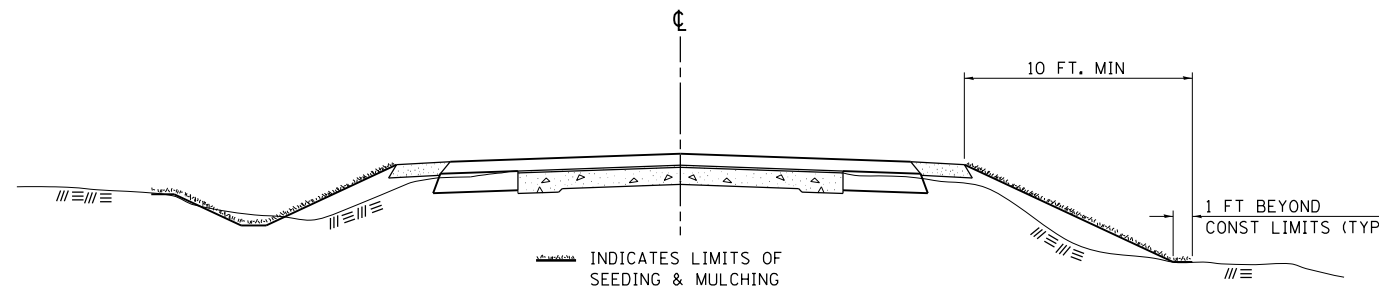
THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

REVISIONS

DRAWN	2-15-89
REVISED	4-06-93
REDSIGNED	
RESIZED	
REVIEWED	5-17-13

STD. 9-41

SEEDING & MULCHING



GENERAL NOTES

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

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

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

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

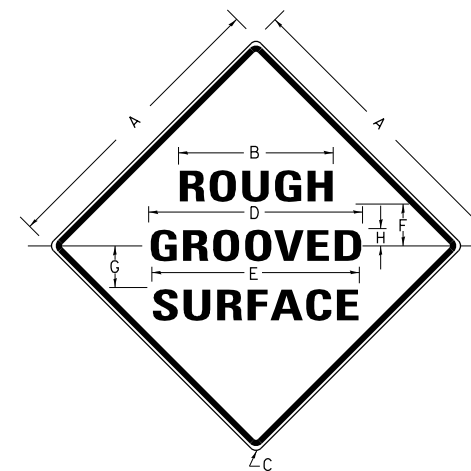
SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS SHALL GOVERN THIS WORK EXCEPT AS SPECIFIED HEREIN OR AS NOTED IN THE SPECIAL PROVISIONS.

REVISIONS

REDRAWN	2-15-89
REVISED	8-15-94
REVISED	6-3-99
REVISED	3-27-08
REVISED	5-16-13

STD. 9-12

ILLINOIS STANDARD



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

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
48x48	48.0	24.1	3.0	34.0	33.0	6.0	13.0	3.5

SIGN SIZE	SERIES LINES			MAR-GIN	BOR-DER	BLANK STD.
	1	2	3			
48x48	7C	7C	7C	0.8	1.2	B4-48D

ALL DIMENSIONS IN INCHES

NOTES:

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

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

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

REVISIONS

REDRAWN	2-15-89
REVISED	4-6-93
REVISED	3-27-08
REVIEWED	5-17-13

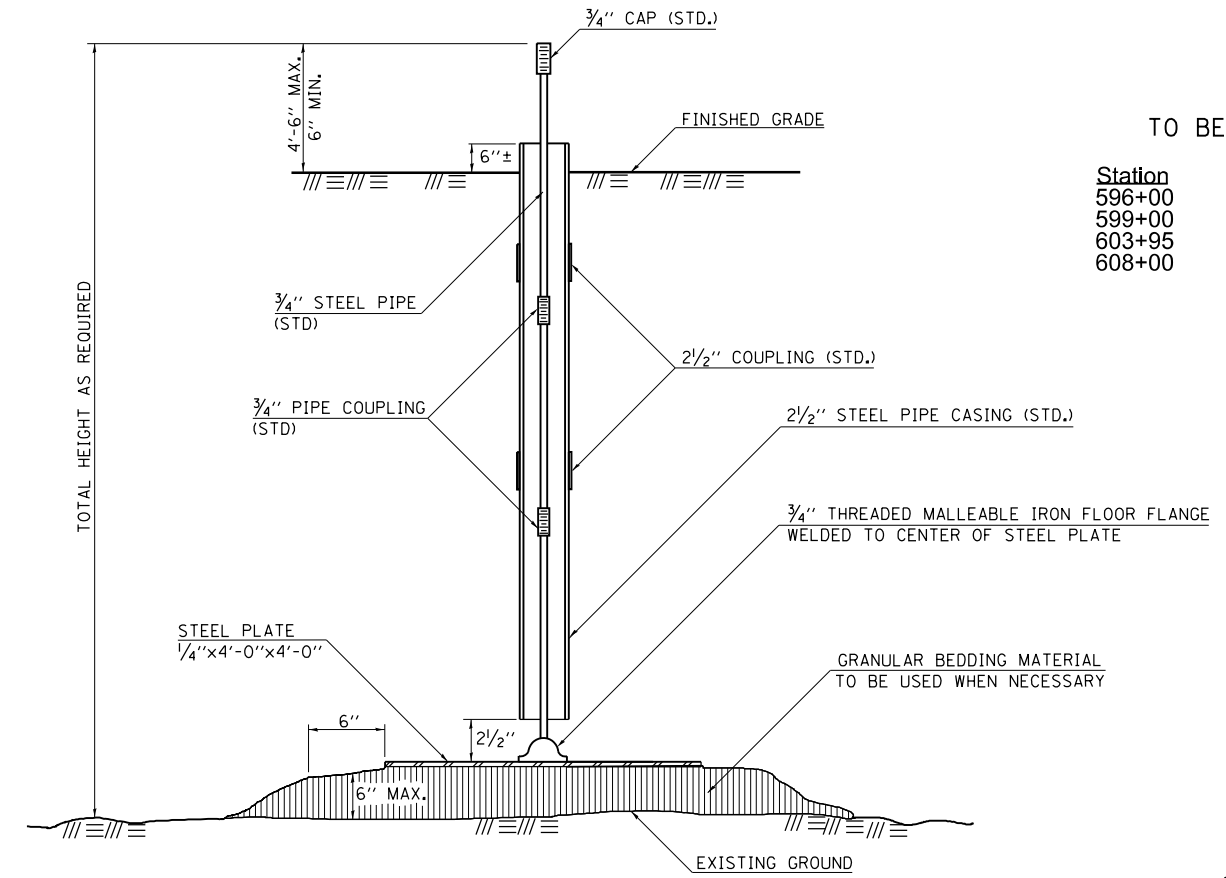
STD. 9-39

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

DETAILS		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
STEP CONSTRUCTION	UNEVEN LANES	42	13B-1	JACKSON	112	69
SEEDING-MULCHING		CONTRACT NO. 78215		ILLINOIS FED. AID PROJECT		
SCALE:	SHEET 3 OF 4 SHEETS	STA.	TO STA.			

SETTLEMENT PLATFORM



TO BE USED:

Station	Offset
596+00	30' LT
599+00	30' LT
603+95	25' LT
608+00	20' LT

REVISIONS	
DRAWN	7-20-92
RESIZED	
REVIEWED	5-17-13

STD. 9-93

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

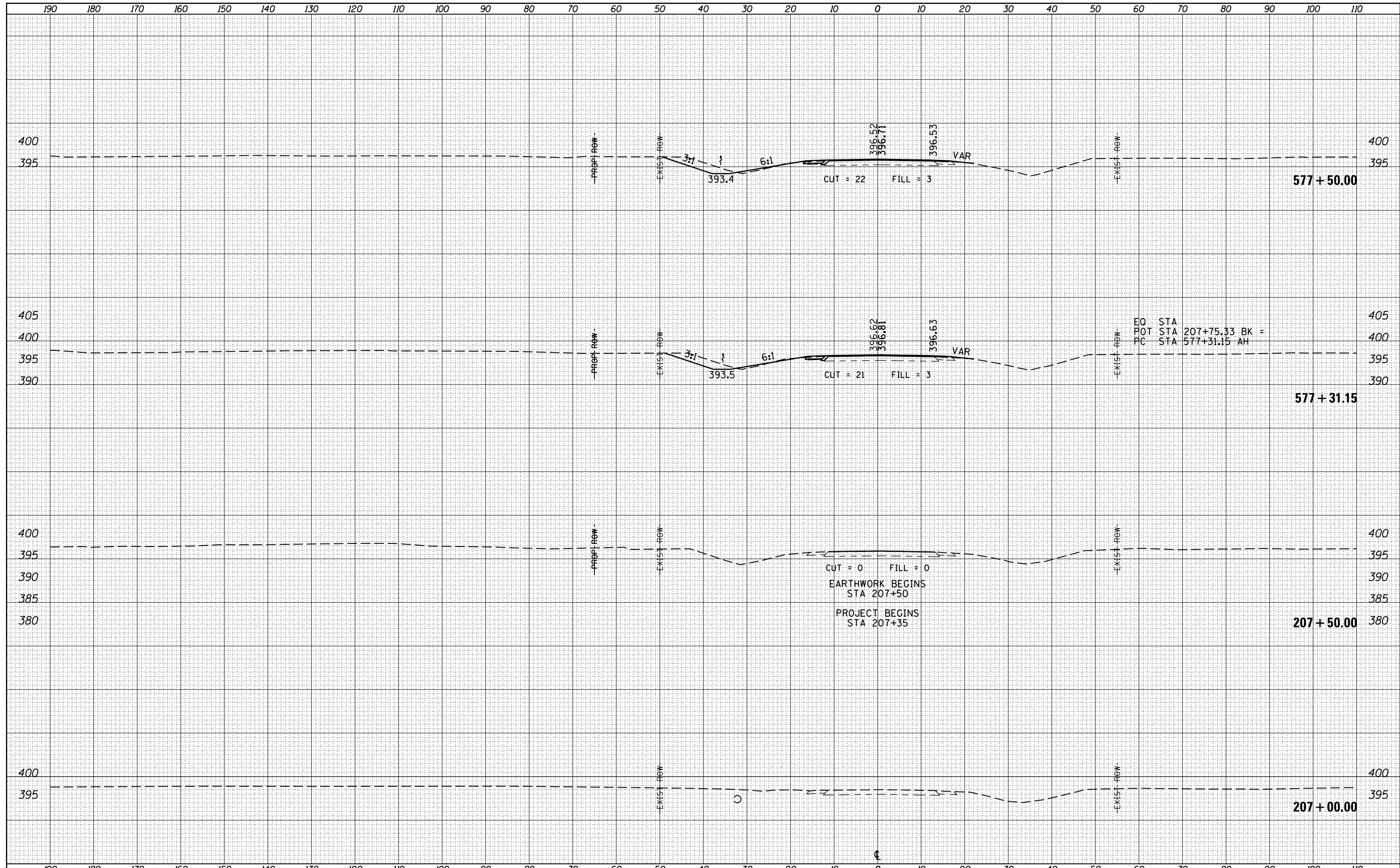
DETAILS
SETTLEMENT PLATFORM DETAIL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	13B-1	JACKSON	112	70
CONTRACT NO. 78215			ILLINOIS FED. AID PROJECT	

BY	DATE

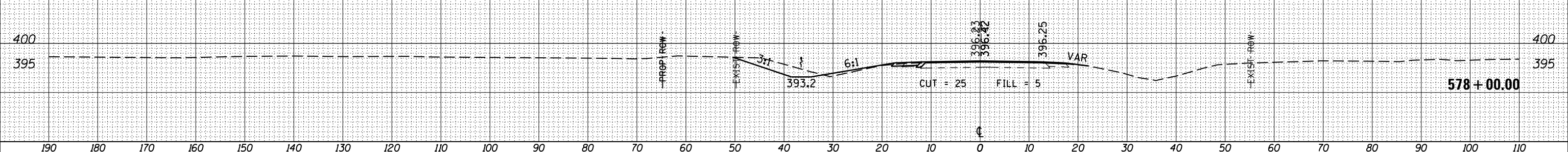
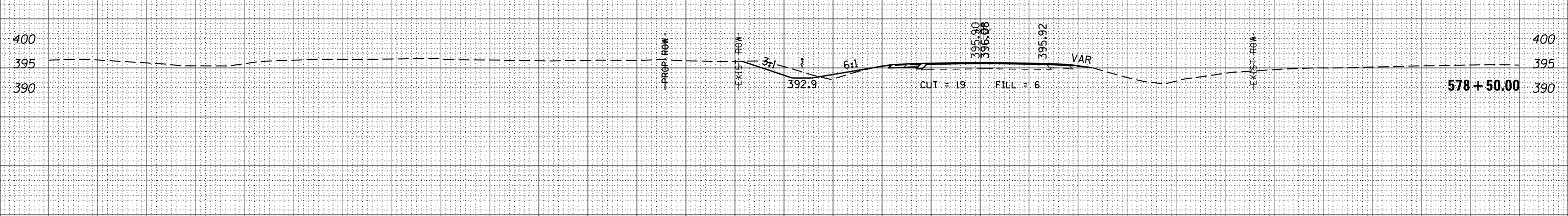
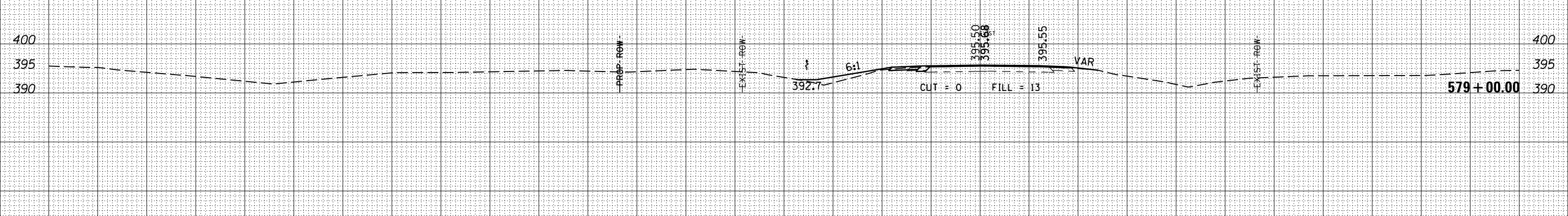
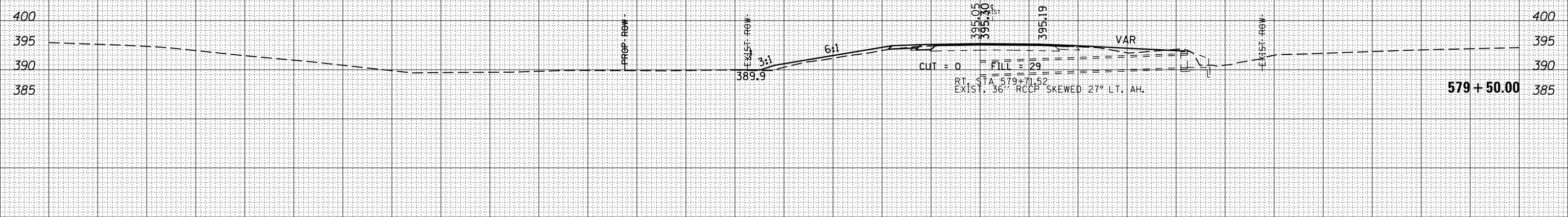
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED



190 180 170 160 150 140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110

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

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



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 USER NAME = *USERS*
 DESIGNED -
 DRAWN -
 PLOT SCALE = 20.0000' / in.
 CHECKED -
 DATE - 6/4/2014

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

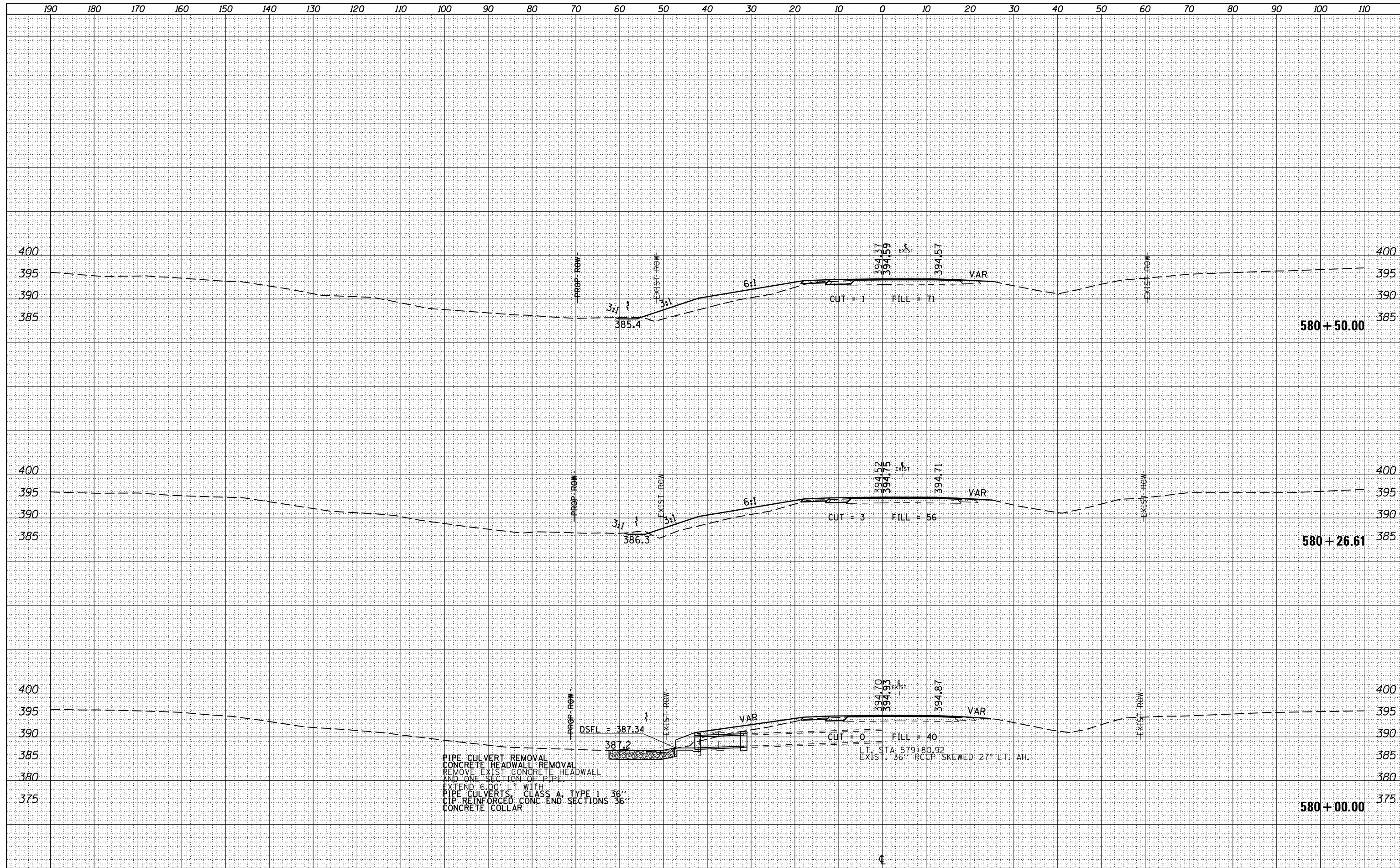
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 578+00.00 TO STA. 579+50.00

F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	72
CONTRACT NO. 78215			ILLINOIS FED. AID PROJECT	

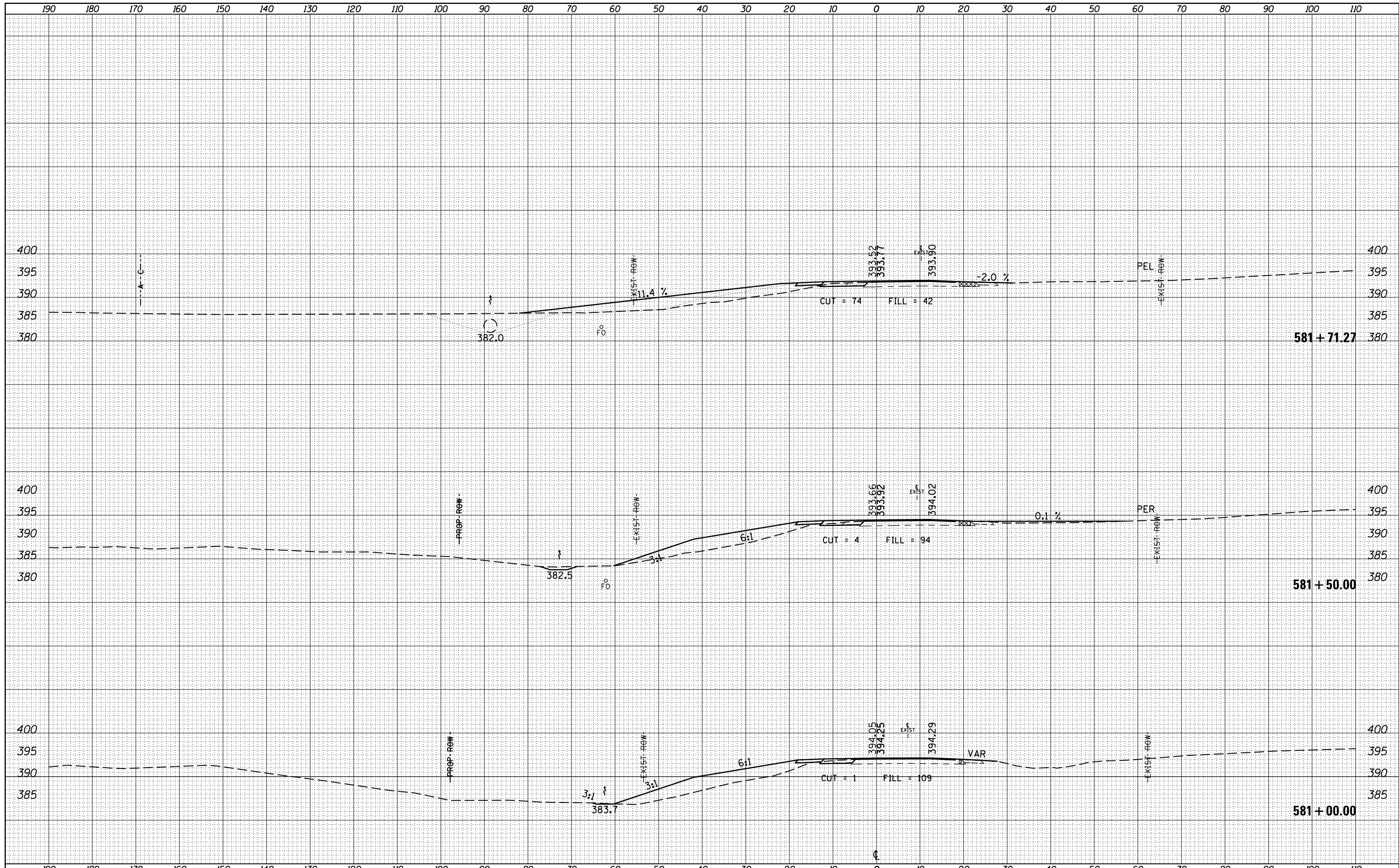
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BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
NO.	



