

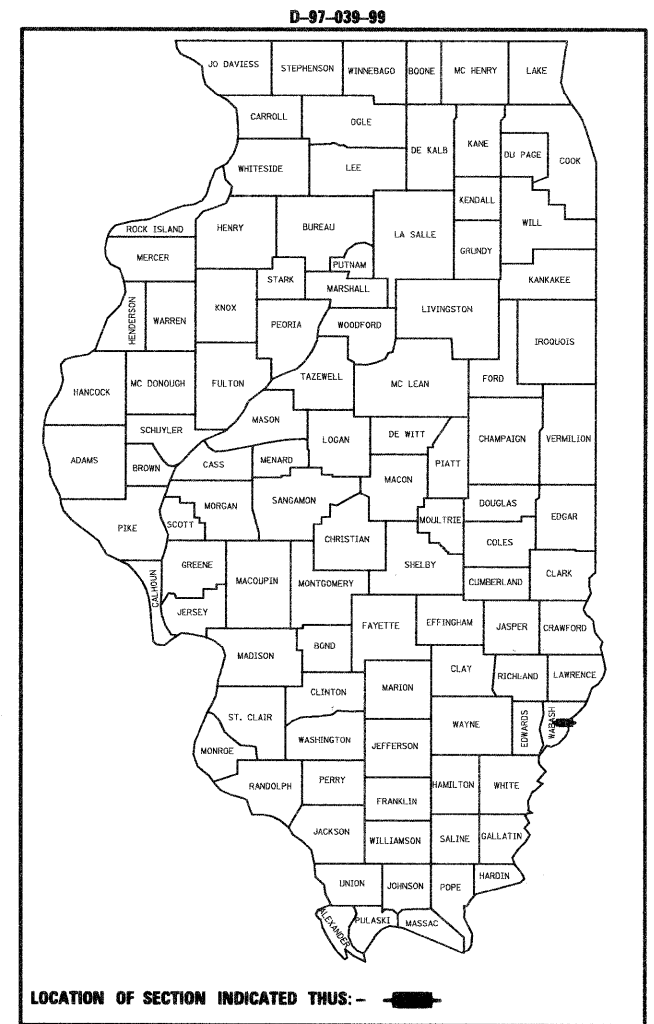
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	103B-1	WABASH	90*	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 94754		
*90+4=94				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

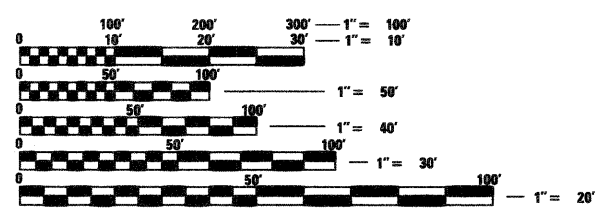
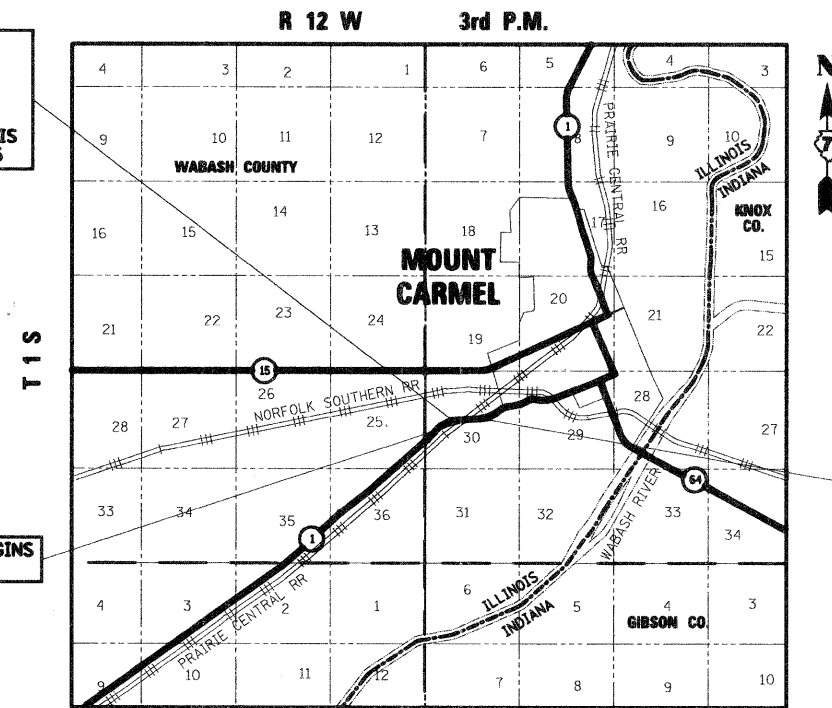
PROPOSED
HIGHWAY PLANS

FAP ROUTE 332 (ILLINOIS ROUTE 1)
SECTION 103B-1
PROJECT: BRF-0332 (095)
WABASH COUNTY
BRIDGE REPLACEMENT
C-97-113-99

FOR INDEX OF SHEETS, SEE SHEET NO. 2



SN 093-0023
SECTION 103B-1 INCLUDES THE COMPLETE REMOVAL OF THE EXISTING 4 SPAN STRUCTURE AND REPLACEMENT WITH A NEW 3 SPAN CONTINUOUS COMPOSITE STRUCTURE ON REINFORCED CONCRETE ABUTMENTS AND PIERS, BACK TO BACK ABUTMENT OF 340'-9 1/4", CARRYING FAP 332 (ILLINOIS ROUTE 1) OVER NORFOLK SOUTHERN RAILROAD STA 757+97.66



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

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

PROJECT ENGINEER
PROJECT MANAGER MARK DAUGHERTY

CONTRACT NO. 94754

DESIGN DESIGNATION

FAP ROUTE 332 OTHER PRINCIPAL ARTERIAL
ADT 3150 (2008) 11% TRUCKS

MOUNT CARMEL TOWNSHIP



LOCATION MAP
GROSS SECTION LENGTH = 2200 FEET = 0.417 MILES
NET SECTION LENGTH = 2200 FEET = 0.417 MILES

SECTION 103B-1 ENDS
STA 770+00.00

SECTION 103B-1 BEGINS
STA 748+00.00



STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED October 6 20 09
Rose Z Dankel
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 7 20 10
Scott E. Stitt, P.E.
Acting ENGINEER OF DESIGN AND ENVIRONMENT

May 7 20 10
Christine M. Rodley
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



BERNARDIN * LOCHMUELLER & ASSOCIATES, INC.
3 OAK DRIVE
MARYVILLE, ILLINOIS 62062
PHONE (618) 288-4665
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PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

Jason A. Waters
ILLINOIS PROFESSIONAL ENGINEER NO. 062-050429
EXP. 11-30-2009

GENERAL NOTES

- ALL ELEVATIONS REFER TO U.S.G.S. MEAN SEA LEVEL DATUM.
- ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY ALSO BE OBTAINED BY CALLING J.U.L.I.E. AND FOR NON-J.U.L.I.E. MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS.
 - MT. CARMEL PUBLIC UTILITIES ELECTRIC
 - MT. CARMEL PUBLIC UTILITIES GAS
 - CITY OF MT. CARMEL WATER
 - VERIZON TELEPHONE

(MEMBERS OF J.U.L.I.E. (800) 892-0123 ARE INDICATED BY * NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.)
- THE CONTRACTOR SHALL CONFINE HIS OPERATIONS TO THE AREA LOCATED INSIDE THE CONSTRUCTION LIMITS SHOWN ON THE PLANS. ANY AREA DISTURBED BEYOND THESE LIMITS SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
- ALL AREAS DISTURBED FOR ANY REASON SHALL BE SEEDED WITH CLASS 2 SEEDING AS DIRECTED BY THE ENGINEER. NUTRIENTS SHALL CONFORM TO ARTICLE 250.04 OF THE STANDARD SPECIFICATIONS. ANY SEEDING REQUIRED OUTSIDE THE CONSTRUCTION LIMITS OR RIGHT OF WAY FOR THIS CONTRACT SECTION WILL NOT BE PAID FOR SEPARATELY AND CONSIDERED AS A CONTRACTOR'S EXPENSE.
- MULCH SHALL CONFORM TO SECTION 251 OF THE STANDARD SPECIFICATIONS. MULCH SHALL CONFORM TO METHOD 2, PROCEDURE 1 AS SPECIFIED IN ARTICLE 251.03.
- IN ADDITION TO SURVEYS, SOME OF THE PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING CONDITIONS HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- THE THICKNESS OF HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS TO THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
- FULL DEPTH SAW CUTTING WILL BE REQUIRED IN ORDER TO REMOVE EXISTING PAVEMENTS, SHOULDERS, CONCRETE GUTTER OR DRIVEWAY PAVEMENTS. THIS SAW CUTTING WILL NOT BE PAID FOR SEPARATELY BUT CONSIDERED AS INCLUDED IN THE COST OF THE RESPECTIVE REMOVAL ITEMS.
- ANY FACILITIES OR APPURTENANCES WHICH ARE THE PROPERTY OF ANY PUBLIC UTILITY LOCATED WITHIN THE LIMITS OF CONSTRUCTION, SHALL BE RELOCATED OR ADJUSTED BY THEIR RESPECTIVE OWNERS. THE CONTRACTOR SHALL NOTIFY AND COOPERATE WITH THE OWNERS OF SUCH FACILITIES IN THEIR REMOVAL AND REARRANGEMENT OPERATIONS IN ORDER THAT THESE OPERATIONS AND THE CONSTRUCTION OF THIS PROJECT MAY PROGRESS IN A REASONABLE MANNER.
- THE REMOVAL OF MISCELLANEOUS BITUMINOUS SURFACES PLACED ON SHOULDERS OR OTHER AREAS FOR MAINTENANCE OPERATIONS WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED FOR PAYMENT AS EARTH EXCAVATION.
- ALL CONFLICTING GROUND MOUNTED SIGNS AND SIGN SUPPORTS ARE TO BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE DONE IN ACCORDANCE WITH SECTIONS 724 OF THE STANDARD SPECIFICATIONS EXCEPT THAT IT WILL NOT BE MEASURED FOR PAYMENT BUT CONSIDERED AS INCLUDED IN THE VARIOUS ITEMS OF WORK. SIGNS SHALL BE STORED AS DIRECTED BY THE ENGINEER AND CAREFULLY PROTECTED BY THE CONTRACTOR.
- ACCESS SHALL BE MAINTAINED TO PUBLIC, PRIVATE AND COMMERCIAL PROPERTIES AT ALL TIMES.
- THE CONTRACTOR SHALL EXERCISE CARE IN TREE REMOVAL OPERATIONS AND TAKE WHATEVER PRECAUTIONS NECESSARY TO REMOVE ONLY THOSE TREES NECESSARY TO THE CONSTRUCTION OF THIS PROJECT AS DIRECTED BY THE ENGINEER.
- EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
- BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.
- FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
- THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT PRIOR WRITTEN PERMISSION FROM THE DEPARTMENT.
- THE LOCATION OF THE NEW TREES SHALL BE DETERMINED BY THE IDOT DISTRICT 7 ROADSIDE LANDSCAPE SPECIALIST. HE SHALL BE NOTIFIED 3 WEEKS PRIOR TO THE PLANTING.
- ALL WORK NECESSARY TO ATTACH THE PIPE DRAIN TO THE ABUTMENT DRAIN PIPE, TRENCHING IN THE PIPE DRAIN AND INSTALLING THE PIPE DRAIN TO THE CONCRETE HEADWALL IS INCLUDED IN THE PAY ITEM OF PIPE DRAINS OF THE DIAMETER SELECTED.
- WHERE SMALL QUANTITIES OF LIME MODIFICATION ARE SHOWN IN THE PLANS, SUB-BASE GRANULAR MATERIAL, TYPE A CRUSHED STONE MAY BE SUBSTITUTED AND CONSTRUCTED ACCORDING TO THE APPLICABLE PORTIONS OF SECTION 311 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. THE DEPTH OF THE SUB-BASE GRANULAR MATERIAL, TYPE A SHALL BE THE SAME AS THE DEPTH OF THE LIME MODIFICATION. THIS WORK WILL BE PAID FOR AT THE CONTRACT PRICE PER SQUARE YARD FOR PROCESSING MODIFIED SOILS OF THE DEPTH SPECIFIED, INCLUDING ALL NECESSARY MATERIAL, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- AGGREGATE SURFACE COURSE SHALL BE CRUSHED STONE OR CRUSHED CONCRETE.

MIXTURE REQUIREMENTS
THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT

	HMA SURFACE COURSE	LEVELING BINDER	HMA BASE COURSE WIDENING (OPTION)	HMA SHOULDER		
PG GRADE	PG 64-22	PG 64-22	PG 64-22	PG 58-22		
DESIGN AIR VOIDS	4.0% @ Ndes = 70	4.0% @ Ndes = 70	4.0% @ Ndes = 70	4.0% @ Ndes = 30		
MIXTURE COMPOSITION	IL-9.5	IL-19.0	IL-19.0	IL-19.0L		
FRICTION AGGREGATE	MIXTURE C	N/A	N/A	N/A		
PLANT CONTROL LIMITS						
DENSITY TEST METHOD						

INDEX OF SHEETS

- TITLE SHEET
 - GENERAL NOTES, INDEX OF SHEETS AND STANDARDS
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 - 9 TYPICAL SECTIONS
 - 10-11 SCHEDULE OF QUANTITIES
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 - 14-18 PLAN AND PROFILE
 - 19 ENTRANCES STA 764+88.16 AND STA 765+23.53
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 - 21-24 EROSION AND SEDIMENT CONTROL PLANS
 - 25-28 REMOVAL AND RIGHT-OF-WAY PLANS
 - 29-31 INTERSECTION DETAILS - EMPIRE STREET
 - 32-33 ENTRANCE DETAILS
 - 34 SURFACE TRANSITION DETAIL
 - * 35-61 STRUCTURE PLANS - ILLINOIS ROUTE 1 (SN 093-0023)
 - 62 CULVERT PROFILES - EMPIRE STREET
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- * 61A-61D. BRIDGE APPROACH PAVEMENT DETAILS

IDOT HIGHWAY STANDARDS

- 000001-05 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-05 TEMPORARY EROSION CONTROL SYSTEMS
- 406201-01 MAILBOX TURNOUT
- 420001-07 PAVEMENT JOINTS
- 420101-04 24' (7.2 m) JOINTED PCC PAVEMENT
- 482001-02 HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
- 515001-03 NAME PLATE FOR BRIDGES
- 542301-02 PRECAST REINFORCED CONCRETE FLARED END SECTION
- 601101-01 CONCRETE HEADWALL FOR PIPE DRAIN
- 606001-04 CONCRETE CURB TYPE B AND COMBINAT.ON CURB AND GUTTER
- 606201-02 TYPE B GUTTER (INLET, OUTLET & ENTRANCE)
- 606301-04 PC CONCRETE ISLANDS AND MEDIANS
- 630001-08 STEEL PLATE BEAM GUARDRAIL
- 630301-05 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631031-08 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 666001-01 RIGHT OF WAY MARKERS
- 667101-01 PERMANENT SURVEY MARKERS
- 701001-02 OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 m) AWAY
- 701006-03 OFF-ROAD OPERATIONS, 2L, 2W, 4.5 m (15') TO 600 mm (24") FROM PAVEMENT EDGE
- 701301-03 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701901-01 TRAFFIC CONTROL DEVICES
- 780001-02 TYPICAL PAVEMENT MARKINGS
- 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
- BLR 21-8 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

- THE CONTRACTOR SHALL PROVIDE INTERNET ACCESSIBILITY TO THE HMA PLANT QUALITY CONTROL LAB SO THAT HMA PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL HOT-MIX ASPHALT ITEMS.
- AGGREGATE SHOULDERS, TYPE B SHALL BE CRUSHED STONE, CRUSHED CONCRETE OR RAP.
- FOR PAY ITEM "BITUMINOUS MATERIALS PRIME COAT" THE CONTRACTOR SHALL USE EITHER RC-70 OR AN EMULSIFIED POLYMER PRIME SS-1HP.
- THE PAY ITEM FURNISHING AND INSTALLING PROPERTY MARKERS HAS BEEN INCLUDED IN THE PLANS IN THE CASE THAT A PROPERTY MARKER IS FOUND AND MUST BE REPLACED.
- AN ESTIMATED QUANTITY OF 150 TONS OF AGGREGATE FOR TEMPORARY ACCESS HAS BEEN INCLUDED IN THIS PROJECT IN ORDER TO MAINTAIN ACCESS TO PRIVATE OR PUBLIC PROPERTY.
- THE CONTRACTOR IS ADVISED OF THE EXISTING PIPE RACKS LOCATED ON THE PROPERTY LEFT STA 765+50. THE PIPE RACKS ARE METAL PIPE RAILS AND SUPPORT POSTS WITH CONCRETE FOUNDATION. THE PIPE RACKS SHALL BE REMOVED IN THEIR ENTIRETY, INCLUDING FOUNDATION, WITHIN THE LIMITS OF THE PROPOSED RIGHT-OF-WAY. ANY PORTION OF THE RACKS THAT ARE OUTSIDE THE LIMITS OF THE PROPOSED RIGHT-OF-WAY SHALL REMAIN AND THE RACKS SHALL BE CUT OFF AT THE PROPOSED RIGHT-OF-WAY LINES. COSTS OF THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT CONSIDERED AS CLEARING IN ACCORDANCE WITH ARTICLE 201.01(a).

COMMITMENTS: NONE.

FILE NAME *	USER NAME = john	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL NOTES, STANDARDS, AND INDEX OF SHEETS	F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
50\projects\MP-808 808 Dist 7\road\WI 1.1.1 over 16 RRD\g\general.dgn	PLOT SCALE = 1/8" = 100.0/2000' / IN.	DRAWN - JLS	REVISED -			332	103B-1	WABASH	90	2	
	PLOT DATE = 10/28/2009	CHECKED -	REVISED -			CONTRACT NO. 94754					
		DATE - 05-29-08	REVISED -			SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

Rev.

801.FED./201.STATE

CODED NO	DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY 1000-2A	BRIDGE X171-2A
20100500	TREE REMOVAL, ACRES	ACRE	2.25	2.25	
20200100	EARTH EXCAVATION	CU YD	1700	1700	
20400800	FURNISHED EXCAVATION	CU YD	47185	47185	
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	272.2	76	196.2
40900320	POROUS GRANULAR BACKFILL, SPECIAL	TON	3982	3982	
*25000200	SEEDING, CLASS 2	ACRE	4.5	4.5	
*25000400	NITROGEN FERTILIZER NUTRIENT	POUND	405	405	
*25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	405	405	
*25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	405	405	
*25100115	MULCH, METHOD 2	ACRE	4.5	4.5	
28000200	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	8	8	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	860	860	
28000305	TEMPORARY DITCH CHECKS	FOOT	131	131	
28000400	PERIMETER EROSION BARRIER	FOOT	3570	3570	
28000500	INLET AND PIPE PROTECTION	EACH	2	2	
28001000	AGGREGATE (EROSION CONTROL)	TON	2	2	
30200650	PROCESSING MODIFIED SOIL 12"	SO YD	5425	5425	
30201500	LIME	TON	104.4	104.4	
31100300	SUB-BASE GRANULAR MATERIAL, TYPE A 4"	CU YD	269	269	
31101900	SUB-BASE GRANULAR MATERIAL, TYPE C	TON	680	680	
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	80	80	
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	150	150	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	2.4	2.4	
40600300	AGGREGATE (PRIME COAT)	TON	4	4	
40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	311	311	
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SO YD	810	810	
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	194	194	
40701971	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14 1/2"	SO YD	3232	3232	
42000201	PORTLAND CEMENT CONCRETE PAVEMENT 7" (JOINTED)	SO YD	797	797	
42001165	BRIDGE APPROACH PAVEMENT	SO YD	249	249	
42001300	PROTECTIVE COAT	SO YD	1344	1344	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SO YD	50	50	
44000400	GUTTER REMOVAL	FOOT	776	776	
44000700	APPROACH SLAB REMOVAL	SO YD	143	143	
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SO YD	1518	1518	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SO YD	1144	1144	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1	
50157300	PROTECTIVE SHIELD	SO YD	621.1	621.1	
50200100	STRUCTURE EXCAVATION	CU YD	756.0	756.0	
50300225	CONCRETE STRUCTURES	CU YD	567.4	567.4	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	449.1	449.1	
50300260	BRIDGE DECK GROOVING	SO YD	1263	1263	

801.FED./201.STATE

CODED NO	DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY 1000-2A	BRIDGE X171-2A
50300280	CONCRETE ENCASEMENT	CU YD	7.7		7.7
50300300	PROTECTIVE COAT	SO YD	1672		1672
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	3888		3888
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	192500		192500
50800515	BAR SPLICERS	EACH	72		72
51100100	SLOPE WALL 4 INCH	SO YD	647		647
51201610	FURNISHING STEEL PILES HP 12X63	FOOT	924		924
51201800	FURNISHING STEEL PILES HP 14X73	FOOT	1110		1110
51202305	DRIVING PILES	FOOT	2034		2034
51204650	PILE SHOES	EACH	82		82
51500100	NAME PLATES	EACH	1		1
52000010	PREFORMED JOINT SEAL 1 1/4"	FOOT	106		106
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12		12
52100520	ANCHOR BOLTS, 1"	EACH	48		48
542A0223	PIPE CULVERTS, CLASS A, TYPE 1 18"	FOOT	61	61	
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	2	2	
58700300	CONCRETE SEALER	SO FT	1084		1084
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	77		77
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	4	4	
60100905	PIPE DRAINS 4"	FOOT	161	161	
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	90		90
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	6.8	6.8	
60602800	CONCRETE GUTTER, TYPE B	FOOT	693	693	
60603500	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06	FOOT	8	8	
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	340	340	
60618300	CONCRETE MEDIAN SURFACE, 4 INCH	SO FT	46	46	
*63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	937.5	937.5	
*63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
*63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4	
63200310	GUARDRAIL REMOVAL	FOOT	1318	1318	
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	21	21	
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	3	3	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	13	13	
67100100	MOBILIZATION	L SUM	1	1	
70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1	
*78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	7000	7000	
*78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	2269	2269	
*78008240	POLYUREA PAVEMENT MARKING TYPE I - LINE 8"	FOOT	62	62	
*78008250	POLYUREA PAVEMENT MARKING TYPE I - LINE 12"	FOOT	30	30	
*78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	23	23	
78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	5	5	

801.FED./201.STATE

CODED NO	DESCRIPTION	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY 1000-2A	BRIDGE X171-2A
*78200410	GUARDRAIL MARKERS, TYPE A	EACH	16	16	
*78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
*A2006416	TREE, QUERCUS ALBA (WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	196	196	
*A2006916	TREE, QUERCUS PALUSTRIS (PIN OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	196	196	
X5080600	MECHANICAL SPLICERS	EACH	596		596
X0323988	TEMPORARY SOIL RETENTION SYSTEM	SO FT	840		840
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	4		4
Z0004542	HOT-MIX ASPHALT REMOVAL (SPECIAL)	SO YD	239	239	
Z0025500	FURNISHING AND INSTALLING PROPERTY MARKERS	EACH	1	1	
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
Z0007601	BUILDING REMOVAL NO. 1	L SUM	1	1	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0076600	TRAINEES	-HOUR	500	500	

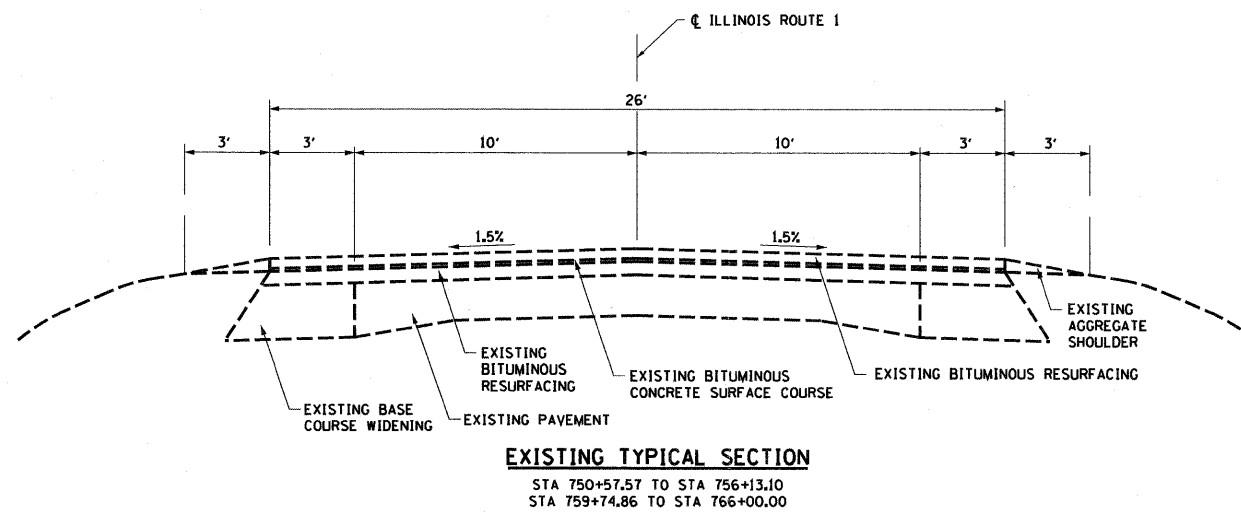
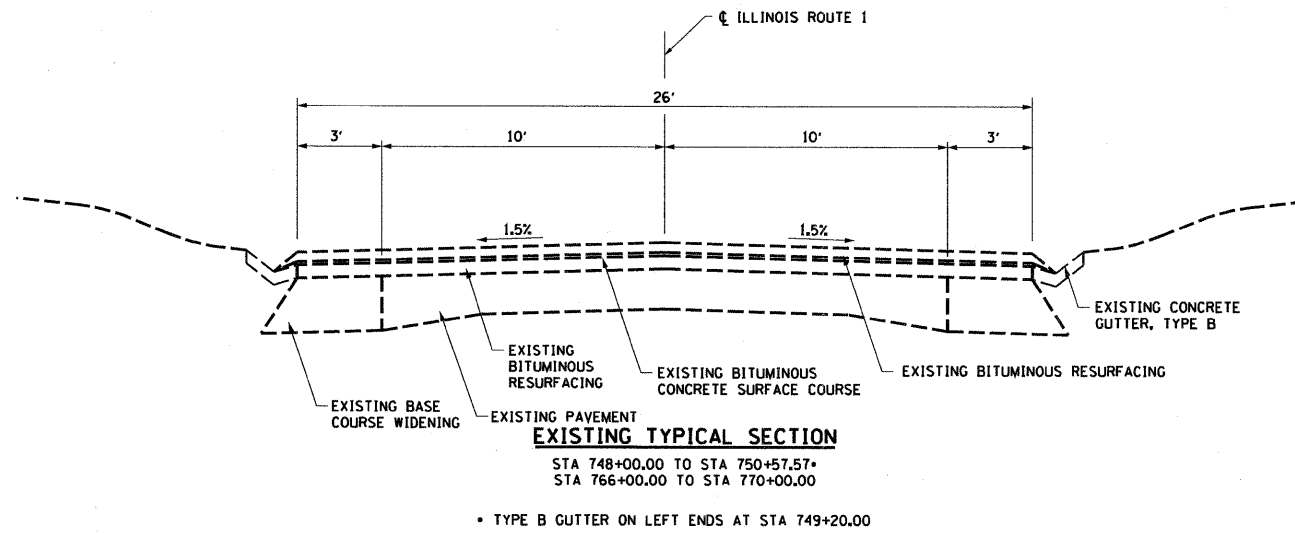
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		CHECKED - BRM	REVISED -
		DATE - 06-06-08	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

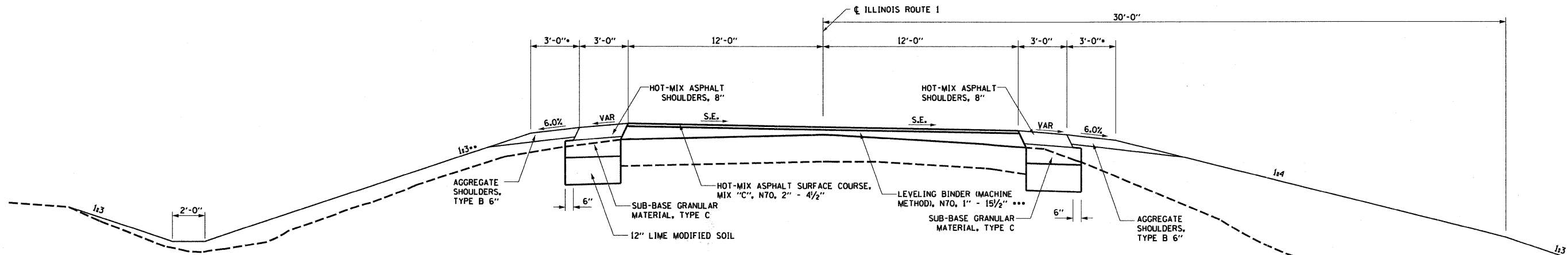
SUMMARY OF QUANTITIES, FAP 332 (ILLINOIS ROUTE 1)			
SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.

F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 3
CONTRACT NO. 94754				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

*Specialty Items



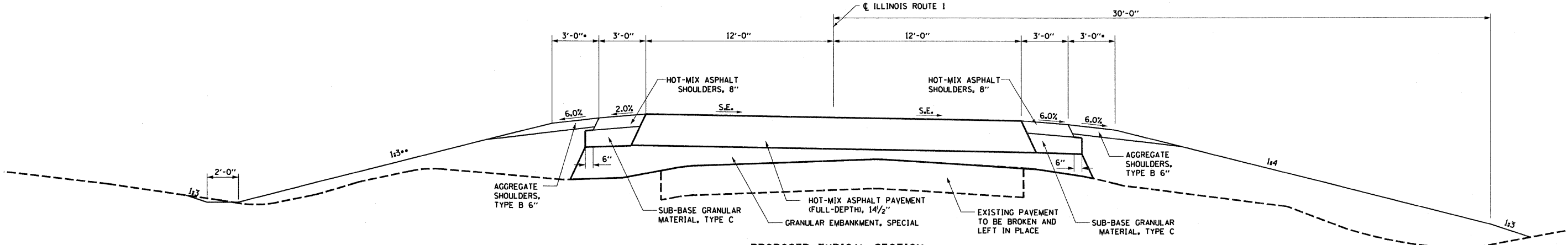
FILE NAME	USER NAME= paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS, FAP ROUTE 332 (ILLINOIS ROUTE 1)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
S:\Projects\401-0008 080 Dist 7 Various\1011 IL 1 over NS\typical.section.dgn	DRAWN - MAB	REVISED -	REVISED -			332	103B-1	WABASH	90	4	
PLOT SCALE 20.0000' / IN.	CHECKED - BRM	REVISED -	REVISED -			CONTRACT NO. 94754					
PLOT DATE= 4/28/2009	DATE - 6-23-08	REVISED -	REVISED -			SCALE:	SHEET NO. 1 OF 6 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT



PROPOSED TYPICAL SECTION

• AGGREGATE SHOULDER WIDTH IS 7'-0" AT GUARDRAIL LOCATIONS SEE DETAIL SHEET 5
 ** SLOPE IS 1:4 FROM STA 767+88.21 TO STA 768+49.00

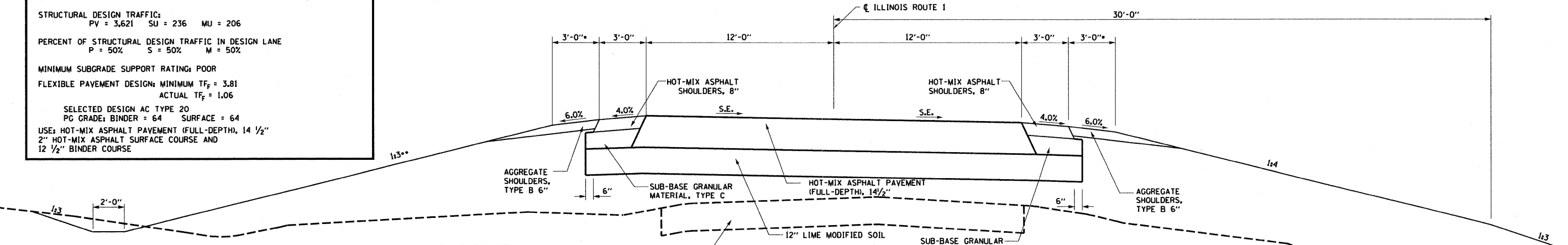
STA 750+45.00 TO STA 751+09.45
 STA 767+32.60 TO STA 768+49.00



PROPOSED TYPICAL SECTION

• AGGREGATE SHOULDER WIDTH IS 7'-0" AT GUARDRAIL LOCATIONS SEE DETAIL SHEET 5
 ** SLOPE IS 1:4 FROM STA 766+87.30 TO STA 767+32.60

STA 751+09.45 TO STA 751+64.45
 STA 766+87.30 TO STA 767+32.60



PROPOSED TYPICAL SECTION

• AGGREGATE SHOULDER WIDTH IS 7'-0" AT GUARDRAIL LOCATIONS SEE DETAIL SHEET 5
 ** SLOPE IS 1:4 FROM STA 765+30.00 TO STA 766+87.30

STA 751+64.45 TO STA 755+97.99
 STA 762+50.80 TO STA 766+87.30

STRUCTURAL DESIGN INFORMATION
FAP 332 (ILLINOIS ROUTE 1)

ROAD CLASSIFICATION: CLASS II

DESIGN DESIGNATION:
 540 (29) OTHER PRINCIPAL ARTERIAL 3.81 (FD-20) 2029 ADT = 4,500

STRUCTURAL DESIGN TRAFFIC:
 PV = 3,621 SU = 236 MU = 206

PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE
 P = 50% S = 50% M = 50%

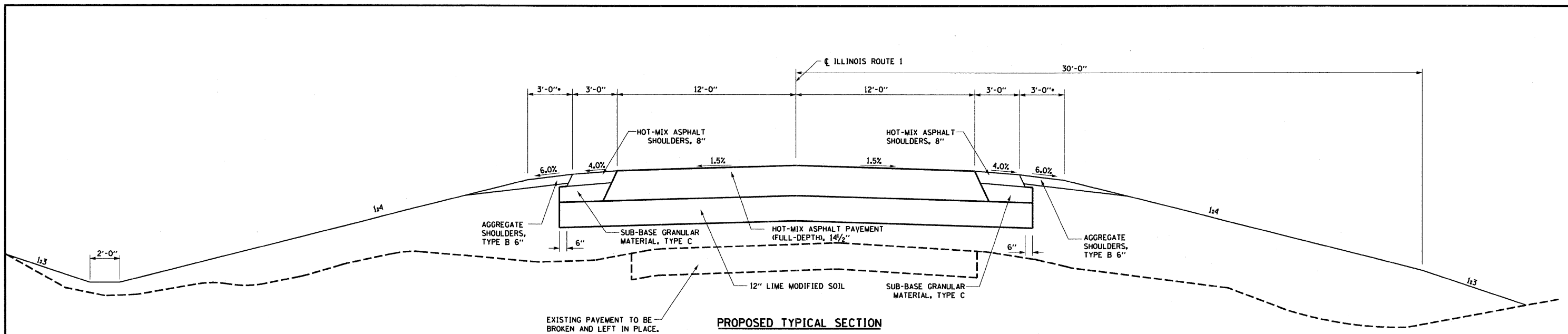
MINIMUM SUBGRADE SUPPORT RATING: POOR

FLEXIBLE PAVEMENT DESIGN: MINIMUM $T_F = 3.81$
 ACTUAL $T_F = 1.06$

SELECTED DESIGN AC TYPE 20
 PG GRADE: BINDER = 64 SURFACE = 64

USE: HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14 1/2"
 2" HOT-MIX ASPHALT SURFACE COURSE AND
 12 1/2" BINDER COURSE

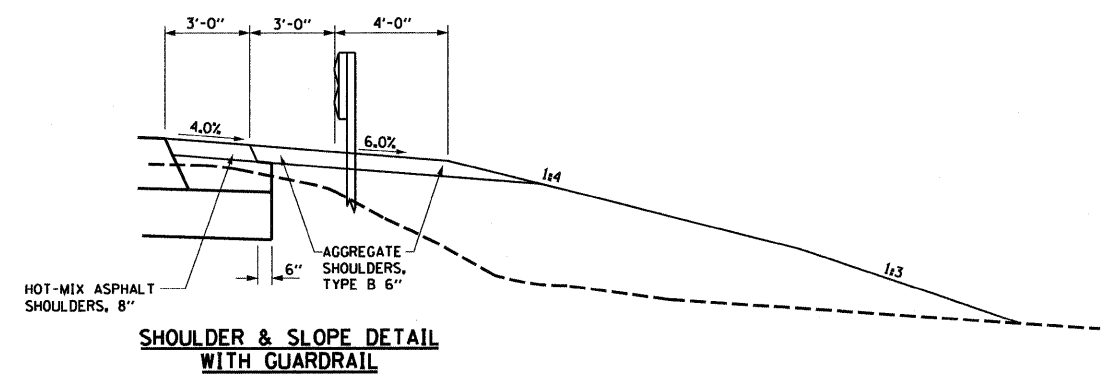
FILE NAME: S:\projects\107-0008 080 Dist 7 Various\107-0008 1 D.L.1 over NS 080\107-0008 107-0008 PS&E Plans\107-0008 1 typical_section.dgn	USER NAME: paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS, FAP ROUTE 332 (ILLINOIS ROUTE 1)			F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 6
PLOT SCALE 20.0000' / IN.	PLOT DATE: 4/29/2009	DRAWN - MAB	REVISED -					SCALE:	SHEET NO. 3 OF 6 SHEETS	STA. TO STA.	CONTRACT NO. 94754	
CHECKED - BRM	DATE - 6-23-08	REVISOR -	REVISOR -									
		REVISOR -	REVISOR -									



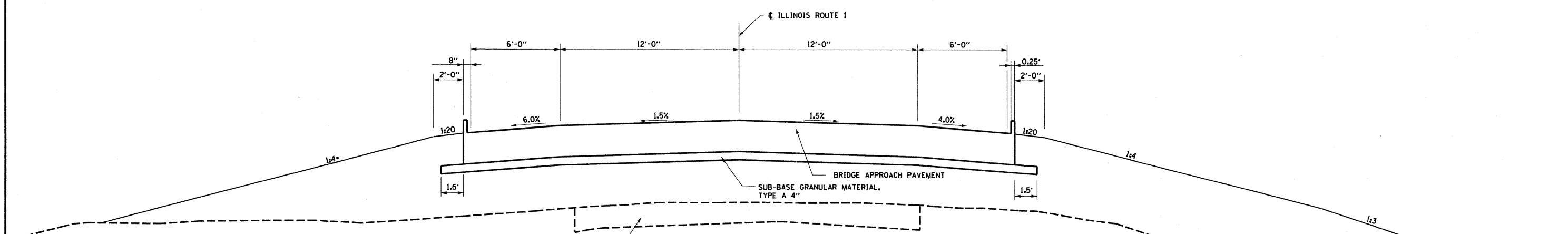
PROPOSED TYPICAL SECTION

STA 759+97.33 TO STA 762+50.80

• AGGREGATE SHOULDER WIDTH IS 7'-0" AT GUARDRAIL LOCATIONS. SEE DETAIL THIS SHEET.



SHOULDER & SLOPE DETAIL WITH GUARDRAIL

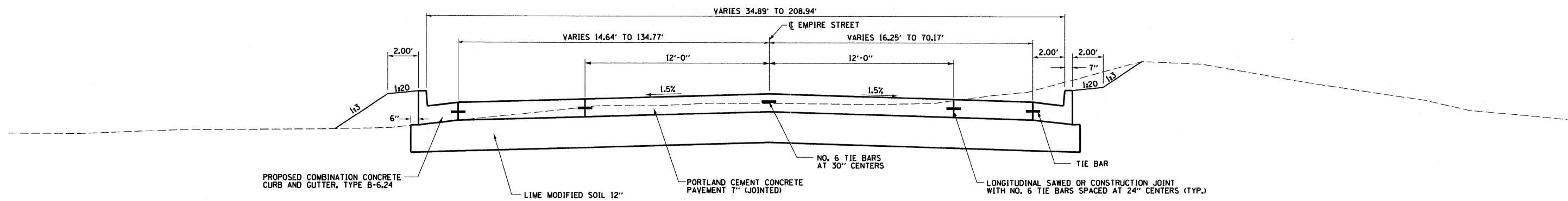


PROPOSED TYPICAL SECTION

STA 755+97.99 TO STA 756+27.99
STA 759+67.33 TO STA 759+97.33

• PROPOSED 1:3 FORESLOPE STA 755+97.99 TO STA 756+27.99

FILE NAME : S:\Projects\407-008 000 Dist 7 Various\1011 IL 1 over NS\typical.sections.dgn	USER NAME= paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS, FAP 332 (ILLINOIS ROUTE 1)			F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 7
	PLOT SCALE 20.0000' / IN.	CHECKED - BRM	REVISED -					CONTRACT NO. 94754				
	PLOT DATE= 4/28/2009	DATE - 6-23-08	REVISED -					ILLINOIS FED. AID PROJECT				
								SCALE:	SHEET NO. 4 OF 6 SHEETS	STA.	TO STA.	



TYPICAL CROSS SECTION EMPIRE STREET

FILE NAME: S:\Projects\407-0008 OSD Dist 7 Various\NO 1 IL 1 over NS 000\typical.section.dgn USER NAME: pqul PLOT SCALE: 20,0000' / IN. PLOT DATE: 4/28/2009	DESIGNED - JLS DRAWN - MAB CHECKED - BRM DATE - 6-23-08	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTION, EMPIRE STREET		F.A.P. RTE. 332 SECTION 103B-1 COUNTY WABASH TOTAL SHEETS 90 SHEET NO. 8 CONTRACT NO. 94754
	SCALE: SHEET NO. 6 OF 6 SHEETS STA. TO STA.			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

PAVEMENT MARKING SCHEDULE

LOCATION		THERMOPLASTIC PAVEMENT MARKING - LINE 4"		POLYUREA PAVEMENT MARKING - LINE 4"		POLYUREA PAVEMENT MARKING - LINE 8"	POLYUREA PAVEMENT MARKING - LINE 12"	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)
STATION TO STATION	SIDE	SOLID WHITE (FOOT)	DOUBLE YELLOW (FOOT)	SOLID WHITE (FOOT)	DOUBLE YELLOW (FOOT)	SOLID WHITE (FOOT)	SOLID WHITE (FOOT)	(EACH)	(EACH)
ILLINOIS ROUTE 1									
748+00.00 TO 756+09.99	LT	606.7							
748+00.00 TO 755+97.99	CENTER		1596.0					9	
748+00.00 TO 755+85.99	RT	786.0							
755+85.99 TO 759+85.33	RT			399.3					
755+97.99 TO 759+97.33	CENTER				798.7				5
756+09.99 TO 760+09.33	LT			399.3					
759+85.33 TO 770+00.00	RT	1014.7							
759+97.33 TO 770+00.00	CENTER		2005.3					13	
760+09.33 TO 770+00.00	LT	990.7							
EMPIRE STREET									
4+12.93 TO 5+23.36				452.5	218.9	61.6	30.0	1	
SUBTOTAL		3398.1	3601.3	1251.1	1017.6	61.6	30.0	23	5
TOTAL		7000		2269		62	30	23	5

GUARDRAIL SCHEDULE

LOCATION		TRAFFIC BARRIER TERMINAL TYPE 1 (SPECIAL) TANGENT	STEEL PLATE BEAM GUARD RAIL TYPE A	TRAFFIC BARRIER TERMINAL TYPE 6	GUARDRAIL REMOVAL	GUARDRAIL MARKERS, TYPE A	TERMINAL MARKER - DIRECT APPLIED
STATION TO STATION	SIDE	(EACH)	(FOOT)	(EACH)	(FOOT)	(EACH)	(EACH)
752+50.25 TO 755+94.00	RT	1	250	1		4	1
752+53.28 TO 756+34.53	LT	1	287.5	1		4	1
754+19.86 TO 760+78.94	RT				658.7		
755+15.09 TO 761+73.85	LT				658.77		
759+60.79 TO 762+04.54	RT	1	150	1		4	1
760+01.32 TO 763+45.07	LT	1	250	1		4	1
TOTAL		4	937.5	4	1317.47	16	4
PAY TOTAL		4	937.5	4	1318	16	4

EROSION CONTROL SCHEDULE

LOCATION		EARTH EXCAVATION FOR EROSION CONTROL (CU YD)	TEMPORARY DITCH CHECKS (EACH)	PERIMETER EROSION BARRIER (FOOT)	INLET AND PIPE PROTECTION (EACH)	AGGREGATE (EROSION CONTROL) (TON)	TEMPORARY EROSION CONTROL SEEDING (POUNDS)
STATION	SIDE	(CU YD)	(EACH)	(FOOT)	(EACH)	(TON)	(POUNDS)
ILLINOIS ROUTE 1							
748+00 TO 757+50	LT/RT						398
749+70.61 TO 750+30.56	LT			113			
749+71.00	LT				1		
750+36	LT	2.37				0.57	
751+03.00	RT	2.37				0.57	
751+10.00 TO 757+23.56	RT			646			
751+80.00	LT		1				
752+18.00	LT		1				
752+56.00	LT		1				
752+95.00	LT		1				
753+33.00	LT		1				
753+50.00 TO 757+23.56	LT			468			
754+08.00	LT		1				
754+83.00	LT		1				
755+58.00	LT		1				
756+43.00	LT	2.37				0.57	
757+53.00	LT				1		
758+50 TO 770+00.00	LT/RT						446
758+78.57 TO 764+91.94	RT			724			
758+78.57 TO 767+37.72	LT			896			
765+02.70 TO 767+09.99	RT			253			
767+21.50 TO 768+22.33	RT			104			
767+62.28 TO 768+46.49	LT			86			
768+39.21 TO 770+00.00	RT			164			
768+82.04 TO 770+00.00	LT			116			
EMPIRE STREET							
4+36.67 TO 5+50.00	LT/RT						12
TOTAL		7.11	8	3570	2	1.71	856
PAY TOTAL		8	8	3570	2	2	860

EARTHWORK SCHEDULE

LOCATION	EARTH EXCAVATION (CU YD)	FOR INFORMATION ONLY			FURNISHED EXCAVATION (CU YD)	POROUS GRANULAR BACKFILL, SPECIAL (TON)	REMARKS
		EARTH EXCAVATION ADJUSTED FOR SHRINKAGE 25% (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)			
STATION TO STATION	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(TON)	
748+00.00 TO 757+20.00	765	615	18900	-18285	18285		
758+75.00 TO 770+00.00	795	640	29560	-28920	28920	3982	
EMPIRE	140	110	90	20	-20		
TOTAL		1700	1365	48550	-47185	47185	3982

SURVEY MARKERS SCHEDULE

LOCATION		PERMANENT SURVEY MARKERS, TYPE 1 (EACH)
STATION	OFFSET	(EACH)
754+53.58	0.00	1
760+10.00	0.00	1
763+97.80	0.00	1
TOTAL		3

SEEDING SCHEDULE

LOCATION	SEEDING CLASS 2 (ACRE)	NITROGEN FERTILIZER NUTRIENT (POUND)	PHOSPHORUS FERTILIZER NUTRIENT (POUND)	POTASSIUM FERTILIZER NUTRIENT (POUND)	MULCH METHOD 2 (ACRE)	
						STATION TO STATION
ILLINOIS ROUTE 1						
748+00.00 TO 757+50.00	1.99	179	179	179	1.99	
758+50.00 TO 770+00.00	2.23	201	201	201	2.23	
EMPIRE STREET						
4+36.67 TO 5+50.00	0.06	6	6	6	0.06	
TOTAL		4.28	386	386	386	4.28
PAY TOTAL		4.5	405	405	405	4.5

PAVEMENT SCHEDULE

LOCATION	POROUS GRANULAR EMBANKMENT, SPECIAL (CU YD)	PROCESSING MODIFIED SOIL 12" (SO YD)	LIME (TON)	PORTLAND CEMENT CONCRETE PAVEMENT 7" (JOINTED) (SO YD)	SUB-BASE GRANULAR MATERIAL TYPE A 4" (SO YD)	LEVELING BINDER (MACHINE METHOD), N70 (TON)	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70 (TON)	BITUMINOUS MATERIALS (PRIME COAT) (TON)	AGGREGATE (PRIME COAT) (TON)	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 14 1/2" (SO YD)	BRIDGE APPROACH PAVEMENT (SO YD)	PROTECTIVE COAT (SO YD)	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) (SO YD)
STATION TO STATION	(CU YD)	(SO YD)	(TON)	(SO YD)	(SO YD)	(TON)	(TON)	(TON)	(TON)	(SO YD)	(SO YD)	(SO YD)	(SO YD)
ILLINOIS ROUTE 1													
748+00.00 TO 749+83.75		81.9	1.5				62.6	0.76	1.21				
749+83.75 TO 751+09.45		77.3	1.5			161.3	39.6	0.57	0.90				
751+09.45 TO 751+64.45	41.2	73.3	1.4							146.7			
751+64.45 TO 755+93.99		1543.0	29.7							1140.1			
755+91.99 TO 755+97.99													24.9
755+97.99 TO 756+27.99											124.4	124.4	
759+67.33 TO 759+97.33											124.4	124.4	
759+97.33 TO 760+03.33													24.9
760+01.33 TO 766+87.30		2464.2	47.5							1823.9			
766+87.30 TO 767+32.60	33.9	35.7	0.6							120.8			
767+32.60 TO 768+49.00		115.1	2.2			149.4	36.8	0.47	0.75				
768+49.00 TO 770+00.00		111.3	2.2				54.5	0.61	0.98				
EMPIRE STREET													
4+07.04 TO 5+23.36		923.2	17.8	797.0									
SUBTOTAL	75.1	5425.0	104.4	797.0	268.8	310.7	193.5	2.4	3.84	3231.5	248.8	1061.8	49.8
TOTAL	76	5425	104.4	797.0	269	311	194	2.4	4	3232	249	1062	50

*NOT A TOTAL QUANTITY

REMOVAL SCHEDULE

LOCATION	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT (SO YD)	GUTTER REMOVAL (FOOT)	APPROACH SLAB REMOVAL (SO YD)	REMOVAL OF EXISTING STRUCTURES (EACH)	HOT-MIX ASPHALT REMOVAL (SPECIAL) (SO YD)
STATION TO STATION	(SO YD)	(FOOT)	(SO YD)	(EACH)	(SO YD)
748+00.00 TO 749+17.58		118			
748+00.00 TO 750+57.57		258			
748+00.00 TO 749+73.00		453.6			
750+00.00					209.2
752+25.00					29.6
756+13.14 TO 756+40.04			80.1		
757+96.87				1	
759+53.70 TO 759+74.86			62.0		
767+75.00 TO 770+00.00		225			
768+25.00 TO 770+00.00		175			
768+62.90 TO 770+00.00		356.0			
TOTAL	809.6	776	142.1	1	239
PAY TOTAL	810.0	776	143	1	239

CONCRETE CURB AND GUTTER SCHEDULE

LOCATION	CONCRETE GUTTER, TYPE B (FOOT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.06 (FOOT)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24 (FOOT)	CONCRETE MEDIUM SURFACE (SO FT)	CLASS SI CONCRETE (OUTLET) (CU YD)	PROTECTIVE COAT (SO YD)
STATION TO STATION	(FOOT)	(FOOT)	(FOOT)	(SO FT)	(CU YD)	(SO YD)
ILLINOIS ROUTE 1						
748+00.00 TO 748+66.32	68					13.03
748+00.00 TO 750+33.01	228					44.14
750+33.01 TO 750+45.00				0.64		3.95
755+97.99 TO 756+27.99						
759+67.33 TO 759+97.33						
767+28.72 TO 767+40.72				0.64		3.95
767+88.00 TO 768+00.00				0.64		3.95
767+40.72 TO 768+19.04	80					
768+00.00 TO 768+43.13	43					8.31
768+19.04 TO 768+42.51				1.74		9.52
768+43.13 TO 768+85.40				3.10		17.65
768+42.51 TO 770+00.00	160.0					30.97
768+85.40 TO 770+00.00	114					22.07
EMPIRE STREET						
4+07.04 TO 5+23.36		8	340	45.3		108.49
TOTAL	693	8	340	45.3	6.76	281.44
PAY TOTAL	693	8	340	46	6.80	282

* NOT A TOTAL QUANTITY

RIGHT OF WAY MARKER SCHEDULE

LOCATION	FURNISHING AND ERECTING RIGHT OF WAY MARKERS (EACH)		
STATION	OFFSET	SIDE	(EACH)
749+00.00	40.00	LT	1
749+30.49	50.00	LT	1
749+34.38	69.87	LT	1
749+38.11	89.48	LT	1
749+51.02	86.85	LT	1
750+00.00	40.00	RT	1
750+33.89	93.14	LT	1
751+50.00	60.00	RT	1
752+00.00	80.83	LT	1
753+00.00	95.00	LT	1
754+53.58	115.00	LT	1
754+57.67	100.00	RT	1
756+00.00	125.00	LT	1
757+16.52	125.00	LT	1
757+85.74	125.00	RT	1
760+50.00	125.00	RT	1
760+81.45	115.00	LT	1
762+50.00	105.00	LT	1
763+97.80	90.00	RT	1
766+25.00	40.00	LT	1
767+00.00	40.00	RT	1
TOTAL			21

SHOULDERS SCHEDULE

LOCATION	SUB-BASE GRANULAR MATERIAL, TYPE C (TON)	AGGREGATE SHOULDERS, TYPE B 6" (SO YD)	HOT-MIX ASPHALT SHOULDERS, 8" (SO YD)
STATION TO STATION	(TON)	(SO YD)	(SO YD)
748+16.52 TO 748+66.33	3.4		11.8
748+25.12 TO 749+00.00	8.4		21.8
749+00.00 TO 749+20.00	2.9		
749+00.00 TO 750+45.00			68.5
750+69.59 TO 756+33.93	65.2	367.0	178.6
750+45.00 TO 755+93.40	75.8	345.1	177.8
759+61.39 TO 759+89.45	0	21.8	
759+89.45 TO 767+28.72	92.5	359.5	246.3
760+01.92 TO 767+88.00	107.2	424.3	257.1
767+28.72 TO 769+00.00	26.2		80.9
767+88.00 TO 769+00.00	21.1		52.9
769+00.00 TO 769+84.41	8.0		24.6
769+00.00 TO 769+79.45	10.3		23.2
TOTAL	449.9	1517.7	1143.5
PAY TOTAL	450	1518	1144

TREE REMOVAL SCHEDULE

LOCATION	TREE REMOVAL, ACRES	
STATION	SIDE	(ACRE)
752+80.00 TO 757+30.00	LT	0.40
754+25.00 TO 756+50.00	RT	0.30
758+65.00 TO 764+85.00	RT	0.82
759+60.00 TO 764+65.00	LT	0.72
TOTAL		2.24
PAY TOTAL		2.25

DRAINAGE SCHEDULE

LOCATION	PIPE DRAINS 4" (FOOT)	CONCRETE HEADWALLS FOR PIPE DRAINS (EACH)	PIPE CULVERTS, CLASS A, TYPE I 18" (FOOT)	PRECAST REINFORCED CONCRETE END SECTIONS 18" (EACH)
STATION TO STATION	(FOOT)	(EACH)	(FOOT)	(EACH)
4+90.93 TO 499+09			61	2
755+76.22 TO 756+06.39	43	1		
756+38.39 TO 756+69.73	44	1		
759+30.54 TO 759+56.94	37	1		
759+88.70 TO 760+15.10	37	1		
TOTAL	161	4	61	2
PAY TOTAL	161	4	61	2

GROUND COORDINATES FOR FAP ROUTE 332 (ILLINOIS ROUTE 1)

