

FOR INDEX OF SHEETS, SEE SHEET NO. 2 04-26-13 LETTING ITEM 080

FOR LIST OF STANDARDS, SEE SHEET NO. 2

IL 127 (MINOR ARTERIAL)
ADT = 3700 (2013)/4500 (2033)
POSTED SPEED: 55 MPH

JONATHAN ROAD (LOCAL STREET)
ADT = 25 (2013)/25 (2030)
POSTED SPEED: 30 MPH

SLANT ROAD (MAJOR COLLECTOR)
ADT = 1000 (2013)/1200 (2033)
POSTED SPEED: 55 MPH

GRAPHIC SCALES:

COVER SHEET	HORIZONTAL	0 0.5 MI 1 MI
REMOVAL PLANS	HORIZONTAL	0 50' 100'
PLAN & PROFILE SHEETS	HORIZONTAL	0 50' 100'
	VERTICAL	0 5' 10'
CROSS SECTION SHEETS	HORIZONTAL	0 20' 40'
	VERTICAL	0 2' 4'
RESURFACING PLAN SHEETS	HORIZONTAL	0 10' 20'
	VERTICAL	0 5' 10'
STORM WATER POLLUTION & PREVENTION PLAN	HORIZONTAL	0 100' 200'
	HORIZONTAL	0 50' 100'
INTERSECTION DETAILS	HORIZONTAL	0 50' 100'
	HORIZONTAL	0 20' 40'
PAVEMENT MARKING PLAN	HORIZONTAL	0 10' 20'
	HORIZONTAL	0 50' 100'
STRUCTURAL PLANS	HORIZONTAL	0 20' 40'
	HORIZONTAL	0 50' 100'

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

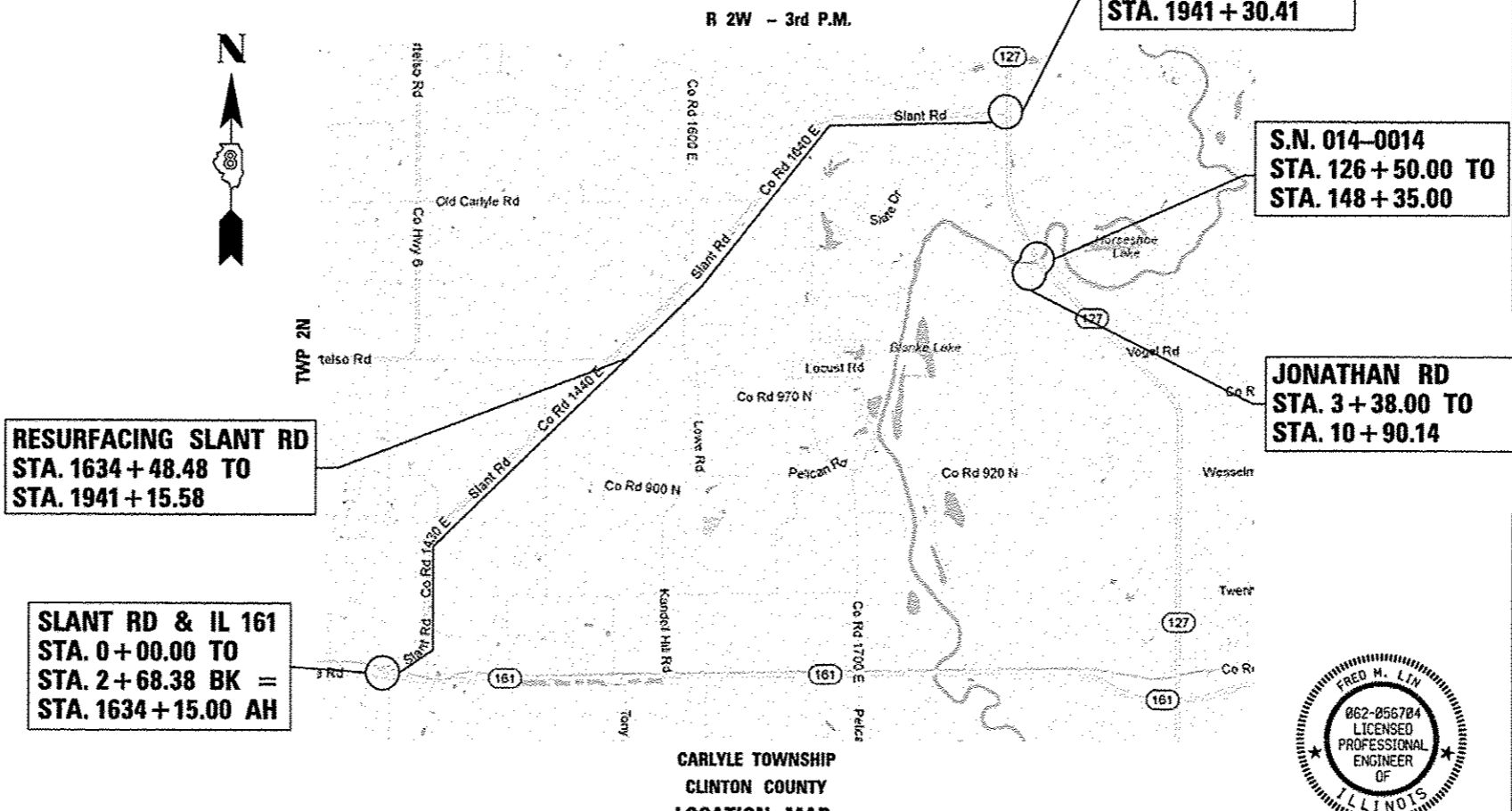
PROJECT ENGINEER: TIM PADGETT (618)346-3325
PROJECT MANAGER: DON HAYDEN (618)346-3194
CONTRACT NO.: 76479

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAP 42 (IL ROUTE 127) OVER KASKASKIA RIVER
SECTION 1-1BR-2
PROJECT NO. ACF-0042(105)
BRIDGE REPLACEMENT,
ROADWAY RECONSTRUCTION, RE-ALIGNMENT AND RESURFACING
CLINTON COUNTY
JOB NO. C-98-046-05

BRIDGE REPLACEMENT,
ROADWAY RECONSTRUCTION, RE-ALIGNMENT AND RESURFACING
CLINTON COUNTY



RESURFACING SLANT RD
STA. 1634 + 48.48 TO
STA. 1941 + 15.58

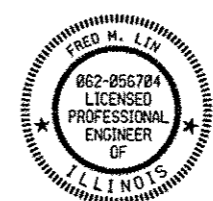
SLANT RD & IL 161
STA. 0 + 00.00 TO
STA. 2 + 68.38 BK =
STA. 1634 + 15.00 AH

IL 127 & SLANT RD
STA. 1939 + 78.00 TO
STA. 1941 + 30.41

S.N. 014-0014
STA. 126 + 50.00 TO
STA. 148 + 35.00

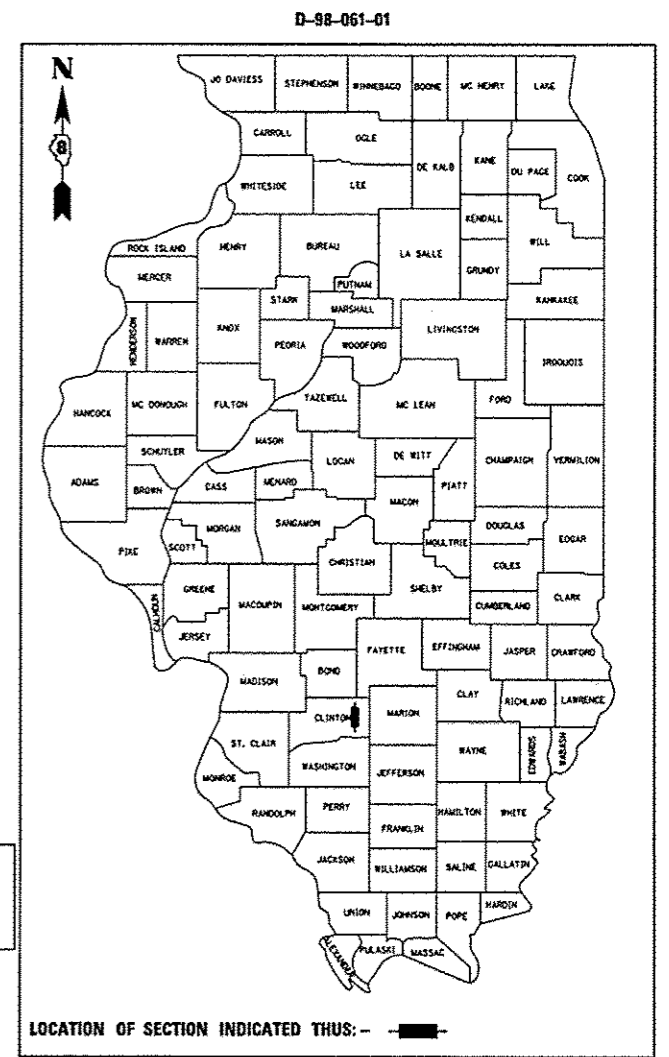
JONATHAN RD
STA. 3 + 38.00 TO
STA. 10 + 90.14

GROSS AND NET LENGTH OF IMPROVEMENT = 33,068.79 FEET = 6.26 MILES



Fred M. Lin 2-1-13
FRED M. LIN, P.E.
ILLINOIS REGISTERED ENGINEER NO. 062-056704
REGISTRATION EXPIRES NOV. 30, 2013

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	1
FED. ROAD DIST. NO. 6		ILLINOIS	CONTRACT NO. 76479	



PREPARED BY:
LIN ENGINEERING, LTD.
WESTMONT, ILLINOIS 60559
(630) 323-5168

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED February 1, 2013

 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
 March 22, 2013

 ENGINEER OF DESIGN AND ENVIRONMENT
 March 22, 2013

 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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IDOT HIGHWAY STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-2	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
406201-01	MAILBOX TURNOUT
420401-09	BRIDGE APPROACH PAVEMENT CONNECTOR
442201-03	CLASS C AND D PATCHES
482001-02	HMA SHOULDER ADJACENT TO FLEXIBLE PAVEMENT
482011-03	HMA SHOULDER STRIPS / SHOULDERS WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
515001-03	NAME PLATE FOR BRIDGES
542301-03	PRECAST REINFORCED CONCRETE FLARED END SECTION
542401-01	METAL END SECTION FOR PIPE CULVERTS
601101-01	CONCRETE HEADWALL FOR PIPE DRAIN
630001-10	STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-11	TRAFFIC BARRIER TERMINAL, TYPE 6
635006-03	REFLECTOR AND TERMINAL MARKER PLACEMENT
635011-02	REFLECTOR MARKER AND MOUNTING DETAILS
666001-01	RIGHT OF WAY MARKERS
667101-02	PERMANENT SURVEY MARKERS
701001-02	OFF ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-04	OFF ROAD OPERATIONS, 2L, 2W, 15' TO 24" FROM PAVEMENT EDGE
701201-04	LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS ≥ 45 MPH
701206-03	LANE CLOSURE, 2L, 2W, NIGHT ONLY, FOR SPEEDS > 45 MPH
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701306-03	LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS > 45 MPH
701311-03	LANE CLOSURE 2L, 2W MOVING OPERATIONS- DAY ONLY
701901-02	TRAFFIC CONTROL DEVICES
720001-01	SIGN PANEL MOUNTING DETAILS
720006-03	SIGN PANEL ERECTION DETAILS
720011-01	METAL POSTS FOR SIGNS, MARKERS & DELINEATORS
728001-01	TELESCOPING STEEL SIGN SUPPORT
729001-01	APPLICATIONS OF TYPES A&B METAL POSTS (FOR SIGNS & MARKERS)
780001-03	TYPICAL PAVEMENT MARKINGS
781001-03	TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
BLR17-4	TRAFFIC CONTROL DEVICES - DAY LABOR CONSTRUCTION

GENERAL NOTES

1. ILLINOIS STATE LAW REQUIRES A 48 - HOUR NOTICE BE GIVEN TO ALL UTILITIES BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

	ABOVE GROUND	BELOW GROUND
• AMEREN ILLINOIS, GAS & ELECTRIC	X	X
• AT&T ILLINOIS, COMMUNICATIONS	X	X
• CARLYLE SOUTHWEST PUBLIC WATER DISTRICT, WATER	X	X
• CLINTON COUNTY ELECTRIC COOPERATIVE, INC., ELECTRIC	X	X
• FRONTIER NORTH, INC., COMMUNICATIONS	X	X
• HOFFMAN RURAL WATER DISTRICT, WATER	X	X
• MCLEOD TELECOMMUNICATIONS SERVICES, LLC, COMMUNICATIONS	X	X

MEMBERS OF JULIE (800-892-0123, OR 811) ARE INDICATED BY AN *.
NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.

2. THE ATTENTION OF THE CONTRACTOR IS DIRECTED TO THE SPECIAL PROVISIONS FOR POTENTIAL UTILITY CONFLICTS.

3. BARRICADES: THE CONTRACTOR SHALL PROVIDE AND INSTALL TWO (2) WEIGHTED SANDBAGS ON EACH TYPE I OR TYPE II BARRICADE USED - ONE (1) WEIGHTED SAND BAG ACROSS EACH BOTTOM RAIL.

GENERAL NOTES (CONTINUED)

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL OVERHEAD, SURFACE, AND UNDERGROUND UTILITIES WITHIN THE PROJECT LIMITS WHETHER OR NOT THE UTILITIES ARE SHOWN ON THE PLANS. ANY UTILITY THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED OR RELOCATED BY THE CONTRACTOR AT HIS/HER OWN EXPENSE. ANY UTILITY OR DISTRICT 8 ITS EQUIPMENT THAT IS DAMAGED DURING CONSTRUCTION SHALL BE REPLACED OR RELOCATED BY THE CONTRACTOR AT HIS/HER OWN EXPENSE.
 - RIGHT OF WAY MARKERS SHALL BE INSTALLED SO THE BACK OF THE POST IS TWELVE (12") INCHES INSIDE THE RIGHT OF WAY BOUNDARY. THE RIGHT OF WAY MARKER SHALL BE A WITNESS TO THE RIGHT OF WAY CORNER WHICH IS THE PROPERTY PIN. THE RIGHT OF WAY CORNER OR PROPERTY PIN IS 5/8" IRON ROD WITH IDOT ALUMINUM CAP THAT SHALL NOT BE REMOVED, DAMAGED OR DISTURBED WHEN SETTING THE RIGHT OF WAY MARKERS AT THE TWELVE INCH (12") OFFSET.
 - CONSTRUCTION LAYOUT STAKES EXCEPT FOR BRIDGES SHALL BE FOR ROADWAY CONTRACTOR STAKING ONLY. NO CONTRACTOR BRIDGE STAKING SHALL BE ALLOWED.
 - THE ILLINOIS DEPARTMENT OF TRANSPORTATION STRONGLY ENCOURAGES THE PRIME CONTRACTOR AND THEIR APPROVED SUB-CONTRACTORS TO HIRE MINORITY, WOMEN AND DISADVANTAGED INDIVIDUALS FROM ITS FEDERALLY FUNDED HIGHWAY CONSTRUCTION CAREERS TRAINING PROGRAM (HCCTP) TO HELP MEET WORKFORCE AND TRAINEE GOALS. THIS PROGRAM IS TRAINING MINORITIES, WOMEN AND DISADVANTAGED INDIVIDUALS IN HIGHWAY CONSTRUCTION-RELATED SKILLS, E.G. MATH FOR THE TRADES, JOB READINESS, TECHNICAL SKILLS COURSEWORK (CARPENTRY, CONCRETE FLATWORK, BLUEPRINT READING, SITE PLANS, SITE WORK, TOOL USE, ETC.) AND OSHA 10 HOUR CERTIFICATION. TO PREPARE THEM FOR A CAREER IN THE HIGHWAY CONSTRUCTION TRADES. GRADUATES ARE WELL-TRAINED AND READY TO BECOME PRODUCTIVE ENTRY-LEVEL CONSTRUCTION WORKERS.
- PLEASE CONTACT THE DISTRICT 8 EEO OFFICE AT 618-346-3360 AND/OR THE HCCTP COORDINATOR AT 618-874-6528 TO LEARN MORE ABOUT THE PROGRAM AND FOR ASSISTANCE IN MEETING WORKFORCE AND TRAINEE GOALS.
- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING DRAINAGE THROUGHOUT THE CONSTRUCTION PROJECT. THE EMBANKMENT SURFACES SHALL BE SLOPED TO DRAIN OFF THE EMBANKMENT TO SIDE SLOPES OR MEDIAN DITCHES. MEDIAN DITCHES SHALL BE GRADED TO DRAIN ACROSS THE EMBANKMENT UNTIL SUCH TIME AS THE MEDIAN INLETS ARE INSTALLED AND FUNCTIONAL. DITCHES ALONG THE SIDES OF THE EMBANKMENT SHALL BE GRADED TO DRAIN THROUGH THE EMBANKMENT UNTIL SUCH TIME THAT PIPE CULVERTS ARE INSTALLED AND FUNCTIONAL. THIS WORK SHALL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN EARTH EXCAVATION AND/OR FURNISHED EXCAVATION.
 - THE WORK DESCRIBED ON THE EROSION CONTROL AND SEDIMENT CONTROL SHEETS IS AN INTEGRAL PART OF THE STORM WATER POLLUTION PREVENTION PLAN USED TO OBTAIN THE NPDES PERMIT FROM IEPA FOR THE CONSTRUCTION OF THIS PROJECT.
 - ALL EROSION CONTROL PRODUCTS FURNISHED SHALL BE SPECIFICALLY RECOMMENDED BY THE MANUFACTURER FOR THE USE SPECIFIED IN THE EROSION CONTROL PLAN. PRIOR TO THE APPROVAL AND USE OF THE PRODUCT, THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A NOTARIZED CERTIFICATE BY THE PRODUCER STATING THE INTENDED USE OF THE PRODUCT AND THAT THE PHYSICAL PROPERTIES REQUIRED FOR THIS APPLICATION ARE MET OR EXCEEDED. THE CONTRACTOR SHALL PROVIDE MANUFACTURERS RECOMMENDED INSTALLATION PROCEDURES TO FACILITATE THE ENGINEER IN CONSTRUCTION INSPECTION.

11. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

ROUTE	FAP 42 (IL 127)		
SECTION	1-1BR-2		
COUNTY	CLINTON		
CONTRACT	76479		
DESCRIPTION	IL 127 OVER KASKASKIA RIVER 2.5 MI SE OF CARLYLE INCLUDING IMPROVEMENTS TO SLANT ROAD		
ADT (CONSTRUCTION YR)	4500		
MUX	10		
SUX	5		
20 YR. ESAL'S	2.68		
MIXTURE USE:	SURFACE COURSE	BINDER	INCIDENTAL SURFACE
AC/PG	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	SEE SPEC.	SEE SPEC.	SEE SPEC.
DESIGN AIR VOIDS	4.0% @ N _m = 70	4.0% @ N _m = 70	4.0% @ N _m = 70
MIXTURE COMPOSITION (GRADATION)	IL 9.5	IL 19.0 FINE GRADE	
FRICTION AGGREGATE	MIX "C"	MIX "B"	MIX "C"

GENERAL NOTES (CONTINUED)

- THE CONTRACTOR SHALL USE CARE IN ALL REMOVAL ACTIVITIES NEAR ALL EXISTING ITEMS WHICH WILL REMAIN. ANY DAMAGE DONE TO EXISTING ITEMS BY THE CONTRACTOR SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
- PLAN DIMENSIONS AND DETAILS RELATIVE TO EXISTING PLANS ARE SUBJECT TO VARIATIONS FOUND IN THE FIELD. THE CONTRACTOR SHALL FIELD VERIFY EXISTING DIMENSIONS AND DETAILS AFFECTING NEW CONSTRUCTION AND MAKE NECESSARY ADJUSTMENTS PRIOR TO CONSTRUCTION OR ORDERING MATERIALS. ANY ADJUSTMENTS PROPOSED BY THE CONTRACTOR MUST BE APPROVED BY THE ENGINEER. SUCH VARIATIONS SHALL NOT BE CAUSE FOR ADDITIONAL COMPENSATION FOR A CHANGE IN THE SCOPE OF WORK, HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED BASED UPON THE UNIT PRICE.
- ALL AREAS DISTURBED FOR ANY REASON SHALL BE PERMANENTLY SEEDED AS DIRECTED BY THE ENGINEER. ALL AREAS DISTURBED BY THE CONTRACTOR OUTSIDE THE PROPOSED CONSTRUCTION LIMITS SHALL BE SEEDED AT THE CONTRACTOR'S EXPENSE.
- EXCESS BITUMEN REMOVAL SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- MIXTURES FOR JOINTS, CRACKS, AND FLANGEWAYS SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.
- THE THICKNESS OF THE BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM 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.
- ALL PATCHING ON THIS PROJECT SHALL BE COMPLETED PRIOR TO BITUMINOUS SURFACE REMOVAL.
- CONFLICTS ON THE PLANS MAY OCCUR BETWEEN THE ROADWAY PLANS AND PLAT OF HIGHWAY PLANS. PLAT OF HIGHWAY PLANS SHALL TAKE PRECEDENCE IN CONFLICTS IN RIGHT-OF-WAY OR EASEMENTS. THE ROADWAY PLANS SHALL TAKE PRECEDENCE IN ITEMS FOR CONSTRUCTION.
- EXCEPT WHERE DESIGNATED OTHERWISE, THE LOCATIONS AND/OR DEPTHS OF UNDERGROUND UTILITIES SHOWN HAVE BEEN TAKEN FROM OFFICE RECORD INFORMATION FURNISHED BY THE UTILITY OWNERS AND MUST BE CONSIDERED APPROXIMATE.
- BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN A RECORD OF ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS FOR FUTURE REFERENCE IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.


MIXTURE USE:	SHOULDERS ≥ 2.25"
AC/PG	PG 64-22
RAP % (MAX)	SEE CONTRACT RAP SPECIAL PROVISION
DESIGN AIR VOIDS	
MIXTURE COMPOSITION	**2.0% @ N _m = 30
(GRADATION MIXTURE)	NMAS 3/4"
FRICTION AGGREGATE	

** TOP LIFT SHOULDERS-DESIGN THIS MIX AT 2.0% VOIDS AND ADD ASPHALT TO REDUCE VOIDS TO 1.5%.
PLAN QUANTITIES FOR BITUMINOUS CONCRETE SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/50 YD/IN

COMMITMENTS

- THE CONTRACTOR MAY CLEAR A 20' AREA OUTSIDE OF THE SUPERSTRUCTURE WITHIN THE EXISTING RIGHT-OF-WAY EXCEPT WHERE ENCROACHMENT INTO 8007002TE, 8007004TE-A OR WETLANDS WILL OCCUR. WETLAND AREAS, AS SHOWN IN THE PLANS, SHALL NOT BE ENCROACHED UPON BY ANY CONSTRUCTION EQUIPMENT OR ACTIVITIES.
- ANY EXCAVATION COMPLETED UNDER THE NORMAL WATER LEVEL OF THE KASKASKIA RIVER SHALL BE WASTED ON SITE AT A LOCATION AS DIRECTED BY THE ENGINEER.

E:\127\127-1\127-1.dwg - 12/11/2013 10:00:00 AM

 LIN ENGINEERING, LTD. Consulting Engineers Moline, Illinois	USER NAME : Plotted by Scanner	DESIGNED - BS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	INDEX OF SHEETS, STANDARDS, GENERAL NOTES AND COMMITMENTS			F.A.P. RTE. 42	SECTION 1-1BR-2	COUNTY CLINTON	TOTAL SHEETS 159	SHEET NO. 2
	PLOT SCALE = 100.0000 1" = 100'	DRAWN - BS	REVISED -		SCALE: N/A	SHEET NO. 1 OF 1 SHEETS	STA. N/A TO STA. N/A	ILLINOIS FED. AID PROJECT		CONTRACT NO. 76479		
	PLOT DATE -	CHECKED - SEW	REVISED -									
		DATE - 2-1-2013	REVISED -									

M232

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE			
				ROADWAY	ROADWAY	BRIDGE			
				0005	0004	0014			
				RURAL	RURAL	SN 014-0033			
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	48	-	-	48			
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	178	-	62	116			
20100500	TREE REMOVAL, ACRES	ACRE	0.25	-	-	0.25			
20101100	TREE TRUNK PROTECTION	EACH	1	-	1	-			
20200100	EARTH EXCAVATION	CU YD	4665	-	215	4450			
* 25000210	SEEDING, CLASS 2A	ACRE	3.50	-	1.00	2.50			
* 25000400	NITROGEN FERTILIZER NUTRIENT	POUND	315	-	90	225			
* 25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	315	-	90	225			
* 25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	315	-	90	225			
* 25100115	MULCH, METHOD 2	ACRE	2.25	-	1.00	1.25			
25100630	EROSION CONTROL BLANKET	SQ YD	1688	-	301	1387			
25100635	HEAVY DUTY EROSION CONTROL BLANKET	SQ YD	1749	-	-	1749			
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	1400	-	400	1000			
28000305	TEMPORARY DITCH CHECKS	FOOT	360	-	96	264			

*SPECIALTY ITEM



USER NAME *	DESIGNED - JMH	REVISED -
PLOT SCALE *	DRAWN - PRC	REVISED -
PLOT DATE * 2/1/2013	CHECKED - RLM	REVISED -
	DATE - 2/1/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
STRUCTURE NO. 014-0033

SCALE: SHEET 1 OF 9 SHEETS STA. TO STA.

P.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	3
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE			
				ROADWAY	ROADWAY	BRIDGE			
				0005	0004	0014			
				RURAL	RURAL	SN 014-0033			
28000400	PERIMETER EROSION BARRIER	FOOT	4601	-	1170	3431			
28000500	INLET AND PIPE PROTECTION	EACH	5	-	2	3			
28100109	STONE RIPRAP, CLASS A5	SQ YD	1225	-	-	1225			
28200200	FILTER FABRIC	SQ YD	1225	-	-	1225			
35101600	AGGREGATE BASE COURSE, TYPE B 4"	SQ YD	4063	-	1768	2295			
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	2566	-	49	2517			
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	44	44	-	-			
40201000	AGGREGATE FOR TEMPORARY ACCESS	TON	100	-	50	50			
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	103	82	7	14			
40600300	AGGREGATE (PRIME COAT)	TON	12	-	4	8			
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	1811	1811	-	-			
40603087	HOT-MIX ASPHALT BINDER COURSE, IL-19.0 FG, N70	TON	2106	-	730	1376			
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	10952	10316	217	419			
40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	306	266	6	34			



USER NAME *	DESIGNED - JMH	REVISED -
PLOT SCALE *	DRAWN - PRC	REVISED -
PLOT DATE * 2/1/2013	CHECKED - RLM	REVISED -
	DATE - 2/1/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
STRUCTURE NO. 014-0033**

SCALE: SHEET 2 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-10R-2	CLINTON	159	4
			CONTRACT NO. 76479	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE			
				ROADWAY	ROADWAY	BRIDGE			
				0005	0004	0014			
				RURAL	RURAL	SN 014-0033			
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	50	-	-	50			
44000100	PAVEMENT REMOVAL	SQ YD	6596	-	2500	4096			
44003100	MEDIAN REMOVAL	SQ FT	37	37	-	-			
44201373	CLASS C PATCHES, TYPE 1, 12 INCH	SQ YD	5	5	-	-			
44300200	STRIP REFLECTIVE CRACK CONTROL TREATMENT	FOOT	61198	61198	-	-			
48101498	AGGREGATE SHOULDERS, TYPE B 4"	SQ YD	607	-	-	607			
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	1740	1740	-	-			
48203021	HOT-MIX ASPHALT SHOULDERS, 6"	SQ YD	5897	5897	-	-			
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	1469	-	524	945			
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	-	-	1			
50105220	PIPE CULVERT REMOVAL	FOOT	43	-	43	-			
50200100	STRUCTURE EXCAVATION	CU YD	1725	-	-	1725			
50300225	CONCRETE STRUCTURES	CU YD	935.2	-	-	935.2			
50300255	CONCRETE SUPERSTRUCTURE	CU YD	1576.8	-	-	1576.8			



USER NAME *	DESIGNED - JMH	REVISED -
PLOT SCALE *	DRAWN - PRC	REVISED -
PLOT DATE * 2/1/2013	CHECKED - RLM	REVISED -
	DATE - 2/1/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
STRUCTURE NO. 014-0033**

SCALE: SHEET 3 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	I-10R-2	CLINTON	159	5
			CONTRACT NO. 76479	
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE			
				ROADWAY	ROADWAY	BRIDGE			
				0005	0004	0014			
				RURAL	RURAL	SN 014-0033			
50300260	BRIDGE DECK GROOVING	SQ YD	4855	-	-	4855			
50300280	CONCRETE ENCASEMENT	CU YD	13.1	-	-	13.1			
50300300	PROTECTIVE COAT	SQ YD	5861	-	-	5861			
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1	-	-	1			
50500505	STUD SHEAR CONNECTORS	EACH	11718	-	-	11718			
50800105	REINFORCEMENT BARS	POUND	1700	-	-	1700			
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	515290	-	-	515290			
50800515	BAR SPLICERS	EACH	168	-	-	168			
50800530	MECHANICAL SPLICERS	EACH	148	-	-	148			
51201900	FURNISHING STEEL PILES HP14X89	FOOT	1248	-	-	1248			
51202305	DRIVING PILES	FOOT	1248	-	-	1248			
51500100	NAME PLATES	EACH	1	-	-	1			
51603000	DRILLED SHAFT IN SOIL	CU YD	141.6	-	-	141.6			
51604000	DRILLED SHAFT IN ROCK	CU YD	55.8	-	-	55.8			



USER NAME =	DESIGNED - JMH	REVISED -
	DRAWN - PRC	REVISED -
PLOT SCALE =	CHECKED - RLM	REVISED -
PLOT DATE = 2/1/2013	DATE - 2/1/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
STRUCTURE NO. 014-0033**

SCALE: SHEET 4 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	I-18R-2	CLINTON	159	6
CONTRACT NO. 76479			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE			
				ROADWAY	ROADWAY	BRIDGE			
				0005	0004	0014			
				RURAL	RURAL	SN 014-0033			
52000110	PREFORMED JOINT STRIP SEAL	FOOT	38	-	-	38			
52000208	FINGER PLATE EXPANSION JOINT, 3"	FOOT	36	-	-	36			
52000212	FINGER PLATE EXPANSION JOINT, 4"	FOOT	36	-	-	36			
52000600	FABRIC REINFORCED ELASTOMERIC TROUGH	FOOT	84	-	-	84			
52100020	ELASTOMERIC BEARING ASSEMBLY, TYPE II	EACH	24	-	-	24			
52100520	ANCHOR BOLTS, 1"	EACH	72	-	-	72			
52100530	ANCHOR BOLTS, 1-1/4"	EACH	36	-	-	36			
52100540	ANCHOR BOLTS, 1-1/2"	EACH	12	-	-	12			
542A0223	PIPE CULVERTS, CLASS A, TYPE 1 18"	FOOT	86	-	38	48			
542D0223	PIPE CULVERTS, CLASS D, TYPE 1 18"	FOOT	16	-	-	16			
54213453	END SECTIONS 18"	EACH	8	-	2	6			
58700300	CONCRETE SEALER	SQ FT	2128	-	-	2128			
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	179	-	-	179			
63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	537.5	-	-	537.5			



USER NAME *	DESIGNED - JMH	REVISED -
PLOT SCALE *	DRAWN - PRC	REVISED -
PLOT DATE * 2/1/2013	CHECKED - RLM	REVISED -
	DATE - 2/1/2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**SUMMARY OF QUANTITIES
STRUCTURE NO. 014-0033**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	I-18R-2	CLINTON	159	7
CONTRACT NO. 76479			ILLINOIS FED. AID PROJECT	

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE			
				ROADWAY	ROADWAY	BRIDGE			
				0005	0004	0014			
				RURAL	RURAL	SN 014-0033			
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	3	-	-	3			
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	-	-	1			
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	2	-	-	2			
63200310	GUARDRAIL REMOVAL	FOOT	660	-	-	660			
63500105	DELINEATORS	EACH	9	-	9	-			
* 64300260	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	1	-	-	1			
64301090	ATTENUATOR BASE	SQ YD	8	-	-	8			
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	37	-	-	37			
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	17	-	17	-			
66700205	PERMANENT SURVEY MARKERS, TYPE I	EACH	15	-	5	10			
* 66900450	SPECIAL WASTE PLANS AND REPORTS	L SUM	1	-	1	-			
66700305	PERMANENT SURVEY MARKERS, TYPE II	EACH	1	-	1	-			
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	1	-	1	-			
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	30	-	-	30			
67100100	MOBILIZATION	L SUM	1	-	-	1			
70100450	TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L SUM	1	1	-	-			
70100455	TRAFFIC CONTROL AND PROTECTION, STANDARD 701206	L SUM	1	1	-	-			

* SPECIALTY ITEM



USER NAME *	DESIGNED - JMH	REVISED -
PLOT SCALE *	DRAWN - PRC	REVISED -
PLOT DATE * 2/1/2013	CHECKED - RLM	REVISED -
	DATE - 2/1/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION


SUMMARY OF QUANTITIES
STRUCTURE NO. 014-0033

SCALE: SHEET 6 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	8
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE			
				ROADWAY	ROADWAY	BRIDGE			
				0005 RURAL	0004 RURAL	0014 SN 014-0033			
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	-	-			
70106800	CHANGEABLE MESSAGE SIGN	CAL MO	100	-	-	100			
70300100	SHORT TERM PAVEMENT MARKING	FOOT	4016	4016	-	-			
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	1339	1339	-	-			
* 72000100	SIGN PANEL - TYPE 1	SQ FT	121	13	59	49			
* 72000200	SIGN PANEL - TYPE 2	SQ FT	12	-	-	12			
72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	13	-	6	7			
* 72800100	TELESCOPING STEEL SIGN SUPPORT	FOOT	26	-	13	13			
* 73000100	WOOD SIGN SUPPORT	FOOT	219	15	131	73			
* 78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	124	-	124	-			
* 78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	95512	90283	2544	2685			
* 78000500	THERMOPLASTIC PAVEMENT MARKING - LINE 8"	FOOT	293	-	293	-			
* 78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	159	-	159	-			
* 78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	138	-	138	-			

*SPECIALTY ITEM

	USER NAME *	DESIGNED - JMH	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES STRUCTURE NO. 014-0033	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE *	DRAWN - PRC	REVISED -			42	1-1BR-2	CLINTON	159	9
	PLOT DATE * 2/1/2013	CHECKED - RLM	REVISED -			CONTRACT NO. 76479		ILLINOIS FED. AID PROJECT		
				SCALE:	SHEET 7 OF 9 SHEETS	STA.	TO STA.			

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE			
				ROADWAY	ROADWAY	BRIDGE			
				0005	0004	0014			
				RURAL	RURAL	SN 014-0033			
* 78001100	PAINT PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	5	-	5	-			
* 78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	192	-	192	-			
* 78009004	MODIFIED URETHANE PAVEMENT MARKING - LINE 4"	FOOT	3990	-	-	3990			
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	823	-	801	22			
* 78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	31	-	-	31			
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	-	-	8			
* 78200520	BARRIER WALL MARKERS, TYPE B	EACH	64	-	-	64			
* 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	3	-	-	3			
78300100	PAVEMENT MARKING REMOVAL	SQ FT	257	-	257	-			
78300200	RAISED REFLECTIVE PAVEMENT MARKING REMOVAL	EACH	767	767	-	-			
* A2006516	TREE, QUERCUS BICOLOR (SWAMP WHITE OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	7	-	-	7			
* A2007116	TREE, QUERCUS RUBRA (RED OAK), 2" CALIPER, BALLED AND BURLAPPED	EACH	13	-	6	7			
* B2001316	TREE, CORNUS FLORIDA (FLOWERING DOGWOOD), 2" CALIPER, TREE FORM, BALLED AND BURLAPPED	EACH	4	-	4	-			
X0321963	MICRO-PILES	EACH	94	-	-	94			

* SPECIALTY ITEM



USER NAME *	DESIGNED - JMH	REVISED -
PLOT SCALE *	DRAWN - PRC	REVISED -
PLOT DATE * 2/1/2013	CHECKED - RLM	REVISED -
	DATE - 2/1/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES		
STRUCTURE NO. 014-0033		
SCALE:	SHEET 8 OF 9 SHEETS	STA. TO STA.

F.A.P. RTE. 42	SECTION 1-JBR-2	COUNTY CLINTON	TOTAL SHEETS 199	SHEET NO. 10
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE					
				80% FEDERAL 20% STATE	80% FEDERAL 20% STATE	80% FEDERAL 20% STATE			
				ROADWAY	ROADWAY	BRIDGE			
				0005 RURAL	0004 RURAL	0014 SN 014-0033			
X0323433	MICROPILE PROOF LOAD TEST	EACH	4	-	-	4			
X5210180	HIGH LOAD MULTI-ROTATIONAL BEARINGS, GUIDED EXPANSION, 550K	EACH	12	-	-	12			
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	374	-	-	374			
X6660410	REMOVE RIGHT-OF-WAY MARKERS	EACH	2	-	1	1			
X6660445	RIGHT OF WAY AND PROPERTY CORNERS	EACH	7	-	-	7			
Z0004552	APPROACH SLAB REMOVAL	SQ YD	195	-	-	195			
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	-	-	1			
Z0016702	DETOUR SIGNING	L SUM	1	-	-	1			
Z0018002	DRAINAGE SCUPPERS, DS-11	EACH	24	-	-	24			
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	176	-	-	176			
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	-	1	-			
+ Z0076600	TRAINEES	HR	3,500	3,500					
Z0064505	SECTION CORNER MARKERS	EACH	7	3	2	2			
+ Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HR	3,500	3,500					
X0327568	TENSION MICROPILES	EACH	48	-	-	48			
X0327569	TENSION MICROPILE LOAD TEST	EACH	4	-	-	4			

+ 0042



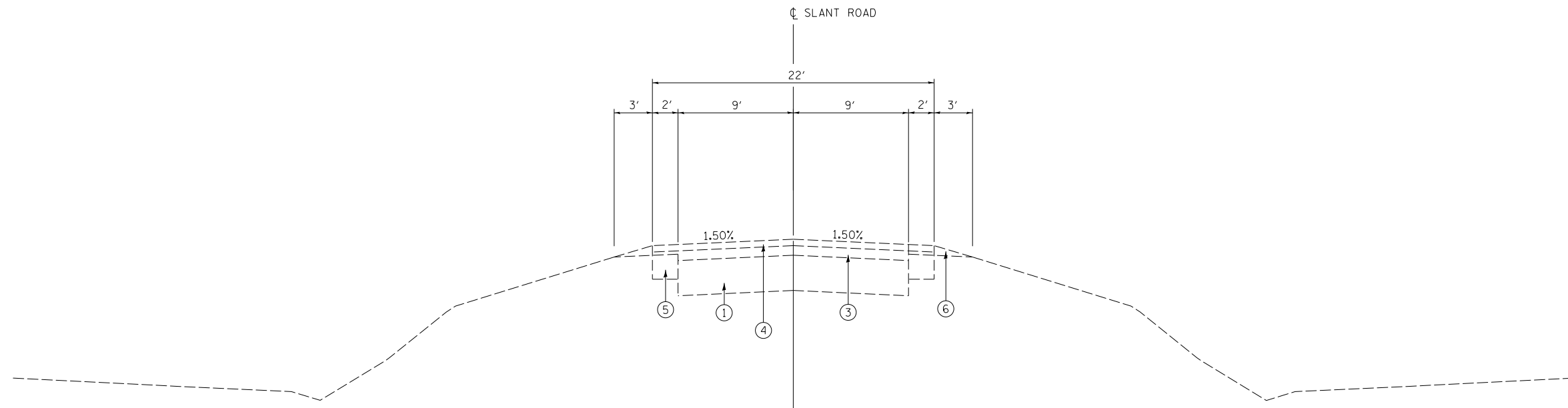
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PLOT SCALE =	DRAWN - PRC	REVISED -
PLOT DATE = 2/1/2013	CHECKED - RLM	REVISED -
	DATE - 2/1/2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES
STRUCTURE NO. 014-0033

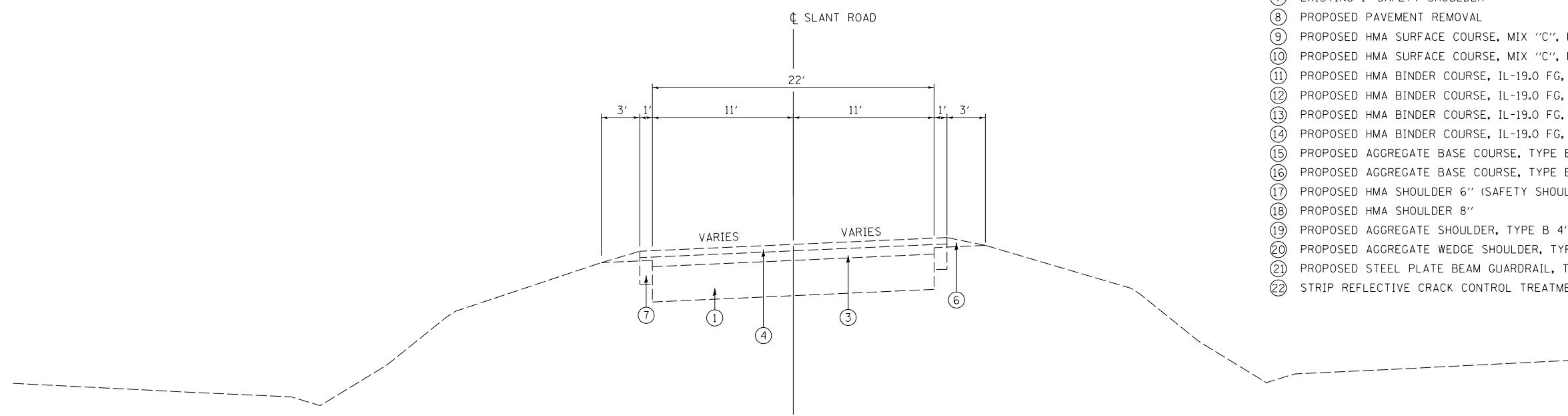
SCALE: SHEET 9 OF 9 SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	11
			CONTRACT NO. 76479	
ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL TANGENT SECTION

STA. 1634+18 TO STA. 1641+49
 STA. 1653+83 TO STA. 1678+68
 STA. 1689+09 TO STA. 1873+57
 STA. 1883+33 TO STA. 1940+31



EXISTING TYPICAL SUPERELEVATED SECTION

STA. 1641+49 TO STA. 1653+83
 STA. 1678+68 TO STA. 1689+09
 STA. 1873+57 TO STA. 1883+33

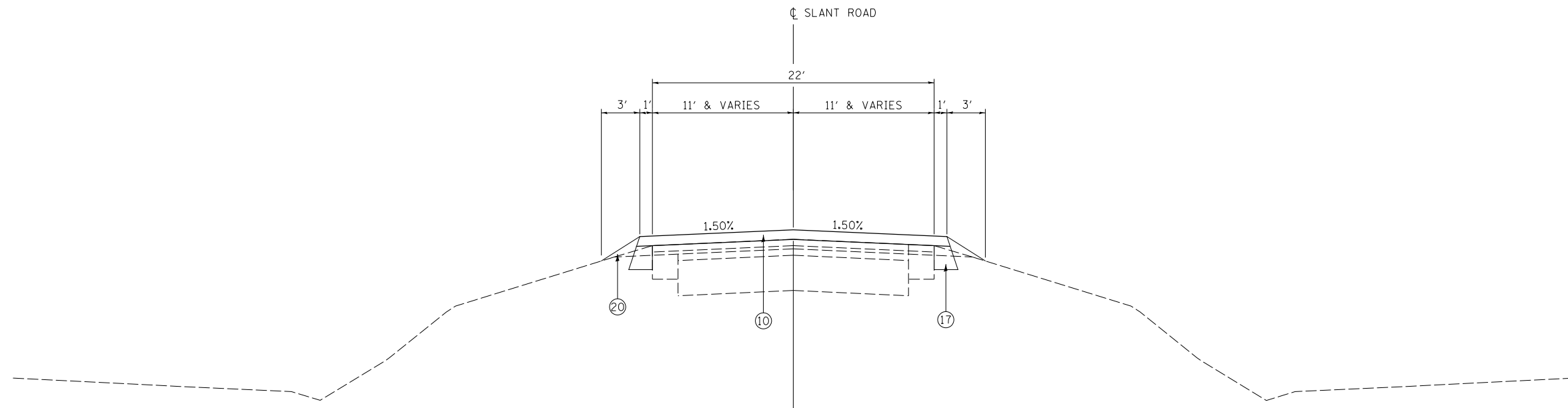
LEGEND

- ① EXISTING PCC PAVEMENT
- ② EXISTING PCC BASE COURSE WIDENING
- ③ EXISTING HMA BINDER COURSE
- ④ EXISTING HMA SURFACE COURSE
- ⑤ EXISTING HMA SHOULDER 6"
- ⑥ EXISTING AGGREGATE WEDGE SHOULDER
- ⑦ EXISTING 1' SAFETY SHOULDER
- ⑧ PROPOSED PAVEMENT REMOVAL
- ⑨ PROPOSED HMA SURFACE COURSE, MIX "C", N70 - 2"
- ⑩ PROPOSED HMA SURFACE COURSE, MIX "C", N70 - 2 1/4"
- ⑪ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 4"
- ⑫ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 7"
- ⑬ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 9"
- ⑭ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 2"-8"*
- ⑮ PROPOSED AGGREGATE BASE COURSE, TYPE B 4"
- ⑯ PROPOSED AGGREGATE BASE COURSE, TYPE B 8"
- ⑰ PROPOSED HMA SHOULDER 6" (SAFETY SHOULDER)
- ⑱ PROPOSED HMA SHOULDER 8"
- ⑲ PROPOSED AGGREGATE SHOULDER, TYPE B 4"
- ⑳ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ㉑ PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS
- ㉒ STRIP REFLECTIVE CRACK CONTROL TREATMENT

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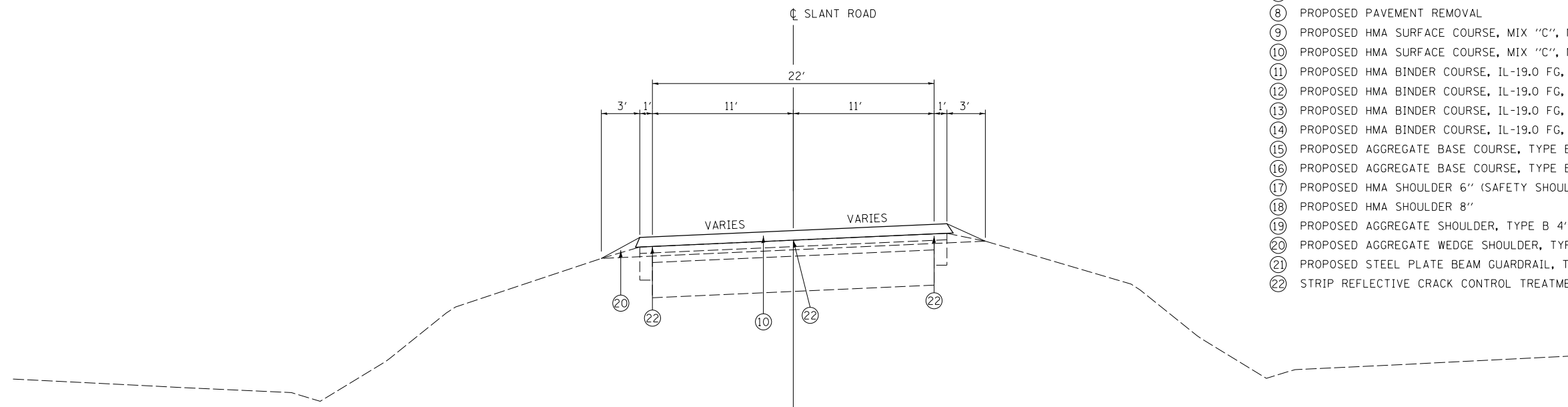
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PLOT DATE =	DATE - 2-1-2013	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	12
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



PROPOSED TYPICAL TANGENT SECTION

STA. 1634+18 TO STA. 1641+49
 STA. 1653+83 TO STA. 1678+68
 STA. 1689+09 TO STA. 1873+57
 STA. 1883+33 TO STA. 1940+31



PROPOSED TYPICAL SUPERELEVATED SECTION

STA. 1641+49 TO STA. 1653+83
 STA. 1678+68 TO STA. 1689+09
 STA. 1873+57 TO STA. 1883+33

LEGEND

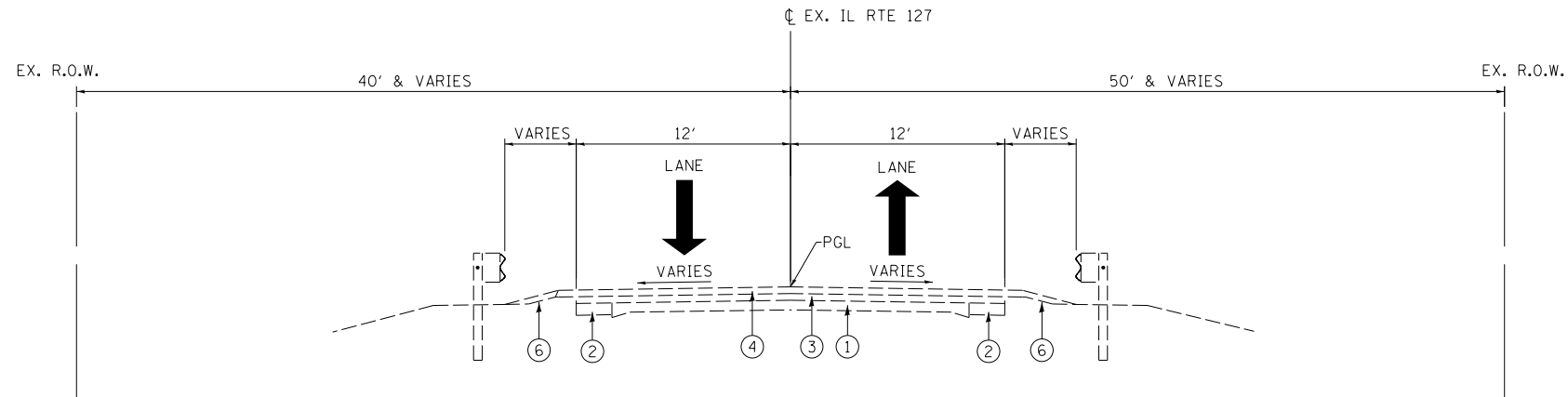
- ① EXISTING PCC PAVEMENT
- ② EXISTING PCC BASE COURSE WIDENING
- ③ EXISTING HMA BINDER COURSE
- ④ EXISTING HMA SURFACE COURSE
- ⑤ EXISTING HMA SHOULDER 6"
- ⑥ EXISTING AGGREGATE WEDGE SHOULDER
- ⑦ EXISTING 1' SAFETY SHOULDER
- ⑧ PROPOSED PAVEMENT REMOVAL
- ⑨ PROPOSED HMA SURFACE COURSE, MIX "C", N70 - 2"
- ⑩ PROPOSED HMA SURFACE COURSE, MIX "C", N70 - 2 1/4"
- ⑪ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 4"
- ⑫ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 7"
- ⑬ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 9"
- ⑭ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 2"-8"*
- ⑮ PROPOSED AGGREGATE BASE COURSE, TYPE B 4"
- ⑯ PROPOSED AGGREGATE BASE COURSE, TYPE B 8"
- ⑰ PROPOSED HMA SHOULDER 6" (SAFETY SHOULDER)
- ⑱ PROPOSED HMA SHOULDER 8"
- ⑲ PROPOSED AGGREGATE SHOULDER, TYPE B 4"
- ⑳ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ㉑ PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS
- ㉒ STRIP REFLECTIVE CRACK CONTROL TREATMENT

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USER NAME = Plotted by Scott	DESIGNED - RK	REVISED -
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PLOT DATE =	DATE - 2-1-2013	REVISED -

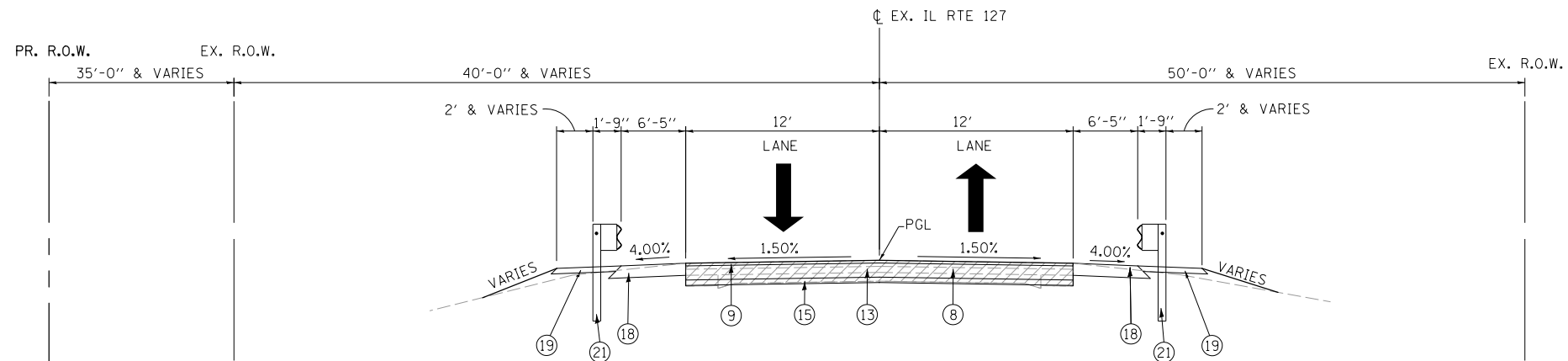
TYPICAL SECTIONS SLANT ROAD RESURFACING	
SCALE: N.T.S.	SHEET NO. 2 OF 2 SHEETS
STA. N/A	TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	13
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL TANGENT SECTION

STA. 127+00.00 TO STA. 129+07.17
 BRIDGE OMISSION
 STA. 129+07.17 TO STA. 140+94.54



PROPOSED TYPICAL TANGENT SECTION

STA. 127+00.00 TO STA. 129+26.58
 BRIDGE OMISSION
 STA. 129+26.58 TO STA. 140+83.27

LEGEND

- ① EXISTING PCC PAVEMENT
- ② EXISTING PCC BASE COURSE WIDENING
- ③ EXISTING HMA BINDER COURSE
- ④ EXISTING HMA SURFACE COURSE
- ⑤ EXISTING HMA SHOULDER 6"
- ⑥ EXISTING AGGREGATE WEDGE SHOULDER
- ⑦ EXISTING 1' SAFETY SHOULDER
- ⑧ PROPOSED PAVEMENT REMOVAL
- ⑨ PROPOSED HMA SURFACE COURSE, MIX "C", N70 - 2"
- ⑩ PROPOSED HMA SURFACE COURSE, MIX "C", N70 - 2 1/4"
- ⑪ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 4"
- ⑫ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 7"
- ⑬ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 9"
- ⑭ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 2"-8"*
- ⑮ PROPOSED AGGREGATE BASE COURSE, TYPE B 4"
- ⑯ PROPOSED AGGREGATE BASE COURSE, TYPE B 8"
- ⑰ PROPOSED HMA SHOULDER 6" (SAFETY SHOULDER)
- ⑱ PROPOSED HMA SHOULDER 8"
- ⑲ PROPOSED AGGREGATE SHOULDER, TYPE B 4"
- ⑳ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ㉑ PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS
- ㉒ STRIP REFLECTIVE CRACK CONTROL TREATMENT

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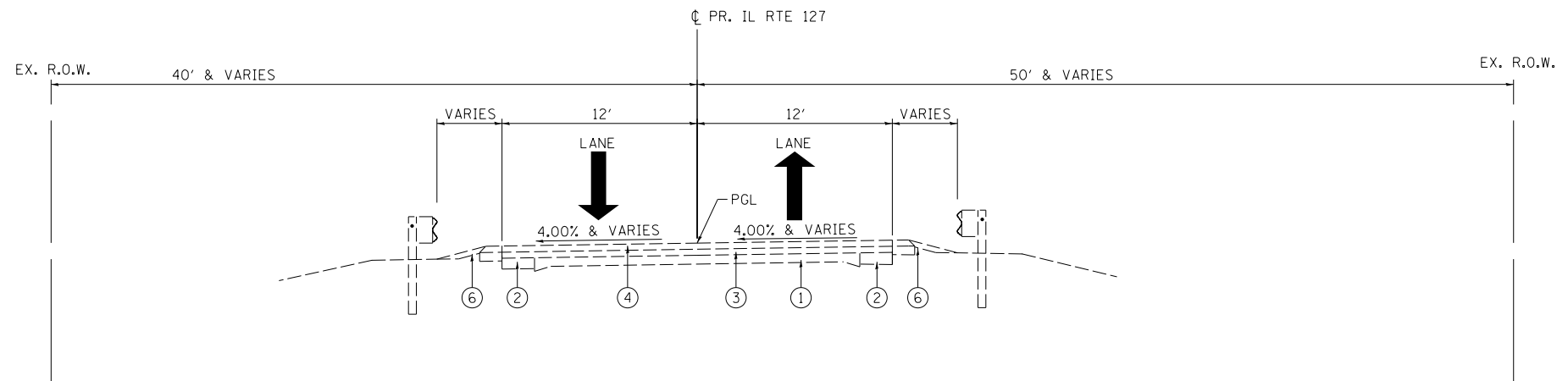
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	DRAWN - BS	REVISED -
PLOT SCALE = 10.000000' / in.	CHECKED - SEW	REVISED -
PLOT DATE =	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS
 IL ROUTE 127**

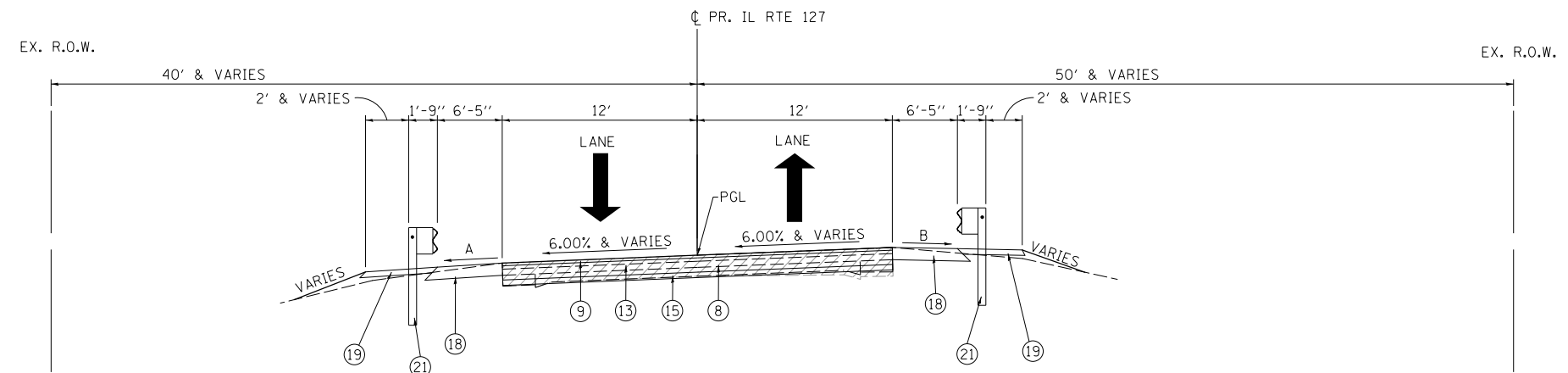
SCALE: N.T.S. SHEET NO. 1 OF 5 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	14
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



EXISTING TYPICAL SUPERELEVATED SECTION

BRIDGE OMISSION
 STA. 129+07.17 TO STA. 140+94.54
 STA. 140+94.54 TO STA. 142+29.30 SE TRANS.
 STA. 142+29.30 TO STA. 144+69.51 FULL SE 4%



PROPOSED TYPICAL SUPERELEVATED SECTION

BRIDGE OMISSION
 STA. 129+26.58 TO STA. 140+83.27
 STA. 140+97.85 TO STA. 143+11.85 SE TRANS.
 STA. 143+11.85 TO STA. 147+85.00 SE (6% & VAR.)