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

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



FILE NAME =
 USER NAME = \$USERS\$
 DRAWN -
 CHECKED -
 DATE - 6/4/2014

DESIGNED -
 DRAWN -
 CHECKED -
 DATE -

REVISED -
 REVISED -
 REVISED -
 REVISED -

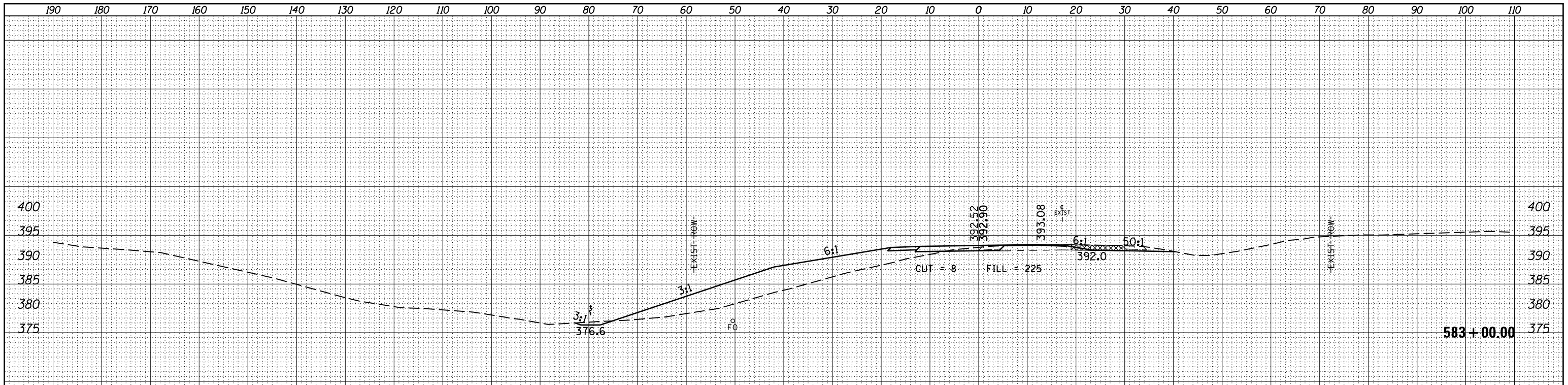
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

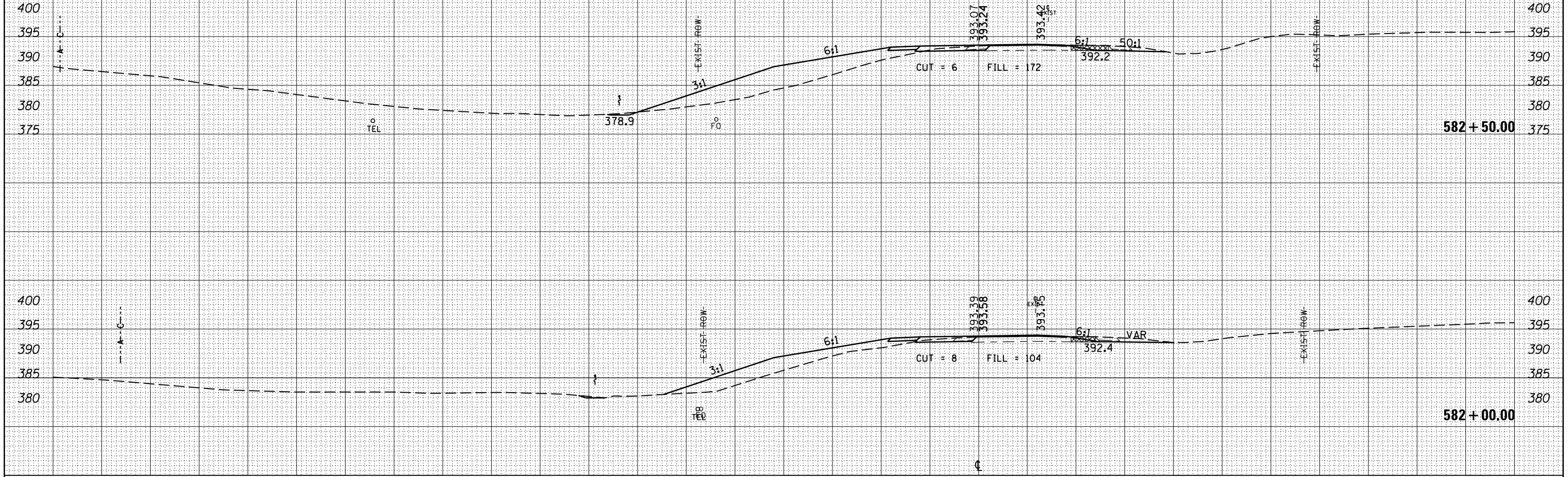
SCALE: SHEET OF SHEETS STA. 581+00.00 TO STA. 581+71.27

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	74
				CONTRACT NO. 78215
ILLINOIS FED. AID PROJECT				

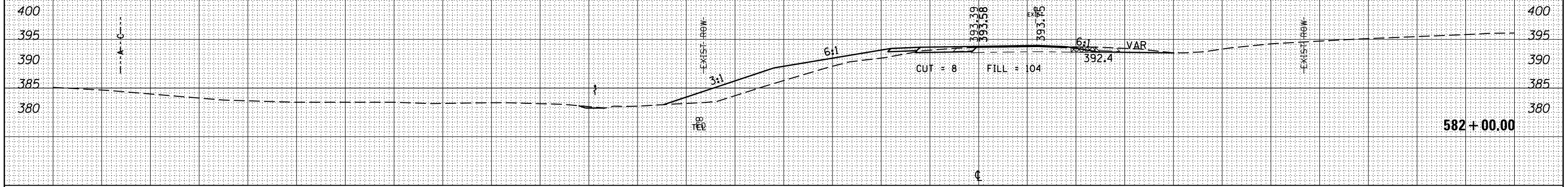
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BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS	
CHECKED	
NO.	



DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS	
CHECKED	
NO.	

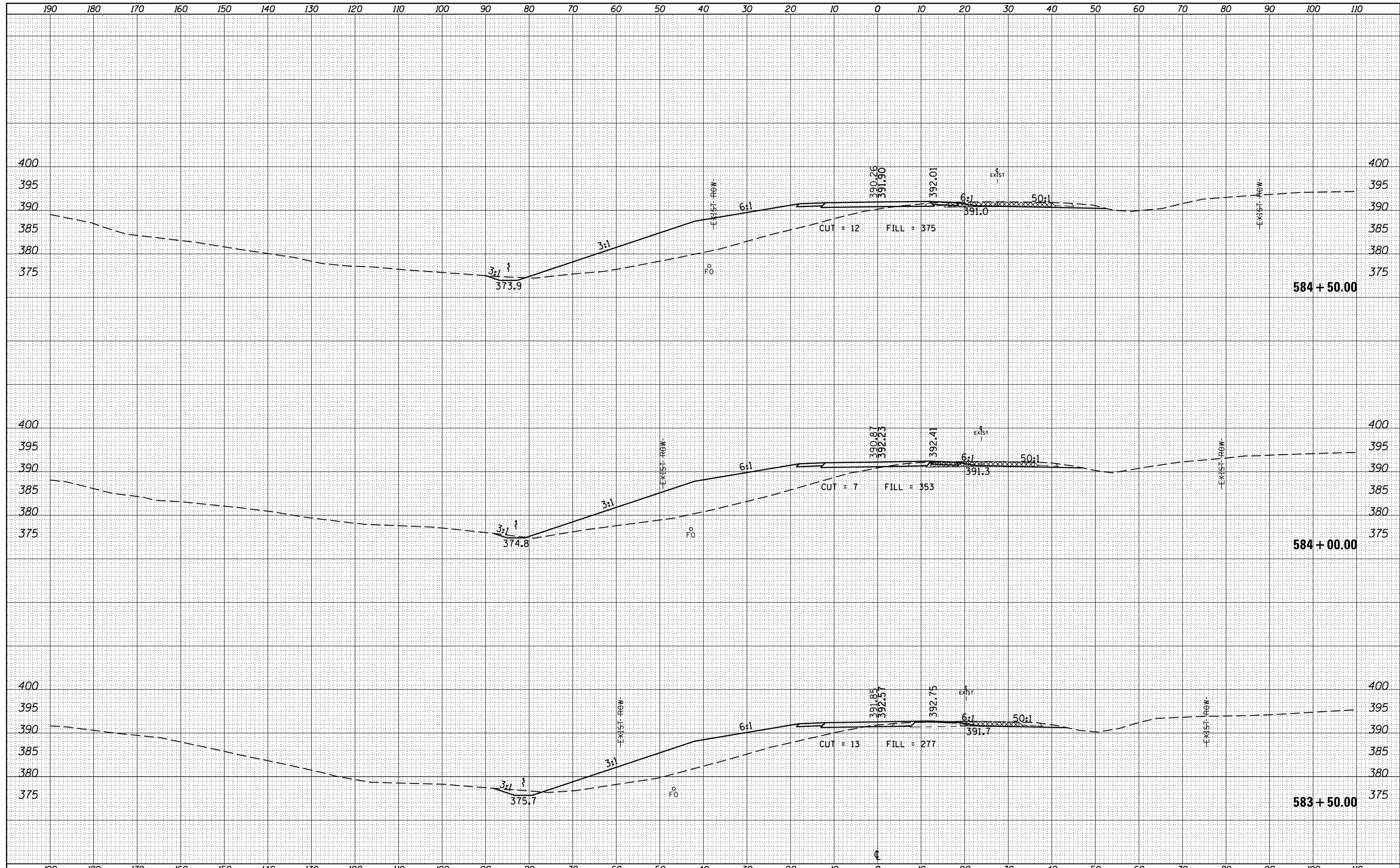


DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS	
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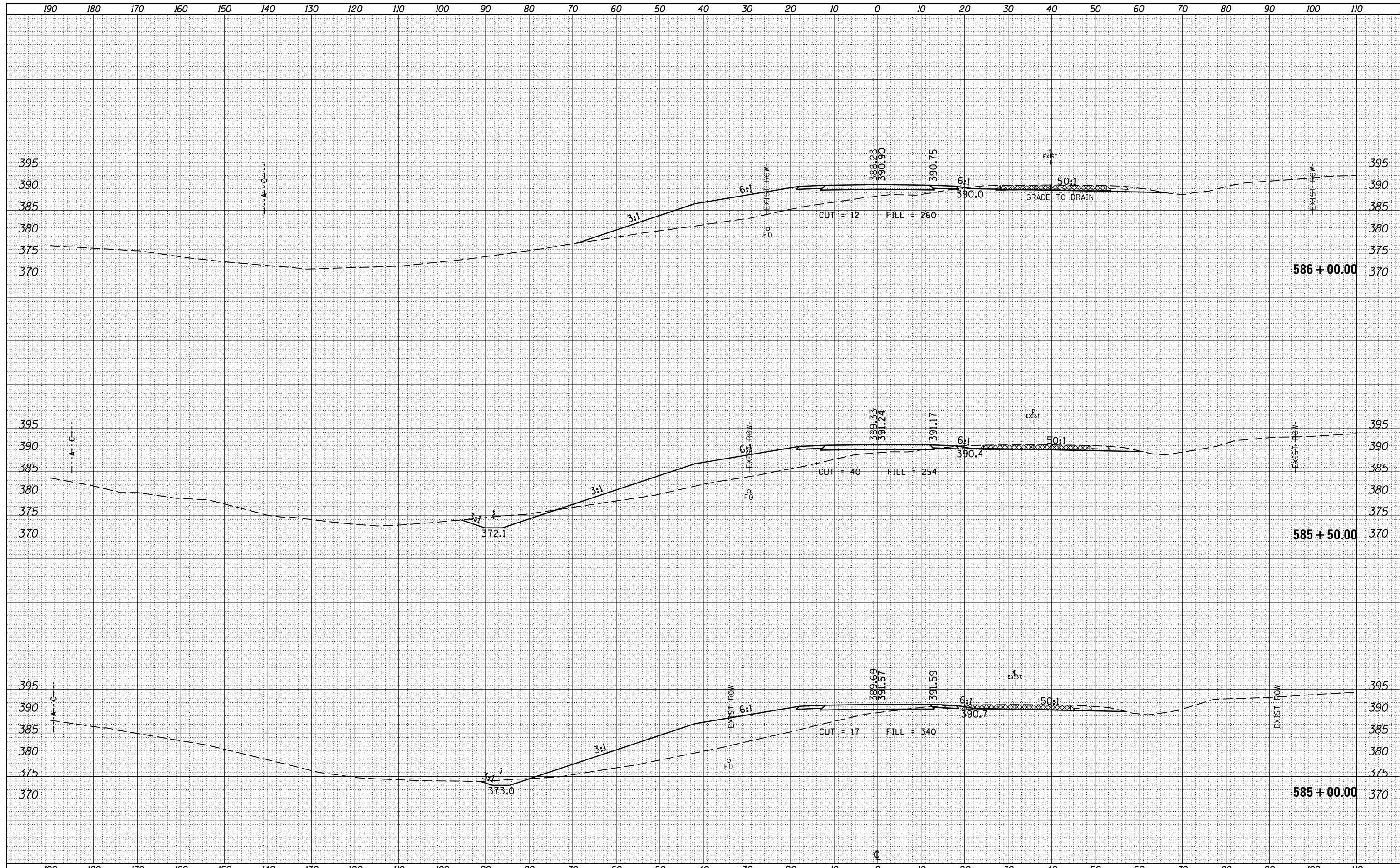
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BY	
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NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

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



DATE	
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

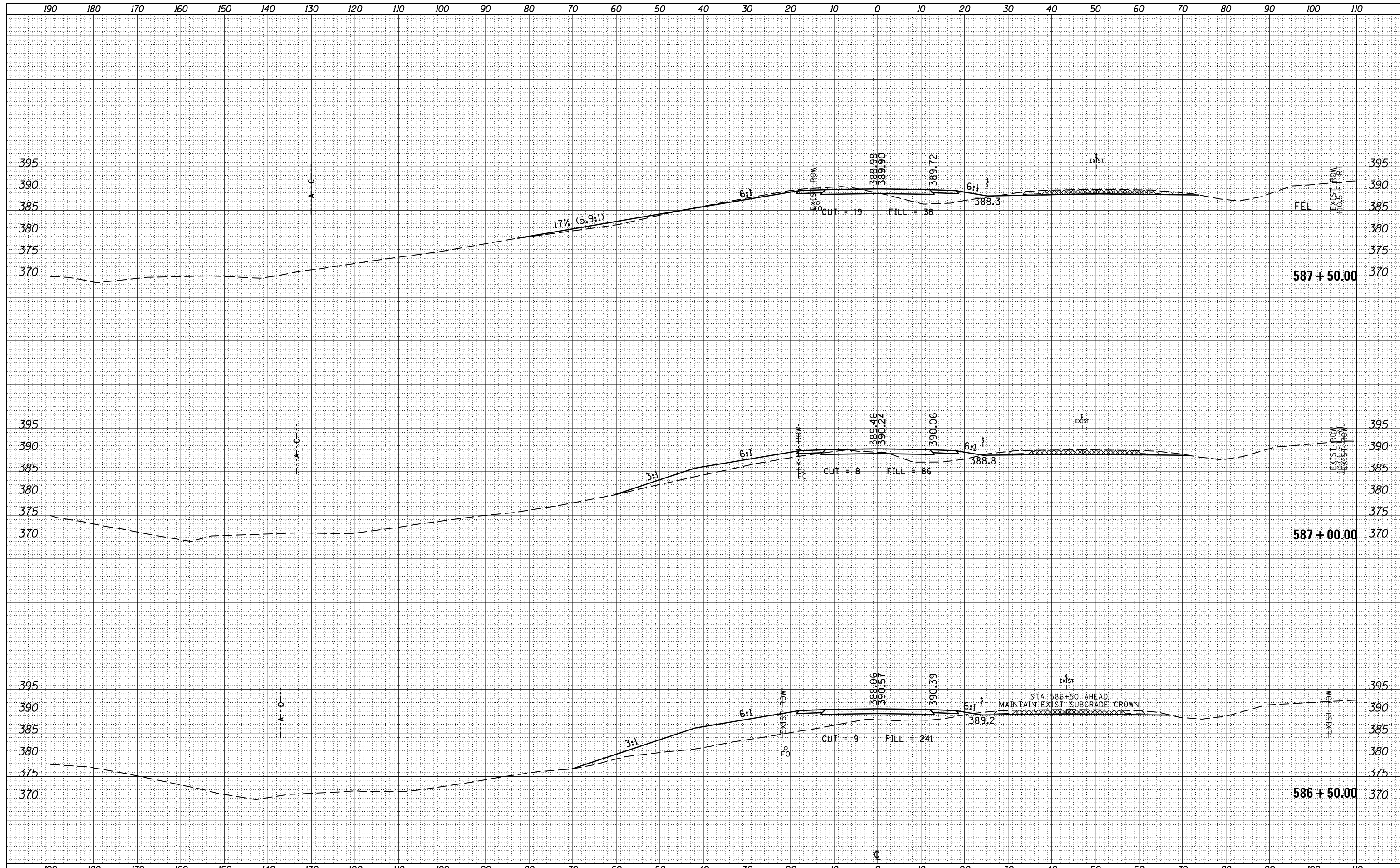
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 585+00.00 TO STA. 586+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	77
CONTRACT NO. 78215			ILLINOIS FED. AID PROJECT	

