

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**  
**DIVISION OF HIGHWAYS**

**PROPOSED**  
**HIGHWAY PLANS**

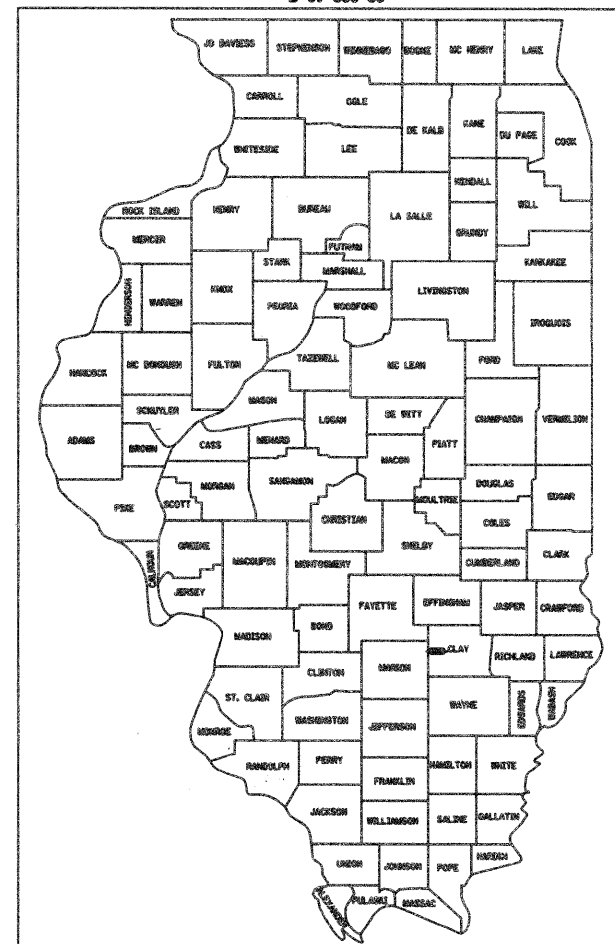
**FAS ROUTE 2703 (KINMUNDY/LOUISVILLE ROAD)**  
**SECTION (9-VBR)B**  
**PROJECT BRM-2703(102)**  
**CLAY COUNTY**  
**BRIDGE REPLACEMENT**  
**C-97-012-06**

FOR INDEX OF SHEETS, SEE SHEET NO. 2

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

★ 65+4=69

D-97-008-06

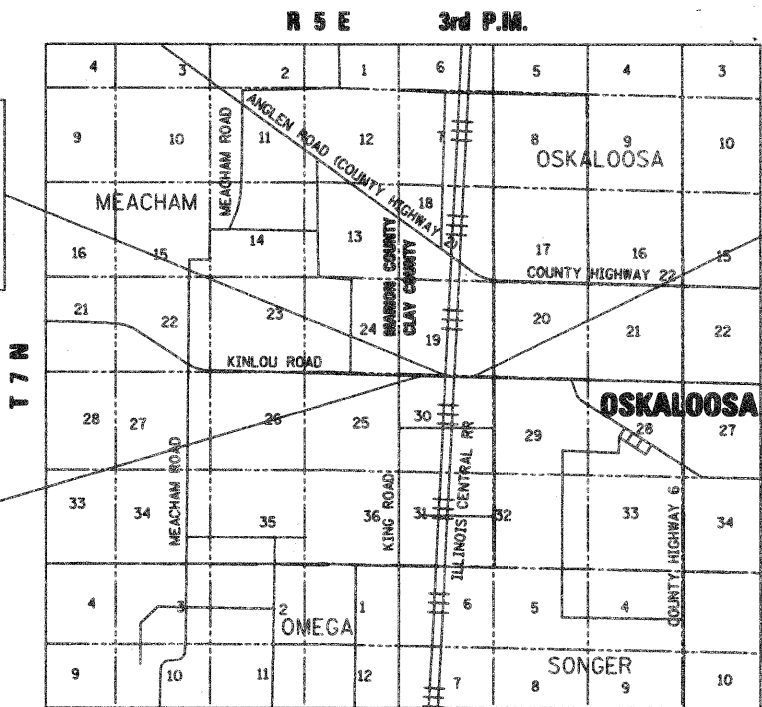


LOCATION OF SECTION INDICATED THUS: — ■ —

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

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

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



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

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

**PROJECT ENGINEER**  
**PROJECT MANAGER MARK DAUGHERTY**

**CONTRACT NO. 74136**

**DESIGN DESIGNATION**

FAS ROUTE 2703 RURAL MAJOR COLLECTOR  
 ADT 650 (2008) 20% TRUCKS  
 ADT 813 (2029)

OSKALOOSA TOWNSHIP



LOCATION MAP

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



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

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF HIGHWAYS

SUBMITTED JANUARY 26 2009  
Ryan Z. Dinkell  
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

May 8, 2009  
Charles G. Ingersoll  
 ENGINEER OF DESIGN AND ENVIRONMENT

May 8, 2009  
Christine M. Reed  
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER



BERNARDIN \* LOCHMULLER & ASSOCIATES, INC.  
 3 OAK DRIVE  
 MARYVILLE, ILLINOIS 62062  
 PHONE (618) 288-4865  
 FAX (618) 288-4886

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**OF THE STATE OF ILLINOIS**

**GENERAL NOTES**

1. ALL ELEVATIONS REFER TO U.S.G.S. MEAN SEA LEVEL DATUM.
2. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
3. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY ALSO BE OBTAINED BY CALLING J.U.L.I.E. AND FOR NON-J.U.L.I.E. MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS.  
 \*WABASH TELEPHONE COOP TELEPHONE  
 \*NORTHEAST MARION COUNTY WATER  
 (MEMBERS OF J.U.L.I.E. (800) 892-0123 ARE INDICATED BY \*  
 NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.)
4. THE CONTRACTOR SHALL CONFINE HIS OPERATIONS TO THE AREA LOCATED INSIDE THE CONSTRUCTION LIMITS SHOWN ON THE PLANS. ANY AREA DISTURBED BEYOND THESE LIMITS SHALL BE RESTORED TO ITS ORIGINAL CONDITION AT THE CONTRACTOR'S EXPENSE.
5. ALL AREAS DISTURBED FOR ANY REASON SHALL BE SEEDED WITH CLASS 2 SEEDING AS DIRECTED BY THE ENGINEER. NUTRIENTS SHALL CONFORM TO ARTICLE 250.04 OF THE STANDARD SPECIFICATIONS. ANY SEEDING REQUIRED OUTSIDE THE CONSTRUCTION LIMITS OR RIGHT OF WAY FOR THIS CONTRACT SECTION WILL NOT BE PAID FOR SEPARATELY AND CONSIDERED AS A CONTRACTOR'S EXPENSE.
6. MULCH SHALL CONFORM TO SECTION 251 OF THE STANDARD SPECIFICATIONS. MULCH, UNLESS OTHERWISE PERMITTED BY THE ENGINEER, SHALL CONFORM TO METHOD 2, PROCEDURE 1 AS SPECIFIED IN ARTICLE 251.03.
7. IN ADDITION TO SURVEYS, SOME OF THE PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING CONDITIONS HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO NOMINAL CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF THE WORK. THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
8. THE THICKNESS OF HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS TO THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.
9. FULL DEPTH SAW CUTTING WILL BE REQUIRED IN ORDER TO REMOVE EXISTING PAVEMENTS, SHOULDERS, CONCRETE CURB AND GUTTER, OR DRIVEWAY PAVEMENTS. THIS SAW CUTTING WILL NOT BE PAID FOR SEPARATELY BUT CONSIDERED AS INCLUDED IN THE COST OF THE RESPECTIVE REMOVAL ITEMS.
10. ANY FACILITIES OR APPURTENANCES WHICH ARE THE PROPERTY OF ANY PUBLIC UTILITY LOCATED WITHIN THE LIMITS OF CONSTRUCTION, SHALL BE RELOCATED OR ADJUSTED BY THEIR RESPECTIVE OWNERS. THE CONTRACTOR SHALL NOTIFY AND COOPERATE WITH THE OWNERS OF SUCH FACILITIES IN THEIR REMOVAL AND REARRANGEMENT OPERATIONS IN ORDER THAT THESE OPERATIONS AND THE CONSTRUCTION OF THIS PROJECT MAY PROGRESS IN A REASONABLE MANNER.
11. THE REMOVAL OF MISCELLANEOUS BITUMINOUS SURFACES PLACED ON SHOULDERS OR OTHER AREAS FOR MAINTENANCE OPERATIONS WILL NOT BE PAID FOR SEPARATELY BUT INCLUDED FOR PAYMENT AS EARTH EXCAVATION.
12. ALL CONFLICTING GROUND MOUNTED SIGNS AND SIGN SUPPORTS ARE TO BE REMOVED OR RELOCATED AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE DONE IN ACCORDANCE WITH SECTIONS 724 OF THE STANDARD SPECIFICATIONS EXCEPT THAT IT WILL NOT BE MEASURED FOR PAYMENT BUT CONSIDERED AS INCLUDED IN THE VARIOUS ITEMS OF WORK. SIGNS SHALL BE STORED AS DIRECTED BY THE ENGINEER AND CAREFULLY PROTECTED BY THE CONTRACTOR.
13. ACCESS SHALL BE MAINTAINED TO PUBLIC, PRIVATE AND COMMERCIAL PROPERTIES AT ALL TIMES.
14. THE CONTRACTOR SHALL EXERCISE CARE IN TREE REMOVAL OPERATIONS AND TAKE WHATEVER PRECAUTIONS NECESSARY TO REMOVE ONLY THOSE TREES NECESSARY TO THE CONSTRUCTION OF THIS PROJECT AS DIRECTED BY THE ENGINEER.
15. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
16. BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.
17. FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
18. THE CONTRACTOR WILL NOT BE ALLOWED TO SET UP A YARD OR FIELD OFFICE ON STATE PROPERTY WITHOUT PRIOR WRITTEN PERMISSION FROM THE DEPARTMENT.
19. THE LOCATION OF THE NEW TREES SHALL BE DETERMINED BY THE ROADWAY LANDSCAPE SPECIALIST. HE SHALL BE NOTIFIED 3 WEEKS PRIOR TO THE PLANTING.
20. THE CONTRACTOR SHALL PROVIDE INTERNET ACCESSIBILITY TO THE HMA PLANT QUALITY CONTROL LAB SO THAT HMA PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL HOT-MIX ASPHALT ITEMS.
21. FOR THE PAY ITEM "BITUMINOUS MATERIAL PRIME COAT" THE CONTRACTOR SHALL USE EITHER RC-70 OR AN EMULSIFIED POLYMER PRIME SS-1HP.
22. MATERIAL USED FOR AGGREGATE SHOULDERS SHALL BE CRUSHED STONE, CRUSHED CONCRETE, OR RAP.
23. MATERIAL USED FOR AGGREGATE SURFACE COURSE SHALL BE CRUSHED STONE OR CRUSHED CONCRETE.

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

COMMITMENTS: NONE

MIXTURE REQUIREMENTS  
 THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT

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

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

**INDEX OF SHEETS**

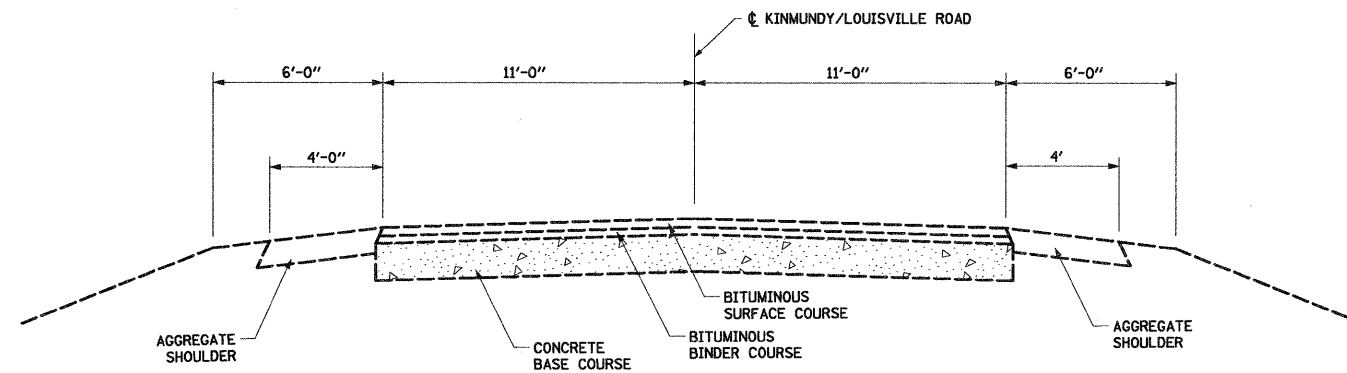
- 1 TITLE SHEET
- 2 GENERAL NOTES, INDEX OF SHEETS AND STANDARDS
- 3 SUMMARY OF QUANTITIES
- 4-6 TYPICAL SECTIONS
- 7 SCHEDULE OF QUANTITIES
- 8-9 HORIZONTAL CONTROL
- 10-14 PLAN AND PROFILE
- 15 ENTRANCES STA 479+81.00, STA 483+00.00
- 16 ROAD CLOSURE
- 17-18 EROSION AND SEDIMENT CONTROL PLANS
- 19-20 REMOVAL PLANS
- 21 ENTRANCE DETAIL
- 22 TRANSITION DETAIL
- ★ 23-44 STRUCTURE PLANS - KINMUNDY/LOUISVILLE ROAD (SN 013-0044)
- 45-65 CROSS SECTIONS
- ★ 44A-D BRIDGE APPROACH PAVEMENT

**IDOT HIGHWAY STANDARDS**

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

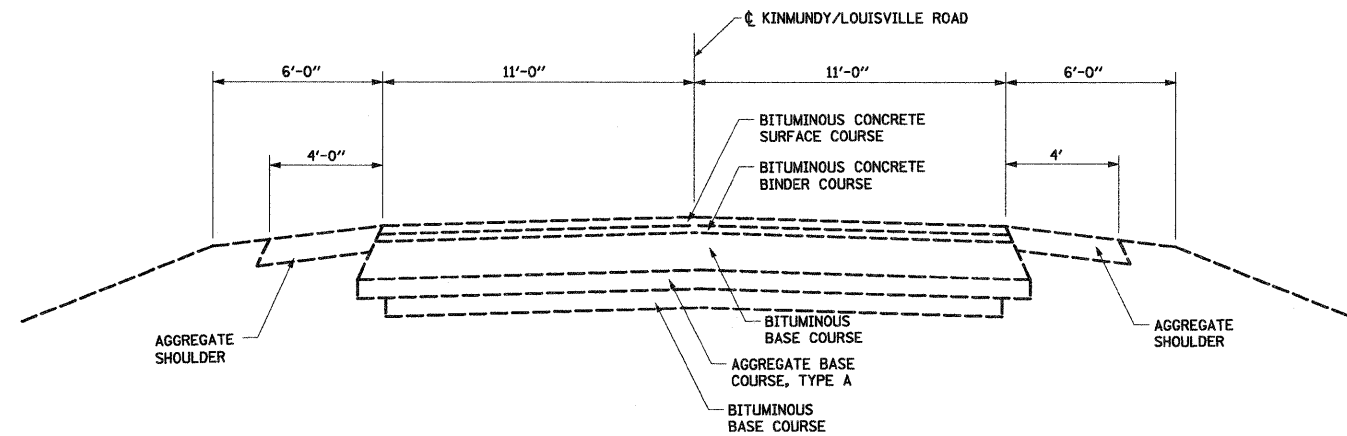
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PROJECT: 107-0000-000 Dist 7 Bureau 102 Kinmundy over IRR/dptgenroads	PLOT SCALE = 50,00000 ' / IN.	DRAWN - JLS	REVISED -			2703	(9-VBR)B	CLAY	65	2	
	PLOT DATE = 12/3/2008	CHECKED -	REVISED -			<b>CONTRACT NO. 74136</b>					
		DATE - 05-29-08	REVISED -			SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT





**EXISTING TYPICAL SECTION**

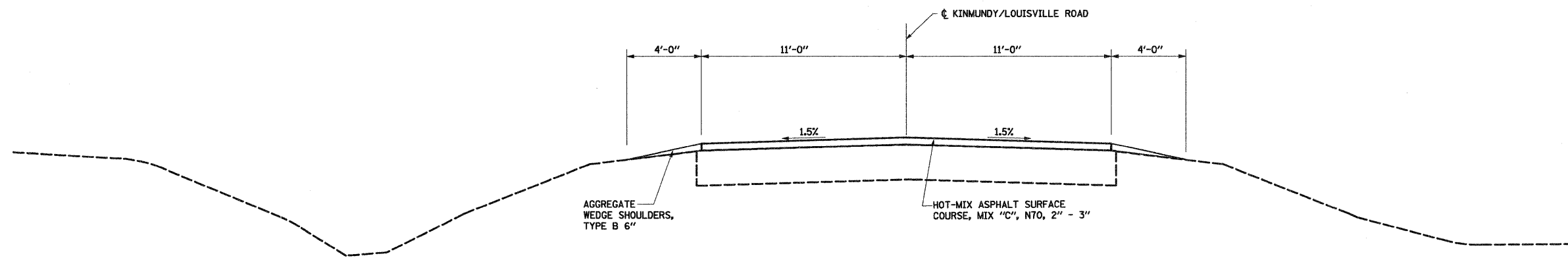
STA 465+00.00 TO STA 471+50.00  
 STA 479+50.00 TO STA 487+50.00



**EXISTING TYPICAL SECTION**

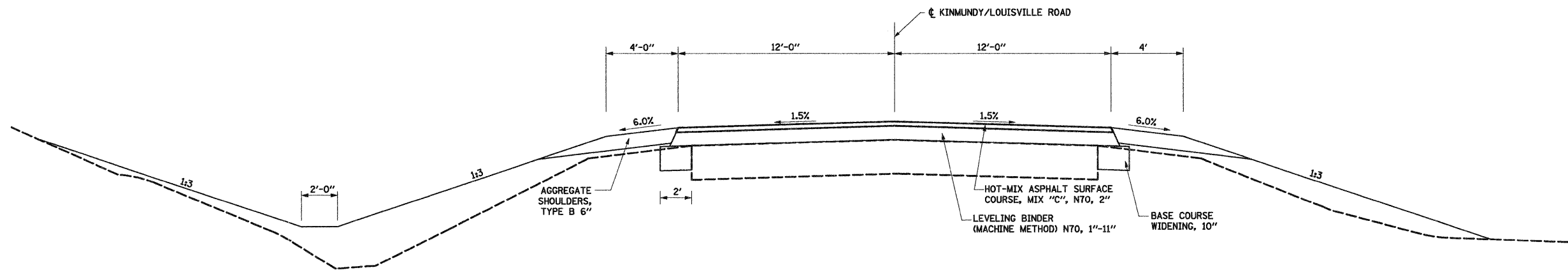
STA 471+50.00 TO STA 474+54.95  
 STA 476+43.35 TO STA 479+50.00

FILE NAME	USER NAME= paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS, KINMUNDY/LOUISVILLE ROAD</b>			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S:\projects\401-0008 080 Dist 7 Various\02 Kinmundy over 1000\typical_section.dgn	PLOT SCALE 10,0000' / IN.	DRAWN - MAB	REVISED -					2703	(9-VBR)B	CLAY	65	4
	PLOT DATE= 12/3/2008	CHECKED - BRM	REVISED -		SCALE: SHEET NO. 1 OF 3 SHEETS STA. TO STA.			CONTRACT NO. 74136				
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



**PROPOSED TYPICAL SECTION**

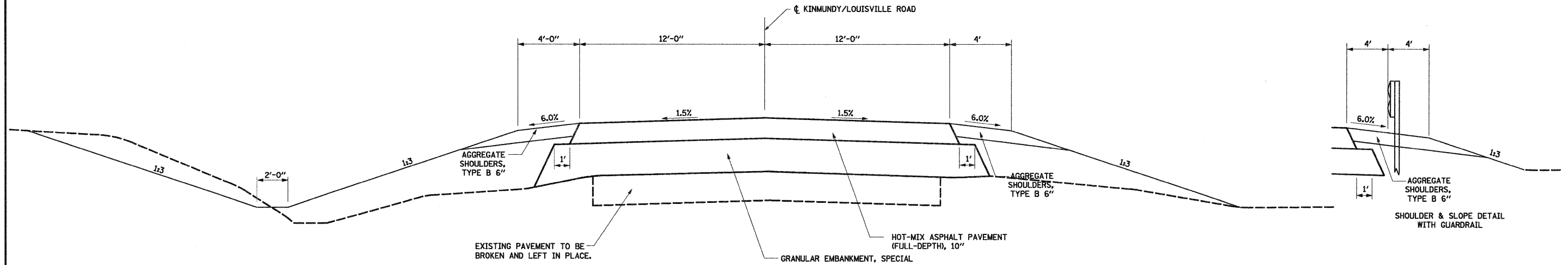
STA 465+00.00 TO STA 466+49.70  
 STA 486+78.00 TO STA 487+50.00



**PROPOSED TYPICAL SECTION**

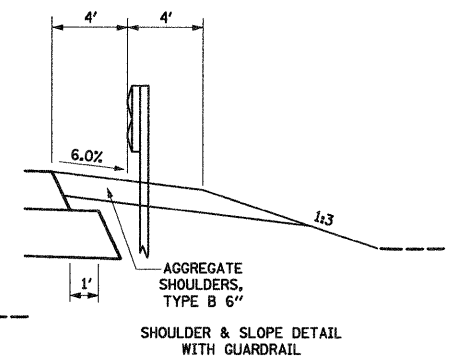
STA 466+49.70 TO STA 468+23.83  
 STA 485+21.07 TO STA 486+78.00

FILE NAME S:\projects\407-0008 CBD Dist 7 Various\NO 2 Kinmundy over 108\typical.section.dgn	USER NAME= paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS, KINMUNDY/LOUISVILLE ROAD</b>	F.A.S. RTE. 2703	SECTION (9-VBR)B	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 5	
PLOT SCALE 10.0000' / IN.	CHECKED - BRM	REVISED -	SCALE:			SHEET NO. 2 OF 3 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		
PLOT DATE= 12/3/2008	DATE -	REVISED -	CONTRACT NO. 74136								

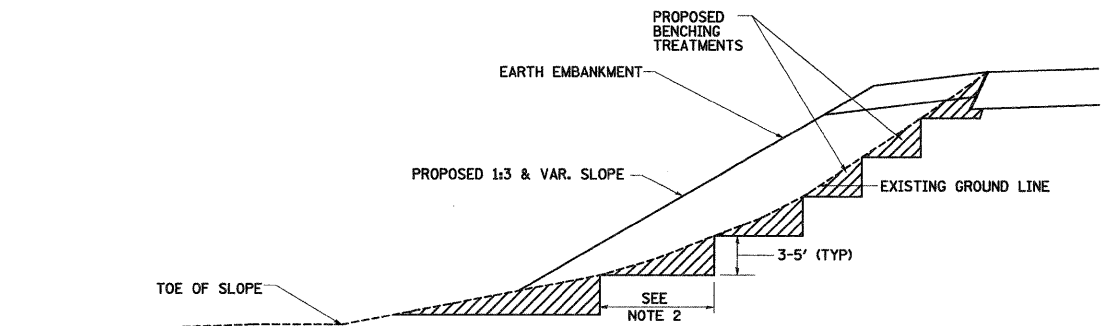


**PROPOSED TYPICAL SECTION**

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



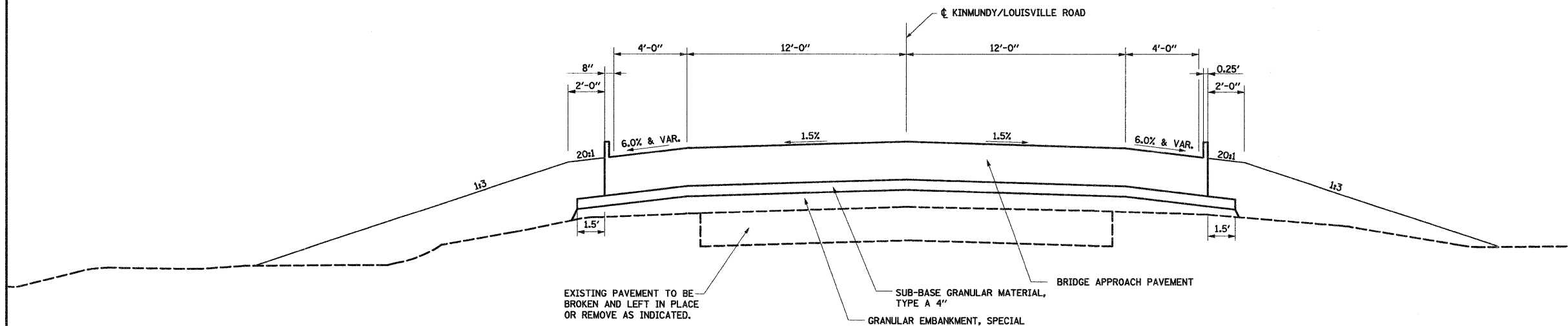
STRUCTURAL DESIGN INFORMATION KINMUNDY/LOUISVILLE ROAD	
ROAD CLASSIFICATION: CLASS IV	
DESIGN DESIGNATION: 98 (29) RURAL MAJOR COLLECTOR 0.50 (FD-20) 2029 ADT = 813	
STRUCTURAL DESIGN TRAFFIC: PV = 579 SU = 91 MU = 61	
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE P = 50% S = 50% M = 50%	
MINIMUM SUBGRADE SUPPORT RATING: POOR	
FLEXIBLE PAVEMENT DESIGN: MINIMUM $T_F = 0.50$ ACTUAL $T_F = 0.33$	
SELECTED DESIGN AC TYPE 20 PG GRADE: BINDER = 64 SURFACE = 64	



**TYPICAL**

**GENERAL NOTES:**

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



**PROPOSED TYPICAL SECTION**

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

FILE NAME =	USER NAME= paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TYPICAL SECTIONS, KINMUNDY/LOUISVILLE ROAD</b>		F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
Scale: 10.0000' / IN.	CHECKED - BRM	DATE -	REVISED -				2703	(9-VBR)B	CLAY	65	6
PLOT DATE= 12/8/2008	DATE -	REVISED -	REVISED -		SCALE: SHEET NO. 3 OF 3 SHEETS STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		CONTRACT NO. 74136		

PAVEMENT MARKING SCHEDULE

Table with columns for LOCATION, POLYUREA PAVEMENT MARKING - LINE 4", THERMOPLASTIC PAVEMENT MARKING - LINE 4", RAISED PAVEMENT MARKERS, and RAISED REFLECTIVE PAVEMENT MARKERS.

EROSION CONTROL SCHEDULE

Table with columns for LOCATION, PERIMETER EROSION BARRIER, INLET AND PIPE PROTECTION, EARTH EXCAVATION FOR EROSION CONTROL, AGGREGATE (EROSION CONTROL), TEMPORARY DITCH CHECKS, EROSION CONTROL BLANKET, and TEMPORARY EROSION CONTROL SEEDING.

TREE REMOVAL SCHEDULE

Table with columns for LOCATION, TREE REMOVAL 6 TO 15 UNITS DIAMETER, and TREE REMOVAL > 15 UNITS DIAMETER.

GUARDRAIL SCHEDULE

Table with columns for LOCATION, GUARDRAIL REMOVAL, TRAFFIC BARRIER TERMINAL, STEEL PLATE BEAM GUARD RAIL, TRAFFIC BARRIER TERMINAL, TERMINAL MARKER - DIRECT APPLIED, and GUARDRAIL MARKERS.

GRANULAR EMBANKMENT SCHEDULE

Table with columns for LOCATION and GRANULAR EMBANKMENT, SPECIAL.

DRAINAGE SCHEDULE

Table with columns for LOCATION, PIPE DRAINS 4", CONCRETE HEADWALL FOR PIPE DRAINS, PIPE CULVERTS, CLASS D, TYPE 2 15", PIPE CULVERTS, CLASS D, TYPE 3 24", METAL END SECTIONS 15", and METAL END SECTIONS 24".

REMOVAL SCHEDULE

Table with columns for LOCATION, PIPE CULVERT REMOVAL, REMOVING INLETS, APPROACH SLAB REMOVAL, REMOVAL OF EXISTING STRUCTURES, BRIDGE APPROACH SHOULDER REMOVAL, HOT-MIX ASPHALT REMOVAL (SPECIAL), BITUMINOUS CONCRETE REMOVAL, PAVED SHOULDER REMOVAL, and HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT.

RIGHT-OF-WAY MARKER SCHEDULE

Table with columns for LOCATION, FURNISHING AND INSTALLING PROPERTY MARKERS, and FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS.

PAVEMENT SCHEDULE

Table with columns for LOCATION, HOT-MIX ASPHALT PAVEMENT, BASE COURSE WIDENING, LEVELING BINDER, HOT-MIX ASPHALT SURFACE COURSE, BRIDGE APPROACH PAVEMENT, PROTECTIVE COAT, BRIDGE APPROACH PAVEMENT CONNECTOR, SUB-BASE GRANULAR MATERIAL, AGGREGATE WEDGE SHOULDERS, and AGGREGATE SHOULDERS.

SEEDING SCHEDULE

Table with columns for LOCATION, SEEDING CLASS 2, NITROGEN FERTILIZER NUTRIENT, PHOSPHORUS FERTILIZER NUTRIENT, POTASSIUM FERTILIZER NUTRIENT, and MULCH METHOD 2.

EARTHWORK SCHEDULE

Table with columns for LOCATION, EARTH EXCAVATION, EARTH EXCAVATION ADJUSTED FOR SHRINKAGE 25%, EMBANKMENT, EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-), FURNISHED EXCAVATION, and REMARKS.

FILE NAME = S:\Projects\117000\117000.Dwg

USER NAME = paul

DESIGNED - JLS

REVISED -

DRAWN - JLS

REVISED -

PLOT SCALE = 10,000' / IN.

CHECKED - BRM

REVISED -

PLOT DATE = 12/3/2008

DATE - 05-23-08

REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SCHEDULES OF QUANTITIES, KINMUNDY/LOUISVILLE ROAD

Table with columns for F.A.S RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., CONTRACT NO., and ILLINOIS FED. AID PROJECT.

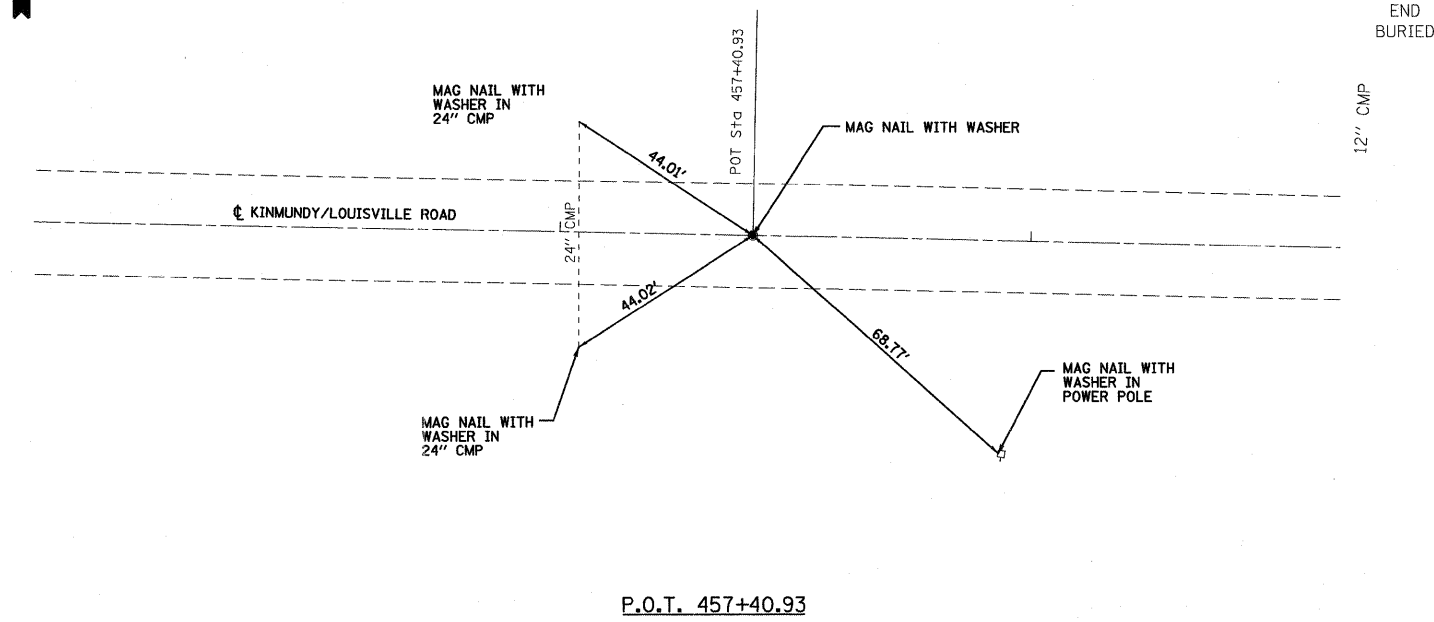
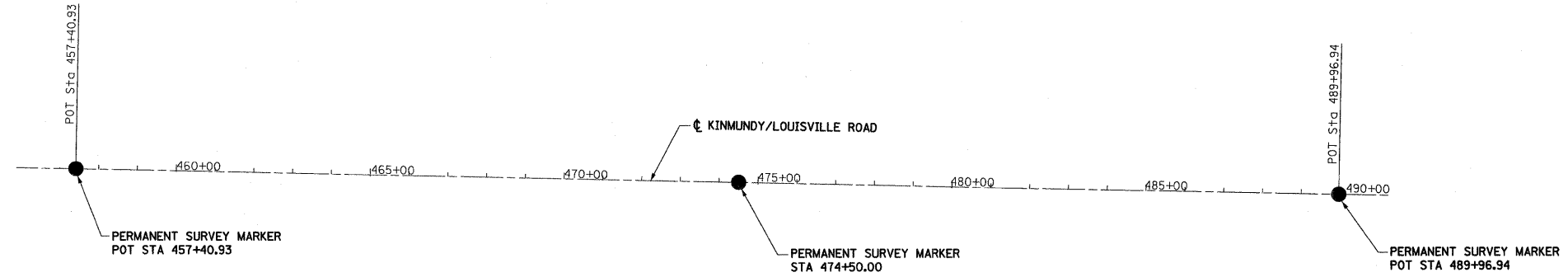
SCALE: SHEET NO. 1 OF 1 SHEETS STA. TO STA. FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

GRID COORDINATES FOR KIN-LOU ROAD

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

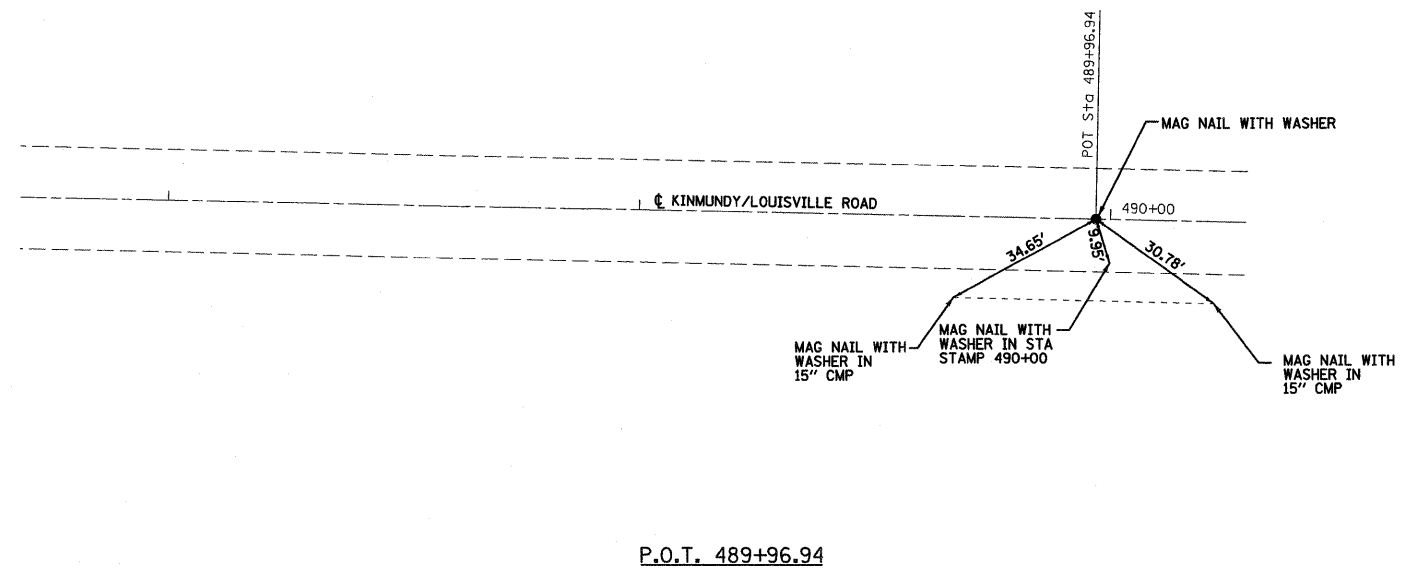
GROUND COORDINATES FOR KINMUNDY/LOUISVILLE ROAD  
PERMANENT SURVEY MARKERS

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



END BURIED

P.O.T. 457+40.93



P.O.T. 489+96.94

FILE NAME =  
S:\projects\07-0000\000 000\007\Kinmundy\02 Kinmundy over I29\p1\sta.phd

USER NAME = jerni fer  
PLOT SCALE = 20.0000' / IN.  
PLOT DATE = 12/31/2008

DESIGNED - JLS  
DRAWN - MAB  
CHECKED - BRM  
DATE - 4-04-08

REVISED -  
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REVISED -  
REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

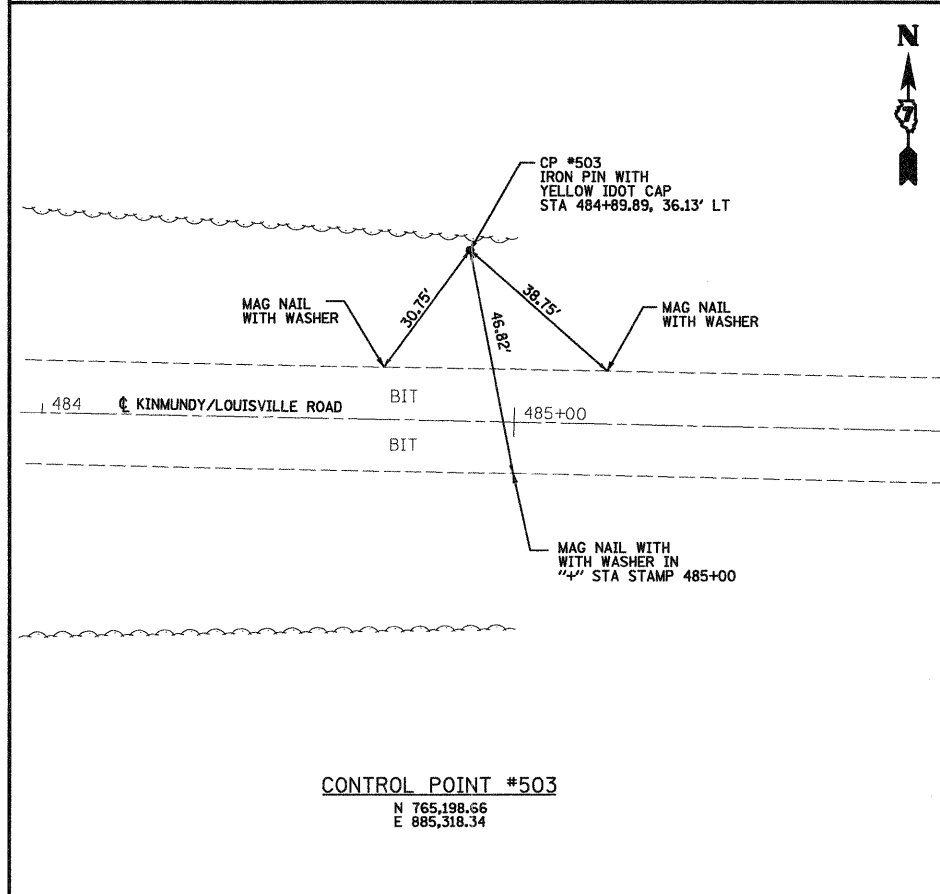
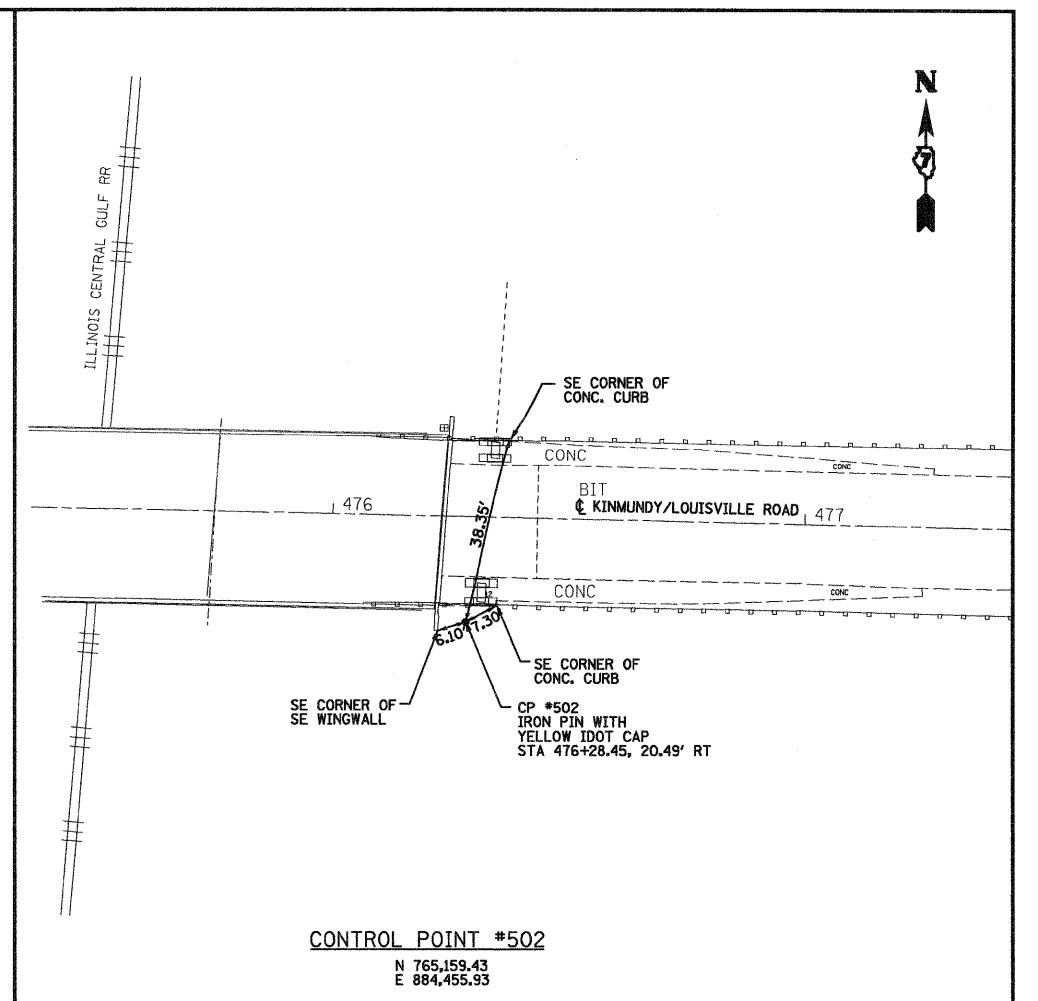
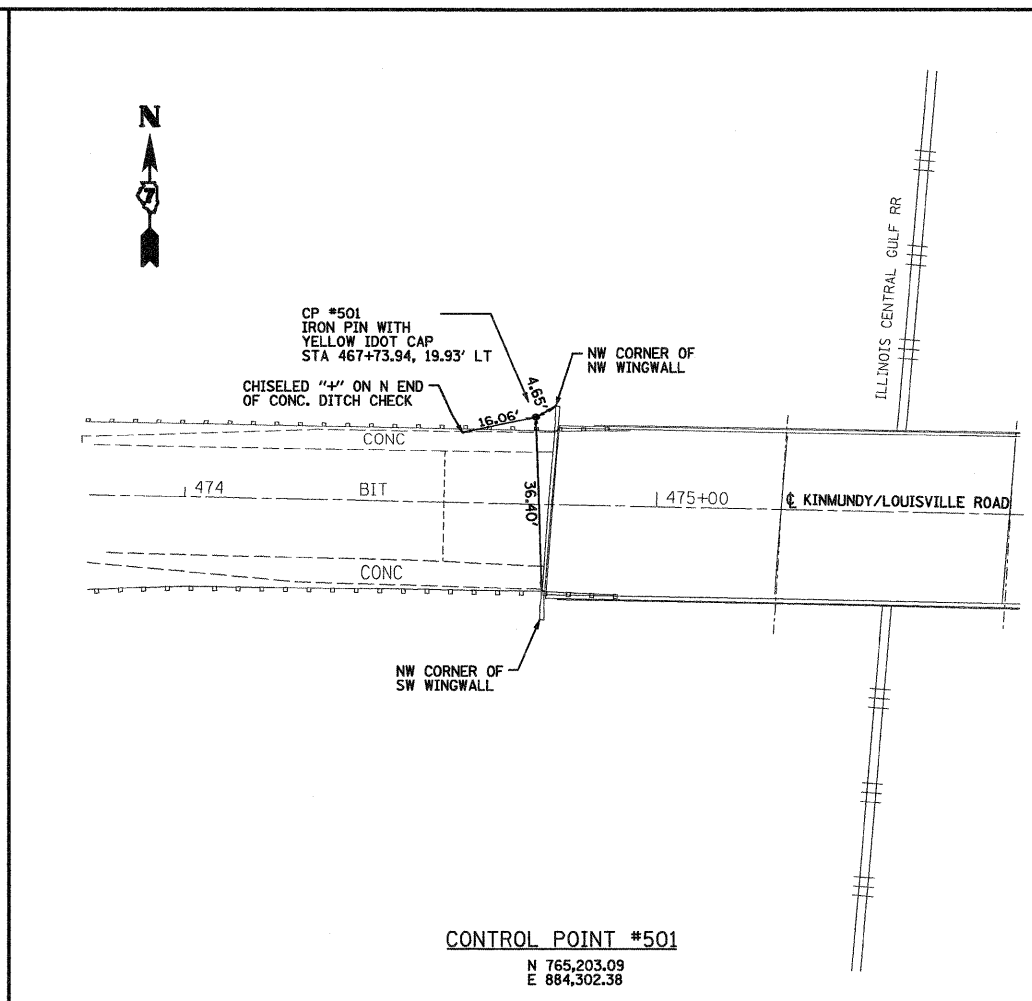
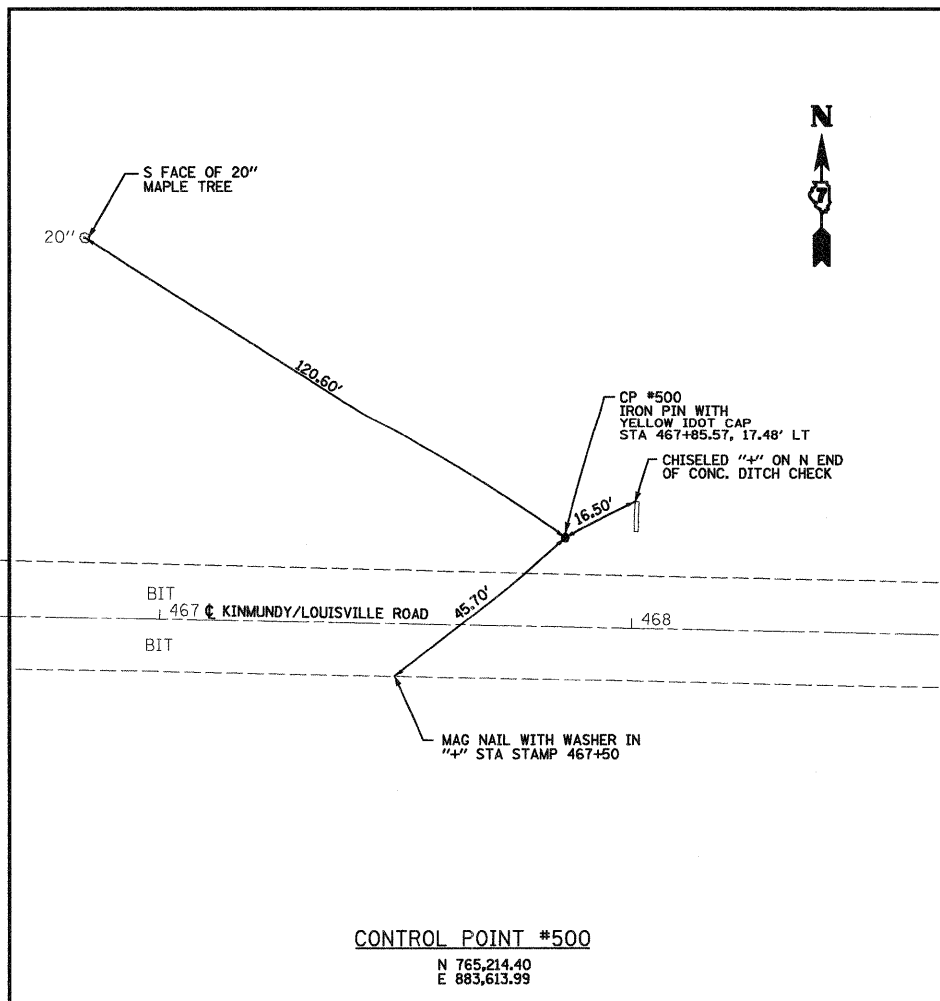
HORIZONTAL CONTROL, KINMUNDY/LOUISVILLE ROAD

