

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
608	122B-2	MACOUPIN	53	1
FED. ROAD DIST. NO. 6		ILLINOIS	CONTRACT NO. 72B53	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
**PROPOSED
HIGHWAY PLANS**

FAP ROUTE 608 (IL 111)
SECTION 122B-2
PROJECT: ACBRF-0608(021)
MACOUPIN COUNTY
STRUCTURE REPLACEMENT
C-96-109-08

INDEX OF SHEETS

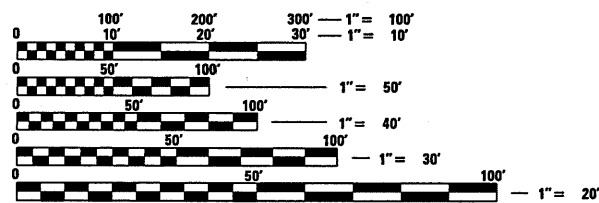
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HIGHWAY STANDARDS

000001-05	631011-06	701306-02
001001-02	631031-08	701321-10
280001-05	635006-03	701326-03
420401-08	635011-02	701901-01
515001-03	701001-02	704001-06
601101-01	701006-03	780001-02
630001-08	701011-02	

DESIGN DESIGNATION

FAP 608 (IL 111)
MINOR ARTERIAL (NON URBAN)
ADT = 1000 (2007); 1230 (2021)
DESIGN SPEED = 55 MPH



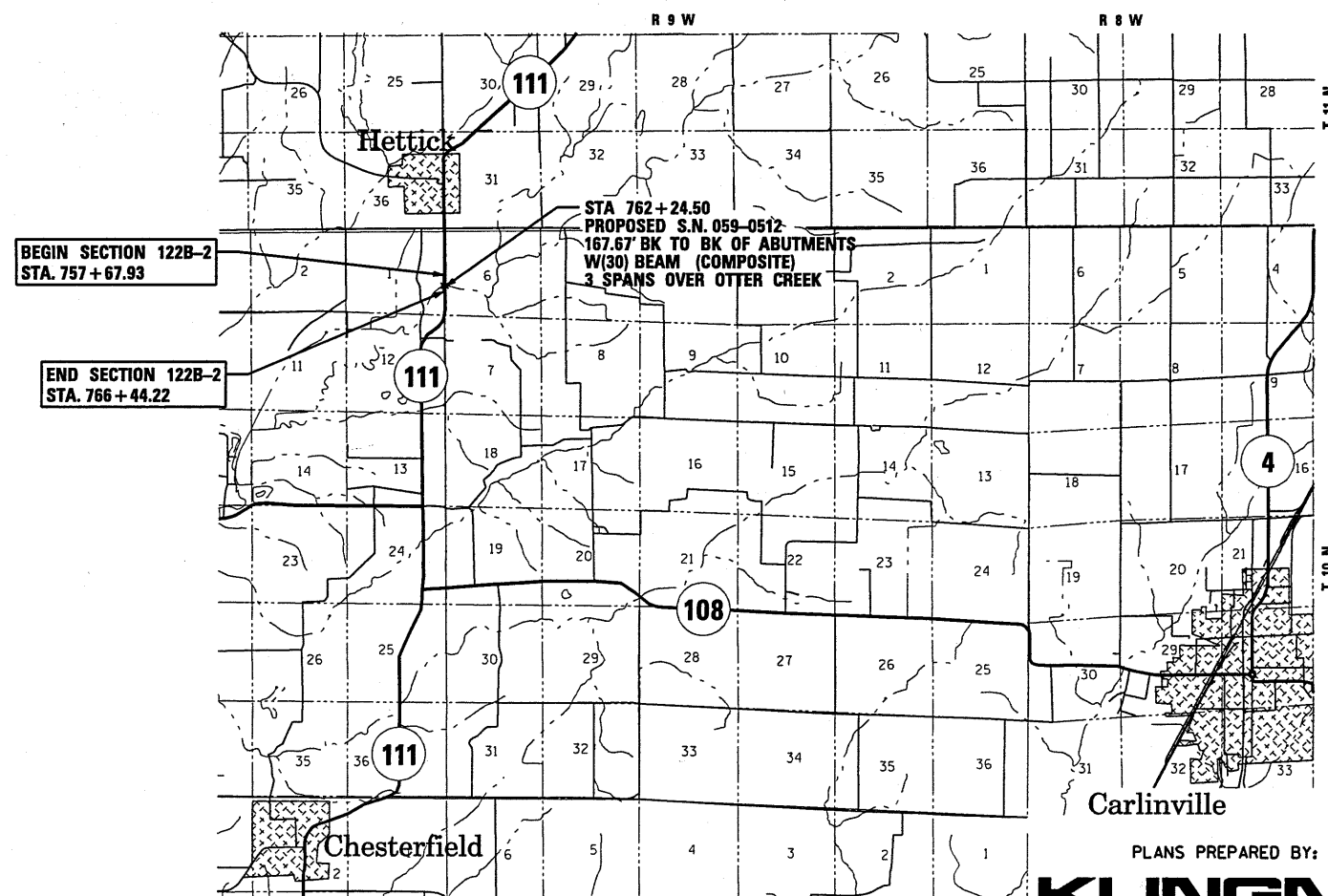
FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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

PROJECT ENGINEER SAL MADONIA (217)782-4761
PROJECT MANAGER JEFF MYERS (217) 524-7940

CONTRACT NO. 72B53

D-96-009-08

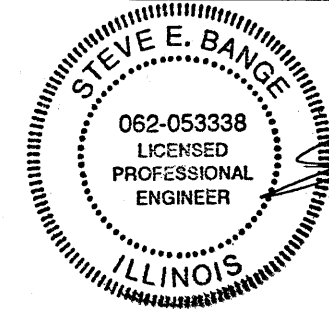


LOCATION MAP
SCALE: 1" = 5000'

GROSS LENGTH OF SECTION 122B-2 = 0.166 MILES (876.29 FT)
NET LENGTH OF SECTION 122B-2 = 0.166 MILES (876.29 FT)

PLANS PREPARED BY:
KLINGNER & ASSOCIATES, P.C.
Engineers • Architects • Surveyors
516 North 24th Street, Quincy, IL Ph (217) 223-3678 • Fax (217) 223-3683
4518 Perry Gravel Road, Hannibal, MO Ph (573) 221-8828 • Fax (573) 221-8812
618 N. 4th Street, Suite 100, Burlington, IA Ph (319) 753-1535 • Fax (319) 752-3685
49 North Prairie Street, Galena, IL Ph (309) 342-4842 • Fax (309) 341-3701
Internet Address: www.klingner.com
STATE OF ILLINOIS DESIGN FIRM # 1842738

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
SUBMITTED August 13 2010
Regn 2010
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
October 1 2010
Scott E. Stitt, P.E. /sr
acting ENGINEER OF DESIGN AND ENVIRONMENT
October 20 2010
Christine M. Reed /sr
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



STEVE E. BANGE
062-053338
LICENSED PROFESSIONAL ENGINEER
DATE
Steve E. Bange 8/10/10
STEVE E. BANGE
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS NO. 062-053338
LICENSE EXPIRES NOVEMBER 30, 2011

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

GENERAL NOTES

1. THE NOMINAL THICKNESS FOR BINDER AND SURFACE COURSES ARE SHOWN ON THE TYPICAL SECTIONS, SCHEDULES, OR SPECIAL DETAILS. THE CONSTRUCTED THICKNESS SHALL NOT BE LESS THAN 90 PERCENT OF THE NOMINAL THICKNESS AT ANY LOCATION.
2. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER, AUTHORIZED AGENT, OR LAND SURVEYOR HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION. WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HAVING AN AUTHORIZED SURVEYOR RE-ESTABLISH ANY SECTION OR SUB-SECTION MONUMENTS DESTROYED BY HIS OPERATIONS.
3. ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE SEEDED, FERTILIZED, AND MULCHED AS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.
4. DO NOT INCLUDE MULCH OR EMULSIFIED ASPHALT ON EROSION CONTROL BLANKET AREAS.
5. IN ACCORDANCE WITH STATE OF ILLINOIS P.A. 86-0674, THE CONTRACTOR IS TO NOTIFY ALL UTILITY COMPANIES NOT MORE THAN 14 DAYS NOR LESS THAN 48 HOURS (EXCLUSIVE OF SATURDAYS, SUNDAYS, AND HOLIDAYS) IN ADVANCE OF THE START OF EXCAVATION OR DEMOLITION.

J.U.L.I.E. TELEPHONE NUMBER
1-800-892-0123

KNOWN UTILITIES LOCATED WITHIN THE LIMITS OF THIS IMPROVEMENT ARE:

6. THE LOCATION OF BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE, AND ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE ONLY, AND ARE NOT TO BE REFERENCED FOR CONSTRUCTION PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVE GROUND UTILITY LOCATIONS, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ETC. OF ANY UTILITIES MUST BE COORDINATED BETWEEN THE CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDS ASSOCIATED WITH BURIED AND ABOVE GROUND UTILITIES, REMAINS THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
7. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUB-NUMBER IN THE INDEX OF SHEETS OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
8. MAINTAIN EXISTING TRAFFIC CONTROL AT ALL INTERSECTIONS DURING CONSTRUCTION.
9. ANY EXISTING ROAD SIGNS THAT INTERFERE WITH CONSTRUCTION WILL BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. AFTER THE CONSTRUCTION IS COMPLETED, THE CONTRACTOR WILL REPLACE THE SIGNS AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID SEPARATELY BUT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO COMPENSATION WILL BE ALLOWED.
10. ANY EXISTING RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE REMOVED PRIOR TO HOT-MIX ASPHALT SURFACE REMOVAL.
11. NO PASSING ZONES SHALL BE FIELD VERIFIED BY OPERATIONS, (217) 785-5312, 14 DAYS PRIOR TO FINAL PAVEMENT MARKINGS.
12. THE CONTRACTOR SHALL PROVIDE ADEQUATE DRAINAGE FOR THE DURATION OF THIS PROJECT.
13. SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED SHALL BE DETERMINED BY THE ENGINEER.
14. SHOULD THE CONTRACTOR REQUEST OLD/EXISTING STRUCTURE PLANS, THEY CAN CONTACT THE PROJECT ENGINEER OR TEAM ENGINEER AS SHOWN ON THE COVERT SHEET.
15. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

RATES OF APPLICATION TABLE

AGGREGATE (SURFACE, BASE, SUBBASE, OR BACKFILL)	2.05 TON / CU YD
SUBBASE GRANULAR MATERIAL, TYPE C	2.05 TON / CU YD
STONE DUMPED RIPRAP	1.50 TON / CU YD
HOT-MIX ASPHALT:	
BITUMINOUS MATERIALS (PRIME COAT)	0.00038 TON / SQ YD (on pavement)
BITUMINOUS MATERIALS (PRIME COAT)	0.001425 TON / SQ YD (on aggregate)
AGGREGATE PRIME COAT	0.002 TON / SQ YD
SURFACE / BINDER (112 lbs)	0.056 TON / SQ YD * IN
SEEDING AREAS:	
NITROGEN FERTILIZER NUTRIENT	90 LBS / ACRE
PHOSPHOROUS FERTILIZER NUTRIENT	90 LBS / ACRE
POTASSIUM FERTILIZER NUTRIENT	90 LBS / ACRE
AGRICULTURAL GROUND LIMESTONE	2 TON / ACRE
MULCH	2 TON / ACRE

COMMITMENTS

1. CONSTRUCTION PERSONAL SHALL CONTACT STUDIES AND PLANS ON ANY MAJOR PLAN CHANGE.

MIXTURE NUMBER:	1	2	3	4	5
LOCATIONS:	IL 111	IL 111	IL 111	IL 111	IL 111
MIXTURE USES:	HMA SURFACE COURSE	HMA BINDER COURSE	LEVELING BINDER	HMA BASE CS (WIDENING)	HMA SHOULDERS
AC/PG:	PG64-22	PG64-22	PG64-22	PG64-22	PG58-22
DESIGN AIR VOIDS:	4.0% @ N DESIGN = 50	4.0% @ N DESIGN = 50	4.0% @ N DESIGN = 50	4.0% @ N DESIGN = 50	2.0% @ N DESIGN = 30
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL 9.5 or 12.5	IL 19.0	IL 9.5	IL 19.0	BAM (OTHER)
FRICITION AGGREGATE:	MIX "C"	N/A	N/A	N/A	N/A

DISTRICT SIX	
EXAMINED <u>8/10</u> 20 <u>10</u>	
<i>Chris Walker</i>	
OPERATIONS ENGINEER	
EXAMINED <u>AUGUST 9</u> 20 <u>10</u>	
<i>Tommy F. L.</i>	
PROJECT IMPLEMENTATION ENGINEER	
EXAMINED <u>August 12</u> 20 <u>10</u>	
<i>DRM</i>	
PROGRAM DEVELOPMENT ENGINEER	

CODE NO.	ITEM	SP. PROV.	UNIT	80% FED. 20% STATE TOTAL QUANTITIES	% FEDERAL % STATE CONSTRUCTION AND SAFETY TYPE CODE			
					0004 ROADWAY	0011 STRUCTURE		
20200100	EARTH EXCAVATION		CU YD	40	40			
20200500	EARTH EXCAVATION (WIDENING)	*	CU YD	91	91			
20400800	FURNISHED EXCAVATION		CU YD	190	190			
25000200	SEEDING, CLASS 2		ACRE	1.00	1.00			
25000400	NITROGEN FERTILIZER NUTRIENT		POUND	90	90			
25000500	PHOSPHORUS FERTILIZER NUTRIENT		POUND	90	90			
25000600	POTASSIUM FERTILIZER NUTRIENT		POUND	90	90			
25000700	AGRICULTURAL GROUND LIMESTONE		TON	2	2			
25100115	MULCH, METHOD 2		ACRE	1.00	1.00			
25100630	EROSION CONTROL BLANKET		SO YD	1149	1149			
28000250	TEMPORARY EROSION CONTROL SEEDING		POUND	200	200			
28000400	PERIMETER EROSION BARRIER		FOOT	600	600			
28000500	INLET AND PIPE PROTECTION		EACH	3	3			
28100107	STONE RIPRAP, CLASS A4	*	SO YD	1396		1396		
28200200	FILTER FABRIC		SO YD	1396		1396		
35101400	AGGREGATE BASE COURSE, TYPE B		TON	95	95			
35650500	BASE COURSE WIDENING 10"		SO YD	326	326			
40201000	AGGREGATE FOR TEMPORARY ACCESS		TON	10	10			
40600200	BITUMINOUS MATERIALS (PRIME COAT)		TON	1.3	1.3			
40600300	AGGREGATE (PRIME COAT)		TON	7	7			
40600625	LEVELING BINDER (MACHINE METHOD), N50		TON	20	20			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT		SO YD	277	277			
40600990	TEMPORARY RAMP	*	SO YD	166	166			
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50		TON	69	69			
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50		TON	155	155			
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)		SO YD	46	46			
44000100	PAVEMENT REMOVAL	*	SO YD	507	507			
4401158	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	*	SO YD	1075	1075			
48101200	AGGREGATE SHOULDERS, TYPE B		TON	20	20			
48203100	HOT-MIX ASPHALT SHOULDERS		TON	59	59			

CODE NO.	ITEM	SP. PROV.	UNIT	80% FED. 20% STATE TOTAL QUANTITIES	% FEDERAL % STATE CONSTRUCTION AND SAFETY TYPE CODE						
					0004 ROADWAY	0011 STRUCTURE					
50100100	REMOVAL OF EXISTING STRUCTURES		EACH	1		1					
50200100	STRUCTURE EXCAVATION		CU YD	225		225					
50300100	FLOOR DRAINS		EACH	20		20					
50300225	CONCRETE STRUCTURES		CU YD	134.9		134.9					
50300255	CONCRETE SUPERSTRUCTURE		CU YD	311.0		311.0					
50300260	BRIDGE DECK GROOVING		SO YD	759		759					
50300280	CONCRETE ENCASEMENT		CU YD	11.2		11.2					
50300300	PROTECTIVE COAT		SO YD	982		982					
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL		L SUM	1		1					
50500505	STUD SHEAR CONNECTORS		EACH	3240		3240					
50800205	REINFORCEMENT BARS, EPOXY COATED		POUND	93750		93750					
50800515	BAR SPLICERS		EACH	918		918					
51201610	FURNISHING STEEL PILES HP12X63		FOOT	1575		1575					
51202305	DRIVING PILES		FOOT	1575		1575					
51203610	TEST PILE STEEL HP12X63		EACH	4		4					
51500100	NAME PLATES		EACH	1		1					
52100520	ANCHOR BOLTS, 1"		EACH	48		48					
59100100	GEOCOMPOSITE WALL DRAIN		SO YD	70		70					
60100060	CONCRETE HEADWALL FOR PIPE DRAINS		EACH	4		4					
20046304	PIPE UNDERDRAINS FOR STRUCTURES 4"		FOOT	134		134					
* 63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS		FOOT	400.00		400.00					
* 63100045	TRAFFIC BARRIER TERMINAL, TYPE 2		EACH	1		1					
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6		EACH	4		4					
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT		EACH	2		2					
63200310	GUARDRAIL REMOVAL		FOOT	515		515					
* 63300725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)		FOOT	25.00		25.00					
67000400	ENGINEER'S FIELD OFFICE, TYPE A		CAL MO	8		8					
67100100	MOBILIZATION		L SUM	1		1					
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306		L SUM	1		1					
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326		L SUM	1		1					

**Specialty Items*

FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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SUMMARY OF QUANTITIES					% FEDERAL % STATE CONSTRUCTION AND SAFETY TYPE CODE			
CODE NO.	ITEM	SP. PROV.	UNIT	80% FED. 20% STATE TOTAL QUANTITIES	0004 ROADWAY	0011 STRUCTURE		
70101205	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321 (SPECIAL)	*	EACH	1	1			
70103815	TRAFFIC CONTROL SURVEILLANCE		CAL DA	10	10			
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	*	EACH	1	1			
70300100	SHORT-TERM PAVEMENT MARKING		FOOT	160	160			
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"		FOOT	4610	4610			
70301000	WORK ZONE PAVEMENT MARKING REMOVAL		SO FT	2041	2041			
70400100	TEMPORARY CONCRETE BARRIER		FOOT	481.3	481.3			
70400200	RELOCATE TEMPORARY CONCRETE BARRIER		FOOT	481.3	481.3			
* 78001120	PAINT PAVEMENT MARKING - LINE 5"		FOOT	2305	2305			
* 78200410	GUARDRAIL MARKERS, TYPE A	*	EACH	16	16			
* 78201000	TERMINAL MARKER - DIRECT APPLIED	*	EACH	3	3			
78300100	PAVEMENT MARKING REMOVAL		SO FT	582	582			
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	*	CU YD	111		111		
X4811300	AGGREGATE SHOULDERS, TYPE B (SPECIAL)	*	TON	57	57			
X5020501	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	*	EACH	1		1		
X5020502	UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	*	EACH	1		1		
X5080600	MECHANICAL SPLICERS	*	EACH	48		48		
X7200201	WIDTH RESTRICTION SIGNING	*	L SUM	1	1			
Z0001900	ASBESTOS BEARING PAD REMOVAL	*	EACH	44		44		
Z0013798	CONSTRUCTION LAYOUT	*	L SUM	1	1			
Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	*	EACH	2	2			
Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	*	EACH	2	2			
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	*	SO FT	831		831		

*Specialty Items

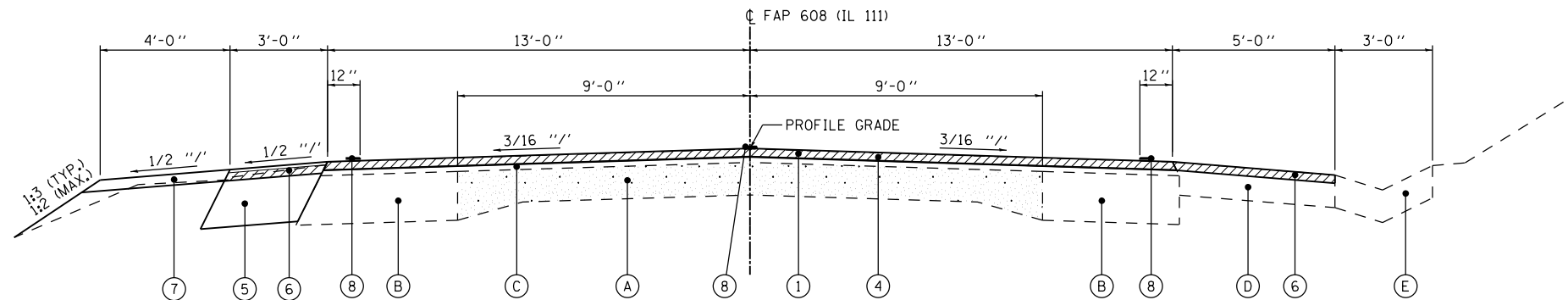
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

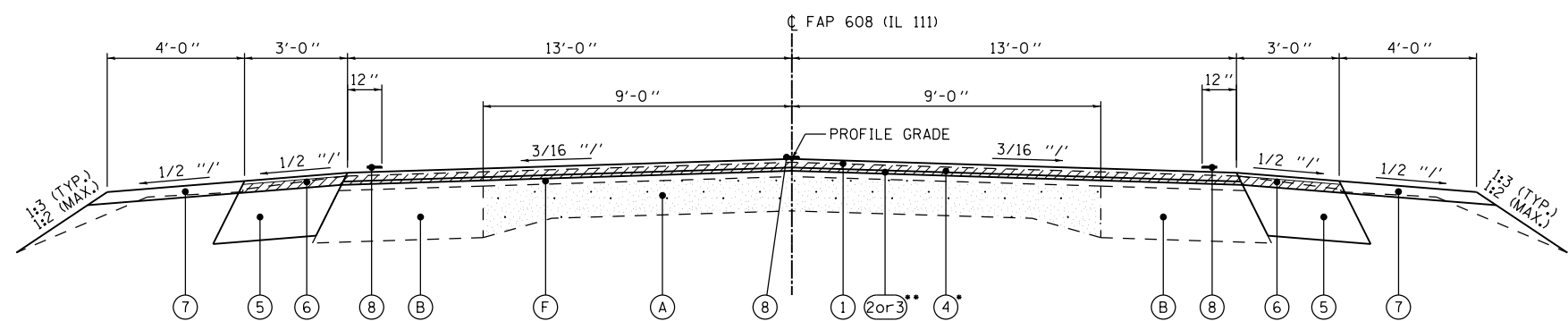
SUMMARY OF QUANTITIES

SCALE: NONE SHEET NO. 30F 3SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
608	122B-2	MACOUPIN	53	5
FED. ROAD DIST. NO. 6			ILLINOIS FED. AID PROJECT	
			CONTRACT NO. 72B53	

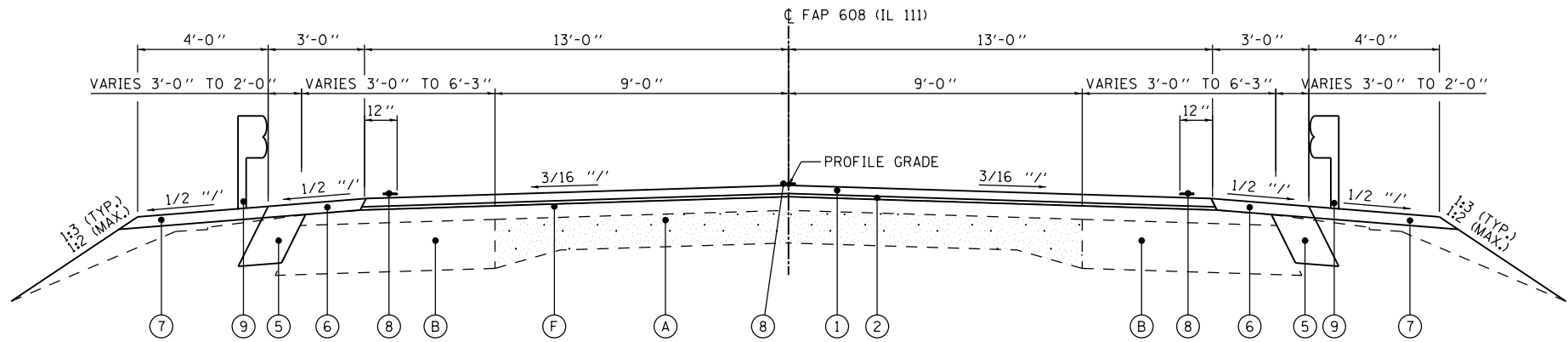


TYPICAL FAP 608 (IL 111) SECTION
STA 757+67.93 TO STA 757+78.80



TYPICAL FAP 608 (IL 111) SECTION
STA 757+78.80 TO STA 759+73.00

-- HMA SURFACE REMOVAL, BUTT JOINT ENDS AT STA 758+45.00
 -- HMA BINDER COURSE, IL-19.0, N50, 2 1/4" BEGINS AT STA 759+50.00



TYPICAL FAP 608 (IL 111) SECTION

STA 759+73.00 TO STA 761+04.67 BRIDGE APPROACH PAVEMENT & CONNECTOR (FLEXIBLE)
 STA 761+04.67 TO STA 761+40.67 S.N. 059-0512 OMISSION
 STA 761+40.67 TO STA 763+08.33 BRIDGE APPROACH PAVEMENT & CONNECTOR (FLEXIBLE)
 STA 763+08.33 TO STA 763+44.33

NOTE:
 BASE COURSE WIDENING WIDTH SHALL BE 2'-0" MINIMUM.
 PAVEMENT REMOVAL WILL BE REQUIRED.

EXISTING LEGEND

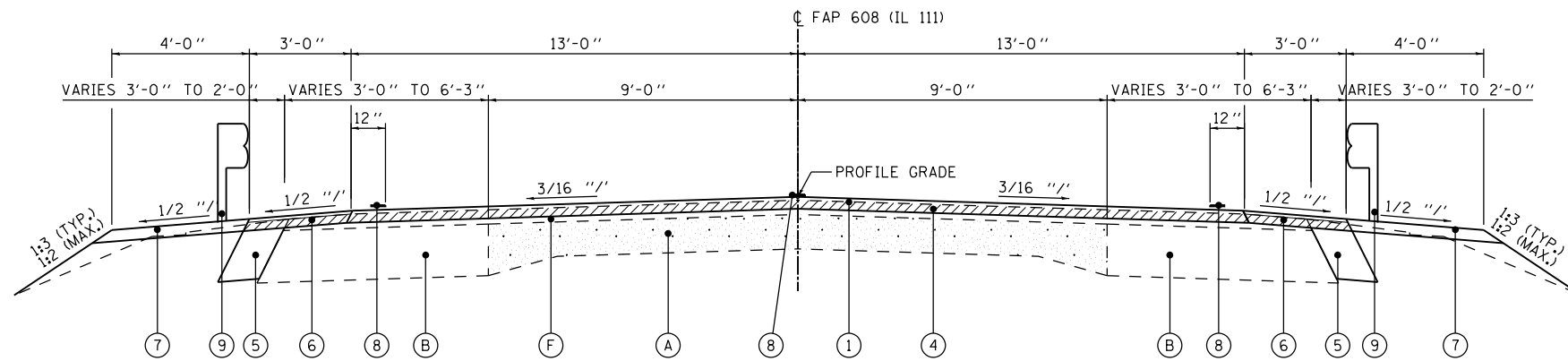
- (A) EXISTING PCC PAVEMENT, 9"-6"-9"
- (B) EXISTING HMA BASE COURSE WIDENING, 9"
- (C) EXISTING HMA OVERLAY, 2 1/2" (TYPICAL)
- (D) EXISTING HMA SHOULDERS, 9"
- (E) EXISTING CONCRETE GUTTER, TYPE A
- (F) EXISTING HMA OVERLAY, 5 1/2" (TYPICAL)
- (G) EXISTING PCC PAVEMENT, 10"
- (H) EXISTING PRECAST PCC APPROACH STRUCTURE
- (I) EXISTING CAST-IN-PLACE PCC APPROACH STRUCTURE
- (J) EXISTING STEEL RAILING TYPE S

PROPOSED LEGEND

- (1) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1 1/2"
- (2) PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/4" MIN.
- (3) PROPOSED LEVELING BINDER (MACHINE METHOD), N50, VARIABLE DEPTH
- (4) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL (SEE PLANS FOR DEPTH)
- (5) PROPOSED BASE COURSE WIDENING, 10"
- (6) PROPOSED HOT-MIX ASPHALT SHOULDERS, VARIABLE DEPTH
- (7) PROPOSED AGGREGATE SHOULDERS, TYPE B, VARIABLE DEPTH
 PROPOSED AGGREGATE SHOULDERS, TYPE B (SPECIAL), VARIABLE DEPTH (NEXT TO GUARDRAIL)
- (8) PROPOSED PAINT PAVEMENT MARKING - LINE 5"
- (9) PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A (SEE PLANS FOR LOCATIONS)

NOTE: SECTIONS ARE NOT TO SCALE

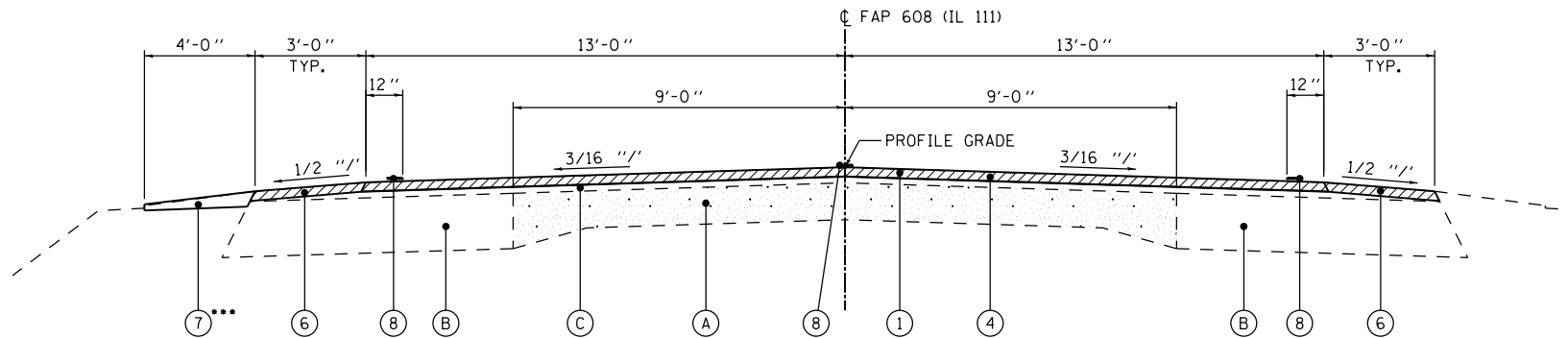
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PLOT DATE = Aug-11-2010 03:19:41PM		DATE -	REVISED -		CONTRACT NO. 72B53							



TYPICAL FAP 608 (IL 111) SECTION
 STA 763+44.33 TO STA 764+15.97
 STA 764+15.97 TO STA 765+06.79 LT ONLY

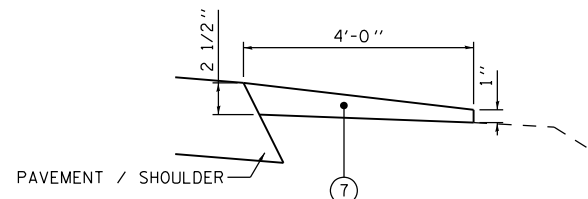
NOTE:

BASE COURSE WIDENING WIDTH SHALL BE 2'-0" MINIMUM.
 SOME PAVEMENT REMOVAL WILL BE REQUIRED.



TYPICAL FAP 608 (IL 111) SECTION
 STA 764+15.97 TO STA 765+06.79 RT ONLY
 STA 765+06.79 TO STA 766+44.22

*** CONTINUE AGG SHLD TO STA 765+60.66
 (SEE AGG SHLD, WEDGE DETAIL BELOW)



AGGREGATE SHOULDER, TYPE B (WEDGE) DETAIL

EXISTING LEGEND

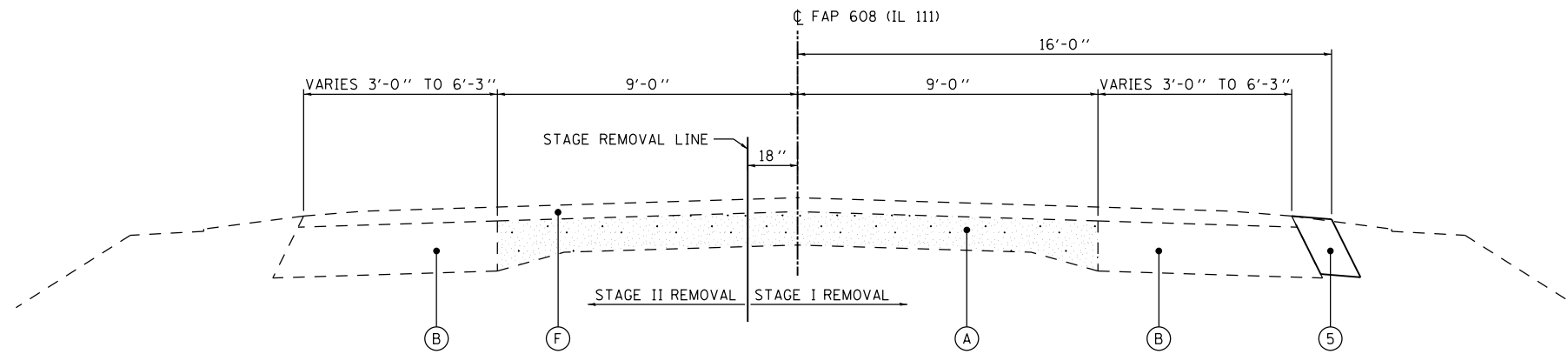
- (A) EXISTING PCC PAVEMENT, 9"-6"-9"
- (B) EXISTING HMA BASE COURSE WIDENING, 9"
- (C) EXISTING HMA OVERLAY, 2 1/2" (TYPICAL)
- (D) EXISTING HMA SHOULDERS, 9"
- (E) EXISTING CONCRETE GUTTER, TYPE A
- (F) EXISTING HMA OVERLAY, 5 1/2" (TYPICAL)
- (G) EXISTING PCC PAVEMENT, 10"
- (H) EXISTING PRECAST PCC APPROACH STRUCTURE
- (I) EXISTING CAST-IN-PLACE PCC APPROACH STRUCTURE
- (J) EXISTING STEEL RAILING TYPE S

PROPOSED LEGEND

- (1) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1 1/2"
- (2) PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/4" MIN.
- (3) PROPOSED LEVELING BINDER (MACHINE METHOD), N50, VARIABLE DEPTH
- (4) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL (SEE PLANS FOR DEPTH)
- (5) PROPOSED BASE COURSE WIDENING, 10"
- (6) PROPOSED HOT-MIX ASPHALT SHOULDERS, VARIABLE DEPTH
- (7) PROPOSED AGGREGATE SHOULDERS, TYPE B, VARIABLE DEPTH
 PROPOSED AGGREGATE SHOULDERS, TYPE B (SPECIAL), VARIABLE DEPTH (NEXT TO GUARDRAIL)
- (8) PROPOSED PAINT PAVEMENT MARKING - LINE 5"
- (9) PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A (SEE PLANS FOR LOCATIONS)

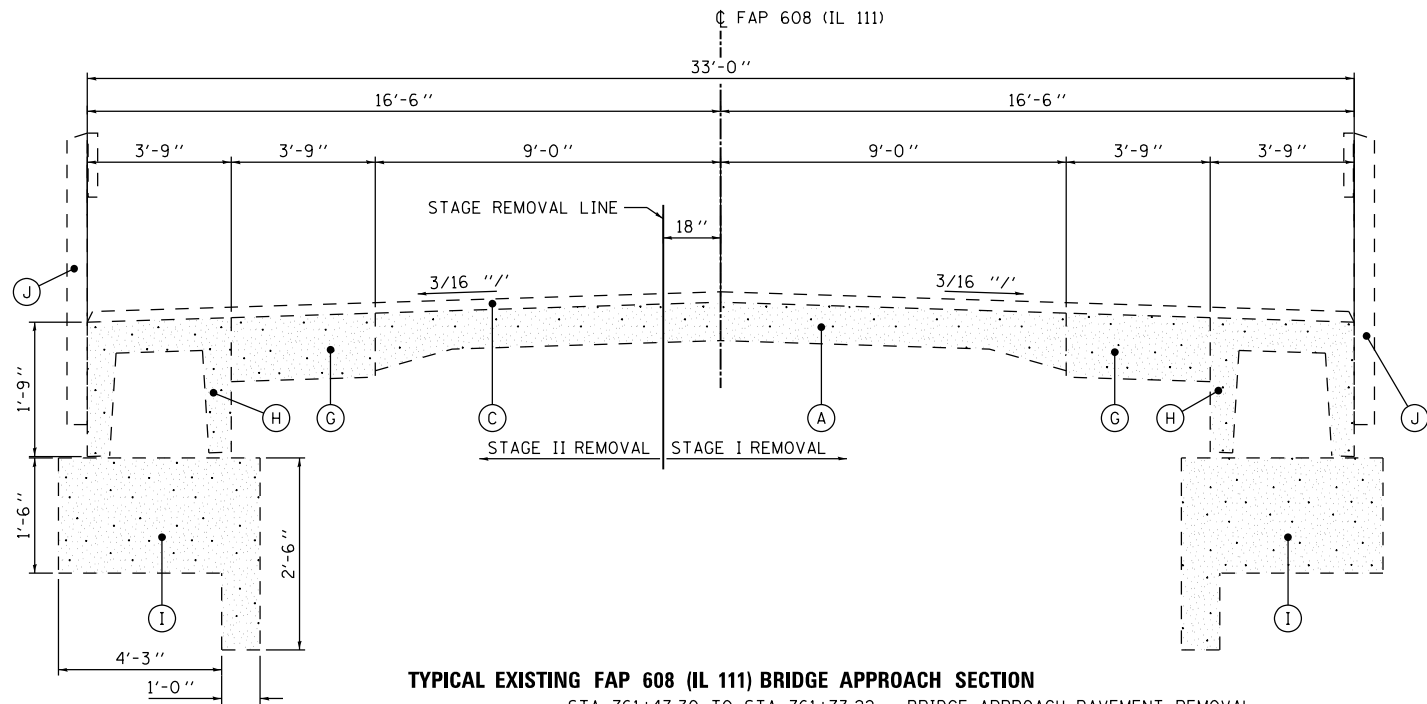
NOTE: SECTIONS ARE NOT TO SCALE

FILE NAME =	USER NAME = laughlinc1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PROPOSED TYPICAL SECTIONS			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pw\work\p\dot\laughlinc1\0231868\0672853-Sh1-Typicals.dgn		DRAWN -	REVISED -					608	122B-2	MACOUPIN	53	7
	PLOT SCALE = 5.0000' / in.	CHECKED -	REVISED -		CONTRACT NO. 72B53							
	PLOT DATE = Aug-11-2010 03:19:42PM	DATE -	REVISED -		SCALE: none	SHEET NO. 20F	3 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. 6	ILLINOIS FED. AID PROJECT	



TYPICAL EXISTING FAP 608 (IL 111) SECTION
 STA 761+04.67 TO STA 761+47.30 PAVEMENT REMOVAL
 STA 762+98.80 TO STA 763+44.33 PAVEMENT REMOVAL

- EXISTING LEGEND**
- (A) EXISTING PCC PAVEMENT, 9'-6"-9"
 - (B) EXISTING HMA BASE COURSE WIDENING, 9"
 - (C) EXISTING HMA OVERLAY, 2 1/2" (TYPICAL)
 - (D) EXISTING HMA SHOULDERS, 9"
 - (E) EXISTING CONCRETE GUTTER, TYPE A
 - (F) EXISTING HMA OVERLAY, 5 1/2" (TYPICAL)
 - (G) EXISTING PCC PAVEMENT, 10"
 - (H) EXISTING PRECAST PCC APPROACH STRUCTURE
 - (I) EXISTING CAST-IN-PLACE PCC APPROACH STRUCTURE
 - (J) EXISTING STEEL RAILING TYPE S



TYPICAL EXISTING FAP 608 (IL 111) BRIDGE APPROACH SECTION
 STA 761+47.30 TO STA 761+73.22 BRIDGE APPROACH PAVEMENT REMOVAL
 STA 762+72.88 TO STA 762+98.80 BRIDGE APPROACH PAVEMENT REMOVAL

- PROPOSED LEGEND**
- (1) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1 1/2"
 - (2) PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2 1/4" MIN.
 - (3) PROPOSED LEVELING BINDER (MACHINE METHOD), N50, VARIABLE DEPTH
 - (4) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL (SEE PLANS FOR DEPTH)
 - (5) PROPOSED BASE COURSE WIDENING, 10"
 - (6) PROPOSED HOT-MIX ASPHALT SHOULDERS, VARIABLE DEPTH
 - (7) PROPOSED AGGREGATE SHOULDERS, TYPE B, VARIABLE DEPTH
 PROPOSED AGGREGATE SHOULDERS, TYPE B (SPECIAL), VARIABLE DEPTH (NEXT TO GUARDRAIL)
 - (8) PROPOSED PAINT PAVEMENT MARKING - LINE 5"
 - (9) PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A (SEE PLANS FOR LOCATIONS)

NOTE:
 BRIDGE APPROACH PAVEMENT REMOVAL SHALL
 BE PAID FOR AS "PAVEMENT REMOVAL".

