03-06-2015 LETTING ITEM 096

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	1
	ILLINOIS	CONTRACT NO. 74223		

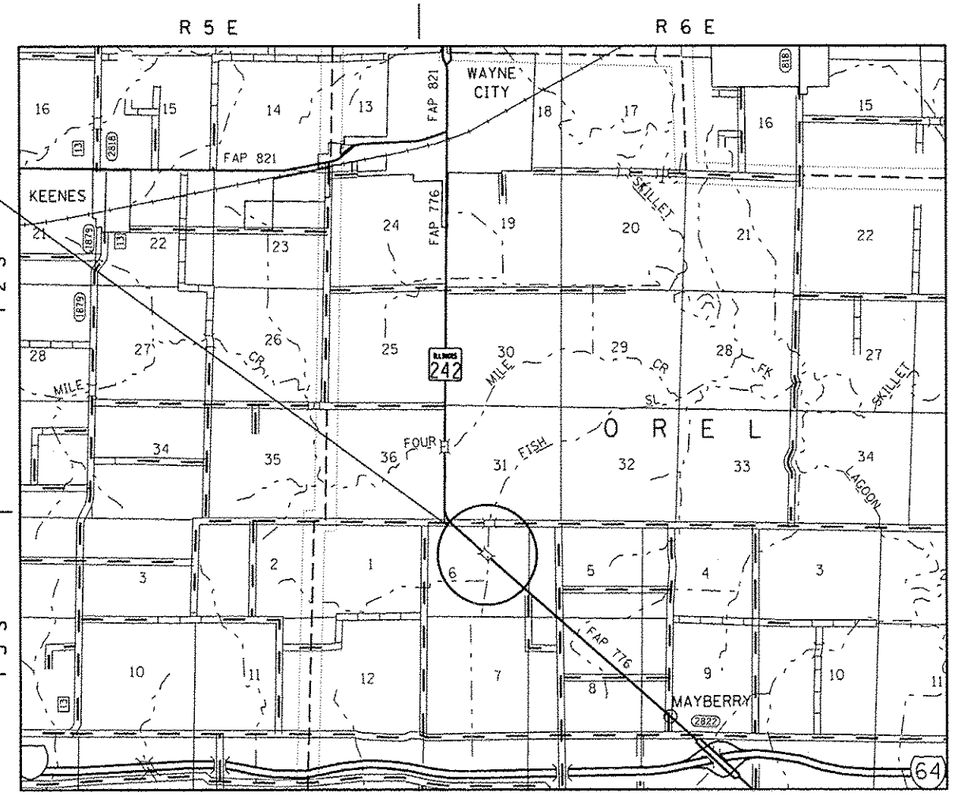
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

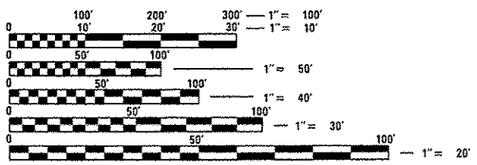
F.A.P. ROUTE 776 (IL.RTE. 242)
SECTION (101B)B-1
PROJECT ACF-0776(030)
BRIDGE REPLACEMENT
WAYNE COUNTY
C-97-011-07

FOR INDEX OF SHEETS, SEE SHEET NO. 2

ADT = 1100 (2007)



F.A.P. RTE. 776 (IL. RTE. 242)
SECTION (101B)B-1
WAYNE COUNTY
STRUCTURE 096-0070
STATION 203+70.00



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

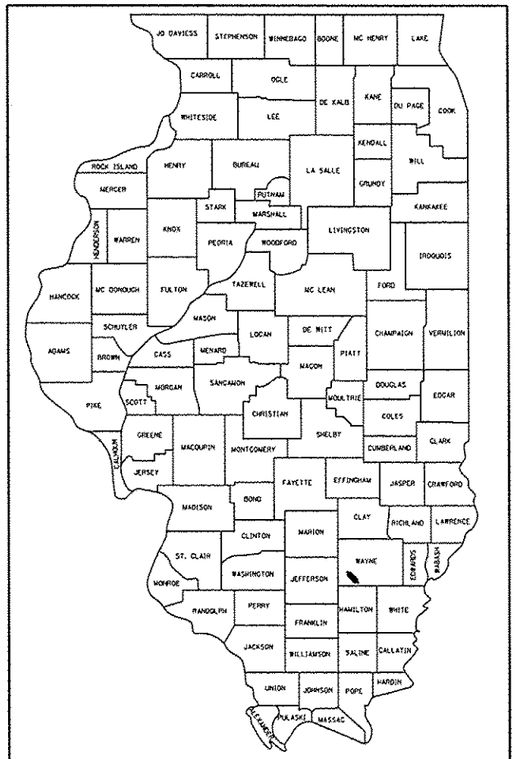
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER: TOM RONAN
PROJECT MANAGER: JENNY SHULL
PHONE: (217)-342-8361

CONTRACT NO. 74223

GROSS LENGTH = 1050 FT. = 0.199 MILES
NET LENGTH = 1050 FT. = 0.199 MILES

D-97-010-07



LOCATION OF SECTION INDICATED THUS:-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED December 11 20 14
Roger L Driskell /ccs
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
Jan 30 20 15
Jolyn D. Baranzelli, P.E. /ccs
acting ENGINEER OF DESIGN AND ENVIRONMENT
Jan 30 20 15
Omer Osman, P.E. /ccs
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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INDEX OF SHEEETS

THE FOLLOWING STANDARDS ARE A PART OF THESE PLANS AND ARE INCLUDED FOLLOWING SHEET NUMBER 66.

STD NO.	DESCRIPTION
000001-06	STANDARD SYMBOLS, ABBREVIATIONS, AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420401-11	BRIDGE APPROACH PAVEMENT CONNECTOR
515001-03	NAME PLATE FOR BRIDGES
601101-01	CONCRETE HEADWALL FOR PIPE DRAINS
610001-06	SHOULDER INLET WITH CURB
630001-10	STEEL PLATE BEAM GUARDRAIL
630201-06	PCC/BITUMINOUS STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-13	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
666001-01	RIGHT OF WAY MARKERS
667101-02	PERMANENT SURVEY MARKERS
668001-01	US GEOLOGICAL SURVEY AND NATIONAL GEODETIC SURVEY BENCHMARKS, RESETTING METHOD
701001-02	OFF ROAD OPERATIONS, 2L, 2W, MORE THAN 15* AWAY
701006-05	OFF ROAD OPERATIONS, 2L, 2W, 15* TO 24" FROM EDGE OF PAVEMENT
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATION DAY ONLY, FOR SPEEDS >= 45 MPH
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS - DAY ONLY
701321-14	LANE CLOSURE 2L, 2W, BRIDGE REPAIR WITH BARRIER
701326-04	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING FOR SPEEDS >= 45 MPH
701901-04	TRAFFIC CONTROL DEVICES
704001-07	TEMPORARY CONCRETE BARRIER
780001-05	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS AND LIST OF STANDARDS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(10)BIB-1	WAYNE	66	2
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

GENERAL NOTES

THIS SECTION SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE PLANS; THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" ADOPTED JANUARY 1, 2012; THE "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" ADOPTED JANUARY 1, 2014; AND THE SPECIAL PROVISIONS INCLUDED IN THE PROPOSAL.

THE WORK INCLUDED IN SECTION (101B)B-1 CONSISTS OF THE COMPLETE REMOVAL AND REPLACEMENT OF EXISTING STRUCTURE NUMBER 096-0030 WITH A NEW STRUCTURE, BRIDGE APPROACH PAVEMENTS, HOT-MIX ASPHALT RESURFACING, RIP RAP, GUARDRAIL, PAVEMENT MARKING AND ANY OTHER WORK NECESSARY TO COMPLETE THIS SECTION. THE WORK SHALL BE COMPLETED UTILIZING STAGE CONSTRUCTION WITH TEMPORARY TRAFFIC SIGNALS. THE EXISTING STRUCTURE NUMBER 096-0030, CARRIES ILLINOIS ROUTE 242 OVER FISH SLOUGH AND IS LOCATED APPROXIMATELY 3.5 MILES SOUTH OF WAYNE CITY IN WAYNE COUNTY.

THE COST OF TEMPORARY PAVEMENT MARKING FOR STAGED CONSTRUCTION IS INCLUDED IN THE COST OF STANDARD 701321. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACEMENT OR REMOVAL AS STATED IN ARTICLE 703.07 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

THE EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH STAGE I & II OF STANDARD 701321 WILL BE REMOVED. THE REMOVED MARKINGS WILL BE PAID FOR AS PAVEMENT MARKING REMOVAL.

PAINT PAVEMENT MARKING LINE - 4" SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE STANDARDS, AS SHOWN IN THE PLANS, AND AS DETERMINED BY THE ENGINEER. THE TOTAL QUANTITY CALCULATED CONSISTS OF 430 FEET OF YELLOW AND 3,482 FEET OF WHITE.

RAISED REFLECTIVE PAVEMENT MARKERS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 781 OF THE STANDARD SPECIFICATIONS. THE TOTAL QUANTITY OF RAISED REFLECTIVE PAVEMENT MARKERS CONSISTS OF 22 TWO-WAY AMBER MARKERS. THE TOTAL QUANTITY OF RAISED REFLECTIVE PAVEMENT MARKERS (BRIDGE) CONSISTS OF 2 TWO-WAY AMBER MARKERS.

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

THE RESIDENT ENGINEER SHALL BE THE SOLE JUDGE CONCERNING THE CURING TIME FOR ALL HOT-MIX ASPHALT LIFTS.

THE PAY ITEM TEMPORARY RAMP HAS BEEN INCLUDED FOR THE CONSTRUCTION OF TEMPORARY RAMPS IN ACCORDANCE WITH ARTICLE 406.08 OF THE STANDARD SPECIFICATIONS. THE CONTRACT UNIT PRICE PER SQUARE YARD FOR TEMPORARY RAMP SHALL INCLUDE BOTH THE INSTALLATION AND THE REMOVAL OF THE RAMPS.

A UNIFORMLY STRAIGHT SAW CUT SHALL BE MADE AT LOCATIONS WHERE THE PROPOSED NEW CONSTRUCTION WILL ABUT THE EXISTING BITUMINOUS CONCRETE SURFACES. THE SAW CUT SHALL BE MADE FULL DEPTH THROUGH THE EXISTING SURFACE. THIS WORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE CONTRACT ITEMS INVOLVED AND NO EXTRA COMPENSATION WILL BE ALLOWED.

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

THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRS TO ANY DAMAGED UTILITIES AS A RESULT OF WORK IN THE AREA.

THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM INFORMATION FURNISHED BY THE UTILITY OWNERS AND MUST BE CONSIDERED APPROXIMATE. FIELD MARKINGS OF FACILITIES IN CRITICAL AREAS MAY BE OBTAINED BY PROVIDING A MINIMUM OF 48 HOURS ADVANCE NOTICE THROUGH THE J.U.L.I.E. SYSTEM BY CALLING 800-892-0123.

ALL EXCAVATION ABOVE THE BOTTOM OF THE RIPRAP EXCAVATION LINE SHALL BE INCLUDED IN THE COST OF STONE RIPRAP, CLASS A5 AND NO ADDITIONAL COMPENSATION WILL BE PERMITTED.

ALL WORK NECESSARY TO ATTACH THE 4" PIPE DRAINS TO THE ABUTMENT DRAIN PIPES. TRENCHING IN THE PIPE DRAINS AND INSTALLING THE PIPE INTO THE CONCRETE HEADWALLS IS INCLUDED IN THE CONTRACT UNIT PRICE PER FOOT FOR PIPE DRAINS 4". THE ESTIMATED QUANTITY OF 62' WAS CALCULATED BY TAKING THE DIFFERENCE BETWEEN THE STRUCTURE PIPE UNDERDRAIN ELEVATIONS AND THE TOE OF SLOPE ELEVATIONS FROM THE CROSS SECTIONS.

PERMANENT SURVEY MARKER, TYPE II SHALL BE CAST-IN-PLACE ACCORDING TO STANDARD 668001. THE PERMANENT SURVEY MARKER SHALL BE INSTALLED INSIDE ROW AS DIRECTED BY THE RESIDENT ENGINEER.

THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

BINDER COURSE-FULL DEPTH PAVEMENT (4", 2 3/4", AND 2 1/4" LIFTS)
APPLICATION: HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
PG GRADE: PG 64-22
DESIGN AIR VOIDS: 4.0% @ NDESIGN = 70
MIXTURE COMPOSITION: IL-19.0
FRICTION AGGREGATE: N/A

BINDER COURSE-OUTSIDE FULL DEPTH PAVEMENT
APPLICATION: HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
PG GRADE: PG 64-22
DESIGN AIR VOIDS: 4.0% @ NDESIGN = 70
MIXTURE COMPOSITION: IL-19.0
FRICTION AGGREGATE: N/A

SURFACE COURSE-FULL DEPTH PAVEMENT AND OTHER SURFACE
APPLICATION: HOT-MIX ASPHALT SURFACE COURSE, MIX "C" N70
PG GRADE: PG 64-22
DESIGN AIR VOIDS: 4.0% @ NDESIGN = 70
MIXTURE COMPOSITION: IL-9.5
FRICTION AGGREGATE: MIXTURE C

BASE COURSE WIDENING
APPLICATION: HOT-MIX ASPHALT BINDER COURSE, IL 19.0, N70
PG GRADE: PG 64-22
DESIGN AIR VOIDS: 4.0% @ NDESIGN = 70
MIXTURE COMPOSITION: IL-19.0
FRICTION AGGREGATE: N/A

BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)
APPLICATION: HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70
PG GRADE: PG 64-22
DESIGN AIR VOIDS: 4.0% @ NDESIGN = 70
MIXTURE COMPOSITION: IL-19.0
FRICTION AGGREGATE: N/A

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

AGGREGATE SHOULDERS	2.05 TONS/CU YD
BITUMINOUS MATERIALS (PRIME COAT)	0.05 LBS/SQ FT (MILLED SURFACE)
	0.025 LBS/SQ FT (BETWEEN HMA LIFTS)
HOT-MIX ASPHALT	112 LBS/SQ YD/INCH

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	3
		CONTRACT NO. 74223		
		ILLINOIS FED. AID PROJECT		

80/20 FED/STATE

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0011		
20200100	EARTH EXCAVATION	CU YD	1405	1405		
20400800	FURNISHED EXCAVATION	CU YD	1921	1921		
20600200	GRANULAR EMBANKMENT, SPECIAL	CU YD	654	654		
25000200	SEEDING, CLASS 2	ACRE	1.1	1.1		
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	95	95		
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	95	95		
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	95	95		
25000700	AGRICULTURAL GROUND LIMESTONE	TON	2.1	2.1		
25100115	MULCH, METHOD 2	ACRE	1.1	1.1		
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	105	105		
28000305	TEMPORARY DITCH CHECKS	FOOT	120	120		
28000500	INLET AND PIPE PROTECTION	EACH	1	1		
28100109	STONE RIPRAP, CLASS A5	SQ YD	823	823		
28200200	FILTER FABRIC	SQ YD	973	973		

80/20 FED/STATE

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0011		
35600716	HOT-MIX ASPHALT BASE COURSE WIDENING, 10"	SQ YD	773	773		
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	969	969		
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	352	352		
40600990	TEMPORARY RAMP	SQ YD	93	93		
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	362	362		
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	159	159		
40701901	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11"	SQ YD	1264	1264		
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	196	196		
44000100	PAVEMENT REMOVAL	SQ YD	319	319		
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	529	529		
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1		
50200100	STRUCTURE EXCAVATION	CU YD	204	204		
50300100	FLOOR DRAINS	EACH	8	8		
50300225	CONCRETE STRUCTURES	CU YD	67.6	67.6		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NA | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101)BIB-1	WAYNE	66	4
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

80/20 FED/STATE

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0011		
50300255	CONCRETE SUPERSTRUCTURE	CU YD	210.3	210.3		
50300260	BRIDGE DECK GROOVING	SQ YD	450	450		
50300280	CONCRETE ENCASEMENT	CU YD	4.2	4.2		
50300300	PROTECTIVE COAT	SQ YD	568	568		
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	1		
50500505	STUD SHEAR CONNECTORS	EACH	1062	1062		
50800105	REINFORCEMENT BARS	POUND	2570	2570		
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	56700	56700		
50800515	BAR SPLICERS	EACH	548	548		
51201400	FURNISHING STEEL PILES HP10X42	FOOT	456	456		
51202305	DRIVING PILES	FOOT	456	456		
51500100	NAME PLATES	EACH	1	1		
52100520	ANCHOR BOLTS, 1"	EACH	24	24		
54001001	BOX CULVERT END SECTIONS, CULVERT NO. 1	EACH	2	2		

80/20 FED/STATE

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0011		
54002020	EXPANSION BOLTS 3/4 INCH	EACH	44	44		
54003000	CONCRETE BOX CULVERTS	CU YD	16.2	16.2		
54010803	PRECAST CONCRETE BOX CULVERTS 8' X 3'	FOOT	40	40		
54215547	METAL END SECTIONS 12"	EACH	4	4		
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	92	92		
60100945	PIPE DRAINS 12"	FOOT	151	151		
60900515	CONCRETE THRUST BLOCKS	EACH	4	4		
61000335	TYPE G INLET BOX, STANDARD 610001	EACH	4	4		
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	250	250		
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4		
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4		
63200310	GUARDRAIL REMOVAL	FOOT	326	326		
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	8	8		

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NA | SHEET NO. 2 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	5
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

80/20 FED/STATE

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0011		
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	1	1		
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	7	7		
67100100	MOBILIZATION	L SUM	1	1		
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	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		
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1		
70300100	SHORT TERM PAVEMENT MARKING	FOOT	344	344		
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	3912	3912		
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	57	57		
70400100	TEMPORARY CONCRETE BARRIER	FOOT	1400	1400		

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80/20 FED/STATE

SUMMARY OF QUANTITIES

CODE NO	ITEM	UNIT	TOTAL QUANTITIES	CONSTRUCTION TYPE CODE 0011		
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	1350	1350		
70600250	IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2		
70600350	IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2		
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	3912	3912		
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	22	22		
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	2	2		
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8		
* 78200420	GUARDRAIL MARKERS, TYPE B	EACH	2	2		
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4		
78300100	PAVEMENT MARKING REMOVAL	SQ FT	45	45		
~~X2070304~~	~~POROUS GRANULAR EMBANKMENT, SPECIAL~~	~~CU YD~~	~~161~~	~~161~~		
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	924	924		
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	161	161		

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NA | SHEET NO. 3 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101)B1B-1	WAYNE	66	6
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

80/20 FED / STATE

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT		0011		
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	28	28		
X7040125	PINNING TEMPORARY CONCRETE BARRIER	EACH	222	222		
Z0004638	PAVEMENT BREAKING	SQ YD	1414	1414		
Z0005010	HOT-MIX ASPHALT FOR PATCHING POTHOLES (COLD MIX)	TON	2	2		
Z0026407	TEMPORARY SHEET PILING	SQ FT	1387	1387		
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	124	124		
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	2626	2626		

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE		
CODE NO	ITEM	UNIT				

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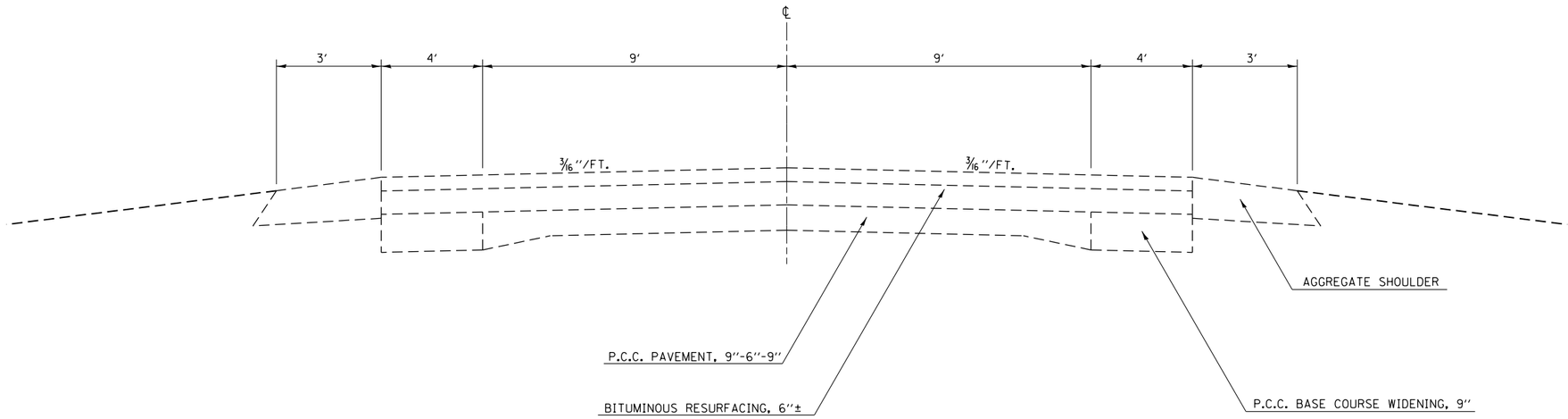
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NA | SHEET NO. 4 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	7
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

EXISTING TYPICAL CROSS SECTION



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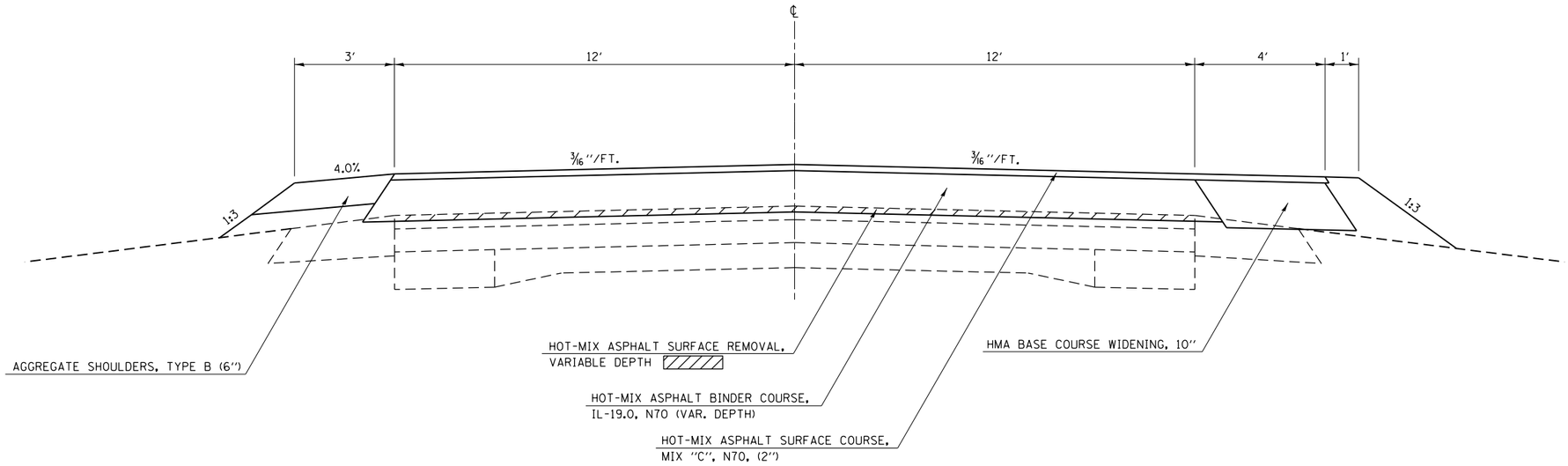
		DRAWN -	REVISED -			776	(101B)B-1	WAYNE	66	8
	PLOT SCALE = 100.0000 ′ / in.	CHECKED -	REVISED -					CONTRACT NO. 74223		
	PLOT DATE = 12/10/2014	DATE -	REVISED -		SCALE: NA / SHEET NO. 1 OF 2 SHEETS / STA. / TO STA.			ILLINOIS FED. AID PROJECT		

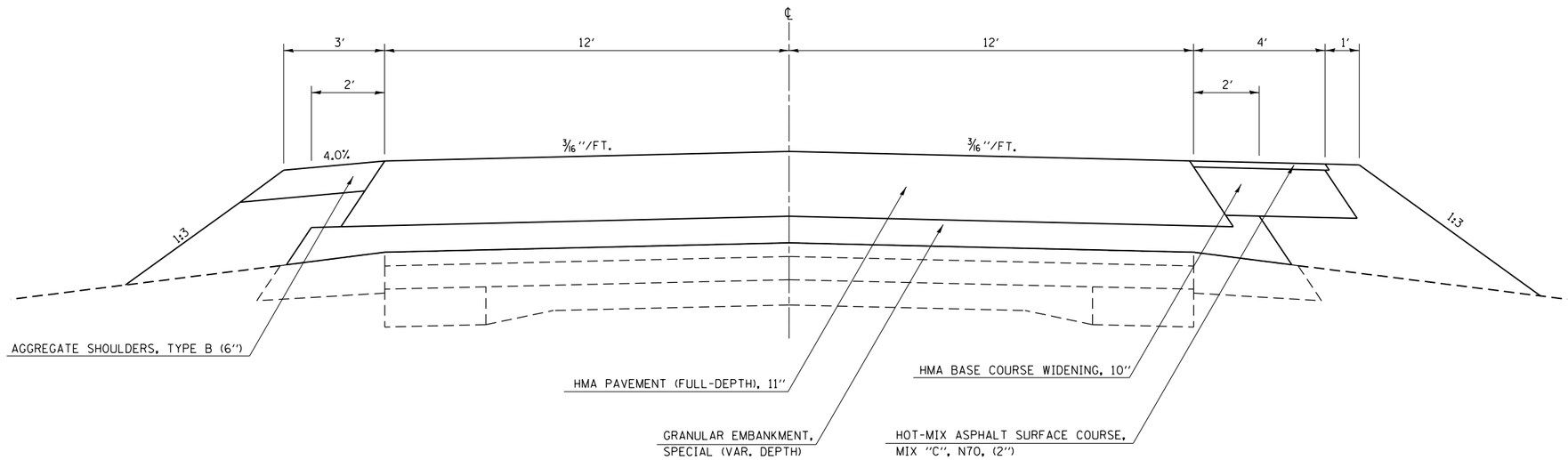
PROPOSED TYPICAL CROSS SECTION

STA. 198+45.0 TO STA. 200+59.0
STA. 206+83.5 TO STA. 208+95.0



PROPOSED TYPICAL CROSS SECTION

STA. 200+59.0 TO STA. 202+76.6
STA. 204+63.4 TO STA. 206+83.5



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	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PROPOSED TYPICAL CROSS SECTIONS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	9
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

SEEDING SCHEDULE

STATION TO STATION	SEEDING, CLASS 2	TEMPORARY EROSION CONTROL SEEDING	NITROGEN FERTILIZER NURTIENT	PHOSPHORUS FERTILIZER NURTIENT	POTASSIUM FERTILIZER NURTIENT	MULCH, METHOD 2	AGRICULTURAL GROUND LIMESTONE
	ACRE	POUND	POUND	POUND	POUND	ACRE	TON
IL 242							
197+00.0 TO 197+28.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
197+28.0 TO 198+00.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
198+00.0 TO 198+50.0	0.0	2.0	1.8	1.8	1.8	0.0	0.0
198+50.0 TO 199+00.0	0.0	2.0	1.8	1.8	1.8	0.0	0.0
199+00.0 TO 199+50.0	0.0	3.0	2.7	2.7	2.7	0.0	0.1
199+50.0 TO 200+00.0	0.0	3.0	2.7	2.7	2.7	0.0	0.1
200+00.0 TO 200+50.0	0.0	3.0	2.7	2.7	2.7	0.0	0.1
200+50.0 TO 201+00.0	0.0	3.0	2.7	2.7	2.7	0.0	0.1
201+00.0 TO 201+50.0	0.0	4.0	3.6	3.6	3.6	0.0	0.1
201+50.0 TO 202+00.0	0.1	7.0	6.3	6.3	6.3	0.1	0.1
202+00.0 TO 202+50.0	0.1	6.0	5.4	5.4	5.4	0.1	0.1
202+50.0 TO 203+00.0	0.1	5.0	4.5	4.5	4.5	0.1	0.1
203+00.0 TO 203+32.5	0.0	4.0	3.6	3.6	3.6	0.0	0.1
204+07.5 TO 204+50.0	0.0	3.0	2.7	2.7	2.7	0.0	0.1
204+50.0 TO 205+00.0	0.1	9.0	8.1	8.1	8.1	0.1	0.2
205+00.0 TO 205+50.0	0.1	10.0	9.0	9.0	9.0	0.1	0.2
205+50.0 TO 206+00.0	0.1	8.0	7.2	7.2	7.2	0.1	0.2
206+00.0 TO 206+50.0	0.1	7.0	6.3	6.3	6.3	0.1	0.1
206+50.0 TO 207+00.0	0.1	7.0	6.3	6.3	6.3	0.1	0.1
207+00.0 TO 207+50.0	0.1	6.0	5.4	5.4	5.4	0.1	0.1
207+50.0 TO 208+00.0	0.1	5.0	4.5	4.5	4.5	0.1	0.1
208+00.0 TO 208+50.0	0.0	4.0	3.6	3.6	3.6	0.0	0.1
208+50.0 TO 209+00.0	0.0	3.0	2.7	2.7	2.7	0.0	0.1
209+00.0 TO 209+50.0	0.0	1.0	0.9	0.9	0.9	0.0	0.0
209+50.0 TO 210+00.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
210+00.0 TO 210+12.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
210+12.0 TO 210+50.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL =	1.1	105.0	95.0	95.0	95.0	1.1	2.1

EARTHWORK SCHEDULE

STATION TO STATION	EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EARTH FILL	EARTHWORK BALANCE, WASTE (+) OR SHORTAGE (-)
	CU YD	CU YD	CU YD	CU YD
197+00.00 TO 197+28.00	1.3	0.9	0.5	0.5
197+28.00 TO 198+00.00	6.6	5.0	2.5	2.5
198+00.00 TO 198+50.00	4.8	3.6	2.2	1.4
198+50.00 TO 199+00.00	2.9	2.2	11.5	-9.3
199+00.00 TO 199+50.00	0.6	0.4	25.4	-24.9
199+50.00 TO 200+00.00	0.1	0.1	31.1	-31.1
200+00.00 TO 200+50.00	0.0	0.0	43.0	-43.0
200+50.00 TO 201+00.00	0.0	0.0	66.8	-66.8
201+00.00 TO 201+50.00	4.1	3.1	123.9	-120.9
201+50.00 TO 202+00.00	13.4	10.1	206.2	-196.1
202+00.00 TO 202+50.00	21.7	16.3	255.2	-238.9
202+50.00 TO 203+00.00	34.2	25.7	255.4	-229.7
203+00.00 TO 203+32.50	28.4	21.3	158.7	-137.4
BRIDGE	659.2	403.2	0.0	403.2
204+07.50 TO 204+50.0	166.0	124.5	271.7	-147.1
204+50.00 TO 205+00.0	177.8	133.4	332.4	-199.0
205+00.00 TO 205+50.0	118.1	88.6	323.7	-235.1
205+50.00 TO 206+00.0	63.7	47.8	252.8	-205.0
206+00.00 TO 206+50.0	42.5	31.9	223.1	-191.2
206+50.00 TO 207+00.0	28.0	21.0	161.3	-140.3
207+00.00 TO 207+50.0	12.3	9.2	58.4	-49.2
207+50.00 TO 208+00.0	1.6	1.2	37.3	-36.1
208+00.00 TO 208+50.0	2.1	1.6	26.4	-24.8
208+50.00 TO 209+00.0	3.8	2.8	8.9	-6.1
209+00.00 TO 209+50.0	4.4	3.3	2.2	1.1
209+50.00 TO 210+00.0	4.5	3.4	2.1	1.3
210+00.00 TO 210+12.0	1.0	0.8	0.5	0.3
210+12.00 TO 210+50.0	1.6	1.2	0.7	0.5
TOTALS =	1405.0	962.0	2884.0	-1921.0

DRAINAGE SCHEDULE

LOCATION	TYPE G INLET BOX, STANDARD 610001	PIPE DRAINS, 12"	METAL END SECTION, 12"	CONCRETE THRUST BLOCKS
	EACH	FOOT	EACH	EACH
LT 202+86	1	53	1	1
RT 203+07	1	30	1	1
LT 204+33	1	32	1	1
RT 204+54	1	36	1	1
TOTALS	4	151	4	4

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	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: NA | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	10
		CONTRACT NO. 74223		
	ILLINOIS	FED. AID PROJECT		

PAVEMENT MARKING SCHEDULE

STATION TO STATION	LENGTH	PAINT PAVEMENT MARKING - LINE 4"	TEMPORARY PAVEMENT MARKING - LINE 4"	SHORT-TERM PAVEMENT MARKING	WORK ZONE PAVEMENT MARKING REMOVAL	RAISED REFLECTIVE PAVEMENT MARKER	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	PAVEMENT MARKING REMOVAL
	FOOT	FOOT	FOOT	FOOT	SQ FT	EACH	EACH	SQ FT
194+88.00 TO 197+28.00	240.0	540.0	540.0	48.0	8.0	3.0	0.0	20.0
197+28.00 TO 203+32.00	604.0	1358.0	1358.0	120.0	20.0	8.0	0.0	0.0
203+32.00 TO 204+09.00	77.0	174.0	174.0	16.0	2.7	0.0	2.0	0.0
204+09.00 TO 210+12.00	603.0	1356.0	1356.0	120.0	20.0	8.0	0.0	0.0
210+12.00 TO 212+29.00	217.0	484.0	484.0	40.0	6.7	3.0	0.0	25.0
TOTALS		3912.0	3912.0	344.0	57.3	22.0	2.0	45.0

GUARDRAIL SCHEDULE

LOCATION	GUARDRAIL REMOVAL	TRAFFIC BARRIER TERMINAL TYPE 1, SPECIAL (TANGENT)	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 6	GUARDRAIL MARKERS, TYPE A	BARRIER WALL MARKERS, TYPE B	TERMINAL MARKERS - DIRECT APPLIED
	FOOT	EACH	FOOT	EACH	EACH	EACH	EACH
SN 096-0070							
NORTHWEST CORNER	44.0	1.0	62.5	1.0	2.0		1.0
SOUTHWEST CORNER	44.0	1.0	62.5	1.0	2.0		1.0
BRIDGE						2.0	
NORTHEAST CORNER	44.0	1.0	62.5	1.0	2.0		1.0
SOUTHEAST CORNER	44.0	1.0	62.5	1.0	2.0		1.0
LT 199+79 TO 199+54	75.0						
RT 198+44 TO 199+19	75.0						
TOTALS=	326.0	4.0	250.0	4.0	8.0	2.0	4.0

RESURFACING SCHEDULE

STATION TO STATION	LENGTH	TEMPORARY SOIL RETENTION SYSTEM	PAVEMENT BREAKING	GRANULAR EMBANKMENT, SPECIAL	HOT-MIX ASPHALT PAVEMENT (FULL-DEPTH), 11"	BITUMINOUS MATERIALS (PRIME COAT)	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	AGGREGATE SHOULDERS, TYPE B 6"	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	TEMPORARY RAMP
	FOOT	SQ FT	SQ YD	CU YD	SQ YD	POUND	TON	TON	SQ YD	SQ YD	SQ YD	SQ YD	SQ YD
198+45.00 TO 198+93.30	48.3	0.0	0.0	0.0	0.0	62.8	0.0	18.0	0.0	16.1	0.0	161.0	23.3
198+93.30 TO 200+59.00	165.7	0.0	0.0	0.0	0.0	430.8	187.6	61.9	0.0	55.2	478.7	0.0	0.0
200+59.00 TO 202+76.60	217.6	1305.6	628.6	264.6	628.6	0.0	0.0	0.0	0.0	170.8	0.0	0.0	23.3
202+76.60 TO 203+02.50	25.9	0.0	74.8	58.5	0.0	0.0	0.0	0.0	97.8	17.3	0.0	0.0	0.0
203+02.50 TO 204+37.50	135.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
204+37.50 TO 204+63.40	25.9	0.0	74.8	58.5	0.0	0.0	0.0	0.0	97.8	17.3	0.0	0.0	0.0
204+63.40 TO 206+83.50	220.1	1320.6	635.8	272.2	635.8	0.0	0.0	0.0	0.0	181.6	0.0	0.0	23.3
206+83.50 TO 208+37.80	154.3	0.0	0.0	0.0	0.0	401.2	174.7	57.6	0.0	51.4	445.8	0.0	0.0
208+37.80 TO 208+95.00	57.2	0.0	0.0	0.0	0.0	74.4	0.0	21.4	0.0	19.1	0.0	190.7	23.3
TOTALS		2626.0	1414.0	654.0	1264.0	969.0	362.0	159.0	196.0	529.0	924.0	352.0	93.0