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

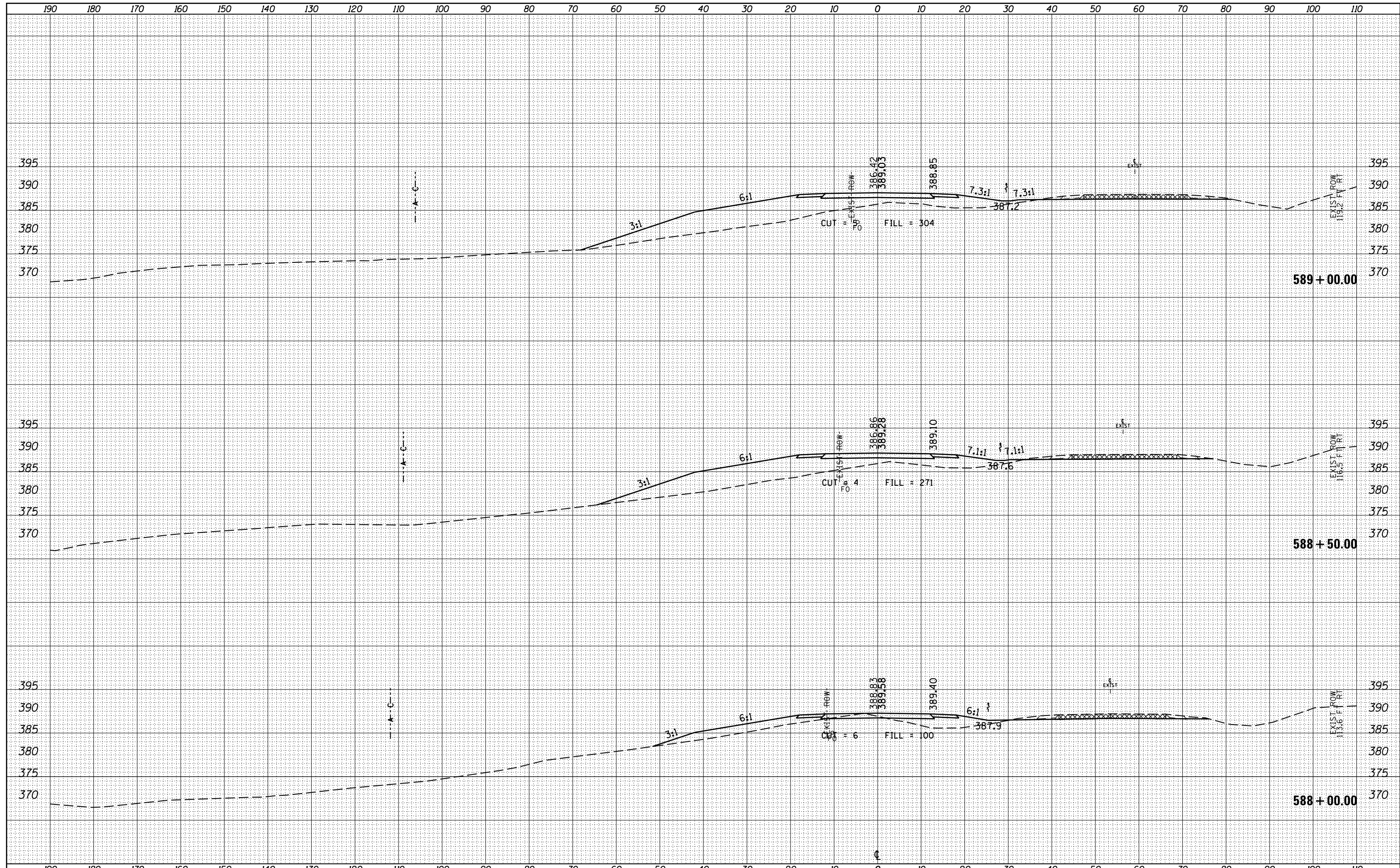
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 586+50.00 TO STA. 587+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	78
CONTRACT NO. 78215				
ILLINOIS FED. AID PROJECT				

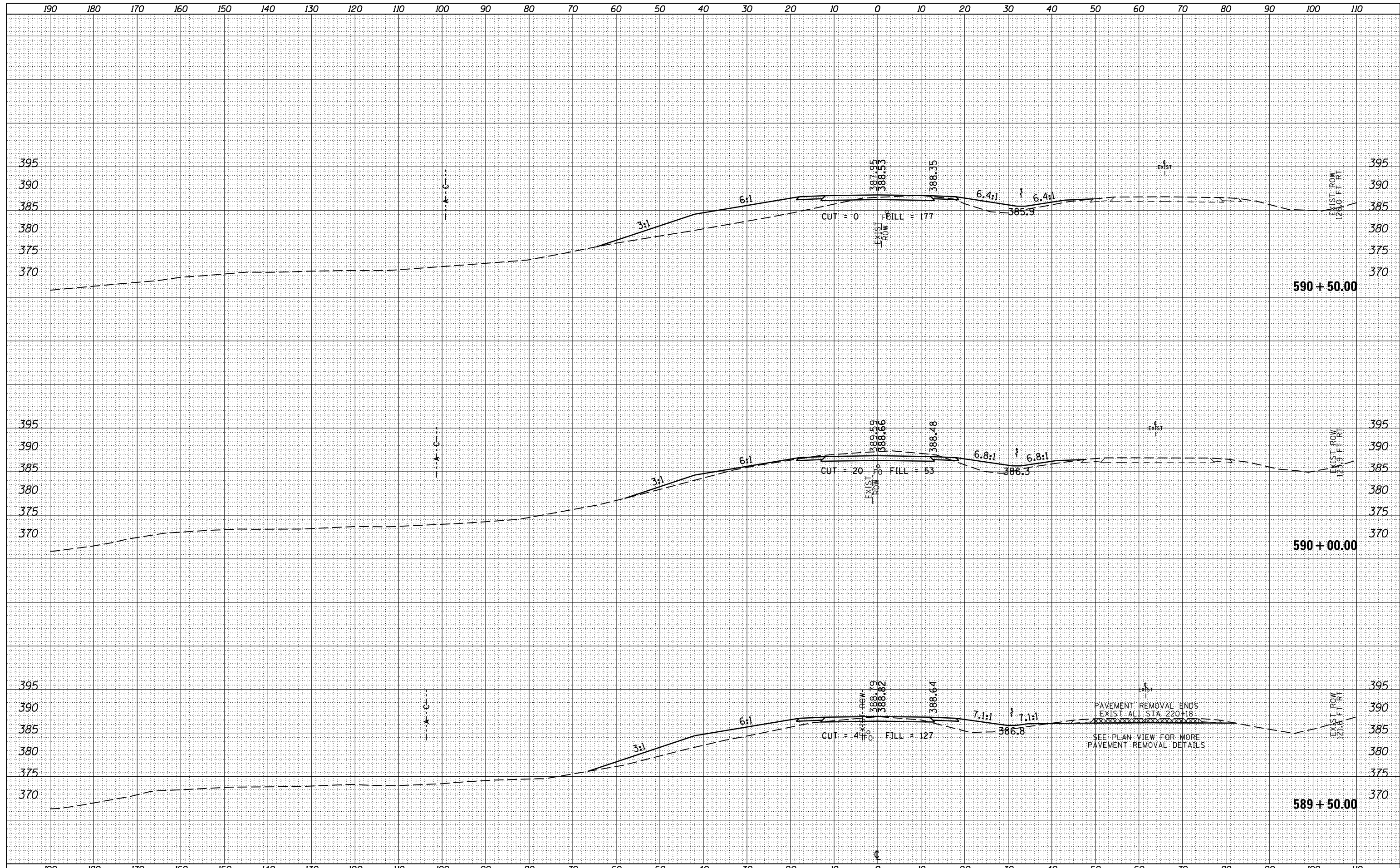
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

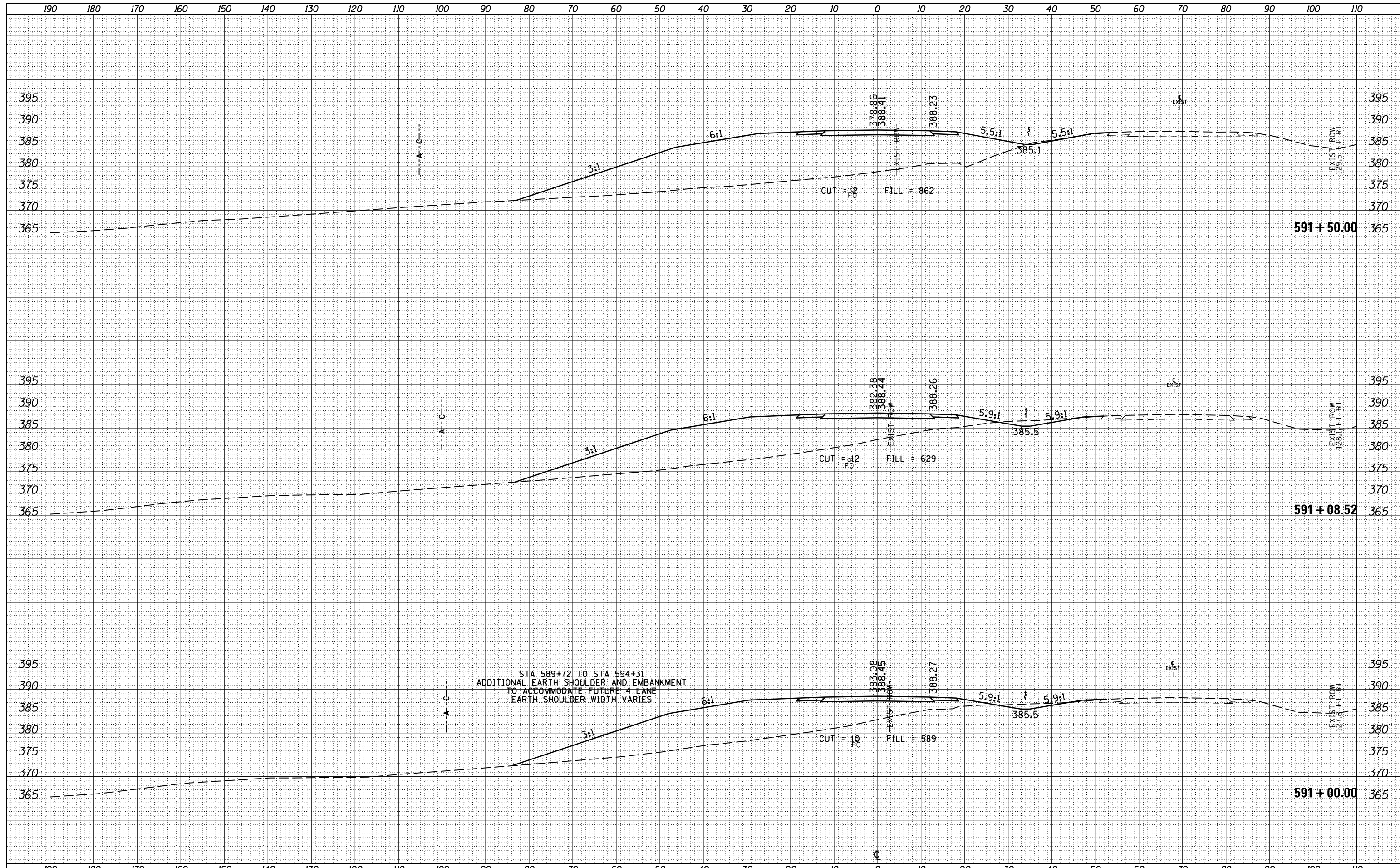
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 589+50.00 TO STA. 590+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	80
CONTRACT NO.			78215	
ILLINOIS FED. AID PROJECT				

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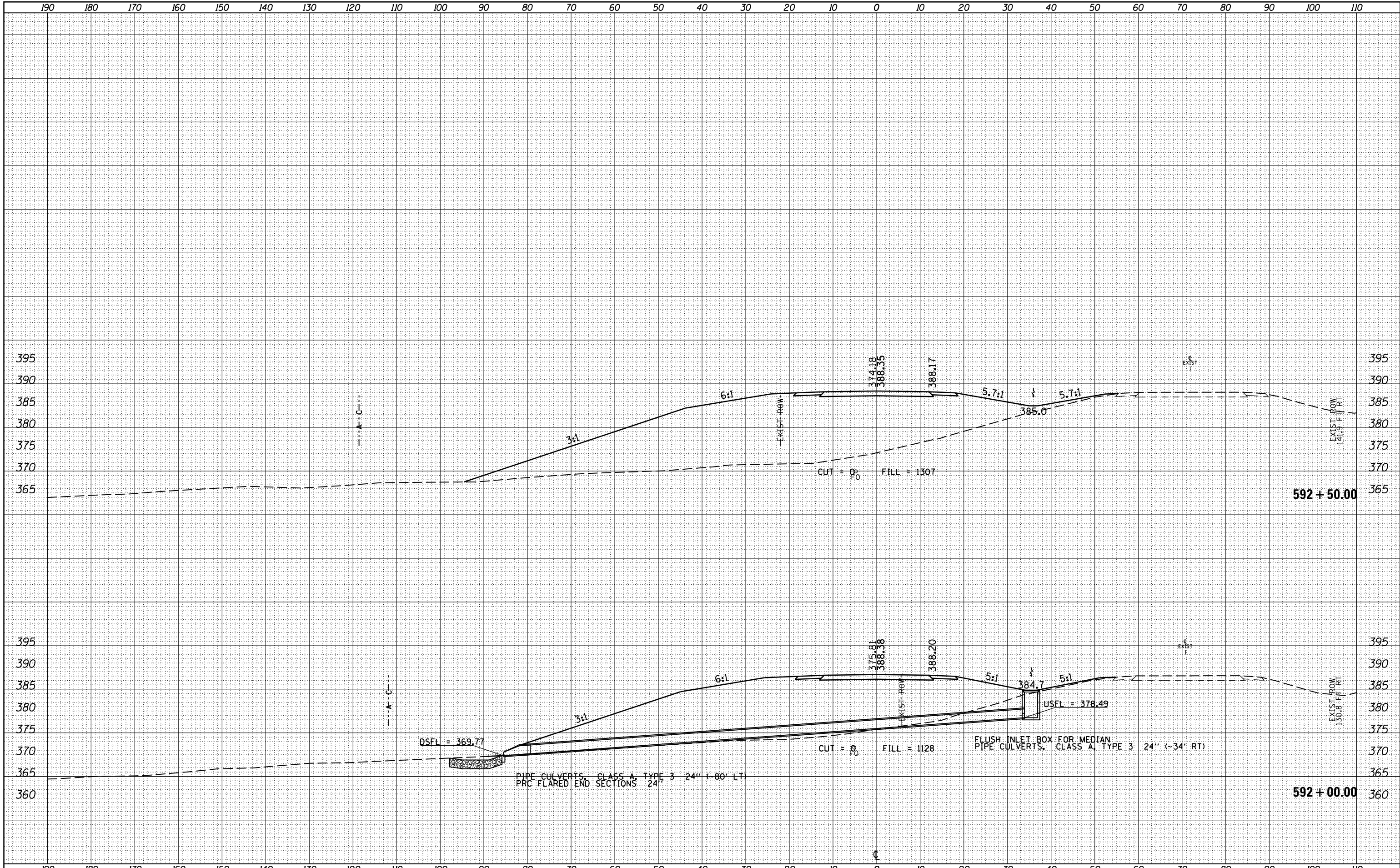


STA 589+72 TO STA 594+31
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

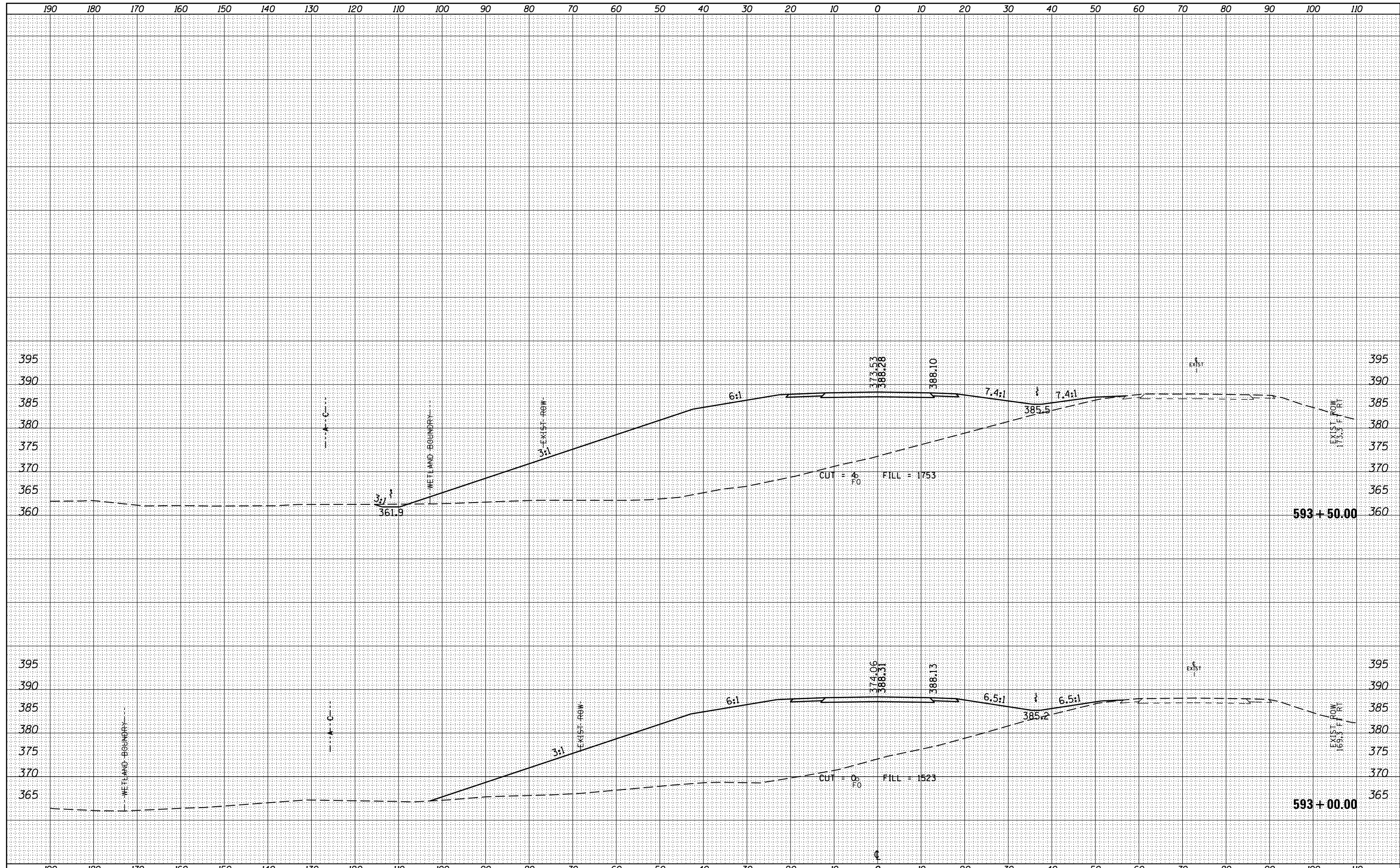
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 592+00.00 TO STA. 592+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	82
CONTRACT NO. 78215				

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

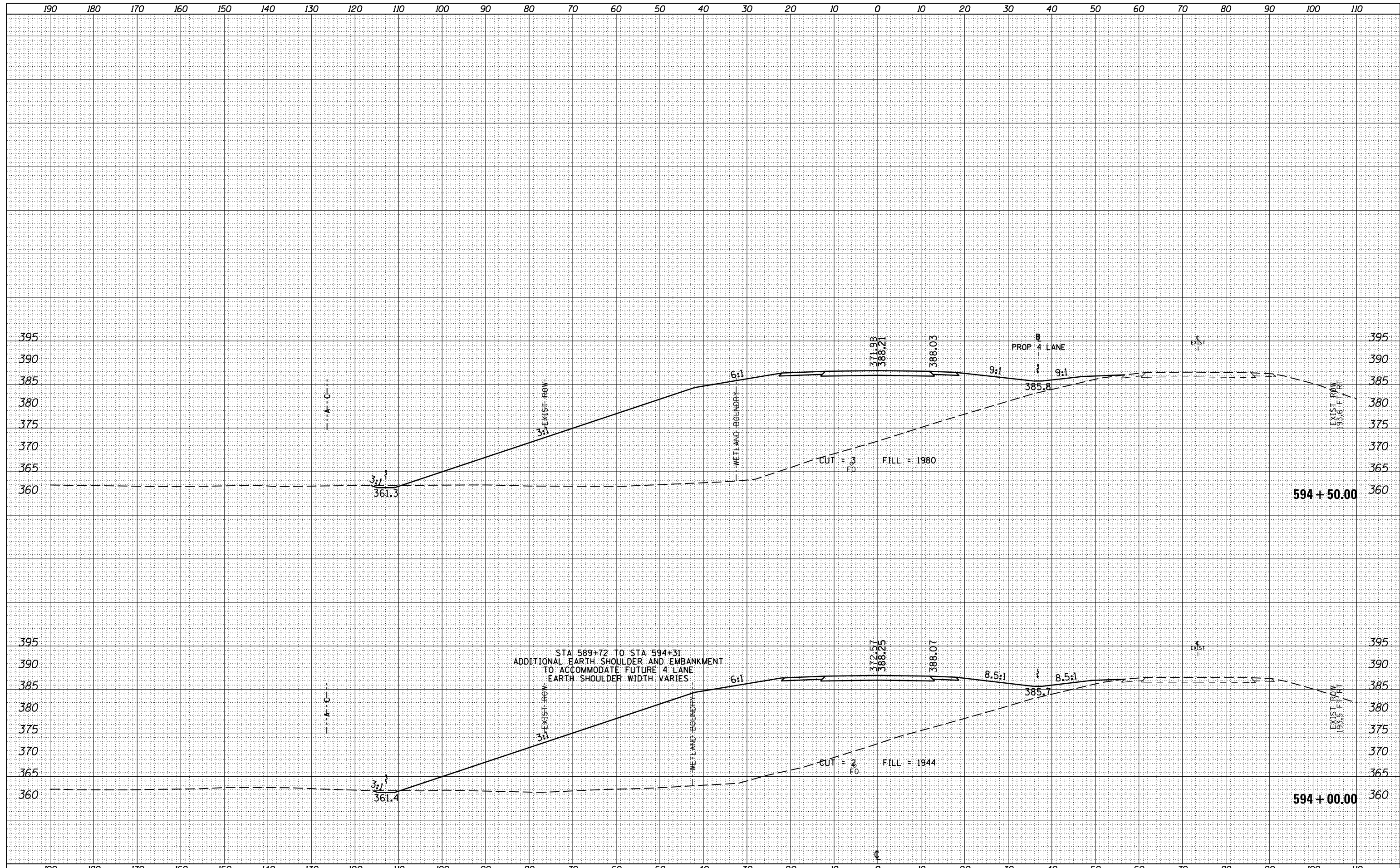
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 593+00.00 TO STA. 593+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	83
CONTRACT NO. 78215				
ILLINOIS FED. AID PROJECT				