NOTE: SECTIONS ARE NOT TO SCALE

FILE NAME =	USER NAME = laughlinr1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL SECTIONS TO BE REMOVED	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et:\pwork\pwork\laughlinr1\0231868\0672853-Shr-Typicals.dgn	DRAWN -	REVISED -	608			122B-2	MACOUPIN	53	8	
PLOT SCALE = 5.0000' / in.	CHECKED -	REVISED -	CONTRACT NO. 72B53							
PLOT DATE = Aug-11-2010 03:19:42PM	DATE -	REVISED -	FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT							
					SCALE: none	SHEET NO. 30F	3 SHEETS	STA.	TO STA.	

EARTHWORK SCHEDULE

20200100

20400800

LOCATION STATION TO STATION	SIDE	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED (25%)	EMBANKMENT	EARTHWORK BALANCE
CU YD					
STAGE 1					
FAP 608 (IL 111)					
757+68 761+40	RT	18	14	34	(20)
763+28 766+44	RT	11	8	44	(36)
SUB-TOTAL STAGE 1		29	22	78	(56)
STAGE 2					
FAP 608 (IL 111)					
757+68 761+21	LT	11	8	68	(60)
763+09 766+44	LT	2	1	75	(74)
SUB-TOTAL STAGE 2		13	9	143	(134)
TOTALS		42	31	221	(190)
USE		40	30	220	(190)

EARTH EXCAVATION (WIDENING)

20200500

STATION TO STATION	SIDE	AVE WIDTH	CU YD
FAP 608 (IL 111)			
757+68.0 761+47.3	LT	2.9	34.1
757+78.8 761+11.0	RT	2.9	29.5
762+99.2 765+06.8	LT	3.4	21.5
763+49.0 764+16.0	RT	2.7	5.5
TOTALS			90.5
USE			91

EROSION CONTROL BLANKET

25100630

STATION TO STATION	SIDE	WIDTH	SQ YD
FAP 608 (IL 111)			
759+50.0 761+20.9	LT	20	379.7
760+00.0 761+40.5	RT	15	234.2
763+08.5 765+00.0	LT	15	319.2
763+28.2 764+25.0	RT	20	215.2
TOTAL			1148.2
USE			1149

PERIMETER EROSION BARRIER

28000400

STATION TO STATION	SIDE	FOOT
FAP 608 (IL 111)		
759+50.0 761+20.9	LT	170.9
760+00.0 761+40.5	RT	140.5
763+08.5 765+00.0	LT	191.5
763+28.2 764+25.0	RT	96.9
TOTAL		599.7
USE		600

INLET AND PIPE PROTECTION

28000500

STATION	SIDE	OFFSET	EACH
FAP 608 (IL 111)			
758+14.9	LT	50.0	1
758+36.3	RT	50.6	1
761+43.6	RT	45.8	1
TOTAL			3

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

42001430

STATION TO STATION	SIDE	WIDTH	SQ YD
FAP 608 (IL 111)			
761+04.7 761+10.7	LT & RT	33.83	22.6
763+38.3 763+44.3	LT & RT	33.83	22.6
TOTAL			45.2
USE			46

SEEDING SCHEDULE

25000200

25000400

25000500

25000600

25100115

25000700

STATION TO STATION	SIDE	WIDTH	SEEDING CLASS 2 ACRE	FERTILIZER NUTRIENTS			MULCH METHOD 2 ACRE	AGRICULTURAL LIMESTONE TON
				NITROGEN	PHOSPHORUS	POTASSIUM		
				POUND				
FAP 608 (IL 111)								
757+67.9 761+20.9	LT	40	0.32	29.2	29.2	29.2	0.32	0.6
757+78.6 761+40.5	RT	40	0.34	29.9	29.9	29.9	0.34	0.7
763+08.5 765+60.7	LT	30	0.18	15.6	15.6	15.6	0.18	0.3
763+28.2 764+60.0	RT	40	0.12	10.9	10.9	10.9	0.12	0.2
TOTALS			0.96	85.6	85.6	85.6	0.96	1.9
USE			1.00	90	90	90	1.00	2

ENTRANCE SCHEDULE

35101500

STATION	SIDE	TYPE	WIDTH	LENGTH	AGGREGATE BASE COURSE TYPE B TON
FAP 608 (IL 111)					
758+46.6	LT	FE	16	47.0	34.0
758+61.2	RT	FE	20	47.0	41.2
764+38.6	RT	FE	20	20.3	19.0
TOTAL					94.2
USE					95

BASE COURSE WIDENING 10"

35650500

STATION TO STATION	SIDE	AVE WIDTH	SQ YD
FAP 608 (IL 111)			
757+68.0 761+47.3	LT	2.9	122.6
757+78.8 761+11.0	RT	2.9	106.1
762+99.2 765+06.8	LT	3.4	77.5
763+49.0 764+16.0	RT	2.7	19.6
TOTAL			325.9
USE			326

PAVEMENT REMOVAL

44000100

STATION TO STATION	SIDE	WIDTH	SQ YD
FAP 608 (IL 111)			
761+10.7 761+47.3	LT	0 - 1.7	3.5
762+99.2 763+07.1	LT	0 - 1.7	0.7
761+04.7 761+47.3	LT & RT	32.0	151.6
761+47.3 761+72.9	LT & RT	32.0	90.8
762+73.2 762+99.2	LT & RT	32.0	92.3
762+99.2 763+44.3	LT & RT	32.0	160.4
765+07.4 765+65.6	LT	VAR	7.4
TOTAL			506.8
USE			507

• - EXISTING BRIDGE APPROACH PAVEMENT

HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH

44000198

STATION TO STATION	SIDE	WIDTH	SQ YD
FAP 608 (IL 111)			
763+44.3 766+44.2	LT & RT	24.5	817.7
763+44.3 766+44.2	LT	3.8	127.2
763+44.3 766+44.2	RT	3.9	129.9
TOTAL			1074.8
USE			1075

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

40600982

STATION TO STATION	SIDE	WIDTH	SQ YD
FAP 608 (IL 111)			
757+67.9 758+45.0	LT & RT	26	222.6
757+67.9 758+45.0	LT	3	25.7
757+67.9 757+78.6	RT	5	5.9
757+78.6 758+45.0	RT	3	22.1
TOTAL			276.4
USE			277

LEVELING BINDER (MACHINE METHOD), N50

40600625

STATION TO STATION	SIDE	SURF WIDTH	SQ YD	TON
FAP 608 (IL 111)				
758+45.0 759+50.0	LT & RT	26.0	303.3	19.1
TOTAL				19.1
USE				20

HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50

40603080

STATION TO STATION	SIDE	SURF WIDTH	SQ YD	TON
FAP 608 (IL 111)				
759+50.0 761+04.7	LT & RT	26.0	446.8	68.8
TOTAL				68.8
USE				69

HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50

40603310

STATION TO STATION	SIDE	SURF WIDTH	SQ YD	TON
FAP 608 (IL 111)				
757+67.9 761+04.7	LT & RT	26.0	972.8	81.7
763+44.3 766+44.2	LT & RT	26.0	866.4	72.8
TOTAL				154.5
USE				155

MISCELLANEOUS PAVING ITEMS SCHEDULE

ITEM	UNIT	TOTAL
TEMPORARY RAMP	SQ YD	166
AGGREGATE FOR TEMPORARY ACCESS	TON	10
BITUMINOUS MATERIALS (PRIME COAT)	TON	1.3
AGGREGATE (PRIME COAT)	TON	7

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

AGGREGATE SHOULDERS, TYPE B

48101200

STATION TO STATION	SIDE	WIDTH	TON
FAP 608 (IL 111)			
757+78.6	758+41.1	RT	4
758+81.1	759+00.0	RT	4
757+67.4	758+28.6	LT	4
758+64.6	759+90.0	LT	4
TOTAL			19.8
USE			20

AGGREGATE SHOULDERS, TYPE B (SPECIAL)

X4811300

STATION TO STATION	SIDE	WIDTH	TON
FAP 608 (IL 111)			
759+00.0	761+31.5	RT	4
763+29.2	764+18.6	RT	4
759+90.0	761+19.9	LT	4
763+17.5	765+60.7	LT	4
TOTAL			56.8
USE			57

HOT-MIX ASPHALT SHOULDERS

48203100

STATION TO STATION	SIDE	SURFACE WIDTH	SQ YD	TON
FAP 608 (IL 111)				
757+67.9	757+78.6	RT	5	6.0
757+78.6	758+45.0	RT	3	22.1
758+45.0	761+10.0	RT	3	88.3
763+49.6	764+16.0	RT	3	22.1
764+16.0	766+44.2	RT	VARIES	84.6
757+67.8	758+45.0	LT	3	25.7
758+45.0	760+99.4	LT	3	84.8
763+39.1	766+44.2	LT	3	101.7
TOTAL				58.4
USE				59

GUARDRAIL SCHEDULE

STATION TO STATION	SIDE	GUARDRAIL REMOVAL	SPBGR TYPE A 6' POSTS	SPBGR (SHORT RADIUS)	TRAFFIC BARRIER TERMINALS			GUARDRAIL MARKERS TYPE B	TERMINAL MARKERS DIRECT APPLIED
					TYPE 1 SPECIAL (TANGENT)	TYPE 2	TYPE 6		
FAP 608 (IL 111)									
					FOOT			EACH	
759+03.96	761+33.99	RT	115	134.38		1		1	4
759+92.32	761+22.35	LT	115	34.38		1		1	4
763+15.01	765+60.66	LT	170	200.00				1	4
763+26.65	764+27.42	RT	115	31.25	25.00		1	1	4
TOTALS			515	400.01	25.00	2	1	4	16
USE			515	400.00	25.00	2	1	4	16

PAVEMENT MARKING REMOVAL

78300100

STATION TO STATION	SIDE	DESCRIPTION	SO FT
FAP 608 (IL 111)			
758+05.0	759+62.5	CL SKIP-DASH	20.0
758+05.0	759+62.5	CL NO-PASSING	78.8
764+86.5	766+44.0	CL SKIP-DASH	20.0
759+92.5	764+56.5	LT EDGE LINE	232.0
759+92.5	764+54.5	RT EDGE LINE	231.0
TOTAL			581.8
USE			582

TEMPORARY CONCRETE BARRIER

70400100

STATION TO STATION	SIDE	FOOT
FAP 608 (IL 111)		
759+84.1	764+64.9	LT & RT
TOTAL		481.3

RELOCATE TEMPORARY CONCRETE BARRIER

70400200

STATION TO STATION	SIDE	FOOT
FAP 608 (IL 111)		
759+84.1	764+64.9	LT & RT
TOTAL		481.3

PAINT PAVEMENT MARKING - LINE 5''

78001120

STATION TO STATION	SIDE	DESCRIPTION	WHITE	YELLOW
			FOOT	
FAP 608 (IL 111)				
757+67.9	761+00.0	CL NO-PASSING		332.1
757+67.9	766+44.2	CL SKIP-DASH		220.0
757+67.9	766+44.2	LT EDGE LINE	876.3	
757+67.9	766+44.2	RT EDGE LINE	876.3	
TOTALS			1752.6	552.1
USE			2305	

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

Z0030260

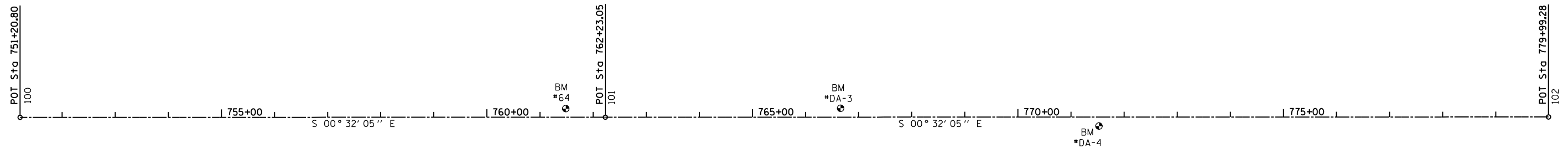
STATION	SIDE	EACH
FAP 608 (IL 111)		
759+84.1	RT	1
764+64.9	RT	1
TOTAL		2

IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE) TEST LEVEL 3

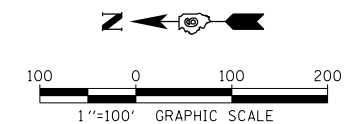
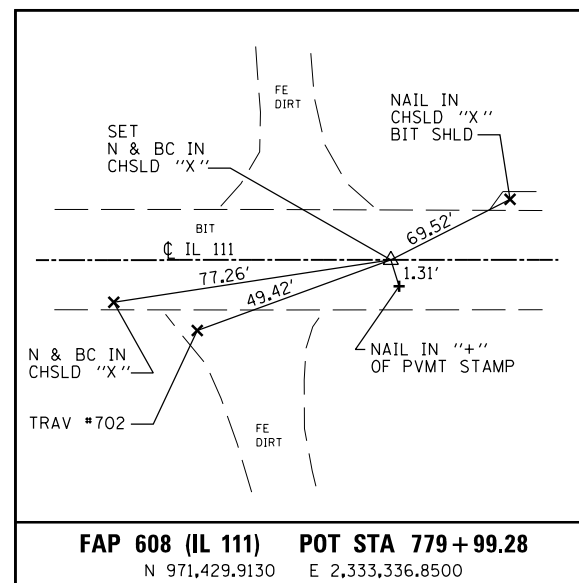
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STATION	SIDE	EACH
FAP 608 (IL 111)		
759+84.1	LT	1
764+64.9	LT	1
TOTAL		2

BENCHMARKS			
MARK	STATION/OFFSET	ELEVATION	DESCRIPTION
BM 64	± 761+48.51, 16.2' LT	526.34	FD CHISELED "□" ON BR: HUBGUARD IN NE COR OF BRIDGE SN 059-0011
BM DA-3	± 766+66.07, 16.8' LT	528.98	SET CHISELED "□" ON TOP OF WEST PARAPET WALL @ NW CORNER SN 059-0500
BM DA-4	± 771+52.68, 16.9' RT	528.98	SET CHISELED "□" ON TOP OF WEST PARAPET WALL @ SW CORNER SN 059-0500



CONTROL POINTS		
POINT	NORTHING	EASTING
100	974,308.2627	2,333,309.9817
101	973,206.0606	2,333,320.2703
102	971,429.9130	2,333,336.8500



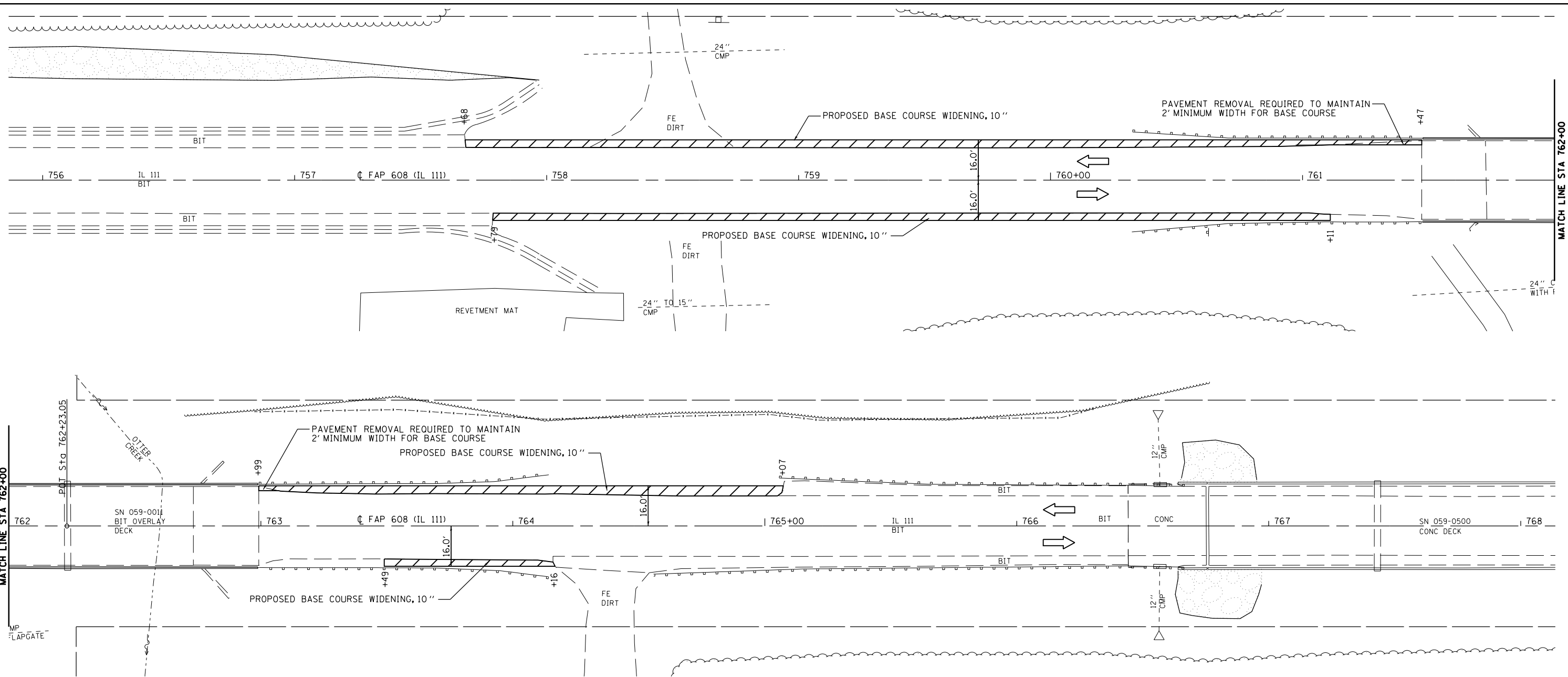
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	PLOT DATE = Aug-11-2010 03:19:58PM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENT & BENCHMARK DATA

SCALE: 1"=100' SHEET NO. 10F SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
608	122B-2	MACOUPIN	53	11
CONTRACT NO. 72B53				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- MICROWAVE DETECTOR SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE

STAGE CONSTRUCTION SEQUENCE (PRELIMINARY STAGE)

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

INITIAL CONSTRUCTION OPERATIONS:
 PLACE BASE COURSE WIDENING, 10" AT STA 757+68 TO STA 760+47 LT, STA 762+99 TO STA 765+07 LT, STA 757+79 TO STA 761+11 RT, AND STA 763+49 TO STA 764+16 RT. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701326.

PLACE MAX WIDTH SIGNING AT THE LOCATIONS SHOWN IN THESE PLANS.

SET UP STAGE 1 TRAFFIC CONTROL UTILIZING THESE PLANS IN CONJUNCTION WITH STANDARD 701321. PLACE TEMPORARY CONCRETE BARRIER AND PAVEMENT MARKINGS IN ACCORDANCE WITH THESE PLANS.

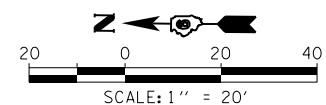
INSTALL TEMPORARY SIGNALIZATION SYSTEMS AT THE LOCATIONS CALLED OUT IN THESE PLANS.

TRAFFIC STAGING NOTES

SIGNS STATING "SHOULDER DROP OFF", "UNEVEN LANES" AND "SIGNALS AHEAD" SHALL BE ERECTED DURING STAGE CONSTRUCTION BY THE CONTRACTOR AT LOCATIONS AS DIRECTED BY THE ENGINEER. THESE SIGNS ARE INCIDENTAL TO THE COST OF THE CONTRACT.

THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS (217-785-5836) AT LEAST ONE WEEK PRIOR TO IMPLEMENTING STAGE TRAFFIC CONTROL.

SAW CUTS REQUIRED FOR PAVEMENT REMOVAL TO MAINTAIN 2' OF BASE COURSE WIDENING SHALL BE INCLUDED IN THE COST OF THE PAY ITEM "PAVEMENT REMOVAL".



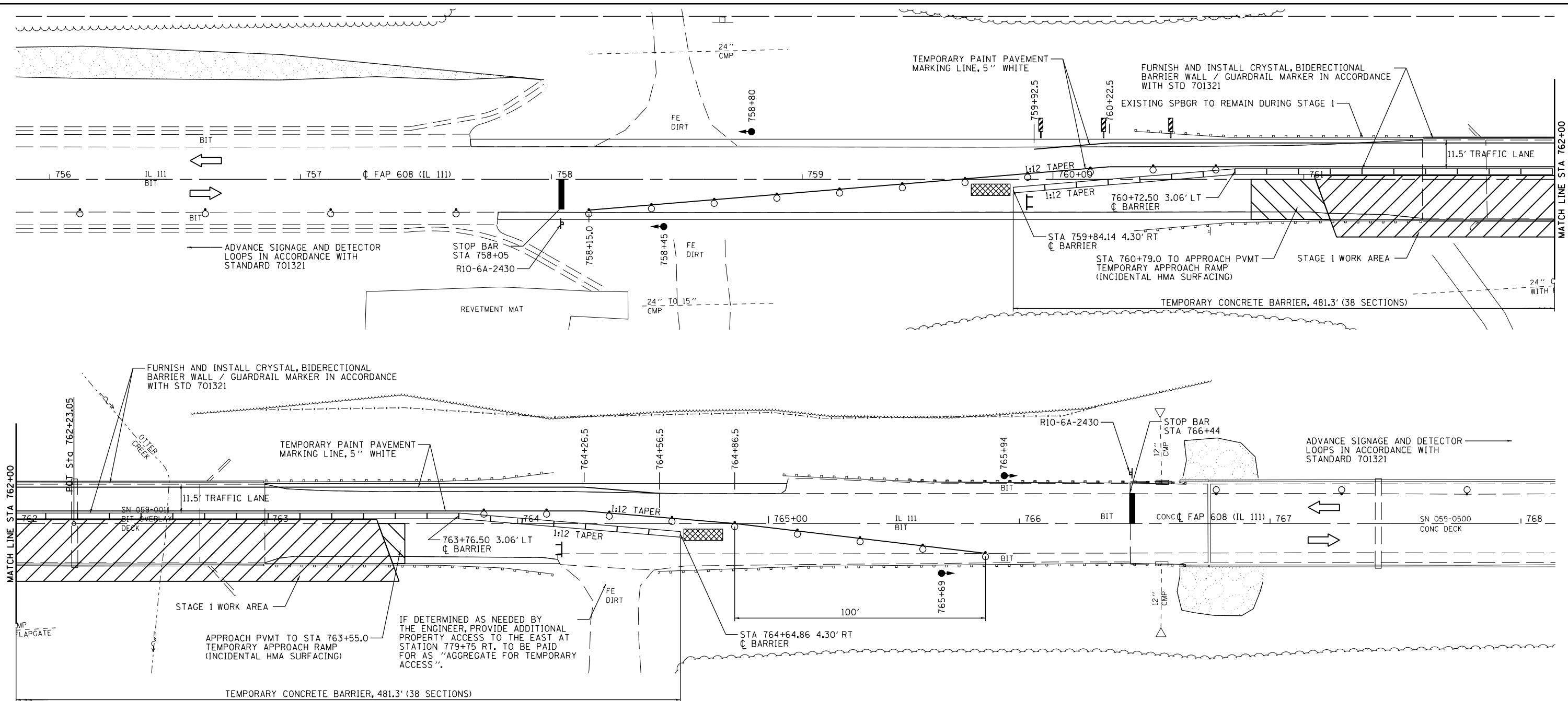
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	PLOT DATE = Aug-11-2010 03:20:06PM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL & PROTECTION
STAGING - INITIAL CONSTRUCTION**

SCALE: 1"=20' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
608	122B-2	MACOUPIN	53	12
CONTRACT NO. 72B53				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- MICROWAVE DETECTOR SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE

STAGE CONSTRUCTION SEQUENCE (STAGE 1)

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

- STAGE 1:
- COMPLETE INSTALLATION OF ALL STAGE 1 TRAFFIC CONTROL ITEMS SHOWN IN THE PLANS.
 - PERFORM STAGE 1 STRUCTURE REMOVAL FOR STRUCTURE NO. 059-0011. REMOVE EXISTING PAVEMENT FOR PROPOSED STRUCTURE AND BRIDGE APPROACH CONSTRUCTION.
 - CONSTRUCT WEST (RT) SECTION OF STRUCTURE NO. 059-0512, BRIDGE APPROACHES, AND TEMPORARY APPROACH RAMP, INSTALL STEEL PLATE BEAM GUARD RAIL ALONG RT SIDE.

TRAFFIC STAGING NOTES

SIGNS STATING "UNEVEN LANES" AND "SIGNALS AHEAD" SHALL BE ERECTED DURING STAGE CONSTRUCTION BY THE CONTRACTOR AT LOCATIONS AS DIRECTED BY THE ENGINEER. THESE SIGNS ARE INCIDENTAL TO THE COST OF THE CONTRACT.

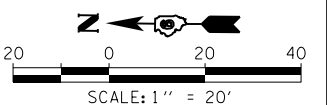
THE CONTRACTOR SHALL NOTIFY THE DISTRICT 6 TRAFFIC SECTION OF THE BUREAU OF OPERATIONS (217-785-5836) AT LEAST ONE WEEK PRIOR TO IMPLEMENTING STAGE TRAFFIC CONTROL.

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

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

REMOVE ALL CONFLICTING PAVEMENT MARKINGS.

EXISTING GUARDRAIL ALONG THE EAST SIDE OF IL 111 SHALL REMAIN IN PLACE DURING STAGE 1.



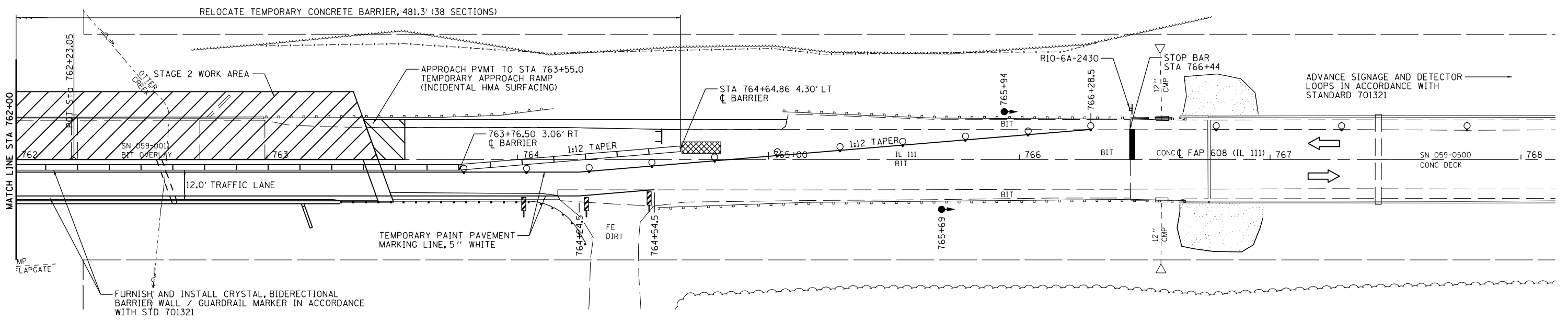
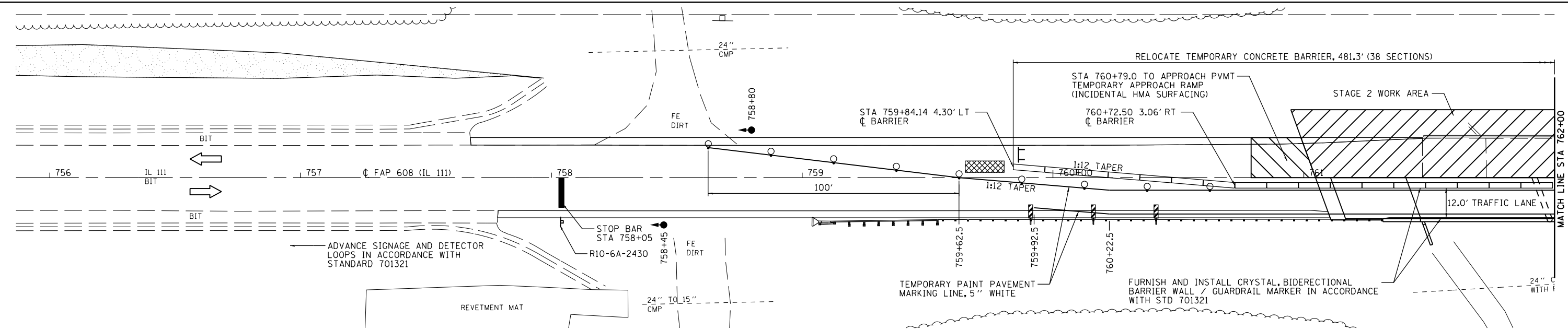
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	PLOT DATE = Aug-11-2010 03:20:14PM	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TRAFFIC CONTROL & PROTECTION
STAGING - STAGE 1 CONSTRUCTION**

SCALE: 1"=20' SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
608	122B-2	MACOUPIN	53	13
CONTRACT NO. 72B53				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



LEGEND

- DIRECTION OF TRAFFIC
- TYPE III BARRICADE
- TEMPORARY CONCRETE BARRIER
- DOUBLE VERTICAL PANEL
- DRUM WITH BI-DIRECTIONAL STEADY BURNING LIGHT
- TEMPORARY TRAFFIC SIGNAL
- MICROWAVE DETECTOR SYSTEM
- TEMPORARY IMPACT ATTENUATOR
- WORK ZONE

STAGE CONSTRUCTION SEQUENCE (STAGE 2)

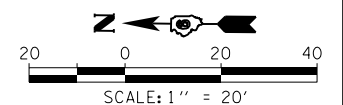
THE FOLLOWING STAGE CONSTRUCTION SEQUENCE IS FOR INFORMATION ONLY. THE CONTRACTOR IS RESPONSIBLE FOR PLANNING AND EXECUTING THIS PROJECT WHICH SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.

- STAGE 2:**
- FOLLOWING THE COMPLETION OF STAGE 1 CONSTRUCTION RELOCATE TEMPORARY CONCRETE BARRIER WALL AND DRUMS AND PLACE TEMPORARY PAVEMENT MARKINGS IN ACCORDANCE WITH THE PLANS.
 - PERFORM STAGE 2 STRUCTURE REMOVAL FOR STRUCTURE NO. 059-0011. REMOVE EXISTING PAVEMENT FOR PROPOSED STRUCTURE AND BRIDGE APPROACH CONSTRUCTION.
 - CONSTRUCT EAST (LT) SECTION OF STRUCTURE NO. 059-0512, BRIDGE APPROACHES, AND TEMPORARY APPROACH RAMP. INSTALL STEEL PLATE BEAM GUARD RAIL ALONG LT SIDE.
 - REMOVE TEMPORARY CONCRETE BARRIER WALL, TEMPORARY SIGNALS, AND RELATED STAGE CONSTRUCTION ITEMS.
 - MILL AND RESURFACE IL 111. UTILIZE TRAFFIC CONTROL AND PROTECTION STANDARD 701306. INSTALL FINAL PAVEMENT MARKINGS.

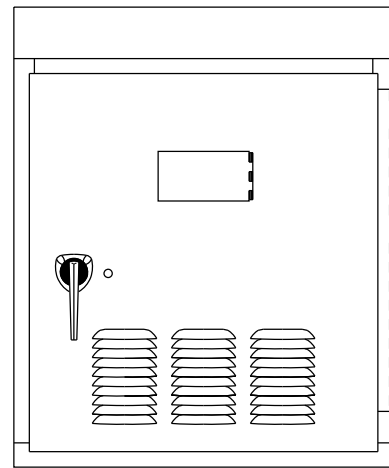
TRAFFIC STAGING NOTES

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

THIS WORK SHALL SUPPLEMENT AND BE IN ACCORDANCE WITH HIGHWAY STANDARD 701321. REMOVE ALL CONFLICTING PAVEMENT MARKINGS.