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	8

CONTRACT NO. 74136  
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT

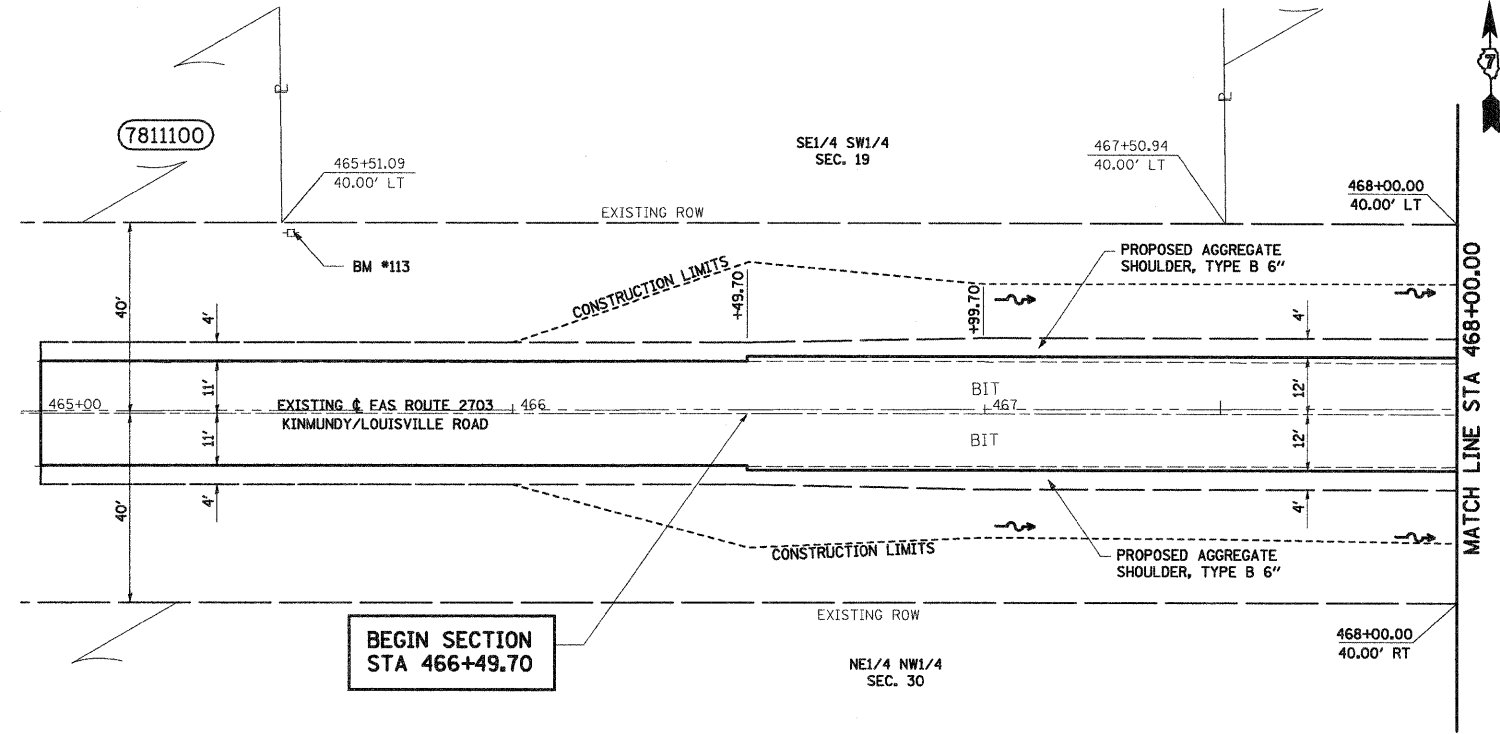
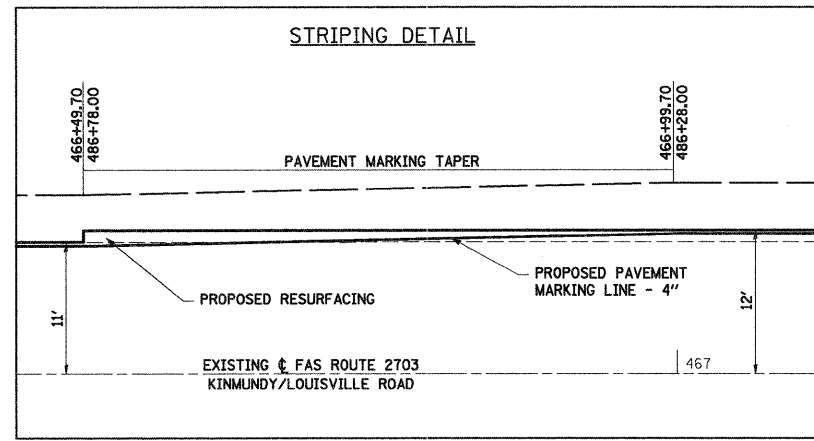




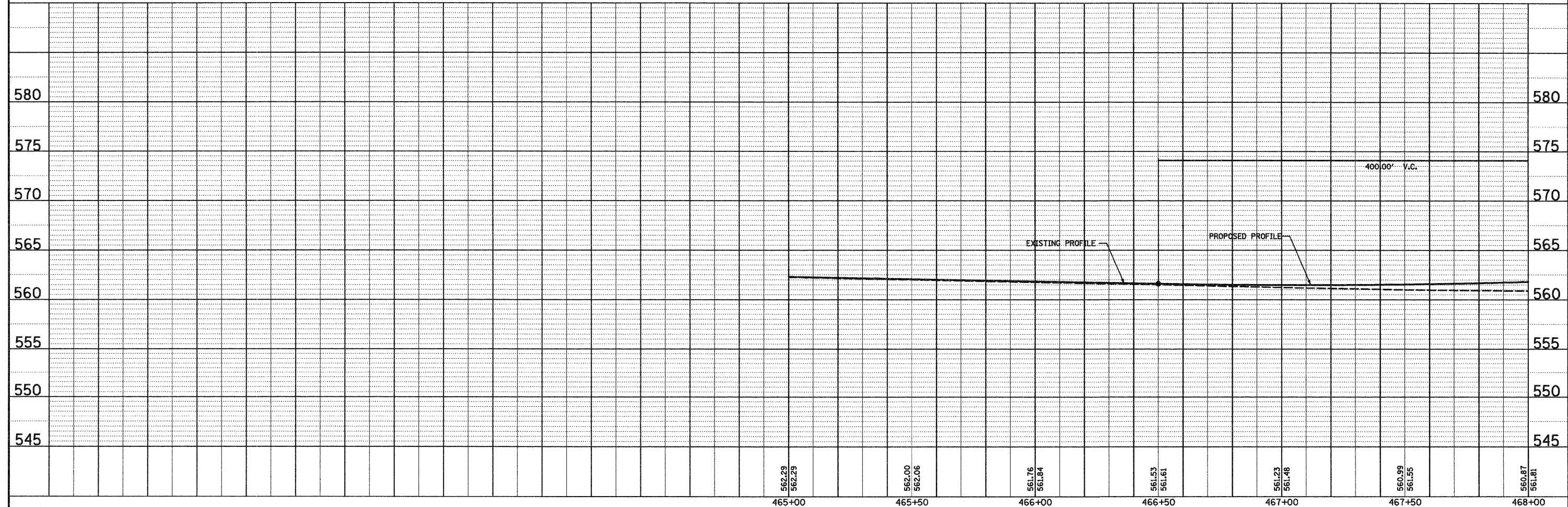
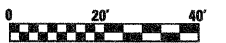
FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ALIGNMENT TIES, KINMUNDY/LOUISVILLE ROAD</b>			F.A.S. RTE. 2703	SECTION (9-VBR)B	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 9
PLOT SCALE = 20.0000' / IN.								SCALE: 1"=20'    SHEET NO. 2 OF 2 SHEETS    STA.    TO STA.			<b>CONTRACT NO. 74136</b>	
PLOT DATE = 12/3/2008								FED. ROAD DIST. NO.    ILLINOIS FED. AID PROJECT				
		CHECKED - BRM	REVISED -									
		DATE - 4-04-08	REVISED -									

PLAN	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	CHECKED	
	FILE NAME	
	CADD FILE NAME	

PROFILE	SURVEYED	DATE
NOTE BOOK	PLOTTED	BY
NO.	CHECKED	
	STRUCTURE	NOTATION CHKD



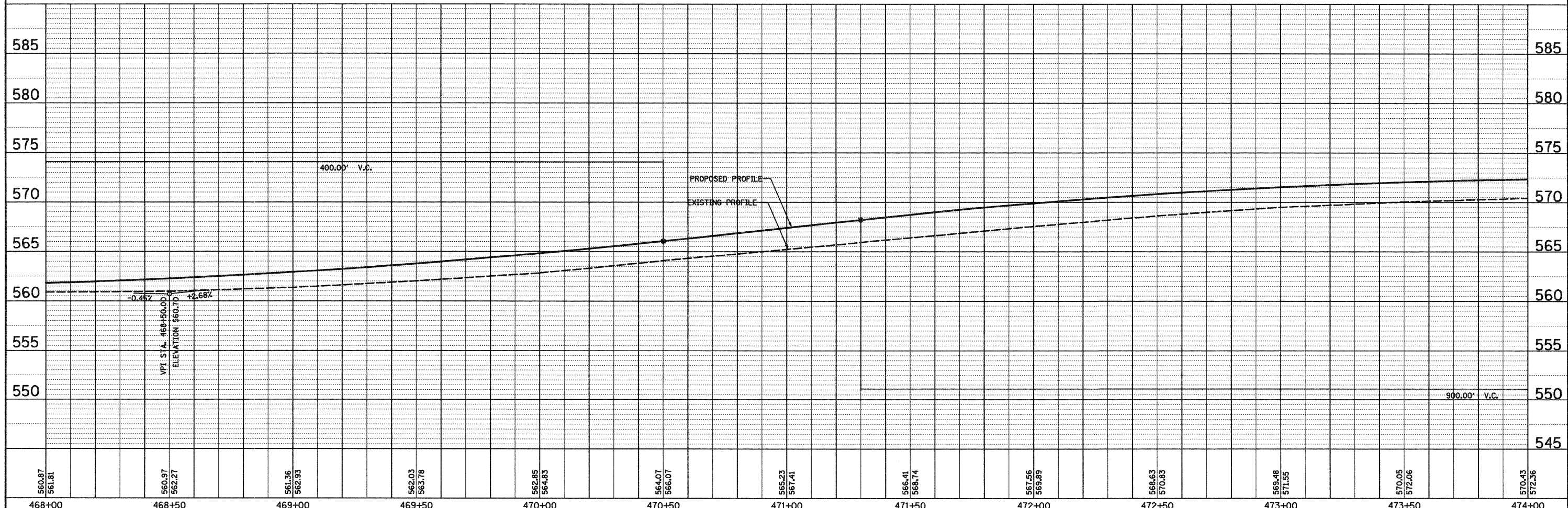
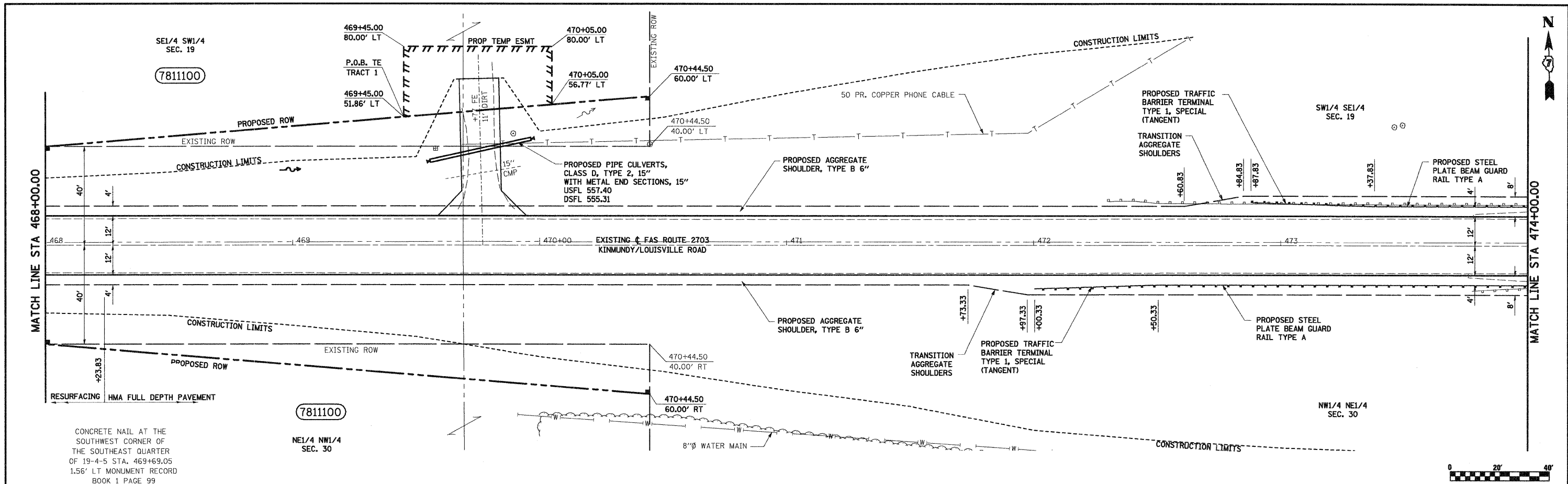
BENCHMARK \*113:  
 STA 465+53, 37.1' LT. RAILROAD SPIKE IN POWER POLE \*D34-17-3-1-9  
 ELEV. 563.105



FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE, KINMUNDY/LOUISVILLE ROAD</b>	F.A.S. RTE. 2703	SECTION (9-VBR)B	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 10	
PLOT SCALE = 20.000' / IN.	CHECKED - BRM	REVISED -	SCALE: 1"=20'			SHEET NO. 1 OF 5 SHEETS	STA. 465+50.00 TO STA. 468+00.00	CONTRACT NO. 74136		FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT
PLOT DATE = 12/5/2008	DATE - 4-08-08	REVISED -									

PLAN	SURVEYED	DATE
	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
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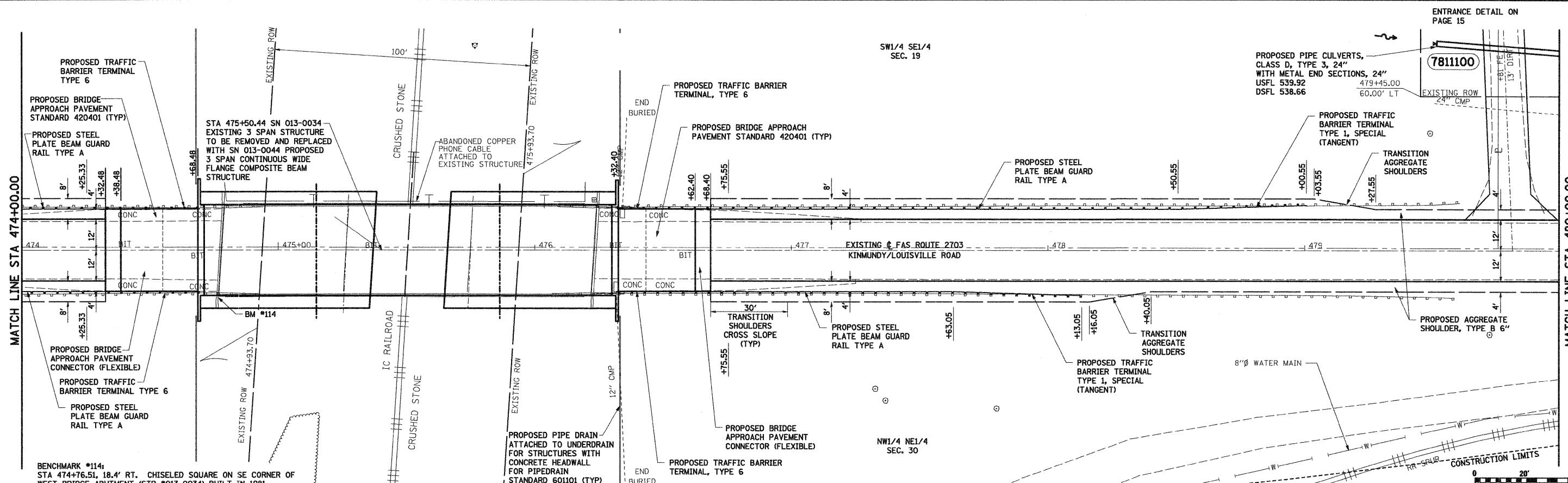
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	PLOTTED	BY
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO.	



FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		PLAN AND PROFILE, KINMUNDY/LOUISVILLE ROAD		F.A.S. RTE. 2703	SECTION (9-VBR)B	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 11
PROJECT: 468-888 (Dist. 7) Kinmundy over 1280' dp/PP Kinmundy	PLOT SCALE = 20.000' / IN.	CHECKED - BRM	REVISED -			SCALE: 1"=20'	SHEET NO. 2 OF 5 SHEETS	STA. 470+50.00 TO STA. 476+00.00	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	CONTRACT NO. 74136		
	PLOT DATE = 12/3/2008	DATE = 4-08-08	REVISED -									

PLAN	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	CHECKED		
	DATE		
	FILE NAME		

PROFILE	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
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	DATE		
	FILE NAME		



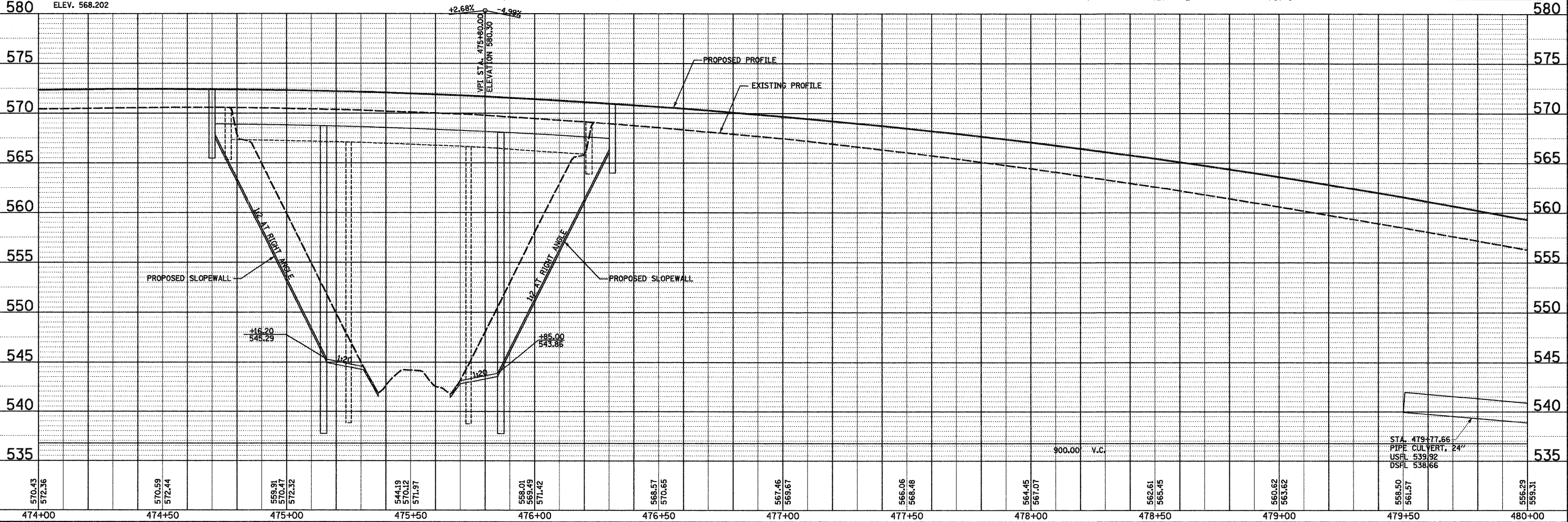
SW1/4 SE1/4  
SEC. 19

ENTRANCE DETAIL ON  
PAGE 15

7811100

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

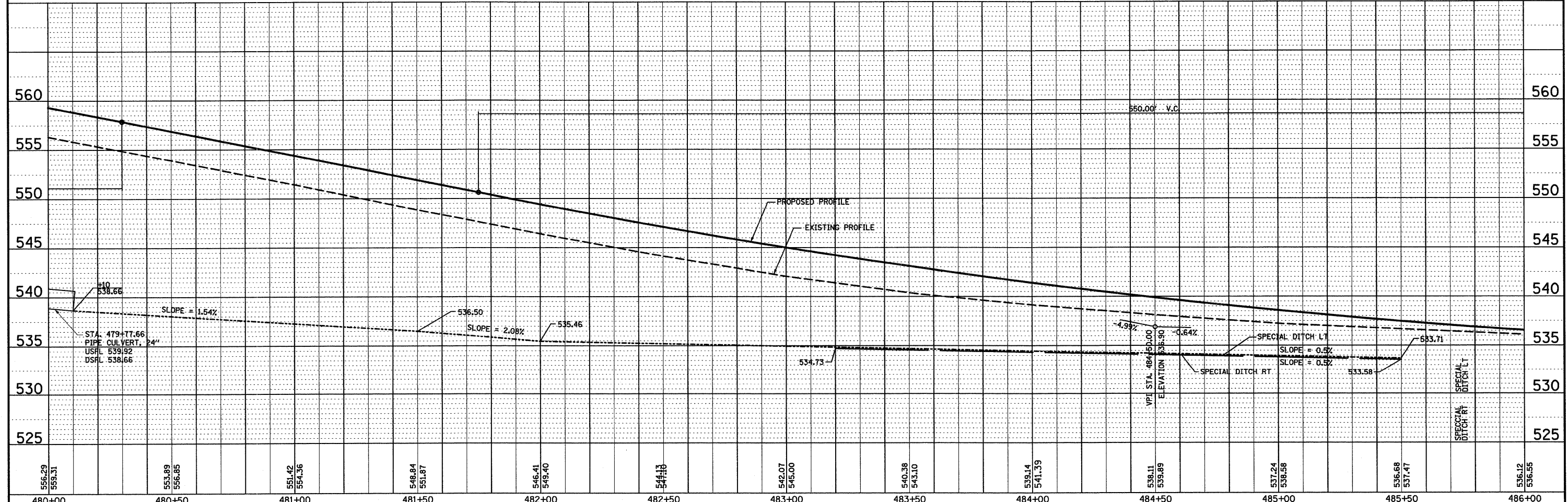
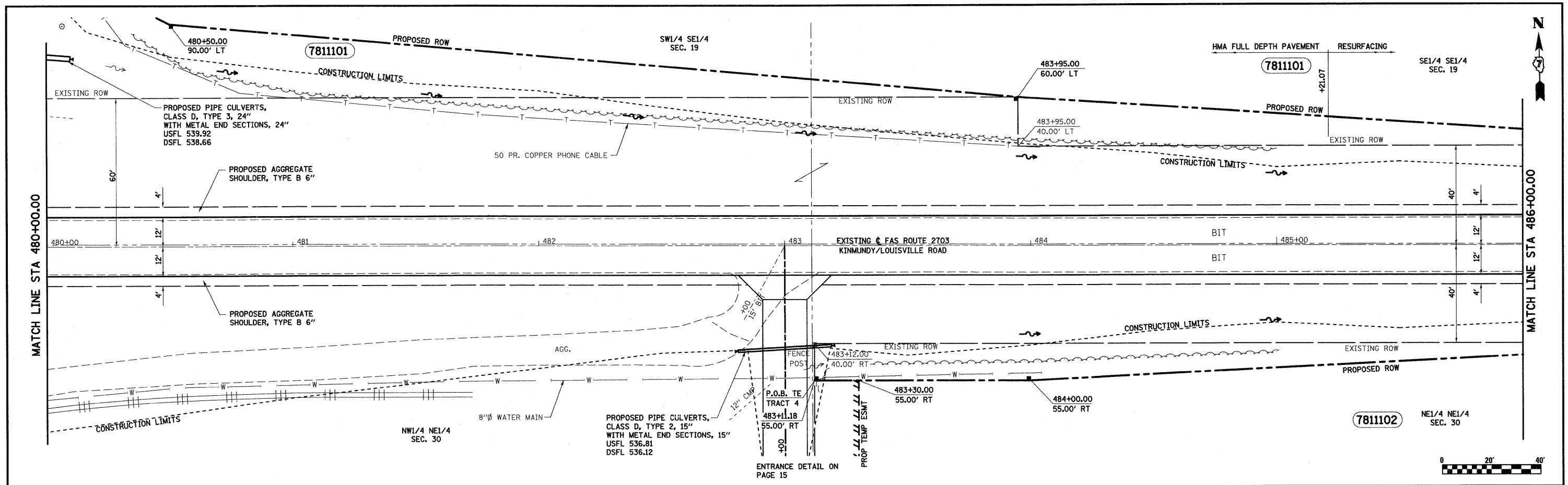
CONSTRUCTION LIMITS  
0 20' 40'



FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		F.A.S RTE. 2703	SECTION (9-VBR)B	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 12
Project: 013-0008 (S) Dist 7 Terresville 2 Krausdy over 1000' @ PP Krausdy	PLOT SCALE = 20.000' / IN.	DRAWN - MAB	REVISED -	PLAN AND PROFILE, KINMUNDY/LOUISVILLE ROAD		SCALE: 1"=20'		SHEET NO. 3 OF 5 SHEETS	STA. 476+00.00 TO STA. 481+50.00	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT
DATE = 4-08-08	REVISED -	CHECKED - BRM	REVISED -			CONTRACT NO. 74136				

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED \_\_\_\_\_ CHECKED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_ CHECKED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_ CADD FILE NAME \_\_\_\_\_

DATE: \_\_\_\_\_ BY: \_\_\_\_\_  
 SURVEYED \_\_\_\_\_ CHECKED \_\_\_\_\_  
 PLOTTED \_\_\_\_\_ CHECKED \_\_\_\_\_  
 NOTE BOOK \_\_\_\_\_  
 NO. \_\_\_\_\_ STRUCTURE NOTATIONS CHKD \_\_\_\_\_

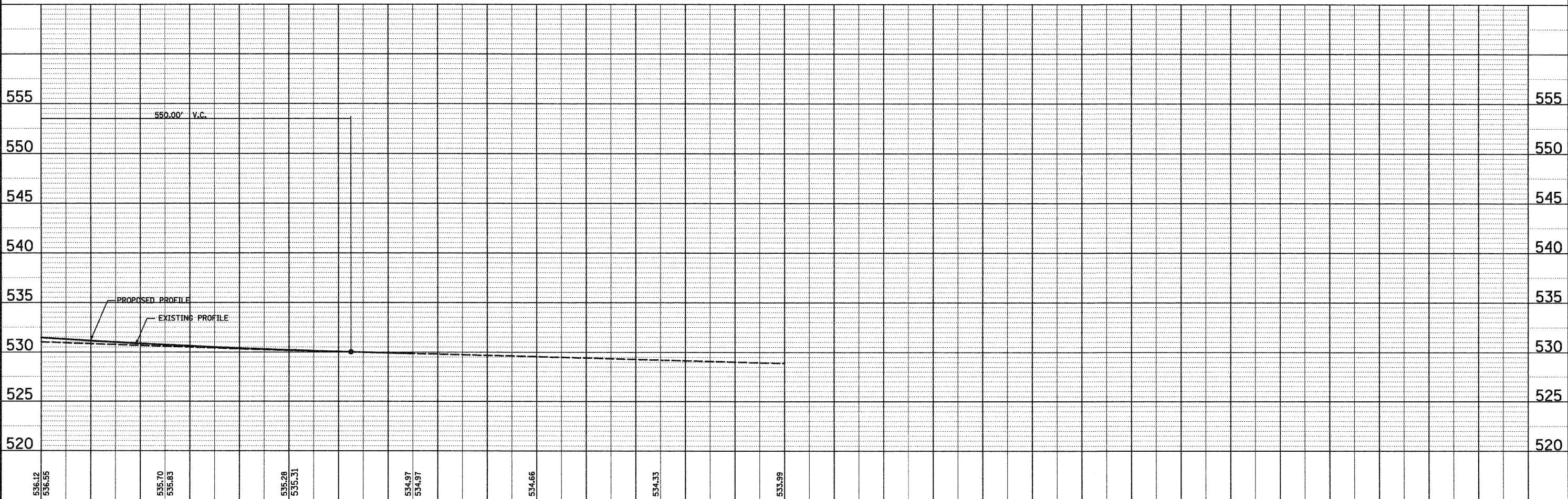
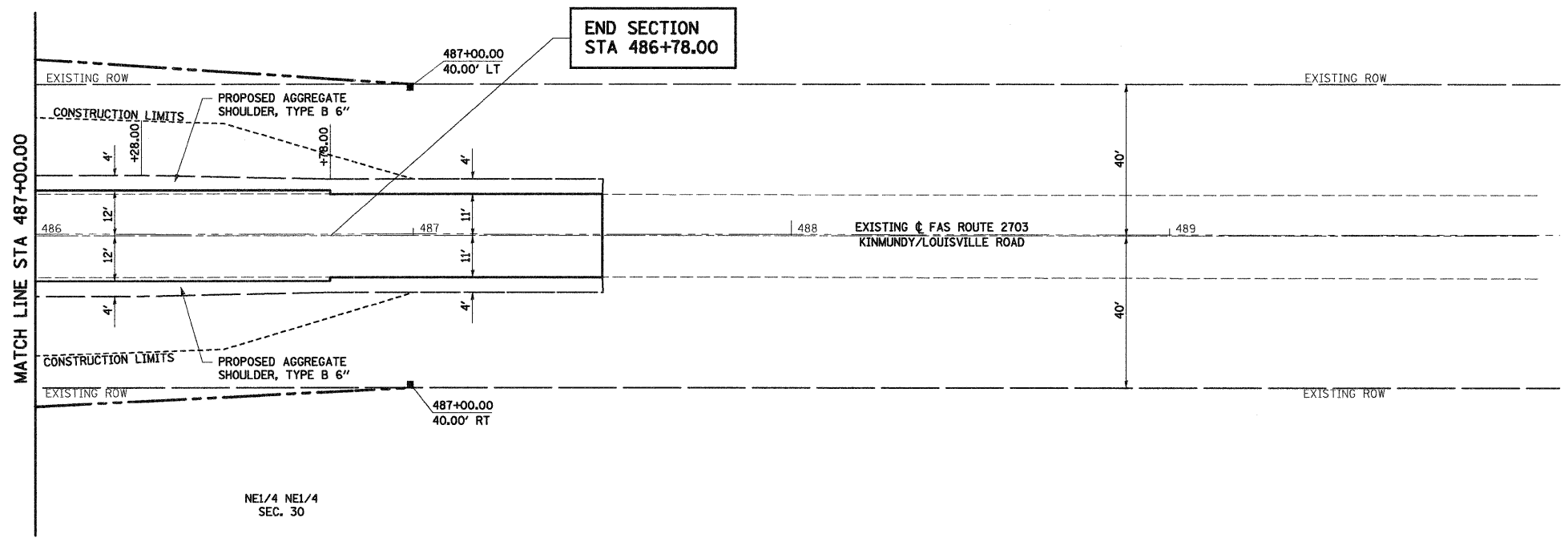


FILE NAME =	USER NAME = jennifer	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE, KINMUNDY/LOUISVILLE ROAD</b> SCALE: 1"=20' SHEET NO. 4 OF 5 SHEETS STA. 480+00.00 TO STA. 486+00.00	F.A.S. RTE. 2703	SECTION 9-VBRIB	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 13
PLOT SCALE = 20.000' / IN.	PLOT DATE = 12/31/2008	DRAWN - MAB	REVISED -			CONTRACT NO. 74136				
		CHECKED - BRM	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
		DATE - 4-08-08	REVISED -							



SE1/4 SE1/4  
SEC. 19

END SECTION  
STA 486+78.00



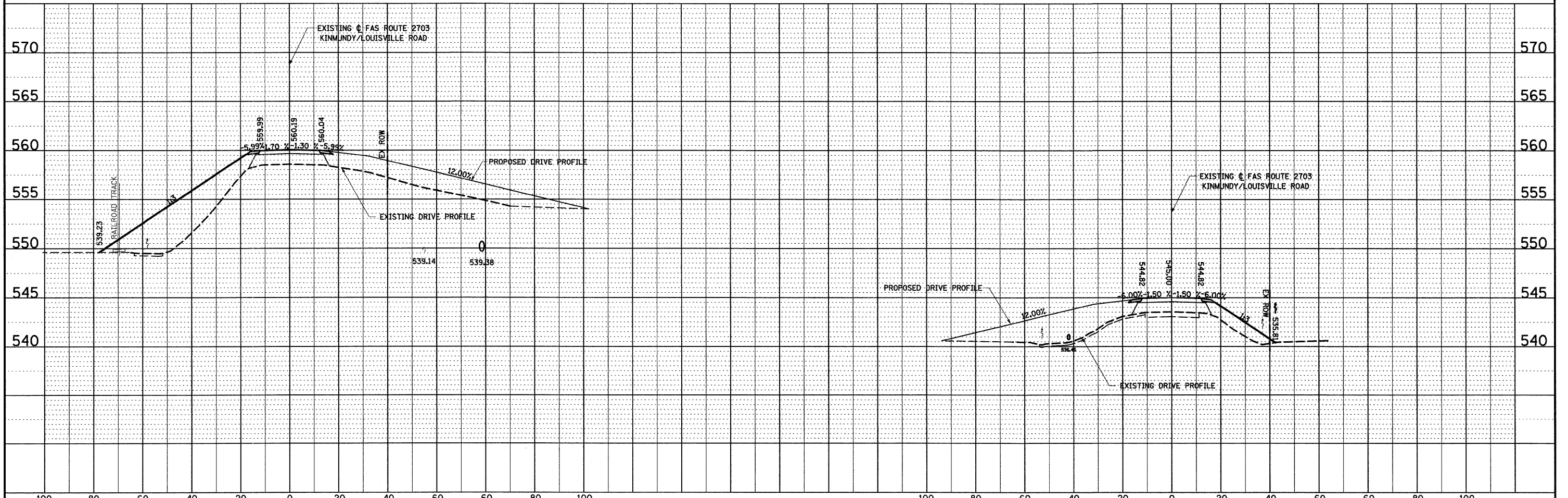
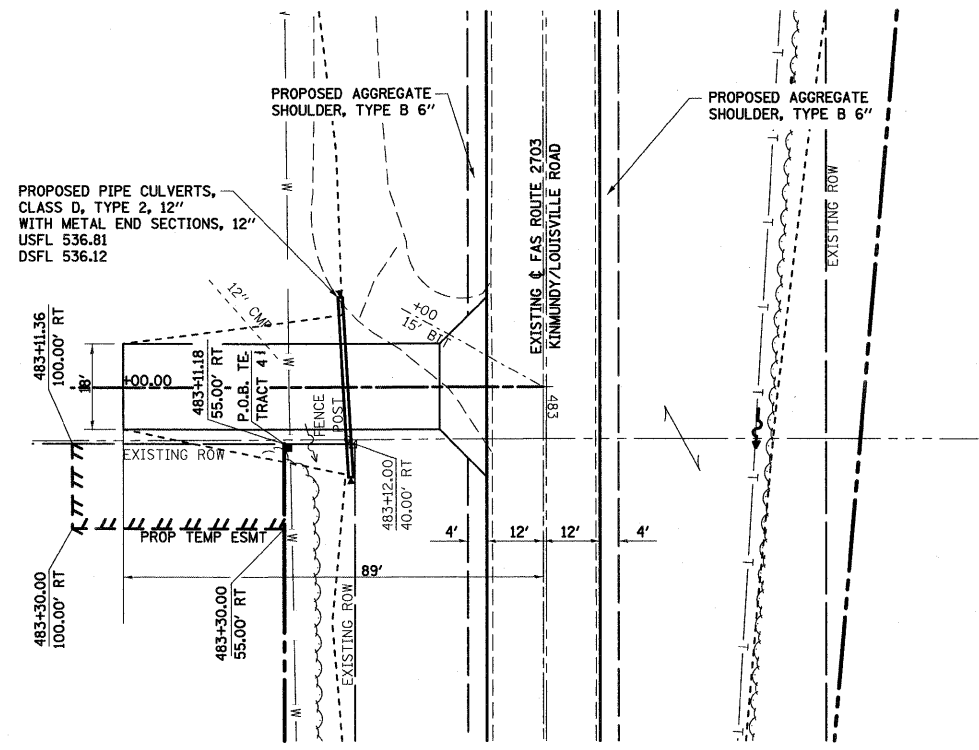
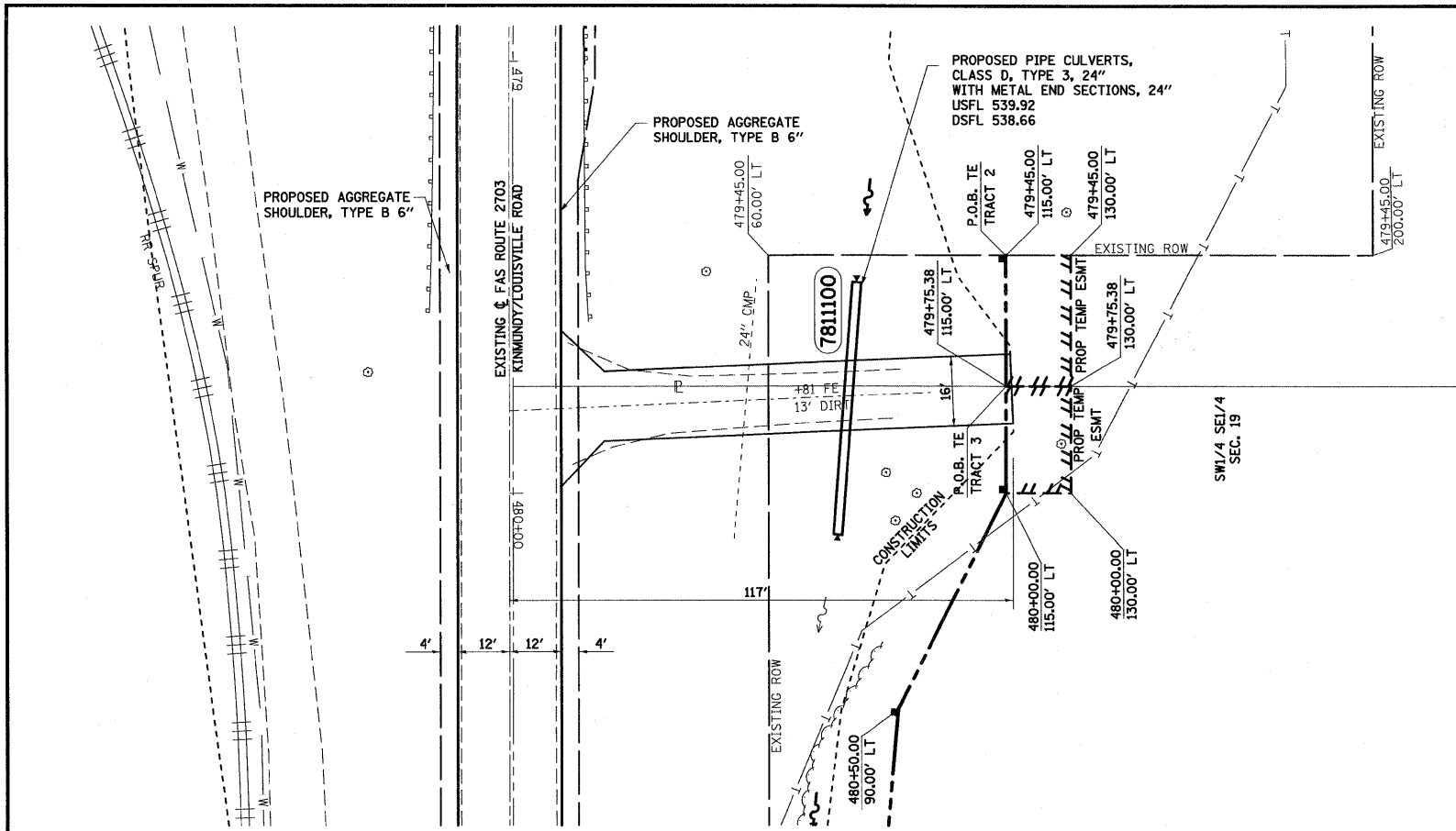
PLAN	DATE
SURVEYED	BY
NOTED	BY
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FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>PLAN AND PROFILE, KINMUNDY/LOUISVILLE ROAD</b>	F.A.S. RTE. 2703	SECTION (9-VBR)B	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 14	CONTRACT NO. 74136
PLT SCALE = 20.000' / IN.	DATE = 4-08-08	DRAWN - MAB	REVISED -								
PLOT DATE = 12/3/2008		CHECKED - BRM	REVISED -								
SCALE: 1"=20'						SHEET NO. 5 OF 5 SHEETS		STA. 486+00.00 TO STA. 489+50.00		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	REVISIONS		
	NO. OF WAY CHECKED		
	NO.		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	CHECKED		
	REVISIONS		
	NO. OF WAY CHECKED		
	NO.		
	NOTATION CHKD		



FILE NAME = S:\Projects\407-0008 080 Dist 7 Various\10 2 Kinmundy

USER NAME = JenniFar  
 ICR\1\dgn\pp\kinmundy.dgn  
 PLOT SCALE = 20.000' / IN.  
 PLOT DATE = 12/31/2008

DESIGNED - JLS  
 DRAWN - MAB  
 CHECKED - BRM  
 DATE - 6-17-08

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ENTRANCES STA 479+81.00, STA 483+00.00**

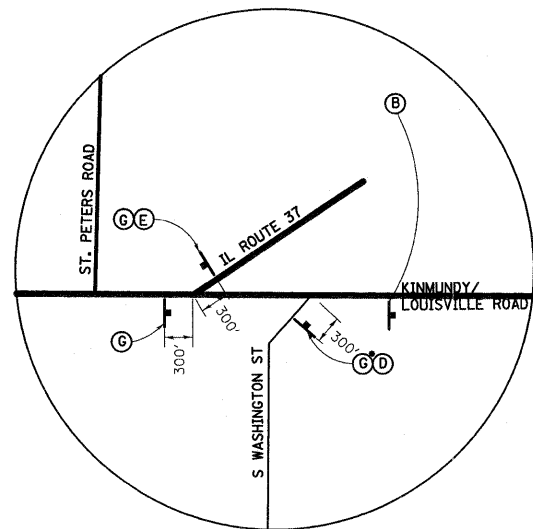
SCALE: 1"=20'

SHEET NO. 1 OF 1 SHEETS STA. TO STA.