ROW MARKER SCHEDULE

STATION	SIDE	O/S	FURNISHING AND ERECTING RIGHT OF WAY MARKERS
		(FEET)	(EACH)
197+00.00	LT	30.00	1
197+00.00	RT	30.00	1
202+00.00	LT	70.00	1
202+00.00	RT	80.00	1
205+00.00	LT	70.00	1
205+00.00	RT	80.00	1
210+00.00	LT	30.00	1
210+00.00	RT	30.00	1
		TOTAL =	8

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DESIGNED - | DRAWN - | CHECKED - | DATE -

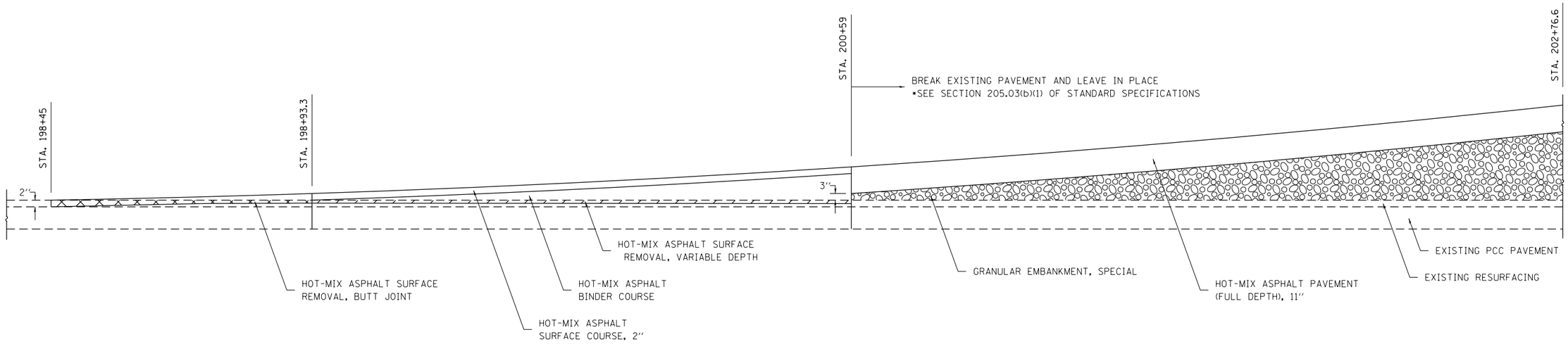
REVISED - | REVISED - | REVISED - | REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	11
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			



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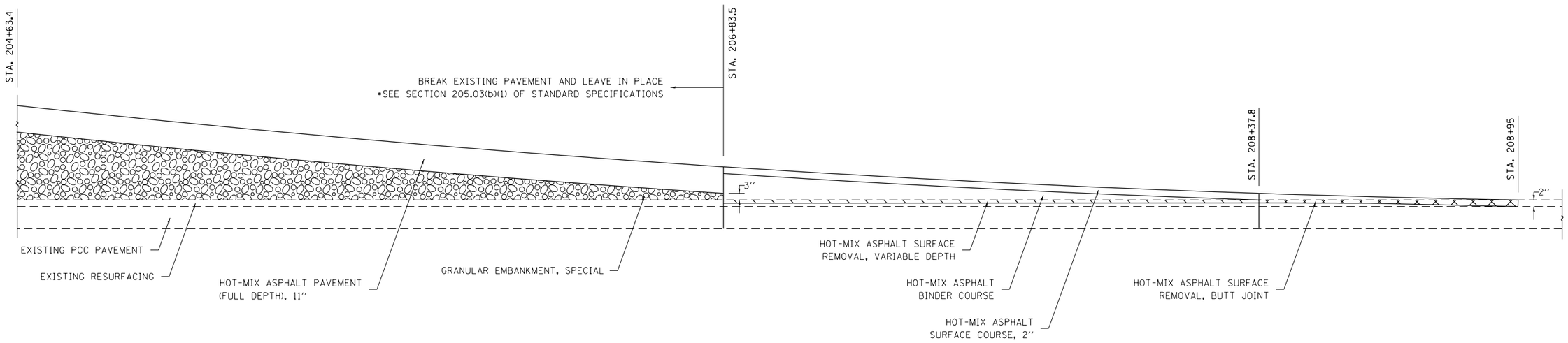

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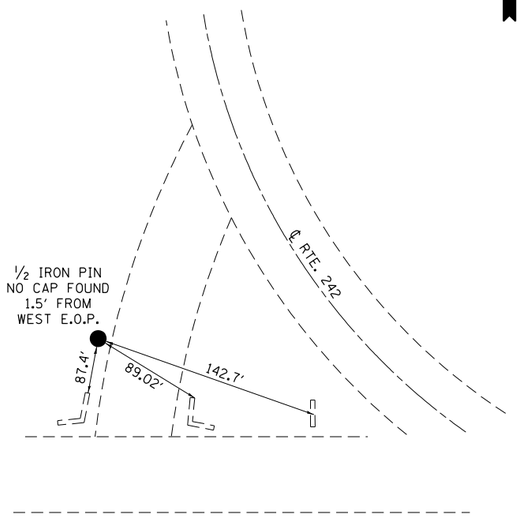
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

HMA PROFILE GRADE CHANGE

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

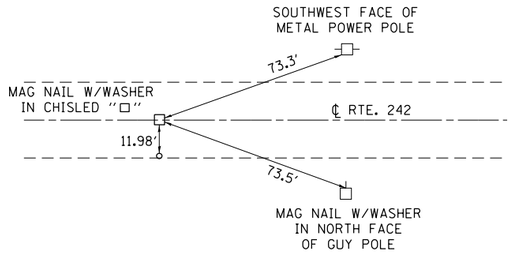
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	12
		CONTRACT NO. 74223		
	ILLINOIS	FED. AID PROJECT		

P. I. STA. 178+44.5



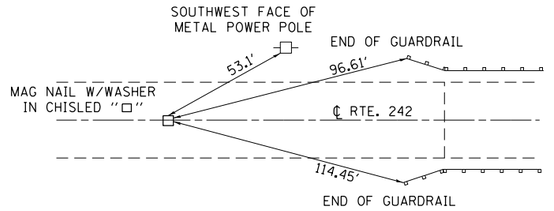
NOTE: NOT TO SCALE

P. O. T. STA. 182+00



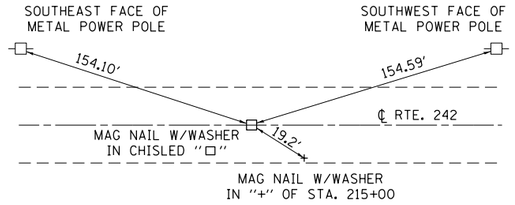
NOTE: NOT TO SCALE

P. O. T. STA. 210+00



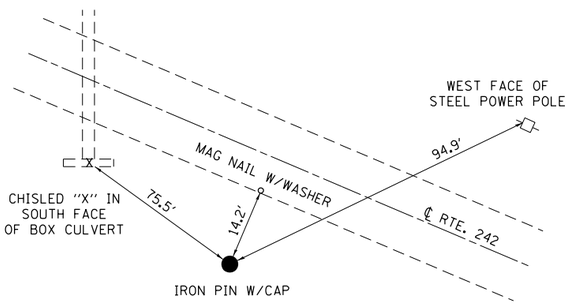
NOTE: NOT TO SCALE

P. O. T. STA. 215+00



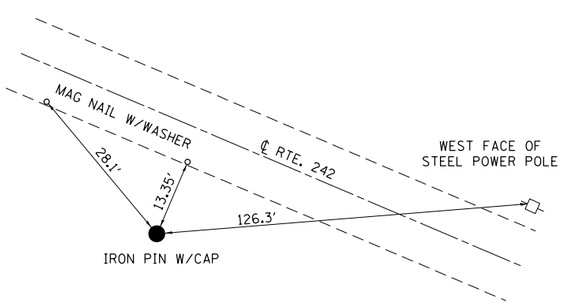
NOTE: NOT TO SCALE

TOPO POINT 102
STA. 188+40.4
26.52′ RT.



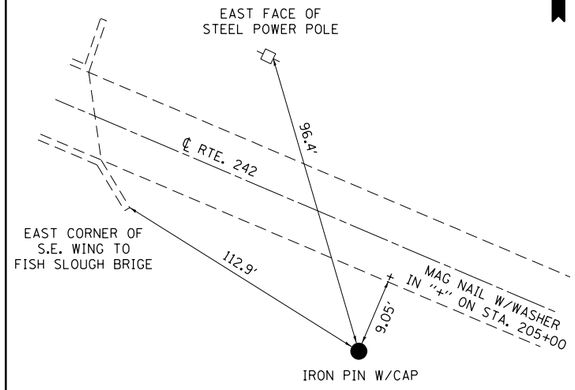
NOTE: NOT TO SCALE

TOPO POINT 101
STA. 197+12.62
25.77′ RT.



NOTE: NOT TO SCALE

TOPO POINT 100
STA. 205+15.75
20.28′ RT.



NOTE: NOT TO SCALE

BENCHMARKS

BENCHMARK	ELEVATION	STATION	OFFSET	DESCRIPTION
607	402.928	211+30	16′ LT	CUT SQUARE CENTER OF BOX CULVERT W SIDE OF IL 242
608	403.564	203+60	16′ LT	CUT SQUARE SE CORNER OF FISH SLOUGH BRIDGE E OF IL 242 SN 096-0030
H 253	403.425	177+30	50′ RT	H 253 RESET DISC ON NW CORNER OF BOX CULVERT W OF IL 242

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Default	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TIE POINTS AND BENCHMARKS

SCALE: N/A | SHEET 1 OF 1 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	13
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

PLAN

DATE	BY	
		SURVEYED
		PLOTTED
		ALIGNMENT CHECKED
		RT. OF WAY CHECKED
		CADD FILE NAME
		NOTE BOOK
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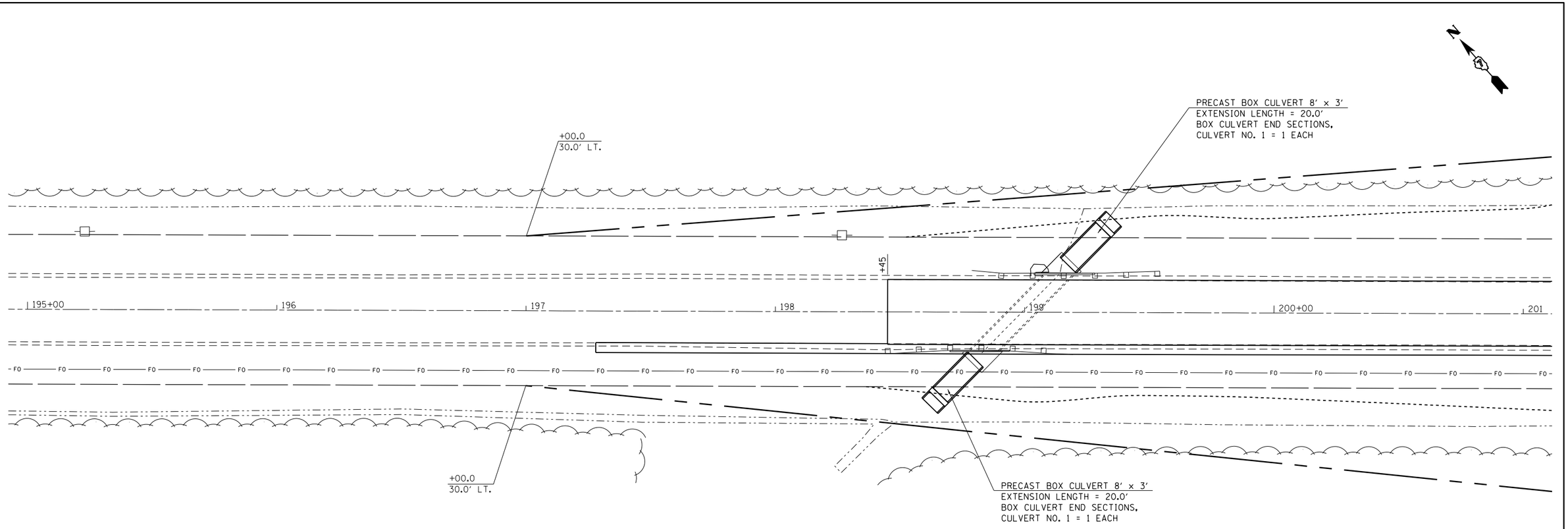

PROFILE

DATE	BY	
		SURVEYED
		PLOTTED
		CROSS SECTIONS CHECKED
		B.M. NOTED
		STRUCTURE NOTATNS CHKD
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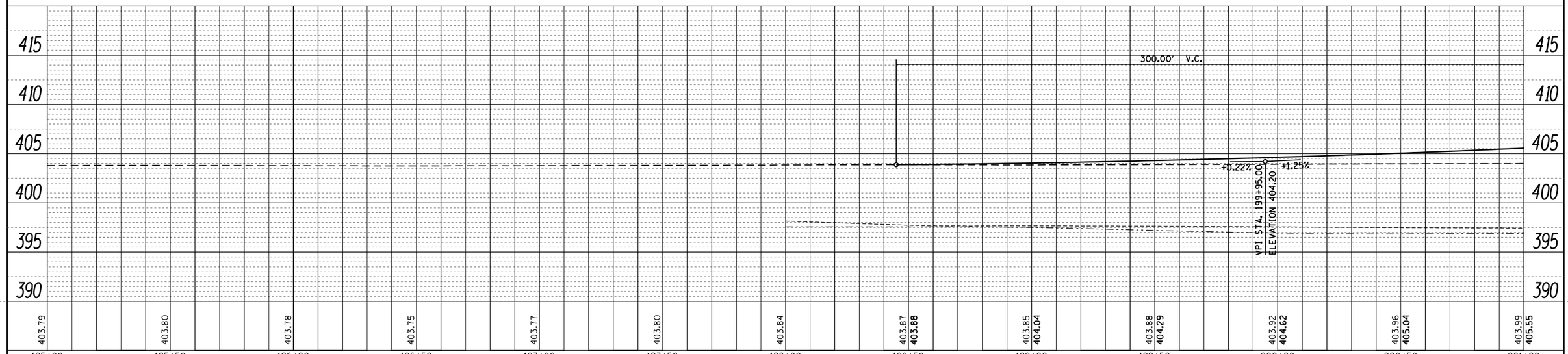

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE

SCALE: 20 | SHEET NO. 1 OF 3 SHEETS | STA. 195+00 | TO STA. 201+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	14
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

PLAN

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

BY	DATE

PROFILE

SURVEYED	
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B.M. NOTED	
STRUCTURE NOTATNS CHKD	
NOTE BOOK	
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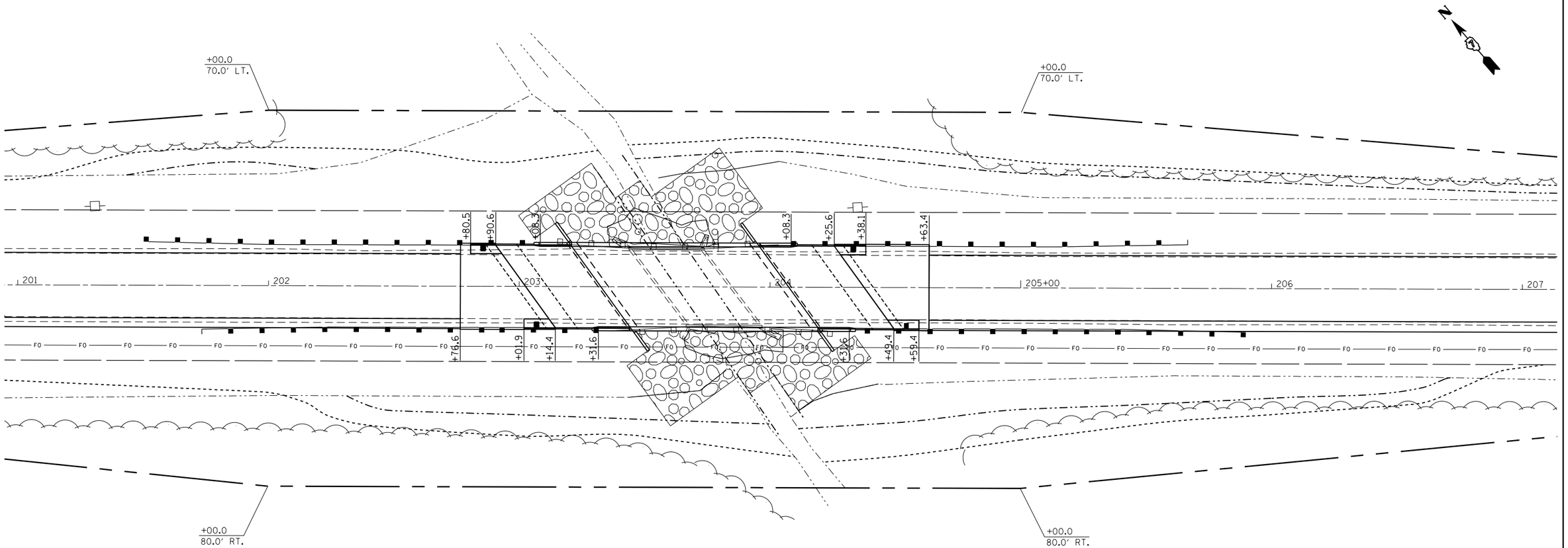
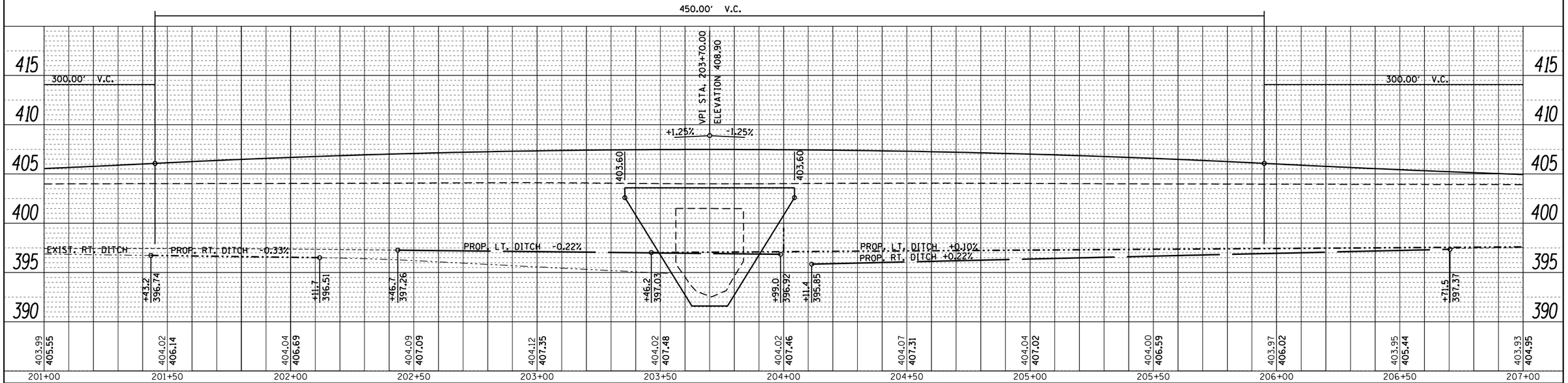
BY	DATE





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	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

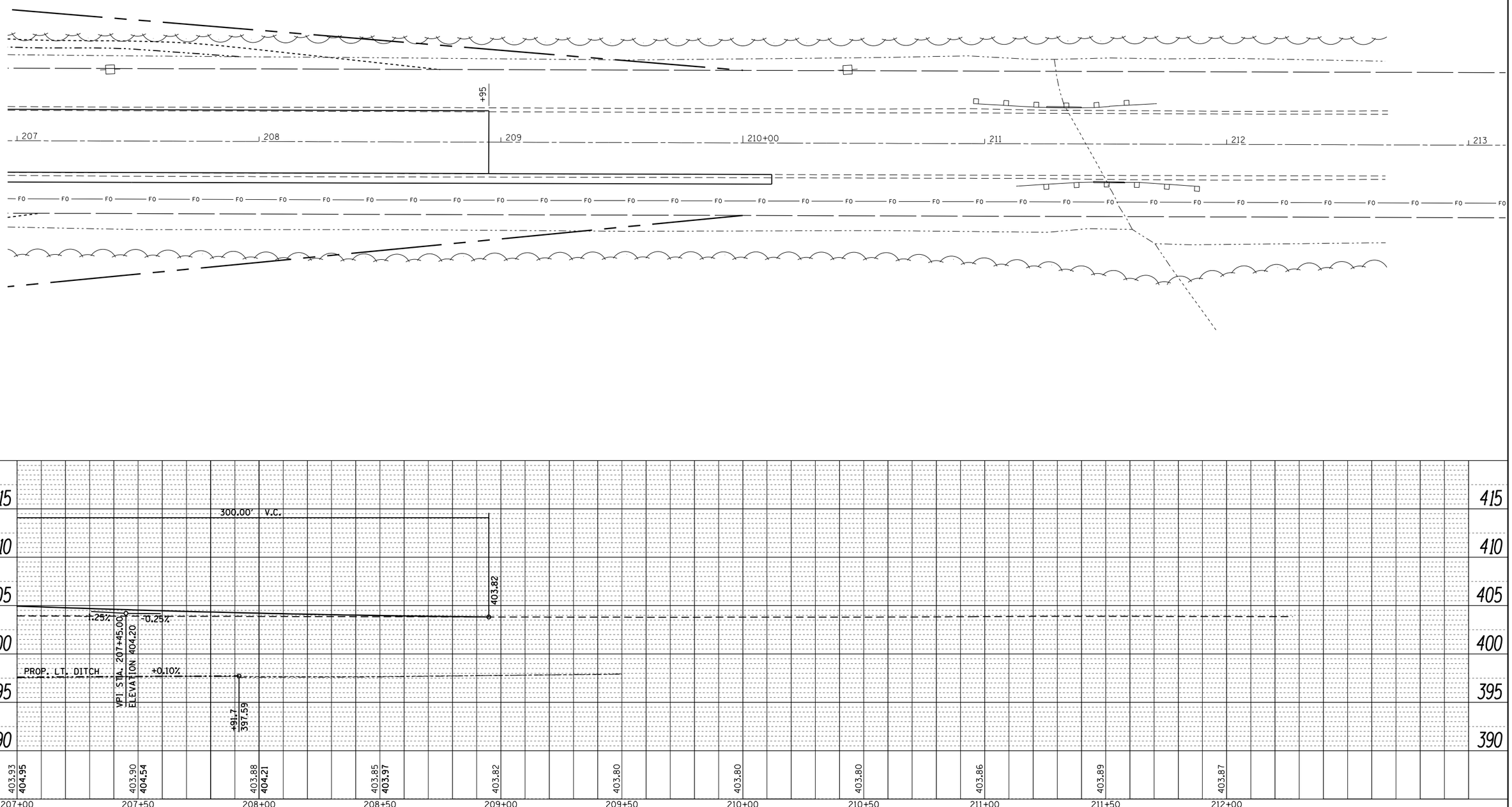
PLAN AND PROFILE

SCALE: 20 | SHEET NO. 2 OF 3 SHEETS | STA. 201+00 | TO STA. 207+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	15
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

PLAN

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



PROFILE

DATE	BY	
		SURVEYED
		PLOTTED
		CROSS SECT. CHECKED
		B.M. NOTED
		STRUCTURE NOTATNS CHKD
		NOTE BOOK
		NO.

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	PLOT DATE = 12/10/2014	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PLOT

SCALE: 20 | SHEET NO. 3 OF 3 SHEETS | STA. 207+00 | TO STA. 213+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	16
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

STAGE 1 TRAFFIC CONTROL

PRE STAGE 1 SEQUENCE OF OPERATIONS

1. EXTEND BOX CULVERT AT STATION 198+86.

2. CONSTRUCT BASE COURSE WIDENING FOR STAGE I TRAFFIC.

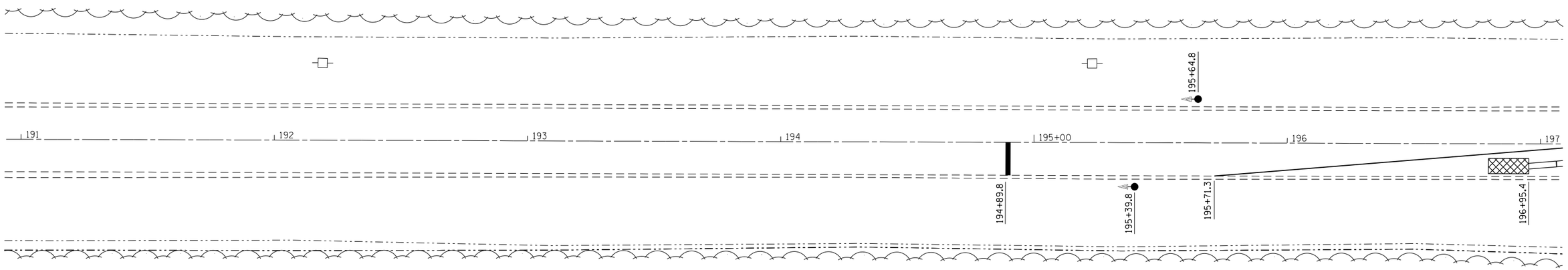
STAGE I SEQUENCE OF OPERATIONS

1. ERECT SIGNS, TRAFFIC SIGNALS, TEMPORARY BARRIERS, ETC. ACCORDING TO TRAFFIC CONTROL STANDARD 701321 AND THE DETAILS IN THE PLANS.

2. REMOVE THE STAGE I PORTION OF THE EXISTING STRUCTURE, PAVEMENT, SHOULDERS, AND GUARDRAIL.

3. CONSTRUCT THE STAGE I PORTION OF THE PROPOSED STRUCTURE, BRIDGE APPROACH, PAVEMENT CONNECTOR, HMA BASE COURSE, RIP RAP, AND NEW GUARDRAIL.

4. CONSTRUCT BASE COURSE WIDENING FOR STAGE II TRAFFIC.



LEGEND

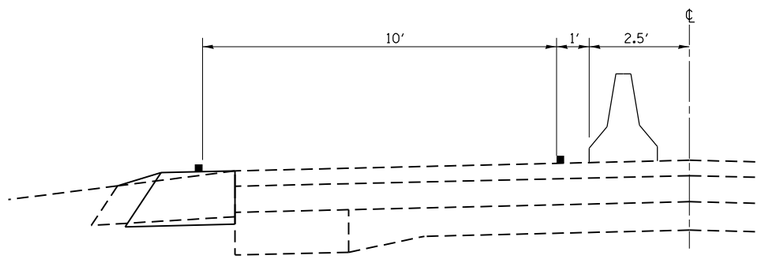
TEMPORARY BRIDGE TRAFFIC SIGNALS

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3

TEMPORARY CONCRETE BARRIER

STOP BAR

STAGE I TYPICAL



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	PLOT DATE = 12/10/2014	DATE -	REVISED -

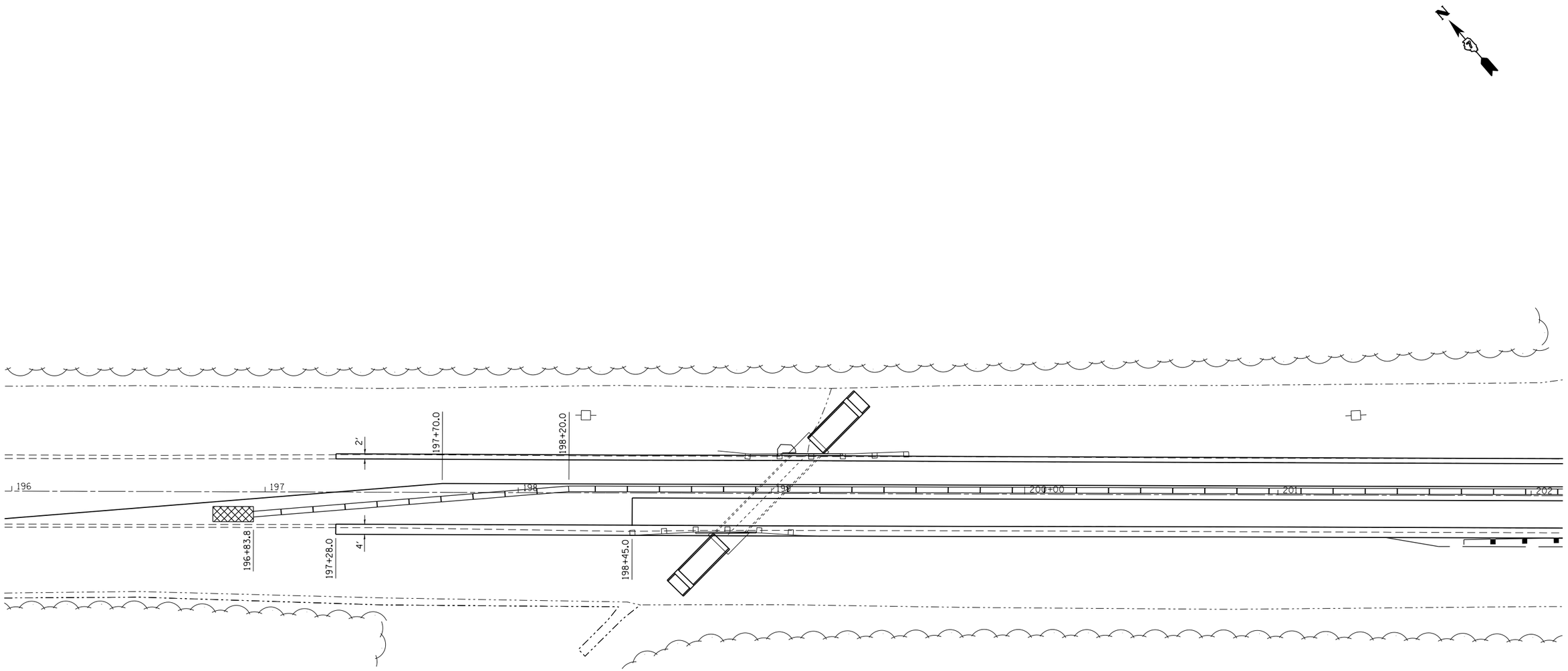
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 1 TRAFFIC CONTROL

SCALE: 20 | SHEET NO. 1 OF 4 SHEETS | STA. 191+00 | TO STA. 197+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	17
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

STAGE 1 TRAFFIC CONTROL



LEGEND

TEMPORARY BRIDGE TRAFFIC SIGNALS

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3

TEMPORARY CONCRETE BARRIER

STOP BAR

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	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 1 TRAFFIC CONTROL

SCALE: 20 | SHEET NO. 2 OF 4 SHEETS | STA. 196+00 | TO STA. 202+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	18
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

STAGE 1 TRAFFIC CONTROL

TEMPORARY CONCRETE BARRIER

196+95.4	TO	198+20.0	125.0 FOOT
198+20.0	TO	209+20.0	1100.0 FOOT
209+20.0	TO	210+44.6	125.0 FOOT
	TOTAL =		1350.0 FOOT

PINNING TEMPORARY CONCRETE BARRIER

196+95.4	TO	198+20.0	3.0 EACH
198+20.0	TO	209+20.0	111.0 EACH
209+20.0	TO	210+44.6	3.0 EACH
	TOTAL =		117.0 EACH

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3

196+95.4	1.0 EACH
210+44.6	1.0 EACH
TOTAL =	2.0 EACH

TEMPORARY BRIDGE TRAFFIC SIGNALS

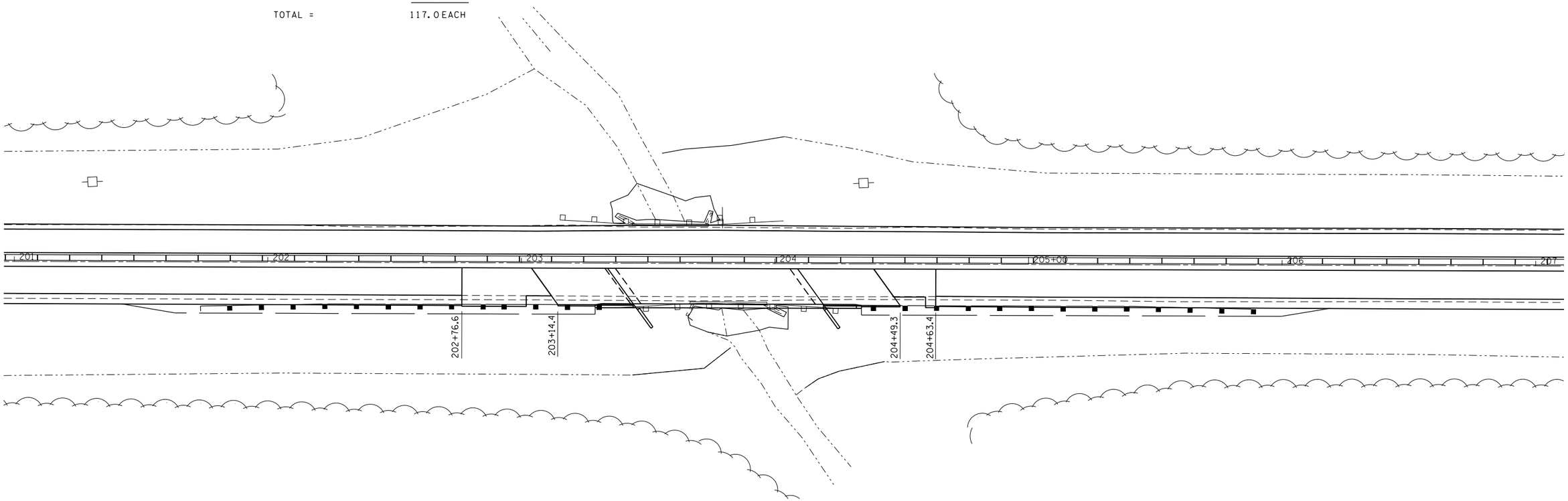
S.N. 096-0070	1.0 EACH
TOTAL =	1.0 EACH

PAVEMENT REMOVAL

202+76.6	TO	203+38.0	74.9 SQ YD
204+13.0	TO	204+63.4	61.2 SQ YD
	TOTAL =		136.0 SQ YD

HOT-MIX ASPHALT BASE COURSE WIDENING, 10"

197+28.0	TO	210+12.0	285.3 SQ YD
197+28.0	TO	202+76.6	243.8 SQ YD
204+63.4	TO	210+12.0	243.8 SQ YD
	TOTAL =		773.0 SQ YD



LEGEND

TEMPORARY BRIDGE TRAFFIC SIGNALS

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3

TEMPORARY CONCRETE BARRIER

STOP BAR

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	PLOT DATE = 12/10/2014	DATE -	REVISED -

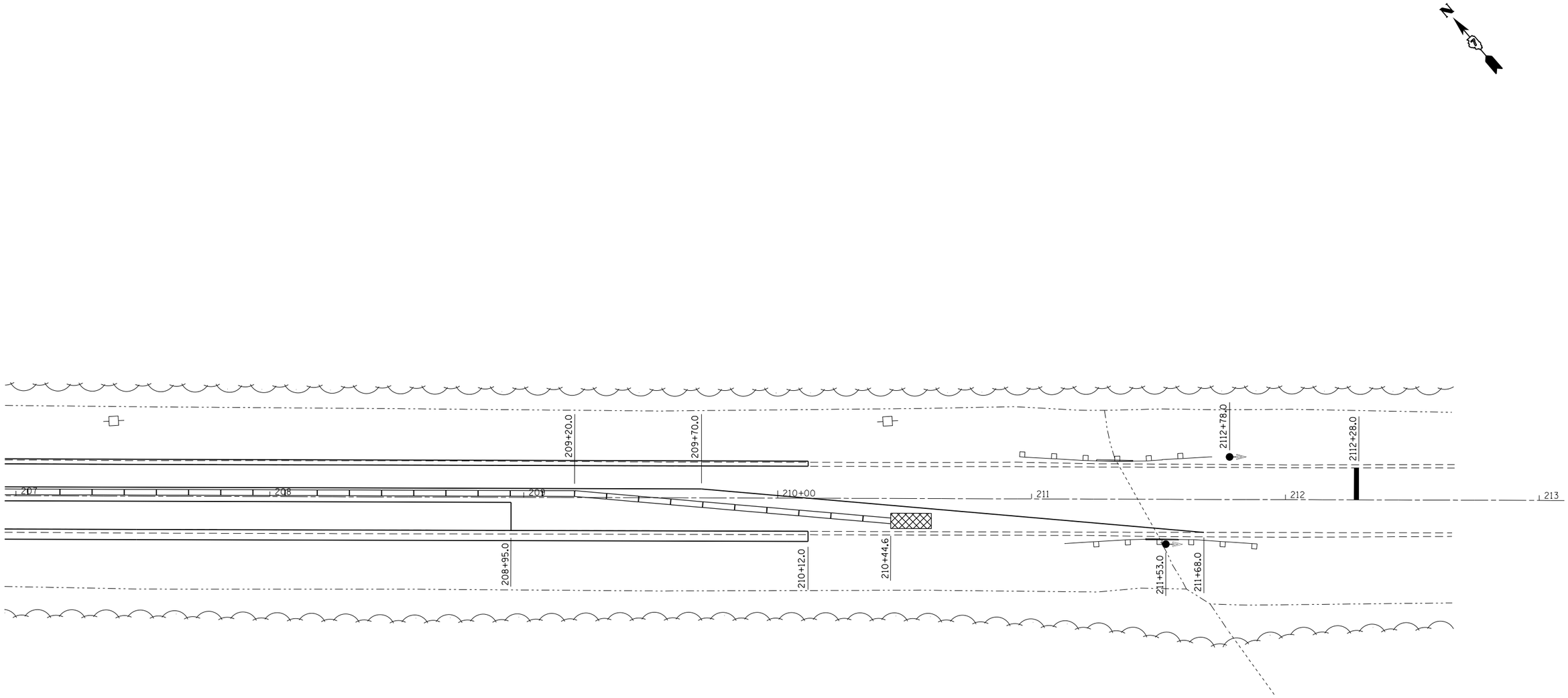
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 1 TRAFFIC CONTROL

SCALE: 20 | SHEET NO. 3 OF 4 SHEETS | STA. 201+00 | TO STA. 207+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	19
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

STAGE 1 TRAFFIC CONTROL



LEGEND

TEMPORARY BRIDGE TRAFFIC SIGNALS

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3

TEMPORARY CONCRETE BARRIER

STOP BAR

FILE NAME = c:\pw_work\pwidot\teasleyck\dms61361\d774223-sht-trafficcontrol.dgn	USER NAME = teasleyck	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 1 TRAFFIC CONTROL

SCALE: 20 | SHEET NO. 4 OF 4 SHEETS | STA. 207+00 TO STA. 213+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	20
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

STAGE 2 TRAFFIC CONTROL

STAGE II SEQUENCE OF OPERATIONS

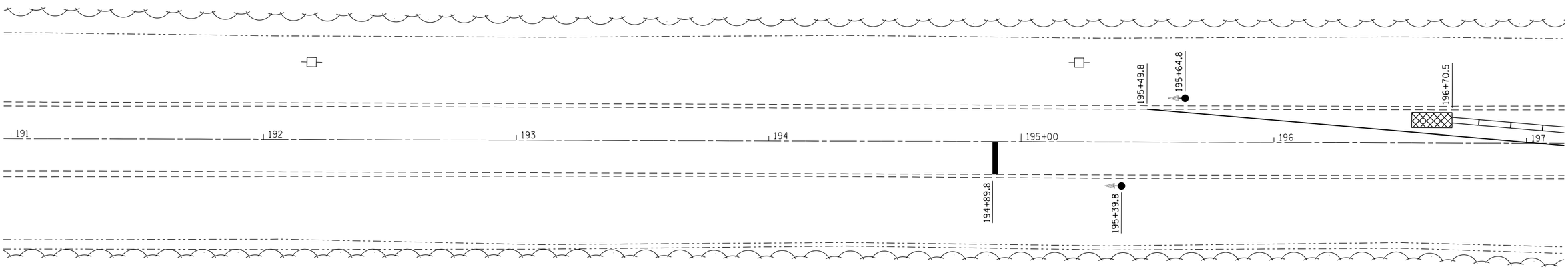
1. RELOCATE TEMPORARY CONCRETE BARRIERS, SIGNS, ETC. ACCORDING TO TRAFFIC CONTROL STANDARD 701321 AND THE DETAILS IN THE PLANS.