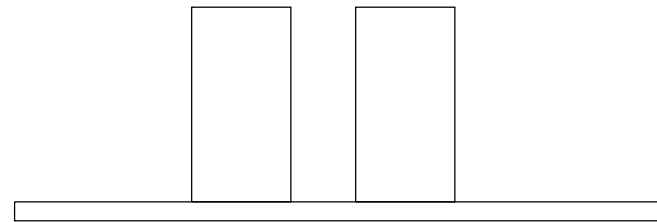


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	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -			SCALE: 1"=20'	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 72B53			
	PLOT DATE = Aug-11-2010 03:20:21PM	DATE -	REVISED -						FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT			



Temporary Controller Cabinet

DETECTOR AMPLIFIER NOTES

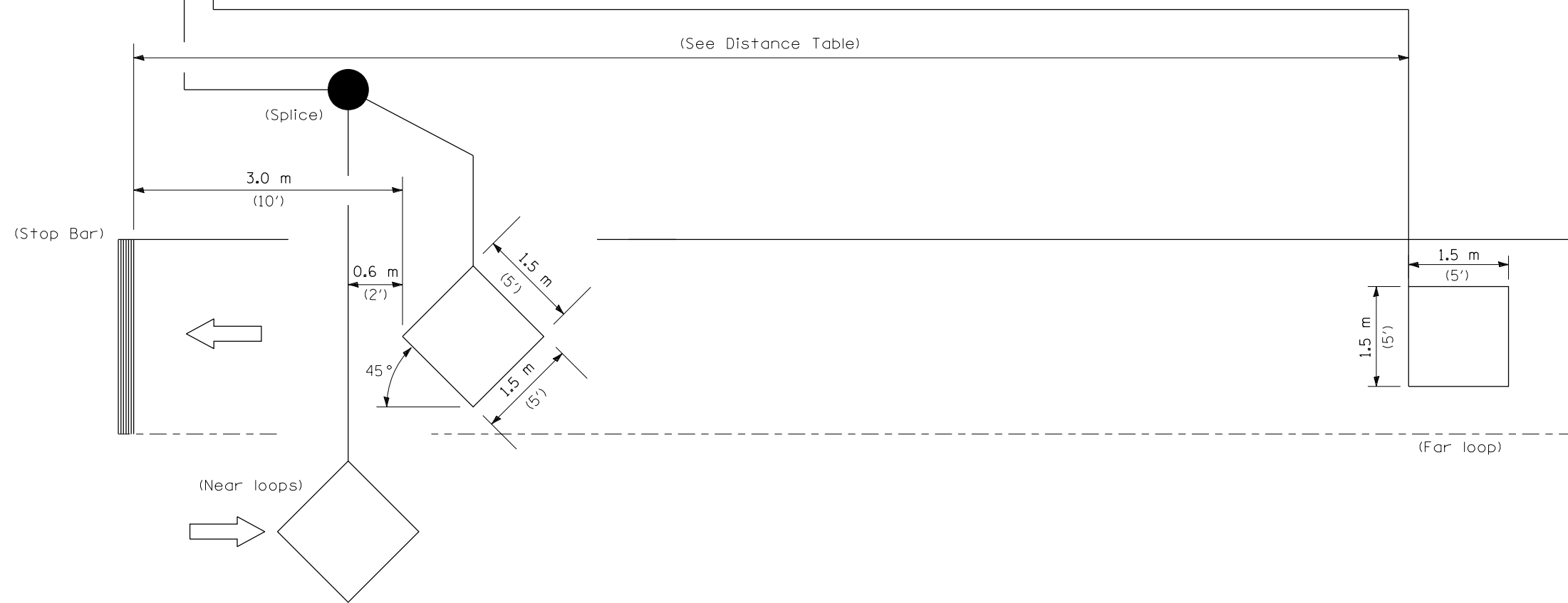


AMP 1 (NEAR LOOPS) AMP 2 (FAR LOOP)

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

AMP 2: NO DELAY

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



NOTE: All loops centered in lane.

INDUCTION LOOP DETECTOR

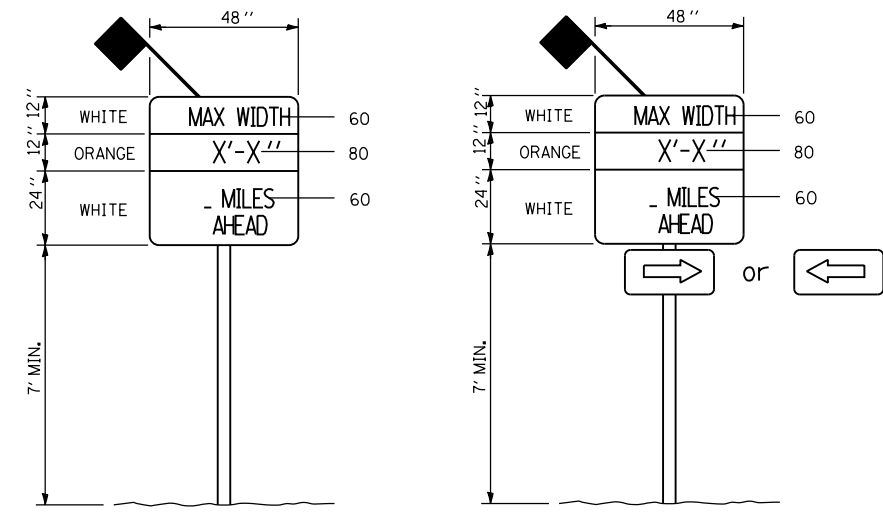
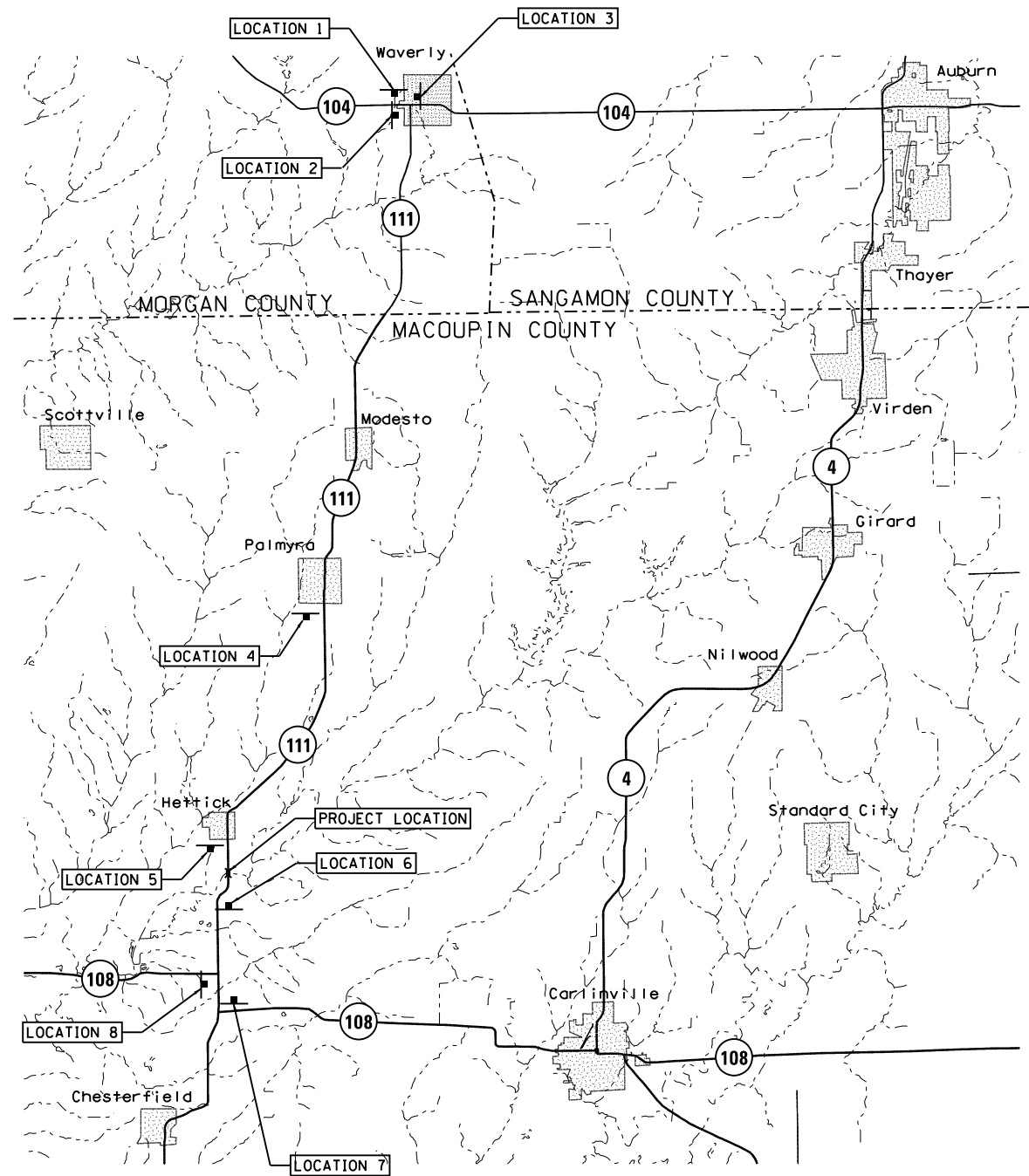
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL & PROTECTION
 TEMPORARY BRIDGE TRAFFIC SIGNAL LOOP PLACEMENT DETAIL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
608	122B-2	MACOUPIN	53	15
CONTRACT NO. 72B53				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



SIGN A
(WIDTH RESTRICTION SIGN)

SIGN B
(WIDTH RESTRICTION SIGN)

LOCATION	SIGN	DISTANCE
1 IL 111 SB AT IL 104	A	19 MILES
2 IL 104 EB AT IL 111	B	19 MILES
3 IL 104 WB AT IL 111	B	19 MILES
4 IL 111 SB AT SOUTH OF PALMYRA	A	6.8 MILES
5 IL 111 SB AT HETTICK RD	A	0.6 MILES
6 IL 111 NB AT CUMBERLAND RD	A	0.7 MILES
7 IL 111 NB AT IL 108	A	3.3 MILES
8 IL 108 EB AT IL 111	B	2.4 MILES

GENERAL NOTES:

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

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

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

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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

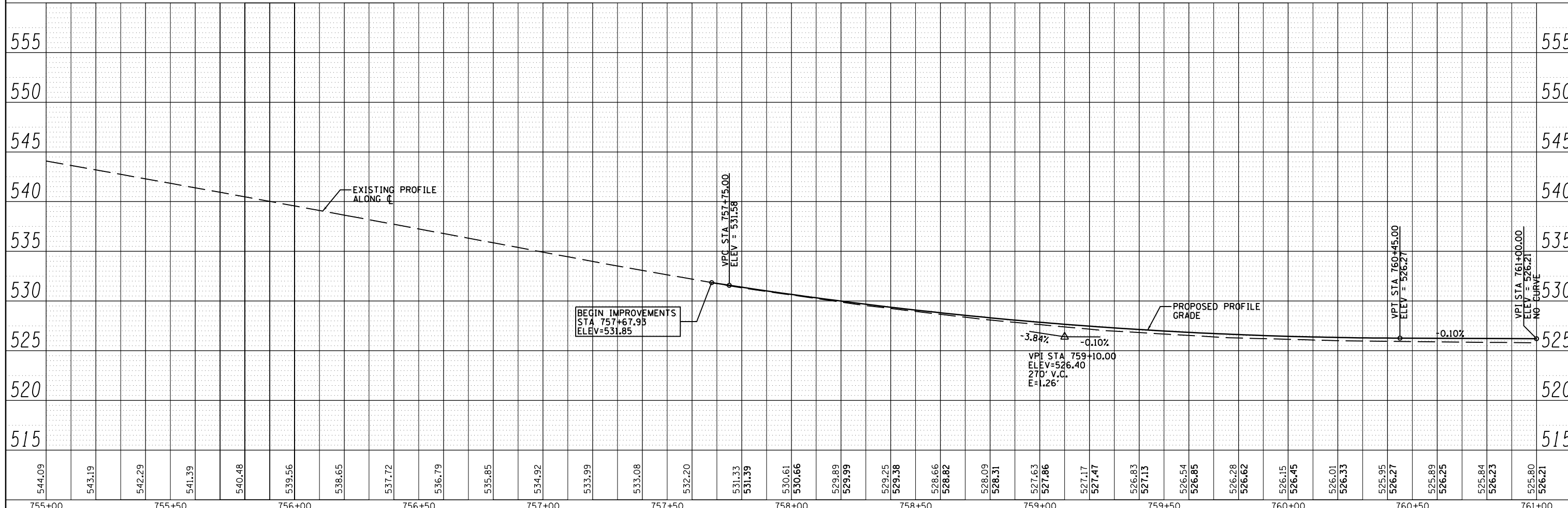
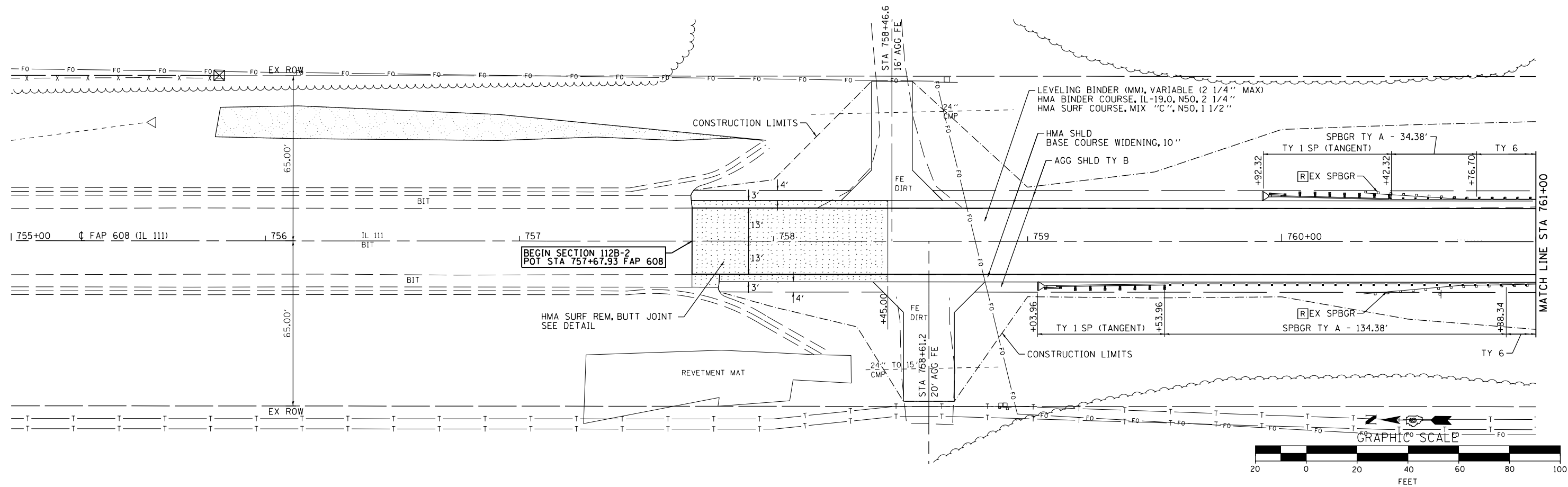
**TRAFFIC CONTROL & PROTECTION
MAXIMUM WIDTH SIGNING DETAIL**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
608	1228-2	MACOUPIN	53	16
CONTRACT NO. 72B53				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	FILE NAME		
	NO.		

PROFILE	SURVEYED	BY	DATE
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	STRUCTURE		
	NOT AT THIS CHKD		
	NO.		

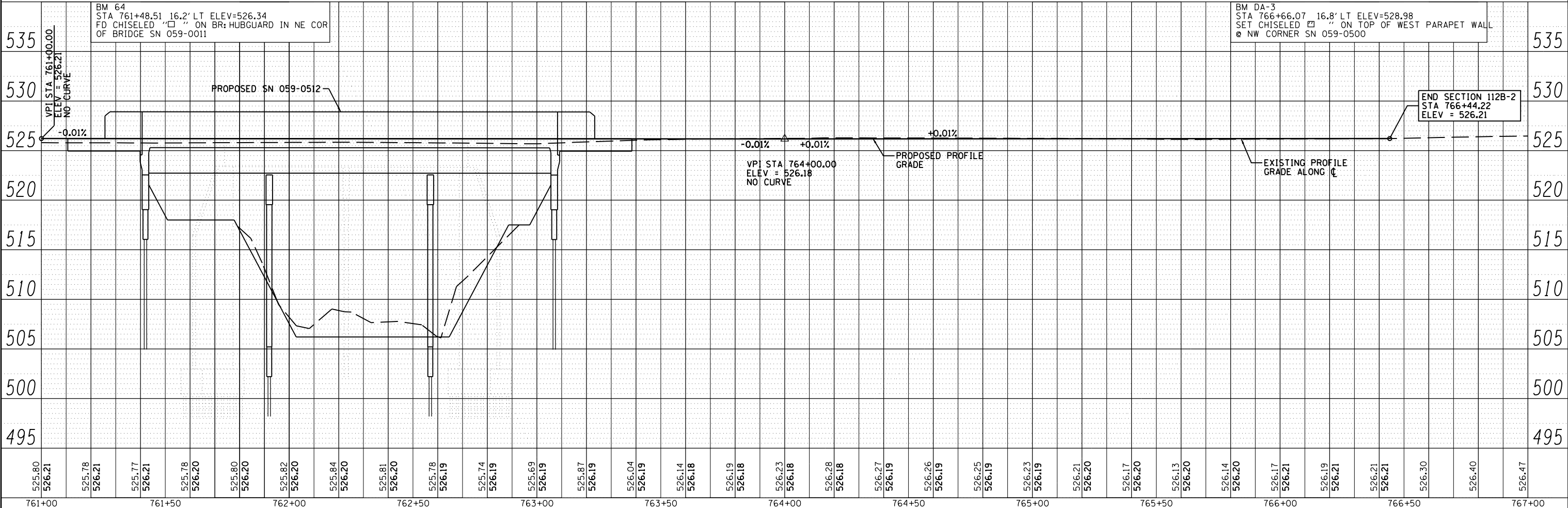
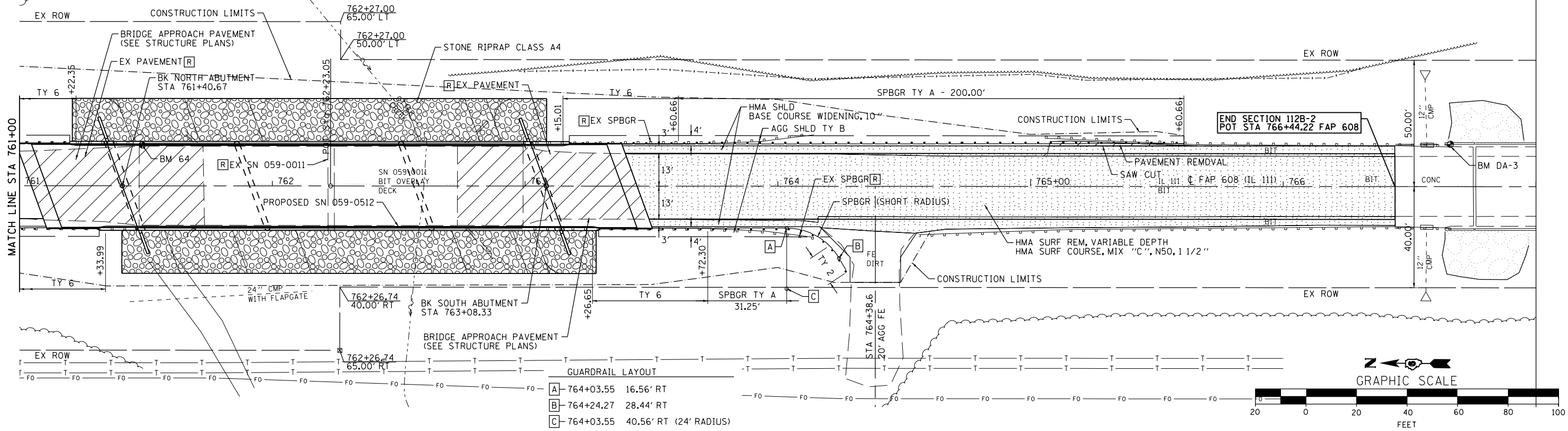


FILE NAME =	USER NAME = laughl1n1	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	FAP 608 (IL 111) PLAN & PROFILE	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CHECKED -	REVISED -			CONTRACT NO. 72853				
		DATE -	REVISED -			FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

SCALE: 1"=20'HORIZ. 1"=5'VERT. SHEET NO. 1 OF 2 SHEETS STA. 755+000 STA. 761+00

DATE	
BY	
PLAN	
SURVEYED	
PLOTTED	
NOTE BOOK	
CHECKED	
NO.	
STRUCTURE	
NOT AT THIS OFFICE	

DATE	
BY	
PROFILE	
SURVEYED	
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NOTE BOOK	
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STRUCTURE	
NOT AT THIS OFFICE	



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**FAP 608 (IL 111)
PLAN & PROFILE**

SCALE: 1" = 20' HORIZ. 1" = 5' VERT. SHEET NO. 20F 25 SHEETS STA. 761+000 STA. 767+00

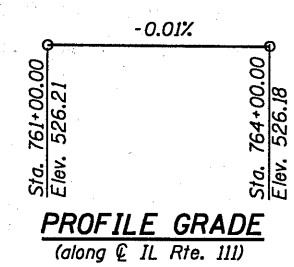
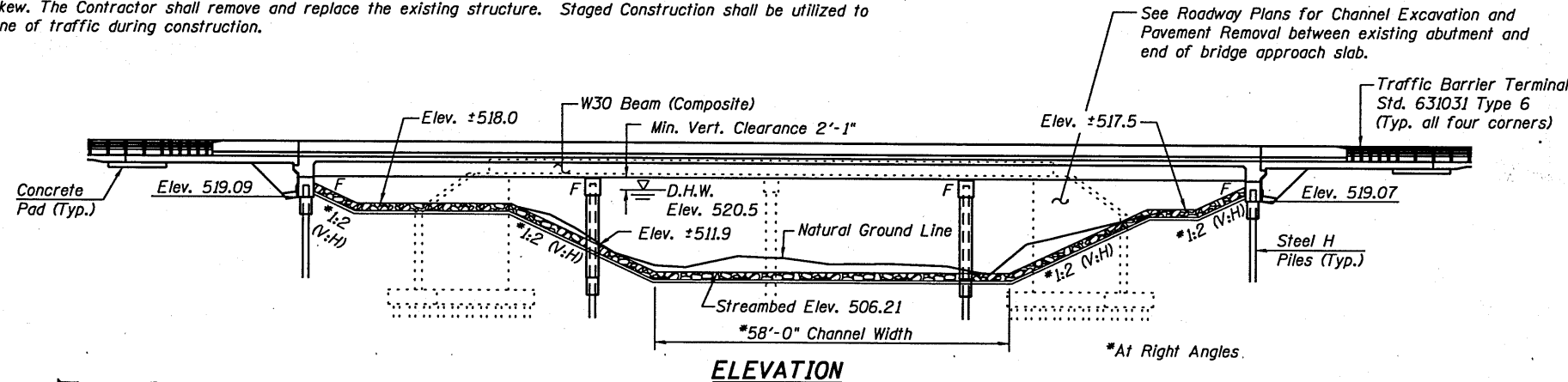
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
608	1228-2	MACOUPIN	53	18
CONTRACT NO. 72B53				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

Bench Mark: Chiseled square on N.E. hubguard of existing S.N. 059-0011, Sta. 761+48.512, 16.241' Lt., NAVD 88 Elev. = 526.341.

Existing Structure: S.N. 059-0011 was built in 1930 as S.B.I. Route III, Section 122C at Sta. 762+23.05. In 1979 under FA-608 Section 122BR, the abutment caps were rebuilt, a new pier was built, and the truss superstructure was replaced with deck beams. Existing structure is 2-span with PPC deck beams on closed abutments, 99.7' bk. to bk. abutments, 33.2' out to deck with no skew. The Contractor shall remove and replace the existing structure. Staged Construction shall be utilized to maintain one lane of traffic during construction.

No Salvage.

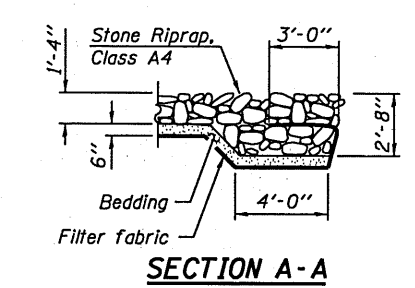
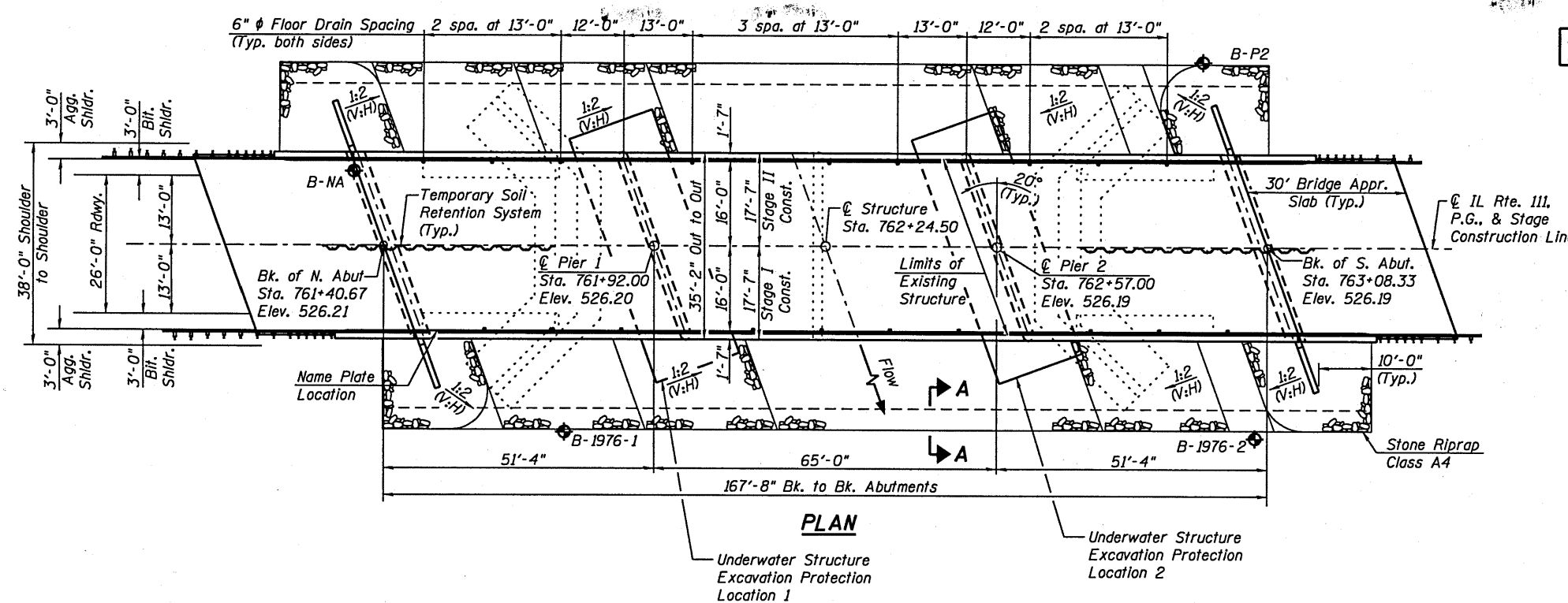
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



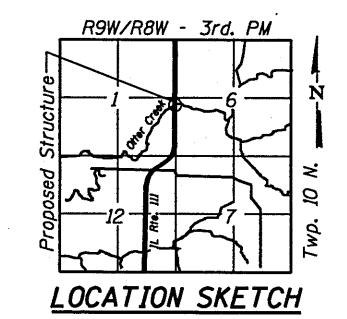
DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	N. Abut.	Pier 1	Pier 2	S. Abut.
	519.1	501.0	497.9	519.1

- INDEX OF SHEETS**
1. General Plan & Elevation
 2. General Notes & Details
 3. Stage Construction Details
 4. Temporary Concrete Barrier for Stage Construction
 5. Deck Elevations-1
 6. Deck Elevations-2
 7. Approach Slab Elevations
 8. Superstructure
 9. Superstructure Details
 10. Concrete Parapet Slipforming Option
 11. Concrete End Diaphragms
 12. Bridge Approach Slab Details-1
 13. Bridge Approach Slab Details-2
 14. Framing Plan & Steel Details
 15. Bearing Details
 16. North Abutment
 17. South Abutment
 18. Pier Details
 19. Bar Splicer Assembly and Mechanical Splicer Details
 20. HP Pile Details
 21. Boring Logs-1
 22. Boring Logs-2
 23. Boring Logs-3
 24. Boring Logs-4



- LOADING HL-93**
Allow 50#/sq. ft. for future wearing surface.
- DESIGN SPECIFICATIONS**
2007 AASHTO LRFD Bridge Design Specifications with 2008 & 2009 Interims
- DESIGN STRESSES**
FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50W)
- SEISMIC DATA**
Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.175g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.346g
Soil Site Class = D



WATERWAY INFORMATION

Drainage Area = 111 sq. mi. Ex. Low Grade Elev. 525.6 @ Sta. 761+34 Pr. Low Grade Elev. 525.6 @ Sta. 778+38

Flood	Freq. Yr.	Q C.F.S.		Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
		Exist.	Prop.	Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Main Channel	10	3643	4917	624	1127	519.7	0.6	0.4	520.2	520.1
		3501	2227	861	861					
		7144	7144	1486	1988					
Design	50	4497	6345	694	1270	520.5	0.8	0.6	521.3	521.1
		6692	4844	1226	1226					
		11189	11189	1920	2495					
Base	100	4909	6991	720	1315	520.8	0.9	0.7	521.7	521.5
		8067	5985	1354	1354					
		12976	12976	2074	2669					
Over-topping	500	5720	8176	767	1403	521.4	1.0	0.8	522.4	522.2
		11628	9172	1616	1616					
		17348	17348	2383	3020					

10 Year Velocity thru Exist. Bridge = 4.47 fps 10 Year Velocity thru Prop. Bridge = 4.31 fps



Michael J. Haley 8-9-2010
Date
Michael T. Haley
Licensed Structural Engineer
State of Illinois No. 81-5991
Expires 11/30/2010

APPROVED
For Structural Adequacy Only
Ralph E. Anderson (TJD)
Engineer of Bridges & Structures

	SHEET NO. 1 24 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		608	122B-2	MACOUPIN	53	19
CONTRACT NO. 72B53					ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.

Calculated weight of Structural Steel = 120,610 lbs. (M270, Gr. 50W)

All structural steel shall be AASHTO M 270 Grade 50W. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".

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

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

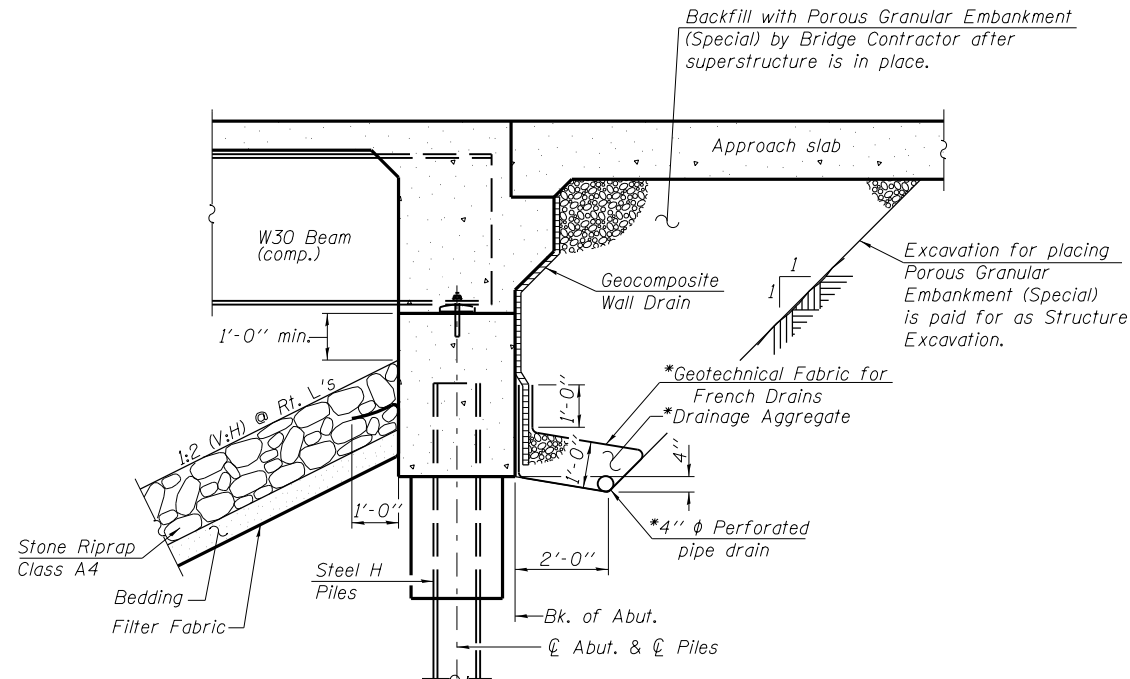
Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of $\frac{1}{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.

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

The Contractor is advised that the existing PPC Deck beams are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the beams when developing construction procedures for removal and replacement of the superstructure.

If the Contractor's procedures for existing deck beam removal involves placement of heavy equipment on the existing deck beams, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, sealed by an Illinois Licensed Structural Engineer, verifying the structural adequacy of the beams for the proposed loads. Cost included with Removal of Existing Structures.



SECTION THRU INTEGRAL ABUTMENT

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

*Included in the cost of Pipe Underdrains for Structures.