LEGEND

- ① EXISTING PCC PAVEMENT
- ② EXISTING PCC BASE COURSE WIDENING
- ③ EXISTING HMA BINDER COURSE
- ④ EXISTING HMA SURFACE COURSE
- ⑤ EXISTING HMA SHOULDER 6"
- ⑥ EXISTING AGGREGATE WEDGE SHOULDER
- ⑦ EXISTING 1' SAFETY SHOULDER
- ⑧ PROPOSED PAVEMENT REMOVAL
- ⑨ PROPOSED HMA SURFACE COURSE, MIX "C", N70 - 2"
- ⑩ PROPOSED HMA SURFACE COURSE, MIX "C", N70 - 2 1/4"
- ⑪ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 4"
- ⑫ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 7"
- ⑬ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 9"
- ⑭ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 2"-8"*
- ⑮ PROPOSED AGGREGATE BASE COURSE, TYPE B 4"
- ⑯ PROPOSED AGGREGATE BASE COURSE, TYPE B 8"
- ⑰ PROPOSED HMA SHOULDER 6" (SAFETY SHOULDER)
- ⑱ PROPOSED HMA SHOULDER 8"
- ⑲ PROPOSED AGGREGATE SHOULDER, TYPE B 4"
- ⑳ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ㉑ PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS
- ㉒ STRIP REFLECTIVE CRACK CONTROL TREATMENT

SHOULDER SLOPES IN SE

- Ⓐ LOW SIDE - SLOPE SHOULDER AT 4% OR PAVEMENT SUPERELEVATION RATE, WHICHEVER IS GREATER.
- Ⓑ HIGH SIDE - SLOPE SHOULDER AT 4% WHEN PAVEMENT SLOPE IS LESS THAN 4%. WHEN SE EXCEEDS 4%, SLOPE SHOULDER NOT TO EXCEED ALGEBRAIC DIFFERENCE OF 8.0% BETWEEN PAVEMENT AND SHOULDER.

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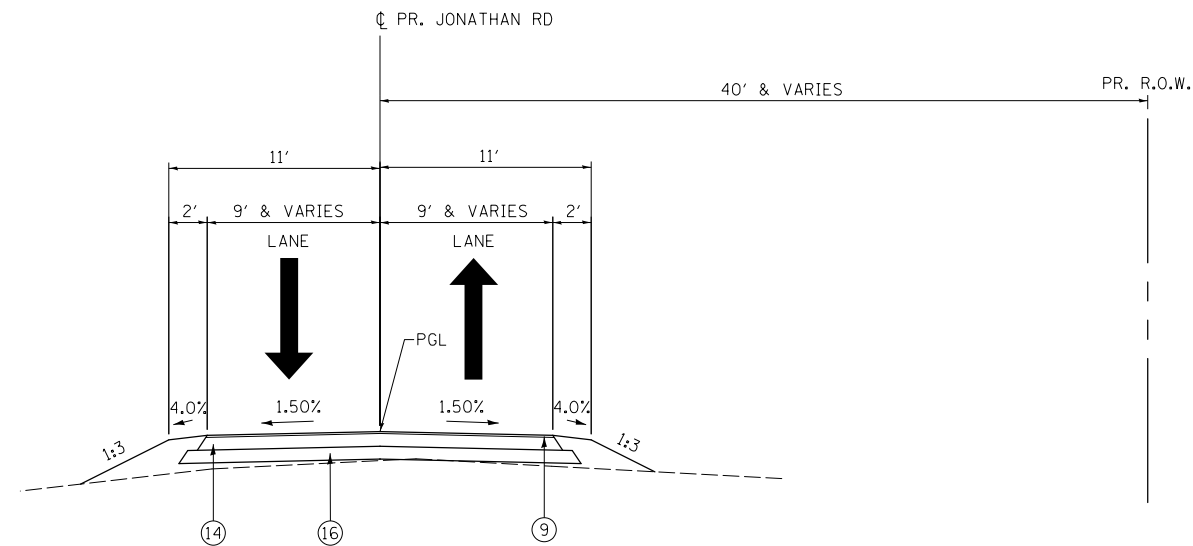
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	DRAWN - BS	REVISED -
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
 IL ROUTE 127

SCALE: N.T.S. SHEET NO. 2 OF 5 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	15
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



PROPOSED TYPICAL TANGENT SECTION

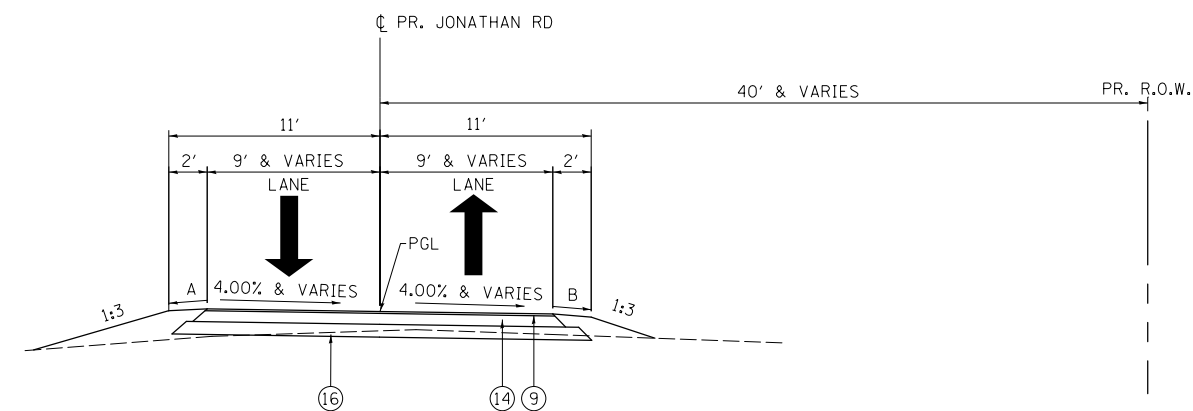
STA 3+38.00 TO STA 3+70.29
 STA. 6+96.47 TO STA 8+09.19
 STA 10+53.94 TO STA 10+78.33

LEGEND

- ① EXISTING PCC PAVEMENT
- ② EXISTING PCC BASE COURSE WIDENING
- ③ EXISTING HMA BINDER COURSE
- ④ EXISTING HMA SURFACE COURSE
- ⑤ EXISTING HMA SHOULDER 6"
- ⑥ EXISTING AGGREGATE WEDGE SHOULDER
- ⑦ EXISTING 1' SAFETY SHOULDER
- ⑧ PROPOSED PAVEMENT REMOVAL
- ⑨ PROPOSED HMA SURFACE COURSE, MIX "C", N70 - 2"
- ⑩ PROPOSED HMA SURFACE COURSE, MIX "C", N70 - 2 1/4"
- ⑪ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 4"
- ⑫ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 7"
- ⑬ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 9"
- ⑭ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 2"-8"
- ⑮ PROPOSED AGGREGATE BASE COURSE, TYPE B 4"
- ⑯ PROPOSED AGGREGATE BASE COURSE, TYPE B 8"
- ⑰ PROPOSED HMA SHOULDER 6" (SAFETY SHOULDER)
- ⑱ PROPOSED HMA SHOULDER 8"
- ⑲ PROPOSED AGGREGATE SHOULDER, TYPE B 4"
- ⑳ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ㉑ PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS
- ㉒ STRIP REFLECTIVE CRACK CONTROL TREATMENT

*2" BINDER STA. 3+38.00 TO STA. 10+48.14
 8" BINDER STA. 10+48.14 TO STA. 10+78.14

NOTE:
 STA 3+38.00 TO STA. 6+38.62
 PAVEMENT WIDTH VARIES
 FROM EX WIDTH 10.47' TO PR WIDTH 18.0'



PROPOSED TYPICAL SUPERELEVATED SECTION

STA 3+70.29 TO STA 4+46.29 SE TRANS
 STA. 4+46.29 TO STA 6+20.47 4% SE (CURVE RT)
 STA 6+20.47 TO STA 6+96.47 SE TRANS

STA 8+09.19 TO STA 8+76.19 SE TRANS
 STA 8+76.19 TO STA 9+86.94 4% SE (CURVE LT)
 STA 9+86.94 TO STA 10+53.94 SE TRANS

SHOULDER SLOPES IN SE: 4%

- Ⓐ HIGH SIDE - SLOPE SHOULDER AT 4% WHEN PAVEMENT SLOPE IS LESS THAN 4%. WHEN SE EXCEEDS 4%, SLOPE SHOULDER NOT TO EXCEED ALGEBRAIC DIFFERENCE OF 8.0% BETWEEN PAVEMENT AND SHOULDER.
- Ⓑ LOW SIDE - SLOPE SHOULDER AT 4%.

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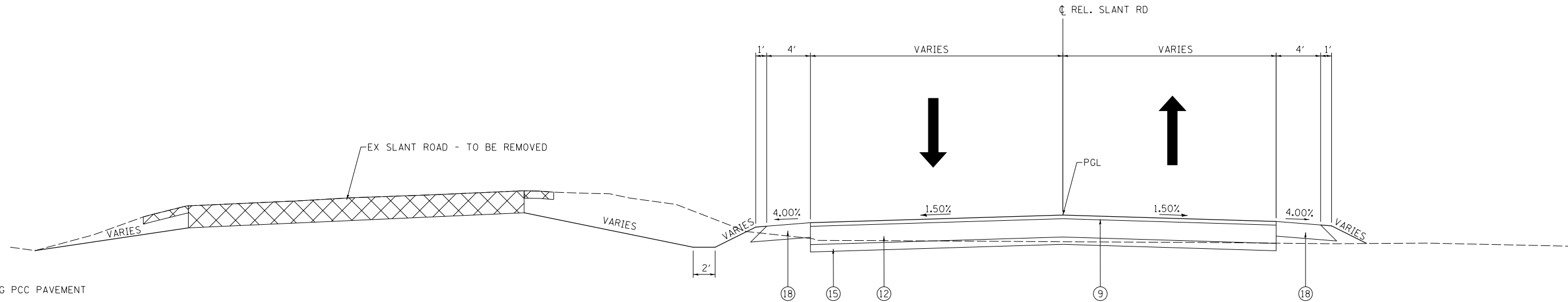
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TYPICAL SECTIONS
 JONATHAN ROAD**

SCALE: N.T.S. SHEET NO. 3 OF 5 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	16
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



PROPOSED TYPICAL SECTION

STA. 0+12.81 TO STA. 2+68.38

LEGEND

- ① EXISTING PCC PAVEMENT
- ② EXISTING PCC BASE COURSE WIDENING
- ③ EXISTING HMA BINDER COURSE
- ④ EXISTING HMA SURFACE COURSE
- ⑤ EXISTING HMA SHOULDER 6"
- ⑥ EXISTING AGGREGATE WEDGE SHOULDER
- ⑦ EXISTING 1' SAFETY SHOULDER
- ⑧ PROPOSED PAVEMENT REMOVAL
- ⑨ PROPOSED HMA SURFACE COURSE, MIX "C", N70 - 2"
- ⑩ PROPOSED HMA SURFACE COURSE, MIX "C", N70 - 2 1/4"
- ⑪ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 4"
- ⑫ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 7"
- ⑬ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 9"
- ⑭ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 2'-8"*
- ⑮ PROPOSED AGGREGATE BASE COURSE, TYPE B 4"
- ⑯ PROPOSED AGGREGATE BASE COURSE, TYPE B 8"
- ⑰ PROPOSED HMA SHOULDER 6" (SAFETY SHOULDER)
- ⑱ PROPOSED HMA SHOULDER 8"
- ⑲ PROPOSED AGGREGATE SHOULDER, TYPE B 4"
- ⑳ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ㉑ PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS
- ㉒ STRIP REFLECTIVE CRACK CONTROL TREATMENT

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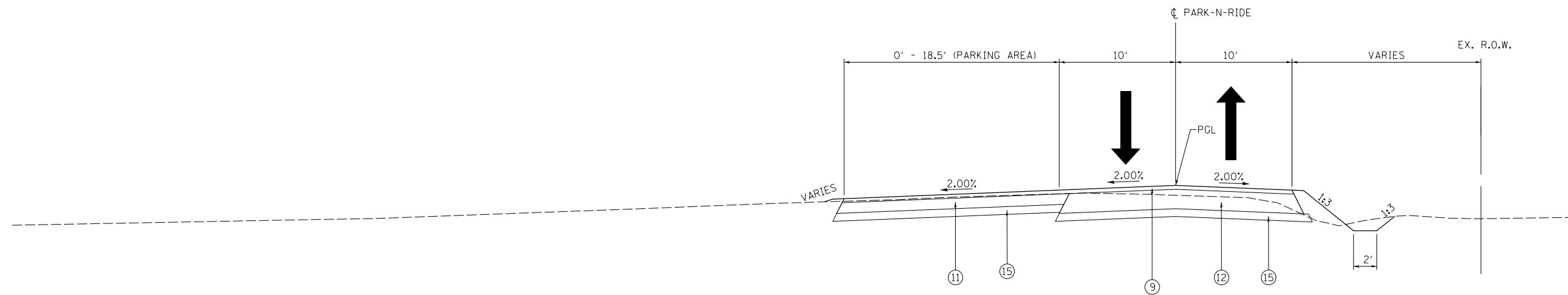


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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS RELOCATED SLANT ROAD			
SCALE: N.T.S.	SHEET NO. 4 OF 5 SHEETS	STA. N/A	TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	17
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



PROPOSED TYPICAL SECTION

STA. 10+13.25 TO STA. 12+24.17

LEGEND

- ① EXISTING PCC PAVEMENT
- ② EXISTING PCC BASE COURSE WIDENING
- ③ EXISTING HMA BINDER COURSE
- ④ EXISTING HMA SURFACE COURSE
- ⑤ EXISTING HMA SHOULDER 6"
- ⑥ EXISTING AGGREGATE WEDGE SHOULDER
- ⑦ EXISTING 1' SAFETY SHOULDER
- ⑧ PROPOSED PAVEMENT REMOVAL
- ⑨ PROPOSED HMA SURFACE COURSE, MIX "C", N70 - 2"
- ⑩ PROPOSED HMA SURFACE COURSE, MIX "C", N70 - 2 1/4"
- ⑪ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 4"
- ⑫ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 7"
- ⑬ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 9"
- ⑭ PROPOSED HMA BINDER COURSE, IL-19.0 FG, N70 - 2"-8"
- ⑮ PROPOSED AGGREGATE BASE COURSE, TYPE B 4"
- ⑯ PROPOSED AGGREGATE BASE COURSE, TYPE B 8"
- ⑰ PROPOSED HMA SHOULDER 6" (SAFETY SHOULDER)
- ⑱ PROPOSED HMA SHOULDER 8"
- ⑲ PROPOSED AGGREGATE SHOULDER, TYPE B 4"
- ⑳ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ㉑ PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POSTS
- ㉒ STRIP REFLECTIVE CRACK CONTROL TREATMENT

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS
PARK-N-RIDE

SCALE: N.T.S. SHEET NO. 5 OF 5 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	18
			CONTRACT NO. 76479	
ILLINOIS FED. AID PROJECT				

SHOULDER SCHEDULE							
LOCATION				AGGREGATE SHOULDERS, TYPE B 4" (SQ.YD)	AGGREGATE WEDGE SHOULDER, TYPE B (TON)	HOT-MIX ASPHALT SHOULDERS, 6" (SQ.YD)	HOT-MIX ASPHALT SHOULDERS, 8" (SQ.YD)
ALI	STATION	TO STATION	OFFSET				
PR SLANT RD	0+00.17	2+56.07	LT				147.02
PR SLANT RD	0+64.97	1+87.22	RT				108.14
PR SLANT RD	1+24.95	1+87.22	RT				18.04
PR SLANT RD	2+31.01	2+68.38	RT				23.25
EX IL 161	1626+00.00	1631+17.22	LT				226.93
EX SLANT RD	1634+18.00	1638+05.00	LT		12.9	43.0	
EX SLANT RD	1634+18.00	1639+86.00	RT		18.9	63.1	
EX SLANT RD	1638+39.00	1641+49.00	LT		10.3	34.4	
EX SLANT RD	1640+12.00	1641+49.00	RT		4.6	15.2	
EX SLANT RD	1653+83.00	1660+30.00	LT		21.6	71.9	
EX SLANT RD	1653+83.00	1664+60.00	RT		35.9	119.7	
EX SLANT RD	1660+75.00	1664+68.00	LT		13.1	43.7	
EX SLANT RD	1664+96.00	1669+08.00	LT		13.7	45.8	
EX SLANT RD	1665+04.00	1669+23.00	RT		14.0	46.6	
EX SLANT RD	1669+36.00	1678+68.00	LT		31.1	103.6	
EX SLANT RD	1669+49.00	1678+68.00	RT		30.6	102.1	
EX SLANT RD	1689+09.00	1692+89.00	RT		12.7	42.2	
EX SLANT RD	1689+09.00	1708+68.00	LT		65.3	217.7	
EX SLANT RD	1693+14.00	1694+72.00	RT		5.3	17.6	
EX SLANT RD	1695+18.00	1702+60.00	RT		24.7	82.4	
EX SLANT RD	1702+90.00	1732+50.00	RT		98.7	328.9	
EX SLANT RD	1709+00.00	1732+00.00	LT		76.7	255.6	
EX SLANT RD	1732+25.00	1778+70.00	LT		154.8	516.1	
EX SLANT RD	1732+74.00	1768+00.00	RT		117.5	391.8	
EX SLANT RD	1768+35.00	1778+97.00	RT		35.4	118.0	
EX SLANT RD	1779+19.00	1794+10.00	RT		49.7	165.7	
EX SLANT RD	1779+35.00	1794+22.00	LT		49.6	165.2	
EX SLANT RD	1794+30.00	1808+55.00	RT		47.5	158.3	
EX SLANT RD	1794+84.00	1807+17.00	LT		41.1	137.0	
EX SLANT RD	1807+49.00	1809+54.00	LT		6.8	22.8	
EX SLANT RD	1808+89.00	1810+81.00	RT		6.4	21.3	
EX SLANT RD	1809+76.00	1822+44.00	LT		42.3	140.9	
EX SLANT RD	1811+11.00	1811+32.00	RT		0.7	2.3	
EX SLANT RD	1811+62.00	1813+92.00	RT		7.7	25.6	
EX SLANT RD	1814+14.00	1836+88.00	RT		75.8	252.7	
EX SLANT RD	1822+82.00	1823+82.00	LT		3.3	11.1	
EX SLANT RD	1824+32.00	1830+92.00	LT		22.0	73.3	
EX SLANT RD	1831+38.00	1851+75.00	LT		67.9	226.3	
EX SLANT RD	1837+16.00	1860+02.00	RT		76.2	254.0	
EX SLANT RD	1851+93.00	1860+95.00	LT		30.1	100.2	
EX SLANT RD	1860+27.00	1862+85.00	RT		8.6	28.7	
EX SLANT RD	1861+16.00	1873+57.00	LT		41.4	137.9	
EX SLANT RD	1863+17.00	1873+57.00	RT		34.7	115.6	
EX SLANT RD	1883+33.00	1884+92.00	LT		5.3	17.7	
EX SLANT RD	1883+33.00	1887+83.00	RT		15.0	50.0	
EX SLANT RD	1885+22.00	1886+32.00	LT		3.7	12.2	
EX SLANT RD	1886+70.00	1887+50.00	LT		2.7	8.9	
EX SLANT RD	1887+72.00	1888+52.00	LT		2.7	8.9	
EX SLANT RD	1888+05.00	1888+43.00	RT		1.3	4.2	
EX SLANT RD	1888+65.00	1911+18.00	RT		75.1	250.3	
EX SLANT RD	1888+70.00	1901+44.00	LT		42.5	141.6	
EX SLANT RD	1901+66.00	1914+68.00	LT		43.4	144.7	
EX SLANT RD	1911+48.00	1912+05.00	RT		1.9	6.3	
EX SLANT RD	1912+31.00	1913+50.00	RT		4.0	13.2	
EX SLANT RD	1913+76.00	1914+50.00	RT		2.5	8.2	
EX SLANT RD	1914+90.00	1926+50.00	RT		38.7	128.9	
EX SLANT RD	1914+90.00	1927+70.00	LT		42.7	142.2	
EX SLANT RD	1926+82.00	1927+70.00	RT		2.9	9.8	
EX SLANT RD	1927+98.00	1928+15.00	RT		0.6	1.9	
EX SLANT RD	1927+98.00	1936+73.00	LT		29.2	97.2	
EX SLANT RD	1928+40.00	1929+52.00	RT		3.7	12.4	
EX SLANT RD	1929+82.00	1930+15.00	RT		1.1	3.7	
EX SLANT RD	1930+50.00	1931+26.00	RT		2.5	8.4	

SHOULDER SCHEDULE CONTINUED							
LOCATION				AGGREGATE SHOULDERS, TYPE B 4" (SQ.YD)	AGGREGATE WEDGE SHOULDER, TYPE B (TON)	HOT-MIX ASPHALT SHOULDERS, 6" (SQ.YD)	HOT-MIX ASPHALT SHOULDERS, 8" (SQ.YD)
ALI	STATION	TO STATION	OFFSET				
EX SLANT RD	1931+58.00	1940+31.00	RT			97.0	
EX SLANT RD	1937+05.00	1938+25.00	LT		4.0	13.3	
EX SLANT RD	1938+75.00	1940+31.00	LT		5.2	17.3	
PR IL 127	127+00.00	128+39.71	RT	78.57			
PR IL 127	127+00.00	128+26.24	RT				80.2
PR IL 127	127+00.00	128+91.08	LT				133.0
PR IL 127	127+00.00	129+11.08	LT	81.60			
PR IL 127	128+66.85	129+11.08	RT	9.69			
PR IL 127	128+68.18	128+91.08	RT				9.6
PR IL 127	141+00.00	143+33.65	RT	131.23			
PR IL 127	141+00.02	145+25.02	LT	190.57			
PR IL 127	141+18.77	143+23.42	RT				139.8
PR IL 127	141+18.77	147+85.00	LT				372.2
PR IL 127	143+93.06	147+85.00	RT	76.51			
PR IL 127	143+97.64	145+85.00	RT				168.8
PR IL 127	144+78.40	145+50.40	RT				41.1
PR IL 127	145+90.70	147+85.00	LT	38.22			
TOTAL				607	1740	5897	1469

PAVEMENT REMOVAL SCHEDULE					
LOCATION				PAVEMENT REMOVAL (SQ.YD)	MEDIAN REMOVAL (SQ.FT)
ALI	STATION	TO STATION	OFFSET		
EX SLANT RD	1626+00.06	1634+17.67	LT	2499.12	
EX SLANT RD	1941+04.00	1941+10.41	RT		37
PR IL 127	127+00.00	129+12.46	CL	652.15	
PR IL 127	128+17.62	128+88.87	RT	148.84	
PR IL 127	141+05.62	147+85.00	CL	2004.22	
PR JON RD	3+38.08	10+90.14	LT	1188.81	
PR JON RD	5+84.32	6+03.60	RT	101.73	
TOTAL				6596	37

SIGN SCHEDULE											
ALI	SIGN DESCRIPTION	MUTCD NO.	SIZE (IN)	FACING DIRECTION	LOCATION		SIGN PANEL TYPE 1 (SQ.FT.)	SIGN PANEL TYPE 2 (SQ.FT.)	REMOVE SIGN PANEL ASSEMBLY TYPE A (EACH)	TELESCOPING STEEL SIGN SUPPORT (FOOT)	WOOD SIGN SUPPORT (FOOT)
					STATION	OFFSET					
PR SLANT RD	STOP SIGN	R1-1	36 X 36	SB	0+35.00	LT	9.00				12
PR SLANT RD	RAILROAD CROSSING SIGN	W10-1	36" DIA.	NB	0+90.00	RT	7.07				14
PR PRKNRIDE	STOP SIGN	R1-1	36 X 36	SB	10+36.00	LT	9.00				15
PR PRKNRIDE	HANDICAPPED PARKING SIGN	R7-8	12 X 18	WB	10+54.00	LT	1.50				15
PR PRKNRIDE	STOP SIGN	R1-1	36 X 36	WB	11+97.00	RT	9.00				15
PR PRKNRIDE	EXISTING SIGN PANEL, TYPE A	N/A	N/A	NB	10+25.56	RT		1			
PR PRKNRIDE	EXISTING SIGN PANEL, TYPE A	N/A	N/A	SB	10+39.26	LT		1			
PR PRKNRIDE	EXISTING SIGN PANEL, TYPE A	N/A	N/A	NB	12+04.20	RT		1			
EX SLANT RD	EXISTING SIGN PANEL, TYPE A	N/A	N/A	WB	1629+20.53	LT		1			
EX SLANT RD	EXISTING SIGN PANEL, TYPE A	N/A	N/A	EB	1633+32.92	RT		1			
EX IL 161	EXISTING SIGN PANEL, TYPE A	N/A	N/A	EB	1630+36.37	LT		1			
EX IL 161	INTERSECTION WARNING SIGN	W2-2L	36 X 36	EB	1629+00.00	RT	9.00				15
EX IL 161	SLANT ROAD WARNING SIGN	W16-8	18 X 8	EB	1629+00.00	RT	1.33				
EX IL 161	SLANT RD	D-3	36 X 8	EB/WB	1632+98.00	LT	2.00			13	
EX IL 161	STATE RT 127	D-3	42 X 8	NB/SB	1632+98.00	LT	2.33				
EX IL 161	TWO DIRECTION, LARGE ARROW	W1-7	48 X 24	SB	1635+25.00	RT	8.00				30
EX SLANT RD	STOP SIGN	R1-1	36 X 36	EB	1940+89.00	RT	9.00				15
EX SLANT RD	CROSS TRAFFIC DOES NOT STOP	W4-1100	30 X 15	EB	1940+89.00	RT	3.13				
PR JON RD	STOP AHEAD SIGN	W3-1a	30 X 30	EB	7+50.00	RT	6.25				12
PR JON RD	JONATHAN RD	D-3	42 X 8	NB/SB	10+65.00	LT	2.33			13	
PR JON RD	STATE RT 127	D-3	42 X 8	EB/WB	10+65.00	LT	2.33				15
PR JON RD	STOP SIGN	R1-1	30 X 30	EB	10+66.00	RT	6.25				12
PR IL 127	NO PASSING ZONE	W14-3	48 X 36	SB	127+00.00	LT		12.00			18
PR IL 127	HORIZONTAL ALIGNMENT	W1-2R	36 X 36	NB	127+00.00	LT	9.00				
PR IL 127	EXISTING SIGN PANEL, TYPE A	N/A	N/A	NB	127+90.12	LT		1			
PR IL 127	EXISTING SIGN PANEL, TYPE A	N/A	N/A	N/A	128+28.41	LT		1			
PR IL 127	KASKASKIA RIVER	I-3	42 X 18	SB	129+00.00	RT	5.25				16
PR IL 127	EXISTING SIGN PANEL, TYPE A	N/A	N/A	SB	129+05.15	RT		1			
PR IL 127	EXISTING SIGN PANEL, TYPE A	N/A	N/A	SB	129+32.45	RT		1			
PR IL 127	EXISTING SIGN PANEL, TYPE A	N/A	N/A	SB	140+94.46	RT		1			
PR IL 127	EXISTING SIGN PANEL, TYPE A	N/A	N/A	NB	140+98.37	LT		1			
PR IL 127	KASKASKIA RIVER	I-3	42 X 18	NB	141+00.00	LT	5.25				15
PR IL 127	EXISTING SIGN PANEL, TYPE A	N/A	N/A	EB	141+80.49	RT		1			
TOTAL							109	12	13	26	219

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PLOT DATE	CHECKED - SEW	REVISED -
	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF SCHEDULES

SCALE: N/A SHEET NO. 1 OF 6 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-IBR-2	CLINTON	159	19
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

ENTRANCE SCHEDULE								
LOCATION			TYPE	EXISTING SURFACE	LENGTH (FOOT)	WIDTH (FOOT)	BITUMINOUS MATERIALS (PRIME COAT) (TON)	INCIDENTAL HMA SURFACING (TON)
ALI	STATION	OFFSET						
PR SLANT RD	2+00.00	N/A	P.E.	GRAVEL	N/A	N/A		5.42
EX SLANT RD	1638+05.00	LT	P.E.	BITUMINOUS	34	3	0.01	0.71
EX SLANT RD	1639+86.00							
SEE MAILBOX TURNOUT SCHEDULE								
EX SLANT RD	1642+16.00	LT	P.E.	AGG	30	3	0.01	0.63
EX SLANT RD	1644+04.00	RT	F.E.	AGG	32	3	0.01	0.67
EX SLANT RD	1660+30.00							
SEE MAILBOX TURNOUT SCHEDULE								
EX SLANT RD	1664+60.00	RT	P.E.	AGG	44	3	0.01	0.92
EX SLANT RD	1664+68.00	LT	F.E.	DIRT	28	3	0.01	0.59
EX SLANT RD	1669+08.00	LT	F.E.	DIRT	28	3	0.01	0.59
EX SLANT RD	1669+23.00	RT	F.E.	DIRT	26	3	0.01	0.55
EX SLANT RD	1687+10.00	RT	F.E.	DIRT	26	3	0.01	0.55
EX SLANT RD	1692+89.00	RT	F.E.	DIRT	25	3	0.01	0.53
EX SLANT RD	1694+72.00							
SEE MAILBOX TURNOUT SCHEDULE								
EX SLANT RD	1702+60.00	RT	F.E.	DIRT	30	3	0.01	0.63
EX SLANT RD	1708+68.00	LT	F.E.	DIRT	32	3	0.01	0.67
EX SLANT RD	1732+00.00	LT	F.E.	GRAVEL	25	3	0.01	0.53
EX SLANT RD	1732+50.00	RT	F.E.	DIRT	24	3	0.01	0.50
EX SLANT RD	1768+00.00	RT	F.E.	GRAVEL	35	3	0.01	0.74
EX SLANT RD	1778+70.00							
SEE MAILBOX TURNOUT SCHEDULE								
EX SLANT RD	1778+97.00	RT	F.E.	DIRT	22	3	0.01	0.46
EX SLANT RD	1794+10.00	RT	F.E.	DIRT	20	3	0.01	0.42
EX SLANT RD	1794+22.00							
SEE MAILBOX TURNOUT SCHEDULE								
EX SLANT RD	1807+17.00							
SEE MAILBOX TURNOUT SCHEDULE								
EX SLANT RD	1808+55.00	RT	P.E.	GRAVEL	34	3	0.01	0.71
EX SLANT RD	1809+54.00							
SEE MAILBOX TURNOUT SCHEDULE								
EX SLANT RD	1810+81.00	RT	P.E.	GRAVEL	30	3	0.01	0.63
EX SLANT RD	1811+32.00	RT	P.E.	GRAVEL	30	3	0.01	0.63
EX SLANT RD	1813+92.00	RT	F.E.	DIRT	22	3	0.01	0.46
EX SLANT RD	1822+44.00							
SEE MAILBOX TURNOUT SCHEDULE								
EX SLANT RD	1823+82.00	LT	P.E.	BITUMINOUS	50	3	0.02	1.05
EX SLANT RD	1830+92.00	LT	F.E.	DIRT	46	3	0.01	0.97
EX SLANT RD	1836+88.00	RT	P.E.	GRAVEL	28	3	0.01	0.59
EX SLANT RD	1851+75.00	LT	F.E.	DIRT	18	3	0.01	0.38
EX SLANT RD	1860+02.00	RT	P.E.	DIRT	25	3	0.01	0.53
EX SLANT RD	1860+95.00	LT	F.E.	DIRT	21	3	0.01	0.44
EX SLANT RD	1862+85.00	RT	P.E.	BITUMINOUS	32	3	0.01	0.67
EX SLANT RD	1879+00.00	RT	P.E.	GRAVEL	28	3	0.01	0.59
EX SLANT RD	1884+92.00							
SEE MAILBOX TURNOUT SCHEDULE								
EX SLANT RD	1886+32.00							
SEE MAILBOX TURNOUT SCHEDULE								
EX SLANT RD	1887+50.00							
SEE MAILBOX TURNOUT SCHEDULE								
EX SLANT RD	1887+83.00	RT	P.E.	ASPHALT	22	3	0.01	0.46
EX SLANT RD	1888+43.00	RT	F.E.	DIRT	22	3	0.01	0.46
EX SLANT RD	1888+52.00	LT	F.E.	DIRT	18	3	0.01	0.38
EX SLANT RD	1901+44.00	LT	F.E.	DIRT	22	3	0.01	0.46
EX SLANT RD	1911+18.00	RT	P.E.	ASPHALT	30	3	0.01	0.63
EX SLANT RD	1912+05.00	RT	P.E.	DIRT	26	3	0.01	0.55
EX SLANT RD	1913+50.00	RT	P.E.	GRAVEL	26	3	0.01	0.55
EX SLANT RD	1914+50.00	RT	P.E.	GRAVEL	40	3	0.01	0.84
EX SLANT RD	1914+68.00	LT	F.E.	DIRT	22	3	0.01	0.46
EX SLANT RD	1926+50.00	RT	P.E.	GRAVEL	32	3	0.01	0.67
EX SLANT RD	1927+70.00	RT	P.E.	GRAVEL	28	3	0.01	0.59
EX SLANT RD	1927+70.00	LT	P.E.	DIRT	28	3	0.01	0.59
EX SLANT RD	1928+15.00	RT	P.E.	GRAVEL	25	3	0.01	0.53
EX SLANT RD	1929+52.00	RT	F.E.	GRAVEL	30	3	0.01	0.63
EX SLANT RD	1930+15.00	RT	F.E.	GRAVEL	35	3	0.01	0.74
EX SLANT RD	1931+26.00	RT	P.E.	BITUMINOUS	32	3	0.01	0.67
EX SLANT RD	1936+73.00							
SEE MAILBOX TURNOUT SCHEDULE								
EX SLANT RD	1938+25.00	LT	C.E.	GRAVEL	50	3	0.02	1.05
PR JON RD	5+87.17	N/A	P.E.	N/A	N/A	N/A		6.14
PR IL 127	128+52.53	N/A	P.E.	N/A	N/A	N/A		16.74
PR IL 127	145+50.00	N/A	P.E.	N/A	N/A	N/A		10.80
SUBTOTAL							1	67

SIDEROAD SCHEDULE									
LOCATION			ROAD NAME	EXISTING SURFACE	LENGTH (FOOT)	WIDTH (FOOT)	BITUMINOUS MATERIALS (PRIME COAT) (TON)	HMA SURFACE REMOVAL BUTT JOINT (SQ YD)	INCIDENTAL HMA SURFACING (TON)
ALI	STATION	OFFSET							
EX SLANT RD	1634+48.43	CL	STA. 1634+48.43	BITUMINOUS	36	45	0.17	180.0	22.68
EX SLANT RD	1651+34.00	RT	GROSS LANE	GRAVEL	48	12.5	0.06	66.7	8.40
EX SLANT RD	1651+65.00	RT	GEBKE ROAD	BITUMINOUS	110	12.5	0.15	152.8	19.25
EX SLANT RD	1693+90.00	LT	OIL FIELD ROAD	GRAVEL	120	12.5	0.16	166.7	21.00
EX SLANT RD	1709+34.00	RT	CO ROAD 1500 E	N/A	80	12.5	0.11	111.1	14.00
EX SLANT RD	1709+94.00	LT	CO ROAD 1500 W	N/A	55	12.5	0.07	76.4	9.63
EX SLANT RD	1770+50.00	LT	CO ROAD 1100	N/A	58	12.5	0.08	80.6	10.15
EX SLANT RD	1804+20.00	RT	CO ROAD 1590 E	N/A	76	12.5	0.10	105.6	13.30
EX SLANT RD	1809+55.00	LT	PIPELINE ROAD	BITUMINOUS	118	12.5	0.16	163.9	20.65
EX SLANT RD	1843+46.00	LT	OLD CARLYLE ROAD	AGG	85	12.5	0.11	118.1	14.88
EX SLANT RD	1843+78.00	RT	OLD CARLYLE ROAD	AGG	78	12.5	0.10	108.3	13.65
EX SLANT RD	1901+28.00	RT	SLATE DRIVE	CONCRETE	58	12.5	0.08	80.6	10.15
EX SLANT RD	1940+96.00	CL	IL 127	BITUMINOUS	180	20	0.39	400.0	50.40
SUBTOTAL							2	N/A	229
TOTAL							N/A	1811	N/A

PAVEMENT SCHEDULE								
LOCATION				AGGREGATE BASE COURSE, TYPE B 4" (SQ YD)	AGGREGATE BASE COURSE, TYPE B 8" (SQ YD)	BITUMINOUS MATERIALS (PRIME COAT) (TON)	HOT - MIX ASPHALT BINDER COURSE IL-19.0 FG, N70 (TON)	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70 (TON)
ALI	STATION	STATION	OFFSET					
PR PRKNRIDE	10+13.25	12+24.17	N/A	525.30		1.52	205.93	58.8
PR PRKNRIDE	10+49.66	11+32.19	N/A			0.32	36.94	18.5
PR SLANT RD	0+00.17	2+56.07	LT			0.43		
PR SLANT RD	0+12.84	2+68.38	N/A	1242.00		3.60	486.88	139.1
PR SLANT RD	0+64.97	1+87.22	RT			0.31		
PR SLANT RD	1+24.95	1+87.22	RT			0.05		
PR SLANT RD	2+00.00	N/A	N/A		48.41			
PR SLANT RD	2+31.01	2+68.38	N/A			0.07		
PR IL 127	127+00.00	128+91.08	N/A	514.66				
PR IL 127	141+18.93	147+82.82	N/A	1779.68				
EX IL 161	1626+00.00	1631+17.22	LT			0.66		
PR IL 127	127+00.00	128+91.08	N/A			1.99	259.39	57.6
PR IL 127	127+00.00	128+26.24	RT			0.23		
PR IL 127	127+00.00	128+91.08	LT			0.39		
PR IL 127	128+52.53	N/A	RT		149.46			
PR IL 127	128+68.18	128+91.08	RT			0.03		
PR IL 127	141+18.77	147+85.00	N/A			6.87	896.96	
PR IL 127	141+18.77	143+23.42	RT			0.40		
PR IL 127	141+18.77	147+85.00	LT			1.08		
PR IL 127	141+18.93	147+82.82	N/A					199.3
PR IL 127	143+97.64	145+85.00	RT			0.49		
PR IL 127	144+78.40	145+50.40	RT			0.12		
PR IL 127	145+50.00	N/A	LT		868.02			
PR JON RD	3+38.00	10+48.14	N/A			1.23	142.70	
PR JON RD	3+38.00	10+78.14	N/A	1444.38				161.8
PR JON RD	10+48.14	10+78.14	N/A			0.49	76.30	
PR JON RD	5+87.17	N/A	RT		54.83			
SUBTOTAL				N/A	N/A	20	N/A	636
TOTAL				4063	2566	N/A	2106	N/A

PATCHING SCHEDULE				
LOCATION				CLASS C PATCHES, TYPE I, 12" (SQ YD)
ALI	STATION	TO STATION	OFFSET	
EX SLANT RD	1941+04.00	1941+10.41	RT	4.11
TOTAL				5

EARTH EXCAVATION SCHEDULE				
LOCATION (FUN. CODE)	EARTH EXCAVATION (CU YD)	EMBANKMENT	EARTH EXCAVATION ADJ. FOR SHRINKAGE	WASTE (+) SHORTAGE (-)
RELOCATE SLANT(004)	175	45	135	+90
PR IL 127 (0011)	950	1655	715	-940
PR JONATHAN (0011)	3500	10	2625	+2615
TOTAL	4665	1815	3505	+1690

SHRINKAGE FACTOR: 25%

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USER NAME = Plotted by Scott	DESIGNED - RC	REVISED -
PLOT SCALE = 2.0000' / in.	DRAWN - RC	REVISED -
PLOT DATE	CHECKED - SEW	REVISED -
	DATE - 2-1-2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF SCHEDULES

SCALE: N/A SHEET NO. 2 OF 6 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-IBR-2	CLINTON	159	20
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

MAILBOX TURNOUT SCHEDULE												
LOCATION			MAILBOX TURNOUT				DRIVEWAY ENTRANCE			AGGREGATE SURFACE COURSE, TYPE B (TON)	BITUMINOUS MATERIALS (PRIME COAT) (TON)	INCIDENTAL HMA SURFACING (TON)
ALI	STATION	OFFSET	TURNOUT TYPE	LENGTH AT ROAD (FOOT)	LENGTH AT MAILBOX (FOOT)	WIDTH (FOOT)	AREA (SQ.YD)	LENGTH (FOOT)	WIDTH (FOOT)			
EX SLANT RD	1633+25.82	RT	MAILBOX ON NEAR SIDE OF ENTRANCE	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
EX SLANT RD	1633+27.15	RT	MAILBOX ON NEAR SIDE OF ENTRANCE	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
EX SLANT RD	1633+29.00	RT	MAILBOX ON NEAR SIDE OF ENTRANCE	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
EX SLANT RD	1638+06.00	RT	TYPICAL APPLICATION	82	20	7.5	42.5	34	3	102.0	5.36	
EX SLANT RD	1639+86.00	RT	MAILBOX ON FAR SIDE OF ENTRANCE	108	30	7	53.7	26	3	8.7		0.55
EX SLANT RD	1642+16.00	RT	TYPICAL APPLICATION	120	35	6	51.7	N/A	N/A	N/A	6.51	
EX SLANT RD	1660+30.00	LT	MAILBOX ON NEAR SIDE OF ENTRANCE	52	20	9	36.0	45	3	15.0		0.95
EX SLANT RD	1694+72.00	RT	MAILBOX ON NEAR SIDE OF ENTRANCE	65	20	6	28.3	46	3	15.3		0.97
EX SLANT RD	1778+70.00	LT	MAILBOX ON FAR SIDE OF ENTRANCE	52	20	8.5	34.0	65	3	21.7		1.37
EX SLANT RD	1794+22.00	LT	MAILBOX ON NEAR SIDE OF ENTRANCE	85	20	10	58.3	62	3	20.7		1.30
EX SLANT RD	1807+17.00	LT	MAILBOX ON NEAR SIDE OF ENTRANCE	52	20	6	24.0	32	3	10.7		0.67
EX SLANT RD	1809+54.00	LT	MAILBOX ON FAR SIDE OF ENTRANCE	52	20	6	24.0	22	3	7.3		0.46
EX SLANT RD	1822+44.00	LT	MAILBOX ON FAR SIDE OF ENTRANCE	68	20	10	48.9	38	3	12.7		0.80
EX SLANT RD	1836+88.00	LT	TYPICAL APPLICATION	96	20	6	38.7	N/A	N/A	N/A	4.87	
EX SLANT RD	1862+85.00	LT	TYPICAL APPLICATION	80	20	6	33.3	N/A	N/A	N/A	4.20	
EX SLANT RD	1879+00.00	LT	TYPICAL APPLICATION	72	20	6	30.7	N/A	N/A	N/A	3.86	
EX SLANT RD	1884+92.00	LT	MAILBOX ON FAR SIDE OF ENTRANCE	52	20	7	28.0	30	3	10.0		0.63
EX SLANT RD	1886+32.00	LT	MAILBOX ON NEAR SIDE OF ENTRANCE	75	20	6	31.7	38	3	12.7		0.80
EX SLANT RD	1887+50.00	LT	MAILBOX ON NEAR SIDE OF ENTRANCE	75	20	6	31.7	22	3	7.3		0.46
EX SLANT RD	1911+18.00	LT	TYPICAL APPLICATION	72	20	6	30.7	N/A	N/A	N/A	3.86	
EX SLANT RD	1913+50.00	LT	TYPICAL APPLICATION	72	20	6	30.7	N/A	N/A	N/A	3.86	
EX SLANT RD	1927+70.00	LT	TYPICAL APPLICATION	52	20	6	24.0	N/A	N/A	N/A	3.02	
EX SLANT RD	1928+15.00	LT	TYPICAL APPLICATION	72	20	6	30.7	N/A	N/A	N/A	3.86	
EX SLANT RD	1931+26.00	LT	TYPICAL APPLICATION	52	20	8	32.0	N/A	N/A	N/A	4.03	
EX SLANT RD	1936+73.00	LT	MAILBOX ON FAR SIDE OF ENTRANCE	60	20	6	26.7	32	3	10.7		0.67
SUBTOTAL										N/A	0.1	10
TOTAL										44	N/A	N/A

BRIDGE APPROACH PAVEMENT CONNECTOR SCHEDULE					
LOCATION				BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) (SQ YD)	APPROACH SLAB REMOVAL (SQ YD)
ALI	STATION	TO STATION	OFFSET		
PR IL 127	128+91.04	128+97.04	CL	23.91	
PR IL 127	129+12.46	129+42.39	CL		96.83
PR IL 127	140+75.63	141+05.62	CL		97.85
PR IL 127	141+12.54	141+18.54	CL	25.24	
TOTAL				50	195

GUARDRAIL SCHEDULE					
LOCATION				STEEL PLATE BEAM GUARDRAIL, TYPE A (FOOT)	GUARDRAIL REMOVAL (FOOT)
ALI	STATION	TO STATION	OFFSET		
PR IL 127	126+96.65	127+71.65	RT	75.00	
PR IL 127	127+05.43	128+67.93	LT	162.50	
PR IL 127	141+43.17	143+30.67	LT	187.50	
PR IL 127	141+43.17	142+55.67	RT	112.50	
PR IL 127	126+96.65	128+29.36	RT		133
PR IL 127	127+05.43	129+40.94	RT		236
PR IL 127	140+75.40	142+51.98	LT		177
PR IL 127	140+74.72	141+30.11	RT		114
TOTAL				537.5	660

RESURFACING SCHEDULE							
LOCATION				BITUMINOUS MATERIALS (PRIME COAT) (TON)	AGGREGATE (PRIME COAT) (TON)	HMA SURFACE COURSE, MIX "C", N70 (TON)	STRIP REFLECTIVE CRACK CONTROL TREATMENT (FOOT)
ALI	STATION	TO STATION	OFFSET				
PR PRKNRIDE	10+13.25	12+24.17	N/A		1.01		
PR PRKNRIDE	10+49.66	11+32.19	N/A		0.32		
PR SLANT RD	00+12.84	02+68.38	N/A		2.40		
PR SLANT RD	2+00.00	N/A	LT		0.09		
EX SLANT RD	1634+48.00	1652+42.00	CL	4.62		602.8	3588.00
EX SLANT RD	1652+42.00	1694+27.00	CL	10.77		1406.2	8370.00
EX SLANT RD	1694+27.00	1709+64.00	CL	3.96		516.4	3074.00
EX SLANT RD	1709+64.00	1710+29.00	CL	0.17		21.8	130.00
EX SLANT RD	1710+29.00	1770+70.00	CL	15.55		2029.8	12082.00
EX SLANT RD	1770+70.00	1774+48.00	CL	0.97		127.0	756.00
EX SLANT RD	1774+48.00	1780+28.00	CL	1.49		194.9	1160.00
EX SLANT RD	1780+28.00	1843+77.00	CL	16.34		2133.3	12698.00
EX SLANT RD	1843+77.00	1844+31.00	CL	0.14		18.1	108.00
EX SLANT RD	1844+31.00	1901+56.00	CL	14.74		1923.6	11450.00
EX SLANT RD	1901+56.00	1937+72.00	CL	9.31		1215.0	7232.00
EX SLANT RD	1937+72.00	1940+47.00	CL	0.97		127.1	550.00
PR JON RD	3+38.00	10+50.00	N/A		2.46		
PR JON RD	5+87.17	N/A	RT		0.11		
PR JON RD	10+50.00	10+78.14	N/A		0.33		
PR IL 127	127+00.00	128+91.08	N/A		0.99		
PR IL 127	128+52.53	N/A	RT		0.29		
PR IL 127	141+18.77	147+85.00	N/A		3.44		
PR IL 127	145+50.00	N/A	LT		0.19		
SUBTOTAL				79	N/A	10316	N/A
TOTAL				N/A	12	N/A	61198

IMPACT ATTENUATORS SCHEDULE						
LOCATION				PROTECTIVE COAT (SQ YD)	IMPACT ATTENUATORS (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3 (EACH)	ATTENUATOR BASE (SQ YD)
ALI	STATION	STATION	OFFSET			
PR IL 127	128+76.04	129+12.04	RT	7.11		7.11
PR IL 127	128+76.72	129+12.04	RT		1	
TOTAL				8	1	8

DELINEATOR SCHEDULE			
LOCATION			DELINEATORS (EACH)
ALI	STATION	OFFSET	
PR SLANT RD	0+50.00	LT	1
PR SLANT RD	0+50.00	RT	1
PR SLANT RD	1+00.00	LT	1
PR SLANT RD	1+00.00	RT	1
PR SLANT RD	1+50.00	LT	1
PR SLANT RD	2+50.00	LT	1
EX 161	1626+00.00	LT	1
EX 161	1630+00.00	LT	1
EX 161	1633+50.00	LT	1
TOTAL			9

TRAFFIC BARRIER TERMINAL SCHEDULE						
LOCATION				TRAFFIC BARRIER TERMINAL, TYPE 6 (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL), TANGENT (EACH)	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL), FLARED (EACH)
ALI	STATION	TO STATION	OFFSET			
PR IL 127	127+71.65	128+21.65	RT			1
PR IL 127	128+67.93	129+13.58	LT	1		
PR IL 127	140+97.52	141+43.17	RT	1		
PR IL 127	140+97.52	141+43.17	LT	1		
PR IL 127	142+55.67	143+05.67	RT			1
PR IL 127	143+30.67	143+80.67	LT		1	
TOTAL				3	1	2

AGGREGATE FOR TEMPORARY ACCESS		
LOCATION	AGGREGATE FOR TEMPORARY ACCESS (TON)	
ALI		
PR SLANT RD	50	
PR IL 127	50	
TOTAL		100

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USER NAME = Plotted by Scott	DESIGNED - RC	REVISED -
PLOT SCALE = 2.0000' / in.	DRAWN - RC	REVISED -
PLOT DATE	CHECKED - SEW	REVISED -
	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF SCHEDULES

SCALE: N/A SHEET NO. 3 OF 6 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-IBR-2	CLINTON	159	21
ILLINOIS FED. AID PROJECT CONTRACT NO. 76479				

TREE SCHEDULE											
LOCATION					TREE, SWAMP WHITE OAK	TREE, RED OAK	TREE, FLOWERING DOGWOOD	TREE REMOVAL (6 TO 15 UNITS DIA)	TREE, REMOVAL (OVER 15 UNITS DIA)	TREE REMOVAL (ACRE)	TREE TRUNK PROTECTION
ALI	STATION	TO STATION	OFFSET	DIST	(EACH)	(EACH)	(EACH)	(EACH)	(ACRE)	(EACH)	
PR SLANT RD	0+35.12	N/A	LT	96.46		1					
PR SLANT RD	0+50.42	N/A	RT	26.40				28			
PR SLANT RD	0+64.09	N/A	LT	5.04				34			
PR SLANT RD	0+67.75	N/A	LT	40.34						1	
PR SLANT RD	0+72.22	N/A	LT	92.21		1					
PR SLANT RD	0+84.83	N/A	RT	69.31			1				
PR SLANT RD	0+96.38	N/A	RT	103.96			1				
PR SLANT RD	1+00.44	N/A	LT	65.80		1					
PR SLANT RD	1+29.01	N/A	RT	80.73			1				
PR SLANT RD	1+63.80	N/A	RT	56.54			1				
EX SLANT RD	1630+66.59	N/A	LT	3.87		1					
EX SLANT RD	1631+05.74	N/A	RT	23.43		1					
EX SLANT RD	1631+33.25	N/A	LT	0.77		1					
PR JON RD	6+99.37	N/A	LT	75.28	1						
PR JON RD	7+40.53	N/A	LT	50.48		1					
PR JON RD	7+42.36	N/A	LT	96.75	1						
PR JON RD	7+81.33	N/A	LT	113.81	1						
PR JON RD	7+82.78	N/A	LT	72.39			1				
PR JON RD	8+15.68	N/A	LT	49.79	1						
PR JON RD	8+19.03	N/A	LT	132.54	1						
PR JON RD	8+30.52	N/A	LT	94.18			1				
PR JON RD	8+61.59	N/A	LT	56.67	1						
PR JON RD	9+05.96	N/A	LT	117.59			1				
PR JON RD	9+39.94	N/A	LT	59.59			1				
PR JON RD	10+08.67	N/A	LT	54.54			1				
PR JON RD	10+29.94	N/A	LT	139.45	1						
PR JON RD	10+30.27	N/A	LT	88.50			1				
EX IL 127	127+33.56	N/A	RT	40.16				10			
EX IL 127	127+42.54	N/A	RT	52.49					36		
EX IL 127	127+57.99	N/A	RT	56.09				8			
EX IL 127	127+62.71	N/A	RT	47.86				8			
EX IL 127	127+69.56	N/A	RT	56.28					30		
EX IL 127	127+88.33	N/A	RT	61.18					50		
EX IL 127	128+09.77	N/A	RT	55.52				6			
EX IL 127	128+12.45	N/A	RT	69.76				16			
PR IL 127	129+36.52	130+50.00	RT	N/A					0.01		
PR IL 127	130+00.00	131+75.00	LT	N/A					0.01		
PR IL 127	132+50.00	139+00.00	LT	N/A					0.1		
TOTAL					7	13	4	48	178	0.25	1

MARKERS SCHEDULE							
LOCATION					GUARDRAIL MARKERS, TYPE A	BARRIER WALL MARKERS, TYPE B	TERMINAL MARKER DIRECT - APPLIED
ALI	STATION	TO STATION	OFFSET	DIST	(EACH)	(EACH)	
PR IL 127	126+96.65	127+71.65	RT	75.0	1		
PR IL 127	127+05.43	128+67.93	LT	162.5	2		
PR IL 127	128+21.55	N/A	RT				1
PR IL 127	128+91.04	141+18.54	RT			32	
PR IL 127	128+91.04	141+18.54	LT			32	
PR IL 127	141+43.17	143+30.67	LT	187.5	3		
PR IL 127	141+43.17	142+55.67	RT	112.5	2		
PR IL 127	143+03.19	N/A	RT				1
PR IL 127	143+78.19	N/A	LT				1
TOTAL					8	64	3

SURVEY MARKERS										
LOCATION				FURNISHING AND ERECTING RIGHT OF WAY MARKERS (EACH)	PERMANENT SURVEY MARKERS, TYPE 1 (EACH)	PERMANENT SURVEY MARKERS, TYPE 2 (EACH)	REMOVE RIGHT-OF-WAY MARKERS (EACH)	RIGHT OF WAY AND PROPERTY CORNERS (EACH)	SECTION CORNER MARKERS (EACH)	
ALI	STATION	OFFSET	DISTANCE							
PR SLANT RD	0+00.00	CL	N/A		1					
PR SLANT RD	2+68.38	CL	N/A		1					
PRKNRIDE	10+00.00	CL	N/A		1					
PRKNRIDE	11+26.13	CL	N/A		1					
PRKNRIDE	11+75.02	CL	N/A			1				
PRKNRIDE	12+37.08	CL	N/A		1					
EX IL 161	N/A	N/A	N/A				1			
PR JON RD	2+00.00	CL	N/A		1					
PR JON RD	3+30.00	LT	25.00	1						
PR JON RD	3+30.00	RT	30.00	1						
PR JON RD	3+84.57	CL	N/A		1					
PR JON RD	3+84.57	LT	25.00	1						
PR JON RD	3+84.57	RT	30.00	1						
PR JON RD	4+28.14	CL	N/A		1					
PR JON RD	4+28.14	LT	25.00	1						
PR JON RD	4+29.22	RT	30.00	1						
PR JON RD	5+97.26	LT	86.21	1						
PR JON RD	5+97.26	LT	86.21	1						
PR JON RD	6+06.10	RT	38.46	1				1		
PR JON RD	6+20.34	LT	44.84				1			
PR JON RD	6+38.62	CL	N/A		1					
PR JON RD	6+38.62	RT	40.00	1						
PR JON RD	8+60.02	CL	N/A		1					
PR JON RD	8+60.02	RT	40.00	1						
PR JON RD	10+00.24	CL	N/A		1					
PR JON RD	10+03.11	RT	40.00	1						
PR JON RD	10+51.20	RT	66.32	1						
PR IL 127	114+00.81	LT	54.97	1						
PR IL 127	124+44.48	LT	50.25	1						
PR IL 127	124+44.48	LT	50.25	1						
PR IL 127	126+00.00	LT	50.25	1						
PR IL 127	127+00.00	CL	N/A		1					
PR IL 127	127+00.00	LT	85.01	1						
PR IL 127	128+97.76	LT	85.01	1						
PR IL 127	130+00.00	LT	75.25	1						
PR IL 127	130+65.12	RT	419.75	1						
PR IL 127	131+00.00	LT	40.25	1				1		
PR IL 127	131+65.13	RT	39.75	1				1		
PR IL 127	140+49.57	RT	215.58	1						
PR IL 127	140+75.98	RT	159.18	1						
PR IL 127	140+88.51	RT	49.77	1				1		
PR IL 127	140+88.51	RT	39.77	1				1		
PR IL 127	140+88.95	LT	40.25	1				1		
PR IL 127	141+16.21	RT	49.76	1				1		
PR IL 127	142+31.85	CL	N/A		1					
PR IL 127	143+00.00	LT	40.26	1						
PR IL 127	143+50.00	LT	45.26	1						
PR IL 127	144+00.00	LT	45.26	1						
PR IL 127	144+50.00	LT	40.26	1						
PR IL 127	145+29.80	RT	49.75	1						
PR IL 127	146+03.65	LT	40.24	1						
PR IL 127	146+39.59	CL	N/A		1					
PR IL 127	147+80.32	CL	N/A		1					
PR IL 127	147+80.86	RT	49.79	1						
PR IL 127	147+80.86	LT	40.21	1						
SC6 (2057)	NE CORNER SECTION 36, T2N, R3W								1	
SC7 (2058)	NW CORNER SECTION 31, T2N, R2W								1	
SC5 (1064)	EAST 1/4 CORNER SECTION 25, T2N, R3W								1	
SC4 (1066)	CENTER SECTION 25, T2N, R3W								1	
SC3 (107)	WEST 1/4 CORNER SECTION 25, T2N, R3W								1	
SC2 (100)	NE CORNER SECTION 17, T2N, R3W								1	
SC1 (102)	NW CORNER SECTION 17, T2N, R3W								1	
TOTAL				37	15	1	2	7	7	

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USER NAME = Plotted by Scott	DESIGNED - RC	REVISED -
DRAWN - RC	REVISED -	
PLOT SCALE = 2.0000' / in.	CHECKED - SEW	REVISED -
PLOT DATE	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF SCHEDULES		
SCALE: N/A	SHEET NO. 4 OF 6 SHEETS	STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-IBR-2	CLINTON	159	22
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

