11-6-09 Letting, Item 152

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65 ★	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 74136		

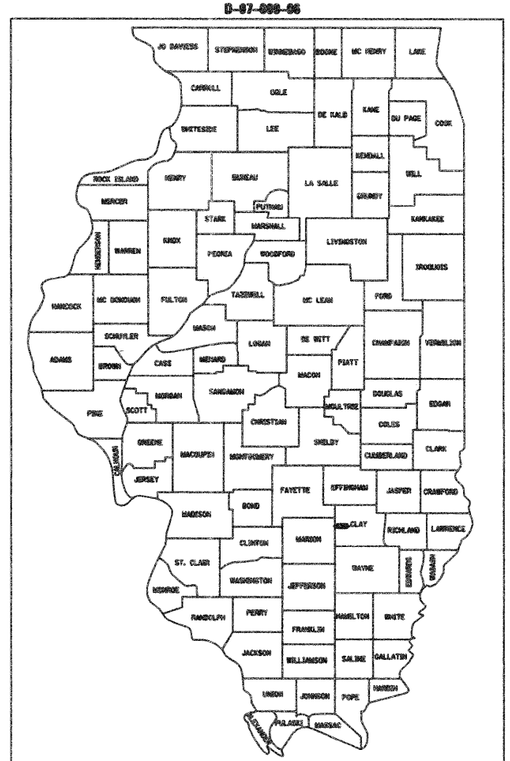
★ 65+4=69

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

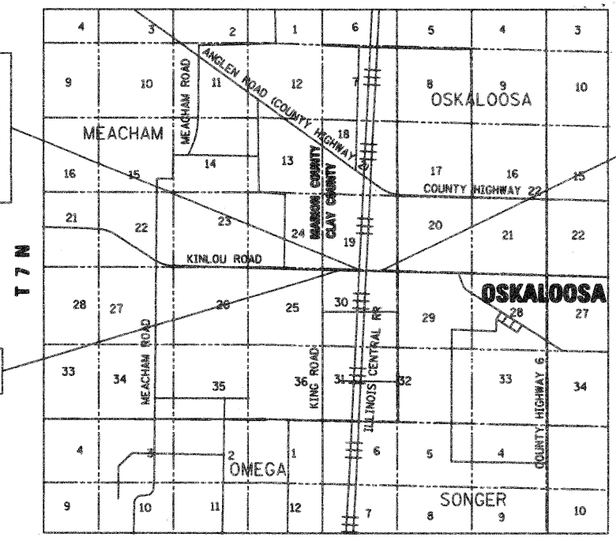
PROPOSED HIGHWAY PLANS

FAS ROUTE 2703 (KINMUNDY/LOUISVILLE ROAD)
SECTION (9-VBR)B
PROJECT BRM-2703(102)
CLAY COUNTY
BRIDGE REPLACEMENT
C-97-012-06

FOR INDEX OF SHEETS, SEE SHEET NO. 2



LOCATION OF SECTION INDICATED THUS:- ▬



SN 013-0044
SECTION (9-VBR)B INCLUDES THE COMPLETE REMOVAL OF THE EXISTING 3 SPAN STRUCTURE AND REPLACEMENT WITH A NEW 3 SPAN CONTINUOUS WIDE FLANGE COMPOSITE BEAM STRUCTURE ON REINFORCED CONCRETE ABUTMENTS AND PIERS, BACK TO BACK ABUTMENT OF 163'-11", CARRYING KINMUNDY/LOUISVILLE ROAD OVER ILLINOIS CENTRAL RAILROAD STA 475+50.44

SECTION (9-VBR)B BEGIN STA 466+49.70

SECTION (9-VBR)B END STA 486+78.00

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

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

PROJECT ENGINEER
PROJECT MANAGER MARK DAUGHERTY

CONTRACT NO. 74136

DESIGN DESIGNATION

FAS ROUTE 2703	RURAL MAJOR COLLECTOR
ADT 650 (2009)	20% TRUCKS
ADT 813 (2029)	

OSKALOOSA TOWNSHIP

GRAPHIC SCALE IN MILES (0, 1, 2)

LOCATION MAP

GROSS SECTION LENGTH = 2028.30 FEET = 0.384 MILES
NET SECTION LENGTH = 2028.30 FEET = 0.384 MILES

JASON A. WATTERS
062-050429
REGISTERED PROFESSIONAL ENGINEER OF ILLINOIS

ILLINOIS PROFESSIONAL ENGINEER NO. 062-050429 DATE 12-04-08
EXP. 11-30-2009

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED JANUARY 26 2009
Roger Z. Dinkel
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
May 8, 2009
Charles J. Insorsoro PE
ENGINEER OF DESIGN AND ENVIRONMENT
May 8, 2009
Christine M. Reed PE
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

BERNARDIN • LOCHMUELLER & ASSOCIATES, INC.
3 OAK DRIVE
MARYVILLE, ILLINOIS 62062
PHONE (618) 288-4666
FAX (618) 288-4666

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GENERAL NOTES

1. ALL ELEVATIONS REFER TO U.S.G.S. MEAN SEA LEVEL DATUM.

2. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

3. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY ALSO BE OBTAINED BY CALLING J.U.L.I.E. AND FOR NON-J.U.L.I.E. MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS.
   •WABASH TELEPHONE COOP — TELEPHONE
   •NORTHEAST MARION COUNTY — WATER
   (MEMBERS OF J.U.L.I.E. (800) 892-0123 ARE INDICATED BY •
   NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.)

4. THE CONTRACTOR SHALL CONFINE HIS OPERATIONS TO THE AREA LOCATED INSIDE THE CONSTRUCTION LIMITS SHOWN ON THE PLANS. ANY AREA DISTURBED BEYOND THESE LIMITS SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.

5. ALL AREAS DISTURBED FOR ANY REASON SHALL BE SEEDED WITH CLASS 2 SEEDING AS DIRECTED BY THE ENGINEER. NUTRIENTS SHALL CONFORM TO ARTICLE 250.04 OF THE STANDARD SPECIFICATIONS. ANY SEEDING REQUIRED OUTSIDE THE CONSTRUCTION LIMITS OR RIGHT OF WAY FOR THIS CONTRACT SECTION WILL NOT BE PAID FOR SEPARATELY AND CONSIDERED AS A CONTRACTOR'S EXPENSE.

6. MULCH SHALL CONFORM TO SECTION 251 OF THE STANDARD SPECIFICATIONS. MULCH, UNLESS OTHERWISE PERMITTED BY THE ENGINEER, SHALL CONFORM TO METHOD 2, PROCEDURE 1 AS SPECIFIED IN ARTICLE 251.03.

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

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

9. FULL DEPTH SAW CUTTING WILL BE REQUIRED IN ORDER TO REMOVE EXISTING PAVEMENTS, SHOULDERS, CONCRETE CURB AND GUTTER, OR DRIVEWAY PAVEMENTS. THIS SAW CUTTING WILL NOT BE PAID FOR SEPARATELY BUT CONSIDERED AS INCLUDED IN THE COST OF THE RESPECTIVE REMOVAL ITEMS.

10. ANY FACILITIES OR APPURTENANCES WHICH ARE THE PROPERTY OF ANY PUBLIC UTILITY LOCATED WITHIN THE LIMITS OF CONSTRUCTION, SHALL BE RELOCATED OR ADJUSTED BY THEIR RESPECTIVE OWNERS. THE CONTRACTOR SHALL NOTIFY AND COOPERATE WITH THE OWNERS OF SUCH FACILITIES IN THEIR REMOVAL AND REARRANGEMENT OPERATIONS IN ORDER THAT THESE OPERATIONS AND THE CONSTRUCTION OF THIS PROJECT MAY PROGRESS IN A REASONABLE MANNER.

11. THE REMOVAL OF MISCELLANEOUS BITUMINOUS SURFACES PLACED ON SHOULDERS OR OTHER AREAS FOR MAINTENANCE OPERATIONS WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED FOR PAYMENT AS EARTH EXCAVATION.

12. ALL CONFLICTING GROUND MOUNTED SIGNS AND SIGN SUPPORTS ARE TO BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE DONE IN ACCORDANCE WITH SECTIONS 724 OF THE STANDARD SPECIFICATIONS EXCEPT THAT IT WILL NOT BE MEASURED FOR PAYMENT BUT CONSIDERED AS INCLUDED IN THE VARIOUS ITEMS OF WORK. SIGNS SHALL BE STORED AS DIRECTED BY THE ENGINEER AND CAREFULLY PROTECTED BY THE CONTRACTOR.

13. ACCESS SHALL BE MAINTAINED TO PUBLIC, PRIVATE AND COMMERCIAL PROPERTIES AT ALL TIMES.

14. THE CONTRACTOR SHALL EXERCISE CARE IN TREE REMOVAL OPERATIONS AND TAKE WHATEVER PRECAUTIONS NECESSARY TO REMOVE ONLY THOSE TREES NECESSARY TO THE CONSTRUCTION OF THIS PROJECT AS DIRECTED BY THE ENGINEER.

15. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

16. BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.

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

18. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT PRIOR WRITTEN PERMISSION FROM THE DEPARTMENT.

19. THE LOCATION OF THE NEW TREES SHALL BE DETERMINED BY THE ROADWAY LANDSCAPE SPECIALIST. HE SHALL BE NOTIFIED 3 WEEKS PRIOR TO THE PLANTING.

20. THE CONTRACTOR SHALL PROVIDE INTERNET ACCESSIBILITY TO THE HMA PLANT QUALITY CONTROL LAB SO THAT HMA PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL HOT-MIX ASPHALT ITEMS.

21. FOR THE PAY ITEM "BITUMINOUS MATERIAL PRIME COAT" THE CONTRACTOR SHALL USE EITHER RC-70 OR AN EMULSIFIED POLYMAR PRIME SS-1HP.

22. MATERIAL USED FOR AGGREGATE SHOULDERS SHALL BE CRUSHED STONE, CRUSHED CONCRETE, OR RAP.

23. MATERIAL USED FOR AGGREGATE SURFACE COURSE SHALL BE CRUSHED STONE OR CRUSHED CONCRETE.

23. THE EXISTING PAVEMENT SHALL BE BROKEN AT LOCATIONS INDICATED AND IN ACCORDATICE WITH ARTICAL 205.03 OF THE STANDARD SPECIFICATIONS. PAVEMENT BREAKING WILL NOT BE PAID FOR SEPARATELY BUT CONSIDERED AS INCLUDED IN COST OF GRANULAR EMBANKMENT, SPECIAL.

COMMITMENTS: NONE

MIXTURE REQUIREMENTS
THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT

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

• SEE SPECIAL PROVISIONS.
•• IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THAT WILL BE DETERMINED BY THE ENGINEER.

INDEX OF SHEETS

IDOT HIGHWAY STANDARDS

000001-05	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-04	TEMPORARY EROSION CONTROL SYSTEMS
515001-03	NAME PLATE FOR BRIDGES
542401-01	METAL END SECTION FOR PIPE CULVERTS
630001-08	STEEL PLATE BEAM GUARDRAIL
630301-05	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-07	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
701001-02	OFF-RD OPERATIONS, 2L, 2W, MORE THEN 15' (4.5m) AWAY
701006-03	OFF-RD OPERATIONS, 2L, 2W, 15' (4.5m) TO 24" (600 mm) FROM PAVEMENT EDGE
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS-DAY ONLY
701901-01	TRAFFIC CONTROL DEVICES
780001-01	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
BLR 21-8	TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

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	PLOT DATE = 12/3/2008	DATE - 05-29-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES, STANDARDS, AND INDEX OF SHEETS

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	2
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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					80/20 FED/ST CONSTRUCTION CODE		
	CODED NO	DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY I000-2A	BRIDGE X171-2A	
	20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	113	113		
	20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	48	48		
	20200100	EARTH EXCAVATION	CU YD	2175	2175		
	20400800	FURNISHED EXCAVATION	CU YD	21035	21035		
	20600200	GRANULAR EMBANKMENT, SPECIAL	CU YD	2555	2555		
	20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	93.7		93.7	
*	25000200	SEEDING, CLASS 2	ACRE	4.25	4.25		
*	25000400	NITROGEN FERTILIZER NUTRIENT	POUND	383	383		
*	25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	383	383		
*	25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	383	383		
*	25100115	MULCH, METHOD 2	ACRE	4.25	4.25		
*	25100630	EROSION CONTROL BLANKET	SQ YD	1115	1115		
	28000200	EARTH EXCAVATION FOR EROSION CONTROL	CU YD	5	5		
	28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	840	840		
	28000300	TEMPORARY DITCH CHECKS	EACH	9	9		
	28000400	PERIMETER EROSION BARRIER	FOOT	2831	2831		
	28000500	INLET AND PIPE PROTECTION	EACH	3	3		
	28001000	AGGREGATE (EROSION CONTROL)	TON	2	2		
	31100300	SUB-BASE GRANULAR MATERIAL, TYPE A 4"	SQ YD	243	243		
	35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	32	32		
	35650500	BASE COURSE WIDENING 10"	SQ YD	148	148		
	40200500	AGGREGATE SURFACE COURSE, TYPE A 6"	SQ YD	412	412		
	40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	24	24		
	40600635	LEVELING BINDER (MACHINE METHOD), N70	TON	210	210		
	40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	707	707		
	40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	162	162		
	40701881	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10"	SQ YD	3897	3897		
	40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	4	4		
	42001165	BRIDGE APPROACH PAVEMENT	SQ YD	223	223		
	42001300	PROTECTIVE COAT	SQ YD	223	223		
	42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	45	45		
	44000700	APPROACH SLAB REMOVAL	SQ YD	104	104		
	44000900	BITUMINOUS CONCRETE REMOVAL	SQ YD	108	108		
	44004250	PAVED SHOULDER REMOVAL	SQ YD	132	132		
	48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	1930	1930		
	48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	8	8		
	50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1	
	50105220	PIPE CULVERT REMOVAL	FOOT	228	228		
	50157300	PROTECTIVE SHIELD	SQ YD	193.5		193.5	
	50200100	STRUCTURE EXCAVATION	CU YD	400		400	
	50300100	FLOOR DRAINS	EACH	4		4	
	50300225	CONCRETE STRUCTURES	CU YD	159.6		159.6	
	50300255	CONCRETE SUPERSTRUCTURE	CU YD	225.2		225.2	
	50300260	BRIDGE DECK GROOVING	SQ YD	546.4		546.4	
	50300280	CONCRETE ENCASEMENT	CU YD	3.5		3.5	
	50300300	PROTECTIVE COAT	SQ YD	720.1		720.1	

					80/20 FED/ST CONSTRUCTION CODE		
	CODED NO	DESCRIPTION	UNIT	TOTAL QUANTITY	ROADWAY I000-2A	BRIDGE X171-2A	
	50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1	
	50500505	STUD SHEAR CONNECTORS	EACH	3132		3132	
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	71240		71240	
	50800515	BAR SPLICERS	EACH	68		68	
	51100100	SLOPE WALL 4 INCH	SQ YD	708.4		708.4	
	51201600	FURNISHING STEEL PILES HP12X53	FOOT	408		408	
	51201610	FURNISHING STEEL PILES HP12X63	FOOT	384		384	
	51202305	DRIVING PILES	FOOT	792		792	
	51203600	TEST PILE STEEL HP12X53	EACH	2		2	
	51203610	TEST PILE STEEL HP12X63	EACH	2		2	
	51204650	PILE SHOES	EACH	24		24	
	51500100	NAME PLATES	EACH	1		1	
	52100520	ANCHOR BOLTS, 1"	EACH	48		48	
	542D1060	PIPE CULVERTS, CLASS D, TYPE 2 15"	FOOT	81	81		
	542D1909	PIPE CULVERTS, CLASS D, TYPE 3 24"	FOOT	59	59		
	54215550	METAL END SECTIONS 15"	EACH	4	4		
	54215559	METAL END SECTIONS 24"	EACH	2	2		
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	57.4		57.4	
	60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	4	4		
	60100905	PIPE DRAINS 4"	FOOT	332	332		
	60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	84		84	
	60500060	REMOVING INLETS	EACH	2	2		
*	63000001	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	525	525		
*	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4		
	63200310	GUARDRAIL REMOVAL	FOOT	1082	1082		
	66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	12	12		
	66700205	PERMANENT SURVEY MARKERS, *TYPE I*	EACH	3	3		
	67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	6	6		
	67100100	MOBILIZATION	L SUM	1	1		
	70101700	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1		
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	6651	6651		
*	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	811	811		
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	26	26		
*	78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	3	3		
*	78200410	GUARDRAIL MARKERS, TYPE A	EACH	16	16		
*	78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
*	A2006416	TREE, QUERCUS ALBA (WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	6	6		
*	A2006916	TREE, QUERCUS PALUSTRIS (PIN OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	6	6		
	X0300136	BRIDGE APPROACH SHOULDER REMOVAL	SQ YD	46	46		
	X0323830	DRAINAGE SCUPPERS, DS-11	EACH	4		4	
	X0325764	HOT-MIX ASPHALT REMOVAL, SPECIAL	SQ YD	62	62		
	Z0025500	FURNISHING AND INSTALLING PROPERTY MARKERS	EACH	1	1		
	Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1		

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	PLOT DATE = 12/5/2008	DATE - 05-23-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

* SPECIALTY ITEMS

SUMMARY OF QUANTITIES, KINMUNDY/LOUISVILLE ROAD

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	3
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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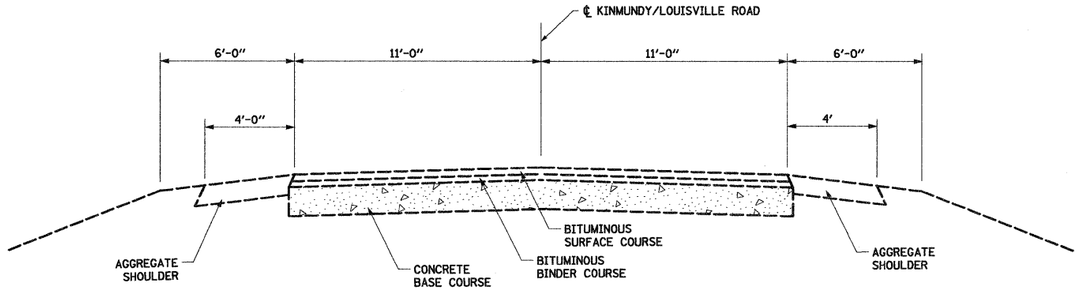

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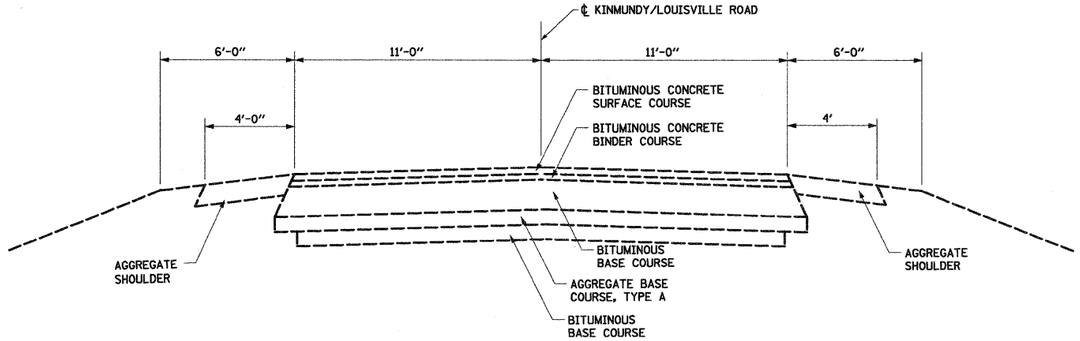
STA 479+50.00 TO STA 487+50.00



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STA 476+43.35 TO STA 479+50.00

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	PLOT DATE= 12/3/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS, KINMUNDY/LOUISVILLE ROAD

SCALE: | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	4
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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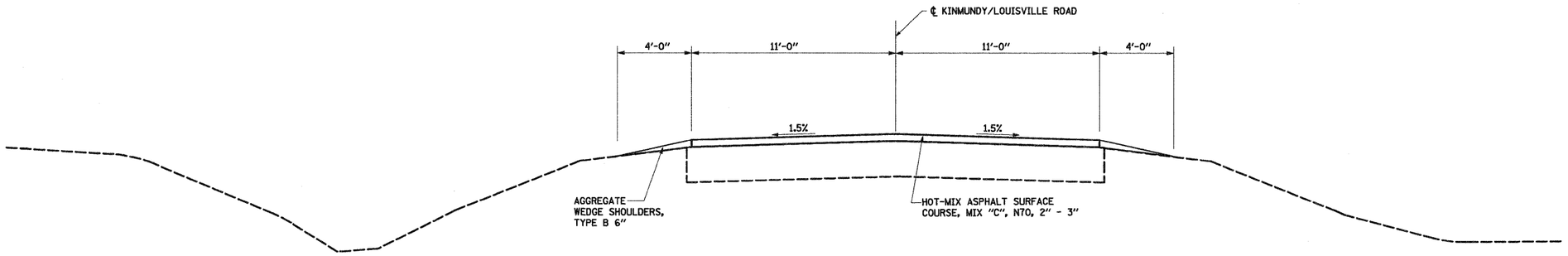
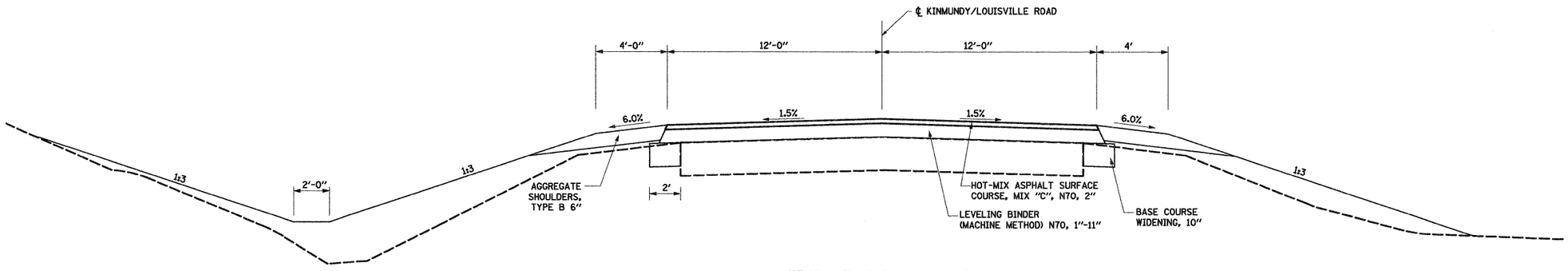


PROPOSED TYPICAL SECTION

STA 465+00.00 TO STA 466+49.70
STA 486+78.00 TO STA 487+50.00



PROPOSED TYPICAL SECTION

STA 466+49.70 TO STA 468+23.83
STA 485+21.07 TO STA 486+78.00

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	PLOT DATE= 12/3/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS, KINMUNDY/LOUISVILLE ROAD

SCALE: | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBRJB	CLAY	65	5
			CONTRACT NO. 74136	
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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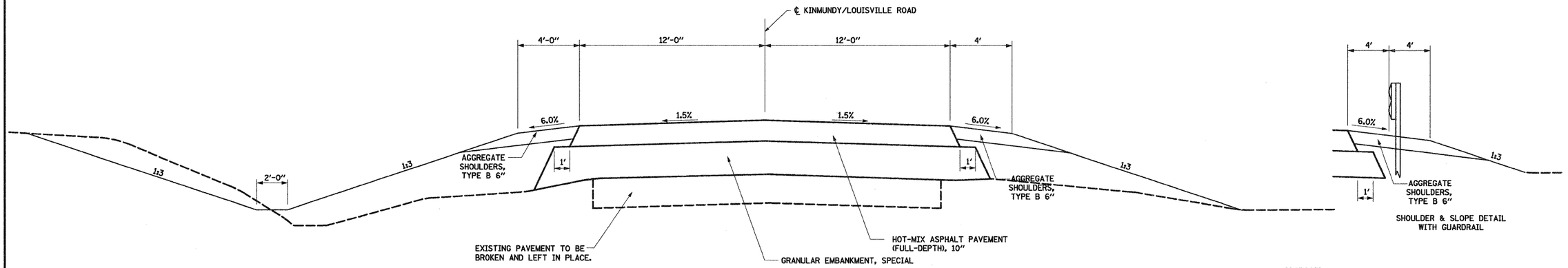
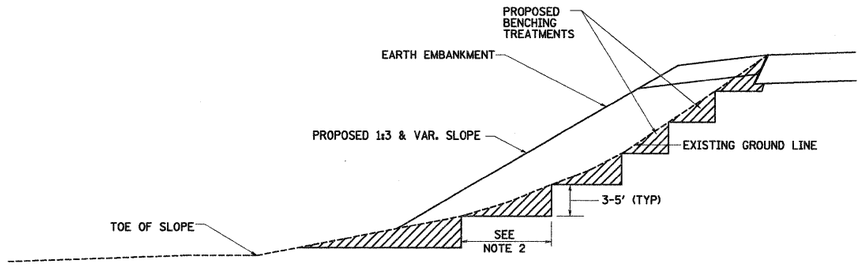


PROPOSED TYPICAL SECTION

STA 468+23.83 TO STA 474+38.48
STA 476+62.40 TO STA 485+21.07

SHOULDER & SLOPE DETAIL WITH GUARDRAIL



TYPICAL

STRUCTURAL DESIGN INFORMATION
KINMUNDY/LOUISVILLE ROAD

ROAD CLASSIFICATION: CLASS IV

DESIGN DESIGNATION:
98 (29) RURAL MAJOR COLLECTOR 0.50 (FD-20) 2029 ADT = 813

STRUCTURAL DESIGN TRAFFIC:
PV = 579 SU = 91 MU = 61

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

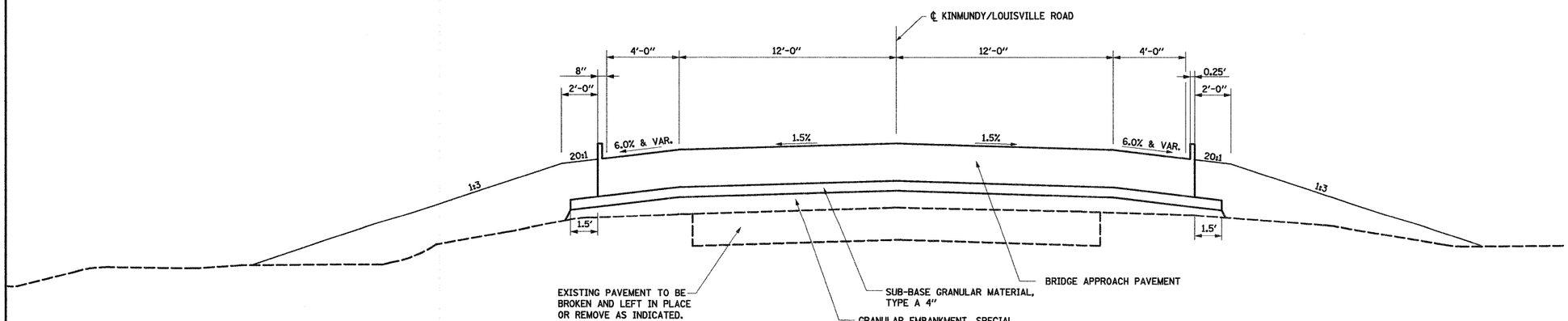
MINIMUM SUBGRADE SUPPORT RATING: POOR

FLEXIBLE PAVEMENT DESIGN: MINIMUM TF_F = 0.50
ACTUAL TF_F = 0.33

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

GENERAL NOTES:

1. SLOPE STEPS WILL BE REQUIRED FOR ALL FILLS 12" THICK OR GREATER, ALL FILLS WITH A HEIGHT OF 10' OR GREATER, AND ALL FILLS CONSTRUCTED ON EXISTING 1:3 SLOPES OR STEEPER.
2. THE STEP WIDTH SHALL BE TWICE THE STEP DEPTH BUT NOT LESS THEN 6'.
3. REFER TO ARTICLE 205.03 FOR EMBANKMENT TO BE CONSTRUCTED ON HILLSIDE OR SLOPES, OR IF EXISTING EMBANKMENTS ARE TO BE WIDENED.
4. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE CONSIDERED AS INCLUDED IN THE VARIOUS ITEMS OF EXCAVATION, AND THEIR CONSTRUCTION SHALL BE INCLUDED IN THE UNIT PRICES FOR THESE ITEMS.



PROPOSED TYPICAL SECTION

STA 474+38.48 TO STA 474+68.48
STA 476+32.40 TO STA 476+62.40

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		DRAWN - MAB	REVISED -
	PLOT SCALE 10.0000 ' / IN.	CHECKED - BRM	REVISED -
	PLOT DATE= 12/8/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS, KINMUNDY/LOUISVILLE ROAD

SCALE: | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	6
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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PAVEMENT MARKING SCHEDULE

LOCATION		POLYUREA PAVEMENT MARKING - LINE 4"				THERMOPLASTIC PAVEMENT MARKING - LINE 4"				RAISED REFLECTIVE PAVEMENT MARKERS	RAISED REFLECTIVE PAVEMENT MARKERS (BRIDGE)
STATION TO STATION	SIDE	SOLID WHITE (FOOT)	SOLID YELLOW (FOOT)	DOUBLE SOLID YELLOW (FOOT)	YELLOW SKIP-DASH (FOOT)	SOLID WHITE (FOOT)	SOLID YELLOW (FOOT)	DOUBLE SOLID YELLOW (FOOT)	YELLOW SKIP-DASH (FOOT)	(EACH)	(EACH)
465+00.00 TO 474+38.48	LT & RT					1877.0					
465+00.00 TO 473+50.00	CENTER						850.0		212.5	11	
473+50.00 TO 474+38.48	CENTER							177.0		1	
474+38.48 TO 475+50.00	CENTER			223.0							3
474+38+48 TO 476+62.40	LT & RT	447.8									
475+50.00 TO 476+62.40	CENTER		112.4		28.1						0
476+62.40 TO 487+50.00	LT & RT					2175.2					
476+62.40 TO 487+50.00	CENTER						1087.6		271.9	14	
TOTAL		447.8	112.4	223.0	28.1	4052.2	1937.6	177.0	484.4	26	3
PAY TOTAL		811				6651				26	3

GUARDRAIL SCHEDULE

LOCATION		GUARDRAIL REMOVAL	TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT)	STEEL PLATE BEAM GUARD RAIL TYPE A	TRAFFIC BARRIER TERMINAL, TYPE 6	TERMINAL MARKER - DIRECT APPLIED	GUARDRAIL MARKERS, TYPE A
STATION TO STATION	SIDE	(FOOT)	(EACH)	(FOOT)	(EACH)	(EACH)	(EACH)
472+00.33 TO 474+69.08	RT		1	175.0	1	1	4
472+29.88 TO 474+94.07	LT	264.24					
472+87.83 TO 474+69.08	LT		1	87.5	1	1	4
473+77.50 TO 474+92.04	RT	114.58					
476+06.64 TO 479+58.19	RT	351.57					
476+08.90 TO 479+60.44	LT	351.56					
476+31.80 TO 478+13.05	RT		1	87.5	1	1	4
476+31.80 TO 479+00.55	LT		1	175.0	1	1	4
TOTAL		1081.95	4	525.0	4	4	16
PAY TOTAL		1082	4	525.0	4	4	16

DRAINAGE SCHEDULE

LOCATION	PIPE DRAINS 4"	CONCRETE HEADWALL FOR PIPE DRAINS	PIPE CULVERTS, CLASS D, TYPE 2 15"	PIPE CULVERTS, CLASS D, TYPE 3 24"	METAL END SECTIONS 15"	METAL END SECTIONS 24"
STATION	(FOOT)	(EACH)	(FOOT)	(FOOT)	(EACH)	(EACH)
469+55.68 TO 469+96.48			42		2	
474+67.96	160	2				
476+33.22	172	2				
479+51.31 TO 480+09.64				59		2
482+81.02 TO 483+18.98			39		2	
TOTAL	332	4	81	59	4	2
PAY TOTAL	332	4	81	59	4	2

PAVEMENT SCHEDULE

LOCATION	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 10"	BASE COURSE WIDENING, 10"	LEVELING BINDER (MACHINE METHOD) N70	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	BRIDGE APPROACH PAVEMENT	PROTECTIVE COAT	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SUB-BASE GRANULAR MATERIAL, TYPE A 4"	AGGREGATE WEDGE SHOULDERS TYPE B	AGGREGATE SHOULDERS TYPE B 6"
STATION TO STATION	(SQ YD)	(SQ YD)	(TON)	(TON)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(TON)	(SQ YD)
465+00.00 TO 466+49.70				41.0					5.6	
466+49.70 TO 468+23.83		77.4	112.4	53.3						149.2
468+23.83 TO 474+32.48	1623.1									721.7
474+32.48 TO 474+68.48					111.1	111.1	22.2	121.1		
476+32.40 TO 476+68.40					111.1	111.1	22.2	121.1		
476+68.40 TO 485+21.07	2273.8									925.4
485+21.07 TO 486+78.00		69.8	96.8	48.0						133.8
486+78.00 TO 487+50.00				19.7					1.8	
TOTAL	3896.9	147.2	209.2	162.0	222.2	222.2	44.4	242.2	7.4	1930.1
PAY TOTAL	3897	148	210	162	223	223	45	243	8	1930

EARTHWORK SCHEDULE

LOCATION	EARTH EXCAVATION	FOR INFORMATION ONLY			FURNISHED EXCAVATION	REMARKS
		EARTH EXCAVATION ADJUSTED FOR SHRINKAGE 25%	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)		
STATION TO STATION	(CU YD)	(CU YD)	(CU YD)	(CU YD)	(CU YD)	
465+00.00 TO 487+50.00	2175	1740	22775	-21035	21035	
TOTAL	2175	1740	22775	-21035	21035	

EROSION CONTROL SCHEDULE

LOCATION		PERIMETER EROSION BARRIER	INLET AND PIPE PROTECTION	EARTH EXCAVATION FOR EROSION CONTROL	AGGREGATE (EROSION CONTROL)	TEMPORARY DITCH CHECKS	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING
STATION	SIDE	(FOOT)	(EACH)	(CU YD)	(TON)	(EACH)	(SQ YD)	(POUNDS)
465+00.00 TO 475+30.00								346
468+35.00 TO 474+69.63	RT	642						
468+00	LT					1		
468+00	RT					1		
469+52.48	LT		1					
470+32	LT			1.78	0.56			
470+45.00 TO 474+69.63	LT	438						
474+69.63 TO 475+26.57	RT						278.7	
474+69.63 TO 475+26.63	LT						278.7	
475+70.00 TO 487+50.00								494
475+74.55 TO 476+31.55	LT						278.7	
475+74.67 TO 476+31.55	RT						278.7	
476+31.55 TO 479+45.00	LT	334						
476+31.55 TO 482+75.00	RT	659						
478+45	LT			1.78	0.56			
478+45	RT			1.78	0.56			
479+48.04	LT		1					
480+25.00 TO 485+50.00	LT	528						
480+63	LT					1		
481+75	LT					1		
482+77.74	RT		1					
483+00	LT					1		
483+20.00 TO 485+50.00	RT	230						
484+50	LT					1		
484+50	RT					1		
486+00	LT					1		
486+00	RT					1		
TOTAL		2831	3	5.34	1.68	9	1114.8	840
PAY TOTAL		2831	3	5	2	9	1115	840

REMOVAL SCHEDULE

LOCATION	PIPE CULVERT REMOVAL	REMOVING INLETS	APPROACH SLAB REMOVAL	REMOVAL OF EXISTING STRUCTURES	BRIDGE APPROACH SHOULDER REMOVAL	HOT-MIX ASPHALT REMOVAL (SPECIAL)	BITUMINOUS CONCRETE REMOVAL	PAVED SHOULDER REMOVAL	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT
STATION TO STATION	(FOOT)	(EACH)	(SQ YD)	(EACH)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)	(SQ YD)
465+00.00 TO 466+70.95									446.9
469+61.86 TO 469+92.16	31								
473+75.96 TO 474+54.95								63.9	
474+34.48 TO 474+54.95							50.6		
474+54.95 TO 474+77.09			56.1		22.4				
475+50.44				1					
476+13.72 TO 476+35.36	77								
476+23.97 TO 476+43.35			47.8		23.9				
476+31.73		1							
476+34.11		1							
476+34.18 TO 476+35.84	36								
476+43.35 TO 476+66.40							57.4		
476+43.35 TO 477+27.13								68	
479+50.65 TO 480+10.49	61								
482+76.55 TO 482+93.89	23								
483+00.00						61.7			
485+54.05 TO 487+50.00									260.4
TOTAL	228	2	103.9	1	46.3	61.7	108.0	131.9	707.3
PAY TOTAL	228	2	104	1	46	62	108	132	707

SEEDING SCHEDULE

LOCATION	SEEDING CLASS 2	NITROGEN FERTILIZER NUTRIENT	PHOSPORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MULCH METHOD 2
STATION TO STATION	(ACRE)	(POUND)	(POUND)	(POUND)	(TON)
465+00.00 TO 475+30.00	1.73	156	156	156	1.73
475+70.00 TO 487+50.00	2.47	222	222	222	2.47
TOTAL	4.20	378	378	378	4.20
PAY TOTAL	4.25	383	383	383	4.25

TREE REMOVAL SCHEDULE

LOCATION			TREE REMOVAL 6 TO 15 UNITS DIAMETER (UNIT)	TREE REMOVAL > 15 UNITS DIAMETER (UNIT)
STATION	OFFSET	SIDE		
469+89.30	45.19	LT	15	
470+44.62	40.85	LT	12	
473+49.23	48.76	LT	6	
476+23.06	72.05	LT	12	
477+32.68	53.76	RT	15	
477+36.66	58.31	RT		24
477+79.98	61.38	RT	15	
479+48.79	45.63	LT		24
479+72.04	32.7	RT	6	
479+95.22	87.17	LT	11	
479+99.98	94.31	LT	14	
480+06.36	89.36	LT	7	
TOTAL			113	48
PAY TOTAL			113	48

GRANULAR EMBANKMENT SCHEDULE

LOCATION	GRANULAR EMBANKMENT, SPECIAL
STATION TO STATION	(CU YD)
468+23.83 TO 474+68.48	773.7
476+32.40 TO 485+21.07	1781.0
TOTAL	2554.7
PAY TOTAL	2555

RIGHT-OF-WAY MARKER SCHEDULE

LOCATION			FURNISHING AND INSTALLING PROPERTY MARKERS	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS
STATION	OFFSET	SIDE	(EACH)	(EACH)
468+00.00	40	LT		1
468+00.00	40	RT		1
469+69.05	1.56	LT	1	
470+44.50	60	LT		1
470+44.50	60	RT		1
479+45.00	115	LT		1
480+00.00	115	LT		1
480+50.00	90	LT		1
483+12.00	55	RT		1
483+95.00	60	LT		1
484+00.00	55	RT		1
487+00.00	40	LT		1
487+00.00	40	RT		1
TOTAL			1	12

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		DRAWN - JLS	REVISED -
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	PLOT DATE = 12/3/2008	DATE - 05-23-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES, KINMUNDY/LOUISVILLE ROAD

SCALE: | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

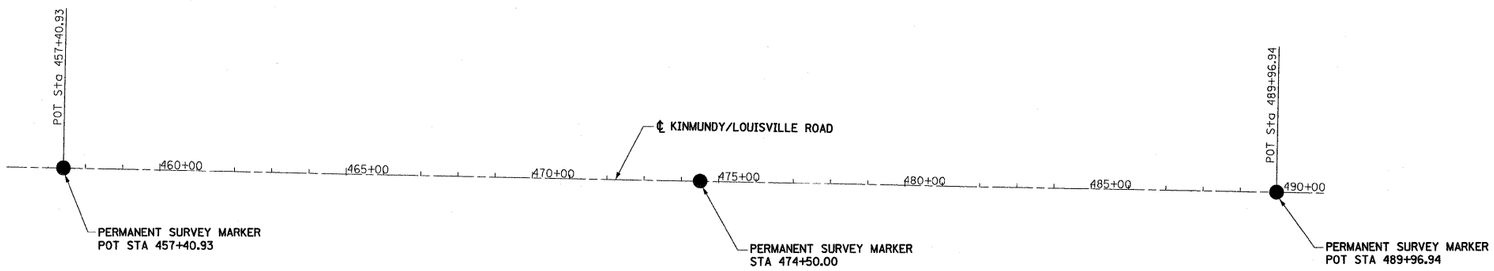
F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	7
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