Note:

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.	-	111	111
Stone Riprap, Class A4	Sq. Yd.	-	1,396	1,396
Filter Fabric	Sq. Yd.	-	1,396	1,396
Removal of Existing Structures	Each	1	-	1
Structure Excavation	Cu. Yd.	-	225	225
Floor Drains	Each	20	-	20
Concrete Structures	Cu. Yd.	-	134.9	134.9
Concrete Superstructure	Cu. Yd.	311.0	-	311.0
Bridge Deck Grooving	Sq. Yd.	759	-	759
Concrete Encasement	Cu. Yd.	-	11.2	11.2
Protective Coat	Sq. Yd.	982	-	982
Furnishing and Erecting Structural Steel	L Sum	1	-	1
Stud Shear Connectors	Each	3,240	-	3,240
Reinforcement Bars, Epoxy Coated	Pound	78,460	15,290	93,750
Bar Splicers	Each	826	92	918
Furnishing Steel Piles HP12x63	Foot	-	1,575	1,575
Driving Piles	Foot	-	1,575	1,575
Test Pile Steel HP12x63	Each	-	4	4
Name Plates	Each	1	-	1
Anchor Bolts, 1"	Each	-	48	48
Geocomposite Wall Drain	Sq. Yd.	-	70	70
Pipe Underdrains for Structures 4"	Foot	-	134	134
Mechanical Splicers	Each	-	48	48
Temporary Soil Retention System	Sq. Ft.	-	831	831
Underwater Structure Excavation Protection Location 1	Each	-	1	1
Underwater Structure Excavation Protection Location 2	Each	-	1	1
Asbestos Bearing Pad Removal	Each	-	44	44

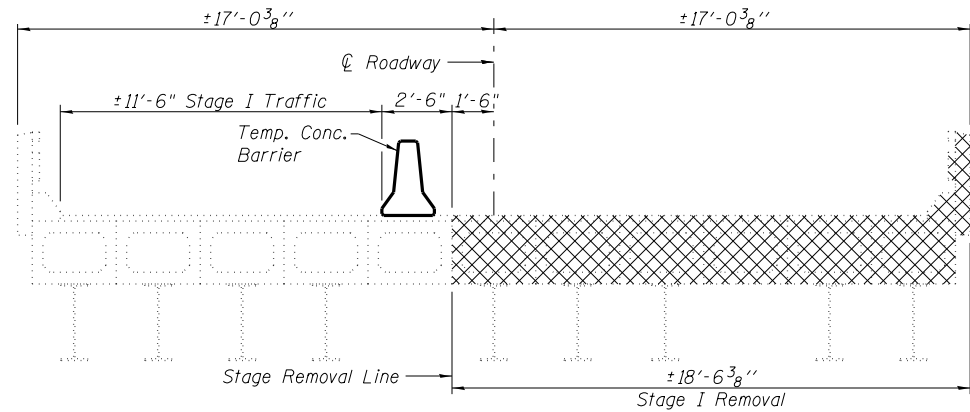
STATION 762+24.50
BUILT 20 BY
STATE OF ILLINOIS
F.A.P. RT. 608-SEC. 122B-2
LOADING HL-93
STRUCTURE NO. 059-0512

NAME PLATE
See Std. 515001

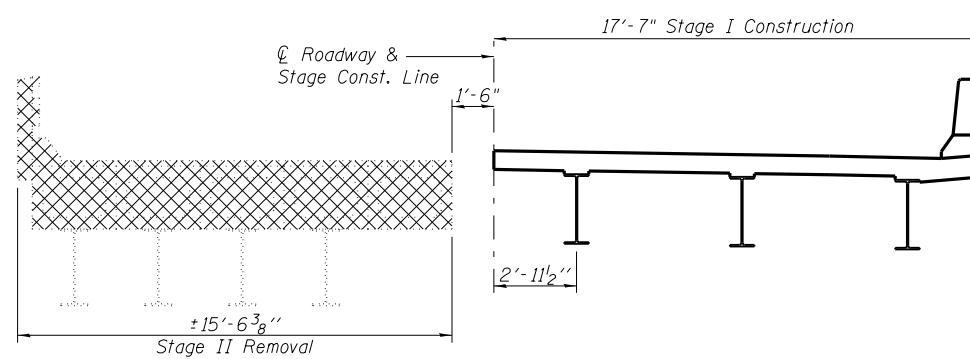
GENERAL NOTES AND DETAILS
STRUCTURE NO. 059-0512

	SHEET NO. 2	F.A.P. RTE. 608	SECTION 122B-2	COUNTY MACOUPIN	TOTAL SHEETS 53	SHEET NO. 20
	24 SHEETS	CONTRACT NO. 72B53			ILLINOIS FED. AID PROJECT	

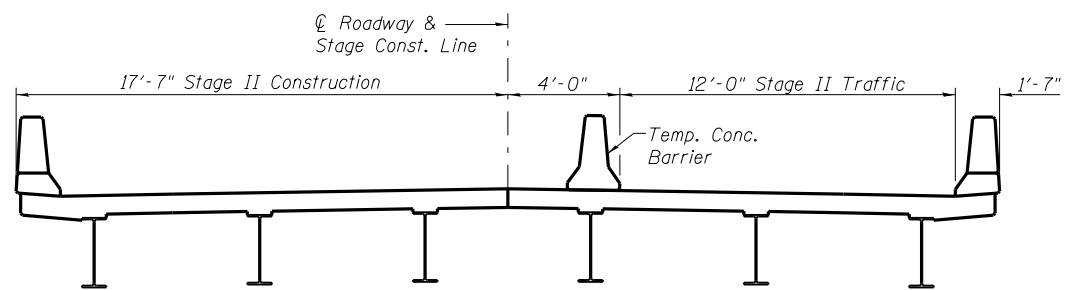
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



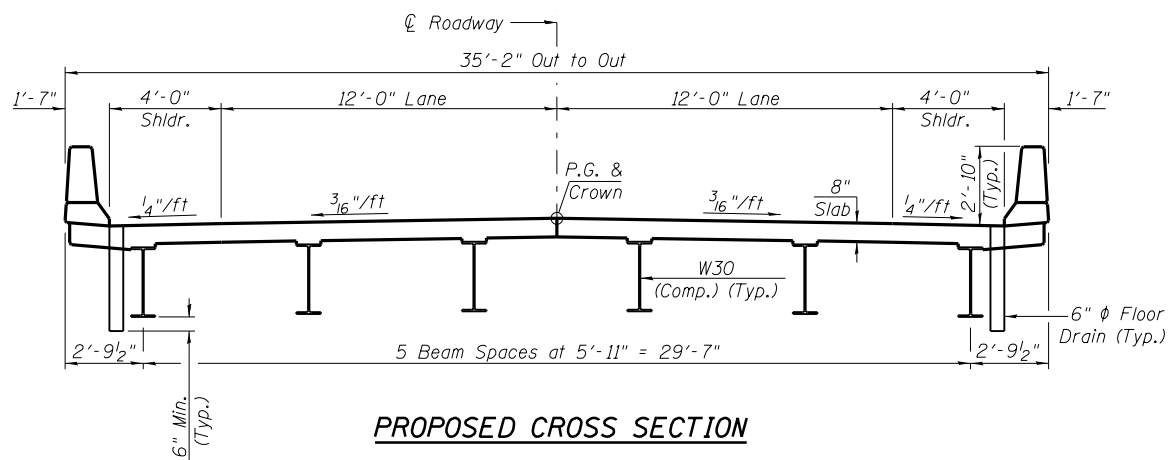
STAGE I REMOVAL & TRAFFIC



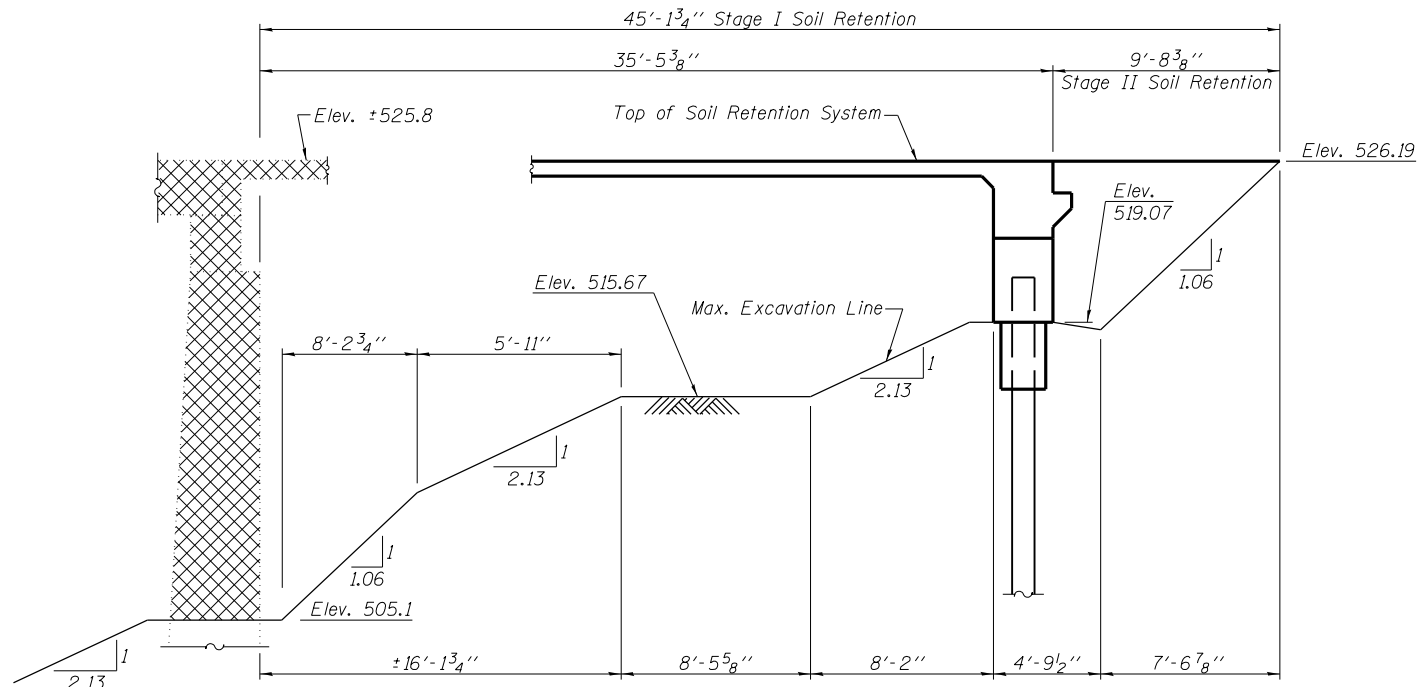
STAGE I CONSTRUCTION & STAGE II REMOVAL



STAGE II CONSTRUCTION & TRAFFIC

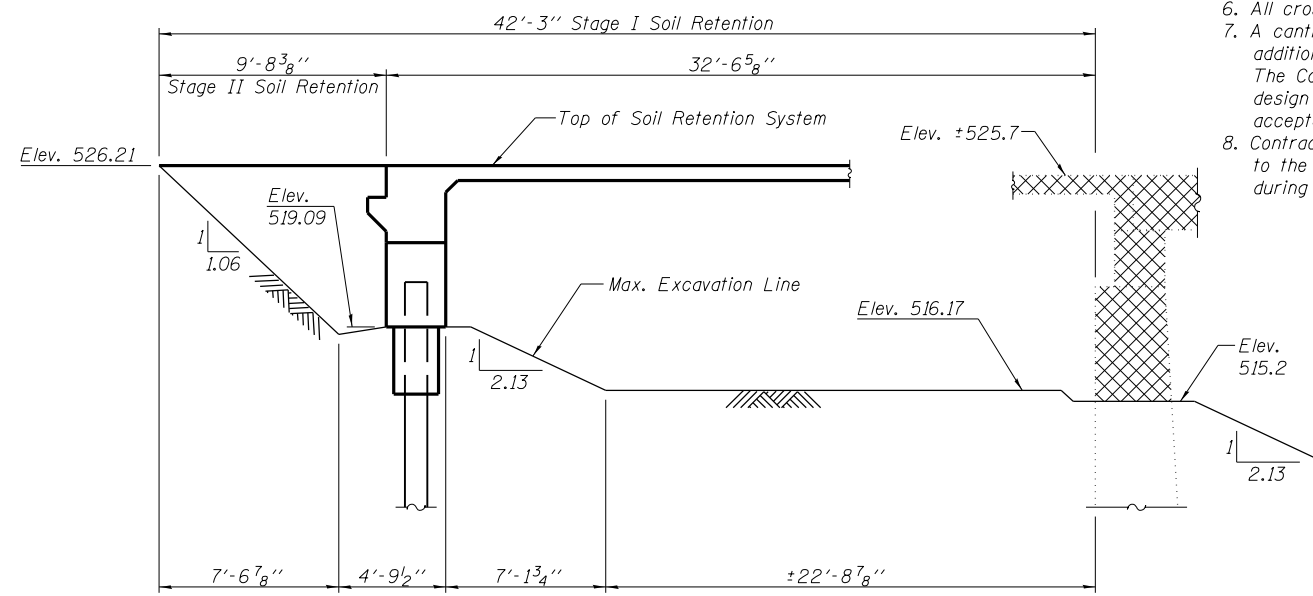


PROPOSED CROSS SECTION



TEMPORARY SOIL RETENTION SYSTEM AT SOUTH ABUTMENT

(Dimensions Taken Along Stage Construction Line)



TEMPORARY SOIL RETENTION SYSTEM AT NORTH ABUTMENT

(Dimensions Taken Along Stage Construction Line)

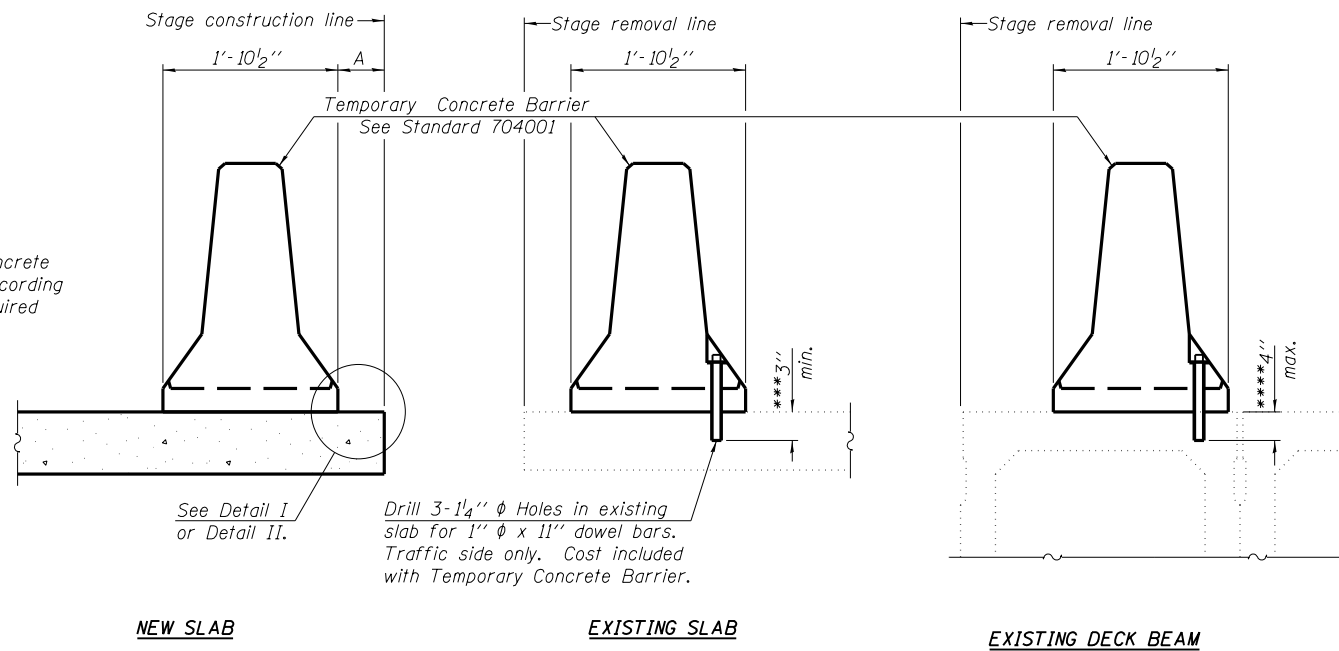
- Notes:
1. Cross Hatched areas indicate removal of existing structure.
 2. Location of Stage Construction lines is also applicable to substructure.
 3. See roadway plans for quantity of Temporary Concrete Barrier.
 4. See sheet 4 of 24 for details of Temporary Concrete Barrier.
 5. Removal of existing bridge railing, bituminous wearing surface, precast concrete bridge approach beams, and steel for shoring beams is included with Removal of Existing Structures.
 6. All cross sections are Looking South.
 7. 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.
 8. Contractor shall take precaution to not expose piles adjacent to the stage removal line under the portion of pier to remain during stage I removal procedure.

**STAGE CONSTRUCTION DETAILS
STRUCTURE NO. 059-0512**

<p>LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois</p>	SHEET NO. 3	F.A.P. RTE. 608	SECTION 122B-2	COUNTY MACOUPIN	TOTAL SHEETS 53	SHEET NO. 21
	24 SHEETS	CONTRACT NO. 72B53				
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



NEW SLAB

EXISTING SLAB

EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

NOTES

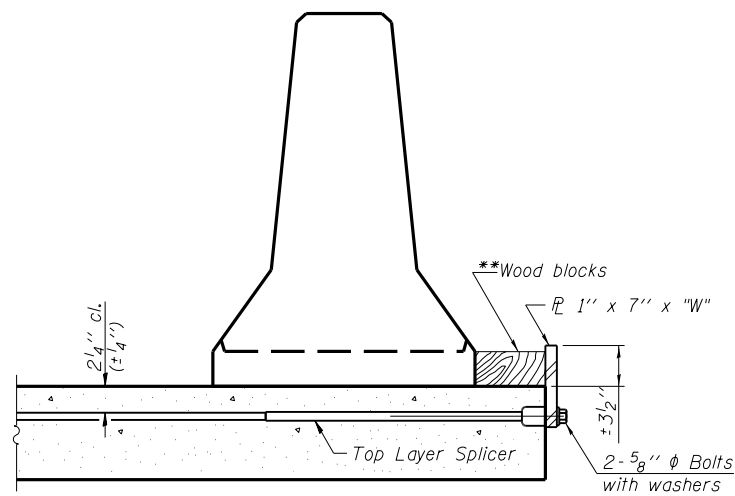
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel \bar{L} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{C} of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel \bar{L} to the concrete slab or concrete wearing surface with 2-5/8" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate \bar{C} of each barrier panel.

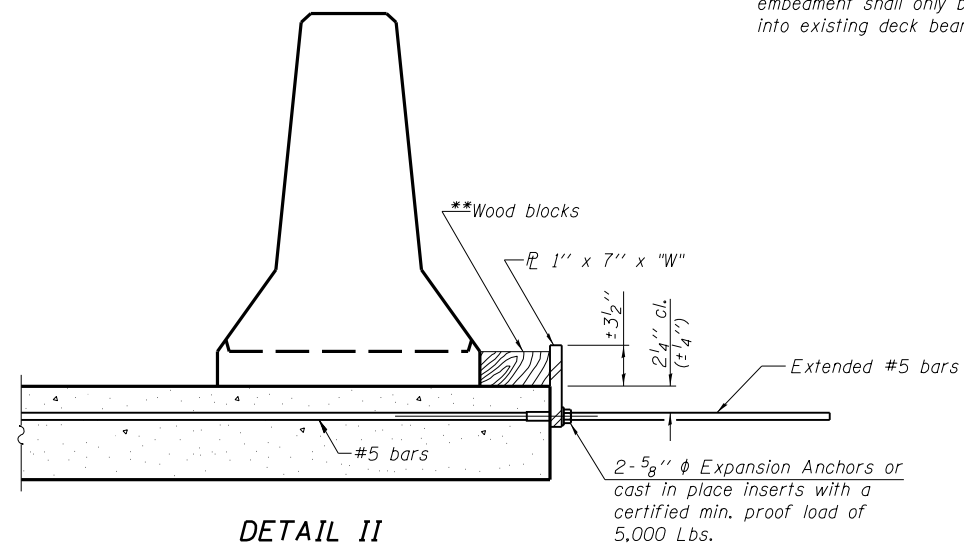
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

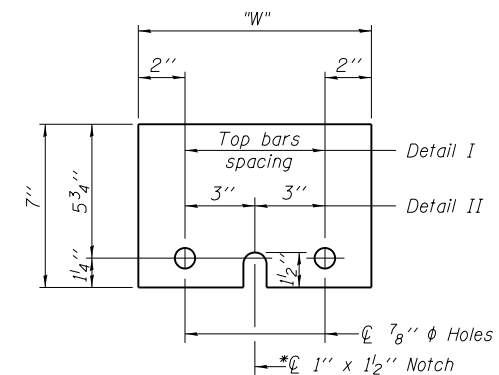
**** If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



DETAIL I



DETAIL II



STEEL RETAINER \bar{L} 1" x 7" x 10"

* Required only with Detail II

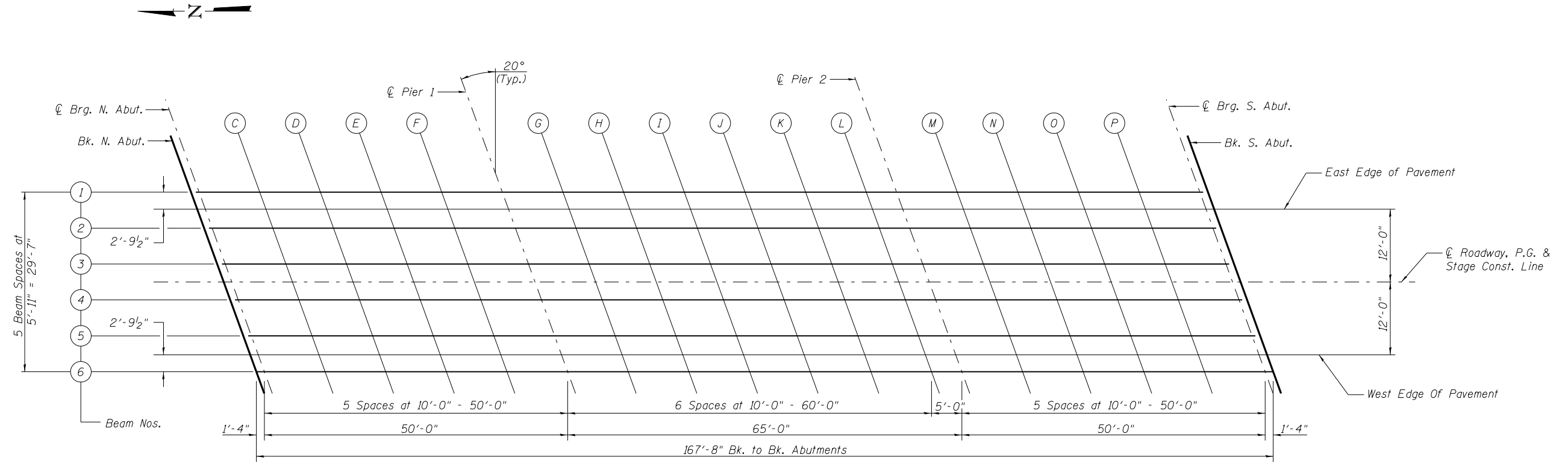
** Wood blocks may be omitted when required to provide minimum stage traffic lane width. When the wood blocks are omitted, the concrete barrier shall be in direct contact with the steel retainer plate.

"W" = Top bars spacing + 4"

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
STRUCTURE NO. 059-0512

 LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois	SHEET NO. 4	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	24 SHEETS	608	122B-2	MACOUPIN	53	22
ILLINOIS FED. AID PROJECT					CONTRACT NO. 72B53	

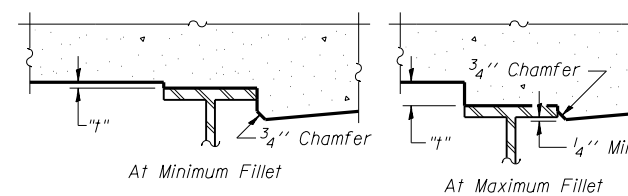
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

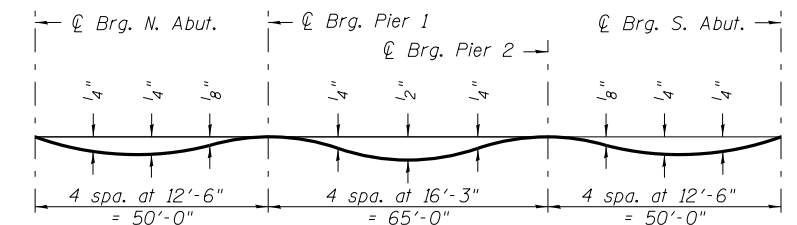
BEAM 1

Location	Station	Offset (ft)	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	761+35.28	-14.79	525.96	525.96
☉ Brg. N. Abut.	761+36.62	-14.79	525.96	525.96
C	761+46.62	-14.79	525.96	525.98
D	761+56.62	-14.79	525.96	525.98
E	761+66.62	-14.79	525.96	525.98
F	761+76.62	-14.79	525.96	525.96
☉ Pier 1	761+86.62	-14.79	525.96	525.96
G	761+96.62	-14.79	525.95	525.97
H	762+06.62	-14.79	525.95	525.99
I	762+16.62	-14.79	525.95	525.99
J	762+26.62	-14.79	525.95	525.99
K	762+36.62	-14.79	525.95	525.97
L	762+46.62	-14.79	525.95	525.95
☉ Pier 2	762+51.62	-14.79	525.95	525.95
M	762+61.62	-14.79	525.95	525.95
N	762+71.62	-14.79	525.95	525.97
O	762+81.62	-14.79	525.95	525.97
P	762+91.62	-14.79	525.95	525.96
☉ Brg. S. Abut.	763+01.62	-14.79	525.94	525.94
Bk. S. Abut.	763+02.95	-14.79	525.94	525.94



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown above. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on this sheet and sheet 6 of 24, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

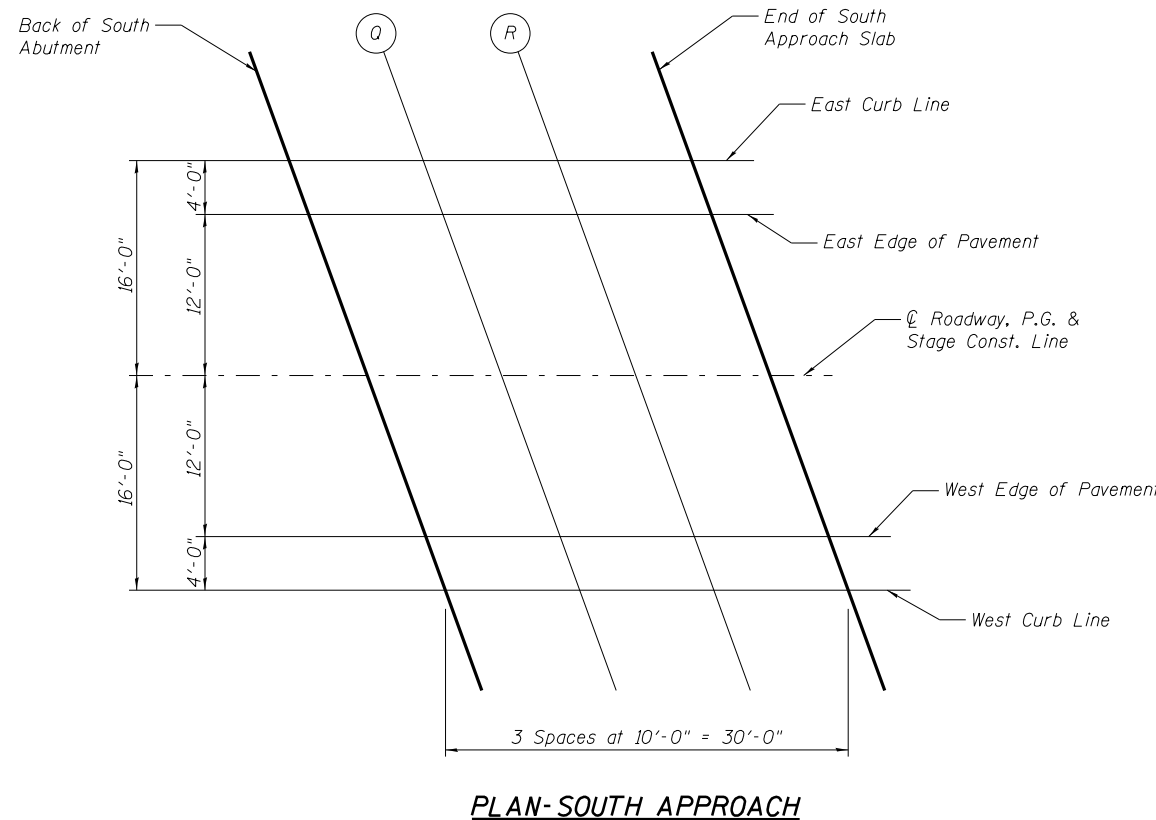
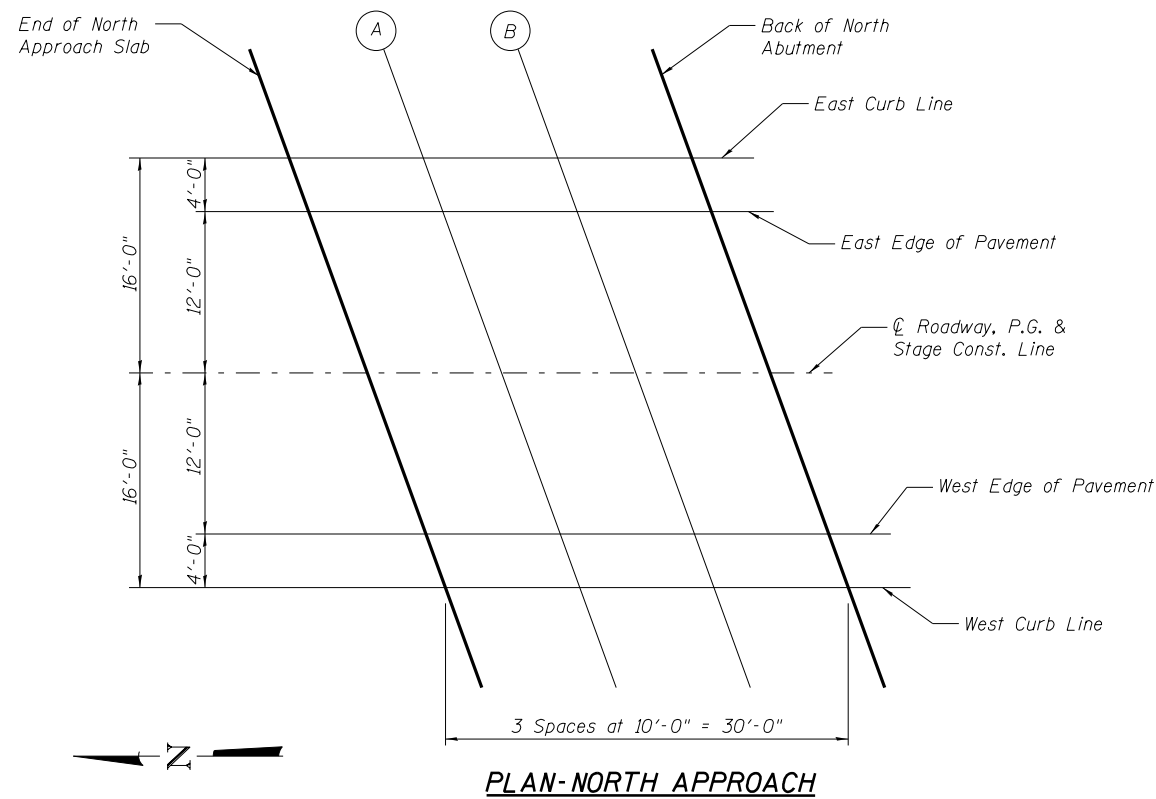
Note:

The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on this sheet and sheet 6 of 24.

**DECK ELEVATIONS-1
STRUCTURE NO. 059-0512**

 LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois	SHEET NO. 5	F.A.P. RTE. 608	SECTION 122B-2	COUNTY MACOUPIN	TOTAL SHEETS 53	SHEET NO. 23
	24 SHEETS	CONTRACT NO. 72B53			ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



EAST CURB LINE

Location	Station	Offset (ft)	Theoretical Grade Elevations
End N. Appr. Slab	761+04.84	-16.00	525.94
A	761+14.84	-16.00	525.94
B	761+24.84	-16.00	525.94
Bk. N. Abut.	761+34.84	-16.00	525.94
Bk. S. Abut.	763+02.51	-16.00	525.92
Q	763+12.51	-16.00	525.92
R	763+22.51	-16.00	525.92
End S. Appr. Slab	763+32.51	-16.00	525.92

EAST EDGE OF PAVEMENT

Location	Station	Offset (ft)	Theoretical Grade Elevations
End N. Appr. Slab	761+06.30	-12.00	526.02
A	761+16.30	-12.00	526.02
B	761+26.30	-12.00	526.02
Bk. N. Abut.	761+36.30	-12.00	526.02
Bk. S. Abut.	763+03.97	-12.00	526.00
Q	763+13.97	-12.00	526.00
R	763+23.97	-12.00	526.00
End S. Appr. Slab	763+33.97	-12.00	526.00

☉ ROADWAY, P.G. & STAGE CONST. LINE

Location	Station	Offset (ft)	Theoretical Grade Elevations
End N. Appr. Slab	761+10.67	0.00	526.21
A	761+20.67	0.00	526.21
B	761+30.67	0.00	526.21
Bk. N. Abut.	761+40.67	0.00	526.21
Bk. S. Abut.	763+08.33	0.00	526.19
Q	763+18.33	0.00	526.19
R	763+28.33	0.00	526.19
End S. Appr. Slab	763+38.33	0.00	526.19

WEST EDGE OF PAVEMENT

Location	Station	Offset (ft)	Theoretical Grade Elevations
End N. Appr. Slab	761+15.04	12.00	526.02
A	761+25.04	12.00	526.02
B	761+35.04	12.00	526.02
Bk. N. Abut.	761+45.04	12.00	526.02
Bk. S. Abut.	763+12.70	12.00	526.00
Q	763+22.70	12.00	526.00
R	763+32.70	12.00	526.00
End S. Appr. Slab	763+42.70	12.00	526.00

WEST CURB LINE

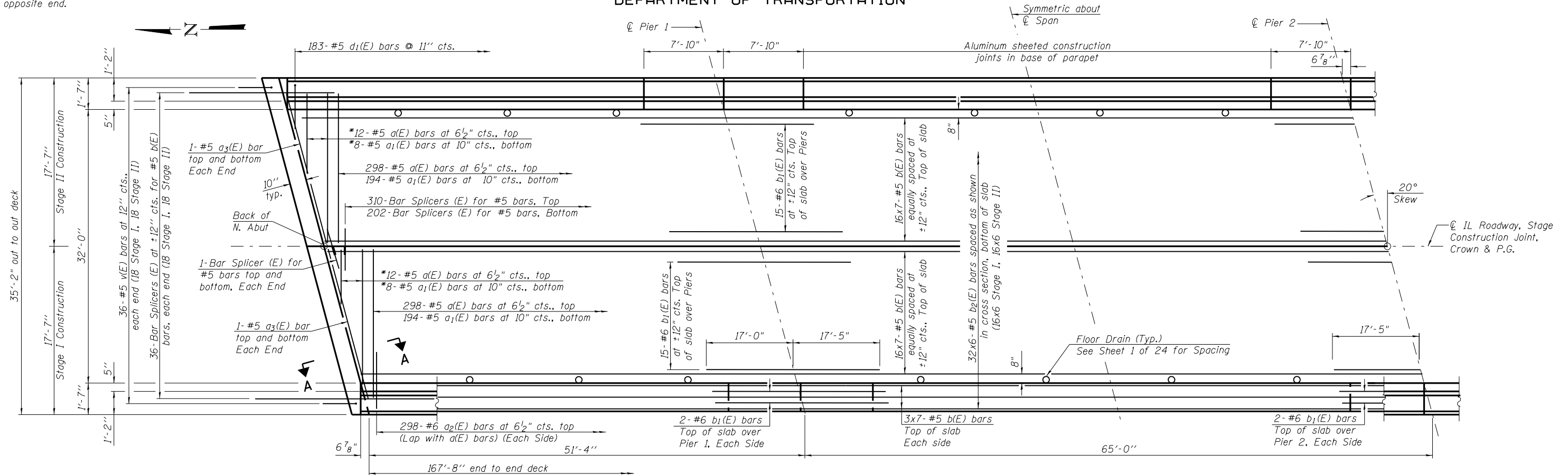
Location	Station	Offset (ft)	Theoretical Grade Elevations
End N. Appr. Slab	761+16.49	16.00	525.94
A	761+26.49	16.00	525.94
B	761+36.49	16.00	525.94
Bk. N. Abut.	761+46.49	16.00	525.93
Bk. S. Abut.	763+14.16	16.00	525.92
Q	763+24.16	16.00	525.92
R	763+34.16	16.00	525.92
End S. Appr. Slab	763+44.16	16.00	525.91

**APPROACH SLAB ELEVATIONS
STRUCTURE NO. 059-0512**

<p>LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois</p>	SHEET NO. 7	F.A.P. RTE. 608	SECTION 122B-2	COUNTY MACOUPIN	TOTAL SHEETS 53	SHEET NO. 25
	24 SHEETS	CONTRACT NO. 72B53				
ILLINOIS FED. AID PROJECT						

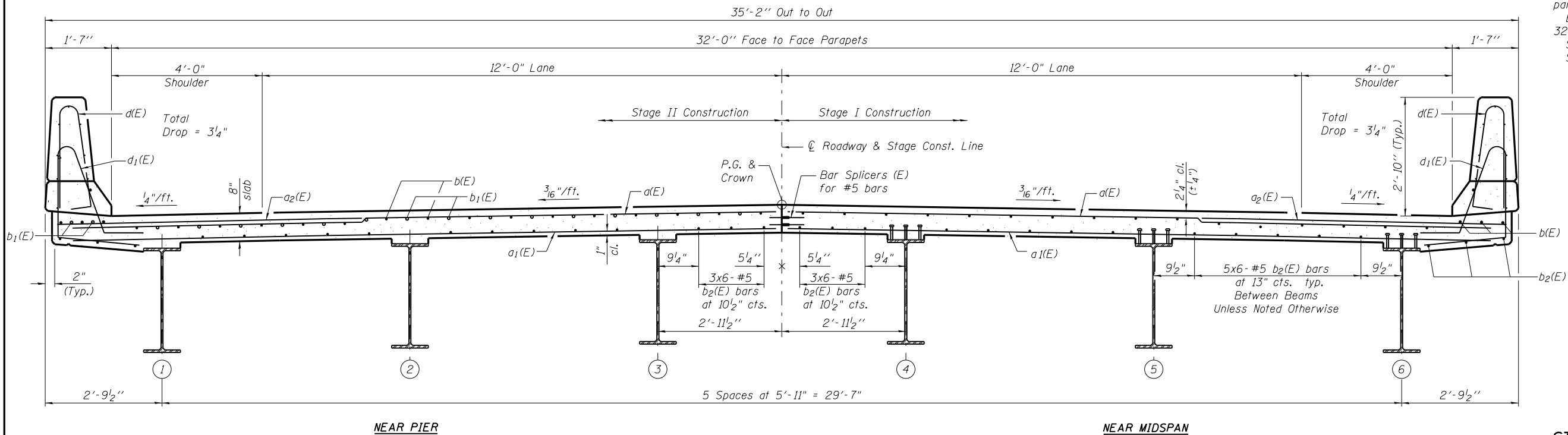
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



PARTIAL PLAN

Notes:
See sheet 9 of 24 for superstructure details, parapet reinforcement and Bill of Material.
Bars indicated thus 32x6- #5 etc. indicates 32 lines of bars with 6 lengths per line.
See Sheet 11 of 24 for Section A-A.
See Sheet 19 of 24 for Bar Splicer Details.



