F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	1
	ILLINOIS	CONTRACT NO. 74433		

02-27-2026 LETTING ITEM 049

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FOR INDEX OF SHEETS, SEE SHEET NO. 2

ADT = 8600 (2017)

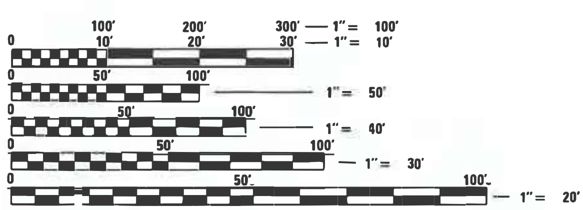
PROPOSED HIGHWAY PLANS

FAP ROUTE 332 (IL 1)
SECTION (FX-VBR)B-1
PROJECT NHPP-MPHV(442)
BRIDGE REPLACEMENT
CLARK COUNTY

D-97-013-10

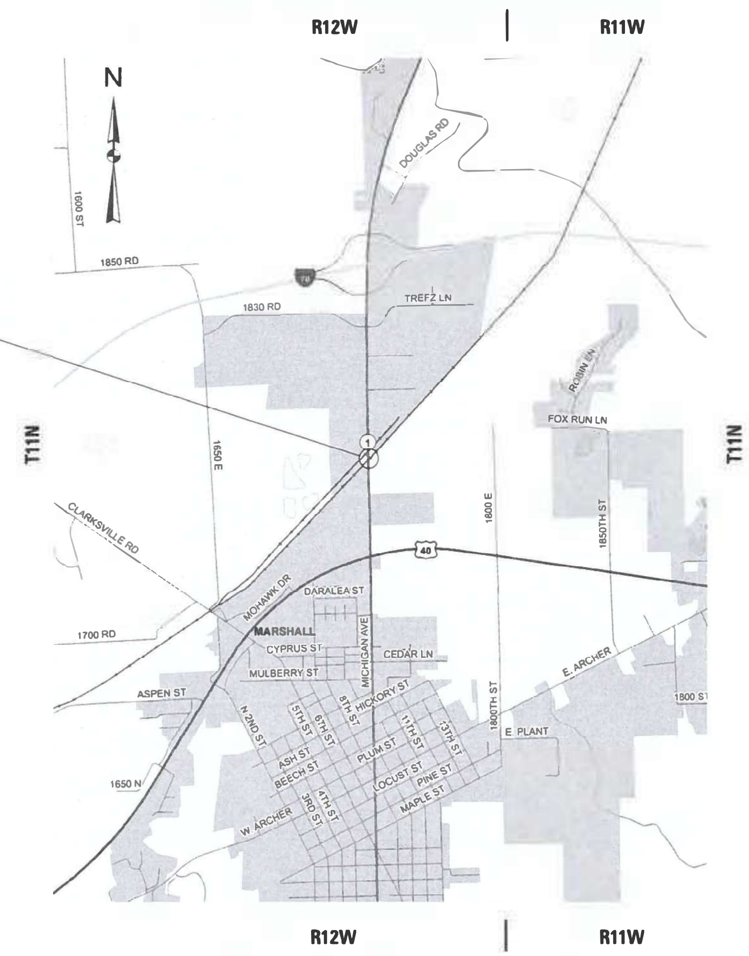
C-97-036-10

F.A.P. 332
SECTION (FX-VBR)B-1
S.N. 012-0014 (EXISTING)
S.N. 012-0074 (PROPOSED)
S.N. 012-W009
STATION 1169+07.50



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



GROSS LENGTH = 1,800.00 FT. = 0.341 MILE
NET LENGTH = 1,800.00 FT. = 0.341 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED July 01 20 25
Lora Rensing ka
REGIONAL ENGINEER

December 5 20 25
ENGINEER OF DESIGN AND ENVIRONMENT

December 5 20 25
DIRECTOR OF HIGHWAYS PROJECT IMPLEMENTATION

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

PROJECT ENGINEER: BRIAN LEWIS
PROJECT MANAGER:

CONTRACT NO. 74433

REV - MS

HIGHWAY STANDARDS

STANDARD NO.	DESCRIPTION
000001 - 09	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001 - 02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001 - 07	TEMPORARY EROSION CONTROL SYSTEMS
420001 - 11	PAVEMENT JOINTS
420401 - 13	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB
420701 - 03	PAVEMENT WELDED WIRE REINFORCEMENT
482011 - 03	HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
515001 - 04	NAME PLATES FOR BRIDGES
606001 - 09	CONCRETE CURB TYPE B AND COMBINATION CURB AND GUTTER
606006 - 04	OUTLETS FOR CONCRETE CURB AND GUTTER TYPE B-6.24
610001 - 09	SHOULDER INLET WITH CURB
630001 - 13	STEEL PLATE BEAM GUARDRAIL
630301 - 09	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031 - 18	TRAFFIC BARRIER TERMINAL, TYPE 6
666001 - 01	RIGHT OF WAY MARKERS
667101 - 02	PERMANENT SURVEY MARKERS
701001 - 02	OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006 - 05	OFF-RD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701011 - 04	OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
701201 - 05	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701301 - 04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306 - 04	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS ONLY, FOR SPEEDS ≥ 45 MPH
701311 - 03	LANE CLOSURE 2L, 2W, MOVING OPERATIONS - DAY ONLY
701331 - 05	LANE CLOSURE, 2L, 2W, WITH RUN-AROUND, FOR SPEEDS ≥ 45 MPH
701326 - 04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
701901 - 11	TRAFFIC CONTROL DEVICES
704001 - 08	TEMPORARY CONCRETE BARRIER
725001 - 01	OBJECT AND TERMINAL MARKERS
780001 - 05	TYPICAL PAVEMENT MARKINGS
781001 - 04	TYPICAL APPLICATIONS OF RAISED REFLECTIVE PAVEMENT MARKINGS
782006 - 01	GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
812001 - 01	RACEWAYS EMBEDDED IN STRUCTURE
821101 - 03	LUMINAIRE WIRING IN POLE
825001 - 04	LIGHTING CONTROLLER POLE MOUNT 240V
830006 - 05	LIGHT POLE ALUMINUM DAVIT ARM
836001 - 05	LIGHT POLE FOUNDATION
838001 - 01	BREAKAWAY DEVICES

INDEX OF SHEETS

HIGHWAY STANDARDS, CONT.

542001 - 06	CONCRETE END SECTION FOR PIPE CULVERTS 15" THRU 84" DIAMETER
542301 - 03	PRECAST REINFORCED CONCRETE FLARED END SECTION
602301 - 04	INLET, TYPE A
604011 - 05	FRAME AND GRATE, TYPE 3V
805001 - 01	ELECTRICAL SERVICE INSTALLATION DETAILS

REV - MS

GENERAL NOTES

THE WORK INCLUDED IN SECTION (FX-VBR)B-1 CONSISTS OF THE COMPLETE REMOVAL AND REPLACEMENT OF EXISTING STRUCTURE NUMBER 012-0014 WITH A NEW STRUCTURE, BRIDGE APPROACH PAVEMENTS, PAVEMENT WIDENING, PCC SIDEWALK, HOT-MIX ASPHALT RESURFACING, GUARDRAIL, PAVEMENT MARKING, TRAFFIC CONTROL, AND ANY OTHER WORK NECESSARY TO COMPLETE THIS SECTION. THE WORK SHALL BE COMPLETED UTILIZING STAGE CONSTRUCTION. STRUCTURE NUMBER 012-0014 CARRIES ILLINOIS ROUTE 1 OVER THE CSX RAILROAD AND IS LOCATED APPROXIMATELY 0.5 MILES NORTH OF US ROUTE 40 IN CLARK COUNTY.

EXISTING GUARDRAIL SHALL BE REMOVED AND TAKEN TO THE MARSHALL OPERATIONS YARD.

ONE NEW PERMANENT SURVEY MARKER SHALL BE CAST-IN-PLACE IN A WINGWALL OF THE NEW STRUCTURE.

TREE REMOVAL CONSISTS OF STUMPS WITHIN THE LIMITS OF CONSTRUCTION.

NO ENCROACHMENT WILL BE ALLOWED ONTO THE VELSICOL PROPERTY NORTH OF THE RAILROAD ON THE WEST SIDE OF IL 1.

THE MATERIAL USED FOR AGGREGATE SHOULDERS, TYPE B SHALL BE CRUSHED STONE, CRUSHED CONCRETE, OR RAP. THE MATERIAL USED FOR AGGREGATE SURFACE COURSE, TYPE B SHALL BE CRUSHED STONE OR CRUSHED CONCRETE

PIPE UNDERDRAINS FOR STRUCTURES SHALL EXTEND TO THE BOTTOM OF THE EMBANKMENT SLOPE AND TERMINATE WITH A CONCRETE HEADWALL.

FURNISHED EXCAVATION QUANTITY INCLUDES SELECT FILL BEHIND THE RETAINING WALL.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

APPLICATION	AC/PG	DESIGN AIR VOIDS	MIXTURE COMPOSITION	FRICTION AGGREGATE	QUALITY MANAGEMENT
HMA SHOULDERS, 8" (TOP LIFT)	PG 64-22	4.0% @ N=90	IL - 9.5	MIXTURE C	QC/QA
HMA SHOULDERS, 8" (BOTTOM LIFTS)	PG 64-22	4.0% @ N=90	IL - 19.0	N/A	QC/QA
HMA BASE COURSE	PG 64-22	4.0% @ N=90	IL - 19.0	N/A	QC/QA
POLYMERIZED HMA SURFACE COURSE	SBS PG 70-22	4.0% @ N=90	IL - 9.5	MIXTURE D	QC/QA
POLYMERIZED HMA BINDER COURSE	SBS PG 70-22	4.0% @ N=90	IL - 19.0	N/A	QC/QA

THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN THE CALCULATING PLAN QUANTITIES:

HOT-MIX ASPHALT 112 LBS./SQ. YD/INCH

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0010 80% FED. 20% STATE	0021 80% FED. 20% CITY	
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	855	855		
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	340	340		
20200100	EARTH EXCAVATION	CU YD	2509	2509		
20400800	FURNISHED EXCAVATION	CU YD	23910	23910		
20600110	GRANULAR EMBANKMENT, SPECIAL	TON	2002	2002		
20800150	TRENCH BACKFILL	CU YD	5	5		
21101505	TOPSOIL EXCAVATION AND PLACEMENT	CU YD	1365	1365		
25000200	SEEDING, CLASS 2	ACRE	2.8	2.8		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	252	252		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	252	252		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	252	252		
25000700	AGRICULTURAL GROUND LIMESTONE	TON	5.6	5.6		
25100115	MULCH, METHOD 2	ACRE	2.8	2.8		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	560	560		

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0010 80% FED. 20% STATE	0021 80% FED. 20% CITY	
28000305	TEMPORARY DITCH CHECKS	FOOT	120	120		
28000400	PERIMETER EROSION BARRIER	FOOT	900	900		
28000500	INLET AND PIPE PROTECTION	EACH	2	2		
28001100	TEMPORARY EROSION CONTROL BLANKET	SQ YD	2657	2657		
35400500	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10"	SQ YD	962	962		
35501326	HOT-MIX ASPHALT BASE COURSE, 10 1/2"	SQ YD	4245	4245		
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	10392	10392		
40600370	LONGITUDINAL JOINT SEALANT	FOOT	1438	1438		
40600990	TEMPORARY RAMP	SQ YD	79	79		
40603240	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90	TON	1398	1398		
40604164	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N90	TON	361	361		
42000060	WELDED WIRE REINFORCEMENT	SQ YD	192	192		

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0010 80% FED. 20% STATE	0021 80% FED. 20% CITY	
42000080	PAVEMENT CONNECTOR (PCC) FOR BRIDGE APPROACH SLAB	SQ YD	336	336		
42400200	PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH	SQ FT	18111	18111		
44000100	PAVEMENT REMOVAL	SQ YD	77	77		
44004250	PAVED SHOULDER REMOVAL	SQ YD	2189	2189		
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	407	407		
48203100	HOT-MIX ASPHALT SHOULDERS	TON	665	665		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1		
50104400	CONCRETE HEADWALL REMOVAL	EACH	4	4		
50105220	PIPE CULVERT REMOVAL	FOOT	267	267		
50157300	PROTECTIVE SHIELD	SQ YD	268.6	268.6		
50200100	STRUCTURE EXCAVATION	CU YD	2519	2519		
50300100	FLOOR DRAINS	EACH	6	6		
50300225	CONCRETE STRUCTURES	CU YD	637.9	637.9		

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0010 80% FED. 20% STATE	0021 80% FED. 20% CITY	
50300255	CONCRETE SUPERSTRUCTURE	CU YD	512.3	512.3		
50300260	BRIDGE DECK GROOVING	SQ YD	1608	1608		
50300300	PROTECTIVE COAT	SQ YD	2207	2207		
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	165.4	165.4		
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1		
50500505	STUD SHEAR CONNECTORS	EACH	10233	10233		
50800105	REINFORCEMENT BARS	POUND	30250	30250		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	246310	246310		
50800515	BAR SPLICERS	EACH	1067	1067		
50901720	BICYCLE RAILING	FOOT	676	676		
50901730	BRIDGE FENCE RAILING	FOOT	286	286		
50901750	PARAPET RAILING	FOOT	286	286		
51100100	SLOPE WALL 4 INCH	SQ YD	1598	1598		
51201900	FURNISHING STEEL PILES HP14X89	FOOT	950	950		

REV - MS

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	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

SUMMARY OF QUANTITIES

SCALE: | SHEET 2 OF 6 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	5

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0010 80% FED. 20% STATE	0021 80% FED. 20% CITY	
51202305	DRIVING PILES	FOOT	950	950		
51203900	TEST PILE STEEL HP14X89	EACH	1	1		
51500100	NAME PLATES	EACH	2	2		
* 51603000	DRILLED SHAFT IN SOIL	CU YD	29.2	29.2		
* 51604000	DRILLED SHAFT IN ROCK	CU YD	108.6	108.6		
52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	18	18		
52100520	ANCHOR BOLTS, 1"	EACH	72	72		
52200020	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	458	458		
52200500	MECHANICALLY STABILIZED EARTH RETAINING WALL	SQ FT	11422	11422		
52200600	GEOTEXTILE RETAINING WALL	SQ FT	754	754		
54210182	PIPE ELBOW, 12"	EACH	4	4		
54213447	END SECTIONS 12"	EACH	3	3		
54213657	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12"	EACH	2	2		
54213660	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 15"	EACH	1	1		

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0010 80% FED. 20% STATE	0021 80% FED. 20% CITY	
542A0217	PIPE CULVERTS, CLASS A, TYPE 1 12"	FOOT	21	21		
550A0070	STORM SEWERS, CLASS A, TYPE 1 15"	FOOT	38	38		
58600101	GRANULAR BACKFILL FOR STRUCTURES	CU YD	233	233		
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	122	122		
60100945	PIPE DRAINS 12"	FOOT	130	130		
60105000	PIPE DRAINS, CORRUGATED STEEL OR ALUMINUM ALLOY 12"	FOOT	24	24		
60146304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	222	222		
60235705	INLETS, TYPE A, TYPE 3V FRAME AND GRATE	EACH	1	1		
60405900	GRATES AND COVERS, TYPE 2B	EACH	1	1		
60500060	REMOVING INLETS	EACH	8	8		
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	9.8	9.8		
60605000	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24	FOOT	2329	2329		
61000050	CONCRETE THRUST BLOCKS	EACH	2	2		

* SPECIALTY ITEM

REV - MS

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0010 80% FED. 20% STATE	0021 80% FED. 20% CITY	
61000225	TYPE F INLET BOX, STANDARD 610001	EACH	2	2		
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	625	625		
* 63000003	STEEL PLATE BEAM GUARDRAIL, TYPE A, 9 FOOT POSTS	FOOT	887.5	887.5		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4		
63200310	GUARDRAIL REMOVAL	FOOT	2413	2413		
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	2	2		
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	1	1		
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	8061	8061		
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	1		
* 66901001	REGULATED SUBSTANCES PRE-CONSTRUCTION PLAN	L SUM	1	1		
* 66901003	REGULATED SUBSTANCES FINAL CONSTRUCTION REPORT	L SUM	1	1		

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0010 80% FED. 20% STATE	0021 80% FED. 20% CITY	
* 66901006	REGULATED SUBSTANCES MONITORING	CAL DA	16	16		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	24	24		
67000600	ENGINEER'S FIELD LABORATORY	CAL MO	24	24		
67100100	MOBILIZATION	L SUM	1	1		
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1		
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1		
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1		
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5	5		
70107025	CHANGEABLE MESSAGE SIGN	CAL DA	28	28		
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	6889	6889		
70300221	TEMPORARY PAVEMENT MARKING - LINE 4"- PAINT	FOOT	8400	8400		
70300261	TEMPORARY PAVEMENT MARKING - LINE 12"- PAINT	FOOT	278	278		

* SPECIALTY ITEM

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0010 80% FED. 20% STATE	0021 80% FED. 20% CITY	
70307120	TEMPORARY PAVEMENT MARKING - LINE 4" - TYPE IV TAPE	FOOT	20681	20681		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	2520	2520		
70400125	PINNING TEMPORARY CONCRETE BARRIER	EACH	354	354		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1500	1500		
70600241	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2		
70600255	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	2	2		
70600322	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 2	EACH	4	4		
✳ 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
✳ 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	6952	6952		
✳ 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	278	278		
✳ 78003111	PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - STANDARD - LINE 4"	FOOT	1448	1448		

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0010 80% FED. 20% STATE	0021 80% FED. 20% CITY	
✳ 78011025	GROOVING FOR RECESSED PAVEMENT MARKING 5"	FOOT	8400	8400		
✳ 78011065	GROOVING FOR RECESSED PAVEMENT MARKING 13"	FOOT	278	278		
✳ 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	56	56		
✳ 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	22	22		
78300202	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	2201	2201		
✳ 80400100	ELECTRIC SERVICE INSTALLATION	EACH	1		1	
✳ 81028750	UNDERGROUND CONDUIT, COILABLE NONMETALLIC CONDUIT, 2" DIA.	FOOT	70		70	
✳ 81200230	CONDUIT EMBEDDED IN STRUCTURE, 2" DIA., PVC	FOOT	210		210	
✳ 81603010	UNIT DUCT, 600V, 2-1C NO.10, 1/C NO.10 GROUND, (XLP-TYPE USE), 3/4" DIA. POLYETHYLENE	FOOT	1815		1815	
✳ 81702440	ELECTRIC CABLE IN CONDUIT, 600V (XLP-TYPE USE) 3-1/C NO. 1	FOOT	260		260	
✳ 82110015	LUMINAIRE, LED, HIGHMAST, OUTPUT DESIGNATION H	EACH	8		8	

✳ SPECIALTY ITEM

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0010 80% FED. 20% STATE	0021 80% FED. 20% CITY	
✳ 82500300	LIGHTING CONTROLLER, POLE MOUNTED, 240VOLT, 30AMP	EACH	1		1	
✳ 83004600	LIGHT POLE, ALUMINUM, 50 FT. M.H., 15 FT. DAVIT ARM	EACH	8		8	
✳ 83600365	LIGHT POLE FOUNDATION, METAL, 15" BOLT CIRCLE, 10" X 8'	EACH	8		8	
✳ 83800650	BREAKAWAY DEVICE, COUPLING WITH STAINLESS STEEL SCREEN	EACH	16		16	
X0320051	CROSSHOLE SONIC LOGGING ACCESS DUCTS	FOOT	368	368		
X0320052	CROSSHOLE SONIC LOGGING TESTING	EACH	14	14		
X4400102	SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL)	SQ YD	3815	3815		
X4400110	TEMPORARY PAVEMENT REMOVAL	SQ YD	1843	1843		
X5020100	AGGREGATE COLUMN GROUND IMPROVEMENT	L SUM	1	1		
X5080530	BAR TERMINATORS	EACH	1072	1072		
X5230174	DRAINAGE SCUPPERS, DS-11	EACH	4	4		
X5427602	REMOVE EXISTING FLARED END SECTION	EACH	2	2		

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0010 80% FED. 20% STATE	0021 80% FED. 20% CITY	
X6660410	REMOVE RIGHT-OF-WAY MARKERS	EACH	3	3		
X7010218	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	EACH	3	3		
X7810400	TEMPORARY RAISED PAVEMENT MARKER	EACH	207	207		
Z0001495	BRIDGE APPROACH SHOULDER REMOVAL	SQ YD	70	70		
Z0004552	APPROACH SLAB REMOVAL	SQ YD	174	174		
Z0004638	PAVEMENT BREAKING	SQ YD	2288	2288		
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1		
Z0049799	PROTECTING OR RESETTING SURVEY MARKERS	EACH	12	12		
Ø Z0076600	TRAINEES	HOUR	1000	1000		
Ø Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1000	1000		

✳ SPECIALTY ITEM

REV - MS

USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

SUMMARY OF QUANTITIES

SCALE: SHEET 6 OF 6 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	9

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

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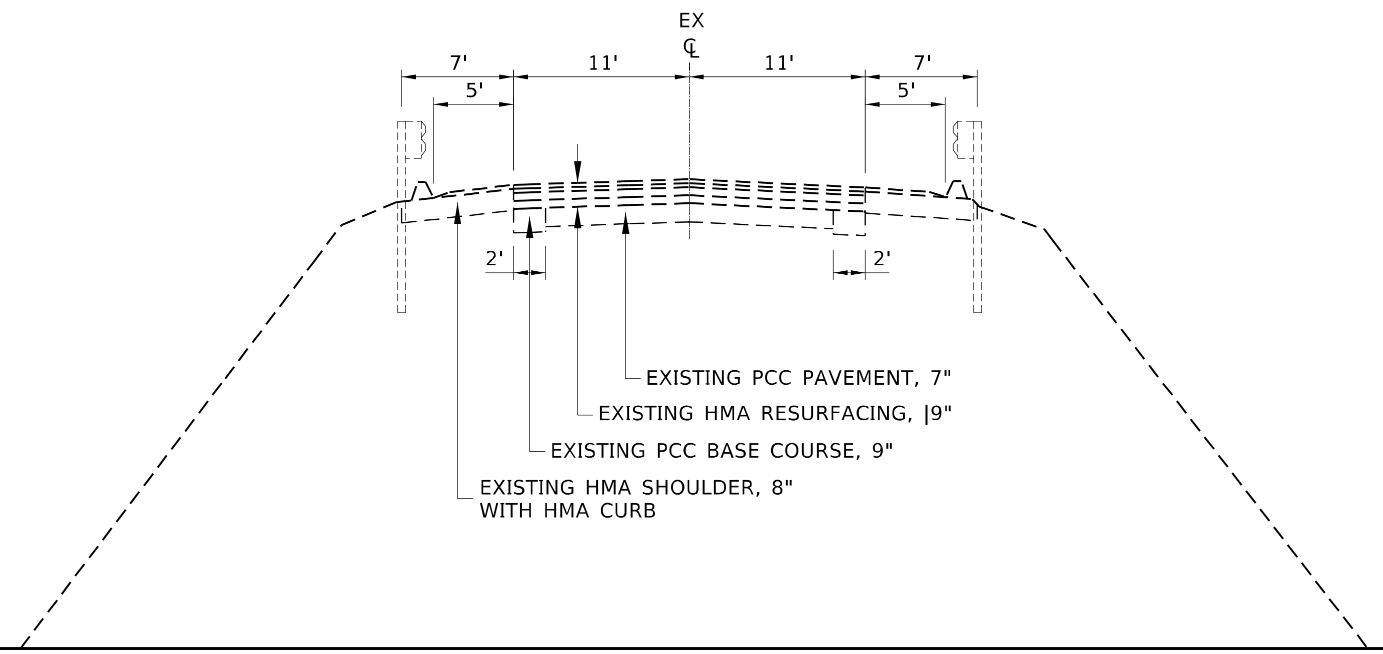
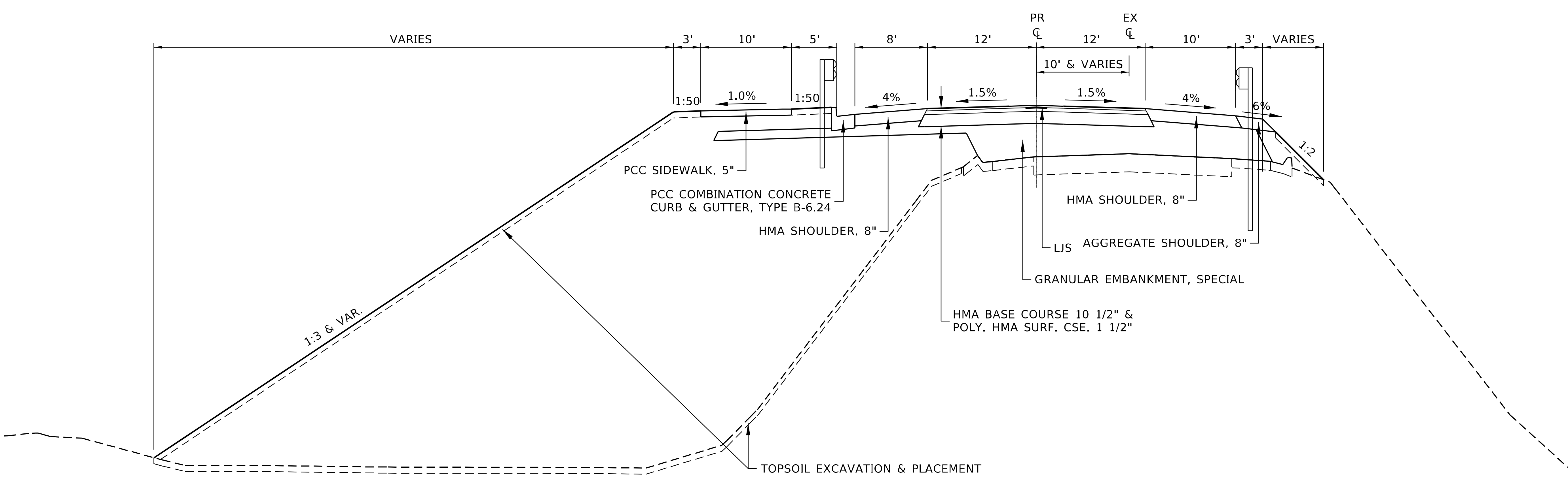
EXISTING TYPICAL SECTION

STATION 1162+36 TO STATION 1175+88



PROPOSED TYPICAL SECTION

STATION 1161+46 TO STATION 1167+24



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USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

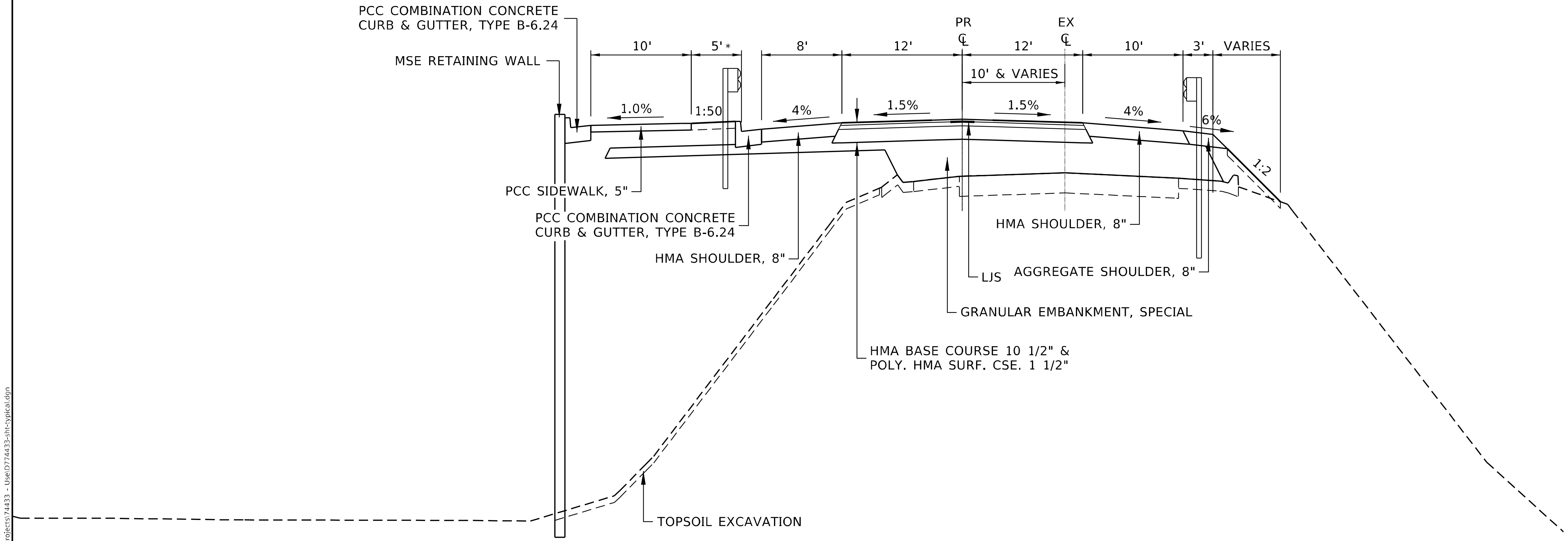
TYPICAL CROSS SECTION
ILL 1

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	10
CONTRACT NO. 74433				
ILLINOIS	FED. AID PROJECT			

PROPOSED TYPICAL SECTION

STATION 1169+25 TO STATION 1176+00



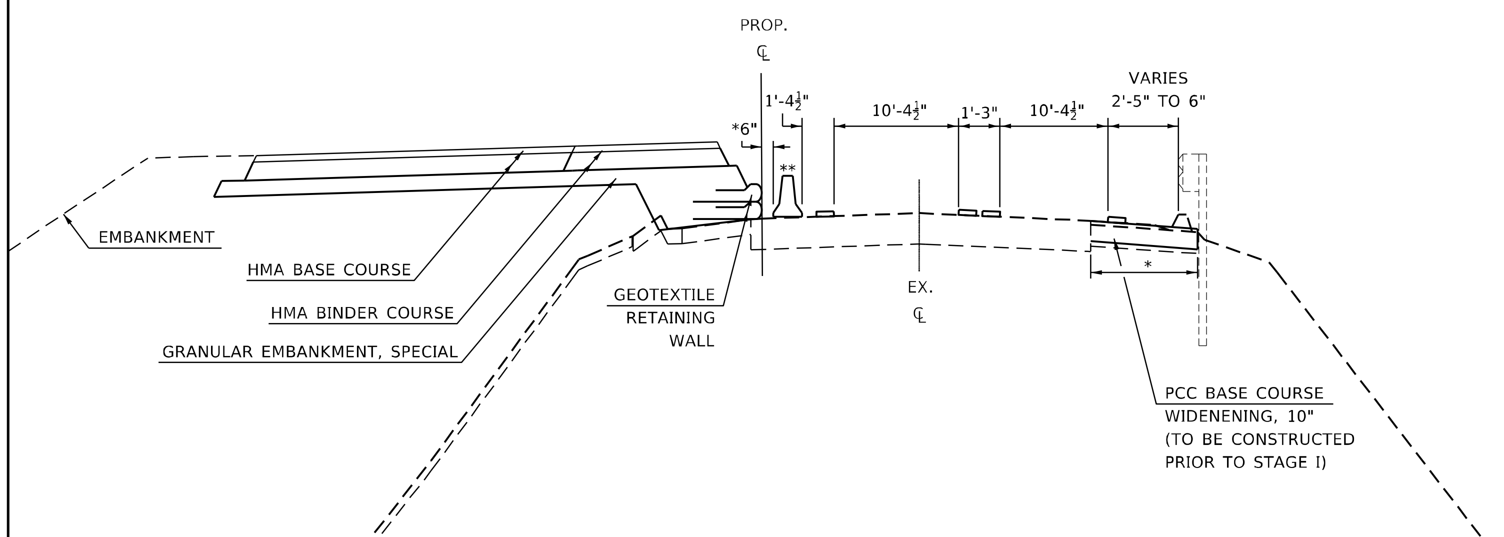
* - MINIMUM 4' OFFSET REQUIRED

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-typical.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL CROSS SECTION ILL 1	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -			332	(FX-VBR)B-1	CLARK	149	11
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -			CONTRACT NO. 74433				
PLOT DATE = 7/11/2025	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT				

STAGING TYPICALS
SOUTH OF PROPOSED S.N. 012-0074

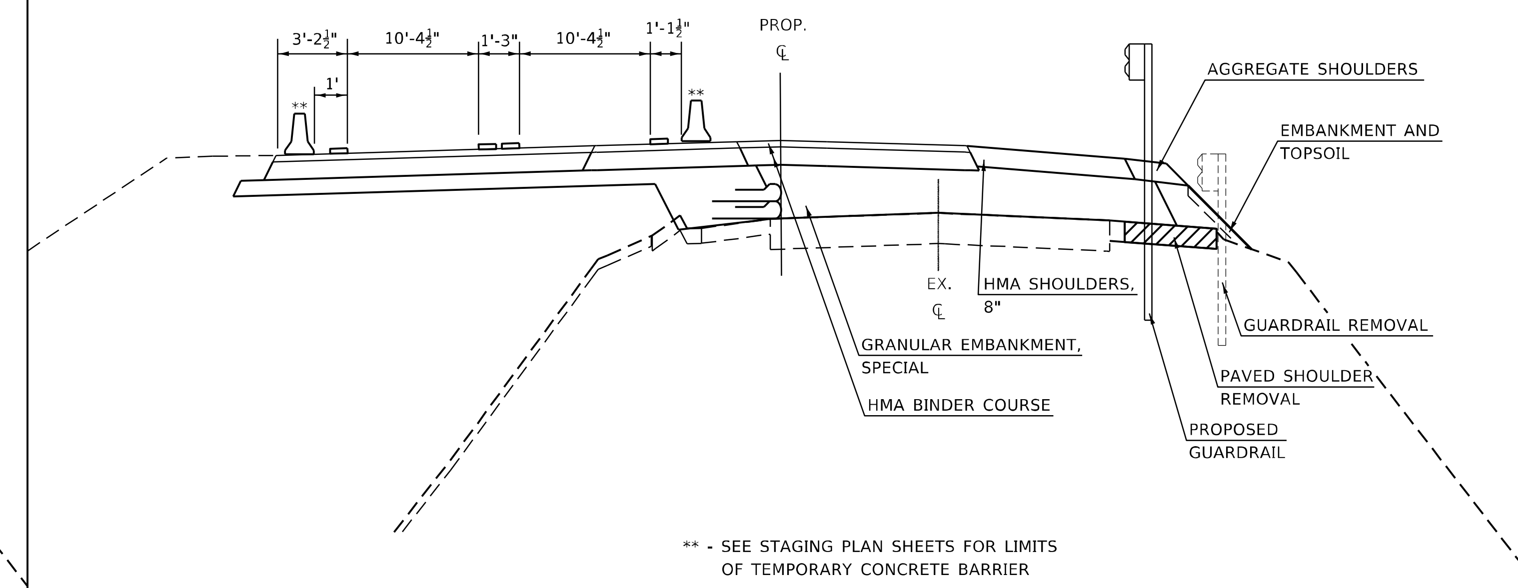
STAGE I CONSTRUCTION



** - SEE STAGING PLAN SHEETS FOR LIMITS
OF TEMPORARY CONCRETE BARRIER

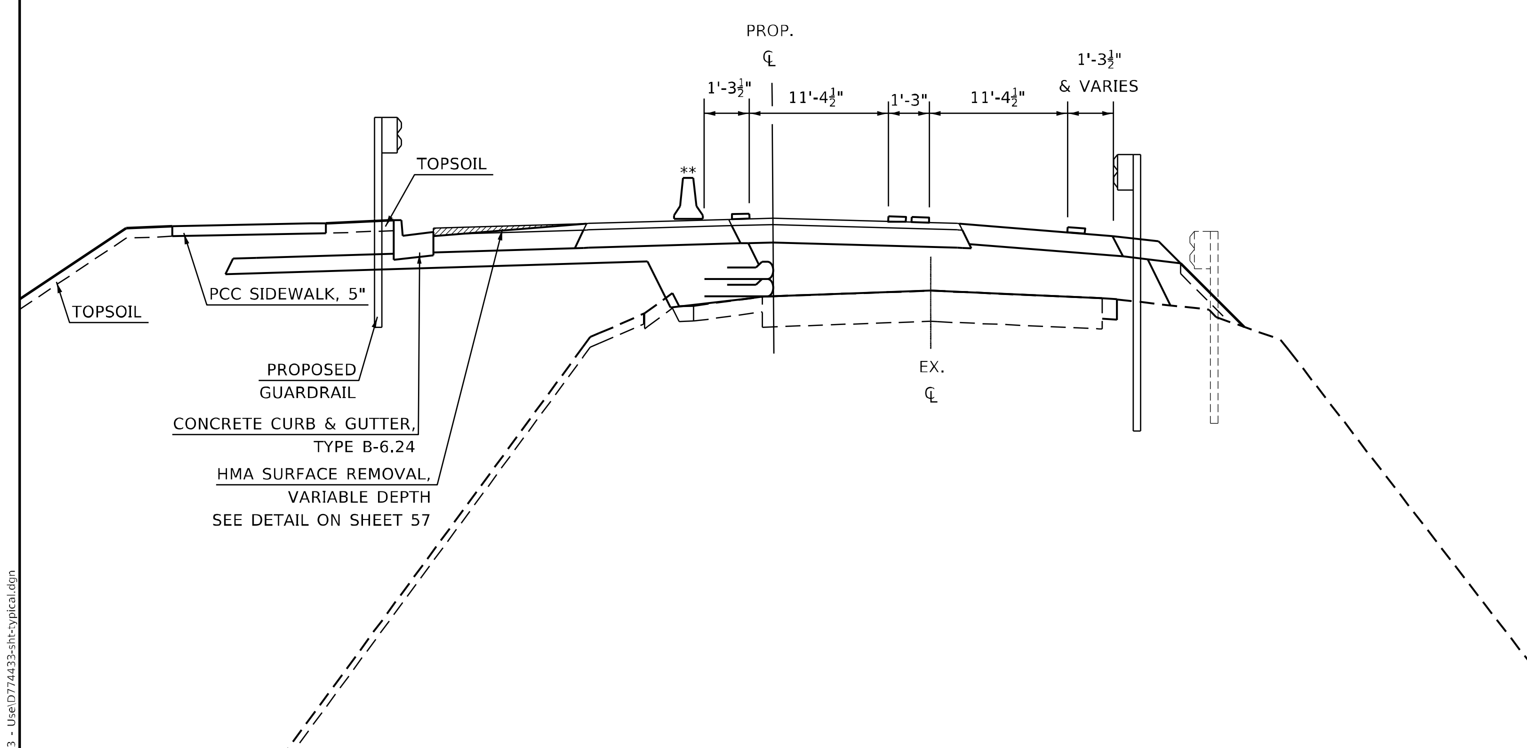
* - WIDTH VARIES
(SEE PLANS AND CROSS SECTIONS FOR DETAILS)

STAGE II CONSTRUCTION



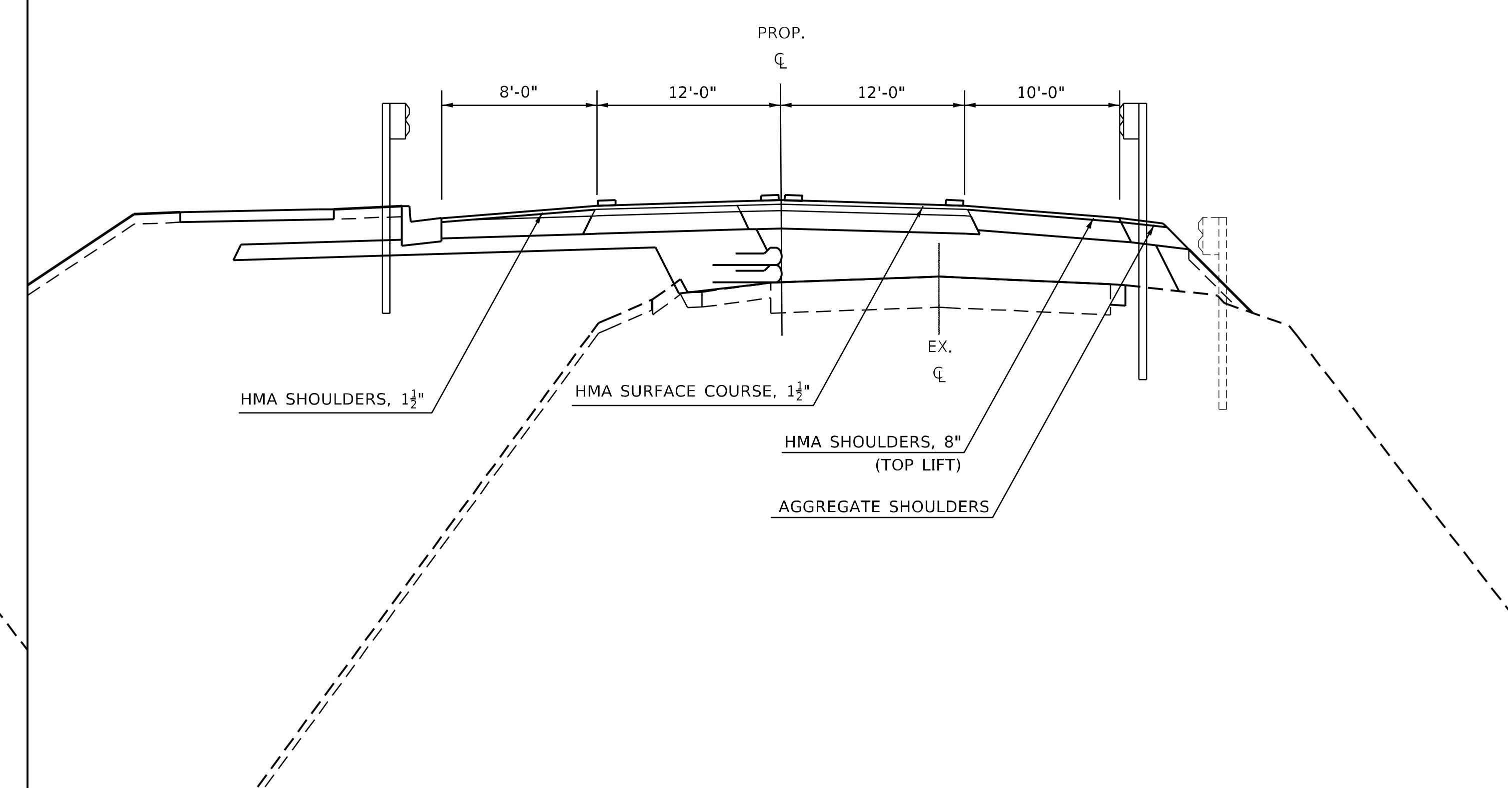
** - SEE STAGING PLAN SHEETS FOR LIMITS
OF TEMPORARY CONCRETE BARRIER

STAGE III CONSTRUCTION



** - SEE STAGING PLAN SHEETS FOR LIMITS
OF TEMPORARY CONCRETE BARRIER

FINAL CONSTRUCTION



MODEL: Default
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USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

STAGING TYPICALS

SCALE: | SHEET 1 OF 1 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	12

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

SCHEDULE OF QUANTITIES

EARTHWORK

EARTHWORK SCHEDULE					
LOCATION	EARTH EXCAVATION	EXCAVATION TO BE USED IN EMBANKMENT ADJUSTED FOR SHRINKAGE	EMBANKMENT	EARTHWORK BALANCE WASTE(+) SHORTAGE(-)	TOPSOIL EXCAVATION AND PLACEMENT
	CU.YD.	CU.YD.	CU.YD.	CU.YD.	CU.YD.
STRUCTURE EXCAVATION (BRIDGE)	697	523		523	
STRUCTURE EXCAVATION (WALL)	1812	1359		1359	
ROADWAY	540	405	26197	-25792	1365
TOTALS	2509	1882	26197	-23910	1365

EROSION CONTROL

LT/RT	STATION	TO	STATION	NUMBER OF DITCH CHECKS	DITCH CHECK LENGTH (FOOT)	TEMPORARY DITCH CHECKS 28000305 (FOOT)
LT	1169+00		1169+50	1.0	12.0	12.0
LT	1169+50		1179+50	7.0	12.0	84.0
RT	1174+00		1176+50	2.0	12.0	24.0
				TOTAL =		120.0

LT/RT	STATION	TO	STATION	BARRIER LENGTH (FOOT)	PERIMETER EROSION BARRIER 28000400 (FOOT)
LT	1158+75		1167+65	899.0	899.0
			TOTAL =		899.0

LT/RT	STATION	INLET & PIPE PROTECTION 28000500 (FOOT)
LT	1158+75	1.0
LT	1179+26	1.0
TOTAL =		2.0

	LT/RT	STATION	TO	STATION	AREA (SQ FT)	TEMPORARY EROSION CONTROL BLANKET 28001100 (SQ YD)
*	RT	1162+50		1169+58	7,179	797.7
*	LT	1167+00		1168+38	6,477	719.7
*	RT	1169+64		1175+50	10,250	1,138.9
				TOTAL =		2656.3
				ROUND TO:		2657

* AREAS MEASURED IN MICROSTATION

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-schedule.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

SCHEDULES OF QUANTITIES

SCALE: | SHEET 1 OF 8 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	13

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT

SCHEDULE OF QUANTITIES

PAVEMENT ITEMS

	STATION	TO	STATION	AREA (SQ FT)	PAVEMENT REMOVAL 44000100 (SQ YD)
*	1167+80.00		S. BRIDGE APPROACH	353.3	39.0
*	N. BRIDGE APPROACH		1170+55.00	343.1	38.0
			TOTAL =		77.0

* AREAS CALCULATED IN MICROSTATION

STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ FT)	PAVEMENT BREAKING Z0004638 (SQ YD)
1164+25.00		1167+80.00	355.0	22.0	7,810.0	868.0
1170+55.00		1173+95.00	340.0	22.0	7,480.0	831.0
				TOTAL =		1,699.0

SEE BELOW FOR ADDITIONAL QUANTITY

	STATION	TO	STATION	AREA (SQ FT)	TEMPORARY PAVEMENT REMOVAL X4400110 (SQ YD)
*	1161+60.00		1167+36.00	7,052.5	784.0
*	1170+25.00		1177+42.00	9,530.9	1,059.0
			TOTAL =		1,843.0

* AREAS CALCULATED IN MICROSTATION

LT/RT	STATION	TO	STATION	AVERAGE BASE COURSE WIDTH (FOOT)	LENGTH (FOOT)	AREA (SQ YD)	PORTLAND CEMENT CONCRETE BASE COURSE WIDENING 10" 35400500 (SQ YD)
RT	1161+00.00		1162+00.00	7.5	100.00	83.3	83.3
RT	1162+00.00		1162+50.00	7.0	50.00	38.9	38.9
RT	1162+50.00		1167+45.00	6.0	495.00	330.0	330.0
RT	1167+45.00		1167+95.00	5.0	50.00	27.8	27.8
RT	1170+40.00		1175+15.00	6.0	475.00	316.7	316.7
RT	1175+15.00		1177+00.00	8.0	185.00	164.4	164.4
LT	1159+05.00		1161+60.00	10.5	255.00	297.4	
LT	1161+60.00		1163+10.00	20.3	150.00	338.2	
LT	1163+10.00		1163+51.00	29.6	41.00	134.7	
LT	1163+51.00		1163+60.00	30.3	9.00	30.2	
LT	1163+60.00		1167+43.00	29.5	383.00	1,255.3	
LT	1170+33.00		1173+10.00	31.5	277.00	969.4	
LT	1173+10.00		1174+00.00	35.0	90.00	349.9	
LT	1174+00.00		1174+50.00	33.1	50.00	183.5	
LT	1174+50.00		1177+42.00	19.6	292.00	634.2	
LT	1177+42.00		1178+00.00	8.0	58.00	51.5	
			TOTAL =				961.1
			ROUND TO:				962.0

PAVED SHOULDER BREAKING (PAID FOR AS PAVEMENT BREAKING)

LT/RT	STATION	TO	STATION	AVERAGE WIDTH (FOOT)	LENGTH (FOOT)	* AREA (SQ YD)	PAVEMENT BREAKING Z0004638 (SQ YD)
LT	1164+10.00		1167+80.00	-----	370.00	238.0	238.0
RT	1163+75.00		1167+85.00	-----	410.00	61.0	61.0
LT	1170+55.00		1173+80.00	-----	325.00	214.0	214.0
RT	1170+55.00		1174+50.00	-----	395.00	76.0	76.0
			TOTAL =				589.0

* AREA MEASURED IN MICROSTATION

	LT/RT	STATION	TO	STATION	AVERAGE REMOVAL WIDTH (FOOT)	LENGTH (FOOT)	AREA (SQ YD)	PAVED SHOULDER REMOVAL 440004250 (SQ YD)
	STAGE I							
	RT	1161+00.00		1162+00.00	7.5	100.00	83.3	83.3
	RT	1162+00.00		1162+50.00	7.0	50.00	38.9	38.9
	RT	1162+50.00		1167+45.00	6.0	495.00	330.0	330.0
	RT	1167+45.00		1167+95.00	5.0	50.00	27.8	27.8
	RT	1170+40.00		1175+15.00	6.0	475.00	316.7	316.7
	RT	1175+15.00		1177+00.00	8.0	185.00	164.4	164.4
	LT	1159+05.00		1162+40.00	8.0	335.00	297.8	297.8
	LT	1162+40.00		1163+00.00	7.5	60.00	50.0	50.0
	LT	1163+00.00		1164+10.00	6.0	110.00	73.3	73.3
	LT	1167+80.00		1167+95.00	6.0	15.00	10.0	10.0
	LT	1170+19.00		1170+41.00	3.0	22.00	7.3	7.3
	LT	1170+41.00		1170+55.00	5.0	14.00	7.8	7.8
	LT	1173+80.00		1175+40.00	6.0	160.00	106.7	106.7
	LT	1175+40.00		1175+90.00	7.5	50.00	41.7	41.7
	LT	1175+90.00		1178+00.00	9.5	210.00	221.7	221.7
	STAGE II							
	RT	1162+00.00		1162+50.00	1.3	50.00	6.9	6.9
*	RT	1162+50.00		1167+95.00	-----	545.00	225.0	225.0
*	RT	1170+41.00		1174+84.00	-----	443.00	178.0	178.0
				TOTAL =				2,187.3
				ROUND TO:				2,188.0

* AREA MEASURED IN MICROSTATION

SCHEDULE OF QUANTITIES

TEMPORARY CONCRETE BARRIER

STAGE	STATION	TO	STATION	LENGTH (FOOT)	BARRIER SECTIONS NEEDED (EACH)	TEMPORARY CONCRETE BARRIER 70400100 (FOOT)	RELOCATE TEMPORARY CONCRETE BARRIER 70400200 (FOOT)	PINNING TEMPORARY CONCRETE BARRIER 70400125 (EACH)	IMPACT ATTENUATORS TEMPORARY (NON-REDIRECTIVE, NARROW), TEST-LEVEL 2 70600241 (EACH)	IMPACT ATTENUATORS TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST-LEVEL 2 70600255 (EACH)	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST-LEVEL 2 70600322 (EACH)
I	1161+50		1176+50	1,500	120	1,500		72			
I		1161+50								1	
I		1176+50								1	
II	1162+40		1177+40	1,500	120		1,500	282			
II	1167+00		1177+20	1020	82	1020					
II		1162+40							1		
II		1177+50							1		
II		1167+00									1
II		1177+20									1
* III	1165+00		1172+50	750	60						
III		1165+00									1
III		1172+50									1
		TOTAL =				1,900	1,500	354	2	2	4

* BARRIER LENGTH IS TO REMAIN IN SAME LOCATION AS STAGE II PLACEMENT

SURVEY MARKERS

TYPE	STATION	OFFSET	PERMANENT SURVEY MARKERS, TYPE I 66700205 (EACH)	PROTECTING OR RESETTING SURVEY MARKERS Z0049799 (EACH)
P.C./STA. EQ.	158+20.00 (BK) = 1158+20.00 (AH)	0.00'		1
P.I.	1160+40.00	0.00'		1
P.R.C.	1162+59.98	0.00'		1
P.I.	1164+79.98	1.67' LT.		1
P.T.	1166+99.94	0.00'		1
P.C.	1170+90.00	0.00'		1
P.I.	1173+05.00	1.94' LT.		1
P.T.	1175+19.95	0.00'		1
P.C.	1175+44.45	0.00'		1
P.I.	1177+59.45	2.11' RT.		1
P.T.	1179+74.39	0.00'		1
P.C./STA. EQ.	1180+31.96 (BK) = 180+31.65 (AH)	0.00'		1
S.N. 012-0074 BM	TBD BY ENGINEER	TBD	1	-----
		TOTAL =	1	12

SURFACE REMOVAL

STATION	TO	STATION	LENGTH (FOOT)	AVERAGE WIDTH (FOOT)	AREA (SQ FT)	AREA (SQ YD)	SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL) X4400102 (SQ YD)
STRUCTURE NUMBER 012-0074							
1159+00.00		1161+50.00	250.00	46.80	11,700.0	1,300.0	1,300.0
1161+50.00		1162+50.00	100.00	36.10	3,610.0	401.1	401.1
1162+50.00		1162+75.00	25.00	27.80	695.0	77.2	77.2
1162+75.00		1163+00.00	25.00	22.20	555.0	61.7	61.7
1163+00.00		1163+50.00	50.00	12.80	640.0	71.1	71.1
1163+50.00		1164+10.00	60.00	42.00	2,520.0	280.0	280.0
1164+00.00		1167+27.48	327.48	8.00	2,619.8	291.1	291.1
1170+89.48		1173+75.00	285.52	8.00	2,284.2	253.8	253.8
1173+80.00		1174+50.00	70.00	42.00	2,940.0	326.7	326.7
1174+50.00		1175+00.00	50.00	13.40	670.0	74.4	74.4
1175+00.00		1175+50.00	50.00	19.20	960.0	106.7	106.7
1175+50.00		1176+00.00	50.00	24.40	1,220.0	135.6	135.6
1176+00.00		1176+50.00	50.00	36.20	1,810.0	201.1	201.1
1176+50.00		1177+00.00	50.00	42.20	2,110.0	234.4	234.4
			GRAND TOTAL =				3,814.9
			ROUND TO:				3,815.0

SCHEDULE OF QUANTITIES

HOT-MIX ASPHALT

LT/RT	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ FT)	AREA (SQ YD)	1ST LIFT BITUMINOUS MATERIALS (TACK COAT) 40600290 (POUND)	2ND LIFT	3RD LIFT	HOT-MIX ASPHALT BASE COURSE, 10 1/2" 35501326 (SQ YD)
LT	1159+05.00		1161+60.00	255.00	10.50	2,677.5	297.5	133.9	133.9	133.9	298.0
LT	1161+60.00		1163+10.00	150.00	20.30	3,045.0	338.3	152.3	152.3	152.3	338.0
LT	1163+10.00		1163+51.00	41.00	29.60	1,213.6	134.8	60.7	60.7	60.7	135.0
LT	1163+51.00		1163+60.00	9.00	30.25	272.3	30.3	13.6	13.6	13.6	30.0
LT	1163+60.00		1167+43.00	383.00	29.50	11,298.5	1,255.4	564.9	564.9	564.9	1,255.0
BRIDGE OMISSION STRUCTURE 012-0074											
LT	1170+33.00		1173+10.00	277.00	31.50	8,725.5	969.5	436.3	436.3	436.3	970.0
LT	1173+10.00		1174+00.00	90.00	35.00	3,150.0	350.0	157.5	157.5	157.5	350.0
LT	1174+00.00		1174+50.00	50.00	33.05	1,652.5	183.6	82.6	82.6	82.6	184.0
LT	1174+50.00		1177+42.00	292.00	19.55	5,708.6	634.3	285.4	285.4	285.4	634.0
LT	1177+42.00		1178+00.00	58.00	8.00	464.0	51.6	23.2	23.2	23.2	52.0
				SUB TOTALS =				1,910.4	1,910.4	1,910.4	
				GRAND TOTAL =				5,731.1			4,246.0

STATION	TO	STATION	LENGTH (FOOT)	AVG. WIDTH (FOOT)	AREA (SQ FT)	AREA (SQ YD)	* HOT MIX ASPHALT SURFACE COURSE THICKNESS (INCH)	* HOT-MIX ASPHALT BINDER COURSE THICKNESS (TOP LIFT) (INCH)	* HOT-MIX ASPHALT BINDER COURSE THICKNESS (2ND LIFT) (INCH)	* HOT-MIX ASPHALT BINDER COURSE THICKNESS (3RD LIFT) (INCH)	SURFACE COURSE BITUMINOUS MATERIALS (TACK COAT) 40600290 (POUND)	TOP LIFT BINDER COURSE	2ND LIFT BINDER COURSE	3RD LIFT BINDER COURSE	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 40603240 (TON)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N90 40604164 (TON)
1159+00.00		1161+50.00	250.00	28.75	7,187.5	798.6	1.50				359.4					67.1
1161+50.00		1162+30.00	80.00	24.00	1,920.0	213.3	2.63				96.0					31.4
1162+30.00		1162+65.00	35.00	24.00	840.0	93.3	1.50	3.50			21.0	42.0			18.3	7.8
1162+65.00		1162+95.00	30.00	24.00	720.0	80.0	1.50	2.50	3.13		18.0	18.0	36.0		25.2	6.7
1162+95.00		1163+35.00	40.00	24.00	960.0	106.7	1.50	2.50	4.00	2.00	24.0	24.0	24.0	48.0	50.8	9.0
1163+35.00		1167+27.48	392.48	24.00	9,419.5	1,046.6	1.50	2.50	4.00	4.00	235.5	235.5	235.5	235.5	615.4	87.9
BRIDGE OMISSION - STRUCTURE NUMBER 012-0074																
1170+89.48		1174+75.00	385.52	24.00	9,252.5	1,028.1	1.50	2.50	4.00	4.00	231.3	231.3	231.3	231.3	604.5	86.4
1174+75.00		1175+15.00	40.00	24.00	960.0	106.7	1.50	2.50	4.00	2.00	24.0	24.0	24.0	48.0	50.8	9.0
1175+15.00		1175+35.00	20.00	24.00	480.0	53.3	1.50	2.50	3.13		12.0	12.0	24.0		16.8	4.5
1175+35.00		1175+65.00	30.00	24.00	720.0	80.0	1.50	3.50			18.0	36.0			15.7	6.7
1175+65.00		1176+50.00	85.00	24.00	2,040.0	226.7	2.63				102.0					33.3
1176+50.00		1177+00.00	50.00	24.00	1,200.0	133.3	1.50				60.0					11.2
							SUB-TOTALS =				1,201.2	622.8	574.8	562.8		
							GRAND TOTAL =				2,962.0				1,398.0	361.0

* NOTE: HMA THICKNESSES MAY BE BASED ON AVERAGES FOR VARYING THICKNESS. SEE PAVING DETAILS FOR MORE INFORMATION.

SCHEDULE OF QUANTITIES

HOT-MIX ASPHALT (CONTINUED)

LT/RT	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ FT)	AREA (SQ YD)	BITUMINOUS MATERIALS (TACK COAT) 40600290 (POUND)	HOT-MIX ASPHALT SHOULDERS 48203100 (TON)
RT	1159+00.00		1161+50.00	250.00	10.1	2,512.5	279.2	125.6	23.5
RT	1161+50.00		1162+60.00	110.00	11.1	1,215.5	135.1	60.8	11.3
RT	1162+60.00		1167+27.48	467.48	10.0	4,674.8	519.4	116.9	43.6
BRIDGE OMISSION STRUCTURE 012-0074									
RT	1170+89.48		1176+00.00	510.52	10.00	5,105.2	567.2	127.6	47.6
RT	1176+00.00		1177+00.00	100.00	10.00	1,000.0	111.1	50.0	9.3
LT	1159+00.00		1162+00.00	300.00	8.0	2,400.0	266.7	120.0	22.4
LT	1162+00.00		1163+50.00	150.00	8.0	1,200.0	133.3	60.0	11.2
LT	1163+50.00		1167+27.48	377.48	8.0	3,019.8	335.5	151.0	28.2
BRIDGE OMISSION STRUCTURE 012-0074									
LT	1170+89.48		1174+00.00	310.52	8.00	2,484.2	276.0	124.2	23.2
LT	1174+00.00		1176+00.00	200.00	8.00	1,600.0	177.8	40.0	14.9
LT	1176+00.00		1178+00.00	200.00	8.00	1,600.0	177.8	80.0	14.9
				GRAND TOTAL =				1,056.1	250.2

LT/RT	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	SHOULDER THICKNESS (INCH)	* AVERAGE CROSS - SECTION AREA (SQ FT)	AVERAGE CROSS - SECTION AREA (SQ YD)	BITUMINOUS MATERIALS (TACK COAT) 40600290 (POUND)	HOT-MIX ASPHALT SHOULDERS 48203100 (TON)
RT	1162+50.00		1163+35.00	85.00	10.00	VARIABLE	2.6	0.3	42.5	16.5
RT	1163+35.00		1167+27.48	392.48	10.00	6.50	5.2	0.6	196.2	152.4
BRIDGE OMISSION STRUCTURE 012-0074										
RT	1170+89.48		1174+96.00	406.52	10.00	6.50	5.2	0.6	203.3	157.8
RT	1174+96.00		1176+00.00	104.00	10.00	VARIABLE	2.6	0.3	52.0	20.2
LT	1162+00.00		1163+10.00	110.00	8.00	VARIABLE	1.9	0.2	44.0	15.2
LT	1163+10.00		1163+50.00	40.00	8.00	VARIABLE	1.9	0.2	16.0	5.5
BRIDGE OMISSION STRUCTURE 012-0074										
LT	1173+80.00		1174+50.00	70.00	8.00	VARIABLE	2.9	0.3	28.0	14.9
LT	1174+50.00		1176+00.00	150.00	8.00	VARIABLE	2.9	0.3	60.0	31.9
								TOTAL =	642.0	415.0

*CROSS SECTION AREAS MEASURED IN CADD

LOCATION	HOT-MIX ASPHALT BASE COURSE, 10 1/2" 35501326 (SQ YD)	BITUMINOUS MATERIALS (TACK COAT) 40600290 (POUND)	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90 40603240 (TON)	POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N90 40604164 (TON)
HMA BASE COURSE, 10 1/2"	4,246.0	5,731.1		
IL-1 MAINLINE		2,962.0	1,398.0	361.0
HMA SHOULDERS *		1,056.1		
HMA SHOULDERS *		642.0		
GRAND TOTAL =	4,246.0	10,391.2	1,398.0	361.0
ROUND TO:	4,246.0	10,392.0	1,398.0	361.0

* SEE SCHEDULES ABOVE

SCHEDULE OF QUANTITIES

DRAINAGE

SIDE	STATION	TO	STATION	CLAS SI CONCRETE (OUTLET) 60600095 (CU YD)	GRATES AND COVERS TYPE 2B 60405900 (EACH)
LT	1158+81		1159+01	3.83	
LT	1176+00		1176+26.75	2.07	1
LT	1179+35		1179+55	3.83	
			TOTAL =	9.73	1
			USE	9.8	

LT/RT	STATION	REMOVING INLETS 60500060 (EACH)
RT	1162+05.00	1.0
LT	1162+45.00	1.0
LT	1168+00.00	1.0
RT	1168+20.00	1.0
LT	1170+15.00	1.0
RT	1170+33.00	1.0
RT	1175+81.00	1.0
LT	1175+86.00	1.0
TOTAL =		8.0

PT	LOCATION	DESCRIPTION	LID OR GRATE	OUTLET INVERT	SYM
1	22.0' LT STA 1160+00	INLETS TA T3VF&G	630.96	627.65	▬
2	61.0' LT STA 1160+00	PRC FLAR END SEC 15"		626.52	◀

PT. TO PT.	TYPE 1 15"	TRENCH BACKFILL
	LIN FT	CU YD
1-2	38	4

LT/RT	STATION	CONCRETE HEADWALL REMOVAL 50104400 (EACH)	PIPE CULVERT REMOVAL 50105220 (FOOT)	REMOVE EXISTING FLARED END SECTION X5427602 (EACH)
LT	1162+45.00		24.0	
LT	1167+99.00	1.0	39.0	
LT	1170+15.00	1.0	39.0	
LT	1175+86.00		18.0	1.0
RT	1162+04.00		14.0	
RT	1168+20.00	1.0	40.0	
RT	1170+33.00	1.0	75.0	
RT	1175+81.00		18.0	1.0
TOTAL =		4.0	267.0	2.0

LT/RT	STATION	TYPE F INLET BOX, STANDARD 610001 61000225 (EACH)	CONCRETE THRUST BLOCKS 61000050 (EACH)	END SECTIONS, 12" 54213447 (EACH)	PIPE ELBOW, 12" 54210182 (EACH)	PIPE DRAIN, 12" 60100945 (FOOT)	PIPE DRAIN, 12" 60105000 (FOOT)
RT	1167+35.00	1	1	1	2	55	
RT	1170+82.00	1	1	1	2	75	
LT	1176+25.00			1			24
TOTAL =		2	2	3	4	130	24

STATION	OFFSET	TO	STATION	OFFSET	TRENCH BACKFILL 20800150 (CU YD)	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 12" 54213657 (EACH)	PIPE CULVERTS, CLASS A, TYPE 1 12" 542A0217 (FOOT)
1179+25	70' LT		1179+26	37' LT	1	2	21
			TOTAL =		1	2	21

REV - MS

SCHEDULE OF QUANTITIES

GUARDRAIL

LT/RT	STATION	TO	STATION	STEEL PLATE BEAM GUARDRAIL TYPE A, 6 FOOT POSTS 63000001 (FOOT)	STEEL PLATE BEAM GUARDRAIL TYPE A, 9 FOOT POSTS 63000003 (FOOT)	TRAFFIC BARRIER TERMINAL, TYPE 6 63100085 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT 63100167 (EACH)	GUARDRAIL REMOVAL 63200310 (FOOT)	TERMINAL MARKER - DIRECT APPLIED 72501000 (EACH)	GUARDRAIL REFLECTORS, TYPE A 78200005 (EACH)
RT	1162+09.50		1162+59.50				1		1	
RT	1162+59.50		1167+47.00		487.5					7
RT	1167+47.00		1167+84.50			1				
RT	1170+74.50		1170+68.00			1				
RT	1171+12.00		1175+12.00		400.0					6
RT	1175+12.00		1175+62.00				1		1	
LT	1166+53.00		1167+03.00				1		1	1
LT	1167+03.00		1167+40.50			1				
LT	1170+30.50		1170+67.00			1				
LT	1170+67.00		1176+92.00	625.0						8
LT	1176+92.00		1177+42.00				1		1	
RT	1161+89.00		1175+88.00					1,234		
LT	1169+94.00		1175+96.00					1,179		
	TOTAL =			625.0	887.5	4	4	2,413	4	22

AGGREGATE SHOULDERS

LT/RT	STATION	TO	STATION	LENGTH (FOOT)	WIDTH (FOOT)	AREA (SQ FT)	AREA (SQ YD)	AGGREGATE SHOULDERS, TYPE B 6" 48101500 (SQ YD)
RT	1161+90.00		1167+85.00	595.0	3.00	1,785.0	198.3	198.3
OMISSION STRUCTURE 012-0074								
RT	1170+75.00		1177+00.00	625.0	3.00	1,875.0	208.3	208.3
						TOTAL =		406.7
						ROUND TO:		407.0

RAISED REFLECTIVE PAVEMENT MARKERS

LOCATION	STATION	TO	STATION	LENGTH (FOOT)	RAISED REFLECTIVE PAVEMENT MARKER 78100100 (EACH) SINGLE AMBER	DOUBLE AMBER
STRIPED MEDIAN	1159+00.00		1162+00.00	300.0	16.0	
CL	1162+00.00		1163+20.00	120.0		3.0
CL	1163+20.00		1167+62.48	442.5		12.0
OMISSION S.N. 012-0074						
CL	1170+52.48		1175+36.00	483.5		13.0
CL	1175+36.00		1176+56.00	120.0		3.0
STRIPED MEDIAN	1176+56.00		1180+00.00	344.0	9.0	
			SUB-TOTAL =		25.0	31.0
			TOTAL =		56.0	

RIGHT OF WAY MARKERS

STATION	OFFSET	FURNISHING AND ERECTING RIGHT OF WAY MARKERS 66600105 (EACH)	REMOVE RIGHT OF WAY MARKERS X6660410 (EACH)
1159+77.35	49.93' LT.		1
1161+50.00	75.0' LT.	1	
1162+63.45	52.80' LT.		1
1164+97.69	50.75' LT.		1
1164+98.68	115.0' LT.	1	
TOTAL =		2	3

SCHEDULE OF QUANTITIES

PAVEMENT MARKING

LT/RT/CL	LOCATION	STATION	TO	STATION	LENGTH (FEET)	STRIPE WIDTH (INCH)	NUMBER OF STRIPES	SHORT TERM PAVEMENT MARKING REMOVAL 70300150 (SQ FT)	PAVEMENT MARKING REMOVAL - WATER BLASTING 78300202 (SQ FT)	TEMPORARY PVT, MARKING - LINE 4" - TYPE IV TAPE 70307120 (FOOT)
STAGING QUANTITIES										
CL/LT/RT	STAGE I - EL/CL	1161+50.00		1176+50.00	1,500.0	4.0	4	2,000.0		6,000.0
RT	STAGE II - EL	1160+17.00		1178+53.00	1,836.0	4.0	1	612.0		1,840.0
CL	STAGE II - CL	1160+32.00		1178+46.00	1,814.0	4.0	1	604.7		1,817.0
CL	STAGE II - CL	1160+60.00		1177+77.00	1,717.0	4.0	1	572.3		1,720.0
LT	STAGE II - EL	1160+50.00		1178+00.00	1,750.0	4.0	1	583.3		1,753.0
RT	STAGE III - EL	1160+17.00		1178+53.00	1,836.0	4.0	1	612.0		1,836.0
CL	STAGE III - CL	1160+32.00		1179+00.00	1,868.0	4.0	1	622.7		1,868.0
CL	STAGE III - CL	1160+60.00		1177+77.00	1,717.0	4.0	1	572.3		1,717.0
LT	STAGE III - EL	1158+70.00		1180+00.00	2,130.0	4.0	1	710.0		2,130.0
CL/RT	STAGE I - EL/CL	1161+50.00		1170+50.00	900.0	4.0	3		900.0	
CL/RT	STAGE I - EL/CL	1170+50.00		1176+50.00	600.0	4.0	1		200.0	
CL	STAGE I - CL	1170+50.00		1176+50.00	600.0	4.0	1.25		250.0	
RT	STAGE II - EL	1160+17.00		1161+00.00	83.0	4.0	1		27.7	
CL	STAGE II - CL	1160+32.00		1161+50.00	118.0	4.0	1		39.3	
CL	STAGE II - CL	1160+60.00		1161+50.00	90.0	4.0	1		30.0	
LT	STAGE II - EL	1160+50.00		1162+92.00	242.0	4.0	1		80.7	
LT	STAGE II - EL	1174+89.00		1178+00.00	311.0	4.0	1		103.7	
CL	STAGE II - CL	1176+50.00		1177+77.00	127.0	4.0	1		42.3	
CL	STAGE II - CL	1176+50.00		1178+46.00	196.0	4.0	1		65.3	
RT	STAGE II - EL	1177+50.00		1178+53.00	103.0	4.0	1		34.3	
RT	FINAL STAGE - EL	1159+00.00		1160+17.00	117.0	4.0	1		39.0	
CL	FINAL STAGE - CL	1159+00.00		1160+32.00	132.0	4.0	1		44.0	
CL	FINAL STAGE - CL	1159+00.00		1160+60.00	160.0	4.0	1		53.3	
LT	FINAL STAGE - EL	1159+00.00		1160+50.00	150.0	4.0	1		50.0	
LT	FINAL STAGE - EL	1178+00.00		1180+00.00	200.0	4.0	1		66.7	
CL	FINAL STAGE - CL	1177+77.00		1180+00.00	223.0	4.0	1		74.3	
CL	FINAL STAGE - CL	1178+46.00		1180+00.00	154.0	4.0	1		51.3	
RT	FINAL STAGE - EL	1178+53.00		1180+00.00	147.0	4.0	1		49.0	
		GRAND TOTAL =						6,889.3	2,201.0	20,681.0

LINE/SD/NPZ	LT/RT/CL	LOCATION	STATION	TO	STATION	LENGTH (FEET)	STRIPE WIDTH (INCH)	NUMBER OF STRIPES	TEMPORARY PAVEMENT MARKING - LINE 4" 70300221 (FOOT)		TEMPORARY PAVEMENT MARKING - LINE 12" 70300261 (FOOT)		THERMOPLASTIC PAVEMENT MARKING - LINE 4" 78000200 (FOOT)		THERMOPLASTIC PAVEMENT MARKING - LINE 12" 78000600 (FOOT)		PREFORMED PLASTIC PAVEMENT MARKING, TYPE B - LINE 4" 78003111 (FOOT)		GROOVING FOR RECESSED MARKING 5" 78011025 (FOOT)	GROOVING FOR RECESSED MARKING 13" 78011065 (FOOT)
									WHITE	YELLOW	WHITE	YELLOW	WHITE	YELLOW	WHITE	YELLOW	WHITE	YELLOW		
LINE	LT & RT	EL	1159+00.00		1167+27.50	827.5	4.0	2	1,655.0				1,655.0						1,655.0	
LINE	LT & RT	EL	1167+27.50		1170+89.50	362.0	4.0	2	724.0								724.0		724.0	
LINE	LT & RT	EL	1170+89.50		1180+00.00	910.5	4.0	2	1,821.0				1,821.0						1,821.0	
DNPZ	CL	CL	1159+00.00		1167+27.50	827.5	4.0	2		1,655.0				1,655.0					1,655.0	
DNPZ	CL	CL	1167+27.50		1170+89.50	362.0	4.0	2		724.0								724.0	724.0	
DNPZ	CL	CL	1170+89.50		1180+00.00	910.5	4.0	2		1,821.0				1,821.0					1,821.0	
LINE	CL	MEDIAN	1159+00.00		1162+00.00	300.0	12.0	15				127.5				127.5				127.5
LINE	CL	MEDIAN	1177+00.00		1180+00.00	300.0	12.0	15				150.0				150.0				150.0
			SUB-TOTALS =						4,200.0	4,200.0	0.0	277.5	3,476.0	3,476.0	0.0	277.5	724.0	724.0	8,400.0	277.5
			GRAND TOTAL =						8,400.0		277.5		6,952.0		277.5		1,448.0		8,400.0	277.5
			ROUND TO:						8,400.0		278.0		6,952.0		278.0		1,448.0		8,400.0	278.0

EL = EDGE LINE
SD = SKIP DASH
NPZ = CENTERLINE NO PASSING ZONE
DNPZ = CENTERLINE DOUBLE NO PASSING ZONE

REV - MS

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-schedule.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/11/2025	DATE -	REVISED -

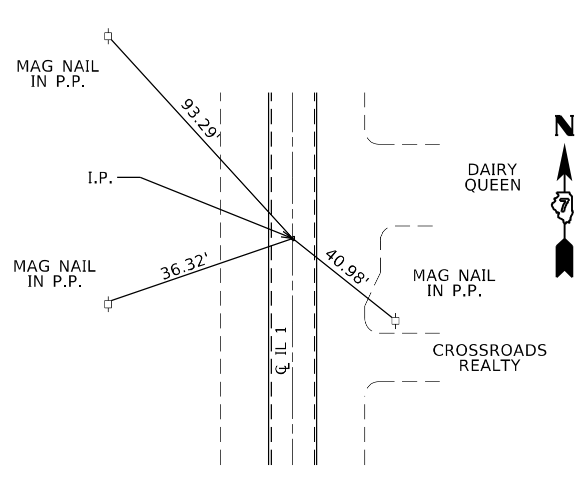
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES

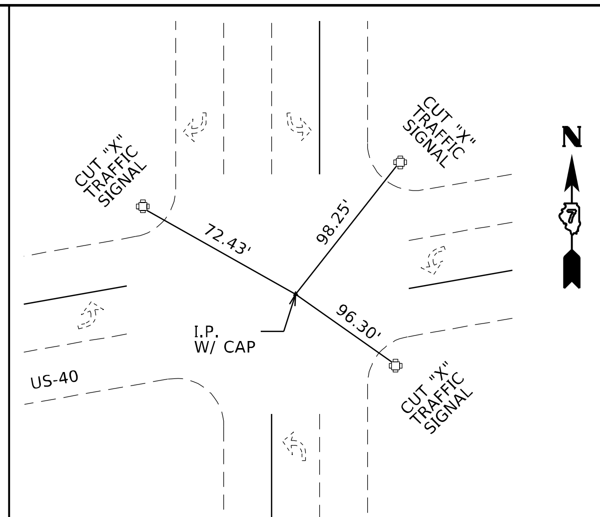
SCALE: | SHEET 8 OF 8 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	20

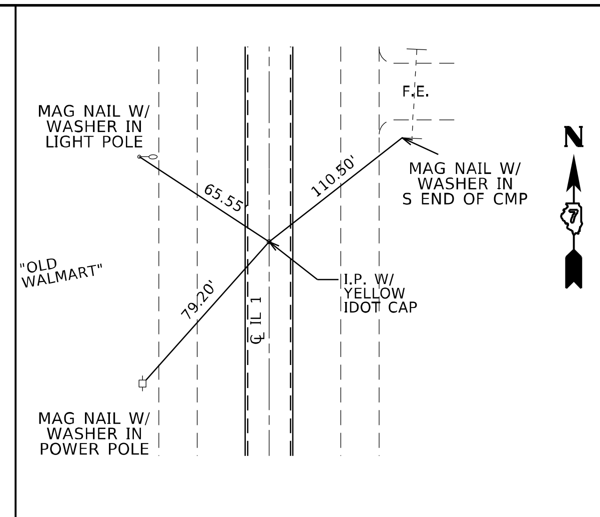
CONTRACT NO. 74433
ILLINOIS | FED. AID PROJECT



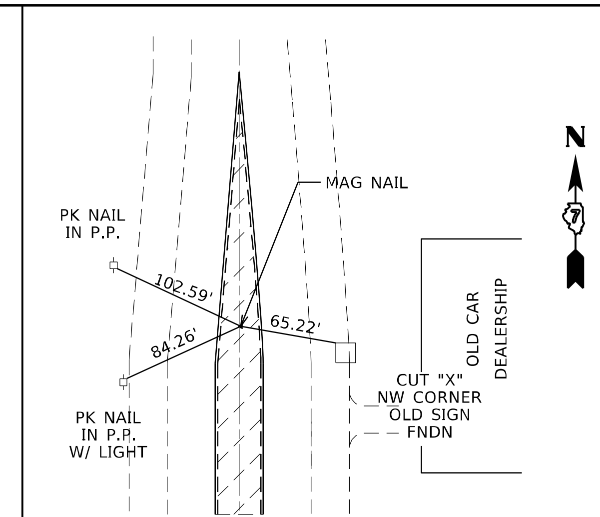
POT 132+92.42



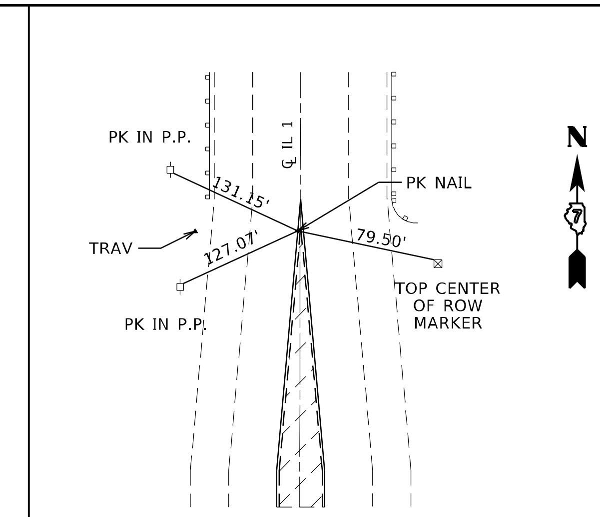
STA EQ 148+10.64 BK =
148+12.41 AH



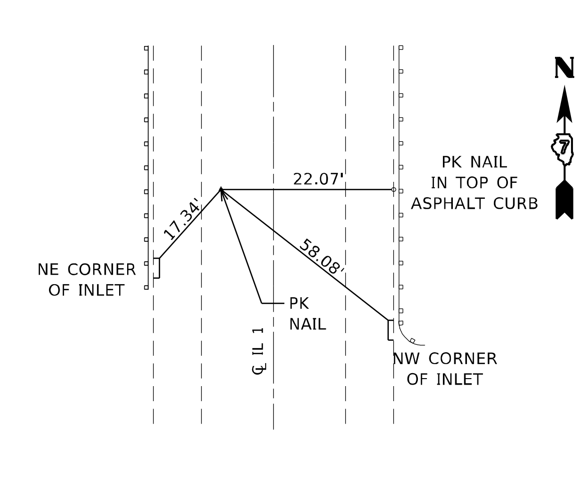
POT 152+00



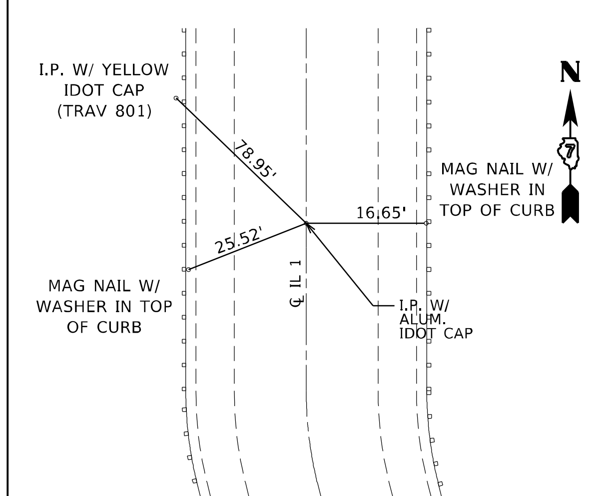
STA EQ 158+20 BK =
P.C. 1158+20 AH



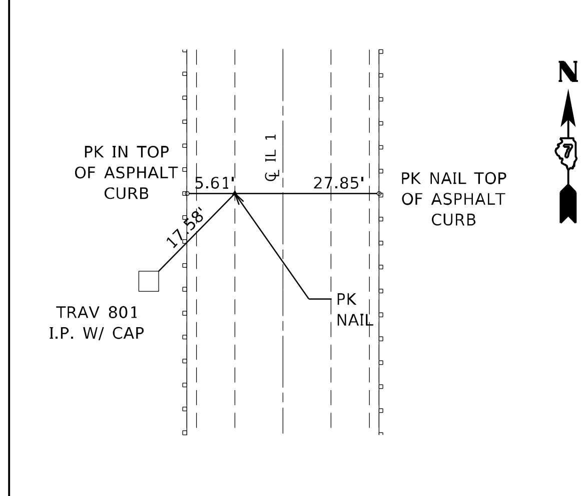
PI 1160+40



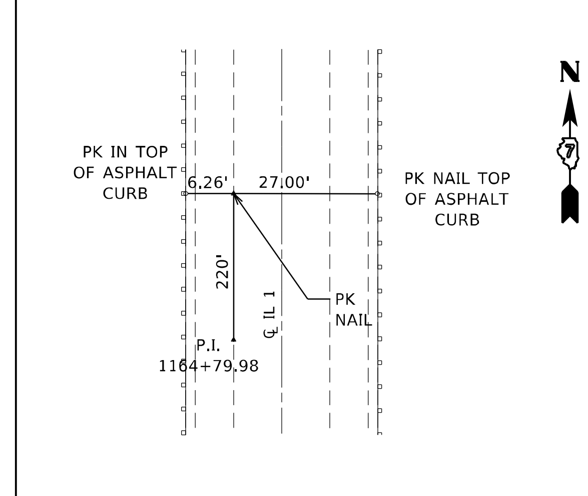
PRC 1162+59.98



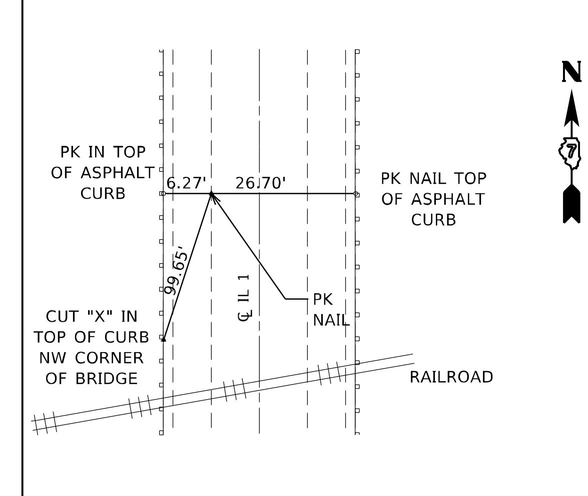
PC 163+88.63



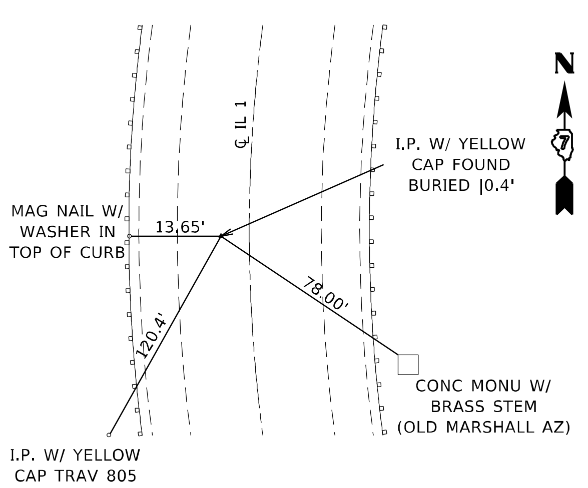
PI 1164+79.98



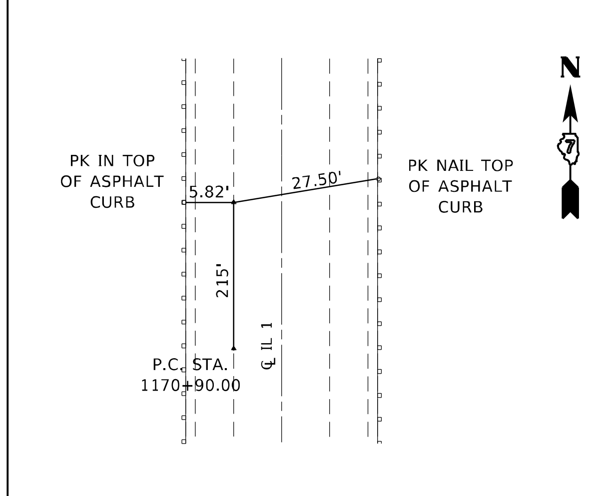
PT 1166+99.94



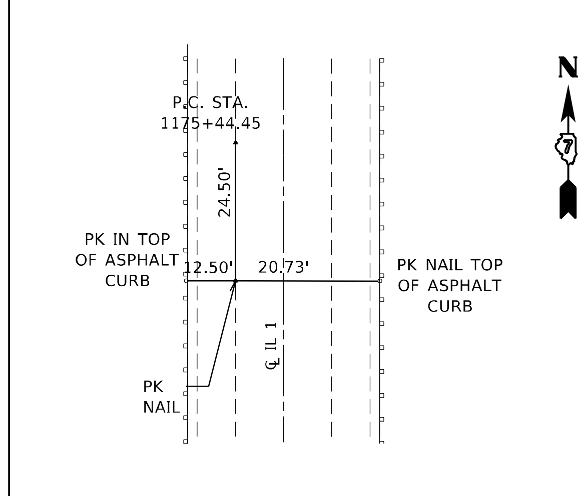
PC 1170+90.00



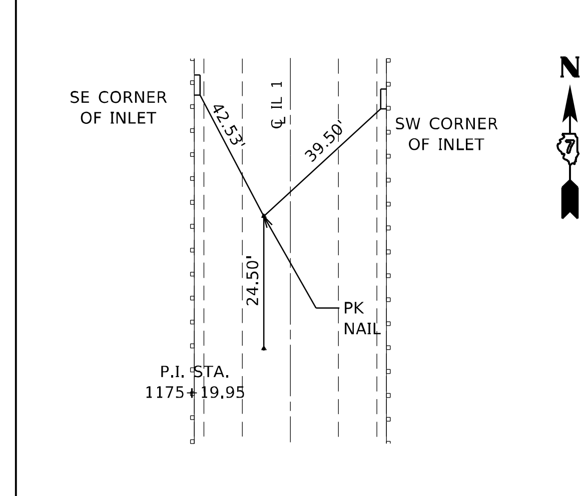
PI 171+29.93



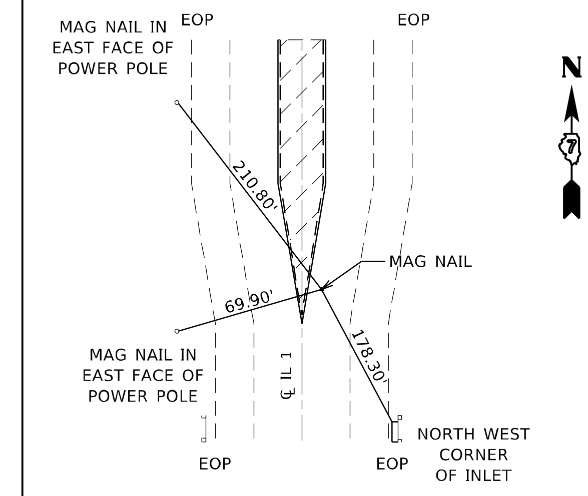
PI 1173+05



PT 1175+19.95



PC 1175+44.45



PI 1177+59.45

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-ATB.dgn

USER NAME = jessica.nille	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

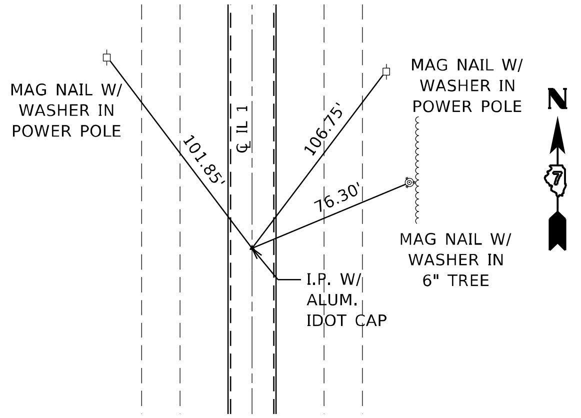
CROSS TIES

SCALE: SHEET 1 OF 2 SHEETS STA. 132+92.42 TO STA. 1177+59.45

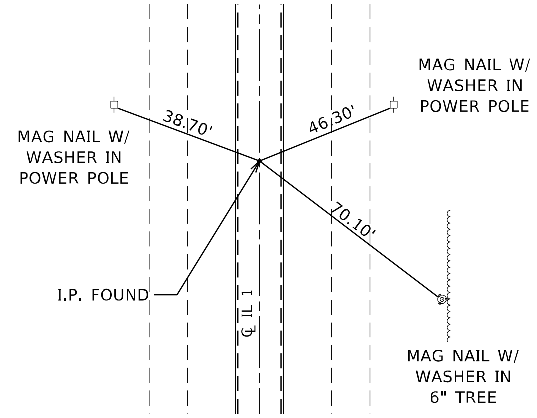
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	21

CONTRACT NO. 74433

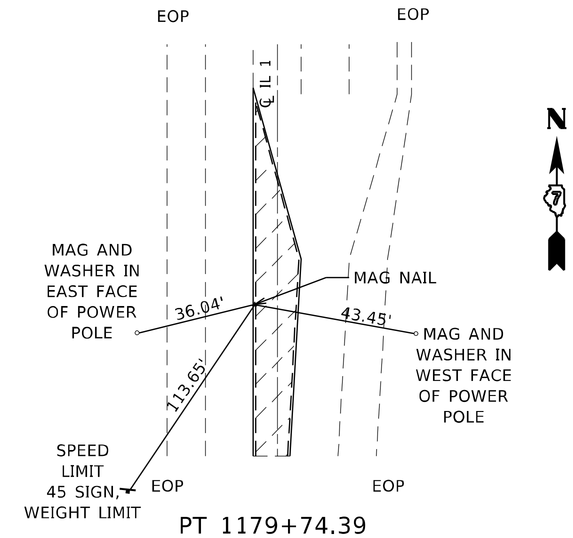
ILLINOIS FED. AID PROJECT



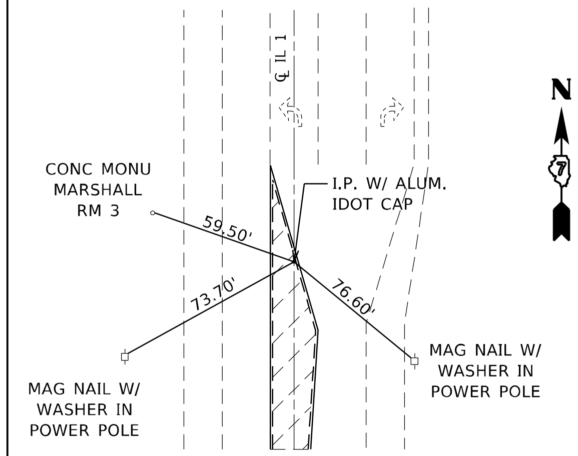
PRC 178+71.20



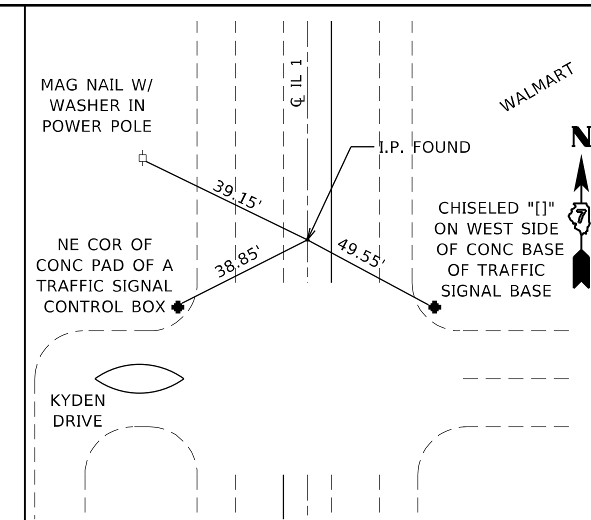
PI 179+51.42



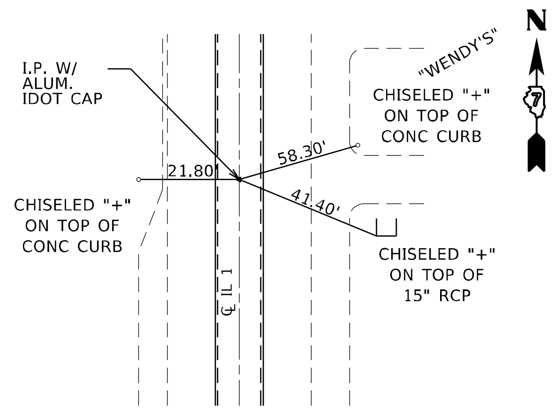
PT 1179+74.39



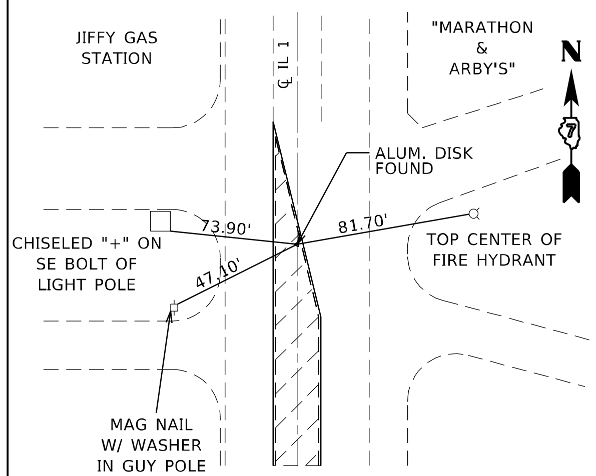
STA EQ 1180+31.96 BK =
PRC 180+31.65 AH



PI 184+57.30



PT 188+82.95



POT 194+53.28

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	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

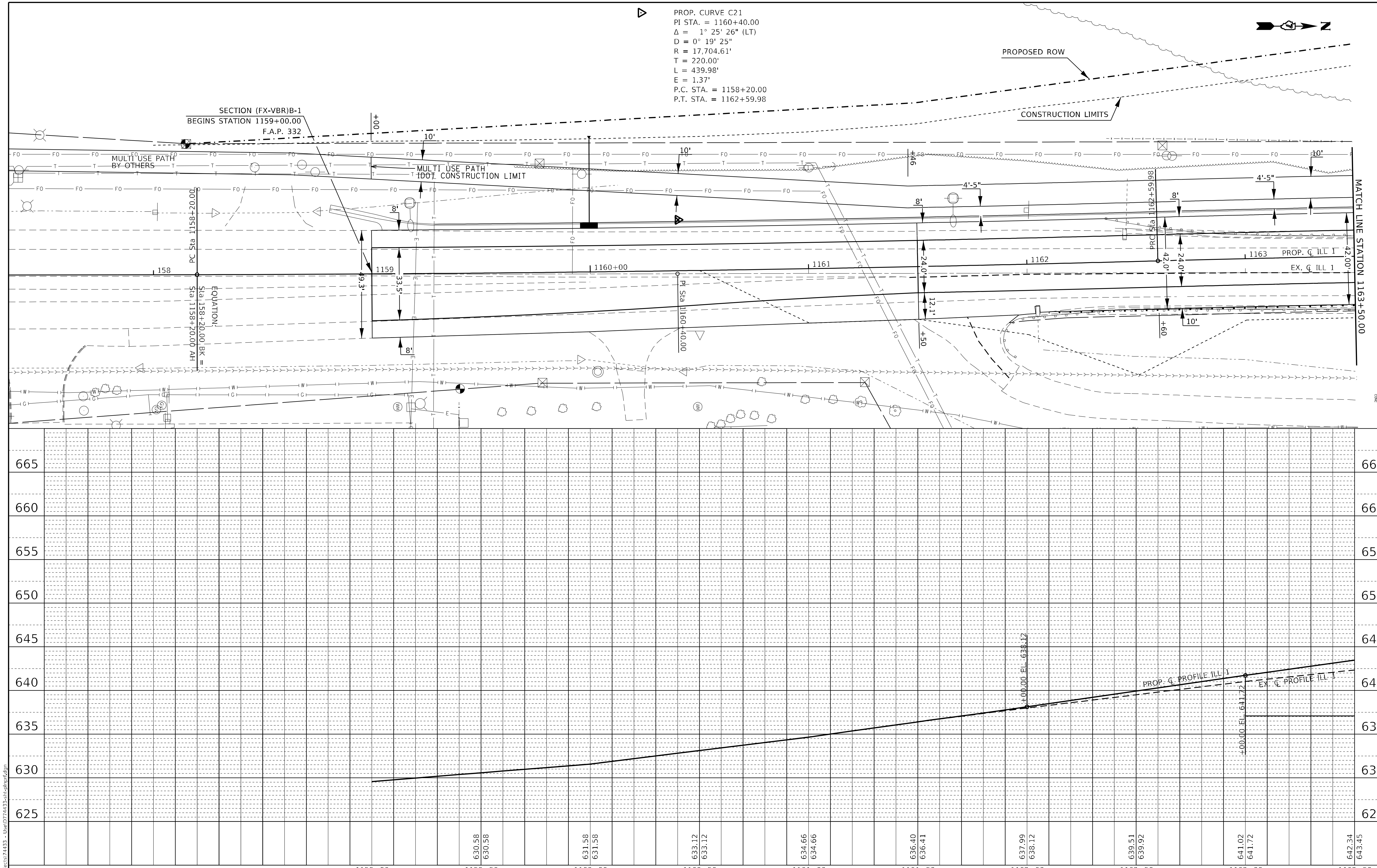
CROSS TIES

SCALE: | SHEET 2 OF 2 SHEETS | STA. 178+71.20 TO STA. 194+53.28

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	22

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT



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PROFILE: SURVEYED, PLOTTED, GRADES CHECKED, B.M. NOTED, STRUCTURE NOTATIONS CHECKED, NOTE BOOK, NO.