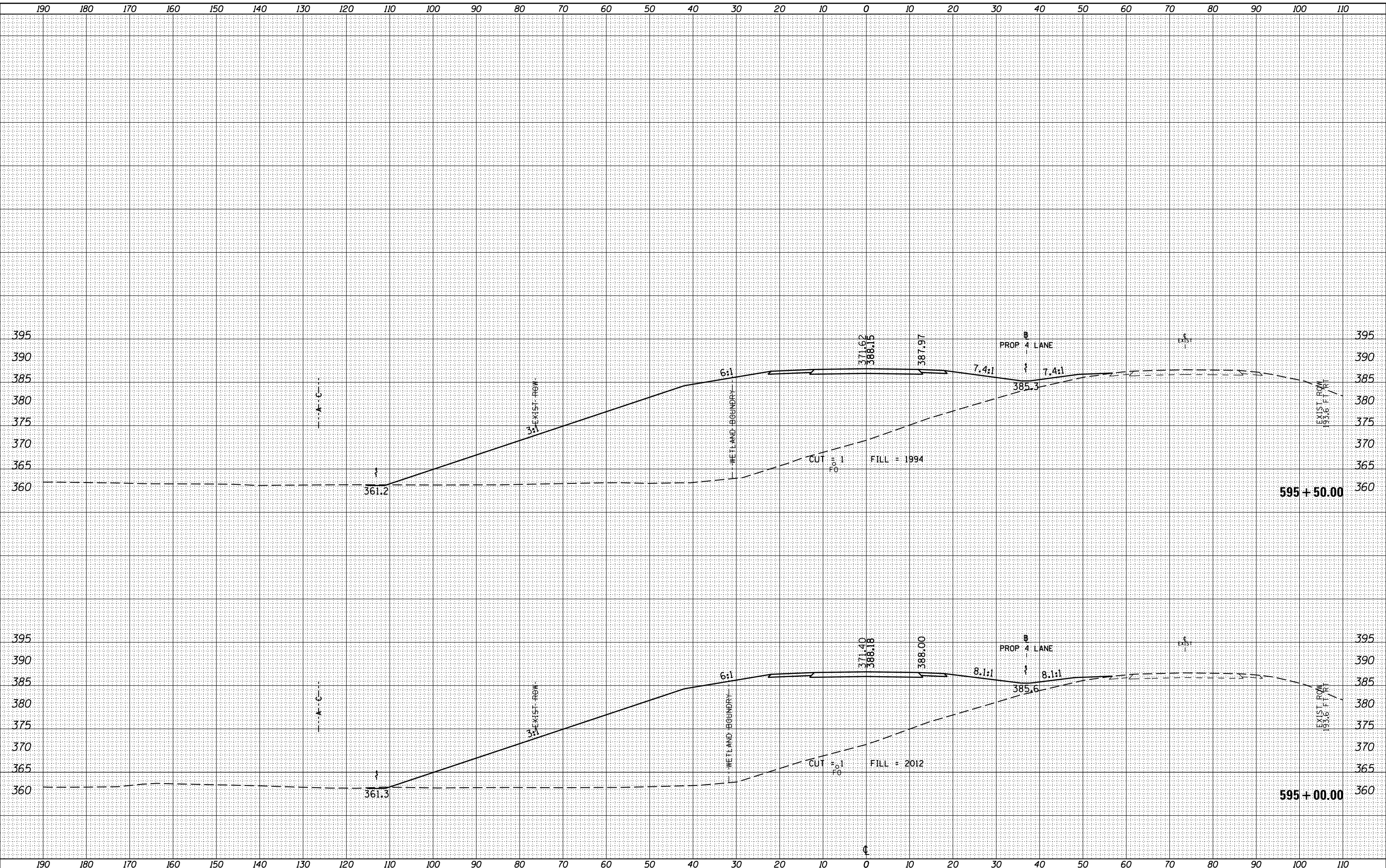
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\$MODELNAME\$	DATE -	REVISIED -				ILLINOIS FED. AID PROJECT				
SCALE:					SHEET	OF	SHEETS	STA. 594+00.00 TO STA. 594+50.00		

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

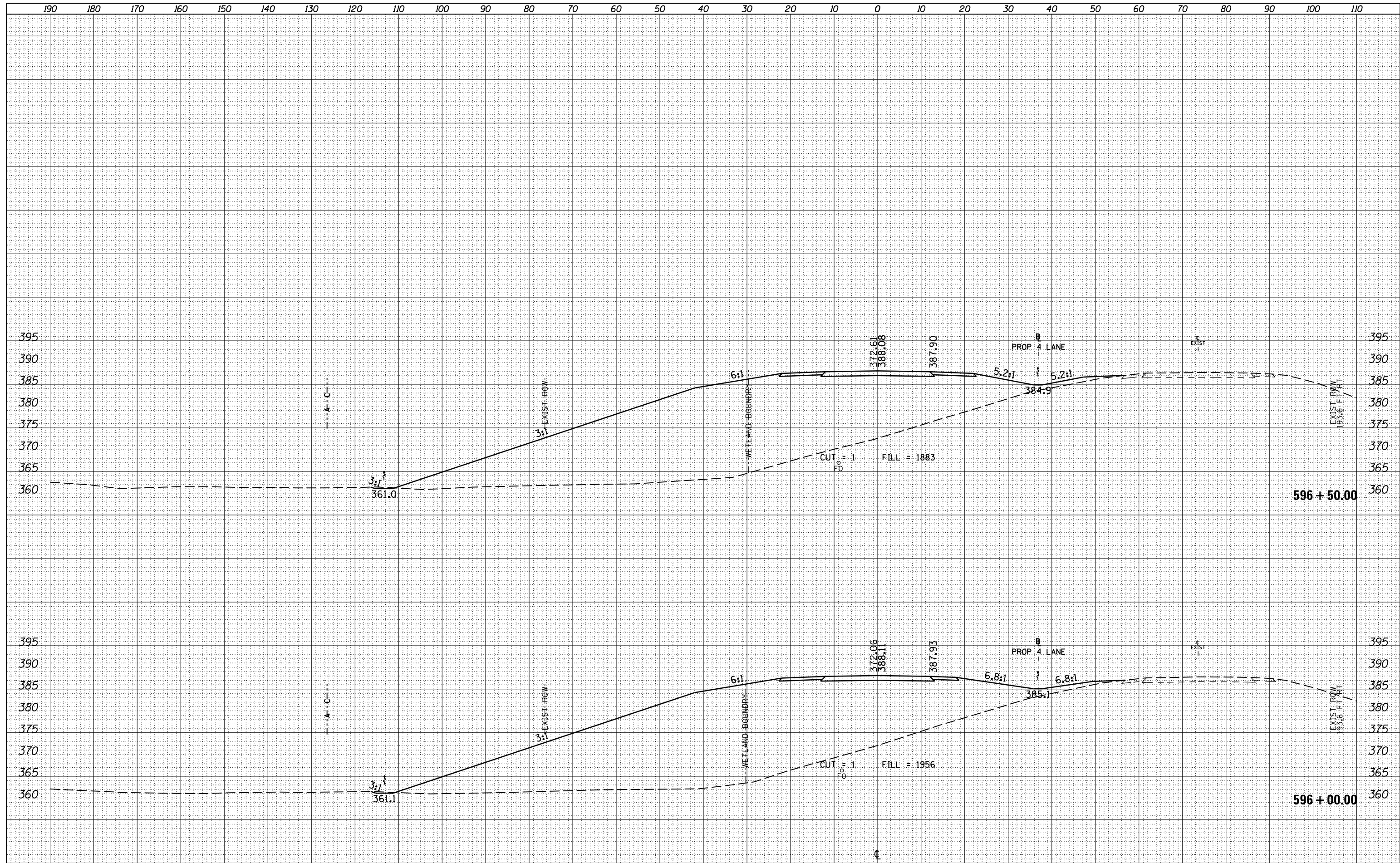
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 595+00.00 TO STA. 595+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	85
CONTRACT NO.				78215
ILLINOIS FED. AID PROJECT				

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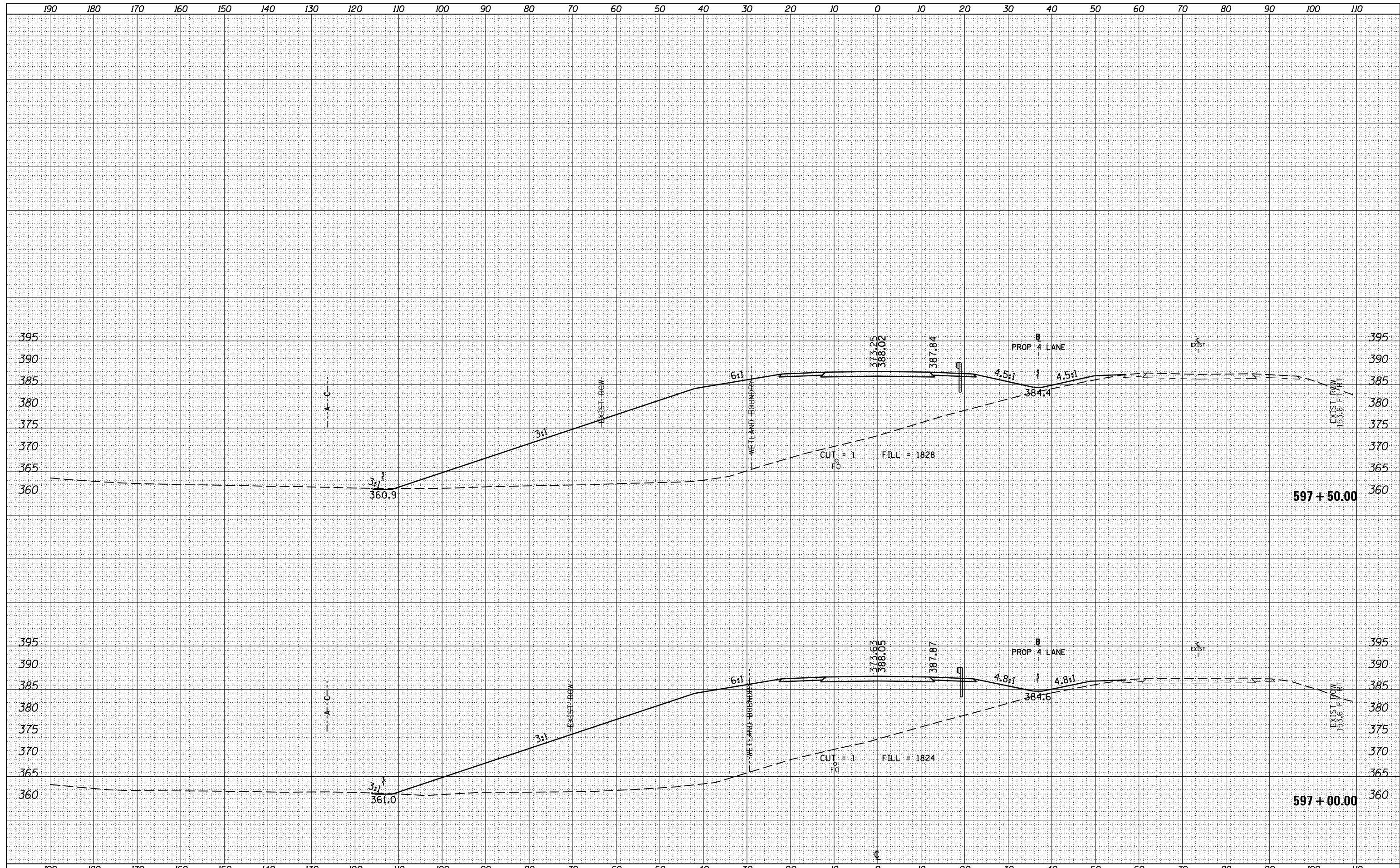
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS	
SCALE:	SHEET OF SHEETS STA. 596+00.00 TO STA. 596+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	86
CONTRACT NO. 78215			ILLINOIS FED. AID PROJECT	

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DEPARTMENT OF TRANSPORTATION**

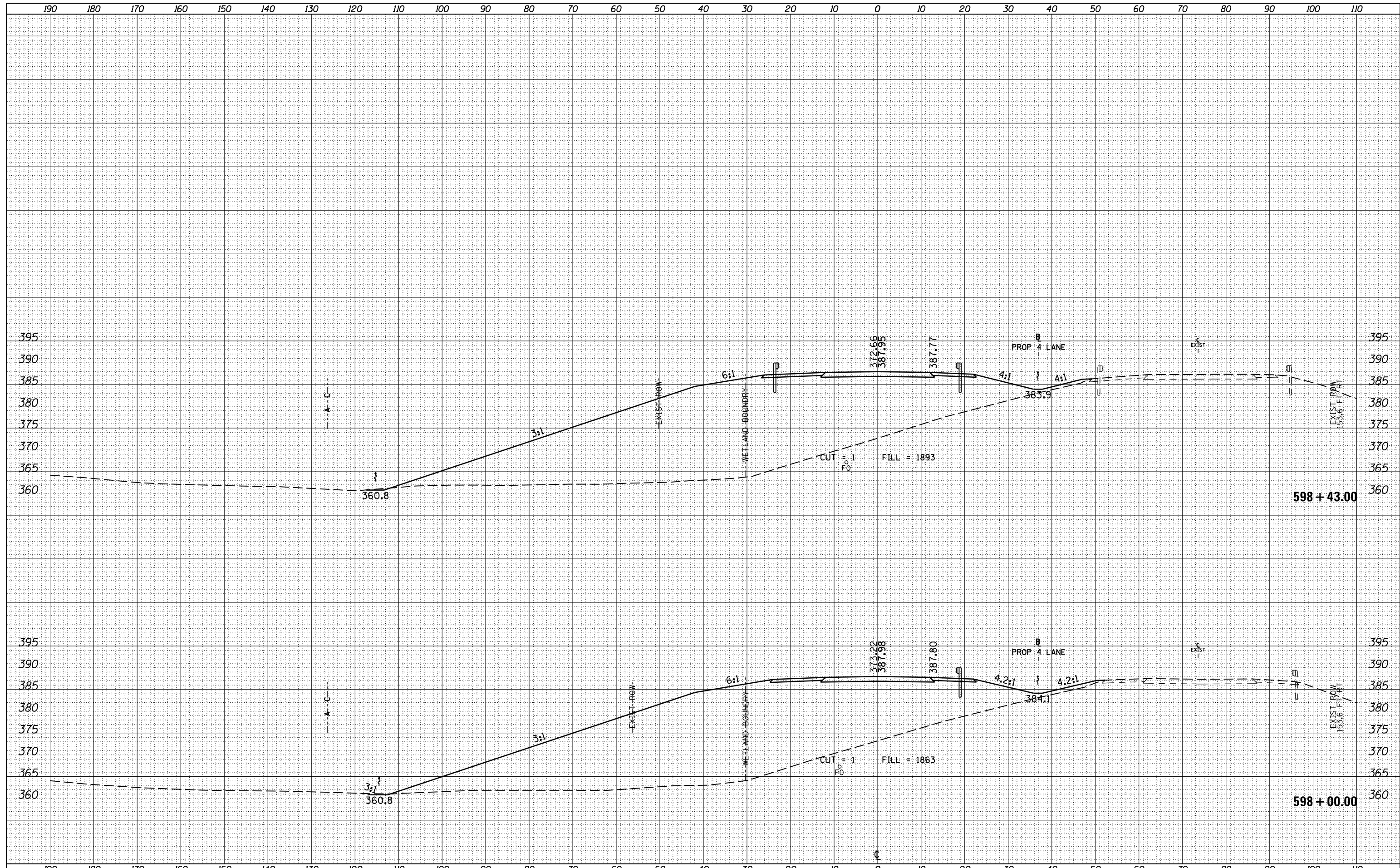
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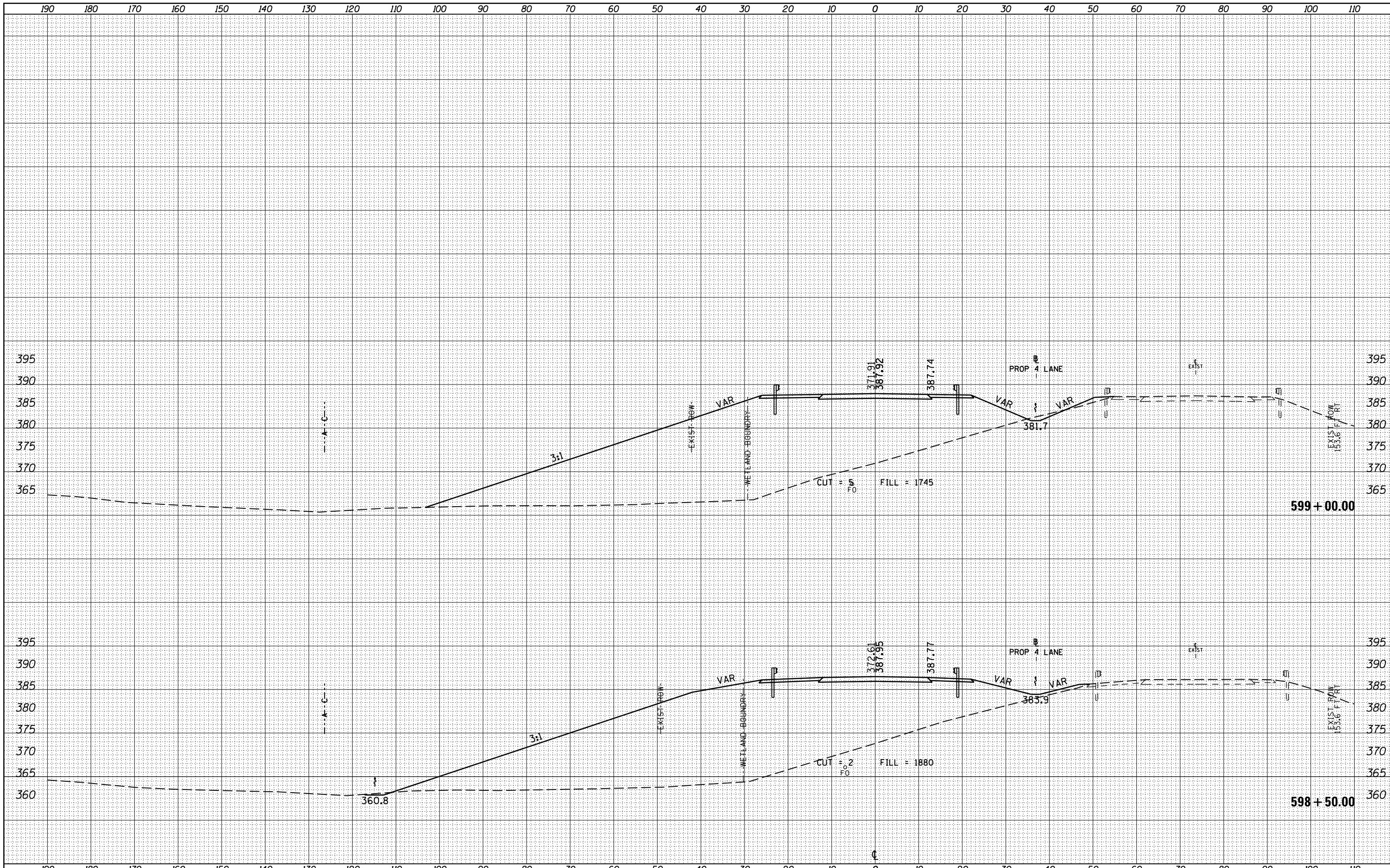
SCALE: SHEET OF SHEETS STA. 597+00.00 TO STA. 597+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	87
CONTRACT NO. 78215			ILLINOIS FED. AID PROJECT	