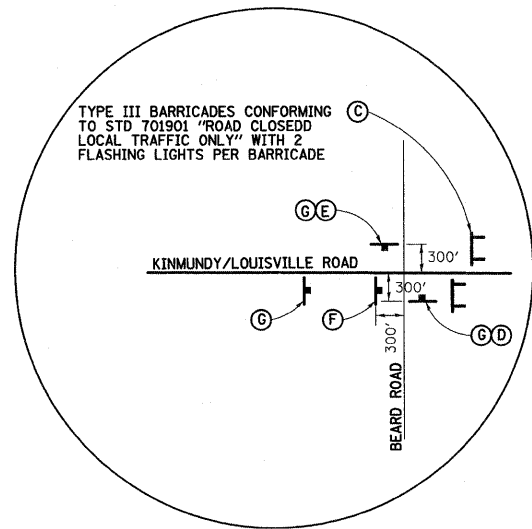
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
2703	(9-VBR)B	CLAY	65	15
CONTRACT NO. 74136				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



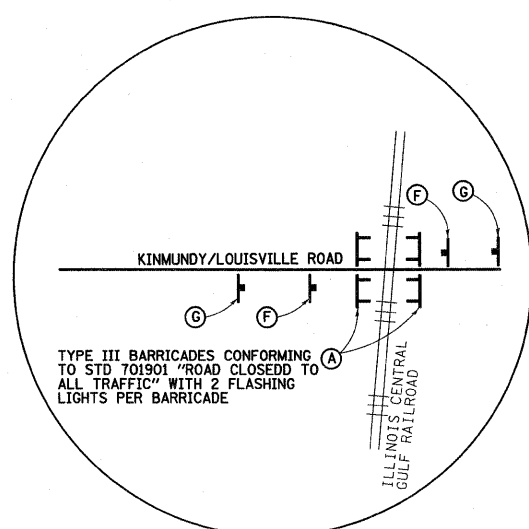
SW 1/4 SEC. 19  
 SEC. 19



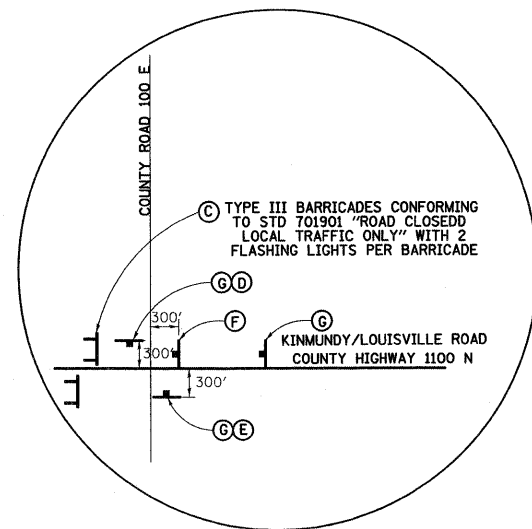
**DETAIL A**  
• "ROAD CLOSED 9 MILES"



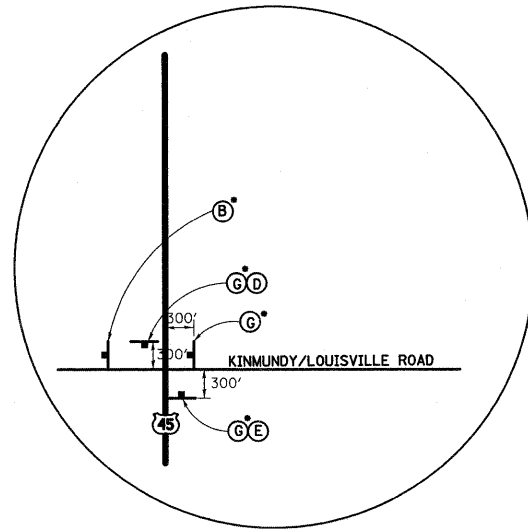
**DETAIL B**



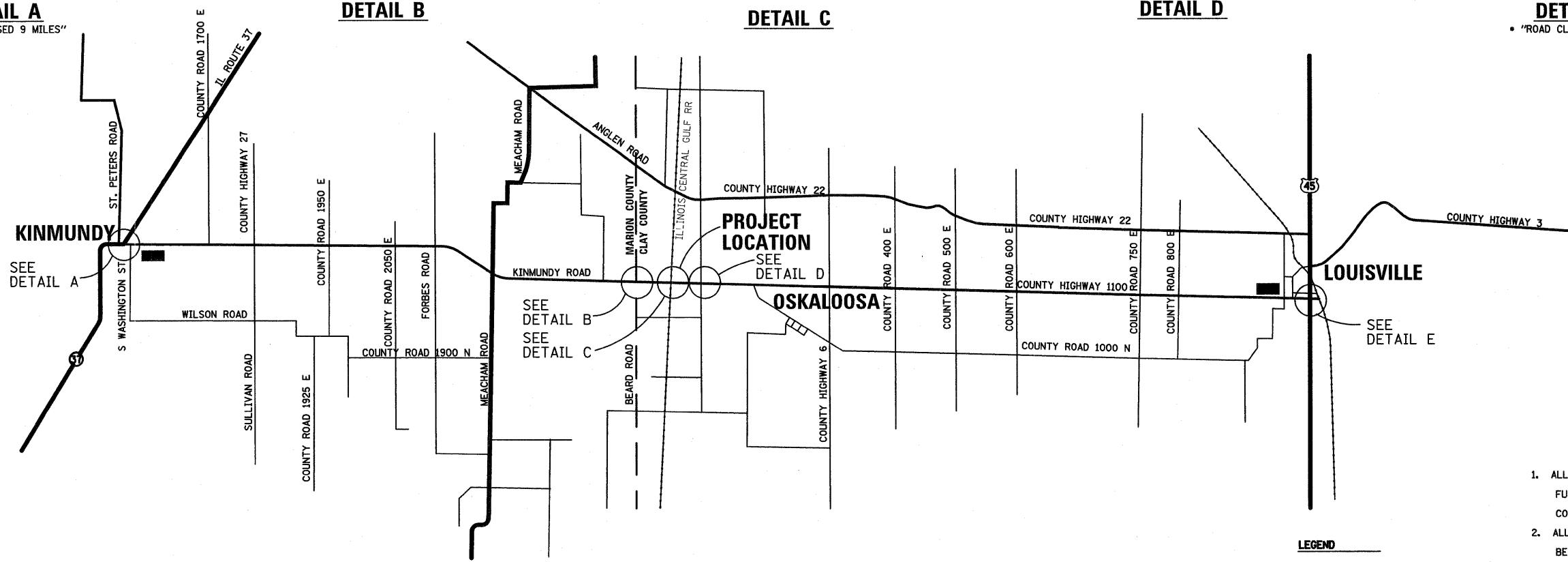
**DETAIL C**



**DETAIL D**



**DETAIL E**  
• "ROAD CLOSED 10 MILES"

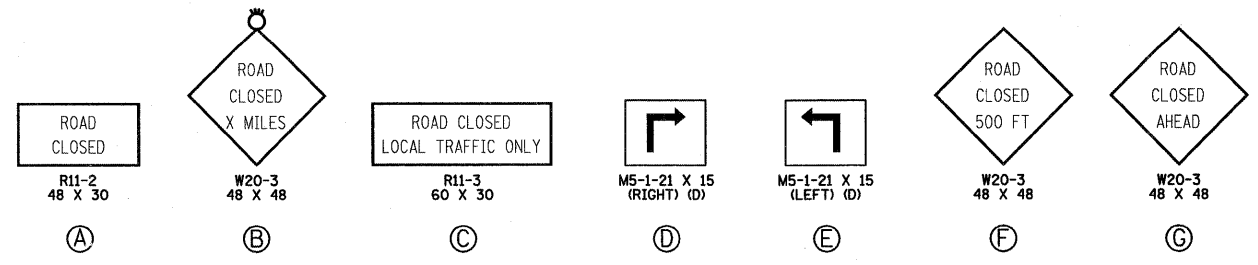


**GENERAL NOTES**

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

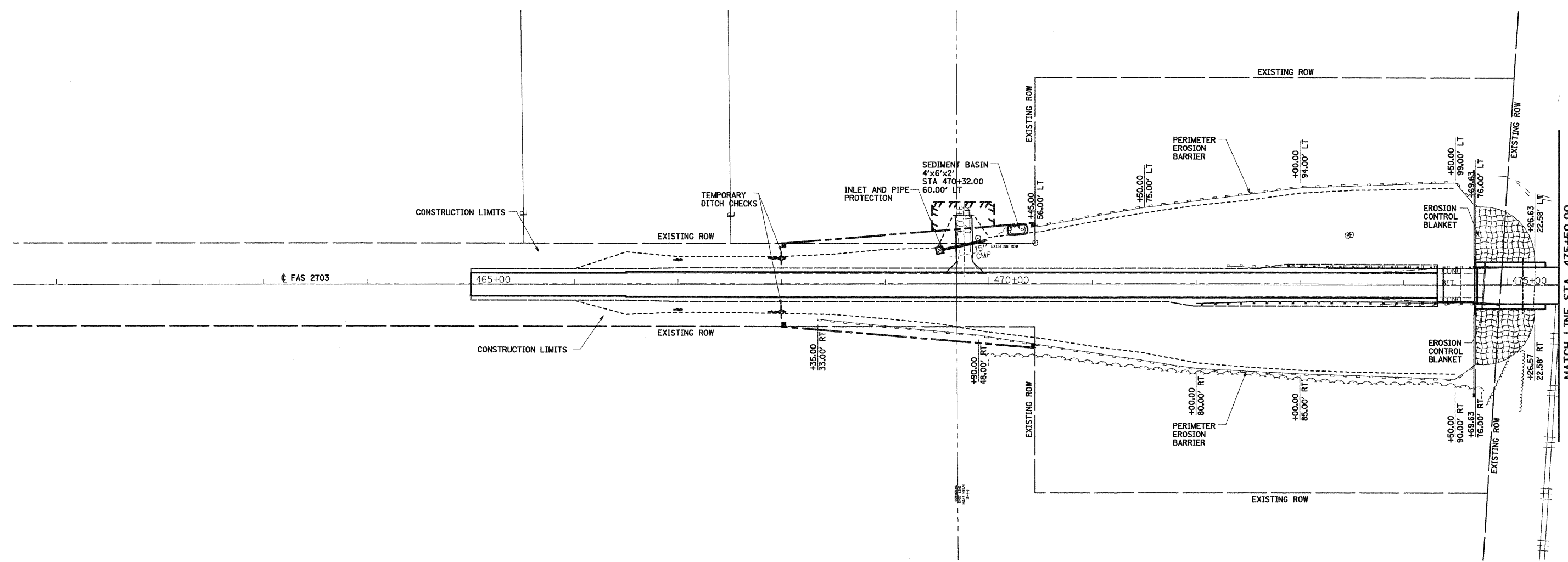
**LEGEND**

- TT TYPE III BARRICADES CONFORMING TO STD. 701901
- T SIGNS ON PERMANENT SUPPORTS
- ⊙ FLASHING LIGHT ABOVE SIGN
- CHANGEABLE MESSAGE BOARD


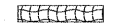
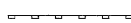





FILE NAME =	USER NAME = jannafer	DESIGNED - JWS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROAD CLOSURE DETAIL</b>			F.A.S. RTE. 2703	SECTION (9-VBRIB)	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 16
SAProject\407\0000 000 Dist 7 Version\00 2 Kinmundy over 200\highway closure.dwg		DRAWN - MAB	REVISED -		SCALE: 1"= 1 MI.	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 74136			
PLOT SCALE = 1/80.0000 "/ IN.		CHECKED - BRM	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
PLOT DATE = 12/31/2008		DATE - 4-03-08	REVISED -									



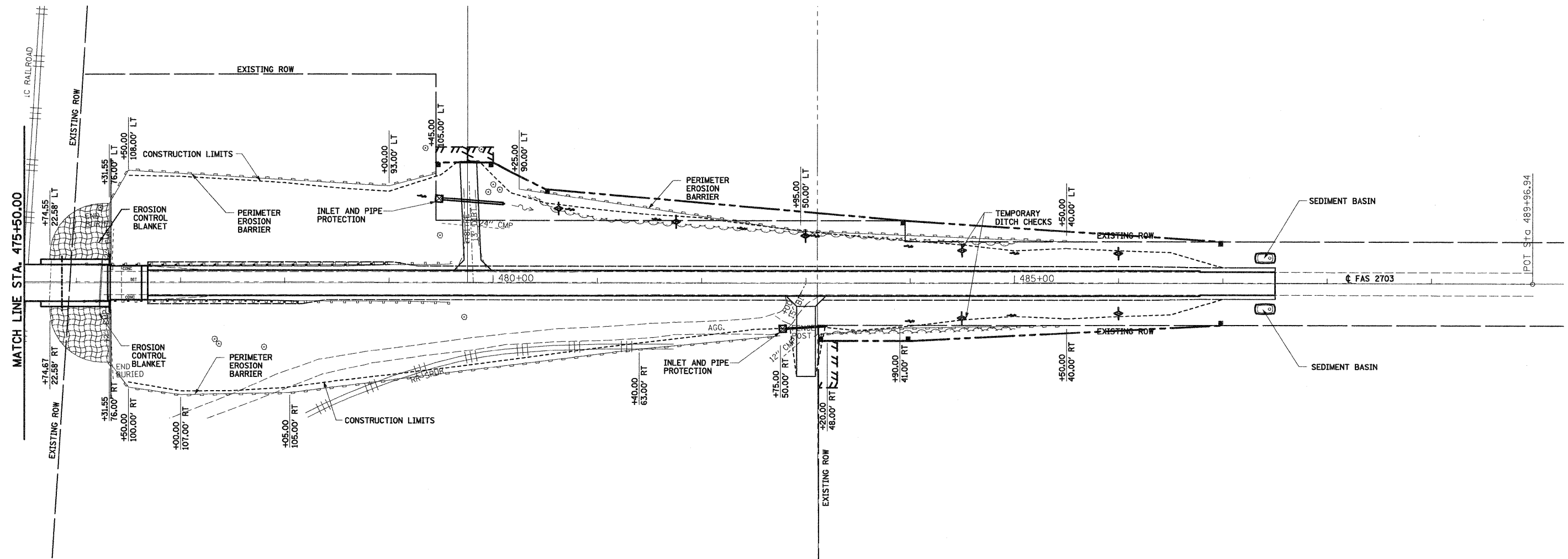


**LEGEND**



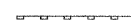



-  TEMPORARY DITCH CHECK- ROLLED EXCELSIOR, SILT WEDGES/PANELS
-  EROSION CONTROL BLANKET
-  PERIMETER EROSION BARRIER- SILT FILTER FENCE OR OTHER AS APPROVED BY THE ENGINEER
-  ROADWAY DITCH FLOW
-  INLET AND PIPE PROTECTION- STRAW BALES, FILTER FABRIC, AGGREGATES
-  SEDIMENT BASIN



FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION CONTROL, KINMUNDY/LOUISVILLE ROAD</b>	F.A.S. RTE. 2703	SECTION (9-VBR)B	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 17	
PLOT SCALE = 50.000' / IN.						SCALE: 1"=50'		SHEET NO. 1 OF 2 SHEETS		STA. 465+00.00 TO STA. 475+50.00	
PLOT DATE = 12/3/2008						CONTRACT NO. 74136		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			
DATE - 05/22/08											

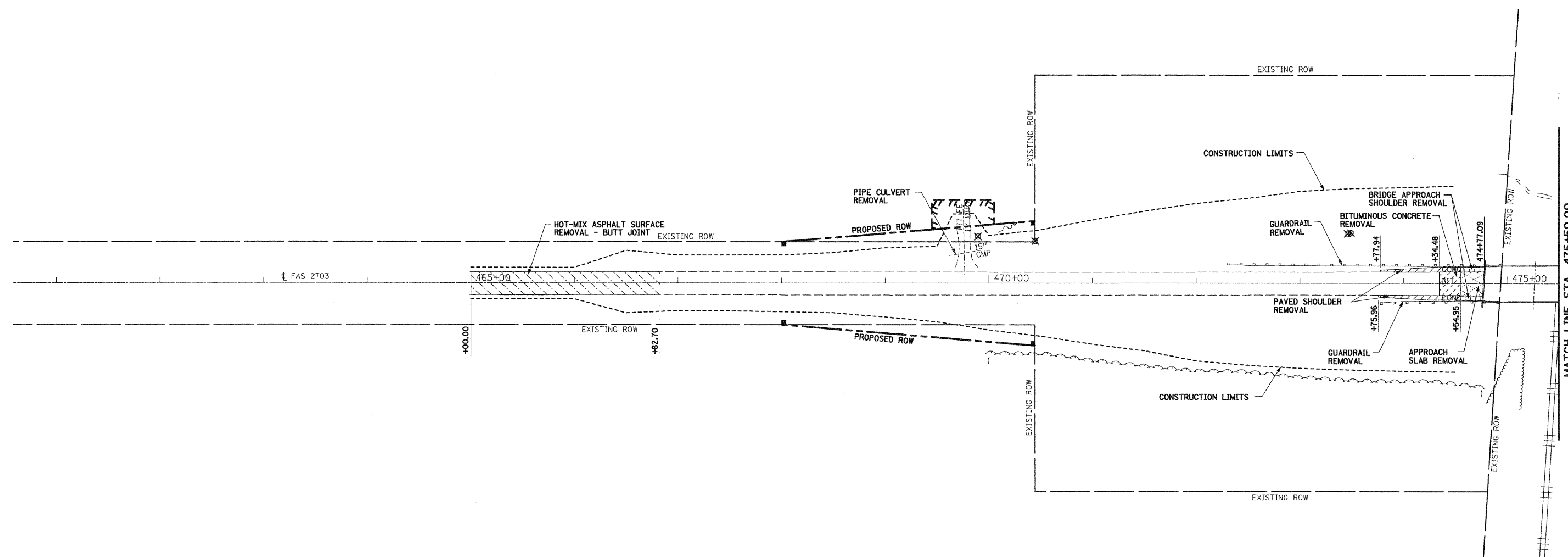


**LEGEND**

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



FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>EROSION CONTROL, KINMUNDY/LOUISVILLE ROAD</b>	F.A.S RTE. 2703	SECTION (9-VBR)B	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 18	
PROJECT: 07-0000 000 000 000 2 Kinmundy over IRR/Highway	PLOT SCALE = 50.000' / IN.	DRAWN - PDB	REVISED -			SCALE: 1"=50'			SHEET NO. 2 OF 2 SHEETS STA. 475+50.00 TO STA. 487+50.00		
	PLOT DATE = 12/3/2008	CHECKED - BRM	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 74136		
		DATE - 05/22/08	REVISED -								



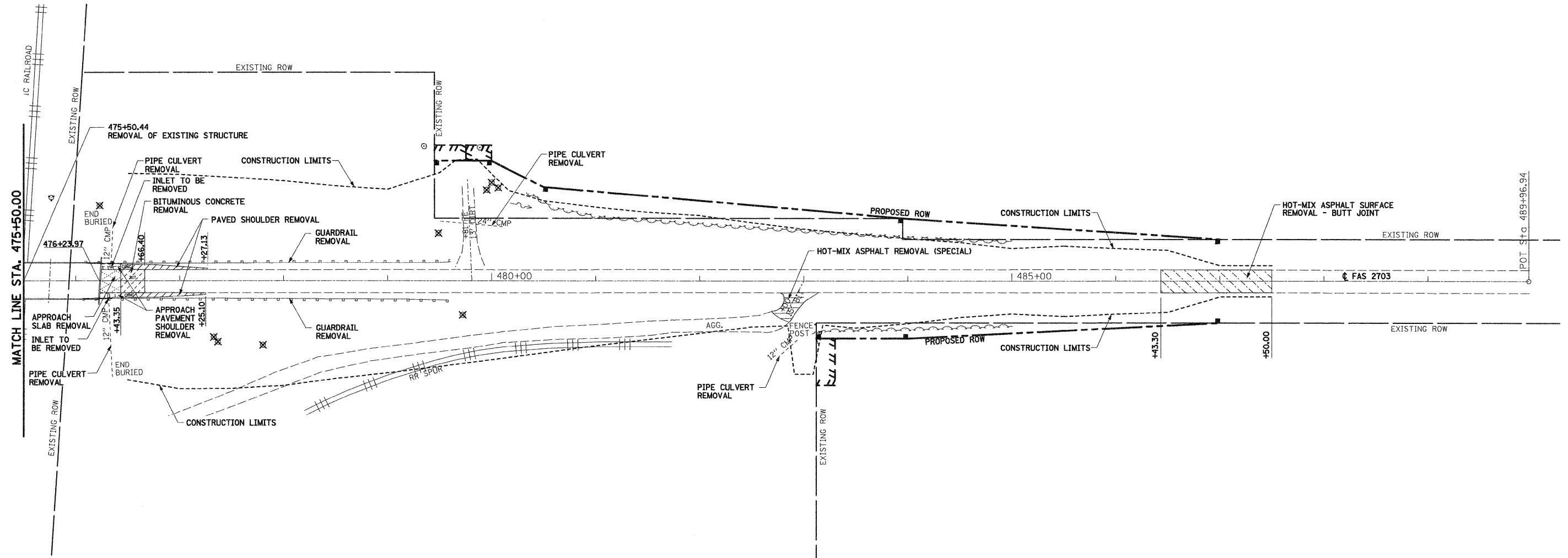
MATCH LINE STA. 475+50.00

**LEGEND**

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



FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REMOVAL, KINMUNDY /LOUISVILLE ROAD</b>	F.A.S. RTE. 2703	SECTION (9-VBR)B	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 19		
SY Project 107-0000 000 Dist 7 Version 00 2 Kinmundy over 1390dpl/removed.dgn	PLOT SCALE = 50.000' / IN.	DRAWN - MAB	REVISED -			SCALE: 1"=50'	SHEET NO. 1 OF 2 SHEETS	STA. 465+00.00 TO STA. 475+50.00	CONTRACT NO. 74136			
	PLOT DATE = 12/3/2008	CHECKED - BRM	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						
		DATE - 5-22-08	REVISED -									

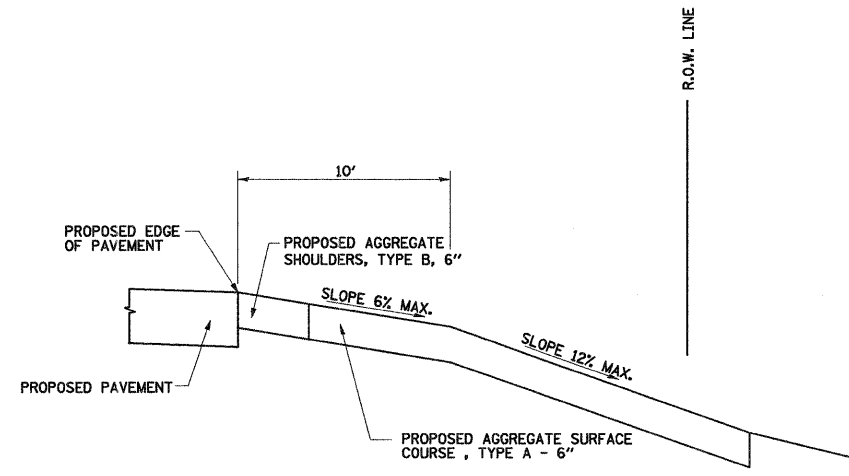


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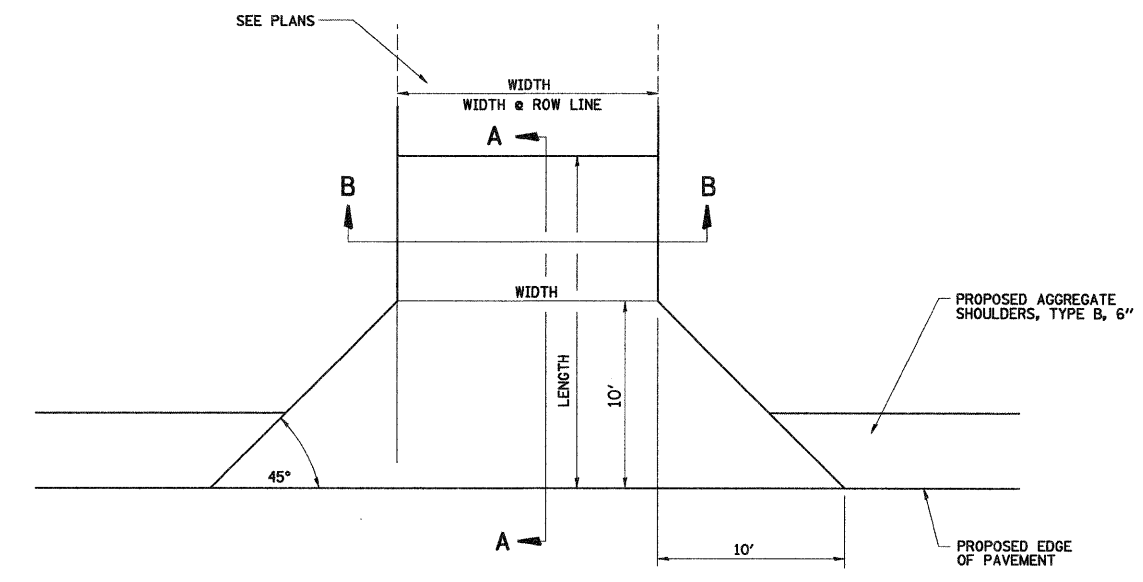
- |  |  |  |                                  |  |                      |
|--|--|--|----------------------------------|--|----------------------|
|  | HOT-MIX ASPHALT REMOVAL (SPECIAL)            |  | PAVED SHOULDER REMOVAL           |  | TREE REMOVAL (UNITS) |
|  | HOT-MIX ASPHALT SURFACE REMOVAL -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



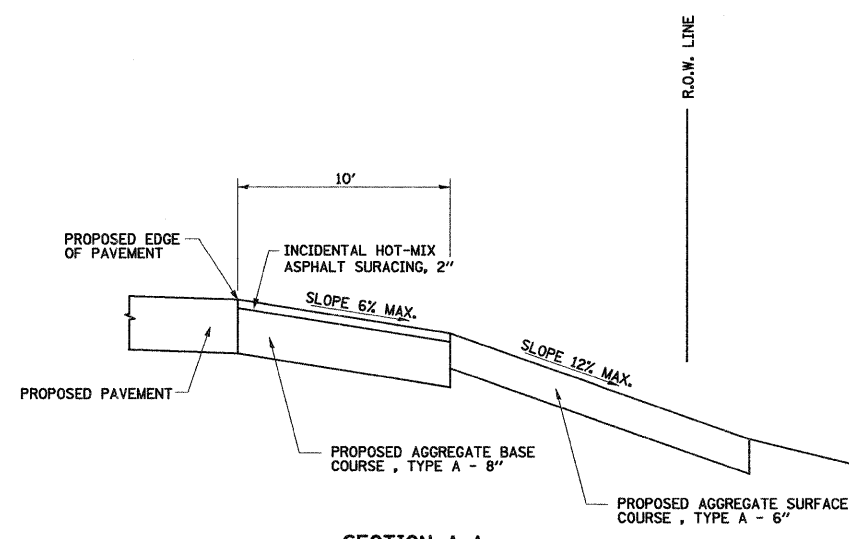
FILE NAME = S:\Projects\107-0000-000-000-001\107-0000-000-000-001.dwg	USER NAME = paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>REMOVAL, KINMUNDY /LOUISVILLE ROAD</b>	F.A.S. RTE. 2703	SECTION (9-VBR)B	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 20		
PLOT SCALE = 50.000' / IN.	CHECKED - BRM	REVISED -	SCALE: 1"=50'			SHEET NO. 2 OF 2 SHEETS	STA. 475+50.00 TO STA. 487+50.00	<b>CONTRACT NO. 74136</b>				
PLOT DATE = 12/3/2008	DATE - 05/22/08	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									



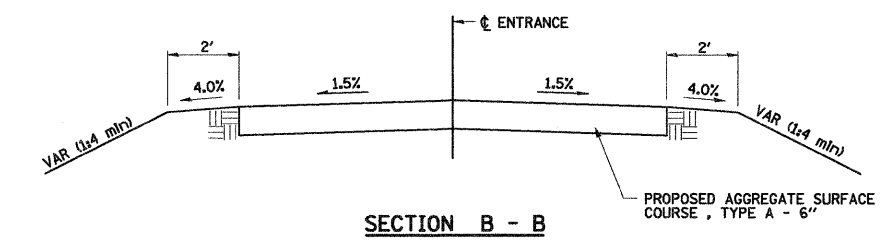
**SECTION A-A  
FOR AGGREGATE APRON**



**PLAN - ENTRANCE  
FLARED RETURNS**

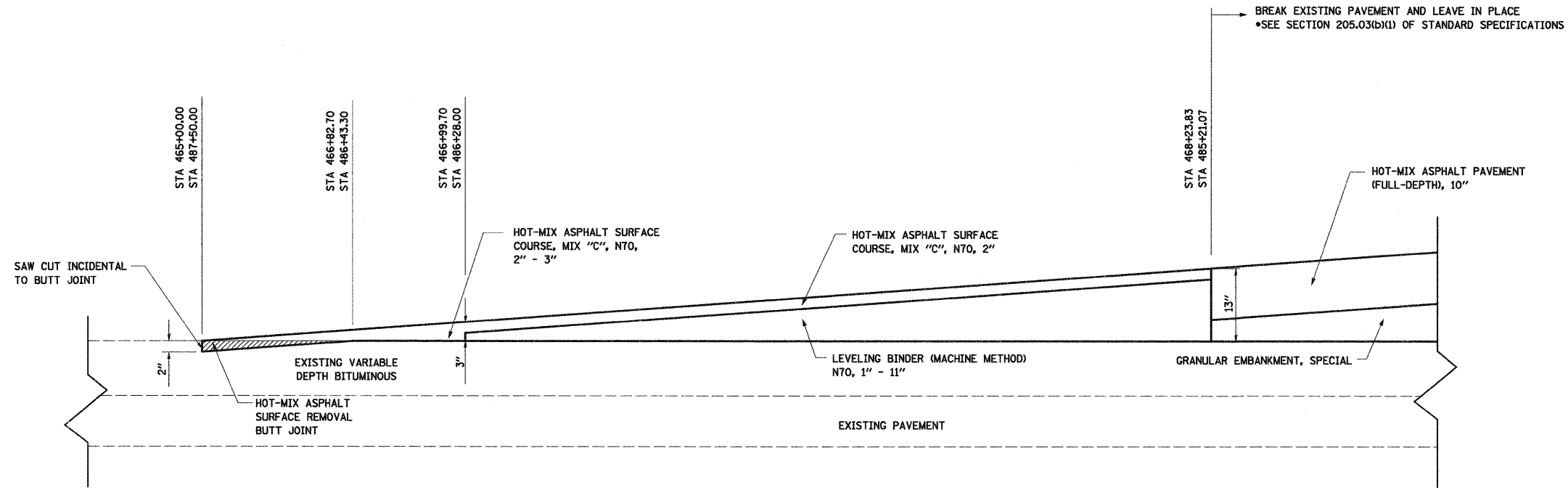


**SECTION A-A  
FOR ASPHALT APRON**

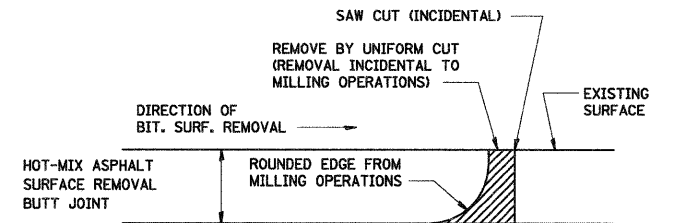


**SECTION B - B**

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



**DETAIL OF BUTT JOINT**  
NOT TO SCALE



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

**BITUMINOUS DETAIL AT BUTT JOINTS**  
NOT TO SCALE

FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRANSITION DETAIL, KINMUNDY/LOUISVILLE ROAD</b>	F.A.S. RTE. 2703	SECTION (9-VBR)B	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 22	
SYProject\407-2008 03 Dec 7 Verses\W0 2 Kinmundy over I29\paul\transitions\detail.dgn	DRAWN - MAB	REVISOR -				SCALE: 1"=20'	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT	<b>CONTRACT NO. 74136</b>	
	CHECKED - BRM	REVISOR -									
	DATE - 7-29-08	REVISOR -									
	PLOT SCALE = 20.0000' / IN.										
	PLOT DATE = 12/3/2008										

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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

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

Salvage: Existing Aluminum Railing  
Traffic Barrier Terminal  
Std. 631031 Type 6 (Typ.)

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

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts 7/8in.  $\phi$ , holes 15/16in.  $\phi$ , unless otherwise noted.  
Calculated weight of Structural Steel = 169,891 Pounds (AASHTO M270, Gr 50)

No field welding is permitted except as specified in the contract documents. Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions

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

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

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

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

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

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

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

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

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

Slipforming of the parapets is not allowed.  
Current Ratings on File for Existing Structure

Inventory: HS 6.0

Operating: HS 10.0

Live Load Restrictions: No

Inventory and Operating Ratings and Live Load Restrictions are provided for information only. Inventory and Operating Ratings are based on HS loading and configuration. Live Load Restrictions are based in Illinois legal loads and configurations. The Ratings and Live Load Restrictions are not necessarily representative of capacities to support the Contractor's equipment.

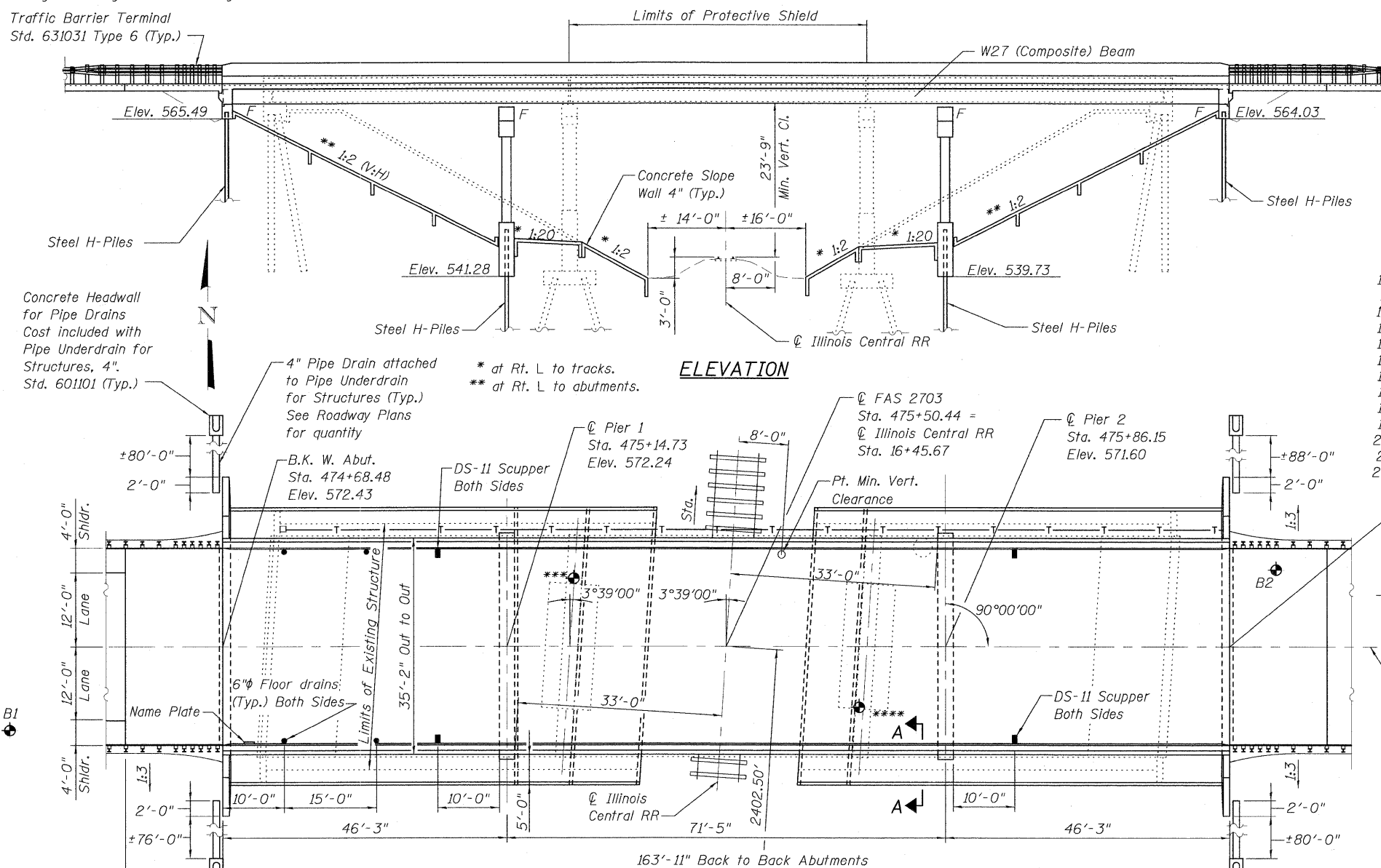
The contractor shall submit a Structural Assessment Report as required for Contractor's means and methods of construction, see Special Provisions.

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

NAME PLATE  
(See Std. 515001)

INDEX OF SHEETS

1. General Plan
2. General Details
3. Top of Slab Elevations
4. Top of Slab Elevations
5. Top of Slab Elevations
6. Top of App. Slab Elevations
7. Superstructure
8. Superstructure Details
9. Diaphragm Details
10. Structural Steel
11. Structural Steel
12. West Abutment
13. East Abutment
14. Pier 1
15. Pier 2
16. Bar Splicer Assembly Details
17. Cantilever Forming Brackets
18. Drainage Scupper, DS-II
19. Steel H-Pile Base Sheet
20. Soil Borings-1
21. Soil Borings-2
22. Soil Borings-3



ELEVATION

PLAN

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

LOADING HL-93

Allow 50 psf for future wearing surface.

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications 4th edition

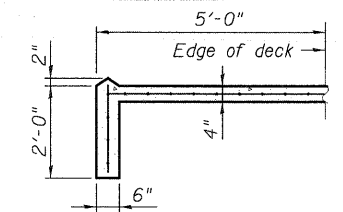
DESIGN STRESSES

FIELD UNITS

$f'_c$  = 3500 psi  
 $f_y$  = 60,000 psi (Reinforcement)  
 $f_y$  = 50,000 psi (Structural Steel)

SEISMIC DATA

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



SECTION A-A

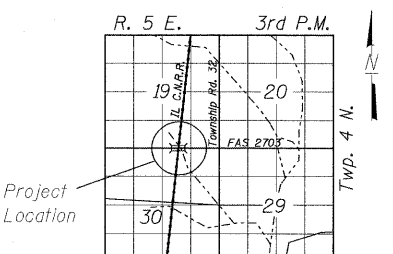
GENERAL PLAN  
KINMUNDY/LOUISVILLE ROAD  
OVER ILLINOIS CENTRAL RR  
STA. 475+50.44

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



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

EXP. 11-30-2010  
*Chadwick J. Fursting*  
3/10/09



LOCATION SKETCH

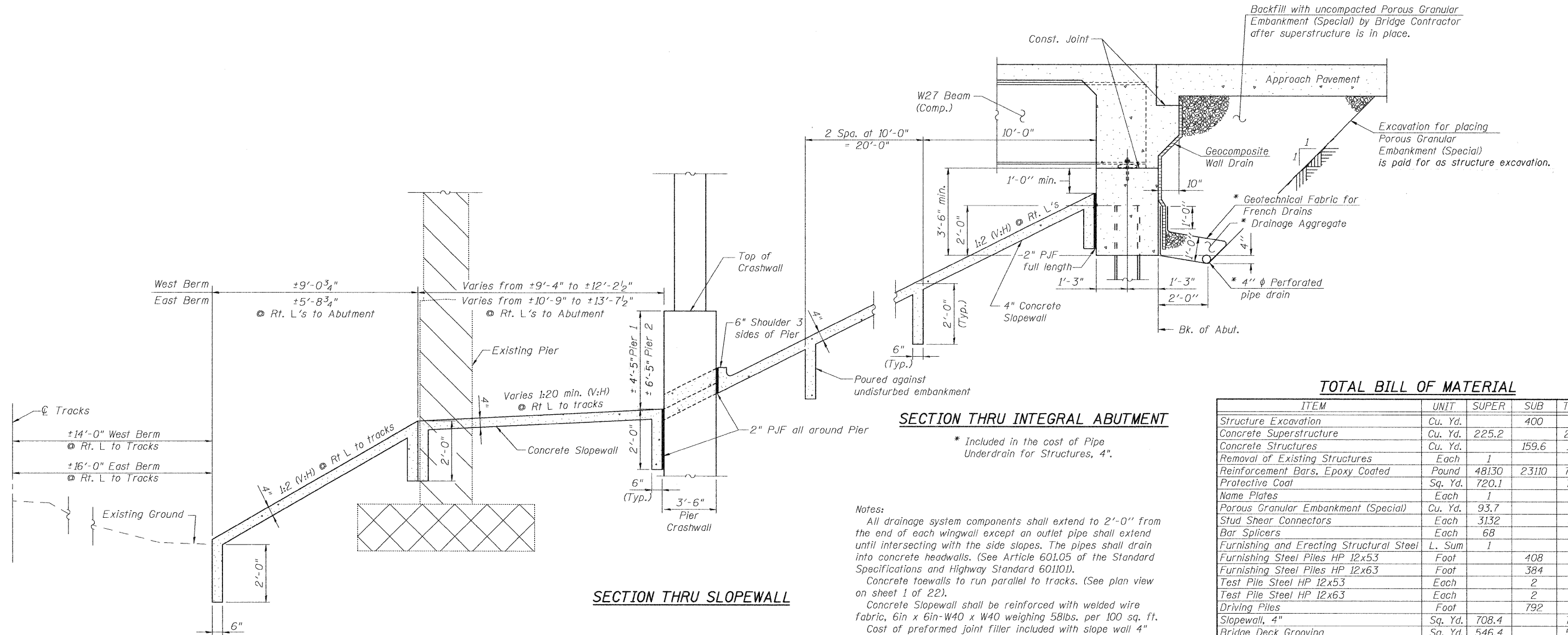


3 Oak Drive  
Maryville, IL 62062-5635  
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Fax 618-288-4666

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

3:05:06 PM 3/11/2009 ...N:\projects\0130044\74136.dgn

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**SECTION THRU INTEGRAL ABUTMENT**

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

**Notes:**

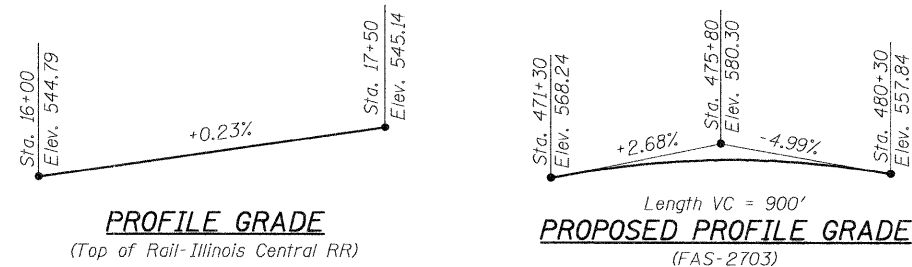
All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).  
Concrete toe walls to run parallel to tracks. (See plan view on sheet 1 of 22).  
Concrete Slopewall shall be reinforced with welded wire fabric, 6in x 6in-W40 x W40 weighing 58lbs. per 100 sq. ft. Cost of preformed joint filler included with slope wall 4"

**TOTAL BILL OF MATERIAL**

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

**SECTION THRU SLOPEWALL**

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



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



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LOCHMUELLER &  
ASSOCIATES, INC.**

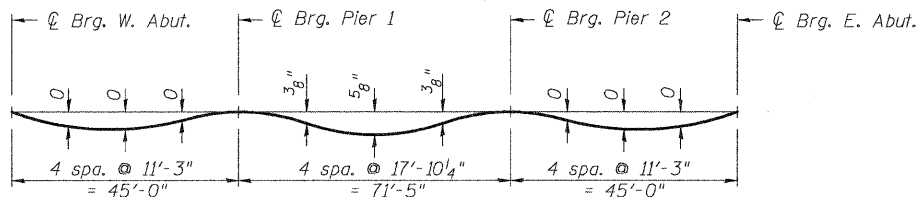
3 Oak Drive  
Maryville, IL 62062-5635  
Local-(618) 288-4665  
Fax 618-288-4666

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

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



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

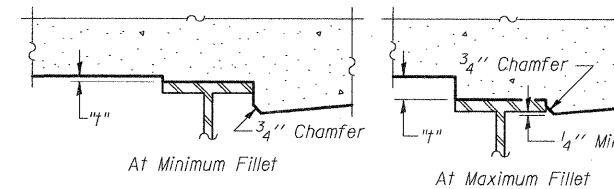


**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

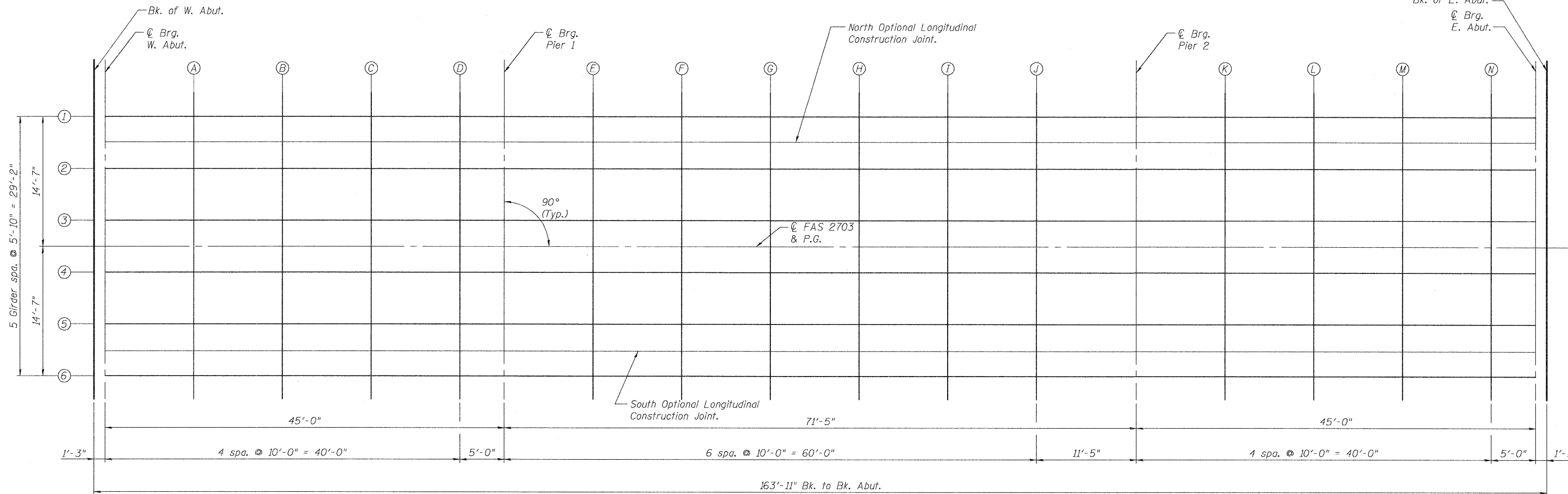
**Note:**

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



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

**FILLET HEIGHTS**



**PLAN**

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

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



**BERNARDIN  
LOCHMUELLER &  
ASSOCIATES, INC.**

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Fax 618-288-4666

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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

NORTH OPTIONAL LONGITUDINAL  
CONSTRUCTION JOINT

GIRDER 1

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

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

GIRDER 2

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

GIRDER 3

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

ROADWAY & P.G.E.