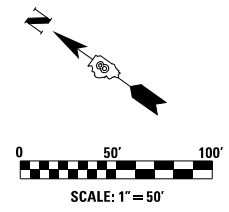
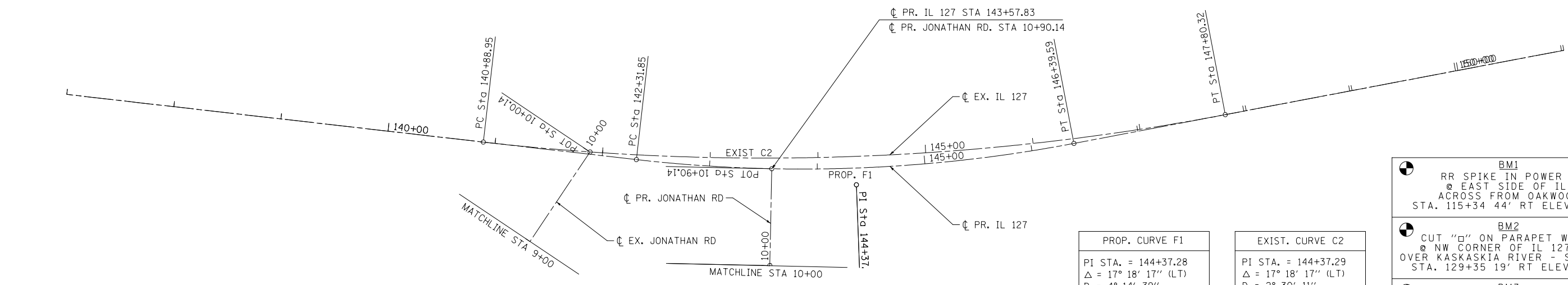
PAVEMENT MARKING SCHEDULE CONTINUED																										
LOCATION					YELLOW SHORT TERM PAVEMENT MARKING DOUBLE CL (FOOT)	YELLOW SHORT TERM PAVEMENT MARKING SKIP DASH (FOOT)	WORK ZONE PAVEMENT MARKING REMOVAL (SQ.FT)	THERMOPLASTIC PAVEMENT MARKING LETTERS AND SYMBOLS (SQ.FT)	WHITE THERMOPLASTIC PAVEMENT MARKING LINE 4" (FOOT)	YELLOW THERMOPLASTIC PAVEMENT MARKING LINE 4" (FOOT)	YELLOW THERMOPLASTIC PAVEMENT MARKING SKIP-DASH 4" (FOOT)	YELLOW THERMOPLASTIC PAVEMENT MARKING DOUBLE CL 4" (FOOT)	WHITE THERMOPLASTIC PAVEMENT MARKING DOTTED 4" (FOOT)	WHITE THERMOPLASTIC PAVEMENT MARKING LINE 8" (FOOT)	WHITE THERMOPLASTIC PAVEMENT MARKING LINE 12" (FOOT)	YELLOW THERMOPLASTIC PAVEMENT MARKING LINE 12" (FOOT)	WHITE THERMOPLASTIC PAVEMENT MARKING LINE 24" (FOOT)	PAINT PAVEMENT MARKING LETTERS AND SYMBOLS (SQ.FT)	PAINT PAVEMENT MARKING LINE 6" (FOOT)	WHITE MOD. URETHANE PAVEMENT MARKING LINE 4" (FOOT)	YELLOW MOD. URETHANE PAVEMENT MARKING LINE 4" (FOOT)	YELLOW MOD. URETHANE PAVEMENT MARKING SKIP-DASH 4" (FOOT)	RAISED REFLECTIVE PAVEMENT MARKER (EACH)	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE) (EACH)	PAVEMENT REMOVAL (SQ.FT)	RAISED REFLECTIVE PAVEMENT MARKING REMOVAL (EACH)
ALI	STATION	TO	STATION	OFFSET																						
PR IL 127	127+00.00	TO	128+03.60	RT				103.60																		
PR IL 127	127+00.00	TO	128+91.04	LT				191.04																		
PR IL 127	127+00.00	TO	128+91.04	CL					191.04	47.75												5				
PR IL 127	128+91.04	TO	141+18.54	CL																	1227.50	1227.50	306.88		31	
PR IL 127	128+91.04	TO	141+18.54	LT																	1227.50					
PR IL 127	128+91.04	TO	141+18.54	RT																			17			
PR IL 127	141+18.54	TO	147+85.00	CL																						
PR IL 127	141+18.54	TO	147+85.00	LT				662.83																		
PR IL 127	141+18.54	TO	143+01.45	RT				183.51																		
PR IL 127	141+18.79	TO	142+00.00	CL						20.30																
PR IL 127	142+00.00	TO	146+37.63	CL							875.26															
PR IL 127	144+14.22	TO	147+85.00	RT				372.78																		
PR IL 127	146+37.63	TO	147+85.00	CL						36.84																
SUBTOTAL					3516	499	1339	124	63108	24426	2714	5235	28	293	74	85	138	5	192	2455	1228	307	823	31	257	767
TOTAL					4016		1339	124			95512				293	159	138	5	192		3990		823	31	257	767

PIPE CULVERT SCHEDULE								
LOCATION					PIPE CULVERT REMOVAL (FEET)	PIPE CULVERTS, CLASS A, TYPE 1 18" (FEET)	PIPE CULVERTS, CLASS D, TYPE 1 18" (FEET)	END SECTIONS 18" (EACH)
ALI	STATION	OFFSET	TO STATION	OFFSET				
PR PRKNRIDE	10+26.33	CL	10+27.84	CL	43			
PR PRKNRIDE	10+30.46	LT	10+24.40	RT		38	2	
PR JON RD	5+81.30	RT	5+98.22	RT			16	
PR JON RD	6+50.00	LT	6+50.00	RT		23	2	
PR IL 127	128+76.04	RT	129+12.04	N/A				
PR IL 127	145+31.99	LT	145+57.09	LT		25	2	
TOTAL					43	86	16	8

SUBTOTAL SUMMATION			
SUBTOTALS FROM SCHEDULE	BITUMINOUS MATERIALS (PRIME COAT) (TON)	HOT - MIX ASPHALT SURFACE COURSE, MIX "C", N70 (TON)	INCIDENTAL HMA SURFACING (TON)
ENTRANCE SCHEDULE	1.00		67.00
MAILBOX SCHEDULE	0.15		10.00
PAVEMENT SCHEDULE	20.00	636.0	
RESURFACING SCHEDULE	79.03	10316.0	
SIDEROAD SCHEDULE	2.00		229.00
TOTAL	103	10952	306

MISCELLANEOUS SCHEDULES									
LOCATION	ENGINEER'S FIELD OFFICE, TYPE A (CAL MO)	MOBILIZATION (L SUM)	TRAFFIC CONTROL AND PROTECTION STANDARD, 701201 (L SUM)	TRAFFIC CONTROL AND PROTECTION STANDARD, 701206 (L SUM)	TRAFFIC CONTROL AND PROTECTION STANDARD, 701306 (L SUM)	CHANGEABLE MESSAGE SIGN (CAL MO)	CONSTRUCTION LAYOUT (L SUM)	DETOUR SIGNING (L SUM)	RAILROAD PROTECTIVE LIABILITY INSURANCE (L SUM)
JOBSITE	30	1	1	1	1	100	1	1	1
TOTAL	30	1	1	1	1	100	1	1	1

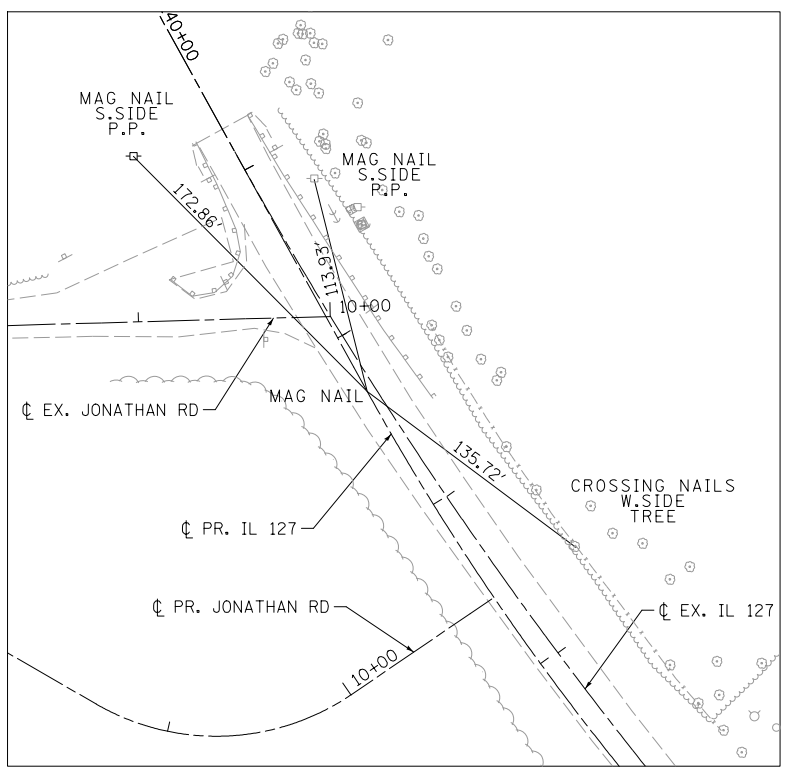
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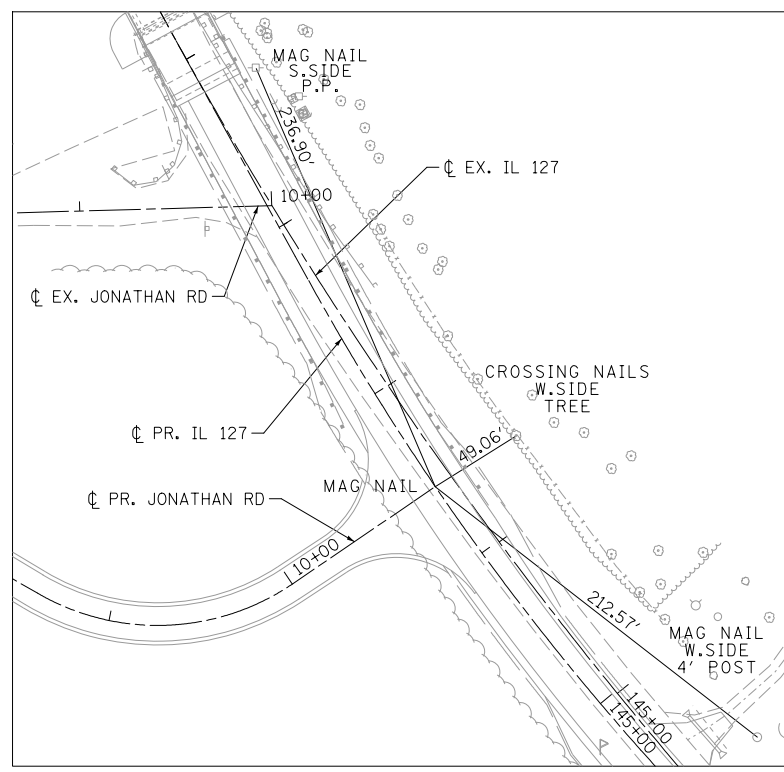
PROP. CURVE F1
PI STA. = 144+37.28
$\Delta = 17^\circ 18' 17''$ (LT)
D = 4° 14' 39"
R = 1,350.00'
T = 205.43'
L = 407.74'
E = 15.54'
e = 6%
T.R. = 54'
S.E. RUN = 160'
P.C. STA. = 142+31.85
P.T. STA. = 146+39.59

EXIST. CURVE C2
PI STA. = 144+37.29
$\Delta = 17^\circ 18' 17''$ (LT)
D = 2° 30' 11"
R = 2,289.08'
T = 348.33'
L = 691.36'
E = 26.35'
e = -----
T.R. = -----
S.E. RUN = -----
P.C. STA. = 140+88.95
P.T. STA. = 147+80.32

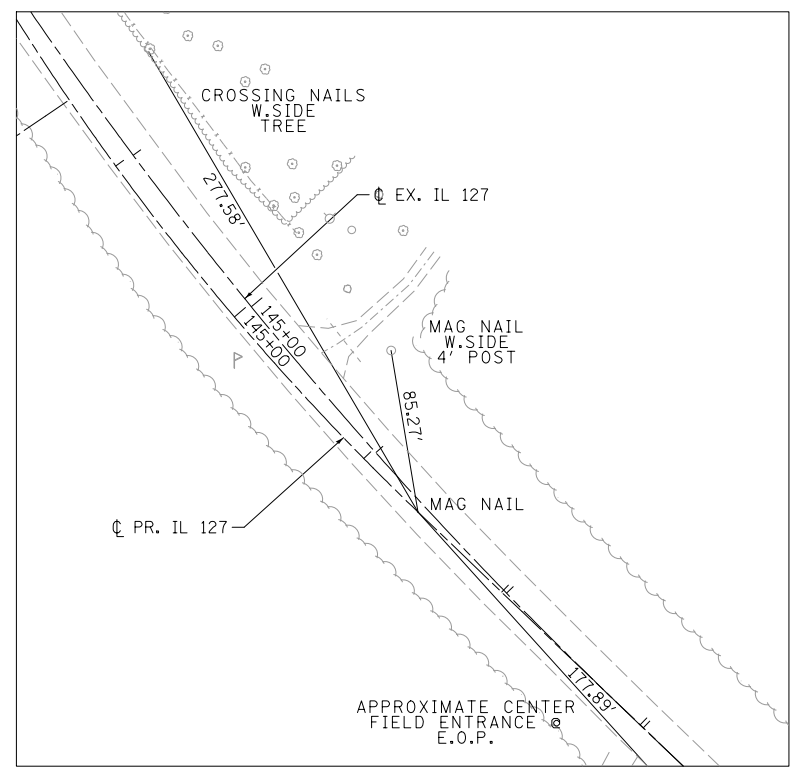
- BM1**
 RR SPIKE IN POWER POLE
 @ EAST SIDE OF IL 127
 ACROSS FROM OAKWOOD RD
 STA. 115+34 44' RT ELEV. 425.139
- BM2**
 CUT "O" ON PARAPET WALL END
 @ NW CORNER OF IL 127 BRIDGE
 OVER KASKASKIA RIVER - SN 014-0014
 STA. 129+35 19' RT ELEV. 436.775
- BM3**
 CUT "O" ON PARAPET WALL END
 @ SW CORNER OF IL 127 BRIDGE
 OVER KASKASKIA RIVER - SN 014-0014
 STA. 140+85 20' RT ELEV. 436.686
- BM4**
 RR SPIKE IN POWER POLE
 @ SOUTH SIDE OF AGGREGATE RD
 +0.12 MI ALONG AGGREGATE UNNAMED RD
 FROM NW CORNER OF IL 127 BRIDGE
 OVER KASKASKIA RIVER
 STA. 133+45 154' RT ELEV. 421.430



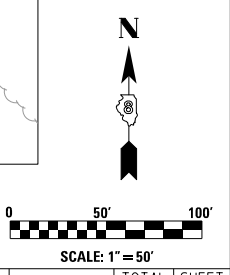
PC STA. 142+31.85
 N: 695497.9241
 E: 524671.9386



IL 127 STA. 143+57.83
 REL JONATHAN RD STA. 10+90.14
 N: 695390.6484
 E: 524737.9097



PT STA. 146+39.59
 N: 695175.9724
 E: 524919.5988



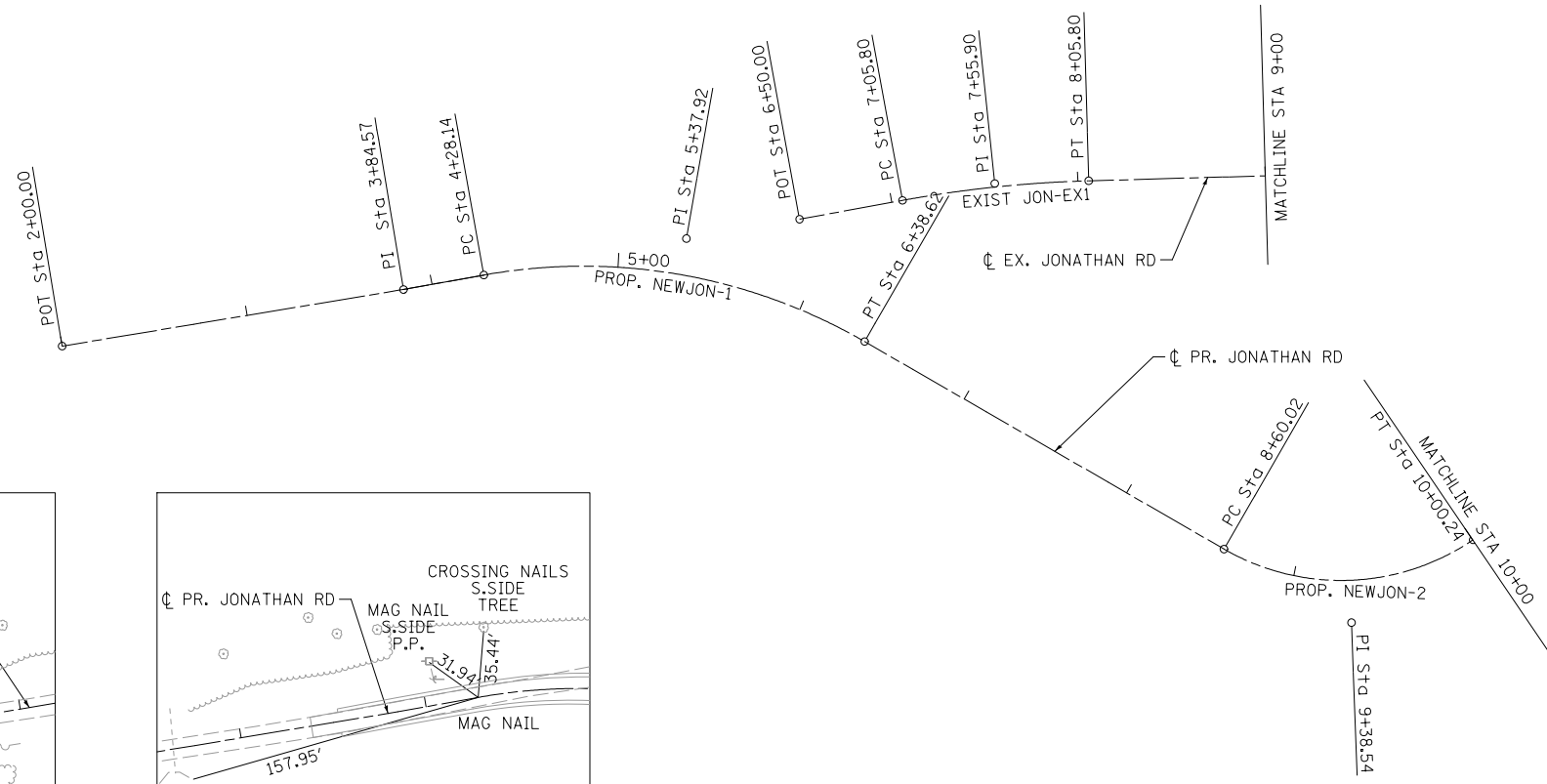
USER NAME = Plotted by Scott	DESIGNED - RWK	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - RWK	REVISED -
PLOT DATE =	CHECKED - SEW	REVISED -
	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT, TIES & BENCHMARKS
 ILLINOIS ROUTE 127**

SCALE: 1"=50' SHEET NO. 1 OF 4 SHEETS STA. N/A TO STA. N/A

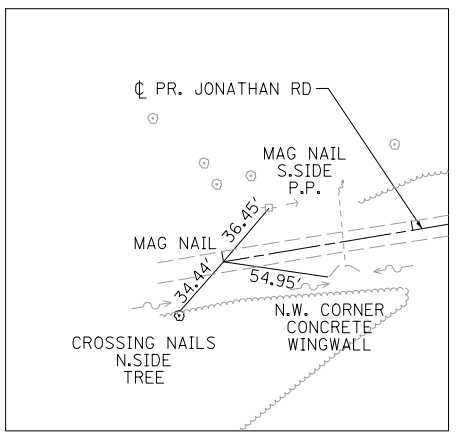
F.A.P. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-IBR-2	CLINTON	159	25
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



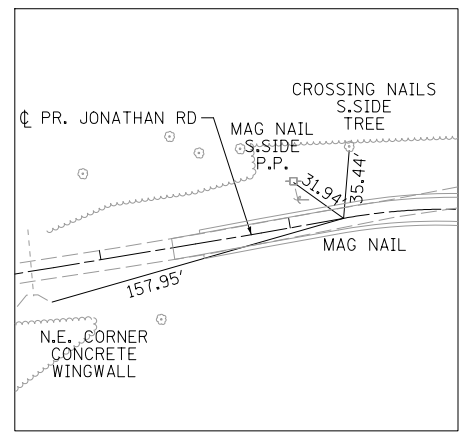
PROP. CURVE NEWJON-1
PI STA. = 5+37.92
$\Delta = 40^\circ 11' 59''$ (RT)
$D = 19^\circ 05' 55''$
$R = 300.00'$
$T = 109.78'$
$L = 210.49'$
$E = 19.46'$
$e = 4\%$
$T.R. = 21'$
$S.E. RUN = 55'$
$P.C. STA. = 4+28.14$
$P.T. STA. = 6+38.62$

PROP. CURVE NEWJON-2
PI STA. = 9+38.54
$\Delta = 64^\circ 16' 26''$ (LT)
$D = 45^\circ 50' 12''$
$R = 125.00'$
$T = 78.52'$
$L = 140.22'$
$E = 22.62'$
$e = 4\%$
$T.R. = 18'$
$S.E. RUN = 49'$
$P.C. STA. = 8+60.02$
$P.T. STA. = 10+00.24$

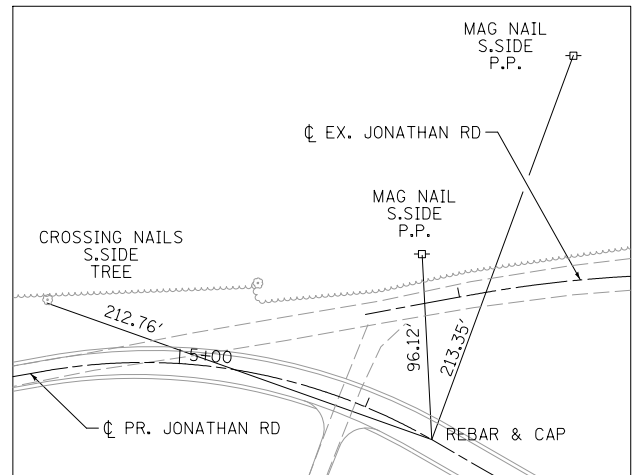
EXIST. CURVE JON-EX1
PI STA. = 7+55.90
$\Delta = 8^\circ 47' 05''$ (RT)
$D = 8^\circ 47' 05''$
$R = 652.22'$
$T = 50.10'$
$L = 100.00'$
$E = 1.92'$
$e = \text{---}$
$T.R. = \text{---}$
$S.E. RUN = \text{---}$
$P.C. STA. = 7+05.80$
$P.T. STA. = 8+05.80$



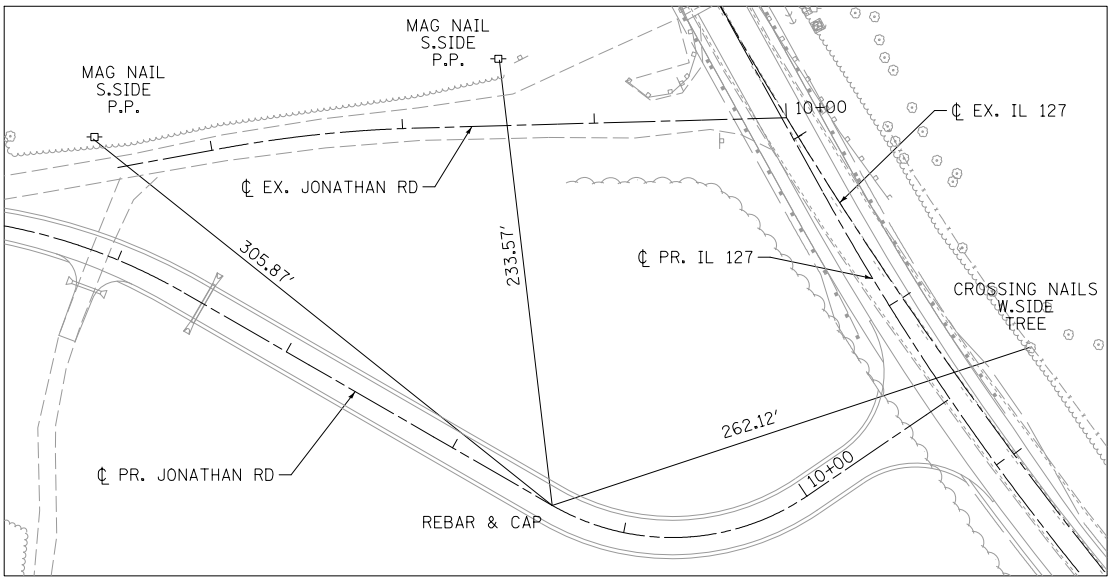
POT STA. 2+00
 N: 695443.3913
 E: 523910.9252



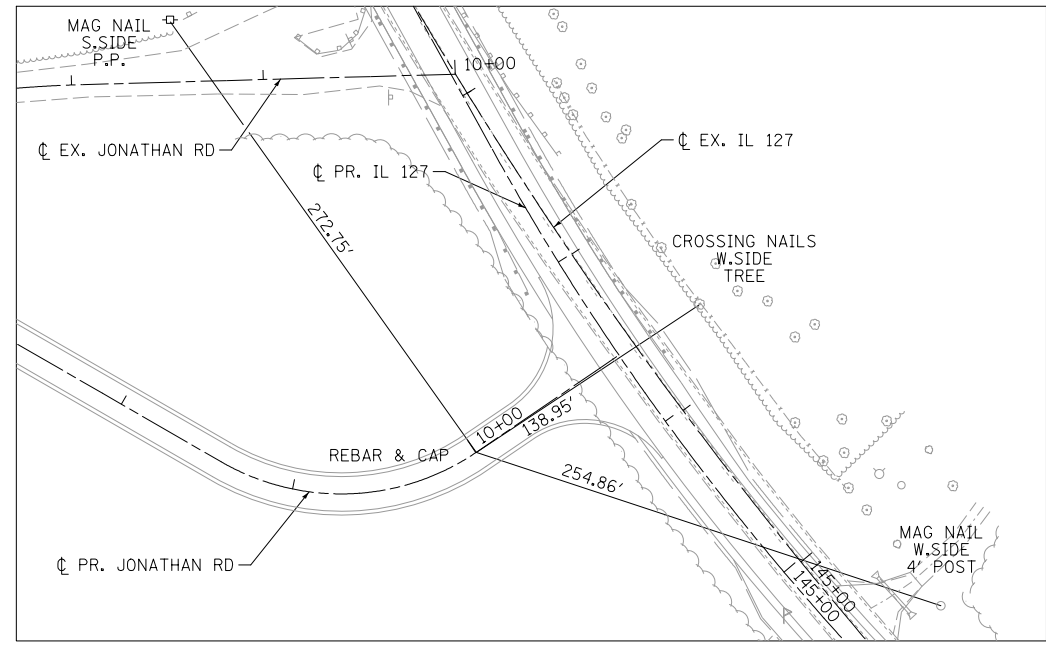
PC STA. 4+28.14
 N: 695481.3183
 E: 524135.8860



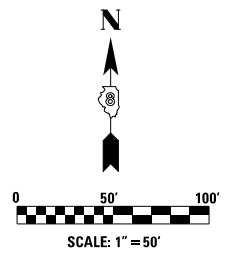
PT STA. 6+38.62
 N: 695445.8309
 E: 524339.0044



PC STA. 8+60.02
 N: 695335.0999
 E: 524530.7174



PT STA. 10+00.24
 N: 695340.0350
 E: 524663.6118



USER NAME = Plotted by Scott	DESIGNED - RWK	REVISED -
PLOT SCALE = 100.0000' / in.	DRAWN - RWK	REVISED -
PLOT DATE =	CHECKED - SEW	REVISED -
	DATE - 2-1-2013	REVISED -

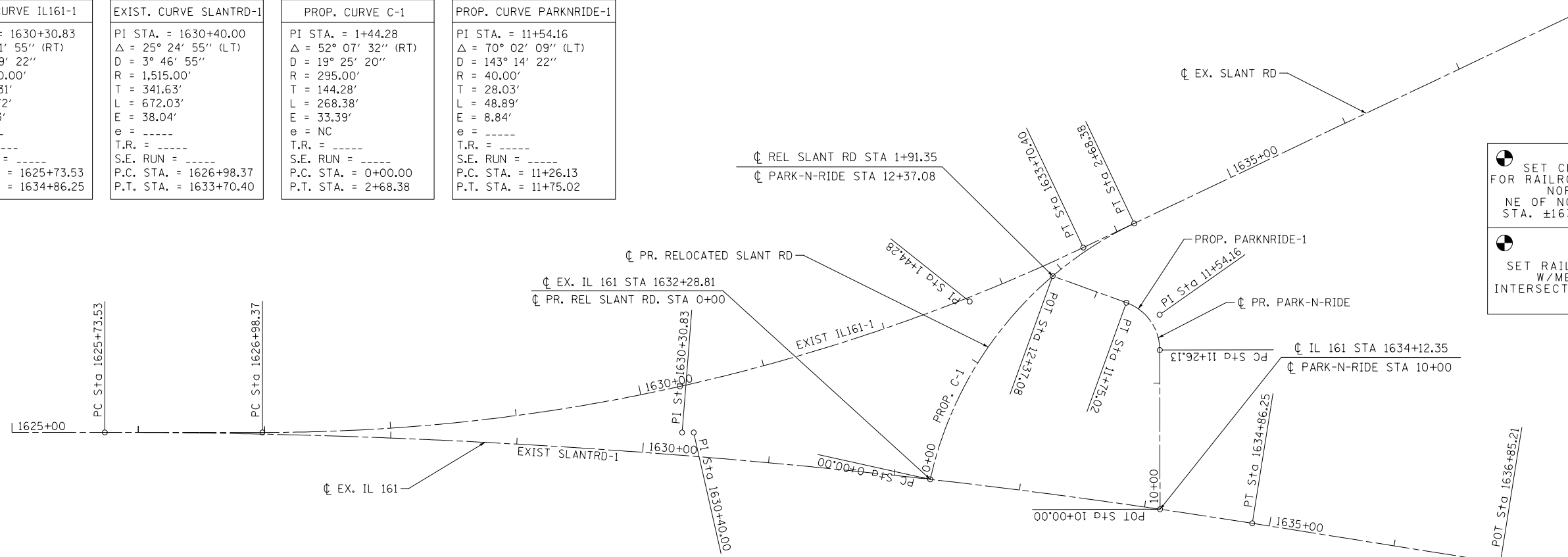
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**ALIGNMENT, TIES & BENCHMARKS
 ILLINOIS ROUTE 127**

SCALE: 1"=50' SHEET NO. 2 OF 4 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	26
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

EXIST. CURVE IL161-1	EXIST. CURVE SLANTRD-1	PROP. CURVE C-1	PROP. CURVE PARKNRIDE-1
PI STA. = 1630+30.83 Δ = 9° 01' 55" (RT) D = 0° 59' 22" R = 5,790.00' T = 457.31' L = 912.72' E = 18.03' e = ---- T.R. = ---- S.E. RUN = ---- P.C. STA. = 1625+73.53 P.T. STA. = 1634+86.25	PI STA. = 1630+40.00 Δ = 25° 24' 55" (LT) D = 3° 46' 55" R = 1,515.00' T = 341.63' L = 672.03' E = 38.04' e = ---- T.R. = ---- S.E. RUN = ---- P.C. STA. = 1626+98.37 P.T. STA. = 1633+70.40	PI STA. = 1+44.28 Δ = 52° 07' 32" (RT) D = 19° 25' 20" R = 295.00' T = 144.28' L = 268.38' E = 33.39' e = NC T.R. = ---- S.E. RUN = ---- P.C. STA. = 0+00.00 P.T. STA. = 2+68.38	PI STA. = 11+54.16 Δ = 70° 02' 09" (LT) D = 143° 14' 22" R = 40.00' T = 28.03' L = 48.89' E = 8.84' e = ---- T.R. = ---- S.E. RUN = ---- P.C. STA. = 11+26.13 P.T. STA. = 11+75.02



BM106
 SET CHISELED "X" ON SE STUD FOR RAILROAD CROSSING SIGN & LIGHTS NORTH OF SLANT RD AND NE OF NORFOLK SOUTHERN RAILROAD STA. ±1634+64 17' LT ELEV. 461.745

BM107
 SET RAILROAD SPIKE IN LIGHT POLE W/METER ON NORTH SIDE OF INTERSECTION OF SLANT RD AND IL 161 ELEV. 459.295

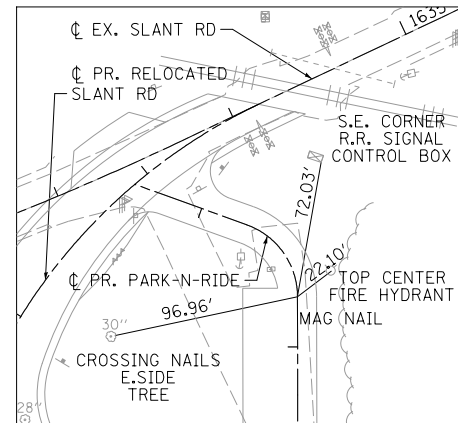
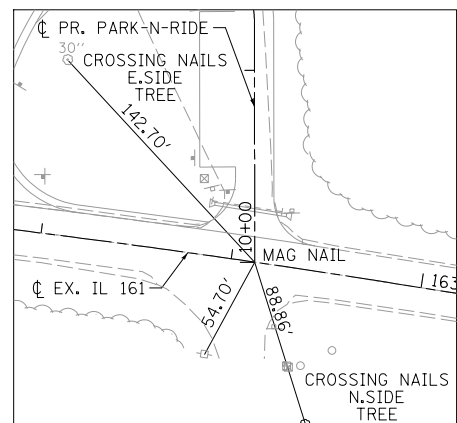
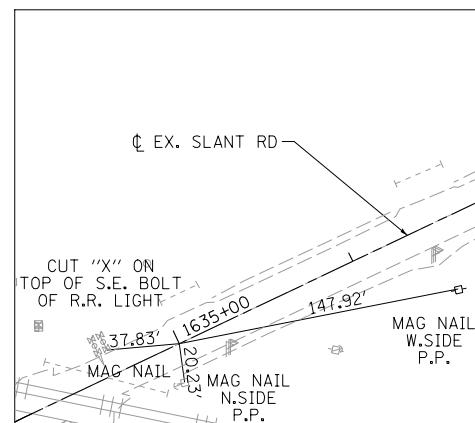
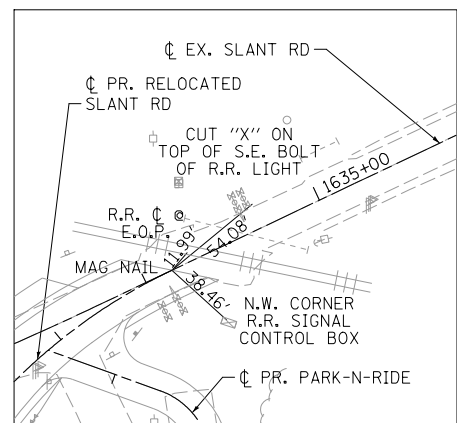
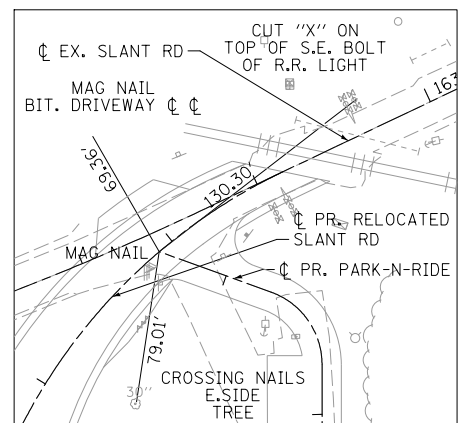
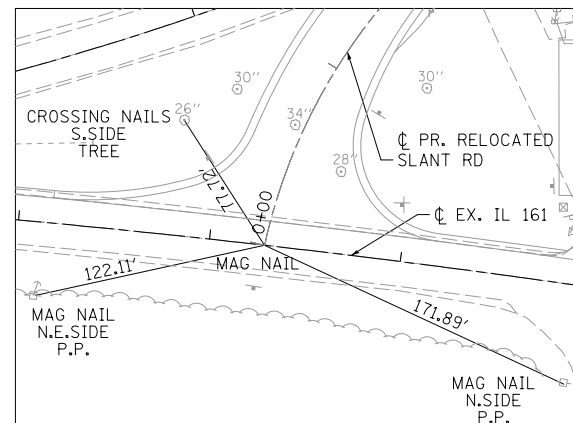
CL IL 161 STA. 1632+28.81
 CL RELOCATED SLANT RD STA. 0+00.00
 N: 681552.4266
 E: 502579.6409

CL RELOCATED SLANT RD STA. 1+91.35
 CL PARK-N-RIDE STA. 12+37.08
 N: 681713.4888
 E: 502676.6290

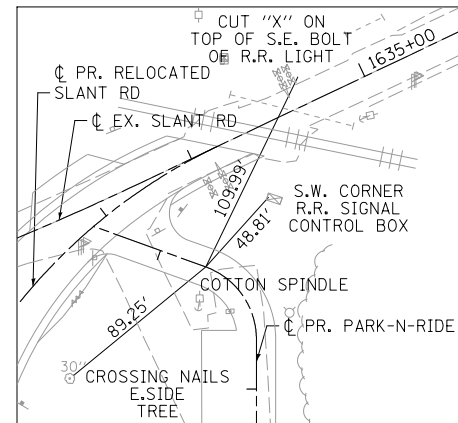
PT STA. 2+68.38 (RELOCATED SLANT RD)
 N: 681755.1920
 E: 502741.1372

POT STA. 1635+00.00 (EX. SLANT RD)
 N: 681791.6528
 E: 502817.9201

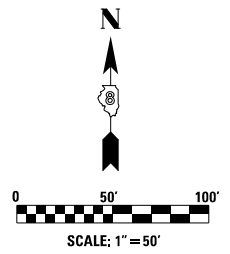
CL IL 161 STA. 1634+12.35
 CL PARK-N-RIDE STA. 10+00.00
 N: 681528.7270
 E: 502761.6341



PC STA. 11+26.13 (PARK-N-RIDE)
 N: 681654.8551
 E: 502761.4078



PT STA. 11+75.02 (PARK-N-RIDE)
 N: 681692.4041
 E: 502734.9977



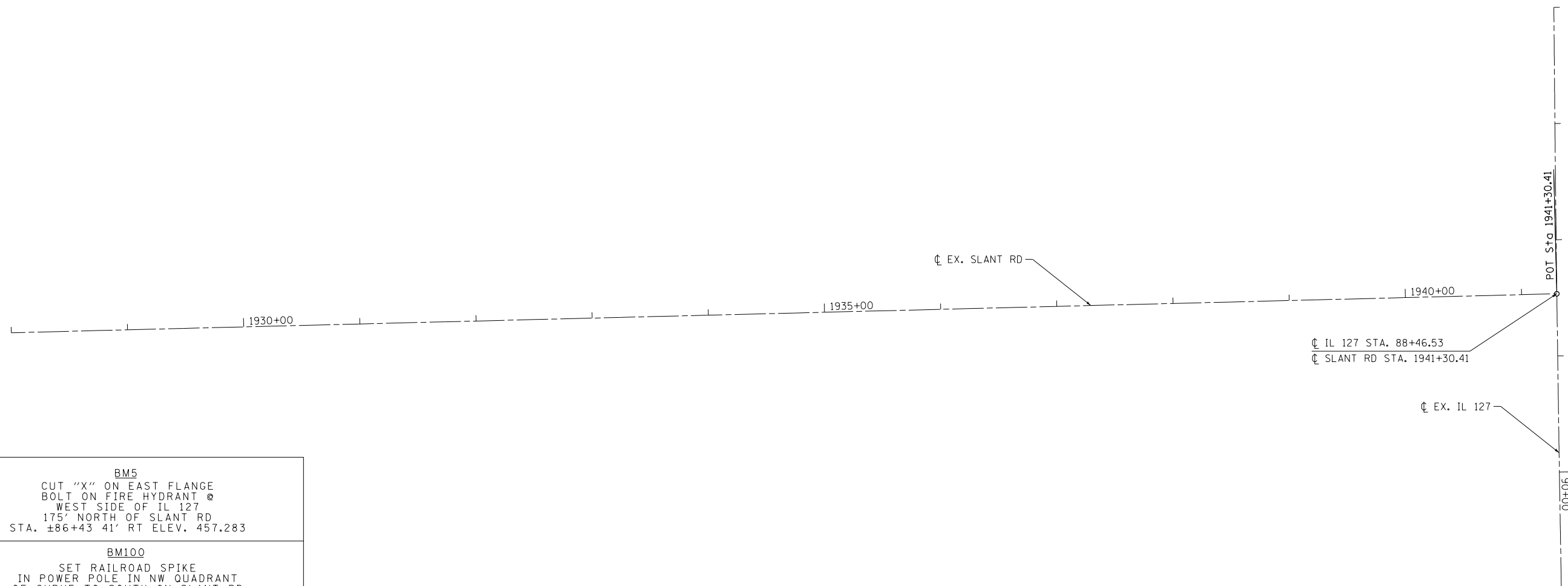
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PLOT DATE =	CHECKED - SEW	REVISED -
	DATE - 2-1-2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

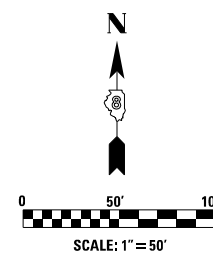
ALIGNMENT, TIES & BENCHMARKS
ILLINOIS ROUTE 127

SCALE: 1"=50' SHEET NO. 3 OF 4 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	27
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



<p>⊙ BM5 CUT "X" ON EAST FLANGE BOLT ON FIRE HYDRANT @ WEST SIDE OF IL 127 175' NORTH OF SLANT RD STA. ±86+43 41' RT ELEV. 457.283</p>
<p>⊙ BM100 SET RAILROAD SPIKE IN POWER POLE IN NW QUADRANT OF CURVE TO SOUTH ON SLANT RD STA. ±1878+00 ELEV. 477.168</p>
<p>⊙ BM101 SET RAILROAD SPIKE IN POWER POLE IN SW QUADRANT OF INTERSECTION OF SLANT RD & OLD CARLYLE RD STA. ±1843+45 40' LT ELEV. 461.270</p>
<p>⊙ BM102 SET RAILROAD SPIKE IN POWER POLE IN SE SIDE OF SLANT RD ABOUT 500' SW OF INTERSECTION OF SLANT RD & VOSS FARM DRIVEWAY WITH HOUSE #10303 ON NW SIDE OF ROAD & ±1480' SW OF LOWE RD ELEV. 468.211</p>
<p>⊙ BM103 SET RAILROAD SPIKE IN POWER POLE WITH ANCHOR DEAD MAN IN SE QUADRANT OF INTERSECTION OF SLANT RD & MADDOX RD STA. ±1740+00 40' RT ELEV. 471.538</p>
<p>⊙ BM104 FOUND CUT "□" IN CENTER OF HEADWALL FOR 2'x2' BOX CULVERT IN SE QUADRANT OF INTERSECTION OF SLANT RD & OIL FIELD RD STA. ±1694+60 20' RT ELEV. 475.311</p>
<p>⊙ BM105 SET RAILROAD SPIKE IN POWER POLE IN NW QUADRANT OF INTERSECTION OF SLANT RD & GEBKE RD STA. ±1652+53 41' LT ELEV. 461.714</p>



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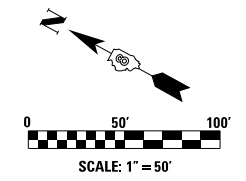
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PLOT SCALE = 100.0000' / in.	CHECKED - SEW	REVISED -
PLOT DATE =	DATE - 2-1-2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

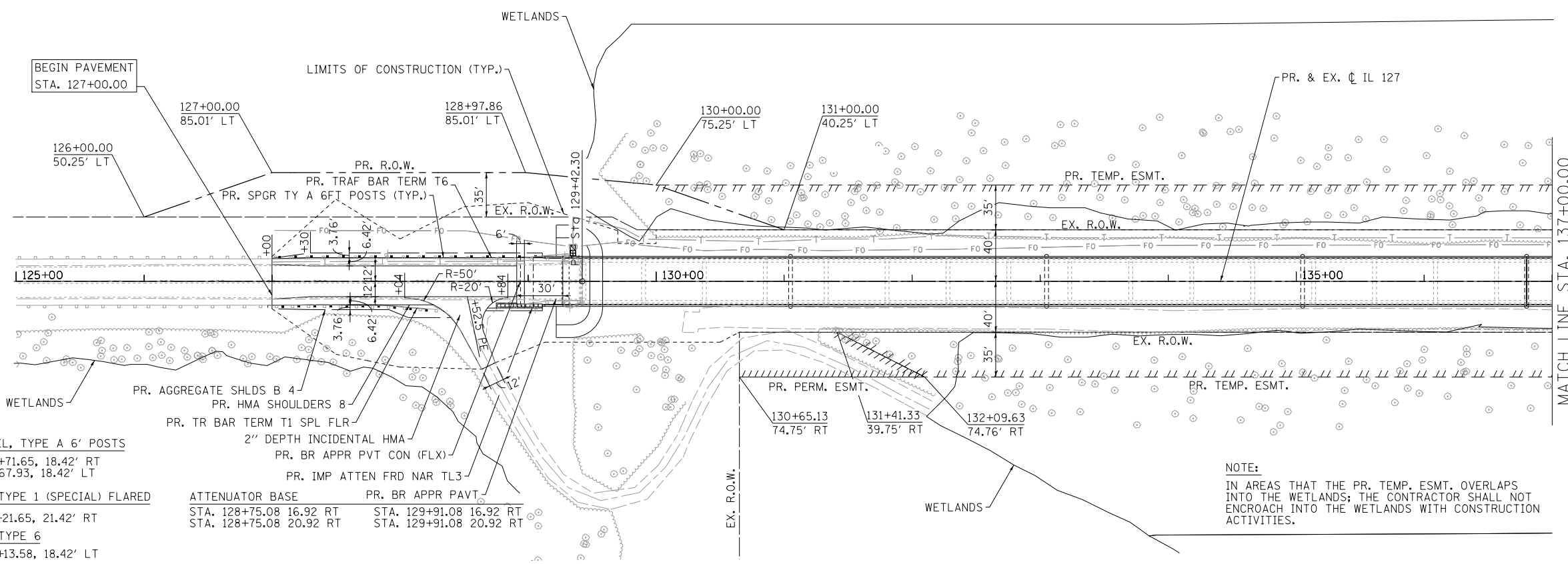
ALIGNMENT, TIES & BENCHMARKS
ILLINOIS ROUTE 127

SCALE: 1"=50' SHEET NO. 4 OF 4 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	28
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



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



PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A 6' POSTS
 STA. 126+96.65, 18.32' RT TO STA. 127+71.65, 18.42' RT
 STA. 127+05.93, 17.81' LT TO STA. 128+67.93, 18.42' LT

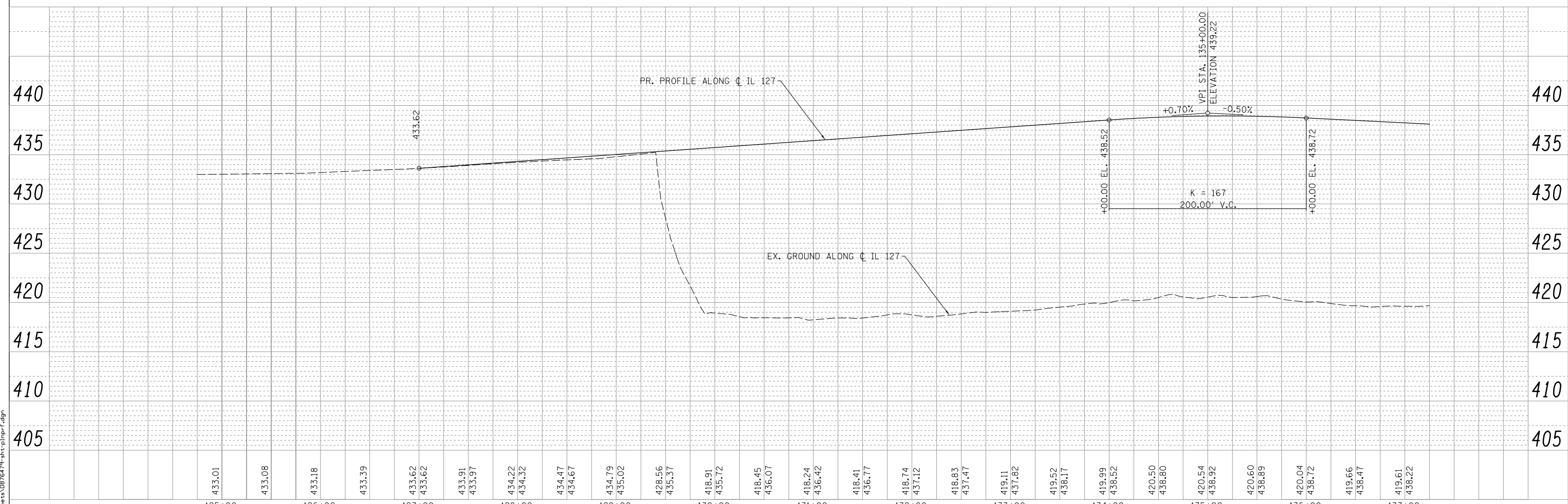
PROPOSED TRAFFIC BARRIER TERMINAL TYPE 1 (SPECIAL) FLARED
 STA. 127+71.65, 18.42' RT TO STA. 128+21.65, 21.42' RT

PROPOSED TRAFFIC BARRIER TERMINAL TYPE 6
 STA. 128+67.93, 18.42' LT TO STA. 129+13.58, 18.42' LT

PR. BR APPR PAVT
 STA. 129+91.08 16.92 RT
 STA. 129+91.08 20.92 RT

PR. BR APPR PVT CON (FLX)
 STA. 128+75.08 16.92 RT
 STA. 128+75.08 20.92 RT

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
NOTE BOOK NO.	NOTATIONS CHECKED		



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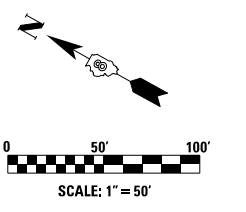
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PLOT DATE	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

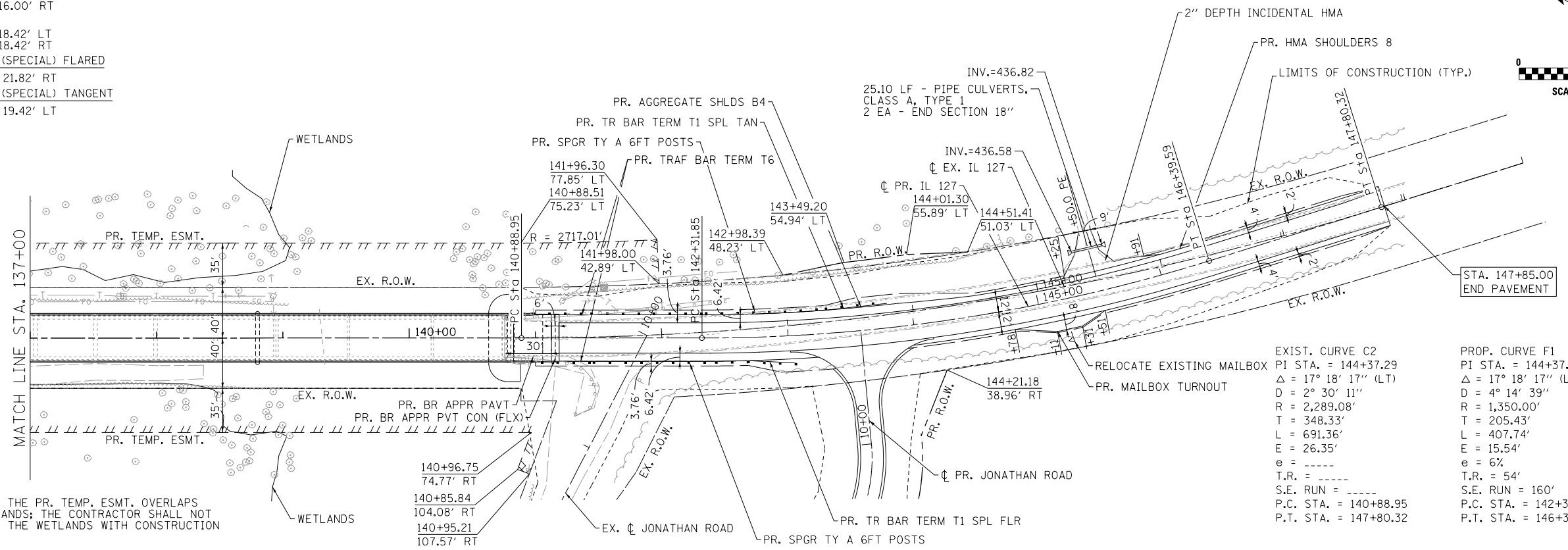
PLAN AND PROFILE IL 127 OVER KASKASKIA RIVER		
SCALE: 1" = 50'	SHEET NO. 1 OF 2 SHEETS	STA. 127+00 TO STA. 137+00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	29
CONTRACT NO. 76479				ILLINOIS FED. AID PROJECT

PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A, 6' POST
 STA. 141+43.17, 18.42' LT TO STA. 143+30.67, 16.00' LT
 STA. 141+43.17, 18.42' RT TO STA. 142+55.67, 16.00' RT
 PROPOSED TRAFFIC BARRIER TERMINAL TYPE 6
 STA. 140+97.52, 18.42' LT TO STA. 141+43.17, 18.42' LT
 STA. 140+97.52, 18.42' RT TO STA. 141+43.17, 18.42' RT
 PROPOSED TRAFFIC BARRIER TERMINAL TYPE 1 (SPECIAL) FLARED
 STA. 142+55.67, 18.42' RT TO STA. 143+05.67, 21.82' RT
 PROPOSED TRAFFIC BARRIER TERMINAL TYPE 1 (SPECIAL) TANGENT
 STA. 143+30.67, 18.42' LT TO STA. 143+80.67, 19.42' LT



PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

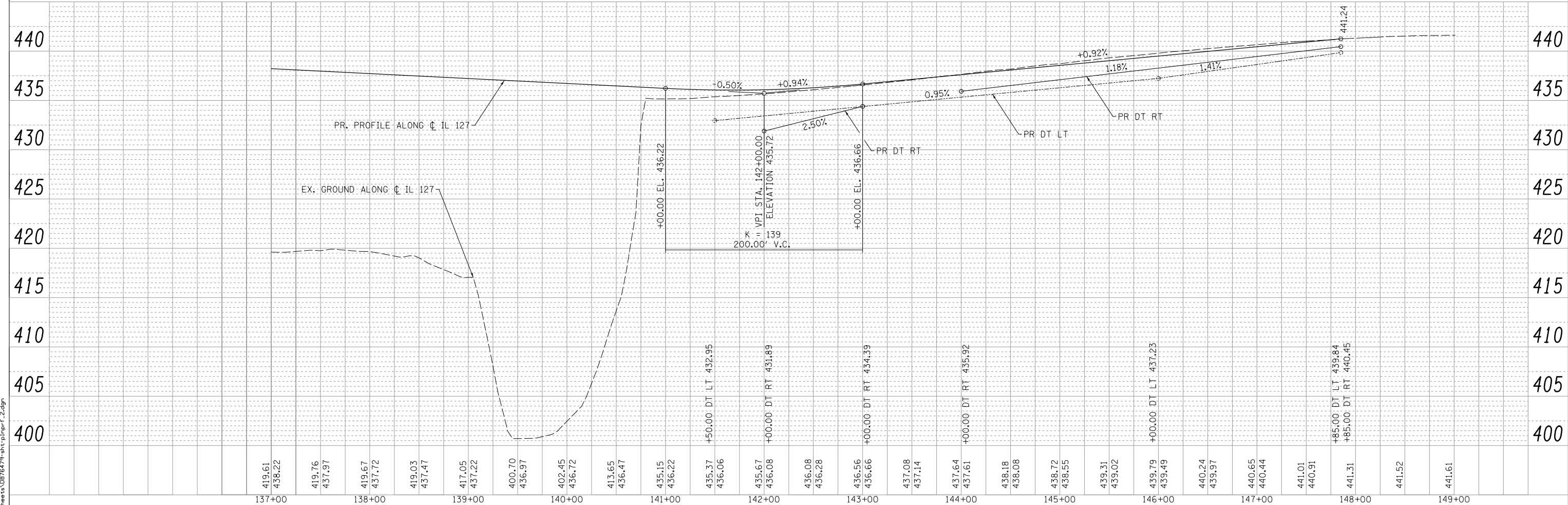


NOTE:
 IN AREAS THAT THE PR. TEMP. ESMT. OVERLAPS INTO THE WETLANDS; THE CONTRACTOR SHALL NOT ENCROACH INTO THE WETLANDS WITH CONSTRUCTION ACTIVITIES.

EXIST. CURVE C2
 PI STA. = 144+37.29
 $\Delta = 17^\circ 18' 17''$ (LT)
 $D = 2^\circ 30' 11''$
 $R = 2,289.08'$
 $T = 348.33'$
 $L = 691.36'$
 $E = 26.35'$
 $e =$
 $T.R. =$
 $S.E. RUN =$
 $P.C. STA. = 140+88.95$
 $P.T. STA. = 147+80.32$

PROP. CURVE F1
 PI STA. = 144+37.28
 $\Delta = 17^\circ 18' 17''$ (LT)
 $D = 4^\circ 14' 39''$
 $R = 1,350.00'$
 $T = 205.43'$
 $L = 407.74'$
 $E = 15.54'$
 $e = 6\%$
 $T.R. = 54'$
 $S.E. RUN = 160'$
 $P.C. STA. = 142+31.85$
 $P.T. STA. = 146+39.59$

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO.	



LIN ENGINEERING, LTD. Consulting Engineers Westmont, Illinois	USER NAME = Plotted by Scott	DESIGNED - RK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PLAN AND PROFILE IL 127 OVER KASKASKIA RIVER			F.A. R.T.E. = 42	SECTION = 1-1BR-2	COUNTY = CLINTON	TOTAL SHEETS = 159	SHEET NO. = 30	
	PLOT SCALE = 100.0000' / in.	CHECKED - SEW	REVISED -		SCALE: 1" = 50'	SHEET NO. 2 OF 2 SHEETS	STA. STA. 137+00 TO STA. 149+00	CONTRACT NO. 76479					
	PLOT DATE	DATE - 2-1-2013	REVISED -		ILLINOIS FED. AID PROJECT								

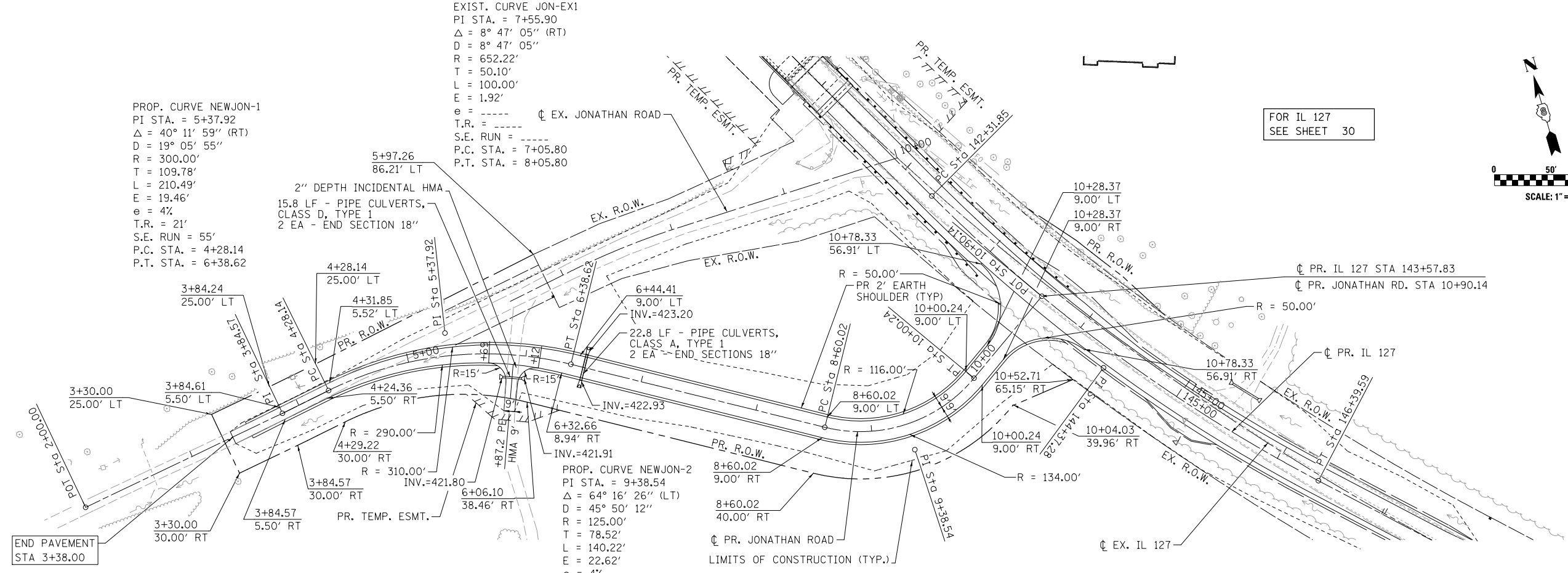
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DATE	
BY	
PLAN	SURVEYED
	PLOTTED
	ALIGNED
	CHECKED
	FILED
	NO.