CROSS SECTION

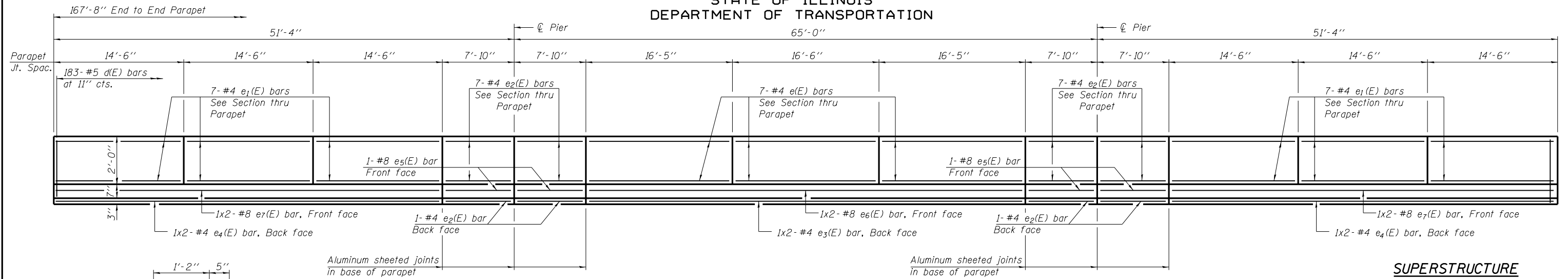
(Looking South)
(Floor Drains not shown for clarity)

MIN. BAR LAP
#5 bar = 2'-7"

SUPERSTRUCTURE
STRUCTURE NO. 059-0512

<p>LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois</p>	SHEET NO. 8	F.A.P. RTE. 608	SECTION 122B-2	COUNTY MACOUPIN	TOTAL SHEETS 53	SHEET NO. 26
	24 SHEETS	CONTRACT NO. 72B53				
ILLINOIS FED. AID PROJECT						

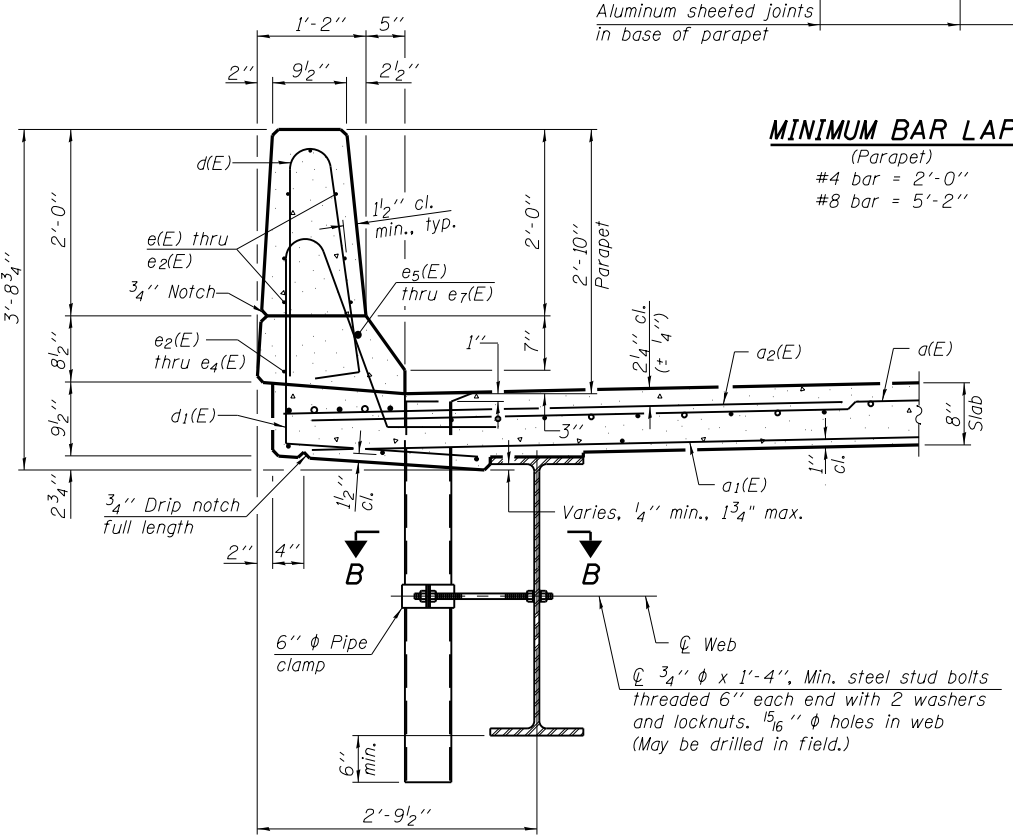
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



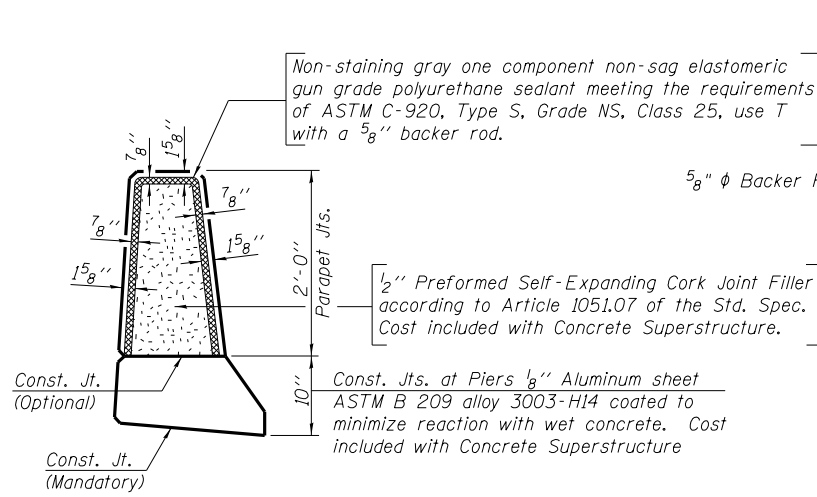
INSIDE ELEVATION OF PARAPET

SUPERSTRUCTURE
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	620	#5	17'-1"	—
a ₁ (E)	404	#5	16'-9"	—
a ₂ (E)	596	#6	6'-6"	—
a ₃ (E)	8	#5	18'-4"	—
b(E)	266	#5	26'-2"	—
b ₁ (E)	68	#6	34'-5"	—
b ₂ (E)	192	#5	30'-1"	—
d(E)	366	#5	5'-7"	⌋
d ₁ (E)	366	#5	7'-6"	⌋
e(E)	42	#4	16'-2"	—
e ₁ (E)	84	#4	14'-2"	—
e ₂ (E)	64	#4	7'-6"	—
e ₃ (E)	4	#4	25'-6"	—
e ₄ (E)	8	#4	22'-7"	—
e ₅ (E)	8	#8	7'-6"	—
e ₆ (E)	4	#8	27'-1"	—
e ₇ (E)	8	#8	24'-2"	—
m(E)	20	#6	18'-4"	—
m ₁ (E)	24	#6	8'-4"	—
m ₂ (E)	8	#6	5'-0"	—
m ₃ (E)	4	#6	2'-2"	—
m ₄ (E)	4	#6	2'-4"	—
s(E)	76	#5	6'-10"	⌋
s ₁ (E)	64	#4	9'-1"	⌋
v(E)	72	#5	3'-7"	⌋
Concrete Superstructure		Cu. Yds.		205.8
Reinforcement Bars, Epoxy Coated		Pound		50,740

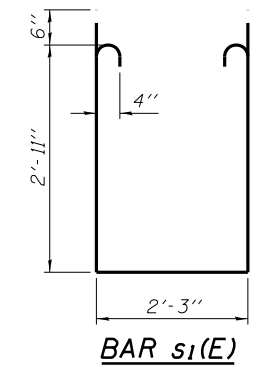
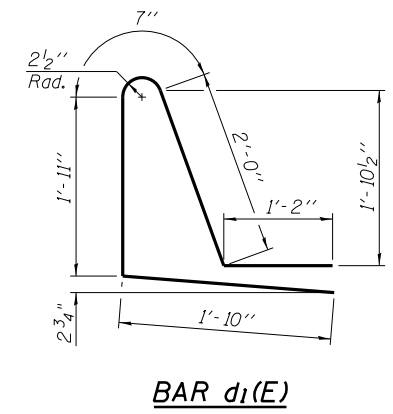
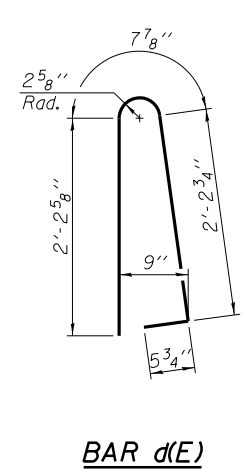
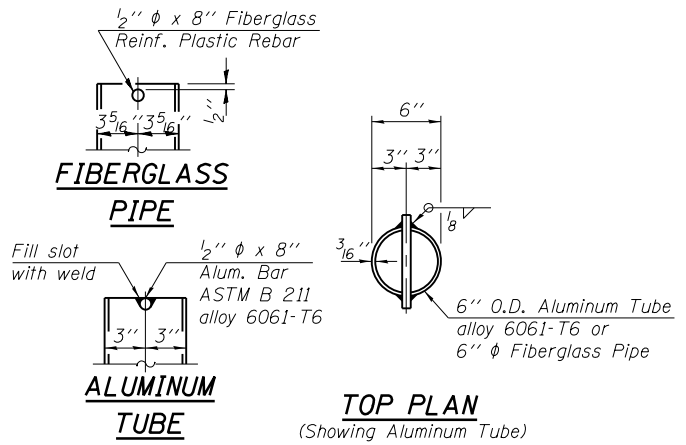
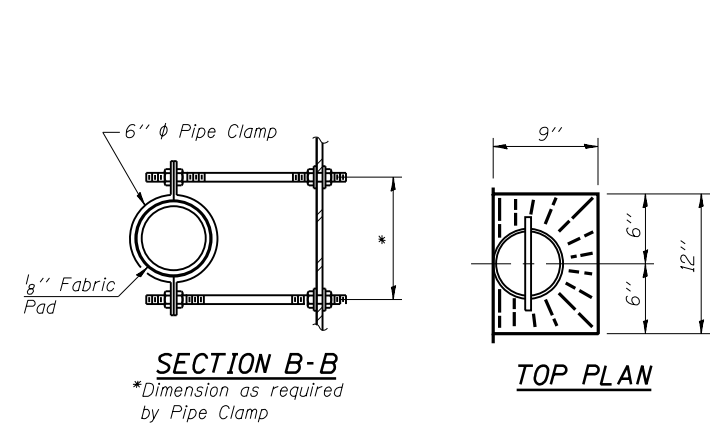


SECTION THRU PARAPET



PARAPET JOINT DETAILS

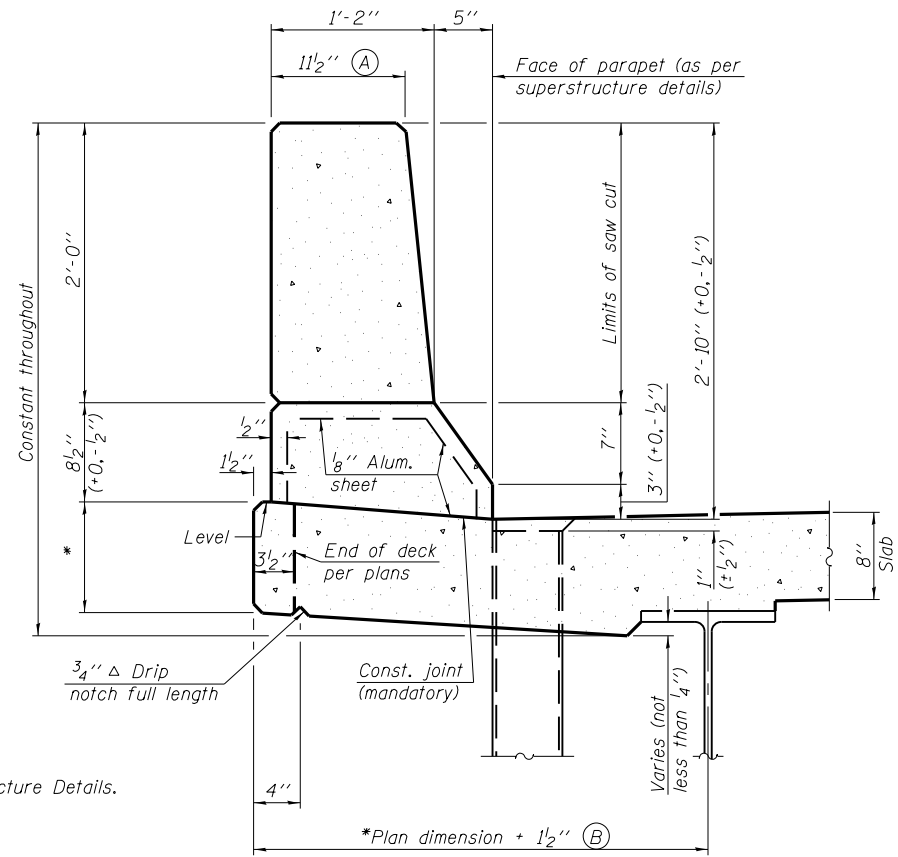
Notes:
Floor drains need not be painted.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Drains shall be located clear of all diaphragms.
Galvanize clamping device according to AASHTO M232. Cost of clamping device and galvanizing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



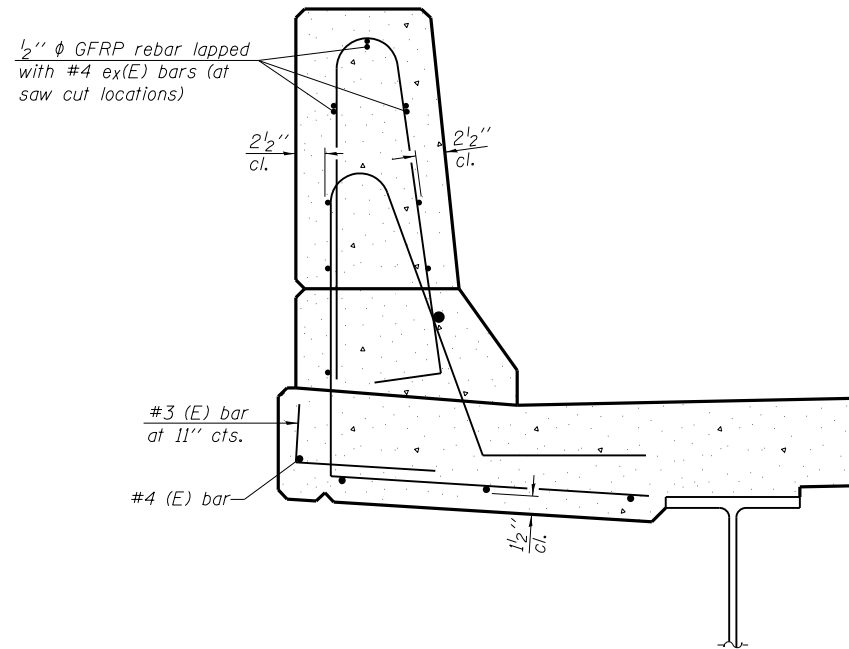
SUPERSTRUCTURE DETAILS
STRUCTURE NO. 059-0512

<p>LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois</p>	SHEET NO. 9	F.A.P. RTE. 608	SECTION 122B-2	COUNTY MACOUPIN	TOTAL SHEETS 53	SHEET NO. 27
	24 SHEETS	CONTRACT NO. 72B53				
ILLINOIS FED. AID PROJECT						

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

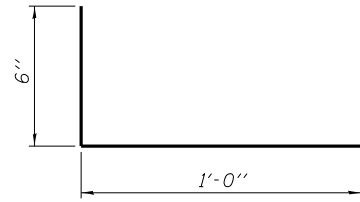


SECTION
(Showing dimensions)

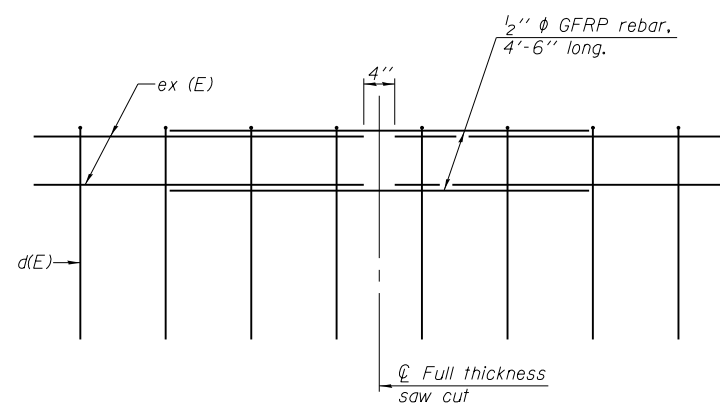


SECTION
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

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




#3 (E) BAR

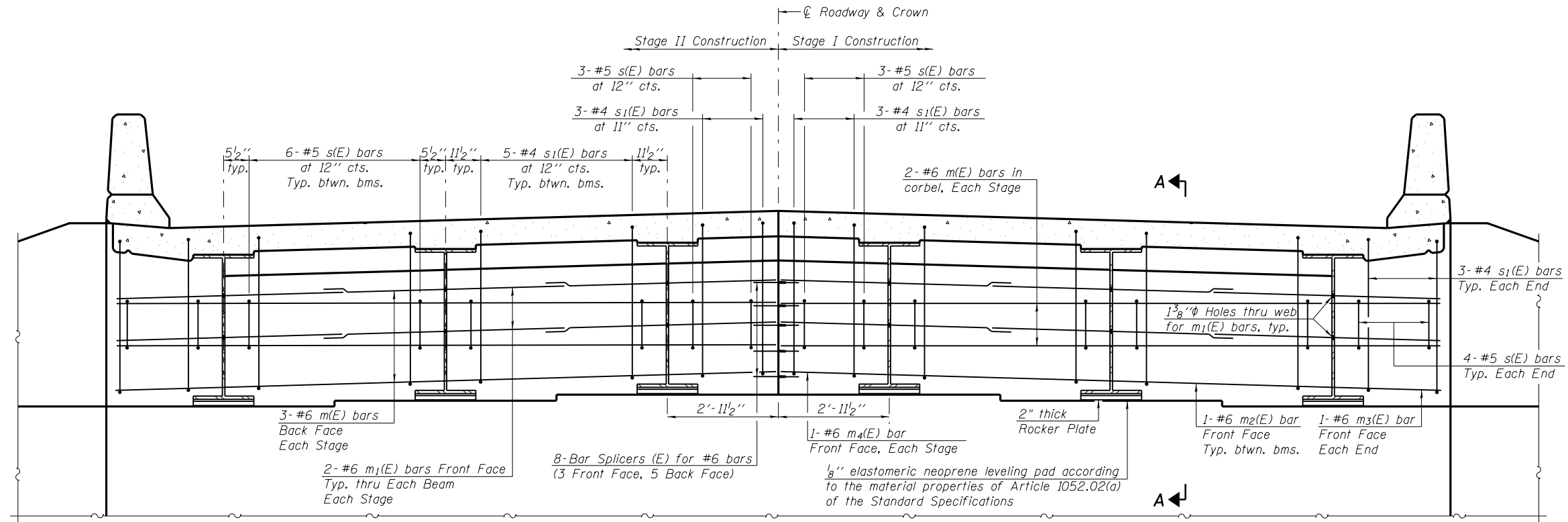


GFRP REBAR STIFFENING DETAIL
(Place as shown in parapet section at each parapet joint location.)

**CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 059-0512**

 LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois	SHEET NO.10	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	24 SHEETS	608	122B-2	MACOUPIN	53	28
		CONTRACT NO. 72B53				
		ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

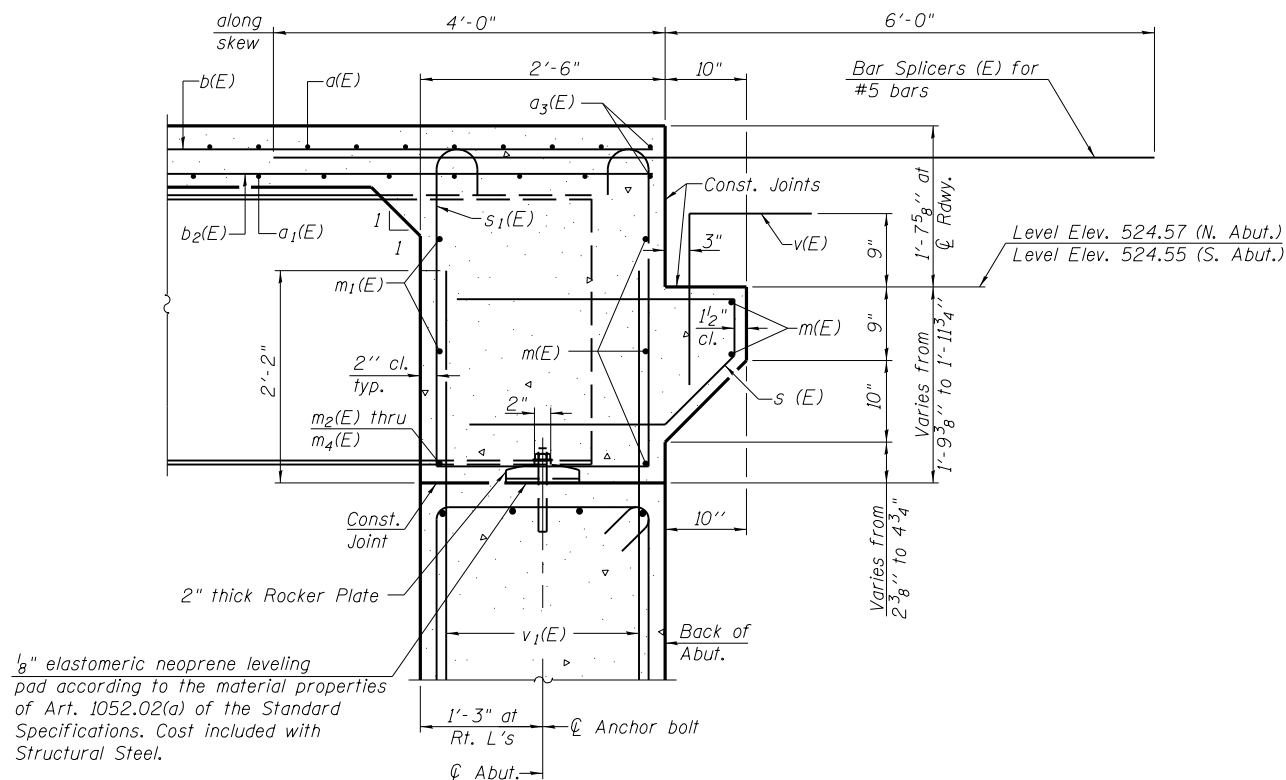


DIAPHRAGM ELEVATION AT SOUTH ABUTMENT

(Looking South)
(All Horizontal Dimensions at Right Angles to \varnothing Roadway)
(North Abutment Mirrored About \varnothing Roadway)

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet 9 of 24.
Concrete in diaphragm is included with Concrete Superstructure on sheet 9 of 24.
For details of bars s(E) & s₁(E) see sheet 9 of 24.
The s(E) and s₁(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
For location of holes thru web, see sheet 14 of 24.



SECTION A-A

(Dimensions at right angles to abutment, except as shown.)

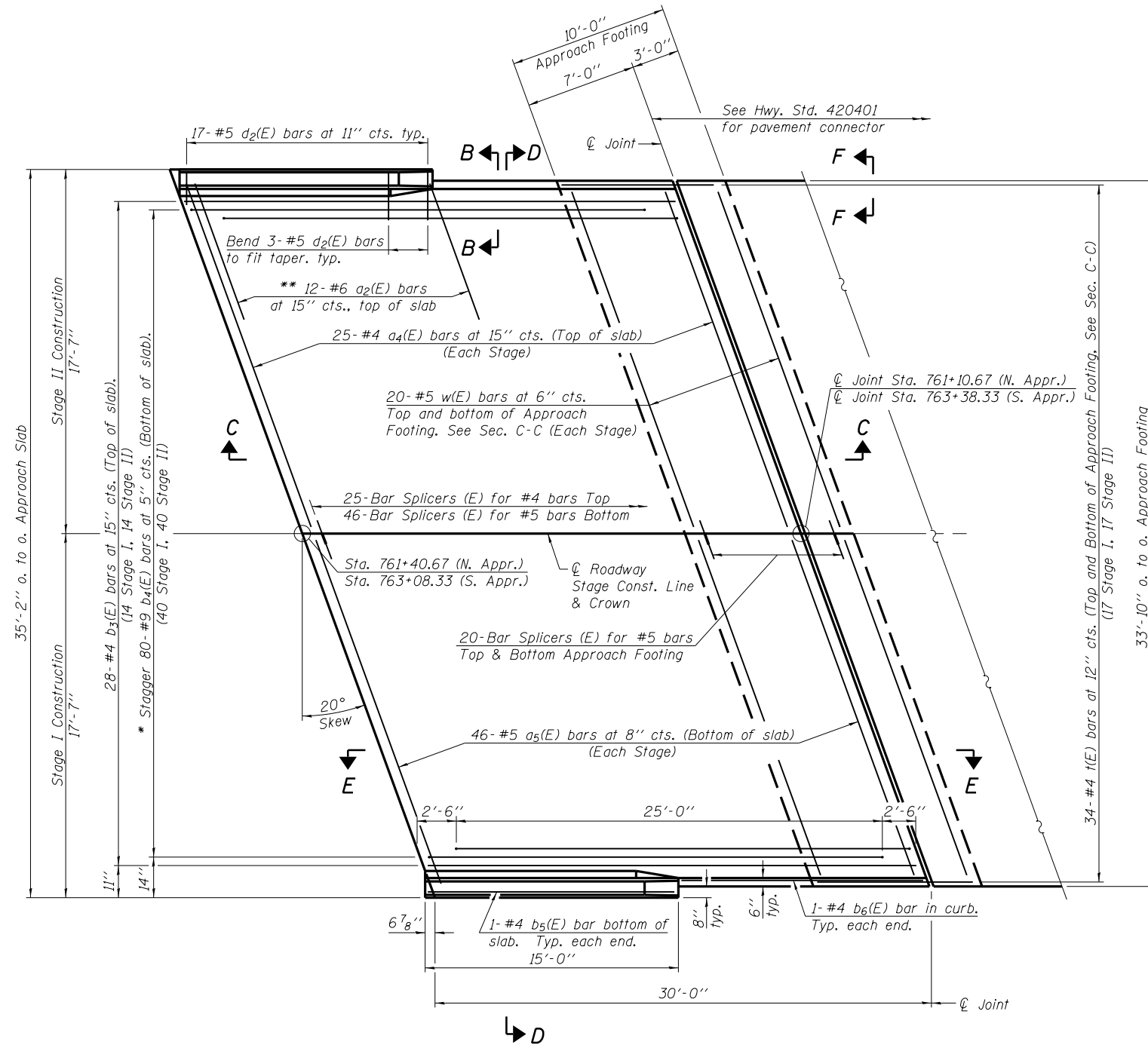
MIN. BAR LAP
#6 bar = 3'-4"

**CONCRETE END DIAPHRAGMS
STRUCTURE NO. 059-0512**

<p>LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois</p>	SHEET NO. 11	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	24 SHEETS	608	122B-2	MACOUPIN	53	29
CONTRACT NO. 72B53					ILLINOIS FED. AID PROJECT	

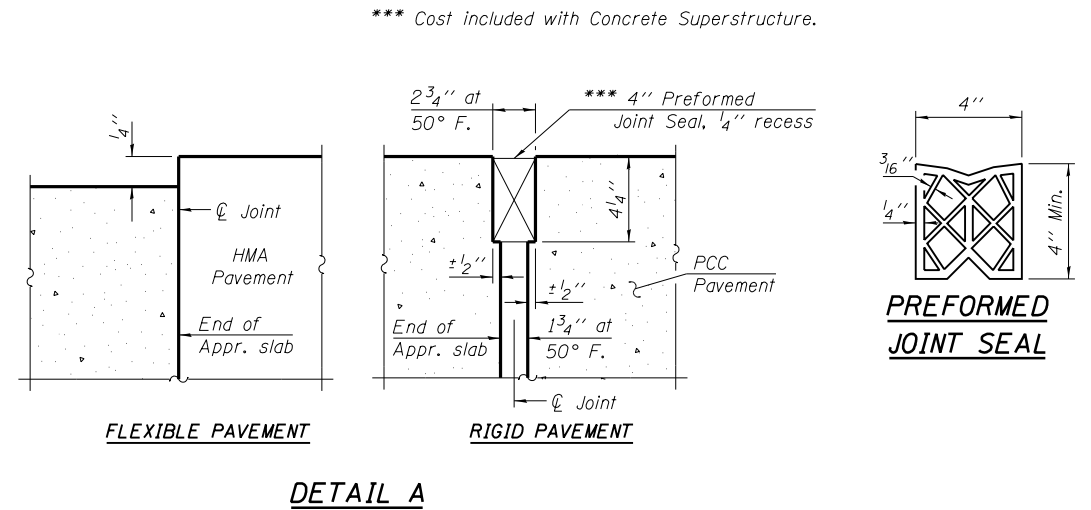
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
See sheet 13 of 24 for Sections C-C & D-D and View E-E.
a₄(E) and a₅(E) bar spacings measured along \perp Rdwy.



PLAN

* Tilt #9 b₄(E) bars as required to maintain clearance.
** Space between a₄(E) bars, typ. each parapet.

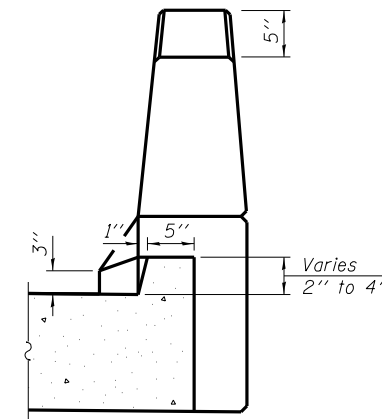


DETAIL A



VIEW F-F

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

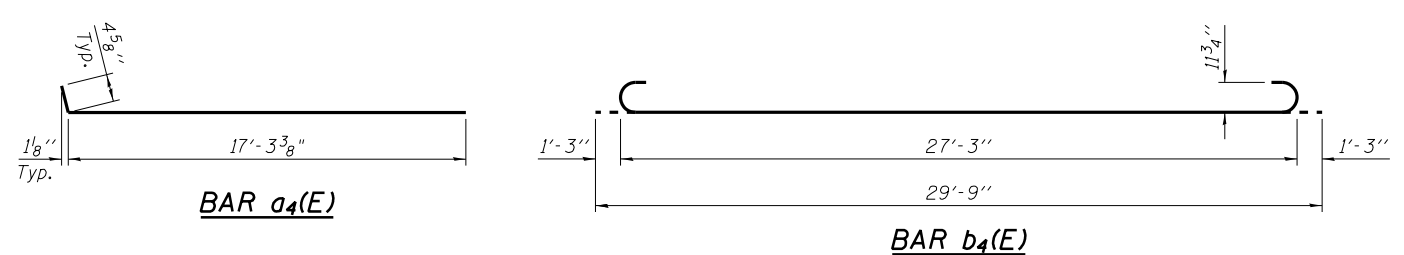
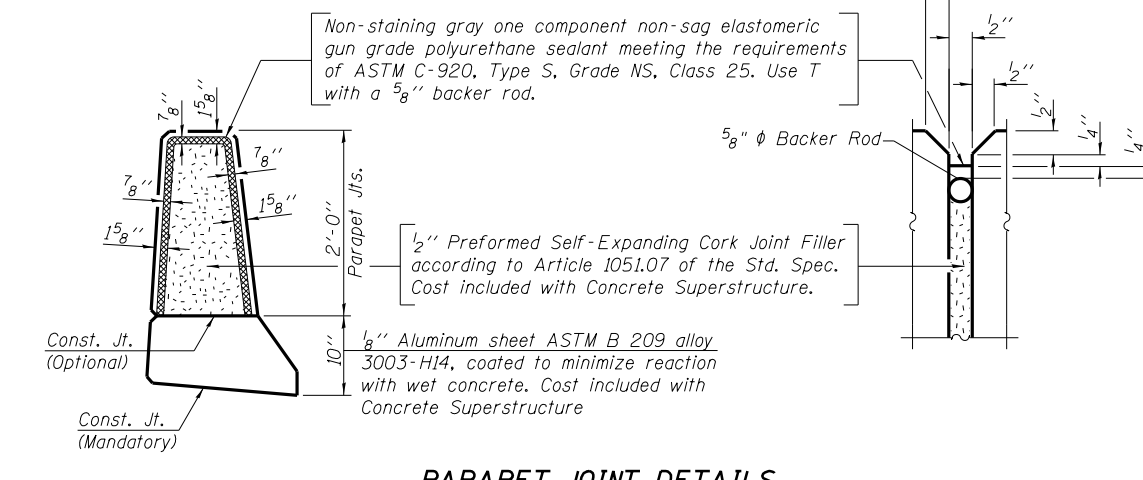
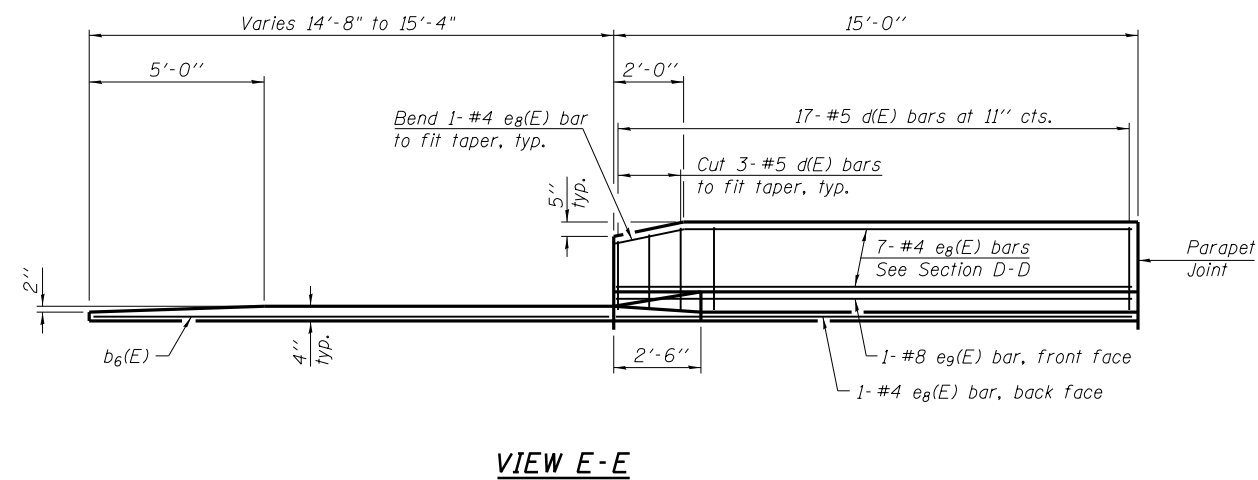
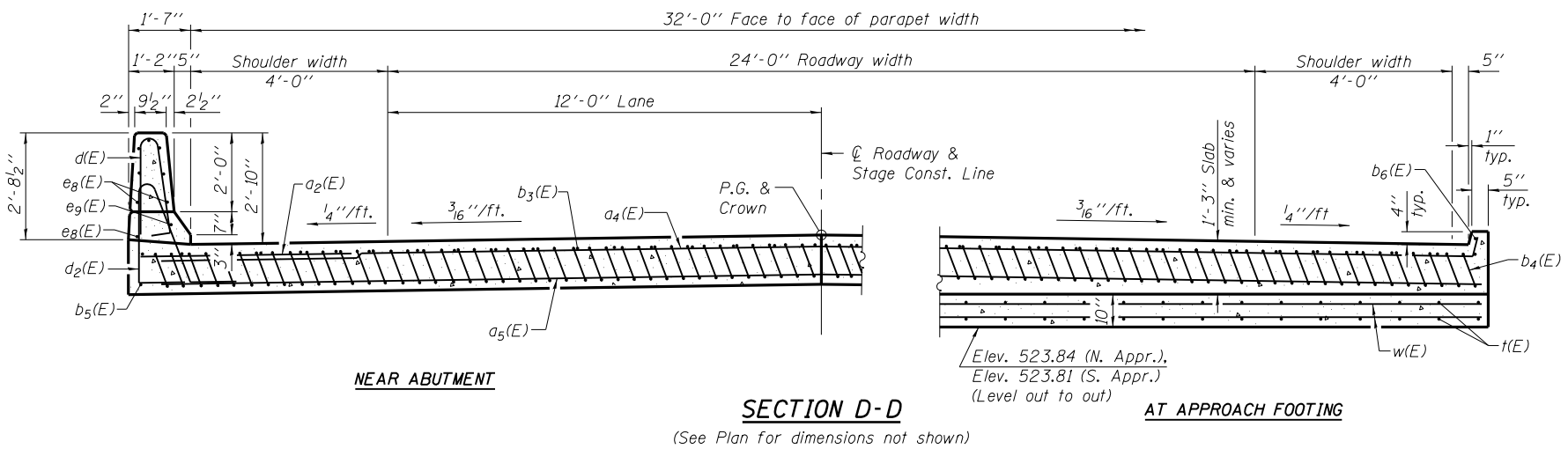
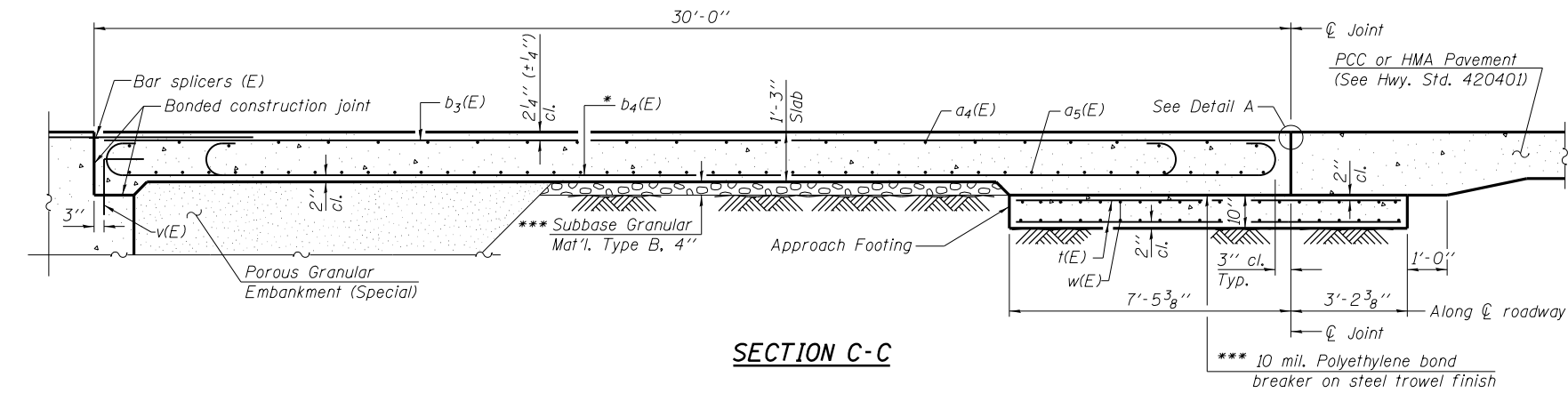


VIEW B-B

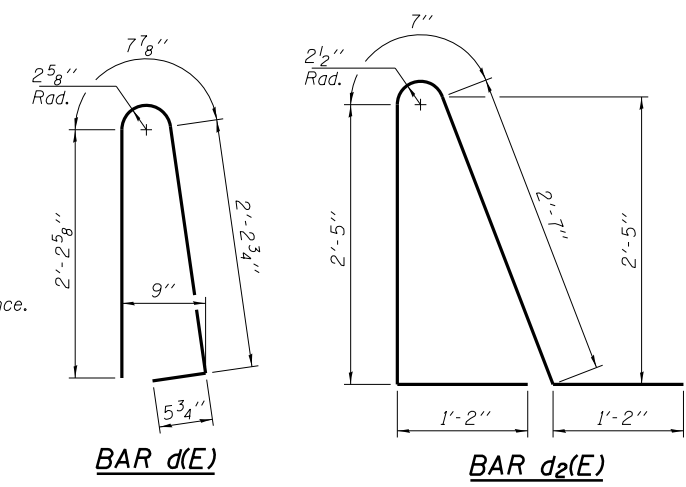
BRIDGE APPROACH SLAB DETAILS-1
STRUCTURE NO. 059-0512

<p>LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois</p>	SHEET NO. 12 24 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		608	122B-2	MACOUPIN	53	30
Designed By: RH Date: Feb. 2010		Checked By: MTH File: 059-0512.dgn		CONTRACT NO. 72B53		
ILLINOIS FED. AID PROJECT						

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Notes:
See sheet 12 of 24 for Detail A and View B-B.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet 9 of 24.
For bar splicer details, see sheet 19 of 24.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment (Special) and drainage treatment details, see sheet 2 of 24.
For additional parapet details, see sheet 9 of 24.