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

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

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



**BERNARDIN  
LOCHMUELLER &  
ASSOCIATES, INC.**

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Local (618) 288-4665  
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SHEET NO. 4 22 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2703	(9-VBR)B	CLAY	65	26
SN 013-0044			CONTRACT NO. 74136		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

**GIRDER 4**

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

**GIRDER 5**

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

**SOUTH OPTIONAL LONGITUDINAL  
CONSTRUCTION JOINT**

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

**GIRDER 6**

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

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



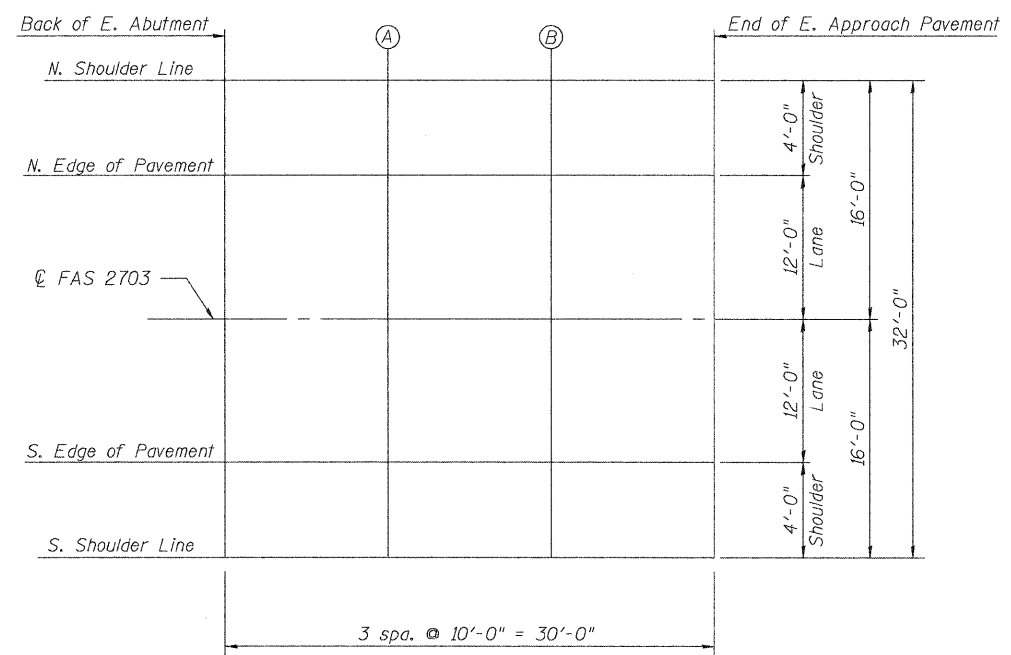
**BERNARDIN  
LOCHMUELLER &  
ASSOCIATES, INC.**

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

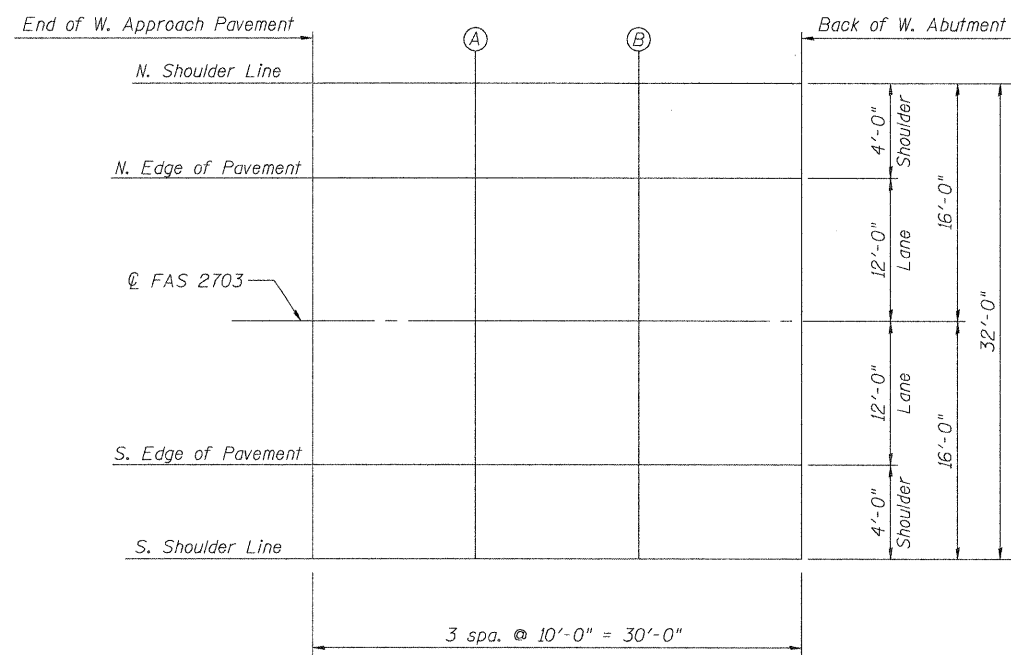
SHEET NO. 5 22 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2703	(9-VBR)B	CLAY	65	27
		SN 013-0044	CONTRACT NO. 74136		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**PLAN EAST APPROACH**



**PLAN WEST APPROACH**

**EAST APPROACH**

**NORTH EDGE OF SHOULDER**

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

**NORTH EDGE OF PAVEMENT**

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

**☉ ROADWAY**

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

**WEST APPROACH**

**NORTH EDGE OF SHOULDER**

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

**NORTH EDGE OF PAVEMENT**

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

**☉ ROADWAY**

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

**SOUTH EDGE OF SHOULDER**

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

**SOUTH EDGE OF PAVEMENT**

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

**SOUTH EDGE OF SHOULDER**

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

**SOUTH EDGE OF PAVEMENT**

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

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

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



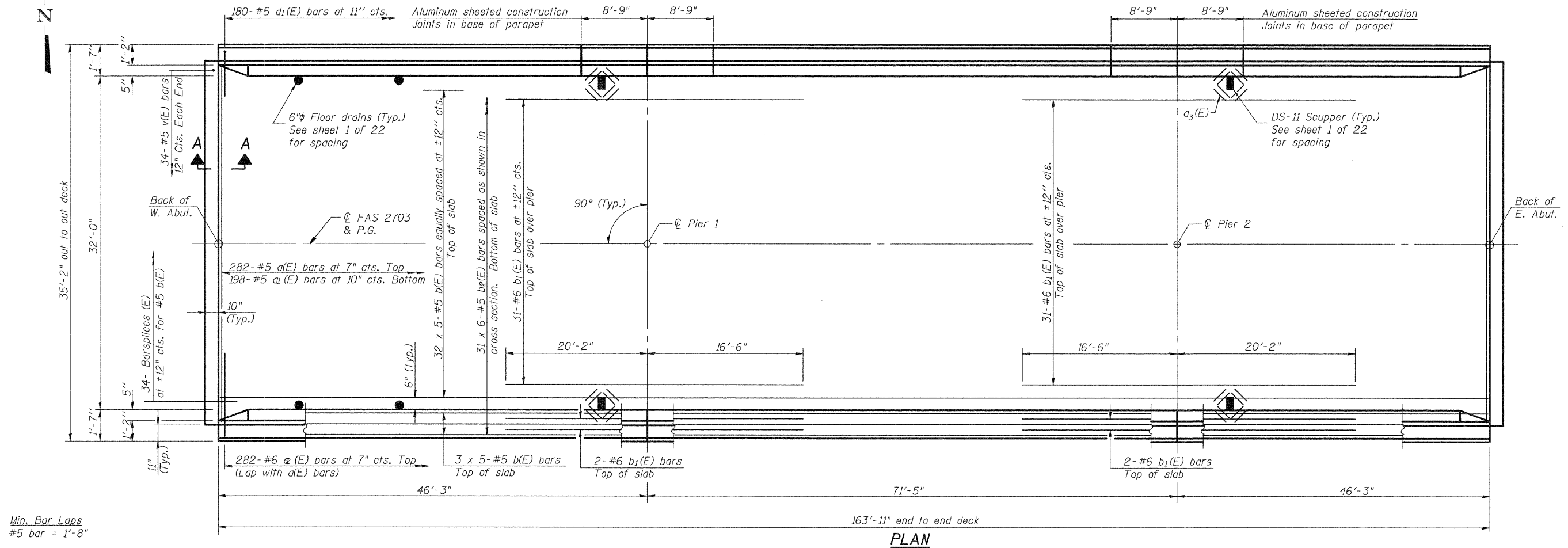
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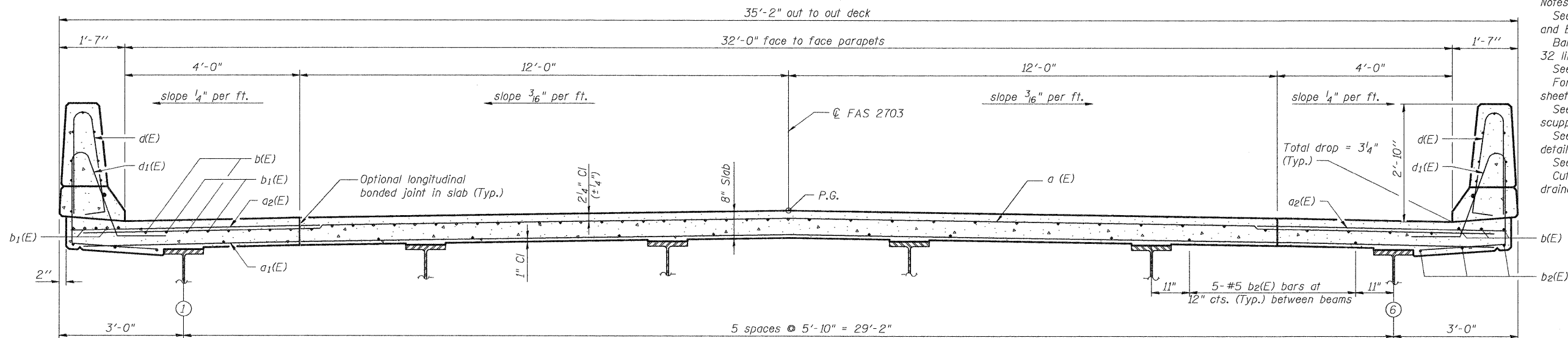
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	2703	(9-VBR)B	CLAY	65	28
SN 013-0044			CONTRACT NO. 74136		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



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



CROSS SECTION  
(Looking East)

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

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

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

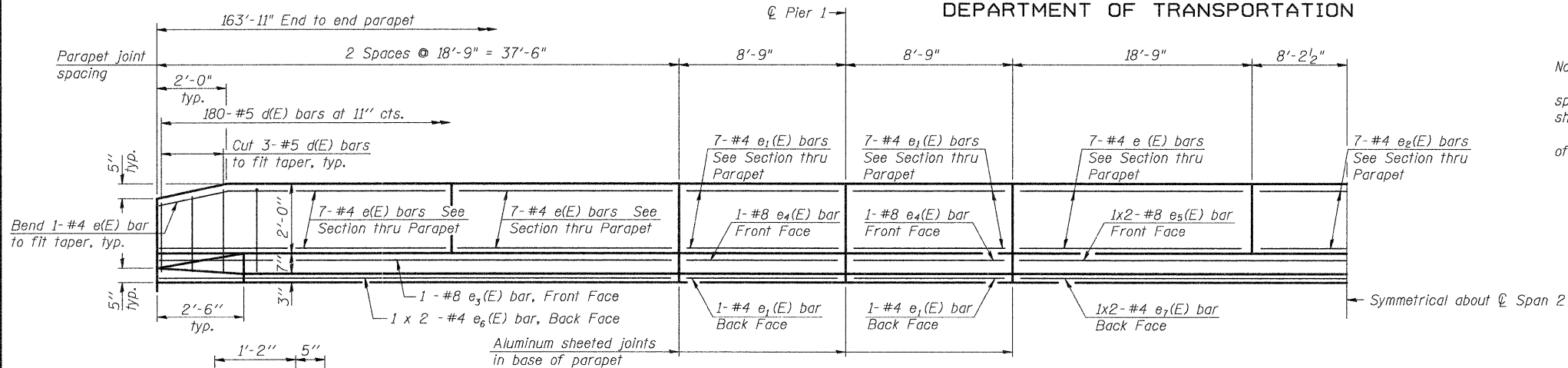


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Fax 618-288-4666

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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

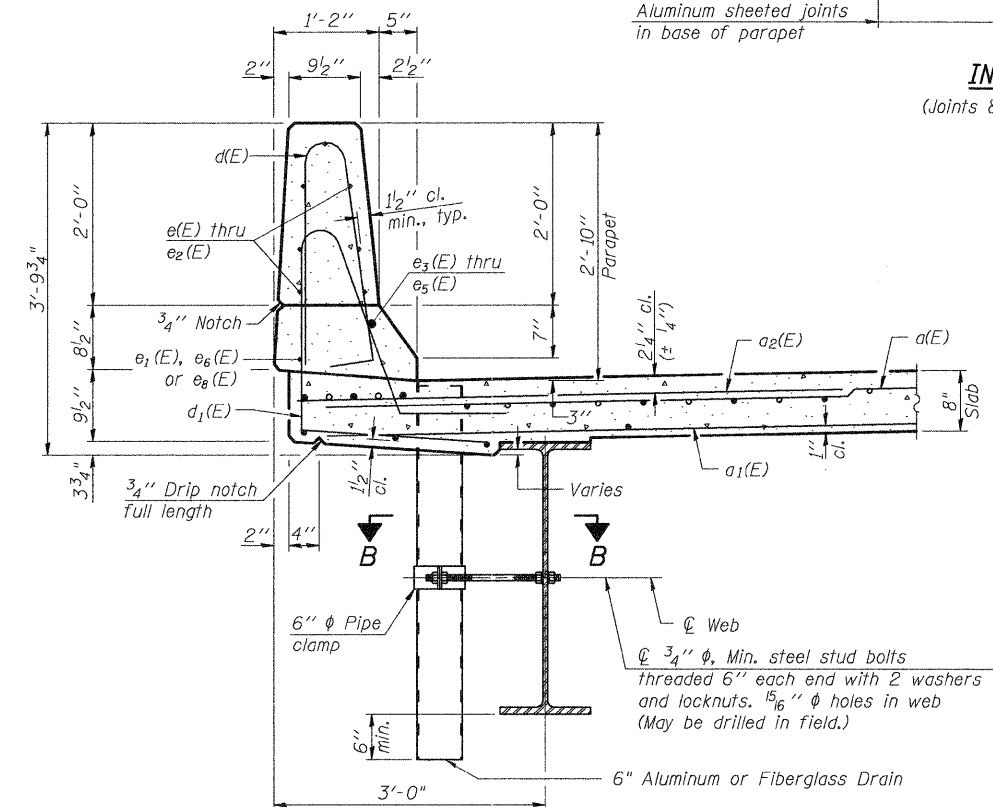


INSIDE ELEVATION OF PARAPET

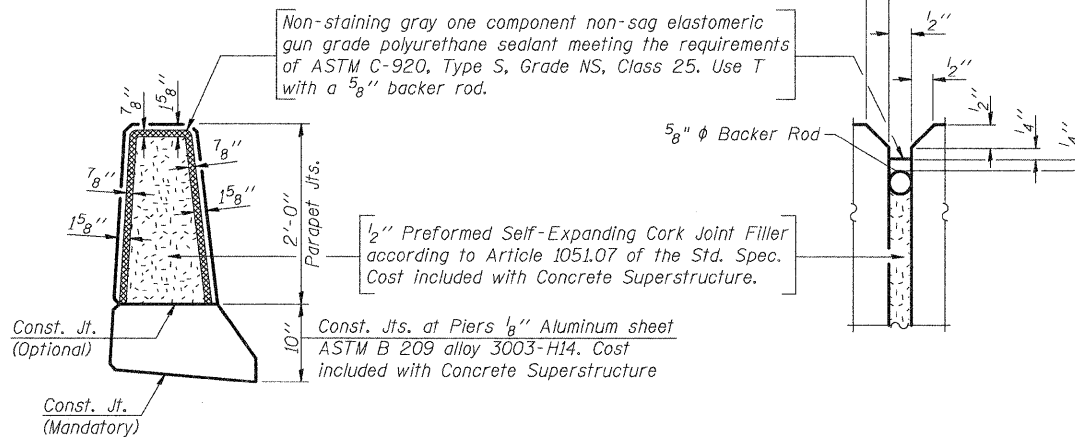
(Joints & Reinforcement Symmetric about Center of span 2)

Notes:

The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Steel Structures Painting Council's Spec. SSPC-SP1 prior to painting. Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum. Galvanize clamping device according to AASHTO M232. For details of DS11 scupper see sheet 18 of 22. Bars indicated thus 1x2- #4, etc. indicates 1 line of bars with 2 lengths per line. Drains shall be located clear of all diaphragms.



SECTION THRU PARAPET

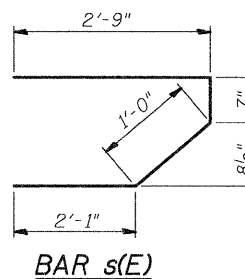


PARAPET JOINT DETAILS

MINIMUM BAR LAP

(Parapet)

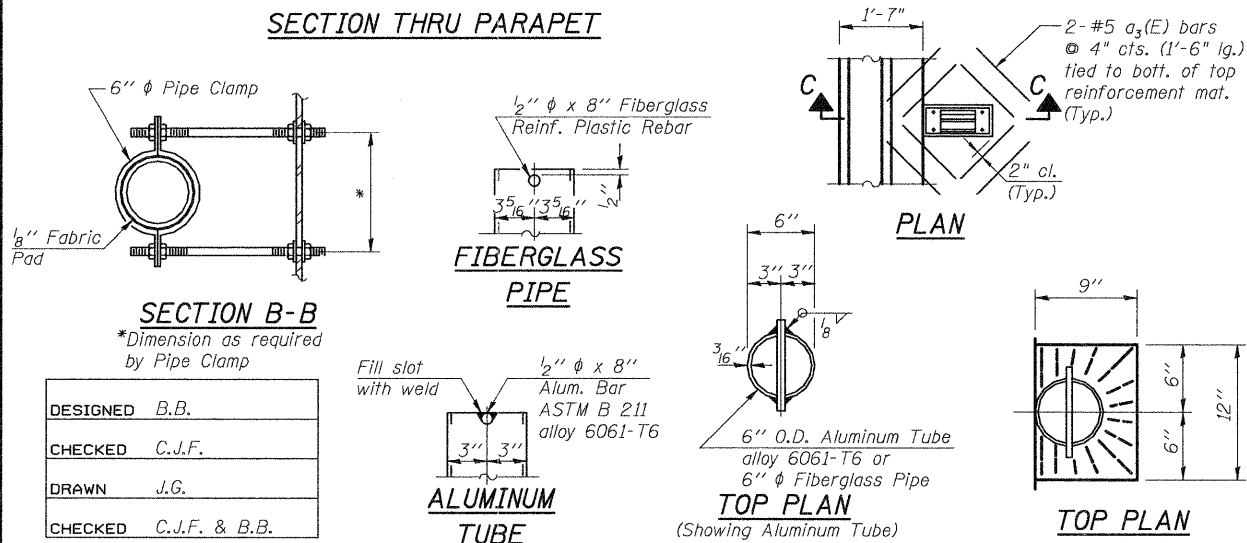
#4 bar = 1'-4"  
#8 bar = 3'-5"



SUPERSTRUCTURE  
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	282	#5	34'-7"	—
a <sub>1</sub> (E)	198	#5	34'-0"	—
a <sub>2</sub> (E)	564	#6	6'-0"	—
a <sub>3</sub> (E)	64	#5	1'-6"	—
b(E)	190	#5	34'-1"	—
b <sub>1</sub> (E)	70	#6	36'-8"	—
b <sub>2</sub> (E)	186	#5	28'-8"	—
d(E)	360	#5	5'-7"	⌋
d <sub>1</sub> (E)	360	#5	7'-8"	⌋
e(E)	84	#4	18'-6"	—
e <sub>1</sub> (E)	64	#4	8'-6"	—
e <sub>2</sub> (E)	14	#4	17'-0"	—
e <sub>3</sub> (E)	4	#8	37'-3"	—
e <sub>4</sub> (E)	8	#8	8'-6"	—
e <sub>5</sub> (E)	4	#8	28'-7"	—
e <sub>6</sub> (E)	8	#4	19'-5"	—
e <sub>7</sub> (E)	4	#4	27'-6"	—
m(E)	4	#6	31'-9"	—
m <sub>1</sub> (E)	6	#6	34'-11"	—
m <sub>2</sub> (E)	24	#6	8'-7"	—
m <sub>3</sub> (E)	10	#6	5'-7"	—
m <sub>4</sub> (E)	4	#6	2'-9"	—
s(E)	72	#5	6'-5"	⌋
s <sub>1</sub> (E)	62	#4	8'-6"	⌋
v(E)	68	#5	3'-4"	⌋
Reinforcement Bars, Epoxy Coated		Pound	48,130	
Concrete Superstructure		Cu. Yds.	225.2	

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

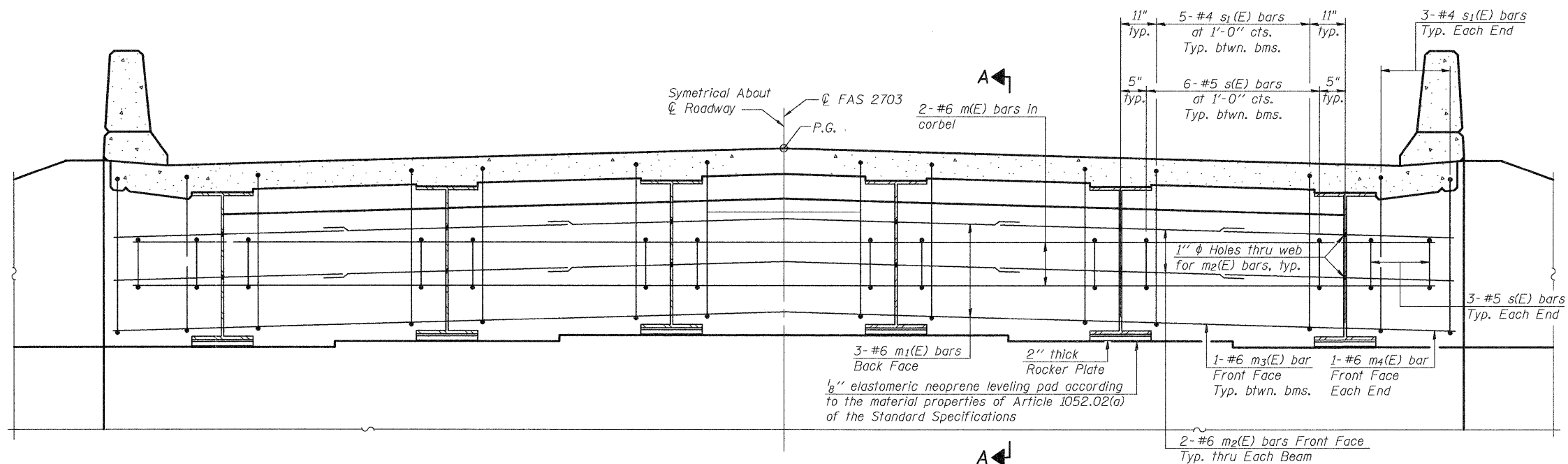


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SHEET NO. 8	F.A.S. RTE. 2703	SECTION (9-VBR)B	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 30
22 SHEETS	SN O13-0044		CONTRACT NO. 74136		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

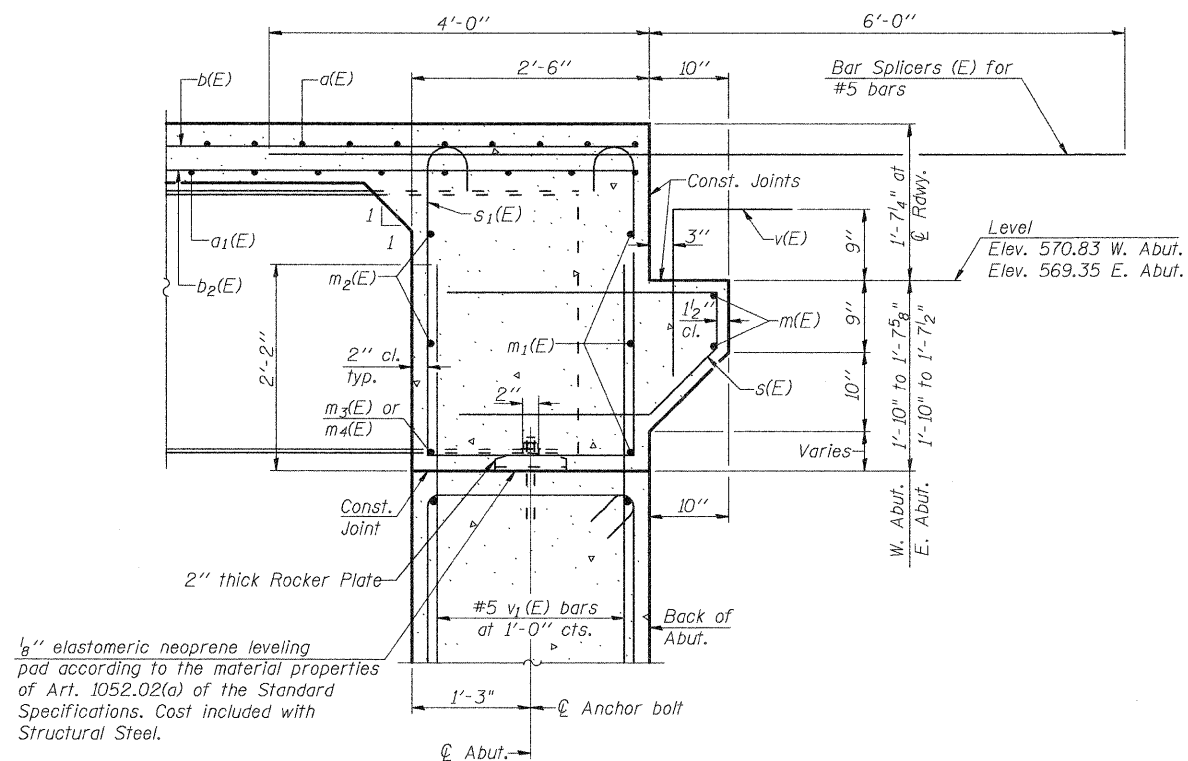
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**DIAPHRAGM ELEVATION AT ABUTMENT**  
(Looking West) (East Abutment Similar)

Notes:  
Reinforcement bars in diaphragm are billed with superstructure on sheet 8 of 22.  
Concrete in diaphragm is included with Concrete Superstructure on sheet 8 of 22.  
For details of bars s<sub>1</sub>(E) see sheet 8 of 22.

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



**SECTION A-A**

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

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

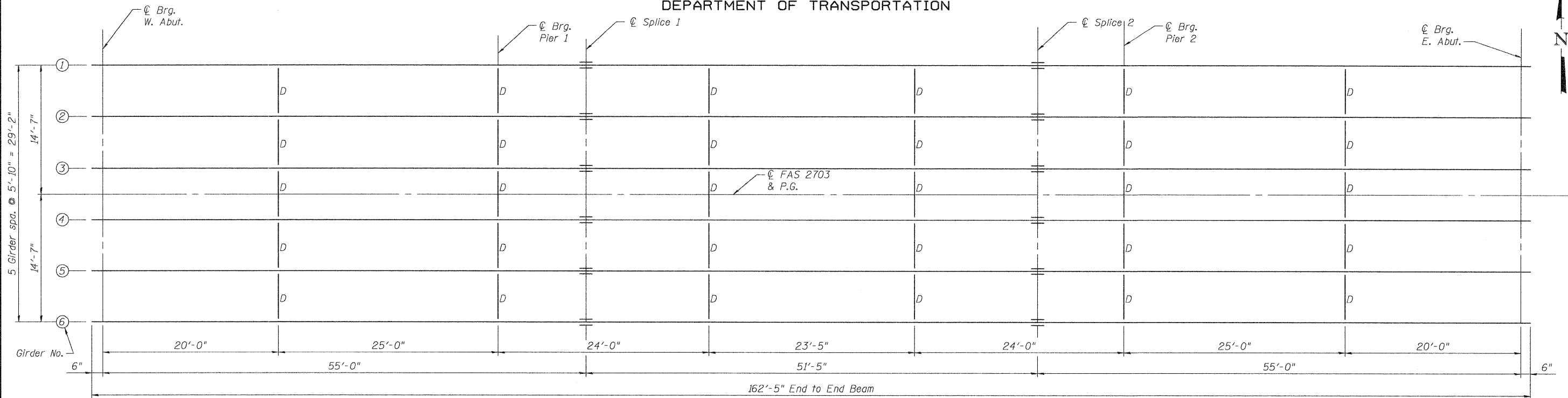


**BERNARDIN  
LOCHMUELLER &  
ASSOCIATES, INC.**

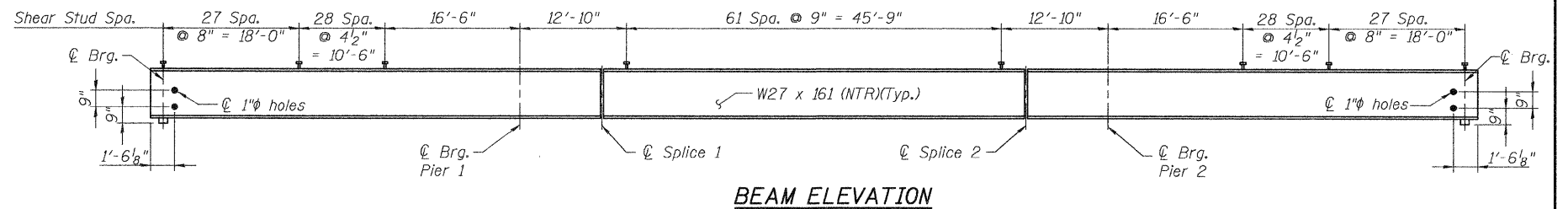
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Maryville, IL 62062-5635  
Local-(618) 288-4665  
Fax 618-288-4666

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

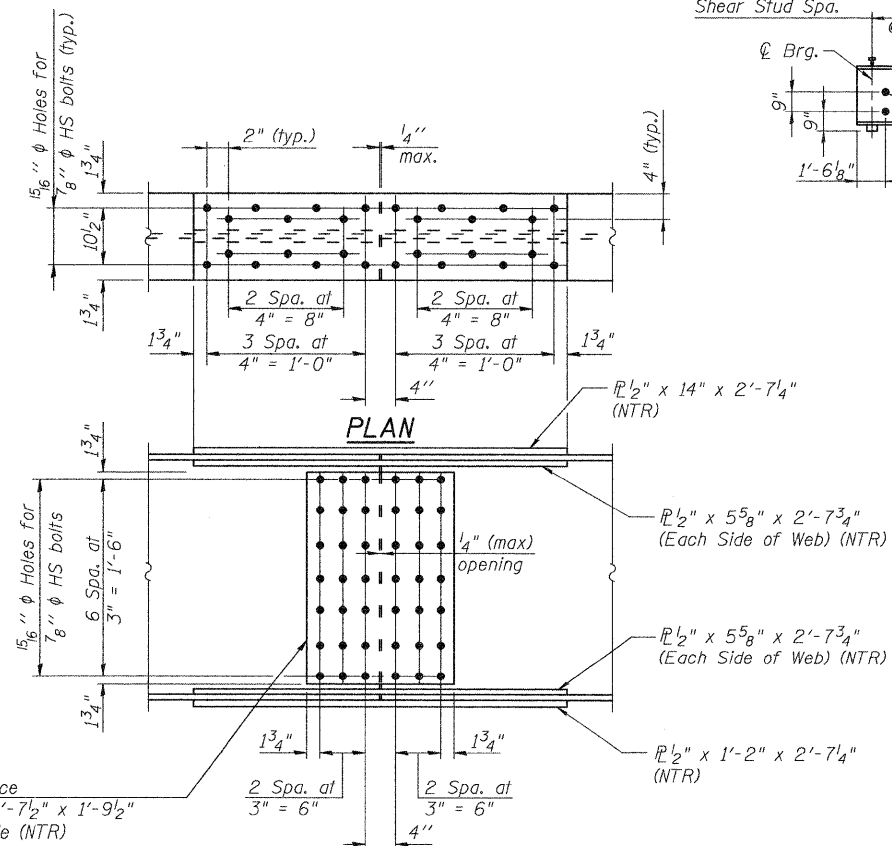
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



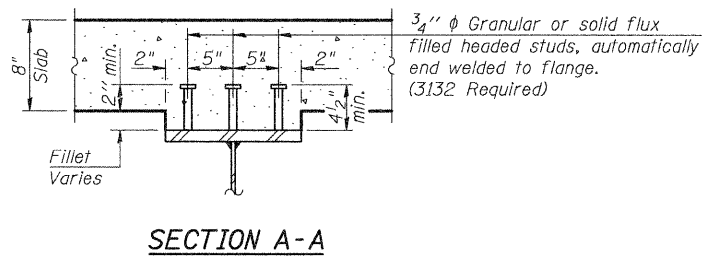
FRAMING PLAN



BEAM ELEVATION



SPLICE DETAIL  
(12 Required)



SECTION A-A

\* TOP OF BEAM ELEVATIONS

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

\* For fabrication only

Notes:  
Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 2.  
All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.  
See Sheet 11 of 22 for Diaphragm Details.  
See Sheet 11 of 22 for Anchor Bolt placement.

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

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



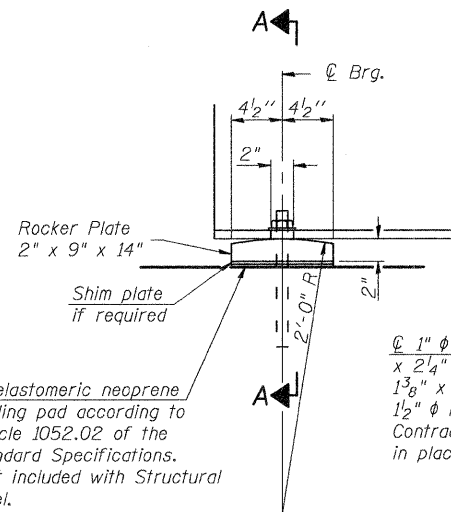
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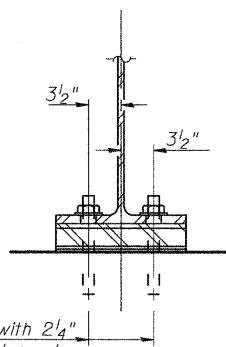
SHEET NO. 10 22 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2703	(9-VBR)B	CLAY	65	32
SN 013-0044			CONTRACT NO. 74136		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					



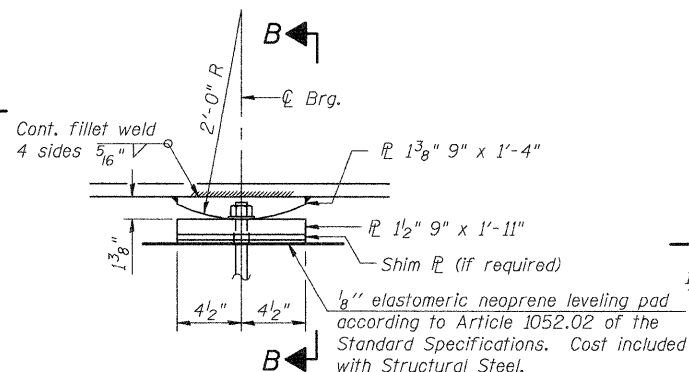
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



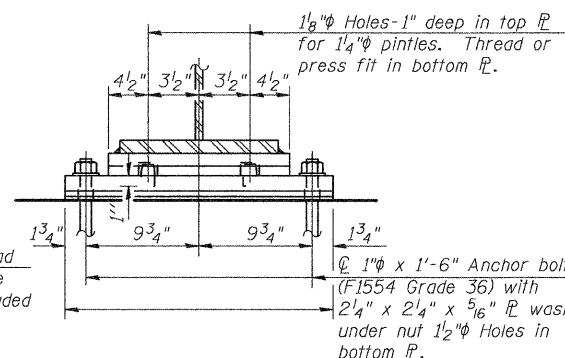
ELEVATION AT ABUTMENT



SECTION A-A



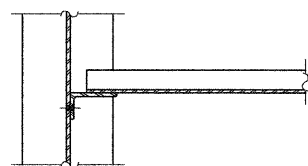
ELEVATION AT PIER



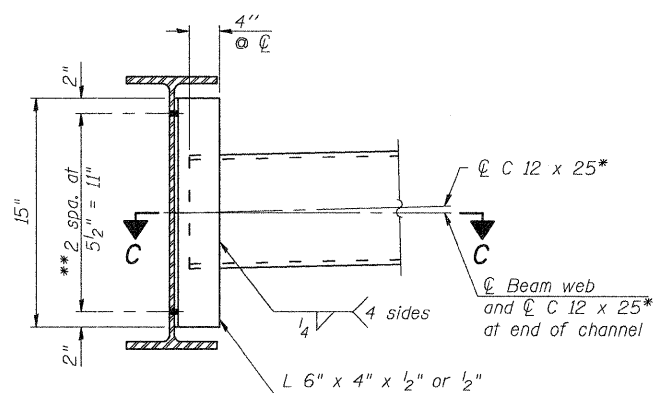
SECTION B-B

FIXED BEARING  
(12 Required)

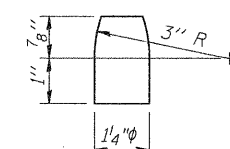
FIXED BEARING  
(12 Required)



SECTION C-C



INTERIOR DIAPHRAGM  
(30 Required)



\*\*\* PINTLE

\* Alternate C 12 x 30 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized shall be provided at no extra cost to the Department.  
\*\* 3/4"  $\phi$  HS bolts, 5/16"  $\phi$  holes  
\*\*\* AASHTO M270 Grade 50

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

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

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

INTERIOR GIRDER REACTION TABLE HL93 Loading			
	Abut.	Pier 1 or 2	
R <sub>DC1</sub>	(k)	11.0	51.6
R <sub>DC2</sub>	(k)	2.3	9.9
R <sub>DW</sub>	(k)	4.5	19.1
R $\xi$ + Imp	(k)	50.2	74.7
R <sub>Total</sub>	(k)	68.0	155.3

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

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

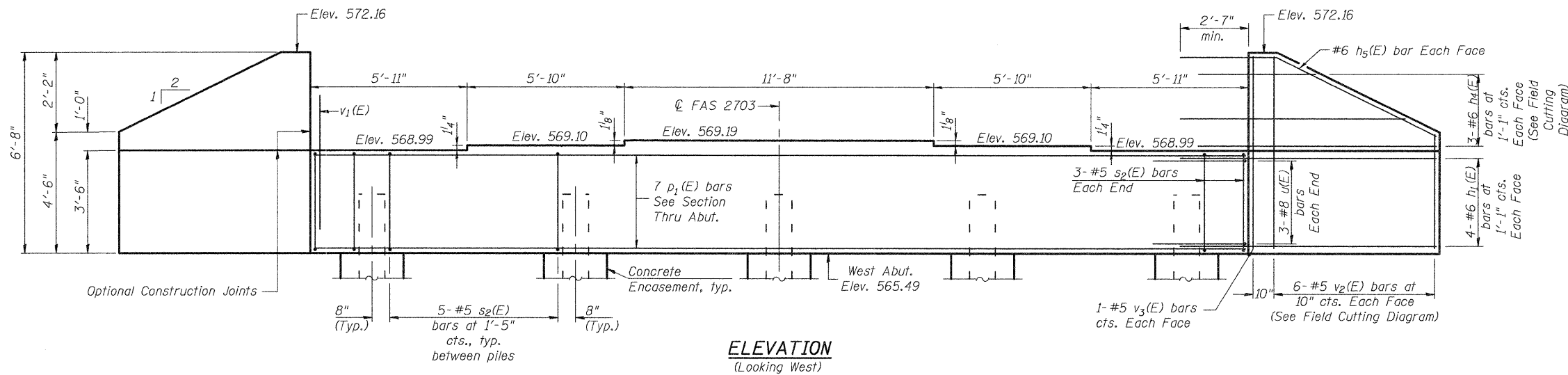


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ASSOCIATES, INC.

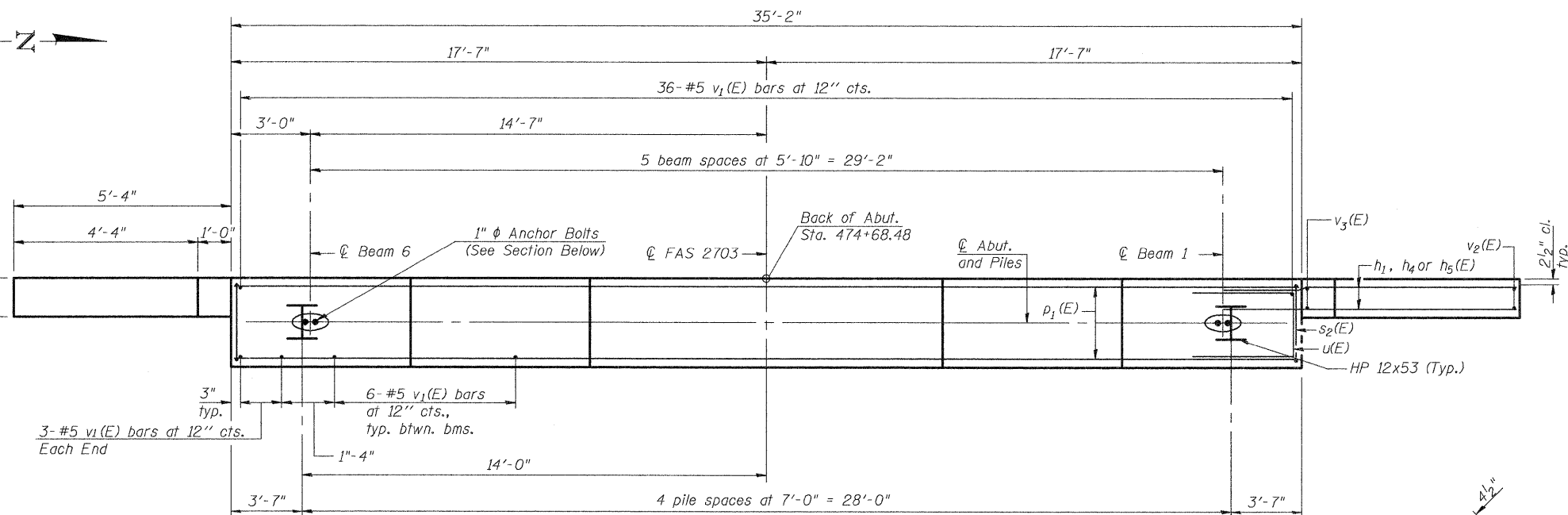
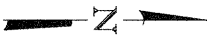
3 Oak Drive  
Marrville, IL 62062-5635  
Local (618) 288-4665  
Fax 618-288-4666

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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**ELEVATION**  
(Looking West)

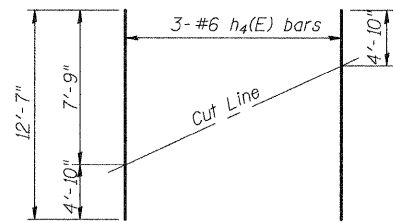


**PLAN**

**PILE DATA**

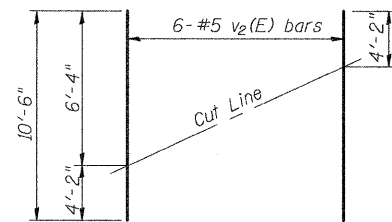
Type: HP 12x53 with Pile Shoes  
Nominal Required Bearing: 419 k  
Factored Resistance Available: 210 k  
Est. Length: 42'-0"  
No. Production Piles: 4  
No. Test Piles: 1

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



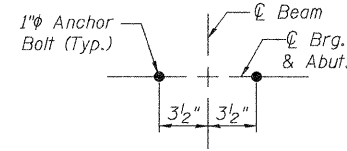
**h4 FIELD CUTTING DIAGRAM**

Order h4(E) full length. Cut as shown and use remainder of bars in opposite face.