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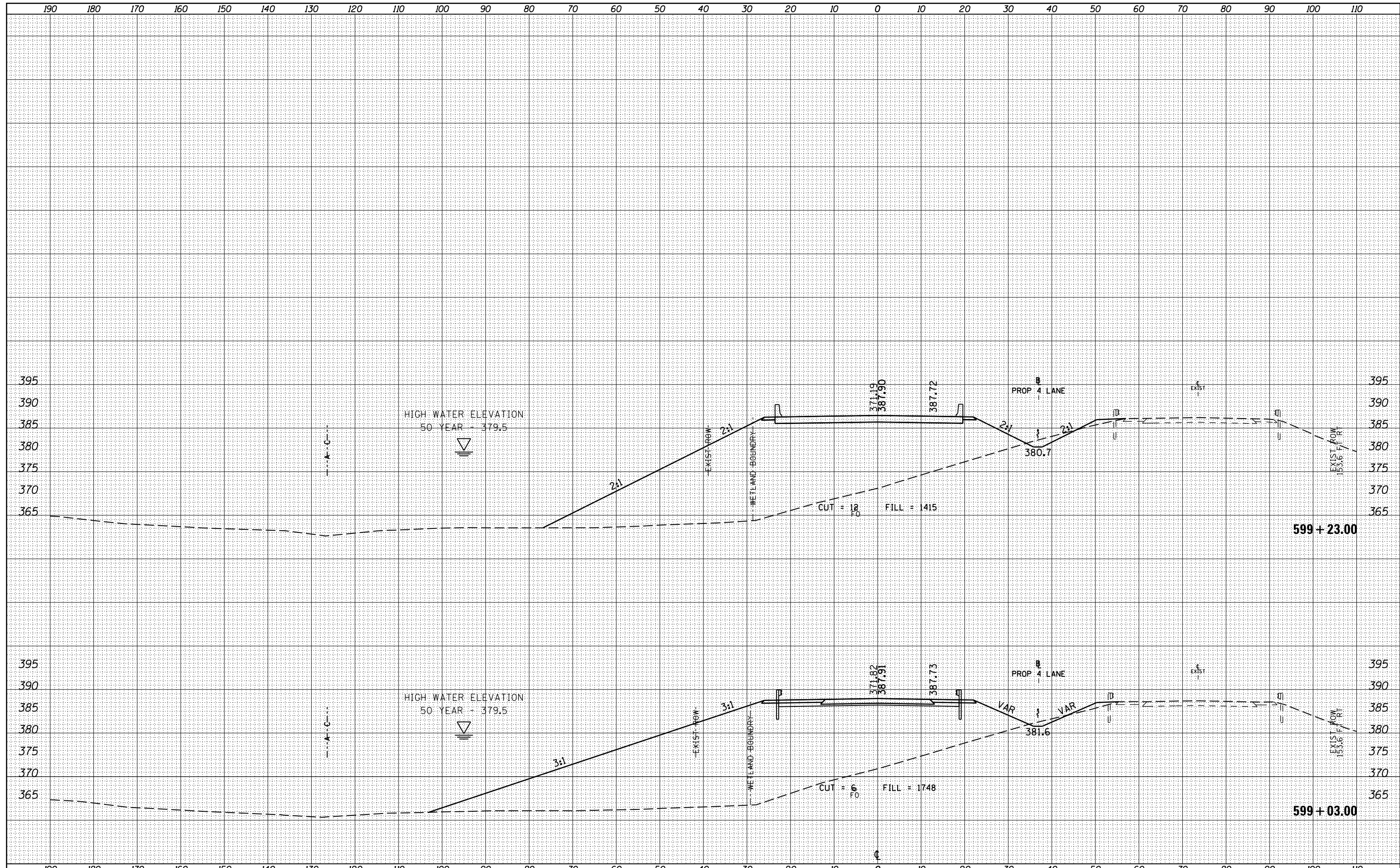
SCALE: SHEET OF SHEETS STA. 598+50.00 TO STA. 599+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	89
CONTRACT NO.				78215
ILLINOIS FED. AID PROJECT				

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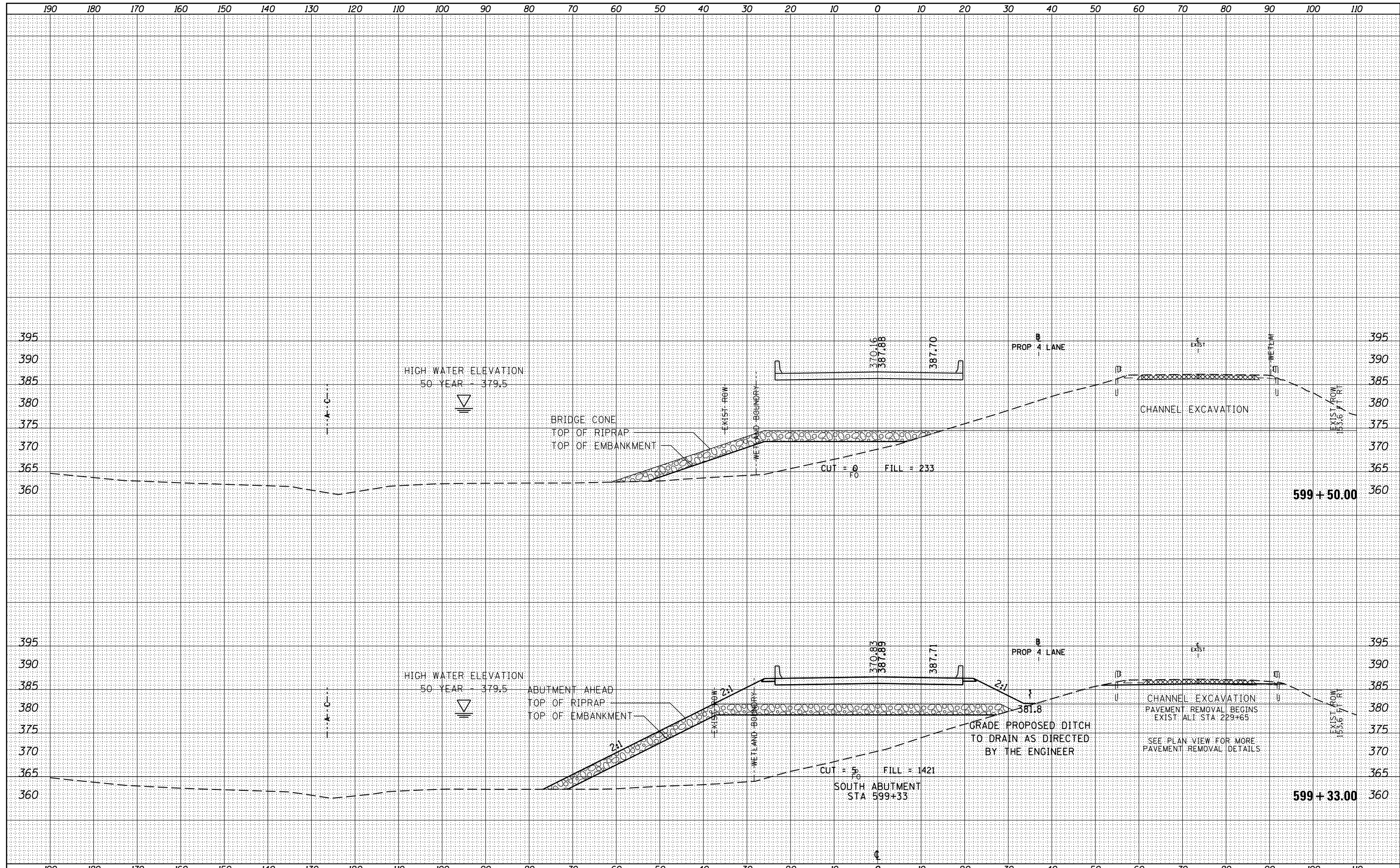
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

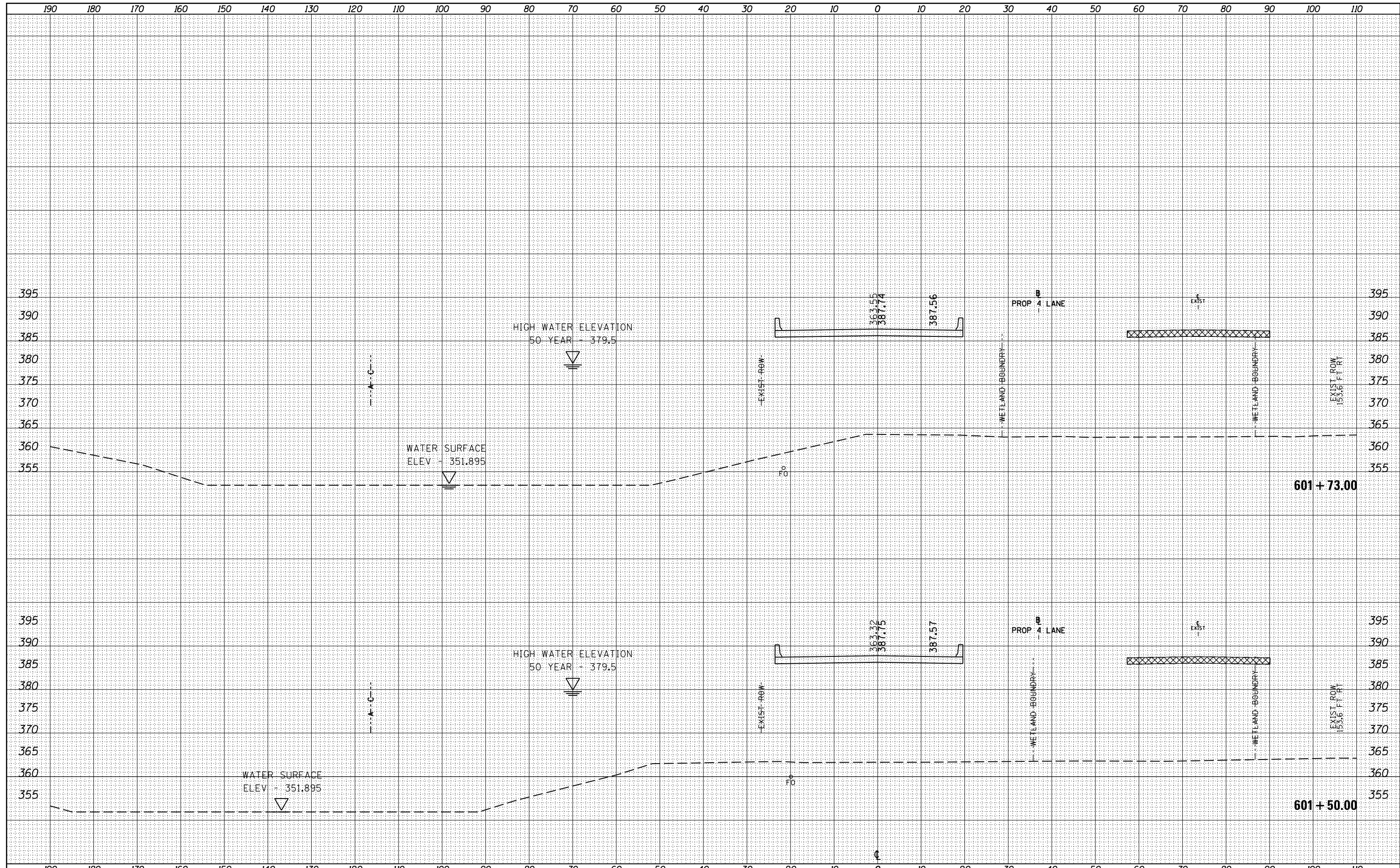
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 599+33.00 TO STA. 599+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	91
CONTRACT NO. 78215			ILLINOIS FED. AID PROJECT	

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 DEPARTMENT OF TRANSPORTATION

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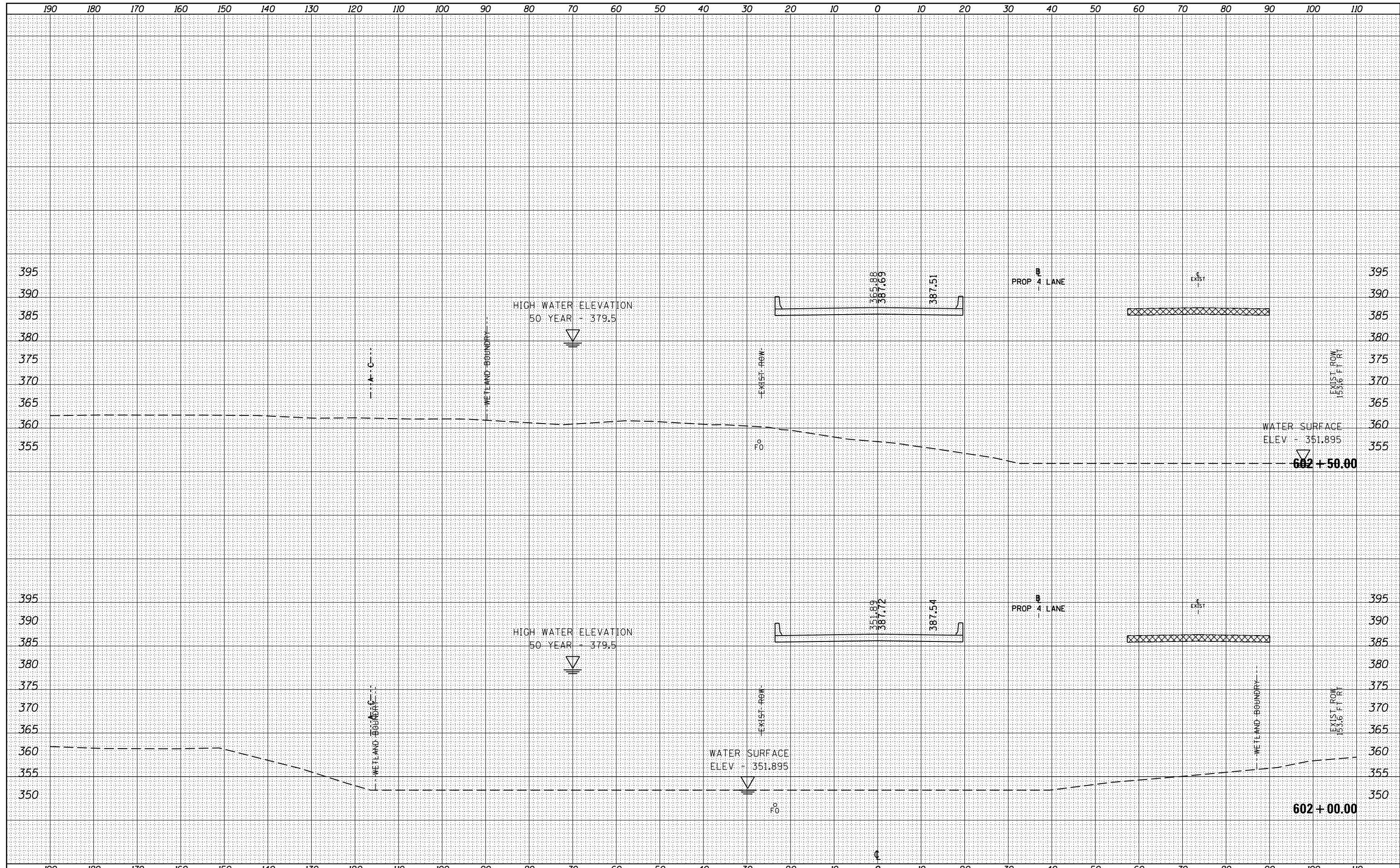
SCALE: SHEET OF SHEETS STA. 601+50.00 TO STA. 601+73.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	94
CONTRACT NO. 78215				

ILLINOIS FED. AID PROJECT

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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

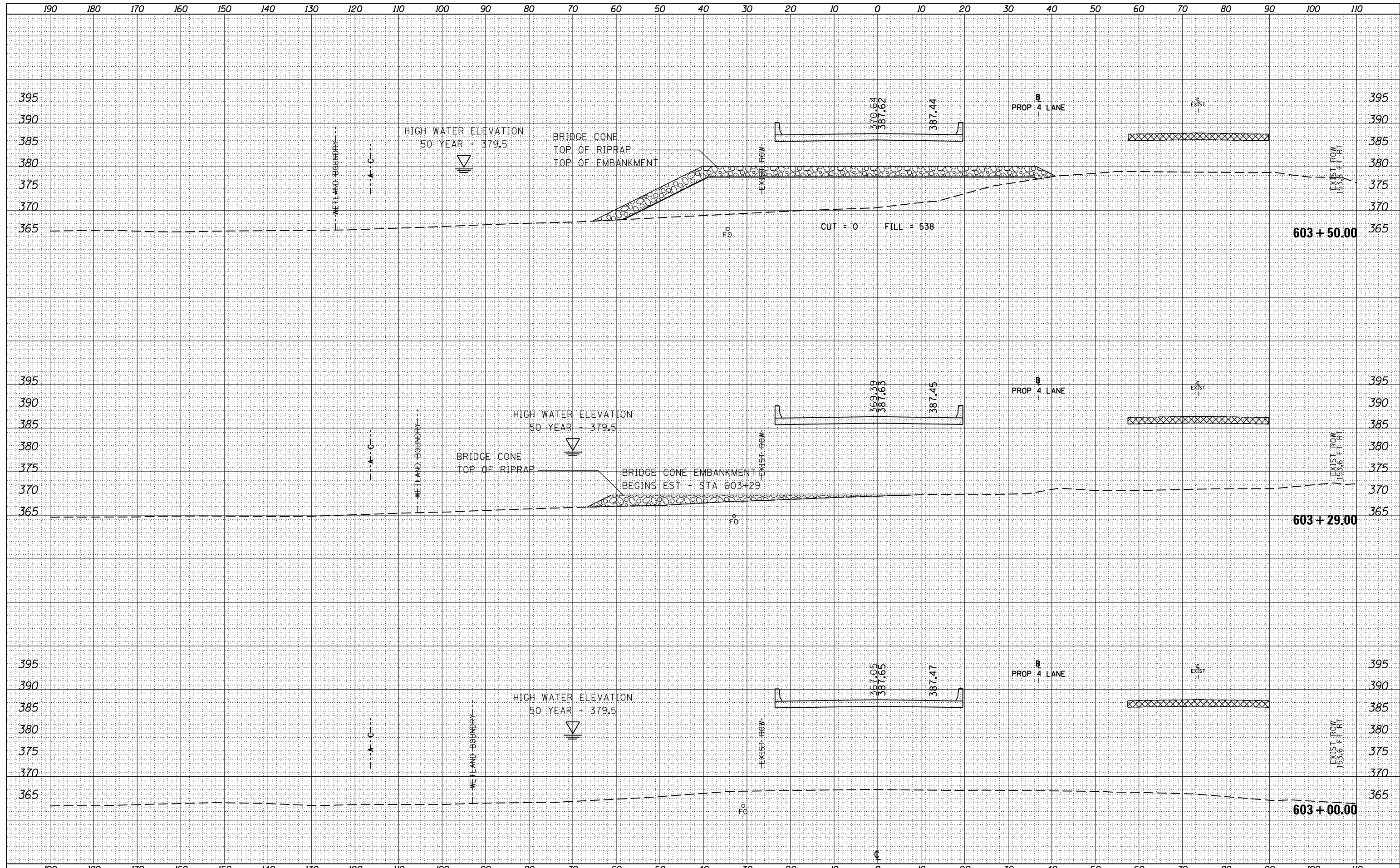
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 602+00.00 TO STA. 602+50.00

F.A. RTE. 13/127	SECTION 13B-1	COUNTY JACKSON	TOTAL SHEETS 112	SHEET NO. 95
CONTRACT NO. 78215			ILLINOIS FED. AID PROJECT	