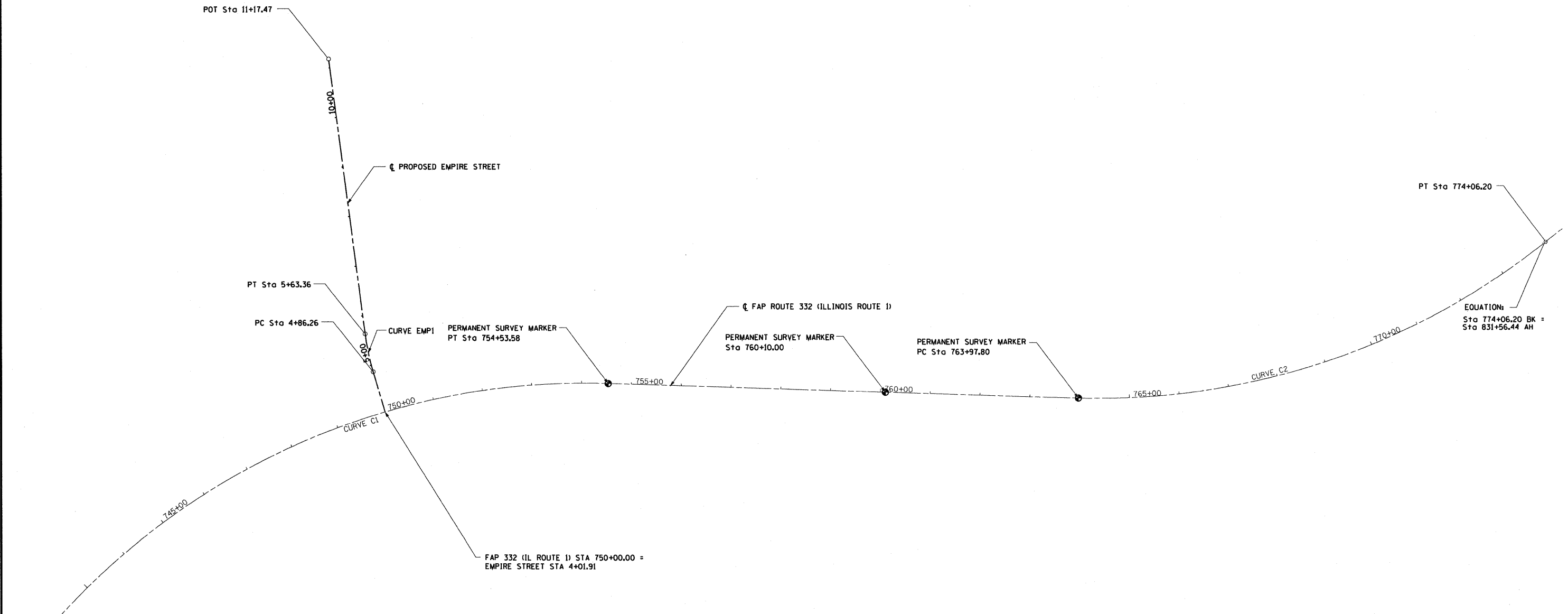
DESCRIPTION	COORDINATE	
	NORTHING	EASTING
PC STA 741+33.18	631543.04	1138296.98
PT STA 754+53.58	631903.95	1139518.93
PC STA 763+97.80	631740.67	1140448.93
PT STA 774+06.20	631915.36	1141421.12

GROUND COORDINATES FOR FAP ROUTE 332 (ILLINOIS ROUTE 1)
PERMANENT SURVEY MARKERS

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
PT STA 754+53.58	631903.95	1139518.93
STA 760+10.00	631807.33	1140066.97
PT STA 763+97.80	631740.67	1140448.93

GROUND COORDINATES FOR PROPOSED EMPIRE STREET

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 4+01.91	631910.92	1139067.30
PC STA 4+86.26	631994.41	1139055.28
PI STA 5+24.88	632032.64	1139049.78
PT STA 5+63.36	632071.26	1139050.22
POT STA 11+17.47	632625.34	1139056.47



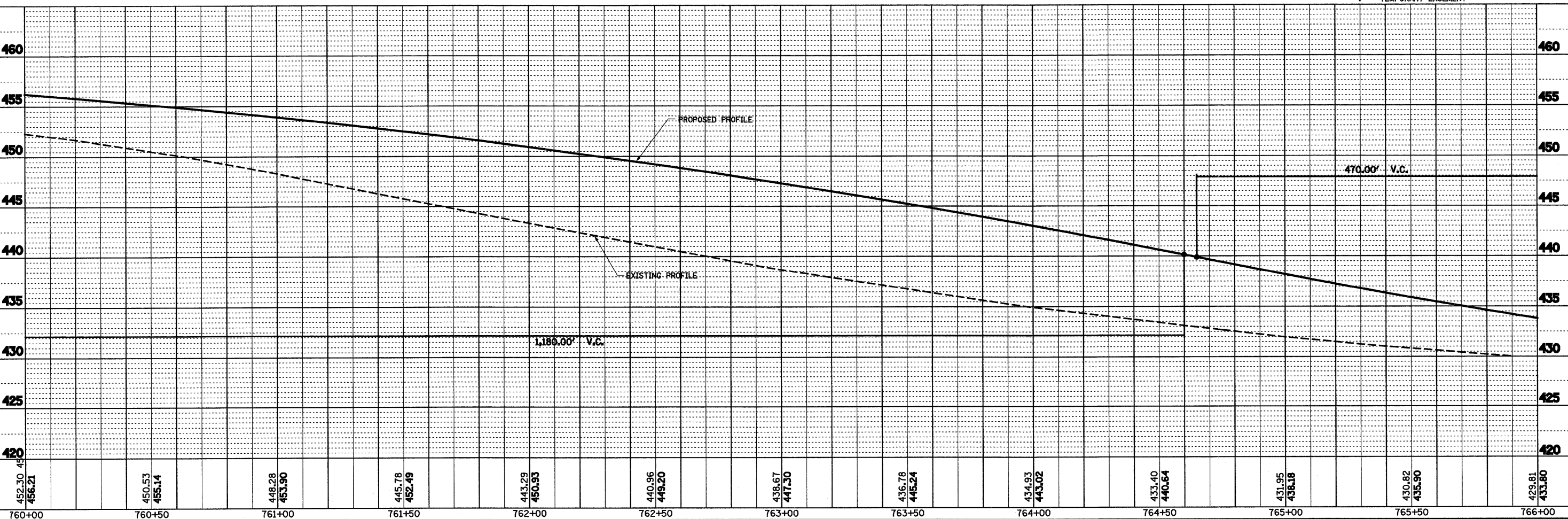
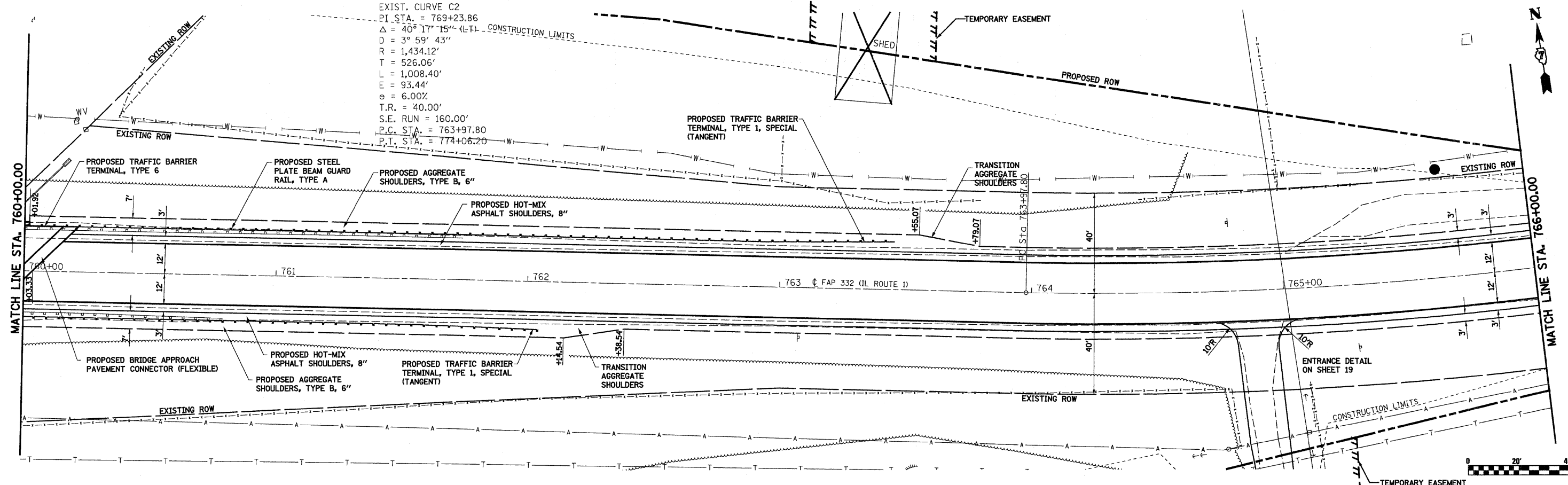
<p>EXIST. CURVE C1 PI STA. = 748+44.49 $\Delta = 52^{\circ} 49' 26''$ (RT) $D = 4^{\circ} 00' 02''$ $R = 1,432.18'$ $T = 711.31'$ $L = 1,320.40'$ $E = 166.92'$ $e = 6.00\%$ $T.R. = 40.00'$ $S.E. RUN = 160.00'$ P.C. STA. = 741+33.18 P.T. STA. = 754+53.58</p>	<p>EXIST. CURVE C2 PI STA. = 769+23.86 $\Delta = 40^{\circ} 17' 15''$ (LT) $D = 3^{\circ} 59' 43''$ $R = 1,434.12'$ $T = 526.06'$ $L = 1,008.40'$ $E = 93.44'$ $e = 6.00\%$ $T.R. = 40.00'$ $S.E. RUN = 160.00'$ P.C. STA. = 763+97.80 P.T. STA. = 774+06.20</p>	<p>PROP. CURVE EMP1 PI STA. = 5+24.88 $\Delta = 8^{\circ} 50' 03''$ (RT) $D = 11^{\circ} 27' 33''$ $R = 500.00'$ $T = 38.62'$ $L = 77.09'$ $E = 1.49'$ P.C. STA. = 4+86.26 P.T. STA. = 5+63.36</p>
--	---	---



PLAN	REVISIONS	DATE
NO.	BY	
NO.	BY	
NO.	BY	
NO.	BY	
NO.	BY	

PROFILE	REVISIONS	DATE
NO.	BY	
NO.	BY	
NO.	BY	
NO.	BY	
NO.	BY	

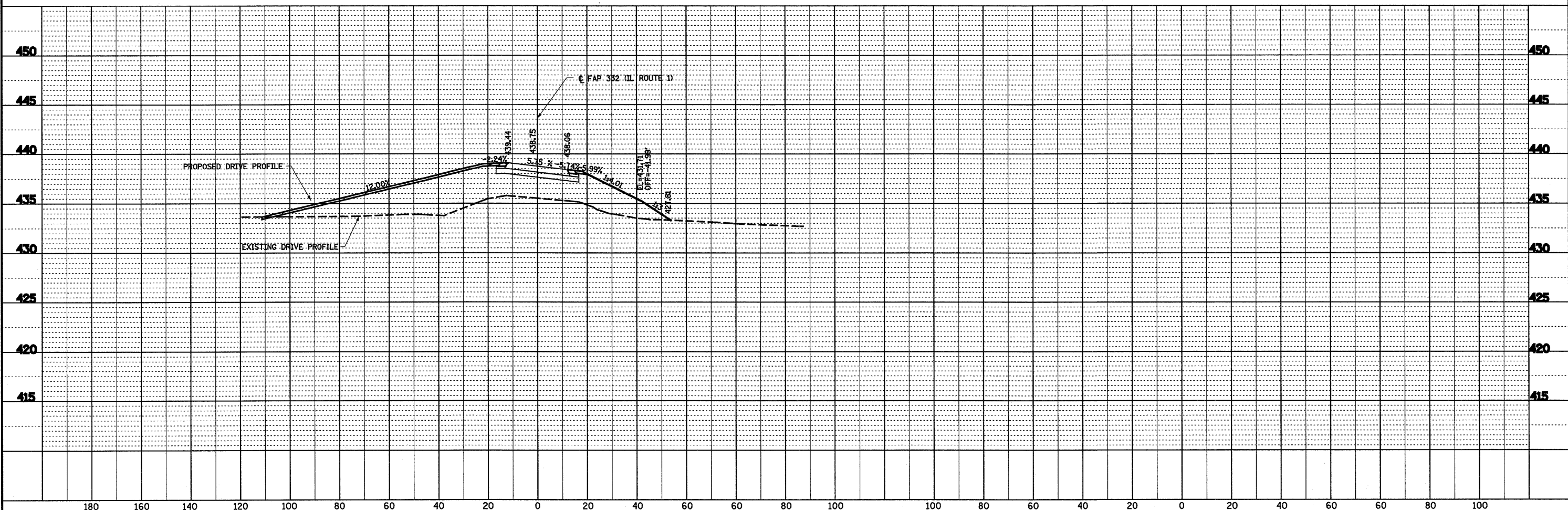
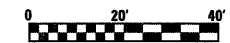
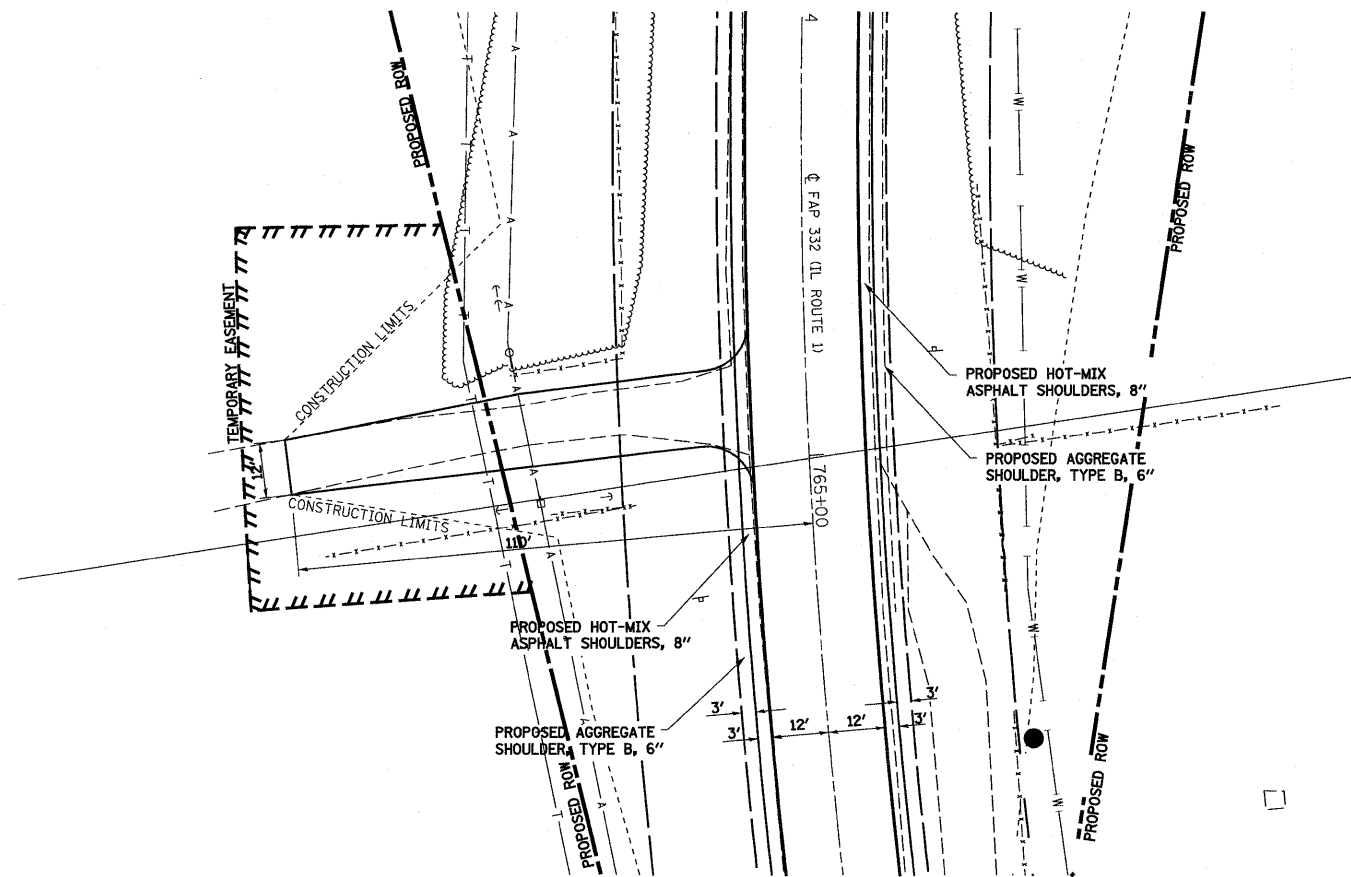
EXIST. CURVE C2
 PI STA. = 769+23.86
 $\Delta = 40^\circ 17' 15''$ (L-F) - CONSTRUCTION LIMITS
 D = $3^\circ 59' 43''$
 R = 1,434.12'
 T = 526.06'
 L = 1,008.40'
 E = 93.44'
 e = 6.00%
 T.R. = 40.00'
 S.E. RUN = 160.00'
 P.C. STA. = 763+97.80
 P.T. STA. = 774+06.20



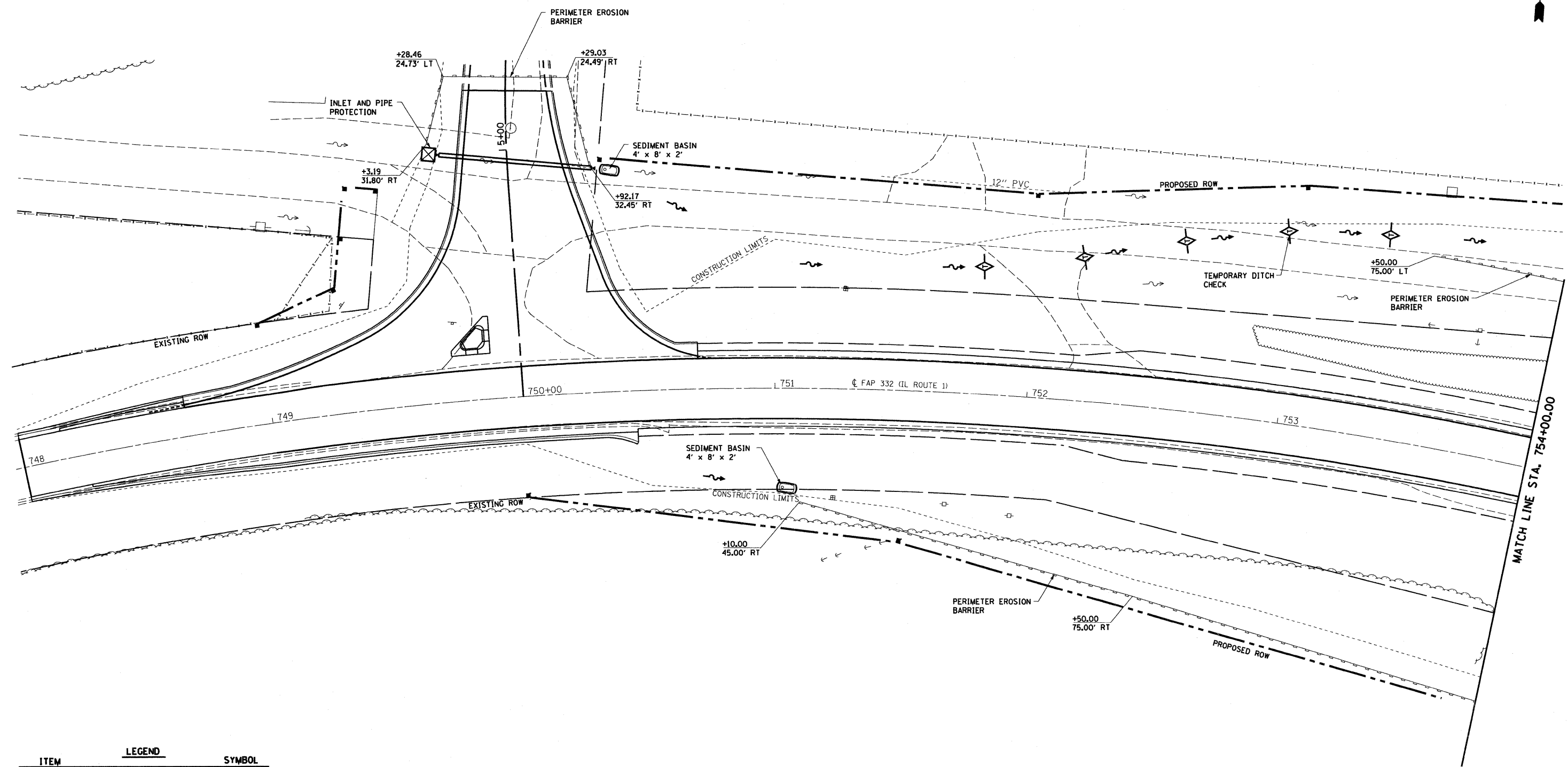
FILE NAME =	USER NAME = jennifer	DESIGNED - JLS	REVISED - 07-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE, FAP 332 (ILLINOIS ROUTE 1)	F.A.P. RTE. = 332	SECTION = 103B-1	COUNTY = WABASH	TOTAL SHEETS = 90	SHEET NO. = 16		
PLOT SCALE = 1/4" = 10' / IN.	DATE = 7-01-08	CHECKED - BRM	REVISED - 09-28-09			SCALE: 1"=20'	SHEET NO. 3 OF 4 SHEETS	STA. 760+00.00 TO STA. 766+00.00	CONTRACT NO. 94754			
PLOT DATE = 10/1/2009		REVISIONS				FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						

PLAN
 SUBMITTED BY: _____ DATE: _____
 CHECKED BY: _____
 NO. _____
 TITLE _____

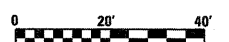
PROFILE
 SUBMITTED BY: _____ DATE: _____
 CHECKED BY: _____
 NO. _____
 TITLE _____



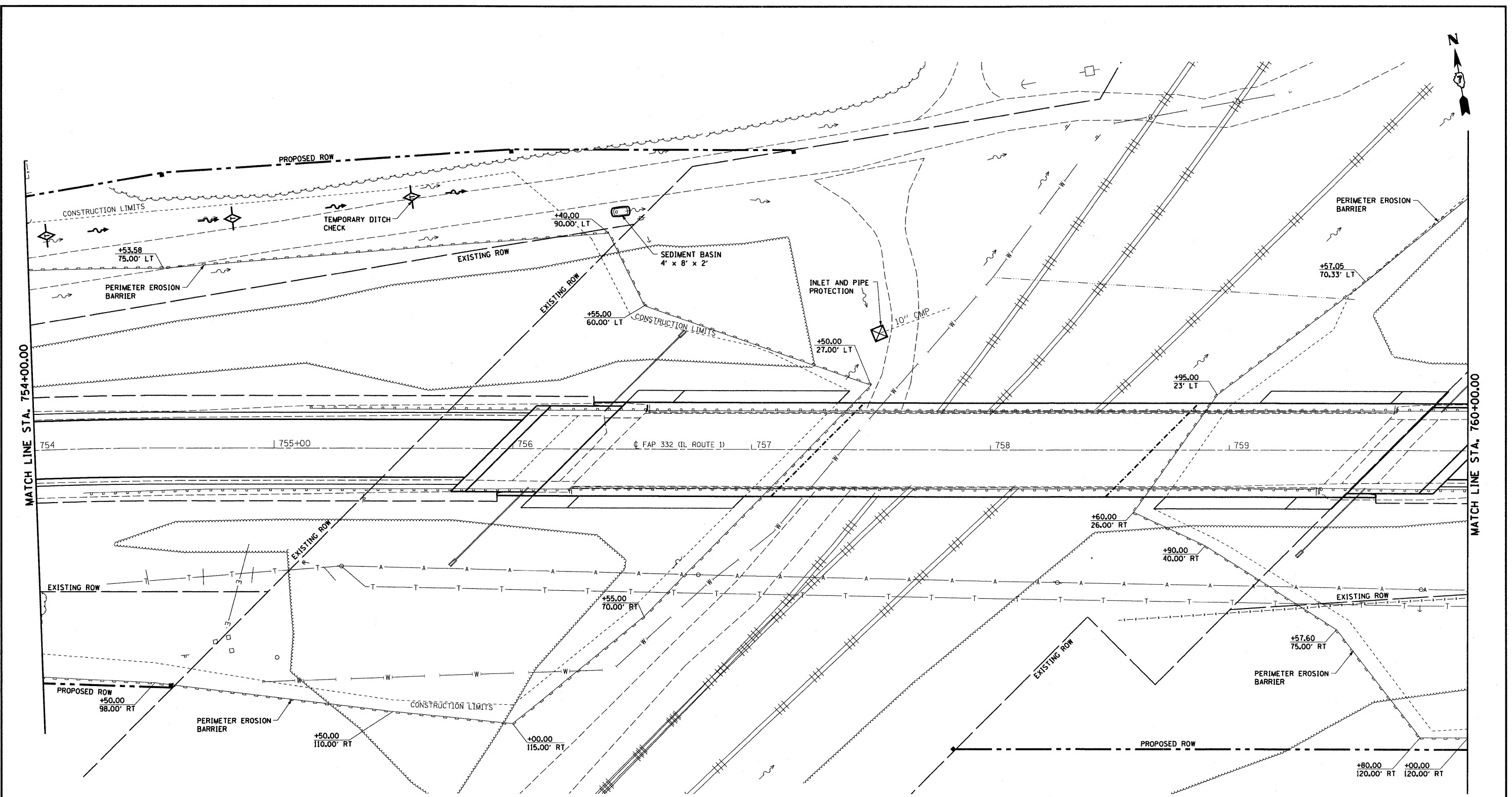
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PROJECT NO. 2008-001 Dist 7 Road/MD 111.1 over 15 BRIDGE/Revised P&E Plans	PLLOT SCALE = 40.000' / IN.	DRAWN - MAB	REVISED - 09-28-09					FED. ROAD DIST. NO. ILLINOIS	FED. AID PROJECT	CONTRACT NO. 94754		
	DATE = 10/1/2009	CHECKED - BRM	REVISED -	SCALE: 1"=20'		SHEET NO. 1 OF 1 SHEETS	STA. TO STA.					



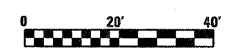
ITEM	LEGEND	SYMBOL
TEMPORARY DITCH CHECKS		
PERIMETER EROSION BARRIER		
SUMMIT		
ROADWAY DITCH FLOW		
INLET AND PIPE PROTECTION		
EROSION CONTROL BLANKET		
SEDIMENT BASIN		



FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL, FAP 332 (ILLINOIS ROUTE 1)	F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 21	
S:\Projects\407-0008 080 Dist 7 Various\WD IL cover	S:\RR\dgn\veep.dgn	DRAWN - MAB	REVISED -			SCALE: 1"=20'	SHEET NO. 1 OF 4 SHEETS	STA. 748+00.00 TO STA. 754+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 94754
		CHECKED - BRE	REVISED -								
		DATE - 6-23-08	REVISED -								



ITEM	LEGEND	SYMBOL
TEMPORARY DITCH CHECKS		
PERIMETER EROSION BARRIER		
SUMMIT		
ROADWAY DITCH FLOW		
INLET AND PIPE PROTECTION		
EROSION CONTROL BLANKET		
SEDIMENT BASIN		



FILE NAME = S:\Projects\407-0008 08D 01et 7 Various\WD IL 10v
 USER NAME = paul
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PLOT SCALE = 40,000' / IN.
 PLOT DATE = 4/28/2009

DESIGNED - JLS
 DRAWN - MAB
 CHECKED - BRM
 DATE - 6-23-08

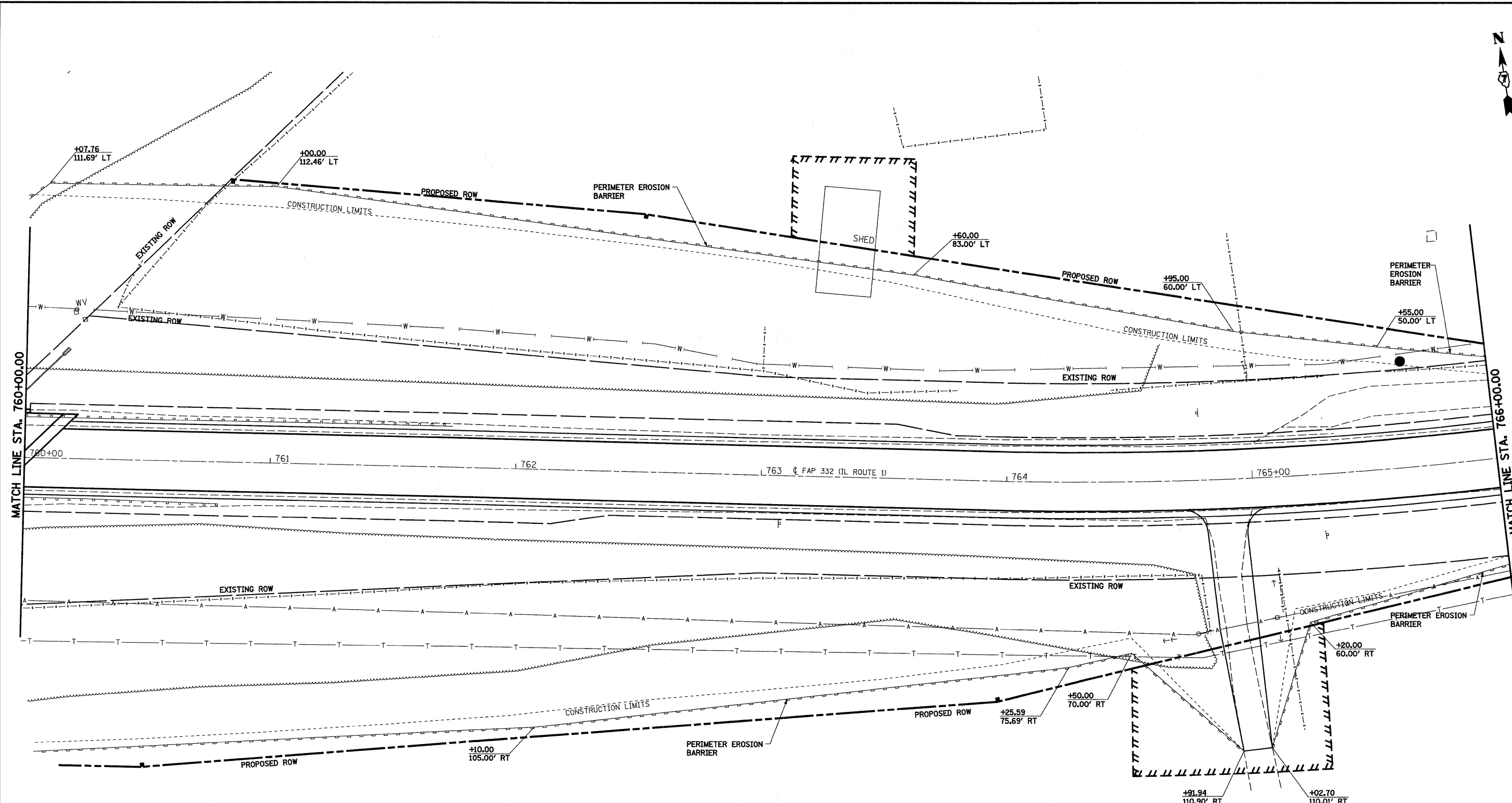
REVISED -
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

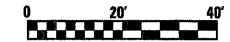
EROSION CONTROL, FAP 332 (ILLINOIS ROUTE 1)

SCALE: 1"=20' SHEET NO. 2 OF 4 SHEETS STA. 754+00.00 TO STA. 760+00.00

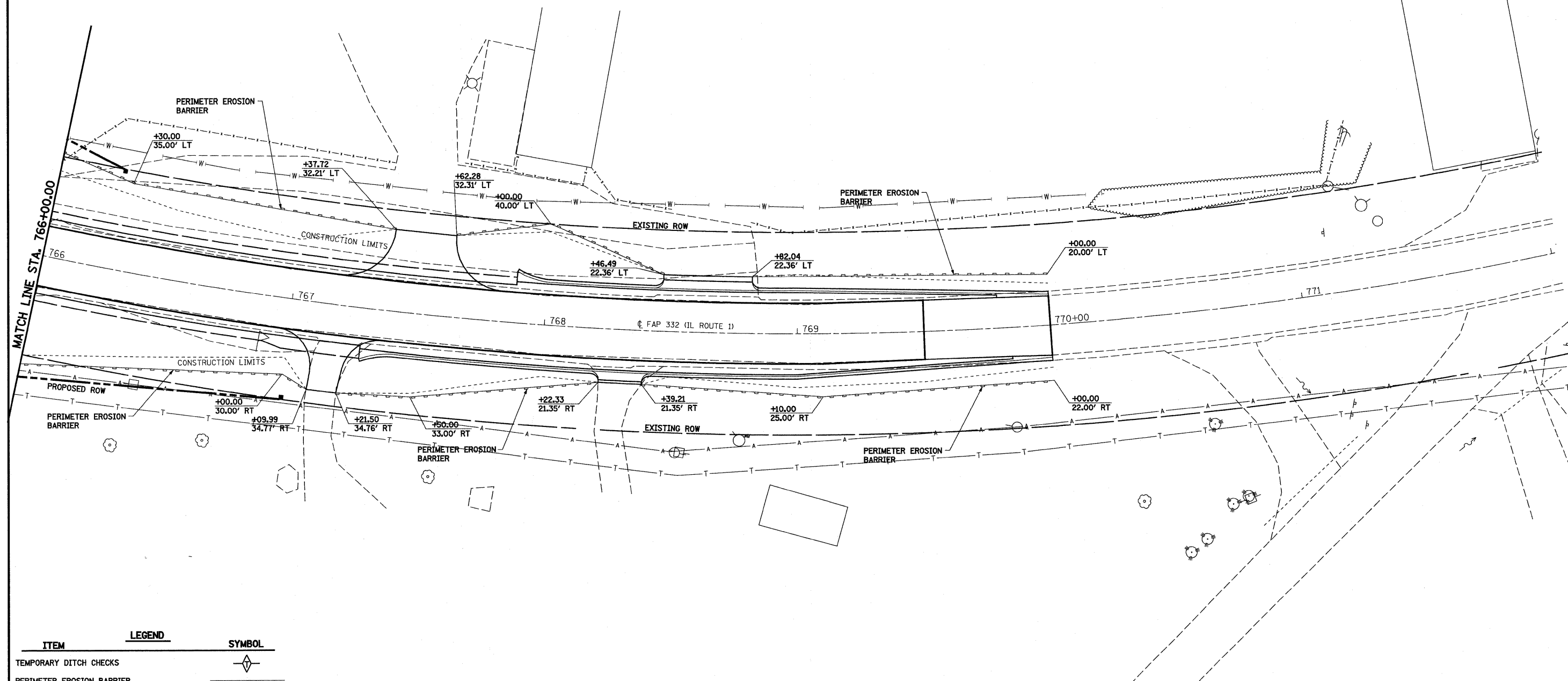
F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 22
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 94754	



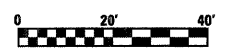
ITEM	LEGEND	SYMBOL
TEMPORARY DITCH CHECKS		
PERIMETER EROSION BARRIER		
SUMMIT		
ROADWAY DITCH FLOW		
INLET AND PIPE PROTECTION		
EROSION CONTROL BLANKET		
SEDIMENT BASIN		



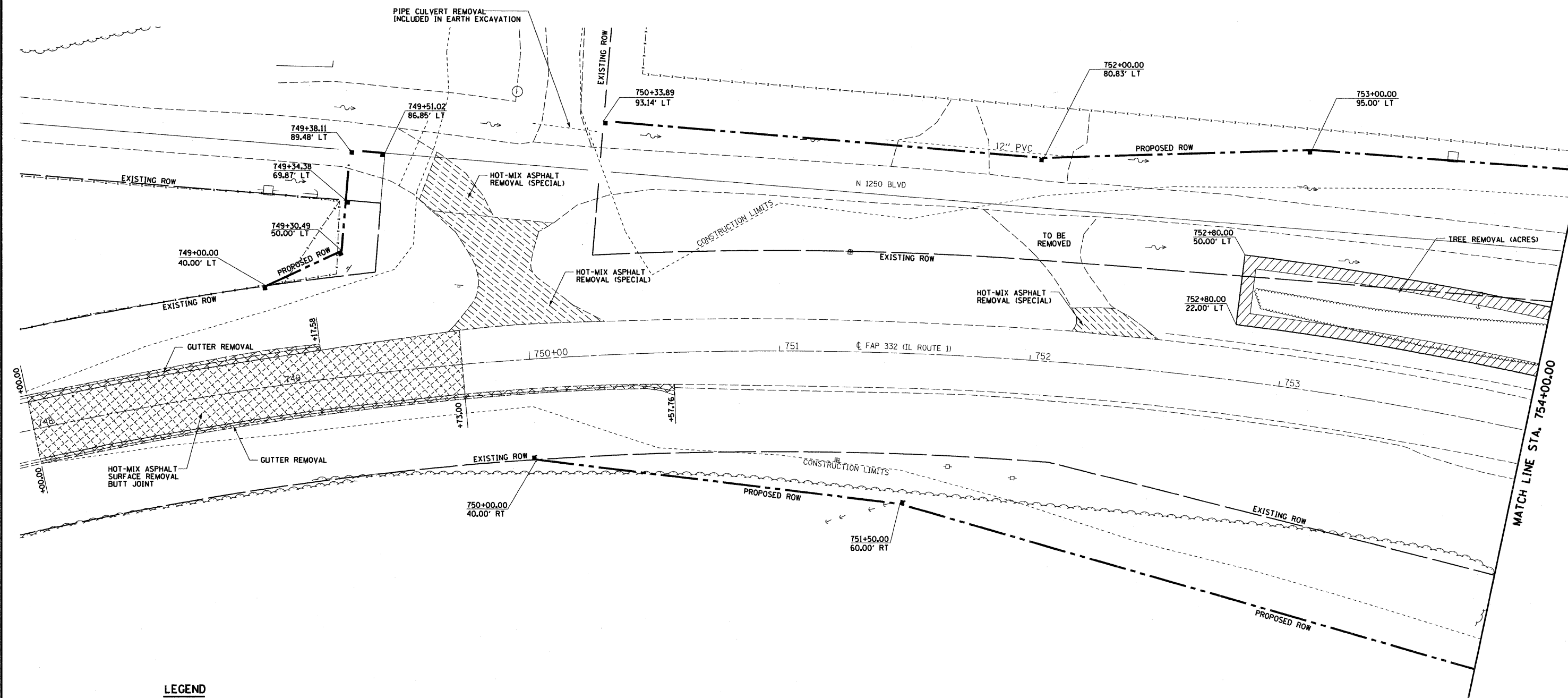
FILE NAME =	USER NAME = jennifer	DESIGNED - JLS	REVISED - 07-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL, FAP 332 (ILLINOIS ROUTE 1)	F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 23	
S:\Projects\407-0008 080 Dist 7 Various\WO IL ILL	S:\RR\sgn\Revised PS&E Plans 07-14-09\ecp.dgn	DRAWN - MAB	REVISED - 09-28-09			SCALE: 1"=20'	SHEET NO. 3 OF 4 SHEETS	STA. 760+00.00 TO STA. 766+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 94754
	PLOT SCALE = 48,000 / IN.	CHECKED - BRM	REVISED -								
	PLOT DATE = 9/28/2009	DATE - 6-23-08	REVISED -								








ITEM	LEGEND	SYMBOL
TEMPORARY DITCH CHECKS		
PERIMETER EROSION BARRIER		
SUMMIT		
ROADWAY DITCH FLOW		
INLET AND PIPE PROTECTION		
EROSION CONTROL BLANKET		
SEDIMENT BASIN		



FILE NAME =	USER NAME = jennifer	DESIGNED - JLS	REVISED - 07-14-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EROSION CONTROL, FAP 332 (ILLINOIS ROUTE 1)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S:\Projects\407-0008 OSD Dist 7 Various\NO I.L. lower	S:\Projects\407-0008 OSD Dist 7 Various\NO I.L. lower	DRAWN - MAB	REVISED - 09-28-09			332	103B-1	WABASH	90	24
		CHECKED - BRM	REVISED -			CONTRACT NO. 94754				
		DATE - 6-23-08	REVISED -							
PLOT SCALE = 40,000' / IN.		PLOT DATE = 9/28/2009		SCALE: 1"=20'		SHEET NO. 4 OF 4 SHEETS		STA. 766+00.00 TO STA. 772+00.00		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

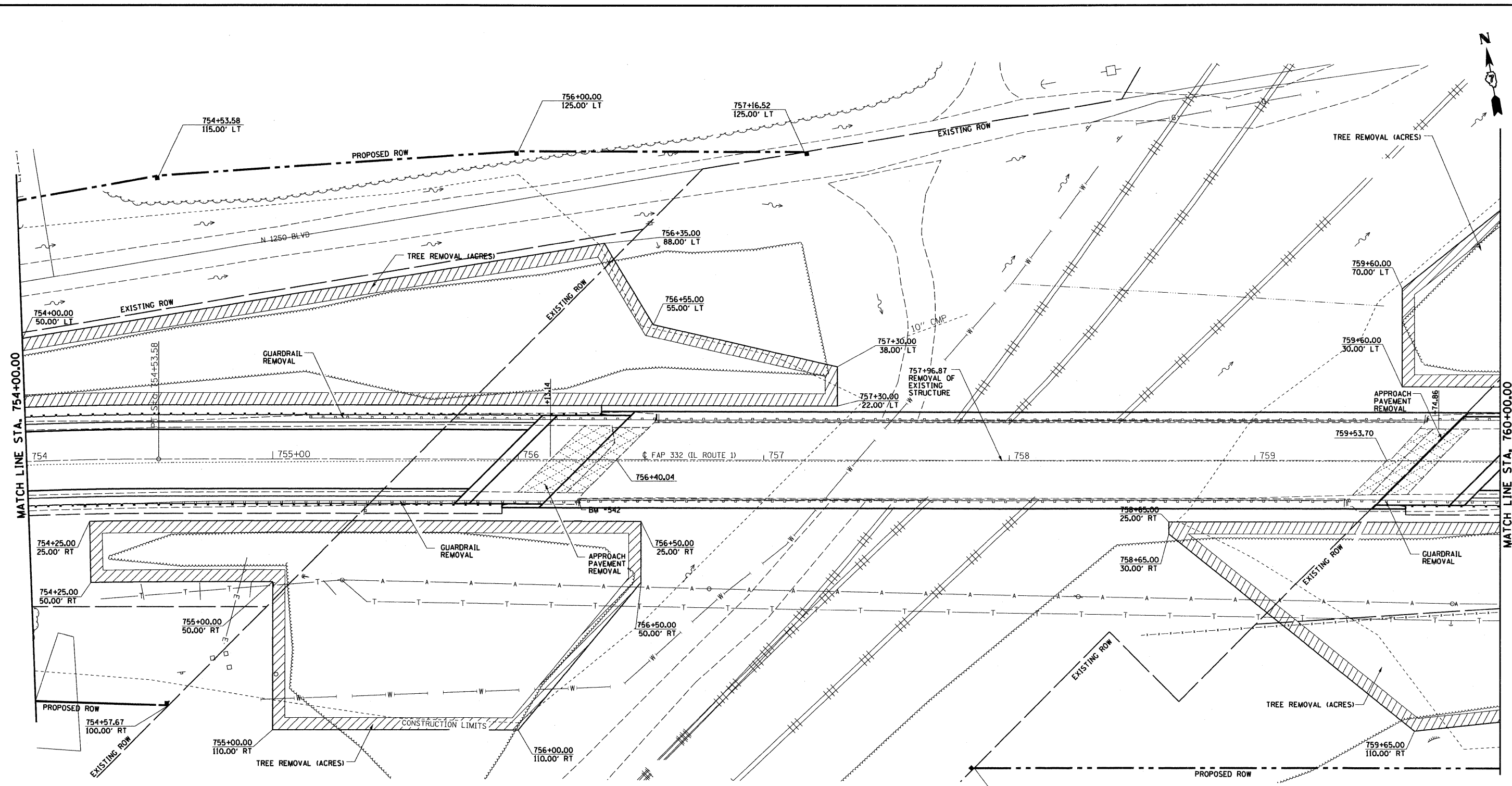


LEGEND

- | | |
|---|--|
|  APPROACH PAVEMENT REMOVAL |  HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT |
|  GUTTER REMOVAL |  HOT-MIX ASPHALT REMOVAL (SPECIAL) |
|  TREE REMOVAL (ACRES) | |



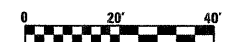
FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL AND RIGHT-OF-WAY, FAP 332 (ILLINOIS ROUTE 1)	F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 25	
SnProject\407-0008 08D 01st 7 Various\MO ILL lower	S RR\dgn\removal & row plan\dgn	DRAWN - MAB	REVISED -			SCALE: 1"=20'	SHEET NO. 1 OF 4 SHEETS	STA. 748+00.00 TO STA. 754+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 94754
	PLOT SCALE = 40,000' / IN.	CHECKED - BRM	REVISED -								
	PLOT DATE = 4/28/2009	DATE - 6-23-08	REVISED -								



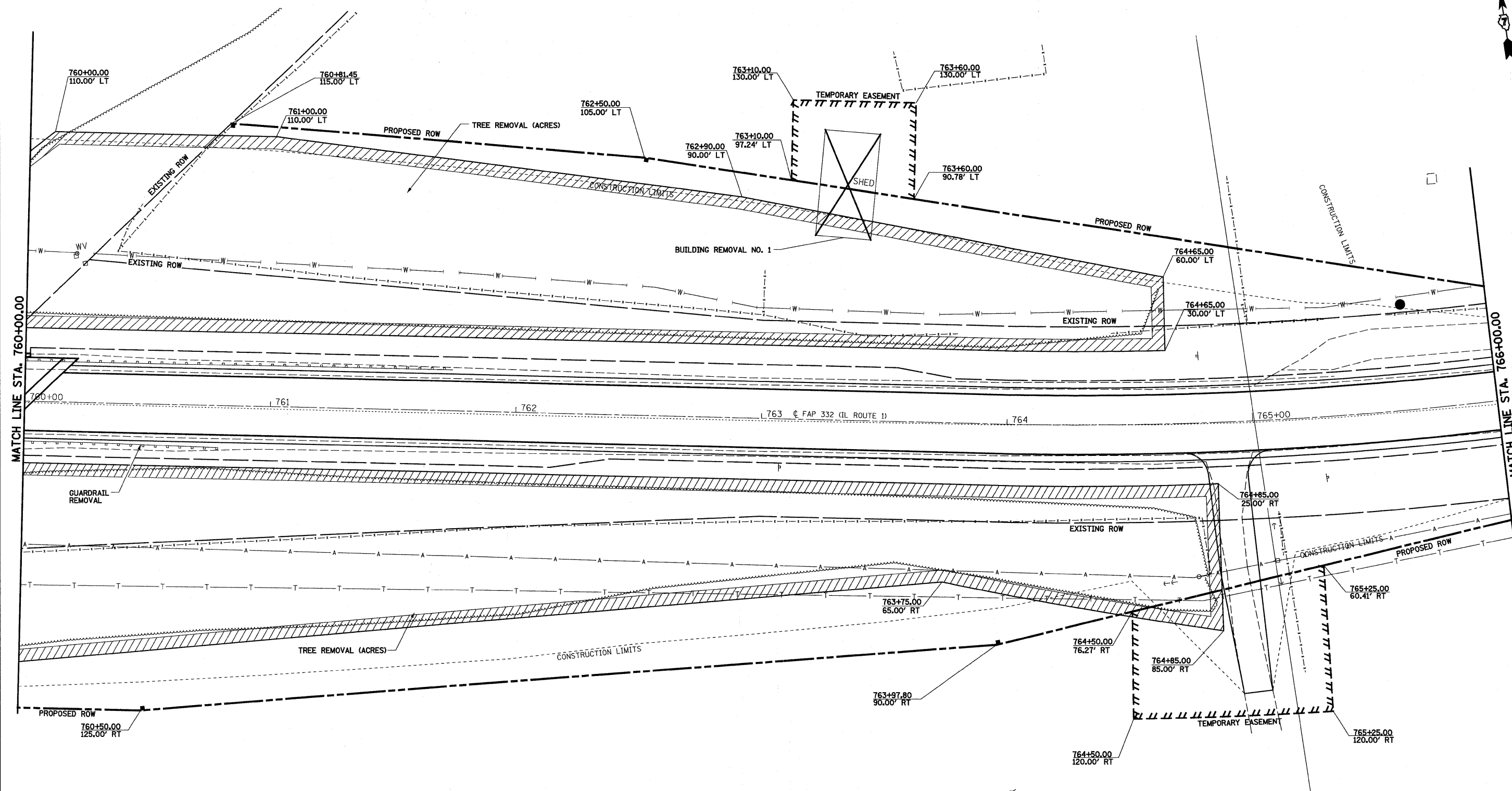
LEGEND

- APPROACH PAVEMENT REMOVAL
- GUTTER REMOVAL
- TREE REMOVAL (ACRES)
- HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT
- HOT-MIX ASPHALT REMOVAL (SPECIAL)

BENCHMARK #542:
 STA 756+25, 17' RT, CHISELED "X" ON THE SW
 CORNER OF A RR BRIDGE ON TOP OF HUB GUARD
 ELEV. 454.634

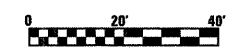


FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL AND RIGHT-OF-WAY, FAP 332 (ILLINOIS ROUTE 1)	F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 26	
S:\Projects\407-0008 08D 01st 7 Various\WD IL cover	S:\RR\dm\removal & row plan.dgn	DRAWN - MAB	REVISED -			SCALE: 1"=20'	SHEET NO. 2 OF 4 SHEETS	STA. 754+00.00 TO STA. 760+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 94754
PLOT SCALE = 40.0000' / IN.		CHECKED - BRM	REVISED -								
PLOT DATE = 4/28/2009		DATE - 6-23-08	REVISED -								



LEGEND

	APPROACH PAVEMENT REMOVAL		HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT
	GUTTER REMOVAL		HOT-MIX ASPHALT REMOVAL (SPECIAL)
	TREE REMOVAL (ACRES)		



FILE NAME =	USER NAME = Jennifer
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PLOT SCALE = 48.000' / IN.	
PLOT DATE = 9/28/2009	

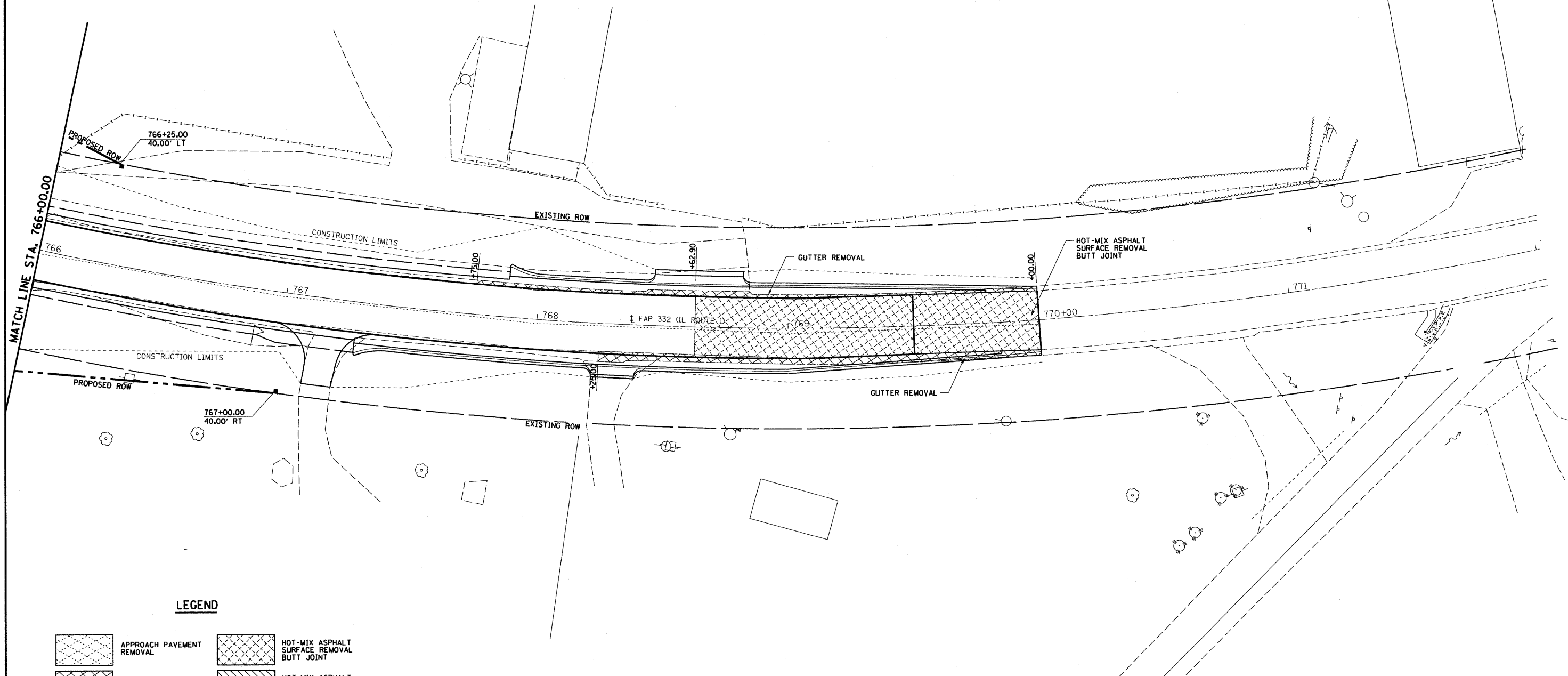
DESIGNED - JLS	REVISED - 07-14-09
DRAWN - MAB	REVISED - 09-28-09
CHECKED - BRM	REVISED -
DATE - 6-23-08	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**





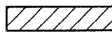
REMOVAL AND RIGHT-OF-WAY, FAP 332 (ILLINOIS ROUTE 1)

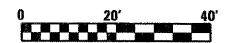
SCALE: 1"=20' SHEET NO. 3 OF 4 SHEETS STA. 760+00.00 TO STA. 766+00.00

F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 27
FED. ROAD DIST. NO. ILLINOIS			FED. AID PROJECT	
CONTRACT NO. 94754				



LEGEND

- | | | | |
|---|---------------------------|---|--|
|  | APPROACH PAVEMENT REMOVAL |  | HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT |
|  | GUTTER REMOVAL |  | HOT-MIX ASPHALT REMOVAL (SPECIAL) |
|  | TREE REMOVAL (ACRES) | | |

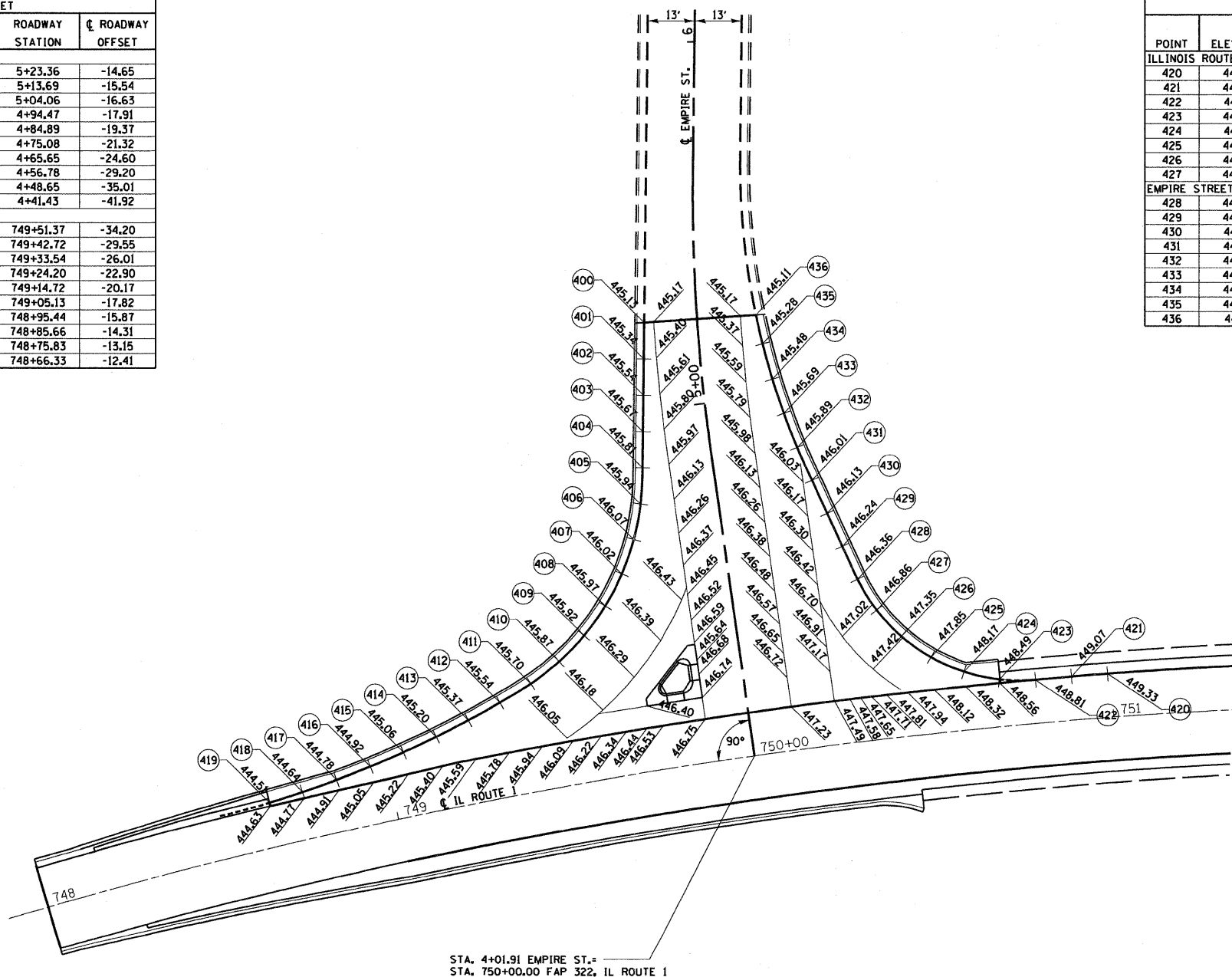


FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REMOVAL AND RIGHT-OF-WAY, FAP 332 (ILLINOIS ROUTE 1)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
S:\Projects\407-0008 08D Dist 7 Various\10 IL Iover	S:\RR\dm\removal & row plan.dgn	DRAWN - MAB	REVISED -			332	103B-1	WABASH	90	28	
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	PLOT DATE = 4/28/2009	DATE - 6-23-08	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					
				SCALE: 1"=20'	SHEET NO. 4 OF 4 SHEETS	STA. 766+00.00 TO STA. 772+00.00					