2. REMOVE THE STAGE II PORTION OF THE EXISTING STRUCTURE, PAVEMENT, SHOULDERS, AND GUARDRAIL.

3. CONSTRUCT THE STAGE II PORTION OF THE STRUCTURE, BRIDGE APPROACH, PAVEMENT CONNECTOR, BASE COURSE, RIP RAP, AND NEW GUARDRAIL. REMOVE TRAFFIC CONTROL STANDARD 701321.

4. COMPLETE HOT-MIX ASPHALT SURFACE COURSE. CONSTRUCT AGGREGATE SHOULDERS. COMPLETE EARTHWORK.

5. CONSTRUCT SEEDING, PAVEMENT MARKING, AND ANY OTHER WORK NECESSARY TO COMPLETE THE PROJECT.



LEGEND

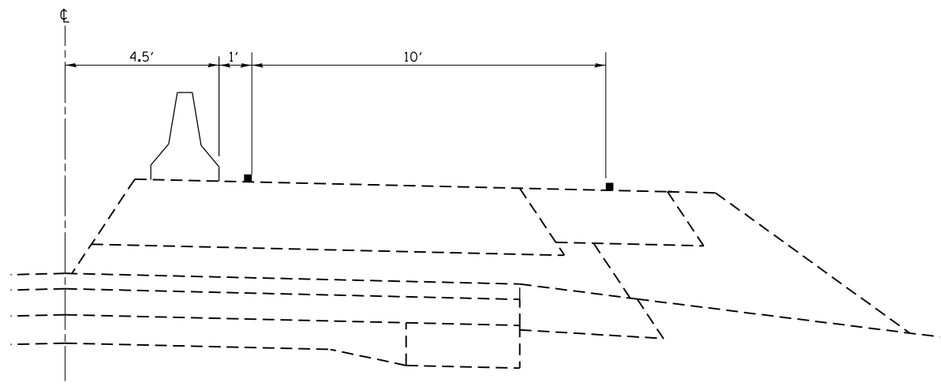
TEMPORARY BRIDGE TRAFFIC SIGNALS

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3

TEMPORARY CONCRETE BARRIER

STOP BAR

STAGE II TYPICAL



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	PLOT DATE = 12/10/2014	DATE -	REVISED -

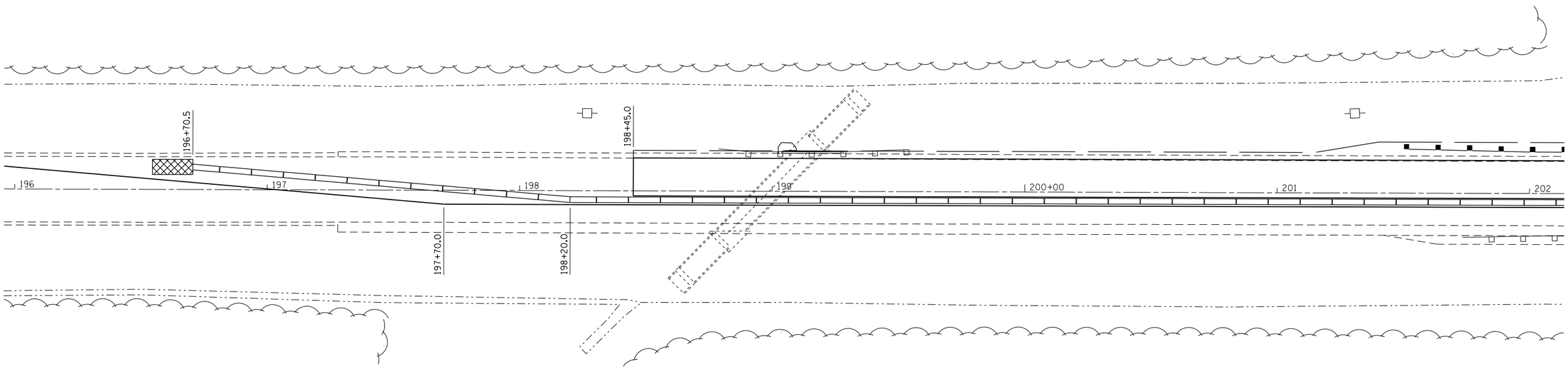
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 TRAFFIC CONTROL

SCALE: 20 | SHEET NO. 1 OF 4 SHEETS | STA. 191+00 TO STA. 197+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	21
		CONTRACT NO. 74223		
	ILLINOIS	FED. AID PROJECT		

STAGE 2 TRAFFIC CONTROL



LEGEND

TEMPORARY BRIDGE TRAFFIC SIGNALS

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3

TEMPORARY CONCRETE BARRIER

STOP BAR

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		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 TRAFFIC CONTROL

SCALE: 20 | SHEET NO. 2 OF 4 SHEETS | STA. 196+00 | TO STA. 202+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	22
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

STAGE 2 TRAFFIC CONTROL

TEMPORARY CONCRETE BARRIER

196+70.5	TO	196+95.4	25.0 FOOT
210+44.6	TO	210+69.5	25.0 FOOT
	TOTAL =		50.0 FOOT

PINNING TEMPORARY CONCRETE BARRIER

196+70.5	TO	198+20.0	3.0 EACH
198+20.0	TO	209+20.0	99.0 EACH
209+20.0	TO	210+69.5	3.0 EACH
	TOTAL =		105.0 EACH

PAVEMENT REMOVAL

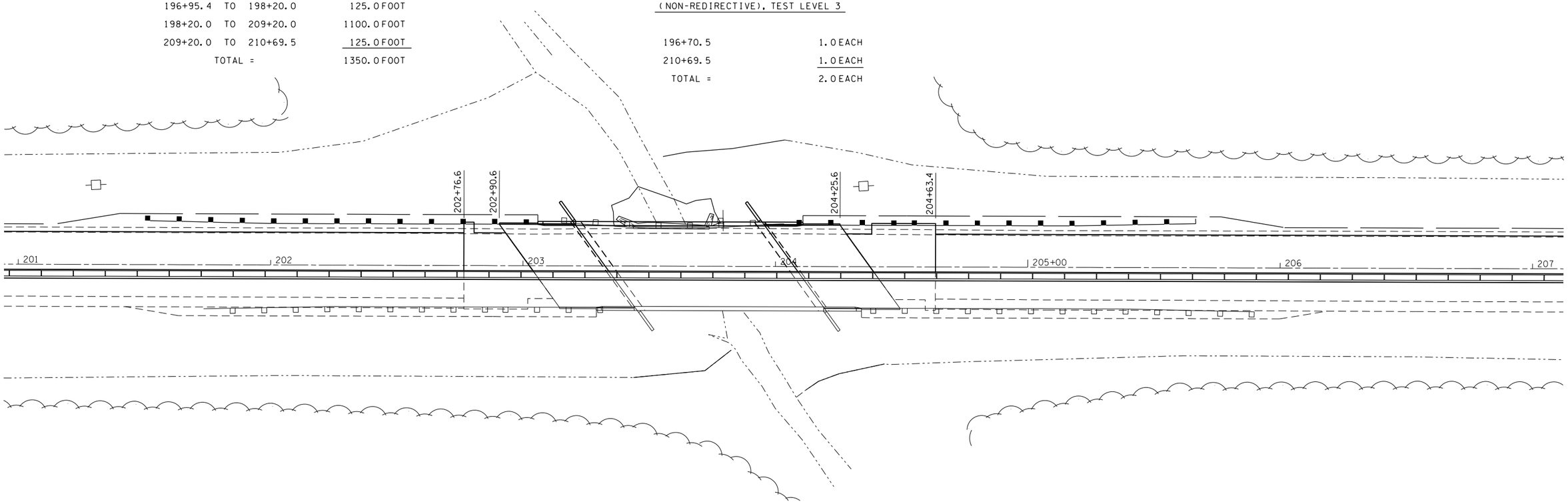
202+76.6	TO	203+28.0	84.5 SQ YD
204+03.0	TO	204+63.4	98.8 SQ YD
	TOTAL =		183.0 SQ YD

RELOCATE TEMPORARY CONCRETE BARRIER

196+95.4	TO	198+20.0	125.0 FOOT
198+20.0	TO	209+20.0	1100.0 FOOT
209+20.0	TO	210+69.5	125.0 FOOT
	TOTAL =		1350.0 FOOT

IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3

196+70.5	1.0 EACH
210+69.5	1.0 EACH
TOTAL =	2.0 EACH



LEGEND

TEMPORARY BRIDGE TRAFFIC SIGNALS

IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE) TEST LEVEL 3

TEMPORARY CONCRETE BARRIER

STOP BAR

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	PLOT DATE = 12/10/2014	DATE -	REVISED -

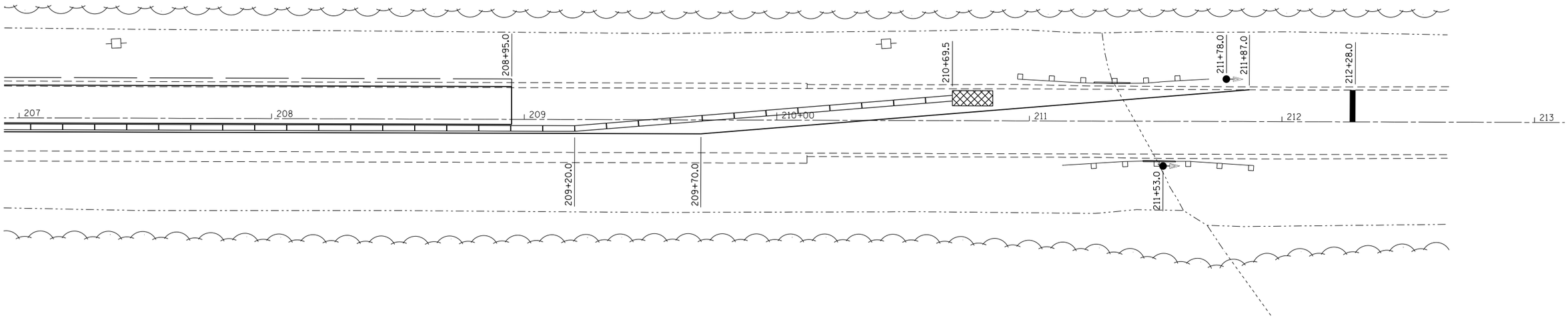
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 TRAFFIC CONTROL

SCALE: 20 | SHEET NO. 3 OF 4 SHEETS | STA. 201+00 | TO STA. 207+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	23
		CONTRACT NO. 74223		
	ILLINOIS	FED. AID PROJECT		

STAGE 2 TRAFFIC CONTROL



LEGEND

TEMPORARY BRIDGE TRAFFIC SIGNALS

IMPACT ATTENUATORS, TEMPORARY
(NON-REDIRECTIVE) TEST LEVEL 3

TEMPORARY CONCRETE BARRIER

STOP BAR

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	PLOT DATE = 12/10/2014	DATE -	REVISED -

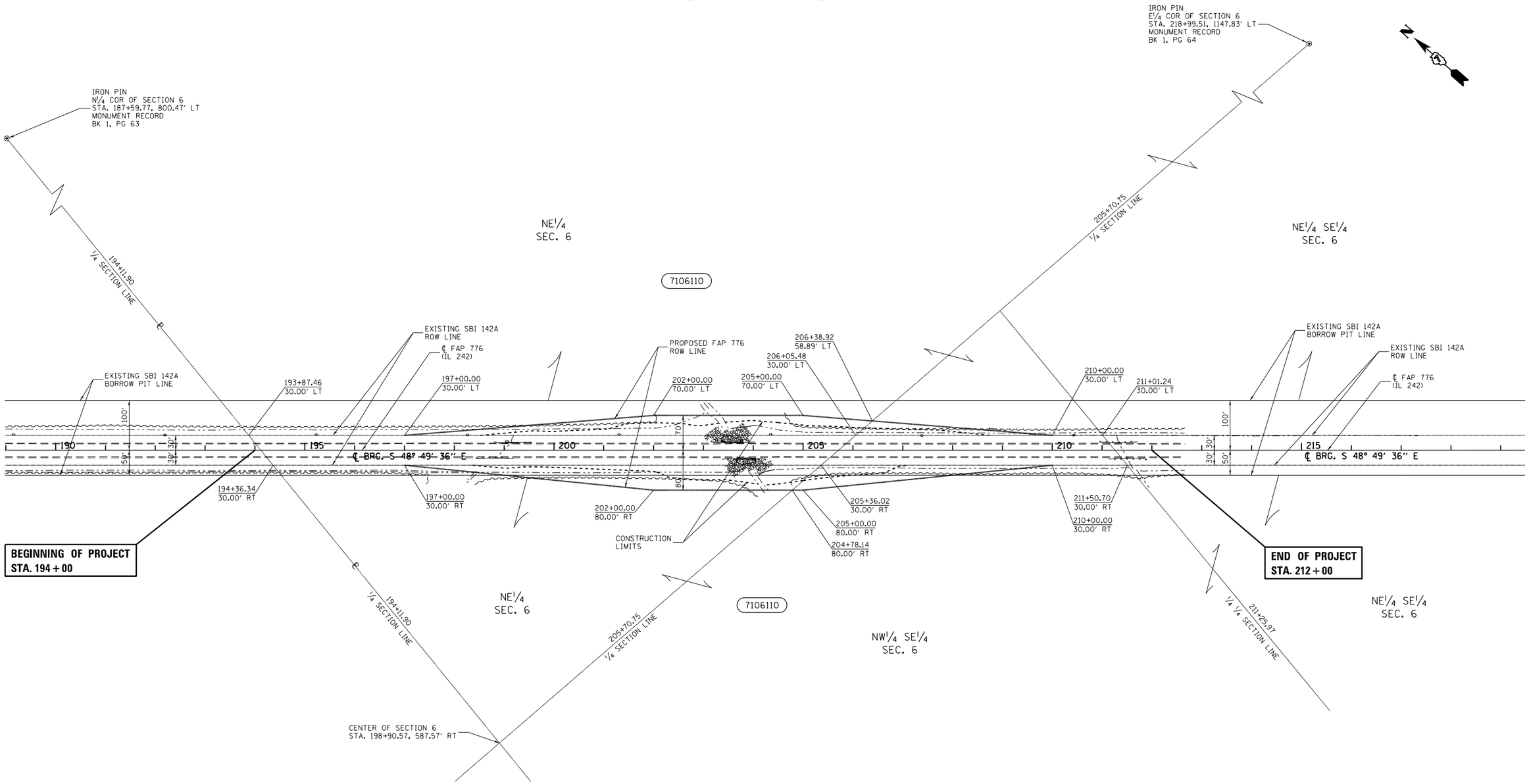
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE 2 TRAFFIC CONTROL

SCALE: 20 | SHEET NO. 4 OF 4 SHEETS | STA. 207+00 TO STA. 213+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	24
		CONTRACT NO. 74223		
	ILLINOIS	FED. AID PROJECT		

T.3S.–R.6E., 3rd P.M., OREL TWP.



PARCEL	OWNER	AREA TAKEN ADD	AREA TAKEN EXIST	EASEMENT	AREA REM	INST	RECORDED MICRO FILM NO	RECORDED DATE	RECORDED BOOK	RECORDED PAGE	EXCESS AREA	EXCESS SOLD
7106110	CONTINENTAL ILLINOIS NATIONAL BANK & TRUST OF CHICAGO, TRUSTEE	1.653 AC.	4.390 AC.		223.779 AC.							

NOTE:

BEARINGS ARE REFERENCED TO THE ILLINOIS STATE PLANE COORDINATE SYSTEM EAST ZONE DATUM OF 1983(07)

TEMPORARY EASEMENTS REQUIRED TO IMPROVE DRAINAGE AND AS A WORK AREA.

▲ - STONE
⊙ - IRON PIN
Ⓜ - MAG NAIL
⊠ - ROW MARKER
● - FENCE POST
(R) RECORDED DISTANCE
TEMPORARY EASEMENT

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	PLOT DATE = 12/10/2014	DATE - 01/16/14	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS

	PROJECT	JOB NO. R-97-006-11
SCALE: 1" = 100'	SHEET NO. 1 OF 1 SHEETS	STA. 194+00.00 TO STA. 212+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	25
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Bench Mark: #608: Cut square on the NE corner of SN 096-0030:
Station 203+50. 16' left: Elev. 403.56

Existing Structure: SN 096-0030 built as SBI Rt. 142-A, Section 101-B in 1927. The existing single span structure consists of a 20" concrete slab with over 4" of wearing surface supported by closed abutments on untreated timber piles. The existing structure is 30'-0" back to back of abutments and 32'-2" out to out of deck. One lane of traffic will be maintained at all times using staged construction.

No Salvage

STATION 203+70
BUILT 20__ BY
STATE OF ILLINOIS
FAP 776 SEC. (101B)B-1
LOADING HL-93
STRUCTURE NO. 096-0070

NAME PLATE

See Std. 515001 for Additional Details

DESIGN SCOUR ELEVATION TABLE

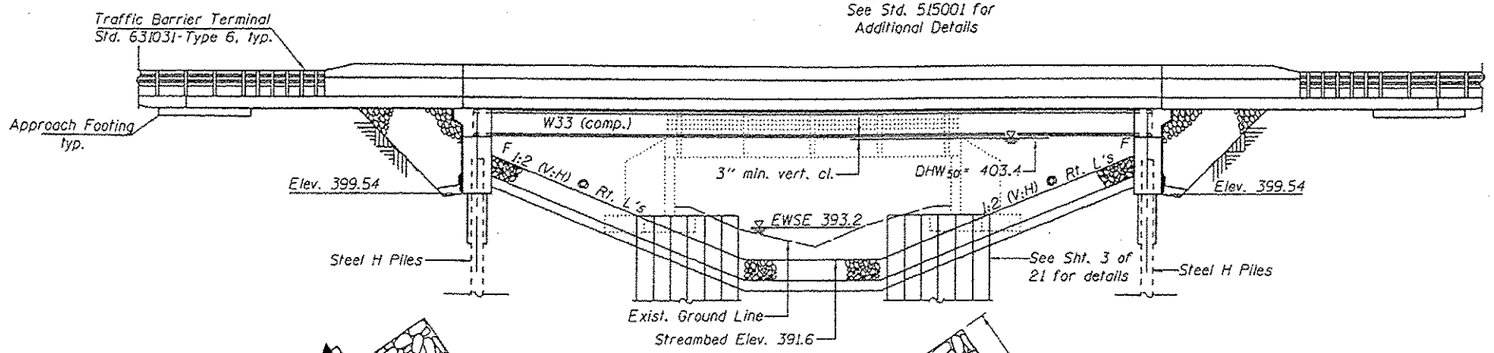
Design Scour Elevation (ft)	W. Abut.	E. Abut.
	399.54	399.54

WATERWAY INFORMATION

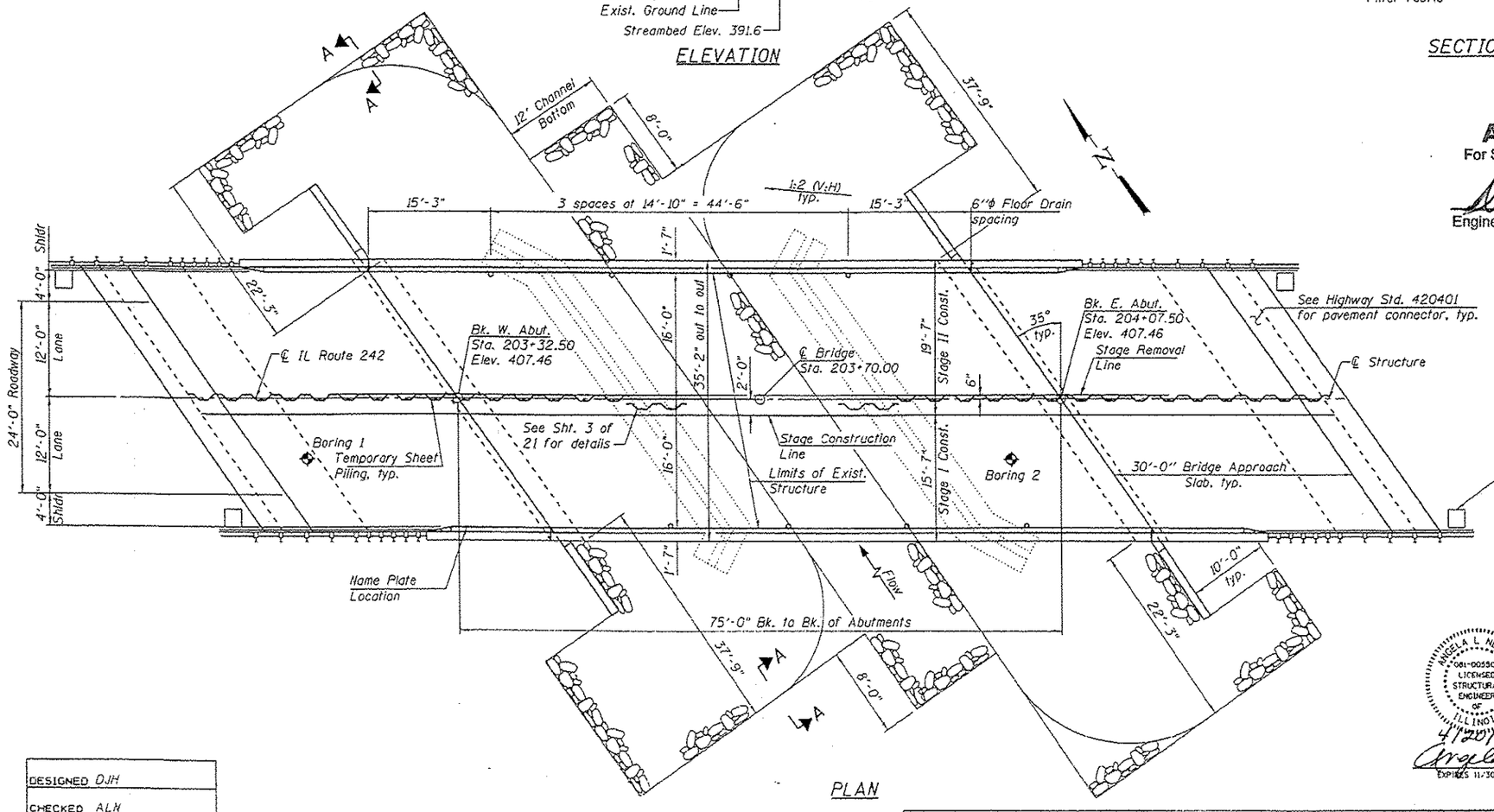
Drainage Area = 4.11 mi² — Low Grade Elev.= 403.7 - ℄ Sta. 193+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Hat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
	10	1389	172	364	402.4	1.2	0.6	403.6	403.0
	12	1520	172		402.5	1.3		403.8	
Design	50	2277	172	420	403.4	0.7	0.3	404.1	403.7
Base	100	2677	172	431	403.8	0.3	0.3	404.1	404.1
Overtopping Exist.	12	1520	172		402.5	1.3		403.8	
Overtopping Prop.	20	1810		392	402.9		0.8		403.7
Max. Calc.	500	3718	172	431	404.5	0.1	0.1	404.6	404.6

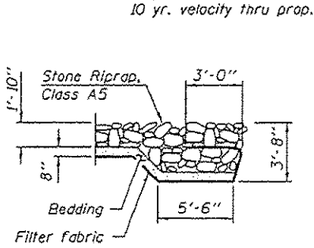
10 yr. velocity thru exist. bridge=8.08 ft/s
10 yr. velocity thru prop. bridge=3.42 ft/s



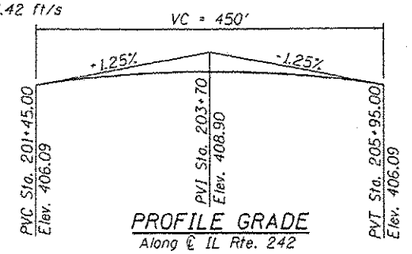
ELEVATION



PLAN



SECTION A-A



PROFILE GRADE

Along ℄ IL Rte. 242

APPROVED
For Structural Adequacy Only
Engineer of Bridges & Structures

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications with 2008 & 2009 Interims

LOADING HL-93

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

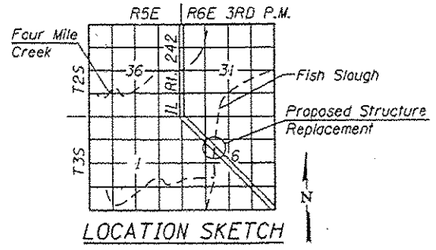
DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50W)

SEISMIC DATA

Seismic Performance Zone (SPZ) =2
Design Spectral Acceleration at 1.0 sec. (S_{D1})=0.22 g
Design Spectral Acceleration at 0.2 sec. (S_{DS})=0.61 g
Soil Site Class = C



LOCATION SKETCH

ANGELA L. NEMSKY
081-005503
LICENSED STRUCTURAL ENGINEER OF ILLINOIS
4/20/2012
Angela L. Nemsky
EXPIRES 11/30/2012

GENERAL PLAN & ELEVATION
IL ROUTE 242 OVER FISH SLOUGH
F.A.P. RT. 776 SECTION (101B)B-1
WAYNE COUNTY
STATION 203+70.00
STRUCTURE NO. 096-0070

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

THOUVENOT, WADE & MOERCHEN, INC.
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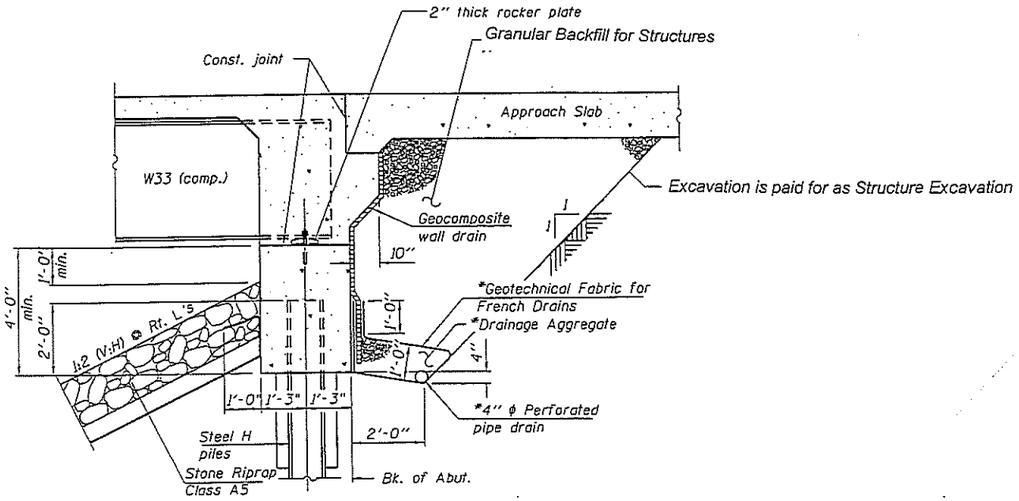
SHEET NO. 1
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	26
		CONTRACT NO. 74223		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		



SECTION THRU INTEGRAL ABUTMENT

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

*Included in the cost of Pipe Underdrains for Structures.

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

GENERAL NOTES

Fasteners shall be AASHTO M164 Type L mechanically galvanized bolts in painted areas and M64 Type 3 in unpainted ares. Bolts $^{3}/_{4}$ in. ϕ, holes $^{13}/_{16}$ in. ϕ, unless otherwise noted.

Calculated weight of Grade 50W Structural Steel = 60,070 lbs.

All structural steel shall be AASHTO M270 Grade 50W. All structural steel shall be cleaned as specified in Section 506 of the Standard Specifications.

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

Reinforcement bars designated (E) shall be epoxy coated.

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

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

Slipforming of the parapets is not allowed.

Excavation behind exisiting abutment walls shall be performed to balance front and back soil pressure before removing the existing superstructure. The Contractor shall sawcut the upper portion of the existing abutment at the stage removal line before Stage I removal to ensure the remaining portion will not be prematurely damaged.

INDEX OF SHEETS

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Granular Backfill for Structures	Cu. Yd.	-	161	161
Stone Riprap, Class A5	Sq. Yd.	-	823	823
Filter Fabric	Sq. Yd.	-	973	973
Removal of Existing Structures	Each	-	-	1
Structure Excavation	Cu. Yd.	-	204	204
Concrete Structures	Cu. Yd.	-	67.6	67.6
Concrete Superstructure	Cu. Yd.	210.3	-	210.3
Bridge Deck Grooving	Sq. Yd.	450	-	450
Concrete Encasement	Cu. Yd.	-	4.2	4.2
Protective Coat	Sq. Yd.	568	-	568
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	1062	-	1062
Reinforcement Bars, Epoxy Coated	Pound	47120	9580	56700
Bar Splicers	Each	452	96	548
Furnishing Steel Piles HP 10x42	Ft.	-	456	456
Driving Piles	Ft.	-	456	456
Name Plates	Each	1	-	1
Anchor Bolts, 1"	Each	-	24	24
Geocomposite Wall Drain	Sq. Yd.	-	92	92
Pipe Underdrains for Structures, 4"	Ft.	-	124	124
Temporary Sheet Piling	Sq. Ft.	-	1387	1387
Floor Drains	Each	8	-	8

GENERAL NOTES AND TOTAL BILL OF MATERIAL STRUCTURE NO. 096-0070

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

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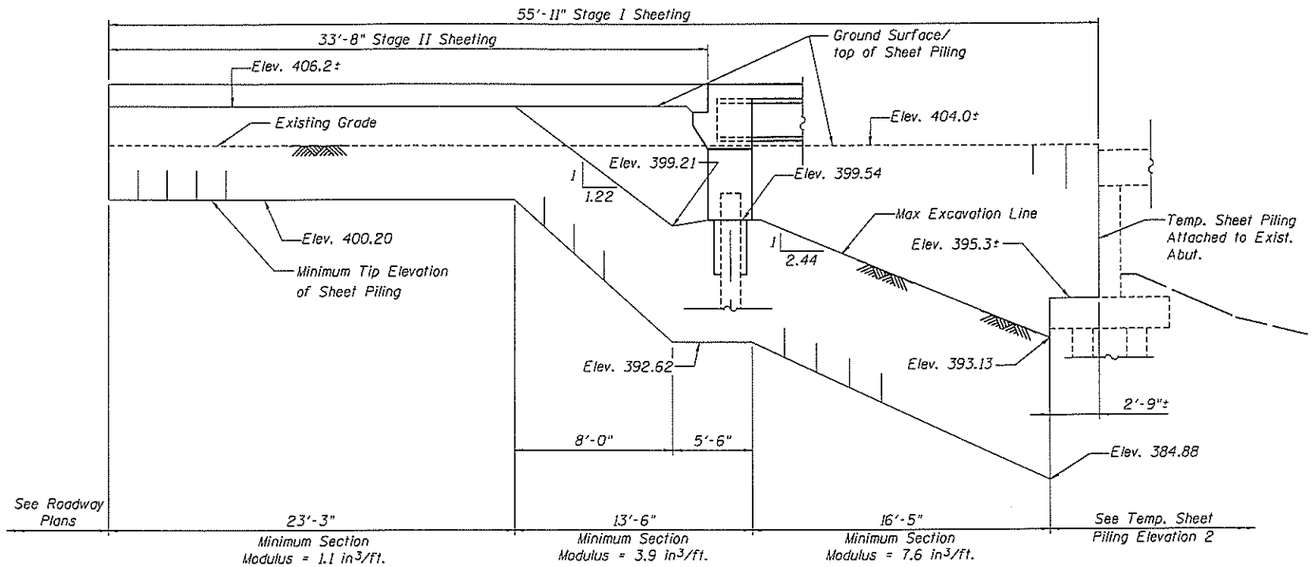
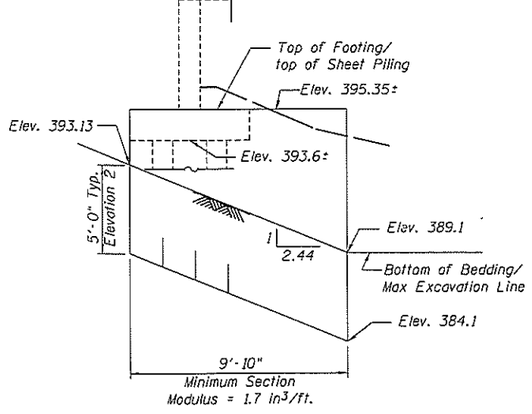
SHEET NO. 2
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(10\18)B-1	WAYNE	66	27
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TEMP. SHEET PILING ELEVATION 1

(Showing West End, East End Similar)



TEMP. SHEET PILING ELEVATION 2

(Showing West End, East End Similar)

Prior to excavation to place stone riprap in Stage I, temporary Sheet Piling shall be driven along the existing abutment footings and shall extend into the channel as shown to insure the stability of the existing abutment during excavation and placement of the riprap. The Temporary Sheet Piling will remain in place until Stage II Removal.