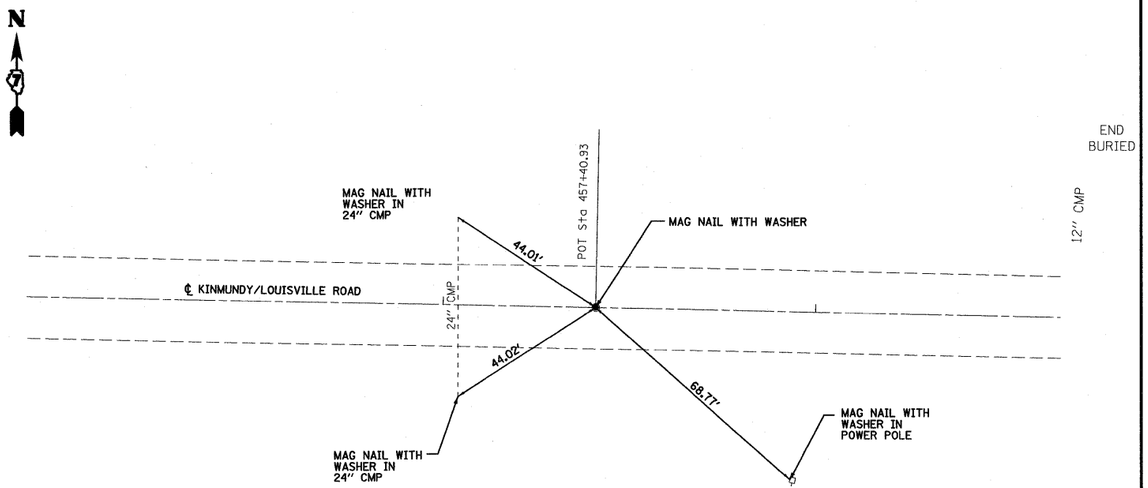
GRID COORDINATES FOR KIN-LOU ROAD

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 457+40.93	765217.99	882569.21
POT STA 489+96.94	765152.31	885824.56

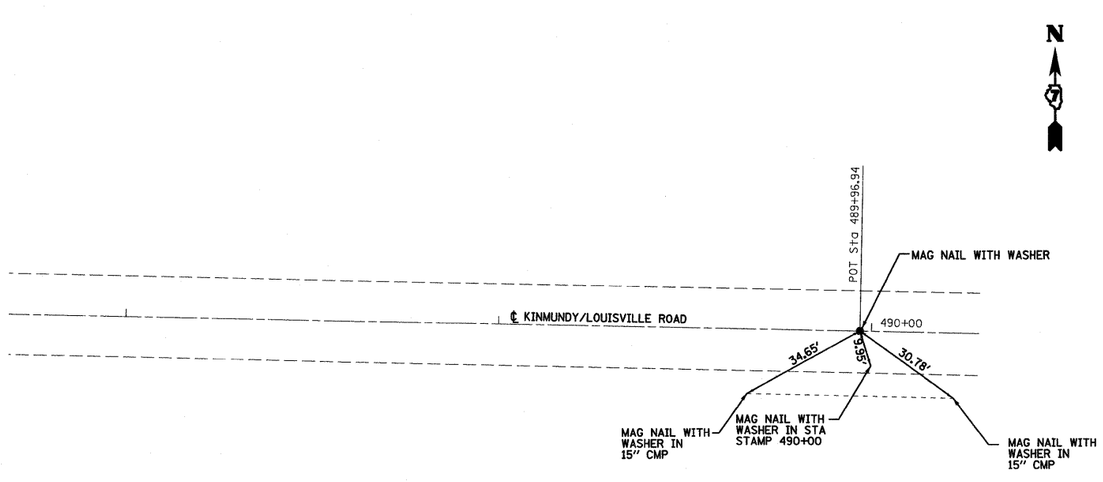
GROUND COORDINATES FOR KINMUNDY/LOUISVILLE ROAD PERMANENT SURVEY MARKERS

DESCRIPTION	COORDINATE	
	NORTHING	EASTING
POT STA 457+40.93	765217.99	882569.21
STA 474+50.00	765183.51	884277.93
POT STA 489+96.94	765152.31	885824.56





P.O.T. 457+40.93



P.O.T. 489+96.94

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	PLOT DATE = 12/31/2008	DATE - 4-04-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HORIZONTAL CONTROL, KINMUNDY/LOUISVILLE ROAD

SCALE: 1"=20' | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	8
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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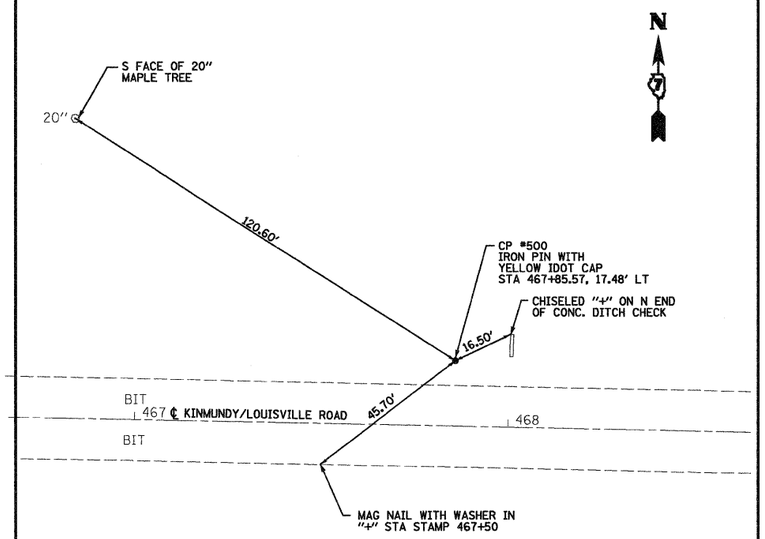

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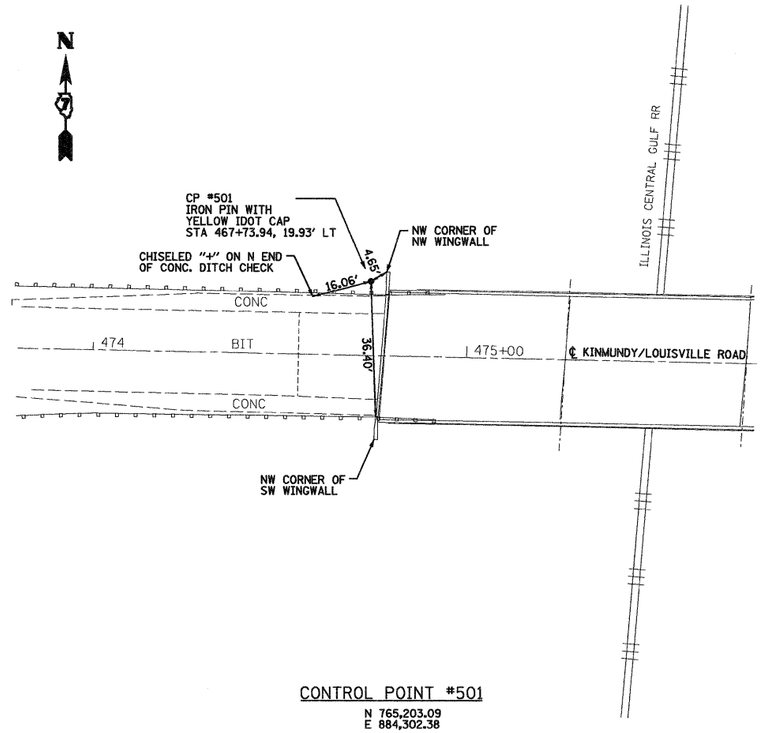

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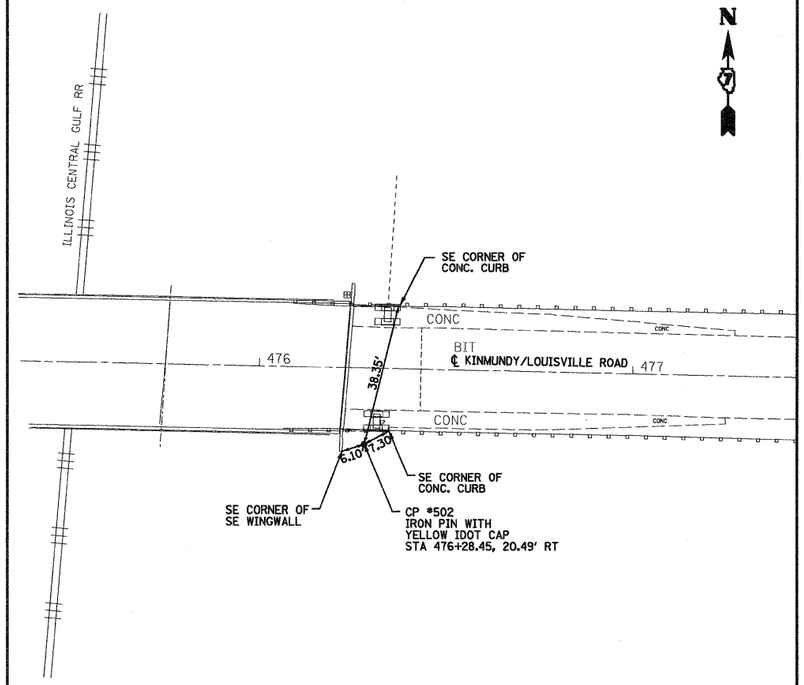

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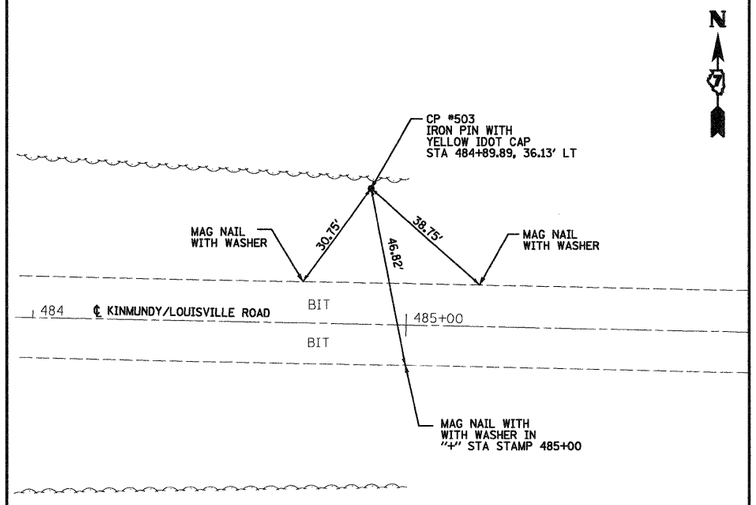

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	PLOT DATE = 12/3/2008	DATE - 4-04-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ALIGNMENT TIES, KINMUNDY/LOUISVILLE ROAD

SCALE: 1"=20' | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	9
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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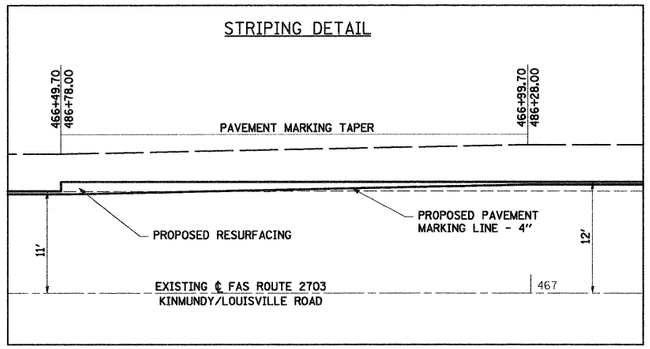
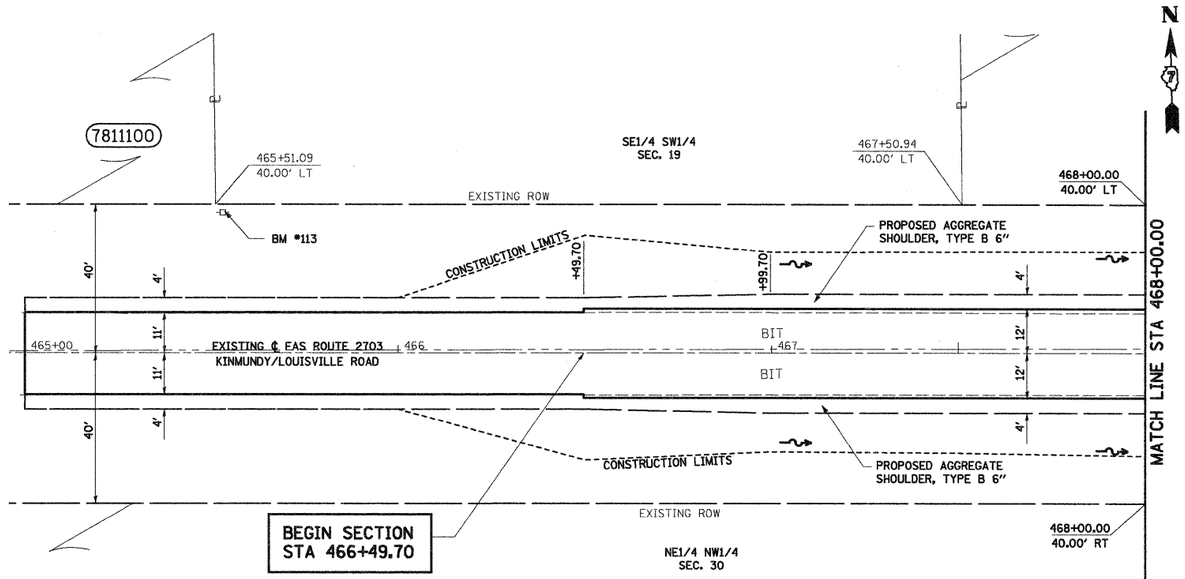
STRIPING DETAIL

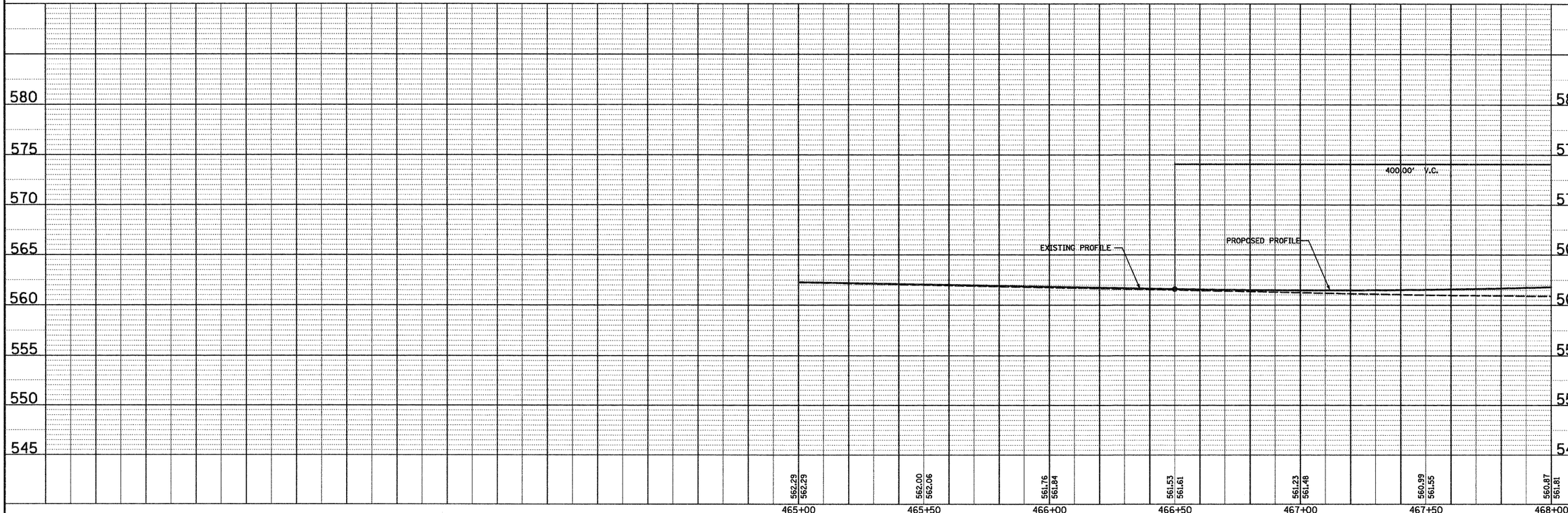




BENCHMARK #113:

STA 465+53, 37.1' LT. RAILROAD SPIKE IN POWER POLE #D34-17-3-1-9
ELEV. 563.105

0 20' 40'



PLAN: SURVEYED; PLOTTED; ALIGNMENT CHECKED; R.O.W. CHECKED; NOTE BOOK; NO. ____; BY; DATE

PROFILE: SURVEYED; PLOTTED; GRADE CHECKED; R.O.W. CHECKED; NOTE BOOK; NO. ____; BY; DATE; S.M. NOTED; STRUCTURE NO.FAYNS CHKD

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	PLOT DATE = 12/5/2008	DATE - 4-08-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE, KINMUNDY/LOUISVILLE ROAD

SCALE: 1"=20' | SHEET NO. 1 OF 5 SHEETS | STA. 465+50.00 TO STA. 468+00.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	10
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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PLAN
SURVEYED
PLOTTED
ALIGNMENT CHECKED
RT. OF WAY CHECKED
CADD FILE NAME
NOTE BOOK
NO.
DATE
BY

PROFILE
SURVEYED
PLOTTED
PROFILE CHECKED
ELEV. NOTED
STRUCTURE NOTATIONS CHKD
NOTE BOOK
NO.
DATE
BY

SE1/4 SW1/4
SEC. 19

7811100

469+45.00
80.00' LT

P.O.B. TE
TRACT 1

469+45.00
51.86' LT

PROP TEMP ESMT

470+05.00
80.00' LT

470+05.00
56.77' LT

EXISTING ROW

470+44.50
60.00' LT

470+44.50
40.00' LT

PROPOSED ROW

EXISTING ROW

CONSTRUCTION LIMITS

+1' FE
11' DIRT

15"
CMP

PROPOSED PIPE CULVERTS,
CLASS D, TYPE 2, 15"
WITH METAL END SECTIONS, 15"
USFL 557.40
DSFL 555.31

CONSTRUCTION LIMITS

50 PR. COPPER PHONE CABLE

PROPOSED TRAFFIC
BARRIER TERMINAL
TYPE 1, SPECIAL
(TANGENT)

TRANSITION
AGGREGATE
SHOULDERS

SW1/4 SE1/4
SEC. 19

+60.83
+84.83
+87.83
+37.83

PROPOSED STEEL
PLATE BEAM GUARD
RAIL TYPE A

PROPOSED AGGREGATE
SHOULDER, TYPE B 6"

MATCH LINE STA 468+00.00

MATCH LINE STA 474+00.00

40'
4'
12'
12'
40'
4'

468
469
470+00
471
472
473

EXISTING ℄ FAS ROUTE 2703
KINMUNDY/LOUISVILLE ROAD

PROPOSED AGGREGATE
SHOULDER, TYPE B 6"

+73.33
+97.33
+00.33
+50.33

TRANSITION
AGGREGATE
SHOULDERS

PROPOSED TRAFFIC
BARRIER TERMINAL
TYPE 1, SPECIAL
(TANGENT)

PROPOSED STEEL
PLATE BEAM GUARD
RAIL TYPE A

CONSTRUCTION LIMITS

EXISTING ROW

PROPOSED ROW

+23.83

470+44.50
40.00' RT

470+44.50
60.00' RT

RESURFACING | HMA FULL DEPTH PAVEMENT

7811100

CONCRETE NAIL AT THE
SOUTHWEST CORNER OF
THE SOUTHEAST QUARTER
OF 19-4-5 STA. 469+69.05
1.56' LT MONUMENT RECORD
BOOK 1 PAGE 99

NE1/4 NW1/4
SEC. 30

8"Ø WATER MAIN

NW1/4 NE1/4
SEC. 30

CONSTRUCTION LIMITS

N

0 20' 40'

585
580
575
570
565
560
555
550
545

400.00' V.C.

PROPOSED PROFILE

EXISTING PROFILE

-0.45%

+2.68%

VPI STA. 468+50.00
ELEVATION 560.70

900.00' V.C.

560.87 561.81
560.97 562.27
561.36 562.93
562.03 563.78
562.85 564.83
564.07 566.07
565.23 567.41
566.41 568.74
567.56 569.89
568.63 570.83
569.48 571.55
570.05 572.06
570.43 572.36

468+00
468+50
469+00
469+50
470+00
470+50
471+00
471+50
472+00
472+50
473+00
473+50
474+00

FILE NAME = S:\A\Projects\A07-0005 (60) Dist 7 Kenosha\MO 2 Kinmundy over I28\dgn\PP_kinmundy.dgn	USER NAME = paul	DESIGNED - JLS	REVISED -
		DRAWN - MAB	REVISED -
	PLOT SCALE = 20.000 ' / IN.	CHECKED - BRM	REVISED -
	PLOT DATE = 12/3/2008	DATE - 4-08-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE, KINMUNDY/LOUISVILLE ROAD

SCALE: 1"=20' | SHEET NO. 2 OF 5 SHEETS | STA. 470+50.00 TO STA. 476+00.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	11
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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PROPOSED TRAFFIC BARRIER TERMINAL TYPE 6

PROPOSED BRIDGE APPROACH PAVEMENT STANDARD 420401 (TYP)

PROPOSED STEEL PLATE BEAM GUARD RAIL TYPE A

STA 475+50.44 SN 013-0034
EXISTING 3 SPAN STRUCTURE TO BE REMOVED AND REPLACED WITH SN 013-0044 PROPOSED 3 SPAN CONTINUOUS WIDE FLANGE COMPOSITE BEAM STRUCTURE

EXISTING ROW

100'

CRUSHED STONE

ABANDONED COPPER PHONE CABLE ATTACHED TO EXISTING STRUCTURE

475+93.70

SW1/4 SE1/4 SEC. 19

END BURIED

PROPOSED TRAFFIC BARRIER TERMINAL, TYPE 6

PROPOSED BRIDGE APPROACH PAVEMENT STANDARD 420401 (TYP)

PROPOSED PIPE CULVERTS, CLASS D, TYPE 3, 24" WITH METAL END SECTIONS, 24"
USFL 539.92
DSFL 538.66

479+45.00
60.00' LT

7811100

24" CMP

ENTRANCE DETAIL ON PAGE 15

PROPOSED TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)

TRANSITION AGGREGATE SHOULDERS

PROPOSED STEEL PLATE BEAM GUARD RAIL TYPE A

MATCH LINE STA 474+00.00

MATCH LINE STA 480+00.00

EXISTING ℄ FAS ROUTE 2703
KINMUNDY/LOUISVILLE ROAD

30' TRANSITION SHOULDERS CROSS SLOPE (TYP)

PROPOSED AGGREGATE SHOULDER, TYPE B 6"

PROPOSED BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)

PROPOSED TRAFFIC BARRIER TERMINAL TYPE 6

PROPOSED STEEL PLATE BEAM GUARD RAIL TYPE A

BM #114

EXISTING ROW 474+93.70

IC RAILROAD

CRUSHED STONE

12" CMP

PROPOSED PIPE DRAIN ATTACHED TO UNDERDRAIN FOR STRUCTURES WITH CONCRETE HEADWALL FOR PIPEDRAIN STANDARD 601101 (TYP)

NW1/4 NE1/4 SEC. 30

8"Ø WATER MAIN

RR SPUR

CONSTRUCTION LIMITS

0 20' 40'

BENCHMARK #114:
STA 474+76.51, 18.4' RT. CHISELED SQUARE ON SE CORNER OF WEST BRIDGE ABUTMENT (STR #013-0034) BUILT IN 1981.
ELEV. 568.202

+2.68% -4.99%

VPI STA. 475+80.00
ELEVATION 580.30

PROPOSED PROFILE

EXISTING PROFILE

1:2 AT RIGHT ANGLE

PROPOSED SLOPEWALL

+16.20
545.29

+85.00
543.86

1:20

900.00' V.C.

STA. 479+77.66
PIPE CULVERT, 24"
USFL 539.92
DSFL 538.66

570.43 572.36 | 570.59 572.44 | 559.91 570.47 572.32 | 544.19 570.22 571.97 | 558.01 569.49 571.42 | 568.57 570.65 | 567.46 569.67 | 566.06 568.48 | 564.45 567.07 | 562.61 565.45 | 560.62 563.62 | 558.50 561.57 | 556.29 559.31

474+00 474+50 475+00 475+50 476+00 476+50 477+00 477+50 478+00 478+50 479+00 479+50 480+00

FILE NAME = S:\Projects\1407-0005 D01 Dist 7 Kansas\D1 2 Kinmundy over IDOR\dgn\PP_kinmundy.dgn	USER NAME = paul	DESIGNED - JLS	REVISED -
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	PLOT DATE = 12/3/2008	DATE - 4-08-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE, KINMUNDY/LOUISVILLE ROAD

SCALE: 1"=20' | SHEET NO. 3 OF 5 SHEETS | STA. 476+00.00 TO STA. 481+50.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	12
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

PLAN: SURVEYED | PLOTTED | DRAWN | CHECKED | ALIGNMENT CHECKED | R/W, ST. OF WAY CHECKED | CADD FILE NAME | NOTE BOOK | NO. | BY | DATE

PROFILE: SURVEYED | PLOTTED | DRAWN | CHECKED | B.M. NOTED | STRUCTURE NOTATNS CHKD | NOTE BOOK | NO. | BY | DATE

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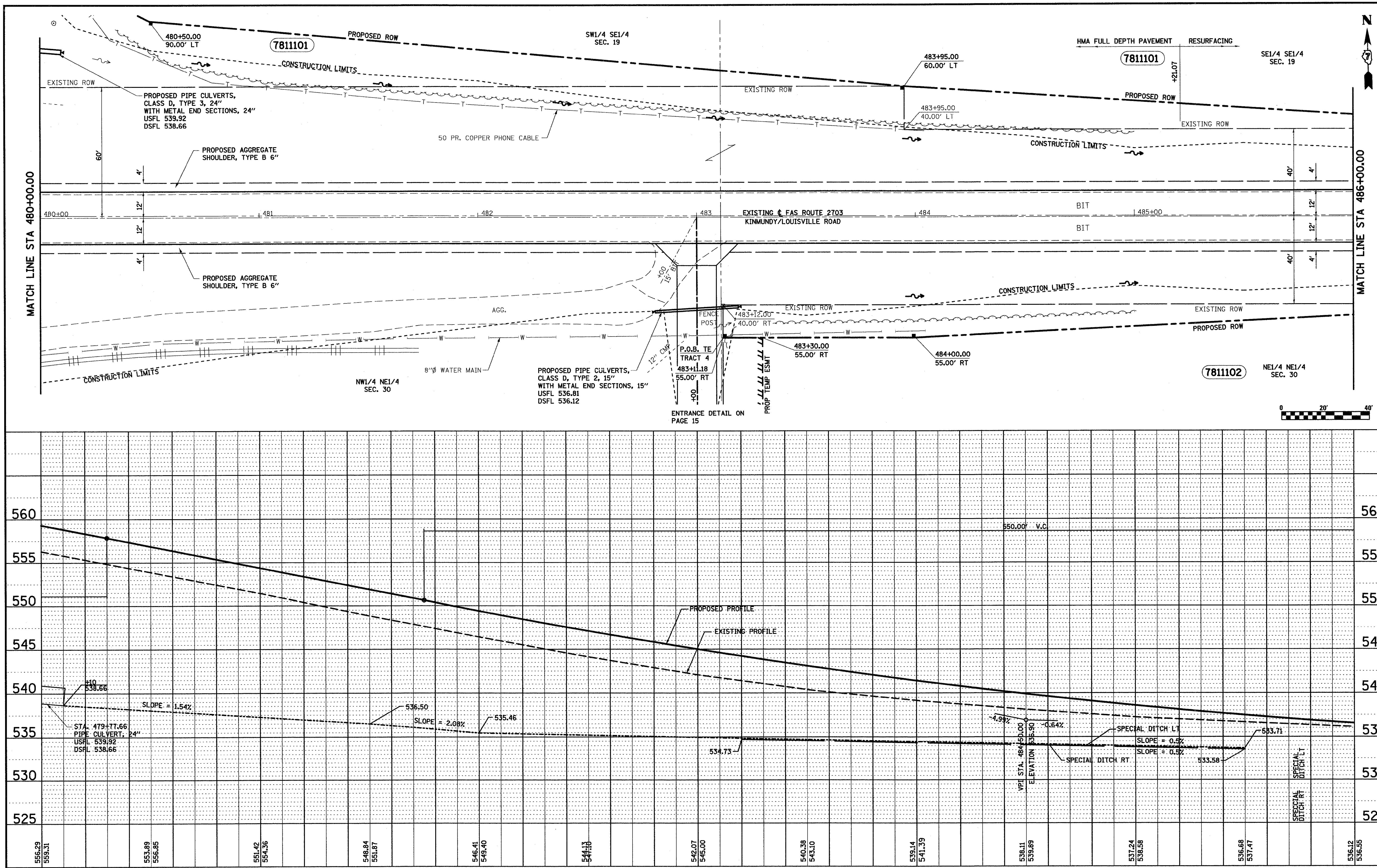

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PROFILE — NOTE BOOK, NO. — SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTAT'NS CH'KD — BY — DATE

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	PLOT DATE = 12/31/2008	DATE - 4-08-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE, KINMUNDY/LOUISVILLE ROAD

SCALE: 1"=20' | SHEET NO. 4 OF 5 SHEETS | STA. 480+00.00 TO STA. 486+00.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	13

CONTRACT NO. 74136

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

SE1/4 SE1/4
SEC. 19

END SECTION
STA 486+78.00

487+00.00
40.00' LT

EXISTING ROW

PROPOSED AGGREGATE
SHOULDER, TYPE B 6"

CONSTRUCTION LIMITS

+28.00

+78.00

4'

12'

11'

40'

MATCH LINE STA 487+00.00

486

487

488

489

EXISTING ℄ FAS ROUTE 2703
KINMUNDY/LOUISVILLE ROAD

CONSTRUCTION LIMITS

PROPOSED AGGREGATE
SHOULDER, TYPE B 6"

EXISTING ROW

487+00.00
40.00' RT

NE1/4 NE1/4
SEC. 30

N

0 20' 40'

PLAN
SURVEYED
PLOTTED
JOINTS CHECKED
R.O.W. CHECKED
NOTE BOOK
NO.
BY
DATE

PROFILE
SURVEYED
PLOTTED
JOINTS CHECKED
ILLUM. NOTED
STRUCTURE NOTATNS CHKD
NOTE BOOK
NO.
BY
DATE

550.00' V.C.

PROPOSED PROFILE

EXISTING PROFILE

555
550
545
540
535
530
525
520

536.12
536.55
535.70
535.83
535.28
535.31
534.97
534.97
534.66
534.33
533.99

486+00
486+50
487+00
487+50
488+00
488+50
489+00
489+50

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	PLOT DATE = 12/3/2008	DATE - 4-08-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE, KINMUNDY/LOUISVILLE ROAD

SCALE: 1"=20' | SHEET NO. 5 OF 5 SHEETS | STA. 486+00.00 TO STA. 489+50.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBRJB	CLAY	65	14
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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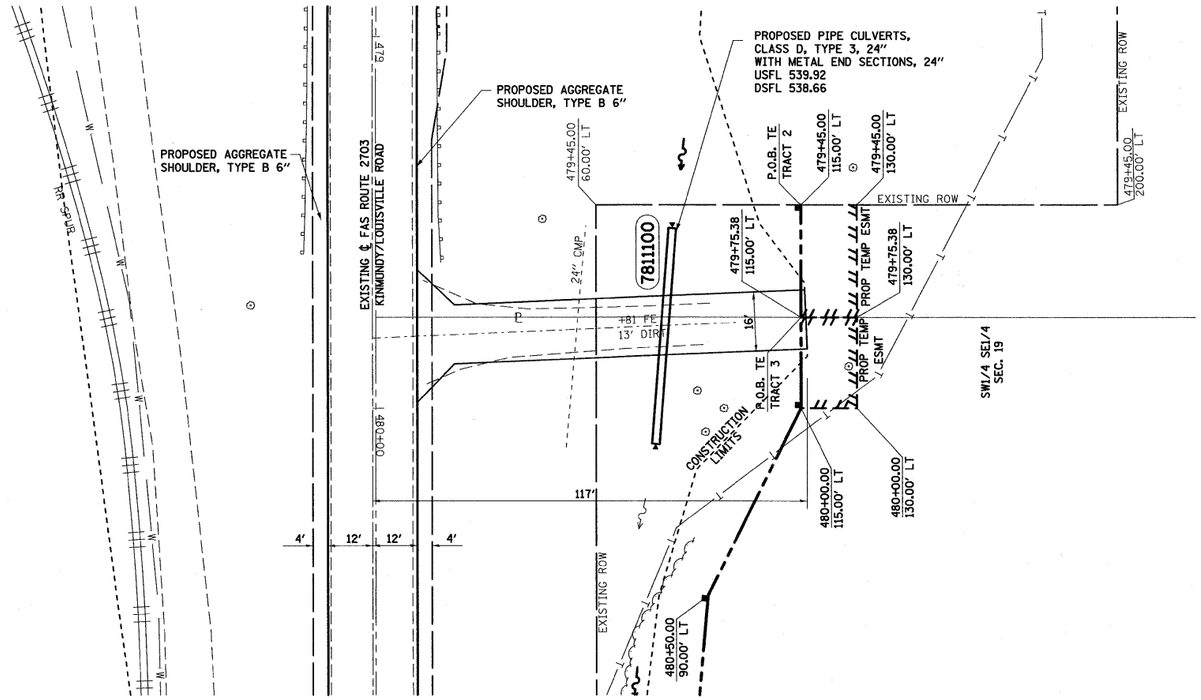
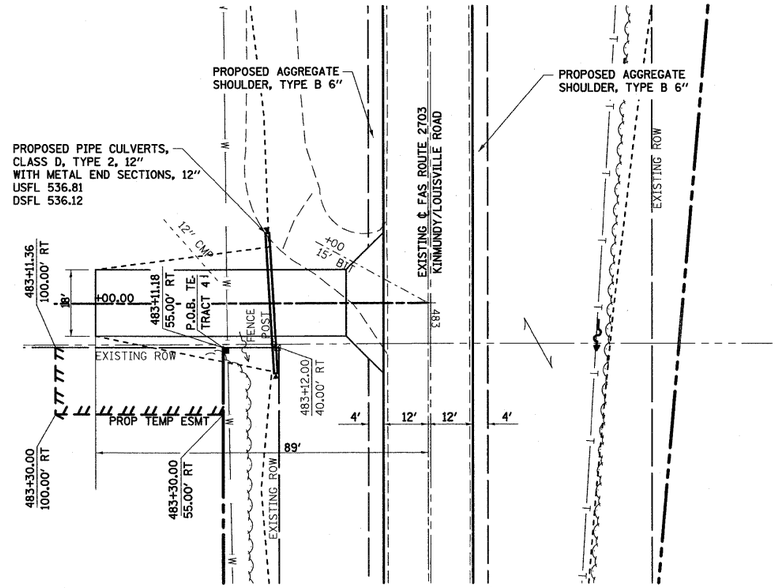
PLAN

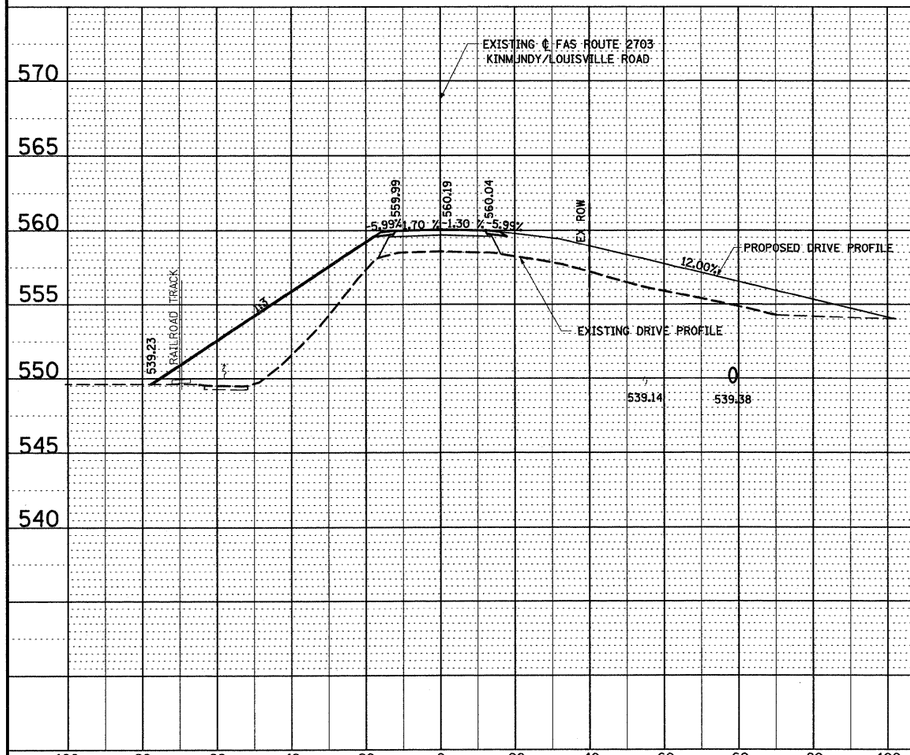
BY	DATE
SURVEYED	
PLOTTED	
ALIGNMENT CHECKED	
R/T. OF WAY CHECKED	
NOTE BOOK	
NO.	
CADD FILE NAME	

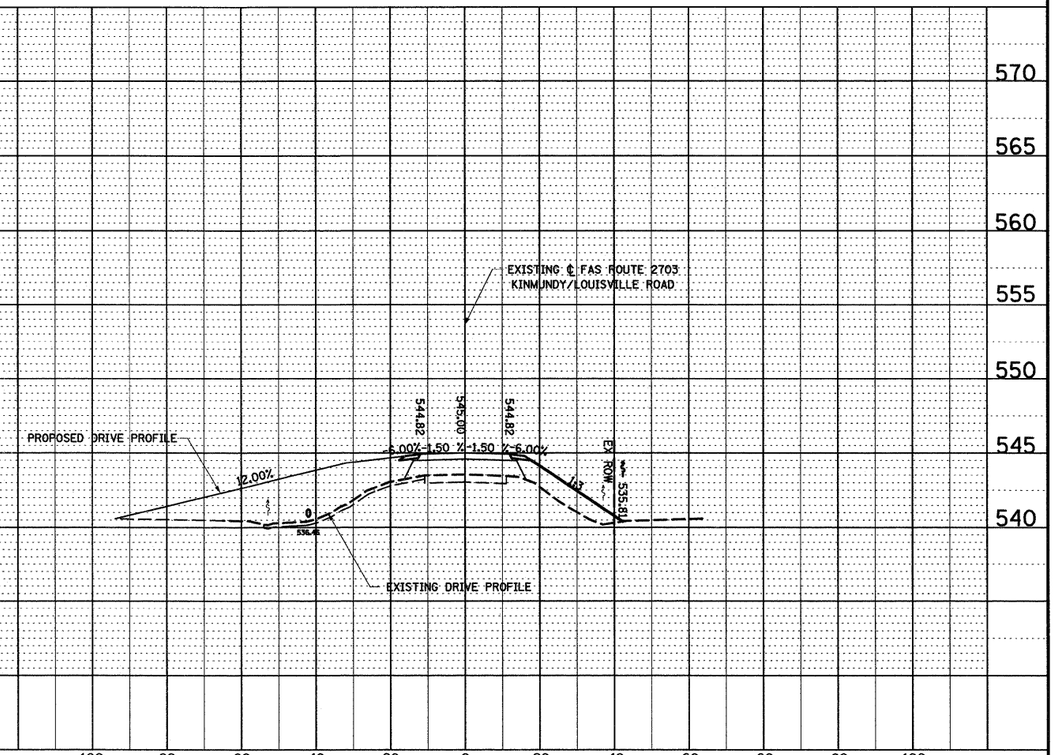
PROFILE

BY	DATE
SURVEYED	
PLOTTED	
PROFILE CHECKED	
B.M. NOTED	
STRUCTURE NO.	