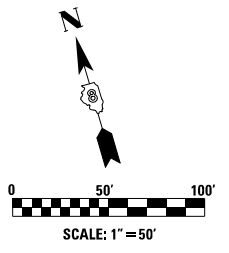
DATE	
BY	
PROFILE	SURVEYED
	PLOTTED
	GRADES
	CHECKED
	STRUCTURE
	NOTATIONS
	CHKD
	NO.

PROP. CURVE NEWJON-1
 PI STA. = 5+37.92
 $\Delta = 40^\circ 11' 59''$ (RT)
 $D = 19^\circ 05' 55''$
 $R = 300.00'$
 $T = 109.78'$
 $L = 210.49'$
 $E = 19.46'$
 $e = 4\%$
 $T.R. = 21'$
 $S.E. RUN = 55'$
 $P.C. STA. = 4+28.14$
 $P.T. STA. = 6+38.62$

EXIST. CURVE JON-EX1
 PI STA. = 7+55.90
 $\Delta = 8^\circ 47' 05''$ (RT)
 $D = 8^\circ 47' 05''$
 $R = 652.22'$
 $T = 50.10'$
 $L = 100.00'$
 $E = 1.92'$
 $e = \text{---}$
 $T.R. = \text{---}$
 $S.E. RUN = \text{---}$
 $P.C. STA. = 7+05.80$
 $P.T. STA. = 8+05.80$

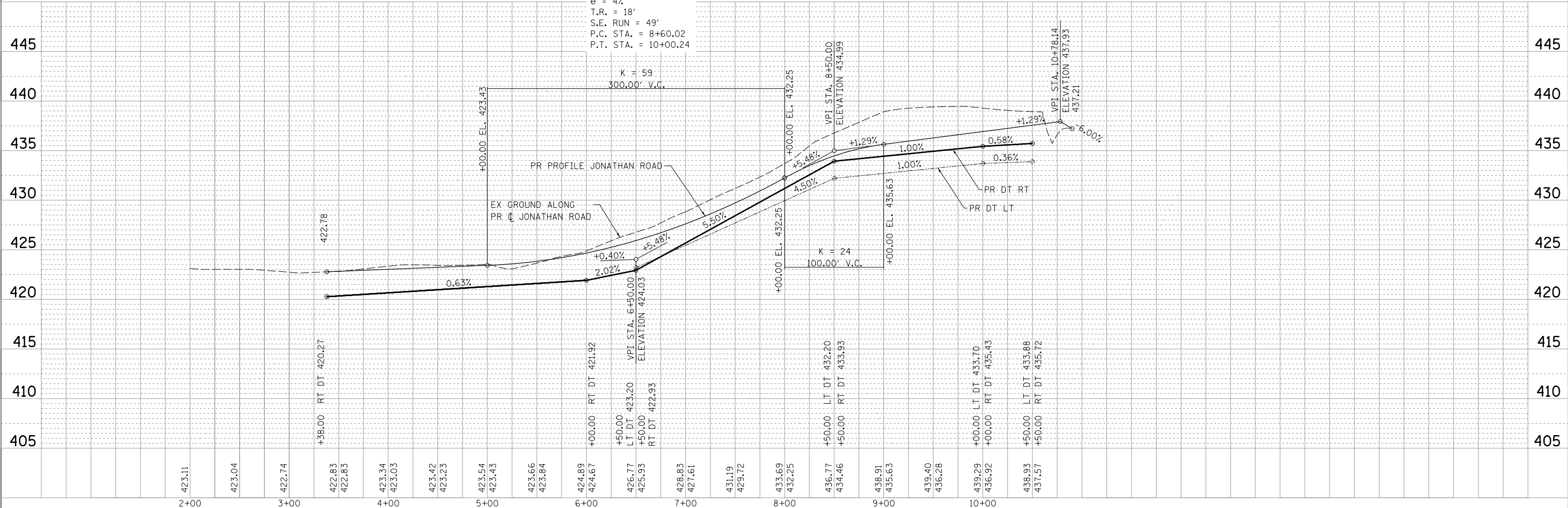


FOR IL 127
 SEE SHEET 30



END PAVEMENT
 STA 3+38.00

PROP. CURVE NEWJON-2
 PI STA. = 9+38.54
 $\Delta = 64^\circ 16' 26''$ (LT)
 $D = 45^\circ 50' 12''$
 $R = 125.00'$
 $T = 78.52'$
 $L = 140.22'$
 $E = 22.62'$
 $e = 4\%$
 $T.R. = 18'$
 $S.E. RUN = 49'$
 $P.C. STA. = 8+60.02$
 $P.T. STA. = 10+00.24$



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 Westmont, Illinois

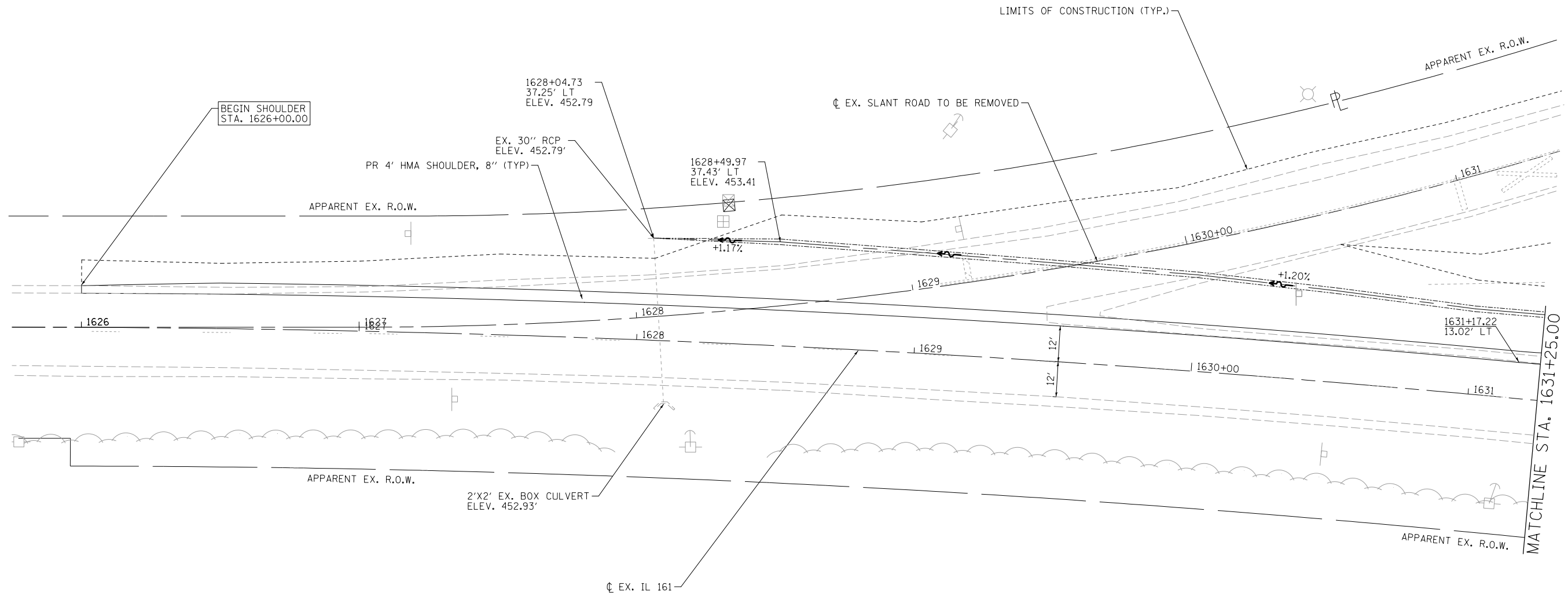
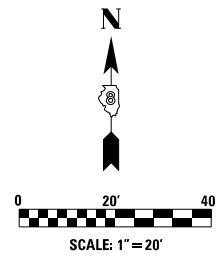
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	DRAWN - RK	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - SEW	REVISED -
PLOT DATE	DATE - 2-1-2013	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
 RELOCATED JONATHAN ROAD

SCALE: 1" = 50' SHEET NO. 1 OF 1 SHEETS STA. 3+38 TO STA. 10+90.14

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	31
			CONTRACT NO. 76479	
ILLINOIS FED. AID PROJECT				



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USER NAME = Plotted by Scott	DESIGNED - RK	REVISED -
DRAWN - RK	REVISED -	
PLOT SCALE = 40.0000' / in.	CHECKED - SEW	REVISED -
PLOT DATE =	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

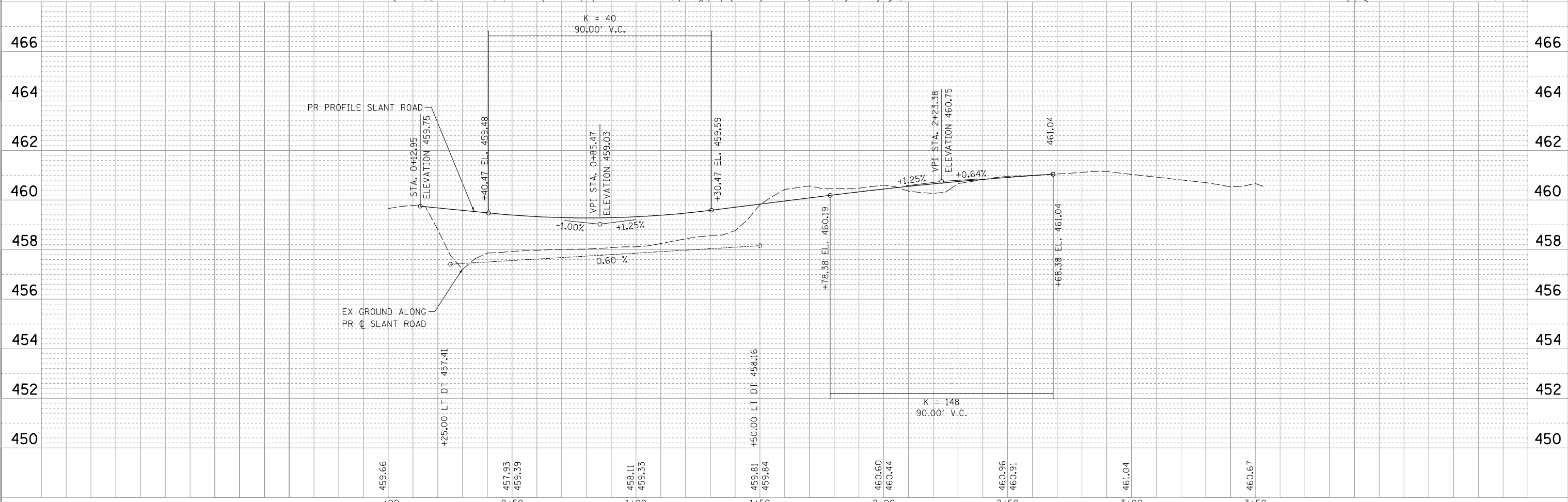
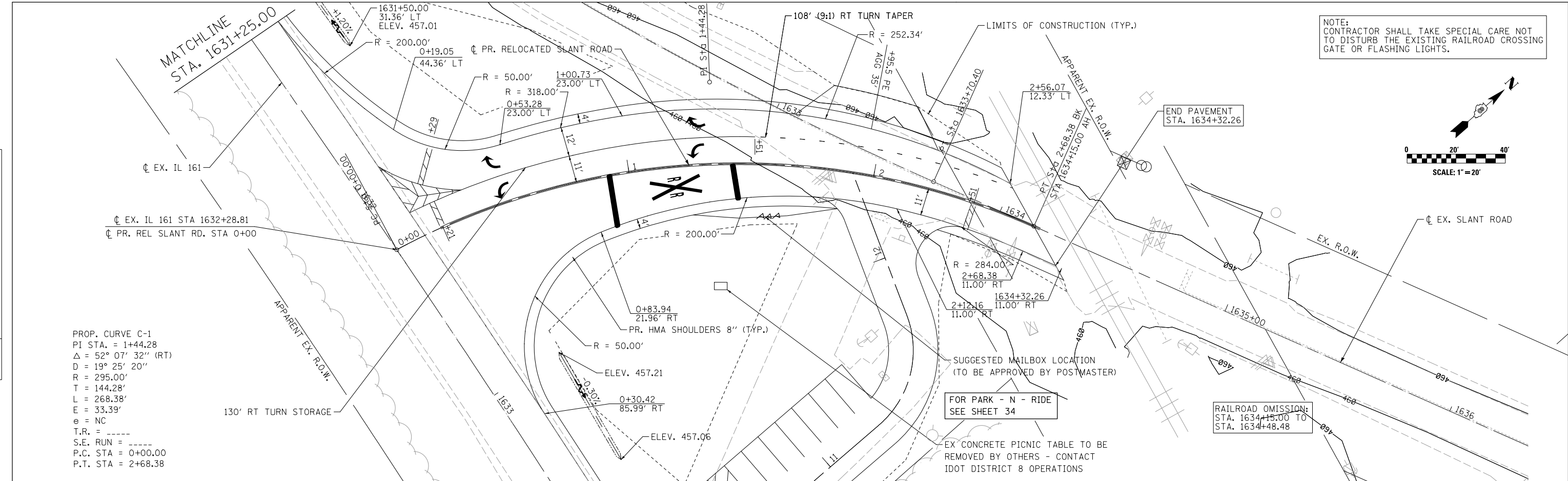
**PLAN AND PROFILE
RELOCATED SLANT ROAD**

SCALE: 1" = 20' SHEET NO. 1 OF 2 SHEETS STA. 1626+00 TO STA. 1631+25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	32
CONTRACT NO. 76479			ILLINOIS FED. AID PROJECT	

PLAN	SURVEYED	DATE
	PLOTTED	BY
	ALIGNED	
	CHECKED	
	FILED	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	BY
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	CHKD	
	NO.	



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USER NAME = Plotted by Scott	DESIGNED - RK	REVISED -
	DRAWN - RK	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED - SEW	REVISED -
PLOT DATE	DATE - 2-1-2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
RELOCATED SLANT ROAD

SCALE: 1" = 20' SHEET NO. 2 OF 2 SHEETS STA. 0+00 TO STA. 2+68.38

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	33
				CONTRACT NO. 76479
ILLINOIS FED. AID PROJECT				

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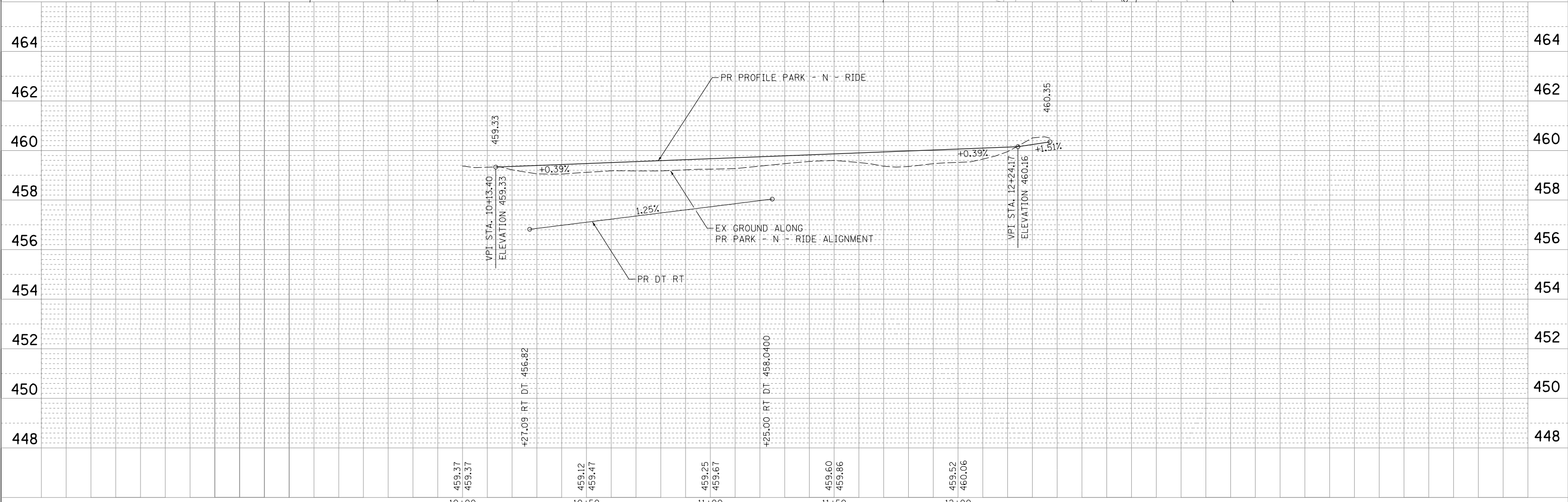
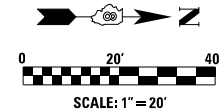
PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES		
	CHECKED		
	STRUCTURE		
	NOTATIONS		
	CHKD		
	NO.		

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PROP. CURVE PARKRIDE-1
 PI STA. = 11+54.16
 $\Delta = 70^\circ 02' 09''$ (LT)
 $D = 143^\circ 14' 22''$
 $R = 40.00'$
 $T = 28.03'$
 $L = 48.89'$
 $E = 8.84'$
 $e = \text{-----}$
 $T.R. = \text{-----}$
 $S.E. \text{ RUN} = \text{-----}$
 $P.C. \text{ STA} = 11+26.13$
 $P.T. \text{ STA} = 11+75.02$

37.8 LF - PIPE CULVERTS,
 CLASS A, TYPE 1 18"

NOTE:
 CONTRACTOR SHALL TAKE SPECIAL CARE NOT
 TO DISTURB THE EXISTING RAILROAD CROSSING
 GATE OR FLASHING LIGHTS.
 EXISTING SIGNS AND POWER POLES TO BE
 RELOCATED BEFORE THE START OF CONSTRUCTION
 ACTIVITIES.



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 Westmont, Illinois

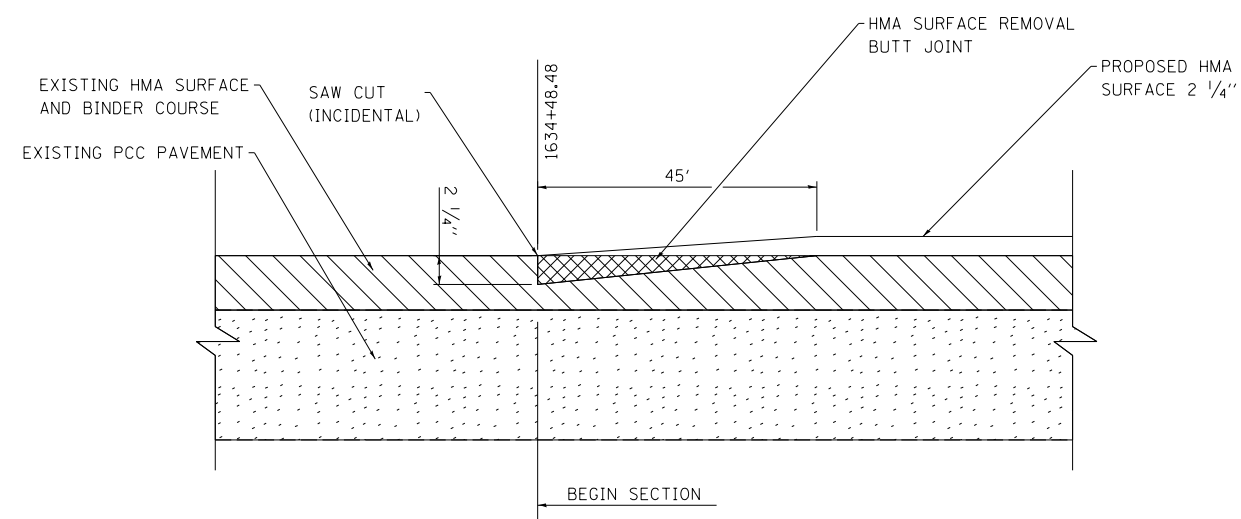
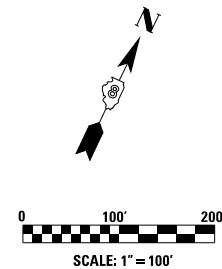
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PLOT DATE	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

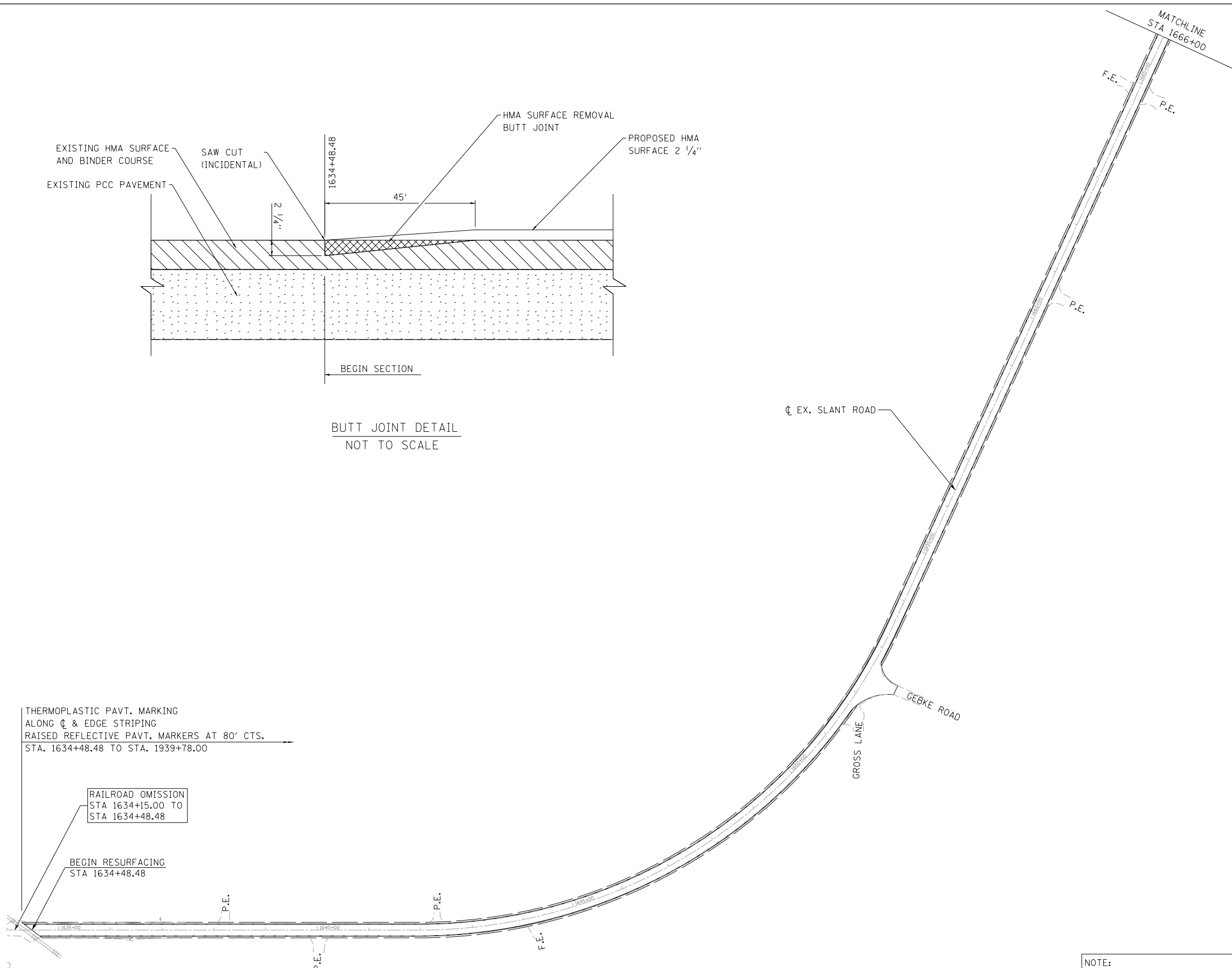
**PLAN AND PROFILE
 PARK-N-RIDE & IL 161**

1" = 20' SHEET NO. 1 OF 1 SHEETS STA. 10+00 TO STA. 12+37.08

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	34
				CONTRACT NO. 76479
ILLINOIS FED. AID PROJECT				



BUTT JOINT DETAIL
NOT TO SCALE



NOTE:
BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN RECORD OF ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

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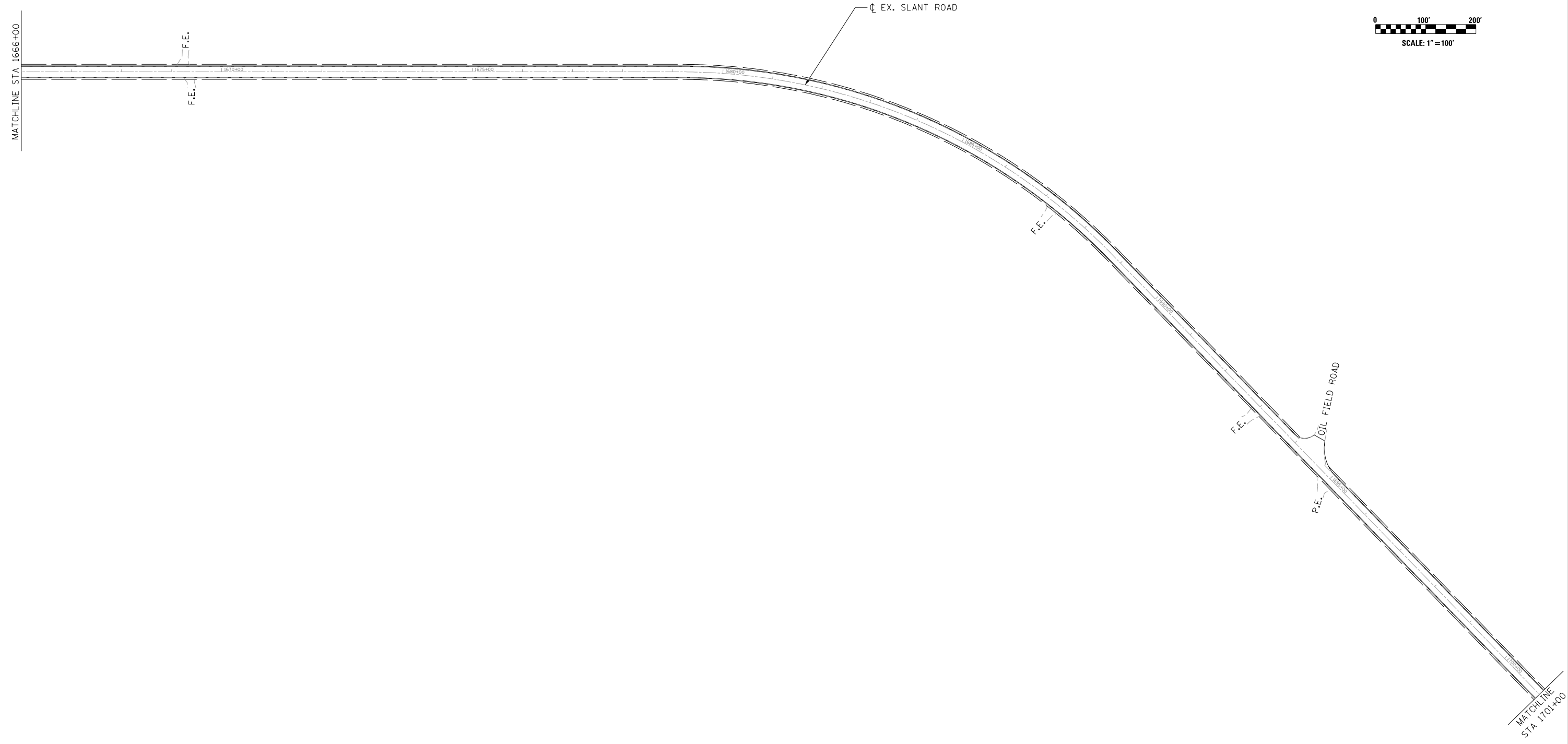
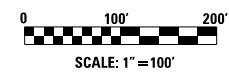
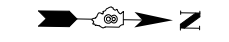


USER NAME = Plotted by Scott	DESIGNED - RK	REVISED -
	DRAWN - RK	REVISED -
PLOT SCALE = 200.0000' / in.	CHECKED - SEW	REVISED -
PLOT DATE =	DATE - 2-1-2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

RESURFACING PLANS SLANT ROAD		
SCALE: 1"=100'	SHEET NO. 1 OF 7 SHEETS	STA. 1634+15.00 TO STA. 1666+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	35
CONTRACT NO. 76479			ILLINOIS FED. AID PROJECT	



NOTE:
 BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN RECORD OF ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

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USER NAME = Plotted by Scott	DESIGNED - RK	REVISED -
	DRAWN - RK	REVISED -
PLOT SCALE = 200.0000' / in.	CHECKED - SEW	REVISED -
PLOT DATE =	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**RESURFACING PLANS
 SLANT ROAD**

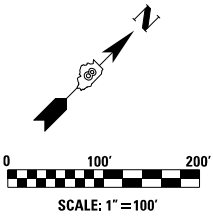
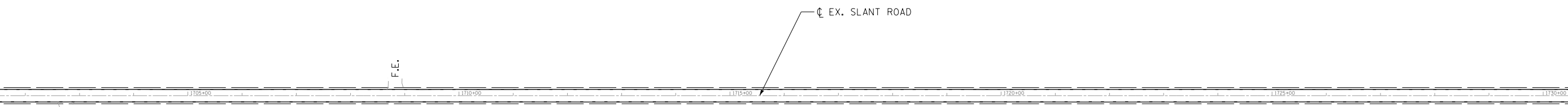
SCALE: 1"=100' SHEET NO. 2 OF 7 SHEETS STA. 1666+00.00 TO STA. 1701+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	36
			CONTRACT NO. 76479	
ILLINOIS FED. AID PROJECT				

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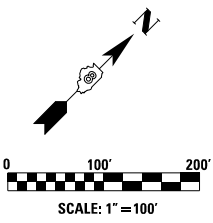
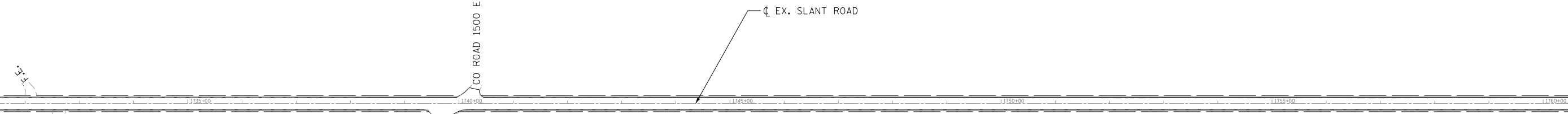
MATCHLINE STA 1701+00

MATCHLINE STA 1731+00



MATCHLINE STA 1731+00

MATCHLINE STA 1761+00



NOTE:
BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN RECORD OF ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

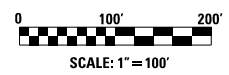
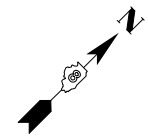
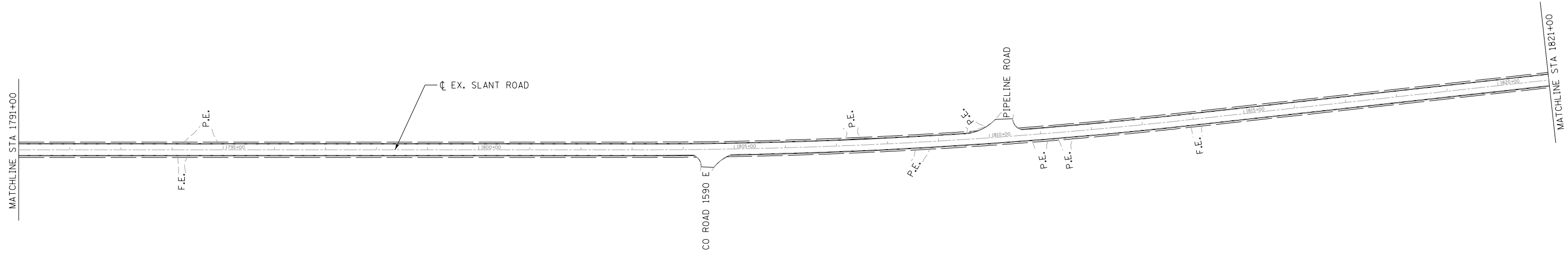
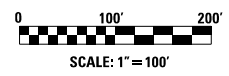
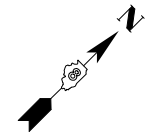
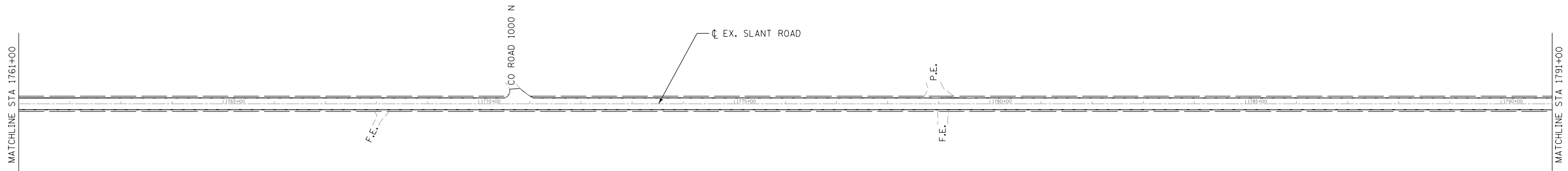


USER NAME = Plotted by Scott	DESIGNED - RK	REVISED -
	DRAWN - RK	REVISED -
PLOT SCALE = 200.0000' / in.	CHECKED - SEW	REVISED -
PLOT DATE =	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

RESURFACING PLANS SLANT ROAD		
SCALE: 1"=100'	SHEET NO. 3 OF 7 SHEETS	STA. 1701+00.00 TO STA. 1761+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	37
			CONTRACT NO. 76479	
ILLINOIS FED. AID PROJECT				



NOTE:
 BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN RECORD OF ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

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Lin Engineering, Ltd.
 Consulting Engineers
 Westmont, Illinois

USER NAME = Plotted by Scott	DESIGNED - RK	REVISED -
	DRAWN - RK	REVISED -
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PLOT DATE =	DATE - 2-1-2013	REVISED -

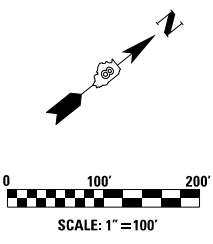
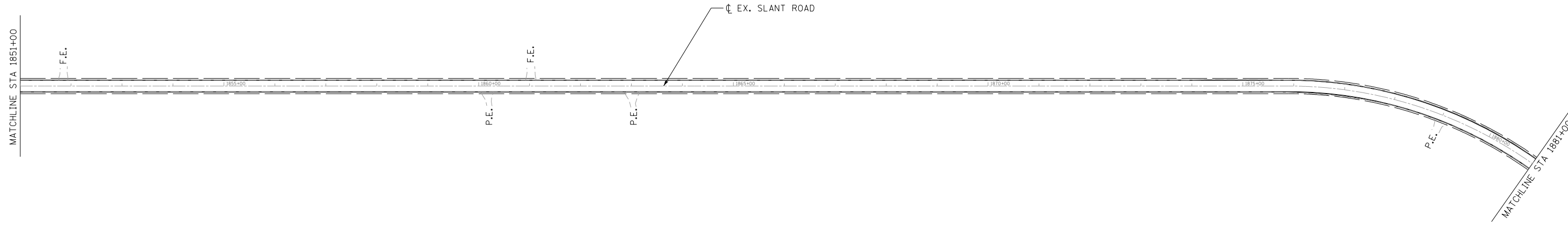
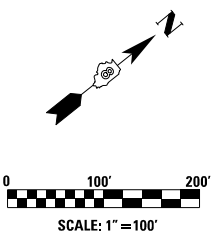
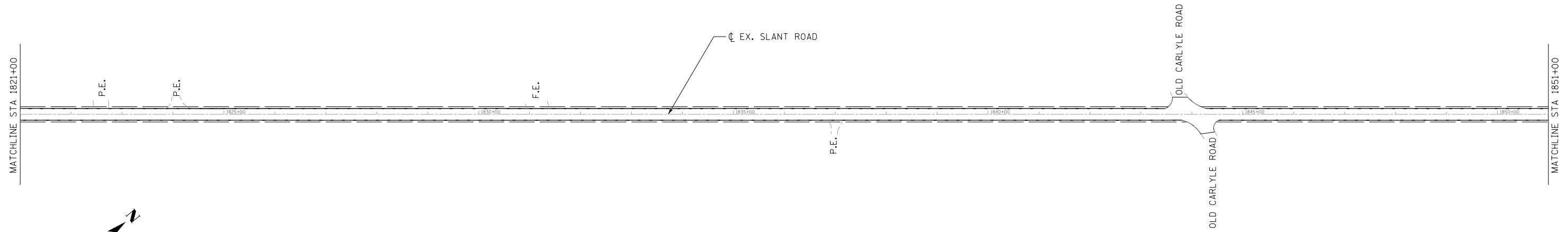
**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**RESURFACING PLANS
 SLANT ROAD**

SCALE: 1"=100' SHEET NO. 4 OF 7 SHEETS STA. 1761+00.00 TO STA. 1821+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	38
			CONTRACT NO. 76479	

ILLINOIS FED. AID PROJECT



NOTE:
 BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN RECORD OF ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

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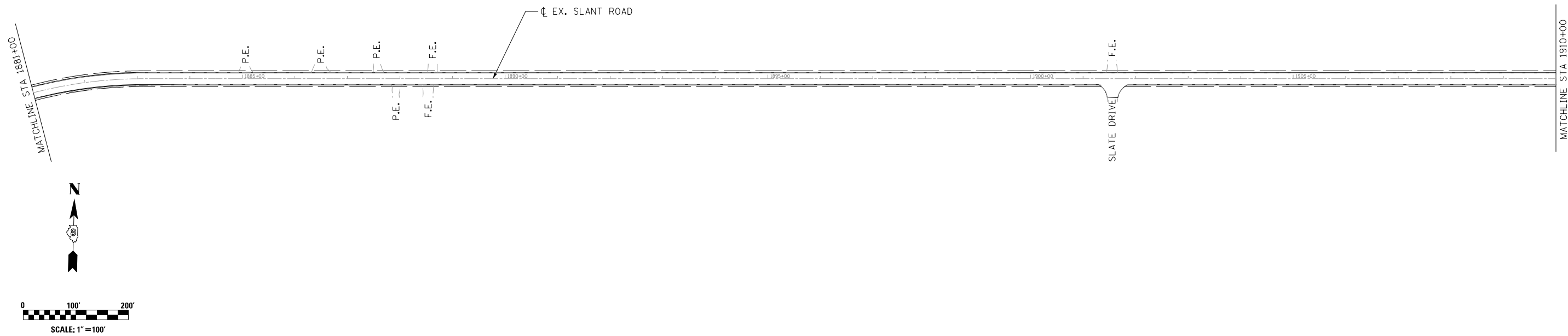
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	DRAWN - RK	REVISED -
PLOT SCALE = 200.0000' / in.	CHECKED - SEW	REVISED -
PLOT DATE =	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

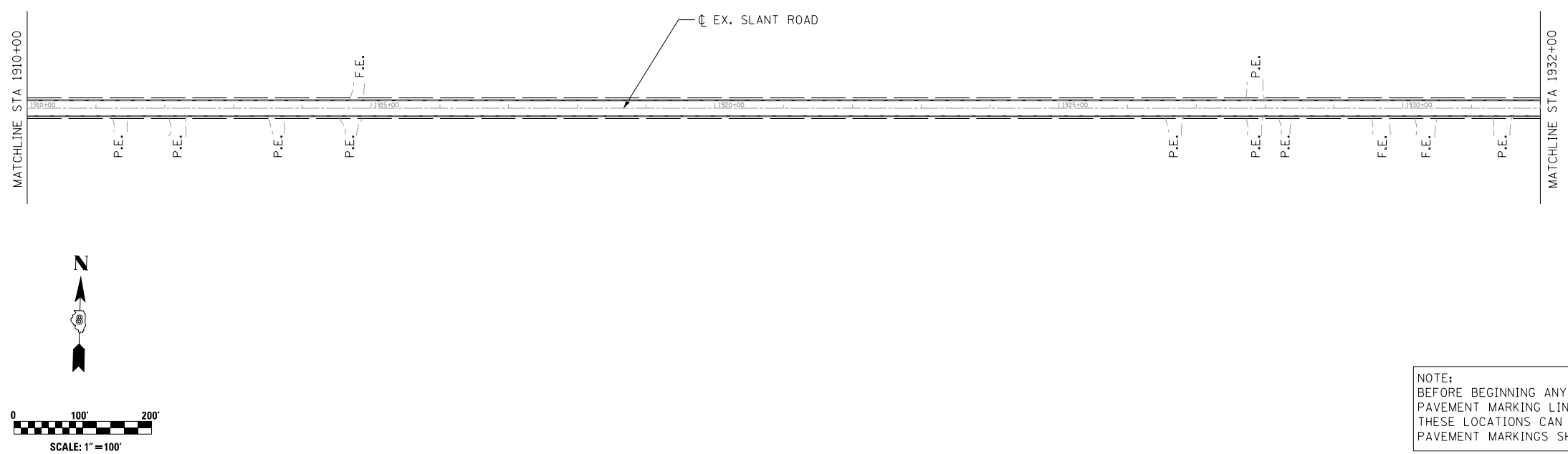
**RESURFACING PLANS
 SLANT ROAD**

SCALE: 1"=100' SHEET NO. 5 OF 7 SHEETS STA. 1821+00.00 TO STA. 1881+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	39
			CONTRACT NO. 76479	
ILLINOIS FED. AID PROJECT				



SCALE: 1"=100'



SCALE: 1"=100'

NOTE:
BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN RECORD OF ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

E:\1024\Plan Sheets\0876479-shr-el-slant-6.dgn

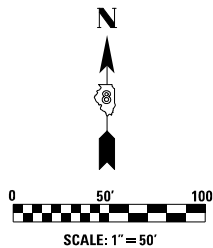


USER NAME = Plotted by Scott	DESIGNED - RK	REVISED -
	DRAWN - RK	REVISED -
PLOT SCALE = 200.0000' / in.	CHECKED - SEW	REVISED -
PLOT DATE =	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

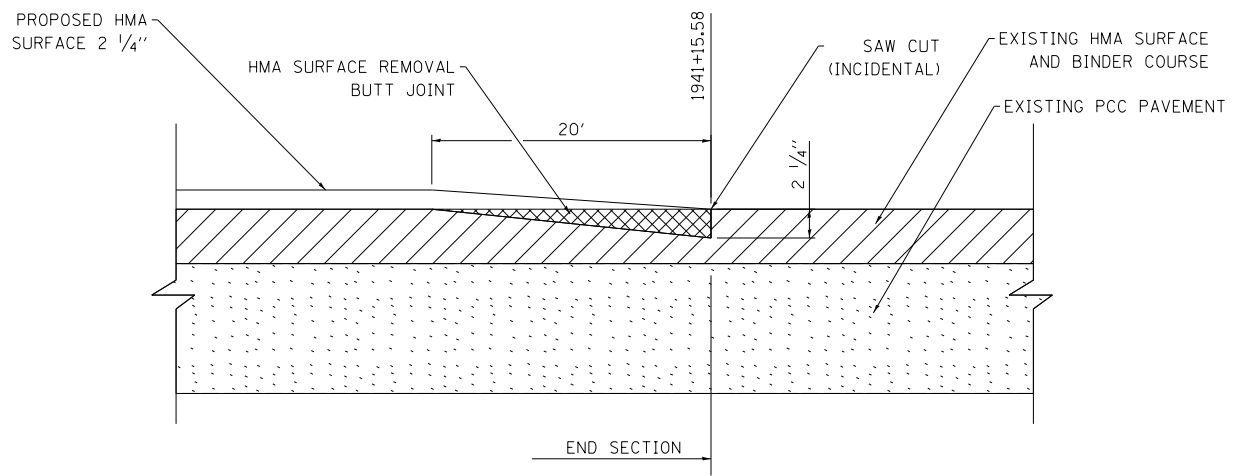
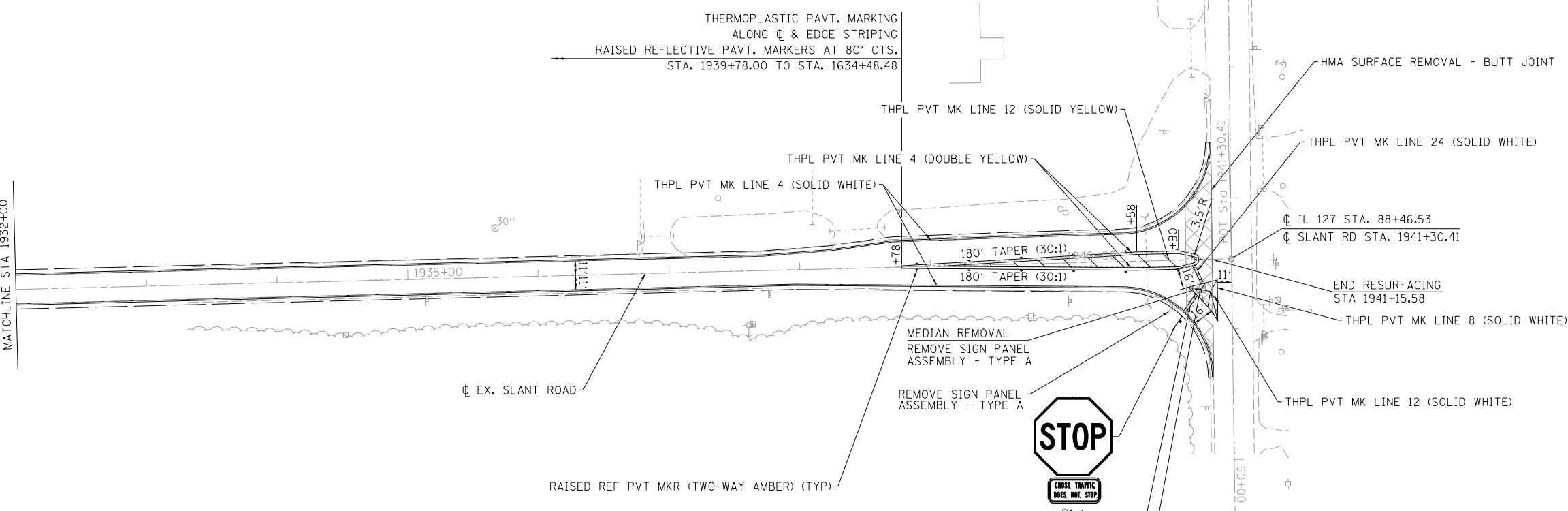
RESURFACING PLANS SLANT ROAD		
SCALE: 1"=100'	SHEET NO. 6 OF 7 SHEETS	STA. 1881+00.00 TO STA. 1932+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	40
			CONTRACT NO. 76479	
ILLINOIS FED. AID PROJECT				



MATCHLINE STA 1932+00

THERMOPLASTIC PAVT. MARKING
ALONG C & EDGE STRIPING
RAISED REFLECTIVE PAVT. MARKERS AT 80' CTS.
STA. 1939+78.00 TO STA. 1634+48.48



NOTE:
BEFORE BEGINNING ANY WORK, THE CONTRACTOR SHALL RETAIN RECORD OF ALL EXISTING PAVEMENT MARKING LINES AND RAISED REFLECTIVE PAVEMENT MARKERS IN ORDER THAT THESE LOCATIONS CAN BE RE-ESTABLISHED FOR STRIPING. EXACT LOCATIONS OF ALL PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.

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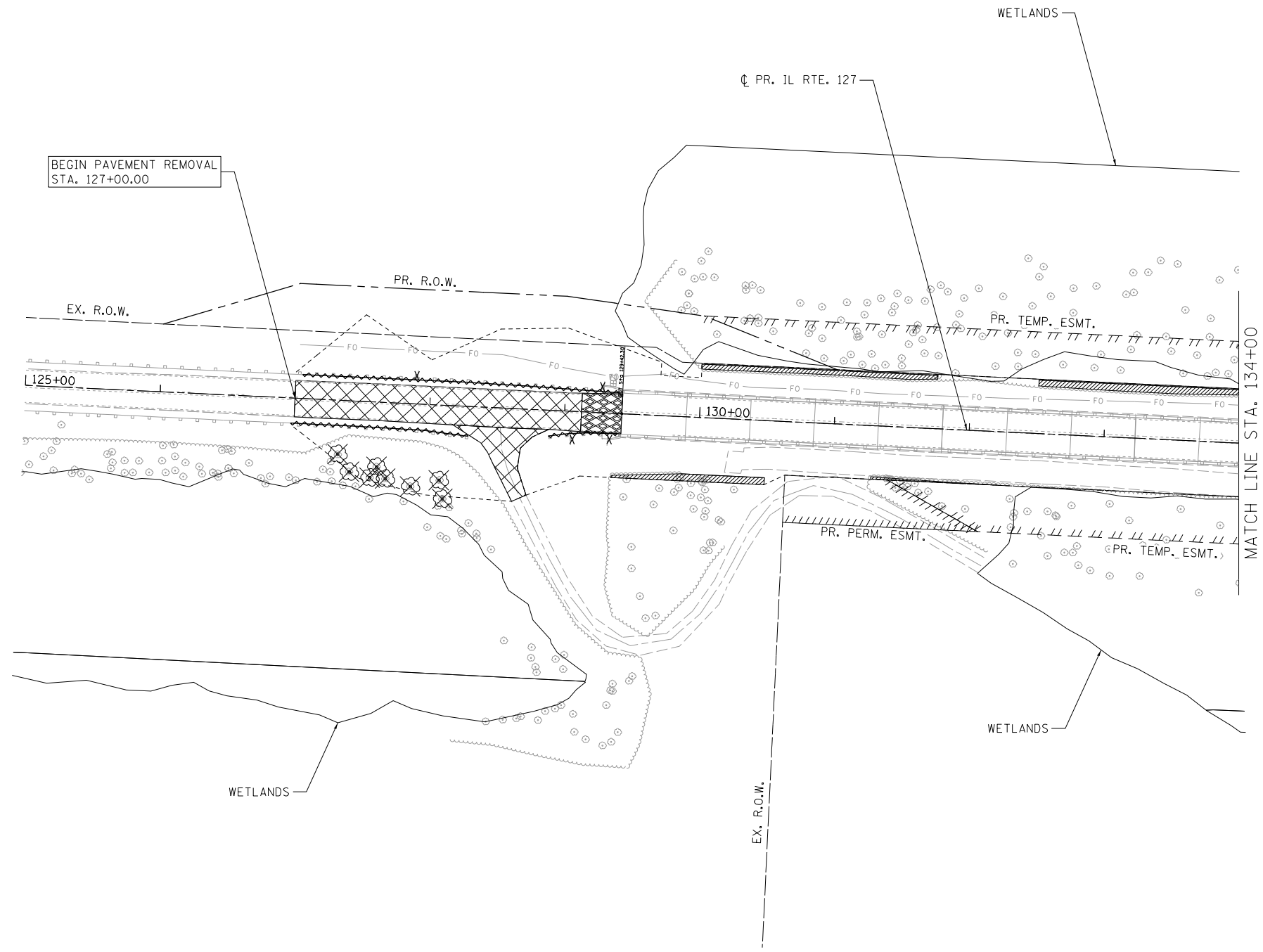
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	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**








**RESURFACING PLANS
IL ROUTE 127 & SLANT ROAD**

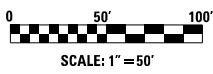
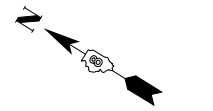
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	41
CONTRACT NO. 76479			ILLINOIS FED. AID PROJECT	



LEGEND:

-  PAVEMENT REMOVAL
-  APPROACH SLAB REMOVAL
-  TREE REMOVAL (ACRES)
-  TREE REMOVAL (UNIT)
-  GUARD RAIL REMOVAL
-  PIPE CULVERT REMOVAL
-  SIGN REMOVAL



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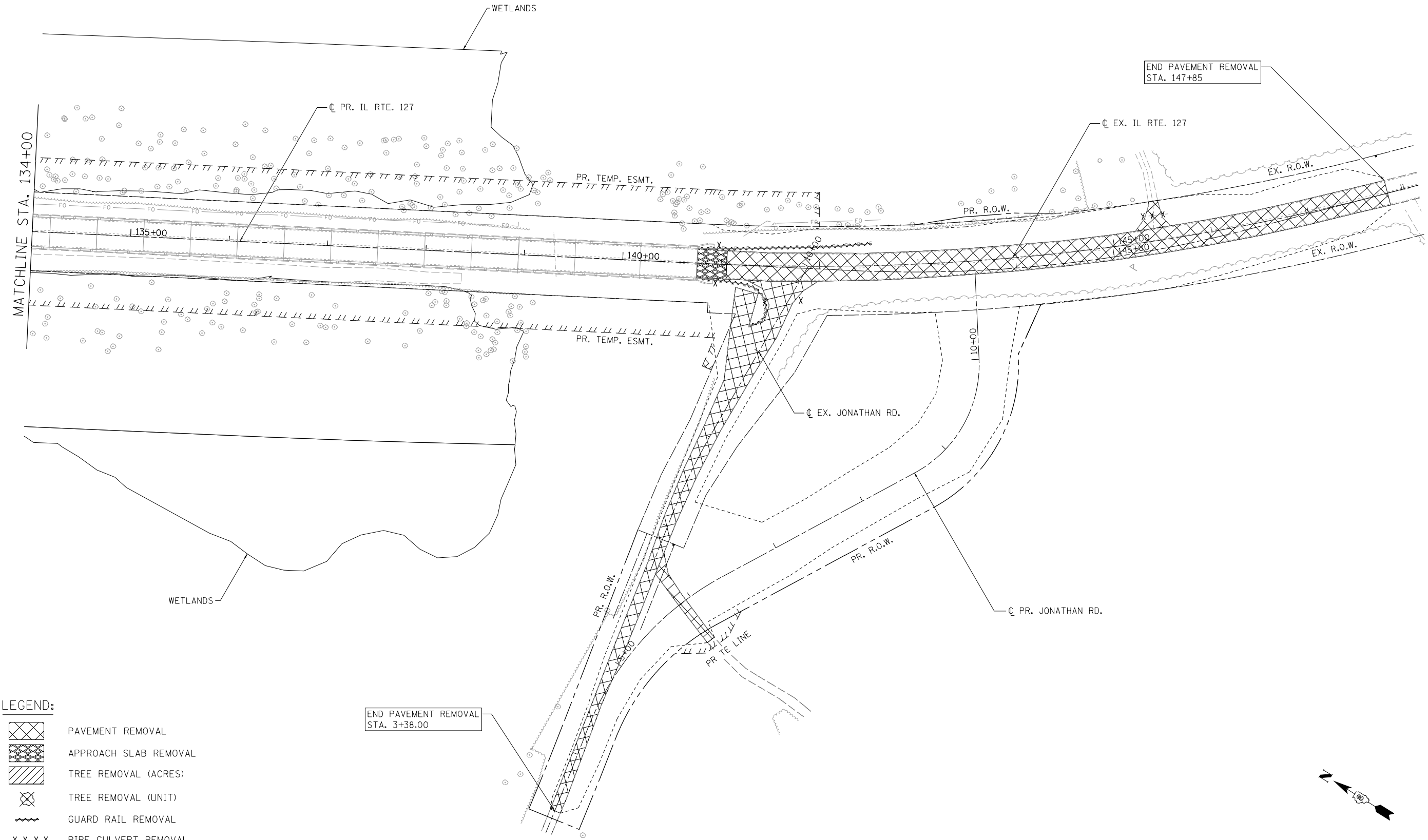


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	DRAWN - BS	REVISED -
PLOT SCALE = 100.0000' / in.	CHECKED - SEW	REVISED -
PLOT DATE =	DATE - 2-1-2013	REVISED -








**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLANS ILLINOIS ROUTE 127		
SCALE: 1"=50'	SHEET NO. 1 OF 2 SHEETS	STA. 125+00 TO STA. 134+00

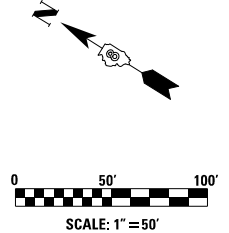
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	42
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



LEGEND:

-  PAVEMENT REMOVAL
-  APPROACH SLAB REMOVAL
-  TREE REMOVAL (ACRES)
-  TREE REMOVAL (UNIT)
-  GUARD RAIL REMOVAL
-  PIPE CULVERT REMOVAL
-  SIGN REMOVAL

END PAVEMENT REMOVAL
STA. 3+38.00



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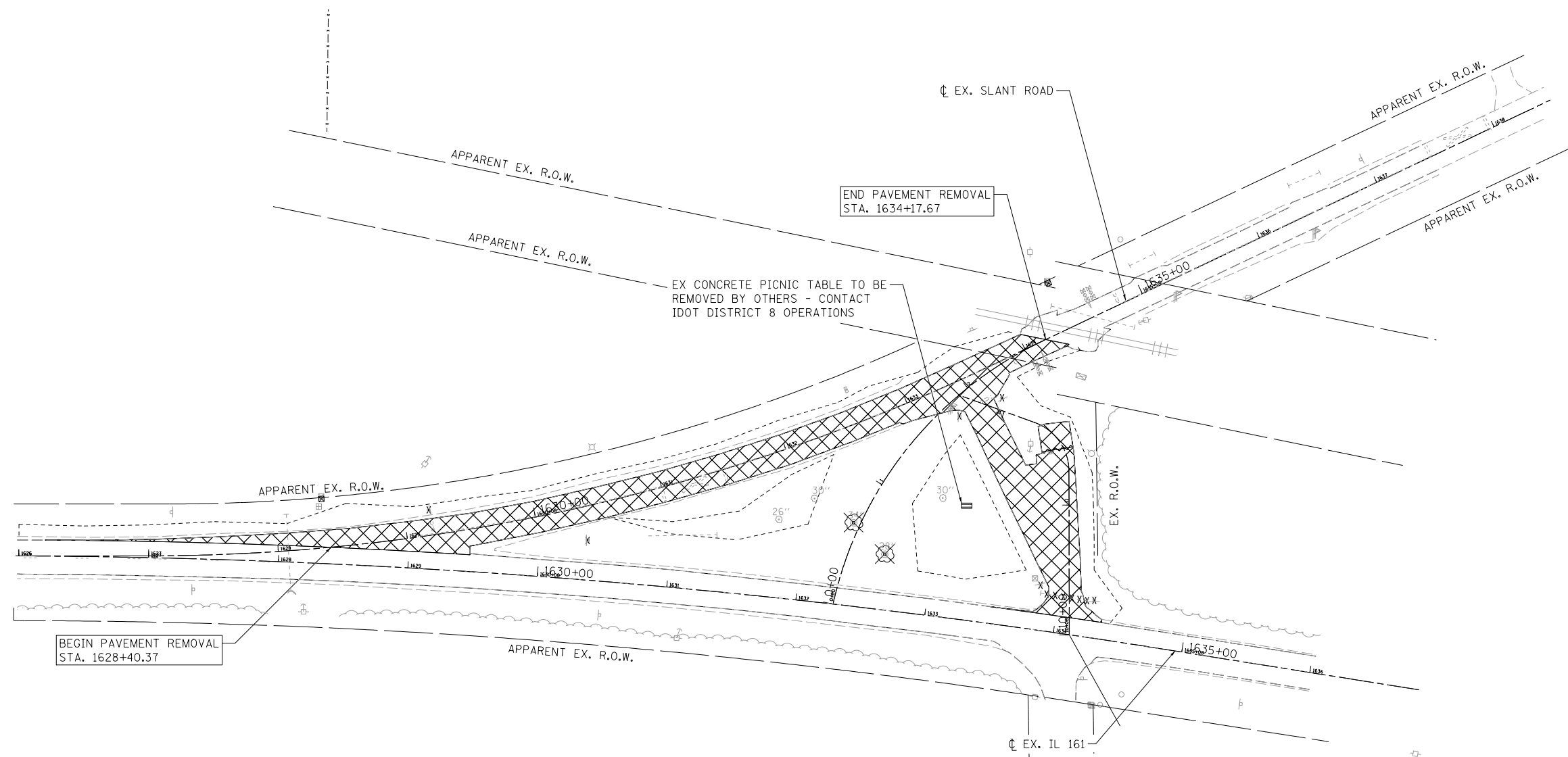
LE LIN ENGINEERING, LTD.
Consulting Engineers
Westmont, Illinois








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DRAWN - BS	REVISIONS -	
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PLOT DATE =	DATE - 2-1-2013	REVISIONS -

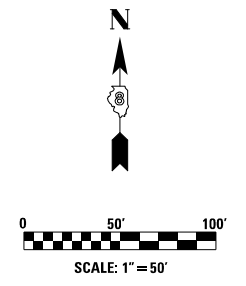
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLANS ILLINOIS ROUTE 127	
SCALE: 1"=50'	SHEET NO. 2 OF 2 SHEETS
STA. 134+00.00 TO STA. 147+85.00	

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	43
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



- LEGEND:**
-  PAVEMENT REMOVAL
 -  APPROACH SLAB REMOVAL
 -  TREE REMOVAL (ACRES)
 -  TREE REMOVAL (UNIT)
 -  GUARD RAIL REMOVAL
 -  PIPE CULVERT REMOVAL
 -  SIGN REMOVAL



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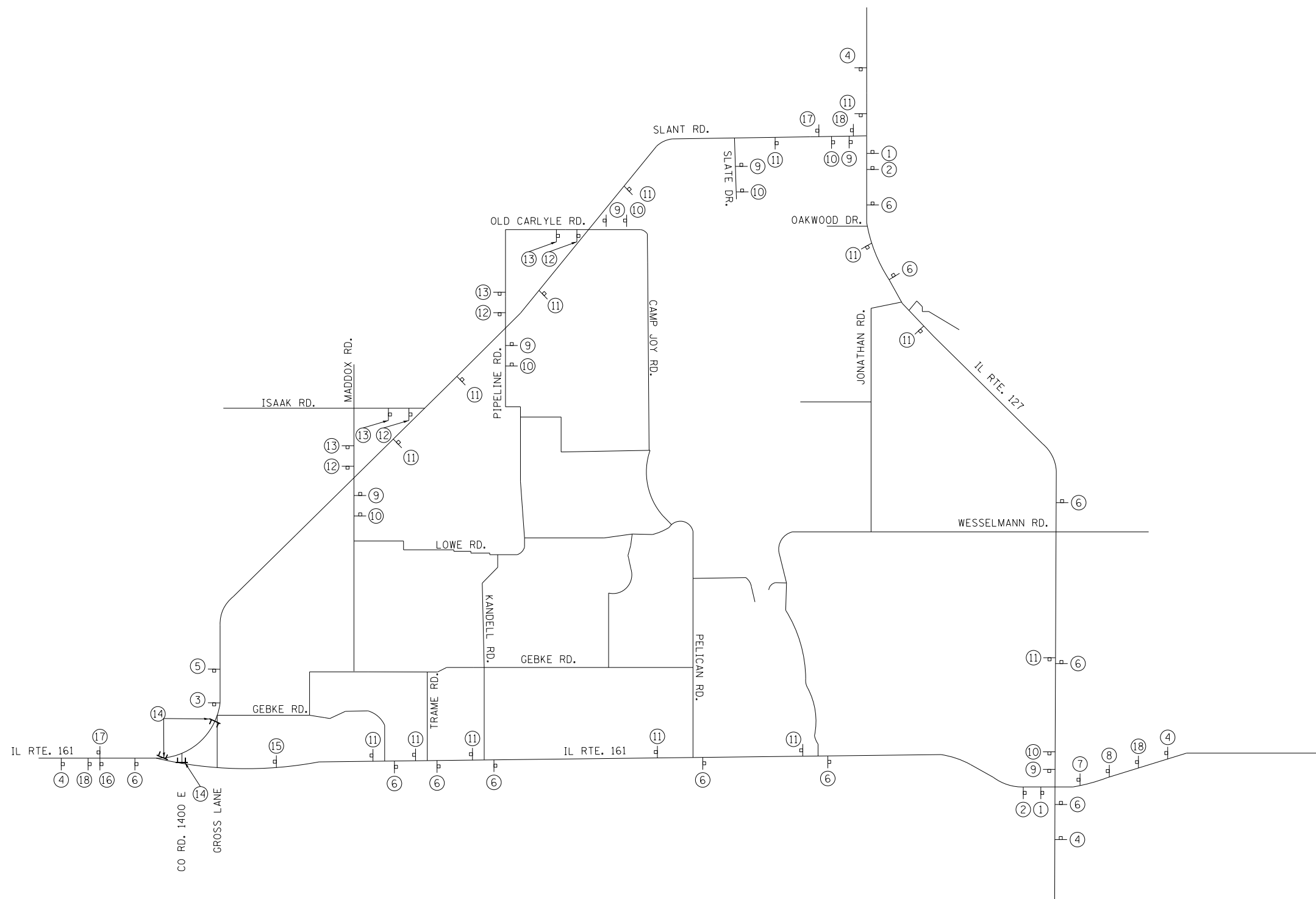


USER NAME = Plotted by Scott	DESIGNED - BS	REVISED -
DRAWN - BS	REVISED -	
PLOT SCALE = 100.0000' / in.	CHECKED - SEW	REVISED -
PLOT DATE =	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

REMOVAL PLANS RELOCATED SLANT ROAD		
SCALE: 1"=50'	SHEET NO. 1 OF 1 SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	44
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



LEGEND:

- SIGN
- TYPE III BARRICADE WITH TWO FLASHING LIGHTS
- WORK AREA

GENERAL NOTES:

1. THE CONTRACTOR SHALL FURNISH ALL SIGNS, POSTS, FLASHING LIGHTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THE PLANS, AS DIRECTED BY THE ENGINEER.
2. ALL SIGNS AND BARRICADES SHALL BE "NEW" OR "LIKE NEW" CONDITION.
3. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'.
4. SIGNS SHOULD BE PLACED IN ADVANCE OF THE INTERSECTIONS AS DIRECTED BY THE ENGINEER.
5. ALL WORK SHOWN ON THIS SHEET SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LUMP SUM, FOR "DETOUR SIGNING" INCLUDING PLACEMENT, RELOCATIONS AS DIRECTED BY THE ENGINEER, AND REMOVAL.
6. CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AT LOCATIONS DIRECTED BY THE ENGINEER AT LEAST 2 WEEKS PRIOR TO THE CLOSURE OF IL ROUTE 127.
7. THE CONTRACTOR SHALL PROVIDE ACCESS TO RESIDENT ENTRANCES LOCATED ALONG EXISTING SLANT ROAD AT ALL TIMES.