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	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/11/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

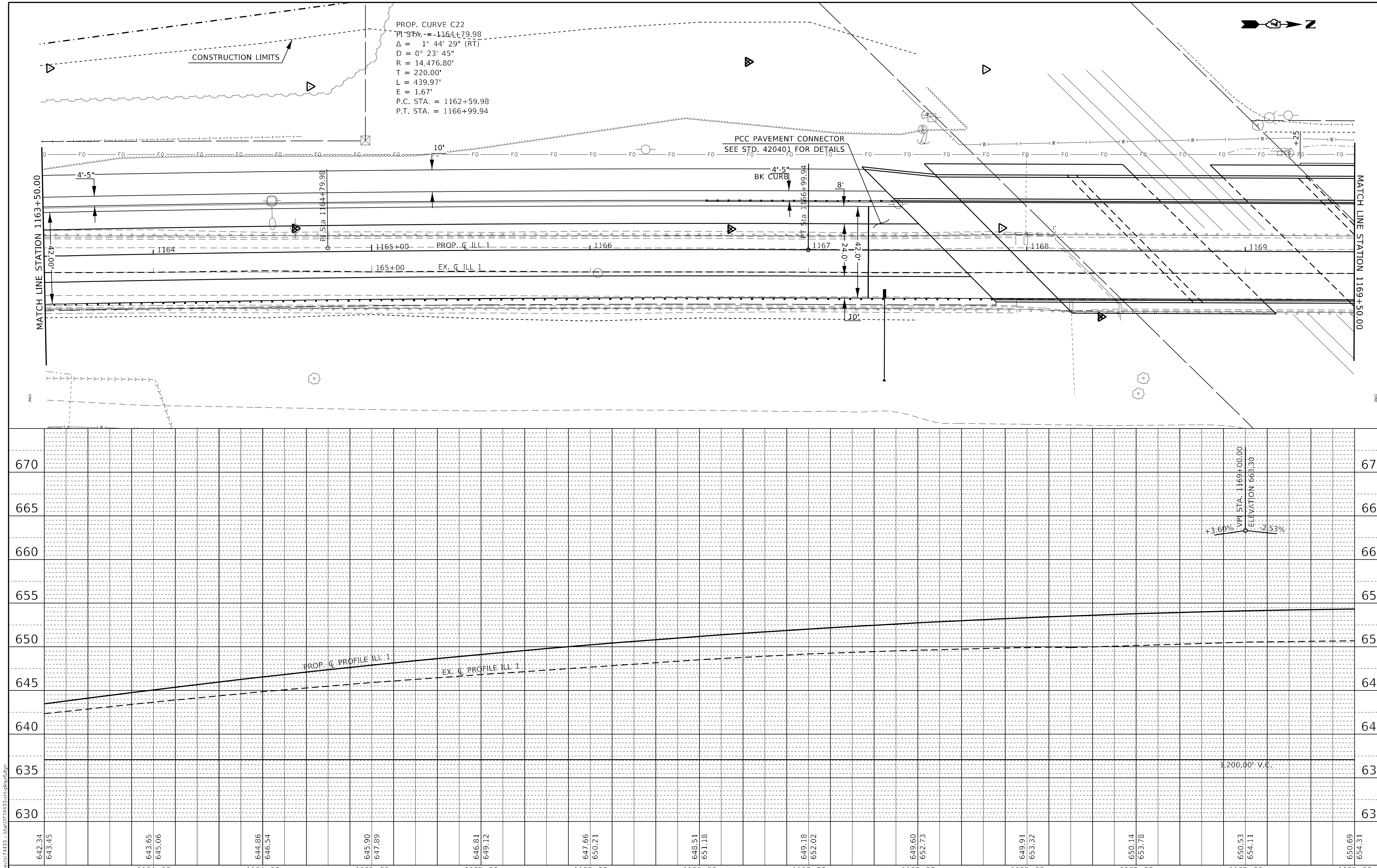
PLAN & PROFILE
ILL 1

SCALE: | SHEET 1 OF 4 SHEETS | STA. 1159+00.00 TO STA. 1163+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	23

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT



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	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

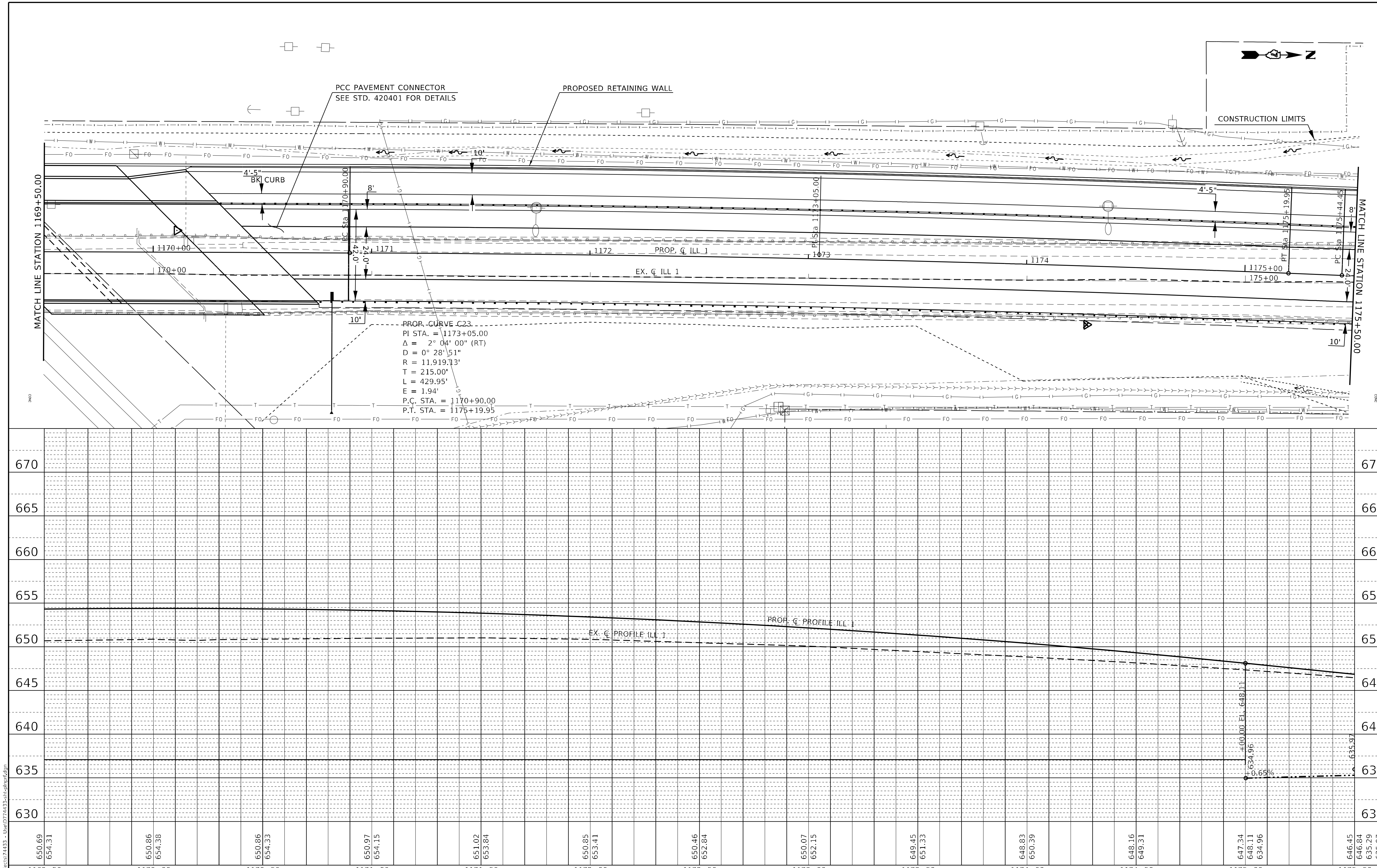
PLAN & PROFILE
ILL 1

SCALE: SHEET 2 OF 4 SHEETS STA. 1163+50.00 TO STA. 1169+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	24

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT



USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

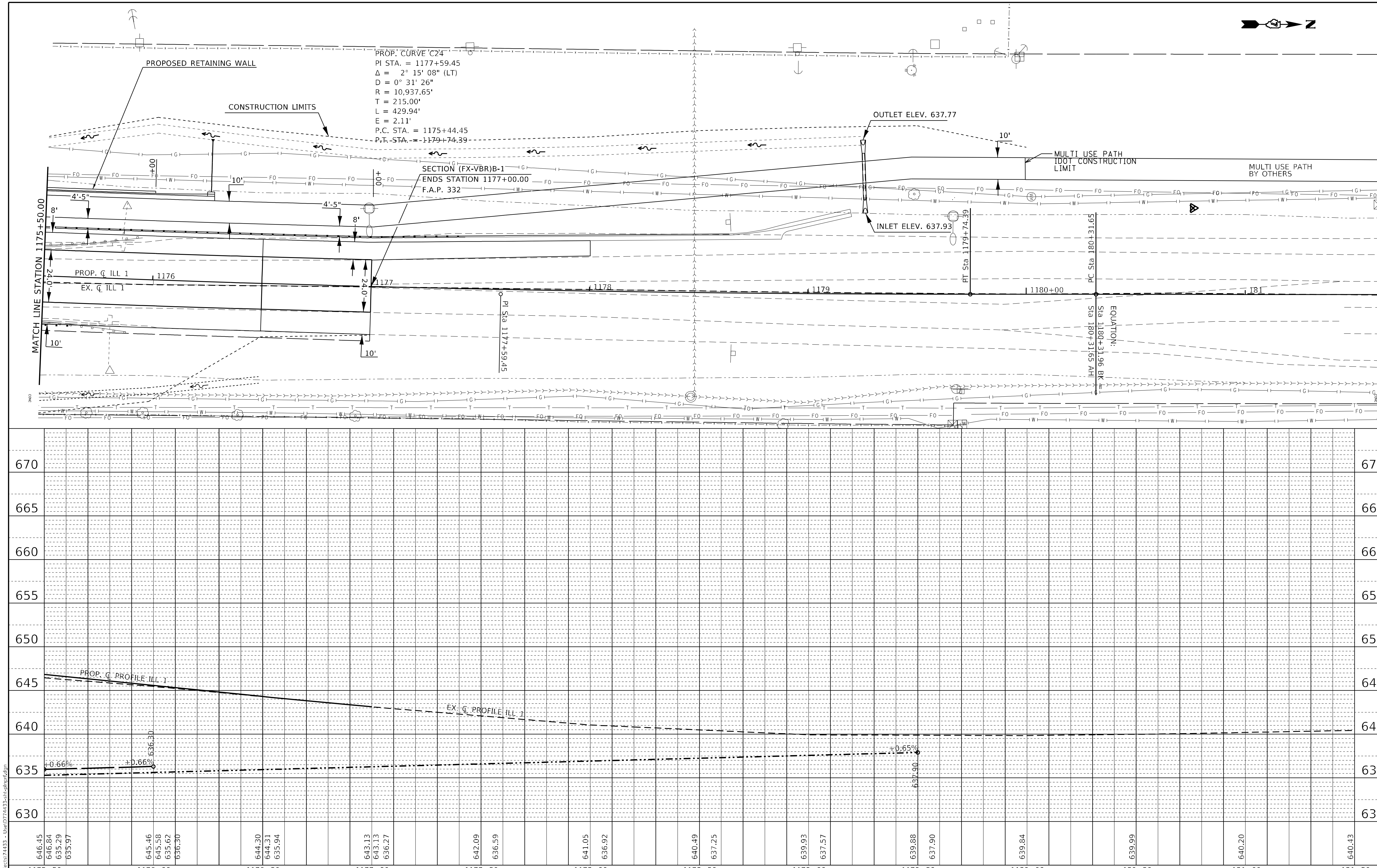
PLAN & PROFILE
ILL 1

SCALE: | SHEET 3 OF 4 SHEETS | STA. 1169+50.00 TO STA. 1175+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	25

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT



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PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

PLAN & PROFILE
ILL 1

SCALE: | SHEET 4 OF 4 SHEETS | STA. 1175+50.00 TO STA. 1177+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	26

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

MODEL: Default
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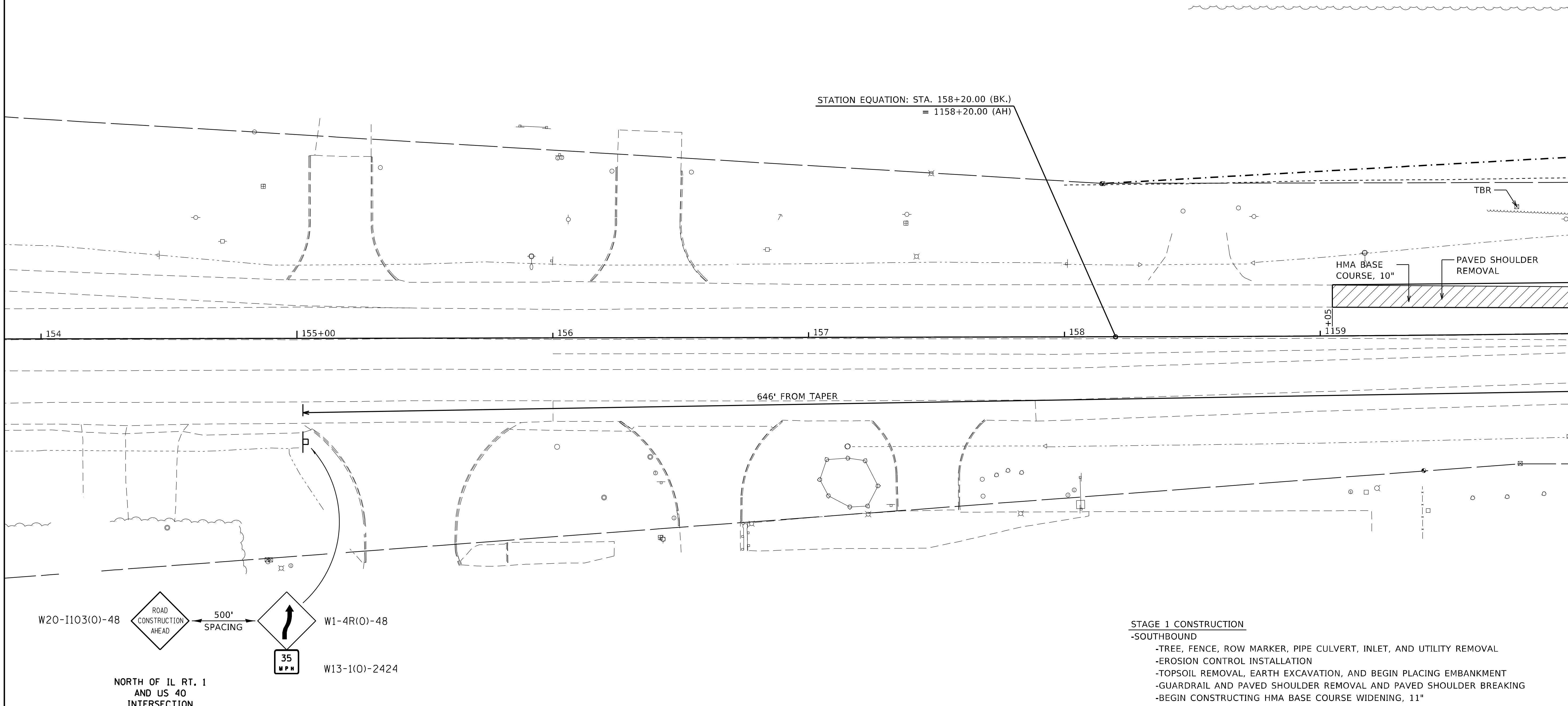
TRAFFIC CONTROL AND PROTECTION

STAGE I DETAILS



STAGE 1 CONSTRUCTION

-SOUTHBOUND
- -TREE, FENCE, ROW MARKER, PIPE CULVERT, INLET, AND UTILITY REMOVAL
- -EROSION CONTROL INSTALLATION
- -TOPSOIL REMOVAL, EARTH EXCAVATION, AND BEGIN PLACING EMBANKMENT
- -GUARDRAIL AND PAVED SHOULDER REMOVAL AND PAVED SHOULDER BREAKING
- -BEGIN CONSTRUCTING HMA BASE COURSE WIDENING, 11"

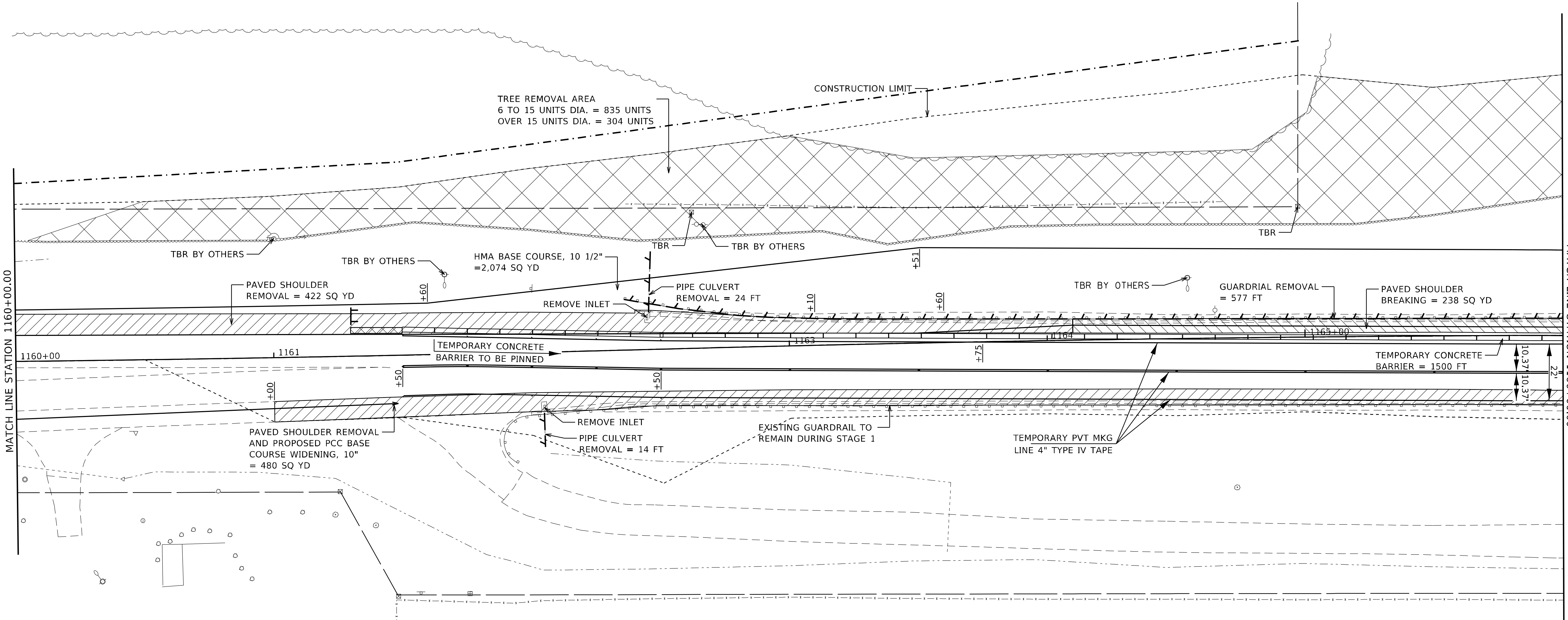
-NORTHBOUND
- -REMOVAL OF PAVED SHOULDER, INLETS, AND PIPE CULVERTS
- -CONSTRUCT PCC BASE COURSE WIDENING, 10"

-TRAFFIC CONTROL
- -INSTALL TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -REMOVE EXISTING CONFLICTING STRIPING AND PLACE STAGE 1 TRAFFIC CONTROL STRIPING

-SOUTHBOUND
- -REMOVAL OF EXISTING STRUCTURE FOR STAGE 1
- -FINISH PLACING EMBANKMENT AND CONSTRUCTING HMA BASE COURSE WIDENING, 11"
- -PLACE TEMPORARY EROSION CONTROL SEEDING FOR EMBANKMENT AREA
- -CONSTRUCTION OF STAGE 1 PROPOSED STRUCTURE AND APPROACH PAVEMENT

TRAFFIC CONTROL AND PROTECTION

STAGE I DETAILS



STAGE 1 CONSTRUCTION

-SOUTHBOUND
- -TREE, FENCE, ROW MARKER, PIPE CULVERT, INLET, AND UTILITY REMOVAL
- -EROSION CONTROL INSTALLATION
- -TOPSOIL REMOVAL, EARTH EXCAVATION, AND BEGIN PLACING EMBANKMENT
- -GUARDRAIL AND PAVED SHOULDER REMOVAL AND PAVED SHOULDER BREAKING
- -BEGIN CONSTRUCTING HMA BASE COURSE WIDENING, 11"

-NORTHBOUND
- -REMOVAL OF PAVED SHOULDER, INLETS, AND PIPE CULVERTS
- -CONSTRUCT PCC BASE COURSE WIDENING, 10"

-TRAFFIC CONTROL
- -INSTALL TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -REMOVE EXISTING CONFLICTING STRIPING AND PLACE STAGE 1 TRAFFIC CONTROL STRIPING

-SOUTHBOUND
- -REMOVAL OF EXISTING STRUCTURE FOR STAGE 1
- -FINISH PLACING EMBANKMENT AND CONSTRUCTING HMA BASE COURSE WIDENING, 11"
- -PLACE TEMPORARY EROSION CONTROL SEEDING FOR EMBANKMENT AREA
- -CONSTRUCTION OF STAGE 1 PROPOSED STRUCTURE AND APPROACH PAVEMENT

IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2

MODEL: Default
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	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

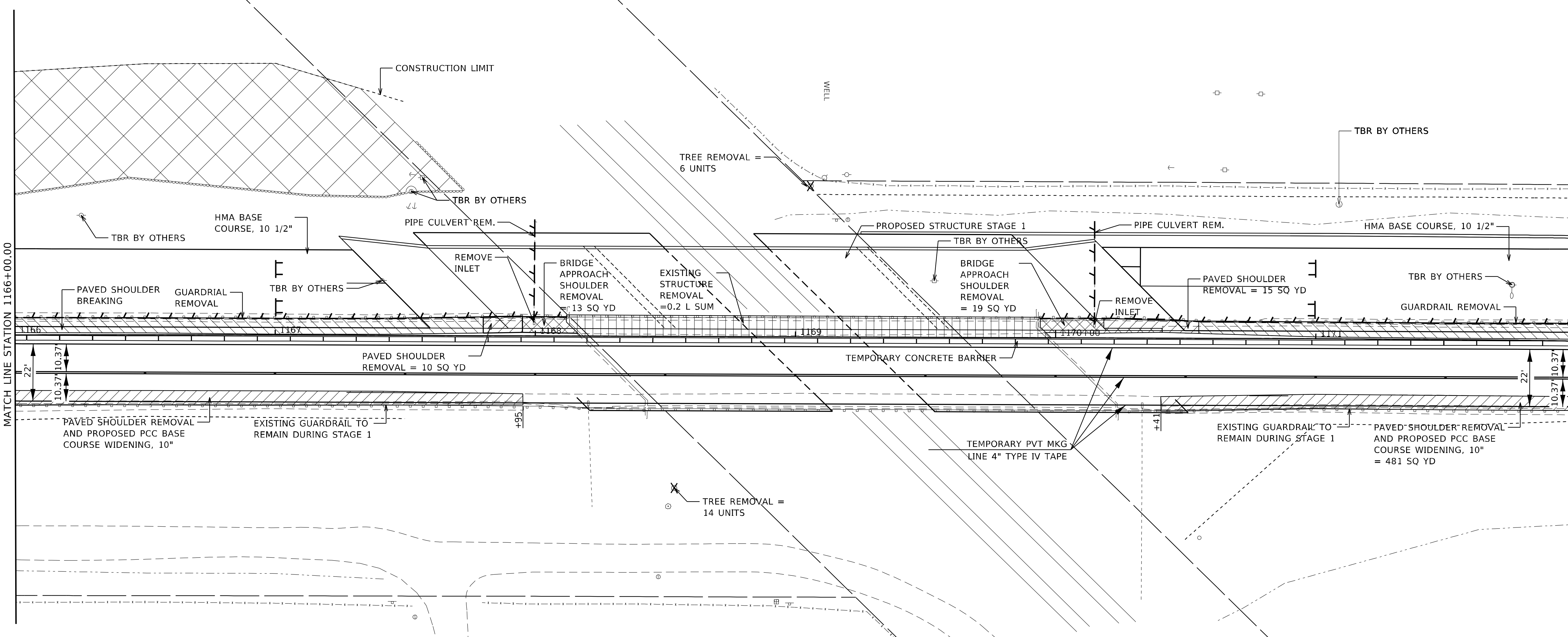
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)
STAGE 1 CONSTRUCTION

SCALE: | SHEET 2 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	28
CONTRACT NO. 74433				
ILLINOIS	FED. AID PROJECT			

TRAFFIC CONTROL AND PROTECTION
STAGE I DETAILS



STAGE 1 CONSTRUCTION

-SOUTHBOUND
- -TREE, FENCE, ROW MARKER, PIPE CULVERT, INLET, AND UTILITY REMOVAL
- -EROSION CONTROL INSTALLATION
- -TOPSOIL REMOVAL, EARTH EXCAVATION, AND BEGIN PLACING EMBANKMENT
- -GUARDRAIL AND PAVED SHOULDER REMOVAL AND PAVED SHOULDER BREAKING
- -BEGIN CONSTRUCTING HMA BASE COURSE WIDENING, 11"

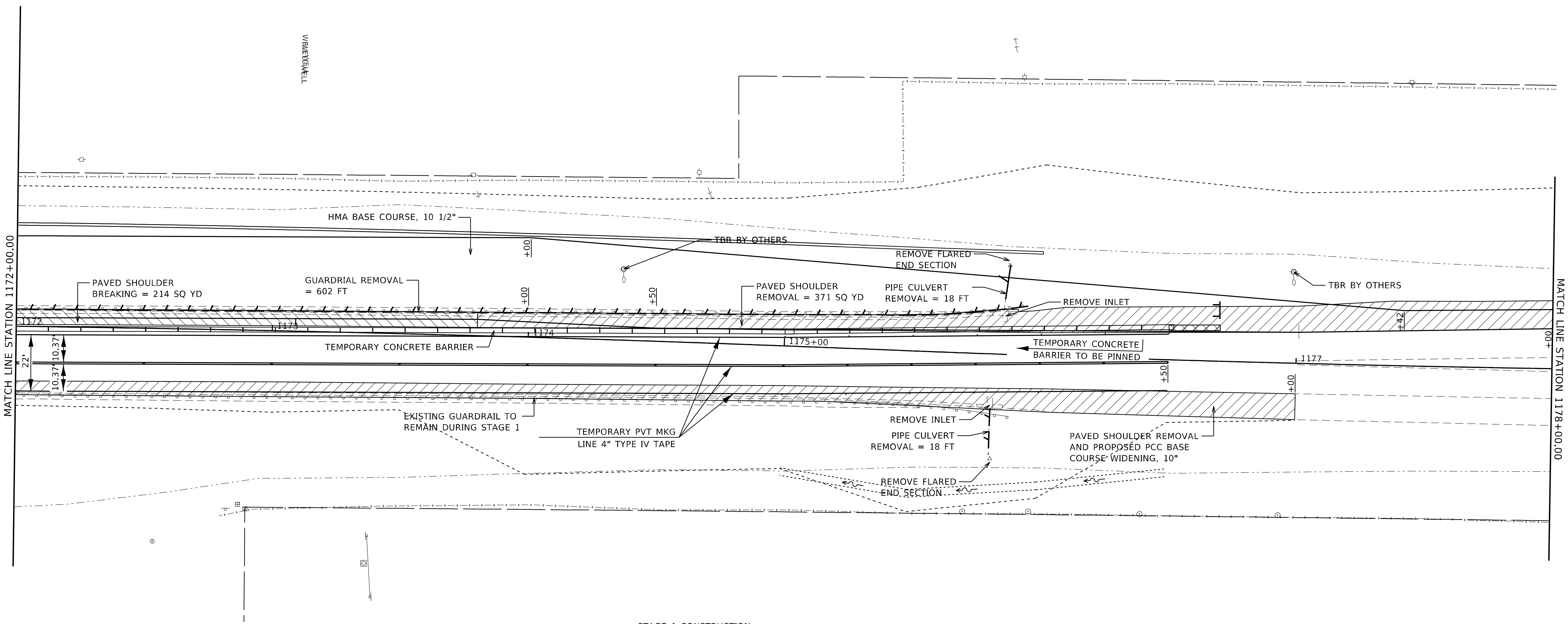
-NORTHBOUND
- -REMOVAL OF PAVED SHOULDER, INLETS, AND PIPE CULVERTS
- -CONSTRUCT PCC BASE COURSE WIDENING, 10"

-TRAFFIC CONTROL
- -INSTALL TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -REMOVE EXISTING CONFLICTING STRIPING AND PLACE STAGE 1 TRAFFIC CONTROL STRIPING

-SOUTHBOUND
- -REMOVAL OF EXISTING STRUCTURE FOR STAGE 1
- -FINISH PLACING EMBANKMENT AND CONSTRUCTING HMA BASE COURSE WIDENING, 11"
- -PLACE TEMPORARY EROSION CONTROL SEEDING FOR EMBANKMENT AREA
- -CONSTRUCTION OF STAGE 1 PROPOSED STRUCTURE AND APPROACH PAVEMENT

TRAFFIC CONTROL AND PROTECTION

STAGE I DETAILS



STAGE 1 CONSTRUCTION

-SOUTHBOUND
- -TREE, FENCE, ROW MARKER, PIPE CULVERT, INLET, AND UTILITY REMOVAL
- -EROSION CONTROL INSTALLATION
- -TOPSOIL REMOVAL, EARTH EXCAVATION, AND BEGIN PLACING EMBANKMENT
- -GUARDRAIL AND PAVED SHOULDER REMOVAL AND PAVED SHOULDER BREAKING
- -BEGIN CONSTRUCTING HMA BASE COURSE WIDENING, 11"

-NORTHBOUND
- -REMOVAL OF PAVED SHOULDER, INLETS, AND PIPE CULVERTS
- -CONSTRUCT PCC BASE COURSE WIDENING, 10"

-TRAFFIC CONTROL
- -INSTALL TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -REMOVE EXISTING CONFLICTING STRIPING AND PLACE STAGE 1 TRAFFIC CONTROL STRIPING

-SOUTHBOUND
- -REMOVAL OF EXISTING STRUCTURE FOR STAGE 1
- -FINISH PLACING EMBANKMENT AND CONSTRUCTING HMA BASE COURSE WIDENING, 11"
- -PLACE TEMPORARY EROSION CONTROL SEEDING FOR EMBANKMENT AREA
- -CONSTRUCTION OF STAGE 1 PROPOSED STRUCTURE AND APPROACH PAVEMENT

IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2

MODEL: Default
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PLOT DATE = 7/11/2025	DATE -	REVISED -	

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)
STAGE 1 CONSTRUCTION

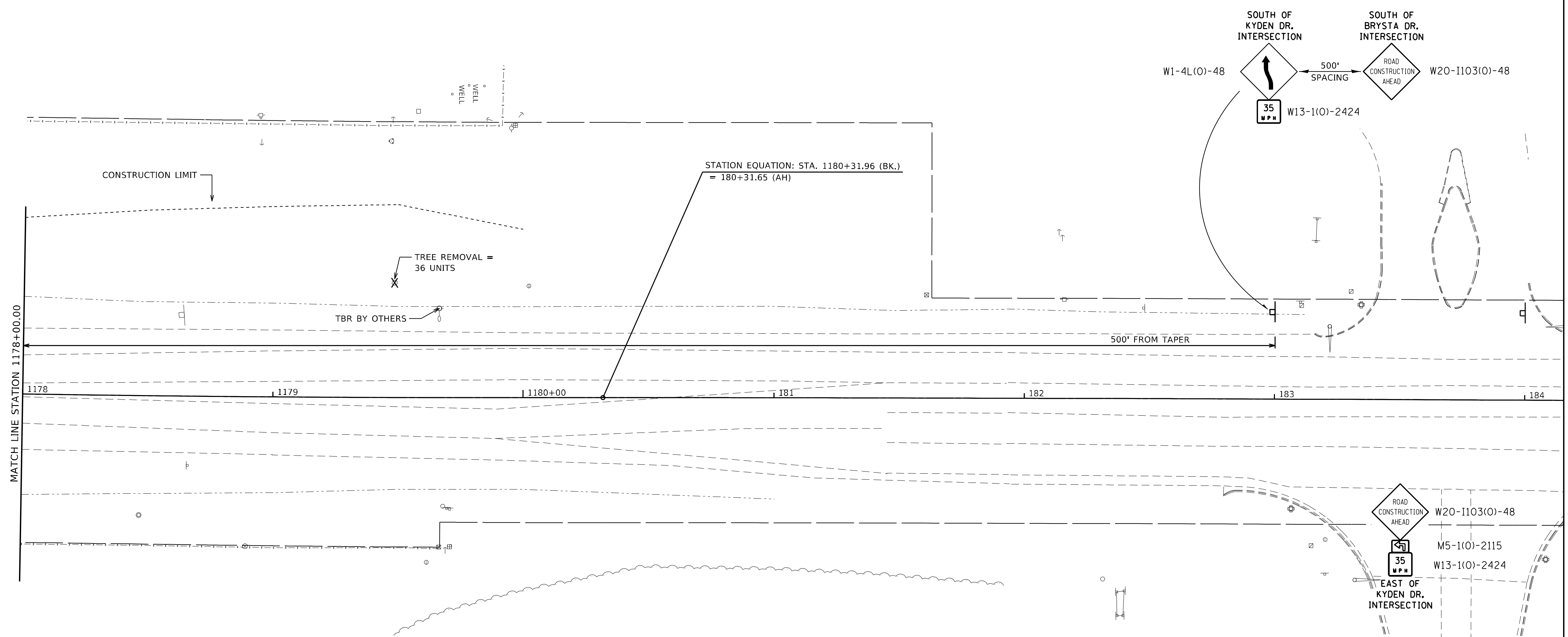
SCALE: | SHEET 4 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	30

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT

TRAFFIC CONTROL AND PROTECTION
STAGE I DETAILS



STAGE 1 CONSTRUCTION

-SOUTHBOUND
- -TREE, FENCE, ROW MARKER, PIPE CULVERT, INLET, AND UTILITY REMOVAL
- -EROSION CONTROL INSTALLATION
- -TOPSOIL REMOVAL, EARTH EXCAVATION, AND BEGIN PLACING EMBANKMENT
- -GUARDRAIL AND PAVED SHOULDER REMOVAL AND PAVED SHOULDER BREAKING
- -BEGIN CONSTRUCTING HMA BASE COURSE WIDENING, 11"

-NORTHBOUND
- -REMOVAL OF PAVED SHOULDER, INLETS, AND PIPE CULVERTS
- -CONSTRUCT PCC BASE COURSE WIDENING, 10"

-TRAFFIC CONTROL
- -INSTALL TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -REMOVE EXISTING CONFLICTING STRIPING AND PLACE STAGE 1 TRAFFIC CONTROL STRIPING

-SOUTHBOUND
- -REMOVAL OF EXISTING STRUCTURE FOR STAGE 1
- -FINISH PLACING EMBANKMENT AND CONSTRUCTING HMA BASE COURSE WIDENING, 11"
- -PLACE TEMPORARY EROSION CONTROL SEEDING FOR EMBANKMENT AREA
- -CONSTRUCTION OF STAGE 1 PROPOSED STRUCTURE AND APPROACH PAVEMENT

MODEL: Default
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PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

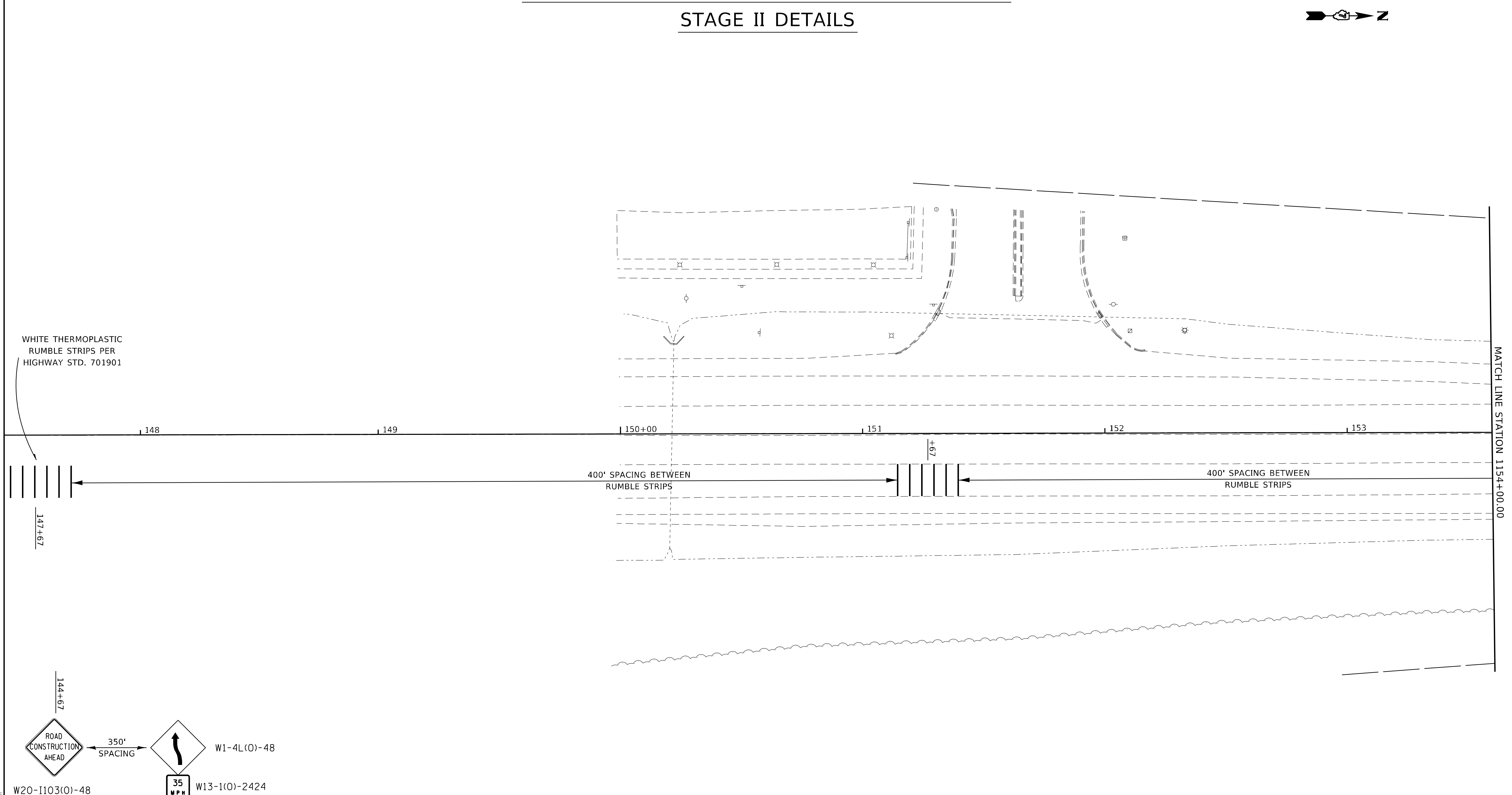
TRAFFIC CONTROL AND PROTECTION, (SPECIAL)
STAGE 1 CONSTRUCTION

SCALE: | SHEET 5 OF 5 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	31
		CONTRACT NO. 74433		
	ILLINOIS	FED. AID PROJECT		

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

STAGE II DETAILS



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PLOT DATE = 7/11/2025	DATE -	REVISED -	

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)
STAGE 2 CONSTRUCTION

SCALE: | SHEET 1 OF 7 SHEETS | STA. | TO STA.

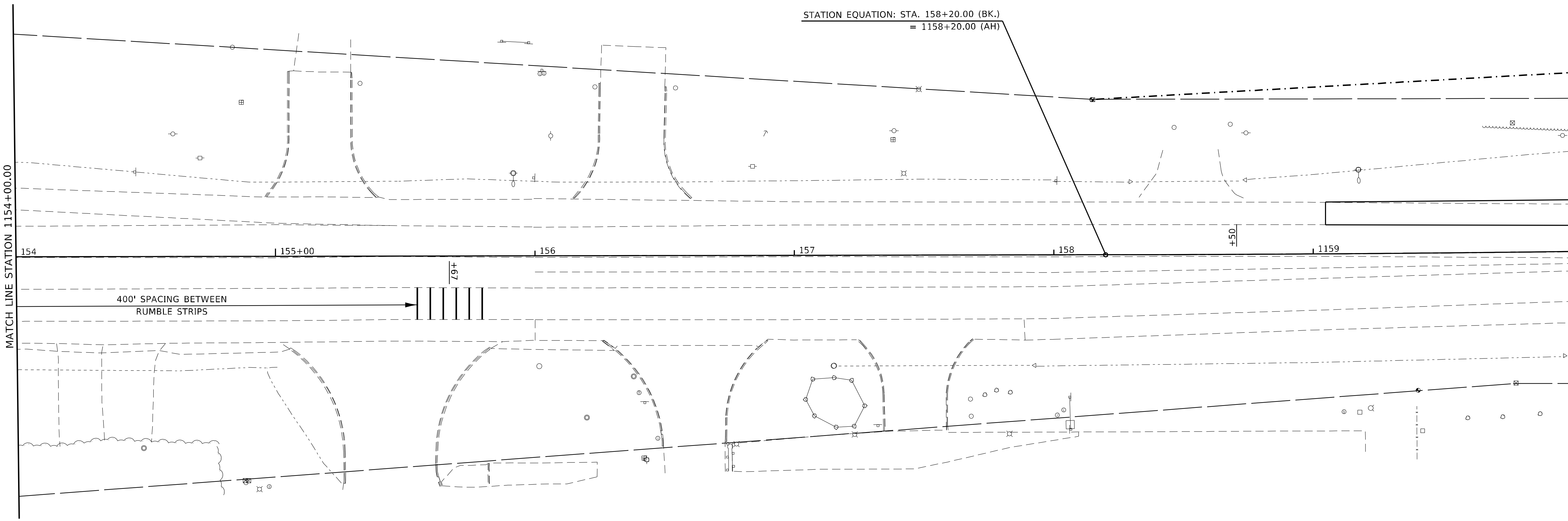
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	32

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

STAGE II DETAILS



STAGE 2 CONSTRUCTION

-TRAFFIC CONTROL
- -RELOCATE TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -INSTALL ADDITIONAL TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -REMOVE CONFLICTING STRIPING AND INSTALL STAGE 2 TRAFFIC CONTROL STRIPING

-NORTHBOUND
- -GUARDRAIL, PIPE CULVERT, INLET, AND TREE REMOVAL
- -EROSION CONTROL INSTALLATION
- -TOPSOIL REMOVAL, EARTH EXCAVATION, AND BEGIN PLACING EMBANKMENT
- -REMOVAL OF EXISTING STRUCTURE FOR STAGE 2
- -BRIDGE APPROACH PAVEMENT AND BRIDGE APPROACH SHOULDER REMOVAL
- -PAVEMENT REMOVAL AND PAVED SHOULDER REMOVAL
- -CONSTRUCTION OF STAGE 2 PROPOSED STRUCTURE AND APPROACH PAVEMENT
- -PAVEMENT BREAKING AND PAVED SHOULDER BREAKING
- -PLACING AGG BASE COURSE, HMA BASE COURSE, HMA BINDER, AND HMA SHOULDER
- -PLACING EMBANKMENT, AGG SHOULDER, AND TEMPORARY EROSION CONTROL SEEDING
- -INSTALL PROPOSED GUARDRAIL

MODEL: Default
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PLOT DATE = 7/11/2025	DATE -	REVISED -	

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)
STAGE 2 CONSTRUCTION

SCALE: | SHEET 2 OF 7 SHEETS | STA. TO STA.

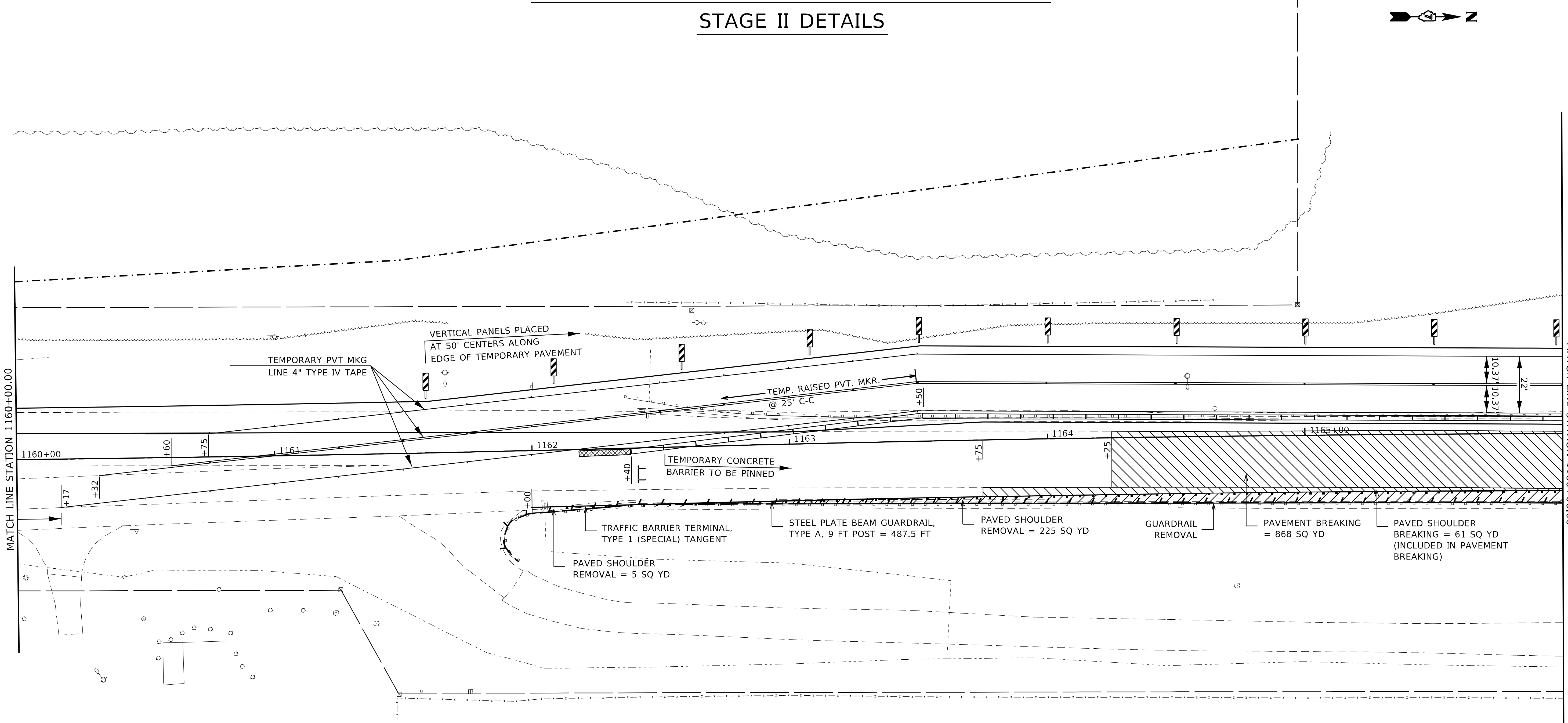
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	33

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

STAGE II DETAILS



STAGE 2 CONSTRUCTION

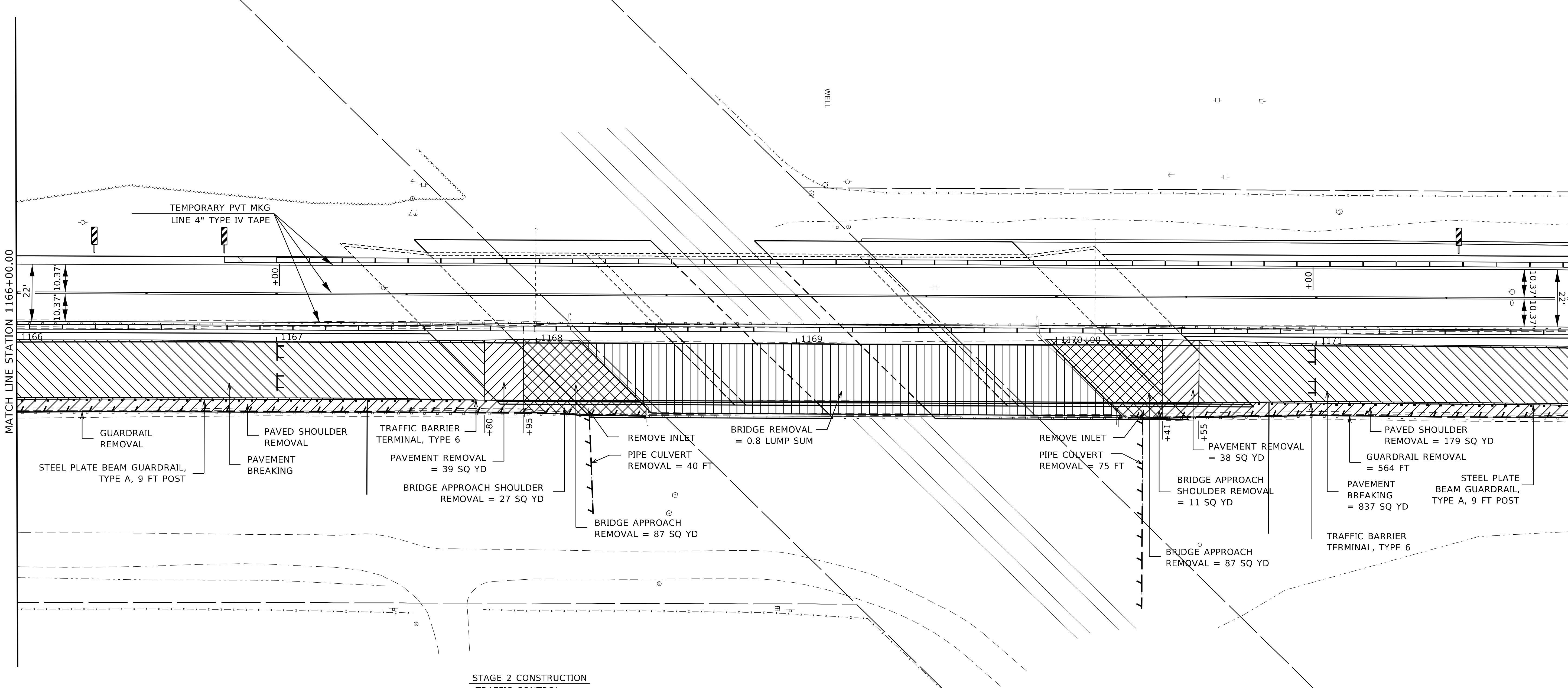
-TRAFFIC CONTROL
- -RELOCATE TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -INSTALL ADDITIONAL TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -REMOVE CONFLICTING STRIPING AND INSTALL STAGE 2 TRAFFIC CONTROL STRIPING

-NORTHBOUND
- -GUARDRAIL, PIPE CULVERT, INLET, AND TREE REMOVAL
- -EROSION CONTROL INSTALLATION
- -TOPSOIL REMOVAL, EARTH EXCAVATION, AND BEGIN PLACING EMBANKMENT
- -REMOVAL OF EXISTING STRUCTURE FOR STAGE 2
- -BRIDGE APPROACH PAVEMENT AND BRIDGE APPROACH SHOULDER REMOVAL
- -PAVEMENT REMOVAL AND PAVED SHOULDER REMOVAL
- -CONSTRUCTION OF STAGE 2 PROPOSED STRUCTURE AND APPROACH PAVEMENT
- -PAVEMENT BREAKING AND PAVED SHOULDER BREAKING
- -PLACING AGG BASE COURSE, HMA BASE COURSE, HMA BINDER, AND HMA SHOULDER
- -PLACING EMBANKMENT, AGG SHOULDER, AND TEMPORARY EROSION CONTROL SEEDING
- -INSTALL PROPOSED GUARDRAIL

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW) TEST LEVEL 2

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

STAGE II DETAILS



STAGE 2 CONSTRUCTION

-TRAFFIC CONTROL
- -RELOCATE TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -INSTALL ADDITIONAL TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -REMOVE CONFLICTING STRIPING AND INSTALL STAGE 2 TRAFFIC CONTROL STRIPING

-NORTHBOUND
- -GUARDRAIL, PIPE CULVERT, INLET, AND TREE REMOVAL
- -EROSION CONTROL INSTALLATION
- -TOPSOIL REMOVAL, EARTH EXCAVATION, AND BEGIN PLACING EMBANKMENT
- -REMOVAL OF EXISTING STRUCTURE FOR STAGE 2
- -BRIDGE APPROACH PAVEMENT AND BRIDGE APPROACH SHOULDER REMOVAL
- -PAVEMENT REMOVAL AND PAVED SHOULDER REMOVAL
- -CONSTRUCTION OF STAGE 2 PROPOSED STRUCTURE AND APPROACH PAVEMENT
- -PAVEMENT BREAKING AND PAVED SHOULDER BREAKING
- -PLACING AGG BASE COURSE, HMA BASE COURSE, HMA BINDER, AND HMA SHOULDER
- -PLACING EMBANKMENT, AGG SHOULDER, AND TEMPORARY EROSION CONTROL SEEDING
- -INSTALL PROPOSED GUARDRAIL

IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2

MODEL: Default
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PLOT DATE = 7/11/2025	DATE -	REVISED -	

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)
STAGE 2 CONSTRUCTION

SCALE: | SHEET 4 OF 7 SHEETS | STA. | TO STA.

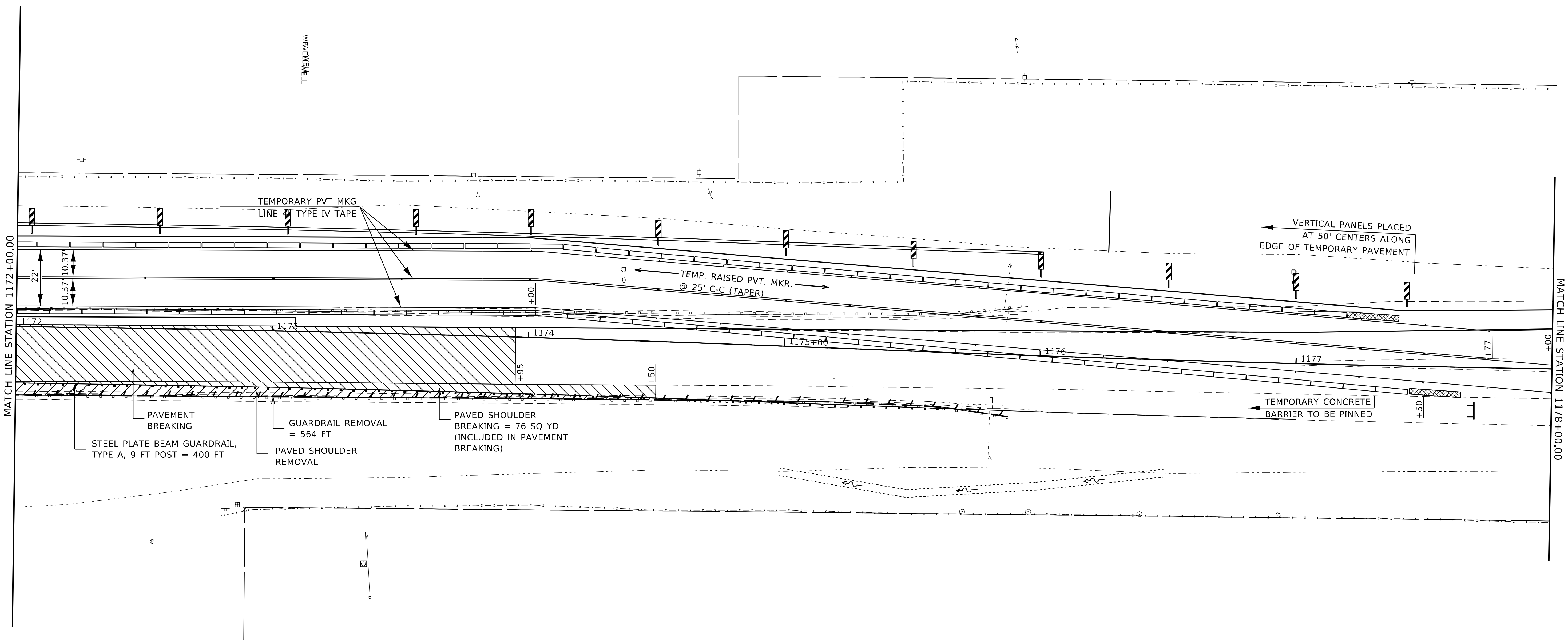
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	35

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

STAGE II DETAILS



STAGE 2 CONSTRUCTION

-TRAFFIC CONTROL
- -RELOCATE TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -INSTALL ADDITIONAL TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -REMOVE CONFLICTING STRIPING AND INSTALL STAGE 2 TRAFFIC CONTROL STRIPING

-NORTHBOUND
- -GUARDRAIL, PIPE CULVERT, INLET, AND TREE REMOVAL
- -EROSION CONTROL INSTALLATION
- -TOPSOIL REMOVAL, EARTH EXCAVATION, AND BEGIN PLACING EMBANKMENT
- -REMOVAL OF EXISTING STRUCTURE FOR STAGE 2
- -BRIDGE APPROACH PAVEMENT AND BRIDGE APPROACH SHOULDER REMOVAL
- -PAVEMENT REMOVAL AND PAVED SHOULDER REMOVAL
- -CONSTRUCTION OF STAGE 2 PROPOSED STRUCTURE AND APPROACH PAVEMENT
- -PAVEMENT BREAKING AND PAVED SHOULDER BREAKING
- -PLACING AGG BASE COURSE, HMA BASE COURSE, HMA BINDER, AND HMA SHOULDER
- -PLACING EMBANKMENT, AGG SHOULDER, AND TEMPORARY EROSION CONTROL SEEDING
- -INSTALL PROPOSED GUARDRAIL

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE, NARROW) TEST LEVEL 2

MODEL: Default
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	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

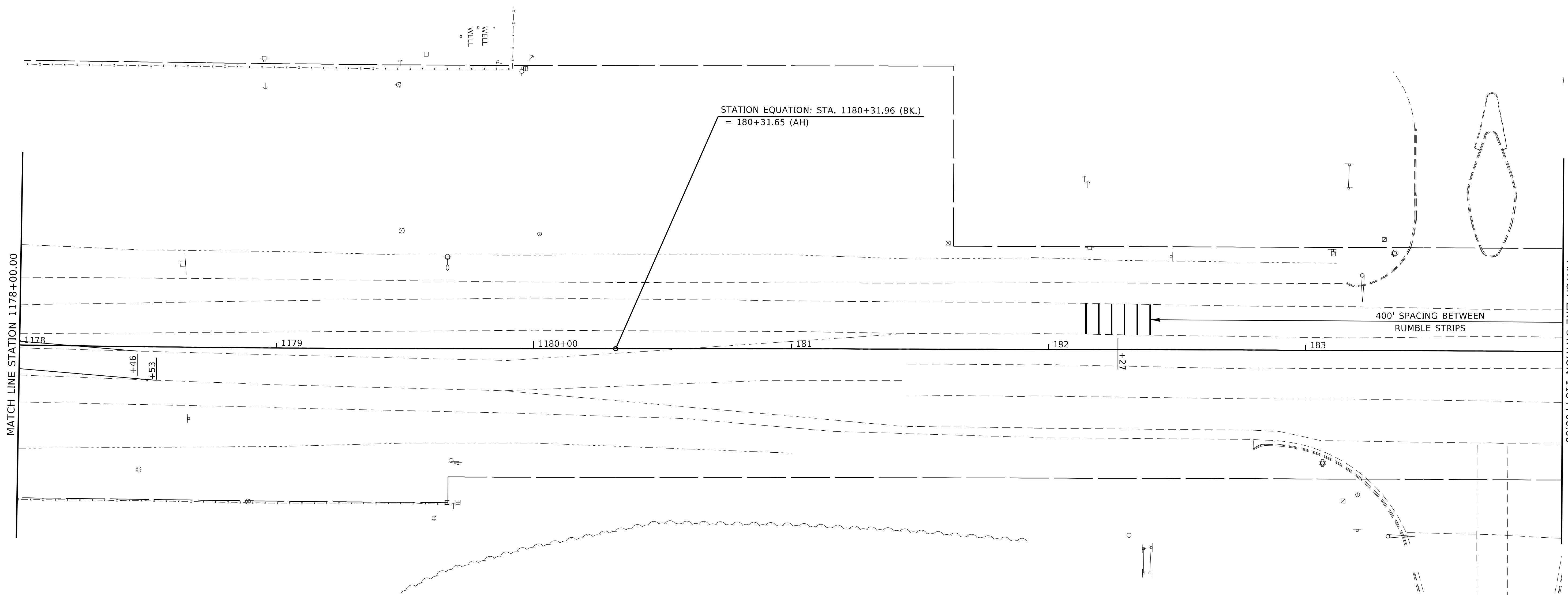
TRAFFIC CONTROL AND PROTECTION, (SPECIAL)
STAGE 2 CONSTRUCTION

SCALE: | SHEET 5 OF 7 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	36
CONTRACT NO. 74433				
ILLINOIS FED. AID PROJECT				

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

STAGE II DETAILS



STAGE 2 CONSTRUCTION

-TRAFFIC CONTROL
- -RELOCATE TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -INSTALL ADDITIONAL TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -REMOVE CONFLICTING STRIPING AND INSTALL STAGE 2 TRAFFIC CONTROL STRIPING

-NORTHBOUND
- -GUARDRAIL, PIPE CULVERT, INLET, AND TREE REMOVAL
- -EROSION CONTROL INSTALLATION
- -TOPSOIL REMOVAL, EARTH EXCAVATION, AND BEGIN PLACING EMBANKMENT
- -REMOVAL OF EXISTING STRUCTURE FOR STAGE 2
- -BRIDGE APPROACH PAVEMENT AND BRIDGE APPROACH SHOULDER REMOVAL
- -PAVEMENT REMOVAL AND PAVED SHOULDER REMOVAL
- -CONSTRUCTION OF STAGE 2 PROPOSED STRUCTURE AND APPROACH PAVEMENT
- -PAVEMENT BREAKING AND PAVED SHOULDER BREAKING
- -PLACING AGG BASE COURSE, HMA BASE COURSE, HMA BINDER, AND HMA SHOULDER
- -PLACING EMBANKMENT, AGG SHOULDER, AND TEMPORARY EROSION CONTROL SEEDING
- -INSTALL PROPOSED GUARDRAIL

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-staging.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)
STAGE 2 CONSTRUCTION

SCALE: | SHEET 6 OF 7 SHEETS | STA. | TO STA.

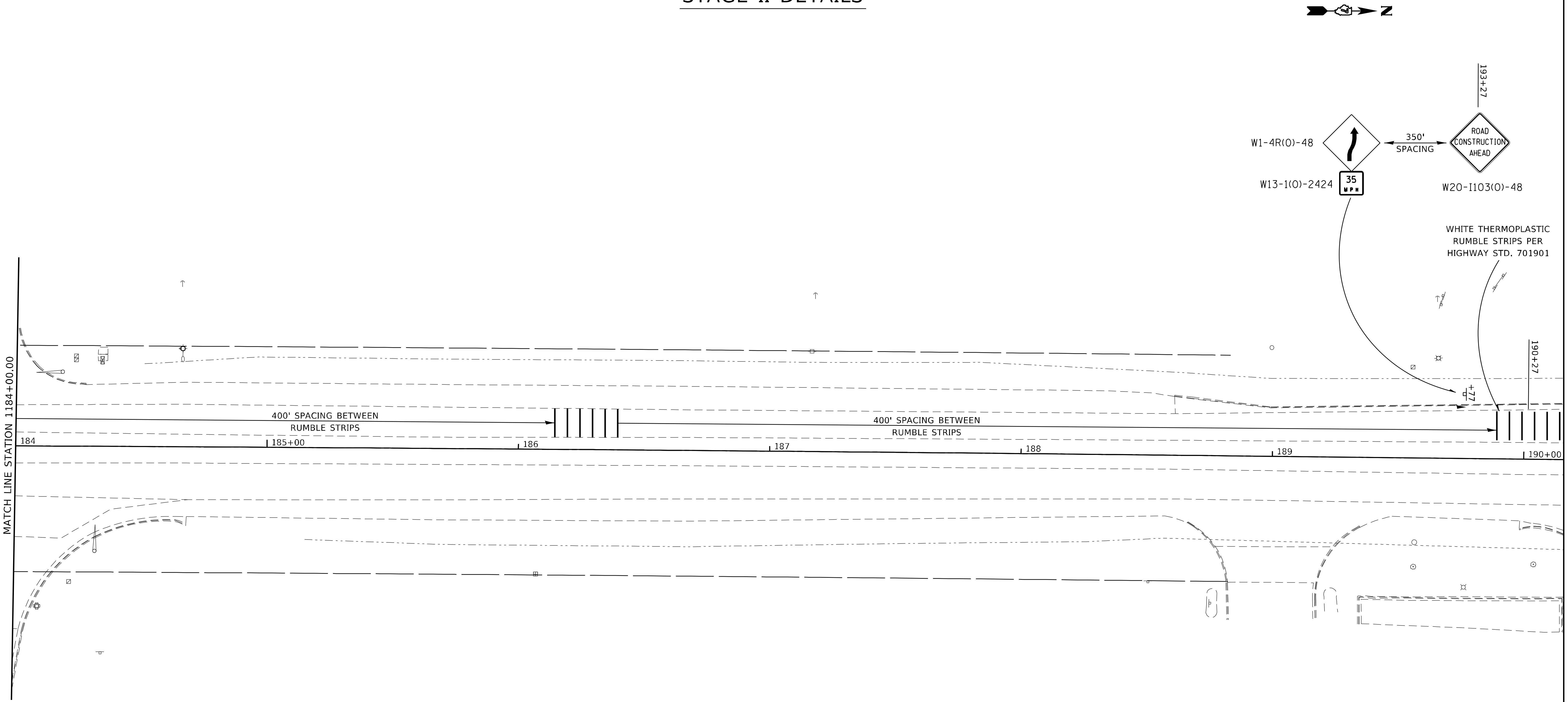
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	37

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)

STAGE II DETAILS



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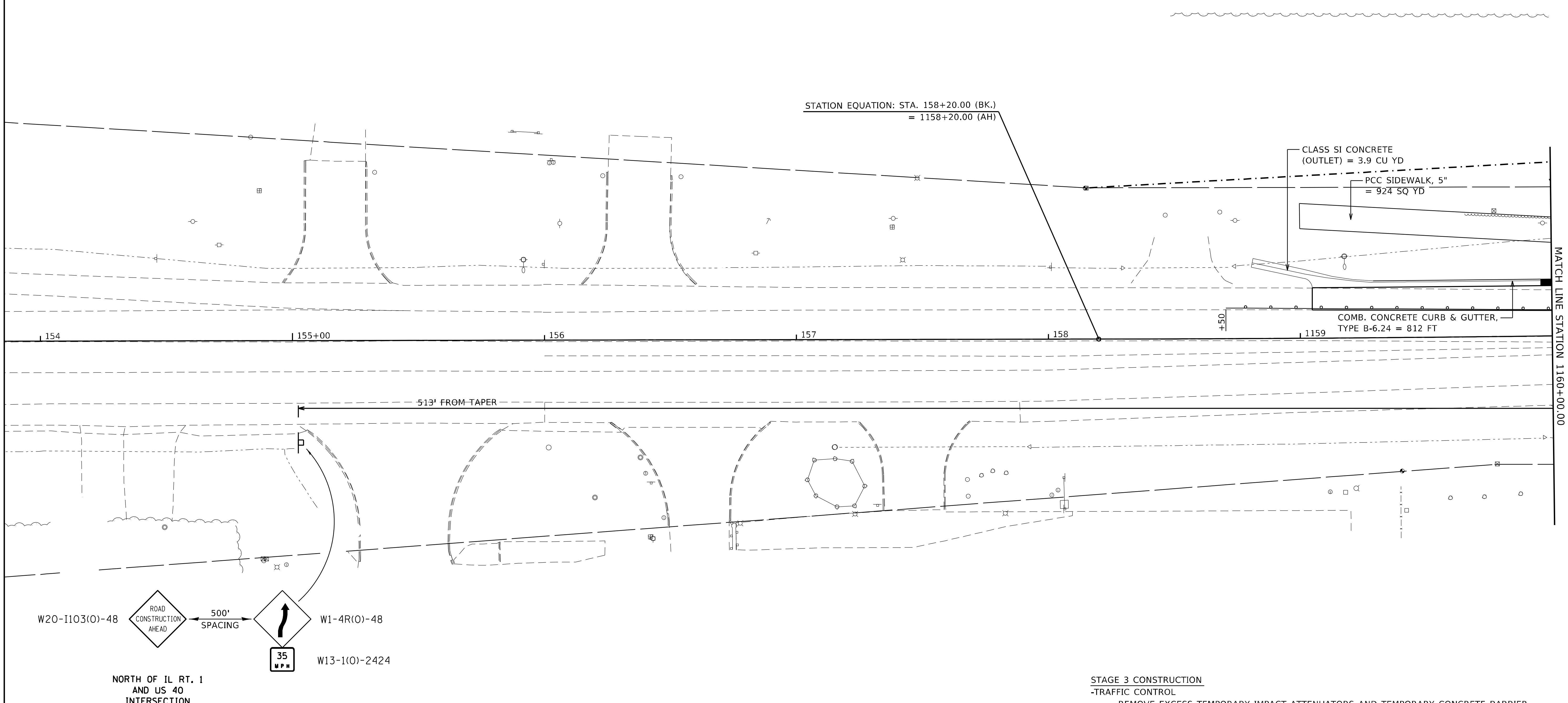
USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TRAFFIC CONTROL AND PROTECTION, (SPECIAL) STAGE 2 CONSTRUCTION	
	DRAWN -	REVISED -			
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -			
PLOT DATE = 7/11/2025	DATE -	REVISED -		SCALE: SHEET 7 OF 7 SHEETS STA. TO STA.	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	38
		CONTRACT NO. 74433		
		ILLINOIS FED. AID PROJECT		

TRAFFIC CONTROL AND PROTECTION
STAGE III DETAILS



STAGE 3 CONSTRUCTION
-TRAFFIC CONTROL
- -REMOVE EXCESS TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -RELOCATE TEMPORARY IMPACT ATTENUATORS FOR STAGE 3 TRAFFIC CONTROL
- -REMOVE CONFLICTING STRIPING AND INSTALL STAGE 3 TRAFFIC CONTROL STRIPING AND DRUMS

-SOUTHBOUND
- -CONSTRUCT BRIDGE FENCE RAILING, PARAPET WALL, AND PARAPET RAILING.
- -REMOVE TEMPORARY PAVEMENT TO THE PROPOSED EDGE OF SHOULDER/GUTTER LINE
- -CONSTRUCT THE CURB AND GUTTER, SHARED USE PATH, AND GUARDRAIL
- -FINISH FINAL GRADING, SHAPING, AND SEEDING EARTHWORK OPERATIONS

-TRAFFIC CONTROL
- -REMOVE ALL TRAFFIC CONTROL ITEMS WHICH WILL CONFLICT WITH PAVING OPERATIONS
- -USE APPROPRIATE HIGHWAY STANDARDS FOR MAINLINE PAVING AND SHOULDER OPERATIONS

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-staging.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)
STAGE 3 CONSTRUCTION

SCALE: | SHEET 1 OF 5 SHEETS | STA. | TO STA.

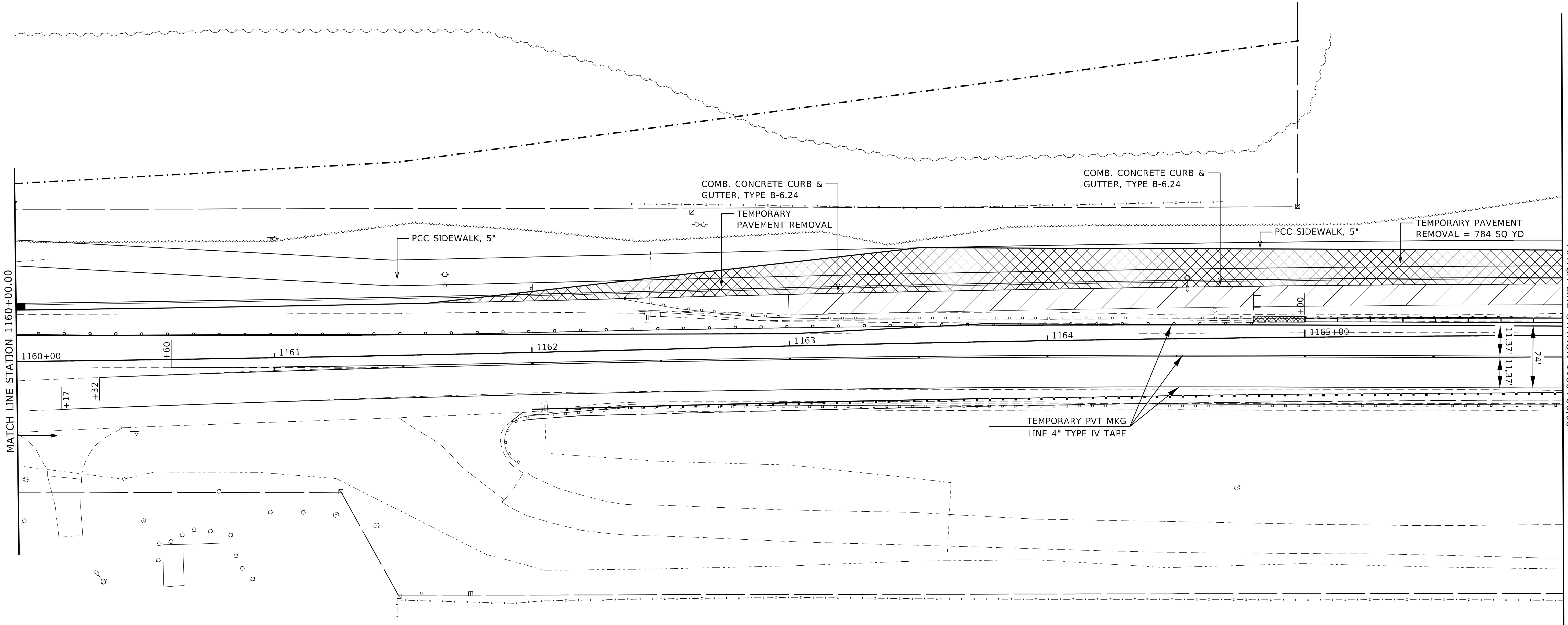
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	39

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT

TRAFFIC CONTROL AND PROTECTION

STAGE III DETAILS



STAGE 3 CONSTRUCTION

-TRAFFIC CONTROL
- -REMOVE EXCESS TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -RELOCATE TEMPORARY IMPACT ATTENUATORS FOR STAGE 3 TRAFFIC CONTROL
- -REMOVE CONFLICTING STRIPING AND INSTALL STAGE 3 TRAFFIC CONTROL STRIPING AND DRUMS

-SOUTHBOUND
- -CONSTRUCT BRIDGE FENCE RAILING, PARAPET WALL, AND PARAPET RAILING.
- -REMOVE TEMPORARY PAVEMENT TO THE PROPOSED EDGE OF SHOULDER/GUTTER LINE
- -CONSTRUCT THE CURB AND GUTTER, SHARED USE PATH, AND GUARDRAIL
- -FINISH FINAL GRADING, SHAPING, AND SEEDING EARTHWORK OPERATIONS

-TRAFFIC CONTROL
- -REMOVE ALL TRAFFIC CONTROL ITEMS WHICH WILL CONFLICT WITH PAVING OPERATIONS
- -USE APPROPRIATE HIGHWAY STANDARDS FOR MAINLINE PAVING AND SHOULDER OPERATIONS

IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-staging.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

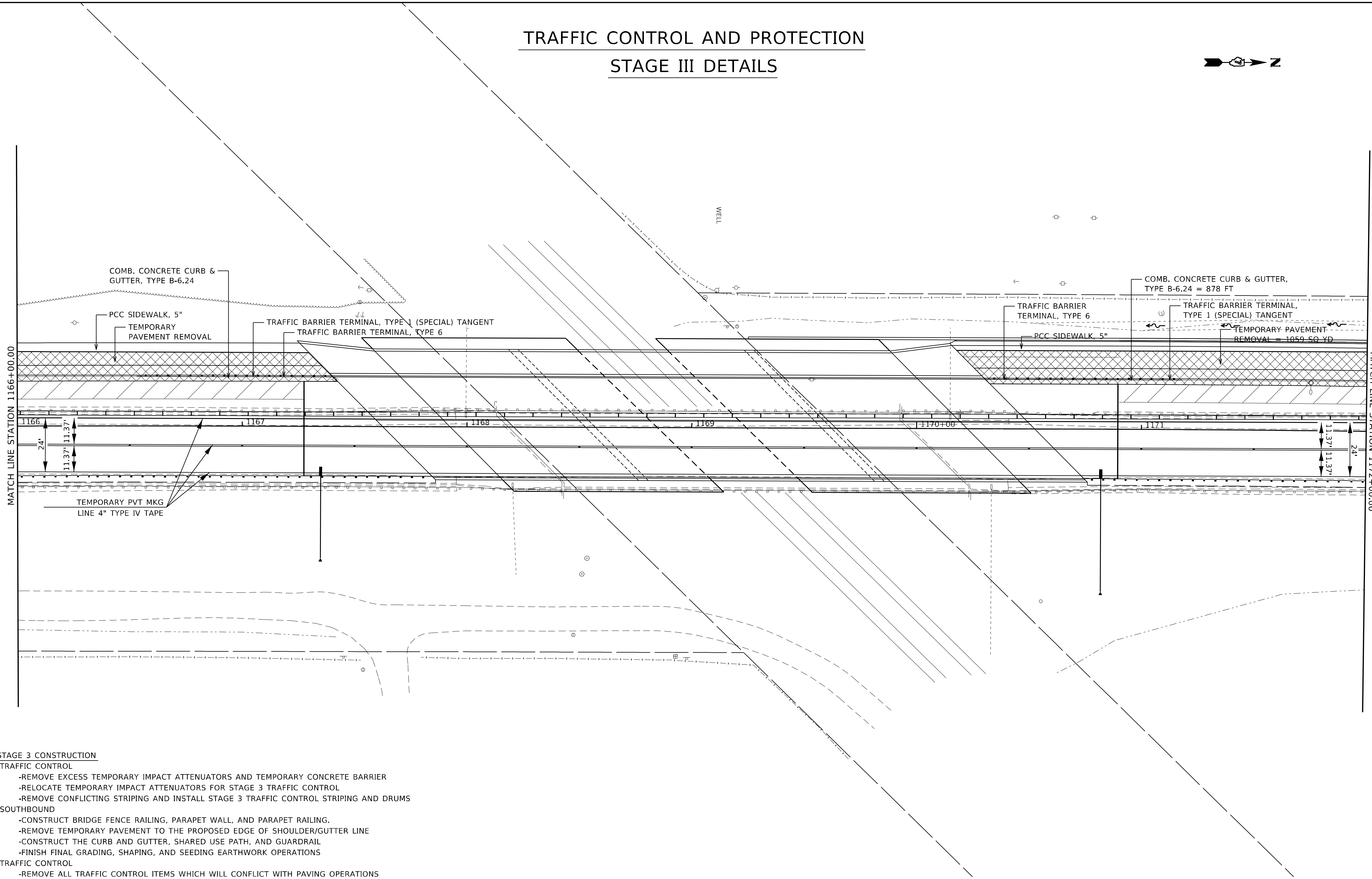
TRAFFIC CONTROL AND PROTECTION, (SPECIAL)
STAGE 3 CONSTRUCTION

SCALE: | SHEET 2 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	40
		CONTRACT NO. 74433		
	ILLINOIS	FED. AID PROJECT		

TRAFFIC CONTROL AND PROTECTION

STAGE III DETAILS



STAGE 3 CONSTRUCTION

- TRAFFIC CONTROL
    - REMOVE EXCESS TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
    - RELOCATE TEMPORARY IMPACT ATTENUATORS FOR STAGE 3 TRAFFIC CONTROL
    - REMOVE CONFLICTING STRIPING AND INSTALL STAGE 3 TRAFFIC CONTROL STRIPING AND DRUMS
- SOUTHBOUND
    - CONSTRUCT BRIDGE FENCE RAILING, PARAPET WALL, AND PARAPET RAILING.
    - REMOVE TEMPORARY PAVEMENT TO THE PROPOSED EDGE OF SHOULDER/GUTTER LINE
    - CONSTRUCT THE CURB AND GUTTER, SHARED USE PATH, AND GUARDRAIL
    - FINISH FINAL GRADING, SHAPING, AND SEEDING EARTHWORK OPERATIONS
- TRAFFIC CONTROL
    - REMOVE ALL TRAFFIC CONTROL ITEMS WHICH WILL CONFLICT WITH PAVING OPERATIONS
    - USE APPROPRIATE HIGHWAY STANDARDS FOR MAINLINE PAVING AND SHOULDER OPERATIONS

IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW) TEST LEVEL 2

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-staging.dgn

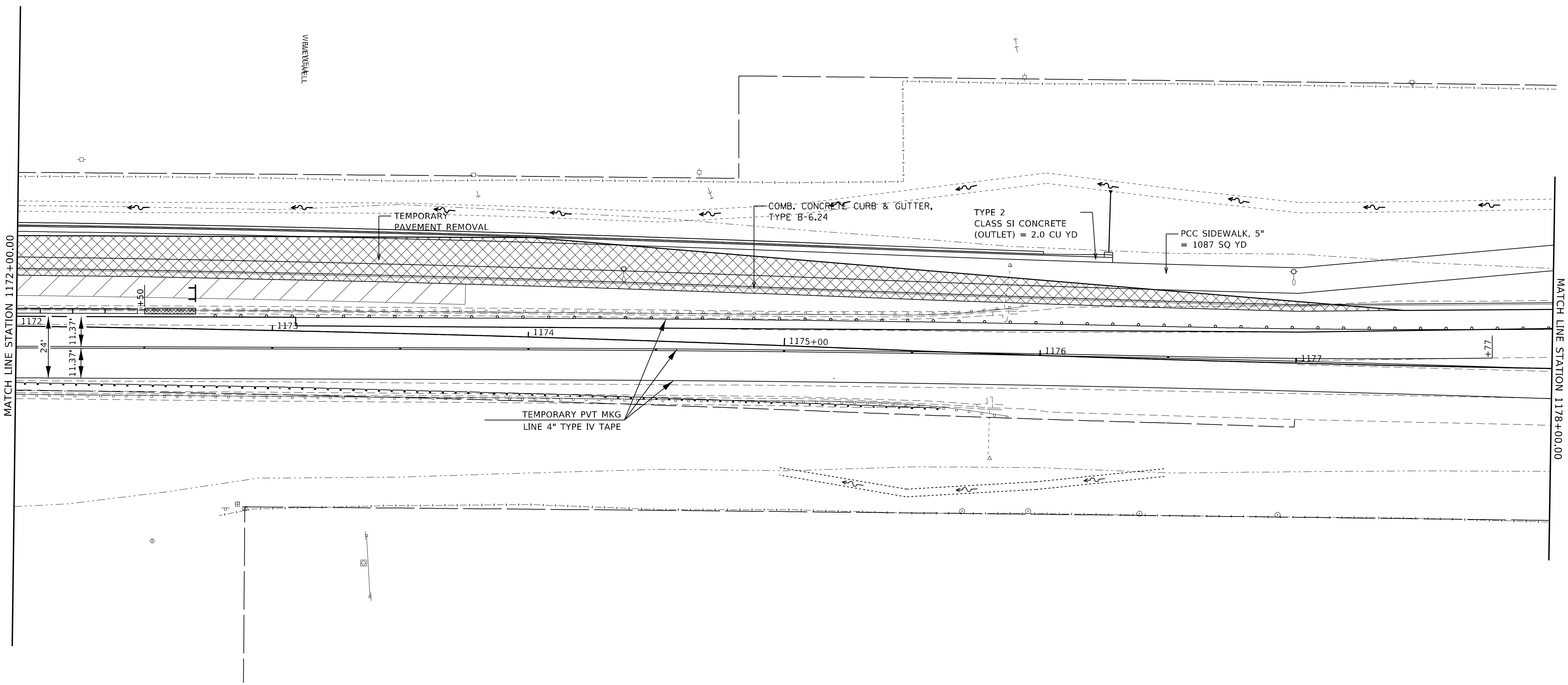
USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)
STAGE 3 CONSTRUCTION

SCALE: | SHEET 3 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	41
		CONTRACT NO. 74433		
		ILLINOIS	FED. AID PROJECT	

TRAFFIC CONTROL AND PROTECTION
STAGE III DETAILS



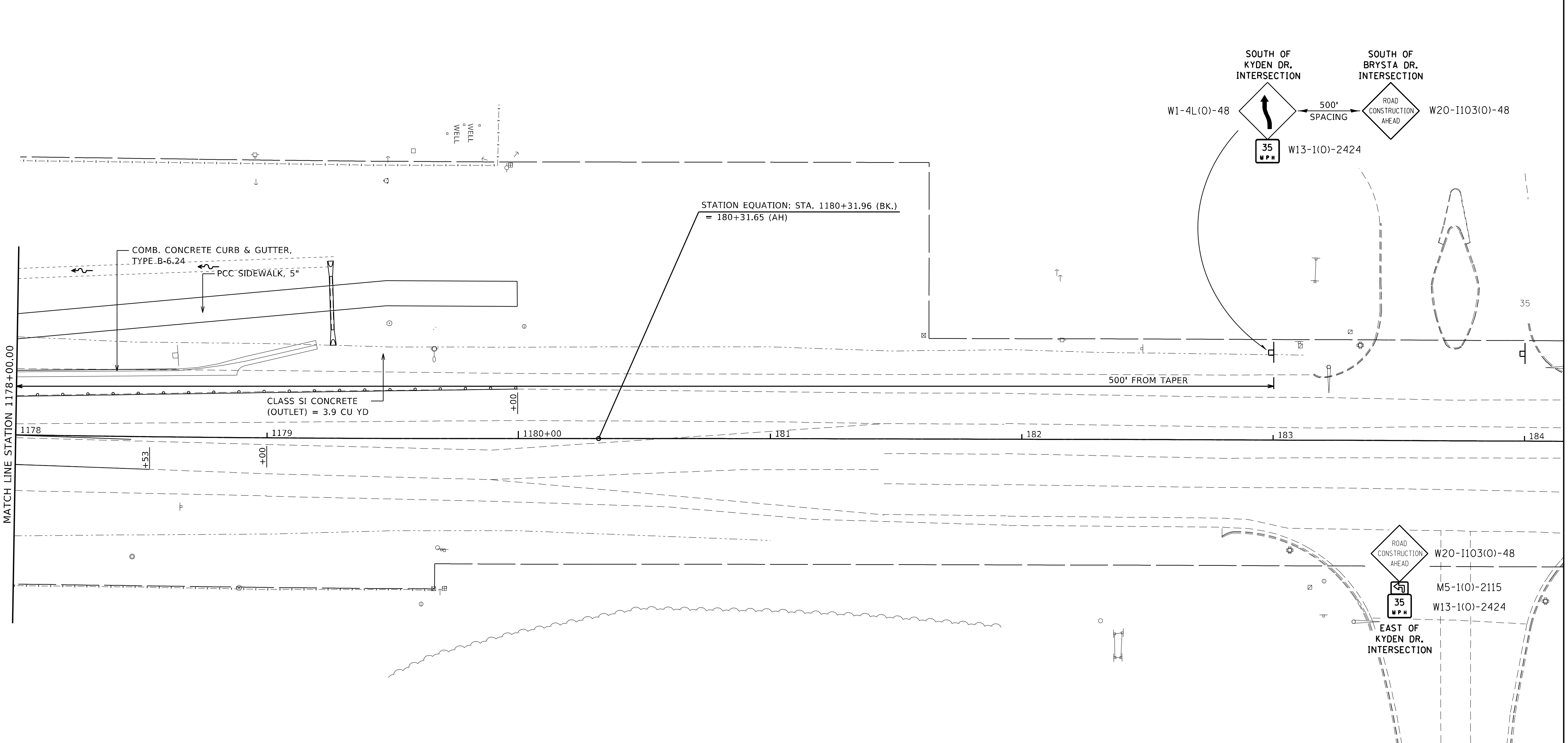
STAGE 3 CONSTRUCTION

-TRAFFIC CONTROL
- -REMOVE EXCESS TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -RELOCATE TEMPORARY IMPACT ATTENUATORS FOR STAGE 3 TRAFFIC CONTROL
- -REMOVE CONFLICTING STRIPING AND INSTALL STAGE 3 TRAFFIC CONTROL STRIPING AND DRUMS

-SOUTHBOUND
- -CONSTRUCT BRIDGE FENCE RAILING, PARAPET WALL, AND PARAPET RAILING.
- -REMOVE TEMPORARY PAVEMENT TO THE PROPOSED EDGE OF SHOULDER/GUTTER LINE
- -CONSTRUCT THE CURB AND GUTTER, SHARED USE PATH, AND GUARDRAIL
- -FINISH FINAL GRADING, SHAPING, AND SEEDING EARTHWORK OPERATIONS

-TRAFFIC CONTROL
- -REMOVE ALL TRAFFIC CONTROL ITEMS WHICH WILL CONFLICT WITH PAVING OPERATIONS
- -USE APPROPRIATE HIGHWAY STANDARDS FOR MAINLINE PAVING AND SHOULDER OPERATIONS

STAGE III DETAILS



STAGE 3 CONSTRUCTION

-TRAFFIC CONTROL
- -REMOVE EXCESS TEMPORARY IMPACT ATTENUATORS AND TEMPORARY CONCRETE BARRIER
- -RELOCATE TEMPORARY IMPACT ATTENUATORS FOR STAGE 3 TRAFFIC CONTROL
- -REMOVE CONFLICTING STRIPING AND INSTALL STAGE 3 TRAFFIC CONTROL STRIPING AND DRUMS

-SOUTHBOUND
- -CONSTRUCT BRIDGE FENCE RAILING, PARAPET WALL, AND PARAPET RAILING.
- -REMOVE TEMPORARY PAVEMENT TO THE PROPOSED EDGE OF SHOULDER/GUTTER LINE
- -CONSTRUCT THE CURB AND GUTTER, SHARED USE PATH, AND GUARDRAIL
- -FINISH FINAL GRADING, SHAPING, AND SEEDING EARTHWORK OPERATIONS

-TRAFFIC CONTROL
- -REMOVE ALL TRAFFIC CONTROL ITEMS WHICH WILL CONFLICT WITH PAVING OPERATIONS
- -USE APPROPRIATE HIGHWAY STANDARDS FOR MAINLINE PAVING AND SHOULDER OPERATIONS

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-staging.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/11/2025	DATE -	REVISED -

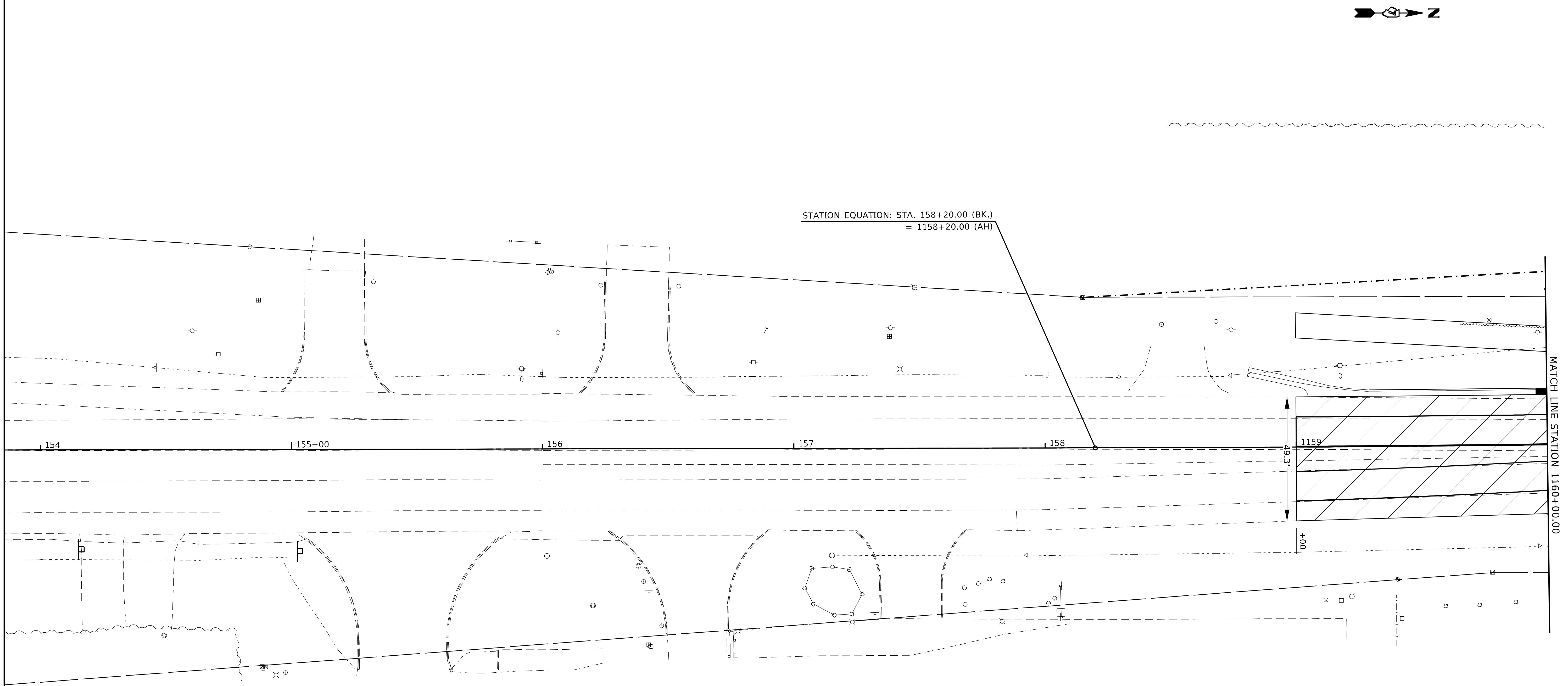
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TRAFFIC CONTROL AND PROTECTION, (SPECIAL)
STAGE 3 CONSTRUCTION

SCALE: | SHEET 5 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	43
		CONTRACT NO. 74433		
	ILLINOIS	FED. AID PROJECT		

TRAFFIC CONTROL AND PROTECTION



FINAL CONSTRUCTION

-TRAFFIC CONTROL
- -REMOVE ALL TRAFFIC CONTROL ITEMS WHICH WILL CONFLICT WITH PAVING OPERATIONS
- -USE APPROPRIATE HIGHWAY STANDARDS FOR MAINLINE PAVING AND SHOULDER OPERATIONS

-PAVING
- -REMOVE ANY EXCESS HOT-MIX ASPHALT IN THE MAINLINE AND SHOULDER IN ORDER TO CONSTRUCT FULL LIFTS OF PROPOSED BINDER COURSE AND LOWER SHOULDER LIFTS FOR THE PROPOSED PROFILE
- -PLACE SURFACE LIFT ON MAINLINE AND SHOULDER PAVEMENTS TO COMPLETE PROPOSED PROFILE

SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL)

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D74433-sht-staging.dgn

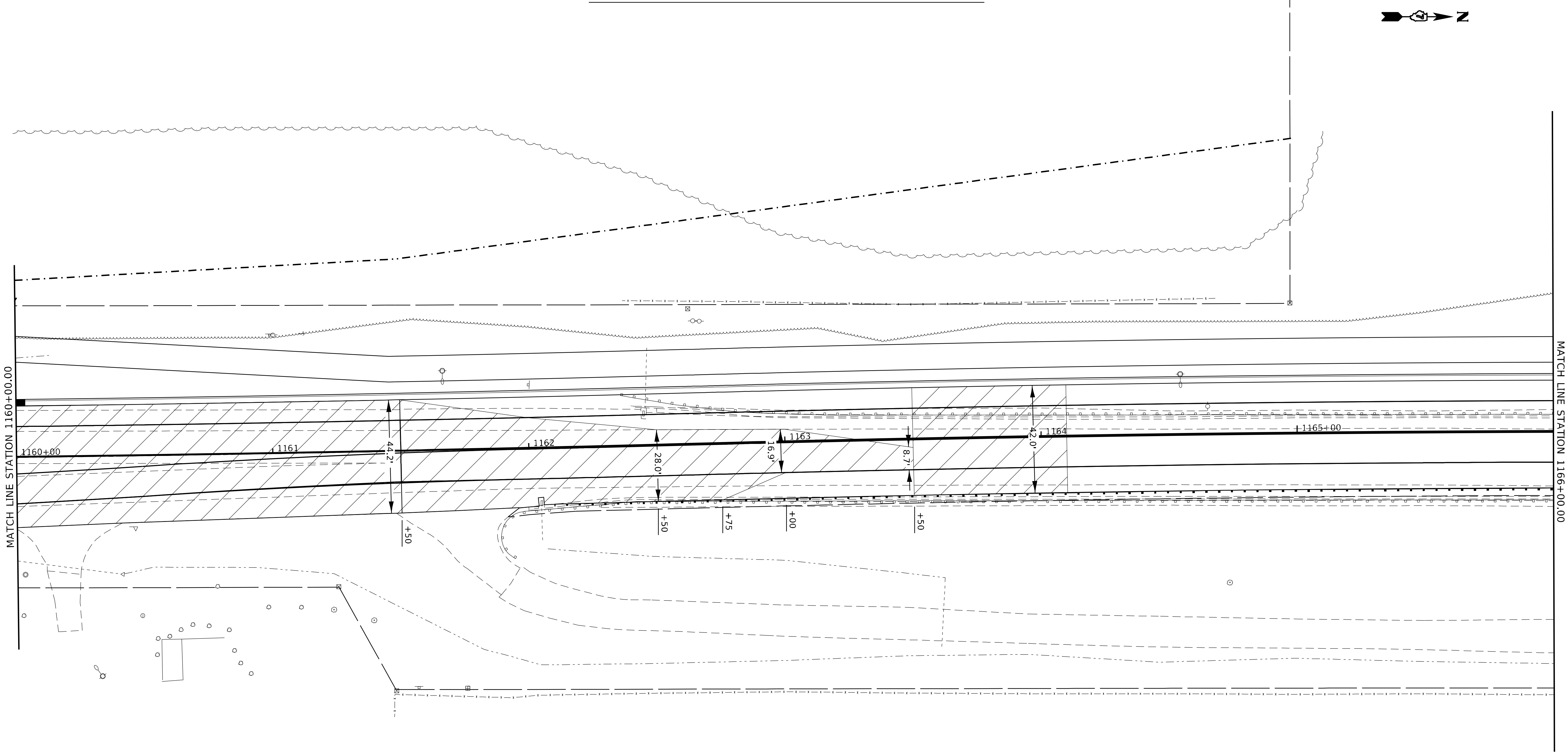
USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

POST–STAGE 3 CONSTRUCTION

SCALE: | SHEET 1 OF 5 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	44
		CONTRACT NO. 74433		
	ILLINOIS	FED. AID PROJECT		

TRAFFIC CONTROL AND PROTECTION



FINAL CONSTRUCTION
-TRAFFIC CONTROL
-REMOVE ALL TRAFFIC CONTROL ITEMS WHICH WILL CONFLICT WITH PAVING OPERATIONS
-USE APPROPRIATE HIGHWAY STANDARDS FOR MAINLINE PAVING AND SHOULDER OPERATIONS
-PAVING
-REMOVE ANY EXCESS HOT-MIX ASPHALT IN THE MAINLINE AND SHOULDER IN ORDER TO CONSTRUCT FULL LIFTS OF PROPOSED BINDER COURSE AND LOWER SHOULDER LIFTS FOR THE PROPOSED PROFILE
-PLACE SURFACE LIFT ON MAINLINE AND SHOULDER PAVEMENTS TO COMPLETE PROPOSED PROFILE

SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL)

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D74433-sht-staging.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

POST–STAGE 3 CONSTRUCTION

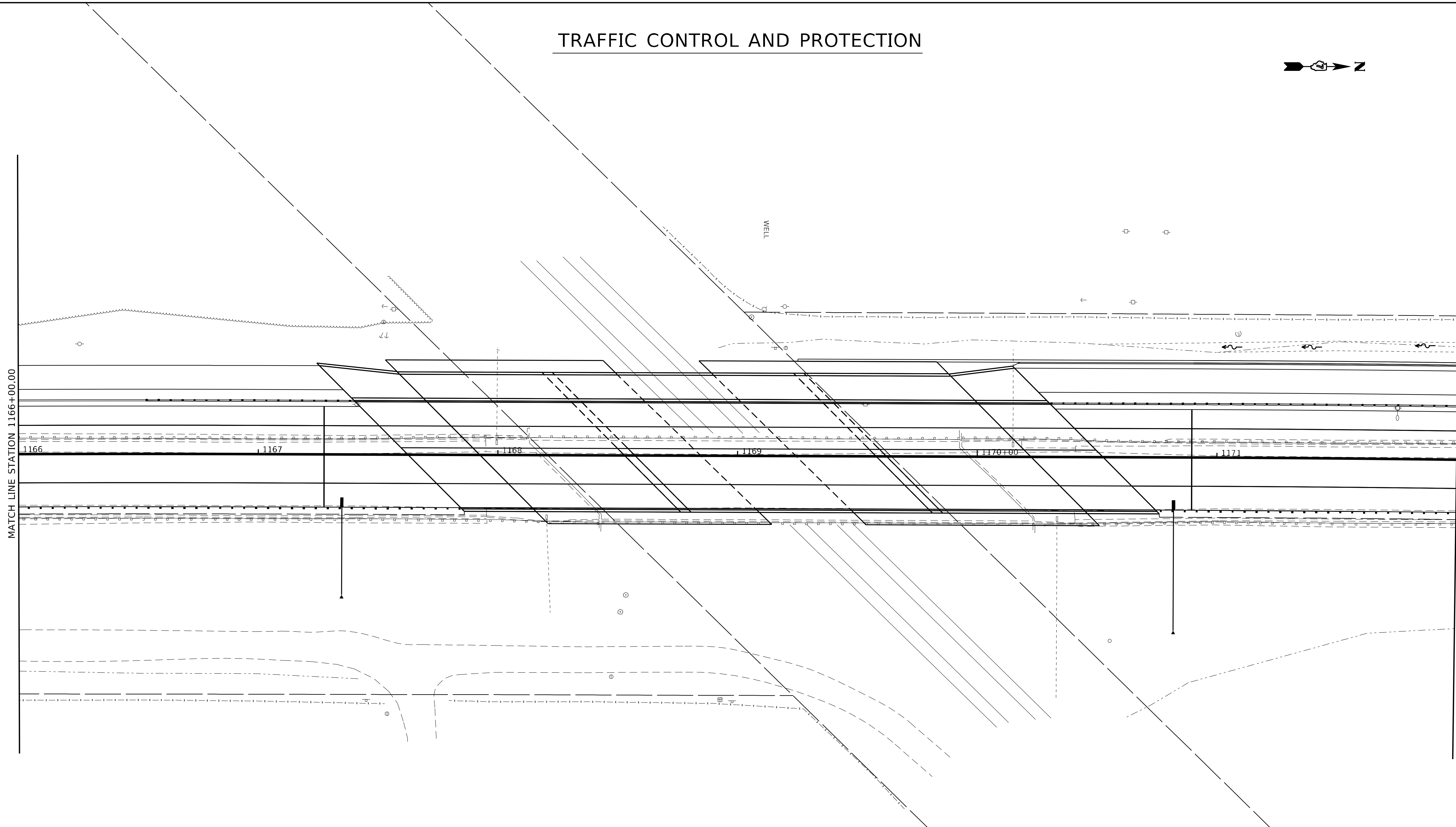
SCALE: | SHEET 2 OF 5 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	45