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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ENTRANCES STA 479+81.00, STA 483+00.00

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

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	15
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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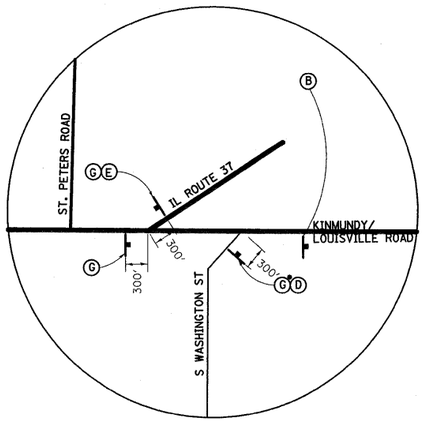
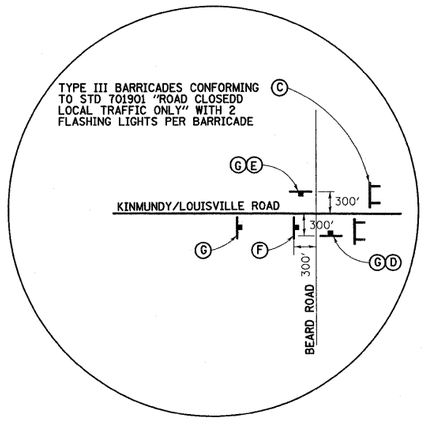
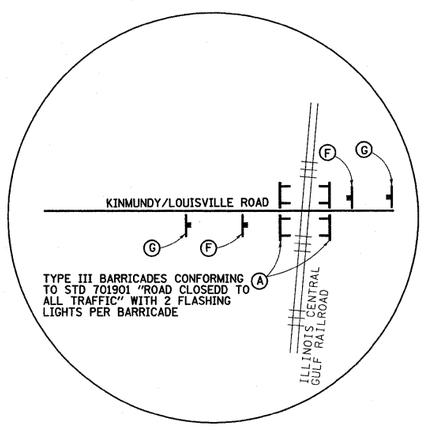


DETAIL A

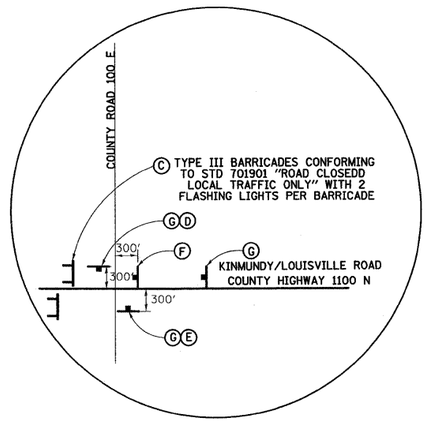
• "ROAD CLOSED 9 MILES"



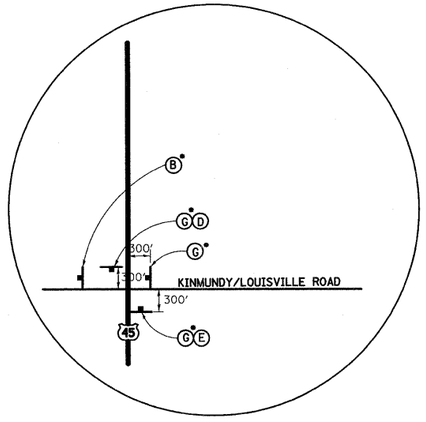
DETAIL B



DETAIL C

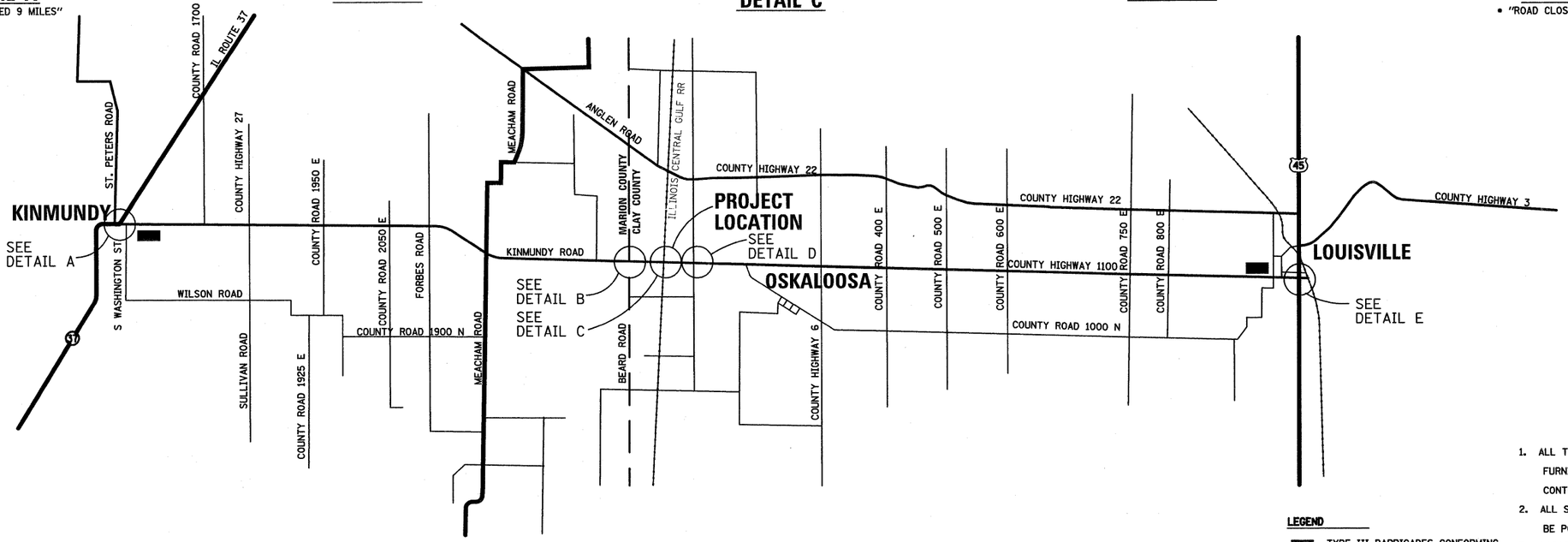


DETAIL D



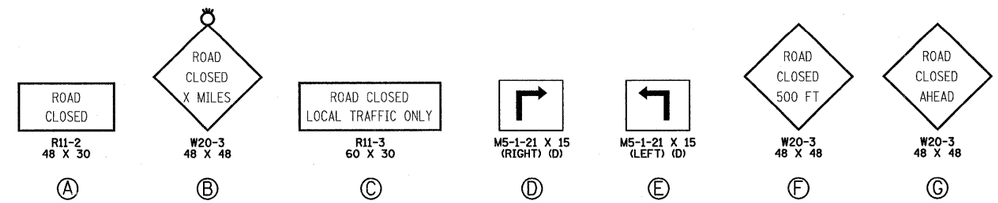
DETAIL E

• "ROAD CLOSED 10 MILES"



LEGEND

- TYPE III BARRICADES CONFORMING TO STD. 701901
- SIGNS ON PERMANENT SUPPORTS
- FLASING LIGHT ABOVE SIGN
- CHANGEABLE MESSAGE BOARD



GENERAL NOTES

1. ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED AND MAINTAINED BY THE CONTRACTOR.
2. ALL SIGNS NOT ATTACHED TO BARRICADES SHALL BE POST MOUNTED UNLESS NOTED OTHERWISE.
3. LOCATIONS OF TRAFFIC CONTROL DEVICES MAY BE ADJUSTED BY THE ENGINEER.
4. ALL TRAFFIC CONTROL SHOWN ON THIS SHEET SHALL BE PAID FOR PER LUMP SUM FOR TRAFFIC CONTROL AND PROTECTION. OTHER ITEMS REQUIRED BY THE ENGINEER AND NOT SHOWN ON THIS DRAWING SHALL BE INCLUDED IN THE PAY ITEM AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
5. MESSAGE BOARDS TO BE IN PLACE 1 WEEK PRIOR TO ROAD CLOSURE. MESSAGE WILL BE DETERMINED BY THE ENGINEER. MESSAGE BOARDS SHALL BE REMOVED ONCE THE ROAD IS CLOSED.

0 1 2
GRAPHIC SCALE IN MILES

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	PLOT DATE = 12/31/2008	DATE - 4-03-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROAD CLOSURE DETAIL

SCALE: 1"= 1 MI. | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	16
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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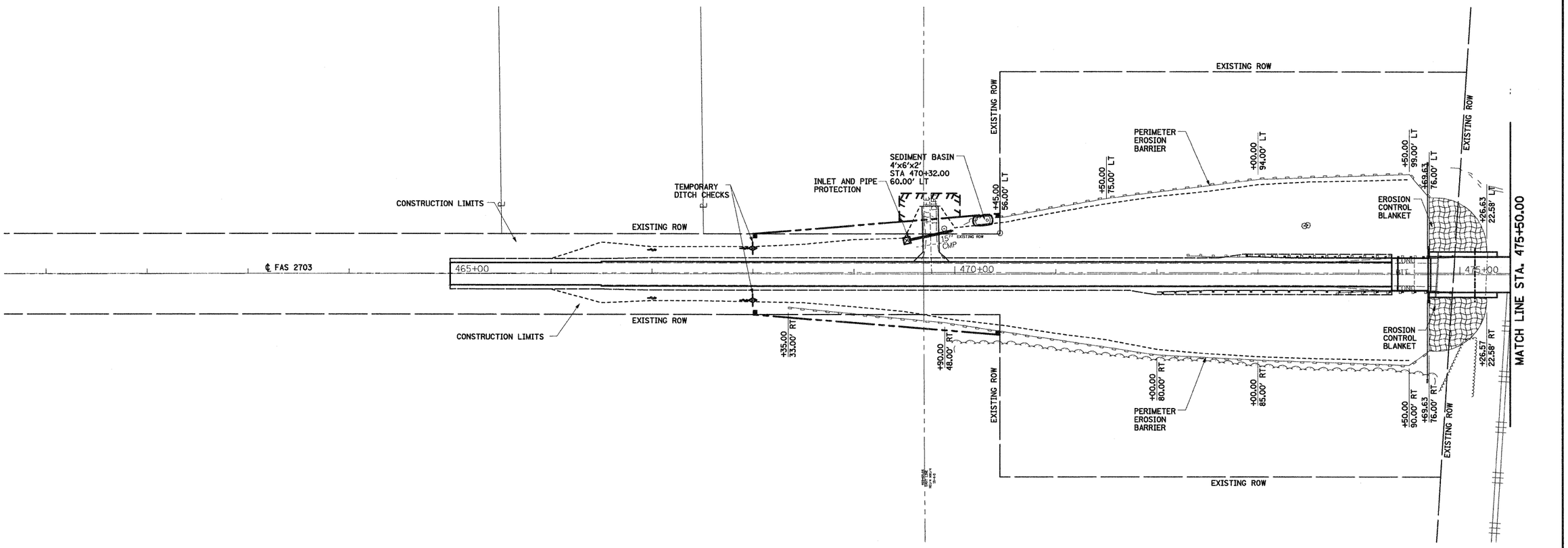

LEGEND

- TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
- ROADWAY DITCH FLOW
- INLET AND PIPE PROTECTION- STRAW BALES, FILTER FABRIC, AGGREGATES
- SEDIMENT BASIN

0 50' 100'

FILE NAME = S:\Projects\407-0000 050 Dist 7 Various\WO 2 Kinmundy over TCRR\dgn\ecp.dgn	USER NAME = paul	DESIGNED - JLS	REVISED -
		DRAWN - PDB	REVISED -
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	PLOT DATE = 12/3/2008	DATE - 05/22/08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL, KINMUNDY/LOUISVILLE ROAD

SCALE: 1"=50' | SHEET NO. 1 OF 2 SHEETS | STA. 465+00.00 TO STA. 475+50.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	17
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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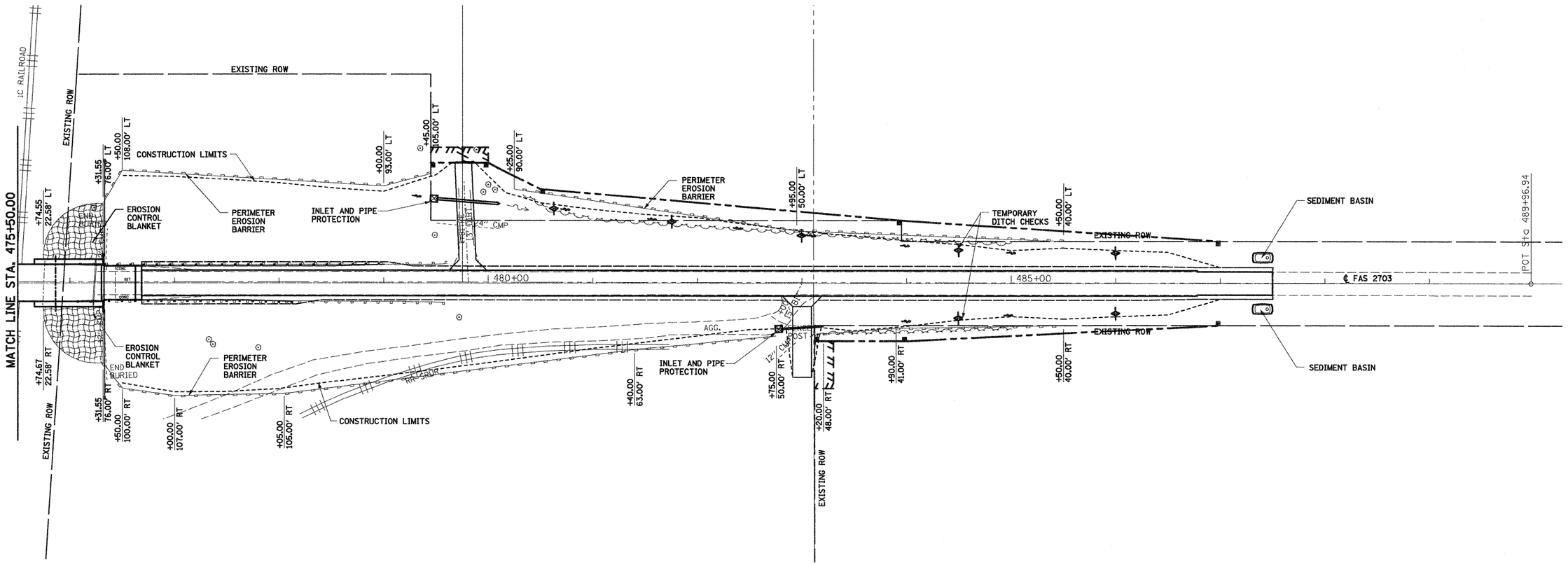

LEGEND

- TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
- EROSION CONTROL BLANKET
- PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
- ROADWAY DITCH FLOW
- INLET AND PIPE PROTECTION- STRAW BALES, FILTER FABRIC, AGGREGATES
- SEDIMENT BASIN

0 50' 100'

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	PLOT DATE = 12/3/2008	DATE - 05/22/08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL, KINMUNDY/LOUISVILLE ROAD

SCALE: 1"=50' | SHEET NO. 2 OF 2 SHEETS | STA. 475+50.00 TO STA. 487+50.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	18
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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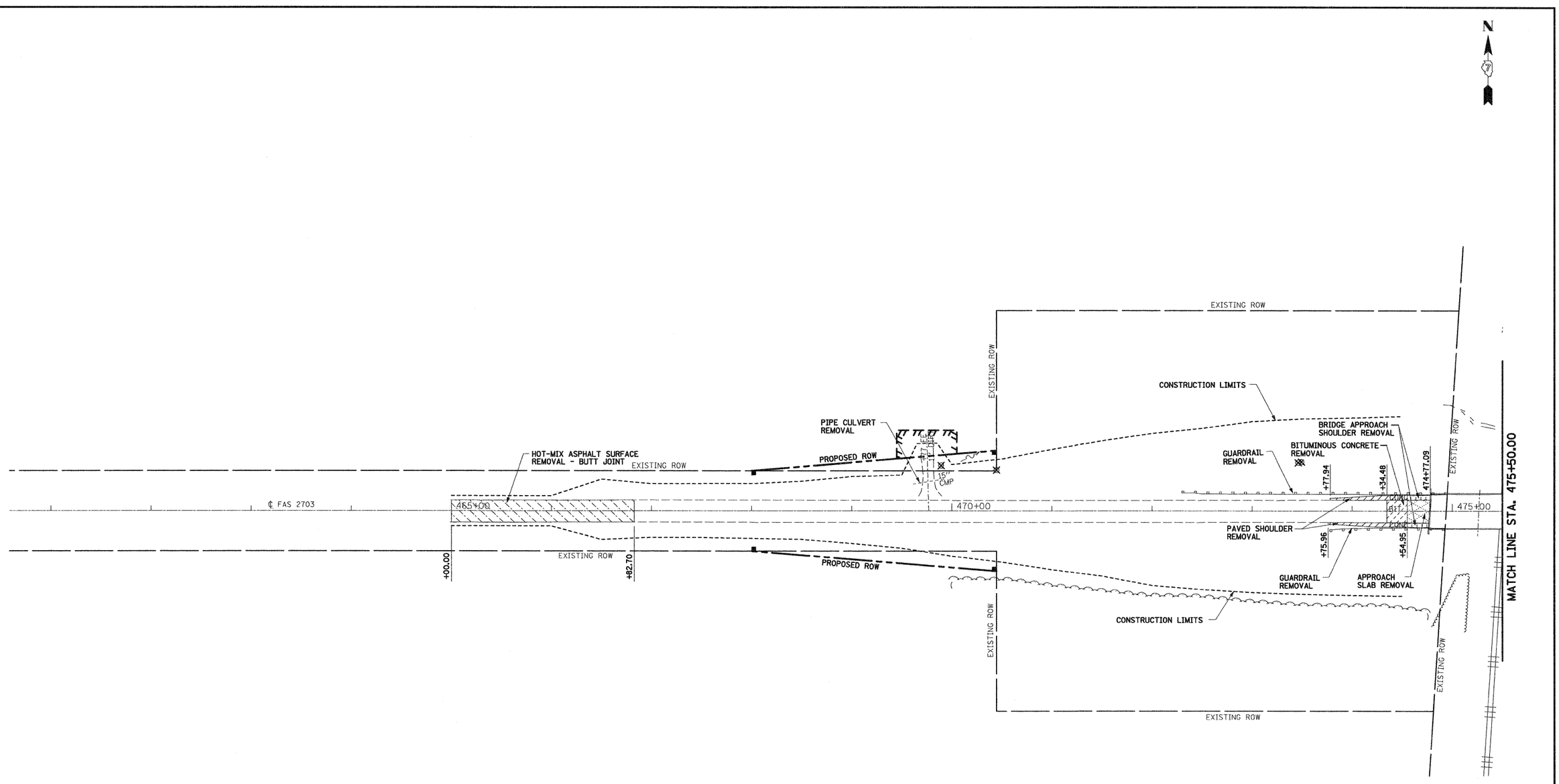

LEGEND

- HOT-MIX ASPHALT REMOVAL (SPECIAL)
- HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT
- APPROACH SLAB REMOVAL
- PAVED SHOULDER REMOVAL
- BRIDGE APPROACH SHOULDER REMOVAL
- BITUMINOUS CONCRETE REMOVAL
- X TREE REMOVAL (UNITS)

0 50' 100'

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL, KINMUNDY /LOUISVILLE ROAD

SCALE: 1"=50' | SHEET NO. 1 OF 2 SHEETS | STA. 465+00.00 TO STA. 475+50.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	19
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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N

7

MATCH LINE STA. 475+50.00

IC RAILROAD

EXISTING ROW

475+50.44
REMOVAL OF EXISTING STRUCTURE

PIPE CULVERT REMOVAL

INLET TO BE REMOVED

BITUMINOUS CONCRETE REMOVAL

PAVED SHOULDER REMOVAL

GUARDRAIL REMOVAL

CONSTRUCTION LIMITS

END BURIED

12" CMP

476+23.97

+66.40

+27.13

APPROACH SLAB REMOVAL

INLET TO BE REMOVED

+43.35

APPROACH PAVEMENT SHOULDER REMOVAL

+25.10

GUARDRAIL REMOVAL

PIPE CULVERT REMOVAL

END BURIED

CONSTRUCTION LIMITS

RR SPUR

AGG.

EXISTING ROW

EXISTING ROW

PIPE CULVERT REMOVAL

18" CMP

PROPOSED ROW

CONSTRUCTION LIMITS

HOT-MIX ASPHALT REMOVAL (SPECIAL)

480+00

485+00

HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT

EXISTING ROW

℄ FAS 2703

POT STA 489+96.94

FENCE POST

12" CMP

PROPOSED ROW

CONSTRUCTION LIMITS

+43.30

+50.00

EXISTING ROW

PIPE CULVERT REMOVAL

EXISTING ROW

LEGEND

- HOT-MIX ASPHALT REMOVAL (SPECIAL)
- HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT
- APPROACH SLAB REMOVAL
- PAVED SHOULDER REMOVAL
- BRIDGE APPROACH SHOULDER REMOVAL
- BITUMINOUS CONCRETE REMOVAL
- TREE REMOVAL (UNITS)

0 50' 100'

FILE NAME = S:\Projects\487-0000 (Dist 7 Vermon\All 2 Kinmundy over ICRR\dgn\removal.dgn	USER NAME = paul	DESIGNED - JLS	REVISED -
		DRAWN - PDB	REVISED -
	PLOT SCALE = 50.000 ' / IN.	CHECKED - BRM	REVISED -
	PLOT DATE = 12/3/2008	DATE - 05/22/08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

REMOVAL, KINMUNDY /LOUISVILLE ROAD

SCALE: 1"=50' | SHEET NO. 2 OF 2 SHEETS | STA. 475+50.00 TO STA. 487+50.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	20
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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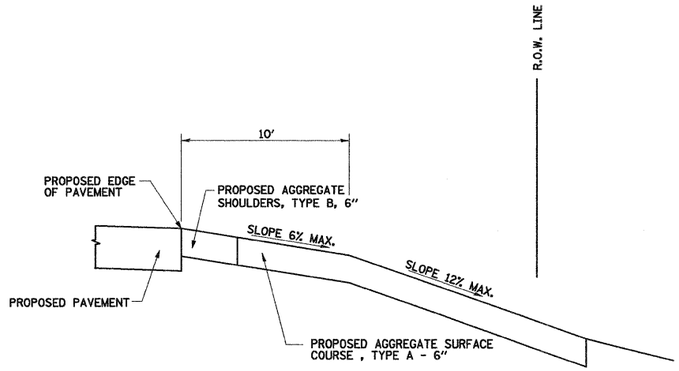
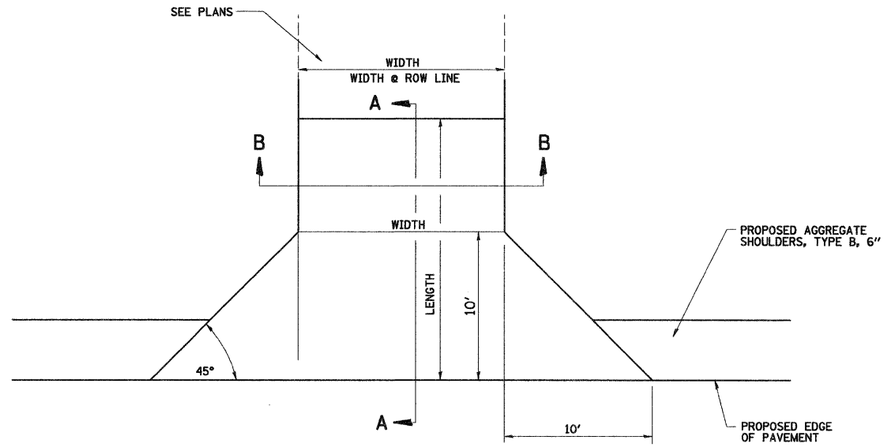
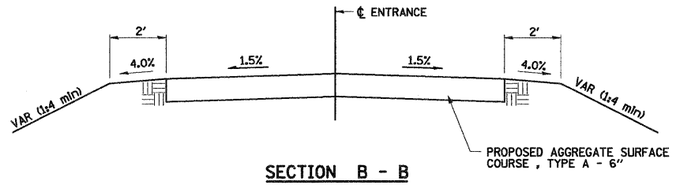


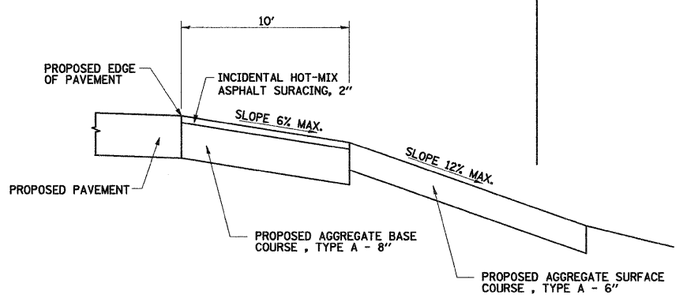
SECTION A-A
FOR AGGREGATE APRON



PLAN - ENTRANCE
FLARED RETURNS



SECTION B - B



SECTION A-A
FOR ASPHALT APRON

LOCATION		AGGREGATE FOR TEMPORARY ACCESS	INCIDENTAL HOT-MIX ASPHALT SURFACING	AGGREGATE BASE COURSE, TYPE B 8"	AGGREGATE SURFACE COURSE, TYPE A 6"
STATION	SIDE	(TON)	(TON)	(SQ YD)	(SQ YD)
469+77.00	LT	5.02			95.1
479+81.00	LT	9.63			182.5
483+00.00	RT	8.73	3.5	31.1	134.4
	TOTAL	23.38	3.50	31.1	412.0
	PAY TOTAL	24	4	32	412

FILE NAME = S:\Projects\487-0000 000 Dist 7 Kankakee\00 2 Kinmundy over IDNR\dgn\entrance_detail.dgn	USER NAME = paul	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED -	REVISED -
	PLOT DATE = 12/3/2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ENTRANCE DETAIL, KINMUNDY/LOUISVILLE ROAD

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	21
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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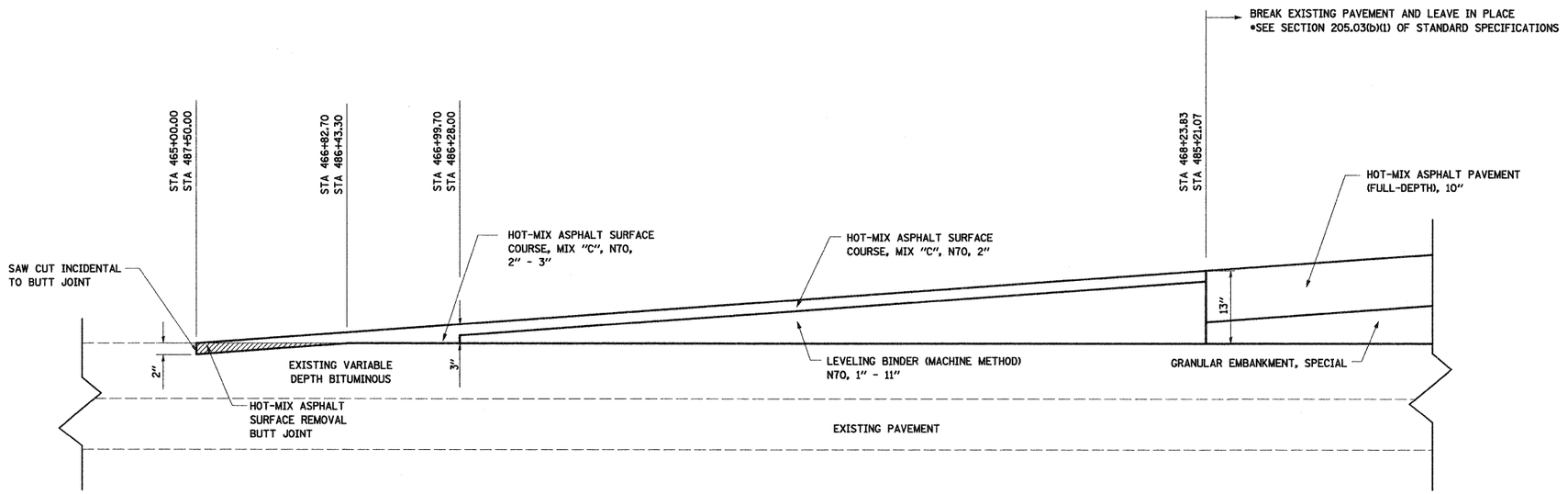
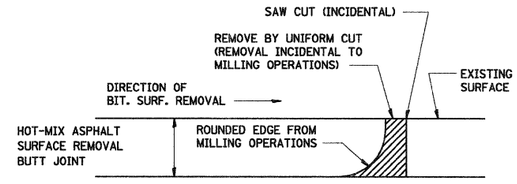


DETAIL OF BUTT JOINT

NOT TO SCALE



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

BITUMINOUS DETAIL AT BUTT JOINTS

NOT TO SCALE

FILE NAME = S:\Projects\487-0808 (RS) Dist 7 Various\All 2 Kinmundy over ICRR\dgn\transition_detail.dgn	USER NAME = paul	DESIGNED - JLS	REVISED -
		DRAWN - MAB	REVISED -
	PLOT SCALE = 20.0000 ' / IN.	CHECKED - BRM	REVISED -
	PLOT DATE = 12/3/2008	DATE - 7-29-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRANSITION DETAIL, KINMUNDY/LOUISVILLE ROAD

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	22
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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Bench Mark: Chiseled "□" on south east corner of west end of bridge abutment.
SN 013-0034 Elev. 568.20

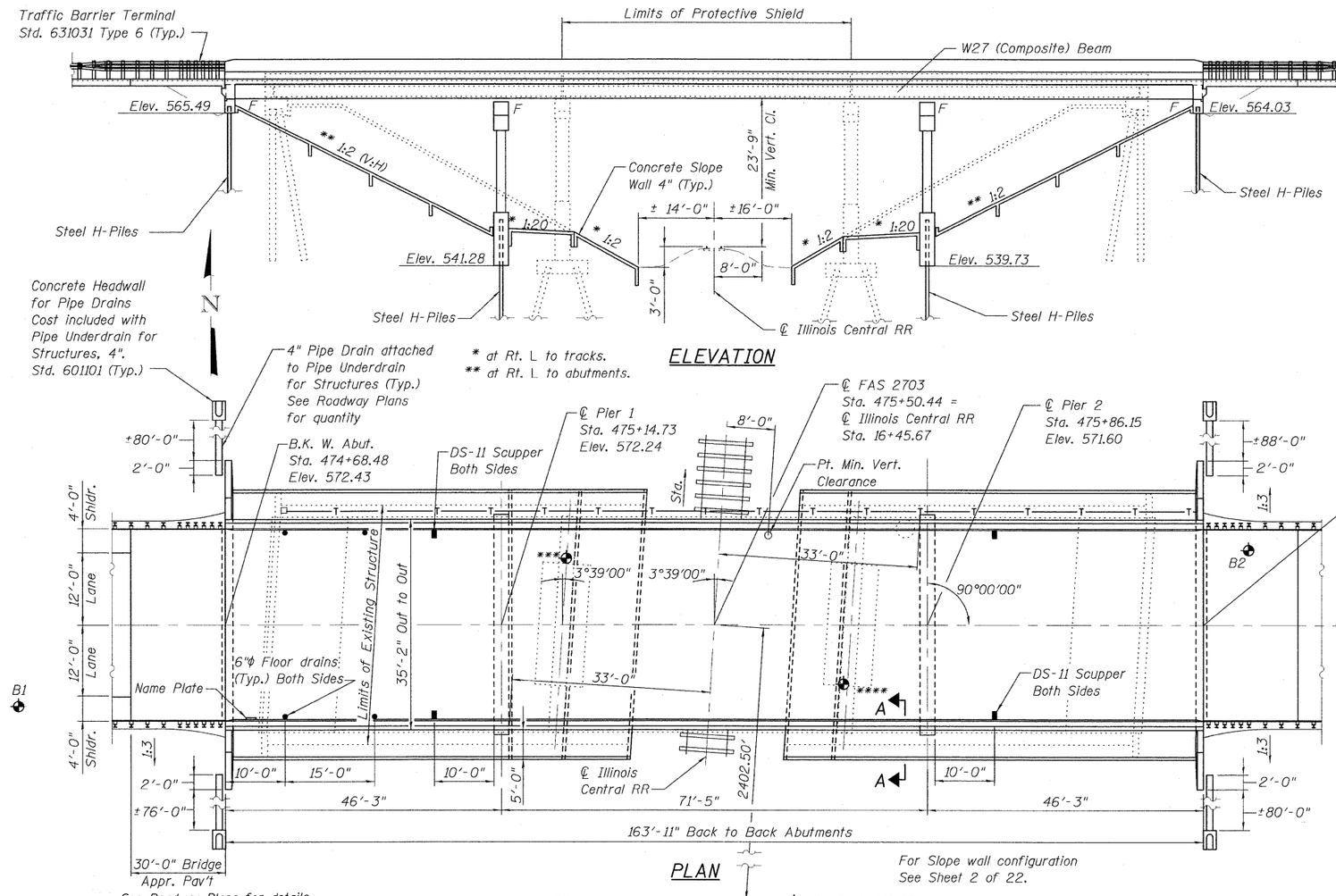
Existing Structure: #013-0034 constructed in 1981 as OR-1301 Section 9VBR. is 148'-0" Bk. to Bk. of abutments and 36'-0" out to out. The structure consists of prestressed deck beam simple spans supported on multi column piers and spill through abutments on pile foundations. Existing bridge to be removed and replaced. The road will be closed and traffic will be detoured during construction.

Salvage: Existing Aluminum Railing

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STATION 475+50.44
BUILT 200_ BY
STATE OF ILLINOIS
F.A.S. 2703
SEC. (9-VBR)B
LOADING HL-93 TRUCK
STR. NO 013-0044

NAME PLATE
(See Std. 515001)



PLAN

*** Boring 2 Pier No. 1 from 1975 Existing Plans
**** Boring 3 Pier No. 2 from 1975 Existing Plans

INDEX OF SHEETS

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8in. ϕ, holes 15/16in. ϕ, unless otherwise noted.

Calculated weight of Structural Steel = 169,891 Pounds (AASHTO M270, Gr 50)

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

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

Reinforcement bars designated (E) shall be epoxy coated.

If the Contractor elects to use cantilever forming brackets on the exterior beams or girders, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.

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

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be gray, Munsell No. 5B 7/1. See Special Provision for "Cleaning and Painting New Metal Structures".

The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.

Cost of removal of the existing slopewall is included in the pay item "Removal of Existing Structures".

Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

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.

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 the removal and replacement of structures.

Slipforming of the parapets is not allowed.

Current Ratings on File for Existing Structure
Inventory: HS 6.0
Operating: HS 10.0
Live Load Restrictions: No
Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based in Illionis legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

The contractor shall submit a Structural Assessment Report as required for Contractor's means and methods of construction, see Special Provisions.

The second beam in the Northeast quadrant of the existing bridge has a severe reduction in its load carrying capacity.

The SSPC QP-1 contractor certification is required for this contract.

LOADING HL-93

Allow 50 psf for future wearing surface.

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications 4th edition

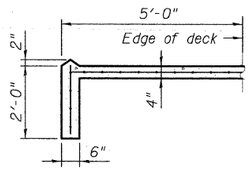
DESIGN STRESSES

FIELD UNITS

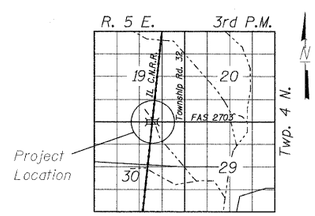
f'c = 3500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (Stuctural Steel)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Bedrock Acceleration Coefficient (A) = 0.085 g
Site Coefficient (S) = 1.5



SECTION A-A



LOCATION SKETCH

GENERAL PLAN
KINMUNDY/LOUISVILLE ROAD OVER ILLINOIS CENTRAL RR
STA. 475+50.44

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

LICENSED STRUCTURAL ENGINEER — CHADWICK J. FUESTING 081-005834 — STATE OF ILLINOIS
EXP. 11-30-2010
Chadwick J. Fuesting
3/10/09

APPROVED
FOR STRUCTURAL ADEQUACY ONLY
Ralph E. Anderson
ENGINEER OF BRIDGES AND STRUCTURES

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

SHEET NO. 1	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	23
		SN 013-0044	CONTRACT NO. 74136		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

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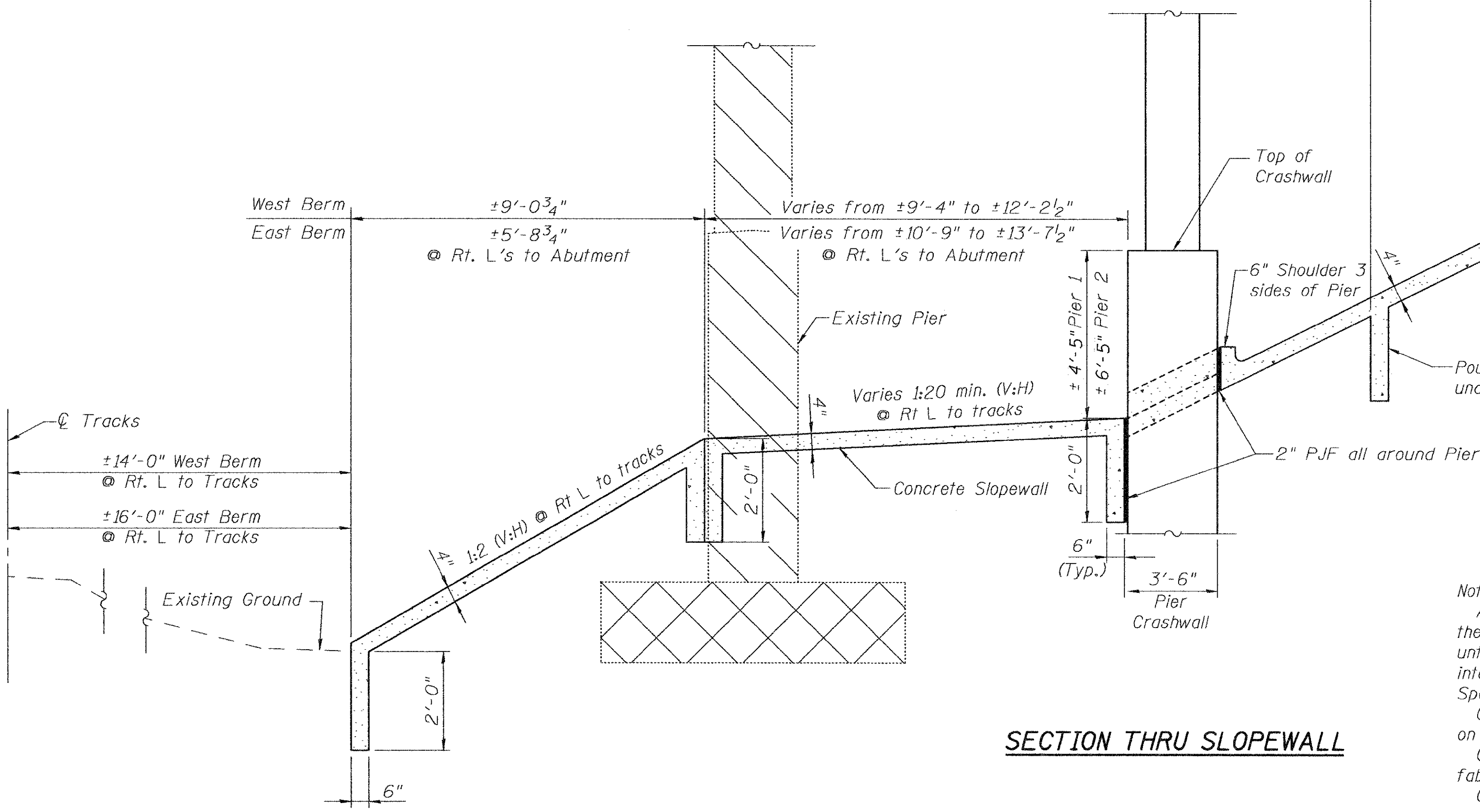
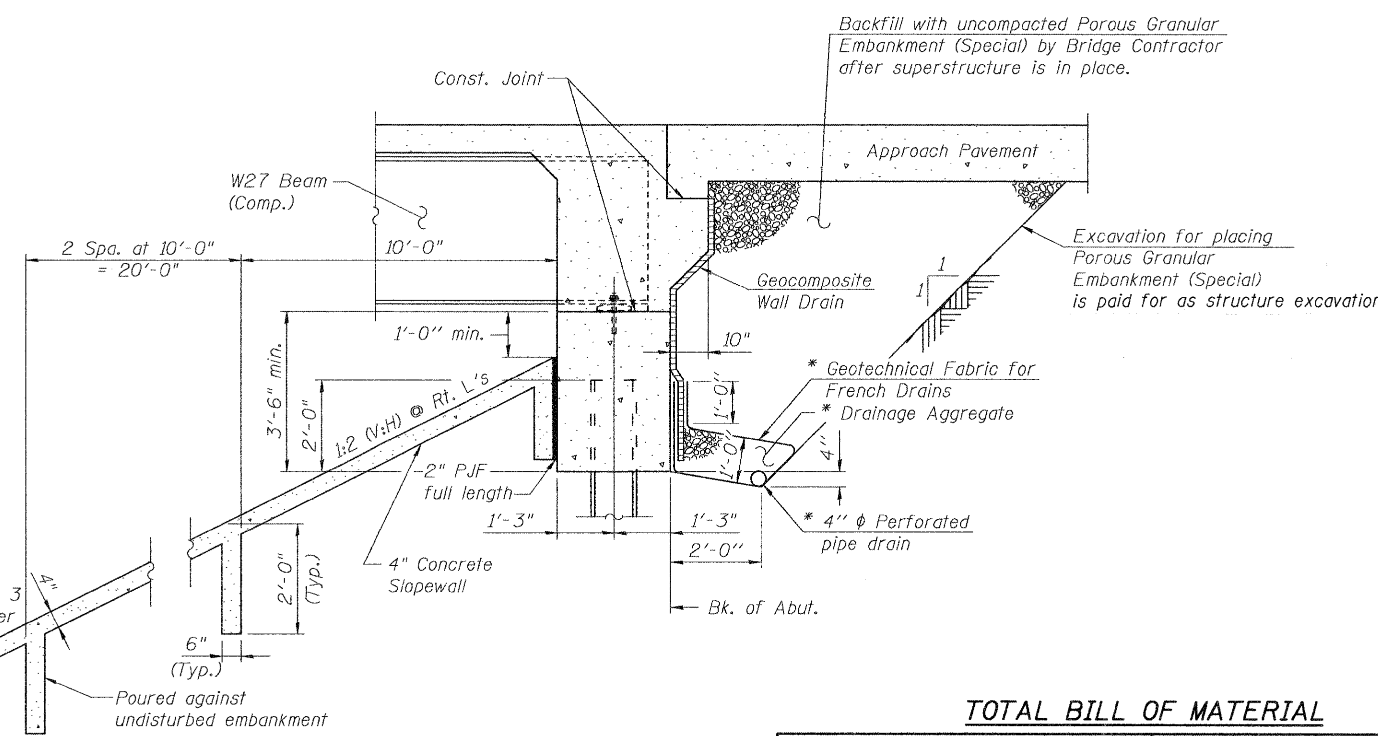
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION THRU SLOPEWALL



SECTION THRU INTEGRAL ABUTMENT

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

Notes:

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

Concrete toewalls to run parallel to tracks. (See plan view on sheet 1 of 22).