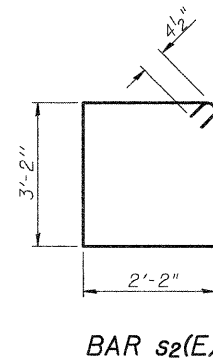


**v2 FIELD CUTTING DIAGRAM**

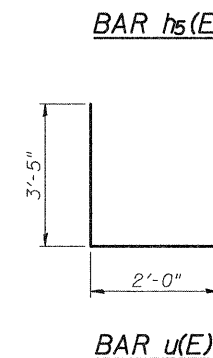
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



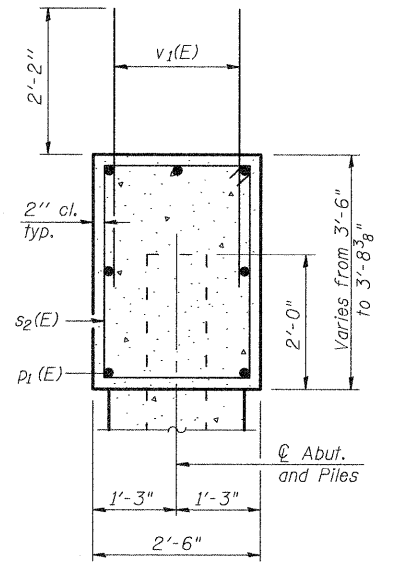
**ANCHOR BOLT DETAIL**



**BAR s2(E)**



**BAR u(E)**



**SEC. THRU ABUT.**

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h1(E)	16	#6	8'-5"	—
h4(E)	6	#6	12'-7"	—
h5(E)	4	#6	8'-3"	—
p1(E)	7	#8	34'-10"	—
s2(E)	26	#5	11'-5"	□
u(E)	6	#8	8'-10"	□
v1(E)	72	#6	4'-4"	—
v2(E)	12	#5	10'-6"	—
v3(E)	4	#5	6'-4"	—
Structure Excavation		Cu. Yd.	101.5	
Concrete Structures		Cu. Yd.	14.0	
Reinforcement Bars, Epoxy Coated		Pound	2100	
Furnishing - Steel Piles, HP 12x53		Foot	168	
Driving Piles		Foot	168	
Test Pile, HP 12x53		Each	1	
Concrete Encasement		Cu. Yd.	1.7	
Pile Shoes		Each	5	

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

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

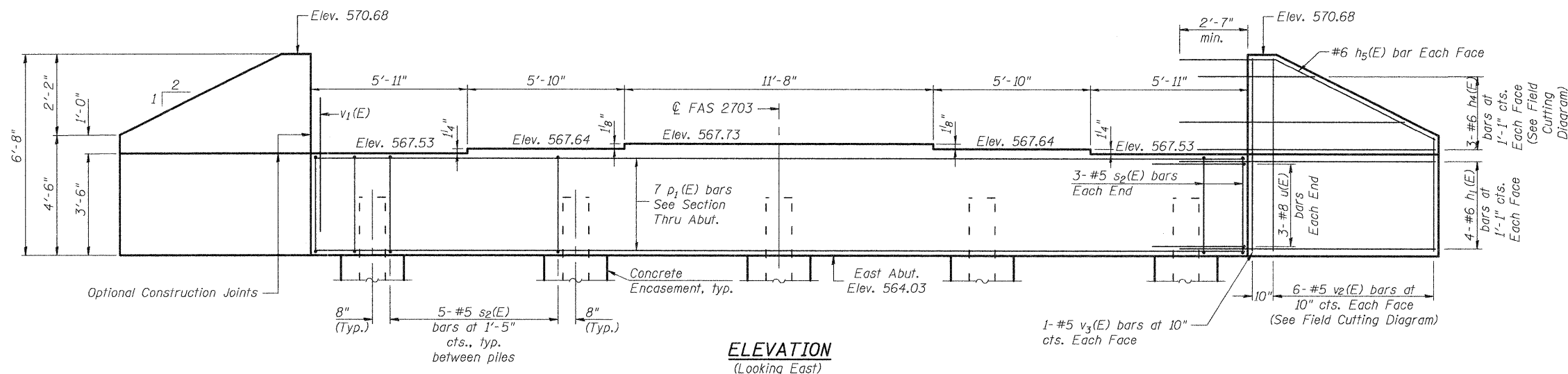


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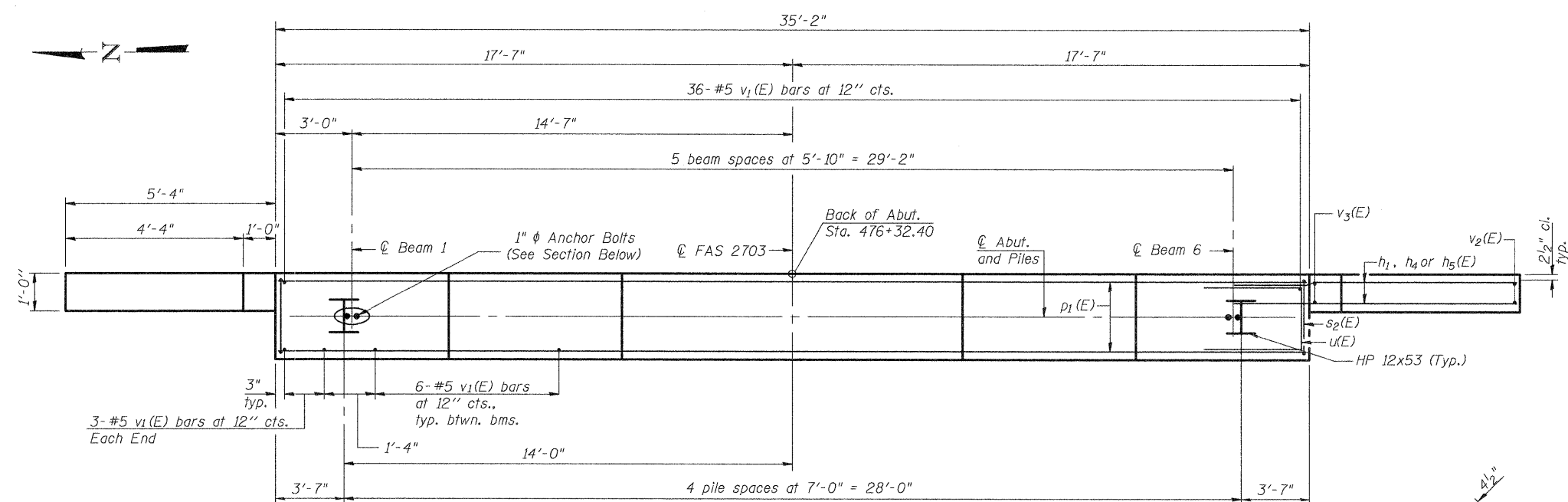
3 Oak Drive  
Maryville, IL 62062-5635  
Local (618) 298-4665  
Fax 618-288-4668

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

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**ELEVATION**  
(Looking East)

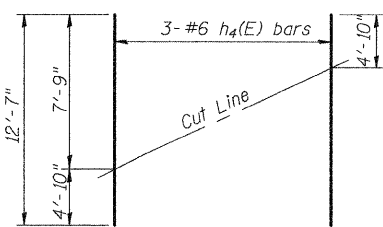


**PLAN**

**PILE DATA**

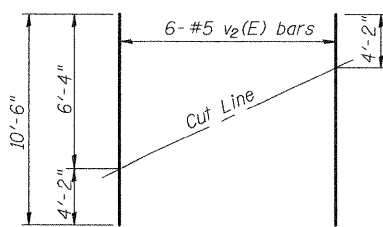
Type: HP 12x53 with Pile Shoes  
Nominal Required Bearing: 419 k  
Factored Resistance Available: 210 k  
Est. Length: 60'-0"  
No. Production Piles: 4  
No. Test Piles: 1

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



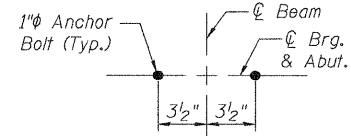
**h4 FIELD CUTTING DIAGRAM**

Order h4(E) full length. Cut as shown and use remainder of bars in opposite face.

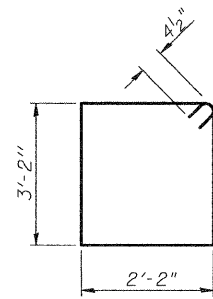


**v2 FIELD CUTTING DIAGRAM**

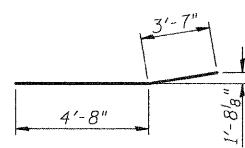
Order v2(E) full length. Cut as shown and use remainder of bars in opposite face.



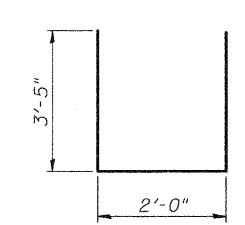
**ANCHOR BOLT DETAIL**



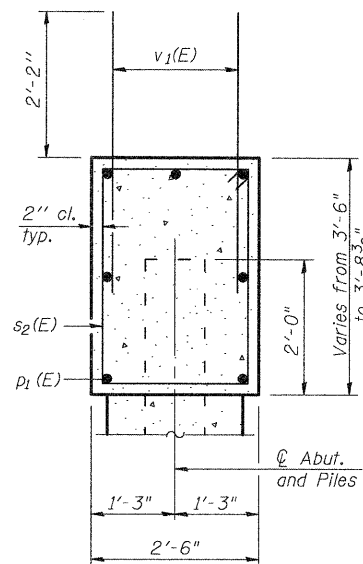
**BAR s2(E)**



**BAR h5(E)**



**BAR u(E)**



**SEC. THRU ABUT.**

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h1(E)	16	#6	8'-5"	—
h4(E)	6	#6	12'-7"	—
h5(E)	4	#6	8'-3"	—
p1(E)	7	#8	34'-10"	—
s2(E)	26	#5	11'-5"	□
u(E)	6	#8	8'-10"	—
v1(E)	72	#6	4'-4"	—
v2(E)	12	#5	10'-6"	—
v3(E)	4	#5	6'-4"	—
Structure Excavation		Cu. Yd.	101.5	
Concrete Structures		Cu. Yd.	14.0	
Reinforcement Bars, Epoxy Coated		Pound	2100	
Furnishing - Steel Piles, HP 12x53		Foot	240	
Driving Piles		Foot	240	
Test Pile, HP 12x53		Each	1	
Concrete Encasement		Cu. Yd.	1.7	
Pile Shoes		Each	5	

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

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



**BERNARDIN  
LOCHMUELLER &  
ASSOCIATES, INC.**

3 Oak Drive  
Marville, IL 62962-5695  
Local (618) 288-4665  
Fax 618-288-4666

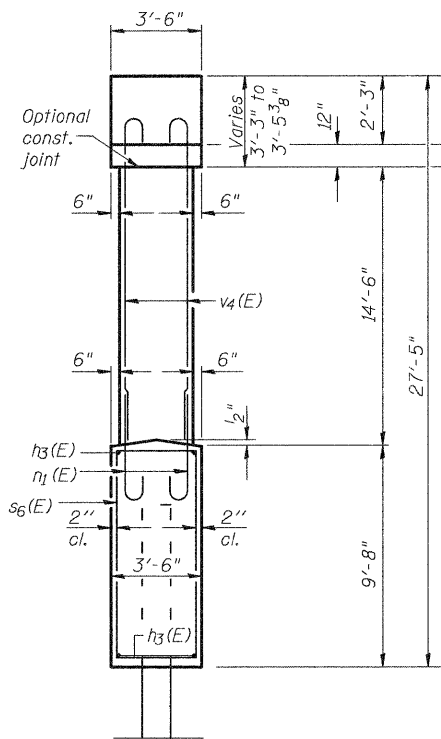
SHEET NO. 13 22 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2703	(9-VBR)B	CLAY	65	35
SN 013-0044			CONTRACT NO.		
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

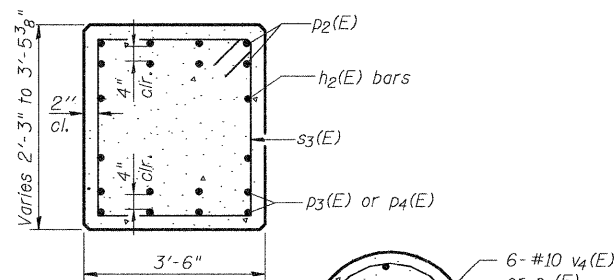
Notes:  
Space reinforcement in cap to miss anchor bolts.  
Four steps monolithically with cap.  
For details of piles, see sheet 19 of 22.

**PILE DATA**

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

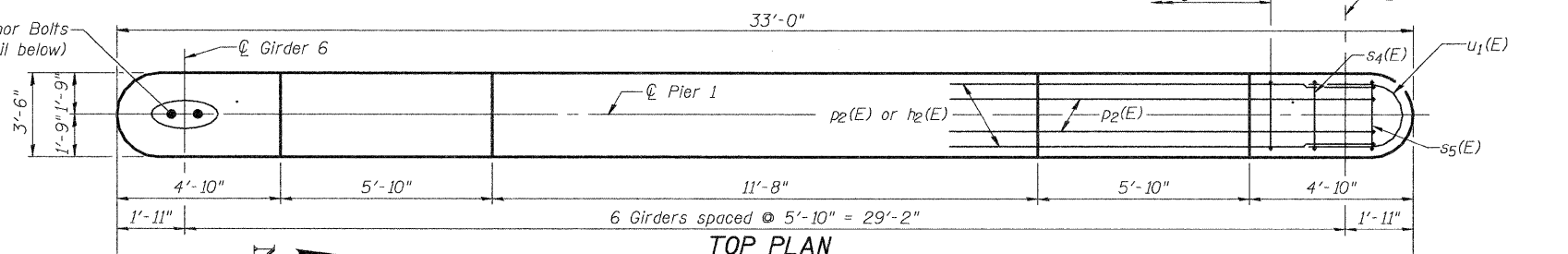


**END VIEW**

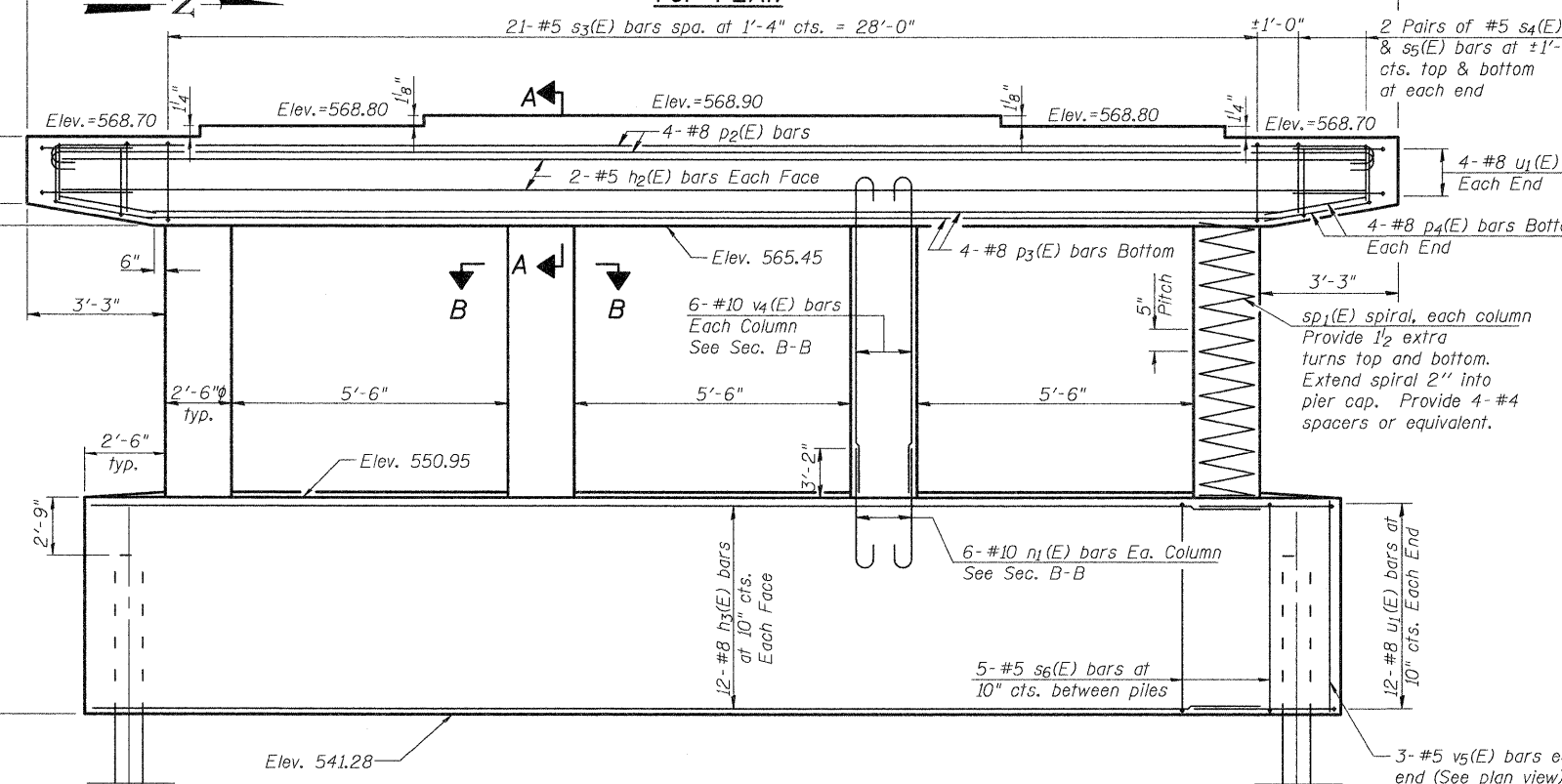


**SEC. A-A**

**SEC. B-B**

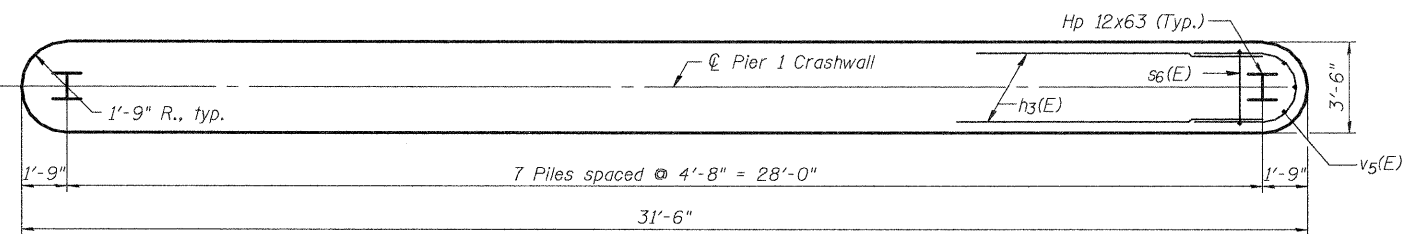


**TOP PLAN**

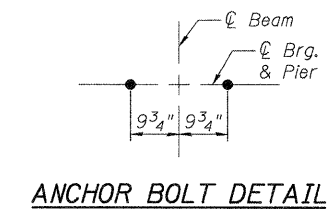


**ELEVATION**  
(Looking West)

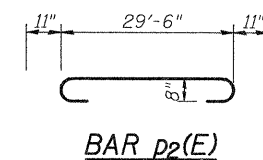
Note: Top of Pile Elev. = 548.20



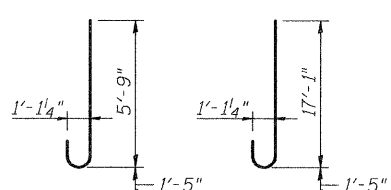
**CRASHWALL PLAN**



**ANCHOR BOLT DETAIL**

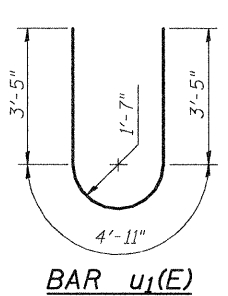


**BAR p2(E)**

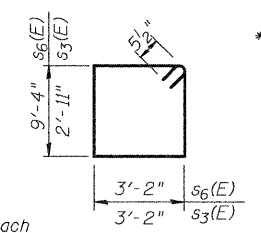


**BAR n1(E)**

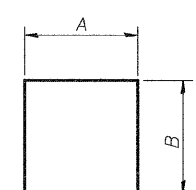
**BAR v4(E)**



**BAR u1(E)**



**BAR s3(E),  
BAR s6(E)**



**BARS**

**A & B DIMENSIONS**

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

**BILL OF MATERIAL**

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

\*\* Length is height of spiral.

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

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



**BERNARDIN  
LOCHMUELLER &  
ASSOCIATES, INC.**

3 Oak Drive  
Maryville, IL 62062-5635  
Local (618) 288-4685  
Fax 618-288-4686

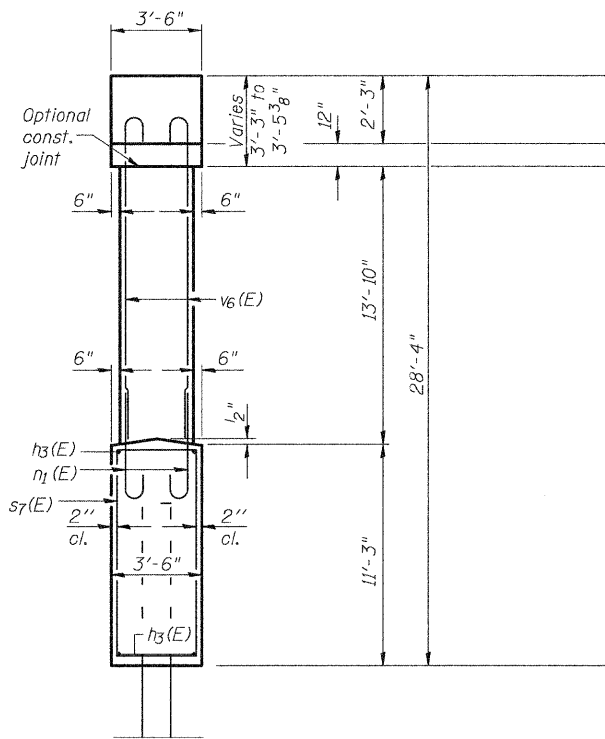
SHEET NO. 14 22 SHEETS	F.A.S. RTE. 2703	SECTION (9-VBR)B SN 013-0044	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 36
	FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT			CONTRACT NO. 74136	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

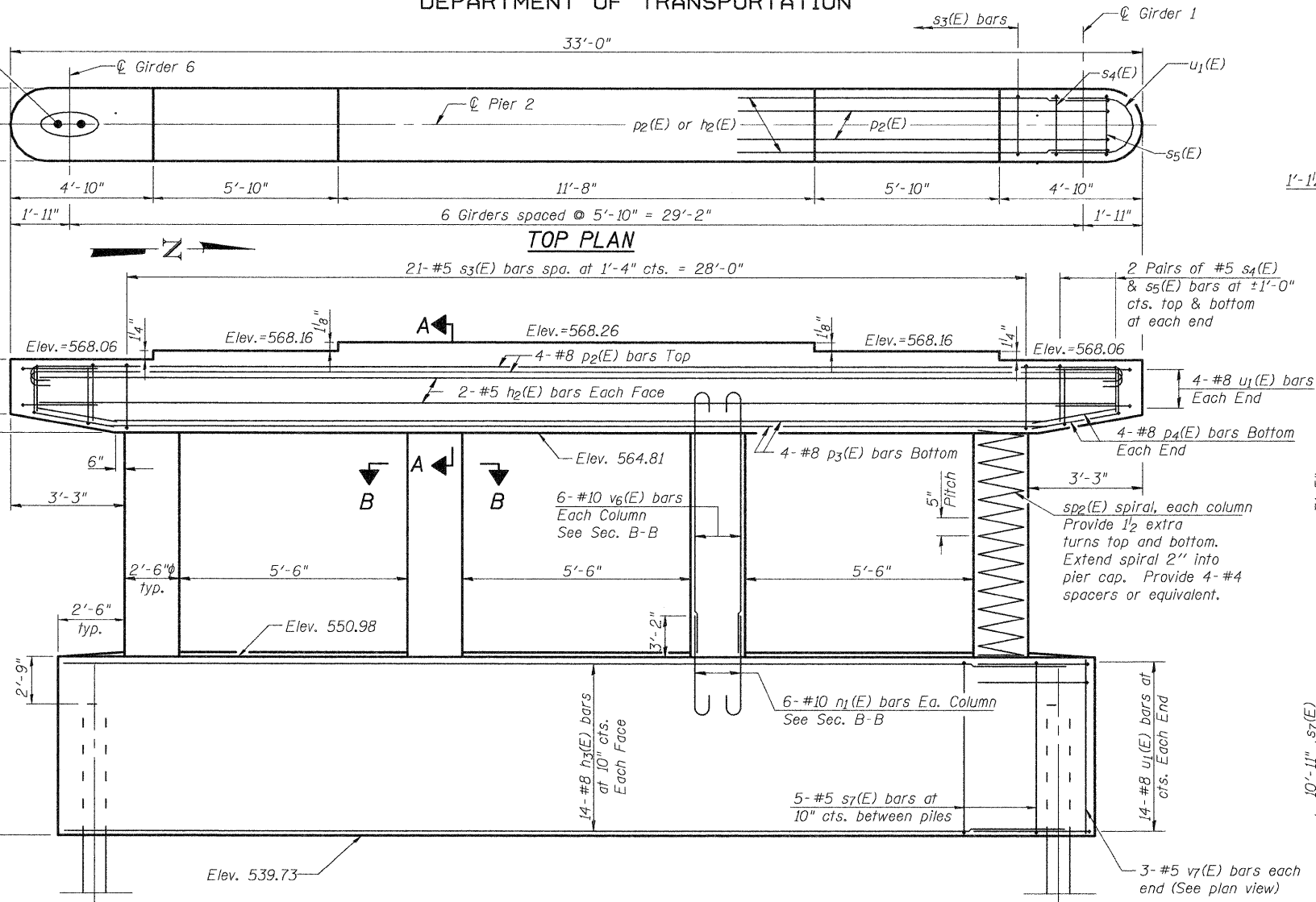
Notes:  
Space reinforcement in cap to miss anchor bolts.  
Four steps monolithically with cap.  
For details of piles, see sheet 19 of 22.

**PILE DATA**

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

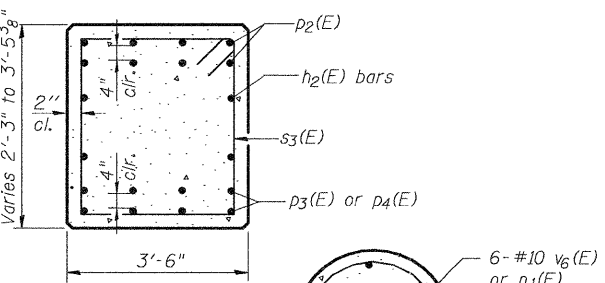


**END VIEW**



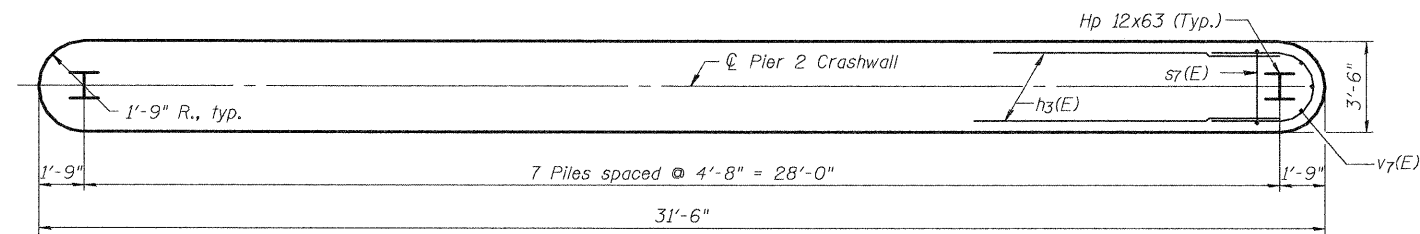
**ELEVATION**  
(Looking West)

Note: Top of Pile Elev. = 548.23



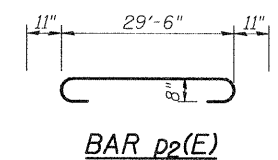
**SEC. A-A**

**SEC. B-B**

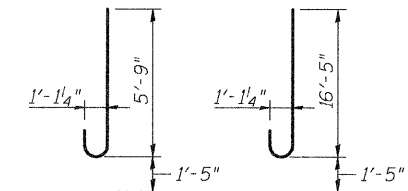


**CRASHWALL PLAN**

**ANCHOR BOLT DETAIL**

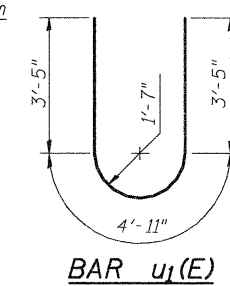


**BAR p2(E)**

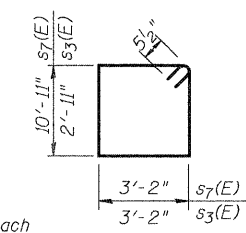


**BAR n1(E)**

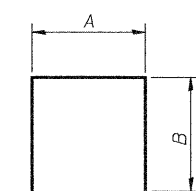
**BAR v6(E)**



**BAR u1(E)**



**BAR s3(E),  
BAR s7(E)**



**BARS**

**BILL OF MATERIAL**

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

\*\* Length is height of spiral.

**A & B DIMENSIONS**

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

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

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



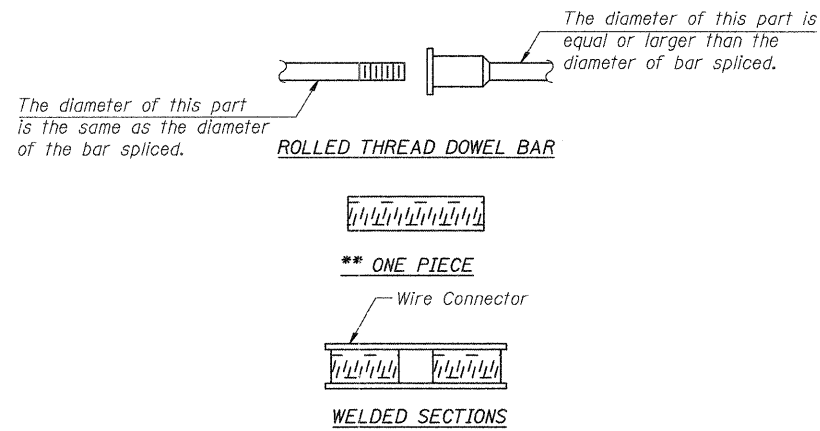
**BERNARDIN  
LOCHMUELLER &  
ASSOCIATES, INC.**

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

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

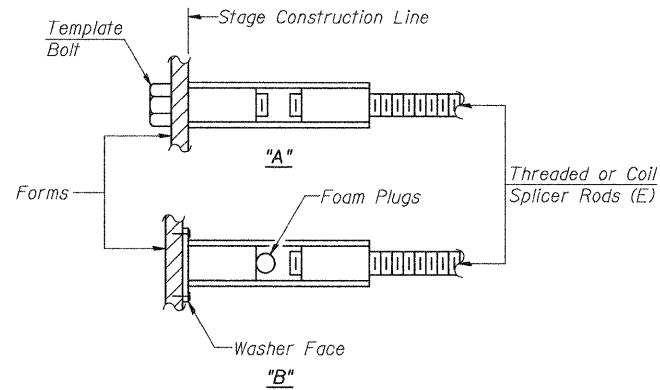
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**BAR SPLICER ASSEMBLY ALTERNATIVES**

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



**INSTALLATION AND SETTING METHODS**

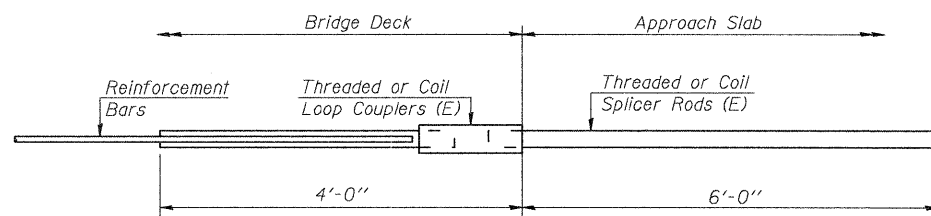
"A" : Set bar splicer assembly by means of a template bolt.  
"B" : Set bar splicer assembly by nailing to wood forms or cementing to steel forms.  
(E) : Indicates epoxy coating.

**NOTES**

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

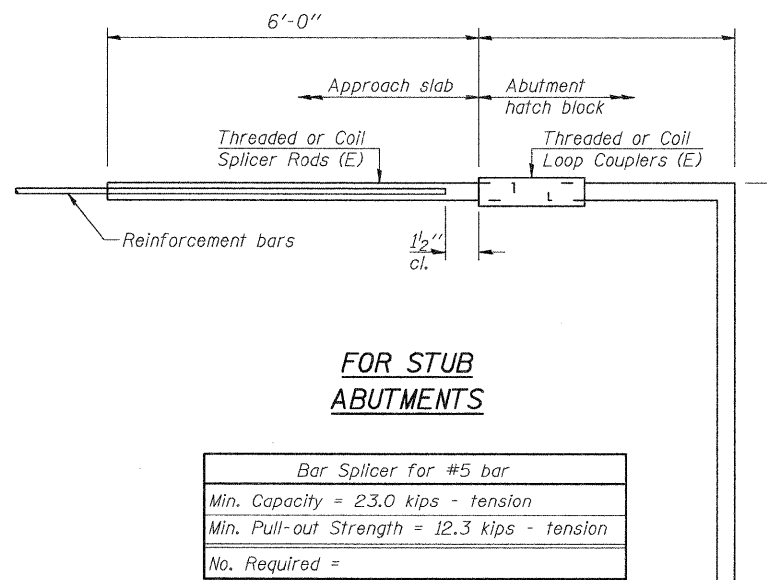
- ① Minimum Capacity =  $1.25 \times f_y \times A_t$   
(Tension in kips)
  - ② Minimum \*Pull-Out Strength =  $0.66 \times f_y \times A_t$   
(Tension in kips)
- Where  $f_y$  = Yield strength of lapped reinforcement bars in ksi.  
 $A_t$  = Tensile stress area of lapped reinforcement bars.  
\* = 28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

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



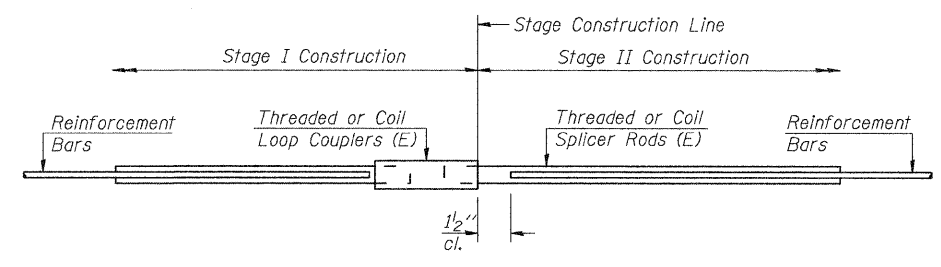
**FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS**

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



**FOR STUB ABUTMENTS**

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



**STANDARD**

Bar Size	No. Assemblies Required	Location

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

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

BSD-1 5-16-08

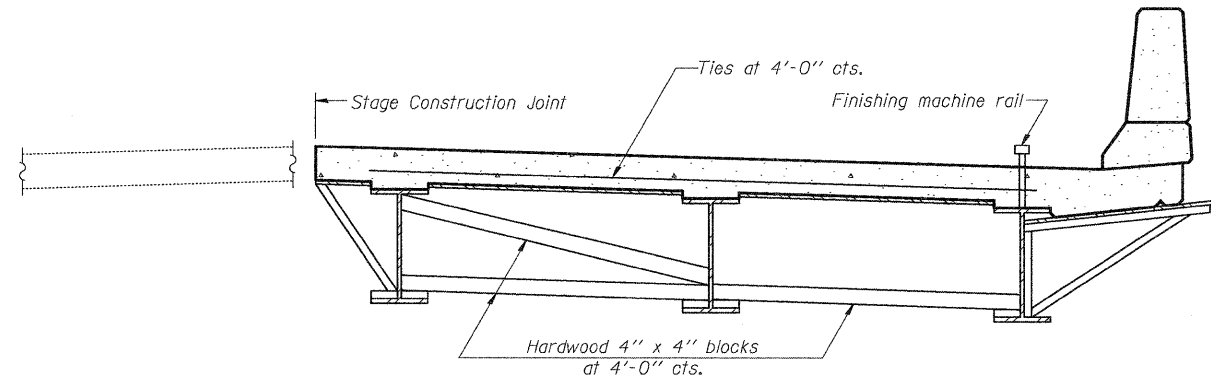


**BERNARDIN  
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ASSOCIATES, INC.**

3 Oak Drive  
Maryville, IL 62062-5695  
Local (618) 288-4665  
Fax 618-288-4666

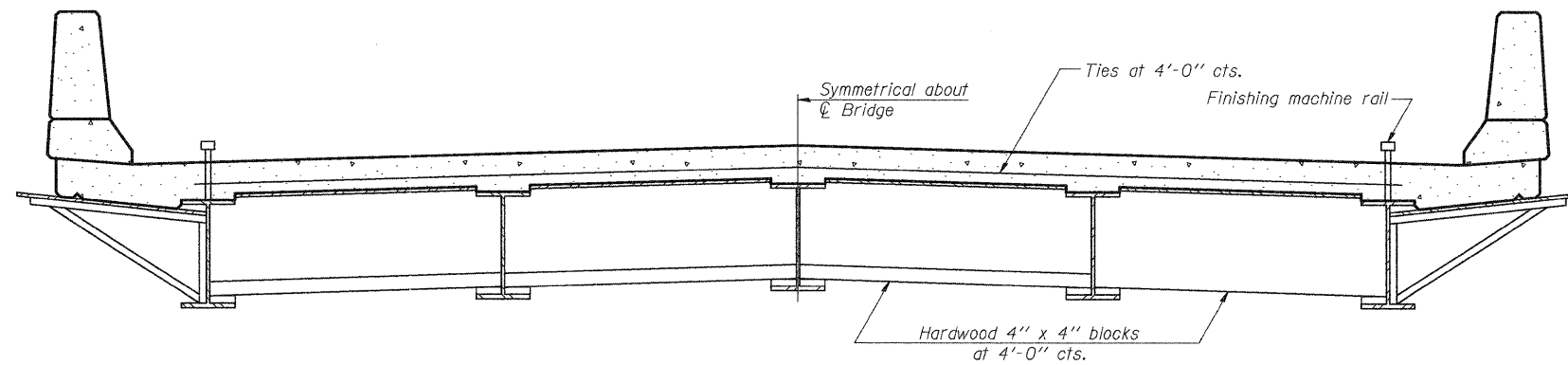
SHEET NO. 16 22 SHEETS	F.A.S. RTE. 2703	SECTION (9-VBR)B	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 38
	SN 013-0044		CONTRACT NO. 74136		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**FORM BRACES FOR STAGE CONSTRUCTION**

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.  
The finishing machine rails shall be placed on the top flange of the exterior beams.  
The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.  
For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.



**FORM BRACES FOR STANDARD CONSTRUCTION**

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

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

SB-1 5-16-08

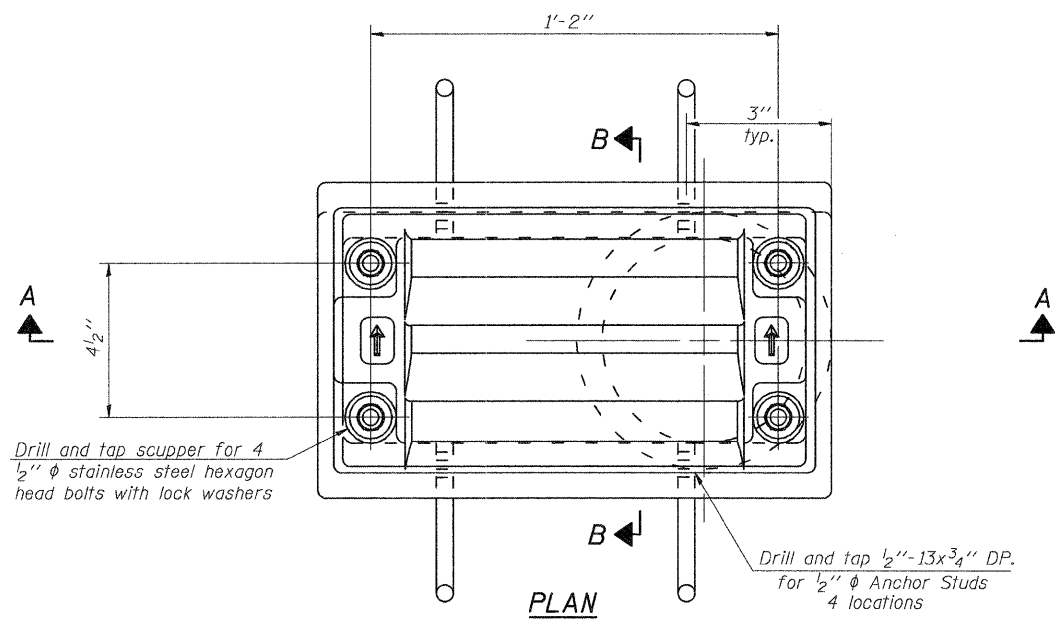


**BERNARDIN  
LOCHMUELLER &  
ASSOCIATES, INC.**

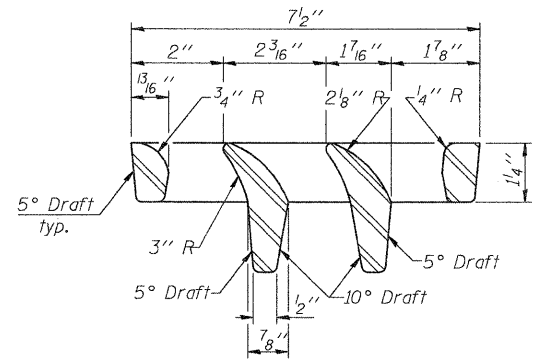
3 Oak Drive  
Maryville, IL 62062-5635  
Local (618) 288-4665  
Fax 618-288-4666

SHEET NO. 17 22 SHEETS	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	2703	(9-VBR)B	CLAY	65	39
SN 013-0044			CONTRACT NO. 74136		
FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT					

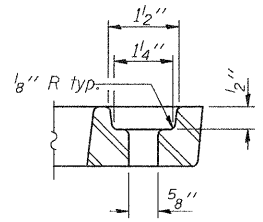
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



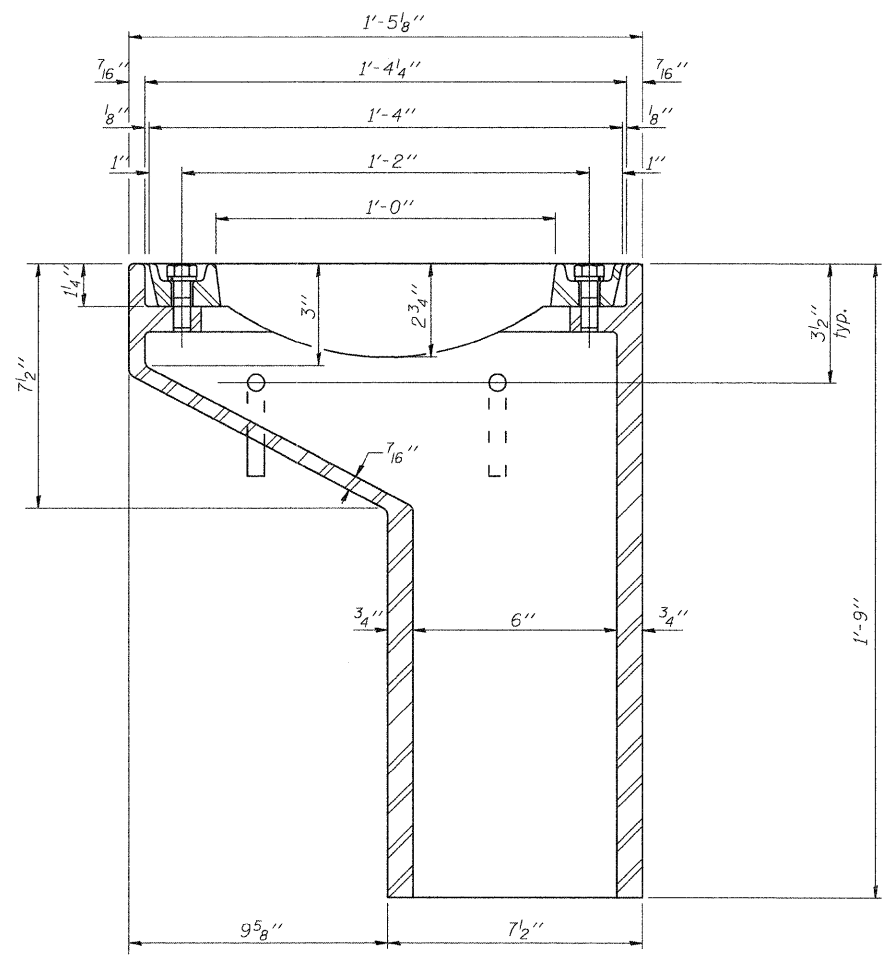
PLAN



VANE GRATE DETAIL

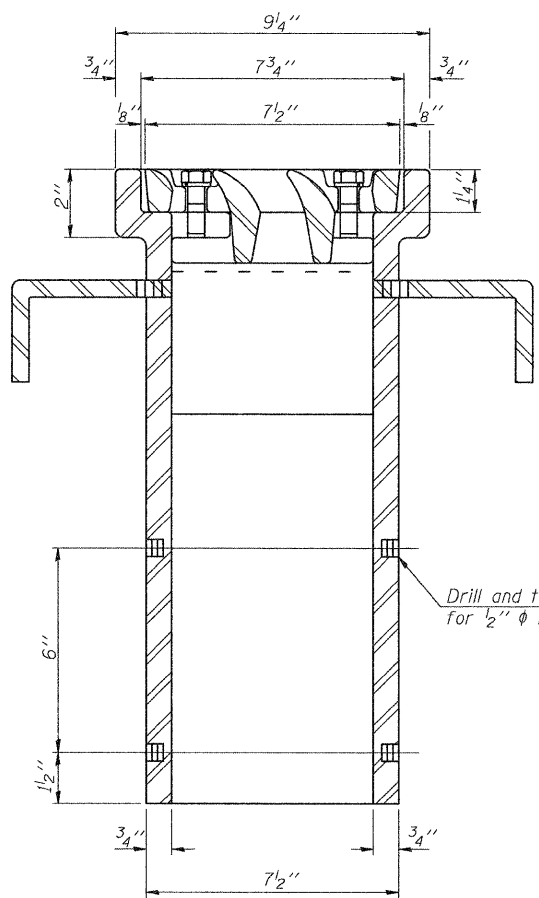


BOLT HOLE DETAIL



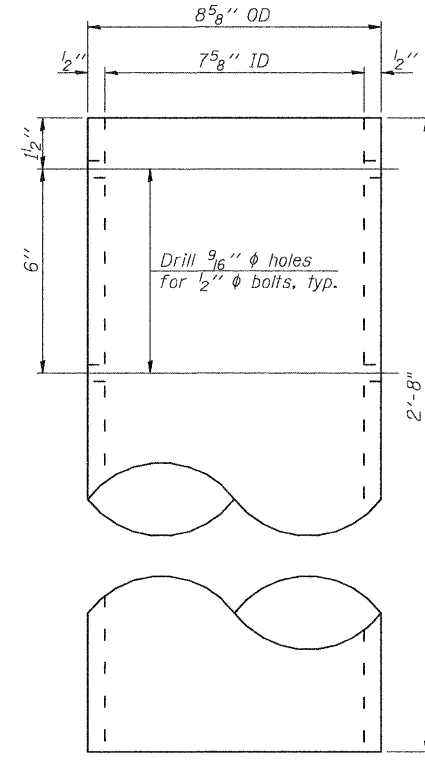
SECTION A-A

See sheet of for scupper location relative to parapet.