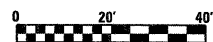


NORTHWEST QUADRANT - EMPIRE STREET					
POINT	ELEVATION	NORTHING	EASTING	ROADWAY STATION	ROADWAY OFFSET
EMPIRE STREET					
400	445.13	632,030.29	1,139,036.76	5+23.36	-14.65
401	445.34	632,020.29	1,139,036.64	5+13.69	-15.54
402	445.54	632,010.29	1,139,036.53	5+04.06	-16.63
403	445.67	632,000.29	1,139,036.42	4+94.47	-17.91
404	445.81	631,990.29	1,139,036.31	4+84.89	-19.37
405	445.94	631,980.31	1,139,035.77	4+75.08	-21.32
406	446.07	631,970.50	1,139,033.87	4+65.65	-24.60
407	446.02	631,961.07	1,139,030.58	4+56.78	-29.20
408	445.97	631,952.19	1,139,025.99	4+48.65	-35.01
409	445.92	631,944.06	1,139,020.18	4+41.43	-41.92
ILLINOIS ROUTE 1					
410	445.87	631,936.85	1,139,013.27	749+51.37	-34.20
411	445.70	631,930.68	1,139,005.41	749+42.72	-29.55
412	445.54	631,925.48	1,138,996.87	749+33.54	-26.01
413	445.37	631,920.60	1,138,988.14	749+24.20	-22.90
414	445.20	631,916.02	1,138,979.25	749+14.72	-20.17
415	445.06	631,911.74	1,138,970.21	749+05.13	-17.82
416	444.92	631,907.76	1,138,961.04	748+95.44	-15.87
417	444.78	631,904.09	1,138,951.74	748+85.66	-14.31
418	444.64	631,900.73	1,138,942.32	748+75.83	-13.15
419	444.51	631,897.80	1,138,933.16	748+66.33	-12.41

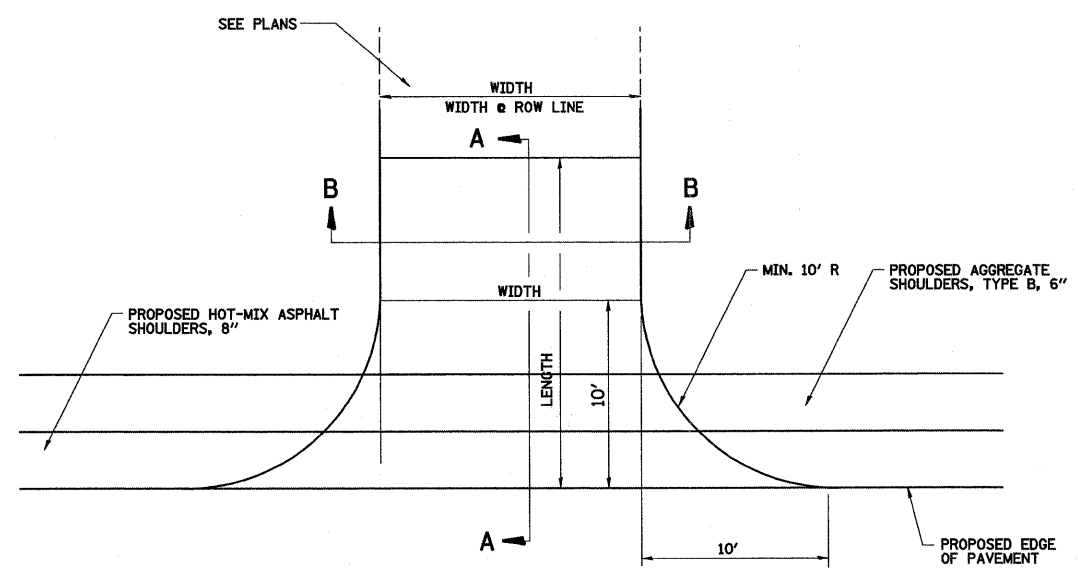
NORTHEAST QUADRANT - EMPIRE STREET					
POINT	ELEVATION	NORTHING	EASTING	ROADWAY STATION	ROADWAY OFFSET
ILLINOIS ROUTE 1					
420	449.33	631,933.60	1,139,164.93	750+99.12	-12.00
421	449.07	631,932.83	1,139,154.96	750+89.20	-12.00
422	448.81	631,931.99	1,139,145.00	750+79.28	-12.00
423	448.49	631,932.11	1,139,135.02	750+69.44	-13.03
424	448.17	631,934.22	1,139,125.26	750+60.03	-16.08
425	447.85	631,938.22	1,139,116.11	750+51.46	-21.01
426	447.35	631,943.96	1,139,107.94	750+44.09	-27.60
427	446.86	631,951.20	1,139,101.08	750+38.22	-35.59
EMPIRE STREET					
428	446.36	631,959.67	1,139,095.79	4+46.11	35.14
429	446.24	631,968.74	1,139,091.57	4+55.69	32.26
430	446.13	631,977.82	1,139,087.37	4+65.27	29.40
431	446.01	631,986.89	1,139,083.18	4+74.85	26.54
432	445.89	631,996.01	1,139,079.08	4+84.46	23.78
433	445.69	632,005.32	1,139,075.41	4+94.54	21.41
434	445.48	632,014.79	1,139,072.22	5+04.71	19.33
435	445.28	632,024.41	1,139,069.50	5+14.96	17.55
436	445.11	632,032.41	1,139,067.63	5+23.36	16.30



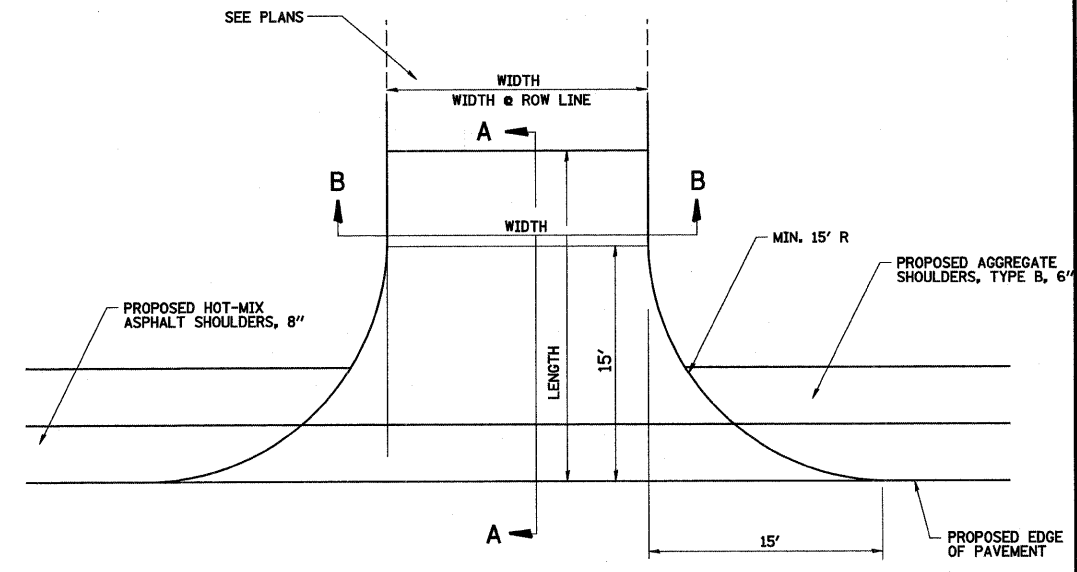
STA. 4+01.91 EMPIRE ST. =
STA. 750+00.00 FAP 322, IL ROUTE 1



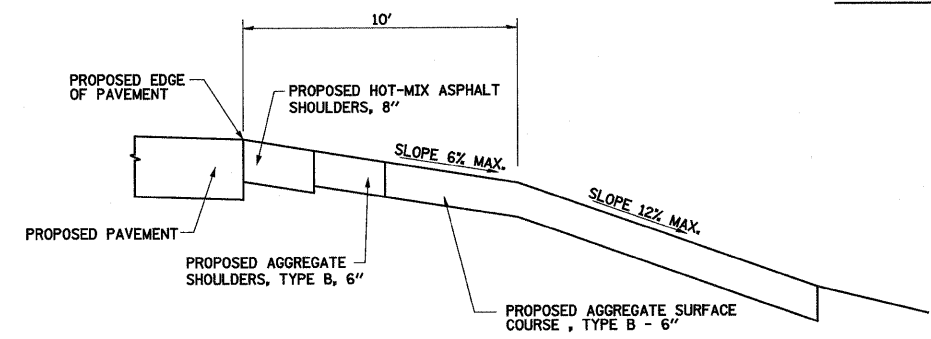
FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INTERSECTION PAVEMENT ELEVATION DETAILS, FAP 322 (ILLINOIS ROUTE 1)		F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 30	
Drawn by: [unclear]	Drawn by: [unclear]	DRAWN - MAB	REVISED -		SCALE: 1"=20'	SHEET NO. 2 OF 3 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 94754	
PLOT SCALE = 40,0000' / IN.		CHECKED - BRM	REVISED -									
PLOT DATE = 4/29/2009		DATE - 6-20-08	REVISED -									



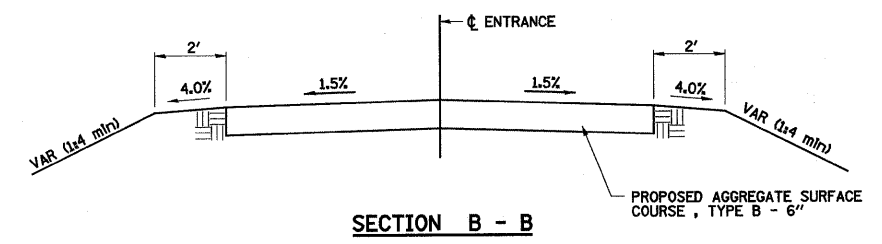
**PLAN - FIELD ENTRANCE
FLARED RETURNS**



**PLAN - PRIVATE AND COMMERCIAL ENTRANCE
FLARED RETURNS**

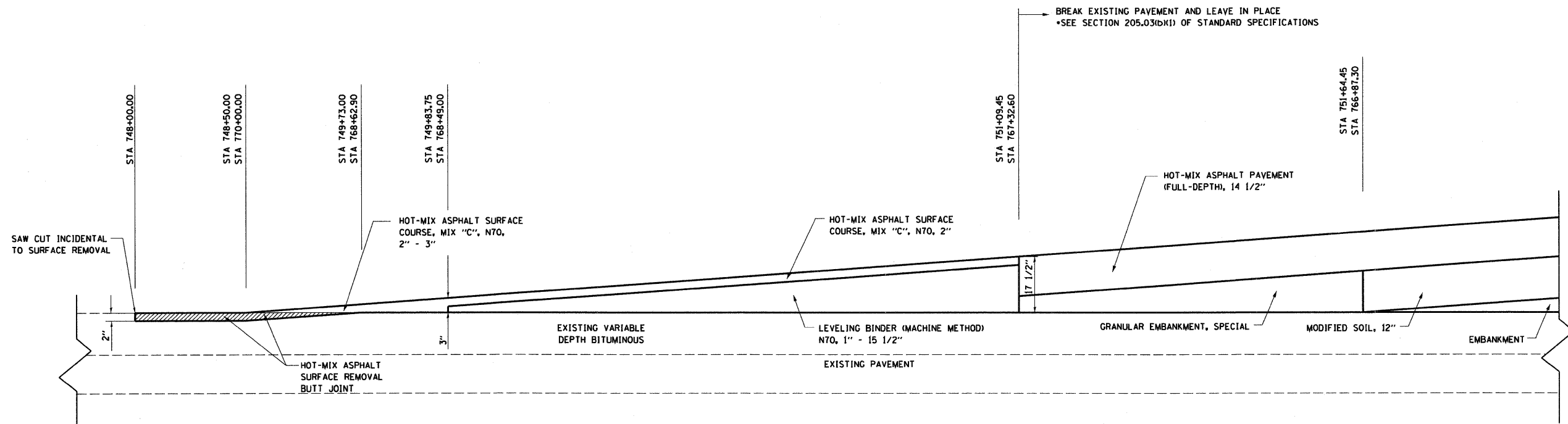


**SECTION A-A
FOR AGGREGATE APRON**

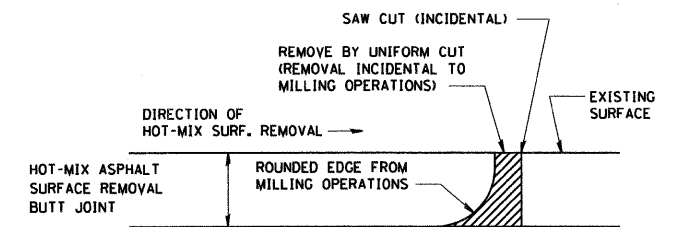


SECTION B - B

LOCATION		TYPE OF ENTRANCE	AGGREGATE SURFACE COURSE, TYPE B (TON)
STATION	SIDE		
750+00.00	LT	SIDEROAD	
764+88.16	RT	FIELD ENTRANCE	52.9
767+15.74	RT	PRIVATE ENTRANCE	7.4
767+50.00	LT	COMMERCIAL ENTRANCE	15.5
768+28.59	RT	PRIVATE ENTRANCE	0.6
768+64.27	LT	COMMERCIAL ENTRANCE	2.7
TOTAL			79.1
PAY TOTAL			80



DETAIL OF SURFACE TRANSITION
NOT TO SCALE



NOTE: WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE, THEN A SAW CUT SHALL BE USED TO MANUFACTURE A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL. THE ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE USE OF THIS DETAIL

BITUMINOUS DETAIL AT SURFACE TRANSITION
NOT TO SCALE

FILE NAME =	USER NAME = paul	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SURFACE TRANSITION DETAIL, FAP ROUTE 332 (ILLINOIS ROUTE 1)			F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Plot Scale = 40,000.00 / IN.	CHECKED -	REVISED -	332					103B-1	WABASH	90	34	
PLOT DATE = 4/29/2009	DATE -	REVISED -	SCALE: 1"=20' SHEET NO. 1 OF 1 SHEETS STA. TO STA.			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						
CONTRACT NO. 94754												

Bench Mark: Chiseled "X" on southeast corner of existing structure 093-0007 on top of hub guard, Elev. 454.49.

Existing Structure: #093-0007 constructed in 1936 on S.B.I. Route 138 Section 103-V-B&FW.P.G.H. The structure consists of a three span reinforced concrete deck on steel stringers. Supported on spread footing spill through abutments and spread footing reinforced concrete piers, 315'-1/2" Bk to Bk abutments. The structure was reconstructed and widened in 1971 with an additional beam line to the south and a new composite 7" deck. The existing bridge is to be removed and replaced. Traffic shall be detoured during construction.

No Salvage

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS

1. General Plan
2. General Details
- 3.-6. Top of Slab Elevations
7. West Approach Slab Elev.
8. East Approach Slab Elev.
9. Superstructure
10. Superstructure Details
- 11.-12. Structural Steel
13. Bearing Details
14. West Abutment
15. East Abutment
.K. & S.W. Wing Walls
17. N.W. & S.E. Wing Walls
18. Pier 1
19. Pier 2
20. Preformed Joint Strip Seal
21. Bar Splicer Assembly Details
22. Drainage Scupper, DS-11
23. Concrete Parapet Slip Forming Option
24. Welded Plate Field Splice For Piles
- 25.-27. Boring Data

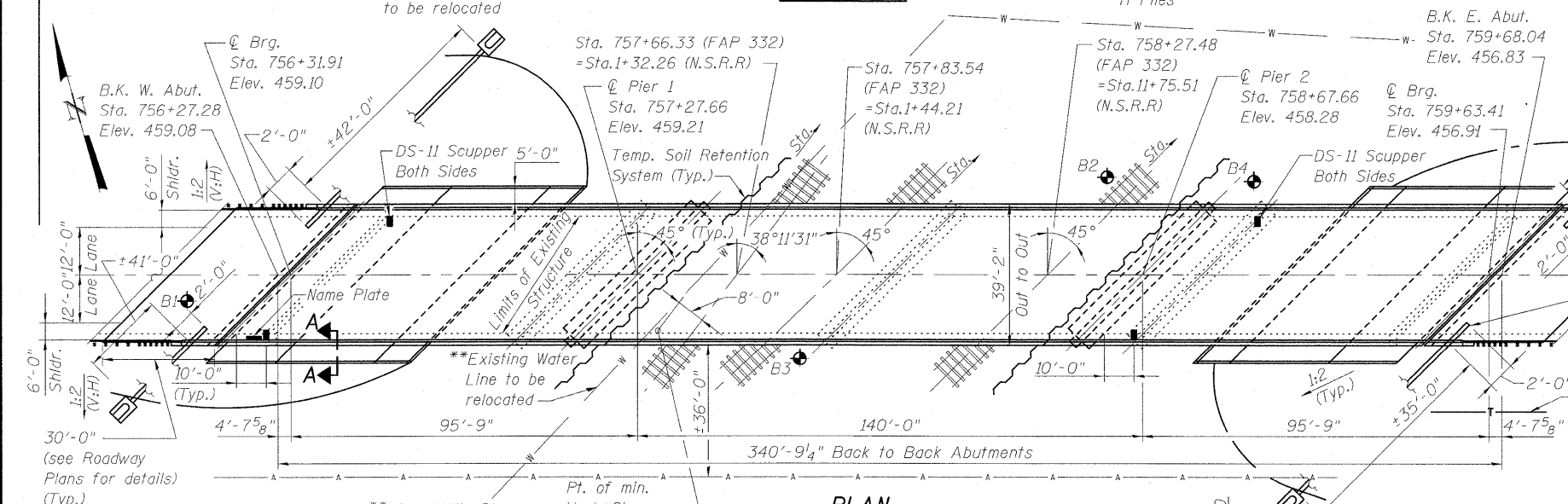
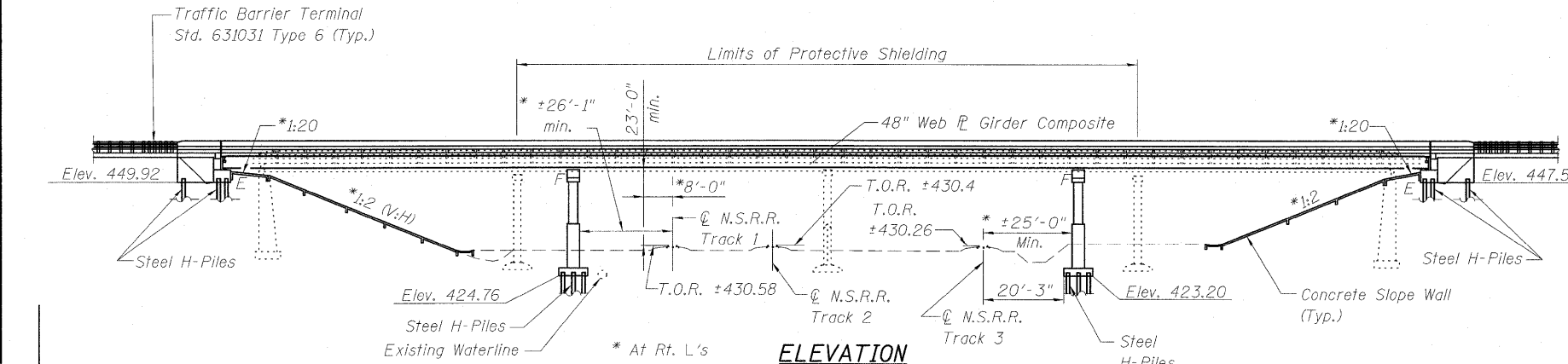
STATION 757+97.66
BUILT 200_ BY
STATE OF ILLINOIS
F.A.P. 332 RT. 1 SEC. 103B-1
LOADING HL-93 TRUCK
STR. NO 093-0023

NAME PLATE
(See Std. 515001)

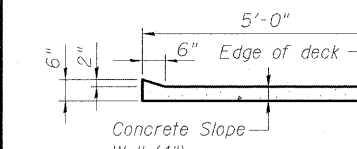
GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts Bolts 7/8 in. ϕ , holes 1 1/8 in. ϕ , unless otherwise noted.
Calculated weight of Structural Steel = 549,448 Pounds
All structural steel shall be AASHTO M270 Grade 50.
No field welding is permitted except as specified in the contract documents.
Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions
Reinforcement bars designated (E) shall be epoxy coated.
If the Contractor elects to use cantilever forming brackets on the exterior girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior girder at each of these additional bracket locations.
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.
Concrete Sealer shall be applied to the designated areas of the abutments.
The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be gray, Munsell No. 5B 7/1. See Special Provision for "Cleaning and Painting New Metal Structures".
The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

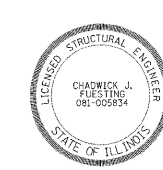
Current Ratings on File for Existing Structure
Inventory: HS 14.8
Operating: HS 24.7
Live Load Restrictions: No
Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based on Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.
The contractor shall submit a Structural Assessment Report as required for Contractor's means and methods of construction, see Special Provisions.
The SSPC QP-1 painting contractor certifications will be required for this bridge.



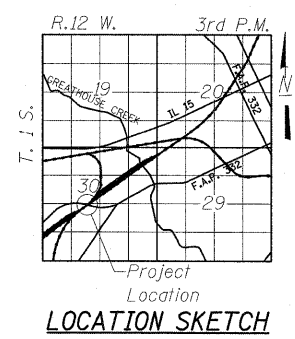
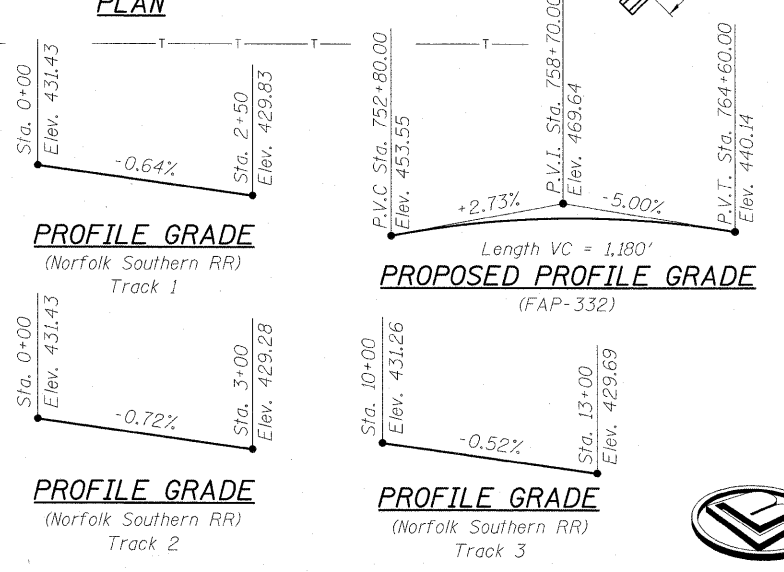
- For slopewall configuration see Sheet 2 of 27.
- For Temporary Soil Retention details see Sheet 2 of 27.



APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Robert E. Anderson (SEIT)
ENGINEER OF BRIDGES AND STRUCTURES



EXP. 11-30-2010
Chadwick J. Fuesting
7/1/09



BERNARDIN LOCHMUELLER & ASSOCIATES, INC.
3 Oak Drive
Maryville, IL 62442-5695
Local (618) 288-4965
Fax 618-288-4666

LOADING HL-93
Allow 50 psf future wearing surface

DESIGN SPECIFICATIONS
2007 AASHTO LRFD Bridge Design Specifications 4th edition

DESIGN STRESSES
FIELD UNITS
f'c = 3500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Structural Steel)

SEISMIC DATA
Seismic Performance Zone (SPZ) = 2
Bedrock Acceleration Coefficient (A) = 0.092g
Site Coefficient (S) = 1.5

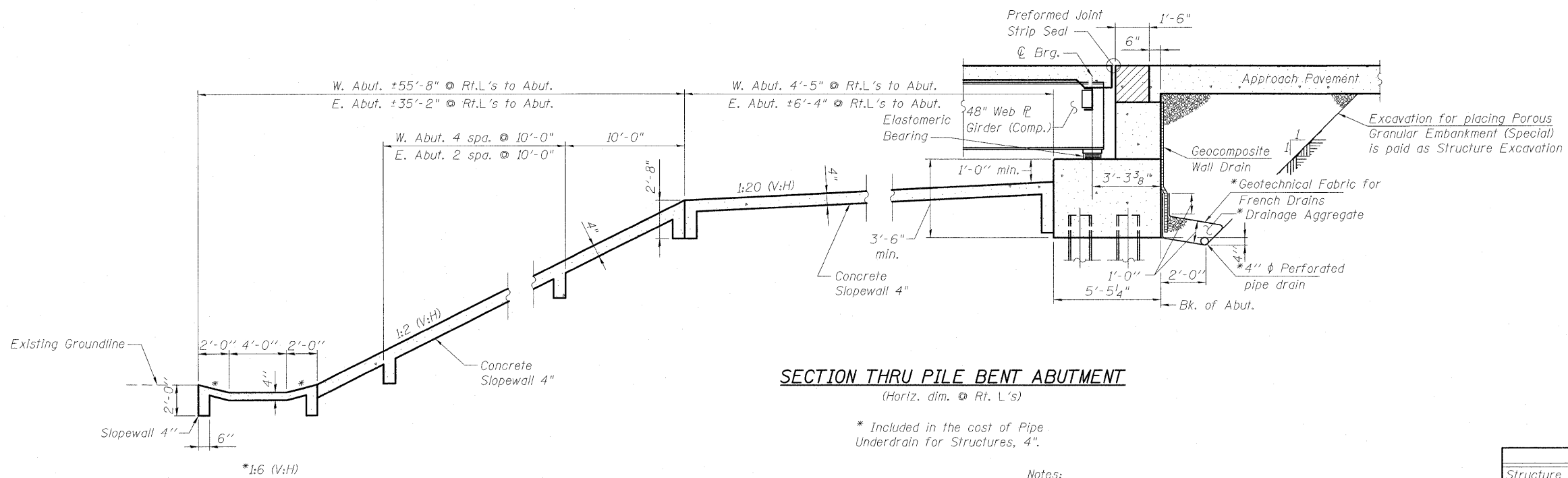
GENERAL PLAN
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.

SHEET NO. 1 27 SHEETS	F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 35
	SN 093-0023		CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

12/16/58 PM 1/11/2010 \Bridges\0930023-9475-1.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION THRU PILE BENT ABUTMENT

(Horiz. dim. @ Rt. L's)

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

Notes:

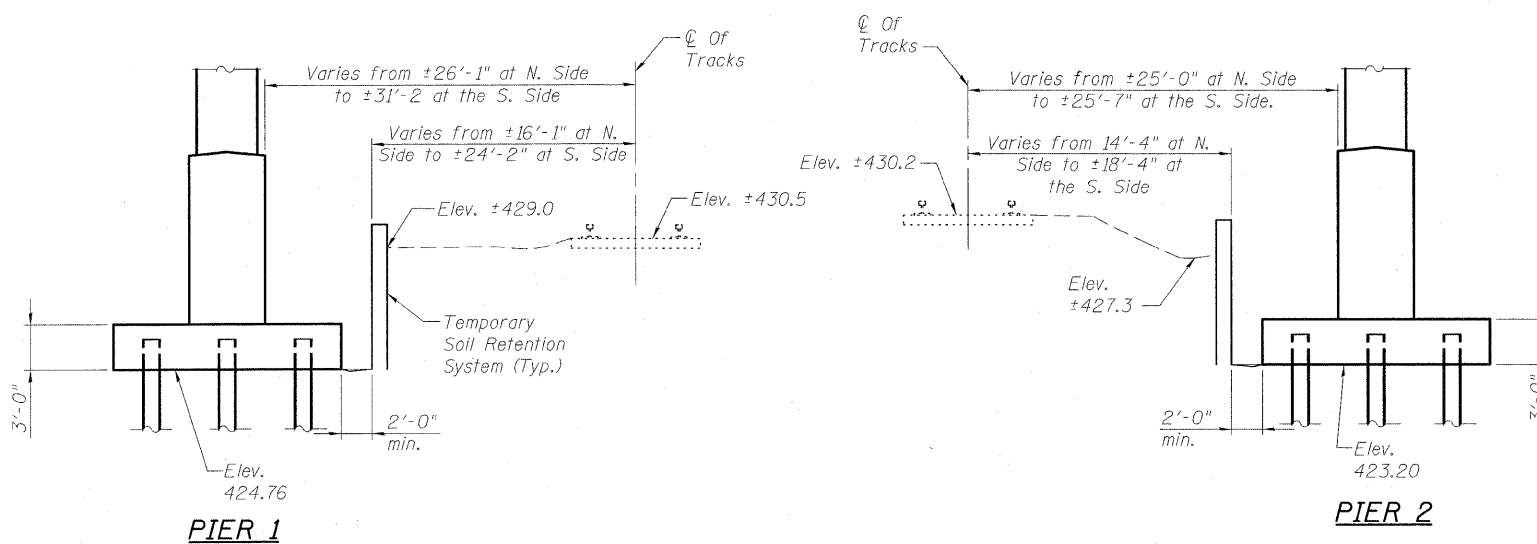
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the bottom of slope. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).

For preformed joint strip seal dimensions see Sheet 20 of 27.

Slope wall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu. Yd.		756.0	756.0
Concrete Superstructure	Cu. Yd.	449.1		449.1
Concrete Structures	Cu. Yd.		567.4	567.4
Removal of Existing Structures	Each	1		1
Reinforcement Bars, Epoxy Coated	Pound	109,080	83,420	192,500
Protective Coat	Sq. Yd.	1672		1672
Name Plates	Each	1		1
Porous Granular Embankment (Special)	Cu. Yd.		196.2	196.2
Stud Shear Connectors	Each	3888		3888
Bar Splicers	Each	72		72
Furnishing and Erecting Structural Steel	L. Sum	1		1
Furnishing Steel Piles HP 14x73	Foot		1110	1110
Furnishing Steel Piles HP 12x63	Foot		924	924
Driving Piles	Foot		2034	2034
Pile Shoes	Each		82	82
Bridge Deck Grooving	Sq. Yd.	1263		1263
Geocomposite Wall Drain	Sq. Yd.		77	77
Pipe Underdrains for Structures, 4"	Foot		90	90
Protective Shield	Sq. Yd.	621.1		621.1
Drainage Scupper, DS-11	Each		4	4
Slope Wall, 4"	Sq. Yd.		647	647
Anchor Bolts, 1"	Each	48		48
Concrete Encasement	Cu. Yd.		7.7	7.7
Elastomeric Bearing Assembly Type 1	Each	12		12
Concrete Sealer	Sq. Ft.		1084	1084
Preformed Joint Strip Seal	Foot	106		106
Temporary Soil Retention System	Sq. Ft.		840	840
Mechanical Splicers	Each		596	596



LIMITS OF TEMPORARY SOIL RETENTION SYSTEM

Notes:

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

The Temporary Soil Retention System must be designed for the effects of the train loading.

The length of the Temporary Soil Retention System, shall extend a minimum of 10'-0" past the pier ends.

See Utility Plans for location of existing water line near Pier 1.

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.



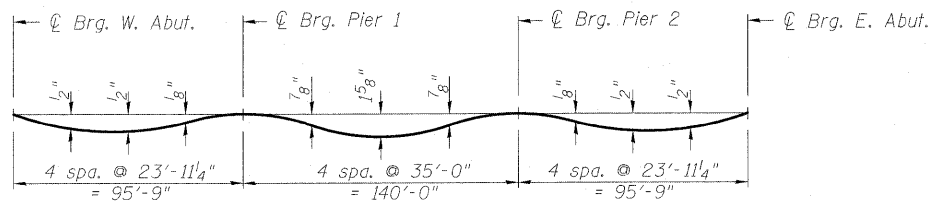
**BERNARDIN
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ASSOCIATES, INC.**

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Maryville, IL 62449-5635
Local (618) 288-4665
Fax 618-288-4666

**GENERAL DETAILS
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66**

SHEET NO. 2 27 SHEETS	F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 36
	SN 093-0023		CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

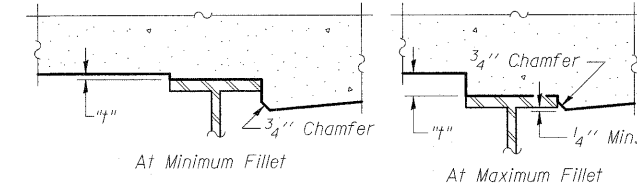
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DEAD LOAD DEFLECTION DIAGRAM

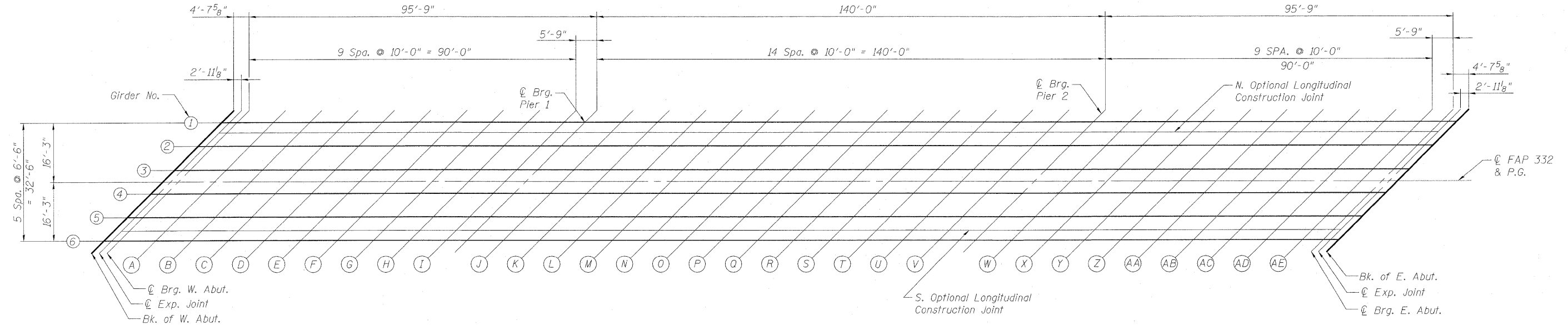
(Includes weight of concrete only.)

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 4, 5 and 6 of 27.



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

FILLET HEIGHTS



PLAN

**TOP OF SLAB ELEVATION
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66**

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.



**BERNARDIN
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ASSOCIATES, INC.**

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SHEET NO. 3 27 SHEETS	F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 37
	SN 093-0023		CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Girder Line 1

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elev. Adjusted For Dead Load Deflection
Back of West Abutment	75643.53	-16.25	458.87	458.87
CL Expansion Joint	75646.46	-16.25	458.88	458.88
CL Bearing West Abutment	75648.16	-16.25	458.89	458.89
A	75658.16	-16.25	458.91	458.94
B	75668.16	-16.25	458.94	458.98
C	75678.16	-16.25	458.95	459.00
D	75688.16	-16.25	458.96	459.01
E	75698.16	-16.25	458.96	459.01
F	75708.16	-16.25	458.96	458.99
G	75718.16	-16.25	458.95	458.96
H	75728.16	-16.25	458.93	458.94
I	75738.16	-16.25	458.91	458.91
CL Bearing Pier 1	75743.91	-16.25	458.89	458.89
J	75753.91	-16.25	458.86	458.88
K	75763.91	-16.25	458.82	458.87
L	75773.91	-16.25	458.77	458.85
M	75783.91	-16.25	458.71	458.83
N	75793.91	-16.25	458.65	458.79
O	75803.91	-16.25	458.59	458.74
P	75813.91	-16.25	458.51	458.69
Q	75823.91	-16.25	458.43	458.59
R	75833.91	-16.25	458.35	458.48
S	75843.91	-16.25	458.25	458.36
T	75853.91	-16.25	458.15	458.24
U	75863.91	-16.25	458.05	458.11
V	75873.91	-16.25	457.93	457.96
CL Bearing Pier 2	75883.91	-16.25	457.82	457.82
W	75893.91	-16.25	457.69	457.70
X	75903.91	-16.25	457.56	457.57
Y	75913.91	-16.25	457.42	457.44
Z	75923.91	-16.25	457.27	457.31
AA	75933.91	-16.25	457.12	457.17
AB	75943.91	-16.25	456.96	457.01
AC	75953.91	-16.25	456.80	456.85
AD	75963.91	-16.25	456.62	456.66
AE	75973.91	-16.25	456.45	456.46
CL Bearing East Abutment	75979.66	-16.25	456.34	456.34
CL Expansion Joint	75981.36	-16.25	456.31	456.31
Back of East Abutment	75984.29	-16.25	456.25	456.25

North Optional Longitudinal Construction Joint

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elev. Adjusted For Dead Load Deflection
Back of West Abutment	75639.28	-12.00	458.94	458.94
CL Expansion Joint	75642.21	-12.00	458.95	458.95
CL Bearing West Abutment	75643.91	-12.00	458.96	458.96
A	75653.91	-12.00	458.99	459.01
B	75663.91	-12.00	459.02	459.06
C	75673.91	-12.00	459.03	459.09
D	75683.91	-12.00	459.05	459.10
E	75693.91	-12.00	459.05	459.10
F	75703.91	-12.00	459.05	459.08
G	75713.91	-12.00	459.04	459.06
H	75723.91	-12.00	459.03	459.04
I	75733.91	-12.00	459.01	459.01
CL Bearing Pier 1	75739.66	-12.00	458.99	458.99
J	75749.66	-12.00	458.96	458.99
K	75759.66	-12.00	458.92	458.98
L	75769.66	-12.00	458.88	458.96
M	75779.66	-12.00	458.83	458.94
N	75789.66	-12.00	458.77	458.90
O	75799.66	-12.00	458.70	458.86
P	75809.66	-12.00	458.63	458.81
Q	75819.66	-12.00	458.56	458.71
R	75829.66	-12.00	458.47	458.60
S	75839.66	-12.00	458.38	458.49
T	75849.66	-12.00	458.29	458.37
U	75859.66	-12.00	458.18	458.24
V	75869.66	-12.00	458.07	458.10
CL Bearing Pier 2	75879.66	-12.00	457.96	457.96
W	75889.66	-12.00	457.83	457.84
X	75899.66	-12.00	457.70	457.71
Y	75909.66	-12.00	457.57	457.59
Z	75919.66	-12.00	457.42	457.46
AA	75929.66	-12.00	457.27	457.33
AB	75939.66	-12.00	457.12	457.17
AC	75949.66	-12.00	456.96	457.01
AD	75959.66	-12.00	456.79	456.82
AE	75969.66	-12.00	456.61	456.62
CL Bearing East Abutment	75975.41	-12.00	456.51	456.51
CL Expansion Joint	75977.11	-12.00	456.48	456.48
Back of East Abutment	75980.04	-12.00	456.42	456.42

Girder Line 2

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elev. Adjusted For Dead Load Deflection
Back of West Abutment	75637.03	-9.75	458.97	458.97
CL Expansion Joint	75639.96	-9.75	458.98	458.98
CL Bearing West Abutment	75641.66	-9.75	458.99	458.99
A	75651.66	-9.75	459.02	459.04
B	75661.66	-9.75	459.05	459.09
C	75671.66	-9.75	459.07	459.12
D	75681.66	-9.75	459.08	459.13
E	75691.66	-9.75	459.09	459.13
F	75701.66	-9.75	459.09	459.12
G	75711.66	-9.75	459.08	459.10
H	75721.66	-9.75	459.07	459.08
I	75731.66	-9.75	459.05	459.05
CL Bearing Pier 1	75737.41	-9.75	459.03	459.03
J	75747.41	-9.75	459.00	459.03
K	75757.41	-9.75	458.97	459.02
L	75767.41	-9.75	458.92	459.01
M	75777.41	-9.75	458.87	458.98
N	75787.41	-9.75	458.82	458.95
O	75797.41	-9.75	458.75	458.91
P	75807.41	-9.75	458.69	458.86
Q	75817.41	-9.75	458.61	458.76
R	75827.41	-9.75	458.53	458.66
S	75837.41	-9.75	458.44	458.55
T	75847.41	-9.75	458.34	458.43
U	75857.41	-9.75	458.24	458.30
V	75867.41	-9.75	458.13	458.16
CL Bearing Pier 2	75877.41	-9.75	458.02	458.02
W	75887.41	-9.75	457.90	457.90
X	75897.41	-9.75	457.77	457.78
Y	75907.41	-9.75	457.63	457.66
Z	75917.41	-9.75	457.49	457.53
AA	75927.41	-9.75	457.34	457.40
AB	75937.41	-9.75	457.19	457.24
AC	75947.41	-9.75	457.03	457.08
AD	75957.41	-9.75	456.86	456.90
AE	75967.41	-9.75	456.69	456.70
CL Bearing East Abutment	75973.16	-9.75	456.58	456.58
CL Expansion Joint	75974.86	-9.75	456.55	456.55
Back of East Abutment	75977.79	-9.75	456.50	456.50

TOP OF SLAB ELEVATIONS
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.



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SHEET NO. 4 27 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	332	103B-1	WABASH	90	38
		SN 093-0023	CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Girder Line 3

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elev. Adjusted For Dead Load Deflection
Back of West Abutment	75630.53	-3.25	459.04	459.04
CL Expansion Joint	75633.46	-3.25	459.06	459.06
CL Bearing West Abutment	75635.16	-3.25	459.06	459.06
A	75645.16	-3.25	459.10	459.12
B	75655.16	-3.25	459.13	459.18
C	75665.16	-3.25	459.16	459.21
D	75675.16	-3.25	459.17	459.23
E	75685.16	-3.25	459.18	459.23
F	75695.16	-3.25	459.19	459.22
G	75705.16	-3.25	459.19	459.20
H	75715.16	-3.25	459.18	459.19
I	75725.16	-3.25	459.16	459.16
CL Bearing Pier 1	75730.91	-3.25	459.15	459.15
J	75740.91	-3.25	459.12	459.15
K	75750.91	-3.25	459.09	459.15
L	75760.91	-3.25	459.05	459.14
M	75770.91	-3.25	459.01	459.12
N	75780.91	-3.25	458.96	459.09
O	75790.91	-3.25	458.90	459.05
P	75800.91	-3.25	458.83	459.01
Q	75810.91	-3.25	458.76	458.91
R	75820.91	-3.25	458.68	458.82
S	75830.91	-3.25	458.60	458.71
T	75840.91	-3.25	458.51	458.59
U	75850.91	-3.25	458.41	458.47
V	75860.91	-3.25	458.31	458.33
CL Bearing Pier 2	75870.91	-3.25	458.19	458.19
W	75880.91	-3.25	458.08	458.08
X	75890.91	-3.25	457.95	457.96
Y	75900.91	-3.25	457.82	457.85
Z	75910.91	-3.25	457.69	457.73
AA	75920.91	-3.25	457.54	457.59
AB	75930.91	-3.25	457.39	457.44
AC	75940.91	-3.25	457.24	457.29
AD	75950.91	-3.25	457.07	457.11
AE	75960.91	-3.25	456.90	456.91
CL Bearing East Abutment	75966.66	-3.25	456.80	456.80
CL Expansion Joint	75968.36	-3.25	456.77	456.77
Back of East Abutment	75971.29	-3.25	456.72	456.72

Q Roadway & P.G.E.

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elev. Adjusted For Dead Load Deflection
Back of West Abutment	75627.28	0.00	459.08	459.08
CL Expansion Joint	75630.21	0.00	459.09	459.09
CL Bearing West Abutment	75631.91	0.00	459.10	459.10
A	75641.91	0.00	459.14	459.16
B	75651.91	0.00	459.17	459.22
C	75661.91	0.00	459.20	459.25
D	75671.91	0.00	459.22	459.27
E	75681.91	0.00	459.23	459.28
F	75691.91	0.00	459.24	459.27
G	75701.91	0.00	459.24	459.25
H	75711.91	0.00	459.23	459.24
I	75721.91	0.00	459.22	459.22
CL Bearing Pier 1	75727.66	0.00	459.21	459.21
J	75737.66	0.00	459.18	459.21
K	75747.66	0.00	459.15	459.21
L	75757.66	0.00	459.12	459.20
M	75767.66	0.00	459.07	459.19
N	75777.66	0.00	459.02	459.16
O	75787.66	0.00	458.97	459.12
P	75797.66	0.00	458.91	459.08
Q	75807.66	0.00	458.84	458.99
R	75817.66	0.00	458.76	458.89
S	75827.66	0.00	458.68	458.79
T	75837.66	0.00	458.59	458.67
U	75847.66	0.00	458.49	458.55
V	75857.66	0.00	458.39	458.42
CL Bearing Pier 2	75867.66	0.00	458.28	458.28
W	75877.66	0.00	458.17	458.17
X	75887.66	0.00	458.05	458.06
Y	75897.66	0.00	457.92	457.94
Z	75907.66	0.00	457.78	457.82
AA	75917.66	0.00	457.64	457.69
AB	75927.66	0.00	457.49	457.54
AC	75937.66	0.00	457.34	457.39
AD	75947.66	0.00	457.18	457.21
AE	75957.66	0.00	457.01	457.02
CL Bearing East Abutment	75963.41	0.00	456.91	456.91
CL Expansion Joint	75965.11	0.00	456.88	456.88
Back of East Abutment	75968.04	0.00	456.83	456.83

Girder Line 4

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elev. Adjusted For Dead Load Deflection
Back of West Abutment	75624.03	3.25	459.02	459.02
CL Expansion Joint	75626.96	3.25	459.03	459.03
CL Bearing West Abutment	75628.66	3.25	459.04	459.04
A	75638.66	3.25	459.08	459.10
B	75648.66	3.25	459.11	459.16
C	75658.66	3.25	459.14	459.19
D	75668.66	3.25	459.16	459.21
E	75678.66	3.25	459.18	459.23
F	75688.66	3.25	459.19	459.22
G	75698.66	3.25	459.19	459.20
H	75708.66	3.25	459.18	459.19
I	75718.66	3.25	459.17	459.18
CL Bearing Pier 1	75724.41	3.25	459.16	459.16
J	75734.41	3.25	459.14	459.17
K	75744.41	3.25	459.11	459.17
L	75754.41	3.25	459.08	459.17
M	75764.41	3.25	459.04	459.15
N	75774.41	3.25	458.99	459.12
O	75784.41	3.25	458.94	459.09
P	75794.41	3.25	458.88	459.05
Q	75804.41	3.25	458.81	458.96
R	75814.41	3.25	458.73	458.87
S	75824.41	3.25	458.65	458.77
T	75834.41	3.25	458.57	458.65
U	75844.41	3.25	458.47	458.53
V	75854.41	3.25	458.37	458.40
CL Bearing Pier 2	75864.41	3.25	458.27	458.27
W	75874.41	3.25	458.15	458.16
X	75884.41	3.25	458.03	458.05
Y	75894.41	3.25	457.91	457.93
Z	75904.41	3.25	457.78	457.81
AA	75914.41	3.25	457.64	457.69
AB	75924.41	3.25	457.49	457.54
AC	75934.41	3.25	457.34	457.39
AD	75944.41	3.25	457.18	457.21
AE	75954.41	3.25	457.01	457.03
CL Bearing East Abutment	75960.16	3.25	456.92	456.92
CL Expansion Joint	75961.86	3.25	456.89	456.89
Back of East Abutment	75964.79	3.25	456.83	456.83

TOP OF SLAB ELEVATIONS
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.



**BERNARDIN
LOCHMUELLER &
ASSOCIATES, INC.**

3 Oak Drive
Maryville, IL 62962-5935
Local (618) 258-4665
Fax 618-258-4666

SHEET NO. 5 27 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	332	103B-1	WABASH	90	39
		SN 093-0023	CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Girder Line 5

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elev. Adjusted For Dead Load Deflection
Back of West Abutment	75617.53	9.75	458.88	458.88
CL Expansion Joint	75620.46	9.75	458.90	458.90
CL Bearing West Abutment	75622.16	9.75	458.90	458.90
A	75632.16	9.75	458.95	458.97
B	75642.16	9.75	458.99	459.03
C	75652.16	9.75	459.02	459.07
D	75662.16	9.75	459.05	459.10
E	75672.16	9.75	459.07	459.12
F	75682.16	9.75	459.08	459.11
G	75692.16	9.75	459.09	459.10
H	75702.16	9.75	459.09	459.09
I	75712.16	9.75	459.08	459.08
CL Bearing Pier 1	75717.91	9.75	459.07	459.07
J	75727.91	9.75	459.05	459.08
K	75737.91	9.75	459.03	459.09
L	75747.91	9.75	459.00	459.09
M	75757.91	9.75	458.96	459.08
N	75767.91	9.75	458.92	459.05
O	75777.91	9.75	458.87	459.02
P	75787.91	9.75	458.81	458.99
Q	75797.91	9.75	458.75	458.90
R	75807.91	9.75	458.68	458.81
S	75817.91	9.75	458.61	458.72
T	75827.91	9.75	458.52	458.61
U	75837.91	9.75	458.43	458.49
V	75847.91	9.75	458.34	458.37
CL Bearing Pier 2	75857.91	9.75	458.24	458.24
W	75867.91	9.75	458.13	458.13
X	75877.91	9.75	458.01	458.02
Y	75887.91	9.75	457.89	457.91
Z	75897.91	9.75	457.76	457.80
AA	75907.91	9.75	457.63	457.68
AB	75917.91	9.75	457.48	457.54
AC	75927.91	9.75	457.34	457.39
AD	75937.91	9.75	457.18	457.22
AE	75947.91	9.75	457.02	457.03
CL Bearing East Abutment	75953.66	9.75	456.92	456.92
CL Expansion Joint	75955.36	9.75	456.90	456.90
Back of East Abutment	75958.29	9.75	456.85	456.85

South Optional Longitudinal Construction Joint

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elev. Adjusted For Dead Load Deflection
Back of West Abutment	75615.28	12.00	458.83	458.83
CL Expansion Joint	75618.21	12.00	458.85	458.85
CL Bearing West Abutment	75619.91	12.00	458.86	458.86
A	75629.91	12.00	458.91	458.93
B	75639.91	12.00	458.95	458.99
C	75649.91	12.00	458.98	459.03
D	75659.91	12.00	459.01	459.06
E	75669.91	12.00	459.03	459.08
F	75679.91	12.00	459.04	459.07
G	75689.91	12.00	459.05	459.07
H	75699.91	12.00	459.05	459.06
I	75709.91	12.00	459.05	459.05
CL Bearing Pier 1	75715.66	12.00	459.04	459.04
J	75725.66	12.00	459.02	459.05
K	75735.66	12.00	459.00	459.06
L	75745.66	12.00	458.97	459.06
M	75755.66	12.00	458.94	459.05
N	75765.66	12.00	458.90	459.03
O	75775.66	12.00	458.85	459.00
P	75785.66	12.00	458.79	458.97
Q	75795.66	12.00	458.73	458.88
R	75805.66	12.00	458.66	458.79
S	75815.66	12.00	458.59	458.70
T	75825.66	12.00	458.51	458.59
U	75835.66	12.00	458.42	458.48
V	75845.66	12.00	458.33	458.35
CL Bearing Pier 2	75855.66	12.00	458.22	458.22
W	75865.66	12.00	458.12	458.12
X	75875.66	12.00	458.00	458.01
Y	75885.66	12.00	457.88	457.91
Z	75895.66	12.00	457.76	457.79
AA	75905.66	12.00	457.62	457.67
AB	75915.66	12.00	457.48	457.53
AC	75925.66	12.00	457.33	457.39
AD	75935.66	12.00	457.18	457.22
AE	75945.66	12.00	457.02	457.03
CL Bearing East Abutment	75951.41	12.00	456.93	456.93
CL Expansion Joint	75953.11	12.00	456.90	456.90
Back of East Abutment	75956.04	12.00	456.85	456.85

Girder Line 6

Location	Station	Offset	Theoretical Grade Elevations	Theor. Grade Elev. Adjusted For Dead Load Deflection
Back of West Abutment	75611.03	16.25	458.72	458.72
CL Expansion Joint	75613.96	16.25	458.74	458.74
CL Bearing West Abutment	75615.66	16.25	458.75	458.75
A	75625.66	16.25	458.80	458.82
B	75635.66	16.25	458.84	458.88
C	75645.66	16.25	458.88	458.93
D	75655.66	16.25	458.91	458.96
E	75665.66	16.25	458.93	458.98
F	75675.66	16.25	458.95	458.98
G	75685.66	16.25	458.96	458.98
H	75695.66	16.25	458.96	458.97
I	75705.66	16.25	458.96	458.96
CL Bearing Pier 1	75711.41	16.25	458.96	458.96
J	75721.41	16.25	458.94	458.97
K	75731.41	16.25	458.92	458.98
L	75741.41	16.25	458.90	458.98
M	75751.41	16.25	458.87	458.98
N	75761.41	16.25	458.83	458.96
O	75771.41	16.25	458.78	458.93
P	75781.41	16.25	458.73	458.90
Q	75791.41	16.25	458.67	458.82
R	75801.41	16.25	458.60	458.74
S	75811.41	16.25	458.53	458.64
T	75821.41	16.25	458.45	458.54
U	75831.41	16.25	458.37	458.43
V	75841.41	16.25	458.28	458.31
CL Bearing Pier 2	75851.41	16.25	458.18	458.18
W	75861.41	16.25	458.07	458.08
X	75871.41	16.25	457.96	457.97
Y	75881.41	16.25	457.85	457.87
Z	75891.41	16.25	457.72	457.76
AA	75901.41	16.25	457.59	457.64
AB	75911.41	16.25	457.45	457.51
AC	75921.41	16.25	457.31	457.36
AD	75931.41	16.25	457.16	457.19
AE	75941.41	16.25	457.00	457.01
CL Bearing East Abutment	75947.16	16.25	456.91	456.91
CL Expansion Joint	75948.86	16.25	456.88	456.88
Back of East Abutment	75951.79	16.25	456.83	456.83

TOP OF SLAB ELEVATIONS
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.

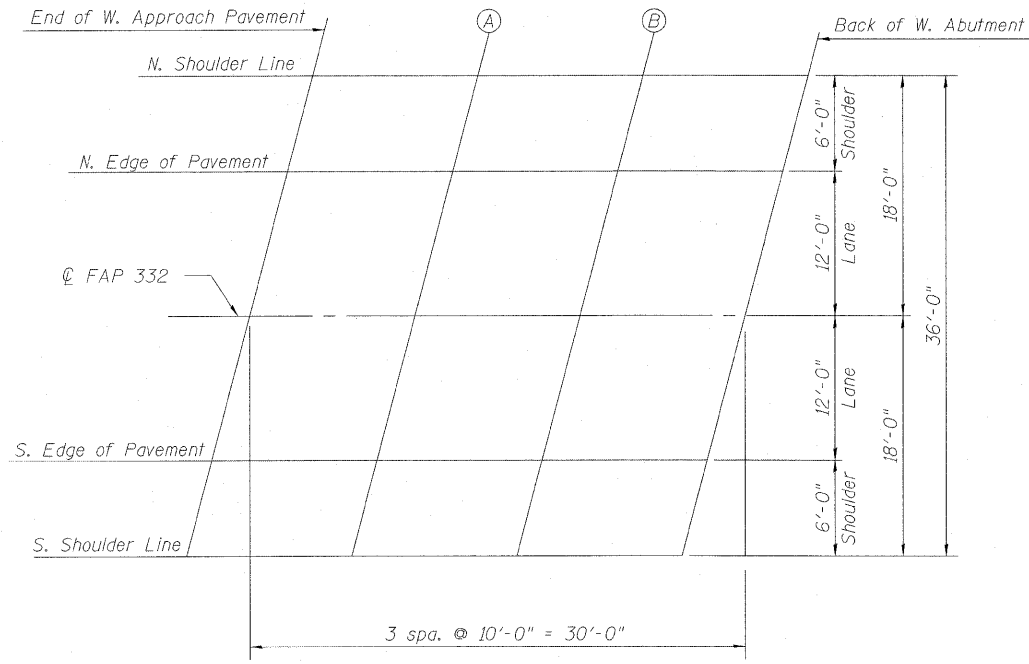


**BERNARDIN
LOCHMUELLER &
ASSOCIATES, INC.**

9 Oak Drive
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Local (618) 288-4665
Fax 618-288-4666

SHEET NO. 6	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	332	103B-1	WABASH	90	40
27 SHEETS	SN 093-0023		CONTRACT NO. 94754		
	FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT 332	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN WEST APPROACH

WEST APPROACH

NORTH EDGE OF SHOULDER

Locations	Station	Offset	Theoretical Grade Elevations
End of West Approach	756+15.28	-18.00	458.71
A	756+25.28	-18.00	458.76
B	756+35.28	-18.00	458.80
Back of West Abutment	756+45.28	-18.00	458.84

NORTH EDGE OF PAVEMENT

Locations	Station	Offset	Theoretical Grade Elevations
End of West Approach	756+09.28	-12.00	458.80
A	756+19.28	-12.00	458.85
B	756+29.28	-12.00	458.90
Back of West Abutment	756+39.28	-12.00	458.94

☉ ROADWAY

Locations	Station	Offset	Theoretical Grade Elevations
End of West Approach	755+97.28	0.00	458.91
A	756+07.28	0.00	458.98
B	756+17.28	0.00	459.03
Back of West Abutment	756+27.28	0.00	459.08

SOUTH EDGE OF PAVEMENT

Locations	Station	Offset	Theoretical Grade Elevations
End of West Approach	755+85.28	12.00	458.64
A	755+95.28	12.00	458.71
B	756+05.28	12.00	458.78
Back of West Abutment	756+15.28	12.00	458.83

SOUTH EDGE OF SHOULDER

Locations	Station	Offset	Theoretical Grade Elevations
End of West Approach	755+79.28	18.00	458.47
A	755+89.28	18.00	458.55
B	755+99.28	18.00	458.62
Back of West Abutment	756+09.28	18.00	458.68

WEST APPROACH PAVEMENT
TOP SLAB ELEVATIONS
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.