Concrete Slopewall shall be reinforced with welded wire fabric, 6in x 6in-W40 x W40 weighing 58lbs. per 100 sq. ft.

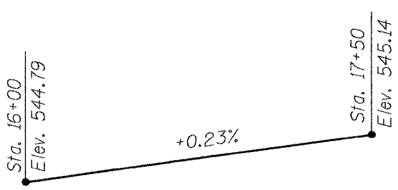
Cost of preformed joint filler included with slope wall 4"

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Structure Excavation	Cu. Yd.		400	400
Concrete Superstructure	Cu. Yd.	225.2		225.2
Concrete Structures	Cu. Yd.		159.6	159.6
Removal of Existing Structures	Each	1		1
Reinforcement Bars, Epoxy Coated	Pound	48130	23110	71240
Protective Coat	Sq. Yd.	720.1		720.1
Name Plates	Each	1		1
Porous Granular Embankment (Special)	Cu. Yd.	93.7		93.7
Stud Shear Connectors	Each	3132		3132
Bar Splicers	Each	68		68
Furnishing and Erecting Structural Steel	L. Sum	1		1
Furnishing Steel Piles HP 12x53	Foot		408	408
Furnishing Steel Piles HP 12x63	Foot		384	384
Test Pile Steel HP 12x53	Each		2	2
Test Pile Steel HP 12x63	Each		2	2
Driving Piles	Foot		792	792
Slopewall, 4"	Sq. Yd.	708.4		708.4
Bridge Deck Grooving	Sq. Yd.	546.4		546.4
Pile Shoes	Each		24	24
Geocomposite Wall Drain	Sq. Yd.	57.4		57.4
Pipe Underdrain for Structures, 4"	Foot		84	84
Floor Drains	Each	4		4
Drainage Scupper, DS-11	Each	4		4
Protective Shield	Sq. Yd.	193.5		193.5
Concrete Encasements	Cu. Yd.		3.5	3.5
Anchor Bolts 1"	Each	48		48

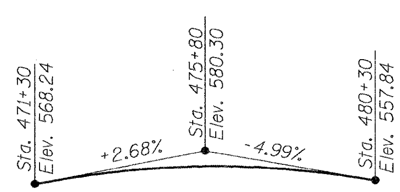
Indicates Removal of Existing Structures

Removal of Existing Footing shall be done according to Art. 501.04 of Standard Specifications



PROFILE GRADE

(Top of Rail-Illinois Central RR)



PROPOSED PROFILE GRADE

(FAS-2703)

GENERAL DETAILS
KINMUNDY/LOUISVILLE ROAD
OVER ILLINOIS CENTRAL RR
STA. 475+50.44

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

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

SHEET NO. 2	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	24
	SN 013-0044		CONTRACT NO. 74136		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

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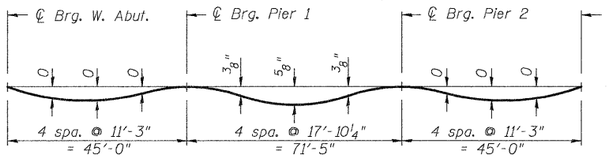
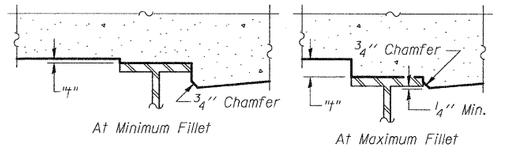
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DEAD LOAD DEFLECTION DIAGRAM

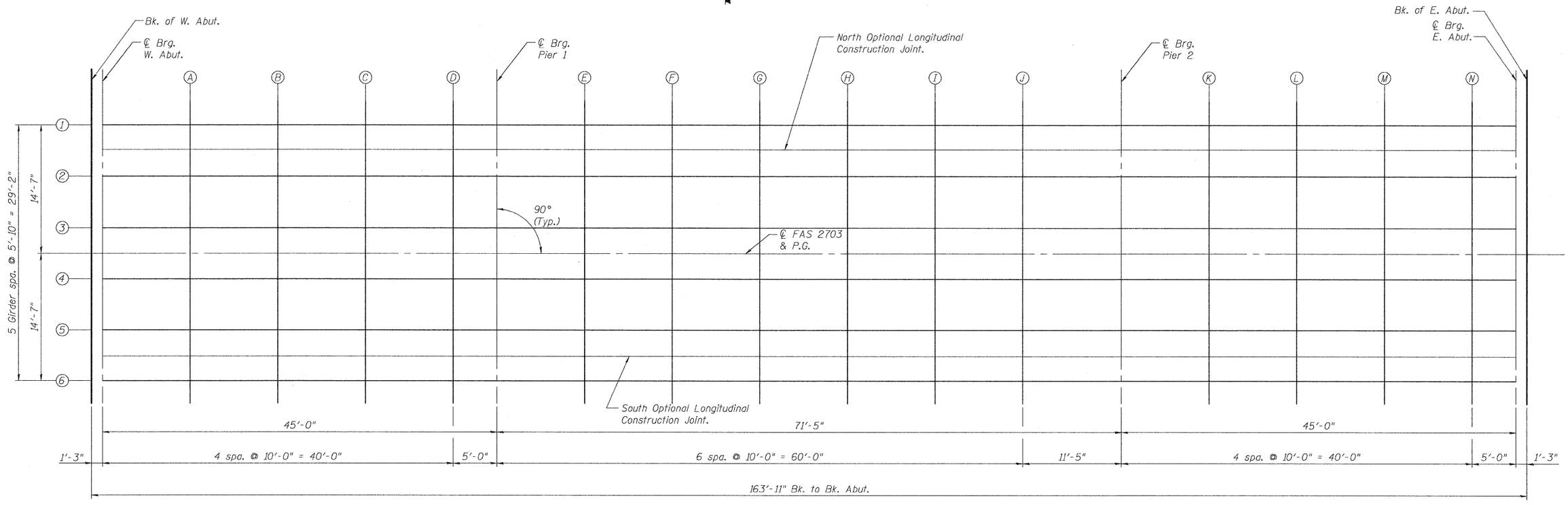
(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown on sheets 4 & 5 of 22.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" as shown on sheet 4 of 22, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

TOP OF SLAB ELEVATION
KINMUNDY/LOUISVILLE ROAD
OVER ILLINOIS CENTRAL RR
STA. 475+50.44

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

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

SHEET NO. 3	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	25
		SN 013-0044	CONTRACT NO. 74136		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	47468.48	-14.58	572.19	572.19
CL Bearing West Abut.	47469.73	-14.58	572.19	572.19
A	47479.73	-14.58	572.16	572.16
B	47489.73	-14.58	572.13	572.13
C	47499.73	-14.58	572.08	572.08
D	47509.73	-14.58	572.03	572.03
CL Bearing Pier 1	47514.73	-14.58	572.00	572.00
E	47524.73	-14.58	571.94	571.96
F	47534.73	-14.58	571.87	571.90
G	47544.73	-14.58	571.78	571.83
H	47554.73	-14.58	571.70	571.74
I	47564.73	-14.58	571.60	571.64
J	47574.73	-14.58	571.49	571.51
CL Bearing Pier 2	47586.15	-14.58	571.36	571.36
K	47596.15	-14.58	571.23	571.23
L	47606.15	-14.58	571.10	571.10
M	47616.15	-14.58	570.96	571.96
N	47626.15	-14.58	570.81	570.81
CL Bearing East Abut.	47631.15	-14.58	570.73	570.73
Back of East Abut.	47632.40	-14.58	570.71	570.71

NORTH OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	47468.48	-12.00	572.24	572.24
CL Bearing West Abut.	47469.73	-12.00	572.24	572.24
A	47479.73	-12.00	572.21	572.22
B	47489.73	-12.00	572.18	572.18
C	47499.73	-12.00	572.14	572.14
D	47509.73	-12.00	572.09	572.08
CL Bearing Pier 1	47514.73	-12.00	572.06	572.06
E	47524.73	-12.00	571.99	572.01
F	47534.73	-12.00	571.92	571.96
G	47544.73	-12.00	571.84	571.89
H	47554.73	-12.00	571.75	571.80
I	47564.73	-12.00	571.65	571.69
J	47574.73	-12.00	571.54	571.57
CL Bearing Pier 2	47586.15	-12.00	571.41	571.41
K	47596.15	-12.00	571.29	571.29
L	47606.15	-12.00	571.15	571.16
M	47616.15	-12.00	571.01	571.02
N	47626.15	-12.00	570.86	570.86
CL Bearing East Abut.	47631.15	-12.00	570.78	570.78
Back of East Abut.	47632.40	-12.00	570.76	570.76

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	47468.48	-8.75	572.29	572.29
CL Bearing West Abut.	47469.73	-8.75	572.29	572.29
A	47479.73	-8.75	572.26	572.27
B	47489.73	-8.75	572.23	572.23
C	47499.73	-8.75	572.19	572.19
D	47509.73	-8.75	572.14	572.14
CL Bearing Pier 1	47514.73	-8.75	572.11	572.11
E	47524.73	-8.75	572.04	572.06
F	47534.73	-8.75	571.97	572.01
G	47544.73	-8.75	571.89	571.94
H	47554.73	-8.75	571.80	571.85
I	47564.73	-8.75	571.70	571.74
J	47574.73	-8.75	571.59	571.62
CL Bearing Pier 2	47586.15	-8.75	571.46	571.46
K	47596.15	-8.75	571.34	571.34
L	47606.15	-8.75	571.20	571.21
M	47616.15	-8.75	571.06	571.07
N	47626.15	-8.75	570.91	570.91
CL Bearing East Abut.	47631.15	-8.75	570.83	570.83
Back of East Abut.	47632.40	-8.75	570.81	570.81

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	47468.48	-2.92	572.38	572.38
CL Bearing West Abut.	47469.73	-2.92	572.38	572.38
A	47479.73	-2.92	572.36	572.36
B	47489.73	-2.92	572.32	572.33
C	47499.73	-2.92	572.28	572.28
D	47509.73	-2.92	572.23	572.23
CL Bearing Pier 1	47514.73	-2.92	572.20	572.20
E	47524.73	-2.92	572.13	572.15
F	47534.73	-2.92	572.06	572.10
G	47544.73	-2.92	571.98	572.03
H	47554.73	-2.92	571.89	571.94
I	47564.73	-2.92	571.79	571.83
J	47574.73	-2.92	571.69	571.71
CL Bearing Pier 2	47586.15	-2.92	571.55	571.55
K	47596.15	-2.92	571.43	571.43
L	47606.15	-2.92	571.30	571.30
M	47616.15	-2.92	571.15	571.16
N	47626.15	-2.92	571.00	571.00
CL Bearing East Abut.	47631.15	-2.92	570.92	570.92
Back of East Abut.	47632.40	-2.92	570.90	570.90

℄ ROADWAY & P.G.E.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	47468.48	0.00	572.43	572.43
CL Bearing West Abut.	47469.73	0.00	572.43	572.43
A	47479.73	0.00	572.40	572.41
B	47489.73	0.00	572.37	572.37
C	47499.73	0.00	572.32	572.32
D	47509.73	0.00	572.27	572.27
CL Bearing Pier 1	47514.73	0.00	572.24	572.24
E	47524.73	0.00	572.18	572.20
F	47534.73	0.00	572.11	572.14
G	47544.73	0.00	572.03	572.07
H	47554.73	0.00	571.94	571.99
I	47564.73	0.00	571.84	571.88
J	47574.73	0.00	571.73	571.75
CL Bearing Pier 2	47586.15	0.00	571.60	571.60
K	47596.15	0.00	571.47	571.47
L	47606.15	0.00	571.34	571.34
M	47616.15	0.00	571.20	571.20
N	47626.15	0.00	571.05	571.05
CL Bearing East Abut.	47631.15	0.00	570.97	570.97
Back of East Abut.	47632.40	0.00	570.95	570.95

TOP OF SLAB ELEVATIONS
KINMUNDY/LOUISVILLE ROAD
OVER ILLINOIS CENTRAL RR
STA. 475+50.44

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

BERNARDIN LOCHMUELLER & ASSOCIATES, INC.
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SHEET NO. 4
22 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	26
	SN 013-0044	CONTRACT NO. 74136		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	47468.48	2.92	572.38	572.38
CL Bearing West Abut.	47469.73	2.92	572.38	572.38
A	47479.73	2.92	572.36	572.36
B	47489.73	2.92	572.32	572.33
C	47499.73	2.92	572.28	572.28
D	47509.73	2.92	572.23	572.23
CL Bearing Pier 1	47514.73	2.92	572.20	572.20
E	47524.73	2.92	572.13	572.15
F	47534.73	2.92	572.06	572.10
G	47544.73	2.92	571.98	572.03
H	47554.73	2.92	571.89	571.94
I	47564.73	2.92	571.79	571.83
J	47574.73	2.92	571.69	571.71
CL Bearing Pier 2	47586.15	2.92	571.55	571.55
K	47596.15	2.92	571.43	571.43
L	47606.15	2.92	571.30	571.30
M	47616.15	2.92	571.15	571.16
N	47626.15	2.92	571.00	571.00
CL Bearing East Abut.	47631.15	2.92	570.92	570.92
Back of East Abut.	47632.40	2.92	570.90	570.90

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	47468.48	8.75	572.29	572.29
CL Bearing West Abut.	47469.73	8.75	572.29	572.29
A	47479.73	8.75	572.26	572.27
B	47489.73	8.75	572.23	572.23
C	47499.73	8.75	572.19	572.19
D	47509.73	8.75	572.14	572.14
CL Bearing Pier 1	47514.73	8.75	572.11	572.11
E	47524.73	8.75	572.04	572.06
F	47534.73	8.75	571.97	572.01
G	47544.73	8.75	571.89	571.94
H	47554.73	8.75	571.80	571.85
I	47564.73	8.75	571.70	571.74
J	47574.73	8.75	571.59	571.62
CL Bearing Pier 2	47586.15	8.75	571.46	571.46
K	47596.15	8.75	571.34	571.34
L	47606.15	8.75	571.20	571.21
M	47616.15	8.75	571.06	571.07
N	47626.15	8.75	570.91	570.91
CL Bearing East Abut.	47631.15	8.75	570.83	570.83
Back of East Abut.	47632.40	8.75	570.81	570.81

SOUTH OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	47468.48	12.00	572.24	572.24
CL Bearing West Abut.	47469.73	12.00	572.24	572.24
A	47479.73	12.00	572.21	572.22
B	47489.73	12.00	572.18	572.18
C	47499.73	12.00	572.14	572.14
D	47509.73	12.00	572.09	572.08
CL Bearing Pier 1	47514.73	12.00	572.06	572.06
E	47524.73	12.00	572.99	572.01
F	47534.73	12.00	571.92	571.96
G	47544.73	12.00	571.84	571.89
H	47554.73	12.00	571.75	571.80
I	47564.73	12.00	571.65	571.69
J	47574.73	12.00	571.54	571.57
CL Bearing Pier 2	47586.15	12.00	571.41	571.41
K	47596.15	12.00	571.29	571.29
L	47606.15	12.00	571.15	571.16
M	47616.15	12.00	571.01	571.02
N	47626.15	12.00	570.86	570.86
CL Bearing East Abut.	47631.15	12.00	570.78	570.78
Back of East Abut.	47632.40	12.00	570.76	570.76

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of West Abut.	47468.48	14.58	572.19	572.19
CL Bearing West Abut.	47469.73	14.58	572.19	572.19
A	47479.73	14.58	572.16	572.16
B	47489.73	14.58	572.13	572.13
C	47499.73	14.58	572.08	572.08
D	47509.73	14.58	572.03	572.03
CL Bearing Pier 1	47514.73	14.58	572.00	572.00
E	47524.73	14.58	571.94	571.96
F	47534.73	14.58	571.87	571.90
G	47544.73	14.58	571.78	571.83
H	47554.73	14.58	571.70	571.74
I	47564.73	14.58	571.60	571.64
J	47574.73	14.58	571.49	571.51
CL Bearing Pier 2	47586.15	14.58	571.36	571.36
K	47596.15	14.58	571.23	571.23
L	47606.15	14.58	571.10	571.10
M	47616.15	14.58	570.96	571.96
N	47626.15	14.58	570.81	570.81
CL Bearing East Abut.	47631.15	14.58	570.73	570.73
Back of East Abut.	47632.40	14.58	570.71	570.71

TOP OF SLAB ELEVATIONS KINMUNDY/LOUISVILLE ROAD OVER ILLINOIS CENTRAL RR STA. 475+50.44

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

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SHEET NO. 5	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	27
		SN 013-0044	CONTRACT NO. 74136		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

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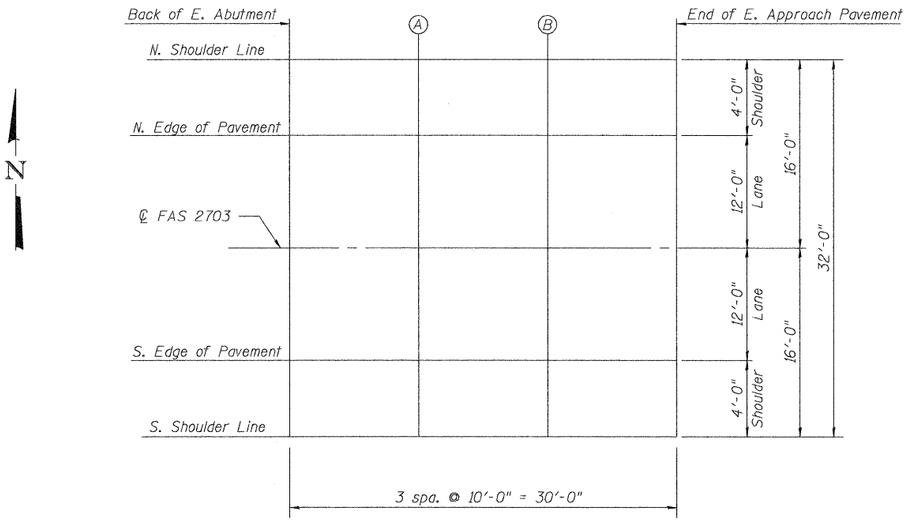
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN EAST APPROACH

EAST APPROACH

NORTH EDGE OF SHOULDER

Locations	Station	Offset	Theoretical Grade Elevations
Back of East Abutment	476+32.40	-16.00	570.70
A	476+42.40	-16.00	570.51
B	476+52.40	-16.00	570.34
End of East Approach	476+62.40	-16.00	570.16

NORTH EDGE OF PAVEMENT

Locations	Station	Offset	Theoretical Grade Elevations
Back of East Abutment	476+32.40	-12.00	570.76
A	476+42.40	-12.00	570.60
B	476+52.40	-12.00	570.42
End of East Approach	476+62.40	-12.00	570.24

℄ ROADWAY

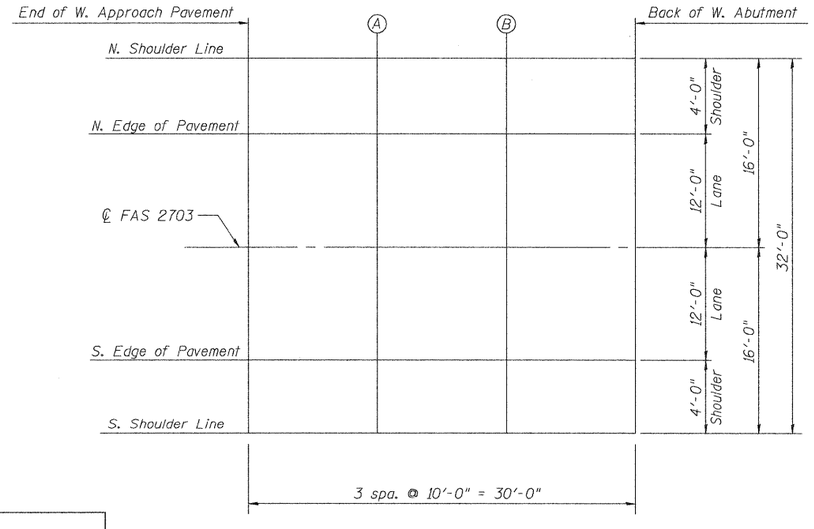
Locations	Station	Offset	Theoretical Grade Elevations
Back of East Abutment	476+32.40	0.00	570.95
A	476+42.40	0.00	570.78
B	476+52.40	0.00	570.61
End of East Approach	476+62.40	0.00	570.43

SOUTH EDGE OF SHOULDER

Locations	Station	Offset	Theoretical Grade Elevations
Back of East Abutment	476+32.40	16.00	570.68
A	476+42.40	16.00	570.51
B	476+52.40	16.00	570.34
End of East Approach	476+62.40	16.00	570.16

SOUTH EDGE OF PAVEMENT

Locations	Station	Offset	Theoretical Grade Elevations
Back of East Abutment	476+32.40	12.00	570.76
A	476+42.40	12.00	570.60
B	476+52.40	12.00	570.42
End of East Approach	476+62.40	12.00	570.24



PLAN WEST APPROACH

WEST APPROACH

NORTH EDGE OF SHOULDER

Locations	Station	Offset	Theoretical Grade Elevations
End of West Approach	474+38.48	-16.00	572.18
A	474+48.48	-16.00	572.18
B	474+58.48	-16.00	572.17
Back of West Abutment	474+68.48	-16.00	572.16

NORTH EDGE OF PAVEMENT

Locations	Station	Offset	Theoretical Grade Elevations
End of West Approach	474+38.48	-12.00	572.26
A	474+48.48	-12.00	572.27
B	474+58.48	-12.00	572.26
Back of West Abutment	474+68.48	-12.00	572.24

℄ ROADWAY

Locations	Station	Offset	Theoretical Grade Elevations
End of West Approach	474+38.48	0.00	572.45
A	474+48.48	0.00	572.45
B	474+58.48	0.00	572.45
Back of West Abutment	474+68.48	0.00	572.43

SOUTH EDGE OF SHOULDER

Locations	Station	Offset	Theoretical Grade Elevations
End of West Approach	474+38.48	16.00	572.18
A	474+48.48	16.00	572.18
B	474+58.48	16.00	572.17
Back of West Abutment	474+68.48	16.00	572.16

SOUTH EDGE OF PAVEMENT

Locations	Station	Offset	Theoretical Grade Elevations
End of West Approach	474+38.48	12.00	572.26
A	474+48.48	12.00	572.27
B	474+58.48	12.00	572.26
Back of West Abutment	474+68.48	12.00	572.24

EAST & WEST APPROACH PAVEMENT TOP OF SLAB ELEVATION KINMUNDY/LOUISVILLE ROAD OVER ILLINOIS CENTRAL RR STA. 475+50.44

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

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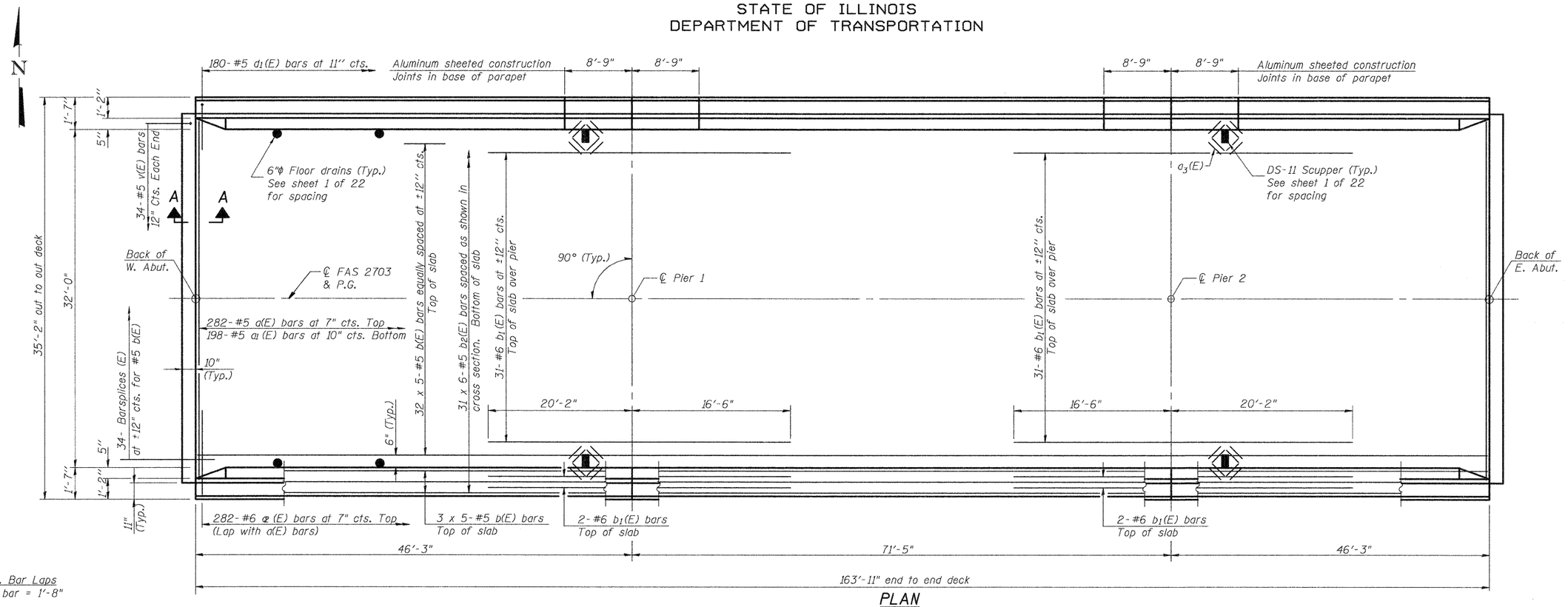
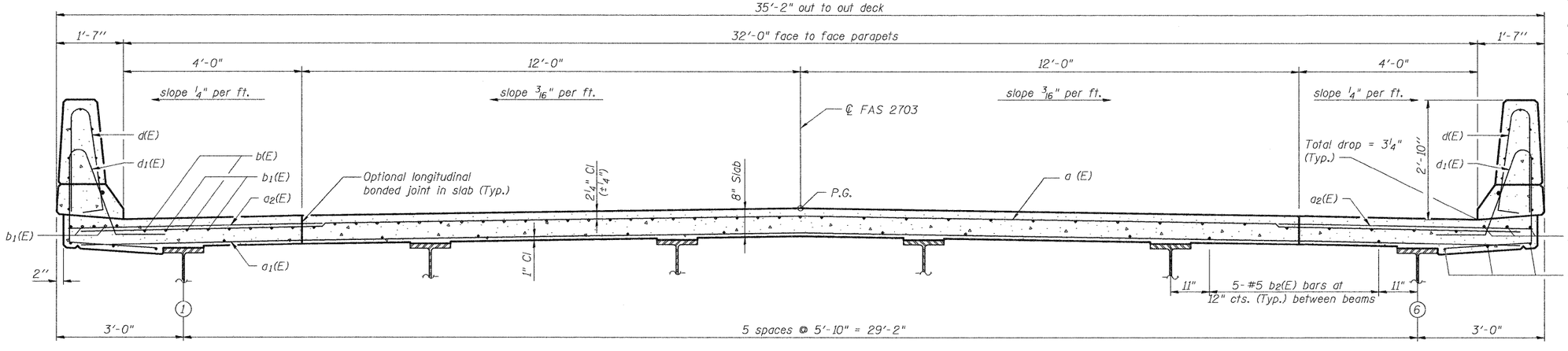
SHEET NO. 6	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	28
		SN 013-0044	CONTRACT NO. 74136		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

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



NEAR PIER

NEAR MIDSPAN

CROSS SECTION
(Looking East)

Notes:
See Sheet 8 of 22 for superstructure details and Bill of Material.
Bars indicated thus 32 x 6- #5 etc. indicates 32 lines of bars with 6 lengths per line.
See Sheet 8 of 22 for parapet reinforcement.
For Section A-A and diaphragm details see sheet 9 of 22 .
See Sheet 1 of 22 for location of drainage scuppers and floor drains.
See Sheet 18 of 22 for drainage scupper details.
See Sheet 8 of 22 for floor drain details.
Cut longitudinal reinforcement to miss drainage scuppers & floor drains.

SUPERSTRUCTURE
KINMUNDY/LOUISVILLE ROAD OVER ILLINOIS CENTRAL RR
STA. 475+50.44

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

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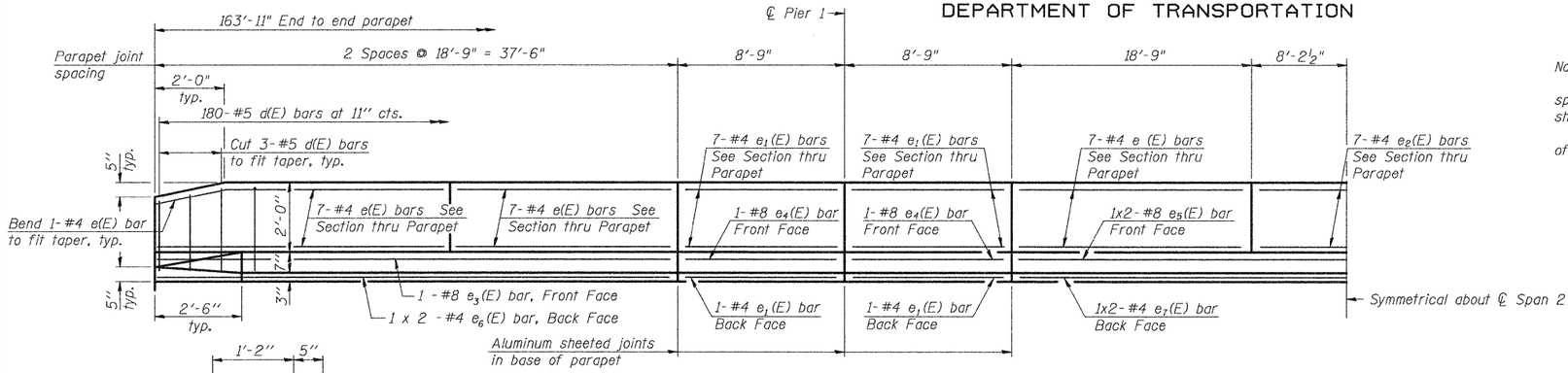
SHEET NO. 7	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	29
	SN 013-0044		CONTRACT NO. 74136		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Notes:

The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SP1 prior to painting.

Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum. Galvanize clamping device according to AASHTO M232.

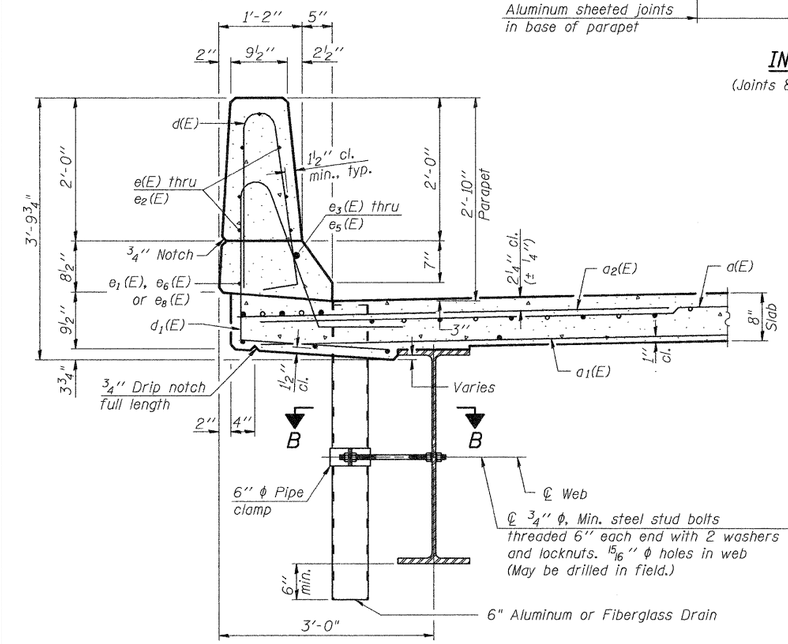
For details of DS11 scupper see sheet 18 of 22.

Bars indicated thus 1x2- #4, etc. indicates 1 line of bars with 2 lengths per line.

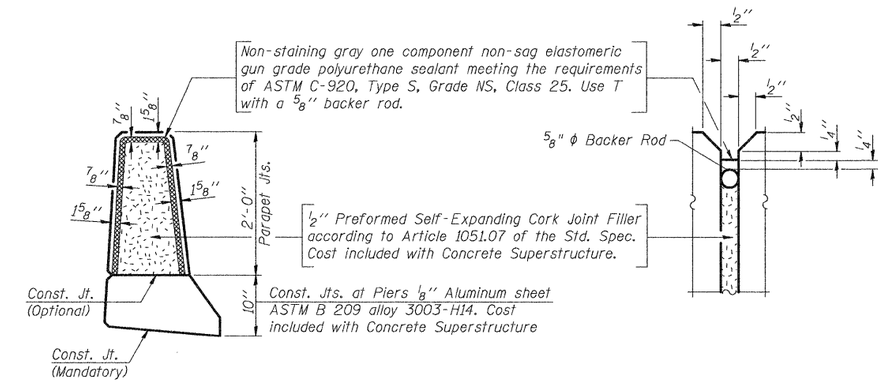
Drains shall be located clear of all diaphragms.

INSIDE ELEVATION OF PARAPET

(Joints & Reinforcement Symmetric about Center of span 2)



SECTION THRU PARAPET



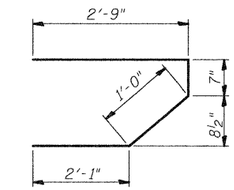
PARAPET JOINT DETAILS

MINIMUM BAR LAP

(Parapet)

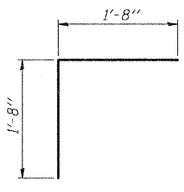
#4 bar = 1'-4"

#8 bar = 3'-5"



BAR s(E)

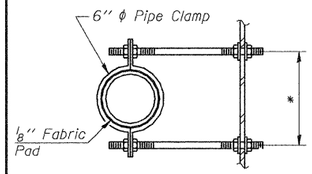
BAR s1(E)



BAR v(E)

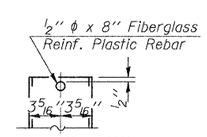
SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	282	#5	34'-7"	——
a1(E)	198	#5	34'-0"	——
a2(E)	564	#6	6'-0"	——
a3(E)	64	#5	1'-6"	——
b(E)	190	#5	34'-1"	——
b1(E)	70	#6	36'-8"	——
b2(E)	186	#5	28'-8"	——
d(E)	360	#5	5'-7"	
d1(E)	360	#5	7'-8"	
e(E)	84	#4	18'-6"	——
e1(E)	64	#4	8'-6"	——
e2(E)	14	#4	17'-0"	——
e3(E)	4	#8	37'-3"	——
e4(E)	8	#8	8'-6"	——
e5(E)	4	#8	28'-7"	——
e6(E)	8	#4	19'-5"	——
e7(E)	4	#4	27'-6"	——
m(E)	4	#6	31'-9"	——
m1(E)	6	#6	34'-11"	——
m2(E)	24	#6	8'-7"	——
m3(E)	10	#6	5'-7"	——
m4(E)	4	#6	2'-9"	——
s(E)	72	#5	6'-5"	⊃
s1(E)	62	#4	8'-6"	⊓
v(E)	68	#5	3'-4"	⊓
Reinforcement Bars, Epoxy Coated			Pound	48,130
Concrete Superstructure			Cu. Yds.	225.2

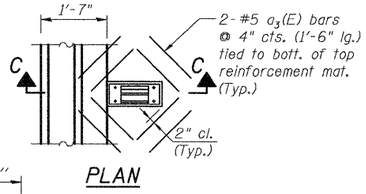


SECTION B-B

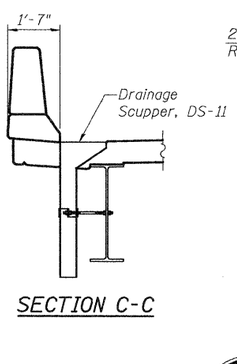
*Dimension as required by Pipe Clamp



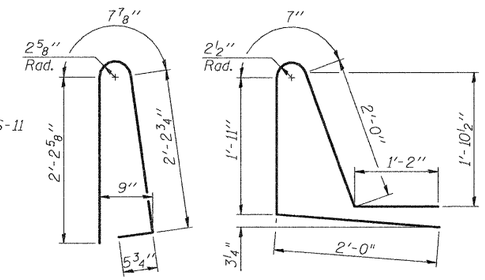
FIBERGLASS PIPE



PLAN

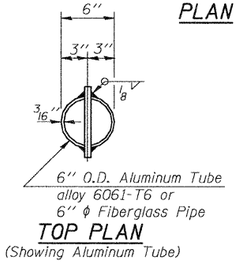


SECTION C-C



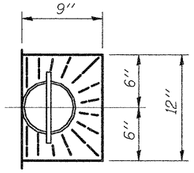
BAR d(E)

BAR d1(E)

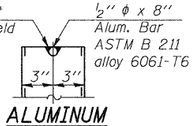


TOP PLAN

(Showing Aluminum Tube)



TOP PLAN



ALUMINUM TUBE

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

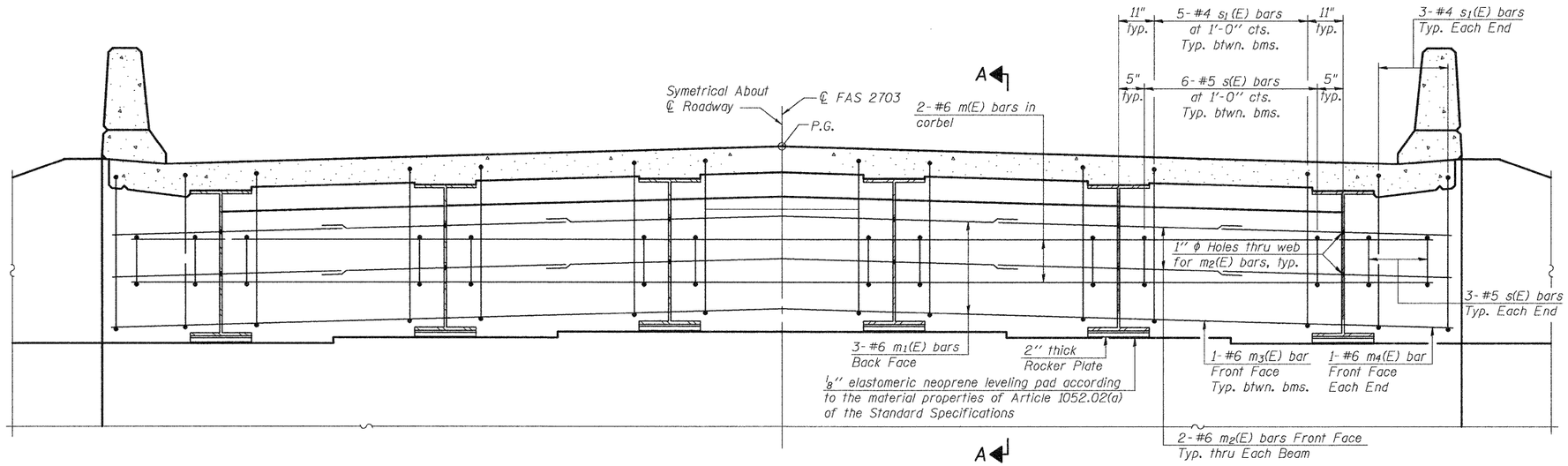
SUPERSTRUCTURE DETAILS KINMUNDY/LOUISVILLE ROAD OVER ILLINOIS CENTRAL RR STA. 475+50.44

BERNARDIN LOCHMUELLER & ASSOCIATES, INC.

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

SHEET NO. 8	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	30
	SN 013-0044		CONTRACT NO. 74136		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



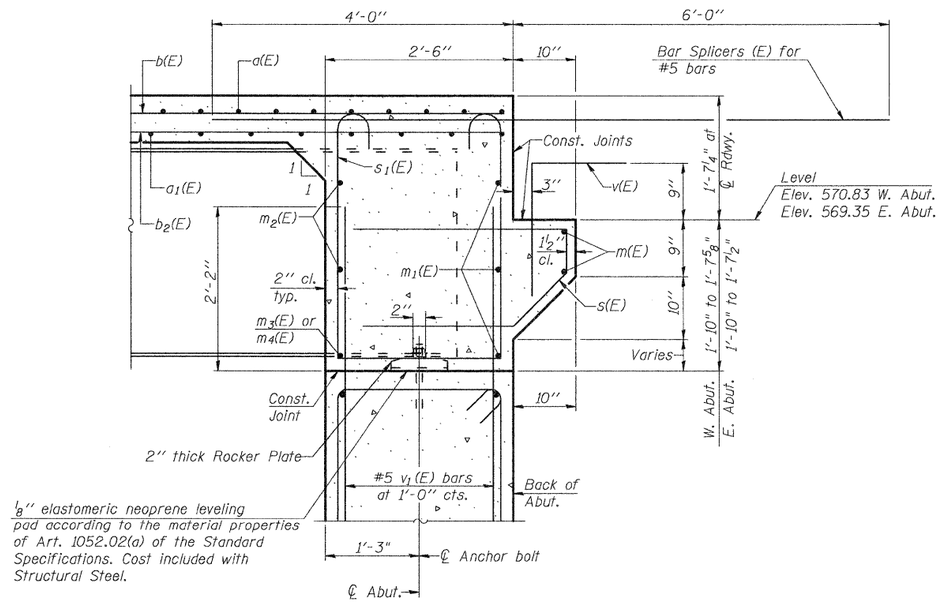
DIAPHRAGM ELEVATION AT ABUTMENT

(Looking West) (East Abutment Similar)

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 8 of 22.
Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 22.
For details of bars $s_1(E)$ see sheet 8 of 22.