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USER NAME = Plotted by Scott	DESIGNED - BS	REVISED -
	DRAWN - BS	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - SEW	REVISED -
PLOT DATE =	DATE - 2-1-2013	REVISED -

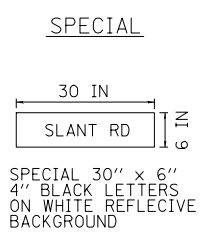
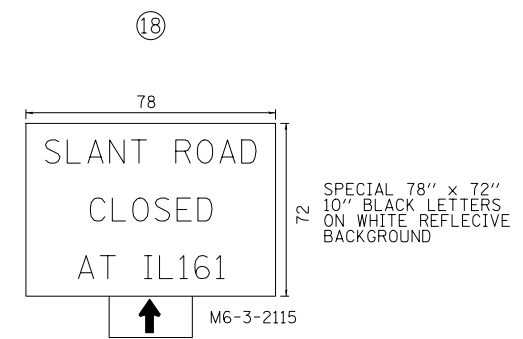
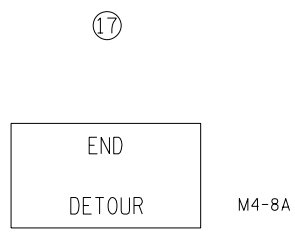
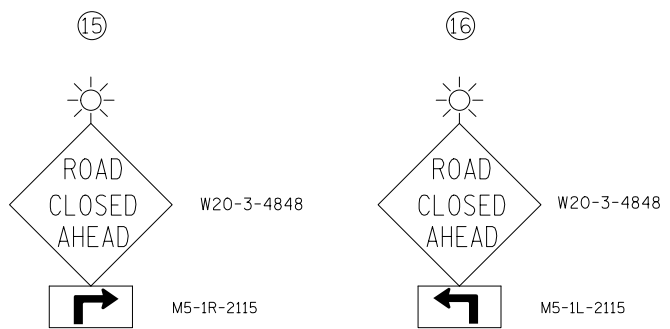
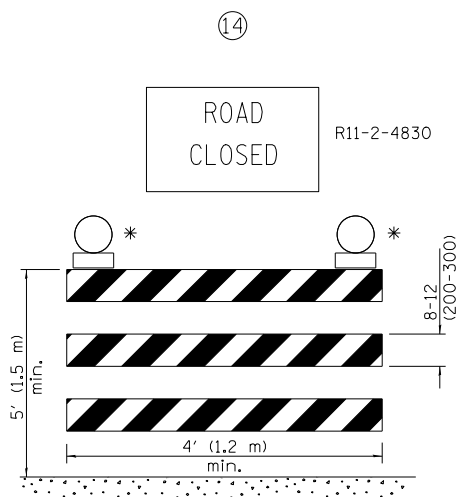
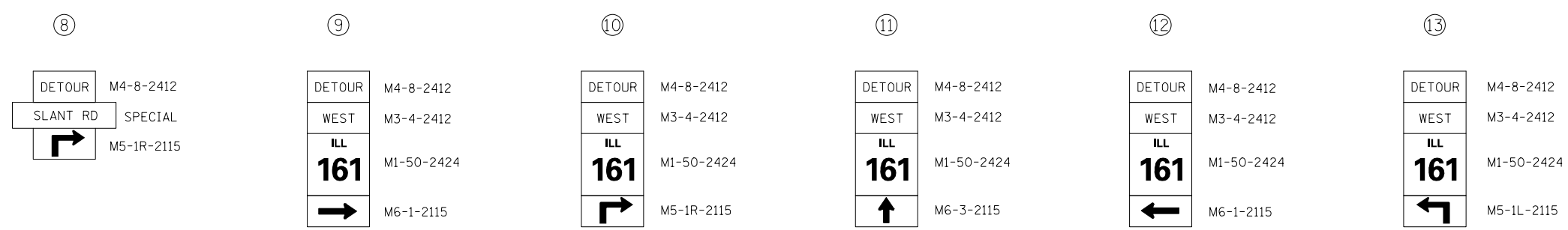
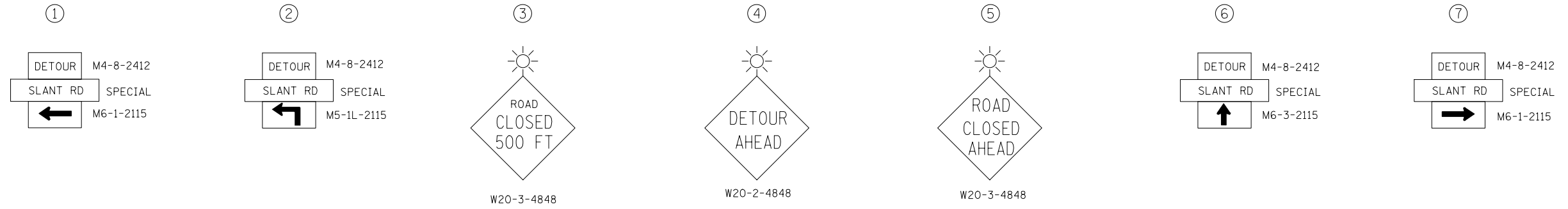
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETOUR PLANS
RELOCATED SLANT ROAD CONSTRUCTION**

SCALE: N/A SHEET NO. 1 OF 2 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	45
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

CONTRACTOR FURNISHED SIGNS



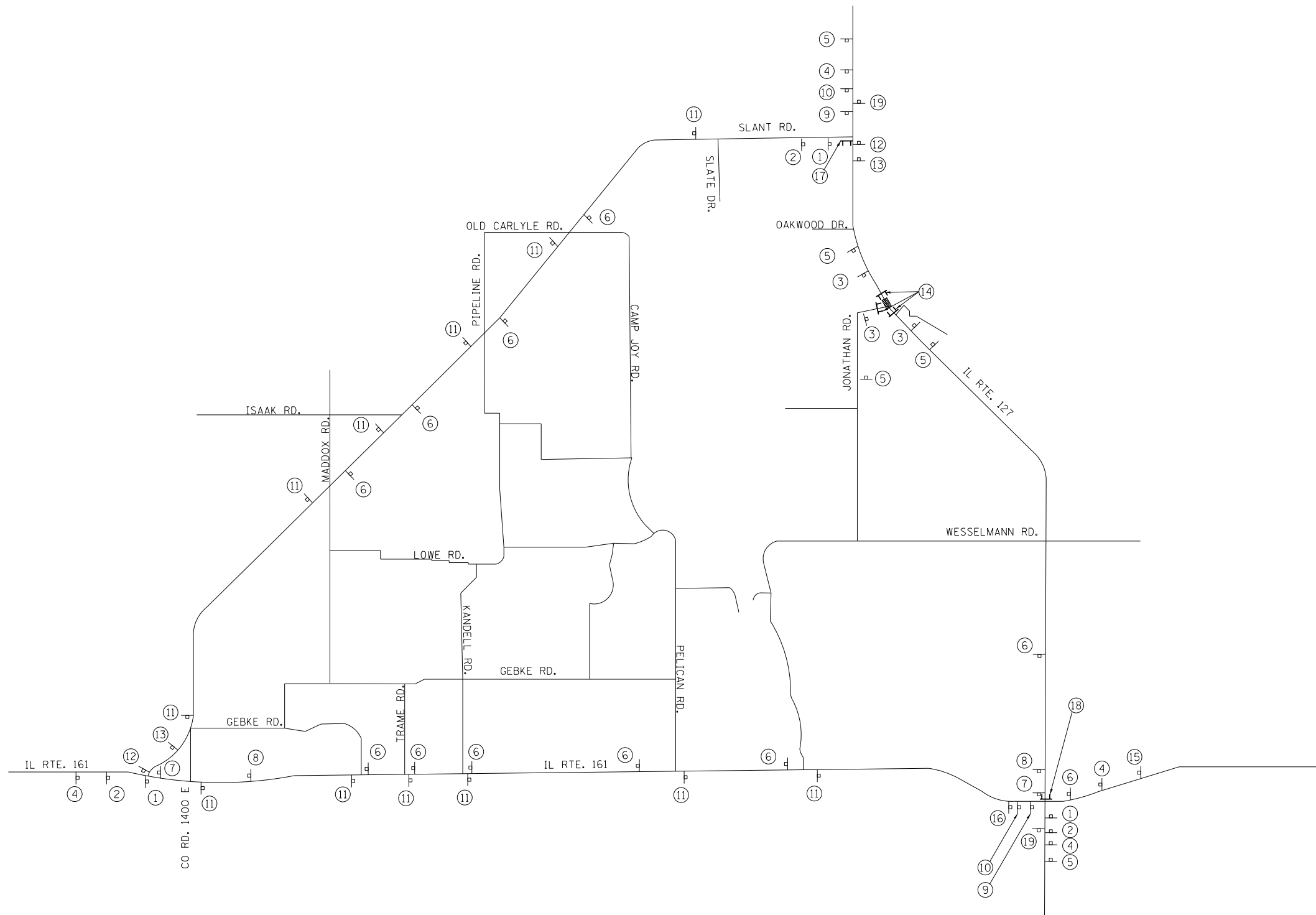
TYPE III BARRICADE

NOTE:
IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.




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USER NAME = Plotted by Scott	DESIGNED - BS	REVISED -
PLOT SCALE = 20.0000' / in.	DRAWN - BS	REVISED -
PLOT DATE =	CHECKED - SEW	REVISED -
	DATE - 2-1-2013	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	46
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



LEGEND:

-  SIGN
-  TYPE III BARRICADE WITH TWO FLASHING LIGHTS
-  WORK AREA

GENERAL NOTES:

1. THE CONTRACTOR SHALL FURNISH ALL SIGNS, POSTS, FLASHING LIGHTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THE PLANS, AS DIRECTED BY THE ENGINEER.
2. ALL SIGNS AND BARRICADES SHALL BE "NEW" OR "LIKE NEW" CONDITION.
3. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6'.
4. SIGNS SHOULD BE PLACED IN ADVANCE OF THE INTERSECTIONS AS DIRECTED BY THE ENGINEER.
5. ALL WORK SHOWN ON THIS SHEET SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER LUMP SUM, FOR "DETOUR SIGNING" INCLUDING PLACEMENT, RELOCATIONS AS DIRECTED BY THE ENGINEER, AND REMOVAL.
6. CHANGEABLE MESSAGE SIGNS SHALL BE PLACED AT LOCATIONS DIRECTED BY THE ENGINEER AT LEAST 2 WEEKS PRIOR TO THE CLOSURE OF IL ROUTE 127.

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USER NAME = Plotted by Scott	DESIGNED - BS	REVISED -
	DRAWN - BS	REVISED -
PLOT SCALE = 20.0000' / in.	CHECKED - SEW	REVISED -
PLOT DATE =	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**DETOUR PLANS
ILLINOIS ROUTE 127 CONSTRUCTION**

SCALE: N/A SHEET NO. 1 OF 2 SHEETS STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	47
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

CONTRACTOR FURNISHED SIGNS

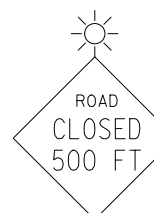
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NORTH	M3-1-2412
ILL 127	M1-50-2424
←	M6-1-2115

②

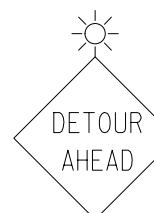
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NORTH	M3-1-2412
ILL 127	M1-50-2424
↙	M5-1L-2115

③



W20-3-4848

④



W20-2-4848

⑤



W20-3-4848

⑥

DETOUR	M4-8-2412
NORTH	M3-1-2412
ILL 127	M1-50-2424
↑	M6-3-2115

⑦

DETOUR	M4-8-2412
NORTH	M3-1-2412
ILL 127	M1-50-2424
→	M6-1-2115

⑧

DETOUR	M4-8-2412
NORTH	M3-1-2412
ILL 127	M1-50-2424
↘	M5-1R-2115

⑨

DETOUR	M4-8-2412
SOUTH	M3-3-2412
ILL 127	M1-50-2424
→	M6-1-2115

⑩

DETOUR	M4-8-2412
SOUTH	M3-3-2412
ILL 127	M1-50-2424
↘	M5-1R-2115

⑪

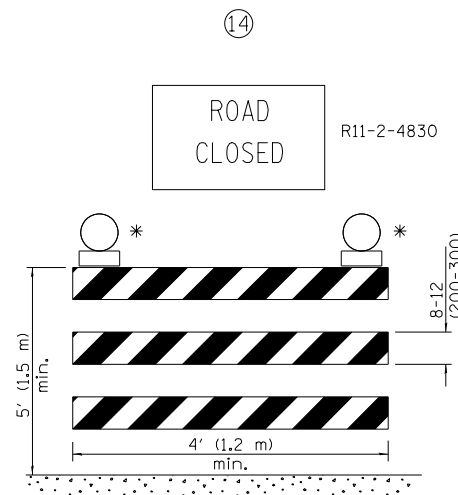
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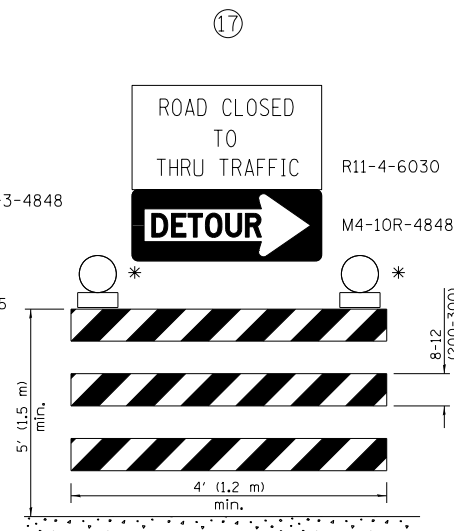
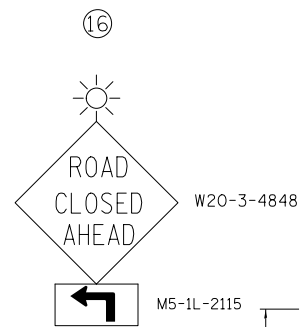
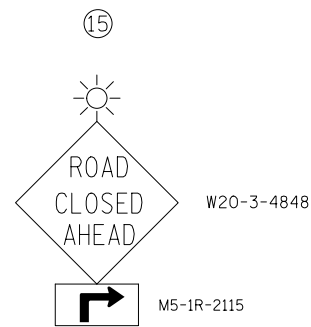
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SOUTH	M3-3-2412
ILL 127	M1-50-2424
←	M6-1-2115

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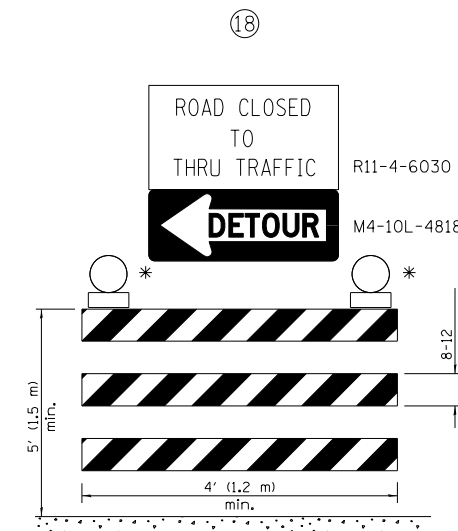
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SOUTH	M3-3-2412
ILL 127	M1-50-2424
↙	M5-1L-2115



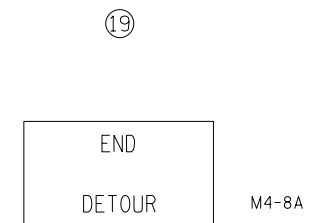
TYPE III BARRICADE



TYPE III BARRICADE



TYPE III BARRICADE

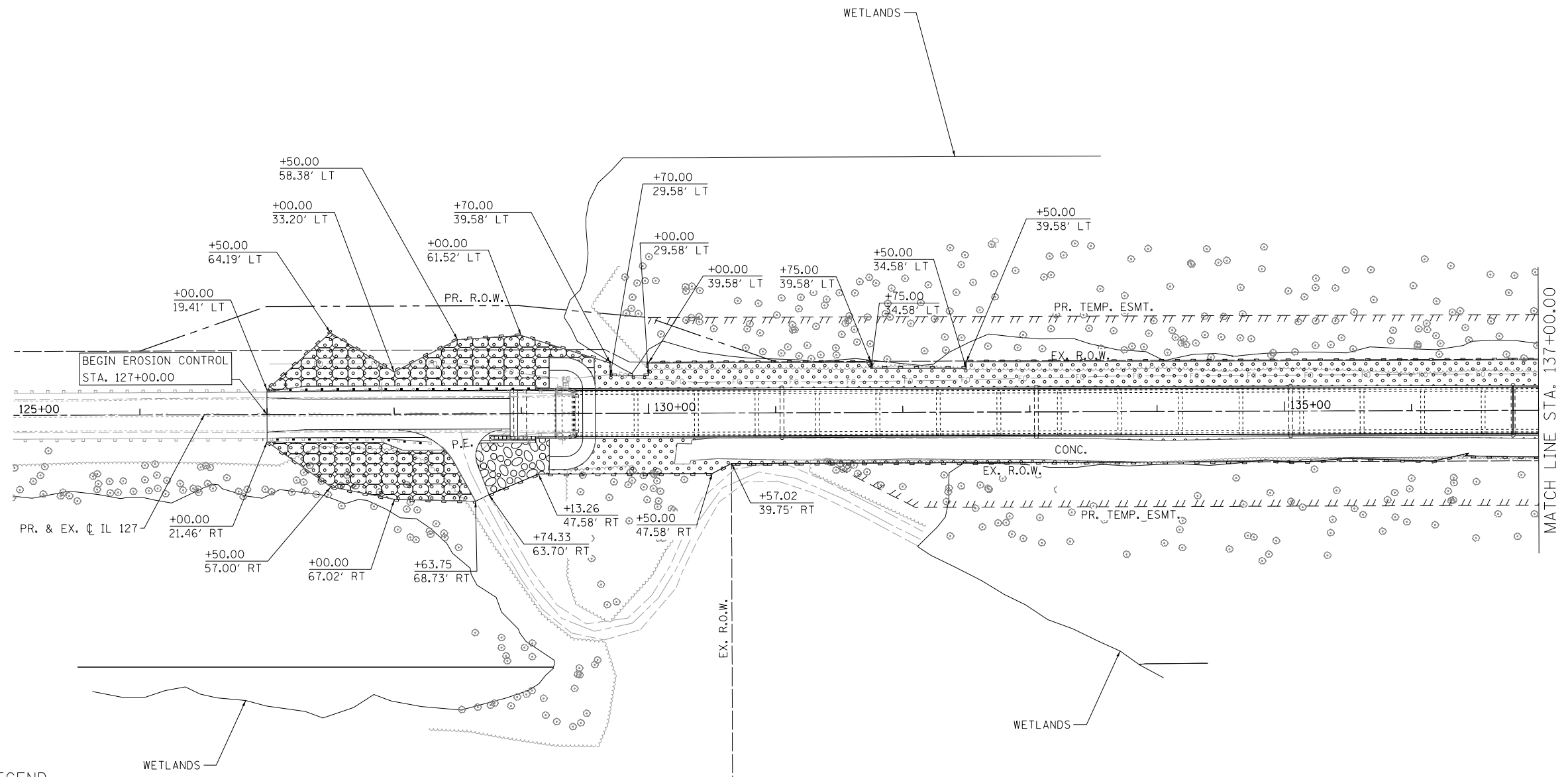


NOTE:
IF A TYPE III BARRICADE WITH AN ATTACHED SIGN PANEL WHICH MEETS NCHRP 350 REQUIREMENTS IS NOT AVAILABLE, THE SIGNS SHALL BE MOUNTED, ABOVE THE BARRICADES, ON SEPARATE SIGNS SUPPORTS THAT MEET NCHRP 350 REQUIREMENTS.









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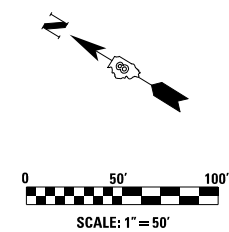
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PLOT SCALE = 20.0000' / in.	DRAWN - BS	REVISED -
PLOT DATE =	CHECKED - SEW	REVISED -
	DATE - 2-1-2013	REVISED -

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	48
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



EROSION CONTROL LEGEND

-  SEEDING, CLASS 2A
-  EROSION CONTROL BLANKET
-  MULCH METHOD 2
-  HEAVY DUTY EROSION CONTROL BLANKET
-  STONE RIPRAP, CLASS A5
-  TEMPORARY DITCH CHECKS
-  PERIMETER EROSION BARRIER
-  INLET AND PIPE PROTECTION



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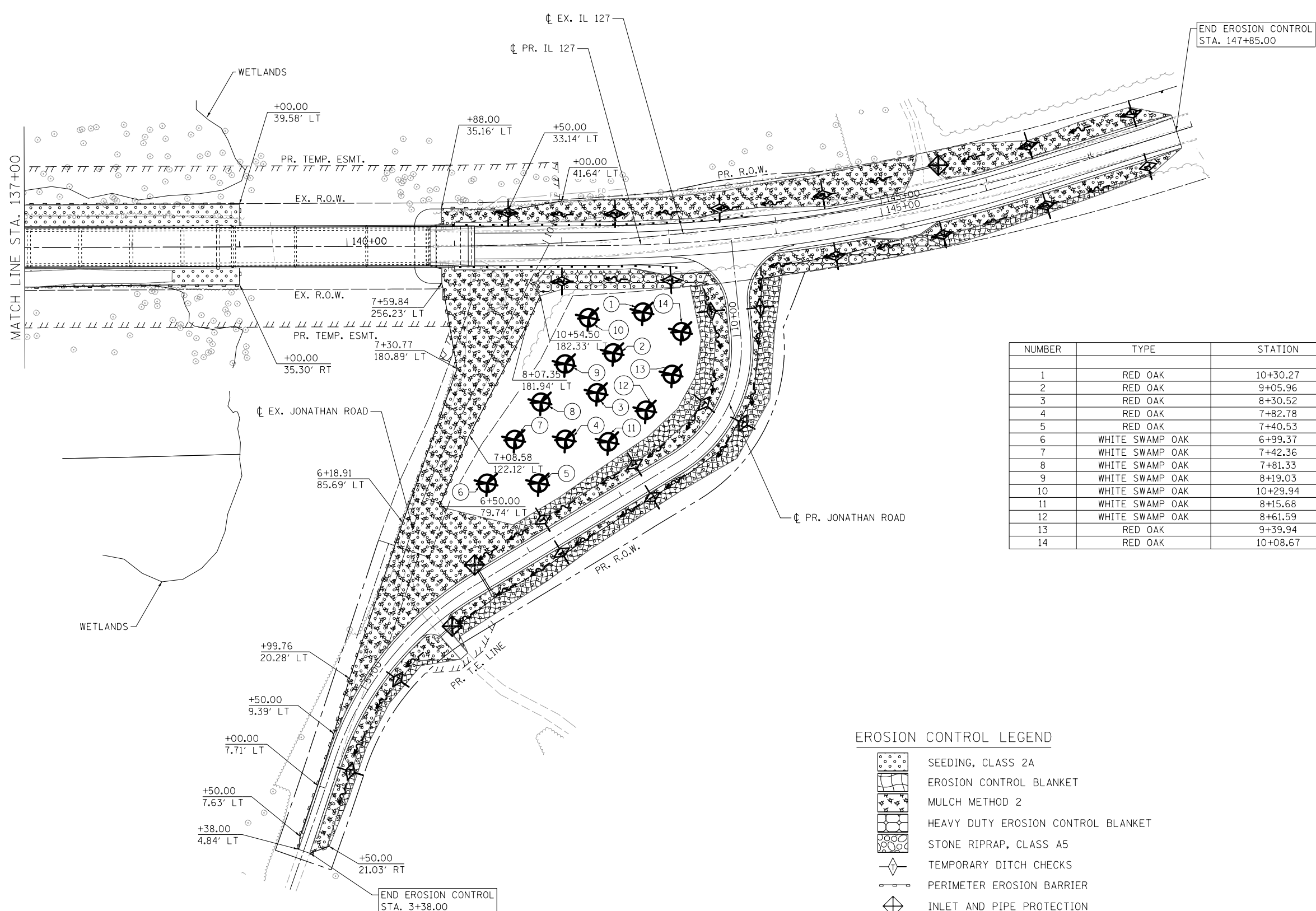
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PLOT SCALE = 100.0000' / in.	CHECKED - SEW	REVISED -
PLOT DATE =	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**STORM WATER POLLUTION & PREVENTION PLAN
ILLINOIS ROUTE 127**

SCALE: 1"=50' SHEET NO. 1 OF 2 SHEETS STA. 127+00 TO STA. 137+00

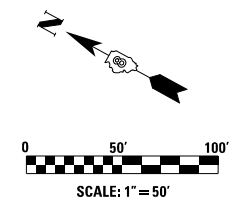
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	49
CONTRACT NO. 76479			ILLINOIS FED. AID PROJECT	



NUMBER	TYPE	STATION	OFFSET
1	RED OAK	10+30.27	88.50' LT
2	RED OAK	9+05.96	117.59' LT
3	RED OAK	8+30.52	94.18' LT
4	RED OAK	7+82.78	72.39' LT
5	RED OAK	7+40.53	50.48' LT
6	WHITE SWAMP OAK	6+99.37	75.28' LT
7	WHITE SWAMP OAK	7+42.36	96.75' LT
8	WHITE SWAMP OAK	7+81.33	113.81' LT
9	WHITE SWAMP OAK	8+19.03	132.54' LT
10	WHITE SWAMP OAK	10+29.94	139.45' LT
11	WHITE SWAMP OAK	8+15.68	49.79' LT
12	WHITE SWAMP OAK	8+61.59	56.67' LT
13	RED OAK	9+39.94	59.59' LT
14	RED OAK	10+08.67	54.54' LT

EROSION CONTROL LEGEND

- SEEDING, CLASS 2A
- EROSION CONTROL BLANKET
- MULCH METHOD 2
- HEAVY DUTY EROSION CONTROL BLANKET
- STONE RIPRAP, CLASS A5
- TEMPORARY DITCH CHECKS
- PERIMETER EROSION BARRIER
- INLET AND PIPE PROTECTION



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LE LIN ENGINEERING, LTD.
Consulting Engineers
Westmont, Illinois

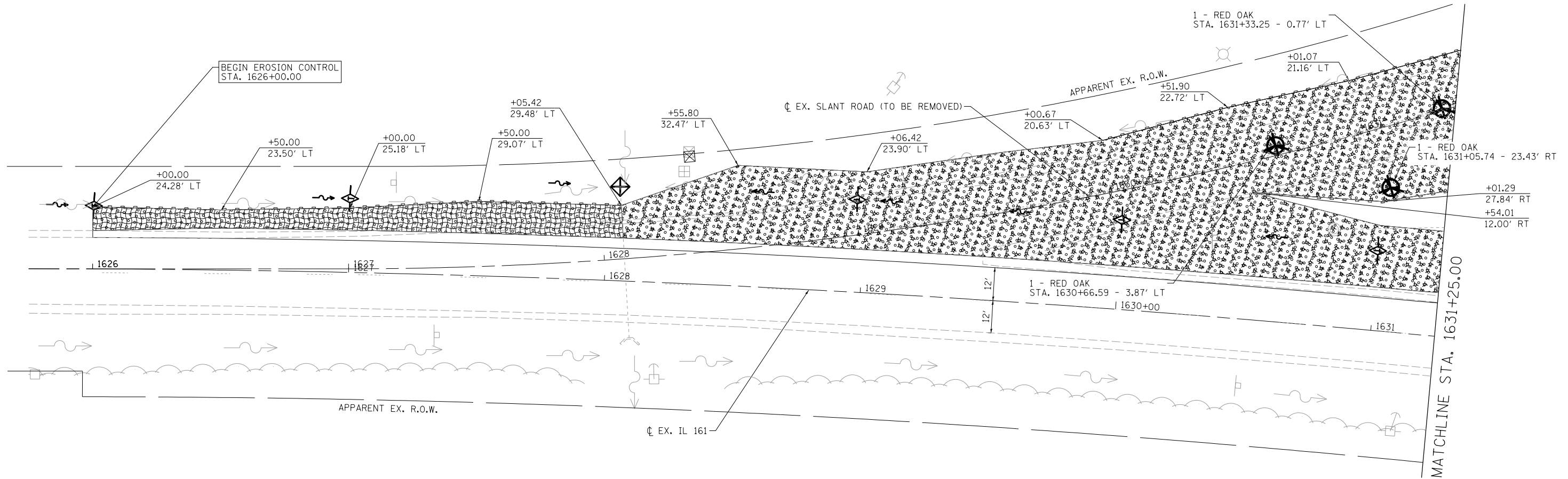
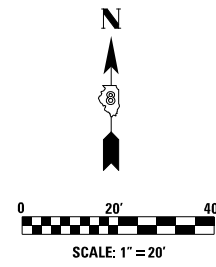
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DRAWN - BS	REVISIONS -	
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PLOT DATE =	DATE - 2-1-2013	REVISIONS -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**









**STORM WATER POLLUTION & PREVENTION PLAN
ILLINOIS ROUTE 127 & JONATHAN ROAD**

SCALE: 1"=50' SHEET NO. 2 OF 2 SHEETS STA. 137+00 TO STA. 147+85

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	50
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



EROSION CONTROL LEGEND

-  SEEDING, CLASS 2A
-  EROSION CONTROL BLANKET
-  MULCH METHOD 2
-  HEAVY DUTY EROSION CONTROL BLANKET
-  STONE RIPRAP, CLASS A5
-  TEMPORARY DITCH CHECKS
-  PERIMETER EROSION BARRIER
-  INLET AND PIPE PROTECTION

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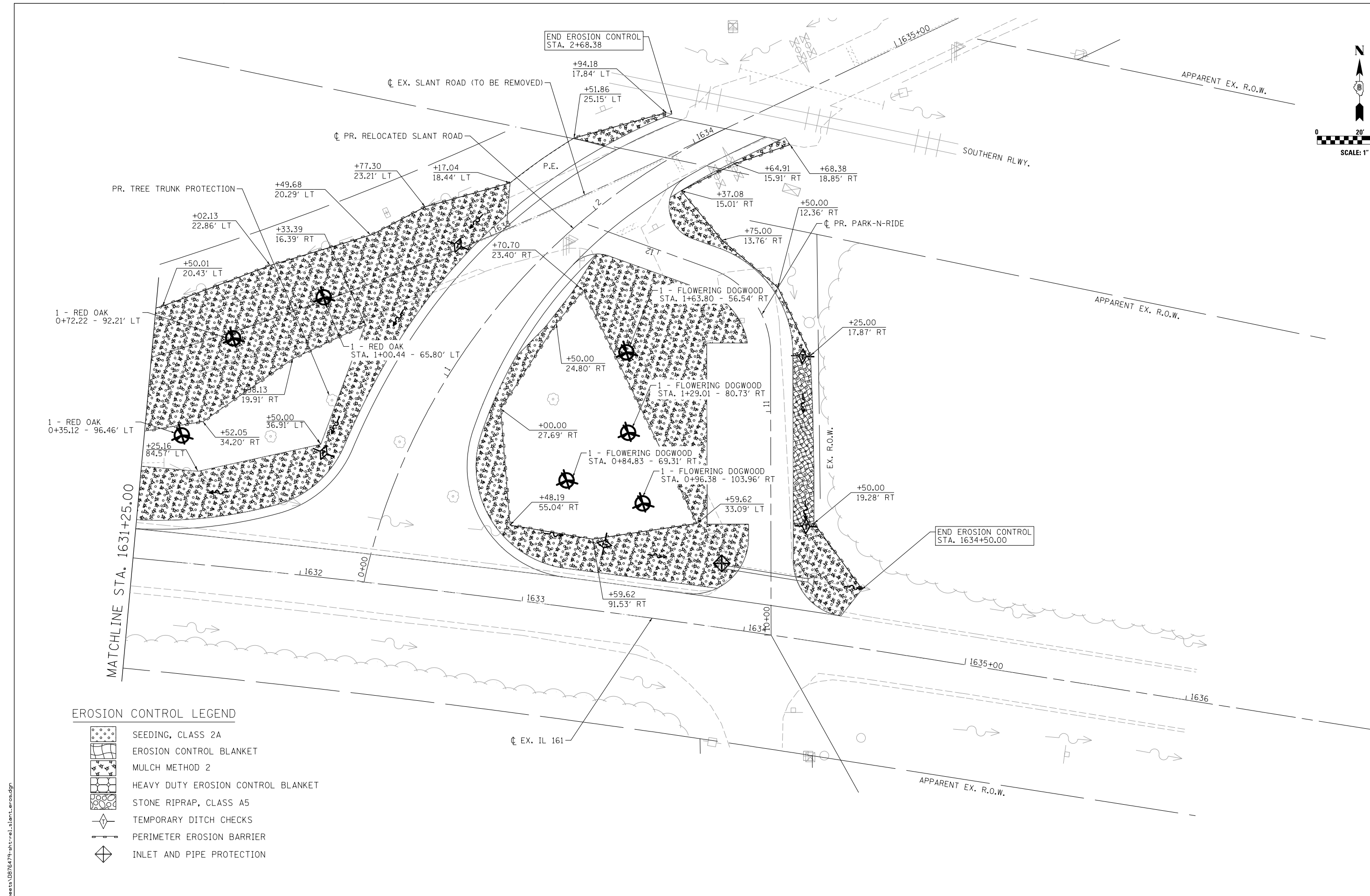
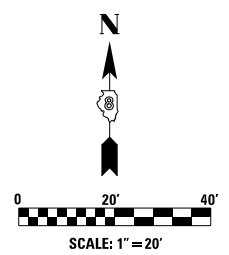
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PLOT SCALE = 40.0000' / in.	DRAWN - RK	REVISED -
PLOT DATE =	CHECKED - SEW	REVISED -
	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**









**STORM WATER POLLUTION & PREVENTION PLAN
RELOCATED SLANT ROAD**

SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. 1626+00 TO STA. 1631+25

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	51
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



EROSION CONTROL LEGEND

-  SEEDING, CLASS 2A
-  EROSION CONTROL BLANKET
-  MULCH METHOD 2
-  HEAVY DUTY EROSION CONTROL BLANKET
-  STONE RIPRAP, CLASS A5
-  TEMPORARY DITCH CHECKS
-  PERIMETER EROSION BARRIER
-  INLET AND PIPE PROTECTION

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Lin Engineering, Ltd.
 Consulting Engineers
 Westmont, Illinois

USER NAME = Plotted by Scott	DESIGNED - RK	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN - RK	REVISED -
PLOT DATE	CHECKED - SEW	REVISED -
	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**STORM WATER POLLUTION & PREVENTION PLAN
 RELOCATED SLANT ROAD**

SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA. 1631+25 TO STA. 1634+50

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	52
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

EROSION CONTROL SCHEDULE													
LOCATION					SEEDING, CLASS 2A (ACRE)	MULCH, METHOD 2 (ACRE)	EROSION CONTROL BLANKET (SQ.YD)	HEAVY DUTY EROSION CONTROL BLANKET (SQ.YD)	TEMPORARY DITCH CHECKS (FOOT)	PERIMETER EROSION BARRIER (FOOT)	INLET AND PIPE PROTECTION (EACH)	STONE RIPRAP, CLASS A5 (SQ.YD)	FILTER FABRIC (SQ.YD)
PR SLANT RD	0+48.19	TO	1+70.70	RT					233				
PR SLANT RD	0+50.00	TO	N/A	LT				10					
PR SLANT RD	1+00.00	TO	N/A	LT				10					
PR SLANT RD	2+11.23	TO	2+50.64	LT	0.00	0.00							
PR PRKNRIDE	10+08.49	TO	10+50.00	RT	0.02	0.02							
PR PRKNRIDE	10+20.49	TO	10+50.00	RT					37				
PR PRKNRIDE	10+20.99	TO	12+25.61	LT	0.16	0.16							
PR PRKNRIDE	10+50.00	TO	11+25.00	RT	0.02		74.11						
PR PRKNRIDE	10+50.00	TO	N/A	RT				8					
PR PRKNRIDE	11+25.00	TO	11+70.49	RT					149				
PR PRKNRIDE	11+25.00	TO	11+70.92	RT	0.01	0.01							
PR PRKNRIDE	11+25.00	TO	N/A	RT				8					
EX SLANT RD	1630+00.67	TO	1633+17.04	LT					313				
EX SLANT RD	1630+54.01	TO	1632+33.39	RT					188				
EX SLANT RD	1633+51.86	TO	1633+94.18	LT					43				
EX IL 161	1626+00.00	TO	1628+05.42	LT	0.05		226.33		207				
EX IL 161	1626+00.00	TO	N/A	LT				10					
EX IL 161	1627+00.00	TO	N/A	LT				10					
EX IL 161	1628+04.64	TO	N/A	LT						1			
EX IL 161	1628+05.42	TO	1632+72.09	LT	0.57	0.57							
EX IL 161	1629+00.00	TO	N/A	LT				10					
EX IL 161	1630+00.00	TO	N/A	LT				10					
EX IL 161	1631+00.00	TO	N/A	LT				10					
EX IL 161	1633+00.00	TO	N/A	LT				10					
EX IL 161	1633+85.93	TO	N/A	LT						1			
PR JON RD	3+38.00	TO	10+61.95	LT	0.58	0.58							
PR JON RD	3+38.00	TO	7+59.84	LT					552				
PR JON RD	3+38.00	TO	3+50.00	RT					19				
PR JON RD	3+38.00	TO	5+84.32	RT	0.07	0.07							
PR JON RD	3+48.50	TO	5+84.32	RT	0.03		126.22						
PR JON RD	4+25.00	TO	N/A	RT				12					
PR JON RD	5+25.00	TO	N/A	RT				12					
PR JON RD	5+95.05	TO	10+51.91	RT	0.14		660.67						
PR JON RD	5+95.44	TO	10+73.91	RT	0.10	0.10							
PR JON RD	6+00.00	TO	N/A	RT						1			
PR JON RD	6+50.00	TO	10+54.50	RT					218				
PR JON RD	6+50.00	TO	N/A	LT						1			
PR JON RD	7+00.00	TO	10+50.06	LT	0.09		442.11						
PR JON RD	7+25.00	TO	N/A	LT				12					
PR JON RD	7+25.00	TO	N/A	RT				12					
PR JON RD	8+25.00	TO	N/A	LT				12					
PR JON RD	8+25.00	TO	N/A	RT				12					
PR JON RD	9+25.00	TO	N/A	LT				12					
PR JON RD	9+25.00	TO	N/A	RT				12					
PR JON RD	10+25.00	TO	N/A	RT				12					
PR JON RD	10+25.00	TO	N/A	LT				12					
PR IL 127	127+00.00	TO	139+00.00	LT					1285				
PR IL 127	127+00.00	TO	139+00.00	RT					1229				
PR IL 127	127+00.00	TO	129+58.18	LT	0.15		727.78						
PR IL 127	127+00.00	TO	128+63.75	RT	0.11		545.67						
PR IL 127	128+66.85	TO	129+21.95	RT							198.89	198.89	
PR IL 127	129+21.96	TO	133+75.00	RT	0.07								
PR IL 127	129+57.22	TO	139+00.00	LT	0.42								
PR IL 127	133+05.62	TO	139+00.00	RT	0.05								
PR IL 127	134+06.84	TO	134+79.24	RT	0.00								
PR IL 127	134+90.62	TO	136+27.41	RT	0.00								
PR IL 127	134+97.33	TO	136+25.00	RT									
PR IL 127	140+88.00	TO	142+01.97	LT					128				
PR IL 127	140+88.04	TO	145+40.57	LT	0.22	0.22							
PR IL 127	141+50.00	TO	N/A	LT				12					
PR IL 127	141+70.12	TO	143+32.16	RT	0.06		288.89						
PR IL 127	142+00.00	TO	N/A	RT				12					
PR IL 127	142+50.00	TO	N/A	LT				12					
PR IL 127	143+00.00	TO	N/A	RT				12					
PR IL 127	143+50.00	TO	N/A	LT				12					

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USER NAME = Plotted by Scott	DESIGNED - RC	REVISED -
	DRAWN - RC	REVISED -
PLOT SCALE = 2.0000' / in.	CHECKED - SEW	REVISED -
PLOT DATE =	DATE - 2-1-2013	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STORM WATER POLLUTION & PREVENTION PLAN SUMMARY OF SCHEDULES		
SCALE: N/A	SHEET NO. 1 OF 2 SHEETS	STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	53
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

EROSION CONTROL SCHEDULE CONTINUED													
LOCATION					SEEDING, CLASS 2A (ACRE)	MULCH, METHOD 2 (ACRE)	EROSION CONTROL BLANKET (SQ YD)	HEAVY DUTY EROSION CONTROL BLANKET (SQ YD)	TEMPORARY DITCH CHECKS (FOOT)	PERIMETER EROSION BARRIER (FOOT)	INLET AND PIPE PROTECTION (EACH)	STONE RIPRAP, CLASS A5 (SQ YD)	FILTER FABRIC (SQ YD)
ALI	STATION	TO	STATION	OFFSET									
PR IL 127	143+98.76	TO	145+50.07	RT	0.04		186.67						
PR IL 127	144+50.00	TO	N/A	LT				12					
PR IL 127	144+50.00	TO	N/A	RT				12					
PR IL 127	145+29.58	TO	147+82.82	RT	0.06	0.06							
PR IL 127	145+29.58	TO	147+51.35	RT	0.03		157.67						
PR IL 127	145+50.00	TO	N/A	RT				12					
PR IL 127	145+50.60	TO	147+82.82	LT	0.10	0.10							
PR IL 127	145+62.00	TO	N/A	LT						1			
PR IL 127	146+50.00	TO	N/A	LT				12					
PR IL 127	146+50.00	TO	N/A	RT				12					
PR IL 127	147+50.00	TO	N/A	LT				12					
PR IL 127	147+50.00	TO	N/A	RT				12					
TOTAL					3.50	2.25	1688	1749	360	4601	5	199	199

FERTILIZER SCHEDULE			
LOCATION	NITROGEN FERTILIZER NUTRIENT (POUND)	PHOSPHORUS FERTILIZER NUTRIENT (POUND)	POTASSIUM FERTILIZER NUTRIENT (POUND)
PR SLANT RD	90	90	90
PR IL 127 & PR JON RD	225	225	225
TOTAL	315	315	315

TEMPORARY SEEDING SCHEDULE	
LOCATION	TEMPORARY EROSION CONTROL SEEDING (POUND)
PR SLANT RD	400
PR IL 127 & PR JON RD	1000
TOTAL	1400

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PLOT DATE =	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STORM WATER POLLUTION & PREVENTION PLAN SUMMARY OF SCHEDULES		
SCALE: N/A	SHEET NO. 2 OF 2 SHEETS	STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	54
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

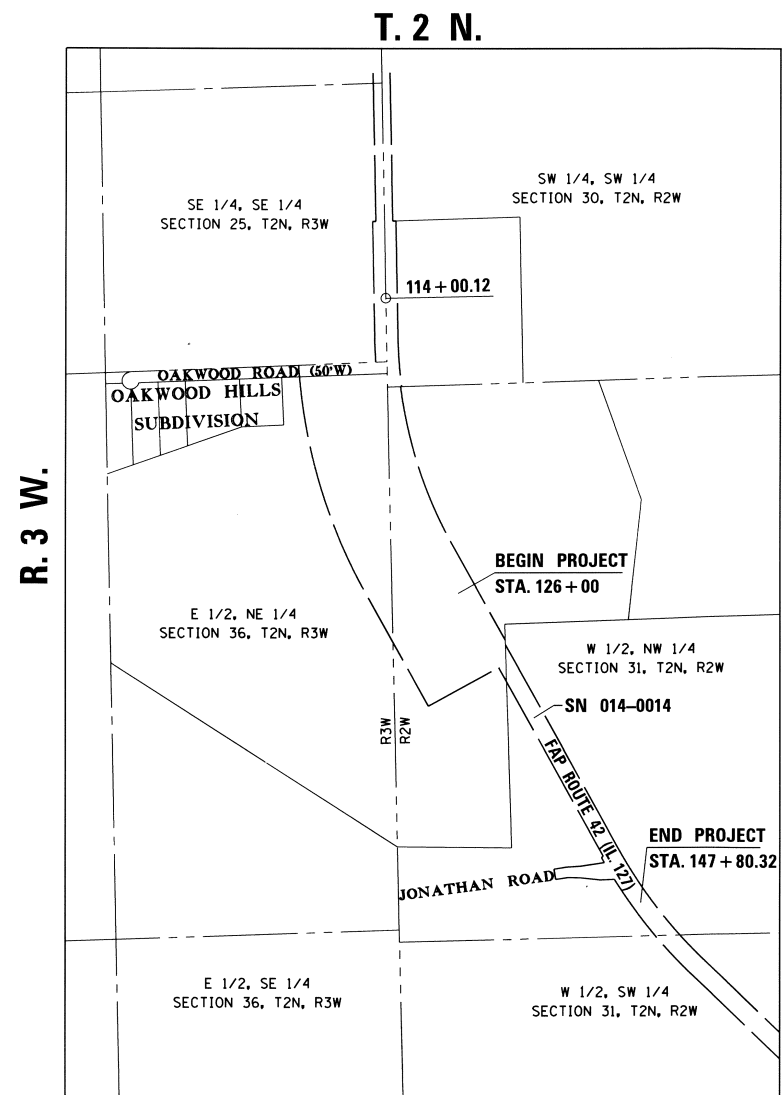
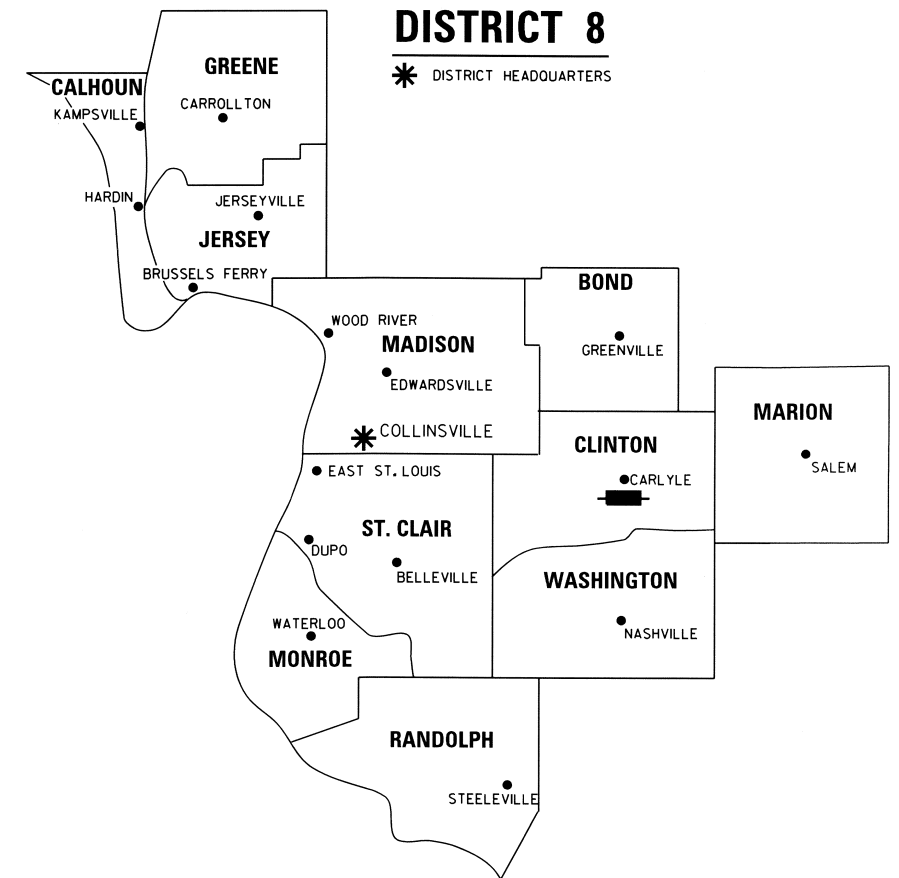
SHEET INDEX		
SHEET NO.	STATION TO STATION	DESCRIPTION
1		COVER SHEET
2		LEGEND/NOTE SHEET
3	113+00 TO 124+00	EXISTING R.O.W.
4	124+00 TO 137+00	PAR. 8007001 & 8007002
5	137+00 TO 150+00	PAR. 8007003 & 8007004
6		TOTAL HOLDINGS & SECTION DETAIL
7		SECTION TIES & CONTROL TIES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLAT OF HIGHWAYS

FAP ROUTE 42 (IL 127)
SECTION 1-1BR-2
CLINTON COUNTY
JOB NO.
R-98-007-10

SPACE RESERVED FOR RECORDING OFFICER



PROJECT LENGTH = 1,900 LIN. FT. = 0.3598 MILES

PREPARED BY:
ASSOCIATED PROFESSIONALS, INC.
17625 Mockingbird Road, P.O. Box 311
Nashville, Illinois 62263
Ph. 618-478-9000 Fax 618-478-9001
web: www.apisurvey.com
IDPR Design Firm License No. 184-001303



Gary S. Mueller 7/20/2012
GARY S. MUELLER, I.P.L.S. # 3332
EXPIRATION DATE: 11-30-2012

LOCATION OF SECTION INDICATED THUS: [Symbol]

SHEET 1 OF 7

ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8 1102 EASTPORT PLAZA DRIVE COLLINSVILLE, ILLINOIS 62234-6198				
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	55
CONTRACT NO. 76479				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

LEGEND FOR EXISTING TOPOGRAPHIC SYMBOLS

TRAFFIC SIGNAL HANDHOLE	□	DRAINAGE FLOW LINE	— —
TRAFFIC SIGNAL GULFBOX	○	RIP RAP	— — — —
TRAFFIC SIGNAL HANDHOLE	□	HEADWALL	— —
TRAFFIC SIGNAL SIGNAL POST	○	CULVERT END SECTION	— — — —
TRAFFIC SIGNAL STEEL MAST ARM	— —	DRAINAGE MANHOLE	— —
TRAFFIC SIGNAL COMBINED MAST ARM	— —	INLET	— —
TRAFFIC SIGNAL PEDESTRIAN PUSH BUTTON	●	ROADWAY DITCH FLOW	— —
TRAFFIC SIGNAL WOODEN POLE	○	VEGETATION LINE	— —
TRAFFIC SIGNAL VEHICLE DETECTION PRIORITY	△	STUMP	— —
TRAFFIC SIGNAL VEHICLE DETECTION MAGNET	— —	SHRUB	— —
TRAFFIC SIGNAL JUNCTION BOX	□	EVERGREEN TREE	— —
TRAFFIC SIGNAL CONTROLLER	□	DECIDUOUS TREE	— —
TRAFFIC SIGNAL HEAVY DUTY HANDHOLE	□	WOODS/BUSH PATTERN	— —
RAILROAD CANTILEVER MAST ARM	— —	TRAFFIC SIGN	— —
RAILROAD CROSSBUCK	— —	GAURDRAIL POST	— —
RAILROAD TRACK PATTERN	— —	GAURDRAIL PATTERN	— —
RAILROAD ABANDON PATTERN	— —	FIELD LINE	— —
RAILROAD CROSSGATE	— —	LEVEE/NOISE BARRIER	— —
RAILROAD CONTROL BOX	— —	FENCE PATTERN	— —
RAILROAD FLASHING SIGNAL	— —	MAIL BOX	— —
TELEPHONE SPLICE BOX ABOVE GROUND	— —	ADVERTISING SIGN	— —
UTILITY POWER POLE	— —	MARSH	— —
UTILITY TELEPHONE POLE	— —	LIGHTING HANDHOLE	— —
UTILITY TRAFFIC SIGNAL	— —	LIGHTING POWER POLE	— —
UTILITY LIGHT POLE	— —	LIGHTING JUNCTION BOX	— —
FIRE HYDRANT	— —	LIGHTING HEAVYDUTY HANDHOLE	— —
UTILITY MANHOLE	— —	LIGHTING CONTROLLER	— —
UTILITY TELEPHONE POLE	— —	LIGHTING PULL POINT	— —
UTILITY GUY POLE	— —	HIGHWAY LIGHTING ELECTRICAL GROUND	— —
PIPELINE WARNING SIGN	— —	HIGHWAY LIGHTING SINGLE UNIT	— —
UTILITY HANDHOLE	— —	HIGHWAY LIGHTING DOUBLE UNIT	— —
UTILITY SPLICE ABOVE GROUND	— —	EXISTING CONCRETE BARRIER	— —
UTILITY JUNCTION BOX	— —	EXISTING CREEK OR DITCH	— —
UTILITY HEAVY DUTY HANDHOLE	— —	EXISTING EDGE OF PAVEMENT	— —
UTILITY DOUBLE HANDHOLE	— —		
UTILITY CONTROLLER	— —		
UTILITY WATER METER	— —		

RIGHT OF WAY LEGEND

	QUARTER SECTION CORNERS
	SECTION CORNERS
	EXISTING CENTERLINE
	EXISTING RIGHT OF WAY LINE
	FORMER RIGHT OF WAY LINE
	EXISTING IDOT EASEMENT LINE
	EXISTING EASEMENT LINE
	BUILDING SETBACK LINE
	EXISTING ACCESS CONTROL LINE
	EXISTING RIGHT OF WAY & PROPOSED ACCESS CONTROL LINE
	PROPOSED ACCESS CONTROL LINE
	PROPOSED CENTERLINE
	PROPOSED RIGHT OF WAY LINE
	PROPOSED TEMPORARY EASEMENT LINE
	PROPOSED PERMANENT EASEMENT LINE
	SECTION LINE
	QUARTER SECTION LINE
	QUARTER QUARTER SECTION LINE
	PROPERTY LINE
	FORMER PROPERTY LINE
	FORMER PROPERTY LINE WITHIN RIGHT OF WAY
	APPARENT PROPERTY LINE
	MEASURED DIMENSION
	RECORDED DIMENSION
	FOUND STONE
	FOUND IRON PIPE OR IRON ROD AT CORNER UNLESS OTHERWISE NOTED
	SET 5/8 INCH IRON ROD WITH PLASTIC CAP IDENTIFIED BY SURVEYORS LICENSE NUMBER AT CORNER UNLESS OTHERWISE NOTED
	PERMANENT SURVEY MONUMENT, I.D.O.T. STD. 667101 (TO BE SET BY OTHERS)
	SET 5/8 INCH IRON ROD AS SURVEY CONTROL UNLESS OTHERWISE NOTED
	FOUND CUT CROSS
	SET CUT CROSS
	SAME OWNERSHIP
	EXISTING BUILDING
	EXISTING CANOPY/OVERHANG
	EXISTING BUILDING DIMENSIONS/NOTES

■ STAKING OF PROPOSED RIGHT OF WAY CORNERS. SET 5/8 INCH METAL ROD WITH DIVISION OF HIGHWAY SURVEY ALUMINUM CAP TO MONUMENT THE POSITION SHOWN. IDENTIFIED BY INSCRIPTION DATA AND SURVEYORS LICENSE NUMBER. (PROPOSED RIGHT OF WAY CORNERS SET IN CULTIVATED AREAS SHALL BE A MINIMUM OF 20 INCHES BELOW THE GROUND SURFACE).