* Tilt #9 b4(E) bars as required to maintain clearance.
*** Cost included with Concrete Superstructure.

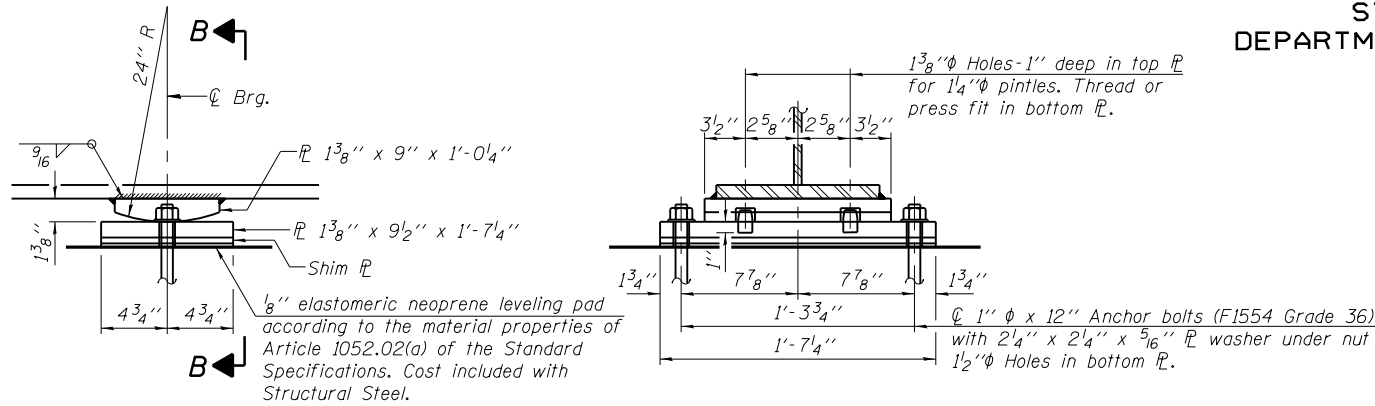
TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-6"	—
a4(E)	100	#4	17'-8"	—
a5(E)	184	#5	17'-8"	—
b3(E)	56	#4	29'-8"	—
b4(E)	160	#9	29'-9"	—
b5(E)	4	#4	14'-8"	—
b6(E)	4	#4	14'-5"	—
d(E)	68	#5	5'-7"	—
d2(E)	68	#5	7'-11"	—
e8(E)	32	#4	14'-8"	—
e9(E)	4	#8	14'-8"	—
t(E)	136	#4	10'-3"	—
w(E)	160	#5	17'-8"	—
Concrete Superstructure		Cu. Yd.	105.2	
Concrete Structures		Cu. Yd.	11.1	
Reinforcement Bars, Epoxy Coated		Pound	27,720	

BRIDGE APPROACH SLAB DETAILS-2
STRUCTURE NO. 059-0512

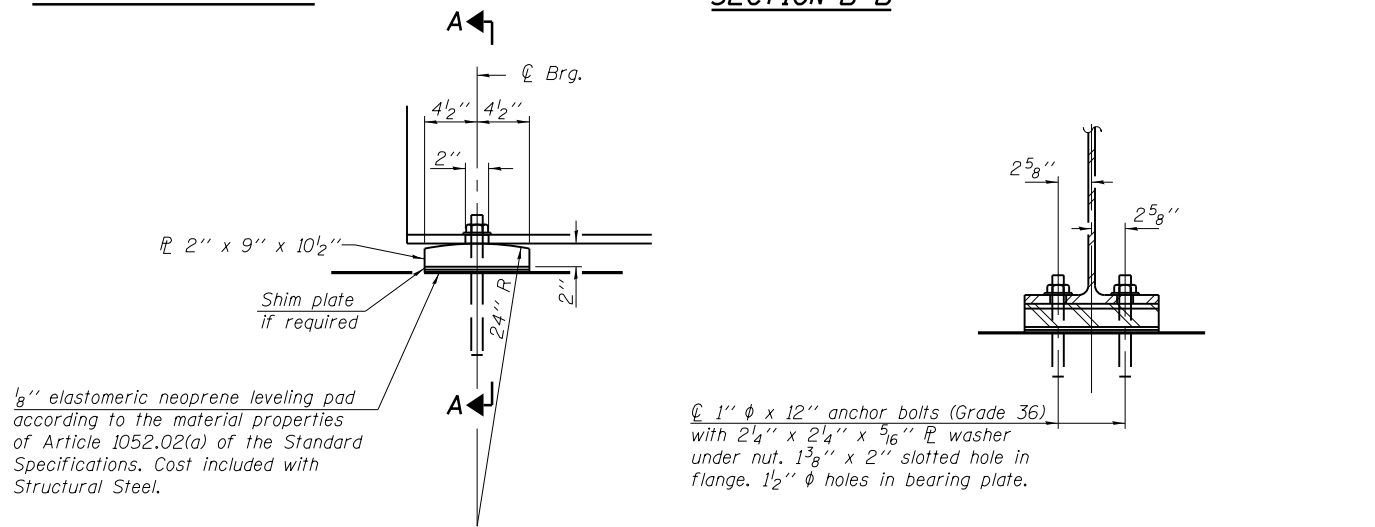
<p>LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois</p>	SHEET NO. 13	F.A.P. RTE. 608	SECTION 122B-2	COUNTY MACOUPIN	TOTAL SHEETS 53	SHEET NO. 31
	24 SHEETS	CONTRACT NO. 72B53				
ILLINOIS FED. AID PROJECT						

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION AT PIER

SECTION B-B



ELEVATION AT ABUTMENT

SECTION A-A

FIXED BEARING

INTERIOR GIRDER MOMENT TABLE			
	0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or Pier 2	0.5 Sp. 2
I_s	(in ⁴) 4470	4470	4470
$I_c(n)$	(in ⁴) 13335	-	13335
$I_c(3n)$	(in ⁴) 9763	-	9763
S_s	(in ³) 299	299	299
$S_c(n)$	(in ³) 470	-	470
$S_c(3n)$	(in ³) 423	-	423
DC1	(k/ft) 0.721	0.721	0.721
M_{DC1}	(k) 118	244	137
DC2	(k/ft) 0.150	0.150	0.150
M_{DC2}	(k) 28	42	37
DW	(k/ft) 0.267	0.267	0.267
M_{DW}	(k) 50	75	65
$M_{\xi + IM}$	(k) 515	321	582
M_u (Strength I)	(k) 1159	1032	1334
$\phi_r M_n, \phi_r M_{nc}$	(k) 2418	1126	2396
f_s DC1	(ksi) 4.74	9.79	5.50
f_s DC2	(ksi) 0.79	1.69	1.05
f_s DW	(ksi) 1.42	3.01	1.84
f_s 1.3($\xi + IM$)	(ksi) 17.09	16.75	19.32
f_s (Service II)	(ksi) 24.04	31.24	27.71
V_f	(k) 22.1	-	15.6

* Compact sections

INTERIOR GIRDER REACTION TABLE			
		Abut.	Pier
R_{DC1}	(k)	13.8	46.5
R_{DC2}	(k)	2.9	9.5
R_{DW}	(k)	5.2	16.9
$R_{\xi + IM}$	(k)	64.6	87.8
R_{Total}	(k)	86.5	160.7

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

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

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

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

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

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

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

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

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

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

M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{\xi + IM}$

$\phi_r M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).

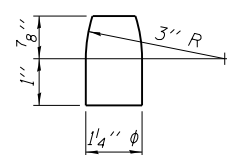
$\phi_r M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).

f_s (Service II): Sum of stresses as computed from the moments below (ksi).
 $M_{DC1} + M_{DC2} + M_{DW} + 1.3 M_{\xi + IM}$

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

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	48



PINTLE

Notes:

Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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

Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

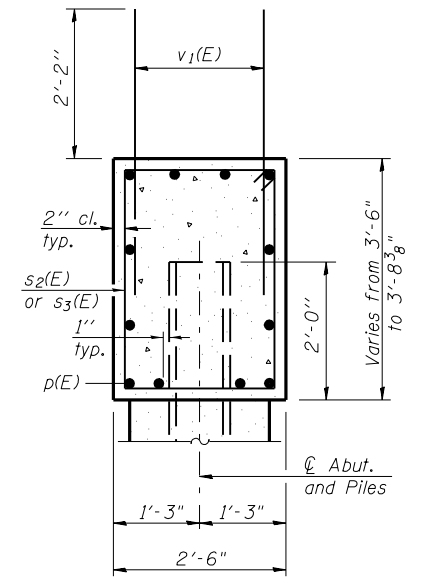
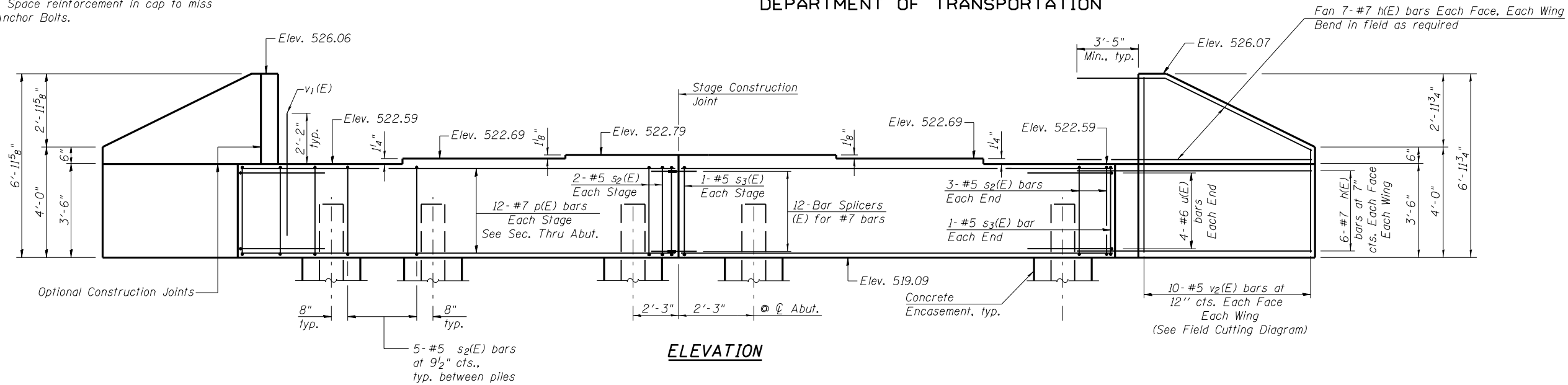
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

**BEARING DETAILS
STRUCTURE NO. 059-0512**

 LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois	SHEET NO. 15	F.A.P. RTE. 608	SECTION 122B-2	COUNTY MACOUPIN	TOTAL SHEETS 53	SHEET NO. 33
	24 SHEETS	CONTRACT NO. 72B53				
ILLINOIS FED. AID PROJECT						

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
Pour steps monolithically with cap.
Space reinforcement in cap to miss
Anchor Bolts.



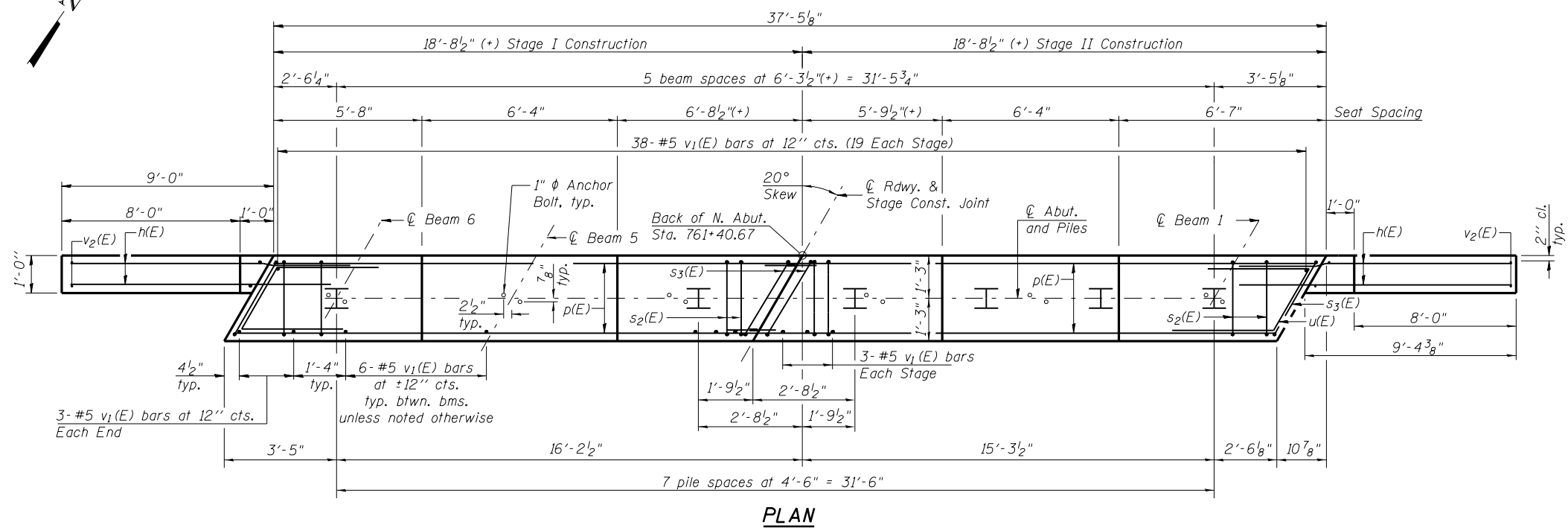
SEC. THRU ABUT.
(Dimensions at Rt. L's)

BILL OF MATERIAL
(North Abutment)

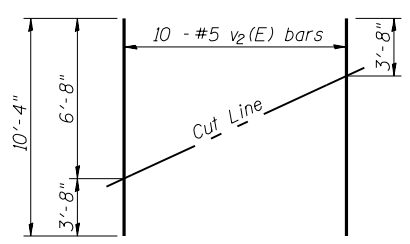
Bar	No.	Size	Length	Shape
h(E)	52	#7	13'-4"	—
p(E)	24	#7	18'-4"	—
s2(E)	40	#5	11'-7"	□
s3(E)	4	#5	11'-10"	□
u(E)	8	#6	8'-11"	└
v1(E)	74	#5	4'-4"	—
v2(E)	20	#5	10'-4"	—
Structure Excavation			Cu. Yd.	95
Concrete Structures			Cu. Yd.	16.3
Reinforcement Bars, Epoxy Coated			Pound	3510
Furnishing Steel Piles HP12x63			Foot	406
Test Pile Steel HP 12x63			Each	1
Driving Piles			Foot	406
Concrete Encasement			Cu. Yd.	2.8

For details of Bar Splicers, see sheet 19 of 24.
For details of piles and Concrete Encasement, see sheet 20 of 24.
For drainage details, see sheet 2 of 24.

NORTH ABUTMENT
STRUCTURE NO. 059-0512

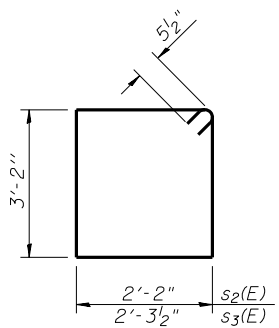


PLAN

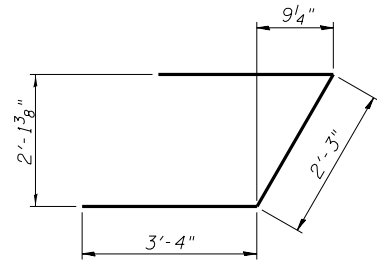


FIELD CUTTING DIAGRAM

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



BARS s2(E) & s3(E)



BAR u(E)

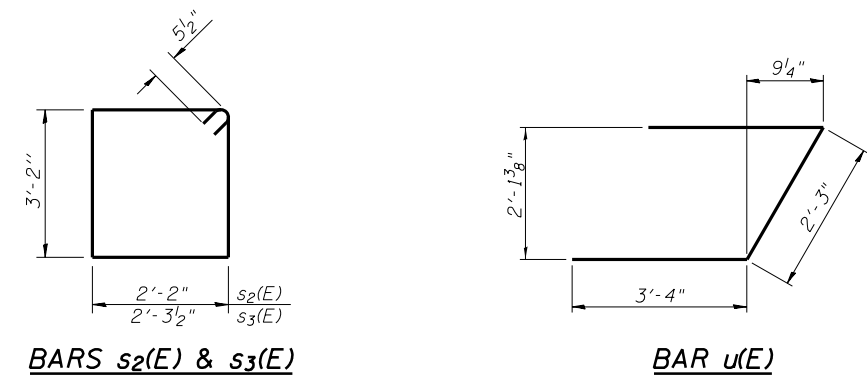
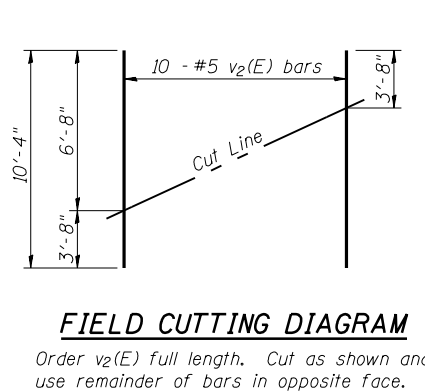
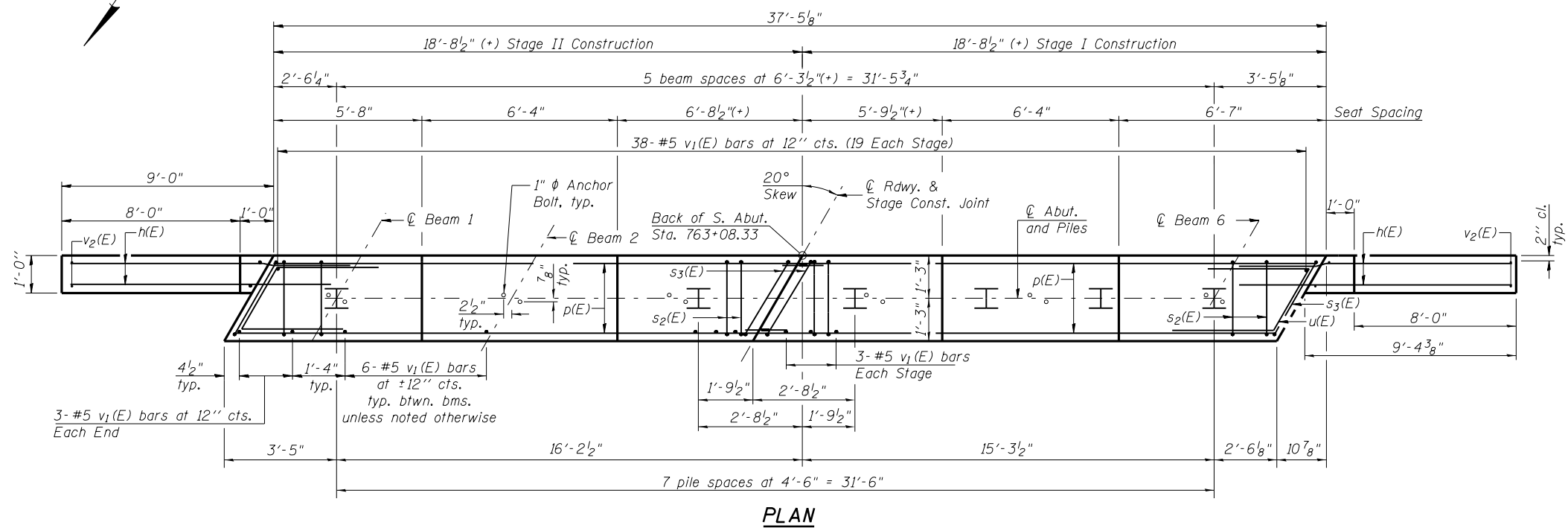
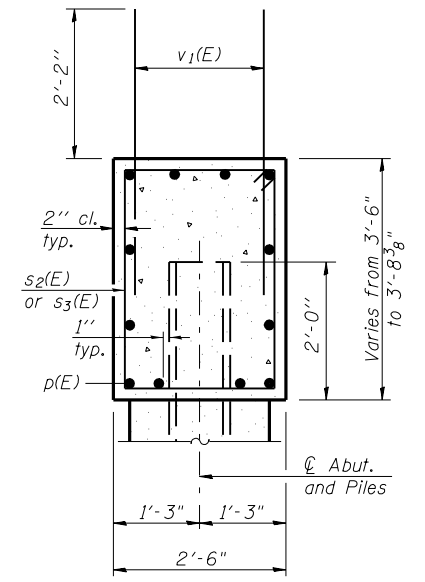
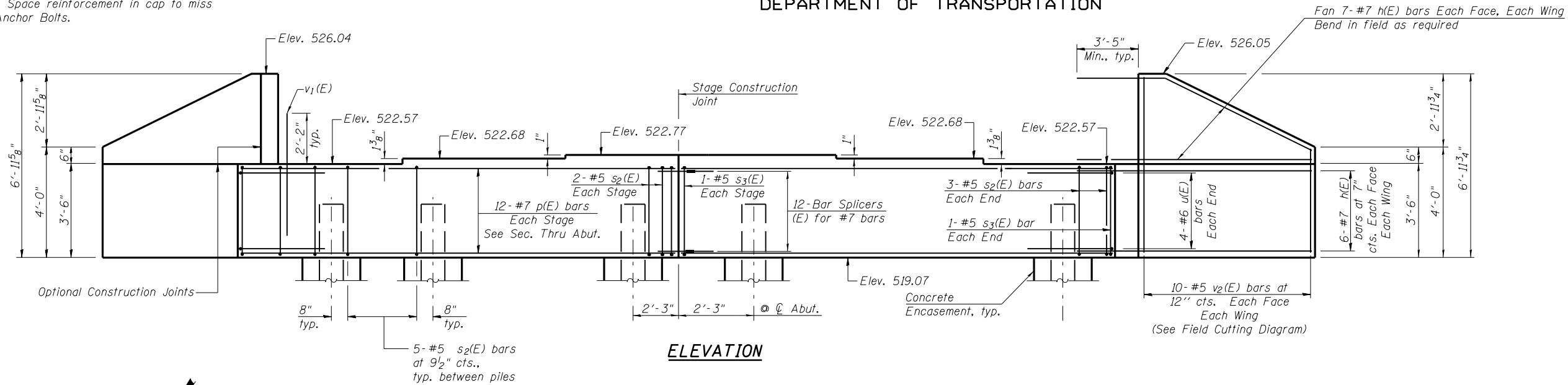
PILE DATA

Type: Steel HP12x63
Nominal Required Bearing: 497 kips
Factored Resistance Available: 248 kips
Est. Length: 58 ft
No. Production Piles: 7
No. Test Piles: 1

LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois	SHEET NO. 16	F.A.P. RTE. 608	SECTION 122B-2	COUNTY MACOUPIN	TOTAL SHEETS 53	SHEET NO. 34
	24 SHEETS	CONTRACT NO. 72B53			ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
Pour steps monolithically with cap.
Space reinforcement in cap to miss
Anchor Bolts.



PILE DATA

Type: Steel HP12x63
Nominal Required Bearing: 497 kips
Factored Resistance Available: 248 kips
Est. Length: 56 ft
No. Production Piles: 7
No. Test Piles: 1

BILL OF MATERIAL
(South Abutment)

Bar	No.	Size	Length	Shape
h(E)	52	#7	13'-4"	—
p(E)	24	#7	18'-4"	—
s ₂ (E)	40	#5	11'-7"	□
s ₃ (E)	4	#5	11'-10"	□
u(E)	8	#6	8'-11"	└
v ₁ (E)	74	#5	4'-4"	—
v ₂ (E)	20	#5	10'-4"	—
Structure Excavation		Cu. Yd.	95	
Concrete Structures		Cu. Yd.	16.3	
Reinforcement Bars, Epoxy Coated		Pound	3510	
Furnishing Steel Piles HP12x63		Foot	392	
Test Pile Steel HP 12x63		Each	1	
Driving Piles		Foot	392	
Concrete Encasement		Cu. Yd.	2.8	

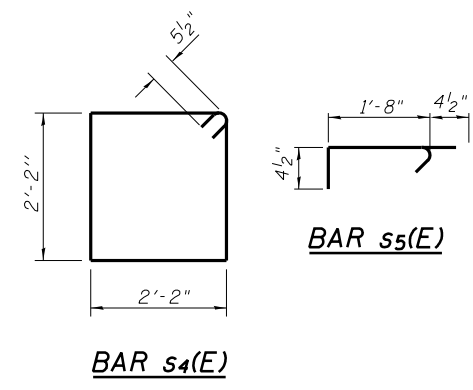
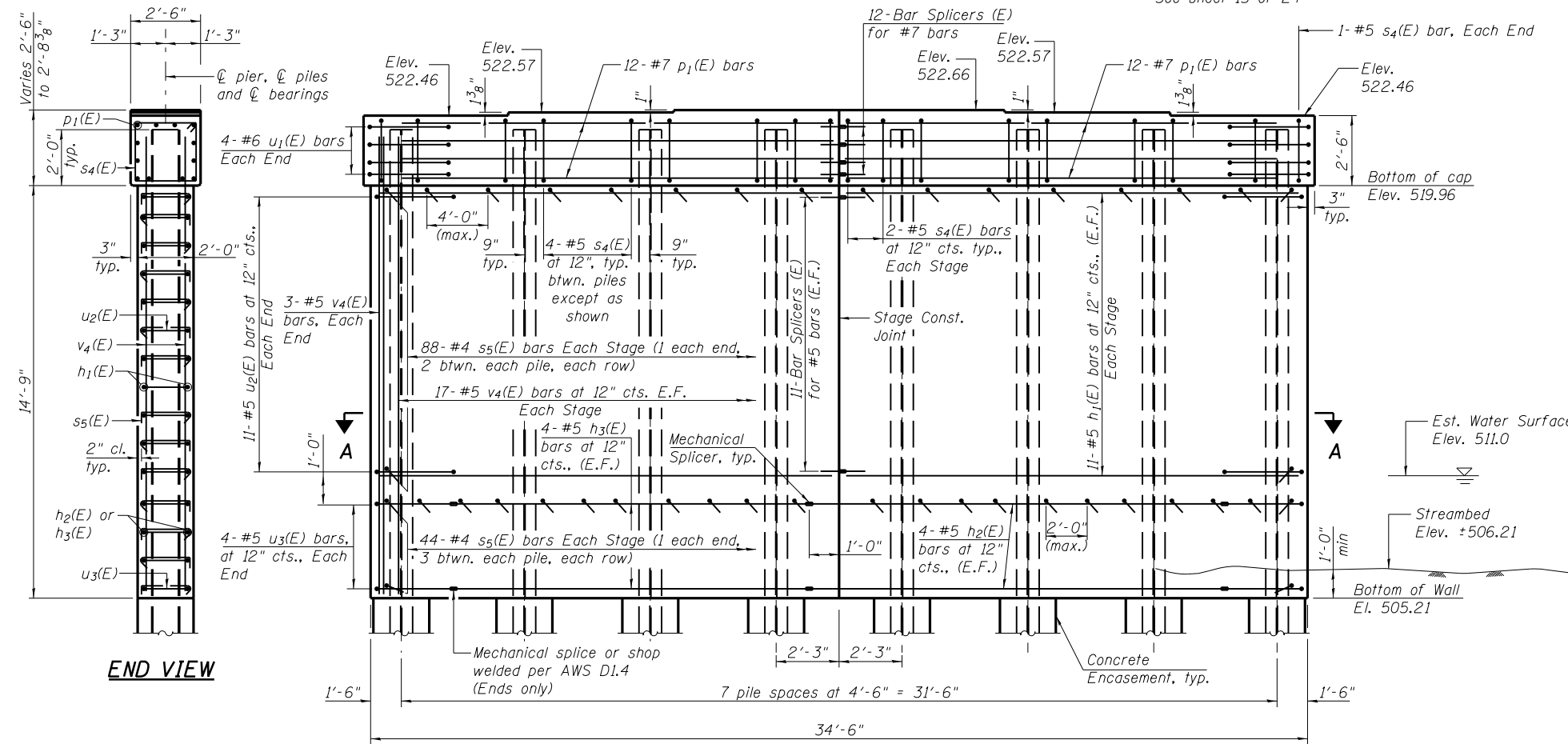
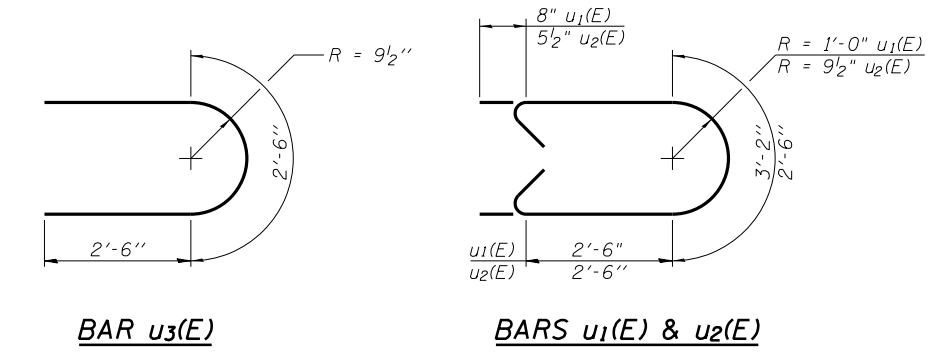
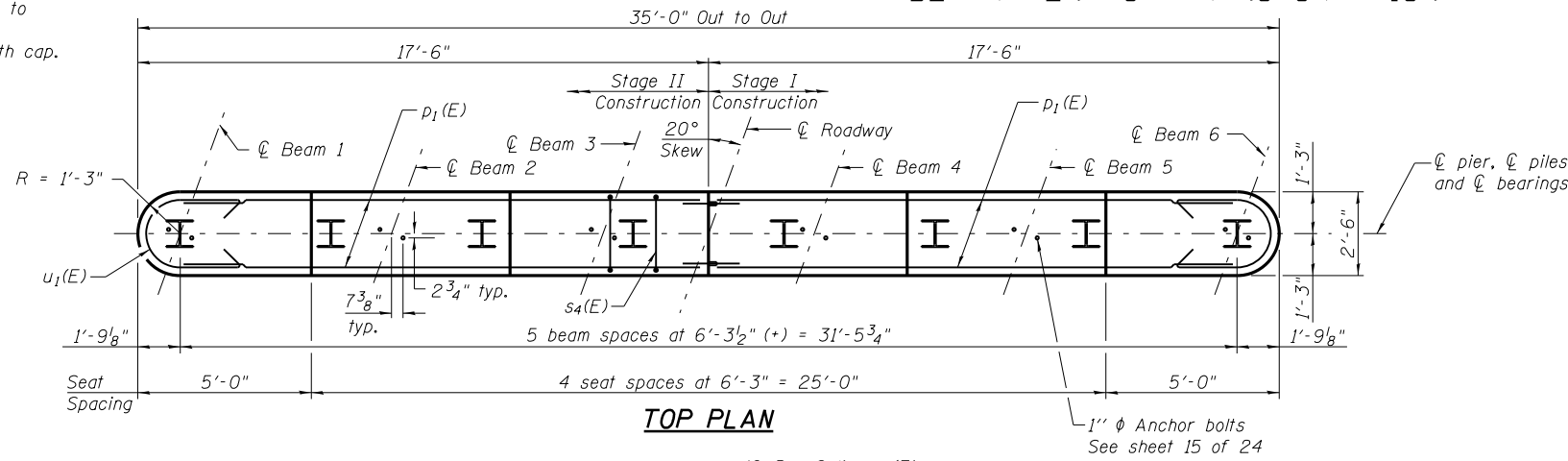
For details of Bar Splicers, see sheet 19 of 24.
For details of piles and Concrete Encasement, see sheet 20 of 24.
For drainage details, see sheet 2 of 24.