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT

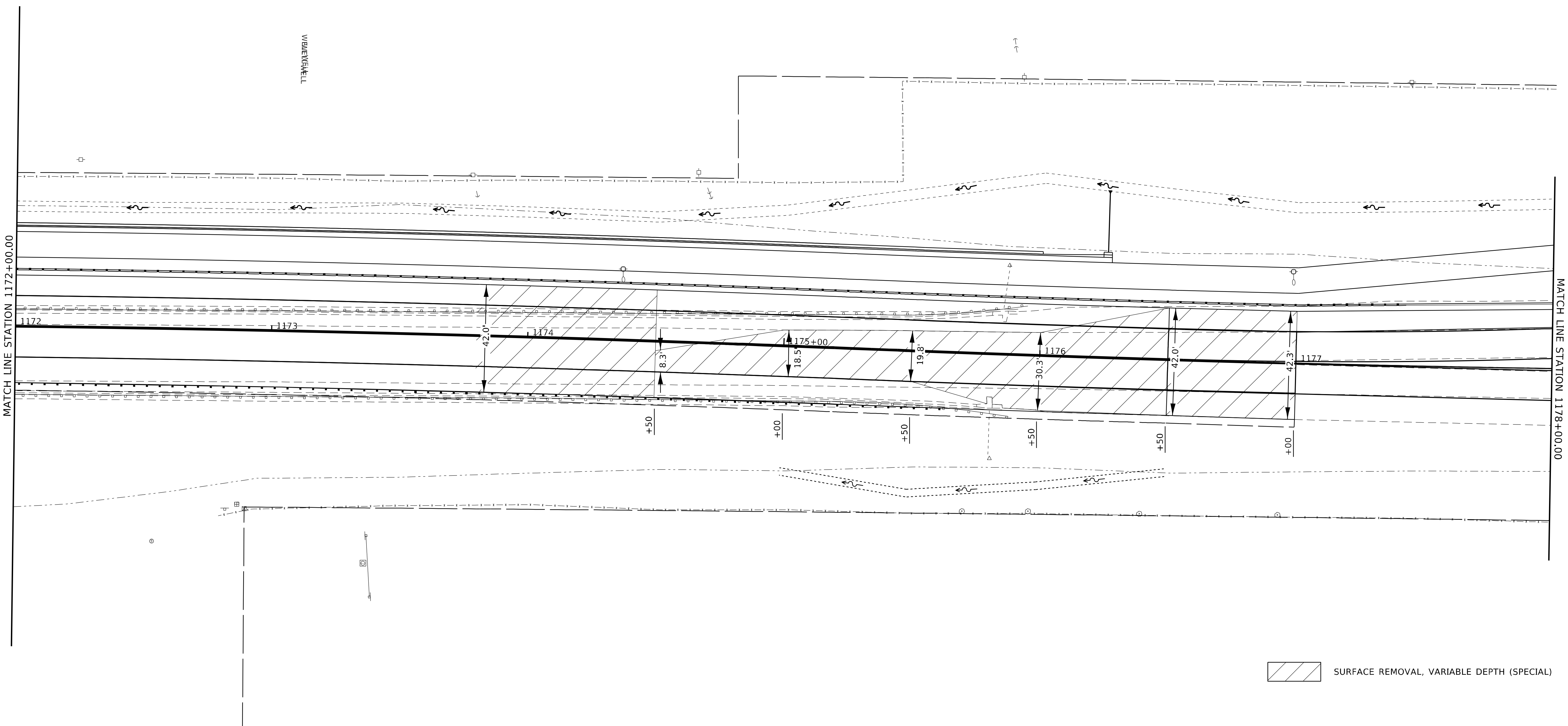
TRAFFIC CONTROL AND PROTECTION



FINAL CONSTRUCTION
-TRAFFIC CONTROL
- -REMOVE ALL TRAFFIC CONTROL ITEMS WHICH WILL CONFLICT WITH PAVING OPERATIONS
- -USE APPROPRIATE HIGHWAY STANDARDS FOR MAINLINE PAVING AND SHOULDER OPERATIONS

-PAVING
- -REMOVE ANY EXCESS HOT-MIX ASPHALT IN THE MAINLINE AND SHOULDER IN ORDER TO CONSTRUCT FULL LIFTS OF PROPOSED BINDER COURSE AND LOWER SHOULDER LIFTS FOR THE PROPOSED PROFILE
- -PLACE SURFACE LIFT ON MAINLINE AND SHOULDER PAVEMENTS TO COMPLETE PROPOSED PROFILE

TRAFFIC CONTROL AND PROTECTION



SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL)

FINAL CONSTRUCTION
-TRAFFIC CONTROL
-REMOVE ALL TRAFFIC CONTROL ITEMS WHICH WILL CONFLICT WITH PAVING OPERATIONS
-USE APPROPRIATE HIGHWAY STANDARDS FOR MAINLINE PAVING AND SHOULDER OPERATIONS
-PAVING
-REMOVE ANY EXCESS HOT-MIX ASPHALT IN THE MAINLINE AND SHOULDER IN ORDER TO CONSTRUCT FULL LIFTS OF PROPOSED BINDER COURSE AND LOWER SHOULDER LIFTS FOR THE PROPOSED PROFILE
-PLACE SURFACE LIFT ON MAINLINE AND SHOULDER PAVEMENTS TO COMPLETE PROPOSED PROFILE

USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

POST-STAGE 3 CONSTRUCTION

SCALE: SHEET 4 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	47

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

MODEL: Default
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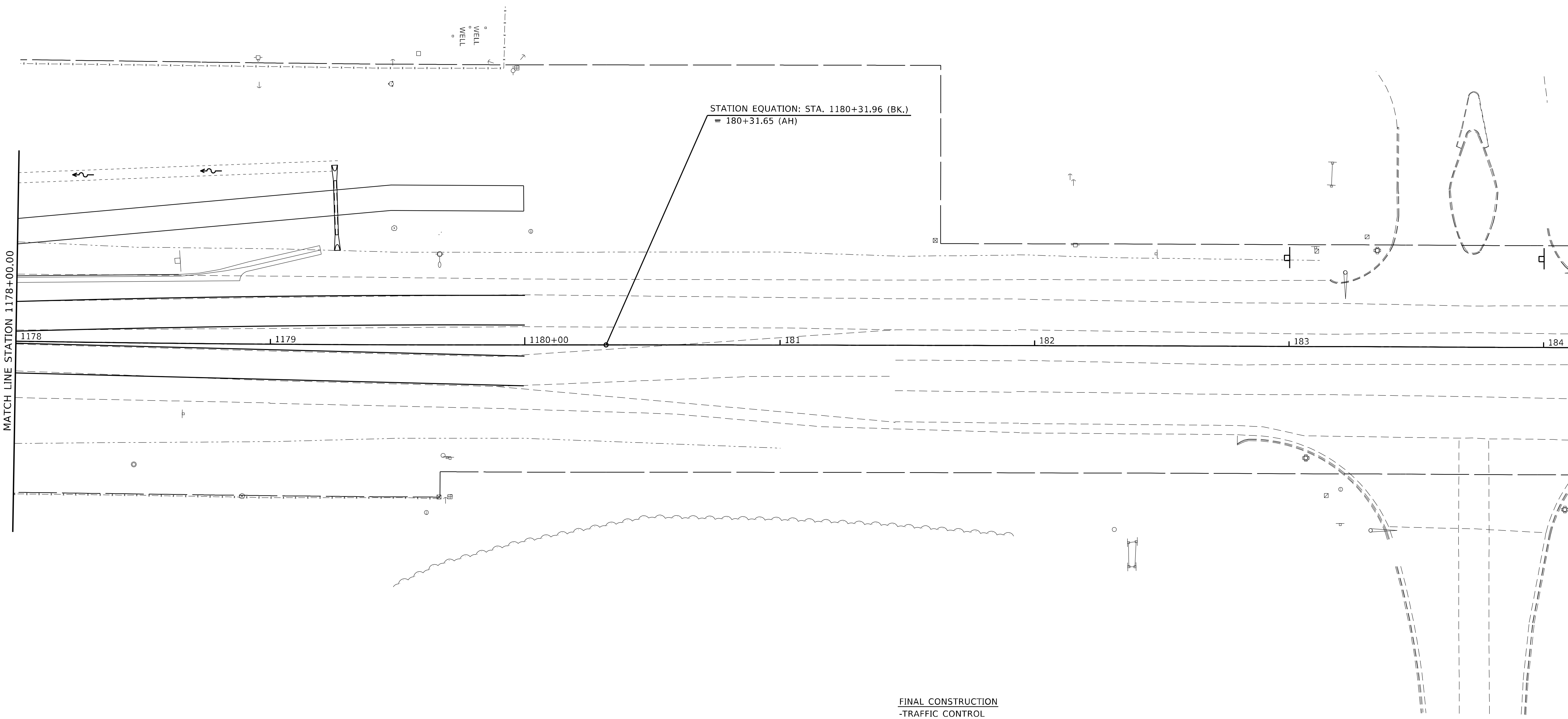
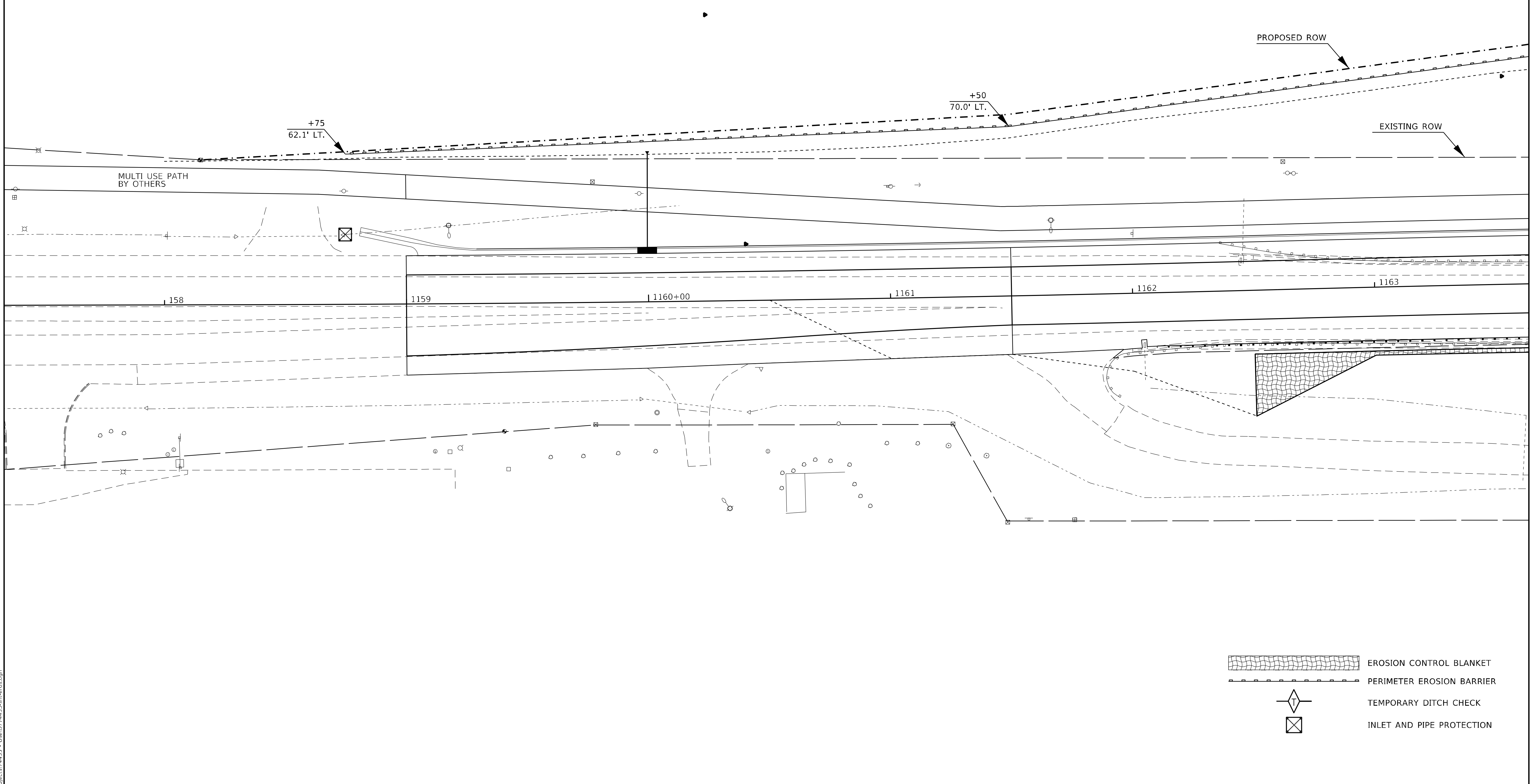


FINAL CONSTRUCTION
-TRAFFIC CONTROL
-REMOVE ALL TRAFFIC CONTROL ITEMS WHICH WILL CONFLICT WITH PAVING OPERATIONS
-USE APPROPRIATE HIGHWAY STANDARDS FOR MAINLINE PAVING AND SHOULDER OPERATIONS
-PAVING
-REMOVE ANY EXCESS HOT-MIX ASPHALT IN THE MAINLINE AND SHOULDER IN ORDER TO CONSTRUCT FULL LIFTS OF PROPOSED BINDER COURSE AND LOWER SHOULDER LIFTS FOR THE PROPOSED PROFILE
-PLACE SURFACE LIFT ON MAINLINE AND SHOULDER PAVEMENTS TO COMPLETE PROPOSED PROFILE

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-staging.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	POST–STAGE 3 CONSTRUCTION
	DRAWN -	REVISED -		
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -		
PLOT DATE = 7/11/2025	DATE -	REVISED -		SCALE: SHEET 5 OF 5 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	48
		CONTRACT NO. 74433		
	ILLINOIS	FED. AID PROJECT		



MODEL: Default
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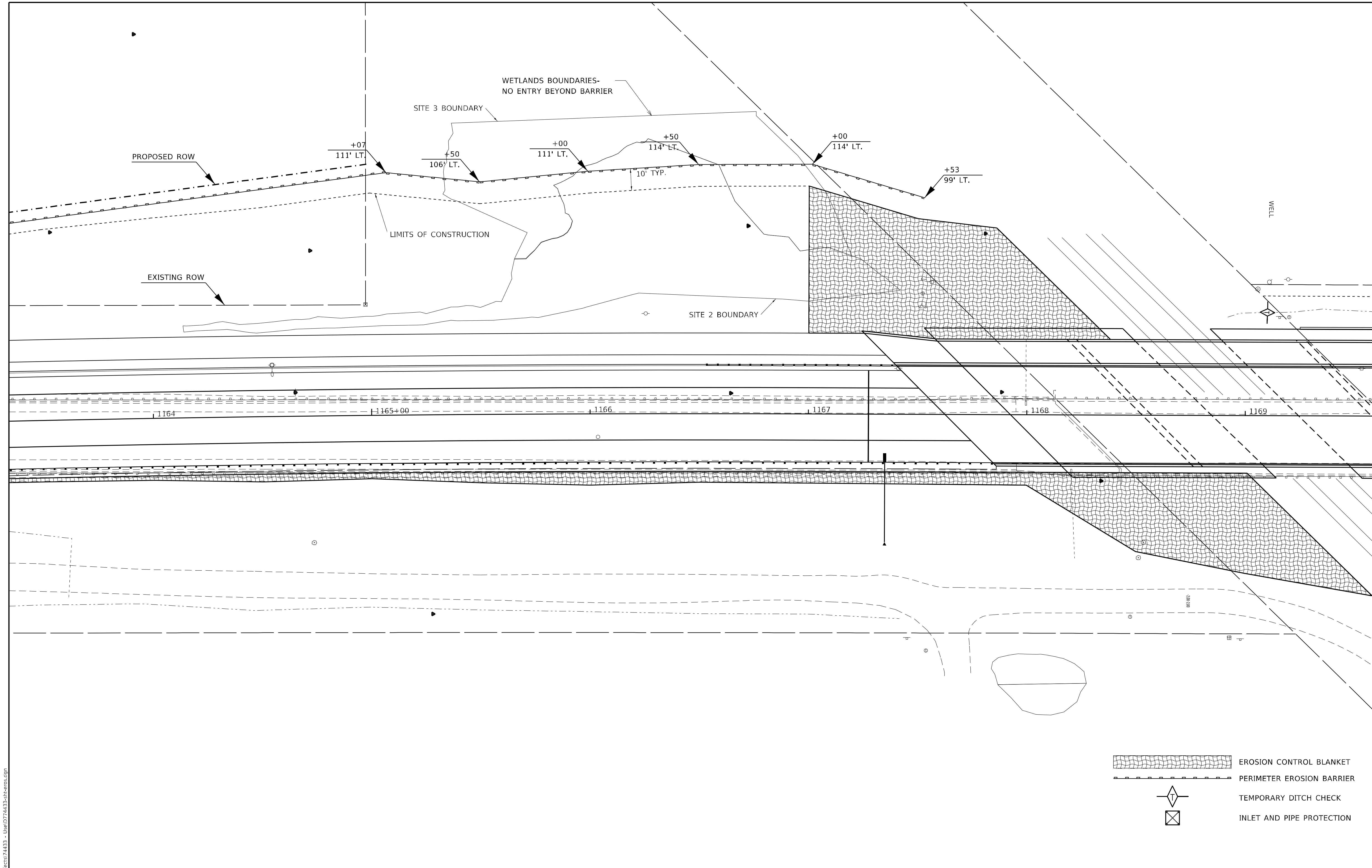
USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

EROSION CONTROL PLAN SHEETS

SCALE: | SHEET 1 OF 4 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	49
		CONTRACT NO. 74433		
	ILLINOIS	FED. AID PROJECT		



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USER NAME = jessica.hille	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/15/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

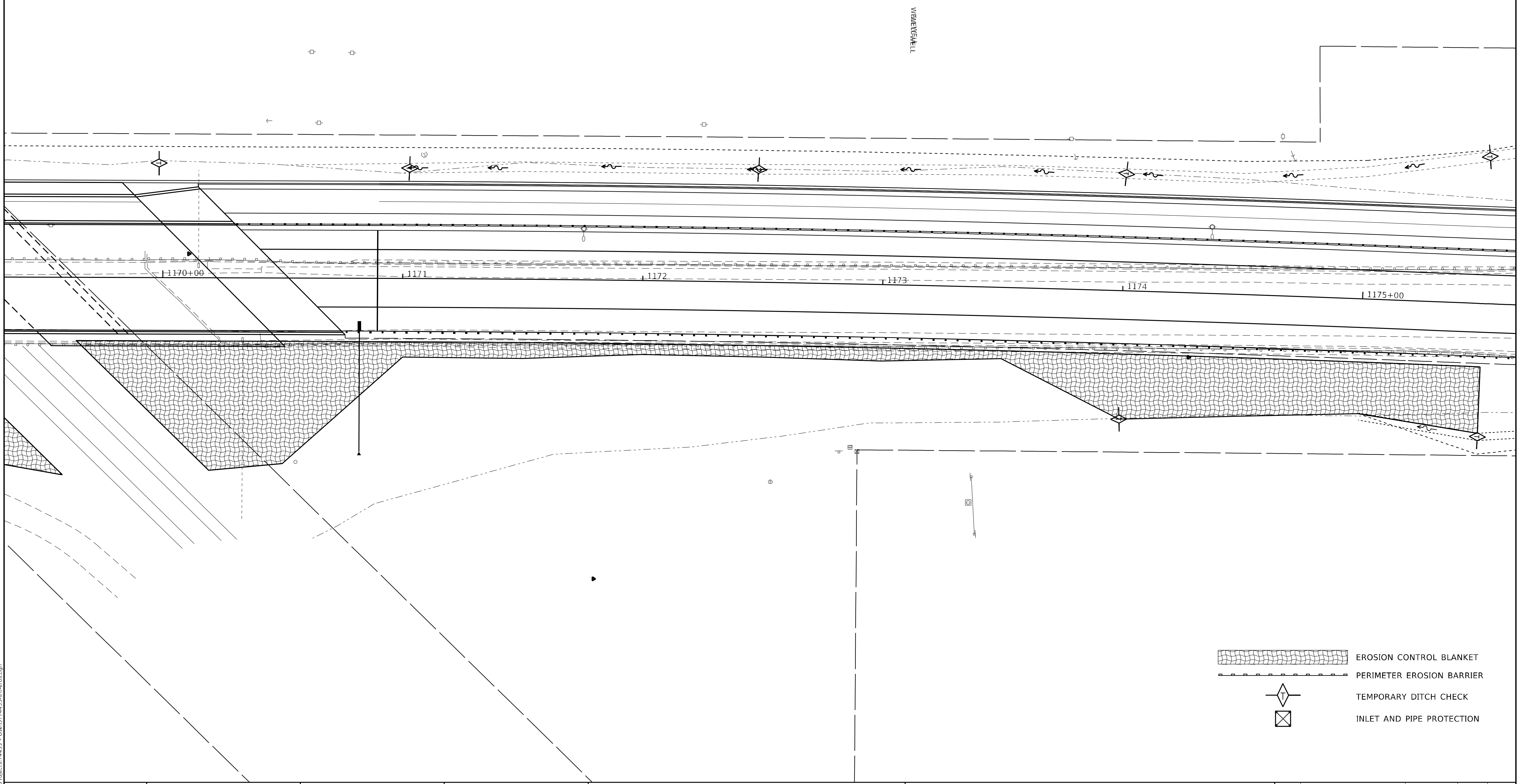
EROSION CONTROL PLAN SHEETS

SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	50

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT



MODEL: Default
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USER NAME = jessica.hille	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/15/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

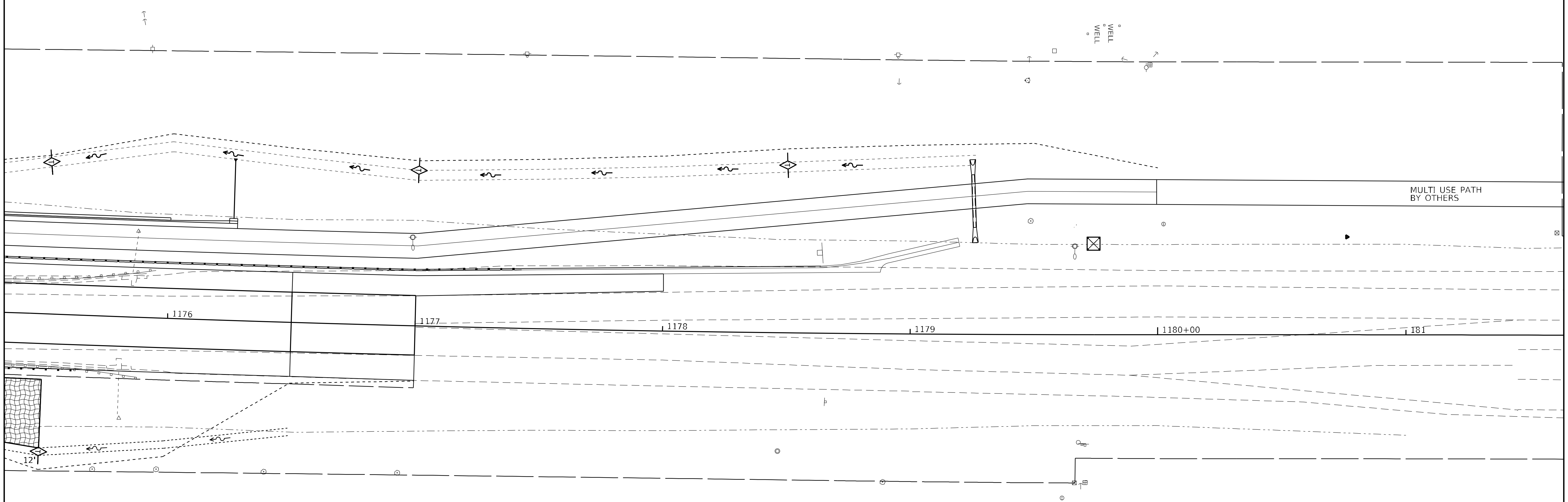
EROSION CONTROL PLAN SHEETS

SCALE: | SHEET 3 OF 4 SHEETS | STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	51

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT



EROSION CONTROL BLANKET

PERIMETER EROSION BARRIER

TEMPORARY DITCH CHECK

INLET AND PIPE PROTECTION

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-eros.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/15/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL PLAN SHEETS

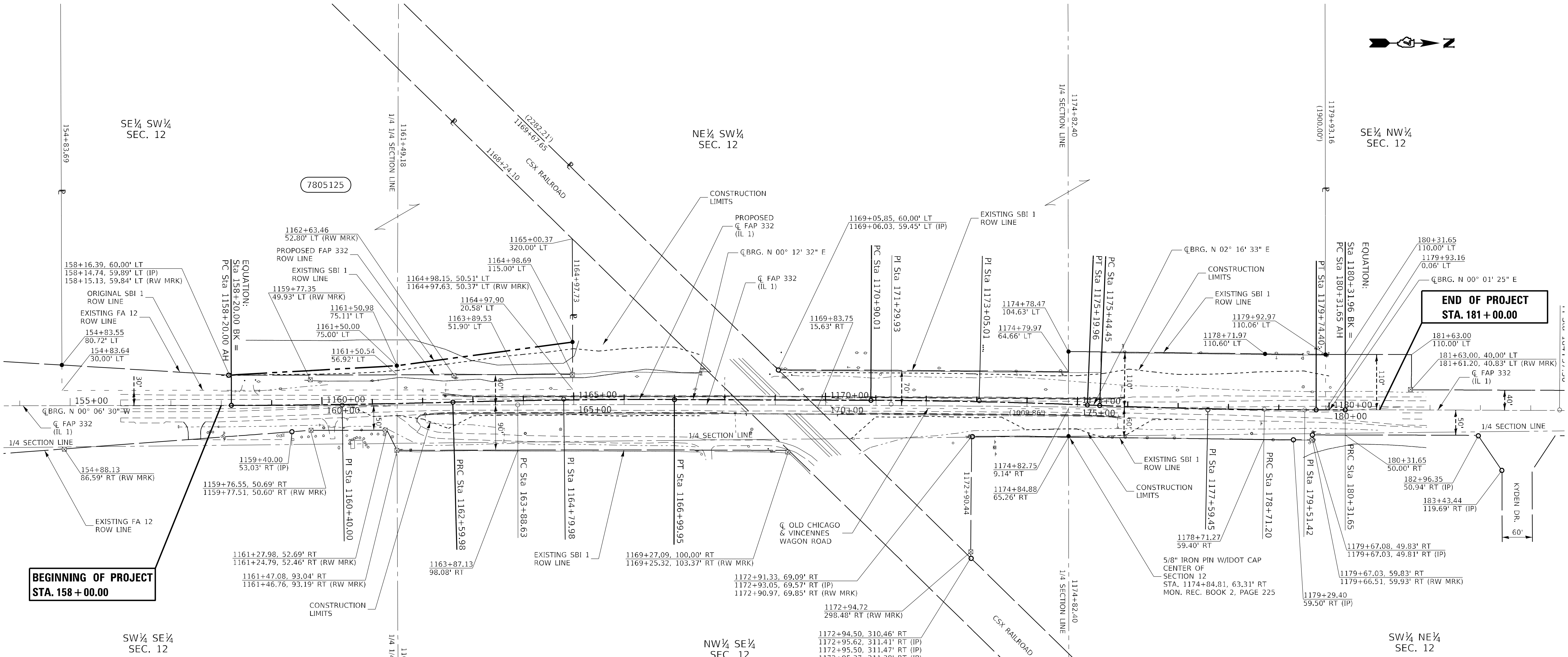
SCALE: SHEET 4 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	Clark	149	52

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

T.11N.–R.12W., 2nd P.M., MARSHALL TWP.



EXIST. CURVE C10	EXIST. CURVE C11	EXIST. CURVE C12
PI STA. = 171+29.93	PI STA. = 179+51.42	PI STA. = 184+57.30
Δ = 0° 54' 21" (RT)	Δ = 0° 46' 26" (LT)	Δ = 0° 37' 33" (RT)
D = 0° 03' 40"	D = 0° 28' 56"	D = 0° 04' 25"
R = 93,772.45'	R = 11,879.66'	R = 77,950.01'
T = 741.30'	T = 80.23'	T = 425.66'
L = 1,482.56'	L = 160.45'	L = 851.31'
E = 2.93'	E = 0.27'	E = 1.16'
e = ____	e = ____	e = ____
T.R. = ____	T.R. = ____	T.R. = ____
S.E. RUN = ____	S.E. RUN = ____	S.E. RUN = ____
P.C. STA. = 163+88.63	P.C. STA. = 178+71.20	P.C. STA. = 180+31.65
P.T. STA. = 178+71.20	P.T. STA. = 180+31.65	P.T. STA. = 188+82.95

○ - EXISTING IRON PIN
● - SET IRON PIN
Δ - EXISTING STONE
⊠ - EXISTING ROW MARKER
(R) - RECORDED DISTANCE

NOTE:
BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE DATUM OF 1983(11)

TEMPORARY EASEMENTS NEEDED FOR A WORK AREA

PROP. CURVE C1	PROP. CURVE C2	PROP. CURVE C3	PROP. CURVE C4A
PI STA. = 1160+40.00	PI STA. = 1164+79.98	PI STA. = 1173+05.01	PI STA. = 1177+59.45
Δ = 1° 25' 26" (LT)	Δ = 1° 44' 29" (RT)	Δ = 2° 04' 01" (RT)	Δ = 2° 15' 08" (LT)
D = 0° 19' 25"	D = 0° 23' 45"	D = 0° 28' 51"	D = 0° 31' 26"
R = 17,704.61'	R = 14,476.88'	R = 11,919.07'	R = 10,937.65'
T = 220.00'	T = 220.00'	T = 215.00'	T = 215.00'
L = 439.98'	L = 439.97'	L = 429.95'	L = 429.94'
E = 1.37'	E = 1.67'	E = 1.94'	E = 2.11'
e = ____	e = ____	e = ____	e = ____
T.R. = ____	T.R. = ____	T.R. = ____	T.R. = ____
S.E. RUN = ____	S.E. RUN = ____	S.E. RUN = ____	S.E. RUN = ____
P.C. STA. = 1158+20.00	P.C. STA. = 1162+59.98	P.C. STA. = 1170+90.01	P.C. STA. = 1175+44.45
P.T. STA. = 1162+59.98	P.T. STA. = 1166+99.95	P.T. STA. = 1175+19.96	P.T. STA. = 1179+74.40

PARCEL	OWNER	AREA TAKEN ADD	AREA TAKEN EXIST	EASEMENT	REM. AREA	INST	RECORDED MICRO FILM NO.	RECORDED DATE	RECORDED BOOK	RECORDED PAGE	EXCESS AREA	EXCESS SOLD
7805125	PATZS, INC.	0.400 AC.	0.730 AC.		17.319 AC.							

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-rowplan.dgn

USER NAME = jessica.nille	DESIGNED - JMD	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN - JMD	REVISED -	
PLOT SCALE = 200.0000 ' / in.	CHECKED - JMD	REVISED -	
PLOT DATE = 7/15/2025	DATE - 04/25/2019	REVISED -	

RIGHT OF WAY PLANS

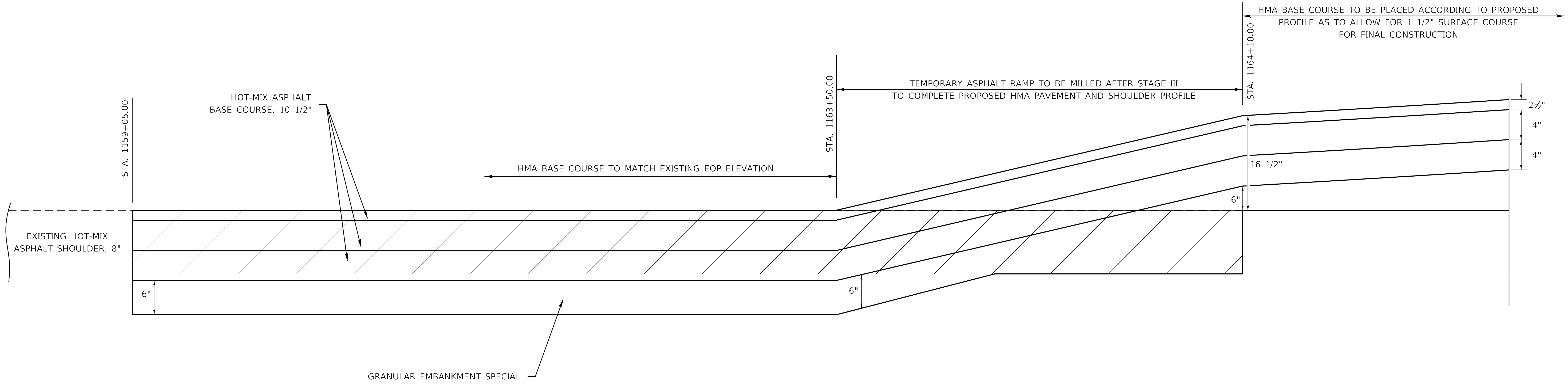
SCALE: 1" = 100'	PROJECT	JOB NO. R-97-005-18
	SHEET 2 OF 2 SHEETS	STA. 154+00 TO STA. 184+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	53
		CONTRACT NO. 74433		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NOTE: SEE PLAN & PROFILE SHEET
FOR EXISTING & PROPOSED
PAVEMENT GRADES

HOT-MIX ASPHALT PROFILE GRADE CHANGE DETAIL AT EXISTING LEFT EOP - STAGE I

S.N. 012-0074 - SOUTH APPROACH

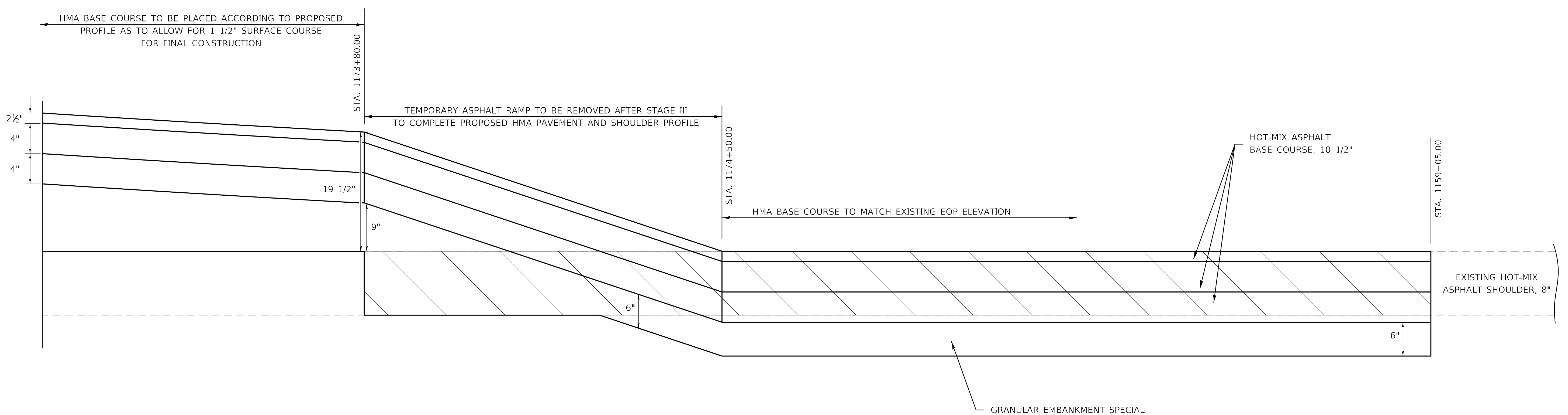


PAVED SHOULDER REMOVAL

NOTE: NOT TO SCALE

NOTE: SEE PLAN & PROFILE SHEET
FOR EXISTING & PROPOSED
PAVEMENT GRADES

HOT-MIX ASPHALT PROFILE GRADE CHANGE DETAIL AT EXISTING LEFT EOP - STAGE I



SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL)

NOTE: NOT TO SCALE

MODEL: Default
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USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/15/2025	DATE -	REVISED -	

PAVING DETAILS

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	54

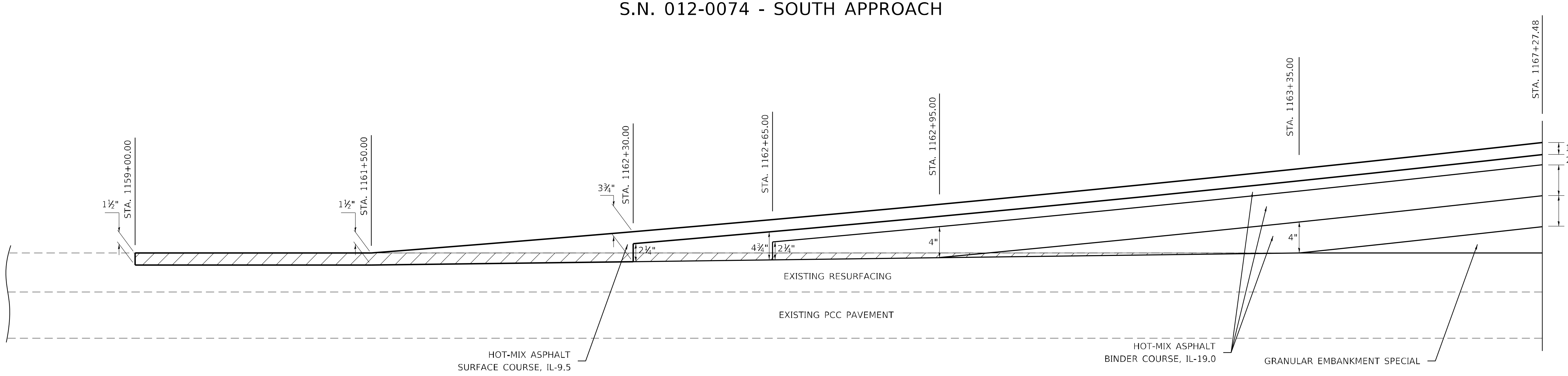
CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT

NOTE: SEE PLAN & PROFILE SHEET
FOR EXISTING & PROPOSED
PAVEMENT GRADES

HOT-MIX ASPHALT PROFILE GRADE CHANGE DETAIL AT PROPOSED ℄

S.N. 012-0074 - SOUTH APPROACH



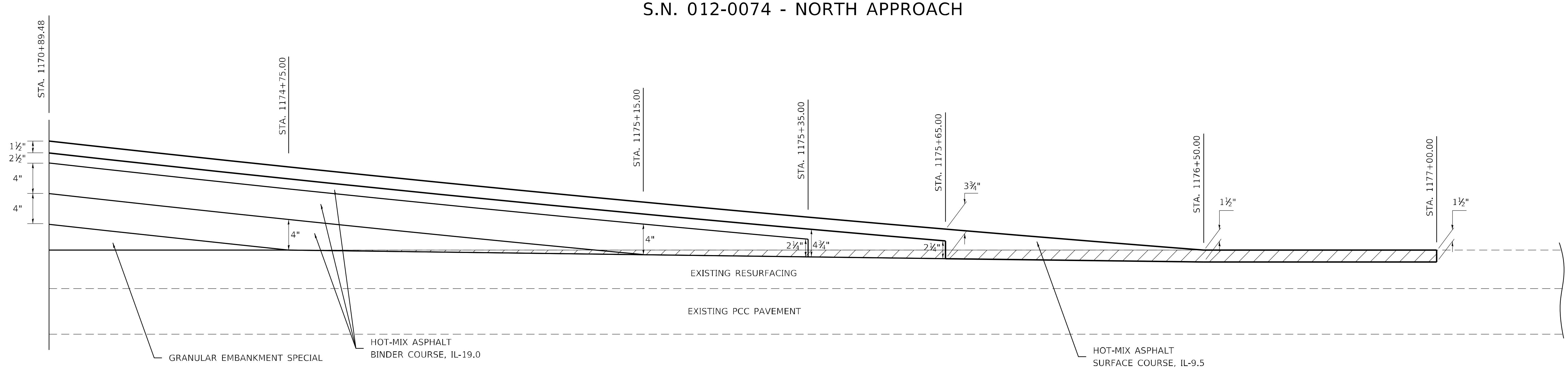
SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL)

NOTE: NOT TO SCALE

NOTE: SEE PLAN & PROFILE SHEET
FOR EXISTING & PROPOSED
PAVEMENT GRADES

HOT-MIX ASPHALT PROFILE GRADE CHANGE DETAIL AT PROPOSED ℄

S.N. 012-0074 - NORTH APPROACH



SURFACE REMOVAL, VARIABLE DEPTH (SPECIAL)

NOTE: NOT TO SCALE

MODEL: Default
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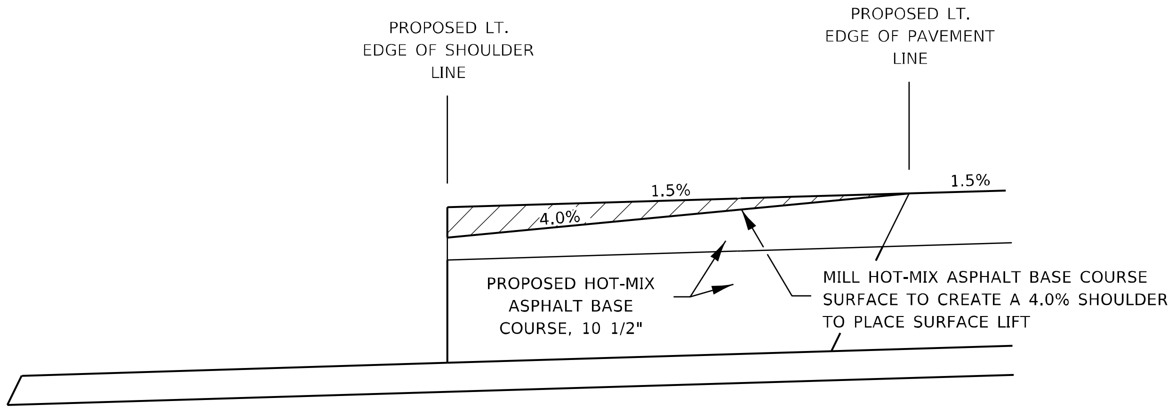
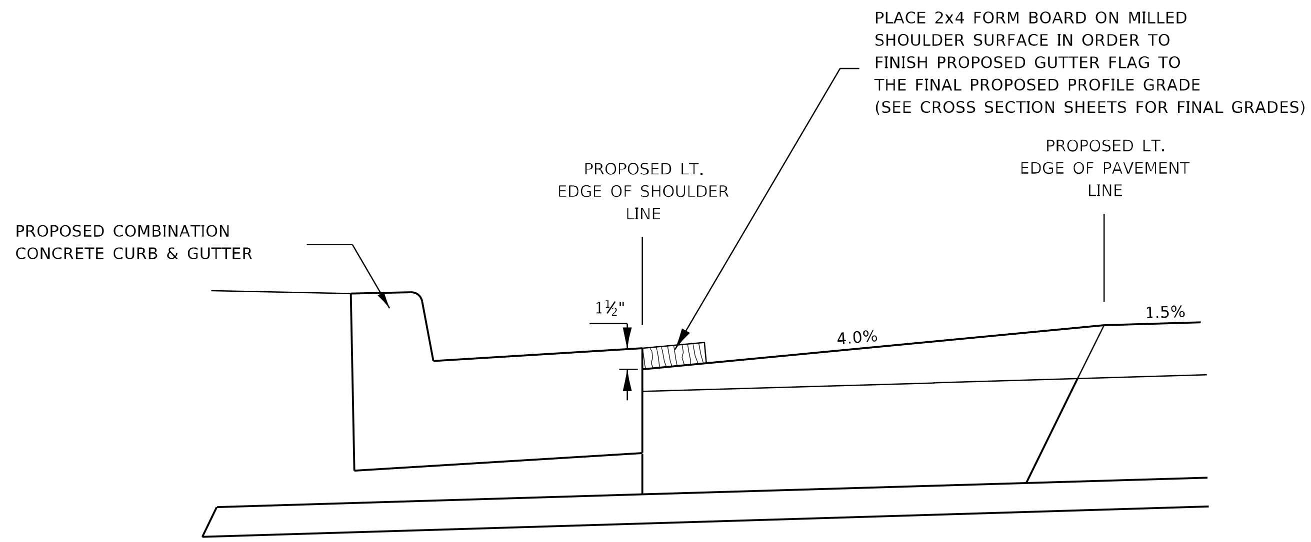
USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVING DETAILS
	DRAWN -	REVISED -		
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -		
PLOT DATE = 7/15/2025	DATE -	REVISED -		SCALE: SHEET 2 OF 2 SHEETS STA. TO STA.

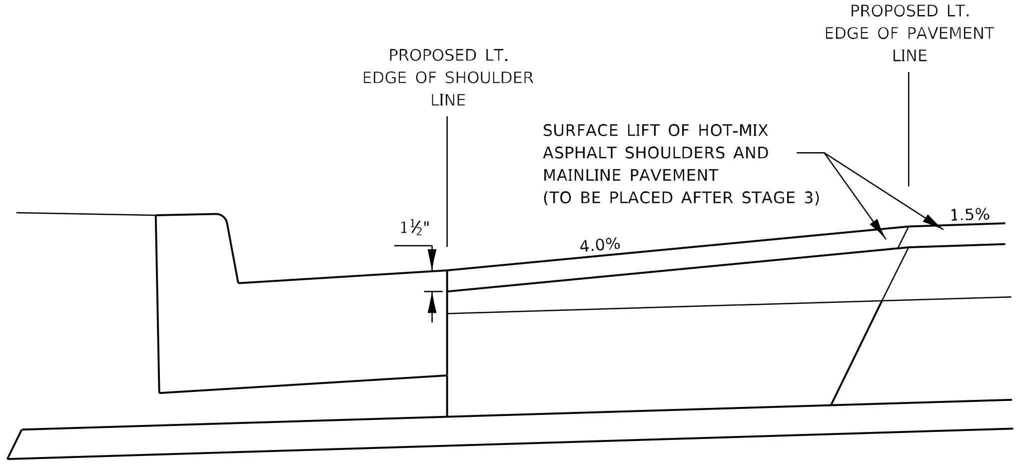
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	55
CONTRACT NO. 74433				
ILLINOIS FED. AID PROJECT				

CURB & GUTTER CONSTRUCTION DETAIL

STAGE 3 - LT.







NOTE: THIS DETAIL IS APPLICABLE ANYWHERE THE PROPOSED
HOT-MIX ASPHALT BASE COURSE, 10 1/2" IS PLACED ABOVE
THE PROPOSED GUTTER FLAG ELEVATION

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-details.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/15/2025	DATE -	REVISED -	

CURB & GUTTER CONSTRUCTION DETAILS

SCALE: | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	56

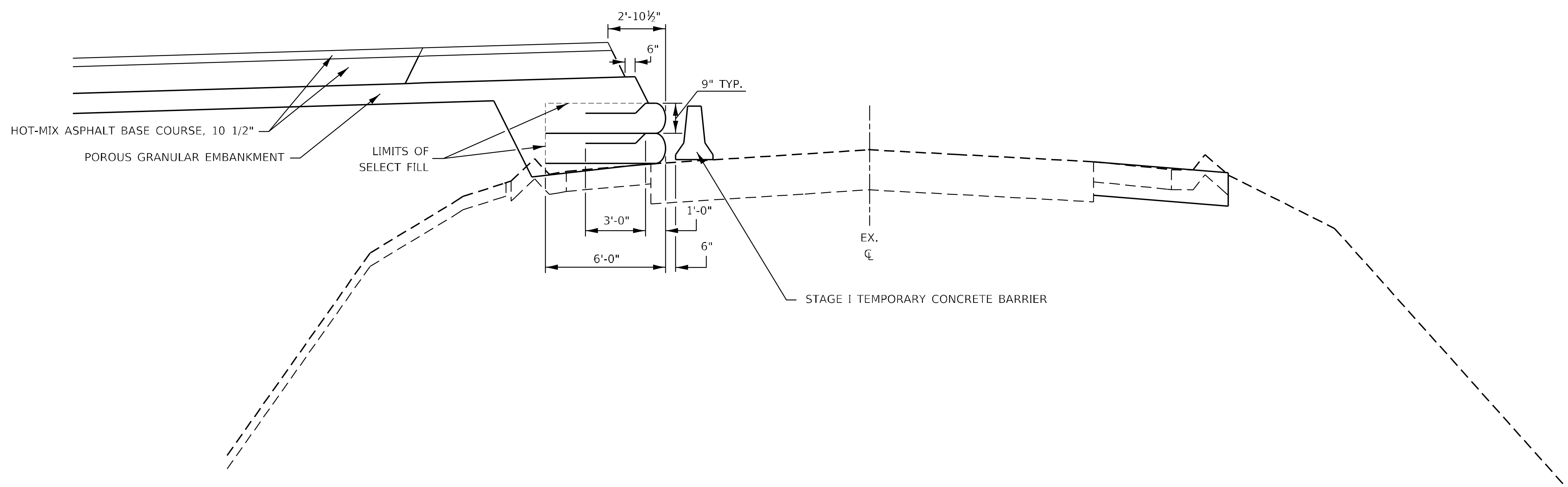
CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT

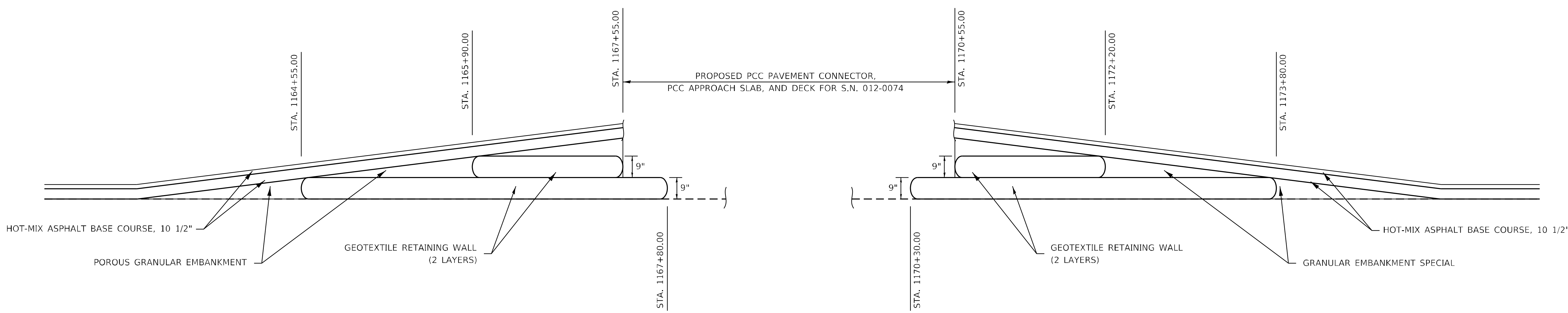
GEOTEXTILE RETAINING WALL DETAILS

STAGE I

CROSS SECTION VIEW



PROFILE VIEW



MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-details.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/15/2025	DATE -	REVISED -	

GEOTEXTILE RETAINING WALL DETAILS

SCALE: | SHEET 1 OF 2 SHEETS | STA. | TO STA.

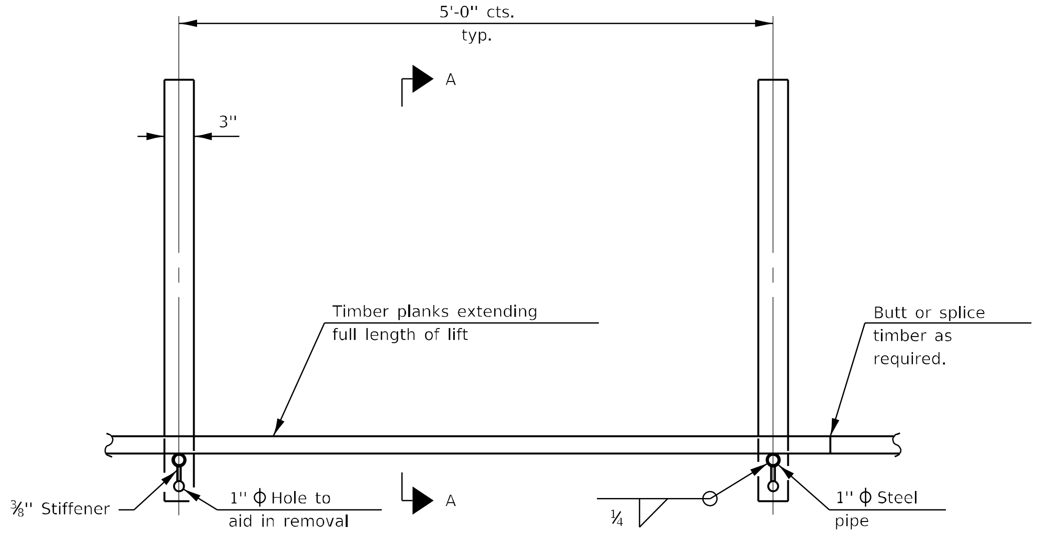
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	57

CONTRACT NO. 74433

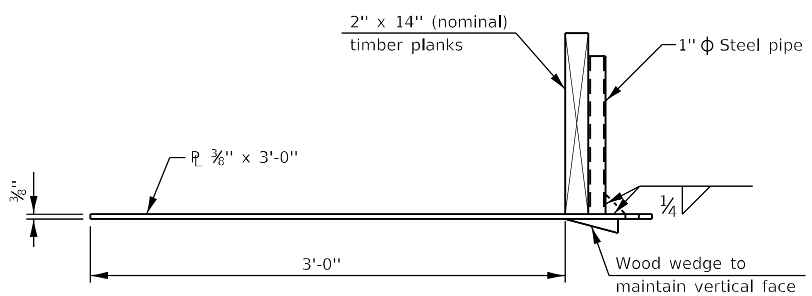
ILLINOIS | FED. AID PROJECT

GEOTEXTILE RETAINING WALL DETAILS

STAGE I



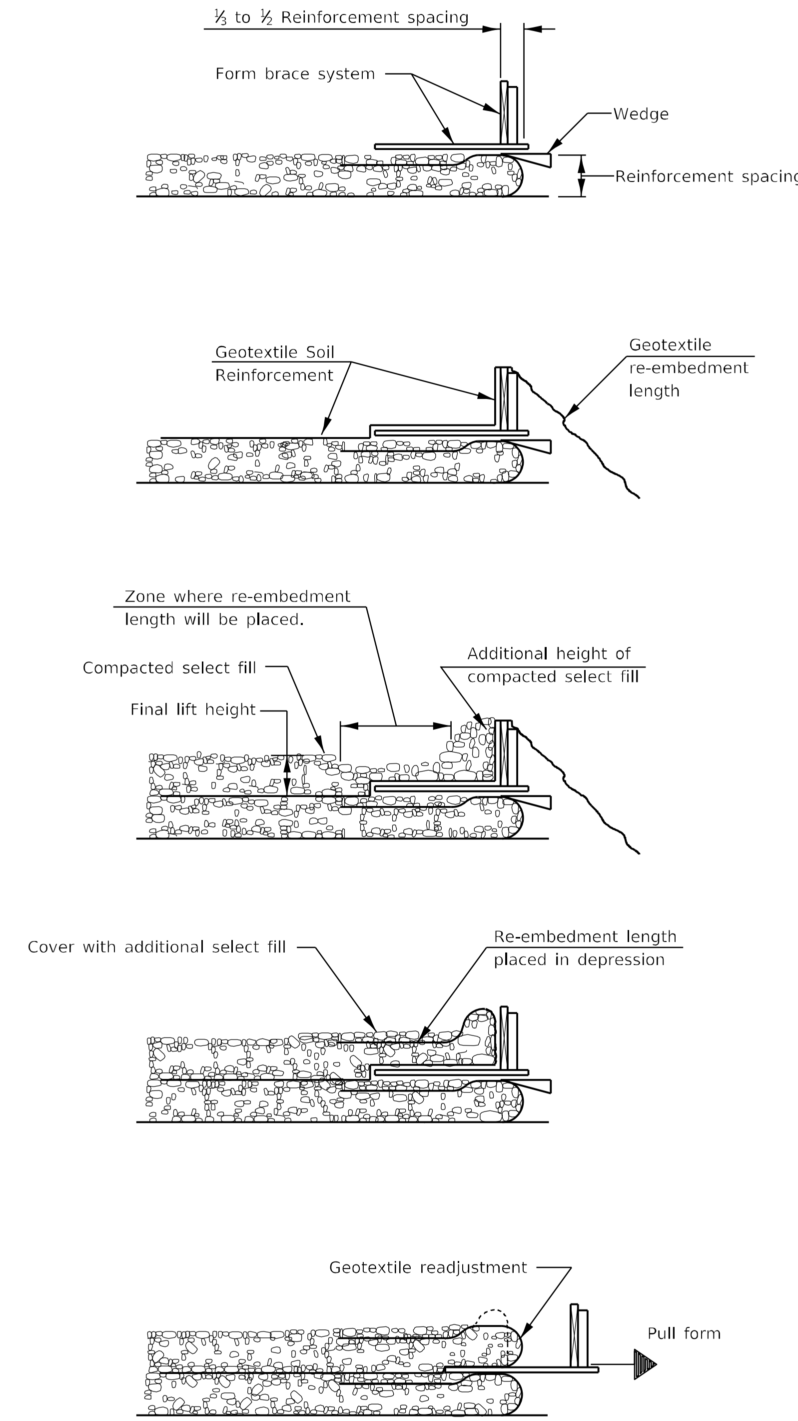
PLAN



SECTION A-A

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

TEMPORARY GEOTEXTILE
FORM BRACE DETAIL



1. Place form brace system on completed reinforcement level; back from the finished fabric face a distance of ⅓ to ½ the geotextile reinforcement spacing.
2. Position fabric so that the required geotextile re-embedment length extends over the top of the form brace and the design reinforcement width is placed with no slack against the previous level.
3. Compact select fill material in lifts to final lift height, create (|3") depression in zone where re-embedment length will be located and place additional height of compacted select fill against form brace.
4. Fold geotextile re-embedment length back over form brace into zone where depression was made in select fill and place additional select fill (|3") to embed geotextile and bring to final lift height.
5. Pull form brace outward allowing geotextile face to slightly readjust to form tight round face level with plan reinforcement spacing.

TEMPORARY GEOTEXTILE
WALL CONSTRUCTION SEQUENCE

Note:
The geotextile reinforcement shall have a minimum allowable tensile strength (T min.) of 30 lb./in. as determined by the procedure described in the Special Provision. The computations supporting the determination of (T min.) shall be submitted to the engineer for approval.

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-details.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/15/2025	DATE -	REVISED -	

GEOTEXTILE RETAINING WALL DETAILS

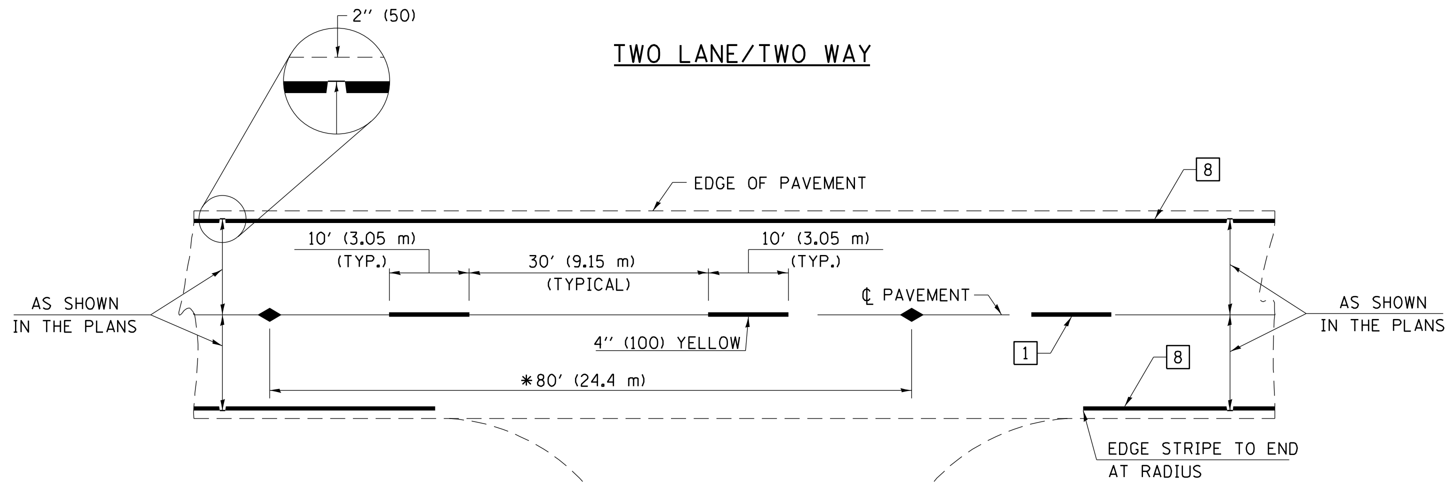
SCALE: | SHEET 2 OF 2 SHEETS | STA. | TO STA.

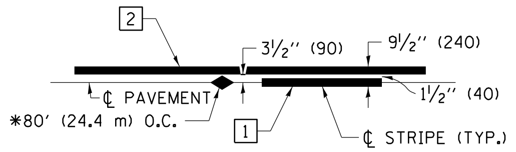
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	58

CONTRACT NO. 74433

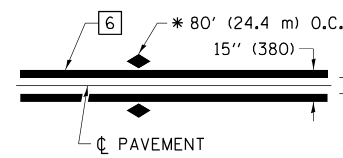
ILLINOIS | FED. AID PROJECT

TWO LANE/TWO WAY





SINGLE NO PASSING

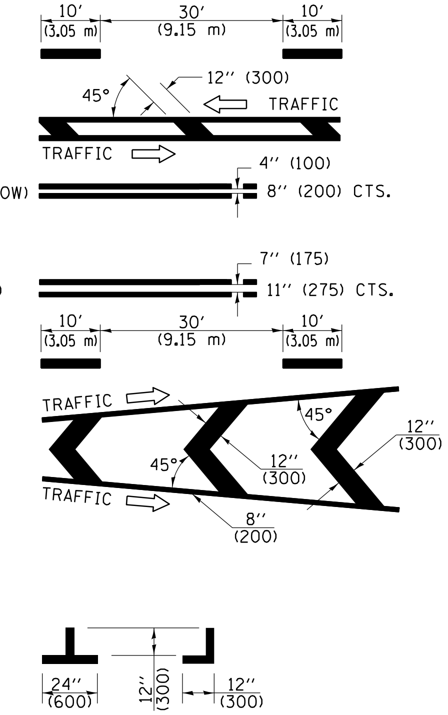


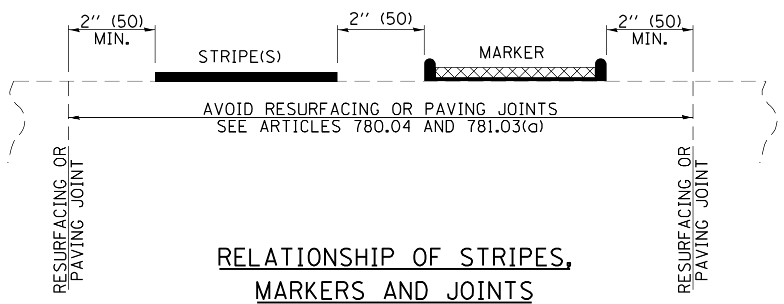
DOUBLE NO PASSING

* REDUCE TO 40' (12.2 m) O.C. ON
CURVES WITH POSTED OR ADVISORY
SPEEDS OF 45 mph (70 km/h) OR LESS.

PAVEMENT MARKING LEGEND

1 4" (100) SKIP-DASH (YELLOW)
2 4" (100) SOLID (YELLOW)
3 12" (300) DIAGONAL (YELLOW)
4 4" (100) DOUBLE YELLOW (NARROW)
5 12" (300) SOLID WHITE
6 4" (100) DOUBLE YELLOW (WIDE)
7 6" (150) SKIP-DASH (WHITE)
8 4" (100) SOLID (WHITE)
9 12" (300) DIAGONAL (WHITE)
10 6" (150) SOLID (WHITE)
11 24" (600) STOP BAR (WHITE)
12 8" (200) SOLID (WHITE)
13 4" (100) PARKING WHITE



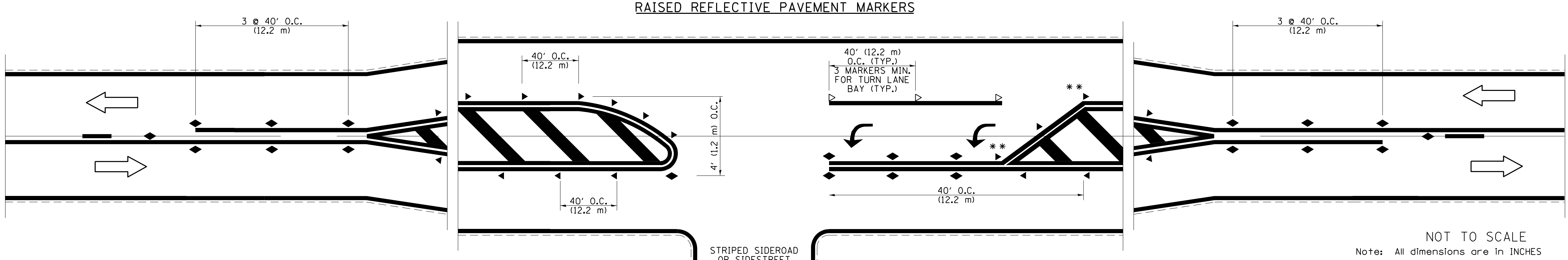


RELATIONSHIP OF STRIPES,
MARKERS AND JOINTS

TYPICAL PAVEMENT MARKERS LEGEND

◆ TWO-WAY AMBER MARKER
▶ ONE-WAY AMBER MARKER
▷ ONE-WAY CRYSTAL MARKER

RAISED REFLECTIVE PAVEMENT MARKERS



** REDUCE SPACING IF NECESSARY TO ASSURE
MARKERS AT CORNER POINTS.

NOT TO SCALE

Note: All dimensions are in INCHES
(millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 78000001

USER NAME = jessica.hille	DESIGNED -	REVISED - NAS 06/22	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/15/2025	DATE -	REVISED -	

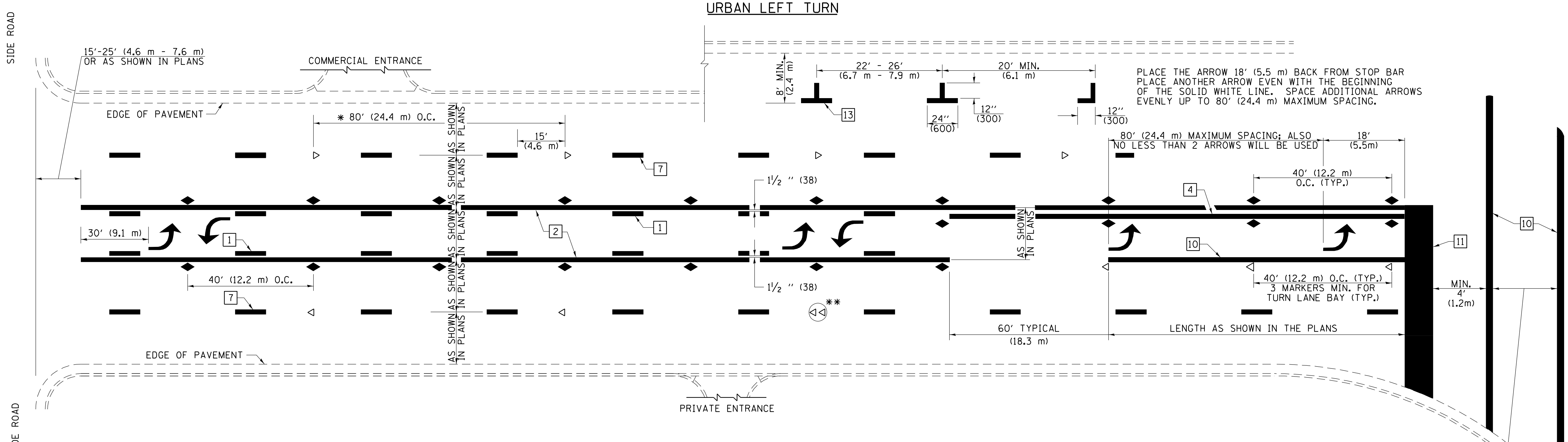
PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL AND URBAN APPLICATIONS

SCALE: SHEET 1 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	59
		CONTRACT NO. 74433		
		ILLINOIS FED. AID PROJECT		

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-details.dgn

URBAN LEFT TURN



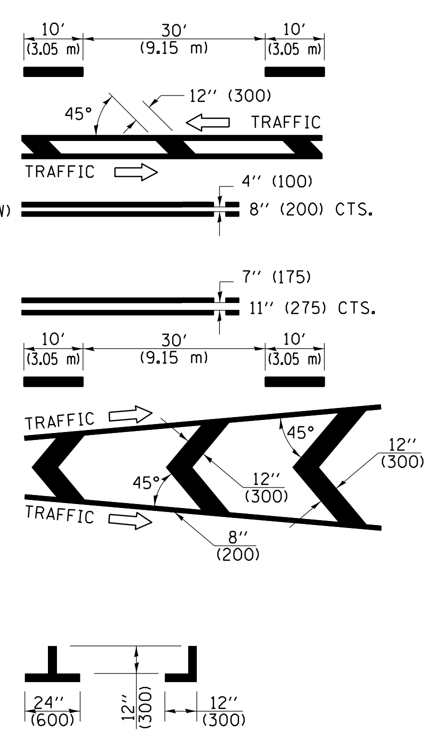
CROSSWALK WIDTH 6' (1.8m)
OR AS SHOWN IN THE PLANS

* REDUCE TO 40 FEET (12.2 METERS) SPACING ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

** DOUBLE LANE LINE MARKERS SHALL BE SPECIFIED AND SPACED AS SHOWN IN HIGHWAY STANDARD 781001 FOR MULTI-LANE DIVIDED AND UNDIVIDED HIGHWAYS.

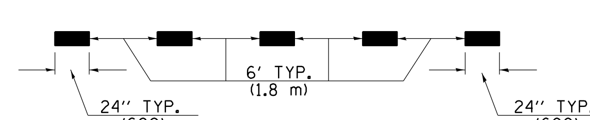
PAVEMENT MARKING LEGEND

1. 4" (100) SKIP-DASH (YELLOW)
2. 4" (100) SOLID (YELLOW)
3. 12" (300) DIAGONAL (YELLOW)
4. 4" (100) DOUBLE YELLOW (NARROW)
5. 12" (300) SOLID WHITE
6. 4" (100) DOUBLE YELLOW (WIDE)
7. 6" (150) SKIP-DASH (WHITE)
8. 4" (100) SOLID (WHITE)
9. 12" (300) DIAGONAL (WHITE)
10. 6" (150) SOLID (WHITE)
11. 24" (600) STOP BAR (WHITE)
12. 8" (200) SOLID (WHITE)
13. 4" (100) PARKING WHITE

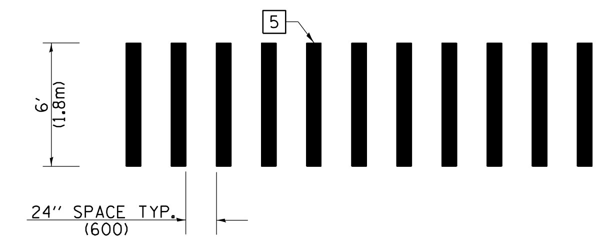


GENERAL NOTES

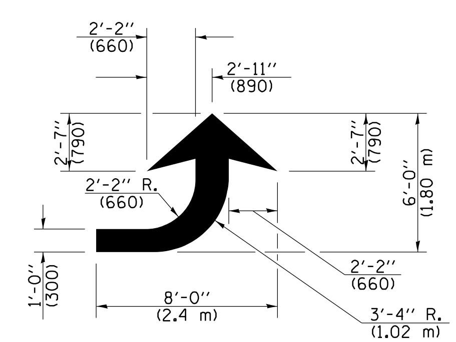
1. TURN ARROW PAIRS SHALL BE PLACED AT 250' (75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE. USE A MINIMUM OF TWO PAIRS PER BLOCK.
2. THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT WHERE ONE OR BOTH ENDS WOULD INCLUDE STOP BARS.
3. THE SKIP-DASH PAVEMENT MARKINGS [1] OR [7] SHOULD BE CENTERED BETWEEN BOTH ENDS OF EACH CITY BLOCK AND SHALL BE PLACED SO THEY LINE UP ACROSS FROM EACH OTHER.
4. USE LARGE ARROW SIZE FOR BOTH RURAL AND URBAN LOCATIONS. (SEE SECTION 780 FOR SYMBOLS TABLE)
5. LANE LINE EXTENSIONS SHALL BE THE SAME COLOR AND WIDTH AS THE LANE LINE BEING EXTENDED.
6. ALL WHITE SKIP-DASH LINES SHALL BE 6" IN WIDTH.



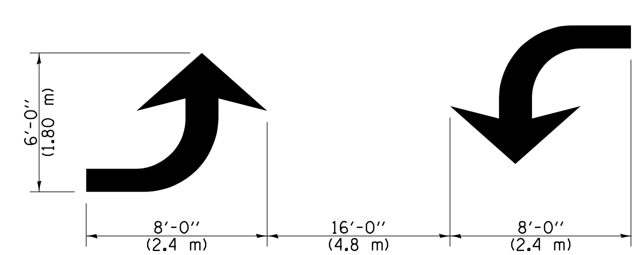
LANE LINE EXTENSIONS



CROSSWALK DETAIL
(DECATUR CITY LIMITS ONLY)



LEFT ARROW
REVERSE FOR RIGHT ARROW
AREA = 15.6 SQ. FT. (1.47 m^2)
(WHITE)



TYPICAL DOUBLE
TURN ARROWS (WHITE)

NOT TO SCALE

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 78000001

USER NAME = jessica.nille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/15/2025	DATE -	REVISED -	

PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL AND URBAN APPLICATIONS)

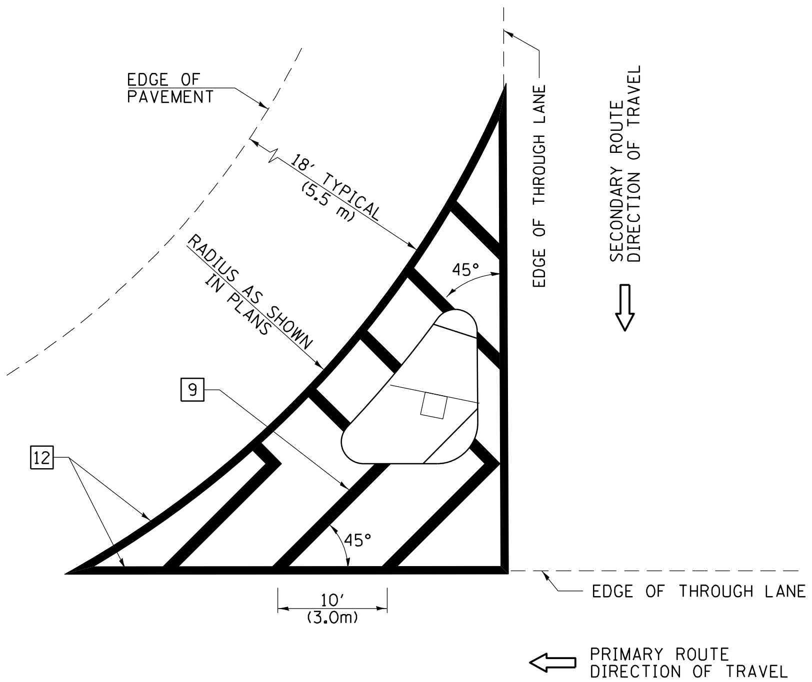
SCALE: SHEET 2 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	60
		CONTRACT NO. 74433		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-details.dgn

ISLANDS

OPTION 1



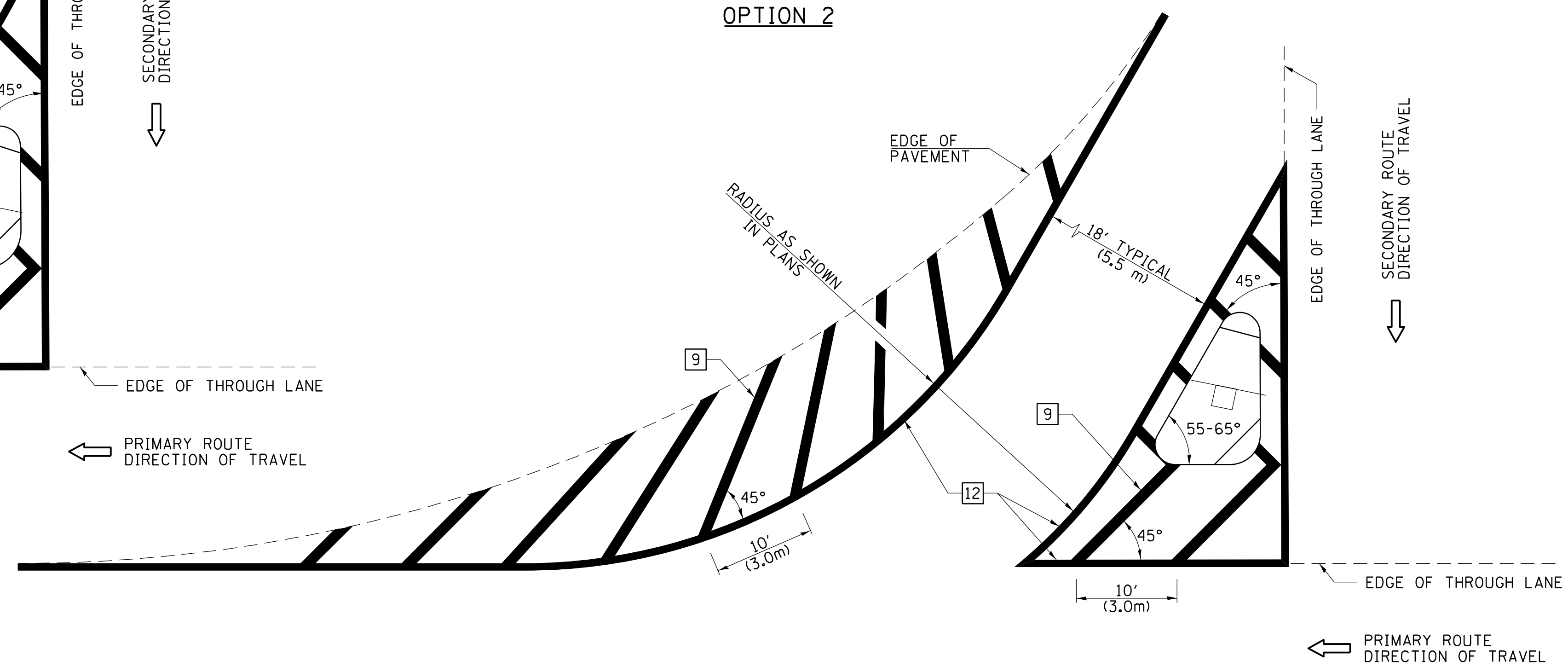
GENERAL NOTES

1. RAISED AND CORRUGATED MEDIANS SHALL BE OUTLINED WITH [2].
2. SOME OF THE INFORMATION INCLUDED WITH THIS DETAIL MAY NOT BE APPLICABLE TO THIS IMPROVEMENT.
3. PAVEMENT MARKINGS ARE TO BE EXTENDED THROUGH OMISSIONS WHEN APPLICABLE.
4. FINAL PAVEMENT MARKINGS SHALL BE IN PLACE PRIOR TO PLACING ANY RAISED REFLECTIVE PAVEMENT MARKERS.
5. THE FOLLOWING CRITERIA SHALL BE USED FOR SELECTING THE DIAGONAL PAVEMENT MARKING SPACING:

<30 MPH	(<50 km/h)	15' (4.5 m)
30-45 MPH	(50-75 km/h)	20' (6.0 m)
>45 MPH	(>75 km/h)	30' (9.0 m)

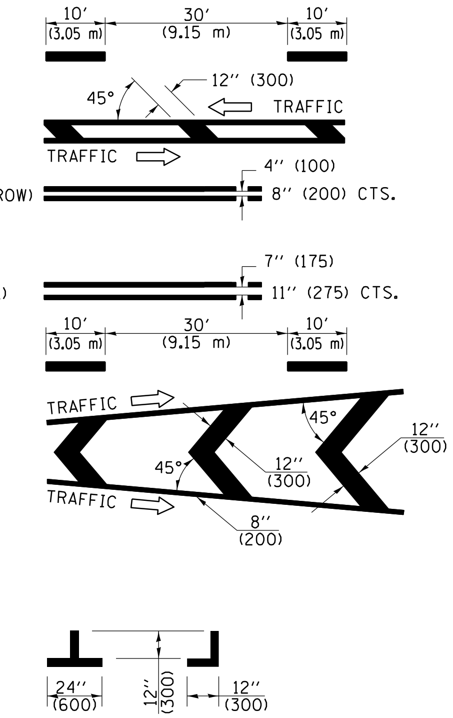
6. THE USE OF ISLAND STRIPING OPTION 1 OR OPTION 2 SHALL BE AS SHOWN ON THE PLANS.

OPTION 2

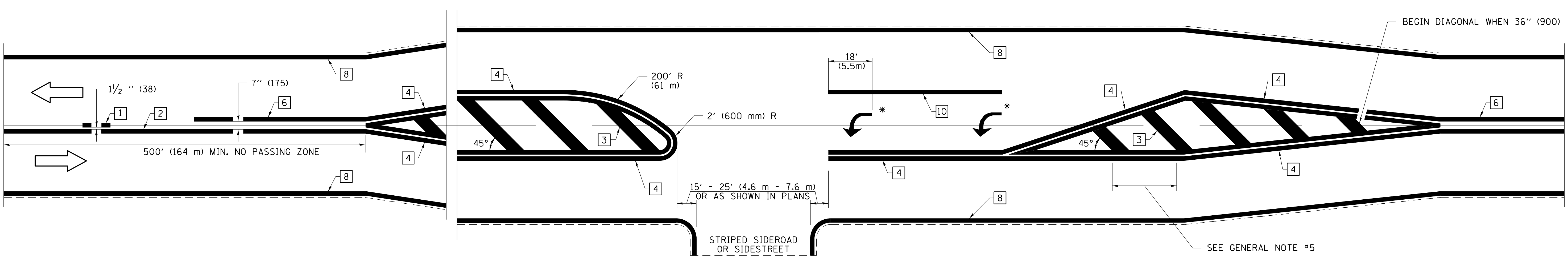


PAVEMENT MARKING LEGEND

1	4" (100) SKIP-DASH (YELLOW)
2	4" (100) SOLID (YELLOW)
3	12" (300) DIAGONAL (YELLOW)
4	4" (100) DOUBLE YELLOW (NARROW)
5	12" (300) SOLID WHITE
6	4" (100) DOUBLE YELLOW (WIDE)
7	6" (150) SKIP-DASH (WHITE)
8	4" (100) SOLID (WHITE)
9	12" (300) DIAGONAL (WHITE)
10	6" (150) SOLID (WHITE)
11	24" (600) STOP BAR (WHITE)
12	8" (200) SOLID (WHITE)
13	4" (100) PARKING WHITE



RURAL LEFT TURN STRIPING



* PLACE AN ARROW 18' (5.5 m) BACK FROM END OF THE SOLID WHITE LINE. PLACE ANOTHER ARROW EVEN WITH THE BEGINNING OF THE SOLID WHITE LINE. SPACE ADDITIONAL ARROWS EVENLY UP TO 80' (24.4 m) MAXIMUM SPACING. USE MINIMUM OF 2 ARROWS.

NOT TO SCALE

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 78000001

USER NAME = jessica.hille	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/15/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS
(RURAL AND URBAN APPLICATIONS

SCALE: SHEET 3 OF 4 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	61

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

MODEL: Default
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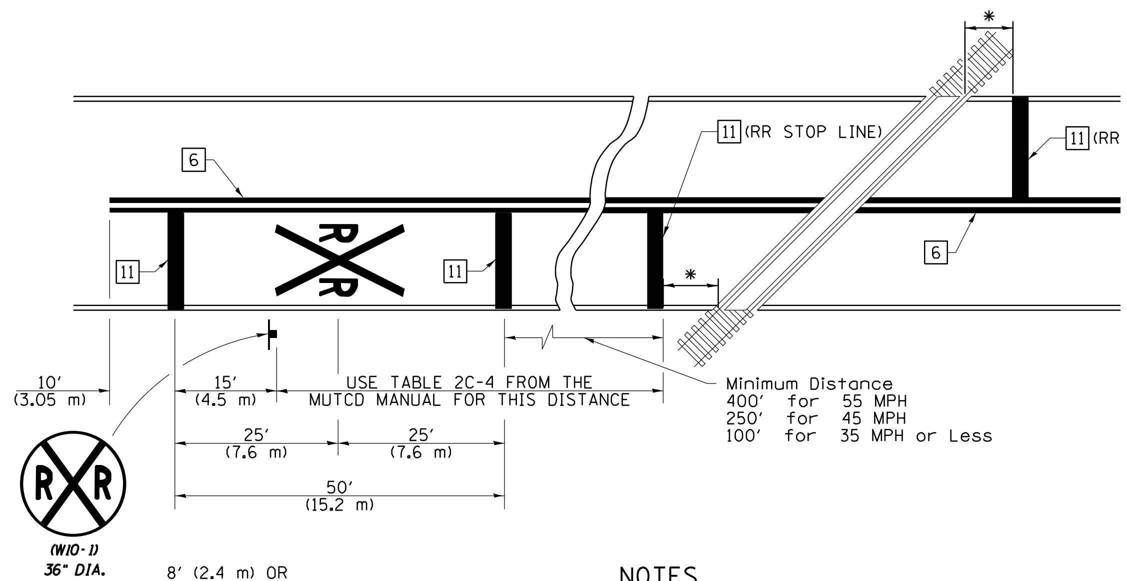
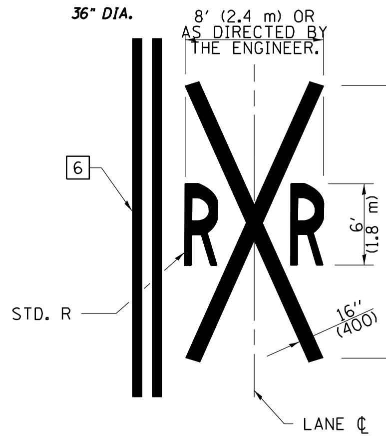
SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING





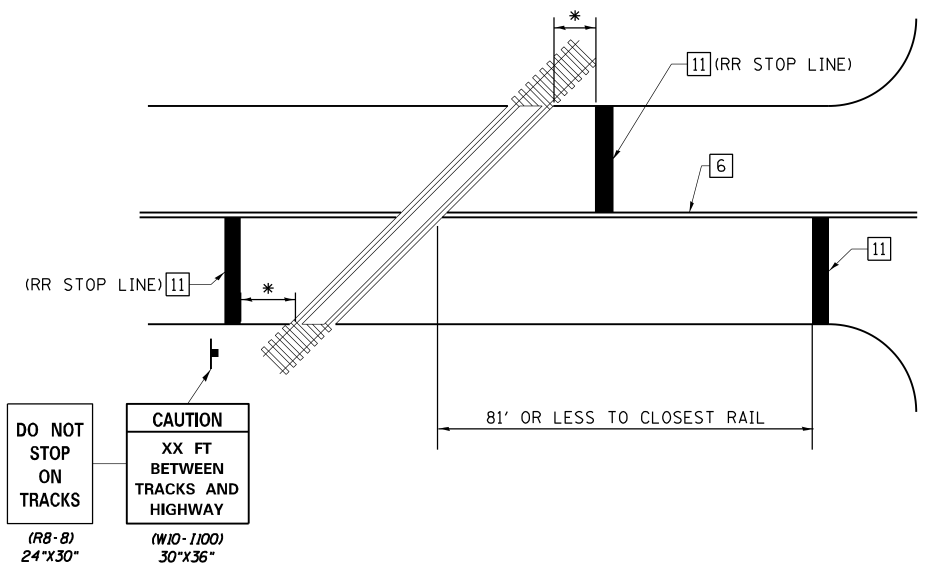
NOTES

THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

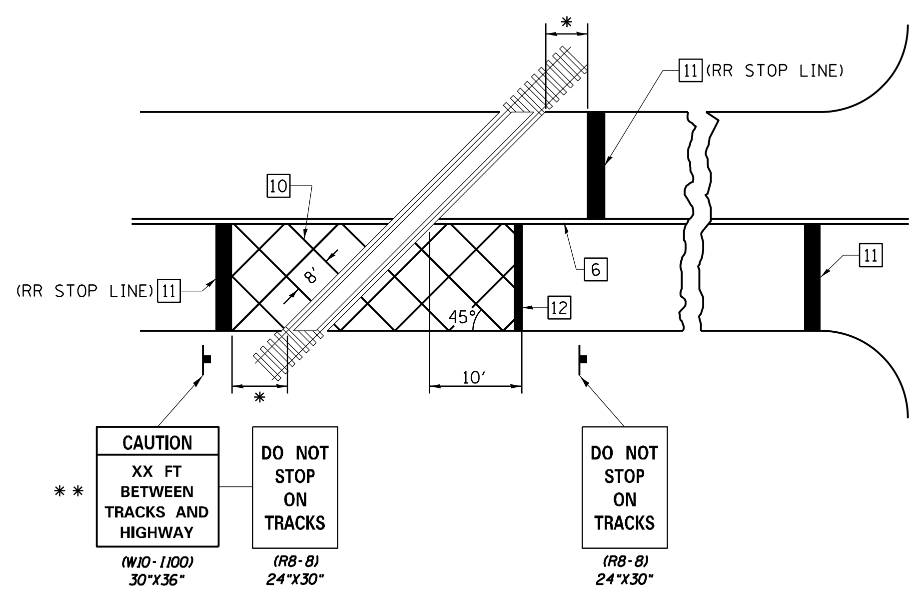
ON MULTI-LANE ROADS, THE STOP LINES SHALL EXTEND ACROSS ALL APPROACH LANES AND SEPARATE RXR SYMBOLS SHALL BE PLACED ADJACENT TO EACH OTHER IN EACH LANE.

WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.

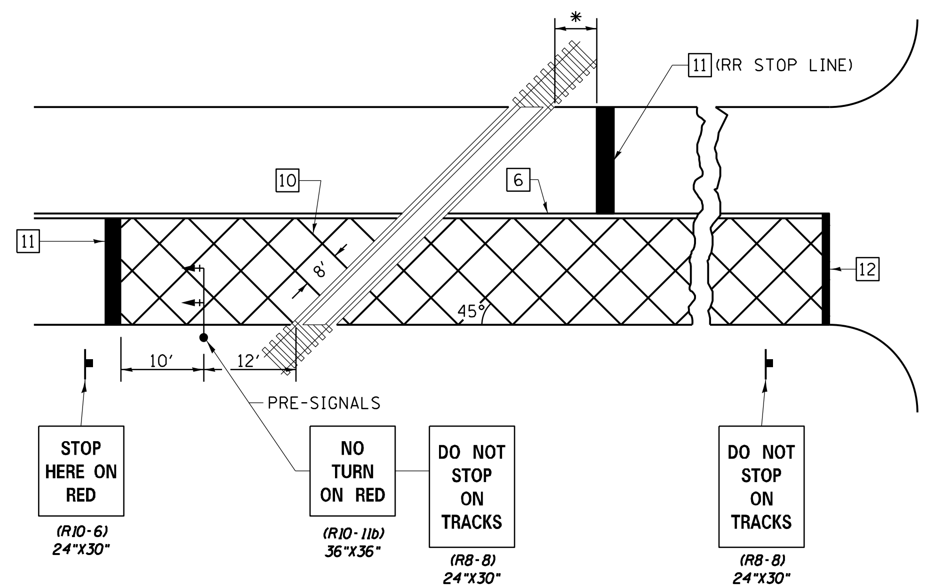
RAILROAD CROSSING WITH NON-SIGNALIZED INTERSECTION



RAILROAD CROSSING WITH INTERCONNECT ONLY

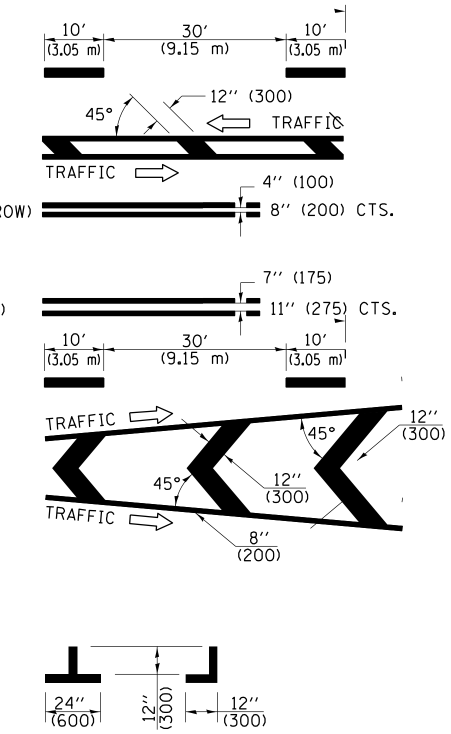


RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



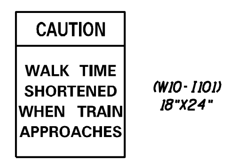
PAVEMENT MARKING LEGEND

1. 4" (100) SKIP-DASH (YELLOW)
2. 4" (100) SOLID (YELLOW)
3. 12" (300) DIAGONAL (YELLOW)
4. 4" (100) DOUBLE YELLOW (NARROW)
5. 12" (300) SOLID WHITE
6. 4" (100) DOUBLE YELLOW (WIDE)
7. 6" (150) SKIP-DASH (WHITE)
8. 4" (100) SOLID (WHITE)
9. 12" (300) DIAGONAL (WHITE)
10. 6" (150) SOLID (WHITE)
11. 24" (600) STOP BAR (WHITE)
12. 8" (200) SOLID (WHITE)
13. 4" (100) PARKING WHITE



GENERAL NOTES

1. SUPPLEMENTAL PAVEMENT MARKINGS TO BE INSTALLED ONLY ON APPROACHES TO INTERSECTIONS CONTROLLED BY TRAFFIC SIGNALS WHICH ARE INTERCONNECTED WITH THE RAILROAD WARNING SIGNALS.
2. EXTEND PAVEMENT MARKINGS TO THE INTERSECTION ONLY WHERE PRE-SIGNALS ARE USED.
3. WHEN PEDESTRIAN SIGNALS ARE PRESENT WITH INTERCONNECTED SIGNALS, WARNING SIGN W10-I101 (18"X24") SHALL BE PLACED NEAR EACH PEDESTRIAN SIGNAL HEAD. COUNTDOWN PEDESTRIAN SIGNAL HEADS SHALL NOT BE UTILIZED ALONG WITH INTERCONNECTED SIGNALS.



4. PLEASE REFER TO THE IDOT BUREAU OF OPERATION MEMO OPS T-06 DATED DECEMBER 1, 2020 FOR ADDITIONAL INFORMATION

* 15' FROM NEAR RAIL OR 8' FROM AND PARALLEL TO GATE IF PRESENT

** WARNING SIGN W10-I100 SHALL BE USED AS AN INTERIM MEASURE AT INTERCONNECTED SIGNAL LOCATIONS WHERE PRE-SIGNALS ARE TO BE INSTALLED IN THE FUTURE. THIS SIGN SHALL BE REMOVED WHEN THE PRE-SIGNALS ARE INSTALLED AND THE PAVEMENT MARKINGS ARE EXTENDED TO THE INTERSECTION.

NOT TO SCALE

Note: All dimensions are in INCHES (millimeters) unless otherwise shown.

DISTRICT 7 DETAIL NO. 78000001

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FILE NAME: C:\Projects\74433 - Use\D774433-sht-details.dgn

USER NAME = jessica.nille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/15/2025	DATE -	REVISED -	

PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL AND URBAN APPLICATIONS)

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	62

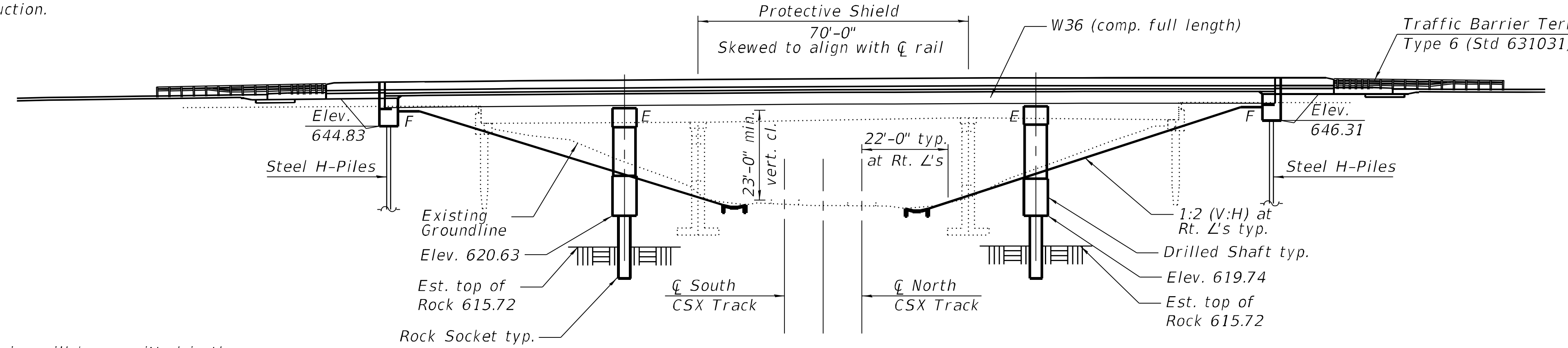
CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

Bench Mark:
BM#401 - Chiseled "□" on the top of curb at the S.E. corner of S.N. 012-0014. Elev. 650.96
BM#402 - Chiseled "□" on the top of curb at the N.W. corner of S.N. 012-0014. Elev. 651.65

Existing Structure:
Structure No. 012-0014 was originally built in 1940 as SBI 1, Sec. FX-VB. In 1973 the bridge deck was replaced under FA 1, Sec. FX-VBR. The existing structure is a three span continuous wide flange bridge. The back to back abutment length is 182'-1½" and the out to out bridge width is 35'-0". The structure is to be removed and replaced. Traffic to be maintained utilizing stage construction.

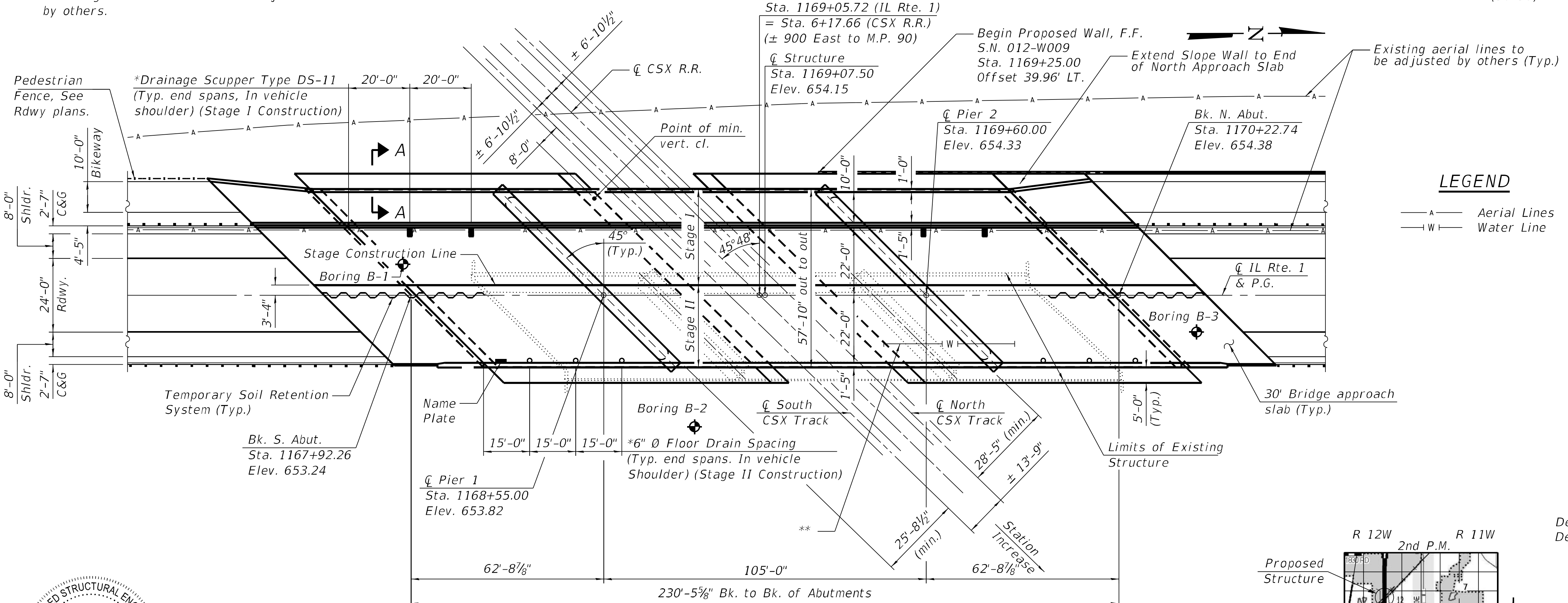
No Salvage



ELEVATION

* No deck drains will be permitted in the span over track or within 10 ft of cross arms of a railroad pole line.