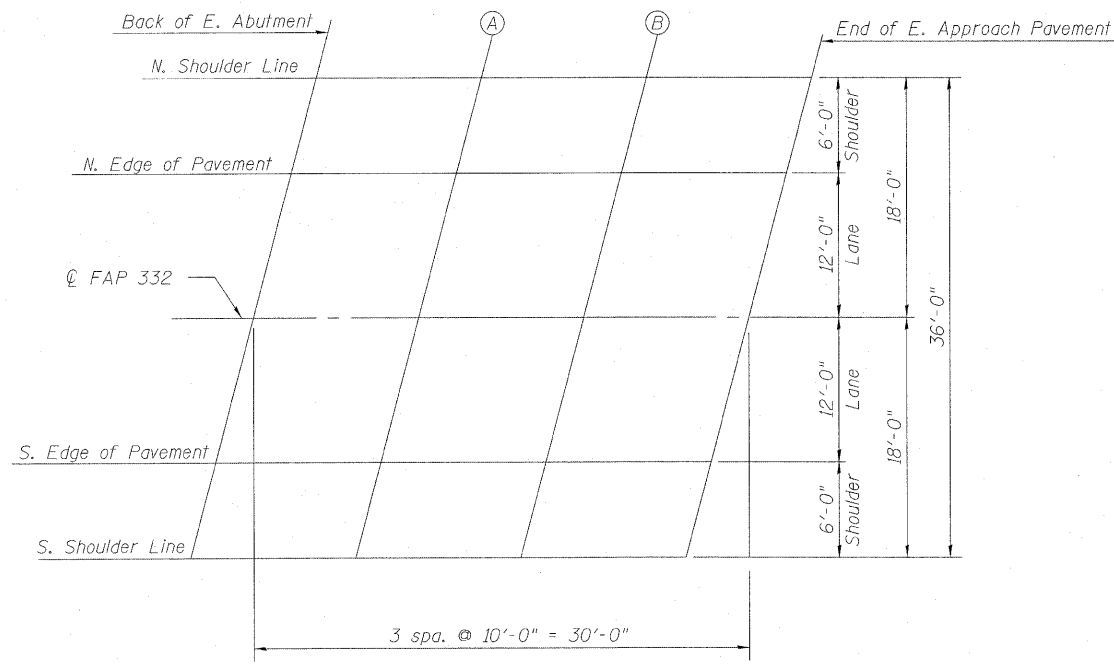


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ASSOCIATES, INC.

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Maryville, IL 62862-9635
Local (618) 288-4665
Fax 618-288-4666

SHEET NO. 7 27 SHEETS	F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 41
	SN 093-0023		CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN EAST APPROACH

EAST APPROACH

NORTH EDGE OF SHOULDER

Locations	Station	Offset	Theoretical Grade Elevations
End of East Approach	759+86.04	-18.00	456.19
A	759+96.04	-18.00	455.99
B	760+06.04	-18.00	455.79
Back of East Abutment	760+16.04	-18.00	455.59

NORTH EDGE OF PAVEMENT

Locations	Station	Offset	Theoretical Grade Elevations
End of East Approach	759+80.04	-12.00	456.42
A	759+90.04	-12.00	456.23
B	760+00.04	-12.00	456.04
Back of East Abutment	760+10.04	-12.00	455.84

C ROADWAY

Locations	Station	Offset	Theoretical Grade Elevations
End of East Approach	759+68.04	0.00	456.83
A	759+78.04	0.00	456.65
B	759+88.04	0.00	456.46
Back of East Abutment	759+98.04	0.00	456.27

SOUTH EDGE OF PAVEMENT

Locations	Station	Offset	Theoretical Grade Elevations
End of East Approach	759+56.04	12.00	456.85
A	759+66.04	12.00	456.68
B	759+76.04	12.00	456.50
Back of East Abutment	759+86.04	12.00	456.31

SOUTH EDGE OF SHOULDER

Locations	Station	Offset	Theoretical Grade Elevations
End of East Approach	759+50.04	18.00	456.82
A	759+60.04	18.00	456.66
B	759+70.04	18.00	456.48
Back of East Abutment	759+80.04	18.00	456.30

EAST APPROACH PAVEMENT
TOP SLAB ELEVATIONS
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.



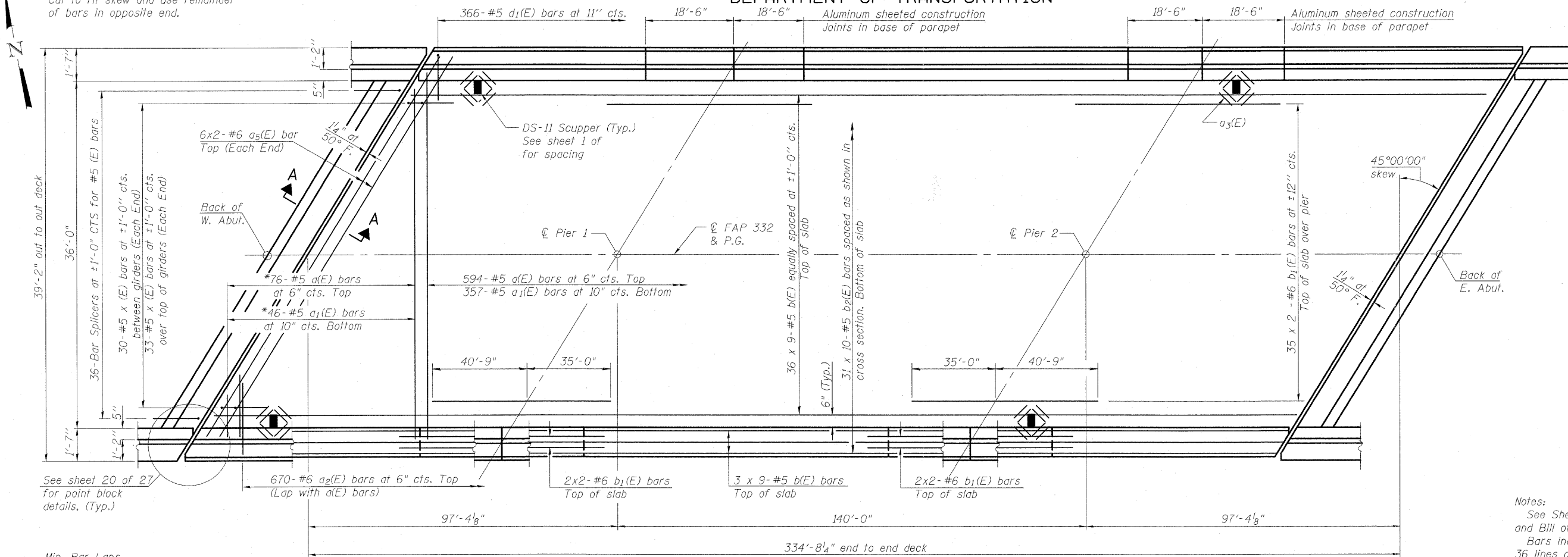
**BERNARDIN
LOCHMUELLER &
ASSOCIATES, INC.**

3 Oak Drive
Maryville, IL 62062-5635
Local (618) 288-4665
Fax 618-288-4666

SHEET NO. 8 27 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	332	103B-1	WABASH	90	42
SN 093-0023			CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

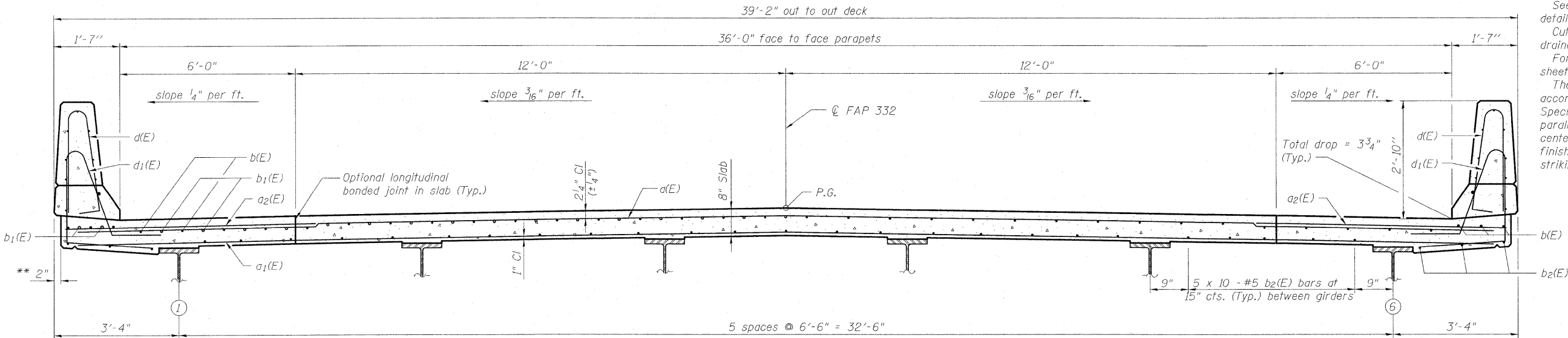
*Order a(E) & a₁(E) bars full length.
Cut to fit skew and use remainder
of bars in opposite end.



PLAN

Min. Bar Laps
#5 bar = 1'-8"
#6 bar = 2'-0"

Notes:
See Sheet 10 of 27 for superstructure details and Bill of Material.
Bars indicated thus 36 x 9-#5 etc. indicates 36 lines of bars with 9 lengths per line.
See Sheet 10 of 27 for parapet reinforcement.
See Sheet 1 of 27 for location of drainage scuppers.
See Sheet 22 of 27 for drainage scupper details.
Cut longitudinal reinforcement to miss drainage scuppers.
For Section A-A and diaphragm details see sheet 10 of 27.
The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.



CROSS SECTION
(Looking East)

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.



BERNARDIN
LOCHMUELLER &
ASSOCIATES, INC.

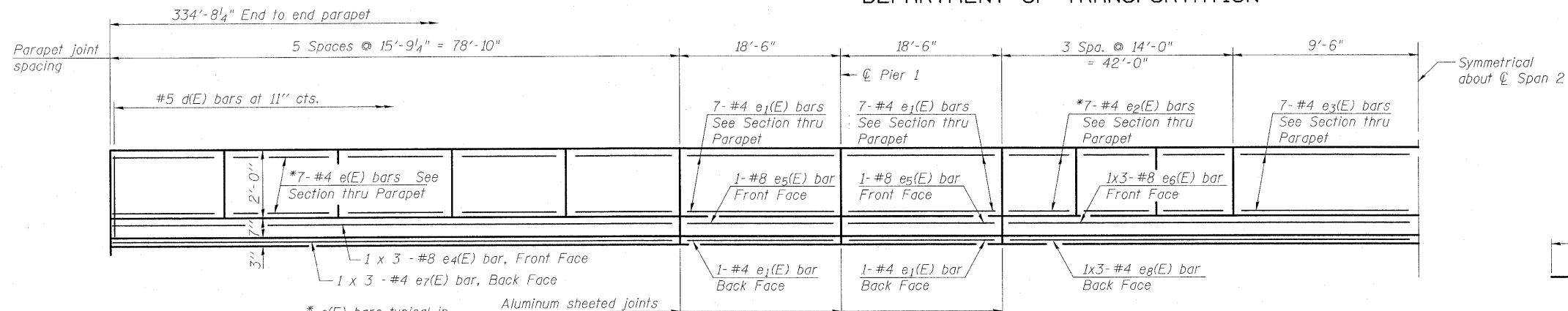
3 Oak Drive
Maryville, IL 62445-5635
Local (618) 288-4665
Fax 618-288-4666

** For slip-forming option see Sheet 23 of 27.

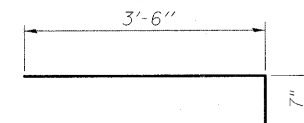
**SUPERSTRUCTURE
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66**

SHEET NO. 9 27 SHEETS	F.A.P. R.T.E. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 43
	SN 093-0023		CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Notes:
For details of DS-II Scupper, see sheet 22 of 27.
For spacing and location of x(E) & x1(E) bars see sheet 9 of 27.
Bars indicated thus 1 x 3 -#8 etc. indicates 1 line of bars with 3 lengths per line.



INSIDE ELEVATION OF PARAPET

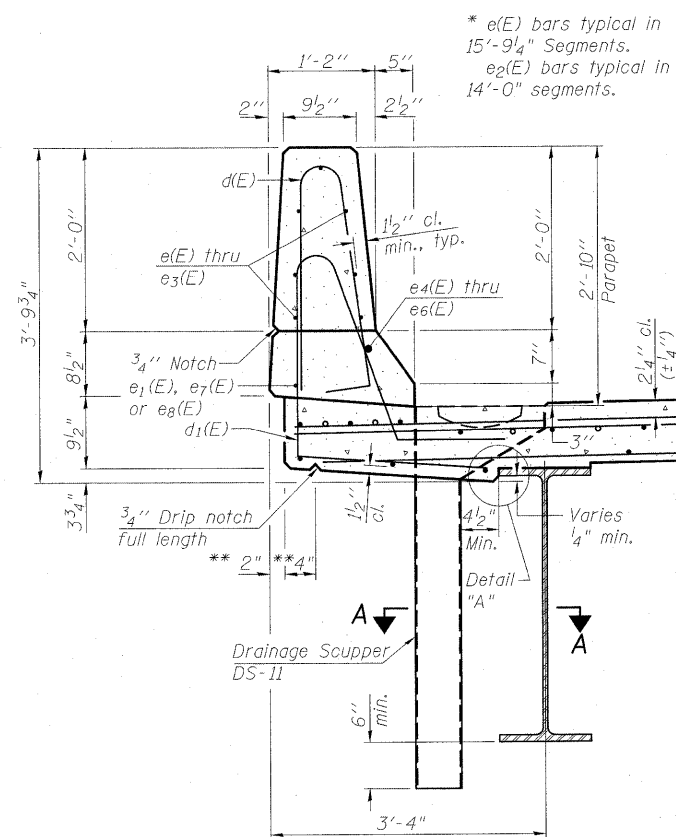
MINIMUM BAR LAP

#4 bar = 1'-4"
#6 bar = 2'-0"
#8 bar = 3'-5"

Non-staining gray one component non-sag elastomeric gun grade polyurethane sealant meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25. Use T with a 5/8" backer rod.

PARAPET JOINT DETAILS

Const. Jts. at Piers. 1/8" Aluminum sheet ASTM B 209 alloy 3003-H14 coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.



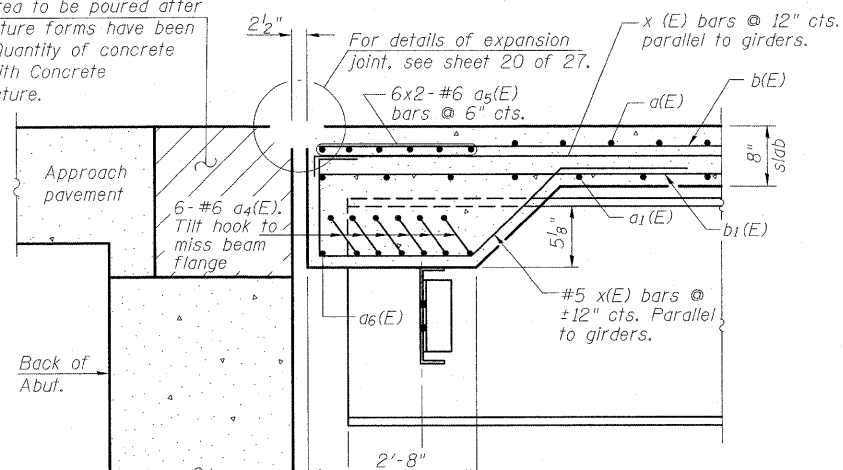
SECTION B-B

** For slipforming option see sheet 23 of 27.

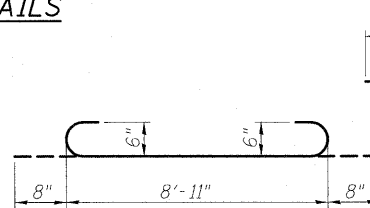
DETAIL "A"

(Shown at smaller flange widths)

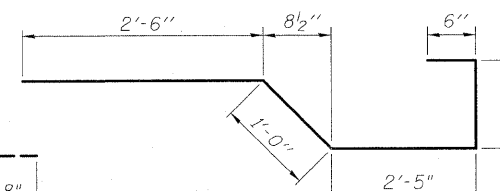
Hatched area to be poured after superstructure forms have been removed. Quantity of concrete included with Concrete Superstructure.



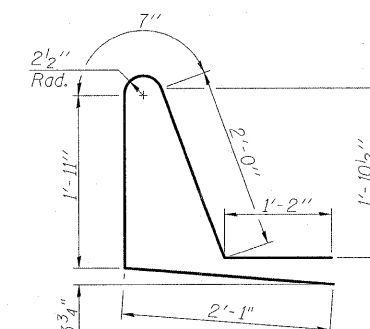
SECTION A-A



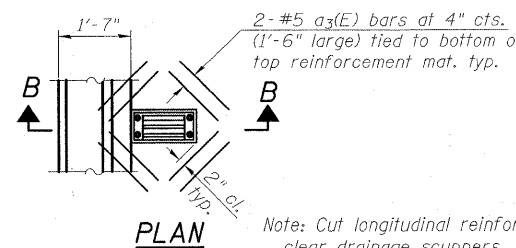
a4(E) BAR



BAR x(E)



BAR d1(E)



PLAN

Note: Cut longitudinal reinforcement to clear drainage scuppers.

SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape	
a(E)	670	#5	38'-7"	—	
a1(E)	403	#5	37'-8"	—	
a2(E)	1340	#6	6'-0"	—	
a3(E)	64	#5	1'-6"	—	
a4(E)	60	#6	10'-3"	—	
a5(E)	24	#6	28'-7"	—	
a6(E)	2	#6	45'-5"	—	
b(E)	378	#5	38'-8"	—	
b1(E)	156	#6	38'-11"	—	
b2(E)	310	#5	35'-0"	—	
d(E)	732	#5	5'-7"	—	
d1(E)	732	#5	7'-9"	—	
e(E)	140	#4	15'-6"	—	
e1(E)	64	#4	18'-2"	—	
e2(E)	84	#4	13'-8"	—	
e3(E)	14	#4	18'-8"	—	
e4(E)	12	#8	28'-6"	—	
e5(E)	8	#8	18'-2"	—	
e6(E)	6	#8	36'-8"	—	
e7(E)	12	#4	27'-2"	—	
e8(E)	6	#4	35'-3"	—	
x(E)	60	#5	7'-4"	—	
x1(E)	66	#5	4'-1"	—	
Reinforcement Bars, Epoxy Coated				Pound	109,080
Concrete Superstructure				Cu. Yds.	449.1

SUPERSTRUCTURE DETAILS
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.

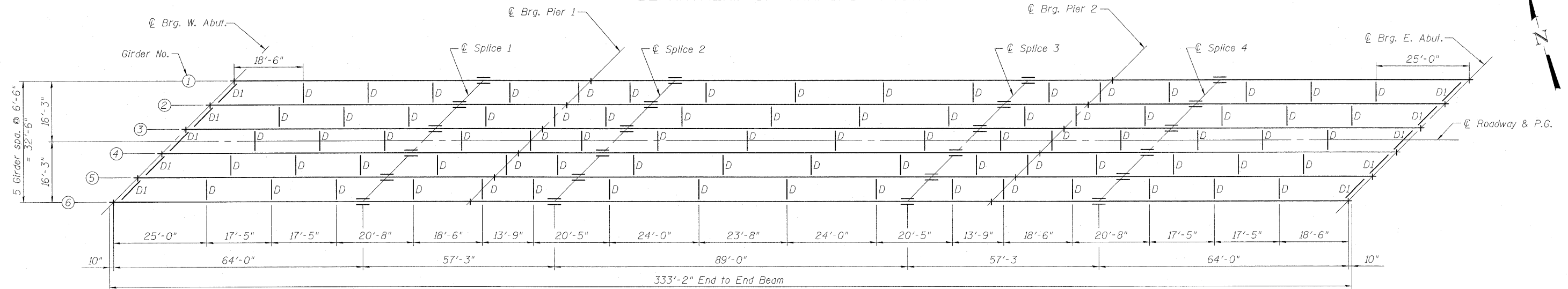


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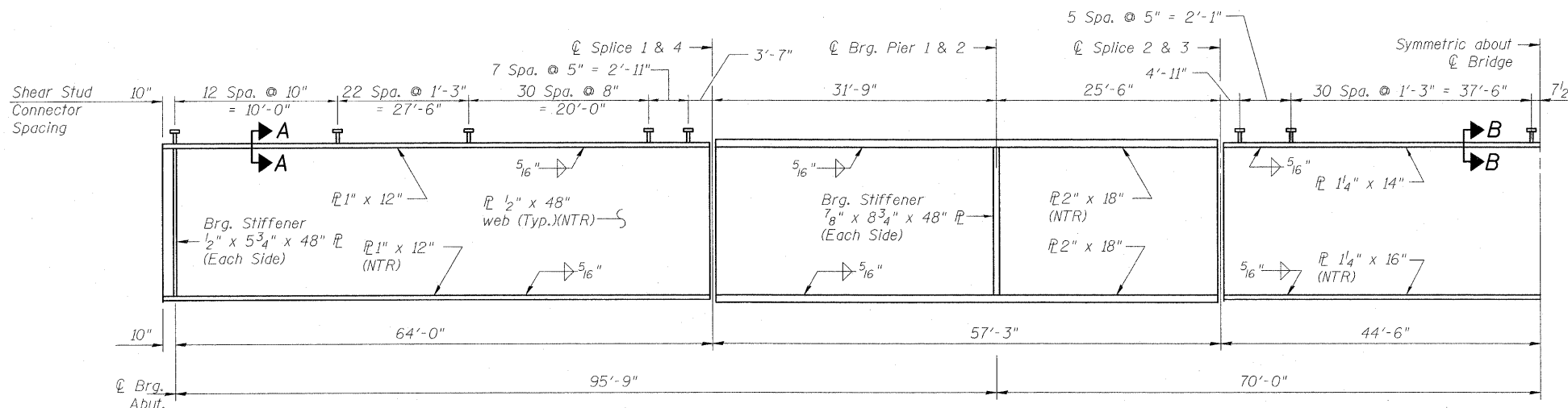
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	SN 093-0023		CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

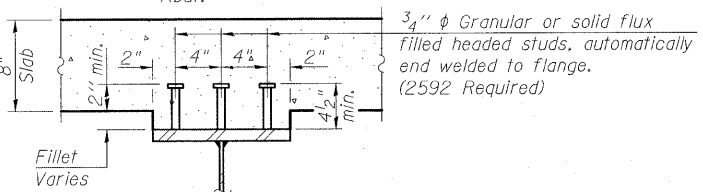


FRAMING PLAN

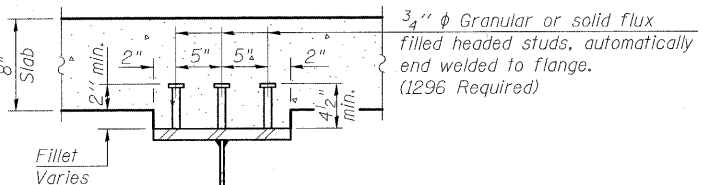
Notes:
Two hardened washers required for each set of oversized holes.
All diaphragms between beams or girders shall be installed with erection pins and bolts in accordance with the erection plan approved by the Engineer. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
See Sheet 13 of 27 for Bearing bolt hole placement.
Load carrying components for Notch Toughness, Zone 2.
See sheet 12 of 27 for bearing Stiffeners.



GIRDER ELEVATION



SECTION A-A



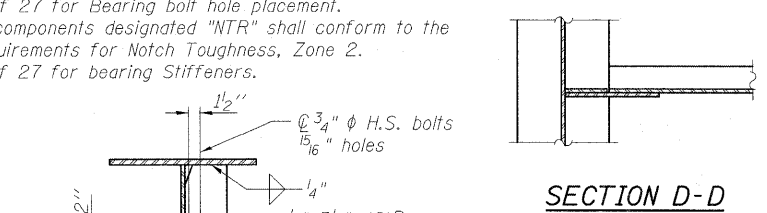
SECTION B-B

* TOP OF WEB ELEVATIONS

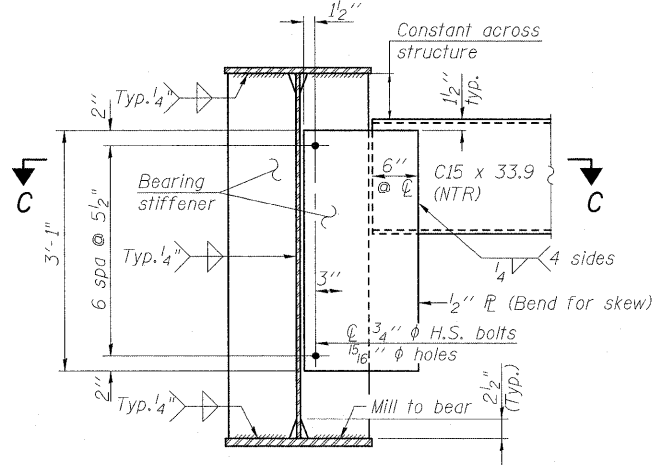
Location	℄ Brg. W. Abut.	℄ Splice 1	℄ Pier 1	℄ Splice 2	℄ Splice 3	℄ Pier 2	℄ Splice 4	℄ Brg. E. Abut.
Girder 1	458.05	457.98	457.81	457.82	457.13	456.80	456.41	455.50
Girder 2	458.14	458.11	457.96	457.97	457.32	456.99	456.63	455.74
Girder 3	458.23	458.21	458.06	458.10	457.19	457.18	456.82	455.96
Girder 4	458.17	458.21	458.06	458.12	457.55	457.25	456.91	456.07
Girder 5	458.06	458.11	457.99	458.04	457.51	457.19	456.89	456.07
Girder 6	457.91	457.98	457.86	457.94	457.44	457.12	456.84	456.01

* "For Fabrication Only"

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.

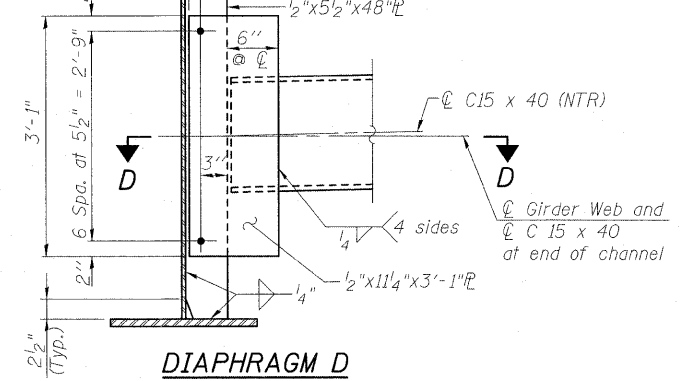


SECTION D-D

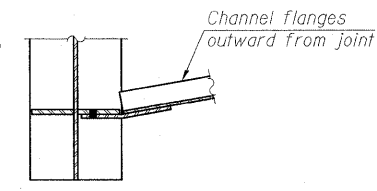


DIAPHRAGM D-1

Note: Two hardened washers required for each set of oversized holes.



DIAPHRAGM D



SECTION C-C

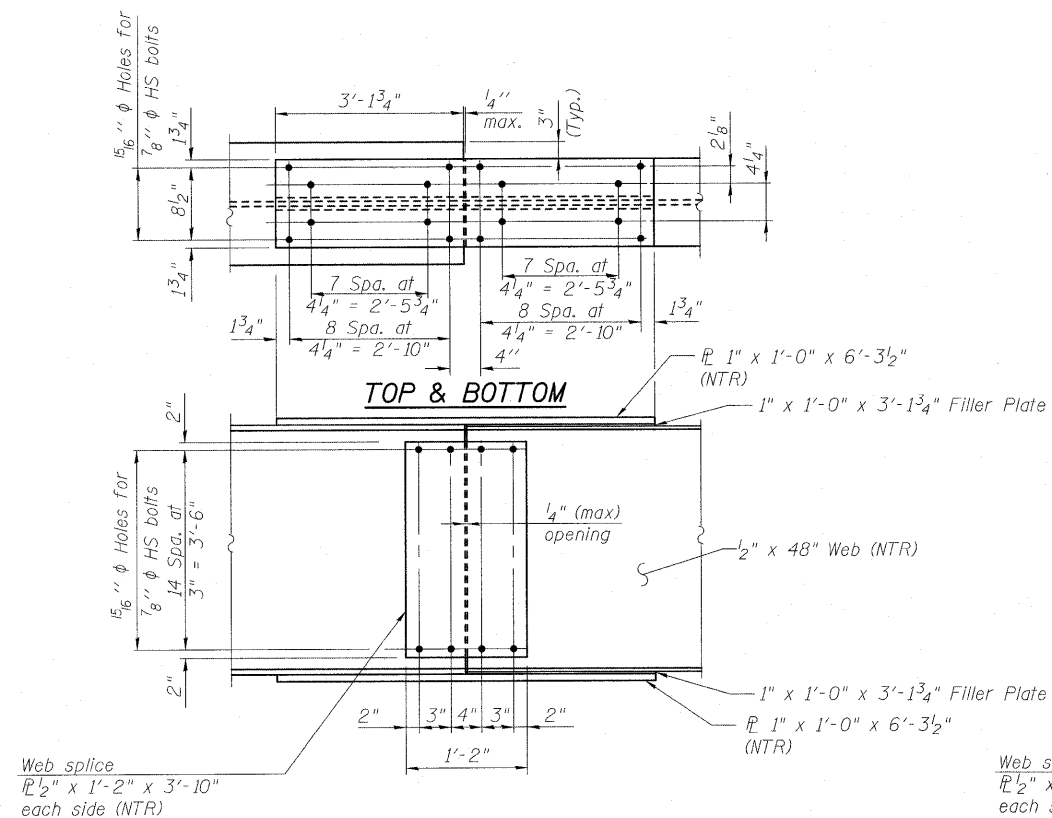
STRUCTURAL STEEL
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66

SHEET NO. 11 27 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	332	103B-1	WABASH	90	46
	SN 093-0023		CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

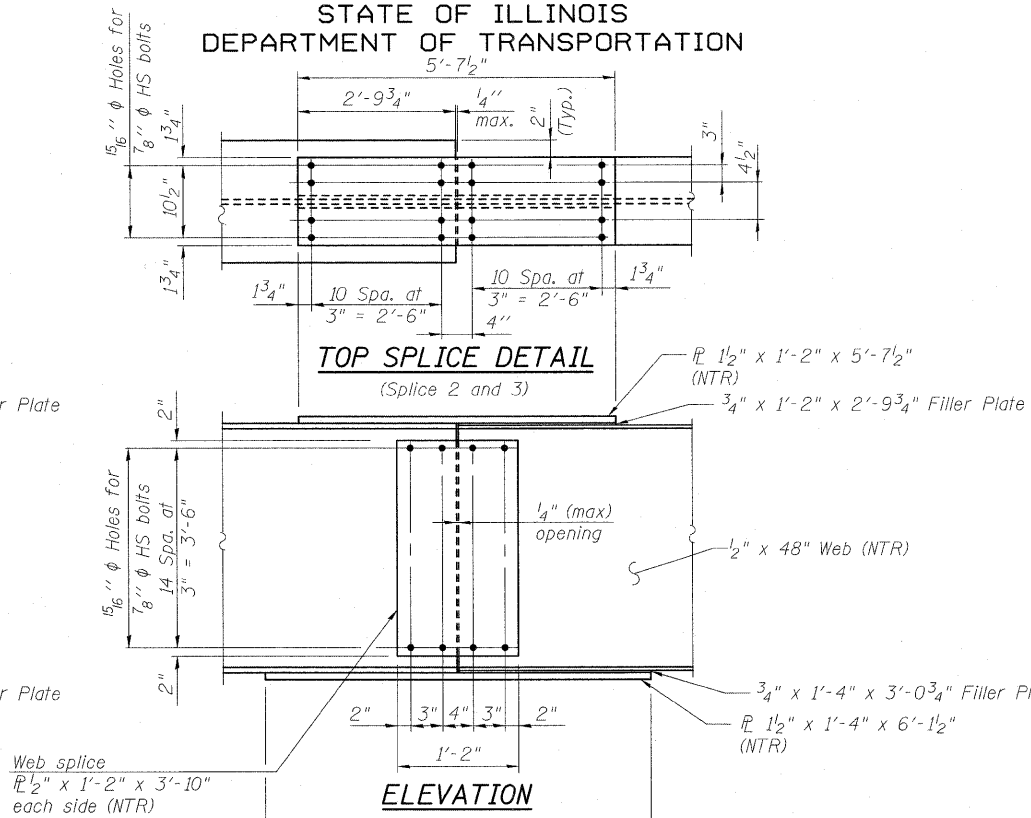
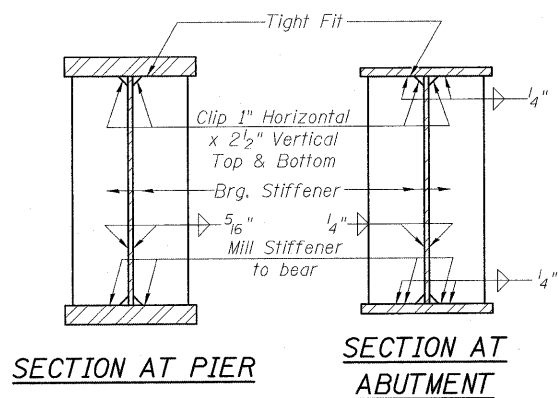
BERNARDIN LOCHMUELLER & ASSOCIATES, INC.
3 Oak Drive
Maryville, IL 62062-5635
Local-618-288-4665
Fax 618-288-4666

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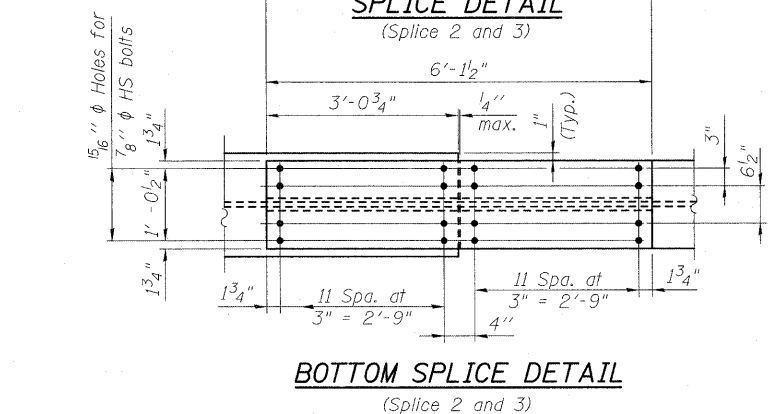


**ELEVATION
SPLICE DETAIL**
(Splice 1 and 4)

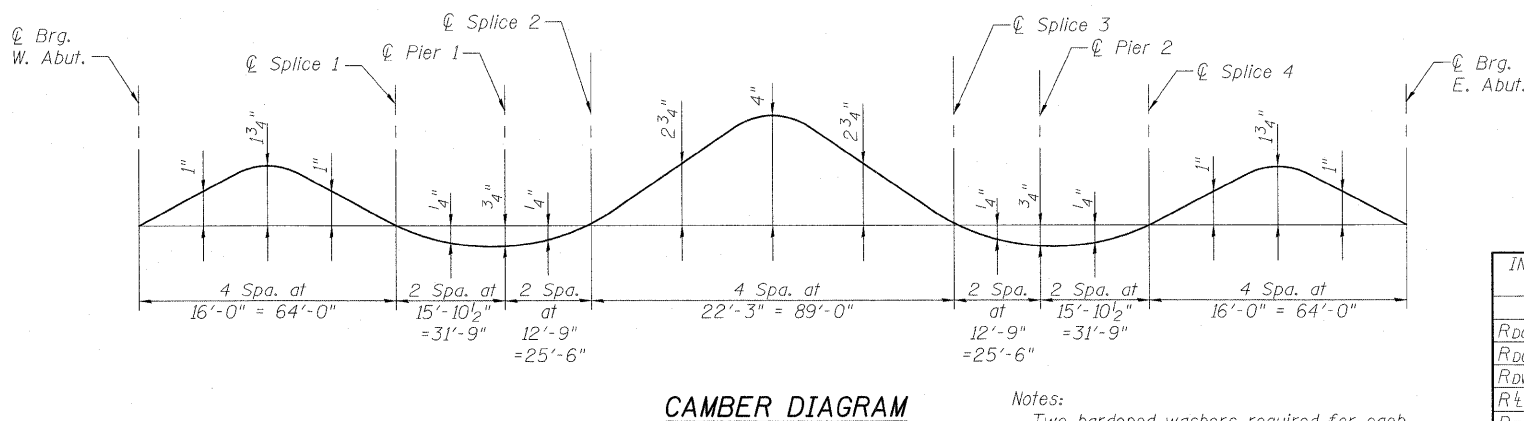


TOP SPLICE DETAIL
(Splice 2 and 3)

**ELEVATION
SPLICE DETAIL**
(Splice 2 and 3)



BOTTOM SPLICE DETAIL
(Splice 2 and 3)



CAMBER DIAGRAM

Notes:
Two hardened washers required for each set of oversized holes.
See Sheet 11 of 27 for "NTR"

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts, 1"	Each	48



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Fax 618-288-4666

- 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 (in^4 and in^3).
- $I_c(n), S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads (in^4 and in^3).
- $I_c(3n), S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in^4 and in^3).
- DC1: Un-factored non-composite dead load (kips/ft.).
- MDC1: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- MDC2: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- $M\ddot{L} + Imp$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M\ddot{L} + Imp$
- $\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
- $\phi_f M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).
- f_s (Service II): Sum of stresses as computed from the moments below (ksi).
 $MDC1 + MDC2 + MDW + 1.3 M\ddot{L} + Imp$
- f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
 $1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M\ddot{L} + Imp$
- V_r : Factored shear range computed according to Article 6.10.10.

	INTERIOR GIRDER MOMENT TABLE		
	0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or 2	0.5 SP 2
I_s	19016	49632	27291
$I_c(n)$	43289	-	57631
$I_c(3n)$	32268	-	42876
S_s	761	1909	1125
$S_c(n)$	1012	-	1394
$S_c(3n)$	928	-	1278
DC1	0.849	1.040	0.903
MDC1	358	1611	719
DC2	0.150	0.150	0.150
MDC2	71	234	134
DW	0.325	0.325	0.325
MDW	155	507	289
$M\ddot{L} + Imp$	1177	1477	1468
M_u (Strength I)	2829	5651	4069
$\phi_f M_n, \phi_f M_{nc}$	5505	-	5949
f_s DC1	5.6	10.1	7.7
f_s DC2	0.9	1.5	1.3
f_s DW	2.0	3.2	2.7
f_s 1.3($\ddot{L} + I$)	18.1	12.1	16.4
f_s (Service II)	26.7	26.9	28.1
f_s (Total)(Strength I)	-	35.5	-
V_r	18.9	-	22.4

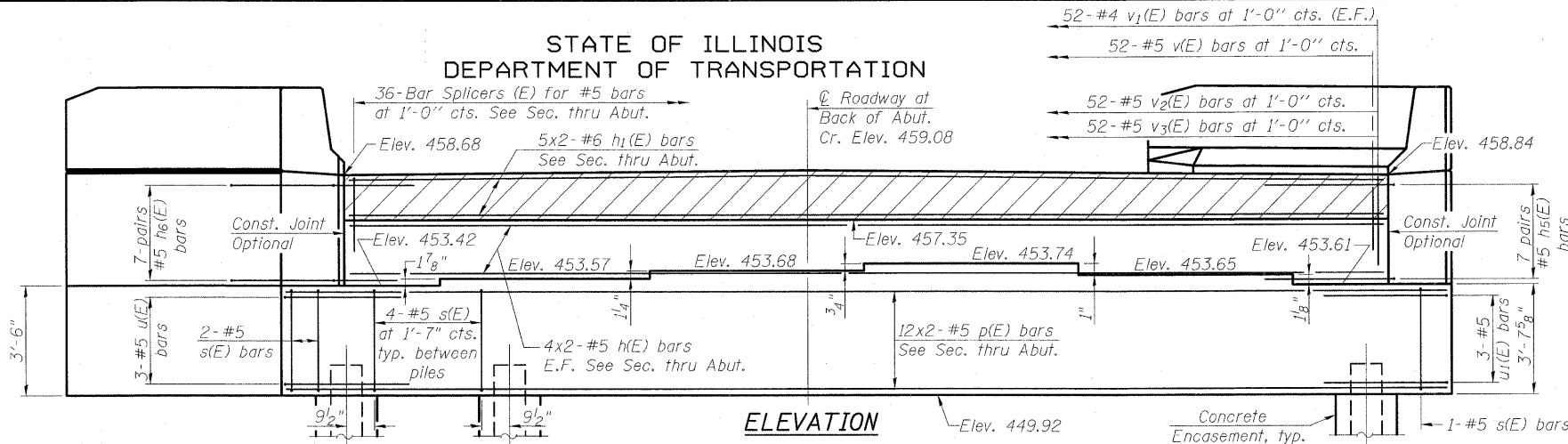
	INTERIOR GIRDER REACTION TABLE HL93 Loading	
	Abut.	Pier 1 or 2
R_{DC1}	26.8	127.3
R_{DC2}	4.7	20.1
R_{DW}	10.3	43.7
$R\ddot{L} + Imp$	95.5	166.8
R_{Total}	137.3	357.9

**STRUCTURAL STEEL
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66**

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.

SHEET NO. 12 27 SHEETS	F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 47
	SN 093-0023		CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

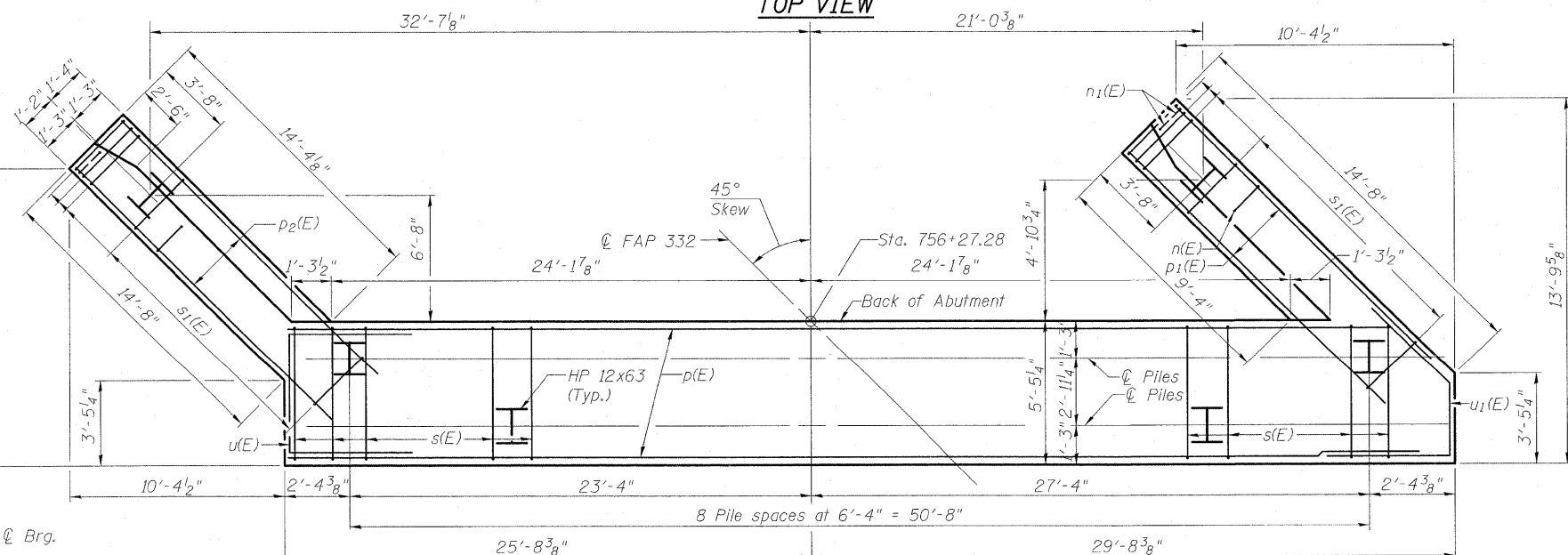
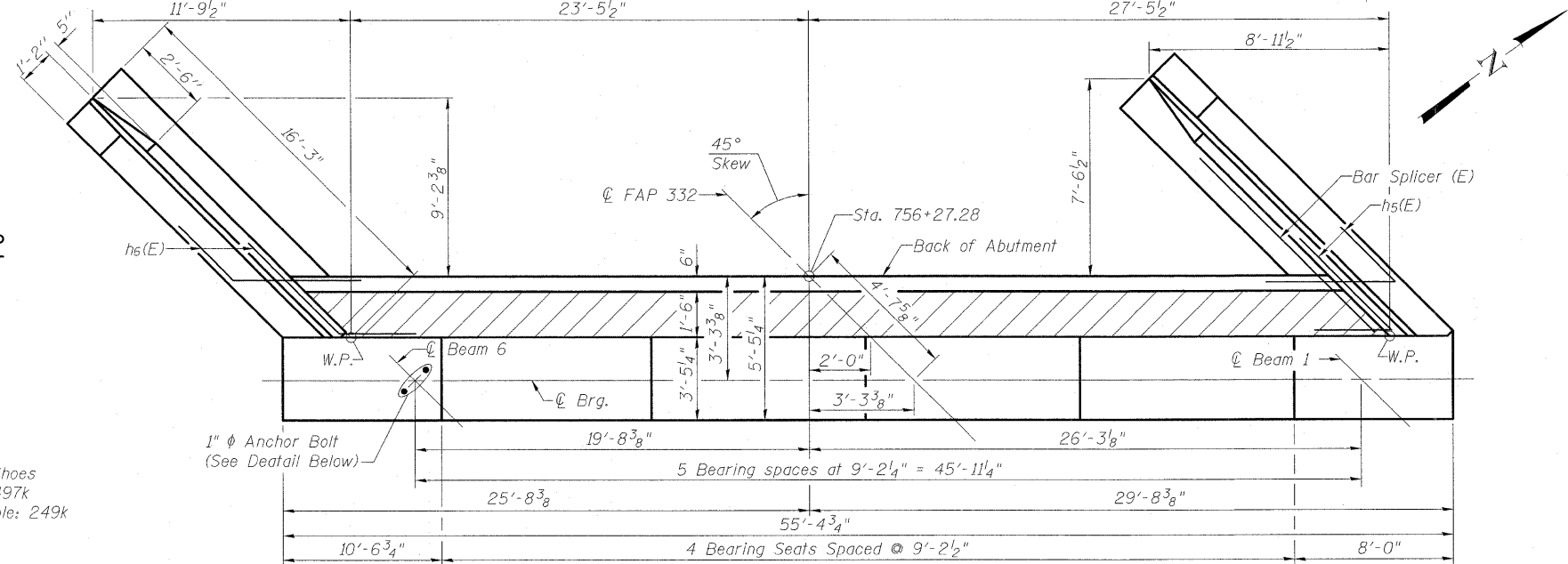


Notes:
Top of Pile Elev. = 451.92
For details of Bar Splicers, see sheet 21 of 27.
For details of piles and Concrete Encasement, see sheet 24 of 27.
For concrete sealer application see sheet 17 of 27.
E.F. Indicates Each Face
For Section Thru Abutment and Wingwalls see sheet 16 of 27.

WEST ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	16	#5	26'-2"	—
h1(E)	10	#6	26'-4"	—
h2(E)	24	#4	14'-4"	—
h3(E)	8	#4	15'-11"	—
h4(E)	8	#4	13'-1"	—
h5(E)	14	#5	8'-0"	—
h6(E)	14	#5	8'-0"	—
n(E)	26	#6	12'-2"	—
n1(E)	12	#6	6'-1"	—
p(E)	24	#5	28'-7"	—
p1(E)	6	#7	14'-4"	—
p2(E)	6	#7	15'-11"	—
s(E)	35	#5	17'-5"	—
s1(E)	30	#4	9'-5"	—
u(E)	3	#5	8'-4"	—
u1(E)	3	#5	6'-7"	—
v(E)	52	#5	5'-7"	—
v1(E)	52	#4	3'-0"	—
v2(E)	52	#5	7'-2"	—
v3(E)	52	#5	2'-9"	—
v4(E)	32	#6	7'-9"	—
v5(E)	26	#6	8'-0"	—
v6(E)	6	#6	7'-4"	—
Structure Excavation	Cu. Yd.		124.9	
Concrete Structures	Cu. Yd.		72.3	
Reinforcement Bars, Epoxy Coated	Pound		5690	
Furnishing Steel Piles HP 12x63	Foot		418	
Driving Piles	Foot		418	
Concrete Encasement	Cu. Yd.		3.8	
Pile Shoes	Each		11	
Concrete Sealer	Sq. Ft.		542.0	
Bar Splicers	Each		36	

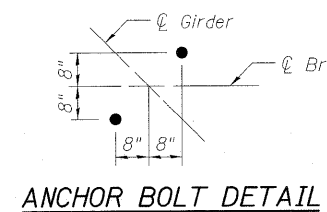
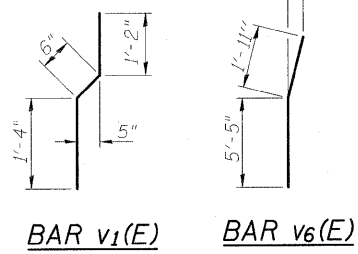
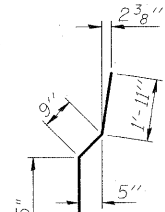
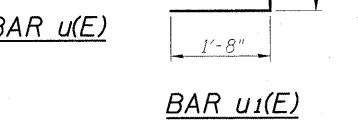
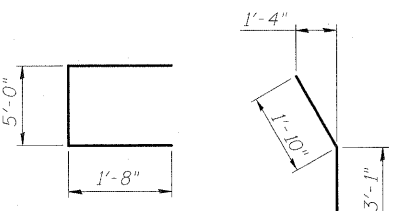
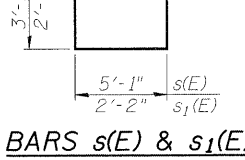
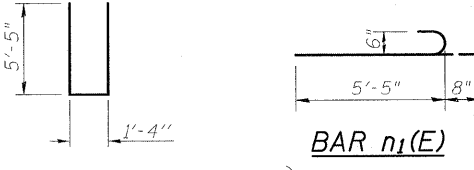
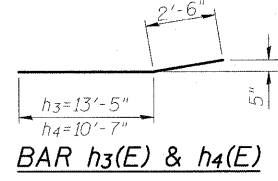
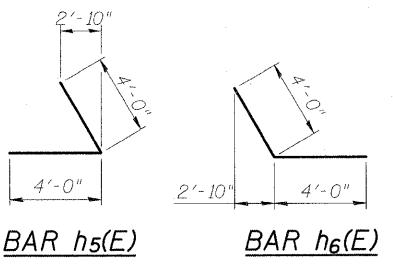
WEST ABUTMENT
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66



PLAN-PILE CAP
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LOCHMUELLER &
ASSOCIATES, INC.

3 Oak Drive
Maryville, IL 62442-5685
Local (618) 288-4665
Fax 618-288-4666

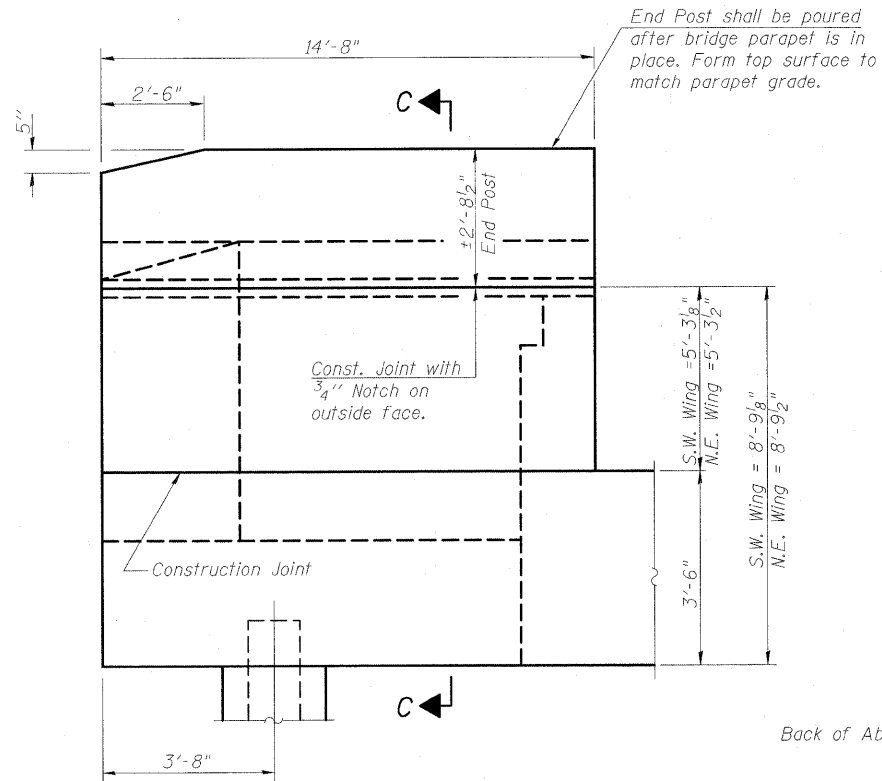
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	332	103B-1	WABASH	90	48
SN 093-0023			CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					



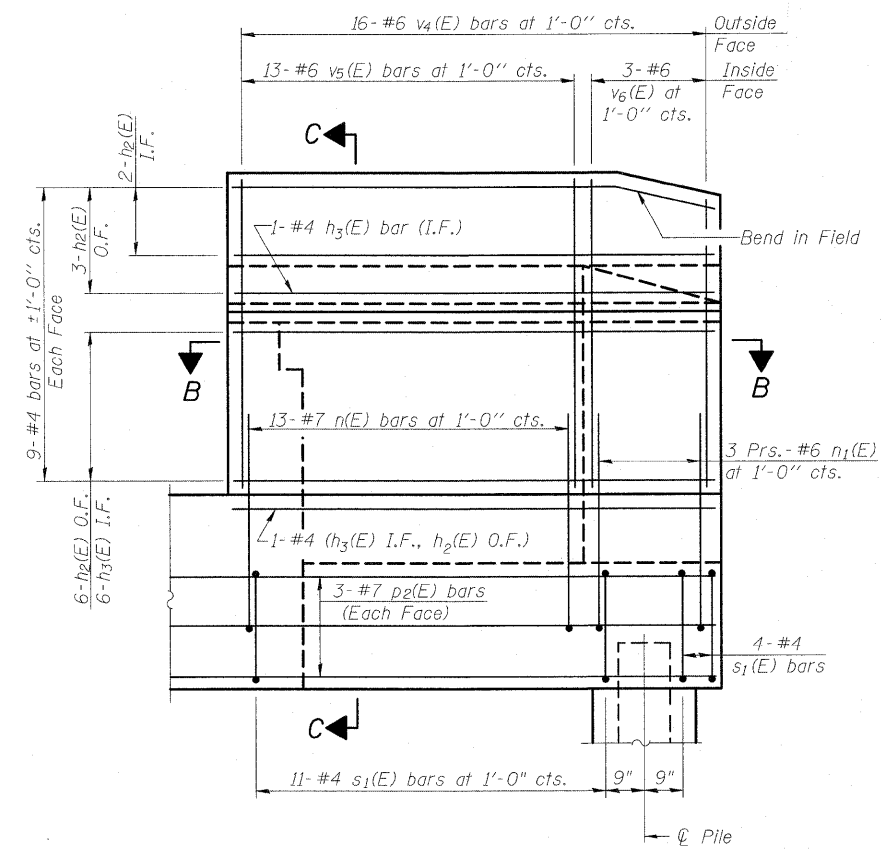
DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.