**SOUTH ABUTMENT
STRUCTURE NO. 059-0512**

<p>LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois</p>	SHEET NO. 17	F.A.P. RTE. 608	SECTION 122B-2	COUNTY MACOUPIN	TOTAL SHEETS 53	SHEET NO. 35
	24 SHEETS	CONTRACT NO. 72B53				
ILLINOIS FED. AID PROJECT						

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Notes:
Space reinforcement in cap to miss anchor bolts.
Four steps monolithically with cap.



BILL OF MATERIAL
(Two Piers)

Bar	No.	Size	Length	Shape
$h_1(E)$	88	#5	16'-2"	—
$h_2(E)$	16	#5	14'-8"	—
$h_3(E)$	16	#5	12'-8"	—
$p_1(E)$	48	#7	16'-2"	—
$s_4(E)$	60	#5	9'-7"	□
$s_5(E)$	528	#4	2'-5"	┌
$u_1(E)$	16	#6	9'-6"	U
$u_2(E)$	44	#5	8'-5"	U
$u_3(E)$	16	#5	7'-6"	U
$v_4(E)$	148	#5	16'-6"	—
Structure Excavation			Cu. Yd.	35
Concrete Structures			Cu. Yd.	91.2
Concrete Encasement			Cu. Yd.	5.6
Reinforcement Bars, Epoxy Coated			Pound	8270
Furnishing Steel Piles HP 12x63			Foot	777
Driving Piles			Foot	777
Test Pile Steel HP 12x63			Each	2
Underwater Structure Excavation Protection Location 1			Each	1
Underwater Structure Excavation Protection Location 2			Each	1

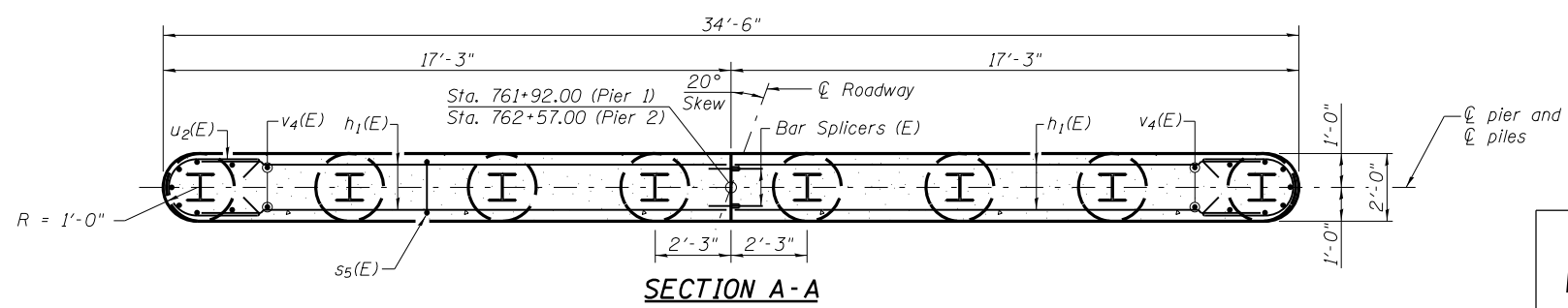
PILE DATA

Type: Steel HP 12x63
Nominal Required Bearing: 497 kips
Factored Resistance Available: 244 kips
Est. Length: 50 Ft. (Pier 1), 61 Ft. (Pier 2)
No. Production Piles: 7 (Pier 1), 7 (Pier 2)
No. Test Piles: 1 (Pier 1), 1 (Pier 2)

For details of Bar Splicers and Mechanical Splicers, see sheet 19 of 24.
For details of piles and Concrete Encasement, see sheet 20 of 24.

Notes:
If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of construction.

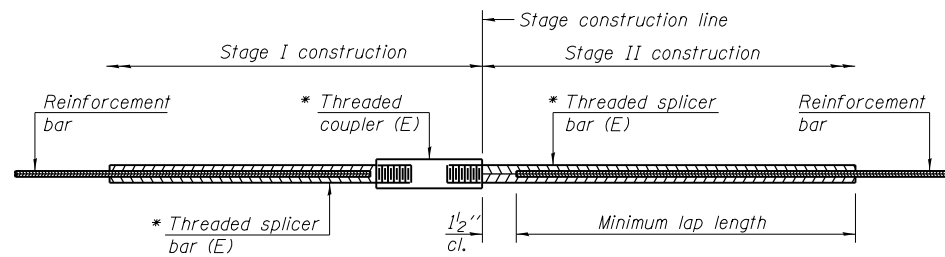
Length of reinforcement based on mechanical splicer utilizing butt connections. If the Contractor elects to use another connection type, no additional payment shall be made for longer bar requirements.



PIER DETAILS
STRUCTURE NO. 059-0512

LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois	SHEET NO. 18	F.A.P. RTE. 608	SECTION 122B-2	COUNTY MACOUPIN	TOTAL SHEETS 53	SHEET NO. 36
	24 SHEETS	CONTRACT NO. 72B53			ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



STANDARD BAR SPLICER ASSEMBLY

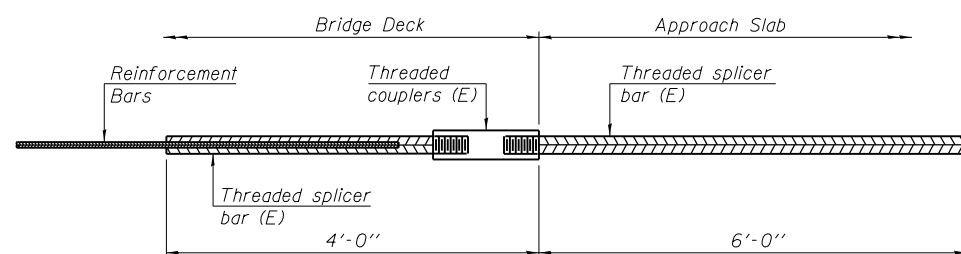
Bar size to be spliced	Minimum Lap Lengths			
	Table 1	Table 2	Table 3	Table 4
3, 4	1'-5"	1'-11"	2'-1"	2'-4"
5	1'-9"	2'-5"	2'-7"	2'-11"
6	2'-1"	2'-11"	3'-1"	3'-6"
7	2'-9"	3'-10"	4'-2"	4'-8"
8	3'-8"	5'-1"	5'-5"	6'-2"
9	4'-7"	6'-5"	6'-10"	7'-9"

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

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

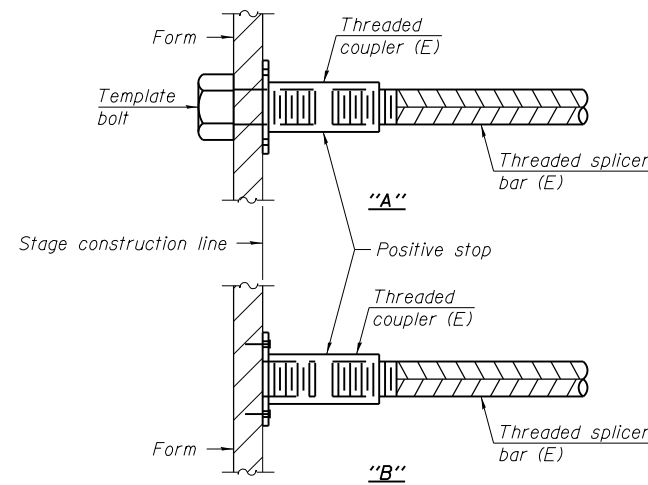
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck Slab	#5	516	Table 3
Conc. End Diaphragms	#6	16	Table 3
Approach Slabs	#4	50	Table 3
Approach Slabs	#5	172	Table 3
Abutments	#7	24	Table 3
Piers	#5	44	Table 3
Piers	#7	24	Table 3



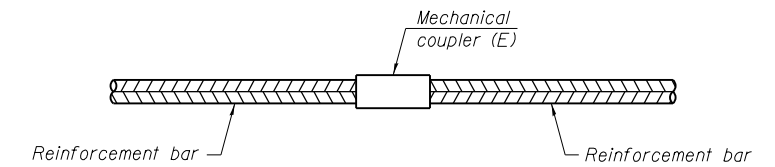
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 72



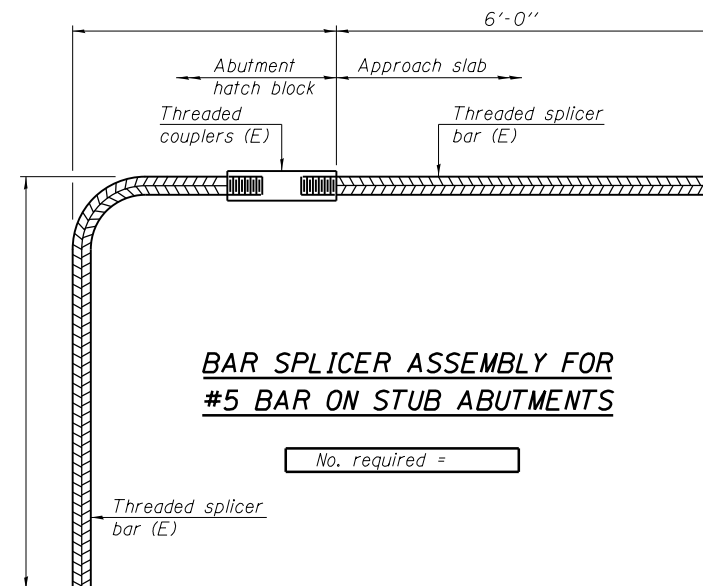
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required
Piers	#5	48



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

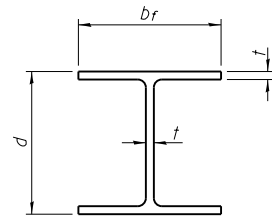
No. required =

NOTES

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

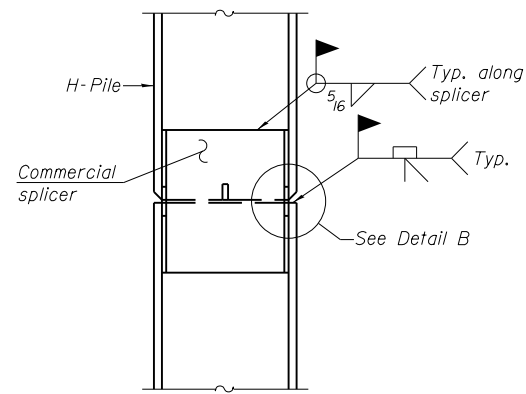
**BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
STRUCTURE NO. 059-0512**

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

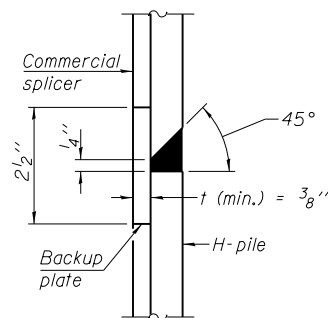


STEEL PILE TABLE

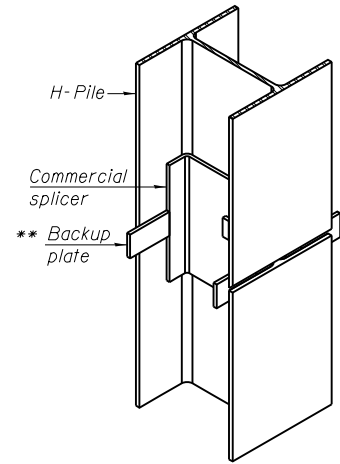
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 3/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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



ELEVATION

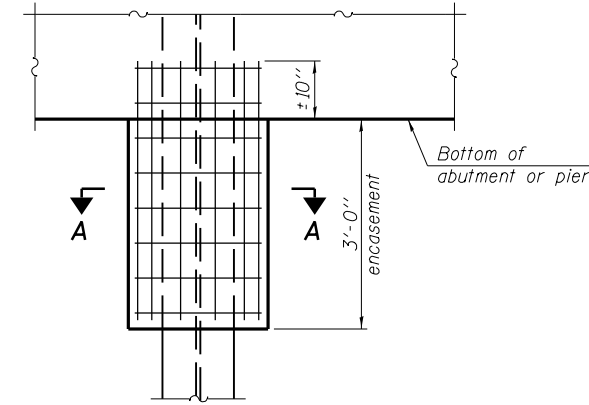


DETAIL "B"



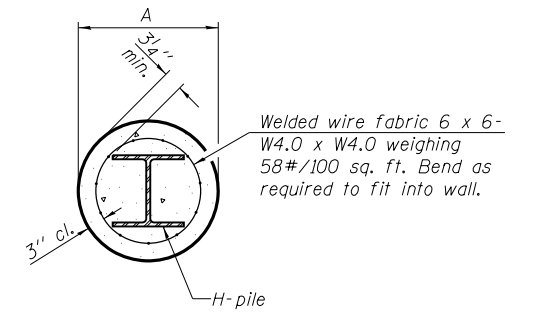
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



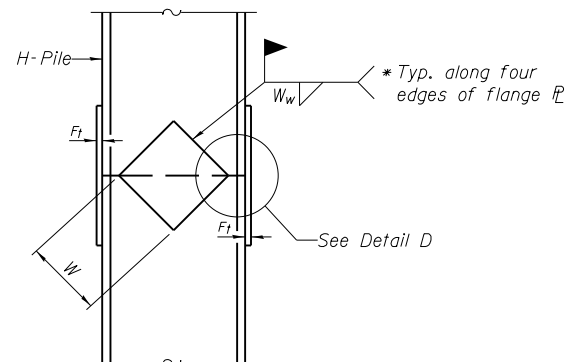
ELEVATION

PILE ENCASEMENT

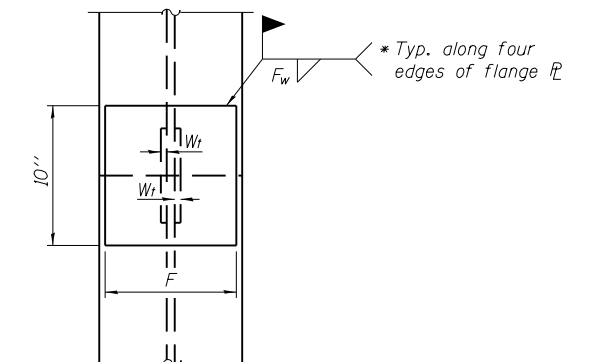


Note:
Forms for encasement may be omitted when soil conditions permit.

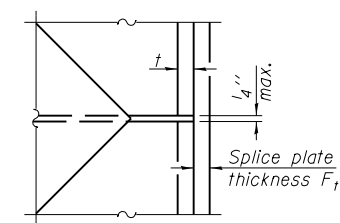
SECTION A-A



ELEVATION



END VIEW



DETAIL D

WELDED PLATE FIELD SPLICE

Designation	F	F _t	F _w	W	W _t	W _w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 1/2"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 1/2"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5 1/2"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 1/2"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5 1/2"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5 1/2"	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"

**HP PILE DETAILS
STRUCTURE NO. 059-0512**

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

WELDED COMMERCIAL SPLICE ALTERNATE

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

LE LIN ENGINEERING, LTD.
Consulting Engineers
Chatham, Illinois

Designed By: RH
Date: Feb. 2010

Checked By: MTH
File: 059-0512.dgn

Drawn By: RH

SHEET NO.20
24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
608	122B-2	MACOUPIN	53	38
CONTRACT NO. 72B53				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SOIL BORING LOG

Page 1 of 2

Date 6/14/76

ROUTE FAP 608 DESCRIPTION IL 111 Over Otter Creek LOGGED BY D.E. Bruun

SECTION 122B-2 LOCATION SW 1/4, SEC. 6, TWP. 10 N, RNG. 8 W, 3 PM

COUNTY Macoupin DRILLING METHOD HSA HAMMER TYPE 140# Manual

STRUCT. NO. 059-0011 Ex
Station 059-0512 Pr
762+23
BORING NO. 1976-1
Station 761+75
Offset 35.0ft RT
Ground Surface Elev. 518 ft

DEPTH (ft)	BLOW COUNT (/6")	UCS (%)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BLOW COUNT (/6")	UCS (%)	MOISTURE (%)
				Grey SAND (continued)		15		
				Medium-Coarse Wet (Medium)				
				495.00				
	6	1.3 P	22	Grey Wet (Very Soft) SILT LOAM with Fine Sand Throughout		15		
				-5				
	7	0.9 P	23	Moist (Medium)		11	0.2 B	31
	2	0.2 B	31	Wet (Very Soft)		38		
				489.50				
				Grey SAND AND GRAVEL Wet (Dense)				
				-10				
	1	0.2 B	30	Brown Wet (Very Soft) SILTY CLAY LOAM with Sand Lenses Throughout		16	2.5 B	19
				507.50				
				Grey and Brown Mottled SILTY CLAY LOAM Very Moist (Very Stiff)				
				505.50				
				CLAY LOAM (Till)				
	5	0.5 P	19	Grey Wet (Soft) SAND LOAM		39	5.9 S	18
				Grey and Brown Mottled Moist (Hard)				
				-15				
	8	0.5 B	21	Grey Wet (Soft) SILTY CLAY LOAM with Sand Lenses Throughout		26	1.3 S	20
				502.00				
				Reddish-Brown Wet (Hard)				
				500.50				
				Brown SILT LOAM (Shaley) Damp (Hard)				
	3			Grey SAND Course Wet (Very Loose)		50	4.5 P	16
				-20				
				478.00				

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

File Name S:\SOILSIGINT\FILES\MACOUPI\IN0590512\IL 111 OVER OTTER CREEK.GPJ Data Template D6TEMP1.T.GDT Date Printed 8/25/09
Latitude Longitude Datum NAD83 Job Number D-96-009-08



SOIL BORING LOG

Page 2 of 2

Date 6/14/76

ROUTE FAP 608 DESCRIPTION IL 111 Over Otter Creek LOGGED BY D.E. Bruun

SECTION 122B-2 LOCATION SW 1/4, SEC. 6, TWP. 10 N, RNG. 8 W, 3 PM

COUNTY Macoupin DRILLING METHOD HSA HAMMER TYPE 140# Manual

STRUCT. NO. 059-0011 Ex
Station 059-0512 Pr
762+23
BORING NO. 1976-1
Station 761+75
Offset 35.0ft RT
Ground Surface Elev. 518 ft

DEPTH (ft)	BLOW COUNT (/6")	UCS (%)	MOISTURE (%)	DESCRIPTION	DEPTH (ft)	BLOW COUNT (/6")	UCS (%)	MOISTURE (%)
				SHALE		100/6"		13
				Brown Damp (Hard)				
				31				16
				Grey (Weathered) Damp (Very Stiff)				
				-45				
				100/11"				21
				Grey (Weathered) Damp (Hard)				
				73				17
				Brown (Weathered) Damp (Hard)				
				-50				
				100				16
				Grey (Weathered) Damp (Hard)				
				100/4"				18
				Boring Completed		464.00		
				-55				
				Copied from original 7-22-09 GBH				
				-60				

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

File Name S:\SOILSIGINT\FILES\MACOUPI\IN0590512\IL 111 OVER OTTER CREEK.GPJ Data Template D6TEMP1.T.GDT Date Printed 8/25/09
Latitude Longitude Datum NAD83 Job Number D-96-009-08

BORING LOGS-2
STRUCTURE NO. 059-0512

 LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois	SHEET NO. 22	F.A.P. RTE. 608	SECTION 122B-2	COUNTY MACOUPIN	TOTAL SHEETS 53	SHEET NO. 40
	24 SHEETS	CONTRACT NO. 72B53			ILLINOIS FED. AID PROJECT	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SOIL BORING LOG

Page 1 of 2

Date 6/4/09

ROUTE FAP 608 DESCRIPTION IL 111 Over Otter Creek LOGGED BY M. Tappan
SECTION 122B-2 LOCATION SW 1/4, SEC. 6, TWP. 10 N, RNG. 8 W, 3 PM
COUNTY Macoupin DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO.	STATION	BORING NO.	Station	Offset	Ground Surface Elev.	Soil Type				Washed	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	Soil Type				Washed	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:																	
						DEPTH	BLU	UCS	MOIST					DEPTH	BLU	UCS	MOIST																					
059-011 Ex	059-0512 Pr	P2	762+96	35.0ft LT	519.9											507.9	506.4			508.9						507.9												
Grey Moist SILTY CLAY LOAM (Disturbed)						2																																
with Some Brown Fine Thin Sand Seams						3	1.2	18																														
Grey Moist LOAM						3	S-12																															
Light Brownish Grey Wet						1																																
Free Water						2	0.9	16																														
Grey SAND Dirty Medium						3	S-10																															
Moist CLAY						0																																
Olive Brown and Grey Washed						1	0.4	22																														
with Loam Seams						1																																
Grey Medium to Coarse Dirty Sand with Woody Organics						1																																

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

File Name: S:\SOILSIGNIT FILES\MACOUPI\059-0512 IL 111 OVER OTTER CREEK.GPJ Data Template D6TEMPLT.GDT Date Printed 8/25/09
Latitude 39°20'35.0N Longitude 90°02'20.2W Datum NAD83 Job Number D-96-009-08



SOIL BORING LOG

Page 2 of 2

Date 6/4/09

ROUTE FAP 608 DESCRIPTION IL 111 Over Otter Creek LOGGED BY M. Tappan
SECTION 122B-2 LOCATION SW 1/4, SEC. 6, TWP. 10 N, RNG. 8 W, 3 PM
COUNTY Macoupin DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO.	STATION	BORING NO.	Station	Offset	Ground Surface Elev.	Soil Type				Washed	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	Soil Type				Washed	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:																	
						DEPTH	BLU	UCS	MOIST					DEPTH	BLU	UCS	MOIST																					
059-011 Ex	059-0512 Pr	P2	762+96	35.0ft LT	519.9											507.9	506.4			508.9						507.9												
Moist CLAY (continued)																																						
Grey and Yellowish Brown with Slickensides						2																																
Clayey SHALE Olive Grey Moderately Indurated						7	2.9	21																														
Olive Brown and Grey to Dark Grey Weathered						8	S-10																															
Moist CLAY						10																																
Olive Brown and Grey Washed						17																																
Moist CLAY						10																																
Olive Brown and Grey to Dark Grey Weathered						12																																
Moist CLAY						5																																
Olive Brown and Grey to Dark Grey Weathered						10																																
Grey Moderately Indurated Calcareous LIMESTONE						12																																
Auger Refusal						5																																

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

File Name: S:\SOILSIGNIT FILES\MACOUPI\059-0512 IL 111 OVER OTTER CREEK.GPJ Data Template D6TEMPLT.GDT Date Printed 8/25/09
Latitude 39°20'35.0N Longitude 90°02'20.2W Datum NAD83 Job Number D-96-009-08

BORING LOGS-3
STRUCTURE NO. 059-0512

LIN ENGINEERING, LTD. Consulting Engineers Chatham, Illinois	SHEET NO.23	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	24 SHEETS	608	122B-2	MACOUPIN	53	41
CONTRACT NO. 72B53						
ILLINOIS FED. AID PROJECT						
Designed By: RH Date: Feb. 2010	Checked By: MTH File: 059-0512.dgn	Drawn By: RH				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Illinois Department
of Transportation
Division of Highways
District 6

SOIL BORING LOG

Date 6/16/76

ROUTE FAP 608 DESCRIPTION IL 111 Over Otter Creek LOGGED BY D.E. Bruun

SECTION 122B-2 LOCATION SW 1/4, SEC. 6, TWP. 10 N, RNG. 8 W, 3 PM

COUNTY Macoupin DRILLING METHOD HSA HAMMER TYPE 140# Manual

STRUCT. NO. 059-0011 Ex
Station 059-0512 Pr
762+23
BORING NO. 1976-2
Station 763+06
Offset 36.0ft RT
Ground Surface Elev. 518.8 ft

Table with 4 columns: Depth (ft), Blows (6"/(tsf)), UCS (%), and Soil Description. Includes soil layers like 'Brown SILT LOAM Moist (Medium)', 'Grey SAND AND GRAVEL Wet (Loose) (continued)', 'Brown SAND LOAM Very Moist (Medium) Free Water', etc.

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

File Name: S:\SOIL\SGINT FILES\MACOUPIN\059-0512 IL 111 OVER OTTER CREEK.GPJ Data Template D:\TEMP\PLT.GDT Date Printed: 8/25/09



Illinois Department
of Transportation
Division of Highways
District 6

SOIL BORING LOG

Date 6/16/76

ROUTE FAP 608 DESCRIPTION IL 111 Over Otter Creek LOGGED BY D.E. Bruun

SECTION 122B-2 LOCATION SW 1/4, SEC. 6, TWP. 10 N, RNG. 8 W, 3 PM

COUNTY Macoupin DRILLING METHOD HSA HAMMER TYPE 140# Manual

STRUCT. NO. 059-0011 Ex
Station 059-0512 Pr
762+23
BORING NO. 1976-2
Station 763+06
Offset 36.0ft RT
Ground Surface Elev. 518.8 ft

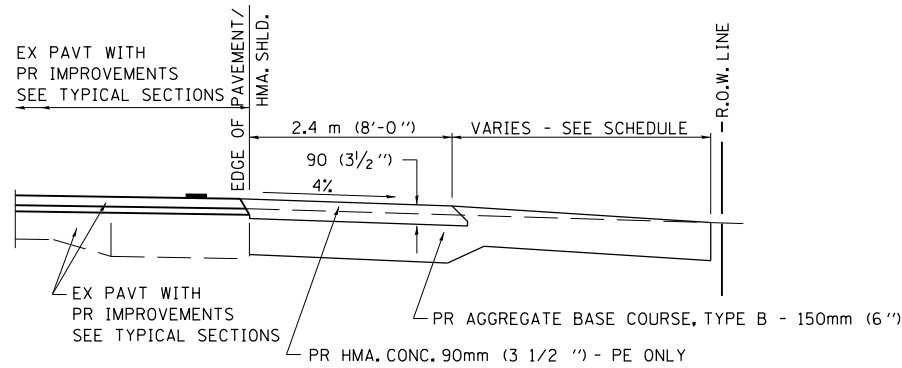
Table with 4 columns: Depth (ft), Blows (6"/(tsf)), UCS (%), and Soil Description. Includes soil layers like 'CLAY LOAM (Till) (continued)', 'Reddish-Brown Very Moist (Medium)', 'Brown and Grey Mottled Very Moist (Stiff)', etc.

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

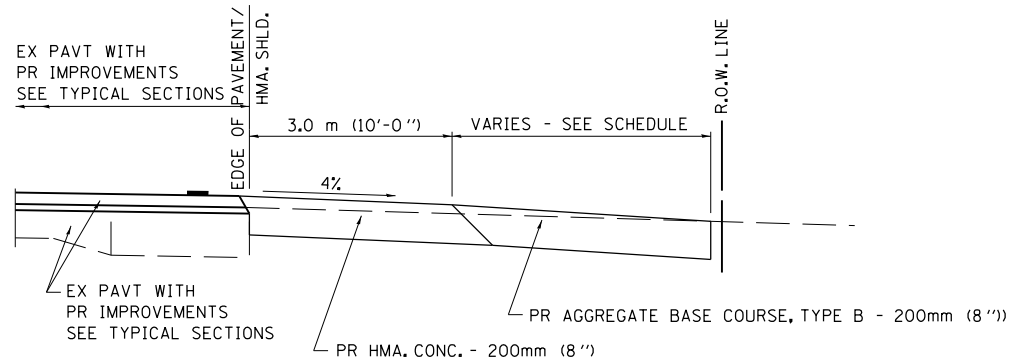
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BORING LOGS-4
STRUCTURE NO. 059-0512

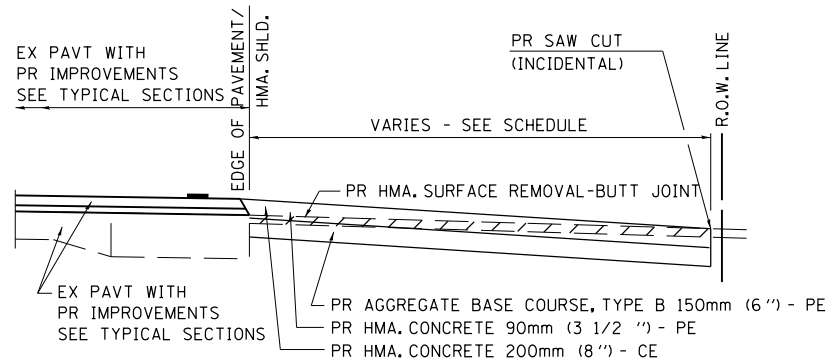
Project information table including: LIN ENGINEERING, LTD. Consulting Engineers; SHEET NO. 24; F.A.P. RTE. 608; SECTION 122B-2; COUNTY MACOUPIN; CONTRACT NO. 72B53; ILLINOIS FED. AID PROJECT



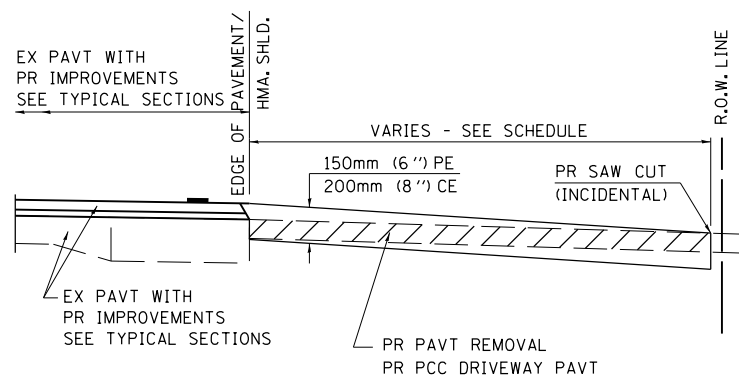
SECTION A-A FOR EX EARTH/AGGREGATE FE & PE



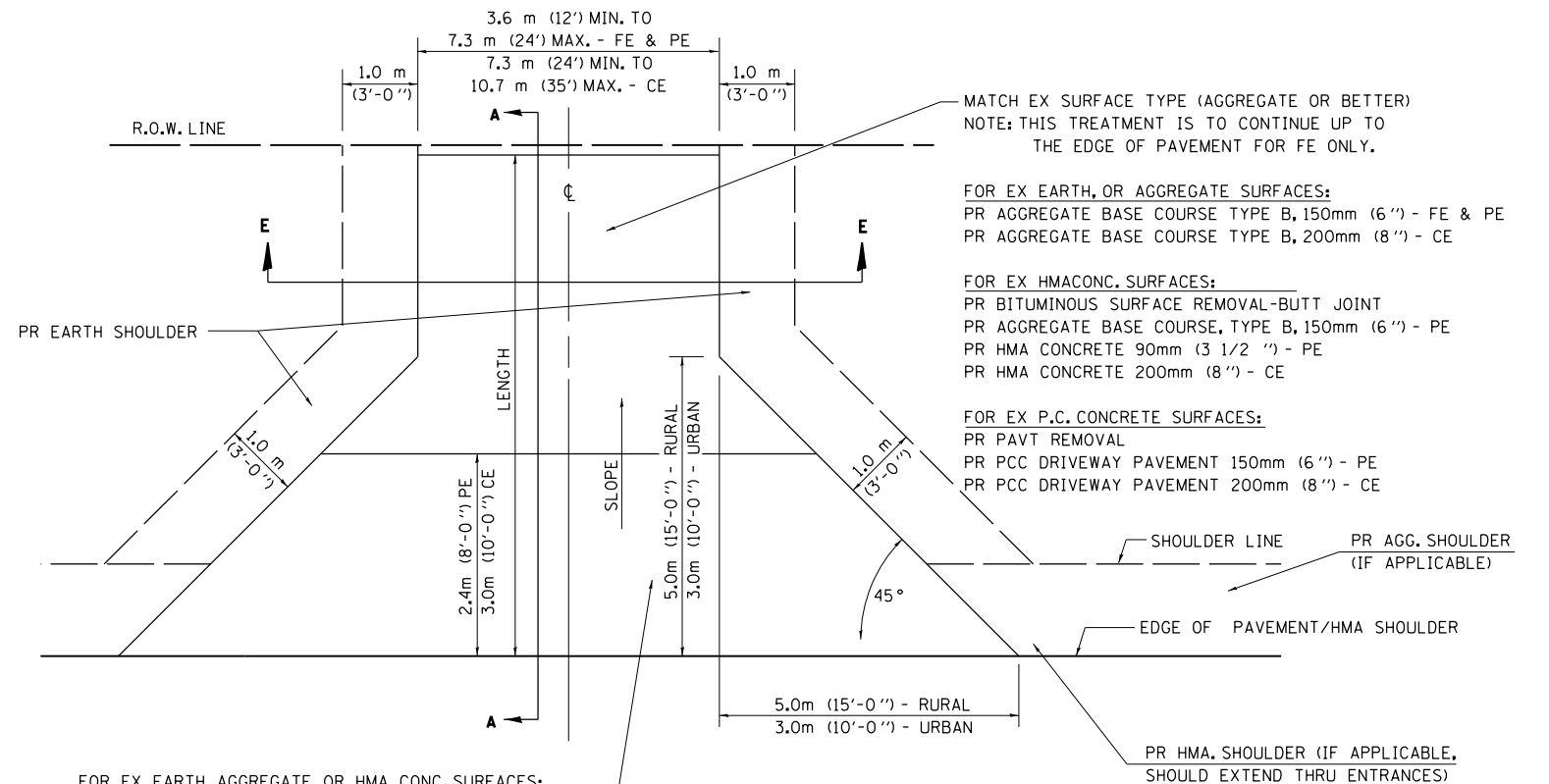
SECTION A-A FOR EX EARTH/AGGREGATE CE



SECTION A-A FOR EX HMA PE & CE



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



FOR EX EARTH, AGGREGATE, OR HMA CONC SURFACES:
 PR HMA SURFACE REMOVAL-BUTT JOINT (IF APPLICABLE)
 PR AGGREGATE BASE COURSE TYPE B 150mm (6") - FE
 PR AGGREGATE BASE COURSE TYPE B, 150mm (6") &
 PR HMA CONCRETE 90mm (3 1/2 ") - PE
 PR HMA CONCRETE 200mm (8") - CE

FOR P.C. CONCRETE SURFACES:
 PR PAVT REMOVAL
 PR PCC DRIVEWAY PAVT 150mm (6") - PE
 PR PCC DRIVEWAY PAVT 200mm (8") - CE

GENERAL NOTES:

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

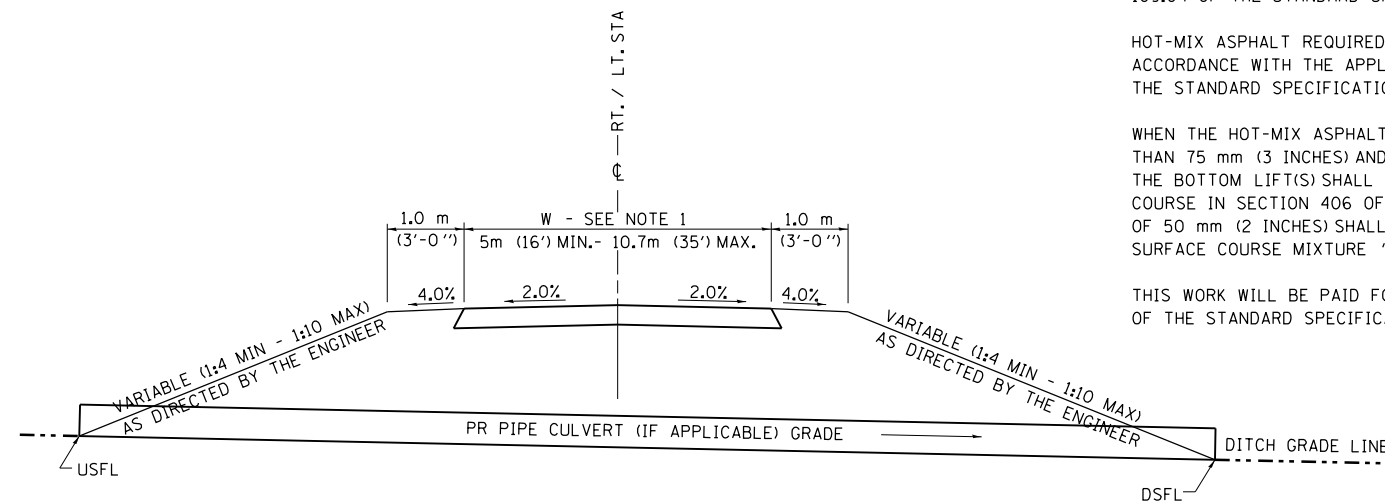
THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

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

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

WHEN THE HOT-MIX ASPHALT PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 75 mm (3 INCHES) AND REQUIRE PLACEMENT IN MORE THAN ONE LIFT. THE BOTTOM LIFT(S) SHALL MEET THE REQUIREMENTS OF HOT-MIX ASPHALT BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 50 mm (2 INCHES) SHALL MEET THE REQUIREMENTS OF HOT-MIX ASPHALT SURFACE COURSE MIXTURE "C".