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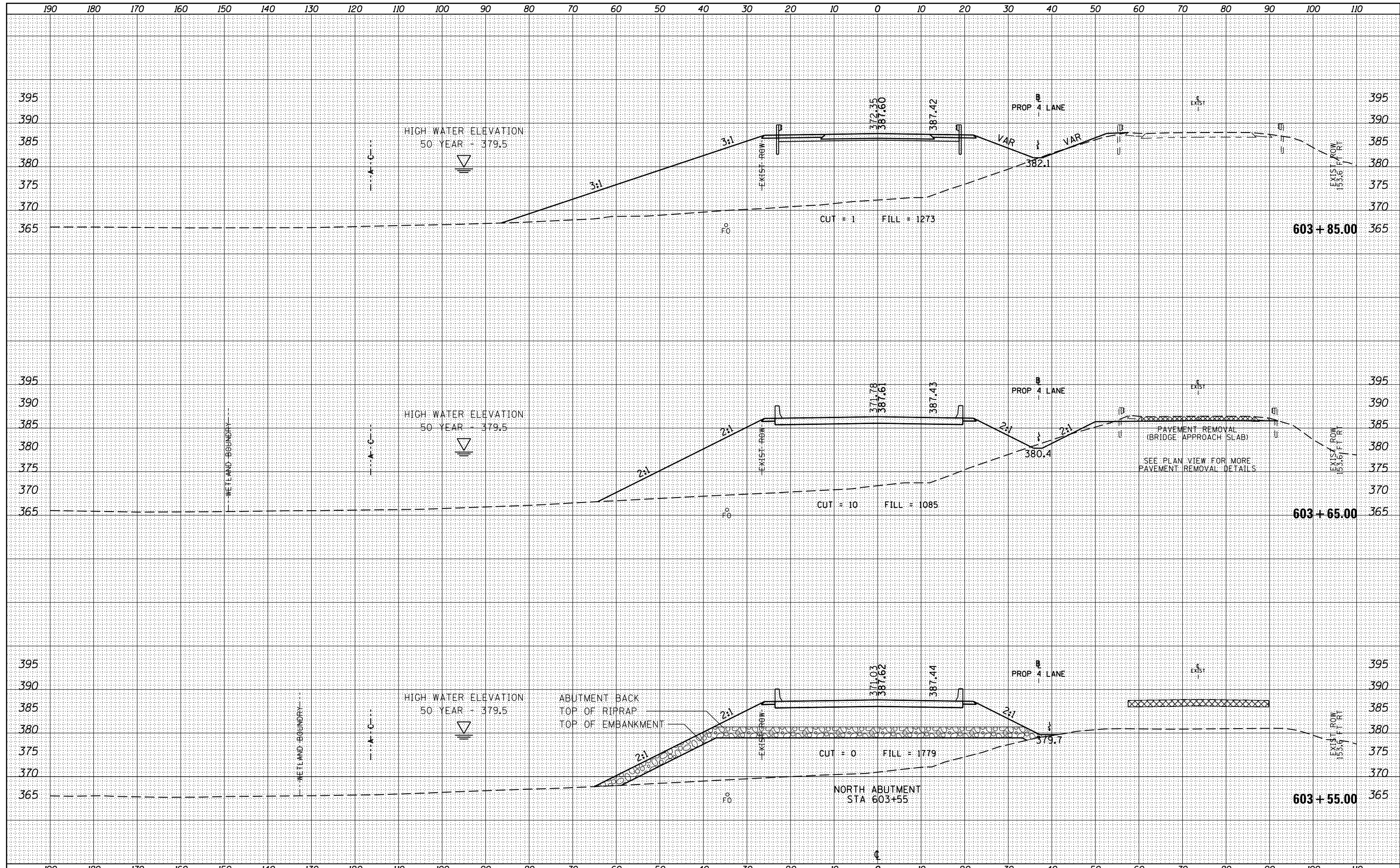
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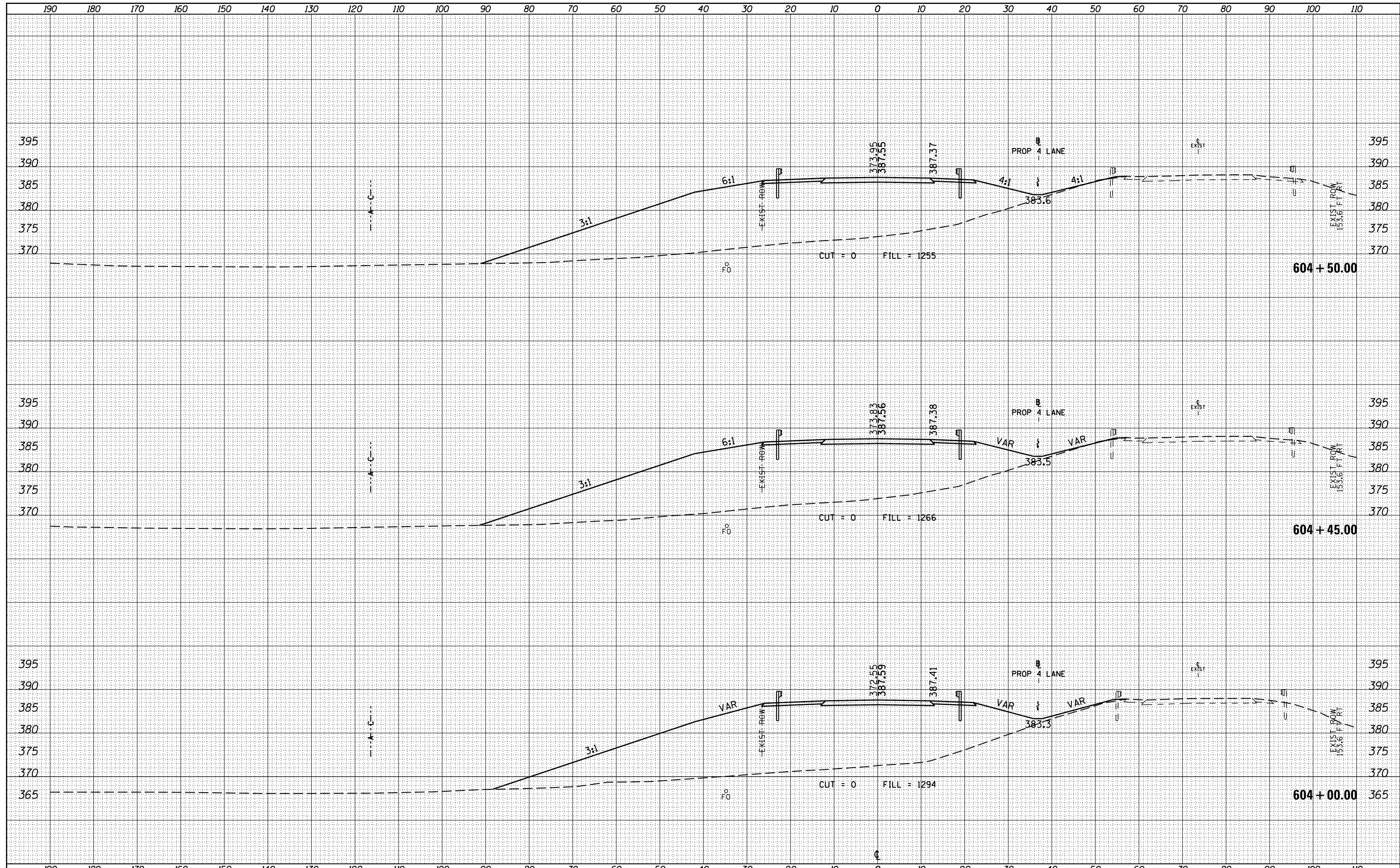
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 603+55.00 TO STA. 603+85.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	97
CONTRACT NO. 78215			ILLINOIS FED. AID PROJECT	

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 DEPARTMENT OF TRANSPORTATION

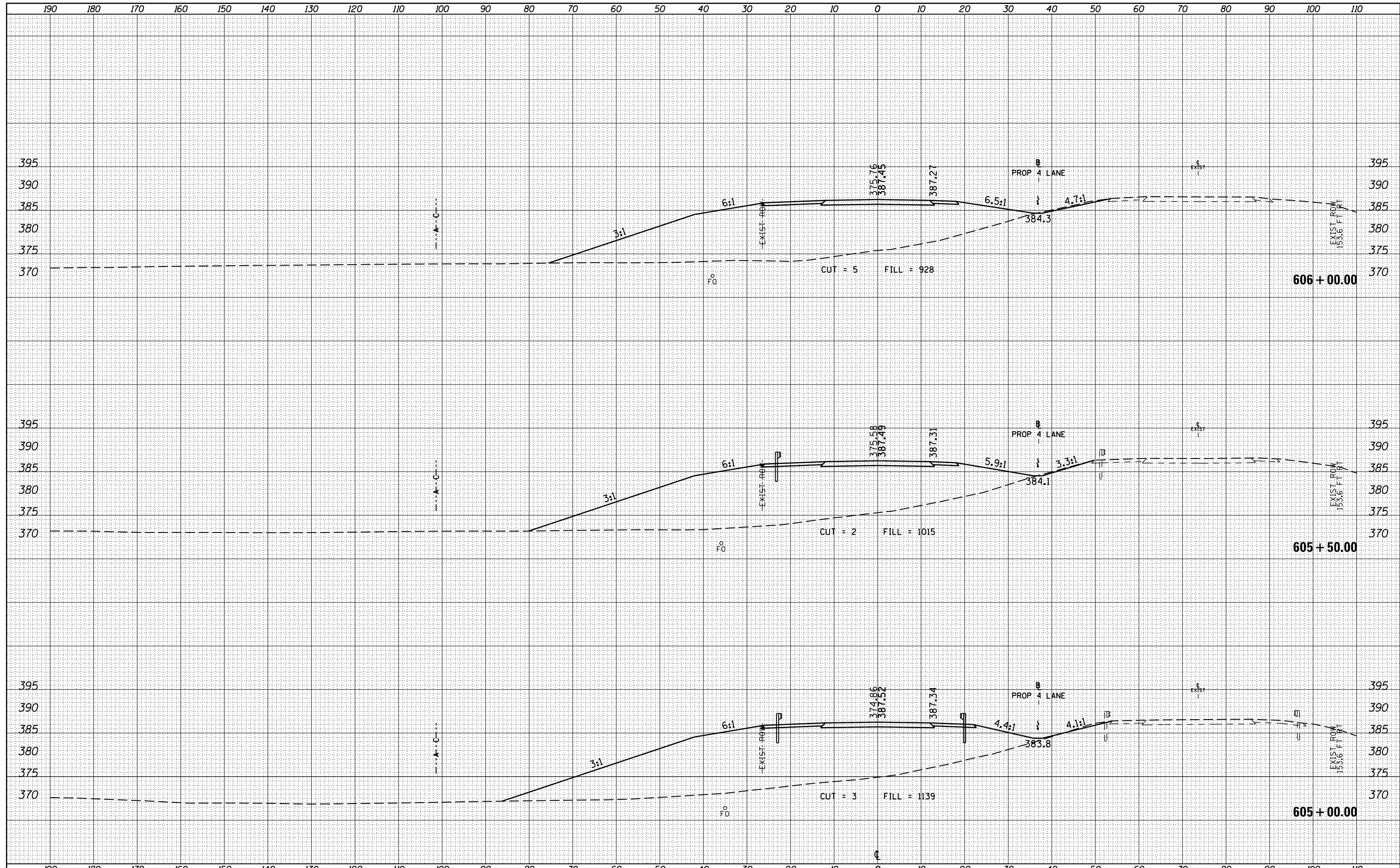
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 604+00.00 TO STA. 604+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	98
CONTRACT NO. 78215			ILLINOIS FED. AID PROJECT	

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

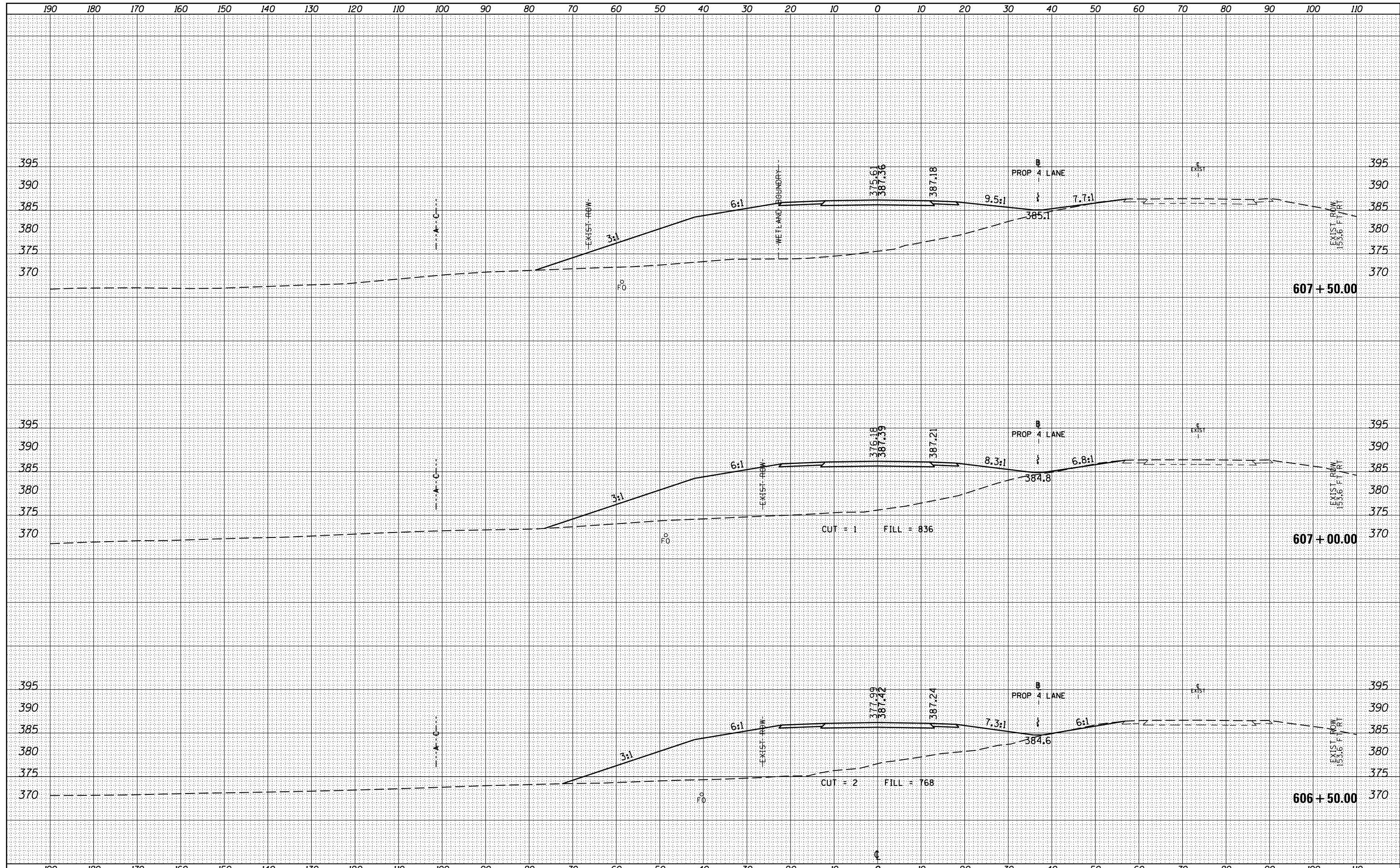
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 605+00.00 TO STA. 606+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	99
CONTRACT NO. 78215			ILLINOIS FED. AID PROJECT	

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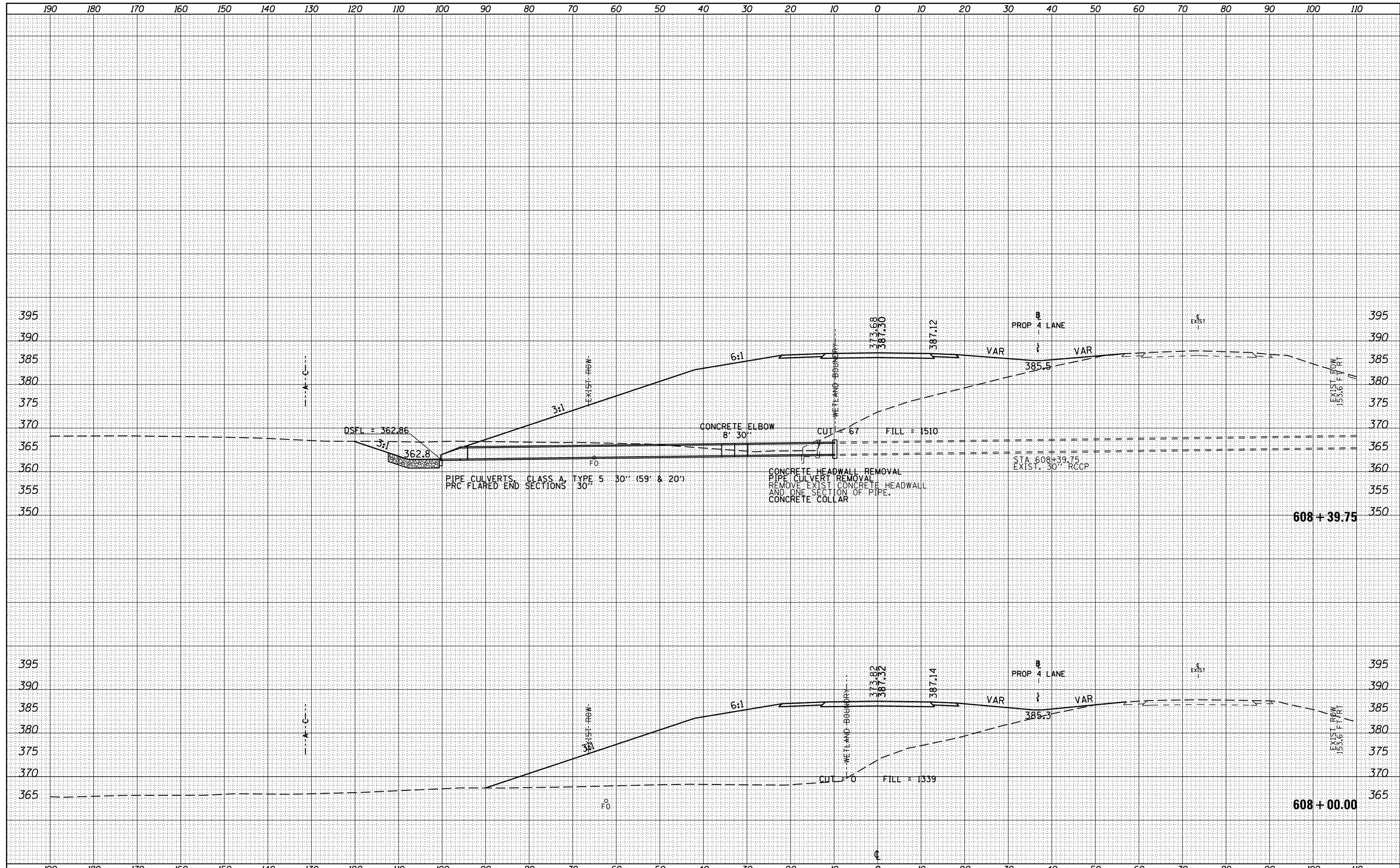
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS
 SCALE: SHEET OF SHEETS STA. 606+50.00 TO STA. 607+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	100
CONTRACT NO. 78215			ILLINOIS FED. AID PROJECT	

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

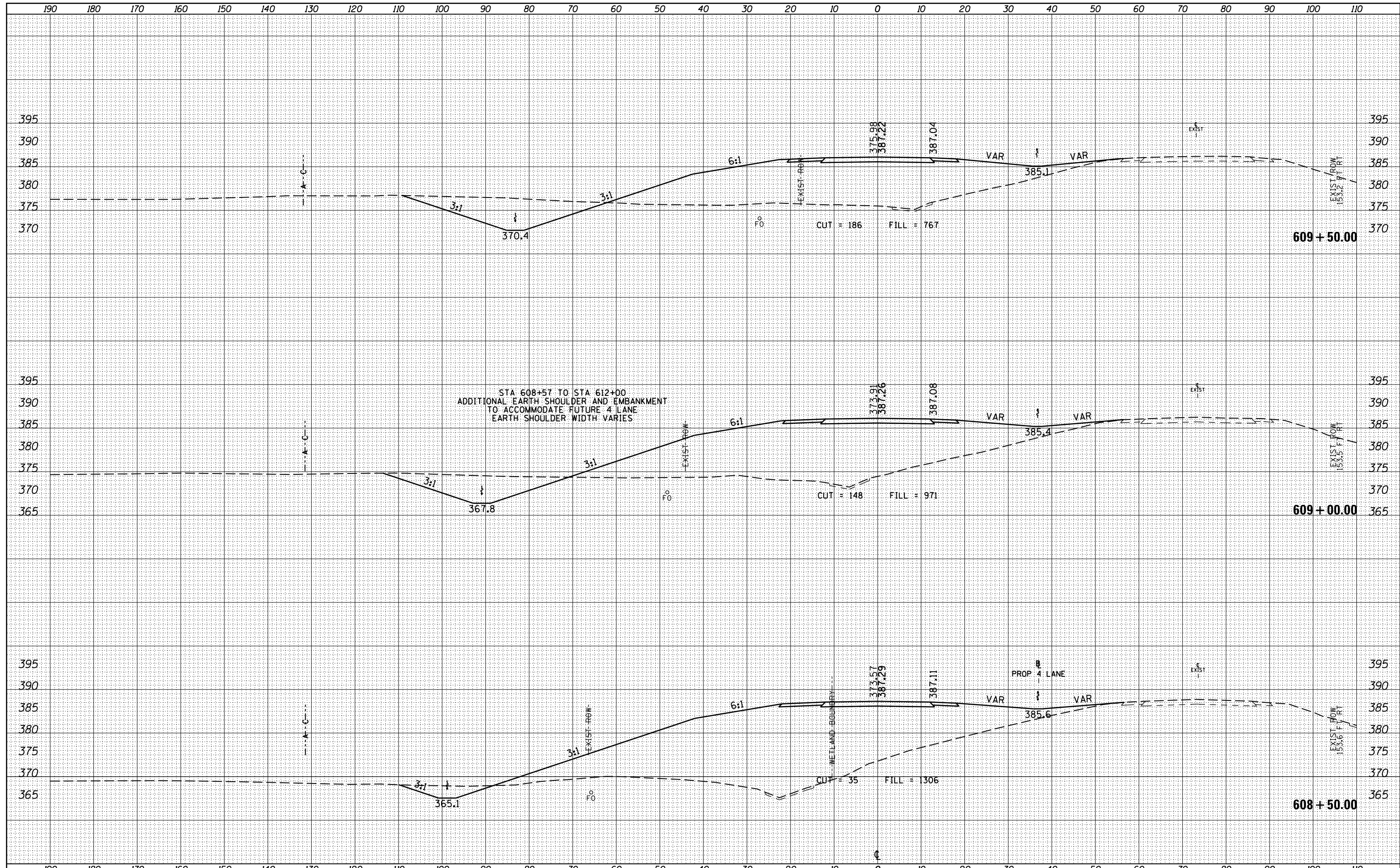
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 608+00.00 TO STA. 608+39.75