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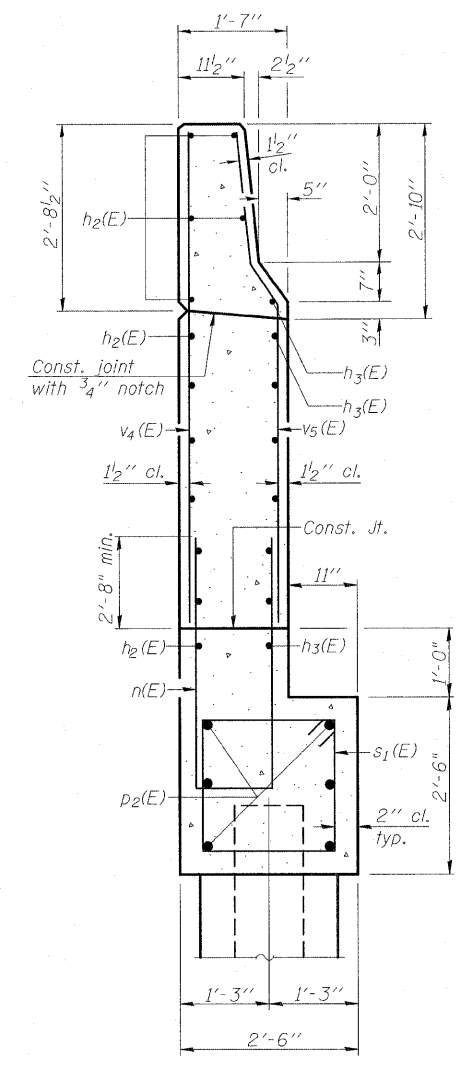
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



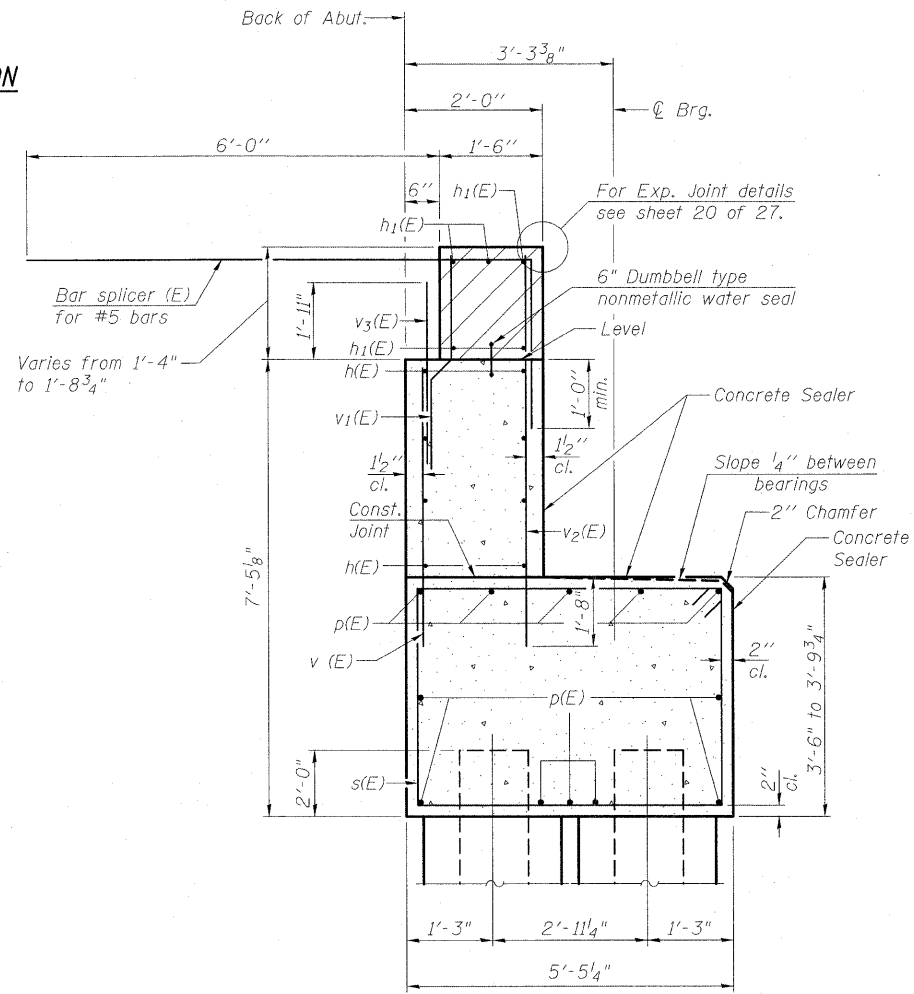
WING WALL ELEVATION
Showing Dimensions



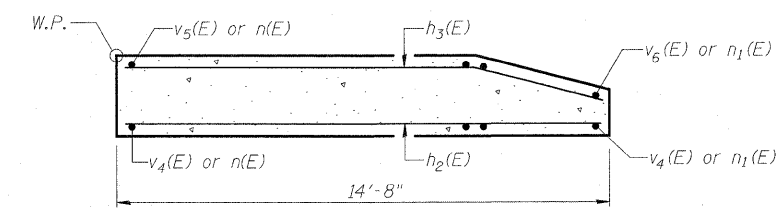
WING WALL ELEVATION
Showing Reinforcement



SECTION C-C



SEC. THRU WEST ABUT.
(Dimensions taken at
Rt. L's to Back of Abut.)



SECTION B-B

Notes:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
Quantity of concrete in end post included with Concrete Superstructure on sheet 9 of 27.
For Concrete Encasement details, see sheet 24 of 27.
Apply concrete sealer to vertical front face of backwall, horizontal surface of cap and vertical front face of abutment cap.

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.

**NORTHEAST & SOUTHWEST
ABUTMENT WINGWALL
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66**

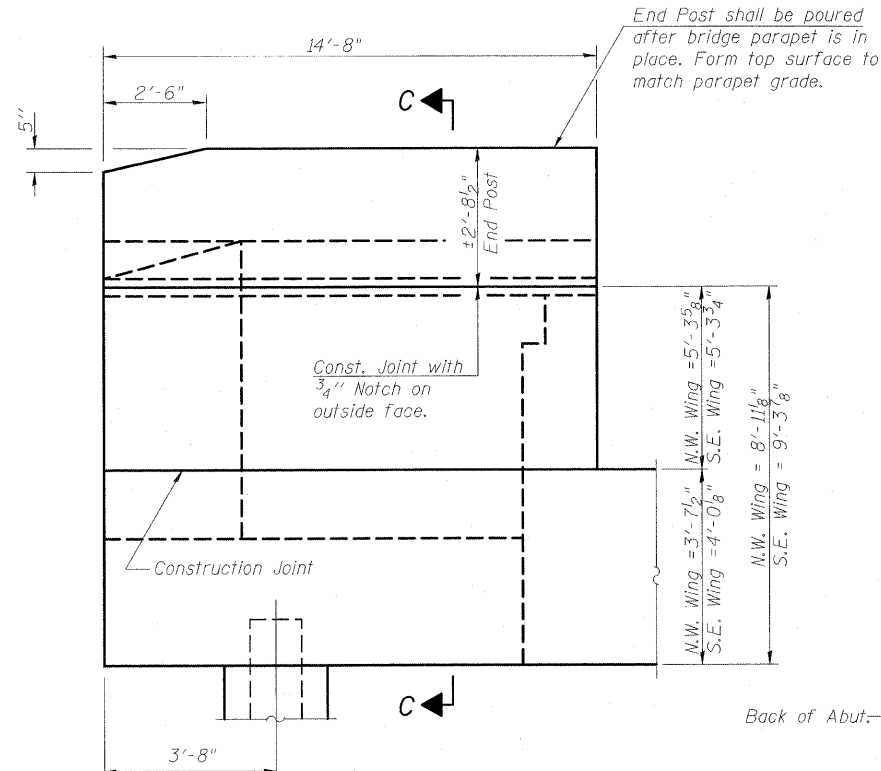
**BERNARDIN
LOCHMUELLER &
ASSOCIATES, INC.**

3 Oak Drive
Maryville, IL 62452-5655
Local (618) 338-4655
Fax 618-338-4666

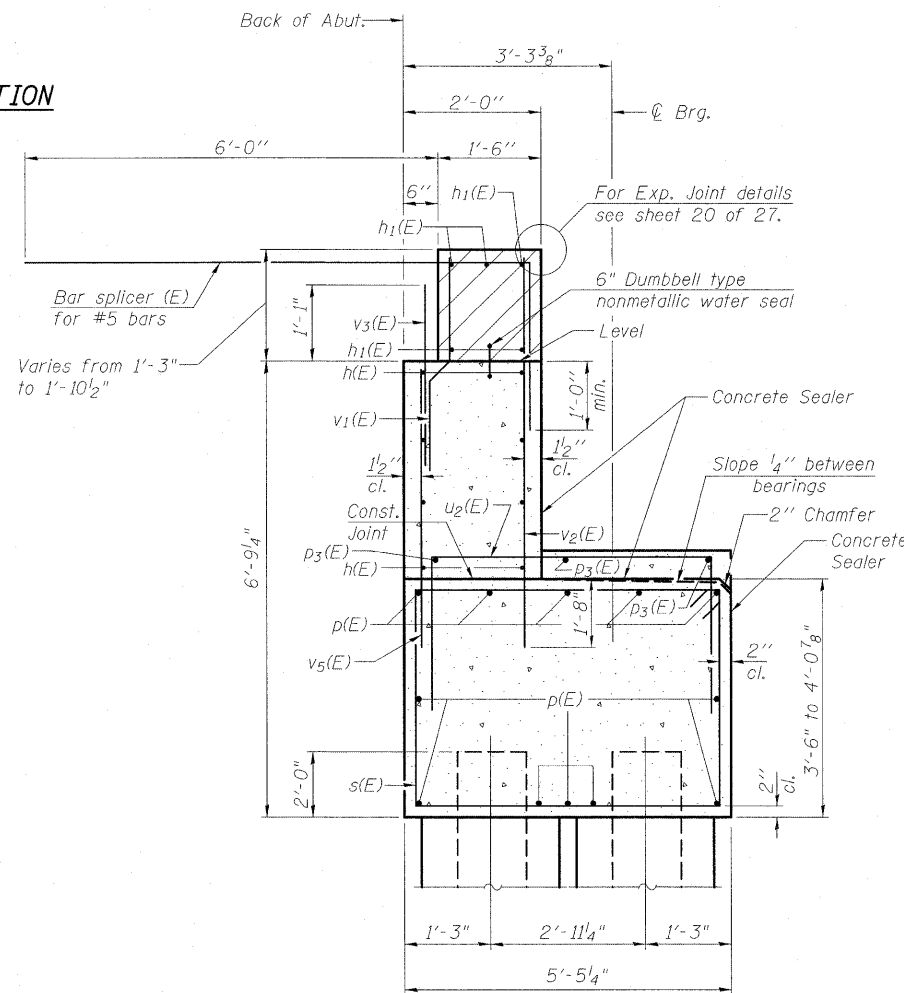
SHEET NO. 16 27 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	332	103B-1	WABASH	90	50
SN 093-0023			CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

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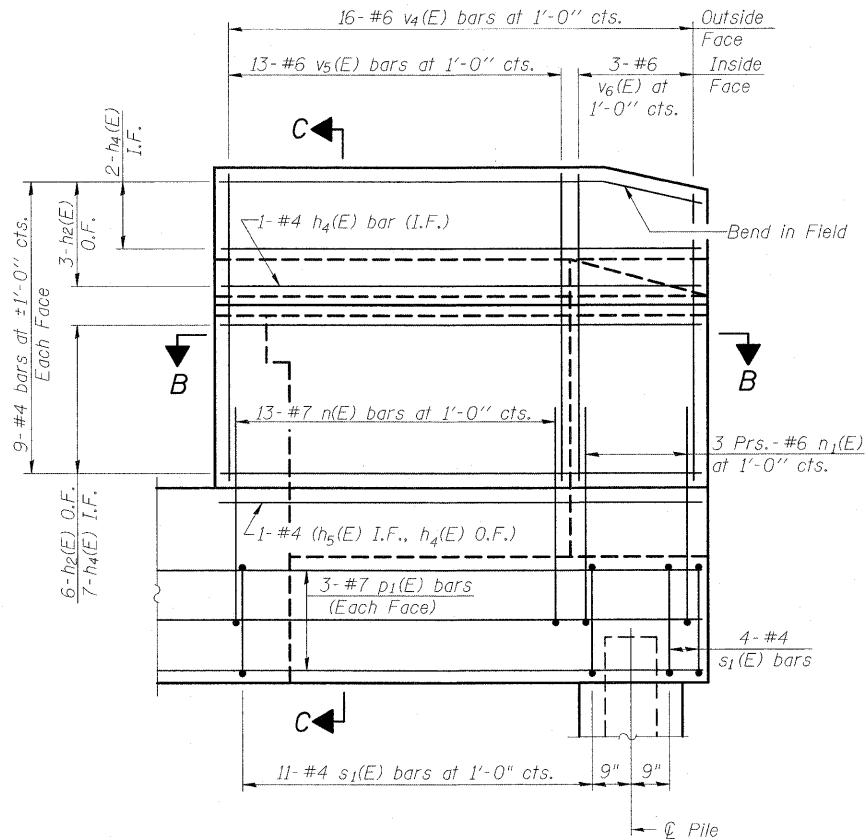
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



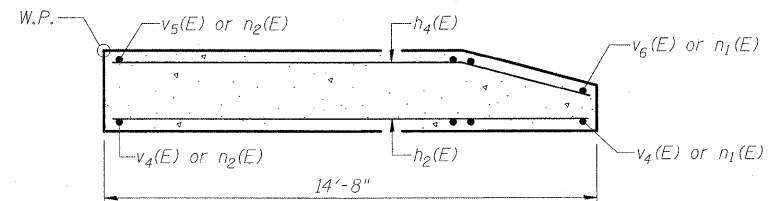
WING WALL ELEVATION
Showing Dimensions



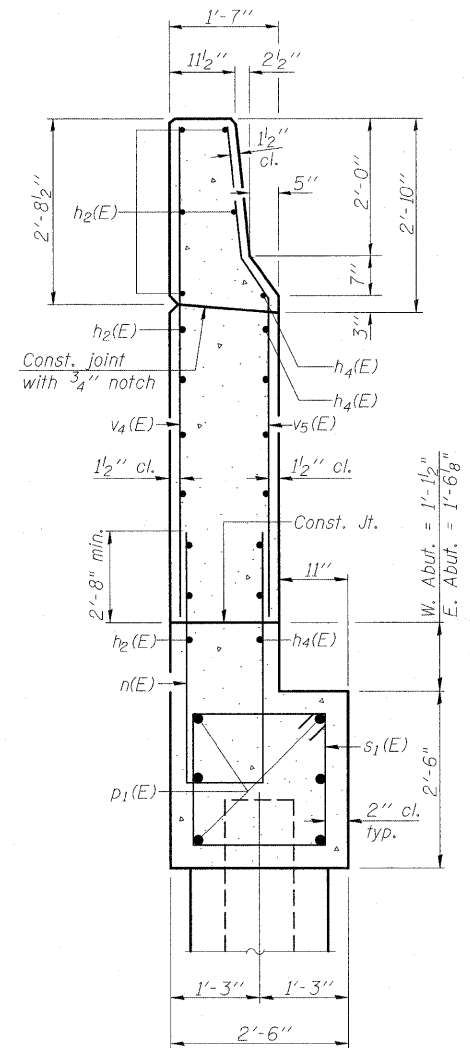
SEC. THRU EAST ABUT.
(Dimensions taken at
Rt. L's to Back of Abut.)



WING WALL ELEVATION
Showing Reinforcement



SECTION B-B



SECTION C-C

Notes:
Hatched area to be poured after superstructure false work has been removed. Quantity of concrete included with Concrete Superstructure.
Space reinforcement in cap to miss anchor bolts.
Quantity of concrete in end post included with Concrete Superstructure on sheet 9 of 27.
For Concrete Encasement details, see sheet 24 of 27.
Apply concrete sealer to vertical front face of backwall, horizontal surface of cap and vertical front face of abutment cap.

**NORTHWEST & SOUTHEAST
ABUTMENT WINGWALL
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66**

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.



**BERNARDIN
LOCHMUELLER &
ASSOCIATES, INC.**

3 Oak Drive
Mareville, IL 62062-9535
Local (618) 288-4665
Fax 618-288-4666

SHEET NO. 17 27 SHEETS	F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 51
	SN 093-0023		CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
51'-2"

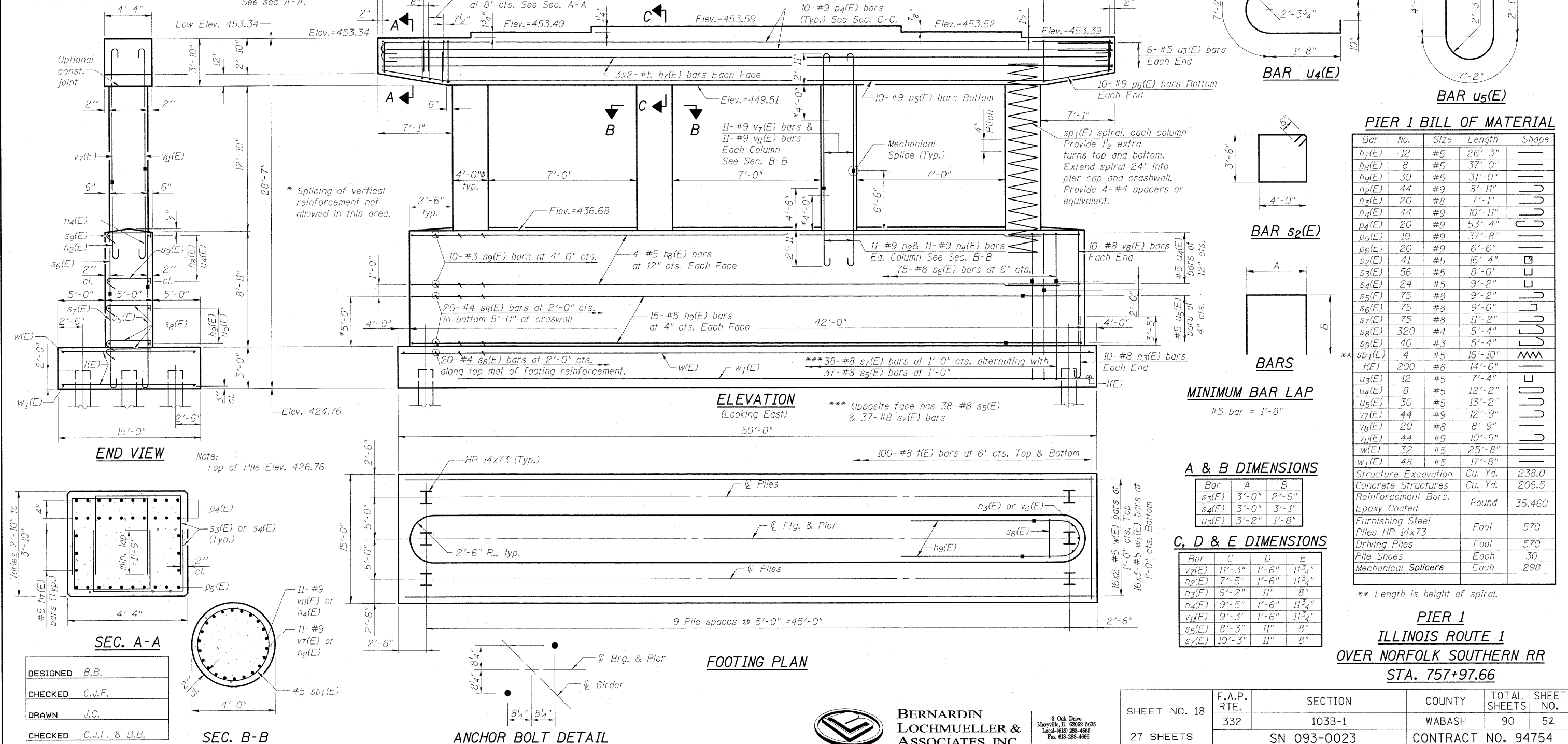
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 24 of 27.
All Mechanical Splices shall be staggered.
Stagger Mechanical Splice locations of u₅(E) bars in crashwall by alternating the placement of the bars long leg on each face.
Cut bottom footing bars to fit between piles.
Clear cover noted to mechanical splice, where applicable.

PILE DATA

Type: HP 14x73
Nominal Required Bearing: 578k
Factored Resistance Available: 289k
Est. Length: 19'-0"
No. Production Piles: 30
No. Test Piles: None

For Sec. C-C See Sheet 19 of 27.

7 Pairs of #5 s₃(E) bars
@ 8" cts. at each end.
See sec A-A.



PIER 1 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₇ (E)	12	#5	26'-3"	—
h ₈ (E)	8	#5	37'-0"	—
h ₉ (E)	30	#5	31'-0"	—
n ₂ (E)	44	#9	8'-11"	—
n ₃ (E)	20	#8	7'-1"	—
n ₄ (E)	44	#9	10'-11"	—
p ₄ (E)	20	#9	53'-4"	—
p ₅ (E)	10	#9	37'-8"	—
p ₆ (E)	20	#9	6'-6"	—
s ₂ (E)	41	#5	16'-4"	—
s ₃ (E)	56	#5	8'-0"	—
s ₄ (E)	24	#5	9'-2"	—
s ₅ (E)	75	#8	9'-2"	—
s ₆ (E)	75	#8	9'-0"	—
s ₇ (E)	75	#8	11'-2"	—
s ₈ (E)	320	#4	5'-4"	—
s ₉ (E)	40	#3	5'-4"	—
sp ₁ (E)	4	#5	16'-10"	—
t(E)	200	#8	14'-6"	—
u ₃ (E)	12	#5	7'-4"	—
u ₄ (E)	8	#5	12'-2"	—
u ₅ (E)	30	#5	13'-2"	—
v ₇ (E)	44	#9	12'-9"	—
v ₈ (E)	20	#8	8'-9"	—
v ₁₁ (E)	44	#9	10'-9"	—
w(E)	32	#5	25'-8"	—
w ₁ (E)	48	#5	17'-8"	—
Structure Excavation		Cu. Yd.	238.0	
Concrete Structures		Cu. Yd.	206.5	
Reinforcement Bars, Epoxy Coated		Pound	35,460	
Furnishing Steel Piles HP 14x73		Foot	570	
Driving Piles		Foot	570	
Pile Shoes		Each	30	
Mechanical Splicers		Each	298	

**PIER 1
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66**

SHEET NO. 18	F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS	SHEET NO.
				90	52
27 SHEETS	SN 093-0023		CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT 332		

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Fax 618-288-4666

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
51'-2"

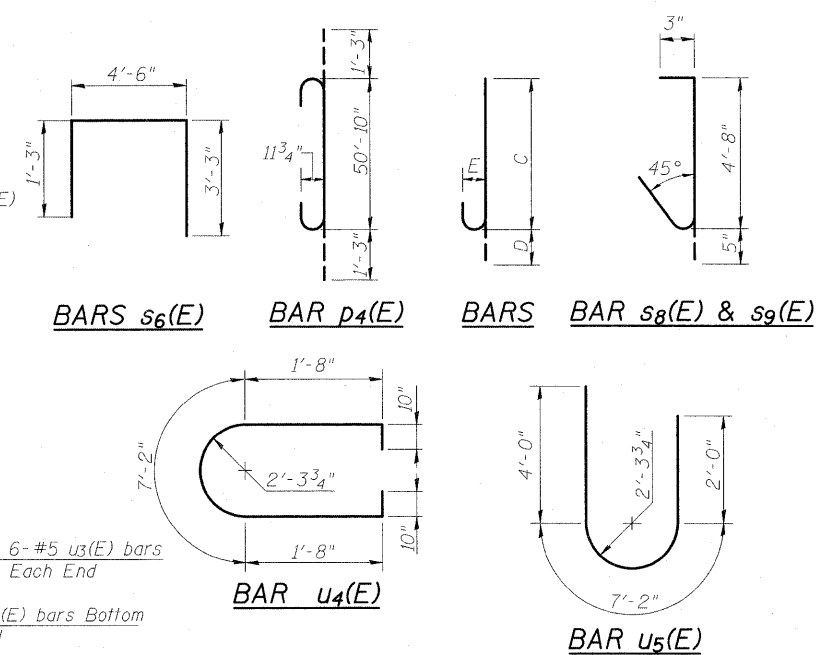
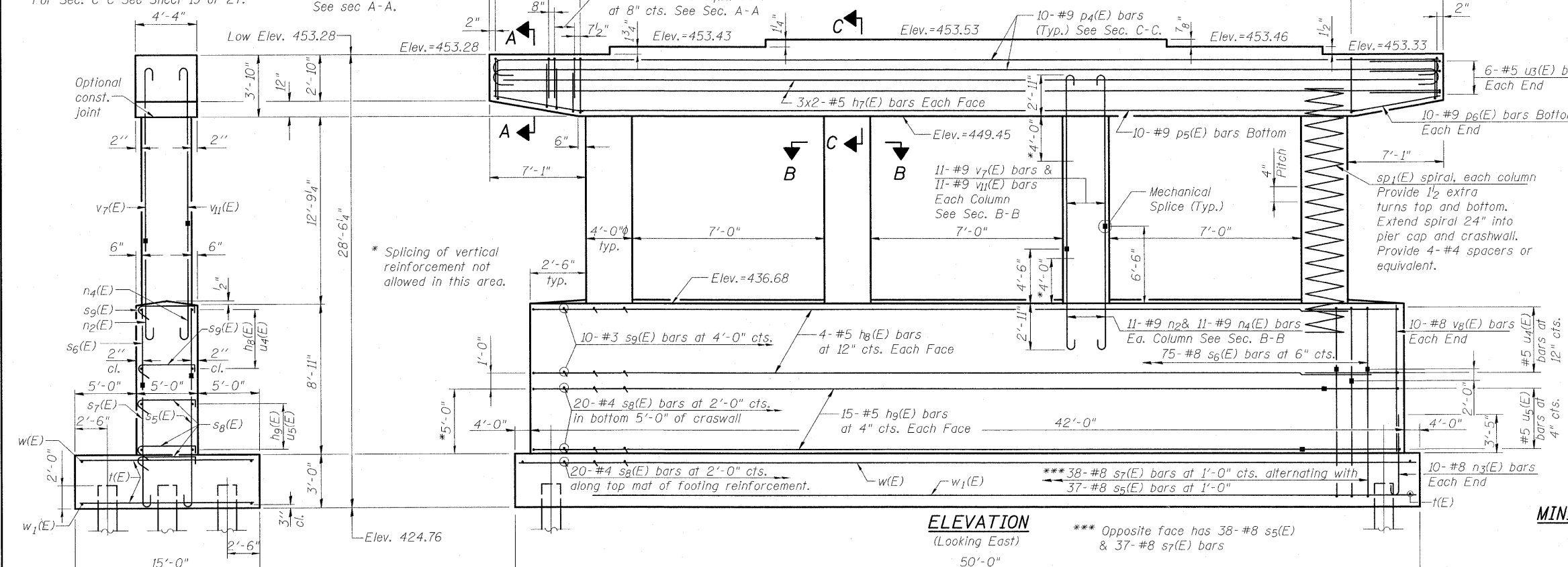
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 24 of 27.
All Mechanical Splices shall be staggered.
Stagger Mechanical Splice locations of u₅(E) bars in crashwall by alternating the placement of the bars long leg on each face.
Cut bottom footing bars to fit between piles.
Clear cover noted to mechanical splice, where applicable.

PILE DATA

Type: HP 14x73
Nominal Required Bearing: 578k
Factored Resistance Available: 289k
Est. Length: 19'-0"
No. Production Piles: 30
No. Test Piles: None

For Sec. C-C See Sheet 19 of 27.

7 Pairs of #5 s₃(E) bars
@ ±8" cts. at each end.
See sec A-A.



PIER 1 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h ₇ (E)	12	#5	26'-3"	—
h ₈ (E)	8	#5	37'-0"	—
h ₉ (E)	30	#5	31'-0"	—
n ₂ (E)	44	#9	8'-11"	—
n ₃ (E)	20	#8	7'-1"	—
n ₄ (E)	44	#9	10'-11"	—
p ₄ (E)	20	#9	53'-4"	—
p ₅ (E)	10	#9	37'-8"	—
p ₆ (E)	20	#9	6'-6"	—
s ₂ (E)	41	#5	16'-4"	—
s ₃ (E)	56	#5	8'-0"	—
s ₄ (E)	24	#5	9'-2"	—
s ₅ (E)	75	#8	9'-2"	—
s ₆ (E)	75	#8	9'-0"	—
s ₇ (E)	75	#8	11'-2"	—
s ₈ (E)	320	#4	5'-4"	—
s ₉ (E)	40	#3	5'-4"	—
sp ₁ (E)	4	#5	16'-10"	—
t(E)	200	#8	14'-6"	—
u ₃ (E)	12	#5	7'-4"	—
u ₄ (E)	8	#5	12'-2"	—
u ₅ (E)	30	#5	13'-2"	—
v ₇ (E)	44	#9	12'-9"	—
v ₈ (E)	20	#8	8'-9"	—
v ₁₁ (E)	44	#9	10'-9"	—
w(E)	32	#5	25'-8"	—
w ₁ (E)	48	#5	17'-8"	—
Structure Excavation		Cu. Yd.	238.0	
Concrete Structures		Cu. Yd.	206.5	
Reinforcement Bars, Epoxy Coated		Pound	35,460	
Furnishing Steel Piles HP 14x73		Foot	570	
Driving Piles		Foot	570	
Pile Shoes		Each	30	
Mechanical Splicers		Each	298	

MINIMUM BAR LAP

#5 bar = 1'-8"

A & B DIMENSIONS

Bar	A	B
s ₃ (E)	3'-0"	2'-6"
s ₄ (E)	3'-0"	3'-1"
u ₃ (E)	3'-2"	1'-8"

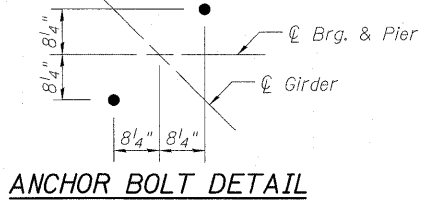
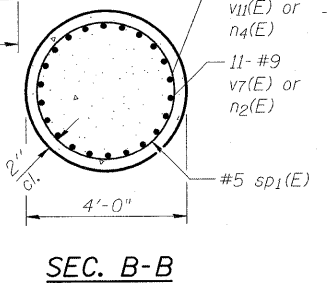
C, D & E DIMENSIONS

Bar	C	D	E
v ₇ (E)	11'-3"	1'-6"	11'-3 1/4"
n ₂ (E)	7'-5"	1'-6"	11'-3 1/4"
n ₃ (E)	6'-2"	11"	8"
n ₄ (E)	9'-5"	1'-6"	11'-3 1/4"
v ₁₁ (E)	9'-3"	1'-6"	11'-3 1/4"
s ₅ (E)	8'-3"	11"	8"
s ₇ (E)	10'-3"	11"	8"

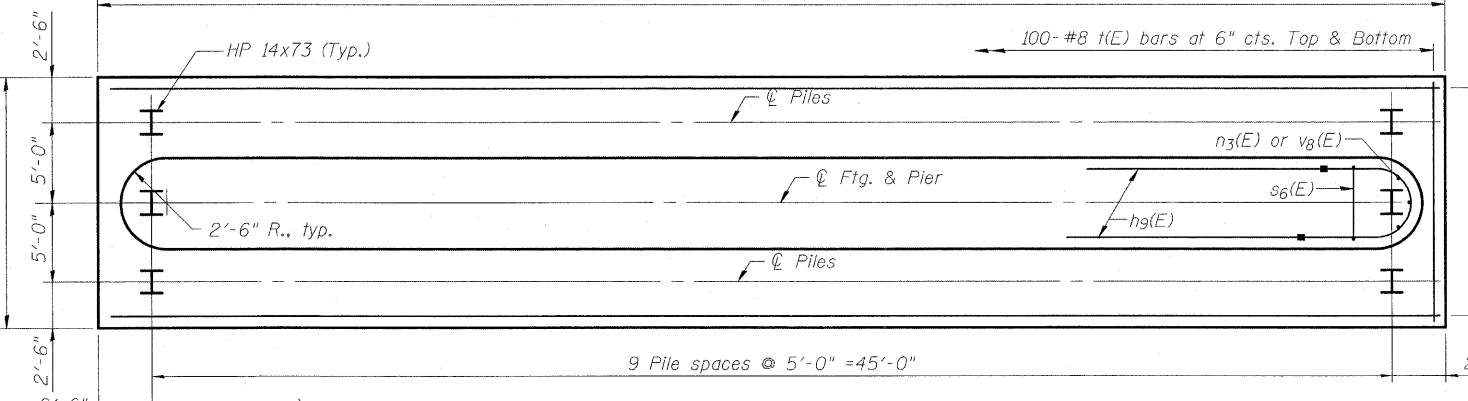
** Length is height of spiral.

**PIER 1
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66**

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.



FOOTING PLAN



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SHEET NO. 18 27 SHEETS	F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 53
	SN 093-0023		CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

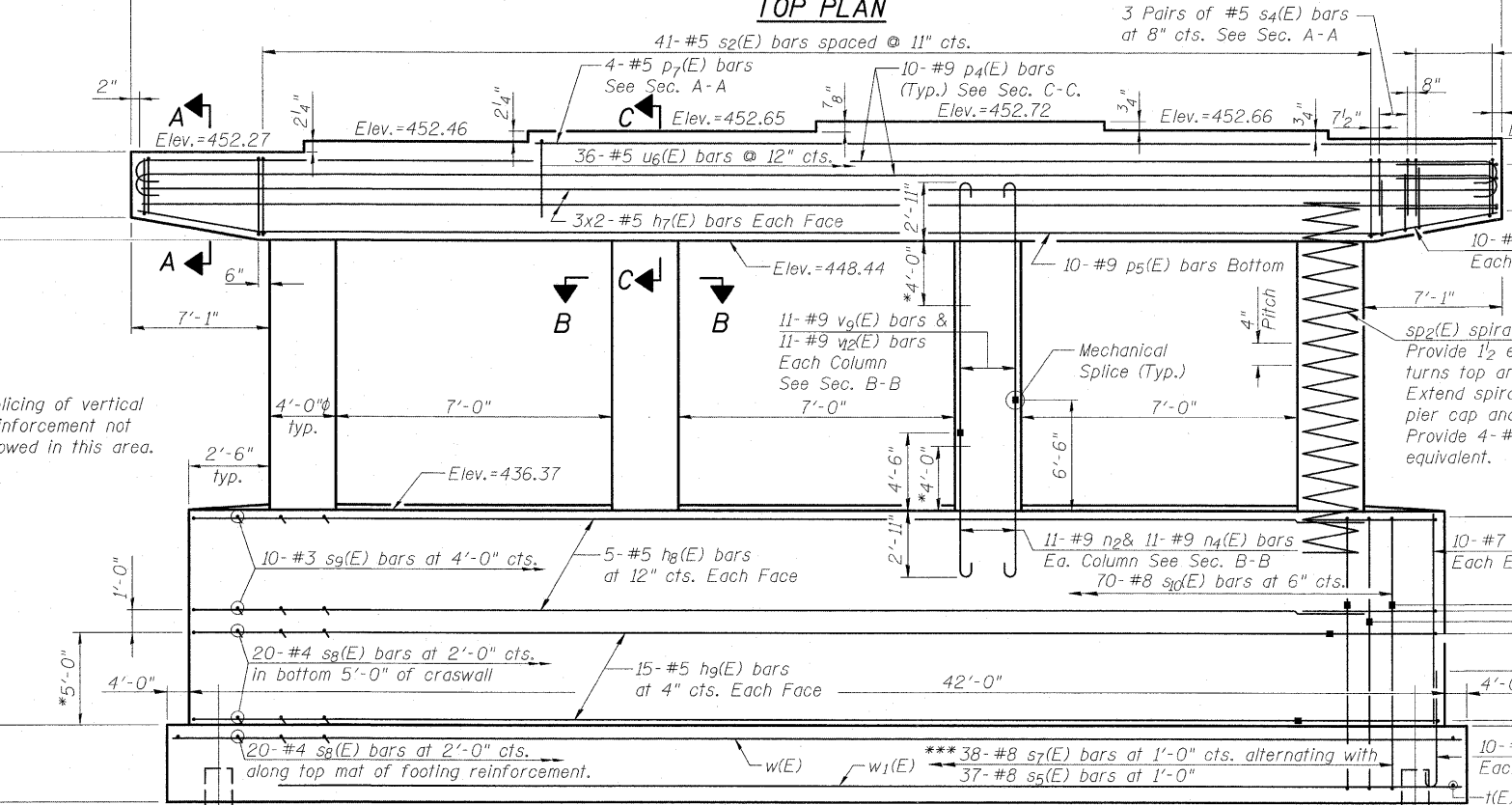
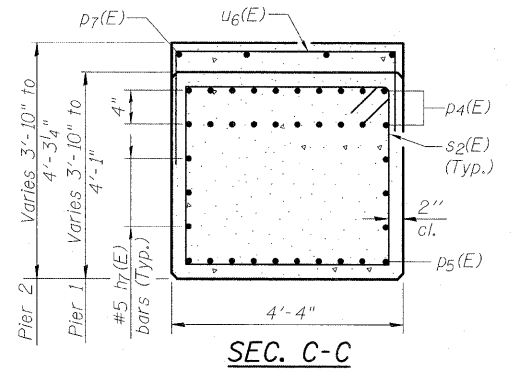
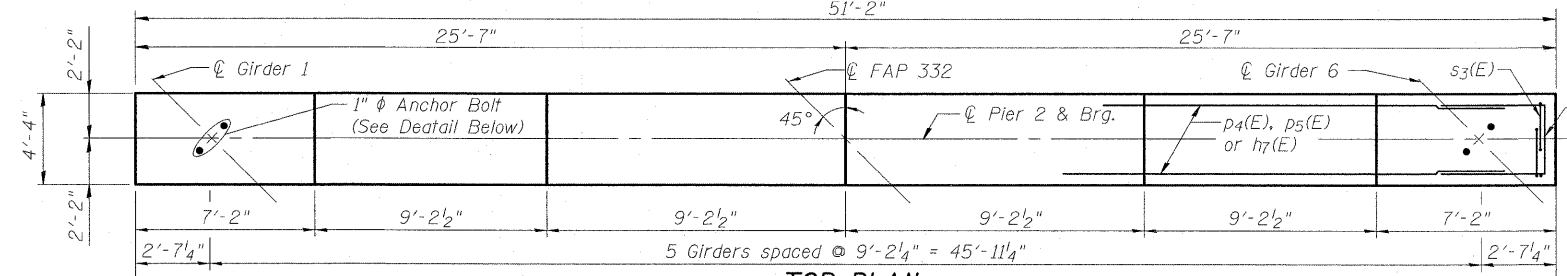
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
Space reinforcement in cap to miss anchor bolts.
Four steps monolithically with cap.
For details of piles, see sheet 24 of 27.
All Mechanical Splices shall be staggered.
Stagger Mechanical Splice locations of u₅(E) bars in crashwall by alternating the placement of the bars long leg on each face.
Cut bottom footing bars to fit between piles.
Clear cover noted to mechanical splice, where applicable.

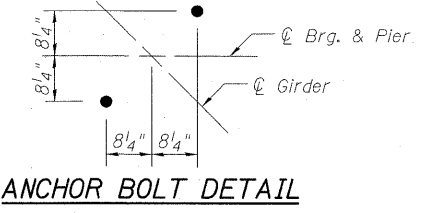
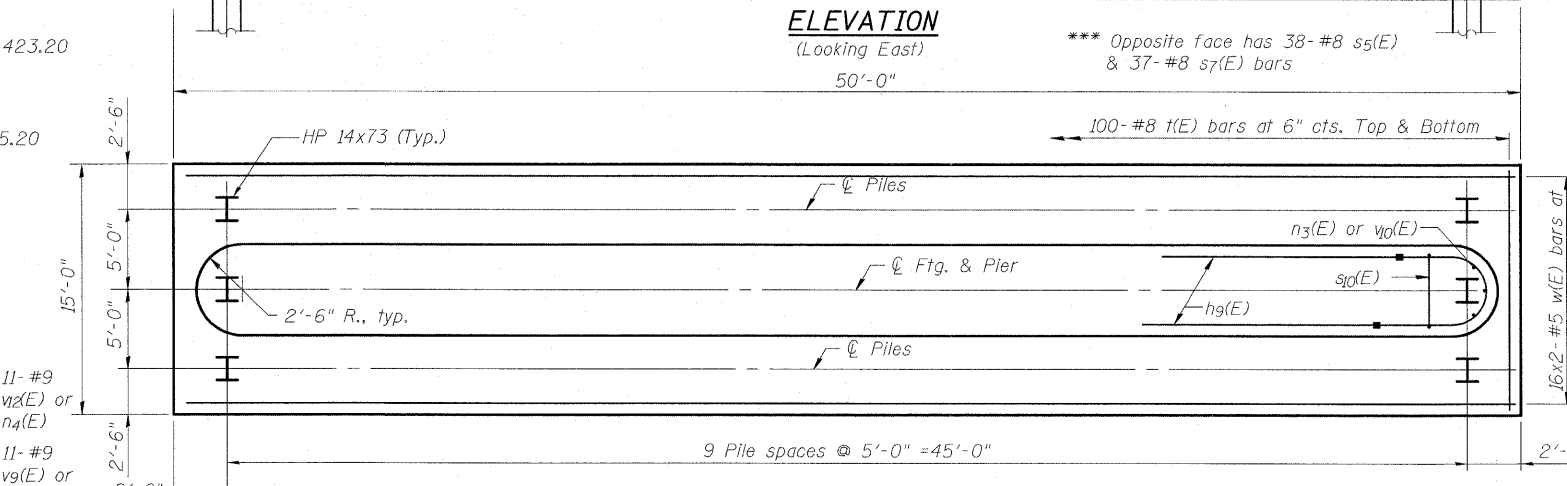
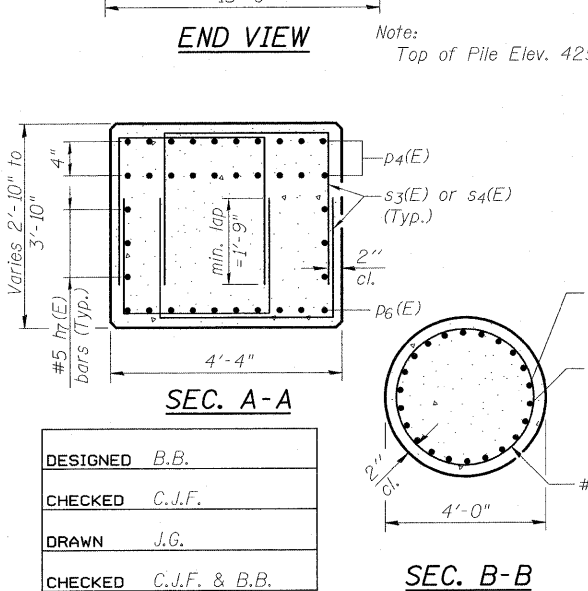
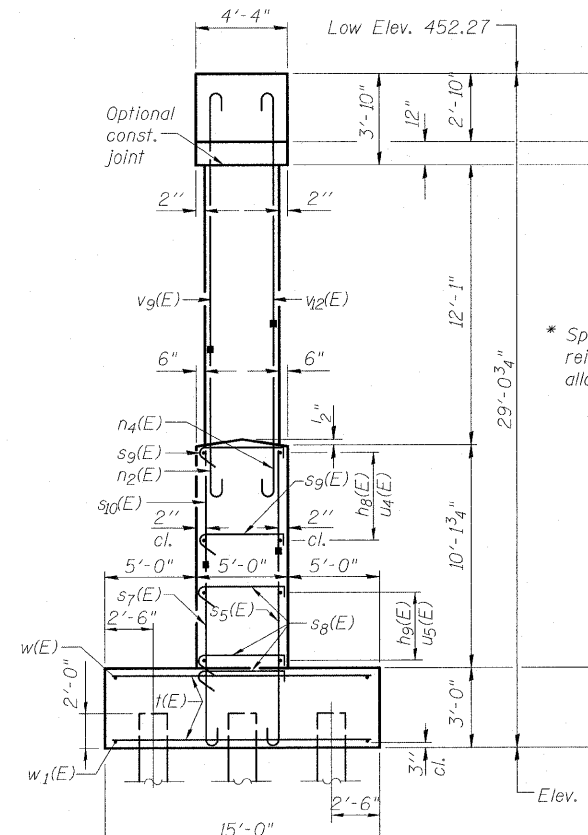
PILE DATA

Type: HP 14x73
Nominal Required Bearing: 578k
Factored Resistance Available: 289k
Est. Length: 18'-0"
No. Production Piles: 30
No. Test Piles: None



PIER 2 BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h7(E)	12	#5	26'-3"	—
h8(E)	10	#5	37'-0"	—
h9(E)	30	#5	31'-0"	—
n2(E)	44	#9	8'-11"	—
n3(E)	20	#8	7'-1"	—
n4(E)	44	#9	10'-11"	—
p4(E)	20	#9	53'-4"	—
p5(E)	10	#9	37'-8"	—
p6(E)	20	#9	6'-6"	—
p7(E)	4	#5	34'-5"	—
s2(E)	41	#5	16'-4"	—
s3(E)	56	#5	8'-0"	—
s4(E)	24	#5	9'-2"	—
s5(E)	75	#8	9'-2"	—
s7(E)	75	#8	11'-2"	—
s8(E)	320	#4	5'-4"	—
s9(E)	50	#3	5'-4"	—
s9(E)	75	#8	11'-6"	—
sp2(E)	4	#5	16'-1"	—
t(E)	200	#8	14'-6"	—
u3(E)	12	#5	7'-4"	—
u4(E)	10	#5	12'-2"	—
u5(E)	30	#5	13'-2"	—
u6(E)	36	#5	8'-1"	—
v9(E)	44	#9	12'-0"	—
v9(E)	20	#8	9'-11"	—
v9(E)	44	#9	10'-0"	—
w(E)	32	#5	25'-8"	—
w1(E)	48	#5	17'-8"	—



MINIMUM BAR LAP
#5 bar = 1'-8"

**PIER 2
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66**

Structure Excavation	Cu. Yd.	238.0
Concrete Structures	Cu. Yd.	215.5
Reinforcement Bars, Epoxy Coated	Pound	36,280
Furnishing Steel	Foot	540
Piles, HP 14x73	Foot	540
Driving Piles	Each	30
Pile Shoes	Each	298

** Length is height of spiral.
For additional reinforcement details see sheet 18 of 27.

DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.

SHEET NO. 19 27 SHEETS	F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 54
	SN 093-0023		CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

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Fax 618-288-4666

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NOTES

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

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

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

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

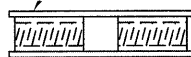
The diameter of this part is the same as the diameter of the bar spliced.

ROLLED THREAD DOWEL BAR



** ONE PIECE

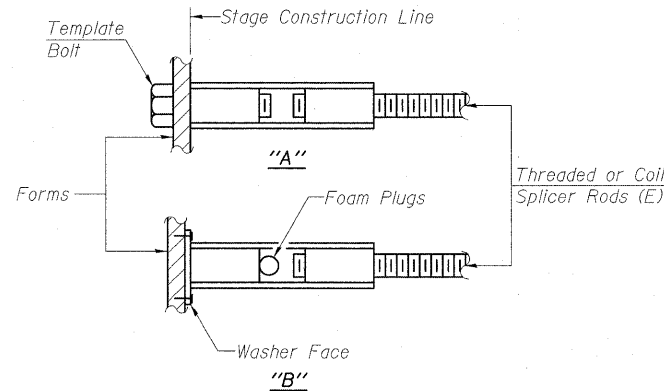
Wire Connector



WELDED SECTIONS

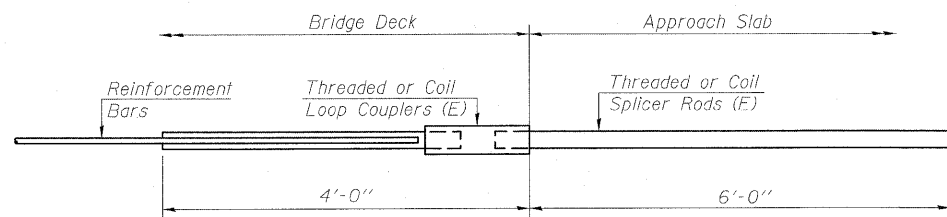
BAR SPLICER ASSEMBLY ALTERNATIVES

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

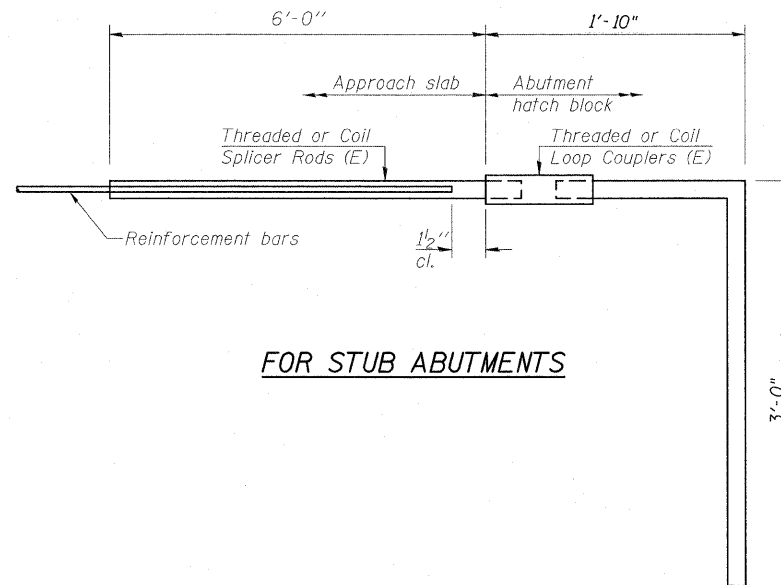


INSTALLATION AND SETTING METHODS

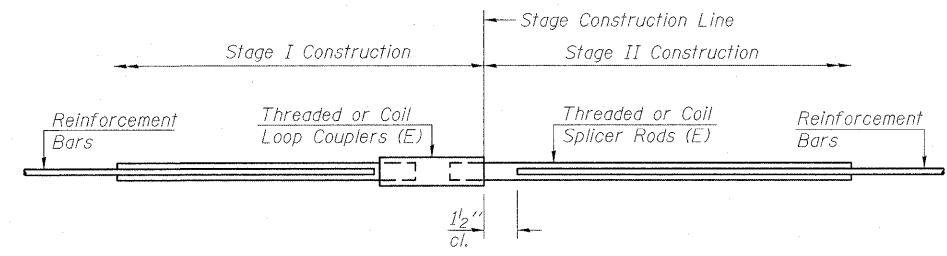
"A" :Set bar splicer assembly by means of a template bolt.
"B" :Set bar splicer assembly by nailing to wood forms or cementing to steel forms.
(E) : Indicates epoxy coating.



FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS



FOR STUB ABUTMENTS



STANDARD

Bar Size	No. Assemblies Required	Location

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

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 72

DESIGNED	
CHECKED	
DRAWN	J.G.
CHECKED	C.J.F. & B.B.

BSD-1 5-16-08

BAR SPLICER ASSEMBLY DETAILS
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66

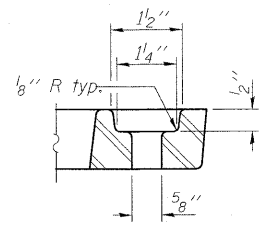
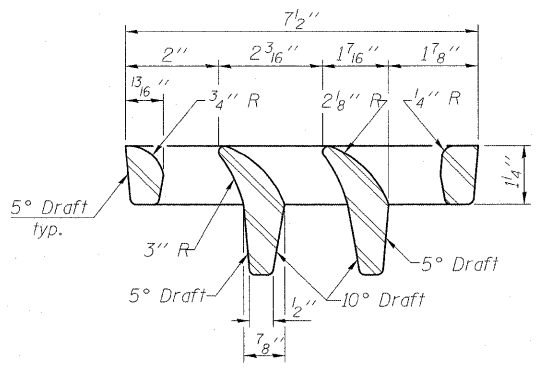
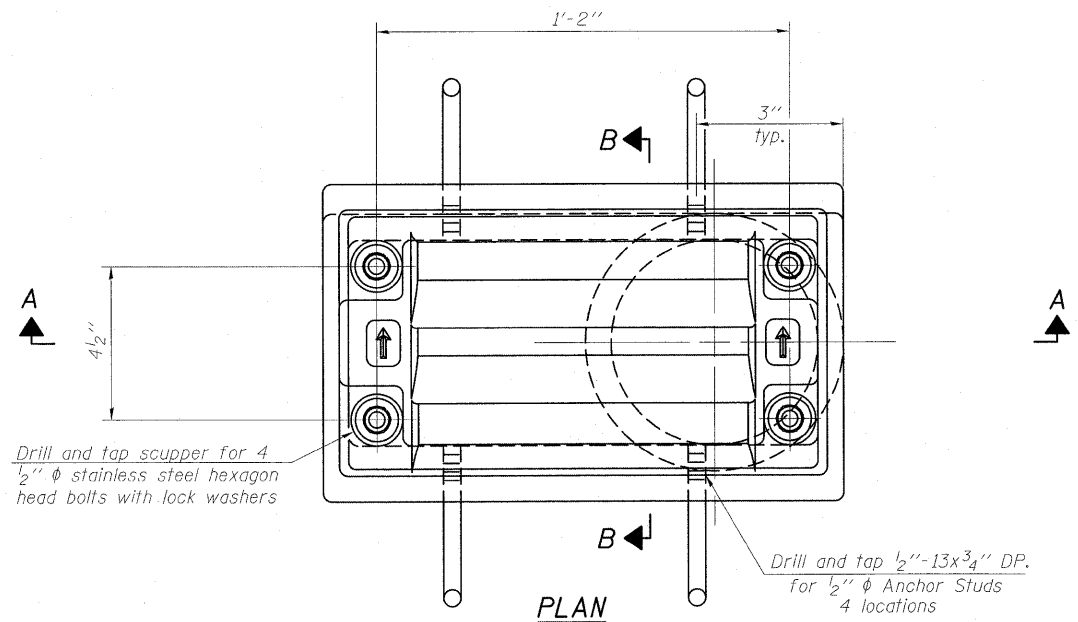


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SHEET NO. 21 27 SHEETS	F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 55
	SN 093-0023		CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



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.

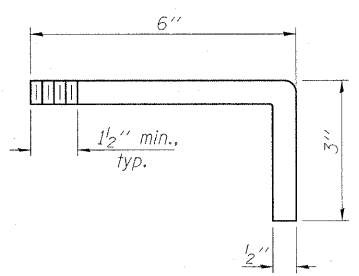
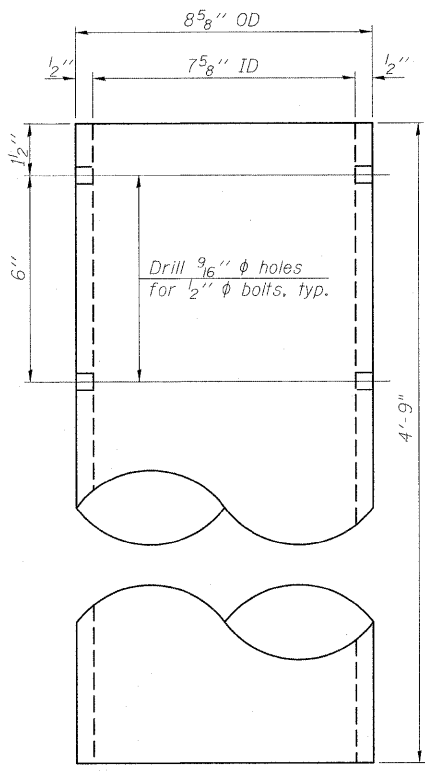
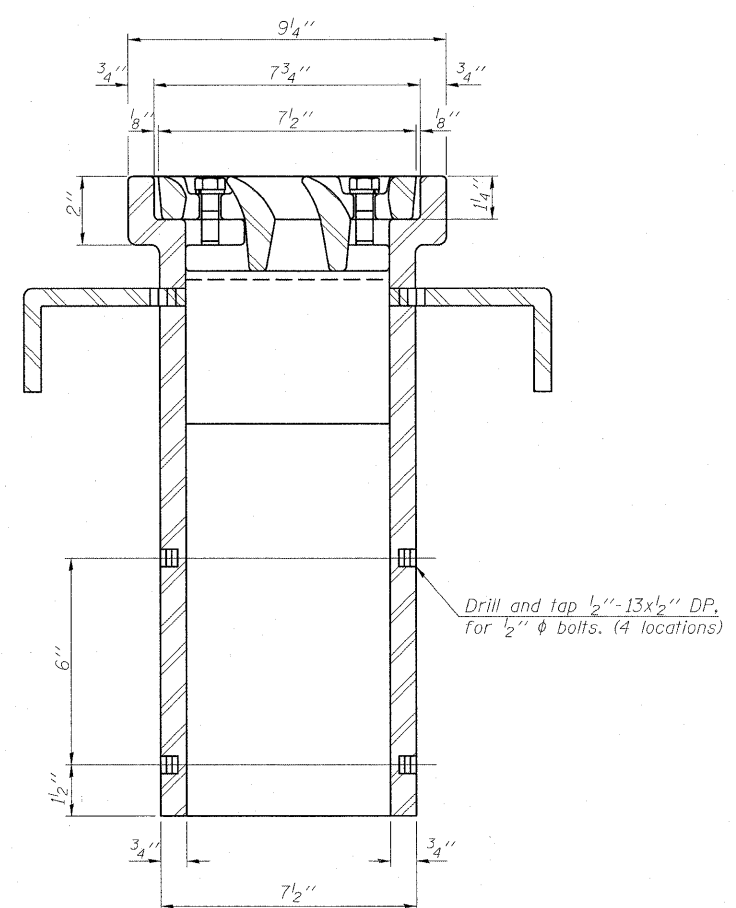
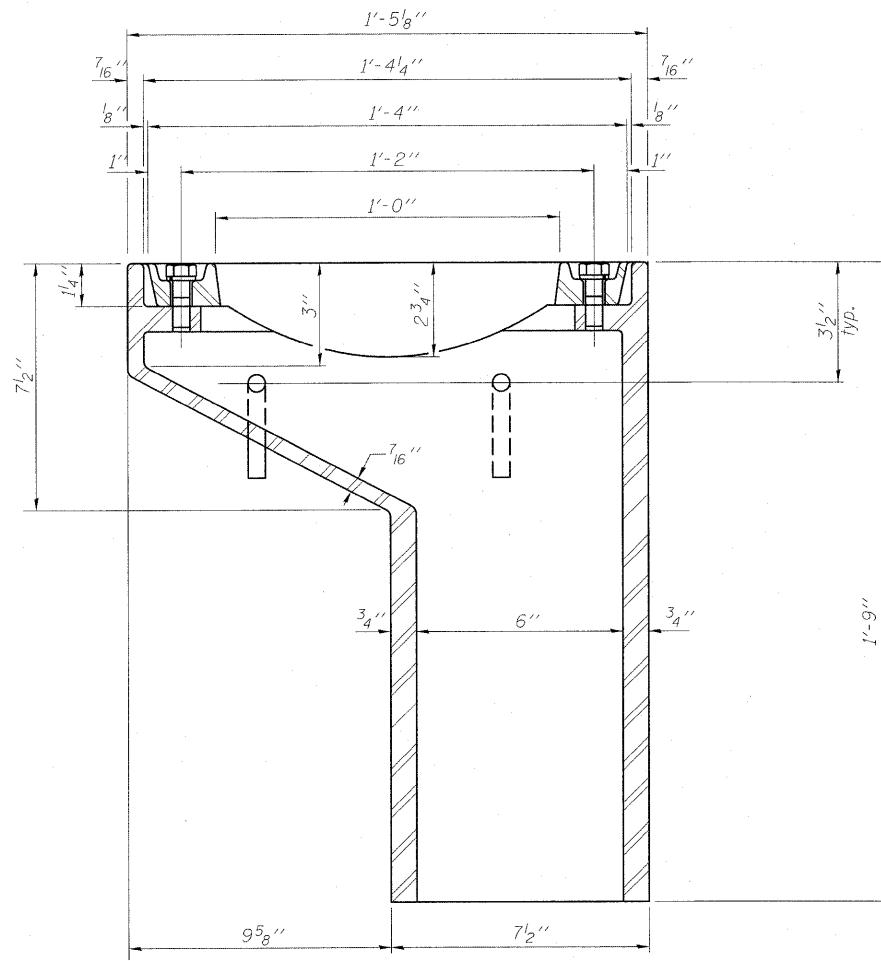
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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.