THIS WORK WILL BE PAID FOR IN ACCORDANCE WITH SECTIONS 351, 358, 408, 423 AND 440 OF THE STANDARD SPECIFICATIONS.



SECTION E - E ENTRANCE TYPICAL SECTION

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

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE SHOWN.

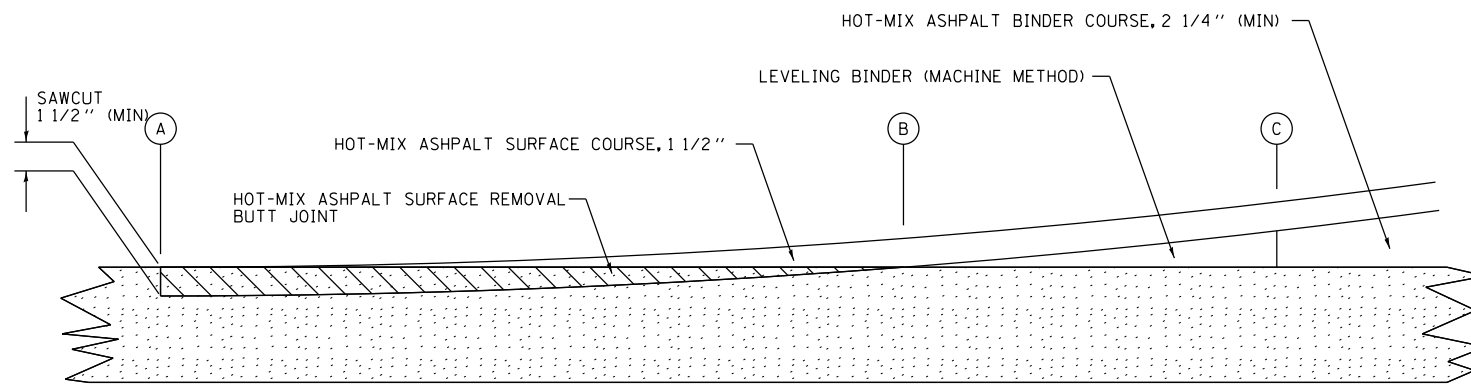
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**MISCELLANEOUS DETAILS - ENTRANCES
WITHOUT CURB & GUTTER**

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

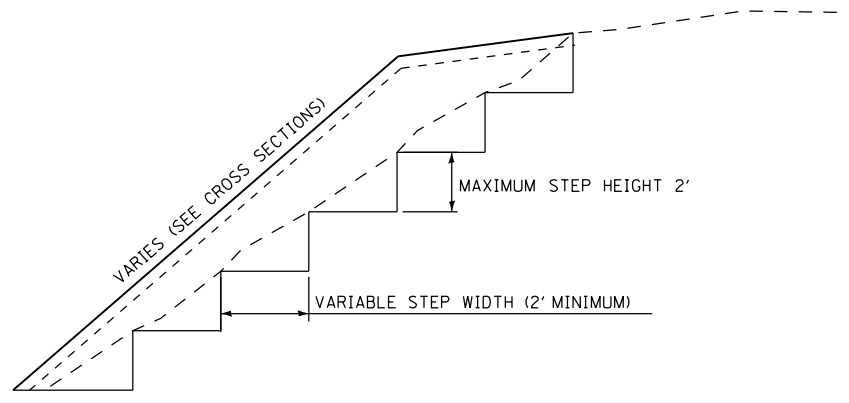
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608	122B-2	MACOUPIN	53	43
CONTRACT NO. 72B53				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				



- PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
- EXISTING HOT-MIX ASPHALT PAVEMENT OR OVERLAY

LOCATION	A	B	C
FAP RTE 608 (IL 111)	757+67.93	758+45.00	759+50.00

BUTT JOINT DETAIL



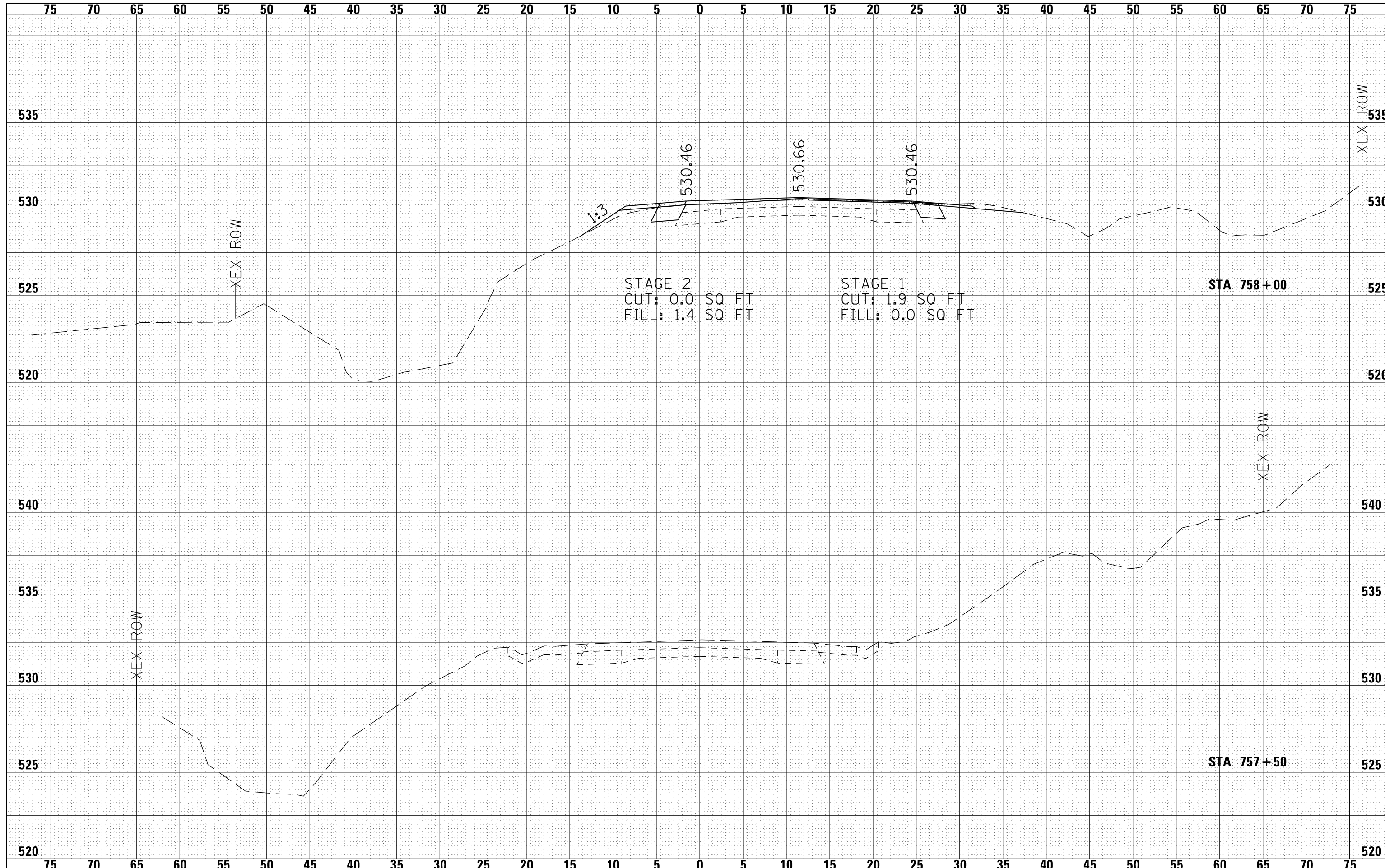
NOTE:
 THIS DETAIL APPLIES TO SIDESLOPE FILLS WHERE THE EXISTING SLOPE IS GREATER THAN 12 FT HIGH AND / OR STEEPER THAN 1:3.
 STEPS MAY BE CUT IN CONJUNCTION WITH NEW FILL PLACEMENT.

TYPICAL FILLSLOPE STEPPING DETAIL

NOT TO SCALE

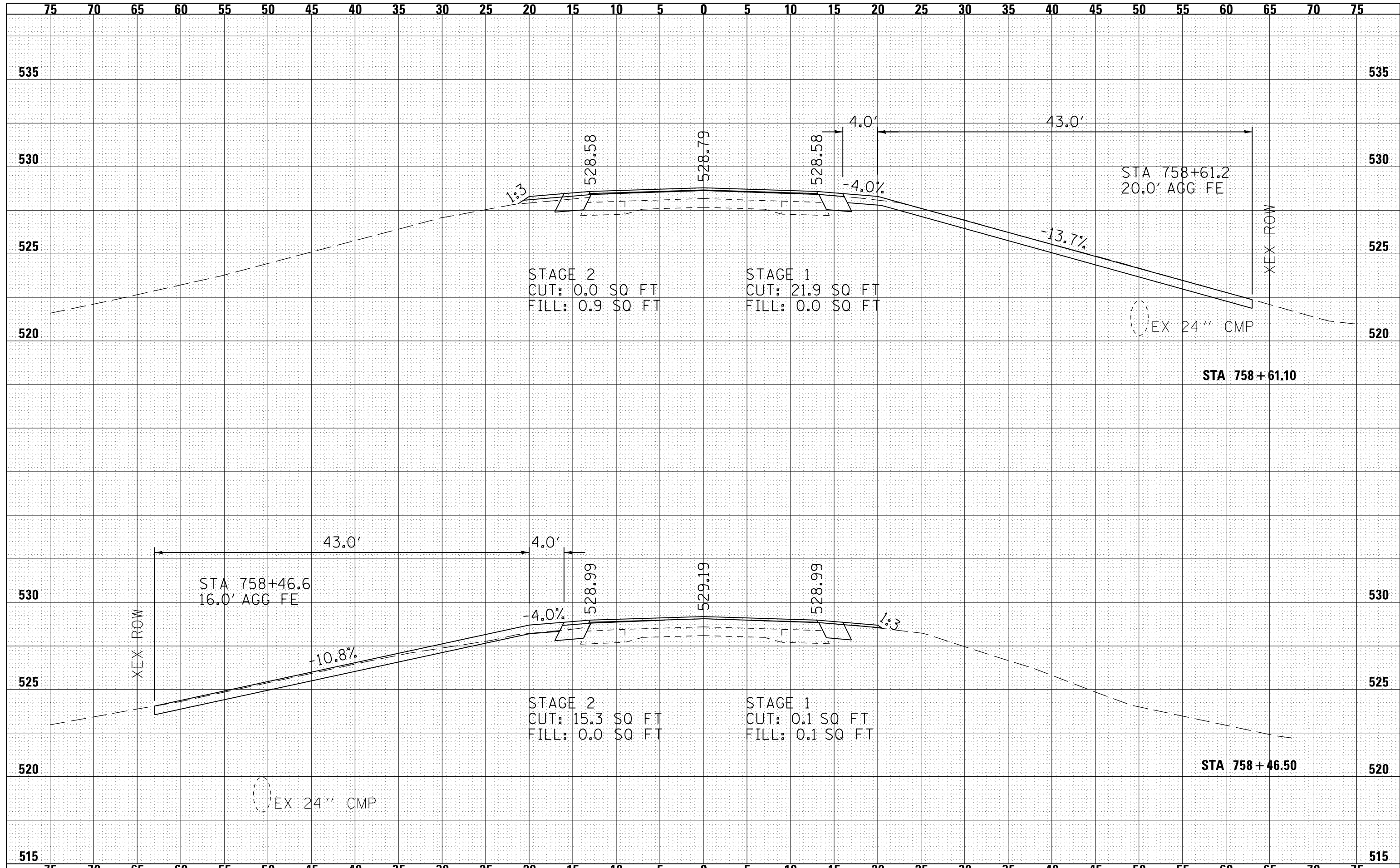
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SURVEYED	PLOTTED
NOTE BOOK	AREAS CHECKED
NO.	NO.

DATE	BY
SURVEYED	PLOTTED
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DATE	
BY	
SURVEYED	
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TEMPLATE	
AREAS	
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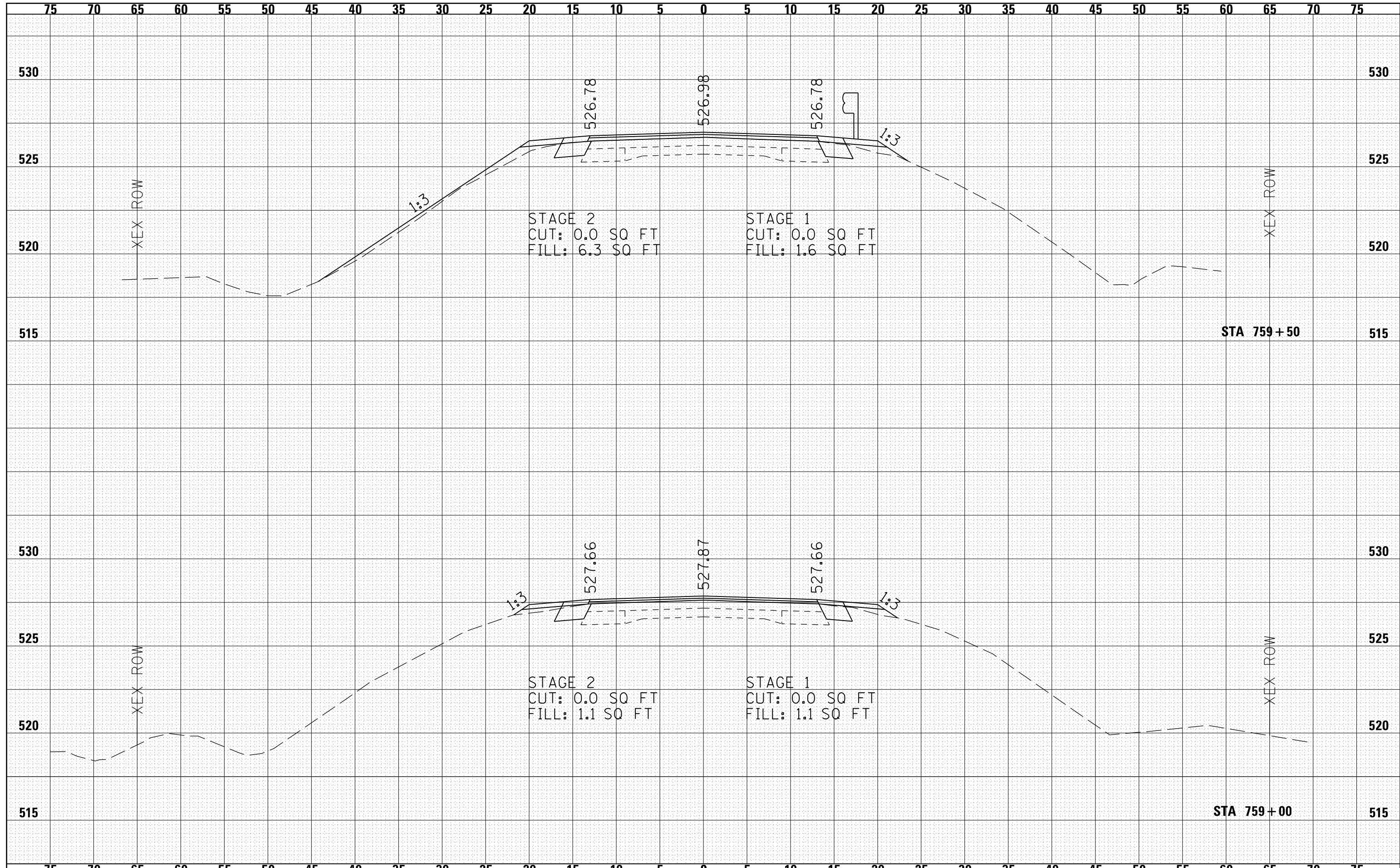
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BY	
ORIGINAL SURVEY	
NOTE BOOK	
AREAS	
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		REVISIED -	REVISIED -		SCALE:	SHEET NO. 20F	9SHEETS	STA. 758+46.10	758+61.10	FED. ROAD DIST. NO. 6	ILLINOIS	FED. AID PROJECT

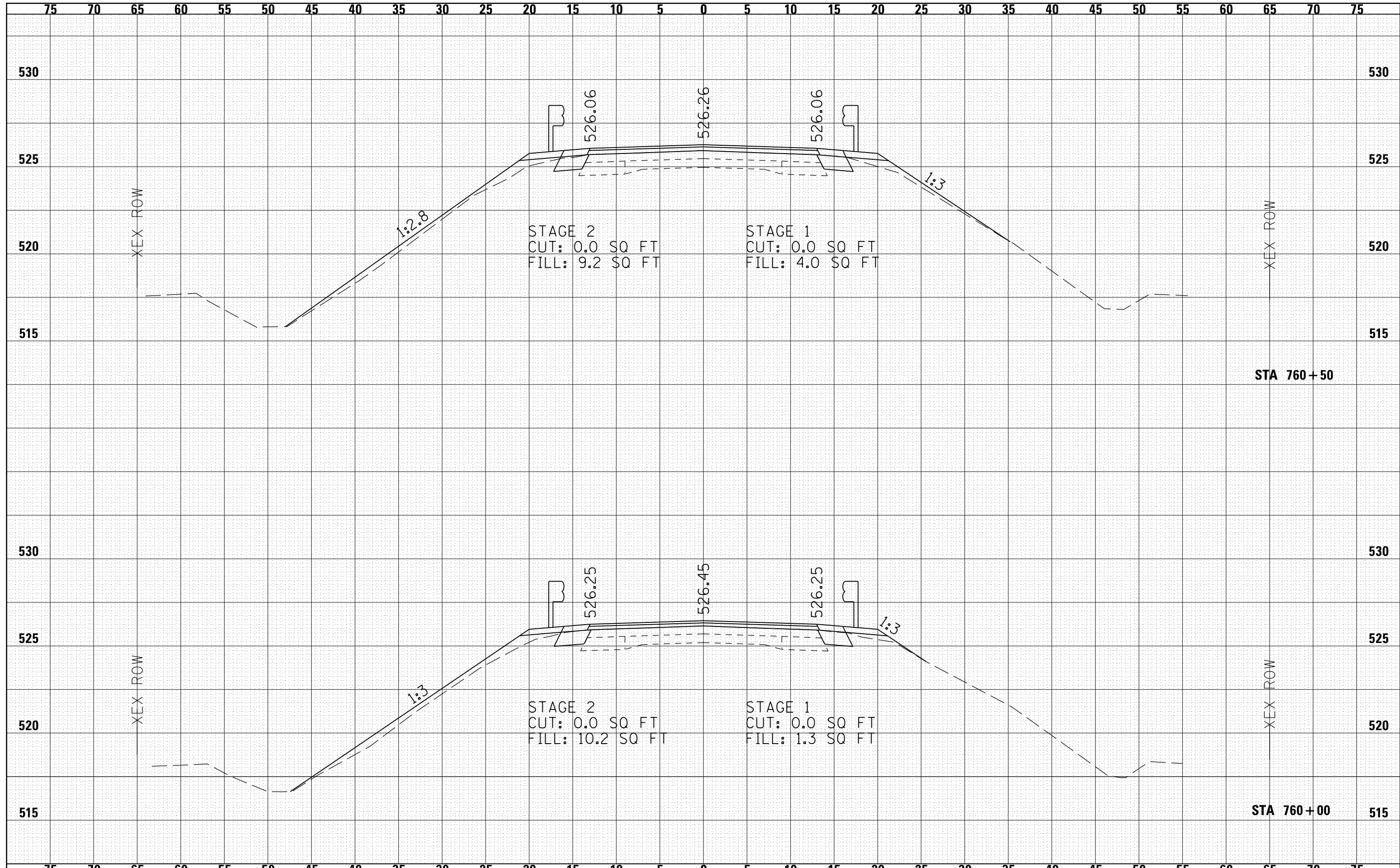
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NOTE BOOK	
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DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
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ORIGINAL SURVEY	
NOTE BOOK	
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DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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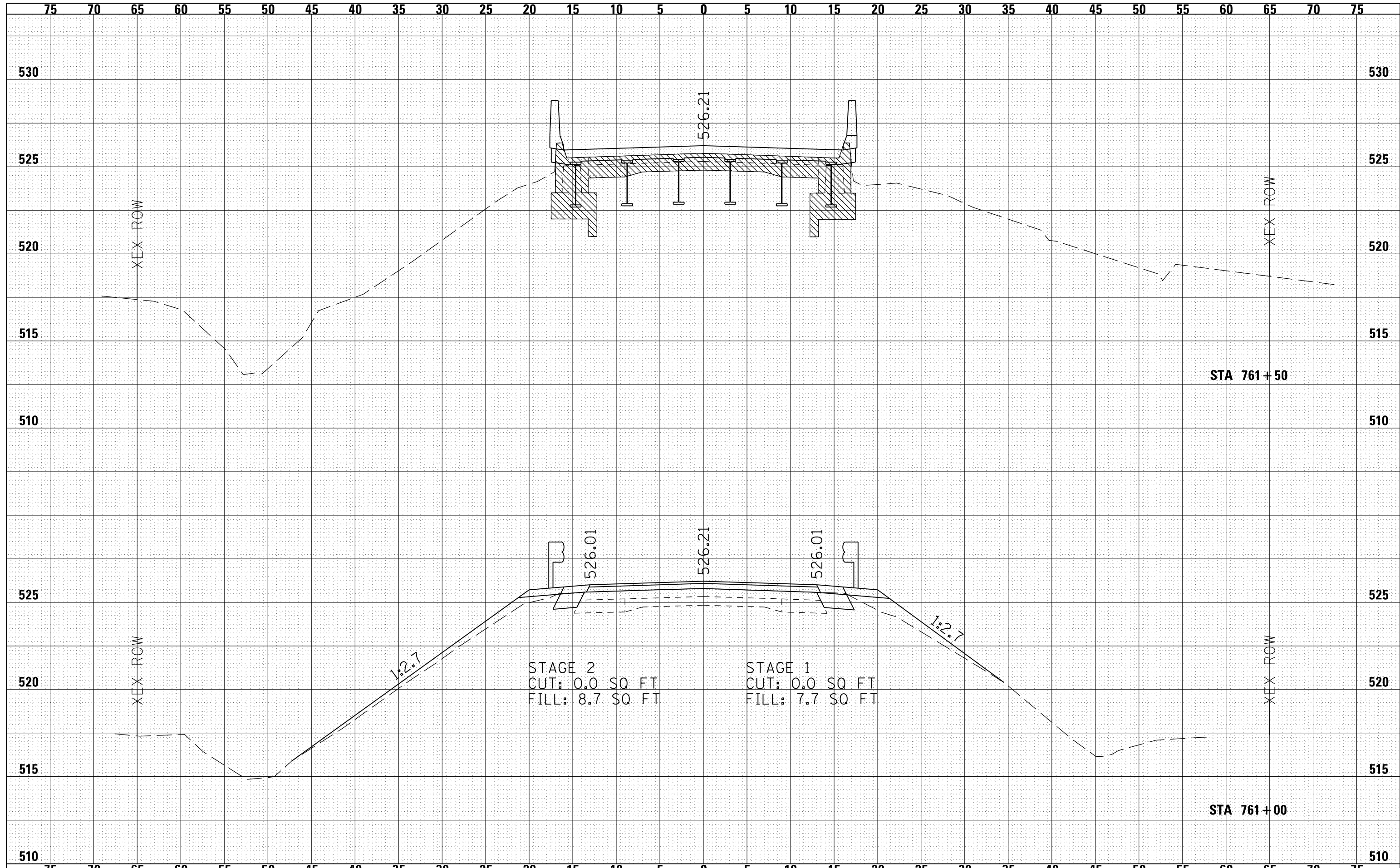
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		CHECKED -	REVISIED -		CONTRACT NO. 72B53						
		DATE -	REVISIED -		SCALE:	SHEET NO. 40F	9SHEETS	STA. 760+00	STA. 760+50.00	FED. ROAD DIST. NO. 6	ILLINOIS

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

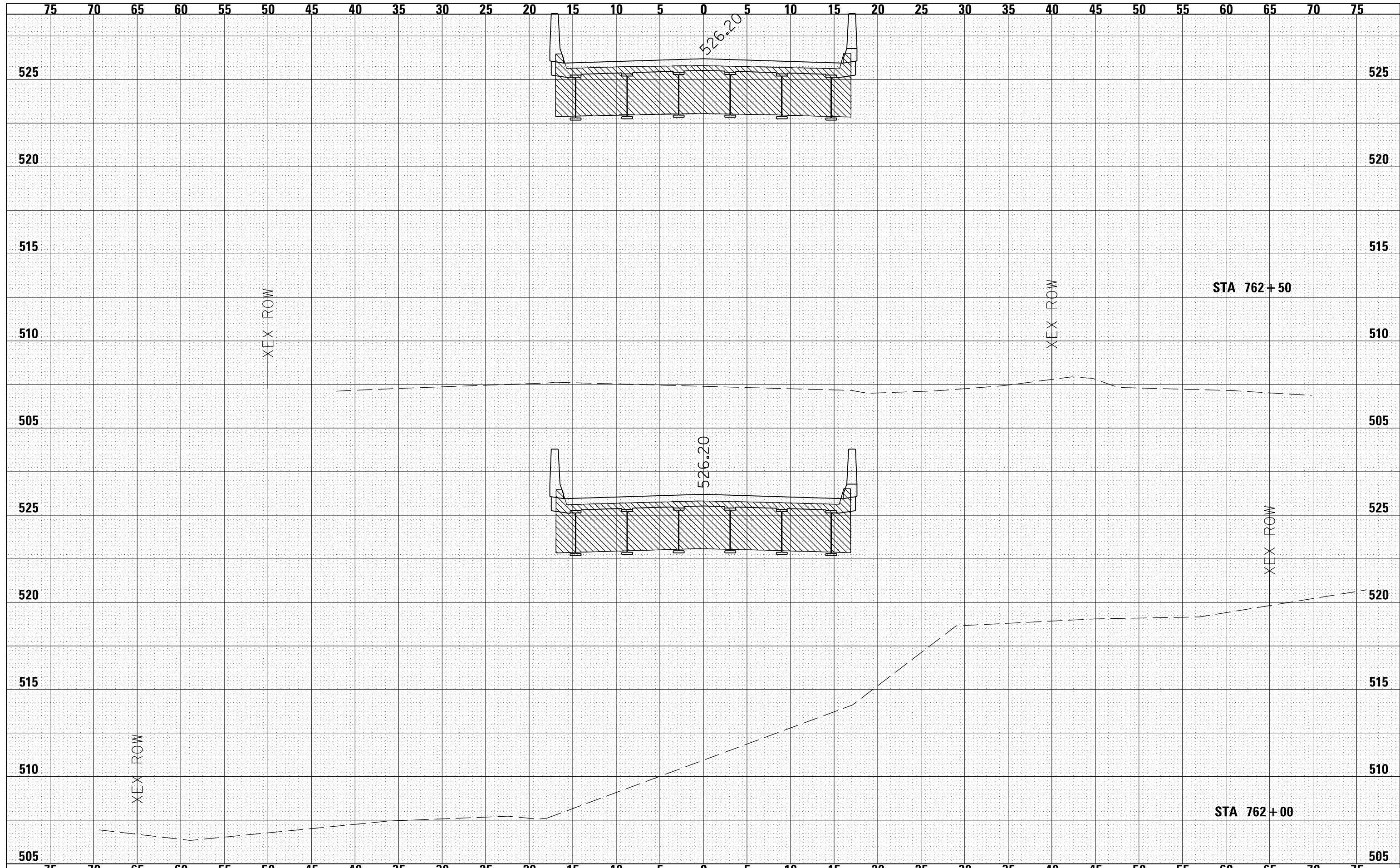
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BY	
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PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
ORIGINAL SURVEY	
NOTE BOOK	
NO.	



FILE NAME =	USER NAME = laughl1nr1	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS IL 111		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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PLOT DATE = Aug-11-2010 03:11:41PM	DATE -	REVISIED -	SCALE:				SHEET NO. 30F	9SHEETS	STA. 761+00	761+50.00	FED. ROAD DIST. NO. 6

BY	DATE

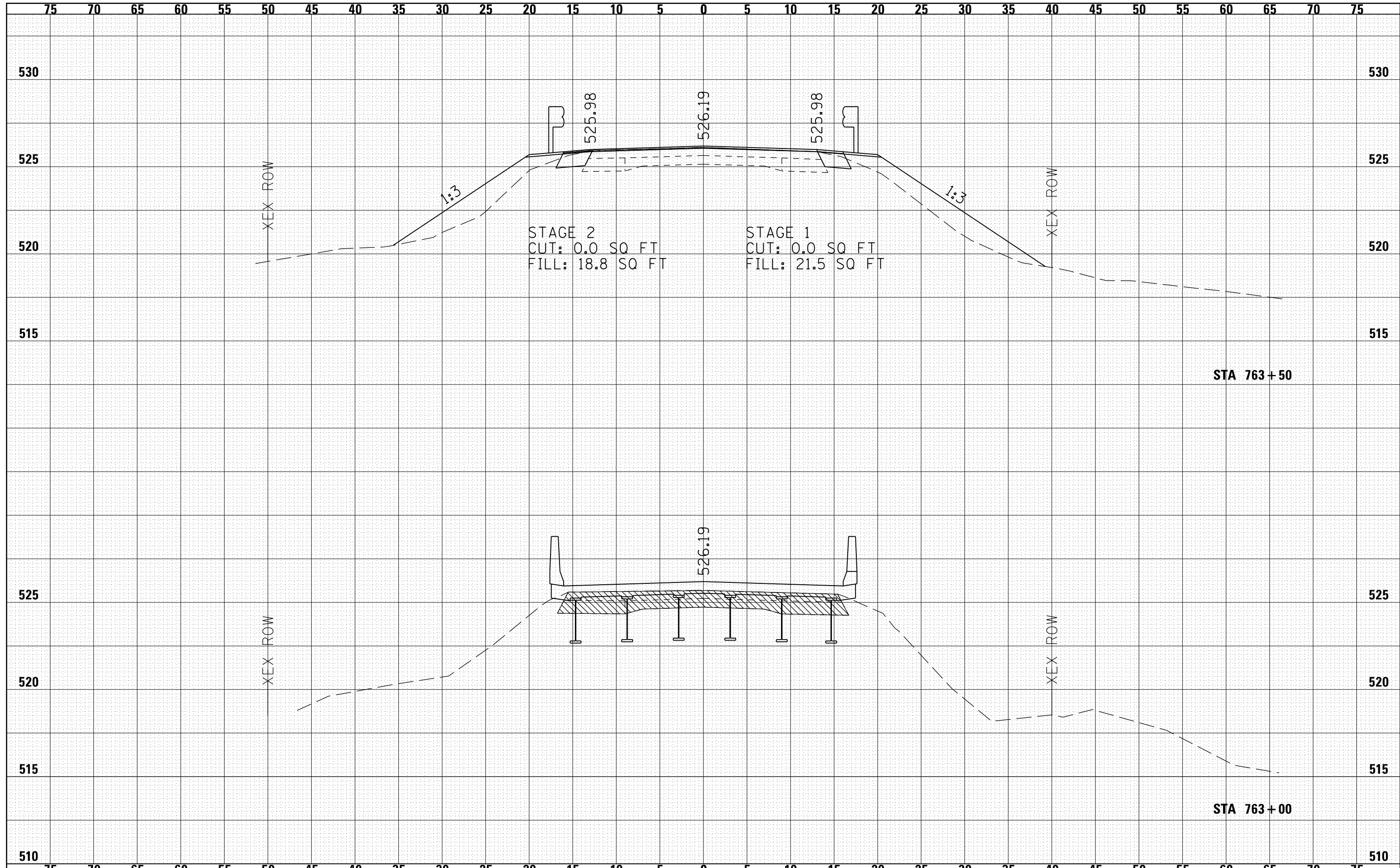
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NOTE BOOK	PLOTTED	



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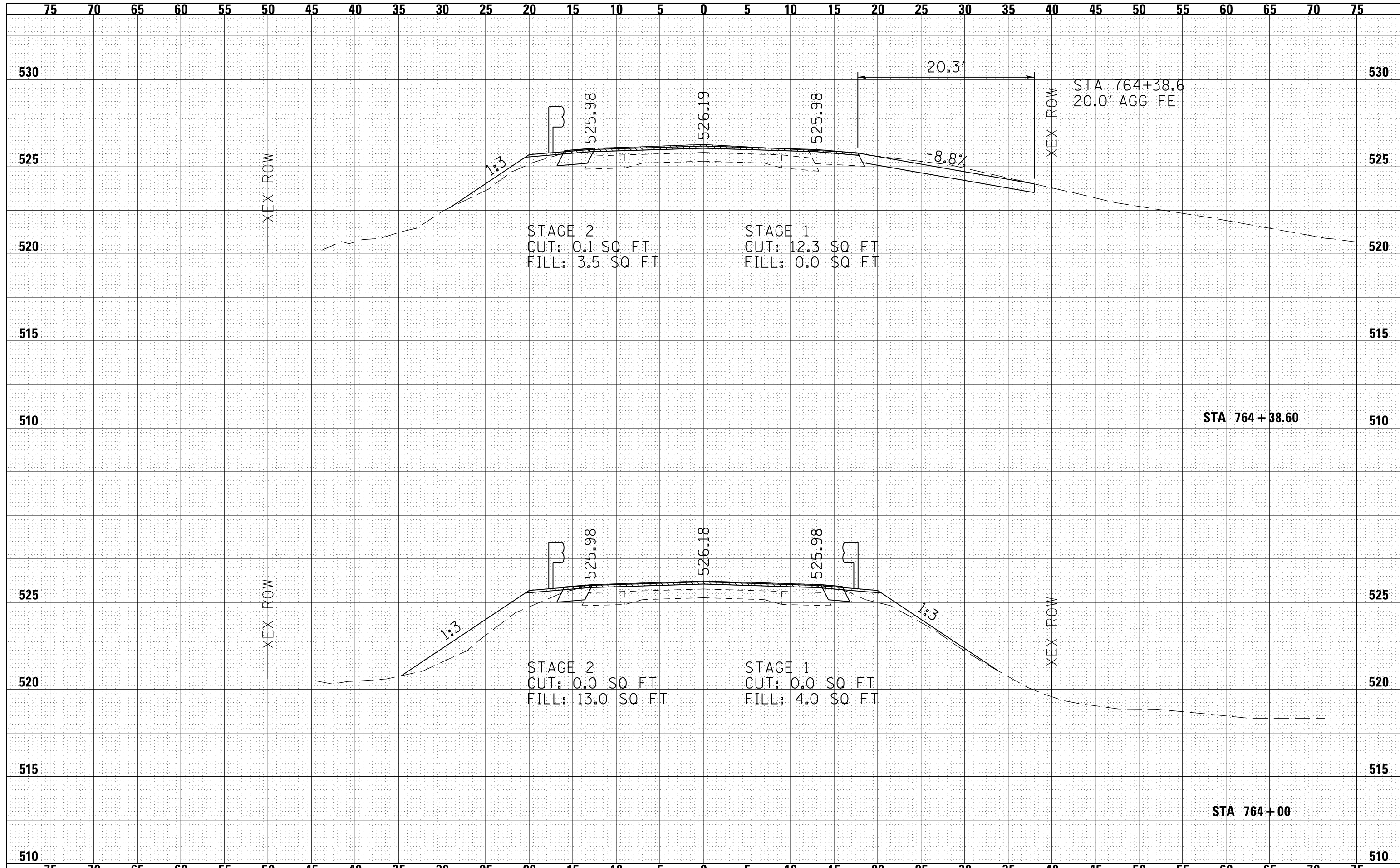
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BY	
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NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS
	CHECKED

DATE	
BY	
ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
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DATE	
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FILE NAME =	USER NAME = laughl1nr1	DESIGNED -	REVISIED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS IL 111			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
es:\pw_work\pwidot\laughl1nr1\d0231868\0672853-Sht-XsSht.01.dgn		DRAWN -	REVISIED -		608	1228-2	MACOUPIN	53	52			
PLOT SCALE = 10.0000' / in.		CHECKED -	REVISIED -		CONTRACT NO. 72B53							
PLOT DATE = Aug-11-2010 03:12:40PM		DATE -	REVISIED -		SCALE:	SHEET NO. 80F	9SHEETS	STA. 764+00.00 STA. 764+38.60	FED. ROAD DIST. NO. 6	ILLINOIS FED. AID PROJECT		

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