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	101
CONTRACT NO. 78215			ILLINOIS FED. AID PROJECT	

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

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

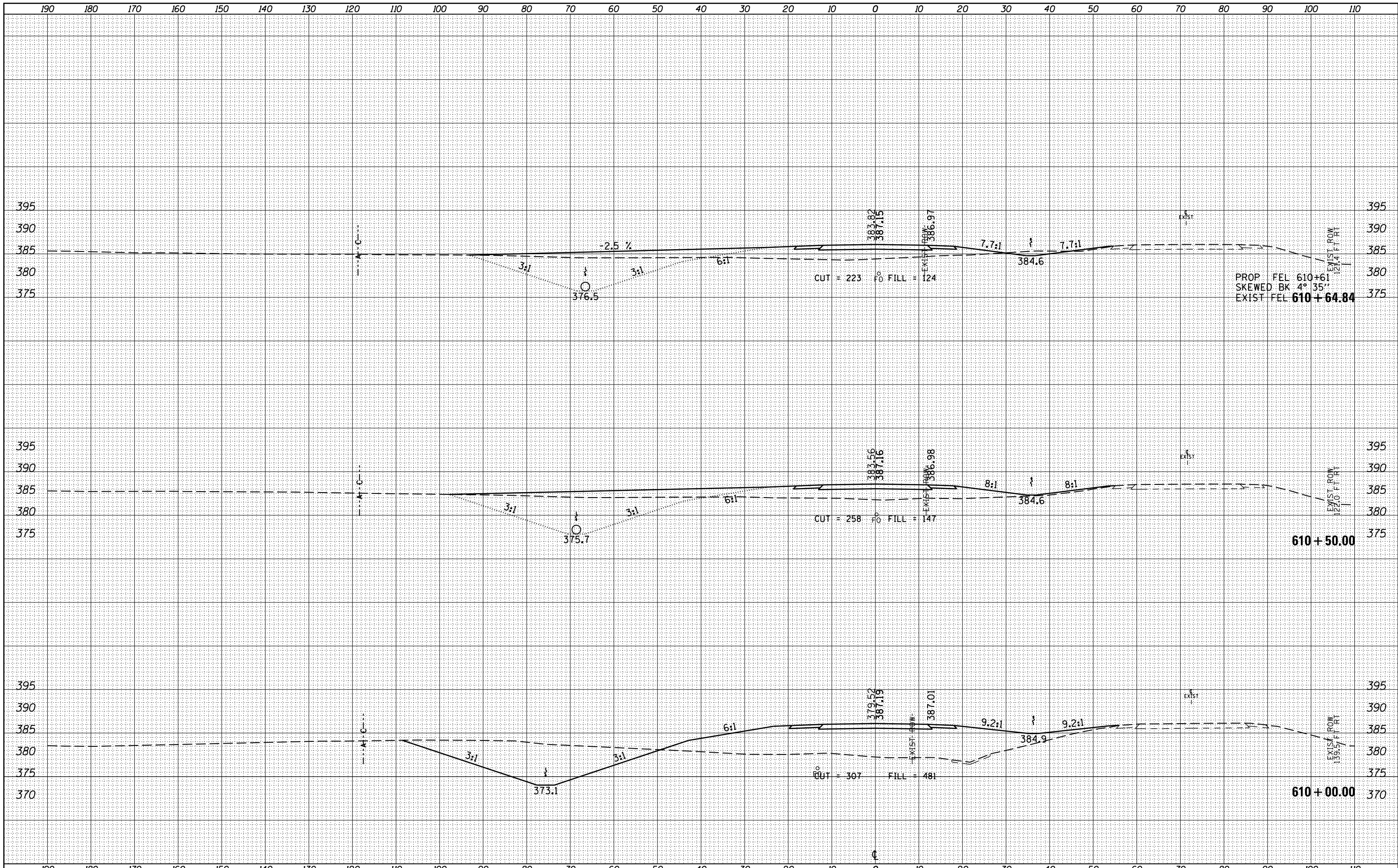


FILE NAME =	USER NAME = \$USERS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\pw_work\pwidot\lef twichd1\d0196163\78215-shd		DRAWN -	REVISED -			13/127	13B-1	JACKSON	112	102	
		CHECKED -	REVISED -			CONTRACT NO. 78215					
\$MODELNAME\$		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					

SCALE: SHEET OF SHEETS STA. 608+50.00 TO STA. 609+50.00

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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FILE NAME =	USER NAME = \$USERS\$	DESIGNED -	REVISED -
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		CHECKED -	REVISED -
\$MODELNAME\$		DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

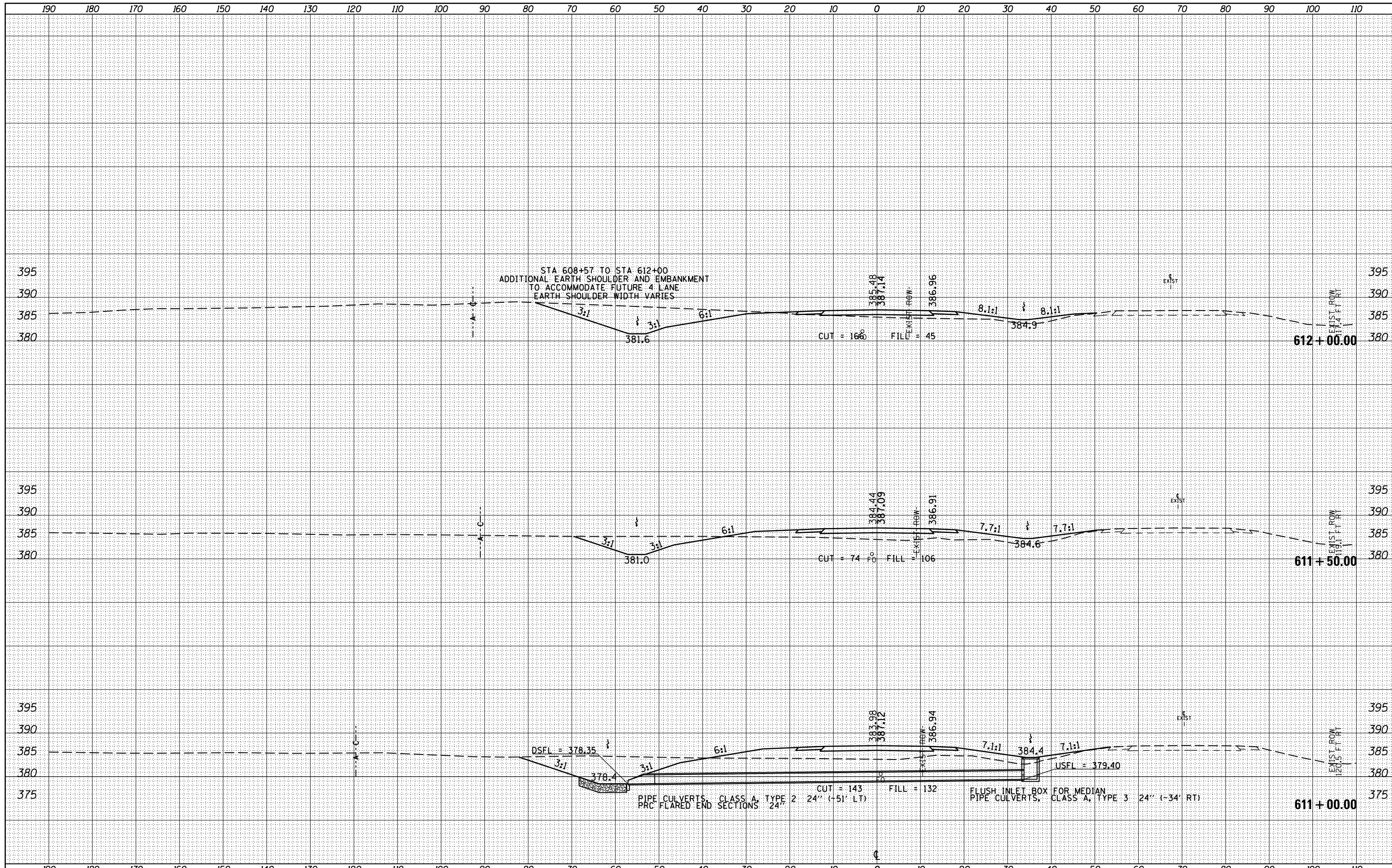
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 610+00.00 TO STA. 610+64.84

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	103
CONTRACT NO.			78215	
ILLINOIS FED. AID PROJECT				

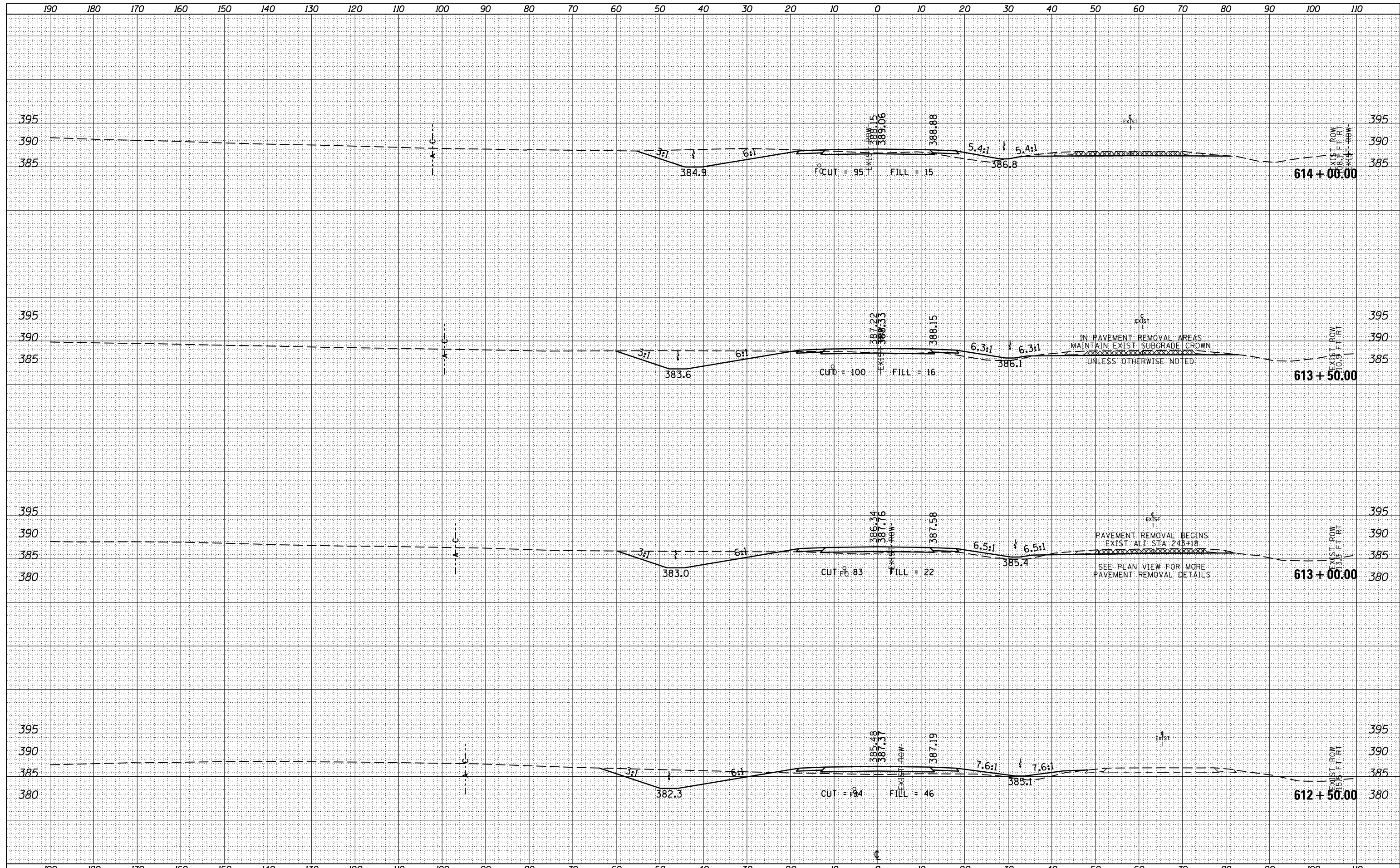
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BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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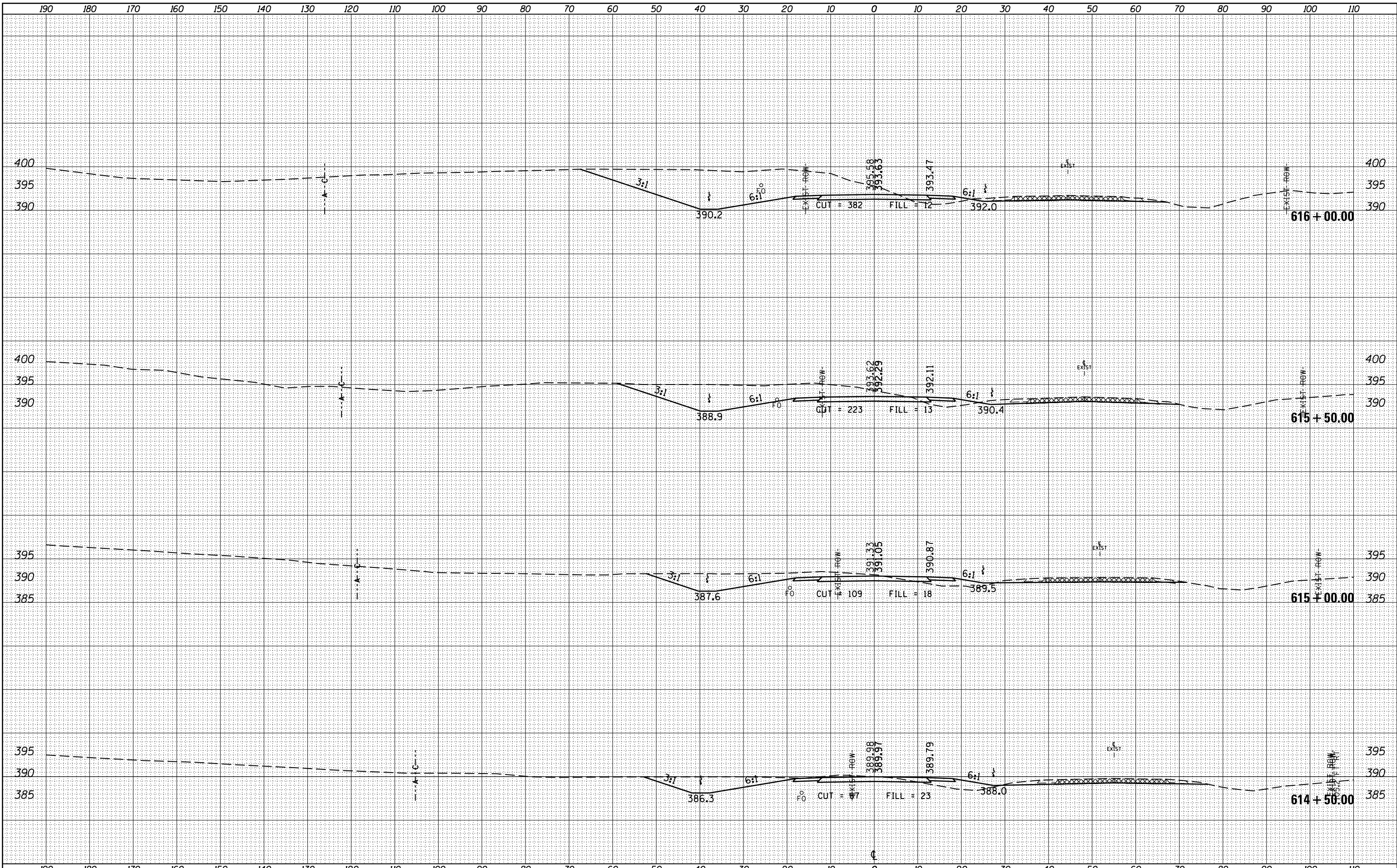
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BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
TEMPLATE	
NOTE BOOK	
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DATE	
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ORIGINAL SURVEY	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
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BY	DATE
SURVEYED	PLOTTED
NOTE BOOK	AREAS CHECKED
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SURVEYED	PLOTTED
NOTE BOOK	AREAS CHECKED
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PLOT SCALE = 20.0000' / in.			
PLOT DATE = 6/4/2014			

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

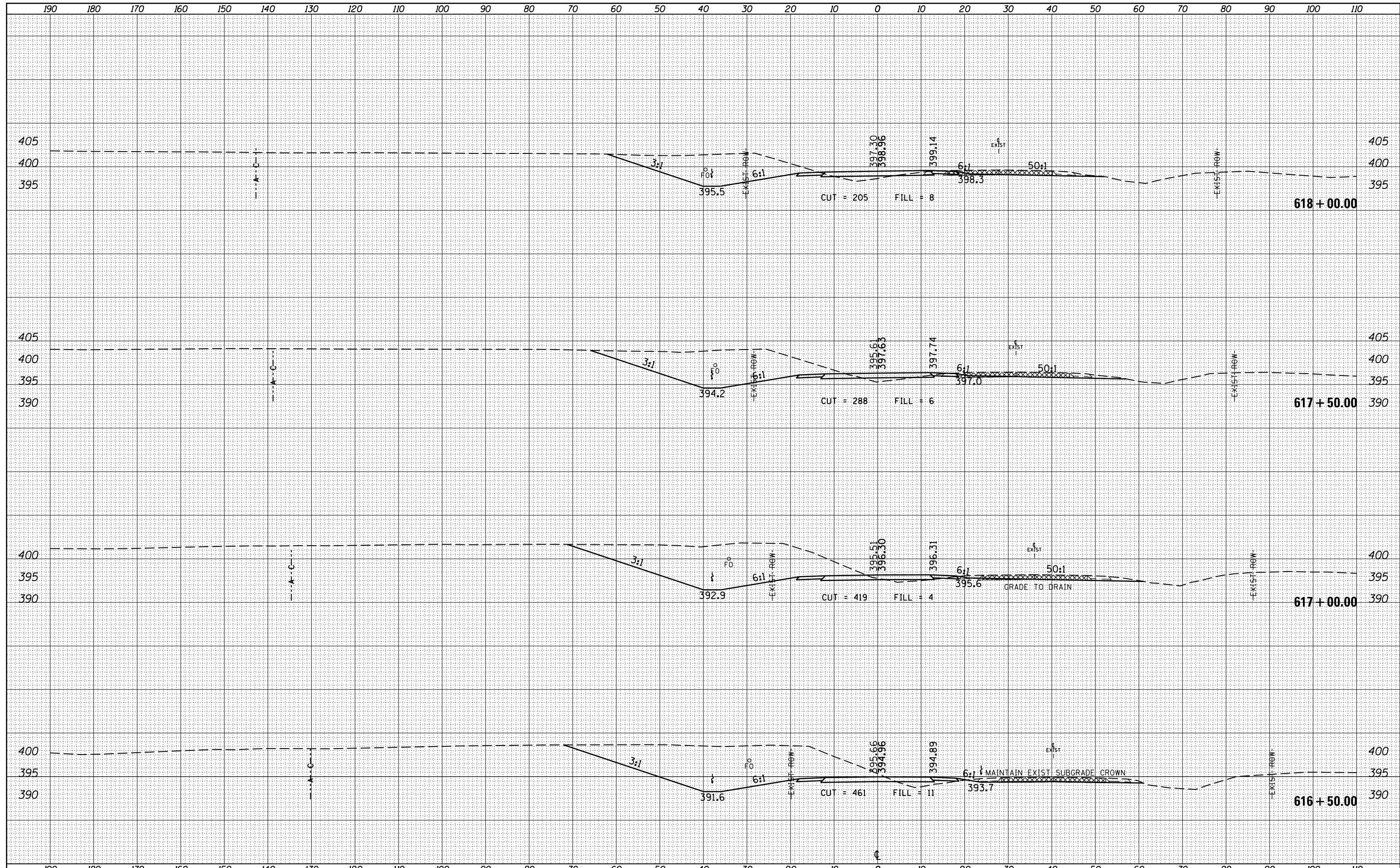
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 614+50.00 TO STA. 616+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	106
		CONTRACT NO.	78215	
ILLINOIS FED. AID PROJECT				