See sheet of for scupper location relative to parapet.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4

DRAINAGE SCUPPER, DS-11
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66

DESIGNED	
CHECKED	
DRAWN	J.G.
CHECKED	C.J.F. & B.B.

DS-11 5-16-08

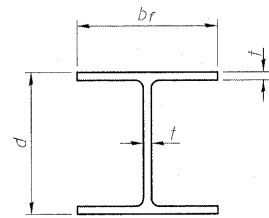
**BERNARDIN
LOCHMUELLER &
ASSOCIATES, INC.**

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SHEET NO. 22	F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 56
27 SHEETS	SN 093-0023		CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

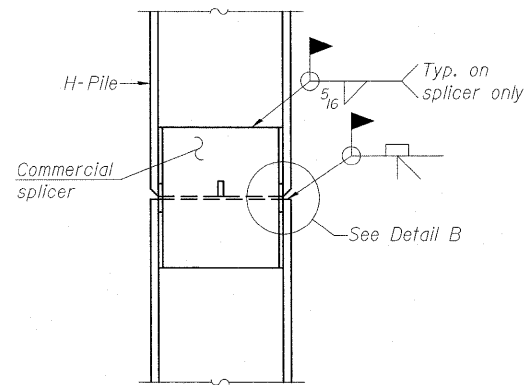
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

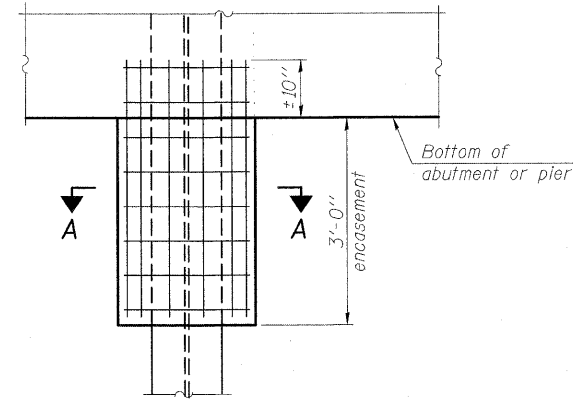


STEEL PILE TABLE

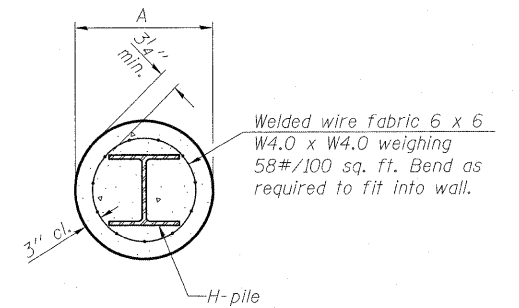
Designation	Depth <i>d</i>	Flange width <i>b_f</i>	Web and Flange thickness <i>t</i>	Encasement diameter <i>A</i>
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	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



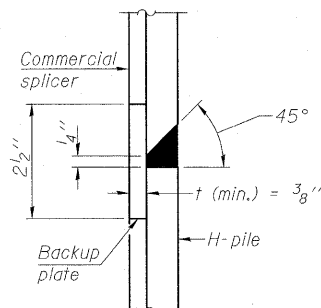
ELEVATION



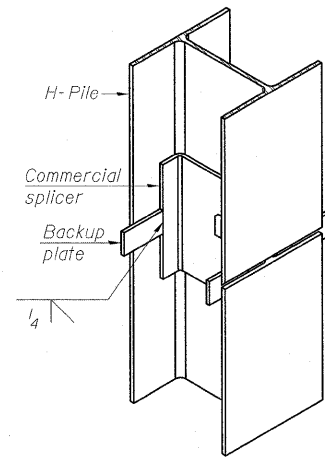
SECTION A-A

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

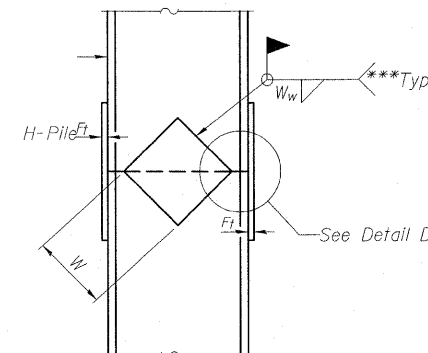
PILE ENCASEMENT



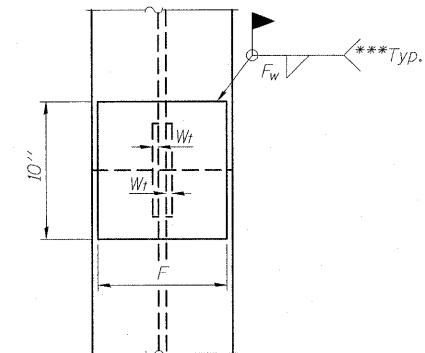
DETAIL "B"



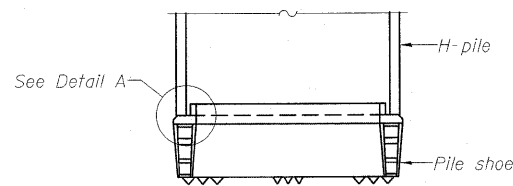
ISOMETRIC VIEW



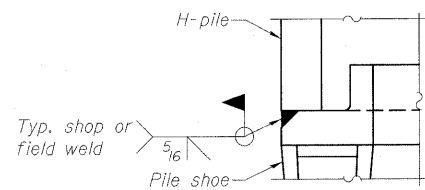
ELEVATION



END VIEW

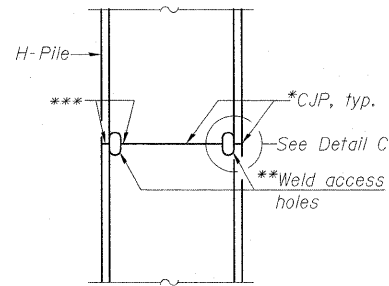


ELEVATION

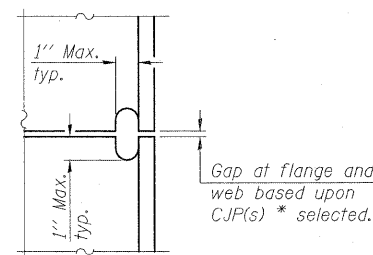


DETAIL A

H-PILE SHOE ATTACHMENT

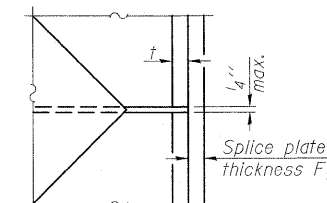


ELEVATION



DETAIL C

COMPLETE PENETRATION WELD SPLICE



DETAIL D

Designation	F	F _t	F _w	W	W _t	W _w
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"

WELDED PLATE FIELD SPLICE
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66

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

*Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code-Steel.

**Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code-Steel.

***Interrupt welds 1/4" from end of each pile.



BERNARDIN
LOCHMUELLER &
ASSOCIATES, INC.

3 Oak Drive
Meryville, IL 62452-5655
Local (618) 338-4655
Fax 618-288-4666

DESIGNED	
CHECKED	
DRAWN	J.G.
CHECKED	C.J.F. & B.B.

F-HP 5-16-08

SHEET NO. 24	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	332	103B-1	WABASH	90	58
27 SHEETS	SN 093-0023		CONTRACT NO. 94754		
	FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 2
Date 7607

ROUTE FAP 322 (IL 1) DESCRIPTION Norfolk & Southern Railroad LOGGED BY E. Sandschafer

SECTION 103B-1 LOCATION SW 14, SEC. 30, TWP. 1 S, RNG. 12 W, 3 PM

COUNTY Wabash DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 093-0007
Station 757+96.93

BORING NO. 1
Station 756+07
Offset 10.00ft Rr
Ground Surface Elev. 453.91 ft

D	B	U	M	Surface Water Elev.	ft	D	B	U	M
P	O	S	I	Stream Bed Elev.	ft	P	O	S	I
T	W	S	S	Groundwater Elev.:		T	W	S	S
H	S	Qu	T	First Encounter	Dry ft	H	S	Qu	T
				Upon Completion	Dry ft				
				After	72 Hrs. 432.9 ft	(ft)	(6")	(tsf)	(%)
8" asphalt on 6" concrete pavement.				452.71					
Medium, damp, brown, SILTY CLAY.									
	1								
	2	0.8	21						
	2	B							
				430.41					
Soft, very damp, gray, SILTY LOAM.									
	1								
	1	0.3	30						
	2	B							
				446.91					
Stiff, damp, gray, SILTY CLAY.									
	2								
	3	1.7	21						
	4	B							
				424.41					
	2								
	2	0.7	22						
	3	B							
				419.41					
	2								
	2	1.8	23						
	3	B							
				418.21					
	3								
	3	1.2	25						
	5	B							
				418.01					
	3								
				40					

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

ROCK CORE LOG

Page 2 of 2
Date 7607

ROUTE FAP 322 (IL 1) DESCRIPTION Norfolk & Southern Railroad LOGGED BY E. Sandschafer

SECTION 103B-1 LOCATION SW 14, SEC. 30, TWP. 1 S, RNG. 12 W, 3 PM

COUNTY Wabash CORING METHOD Rotary, surf set diamond bit

STRUCT. NO. 093-0007
Station 757+96.93

BORING NO. 1
Station 756+07
Offset 10.00ft Rr
Ground Surface Elev. 453.91 ft

CORING BARREL TYPE & SIZE: NW, conv dnt bbl, split inner

Core Diameter 2.06 in
Top of Rock Elev. 418.21 ft
Begin Core Elev. 418.01 ft

DEPTH (ft)	DEPTH (#)	DEPTH (%)	DEPTH (min/ft)	DEPTH (tsf)
418.01	BI-1	80	32	0.4
415.81				
415.01				
414.71				
413.91	BI-2	100	33	0.6
410.71				
411.41				
408.51				

Color pictures of the cores Available on request
Cores will be stored for examination until 07/06/08
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Page 1 of 1
Date 7507

ROUTE FAP 322 (IL 1) DESCRIPTION Norfolk & Southern Railroad LOGGED BY E. Sandschafer

SECTION 103B-1 LOCATION SW 14, SEC. 30, TWP. 1 S, RNG. 12 W, 3 PM

COUNTY Wabash DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 093-0007
Station 757+96.93

BORING NO. 2
Station 757+38
Offset 28.00ft Lt
Ground Surface Elev. 428.82 ft

D	B	U	M	Surface Water Elev.	ft	D	B	U	M
P	O	S	I	Stream Bed Elev.	ft	P	O	S	I
T	W	S	S	Groundwater Elev.:		T	W	S	S
H	S	Qu	T	First Encounter	Dry ft	H	S	Qu	T
				Upon Completion	Dry ft				
				After	72 Hrs. 426.0 ft	(ft)	(6")	(tsf)	(%)
Black, gray, SILTY CLAY w/ cinders.				427.88					
Very soft to medium, damp, brown, SILTY LOAM.									
	1								
	1	0.1	28						
	2	B							
				421.52					
Stiff, damp, brown, SILTY CLAY.									
	2								
	3	2.0	26						
	5	B							
				419.12					
Very stiff, red marbled gray, CLAY LOAM TILL.									
	3								
	6	2.1	21						
	8	B							
				415.82					
Medium, damp, brown, SILTY LOAM TILL.									
	2								
	3	0.7	24						
	5	B							
				414.32					
Stiff, damp, brown, CLAY LOAM TILL.									
	8								
	504'	2.0	14						
	501'	S							
				411.82					
Very dense, moist, brown, SANDSTONE.									
	504'								
	501'								
Extent of exploration.				500'					

Benchmark: BM 541 chiseled "X" on SE corner on top of hubguard on structure 093-0007, Sta 759+30, 17' Rr = 454.48' elevation. Provided by Program Development.

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

BBS, form 137 (Rev. 8-99)

DESIGNED
CHECKED
DRAWN J.G.
CHECKED C.J.F. & B.B.

SOIL BORINGS-1
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66

BERNARDIN LOCHMUELLER & ASSOCIATES, INC.

3 Oak Drive
Maryville, IL 62068-5635
Local: 618-288-4666
Fax: 618-288-4666

SHEET NO. 25	F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 59
27 SHEETS	SN 093-0023		CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

12:00:48 PM 1/11/2010 \\srt\apps\03\0023\94754.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG Page 1 of 2
Date 7507

ROUTE FAP 322 (IL 1) DESCRIPTION Norfolk & Southern Railroad LOGGED BY E. Sandschafer

SECTION 103B-1 LOCATION SW 14, SEC. 30, TWP. 1 S, RNG. 12 W, 3 PM

COUNTY Wabash DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 093-0007
Station 757+96.93

BORING NO. 3
Station 757+82
Offset 26.90ft Rt
Ground Surface Elev. 429.59 ft

DEPTH (ft)	DESCRIPTION	DRILLING METHOD	HAMMER TYPE	REMARKS
0	Surface Water Elev. NA ft			
0	Stream Bed Elev. NA ft			
0	Groundwater Elev.:			
0	First Encounter Dry ft			
0	Upon Completion Washed ft			
0	After 96 Hrs. 425.4 ft			
0	Dark brown, GRAVELY SILTY CLAY w/coal fragments.			
438.29	Stiff, damp, red marbled tan, SILTY LOAM.			
422.59	Medium to stiff, damp, tan, SILTY CLAY.			
419.69	Very stiff, damp, red, SILTY CLAY w/black veins.			
417.59	Medium to stiff, damp, tan, CLAY LOAM.			
414.89	Stiff to medium, damp, red/graytan, SILTY CLAY.			
410.09	* Very dense, moist, brown, SANDY LOAM SHALE.			
409.59	** 504", 501", 501"			
409.59	Borehole continued with rock coring.			
409.59	Borehole continued with rock			

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

ROCK CORE LOG Page 2 of 2
Date 7507

ROUTE FAP 322 (IL 1) DESCRIPTION Norfolk & Southern Railroad LOGGED BY E. Sandschafer

SECTION 103B-1 LOCATION SW 14, SEC. 30, TWP. 1 S, RNG. 12 W, 3 PM

COUNTY Wabash CORING METHOD Rotary, surf set diamond bit

STRUCT. NO. 093-0007
Station 757+96.93

BORING NO. 3
Station 757+82
Offset 26.90ft Rt
Ground Surface Elev. 429.59 ft

DEPTH (ft)	DESCRIPTION	CORING METHOD	CORE TYPE	REMARKS
409.59	Gray, SILTY CLAY SHALE.			
408.88	Rock Core B3A @ 20.0' to 20.5' depth Qu = 4.2 tsf.			
408.39	Brown w/red layers, moderately weathered, SANDSTONE.			
405.79	Gray, slightly weathered, CLAY SHALE.			
405.29	Brown, moderately weathered, SANDSTONE.			
404.79	Gray, CLAY SHALE.			
403.59	Gray, severely weathered, SANDSTONE.			
402.59	Gray, moderately weathered, CLAY SHALE.			
400.49	Brown, soft, SANDSTONE.			
399.99	Rock Core B3B @ 27.9' to 28.6' depth Qu = 135 tsf.			
399.99	Brown, soft, CLAY SHALE.			
399.99	Extent of exploration.			
	Benchmark: BM 541 chiseled "X" on SE corner on top of hubguard on structure 093-0007, Sta 759+30, 17' Rt = 454.48' elevation. Provided by Program Development.			

Color pictures of the cores Available on request
Cores will be stored for examination until 07/05/08
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG Page 1 of 1
Date 7507

ROUTE FAP 322 (IL 1) DESCRIPTION Norfolk & Southern Railroad LOGGED BY E. Sandschafer

SECTION 103B-1 LOCATION SW 14, SEC. 30, TWP. 1 S, RNG. 12 W, 3 PM

COUNTY Wabash DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 093-0007
Station 757+96.93

BORING NO. 4
Station 758+92
Offset 30.80ft Lt
Ground Surface Elev. 431.12 ft

DEPTH (ft)	DESCRIPTION	DRILLING METHOD	HAMMER TYPE	REMARKS
506"	Surface Water Elev. NA ft			
506"	Stream Bed Elev. NA ft			
506"	Groundwater Elev.:			
506"	First Encounter Dry ft			
506"	Upon Completion Dry ft			
506"	After 96 Hrs. 425.1 ft			
506"	Dark gray, SILTY LOAM w/coal fragments.			
499.72	Soft to medium, very damp, brown, SILTY LOAM.			
498.62	Medium, damp, brown, SILTY CLAY.			
498.72	Very soft to medium, damp, brown, SILTY LOAM.			
498.12	Stiff, damp, tan, SILTY CLAY.			
416.62	Stiff, damp, red marbled tan, SILTY CLAY TILL.			
413.62	Soft, very damp, red marbled tan, SILTY LOAM TILL.			
411.42	506"			

Benchmark: BM 541 chiseled "X" on SE corner on top of hubguard on structure 093-0007, Sta 759+30, 17' Rt = 454.48' elevation. Provided by Program Development.

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

BBS, form 137 (Rev. 8-99)

SOIL BORINGS-2
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66

DESIGNED	
CHECKED	
DRAWN	J.G.
CHECKED	C.J.F. & B.B.



**BERNARDIN
LOCHMUELLER &
ASSOCIATES, INC.**

3 Oak Drive
Maryville, IL 62452-5635
Local (618) 288-4665
Fax 618-288-4666

SHEET NO. 26	F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 60
27 SHEETS	SN 093-0023		CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

Page 1 of 3
Date 7607

ROUTE FAP 322 (IL 1) DESCRIPTION Norfolk & Southern Railroad LOGGED BY E. Sandschafer

SECTION 103B-1 LOCATION SW 14, SEC. 30, TWP. 1 S, RNG. 12 W, 3 PM

COUNTY Wabash DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 093-0007 LOCATION SW 14, SEC. 30, TWP. 1 S, RNG. 12 W, 3 PM
Station 757+96.93

BORING NO. 5
Station 759+88
Offset 9.50ft Lt
Ground Surface Elev. 452.61 ft

DEPTH (ft)	DRILLING METHOD	SPACING (ft)	SOIL DESCRIPTION	UCS (psi)	MOISTURE (%)	REMARKS
0	8" asphalt on 6" concrete pavement.					
451.41			Medium, damp, tan, gray, SILTY CLAY.			
3		21				
4			Medium to stiff, damp, gray, SILTY LOAM.	429.81		
448.11			Medium, damp, tan, SILTY LOAM.			
4		22				
4		B	Very stiff, damp, gray, SILTY CLAY.	427.61	-20	
2			Medium to soft, very damp, tan, SILTY LOAM.	426.61		
3		21				
4		B				
442.61			Stiff, damp, gray, SILTY CLAY.			
2		80				
2						
4		22				
5		B	* Groundwater Elev.: Hole caved @ 25' - Dry.			
417.61			Stiff, damp, red marbled tan, SILTY CLAY TILL.			
4		23				
5		B				
463.11			Very stiff, damp, gray, CLAY.			
1						

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

Page 2 of 3
Date 7607

ROUTE FAP 322 (IL 1) DESCRIPTION Norfolk & Southern Railroad LOGGED BY E. Sandschafer

SECTION 103B-1 LOCATION SW 14, SEC. 30, TWP. 1 S, RNG. 12 W, 3 PM

COUNTY Wabash DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. 093-0007 LOCATION SW 14, SEC. 30, TWP. 1 S, RNG. 12 W, 3 PM
Station 757+96.93

BORING NO. 5
Station 759+88
Offset 9.50ft Lt
Ground Surface Elev. 452.61 ft

DEPTH (ft)	DRILLING METHOD	SPACING (ft)	SOIL DESCRIPTION	UCS (psi)	MOISTURE (%)	REMARKS
472.41			Soft, very damp, SILTY LOAM.			
2		0.3				
2		B				
408.11			Very dense, moist, brown, SANDSTONE.			
407.61		-40		504"		
			Borehole continued with rock coring.	501"		
				501"		

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

Page 3 of 3
Date 7607

ROUTE FAP 322 (IL 1) DESCRIPTION Norfolk & Southern Railroad LOGGED BY E. Sandschafer

SECTION 103B-1 LOCATION SW 14, SEC. 30, TWP. 1 S, RNG. 12 W, 3 PM

COUNTY Wabash CORING METHOD Rotary, surf set diamond bit

STRUCT. NO. 093-0007 CORING BARREL TYPE & SIZE NW, conv. dia. bit, split inner
Station 757+96.93

BORING NO. 5
Station 759+88
Offset 9.50ft Lt
Ground Surface Elev. 452.61 ft

DEPTH (ft)	SOIL DESCRIPTION	UCS (psi)	MOISTURE (%)	REMARKS
407.61	Brown, moderately weathered, SANDSTONE.			
406.61	Red w/gray layers, SILTY CLAY SHALE. Rock Core sample B5A @ 46.3' to 46.7' depth Qu = 4.6 tsf.			
405.21	Brown, moderately weathered, SANDSTONE.			
404.41	Gray, slightly weathered, SILTY CLAY SHALE.			
403.81	Gray, SANDSTONE.			
403.71	Brown, SILTY CLAY SHALE.			
403.41	Gray, SANDSTONE.			
403.01	Gray, slightly weathered, SILTY CLAY SHALE w/one 1" Sandstone layer.			
401.71	Gray w/thin black layers, SANDSTONE.			
400.21	Gray, moderately weathered, SILTY CLAY SHALE.			
399.51	Gray w/thin diagonal black layers, SANDSTONE. Rock Core sample B5B @ 53.6' to 54.0' depth Qu = 242 tsf.			
398.31	Gray, moderately weathered, SANDY CLAY SHALE.			
397.61	Extent of exploration.			

Benchmark: BM 541 chiseled "X" on SE corner on top of bulguard on structure
093-0007, Sta 759+30, 17' Rt = 454.48' elevation. Provided by Program Development.

Color pictures of the cores Available on request
Cores will be stored for examination until 07/06/08
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

DESIGNED
CHECKED
DRAWN J.G.
CHECKED C.J.F. & B.B.

BERNARDIN LOCHMUELLER & ASSOCIATES, INC.

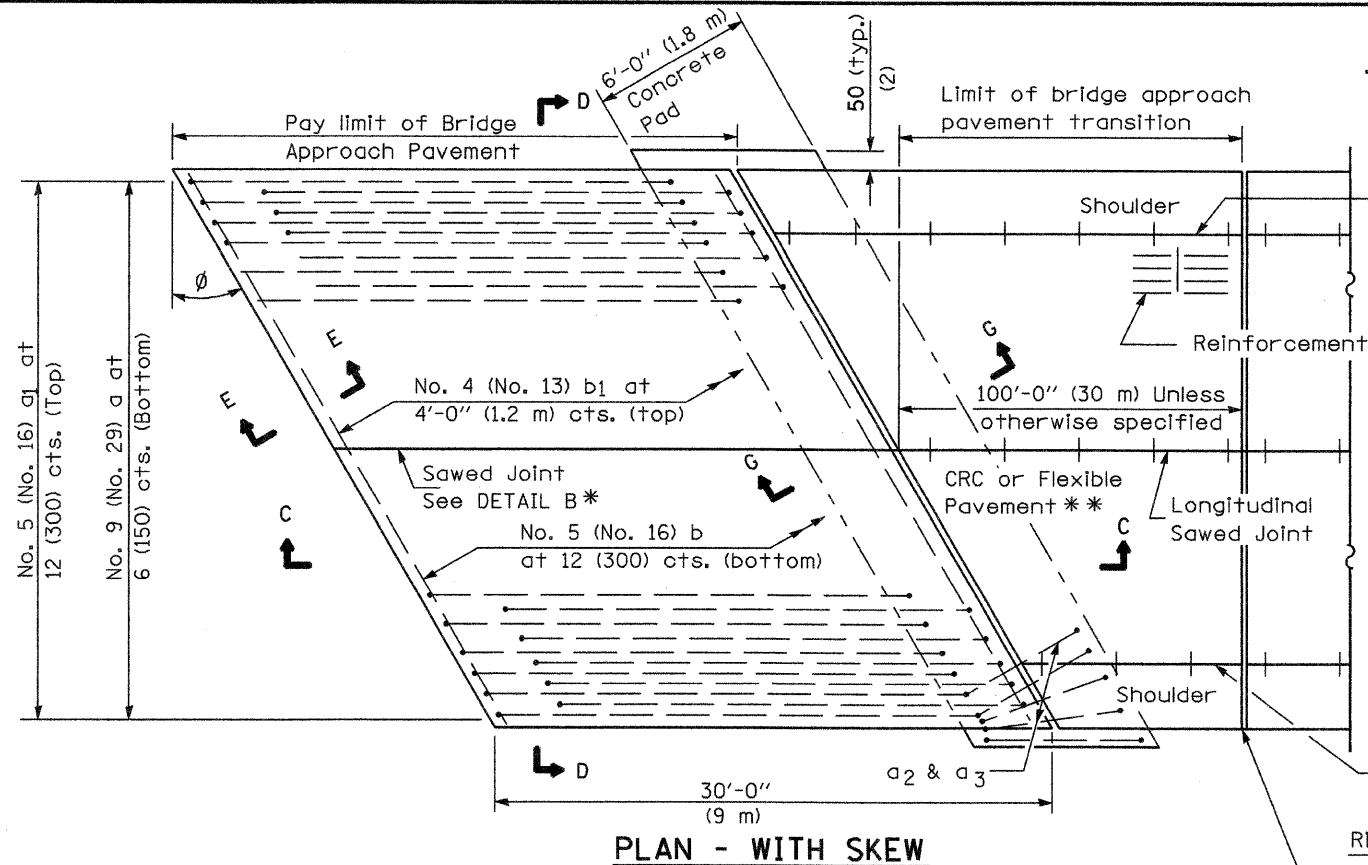
3 Oak Drive
Maryville, IL 62442-5635
Local (618) 298-4655
Fax 618-298-4666

SHEET NO. 27	F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 61
27 SHEETS	SN 093-0023		CONTRACT NO. 94754		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT 332					

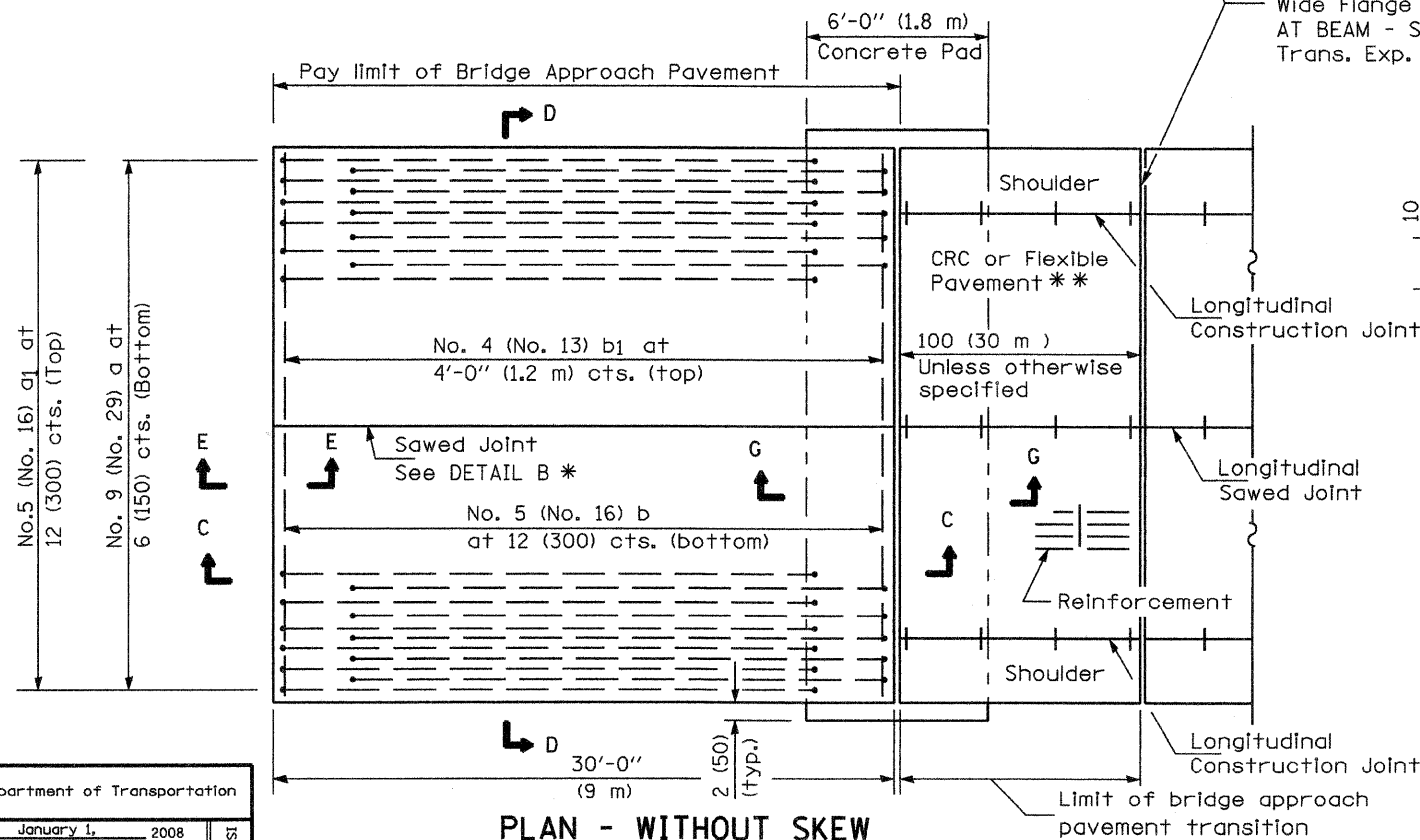
**SOIL BORINGS-3
ILLINOIS ROUTE 1
OVER NORFOLK SOUTHERN RR
STA. 757+97.66**

12/2/00 PM 1/11/2000 \BR109as\03\0023\94754.dgn

NEW CONSTRUCTION

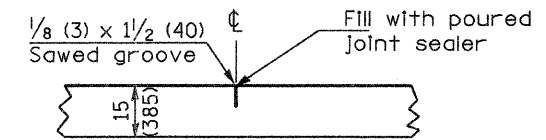


PLAN - WITH SKEW

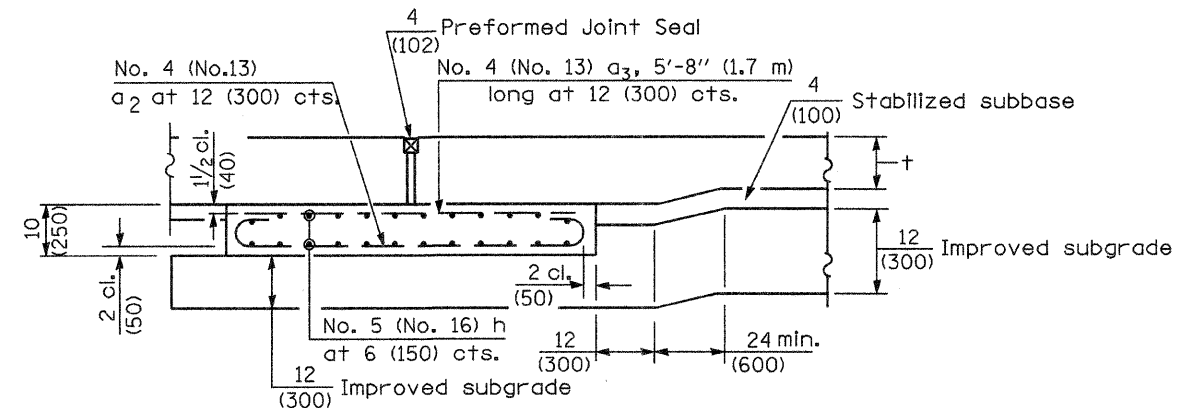


PLAN - WITHOUT SKEW

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



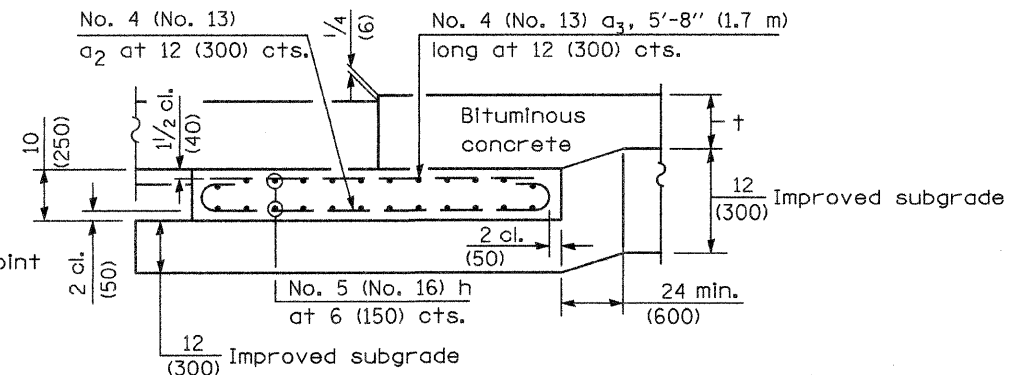
DETAIL B*
(Reinforcement Not Shown)



SECTION G-G - RIGID PAVEMENT
(Showing reinforcement)

Rigid Pavement only:

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



SECTION G-G - FLEXIBLE PAVEMENT
(Showing reinforcement)

GENERAL NOTES

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

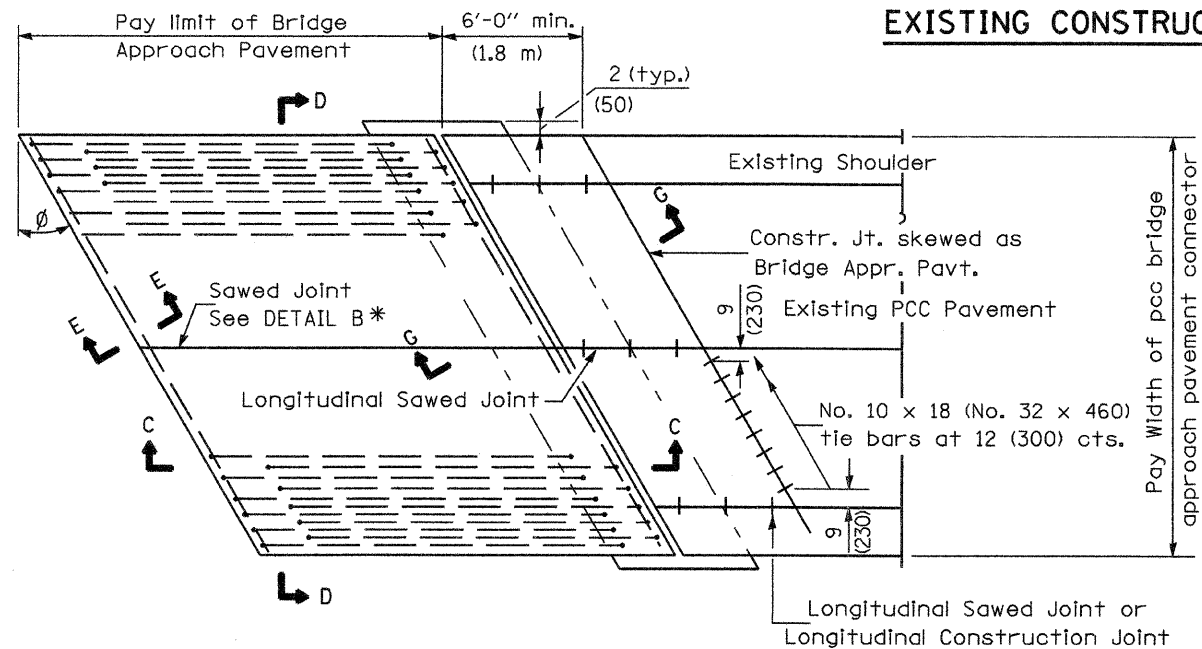
Illinois Department of Transportation
 APPROVED January 1, 2008
 ENGINEER OF BRIDGES AND STRUCTURES
 APPROVED January 1, 2008
 ENGINEER OF DESIGN AND ENVIRONMENT

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

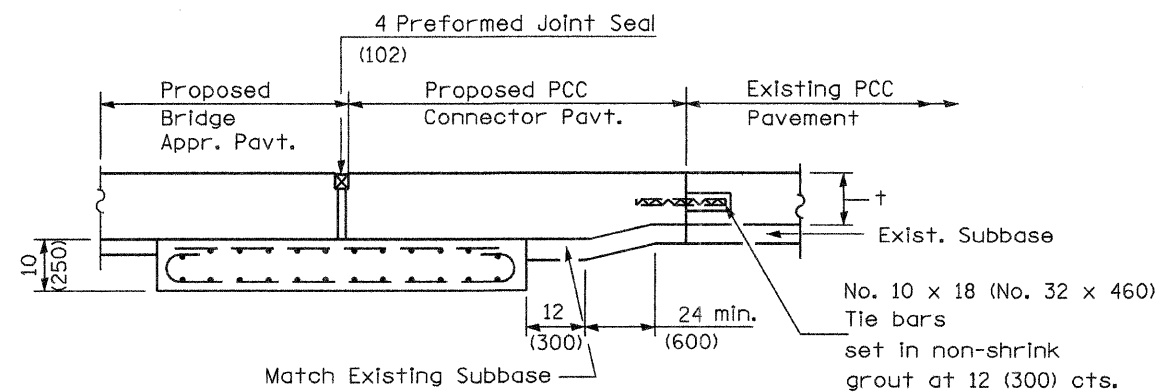
BRIDGE APPROACH PAVEMENT

(Sheet 1 of 4)

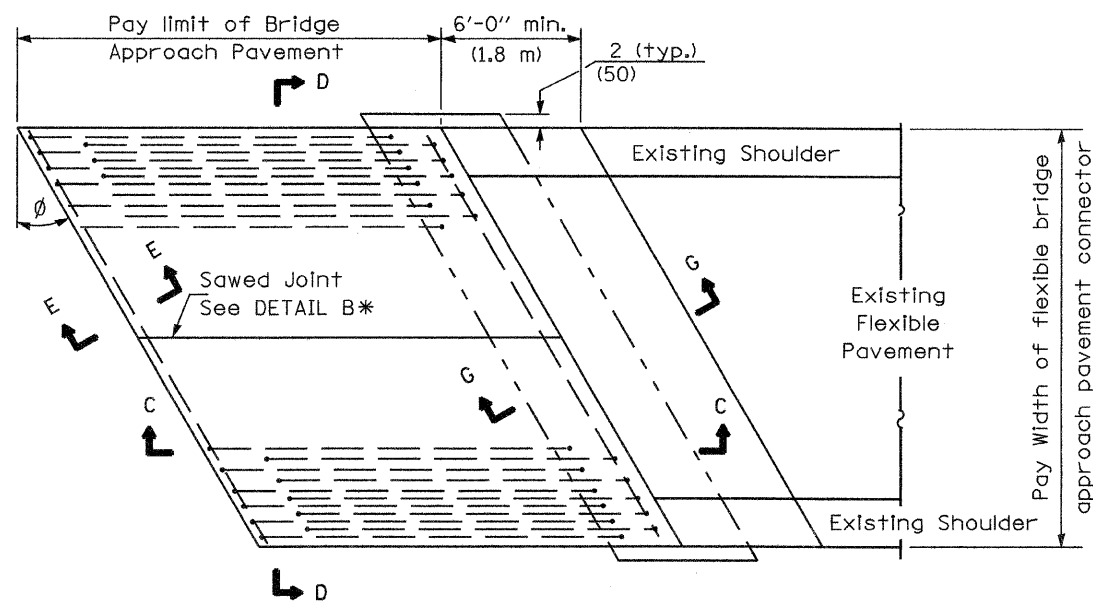
EXISTING CONSTRUCTION



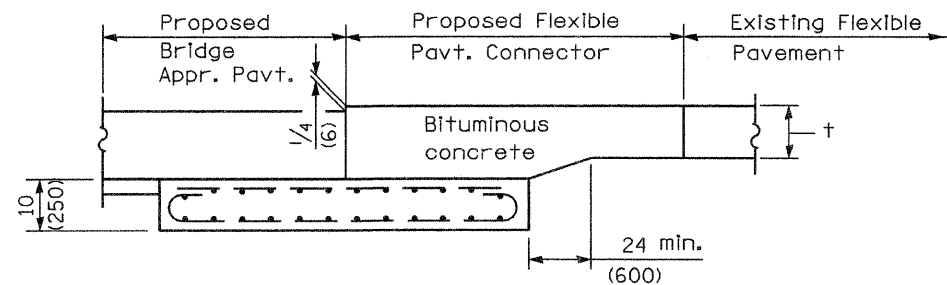
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)



SECTION G-G - RIGID PAVEMENT



BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



SECTION G-G - FLEXIBLE PAVEMENT

Illinois Department of Transportation

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

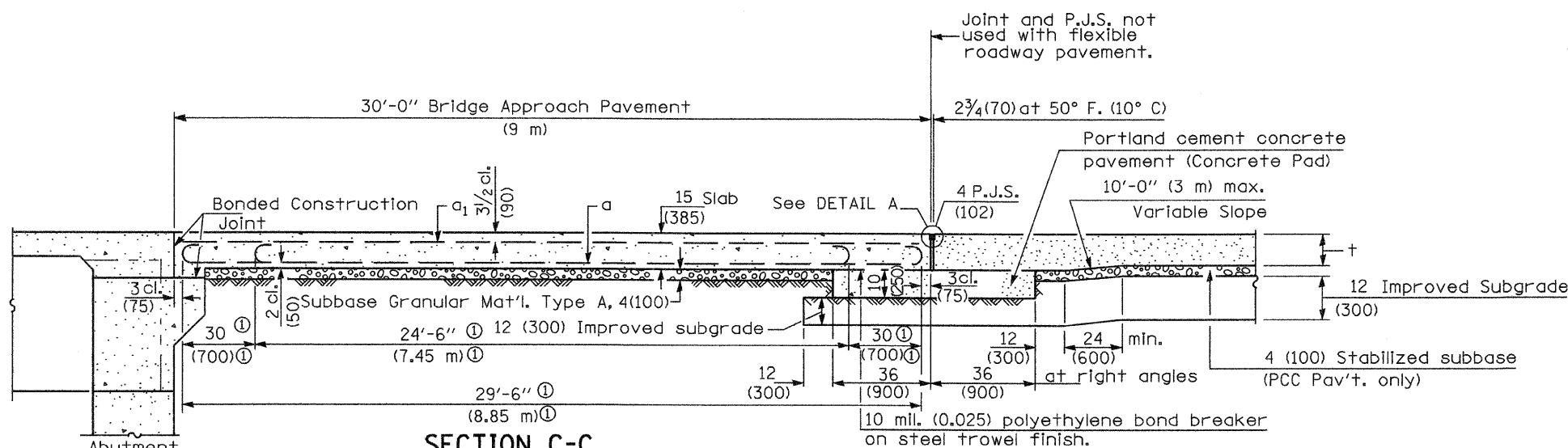
APPROVED January 1, 2008
Ken E. Han
 ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

BRIDGE APPROACH PAVEMENT

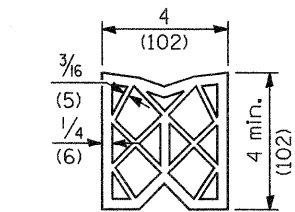
(Sheet 2 of 4)

198 JPL

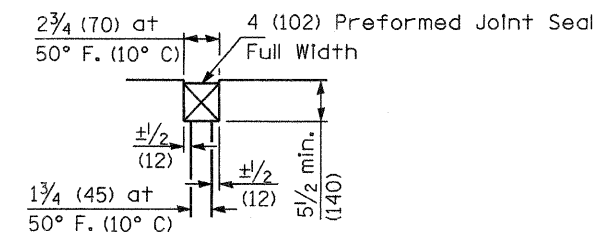


SECTION C-C

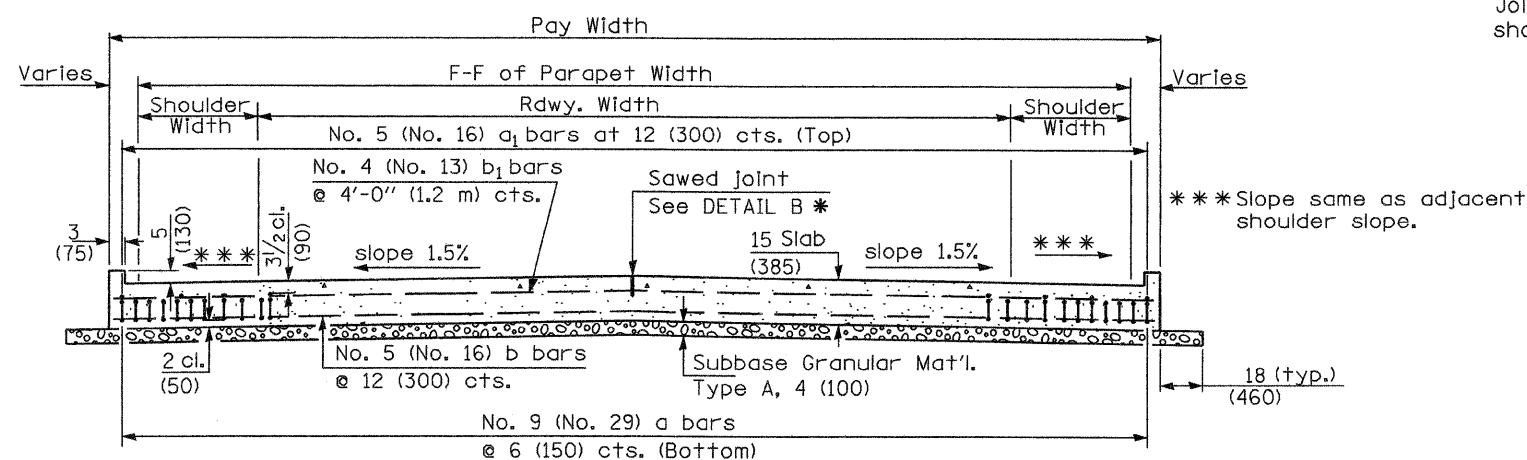
ⓐ Stagger No. 9 (No. 29) a bars as shown on plan - full width



PREFORMED JOINT SEAL



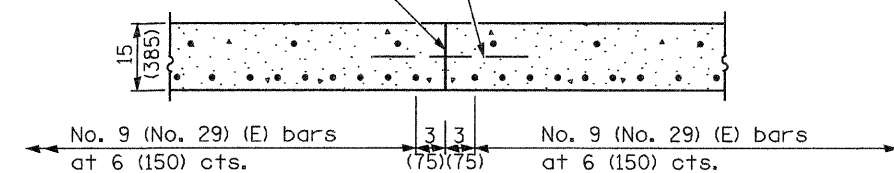
DETAIL A



SECTION D-D

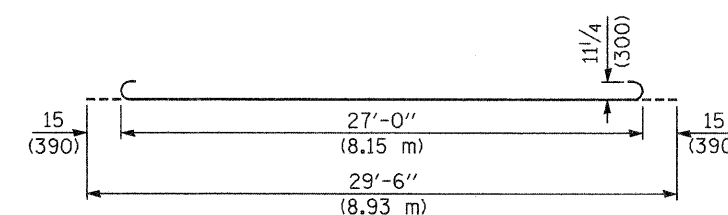
(See Plan for Dimensions not shown)

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

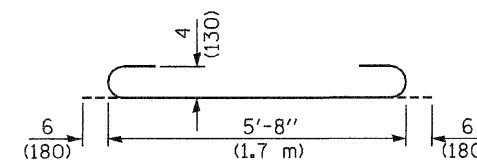


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

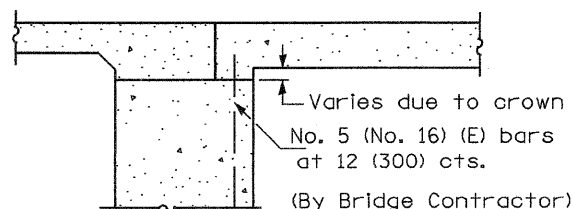
As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.