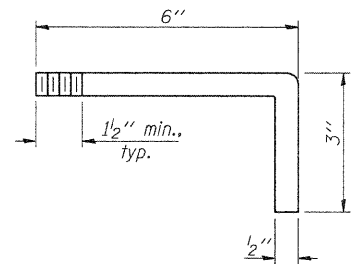


SECTION B-B

Drill and tap 1/2"-13x1/2" DP. for 1/2" φ bolts. (4 locations)



DOWNSPOUT



ANCHOR STUD DETAIL

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scupper, DS-11	Each	4

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

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

DS-11 5-16-08



**BERNARDIN LOCHMUELLER & ASSOCIATES, INC.**

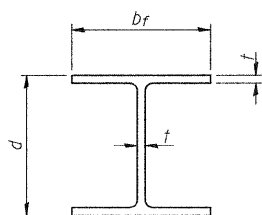
3 Oak Drive  
Maryville, IL 62062-5635  
Local (618) 288-4695  
Fax 618-288-4666

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

282033.PW 10/11/2008 \_Bridges013094474136.dgn

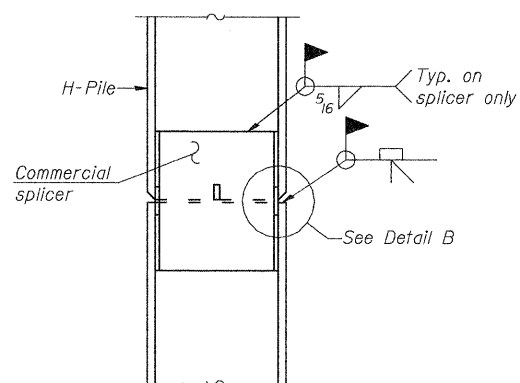


STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

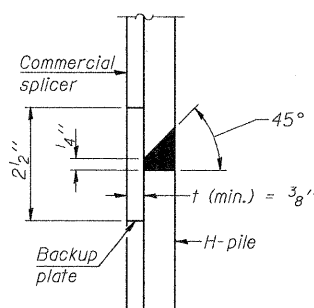


STEEL PILE TABLE

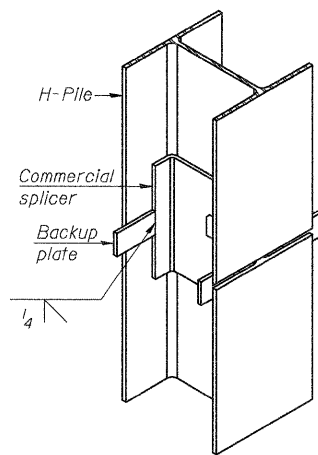
Designation	Depth d	Flange width bf	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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



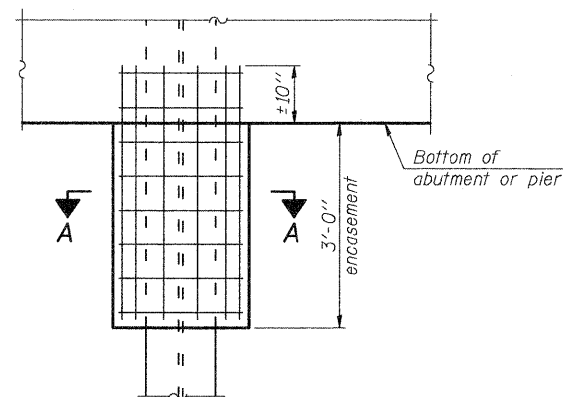
ELEVATION



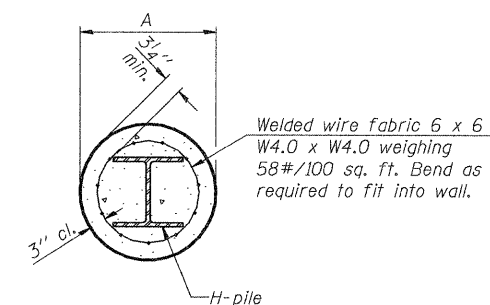
DETAIL "B"



ISOMETRIC VIEW



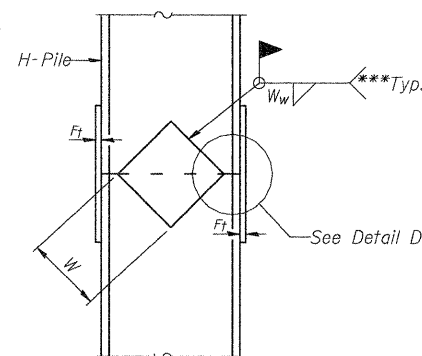
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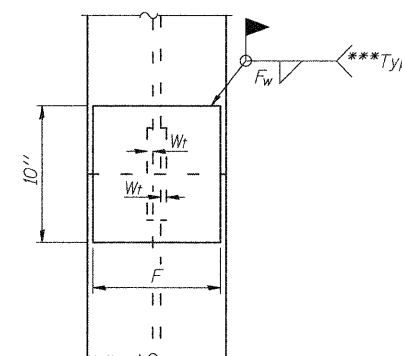
SECTION A-A

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

PILE ENCASEMENT



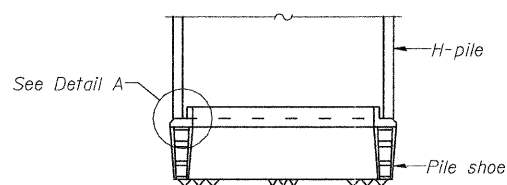
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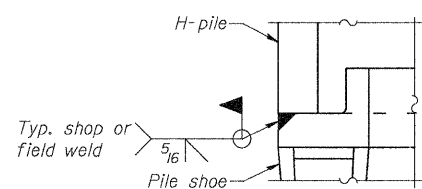
END VIEW

WELDED COMMERCIAL SPLICE

Designation	F	F <sub>t</sub>	F <sub>w</sub>	W	W <sub>t</sub>	W <sub>w</sub>
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 8/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 8/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5 8/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 8/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5 8/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5 8/8"	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"

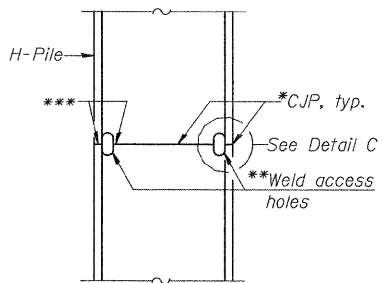


ELEVATION

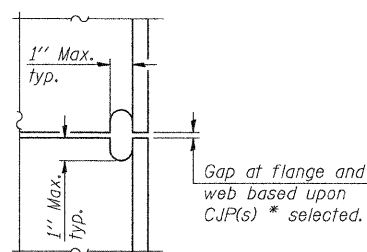


DETAIL A

H-PILE SHOE ATTACHMENT

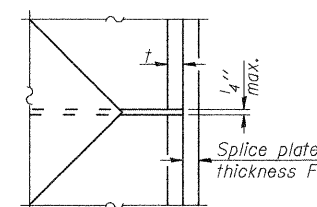


ELEVATION



DETAIL C

COMPLETE PENETRATION WELD SPLICE



DETAIL D

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

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

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

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



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3 Oak Drive  
Marville, IL 62662-5635  
Local (618) 288-4665  
Fax 618-288-4666

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

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

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

F-HP 5-16-08

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION



**SOIL BORING LOG**

Page 1 of 2

ROUTE FAS 2703 DESCRIPTION Illinois Central Railroad LOGGED BY E. Sandschafer  
SECTION (9-VBR)BR LOCATION Sec 19 - SE 1/4, Sec 30 - NE 1/4, SEC. TWP. 4 N, RNG. 5 E, 3 PM  
COUNTY Clay DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. Station	BORING NO. Station Offset Ground Surface Elev.	DELT				UCS				Description	DELT	UCS	M						
		(ft)	(in)	(tsf)	(%)	(tsf)	(%)	(%)	(%)										
013-0034 475+50.4	1 474+00 11.00ft RI 570.46									16" asphalt pavement.					Soft, very damp, gray, SILTY LOAM. (continued)				
										16" crushed stone.									
										569.16									
										567.66					Stiff, damp, gray, CLAY w/ Silt.				
										567.66									
										565.86					Medium, damp, red, SILTY CLAY.				
										565.86									
										563.46					Stiff to very stiff, damp, red mottled tan, CLAY TILL.				
										563.46									
										557.46					Soft to medium, damp, red marbled gray, CLAY w/ trace Silt.				
										557.46									
										553.46					Very dense, moist, gray, SILTY CLAY SHALE.				
										553.46									

Latitude N 38 deg 41.037 min. Longitude N 39 deg 45.500 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 T208) BBS, from 137 (Rev. 8-99)



**SOIL BORING LOG**

Page 2 of 2

ROUTE FAS 2703 DESCRIPTION Illinois Central Railroad LOGGED BY E. Sandschafer  
SECTION (9-VBR)BR LOCATION Sec 19 - SE 1/4, Sec 30 - NE 1/4, SEC. TWP. 4 N, RNG. 5 E, 3 PM  
COUNTY Clay DRILLING METHOD Hollow stem auger & split spoon HAMMER TYPE Auto 140#

STRUCT. NO. Station	BORING NO. Station Offset Ground Surface Elev.	DELT				UCS				Description	DELT	UCS	M	
		(ft)	(in)	(tsf)	(%)	(tsf)	(%)	(%)	(%)					
013-0034 475+50.4	1 474+00 11.00ft RI 570.46									Very dense, moist, gray, SILTY CLAY SHALE. (continued)				
										520.06				
										520.06				

Latitude N 38 deg 41.037 min. Longitude N 39 deg 45.500 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 T208) BBS, from 137 (Rev. 8-99)

Benchmark: BM 114 chiseled square on SE corner of W abutment of existing structure 013-0034, Sta 474+56. 18.4'L1 = 568.20' elevation. Provided by Program Development.

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

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

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



**BERNARDIN  
LOCHMUELLER &  
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3 Oak Drive  
Maryville, IL 62062-5635  
Local (618) 286-4665  
Fax 618-288-4666

SHEET NO. 20  22 SHEETS	F.A.S. RTE. 2703	SECTION (9-VBR)BR	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 42
	SN 013-0044			CONTRACT NO. 74136	
	FED. ROAD DIST. NO. 7 ILLINOIS FED. AID PROJECT				

2/2/07 PM 10/3/2008 ...Bridges\01301447-4636.dgn



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

S.D. 137 REV. 9-66 Sh. 3 of 6 Sh.

**BRIDGE FOUNDATION BORING LOG**

PROJECT P-97-425-70 BRIDGE PAS RTE. 799 OVER Date MAY 8, 1974  
ROUTE PAS 799 ILLINOIS CENTRAL GULF RAILROAD Bored By R. D. METHENEY  
SEC 9VBR STA 475+50.40 Checked By J. J. KIAY  
COUNTY CLAY

Boring No. 2 PIER NO. 1  
Station 475+25  
Offset 6.5' RT. C

Elevation	N	Qu / s / t	Surface Water El.	Groundwater El. at Completion	Elevation	N	Qu / s / t	w (%)
Ground Surface 544.4	0		HARD, BROWNISH GREY, WEATHERED CLAY SHALE	NONE	521.4			
SOFT, DAMP TO VERY DAMP, BROWN MOTTLED GREY, CLAY LOAM TO CLAY	2	0.5 S 18	HARD, MOIST TO DRY, BROWNISH GREY, CLAY SHALE				7.0E	11
541.4			* 54" PENETRATION FOR 100 BLOWS		-25			
STIFF, DAMP TO VERY DAMP, BROWN MOTTLED GREY & BLACK, CLAY WITH VERY THIN SAND LENSES	9	1.1 S 22			517.4	120	9.7 S	11
STIFF, DAMP, BROWNISH GREY, CLAY	15	2.0 S 19	EXTENT OF EXPLORATION					
535.4					-30			
VERY STIFF, DAMP, BROWN MOTTLED GREY, SLIGHTLY ORGANIC (WOOD) CLAY	13	2.9 S 21						
STIFF, DAMP TO VERY DAMP, BROWN MOTTLED GREY, CLAY LOAM TO SILTY CLAY LOAM	11	1.5 S 22			-35			
530.9								
HARD, VERY MOIST, BROWN MOTTLED GREY, CLAY TILL WITH VERY THIN SANDSTONE LENSES & SANDSTONE FRAGMENTS	33	5.4 S 16			-40			
528.9								
VERY STIFF, VERY MOIST, BROWN MOTTLED GREY, HIGHLY ORGANIC WITH HAIRLINE ROOTS, CLAY TILL WITH VERY THIN LENSES OF WEATHERED SANDSTONE	27	3.9 S 17			-45			
526.4								
STIFF, DAMP, BROWN MOTTLED GREY, VERY WEATHERED CLAY SHALE WITH NUMEROUS LENSES & FRAGMENTS OF SOFT WEATHERED SANDSTONE	36	1.4 S 15			-20			
522.5								
HARD, MOIST TO VERY MOIST, WEATHERED CLAY SHALE	100	5.0 E 13			-45			

N - Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140# hammer falling 30'.  
Qu - Unconfined Compressive Strength - t/sf  
w - Water Content - percentage of oven dry weight - %  
Type failure:  
B - Bulge Failure  
S - Shear Failure  
E - Estimated Value  
P - Penetrometer

S.D. 137 REV. 9-66 Sh. 4 of 6 Sh.

**BRIDGE FOUNDATION BORING LOG**

PROJECT P-97-425-70 BRIDGE PAS RTE. 799 OVER Date MAY 9, 1974  
ROUTE PAS 799 ILLINOIS CENTRAL GULF RAILROAD Bored By R. D. METHENEY  
SEC 9VBR STA 475+50.40 Checked By J. J. KIAY  
COUNTY CLAY

Boring No. 3 PIER NO. 2  
Station 475+75  
Offset 6.5' RT. C

Elevation	N	Qu / s / t	Surface Water El.	Groundwater El. at Completion	Elevation	N	Qu / s / t	w (%)
Ground Surface 544.2	0		VERY STIFF, VERY MOIST, BROWNISH GREY, VERY WEATHERED, CLAY SHALE	NONE	520.7			
SOFT, VERY DAMP, BROWN MOTTLED GREY, SILTY CLAY TO CLAY	3	0.5 S 25	HARD, MOIST, BROWNISH GREY, CLAY SHALE				5.0 E	14
541.4			* 5" PENETRATION FOR 100 BLOWS		-25			
STIFF, DAMP, GREY MOTTLED BROWN & BLACK, CLAY WITH VERY THIN SAND LENSES	7	1.2 S 19			515.2		7.0 E	14
MEDIUM, DAMP, BROWNISH GREY, CLAY LOAM TO CLAY	9	0.9 S 18					6.7S	17
515.2			EXTENT OF EXPLORATION					
STIFF, DAMP, BROWN MOTTLED GREY & BLACK, SILTY CLAY	9	1.5 S 19			-30			
511.7								
VERY STIFF, DAMP, BROWN MOTTLED GREY, CLAY	13	2.4 S 17			-35			
STIFF, DAMP, BROWN MOTTLED GREY & BLACK, CLAY	17	1.6 S 20						
510.2								
VERY STIFF, VERY MOIST TO DAMP, BROWN, CLAY TO CLAY TILL	29	3.5 S 17			-40			
508.7								
STIFF, DAMP, BROWN MOTTLED GREY & BLACK, CLAY	27	3.6 S 16			-20			
507.2								
VERY STIFF, VERY MOIST, BROWNISH GREY, VERY WEATHERED CLAY SHALE	40	3.1 S 20			-45			

N - Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140# hammer falling 30'.  
Qu - Unconfined Compressive Strength - t/sf  
w - Water Content - percentage of oven dry weight - %  
Type failure:  
B - Bulge Failure  
S - Shear Failure  
E - Estimated Value  
P - Penetrometer

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

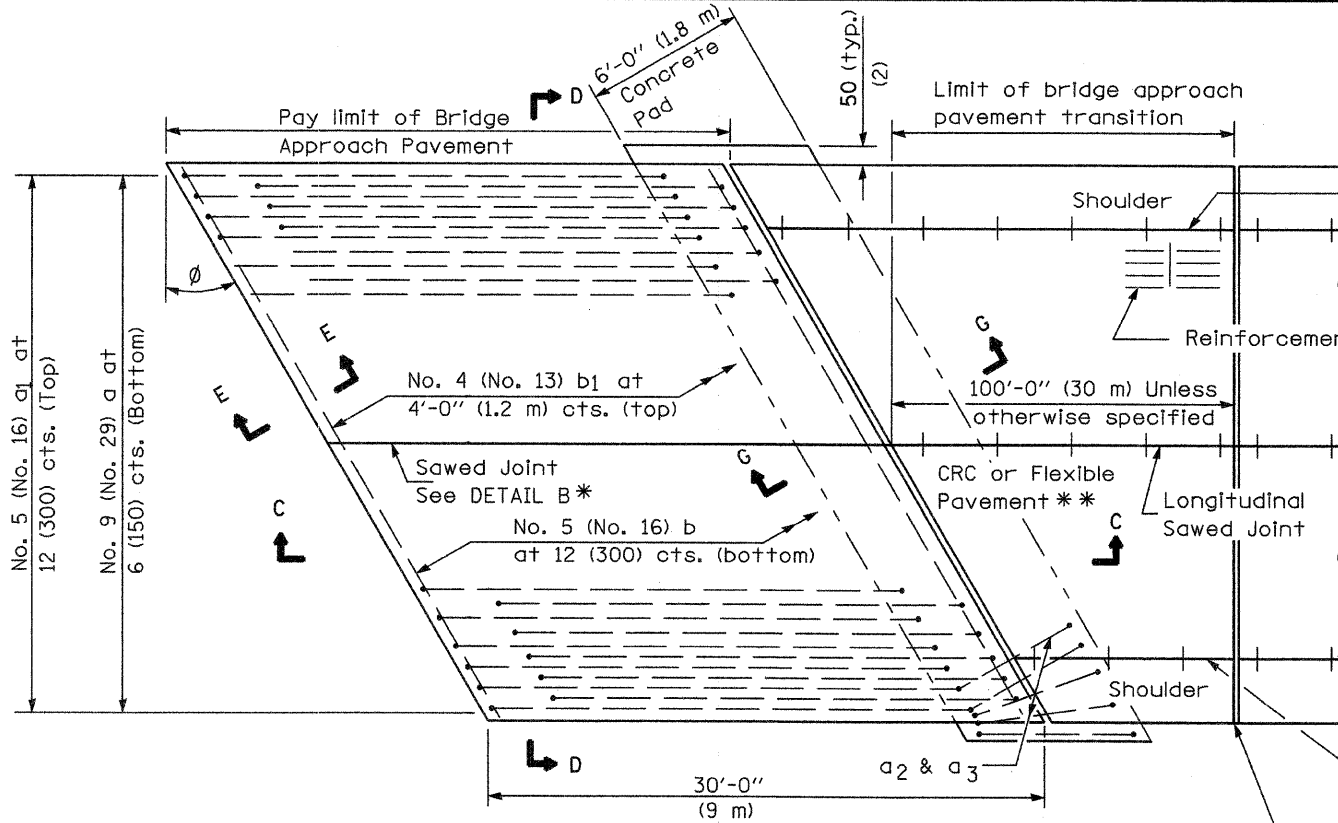
SOIL BORINGS-3  
KINMUNDY/LOUISVILLE ROAD  
OVER ILLINOIS CENTRAL RR  
STA. 475+50.44



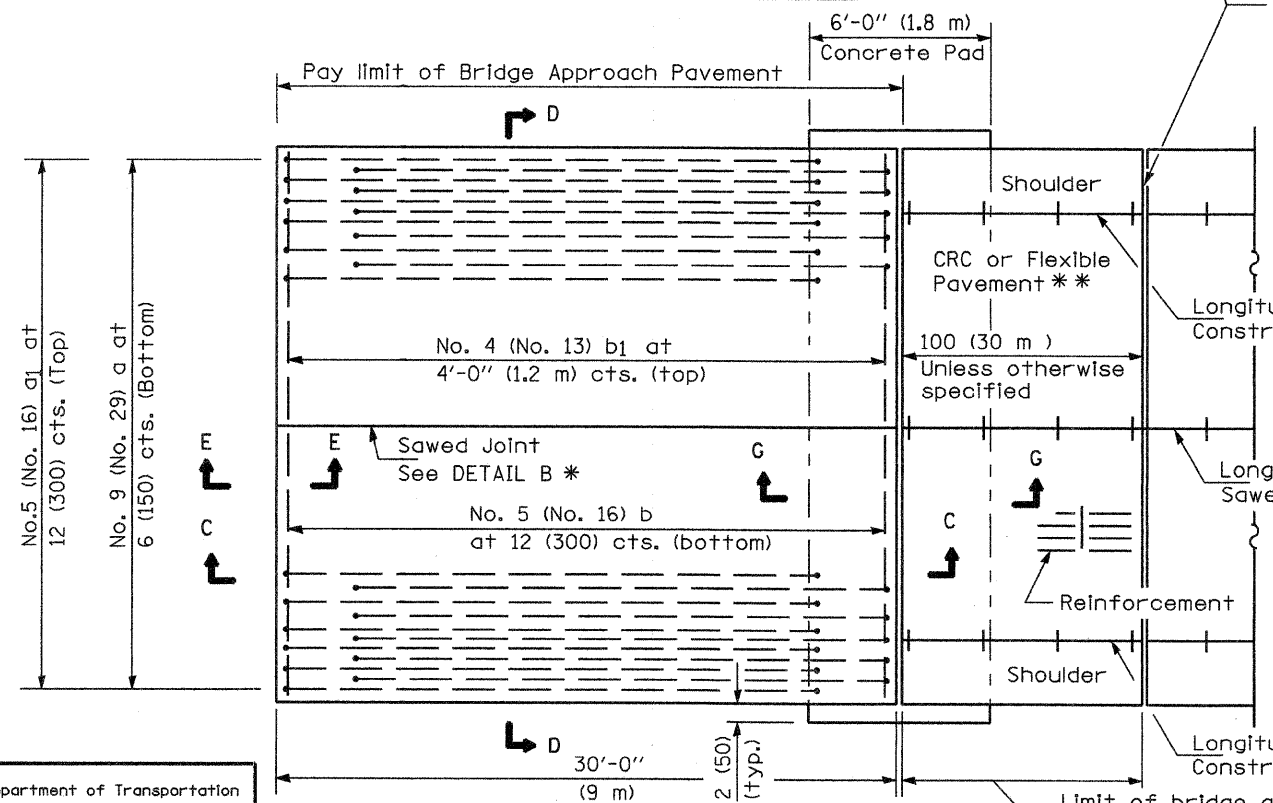
BERNARDIN  
LOCHMUELLER &  
ASSOCIATES, INC.

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

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

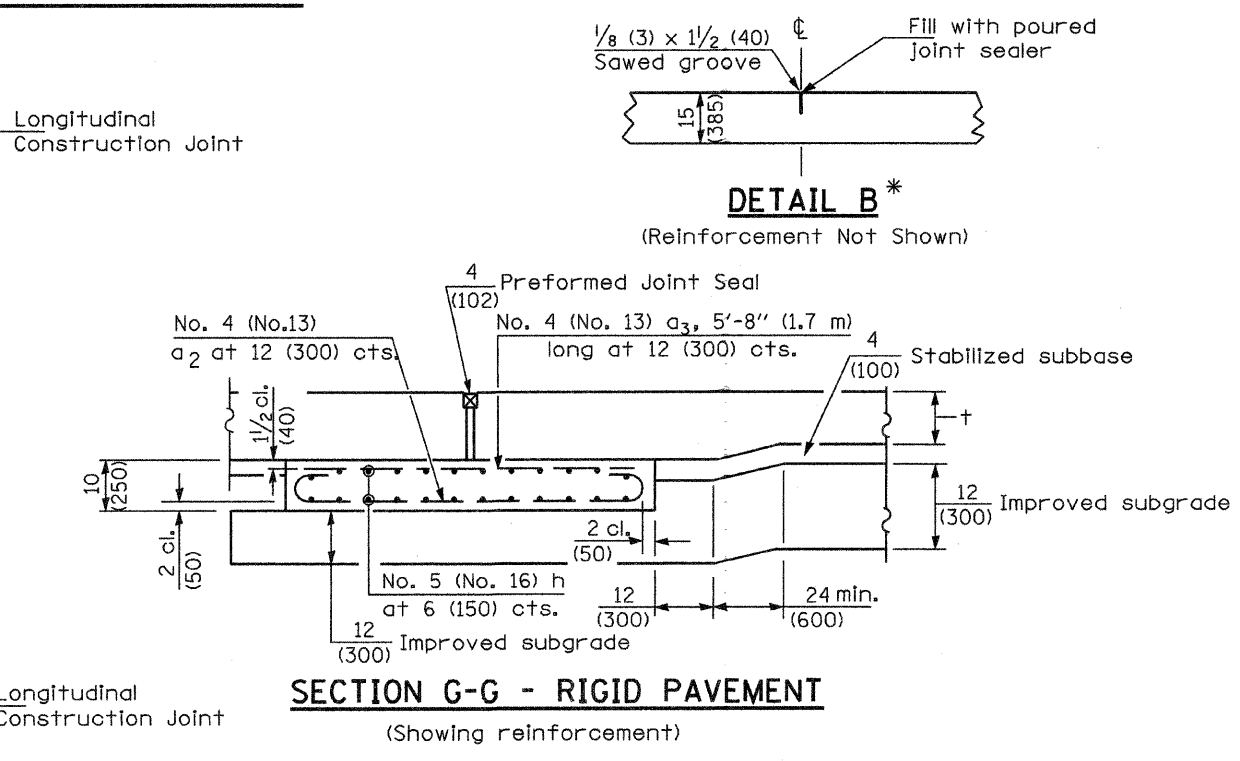


**PLAN - WITH SKEW**



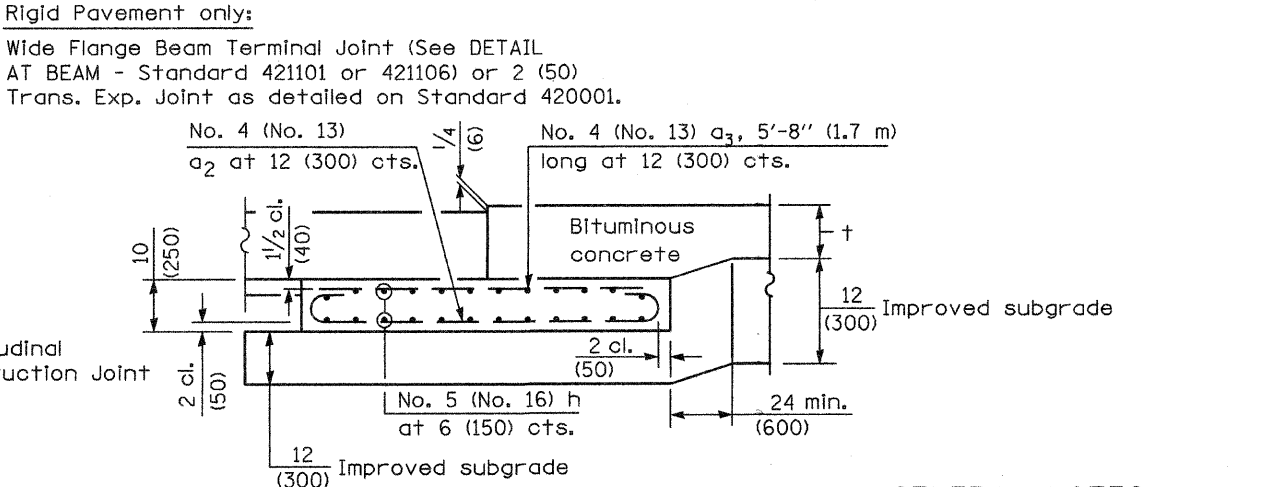
**PLAN - WITHOUT SKEW**

**NEW CONSTRUCTION**



**SECTION G-G - RIGID PAVEMENT**

(Showing reinforcement)



**SECTION G-G - FLEXIBLE PAVEMENT**

(Showing reinforcement)

**GENERAL NOTES**

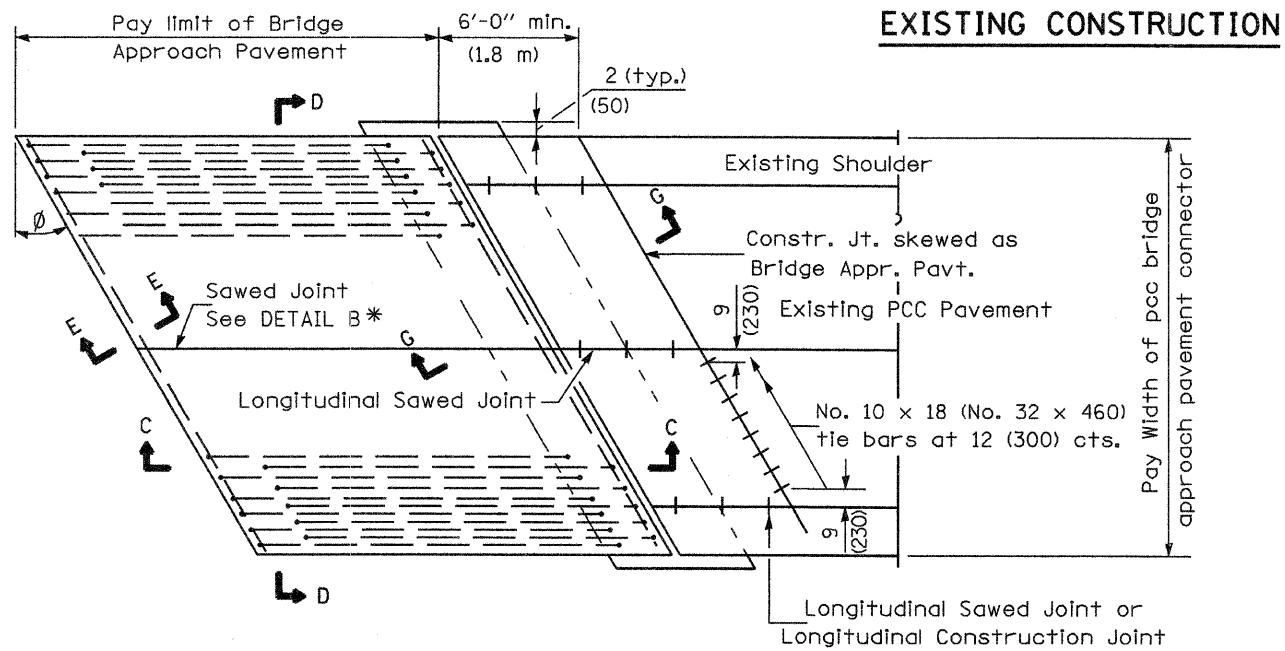
THICKNESS-"t"=Thickness of Pavement.  
 See Standard 421001 for reinforcement details not shown.  
 See Standard 420001 for joint details not shown.  
 All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation  
 APPROVED January 1, 2008  
*Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES  
 APPROVED January 1, 2008  
*Ken E. Han*  
 ENGINEER OF DESIGN AND ENVIRONMENT

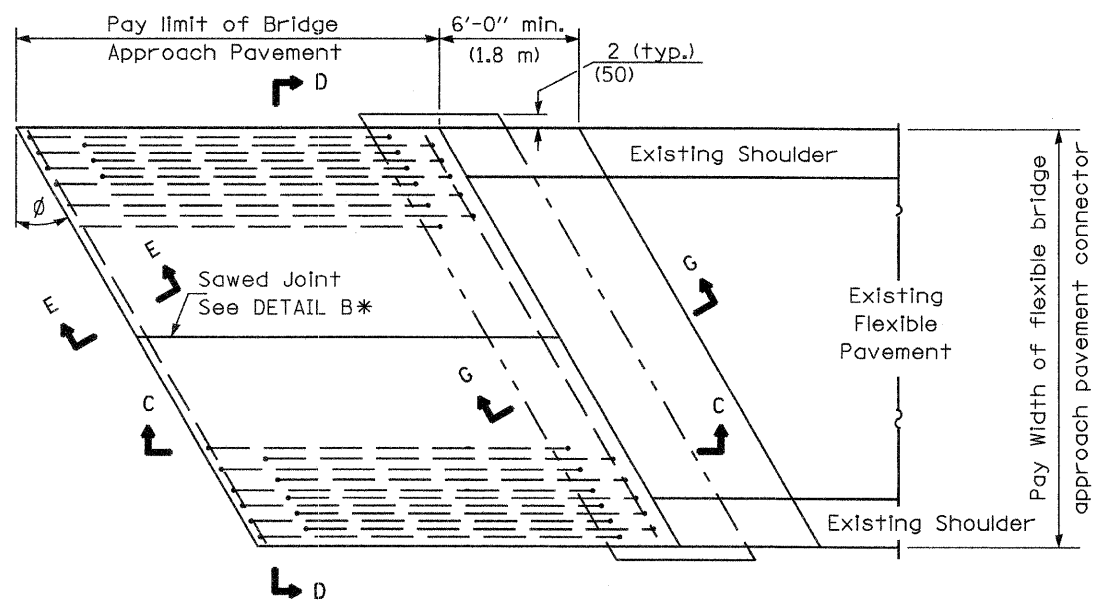
\* Saw  $\phi$  or lane edge if poured two or more lane widths at a time.  
 \*\* Omit Reinforcement, tie bars and Long. sawed Jt. for Flexible Pavement.

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

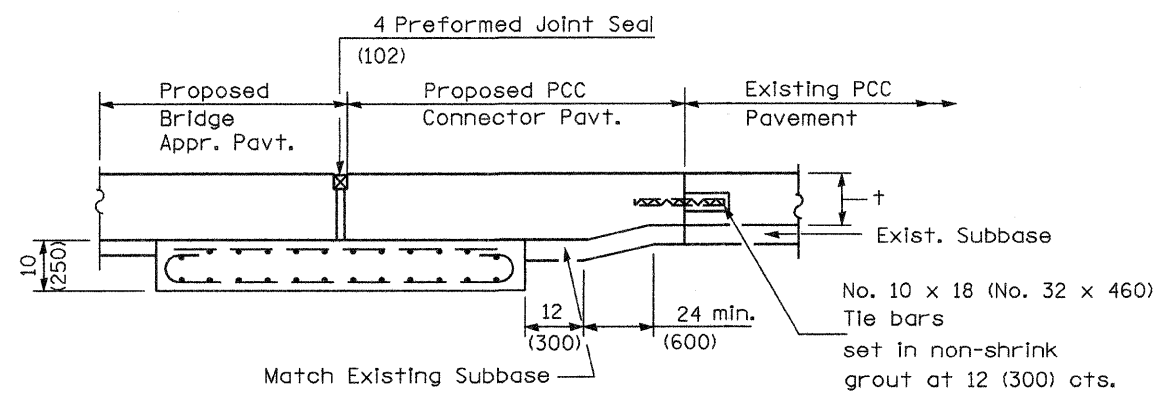
**BRIDGE APPROACH PAVEMENT**  
 (Sheet 1 of 4)  
**TOTAL SHEETS 65 SHEET NO. 44A**



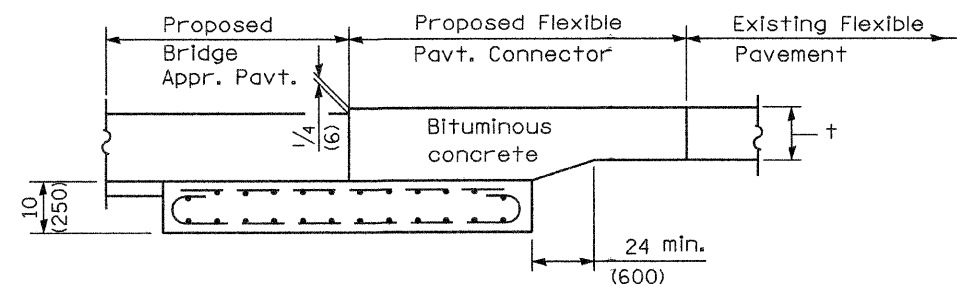
**BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)**



**BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)**



**SECTION G-G - RIGID PAVEMENT**



**SECTION G-G - FLEXIBLE PAVEMENT**

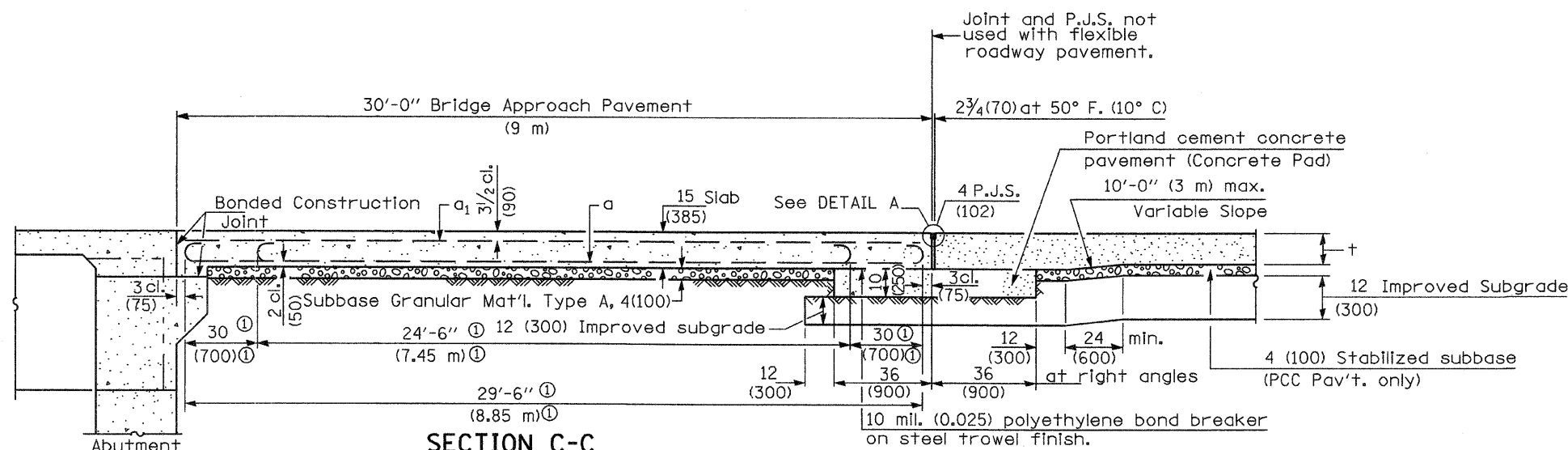
Illinois Department of Transportation  
 APPROVED January 1, 2008  
*Ralph E. Anderson*  
 ENGINEER OF BRIDGES AND STRUCTURES  
 APPROVED January 1, 2008  
*Tom E. Han*  
 ENGINEER OF DESIGN AND ENVIRONMENT  
 ISSUED 1-1-97

**BRIDGE APPROACH PAVEMENT**

(Sheet 2 of 4)

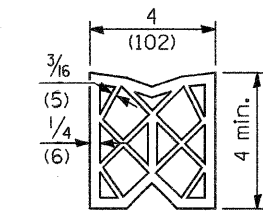
TOTAL SHEETS 65 SHEET NO. 44B

*DR 8-11-14*

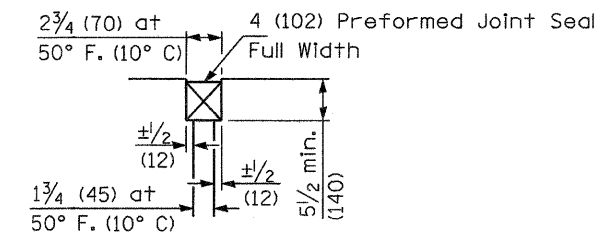


**SECTION C-C**

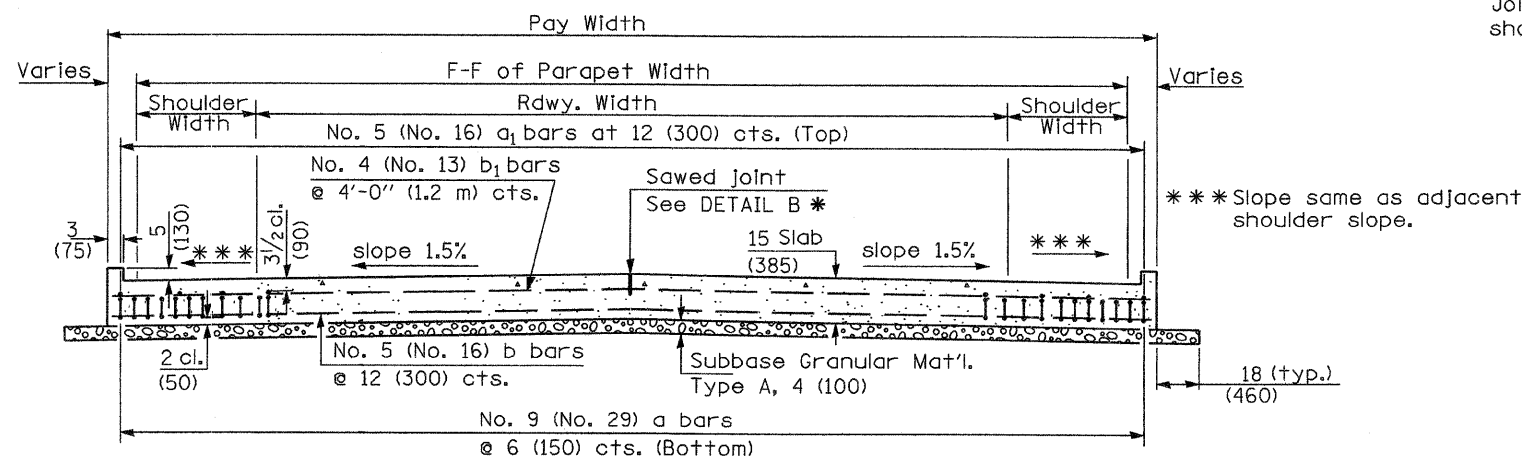
(1) Stagger No. 9 (No. 29) a bars as shown on plan - full width



**PREFORMED JOINT SEAL**



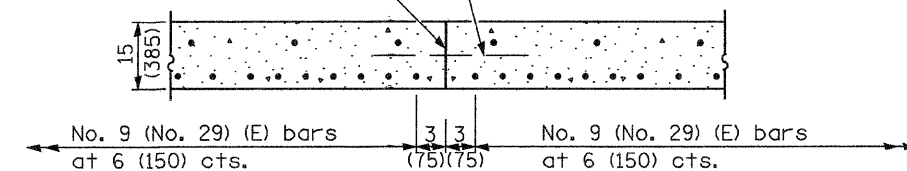
**DETAIL A**



**SECTION D-D**

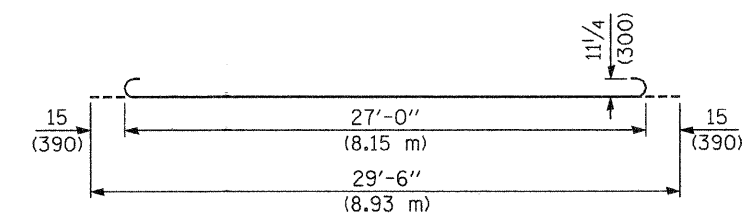
(See Plan for Dimensions not shown)

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

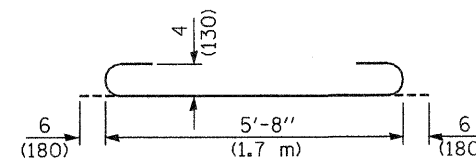


**OPTIONAL LONGITUDINAL CONSTRUCTION JOINT**

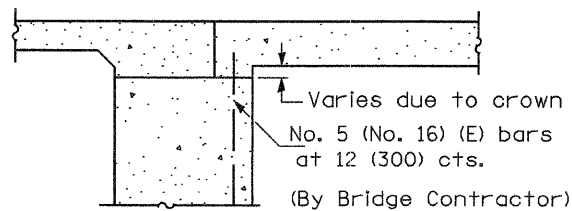
As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.