LEGEND FOR ABBREVIATIONS

A/C	ACCESS CONTROL
AC	ACRE
AVE	AVENUE
BK	BOOK
BLVD	BOULEVARD
CL	CENTERLINE
CH	COUNTY HIGHWAY
Ch	CHAIN
DB	DEED BOOK
E	EAST
EX	EXISTING
FA	FEDERAL AID
FAI	FEDERAL AID INTERSTATE
FAP	FEDERAL AID PRIMARY
FAS	FEDERAL AID SECONDARY
FAUS	FEDERAL AID URBAN SECONDARY
FND	FOUND
ha	HECTARE
IP	IRON PIPE
IR	IRON ROD
LT	LEFT
m	METER
m ²	SQUARE METERS
N	NORTH
N & BC	NAIL AND BOTTLE CAP
N & C	NAIL AND CAP
N & W	NAIL AND WASHER
NE	NORTHEAST
NW	NORTHWEST
PB	PLAT BOOK
PG	PAGE
POB	POINT OF BEGINNING
POC	POINT OF COMMENCEMENT
POT	POINT OF TANGENT
PL	PROPERTY LINE
PR	PROPOSED
RD	ROAD
ROW	RIGHT OF WAY
RR	RAILROAD
RRS	RAILROAD SPIKE
RT	RIGHT
RTE	ROUTE
S	SOUTH
SBI	STATE BOND ISSUE
SE	SOUTHEAST
SO FT	SQUARE FEET
SR	STATE ROUTE
ST	STREET
STA	STATION
SMK	SURVEY MARKER
SW	SOUTHWEST
TWP	TOWNSHIP
TR	TOWNSHIP ROAD
USGS	U.S. GEOLOGICAL SURVEY
W	WEST

PROPOSED PARCEL NUMBER LEGEND

8001001	PROPOSED FEE SIMPLE ACQUISITION
8001001E	PROPOSED PERMANENT EASEMENT
8001001TE	PROPOSED TEMPORARY EASEMENT
8001001ED	PROPOSED DEDICATION
8001001AC	PROPOSED ACCESS CONTROL LINE

CURVE ABBREVIATIONS

PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PRC	POINT OF REVERSE CURVE
PCC	POINT OF COMPOUND CURVE
CB	CHORD BEARING
R	RADIUS OF CURVE
L	CURVE LENGTH
CB	CHORD BEARING
C	CHORD LENGTH
D	DEGREE OF CURVE
e	EXTERNAL
Δ	CENTRAL ANGLE

I.D.O.T. PROVIDED ALIGNMENT F.A.P. 42 (IL 127)				
PNT # (DESCRIPTION)	STATION	OFFSET	NORTH	EAST
150 (POT)	102+54.89	0.00	699,206.3195	523,515.8743
151 (PC)	114+00.12	0.00	698,061.3358	523,539.5753
(PI)	119+33.78		697,527.7889	523,550.6197
155 (PT)	124+46.53	0.00	697,060.6628	523,808.6652
154 (POT)	129+42.30	0.00	696,626.7024	524,048.3895
156 (PC)	140+88.95	0.00	695,623.0093	524,602.8402
(PI)	144+37.28		695,318.1048	524,771.2727
158 (PT)	147+80.32	0.00	695,077.1028	525,022.7768
153 (POT)	161+94.49	0.00	694,098.6803	526,043.8355

I.D.O.T. PROVIDED ALIGNMENT RELOCATED JONATHAN ROAD				
PNT # (DESCRIPTION)	STATION	OFFSET	NORTH	EAST
500 (POT)	2+00.00	0.00	695,443.3913	523,910.9252
501 (POT)	3+84.57	0.00	695,473.6105	524,093.0039
503 (PC)	4+28.14	0.00	695,481.3183	524,135.8860
(PI)	5+37.92		695,500.7399	524,243.9384
505 (PT)	6+38.62	0.00	695,445.8309	524,339.0044
506 (PC)	8+60.02	0.00	695,335.0999	524,530.7174
(PI)	9+40.56		695,294.8180	524,600.4591
508 (PT)	10+03.11	0.00	695,341.6767	524,665.9633
502 (POT)	11+00.00	0.00	695,398.0485	524,744.7660

I.D.O.T. PROVIDED CONTROL				
PNT # (DESCRIPTION)	STATION	OFFSET	NORTH	EAST
1 (IR W/CAP)	153+60.86	19.38'LT	694,689.4272	525,455.3545
2 (IR W/CAP)	146+45.80	19.80'RT	695,159.4958	524,913.9290
3 (IR W/CAP)	141+34.32	28.36'RT	695,569.3150	524,600.6218
4 (IR W/CAP)	128+33.20	24.12'RT	696,710.5337	523,974.5214
5 (IR W/CAP)	116+36.10	49.92'LT	697,789.5434	523,579.7816
6 (IR W/CAP)	133+32.74	175.53'RT	696,200.0606	524,083.5447
7 (IR W/CAP)	130+50.54	31.03'RT	696,516.9477	524,073.5745

TOTAL HOLDING AREA SOURCE TABLE

1	AREA ACCORDING TO THE SURVEY PERFORMED BY THE CONSULTANT.
2	AREA LISTED IN RECORDED DEED.
3	AREA ACCORDING TO A RECORDED SUBDIVISION PLAT.
4	AREA ACCORDING TO A PLAT OF SURVEY.
5	AREA CALCULATED FROM RECORDED DEEDS OR TITLE COMMITMENTS - NOT SURVEYED.
6	AREA ACCORDING TO COUNTY TAX MAPS AND COUNTY ASSESSMENT RECORDS.
7	AREA ACCORDING TO OTHER RECORDS, SEE NOTE ON THE PLAT OF HIGHWAYS.

TOPOGRAPHIC STATEMENT

THE TOPOGRAPHY SHOWN HEREON WAS PROVIDED TO THE SURVEYOR BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION. THE SURVEYOR VISUALLY FIELD VERIFIED THE EXISTENCE OF THE TOPOGRAPHY SHOWN HEREON. IN ADDITION THE SURVEYOR PHYSICALLY LOCATED IN THE FIELD THE FOLLOWING ITEMS ON 7/6/10:

- BUILDINGS FOR PARCEL 8007003

BASIS OF COORDINATE & BEARING STATEMENT

THE PROJECT COORDINATES AND BASIS OF BEARINGS SHOWN HEREON ARE BASED ON SURVEY CONTROL DATA AS PROVIDED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION GPS SURVEY. THE SURVEY WAS PERFORMED DURING THE MONTH OF AUGUST, 2009. BEARINGS ARE BASED ON THE ILLINOIS STATE PLANE COORDINATE SYSTEM, WEST ZONE, NAD83 (COR596) (EPOCH=2002.0000). THE DISTANCES AS SHOWN HEREON, EXCEPT AS NOTED, ARE GROUND DISTANCES. THE AVERAGE GRID FACTOR USED FOR THIS SURVEY IS 0.99998440031. THE COORDINATES LISTED ARE STATE PLANE GROUND COORDINATES (TRUNCATED). THE EASTING FOR THESE POINTS HAS BEEN TRUNCATED TO DISTINGUISH AS GROUND COORDINATES. (I.E. - *1 E. 525,455.3545 = E. 2,525,455.3545

PREPARED BY:

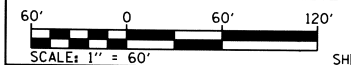
ASSOCIATED PROFESSIONALS, INC.

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Gary S. Mueller 7/20/2012
GARY S. MUELLER, I.P.S. # 3332
EXPIRATION DATE: 11-30-2012

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 42 (IL 127)
SECTION 1-1BR-2
CLINTON COUNTY
JOB NO. R-98-007-10
GENERAL NOTES & LEGEND

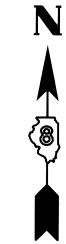


SHEET 2 OF 7

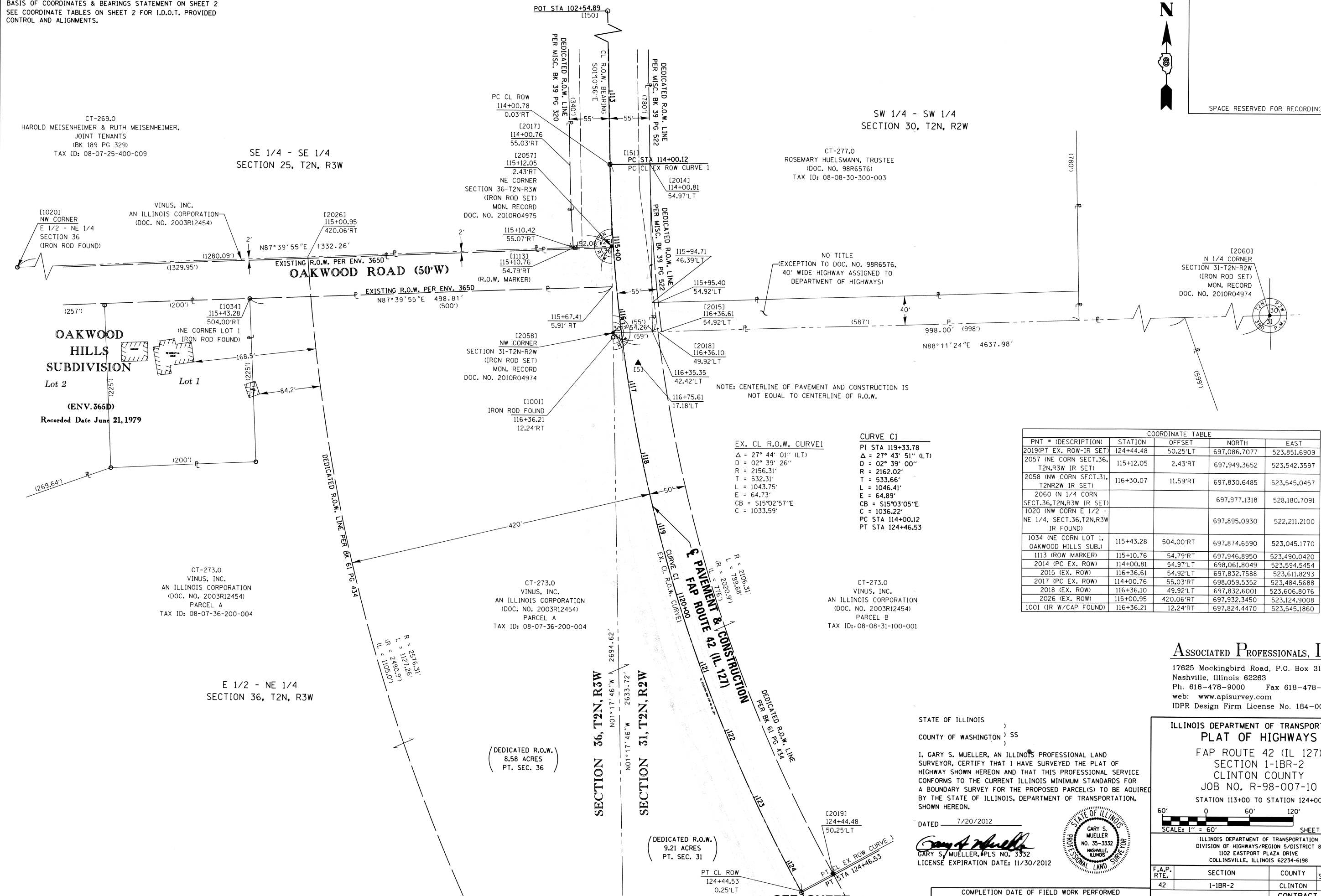
ILLINOIS DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8 1102 EASTPORT PLAZA DRIVE COLLINGSVILLE, ILLINOIS 62234-6198			
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS SHEET NO.
42	1-1BR-2	CLINTON	159 56
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT			CONTRACT NO. 76479

PART OF THE W 1/2 OF NW 14 OF SECTION 31, T.2 N., R.2 W., & PART OF THE E 1/2, NE 1/4 OF SECTION 36, T.2 N., R.3 W. OF THE 3RD P.M., CLINTON COUNTY, ILLINOIS

SEE LEGENDS, TOPOGRAPHIC STATEMENT, SURVEYORS NOTES) AND BASIS OF COORDINATES & BEARINGS STATEMENT ON SHEET 2
SEE COORDINATE TABLES ON SHEET 2 FOR I.D.O.T. PROVIDED CONTROL AND ALIGNMENTS.



SPACE RESERVED FOR RECORDING OFFICER



NOTE: CENTERLINE OF PAVEMENT AND CONSTRUCTION IS NOT EQUAL TO CENTERLINE OF R.O.W.

EX. CL R.O.W. CURVE 1
 $\Delta = 27^\circ 44' 01''$ (LT)
 $D = 02^\circ 39' 26''$
 $R = 2156.31'$
 $T = 532.31'$
 $L = 1043.75'$
 $E = 64.73'$
 $CB = S15^\circ 02' 57'' E$
 $C = 1033.59'$

CURVE C1
 $PI STA 119+33.78$
 $\Delta = 27^\circ 43' 51''$ (LT)
 $D = 02^\circ 39' 00''$
 $R = 2162.02'$
 $T = 533.66'$
 $L = 1046.41'$
 $E = 64.89'$
 $CB = S15^\circ 03' 05'' E$
 $C = 1036.22'$
 $PC STA 114+00.12$
 $PT STA 124+46.53$

COORDINATE TABLE				
PNT # (DESCRIPTION)	STATION	OFFSET	NORTH	EAST
2019 (PT EX. ROW-IR SET)	124+44.48	50.25'LT	697,086.7077	523,851.6909
2057 (NE CORN SECT.36, T2N,R3W IR SET)	115+12.05	2.43'RT	697,949.3652	523,542.3597
2058 (NW CORN SECT.31, T2NR2W IR SET)	116+30.07	11.59'RT	697,830.6485	523,545.0457
2060 (N 1/4 CORN SECT.36,T2N,R3W IR SET)			697,977.1318	528,180.7091
1020 (NW CORN E 1/2 - NE 1/4, SECT.36,T2N,R3W IR FOUND)			697,895.0930	522,211.2100
1034 (NE CORN LOT 1, OAKWOOD HILLS SUB.)	115+43.28	504.00'RT	697,874.6590	523,045.1770
1113 (ROW MARKER)	115+10.76	54.79'RT	697,946.8950	523,490.0420
2014 (PC EX. ROW)	114+00.81	54.97'LT	698,061.8049	523,594.5454
2015 (EX. ROW)	116+36.61	54.92'LT	697,832.7588	523,611.8293
2017 (PC EX. ROW)	114+00.76	55.03'RT	698,059.5352	523,484.5688
2018 (EX. ROW)	116+36.10	49.92'LT	697,832.6001	523,606.8076
2026 (EX. ROW)	115+00.95	420.06'RT	697,932.3450	523,124.9008
1001 (IR W/CAP FOUND)	116+36.21	12.24'RT	697,824.4470	523,545.1860

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STATE OF ILLINOIS)
 COUNTY OF WASHINGTON) SS

I, GARY S. MUELLER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, CERTIFY THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

DATED 7/20/2012

Gary S. Mueller
 GARY S. MUELLER, PLS NO. 3332
 LICENSE EXPIRATION DATE: 11/30/2012



ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP ROUTE 42 (IL 127)
 SECTION 1-1BR-2
 CLINTON COUNTY
 JOB NO. R-98-007-10
 STATION 113+00 TO STATION 124+00

SCALE: 1" = 60'

SHEET 3 OF 7

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8
 1102 EASTPORT PLAZA DRIVE
 COLLINGSVILLE, ILLINOIS 62234-6198

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	57

CONTRACT NO. 76479

FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT

COMPLETION DATE OF FIELD WORK PERFORMED	
LAND SURVEY: 8/31/2010	ROW STAKING: 5/24/2012

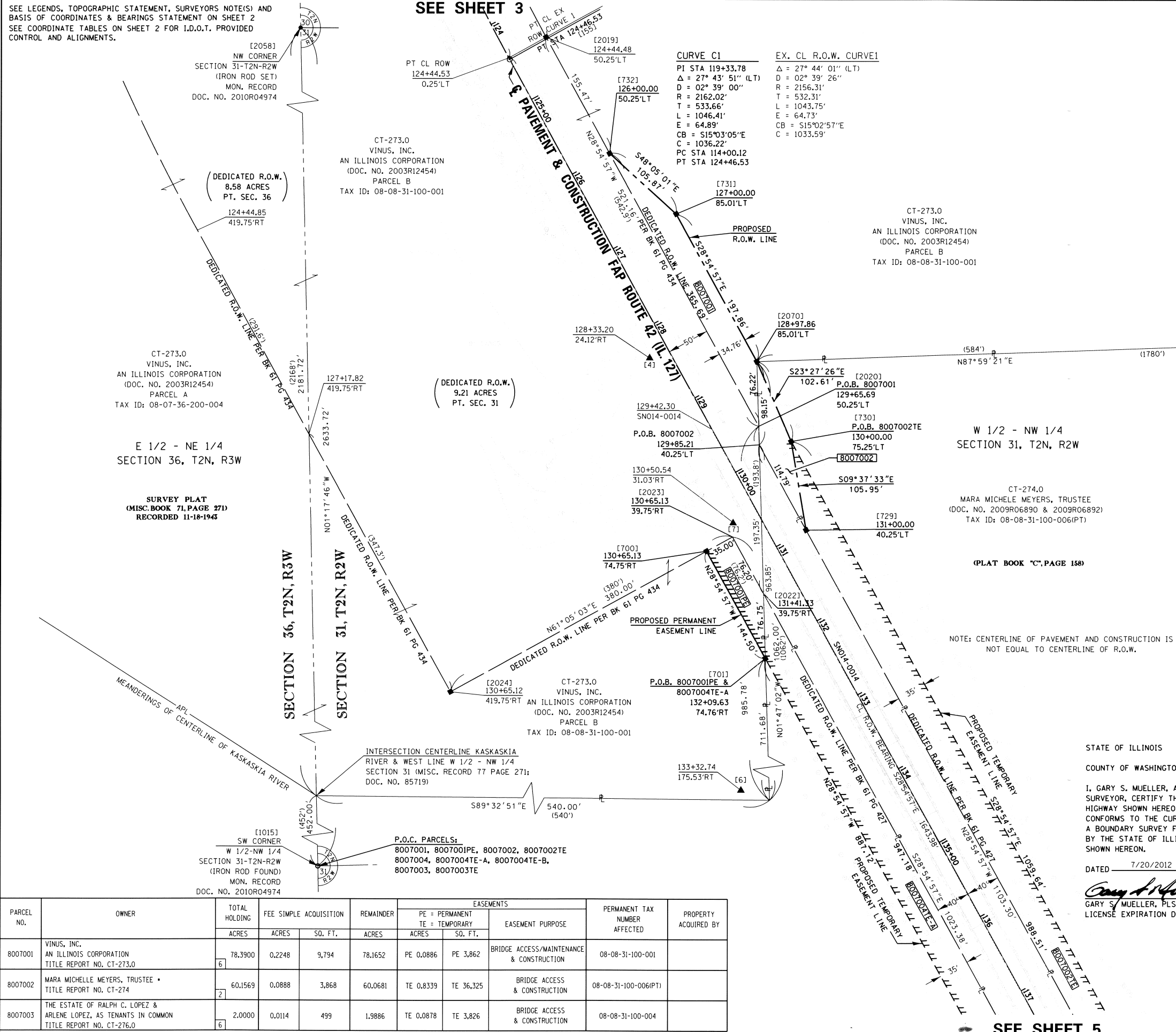
SEE SHEET 4

PART OF THE W 1/2 OF NW 14 OF SECTION 31, T.2 N., R.2 W., OF THE 3RD P.M., CLINTON COUNTY, ILLINOIS

SEE LEGENDS, TOPOGRAPHIC STATEMENT, SURVEYORS NOTE(S) AND BASIS OF COORDINATES & BEARINGS STATEMENT ON SHEET 2
SEE COORDINATE TABLES ON SHEET 2 FOR I.D.O.T. PROVIDED CONTROL AND ALIGNMENTS.



SPACE RESERVED FOR RECORDING OFFICER



COORDINATE TABLE

PNT # (DESCRIPTION)	STATION	OFFSET	NORTH	EAST
700 (PE-IR SET)	130+65.13	74.75'RT	696,483.0405	524,042.3486
701 (PE/TE-IR SET)	132+09.63	74.76'RT	696,356.5533	524,112.2191
1015 (W 1/4 CORN SECT.31 IR FOUND)			695,197.5990	523,604.6180
729 (PR. ROW-IR SET)	131+00.00	40.25'LT	696,508.1237	524,159.8718
730 (TE/PR. ROW-IR SET)	130+00.00	75.25'LT	696,612.5776	524,142.1572
2070 (PR. ROW-IR SET)	128+97.86	85.01'LT	696,706.7046	524,101.3130
731 (PR. ROW-IR SET)	127+00.00	85.01'LT	696,879.8962	524,005.6431
732 (EX/PR. ROW-IR SET)	126+00.00	50.25'LT	696,950.6213	523,926.8640
2019 (PT EX. ROW-IR SET)	124+44.48	50.25'LT	697,086.7077	523,851.6909
2020 (EX. ROW)	129+65.69	50.25'LT	696,630.5190	524,103.6859
2021 (EX. ROW)	129+85.21	40.25'LT	696,608.6017	524,104.3686
2022 (EX. ROW)	131+41.33	39.75'RT	696,433.2637	524,109.8298
2023 (EX. ROW/PE)	130+65.13	39.75'RT	696,499.9639	524,072.9851
2024 (EX. ROW)	130+65.12	419.75'RT	696,316.2242	523,740.3596
2058 (NW CORN SECT.31, T2NR2W IR SET)	116+30.07	11.59'RT	697,830.6485	523,545.0457
4 (IR W/CAP)	128+33.20	24.12'RT	696,710.5337	523,974.5214
6 (IR W/CAP)	133+32.74	175.53'RT	696,200.0606	524,083.5447
7 (IR W/CAP)	130+50.54	31.03'RT	696,516.9477	524,073.5745

NOTE: CENTERLINE OF PAVEMENT AND CONSTRUCTION IS NOT EQUAL TO CENTERLINE OF R.O.W.

STATE OF ILLINOIS
COUNTY OF WASHINGTON) SS

I, GARY S. MUELLER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, CERTIFY THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

DATED 7/20/2012
GARY S. MUELLER, PLS NO. 3332
LICENSE EXPIRATION DATE: 11/30/2012



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ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 42 (IL 127)
SECTION 1-1BR-2
CLINTON COUNTY
JOB NO. R-98-007-10
STATION 124+00 TO STATION 137+00

SHEET 4 OF 7

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8
1102 EASTPORT PLAZA DRIVE
COLLINSVILLE, ILLINOIS 62234-6198

PARCEL NO.	OWNER	TOTAL HOLDING ACRES	FEE SIMPLE ACQUISITION ACRES	REMAINDER SO. FT.	ACRES	EASEMENTS		PERMANENT TAX NUMBER AFFECTED	PROPERTY ACQUIRED BY
						PE = PERMANENT ACRES	TE = TEMPORARY SO. FT.		
8007001	VINUS, INC. AN ILLINOIS CORPORATION TITLE REPORT NO. CT-273.0	78.3900	0.2248	9,794	78.1652	PE 0.0886	PE 3,862	08-08-31-100-001	
8007002	MARA MICHELE MEYERS, TRUSTEE * TITLE REPORT NO. CT-274	60.1569	0.0888	3,868	60.0681	TE 0.8339	TE 36,325	08-08-31-100-006(PT)	
8007003	THE ESTATE OF RALPH C. LOPEZ & ARLENE LOPEZ, AS TENANTS IN COMMON TITLE REPORT NO. CT-276.0	2.0000	0.0114	499	1.9886	TE 0.0878	TE 3,826	08-08-31-100-004	

* MARA MICHELE MEYERS, AS TRUSTEE UNDER THE REVOCABLE LIVING TRUST AGREEMENT OF RALPH C. LOPEZ, DATED THE 23RD DAY OF DECEMBER, 1985, AS TO AN UNDIVIDED ONE-HALF INTEREST, AND MARA MICHELE MEYERS, AS TRUSTEE UNDER THE REVOCABLE LIVING TRUST AGREEMENT OF ARLENE LOPEZ, DATED THE 23RD DAY OF DECEMBER, 1985, AS TO AN UNDIVIDED ONE-HALF INTEREST.

COMPLETION DATE OF FIELD WORK PERFORMED		TOTAL SHEETS		SHEET NO.	
LAND SURVEY: 8/31/2010	ROW STAKING: 5/24/2012	42	159	42	58

FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT CONTRACT NO. 16479

PART OF THE W 1/2 OF SECTION 31, T. 2 N., R. 2 W., OF THE 3RD P.M., CLINTON COUNTY, ILLINOIS

SEE LEGENDS, TOPOGRAPHIC STATEMENT, SURVEYORS NOTE(S) AND BASIS OF COORDINATES & BEARINGS STATEMENT ON SHEET 2
SEE COORDINATE TABLES ON SHEET 2 FOR I.D.O.T. PROVIDED CONTROL AND ALIGNMENTS.

SEE SHEET 4

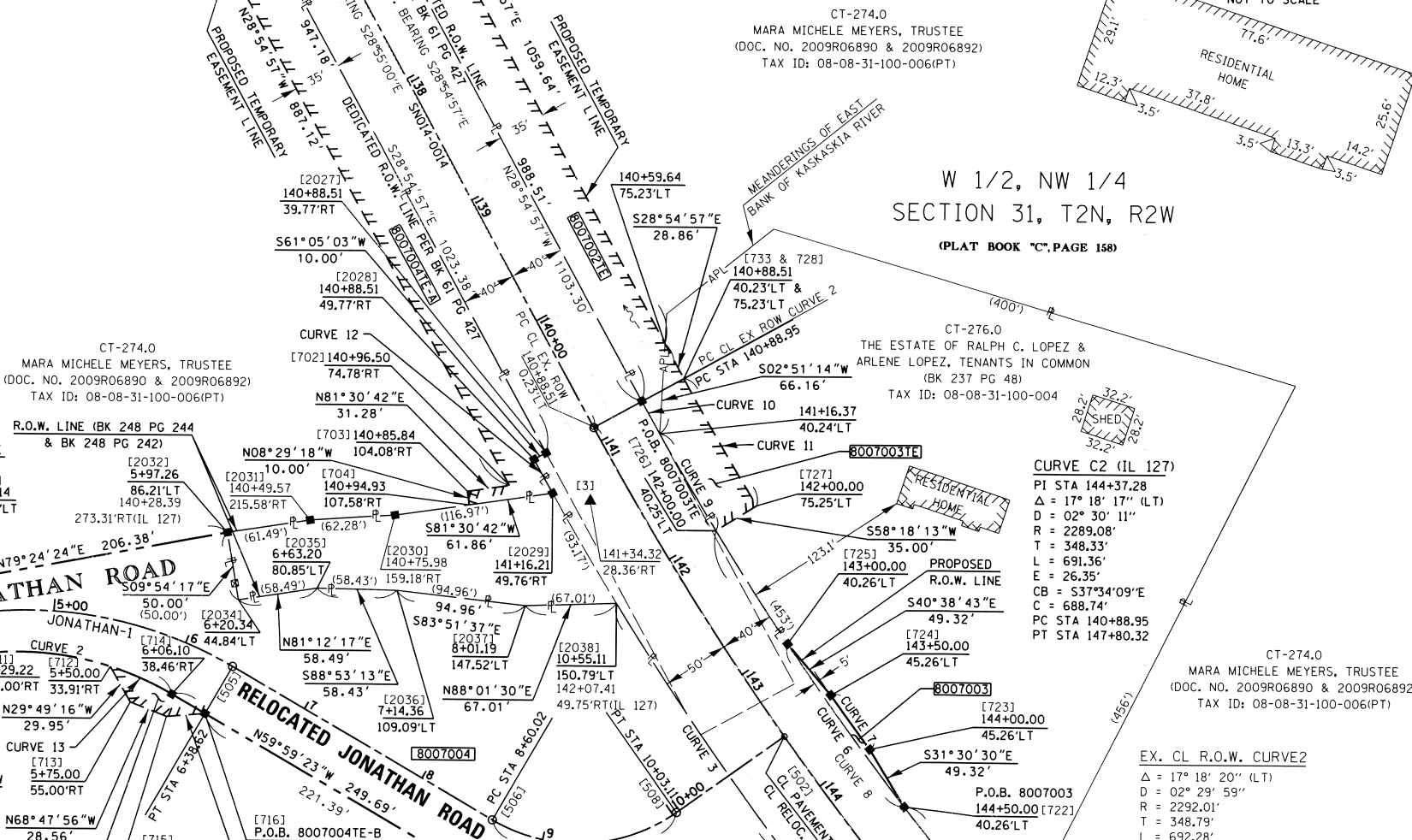
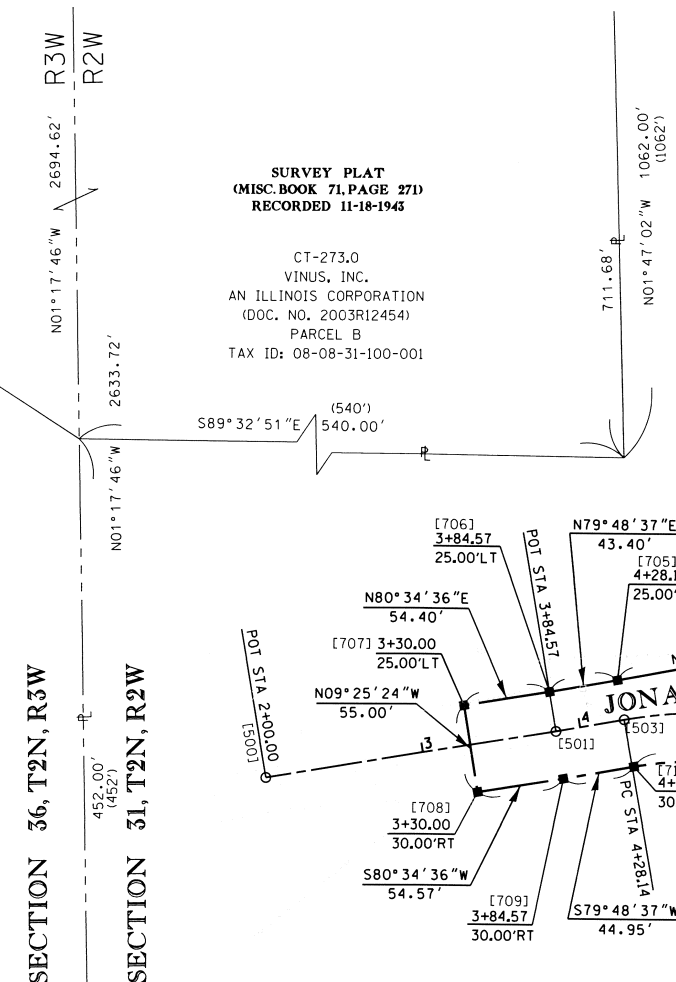
NOTE: CENTERLINE OF PAVEMENT AND CONSTRUCTION IS NOT EQUAL TO CENTERLINE OF R.O.W.

BUILDING DETAIL
PARCEL 8007003
NOT TO SCALE



SPACE RESERVED FOR RECORDING OFFICER

COORDINATE TABLE				
PNT # (DESCRIPTION)	STATION	OFFSET	NORTH	EAST
702 (TEMP. EASE.)	140+96.50	74.78'RT	695,580.0267	524,541.1661
703 (TEMP. EASE.)	140+85.84	104.08'RT	695,575.4102	524,510.2331
704 (TE/EX. ROW)	140+94.93	107.58'RT	695,565.5197	524,511.7092
705 (PR. ROW-IR SET)	4+28.14	25.00'LT	695,505.9240	524,131.4633
706 (PR. ROW-IR SET)	3+84.57	25.00'LT	695,498.2458	524,088.7457
707 (PR. ROW-IR SET)	3+30.00	25.00'LT	695,489.3386	524,035.0777
708 (PR. ROW-IR SET)	3+30.00	30.00'RT	695,435.0808	524,044.0828
709 (PR. ROW-IR SET)	3+84.57	30.00'RT	695,444.0153	524,097.9157
710 (PR. ROW-IR SET)	4+29.22	30.00'RT	695,451.9638	524,142.1526
712 (TE/PR. ROW-IR SET)	5+50.00	33.91'RT	695,445.2298	524,249.1988
713 (TEMP. EASE.)	5+75.00	55.00'RT	695,419.2446	524,264.0934
714 (PR. ROW-IR SET)	6+06.10	38.46'RT	695,425.3484	524,294.4913
715 (TEMP. EASE.)	6+10.00	55.00'RT	695,408.9142	524,290.7253
716 (TE/PR. ROW-IR SET)	6+38.62	40.00'RT	695,411.1934	524,318.9982
717 (PR. ROW-IR SET)	8+60.02	40.00'RT	695,300.4624	524,510.7112
718 (PR. ROW-IR SET)	143+93.46	97.23'RT	695,309.1438	524,689.2358
719 (PR. ROW-IR SET)	144+20.00	49.74'RT	695,315.7172	524,743.6583
720 (EX. ROW-IR SET)	145+29.80	49.75'RT	695,228.0195	524,743.6014
721 (EX. ROW-IR SET)	146+03.65	40.24'LT	695,230.9500	524,930.0653
722 (EX/PR. ROW-IR SET)	144+50.00	40.26'LT	695,346.7818	524,833.3123
723 (PR. ROW-IR SET)	144+00.00	45.26'LT	695,388.8325	524,807.5349
724 (PR. ROW-IR SET)	143+50.00	45.26'LT	695,428.4434	524,778.6748
725 (EX/PR. ROW-IR SET)	143+00.00	40.26'LT	695,465.8639	524,746.5500
726 (TE/EX. ROW)	142+00.00	40.25'LT	695,548.2924	524,693.1176
727 (TEMP. EASE.)	142+00.00	75.25'LT	695,566.6820	524,722.8972
728 (TEMP. EASE.)	140+88.51	75.23'LT	695,659.7703	524,668.4803
733 (PC EX. ROW-IR SET)	140+88.51	40.23'LT	695,623.5059	524,602.8305
1110 (PT EX. ROW-BROKEN ROW MARKER)	147+80.86	40.21'LT	695,105.7560	525,050.9920
2039 (PT EX. ROW-IR SET)	147+80.86	49.79'RT	695,040.7742	524,988.7235
2027 (PC EX. ROW-IR SET)	140+88.51	39.77'RT	695,604.1649	524,567.8173
2028 (EX. ROW-IR SET)	140+88.51	49.77'RT	695,599.3297	524,559.0640
2029 (EX. ROW-IR SET)	141+16.21	49.76'RT	695,574.6557	524,572.9246
2030 (EX. ROW-IR SET)	140+75.98	159.18'RT	695,557.3900	524,457.2359
2031 (EX. ROW-IR SET)	140+49.57	215.58'RT	695,553.2345	524,395.0947
2032 (EX. ROW-IR SET)	140+28.39	273.31'RT	695,543.8642	524,334.3228
2034 (EX. ROW)	6+20.34	44.84'LT	695,494.6094	524,342.9233
2035 (EX. ROW)	6+63.20	80.85'LT	695,503.5528	524,400.7255
2036 (EX. ROW)	7+14.36	109.09'LT	695,502.4178	524,459.1445
2037 (EX. ROW)	8+01.19	147.52'LT	695,492.2615	524,553.5598
2038 (EX. ROW)	142+07.41	49.75'RT	695,494.5709	524,620.5300
1015 (W 1/4 CORN SECT. 31 IR FOUND)			695,197.5990	523,604.6180
2039 (EX. ROW)	147+80.86	49.79'RT	695,040.7742	524,988.7235
2 (IR W/CAP)	146+45.80	19.80'RT	695,159.4958	524,913.9290
3 (IR W/CAP)	141+34.32	28.36'RT	695,569.3150	524,600.6218



SECTION 36, T2N, R3W
SECTION 31, T2N, R2W

E 1/4 CORNER SECTION 36-T2N-R3W (POSITION ONLY)
NO1°17'46"W 57.85'

SW CORNER W 1/2 - NW 1/4 SECTION 31-T2N-R2W (IRON ROD FOUND) MON. RECORD DOC. NO. 2010R04974 P.O.C. PARCELS: 8007001, 8007001PE, 8007002, 8007002TE, 8007004, 8007004TE-A, 8007004TE-B, 8007003, 8007003TE

W 1/2, SW 1/4 SECTION 31, T2N, R2W

JONATHAN-1
PI STA 5+37.92
Δ = 40° 11' 59" (RT)
D = 19° 05' 55"
R = 300.00'
T = 109.78'
L = 210.48'
E = 19.46'
CB = S80°05'23"E
C = 206.19'
PC STA 4+28.14
PT STA 6+38.62

JONATHAN-2
PI STA 9+40.56
Δ = 65° 35' 18" (LT)
D = 45° 50' 12"
R = 125.00'
T = 80.54'
L = 143.09'
E = 23.70'
CB = N87°12'58"E
C = 135.41'
PC STA 8+60.02
PT STA 10+03.11

CURVE 1
L = 188.88'
R = 165.00'
CB = S87°12'58"W
C = 178.74'

CURVE 2
L = 157.87'
R = 225.00'
CB = N80°05'23"W
C = 154.65'

CURVE 3
L = 217.21'
R = 2,342.01'
CB = S34°32'41"E
C = 217.13'

CURVE 4
L = 112.19'
R = 2,342.01'
CB = N38°34'26"W
C = 112.17'

CURVE 5
L = 150.95'
R = 2,252.01'
CB = N39°52'18"W
C = 150.92'

CURVE 6
L = 147.36'
R = 2,252.01'
CB = N36°04'37"W
C = 147.34'

CURVE 7
L = 49.01'
R = 2,247.01'
CB = S36°04'37"E
C = 49.01'

CURVE 8
L = 396.55'
R = 2,252.01'
CB = N36°44'50"W
C = 396.04'

CURVE 9
L = 82.16'
R = 2,252.01'
CB = N30°39'28"W
C = 82.15'

CURVE 10
L = 27.38'
R = 2,252.01'
CB = N29°15'51"W
C = 27.38'

CURVE 11
L = 107.84'
R = 2,217.01'
CB = S30°18'34"E
C = 107.83'

CURVE 12
L = 28.31'
R = 2,342.01'
CB = S29°15'44"E
C = 28.30'

CURVE 13
L = 49.56'
R = 225.00'
CB = S66°18'02"E
C = 49.46'

PARCEL NO.	OWNER	TOTAL HOLDING			FEE SIMPLE ACQUISITION			REMAINDER	EASEMENTS		PERMANENT TAX NUMBER AFFECTED	PROPERTY ACQUIRED BY
		ACRES	ACRES	SO. FT.	ACRES	ACRES	SO. FT.		PE = PERMANENT	TE = TEMPORARY		
8007004	MARA MICHELE MEYERS, TRUSTEE + TITLE REPORT NO. CT-274	140.4014	1.9297	84,060	138.4717	TE-A 0.7547 TE-B 0.0218	TE-A 32,878 TE-B 951	TE-A BRIDGE ACCESS & CONSTRUCTION TE-B ENTRANCE CONST.	08-08-31-100-006(P)			
8007003	THE ESTATE OF RALPH C. LOPEZ & ARLENE LOPEZ, AS TENANTS IN COMMON TITLE REPORT NO. CT-276.0	2.0000	0.0114	499	1.9886	TE 0.0878 TE 3,826		BRIDGE ACCESS & CONSTRUCTION	08-08-31-100-004			

STATE OF ILLINOIS)
) SS
COUNTY OF WASHINGTON)

I, GARY S. MUELLER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, CERTIFY THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.

DATED 7/20/2012
GARY S. MUELLER, PLS NO. 3332
LICENSE EXPIRATION DATE: 11/30/2012

CT-274.0
MARA MICHELE MEYERS, TRUSTEE
(DOC. NO. 2009R06890 & 2009R06892)
TAX ID: 08-08-31-300-005

CT-276.0
THE ESTATE OF RALPH C. LOPEZ & ARLENE LOPEZ, TENANTS IN COMMON
(BK 237 PG 48)
TAX ID: 08-08-31-100-004

CT-274.0
MARA MICHELE MEYERS, TRUSTEE
(DOC. NO. 2009R06890 & 2009R06892)
TAX ID: 08-08-31-100-006(P)

* MARA MICHELE MEYERS, AS TRUSTEE UNDER THE REVOCABLE LIVING TRUST AGREEMENT OF RALPH C. LOPEZ, DATED THE 23RD DAY OF DECEMBER, 1985, AS TO AN UNDIVIDED ONE-HALF INTEREST, AND MARA MICHELE MEYERS, AS TRUSTEE UNDER THE REVOCABLE LIVING TRUST AGREEMENT OF ARLENE LOPEZ, DATED THE 23RD DAY OF DECEMBER, 1985, AS TO AN UNDIVIDED ONE-HALF INTEREST.

ROUTE IL 127 CONSTRUCTION SECTION I-1BR-2 CLINTON COUNTY JOB # R-98-007-10 PART OF SEC. 31, T. 2 N., R. 2 W. OF THE 3RD P.M.

ASSOCIATED PROFESSIONALS, INC.
17825 Mockingbird Road, P.O. Box 311
Nashville, Illinois 62263
Ph. 618-478-9000 Fax 618-478-9001
web: www.apisurvey.com
IDPR Design Firm License No. 184-001303

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
FAP ROUTE 42 (IL 127)
SECTION 1-1BR-2
CLINTON COUNTY
JOB NO. R-98-007-10
STATION 137+00 TO STATION 150+00

SCALE: 1" = 60'

ILLINOIS DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8
1102 EASTPORT PLAZA DRIVE
COLLINGSVILLE, ILLINOIS 62234-6198

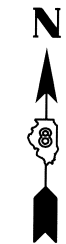
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	59

COMPLETION DATE OF FIELD WORK PERFORMED
LAND SURVEY: 8/31/2010 ROW STAKING: 5/24/2012

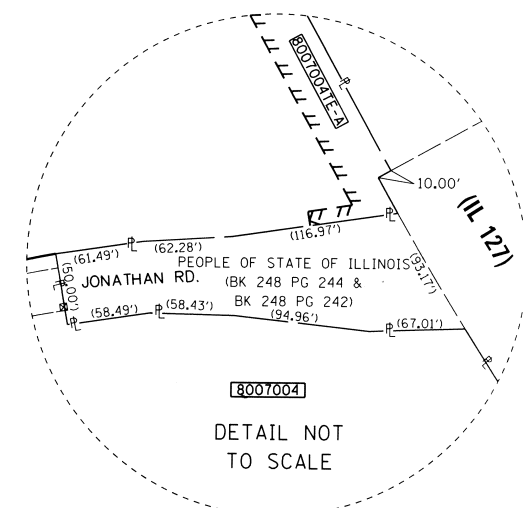
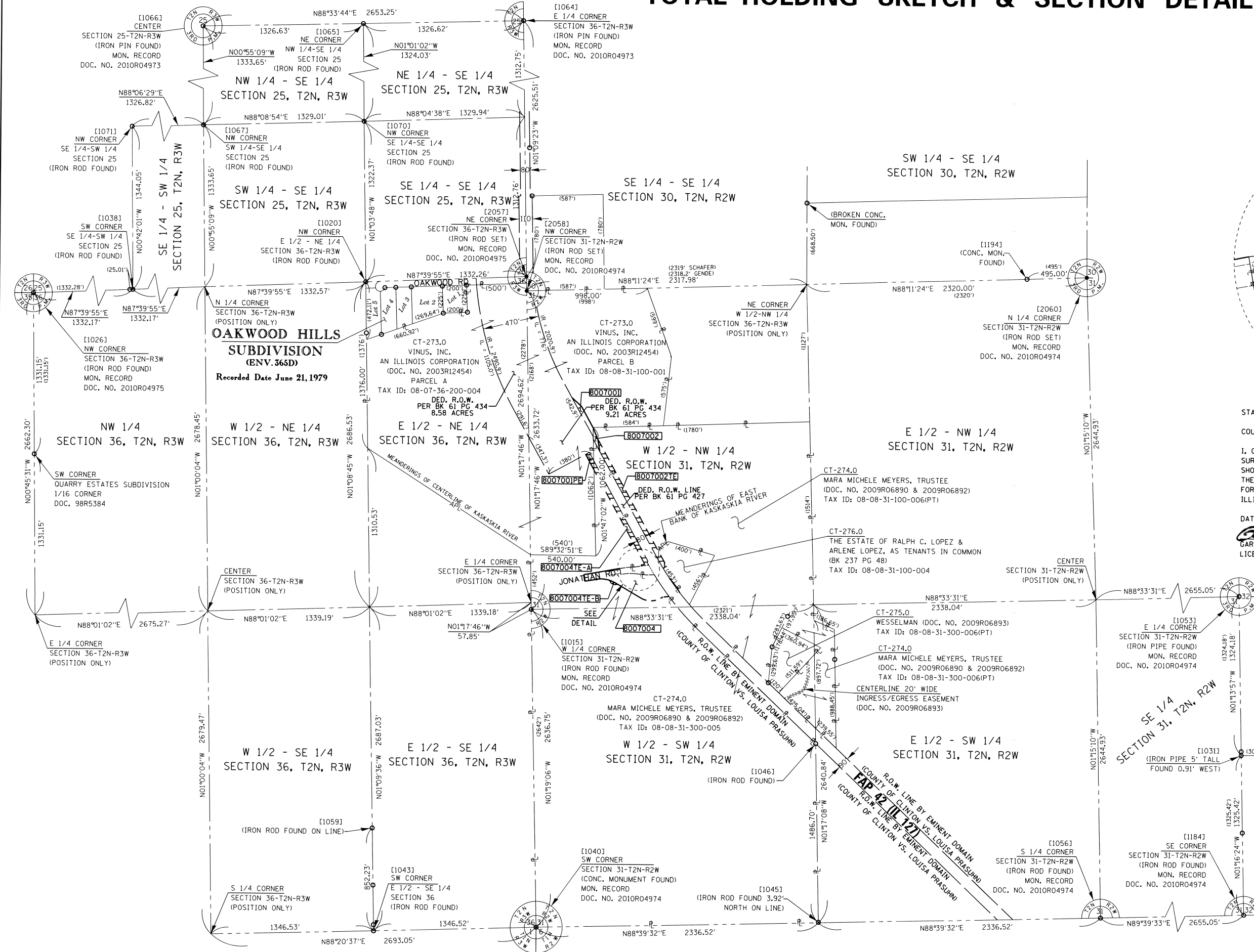
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT CONTRACT NO. 76479

SEE LEGENDS, TOPOGRAPHIC STATEMENT, SURVEYORS NOTE(S) AND BASIS OF COORDINATES & BEARINGS STATEMENT ON SHEET 2
SEE SECTION CORNER TIES & COORDINATE TABLE ON SHEET 7

TOTAL HOLDING SKETCH & SECTION DETAIL



SPACE RESERVED FOR RECORDING OFFICER

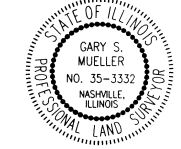


STATE OF ILLINOIS)
COUNTY OF WASHINGTON) SS

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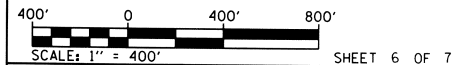
DATED 7/20/2012

 GARY S. MUELLER, PLS NO. 3332
 LICENSE EXPIRATION DATE: 11/30/2012



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 17825 Mockingbird Road, P.O. Box 311
 Nashville, Illinois 62263
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ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP ROUTE 42 (IL 127)
 SECTION 1-1BR-2
 CLINTON COUNTY
 JOB NO. R-98-007-10
 TOTAL HOLDINGS & SECTION DETAIL



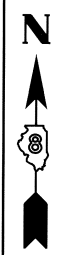
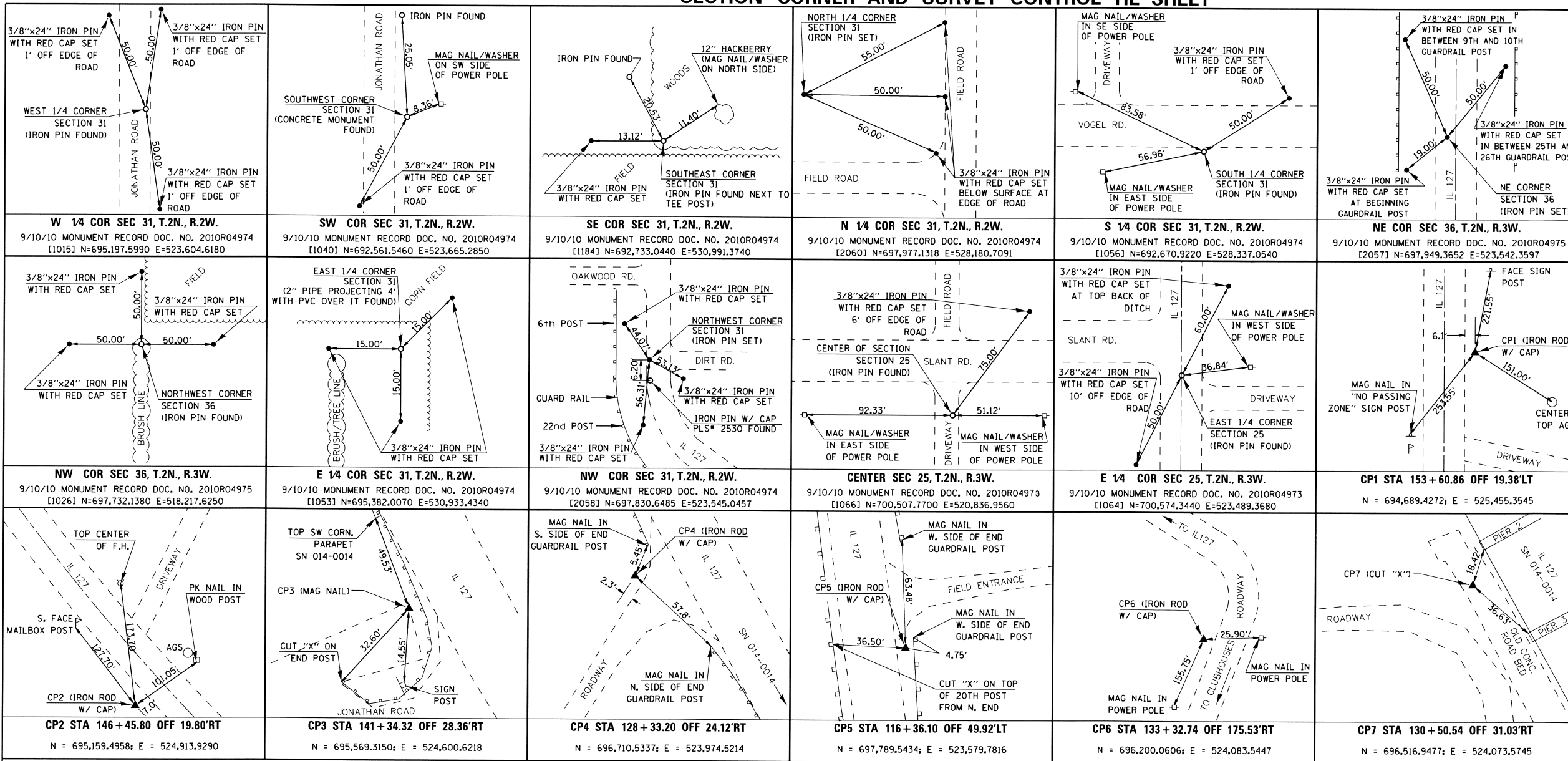
ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8
 1102 EASTPORT PLAZA DRIVE
 COLLINSVILLE, ILLINOIS 62234-6198

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	60

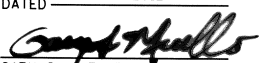
COMPLETION DATE OF FIELD WORK PERFORMED	
LAND SURVEY:	8/19/2010
ROW STAKING:	5/24/2012

CONTRACT NO. 76479	
FED. ROAD DIST. NO. 8	ILLINOIS FED. AID PROJECT

SECTION CORNER AND SURVEY CONTROL TIE SHEET



SPACE RESERVED FOR RECORDING OFFICER

STATE OF ILLINOIS)
 COUNTY OF WASHINGTON) SS
 I, GARY S. MUELLER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, CERTIFY THAT I HAVE SURVEYED THE PLAT OF HIGHWAY SHOWN HEREON AND THAT THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY FOR THE PROPOSED PARCEL(S) TO BE ACQUIRED BY THE STATE OF ILLINOIS, DEPARTMENT OF TRANSPORTATION, SHOWN HEREON.
 DATED 7/20/2012

 GARY S. MUELLER, PLS NO. 3332
 LICENSE EXPIRATION DATE: 11/30/2012



COORDINATE TABLE				
PNT # (DESCRIPTION)	STATION	OFFSET	NORTH	EAST
1015 (W 1/4 CORN SECT.31 IR FOUND)			695,197.5990	523,604.6180
1020 (NW CORN E 1/2 - NE 1/4, SECT.36,T2N,R3W IR FOUND)			697,895.0930	522,211.2100
1026 (NW CORN SECT.36, T2N,R3W IR FOUND)			697,732.1380	518,217.6250
1031 (IRON PIPE FOUND)			694,058.1340	530,961.0060
1038 (SW CORN SE 1/4-SW 1/4 SECT.25,T2N,R2W IR FOUND)			697,786.5290	519,548.6870
1040 (SW CORN SECT.31,T2N,R2W CONC. MON. FOUND)			692,561.5460	523,665.2850
1043 (SW CORN E 1/2-SE 1/4 SECT.36,T2N,R2W IR FOUND)			692,522.6270	522,319.3230
1045 (IR FOUND)			692,620.1510	526,001.1070
1046 (IR FOUND)	161+36.91	49.79'RT	692,620.1510	526,001.1070
1053 (E 1/4 CORNER SECT.31,T2N,R2W IRON PIPE FOUND)			695,382.0070	530,933.4340
1056 (S 1/4 CORNER SECT.31,T2N,R2W IR FOUND)			692,670.9220	528,337.0540
1059 (IR FOUND)			693,374.6820	522,302.0780

COORDINATE TABLE				
PNT # (DESCRIPTION)	STATION	OFFSET	NORTH	EAST
1064 (E 1/4 CORNER SECT.25,T2N,R2W IR FOUND)			700,574.3440	523,489.3680
1065 (NE CORN NW 1/4-SE 1/4 SECT.25,T2N,R2W IR FOUND)			700,541.0570	522,163.1620
1066 (CENTER SECT.25, T2N,R3W IR FOUND)			700,507.7700	520,836.9560
1067 (NW CORN SW 1/4-SE 1/4 SECT.25,T2N,R2W IR FOUND)			699,174.2891	520,858.3521
1070 (NW CORN SE 1/4-SE 1/4 SECT.25,T2N,R2W IR FOUND)			699,217.2310	522,186.6700
1071 (NW CORN SE 1/4-SW 1/4 SECT.25,T2N,R2W IR FOUND)			699,130.4850	519,532.2570
1184 (SE CORN SECT.31, T2N,R2W IR FOUND)			692,733.0440	530,991.3740
1194 (CONC. MON. FOUND)			697,961.4980	527,685.9560
2057 (NE CORN SECT.36, T2N,R3W IR SET)	115+12.05	2.43'RT	697,949.3652	523,542.3597
2058 (NW CORN SECT.31, T2NR2W IR SET)	116+30.07	11.59'RT	697,830.6485	523,545.0457
2060 (N 1/4 CORN SECT.31,T2N,R2W IR SET)			697,977.1318	528,180.7091

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 IDPR Design Firm License No. 184-001303

COMPLETION DATE OF FIELD WORK PERFORMED
 LAND SURVEY: 8/31/2010 ROW STAKING: 5/24/2012

ILLINOIS DEPARTMENT OF TRANSPORTATION
PLAT OF HIGHWAYS
 FAP ROUTE 42 (IL 127)
 SECTION 1-1BR-2
 CLINTON COUNTY
 JOB NO. R-98-007-10
 SECTION CORNER AND SURVEY CONTROL TIE SHEET

NOT TO SCALE SHEET 7 OF 7

ILLINOIS DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS/REGION 5/DISTRICT 8
 1102 EASTPORT PLAZA DRIVE
 COLLINSVILLE, ILLINOIS 62234-6198

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	61
				CONTRACT NO. 76479

NOTES:

SECTION CORNERS SHALL BE SET IN ACCORDANCE WITH SPECIAL PROVISION.