MIN. BAR LAP

#6 bar = 2'-7"



SECTION A-A

DIAPHRAGM DETAILS
KINMUNDY/LOUISVILLE ROAD
OVER ILLINOIS CENTRAL RR
STA. 475+50.44

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

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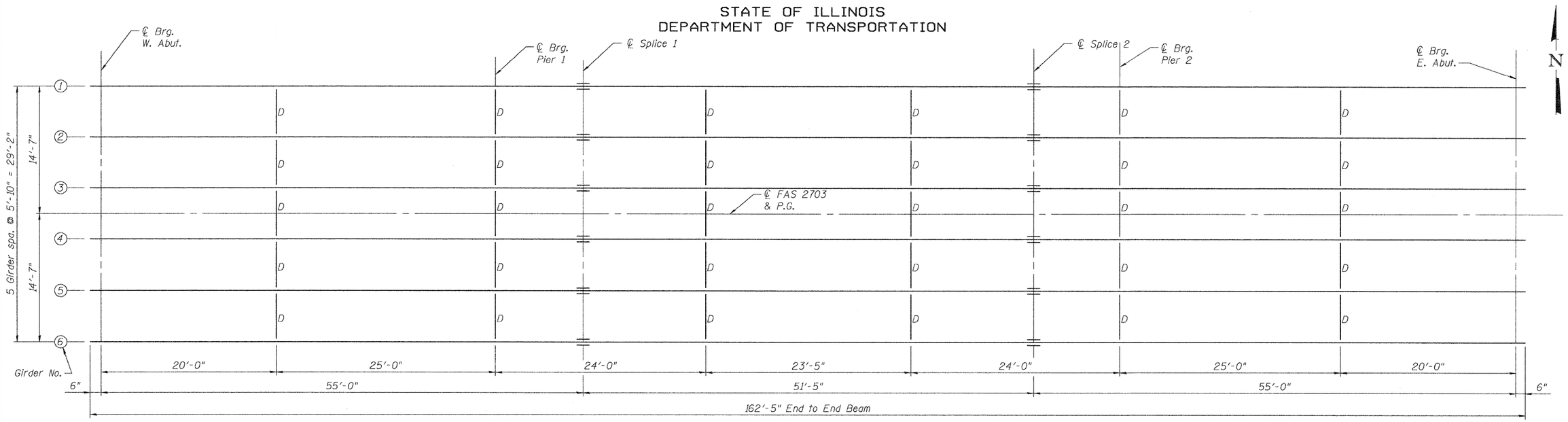
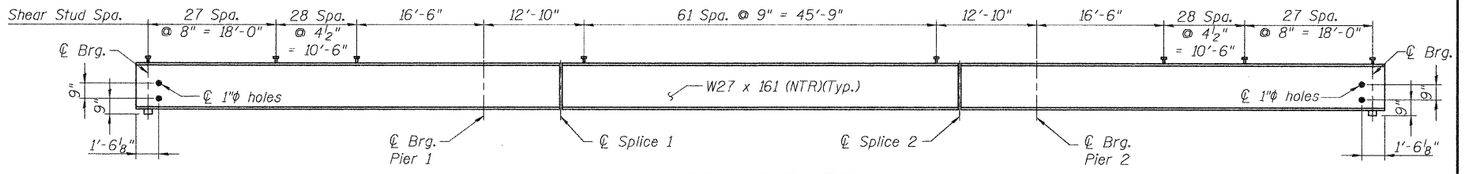
SHEET NO. 9	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	31
	SN 013-0044		CONTRACT NO. 74136		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

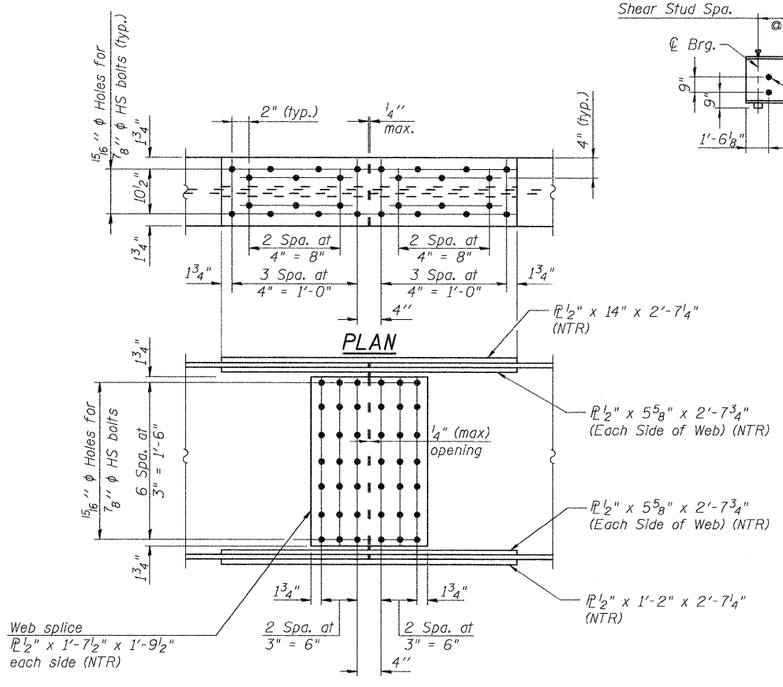
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



FRAMING PLAN



BEAM ELEVATION

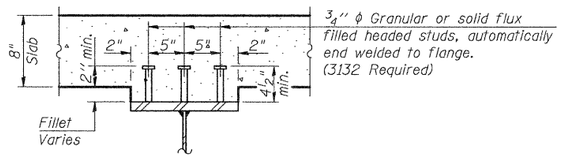


PLAN

ELEVATION

SPLICE DETAIL

(12 Required)



SECTION A-A

*TOP OF BEAM ELEVATIONS

Location	℄ Brg. W. Abut	℄ Pier 1	℄ Splice 1	℄ Splice 2	℄ Pier 2	℄ Brg. E. Abut
Girder 1	571.47	571.18	571.11	570.74	570.61	570.01
Girder 2	571.57	571.35	571.30	570.84	570.71	570.11
Girder 3	571.67	571.45	571.40	570.94	570.81	570.21
Girder 4	571.67	571.45	571.40	570.94	570.81	570.21
Girder 5	571.57	571.35	571.30	570.84	570.71	570.11
Girder 6	571.47	571.18	571.11	570.74	570.61	570.01

* For fabrication only

Notes:

Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.

All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.

See Sheet 11 of 22 for Diaphragm Details.

See Sheet 11 of 22 for Anchor Bolt placement.

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

STRUCTURAL STEEL
KINMUNDY/LOUISVILLE ROAD
OVER ILLINOIS CENTRAL RR
STA. 475+50.44

BERNARDIN LOCHMUELLER & ASSOCIATES, INC.
3 Oak Drive
Maryville, IL 62062-5635
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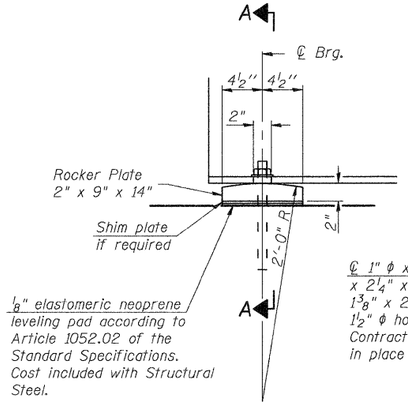
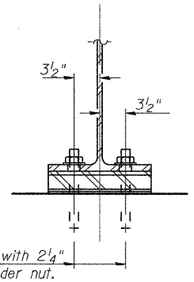
SHEET NO. 10	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	32
		SN 013-0044	CONTRACT NO. 74136		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

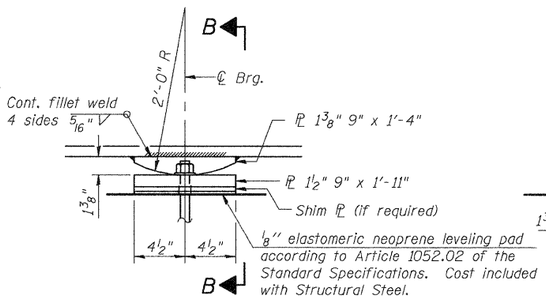
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION AT ABUTMENT

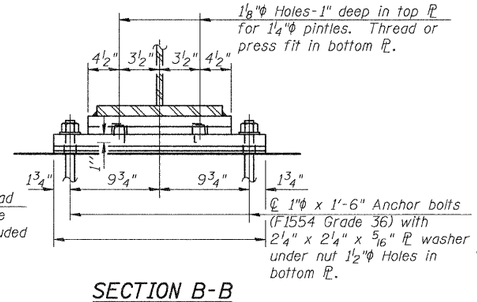


SECTION A-A



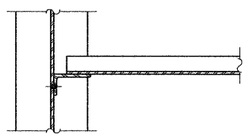
ELEVATION AT PIER

FIXED BEARING
(12 Required)

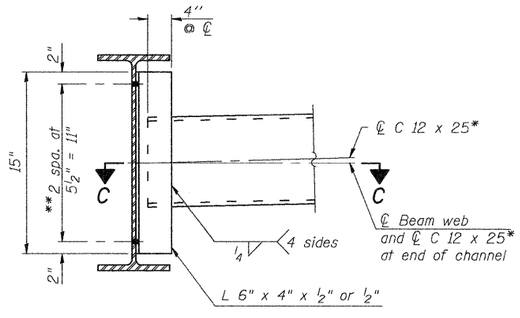


SECTION B-B

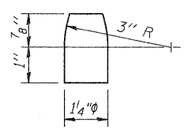
FIXED BEARING
(12 Required)



SECTION C-C



INTERIOR DIAPHRAGM
(30 Required)



*** PINTLE

* Alternate C 12 x 30 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized shall be provided at no extra cost to the Department.
** ¾" ϕ HS bolts, 15/16" ϕ holes
*** AASHTO M270 Grade 50

Notes:
Two hardened washers required for each set of oversized holes.
Anchor bolts at fixed bearings may be built into the masonry.

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in.⁴ and in.³).
$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads (in.⁴ and in.³).
$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
Z: Plastic Section Modulus of the steel section in non-composite areas. Omit line in Moment Table if not used in design calculations (in.³).
DC1: Un-factored non-composite dead load (kips/ft.).
M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
M_{L+Imp}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
M_u (Strength I): Factored design moment (kip-ft.).
$1.25\,(M_{DC1} + M_{DC2}) + 1.5\,M_{DW} + 1.75\,M_{L+Imp}$
$\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).
$\phi_f M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).
f_s (Service II): Sum of stresses as computed from the moments below (ksi).
$M_{DC1} + M_{DC2} + M_{DW} + 1.3\,M_{L+Imp}$
f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.25\,(M_{DC1} + M_{DC2}) + 1.5\,M_{DW} + 1.75\,M_{L+Imp}$
V_f: Factored shear range computed according to Article 6.10.10.

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or 2	0.5 SP 2
I_s	(in^4)	6310	6310	6310
$I_c(n)$	(in^4)	15187	-	15187
$I_c(3n)$	(in^4)	10998	-	10998
S_s	(in^3)	458	458	458
$S_c(n)$	(in^3)	636	-	636
$S_c(3n)$	(in^3)	573	-	573
DC1	(k/')	0.78	0.74	0.74
M_{DC1}	('k)	73	291	205
DC2	(k/')	0.15	0.15	0.15
M_{DC2}	('k)	17	49	47
DW	(k/')	0.292	0.292	0.292
M_{DW}	('k)	33	95	92
M_{L+Imp}	('k)	430	371	647
M_u(Strength I)	('k)	915	1214	1584
$\phi_f M_n$, $\phi_f M_{nc}$	('k)	2989	-	2989
f_s DC1	(ksi)	1.9	7.6	5.4
f_s DC2	(ksi)	0.4	1.3	1.0
f_s DW	(ksi)	0.7	2.5	1.9
f_s 1.3(L+I)	(ksi)	10.5	12.6	15.9
f_s (Service II)	(ksi)	13.5	24.0	24.1
f_s (Total)(Strength I)	(ksi)	-	31.9	-
V_f	(k)	11.1	-	9.9

INTERIOR GIRDER REACTION TABLE HL93 Loading			
		Abut.	Pier 1 or 2
R_{DC1}	(k)	11.0	51.6
R_{DC2}	(k)	2.3	9.9
R_{DW}	(k)	4.5	19.1
R_{L+Imp}	(k)	50.2	74.7
R_{Total}	(k)	68.0	155.3

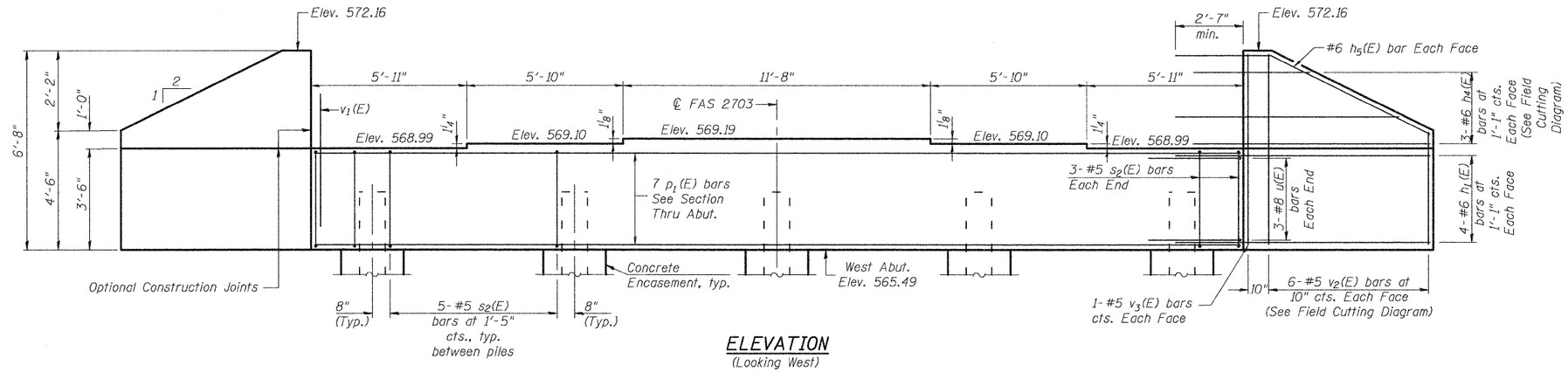
DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.

STRUCTURAL STEEL
KINMUNDY/LOUISVILLE ROAD
OVER ILLINOIS CENTRAL RR
STA. 475+50.44

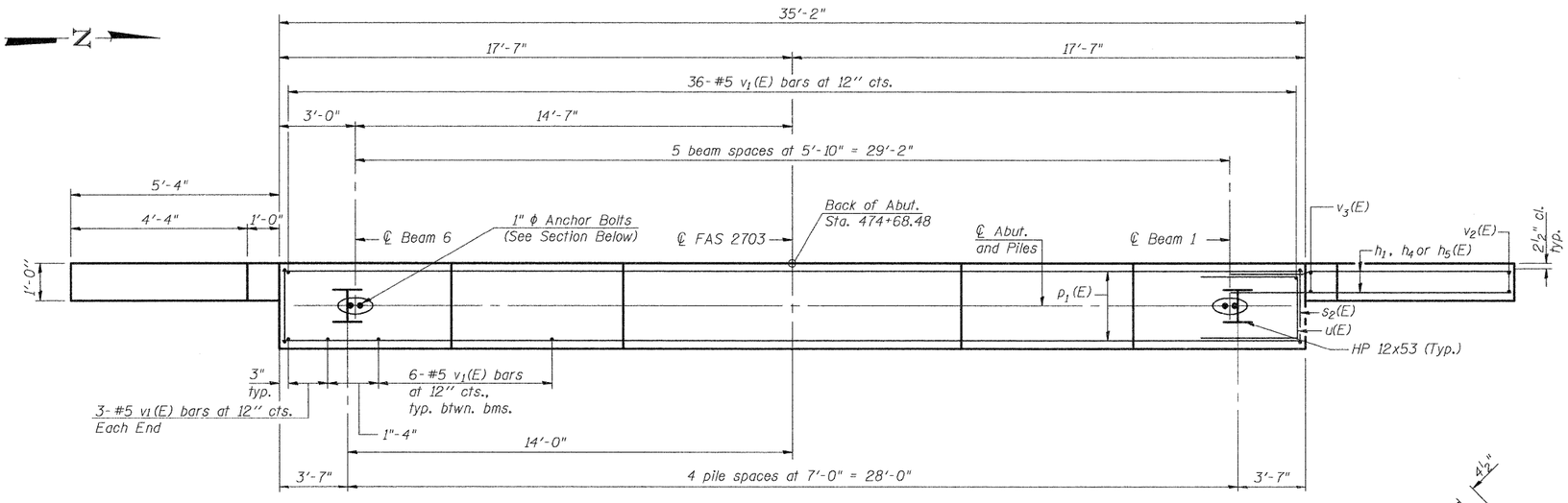
BERNARDIN LOCHMUELLER & ASSOCIATES, INC.
3 Oak Drive
Maryville, IL 62062-5635
Local-(618) 288-4665
Fax 618-288-4666

SHEET NO. 11	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	33
		SN 013-0044	CONTRACT NO. 74136		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION
(Looking West)

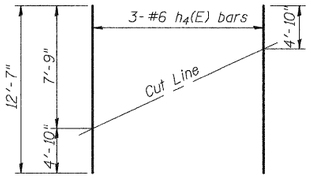


PLAN

PILE DATA

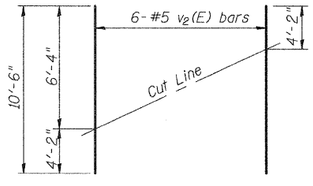
Type: HP 12x53 with Pile Shoes
Nominal Required Bearing: 419 k
Factored Resistance Available: 210 k
Est. Length: 42'-0"
No. Production Piles: 4
No. Test Piles: 1

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



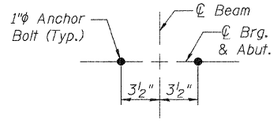
h4 FIELD CUTTING DIAGRAM

Order $h_4(E)$ full length. Cut as shown and use remainder of bars in opposite face.

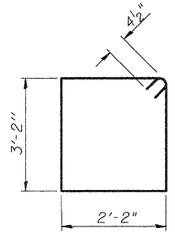


V2 FIELD CUTTING DIAGRAM

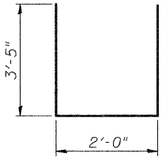
Order $v_2(E)$ full length. Cut as shown and use remainder of bars in opposite face.



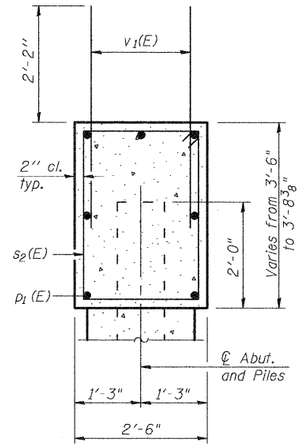
ANCHOR BOLT DETAIL



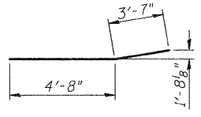
BAR s2(E)



BAR u(E)



SEC. THRU ABUT.



BAR h5(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_1(E)$	16	#6	8'-5"	
$h_4(E)$	6	#6	12'-7"	
$h_5(E)$	4	#6	8'-3"	
$p_1(E)$	7	#8	34'-10"	
$s_2(E)$	26	#5	11'-5"	
$u(E)$	6	#8	8'-10"	
$v_1(E)$	72	#6	4'-4"	
$v_2(E)$	12	#5	10'-6"	
$v_3(E)$	4	#5	6'-4"	
Structure Excavation		Cu. Yd.	101.5	
Concrete Structures		Cu. Yd.	14.0	
Reinforcement Bars, Epoxy Coated		Pound	2100	
Furnishing - Steel Piles, HP 12x53		Foot	168	
Driving Piles		Foot	168	
Test Pile, HP 12x53		Each	1	
Concrete Encasement		Cu. Yd.	1.7	
Pile Shoes		Each	5	

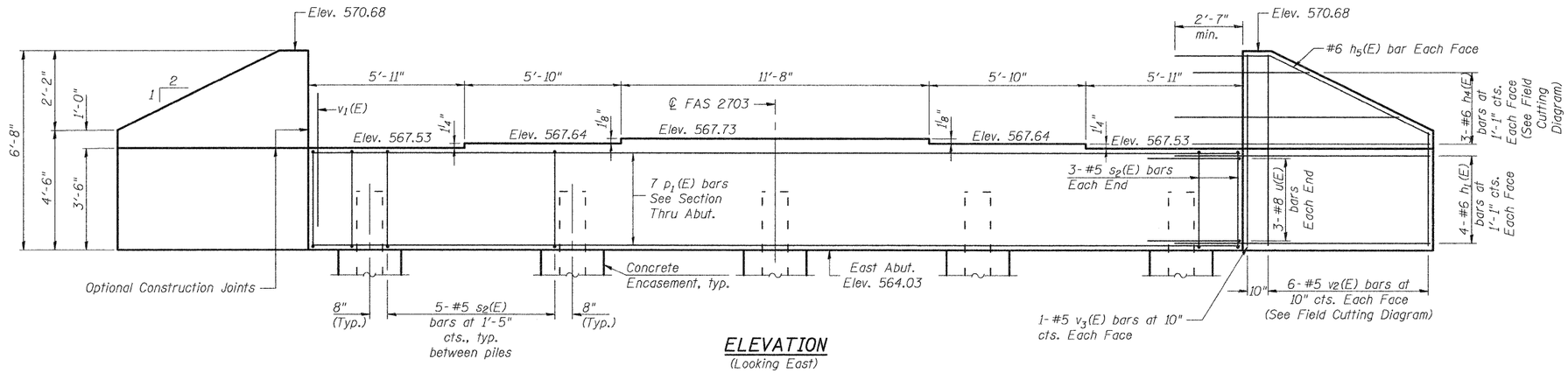
Notes:
Pour steps monolithically with cap.
See Sheet 2 of 22 for section thru Integral Abutment showing drainage details.
For details of piles and Concrete Encasement See Sheet 19 of 22.
Space reinforcement in cap to miss anchor bolts.

WEST ABUTMENT
KINMUNDY/LOUISVILLE ROAD
OVER ILLINOIS CENTRAL RR
STA. 475+50.44

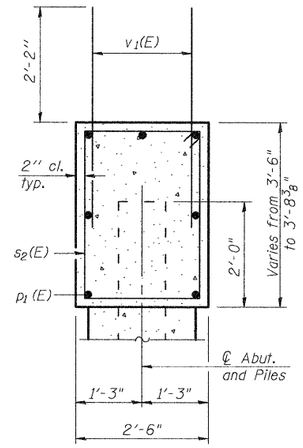
BERNARDIN LOCHMUELLER & ASSOCIATES, INC.
3 Oak Drive
Maryville, IL 62062-5635
Local-(618) 288-4665
Fax 618-288-4666

SHEET NO. 12	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	34
	SN 013-0044		CONTRACT NO. 74136		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

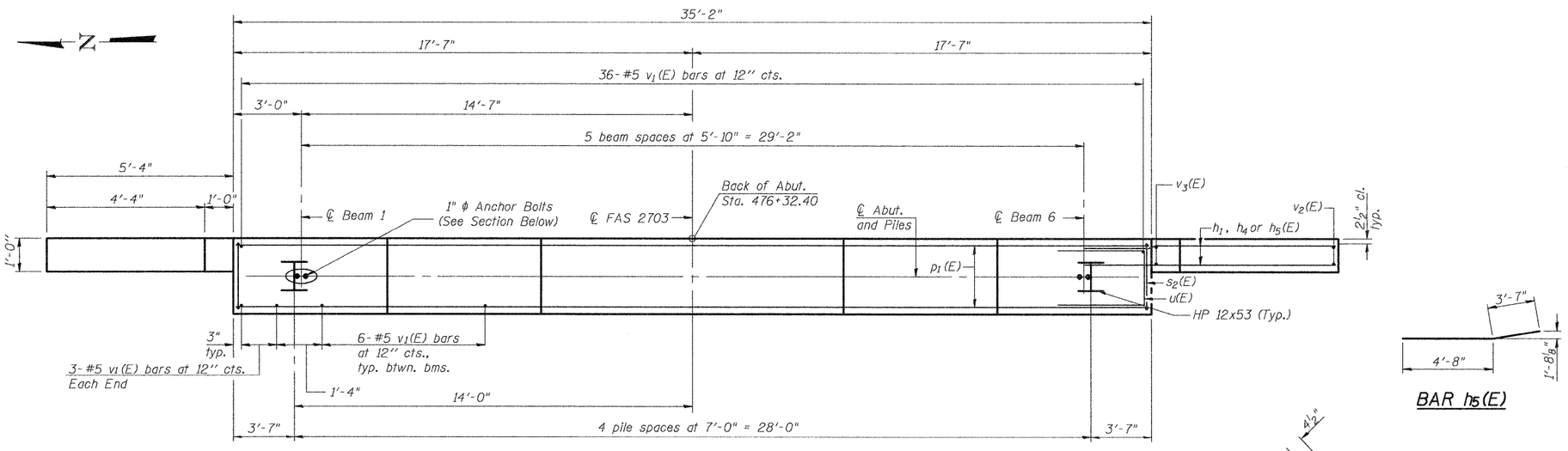
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION
(Looking East)



SEC. THRU ABUT.



PLAN

BILL OF MATERIAL

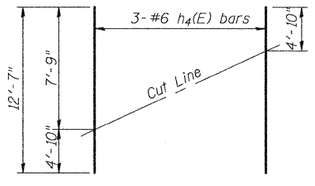
Bar	No.	Size	Length	Shape
$h_1(E)$	16	#6	8'-5"	
$h_4(E)$	6	#6	12'-7"	
$h_5(E)$	4	#6	8'-3"	
$p_1(E)$	7	#8	34'-10"	
$s_2(E)$	26	#5	11'-5"	
$u(E)$	6	#8	8'-10"	
$v_1(E)$	72	#6	4'-4"	
$v_2(E)$	12	#5	10'-6"	
$v_3(E)$	4	#5	6'-4"	
Structure Excavation		Cu. Yd.	101.5	
Concrete Structures		Cu. Yd.	14.0	
Reinforcement Bars, Epoxy Coated		Pound	2100	
Furnishing - Steel Piles, HP 12x53		Foot	240	
Driving Piles		Foot	240	
Test Pile, HP 12x53		Each	1	
Concrete Encasement		Cu. Yd.	1.7	
Pile Shoes		Each	5	

BAR $h_5(E)$

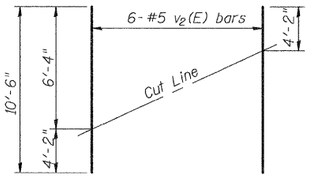
Notes:
Pour steps monolithically with cap.
See Sheet 2 of 22 for section thru Integral Abutment showing drainage details.
For details of piles and Concrete Encasement See Sheet 19 of 22
Space reinforcement in cap to miss anchor bolts.

PILE DATA

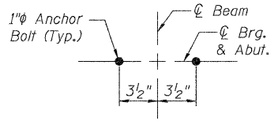
Type: HP 12x53 with Pile Shoes
Nominal Required Bearing: 419 k
Factored Resistance Available: 210 k
Est. Length: 60'-0"
No. Production Piles: 4
No. Test Piles: 1



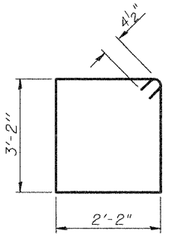
h_4 FIELD CUTTING DIAGRAM
Order $h_4(E)$ full length. Cut as shown and use remainder of bars in opposite face.



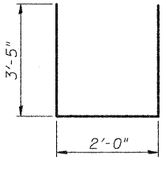
V_2 FIELD CUTTING DIAGRAM
Order $v_2(E)$ full length. Cut as shown and use remainder of bars in opposite face.



ANCHOR BOLT DETAIL



BAR $s_2(E)$



BAR $u(E)$

EAST ABUTMENT
KINMUNDY/LOUISVILLE ROAD
OVER ILLINOIS CENTRAL RR
STA. 475+50.44

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

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

SHEET NO. 13	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	35
		SN 013-0044	CONTRACT NO.		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

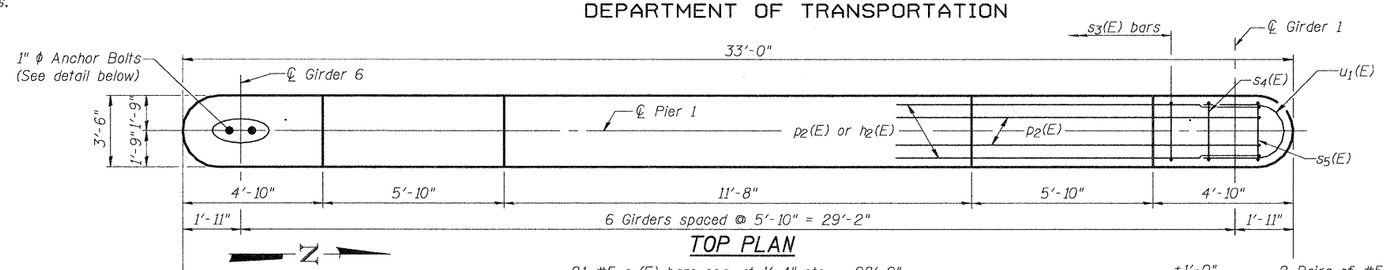
2/8/45 PM 10/3/2008 ...\Bridges\030044-7435.dgn

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 19 of 22.

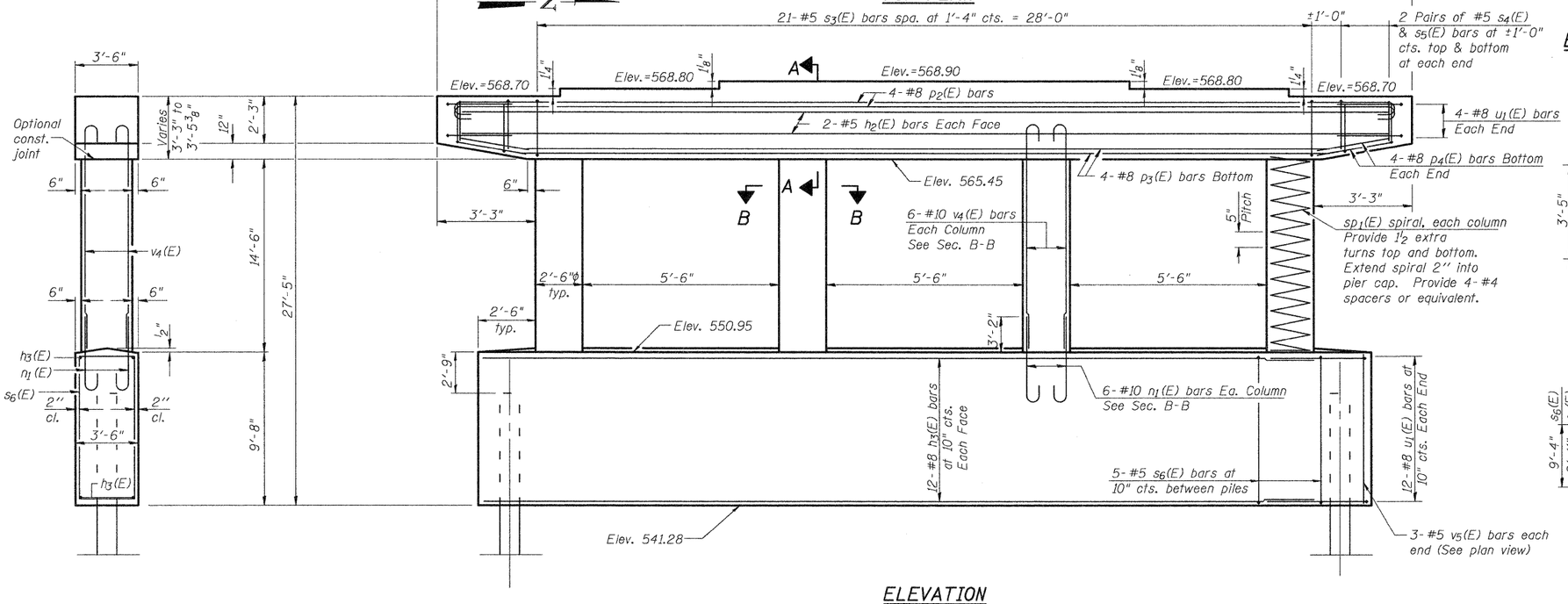
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PILE DATA

Type: HP 12x63 with Pile Shoes
Nominal Required Bearing: 497
Factored Resistance Available: 249
Est. Length: 31'-0"
No. Production Piles: 6
No. Test Piles: 1



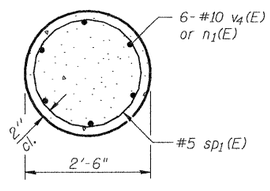
TOP PLAN



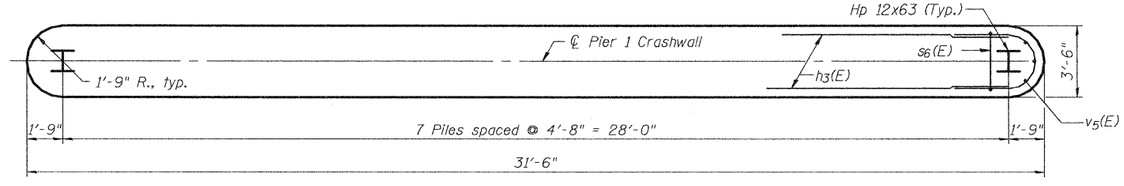
ELEVATION
(Looking West)

Note: Top of Pile Elev. = 548.20

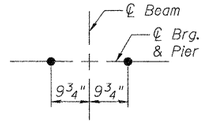
END VIEW



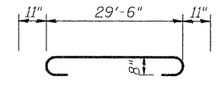
SEC. B-B



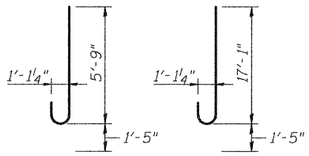
CRASHWALL PLAN



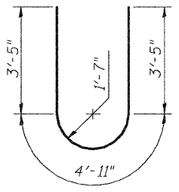
ANCHOR BOLT DETAIL



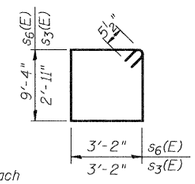
BAR p2(E)



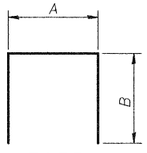
BAR n1(E) BAR v4(E)



BAR u1(E)



BAR s3(E), BAR s6(E)



BARS

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h2(E)	4	#5	29'-6"	
h3(E)	24	#8	28'-0"	
n1(E)	24	#10	7'-2"	
p2(E)	8	#8	31'-4"	
p3(E)	8	#8	27'-2"	
p4(E)	16	#8	2'-9"	
s3(E)	21	#5	13'-1"	
s4(E)	4	#5	8'-4"	
s5(E)	4	#5	7'-8"	
s6(E)	30	#5	25'-9"	
** sp1(E)	4	#5	14'-2"	
u1(E)	32	#8	11'-9"	
v4(E)	24	#10	18'-6"	
v5(E)	6	#5	9'-4"	
Structure Excavation		Cu. Yd.	91.0	
Concrete Structures		Cu. Yd.	63.0	
Reinforcement Bars, Epoxy Coated		Pound	9250	
Furnishing - Steel Piles, HP 12x63		Foot	186	
Driving Piles, HP 12x63		Foot	186	
Test Pile HP 12x63		Each	1	
Pile Shoes		Each	7	

** Length is height of spiral.

A & B DIMENSIONS

Bar	A	B
S4	3'-2"	2'-7"
S5	3'-2"	2'-3"

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

PIER 1
KINMUNDY/LOUISVILLE ROAD
OVER ILLINOIS CENTRAL RR
STA. 475+50.44

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Marrville, IL 62062-5635
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Fax 618-288-4666

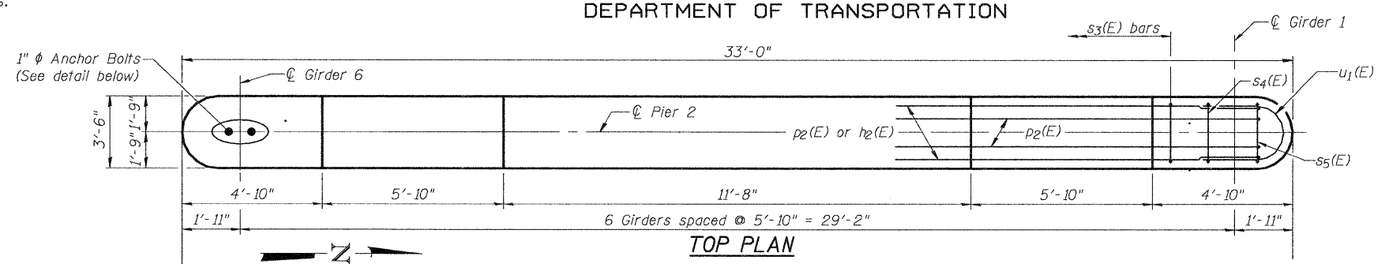
SHEET NO. 14	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	36
		SN 013-0044	CONTRACT NO. 74136		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 19 of 22.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

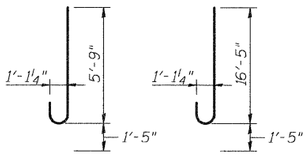
PILE DATA

Type: HP 12x63 with Pile Shoes
Nominal Required Bearing: 497
Factored Resistance Available: 249
Est. Length: 33'-0"
No. Production Piles: 6
No. Test Piles: 1

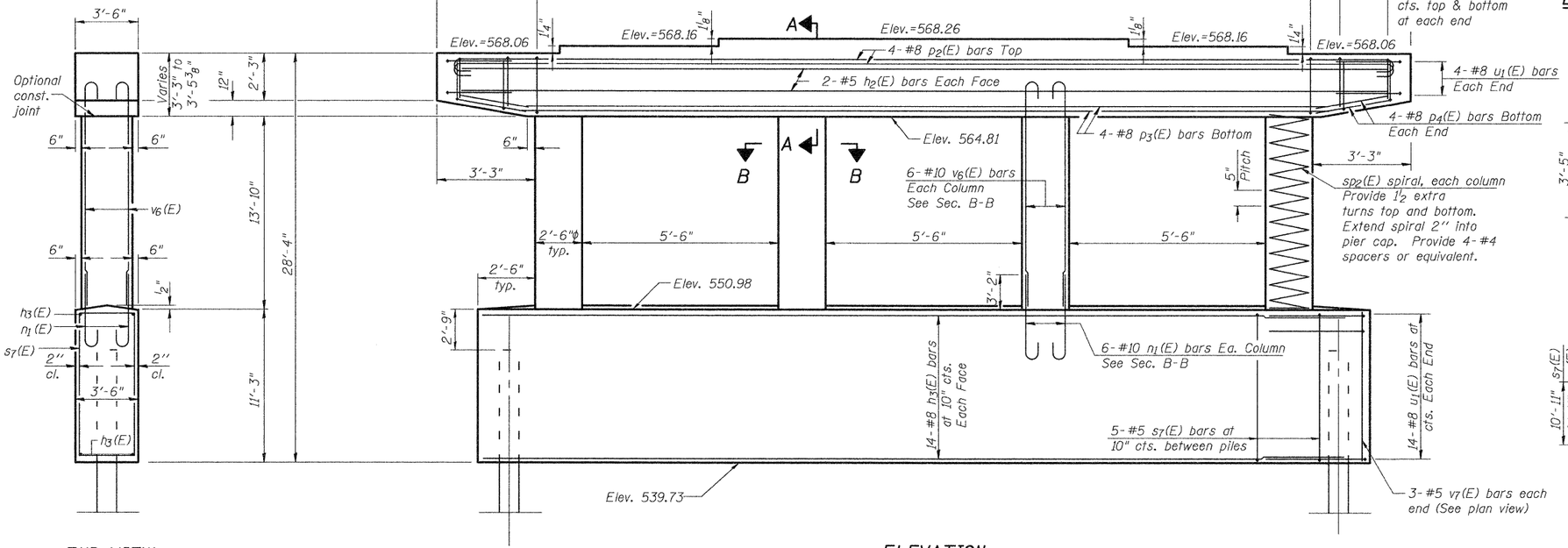


TOP PLAN

BAR p2(E)



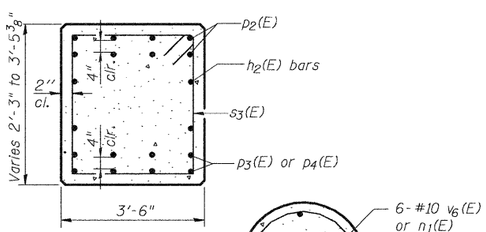
BAR n1(E) BAR v6(E)



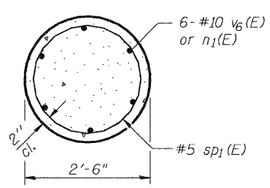
ELEVATION
(Looking West)

END VIEW

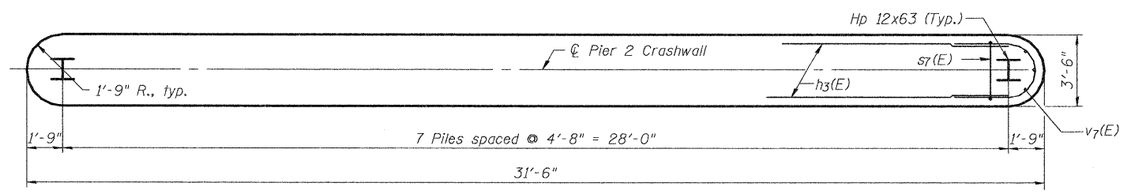
Note: Top of Pile Elev. = 548.23



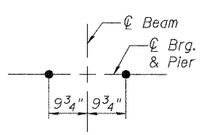
SEC. A-A



SEC. B-B



CRASHWALL PLAN



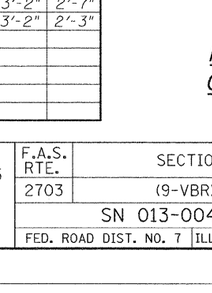
ANCHOR BOLT DETAIL

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

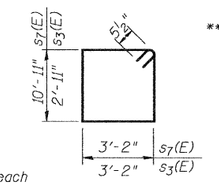
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h2(E)	4	#5	29'-6"	——
h3(E)	28	#8	28'-0"	——
n1(E)	24	#10	7'-2"	⊃
p2(E)	8	#8	31'-4"	⊂⊃
p3(E)	8	#8	27'-2"	——
p4(E)	16	#8	2'-9"	——
s3(E)	21	#5	13'-1"	◪
s4(E)	4	#5	8'-4"	⊔
s5(E)	4	#5	7'-8"	⊔
s7(E)	30	#5	29'-1"	◪
sp2(E)	4	#5	14'-2"	∿∿
u1(E)	36	#8	11'-9"	⊃
v6(E)	24	#10	17'-10"	⊃
v7(E)	6	#5	10'-11"	——
Structure Excavation			Cu. Yd.	105.9
Concrete Structures			Cu. Yd.	68.7
Reinforcement Bars, Epoxy Coated			Pound	9660
Furnishing - Steel Piles, HP 12x63			Foot	198
Driving Piles, HP 12x63			Foot	198
Test Pile HP 12x63			Each	1
Pile Shoes			Each	7

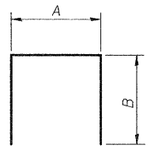
** Length is height of spiral.