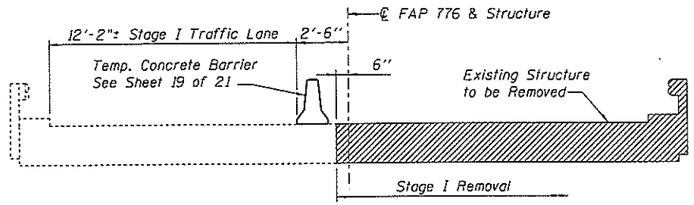
Notes:

If the Contractor chooses to alter the temporary cantilevered sheet piling design requirement shown on the plans a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the engineer and included in the cost of Temporary Sheet Piling.

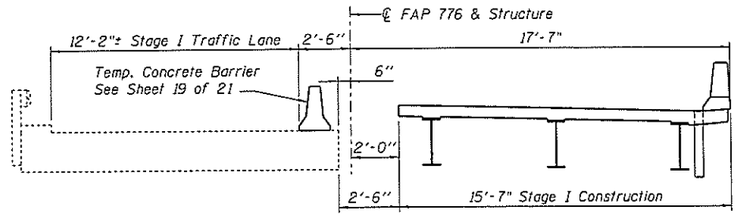
For quantities of Temporary Concrete Barrier, see Roadway plans.

All staging cross sections are looking east.

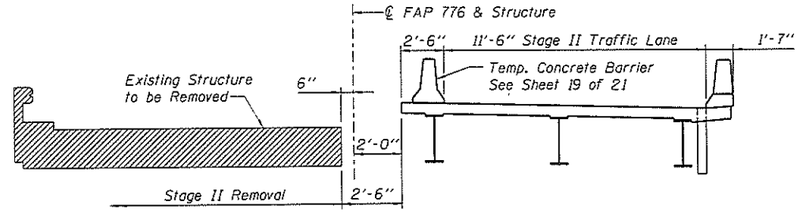


STAGE I REMOVAL

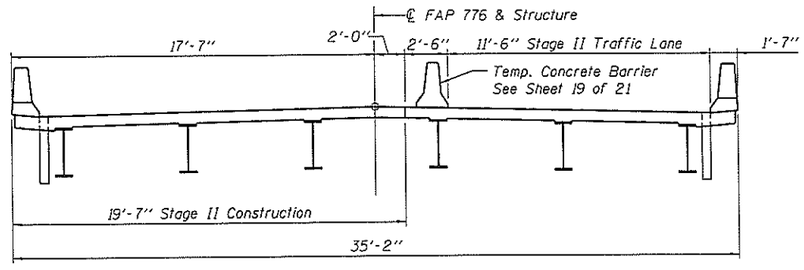
(All views Looking East)



STAGE I CONSTRUCTION



STAGE II REMOVAL



STAGE II CONSTRUCTION

TEMPORARY SHEET PILING AND STAGE CONSTRUCTION DETAILS STRUCTURE NO. 096-0070

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

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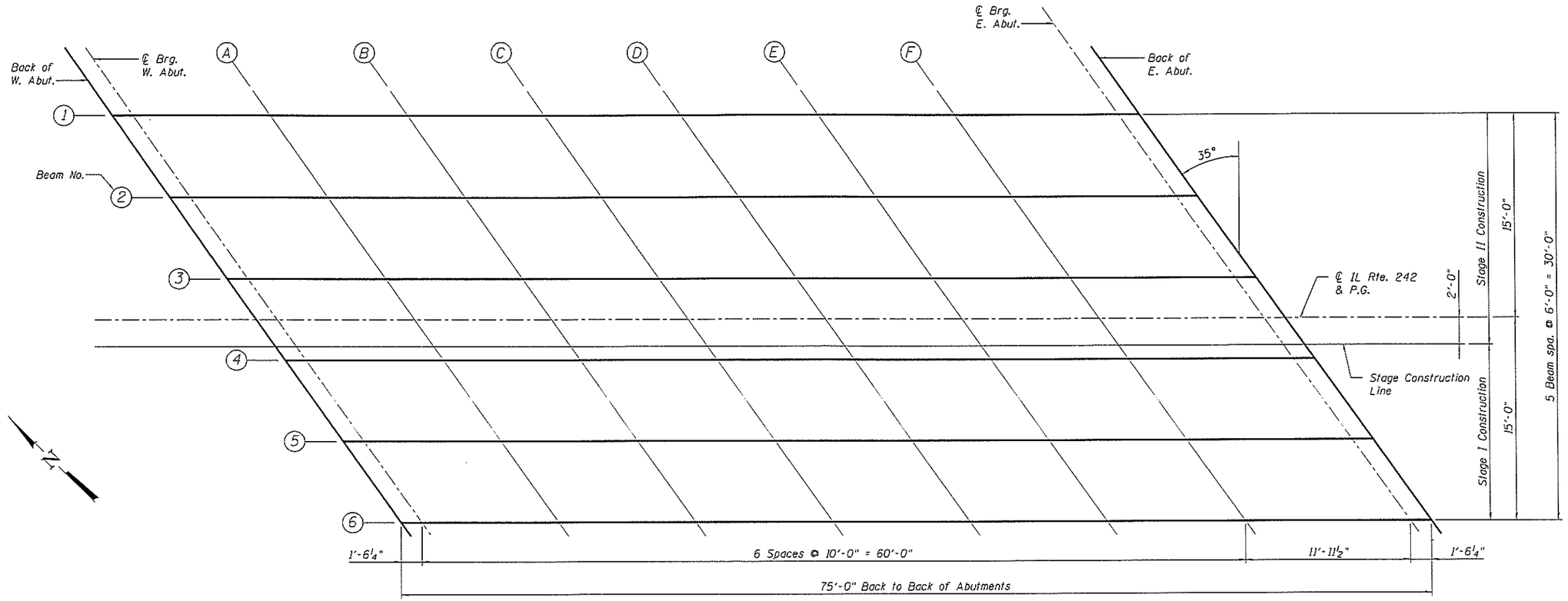
SHEET NO. 3
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(10)B-1	WAYNE	66	28
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 096-0070

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

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SHEET NO. 4
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	29
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	203 + 22.00	-15.00	407.18	407.18
CL BRG W. ABUT.	203 + 23.52	-15.00	407.19	407.19
A	203 + 33.52	-15.00	407.21	407.28
B	203 + 43.52	-15.00	407.23	407.36
C	203 + 53.52	-15.00	407.24	407.41
D	203 + 63.52	-15.00	407.25	407.42
E	203 + 73.52	-15.00	407.25	407.39
F	203 + 83.52	-15.00	407.24	407.33
CL BRG. E. ABUT.	203 + 95.48	-15.00	407.23	407.23
BK. E. ABUT.	203 + 97.00	-15.00	407.23	407.23

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	203 + 26.20	-9.00	407.30	407.30
CL BRG W. ABUT.	203 + 27.72	-9.00	407.31	407.31
A	203 + 37.72	-9.00	407.33	407.40
B	203 + 47.72	-9.00	407.34	407.48
C	203 + 57.72	-9.00	407.35	407.52
D	203 + 67.72	-9.00	407.36	407.53
E	203 + 77.72	-9.00	407.35	407.50
F	203 + 87.72	-9.00	407.35	407.43
CL BRG. E. ABUT.	203 + 99.68	-9.00	407.33	407.33
BK. E. ABUT.	204 + 01.20	-9.00	407.33	407.33

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	203 + 30.40	-3.00	407.41	407.41
CL BRG W. ABUT.	203 + 31.92	-3.00	407.41	407.41
A	203 + 41.92	-3.00	407.43	407.50
B	203 + 51.92	-3.00	407.44	407.57
C	203 + 61.92	-3.00	407.45	407.62
D	203 + 71.92	-3.00	407.45	407.62
E	203 + 81.92	-3.00	407.45	407.59
F	203 + 91.92	-3.00	407.44	407.52
CL BRG. E. ABUT.	204 + 03.88	-3.00	407.42	407.42
BK. E. ABUT.	204 + 05.40	-3.00	407.41	407.41

℄ IL RTE 242 & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	203 + 32.50	0.00	407.46	407.46
CL BRG W. ABUT.	203 + 34.02	0.00	407.46	407.46
A	203 + 44.02	0.00	407.48	407.55
B	203 + 54.02	0.00	407.49	407.62
C	203 + 64.02	0.00	407.50	407.66
D	203 + 74.02	0.00	407.50	407.67
E	203 + 84.02	0.00	407.49	407.63
F	203 + 94.02	0.00	407.48	407.57
CL BRG. E. ABUT.	204 + 05.98	0.00	407.46	407.46
BK. E. ABUT.	204 + 07.50	0.00	407.46	407.46

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	203 + 33.90	2.00	407.43	407.43
CL BRG W. ABUT.	203 + 35.42	2.00	407.43	407.43
A	203 + 45.42	2.00	407.45	407.52
B	203 + 55.42	2.00	407.46	407.59
C	203 + 65.42	2.00	407.46	407.63
D	203 + 75.42	2.00	407.46	407.63
E	203 + 85.42	2.00	407.46	407.60
F	203 + 95.42	2.00	407.45	407.53
CL BRG. E. ABUT.	204 + 07.38	2.00	407.43	407.43
BK. E. ABUT.	204 + 08.90	2.00	407.42	407.42

BEAM 4

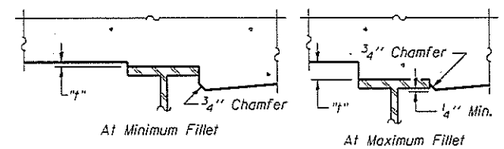
Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	203 + 34.60	3.00	407.41	407.41
CL BRG W. ABUT.	203 + 36.12	3.00	407.42	407.42
A	203 + 46.12	3.00	407.43	407.51
B	203 + 56.12	3.00	407.44	407.58
C	203 + 66.12	3.00	407.45	407.62
D	203 + 76.12	3.00	407.45	407.62
E	203 + 86.12	3.00	407.44	407.58
F	203 + 96.12	3.00	407.43	407.52
CL BRG. E. ABUT.	204 + 08.08	3.00	407.41	407.41
BK. E. ABUT.	204 + 09.60	3.00	407.41	407.41

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	203 + 38.80	9.00	407.33	407.33
CL BRG W. ABUT.	203 + 40.32	9.00	407.33	407.33
A	203 + 50.32	9.00	407.34	407.42
B	203 + 60.32	9.00	407.35	407.49
C	203 + 70.32	9.00	407.36	407.52
D	203 + 80.32	9.00	407.35	407.52
E	203 + 90.32	9.00	407.34	407.49
F	204 + 00.32	9.00	407.33	407.42
CL BRG. E. ABUT.	204 + 12.28	9.00	407.31	407.31
BK. E. ABUT.	204 + 13.80	9.00	407.30	407.30

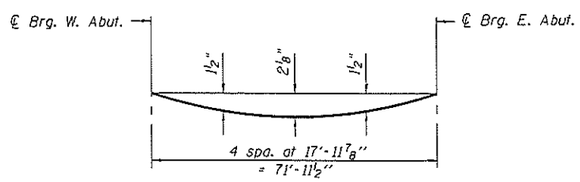
BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
BK. W. ABUT.	203 + 43.00	15.00	407.23	407.23
CL BRG W. ABUT.	203 + 44.52	15.00	407.23	407.23
A	203 + 54.52	15.00	407.24	407.31
B	203 + 64.52	15.00	407.25	407.38
C	203 + 74.52	15.00	407.25	407.41
D	203 + 84.52	15.00	407.24	407.41
E	203 + 94.52	15.00	407.23	407.37
F	204 + 04.52	15.00	407.21	407.30
CL BRG. E. ABUT.	204 + 16.48	15.00	407.19	407.19
BK. E. ABUT.	204 + 18.00	15.00	407.18	407.18



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on this sheet, 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.

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 096-0070

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

E-5 11-1-09

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SHEET NO. 5
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(10)B-1	WAYNE	66	30
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr.	202 + 91.30	-16.00	407.05
A1	203 + 01.30	-16.00	407.09
A2	203 + 11.30	-16.00	407.13
E. End West Appr.	203 + 21.30	-16.00	407.16

NORTH EDGE OF PAVEMENT

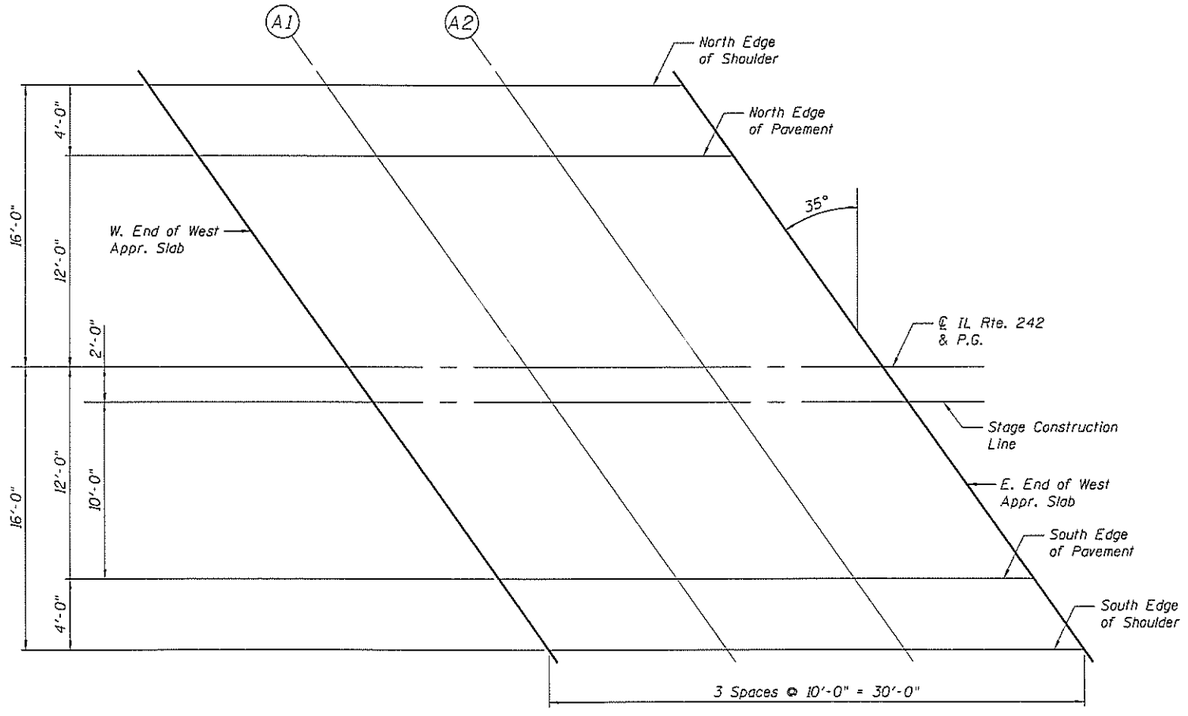
Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr.	202 + 94.10	-12.00	407.15
A1	203 + 04.10	-12.00	407.19
A2	203 + 14.10	-12.00	407.22
E. End West Appr.	203 + 24.10	-12.00	407.25

℄ IL RTE. 242 & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr.	203 + 02.50	0.00	407.37
A1	203 + 12.50	0.00	407.40
A2	203 + 22.50	0.00	407.43
E. End West Appr.	203 + 32.50	0.00	407.46

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr.	203 + 03.90	2.00	407.34
A1	203 + 13.90	2.00	407.38
A2	203 + 23.90	2.00	407.41
E. End West Appr.	203 + 33.90	2.00	407.43



PLAN

West Approach

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr.	203 + 10.90	12.00	407.21
A1	203 + 20.90	12.00	407.24
A2	203 + 30.90	12.00	407.27
E. End West Appr.	203 + 40.90	12.00	407.29

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End West Appr.	203 + 13.70	16.00	407.14
A1	203 + 23.70	16.00	407.17
A2	203 + 33.70	16.00	407.19
E. End West Appr.	203 + 43.70	16.00	407.21

TOP OF WEST APPROACH SLAB ELEVATIONS STRUCTURE NO. 096-0070

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

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SHEET NO. 6
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(10(B),B-1	WAYNE	66	31
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

NORTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr.	203 + 96.30	-16.00	407.21
A3	204 + 06.30	-16.00	407.19
A4	204 + 16.30	-16.00	407.17
E. End East Appr.	204 + 26.30	-16.00	407.14

NORTH EDGE OF PAVEMENT

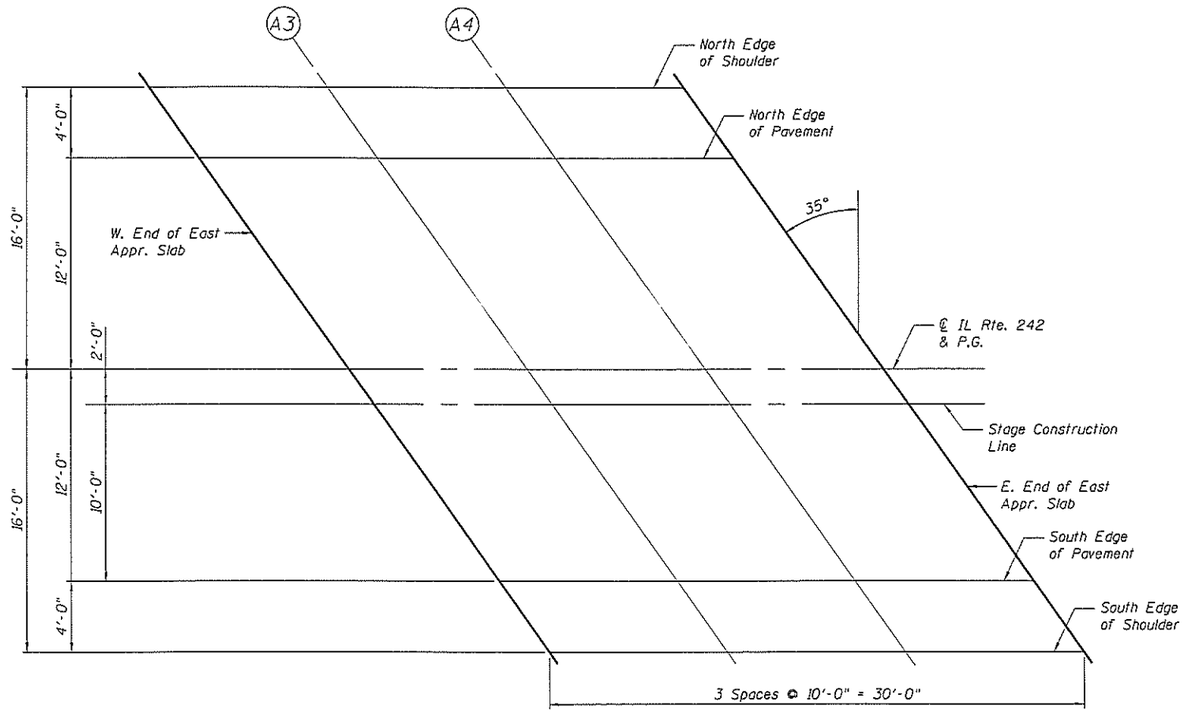
Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr.	203 + 99.10	-12.00	407.29
A3	204 + 09.10	-12.00	407.27
A4	204 + 19.10	-12.00	407.24
E. End East Appr.	204 + 29.10	-12.00	407.21

℄ IL RTE. 242 & PROFILE GRADE

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr.	204 + 07.50	0.00	407.46
A3	204 + 17.50	0.00	407.43
A4	204 + 27.50	0.00	407.40
E. End East Appr.	204 + 37.50	0.00	407.37

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr.	204 + 08.90	2.00	407.42
A3	204 + 18.90	2.00	407.40
A4	204 + 28.90	2.00	407.37
E. End East Appr.	204 + 38.90	2.00	407.33



PLAN

East Approach

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr.	204 + 15.90	12.00	407.25
A3	204 + 25.90	12.00	407.22
A4	204 + 35.90	12.00	407.19
E. End East Appr.	204 + 45.90	12.00	407.15

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End East Appr.	204 + 18.70	16.00	407.16
A3	204 + 28.70	16.00	407.13
A4	204 + 38.70	16.00	407.09
E. End East Appr.	204 + 48.70	16.00	407.05

TOP OF EAST APPROACH SLAB ELEVATIONS STRUCTURE NO. 096-0070

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

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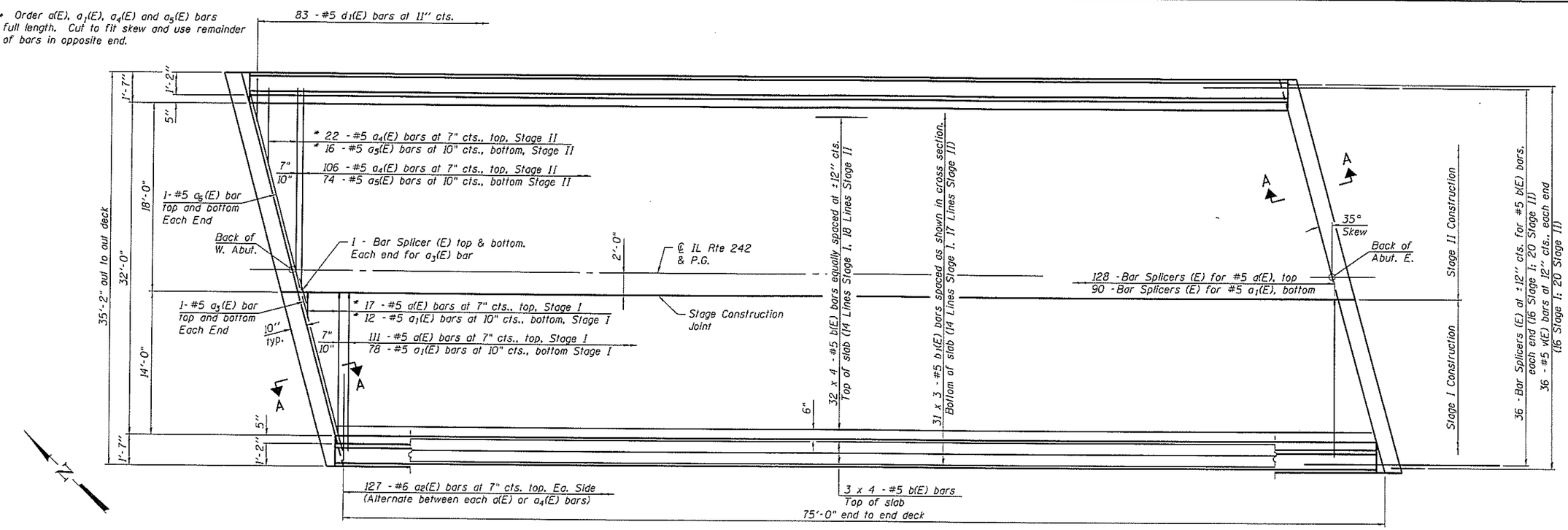
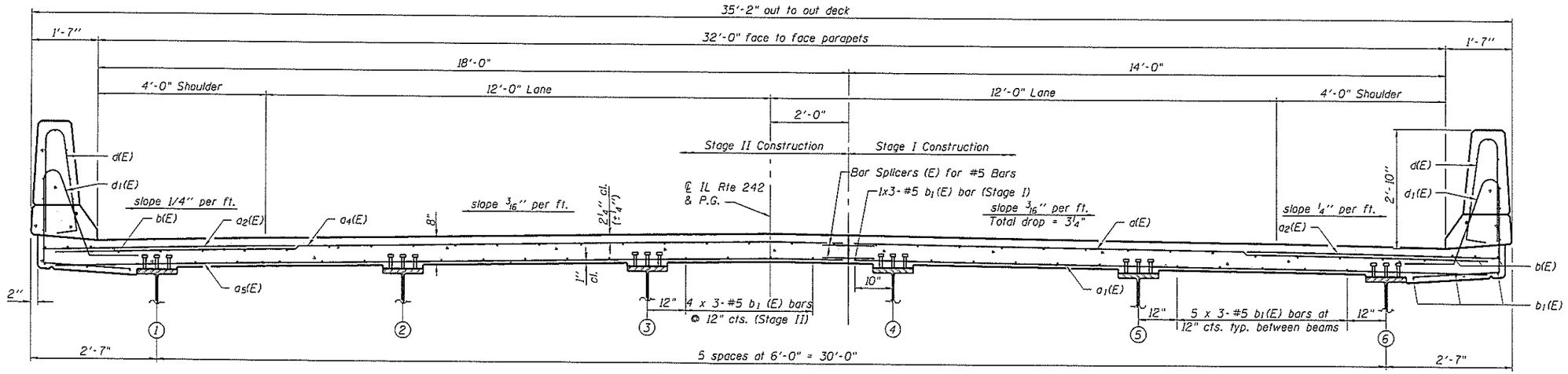
SHEET NO. 7
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	32
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN



CROSS SECTION
(Looking East)

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

S1-1-R 11-1-09

Notes:
See Sheet 9 of 21 for superstructure details and Sheet 2 of 21 for Bill of Material.
Bars indicated thus 31 x 3 - #5 etc. indicates 31 lines of bars with 3 lengths per line.
See Sheet 9 of 21 for parapet reinforcement.
See Sheet 1 of 21 for deck drain locations.

MINIMUM BAR LAP
(Deck)
#5 bar = 3'-3"

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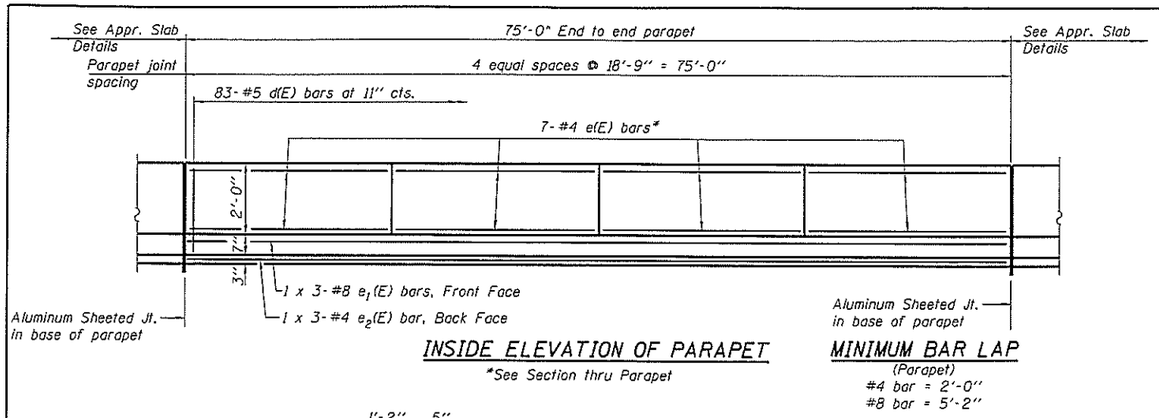
SHEET NO. 8
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(10B)B-1	WAYNE	66	33
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUPERSTRUCTURE
STRUCTURE NO. 096-0070

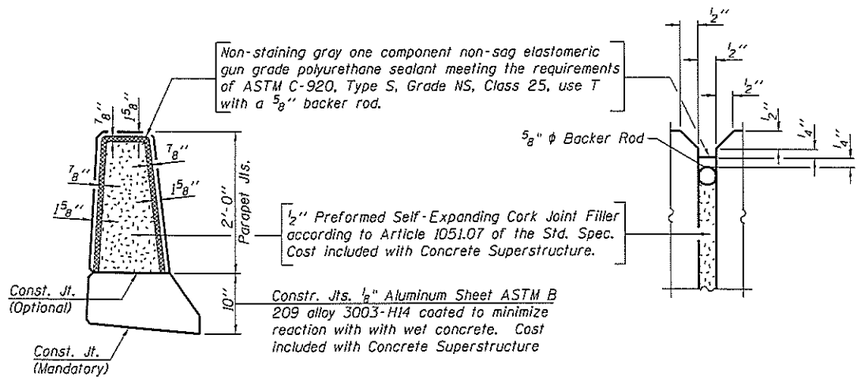


INSIDE ELEVATION OF PARAPET

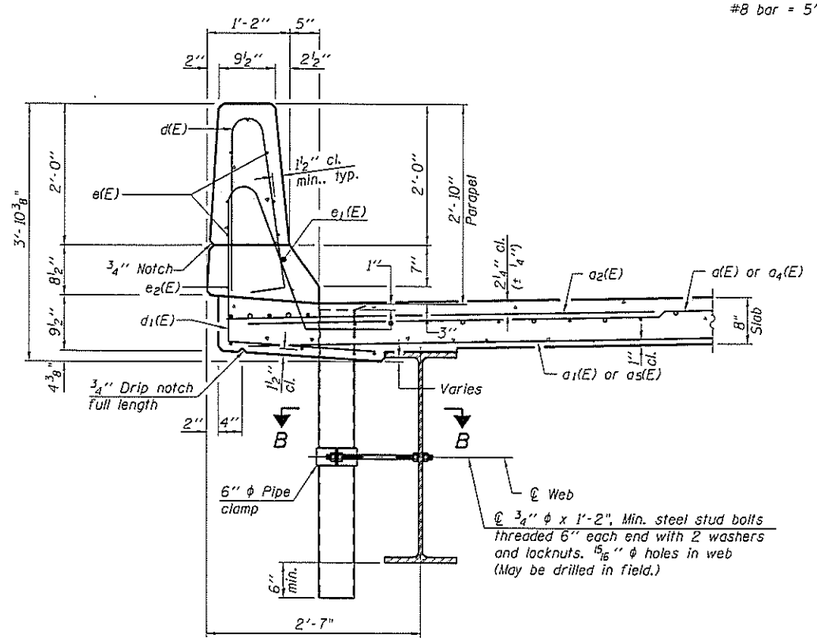
*See Section thru Parapet

MINIMUM BAR LAP

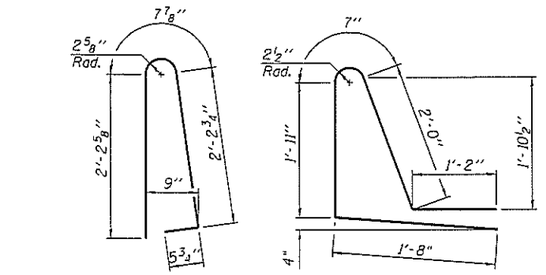
(Parapet)
#4 bar = 2'-0"
#8 bar = 5'-2"



PARAPET JOINT DETAILS

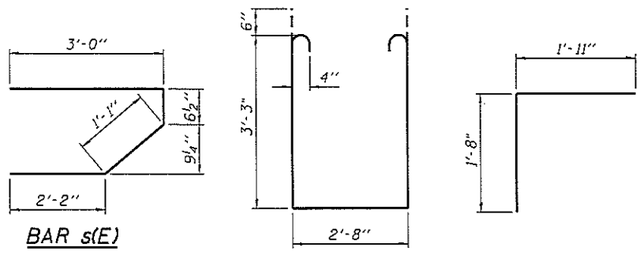


SECTION THRU PARAPET



BAR d(E)

BAR d1(E)



BAR s(E)

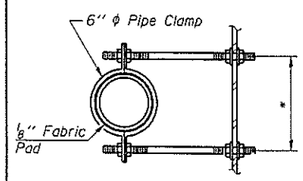
BAR s1(E)

BAR v(E)

SUPERSTRUCTURE BILL OF MATERIAL

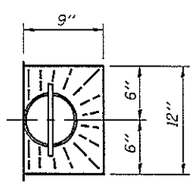
Bar	No.	Size	Length	Shape
d(E)	128	#5	15'-1"	
a1(E)	90	#5	15'-1"	
a2(E)	254	#6	6'-6"	
a3(E)	4	#5	18'-6"	
a4(E)	128	#5	19'-1"	
a5(E)	90	#5	19'-1"	
a6(E)	4	#5	23-4"	
b(E)	152	#5	21'-2"	
b1(E)	93	#5	27'-1"	
d(E)	166	#5	5'-7"	
d1(E)	166	#5	7'-4"	
e(E)	56	#4	18'-5"	
e1(E)	6	#8	28'-4"	
e2(E)	6	#4	26'-3"	
m(E)	10	#6	18'-8"	
m1(E)	12	#6	8'-3"	
m2(E)	8	#6	6'-11"	
m3(E)	4	#6	2'-10"	
m4(E)	10	#6	23'-7"	
m5(E)	12	#6	10'-1"	
m6(E)	2	#6	5'-8"	
s(E)	72	#5	6'-10"	
s1(E)	62	#4	10'-4"	
v(E)	72	#5	3'-7"	
Reinforcement Bars, Epoxy Coated			Pound	22190
Concrete Superstructure			Cu. Yds.	112.5

Bars indicated thus 1 x 3 - #4 etc. indicates 1 line of bars with 3 lengths per line.

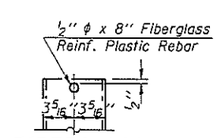


SECTION B-B

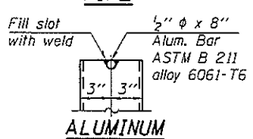
*Dimension as required by Pipe Clamp



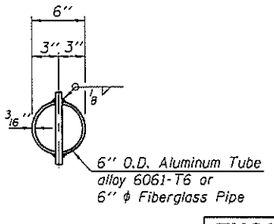
TOP PLAN



FIBERGLASS PIPE



ALUMINUM TUBE



TOP PLAN
(Showing Aluminum Tube)

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

SUPERSTRUCTURE DETAILS STRUCTURE NO. 096-0070

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

S-I-D 11-1-09

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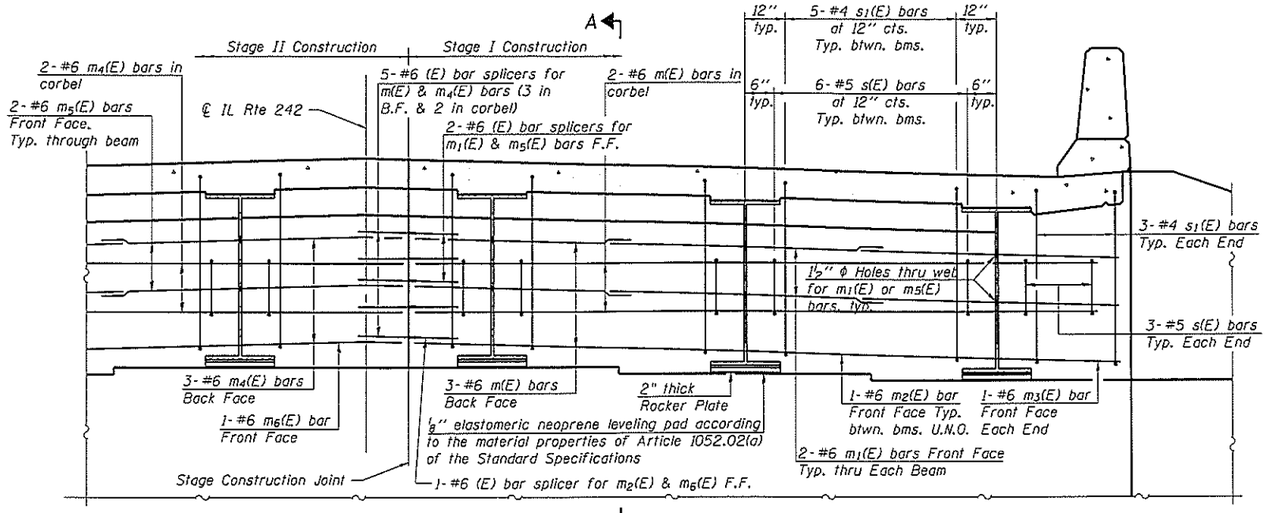
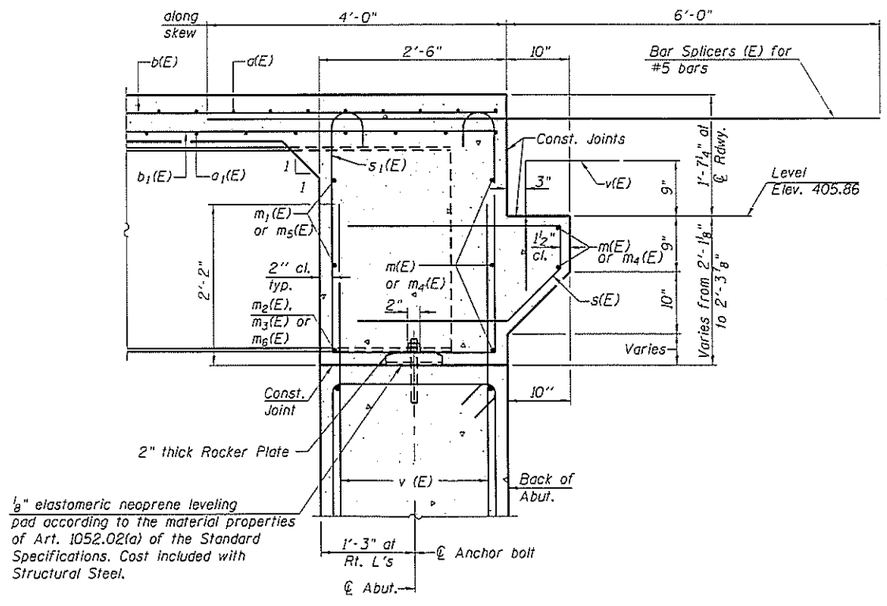
SHEET NO. 9
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	34
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



DIAPHRAGM ELEVATION AT ABUTMENT

(Showing east abutment, looking east. West abutment similar)



SECTION A-A

Dimensions at right angles to abutment, except as shown.