BAR a

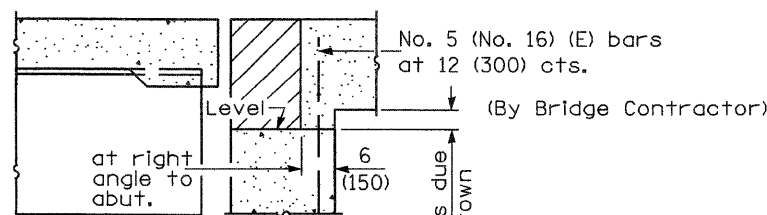


BAR a₂



SECTION E-E

(Integral Abutments)



SECTION E-E

(Jointed Abutments)

DESIGN STRESSES

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

BRIDGE APPROACH PAVEMENT

(Sheet 3 of 4)

Illinois Department of Transportation

APPROVED January 1, 2008

Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

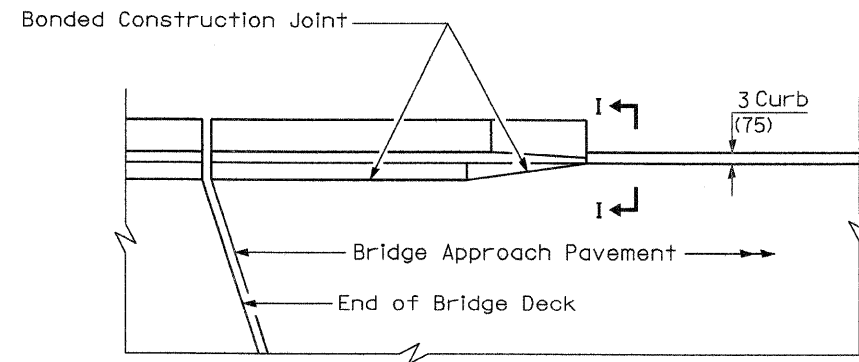
APPROVED January 1, 2008

Ken E. Han
ENGINEER OF DESIGN AND ENVIRONMENT

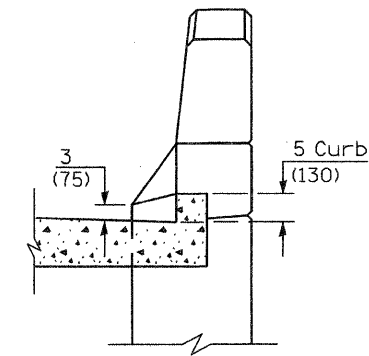
15-1-1 GENSSI

15-1-1

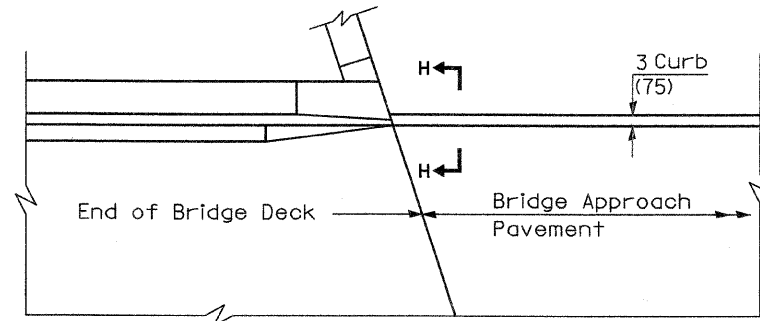
ORIGINAL



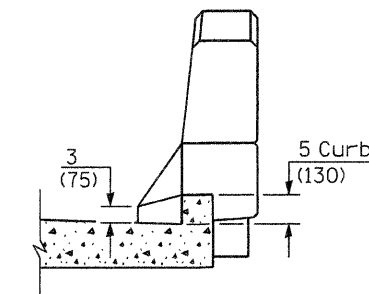
**PARAPET TO CURB TRANSITION
PILE BENT ABUTMENT**



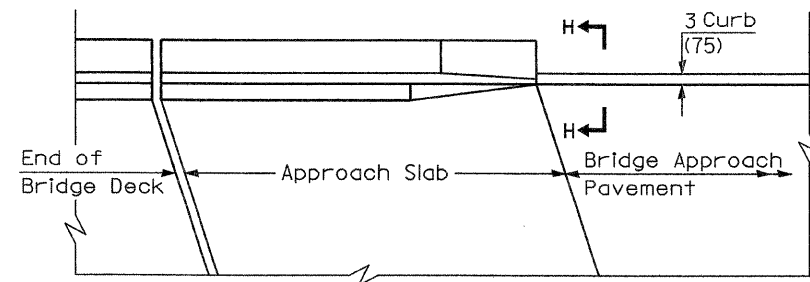
SECTION I - I



**PARAPET TO CURB TRANSITION
INTEGRAL ABUTMENT**



SECTION H - H



**PARAPET TO CURB TRANSITION
VAULTED ABUTMENT**

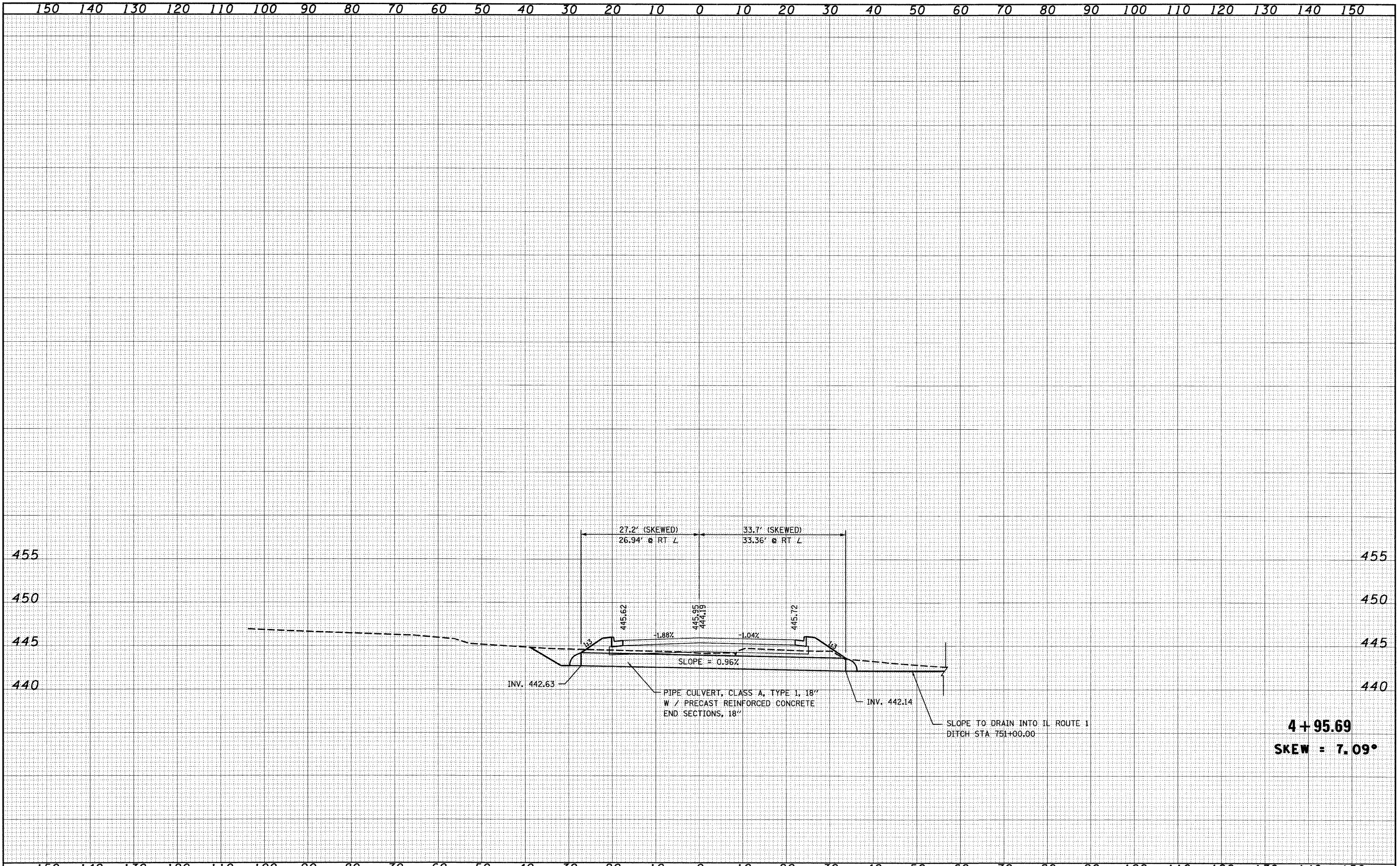
BRIDGE APPROACH PAVEMENT

(Sheet 4 of 4)

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

DATE	
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NOTE BOOK	
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NOTE BOOK	
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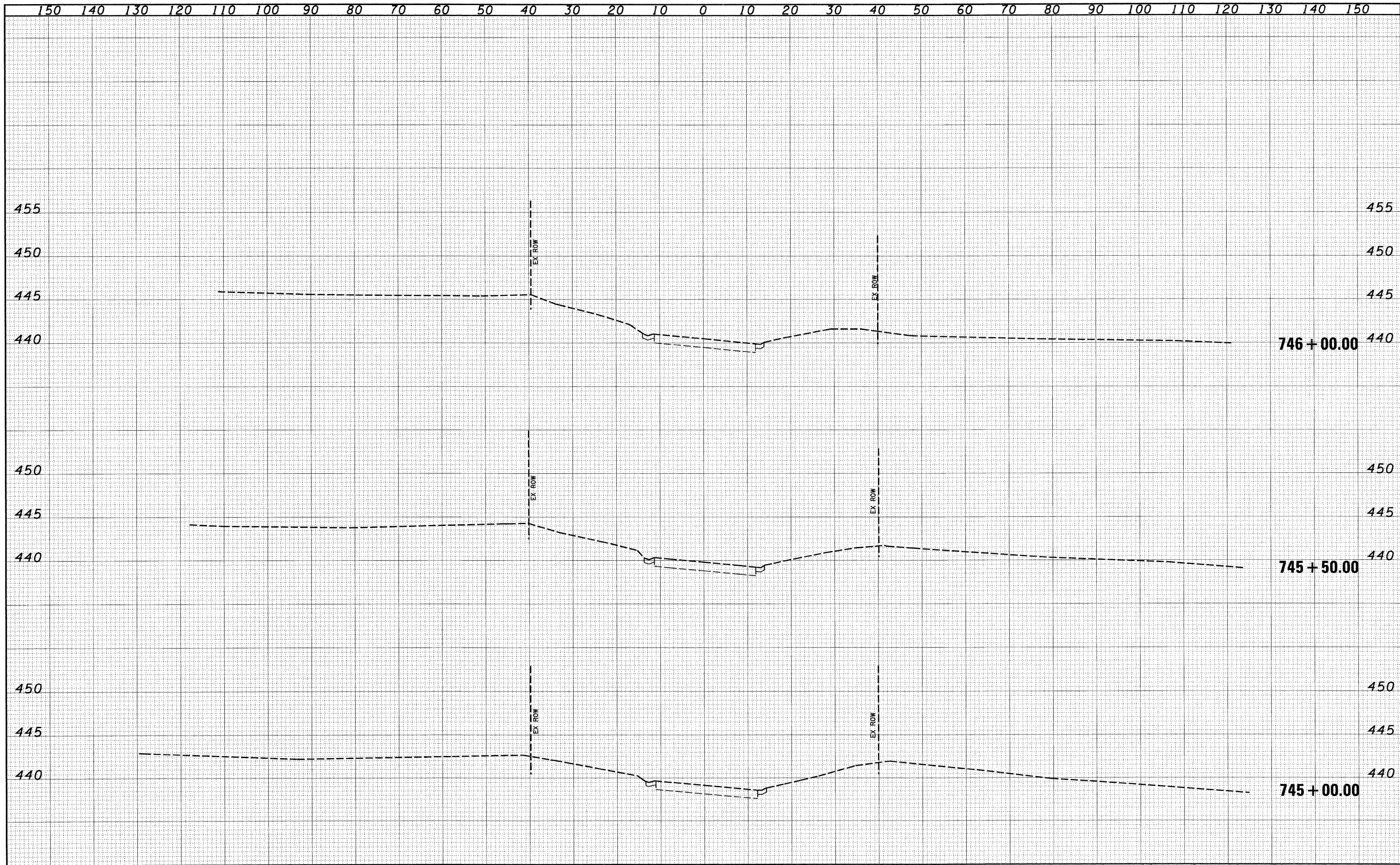


4 + 95.69
SKEW = 7.09°

FILE NAME -	USER NAME = paul	DESIGNED - JWS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CULVERT PROFILE - EMPIRE ST.			F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 62
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	PLOT DATE = 4/28/2009	CHECKED - BRM	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE - 10-2-08	REVISED -									

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TEMPLATE	
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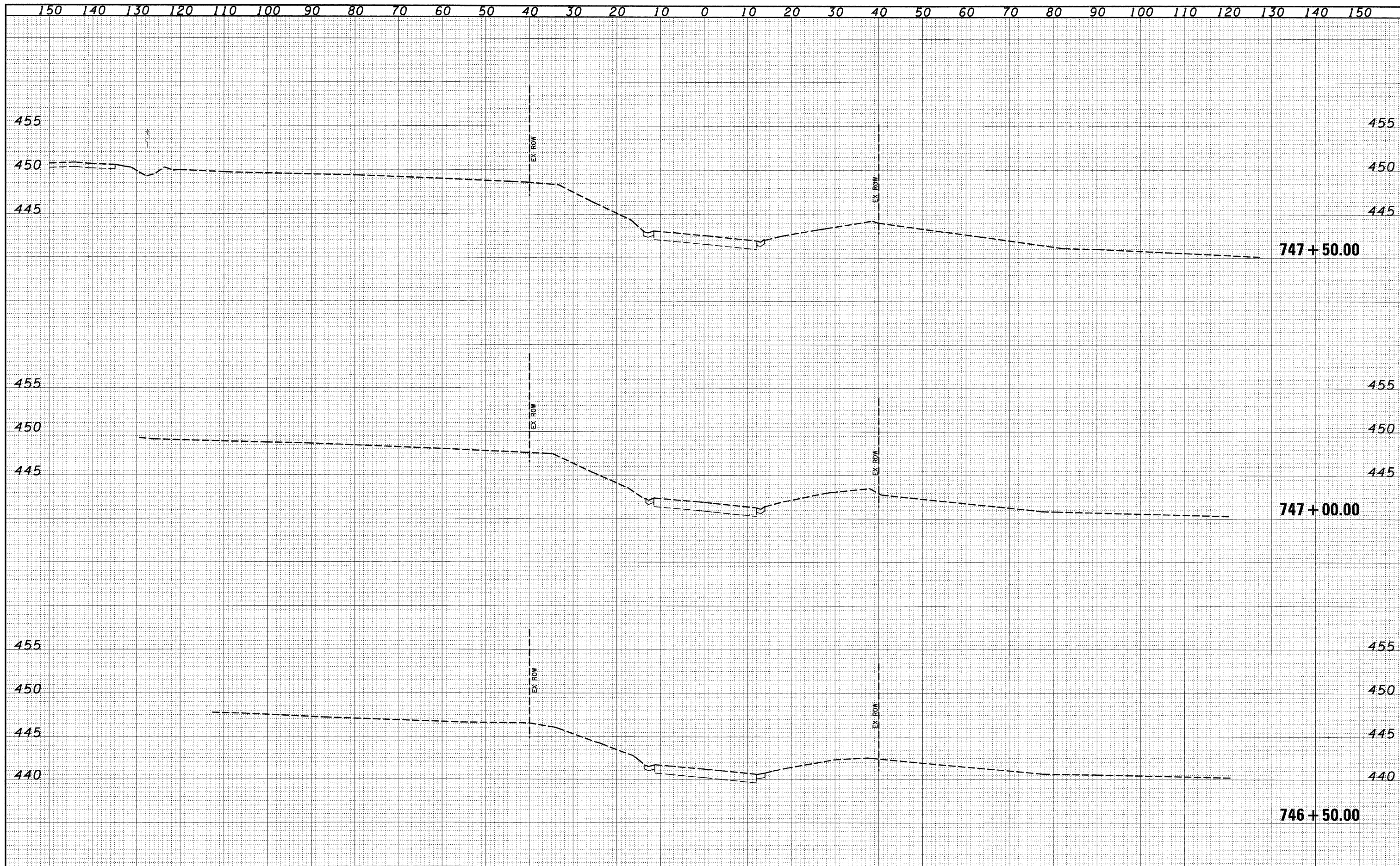
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FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)			F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 63
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PLOT DATE = 4/28/2009	DATE - 6-20-08	CHECKED - BRM	REVISED -									
		DATE - 6-20-08	REVISED -									

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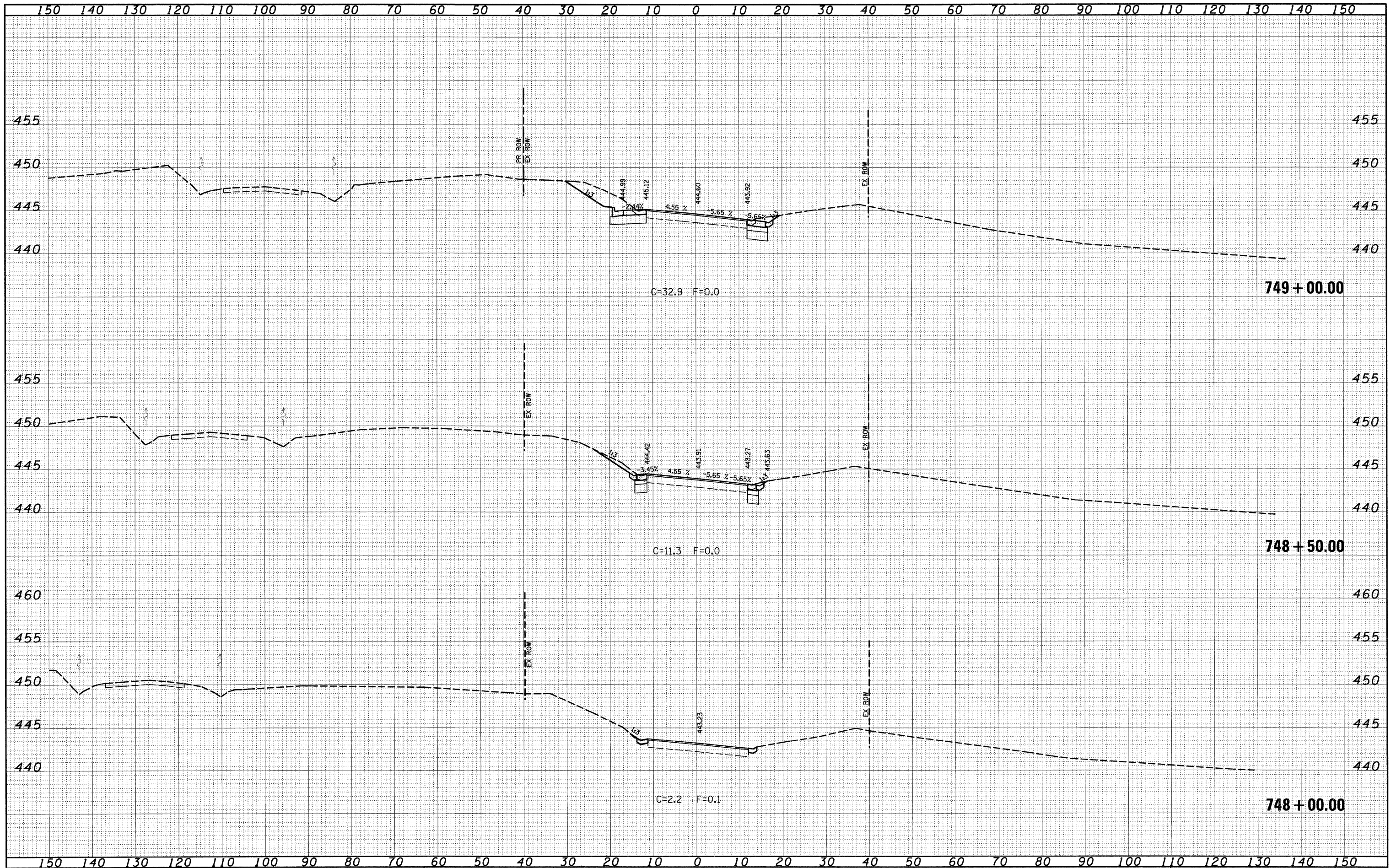
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PLLOT DATE = 4/28/2009	DATE - 6-20-08	CHECKED - BRM	REVISED -		SCALE: 1"=10' SHEET NO. 2 OF 26 SHEETS STA. 746+50.00 TO STA. 747+50.00			CONTRACT NO. 94754				
		DATE - 6-20-08	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

DATE	
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FINAL SURVEY	
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 CHECKED - BRM
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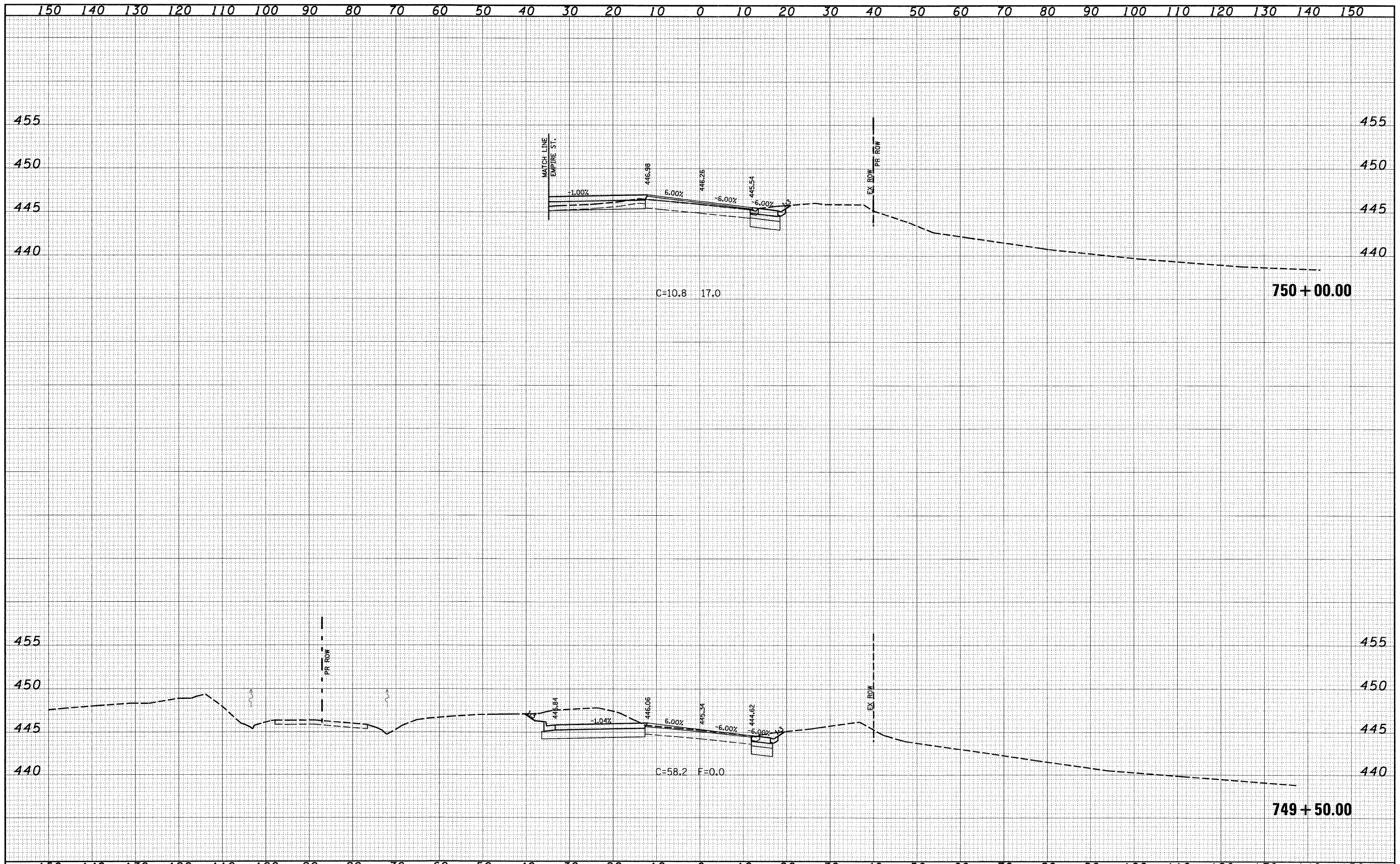
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)
 SCALE: 1"=10'
 SHEET NO. 3 OF 26 SHEETS
 STA. 748+00.00 TO STA. 749+00.00

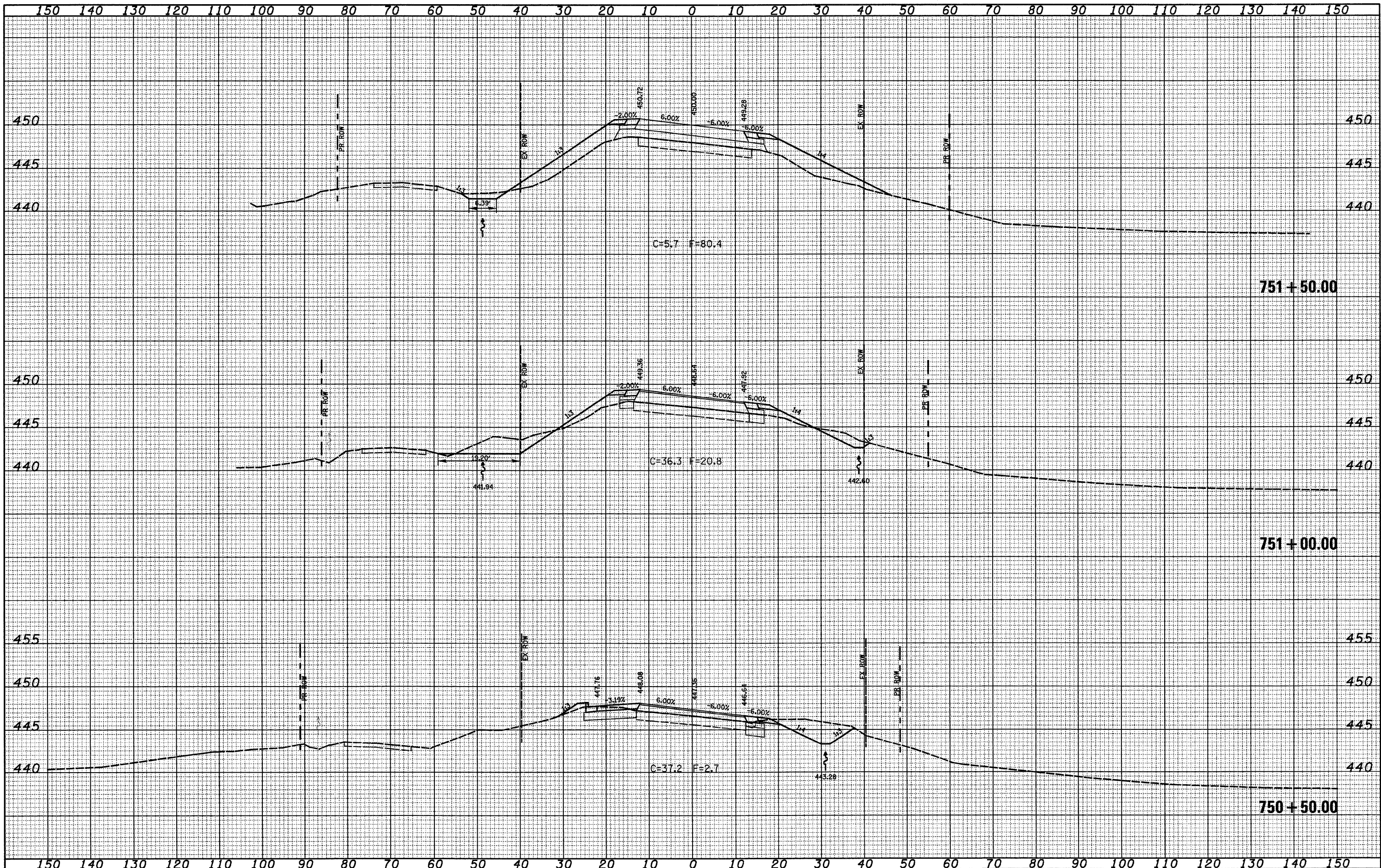
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	103B-1	WABASH	90	65
CONTRACT NO. 94754				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S:\Projects\407-0008 ORD 01st 7 Var\out\10 IL 10ver NS RR\dgn	vasht_routel.dgn	DRAWN - MAB	REVISED -		332	103B-1	WABASH	90	66			
PLOT SCALE = 20.0000' / IN.		CHECKED - BRM	REVISED -		SCALE: 1"=10' SHEET NO. 4 OF 26 SHEETS STA. 749+50.00 TO STA. 750+00.00			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
PLOT DATE = 4/28/2009		DATE - 6-20-08	REVISED -		CONTRACT NO. 94754							



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 ORIGINAL SURVEY _____
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DESIGNED - JLS
 DRAWN - MAB
 CHECKED - BRM
 DATE - 6-20-08

REVISIONS
 REVISION NO. 1
 REVISION DESCRIPTION
 REVISION NO. 2
 REVISION DESCRIPTION

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

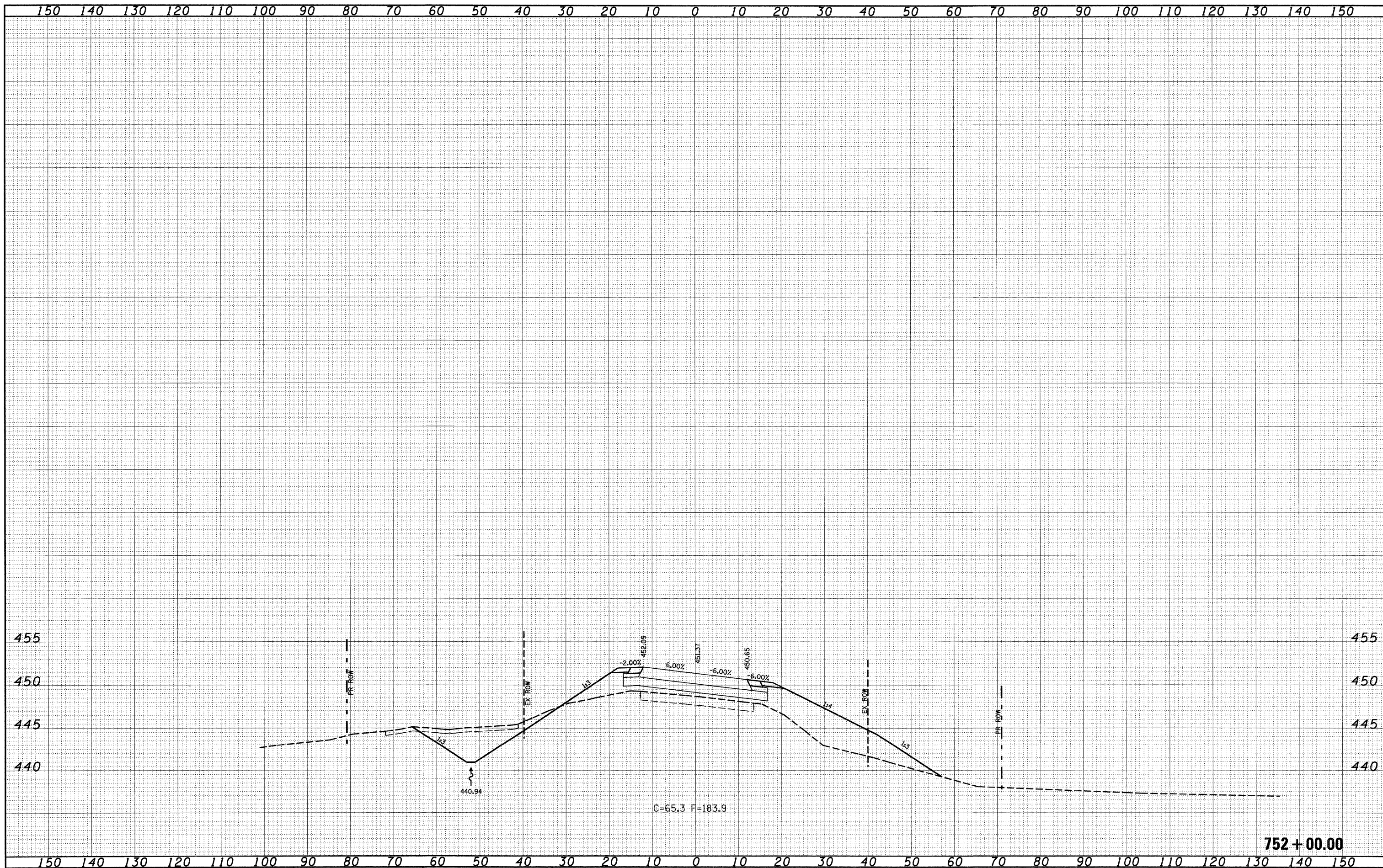
CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)

SCALE: 1"=10' SHEET NO. 5 OF 26 SHEETS STA. 750+50.00 TO STA. 751+50.00

FAP ROUTE 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 67
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 94754	

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752+00.00

FILE NAME =
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USER NAME = paul
 PLOT SCALE = 20.0000' / IN.
 PLOT DATE = 4/28/2009

DESIGNED - JLS
 DRAWN - MAB
 CHECKED - BRM
 DATE - 6-20-08

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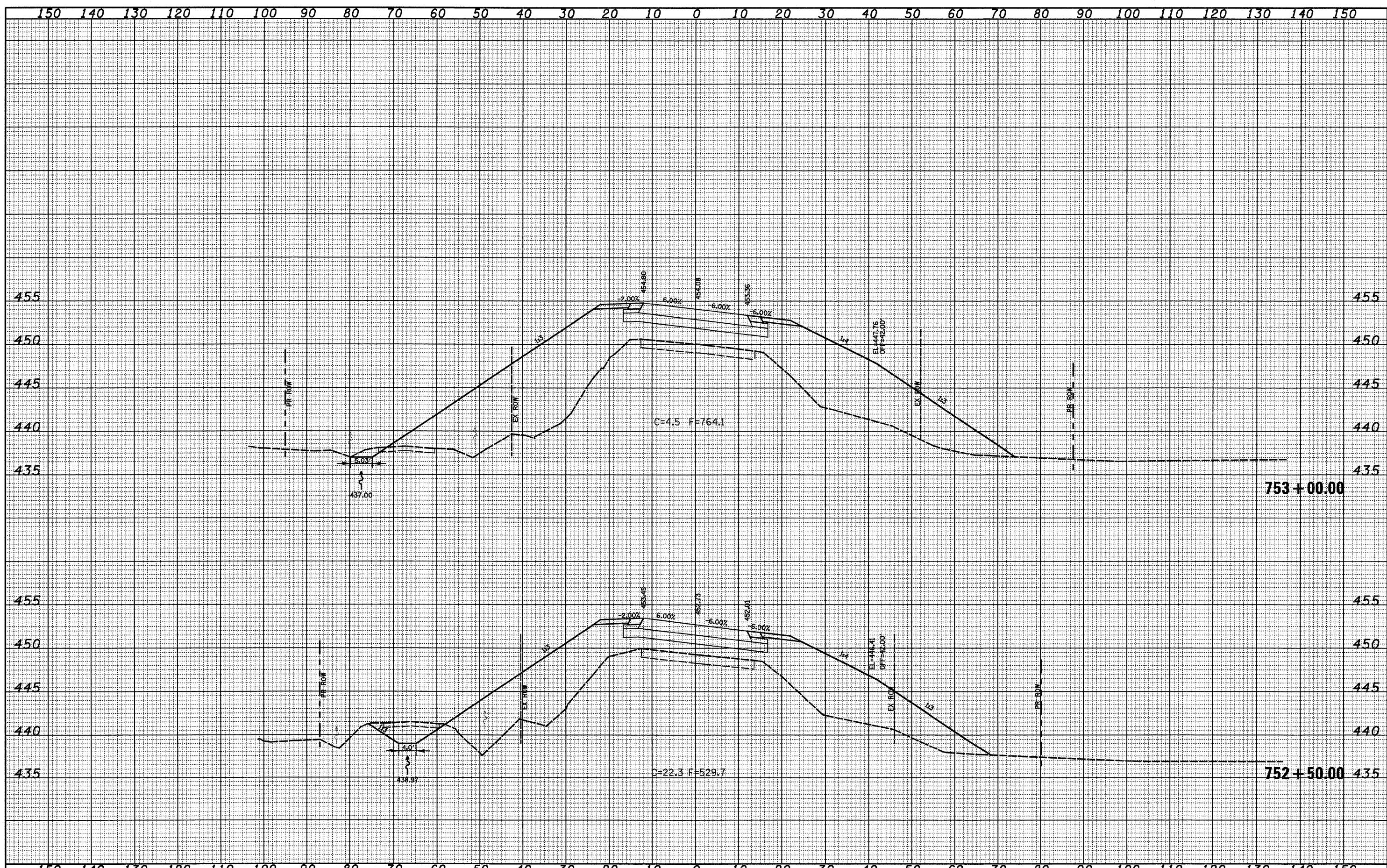
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)

SCALE: 1"=10' SHEET NO. 6 OF 26 SHEETS STA. 752+00.00 TO STA. 752+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	103B-1	WABASH	90	68
CONTRACT NO.				

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

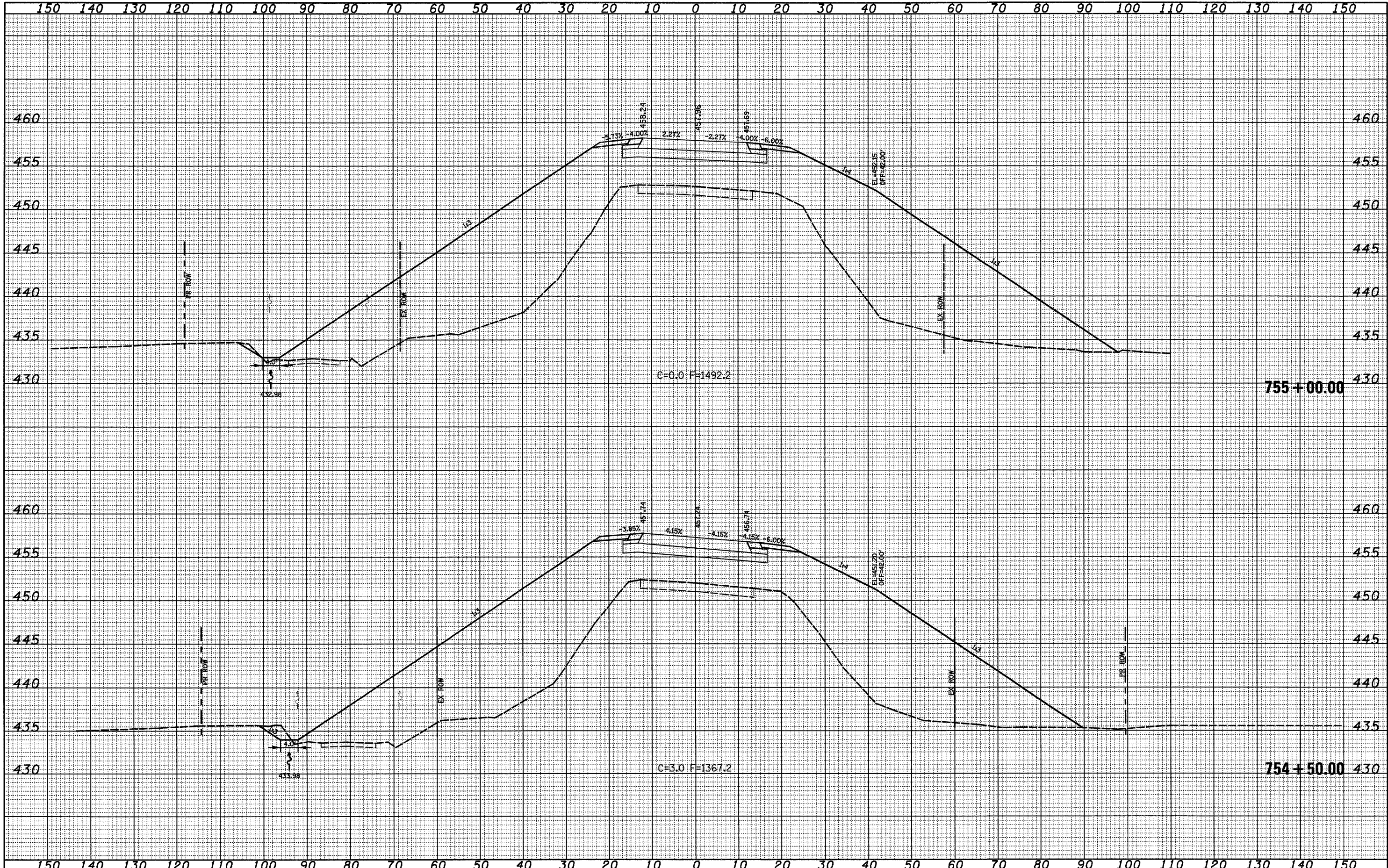


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NOTE BOOK	
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AREAS CHECKED	

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AREAS CHECKED	

FINAL SURVEY BY DATE
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ORIGINAL SURVEY BY DATE
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 NO. _____



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 DESIGNED - JLS
 DRAWN - MAB
 CHECKED - BRM
 DATE - 6-20-08

REVISIONS
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 DRAWN - MAB
 CHECKED - BRM
 DATE - 6-20-08

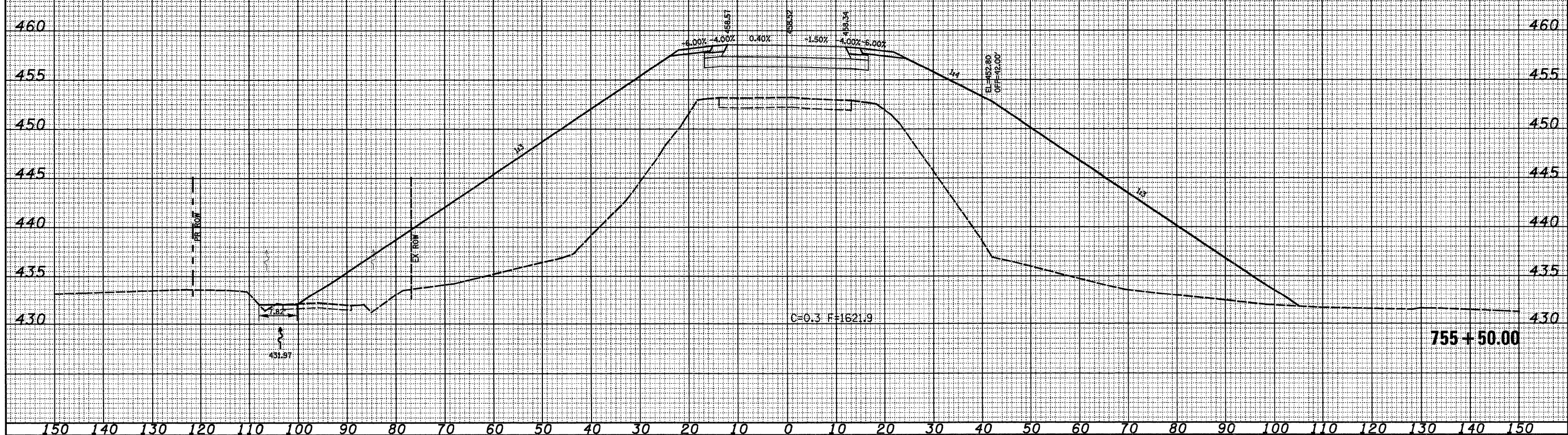
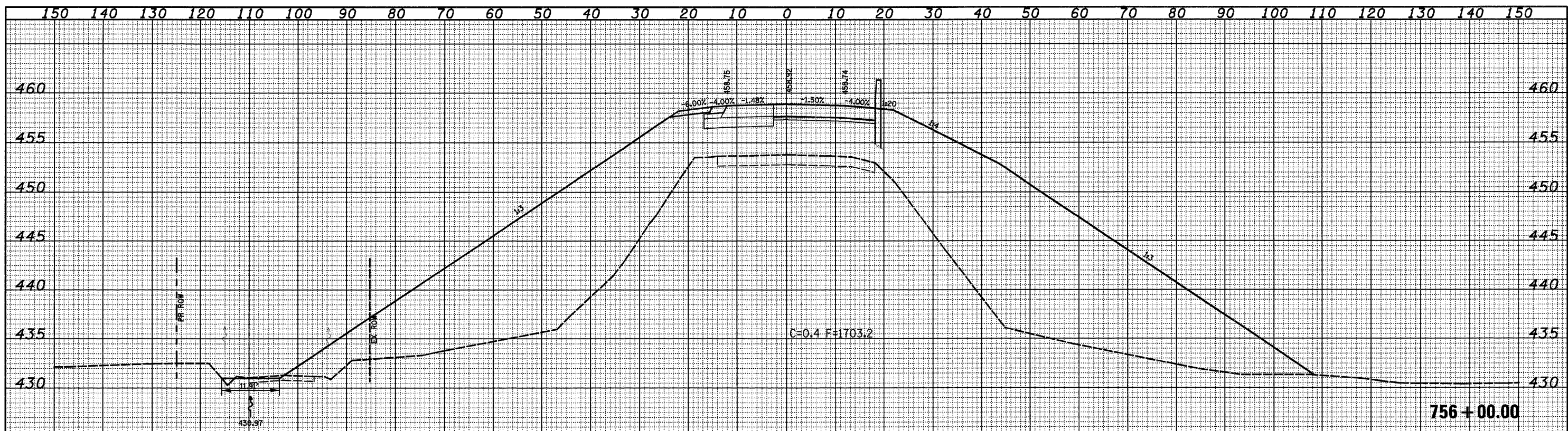
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)
 SCALE: 1"=10'
 SHEET NO. 9 OF 26 SHEETS
 STA. 754+50.00 TO STA. 755+00.00

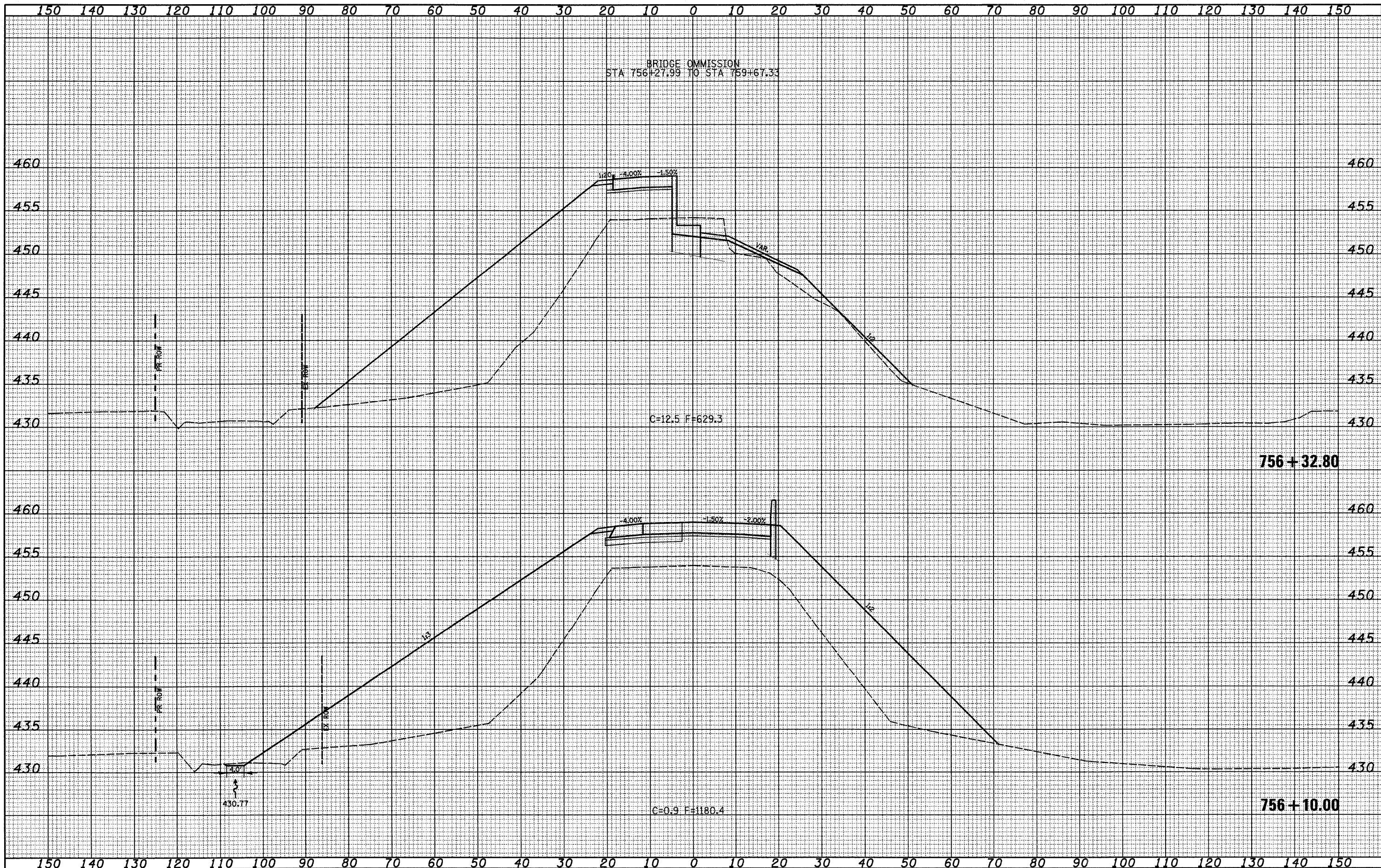
F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 71
CONTRACT NO. 94754				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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DATE: _____ BY: _____
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 ORIGINAL SURVEY _____
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 TEMPLATE _____
 AREAS _____
 CHECKED _____



FILE NAME =	USER NAME = silvia	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S:\Projects\407-0008\080\Dist 7\Various\WG IL 1\over NS RR\dgn	essht_1\route1.dgn	DRAWN - MAB	REVISED -			332	103B-1	WABASH	90	72
PLOT SCALE = 20.0000' / 1" IN.	CHECKED - BRM	REVISED -	REVISED -			CONTRACT NO. 94754				
PLOT DATE = 10/20/2009	DATE - 6-20-08	REVISED -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



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 PLOT SCALE = 20,0000' / IN.
 PLOT DATE = 10/20/2009

DESIGNED - JLS
 DRAWN - MAB
 CHECKED - BRM
 DATE - 6-20-08

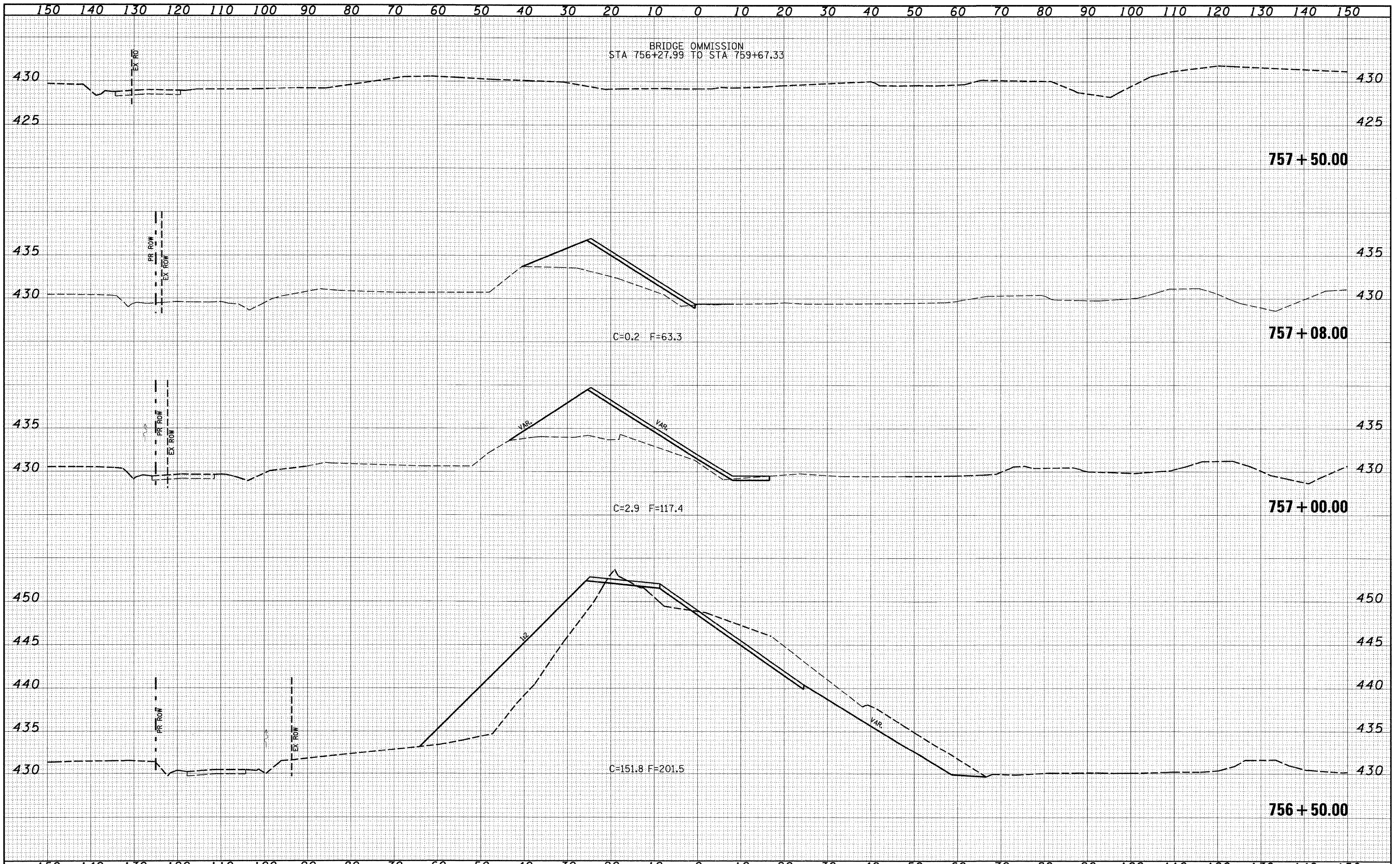
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)

SCALE: 1"=10' SHEET NO. 11 OF 26 SHEETS STA. 756+10.00 TO STA. 756+32.80

F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 73
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 94754	



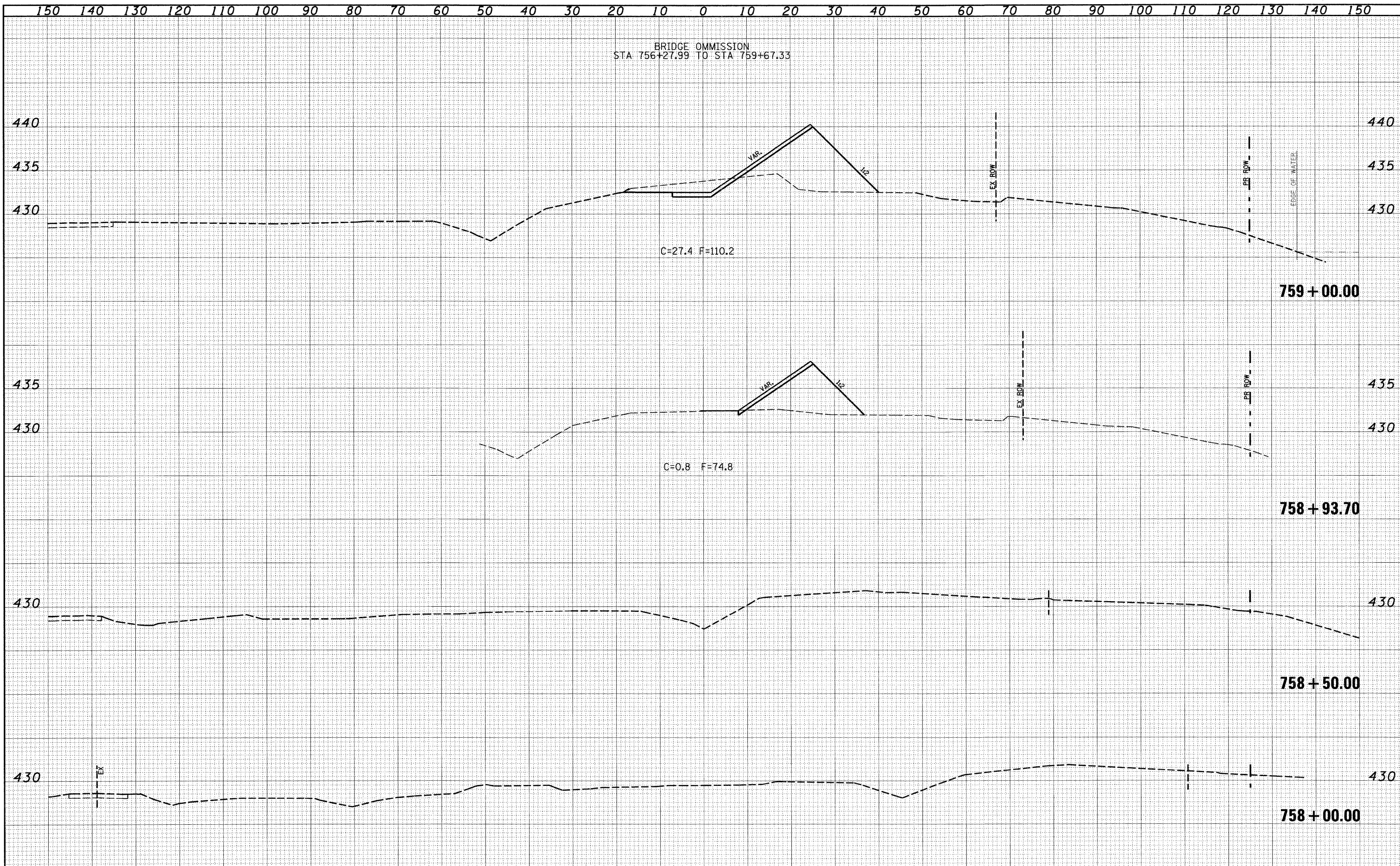
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TEMPLATE	
NOTE BOOK	
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FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - FAP ROUTE 322 (ILLINOIS ROUTE 1)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
SVProjects\407-0008 080 Dist 7 Various\W0 IL tower NS RR\dgn\asstn_brouthel.dgn	DRAWN - MAB	REVISED -	332					103B-1	WABASH	90	74	
PLOT SCALE = 20.0000' / 1".	CHECKED - BRM	REVISED -	CONTRACT NO. 94754									
PLOT DATE = 4/28/2009	DATE - 6-20-08	REVISED -	ILLINOIS FED. AID PROJECT									
				SCALE: 1"=10'			SHEET NO. 12 OF 26 SHEETS			STA. 756+50.00 TO STA. 757+50.00		

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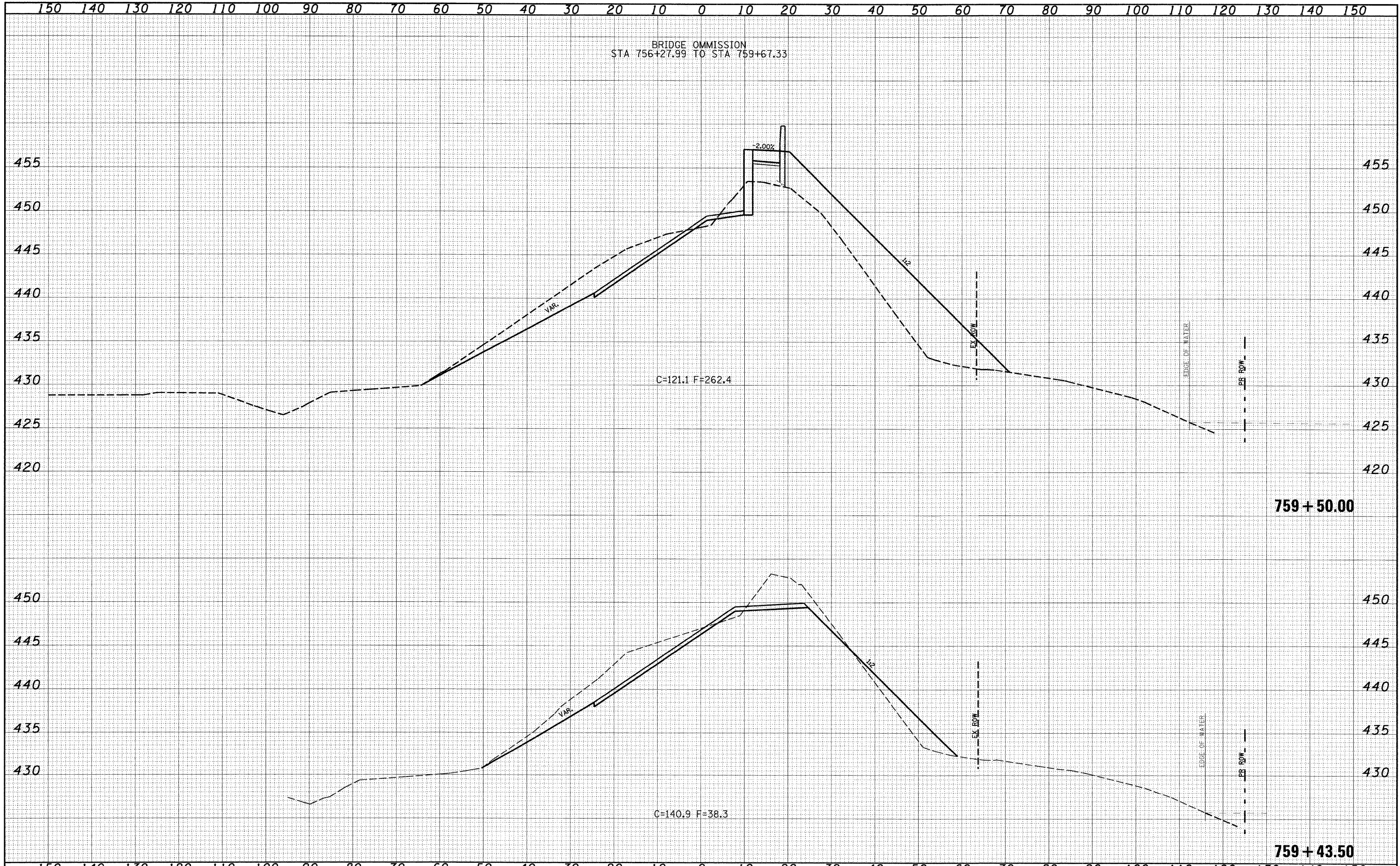


FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S:\Projects\407-0008 08D Dist 7 Various\W0 Ill. Iover NS RR\og\asht_r\route1.dgn	PLOT SCALE = 20.0000' / IN.	DRAWN - MAB	REVISED -					332	103B-1	WABASH	90	75
PLOT DATE = 4/28/2009	DATE - 6-20-08	CHECKED - BRM	REVISED -					CONTRACT NO. 94754				
								SCALE: 1"=10'	SHEET NO. 13 OF 26 SHEETS	STA. 758+00.00 TO STA. 759+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