BAR u1(E)



BAR s3(E), BAR s7(E)



BARS

A & B DIMENSIONS

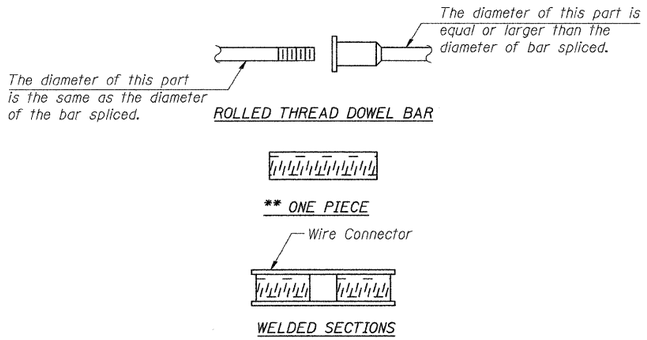
Bar	A	B
S4	3'-2"	2'-7"
S5	3'-2"	2'-3"

PIER 2
KINMUNDY/LOUISVILLE ROAD
OVER ILLINOIS CENTRAL RR
STA. 475+50.44

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

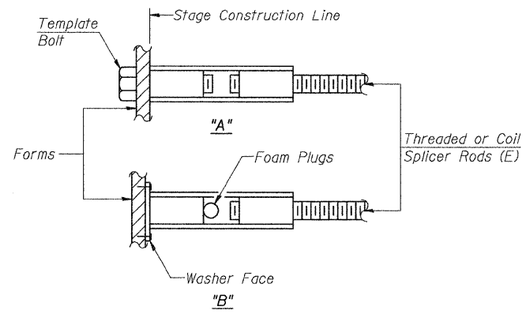
SHEET NO. 15	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	37
		SN 013-0044	CONTRACT NO. 74136		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

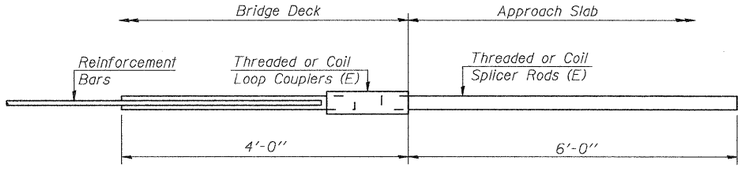
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = $1.25 \times fy \times A_t$

② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times fy \times A_t$

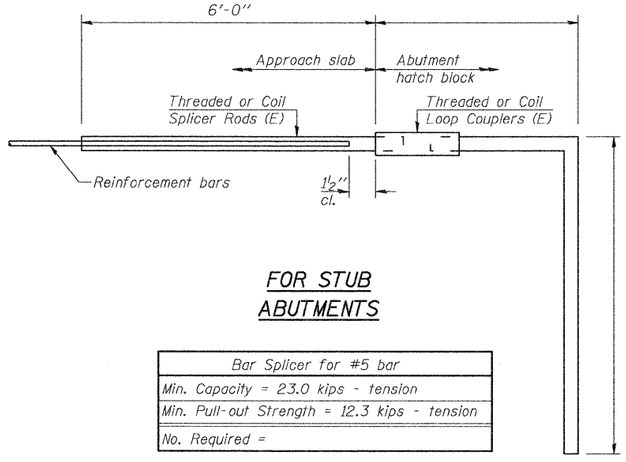
Where fy = Yield strength of lapped reinforcement bars in ksi.
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

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



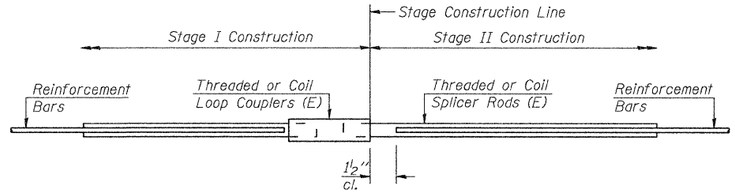
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

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



FOR STUB ABUTMENTS

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



STANDARD

Bar Size	No. Assemblies Required	Location

BAR SPLICER ASSEMBLY DETAILS
KINMUNDY/LOUISVILLE ROAD
OVER ILLINOIS CENTRAL RR
STA. 475+50.44

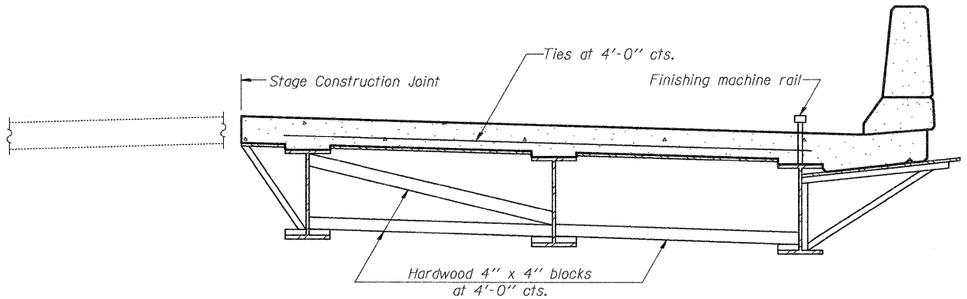
DESIGNED	
CHECKED	
DRAWN	J.G.
CHECKED	C.J.F. & B.B.

BSD-1 5-16-08

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

SHEET NO. 16	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	38
		SN 013-0044	CONTRACT NO. 74136		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



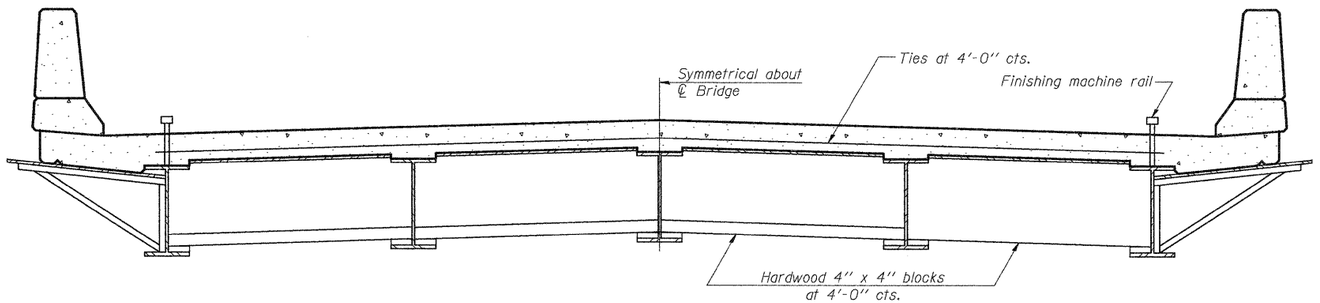
FORM BRACES FOR STAGE CONSTRUCTION

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.

The finishing machine rails shall be placed on the top flange of the exterior beams.

The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.

For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



FORM BRACES FOR STANDARD CONSTRUCTION

CANTILEVER FORMING BRACKETS
KINMUNDY/LOUISVILLE ROAD
OVER ILLINOIS CENTRAL RR
STA. 475+50.44

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

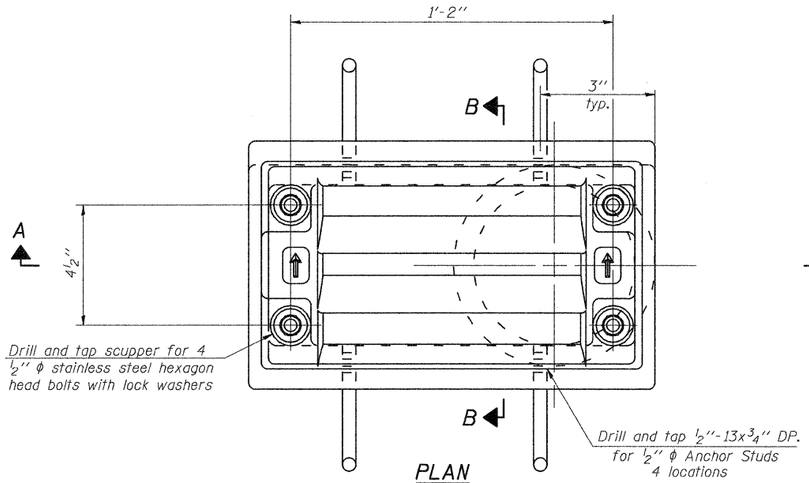
SB-1 5-16-08

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

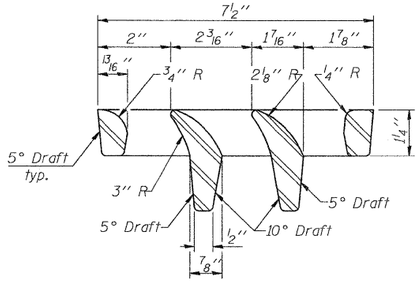
SHEET NO. 17
22 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	39
	SN 013-0044	CONTRACT NO. 74136		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

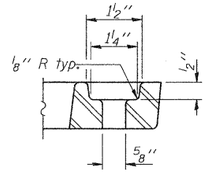
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN



VANE GRATE DETAIL



BOLT HOLE DETAIL

Notes:

All cast iron parts shall be gray iron conforming to the requirements of AASHTO M 105, Class 35B.

Bolts, anchor studs, washers and nuts shall conform to the requirements of ASTM A 307 and shall be galvanized according to AASHTO M 232.

Downspouts located on the exterior side of a painted steel fascia beam shall be painted with the finish coat specified for the exterior side of the fascia beam.

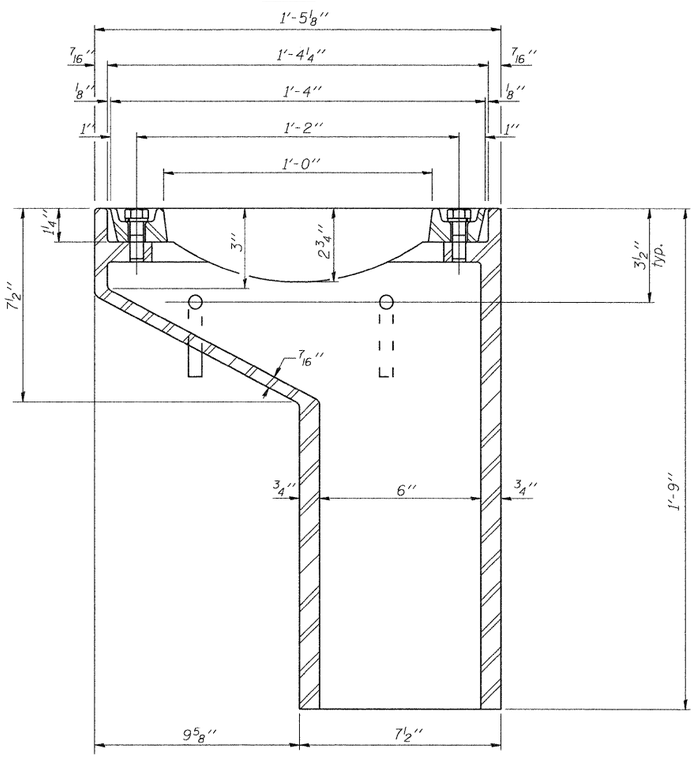
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

Structural steel weldments of equal sections and of the same configuration may be substituted for the cast iron scupper frame. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval. Structural steel weldments shall not be substituted for the cast iron scupper grate. Structural steel frames and downspouts shall be galvanized according to AASHTO M111.

The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.

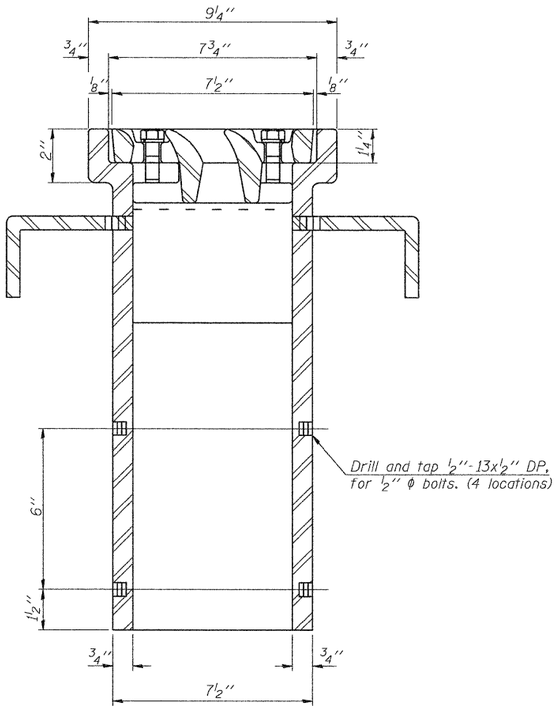
Cost of the Grate, Frame, Downspout, Anchor Studs, Bolts, Washers and Nuts including complete installation of the scupper shall be paid for at the contract unit price each for Drainage Scupper, DS-11.

Alternate fiberglass downspout conforming to ASTM D 2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. may be used in lieu of the cast iron or steel equivalent.

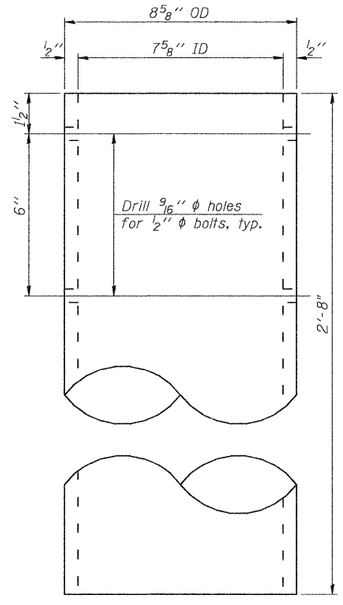


SECTION A-A

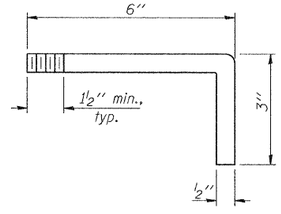
See sheet of for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4

DRAINAGE SCUPPER, DS-11
KINMUNDY/LOUISVILLE ROAD
OVER ILLINOIS CENTRAL RR
STA. 475+50.44

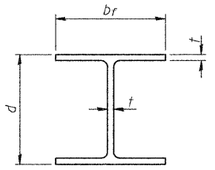
DESIGNED	
CHECKED	
DRAWN	J.G.
CHECKED	C.J.F. & B.B.

DS-11 5-16-08

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

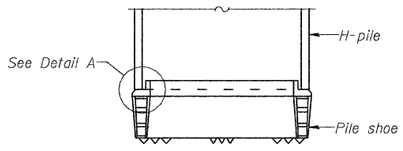
SHEET NO. 18	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	40
	SN 013-0044		CONTRACT NO. 74136		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

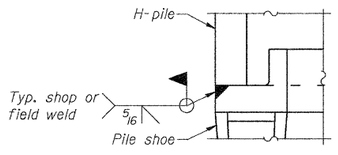


STEEL PILE TABLE

Designation	Depth d	Flange width b_f	Web and Flange thickness t	Encasement diameter A
HP 14x117	$14\frac{1}{4}''$	$14\frac{7}{8}''$	$\frac{13}{16}''$	30''
x102	14''	$14\frac{3}{4}''$	$\frac{11}{16}''$	30''
x89	$13\frac{7}{8}''$	$14\frac{3}{4}''$	$\frac{5}{8}''$	30''
x73	$13\frac{5}{8}''$	$14\frac{5}{8}''$	$\frac{1}{2}''$	30''
HP 12x84	$12\frac{1}{4}''$	$12\frac{1}{4}''$	$\frac{11}{16}''$	24''
x74	$12\frac{1}{8}''$	$12\frac{1}{4}''$	$\frac{5}{8}''$	24''
x63	12''	$12\frac{1}{8}''$	$\frac{1}{2}''$	24''
x53	$11\frac{3}{4}''$	12''	$\frac{7}{16}''$	24''
HP 10x57	10''	$10\frac{1}{4}''$	$\frac{9}{16}''$	24''
x42	$9\frac{3}{4}''$	$10\frac{1}{8}''$	$\frac{7}{16}''$	24''
HP 8x36	8''	$8\frac{1}{8}''$	$\frac{7}{16}''$	18''

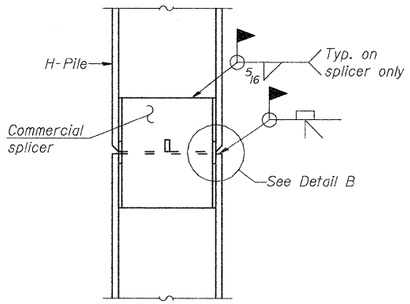


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



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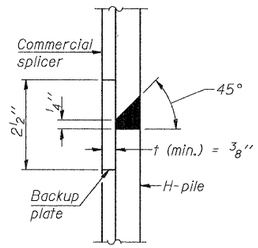
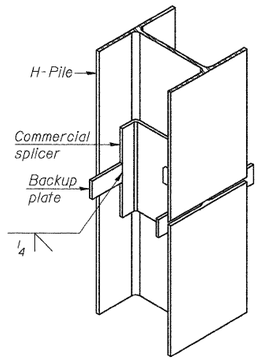
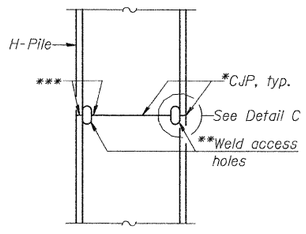


DETAIL "B"

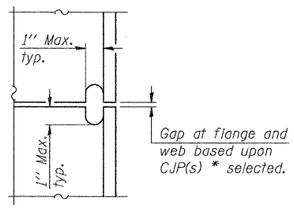


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



ELEVATION



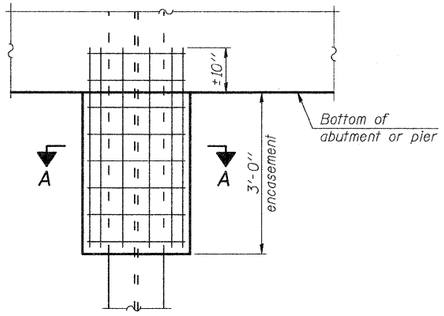
DETAIL C

COMPLETE PENETRATION WELD SPLICE

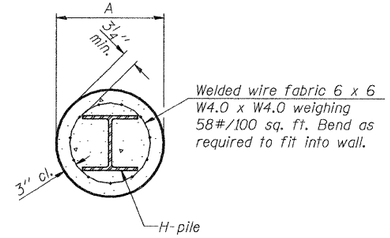
*Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code-Steel.

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

***Interrupt welds ¼'' from end of each pile.



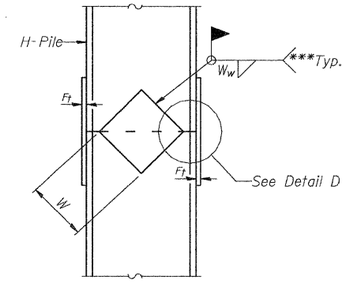
ELEVATION



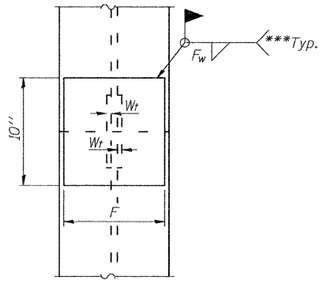
SECTION A-A

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

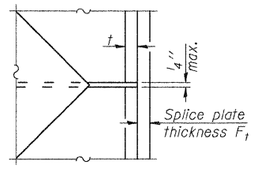
PILE ENCASEMENT



ELEVATION



END VIEW



DETAIL D

Designation	F	F_t	F_w	W	W_t	W_w
HP 14x117	$12\frac{1}{2}''$	1''	$\frac{7}{8}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x102	$12\frac{1}{2}''$	$\frac{7}{8}''$	$\frac{3}{4}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x89	$12\frac{1}{2}''$	$\frac{3}{4}''$	$\frac{11}{16}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x73	$12\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{9}{16}''$	$7\frac{3}{4}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
HP 12x84	10''	$\frac{7}{8}''$	$\frac{11}{16}''$	$6\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x74	10''	$\frac{7}{8}''$	$\frac{11}{16}''$	$6\frac{1}{2}''$	$\frac{5}{8}''$	$\frac{1}{2}''$
x63	10''	$\frac{5}{8}''$	$\frac{1}{2}''$	$6\frac{1}{2}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
x53	10''	$\frac{5}{8}''$	$\frac{1}{2}''$	$6\frac{1}{2}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
HP 10x57	8''	$\frac{3}{4}''$	$\frac{9}{16}''$	$5\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
x42	8''	$\frac{5}{8}''$	$\frac{9}{16}''$	$5\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$
HP 8x36	7''	$\frac{5}{8}''$	$\frac{7}{16}''$	$4\frac{1}{4}''$	$\frac{1}{2}''$	$\frac{3}{8}''$

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

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

F-HP 5-16-08

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

STEEL H-PILE BASE SHEET
KINMUNDY/LOUISVILLE ROAD OVER ILLINOIS CENTRAL RR
STA. 475+50.44

SHEET NO. 19	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	41
		SN 013-0044	CONTRACT NO. 74136		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/27/07

ROUTE FAS 2703 DESCRIPTION Illinois Central Railroad LOGGED BY E. Sandschafer

SECTION (9-VBR)BR LOCATION Sec 19 - SE 1/4, Sec 30 - NE 1/4, SEC. , TWP. 4 N, RNG. 5 E, 3 PM

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

STRUCT. NO. 013-0034
Station 475+50.4

BORING NO. 1
Station 474+00
Offset 11.00ft Rt
Ground Surface Elev. 570.46 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After 312 * Hrs. 557.5 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
16" asphalt pavement.			
569.16			
18" crushed stone.			
567.66			
Medium, damp, gray to brown, SILTY CLAY.			
-5	2		
	4	0.8	21
	5	B	
	2		
	3	0.8	18
	3	PP	
-10	1		
	3	0.7	15
	3	B	
	1		
557.46			
Soft to medium, damp, red marbled gray, CLAY w/ trace Silt.			
	2	0.4	19
	3	B	
-15	1		
	2	0.8	23
	3	B	
553.46			
Soft, very damp, gray, SILTY LOAM.			
	1		
	2	0.3	19
	2	B	
-20	0		
Soft, very damp, gray, SILTY LOAM. *(continued)*			
	0	0.3	23
	2	B	
-25	0		
547.66			
Stiff, damp, gray, CLAY w/ Silt.			
	1	1.2	23
	4	B	
545.96			
Medium, damp, red, SILTY CLAY.			
	2		
	3	0.6	18
	3	B	
543.46			
Stiff to very stiff, damp, red mottled tan, CLAY TILL.			
	2		
	5	1.9	21
	6	B	
-30	4		
	8	3.2	15
	14	B	
535.46			
Very dense, moist, gray, SILTY CLAY SHALE.			
-35	7		
	12	2.6	13
	19	S	
-40	15		

Latitude: W 88 deg 41.037 min, Longitude N 38 deg 45.049 min, Map Datum WGS 84

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 6/27/07

ROUTE FAS 2703 DESCRIPTION Illinois Central Railroad LOGGED BY E. Sandschafer

SECTION (9-VBR)BR LOCATION Sec 19 - SE 1/4, Sec 30 - NE 1/4, SEC. , TWP. 4 N, RNG. 5 E, 3 PM

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

STRUCT. NO. 013-0034
Station 475+50.4

BORING NO. 1
Station 474+00
Offset 11.00ft Rt
Ground Surface Elev. 570.46 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Dry ft
After 312 * Hrs. 557.5 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Very dense, moist, gray, SILTY CLAY SHALE. *(continued)*			
	30		11
	41		
-45	31		
	50/3"		11
	50/2"		
-50	34		
	50/4"		10
	50/2"		
520.06			
Extent of exploration.			
-55			
-60			

Benchmark: BM 114 chiseled square on SE corner of W abutment of exsting structure 013-0034, Sta 474+56, 18.4' Lt = 568.20' elevation. Provided by Program Development.

* Note: Hole caved/water level at 13.0' when checked on 07/10/07.

Latitude: W 88 deg 41.037 min, Longitude N 38 deg 45.049 min, Map Datum WGS 84

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

BBS, from 137 (Rev. 8-99)

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

SOIL BORINGS-1
KINMUNDY/LOUISVILLE ROAD
OVER ILLINOIS CENTRAL RR
STA. 475+50.44

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

SHEET NO. 20
22 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	42
	SN 013-0044	CONTRACT NO. 74136		
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

2:26:07 PM 10/3/2008 ...\Bridges\0.3\0044\74136.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation — SOIL BORING LOG

Division of Highways, Illinois Department of Transportation

Date 6/21/07

ROUTE FAS 2703 DESCRIPTION Illinois Central Railroad LOGGED BY E. Sandschafer

SECTION (9-VBR)BR LOCATION Sec 19 - SE 1/4, Sec 30 - NE 1/4, SEC. , TWP. 4 N, RNG. 5 E, 3 PM

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

STRUCT. NO. 013-0034
Station 475+50.4

BORING NO. 2
Station 476+00
Offset 10.00ft Lt
Ground Surface Elev. 568.43 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Washed ft
After 144 ** Hrs. 557.6 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
12" asphalt pavement. 567.43			
18" crushed stone. 565.93	6		
No recovery this trip. Estimated SILTY LOAM.	3 3		
-5	2		
Medium, damp, red marbled gray, SILTY LOAM. 560.73	3 4	0.6 B	23
	1		
Medium, damp, gray/red/brown, SILTY CLAY.	2 3	0.7 B	26
-10	1		
	2 3	0.6 B	21
	0		
	2 2	0.7 PP	28
-15	2		
	4 4	0.7 B	25
	0		
	2 2	0.9 B	25
548.43 -20	2		

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Very stiff, damp, red marbled gray, CLAY LOAM TILL. 546.43	6 6	2.3 B	16
Medium, damp, gray, SILTY CLAY.	1 2 3	0.8 B	24
-25 Soft, damp, gray, SILTY LOAM. 540.93	1		
	2 2	0.3 B	25
Very stiff, damp, red marbled gray, SILTY CLAY. 538.93	1 3 6	2.3 S	19
-30 Very stiff, damp, red marbled gray, CLAY LOAM TILL.	4 6 8	2.2 B	18
-35	4 6 10	3.3 B	18
-40	3		

Latitude W 88 deg 41 995 min, Longitude N 38 deg 49.051 min, Map Datum WGS 84

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation — SOIL BORING LOG

Date 6/21/07

ROUTE FAS 2703 DESCRIPTION Illinois Central Railroad LOGGED BY E. Sandschafer

SECTION (9-VBR)BR LOCATION Sec 19 - SE 1/4, Sec 30 - NE 1/4, SEC. , TWP. 4 N, RNG. 5 E, 3 PM

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

STRUCT. NO. 013-0034
Station 475+50.4

BORING NO. 2
Station 476+00
Offset 10.00ft Lt
Ground Surface Elev. 568.43 ft

Surface Water Elev. N/A ft
Stream Bed Elev. N/A ft

Groundwater Elev.:
First Encounter Dry ft
Upon Completion Washed ft
After 144 ** Hrs. 557.6 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Very stiff, damp, red marbled gray, CLAY LOAM TILL. *(continued)*	6 9	2.7 B	
523.93 Very stiff, damp, red mottled gray, CLAY TILL.	5		
-45	8 9	3.5 B	17
518.83 Medium, damp, red mottled gray, SILTY CLAY TILL.	3		
-50	8 13	0.8 B	
-55			
511.43 Very dense, moist, dark gray, CLAY SHALE.			
Sampler shoe damaged due to hard material at 59.5' depth. 508.83 Borehole continued with rock coring.	50/1"	7	

Latitude W 88 deg 41 995 min, Longitude N 38 deg 49.051 min, Map Datum WGS 84

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation — ROCK CORE LOG

Date 6/21/07

ROUTE FAS 2703 DESCRIPTION Illinois Central Railroad LOGGED BY E. Sandschafer

SECTION (9-VBR)BR LOCATION Sec 19 - SE 1/4, Sec 30 - NE 1/4, SEC. , TWP. 4 N, RNG. 5 E, 3 PM

COUNTY Clay CORING METHOD Rotary, surf set diamond bit

STRUCT. NO. 013-0034
Station 475+50.4

CORING BARREL TYPE & SIZE NW, conv dbl bbl, split inner
Core Diameter 2.06 in

BORING NO. 2
Station 476+00
Offset 10.00ft Lt
Ground Surface Elev. 568.43 ft

Top of Rock Elev. 508.93 ft
Begin Core Elev. 508.83 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Very hard, gray, SILTY CLAY SHALE, diagonal layering. 508.83 -60	B2-1	89	60	1.1	
Rock Core sample B2A at depth 60.8' to 61.3' Qu = 279 tsf.					
Gray, SANDY CLAY SHALE. 507.03					
Gray, CLAY SHALE w/ some harder Shale veins. 506.03					
Very hard, dark gray, SILTY CLAY SHALE. 504.33					
Gray, slightly weathered, CLAY SHALE. -65	B2-2	95	63	1.3	
Gray, CLAY SHALE, sample swelled. *Rock Core sample B2B at depth 65.4' to 65.9' Qu = 10 tsf.* 503.03					
Very hard, brown, SILTY CLAY SHALE. 500.43					
Hard, gray, slightly weathered, SANDSTONE. 499.63					
Extent of exploration. -70					
-75					

Benchmark: BM 114 chiseled square on SE corner of W abutment of exsting structure 013-0034, Sta 474+56, 18.4' Lt = 568.20' elevation. Provided by Program Development.

** Note: Hole caved/water level at 21.5' when checked on 07/10/07.

Color pictures of the cores Available on request
Cores will be stored for examination until 05/21/08
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

SOIL BORINGS-2
KINMUNDY/LOUISVILLE ROAD
OVER ILLINOIS CENTRAL RR
STA. 475+50.44

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

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

SHEET NO. 21	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	43
	SN 013-0044		CONTRACT NO. 74136		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

2/25/08 PM 10/3/2008 J:\Bridges\030044-74136.dgn

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

S.O. 137 REV. 9-90 — Sh. 3 of 6 Sh.

BRIDGE FOUNDATION BORING LOG

JOB NO.
PROJECT P-97-425-70 — BRIDGE FAS RTE. 799 OVER ILLINOIS CENTRAL GULF RAILROAD — Date MAY 6, 1974
ROUTE FAS 799 — Bored By R. D. METHENEY
SEC. 9VBR — STA. 475+50.40 — Checked By J. J. KLAY
COUNTY CLAY
Boring No. 2 PIER NO. 1
Station 475+26
Offset 6.5' UT. ℄
Surface Water El. ——
Groundwater El. at Completion NONE
After -- Hours --

Elevation		N	Qu t/s.f.		w (%)
Ground Surface	544.4				
SOFT, DAMP TO VERY DAMP, BROWN MOTTLED GREY, CLAY LOAM TO CLAY		2	0.5	S	18
	541.4				
STIFF, DAMP TO VERY DAMP, BROWN MOTTLED GREY & BLACK, CLAY WITH VERY THIN SAND LENSES	539.9	9	1.1	S	22
STIFF, DAMP, BROWNISH GREY, CLAY	-5	15	2.0	S	19
	535.4				
VERY STIFF, DAMP, BROWN MOTTLED GREY, SLIGHTLY ORGANIC (WOOD) CLAY	-10 533.9	13	2.9	S	21
STIFF, DAMP TO VERY DAMP, BROWN MOTTLED GREY, CLAY LOAM TO SILTY CLAY LOAM		11	1.5	S	22
	530.9				
HARD, VERY MOIST, BROWN MOTTLED GREY, CLAY TILL WITH VERY THIN SANDSTONE LENSES & SANDSTONE FRAGMENTS	-15 528.9	33	5.4	S	16
VERY STIFF, VERY MOIST, BROWN MOTTLED GREY, HIGHLY ORGANIC WITH HAIRLINE ROOTS, CLAY TILL WITH VERY THIN LENSES OF WEATHERED SANDSTONE	526.4	27	3.9	S	17
STIFF, DAMP, BROWN MOTTLED GREY, VERY WEATHERED CLAY SHALE WITH NUMEROUS LENSES & FRAGMENTS OF SOFT WEATHERED SANDSTONE	-20 522.9	36	1.4	S	15
HARD, MOIST TO VERY MOIST, WEATHERED CLAY SHALE		100	5.0	E	13
HARD, BROWNISH GREY, WEATHERED CLAY SHALE	521.4				
HARD, MOIST TO DRY, BROWNISH GREY, CLAY SHALE		*	7.0E		11
* 5½" PENETRATION FOR 100 BLOWS	-25				
	517.4	120	9.7	S	11
EXTENT OF EXPLORATION	-30				
	-35				
	-40				
	-45				

N – Standard Penetration Test – Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140# hammer falling 30".

Qu – Unconfined Compressive Strength – t/sf

w – Water Content – percentage of oven dry weight – %.

Type failure:
B – Bulge Failure
S – Shear Failure
E – Estimated Value
P – Penetrometer

S.O. 137 REV. 9-90 — Sh. 4 of 6 Sh.

BRIDGE FOUNDATION BORING LOG

JOB NO.
PROJECT P-97-425-70 — BRIDGE FAS RTE. 799 OVER ILLINOIS CENTRAL GULF RAILROAD — Date MAY 9, 1974
ROUTE FAS 799 — Bored By R. D. METHENEY
SEC. 9VBR — STA. 475+50.40 — Checked By J. J. KLAY
COUNTY CLAY
Boring No. 3 PIER NO. 2
Station 475+75
Offset 6.5' RT. ℄
Surface Water El. ——
Groundwater El. at Completion NONE
After -- Hours --

Elevation		N	Qu t/s.f.		w (%)
Ground Surface	544.2				
SOFT, VERY DAMP, BROWN MOTTLED GREY, SILTY CLAY TO CLAY		3	0.5	E	25
	540.2				
STIFF, DAMP, GREY MOTTLED BROWN & BLACK, CLAY WITH VERY THIN SAND LENSES	-5 538.7	7	1.2	S	19
MEDIUM, DAMP, BROWNISH GREY, CLAY LOAM TO CLAY		9	0.9	S	18
	537.2				
STIFF, DAMP, BROWN MOTTLED GREY & BLACK, SILTY CLAY		9	1.5	S	19
	-10 533.7				
VERY STIFF, DAMP, BROWN MOTTLED GREY, CLAY		13	2.4	S	17
	531.7				
STIFF, DAMP, BROWN MOTTLED GREY & BLACK, CLAY	530.2	17	1.6	S	20
VERY STIFF, VERY MOIST TO DAMP, BROWN, CLAY TO CLAY TILL	-15	29	3.5	S	17
	-20 523.2	27	3.6	S	18
VERY STIFF, VERY MOIST, BROWNISH GREY, VERY WEATHERED CLAY SHALE		40	3.1	S	20
VERY STIFF, VERY MOIST, BROWNISH GREY, VERY WEATHERED, CLAY SHALE	520.7				
HARD, MOIST, BROWNISH GREY, CLAY SHALE		125	5.0	E	14
* 5" PENETRATION FOR 100 BLOWS	-25				
		159	7.0	E	14
	515.2	*	6.7S		17
EXTENT OF EXPLORATION	-30				
	-35				
	-40				
	-45				

N – Standard Penetration Test – Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140# hammer falling 30".

Qu – Unconfined Compressive Strength – t/sf

w – Water Content – percentage of oven dry weight – %.

Type failure:
B – Bulge Failure
S – Shear Failure
E – Estimated Value
P – Penetrometer

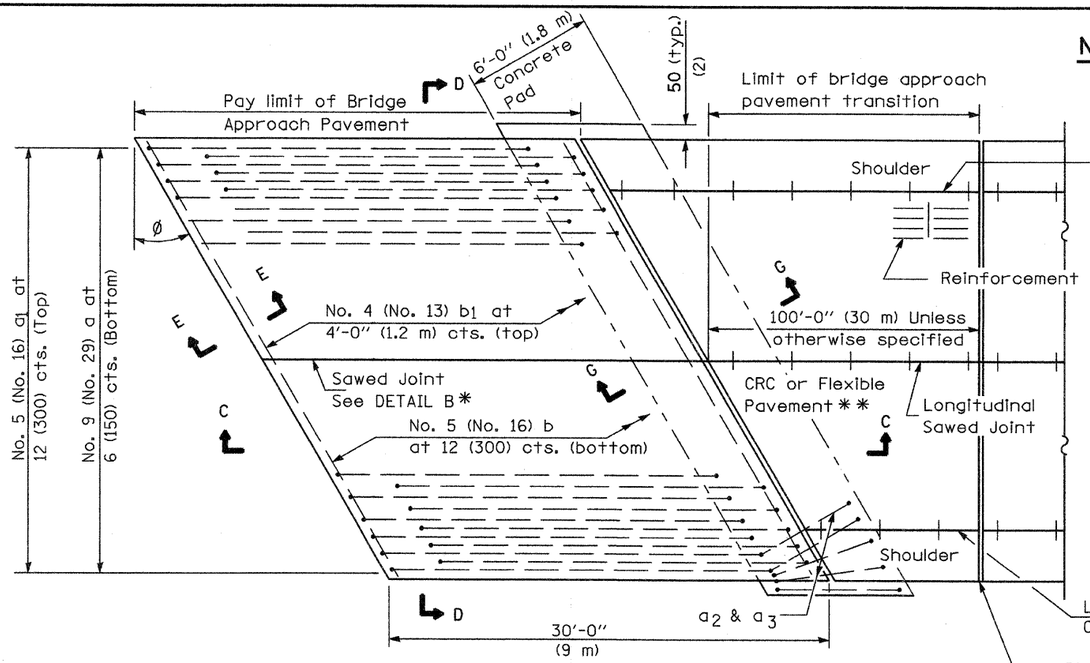
DESIGNED	B.B.
CHECKED	C.J.F.
DRAWN	J.G.
CHECKED	C.J.F. & B.B.