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet 9 of 21.

Concrete in diaphragm is included with Concrete Superstructure on sheet 9 of 21.

For details of bars s(E) & s_1(E) see sheet 9 of 21.

The s(E) and s_1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

MIN. BAR LAP

#6 bar = 3'-4"

INTEGRAL ABUTMENT DIAPHRAGM DETAILS STRUCTURE NO. 096-0070

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

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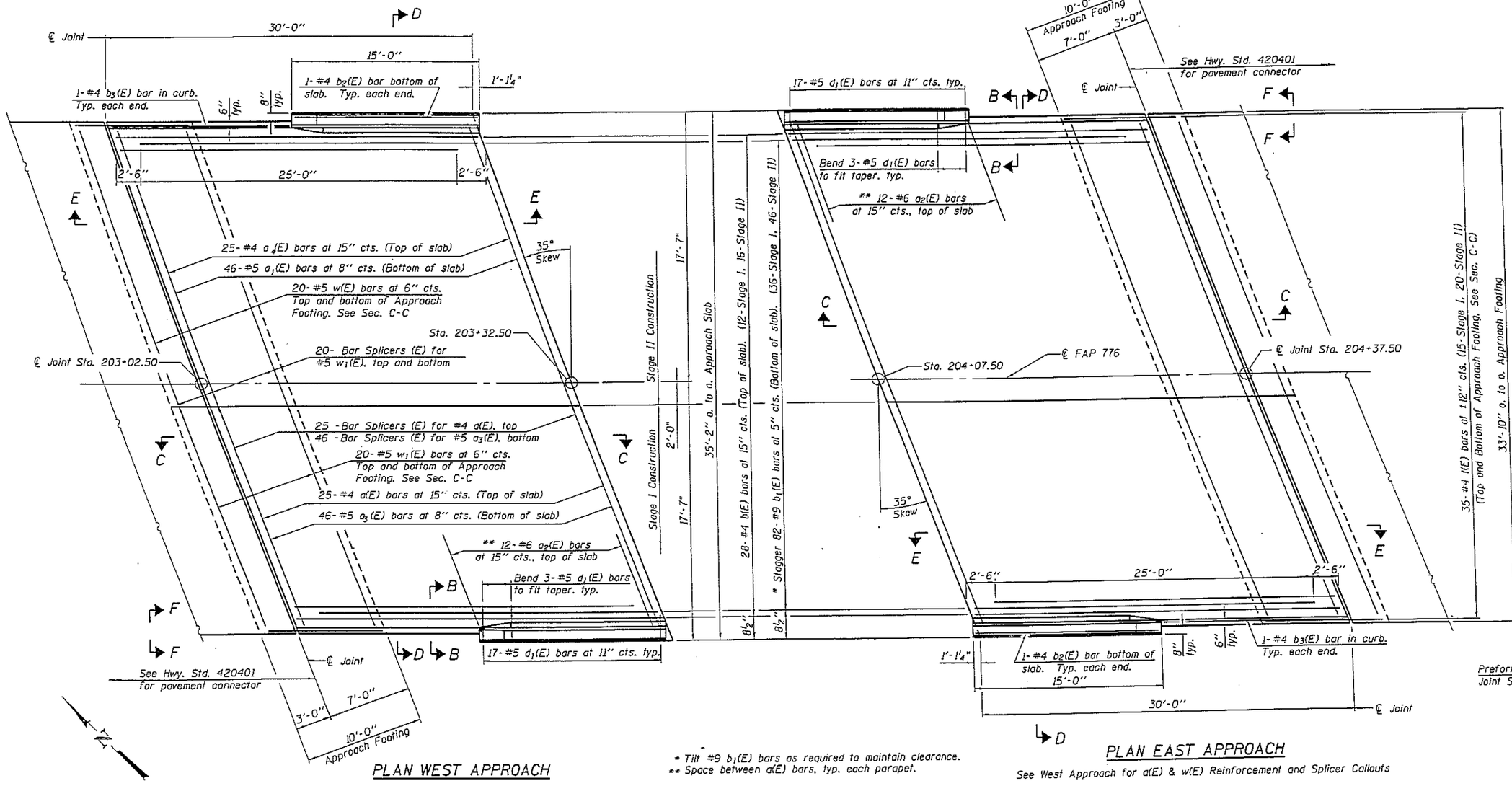
SHEET NO. 10
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	35
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

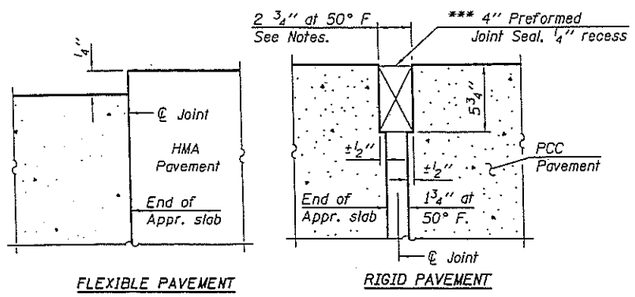


PLAN WEST APPROACH

PLAN EAST APPROACH

* Tilt #9 b_1(E) bars as required to maintain clearance.
** Space between a(E) bars, typ. each parapet.

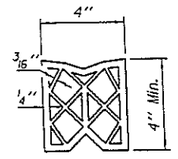
See West Approach for a(E) & w(E) Reinforcement and Splicer Callouts



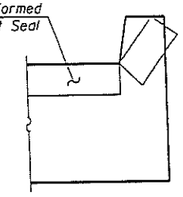
FLEXIBLE PAVEMENT RIGID PAVEMENT

DETAIL A

*** Cost included with Concrete Superstructure.



PREFORMED JOINT SEAL



VIEW F-F

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

Notes:
See sheet 12 of 21 for Sections C-C & D-D and Views B-B & E-E.
a(E), a_1(E), a_3(E) and a_4(E) bar spacings measured along ℄ Rdwy.

(Sheet 1 of 2)

APPROACH SLAB DETAILS
STRUCTURE NO. 096-0070

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

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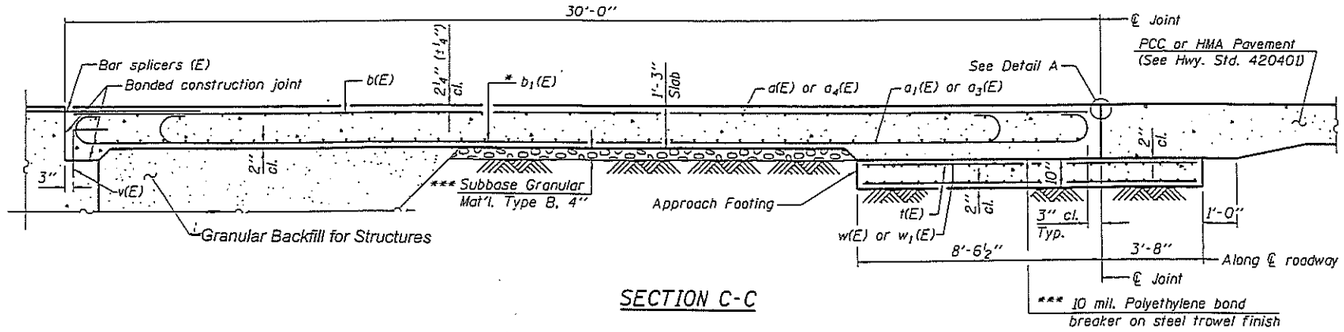
SHEET NO. 11
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101)B-1	WAYNE	66	36
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

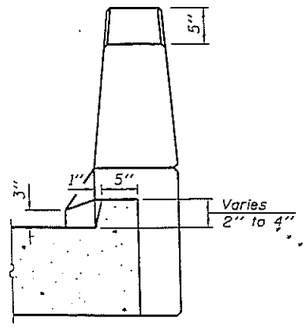


SECTION C-C

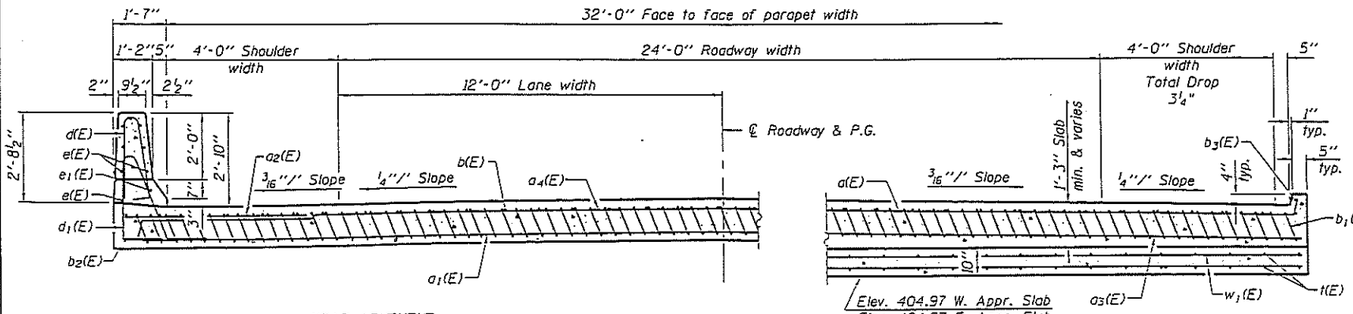
* Till #9 $b_1(E)$ bars as required to maintain clearance.

*** Cost included with Concrete Superstructure.

Notes:
See sheet 11 of 21 for Detail A and location of View B-B.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet 9 & 10 of 21.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 18 of 21.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 21.
For additional parapet details, see sheet 9 of 21.



VIEW B-B

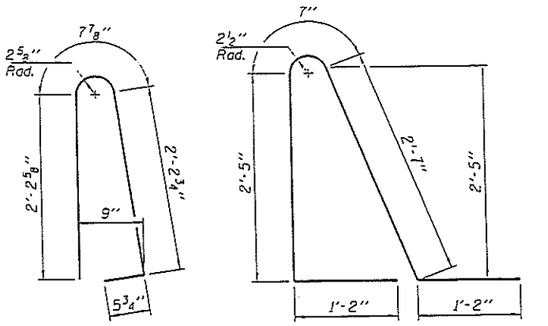


NEAR ABUTMENT

SECTION D-D

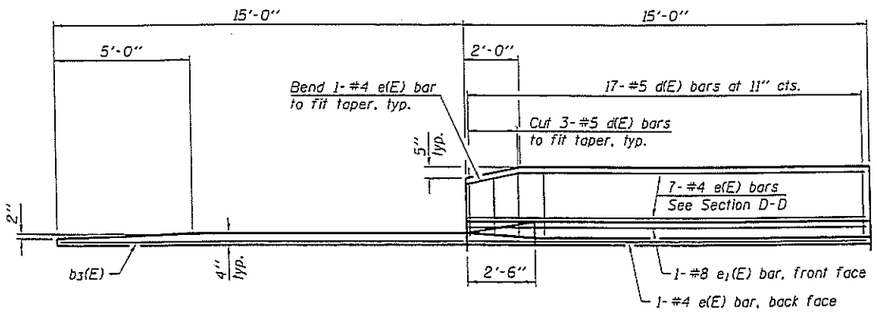
(See Plan for dimensions not shown. Stage Construction Joint not shown)

AT APPROACH FOOTING

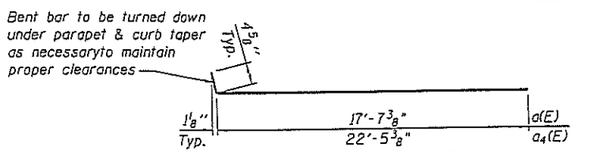


BAR d(E)

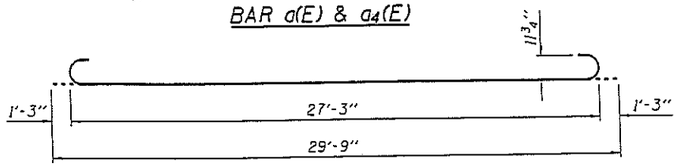
BAR $d_1(E)$



VIEW E-E



BAR d(E) & $a_4(E)$



BAR $b_1(E)$

TWO APPROACHES BILL OF MATERIAL

Bar	No.	Size	Length	Shape
d(E)	50	#4	18'-0"	
$a_1(E)$	92	#5	22'-8"	
$a_2(E)$	48	#6	6'-6"	
$a_3(E)$	92	#5	17'-10"	
$a_4(E)$	50	#4	22'-10"	
b(E)	56	#4	29'-8"	
$b_1(E)$	164	#9	29'-9"	
$b_2(E)$	4	#4	14'-8"	
$b_3(E)$	4	#4	14'-7"	
d(E)	68	#5	5'-7"	
$d_1(E)$	68	#5	7'-11"	
e(E)	32	#4	14'-8"	
$e_1(E)$	4	#8	14'-8"	
t(E)	140	#4	11'-9"	
w(E)	80	#5	22'-8"	
$w_1(E)$	80	#5	17'-11"	
Concrete Superstructure			Cu. Yd.	97.8
Concrete Structures			Cu. Yd.	25.6
Reinforcement Bars, Epoxy Coated			Pound	29,410

(Sheet 2 of 2)

APPROACH SLAB DETAILS STRUCTURE NO. 096-0070

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

BA-R 11-1-09

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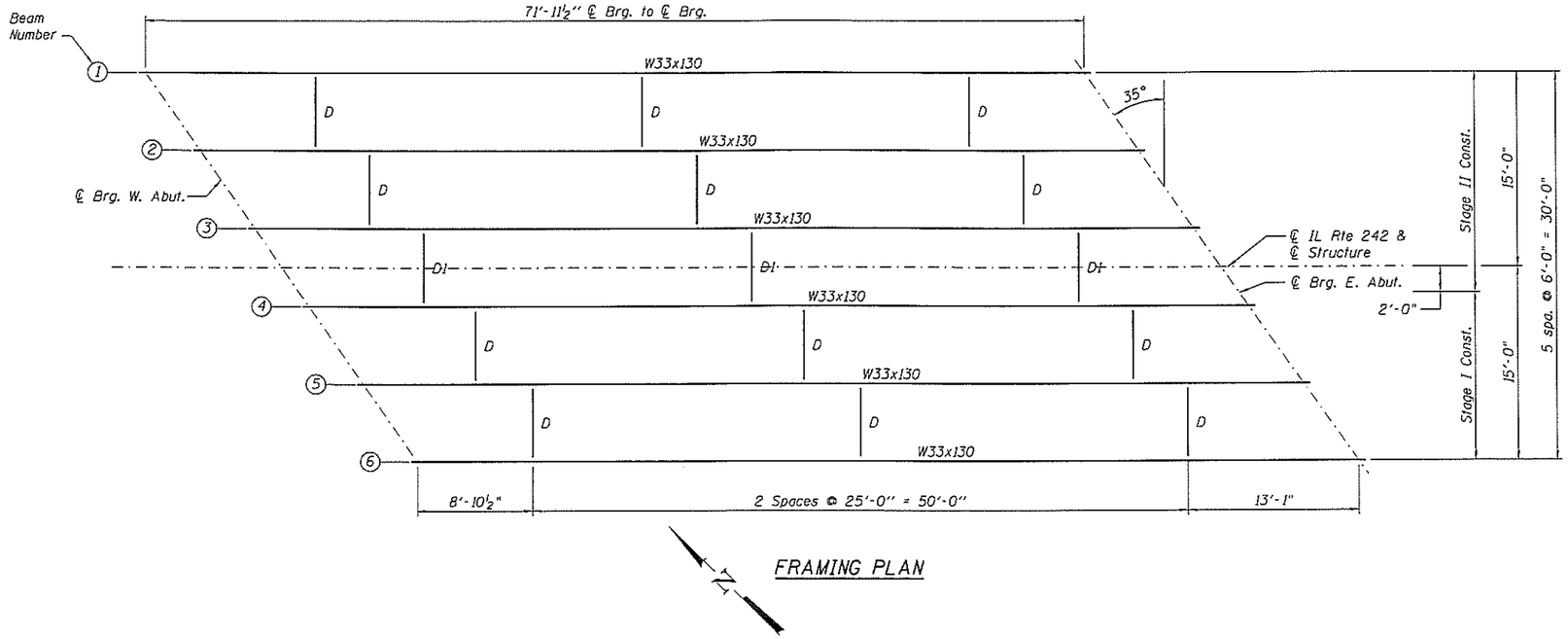
SHEET NO. 12
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101,B)B-1	WAYNE	66	37
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FRAMING PLAN

I_s, S_s: Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads ($in.^4$ and $in.^3$).

$I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) due to short-term composite live loads ($in.^4$ and $in.^3$).

$I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

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

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

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

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

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

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

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

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

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

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

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

f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{\ell + IM}$

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

INTERIOR GIRDER MOMENT TABLE		
		0.5 Span
I_s	($in.^4$)	6710
$I_c(n)$	($in.^4$)	17170
$I_c(3n)$	($in.^4$)	12610
S_s	($in.^3$)	406
$S_c(n)$	($in.^3$)	583
$S_c(3n)$	($in.^3$)	528
DC1	(k/')	0.762
M_{DC1}	('k)	493
DC2	(k/')	0.150
M_{DC2}	('k)	97
DW	(k/')	0.267
M_{DW}	('k)	173
$M_{\ell + IM}$	('k)	961
M_u (Strength I)	('k)	2679
* $\phi_f M_n$, $\phi_f M_{nc}$	('k)	2962
f_s DC1	(ksi)	14.57
f_s DC2	(ksi)	2.21
f_s DW	(ksi)	3.93
f_s 1.3(ℓ+IM)	(ksi)	25.69
f_s (Service II)	(ksi)	46.45
** f_s (Total)(Strength I)	(ksi)	-
V_r	(k)	26.4

* Compact sections

** Non-Compact and slender sections

INTERIOR GIRDER REACTION TABLE		
		Abutment
R_{DC1}	(k)	27.4
R_{DC2}	(k)	5.4
R_{DW}	(k)	9.6
$R_{\ell + IM}$	(k)	81.3
R_{Total}	(k)	123.7

Note:
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. For diaphragm details see sheet 14 of 21.

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

FRAMING PLAN
STRUCTURE NO. 096-0070

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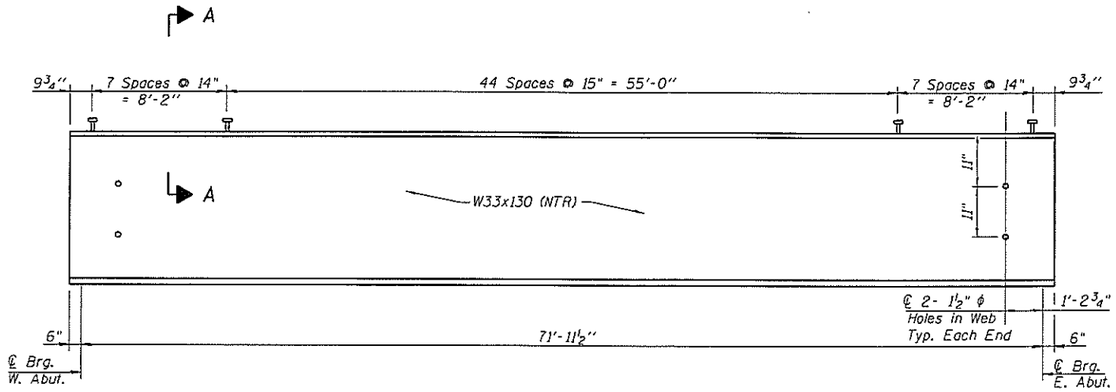
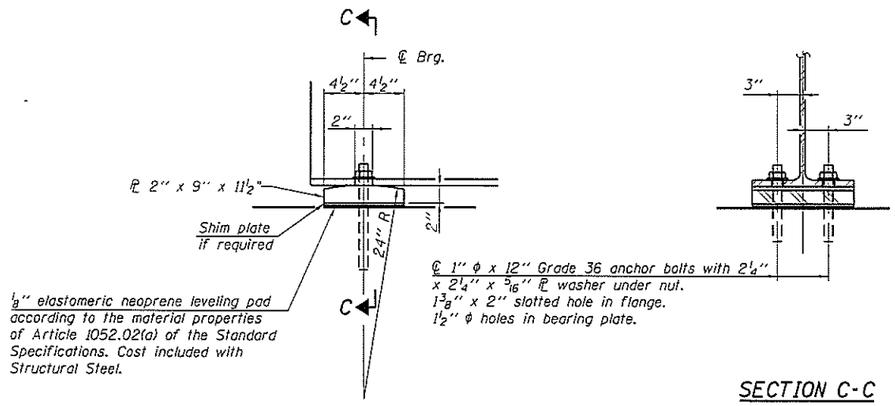
SHEET NO. 13
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	38
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



GIRDER ELEVATION

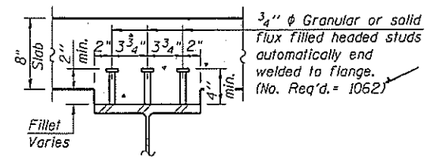
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.



ELEVATION AT ABUTMENT

SECTION C-C

FIXED BEARING

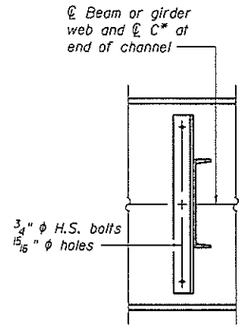


SECTION A-A

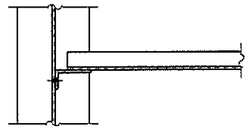
TOP OF BEAM ELEVATIONS

(For Fabrication Only)

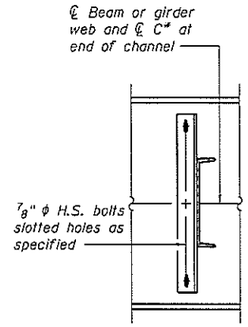
GIRDER	℄ Brg. W. Abut.	℄ Brg. E. Abut.
1	406.478	406.520
2	406.598	406.623
3	406.701	406.709
4	406.709	406.701
5	406.623	406.598
6	406.520	406.478



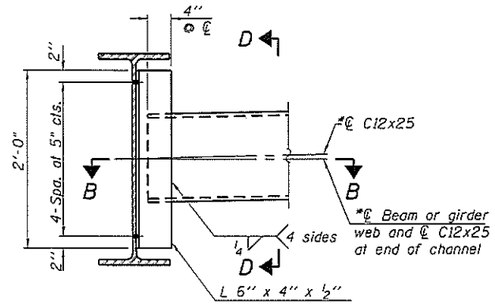
SECTION D-D



SECTION B-B

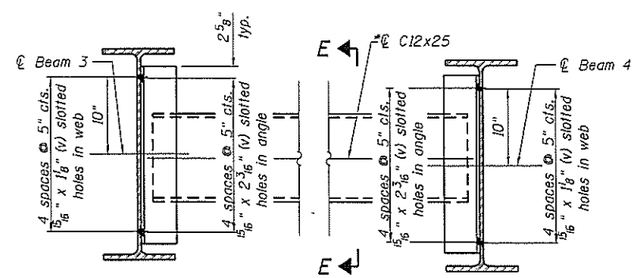


SECTION E-E



INTERIOR DIAPHRAGM, D

(12 Required)



INTERIOR DIAPHRAGM, D1

See Interior Diaphragm, D for details not shown (3 Required)

Notes:

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

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

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

The structural steel plates and pintles of the Fixed Bearing shall conform to the requirements of AASHTO M270, Grade 50W.

Notes:

Two hardened washers required for each set of oversized or slotted holes.

**Alternate channel (C12x30) is permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.*

The alternate, if utilized, shall be provided at no additional cost to the Department.

Bolts in slots shall be finger tight until the second stage pour is complete. Position the slotted holes of the diaphragm connection angle so that the bolts start at one end with no concrete load and finish near the opposite end under deck load, allowing maximum vertical displacement at the stage line.

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

GIRDER DETAILS
STRUCTURE NO. 096-0070

THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
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Tel: 618.624.4488
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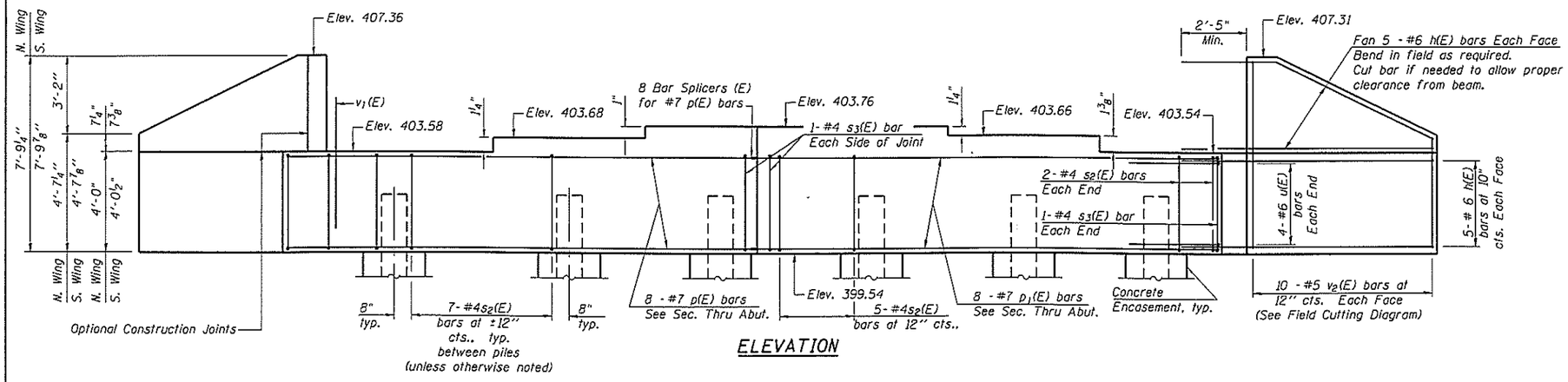
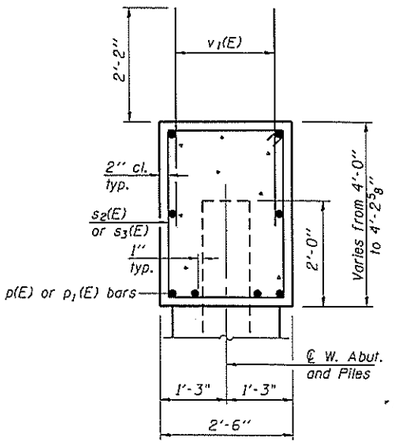
SHEET NO. 14
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(10)B-1	WAYNE	66	39
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

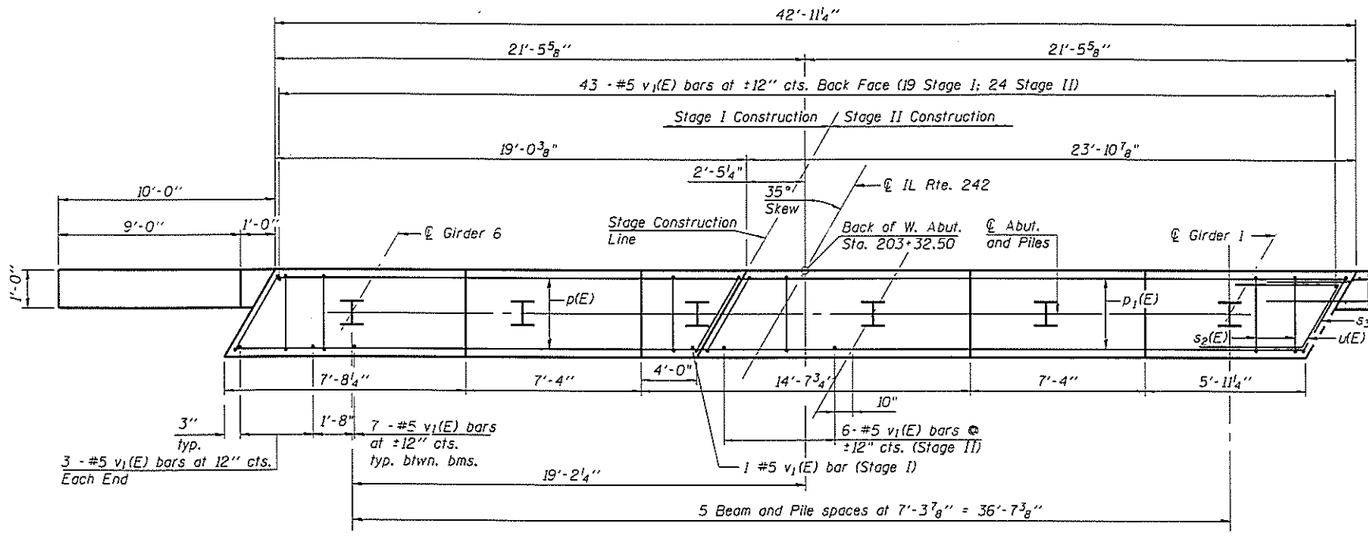
Notes:
Pour steps monolithically with cap.



ELEVATION



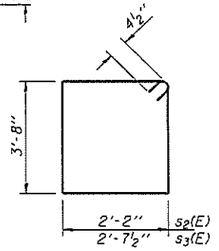
SEC. THRU ABUT.



PLAN

BILL OF MATERIAL

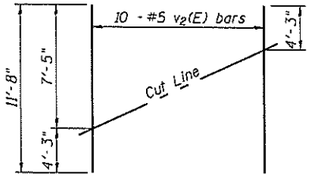
Bar	No.	Size	Length	Shape
h(E)	40	#6	12'-8"	
p(E)	8	#7	18'-8"	
p1(E)	8	#7	23'-7"	
s2(E)	37	#4	12'-5"	
s3(E)	4	#4	13'-4"	
u(E)	8	#6	10'-5"	
v1(E)	84	#5	4'-4"	
v2(E)	20	#5	11'-8"	
Structure Excavation			Cu. Yd.	102
Concrete Structures			Cu. Yd.	21.0
Reinforcement Bars, Epoxy Coated			Pound	2550
Furnishing Steel Piles, HP10X42			Foot	228
Driving Piles			Foot	228
Concrete Encasement			Cu. Yd.	2.1



BARS s2(E) & s3(E)

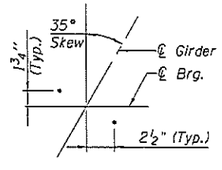
PILE DATA

Type: HP 10x42
Nominal Required Bearing: 335 Kips
Factored Resistance Available: 167.5 Kips
Est. Length: 38'
No. Production Piles: 6
No. Test Piles: 0

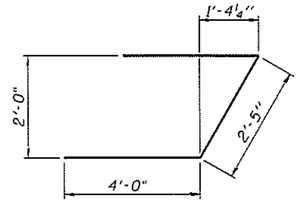


FIELD CUTTING DIAGRAM

Order 20-v2(E) full length. Cut bars in 2 groups of ten as shown and use remainder of bars in opposite face.



ANCHOR BOLT LOCATION PLAN



BAR u(E)

For details of Bar Splicers, see sheet 18 of 21.
For details of piles and Concrete Encasement, see sheet 17 of 21.

WEST ABUTMENT
STRUCTURE NO. 096-0070

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

AI-R 11-1-09

THOUVENOT, WADE & MOERCHEN, INC.
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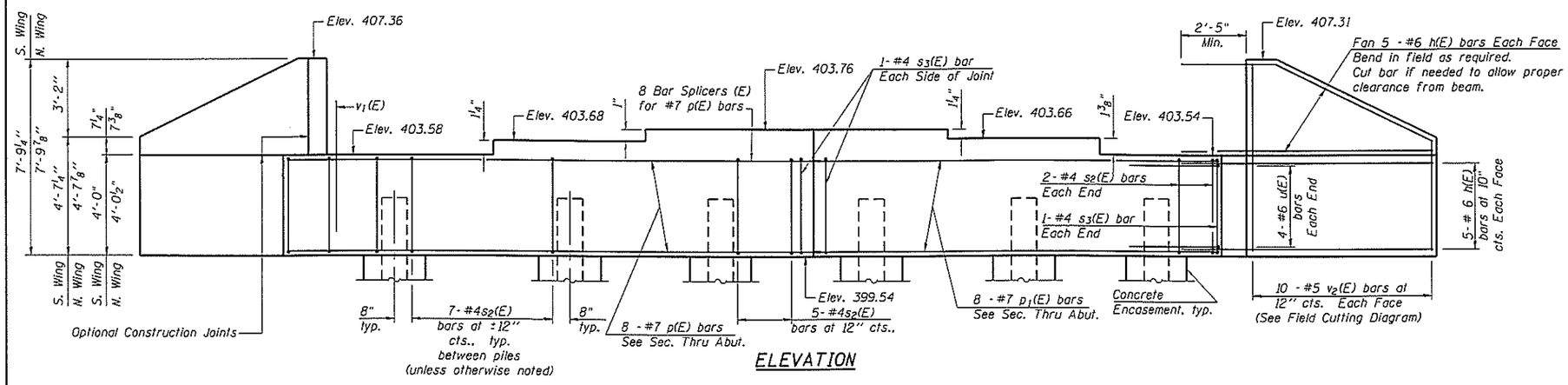
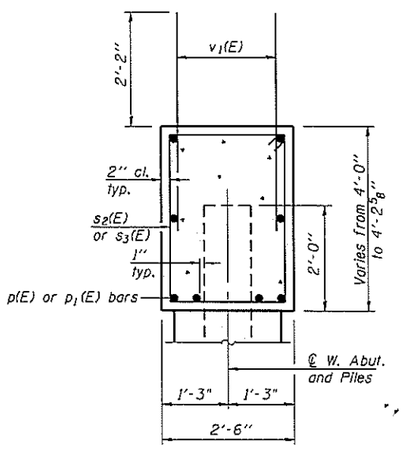
SHEET NO. 15
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	40
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

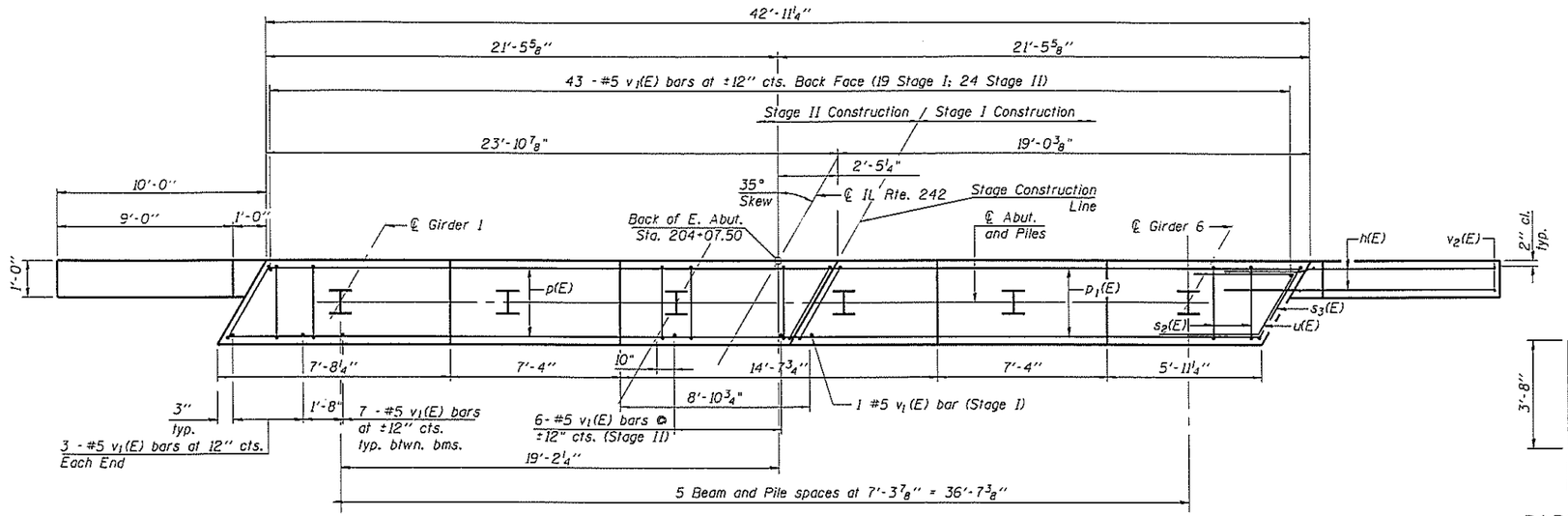
Notes:
Pour steps monolithically with cap.