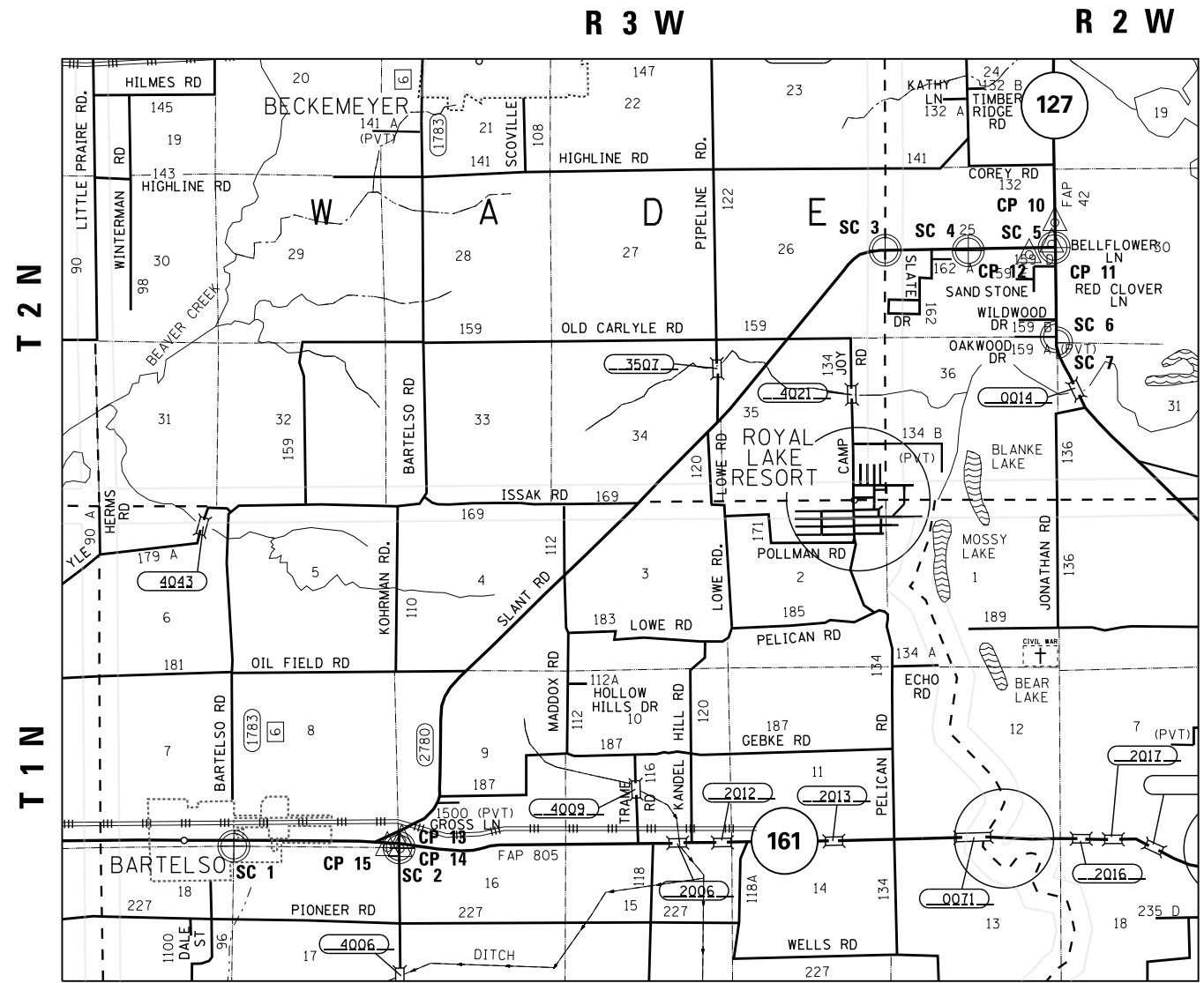
BASIS OF COORDINATES - ILLINOIS STATE PLANE, WEST ZONE
 COORDINATE TYPE: GROUND
 ELLIPSOID: WGS 84
 STATE PLANE ZONE: ILLINOIS WEST NAD 83 ('07)
 (EASTINGS HAVE BEEN TRUNCATED BY 2,000,000)



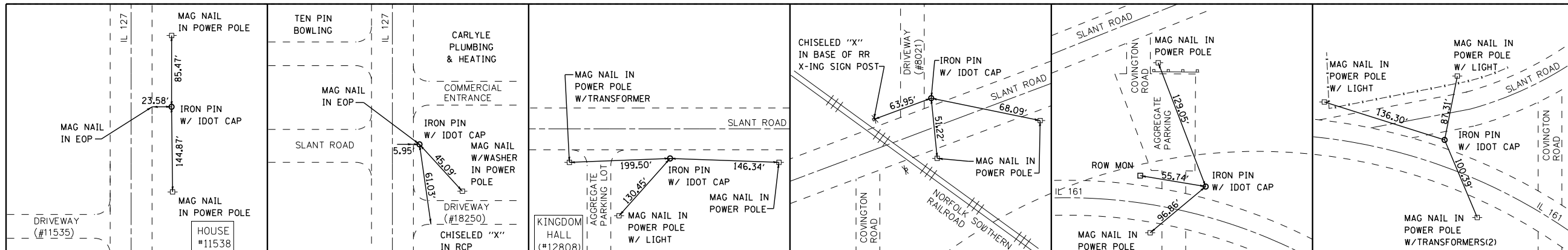
CONTROL POINT COORDINATE TABLE			
POINT NO.	NORTH	EAST	DESCRIPTION
CP 10	701,331.9466	523,521.7970	IRON PIN W/ ALUMINUM CAP
CP 11	700,615.9324	523,508.5221	IRON PIN W/ ALUMINUM CAP
CP 12	700,577.7150	522,664.7945	IRON PIN W/ ALUMINUM CAP
CP 13	681,819.4393	502,838.1132	IRON PIN W/ ALUMINUM CAP
CP 14	681,560.8261	502,789.8918	IRON PIN W/ ALUMINUM CAP
CP 15	681,587.7032	502,380.2211	IRON PIN W/ ALUMINUM CAP

SECTION CORNER COORDINATE TABLE				
POINT NO.	NORTH	EAST	DESCRIPTION	CORNER
SC 1 (102)	681,591.3411	497,475.8988	BRASS PLUG	NW COR SEC 17-1-3
SC 2 (100)	681,589.4923	502,753.6568	BRASS PLUG	NE COR SEC 17-1-3
SC 3 (107)	700,440.6164	518,195.5598	IRON PIN	W 1/4 COR SEC 25-2-3
SC 4 (1066)	700,507.7700	520,836.9560	IRON PIN	CENTER SEC 25-2-3
SC 5 (1064)	700,574.3440	523,489.3680	IRON PIN	E 1/4 COR SEC 25-2-3
SC 6 (2057)	697,949.3652	523,542.3597	IRON PIN	NE COR SEC 36-2-3
SC 7 (2058)	697,830.6485	523,545.0457	IRON PIN	NW COR SEC 31-2-2

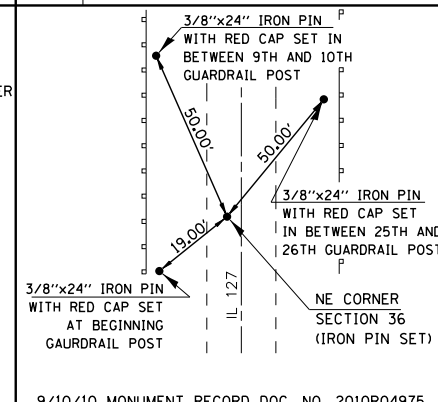
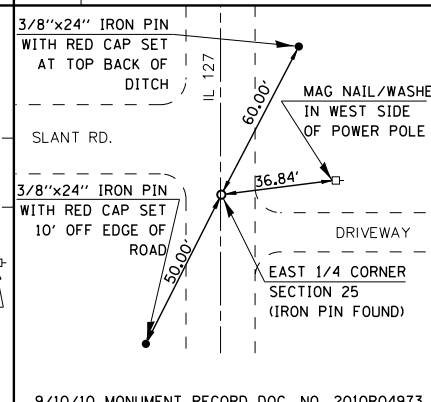
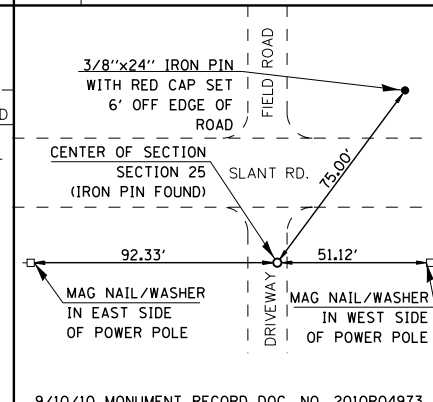
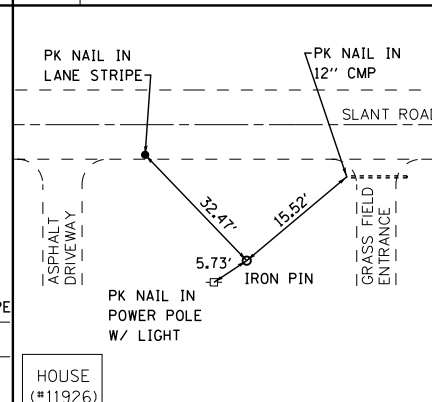
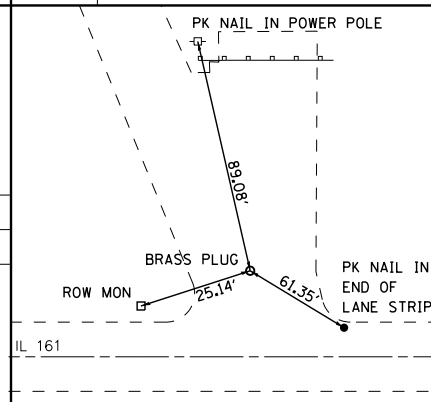
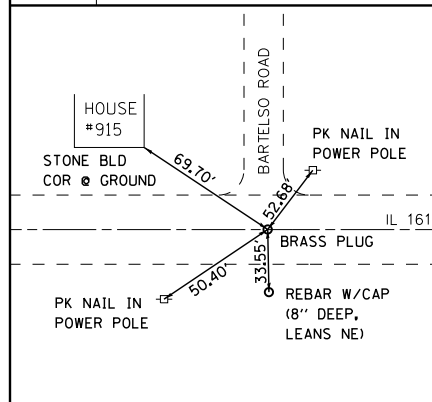
SC 6 & SC 7 INFORMATION FROM PROJECT R-98-007-10
 UNABLE TO FIELD VERIFY AS OF 12-11-12.



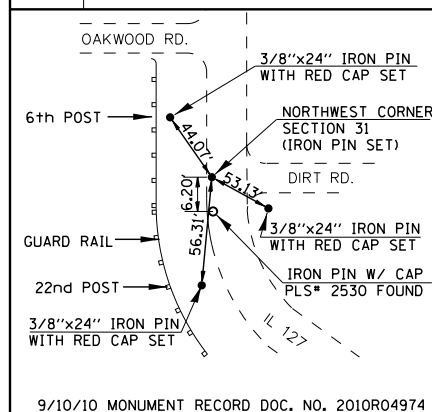
CONTROL POINT / SECTION CORNER MAP
 NOT TO SCALE



CP 10 CONTROL POINT 10 **CP 11 CONTROL POINT 11** **CP 12 CONTROL POINT 12** **CP 13 CONTROL POINT 13** **CP 14 CONTROL POINT 14** **CP 15 CONTROL POINT 15**



SC 1 NW COR SEC 17, T. 1 N., R. 3 W. **SC 2 NE COR SEC 17, T. 1 N., R. 3 W.** **SC 3 W 1/4 COR SEC 25, T. 2 N., R. 3 W.** **SC 4 CENTER SEC 25, T. 2 N., R. 3 W.** **SC 5 E 1/4 COR SEC 25, T. 2 N., R. 3 W.** **SC 6 NE COR SEC 36, T. 2 N., R. 3 W.**



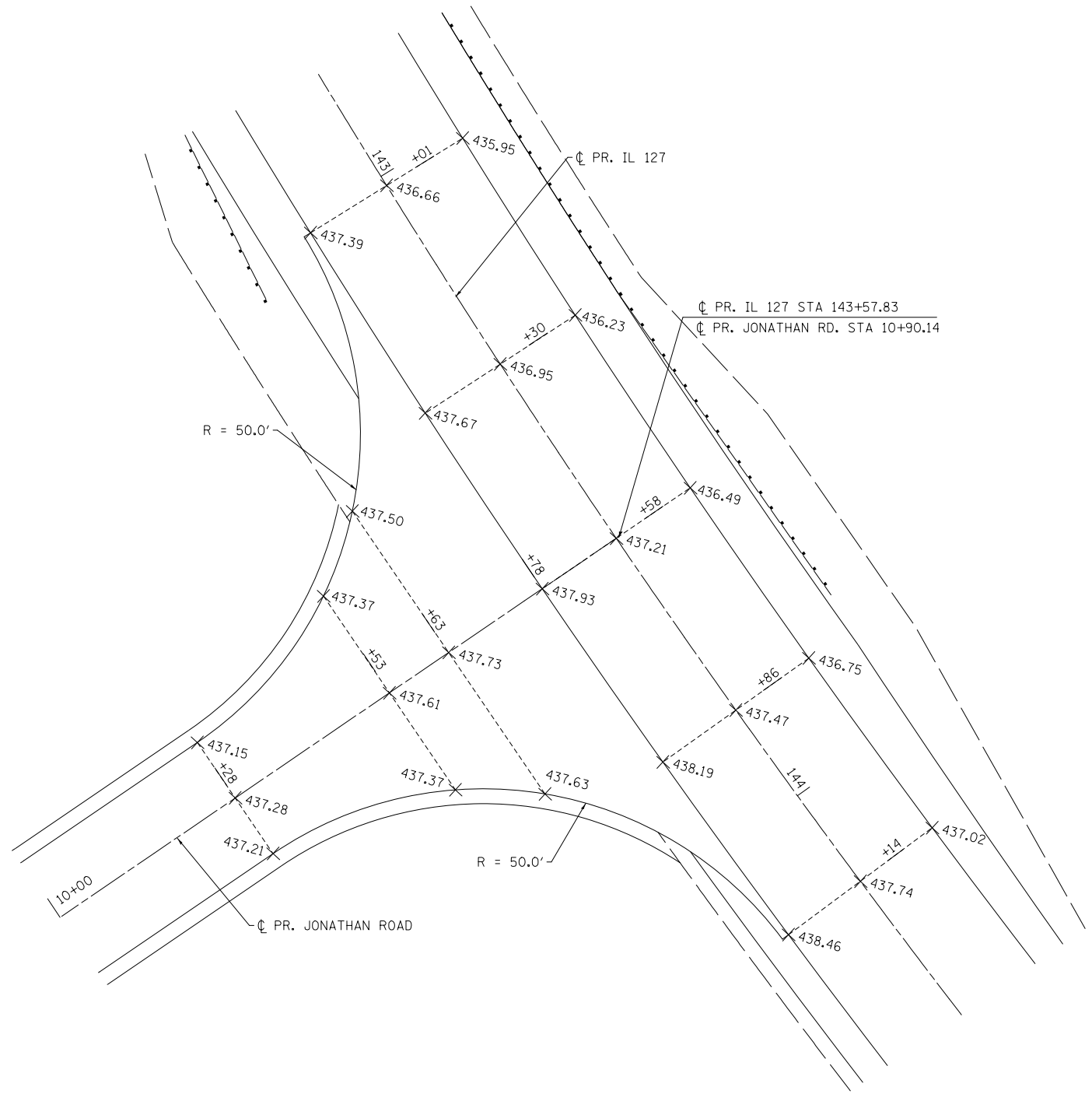
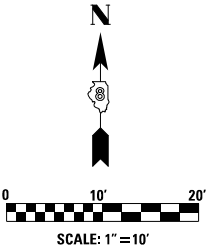
SC 7 NW COR SEC 31, T. 2 N., R. 2 W.

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PLOT SCALE = 50.0000' / in.	CHECKED -	REVISIED -	REVISIED -
PLOT DATE = 12/17/2012	DATE -	REVISIED -	REVISIED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SCALE: _____	SHEET _____ OF _____ SHEETS	STA. _____ TO STA. _____
--------------	-----------------------------	--------------------------

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			159	63
ILLINOIS FED. AID PROJECT			CONTRACT NO. 76479	



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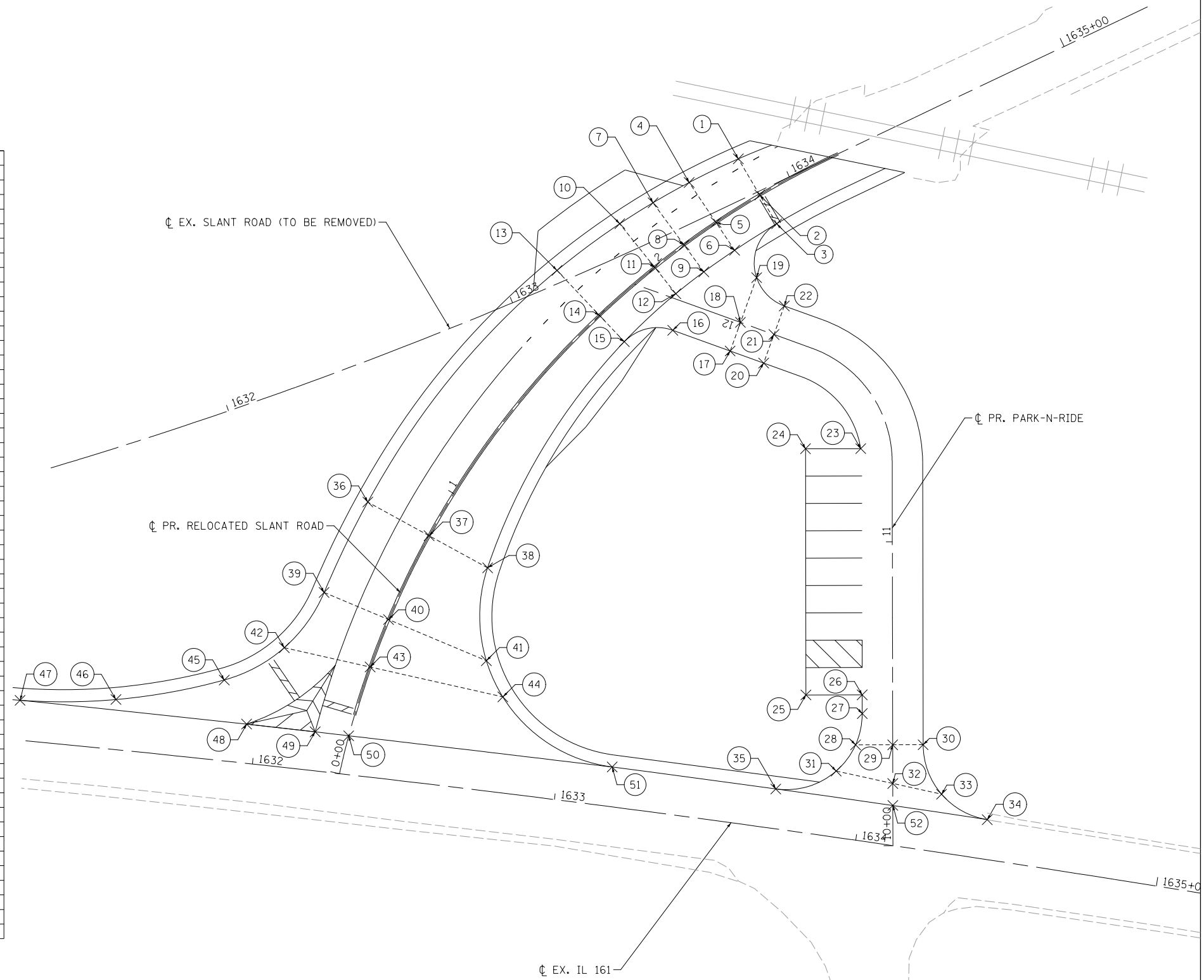
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	DRAWN - BS	REVISED -
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PLOT DATE =	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

INTERSECTION DETAILS IL 127 & JONATHAN ROAD		
SCALE: 1"=10'	SHEET NO. 1 OF 2 SHEETS	STA. N/A TO STA. N/A

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	64
ILLINOIS FED. AID PROJECT			CONTRACT NO. 76479	

NUMBER	ALI.	STATION	OFFSET	ELEVATION
1	PR REL SLANT RD	2+41.97	13.80' LT	460.64
2	PR REL SLANT RD	2+41.97	0.00' LT	460.85
3	PR REL SLANT RD	2+41.97	11.00' RT	460.68
4	PR REL SLANT RD	2+25.00	15.83' LT	460.46
5	PR REL SLANT RD	2+25.00	0.00' RT	460.70
6	PR REL SLANT RD	2+25.00	11.00' RT	460.53
7	PR REL SLANT RD	2+12.16	17.21' LT	460.31
8	PR REL SLANT RD	2+12.16	0.00' LT	460.57
9	PR REL SLANT RD	2+12.16	11.00' RT	460.41
10	PR REL SLANT RD	2+00.00	18.38' LT	460.16
11	PR REL SLANT RD	2+00.00	0.00' RT	460.44
12	PR REL SLANT RD	2+00.00	11.10' RT	460.23
13	PR REL SLANT RD	1+75.93	20.34' LT	459.85
14	PR REL SLANT RD	1+75.93	0.00' LT	460.16
15	PR REL SLANT RD	1+75.93	11.90' RT	459.98
16	PR PARK-N-RIDE	12+20.00	10.00' LT	459.94
17	PR PARK-N-RIDE	12+00.00	10.00' LT	459.86
18	PR PARK-N-RIDE	12+00.00	0.00' LT	460.06
19	PR PARK-N-RIDE	12+00.00	15.65' RT	459.75
20	PR PARK-N-RIDE	11+88.27	10.00' LT	459.81
21	PR PARK-N-RIDE	11+88.27	0.00' LT	460.01
22	PR PARK-N-RIDE	11+88.27	10.00' RT	459.81
23	PR PARK-N-RIDE	11+32.19	10.00' LT	459.60
24	PR PARK-N-RIDE	11+41.13	27.64' LT	459.23
25	PR PARK-N-RIDE	10+49.66	28.50' LT	458.90
26	PR PARK-N-RIDE	10+49.66	10.00' LT	459.27
27	PR PARK-N-RIDE	10+43.49	10.00' LT	459.25
28	PR PARK-N-RIDE	10+33.20	12.21' LT	459.17
29	PR PARK-N-RIDE	10+33.20	0.00' LT	459.41
30	PR PARK-N-RIDE	10+33.20	10.00' RT	459.21
31	PR PARK-N-RIDE	10+24.62	18.60' LT	458.99
32	PR PARK-N-RIDE	10+20.48	0.00' LT	459.36
33	PR PARK-N-RIDE	10+16.92	16.03' RT	459.04
34	EX IL 161	1634+41.92	13.00' LT	459.30
35	EX IL 161	1633+71.63	13.00' LT	459.62
36	PR REL SLANT RD	0+83.94	23.00' LT	458.94
37	PR REL SLANT RD	0+83.94	0.00' LT	459.28
38	PR REL SLANT RD	0+83.94	21.96' RT	458.95
39	PR REL SLANT RD	0+53.28	23.00' LT	459.03
40	PR REL SLANT RD	0+53.28	0.00' LT	459.37
41	PR REL SLANT RD	0+53.28	34.90' RT	458.85
42	PR REL SLANT RD	0+33.38	28.75' LT	459.12
43	PR REL SLANT RD	0+36.55	0.00' LT	459.52
44	PR REL SLANT RD	0+42.87	44.36' RT	458.79
45	PR REL SLANT RD	0+19.05	44.36' LT	459.49
46	PR REL SLANT RD	0+06.30	77.13' LT	459.55
47	EX IL 161	1631+21.94	13.00' LT	459.64
48	EX IL 161	1631+96.69	13.00' LT	459.81
49	EX IL 161	1632+19.33	13.00' LT	459.81
50	EX IL 161	1632+30.42	13.00' LT	459.81
51	EX IL 161	1633+17.50	13.00' LT	459.80
52	EX IL 161	1634+10.45	13.00' LT	459.33



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USER NAME = Plotted by Scott	DESIGNED - RK	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN - RK	REVISED -
PLOT DATE =	CHECKED - SEW	REVISED -
	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

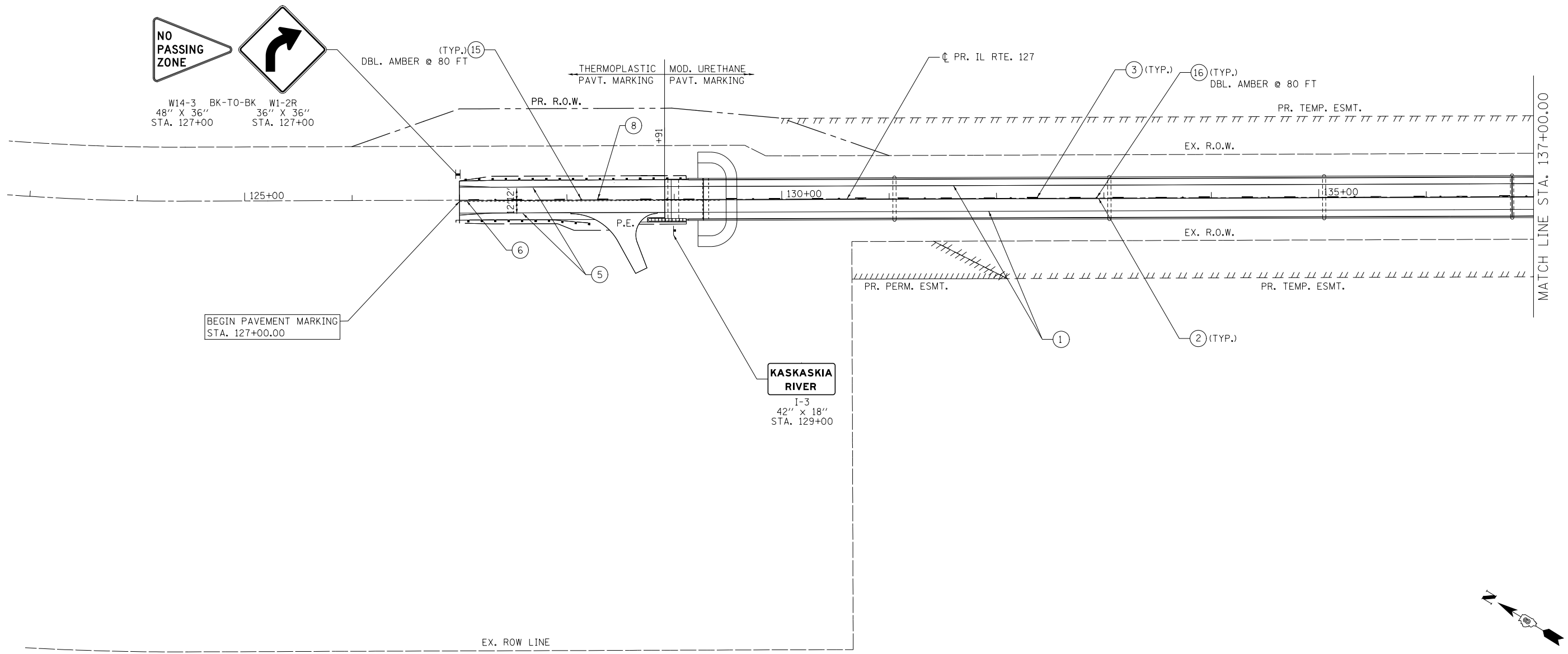
**INTERSECTION DETAILS
RELOCATED SLANT ROAD & PARK-N-RIDE**

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	65
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

PAVEMENT MARKING LEGEND

- ① MOD. URETHANE PM LN 4 (SOLID WHITE)
- ② MOD. URETHANE PM LN 4 (SOLID YELLOW)
- ③ MOD. URETHANE PM LN 4 (10' DASH - 30' SKIP, YELLOW)
- ④ THPL PVT MK LETTERS & SYMBOLS (WHITE)
- ⑤ THPL PVT MK LINE 4 (SOLID WHITE)
- ⑥ THPL PVT MK LINE 4 (SOLID YELLOW)
- ⑦ THPL PVT MK LINE 4 (DOUBLE YELLOW)
- ⑧ THPL PVT MK LINE 4 (10' DASH - 30' SKIP, YELLOW)
- ⑨ THPL PVT MK LINE 4 (2' DASH - 6' SKIP, WHITE)
- ⑩ THPL PVT MK LINE 8 (SOLID WHITE)
- ⑪ THPL PVT MK LINE 12 (SOLID WHITE)
- ⑫ THPL PVT MK LINE 24 (SOLID WHITE)
- ⑬ PAINT PVT MK LINE 6 (SOLID YELLOW)
- ⑭ PT PVT MK LETTERS & SYMBOLS (YELLOW)
- ⑮ RAISED REF PVT MKR
- ⑯ RAISED REF PVT MKR BR



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LIN ENGINEERING, LTD.
Consulting Engineers
Westmont, Illinois

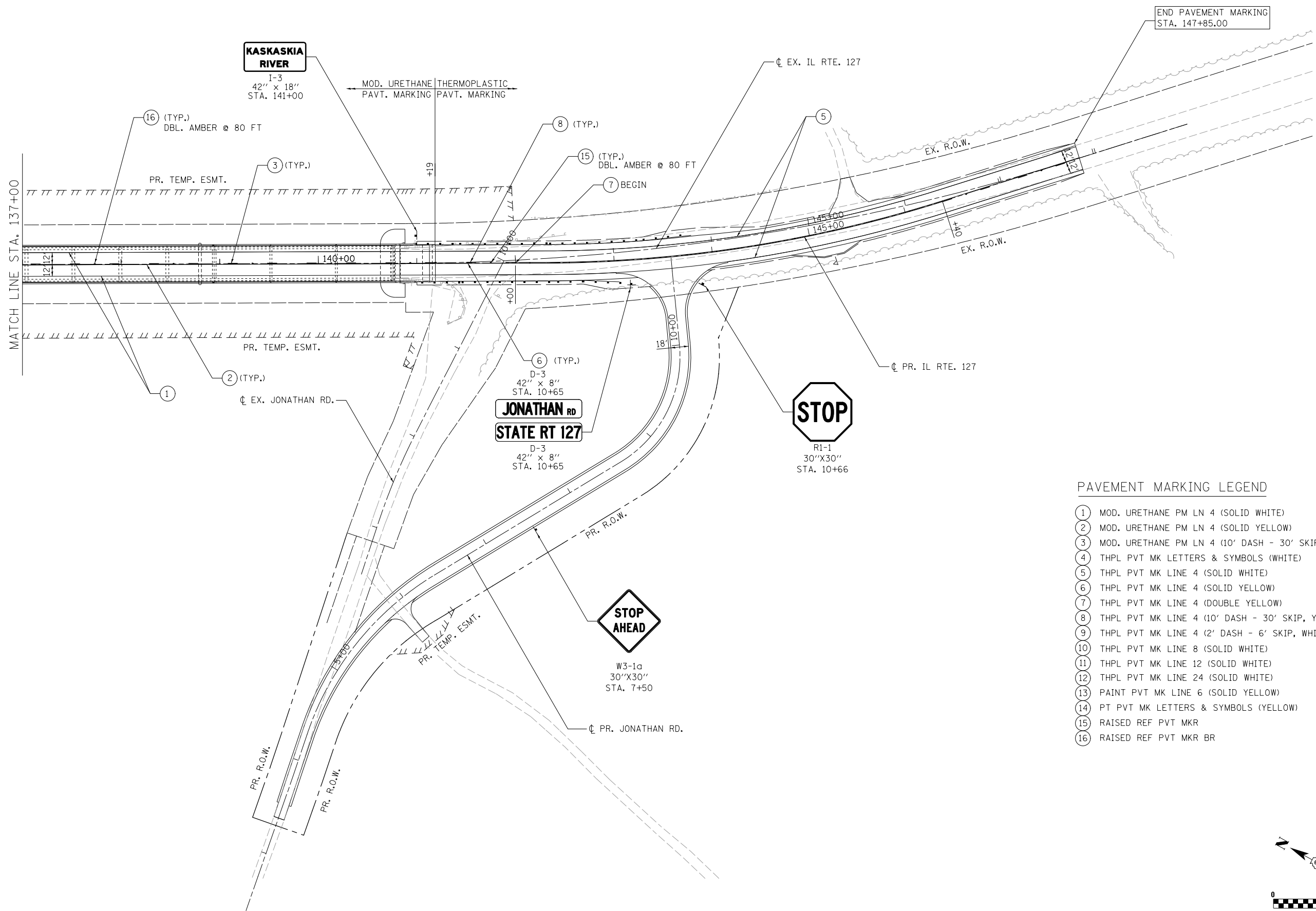
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PLOT DATE =	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

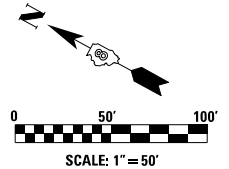
**PAVEMENT MARKING AND SIGNING PLANS
IL ROUTE 127**

SCALE: 1"=50' SHEET NO. 1 OF 2 SHEETS STA. 127+00 TO STA. 137+00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	66
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



- PAVEMENT MARKING LEGEND**
- ① MOD. URETHANE PM LN 4 (SOLID WHITE)
 - ② MOD. URETHANE PM LN 4 (SOLID YELLOW)
 - ③ MOD. URETHANE PM LN 4 (10' DASH - 30' SKIP, YELLOW)
 - ④ THPL PVT MK LETTERS & SYMBOLS (WHITE)
 - ⑤ THPL PVT MK LINE 4 (SOLID WHITE)
 - ⑥ THPL PVT MK LINE 4 (SOLID YELLOW)
 - ⑦ THPL PVT MK LINE 4 (DOUBLE YELLOW)
 - ⑧ THPL PVT MK LINE 4 (10' DASH - 30' SKIP, YELLOW)
 - ⑨ THPL PVT MK LINE 4 (2' DASH - 6' SKIP, WHITE)
 - ⑩ THPL PVT MK LINE 8 (SOLID WHITE)
 - ⑪ THPL PVT MK LINE 12 (SOLID WHITE)
 - ⑫ THPL PVT MK LINE 24 (SOLID WHITE)
 - ⑬ PAINT PVT MK LINE 6 (SOLID YELLOW)
 - ⑭ PT PVT MK LETTERS & SYMBOLS (YELLOW)
 - ⑮ RAISED REF PVT MKR
 - ⑯ RAISED REF PVT MKR BR



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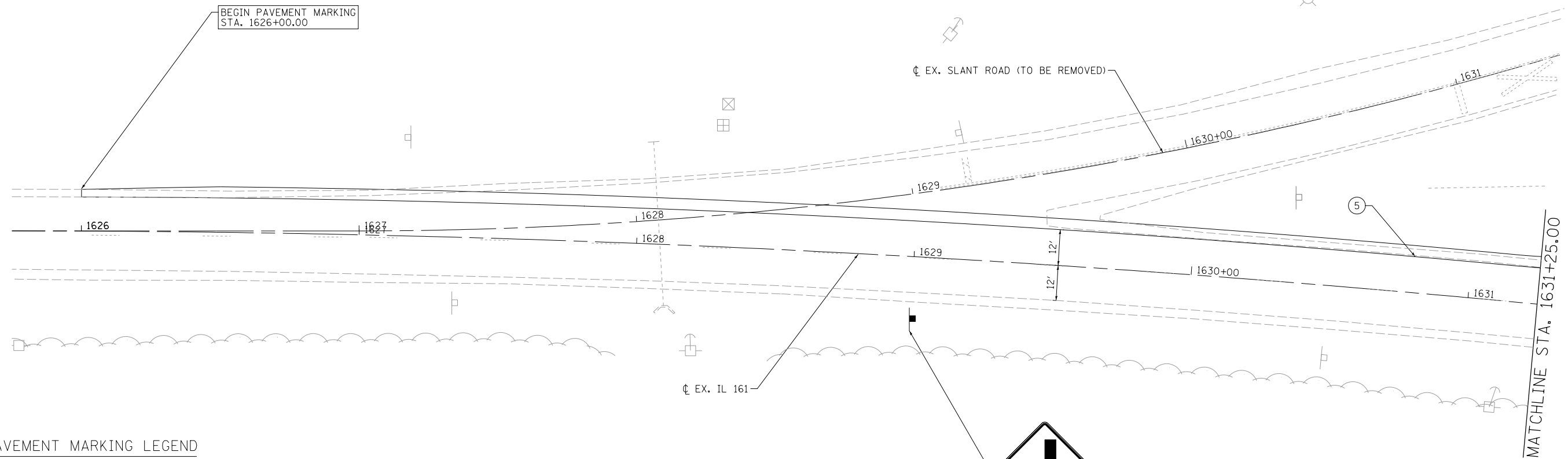
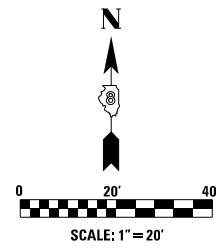
Lin Engineering, Ltd.
Consulting Engineers
Westmont, Illinois

USER NAME = Plotted by Scott	DESIGNED - BS	REVISED -
DRAWN - BS	REVISÉD -	
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PLOT DATE =	DATE - 2-1-2013	REVISÉD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

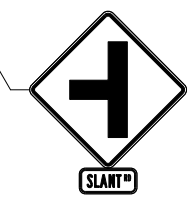
PAVEMENT MARKING AND SIGNING PLANS		
IL ROUTE 127		
SCALE: 1"=50'	SHEET NO. 2 OF 2 SHEETS	STA. 137+00 TO STA. 147+85

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	67
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



PAVEMENT MARKING LEGEND

- ① MOD. URETHANE PM LN 4 (SOLID WHITE)
- ② MOD. URETHANE PM LN 4 (SOLID YELLOW)
- ③ MOD. URETHANE PM LN 4 (10' DASH - 30' SKIP, YELLOW)
- ④ THPL PVT MK LETTERS & SYMBOLS (WHITE)
- ⑤ THPL PVT MK LINE 4 (SOLID WHITE)
- ⑥ THPL PVT MK LINE 4 (SOLID YELLOW)
- ⑦ THPL PVT MK LINE 4 (DOUBLE YELLOW)
- ⑧ THPL PVT MK LINE 4 (10' DASH - 30' SKIP, YELLOW)
- ⑨ THPL PVT MK LINE 4 (2' DASH - 6' SKIP, WHITE)
- ⑩ THPL PVT MK LINE 8 (SOLID WHITE)
- ⑪ THPL PVT MK LINE 12 (SOLID WHITE)
- ⑫ THPL PVT MK LINE 24 (SOLID WHITE)
- ⑬ PAINT PVT MK LINE 6 (SOLID YELLOW)
- ⑭ PT PVT MK LETTERS & SYMBOLS (YELLOW)
- ⑮ RAISED REF PVT MKR
- ⑯ RAISED REF PVT MKR BR

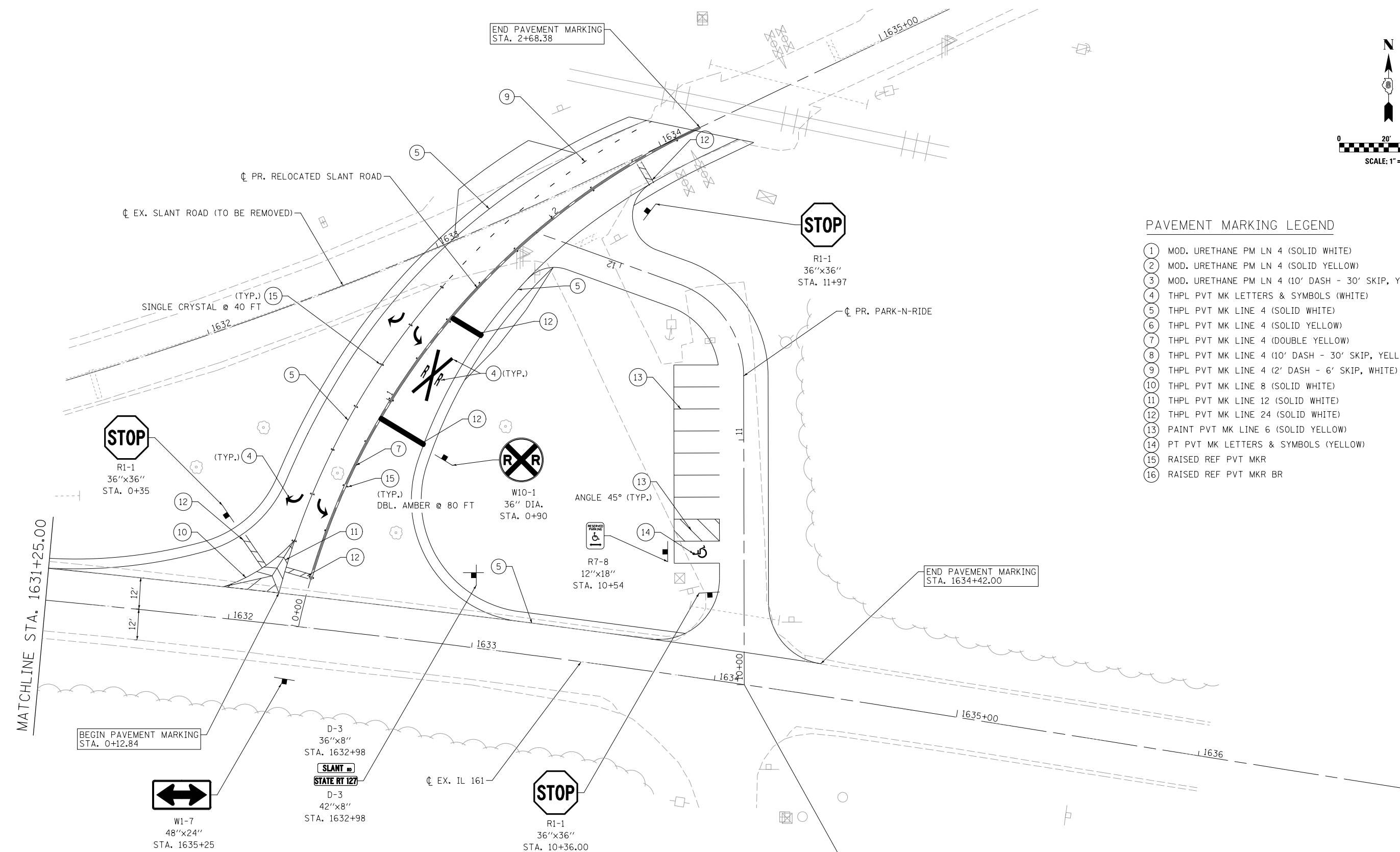
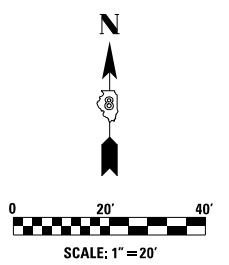


W2-2L
36" X 36"

W16-8
18" X 8"
STA. 1629+00

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	USER NAME = Plotted by Scott	DESIGNED - RK	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	PAVEMENT MARKING AND SIGNING PLANS IL ROUTE 161			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLLOT SCALE = 40.0000' / in.	CHECKED - SEW	REVISIED -		42	1-1BR-2	CLINTON	159	68			
	PLLOT DATE =	DATE - 2-1-2013	REVISIED -		SCALE: 1"=20' SHEET NO. 1 OF 2 SHEETS STA. 1626+50 TO STA. 1631+25			CONTRACT NO. 76479 ILLINOIS FED. AID PROJECT				



PAVEMENT MARKING LEGEND

- ① MOD. URETHANE PM LN 4 (SOLID WHITE)
- ② MOD. URETHANE PM LN 4 (SOLID YELLOW)
- ③ MOD. URETHANE PM LN 4 (10' DASH - 30' SKIP, YELLOW)
- ④ THPL PVT MK LETTERS & SYMBOLS (WHITE)
- ⑤ THPL PVT MK LINE 4 (SOLID WHITE)
- ⑥ THPL PVT MK LINE 4 (SOLID YELLOW)
- ⑦ THPL PVT MK LINE 4 (DOUBLE YELLOW)
- ⑧ THPL PVT MK LINE 4 (10' DASH - 30' SKIP, YELLOW)
- ⑨ THPL PVT MK LINE 4 (2' DASH - 6' SKIP, WHITE)
- ⑩ THPL PVT MK LINE 8 (SOLID WHITE)
- ⑪ THPL PVT MK LINE 12 (SOLID WHITE)
- ⑫ THPL PVT MK LINE 24 (SOLID WHITE)
- ⑬ PAINT PVT MK LINE 6 (SOLID YELLOW)
- ⑭ PT PVT MK LETTERS & SYMBOLS (YELLOW)
- ⑮ RAISED REF PVT MKR
- ⑯ RAISED REF PVT MKR BR

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USER NAME = Plotted by Scott	DESIGNED - RK	REVISED -
	DRAWN - RK	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED - SEW	REVISED -
PLOT DATE =	DATE - 2-1-2013	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

PAVEMENT MARKING AND SIGNING PLANS
PR. RELOCATED SLANT ROAD & PR. PARK-N-RIDE

SCALE: 1"=20' SHEET NO. 2 OF 2 SHEETS STA. 0+00 TO STA. 2+68.38

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	69
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

Bench Mark: Top of Curb, 10.5' Lt. Sta. 140+77. Elev. 435.30

Existing Structure: S.N. 014-0014 was built in 1929 (House Bill No. 578, Sec. 1-A) and reconstructed in 1961 (F.A. Route 128, Section 1-BR). The 23-span structure consists of continuous composite steel beam superstructure units with a total length of 1136'-1 1/4" bk. to bk. of abutments and a width of 36'-0" out to out of deck. The substructure units consist of pile bent piers with precast concrete piles (approach spans), solid wall piers supported on spread footings (main channel piers), a pile supported stub abutment (North), and a closed abutment on spread footing (South).

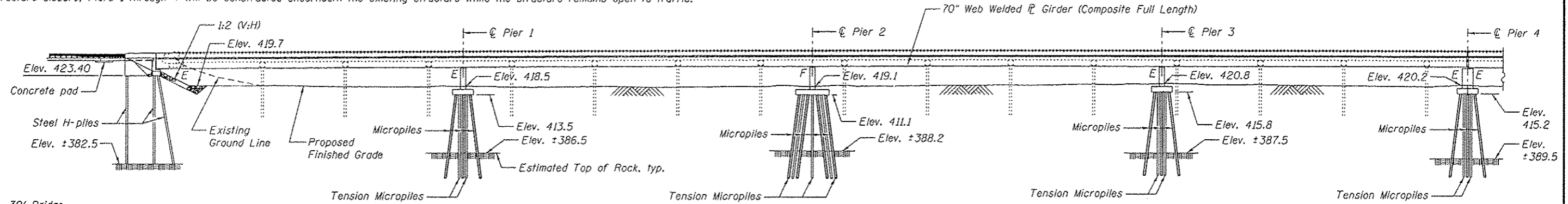
The existing structure is to be removed and replaced.

The structure is to be completely closed to traffic during construction. Traffic is to be maintained by detouring onto an alternate route. In order to limit the structure closure, Piers 1 through 4 will be constructed underneath the existing structure while the structure remains open to traffic.

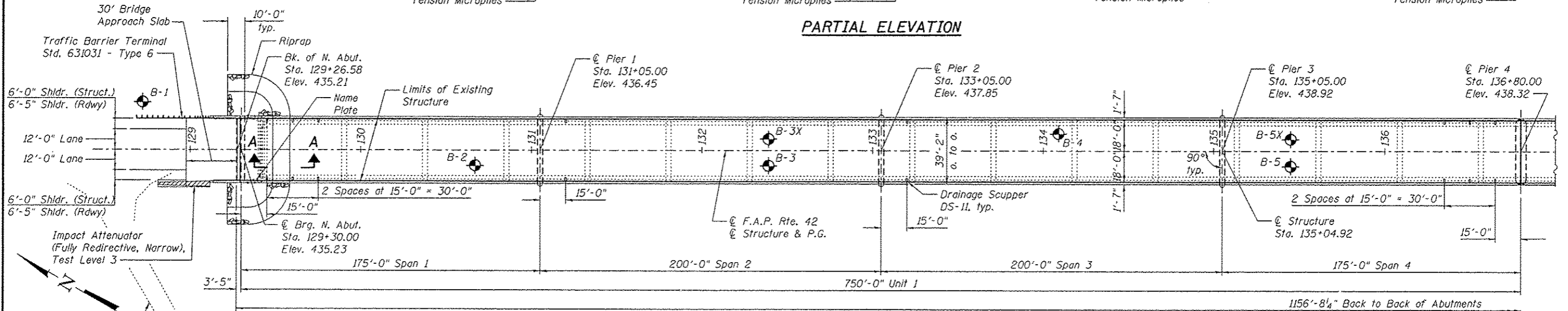
No salvage.

APPROVED
For Structural Adequacy Only

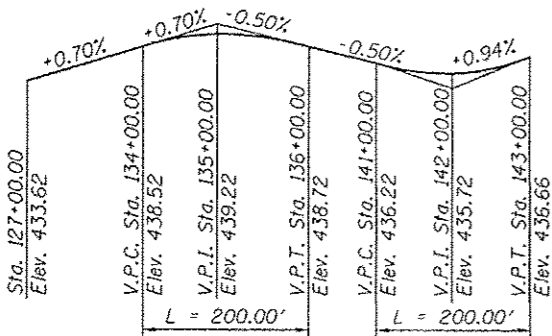
Dr. Carl Kueper
Engineer of Bridges & Structures



PARTIAL ELEVATION



PARTIAL PLAN



PROFILE GRADE

LOADING HL-93

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

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications, 6th Edition

DESIGN STRESSES

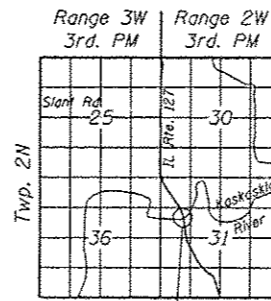
$f_c = 3,500$ psi
 $f_y = 60,000$ psi (reinforcement)
 $f_y = 36,000$ psi (M270 Grade 36 structural steel)
 $f_y = 50,000$ psi (M270 Grade 50 structural steel)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (S_{a1}) = 0.262 g
Design Spectral Acceleration at 0.2 sec. (S_{a5}) = 0.608 g
Soil Site Class = D

CURVE DATA

Proposed Curve F1
P.I. Sta. = 144+37.28
 $\Delta = 17^\circ 18' 17''$ (LT)
 $D = 4^\circ 14' 39''$
 $R = 1,350.00'$
 $L = 407.74'$
 $T = 205.43'$
 $E = 15.54'$
P.C. Sta. = 142+31.85
P.T. Sta. = 146+39.59
SE = 6%
TRANSITION STA. = 140+97.85



LOCATION SKETCH



David Petermeier
DAVID W. PETERMEIER
EDWARDSVILLE, ILLINOIS
ILLINOIS LICENSED STRUCTURAL
ENGINEER NO. 081-005642
EXPIRES 11/30/2014

GENERAL PLAN AND ELEVATION - 1
ILLINOIS ROUTE 127 OVER
KASKASKIA RIVER (PUBLIC WATER)
F.A.P. ROUTE 42 - SEC. 1-1BR-2
CLINTON COUNTY
STATION 135+04.92
STRUCTURE NO. 014-0033



USER NAME =	DESIGNED - RLM	REVISED
PLOT SCALE =	CHECKED - JTH	REVISED
PLOT DATE = 2/1/2013	DRAWN - PRC	REVISED
	CHECKED - RLM	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SHEET NO. 1 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	70
			CONTRACT NO. 76479	

ILLINOIS FED. AID PROJECT

DESIGN SCOUR ELEVATION TABLE

FREQ. YR.	DESIGN SCOUR ELEVATION (ft.)						
	N. Abut.	Pier 1	Pier 2	Pier 3	Pier 4	Pier 5	S. Abut.
100	423.40	408.50	409.10	411.80	409.20	388.90	423.98
500	423.40	406.50	407.10	409.80	408.20	388.70	423.98

WATERWAY INFORMATION

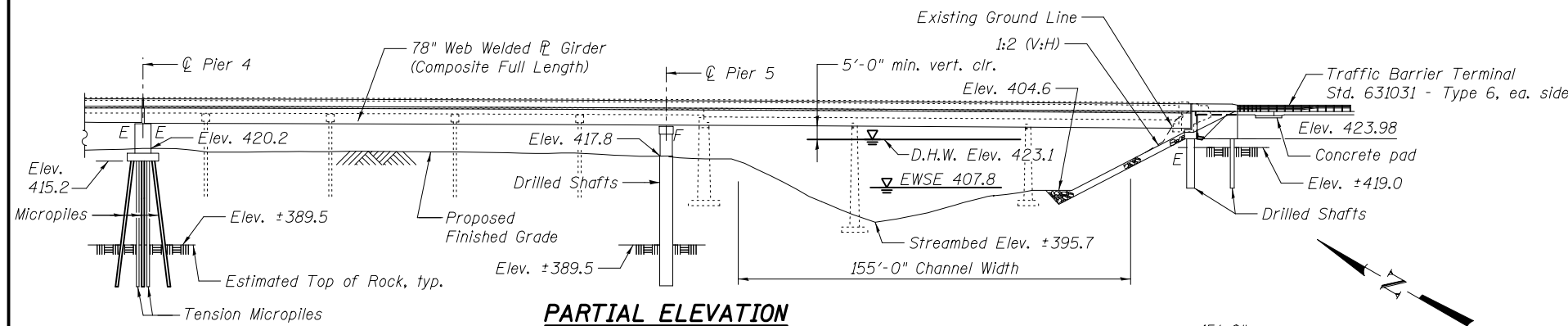
Drainage Area = 2734 sq. mi. Exist. Low Grade Elev. 432.82 @ Sta. 121+50
 Prop. Low Grade Elev. 432.82 @ Sta. 121+50

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Opening Sq. Ft. Prop.	Nat. H.W.E.	Head - Ft. Exist.	Head - Ft. Prop.	Headwater El. Exist.	Headwater El. Prop.
Min Calc	10	13380	4852	5128	422.25	1.94	1.71	424.19	423.96
Overtopping	-	-	-	-	-	-	-	-	-
Design	50	16800	5775	6092	423.12	1.94	1.68	425.06	424.80
Base	100	18100	6095	6425	423.42	1.94	1.67	425.36	425.09
Max. Calc.	500	20815	6751	7071	424.00	1.96	1.66	425.96	425.66

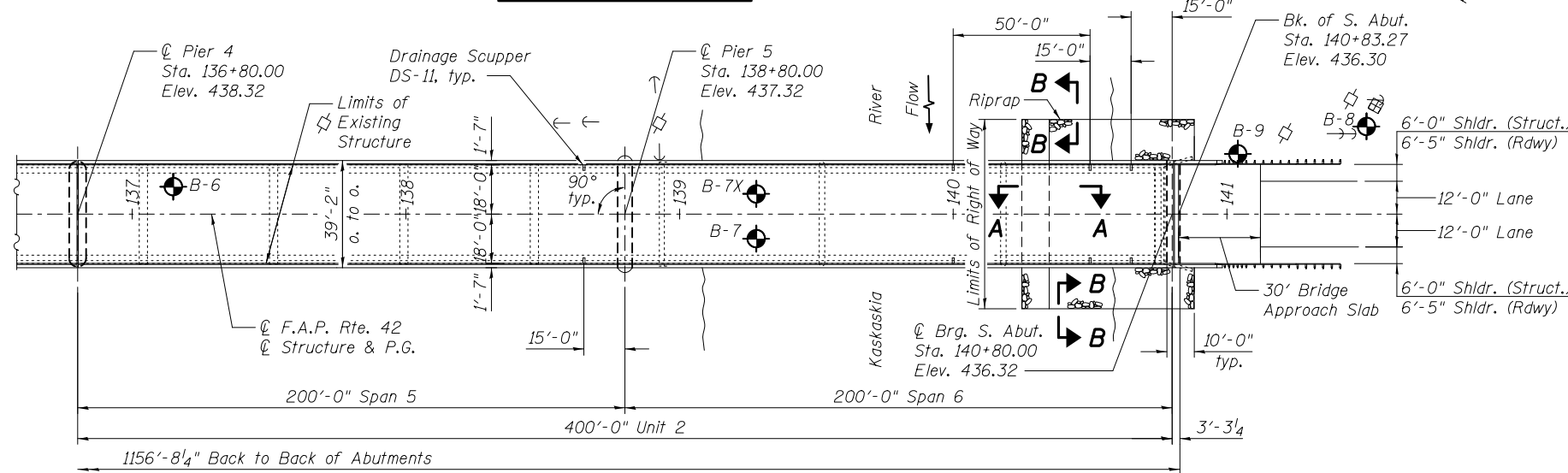
10 year velocity through Existing Bridge = 2.25 fps
 10 year velocity through Proposed Bridge = 2.19 fps

UTILITY LEGEND

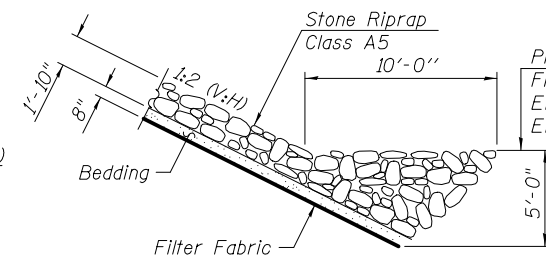
- ⊕ Existing Power Pole
- Existing Anchor Line
- ⊞ Existing Telephone Splicebox



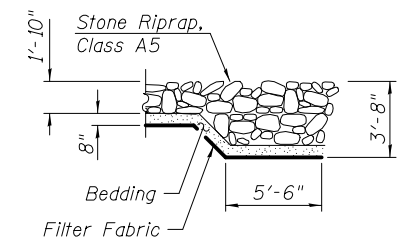
PARTIAL ELEVATION



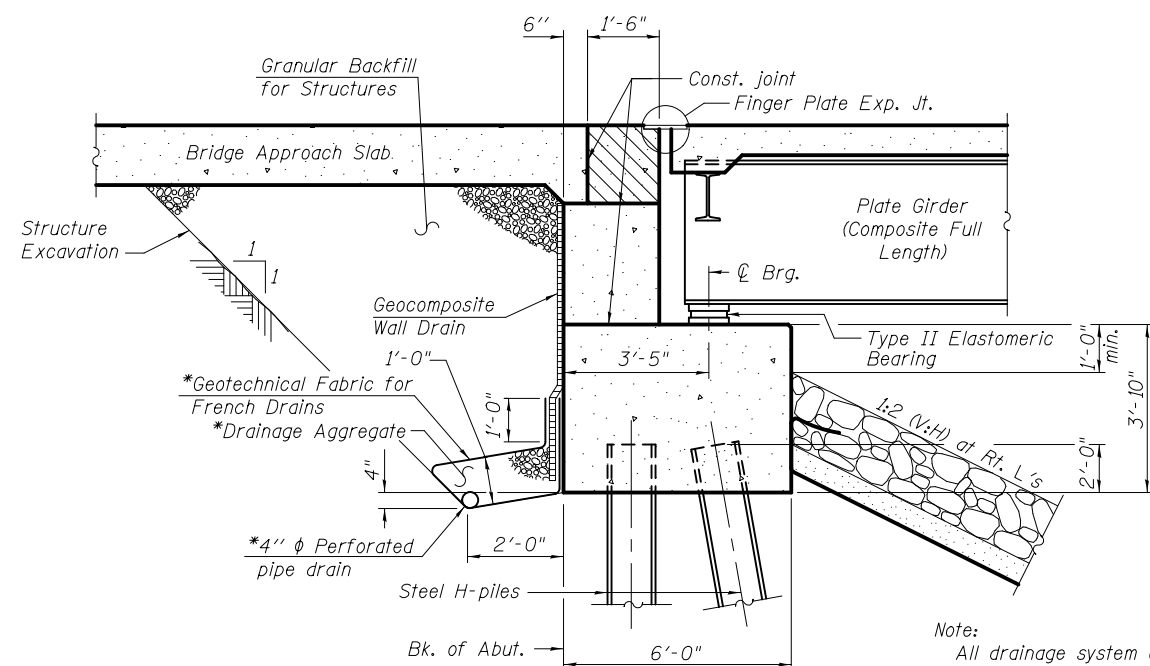
PARTIAL PLAN



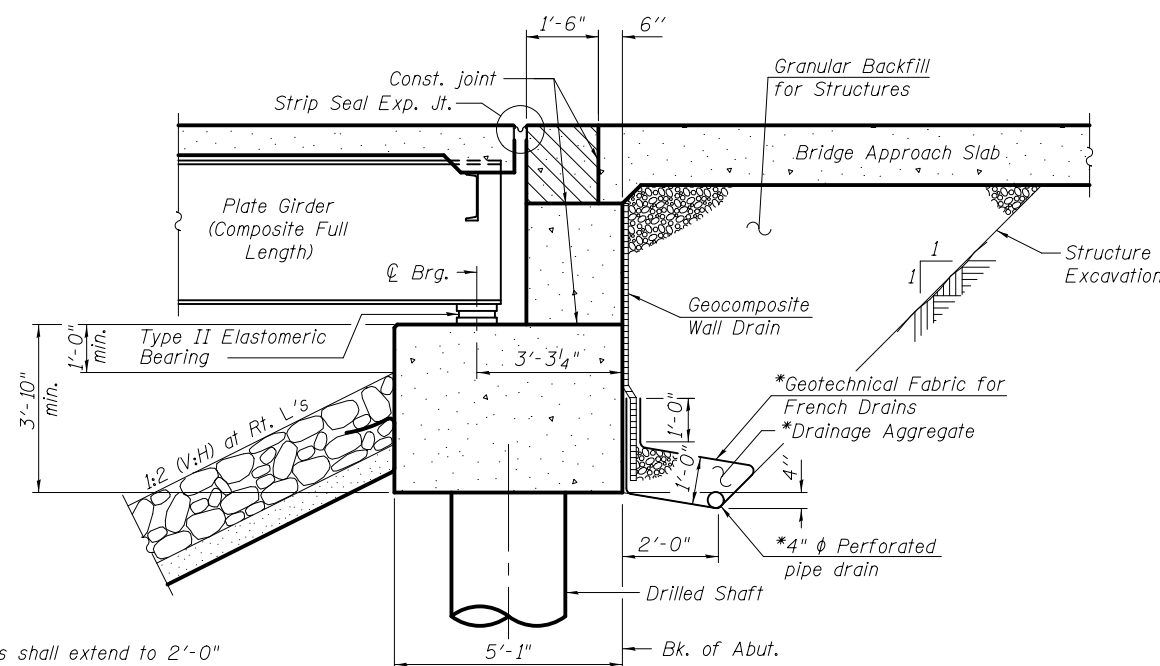
SECTION A-A



SECTION B-B



SECTION THRU NORTH ABUTMENT



SECTION THRU SOUTH ABUTMENT

Note:
 All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101.) Concrete headwalls shall be included in the cost of Pipe Underdrains for Structures 4".