SOIL BORINGS-3
KINMUNDY/LOUISVILLE ROAD
OVER ILLINOIS CENTRAL RR
STA. 475+50.44

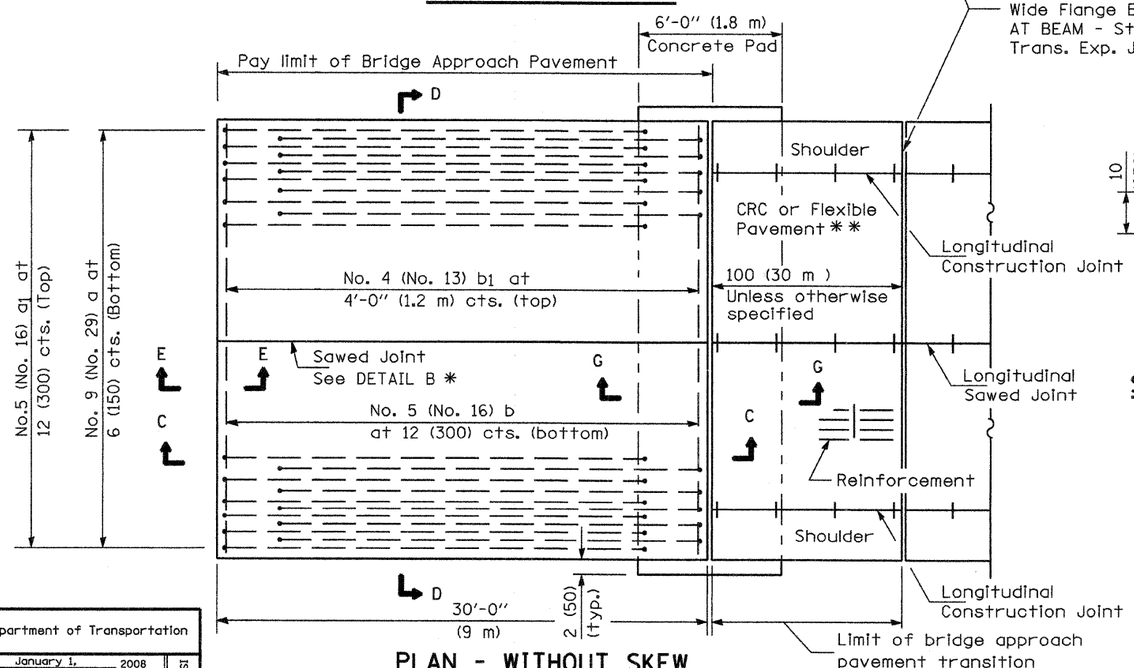
BERNARDIN LOCHMUELLER & ASSOCIATES, INC.
3 Oak Drive
Maryville, IL 62062-5635
Local-(618) 288-4665
Fax 618-288-4666

SHEET NO. 22	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
22 SHEETS	2703	(9-VBR)B	CLAY	65	44
	SN 013-0044		CONTRACT NO. 74136		
	FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

NEW CONSTRUCTION



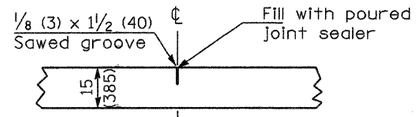
PLAN - WITH SKEW



PLAN - WITHOUT SKEW

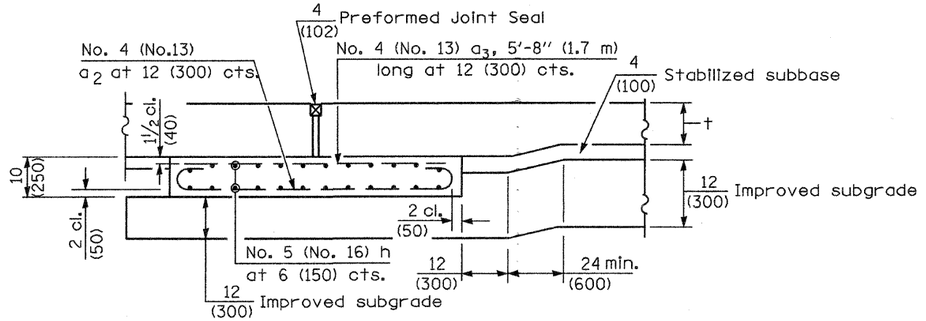
* Saw ℄ or lane edge if poured two or more lane widths at a time.

** Omit Reinforcement, tie bars and Long. sawed Jt. for Flexible Pavement.



DETAIL B*

(Reinforcement Not Shown)

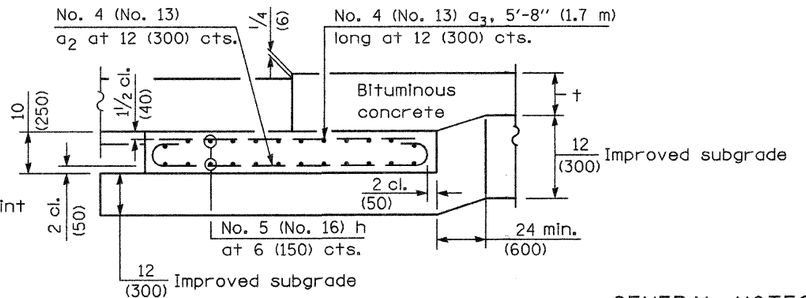


SECTION G-G - RIGID PAVEMENT

(Showing reinforcement)

Rigid Pavement only:

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



SECTION G-G - FLEXIBLE PAVEMENT

(Showing reinforcement)

GENERAL NOTES

THICKNESS-"t"=Thickness of Pavement.

See Standard 421001 for reinforcement details not shown.

See Standard 420001 for joint details not shown.

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

Illinois Department of Transportation

APPROVED January 1, 2008
ENGINEER OF BRIDGES AND STRUCTURES
APPROVED January 1, 2008
ENGINEER OF DESIGN AND ENVIRONMENT

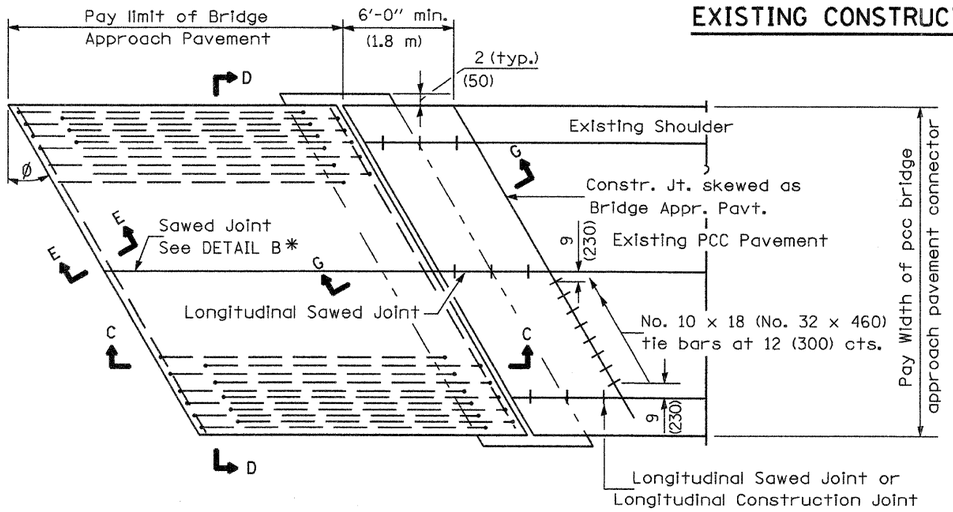
ISSUED 1-1-97

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

BRIDGE APPROACH PAVEMENT

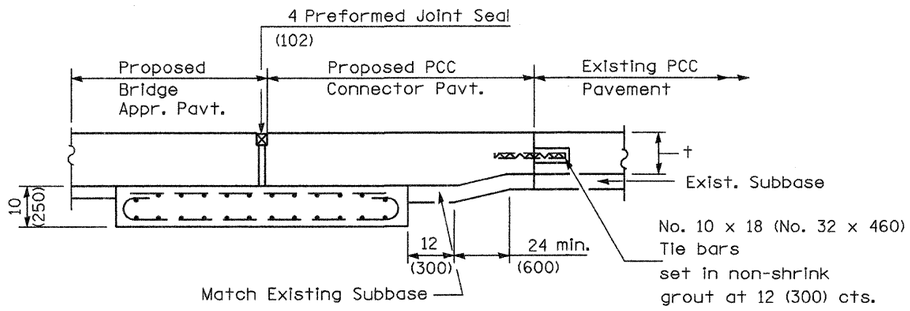
(Sheet 1 of 4)

TOTAL SHEETS 65 SHEET NO. 44A

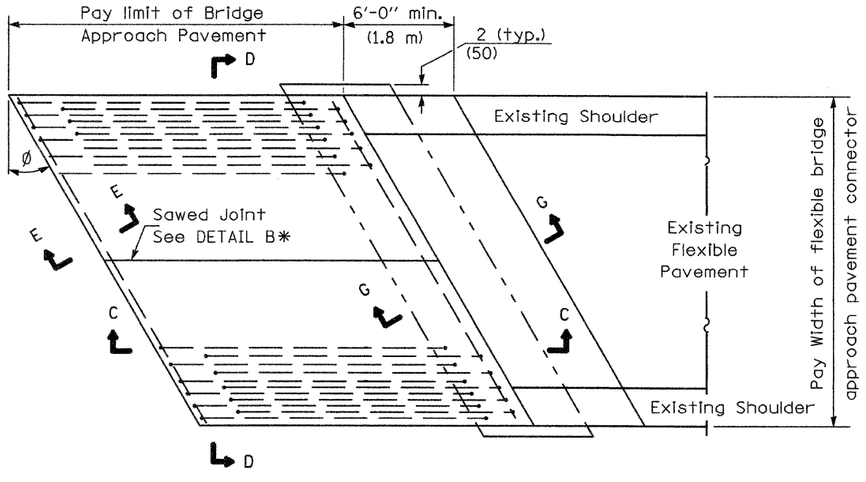


EXISTING CONSTRUCTION

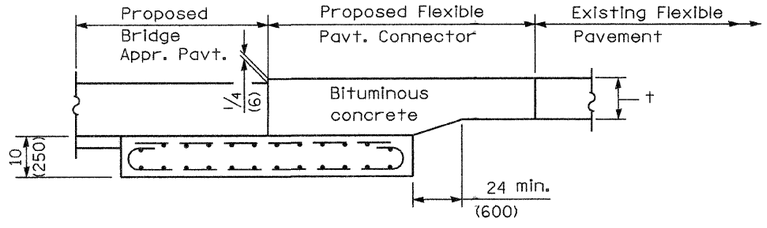
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)



SECTION G-G - RIGID PAVEMENT



BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)



SECTION G-G - FLEXIBLE PAVEMENT

Illinois Department of Transportation

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

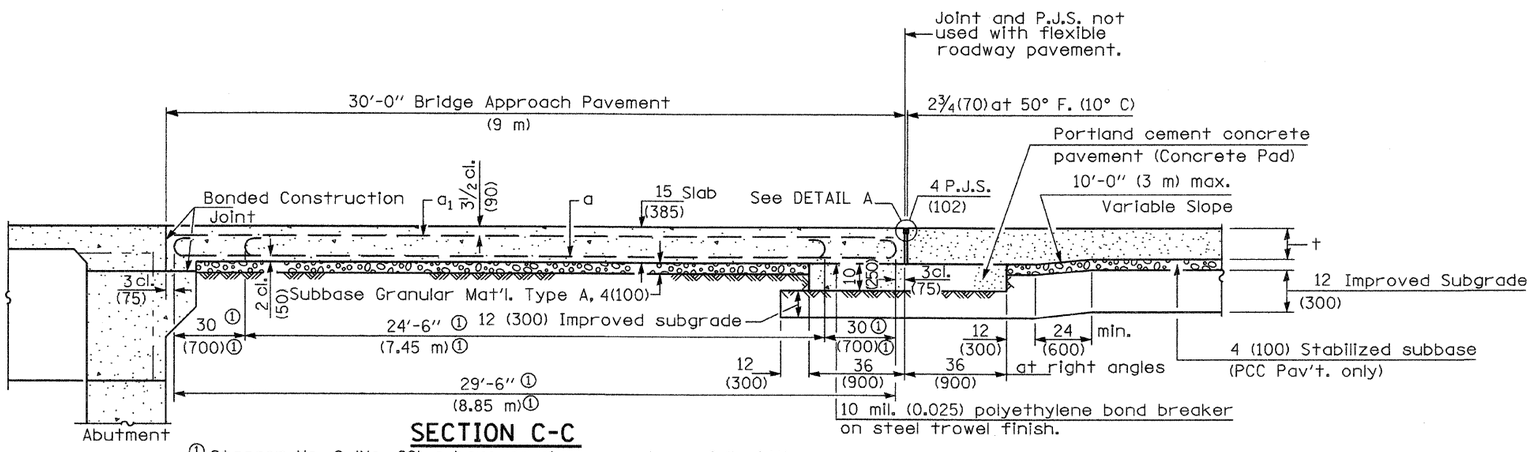
APPROVED January 1, 2008
Gene L. Hoss
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

BRIDGE APPROACH PAVEMENT

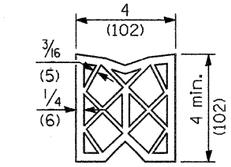
(Sheet 2 of 4)

TOTAL SHEETS 65 SHEET NO. 44B

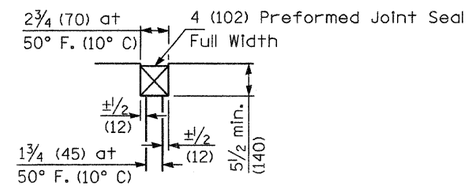


SECTION C-C

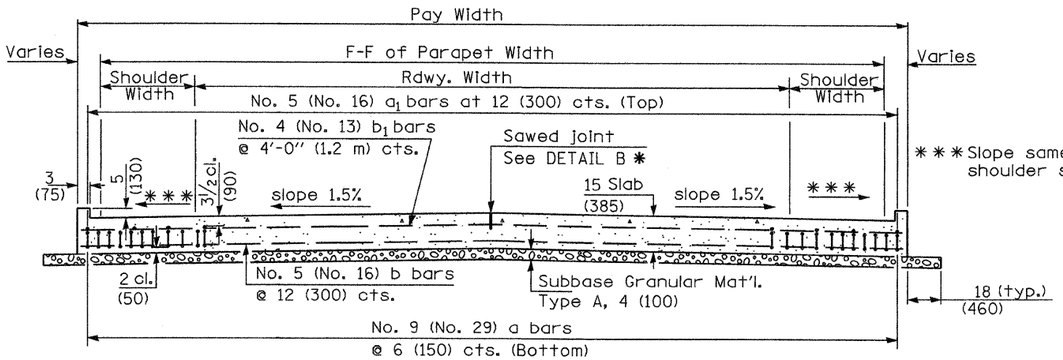
① Stagger No. 9 (No. 29) a bars as shown on plan - full width



PREFORMED JOINT SEAL

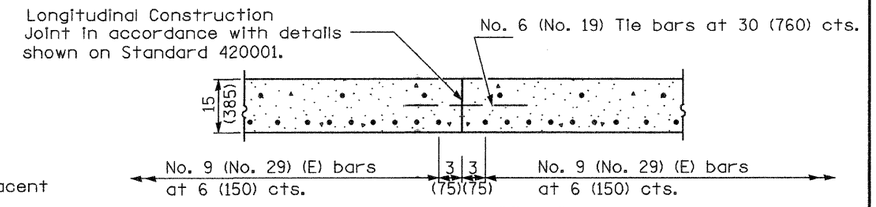


DETAIL A



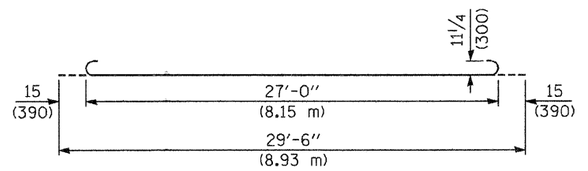
SECTION D-D

(See Plan for Dimensions not shown)

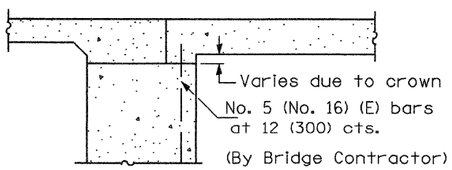


OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

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

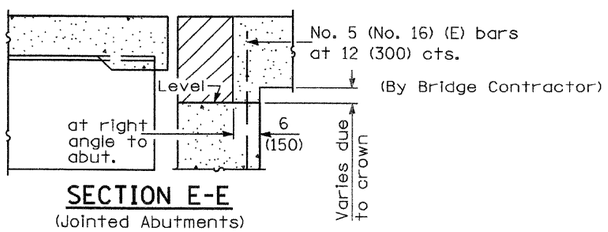


BAR a



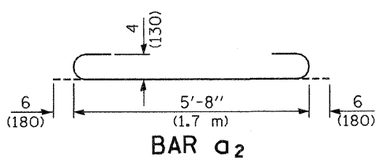
SECTION E-E

(Integral Abutments)



SECTION E-E

(Jointed Abutments)



BAR a2

DESIGN STRESSES

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

Illinois Department of Transportation

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

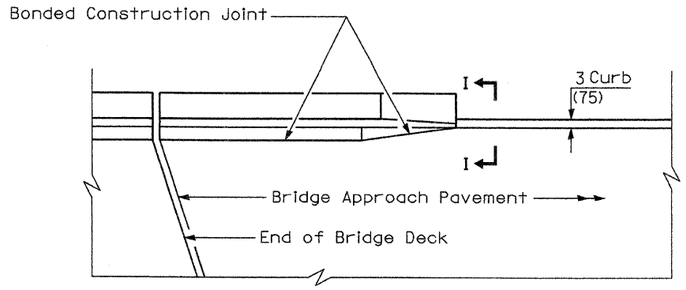
APPROVED January 1, 2008
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-97

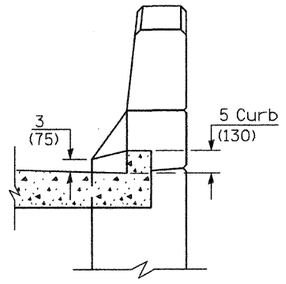
BRIDGE APPROACH PAVEMENT

(Sheet 3 of 4)

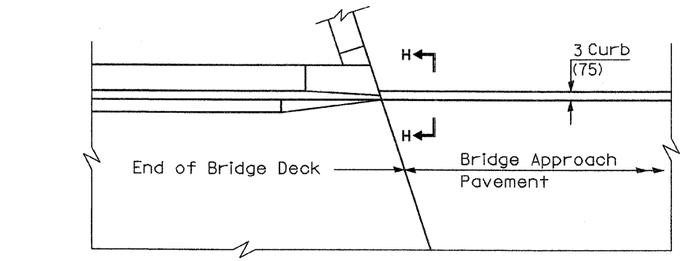
TOTAL SHEET 65 SHEET NO. 44C



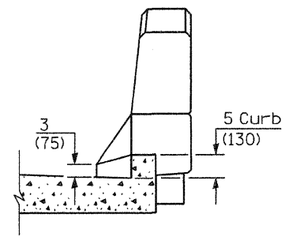
PARAPET TO CURB TRANSITION
PILE BENT ABUTMENT



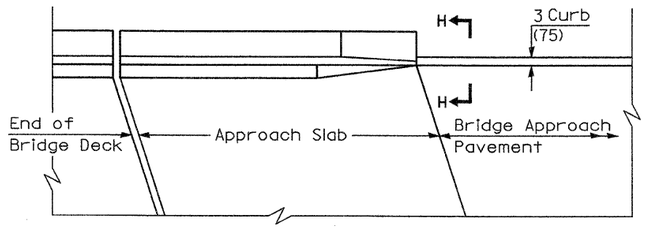
SECTION I - I



PARAPET TO CURB TRANSITION
INTEGRAL ABUTMENT



SECTION H - H



PARAPET TO CURB TRANSITION
VAULTED ABUTMENT

Illinois Department of Transportation

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

APPROVED January 1, 2008
Gary E. Hartman
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-07

BRIDGE APPROACH PAVEMENT

(Sheet 4 of 4)

TOTAL SHEETS 65 SHEET NO. 44D

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

570
565
560

EX. ROW

561.67 561.84 561.67
-1.50 % -1.50 %

C=0.0 F=0.0

466+00.00

570
565
560

EX. ROW

561.90 562.06 561.90
-1.50 % -1.50 %

C=0.0 F=0.0

465+50.00

570
565
560

EX. ROW

562.13 562.29 562.13
-1.50 % -1.50 %

C=0.0 F=0.0

465+00.00

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

FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -
S:\Projects\407-0008 OBD Dist 7 Various\WO 2 Kinmundy over ICRR\dgn\xssh_KINMUNDY.dgn		DRAWN - MAB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED - BRM	REVISED -
	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

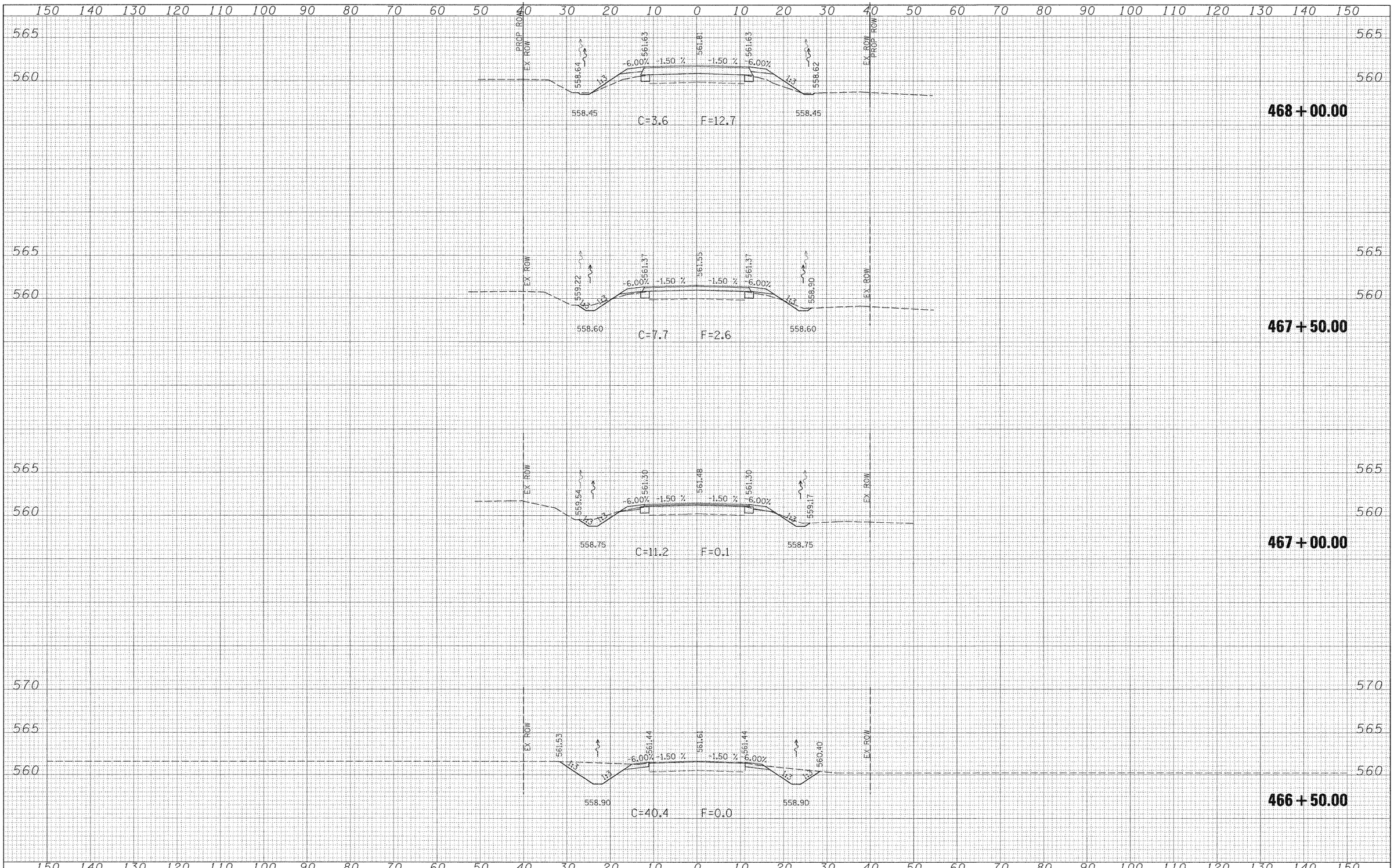
CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

SCALE: 1"=10' | SHEET NO. 1 OF 21 SHEETS | STA. 465+00.00 TO STA. 466+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	45
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



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

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

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	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

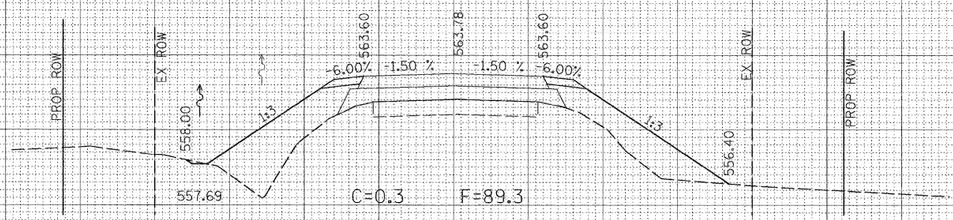
SCALE: 1"=10' | SHEET NO. 2 OF 21 SHEETS | STA. 466+50.00 TO STA. 468+00.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	46
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

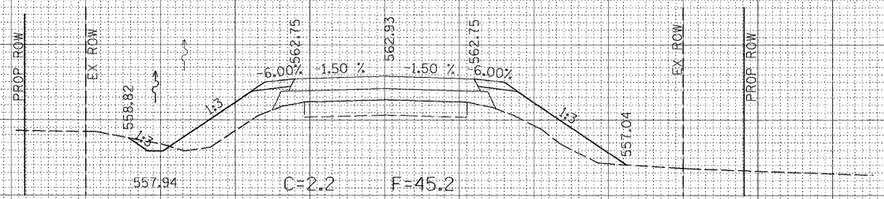
FINAL SURVEY	BY	DATE
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
	TEMPLATE	
	AREAS	
	AREAS CHECKED	

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

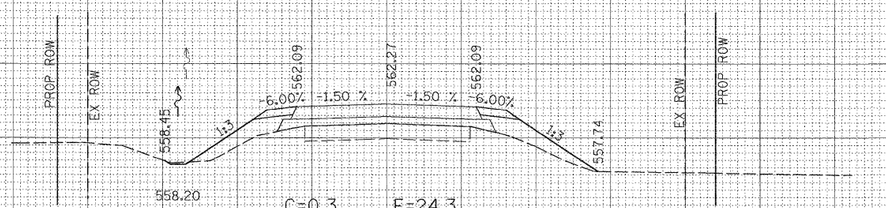
565
560
555



469+50.00



469+00.00



468+50.00

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

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		DRAWN - MAB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED - BRM	REVISED -
	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

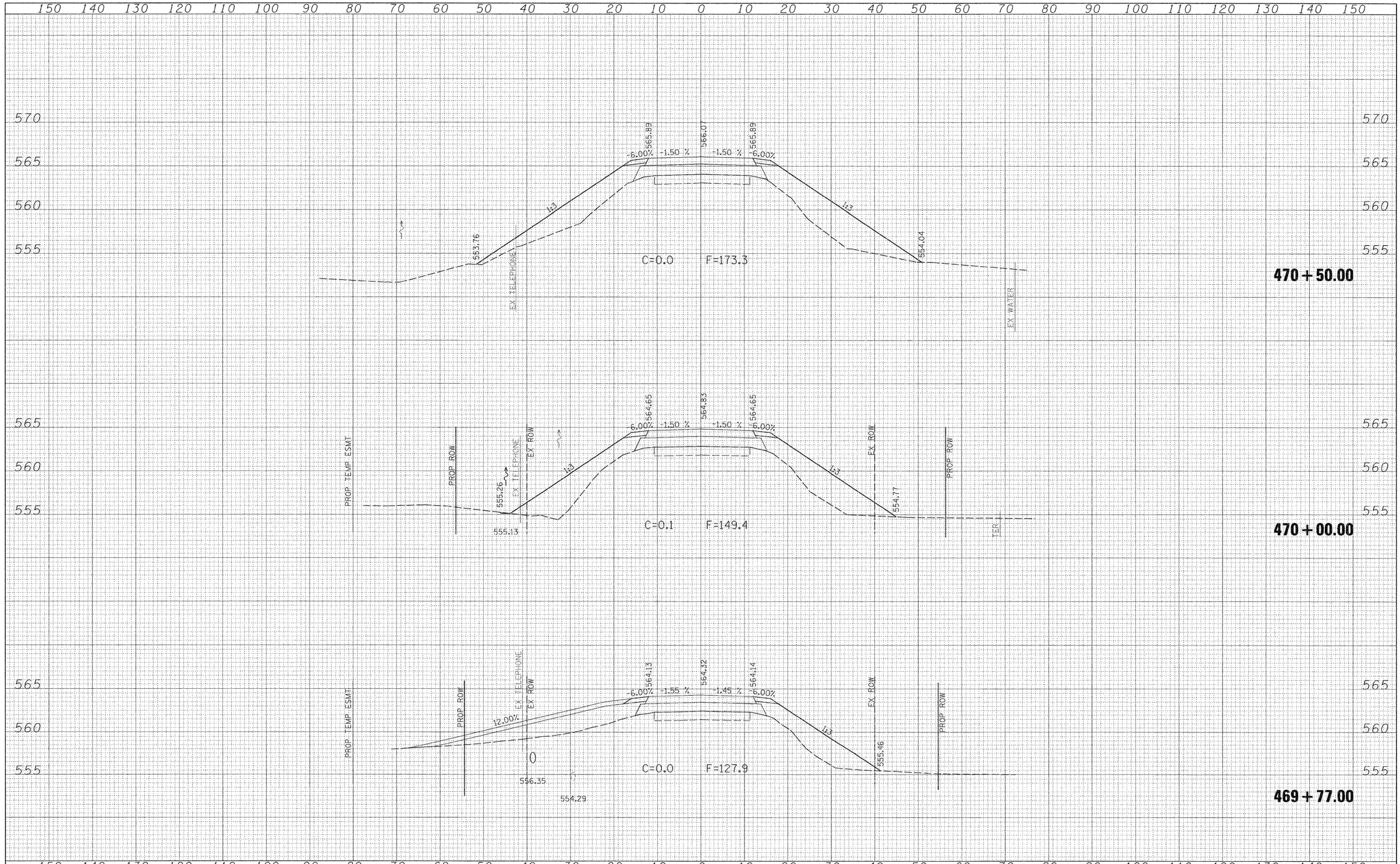
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

SCALE: 1"=10' | SHEET NO. 3 OF 21 SHEETS | STA. 468+50.00 TO STA. 469+50.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	47
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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



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

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		DRAWN - MAB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED - BRM	REVISED -
	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

SCALE: 1"=10' | SHEET NO. 4 OF 21 SHEETS | STA. 469+77.00 TO STA. 470+50.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	48
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

570 565 560 555 550

-6.00% -1.50 % -1.50 % -6.00%

569.71 569.89 569.71

549.13 551.09

1:3 1:3

EX. TELEPHONE

EX. WATER

C=0.0 F=429.5

472+00.00

568.56 568.74 568.56

550.40 552.02

C=0.0 F=314.7

471+50.00

567.23 567.41 567.23

551.92 552.83

C=0.0 F=250.7

471+00.00

FILE NAME = S:\Projects\407-0008 050 Dist 7 Various\W0 2 Kinmundy over ICRR\dgn\xsish_KINMUNDY.dgn	USER NAME = paul	DESIGNED - JLS	REVISED -
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	PLOT SCALE = 10.0000 ' / IN.	CHECKED - BRM	REVISED -
	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

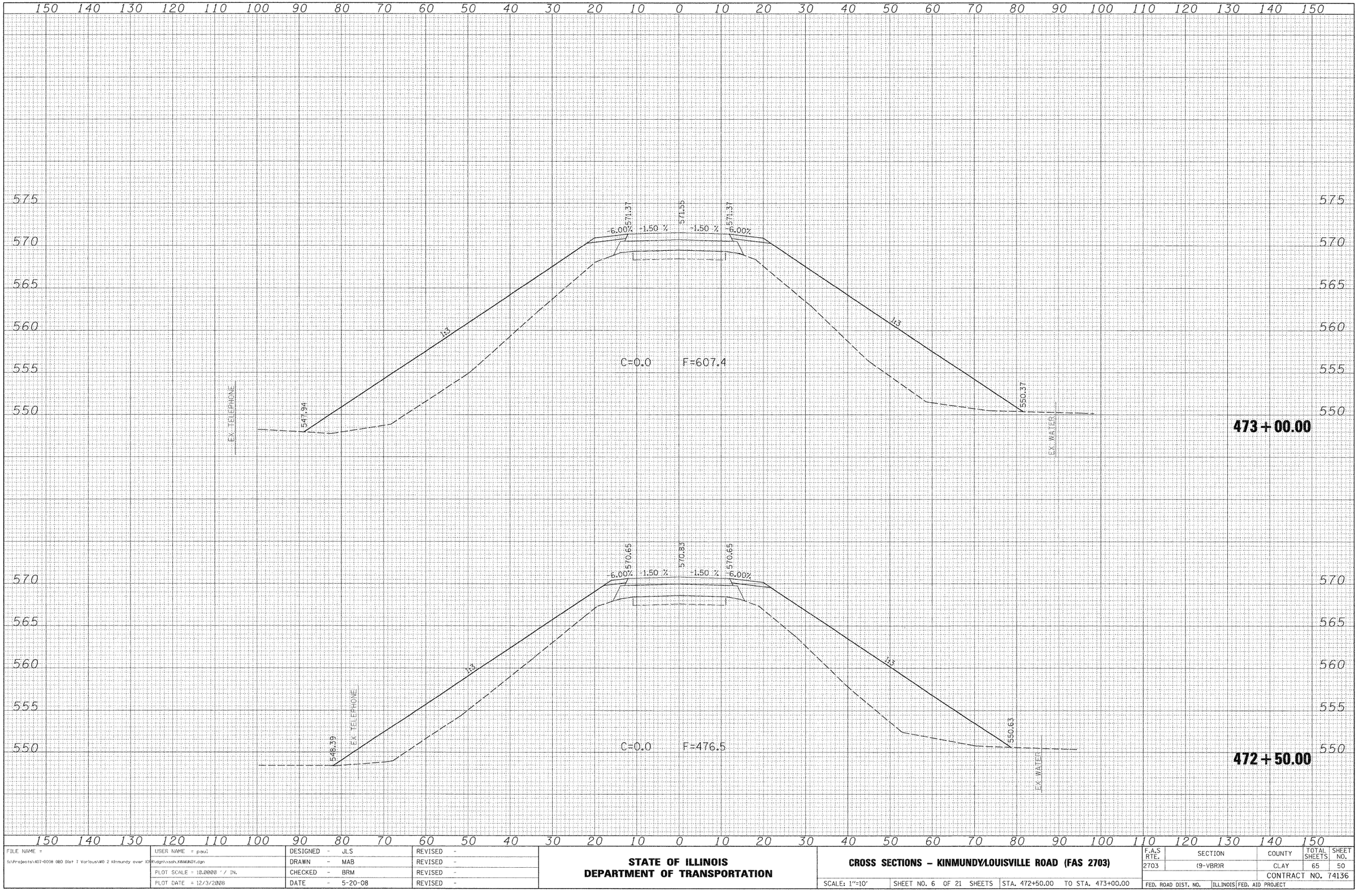
SCALE: 1"=10' | SHEET NO. 5 OF 21 SHEETS | STA. 471+00.00 TO STA. 472+00.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	49
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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

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



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

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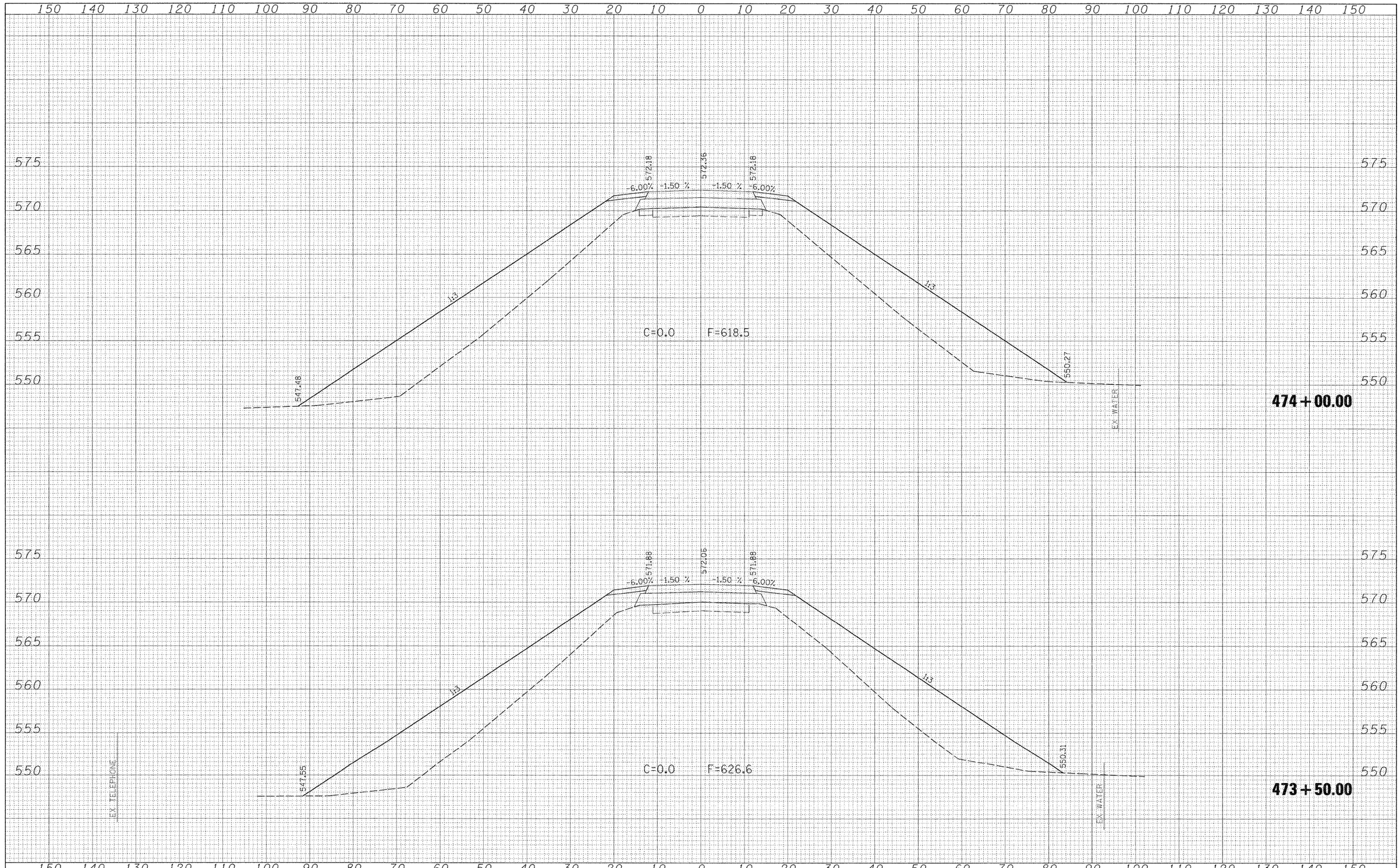
		DRAWN - MAB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED - BRM	REVISED -
	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

SCALE: 1"=10' | SHEET NO. 6 OF 21 SHEETS | STA. 472+50.00 TO STA. 473+00.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	50
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

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

ORIGINAL SURVEY

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

FILE NAME = S:\Projects\407-0008 080 Dist 7 Various\WO 2 Kinmundy over KCR\dgn\xssh_KINMUNDY.dgn	USER NAME = paul	DESIGNED - JLS	REVISED -
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	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

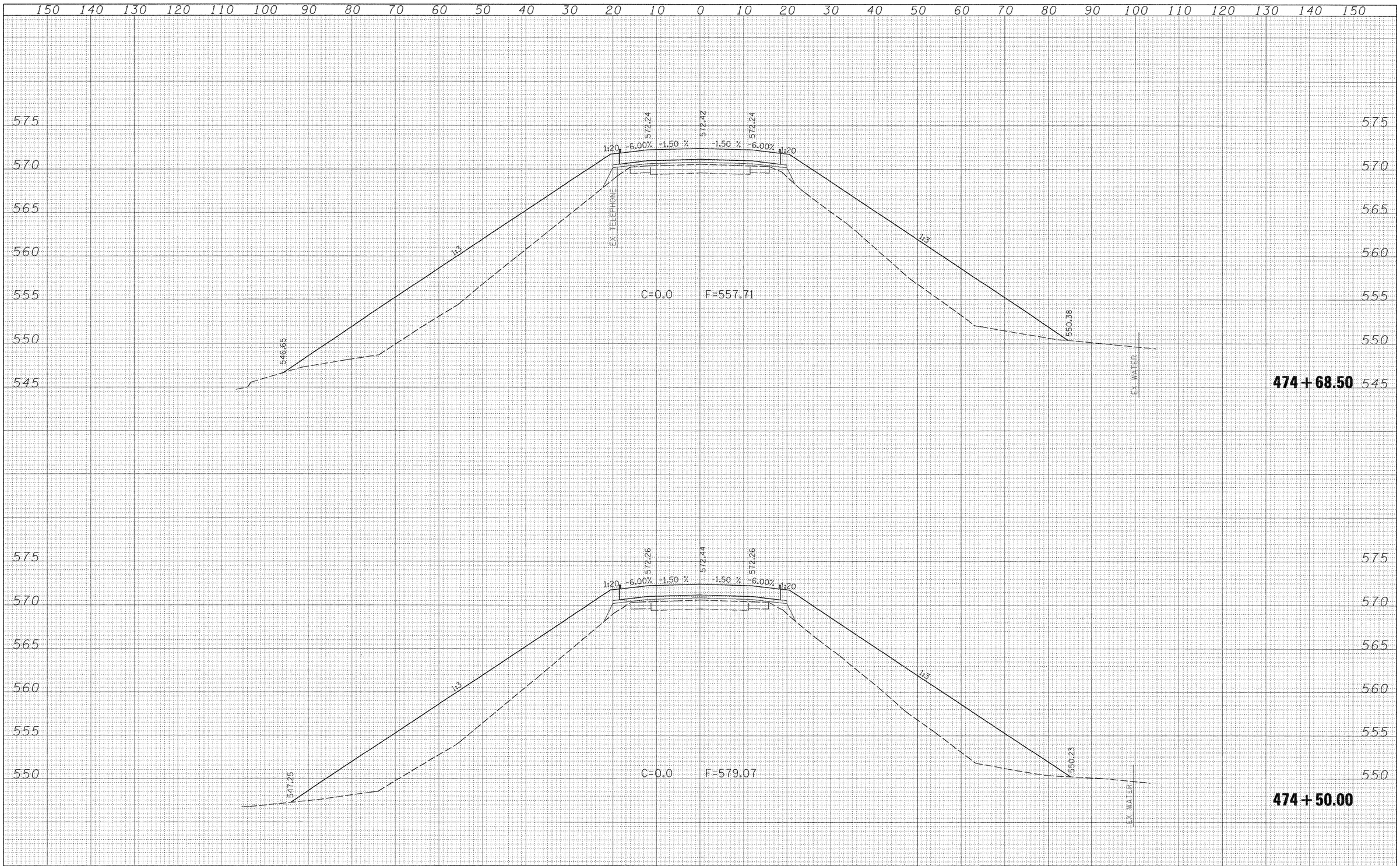
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