ELEVATION



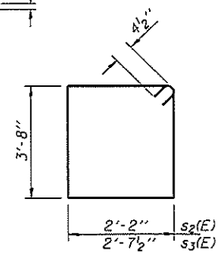
SEC. THRU ABUT.



PLAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	40	#6	12'-8"	
p(E)	8	#7	18'-8"	
p1(E)	8	#7	23'-7"	
s2(E)	37	#4	12'-5"	
s3(E)	4	#4	13'-4"	
u(E)	8	#6	10'-5"	
v1(E)	84	#5	4'-4"	
v2(E)	20	#5	11'-8"	
Structure Excavation		Cu. Yd.	102	
Concrete Structures		Cu. Yd.	21.0	
Reinforcement Bars, Epoxy Coated		Pound	2550	
Furnishing Steel Piles, HP10X42		Foot	228	
Driving Piles		Foot	228	
Concrete Encasement		Cu. Yd.	2.1	

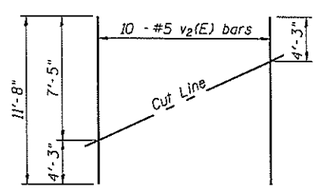


BARS s2(E) & s3(E)

For details of Bar Splicers, see sheet 18 of 21.
For details of piles and Concrete Encasement, see sheet 17 of 21.

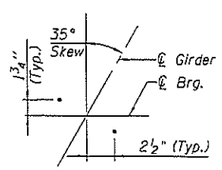
PILE DATA

Type: HP 10x42
Nominal Required Bearing: 335 Kips
Factored Resistance Available: 167.5 Kips
Est. Length: 38'
No. Production Piles: 6
No. Test Piles: 0

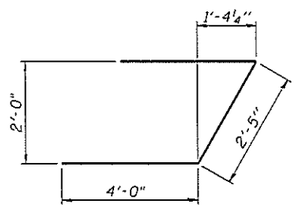


FIELD CUTTING DIAGRAM

Order 20-v2(E) full length. Cut bars in 2 groups of ten as shown and use remainder of bars in opposite face.



ANCHOR BOLT LOCATION PLAN



BAR u(E)

EAST ABUTMENT
STRUCTURE NO. 096-0070

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

AI-R 11-1-09

THOUVENOT, WADE & MOERCHEN, INC.
CORPORATE OFFICE
4940 Old Collinsville Road
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Fax: 618.624.6688
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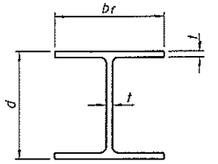
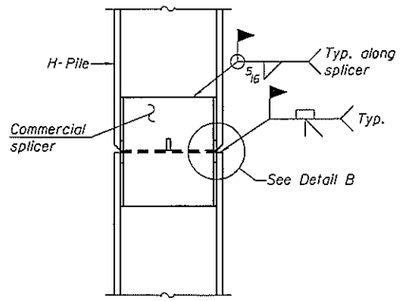
SHEET NO. 16
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	41
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

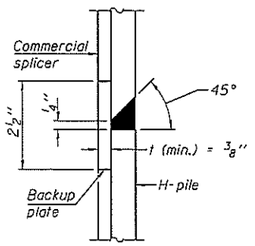


STEEL PILE TABLE

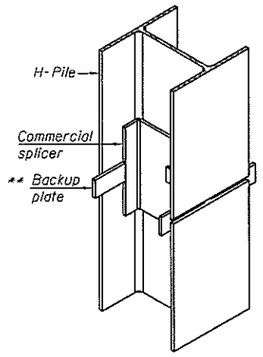
Designation	Depth d	Flange width b_f	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	11/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	11/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53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



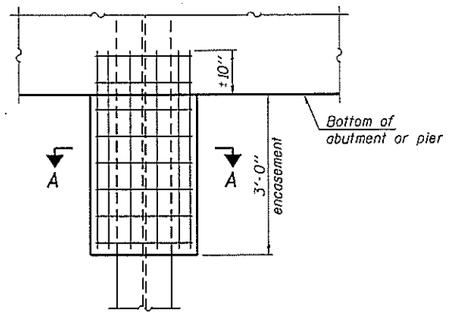
ELEVATION



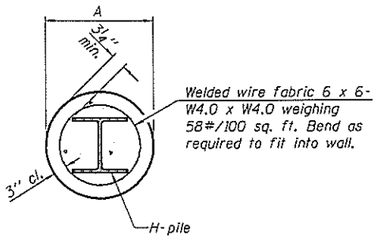
DETAIL "B"



ISOMETRIC VIEW



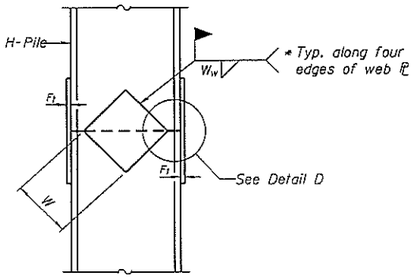
ELEVATION



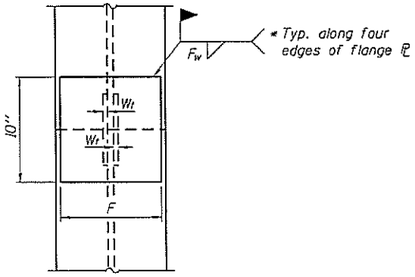
Note:
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A

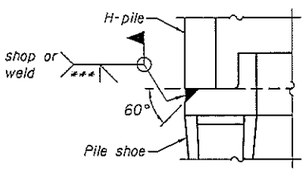
PILE ENCASEMENT



ELEVATION

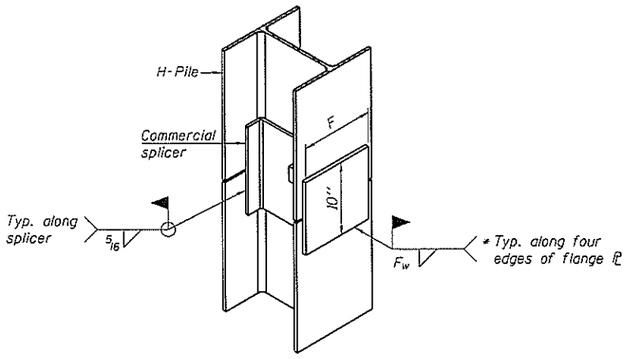


END VIEW



DETAIL A

H-PILE SHOE ATTACHMENT



ISOMETRIC VIEW

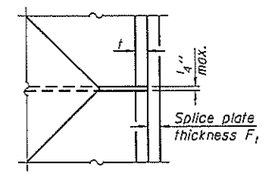
WELDED COMMERCIAL SPLICE

WELDED COMMERCIAL SPLICE ALTERNATE

* Interrupt welds 1/4" from end of web and/or each flange.

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

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



DETAIL D

Designation	F	F_t	F_w	W	W_f	W_w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

WELDED PLATE FIELD SPLICE

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

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

F-HP 1-27-12

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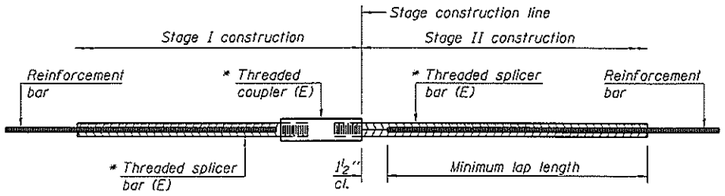
TWM
EXCEPTIONAL SERVICE. NOTHING LESS.

SHEET NO. 17
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	42
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

HP PILE DETAILS
STRUCTURE NO. 096-0070



STANDARD BAR SPLICER ASSEMBLY

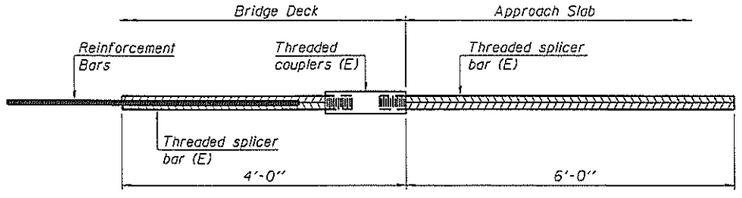
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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

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

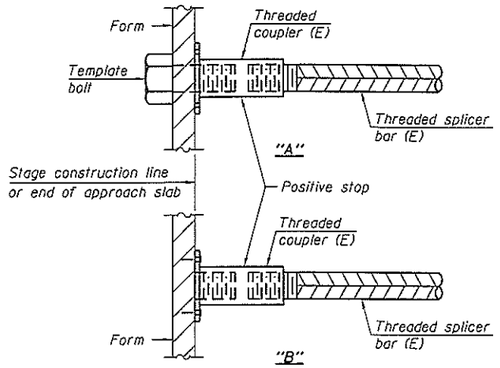
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Deck	#5	222	5
Appr. Slab	#5	92	5
Appr. Slab	#4	50	5
Appr. Footing	#5	80	5
Diaphragms	#6	16	5
Abutments	#7	16	5



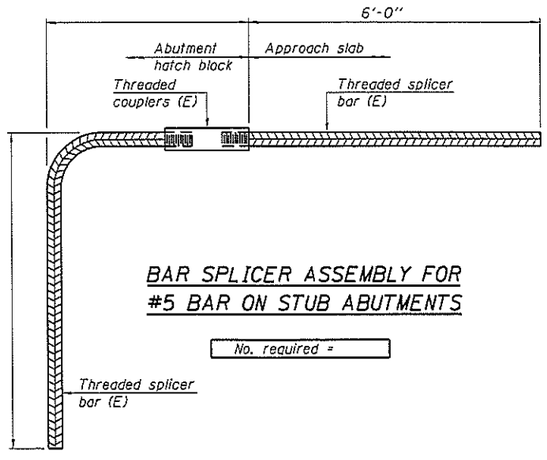
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 72



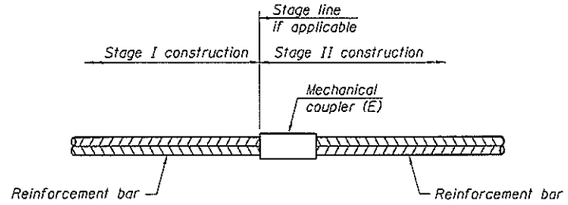
INSTALLATION AND SETTING METHODS

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



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =



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.

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS STRUCTURE NO. 096-0070

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

BSD-1 1-27-12

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CORPORATE OFFICE
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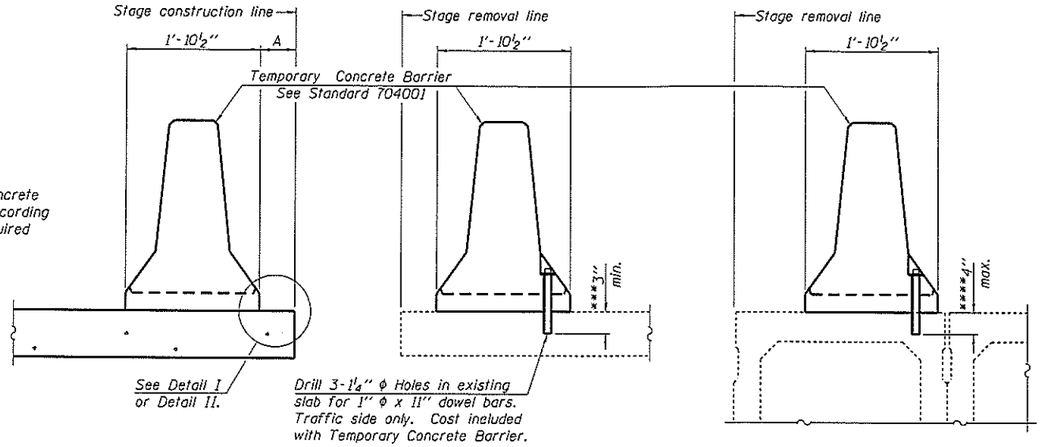
SHEET NO. 18
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(1d B)B-1	WAYNE	66	43
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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



NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel ℄ to the top layer of couplers with 2-⅝" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

Detail II - With Extended Reinforcement Bars:
Connect one (1) 1" x 7" x "W" steel ℄ to the concrete slab or concrete wearing surface with 2-⅝" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

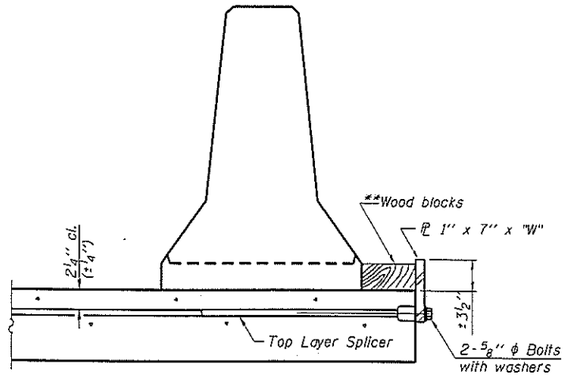
Cost of anchorage is included with Temporary Concrete Barrier.

The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

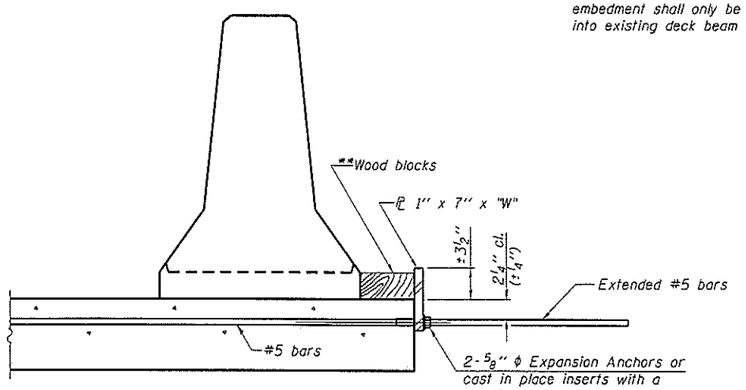
SECTIONS THRU SLAB OR DECK BEAM

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

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



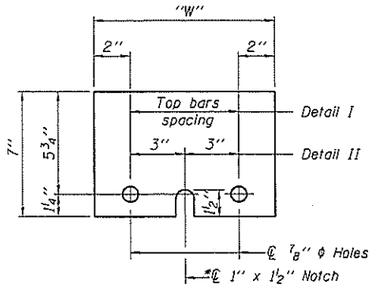
DETAIL I



DETAIL II

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

"W" = Top bars spacing + 4"



STEEL RETAINER ℄ 1" x 7" x "W"

* Required only with Detail II

TEMPORARY CONCRETE BARRIER
FOR STAGE CONSTRUCTION
STRUCTURE NO. 096-0070

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

R-27 7-1-10

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SHEET NO. 19
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(10)B-1	WAYNE	66	44
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 9/19/08

ROUTE FAP 776 (IL 242) DESCRIPTION Fish Slough LOGGED BY E. Sandschafer

SECTION (101B)B-1 LOCATION North 1/2, SEC. 6, TWP. 3 S, RNG. 6 E, 3 PM

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

STRUCT. NO. 096-0030
Station 204+68

BORING NO. 1 N Abut
Station 203+10
Offset 8.00ft Rt
Ground Surface Elev. 403.96 ft

Surface Water Elev. Dry ft
Stream Bed Elev. 392.80 ft

Groundwater Elev.:
First Encounter 376.5 ft
Upon Completion 386.0 ft
After 168 Hrs. 395.6 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				6 7/8" asphalt on 8" concrete pavement.
				402.76
				Medium to stiff, damp, gray, SILTY CLAY.
	2			
	2	0.8	27	
	3	S		
-5	0			
	2	1.0	37	
	3	BS		
	0			
	1	0.7	34	
	3	B		
-10	2			
	3	1.5	22	
	5	B		
				391.96
	2			Stiff, damp, red marbled gray, CLAY.
	4	1.9	23	
	5	B		
-15	2			
	4	1.7	24	
	4	S		
	2			
	3	1.7	23	
	5	S		
-20	2			
				Stiff, damp, red marbled gray, CLAY. *(continued)*
				381.26
				Medium, damp, gray, SILTY CLAY.
				379.46
				Gray, SANDY LOAM. 378.96
				Medium, wet, brown, fine grained, SAND. *16% passing #200 sieve.* 378.16
				Brown, CLAY.
				376.96
				Very stiff, damp, brown, SILTY CLAY.
				374.06
				Stiff, damp, brown, SANDY CLAY LOAM.
				369.46
				Very dense, moist, gray, SANDY CLAY SHALE. 368.66
				Extent of exploration.
				Benchmark: BM 608 cut square on SE corner of existing structure, Sta 203+50, 16' Lt = 403.55' elevation. Provided by Program Development.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	4	2.3	23
	5	BS	
	1		
	1	0.6	23
	3	B	
-25	4		
	12		25
	15		
	2		
	7	2.1	12
	14	B	
-30	5		
	10	1.5	16
	14	B	
-35	37		
	50/2"		3
	50/1"		
-40			

Latitude W 88 deg 34.392 min. Longitude N 38 deg 17.597 min. Map Datum WGS 84

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 9/19/08

ROUTE FAP 776 (IL 242) DESCRIPTION Fish Slough LOGGED BY E. Sandschafer

SECTION (101B)B-1 LOCATION North 1/2, SEC. 6, TWP. 3 S, RNG. 6 E, 3 PM

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

STRUCT. NO. 096-0030
Station 204+68

BORING NO. 2 S Abut
Station 204+00
Offset 8.00ft Rt
Ground Surface Elev. 403.90 ft

Surface Water Elev. Dry ft
Stream Bed Elev. 392.80 ft

Groundwater Elev.:
First Encounter 379.4 ft
Upon Completion 391.2 ft
After 168 Hrs. 395.1 ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				5 7/8" asphalt on 8 1/4" concrete pavement.
				402.70
				Stiff to medium, damp, gray/red, SILTY CLAY.
	3			
	2	1.1	33	
	3	B		
-5	1			
	1	0.7	32	
	2	B		
	1			
	2	1.0	31	
	3	B		
-10	2			
	4	0.7	24	
	5	BS		
				391.50
	2			Stiff, damp, red marbled gray, CLAY.
	4	2.2	22	
	4	B		
-15	2			
	3	1.6	22	Few Silt lenses.
	5	S		
	2			
	4	2.1	22	
	4	B		
				383.90
-20	2			
				Stiff, damp, red marbled gray, CLAY.
				380.90
				Soft, very damp, red, SANDY LOAM.
				375.90
				Very stiff, damp, brown, SANDY CLAY.
				374.40
				Very stiff, damp, brown, CLAY LOAM.
				369.40
				Very dense, moist, gray, SANDY CLAY SHALE. 368.90
				Borehole continued with rock coring.

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
	3	1.8	22
	5	B	
	2		
	4	0.3	31
	4	B	
-25	2		
	5	0.3	19
	11	B	
	2		
	5	2.1	19
	7	B	
-30	5		
	9	3.1	18
	13	B	
-35	50/5"		8
	50/1"		
	50/1"		
-40			

Latitude W 88 deg 34.677 min. Longitude N 38 deg 17.597 min. Map Datum WGS 84

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

BBS, from 137 (Rev. 8-99)

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

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SHEET NO. 20
21 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	45
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

(Sheet 1 of 2)

SOIL BORING LOGS
STRUCTURE NO. 096-0070

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

ROCK CORE LOG

Date 9/19/08

ROUTE FAP 776 (IL 242) DESCRIPTION Fish Slough LOGGED BY E. Sandschafer

SECTION (101B)B-1 LOCATION North 1/2, SEC. 6, TWP. 3 S, RNG. 6 E, 3 PM

COUNTY Wayne CORING METHOD Rotray, surf set diamond bit

STRUCT. NO. 096-0030
Station 204+68

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

Core Diameter 2.06 in
Top of Rock Elev. 369.40 ft
Begin Core Elev. 399.90 ft

BORING NO. 2 S Abut
Station 204+00
Offset 8.00ft Rt
Ground Surface Elev. 403.90 ft

		DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
Gray, moderately weathered, SANDY CLAY SHALE. *Rock core B2C1 from 35.5' to 35.9' depth Qu = 59.3 tsf.*	368.90		B2C1	86	86	0.8	
	363.90	-40					
Gray, slightly weathered, SANDY CLAY SHALE. *Rock core B2C2 from 43.0' to 43.5' depth Qu = 81.8 tsf.*	358.90	-45					
Extent of exploration. Benchmark: BM 508 cut square on SE corner of existing structure, Sta 203+60, 16' Lt = 403.56' elevation. Provided by Program Development.		-50					
		-55					

Color pictures of the cores Available on request
Cores will be stored for examination until 09/19/09
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

DESIGNED	DJH
CHECKED	ALN
DRAWN	DJH
CHECKED	ALN

(Sheet 2 of 2)
SOIL BORING LOGS
STRUCTURE NO. 096-0070

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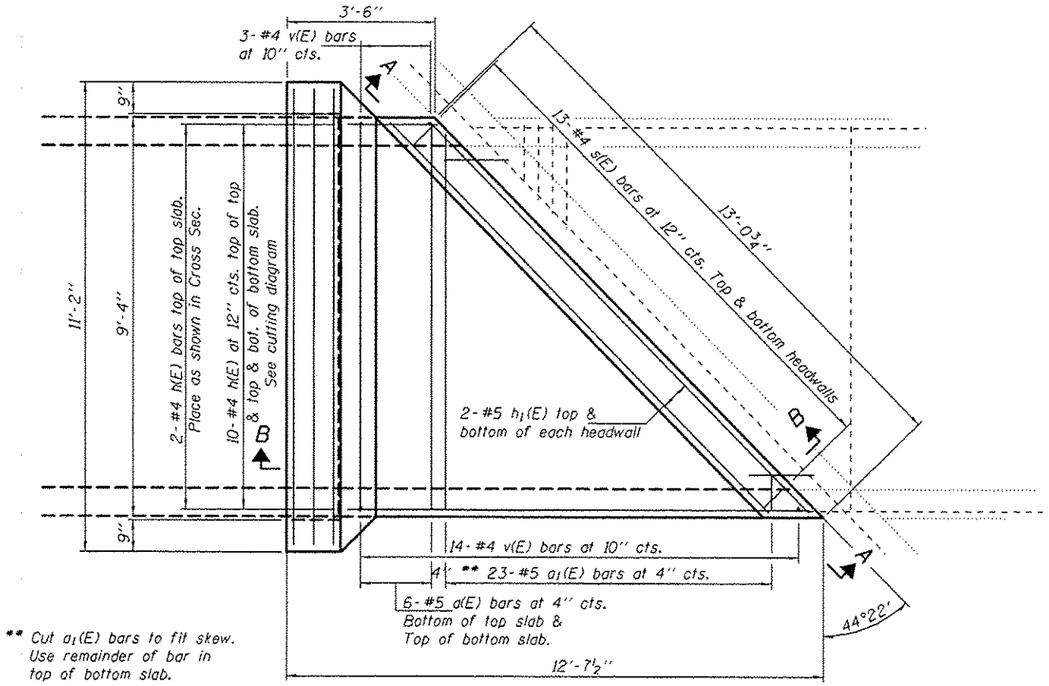
SHEET NO. 21
21 SHEETS

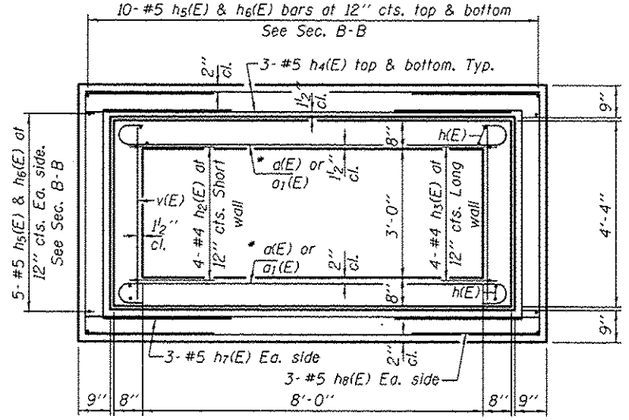
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	46
		CONTRACT NO. 74223		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



** Cut $a_1(E)$ bars to fit skew. Use remainder of bar in top of bottom slab.

PLAN

(Opposite end similar by 180° rotation)



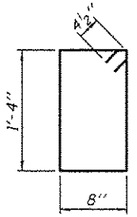
SECTION THRU BOX

* Tilt hook of a(E) & $a_1(E)$ bars as required for clearance.

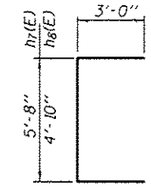
GENERAL NOTES

Reinforcement bars designated (E) shall be epoxy coated.

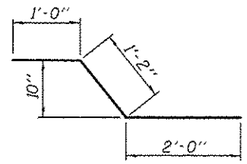
Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.



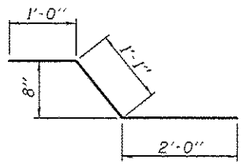
BAR s(E)



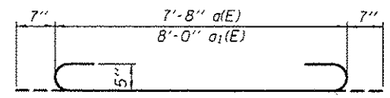
BARS h7(E) & h8(E)



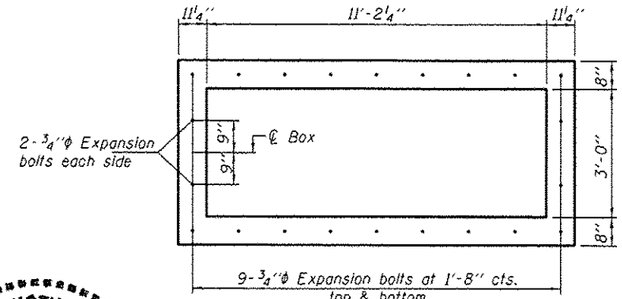
BAR h5(E)



BAR h6(E)



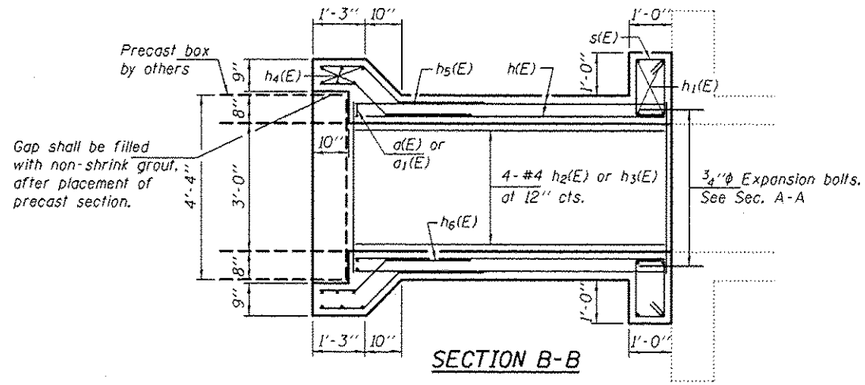
BARS a(E) & $a_1(E)$



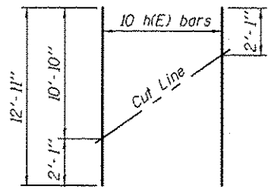
SECTION A-A

(Showing expansion bolt location)

Note:
Expansion bolts shall be ¾"ϕ hooked bolts. Hooked bolts shall extend 9" minimum into new concrete.



SECTION B-B



FIELD CUTTING DIAGRAM

Order h(E) full length. Cut as shown, place in top of top slab and use remainder of bars in bottom of bottom slab.

DESIGN STRESSES

fy = 60,000 psi
f'c = 3,500 psi

BILL OF MATERIAL (TWO EXTENSIONS)

Bar	No.	Size	Length	Shape
a(E)	24	#5	8'-10"	
$a_1(E)$	46	#5	9'-2"	
h(E)	24	#4	12'-11"	
$h_1(E)$	16	#5	12'-9"	
$h_2(E)$	8	#5	2'-1"	
$h_3(E)$	8	#5	11'-0"	
$h_4(E)$	24	#5	10'-10"	
$h_5(E)$	60	#5	4'-2"	
$h_6(E)$	60	#5	4'-1"	
$h_7(E)$	12	#5	11'-8"	
$h_8(E)$	12	#5	10'-10"	
s(E)	52	#4	4'-9"	
v(E)	34	#5	4'-0"	
Expansion Bolts, ¾"			Each	44
Concrete Box Culverts			Cu. Yd.	16.2
Reinforcement Bars			Pound	2570

LICENSED STRUCTURAL ENGINEER
DAVID CARL PUZEY
061-005470
SPRINGFIELD ILLINOIS
STATE OF ILLINOIS

EXPIRES 11-30-2016

DESIGNED		EXAMINED	DATE - FEBRUARY 2, 2015
CHECKED		ACTING ENGINEER OF STRUCTURAL SERVICES	
DRAWN	baliva	PASSED	REVISED
CHECKED		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CULVERT EXTENSION DETAILS
WAYNE COUNTY
SHEET NO. 1 OF 1 SHEETS

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	47
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

EROSION CONTROL GENERAL NOTES

EROSION CONTROL MEASURES AT THE START OF CONSTRUCTION:

1. THE AREAS OF EXCAVATION AND EMBANKMENT PLACEMENT SHALL BE MANAGED FOR THE PURPOSES OF CONTROLLING EROSION WITHIN THE IMPROVEMENT AREA, REDUCING WATER FLOW BY TEMPORARY DIVERSION, MINIMIZING SILTATION AT THE RIGHT-OF-WAY LINE, AND ESTABLISHING VEGETATIVE COVER WHICH WILL BECOME PERMANENT VEGETATION AND ACT AS AN EROSION CONTROL BARRIER. WORK AT THE START OF CONSTRUCTION SHALL CONSIST OF THE FOLLOWING:

   (a) AREAS OF EXISTING VEGETATION (WOODS AND GRASSLANDS) OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE IDENTIFIED FOR PRESERVING AND SHALL BE PROTECTED FROM MOWING, BRUSH CUTTING, TREE REMOVAL, AND OTHER ACTIVITIES THAT WOULD BE DETRIMENTAL TO THEIR MAINTENANCE AND DEVELOPMENT.

   (b) DEAD, DISEASED, OR UNSUITABLE VEGETATION WITHIN THE SITE SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

   (c) BARE AND SPARSELY VEGETATED GROUND IN HIGHLY ERODIBLE AREAS AS DETERMINED BY THE ENGINEER SHALL BE TEMPORARILY SEEDED AT THE START OF CONSTRUCTION WHEN NO CONSTRUCTION ACTIVITIES ARE EXPECTED WITHIN SEVEN CALENDAR DAYS.

EROSION CONTROL MEASURES DURING CONSTRUCTION:

1. DURING CONSTRUCTION, AREAS OUTSIDE THE CONSTRUCTION LIMITS AS OUTLINED PREVIOUSLY HEREIN SHALL BE PROTECTED FROM DAMAGING EFFECTS OF CONSTRUCTION. THE CONTRACTOR SHALL NOT USE THIS AREA FOR PARKING OF VEHICLES OR CONSTRUCTION EQUIPMENT, STORAGE OF MATERIALS, OR OTHER CONSTRUCTION RELATED ACTIVITIES.

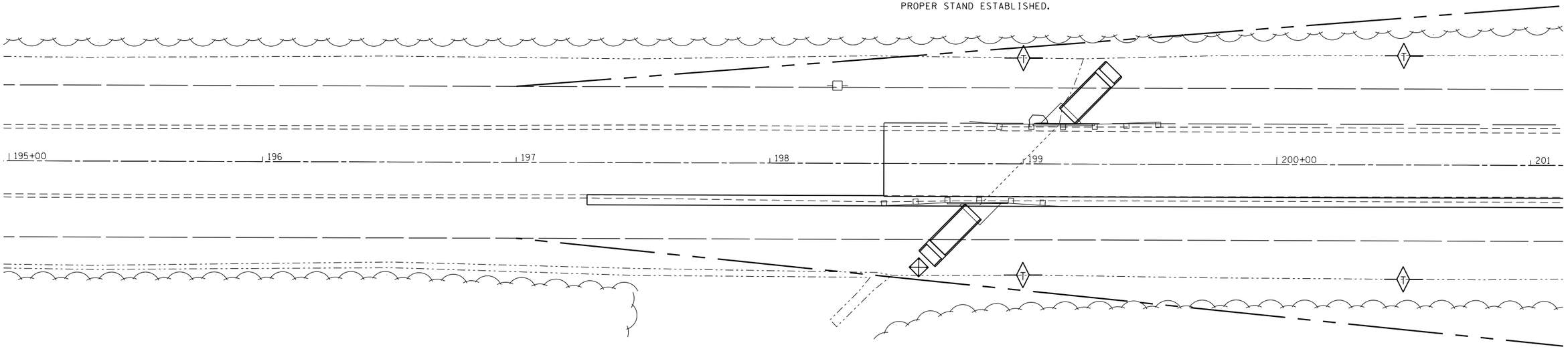
   (a) WITHIN THE CONSTRUCTION ZONE, CRITICAL AREAS WHICH HAVE A HIGH FLOW OF WATER, AS DETERMINED BY THE ENGINEER, SHALL REMAIN UNDISTURBED UNTIL CONTINUOUS OPERATIONS CAN ENSURE TIMELY COMPLETION OF WORK IN THESE AREAS TO MINIMIZE SOIL EROSION.

   (b) EARTH STOCKPILES SHALL BE TEMPORARILY SEEDED IF THEY ARE TO REMAIN UNUSED FOR MORE THAN FOURTEEN CALENDAR DAYS.

EROSION CONTROL MEASURES AFTER FINAL GRADING:

1. EXCAVATION AND EMBANKMENT AREAS SHALL BE PERMANENTLY SEEDED WHEN FINAL GRADED.

   (a) TEMPORARY EROSION CONTROL SYSTEMS SHALL REMAIN IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY WITH ALL PROPOSED TURF AREAS SEEDED AND A PROPER STAND ESTABLISHED.