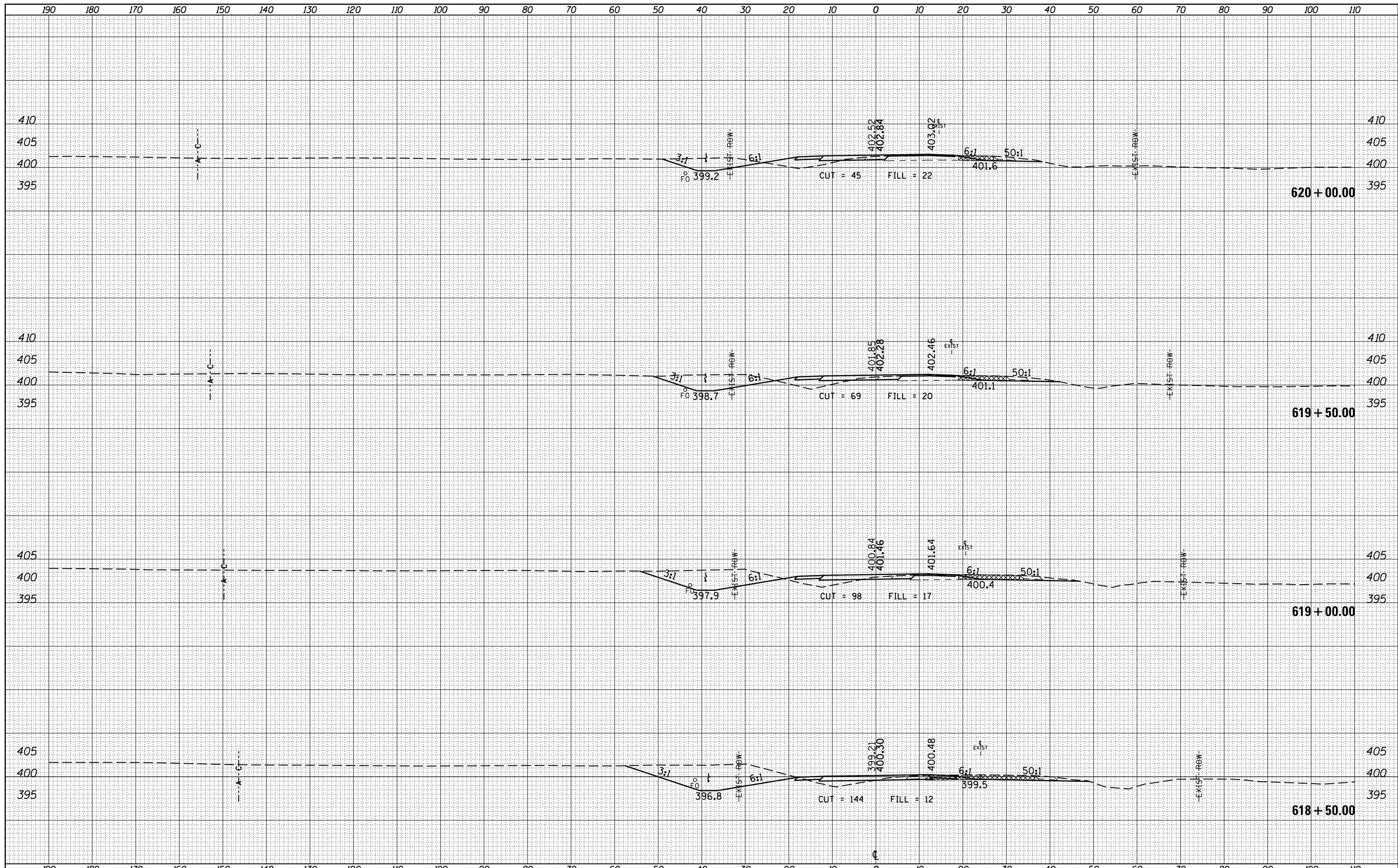
DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
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DATE	
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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BY	DATE

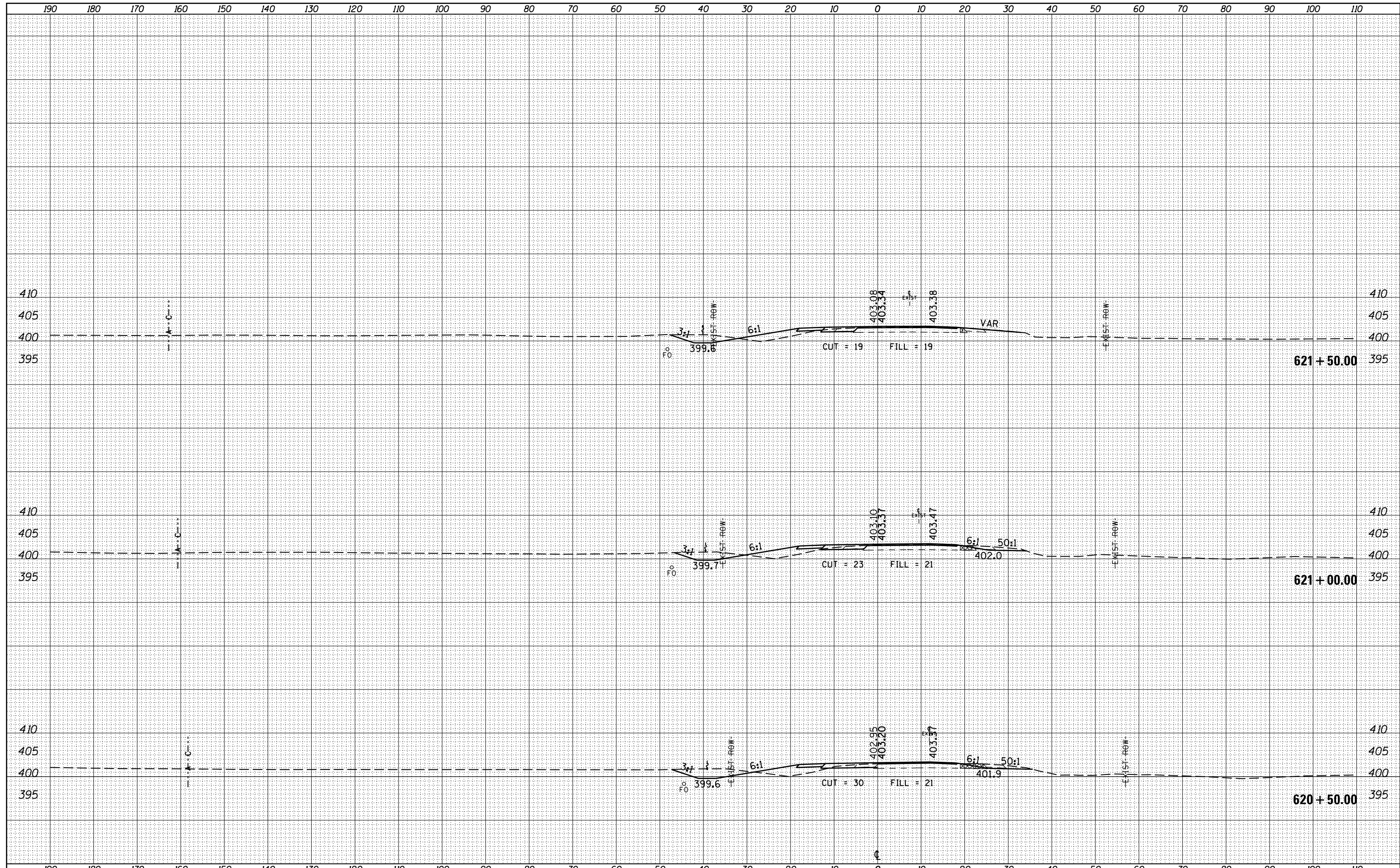
BY	DATE



FILE NAME =	USER NAME = \$USERS	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS	F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
es:\pw_work\pwidot\lefwichd1\d0196163\78215-shd		DRAWN -	REVISED -			13/127	13B-1	JACKSON	112	108	
PLOT SCALE = 20.0000' / in.		CHECKED -	REVISED -			CONTRACT NO. 78215					
PLOT DATE = 6/4/2014		DATE -	REVISED -			ILLINOIS FED. AID PROJECT					
\$MODELNAME\$				SCALE:	SHEET	OF	SHEETS	STA. 618+50.00	TO STA. 620+00.00		

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

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



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

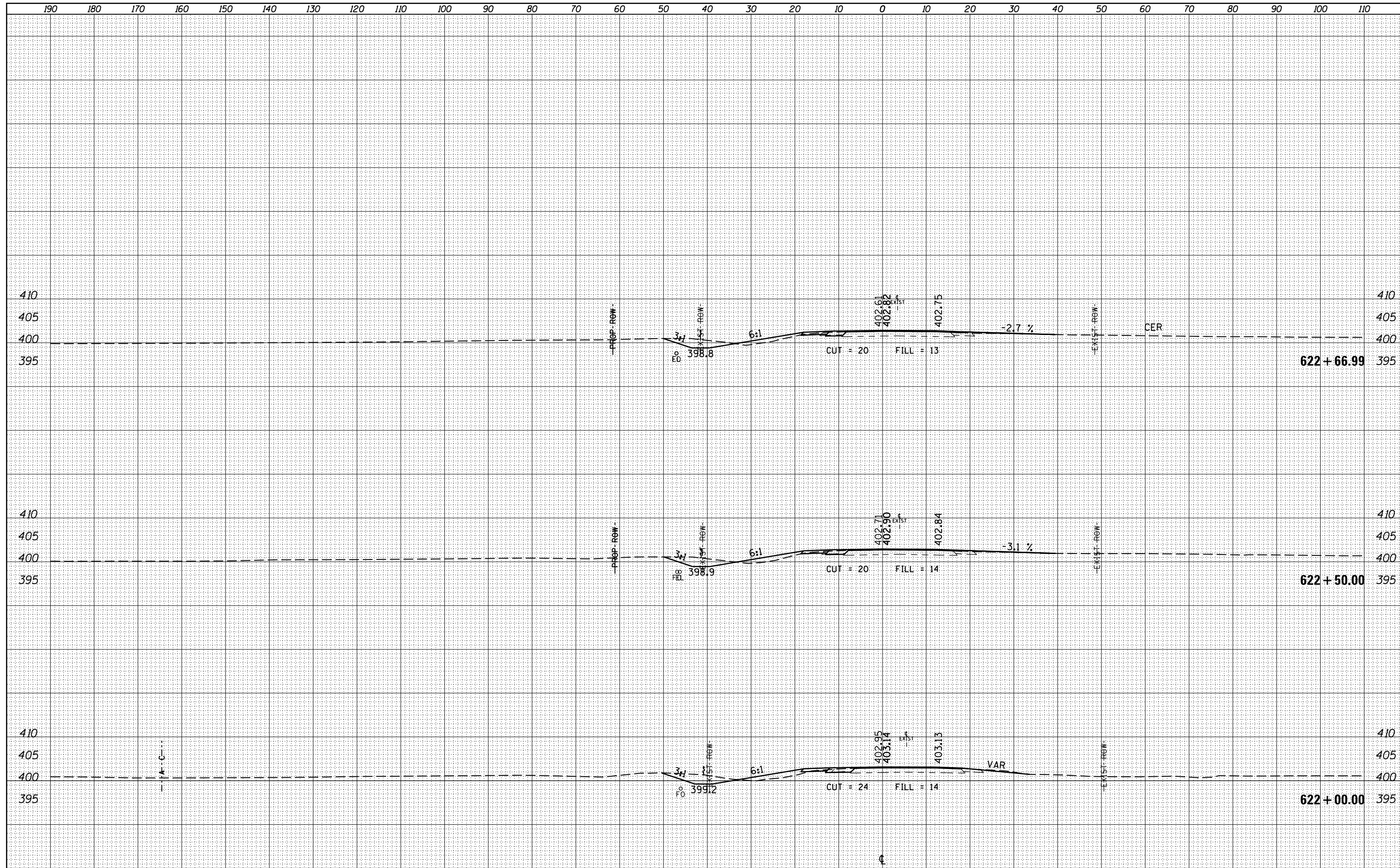
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 620+50.00 TO STA. 621+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	109
CONTRACT NO. 78215			ILLINOIS FED. AID PROJECT	

BY	DATE

ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

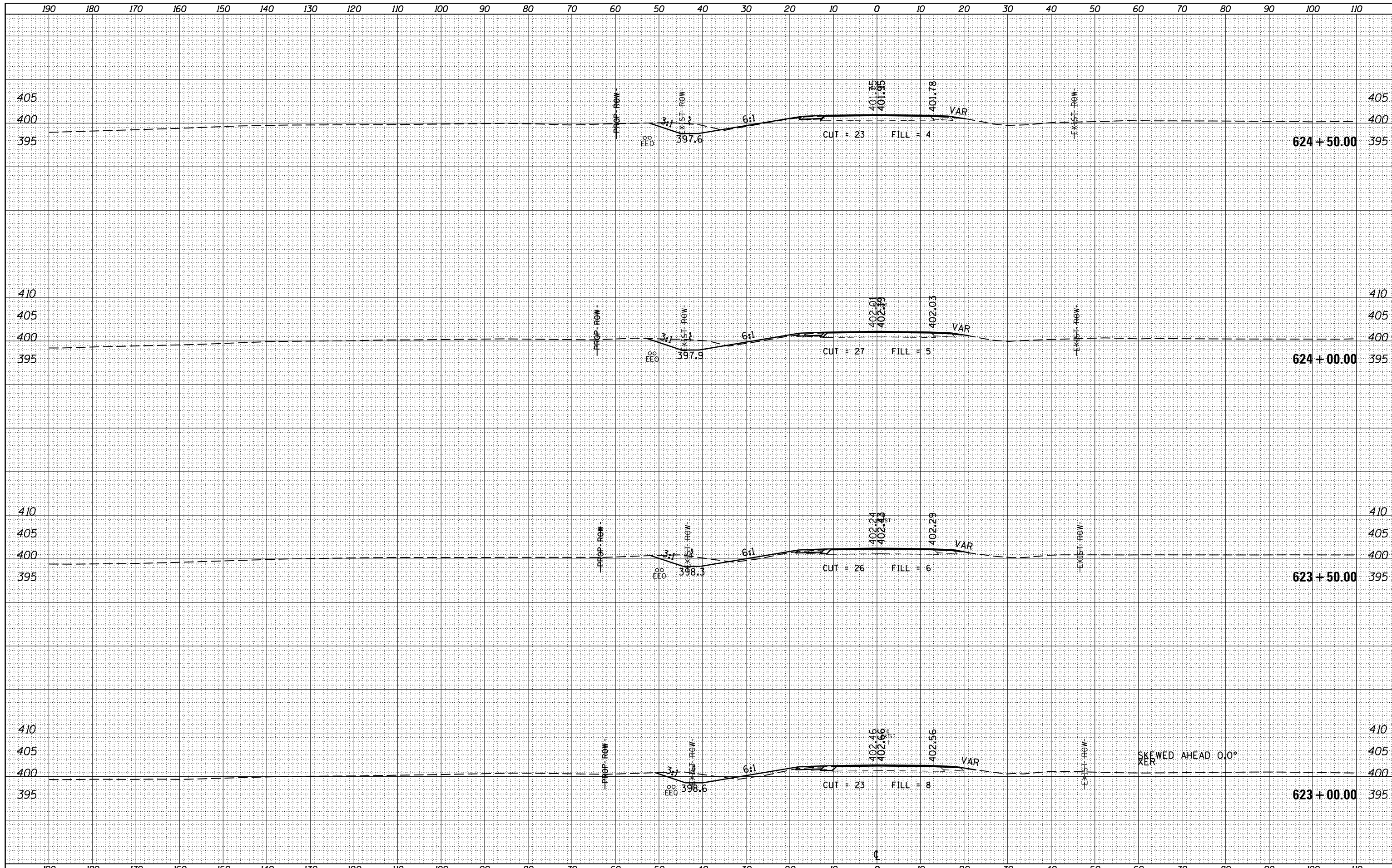
CROSS SECTIONS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	110
CONTRACT NO.				78215
ILLINOIS FED. AID PROJECT				

SCALE:	SHEET	OF	SHEETS	STA. 622+00.00	TO STA. 622+66.99

BY	DATE
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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BY	DATE
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

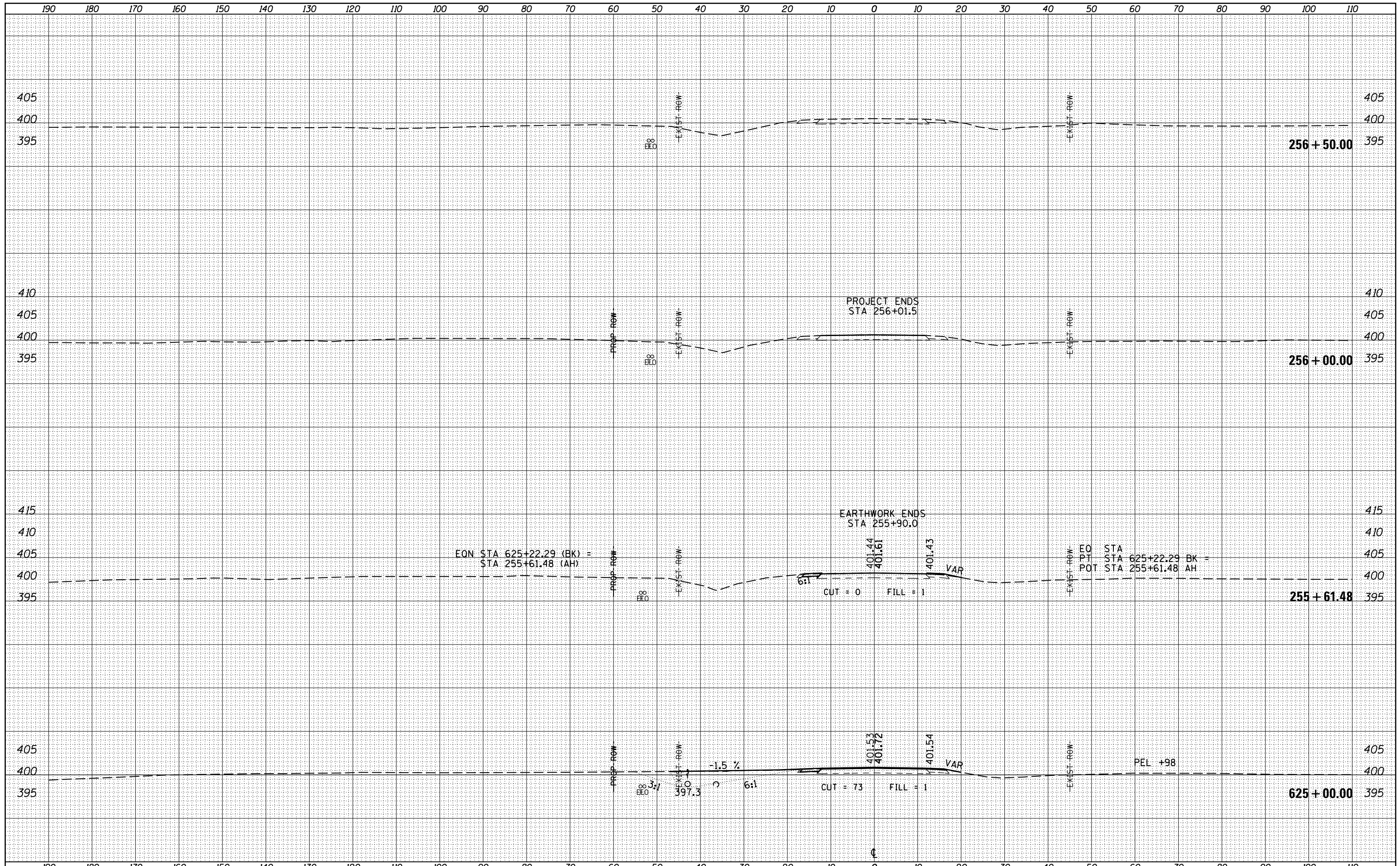
CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 623+00.00 TO STA. 624+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	111
CONTRACT NO.			78215	
ILLINOIS FED. AID PROJECT				

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: SHEET OF SHEETS STA. 625+00.00 TO STA. 256+50.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
13/127	13B-1	JACKSON	112	112
CONTRACT NO. 78215			ILLINOIS FED. AID PROJECT	