** Existing 6" Ø water main to be adjusted by others.



PLAN

LICENSED STRUCTURAL ENGINEER
MOSHE L. COHEN
081-008104
STATE OF ILLINOIS

SIGNED:

DATE: 2025-07-18

ILLINOIS STRUCTURAL ENGINEER
NO. 081-008104
LICENSE EXPIRES: 11-30-2026

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

Note:
See Sheet 2 of 38 for Section A-A.

INDEX OF SHEETS

LEGEND

—A— Aerial Lines
—W— Water Line

DESIGN STRESSES

FIELD UNITS
f'c = 4,000 psi (Superstructure Concrete)
f'c = 3,500 psi (All Other Concrete)
fy = 60,000 psi (Reinforcement)
fy = 36,000 psi (M270 Grade 36)
fy = 50,000 psi (M270 Grade 50)

DESIGN SPECIFICATIONS

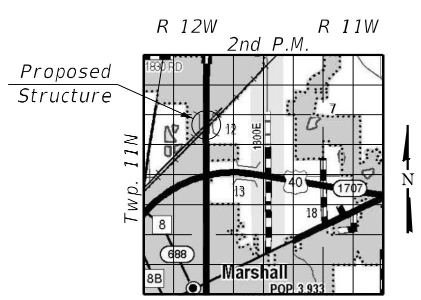
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

LOADING HL-93

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

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (SD1) = 0.122g
Design Spectral Acceleration at 0.2 sec. (SDS) = 0.266g
Soil Site Class = C



LOCATION SKETCH

GENERAL PLAN AND ELEVATION
IL ROUTE 1 OVER CSX RAILROAD
F.A.P. RT. 332 - SEC. (FX-VBR)B-1
CLARK COUNTY
STATION 1169+07.50
STRUCTURE NO. 012-0074

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Kaskaskia Engineering Group, LLC

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PLOT SCALE =	DRAWN - MMC	REVISED -	
PLOT DATE =	CHECKED - MLC	REVISED -	

SHEET 1 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	63
		CONTRACT NO. 74433		
	ILLINOIS	FED. AID PROJECT		

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GENERAL NOTES

Fasteners shall be ASTM F 3125 Grade A325 Type 1, mechnically galvanized bolts in painted areas. Bolts ⅞ in. diameter, holes 15/16 in. diameter, unless otherwise noted.

Calculated weight of Structural Steel = 486,610 lbs. (Grade 50); 36,800 lbs. (Grade 36)

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

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of ⅛ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

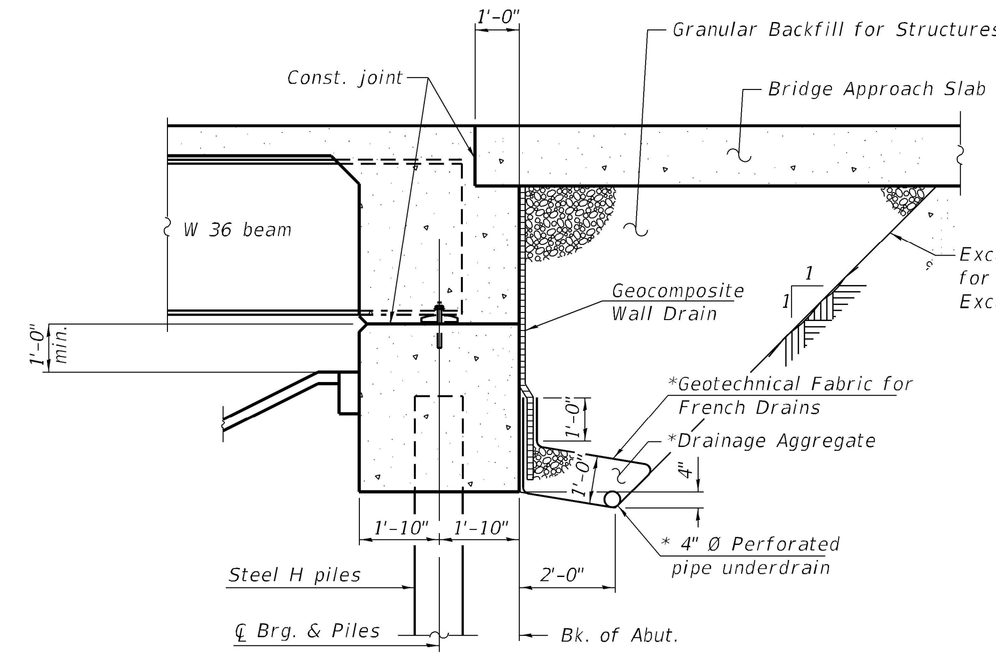
The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all steel surfaces shall be gray, Munsell No. 5B 7/1.

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

The concrete for bridge decks finished according to Article 503.16(a) of the Standard Specifications shall be placed and compacted parallel to the skew in uniform increments along centerline of bridge. The machine used for finishing shall be set parallel to the skew for striking off and screeding the concrete.

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

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).



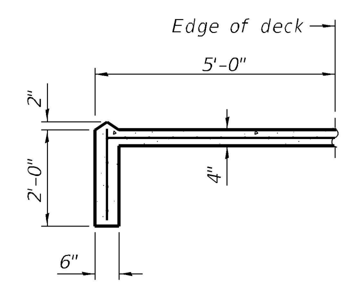
SECTION THRU INTEGRAL ABUTMENT

(Horiz. dim. @ Rt. ∠'s)

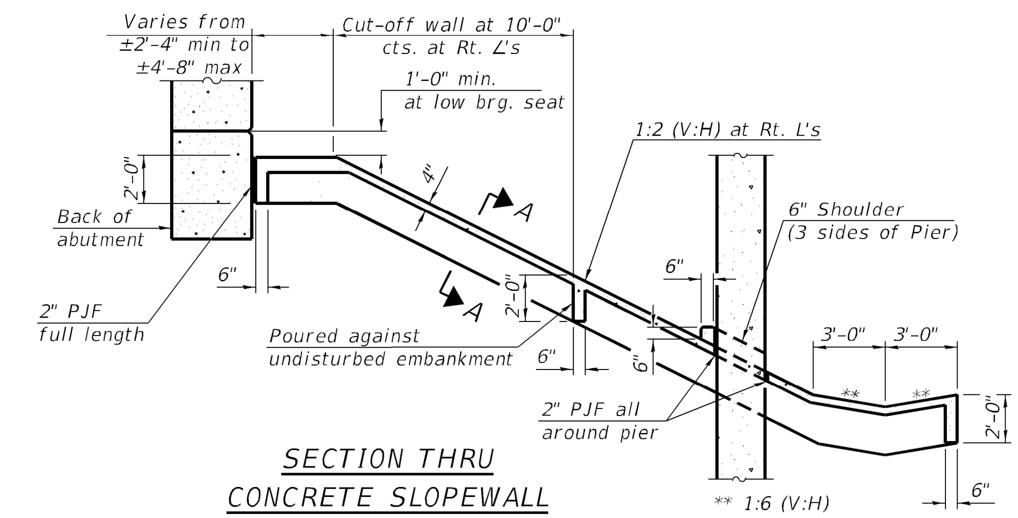
*Included in the cost of Pipe Underdrains for Structures 4".

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each	1		1
Protective Shield	Sq. Yd.	268.6		268.6
Structure Excavation	Cu. Yd.		707	707
Floor Drains	Each	6		6
Concrete Structures	Cu. Yd.		637.9	637.9
Concrete Superstructure	Cu. Yd.	512.3		512.3
Bridge Deck Grooving	Sq. Yd.	1,608		1,608
Protective Coat	Sq. Yd.	2,207		2,207
Concrete Superstructure (Approach Slab)	Cu. Yd.	165.4		165.4
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	10,233		10,233
Reinforcement Bars	Pound		30,250	30,250
Reinforcement Bars, Epoxy Coated	Pound	175,580	70,730	246,310
Bar Splicers	Each	855	212	1,067
Bridge Fence Railing, Curved	Foot	286		286
Parapet Railing	Foot	286		286
Slope Wall 4 Inch	Sq. Yd.		1,598	1,598
Furnishing Steel Piles HP14X89	Foot		950	950
Driving Piles	Foot		950	950
Test Pile Steel HP14X89	Each		1	1
Name Plates	Each	1		1
Drilled Shaft in Soil	Cu. Yd.		29.2	29.2
Drilled Shaft in Rock	Cu. Yd.		108.6	108.6
Elastomeric Bearing Assembly, Type I	Each	18		18
Anchor Bolts, 1"	Each	72		72
Temporary Soil Retention System	Sq. Ft.		458	458
Granular Backfill for Structures	Cu. Yd.		233	233
Geocomposite Wall Drain	Sq. Yd.		122	122
Pipe Underdrains for Structures 4"	Foot		222	222
Crosshole Sonic Logging Access Ducts	Foot		368	368
Crosshole Sonic Logging Testing	Each		14	14
Bar Terminators	Each	336	736	1,072
Drainage Scuppers, DS-11	Each	4		4



SECTION A-A



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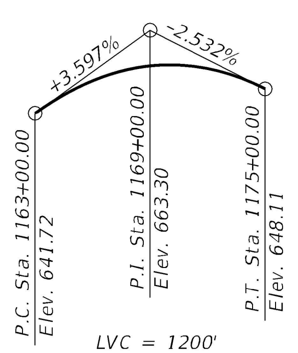
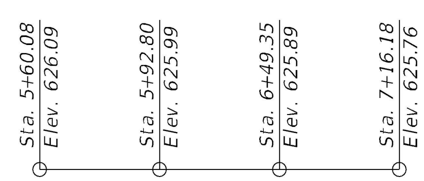


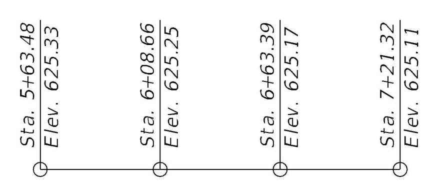
PROFILE GRADE

(along ℄ roadway)



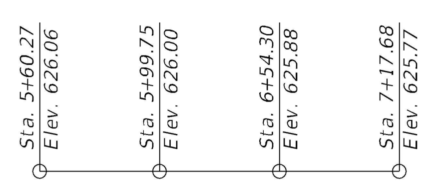
EXISTING TOP OF RAIL ELEVATIONS

(South Rail Along South CSX Track)



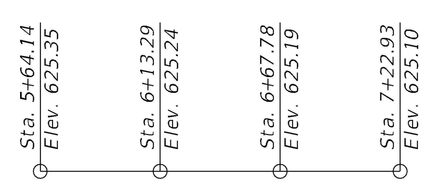
EXISTING TOP OF RAIL ELEVATIONS

(South Rail Along North CSX Track)



EXISTING TOP OF RAIL ELEVATIONS

(North Rail Along South CSX Track)



EXISTING TOP OF RAIL ELEVATIONS

(North Rail Along North CSX Track)

STATION 1169+07.50
BUILT BY
STATE OF ILLINOIS
F.A.P. Rt. 332 SEC. (FX-VBR)B-1
LOADING HL-93
STRUCTURE NO. 012-0074

NAME PLATE

See Std. 515001

Kaskaskia Engineering Group, LLC	USER NAME =	DESIGNED - MMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL DATA STRUCTURE NO. 012-0074
		CHECKED - MLC	REVISED -		
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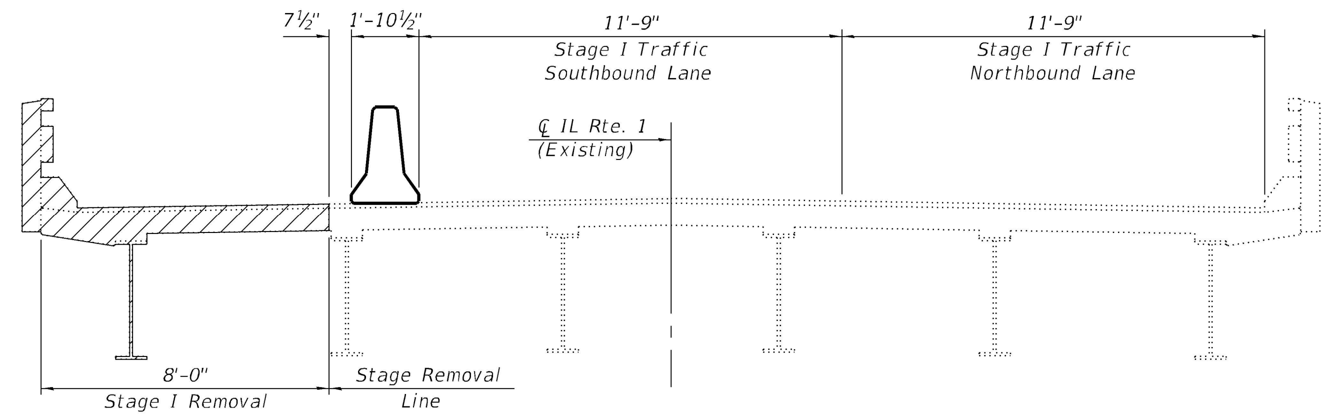
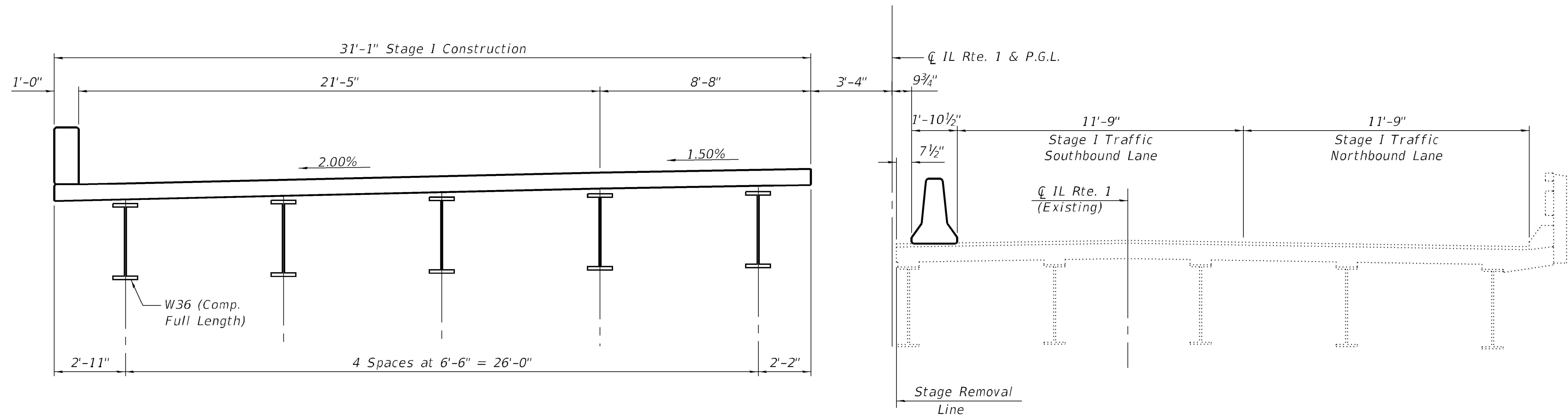
	PLOT DATE =	CHECKED - MLC	REVISED -		SHEET 2 OF 38 SHEETS

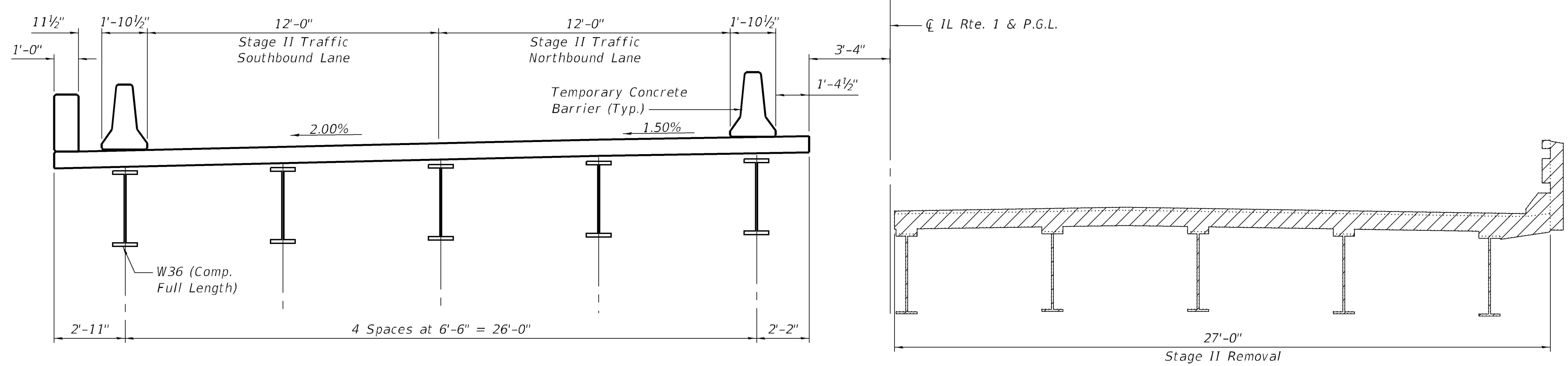
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	64
		CONTRACT NO. 74433		
		ILLINOIS FED. AID PROJECT		



STAGE I REMOVAL



STAGE I CONSTRUCTION



STAGE II REMOVAL

Note:
Stage removal line shown applies to existing superstructure only.
Existing substructure to be completely removed during Stage II Removal.
For Stage Construction sequence of substructure, see Sheets 6, 28, 29, 30 and 31 of 38.
All Cross Sections are looking North.
Hatched area indicates Removal of Existing Structures.
For details of Temporary Concrete Barrier, see Sheet 5 of 38.
For quantity of Temporary Concrete Barrier, see Roadway plans.

Kaskaskia Engineering Group, LLC

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PLOT DATE =	CHECKED - MLC	REVISED -	

STAGED CONSTRUCTION LAYOUT
STRUCTURE NO. 012-0074

SHEET 3 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	65
		CONTRACT NO. 74433		
	ILLINOIS	FED. AID PROJECT		

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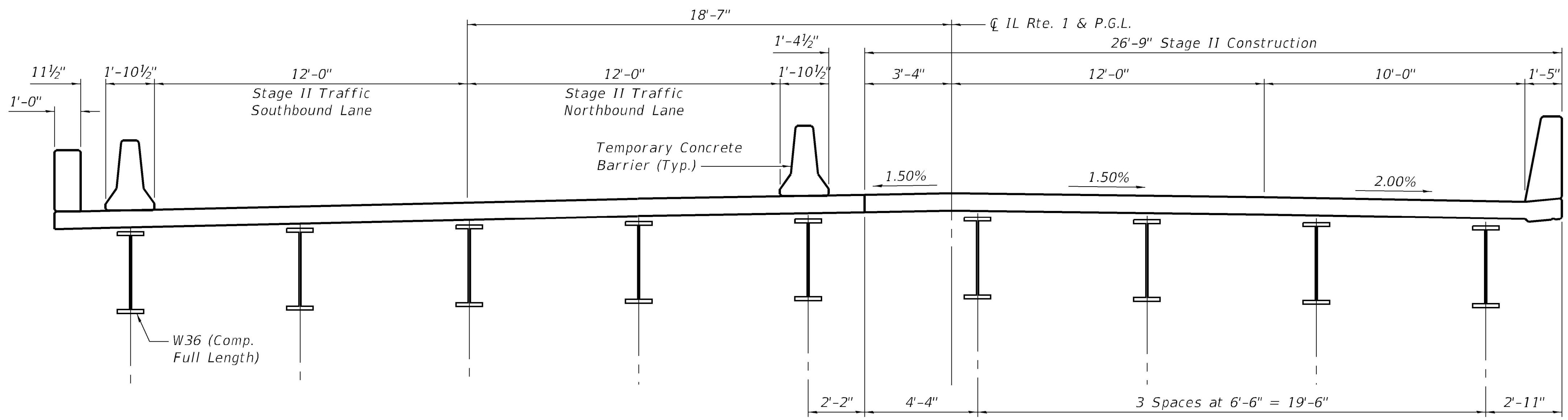
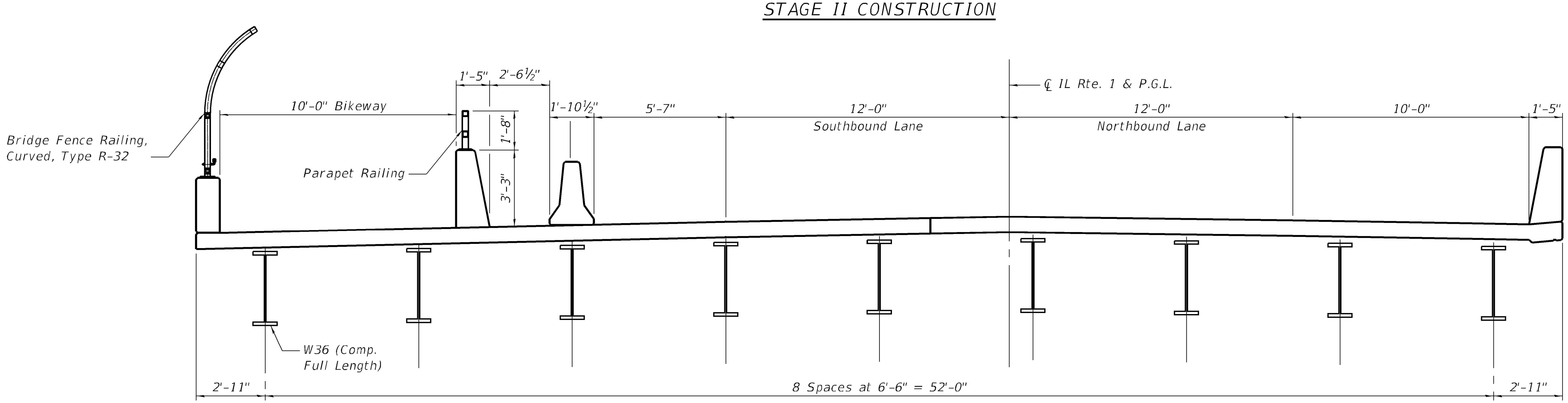


STAGE II CONSTRUCTION



STAGE III CONSTRUCTION

Note:
Stage removal line shown applies to existing superstructure only.
Existing substructure to be completely removed during Stage II Removal.
For Stage Construction sequence of substructure, see Sheets 6, 28, 29, 30 and 31 of 38.
All Cross Sections are looking North.
Hatched area indicates Removal of Existing Structures.
For details of Temporary Concrete Barrier, see Sheet 5 of 38.
For quantity of Temporary Concrete Barrier, see Roadway plans.

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	CHECKED - MLC	REVISED -
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PLOT DATE =	CHECKED - MLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGED CONSTRUCTION LAYOUT
STRUCTURE NO. 012-0074

SHEET 4 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	66
		CONTRACT NO. 74433		
		ILLINOIS FED. AID PROJECT		

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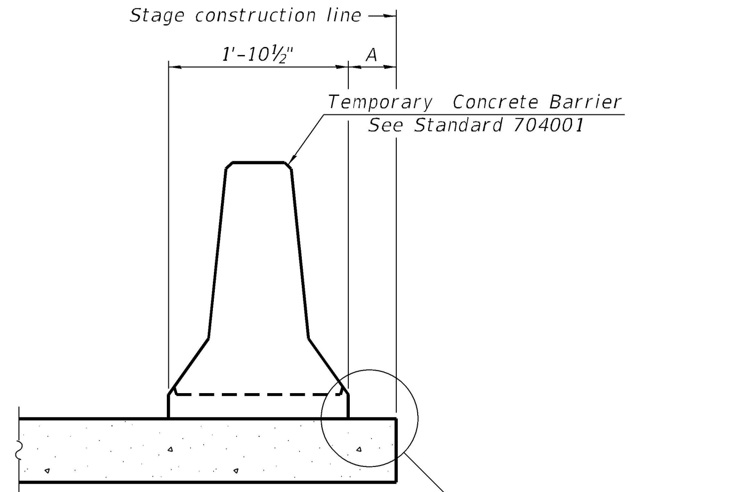
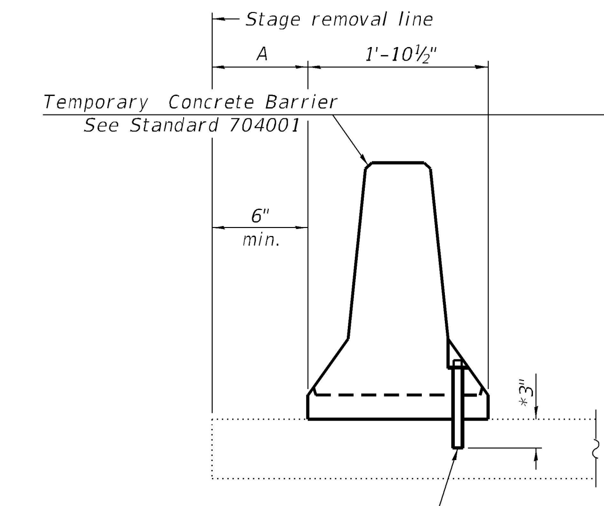


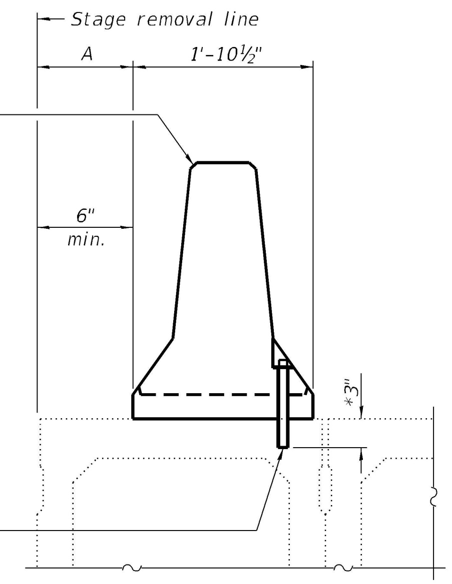
When "A" is 3'-1" or less, the temporary concrete barrier shall be restrained to the new slab according to Detail I, II or III. No restraint is required when "A" is greater than 3'-1".

NEW SLAB OR NEW DECK BEAM



Drill 3-1¼" Ø Holes in existing slab for 1" Ø restraining pins. Traffic side only. Cost of restraining pins are included with Temporary Concrete Barrier. No restraint is required when "A" is greater than 3'-1".

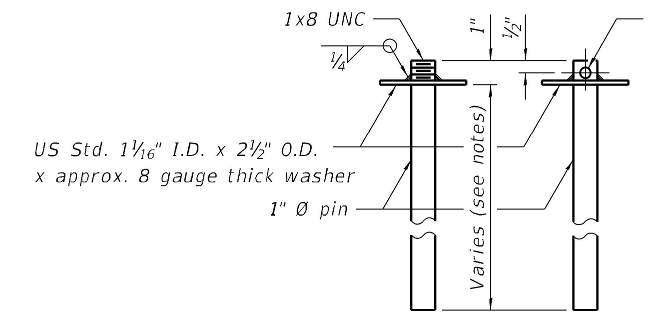
EXISTING SLAB



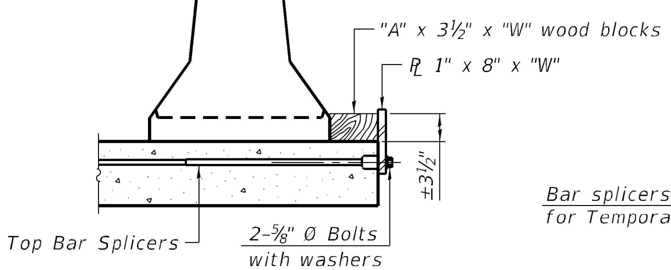
* When hot-mix asphalt wearing surface is present, embedment shall be 3" plus the wearing surface depth.

EXISTING DECK BEAM

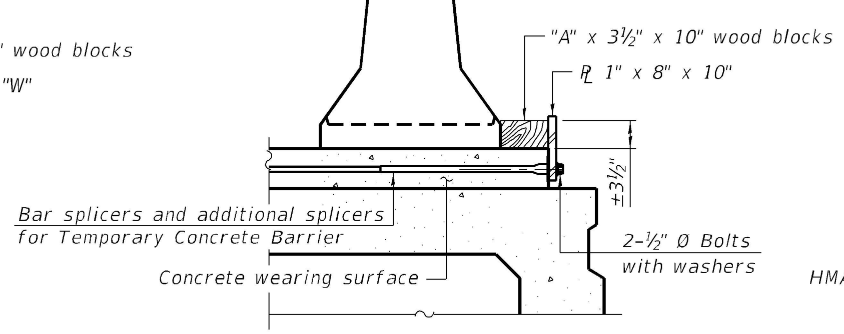
SECTIONS THRU SLAB OR DECK BEAM



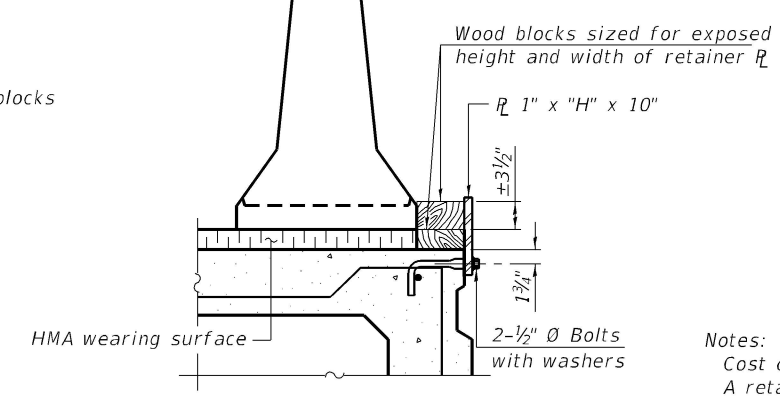
RESTRAINING PIN



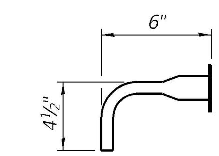
DETAIL I



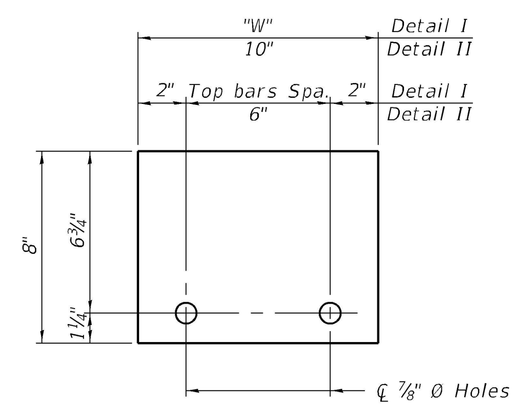
DETAIL II



DETAIL III

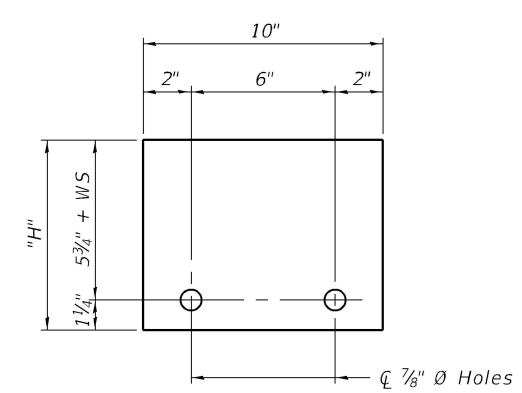


BAR SPLICER FOR #4 BAR - DETAIL III



STEEL RETAINER PL 1" x 8" x "W"

(Detail I and II)



STEEL RETAINER PL 1" x "H" x 10"

(Detail III)

Notes:

Cost of retainer assembly is included with Temporary Concrete Barrier.

A retainer assembly shall be located at the approximate ℄ of each temporary concrete barrier.

The retainer plate shall not be removed until the concrete on the adjacent stage is ready to be poured. For Detail III applications the retainer plate shall not be removed until just prior to placing the adjacent beam.

When the 'A' dimension is less than 1½", the wood block shall be omitted and the barrier shall be placed in direct contact with the steel retainer plate. For deck beam applications the minimum required 'A' distance is 6" to accommodate the shear key clamping device.

Detail I - Installation for a new bridge deck or bridge slab.

Detail II - Installation for a new deck beam with an initial concrete wearing surface. Additional bar splicers shall be provided at 6'-0" centers and paired with the bar splicers of the concrete wearing surface reinforcement to accommodate the installation of the retainer assemblies. The cost of the additional bar splicers is included with the concrete wearing surface.

Detail III - Installation for a new deck beam with no initial wearing surface or with an initial hot-mix asphalt (HMA) wearing surface present. The deck beam directly beneath the temporary concrete barrier shall be fabricated with bar splicer inserts in the side of the beam, as detailed, to accommodate the installation of the retainer assemblies. A pair of bar splicers, 6" apart, shall be placed at 6'-0" centers along the length of the beam. The cost of the bar splicers is included with the deck beam.

RAILING CRITERIA

NCHRP 350 Test Level	3
Railing Weight (plf)	440

R-27 10-12-2021

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USER NAME =	DESIGNED - MMC	REVISED -	
	CHECKED - MLC	REVISED -	
PLOT SCALE =	DRAWN - MMC	REVISED -	
PLOT DATE =	CHECKED - MLC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TEMPORARY CONCRETE BARRIER
STRUCTURE NO. 012-0074

SHEET 5 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	67

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

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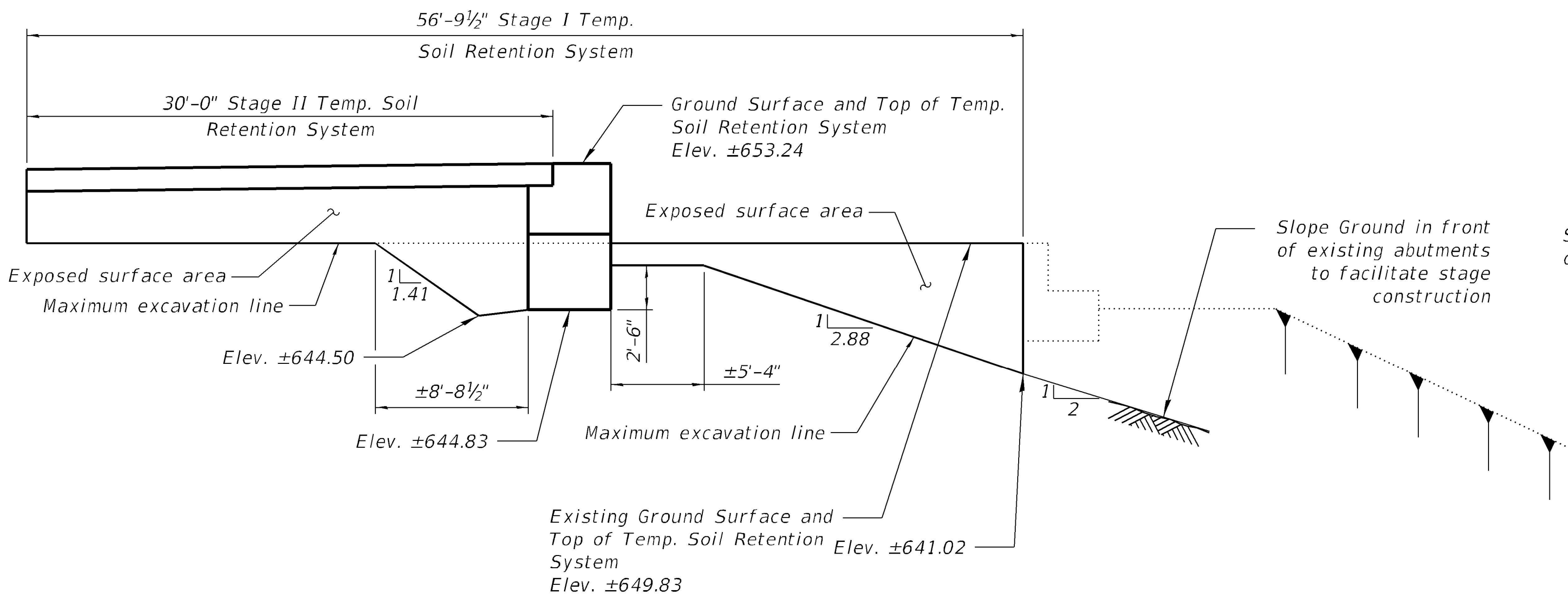
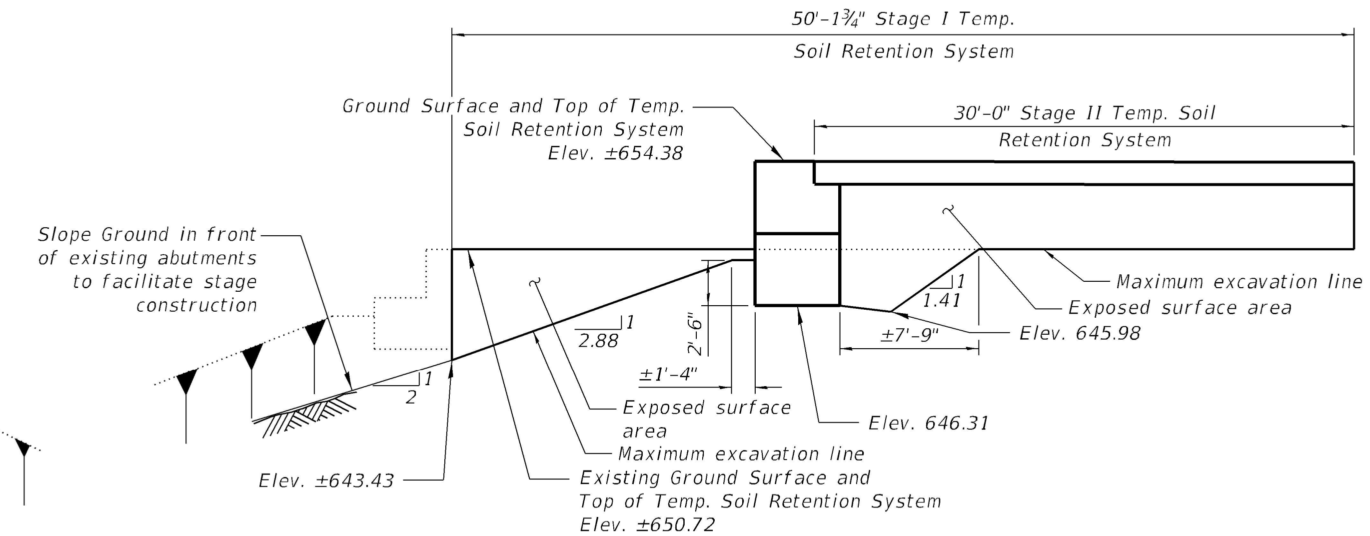
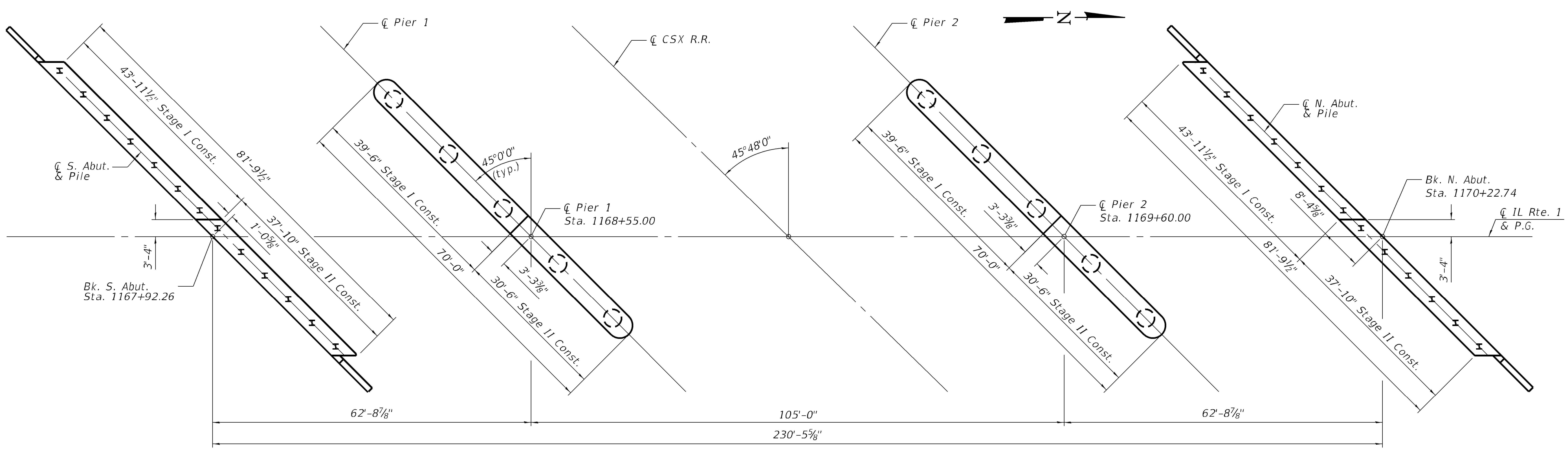


SOUTH ABUTMENT TEMPORARY
SOIL RETENTION SYSTEM



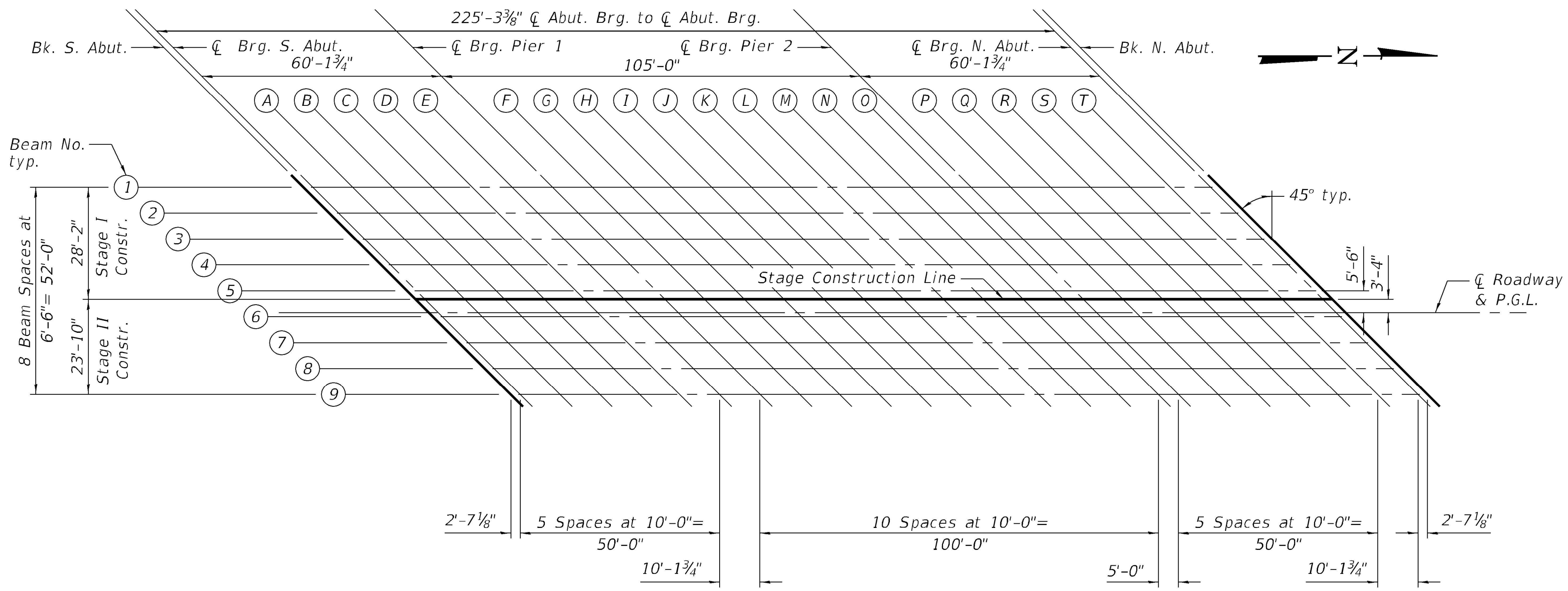
NORTH ABUTMENT TEMPORARY
SOIL RETENTION SYSTEM

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

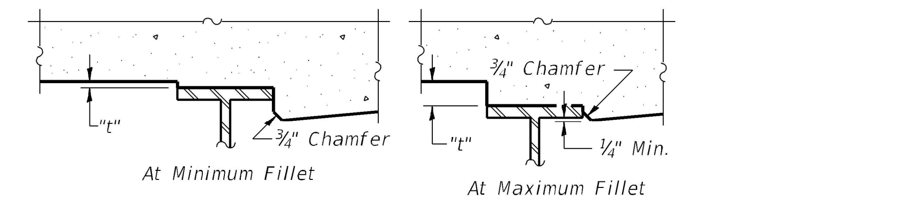


FOUNDATION PLAN

For Substructure Details, see sheets 28 thru 32 of 38.

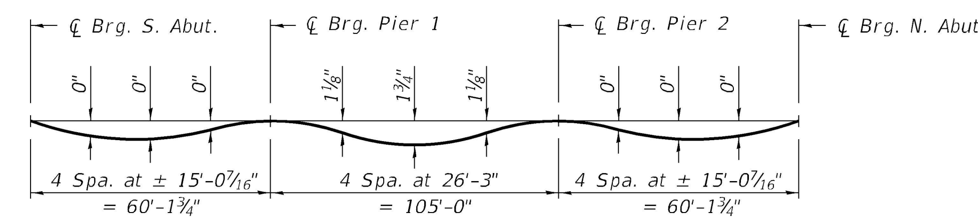


PLAN



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 and on sheets 8 and 9 of 38. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below and on sheets 8 and 9 of 38, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

Note:
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below and on sheets 8 and 9 of 38.

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1167+60.76	-31.50	652.30	652.30
℄ Brg. S. Abut.	1167+63.36	-31.50	652.33	652.33
A	1167+73.36	-31.50	652.45	652.45
B	1167+83.36	-31.50	652.57	652.57
C	1167+93.36	-31.50	652.68	652.68
D	1168+03.36	-31.50	652.78	652.78
E	1168+13.36	-31.50	652.88	652.88
℄ Brg. Pier 1	1168+23.50	-31.50	652.98	652.98
F	1168+33.50	-31.50	653.07	653.10
G	1168+43.50	-31.50	653.15	653.22
H	1168+53.50	-31.50	653.23	653.34
I	1168+63.50	-31.50	653.31	653.44
J	1168+73.50	-31.50	653.38	653.52
K	1168+83.50	-31.50	653.44	653.58
L	1168+93.50	-31.50	653.50	653.62
M	1169+03.50	-31.50	653.55	653.64
N	1169+13.50	-31.50	653.60	653.65
O	1169+23.50	-31.50	653.65	653.66
℄ Brg. Pier 2	1169+28.50	-31.50	653.67	653.67
P	1169+38.50	-31.50	653.70	653.70
Q	1169+48.50	-31.50	653.73	653.73
R	1169+58.50	-31.50	653.76	653.76
S	1169+68.50	-31.50	653.78	653.78
T	1169+78.50	-31.50	653.80	653.80
℄ Brg. N. Abut.	1169+88.64	-31.50	653.81	653.81
Bk. N. Abut.	1169+91.24	-31.50	653.81	653.81

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1167+67.26	-25.00	652.51	652.51
℄ Brg. S. Abut.	1167+69.86	-25.00	652.54	652.54
A	1167+79.86	-25.00	652.66	652.66
B	1167+89.86	-25.00	652.77	652.77
C	1167+99.86	-25.00	652.88	652.88
D	1168+09.86	-25.00	652.98	652.98
E	1168+19.86	-25.00	653.08	653.08
℄ Brg. Pier 1	1168+30.00	-25.00	653.17	653.17
F	1168+40.00	-25.00	653.26	653.28
G	1168+50.00	-25.00	653.34	653.40
H	1168+60.00	-25.00	653.41	653.52
I	1168+70.00	-25.00	653.48	653.62
J	1168+80.00	-25.00	653.55	653.69
K	1168+90.00	-25.00	653.61	653.75
L	1169+00.00	-25.00	653.67	653.79
M	1169+10.00	-25.00	653.72	653.80
N	1169+20.00	-25.00	653.76	653.81
O	1169+30.00	-25.00	653.80	653.82
℄ Brg. Pier 2	1169+35.00	-25.00	653.82	653.82
P	1169+45.00	-25.00	653.85	653.85
Q	1169+55.00	-25.00	653.88	653.88
R	1169+65.00	-25.00	653.90	653.90
S	1169+75.00	-25.00	653.92	653.92
T	1169+85.00	-25.00	653.93	653.93
℄ Brg. N. Abut.	1169+95.14	-25.00	653.94	653.94
Bk. N. Abut.	1169+97.74	-25.00	653.94	653.94

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1167+73.76	-18.50	652.72	652.72
℄ Brg. S. Abut.	1167+76.36	-18.50	652.75	652.75
A	1167+86.36	-18.50	652.86	652.86
B	1167+96.36	-18.50	652.97	652.97
C	1168+06.36	-18.50	653.07	653.07
D	1168+16.36	-18.50	653.17	653.17
E	1168+26.36	-18.50	653.27	653.27
℄ Brg. Pier 1	1168+36.50	-18.50	653.36	653.36
F	1168+46.50	-18.50	653.44	653.47
G	1168+56.50	-18.50	653.52	653.58
H	1168+66.50	-18.50	653.59	653.69
I	1168+76.50	-18.50	653.66	653.79
J	1168+86.50	-18.50	653.72	653.87
K	1168+96.50	-18.50	653.78	653.92
L	1169+06.50	-18.50	653.83	653.95
M	1169+16.50	-18.50	653.88	653.96
N	1169+26.50	-18.50	653.92	653.97
O	1169+36.50	-18.50	653.96	653.97
℄ Brg. Pier 2	1169+41.50	-18.50	653.97	653.97
P	1169+51.50	-18.50	654.00	654.00
Q	1169+61.50	-18.50	654.03	654.03
R	1169+71.50	-18.50	654.05	654.05
S	1169+81.50	-18.50	654.06	654.06
T	1169+91.50	-18.50	654.07	654.07
℄ Brg. N. Abut.	1170+01.64	-18.50	654.07	654.07
Bk. N. Abut.	1170+04.24	-18.50	654.07	654.07

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1167+80.26	-12.00	652.92	652.92
℄ Brg. S. Abut.	1167+82.86	-12.00	652.95	652.95
A	1167+92.86	-12.00	653.06	653.06
B	1168+02.86	-12.00	653.17	653.17
C	1168+12.86	-12.00	653.27	653.27
D	1168+22.86	-12.00	653.36	653.36
E	1168+32.86	-12.00	653.45	653.45
℄ Brg. Pier 1	1168+43.00	-12.00	653.54	653.54
F	1168+53.00	-12.00	653.62	653.65
G	1168+63.00	-12.00	653.69	653.76
H	1168+73.00	-12.00	653.76	653.87
I	1168+83.00	-12.00	653.83	653.96
J	1168+93.00	-12.00	653.89	654.03
K	1169+03.00	-12.00	653.94	654.08
L	1169+13.00	-12.00	653.99	654.11
M	1169+23.00	-12.00	654.04	654.12
N	1169+33.00	-12.00	654.07	654.12
O	1169+43.00	-12.00	654.11	654.12
℄ Brg. Pier 2	1169+48.00	-12.00	654.12	654.12
P	1169+58.00	-12.00	654.15	654.15
Q	1169+68.00	-12.00	654.17	654.17
R	1169+78.00	-12.00	654.19	654.19
S	1169+88.00	-12.00	654.20	654.20
T	1169+98.00	-12.00	654.20	654.20
℄ Brg. N. Abut.	1170+08.14	-12.00	654.20	654.20
Bk. N. Abut.	1170+10.74	-12.00	654.20	654.20

Kaskaskia Engineering Group, LLC

USER NAME =	DESIGNED - MMC	REVISED -
	CHECKED - MLC	REVISED -
PLOT SCALE =	DRAWN - MMC	REVISED -
PLOT DATE =	CHECKED - MLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 012-0074

SHEET 7 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	69

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

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BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1167+86.76	-5.50	653.09	653.09
℄ Brg. S. Abut.	1167+89.36	-5.50	653.12	653.12
A	1167+99.36	-5.50	653.23	653.23
B	1168+09.36	-5.50	653.33	653.33
C	1168+19.36	-5.50	653.43	653.43
D	1168+29.36	-5.50	653.52	653.52
E	1168+39.36	-5.50	653.61	653.61
℄ Brg. Pier 1	1168+49.50	-5.50	653.69	653.69
F	1168+59.50	-5.50	653.77	653.80
G	1168+69.50	-5.50	653.84	653.91
H	1168+79.50	-5.50	653.90	654.01
I	1168+89.50	-5.50	653.97	654.10
J	1168+99.50	-5.50	654.02	654.17
K	1169+09.50	-5.50	654.07	654.21
L	1169+19.50	-5.50	654.12	654.24
M	1169+29.50	-5.50	654.16	654.25
N	1169+39.50	-5.50	654.19	654.24
O	1169+49.50	-5.50	654.23	654.24
℄ Brg. Pier 2	1169+54.50	-5.50	654.24	654.24
P	1169+64.50	-5.50	654.26	654.26
Q	1169+74.50	-5.50	654.28	654.28
R	1169+84.50	-5.50	654.29	654.29
S	1169+94.50	-5.50	654.30	654.30
T	1170+04.50	-5.50	654.30	654.30
℄ Brg. N. Abut.	1170+14.64	-5.50	654.30	654.30
Bk. N. Abut.	1170+17.24	-5.50	654.30	654.30

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1167+88.93	-3.33	653.15	653.15
℄ Brg. S. Abut.	1167+91.52	-3.33	653.18	653.18
A	1168+01.52	-3.33	653.28	653.28
B	1168+11.52	-3.33	653.39	653.39
C	1168+21.52	-3.33	653.48	653.48
D	1168+31.52	-3.33	653.57	653.57
E	1168+41.52	-3.33	653.66	653.66
℄ Brg. Pier 1	1168+51.67	-3.33	653.74	653.74
F	1168+61.67	-3.33	653.81	653.84
G	1168+71.67	-3.33	653.89	653.95
H	1168+81.67	-3.33	653.95	654.06
I	1168+91.67	-3.33	654.01	654.14
J	1169+01.67	-3.33	654.07	654.21
K	1169+11.67	-3.33	654.12	654.26
L	1169+21.67	-3.33	654.16	654.28
M	1169+31.67	-3.33	654.20	654.29
N	1169+41.67	-3.33	654.23	654.28
O	1169+51.67	-3.33	654.26	654.28
℄ Brg. Pier 2	1169+56.67	-3.33	654.28	654.28
P	1169+66.67	-3.33	654.30	654.30
Q	1169+76.67	-3.33	654.31	654.31
R	1169+86.67	-3.33	654.33	654.33
S	1169+96.67	-3.33	654.33	654.33
T	1170+06.67	-3.33	654.33	654.33
℄ Brg. N. Abut.	1170+16.81	-3.33	654.33	654.33
Bk. N. Abut.	1170+19.41	-3.33	654.33	654.33

CENTERLINE OF ROADWAY & P.G.L.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1167+92.26	0.00	653.24	653.24
℄ Brg. S. Abut.	1167+94.86	0.00	653.26	653.26
A	1168+04.86	0.00	653.37	653.37
B	1168+14.86	0.00	653.47	653.47
C	1168+24.86	0.00	653.56	653.56
D	1168+34.86	0.00	653.65	653.65
E	1168+44.86	0.00	653.74	653.74
℄ Brg. Pier 1	1168+55.00	0.00	653.82	653.82
F	1168+65.00	0.00	653.89	653.92
G	1168+75.00	0.00	653.96	654.03
H	1168+85.00	0.00	654.02	654.13
I	1168+95.00	0.00	654.08	654.21
J	1169+05.00	0.00	654.13	654.28
K	1169+15.00	0.00	654.18	654.32
L	1169+25.00	0.00	654.22	654.34
M	1169+35.00	0.00	654.26	654.35
N	1169+45.00	0.00	654.29	654.34
O	1169+55.00	0.00	654.32	654.33
℄ Brg. Pier 2	1169+60.00	0.00	654.33	654.33
P	1169+70.00	0.00	654.35	654.35
Q	1169+80.00	0.00	654.37	654.37
R	1169+90.00	0.00	654.38	654.38
S	1170+00.00	0.00	654.38	654.38
T	1170+10.00	0.00	654.38	654.38
℄ Brg. N. Abut.	1170+20.14	0.00	654.38	654.38
Bk. N. Abut.	1170+22.74	0.00	654.38	654.38

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1167+93.26	1.00	653.23	653.23
℄ Brg. S. Abut.	1167+95.86	1.00	653.26	653.26
A	1168+05.86	1.00	653.36	653.36
B	1168+15.86	1.00	653.46	653.46
C	1168+25.86	1.00	653.56	653.56
D	1168+35.86	1.00	653.64	653.64
E	1168+45.86	1.00	653.73	653.73
℄ Brg. Pier 1	1168+56.00	1.00	653.81	653.81
F	1168+66.00	1.00	653.88	653.91
G	1168+76.00	1.00	653.95	654.02
H	1168+86.00	1.00	654.01	654.12
I	1168+96.00	1.00	654.07	654.20
J	1169+06.00	1.00	654.12	654.27
K	1169+16.00	1.00	654.17	654.31
L	1169+26.00	1.00	654.21	654.33
M	1169+36.00	1.00	654.25	654.34
N	1169+46.00	1.00	654.28	654.33
O	1169+56.00	1.00	654.31	654.32
℄ Brg. Pier 2	1169+61.00	1.00	654.32	654.32
P	1169+71.00	1.00	654.34	654.34
Q	1169+81.00	1.00	654.36	654.36
R	1169+91.00	1.00	654.36	654.36
S	1170+01.00	1.00	654.37	654.37
T	1170+11.00	1.00	654.37	654.37
℄ Brg. N. Abut.	1170+21.14	1.00	654.36	654.36
Bk. N. Abut.	1170+23.74	1.00	654.36	654.36

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1167+99.76	7.50	653.20	653.20
℄ Brg. S. Abut.	1168+02.36	7.50	653.23	653.23
A	1168+12.36	7.50	653.33	653.33
B	1168+22.36	7.50	653.43	653.43
C	1168+32.36	7.50	653.52	653.52
D	1168+42.36	7.50	653.60	653.60
E	1168+52.36	7.50	653.68	653.68
℄ Brg. Pier 1	1168+62.50	7.50	653.76	653.76
F	1168+72.50	7.50	653.83	653.86
G	1168+82.50	7.50	653.89	653.96
H	1168+92.50	7.50	653.95	654.06
I	1169+02.50	7.50	654.01	654.14
J	1169+12.50	7.50	654.06	654.20
K	1169+22.50	7.50	654.10	654.24
L	1169+32.50	7.50	654.14	654.26
M	1169+42.50	7.50	654.17	654.26
N	1169+52.50	7.50	654.20	654.25
O	1169+62.50	7.50	654.23	654.24
℄ Brg. Pier 2	1169+67.50	7.50	654.24	654.24
P	1169+77.50	7.50	654.25	654.25
Q	1169+87.50	7.50	654.26	654.26
R	1169+97.50	7.50	654.27	654.27
S	1170+07.50	7.50	654.27	654.27
T	1170+17.50	7.50	654.27	654.27
℄ Brg. N. Abut.	1170+27.64	7.50	654.26	654.26
Bk. N. Abut.	1170+30.24	7.50	654.25	654.25

BEAM 8

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1168+06.26	14.00	653.16	653.16
℄ Brg. S. Abut.	1168+08.86	14.00	653.19	653.19
A	1168+18.86	14.00	653.29	653.29
B	1168+28.86	14.00	653.38	653.38
C	1168+38.86	14.00	653.47	653.47
D	1168+48.86	14.00	653.55	653.55
E	1168+58.86	14.00	653.62	653.62
℄ Brg. Pier 1	1168+69.00	14.00	653.70	653.70
F	1168+79.00	14.00	653.76	653.79
G	1168+89.00	14.00	653.82	653.89
H	1168+99.00	14.00	653.88	653.99
I	1169+09.00	14.00	653.93	654.06
J	1169+19.00	14.00	653.98	654.12
K	1169+29.00	14.00	654.02	654.16
L	1169+39.00	14.00	654.06	654.18
M	1169+49.00	14.00	654.09	654.17
N	1169+59.00	14.00	654.11	654.16
O	1169+69.00	14.00	654.13	654.15
℄ Brg. Pier 2	1169+74.00	14.00	654.14	654.14
P	1169+84.00	14.00	654.15	654.15
Q	1169+94.00	14.00	654.16	654.16
R	1170+04.00	14.00	654.16	654.16
S	1170+14.00	14.00	654.16	654.16
T	1170+24.00	14.00	654.15	654.15
℄ Brg. N. Abut.	1170+34.14	14.00	654.14	654.14
Bk. N. Abut.	1170+36.74	14.00	654.14	654.14

BEAM 9

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	1168+12.76	20.50	653.10	653.10
℄ Brg. S. Abut.	1168+15.36	20.50	653.12	653.12
A	1168+25.36	20.50	653.22	653.22
B	1168+35.36	20.50	653.31	653.31
C	1168+45.36	20.50	653.39	653.39
D	1168+55.36	20.50	653.47	653.47
E	1168+65.36	20.50	653.54	653.54
℄ Brg. Pier 1	1168+75.50	20.50	653.61	653.61
F	1168+85.50	20.50	653.67	653.70
G	1168+95.50	20.50	653.73	653.80
H	1169+05.50	20.50	653.79	653.89
I	1169+15.50	20.50	653.83	653.97
J	1169+25.50	20.50	653.88	654.02
K	1169+35.50	20.50	653.91	654.05
L	1169+45.50	20.50	653.95	654.07
M	1169+55.50	20.50	653.97	654.06
N	1169+65.50	20.50	654.00	654.04
O	1169+75.50	20.50	654.01	654.03
℄ Brg. Pier 2	1169+80.50	20.50	654.02	654.02
P	1169+90.50	20.50	654.03	654.03
Q	1170+00.50	20.50	654.03	654.03
R	1170+10.50	20.50	654.03	654.03
S	1170+20.50	20.50	654.03	654.03
T	1170+30.50	20.50	654.02	654.02
℄ Brg. N. Abut.	1170+40.64	20.50	654.00	654.00
Bk. N. Abut.	1170+43.24	20.50	654.00	654.00

WEST EDGE OF BIKEWAY

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	1167+26.68	-37.00	651.74
A1	1167+37.87	-35.81	651.92
A2	1167+49.07	-34.61	652.09
N. End of South Appr. Slab	1167+60.26	-33.42	652.26

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	1167+41.68	-22.00	652.24
A1	1167+51.68	-22.00	652.37
A2	1167+61.68	-22.00	652.50
N. End of South Appr. Slab	1167+71.68	-22.00	652.62

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	1167+51.68	-12.00	652.57
A1	1167+61.68	-12.00	652.70
A2	1167+71.68	-12.00	652.82
N. End of South Appr. Slab	1167+81.68	-12.00	652.94

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	1167+60.35	-3.33	652.81
A1	1167+70.35	-3.33	652.94
A2	1167+80.35	-3.33	653.05
N. End of South Appr. Slab	1167+90.35	-3.33	653.17

CENTERLINE ROADWAY & P.G.L.

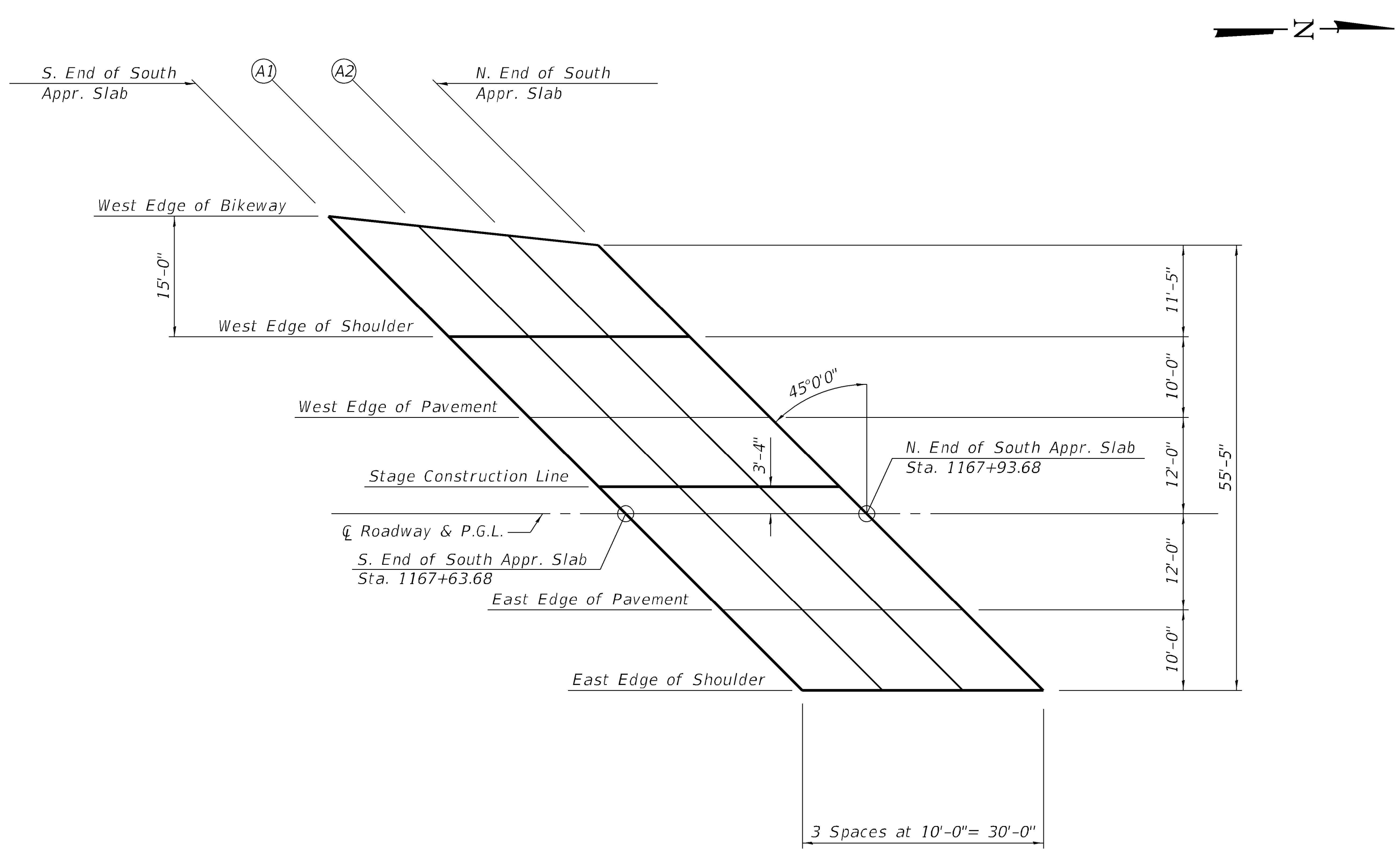
Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	1167+63.68	0.00	652.91
A1	1167+73.68	0.00	653.03
A2	1167+83.68	0.00	653.14
N. End of South Appr. Slab	1167+93.68	0.00	653.25

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	1167+75.68	12.00	652.87
A1	1167+85.68	12.00	652.98
A2	1167+95.68	12.00	653.09
N. End of South Appr. Slab	1168+05.68	12.00	653.20

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of South Appr. Slab	1167+85.68	22.00	652.78
A1	1167+95.68	22.00	652.89
A2	1168+05.68	22.00	653.00
N. End of South Appr. Slab	1168+15.68	22.00	653.10



PLAN

E-AS 2-17-2017

WEST EDGE OF BIKEWAY

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1169+87.90	-33.42	653.77
B1	1169+96.71	-34.61	653.75
B2	1170+05.52	-35.81	653.73
N. End of North Appr. Slab	1170+14.32	-37.00	653.70

WEST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1169+99.32	-22.00	654.00
B1	1170+09.32	-22.00	654.00
B2	1170+19.32	-22.00	654.00
N. End of North Appr. Slab	1170+29.32	-22.00	653.99

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1170+09.32	-12.00	654.20
B1	1170+19.32	-12.00	654.20
B2	1170+29.32	-12.00	654.19
N. End of North Appr. Slab	1170+39.32	-12.00	654.17

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1170+17.99	-3.33	654.33
B1	1170+27.99	-3.33	654.32
B2	1170+37.99	-3.33	654.31
N. End of North Appr. Slab	1170+47.99	-3.33	654.29

CENTERLINE ROADWAY & P.G.L.

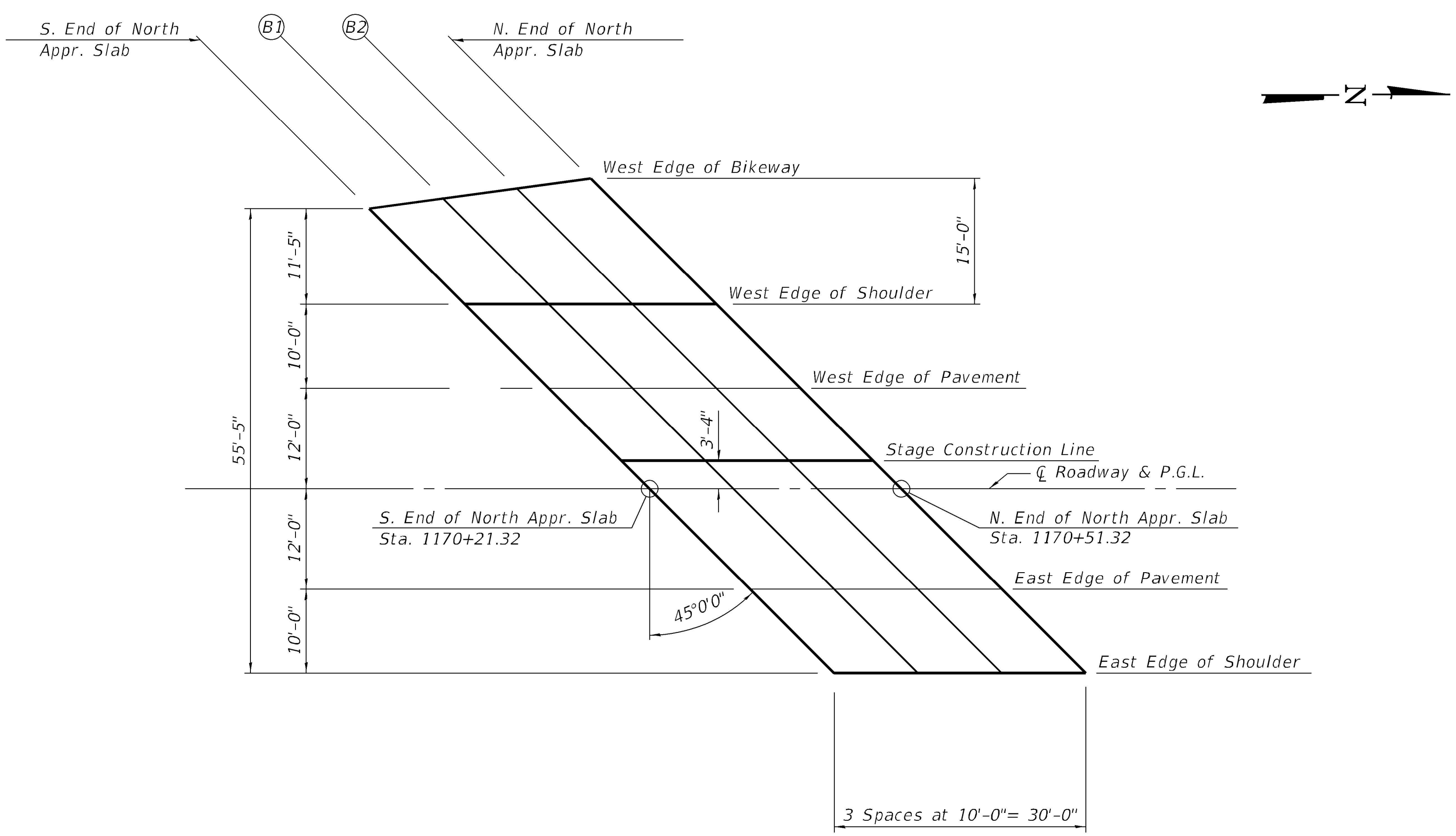
Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1170+21.32	0.00	654.38
B1	1170+31.32	0.00	654.37
B2	1170+41.32	0.00	654.35
N. End of North Appr. Slab	1170+51.32	0.00	654.33

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1170+33.32	12.00	654.18
B1	1170+43.32	12.00	654.17
B2	1170+53.32	12.00	654.14
N. End of North Appr. Slab	1170+63.32	12.00	654.12

EAST EDGE OF SHOULDER

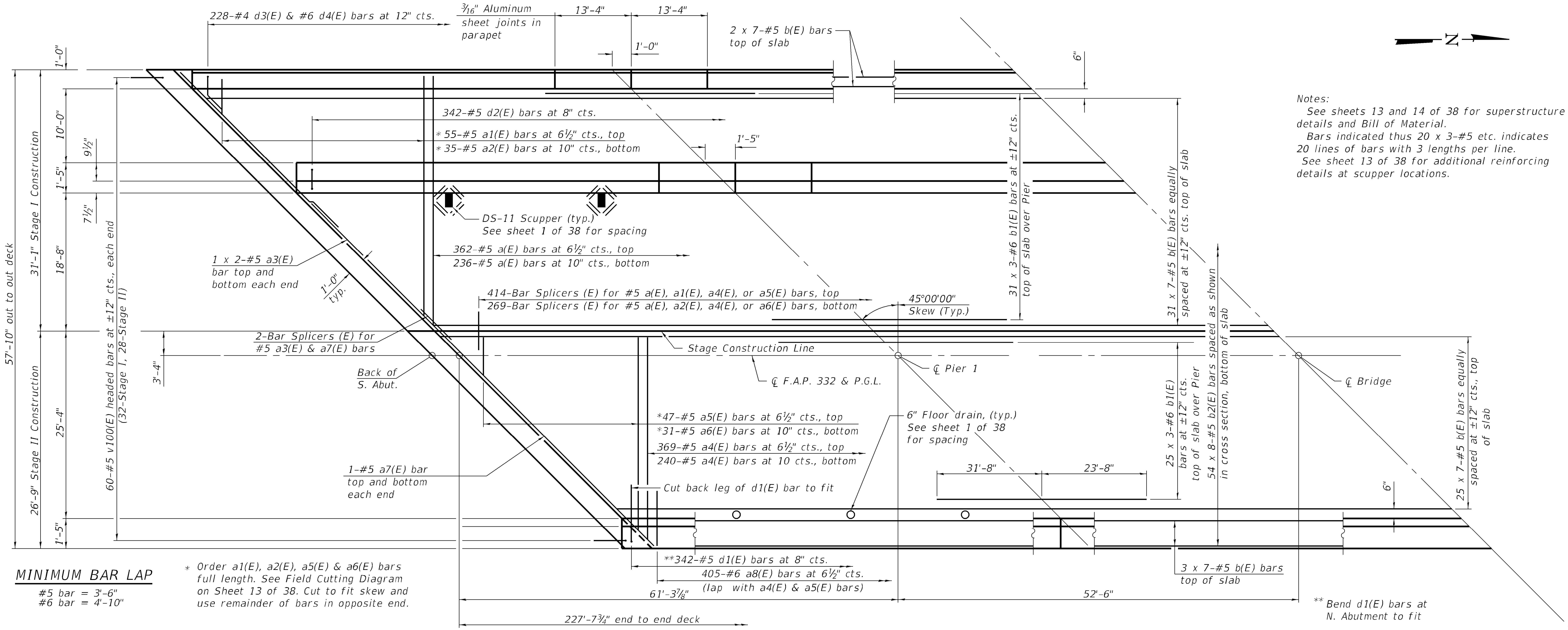
Location	Station	Offset	Theoretical Grade Elevations
S. End of North Appr. Slab	1170+43.32	22.00	653.97
B1	1170+53.32	22.00	653.94
B2	1170+63.32	22.00	653.92
N. End of North Appr. Slab	1170+73.32	22.00	653.88



PLAN

E-AS 2-17-2017

Notes:
See sheets 13 and 14 of 38 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See sheet 13 of 38 for additional reinforcing details at scupper locations.

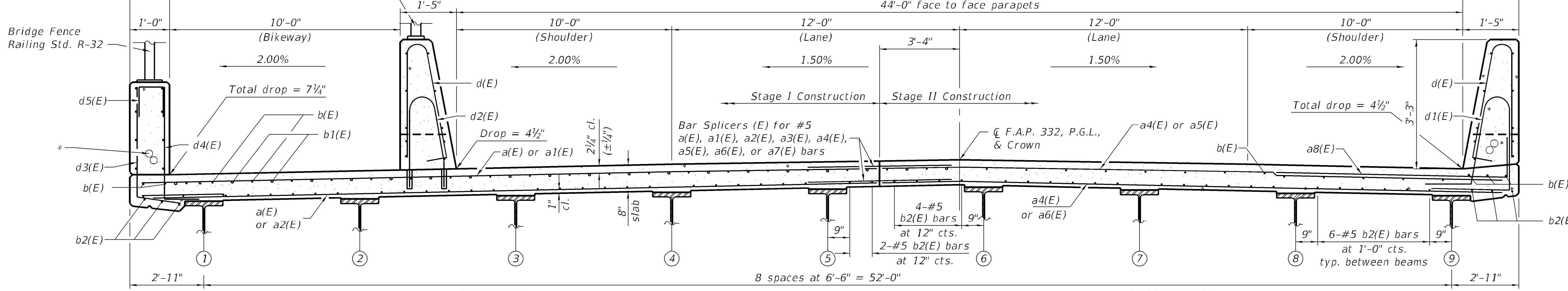


MINIMUM BAR LAP
#5 bar = 3'-6"
#6 bar = 4'-10"

* Order a1(E), a2(E), a5(E) & a6(E) bars full length. See Field Cutting Diagram on Sheet 13 of 38. Cut to fit skew and use remainder of bars in opposite end.

** Bend d1(E) bars at N. Abutment to fit

PARTIAL PLAN



* 2-2" PVC conduits. Maintain 1½" clr. from reinforcement. See Highway Standard 812001. Typ.

CROSS SECTION
(Looking North)

Kaskaskia Engineering Group, LLC	USER NAME =	DESIGNED - MMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE STRUCTURE NO. 012-0074	F.A.P. RTE. 332	SECTION (FX-VBR)B-1	COUNTY CLARK	TOTAL SHEETS 149	SHEET NO. 74
		CHECKED - MLC	REVISED -					CONTRACT NO. 74433		
	PLOT SCALE =	DRAWN - MMC	REVISED -							
	PLOT DATE =	CHECKED - MLC	REVISED -		SHEET 12 OF 38 SHEETS		ILLINOIS FED. AID PROJECT			

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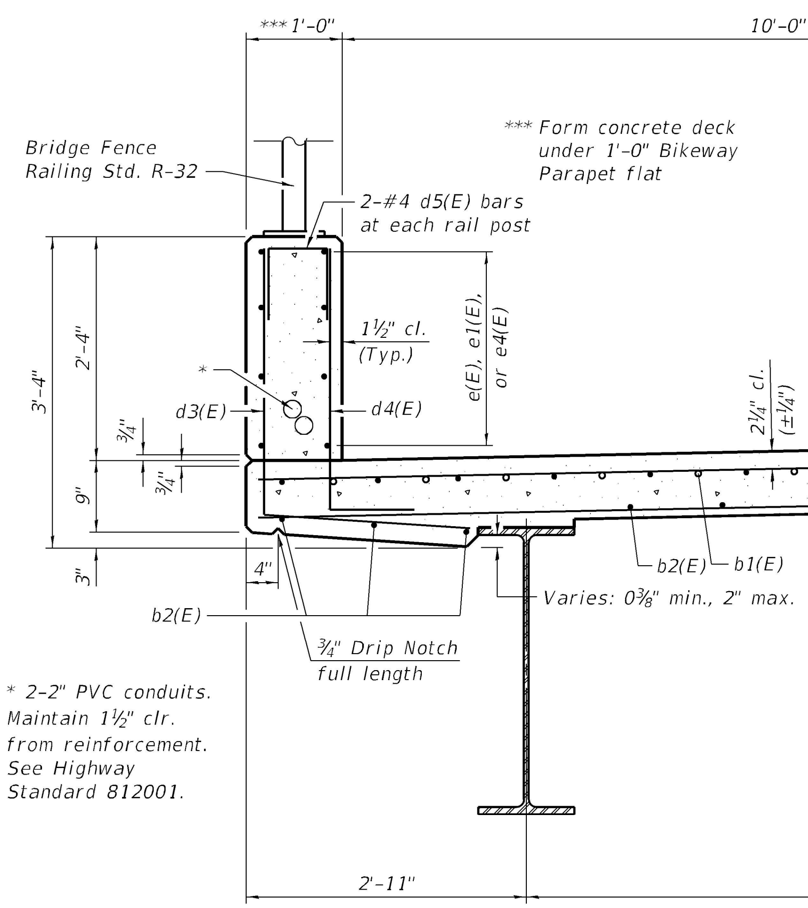
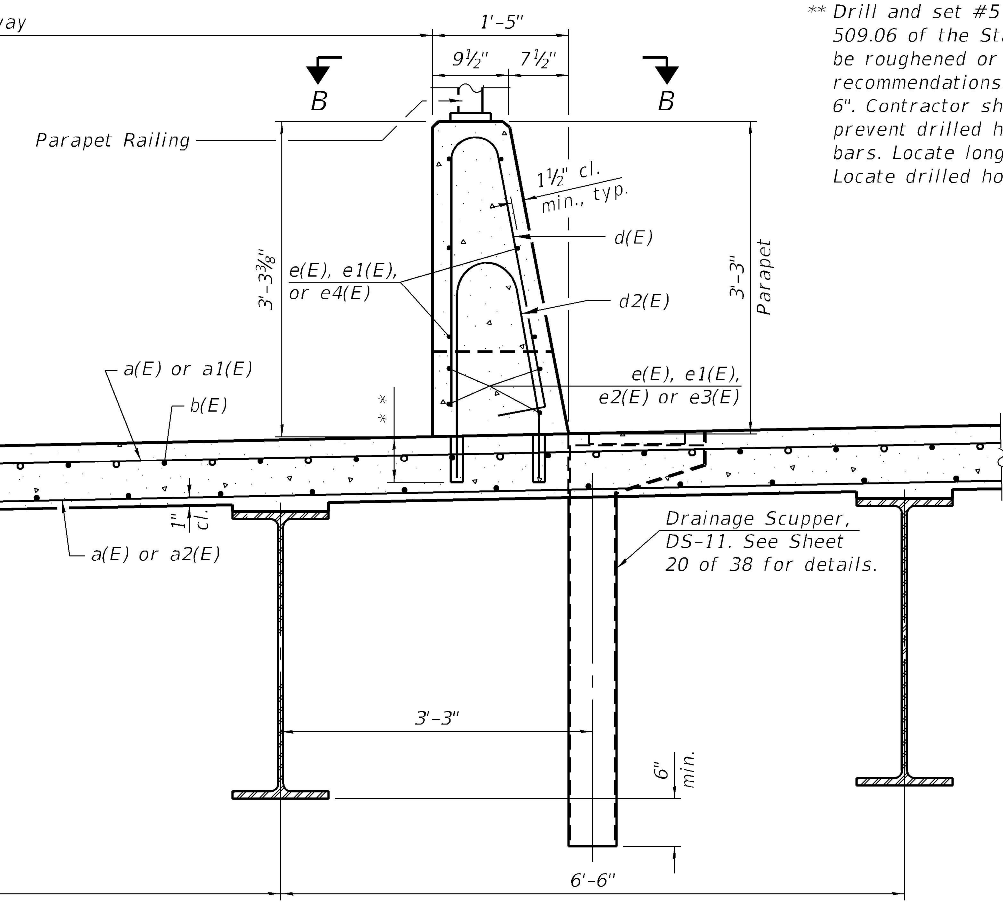
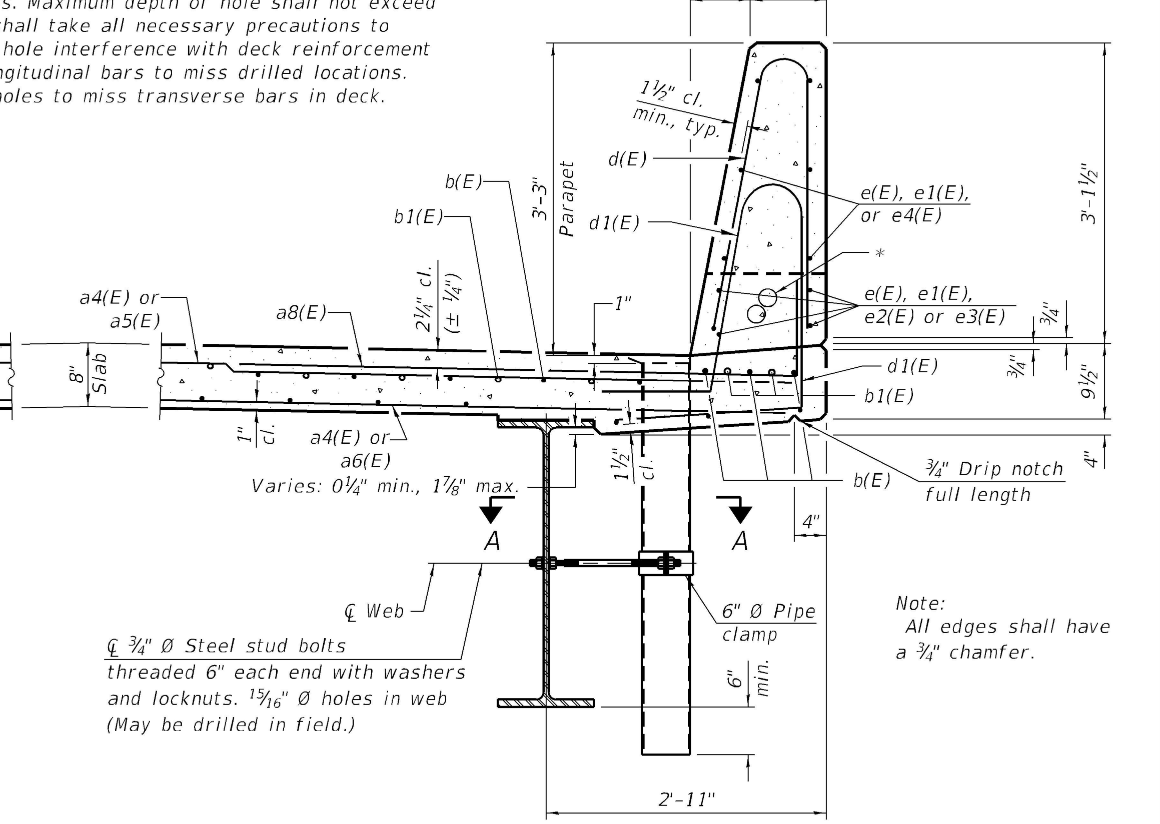


SECTION THRU BIKEWAY PARAPET



SECTION THRU INTERIOR PARAPET

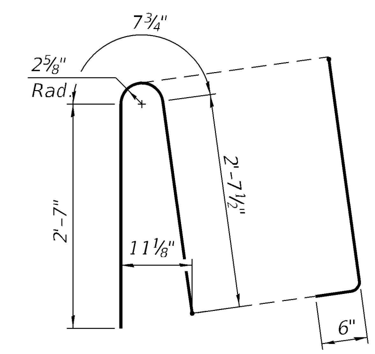
** Drill and set #5 d2(E) bars at 8" cts. according to article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.



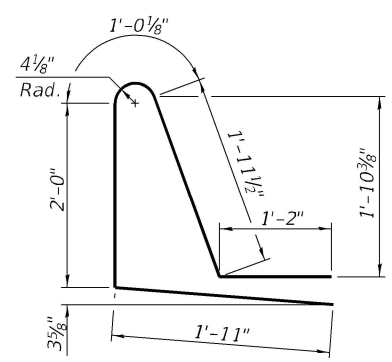
Note:
All edges shall have a ¾" chamfer.

SECTION THRU EAST PARAPET

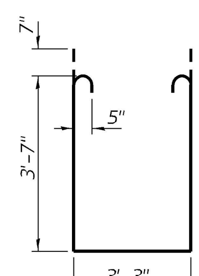
* 2-2" PVC conduits. Maintain 1½" clr. from reinforcement. See Highway Standard 812001.



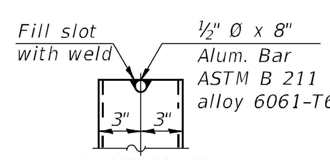
BAR d(E)



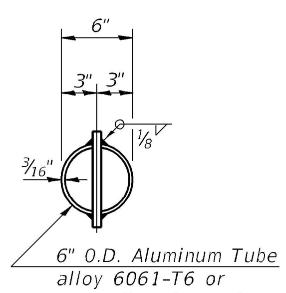
BAR d1(E)



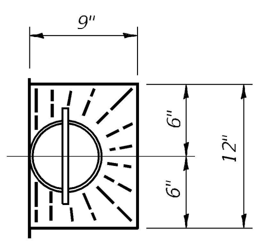
BAR s(E)



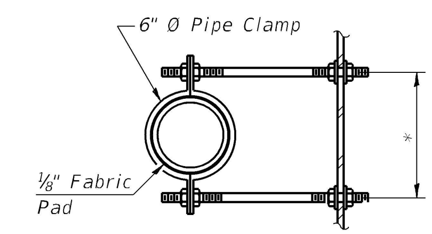
ALUMINUM TUBE



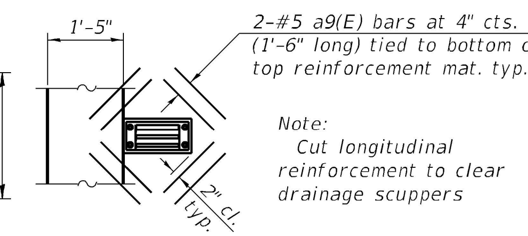
TOP PLAN
(Showing Aluminum Tube)



TOP PLAN

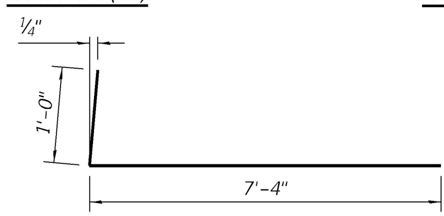


SECTION A-A
* Dimension as required by Pipe Clamp

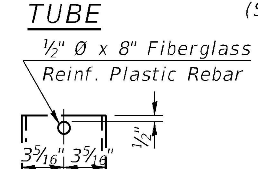


SECTION B-B

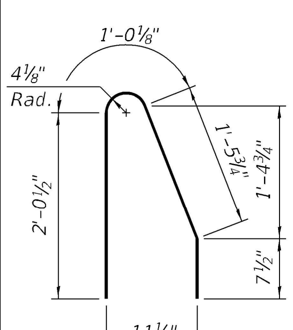
Note:
Cut longitudinal reinforcement to clear drainage scuppers



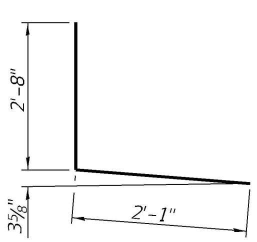
BAR a8(E)



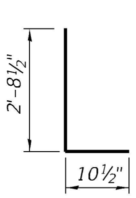
FIBERGLASS PIPE



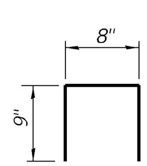
BAR d2(E)



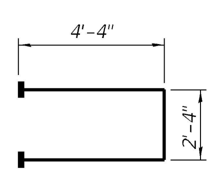
BAR d3(E)



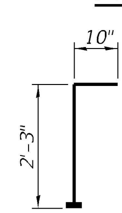
BAR d4(E)



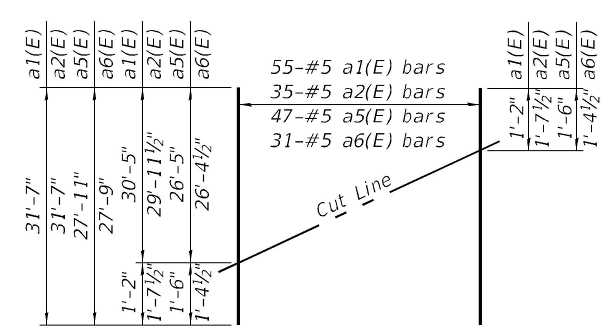
BAR d5(E)



BAR s1(E)
(Headed. 216-#5 Bar terminators)



BAR v100(E)
(Headed. 120-#5 Bar terminator)



FIELD CUTTING DIAGRAM

Order a1(E), a2(E), a5(E), and a6(E) bars full length. Cut as shown and use remainder of bars in opposite end of deck.

Notes:
Fiberglass pipe shall conform to ASTM D2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
The exterior surfaces of the floor drains shall be painted according to Article 506 with the finishcoat as specified. The exterior surfaces of the drains shall be cleaned according to the Society of Protective Coating's Spec. SSPC-SP1 prior to painting.
The top portion of aluminum floor drains shall be coated to minimize reaction with wet concrete.
The clamping device shall be galvanized according to AASHTO M 232. Cost of clamping device included with Floor Drains.
The 3/16" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction withwet concrete. Cost included with Concrete Superstructure.
Bar terminators, paid for separately. See Total Bill of Material.

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Kaskaskia Engineering Group, LLC

USER NAME =	DESIGNED - MMC	REVISED -
	CHECKED - MLC	REVISED -
PLOT SCALE =	DRAWN - MMC	REVISED -
PLOT DATE =	CHECKED - MLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 012-0074

SHEET 13 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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		CONTRACT NO. 74433		
	ILLINOIS	FED. AID PROJECT		

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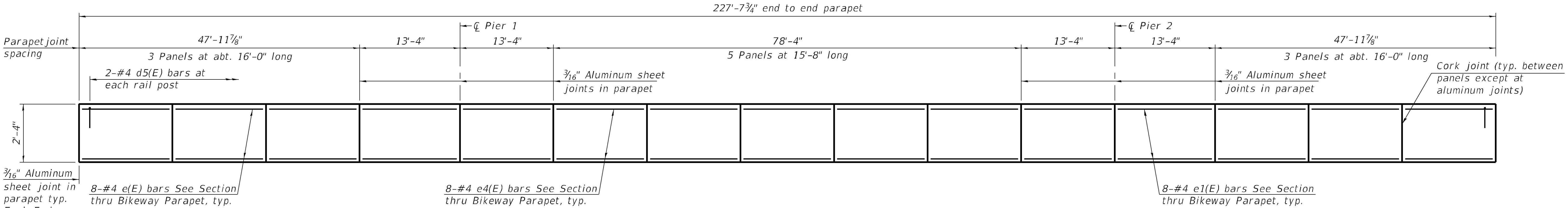
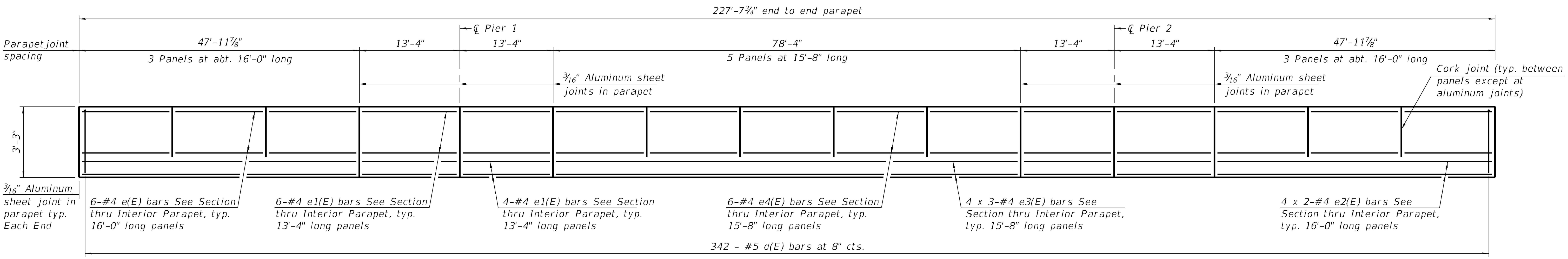


INSIDE ELEVATION OF BIKEWAY PARAPET

MINIMUM BAR LAP

(Parapet)
#4 bar = 2'-8"



Note:
See Sheet 13 of 38 for Sections thru Interior Parapet and Bikeway.

INSIDE ELEVATION OF PARAPET

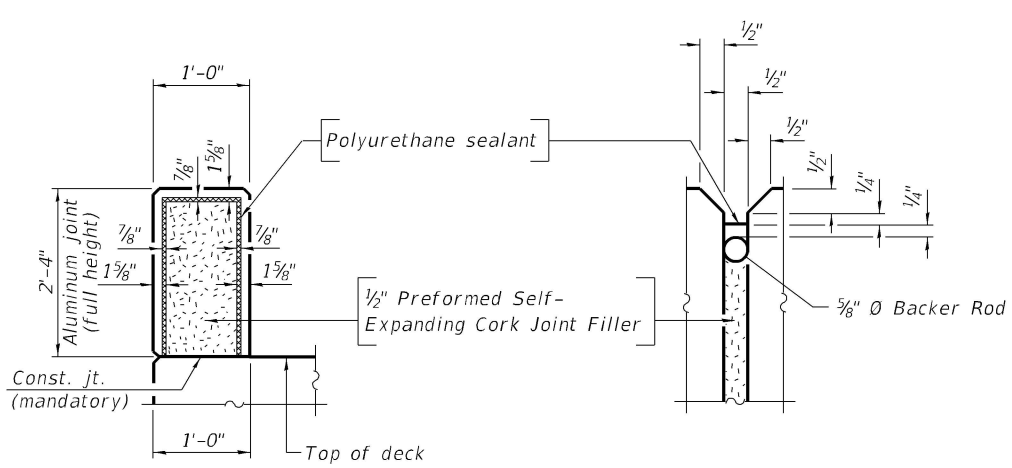
(Interior parapet shown. East parapet similar.)