LEGEND

TEMPORARY DITCH CHECKS

INLET AND FIRE PROTECTION

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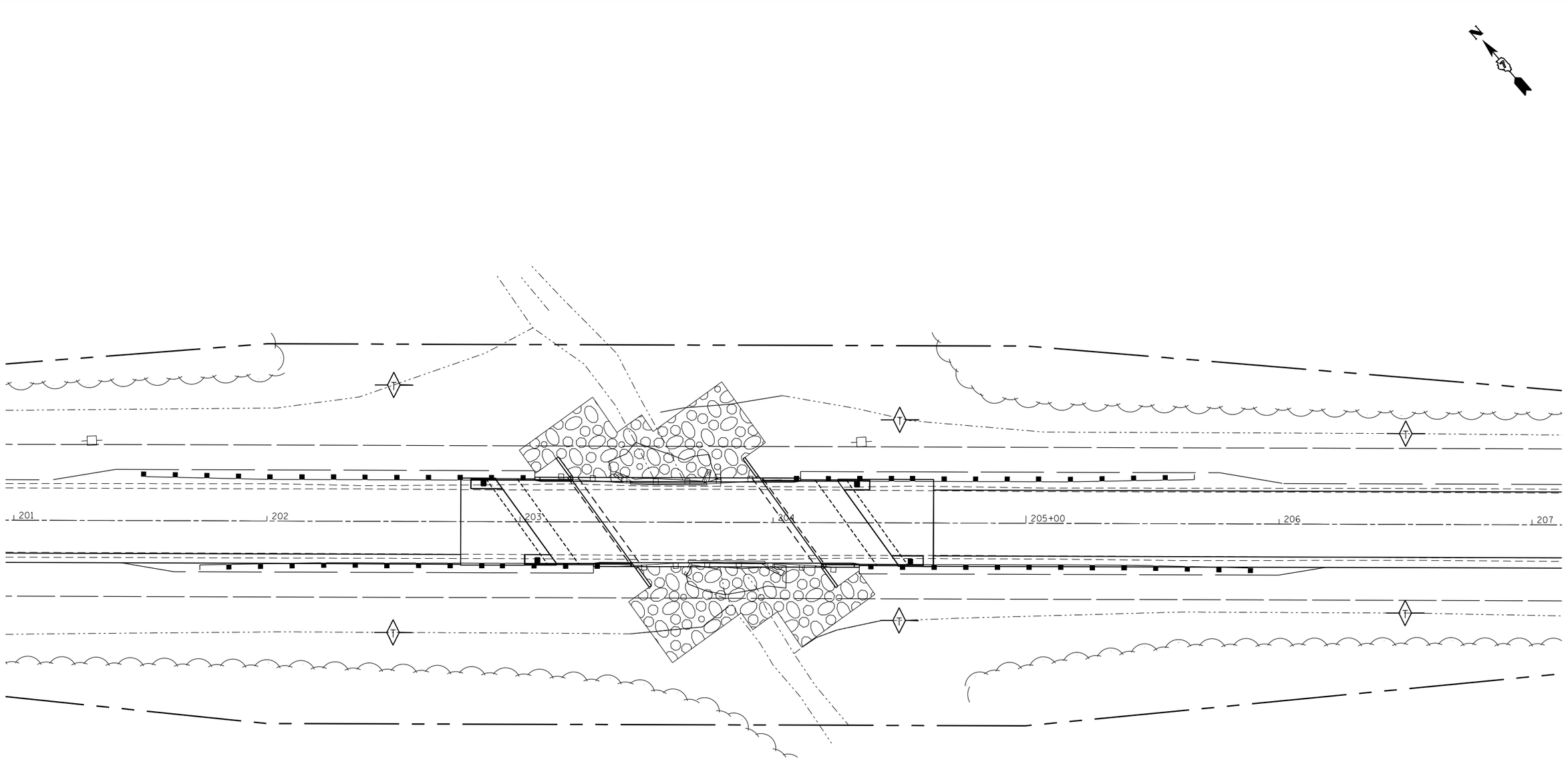
Default	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL

SCALE: 20 | SHEET 1 OF 3 SHEETS | STA. 195+00 | TO STA. 201+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	48
		CONTRACT NO. 74223		
	ILLINOIS	FED. AID PROJECT		



LEGEND

T — TEMPORARY DITCH CHECKS

INLET AND FIRE PROTECTION

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Default	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

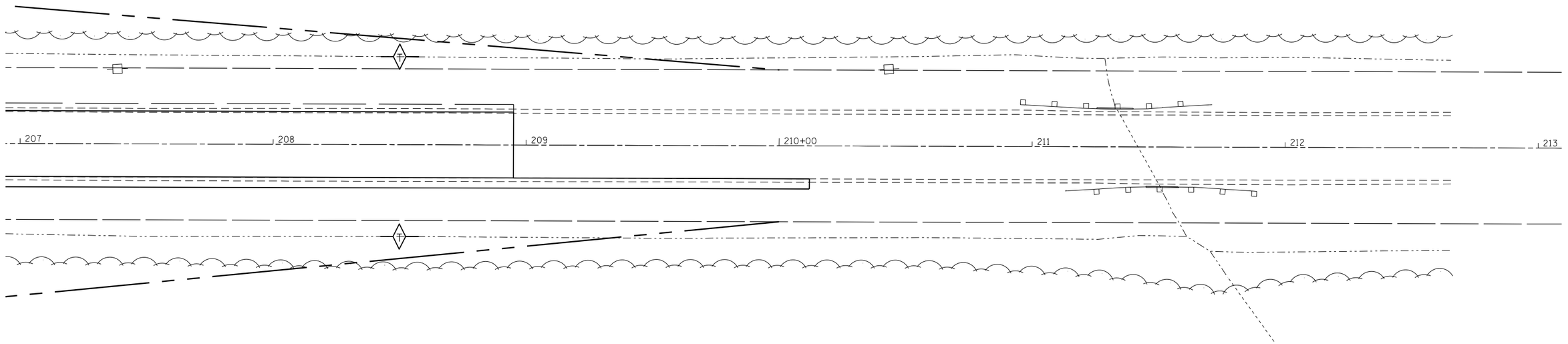
EROSION CONTROL

SCALE: 20 | SHEET 2 OF 3 SHEETS | STA. 201+00 | TO STA. 207+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	49

CONTRACT NO. 74223

ILLINOIS FED. AID PROJECT



LEGEND

TEMPORARY DITCH CHECKS

INLET AND FIRE PROTECTION

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		DRAWN -	REVISED -
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Default	PLOT DATE = 12/10/2014	DATE -	REVISED -

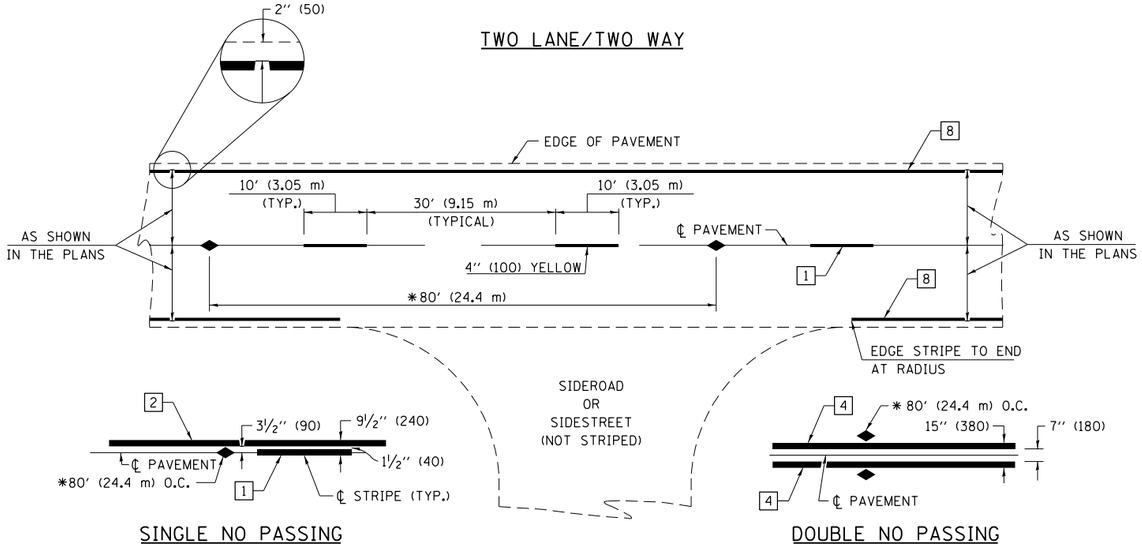
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION CONTROL

SCALE: 20 | SHEET 3 OF 3 SHEETS | STA. 207+00 TO STA. 213+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	50
		CONTRACT NO. 74223		
	ILLINOIS	FED. AID PROJECT		

TWO LANE/TWO WAY



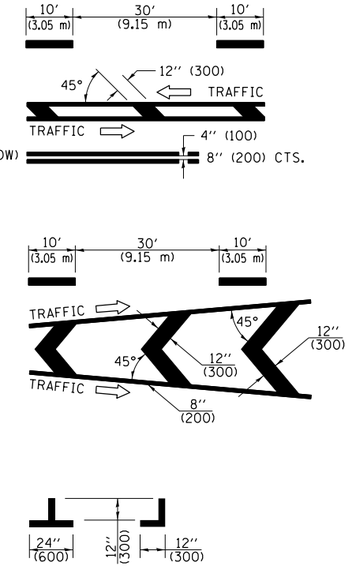
SINGLE NO PASSING

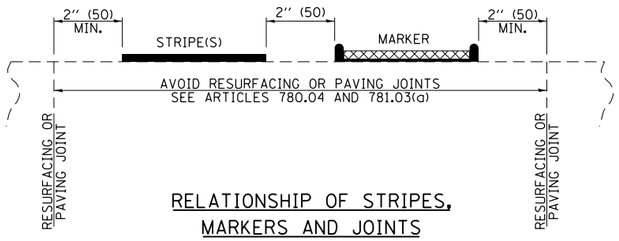
DOUBLE NO PASSING

* 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. RESERVED
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



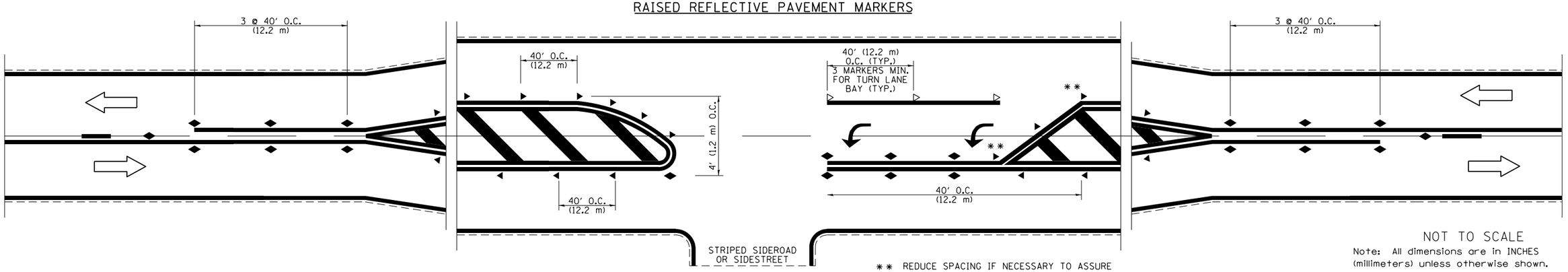


RELATIONSHIP OF STRIPES, MARKERS AND JOINTS

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

FILE NAME =	USER NAME = teasleyck	DESIGNED -	REVISED -
c:\pw_work\pwidot\teasleyck\dms61361\d774223-sht-details.dgn		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 12/10/2014	DATE -	REVISED -

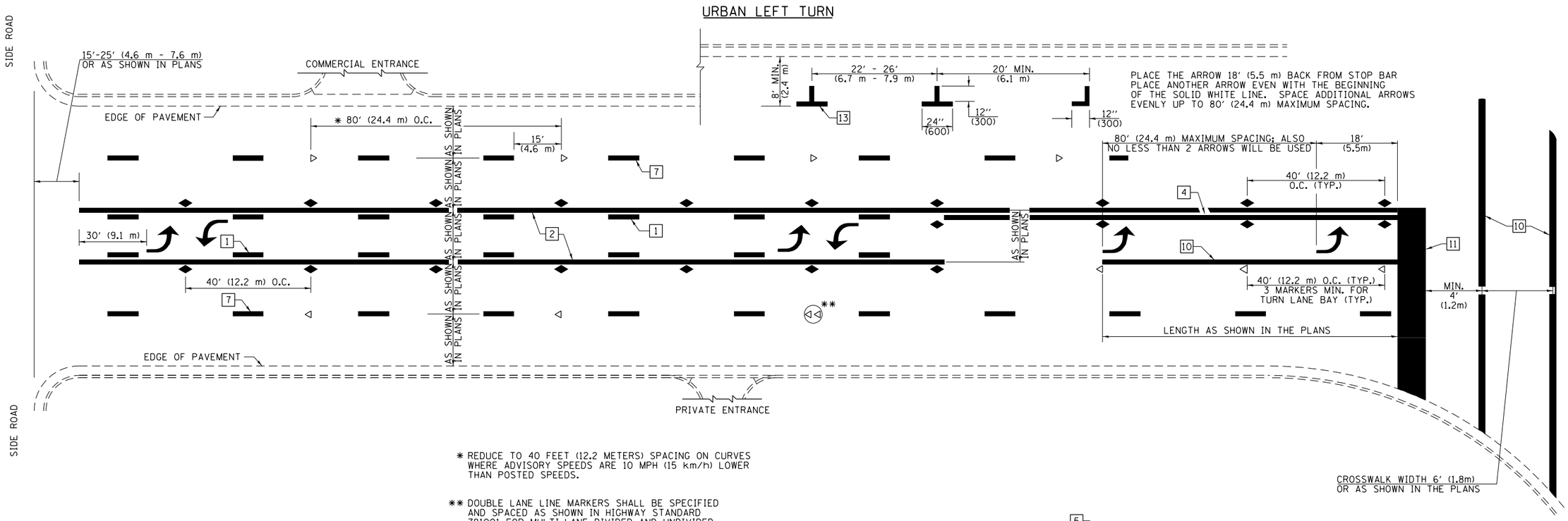
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: N/A | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	51
		CONTRACT NO. 74223		
	ILLINOIS	FED. AID PROJECT		

URBAN LEFT TURN

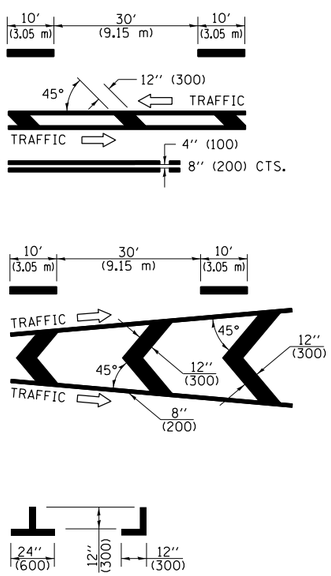


* REDUCE TO 40 FEET (12.2 METERS) SPACING ON CURVES WHERE ADVISORY SPEEDS ARE 10 MPH (15 km/h) LOWER THAN POSTED SPEEDS.

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

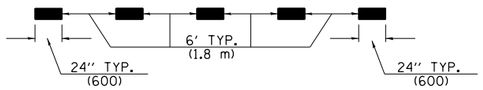
PAVEMENT MARKING LEGEND

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. RESERVED
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

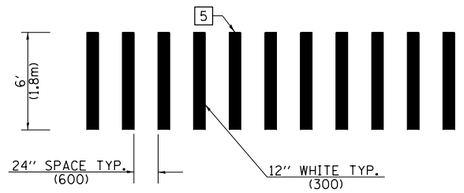


GENERAL NOTES

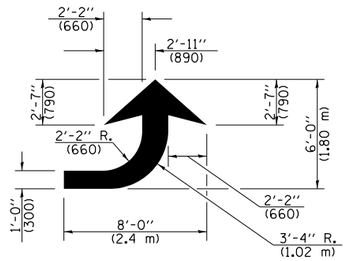
1. TURN ARROW PAIRS SHALL BE PLACED AT 250'(75 m) INTERVALS AND SHALL BE EVENLY SPACED BETWEEN BOTH ENDS OF THE BIDIRECTIONAL LEFT TURN LANE. USE A MINIMUM OF TWO PAIRS PER BLOCK.
2. THE SOLID YELLOW PAVEMENT MARKINGS [2] SHOULD GENERALLY START OR END NEAR THE RADIUS POINT OF EACH STREET RETURN EXCEPT 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 LAST PAGE OF SECTION 780x FOR SYMBOLS TABLE)
5. LANE LINE EXTENSIONS SHALL BE THE SAME COLOR AND WIDTH AS THE LANE LINE BEING EXTENDED.



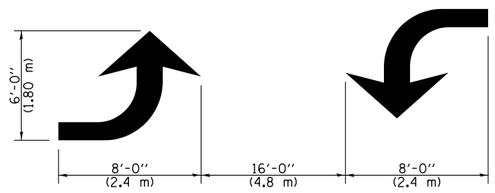
LANE LINE EXTENSIONS



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

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	PLOT DATE = 12/10/2014	DATE -	REVISED -

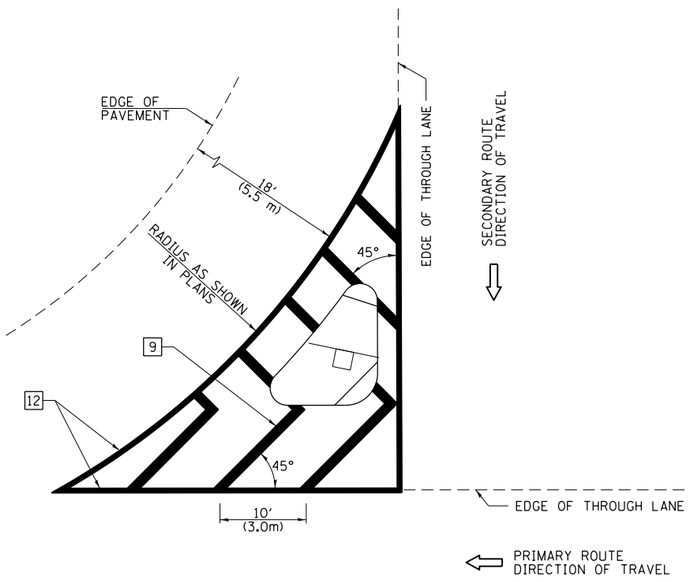
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: N/A | SHEET NO. 2 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	52
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

ISLAND



GENERAL NOTES

1. RAISED AND CORRUGATED MEDIANS SHALL BE OUTLINED WITH [2] IF PRESENT.
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)

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] RESERVED

[7] 6″ (150) SKIP-DASH (WHITE)

[8] 4″ (100) SOLID (WHITE)

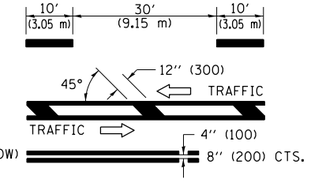
[9] 12″ (300) DIAGONAL (WHITE)

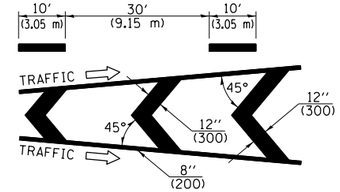
[10] 6″ (150) SOLID (WHITE)

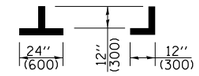
[11] 24″ (600) STOP BAR (WHITE)

[12] 8″ (200) SOLID (WHITE)

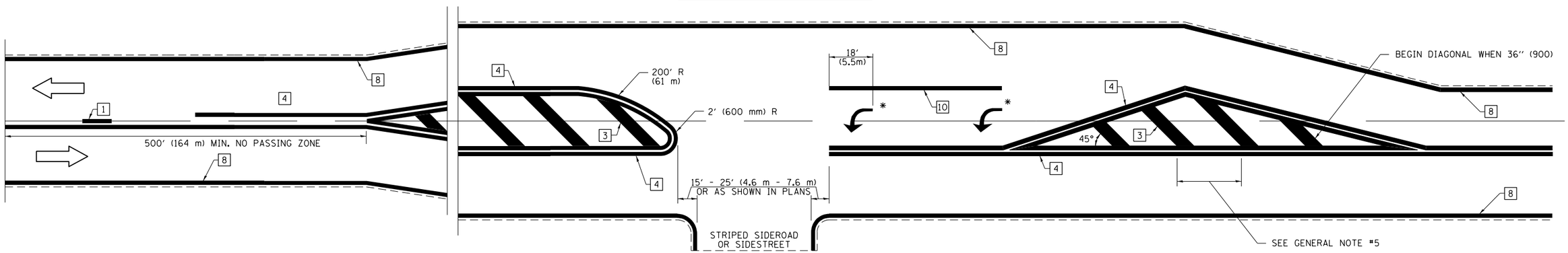
[13] 4″ (100) PARKING WHITE







RURAL LEFT TURN STRIPING



* PLACE AN ARROW 18′ (5.5 m) BACK FROM STOP BAR. 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

FILE NAME = c:\pw_work\pwidot\teasleyck\dms61361\d774223-sht-details.dgn	USER NAME = teasleyck	DESIGNED -	REVISED -
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	PLOT DATE = 12/10/2014	DATE -	REVISED -

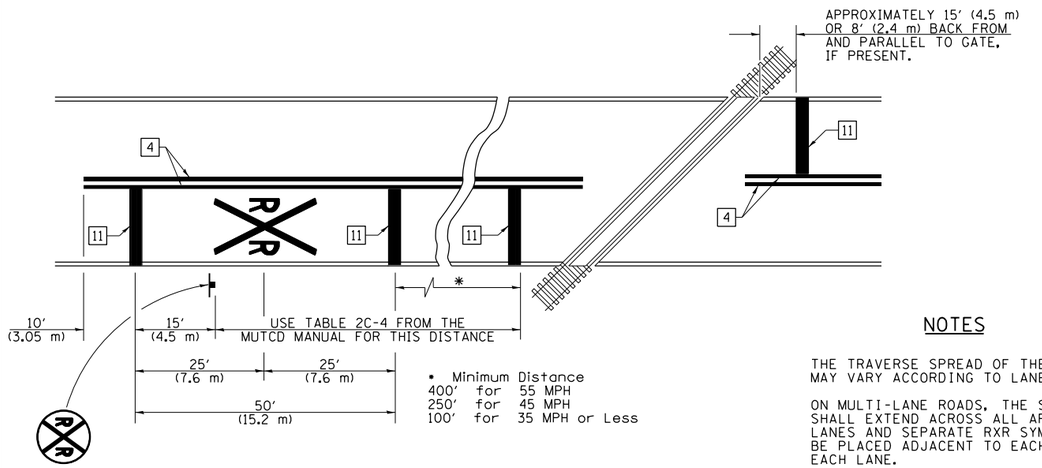
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

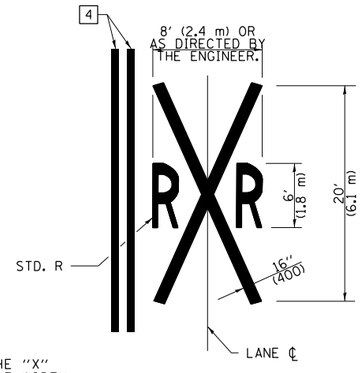
PAVEMENT MARKING AND RAISED REFLECTIVE PAVEMENT MARKERS (RURAL & URBAN APPLICATIONS)

SCALE: N/A | SHEET NO. 3 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	53
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

PAVEMENT MARKINGS AT RAILROAD-HIGHWAY GRADE CROSSING



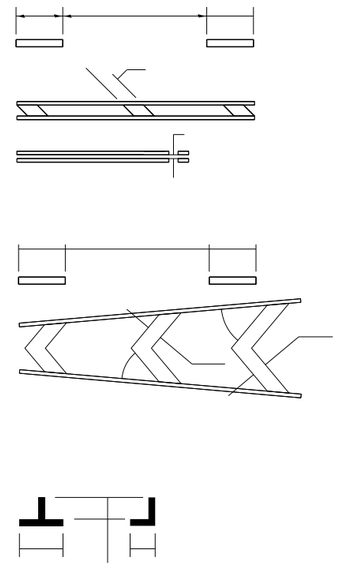


NOTES

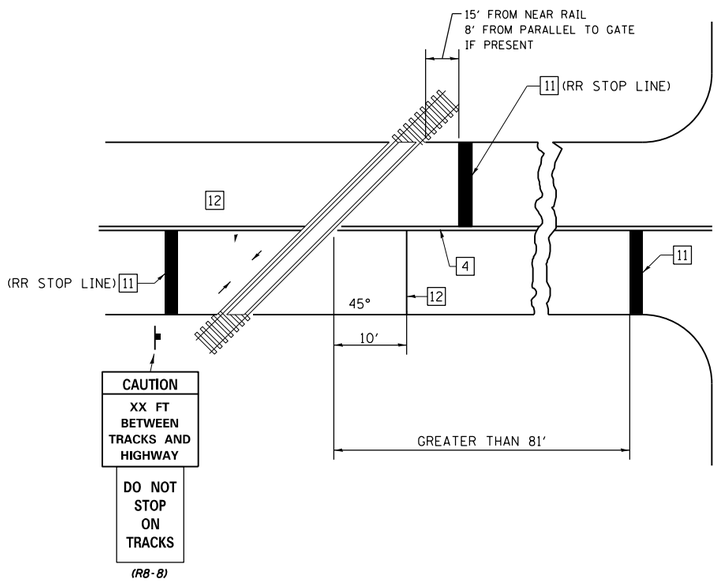
THE TRAVERSE SPREAD OF THE "X" MAY VARY ACCORDING TO LANE WIDTH.

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.

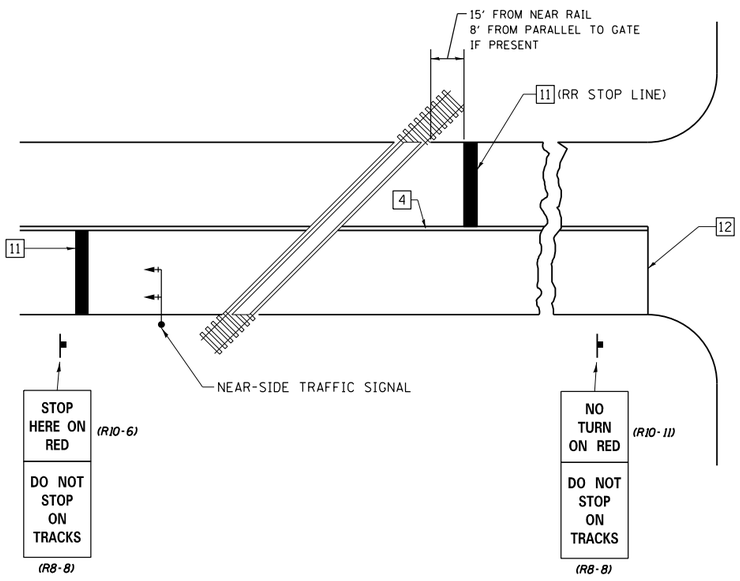
WHEN THE PAVEMENT MARKING SYMBOL IS USED, A PORTION OF THE SYMBOL SHOULD BE LOCATED DIRECTLY ADJACENT TO THE ADVANCE WARNING SIGN (W10-1) AS PLACED BY TABLE II-1, CONDITION B OF THE MUTCD.



RAILROAD CROSSING WITH INTERCONNECT ONLY



RAILROAD CROSSING WITH INTERCONNECT AND PRE-SIGNALS



GENERAL NOTES

SUPPLEMENTAL PAVEMENT MARKING TREATMENT FOR RAILROAD-HIGHWAY GRADE CROSSING

NOT TO SCALE

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

DISTRICT 7 DETAIL NO. 78000001

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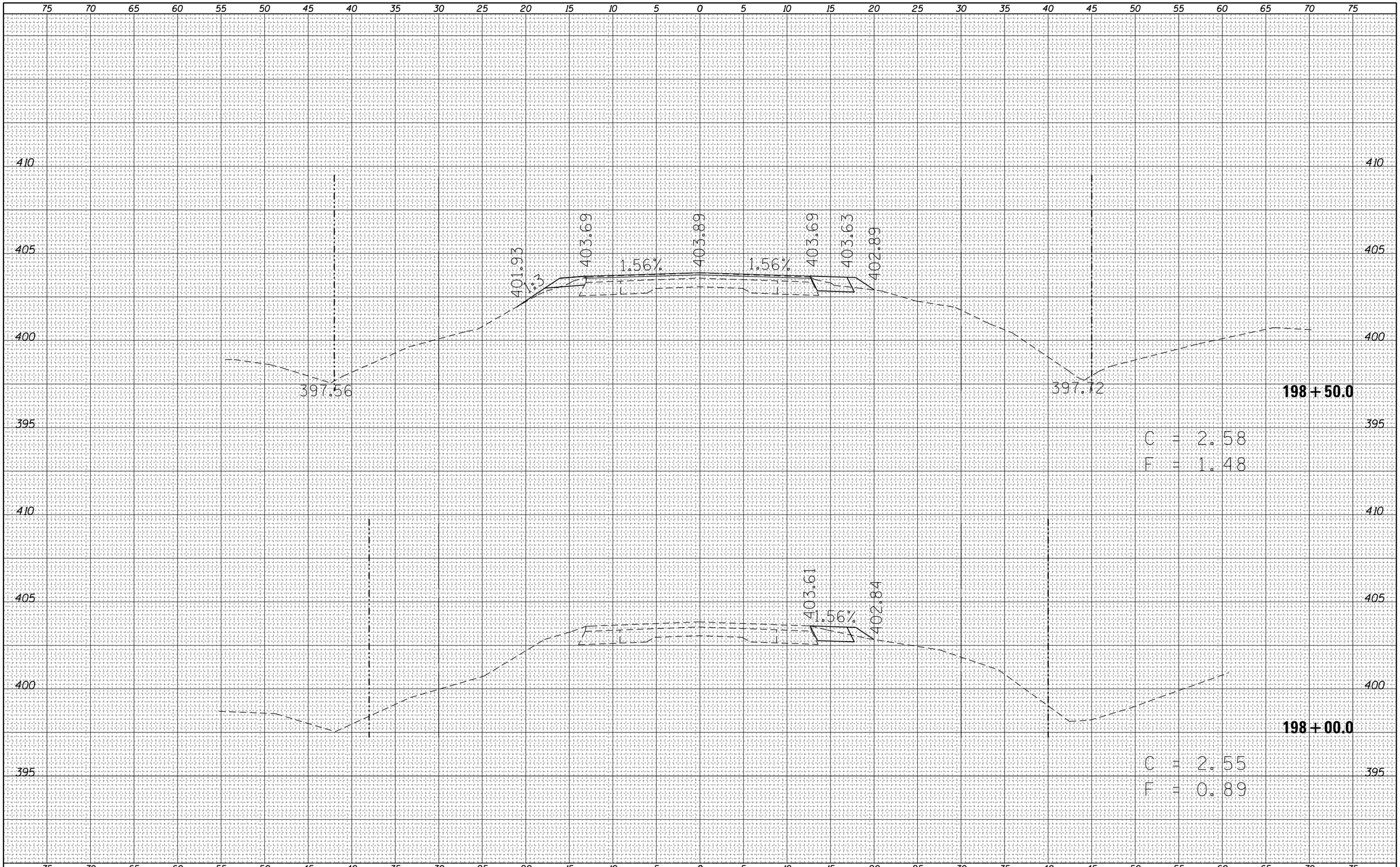
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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

SCALE: N/A | SHEET NO. 4 OF 4 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	54
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			

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



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

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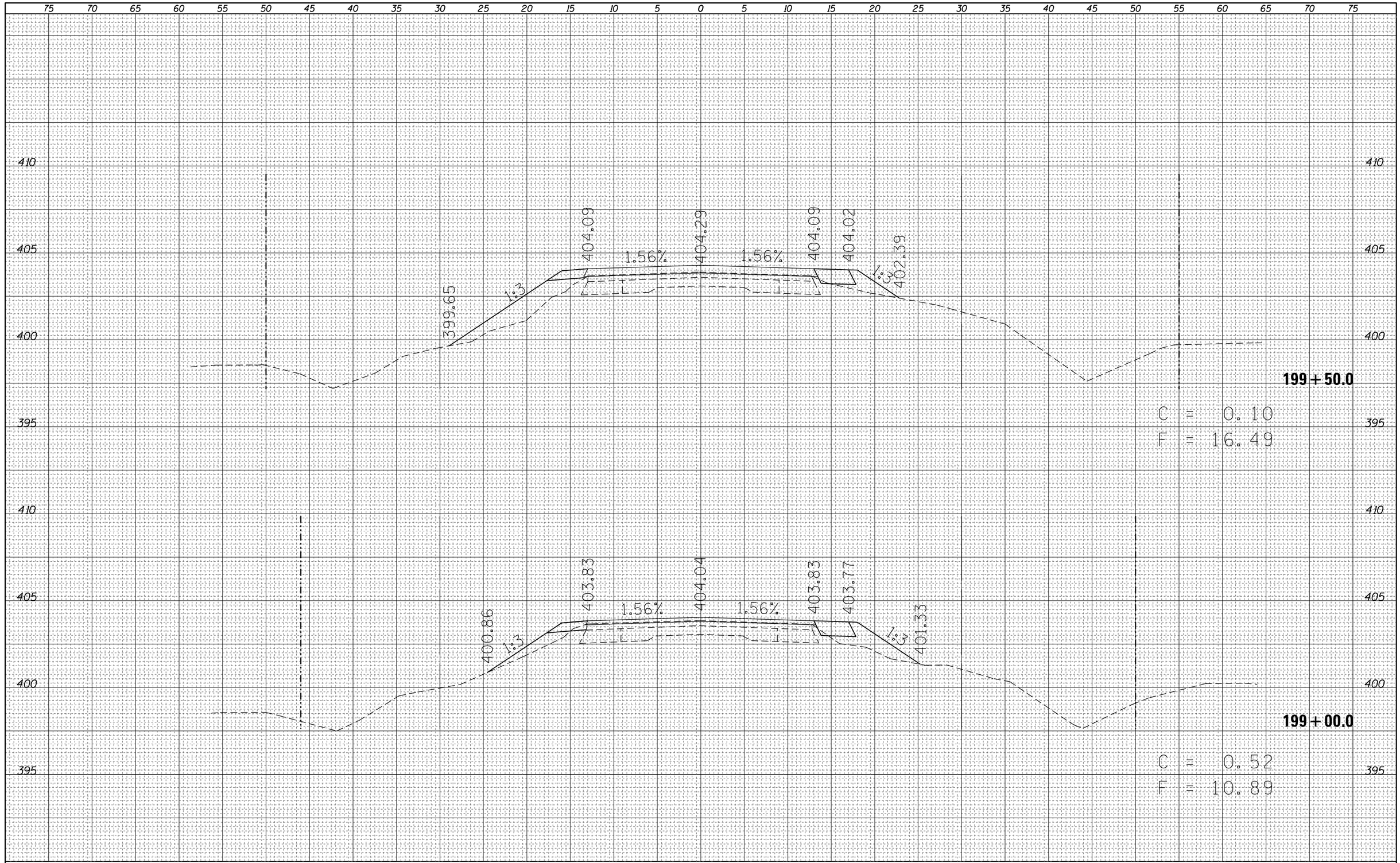
Default	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 5 | SHEET 1 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	55
		CONTRACT NO. 74223		
		ILLINOIS FED. AID PROJECT		



FINAL SURVEY

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

ORIGINAL SURVEY

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

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Default	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