**BAR a**

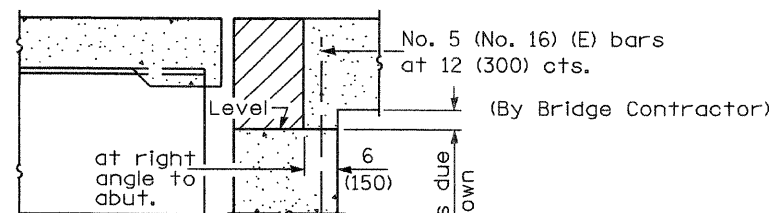


**BAR a<sub>2</sub>**



**SECTION E-E**

(Integral Abutments)



**SECTION E-E**

(Jointed Abutments)

**DESIGN STRESSES**

f<sub>y</sub> = 60,000 p.s.i. (400 MPa)  
f'<sub>c</sub> = 3,500 p.s.i. (24 MPa)  
n = 8.5

**BRIDGE APPROACH PAVEMENT**

(Sheet 3 of 4)

TOTAL SHEET 65 SHEET NO. 44C

Illinois Department of Transportation

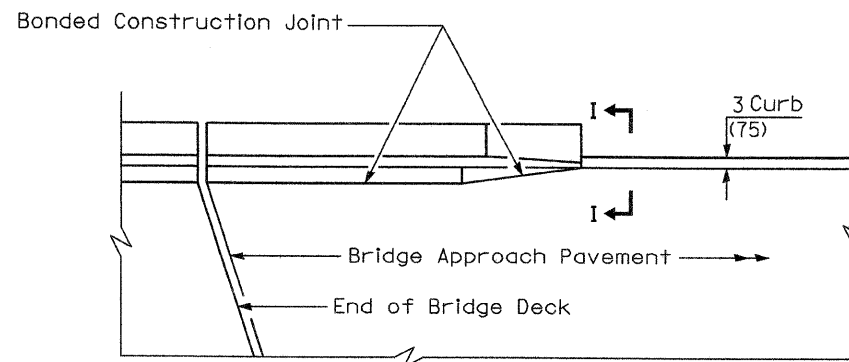
APPROVED January 1, 2008

*Ralph E. Anderson*  
ENGINEER OF BRIDGES AND STRUCTURES

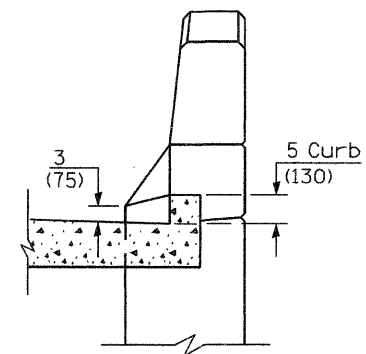
APPROVED January 1, 2008

*Ken E. Han*  
ENGINEER OF DESIGN AND ENVIRONMENT

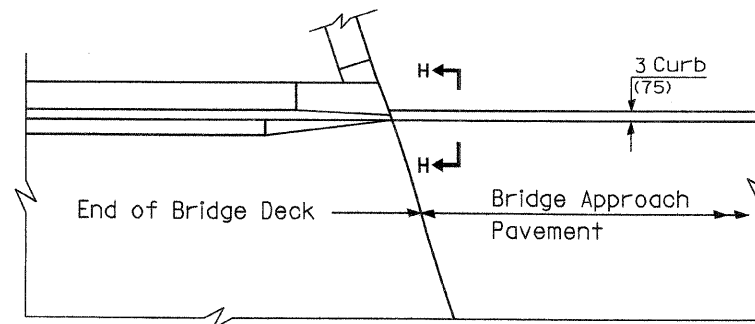
ISSUED 1-1-97



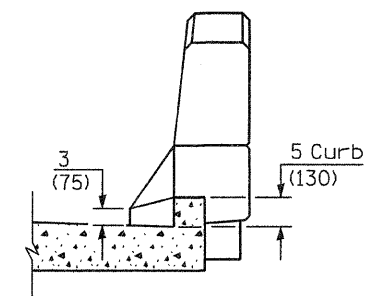
**PARAPET TO CURB TRANSITION  
PILE BENT ABUTMENT**



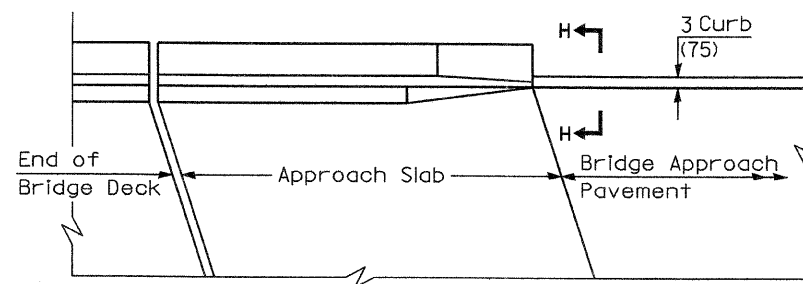
**SECTION I - I**



**PARAPET TO CURB TRANSITION  
INTEGRAL ABUTMENT**



**SECTION H - H**



**PARAPET TO CURB TRANSITION  
VAULTED ABUTMENT**

Illinois Department of Transportation

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

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

ISSUED 1-1-97

**BRIDGE APPROACH PAVEMENT**

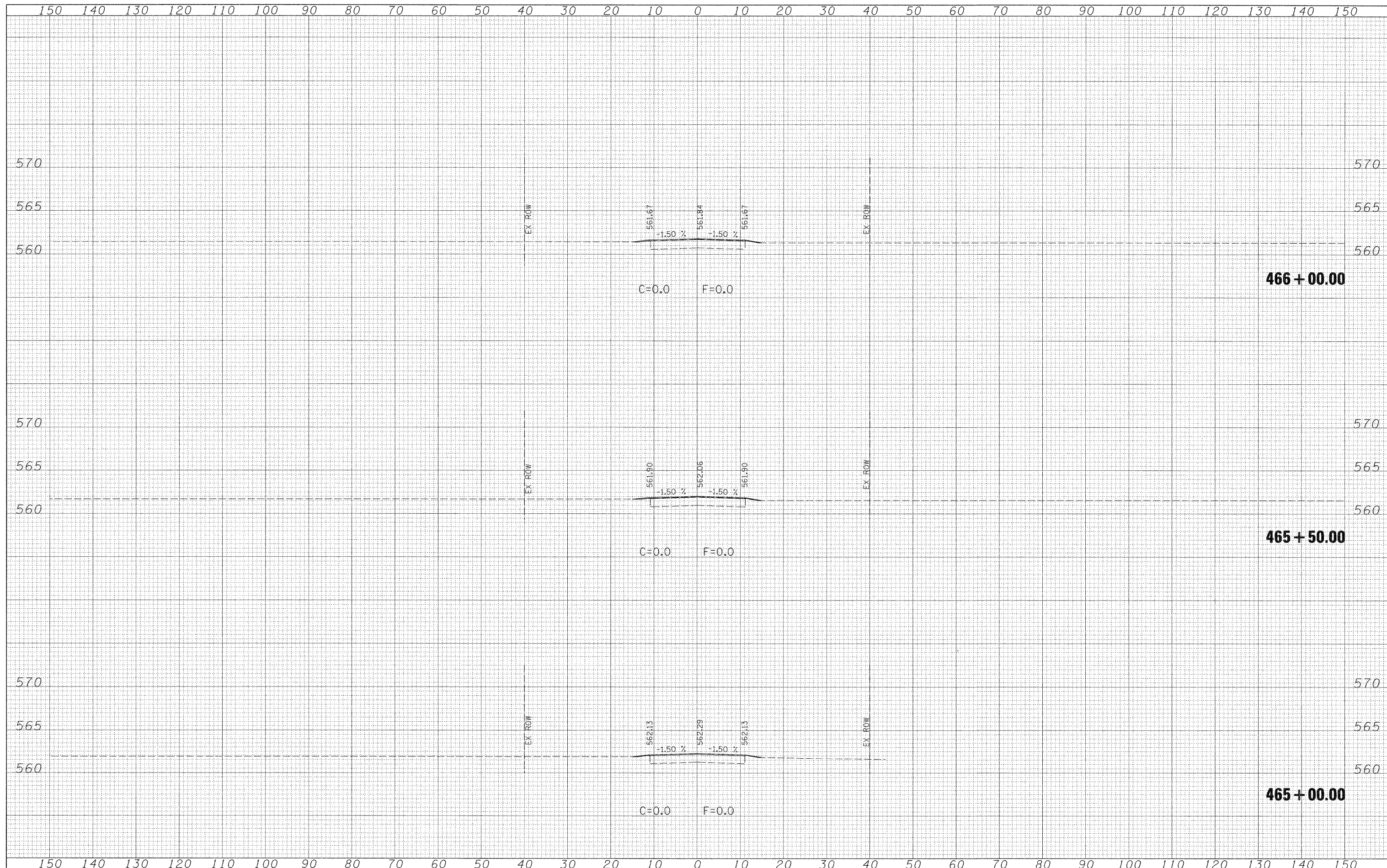
(Sheet 4 of 4)

TOTAL SHEETS 65 SHEET NO. 44D



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

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



**466 + 00.00**

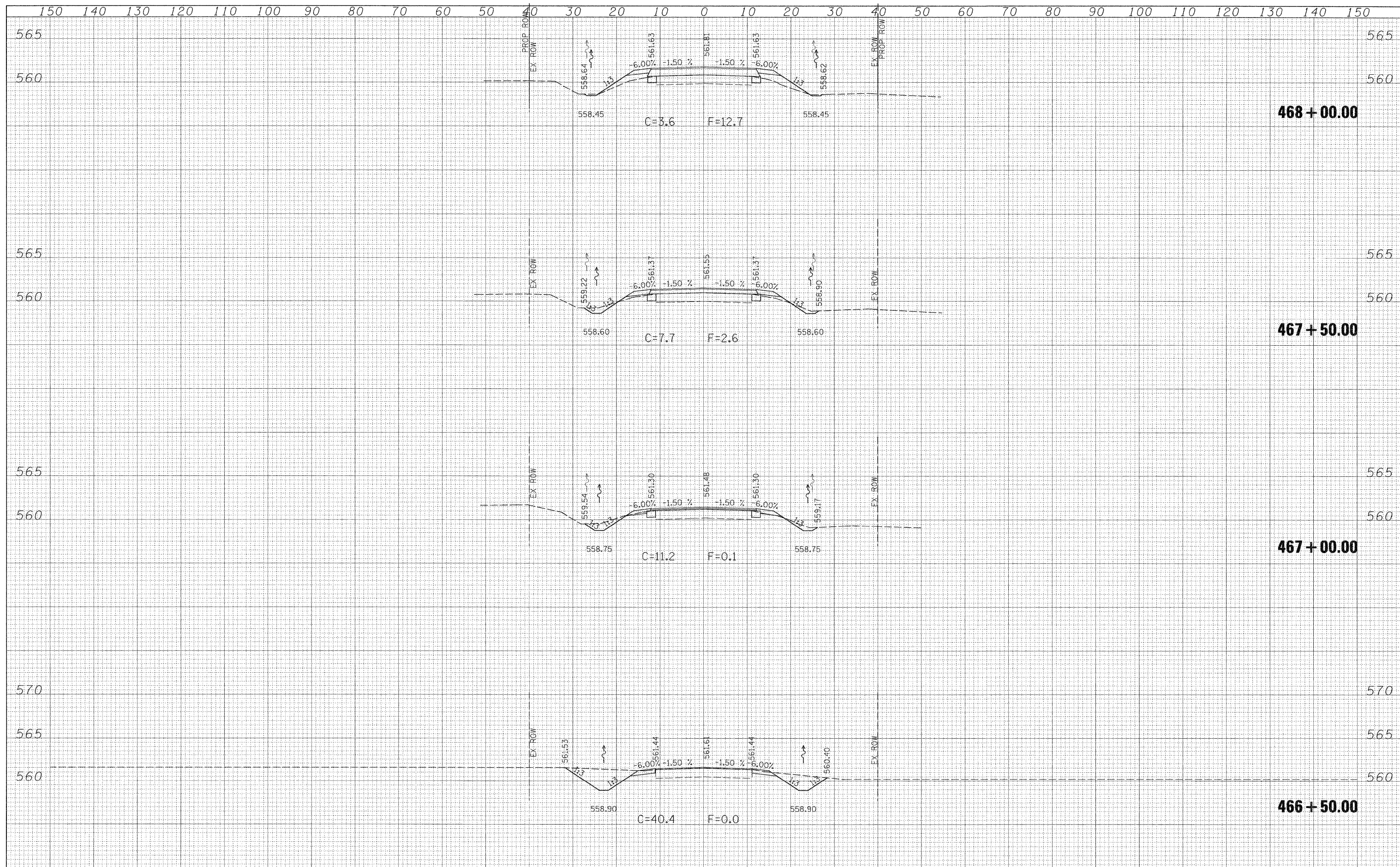
**465 + 50.00**

**465 + 00.00**

FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - KINMUNDY/LOUISVILLE ROAD (FAS 2703)</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S:\Projects\407-0008 08D Dist 7 Various\RD 2 Kinmundy over ICR\paul\ssst_KINMUNDY.dgn		DRAWN - MAB	REVISED -			2703	(9-VBR)R	CLAY	65	45
PLOT SCALE = 18,0000' / IN.		CHECKED - BRM	REVISED -			CONTRACT NO. 74136				
PLOT DATE = 12/3/2008		DATE - 5-20-08	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				
SCALE: 1"=10'						SHEET NO. 1 OF 21 SHEETS		STA. 465+00.00 TO STA. 466+00.00		

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

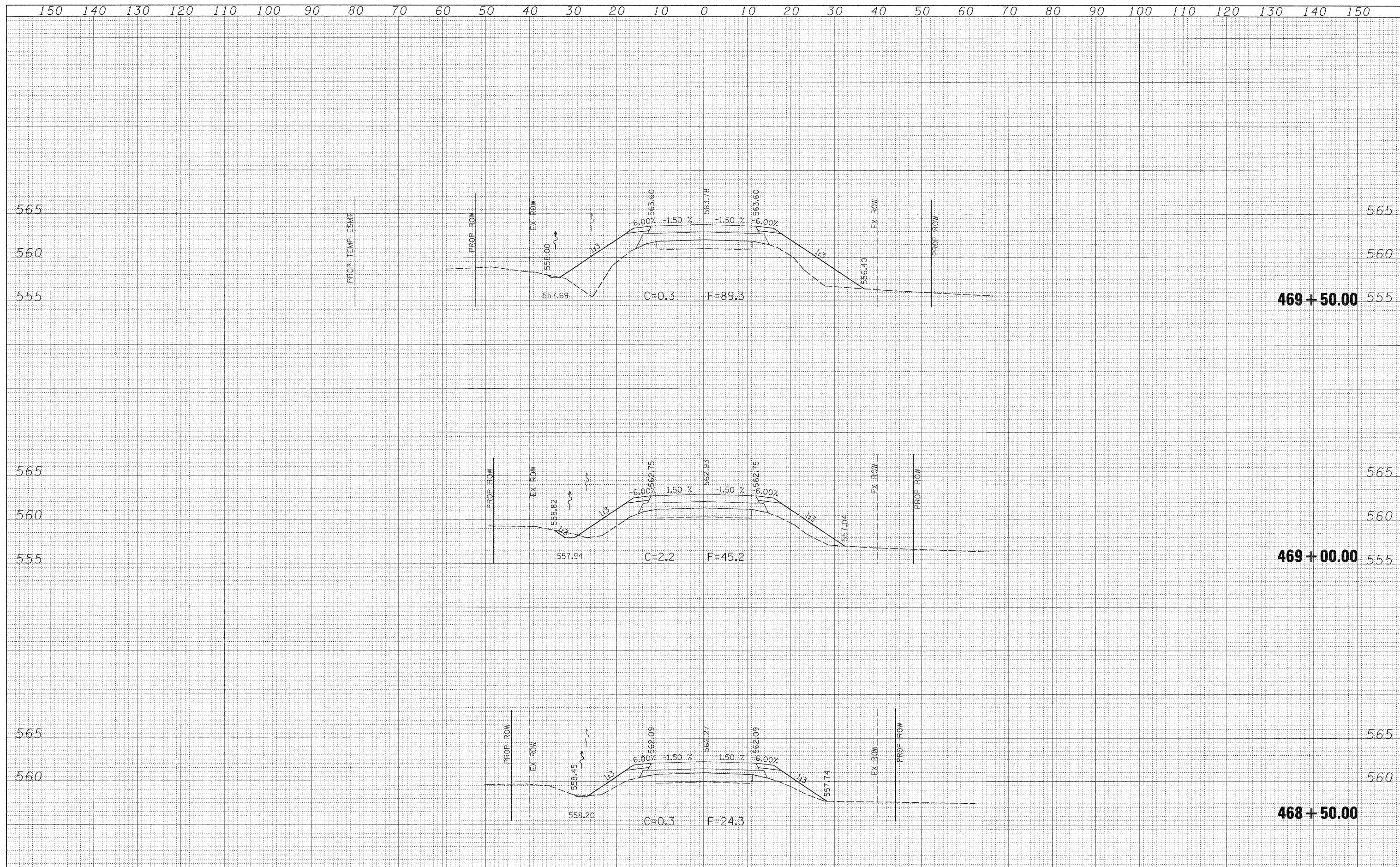
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	CHECKED		



FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - KINMUNDY/LOUISVILLE ROAD (FAS 2703)</b>			F.A.S. RTE. 2703	SECTION 19-VBRIR	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 46		
S:\Projects\407-0008 06D Dist 7 Various\WG 2 Kinmundy over 10	g:\n\kash_kinmndy.dgn	DRAWN - MAB	REVISED -					SCALE: 1"=10'	SHEET NO. 2 OF 21 SHEETS	STA. 466+50.00 TO STA. 468+00.00	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 74136
PLOT SCALE = 10.0000' / IN.		CHECKED - BRM	REVISED -											
PLOT DATE = 12/3/2008		DATE - 5-20-08	REVISED -											

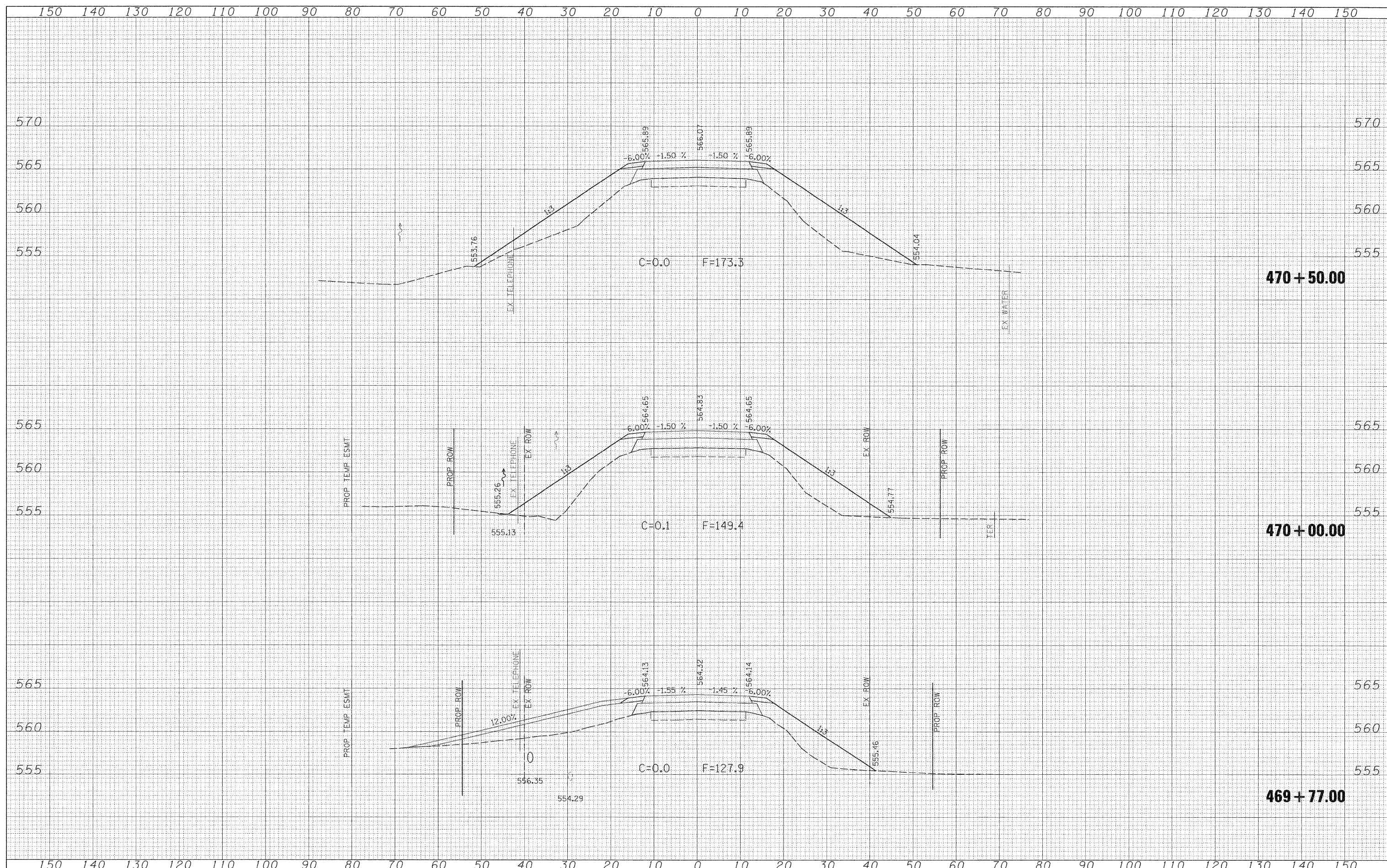
BY	DATE

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BY	
FINAL SURVEY	
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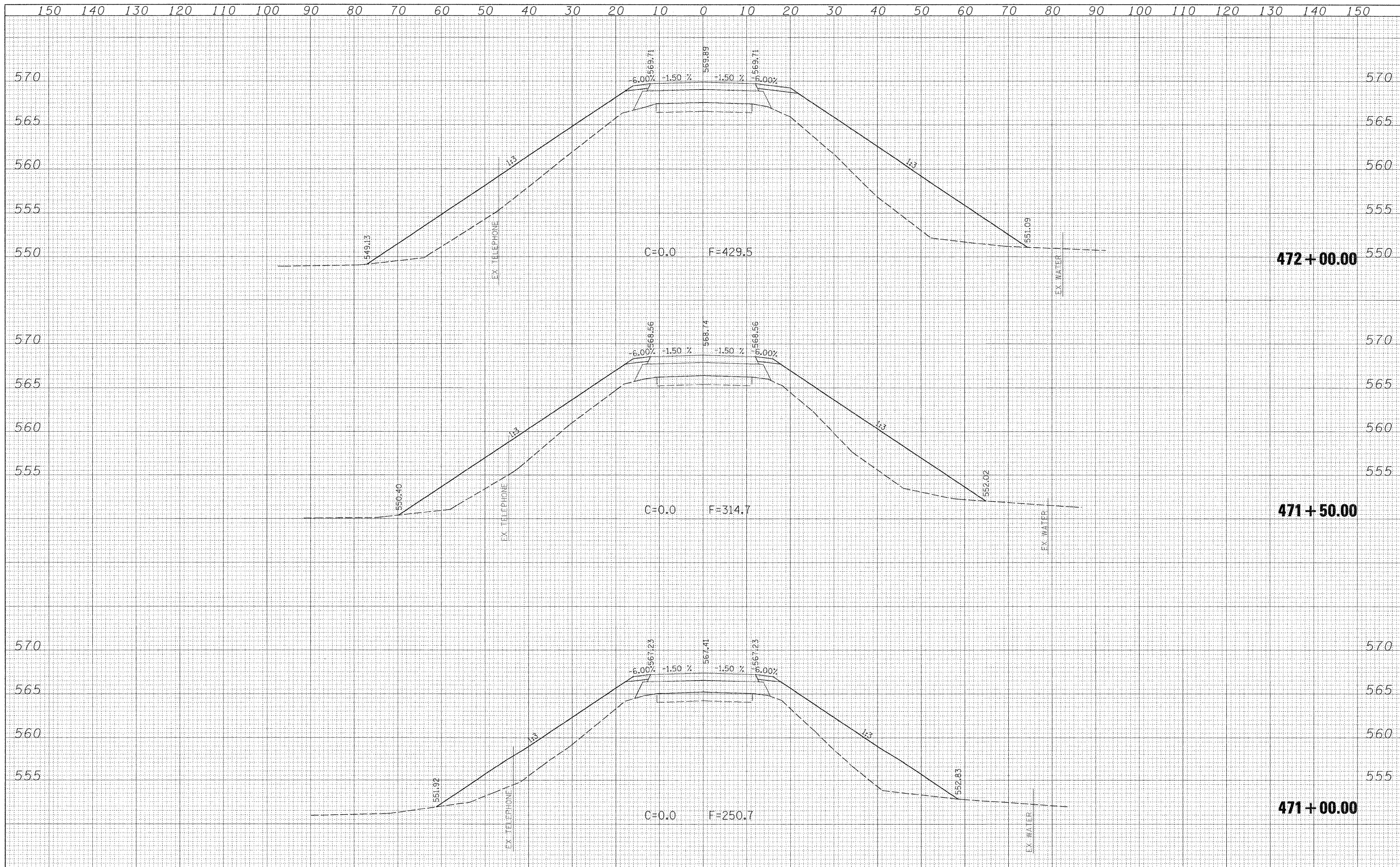
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FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - KINMUNDY/LOUISVILLE ROAD (FAS 2703)</b>	F.A.S. RTE. 2703	SECTION 19-VBRIR	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 48	
S:\Projects\407-0009 06D Dist 1 Various\MO 2 Kinmundy over 10	dgn\kash.NAM\NDY.dgn	DRAWN - MAB	REVISED -			SCALE: 1"=10'	SHEET NO. 4 OF 21 SHEETS	STA. 469+77.00 TO STA. 470+50.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74136
		CHECKED - BRM	REVISED -								
		DATE - 5-20-08	REVISED -								

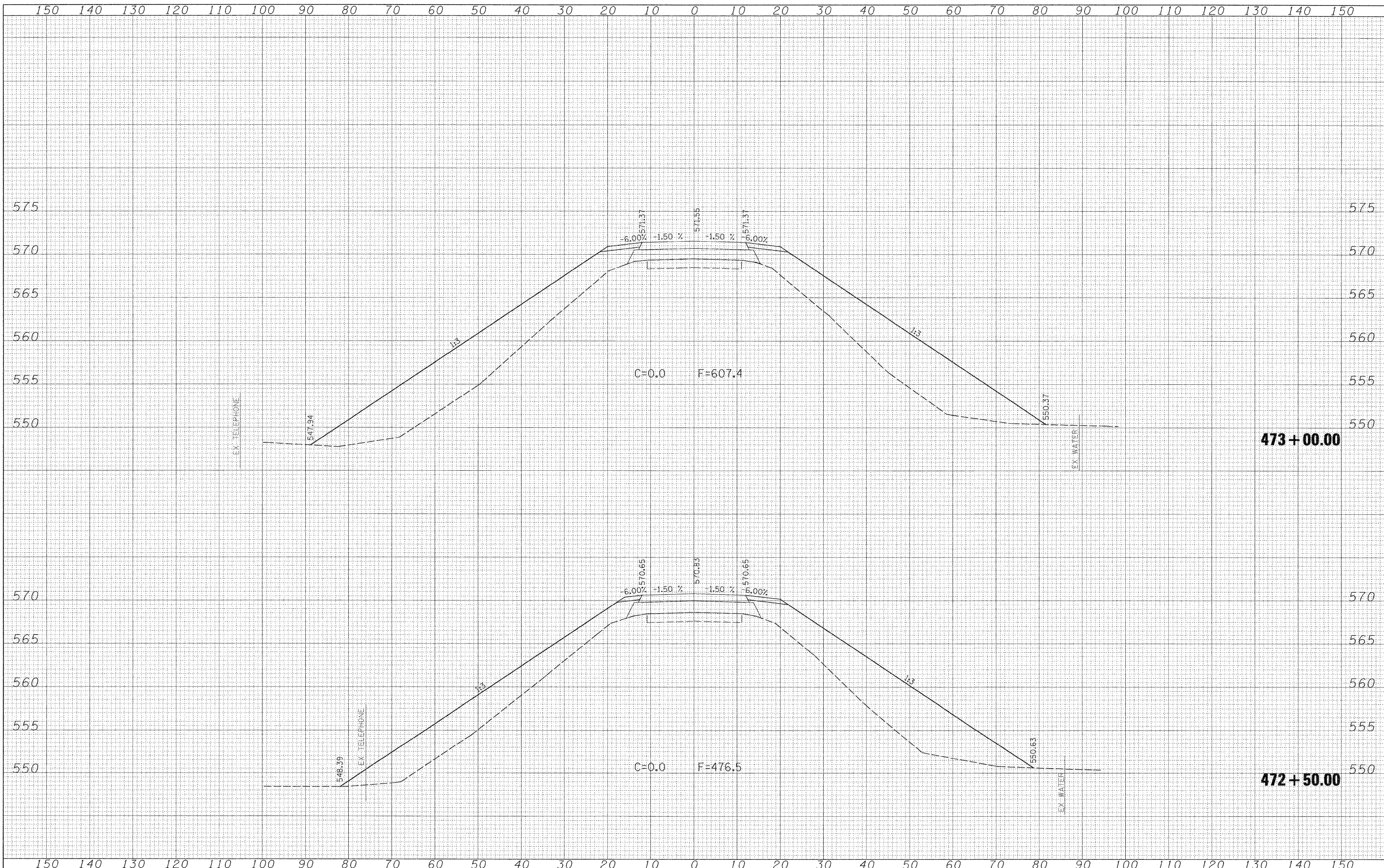
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TEMPLATE	
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DATE	
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ORIGINAL SURVEY	
PLOTTED	
TEMPLATE	
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DATE	
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SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
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NO.	



FILE NAME = S:\Projects\407-0008 080 D1s1 1 Various\W0 2 Kinmundy over ICP\vdgn\ussst\_KINMUNDY.dgn  
 USER NAME = paul  
 PLOT SCALE = 10.0000' / IN.  
 PLOT DATE = 12/3/2008

DESIGNED - JLS  
 DRAWN - MAB  
 CHECKED - BRM  
 DATE - 5-20-08

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

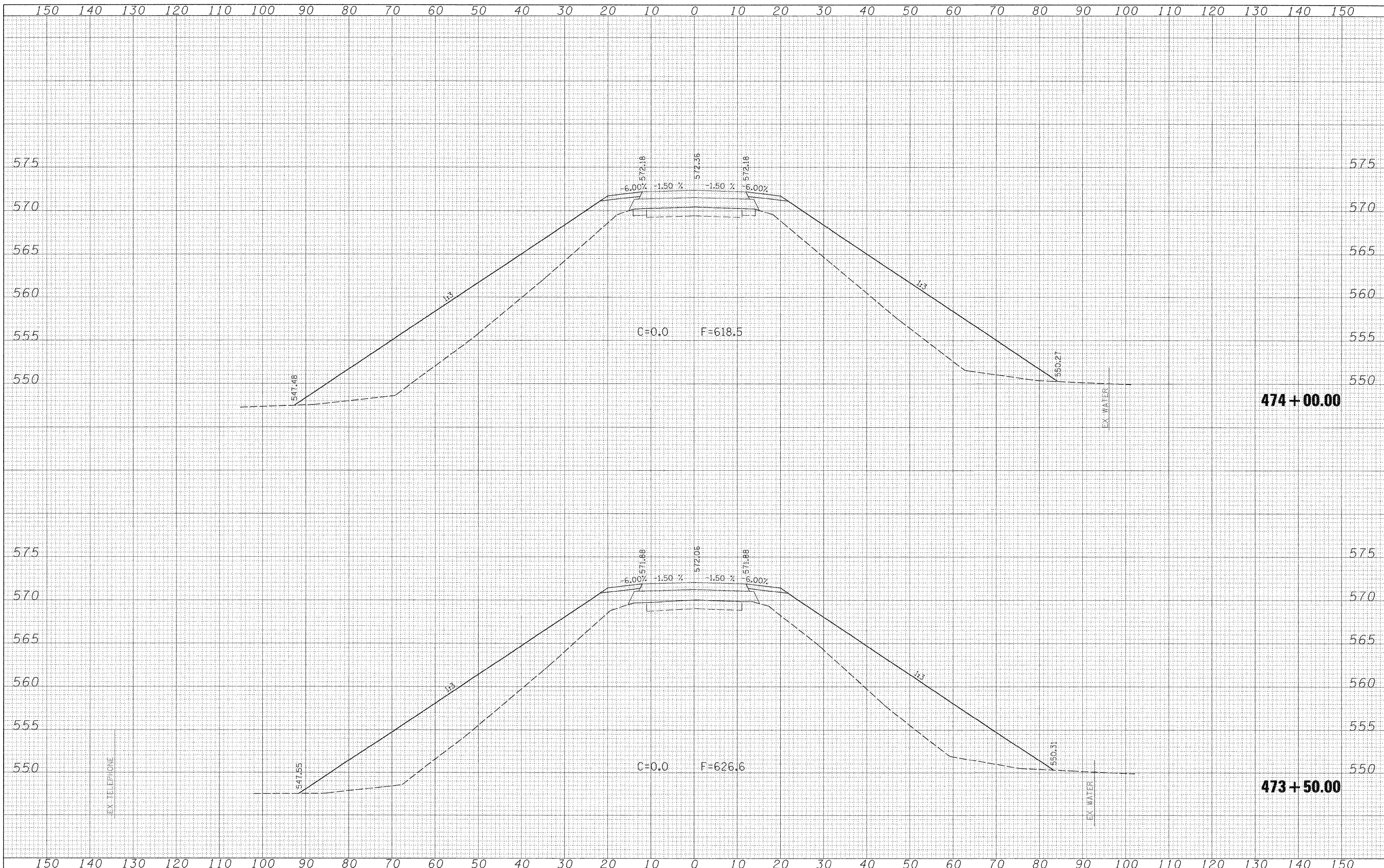
**CROSS SECTIONS - KINMUNDY/LOUISVILLE ROAD (FAS 2703)**

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

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

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS CHECKED	
NO.	



FILE NAME = S:\Projects\407-0008 080 Dist 7 Various\02 2 Kinmundy over

USER NAME = paul  
 PLOT SCALE = 10.0000' / IN.  
 PLOT DATE = 12/3/2008

DESIGNED - JLS  
 DRAWN - MAB  
 CHECKED - BRM  
 DATE - 5-20-08

REVISED -  
 REVISED -  
 REVISED -  
 REVISED -

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS - KINMUNDY/LOUISVILLE ROAD (FAS 2703)**

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

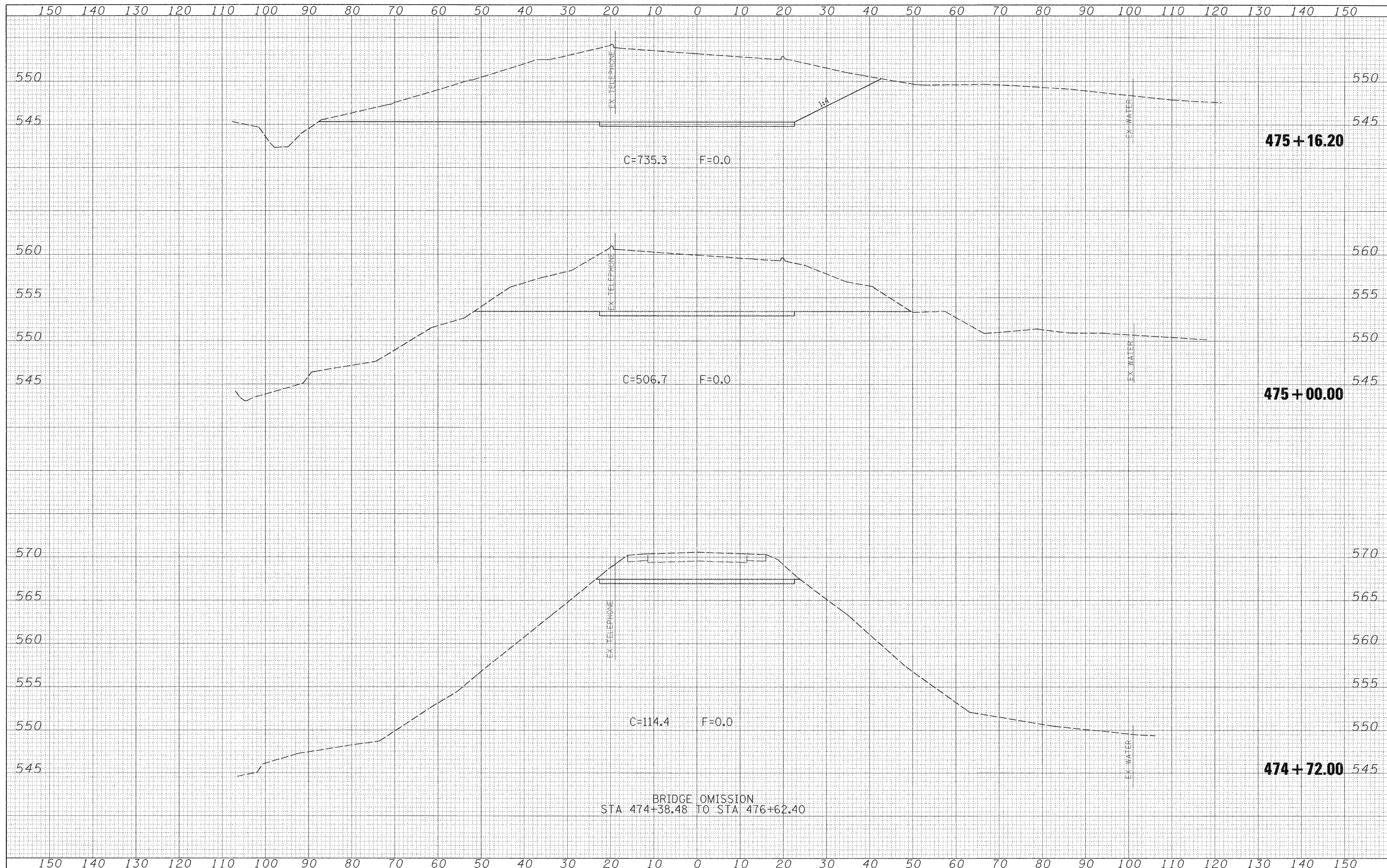
F.A.S. RTE. 2703	SECTION (9-VBRIR)	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 51
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 74136	





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

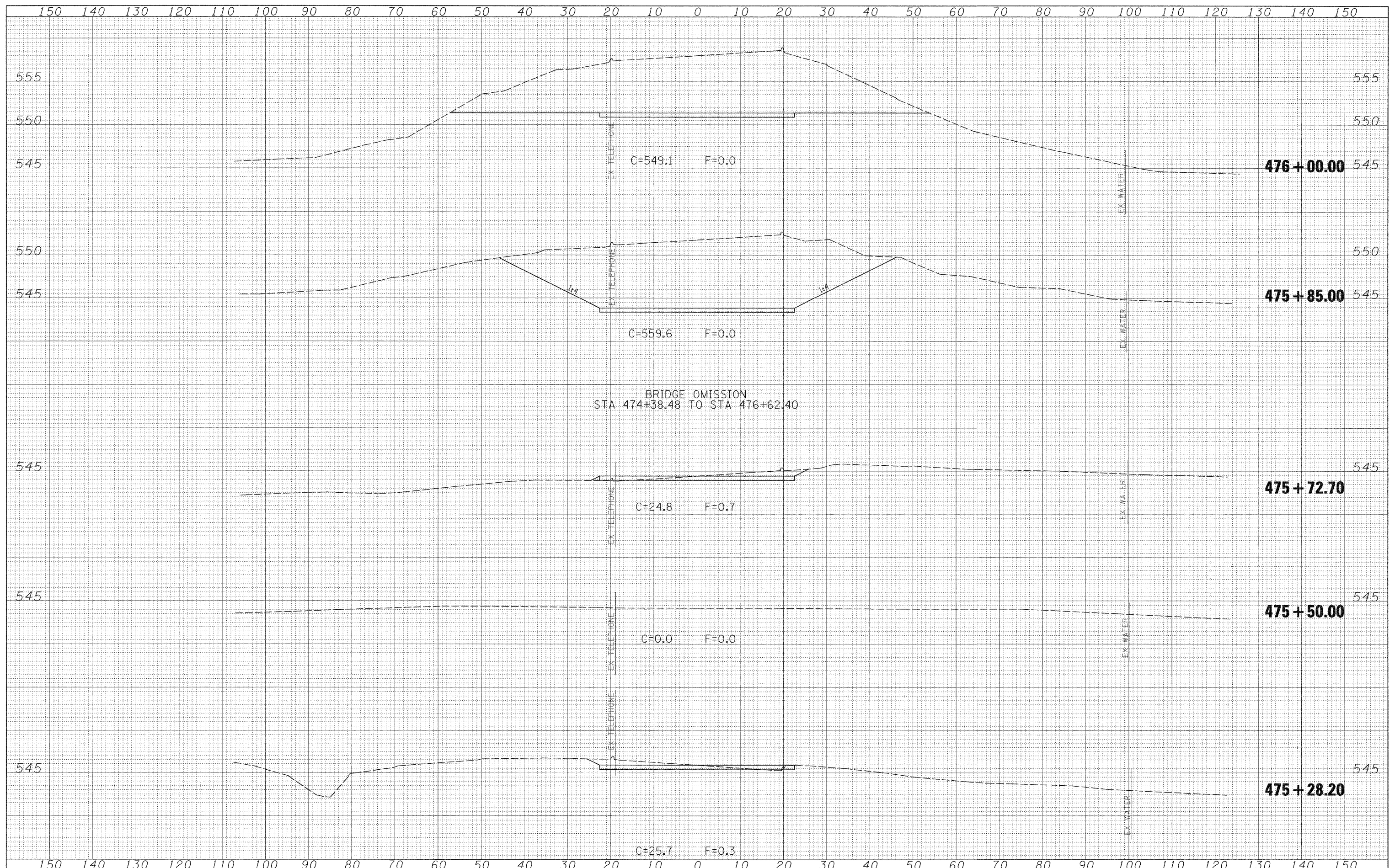
ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS CHECKED		



FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - KINMUNDY/LOUISVILLE ROAD (FAS 2703)</b>			F.A.S RTE. 2703	SECTION (9-VBRIR)	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 53		
S:\Projects\407-0008 06D Dist 7 Various\02 Kinmundy over	149\paul\sssh_KINMUNDY.dgn	DRAWN - MAB	REVISED -					SCALE: 1"=10'	SHEET NO. 9 OF 21 SHEETS	STA. 474+72.00 TO STA. 475+16.20	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 74136
		CHECKED - BRM	REVISED -											
		DATE - 5-20-08	REVISED -											

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

DATE	
BY	
ORIGINAL SURVEY	
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TEMPLATE	
NOTE BOOK	
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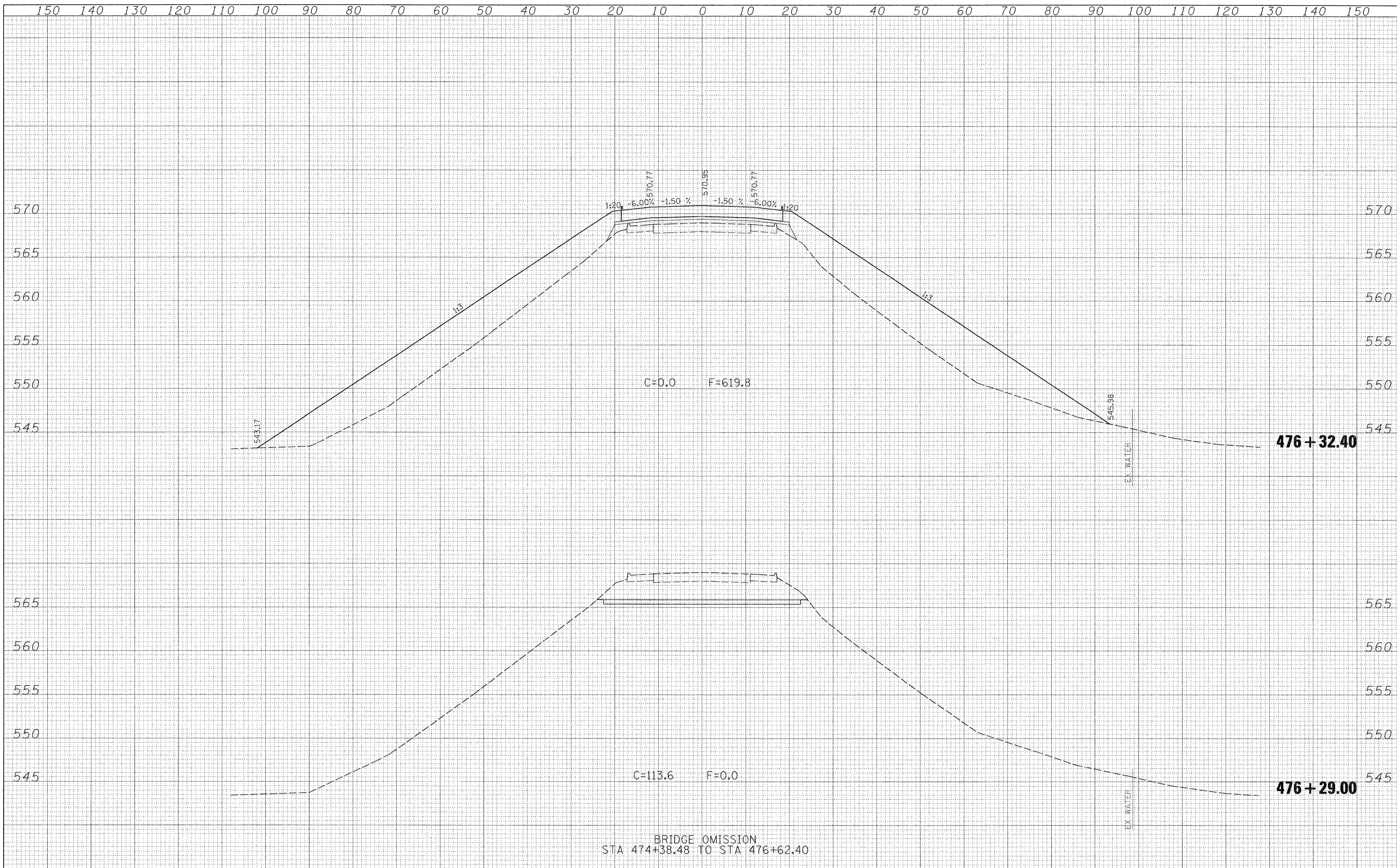


BRIDGE OMISSION  
STA 474+38.48 TO STA 476+62.40

FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - KINMUNDY/LOUISVILLE ROAD (FAS 2703)</b>			F.A.S RTE. 2703	SECTION 19-VBRIR	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 54
S:\Projects\407-0006 680 Dist 7 Various\02 Kinmundy over	idvgn\ussh_KINMUNDY.dgn	DRAWN - MAB	REVISED -		SCALE: 1"=10'	SHEET NO. 10 OF 21 SHEETS	STA. 475+28.20	TO STA. 476+00.00	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 74136
		CHECKED - BRM	REVISED -									
		DATE - 5-20-08	REVISED -									

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
AREAS	
CHECKED	
NO.	