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	598	#5	30'-9"	
a1(E)	55	#5	31'-7"	
a2(E)	35	#5	31'-7"	
a3(E)	8	#5	23'-7"	
a4(E)	609	#5	26'-5"	
a5(E)	47	#5	27'-11"	
a6(E)	31	#5	27'-9"	
a7(E)	4	#5	37'-4"	
a8(E)	405	#6	8'-4"	
a9(E)	32	#5	1'-6"	
b(E)	427	#5	35'-6"	
b1(E)	336	#6	21'-8"	
b2(E)	432	#5	31'-6"	
d(E)	684	#5	6'-4"	
d1(E)	342	#5	8'-1"	
d2(E)	342	#5	5'-2"	
d3(E)	228	#4	4'-9"	
d4(E)	228	#6	3'-7"	
d5(E)	48	#5	2'-2"	
e(E)	120	#4	15'-7"	
e1(E)	112	#4	13'-0"	
e2(E)	32	#4	25'-1"	
e3(E)	24	#4	27'-10"	
e4(E)	100	#4	15'-4"	

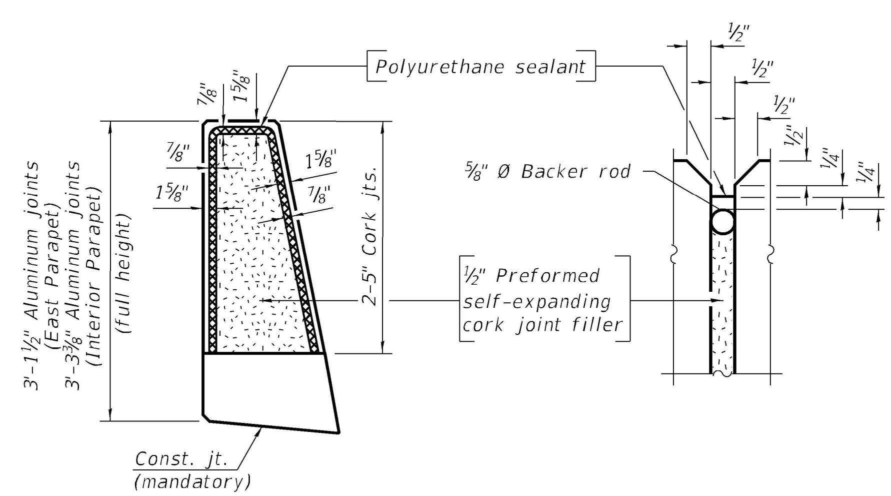
Bar	No.	Size	Length	Shape
m(E)	16	#6	24'-8"	
m1(E)	16	#6	21'-6"	
m2(E)	42	#6	8'-10"	
m3(E)	6	#6	5'-8"	
m5(E)	12	#6	3'-8"	
s(E)	108	#5	11'-7"	
s1(E)	108	#5	11'-0"	
v100(E)	120	#5	3'-1"	
Concrete Superstructure		Cu. Yds.	495.3	
Reinforcement Bars, Epoxy Coated		Lbs.	107,840	

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

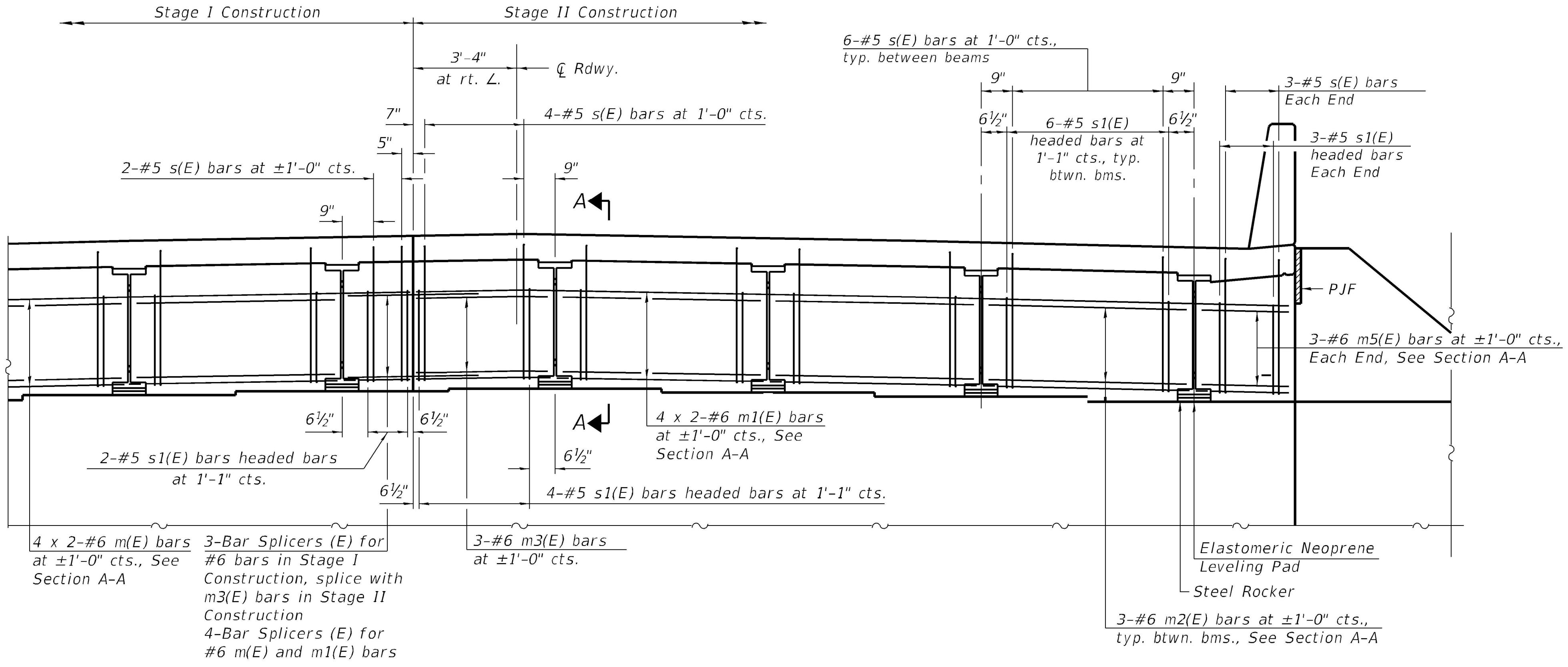


BIKEWAY PARAPET JOINT DETAILS

Note:
The polyurethane sealant shall be according to Article 1050.04 of the Standard Specifications and the color shall be gray

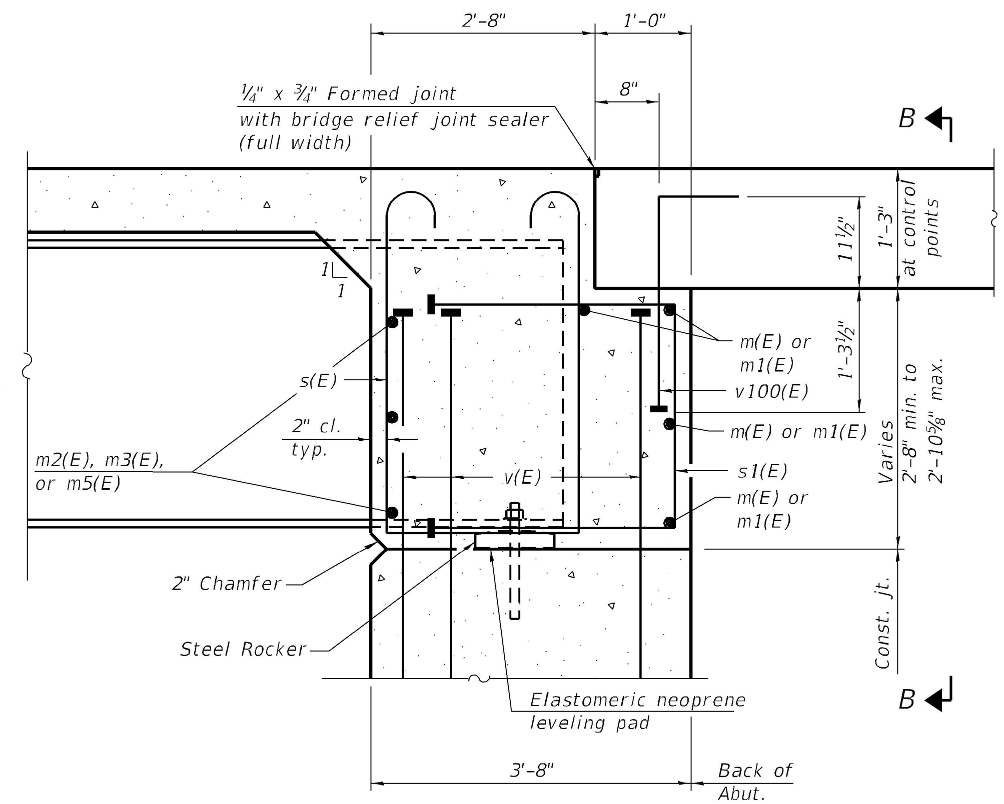


PARAPET JOINT DETAILS



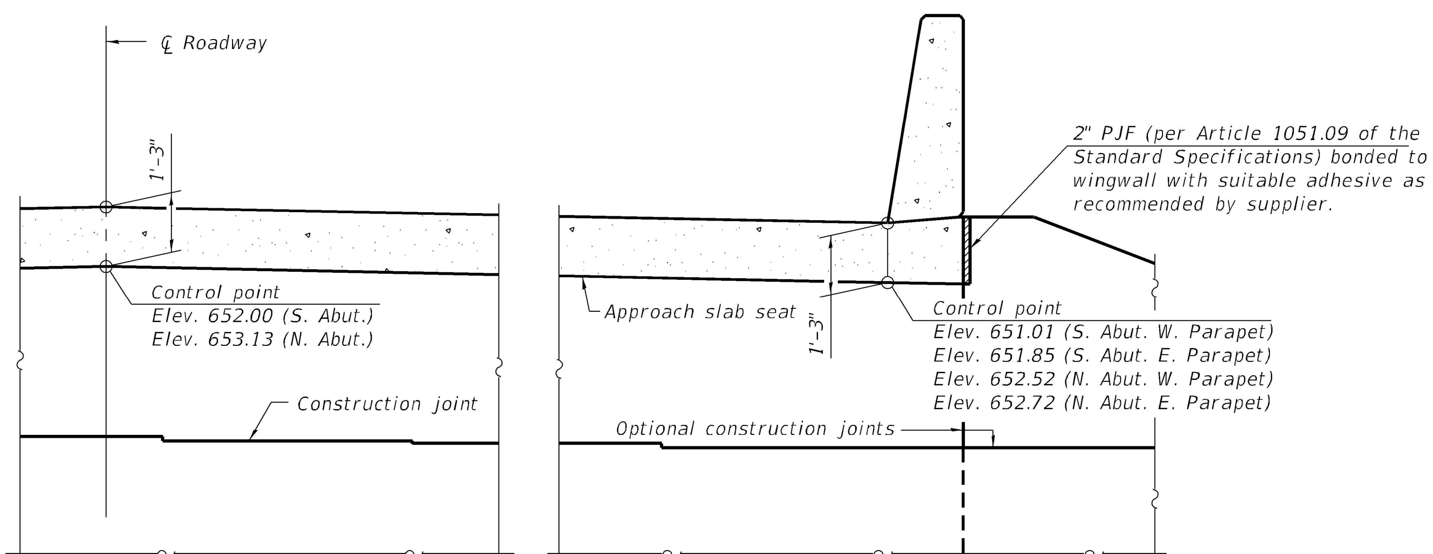
MINIMUM BAR LAP
#6 Bar = 4'-10"

DIAPHRAGM AT NORTH ABUTMENT
(South Abutment Similar)

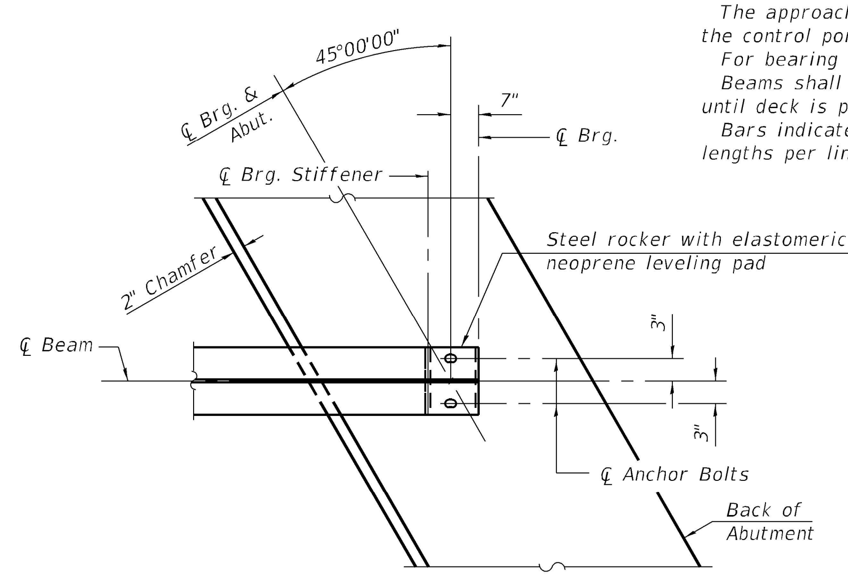


SECTION A-A
(at Rt. ∠'s)

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 14 of 38.
Concrete in diaphragm is included with Concrete Superstructure on sheet 14 of 38.
For details of bars s(E), s1(E), and v100(E) see sheet 13 of 38.
The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.
For bearing details see sheet 27 of 38.
Beams shall be braced for stability during erection and remain braced until deck is poured and cured.
Bars indicated thus 4 x 2-#6 etc, indicates 4 lines of bars with 2 lengths per line.



SECTION B-B



PLAN AT ABUTMENT
(Showing bottom flange of beam)

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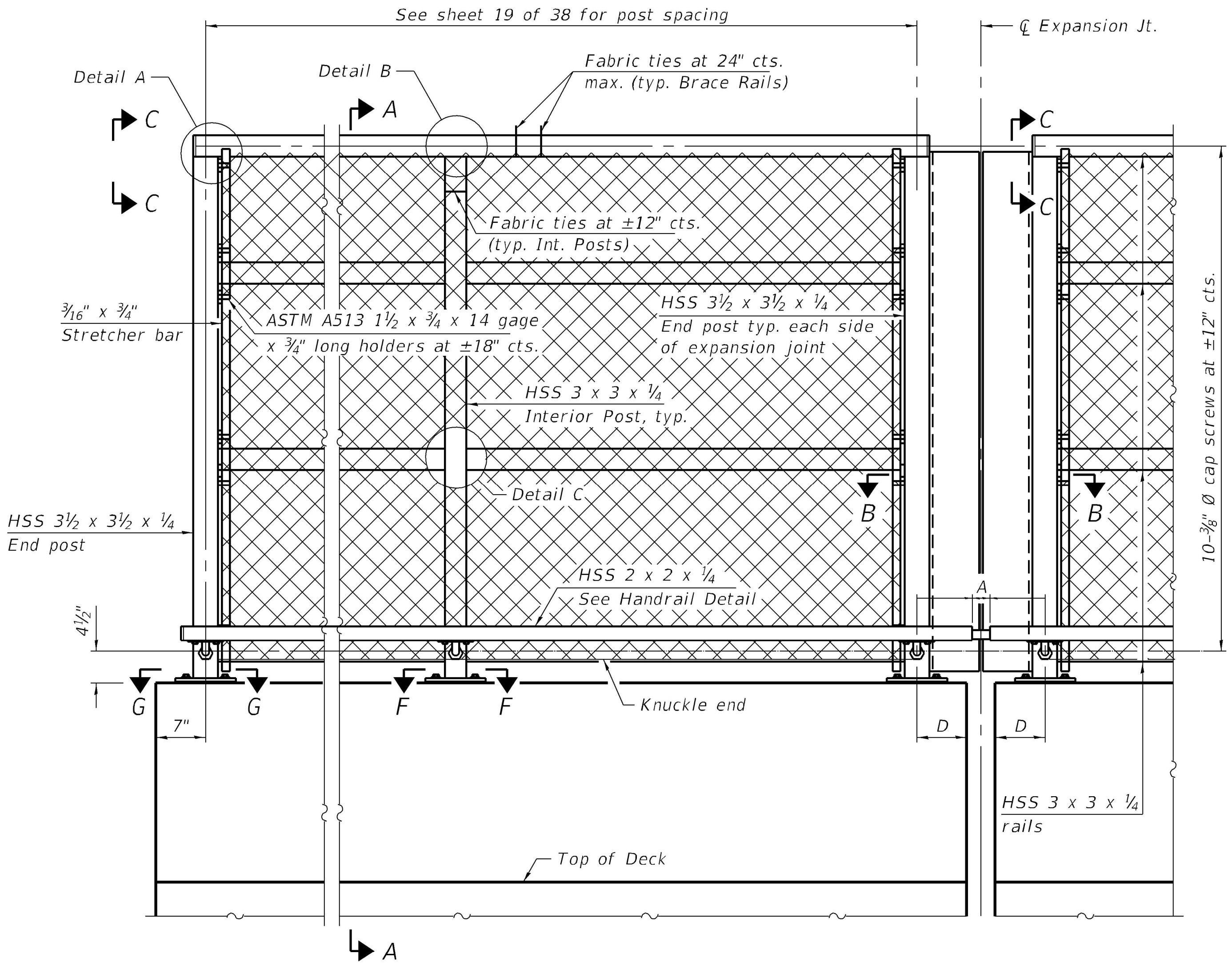
USER NAME =	DESIGNED - MMC	REVISED -
	CHECKED - MLC	REVISED -
PLOT SCALE =	DRAWN - MMC	REVISED -
PLOT DATE =	CHECKED - MLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTEGRAL DIAPHRAGM DETAILS
STRUCTURE NO. 012-0074

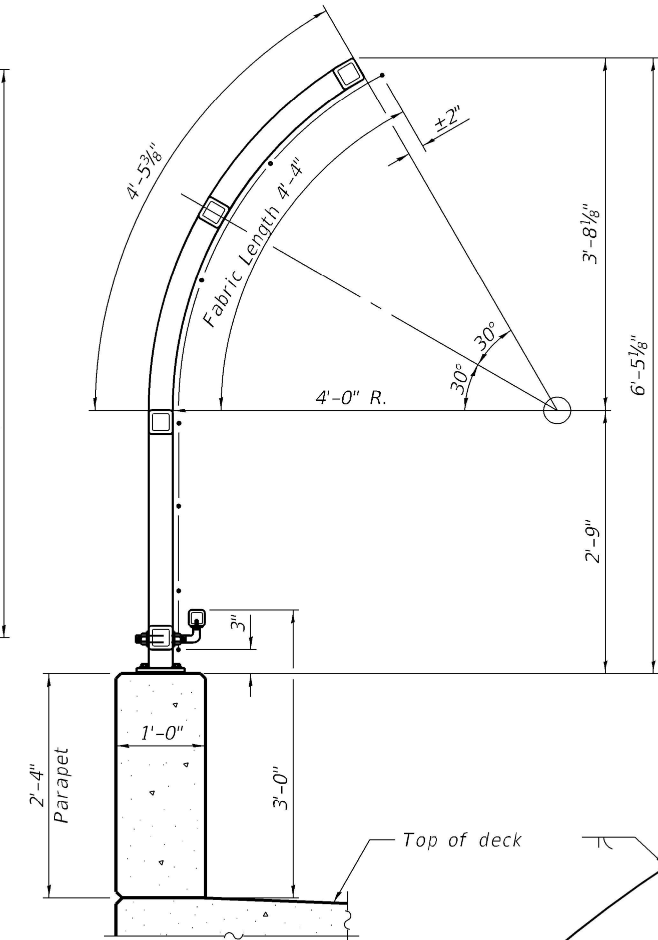
SHEET 15 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	77
		CONTRACT NO. 74433		
		ILLINOIS FED. AID PROJECT		

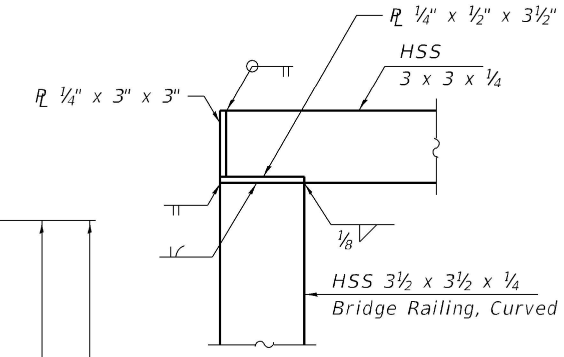


ELEVATION BRIDGE FENCE RAILING, CURVED

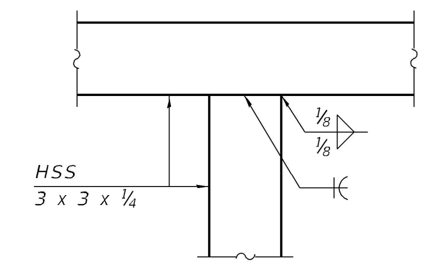
(Inside face)



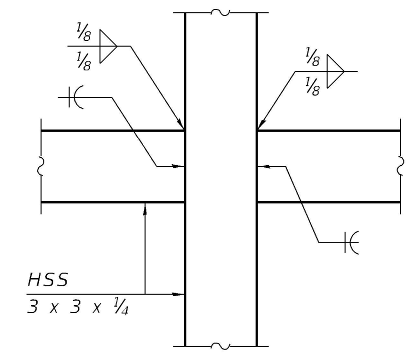
SECTION A-A



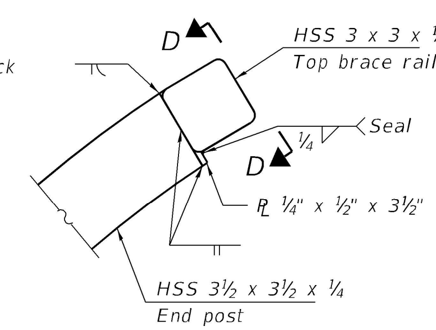
DETAIL A



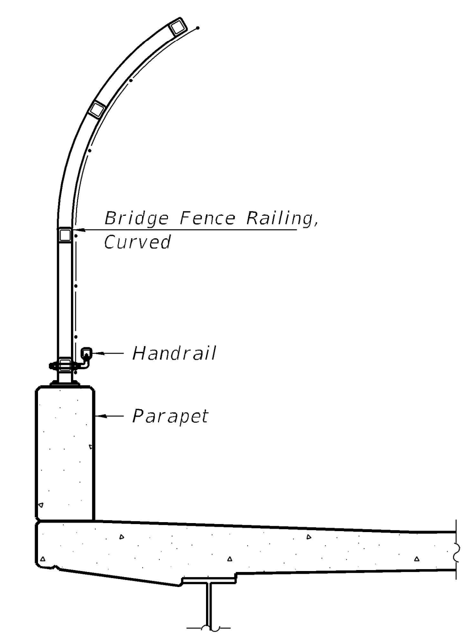
DETAIL B



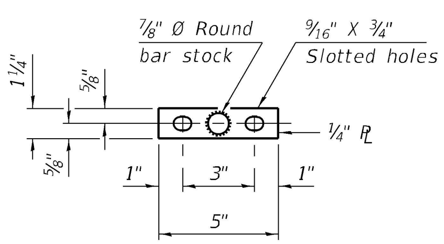
DETAIL C



VIEW C-C

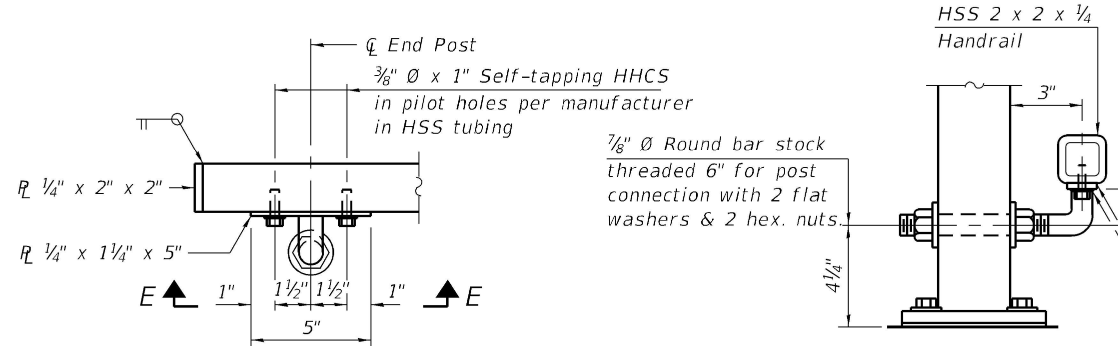


SECTION THRU DECK

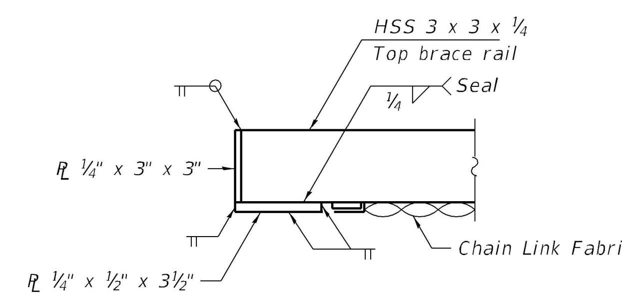


VIEW E-E

(Handrail)



HANDRAIL DETAIL



VIEW D-D

RAILING CRITERIA

NCHRP 350 Test Level	4
Railing Weight (plf)	70
Max Post Spacing	10'-0"

R-32 5-15-2023

(Sheet 1 of 2)

USER NAME =	DESIGNED - MMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE FENCE RAILING, CURVED STRUCTURE NO. 012-0074
	CHECKED - MLC	REVISED -		
PLOT SCALE =	DRAWN - MMC	REVISED -		
PLOT DATE =	CHECKED - MLC	REVISED -		SHEET 16 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	78
		CONTRACT NO. 74433		
		ILLINOIS FED. AID PROJECT		

Kaskaskia Engineering Group, LLC

MODEL: Default
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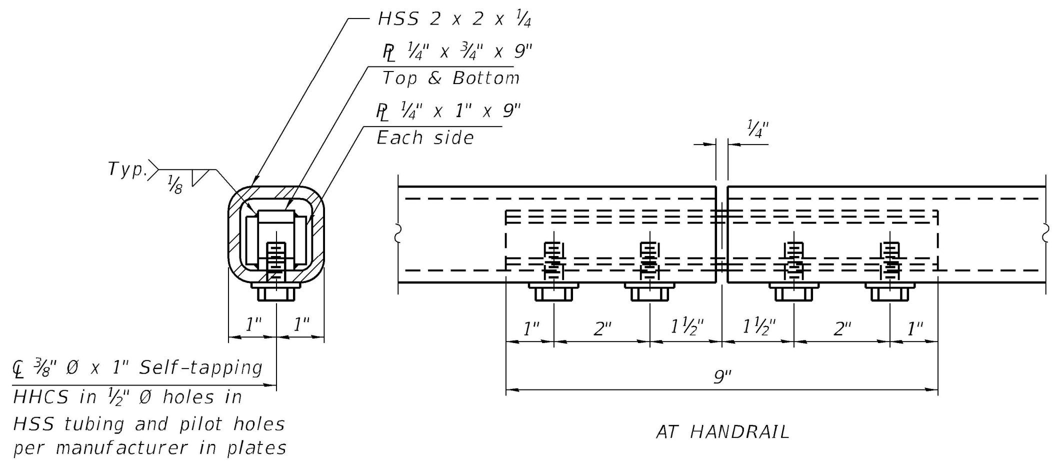
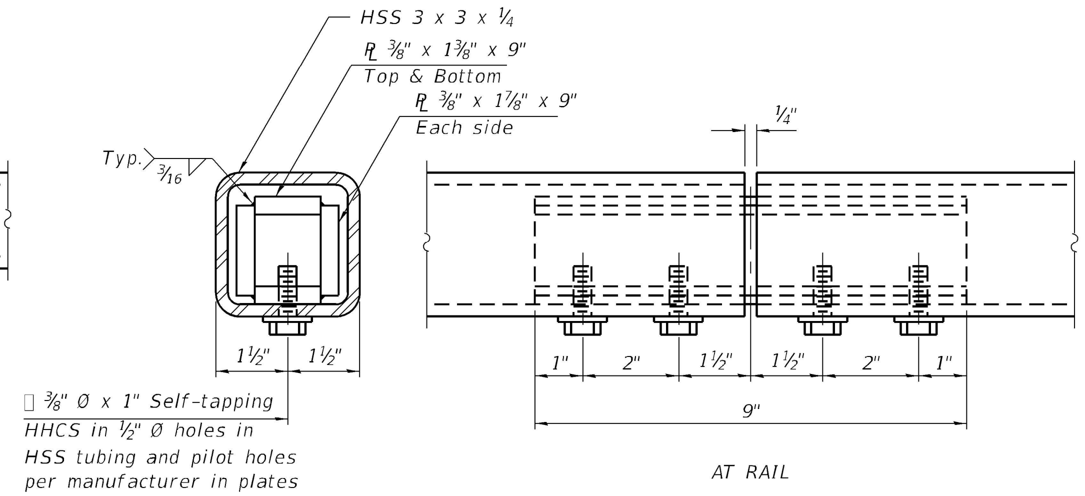
7/18/2025 11:50:29 AM



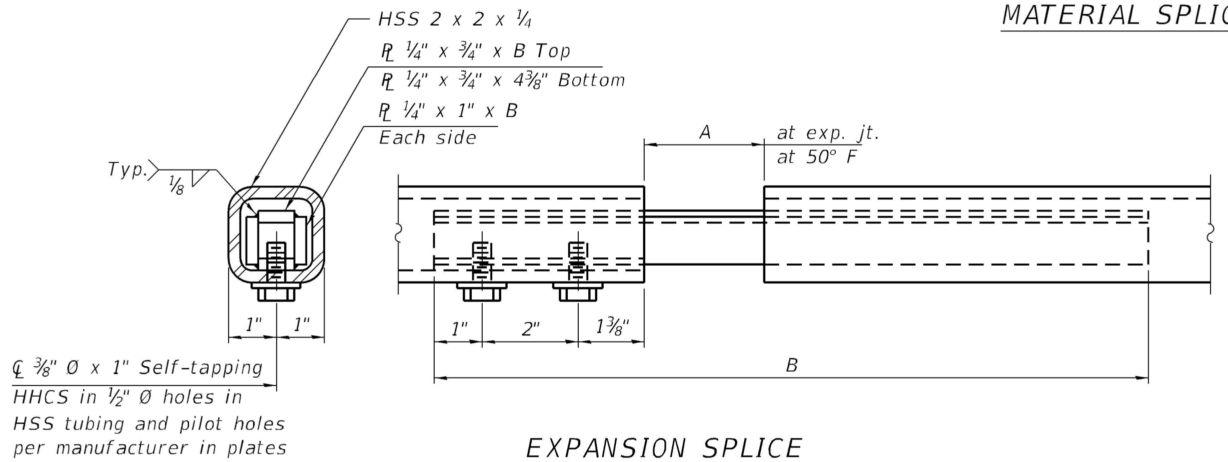
AT HANDRAIL



AT RAIL

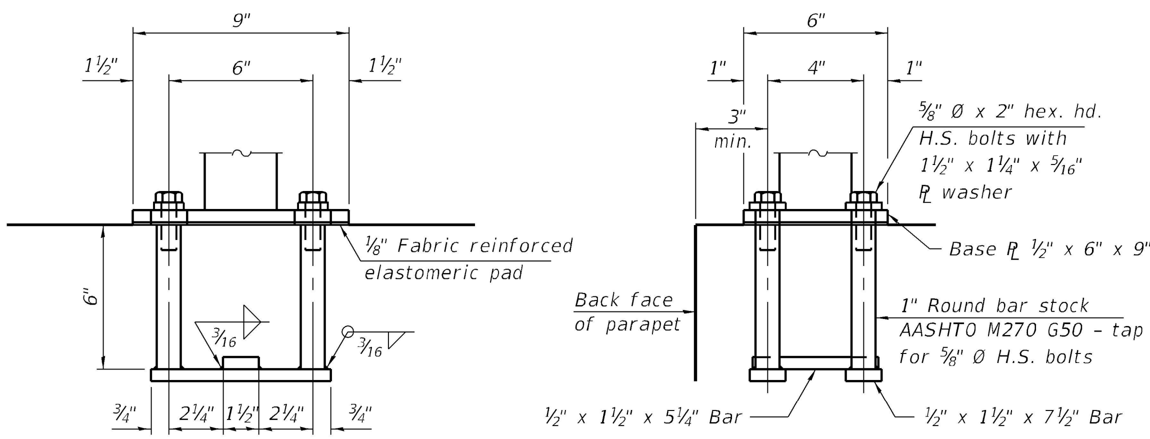
MATERIAL SPLICE

Notes:
Place reinforcement bars to miss anchor rod locations.
CVN testing is not required for the HSS tubing used in the Bridge Fence Railing, Curved.
All HSS tubing used for the Handrail shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.
All heavy hex nuts shall be according to ASTM A 563 grade DH.
All fully threaded anchor rods shall be ASTM F1554 grade 105.
The post base plate shall be fastened to the curb snug tight and given an additional ⅛" turn.
Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.
When the contract specifies a galvanized railing, all steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications. When the contract specifies a painted railing, all posts, rail, splices, anchor devices and plates of the railing shall be painted according to the paint system for railings as specified in the notes on Sheet 19 of 38.



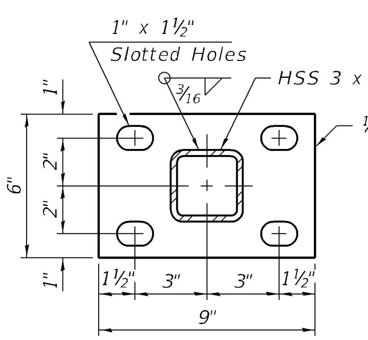
EXPANSION SPLICE

(Weld bottom plate on bolt side)

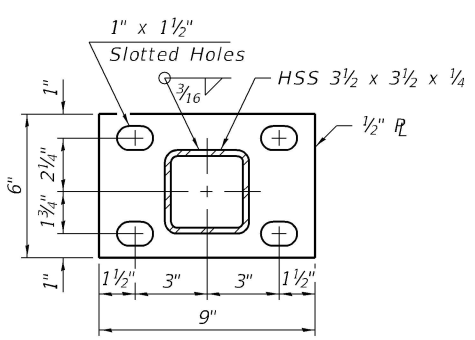


ANCHORAGE ASSEMBLY

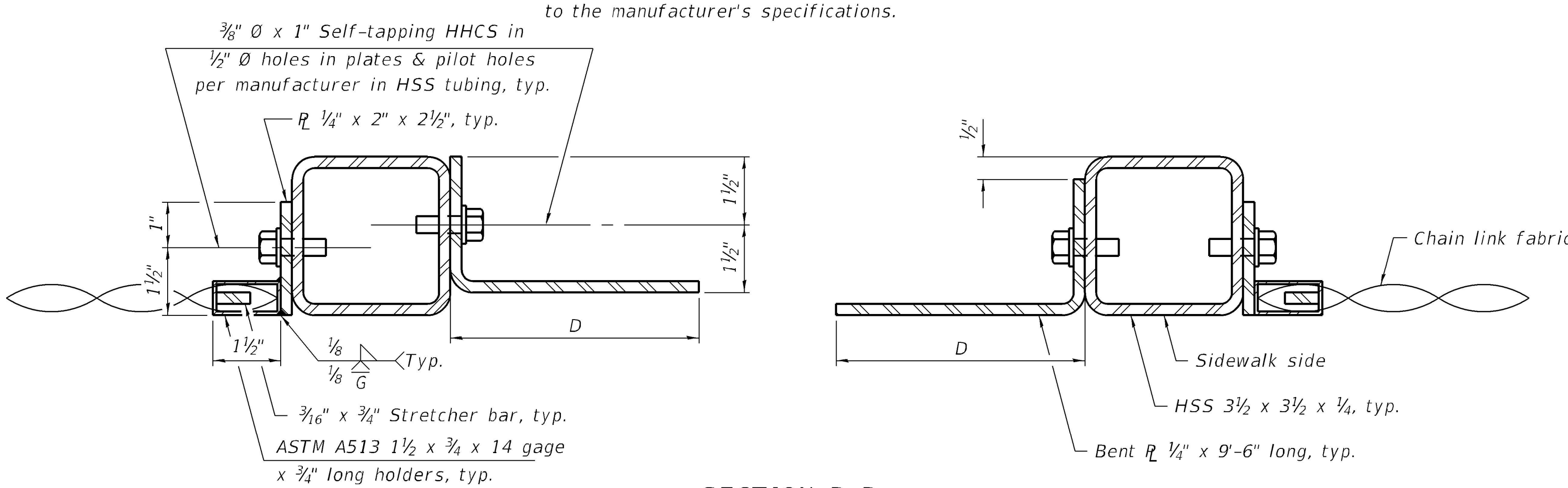
The Bridge Fence Railing, Curved fasteners for end posts near expansion joints may need to be installed prior to installing the bent plates.
In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



SECTION F-F



SECTION G-G



SECTION B-B

Location	T	A	B	C	D
Over Strip Seal Jt.	≤4"	2½"	1'-5⅞"	7¼"	7"
Over Finger or Modular Jt.	≤9½"	5½"	1'-11⅜"		
Over Finger or Modular Jt.	≤15"	8¼"	2'-5⅛"		

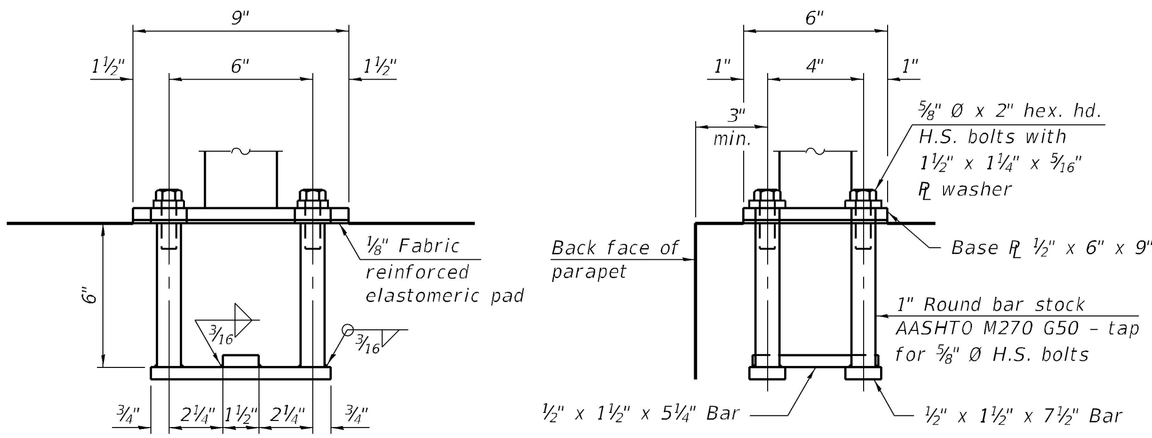
T= ; total movement based on total temperature range from -20°F to 120°F along centerline of roadway at expansion joint.

BILL OF MATERIAL

Item	Unit	Quantity
Bridge Fence Railing, Curved	Foot	286

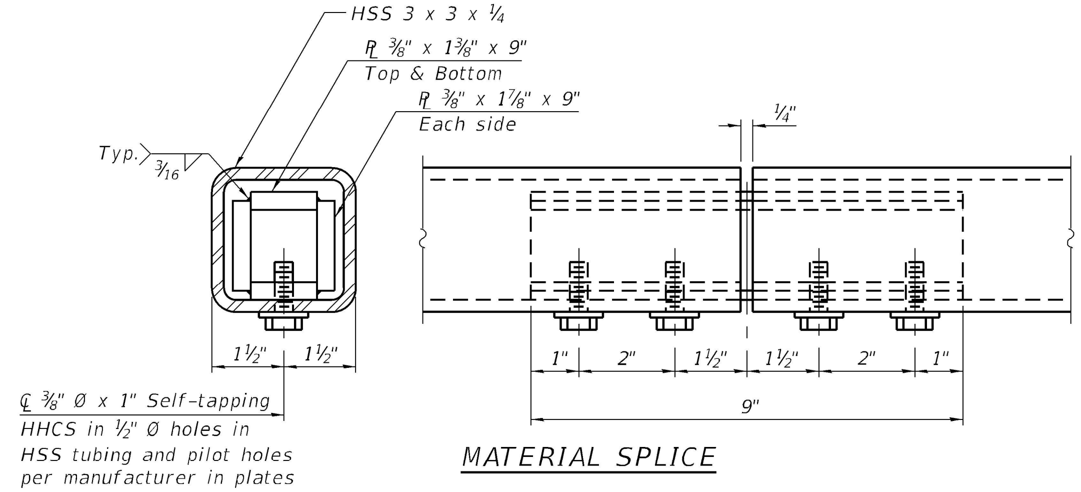
R-32 5-15-2023

(Sheet 2 of 2)



ANCHORAGE ASSEMBLY

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting ⅝" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



MATERIAL SPLICE

Notes:

Place reinforcement bars to miss anchor rod locations..

All HSS tubing used for the Parapet Railing shall be CVN tested according to Article 1006.34(b) of the Standard Specifications.

All HSS tubing used for the Parapet Railing shall be ASTM A500 grade C.

All base plates used for the Parapet Railing shall be AASHTO M270 grade 50.

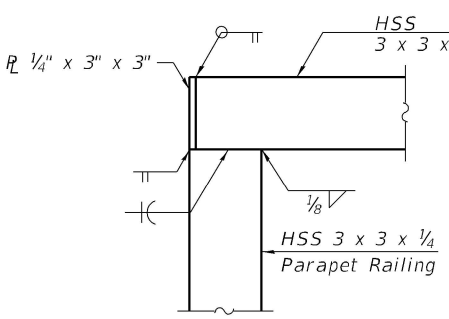
All heavy hex nuts shall be according to ASTM A 563 grade DH.

All fully threaded anchor rods shall be ASTM F1554 grade 105.

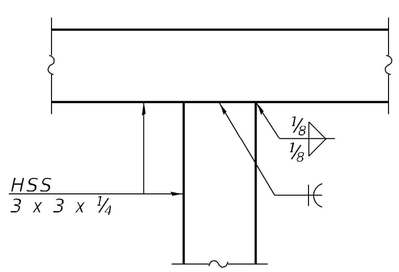
The post base plate shall be fastened to the parapet snug tight and given an additional ⅛" turn.

Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.

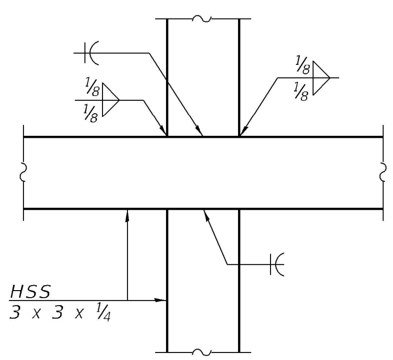
All posts, rail, splices, anchor devices and plates of the railing shall be painted according to the paint system for railings as specified in the note on sheet 19 of 38.



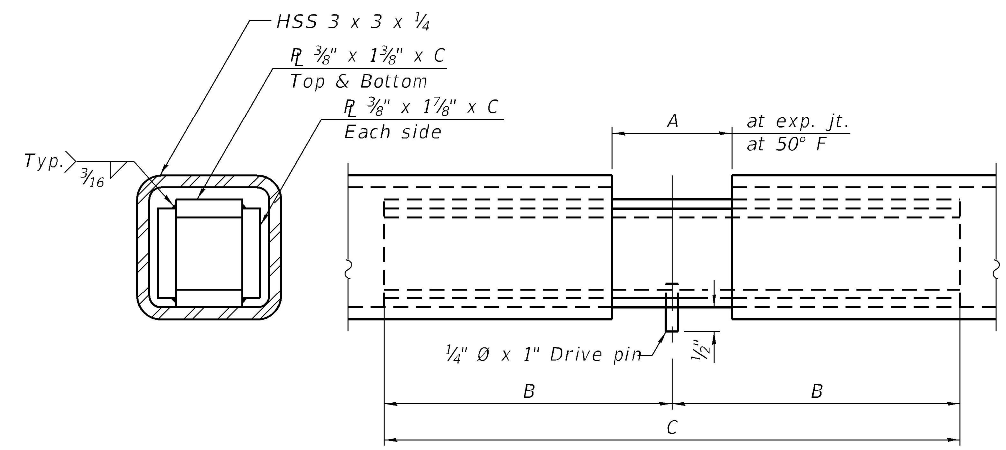
DETAIL A



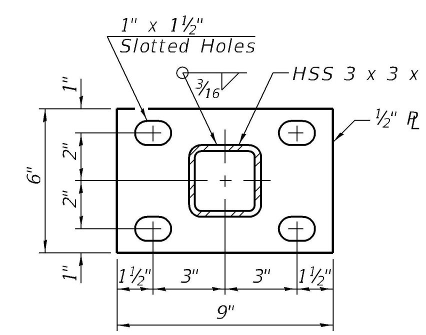
DETAIL B



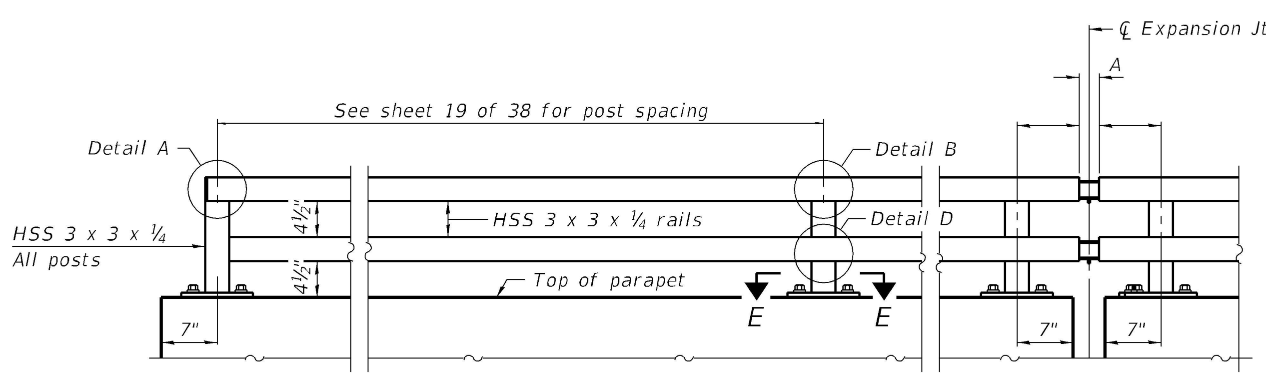
DETAIL D



EXPANSION SPLICE

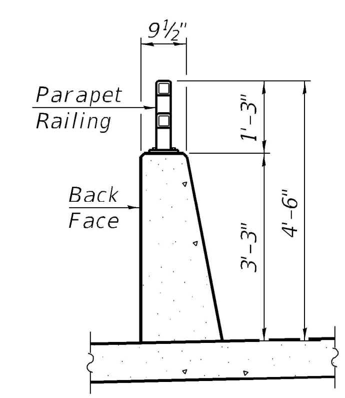


SECTION E-E



ELEVATION PARAPET RAILING

(Inside face)



SECTION THRU DECK

RAILING CRITERIA

MASH 2016 Test Level	4
Parapet Railing Weight (plf)	25
Bicycle Railing Weight (plf)	50
Max Post Spacing	10'-0"

TABLE OF DIMENSIONS

Location	T	A	B	C
Over Strip Seal Jt.	≤4"	2½"	1'-2"	2'-4"
Over Finger or Modular Jt.	≤9½"	5½"	1'-7¾"	3'-3½"
Over Finger or Modular Jt.	≤15"	8¼"	2'-1¼"	4'-2½"

T= ; total movement based on total temperature range from -20°F to 120°F along centerline of roadway at expansion joint.

BILL OF MATERIAL

Item	Unit	Quantity
Parapet Railing	Foot	286

MODEL: Default
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Kaskaskia Engineering Group, LLC

USER NAME =	DESIGNED - MMC	REVISED -	
	CHECKED - MLC	REVISED -	
PLOT SCALE =	DRAWN - MMC	REVISED -	
PLOT DATE =	CHECKED - MLC	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PARAPET RAILING
STRUCTURE NO. 012-0074

SHEET 18 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	80

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

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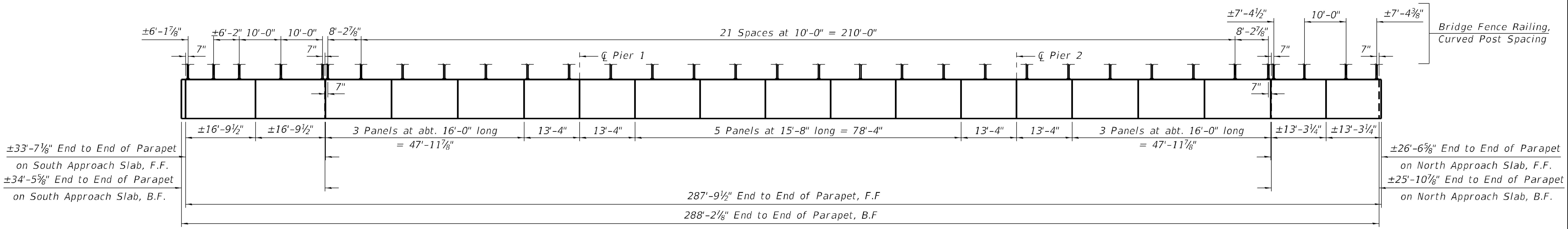
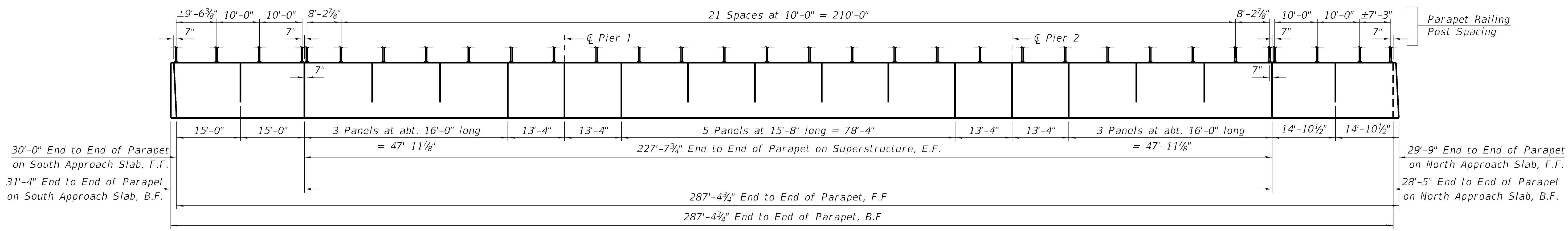
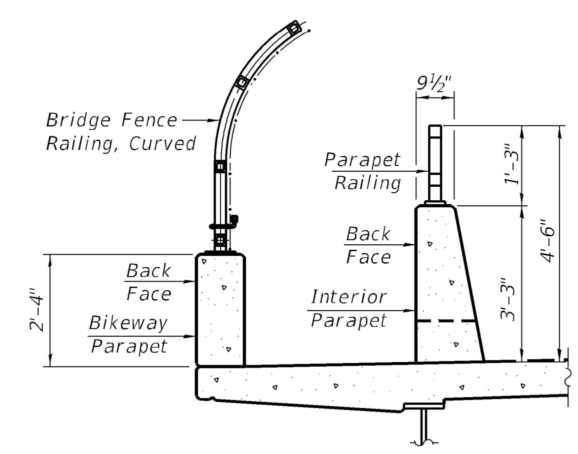


INSIDE ELEVATION OF BRIDGE FENCE RAILING, CURVED ON BIKEWAY PARAPET



INSIDE ELEVATION OF PARAPET RAILING ON INTERIOR PARAPET



SECTION THRU DECK

All post, railing, splices, anchor devices, and bent plates shall be painted using the Inorganic Zinc Rich Primer/Acrylic/Acrylic Paint system. The color of the final coat shall be Blue, Munsell No. 10B 3/6.

MODEL: Default
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Kaskaskia Engineering Group, LLC

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	CHECKED - MLC	REVISED -
PLOT SCALE =	DRAWN - MMC	REVISED -
PLOT DATE =	CHECKED - MLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RAILING DETAILS
STRUCTURE NO. 012-0074

SHEET 19 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	81
		CONTRACT NO. 74433		
	ILLINOIS	FED. AID PROJECT		

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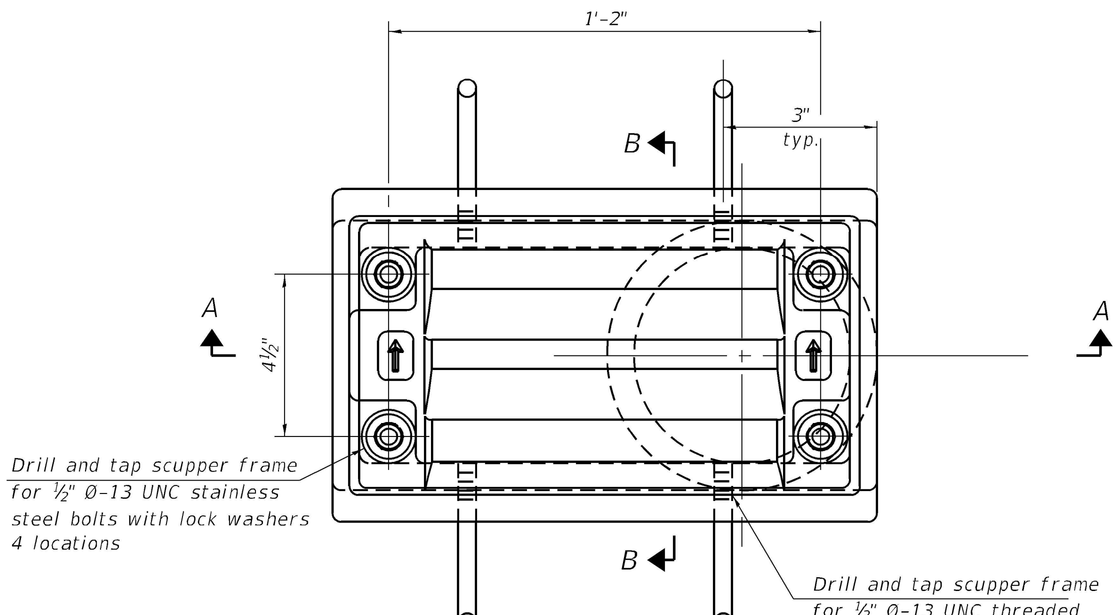
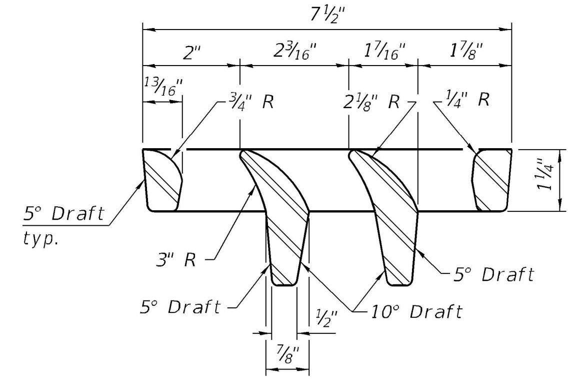
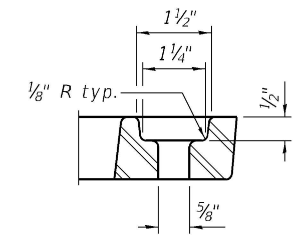


PLAN

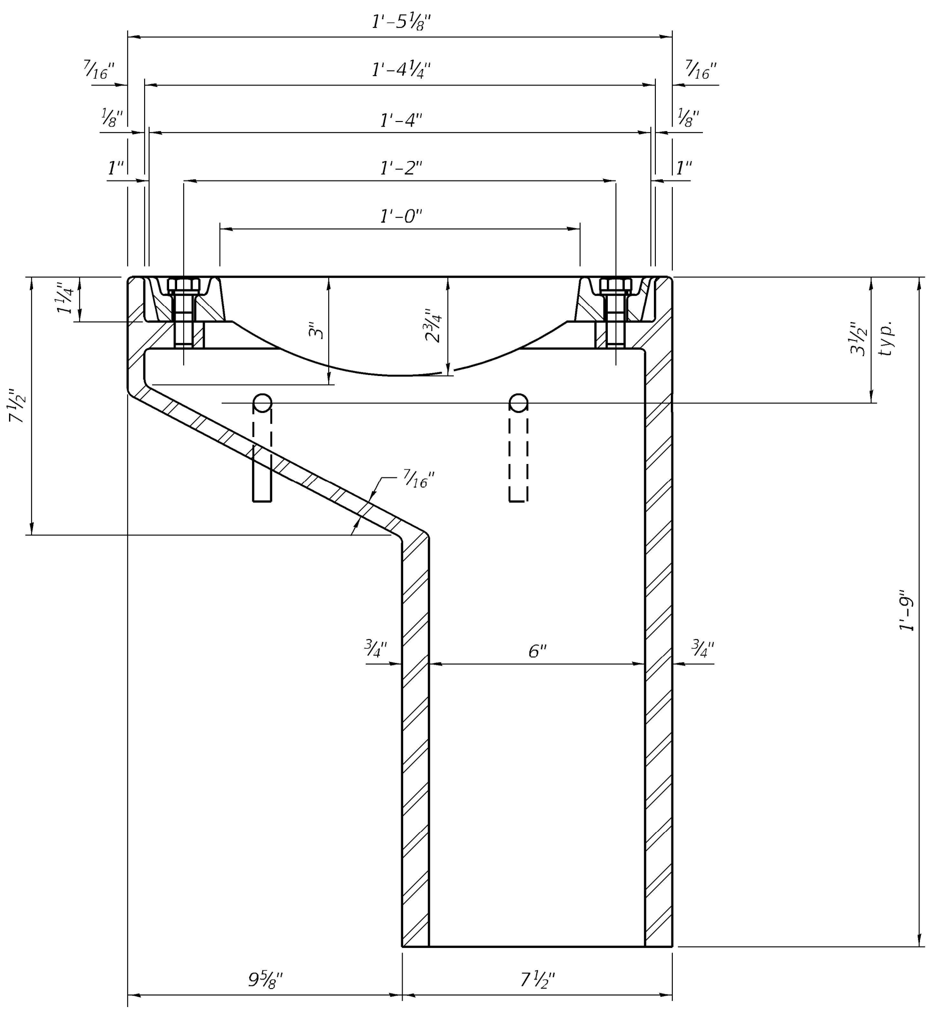


VANE GRATE DETAIL



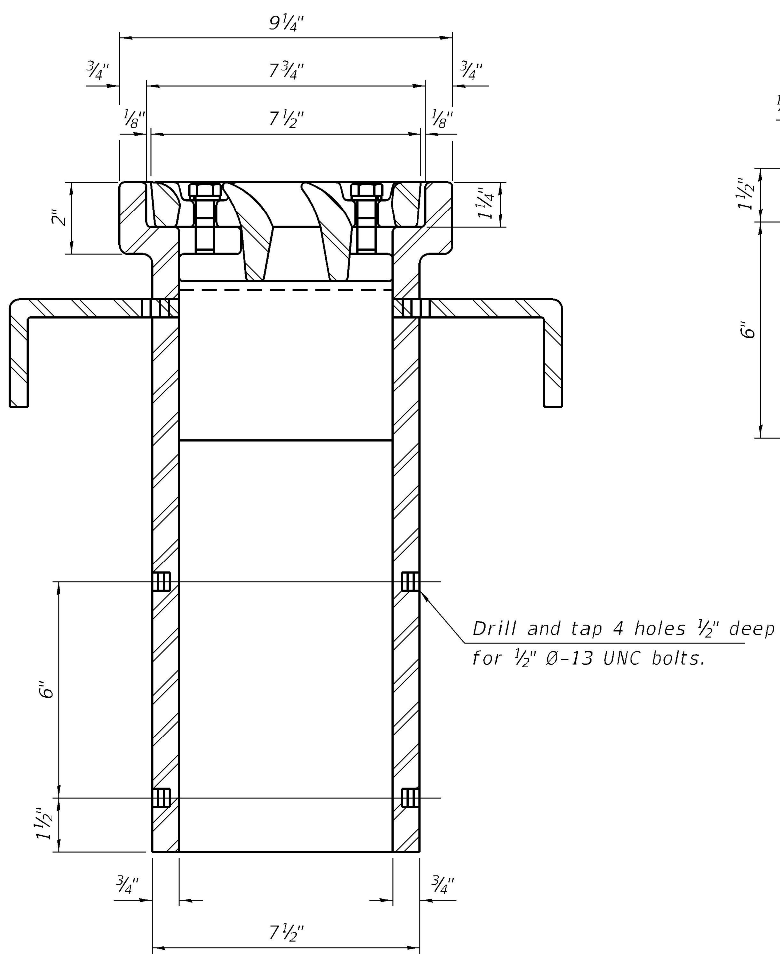
GRATE BOLT HOLE DETAIL

Notes:
All cast iron parts shall be gray iron conforming to the requirements of AASHTO M105, Class 35B and AASHTO M306.
Bolts, anchor rods, nuts and washers shall be according to ASTM A307 and shall be galvanized according to AASHTO M232. As an alternate stainless steel may be used.
Stainless steel hardware shall be 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 frames and downspouts; however, the scupper grates shall remain cast iron. Fillet or full penetration welds shall be used for the weldments. Details shall be submitted to the Engineer for approval.
Structural steel scupper frames and downspouts, when utilized, shall be galvanized according to AASHTO M111.
As an alternate, fiberglass may be used for downspouts according to ASTM D2996 with a short-time rupture strength hoop tensile stress of 30,000 psi min. in lieu of the cast iron or structural steel.
Exterior surfaces of downspouts and exterior exposed surfaces of the scupper frame below deck shall be treated as specified on sheet 2 of 38.
The Contractor shall take appropriate measures to assure that Protective Coat is not applied to the scupper.
Cost of the grate, frame, downspout, anchor rods, nuts and washers including complete installation of the scupper shall be paid for at the contract unit price for Drainage Scuppers, DS-11.

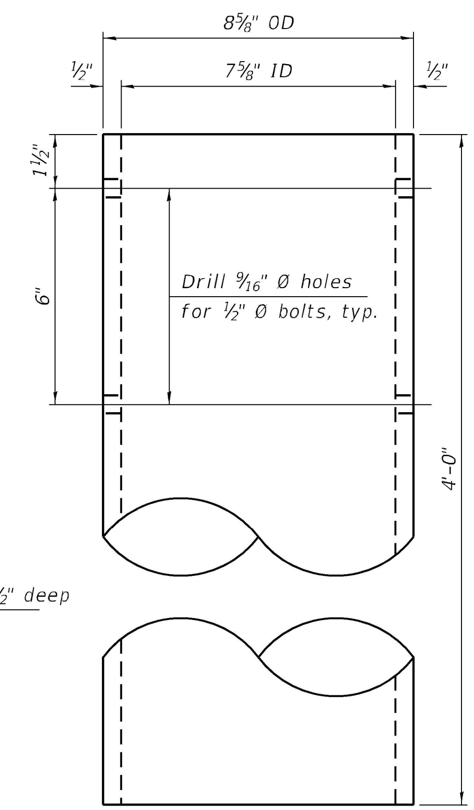


SECTION A-A

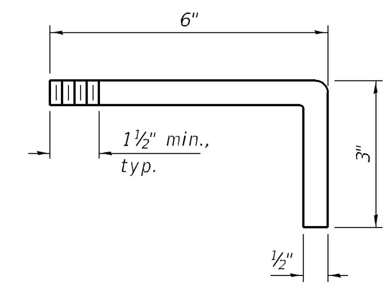
See sheet 13 of 38 for scupper location relative to parapet.



SECTION B-B



DOWNSPOUT



ANCHOR ROD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scuppers, DS-11	Each	4

DS-11 5-15-2023

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USER NAME =	DESIGNED - MMC	REVISED -
	CHECKED - MLC	REVISED -
PLOT SCALE =	DRAWN - MMC	REVISED -
PLOT DATE =	CHECKED - MLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPERS, DS-11
STRUCTURE NO. 012-0074

SHEET 20 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	82
		CONTRACT NO. 74433		
		ILLINOIS FED. AID PROJECT		

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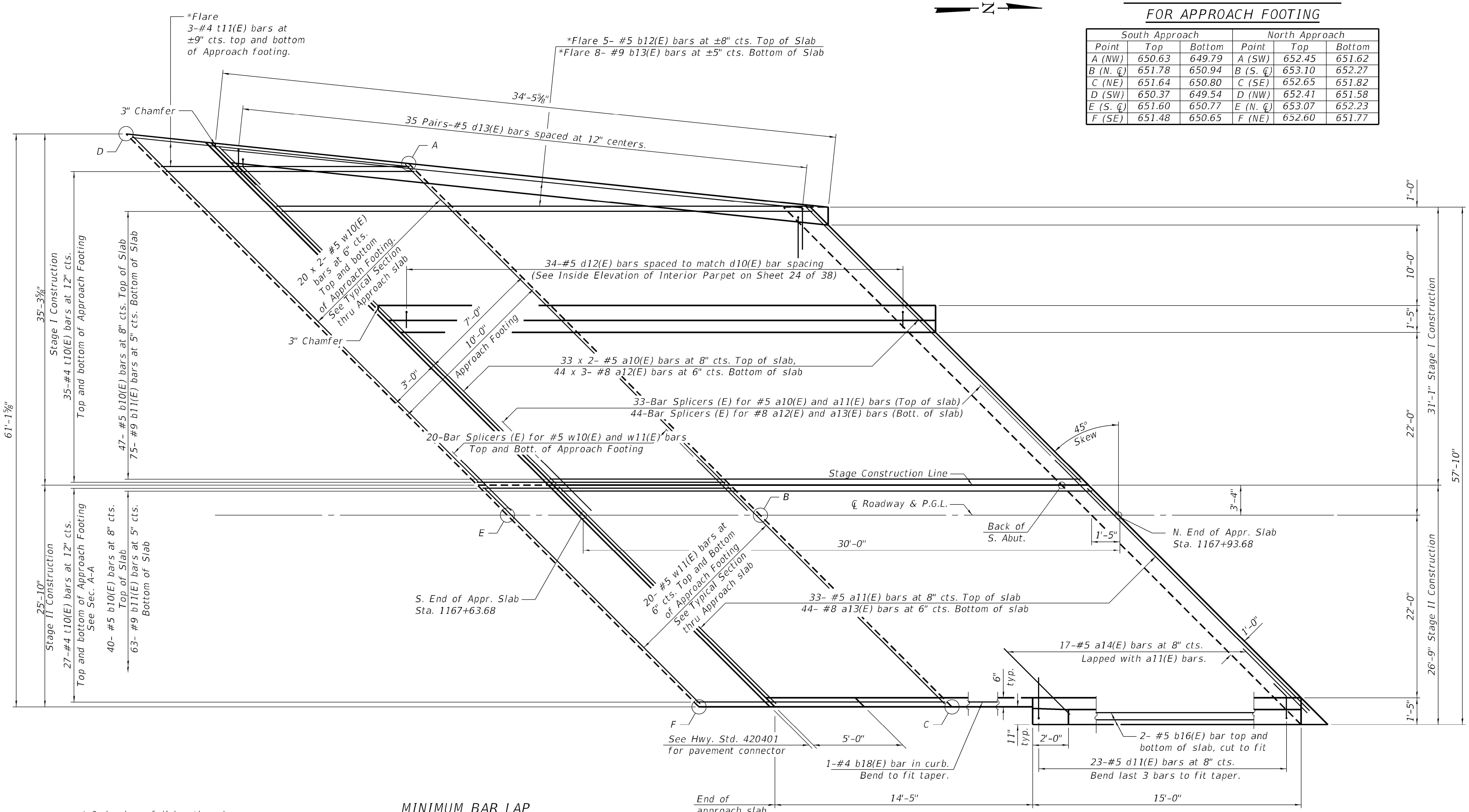
TOP AND BOTTOM ELEVATIONS FOR APPROACH FOOTING

South Approach			North Approach		
Point	Top	Bottom	Point	Top	Bottom
A (NW)	650.63	649.79	A (SW)	652.45	651.62
B (N. ℄)	651.78	650.94	B (S. ℄)	653.10	652.27
C (NE)	651.64	650.80	C (SE)	652.65	651.82
D (SW)	650.37	649.54	D (NW)	652.41	651.58
E (S. ℄)	651.60	650.77	E (N. ℄)	653.07	652.23
F (SE)	651.48	650.65	F (NE)	652.60	651.77



* Order bars full length and cut to fit to relieve congestion of reinforcement

MINIMUM BAR LAP

#5 bar = 3'-4"
#8 bar = 4'-9"

PLAN

Notes:
See sheet 23 of 38 for Typical Section Thru Approach Slab.
See sheet 23 of 38 for South Approach Cross Section

MODEL: Default
FILE NAME: pw:\\keg-pw.bentley.com:keg-pw-01\Documents\IDOT Projects\22-1097.04 IL1 over CSX Bridge and Wall (SS4)\0_IDOT\Structures\0120074-74433-021-South_Integral_Approach_Slab.dgn

Kaskaskia Engineering Group, LLC	USER NAME =	DESIGNED - MMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
		CHECKED - MLC	REVISED -	
	PLOT SCALE =	DRAWN - MMC	REVISED -	
	PLOT DATE =	CHECKED - MLC	REVISED -	

SOUTH INTEGRAL APPROACH SLAB
STRUCTURE NO. 012-0074
SHEET 21 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	83

CONTRACT NO. 74433
ILLINOIS FED. AID PROJECT

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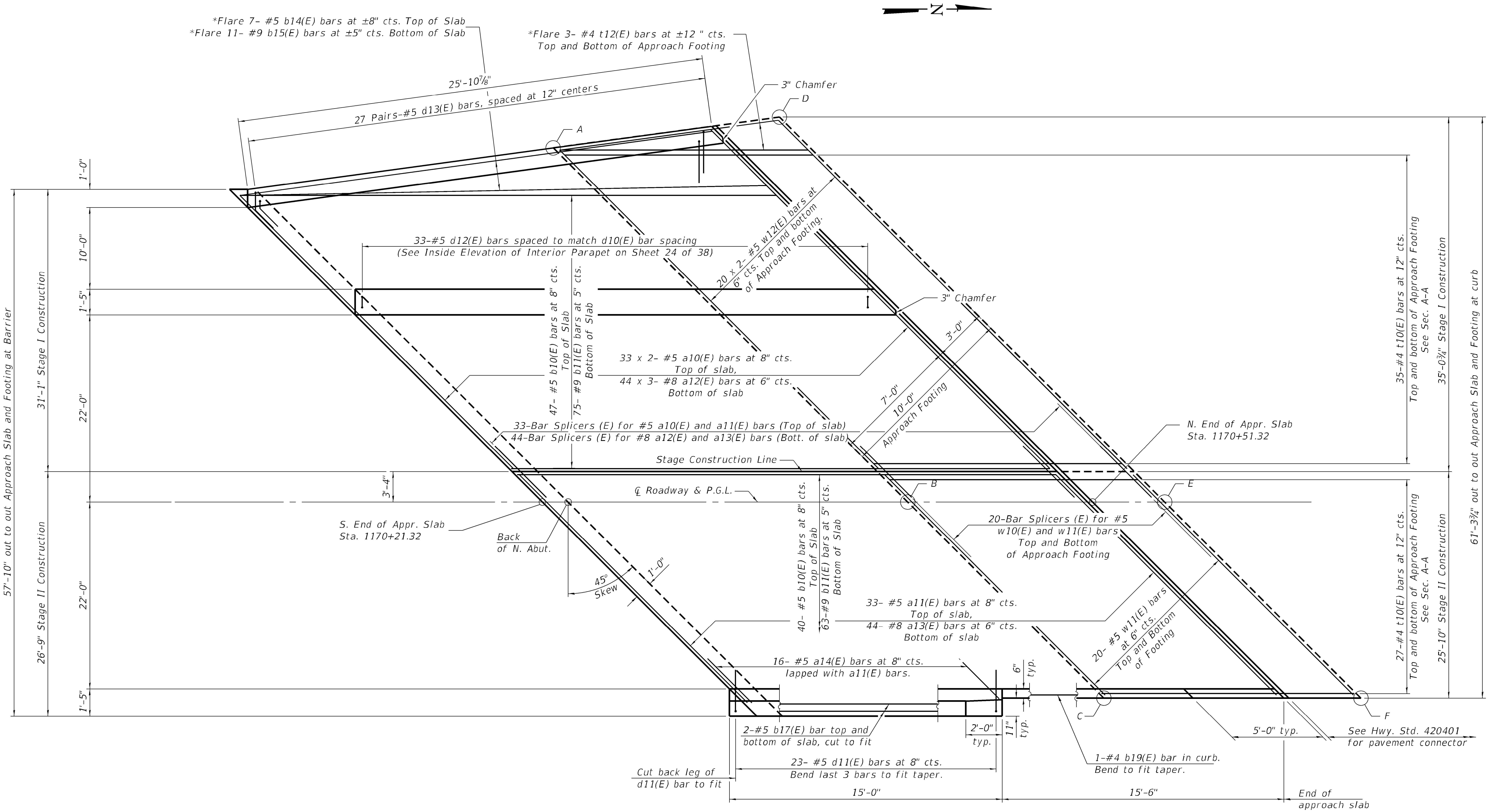
* Order bars full length and cut to fit to relieve congestion of reinforcement



Notes:
See sheet 23 of 38 for Typical Section Thru Approach Slab.
See sheet 23 of 38 for North Approach Cross Section

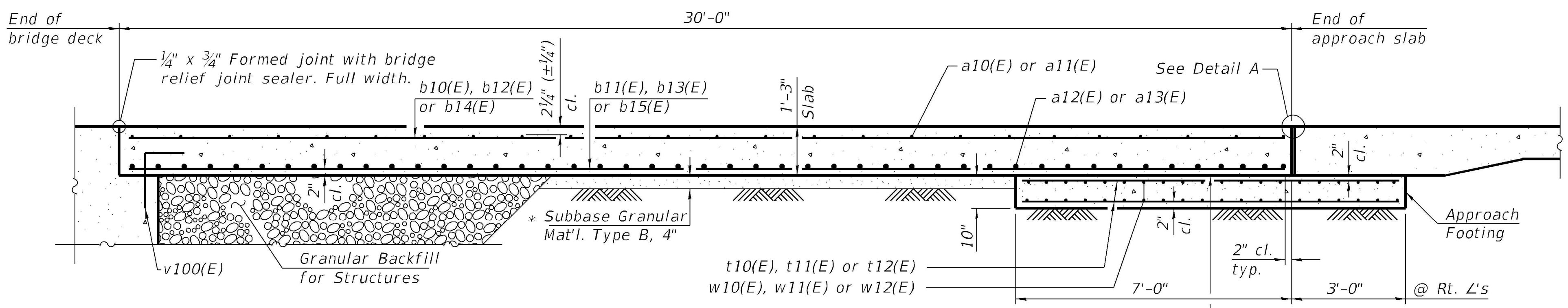
PLAN

Note:
See Sheet 24 of 38 for Detail A.

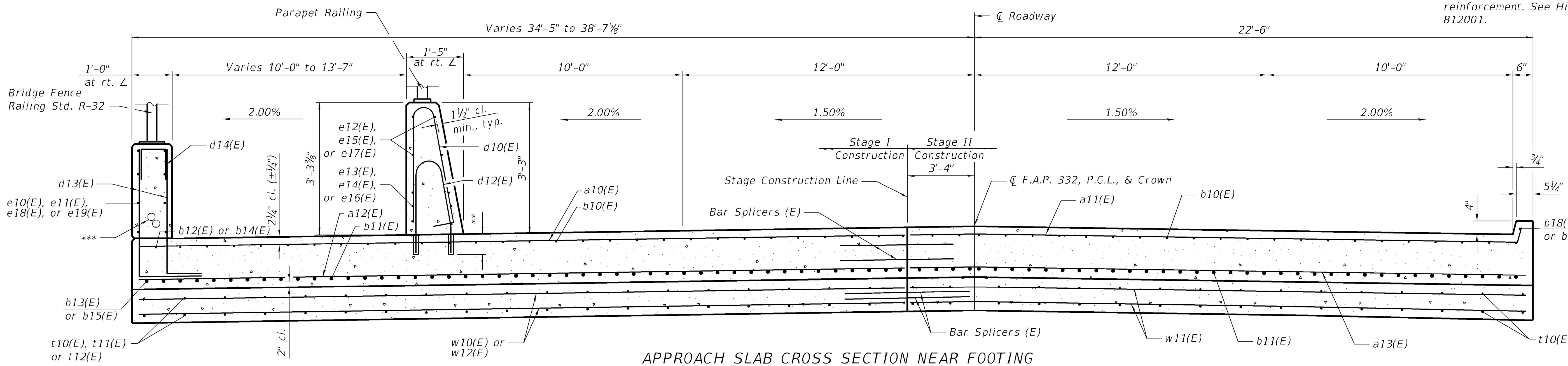
* Cost included with Concrete Superstructure (Approach Slab).

**Drill and set #5 d(E) bar according to Article 509.06 of the Standard Specifications. Drilled holes shall be roughened or scored per manufacturer's recommendations. Maximum depth of hole shall not exceed 6". Contractor shall take all necessary precautions to prevent drilled hole interference with deck reinforcement bars. Locate longitudinal bars to miss drilled locations. Locate drilled holes to miss transverse bars in deck.

***2- 2" PVC conduit. Maintain 1 ½" cl. from reinforcement. See Highway Standard 812001.

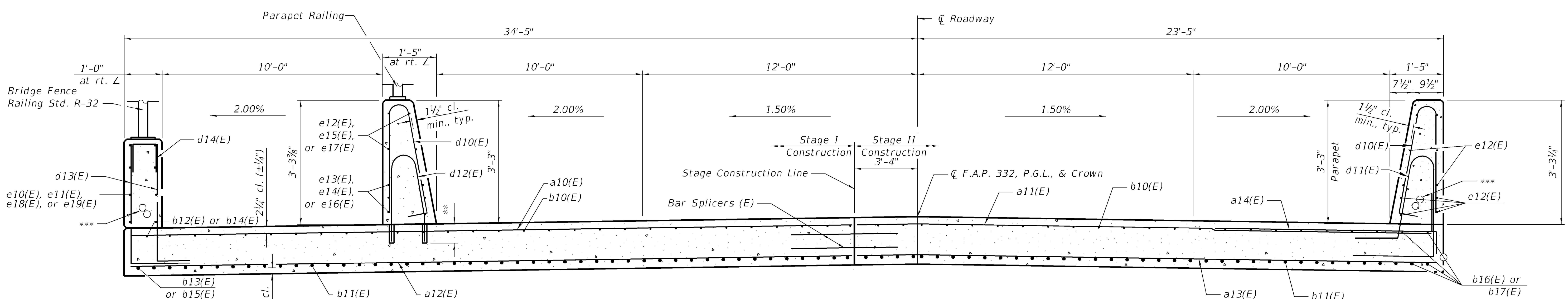


TYPICAL SECTION THRU APPROACH SLAB



APPROACH SLAB CROSS SECTION NEAR FOOTING

(Looking North)



APPROACH SLAB CROSS SECTION NEAR ABUTMENT

(Looking North)

MODEL: Default
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7/18/2025 11:50:56 AM

Kaskaskia Engineering Group, LLC

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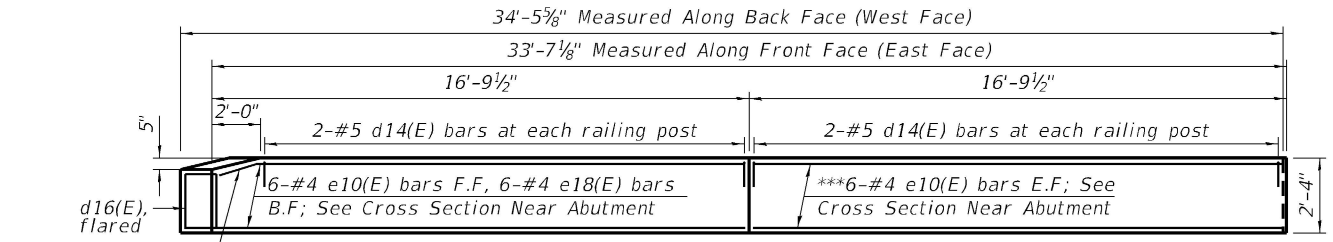
PLOT SCALE =	DRAWN - MMC	REVISED -
PLOT DATE =	CHECKED - MLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INTEGRAL APPROACH SLAB DETAILS
STRUCTURE NO. 012-0074

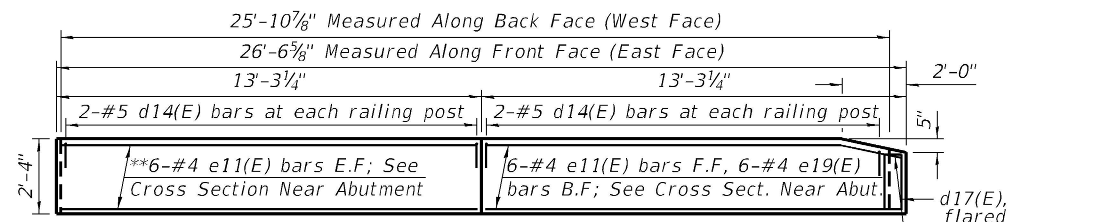
SHEET 23 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	85
		CONTRACT NO. 74433		
	ILLINOIS	FED. AID PROJECT		



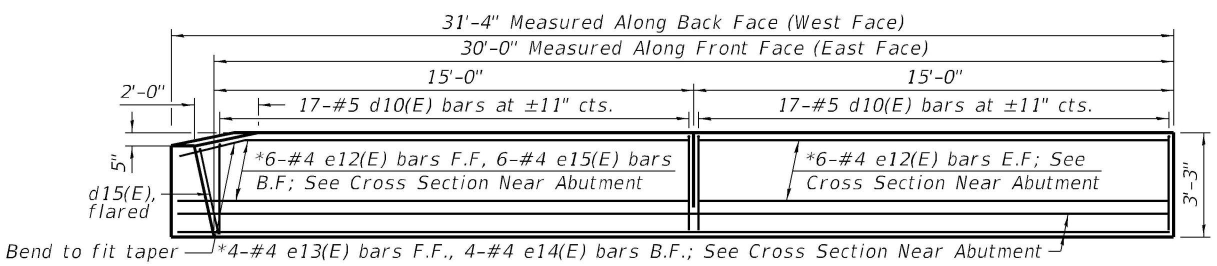
INSIDE ELEVATION OF BIKEWAY PARAPET

(South Approach Slab; ***Cut to Fit e10(E) bars in B.F.)



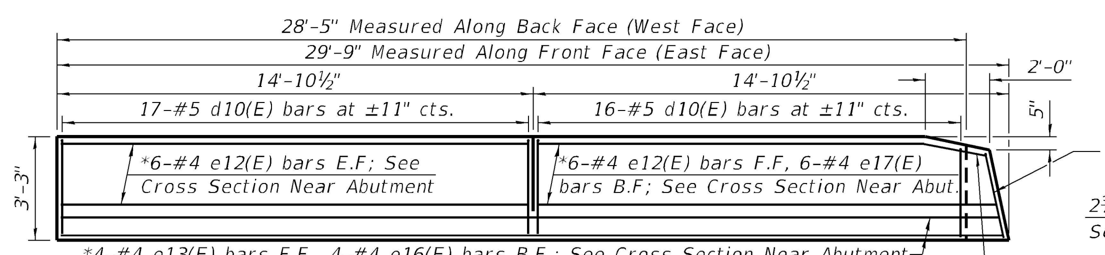
INSIDE ELEVATION OF BIKEWAY PARAPET

(North Approach Slab; **Cut to Fit e11(E) bars in B.F.)



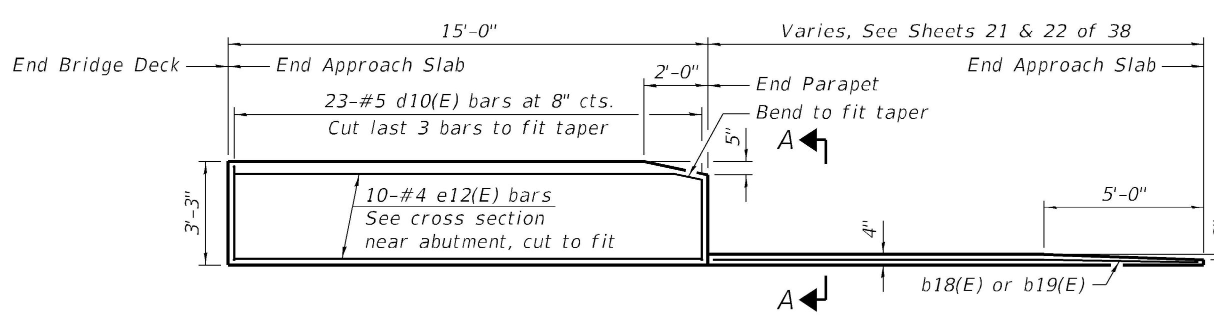
INSIDE ELEVATION OF INTERIOR PARAPET

(South Approach Slab; *Cut to Fit e12(E) & e13(E) bars)



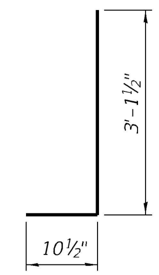
INSIDE ELEVATION OF INTERIOR PARAPET

(North Approach Slab; *Cut to Fit e12(E) & e13(E) bars)

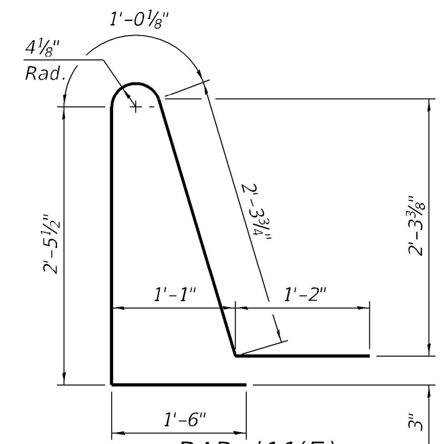


INSIDE ELEVATION OF EAST PARAPET AND CURB

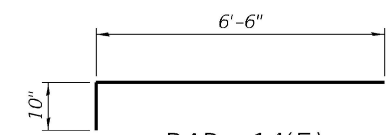
(South Approach Slab Shown; North Approach Slab Similar)



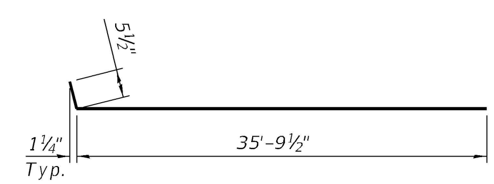
BAR d13(E)



BAR d11(E)



BAR a14(E)



BAR a11(E)

Notes:

The joint opening shall be adjusted for temperature per Article 520.04 of the Standard Specifications. However, since this detail is for jointless structures, the length of bridge used to calculate the adjustment shall be equal to half the total bridge length plus the length of the bridge approach slab.

Parapet concrete shall be paid for as Concrete Superstructure.

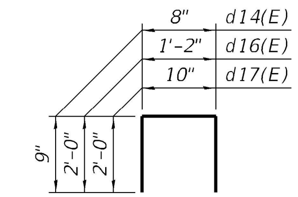
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).

Approach footing concrete shall be paid for as Concrete Structures.

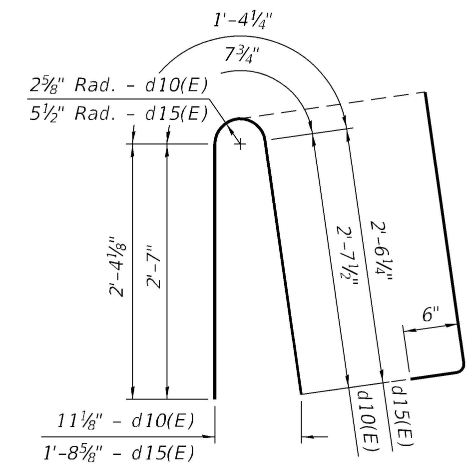
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.

Cost of excavation for approach footing included with Concrete Structures.

For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 38.



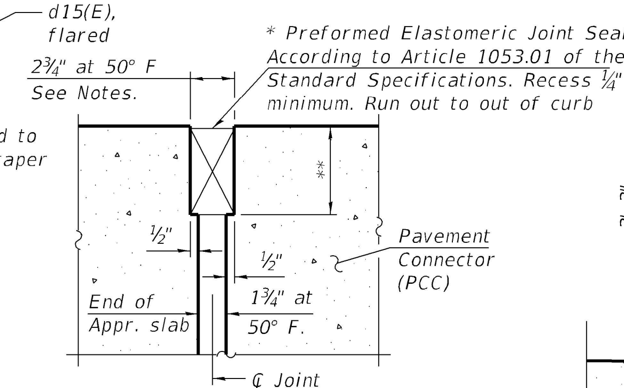
BARS d14(E), d16(E), & d17(E)



BARS d10(E) & d15(E)

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a10(E)	132	#5	26'-2"	
a11(E)	66	#5	36'-3"	
a12(E)	264	#8	19'-6"	
a13(E)	88	#8	36'-1"	
a14(E)	33	#5	7'-4"	
b10(E)	174	#5	29'-8"	
b11(E)	276	#9	29'-8"	
b12(E)	5	#5	32'-3"	
b13(E)	8	#9	32'-3"	
b14(E)	7	#5	28'-11"	
b15(E)	11	#9	29'-2"	
b16(E)	4	#5	15'-10"	
b17(E)	4	#5	14'-5"	
b18(E)	1	#4	14'-4"	
b19(E)	1	#4	14'-10"	
d10(E)	113	#5	6'-5"	
d11(E)	46	#5	8'-6"	
d12(E)	67	#5	5'-2"	
d13(E)	124	#5	4'-0"	
d14(E)	18	#5	2'-2"	
d15(E)	2	#5	6'-9"	
d16(E)	1	#5	5'-2"	
d17(E)	1	#5	4'-10"	
e10(E)	18	#4	16'-5"	
e11(E)	18	#4	12'-11"	
e12(E)	46	#4	15'-11"	
e13(E)	8	#4	29'-9"	
e14(E)	4	#4	30'-11"	
e15(E)	6	#4	16'-1"	
e16(E)	4	#4	28'-1"	
e17(E)	6	#4	13'-2"	
e18(E)	6	#4	17'-5"	
t10(E)	248	#4	13'-8"	
t11(E)	6	#4	15'-6"	
t12(E)	6	#4	13'-9"	
w10(E)	80	#5	26'-5"	
w11(E)	80	#5	36'-0"	
w12(E)	80	#5	26'-7"	
Concrete Structures		Cu. Yd.	52.1	
Concrete Superstructure		Cu. Yd.	17.0	
Concrete Superstructure (Approach Slab)		Cu. Yd.	165.4	
Reinforcement Bars, Epoxy Coated		Pound	77,550	

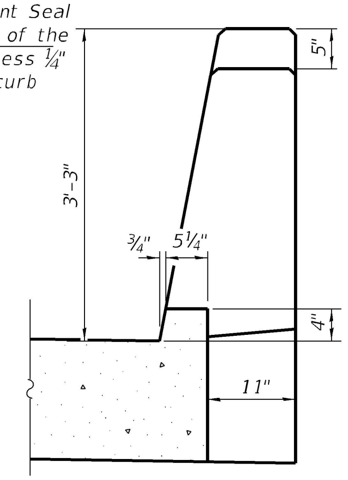


DETAIL A

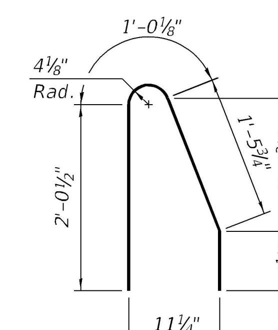
(@ Rt. ∠'s)

* Cost included with Concrete Superstructure (Approach Slab).

** Per manufacturer recommendations

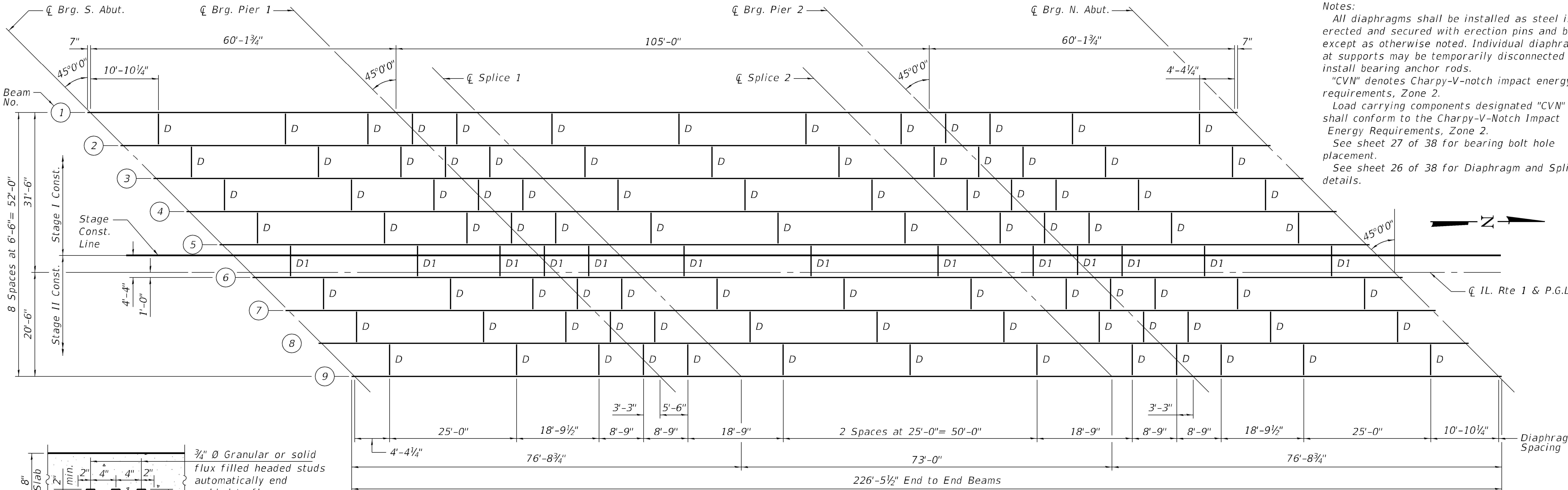


VIEW A-A

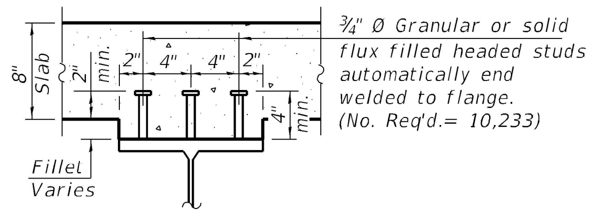


BAR d12(E)

Notes:
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
"CVN" denotes Charpy-V-notch impact energy requirements, Zone 2.
Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.
See sheet 27 of 38 for bearing bolt hole placement.
See sheet 26 of 38 for Diaphragm and Splice details.



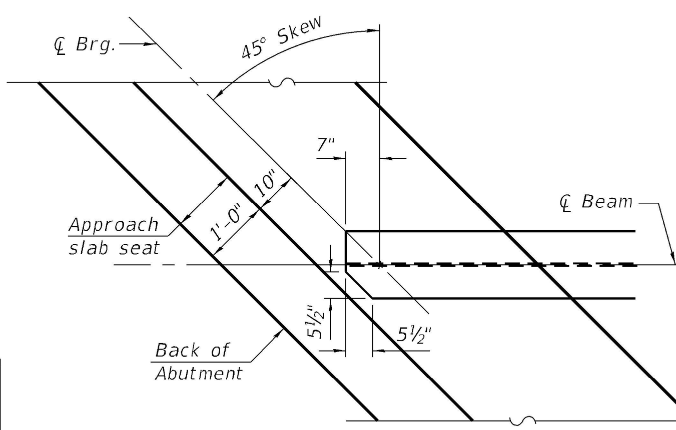
FRAMING PLAN



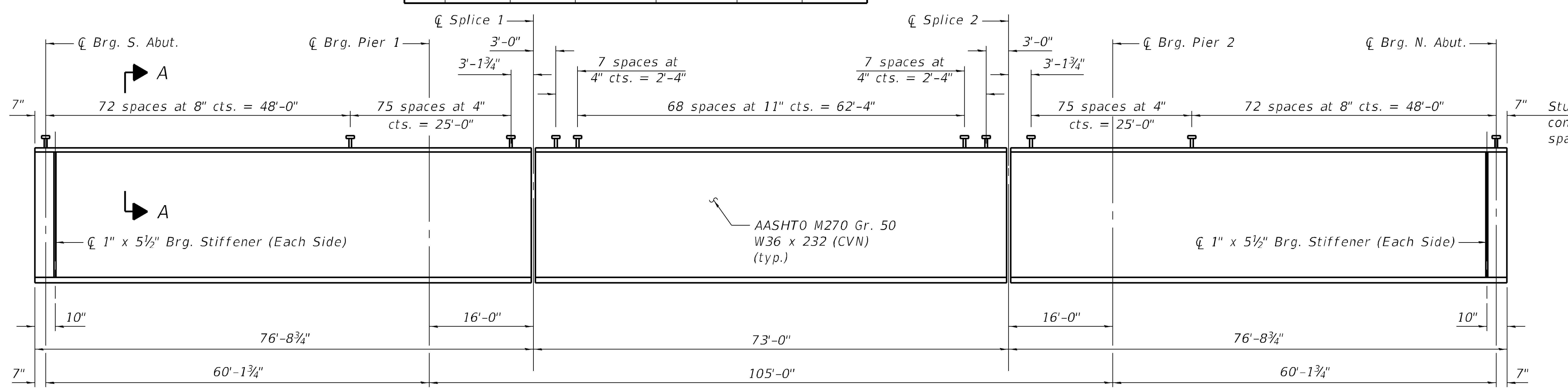
SECTION A-A

TOP OF BEAM ELEVATIONS
(for Fabrication Only)

Beam	℄ Brg. S. Abut	℄ Brg. Pier 1	℄ Splice 1	℄ Splice 2	℄ Brg. Pier 2	℄ Brg. N. Abut
1	651.59	652.26	652.36	652.84	652.95	653.07
2	651.80	652.45	652.54	653.00	653.10	653.20
3	652.01	652.64	652.73	653.15	653.25	653.33
4	652.21	652.82	652.90	653.31	653.40	653.46
5	652.38	652.97	653.05	653.43	653.52	653.56
6	652.52	653.09	653.16	653.52	653.60	653.62
7	652.49	653.04	653.11	653.44	653.52	653.52
8	652.45	652.98	653.04	653.35	653.42	653.40
9	652.38	652.89	652.95	653.23	653.30	653.26



TOP FLANGE PLAN - CLIPPED
(Showing top flange of steel beam at integral abutment)



BEAM ELEVATION

Kaskaskia Engineering Group, LLC

USER NAME =	DESIGNED - MMC	REVISED -
	CHECKED - MLC	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

FRAMING PLAN
STRUCTURE NO. 012-0074

SHEET 25 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	87

CONTRACT NO. 74433
ILLINOIS FED. AID PROJECT

MODEL: Default
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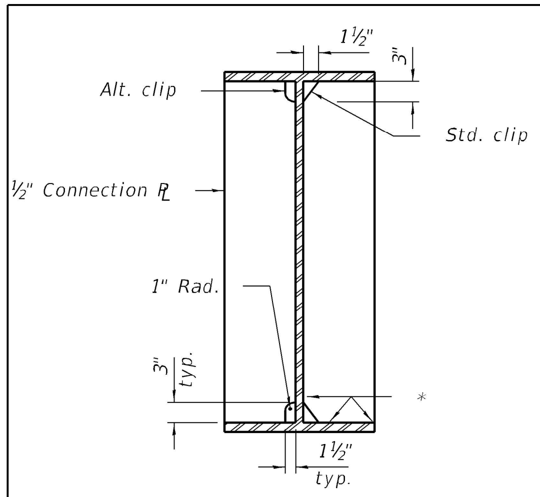
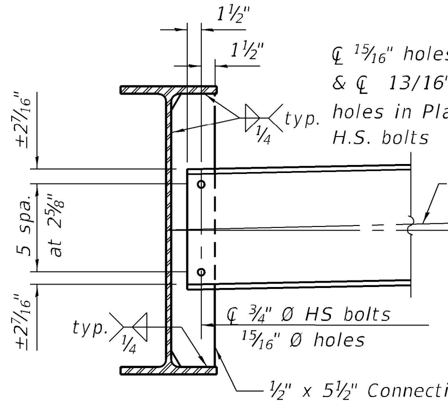


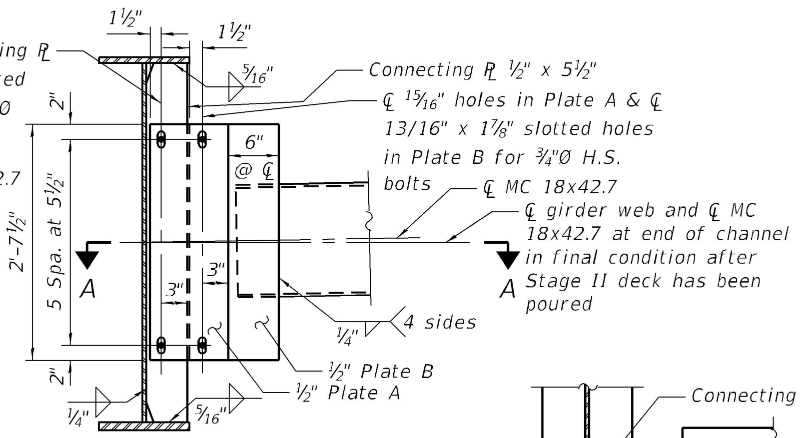
WELD LIMITS AND CLIP DETAILS

* Stop welds ¼" (±⅛") from edges as shown. Typical.



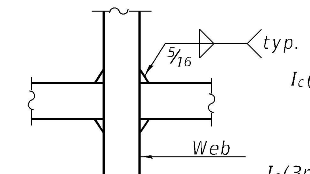
INTERIOR DIAPHRAGM D

(91 Required)

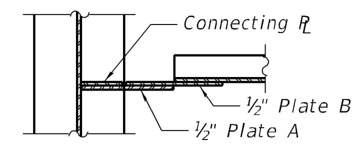


INTERIOR DIAPHRAGM D1

(13 Required)



WEB WELD DETAIL



SECTION A–A

Note:

All splice plates shall be AASHTO M270 Gr. 50 and CVN.

Load carrying components designated "CVN" shall conform to the Charpy-V-Notch Impact Energy Requirements, Zone 2.

Two hardened washers required for each set of oversized holes.

Alternate channels are permitted to facilitate material acquisition. Alternate channles, if utilized, shall be provided at no additional cost to the Department.

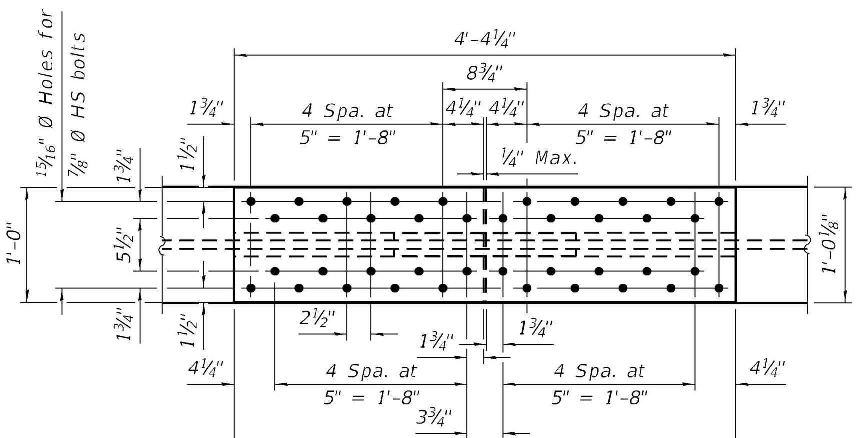
Provide ¹⁵⁄₁₆" holes in connecting plate and ¹³⁄₁₆" X 1⅞" long slotted holes in the left vertical line of bolts in Plate A. Provide ¹³⁄₁₆" X 1⅞" long slotted holes in the right vertical line of bolts of Plate A and ¹⁵⁄₁₆" holes in Plate B. Bolts in slots shall be finger tight until the second stage pour is complete and fully tightened after completion of the deck pour for Stage II Construction. Position slots so bolts start at one end with no concrete load and finish near the opposite end under deck load, allowing maximum displacement without laterally stressing main members. Use Diaphragm D1 details at Beam 6 and Diaphragm D details at Beam 5.