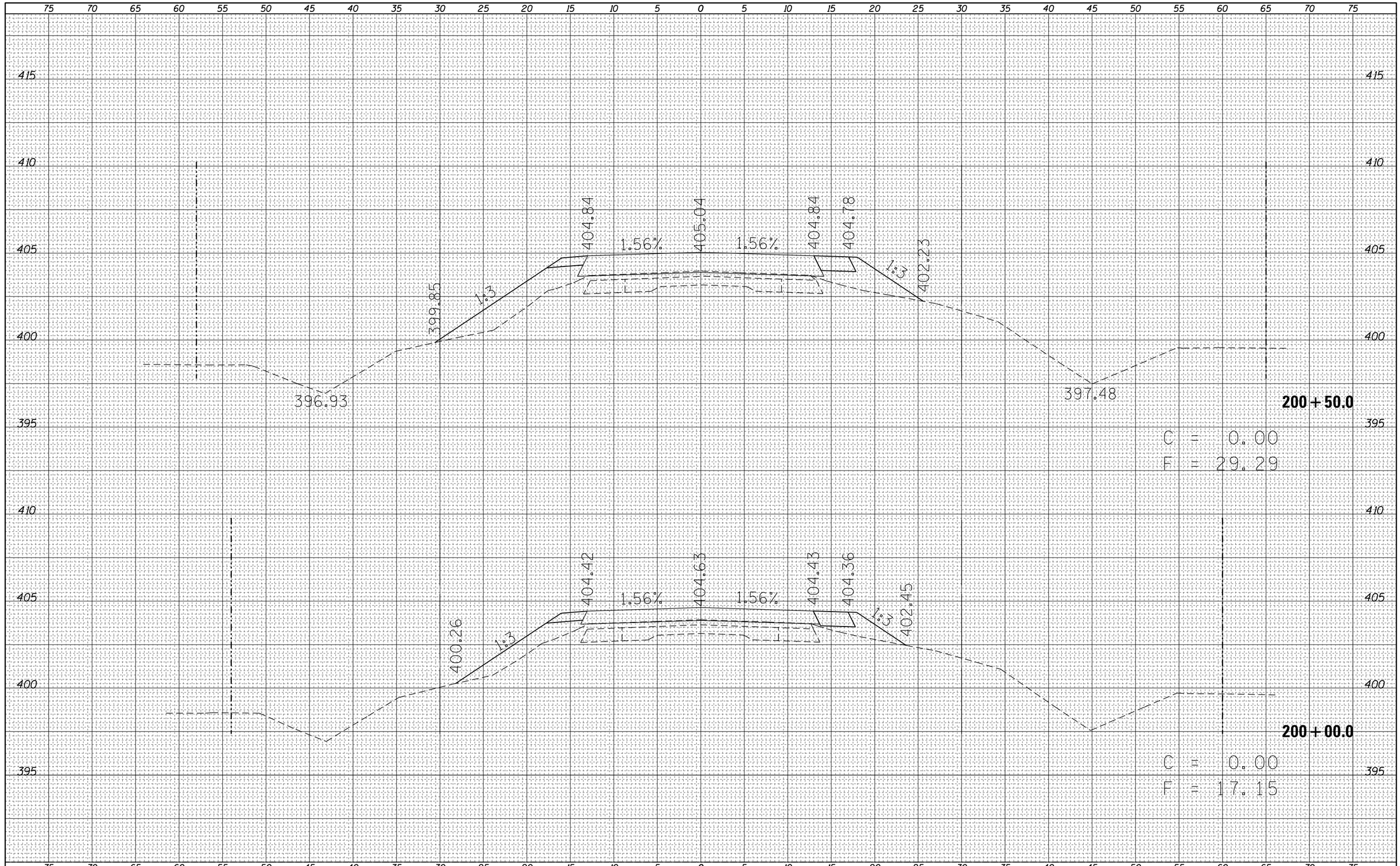
CROSS SECTIONS

SCALE: 5 | SHEET 2 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	56

CONTRACT NO. 74223

ILLINOIS FED. AID PROJECT



FINAL SURVEY

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

ORIGINAL SURVEY

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

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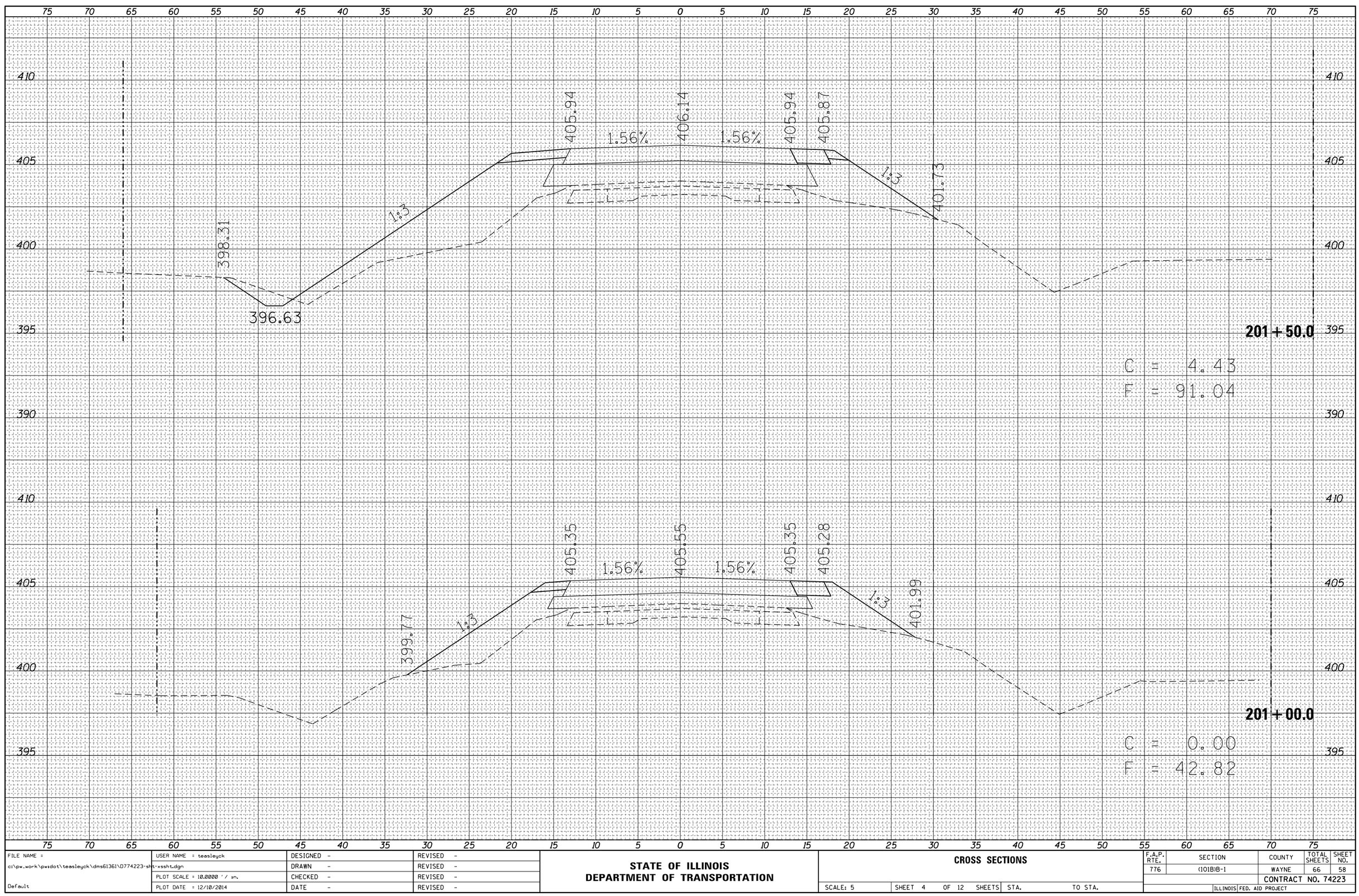
		DRAWN -	REVISED -
	PLOT SCALE = 10.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 5 | SHEET 3 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	57
		CONTRACT NO. 74223		
	ILLINOIS FED. AID PROJECT			



FINAL SURVEY

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

ORIGINAL SURVEY

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

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Default	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

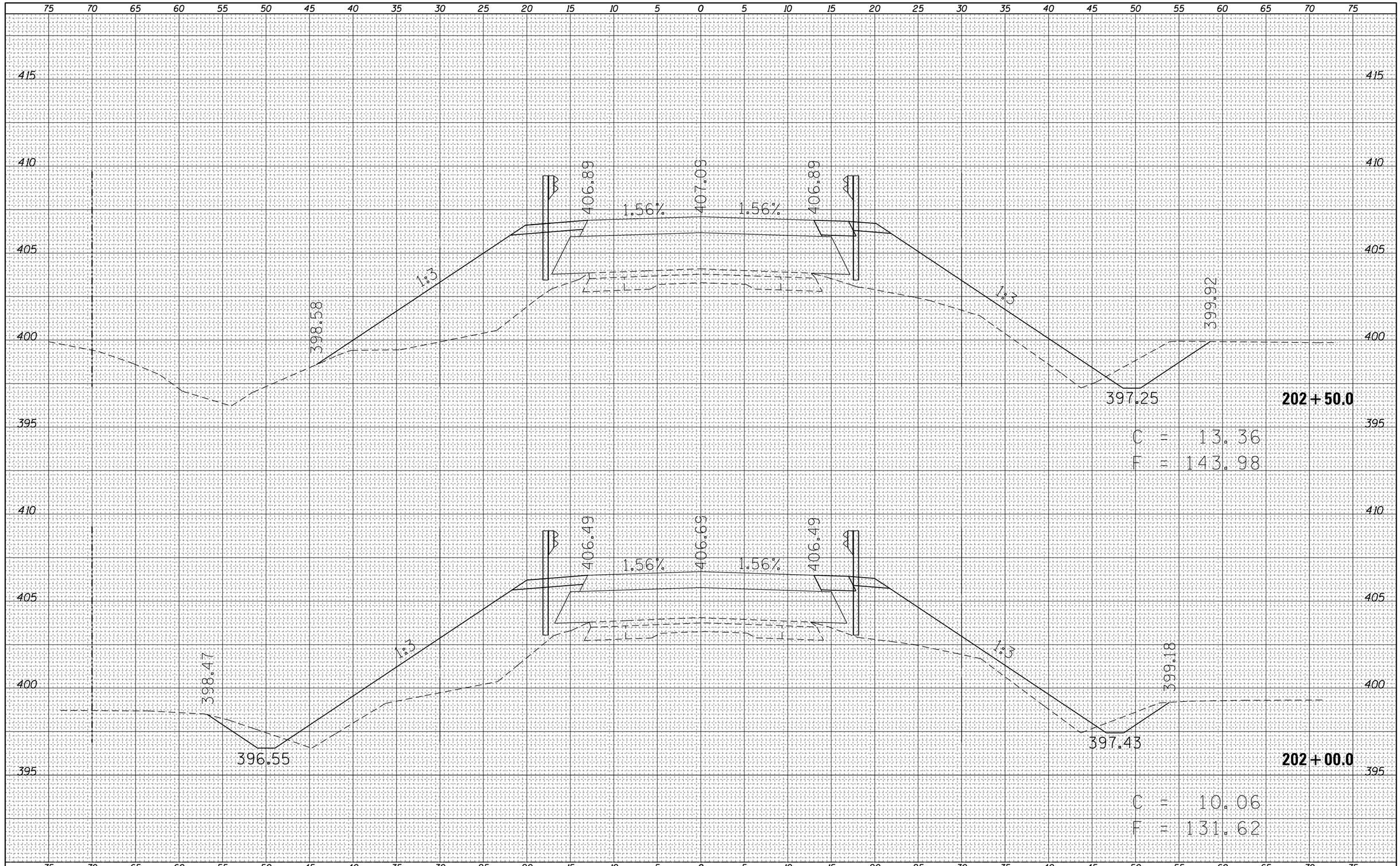
CROSS SECTIONS

SCALE: 5 | SHEET 4 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	58

CONTRACT NO. 74223

ILLINOIS | FED. AID PROJECT



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

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 5 | SHEET 5 OF 12 SHEETS | STA. | TO STA.

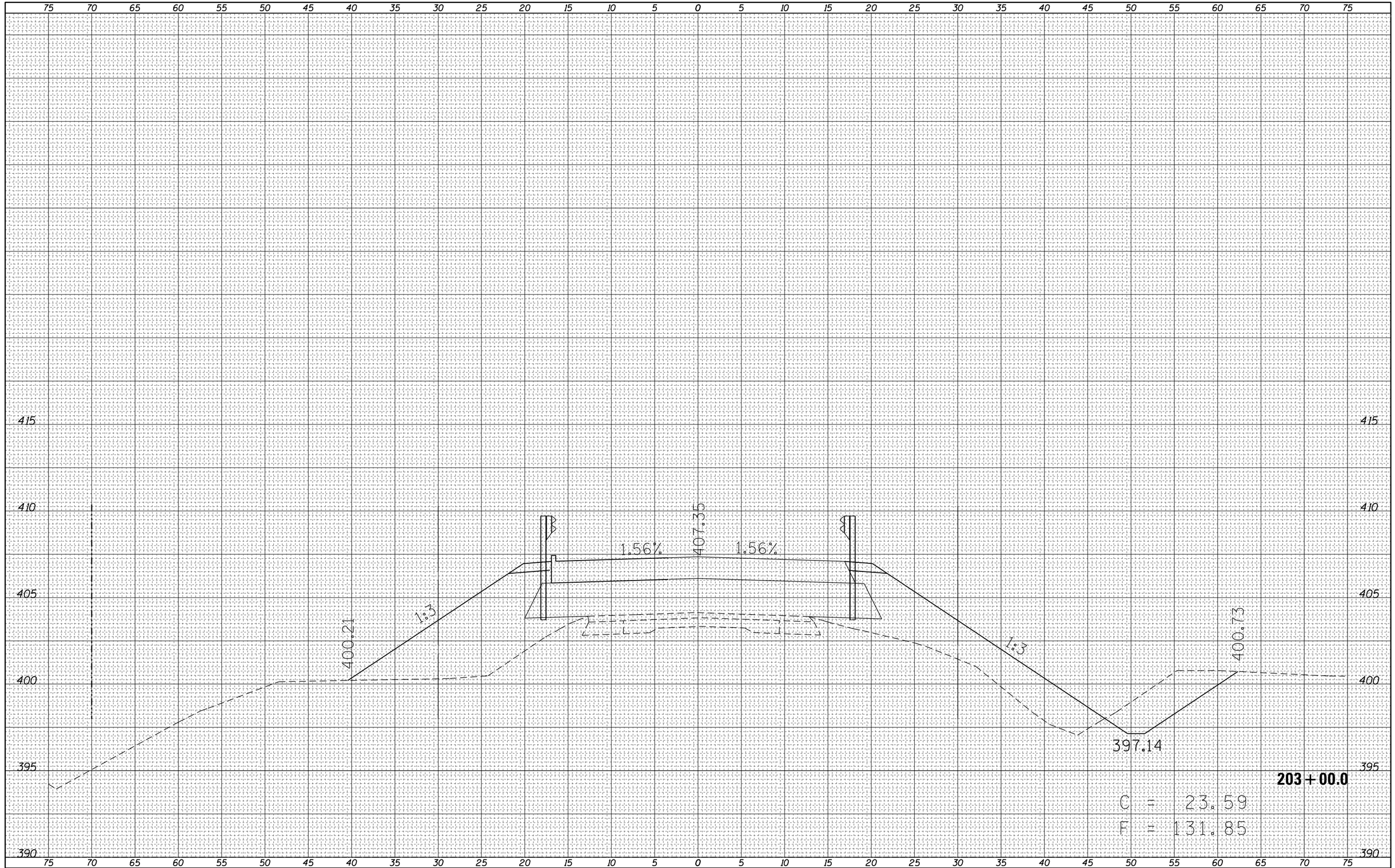
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	59

CONTRACT NO. 74223

ILLINOIS FED. AID PROJECT

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

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



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Default	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

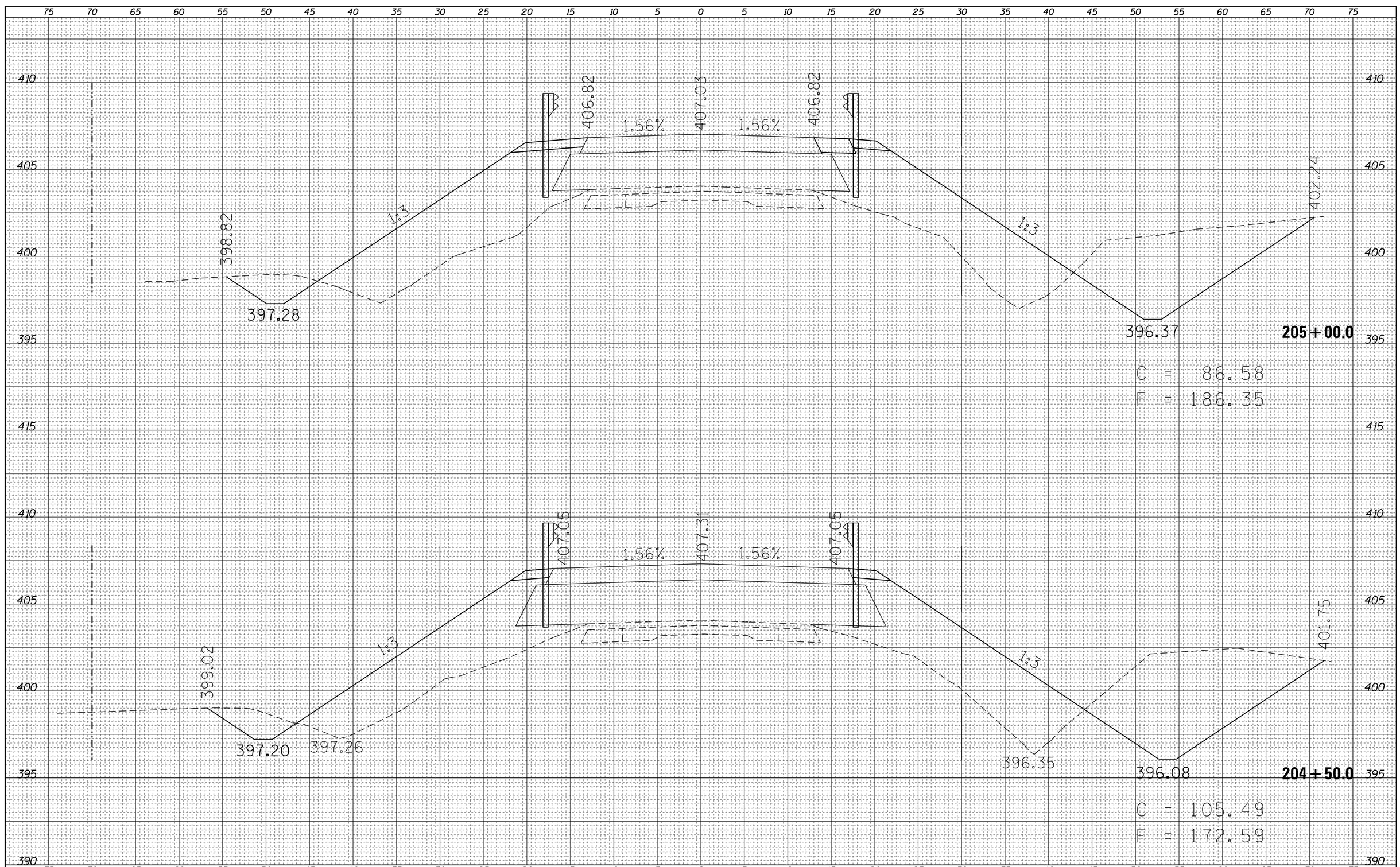
CROSS SECTIONS

SCALE: 5 | SHEET 6 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	60

CONTRACT NO. 74223

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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Default	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

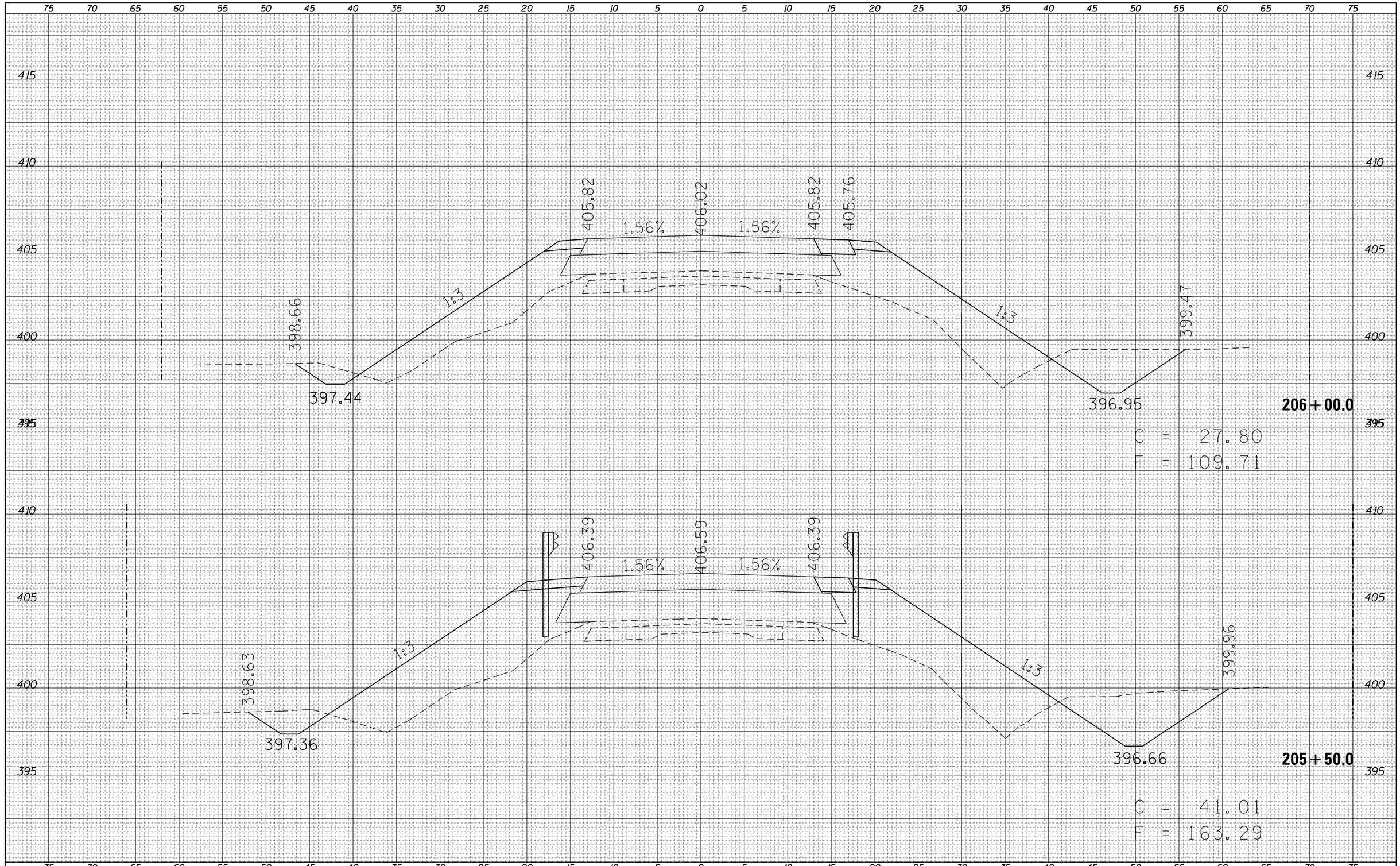
SCALE: 5 | SHEET 7 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	61

CONTRACT NO. 74223

ILLINOIS FED. AID PROJECT

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



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

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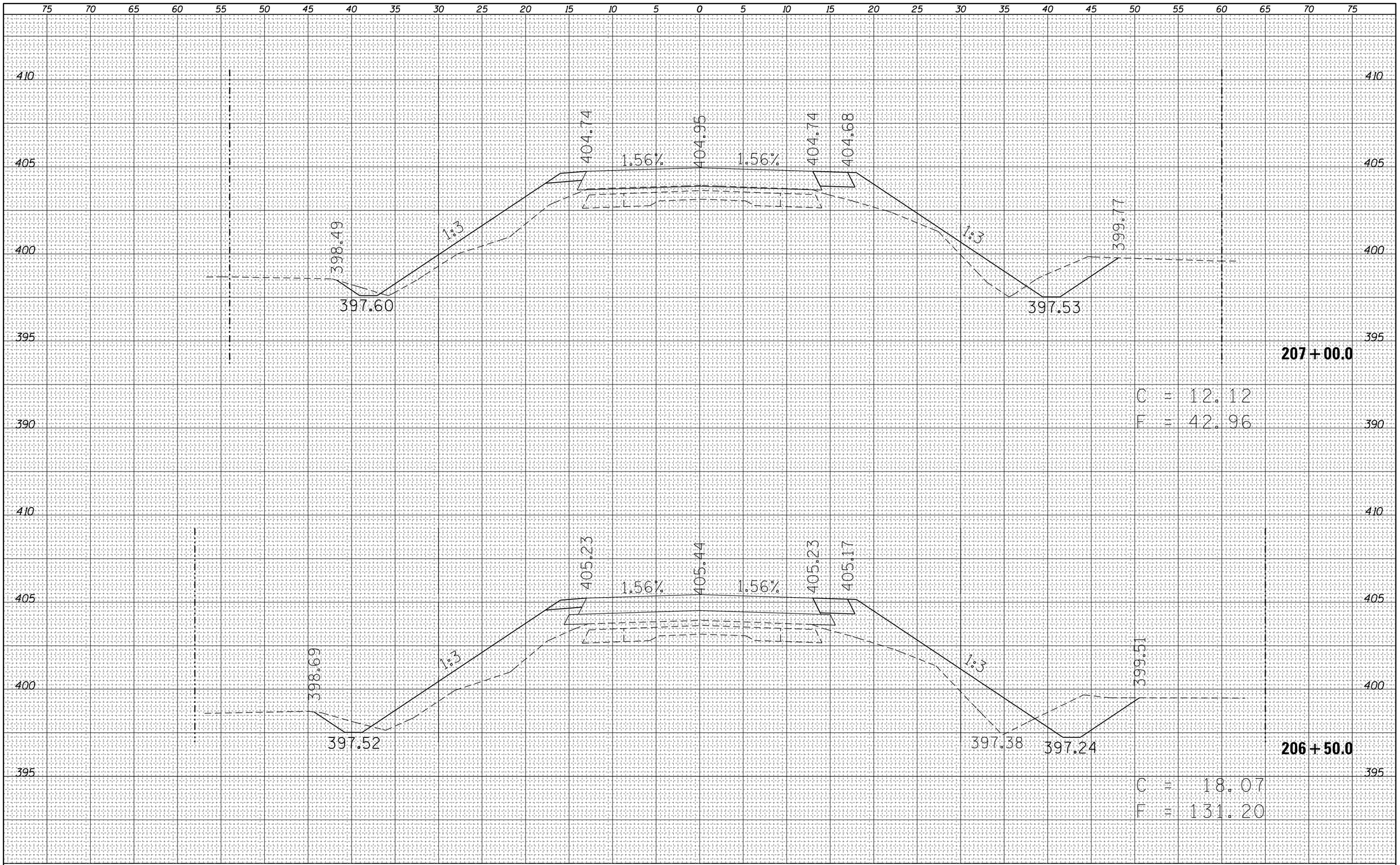
Default	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 5 | SHEET 8 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	62
		CONTRACT NO. 74223		
		ILLINOIS FED. AID PROJECT		



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

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

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Default	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

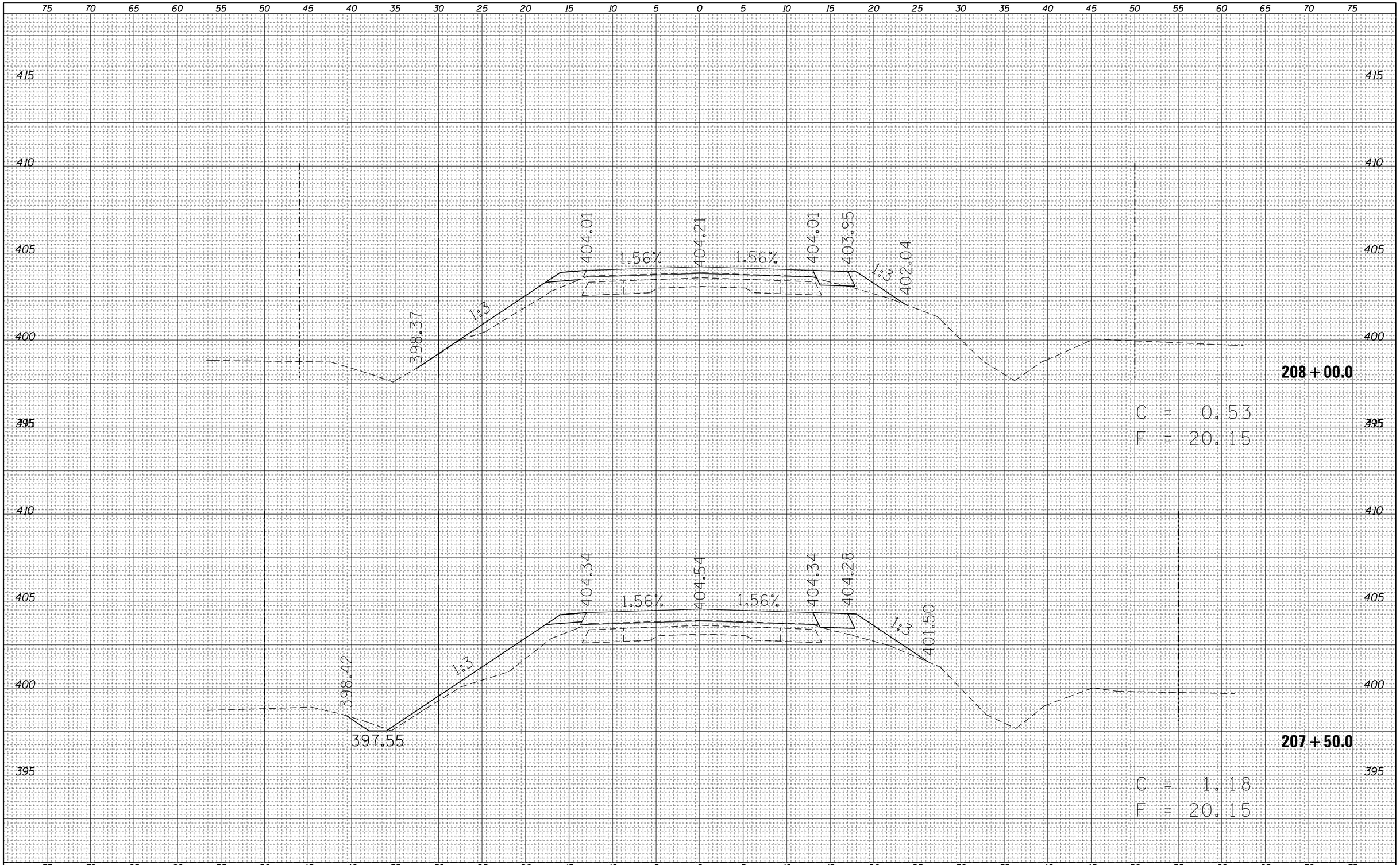
CROSS SECTIONS

SCALE: 5 | SHEET 9 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	63

CONTRACT NO. 74223

ILLINOIS FED. AID PROJECT



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

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

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 5 | SHEET 10 OF 12 SHEETS | STA. | TO STA.

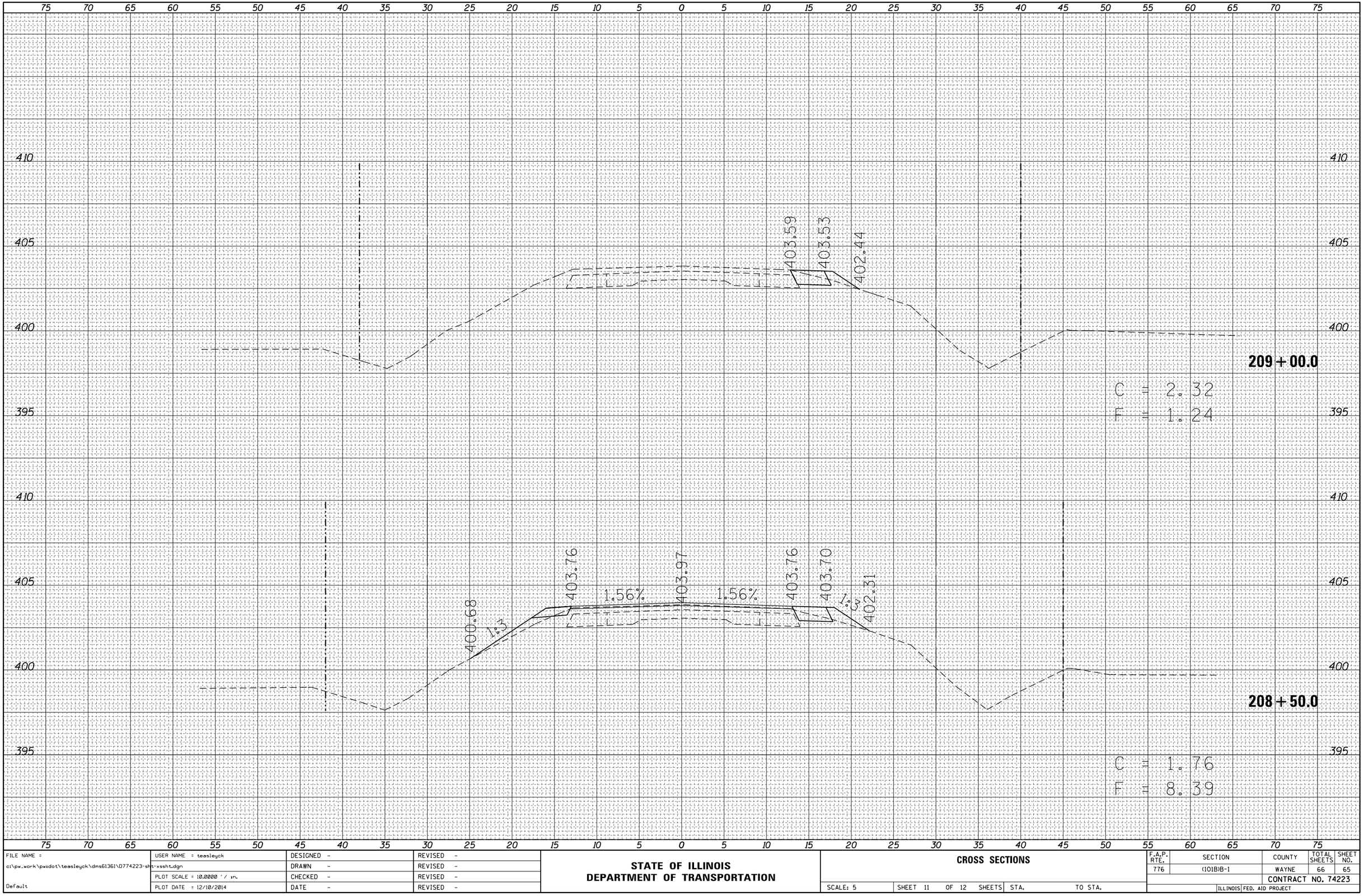
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	64

CONTRACT NO. 74223

ILLINOIS FED. AID PROJECT

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

BY	DATE



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Default	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

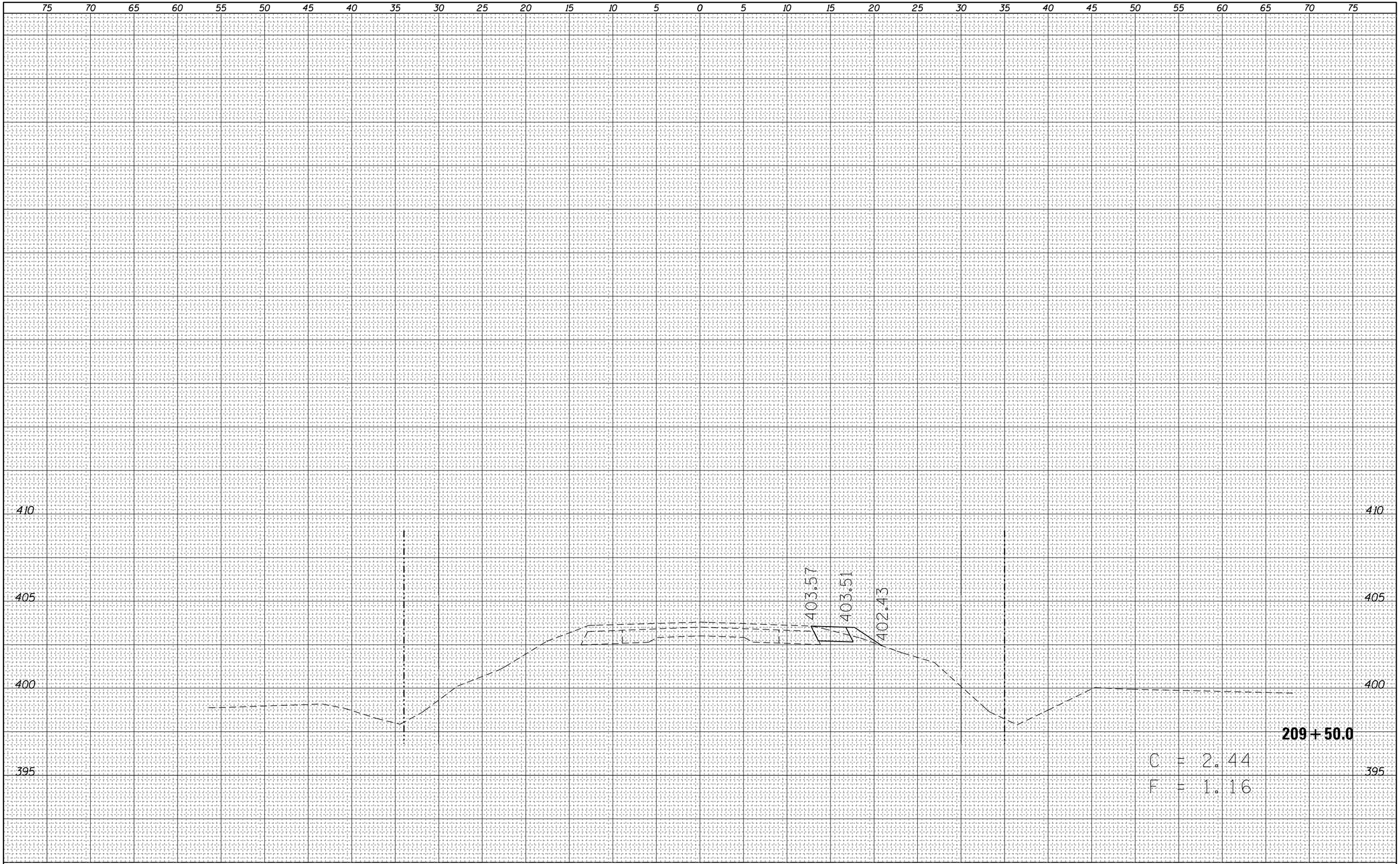
SCALE: 5 | SHEET 11 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	65

CONTRACT NO. 74223

ILLINOIS FED. AID PROJECT

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



ORIGINAL SURVEY		BY	DATE
NOTE BOOK	SURVEYED		
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	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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Default	PLOT DATE = 12/10/2014	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: 5 | SHEET 12 OF 12 SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
776	(101B)B-1	WAYNE	66	66

CONTRACT NO. 74223

ILLINOIS FED. AID PROJECT