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
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NO.	

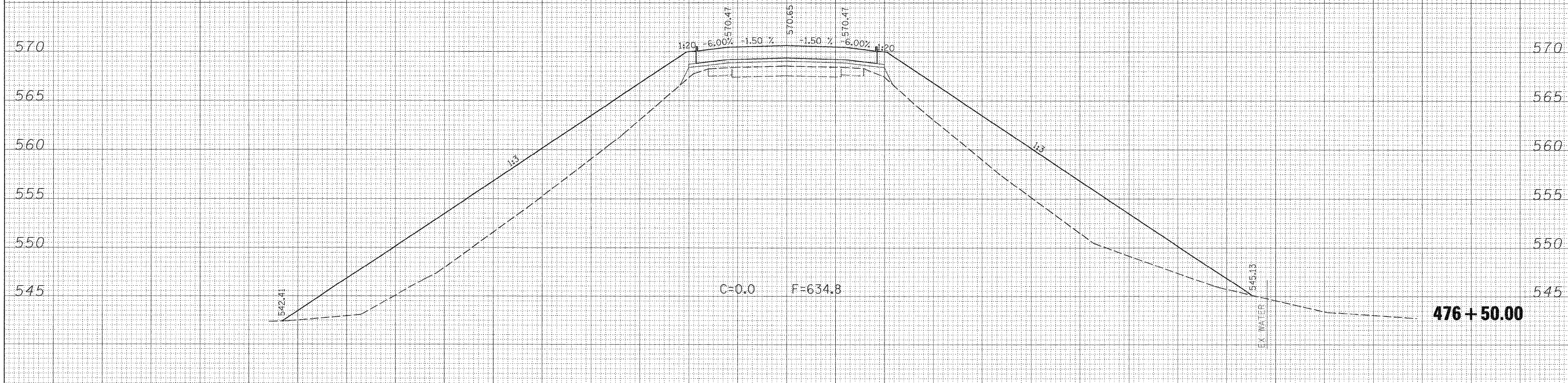
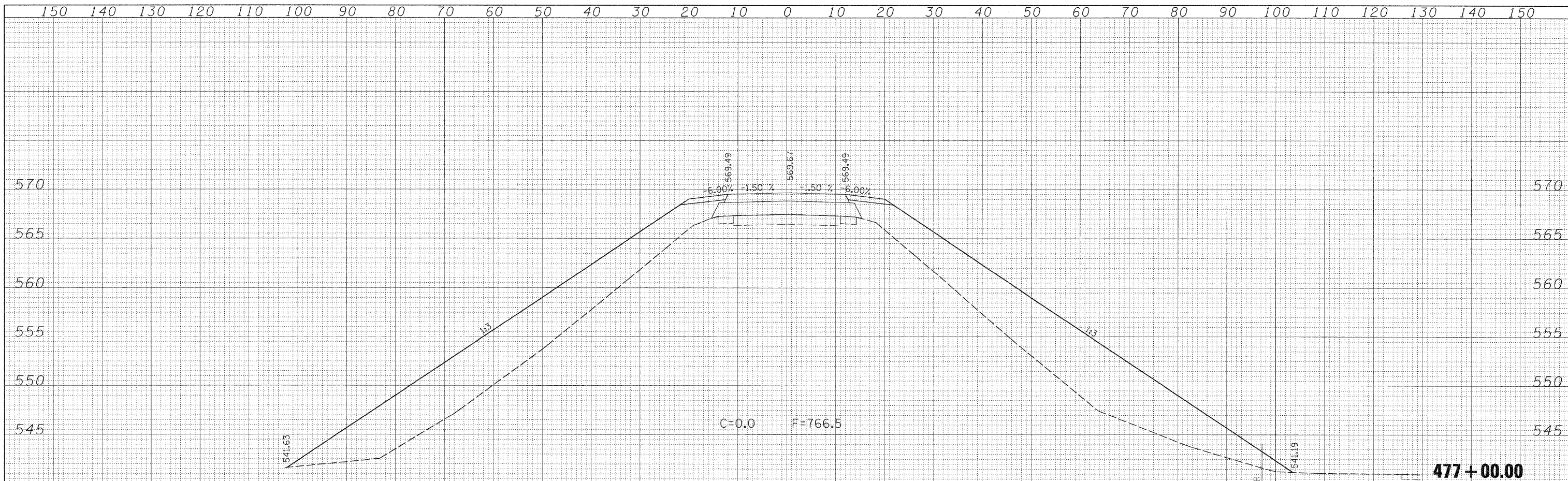


BRIDGE OMISSION  
 STA 474+38.48 TO STA 476+62.40

FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - KINMUNDY/LOUISVILLE ROAD (FAS 2703)</b>	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
S:\Projects\407-0008 080 Dist 7 Various\WD 2 Kinmundy over	logm\sssh_KINMUNDY.dgn	DRAWN - MAB	REVISED -			2703	(9-VBRIR)	CLAY	65	55	
		CHECKED - BRM	REVISED -			CONTRACT NO. 74136					
		DATE - 5-20-08	REVISED -			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT					

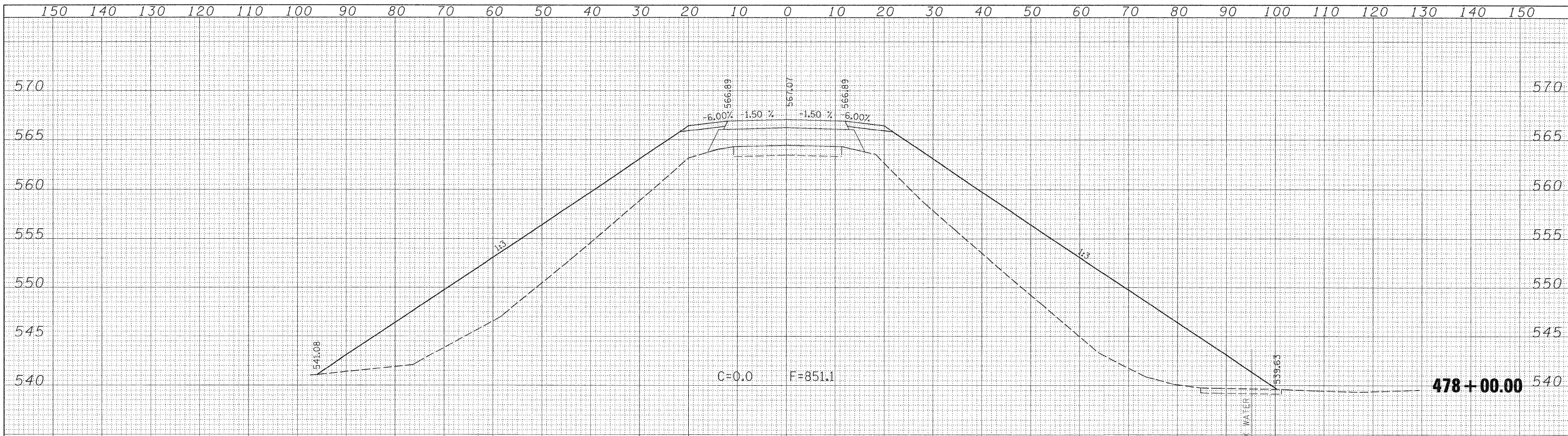
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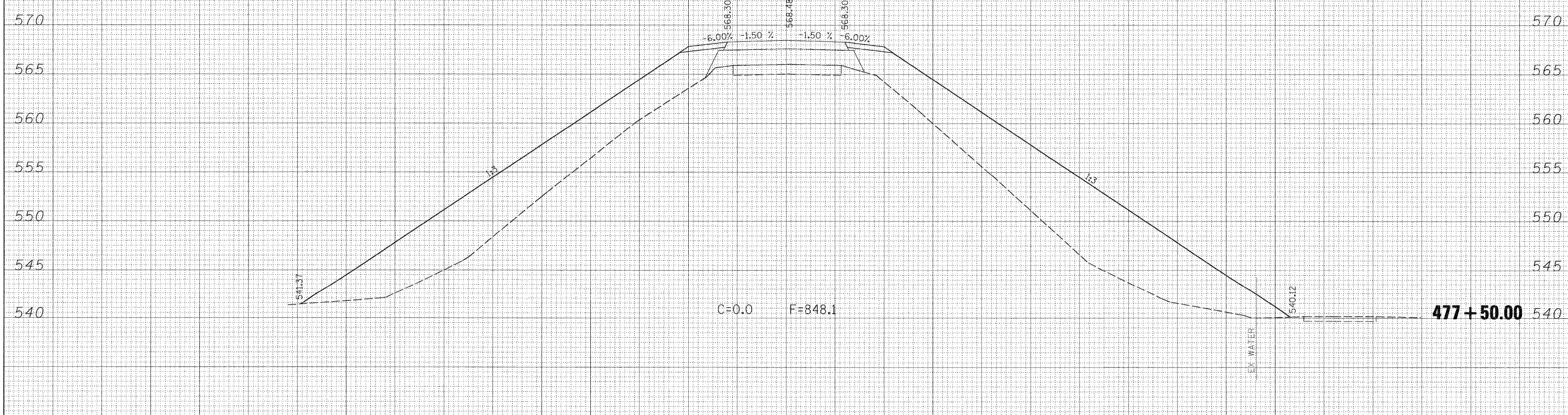


FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - KINMUNDY/LOUISVILLE ROAD (FAS 2703)</b>			F.A.S. RTE. 2703	SECTION (9-VBRIR)	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 56
S:\Projects\407-0008 08D Dist 7 Various\0 2 Kinmudy over	vdgn\ksah_KINMUNDY.dgn	DRAWN - MAB	REVISED -		SCALE: 1"=10'	SHEET NO. 12 OF 21 SHEETS	STA. 476+50.00 TO STA. 477+00.00	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	CONTRACT NO. 74136	
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PLOT DATE = 12/3/2008		DATE - 5-20-08	REVISED -									

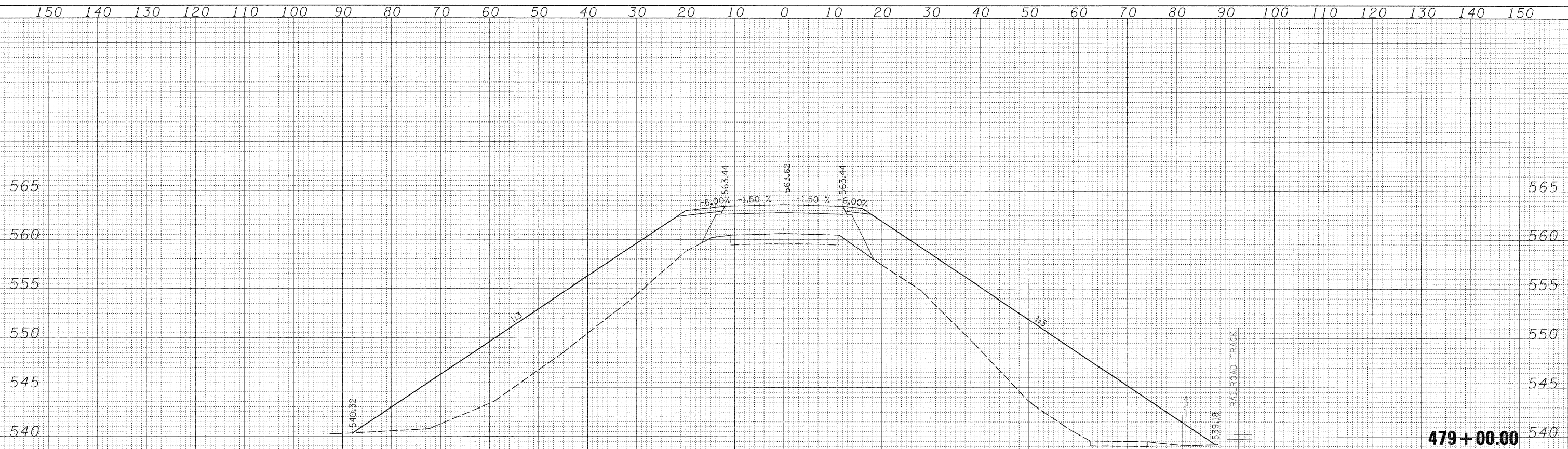
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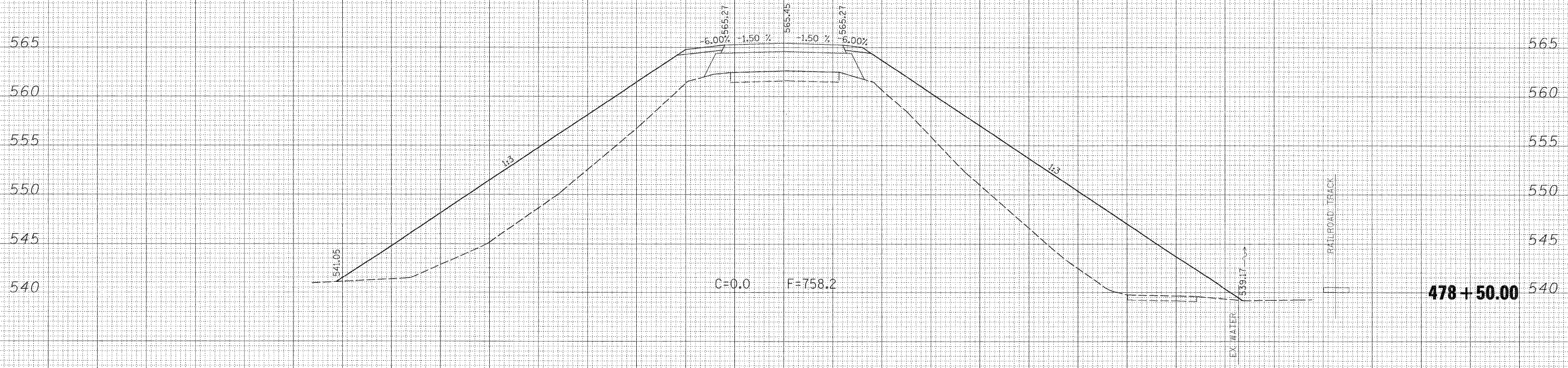
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**479 + 00.00**

C=0.0 F=745.6

DATE	
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NOTE BOOK	
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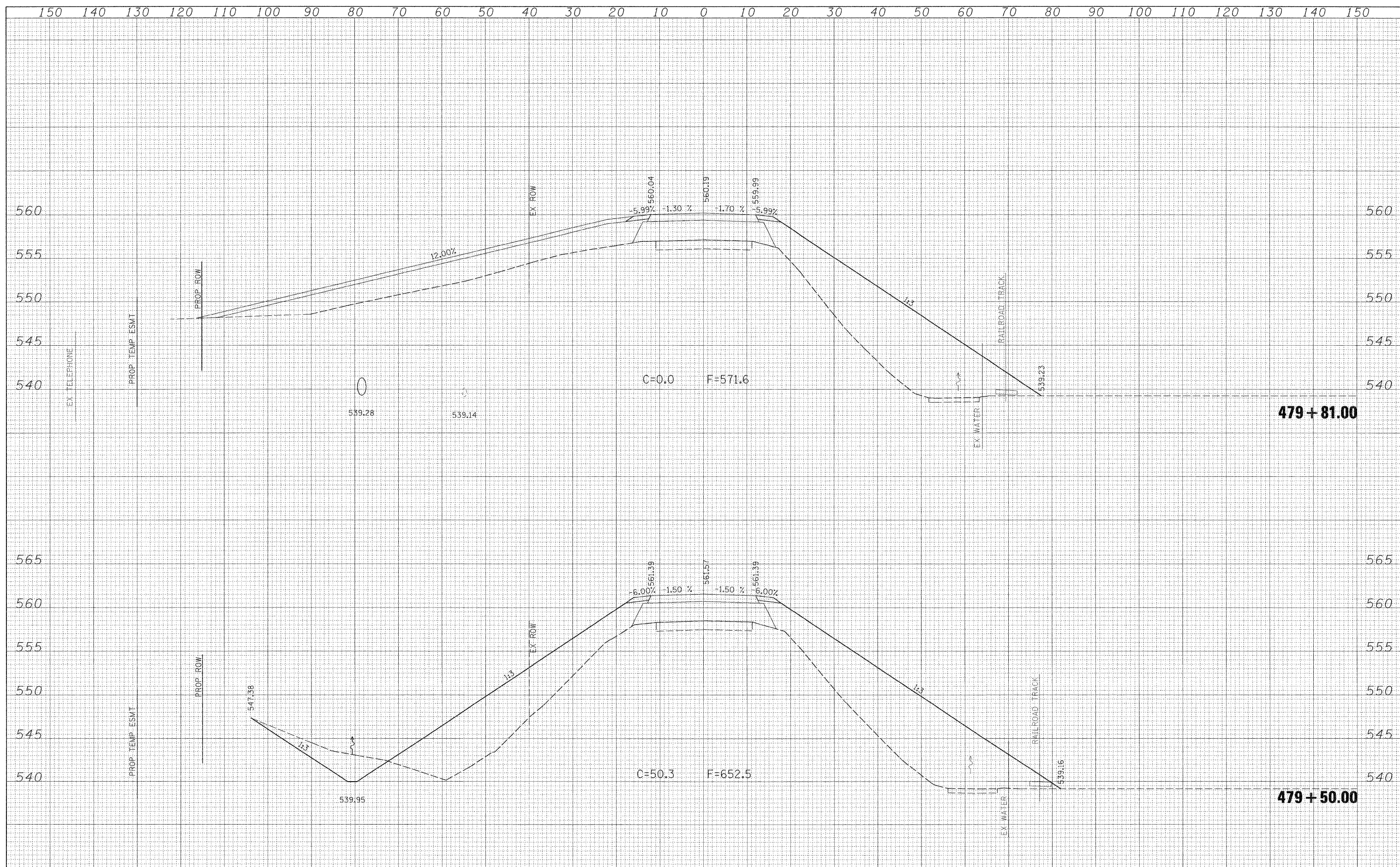


**478 + 50.00**

C=0.0 F=758.2

FINAL SURVEY	SURVEYED	DATE
NOTE BOOK	PLOTTED	
NO.	TEMPLATE	
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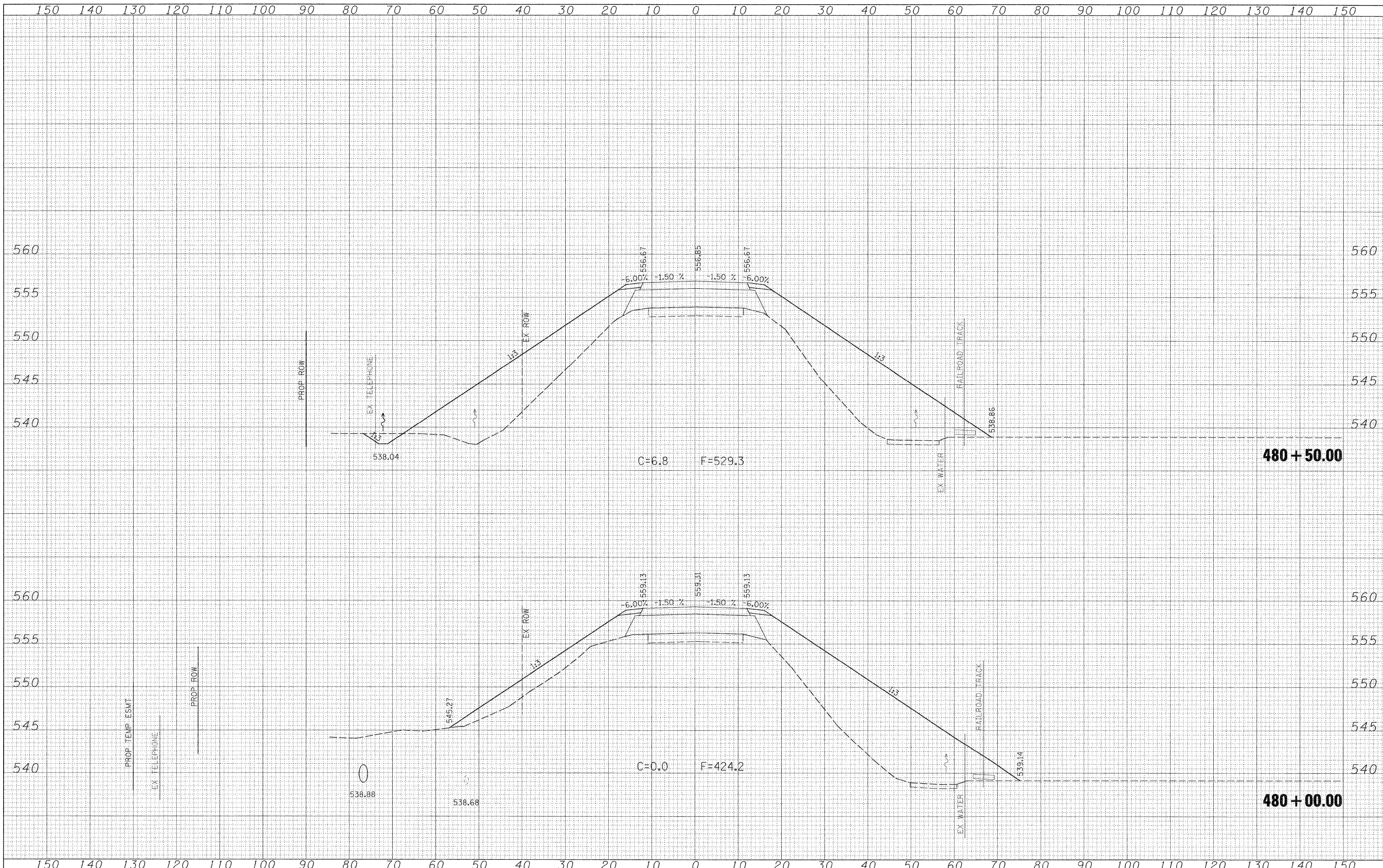
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NOTE BOOK	PLOTTED	
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	AREAS	
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FILE NAME =	USER NAME = paul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - KINMUNDY/LOUISVILLE ROAD (FAS 2703)</b>			F.A.S. RTE. 2703	SECTION 19-VBRIR	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 59
Scale: 1"=10'	SHEET NO. 15 OF 21 SHEETS	STA. 479+50.00 TO STA. 479+81.00	FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT							
CONTRACT NO. 74136												

DATE	
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NOTE BOOK	PLOTTED
NO.	AREAS CHECKED

DATE	
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	AREAS CHECKED



FILE NAME = S:\Projects\407-0008 680 Dist 1 Various\RD 2 Kinmundy over

USER NAME = paul  
 V:\gry\ksst\KINMUNDY.dgn  
 PLOT SCALE = 10.0000' / IN.  
 PLOT DATE = 12/3/2008

DESIGNED - JLS  
 DRAWN - MAB  
 CHECKED - BRM  
 DATE - 5-20-08

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS - KINMUNDY/LOUISVILLE ROAD (FAS 2703)**

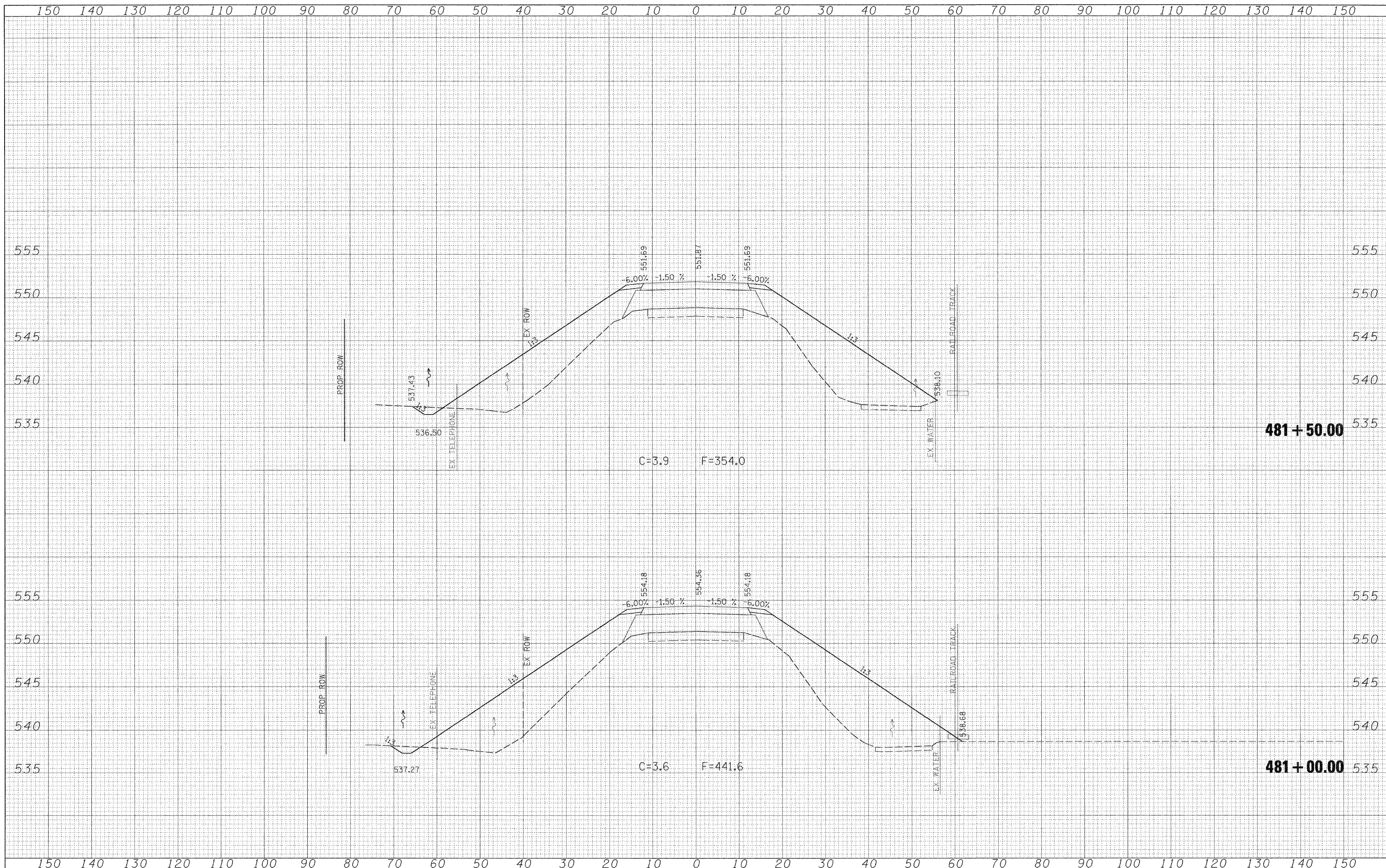
SCALE: 1"=10'    SHEET NO. 16 OF 21 SHEETS    STA. 480+00.00 TO STA. 480+50.00

F.A.S. RTE. 2703	SECTION 19-VBRIR	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 60
CONTRACT NO. 74136				
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



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FILE NAME = S:\Projects\407-0008 08D Dist 1 Various\00 2 Kinmundy over ICD\p\gn\vrsh\KRMNDY1.dgn

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 PLOT SCALE = 10.0000' / IN.  
 PLOT DATE = 12/3/2008

DESIGNED - JLS  
 DRAWN - MAB  
 CHECKED - BRM  
 DATE - 5-20-08

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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

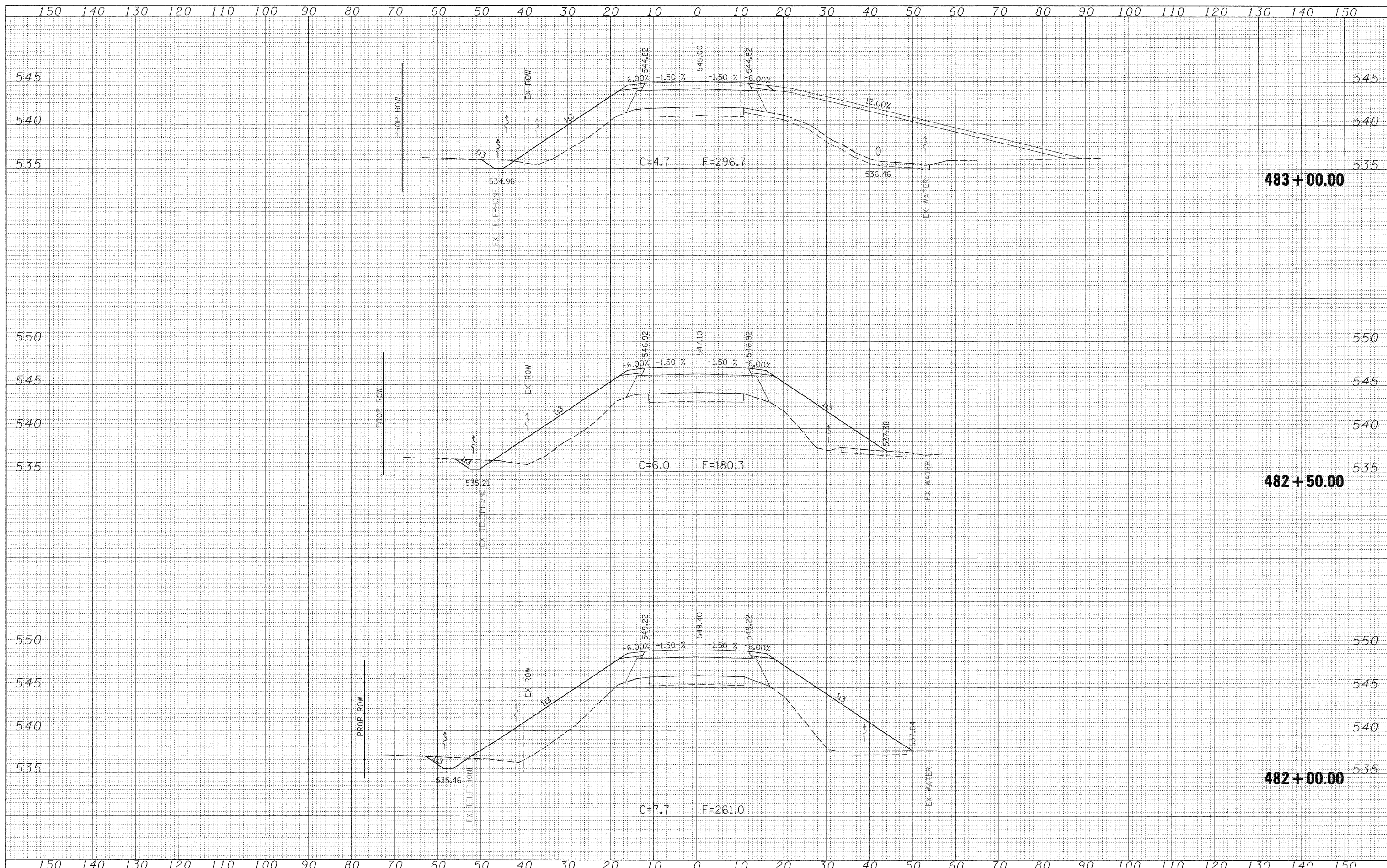
**CROSS SECTIONS - KINMUNDY/LOUISVILLE ROAD (FAS 2703)**

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

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

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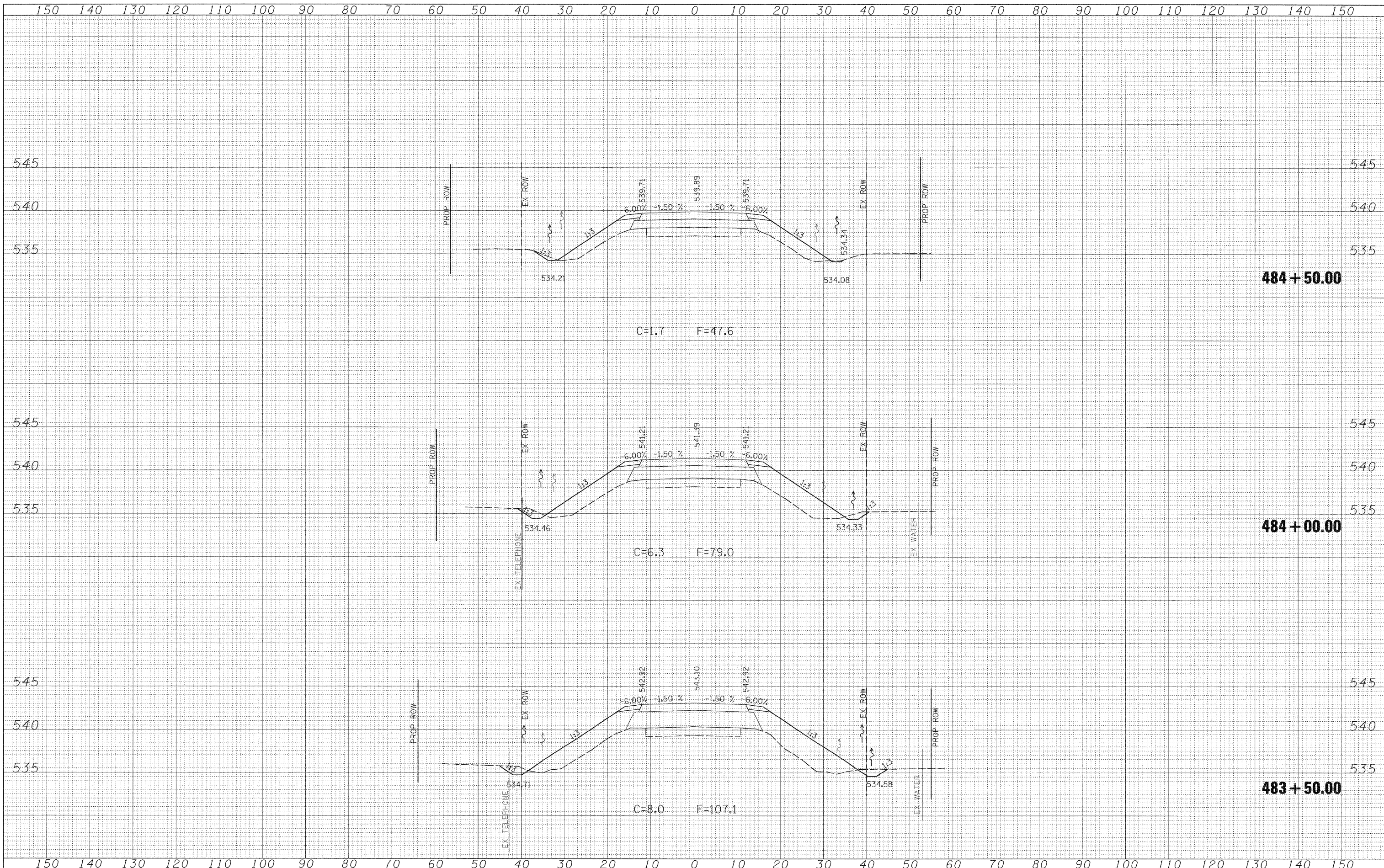
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FILE NAME =	USER NAME = poul	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - KINMUNDY/LOUISVILLE ROAD (FAS 2703)</b>	F.A.S. RTE. 2703	SECTION (9-VBR)R	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 62	
SN\Projects\407-0005 OSD Dist 1 Various\RD 2 Kinmundy over ID	RD\vdgr\wash\KINMUNDY.dgn	DRAWN - MAB	REVISED -			SCALE: 1"=10'	SHEET NO. 18 OF 21 SHEETS	STA. 482+00.00 TO STA. 483+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74136
PLOT SCALE = 10.0000' / IN.		CHECKED - BRM	REVISED -								
PLOT DATE = 12/3/2008		DATE - 5-20-08	REVISED -								

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FILE NAME = S:\Projects\407-0008 060 Dist 7 Various\WO 2 Kinmundy over ICP\vdgn\sssh\_KINMUNDY.dgn

USER NAME = paul  
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 DRAWN - MAB  
 CHECKED - BRM  
 DATE - 5-20-08

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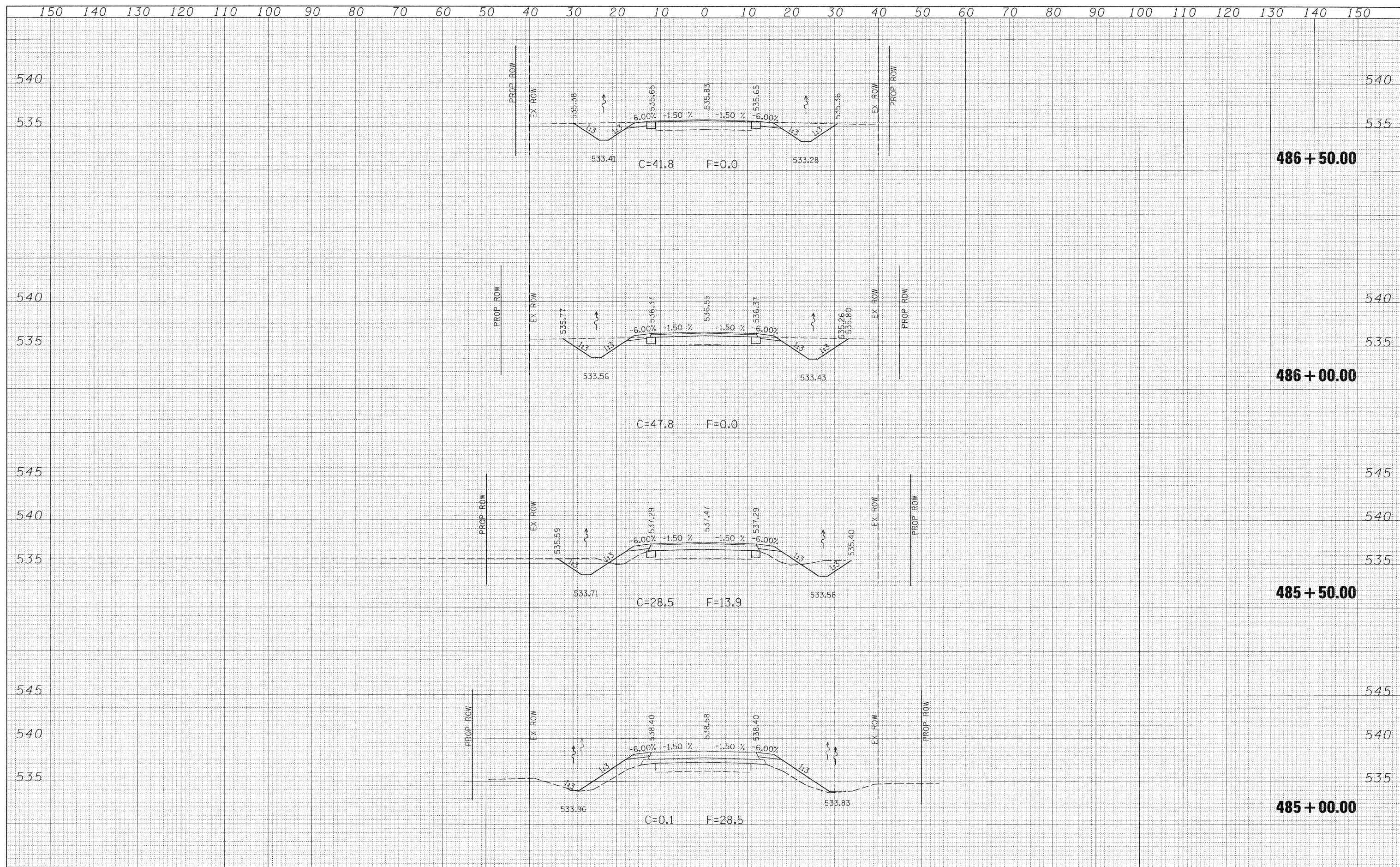
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS - KINMUNDY/LOUISVILLE ROAD (FAS 2703)  
 SCALE: 1"=10'  
 SHEET NO. 19 OF 21 SHEETS  
 STA. 483+50.00 TO STA. 484+50.00

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

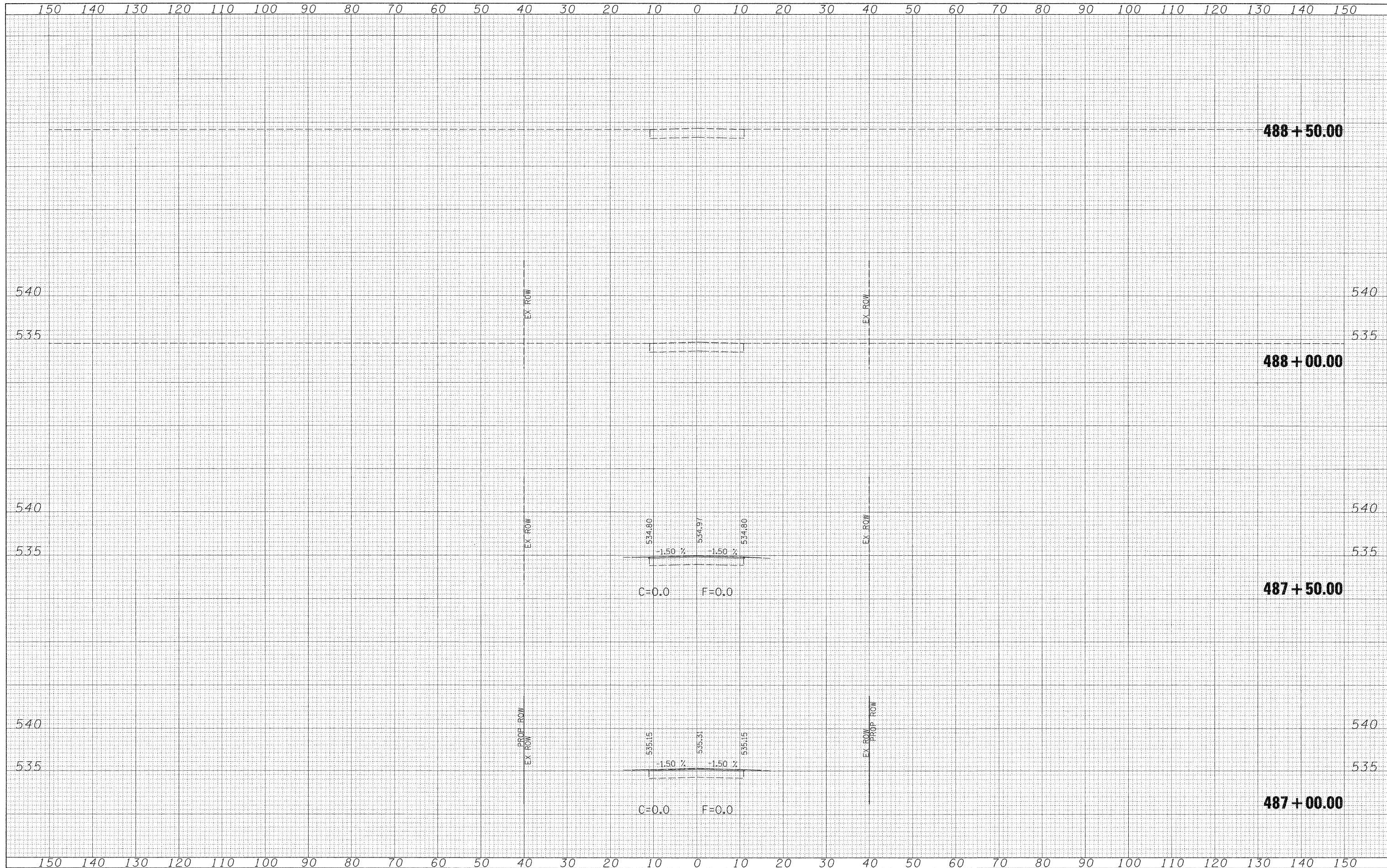
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FILE NAME =	USER NAME = pau1	DESIGNED - JLS	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS - KINMUNDY/LOUISVILLE ROAD (FAS 2703)</b>	FAS RTE. 2703	SECTION (9-VBR)R	COUNTY CLAY	TOTAL SHEETS 65	SHEET NO. 65	
S:\Projects\407-0008 080 Dist 7 Various\W0 2 Kinmundy over IRR\dgn\ssst_KINMUNDY.dgn	PLLOT SCALE = 10.0000 ' / IN.	DRAWN - MAB	REVISED -			SCALE: 1"=10'	SHEET NO. 21 OF 21 SHEETS	STA. 487+00.00 TO STA. 488+50.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 74136
	PLOT DATE = 12/3/2008	CHECKED - BRM	REVISED -								
		DATE - 5-20-08	REVISED -								