INTERIOR GIRDER MOMENT TABLE		0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or 2	0.5 Sp. 2
I_s	(in⁴)	15,000	15,000	15,000
$I_c(n)$	(in⁴)	35,810	35,810	35,810
$I_c(3n)$	(in⁴)	25,896	25,896	25,896
$I_c(cr)$	(in⁴)	–	18,107	–
S_s	(in³)	809	809	809
$S_c(n)$	(in³)	1,134	1,134	1,134
$S_c(3n)$	(in³)	1,016	1,016	1,016
$S_c(cr)$	(in³)	–	877	–
S_x	(in³)	809	809	809
DC1	(k/')	0.928	0.928	0.928
M_{DC1}	('k)	110.1	731.7	547.2
DC2	(k/')	0.329	0.329	0.329
M_{DC2}	('k)	39.0	259.6	193.8
DW	(k/')	0.306	0.306	0.306
M_{DW}	('k)	36.3	241.4	180.3
LLDF		0.596	0.568	0.541
M_{LL+IM}	('k)	677.8	846.2	910.3
f_l (Strength I)	(ksi)	0	0	0
$M_u + \frac{1}{3} f_l S_x$	('k)	1427.0	3082.1	2789.7
$Ø_f M_n$	('k)	5,622	–	5,622
f_s DC1	(ksi)	1.63	10.85	8.12
f_s DC2	(ksi)	0.46	3.55	2.29
f_s DW	(ksi)	0.43	3.30	2.13
f_s (LL+IM)	(ksi)	7.17	11.57	9.64
f_l (Service II)	(ksi)	0	0	0
$f_s + f_l/2$ (Service II)	(ksi)	11.8	32.8	25.1
Service II Resistance	(ksi)	47.5	47.5	47.5
$f_s + f_l/3$ (Strength I)	(ksi)	–	43.2	–
$Ø_f F_n$	(ksi)	–	47.8	–
V_f	(k)	27.1	31.1	27.9

GIRDER REACTION TABLE		Abut.	Pier
LLDF		0.707	0.707
OCF		1.200	–
R_{DC1}	(k)	15.7	88.7
R_{DC2}	(k)	5.9	31.2
R_{DW}	(k)	5.5	29.0
R_{LL}	(k)	65.3	93.8
R_{Im}	(k)	16.6	16.6
R_{Total} (Strength I)(Impact)	(k)	178.6	386.6
R_{Total} (Strength I)(No Impact)	(k)	149.6	357.6

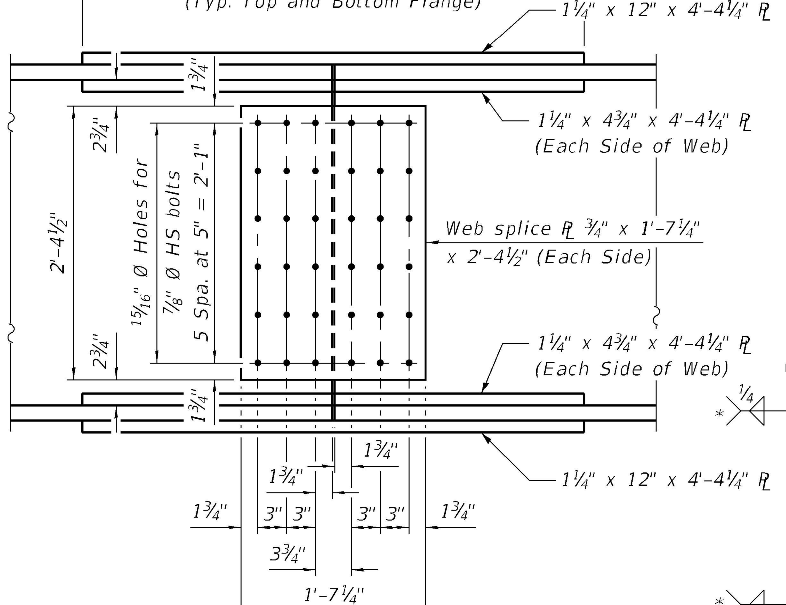
R_{Total} (Strength I)(Impact): Strength I load combination of factored design reactions (kip). $1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{LL} + R_{IM})$

R_{Total} (Strength I)(No Impact): Strength I load combination of factored design reactions, not including dynamic load allowance (Impact) (kip). $1.25 (R_{DC1} + R_{DC2}) + 1.5 R_{DW} + 1.75 (R_{LL})$



PLAN

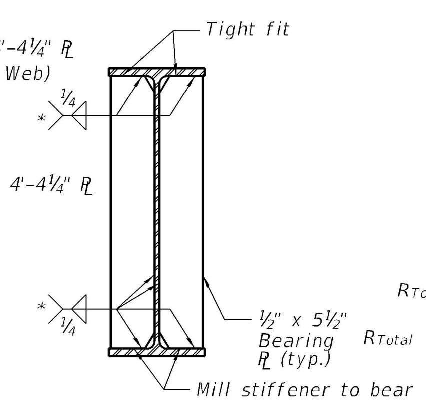
(Typ. Top and Bottom Flange)



ELEVATION

SPLICE DETAIL

(18 Required)



BEARING STIFFENER DETAIL

* Terminate ¼" (±⅛") from the end of plate intersects.

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) in uncracked sections 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) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).

$I_c(cr)$, $S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).

S_x : Section modulus about the major axis of a section to the controlling flange, tension or compression, taken as yield moment with respect to the controlling flange over the yield strength of the controlling flange (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.).

LLDF: Live Load Distribution Factor for moment and shear computed according to Article 4.6.2.2 and further IDOT provisions.

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

M_u : Strength I load combination of factored design moments (kip-ft.). $1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{LL+IM}$

f_l : Factored calculated flange lateral bending stress as calculated using Article 6.10.1.6 and as further simplified by IDOT provisions (ksi).

$\phi_f M_n$: Factored nominal flexural resistance of the section determined as specified in Article 6.10.7.1 or A6 as applicable (kip-ft.).

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

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi). $M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi). $M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (LL + IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi). $M_{LL+IM} / S_c(n)$ or $M_{LL+IM} / S_c(cr)$ as applicable.

$f_s + f_l/2$ (Service II): Sum of stresses as computed below (ksi). f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s (LL + IM) + $f_l/2$

Service II Resistance: Composite ($0.95 R_h F_{yf}$) or noncomposite ($0.80 R_h F_{yf}$) stress capacity according to Article 6.10.4.2 (ksi).

$f_s + f_l/3$ (Strength I): Sum of stresses as computed below on non-compact sections (ksi). 1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s (LL + IM) + $f_l/3$

$\phi_f F_n$: Factored nominal flexural resistance of the section as specified in Article 6.10.7.2 or 6.10.8 as applicable (ksi).

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

OCF: Obtuse Correction Factor according to Article 4.6.2.2.3c or as further simplified by IDOT provisions.

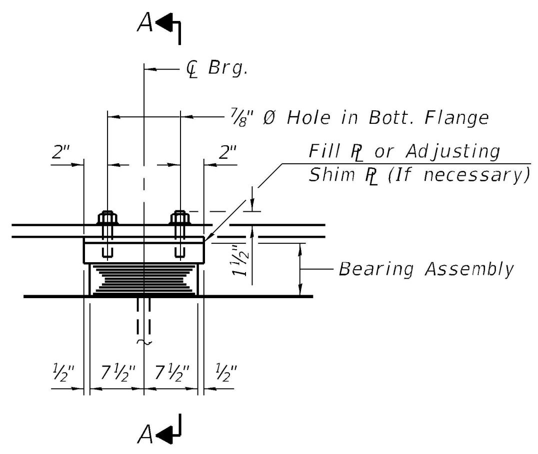
R_{DC1} : Un-factored reaction due to non-composite dead load (kip).

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

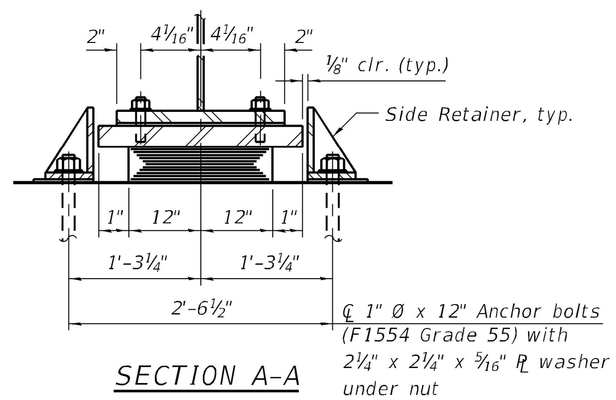
R_{DW} : Un-factored reaction due to long-term composite (superimposed future wearing surface only) dead load (kip).

R_{LL} : Un-factored live load reaction (kip).

R_{IM} : Un-factored dynamic load allowance (impact) (kip).

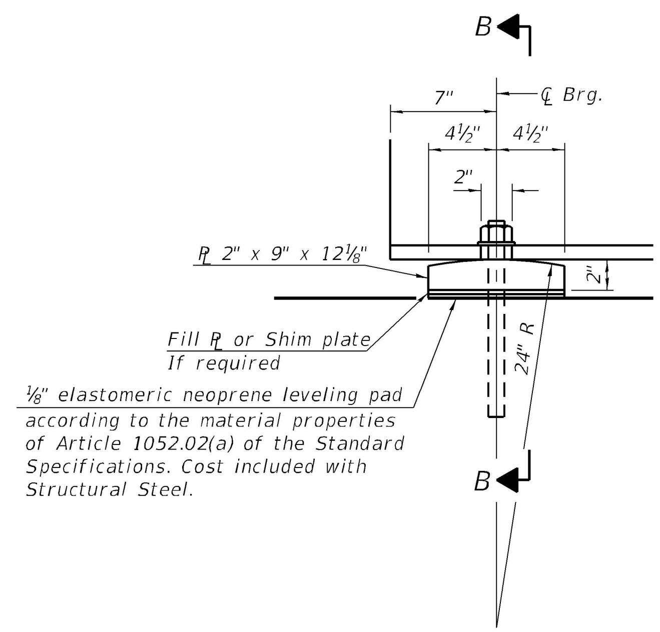


ELEVATION AT PIER

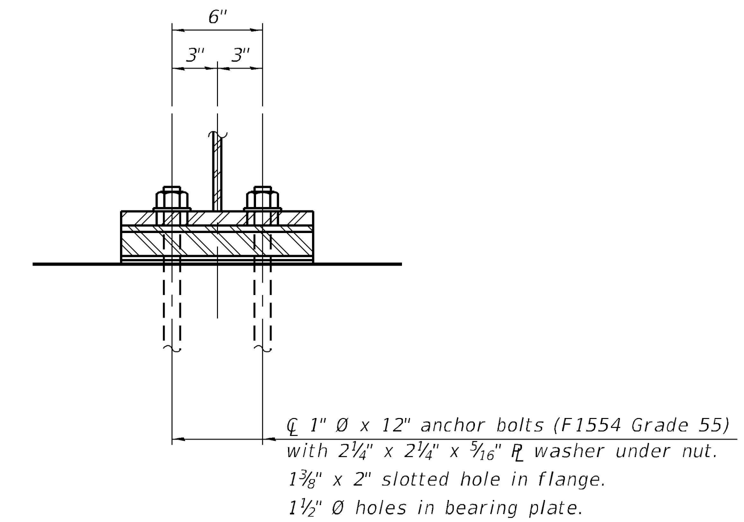


SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.
(18 Required)

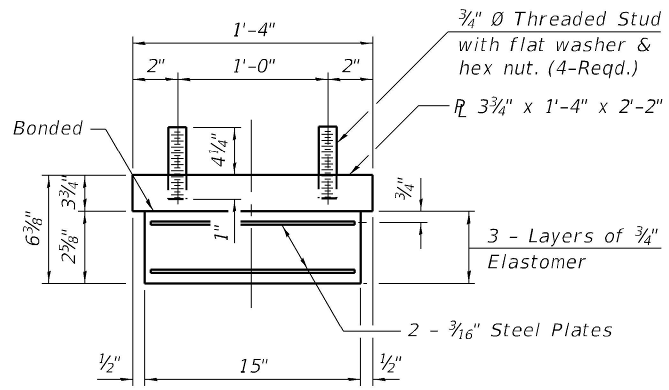


ELEVATION



SECTION B-B

FIXED BEARING AT ABUTMENTS
(18 Required)



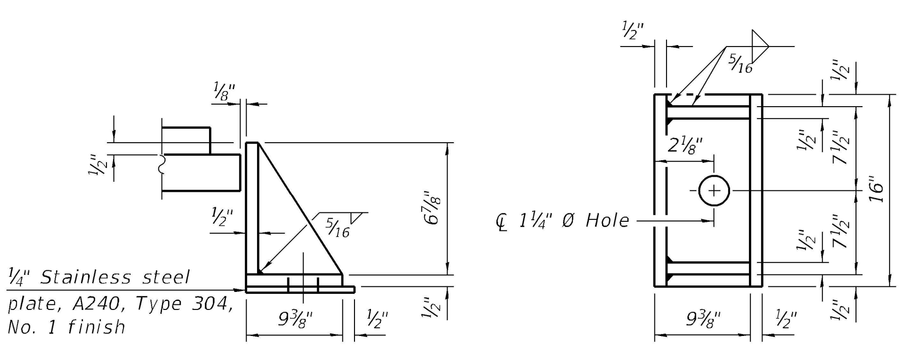
BEARING ASSEMBLY

Note:
Shim plates shall not be placed under Bearing Assembly.

Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.
Anchor bolts and side retainers at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.
Two ⅛ in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

BEARING FILL PLATES

Location	Thickness
S. Abutment Beam 7	½"
S. Abutment Beams 4, 5, 9	⅛"
Pier 1 Beams 3, 4, 6	⅛"
Pier 1 Beam 7	¾"
Pier 2 Beams 3, 5, 7, 9	⅛"
N. Abutment Beams 3, 5, 6	⅛"



SIDE RETAINER
Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	18
Anchor Bolts, 1"	Each	72

MODEL: Default
FILE NAME: pw:\\keg-pw.bentley.com:keg-pw-01\Documents\IDOT Projects\22-1097.04 IL1 over CSX Bridge and Wall (SS4)\0_IDOT\Structures\0120074-74433-027-Bearing_Details.dgn

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USER NAME =	DESIGNED - MMC	REVISED -
	CHECKED - MLC	REVISED -
PLOT SCALE =	DRAWN - MMC	REVISED -
PLOT DATE =	CHECKED - MLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 012-0074

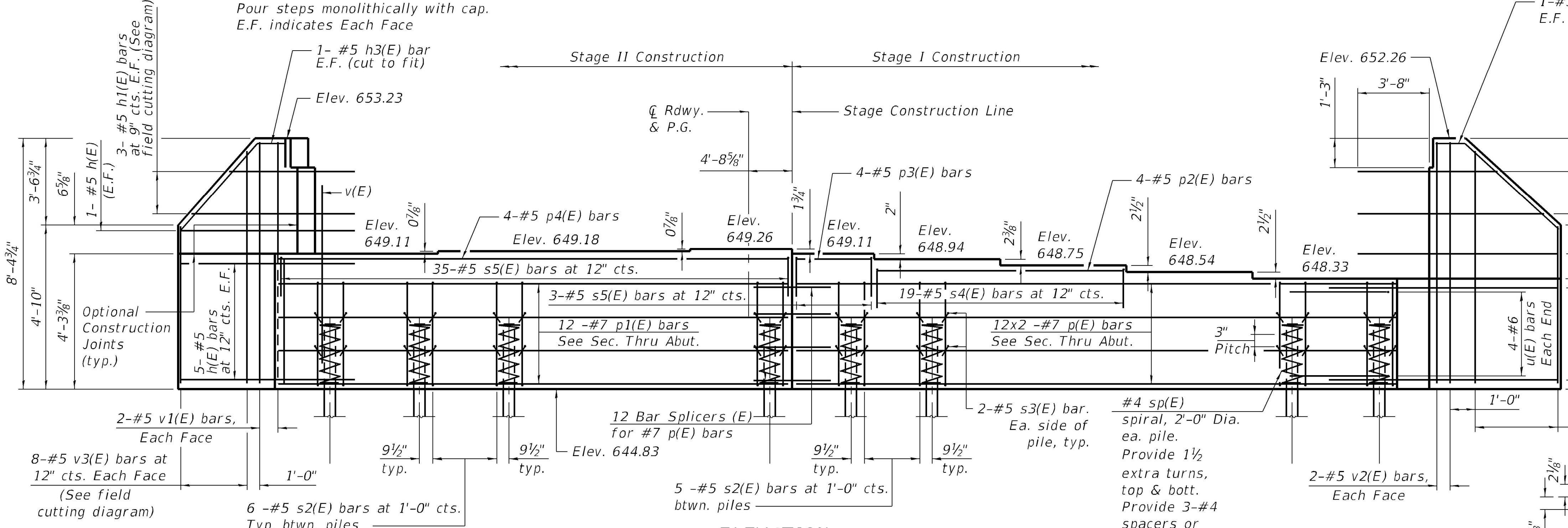
SHEET 27 OF 38 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	89

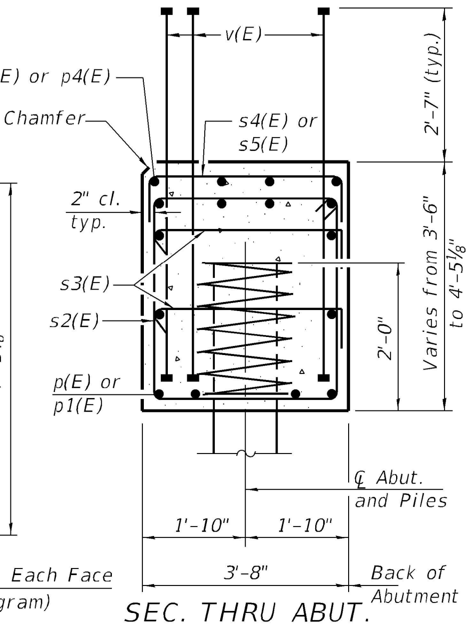
CONTRACT NO. 74433
ILLINOIS FED. AID PROJECT

7/18/2025 11:51:12 AM

Notes:
Pour steps monolithically with cap.
E.F. indicates Each Face

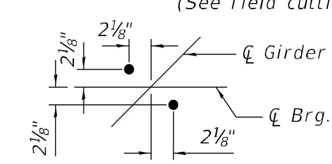


ELEVATION

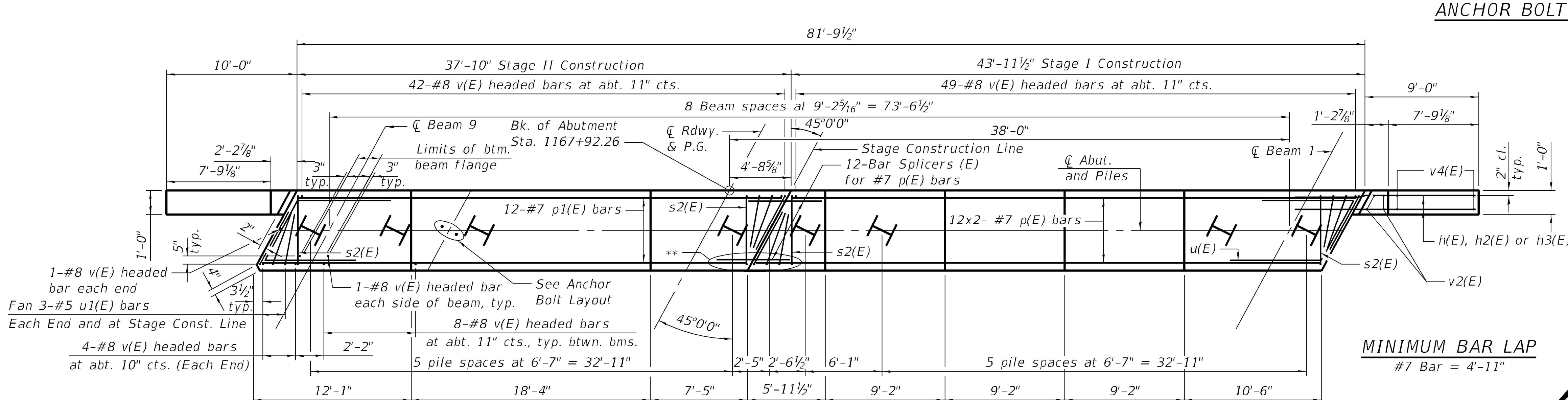


SEC. THRU ABUT.

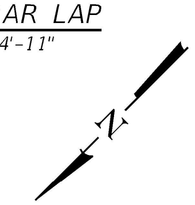
Dimensions at right angles to abutment.



ANCHOR BOLT LAYOUT



MINIMUM BAR LAP
#7 Bar = 4'-11"

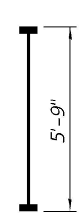


** For v(E) bar spacing, see Detail A on sheeet 29 of 38.

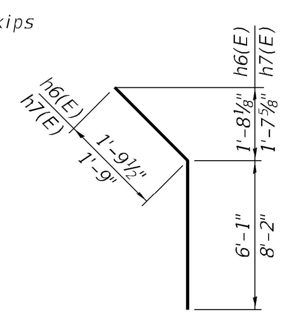
PLAN

PILE DATA

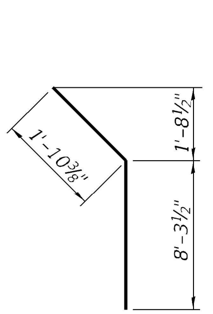
Type: HP 14 x 89
Nominal Required Bearing: 705 kips
Factored Resistance Available: 388 kips
Est. Length: 38'-0"
No. Production Piles: 12
No. Test Piles: 1



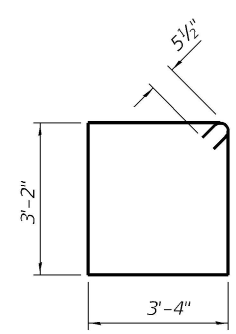
BAR v(E)
(Headed. 736-#8 Bar terminators)



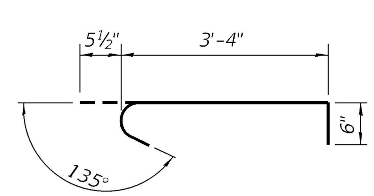
BAR h6(E) & h7(E)
(Cut to Fit)



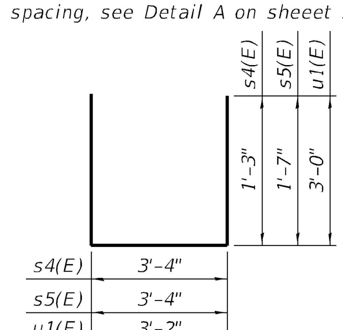
BAR h3(E)
(Cut to Fit)



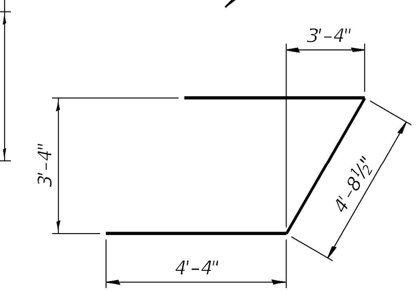
BAR s2(E)



BAR s3(E)



BAR s4(E), s5(E) & u1(E)
(Cut u1(E) bars to fit in field.)



BAR u(E)

BILL OF MATERIAL

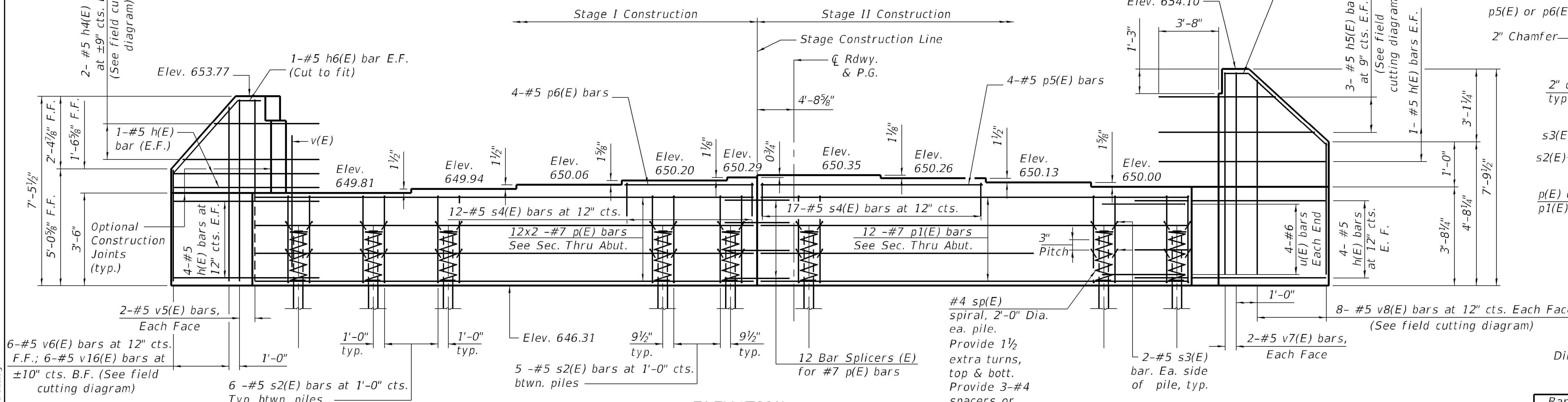
Bar	No.	Size	Length	Shape
h(E)	22	#5	13'-6"	
h1(E)	3	#5	21'-1"	
h2(E)	3	#5	20'-10"	
h3(E)	4	#5	10'-2"	
p(E)	24	#7	24'-6"	
p1(E)	12	#7	37'-4"	
p2(E)	4	#5	18'-0"	
p3(E)	2	#5	7'-9"	
p4(E)	4	#5	37'-4"	
s2(E)	69	#5	13'-11"	
s3(E)	52	#5	4'-4"	
s4(E)	19	#5	5'-10"	
s5(E)	38	#5	6'-6"	
* sp(E)	13	#4	2'-0"	
u(E)	8	#6	13'-5"	
u1(E)	12	#5	9'-2"	
v(E)	184	#8	5'-9"	
v1(E)	4	#5	8'-0"	
v2(E)	4	#5	7'-1"	
v3(E)	8	#5	12'-4"	
v4(E)	8	#5	10'-7"	

Structure Excavation	Cu. Yd.	133
Concrete Structures	Cu. Yd.	50.0
Reinforcement Bars, Epoxy Coated	Pound	8,410
Furnishing Steel Piles, HP 14x89	Foot	456
Driving Piles	Foot	456
Test Pile Steel HP 14x89	Each	1

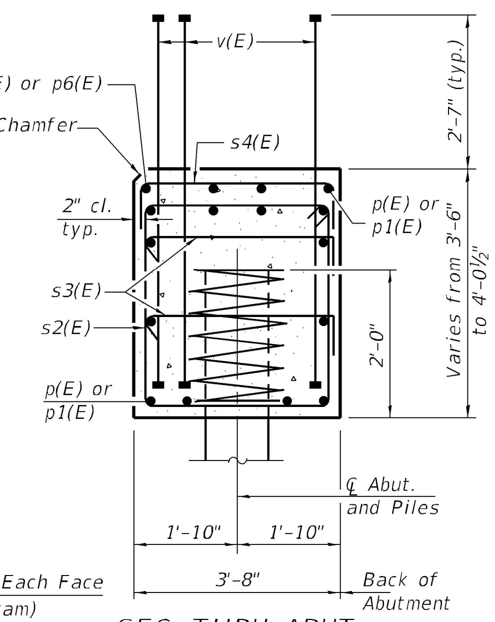
* Length is height of spiral.

Notes:
Pour steps monolithically with cap.
For details of piles see sheet 33 of 38.
Bar terminators, paid for separately.
See Total Bill of Material.
See sheet 29 of 38 for Field Cutting Diagram.
Space v(E) bars to avoid construction joint and maintain 2" clearance.

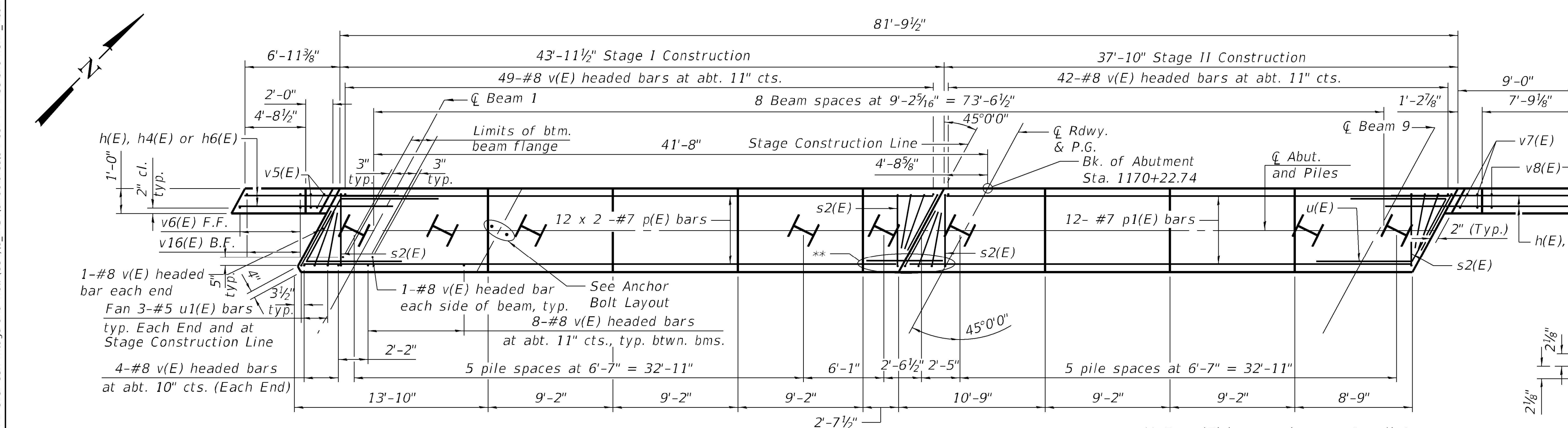
Notes:
Pour steps monolithically with cap.
E.F. indicates Each Face



ELEVATION

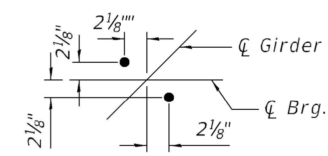


SEC. THRU ABUT.
Dimensions at right angles to abutment.



** For v(E) bar spacing, see Detail A

PLAN

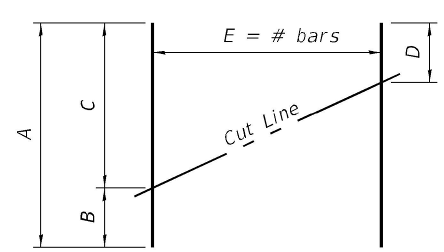


ANCHOR BOLT LAYOUT

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	20	#5	13'-6"	
h4(E)	2	#5	19'-7"	
h5(E)	3	#5	20'-3"	
h6(E)	2	#5	7'-11"	
h7(E)	2	#5	9'-11"	
p(E)	24	#7	24'-6"	
p1(E)	12	#7	37'-4"	
p5(E)	2	#5	35'-8"	
p6(E)	2	#5	26'-1"	
s2(E)	69	#5	13'-11"	
s3(E)	52	#5	4'-4"	
s4(E)	29	#5	5'-10"	
* sp(E)	13	#4	2'-0"	
u(E)	8	#6	13'-5"	
u1(E)	12	#5	9'-2"	
v(E)	184	#8	5'-9"	
v5(E)	4	#5	7'-1"	
v6(E)	3	#5	12'-0"	
v7(E)	4	#5	7'-5"	
v16(E)	3	#5	12'-5"	
Structure Excavation		Cu. Yd.	129	
Concrete Structures		Cu. Yd.	46.2	
Reinforcement Bars, Epoxy Coated		Pound	8,020	
Furnishing Steel Piles, HP 14x89		Foot	494	
Driving Piles		Foot	494	

* Length is height of spiral.



FIELD CUTTING DIAGRAM

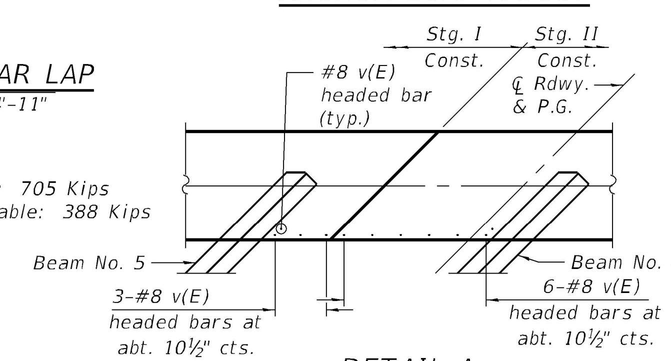
Order bars full length. Cut as shown and use remainder of bars in opposite face, except as noted. For the p3(E), p5(E), and p6(E) bars, the maximum and minimum length reinforcement resulting from the cuts shall be placed in the exterior of the abutment cap, and the remainder of the reinforcement resulting from the cuts shall be placed in the interior of the abutment cap. For the v6(E) and v16(E) bars, the reinforcement should be spaced at the increments noted from west to east, with the minimum reinforcement length resulting from the cuts at the west end and the maximum reinforcement length at the east.

FIELD CUTTING DIAGRAM DETAILS

Bar	Dimensions A	B	C	D	Quantity E
h1(E)	21'-1"	8'-11"	12'-2"	8'-11"	3
h2(E)	20'-10"	8'-8"	12'-2"	8'-8"	3
h4(E)	19'-7"	8'-10½"	10'-8½"	8'-10½"	2
h5(E)	20'-3"	8'-0"	12'-3"	8'-0"	3
p3(E)	7'-9"	2'-5"	5'-4"	4'-4½"	2
p5(E)	35'-8"	16'-4½"	19'-3½"	18'-4"	2
p6(E)	26'-1"	11'-7"	14'-6"	13'-6½"	2
v3(E)	12'-4"	4'-6½"	7'-9½"	4'-6½"	8
v4(E)	10'-7"	3'-9"	6'-10"	3'-9"	8
v6(E)	12'-0"	4'-11⅜"	7'-0⅝"	6'-2½"	3
v8(E)	11'-8"	4'-5"	7'-3"	4'-5"	8
v16(E)	12'-5"	5'-4⅜"	7'-0⅝"	6'-4½"	3

MINIMUM BAR LAP
#7 Bar = 4'-11"

PILE DATA
Type: HP 14 x 89
Nominal Required Bearing: 705 Kips
Factored Resistance Available: 388 Kips
Est. Length: 38'-0"
No. Production Piles: 13



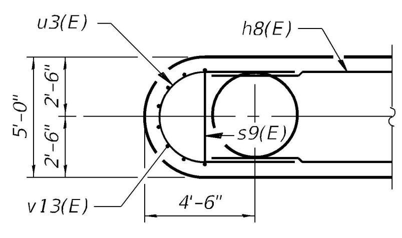
DETAIL A

Note: Piles and other rebar not shown for clarity.
North Abutment shown, South Abutment opposite hand.

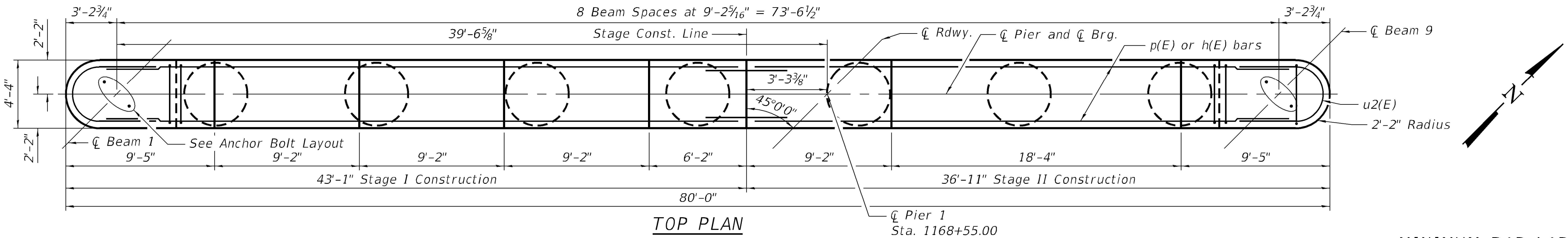
Notes:
Pour steps monolithically with cap.
For details of piles see sheet 33 of 38.
Bar terminators, paid for separately.
See Total Bill of Material.
See sheet 28 of 38 for bar bend details.
Space v(E) bars to avoid construction joint and maintain 2" clearance.

USER NAME =	DESIGNED - MMC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	NORTH ABUTMENT DETAILS STRUCTURE NO. 012-0074	F.A.P. RTE. 332	SECTION (FX-VBR)B-1	COUNTY CLARK	TOTAL SHEETS 149	SHEET NO. 91
	CHECKED - MLC	REVISED -					CONTRACT NO. 74433		
PLOT SCALE =	DRAWN - MMC	REVISED -		SHEET 29 OF 38 SHEETS		ILLINOIS FED. AID PROJECT			
PLOT DATE =	CHECKED - MLC	REVISED -							

Kaskaskia Engineering Group, LLC



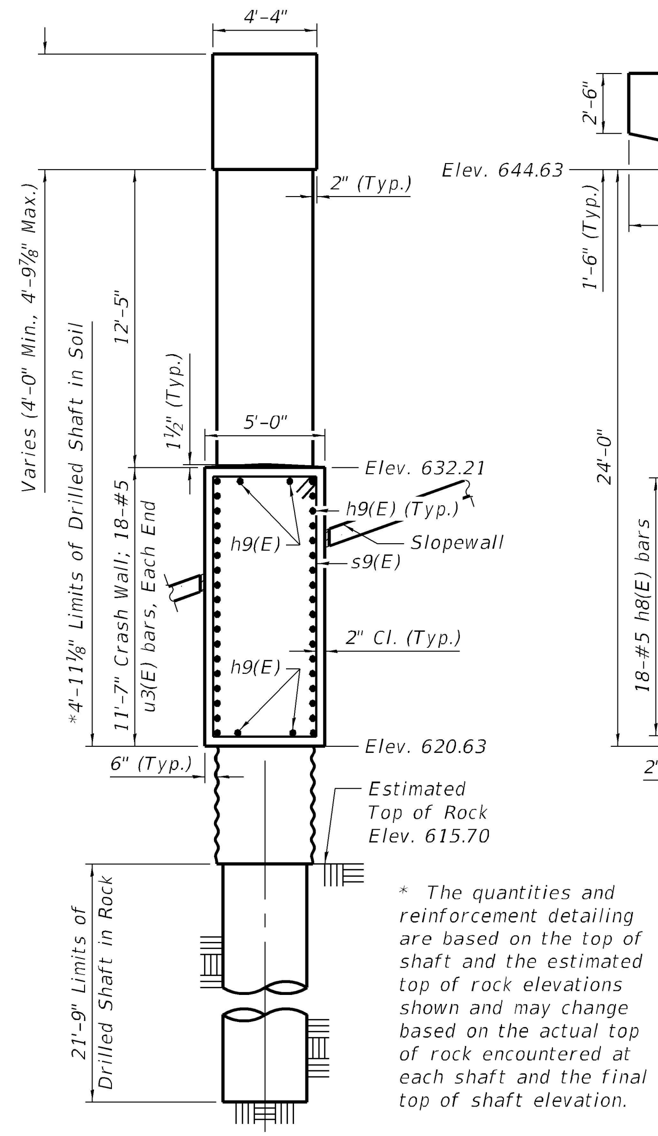
SECTION D-D



TOP PLAN

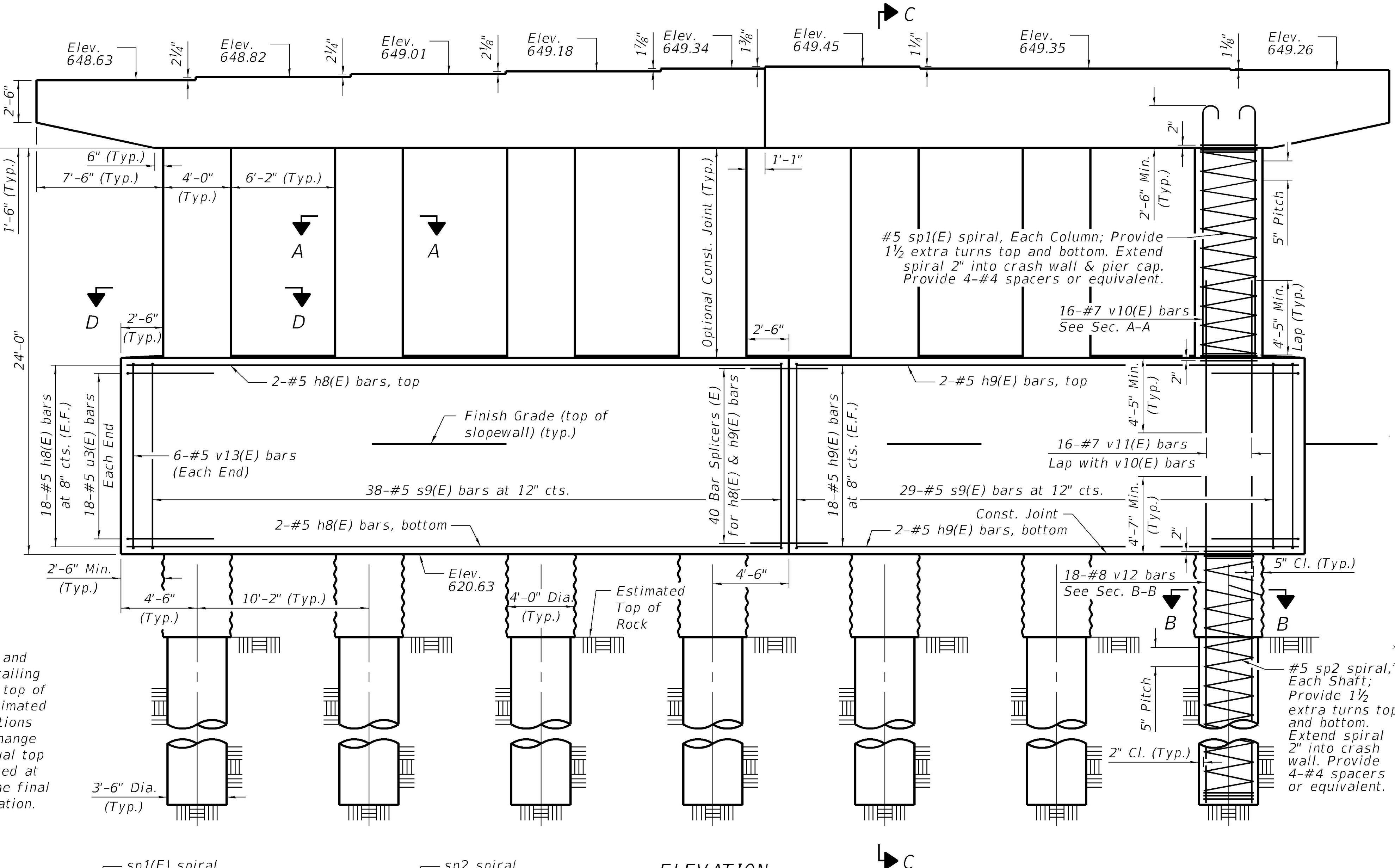
MINIMUM BAR LAP

#5 bar = 3'-7"
#9 bar = 7'-1"

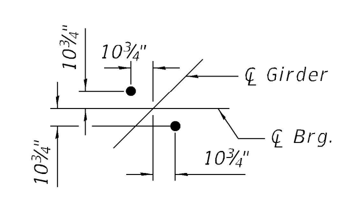


SECTION C-C

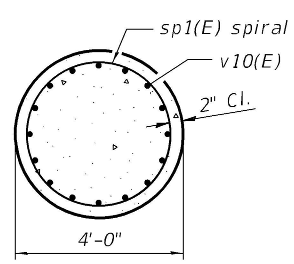
* The quantities and reinforcement detailing are based on the top of shaft and the estimated top of rock elevations shown and may change based on the actual top of rock encountered at each shaft and the final top of shaft elevation.



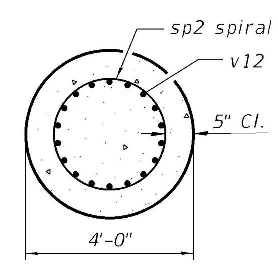
ELEVATION
(Looking North)



ANCHOR BOLT LAYOUT



SECTION A-A

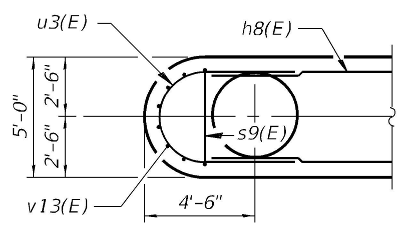


SECTION B-B

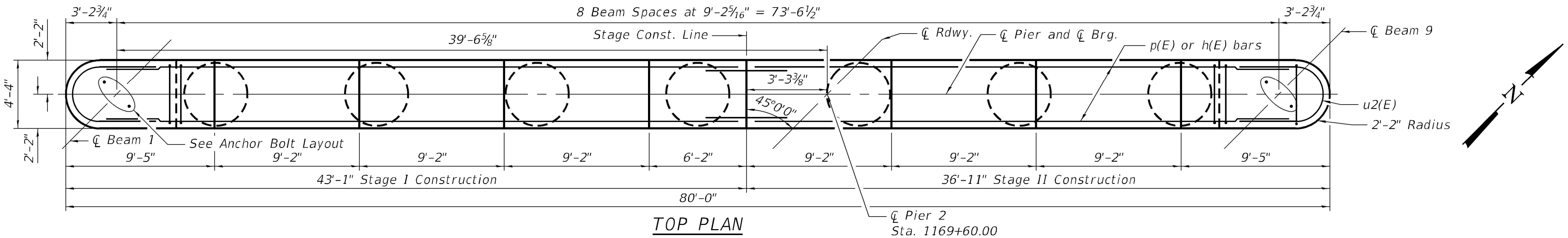
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h8(E)	40	#5	36'-10"	
h9(E)	40	#5	27'-10"	
h10(E)	8	#5	22'-2"	
h11(E)	4	#5	34'-7"	
p7(E)	7	#5	36'-0"	
p8(E)	14	#9	23'-11"	
p9(E)	7	#5	29'-10"	
p10(E)	7	#9	34'-7"	
p11(E)	14	#5	8'-7"	
p12(E)	5	#5	5'-10"	
p13(E)	5	#5	18'-2"	
p14(E)	5	#5	27'-2"	
p15(E)	5	#5	7'-3"	
s6(E)	120	#6	14'-2"	
s7(E)	39	#6	16'-8"	
s8(E)	62	#5	6'-2"	
s9(E)	67	#5	32'-9"	
s10(E)	4	#6	12'-1"	
s11(E)	4	#6	12'-4"	
s12(E)	4	#6	12'-8"	
s13(E)	4	#6	12'-11"	
s14(E)	4	#6	13'-3"	
s15(E)	4	#6	13'-6"	
s16(E)	4	#6	13'-10"	
s17(E)	4	#6	14'-1"	
** sp1(E)	7	#5	12'-9"	
** sp2	7	#5	26'-8"	
u2(E)	6	#5	13'-3"	
u3(E)	36	#5	14'-3"	
v10(E)	112	#7	15'-7"	
v11(E)	112	#7	9'-0"	
v12	126	#8	31'-2"	
v13(E)	12	#5	11'-3"	
Structure Excavation			Cu. Yd.	222
Concrete Structures			Cu. Yd.	243.2
Reinforcement Bars			Pound	15,360
Reinforcement Bars, Epoxy Coated			Pound	21,960
Drilled Shaft in Soil			Cu. Yd.	16.1
Drilled Shaft in Rock			Cu. Yd.	54.3

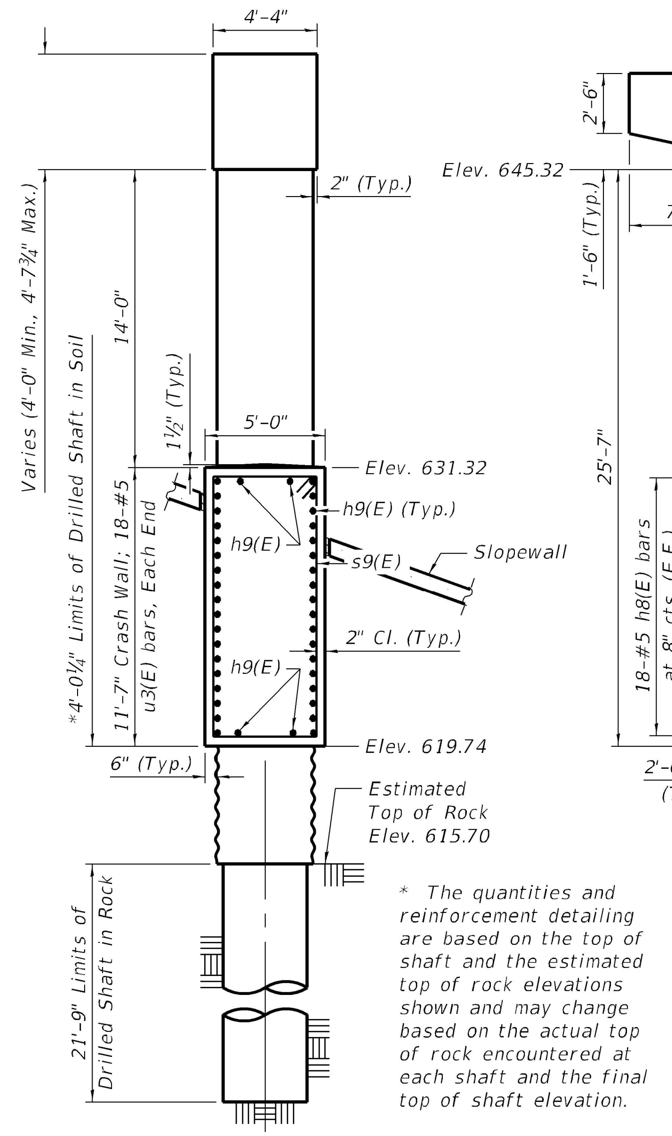
Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
Minimum lap for spirals = 3'-9"
** Length is height of spiral.
See sheet 32 of 38 for Pier Cap Reinforcement details.



SECTION D-D

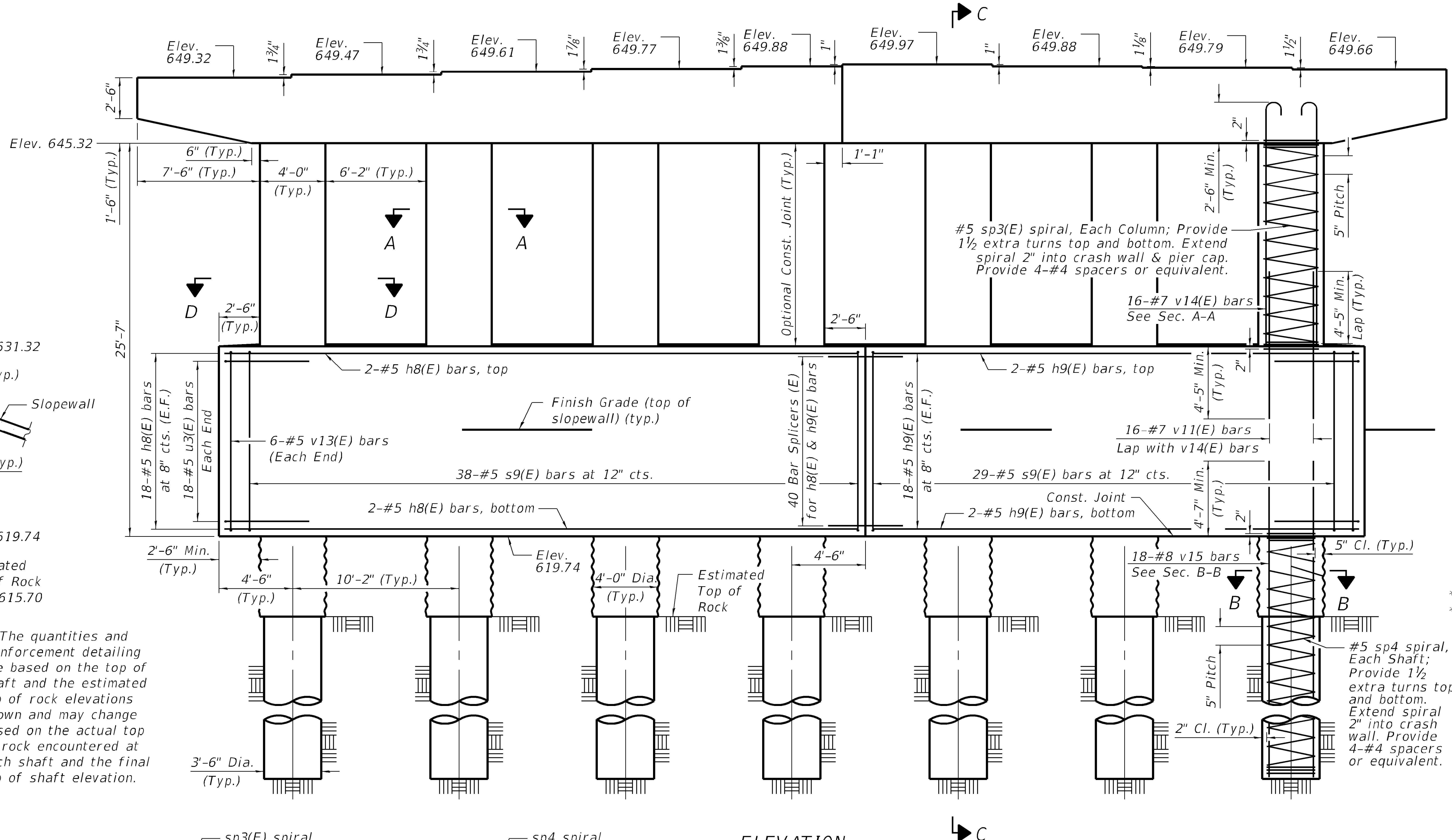


TOP PLAN

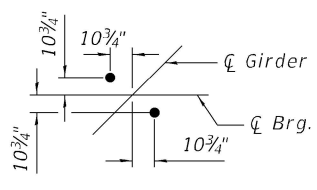


* The quantities and reinforcement detailing are based on the top of shaft and the estimated top of rock elevations shown and may change based on the actual top of rock encountered at each shaft and the final top of shaft elevation.

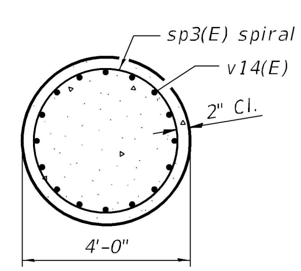
SECTION C-C



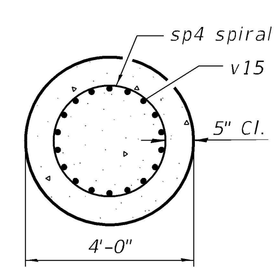
ELEVATION
(Looking North)



ANCHOR BOLT LAYOUT



SECTION A-A



SECTION B-B

MINIMUM BAR LAP

#5 bar = 3'-7"
#9 bar = 7'-1"

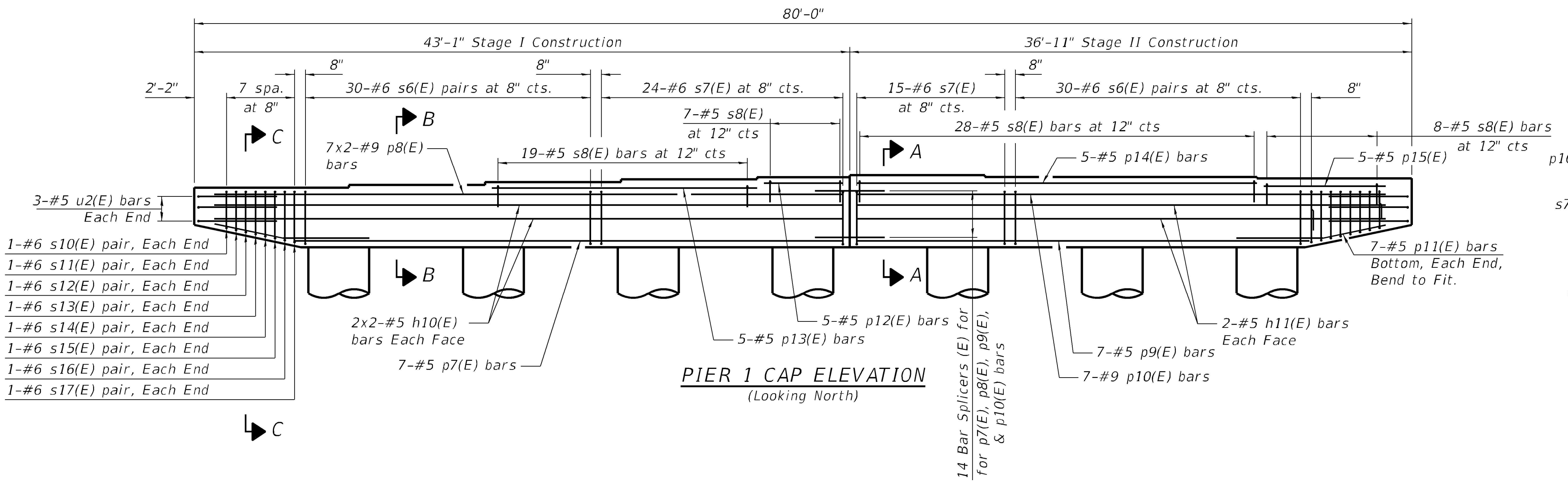
BILL OF MATERIAL

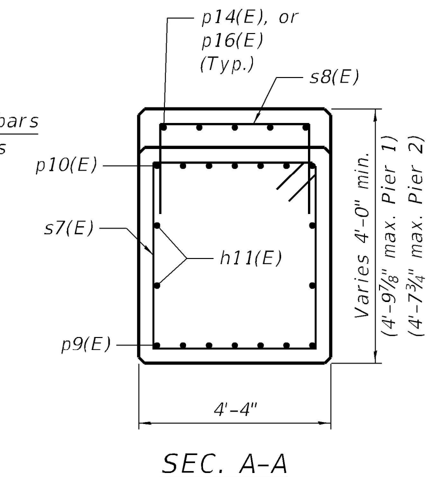
Bar	No.	Size	Length	Shape
h8(E)	40	#5	36'-10"	—
h9(E)	40	#5	27'-10"	—
h10(E)	8	#5	22'-2"	—
h11(E)	4	#5	34'-7"	—
p7(E)	7	#5	36'-0"	—
p8(E)	14	#9	23'-11"	—
p9(E)	7	#5	29'-10"	—
p10(E)	7	#9	34'-7"	—
p11(E)	14	#5	8'-7"	—
p16(E)	5	#5	34'-7"	—
p17(E)	5	#5	15'-0"	—
s6(E)	120	#6	14'-2"	◻
s7(E)	39	#6	16'-8"	◻
s8(E)	52	#5	6'-2"	⊔
s9(E)	67	#5	32'-9"	◻
s10(E)	4	#6	12'-1"	◻
s11(E)	4	#6	12'-4"	◻
s12(E)	4	#6	12'-8"	◻
s13(E)	4	#6	12'-11"	◻
s14(E)	4	#6	13'-3"	◻
s15(E)	4	#6	13'-6"	◻
s16(E)	4	#6	13'-10"	◻
s17(E)	4	#6	14'-1"	◻
** sp3(E)	7	#5	14'-4"	ΛΛΛ
** sp4	7	#5	25'-9"	ΛΛΛ
u2(E)	6	#5	13'-3"	⊃
u3(E)	36	#5	14'-3"	⊃
v11(E)	112	#7	9'-0"	—
v13(E)	12	#5	11'-3"	—
v14(E)	112	#7	17'-2"	—
v15	126	#8	30'-3"	—
Structure Excavation		Cu. Yd.	223	
Concrete Structures		Cu. Yd.	246.4	
Reinforcement Bars		Pound	14,890	
Reinforcement Bars, Epoxy Coated		Pound	22,530	
Drilled Shaft in Soil		Cu. Yd.	13.1	
Drilled Shaft in Rock		Cu. Yd.	54.3	

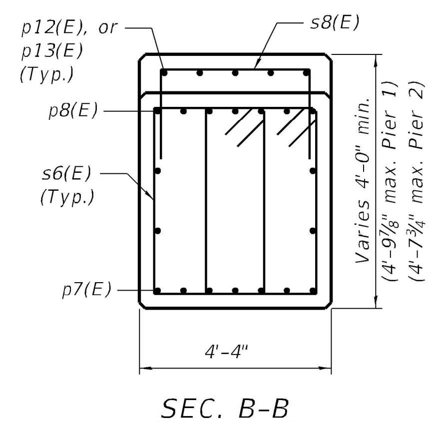
Cast steps monolithically with cap.
Space cap reinforcement to miss anchor bolts.
Minimum lap for spirals = 3'-9"
**Length is height of spiral.
See sheet 32 of 38 for Pier Cap Reinforcement details.

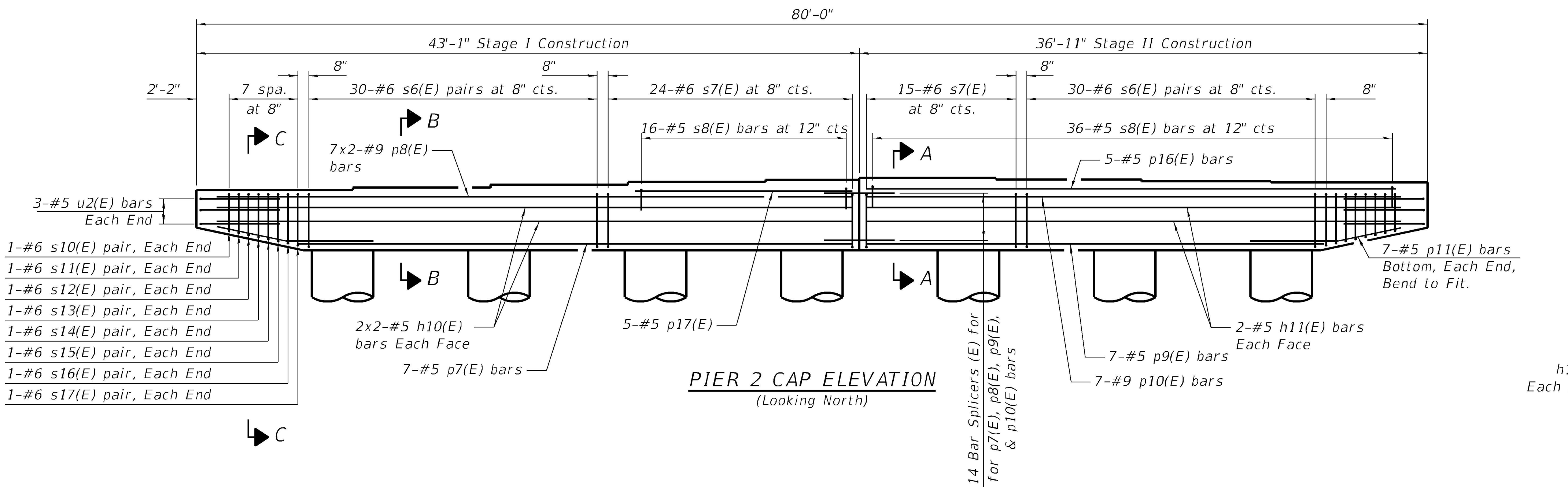
MINIMUM BAR LAP

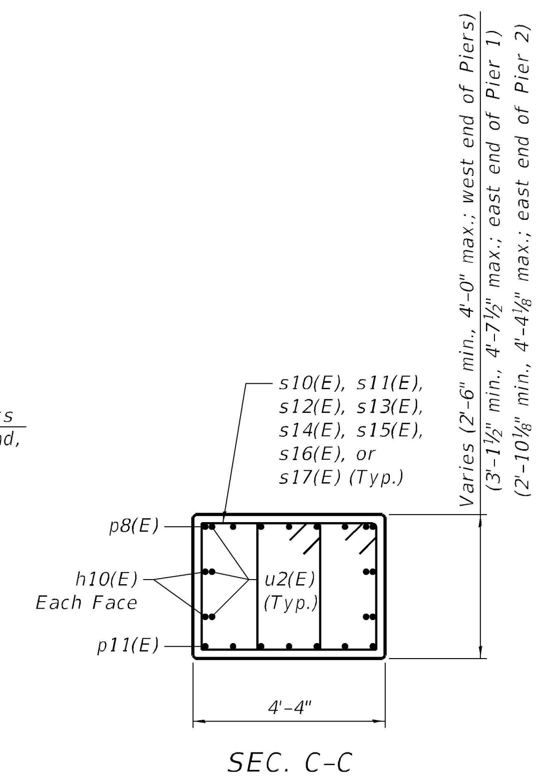
#5 bar = 3'-7"
#9 bar = 7'-1"

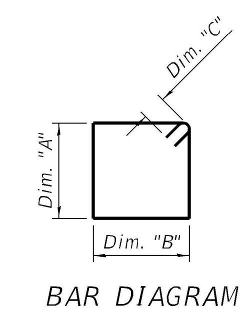


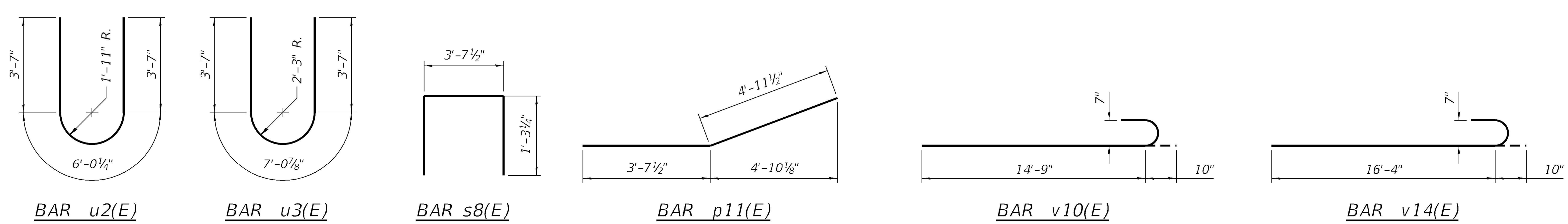












BAR BEND DETAILS

Bar	Dim. "A"	Dim. "B"	Dim. "C"
s6(E)	3'-8"	2'-9"	8"
s7(E)	3'-8"	4'-0"	8"
s9(E)	11'-3"	4'-8"	5½"
s10(E)	2'-7½"	2'-9"	8"
s11(E)	2'-9"	2'-9"	8"
s12(E)	2'-11"	2'-9"	8"
s13(E)	3'-0½"	2'-9"	8"
s14(E)	3'-2½"	2'-9"	8"
s15(E)	3'-4"	2'-9"	8"
s16(E)	3'-6"	2'-9"	8"
s17(E)	3'-7½"	2'-9"	8"

Kaskaskia Engineering Group, LLC	USER NAME =	DESIGNED - MMC	REVISED -
		CHECKED - MLC	REVISED -
	PLOT SCALE =	DRAWN - MMC	REVISED -
	PLOT DATE =	CHECKED - MLC	REVISED -

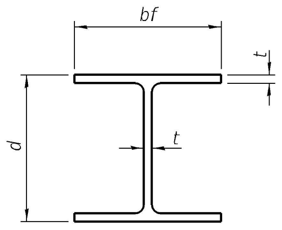
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER DETAILS
STRUCTURE NO. 012-0074

SHEET 32 OF 38 SHEETS

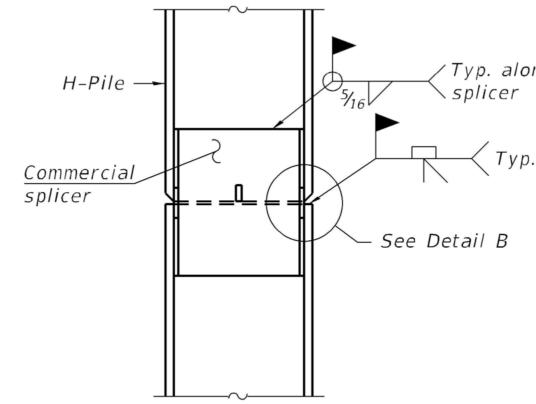
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	94
		CONTRACT NO. 74433		
	ILLINOIS	FED. AID PROJECT		

7/18/2025 11:51:32 AM

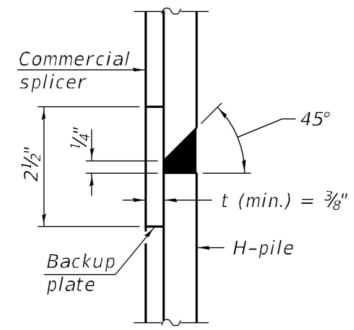


STEEL PILE TABLE

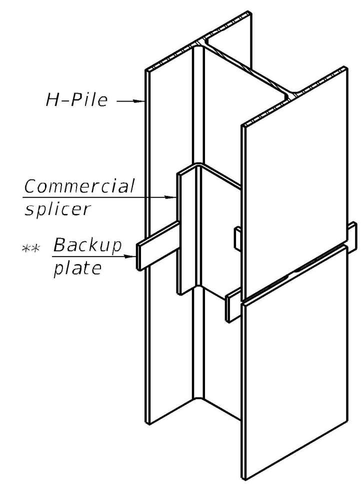
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14¼"	14⅞"	13/16"	30"
x102	14"	14¾"	11/16"	30"
x89	13⅞"	14¾"	⅝"	30"
x73	13⅝"	14⅝"	½"	30"
HP 12x84	12¼"	12¼"	11/16"	24"
x74	12⅛"	12¼"	⅝"	24"
x63	12"	12⅛"	½"	24"
x53	11¾"	12"	7/16"	24"
HP 10x57	10"	10¼"	9/16"	24"
x42	9¾"	10⅛"	7/16"	24"
HP 8x36	8"	8⅛"	7/16"	18"



ELEVATION

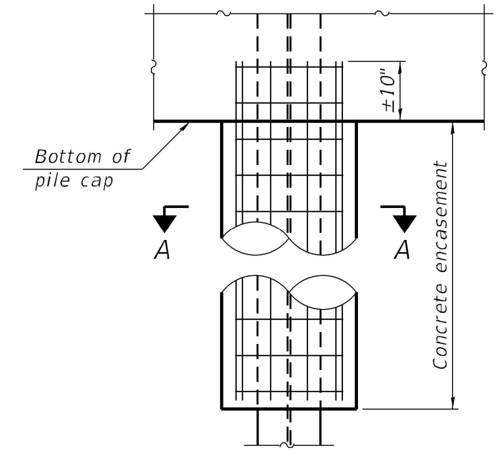


DETAIL "B"



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



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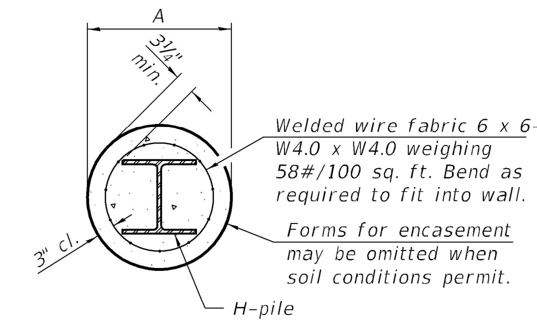
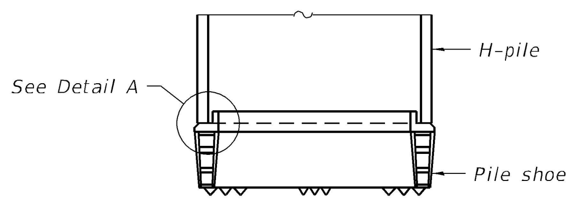


SECTION A-A

INDIVIDUAL PILE CONCRETE ENCASEMENT

(when specified)



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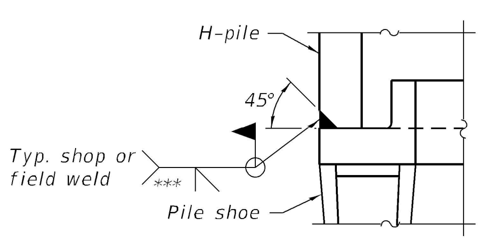
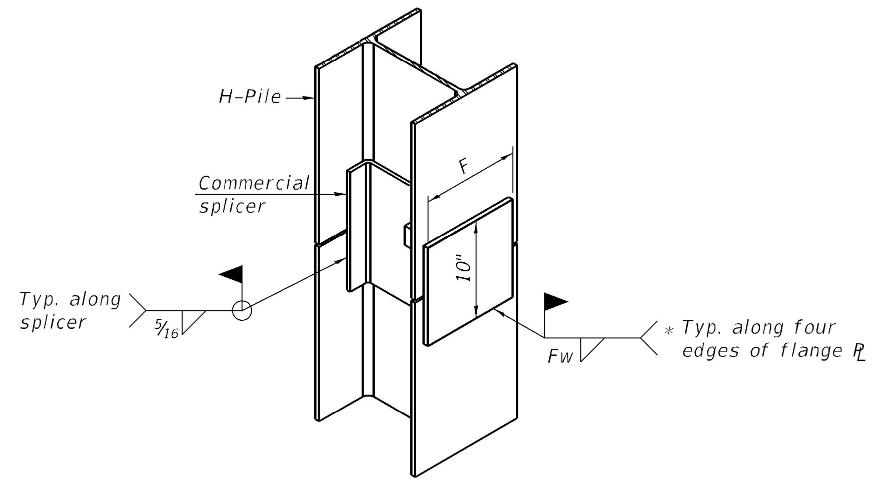


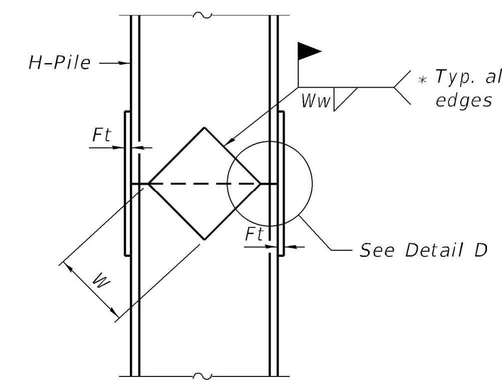
DETAIL A

SHOE ATTACHMENT

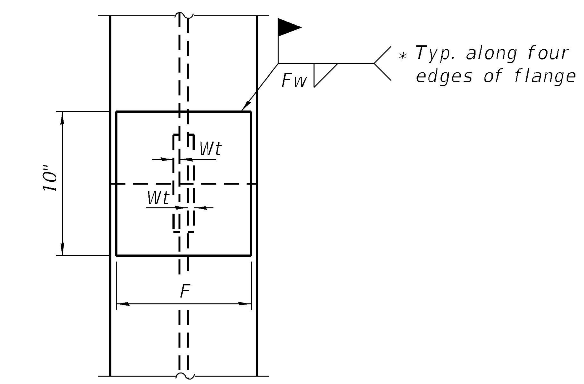


ISOMETRIC VIEW

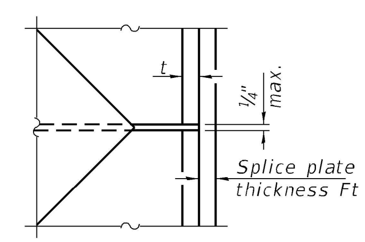
WELDED COMMERCIAL SPLICE ALTERNATE



ELEVATION



END VIEW



DETAIL D

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12½"	1"	⅞"	7¾"	⅝"	½"
x102	12½"	⅞"	¾"	7¾"	⅝"	½"
x89	12½"	¾"	11/16"	7¾"	⅝"	½"
x73	12½"	⅝"	9/16"	7¾"	⅝"	½"
HP 12x84	10"	⅞"	11/16"	6½"	⅝"	½"
x74	10"	⅞"	11/16"	6½"	⅝"	½"
x63	10"	⅝"	½"	6½"	½"	⅜"
x53	10"	⅝"	½"	6½"	½"	⅜"
HP 10x57	8"	¾"	9/16"	5¼"	½"	⅜"
x42	8"	⅝"	9/16"	5¼"	½"	⅜"
HP 8x36	7"	⅝"	7/16"	4¼"	½"	⅜"

WELDED PLATE FIELD SPLICE

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

* Interrupt welds ¼" from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

*** Weld size per pile shoe manufacturer (5/16" min.).

F-HP 2-1-2023

MODEL: Default
FILE NAME: pw:\\keg-pw.bentley.com:keg-pw-01\Documents\IDOT Projects\22-1097.04 IL1 over CSX Bridge and Wall (SS4)\0_IDOT\Structures\0120074-74433-033-Pile_Splicing_Detail_Sheet.dgn

Kaskaskia Engineering Group, LLC

USER NAME =	DESIGNED - MMC	REVISED -
	CHECKED - MLC	REVISED -
PLOT SCALE =	DRAWN - MMC	REVISED -
PLOT DATE =	CHECKED - MLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS
STRUCTURE NO. 012-0074

SHEET 33 OF 38 SHEETS

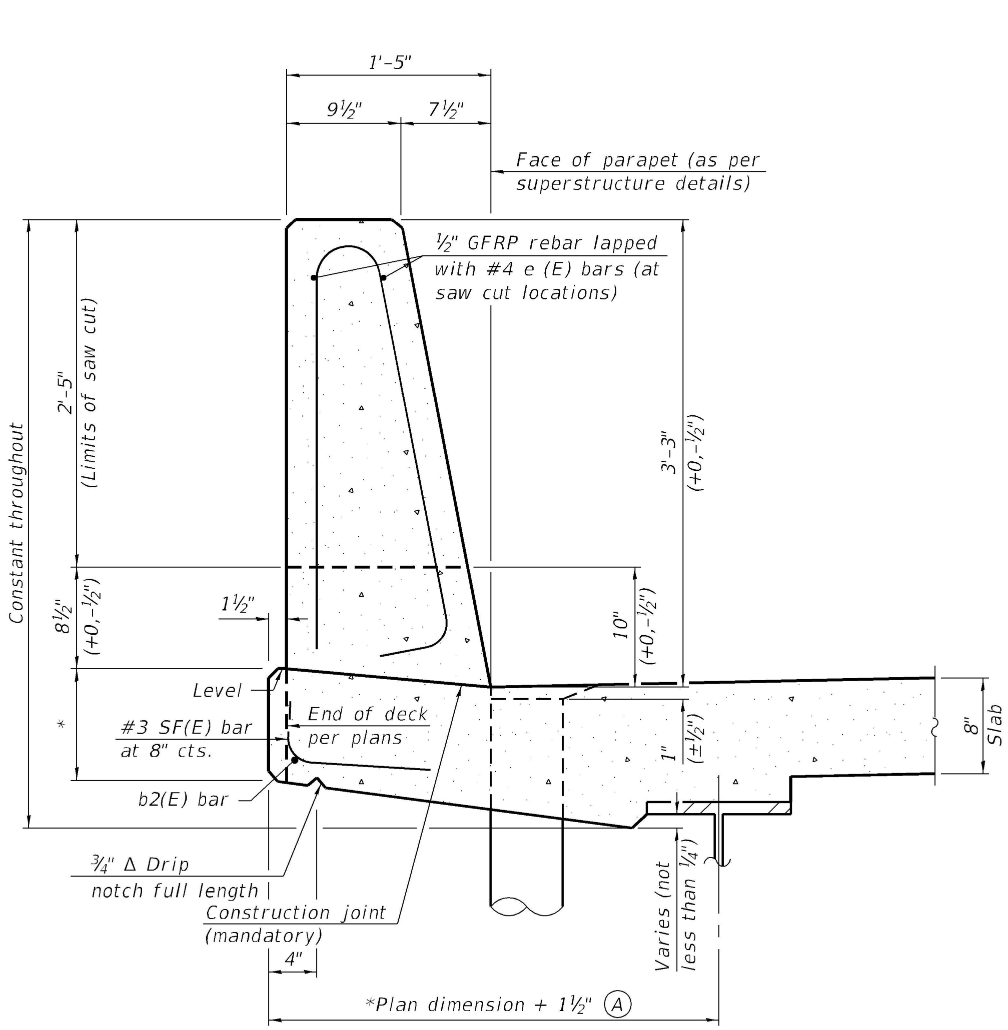
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	95

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

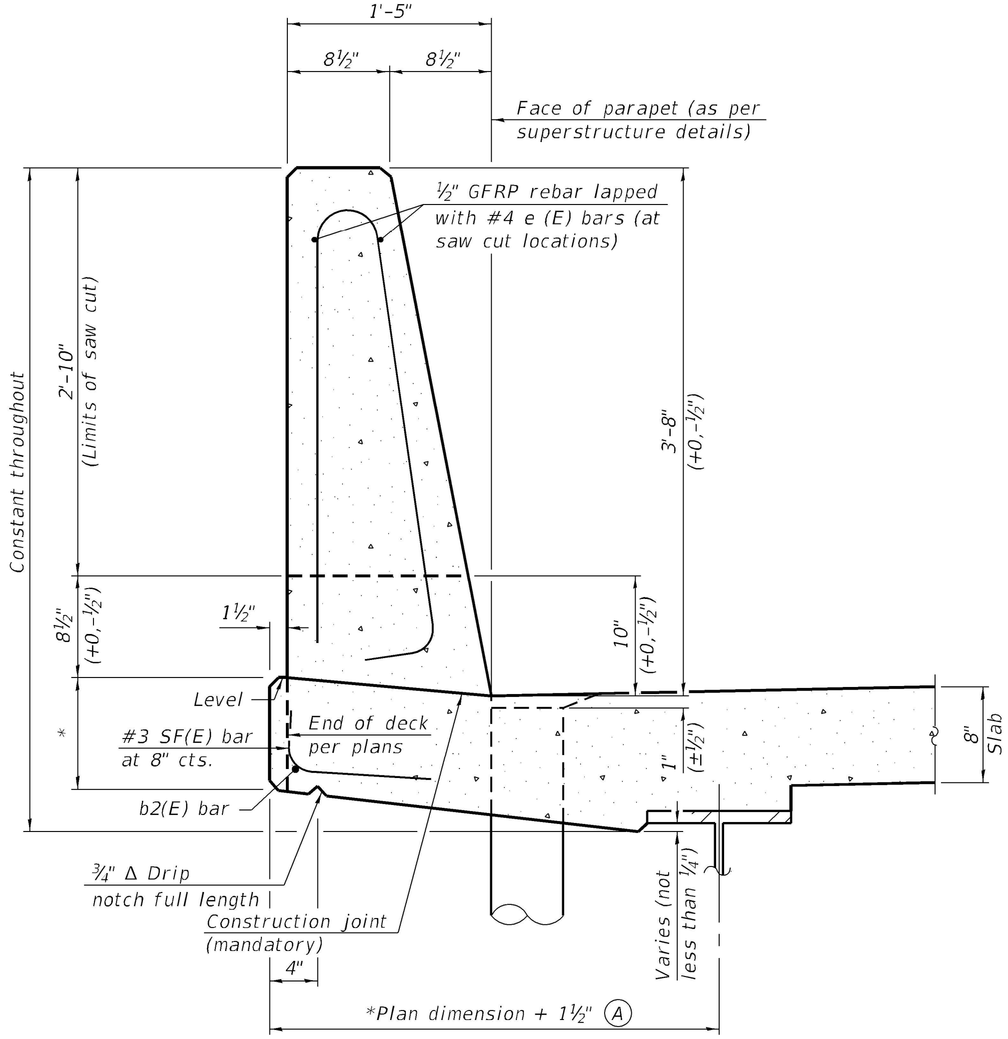
7/18/2025 11:51:36 AM

Notes:
All dimensions shall remain the same as shown on superstructure details, except dimension A which is to be revised as shown. Additional concrete needed to revise dimension A = 0.00348 cu. yds./ft. for 39" and 44" parapets.
Place full depth aluminum sheets as shown on superstructure details.
Replace all cork joint filler locations with a full thickness saw cut.
Steel superstructure shown. Other superstructure types similar.

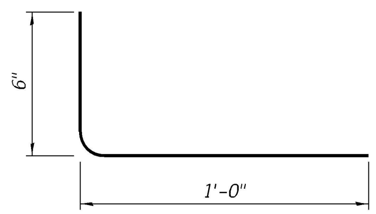


39" CONSTANT-SLOPE PARAPET SECTION
(Showing dimensions, d(E), and ½" Ø GFRP rebar)

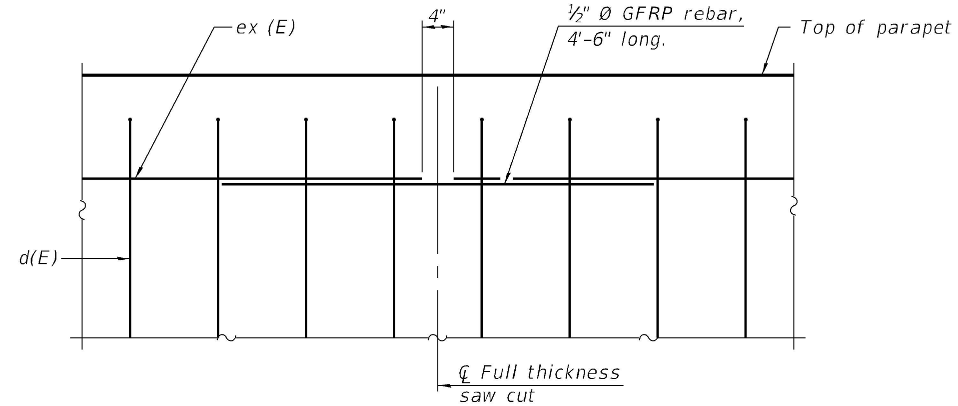
*See Superstructure Details.



44" CONSTANT-SLOPE PARAPET SECTION
(Showing dimensions, d(E), and ½" Ø GFRP rebar)

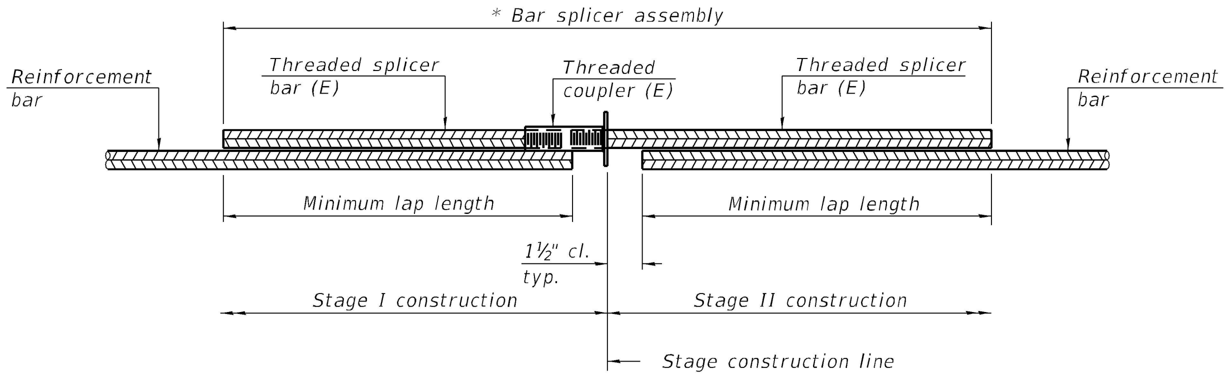


SF(E) BAR



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

SFP 39-44 11-1-2022



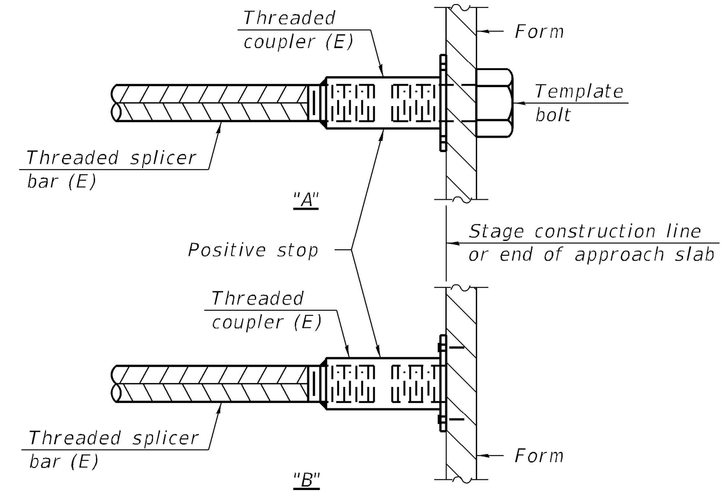
STANDARD BAR SPLICER ASSEMBLY PLAN

Only bar splicer assemblies as presented on the approved QPL list may be used.

Threaded splicer bar length = min. lap length + 1½" + thread length

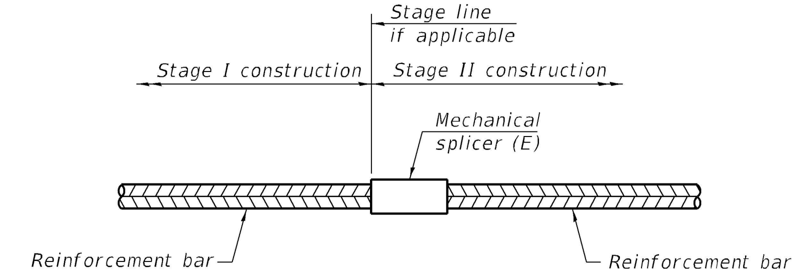
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Minimum lap length
Deck	#5	687	3'-0"
Abut. Dia.	#6	14	3'-7"
Appr. Slab Top	#5	66	3'-0"
Appr. Slab Bot.	#8	88	6'-9"
Appr. Slab Ftg.	#5	80	3'-0"
S. Abut.	#7	12	4'-1"
N. Abut.	#7	12	4'-1"
Pier 1 Cap	#5	7	5'-10"
Pier 1 Cap	#9	7	3'-0"
Pier 1 Crashwall	#5	40	3'-0"
Pier 2 Cap	#5	7	5'-10"
Pier 2 Cap	#9	7	3'-0"
Pier 2 Crashwall	#5	40	3'-0"



INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required

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

BSD-1 2-1-2023

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 9/13/12

ROUTE FAP 332 (IL 1) DESCRIPTION IL 1 over the CSX Railroad LOGGED BY E. Sandschafer

SECTION (FX-VBR)B-1 LOCATION , SEC. 12, TWP. 11 N, RNG. 12 W, 3 PM

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

STRUCT. NO. 012-0074
Station 169+18.17

BORING NO. 1 (South Abut)
Station 167+89
Offset 11.0ft Lt
Ground Surface Elev. 649.91 ft

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

Groundwater Elev.:
▽ First Encounter Dry ft
▽ Upon Completion 624.9 ft
▼ After 96 Hrs. 625.9 ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
6.5" asphalt on 9" concrete pavement.	648.61				
Stiff, damp, brown, CLAY LOAM. (Embankment)			1		
Brown marbled gray w/ black specks.			1	1.1	21
			2	B	
		-5	1		
			3	1.7	17
			3	B	
			2		
			3	2.0	13
			5	B	
	640.41				
Stiff, damp, brown marbled gray, CLAY w/ Silt. (Embankment)		-10	1		
			2	1.2	23
			2	B	
	637.91				
Medium, damp, brown, SANDY CLAY LOAM. (Embankment)			1		
			1	0.9	23
			1	B	
	635.41				
Medium, damp, brown marbled gray, LOAM. (Embankment)		-15	1		
			1	0.7	23
			2	B	
	632.91				
Stiff, damp, brown marbled gray, CLAY LOAM. (Embankment)			2		
			3	1.7	14
			2	B	
	630.41				
		-20	1		
Stiff, damp, gray, CLAY.			2	1.4	15
			4	B	
			2		
Brown marbled gray.			3	1.8	25
			3	S	
		-25	2		
Brown marbled gray.			3	1.9	18
			4	B	
			2		
Brown marbled gray. (continued)			3	1.7	17
			4	B	
	620.41				
Stiff, damp, brown marbled gray, SANDY CLAY.		-30	1		
			3	1.8	16
			5	S	
	615.41				
Very soft, wet, brown, SANDY LOAM.		-35	1		
			1	0.1	23
	614.01		1	B	
Medium, damp, gray and brown layered, SANDSTONE.					
		-40	29		

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

File Name S:\NEW GEOTECHNICAL\GINTDATA\PROJECTS\CLARK CO (012)\012-0074 SOIL ROCK 2012.GPJ Data Template D6TEMPLT.GDT Date Printed 9/25/12
Latitude W 39 deg 24 min 35.2677 sec Longitude N 87 deg 41 min 37.2807 sec Datum Job Number

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 9/13/12

ROUTE FAP 332 (IL 1) DESCRIPTION IL 1 over the CSX Railroad LOGGED BY E. Sandschafer

SECTION (FX-VBR)B-1 LOCATION , SEC. 12, TWP. 11 N, RNG. 12 W, 3 PM

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

STRUCT. NO. 012-0074
Station 169+18.17

BORING NO. 1 (South Abut)
Station 167+89
Offset 11.0ft Lt
Ground Surface Elev. 649.91 ft

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

Groundwater Elev.:
▽ First Encounter Dry ft
▽ Upon Completion 624.9 ft
▼ After 96 Hrs. 625.9 ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Medium, damp, gray and brown layered, SANDSTONE. (continued)			50/5"	0.6	21
			50/2"	S	
	605.41				
Very dense, moist, brown, SANDY CLAY SHALE. Sample broken, unable to test.		-45	49		
			41		12
	603.91		50/3"		
Borehole continued with rock coring.					
		-50			
		-55			
		-60			

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

File Name S:\NEW GEOTECHNICAL\GINTDATA\PROJECTS\CLARK CO (012)\012-0074 SOIL ROCK 2012.GPJ Data Template D6TEMPLT.GDT Date Printed 9/25/12
Latitude W 39 deg 24 min 35.2677 sec Longitude N 87 deg 41 min 37.2807 sec Datum Job Number

Note:
For boring locations, see Sheet 1 of 38.
Boring B-1 is located at Sta. 1167+89.7, offset 6.8' LT.

MODEL: Default
FILE NAME: pw:\\keg-pw.bentley.com:keg-pw-01\Documents\IDOT Projects\22-1097.04 IL1 over CSX Bridge and Wall (SS4)\0_IDOT\Structures\0120074-74433-036-Boring_Logs.dgn

Kaskaskia Engineering Group, LLC

USER NAME =	DESIGNED - MMC	REVISED -
	CHECKED - MLC	REVISED -
PLOT SCALE =	DRAWN - MMC	REVISED -
PLOT DATE =	CHECKED - MLC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 012-0074

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	98

CONTRACT NO. 74433
ILLINOIS FED. AID PROJECT

7/18/2025 11:51:47 AM

Illinois Department of Transportation
Division of Highways
IDOT

ROCK CORE LOG

Date 9/13/12

ROUTE FAP 332 (IL 1) DESCRIPTION IL 1 over the CSX Railroad LOGGED BY E. Sandschafer

SECTION (FX-VBR)B-1 LOCATION , SEC. 12, TWP. 11 N, RNG. 12 W, 3 PM

COUNTY Clark CORING METHOD Rotary, surf set diamond bit

STRUCT. NO. 012-0074
Station 169+18.17

CORING BARREL TYPE & SIZE NW, conv dbl bbl, split inner

Core Diameter 2.06 in
Top of Rock Elev. 614.01 ft
Begin Core Elev. 603.91 ft

BORING NO. 1 (South Abut)
Station 167+89
Offset 11.0ft Lt
Ground Surface Elev. 649.91 ft

Description	Elev.	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Brown, slightly weathered, SANDSTONE.	603.91		B1C1	70	66	0.6	
Core B1C1 from 48.9' to 49.5' depth, Qu = 108.4 tsf.		-50					
			B1C2	99	83	0.6	
Core B1C2 from 55.5' to 56.0' depth, Qu = 128.5 tsf.	593.91	-55					
Extent of exploration.							
Benchmark: BM402 Sta 169+94, 17' Lt, chiseled square on top of curb on NW corner of existing bridge = 651.65' elevation.							
(B1 Location: 39' S of existing South Abutment, 11' West of IL 1 Centerline.)		-60					
		-65					

Color pictures of the cores Available on request
Cores will be stored for examination until 09/13/17
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
RQD is the ratio of the total length of sound core specimens >4" to total length of core run

BBS, form 138 (Rev. 8-99)

ROCK CORE 012-0074 SOIL ROCK 2012.GPJ D6TEMPLT.GDT 9/25/12

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 9/18/12

ROUTE FAP 332 (IL 1) DESCRIPTION IL 1 over the CSX Railroad LOGGED BY E. Sandschafer

SECTION (FX-VBR)B-1 LOCATION , SEC. 12, TWP. 11 N, RNG. 12 W, 3 PM

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

STRUCT. NO. 012-0074
Station 169+18.17

BORING NO. 2 (South Pier)
Station 168+84
Offset 43.0ft Rt
Ground Surface Elev. 632.72 ft

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

Groundwater Elev.:
First Encounter Dry ft
Upon Completion 624.4 ft
After 24 Hrs. 619.2 ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Very stiff, very moist, gray, SILTY CLAY. (Embankment)			14		
			6	2.5	9
			8	PP	
Hard to very stiff, damp, brown, SANDY CLAY LOAM. (Embankment)	628.22	-5	5		
			7	4.4	11
			11	S	
			4		
			6	4.0	10
			8	S	
		-10	4		
			6	3.0	14
Brown marbled gray.			8	S	
Soft, very damp, brown, SANDY LOAM. (Embankment)	620.72		1		
			1	0.3	23
			1	B	
Stiff, damp, brown, SANDY CLAY LOAM to SANDSTONE. (Embankment)	618.22	-15	11		
			41	1.6	13
			50/3"	S	
Very dense, damp, brown, SANDSTONE.	615.72		50/5"		
			50/2"		14
			50/1"		
	612.72	-20	44		
Very dense, moist, gray, SANDY CLAY SHALE.	611.72		50/5"		10
Borehole continued with rock coring.		-25			
		-30			
		-35			
		-40			

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

File Name S:\NEW GEOTECHNICAL\GINTDATA\PROJECTS\CLARK CO (012)\012-0074 SOIL ROCK 2012.GPJ Data Template D6TEMPLT.GDT Date Printed 9/25/12
Latitude W 39 deg 24 min 36.2127 sec Longitude N 87 deg 41 min 36.6003 sec Datum Job Number

Note:
For boring locations, see Sheet 1 of 38.
Boring B-1 is located at Station 1167+89.7, offset 6.8' LT.
Boring B-2 is located at Station 1168+84.6, offset 42.9' RT.

Illinois Department of Transportation
Division of Highways
IDOT

ROCK CORE LOG

Date 9/18/12

ROUTE FAP 332 (IL 1) DESCRIPTION IL 1 over the CSX Railroad LOGGED BY E. Sandschafer

SECTION (FX-VBR)B-1 LOCATION , SEC. 12, TWP. 11 N, RNG. 12 W, 3 PM

COUNTY Clark CORING METHOD Rotary, surf set diamond bit

STRUCT. NO. 012-0074
Station 169+18.17

CORING BARREL TYPE & SIZE NW, conv dbl bbl, split inner

Core Diameter 2.06 in
Top of Rock Elev. 615.72 ft
Begin Core Elev. 611.72 ft

BORING NO. 2 (South Pier)
Station 168+84
Offset 43.0ft Rt
Ground Surface Elev. 632.72 ft

Description	Elev.	DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Brown, slightly weathered, SANDSTONE.	611.72		B2C1	63	21	0.6	
Rock Core B2C1 from 22.8' to 23.2' depth, Qu = 59.9 tsf.							
		-25					
	606.72						
Gray, slightly to moderately weathered, soft, SANDY CLAY SHALE.			B2C2	93	80	1	
Rock Core B2C2 from 26.6' to 27.1' depth, Qu = 6.7 tsf.							
	602.72	-30					
Brown, slightly weathered, SANDSTONE.							
			B2C3	100	79	0.4	
Rock Core B2C3 from 33.5' to 34.0' depth, Qu = 114.4 tsf.							
		-35					
	596.72						
Extent of exploration.							
Benchmark: BM402 Sta 169+94, 17' Lt, chiseled square on top of curb on NW corner of existing bridge = 651.65' elevation.							
(B2 Location: 57' N of existing South Abutment, 43' East of IL 1 Centerline.)		-40					

Color pictures of the cores Available on request
Cores will be stored for examination until 09/18/17
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)
RQD is the ratio of the total length of sound core specimens >4" to total length of core run

BBS, form 138 (Rev. 8-99)

ROCK CORE 012-0074 SOIL ROCK 2012.GPJ D6TEMPLT.GDT 9/25/12

Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Date 9/17/12

ROUTE FAP 332 (IL 1) DESCRIPTION IL 1 over the CSX Railroad LOGGED BY E. Sandschafer

SECTION (FX-VBR)B-1 LOCATION , SEC. 12, TWP. 11 N, RNG. 12 W, 3 PM

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

STRUCT. NO. 012-0074
Station 169+18.17

BORING NO. 3 (North Abut)
Station 170+52
Offset 12.0ft Rt
Ground Surface Elev. 650.81 ft

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

Groundwater Elev.:
First Encounter Dry ft
Upon Completion 616.7 ft
After 24 Hrs. 616.8 ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
5" asphalt on 9" concrete pavement.	649.61				
Very stiff, damp, brown/gray, CLAY LOAM.			2		
			3	3.0	14
			4	B	
		-5	2		
			2	2.1	21
			3	B	
6" thick concrete layer, bored through, skipped this sample,			3		
			2		
			2		
		-10	1		
Soft to medium.			1	0.5	23
			1	B	
	638.81				
Stiff, damp, brown mottled gray, CLAY.			1		
			1	1.2	28
			2	B	
		-15	1		
			1	0.6	35
	634.91		6	B	
Black, CINDERS.	634.81				
Medium, damp, gray mottled brown, CLAY w/ Silt.			0		
			1	0.8	20
			2	B	
	631.31	-20	2		

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Stiff, damp, brown mottled gray, CLAY LOAM. (continued)			3	1.7	24
			5	B	
			1		
	627.81		2	1.2	19
Very soft, gray, very damp, SILTY LOAM.	627.31		2	B	
Stiff, damp, brown, LOAM.	626.31				
Stiff, damp, brown, CLAY LOAM.		-25	2		
			3	1.2	17
			4	B	
			2		
			3	0.8	19
			4	PP	
	621.31				
Very stiff, damp, brown, CLAY LOAM TILL.		-30	0		
			2	3.8	12
			8	B	
(B3 Location: 43' N of existing North Abutment, 12' East of IL 1 Centerline.)	616.31				
Very dense, moist, brown, SANDSTONE.		-35	50/2"		
			50/4"		18
Benchmark: BM402 Sta 169+94, 17' Lt, chiseled square on top of curb on NW corner of existing bridge = 651.65' elevation.			50/1"		
* 50/2", 50/2", 50/2"					
Extent of exploration.	610.81	-40	*		19

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

File Name S:\NEW GEOTECHNICAL\GINTDATA\PROJECTS\CLARK CO (012)\012-0074 SOIL ROCK 2012.GPJ Data Template D6TEMPLT.GDT Date Printed 9/25/12
Latitude W 39 deg 24 min 37.8734 sec Longitude N 87 deg 41 min 36.9565 sec Datum Job Number

Note:
For boring locations, see Sheet 1 of 38.
Boring B-2 is located at Station 1168+84.6, offset 42.9' RT.
Boring B-3 is located at Station 1170+42.0, offset 12.0' RT.