BRIDGE OMISSION
 STA 756+27.99 TO STA 759+67.33

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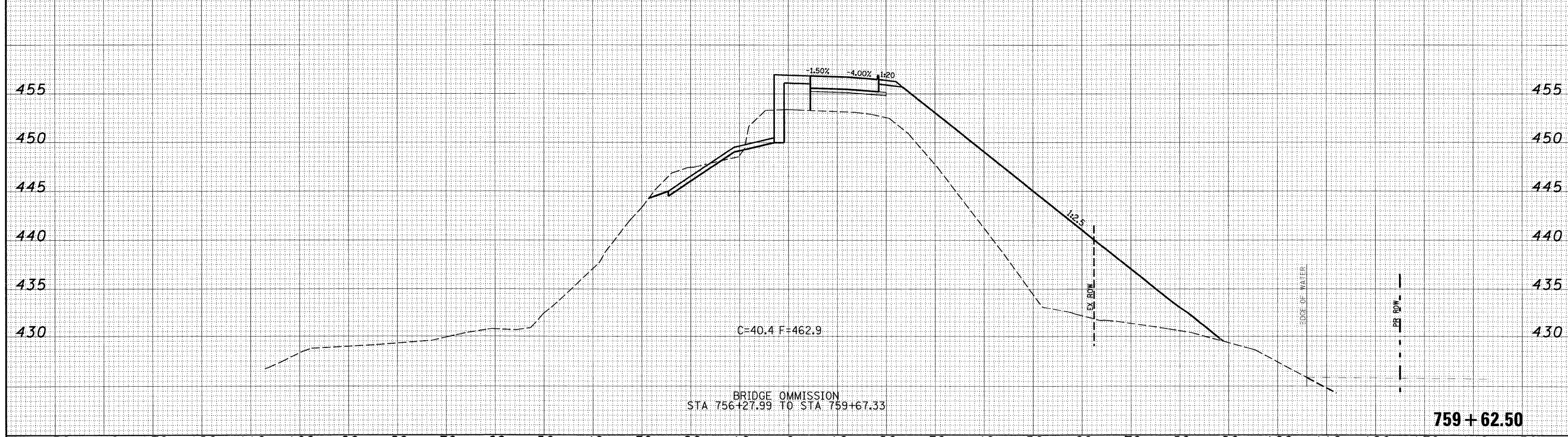
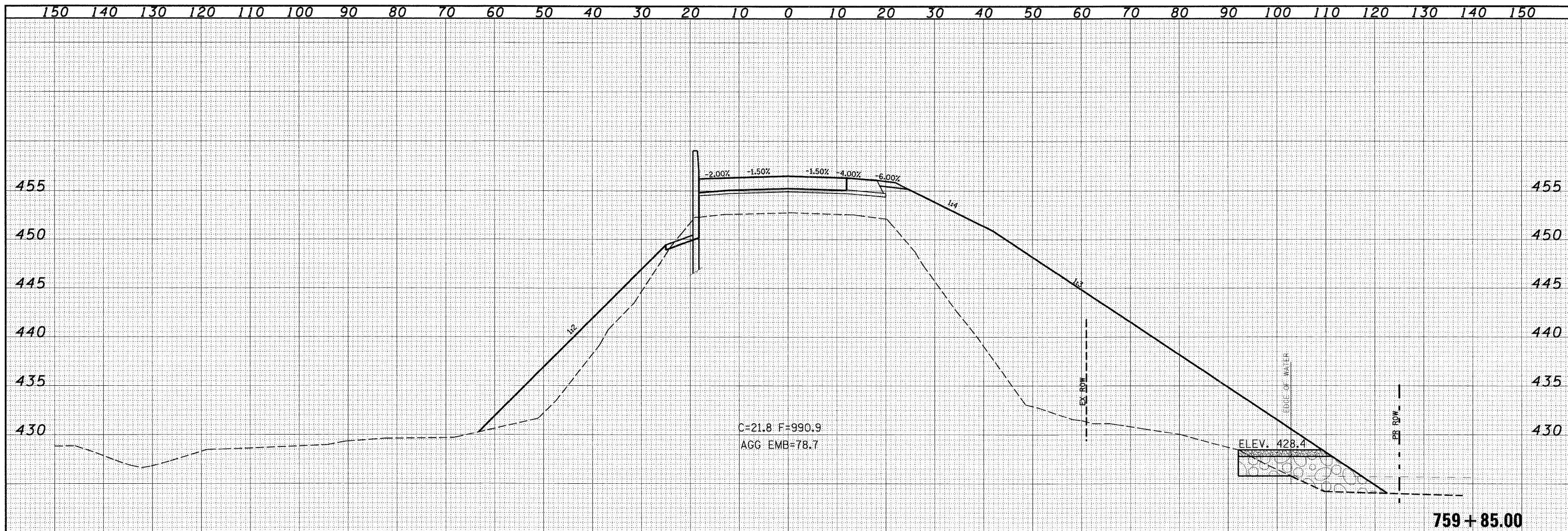
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FILE NAME	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S:\Projects\407-0008 OBD Dist 7 Various\W0 IL tower NS RR\dgn	ssstf_brcutrel.dgn	DRAWN - MAB	REVISED -		332	103B-1	WABASH	90	76	CONTRACT NO. 94754		
	PLOT SCALE = 20,0000 "/ IN.	CHECKED - BRM	REVISED -		SCALE: 1"=10'			SHEET NO. 14 OF 26 SHEETS			STA. 759+43.50 TO STA. 759+50.00	
	PLOT DATE = 4/28/2009	DATE - 6-20-08	REVISED -		FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT				

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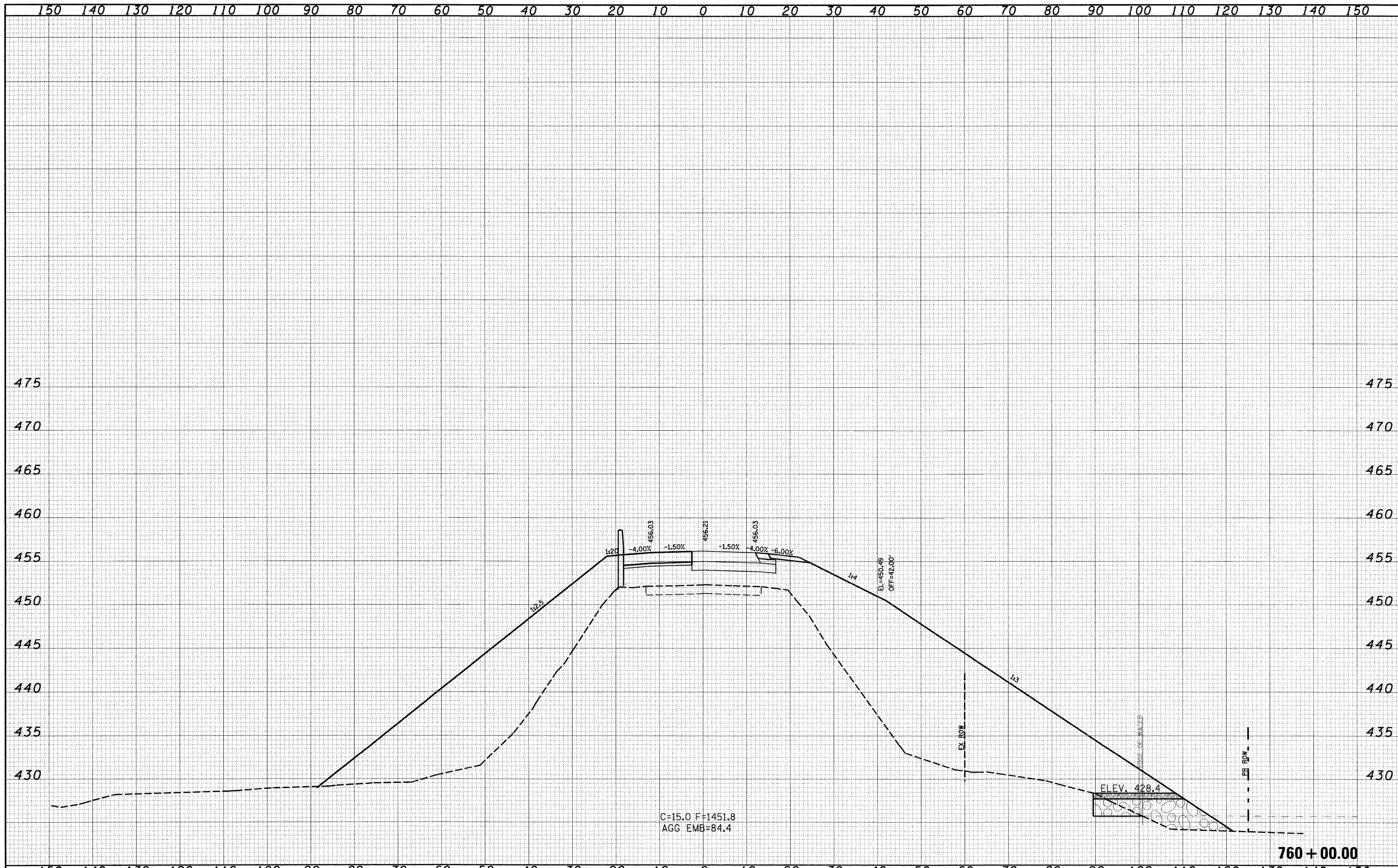
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FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S:\Projects\407-0008 080 Dist 7 Various\RD 18. I\over NS RR\vdg\ssant1_broutel.dgn	DESIGNED - MAB	REVISED -			332	103B-1	WABASH	90	77			
PLOT SCALE = 20.0000' / IN.	CHECKED - BRM	REVISED -			SCALE: 1"=10' SHEET NO. 15 OF 26 SHEETS STA. 759+62.50 TO STA. 759+85.00			CONTRACT NO. 94754				
PLOT DATE = 4/28/2009	DATE - 6-20-08	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					

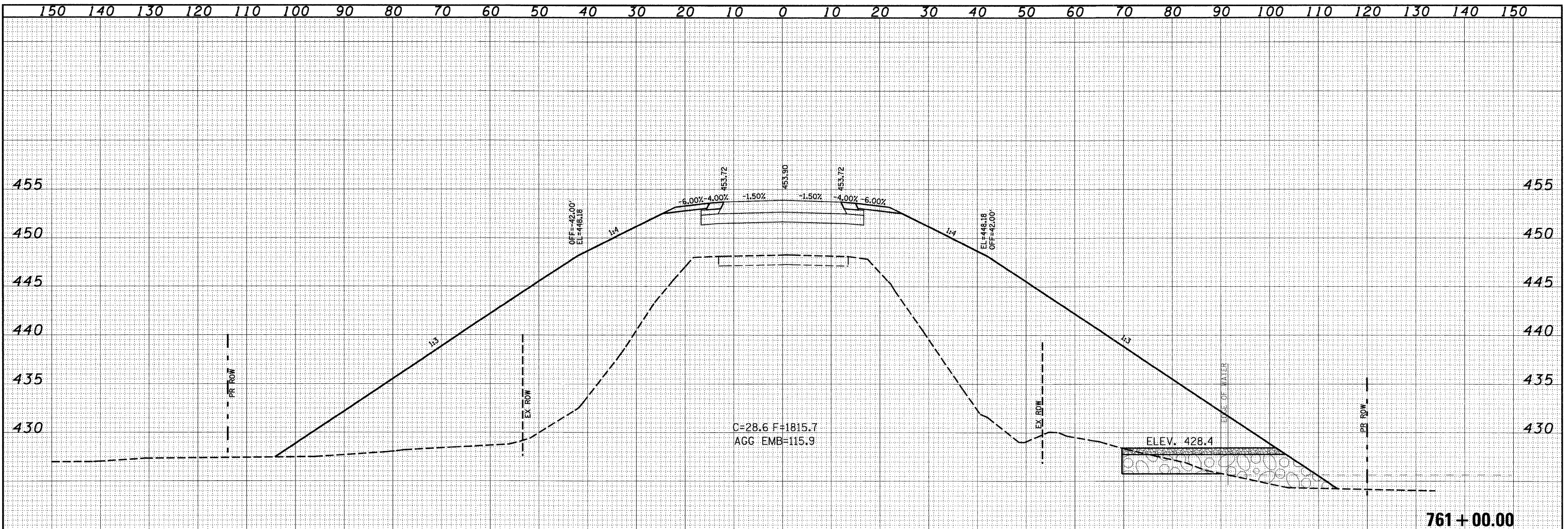
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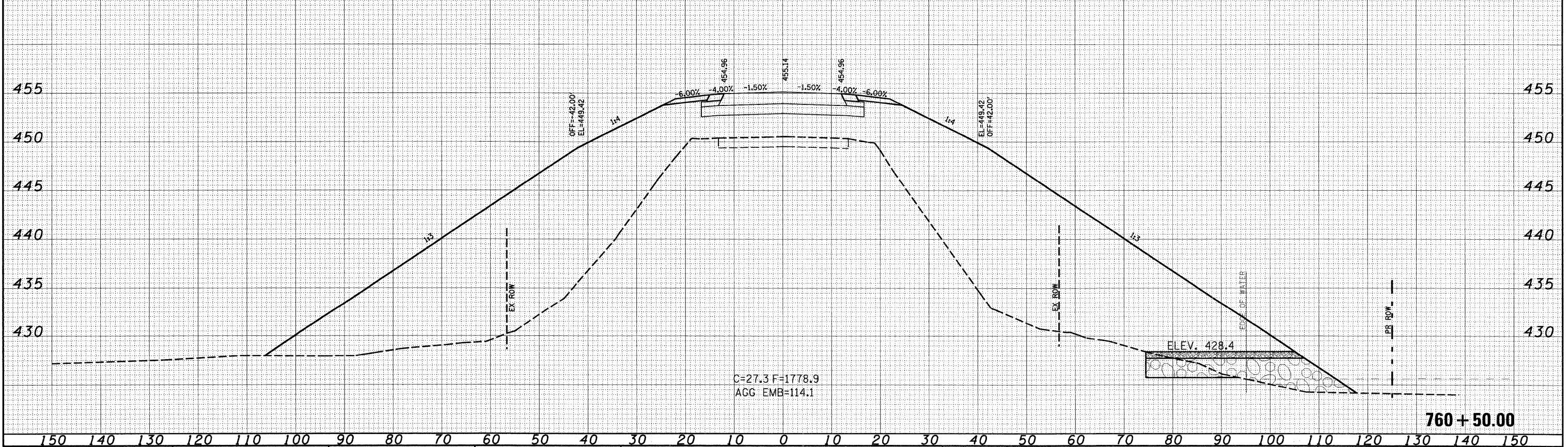


FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)			F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 78
S:\Projects\407-0008 08D Dist 7 Various\40 IL Iover NS RR\dgn\ssant_troutedgn	PLOT SCALE = 20.0000' / IN.	DRAWN - MAB	REVISED -		SCALE: 1"=10'	SHEET NO. 16 OF 26 SHEETS	STA. 760+00.00 TO STA. 760+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 94754		
	PLOT DATE = 4/28/2009	CHECKED - BRM	REVISED -									
		DATE - 6-20-08	REVISED -									

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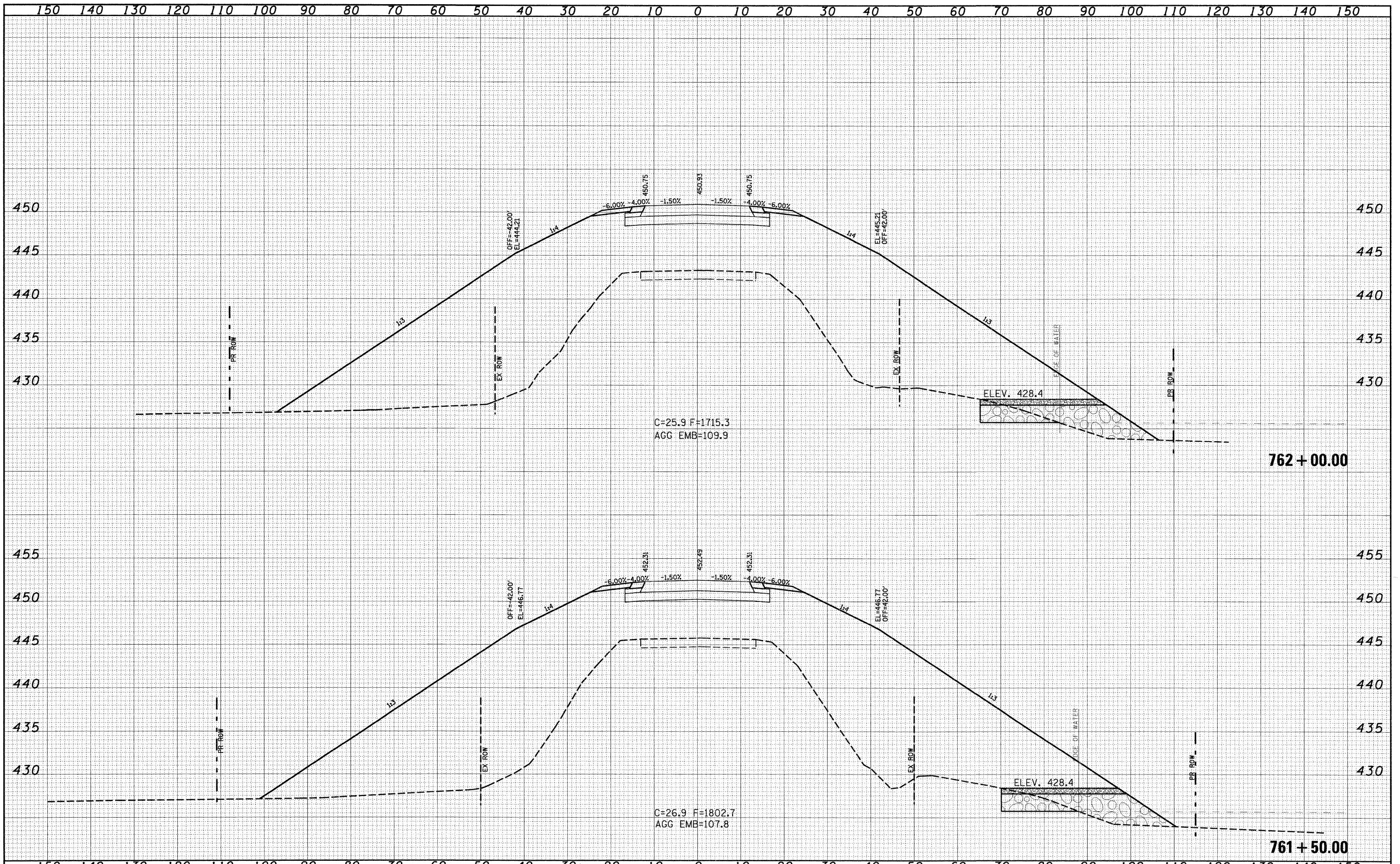
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FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)			F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 79
PLT SCALE = 28.8000' / IN.	DATE = 6-20-08	DRAWN - MAB	REVISED -		SCALE: 1"=10'	SHEET NO. 17 OF 26 SHEETS	STA. 760+50.00 TO STA. 761+00.00	CONTRACT NO. 94754				
PLT DATE = 4/28/2009		CHECKED - BRM	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE = 6-20-08	REVISED -									

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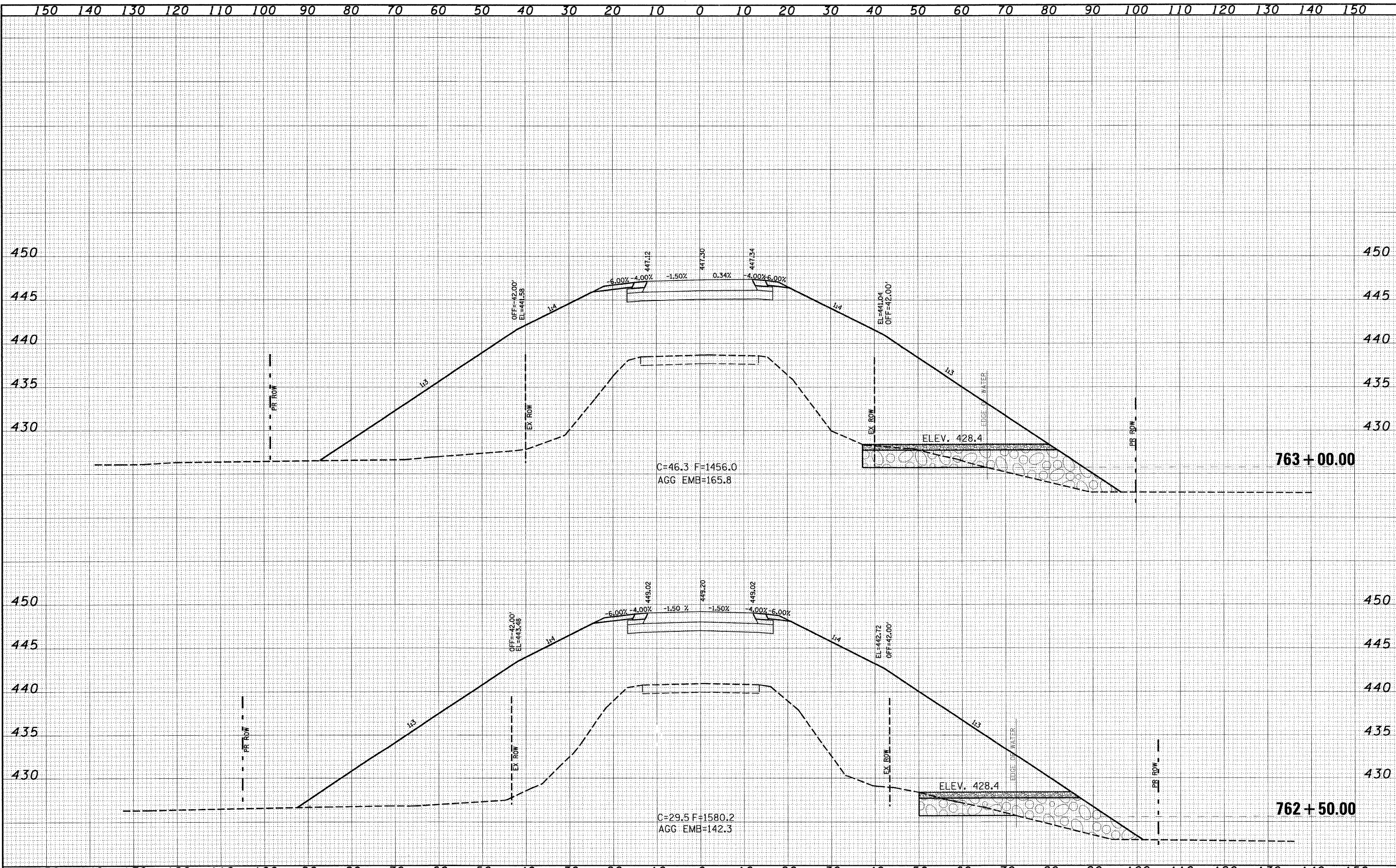
CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)

SCALE: 1"=10' SHEET NO. 18 OF 26 SHEETS STA. 761+50.00 TO STA. 762+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	103B-1	WABASH	90	80
CONTRACT NO. 94754				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

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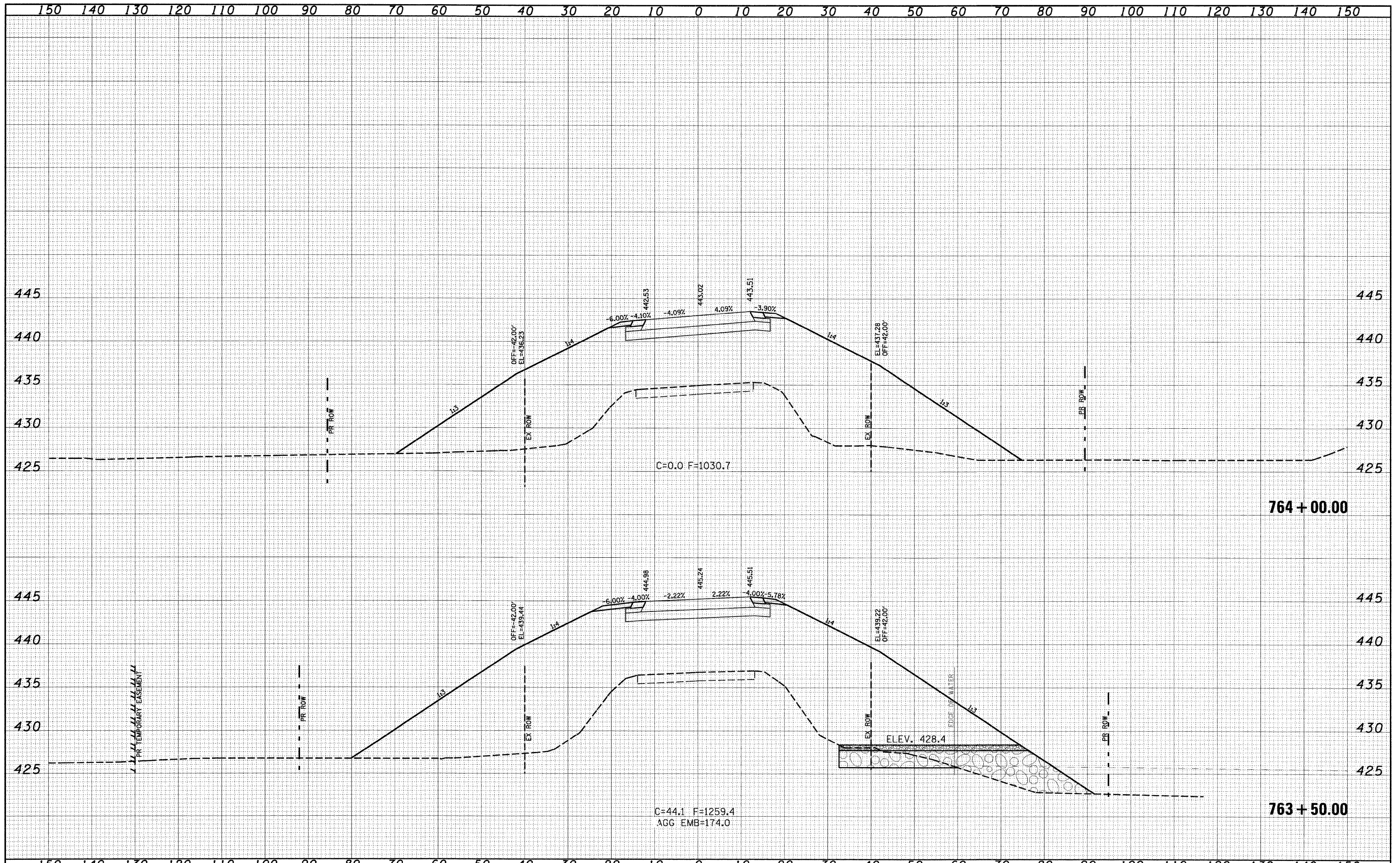
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FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)			F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 81
PROJECT =	PROJECT MANAGER =	DRAWN - MAB	REVISED -		SCALE: 1"=10'	SHEET NO. 19 OF 26 SHEETS	STA. 762+50.00 TO STA. 763+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 94754		
PLOT SCALE = 20.0000' / IN.		CHECKED - BRM	REVISED -									
PLOT DATE = 4/28/2009		DATE - 6-20-08	REVISED -									

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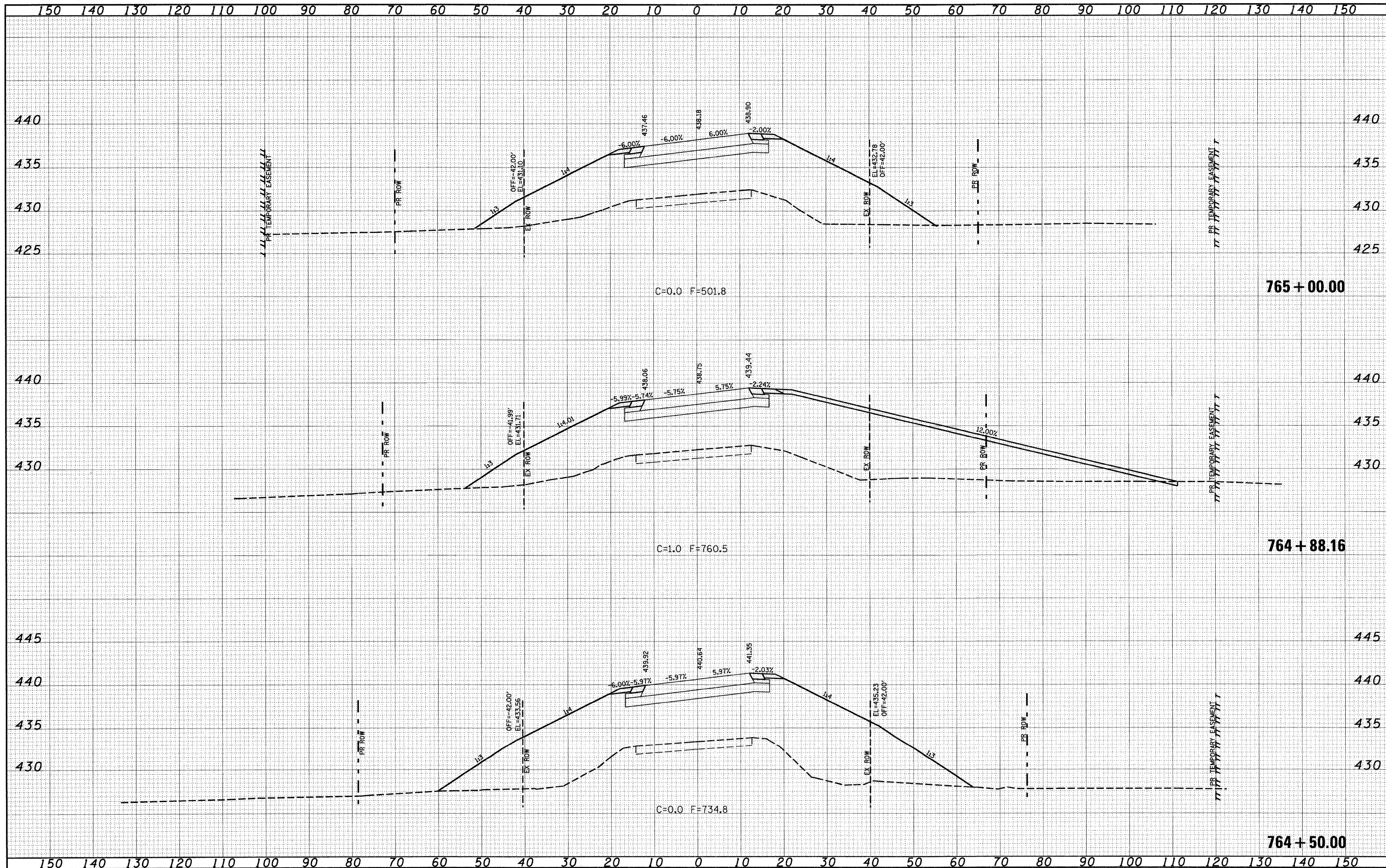
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FILE NAME	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
S:\Projects\407-0008 08D Dist 7 Various\10 IL tower HS RR\dgn\wshh_routel.dgn	PLOT SCALE = 20.0000' / IN.	DRAWN - MAB	REVISED -			332	103B-1	WABASH	90	82	
PLOT DATE = 4/28/2009	DATE = 6-20-08	CHECKED - BRM	REVISED -			CONTRACT NO. 94754					
SCALE: 1"=10'						SHEET NO. 20 OF 26 SHEETS		STA. 763+50.00 TO STA. 764+00.00		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

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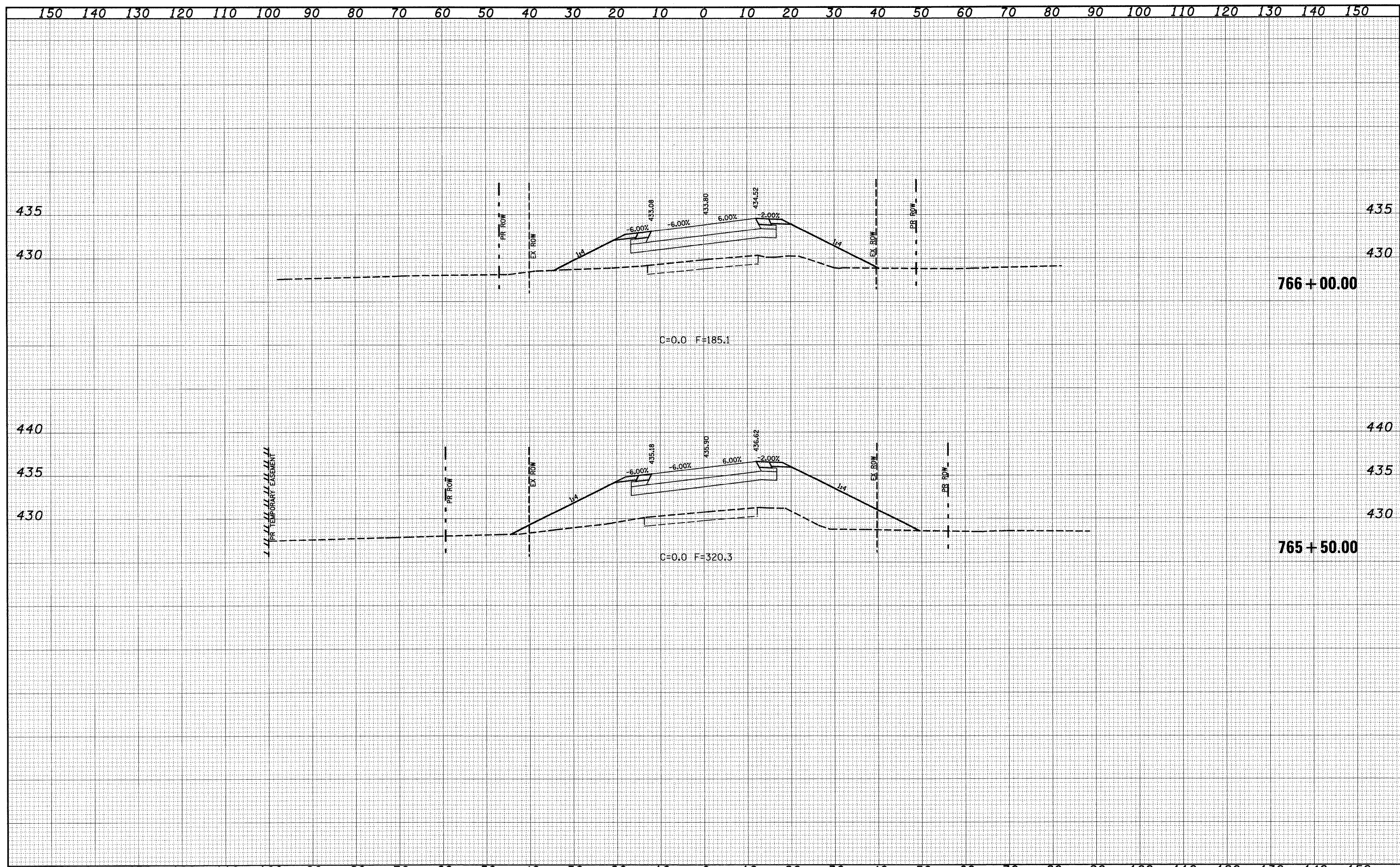
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FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S:\Projects\407-0008 08D Dist 7 Various\WD IL Lower NS RT\dgn\sheet1_layout.dgn		DRAWN - MAB	REVISED -		332	103B-1	WABASH	90	83	CONTRACT NO. 94754		
PLOT SCALE = 20,0000' / IN.		CHECKED - BRM	REVISED -		SCALE: 1"=10'	SHEET NO. 21 OF 26 SHEETS	STA. 764+50.00 TO STA. 765+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			
PLOT DATE = 4/26/2009		DATE - 6-20-08	REVISED -									

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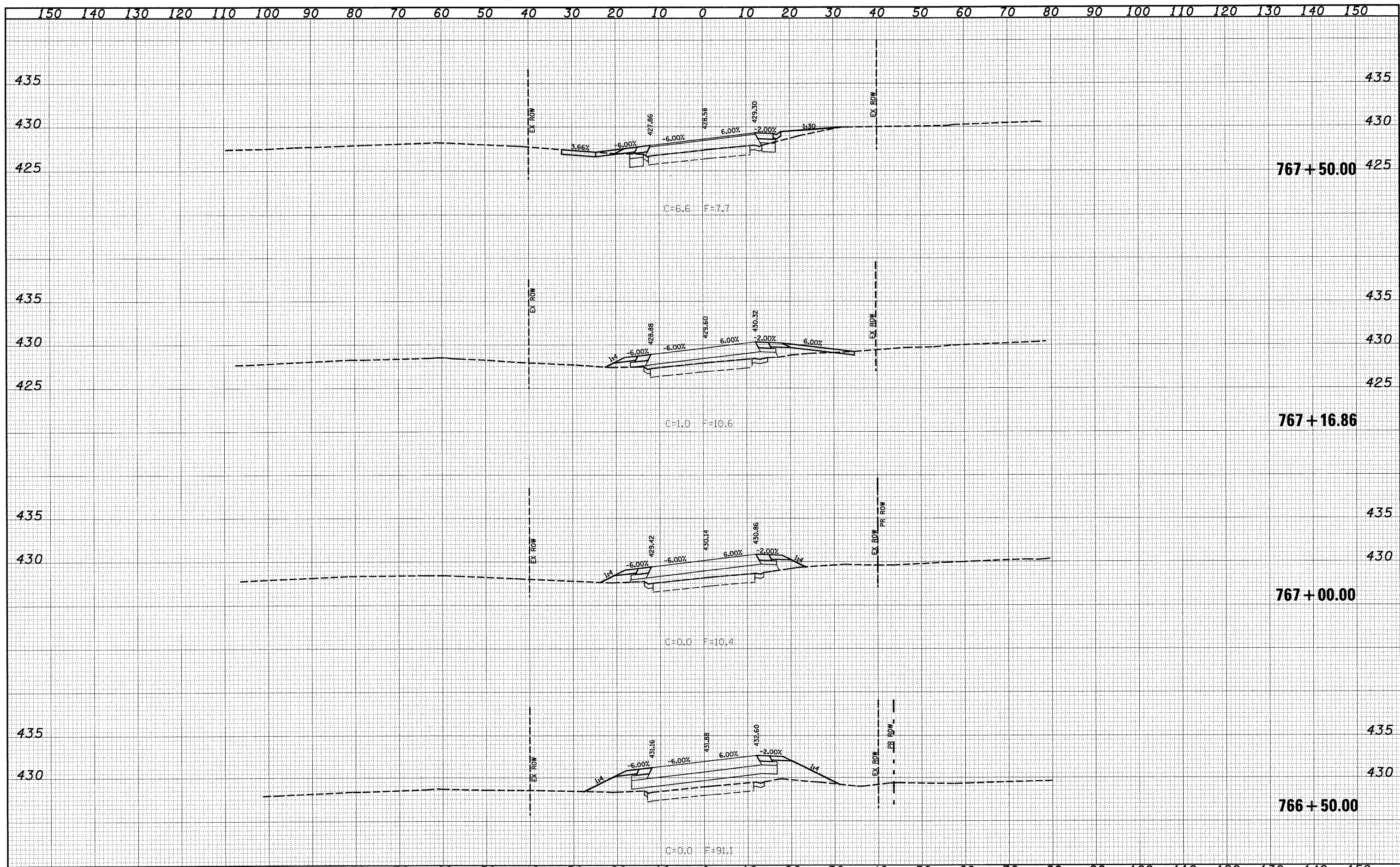
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FILE NAME =	USER NAME = jennifer	DESIGNED - JLS	REVISED - 9-28-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)			F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 84
S:\Projects\407-0008 000 Dist 7 Various\WO IL lower NS RR\dgn\Revised P&AE Plans 07-14-09\ssht_31.rvt.dgn	PLOT SCALE = 28.0000' / IN.	DRAWN - MAB	REVISED -		SCALE: 1"=10'	SHEET NO. 22 OF 26 SHEETS	STA. 765+50.00 TO STA. 766+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 94754		
	PLOT DATE = 9/28/2009	CHECKED - BRM	REVISED -									
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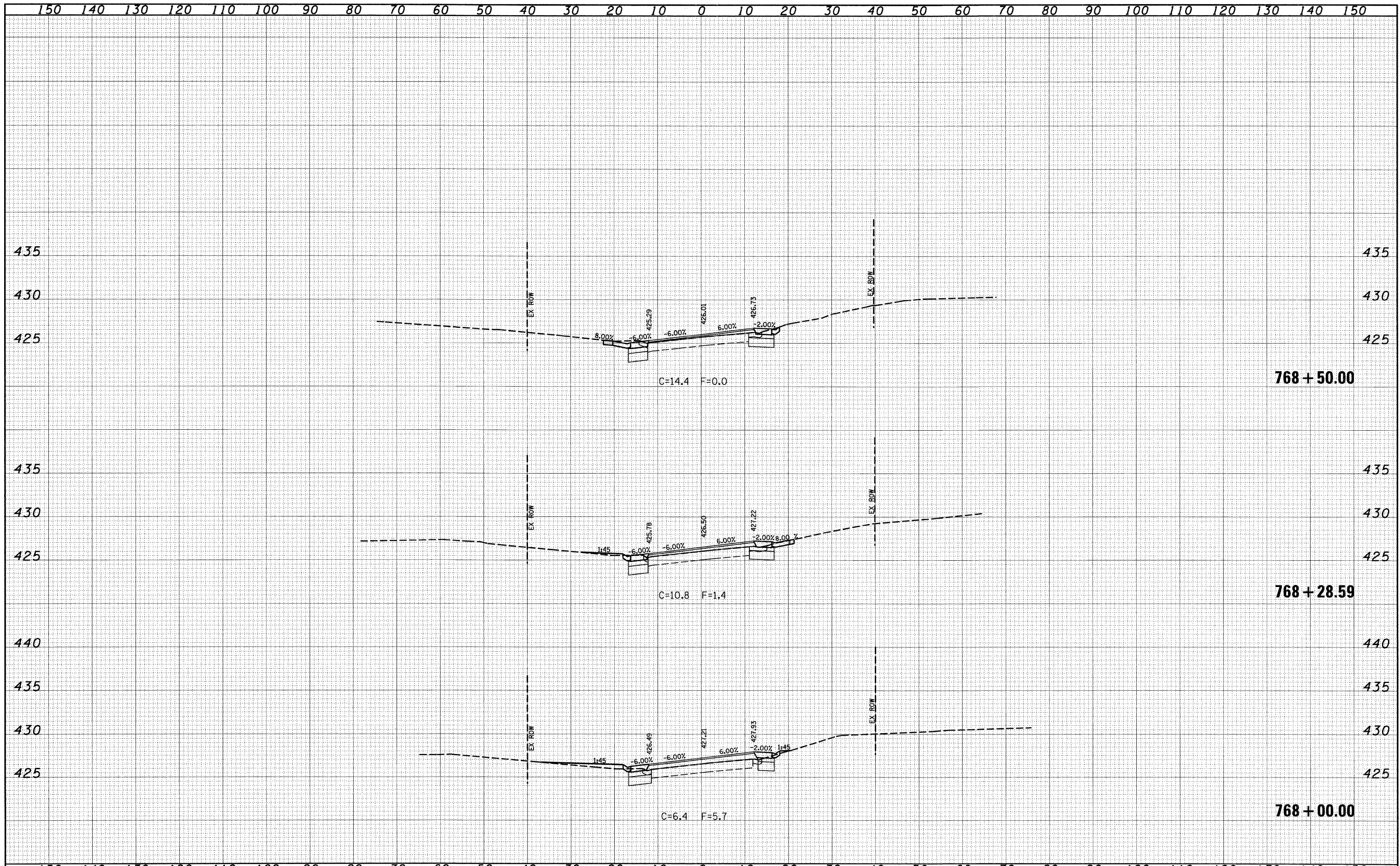
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FILE NAME =	USER NAME = jennifer	DESIGNED - JLS	REVISED - 09-28-09	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)			F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 85	
S:\Projects\407-0008_080_01st_7_Various\WO_IL_lover_N5_RR\vdg\Revised_P55E_Plane_07-14-09\ssah1_11route1.dgn	PLOT SCALE = 28.0000' / IN.	DRAWN - MAB	REVISED -					SCALE: 1"=10'	SHEET NO. 23 OF 26 SHEETS	STA. 766+50.00 TO STA. 767+50.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 94754
	PLOT DATE = 9/28/2009	CHECKED - BRM	REVISED -										
		DATE - 6-20-08	REVISED -										

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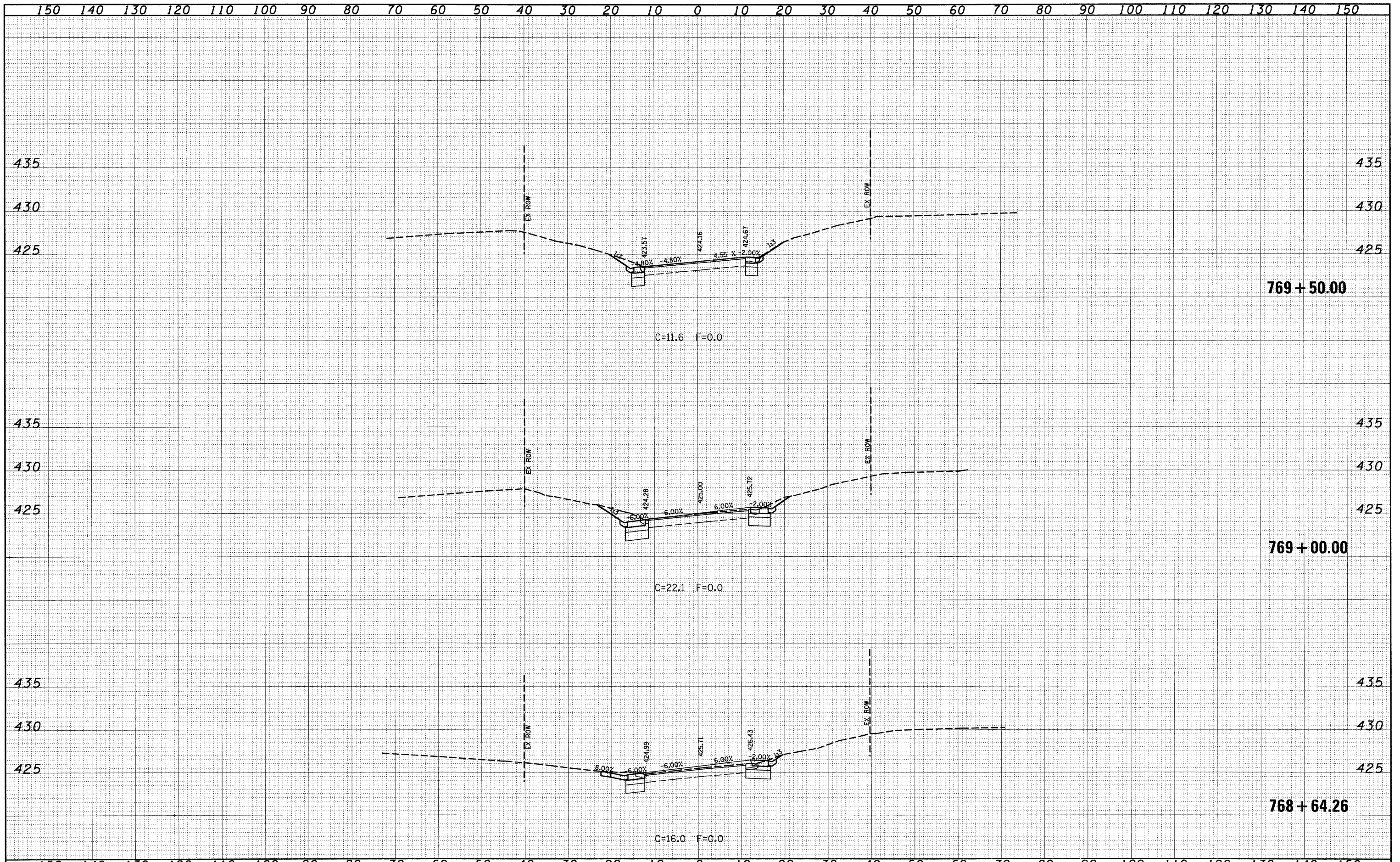
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FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)			F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 86
S:\Projects\407-0008 080 Dtd 7 Various\W0 IL cover NS RR\log	xsent_brou76Log	DRAWN - MAB	REVISED -		SCALE: 1"=10'	SHEET NO. 24 OF 26 SHEETS	STA. 768+00.00 TO STA. 768+50.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 94754		
		CHECKED - BRM	REVISED -									
		DATE - 6-20-08	REVISED -									

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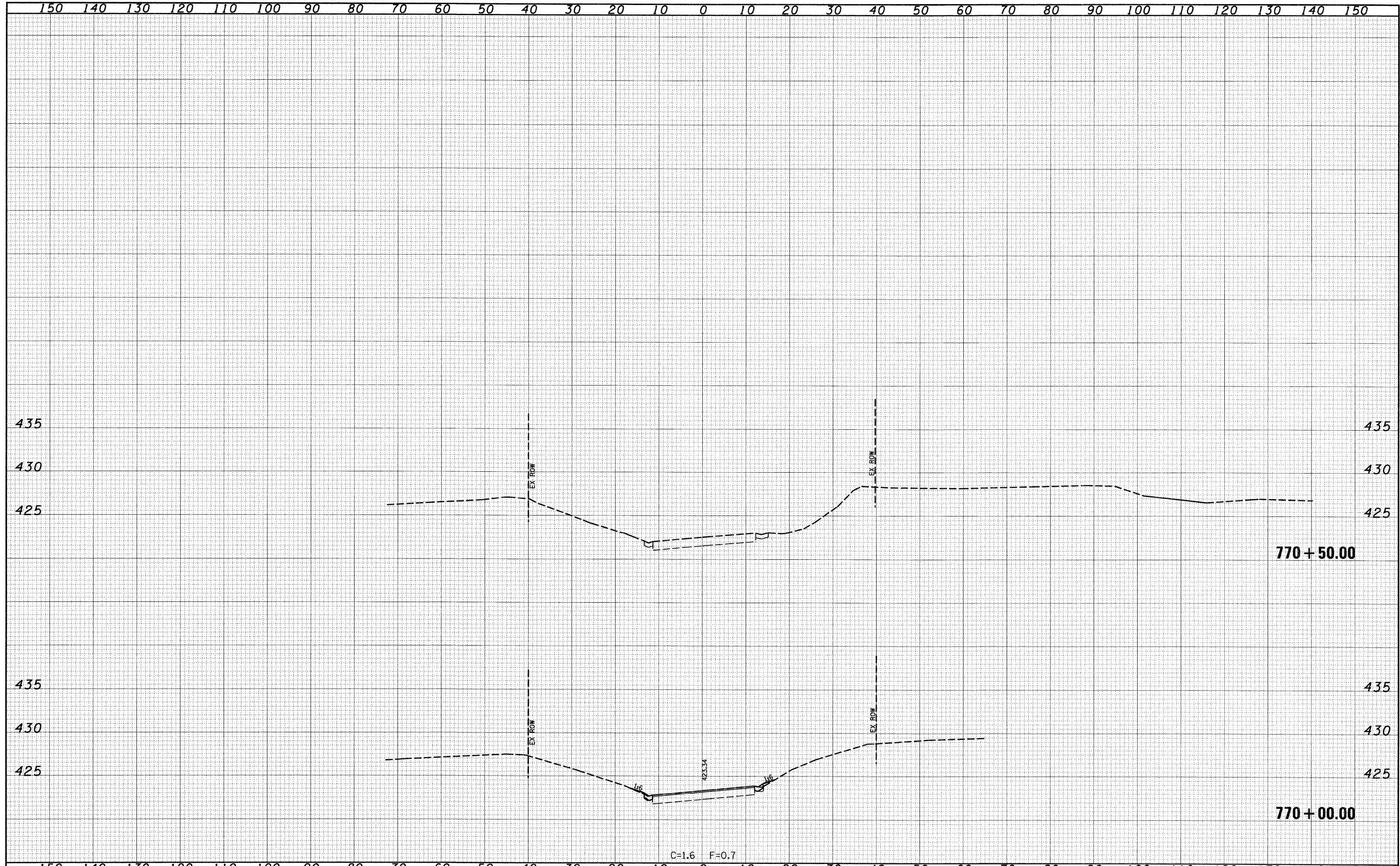
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FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S:\Projects\407-0008_08D_01st 7_Various\W0 Ill. Tower NS RR\dgn\washit_routecross		DRAWN - MAB	REVISED -		332	103B-1	WABASH	90	87				
PLOT SCALE = 20.00000 ' / IN.		CHECKED - BRM	REVISED -		SCALE: 1"=10' SHEET NO. 25 OF 26 SHEETS STA. 768+64.26 TO STA. 769+50.00				CONTRACT NO. 94754				
PLOT DATE = 4/28/2009		DATE - 6-20-08	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								

FINAL SURVEY	SURVEYED	DATE
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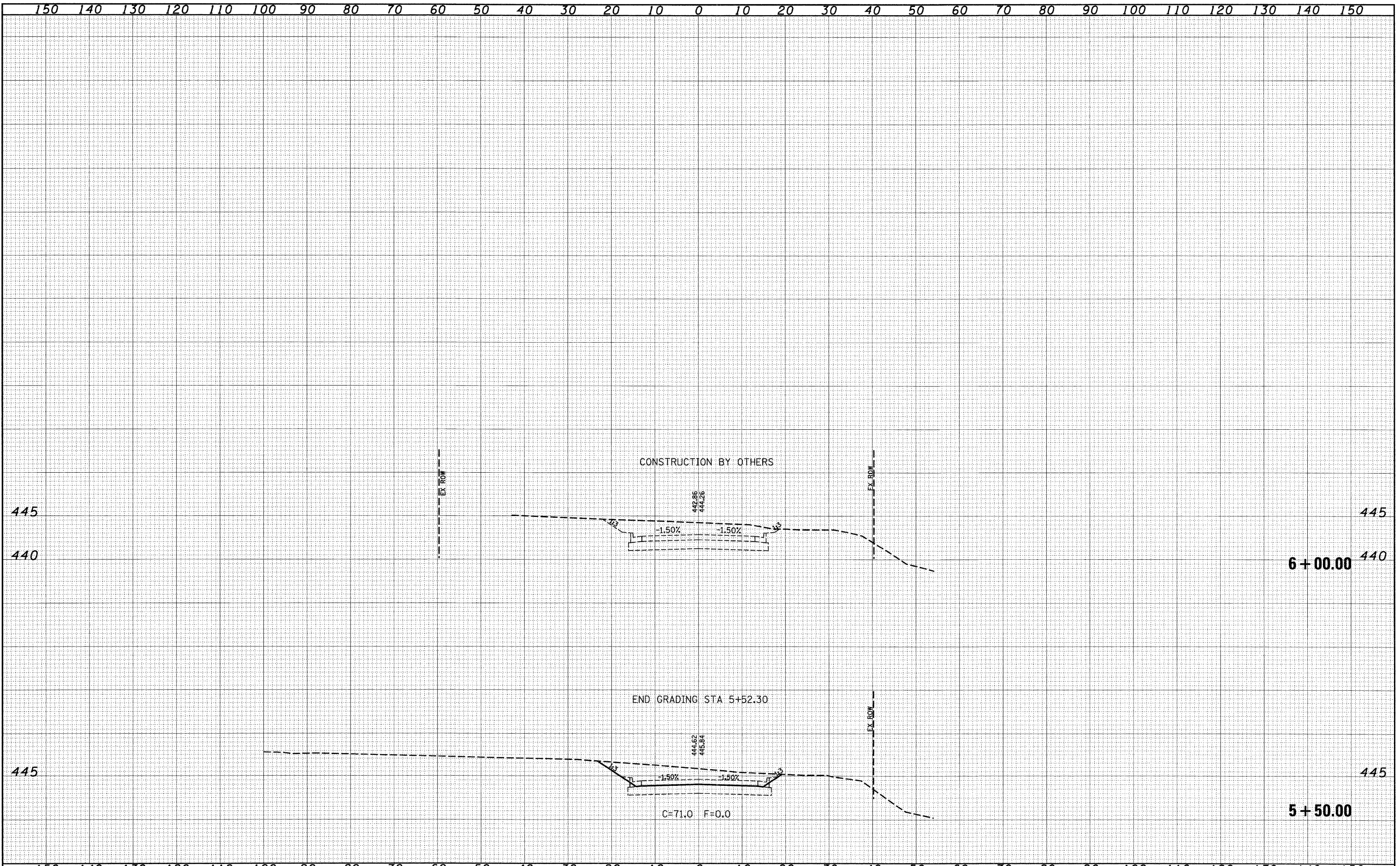
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FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - FAP ROUTE 332 (ILLINOIS ROUTE 1)			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S:\Projects\407-0008 050 Dist 1 Various\10 IL Tower NS RR\log	kshtl_jlroutel.dgn	DRAWN - MAB	REVISED -		332	103B-1	WABASH	90	88			
PLOT SCALE = 20.00000' / IN.		CHECKED - BRM	REVISED -		SCALE: 1"=10' SHEET NO. 26 OF 26 SHEETS STA. 770+00.00 TO STA. 770+50.00				CONTRACT NO. 94754			
PLOT DATE = 4/28/2009		DATE - 6-20-08	REVISED -		FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT							

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FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS - EMPIRE STREET				F.A.P. RTE. 332	SECTION 103B-1	COUNTY WABASH	TOTAL SHEETS 90	SHEET NO. 90
S:\Projects\407-0008 080 Dte7 7 Various\RD 11. Iover NS BR\gpr\wash+empr.dgn	PLOT SCALE = 20,00000 ' / IN.	DRAWN - SGK	REVISED -		SCALE: 1"=10'	SHEET NO. 2 OF 2 SHEETS	STA. 5+50.00	TO STA. 6+00.00	CONTRACT NO. 94754				
PLOT DATE = 4/28/2009	DATE - 9-30-08	CHECKED - BRM	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								
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