SCALE: 1"=10' | SHEET NO. 7 OF 21 SHEETS | STA. 473+50.00 TO STA. 474+00.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	51
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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



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

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	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

SCALE: 1"=10' | SHEET NO. 8 OF 21 SHEETS | STA. 474+50.00 TO STA. 474+68.50

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBRJR	CLAY	65	52
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

550
545

EX. TELEPHONE

144

EX. WATER

C=735.3 F=0.0

475+16.20

560
555
550
545

EX. TELEPHONE

EX. WATER

C=506.7 F=0.0

475+00.00

570
565
560
555
550
545

EX. TELEPHONE

EX. WATER

C=114.4 F=0.0

474+72.00

BRIDGE OMISSION
STA 474+38.48 TO STA 476+62.40

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

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

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

FILE NAME = S:\Projects\407-0008 DBD Dist 7 Various\WO 2 Kinmundy over ICRR\dgn\xssh_KINMUNDY.dgn	USER NAME = paul	DESIGNED - JLS	REVISED -
		DRAWN - MAB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED - BRM	REVISED -
	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

SCALE: 1"=10' | SHEET NO. 9 OF 21 SHEETS | STA. 474+72.00 TO STA. 475+16.20

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	53
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

555
550
545

EX. TELEPHONE
C=549.1 F=0.0
EX. WATER
476+00.00

550
545

EX. TELEPHONE
1:4
1:4
C=559.6 F=0.0
EX. WATER
475+85.00

BRIDGE OMISSION
STA 474+38.48 TO STA 476+62.40

545

EX. TELEPHONE
C=24.8 F=0.7
EX. WATER
475+72.70

545

EX. TELEPHONE
C=0.0 F=0.0
EX. WATER
475+50.00

545

EX. TELEPHONE
C=25.7 F=0.3
EX. WATER
475+28.20

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

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

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

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		DRAWN - MAB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED - BRM	REVISED -
	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

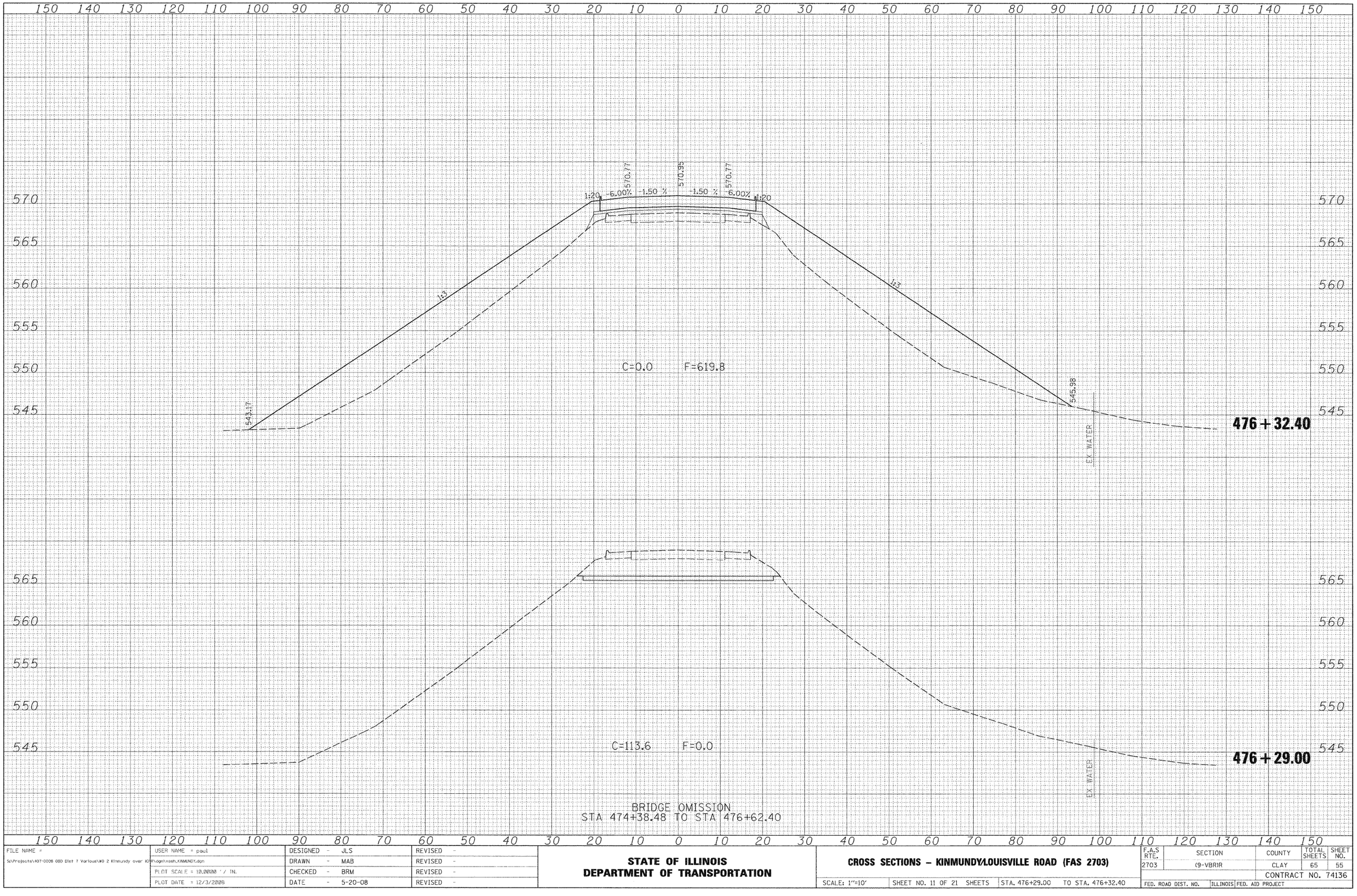
CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

SCALE: 1"=10' | SHEET NO. 10 OF 21 SHEETS | STA. 475+28.20 | TO STA. 476+00.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	54
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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



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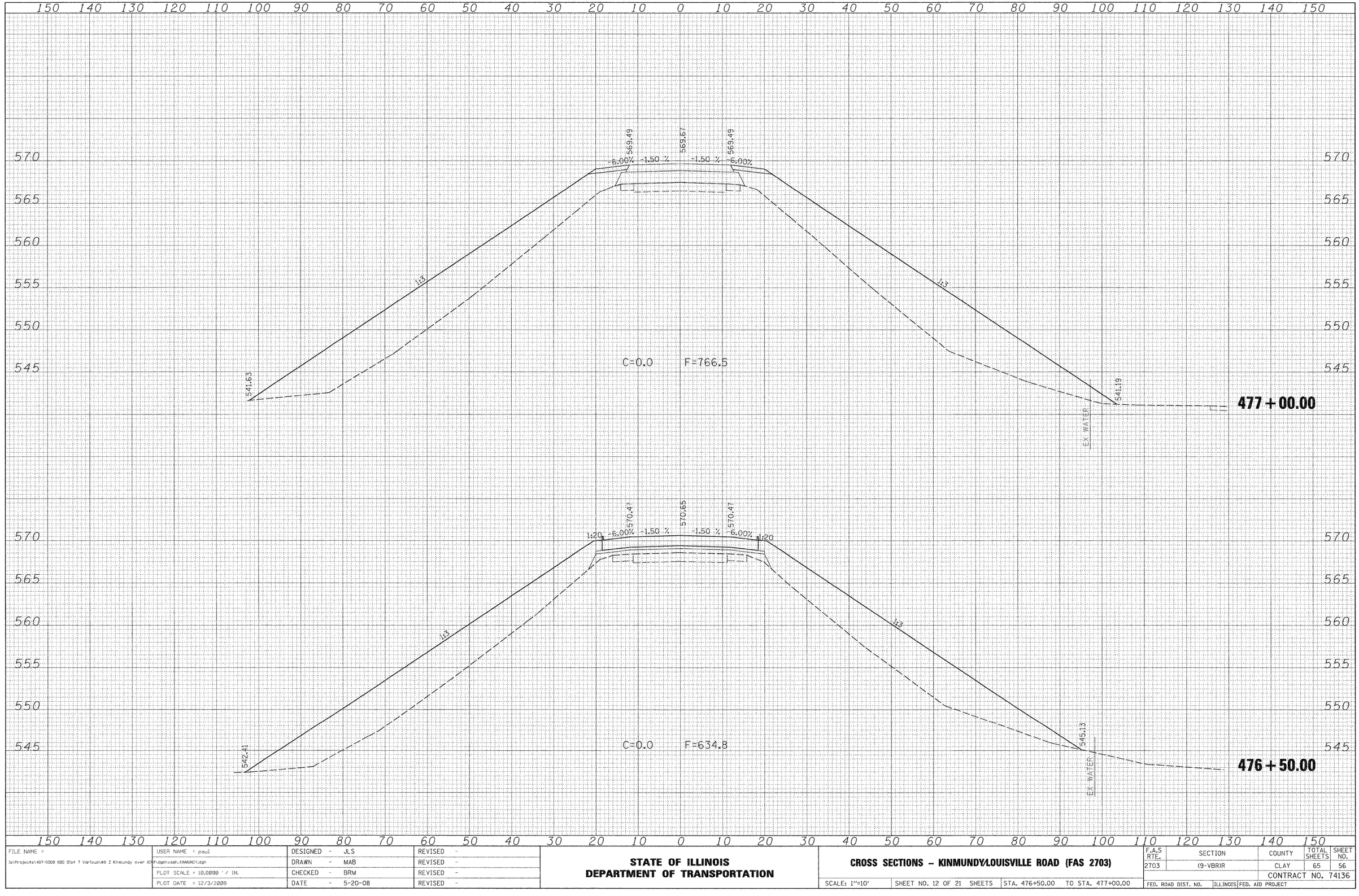
	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

SCALE: 1"=10' | SHEET NO. 11 OF 21 SHEETS | STA. 476+29.00 TO STA. 476+32.40

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	55
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

FILE NAME = S:\Projects\407-0008 OBD Dist 7 Various\W0 2 Kinmundy over KRR\dgn\xssh_KINMUNDY.dgn	USER NAME = paul	DESIGNED - JLS	REVISED -
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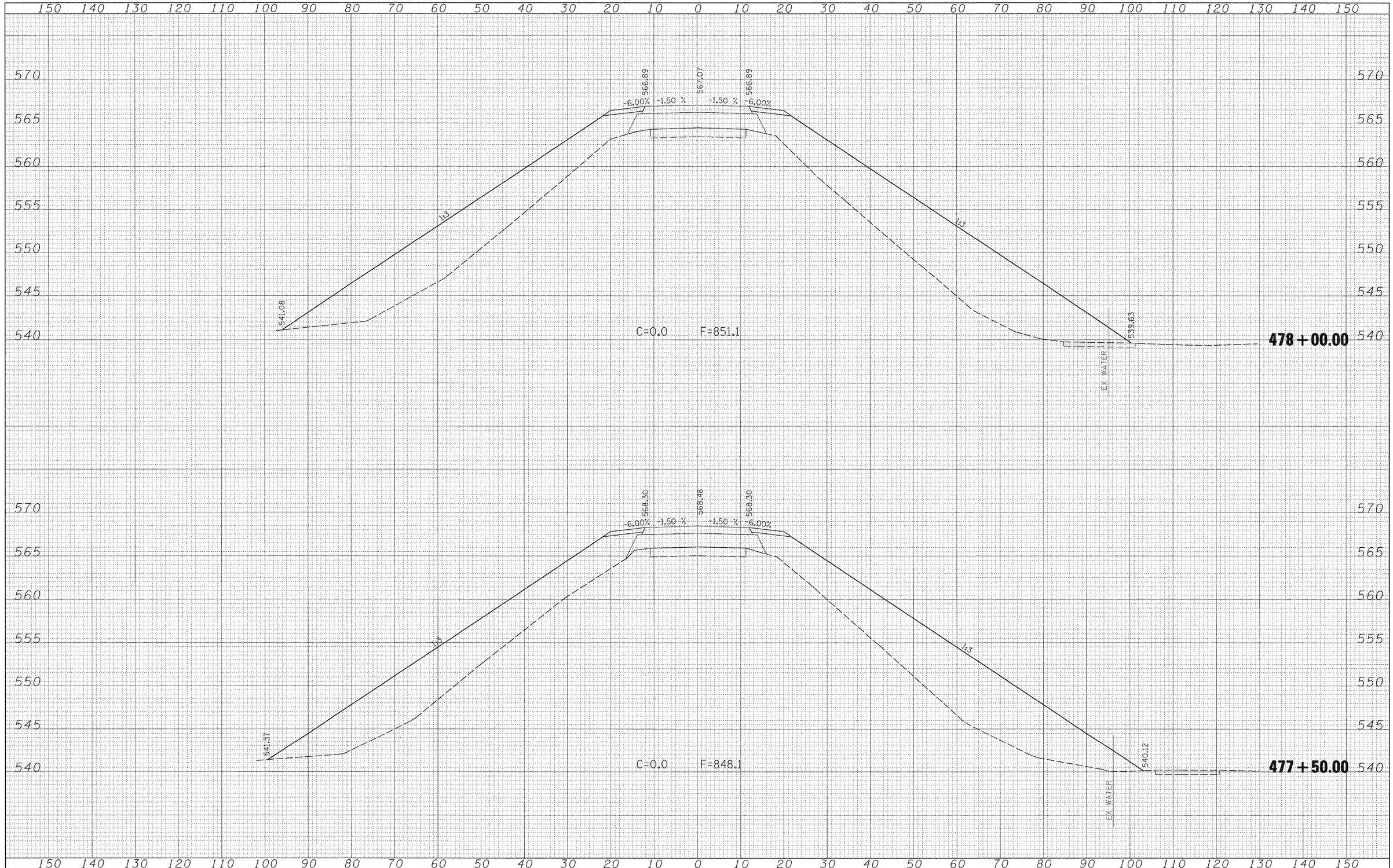
	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

SCALE: 1"=10' | SHEET NO. 12 OF 21 SHEETS | STA. 476+50.00 TO STA. 477+00.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	56
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FINAL SURVEY

NO.	NOTE BOOK	SURVEYED	BY
		PLOTTED	
		TEMPLATE	
		AREAS	
		AREAS CHECKED	

DATE

ORIGINAL SURVEY

NO.	NOTE BOOK	SURVEYED	BY
		PLOTTED	
		TEMPLATE	
		AREAS	
		AREAS CHECKED	

DATE

FILE NAME = S:\Projects\407-0008 080 Dist 7 Various\W0 2 Kinmundy over IDR\dgn\xssh_KINMUNDY.dgn	USER NAME = paul	DESIGNED - JLS	REVISED -
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	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

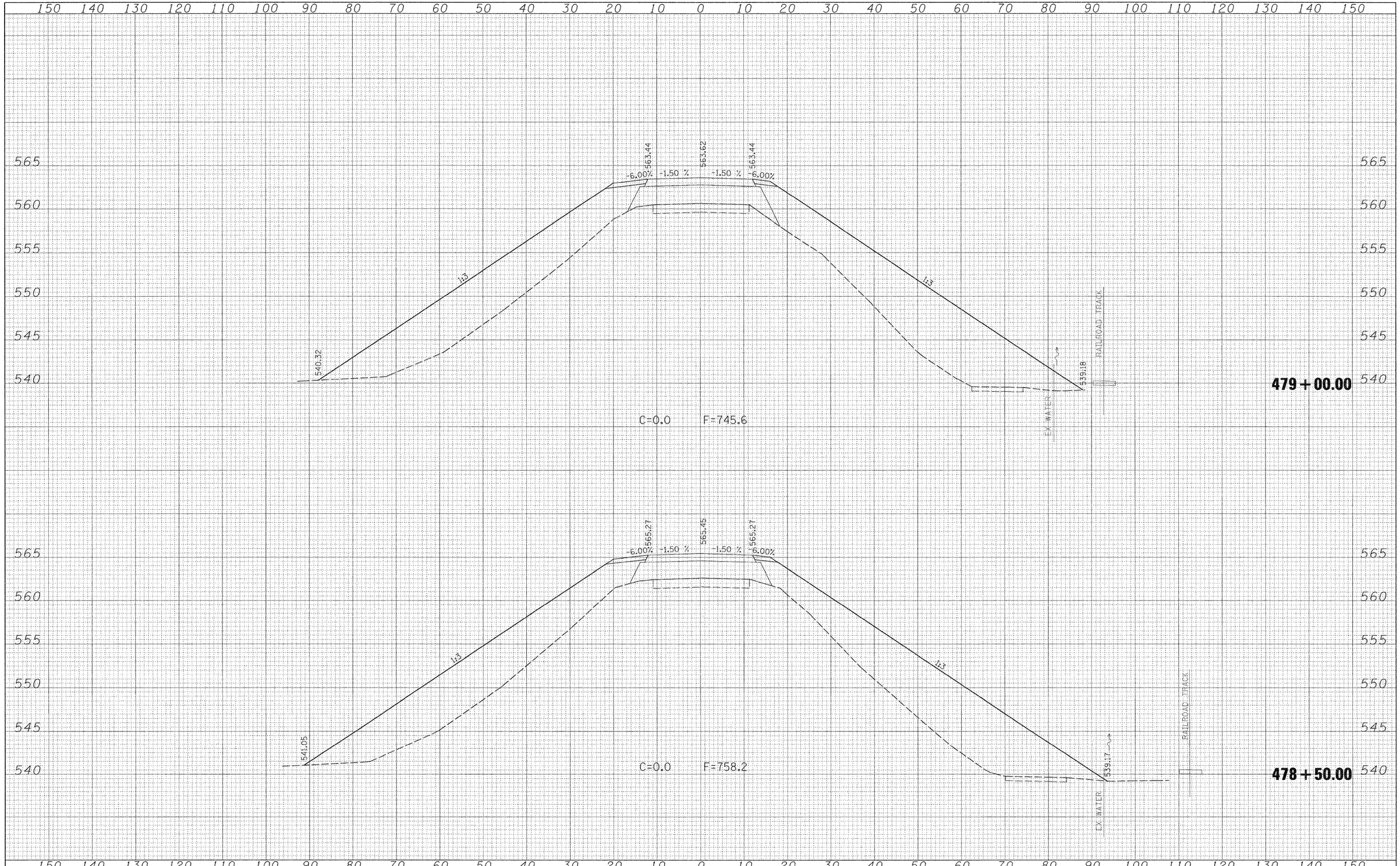
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

SCALE: 1"=10' | SHEET NO. 13 OF 21 SHEETS | STA. 477+50.00 TO STA. 478+00.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	57
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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



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

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	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

SCALE: 1"=10' | SHEET NO. 14 OF 21 SHEETS | STA. 478+50.00 TO STA. 479+00.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	58
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

560 555 550 545 540

EX. TELEPHONE

PROP. TEMP. ESMT.

PROP. ROW

EX. ROW

560.04 560.19 559.99

-5.99% -1.30 % -1.70 % -5.99%

12.00%

1:3

539.28

539.14

C=0.0 F=571.6

RAILROAD TRACK

EX. WATER

539.23

479 + 81.00

565 560 555 550 545 540

PROP. TEMP. ESMT.

PROP. ROW

547.38

1:3

539.95

561.39 561.57 561.39

-6.00% -1.50 % -1.50 % -6.00%

EX. ROW

1:3

C=50.3 F=652.5

RAILROAD TRACK

EX. WATER

539.16

479 + 50.00

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

FILE NAME = S:\Projects\407-0008 OBD Dist 7 Various\W0 2 Kinsundy over IDPR\dgn\xssh_KINMUNDY.dgn	USER NAME = paul	DESIGNED - JLS	REVISED -
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	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

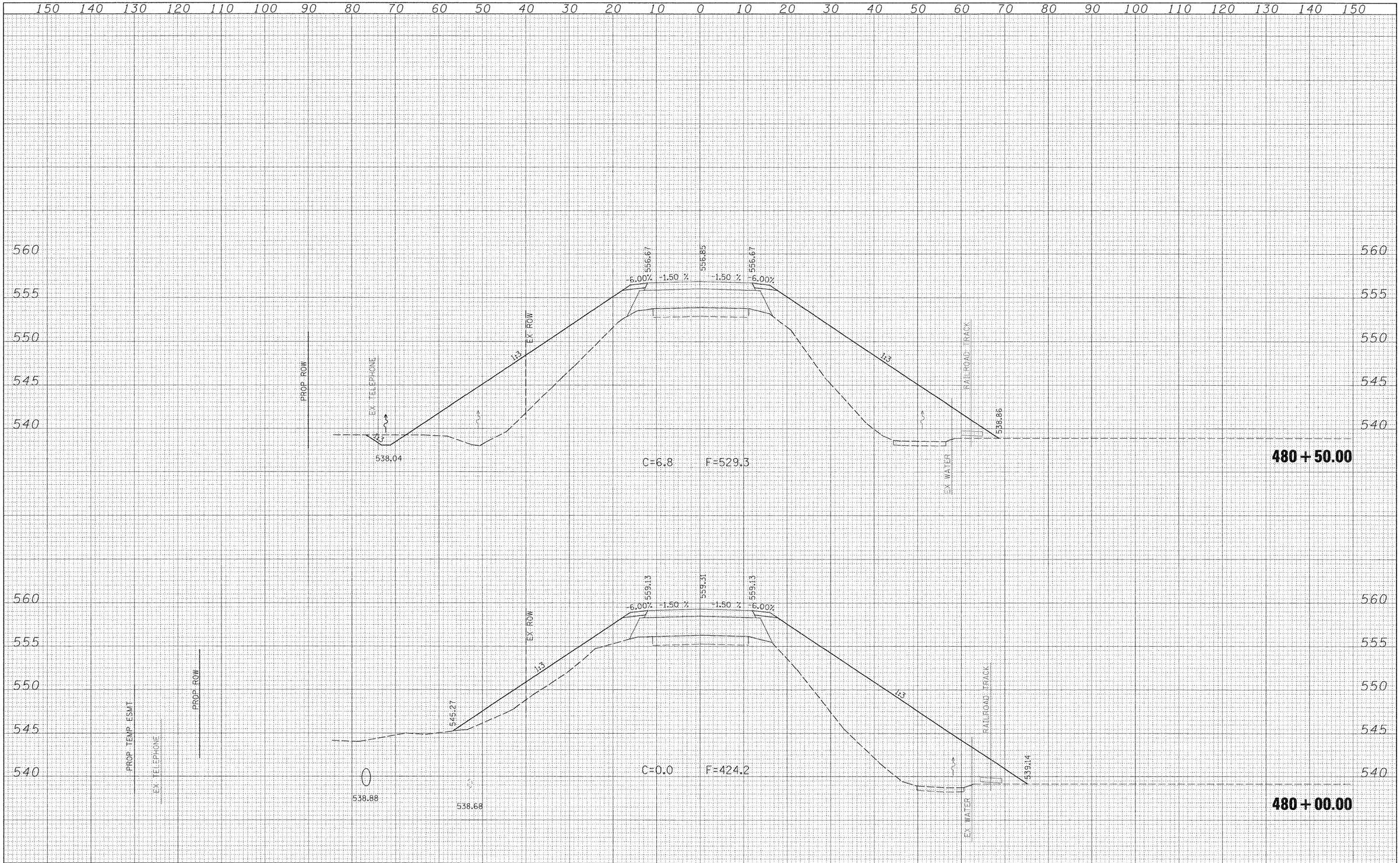
SCALE: 1"=10' | SHEET NO. 15 OF 21 SHEETS | STA. 479+50.00 TO STA. 479+81.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	59
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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

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



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

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	PLOT SCALE = 10.0000 ' / IN.	CHECKED - BRM	REVISED -
	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

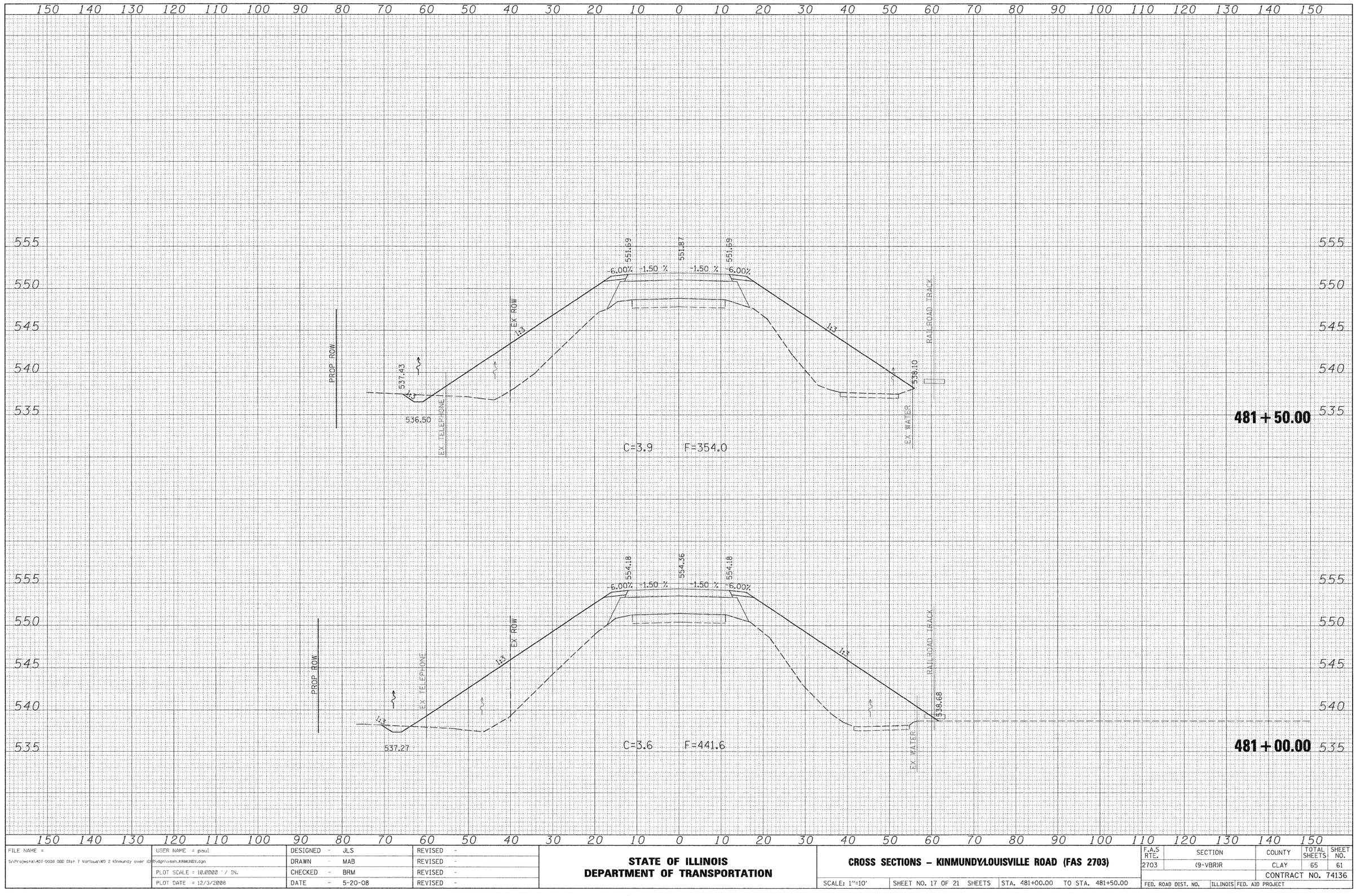
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

SCALE: 1"=10' | SHEET NO. 16 OF 21 SHEETS | STA. 480+00.00 TO STA. 480+50.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	60
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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



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

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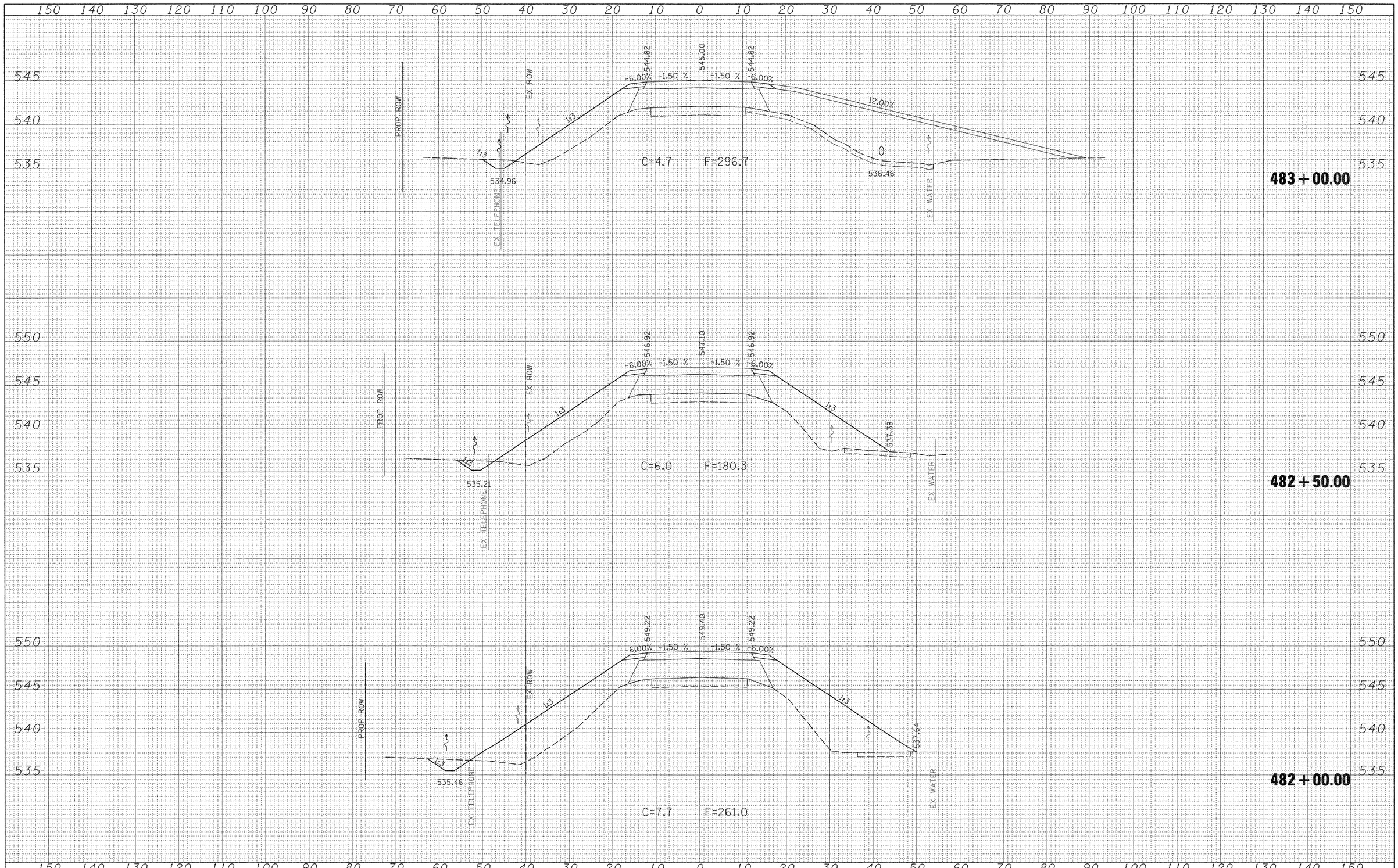
	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

SCALE: 1"=10' | SHEET NO. 17 OF 21 SHEETS | STA. 481+00.00 TO STA. 481+50.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	61
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

SCALE: 1"=10' | SHEET NO. 18 OF 21 SHEETS | STA. 482+00.00 TO STA. 483+00.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	62
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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

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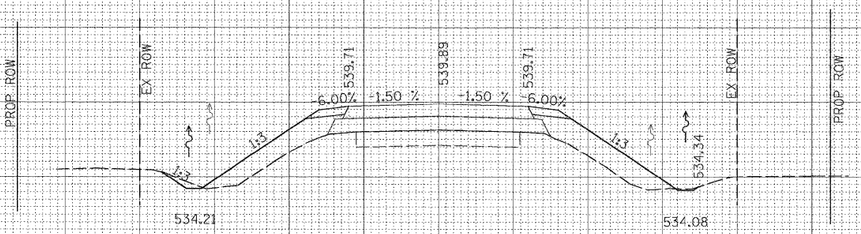
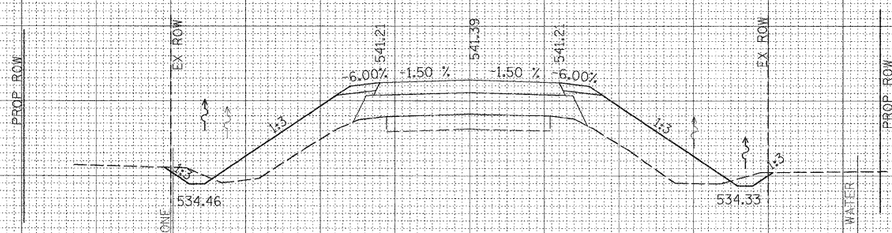
545
540
535



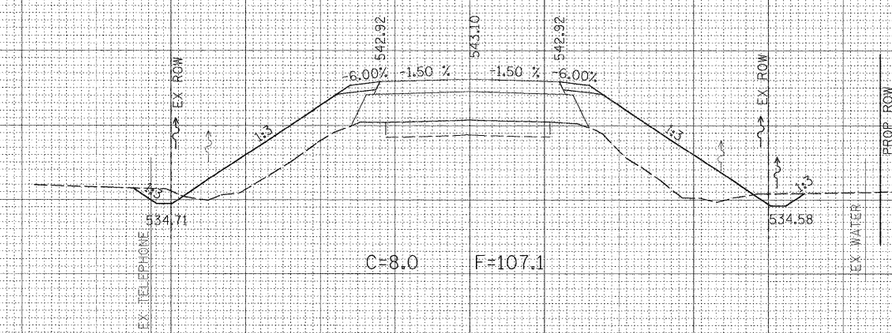
484 + 50.00

C=1.7 F=47.6



484 + 00.00

C=6.3 F=79.0



483 + 50.00

C=8.0 F=107.1

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

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

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

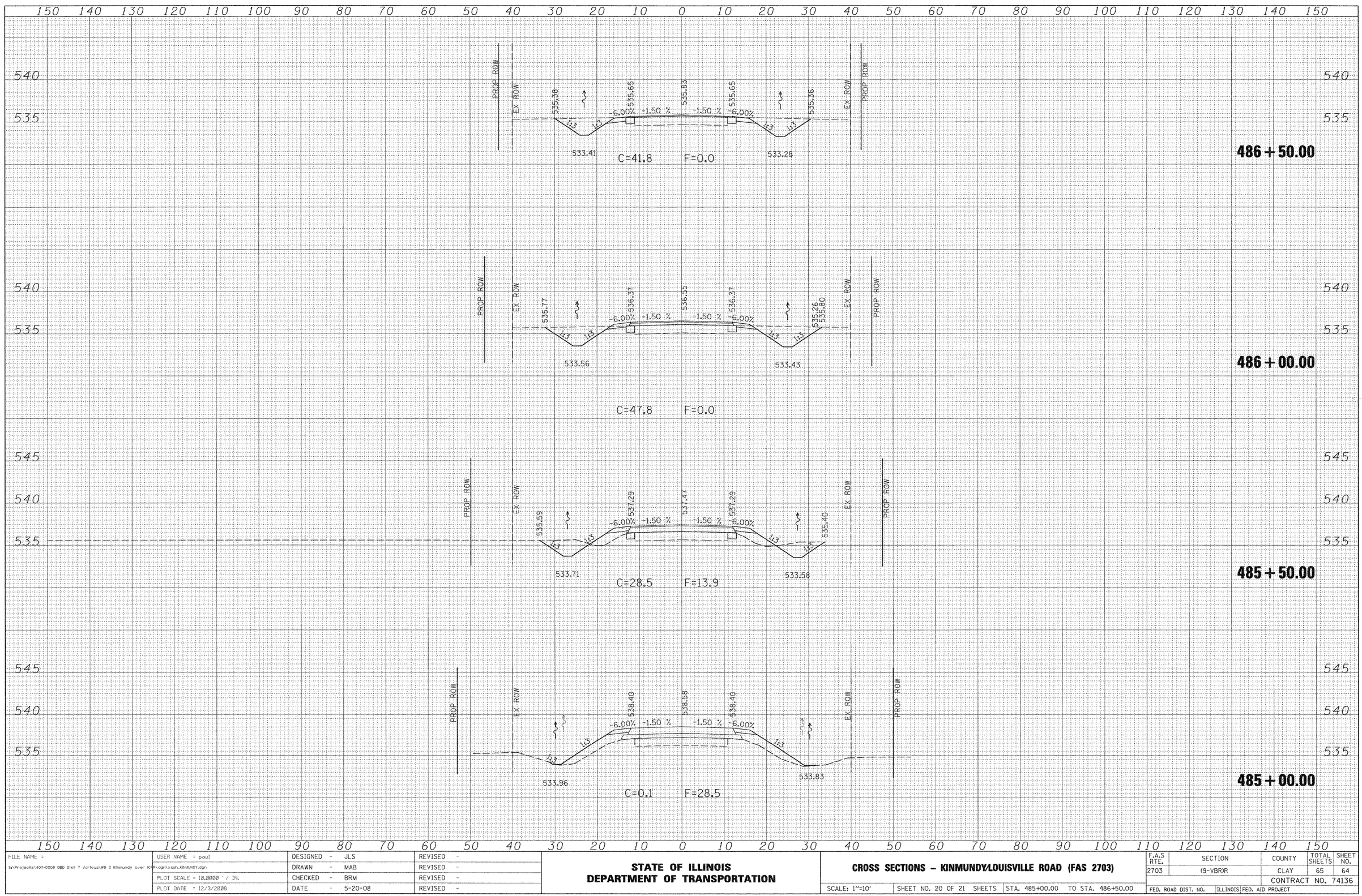
FILE NAME = S:\Projects\407-0008 DBD Dist 7 Various\WO 2 Kinmundy over CPR\dgn\xssh_KINMUNDY.dgn	USER NAME = paul	DESIGNED - JLS	REVISED -
		DRAWN - MAB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED - BRM	REVISED -
	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

SCALE: 1"=10' | SHEET NO. 19 OF 21 SHEETS | STA. 483+50.00 TO STA. 484+50.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	63
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -
S:\Projects\407-0008 OBD Dist 7 Various\WO 2 Kinmundy over ICRR\dgn\xssh_KINMUNDY.dgn		DRAWN - MAB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED - BRM	REVISED -
	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

SCALE: 1"=10' | SHEET NO. 20 OF 21 SHEETS | STA. 485+00.00 TO STA. 486+50.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	64
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

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

540

535

EX. ROW

EX. ROW

488+50.00

488+00.00

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

540

535

EX. ROW

EX. ROW

534.80 534.97 534.80

-1.50 % -1.50 %

C=0.0 F=0.0

487+50.00

540

535

PROP. ROW

EX. ROW

EX. ROW

PROP. ROW

535.15 535.31 535.15

-1.50 % -1.50 %

C=0.0 F=0.0

487+00.00

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

FILE NAME = S:\Projects\407-0008 OBD Dist 7 Various\WO 2 Kinmundy over IDNR\dgn\xssh_KINMUNDY.dgn	USER NAME = paul	DESIGNED - JLS	REVISED -
		DRAWN - MAB	REVISED -
	PLOT SCALE = 10.0000 ' / IN.	CHECKED - BRM	REVISED -
	PLOT DATE = 12/3/2008	DATE - 5-20-08	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – KINMUNDY/LOUISVILLE ROAD (FAS 2703)

SCALE: 1"=10' | SHEET NO. 21 OF 21 SHEETS | STA. 487+00.00 TO STA. 488+50.00

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)R	CLAY	65	65
		CONTRACT NO. 74136		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		