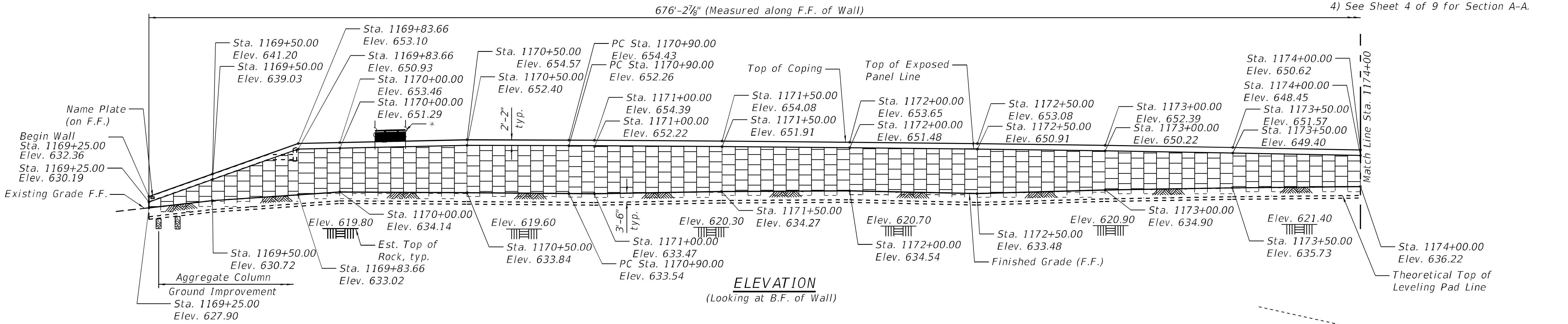
Bench Mark: BM#401 - Chiseled "□" on the top of curb at the S.E. corner of S.N. 012-0014. Elev. 650.96
BM#402 - Chiseled "□" on the top of curb at the N.W. corner of S.N. 012-0014. Elev. 651.65

Existing Structure: None

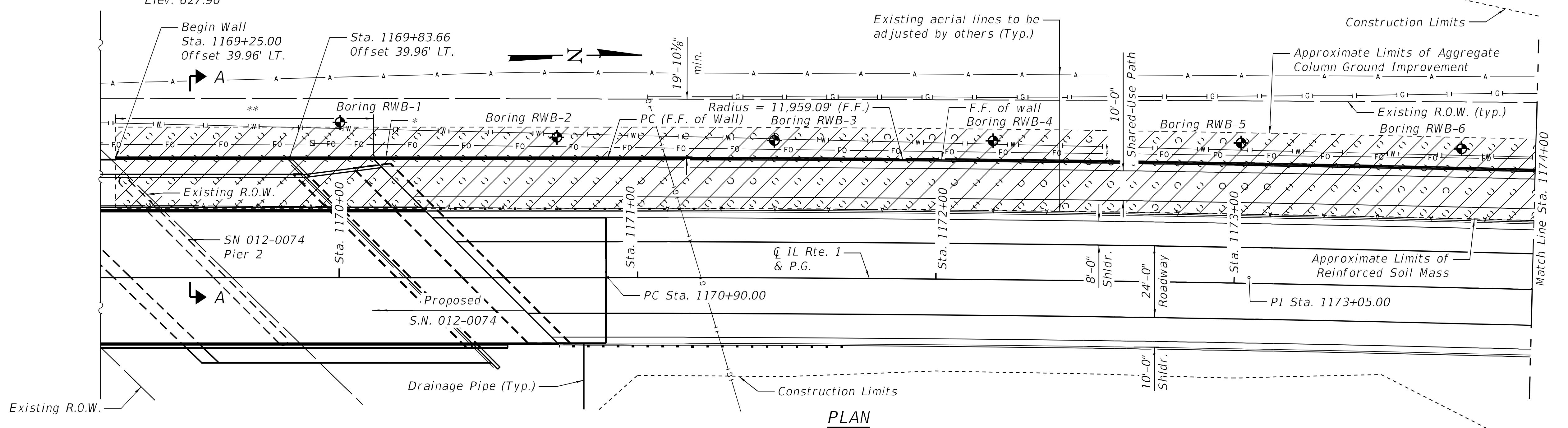
* Bicycle Railing, full length of wall.

** 1" Joint Filler to be placed between both the northwest wing wall of S.N. 012-0074 and the slope wall, and the proposed retaining wall. See Detail A on Sheet 4 of 9.

Notes:
1) Stations are ℄ IL Rte. 1. Stationing and offsets are measured from the ℄ IL Rte. 1 to the front face of wall.
2) F.F. - Front Face
3) B.F. - Back Face
4) See Sheet 4 of 9 for Section A-A.



ELEVATION
(Looking at B.F. of Wall)



PLAN

LEGEND

Aggregate Column Ground Improvement

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

LICENSED STRUCTURAL ENGINEER
MOSHE L. COHEN
081-008104
STATE OF ILLINOIS

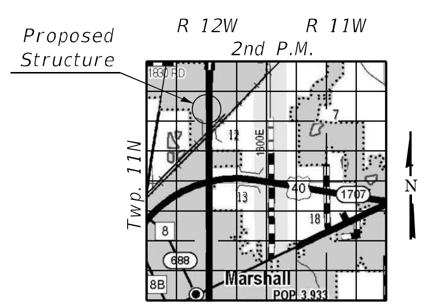
Signed: Moshe L Cohen

Dated: 2025-07-18
Illinois Structural Engineer
No. 081-008104
License Expires: 11-30-2026

DESIGN SPECIFICATIONS
2020 AASHTO LRFD Bridge Design Specifications, 9th Edition

DESIGN STRESSES
FIELD UNITS
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
PRECAST UNITS
f'c = 4,500 psi (Precast Panels)

CURVE DATA
(IL Rte. 1)
P.I. Sta. = 1173+05.00
Δ = 2° 04' 00" (RT)
D = 0° 28' 51"
R = 11,919.13'
T = 215.00'
L = 429.95'
E = 1.94'
P.C. Sta. = 1170+90.00
P.T. Sta. = 1175+19.95



LOCATION SKETCH

GENERAL PLAN & ELEVATION I
IL ROUTE 1 OVER CSX RAILROAD RETAINING WALL
F.A.P. RT. 332 - SEC. (FX-VBR)B-1
CLARK COUNTY
STATION 1169+25.00 TO 1176+00.00
S.N. 012-W009

Kaskaskia Engineering Group, LLC	USER NAME =	DESIGNED - MLC	REVISED -
		CHECKED - MMC	REVISED -
	PLOT SCALE =	DRAWN - MLC	REVISED -
	PLOT DATE =	CHECKED - MMC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET 1 OF 9 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	101

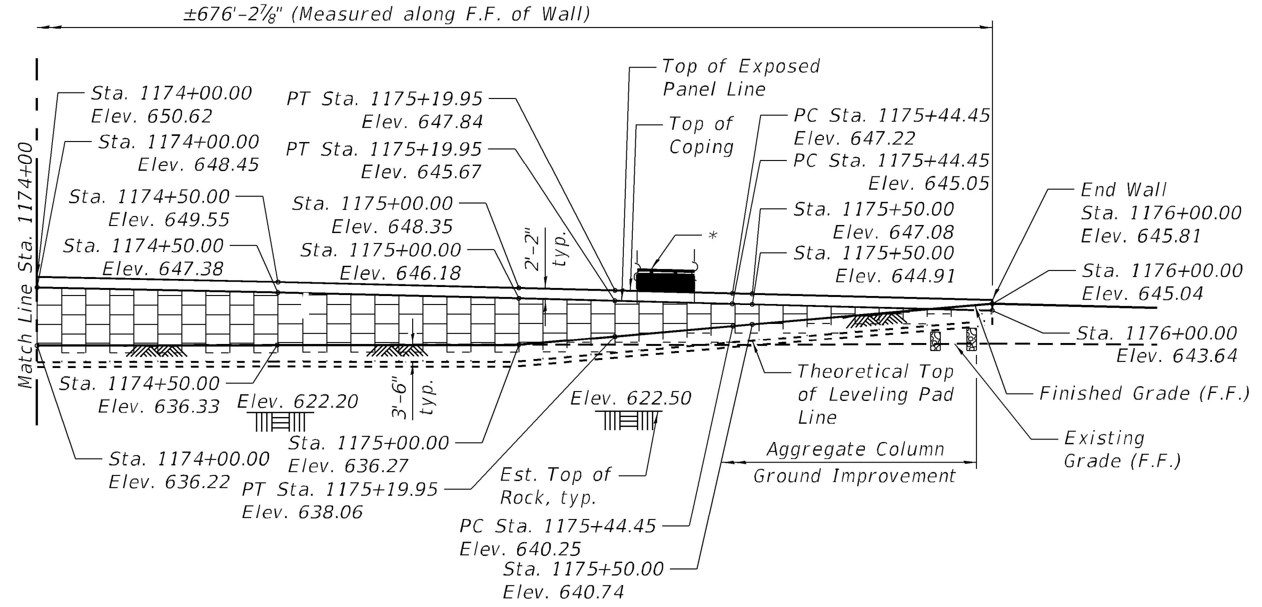
CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

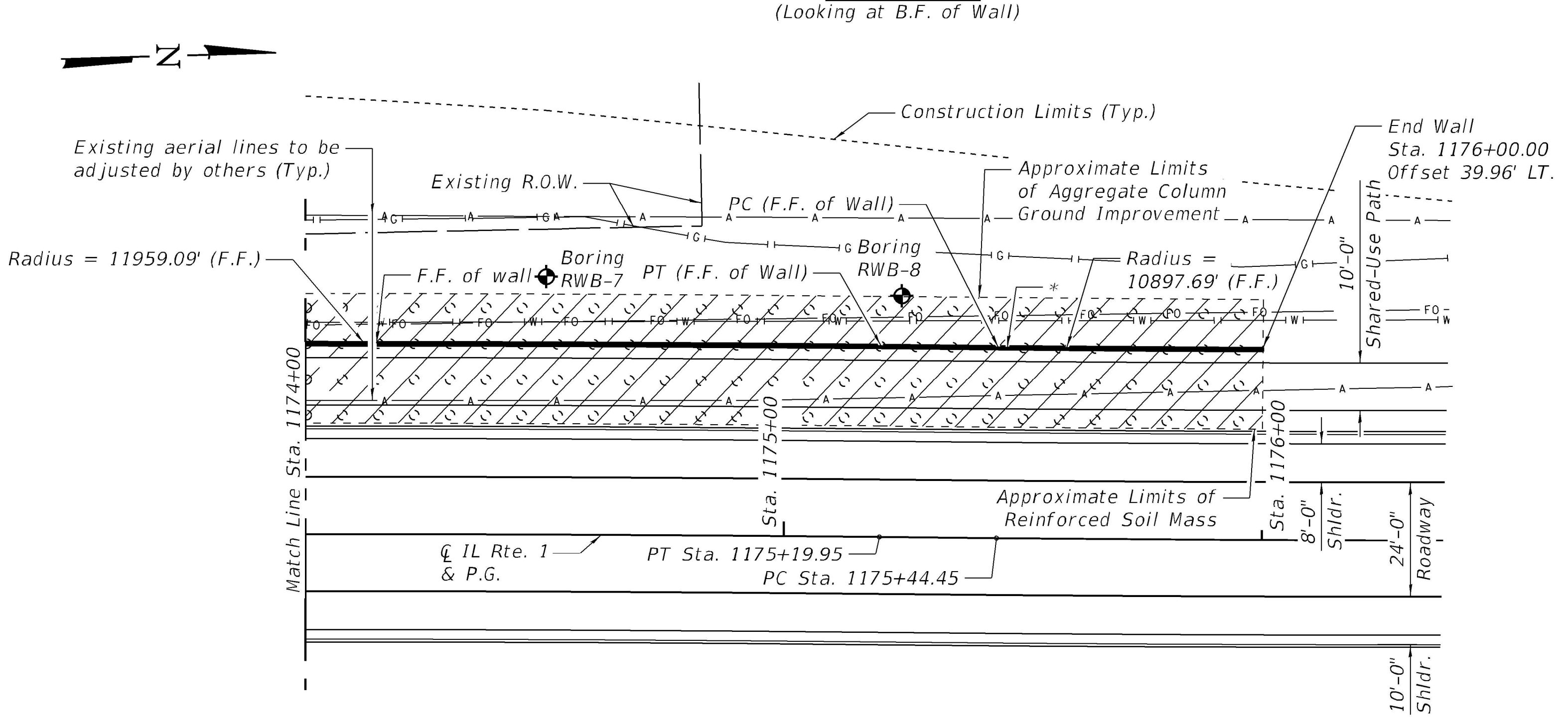
MODEL: Default
FILE NAME: pw:\\keg-pw.bentley.com:keg-pw-01\Documents\IDOT Projects\22-1097.04 IL1 over CSX Bridge and Wall (SS4)\0_IDOT\Structures\012W009-74433-001-GPE.dgn
7/18/2025 8:49:42 AM

Notes: 1) Stations are ℄ IL Rte. 1. Stationing and offsets are measured from the ℄ IL Rte. 1 to the front face of wall.
2) F.F. - Front Face
3) B.F. - Back Face
4) See Sheet 4 of 9 for Section A-A.

* Bicycle Railing, full length of wall.



ELEVATION
(Looking at B.F. of Wall)



PLAN

CURVE DATA

(IL Rte 1)
P.I. Sta. = 1177+59.45
Δ = 2° 15' 8" (LT)
D = 0° 31' 26"
R = 10,937.65'
T = 215.00'
L = 429.94'
E = 2.11'
P.C. Sta. = 1175+44.45
P.T. Sta. = 1179+74.39

Note:
See Sheet 3 of 9 for Index of Sheets and Profile Grade along ℄ IL Route 1.

LEGEND

Aggregate Column Ground Improvement

GENERAL PLAN & ELEVATION II
IL ROUTE 1 OVER CSX RAILROAD RETAINING WALL
F.A.P. RT. 332 - SEC. (FX-VBR)B-1
CLARK COUNTY
STATION 1169+25.00 TO 1176+00.00
S.N. 012-W009

INDEX OF SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	TOTAL
Structure Excavation	Cu. Yd.	1,812
Bicycle Railing	Foot	676
Name Plates	Each	1
Mechanically Stabilized Earth Retaining Wall	Sq. Ft.	11,422
Aggregate Column Ground Improvement	Lump Sum	1

GENERAL NOTES:

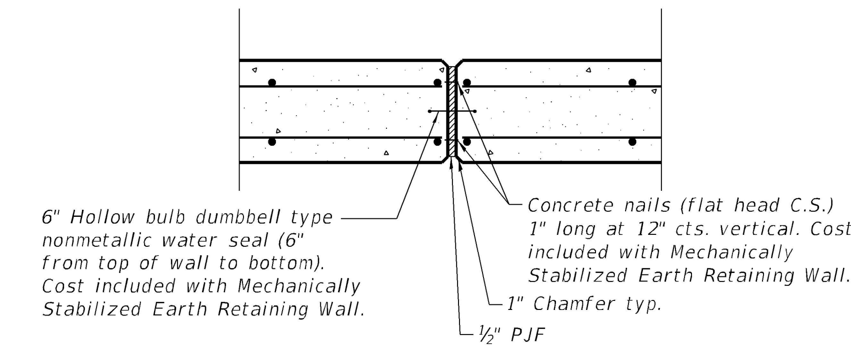
Reinforcement bars designated (E) shall be epoxy coated.

The cost of the cast-in-place concrete coping, reinforcement bars, preformed joint filler, and dowel bars will be included with the bid pay item "Mechanically Stabilized Earth Retaining Wall." The Contractor may substitute a precast coping, the details of which must be included in the shop plans and approved by the Engineer, at no additional cost to the Department.

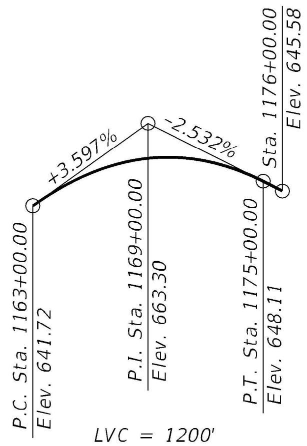
Aggregate column ground improvement shall be designed and installed by the Contractor in accordance with special provision for Aggregate Column Ground Improvement.

See MSE Wall supplier shop drawings for reinforced soil mass lengths.

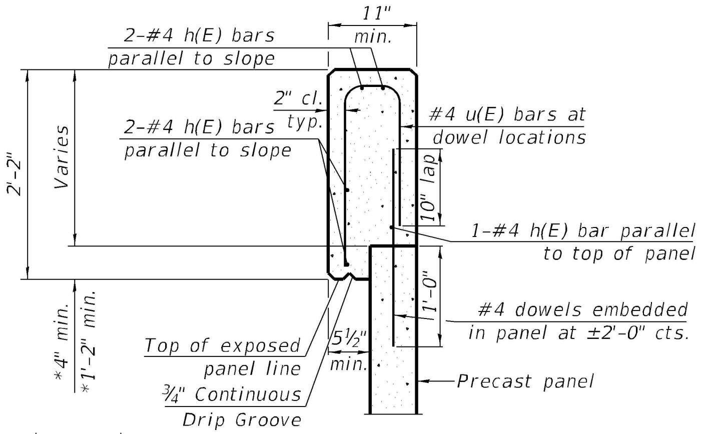
Spacing of coping construction joints shall not exceed 30 ft. Spacing of coping expansion joints shall not exceed 90 ft.



EXPANSION JOINT DETAIL



PROFILE GRADE
(along ℄ IL Rte. 1)

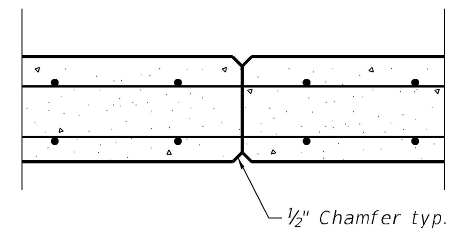


* Limits of Bond breaker membrane between front of panel and overhang.

SECTION THRU CAST-IN-PLACE COPING

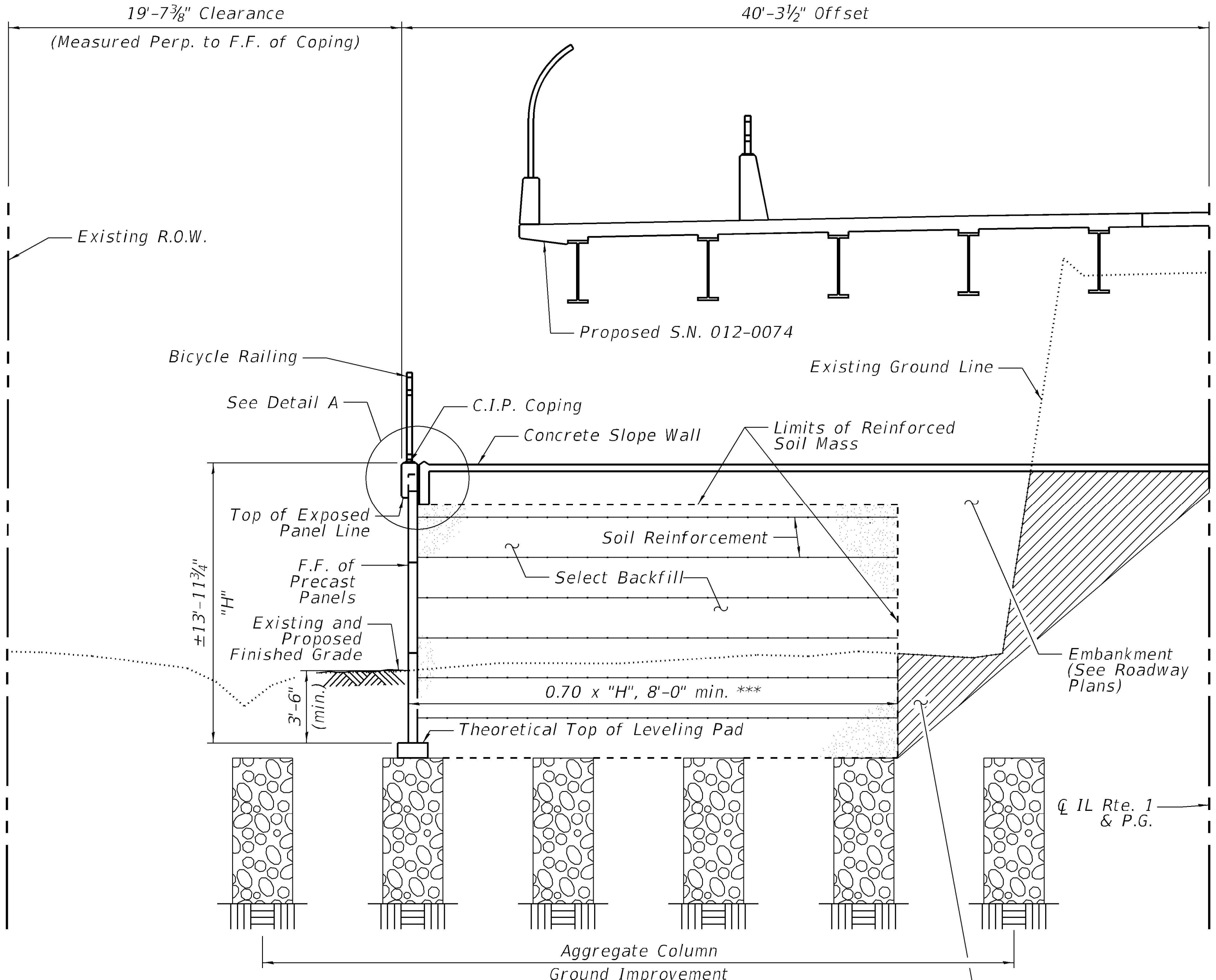
STA. 1169+25.00 TO 1176+00.00
BUILT 202_ BY
STATE OF ILLINOIS
F.A.P. RT. 332 - SEC. (FX-VBR)B-1
LOADING HL-93
STR. NO. 012-W009

NAME PLATE
See Std. 515001



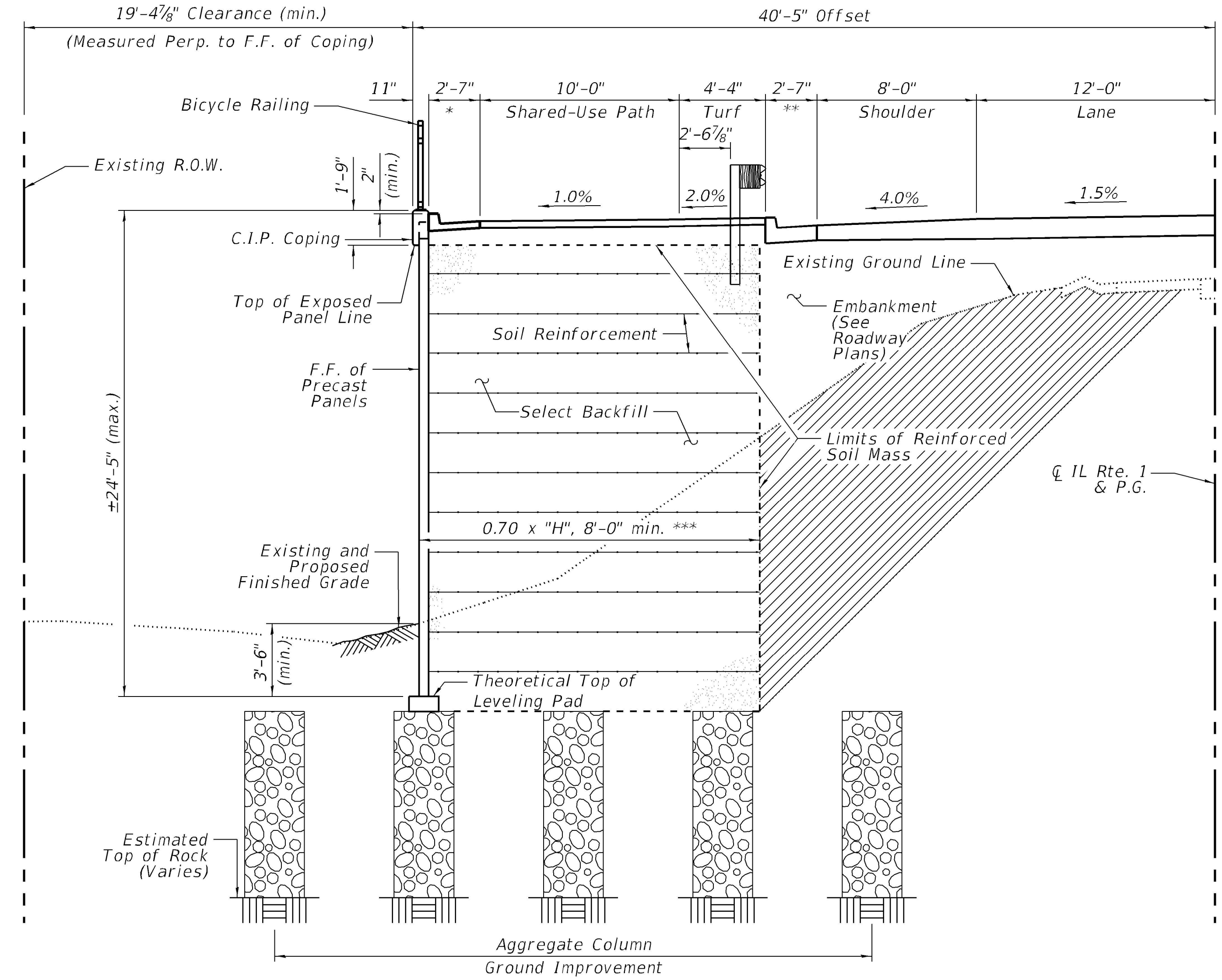
CONSTRUCTION JOINT DETAIL

Kaskaskia Engineering Group, LLC	USER NAME =	DESIGNED - MLC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	GENERAL DATA STRUCTURE NO. 012-W009	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		CHECKED - MMC	REVISED -			332	(FX-VBR)B-1	CLARK	149	103
	PLOT SCALE =	DRAWN - MLC	REVISED -					CONTRACT NO. 74433		
	PLOT DATE =	CHECKED - MMC	REVISED -		SHEET 3 OF 9 SHEETS			ILLINOIS FED. AID PROJECT		

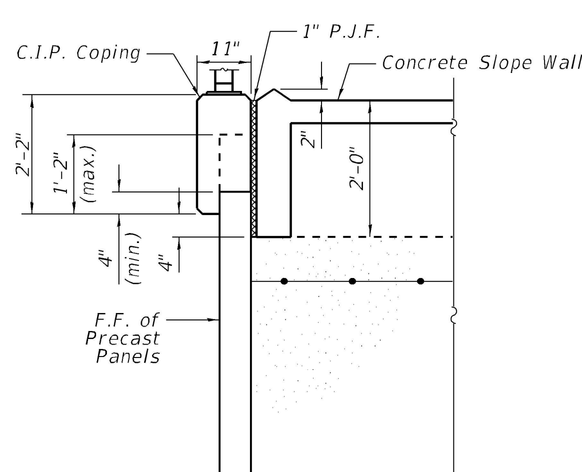


Backfill overexcavation with same material used for select fill used in MSE wall. This area is not measured for payment. Typ.

SECTION A-A
(Looking North)



TYPICAL WALL SECTION
(Looking North)



DETAIL A

* Combination Concrete Curb and Gutter Type B-6.24 (See Roadway Plans)
** Curb & Gutter (See Roadway Plans)
*** See supplier shop drawings for lengths

Kaskaskia Engineering Group, LLC	USER NAME =	DESIGNED - MLC	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TYPICAL MSE WALL SECTIONS STRUCTURE NO. 012-W009
		CHECKED - MMC	REVISED -		
	PLOT SCALE =	DRAWN - MLC	REVISED -		
	PLOT DATE =	CHECKED - MMC	REVISED -		SHEET 4 OF 9 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	104
		CONTRACT NO. 74433		
	ILLINOIS	FED. AID PROJECT		

MODEL: Default
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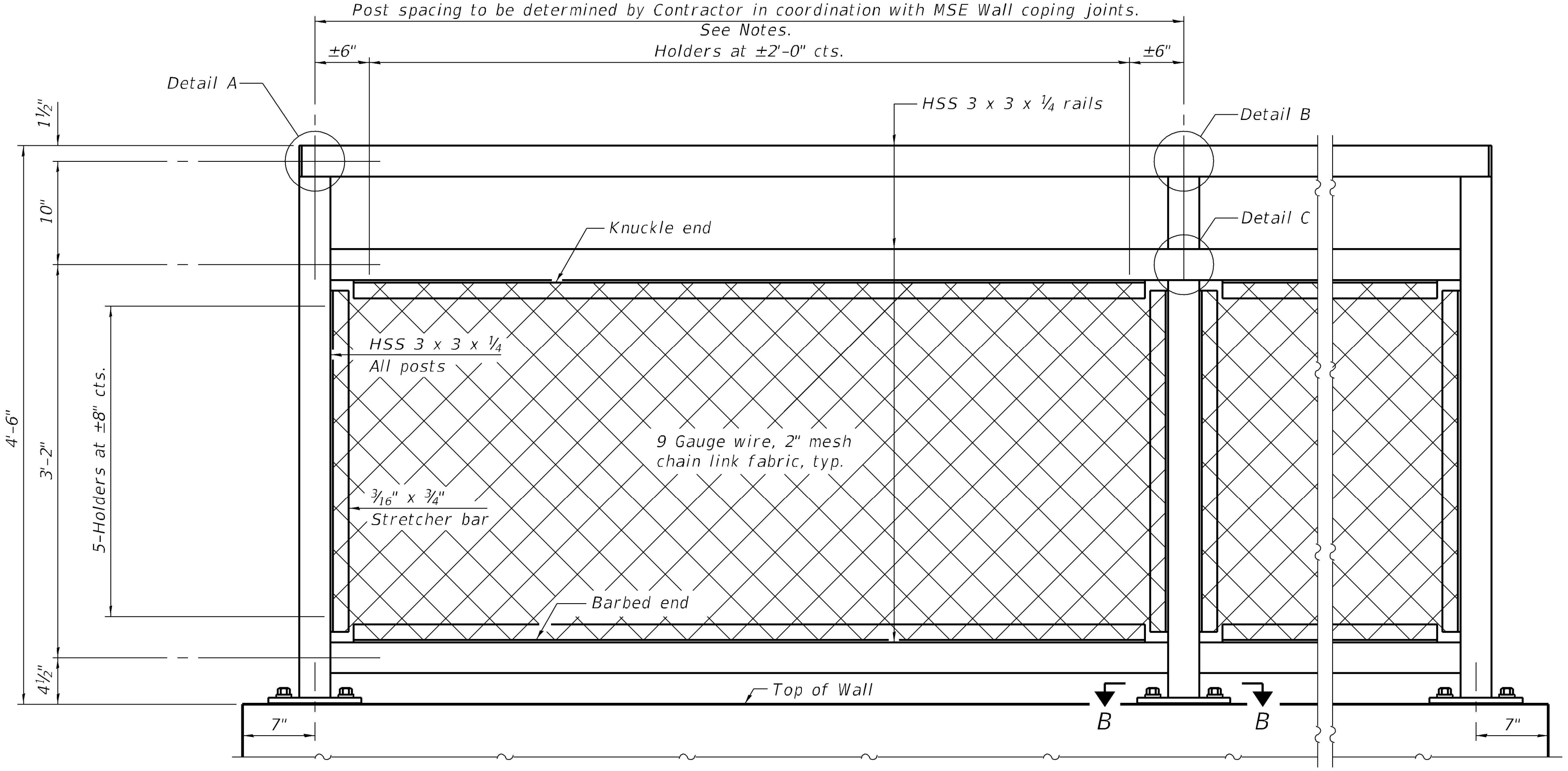
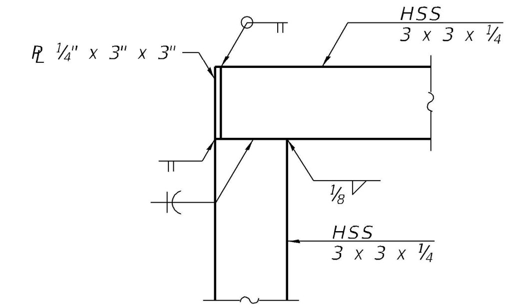
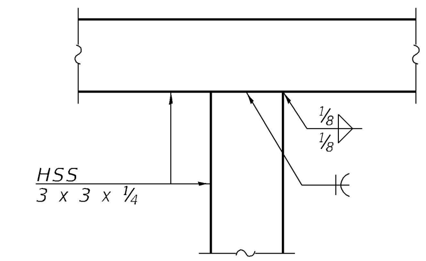


ELEVATION BICYCLE RAILING
(Inside face)



DETAIL A



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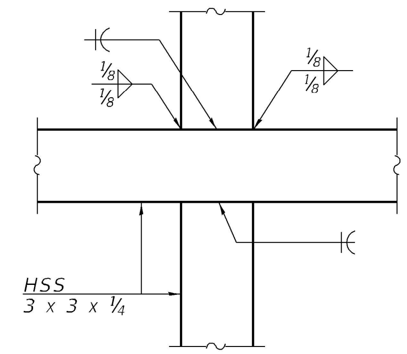
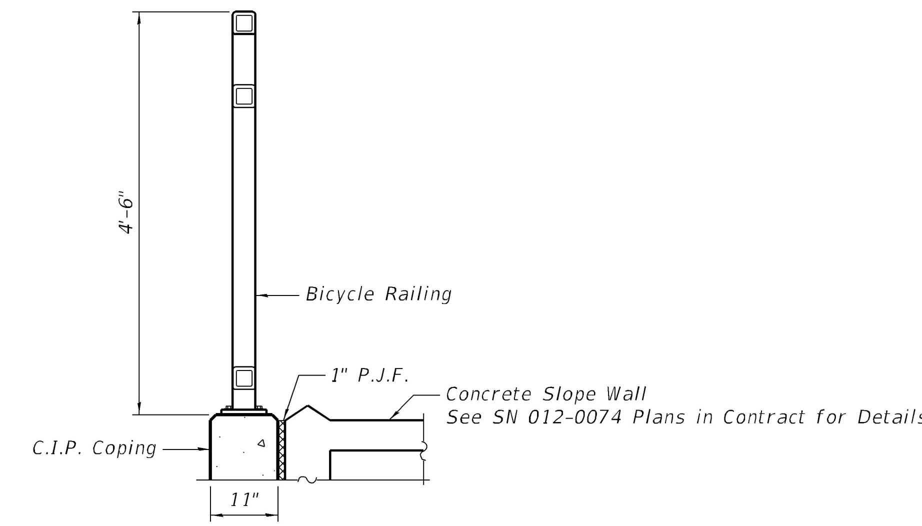


DETAIL C

Notes:
The ℄ of a post shall be a minimum of 7" from a construction or expansion joint.
Bicycle railing shall be continuous over concrete coping expansion joints.



SECTION THRU MSE WALL COPING

RAILING CRITERIA

Bicycle Railing Weight (plf)	50
Max Post Spacing	10'-0"

(Sheet 1 of 2)

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BICYCLE RAILING
STRUCTURE NO. 012-W009

SHEET 5 OF 9 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	105

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

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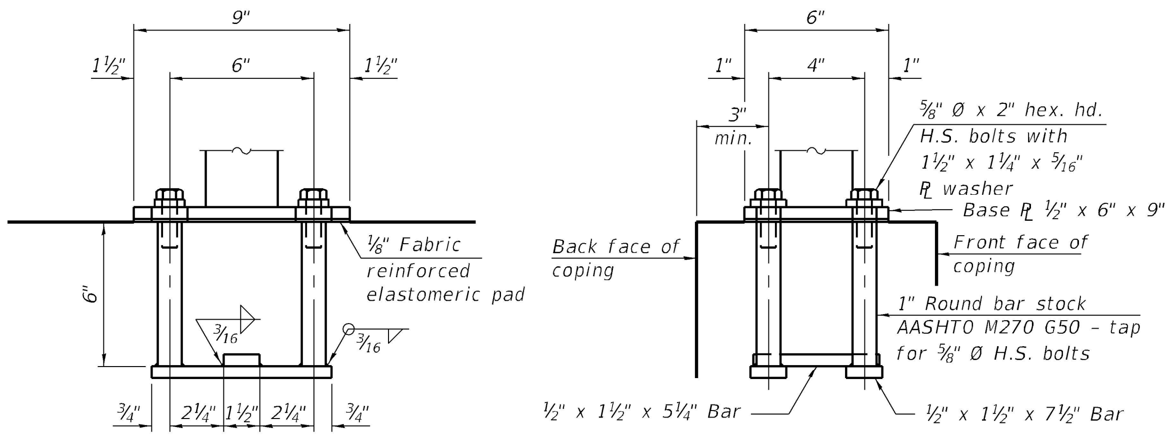
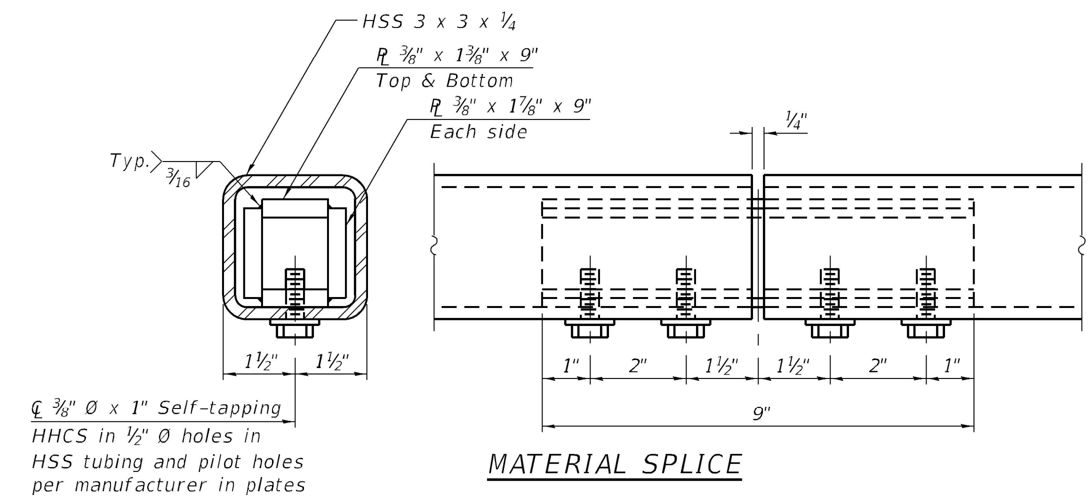
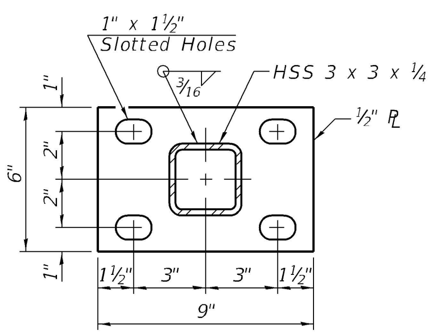


ANCHORAGE ASSEMBLY

In lieu of the cast-in-place anchor device shown, the Contractor has the option of drilling and setting $\frac{5}{8}$" Ø fully threaded anchor rods with the same plate washers as specified above and heavy hex lock nuts according to Article 509.06 of the Standard Specifications. Embedment shall be according to the manufacturer's specifications.



MATERIAL SPLICE



SECTION B-B

Notes:

Place reinforcement bars to miss anchor rod locations.

CVN testing is not required for the HSS tubing used in the Bicycle Railing.

All heavy hex nuts shall be according to ASTM A 563 grade DH.

All fully threaded anchor rods shall be ASTM F1554 grade 105.

The post base plate shall be fastened to the coping snug tight and given an additional $\frac{1}{8}$" turn.

Rail splice inserts may be built out of bent plates of the same thicknesses and outside geometry limits as the 4 plate rail splice inserts shown.

All steel rail elements shall be galvanized according to Article 509.05 of the Standard Specifications.

The railing posts shall be vertical and the rails and anchorage assembly baseplates shall follow the slope of the top of the coping. A post shall be placed within 7" of any point of abrupt change in slope of the top of the coping.

BILL OF MATERIAL

Item	Unit	Quantity
Bicycle Railing	Foot	676

(Sheet 2 of 2)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/28/21

ROUTE FAP 332 (IL-1) DESCRIPTION IL 1 Over CSX RR Retaining Wall LOGGED BY KEG

SECTION (FX-VBR)B-1 LOCATION Clark County, IL

COUNTY Clark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 012-0074
Station 1169+65.27

BORING NO. RWB-1
Station 1170+00.13
Offset 62.0 ft LT
Ground Surface Elev. 631.76 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter ____ ft
Upon Completion ____ ft
After ____ Hrs. ____ ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY - Brown, medium-stiff, with trace organics					
			WH		
			1	1.7	25
1" coarse sand seam at 2'			1	B	
with trace sand			2		
			2	1.0	20
		-5	3	B	
Shelby Tube Pushed 6'-8' Recovery 23"				1.8	
				P	
	623.3				
CLAY LOAM - Brown, medium-stiff			3		
			5	1.8	18
		-10	6	B	
	621.3				
SANDY CLAY LOAM - Brown, medium-stiff, moist			2		
	619.8		3	0.7	19
SANDSTONE - Tan, highly weathered, dense			14	B	
	618.8				
SHALE - Brown, moderately hard			13		
			16	4.5	11
		-15	22	P	
			41		
			50/1"	3.5	9
			-	P	
			12		
			34	4.6	7
	611.8	-20	50/2"	B	

End of Boring

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/28/21

ROUTE FAP 332 (IL-1) DESCRIPTION IL 1 Over CSX RR Retaining Wall LOGGED BY KEG

SECTION (FX-VBR)B-1 LOCATION Clark County, IL

COUNTY Clark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 012-0074
Station 1169+65.27

BORING NO. RWB-2
Station 1170+72.26
Offset 57.1 ft LT
Ground Surface Elev. 632.57 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter 619.1 ft ▼
Upon Completion ____ ft
After ____ Hrs. ____ ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY - Brown and gray, medium-stiff					
			WH		
			2	0.8	26
			2	B	
	629.6				
CLAY LOAM - Brown, medium-stiff			1		
			2	1.0	21
		-5	3	B	
			3		
	625.6		6	1.6	20
SILTY CLAY LOAM TILL - Brown, medium-stiff			8	B	
			3		
			5	2.4	18
		-10	6	B	
becomes moist at 11'			1		
			2	0.9	18
			3	B	
	619.6				
SANDSTONE - Brown and red, highly weathered, very dense, with clay seams less than 1/2"		▼	18		
			26	-	14
Sampler Refusal on Sandstone Bedrock. Boring Terminated at 16.3'.		-15	30		
	616.3		50/3"		
End of Boring			-	-	19
			-		
		-20			

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Page 1 of 1

Date 6/29/21

ROUTE FAP 332 (IL-1) DESCRIPTION IL 1 Over CSX RR Retaining Wall LOGGED BY KEG

SECTION (FX-VBR)B-1 LOCATION Clark County, IL

COUNTY Clark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 012-0074
Station 1169+65.27

BORING NO. RWB-3
Station 1171+45.60
Offset 56.2 ft LT
Ground Surface Elev. 633.31 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter ____ ft
Upon Completion ____ ft
After ____ Hrs. ____ ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY - Brown and gray, medium-stiff, with trace sand					
			1		
			2	0.8	30
			3	B	
	630.3				
CLAY LOAM - Brown, medium-stiff			2		
			3	1.2	28
		-5	3	B	
			3		
			3	1.1	17
			4	B	
	625.3				
SILTY CLAY LOAM TILL - Brown, stiff			4		
			6	3.1	18
		-10	5	B	
			3		
			9	3.3	18
			12	B	
	620.3				
SANDSTONE-Brown, highly weathered, medium-dense, moist			13		
			15	-	12
		-15	9		
becomes gray and brown, very dense, strong petroleum odor at 16'			50/4"		
			-	-	13
			-		
becomes brown			50/4"		
			-	-	13
	613.3	-20	-		

End of Boring

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

BBS, form 137 (Rev. 8-99)

Note:
For locations of soil borings, see Sheets 1 and 2 of 9.

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Kaskaskia Engineering Group, LLC
208 E. Main St., Suite 100
Belleville, Illinois 62220
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www.kaskaskiaeng.com

PROFESSIONAL REGISTRATIONS	LICENSE NO.
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Professional Engineering Group	20-5080586

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PLOT DATE =	CHECKED - MMC	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 012-W009

SHEET 7 OF 9 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	107
		CONTRACT NO. 74433		
		ILLINOIS FED. AID PROJECT		

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SOIL BORING LOG

Illinois Department of Transportation
Division of Highways

Page 1 of 1 Date 6/29/21

ROUTE FAP 332 (IL-1) DESCRIPTION IL 1 Over CSX RR Retaining Wall LOGGED BY KEG
SECTION (FX-VBR)B-1 LOCATION Clark County, IL
COUNTY Clark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 012-0074
Station 1169+65.27
BORING NO. RWB-4
Station 1172+18.90
Offset 56.3 ft LT
Ground Surface Elev. 633.69 ft

Surface Water Elev. ___ ft
Stream Bed Elev. ___ ft
Groundwater Elev.:
First Encounter ___ ft
Upon Completion ___ ft
After ___ Hrs. ___ ft

Description	Elev. / DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY - Brown and gray, medium-stiff, with trace sand		1 2 2	1.2 B	23
	630.7			
CLAY LOAM - Brown, medium-stiff		3 3 3	1.1 B	22
	-5			
		3 3 4	1.3 B	31
	625.7			
SILTY CLAY LOAM TILL - Brown, medium-stiff		4 4 5	2.0 B	24
	-10			
		2 2 2	0.7 B	20
	620.7			
SANDSTONE - Brown, highly weathered, very dense		17 31 39	-	15
	-15			
becomes red		50/4" - -	-	12
		50/3" - -	-	11
	613.7 / -20			

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

SOIL BORING LOG

Illinois Department of Transportation
Division of Highways

Page 1 of 1 Date 6/29/21

ROUTE FAP 332 (IL-1) DESCRIPTION IL 1 Over CSX RR Retaining Wall LOGGED BY KEG
SECTION (FX-VBR)B-1 LOCATION Clark County, IL
COUNTY Clark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 012-0074
Station 1169+65.27
BORING NO. RWB-5
Station 1173+01.99
Offset 55.9 ft LT
Ground Surface Elev. 633.85 ft

Surface Water Elev. ___ ft
Stream Bed Elev. ___ ft
Groundwater Elev.:
First Encounter 617.9 ft ▼
Upon Completion ___ ft
After ___ Hrs. ___ ft

Description	Elev. / DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY - Brown and gray, medium-stiff, with trace sand		WH WH 2	0.8 B	32
	630.9			
SILTY CLAY LOAM - Brown, medium-stiff		2 2 3	1.0 B	20
	-5			
Shelby Tube Pushed 6-8' Recovery 24"			1.8 P	
	625.9			
	625.4			
SANDY CLAY LOAM - Brown, medium-stiff		3 4 4	2.6 B	18
	-10			
		WH WH 2	0.7 B	19
	620.9			
SANDSTONE - Brown, highly weathered, very dense		16 30 46	-	16
	-15			
becomes wet at 16'	▼	25 25 26	-	16
		50/4" - -	-	19
	613.9 / -20			

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

SOIL BORING LOG

Illinois Department of Transportation
Division of Highways

Page 1 of 1 Date 6/29/21

ROUTE FAP 332 (IL-1) DESCRIPTION IL 1 Over CSX RR Retaining Wall LOGGED BY KEG
SECTION (FX-VBR)B-1 LOCATION Clark County, IL
COUNTY Clark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 012-0074
Station 1169+65.27
BORING NO. RWB-6
Station 1173+75.89
Offset 54.3 ft LT
Ground Surface Elev. 634.38 ft

Surface Water Elev. ___ ft
Stream Bed Elev. ___ ft
Groundwater Elev.:
First Encounter ___ ft
Upon Completion ___ ft
After ___ Hrs. ___ ft

Description	Elev. / DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY - Brown and gray, medium-stiff, with trace sand		2 3 3	1.0 B	26
	631.4			
SILTY CLAY LOAM - Brown, medium-stiff		3 4 3	1.2 B	16
	-5			
		3 5 5	2.4 B	17
	626.4			
SILTY CLAY LOAM TILL - Brown, medium-stiff		3 4 3	1.8 B	23
	-10			
	622.9			
SANDY CLAY LOAM - Brown, medium-stiff, moist		2 3 8	0.4 B	14
	621.4			
SANDSTONE - Brown, highly weathered, very dense		48 50/5" -	-	16
	-15			
		12 39 50/3"	-	21
		50/4" - -	-	15
	614.4 / -20			

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

Note:
For locations of soil borings, see Sheets 1 and 2 of 9.

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BORING LOGS
STRUCTURE NO. 012-W009
SHEET 8 OF 9 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	108
		CONTRACT NO. 74433		
	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 6/29/21

ROUTE FAP 332 (IL-1) DESCRIPTION IL 1 Over CSX RR Retaining Wall LOGGED BY KEG

SECTION (FX-VBR)B-1 LOCATION Clark County, IL

COUNTY Clark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 012-0074
Station 1169+65.27

BORING NO. RWB-7
Station 1174+50.33
Offset 53.9 ft LT
Ground Surface Elev. 635.17 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter 619.2 ft ▼
Upon Completion ____ ft
After ____ Hrs. ____ ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY - Brown, medium-stiff, with trace sand			2, 3, 3	1.7 B	27
SILTY CLAY LOAM - Brown, medium-stiff	632.2		3, 5, 5	1.1 B	14
		-5			
SILTY CLAY LOAM TILL - Brown, medium-stiff	629.7		4, 5, 7	2.1 B	16
SANDY CLAY LOAM TILL - Brown, medium-stiff	626.2		3, 3, 2	1.0 B	17
		-10	3, 3, 6	1.8 B	14
SANDSTONE - Brown, highly weathered, very dense	622.2		26, 50/5", -	-	13
		-15			
becomes wet at 16'		▼	6, 30, 50/3"	4.0 P	18
			50/5", -, -	-	17
End of Boring	615.2	-20			

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways

SOIL BORING LOG

Date 6/30/21

ROUTE FAP 332 (IL-1) DESCRIPTION IL 1 Over CSX RR Retaining Wall LOGGED BY KEG

SECTION (FX-VBR)B-1 LOCATION Clark County, IL

COUNTY Clark DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. 012-0074
Station 1169+65.27

BORING NO. RWB-8
Station 1175+24.19
Offset 50.5 ft LT
Ground Surface Elev. 635.46 ft

Surface Water Elev. ____ ft
Stream Bed Elev. ____ ft

Groundwater Elev.:
First Encounter 619.0 ft ▼
Upon Completion ____ ft
After ____ Hrs. ____ ft

Description	Elev.	DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
CLAY - Brown and gray, medium-stiff, with trace sand			1, 2, 3	1.4 B	27
SILTY CLAY LOAM - Brown, medium-stiff	631.5		3, 4, 4	0.9 B	13
		-5			
Shelby Tube Pushed 6-8' Recovery 19"				3.0 P	
SILTY CLAY LOAM TILL - Brown, medium-stiff	627.0		3, 3, 3	1.0 B	20
		-10			
becomes stiff at 11.5'			5, 10, 11	4.8 B	12
SANDSTONE - Brown, highly weathered, very dense	622.5		12, 19, 50/3"	-	15
		-15			
becomes wet at 16.5'		▼	50/5", -, -	-	18
			20, 50, 50/4"	-	12
End of Boring	615.5	-20			

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

BBS, form 137 (Rev. 8-99)

Note:
For locations of soil borings, see Sheets 1 and 2 of 9.

Proposed lighting unit, steel, 45 ft. MH, 15 ft. davit arm, 15 in. bolt-circle on concrete foundation. 20 ft. setback.

Proposed electric service.

Proposed lighting controller, 30 amp, 240 volt, pole mounted.

Proposed 3/4 in. unit duct conduit with 2 1/C #10 + 1/C #10 gnd.

Proposed coilable, non-metalic conduit, 2 in. dia.

Illinois Department of Transportation

Luminaire Performance Table

Project

Date	Contract Number	Section Number	County
05/20/25	74433		Clark

Marked Route Number	Municipality
IL-1 over CSX Railroad	Marshall

Roadway

Lane Width (see note 4)	Number and Direction of lanes	Median Width	Surface Classification	Q-Zero Value
12 ft.	1	N/A	R3	0.07

Structure

Mounting Height	Arm Length	Set-Back (see note 1)	Number of Luminaries
50 ft.	15 ft.	20 ft.	1

Luminaire

Description	Transverse Distribution	Lateral Distribution
Roadway, Output Designation H	Type III	Medium

Total Light Loss Factor (LLF)	B-U-G Rating	Shields	Dimming Protocol
Refer to Notes 6 and 7	U=0	N/A	0-10V

Layout

Spacing	Configuration
280 ft.	Single Sided

Performance (see notes 5 and 6)

Average Illuminance, E_{AVE} (fc)	Uniformity Ratio, E_{AVE}/E_{MIN}
N/A	N/A

Average Luminance, L_{AVE} (cd/m^2)	Uniformity Ratio, L_{AVE}/L_{MIN}	Uniformity Ratio, L_{MAX}/L_{MIN}	Veiling Luminance Ratio, L_V/L_{AVE}
0.6	3.5	6.0	0.3

Light Tresspass (see notes 5 and 7)

Distance to ROW (behind pole)	Max. Horizontal Illuminance at ROW, E_H	Max. Vertical Illuminance at ROW, E_V
N/A	N/A	N/A

Notes

1. Set-Back is from Edge of Pavement (white line).
2. Lighting calculations shall be performed with all luminaires oriented toward and perpendicular to the roadway.
3. Performance requirements shall be the minimum acceptable standards of photometric performance for the luminaire, based on the given conditions listed above.
4. Lane width is the width of each **individual** lane, not to be confused with total roadway width.
5. Compliance with performance criteria shall be held to one significant digit.
6. Photometric calculations for roadways shall be performed with a total light loss factor of 0.7
7. Light trespass calculations shall be performed with a total light loss factor of 1.0 and with horizontal calculations performed at grade and vertical calculations performed with calculation points located three feet above grade.
8. Luminaire performance table is intended to define the luminaire and does not necessarily match any specific roadway geometry, mounting height, setback, or arm length.

Note: The roadway layout is one lane in each direction, no median.

Printed 05/20/25

BDE 5630 (Rev. 06/06/24)

MODEL: Default
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	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/15/2025	DATE -	REVISED -	

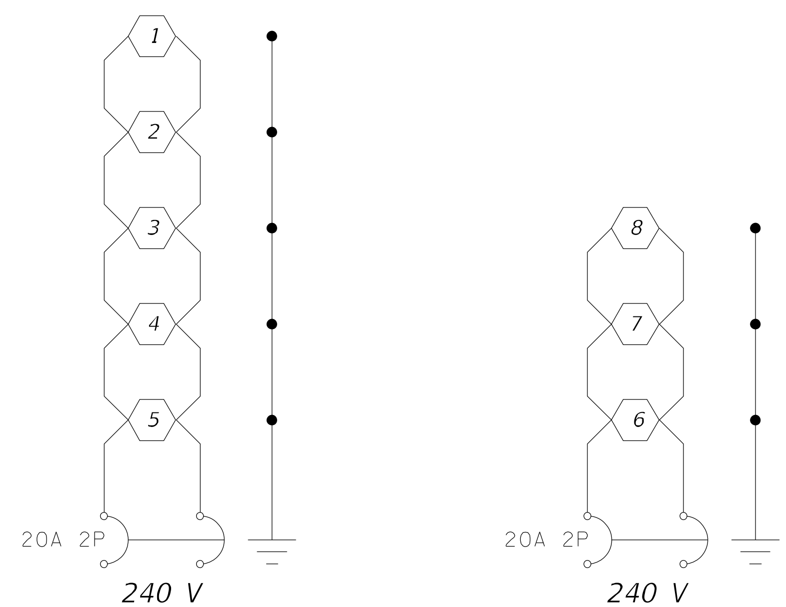
ELECTRICAL LEGEND AND LUMINAIRE PERFORMANCE TABLE

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	110

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

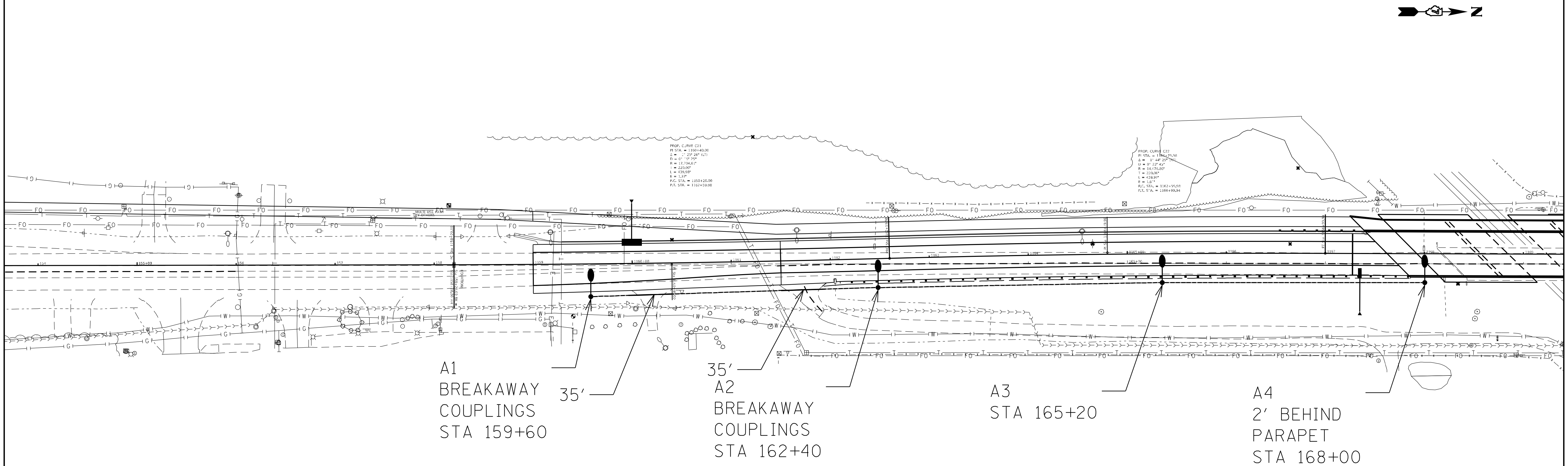


WIRING DIAGRAM

Note: all cable shall be 600V, 2-1C No. 10,
1-1C No. 10 Ground (XLP-TYPE USE), 3/4" dia. polyethylene.

USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WIRING DIAGRAM	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN -	REVISED -			332	(FX-VBR)B-1	CLARK	149	111
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -					CONTRACT NO. 74433		
PLOT DATE = 7/11/2025	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.			ILLINOIS FED. AID PROJECT		

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-lighting.dgn



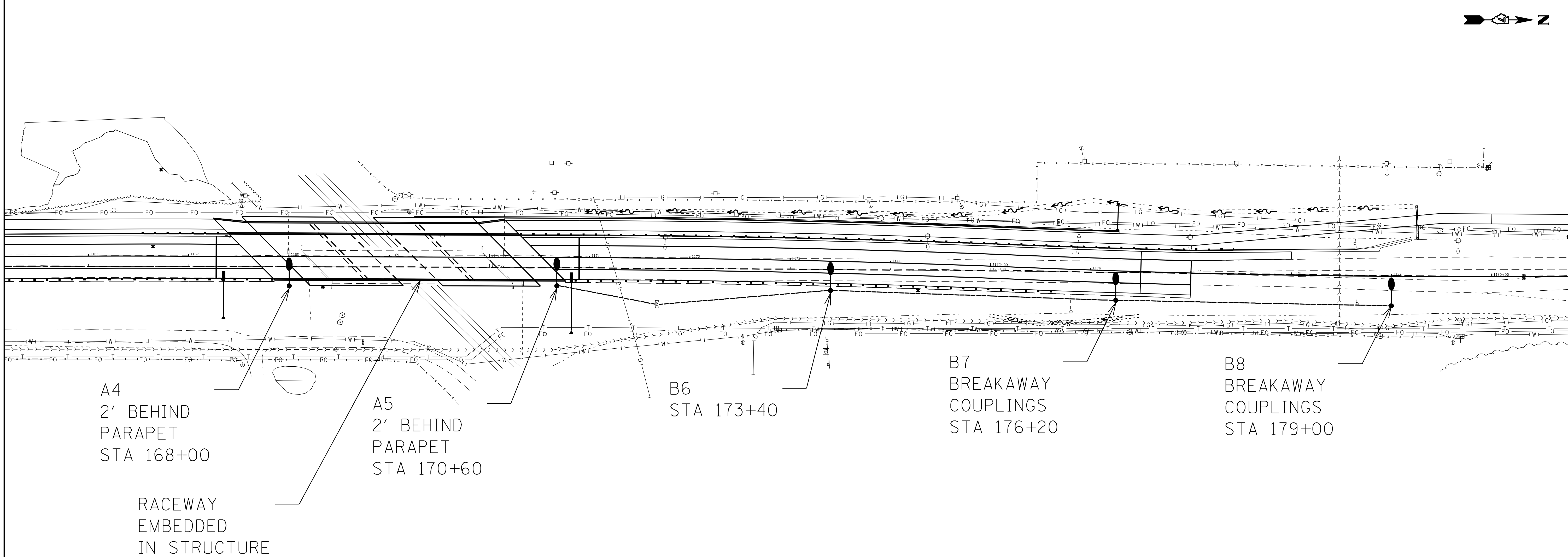
USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/15/2025	DATE -	REVISED -	

LIGHTING PLAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	112
CONTRACT NO. 74433				
ILLINOIS FED. AID PROJECT				

MODEL: Default



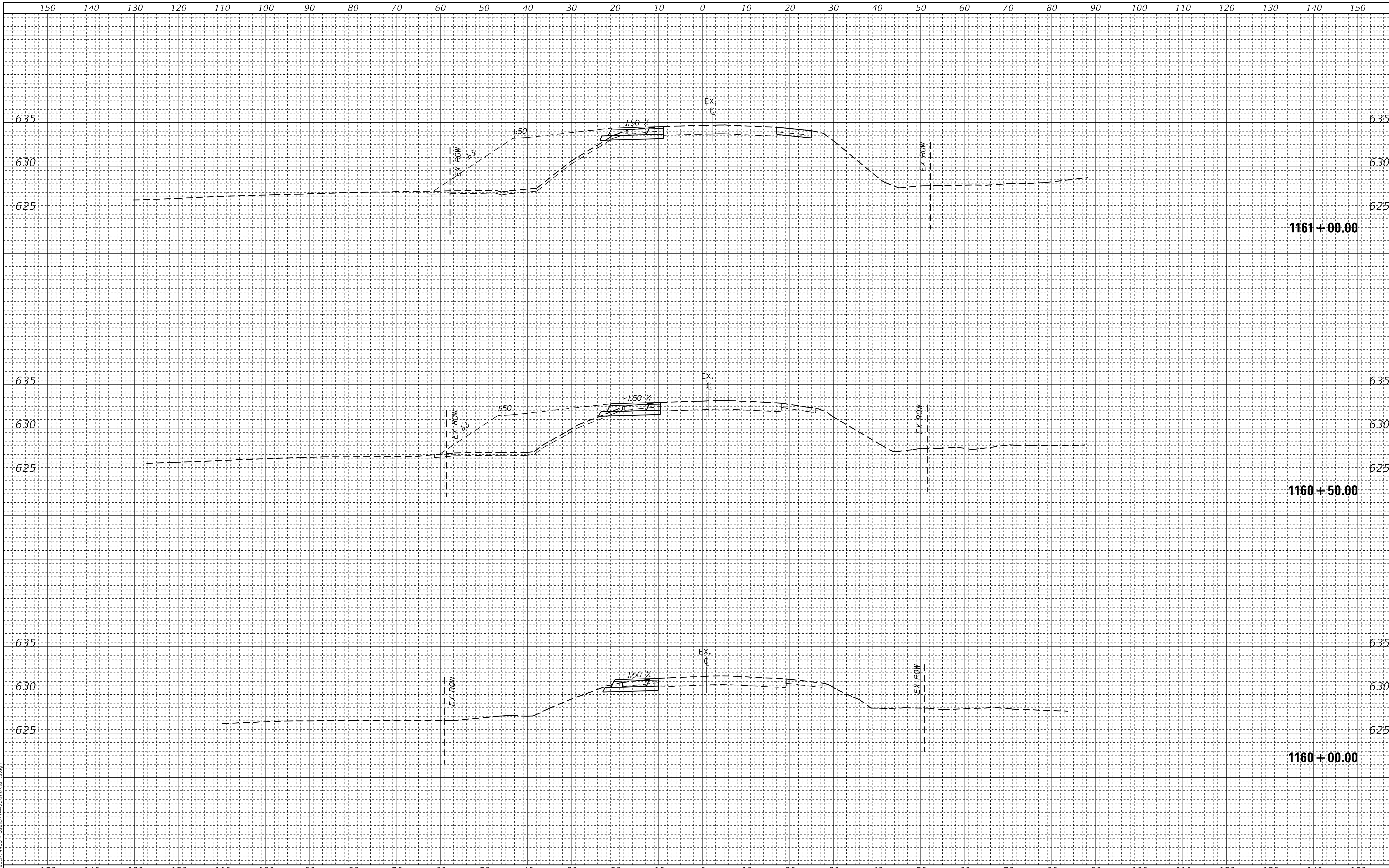
MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-lighting.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -	**STATE OF ILLINOIS**
	DRAWN -	REVISED -	**DEPARTMENT OF TRANSPORTATION**
PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/15/2025	DATE -	REVISED -	

LIGHTING PLAN

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	113
		CONTRACT NO. 74433		
		ILLINOIS	FED. AID PROJECT	



MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-xsSHT.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

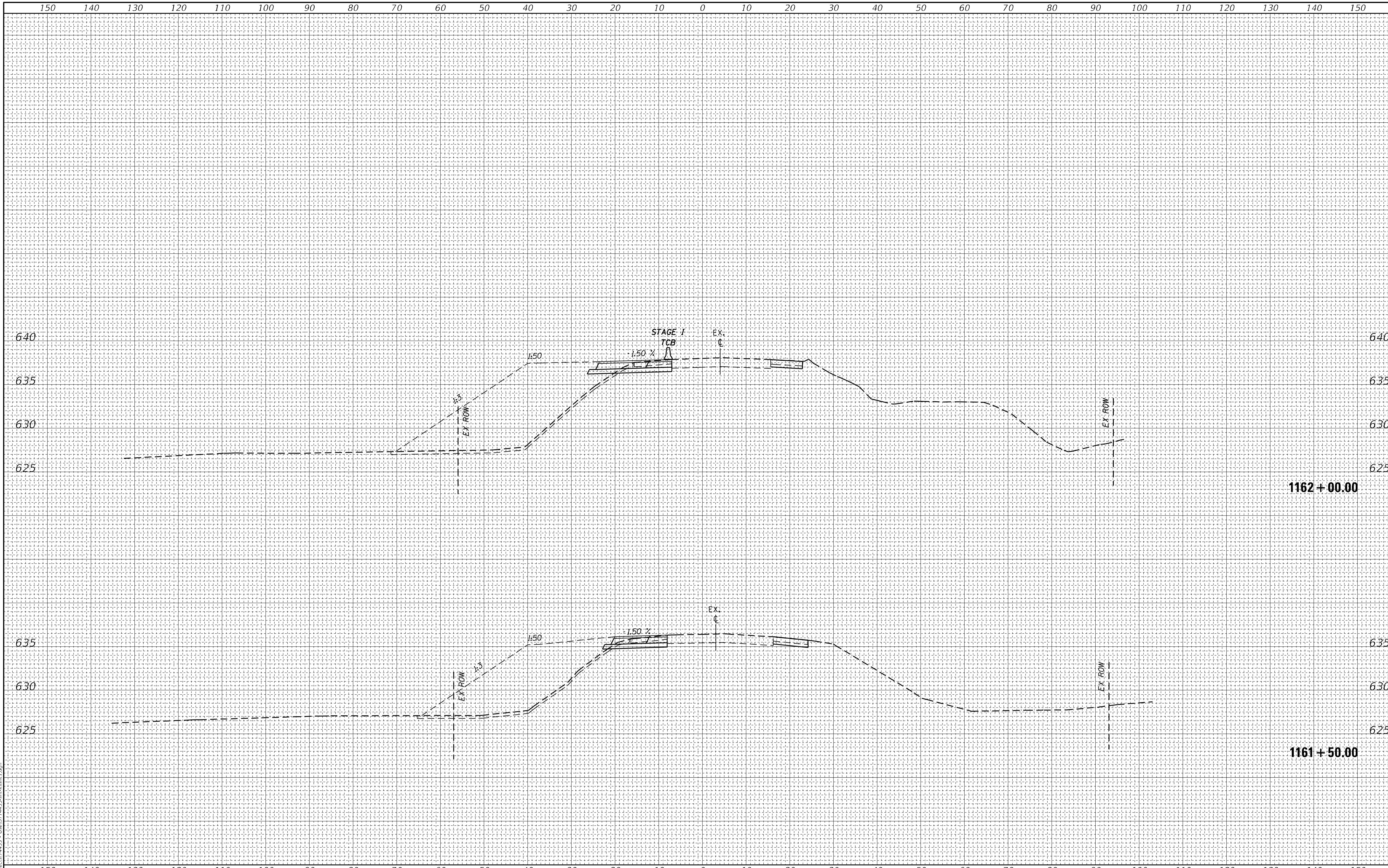
CROSS SECTIONS – STAGE 1

SCALE: | SHEET OF SHEETS | STA. 1160+00.00 TO STA. 1161+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	114

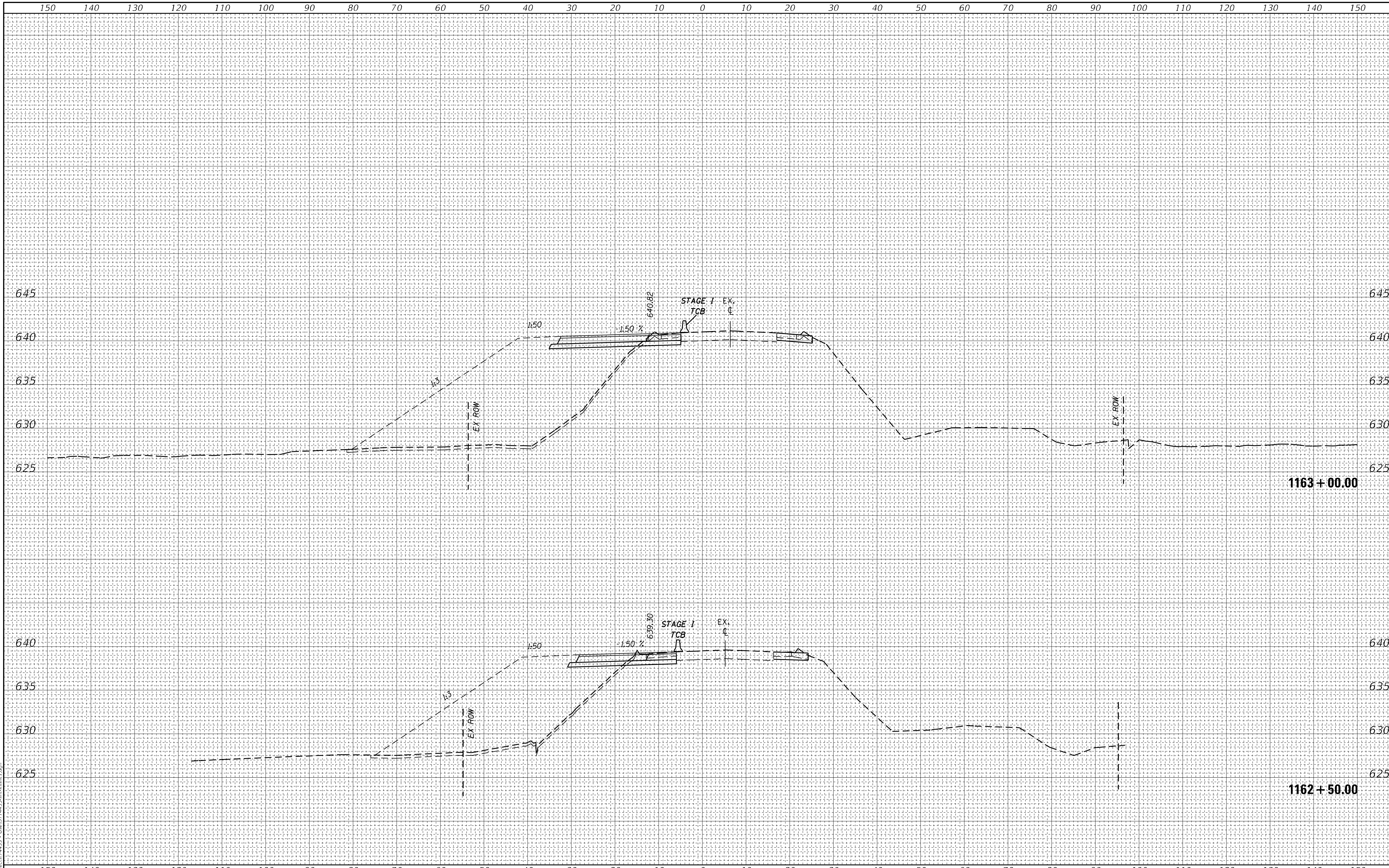
CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT



USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS – STAGE 1	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
	DRAWN -	REVISED -			332	(FX-VBR)B-1	CLARK	149 / 115
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -			CONTRACT NO. 74433			
PLOT DATE = 7/11/2025	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. 1161+50.00 TO STA. 1162+00.00	ILLINOIS FED. AID PROJECT			

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-xs-stg1.dgn



MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D74433-sht-xs\sht.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/11/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

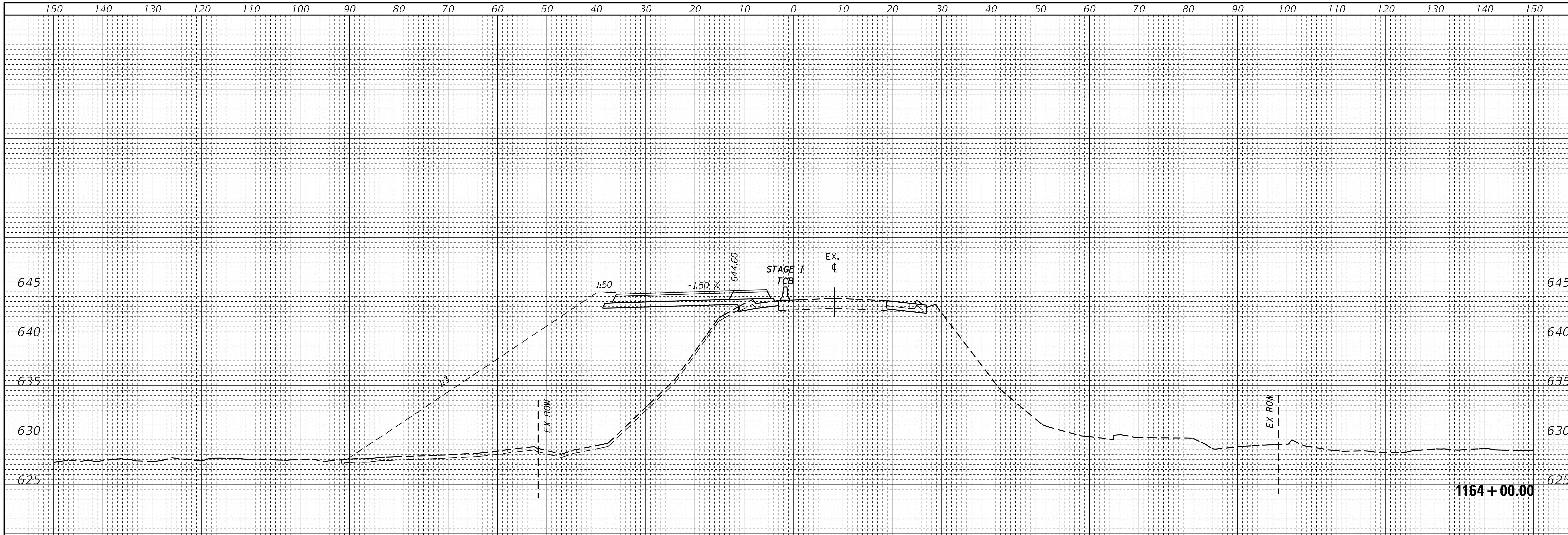
CROSS SECTIONS – STAGE 1

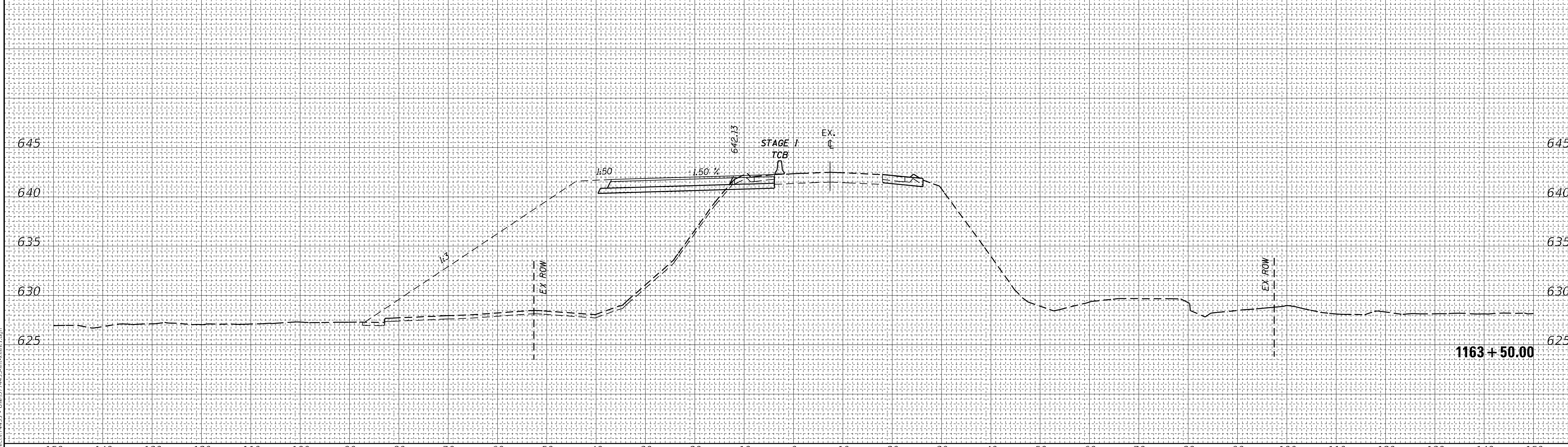
SCALE: | SHEET OF SHEETS | STA. 1162+50.00 TO STA. 1163+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	116

CONTRACT NO. 74433

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

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-xsSNT.dgn

USER NAME = jessica.nille	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/11/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

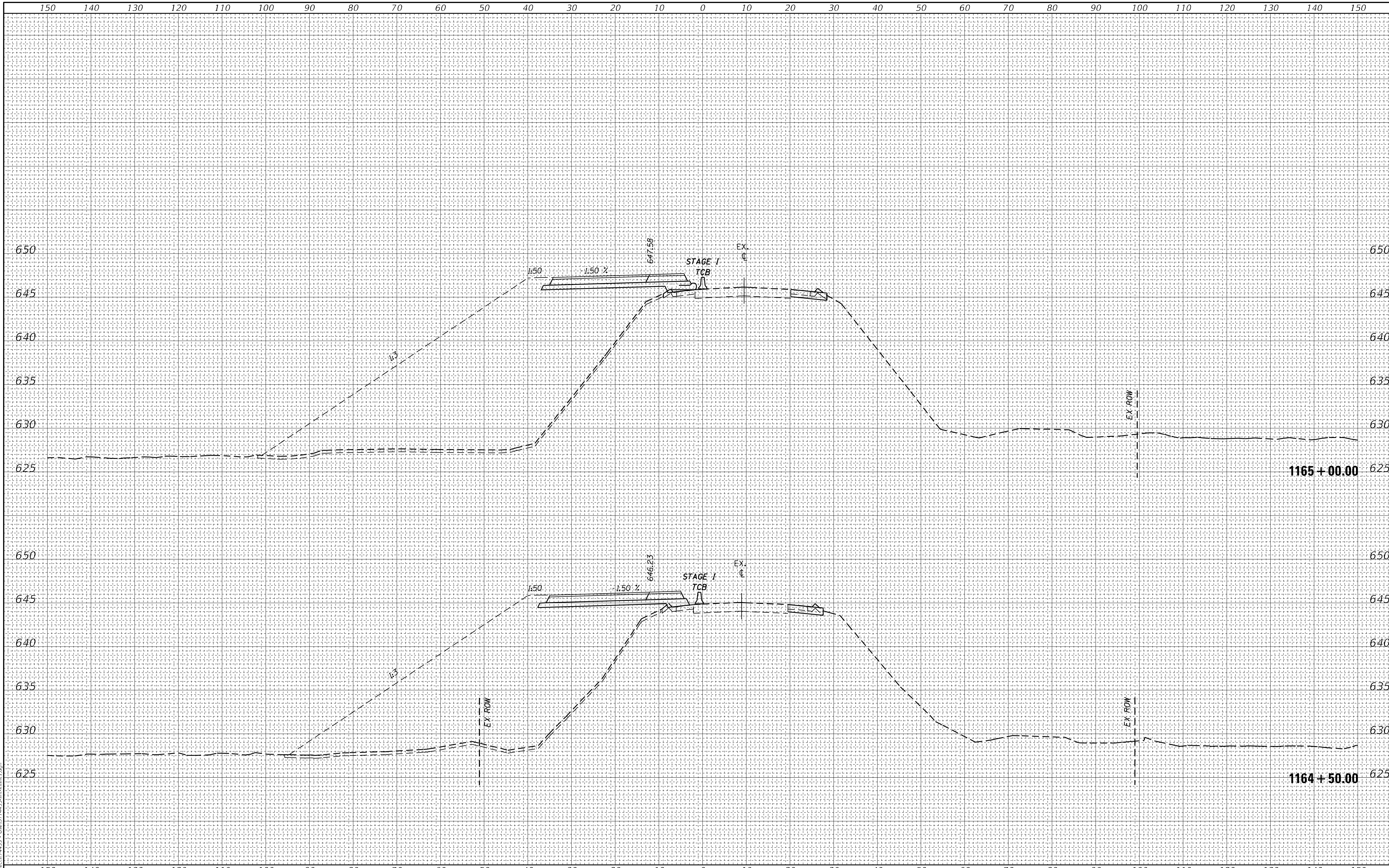
CROSS SECTIONS – STAGE 1

SCALE: SHEET OF SHEETS STA. 1163+50.00 TO STA. 1164+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	117

CONTRACT NO. 74433

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

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D74433-sht-xs-stnY1.dgn

USER NAME = jessica.nille	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/11/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

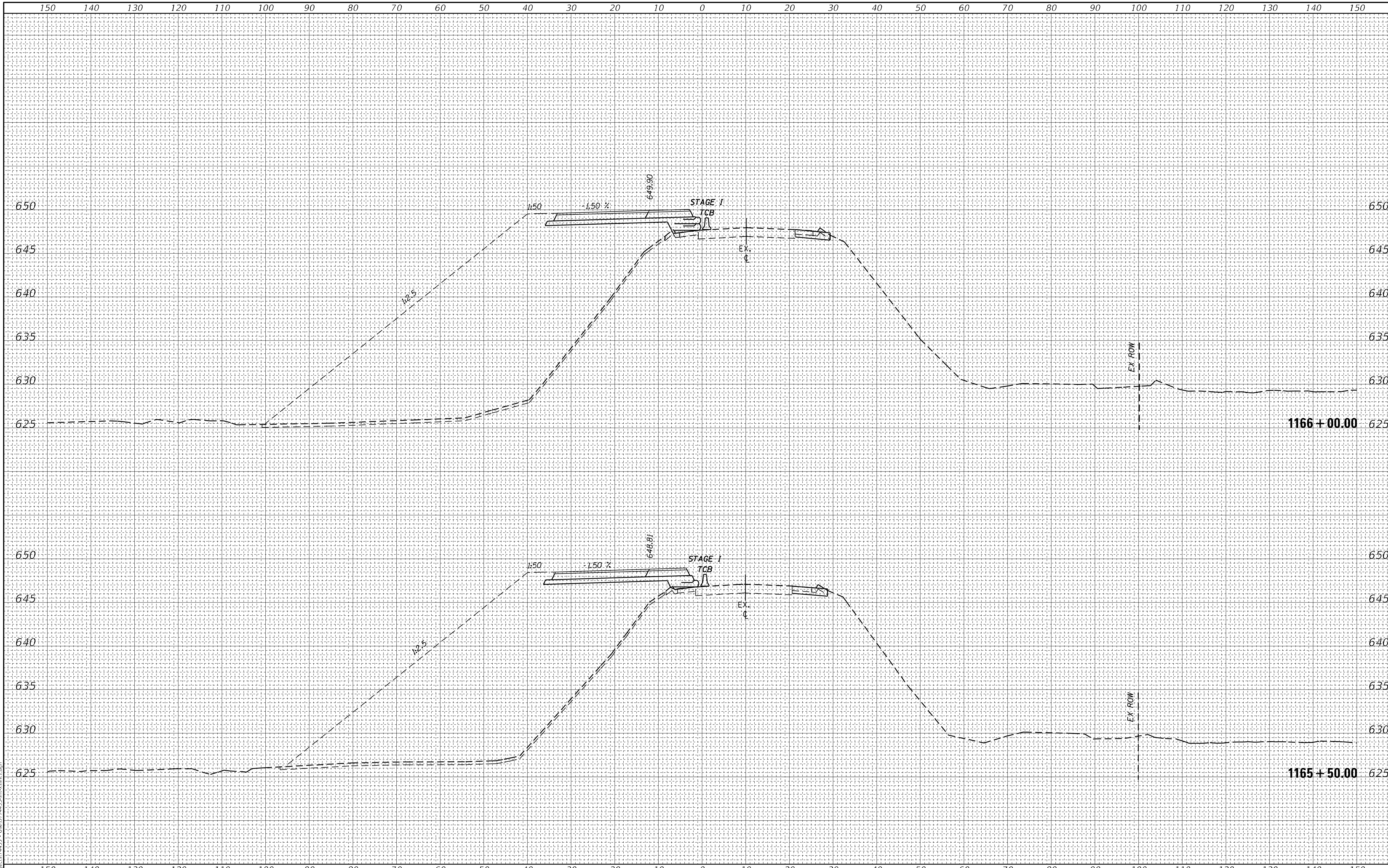
CROSS SECTIONS – STAGE 1

SCALE: SHEET OF SHEETS STA. 1164+50.00 TO STA. 1165+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	118

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT



USER NAME = jessica.hille	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

CROSS SECTIONS – STAGE 1

SCALE: | SHEET OF SHEETS | STA. 1165+50.00 TO STA. 1166+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	119

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT

MODEL: Default
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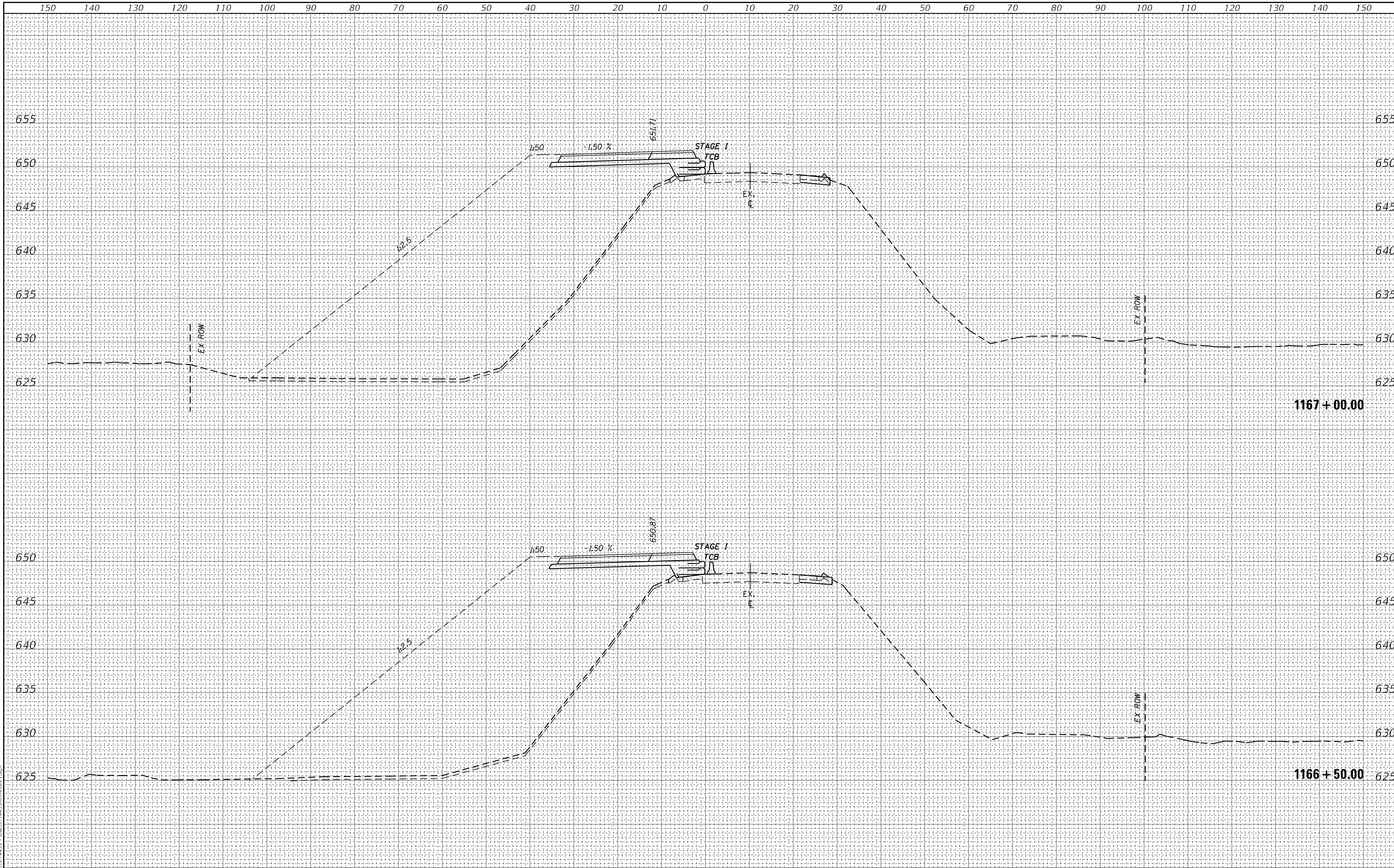


USER NAME = jessica.hille	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/11/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

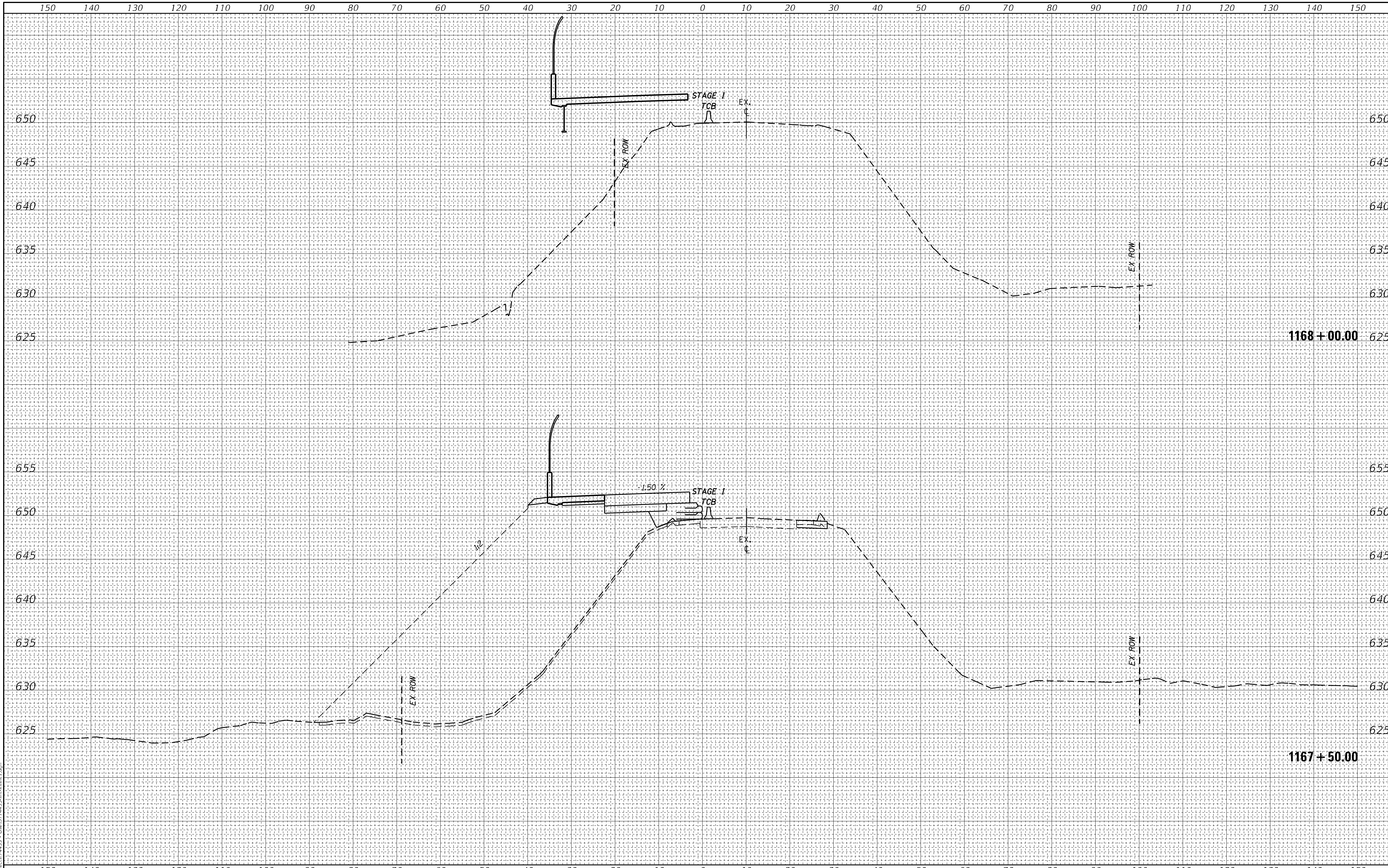
CROSS SECTIONS – STAGE 1

SCALE: | SHEET OF SHEETS | STA. 1166+50.00 TO STA. 1167+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	120

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT



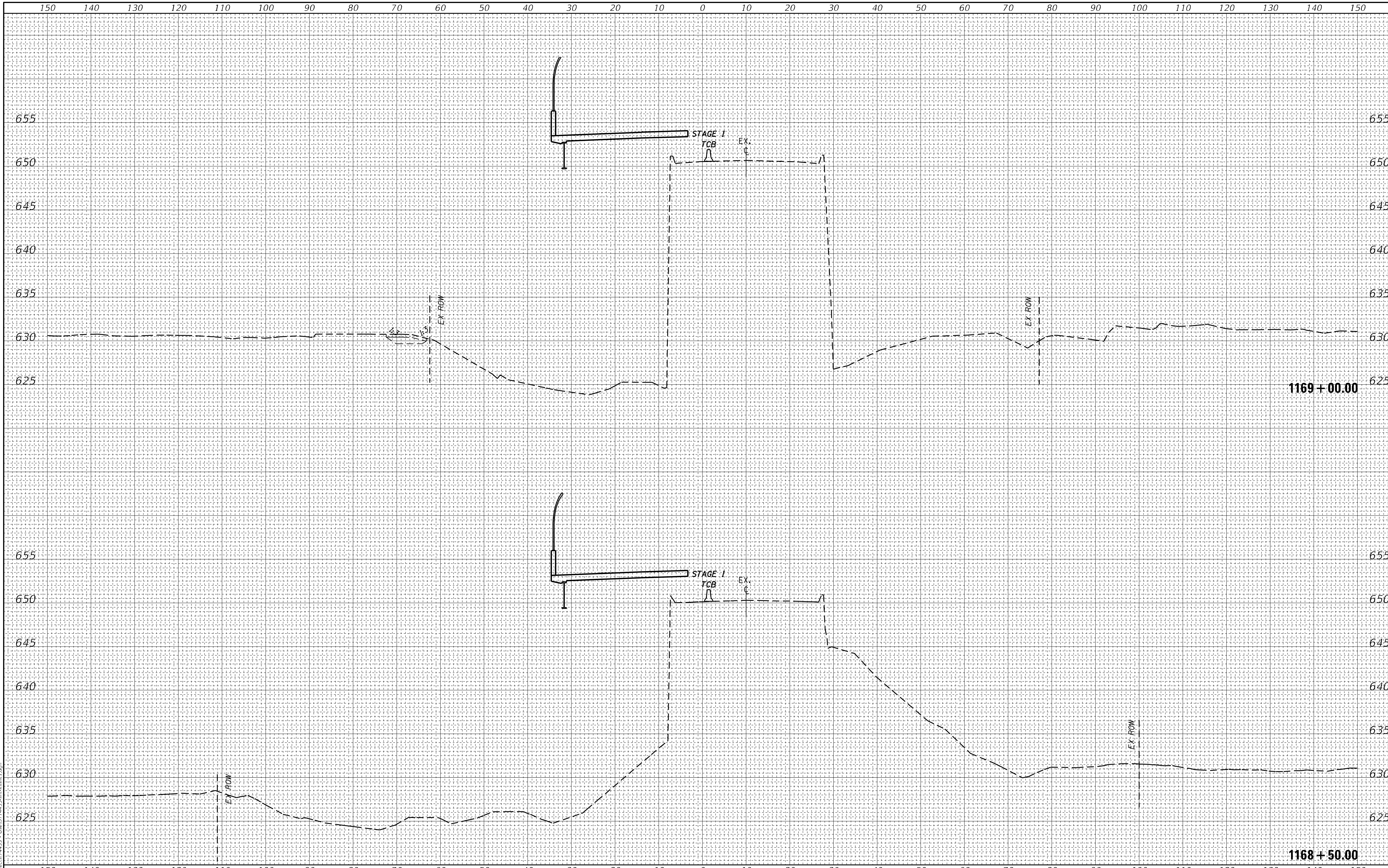
USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CROSS SECTIONS – STAGE 1
	DRAWN -	REVISED -		
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -		
PLOT DATE = 7/11/2025	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. 1167+50.00 TO STA. 1168+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	121
CONTRACT NO. 74433				
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

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-xsSNT.dgn



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

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D

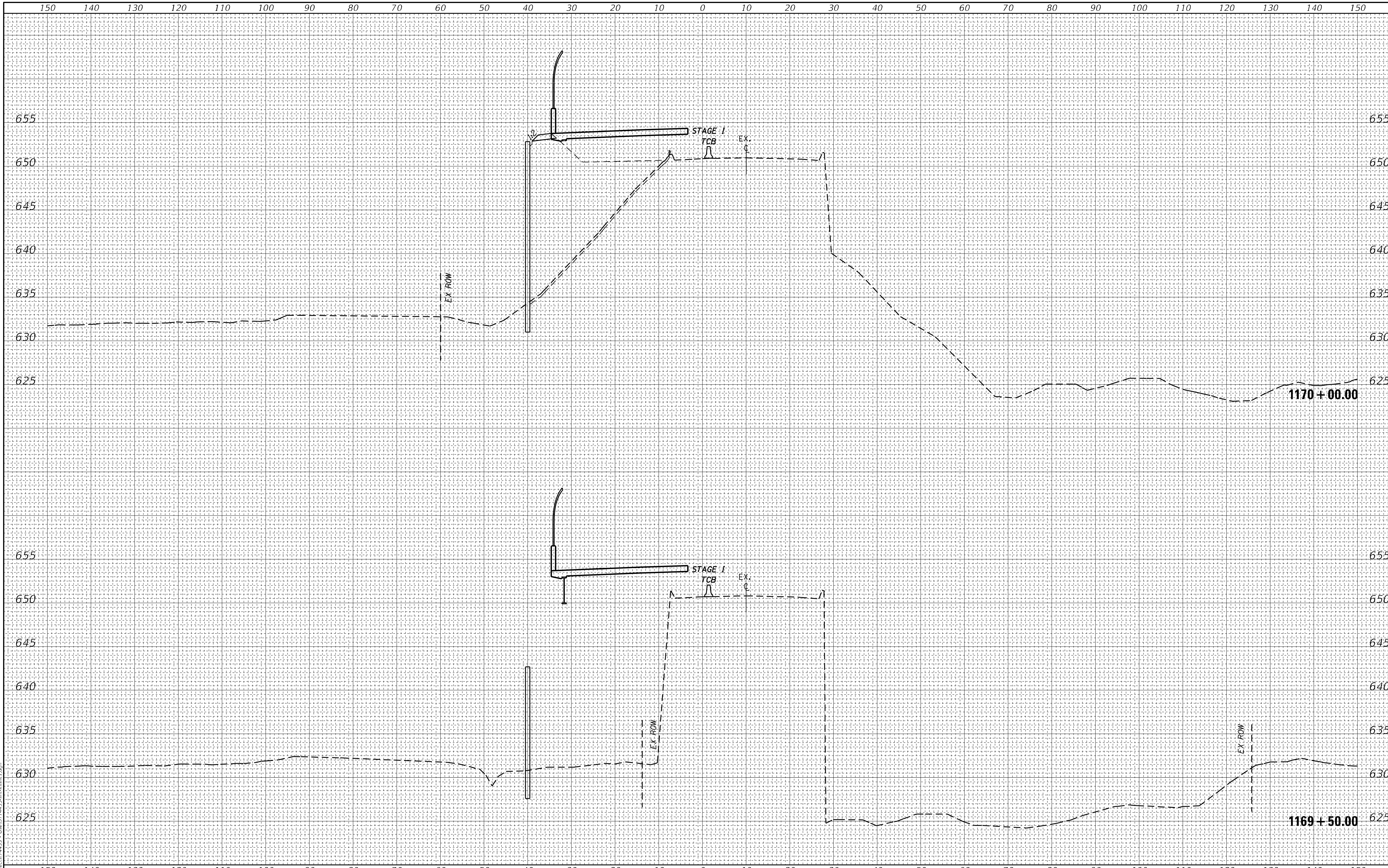
USER NAME = jessica.hille	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – STAGE 1

SCALE: | SHEET OF SHEETS | STA. 1168+50.00 TO STA. 1169+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	122
		CONTRACT NO. 74433		
	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

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-xssht1.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/11/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

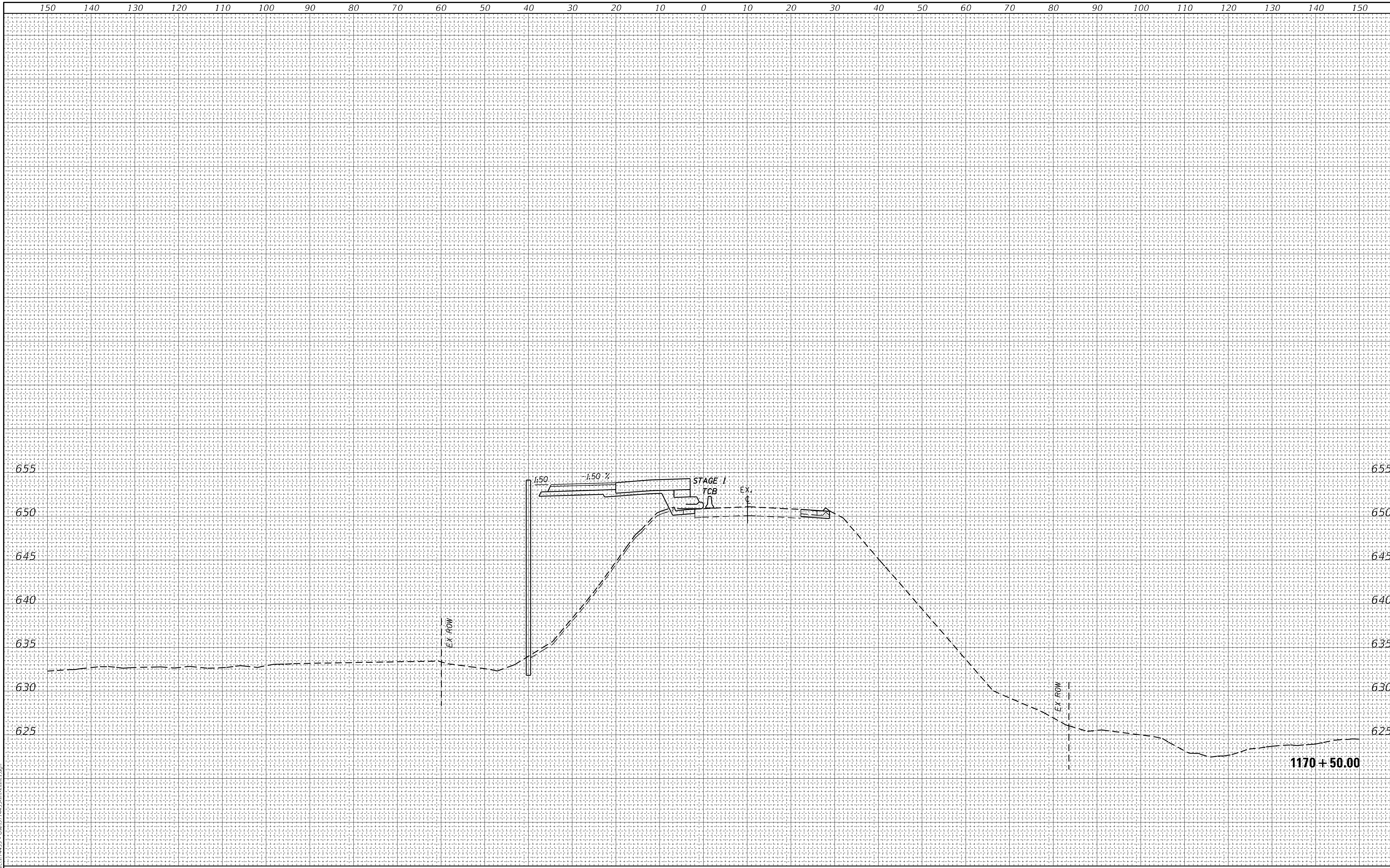
CROSS SECTIONS - STAGE 1

SCALE: | SHEET OF SHEETS | STA. 1169+50.00 TO STA. 1170+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	123

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT



USER NAME = jessica.hille	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – STAGE 1

SCALE: | SHEET OF SHEETS | STA. 1170+50.00 TO STA. 1170+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	124

CONTRACT NO. 74433

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

MODEL: Default
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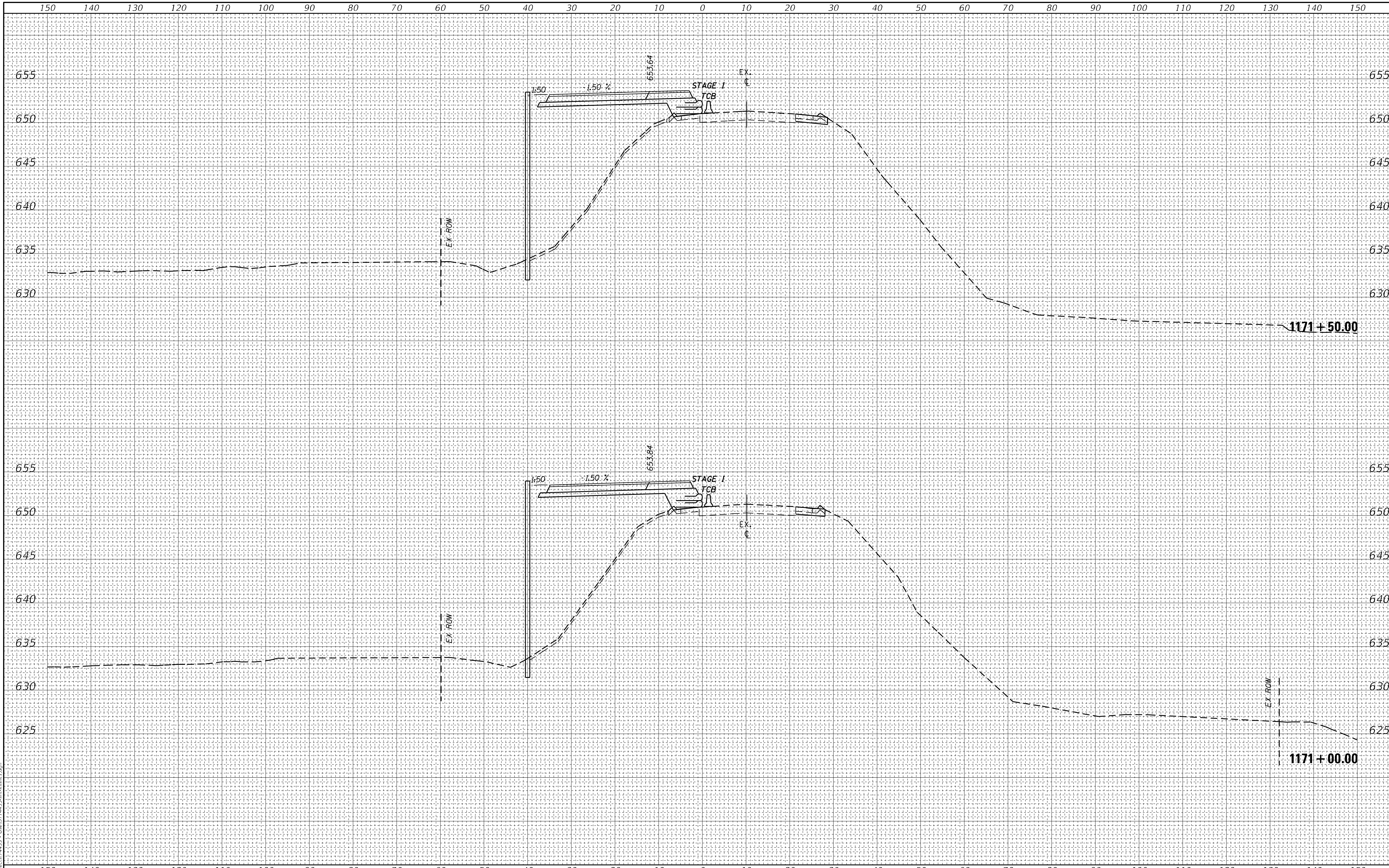


FINAL SURVEY — NOTE BOOK — NO. — SURVEYED — PLOTTED — TEMPLATE — AREAS — AREAS CHECKED — BY — DATE

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

MODEL: Default
FILE NAME: C:\Projects\74433 - User\D774433-sht-xsSht1.dgn

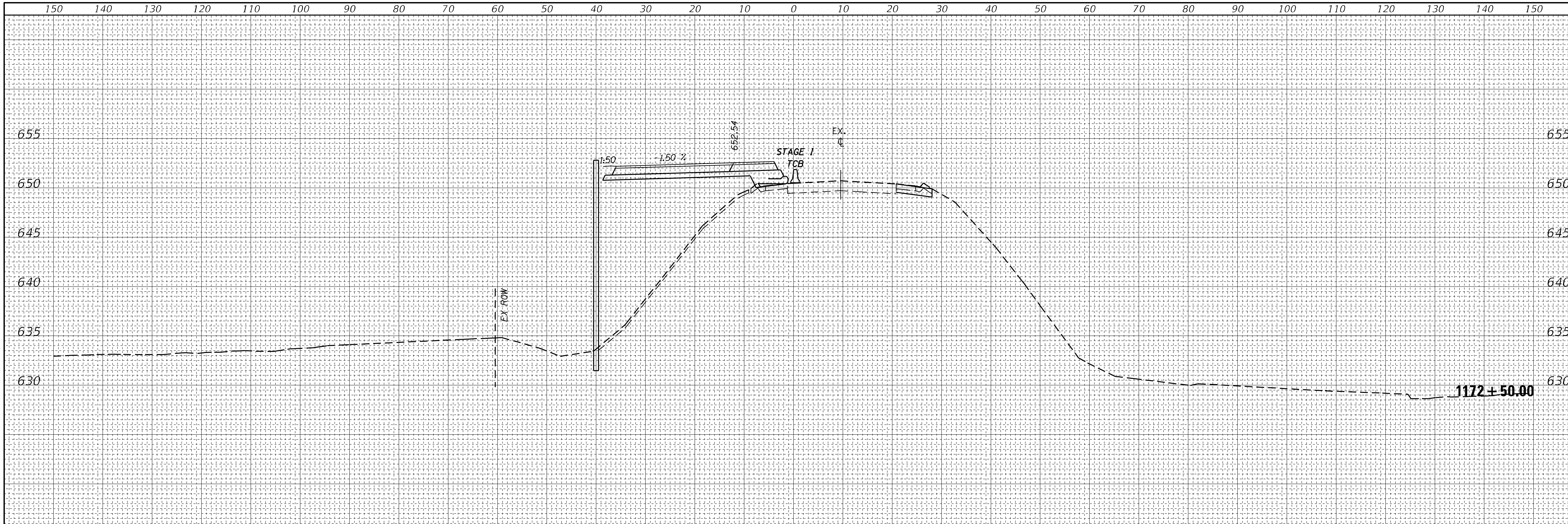
USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

CROSS SECTIONS - STAGE 1

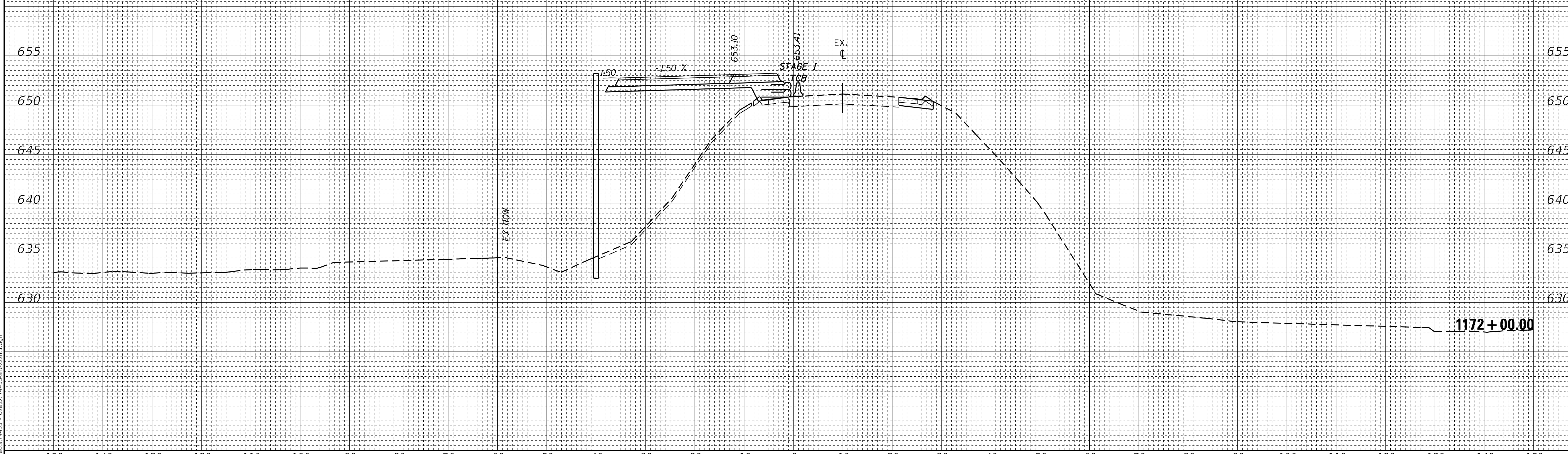
SCALE:	SHEET	OF	SHEETS	STA. 1171+00.00	TO STA. 1171+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	125
		CONTRACT NO. 74433		
		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	



MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-xsSht1.dgn

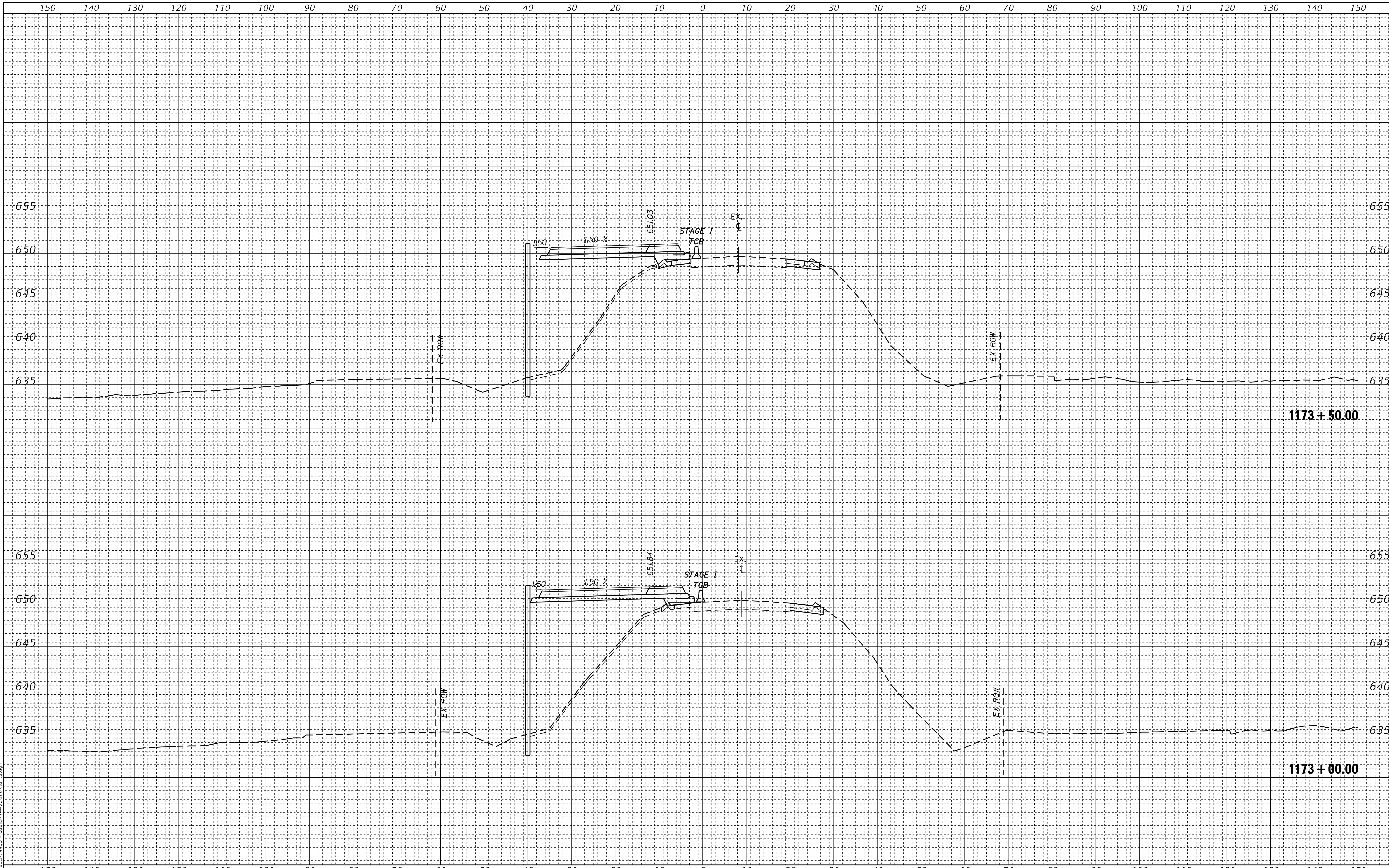
USER NAME = jessica.nille	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – STAGE 1

SCALE: SHEET OF SHEETS STA. 1172+00.00 TO STA. 1172+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	126
		CONTRACT NO. 74433		
		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

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-xs\sht1.dgn

USER NAME = jessica.nille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

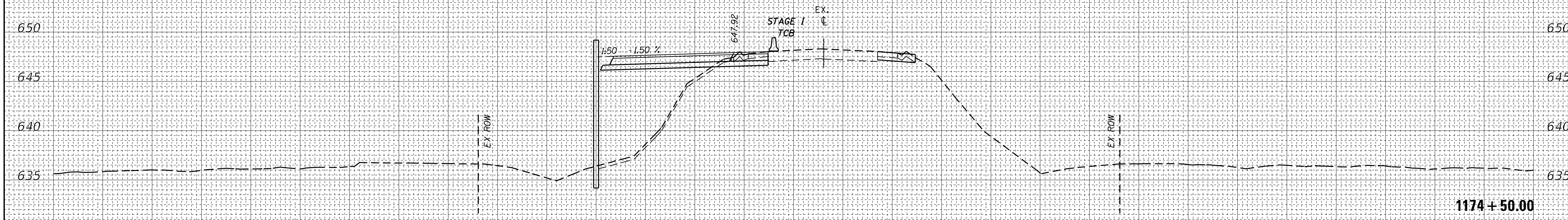
CROSS SECTIONS – STAGE 1

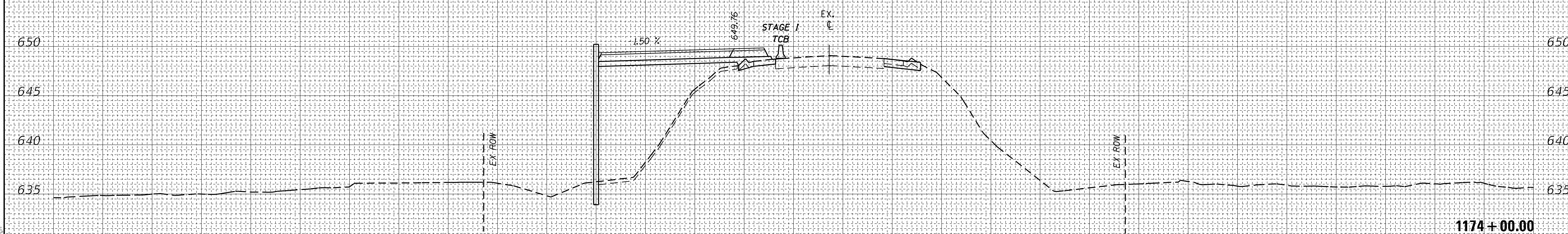
SCALE: | SHEET | OF | SHEETS | STA. 1173+00.00 TO STA. 1173+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	127

CONTRACT NO. 74433

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

USER NAME = jessica.nille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

CROSS SECTIONS – STAGE 1

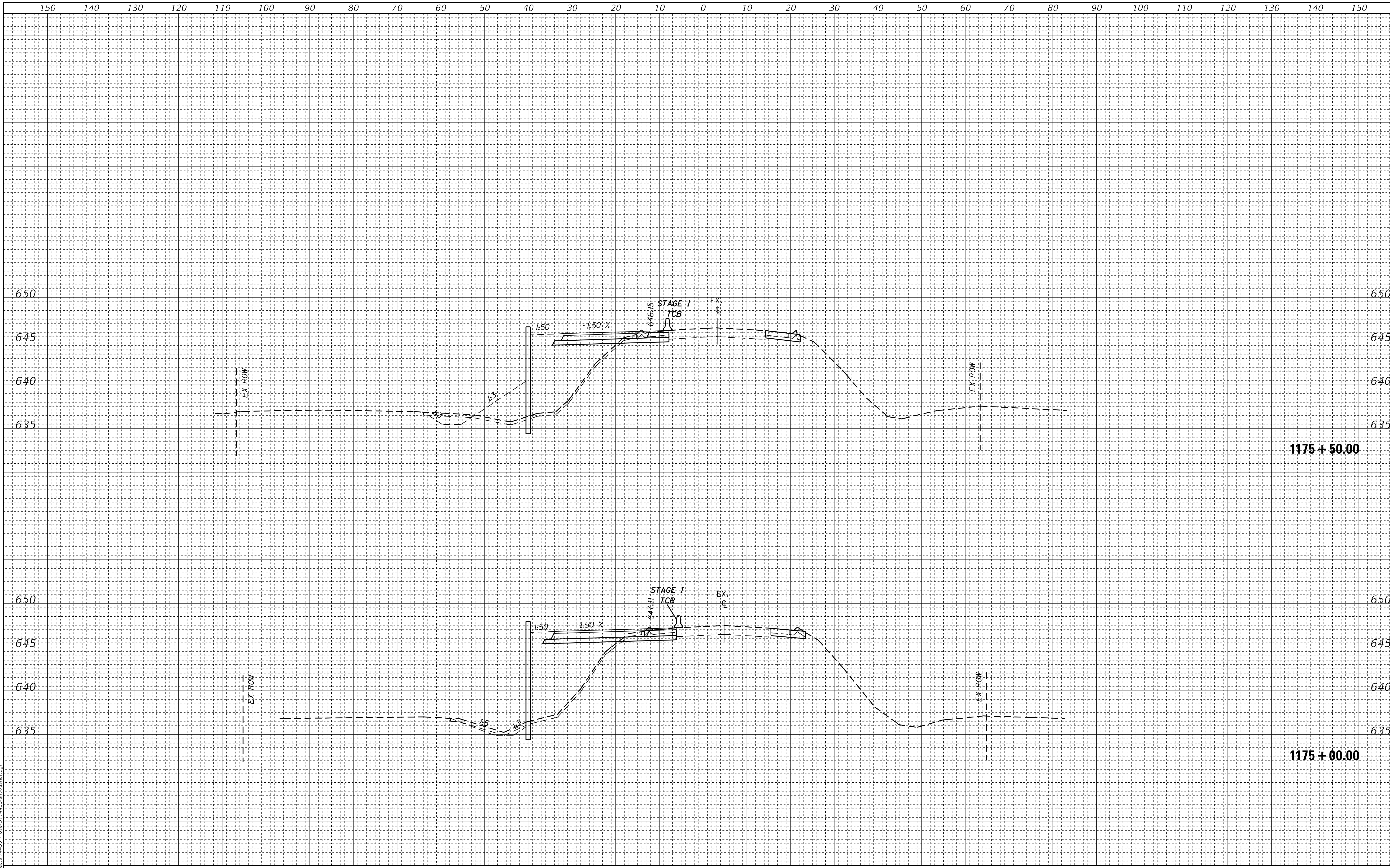
SCALE: | SHEET OF SHEETS | STA. 1174+00.00 TO STA. 1174+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	128

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-xs-sht1.dgn



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

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-xs\sht.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

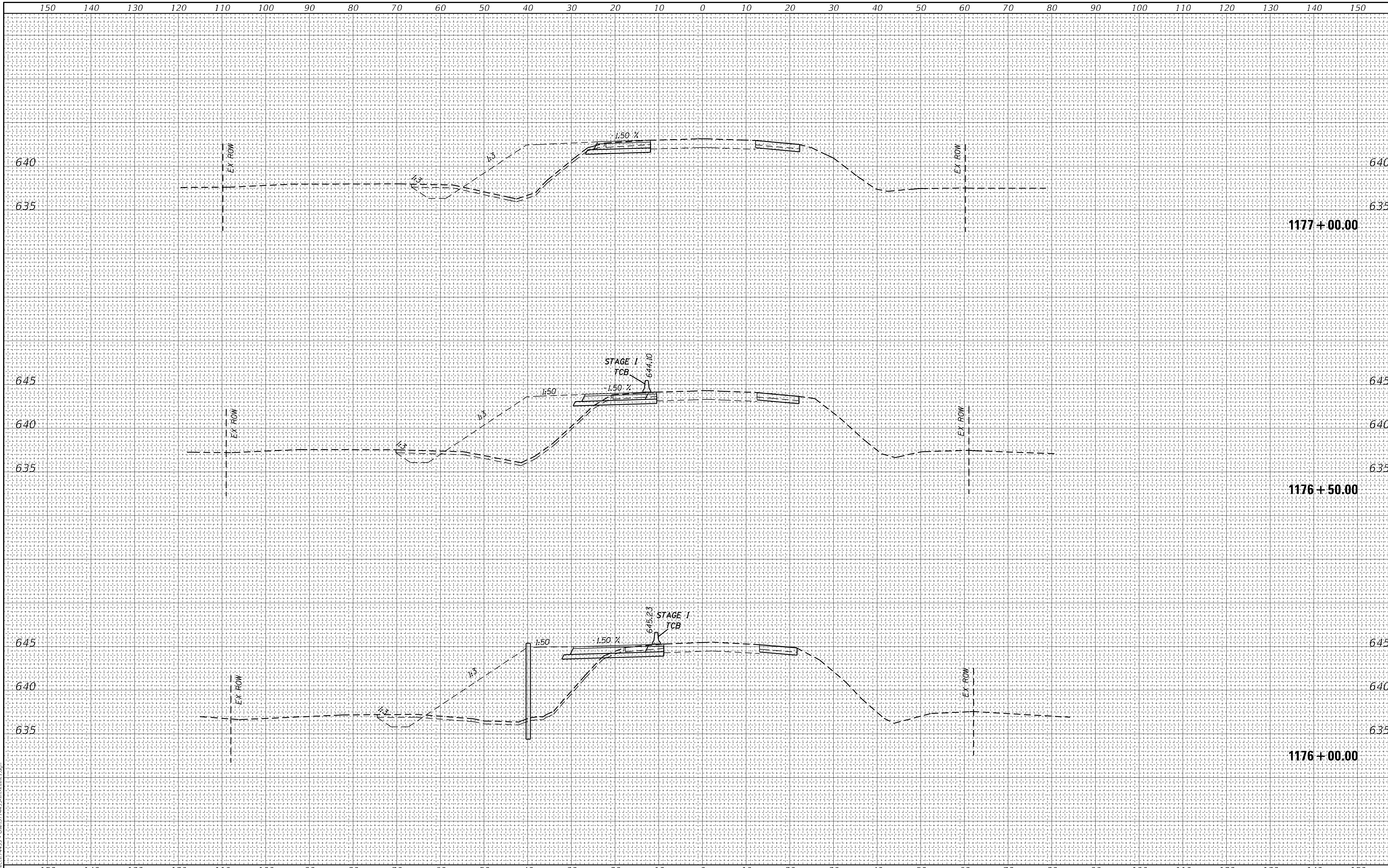
CROSS SECTIONS – STAGE 1

SCALE: | SHEET OF SHEETS | STA. 1175+00.00 TO STA. 1175+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	129

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT



USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

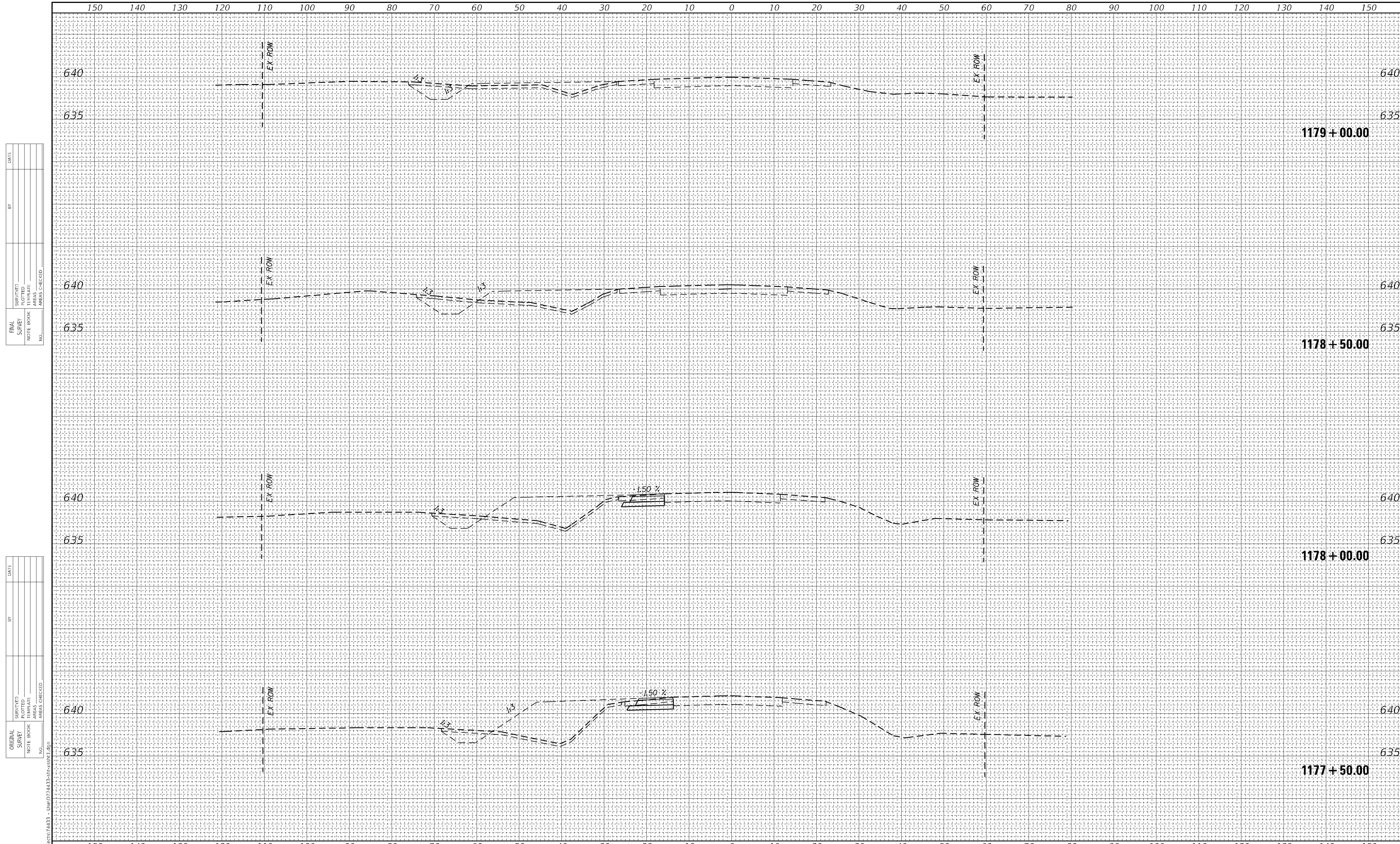
CROSS SECTIONS – STAGE 1

SCALE: SHEET OF SHEETS STA. 1176+00.00 TO STA. 1177+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	130

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT



USER NAME = jessica.hille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

CROSS SECTIONS – STAGE 1

SCALE: SHEET OF SHEETS STA. 1177+50.00 TO STA. 1179+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	131

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

MODEL: Default
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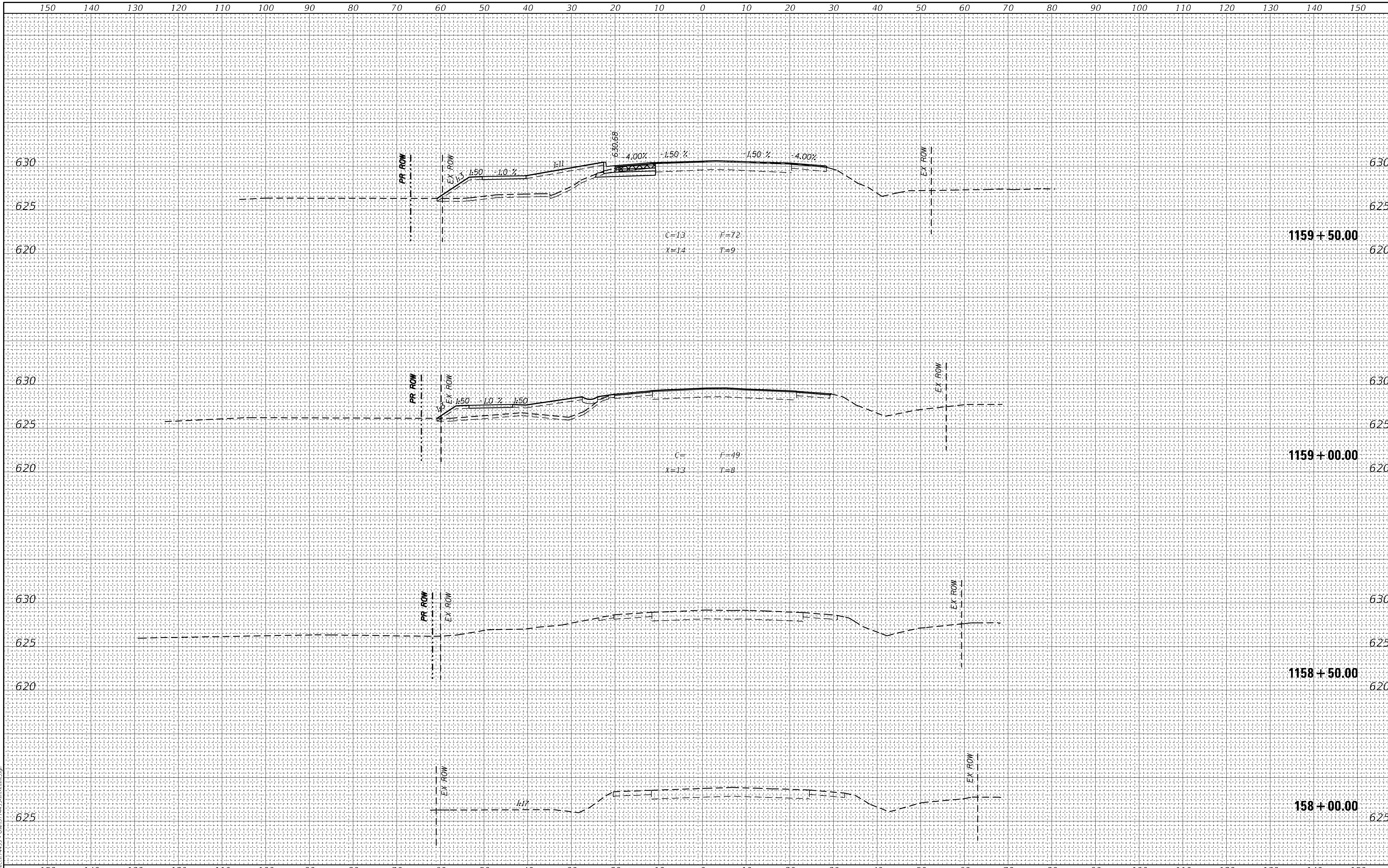

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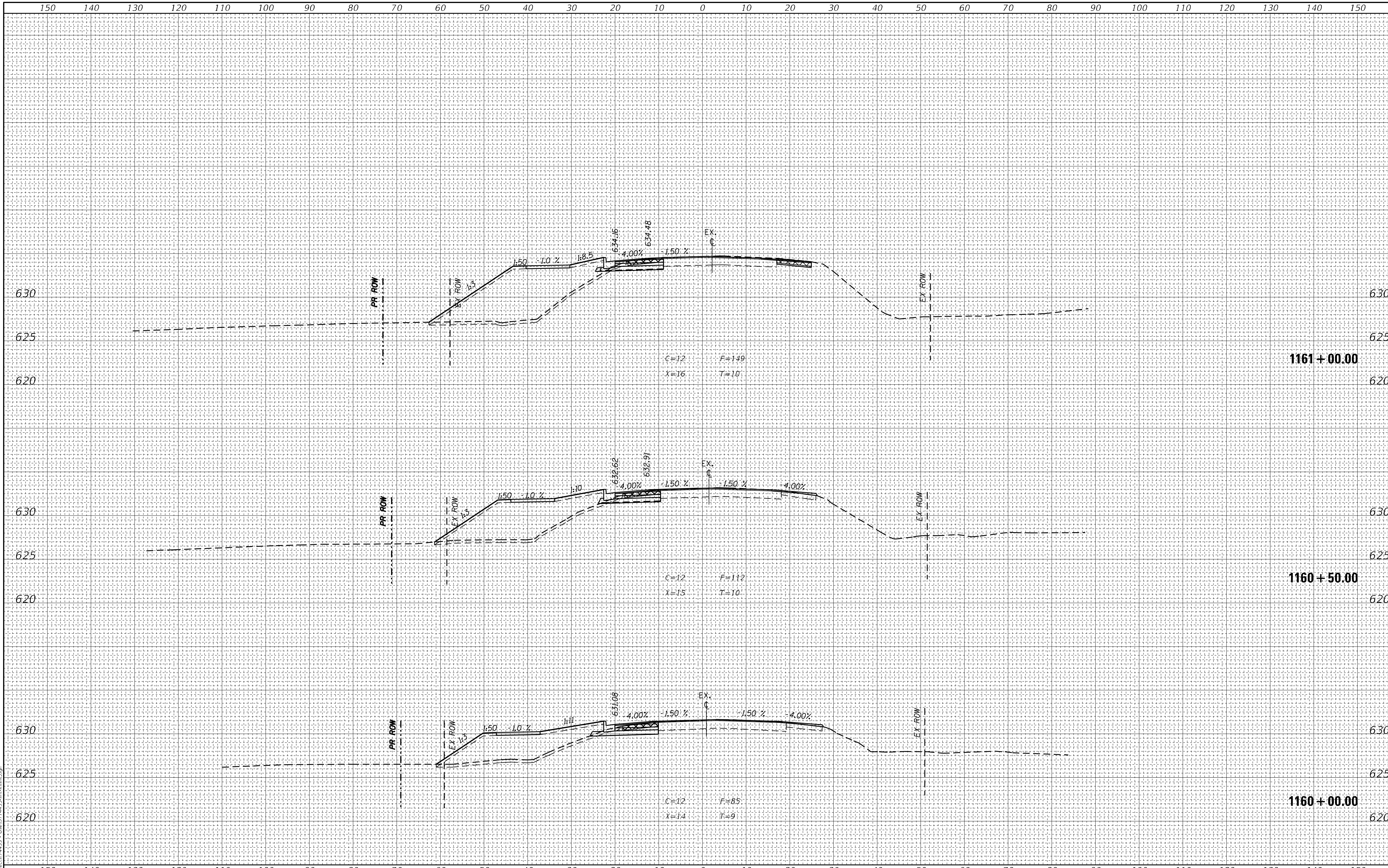
FILE NAME: C:\Projects\74433 - Use\D74433-sht-xsbft.dgn

USER NAME = jessica.hille	DESIGNED -	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

CROSS SECTIONS - FINAL

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	132
		CONTRACT NO. 74433		
		ILLINOIS	FED. AID PROJECT	



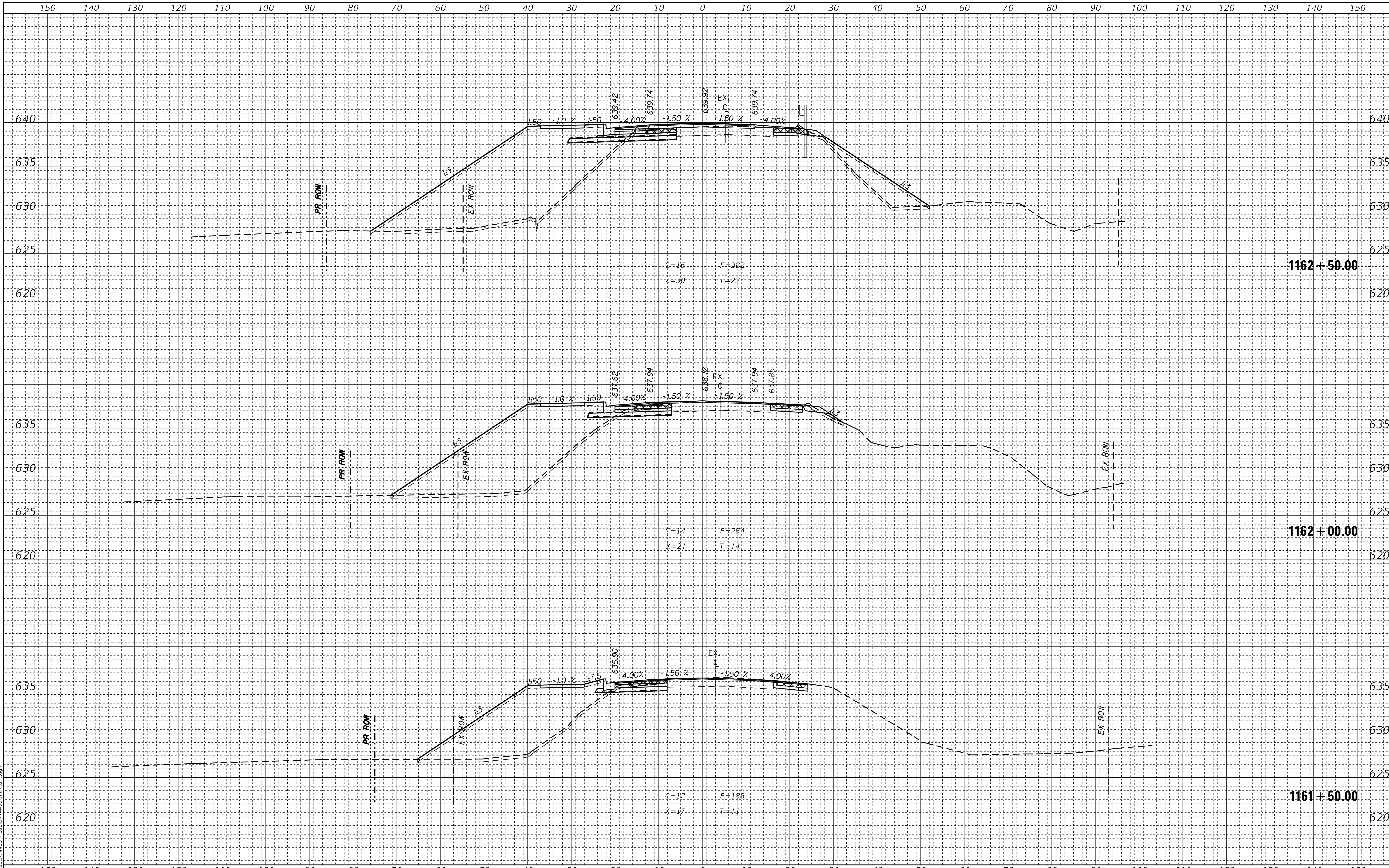
MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D74433-sht-xsfnl.dgn

USER NAME = jessica.nille	DESIGNED -	REVISED -	STATE OF ILLINOIS
	DRAWN -	REVISED -	DEPARTMENT OF TRANSPORTATION
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

CROSS SECTIONS - FINAL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	133
		CONTRACT NO. 74433		
		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

USER NAME = jessica.nille	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/11/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – FINAL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	134

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

MODEL: Default
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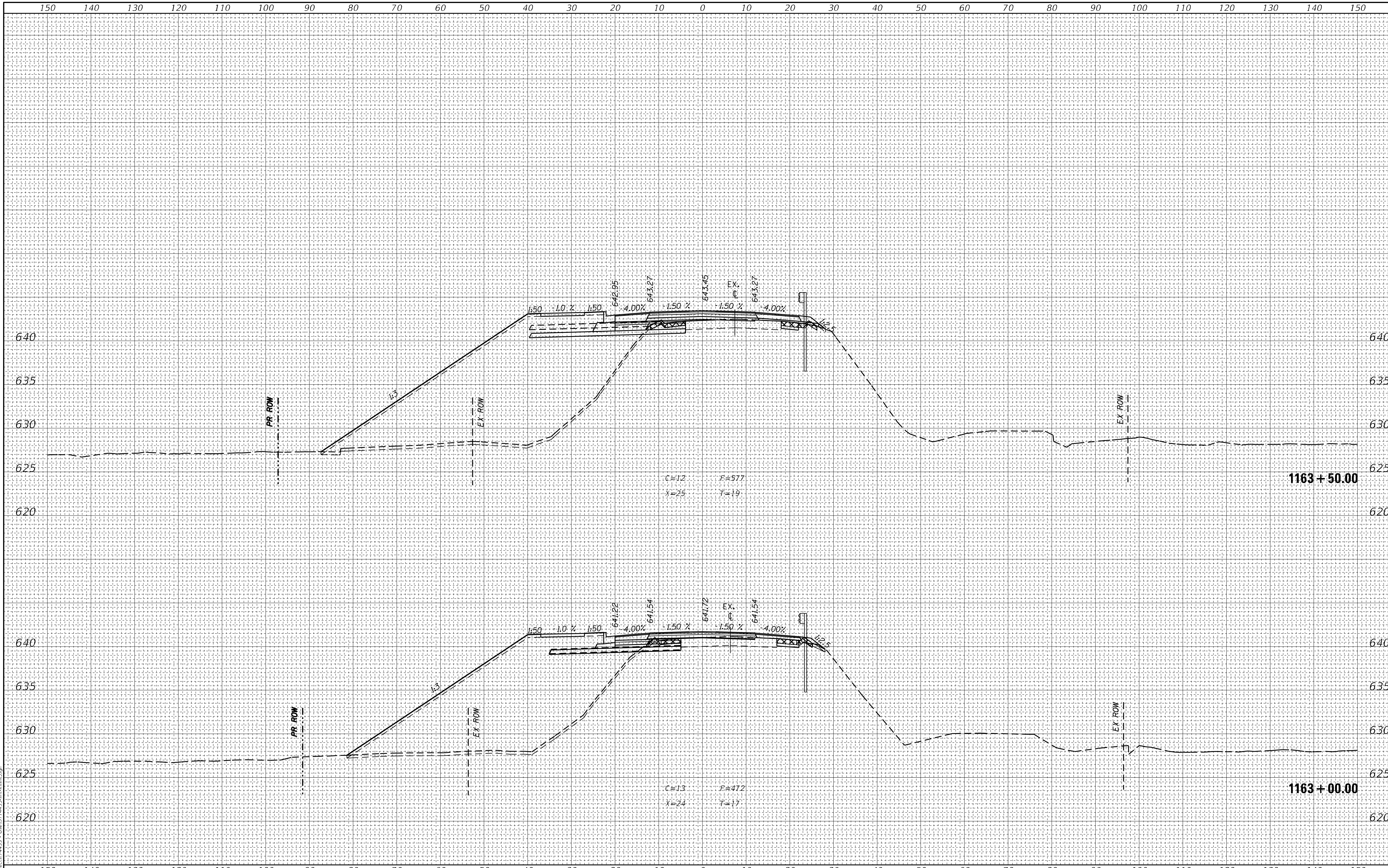

FINAL SURVEY | NOTE BOOK NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

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

MODEL: Default
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PLOT DATE = 7/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

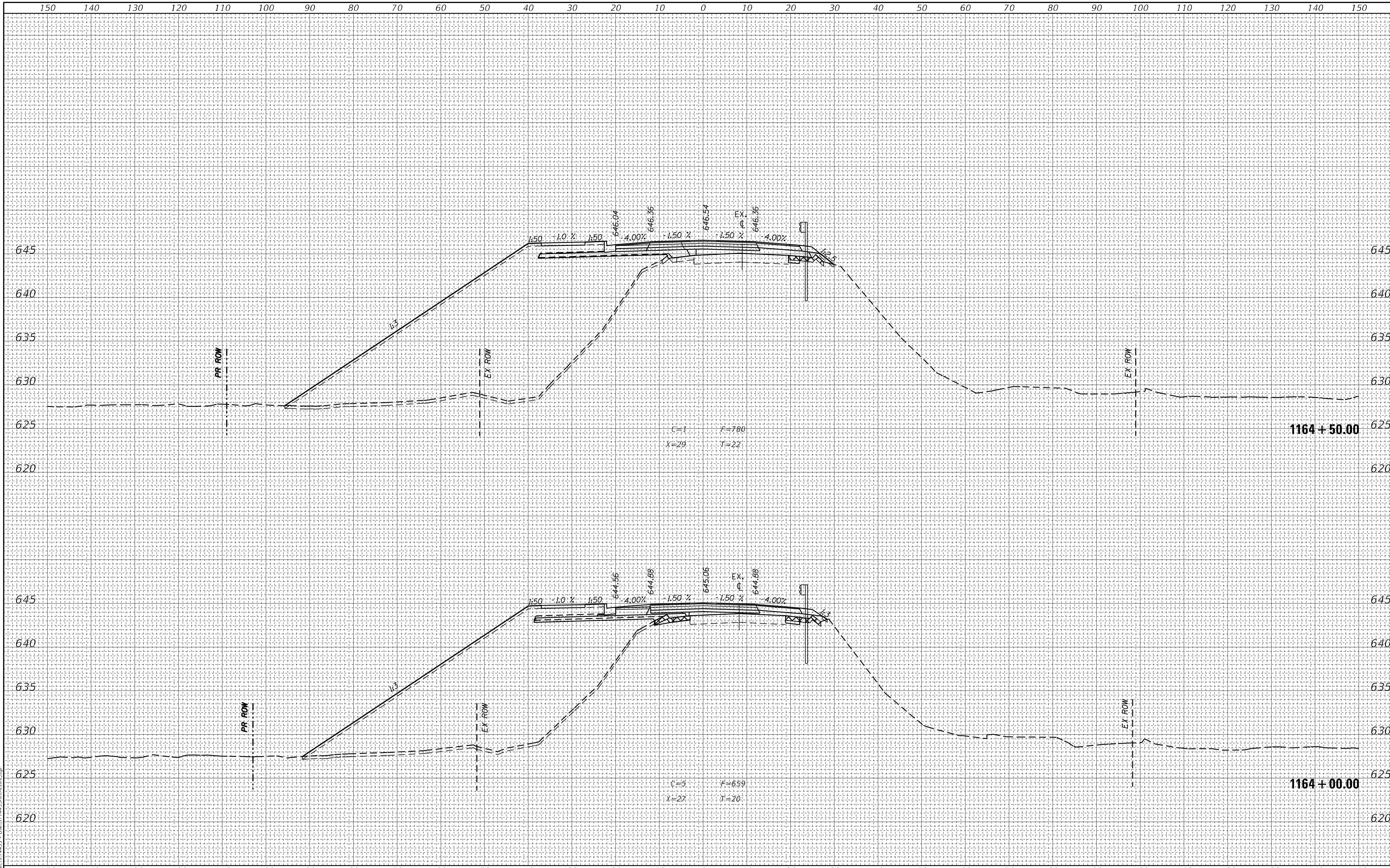
CROSS SECTIONS - FINAL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	135

CONTRACT NO. 74433

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

MODEL: Default
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	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

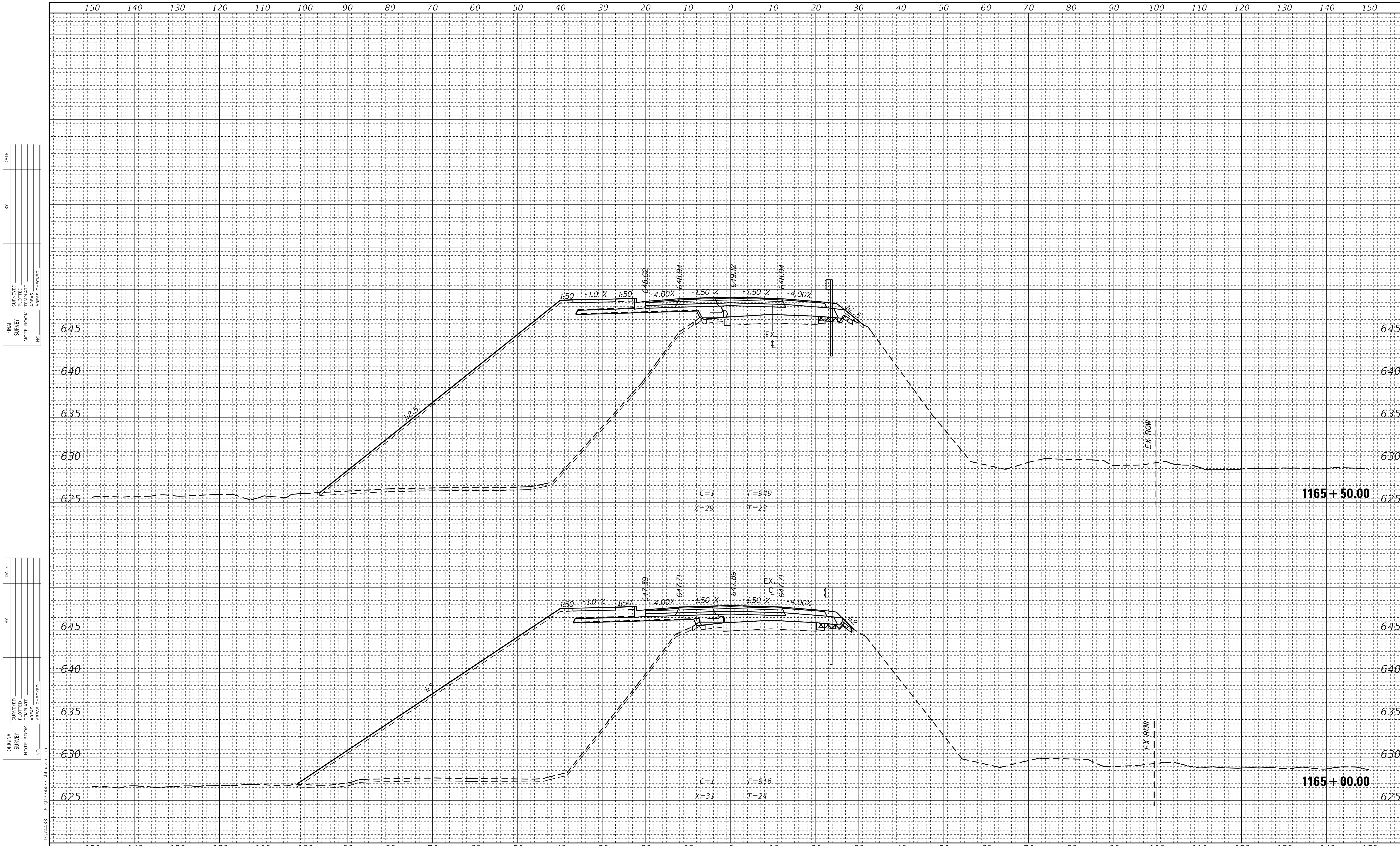
CROSS SECTIONS - FINAL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	136

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT



USER NAME = jessica.hille	DESIGNED -	REVISED -
	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/11/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – FINAL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	137

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

MODEL: Default
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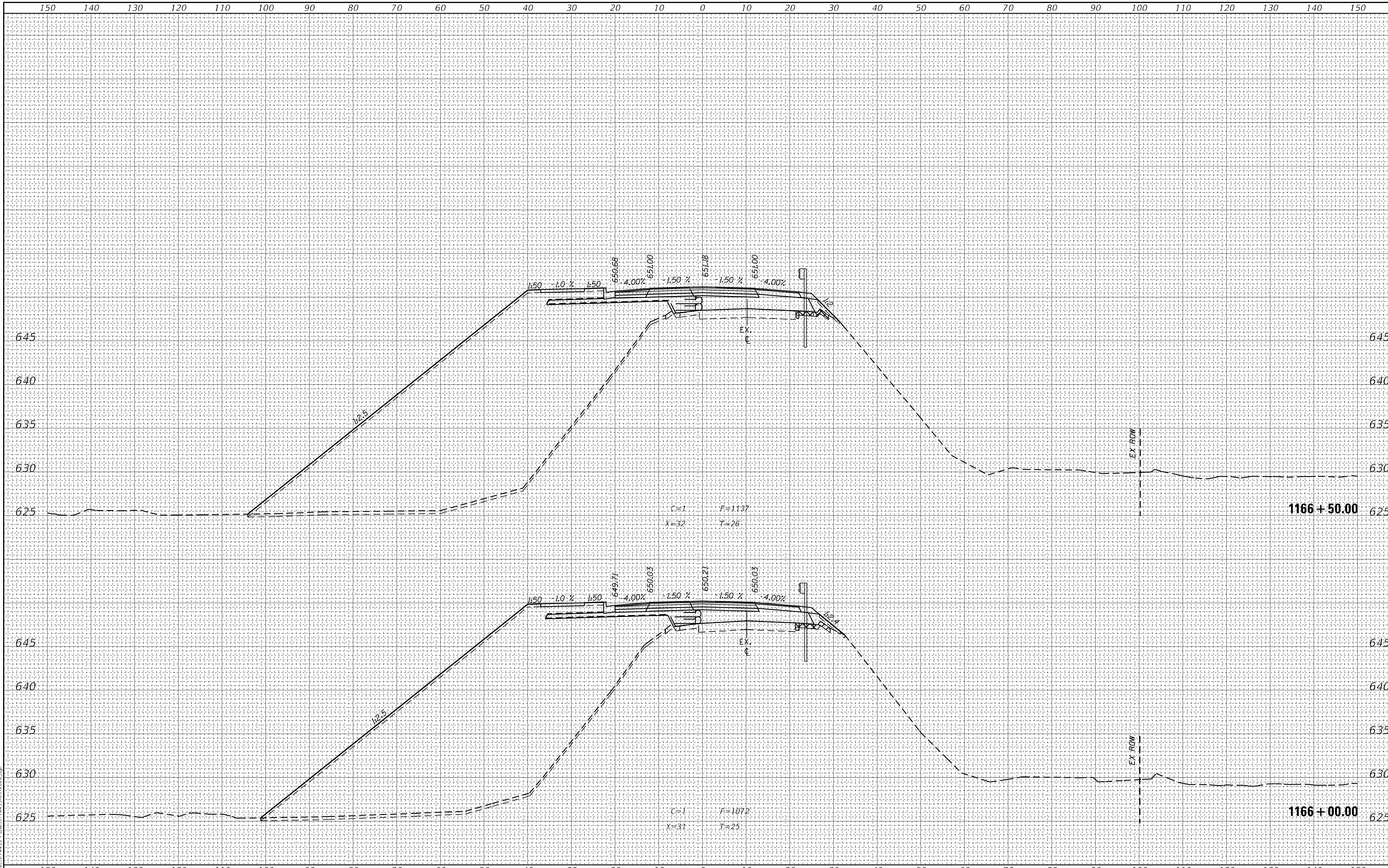

FINAL SURVEY | NOTE BOOK NO. | SURVEYED | PLOTTED | TEMPLATE | AREAS | AREAS CHECKED | BY | DATE

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

MODEL: Default
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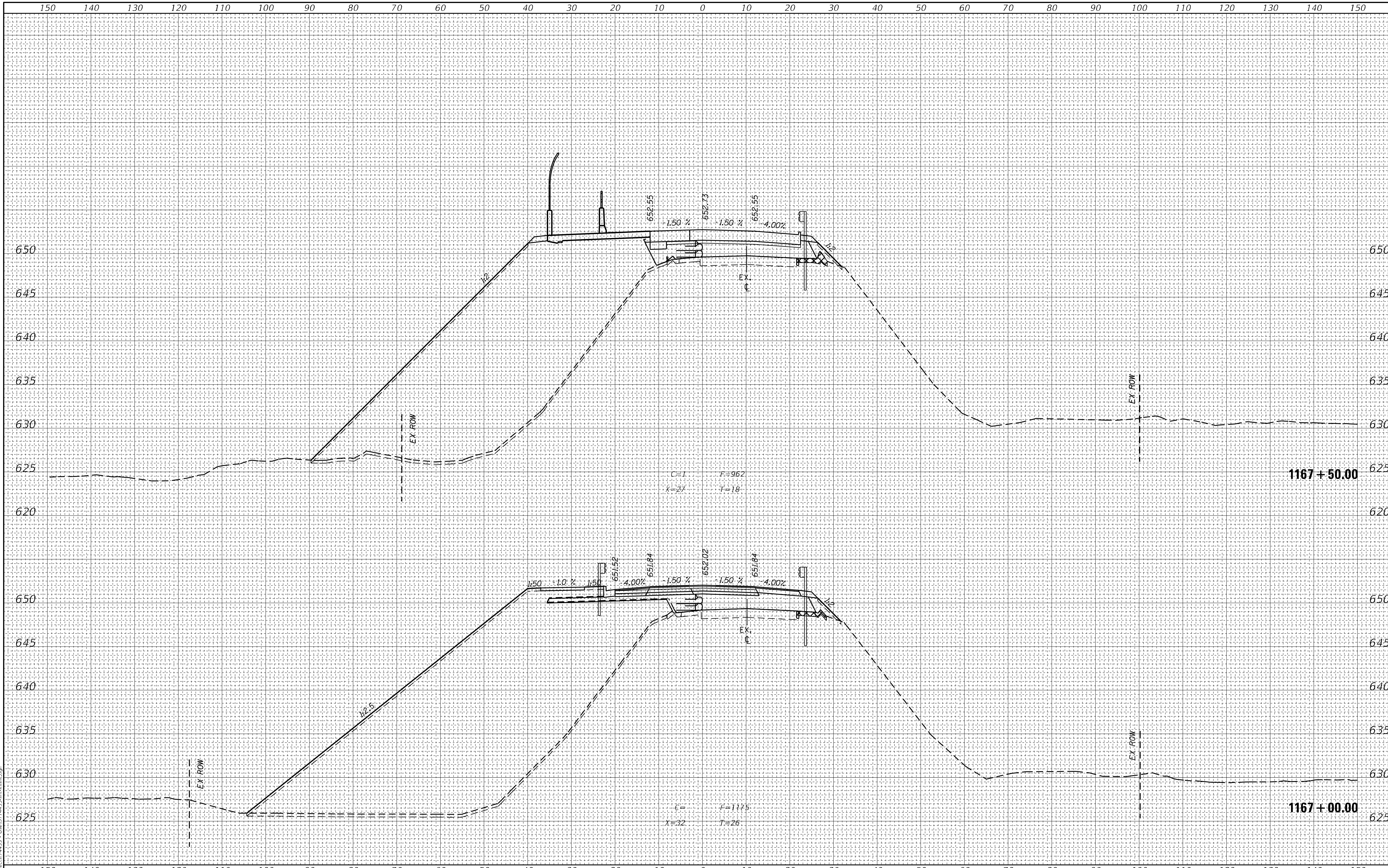
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – FINAL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	138
CONTRACT NO. 74433				
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

MODEL: Default
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USER NAME = jessica.nille	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

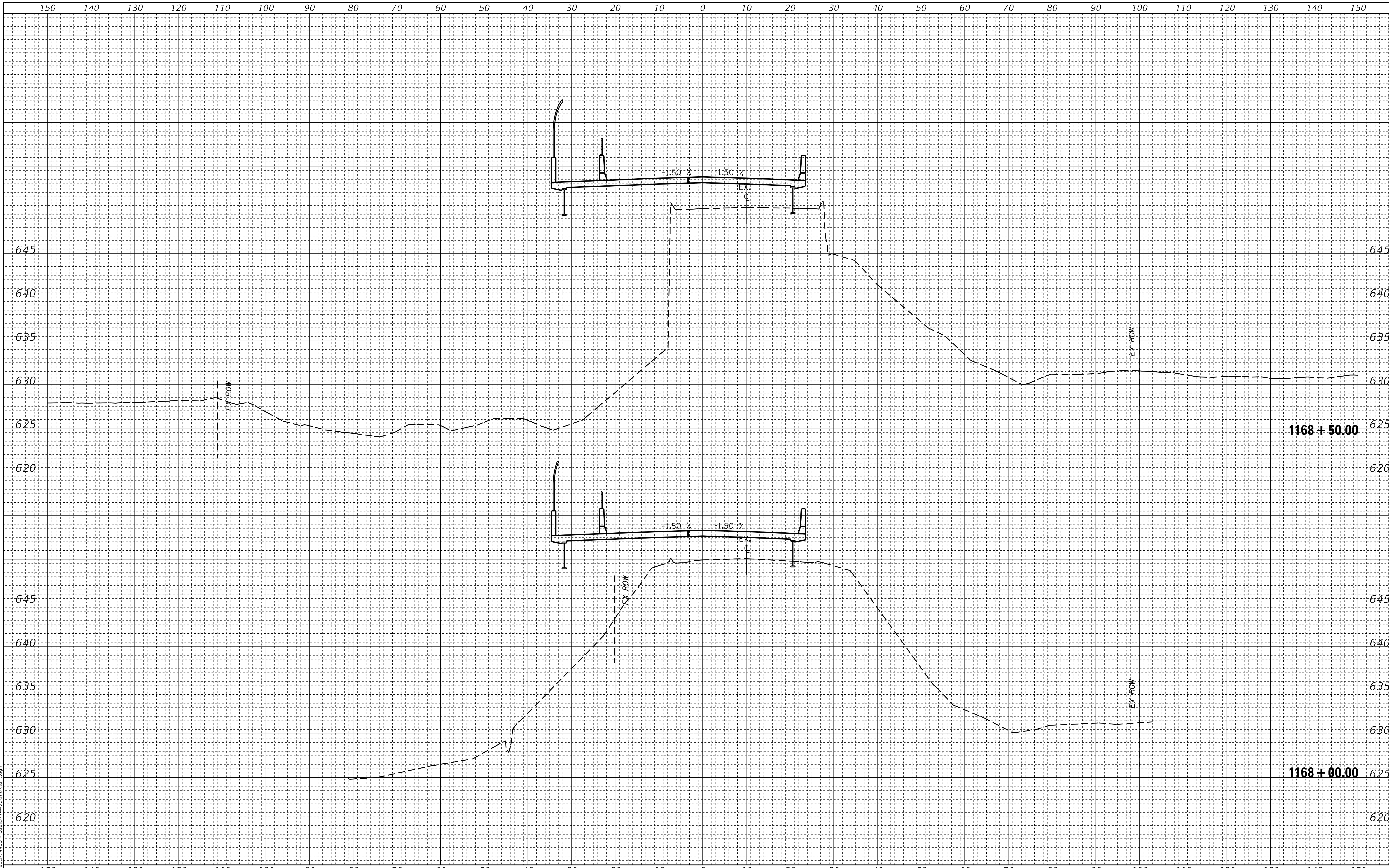
CROSS SECTIONS – FINAL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	139

CONTRACT NO. 74433

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

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PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

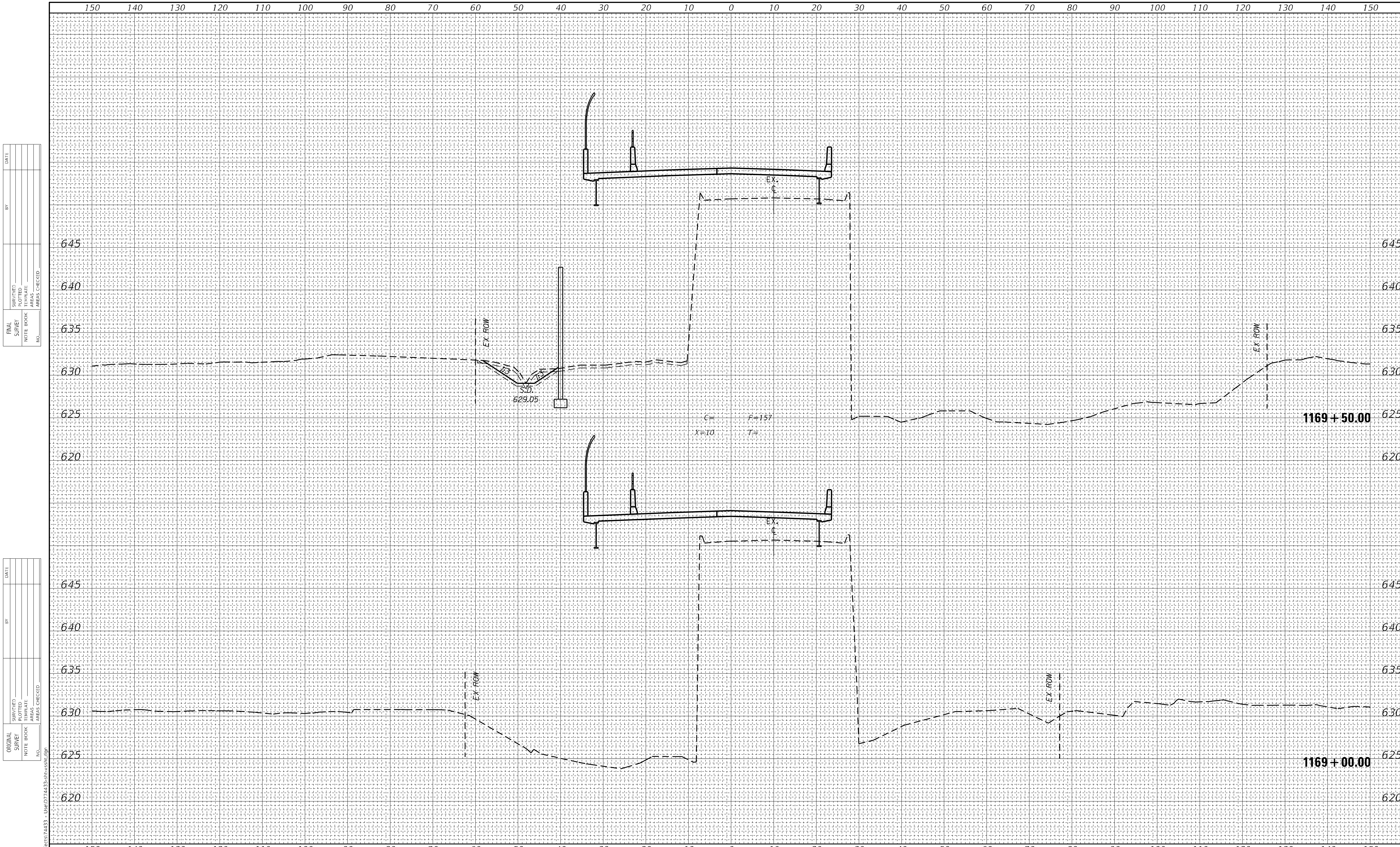
CROSS SECTIONS - FINAL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	140

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT



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	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

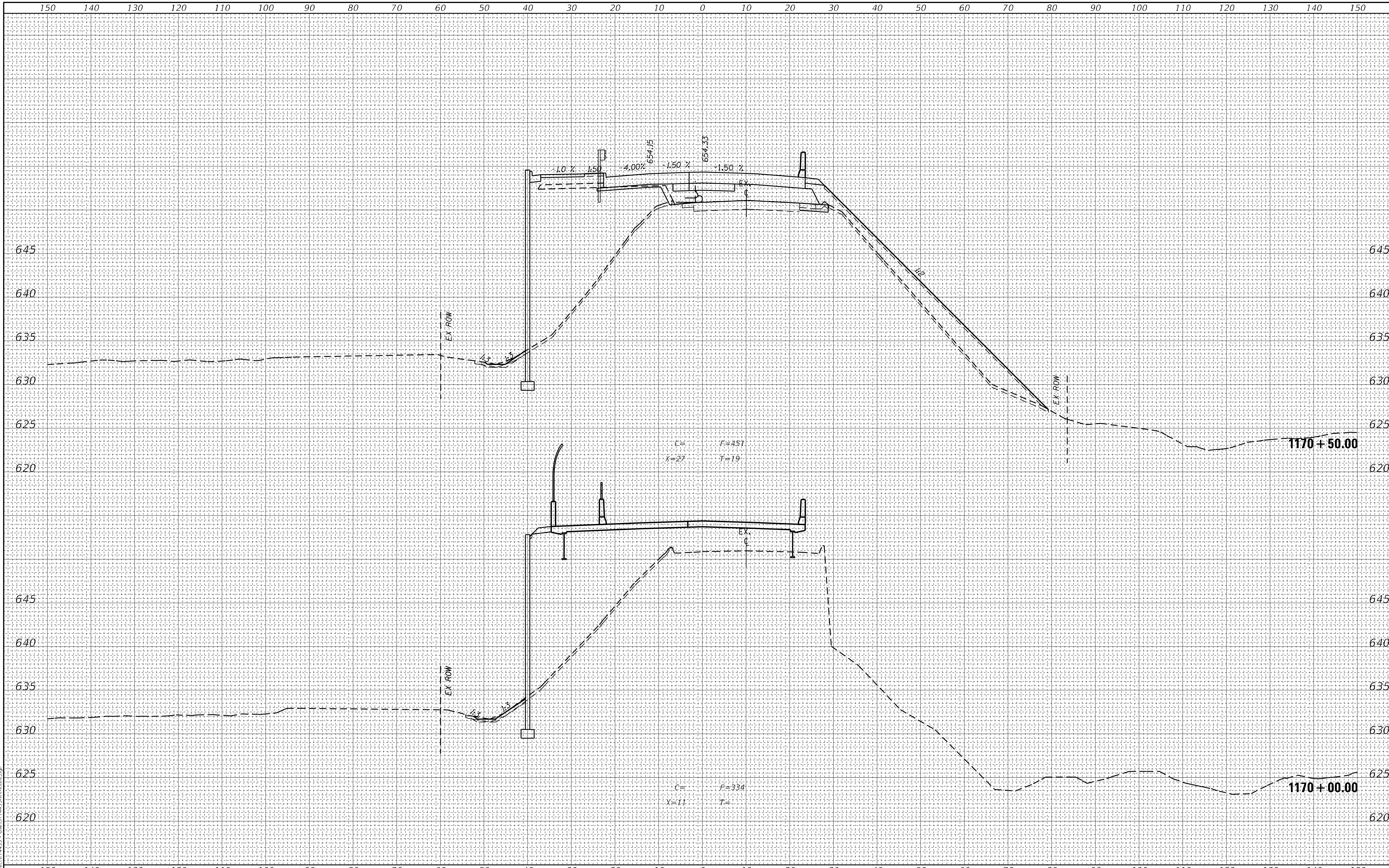
CROSS SECTIONS – FINAL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	141

CONTRACT NO. 74433

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

MODEL: Default
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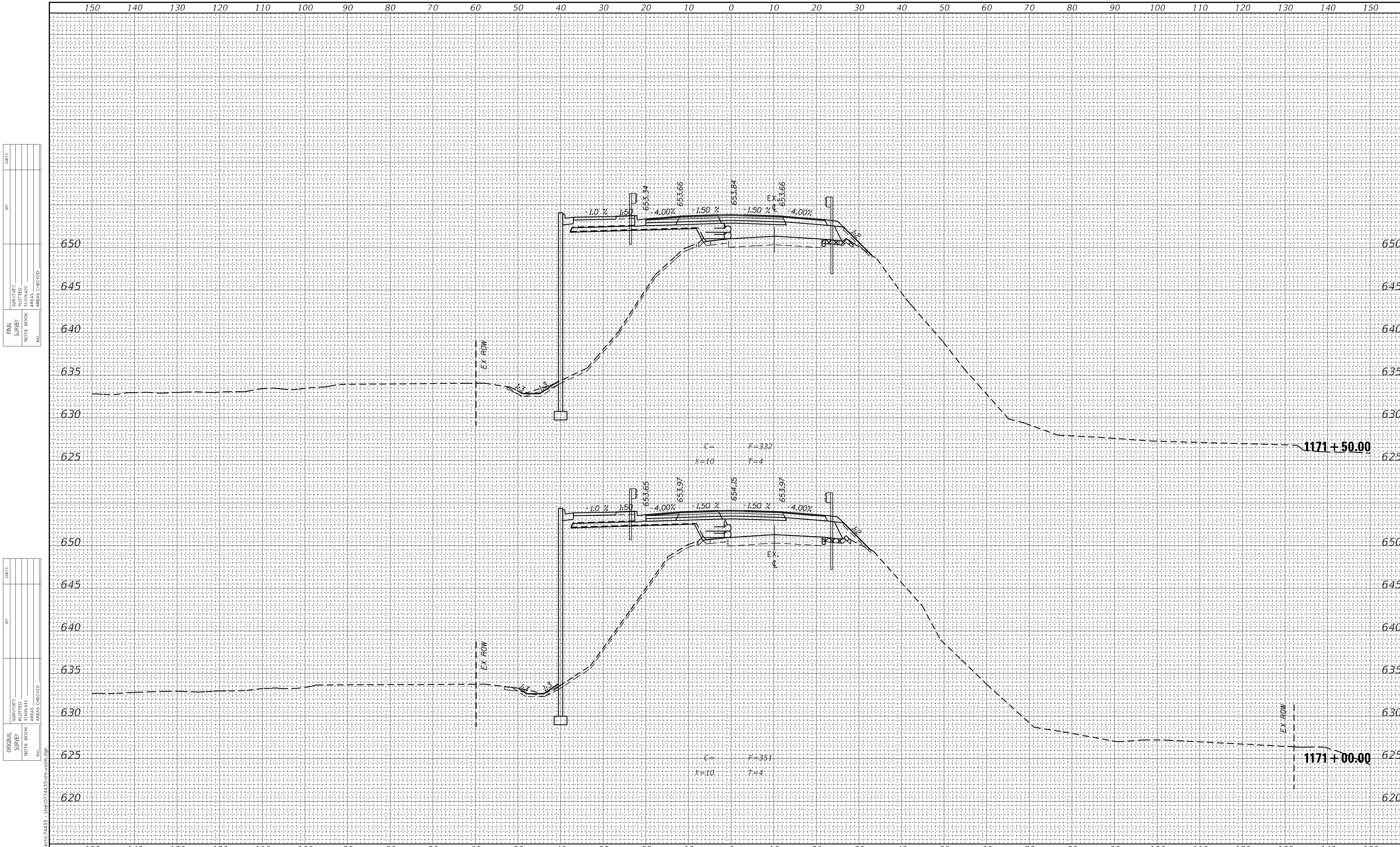
	DRAWN -	REVISED -			COUNTY CLARK	TOTAL SHEETS 149
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -			SHEET NO. 142	CONTRACT NO. 74433
PLOT DATE = 7/11/2025	DATE -	REVISED -		SCALE: SHEET OF SHEETS STA. TO STA.	ILLINOIS FED. AID PROJECT	



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	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – FINAL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	143

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

MODEL: Default
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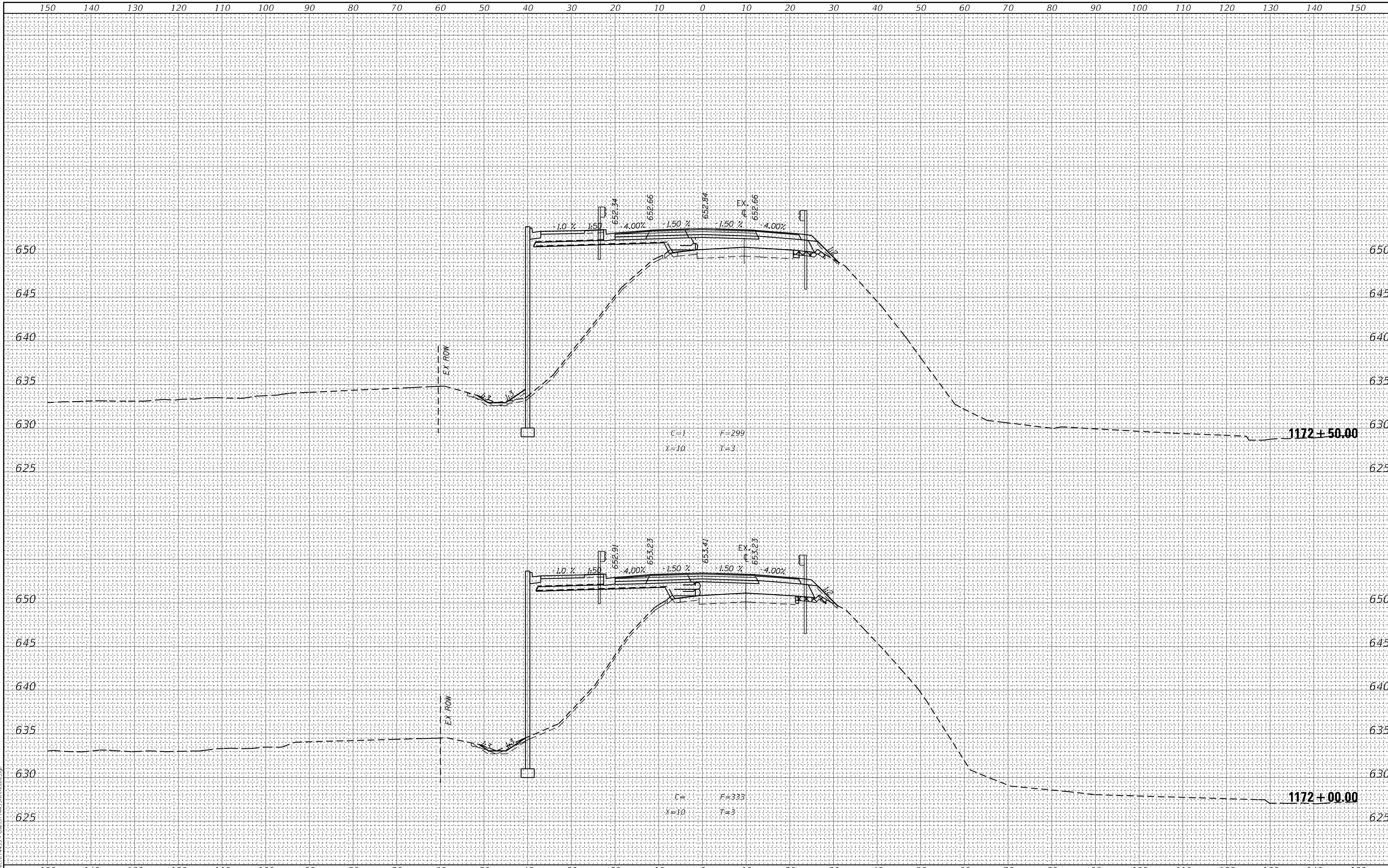

FINAL SURVEY	NOTE BOOK NO.
SURVEYED	PLOTTED
TEMPLATE	AREAS
AREAS CHECKED	BY / DATE

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

MODEL: Default
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	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/11/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

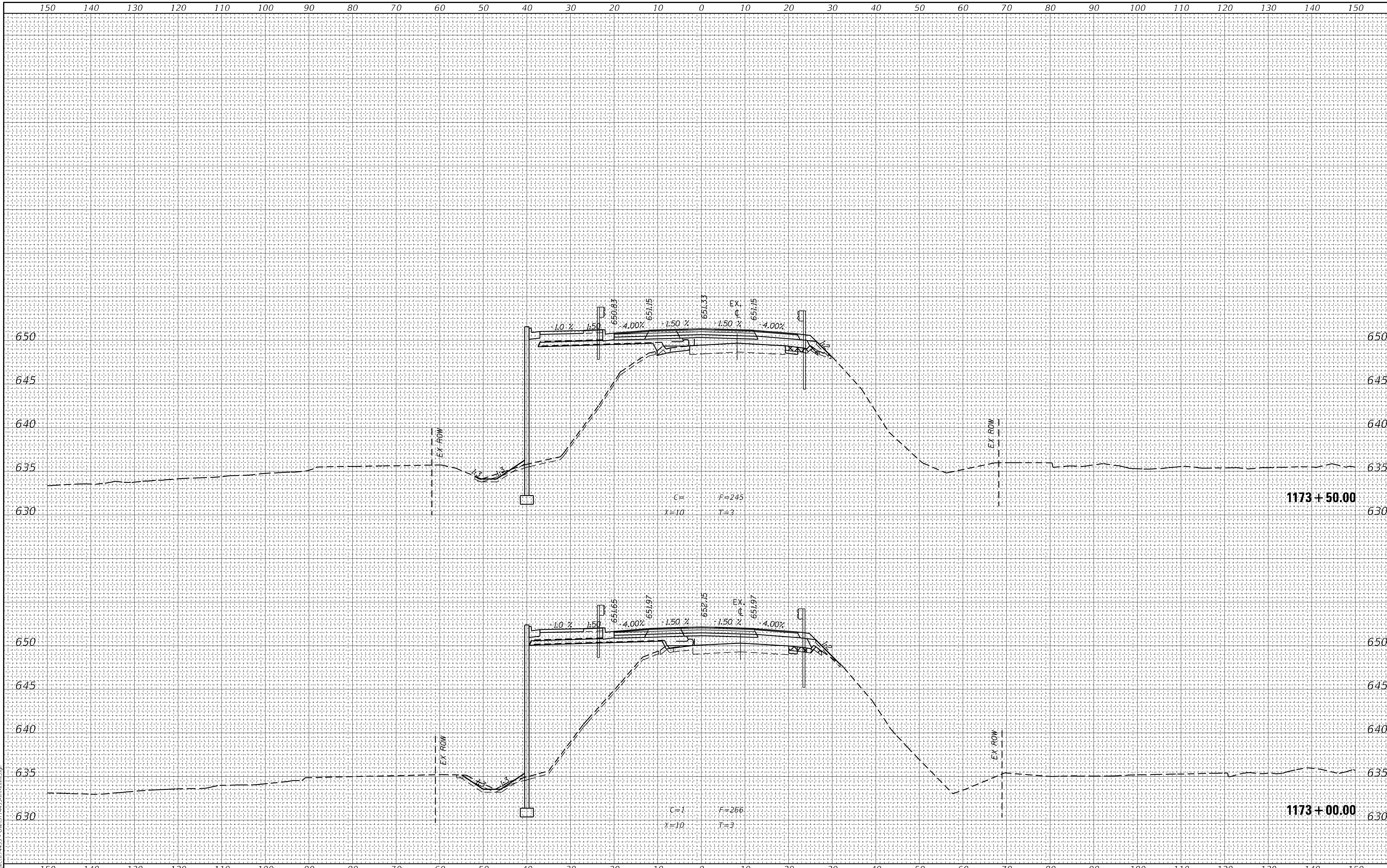
CROSS SECTIONS - FINAL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	144

CONTRACT NO. 74433

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

MODEL: Default
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PLOT DATE = 7/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

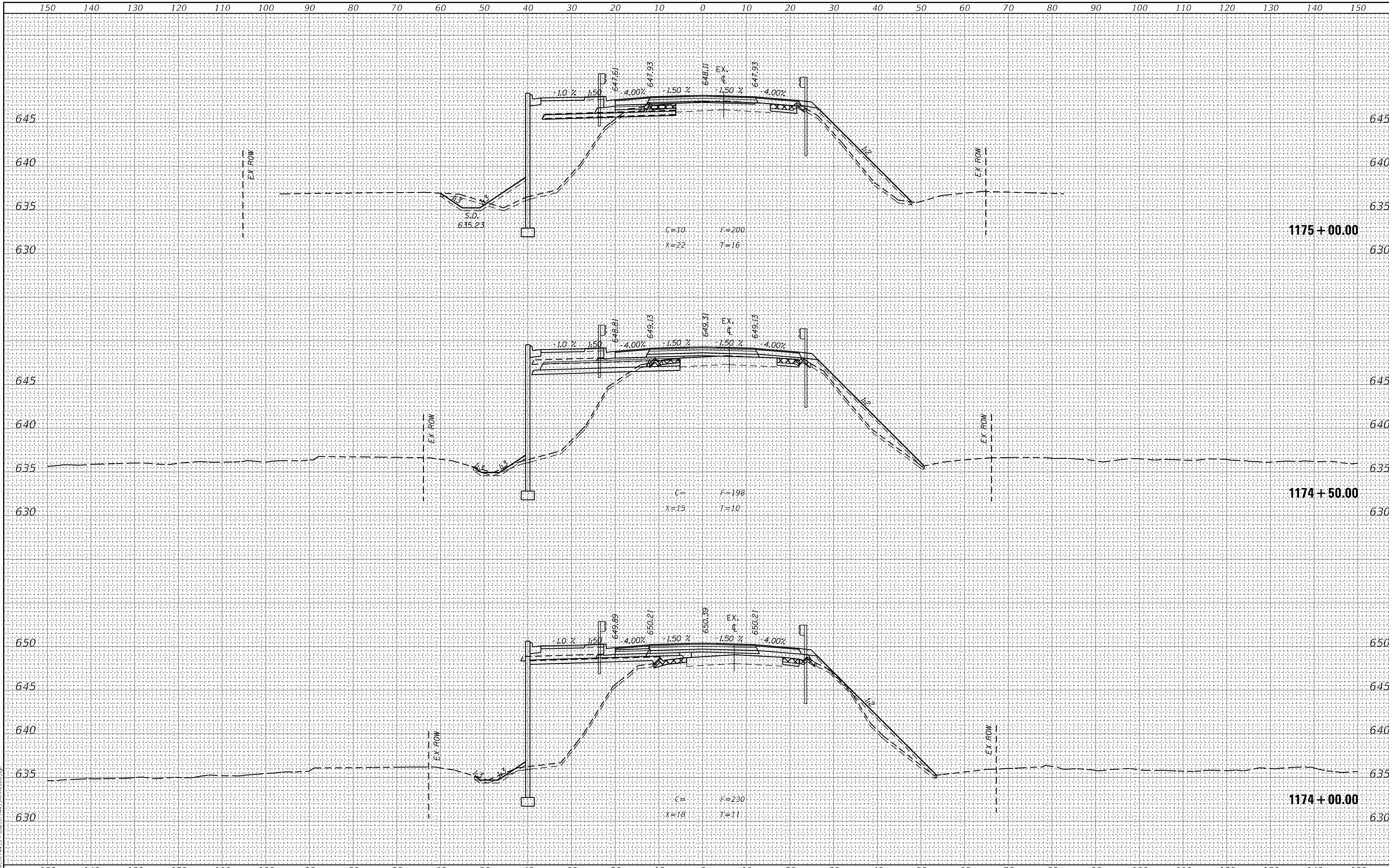
CROSS SECTIONS - FINAL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	145

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT



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PLOT DATE = 7/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – FINAL

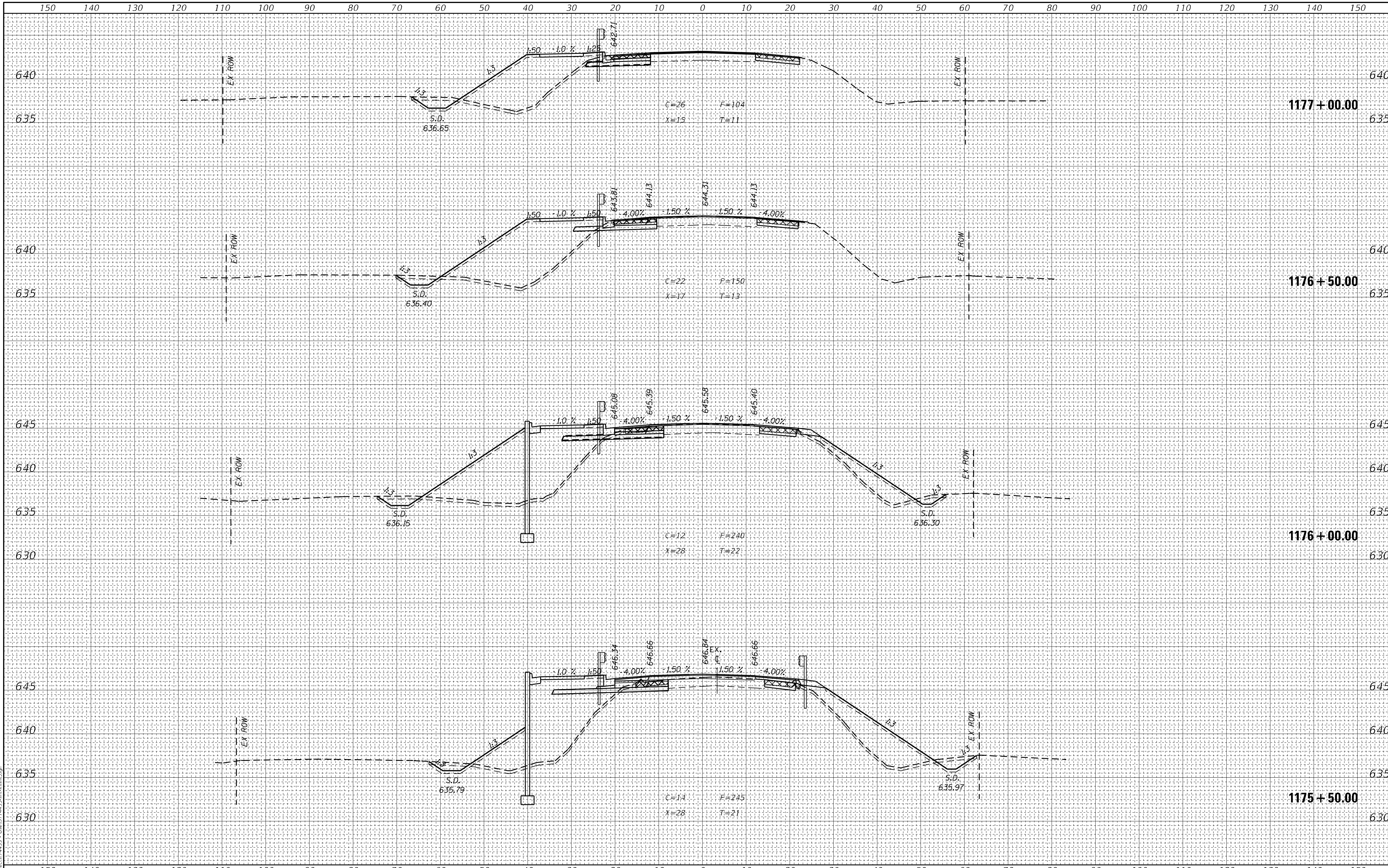
SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	146

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

MODEL: Default



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

MODEL: Default
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	DRAWN -	REVISED -
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
PLOT DATE = 7/11/2025	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – FINAL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	147
		CONTRACT NO. 74433		
		ILLINOIS FED. AID PROJECT		

1179 + 50.00

1.0 %

1:49

EX ROW

C=2 F=4

X=14 T=10

635

1179 + 00.00

1:50 1.0 %

S.D.
637.65

C=17 F=31

X=17 T=13

635

1178 + 50.00

640.06

1:50 1.0 %

1:67

S.D.
637.40

C=18 F=57

X=16 T=13

640

635

1178 + 00.00

640.64

1:50 1.0 %

1:122

S.D.
637.15

C=23 F=77

X=16 T=12

640

635

1177 + 50.00

641.53

1:50 1.0 %

1:111

S.D.
636.90

C=23 F=92

X=14 T=11

640

635

USER NAME = jessica.nille	DESIGNED -	REVISED -	
	DRAWN -	REVISED -	
PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -	
PLOT DATE = 7/11/2025	DATE -	REVISED -	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - FINAL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	148

CONTRACT NO. 74433

ILLINOIS FED. AID PROJECT

MODEL: Default
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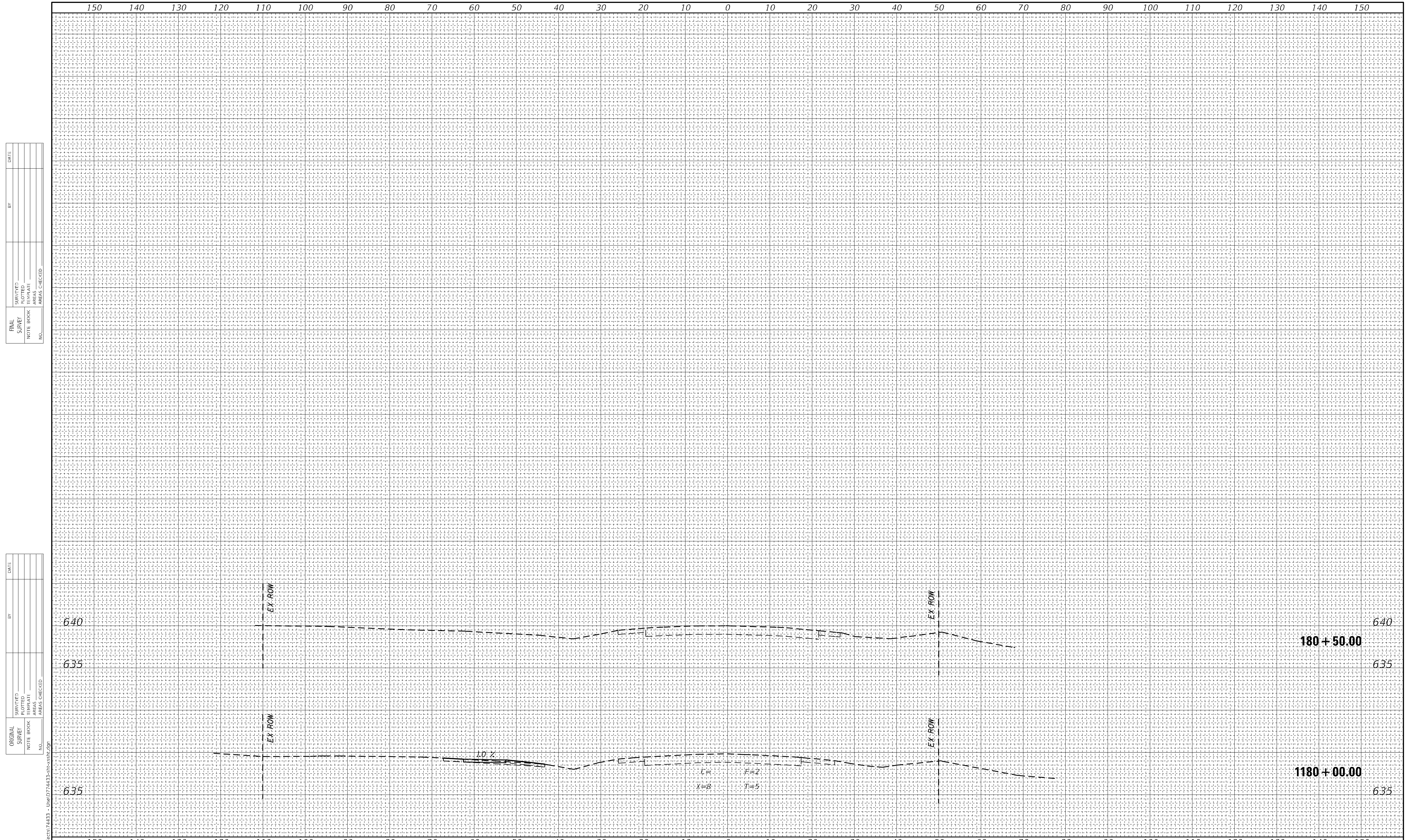

USER NAME	= jessica.hille
PLOT SCALE	= 20.0000 ' / in.
PLOT DATE	= 7/11/2025

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS – FINAL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(FX-VBR)B-1	CLARK	149	149

CONTRACT NO. 74433

ILLINOIS | FED. AID PROJECT

MODEL: Default
FILE NAME: C:\Projects\74433 - Use\D774433-sht-xsfnl.dgn