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

STATION 135+04.92
 BUILT 201 BY
 STATE OF ILLINOIS
 F.A.P. RTE. 42 SEC. 1-1BR-2
 LOADING HL-93
 STRUCTURE NO. 014-0033

NAME PLATE
 See Std. 515001

GENERAL PLAN AND ELEVATION - 2
ILLINOIS ROUTE 127 OVER
KASKASKIA RIVER (PUBLIC WATER)
F.A.P. ROUTE 42 - SEC. 1-1BR-2
CLINTON COUNTY
STATION 135+04.92
STRUCTURE NO. 014-0033



USER NAME =	DESIGNED - RLM	REVISED
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PLOT DATE = 2/1/2013	CHECKED - RLM	REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SHEET NO. 2 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	71
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

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- 7 Top of Slab Elevations - 3
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GENERAL NOTES

Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts. Bolts $\frac{7}{8}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
 Calculated weight of Structural Steel =

3,082,866 lbs. of Grade 50
 131,422 lbs. of Grade 36

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

Plan dimensions and details relative to the existing structure are from the existing plans and are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction.

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

Concrete Sealer shall be applied to the designated areas of the abutments and piers.

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

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all 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.

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

The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR 3704 Floodway Construction permit number allowing permanent construction. For this project, the anticipated construction activities within the water are limited to removal of existing piers and riprap placement.

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A5	Sq. Yd.	-	1,026	1,026
Filter Fabric	Sq. Yd.	-	1,026	1,026
Removal of Existing Structures	Each	-	-	1
Structure Excavation	Cu. Yd.	-	1,725	1,725
Concrete Structures	Cu. Yd.	-	935.2	935.2
Concrete Superstructure	Cu. Yd.	1576.8	-	1576.8
Bridge Deck Grooving	Sq. Yd.	4,855	-	4,855
Concrete Encasement	Cu. Yd.	-	13.1	13.1
Protective Coat	Sq. Yd.	5,853	-	5,853
Furnishing and Erecting Structural Steel	L. Sum	1	-	1
Stud Shear Connectors	Each	11,718	-	11,718
Reinforcement Bars	Pound	-	1,700	1,700
Reinforcement Bars, Epoxy Coated	Pound	386,150	129,140	515,290
Bar Splicers	Each	-	168	168
Mechanical Splicers	Each	-	148	148
Furnishing Steel Piles HP14x89	Foot	-	1,248	1,248
Driving Piles	Foot	-	1,248	1,248
Name Plates	Each	1	-	1
Drilled Shaft in Soil	Cu. Yd.	-	141.6	141.6
Drilled Shaft in Rock	Cu. Yd.	-	55.8	55.8
Preformed Joint Strip Seal	Foot	38	-	38
Finger Plate Expansion Joint, 3"	Foot	36	-	36
Finger Plate Expansion Joint, 4"	Foot	36	-	36
Fabric Reinforced Elastomeric Trough	Foot	84	-	84
Elastomeric Bearing Assembly, Type II	Each	24	-	24
Anchor Bolts, 1"	Each	72	-	72
Anchor Bolts, 1 1/4"	Each	36	-	36
Anchor Bolts, 1 1/2"	Each	12	-	12
Concrete Sealer	Sq. Ft.	-	2,128	2,128
Geocomposite Wall Drain	Sq. Yd.	-	179	179
Drainage Scuppers, DS-11	Each	24	-	24
Pipe Underdrains for Structures 4"	Foot	-	176	176
Micro-piles	Each	-	94	94
Micropile Proof Load Test	Each	-	4	4
High Load Multi-Rotational Bearings, Guided Expansion, 550k	Each	12	-	12
Granular Backfill for Structures	Cu. Yd.	-	374	374
Tension Micropiles	Each	-	48	48
Tension Micropile Load Test	Each	-	4	4



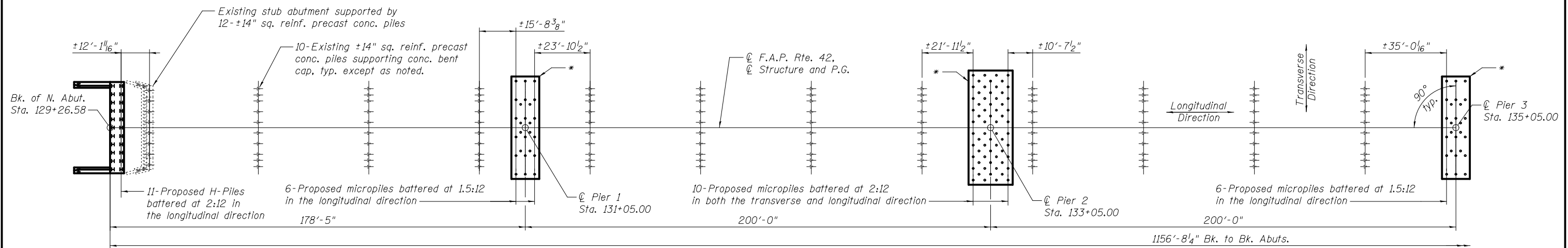
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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

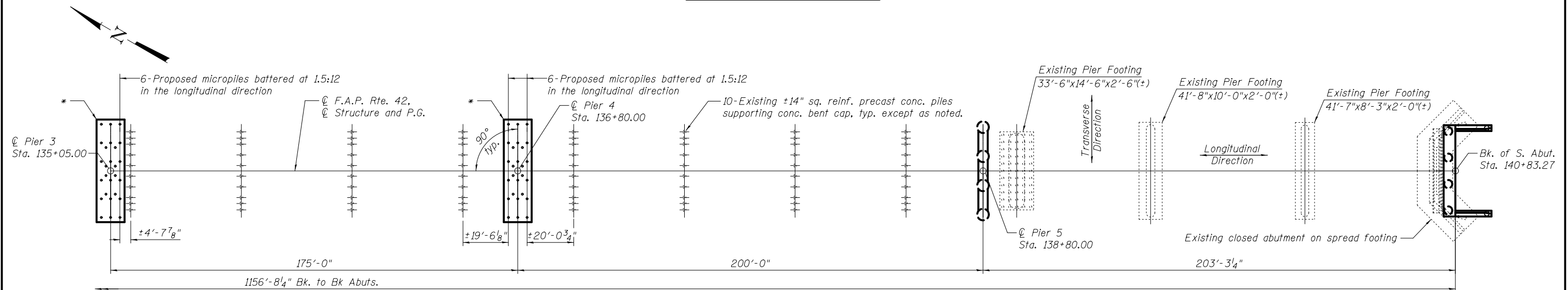
**GENERAL STRUCTURE DATA
 STRUCTURE NO. 014-0033**

SHEET NO. 3 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	72
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



PARTIAL FOOTING LAYOUT



PARTIAL FOOTING LAYOUT

SEQUENCE OF CONSTRUCTION

IL Route 127 over Kaskaskia River Open to Traffic:

1. Construct the substructure units at Piers 1 thru 4. This includes installing micropiles and anchors and constructing footings and solid walls beneath the existing structure while it remains open to traffic.

IL Route 127 over Kaskaskia River Closed to Traffic:

2. Remove the existing structure.
3. Construct the substructure units at the North and South Abutments and at Pier 5. Install the bearings at all substructure units.
4. Complete the construction of the new structure to the lines and grades shown on the plans.

* The Contractor is alerted that the proposed foundations will be installed in the vicinity of the existing foundations with rock sockets extending into the rock beneath the existing piles while the structure remains in service. The Contractor shall submit, for review, approval and implementation, a plan to monitor the structure and employ appropriate construction methods, whether temporary or permanent, to ensure that the integrity of the existing foundations is not compromised during installation of the micropiles and tension micropiles. (Included in the Cost of Micro-piles)

Notes:

Seasonal floodwaters routinely inundate the floodplain within the project limits. The construction season duration, as described within the Traffic Control Plan special provision, provides ample time for the Contractor to complete substructure construction during dry conditions. Cofferdams, causeways, and/or other temporary construction features are not required for construction and have not been included in the plans.

All construction activities must be performed within the right of way limits as detailed on the "Plat of Highways" and outside of the wetland limits. See commitments on Sheet 2 of 159 for further details. See sheet 47 thru 49 of 61 for additional micropile and anchor details.



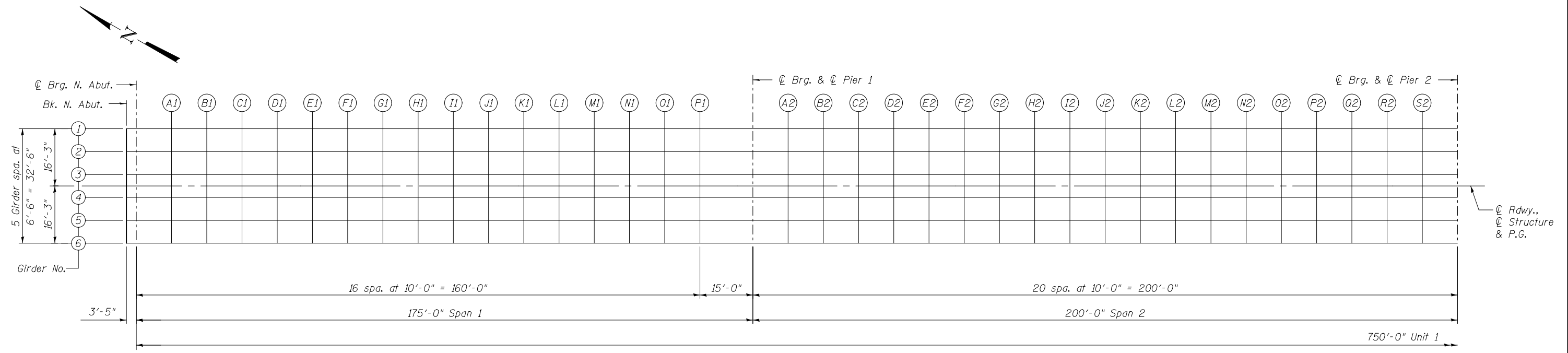
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PLOT SCALE =	DRAWN - PRC	REVISED
PLOT DATE = 2/1/2013	CHECKED - RLM	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

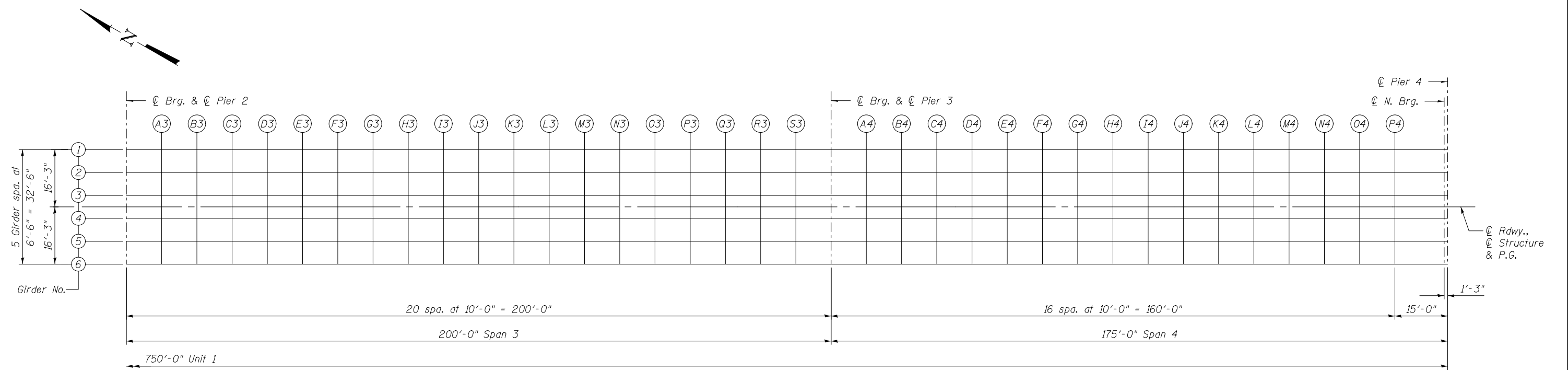
**FOOTING LAYOUT AND SEQUENCE OF CONSTRUCTION
STRUCTURE NO. 014-0033**

SHEET NO. 4 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	73
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



PART PLAN - UNIT 1



PART PLAN - UNIT 1



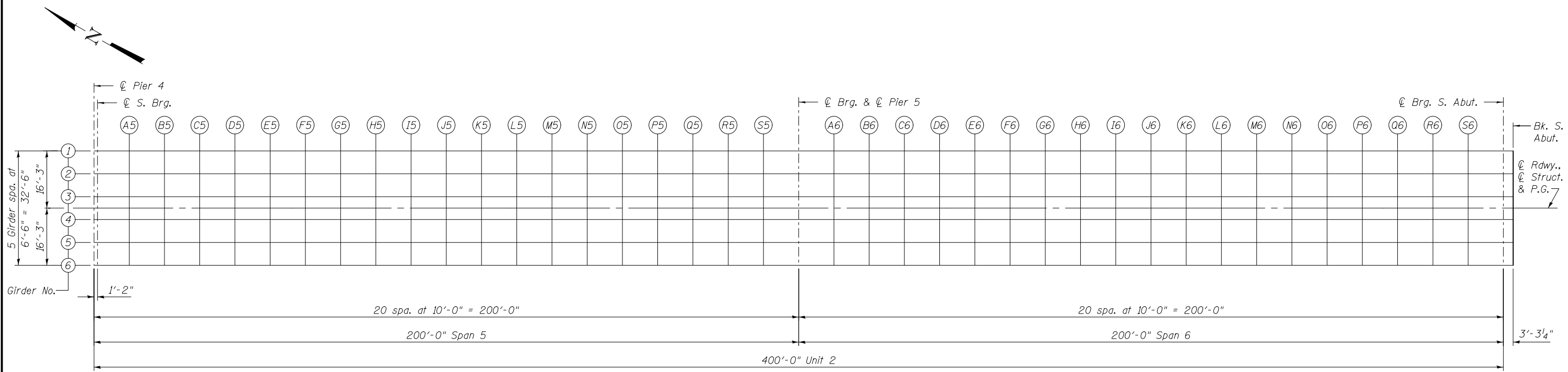
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PLOT DATE = 2/1/2013	CHECKED - JTH	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

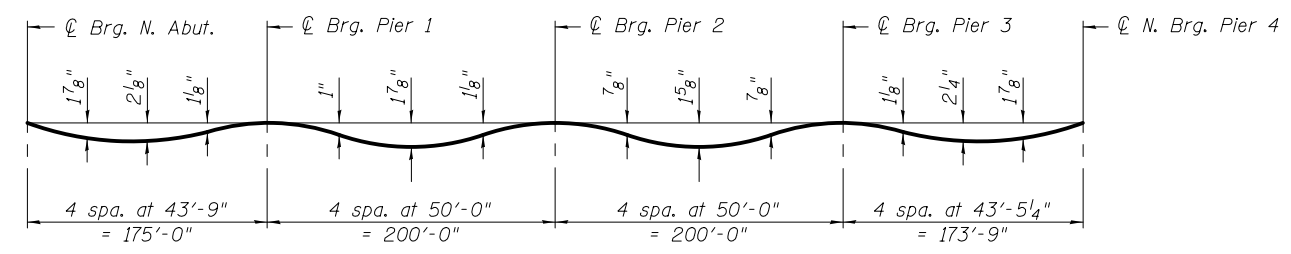
**TOP OF SLAB ELEVATIONS - 1
STRUCTURE NO. 014-0033**

SHEET NO. 5 OF 61 SHEETS

F.A.P. RTE. = 42	SECTION = 1-1BR-2	COUNTY = CLINTON	TOTAL SHEETS = 159	SHEET NO. = 74
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

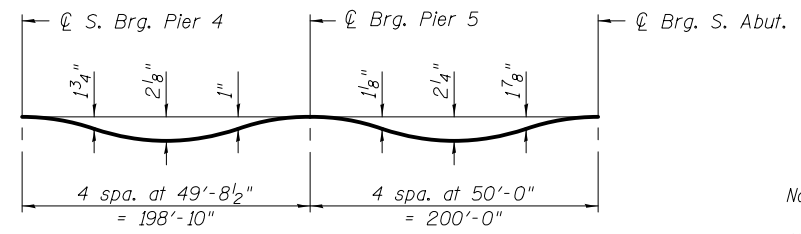


PLAN - UNIT 2



DEAD LOAD DEFLECTION DIAGRAM - UNIT 1

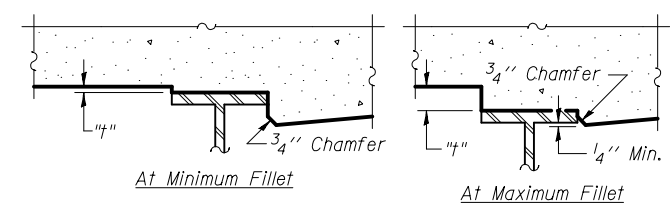
(Includes weight of concrete only.)



DEAD LOAD DEFLECTION DIAGRAM - UNIT 2

(Includes weight of concrete only.)

Notes:
 The dead load 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 in tables.
 Dead load deflections are based on the pour sequence shown on sheet 17 of 61. Deviation from this pouring sequence will alter the deflection ordinates shown.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on sheets 5 and 6 of 61. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 7 thru 11 of 61, minus slab thickness, equals the fillet heights "t" above top flange of beams.
 "Theoretical Grade Elevations Adjusted For Dead Load Deflection" shown on sheets 7 thru 11 of 61 are based on the pour sequence shown sheet 17 of 61. Deviation from this pouring sequence will alter the elevations shown.

FILLET HEIGHTS



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**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - 2
 STRUCTURE NO. 014-0033**

SHEET NO. 6 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	75
CONTRACT NO. 76479				

ILLINOIS FED. AID PROJECT

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	129+26.58	-16.25	434.93	434.93
☉ Brg. N. Abut.	129+30.00	-16.25	434.95	434.95
A1	129+40.00	-16.25	435.02	435.07
B1	129+50.00	-16.25	435.09	435.17
C1	129+60.00	-16.25	435.16	435.28
D1	129+70.00	-16.25	435.23	435.38
E1	129+80.00	-16.25	435.30	435.47
F1	129+90.00	-16.25	435.37	435.56
G1	130+00.00	-16.25	435.44	435.63
H1	130+10.00	-16.25	435.51	435.70
I1	130+20.00	-16.25	435.58	435.77
J1	130+30.00	-16.25	435.65	435.82
K1	130+40.00	-16.25	435.72	435.87
L1	130+50.00	-16.25	435.79	435.92
M1	130+60.00	-16.25	435.86	435.96
N1	130+70.00	-16.25	435.93	436.00
O1	130+80.00	-16.25	436.00	436.05
P1	130+90.00	-16.25	436.07	436.09
☉ Brg. Pier 1	131+05.00	-16.25	436.18	436.18
A2	131+15.00	-16.25	436.25	436.25
B2	131+25.00	-16.25	436.32	436.34
C2	131+35.00	-16.25	436.39	436.42
D2	131+45.00	-16.25	436.46	436.52
E2	131+55.00	-16.25	436.53	436.61
F2	131+65.00	-16.25	436.60	436.70
G2	131+75.00	-16.25	436.67	436.79
H2	131+85.00	-16.25	436.74	436.88
I2	131+95.00	-16.25	436.81	436.96
J2	132+05.00	-16.25	436.88	437.03
K2	132+15.00	-16.25	436.95	437.10
L2	132+25.00	-16.25	437.02	437.17
M2	132+35.00	-16.25	437.09	437.22
N2	132+45.00	-16.25	437.16	437.28
O2	132+55.00	-16.25	437.23	437.32
P2	132+65.00	-16.25	437.30	437.37
Q2	132+75.00	-16.25	437.37	437.42
R2	132+85.00	-16.25	437.44	437.46
S2	132+95.00	-16.25	437.51	437.52
☉ Brg. Pier 2	133+05.00	-16.25	437.58	437.58
A3	133+15.00	-16.25	437.65	437.65
B3	133+25.00	-16.25	437.72	437.74
C3	133+35.00	-16.25	437.79	437.82
D3	133+45.00	-16.25	437.86	437.91
E3	133+55.00	-16.25	437.93	438.01
F3	133+65.00	-16.25	438.00	438.09
G3	133+75.00	-16.25	438.07	438.18
H3	133+85.00	-16.25	438.14	438.26
I3	133+95.00	-16.25	438.21	438.34
J3	134+05.00	-16.25	438.28	438.41
K3	134+15.00	-16.25	438.34	438.47
L3	134+25.00	-16.25	438.40	438.52
M3	134+35.00	-16.25	438.45	438.56
N3	134+45.00	-16.25	438.50	438.59
O3	134+55.00	-16.25	438.54	438.61
P3	134+65.00	-16.25	438.57	438.62
Q3	134+75.00	-16.25	438.60	438.63
R3	134+85.00	-16.25	438.62	438.64
S3	134+95.00	-16.25	438.64	438.64

GIRDER 1 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 3	135+05.00	-16.25	438.65	438.65
A4	135+15.00	-16.25	438.65	438.66
B4	135+25.00	-16.25	438.65	438.68
C4	135+35.00	-16.25	438.64	438.70
D4	135+45.00	-16.25	438.63	438.71
E4	135+55.00	-16.25	438.61	438.72
F4	135+65.00	-16.25	438.58	438.72
G4	135+75.00	-16.25	438.55	438.71
H4	135+85.00	-16.25	438.51	438.69
I4	135+95.00	-16.25	438.47	438.66
J4	136+05.00	-16.25	438.42	438.61
K4	136+15.00	-16.25	438.37	438.56
L4	136+25.00	-16.25	438.32	438.49
M4	136+35.00	-16.25	438.27	438.42
N4	136+45.00	-16.25	438.22	438.35
O4	136+55.00	-16.25	438.17	438.26
P4	136+65.00	-16.25	438.12	438.18
☉ N. Brg. Pier 4	136+78.75	-16.25	438.05	438.05
☉ Pier 4	136+80.00	-16.25	438.04	438.04
☉ S. Brg. Pier 4	136+81.17	-16.25	438.04	438.04
A5	136+90.00	-16.25	437.99	438.03
B5	137+00.00	-16.25	437.94	438.01
C5	137+10.00	-16.25	437.89	437.99
D5	137+20.00	-16.25	437.84	437.97
E5	137+30.00	-16.25	437.79	437.94
F5	137+40.00	-16.25	437.74	437.91
G5	137+50.00	-16.25	437.69	437.87
H5	137+60.00	-16.25	437.64	437.83
I5	137+70.00	-16.25	437.59	437.78
J5	137+80.00	-16.25	437.54	437.72
K5	137+90.00	-16.25	437.49	437.66
L5	138+00.00	-16.25	437.44	437.60
M5	138+10.00	-16.25	437.39	437.53
N5	138+20.00	-16.25	437.34	437.45
O5	138+30.00	-16.25	437.29	437.38
P5	138+40.00	-16.25	437.24	437.31
Q5	138+50.00	-16.25	437.19	437.23
R5	138+60.00	-16.25	437.14	437.16
S5	138+70.00	-16.25	437.09	437.10
☉ Brg. Pier 5	138+80.00	-16.25	437.04	437.04
A6	138+90.00	-16.25	436.99	437.00
B6	139+00.00	-16.25	436.94	436.97
C6	139+10.00	-16.25	436.89	436.94
D6	139+20.00	-16.25	436.84	436.91
E6	139+30.00	-16.25	436.79	436.88
F6	139+40.00	-16.25	436.74	436.86
G6	139+50.00	-16.25	436.69	436.83
H6	139+60.00	-16.25	436.64	436.80
I6	139+70.00	-16.25	436.59	436.77
J6	139+80.00	-16.25	436.54	436.73
K6	139+90.00	-16.25	436.49	436.69
L6	140+00.00	-16.25	436.44	436.64
M6	140+10.00	-16.25	436.39	436.58
N6	140+20.00	-16.25	436.34	436.52
O6	140+30.00	-16.25	436.29	436.45
P6	140+40.00	-16.25	436.24	436.38
Q6	140+50.00	-16.25	436.19	436.30
R6	140+60.00	-16.25	436.14	436.22
S6	140+70.00	-16.25	436.09	436.13
☉ Brg. S. Abut.	140+80.00	-16.25	436.04	436.04
Bk. S. Abut.	140+83.27	-16.25	436.03	436.03

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	129+26.58	-9.75	435.05	435.05
☉ Brg. N. Abut.	129+30.00	-9.75	435.08	435.08
A1	129+40.00	-9.75	435.15	435.19
B1	129+50.00	-9.75	435.22	435.30
C1	129+60.00	-9.75	435.29	435.40
D1	129+70.00	-9.75	435.36	435.50
E1	129+80.00	-9.75	435.43	435.59
F1	129+90.00	-9.75	435.50	435.68
G1	130+00.00	-9.75	435.57	435.76
H1	130+10.00	-9.75	435.64	435.83
I1	130+20.00	-9.75	435.71	435.89
J1	130+30.00	-9.75	435.78	435.95
K1	130+40.00	-9.75	435.85	436.00
L1	130+50.00	-9.75	435.92	436.04
M1	130+60.00	-9.75	435.99	436.08
N1	130+70.00	-9.75	436.06	436.13
O1	130+80.00	-9.75	436.13	436.17
P1	130+90.00	-9.75	436.20	436.22
☉ Brg. Pier 1	131+05.00	-9.75	436.30	436.30
A2	131+15.00	-9.75	436.37	436.38
B2	131+25.00	-9.75	436.44	436.46
C2	131+35.00	-9.75	436.51	436.55
D2	131+45.00	-9.75	436.58	436.64
E2	131+55.00	-9.75	436.65	436.73
F2	131+65.00	-9.75	436.72	436.83
G2	131+75.00	-9.75	436.79	436.91
H2	131+85.00	-9.75	436.86	437.00
I2	131+95.00	-9.75	436.93	437.08
J2	132+05.00	-9.75	437.00	437.16
K2	132+15.00	-9.75	437.07	437.23
L2	132+25.00	-9.75	437.14	437.29
M2	132+35.00	-9.75	437.21	437.35
N2	132+45.00	-9.75	437.28	437.40
O2	132+55.00	-9.75	437.35	437.45
P2	132+65.00	-9.75	437.42	437.49
Q2	132+75.00	-9.75	437.49	437.54
R2	132+85.00	-9.75	437.56	437.59
S2	132+95.00	-9.75	437.63	437.64
☉ Brg. Pier 2	133+05.00	-9.75	437.70	437.70
A3	133+15.00	-9.75	437.77	437.78
B3	133+25.00	-9.75	437.84	437.86
C3	133+35.00	-9.75	437.91	437.95
D3	133+45.00	-9.75	437.98	438.04
E3	133+55.00	-9.75	438.05	438.13
F3	133+65.00	-9.75	438.12	438.22
G3	133+75.00	-9.75	438.19	438.30
H3	133+85.00	-9.75	438.26	438.39
I3	133+95.00	-9.75	438.33	438.46
J3	134+05.00	-9.75	438.40	438.54
K3	134+15.00	-9.75	438.47	438.60
L3	134+25.00	-9.75	438.52	438.64
M3	134+35.00	-9.75	438.58	438.68
N3	134+45.00	-9.75	438.62	438.71
O3	134+55.00	-9.75	438.66	438.73
P3	134+65.00	-9.75	438.70	438.75
Q3	134+75.00	-9.75	438.72	438.75
R3	134+85.00	-9.75	438.75	438.76
S3	134+95.00	-9.75	438.76	438.76



USER NAME =	DESIGNED - JTH	REVISED
	CHECKED - RLM	REVISED
PLOT SCALE =	DRAWN - PRC	REVISED
PLOT DATE = 2/1/2013	CHECKED - JTH	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - 3
STRUCTURE NO. 014-0033

SHEET NO. 7 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	76
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

GIRDER 2 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 3	135+05.00	-9.75	438.77	438.77
A4	135+15.00	-9.75	438.78	438.79
B4	135+25.00	-9.75	438.77	438.81
C4	135+35.00	-9.75	438.77	438.82
D4	135+45.00	-9.75	438.75	438.84
E4	135+55.00	-9.75	438.73	438.85
F4	135+65.00	-9.75	438.71	438.85
G4	135+75.00	-9.75	438.67	438.84
H4	135+85.00	-9.75	438.64	438.81
I4	135+95.00	-9.75	438.59	438.78
J4	136+05.00	-9.75	438.54	438.73
K4	136+15.00	-9.75	438.49	438.68
L4	136+25.00	-9.75	438.44	438.62
M4	136+35.00	-9.75	438.39	438.55
N4	136+45.00	-9.75	438.34	438.47
O4	136+55.00	-9.75	438.29	438.39
P4	136+65.00	-9.75	438.24	438.30
☉ N. Brg. Pier 4	136+78.75	-9.75	438.17	438.17
☉ Pier 4	136+80.00	-9.75	438.17	438.17
☉ S. Brg. Pier 4	136+81.17	-9.75	438.16	438.16
A5	136+90.00	-9.75	438.12	438.15
B5	137+00.00	-9.75	438.07	438.13
C5	137+10.00	-9.75	438.02	438.12
D5	137+20.00	-9.75	437.97	438.09
E5	137+30.00	-9.75	437.92	438.07
F5	137+40.00	-9.75	437.87	438.03
G5	137+50.00	-9.75	437.82	438.00
H5	137+60.00	-9.75	437.77	437.95
I5	137+70.00	-9.75	437.72	437.90
J5	137+80.00	-9.75	437.67	437.85
K5	137+90.00	-9.75	437.62	437.79
L5	138+00.00	-9.75	437.57	437.72
M5	138+10.00	-9.75	437.52	437.65
N5	138+20.00	-9.75	437.47	437.58
O5	138+30.00	-9.75	437.42	437.50
P5	138+40.00	-9.75	437.37	437.43
Q5	138+50.00	-9.75	437.32	437.36
R5	138+60.00	-9.75	437.27	437.29
S5	138+70.00	-9.75	437.22	437.22
☉ Brg. Pier 5	138+80.00	-9.75	437.17	437.17
A6	138+90.00	-9.75	437.12	437.12
B6	139+00.00	-9.75	437.07	437.09
C6	139+10.00	-9.75	437.02	437.06
D6	139+20.00	-9.75	436.97	437.03
E6	139+30.00	-9.75	436.92	437.01
F6	139+40.00	-9.75	436.87	436.98
G6	139+50.00	-9.75	436.82	436.96
H6	139+60.00	-9.75	436.77	436.93
I6	139+70.00	-9.75	436.72	436.89
J6	139+80.00	-9.75	436.67	436.85
K6	139+90.00	-9.75	436.62	436.81
L6	140+00.00	-9.75	436.57	436.76
M6	140+10.00	-9.75	436.52	436.70
N6	140+20.00	-9.75	436.47	436.64
O6	140+30.00	-9.75	436.42	436.57
P6	140+40.00	-9.75	436.37	436.50
Q6	140+50.00	-9.75	436.32	436.42
R6	140+60.00	-9.75	436.27	436.34
S6	140+70.00	-9.75	436.22	436.25
☉ Brg. S. Abut.	140+80.00	-9.75	436.17	436.17
Bk. S. Abut.	140+83.27	-9.75	436.15	436.15

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	129+26.58	-3.25	435.16	435.16
☉ Brg. N. Abut.	129+30.00	-3.25	435.18	435.18
A1	129+40.00	-3.25	435.25	435.29
B1	129+50.00	-3.25	435.32	435.40
C1	129+60.00	-3.25	435.39	435.50
D1	129+70.00	-3.25	435.46	435.60
E1	129+80.00	-3.25	435.53	435.70
F1	129+90.00	-3.25	435.60	435.78
G1	130+00.00	-3.25	435.67	435.86
H1	130+10.00	-3.25	435.74	435.93
I1	130+20.00	-3.25	435.81	435.99
J1	130+30.00	-3.25	435.88	436.05
K1	130+40.00	-3.25	435.95	436.10
L1	130+50.00	-3.25	436.02	436.14
M1	130+60.00	-3.25	436.09	436.19
N1	130+70.00	-3.25	436.16	436.23
O1	130+80.00	-3.25	436.23	436.27
P1	130+90.00	-3.25	436.30	436.32
☉ Brg. Pier 1	131+05.00	-3.25	436.40	436.40
A2	131+15.00	-3.25	436.47	436.48
B2	131+25.00	-3.25	436.54	436.56
C2	131+35.00	-3.25	436.61	436.65
D2	131+45.00	-3.25	436.68	436.74
E2	131+55.00	-3.25	436.75	436.83
F2	131+65.00	-3.25	436.82	436.93
G2	131+75.00	-3.25	436.89	437.02
H2	131+85.00	-3.25	436.96	437.10
I2	131+95.00	-3.25	437.03	437.18
J2	132+05.00	-3.25	437.10	437.26
K2	132+15.00	-3.25	437.17	437.33
L2	132+25.00	-3.25	437.24	437.39
M2	132+35.00	-3.25	437.31	437.45
N2	132+45.00	-3.25	437.38	437.50
O2	132+55.00	-3.25	437.45	437.55
P2	132+65.00	-3.25	437.52	437.59
Q2	132+75.00	-3.25	437.59	437.64
R2	132+85.00	-3.25	437.66	437.69
S2	132+95.00	-3.25	437.73	437.74
☉ Brg. Pier 2	133+05.00	-3.25	437.80	437.80
A3	133+15.00	-3.25	437.87	437.88
B3	133+25.00	-3.25	437.94	437.96
C3	133+35.00	-3.25	438.01	438.05
D3	133+45.00	-3.25	438.08	438.14
E3	133+55.00	-3.25	438.15	438.23
F3	133+65.00	-3.25	438.22	438.32
G3	133+75.00	-3.25	438.29	438.41
H3	133+85.00	-3.25	438.36	438.49
I3	133+95.00	-3.25	438.43	438.57
J3	134+05.00	-3.25	438.50	438.64
K3	134+15.00	-3.25	438.57	438.70
L3	134+25.00	-3.25	438.63	438.75
M3	134+35.00	-3.25	438.68	438.78
N3	134+45.00	-3.25	438.72	438.81
O3	134+55.00	-3.25	438.76	438.83
P3	134+65.00	-3.25	438.80	438.85
Q3	134+75.00	-3.25	438.83	438.86
R3	134+85.00	-3.25	438.85	438.86
S3	134+95.00	-3.25	438.86	438.87

GIRDER 3 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 3	135+05.00	-3.25	438.87	438.87
A4	135+15.00	-3.25	438.88	438.89
B4	135+25.00	-3.25	438.88	438.91
C4	135+35.00	-3.25	438.87	438.93
D4	135+45.00	-3.25	438.85	438.94
E4	135+55.00	-3.25	438.83	438.95
F4	135+65.00	-3.25	438.81	438.95
G4	135+75.00	-3.25	438.78	438.94
H4	135+85.00	-3.25	438.74	438.92
I4	135+95.00	-3.25	438.69	438.88
J4	136+05.00	-3.25	438.64	438.84
K4	136+15.00	-3.25	438.59	438.78
L4	136+25.00	-3.25	438.54	438.72
M4	136+35.00	-3.25	438.49	438.65
N4	136+45.00	-3.25	438.44	438.57
O4	136+55.00	-3.25	438.39	438.49
P4	136+65.00	-3.25	438.34	438.40
☉ N. Brg. Pier 4	136+78.75	-3.25	438.28	438.28
☉ Pier 4	136+80.00	-3.25	438.27	438.27
☉ S. Brg. Pier 4	136+81.17	-3.25	438.26	438.26
A5	136+90.00	-3.25	438.22	438.25
B5	137+00.00	-3.25	438.17	438.24
C5	137+10.00	-3.25	438.12	438.22
D5	137+20.00	-3.25	438.07	438.19
E5	137+30.00	-3.25	438.02	438.17
F5	137+40.00	-3.25	437.97	438.14
G5	137+50.00	-3.25	437.92	438.10
H5	137+60.00	-3.25	437.87	438.05
I5	137+70.00	-3.25	437.82	438.00
J5	137+80.00	-3.25	437.77	437.95
K5	137+90.00	-3.25	437.72	437.89
L5	138+00.00	-3.25	437.67	437.82
M5	138+10.00	-3.25	437.62	437.75
N5	138+20.00	-3.25	437.57	437.68
O5	138+30.00	-3.25	437.52	437.61
P5	138+40.00	-3.25	437.47	437.53
Q5	138+50.00	-3.25	437.42	437.46
R5	138+60.00	-3.25	437.37	437.39
S5	138+70.00	-3.25	437.32	437.33
☉ Brg. Pier 5	138+80.000	-3.25	437.27	437.27
A6	138+90.00	-3.25	437.22	437.23
B6	139+00.00	-3.25	437.17	437.19
C6	139+10.00	-3.25	437.12	437.16
D6	139+20.00	-3.25	437.07	437.13
E6	139+30.00	-3.25	437.02	437.11
F6	139+40.00	-3.25	436.97	437.08
G6	139+50.00	-3.25	436.92	437.06
H6	139+60.00	-3.25	436.87	437.03
I6	139+70.00	-3.25	436.82	436.99
J6	139+80.00	-3.25	436.77	436.95
K6	139+90.00	-3.25	436.72	436.91
L6	140+00.00	-3.25	436.67	436.86
M6	140+10.00	-3.25	436.62	436.80
N6	140+20.00	-3.25	436.57	436.74
O6	140+30.00	-3.25	436.52	436.67
P6	140+40.00	-3.25	436.47	436.60
Q6	140+50.00	-3.25	436.42	436.52
R6	140+60.00	-3.25	436.37	436.44
S6	140+70.00	-3.25	436.32	436.36
☉ Brg. S. Abut.	140+80.00	-3.25	436.27	436.27
Bk. S. Abut.	140+83.27	-3.25	436.25	436.25



USER NAME =	DESIGNED - JTH	REVISED
	CHECKED - RLM	REVISED
PLOT SCALE =	DRAWN - PRC	REVISED
PLOT DATE = 2/1/2013	CHECKED - JTH	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - 4
STRUCTURE NO. 014-0033**

SHEET NO. 8 OF 61 SHEETS

☉ ROADWAY, ☉ STRUCTURE & P.G.

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	129+26.58	0.00	435.21	435.21
☉ Brg. N. Abut.	129+30.00	0.00	435.23	435.23
A1	129+40.00	0.00	435.30	435.34
B1	129+50.00	0.00	435.37	435.45
C1	129+60.00	0.00	435.44	435.55
D1	129+70.00	0.00	435.51	435.65
E1	129+80.00	0.00	435.58	435.75
F1	129+90.00	0.00	435.65	435.83
G1	130+00.00	0.00	435.72	435.91
H1	130+10.00	0.00	435.79	435.98
I1	130+20.00	0.00	435.86	436.04
J1	130+30.00	0.00	435.93	436.10
K1	130+40.00	0.00	436.00	436.15
L1	130+50.00	0.00	436.07	436.19
M1	130+60.00	0.00	436.14	436.24
N1	130+70.00	0.00	436.21	436.28
O1	130+80.00	0.00	436.28	436.32
P1	130+90.00	0.00	436.35	436.37
☉ Brg. Pier 1	131+05.00	0.00	436.45	436.45
A2	131+15.00	0.00	436.52	436.53
B2	131+25.00	0.00	436.59	436.61
C2	131+35.00	0.00	436.66	436.70
D2	131+45.00	0.00	436.73	436.79
E2	131+55.00	0.00	436.80	436.89
F2	131+65.00	0.00	436.87	436.98
G2	131+75.00	0.00	436.94	437.07
H2	131+85.00	0.00	437.01	437.15
I2	131+95.00	0.00	437.08	437.23
J2	132+05.00	0.00	437.15	437.31
K2	132+15.00	0.00	437.22	437.38
L2	132+25.00	0.00	437.29	437.44
M2	132+35.00	0.00	437.36	437.50
N2	132+45.00	0.00	437.43	437.55
O2	132+55.00	0.00	437.50	437.60
P2	132+65.00	0.00	437.57	437.65
Q2	132+75.00	0.00	437.64	437.69
R2	132+85.00	0.00	437.71	437.74
S2	132+95.00	0.00	437.78	437.79
☉ Brg. Pier 2	133+05.00	0.00	437.85	437.85
A3	133+15.00	0.00	437.92	437.93
B3	133+25.00	0.00	437.99	438.01
C3	133+35.00	0.00	438.06	438.10
D3	133+45.00	0.00	438.13	438.19
E3	133+55.00	0.00	438.20	438.28
F3	133+65.00	0.00	438.27	438.37
G3	133+75.00	0.00	438.34	438.46
H3	133+85.00	0.00	438.41	438.54
I3	133+95.00	0.00	438.48	438.62
J3	134+05.00	0.00	438.55	438.69
K3	134+15.00	0.00	438.62	438.75
L3	134+25.00	0.00	438.68	438.80
M3	134+35.00	0.00	438.73	438.84
N3	134+45.00	0.00	438.77	438.86
O3	134+55.00	0.00	438.81	438.88
P3	134+65.00	0.00	438.85	438.90
Q3	134+75.00	0.00	438.88	438.91
R3	134+85.00	0.00	438.90	438.91
S3	134+95.00	0.00	438.91	438.92

☉ ROADWAY, ☉ STRUCTURE & P.G. (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 3	135+05.00	0.00	438.92	438.92
A4	135+15.00	0.00	438.93	438.94
B4	135+25.00	0.00	438.93	438.96
C4	135+35.00	0.00	438.92	438.98
D4	135+45.00	0.00	438.90	438.99
E4	135+55.00	0.00	438.88	439.00
F4	135+65.00	0.00	438.86	439.00
G4	135+75.00	0.00	438.83	438.99
H4	135+85.00	0.00	438.79	438.97
I4	135+95.00	0.00	438.74	438.93
J4	136+05.00	0.00	438.70	438.89
K4	136+15.00	0.00	438.65	438.83
L4	136+25.00	0.00	438.60	438.77
M4	136+35.00	0.00	438.55	438.70
N4	136+45.00	0.00	438.50	438.62
O4	136+55.00	0.00	438.45	438.54
P4	136+65.00	0.00	438.40	438.45
☉ N. Brg. Pier 4	136+78.75	0.00	438.33	438.33
☉ Pier 4	136+80.00	0.00	438.32	438.32
☉ S. Brg. Pier 4	136+81.17	0.00	438.31	438.31
A5	136+90.00	0.00	438.27	438.30
B5	137+00.00	0.00	438.22	438.29
C5	137+10.00	0.00	438.17	438.27
D5	137+20.00	0.00	438.12	438.25
E5	137+30.00	0.00	438.07	438.22
F5	137+40.00	0.00	438.02	438.19
G5	137+50.00	0.00	437.97	438.15
H5	137+60.00	0.00	437.92	438.10
I5	137+70.00	0.00	437.87	438.05
J5	137+80.00	0.00	437.82	438.00
K5	137+90.00	0.00	437.77	437.94
L5	138+00.00	0.00	437.72	437.87
M5	138+10.00	0.00	437.67	437.80
N5	138+20.00	0.00	437.62	437.73
O5	138+30.00	0.00	437.57	437.66
P5	138+40.00	0.00	437.52	437.58
Q5	138+50.00	0.00	437.47	437.51
R5	138+60.00	0.00	437.42	437.44
S5	138+70.00	0.00	437.37	437.38
☉ Brg. Pier 5	138+80.00	0.00	437.32	437.32
A6	138+90.00	0.00	437.27	437.28
B6	139+00.00	0.00	437.22	437.24
C6	139+10.00	0.00	437.17	437.21
D6	139+20.00	0.00	437.12	437.19
E6	139+30.00	0.00	437.07	437.16
F6	139+40.00	0.00	437.02	437.13
G6	139+50.00	0.00	436.97	437.11
H6	139+60.00	0.00	436.92	437.08
I6	139+70.00	0.00	436.87	437.04
J6	139+80.00	0.00	436.82	437.01
K6	139+90.00	0.00	436.77	436.96
L6	140+00.00	0.00	436.72	436.91
M6	140+10.00	0.00	436.67	436.86
N6	140+20.00	0.00	436.62	436.79
O6	140+30.00	0.00	436.57	436.73
P6	140+40.00	0.00	436.52	436.65
Q6	140+50.00	0.00	436.47	436.57
R6	140+60.00	0.00	436.42	436.49
S6	140+70.00	0.00	436.37	436.41
☉ Brg. S. Abut.	140+80.00	0.00	436.32	436.32
Bk. S. Abut.	140+83.27	0.00	436.30	436.30

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	129+26.58	3.25	435.16	435.16
☉ Brg. N. Abut.	129+30.00	3.25	435.18	435.18
A1	129+40.00	3.25	435.25	435.29
B1	129+50.00	3.25	435.32	435.40
C1	129+60.00	3.25	435.39	435.50
D1	129+70.00	3.25	435.46	435.60
E1	129+80.00	3.25	435.53	435.70
F1	129+90.00	3.25	435.60	435.78
G1	130+00.00	3.25	435.67	435.86
H1	130+10.00	3.25	435.74	435.93
I1	130+20.00	3.25	435.81	435.99
J1	130+30.00	3.25	435.88	436.05
K1	130+40.00	3.25	435.95	436.10
L1	130+50.00	3.25	436.02	436.14
M1	130+60.00	3.25	436.09	436.19
N1	130+70.00	3.25	436.16	436.23
O1	130+80.00	3.25	436.23	436.27
P1	130+90.00	3.25	436.30	436.32
☉ Brg. Pier 1	131+05.00	3.25	436.40	436.40
A2	131+15.00	3.25	436.47	436.48
B2	131+25.00	3.25	436.54	436.56
C2	131+35.00	3.25	436.61	436.65
D2	131+45.00	3.25	436.68	436.74
E2	131+55.00	3.25	436.75	436.83
F2	131+65.00	3.25	436.82	436.93
G2	131+75.00	3.25	436.89	437.02
H2	131+85.00	3.25	436.96	437.10
I2	131+95.00	3.25	437.03	437.18
J2	132+05.00	3.25	437.10	437.26
K2	132+15.00	3.25	437.17	437.33
L2	132+25.00	3.25	437.24	437.39
M2	132+35.00	3.25	437.31	437.45
N2	132+45.00	3.25	437.38	437.50
O2	132+55.00	3.25	437.45	437.55
P2	132+65.00	3.25	437.52	437.59
Q2	132+75.00	3.25	437.59	437.64
R2	132+85.00	3.25	437.66	437.69
S2	132+95.00	3.25	437.73	437.74
☉ Brg. Pier 2	133+05.00	3.25	437.80	437.80
A3	133+15.00	3.25	437.87	437.88
B3	133+25.00	3.25	437.94	437.96
C3	133+35.00	3.25	438.01	438.05
D3	133+45.00	3.25	438.08	438.14
E3	133+55.00	3.25	438.15	438.23
F3	133+65.00	3.25	438.22	438.32
G3	133+75.00	3.25	438.29	438.41
H3	133+85.00	3.25	438.36	438.49
I3	133+95.00	3.25	438.43	438.57
J3	134+05.00	3.25	438.50	438.64
K3	134+15.00	3.25	438.57	438.70
L3	134+25.00	3.25	438.63	438.75
M3	134+35.00	3.25	438.68	438.78
N3	134+45.00	3.25	438.72	438.81
O3	134+55.00	3.25	438.76	438.83
P3	134+65.00	3.25	438.80	438.85
Q3	134+75.00	3.25	438.83	438.86
R3	134+85.00	3.25	438.85	438.86
S3	134+95.00	3.25	438.86	438.87



USER NAME =	DESIGNED - JTH	REVISED
	CHECKED - RLM	REVISED
PLOT SCALE =	DRAWN - PRC	REVISED
PLOT DATE = 2/1/2013	CHECKED - JTH	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS - 5
STRUCTURE NO. 014-0033
SHEET NO. 9 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	78
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

GIRDER 4 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 3	135+05.00	3.25	438.87	438.87
A4	135+15.00	3.25	438.88	438.89
B4	135+25.00	3.25	438.88	438.91
C4	135+35.00	3.25	438.87	438.93
D4	135+45.00	3.25	438.85	438.94
E4	135+55.00	3.25	438.83	438.95
F4	135+65.00	3.25	438.81	438.95
G4	135+75.00	3.25	438.78	438.94
H4	135+85.00	3.25	438.74	438.92
I4	135+95.00	3.25	438.69	438.88
J4	136+05.00	3.25	438.64	438.84
K4	136+15.00	3.25	438.59	438.78
L4	136+25.00	3.25	438.54	438.72
M4	136+35.00	3.25	438.49	438.65
N4	136+45.00	3.25	438.44	438.57
O4	136+55.00	3.25	438.39	438.49
P4	136+65.00	3.25	438.34	438.40
☉ N. Brg. Pier 4	136+78.75	3.25	438.28	438.28
☉ Pier 4	136+80.00	3.25	438.27	438.27
☉ S. Brg. Pier 4	136+81.17	3.25	438.26	438.26
A5	136+90.00	3.25	438.22	438.25
B5	137+00.00	3.25	438.17	438.24
C5	137+10.00	3.25	438.12	438.22
D5	137+20.00	3.25	438.07	438.19
E5	137+30.00	3.25	438.02	438.17
F5	137+40.00	3.25	437.97	438.14
G5	137+50.00	3.25	437.92	438.10
H5	137+60.00	3.25	437.87	438.05
I5	137+70.00	3.25	437.82	438.00
J5	137+80.00	3.25	437.77	437.95
K5	137+90.00	3.25	437.72	437.89
L5	138+00.00	3.25	437.67	437.82
M5	138+10.00	3.25	437.62	437.75
N5	138+20.00	3.25	437.57	437.68
O5	138+30.00	3.25	437.52	437.61
P5	138+40.00	3.25	437.47	437.53
Q5	138+50.00	3.25	437.42	437.46
R5	138+60.00	3.25	437.37	437.39
S5	138+70.00	3.25	437.32	437.33
☉ Brg. Pier 5	138+80.00	3.25	437.27	437.27
A6	138+90.00	3.25	437.22	437.23
B6	139+00.00	3.25	437.17	437.19
C6	139+10.00	3.25	437.12	437.16
D6	139+20.00	3.25	437.07	437.13
E6	139+30.00	3.25	437.02	437.11
F6	139+40.00	3.25	436.97	437.08
G6	139+50.00	3.25	436.92	437.06
H6	139+60.00	3.25	436.87	437.03
I6	139+70.00	3.25	436.82	436.99
J6	139+80.00	3.25	436.77	436.95
K6	139+90.00	3.25	436.72	436.91
L6	140+00.00	3.25	436.67	436.86
M6	140+10.00	3.25	436.62	436.80
N6	140+20.00	3.25	436.57	436.74
O6	140+30.00	3.25	436.52	436.67
P6	140+40.00	3.25	436.47	436.60
Q6	140+50.00	3.25	436.42	436.52
R6	140+60.00	3.25	436.37	436.44
S6	140+70.00	3.25	436.32	436.36
☉ Brg. S. Abut.	140+80.00	3.25	436.27	436.27
Bk. S. Abut.	140+83.27	3.25	436.25	436.25

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	129+26.58	9.75	435.05	435.05
☉ Brg. N. Abut.	129+30.00	9.75	435.08	435.08
A1	129+40.00	9.75	435.15	435.19
B1	129+50.00	9.75	435.22	435.30
C1	129+60.00	9.75	435.29	435.40
D1	129+70.00	9.75	435.36	435.50
E1	129+80.00	9.75	435.43	435.59
F1	129+90.00	9.75	435.50	435.68
G1	130+00.00	9.75	435.57	435.76
H1	130+10.00	9.75	435.64	435.83
I1	130+20.00	9.75	435.71	435.89
J1	130+30.00	9.75	435.78	435.95
K1	130+40.00	9.75	435.85	436.00
L1	130+50.00	9.75	435.92	436.04
M1	130+60.00	9.75	435.99	436.08
N1	130+70.00	9.75	436.06	436.13
O1	130+80.00	9.75	436.13	436.17
P1	130+90.00	9.75	436.20	436.22
☉ Brg. Pier 1	131+05.00	9.75	436.30	436.30
A2	131+15.00	9.75	436.37	436.38
B2	131+25.00	9.75	436.44	436.46
C2	131+35.00	9.75	436.51	436.55
D2	131+45.00	9.75	436.58	436.64
E2	131+55.00	9.75	436.65	436.73
F2	131+65.00	9.75	436.72	436.83
G2	131+75.00	9.75	436.79	436.91
H2	131+85.00	9.75	436.86	437.00
I2	131+95.00	9.75	436.93	437.08
J2	132+05.00	9.75	437.00	437.16
K2	132+15.00	9.75	437.07	437.23
L2	132+25.00	9.75	437.14	437.29
M2	132+35.00	9.75	437.21	437.35
N2	132+45.00	9.75	437.28	437.40
O2	132+55.00	9.75	437.35	437.45
P2	132+65.00	9.75	437.42	437.49
Q2	132+75.00	9.75	437.49	437.54
R2	132+85.00	9.75	437.56	437.59
S2	132+95.00	9.75	437.63	437.64
☉ Brg. Pier 2	133+05.00	9.75	437.70	437.70
A3	133+15.00	9.75	437.77	437.78
B3	133+25.00	9.75	437.84	437.86
C3	133+35.00	9.75	437.91	437.95
D3	133+45.00	9.75	437.98	438.04
E3	133+55.00	9.75	438.05	438.13
F3	133+65.00	9.75	438.12	438.22
G3	133+75.00	9.75	438.19	438.30
H3	133+85.00	9.75	438.26	438.39
I3	133+95.00	9.75	438.33	438.46
J3	134+05.00	9.75	438.40	438.54
K3	134+15.00	9.75	438.47	438.60
L3	134+25.00	9.75	438.52	438.64
M3	134+35.00	9.75	438.58	438.68
N3	134+45.00	9.75	438.62	438.71
O3	134+55.00	9.75	438.66	438.73
P3	134+65.00	9.75	438.70	438.75
Q3	134+75.00	9.75	438.72	438.75
R3	134+85.00	9.75	438.75	438.76
S3	134+95.00	9.75	438.76	438.76

GIRDER 5 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 3	135+05.00	9.75	438.77	438.77
A4	135+15.00	9.75	438.78	438.79
B4	135+25.00	9.75	438.77	438.81
C4	135+35.00	9.75	438.77	438.82
D4	135+45.00	9.75	438.75	438.84
E4	135+55.00	9.75	438.73	438.85
F4	135+65.00	9.75	438.71	438.85
G4	135+75.00	9.75	438.67	438.84
H4	135+85.00	9.75	438.64	438.81
I4	135+95.00	9.75	438.59	438.78
J4	136+05.00	9.75	438.54	438.73
K4	136+15.00	9.75	438.49	438.68
L4	136+25.00	9.75	438.44	438.62
M4	136+35.00	9.75	438.39	438.55
N4	136+45.00	9.75	438.34	438.47
O4	136+55.00	9.75	438.29	438.39
P4	136+65.00	9.75	438.24	438.30
☉ N. Brg. Pier 4	136+78.75	9.75	438.17	438.17
☉ Pier 4	136+80.00	9.75	438.17	438.17
☉ S. Brg. Pier 4	136+81.17	9.75	438.16	438.16
A5	136+90.00	9.75	438.12	438.15
B5	137+00.00	9.75	438.07	438.13
C5	137+10.00	9.75	438.02	438.12
D5	137+20.00	9.75	437.97	438.09
E5	137+30.00	9.75	437.92	438.07
F5	137+40.00	9.75	437.87	438.03
G5	137+50.00	9.75	437.82	438.00
H5	137+60.00	9.75	437.77	437.95
I5	137+70.00	9.75	437.72	437.90
J5	137+80.00	9.75	437.67	437.85
K5	137+90.00	9.75	437.62	437.79
L5	138+00.00	9.75	437.57	437.72
M5	138+10.00	9.75	437.52	437.65
N5	138+20.00	9.75	437.47	437.58
O5	138+30.00	9.75	437.42	437.50
P5	138+40.00	9.75	437.37	437.43
Q5	138+50.00	9.75	437.32	437.36
R5	138+60.00	9.75	437.27	437.29
S5	138+70.00	9.75	437.22	437.22
☉ Brg. Pier 5	138+80.00	9.75	437.17	437.17
A6	138+90.00	9.75	437.12	437.12
B6	139+00.00	9.75	437.07	437.09
C6	139+10.00	9.75	437.02	437.06
D6	139+20.00	9.75	436.97	437.03
E6	139+30.00	9.75	436.92	437.01
F6	139+40.00	9.75	436.87	436.98
G6	139+50.00	9.75	436.82	436.96
H6	139+60.00	9.75	436.77	436.93
I6	139+70.00	9.75	436.72	436.89
J6	139+80.00	9.75	436.67	436.85
K6	139+90.00	9.75	436.62	436.81
L6	140+00.00	9.75	436.57	436.76
M6	140+10.00	9.75	436.52	436.70
N6	140+20.00	9.75	436.47	436.64
O6	140+30.00	9.75	436.42	436.57
P6	140+40.00	9.75	436.37	436.50
Q6	140+50.00	9.75	436.32	436.42
R6	140+60.00	9.75	436.27	436.34
S6	140+70.00	9.75	436.22	436.25
☉ Brg. S. Abut.	140+80.00	9.75	436.17	436.17
Bk. S. Abut.	140+83.27	9.75	436.15	436.15



USER NAME =	DESIGNED - JTH	REVISED
	CHECKED - RLM	REVISED
PLOT SCALE =	DRAWN - PRC	REVISED
PLOT DATE = 2/1/2013	CHECKED - JTH	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - 6
STRUCTURE NO. 014-0033**

SHEET NO. 10 OF 61 SHEETS

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut.	129+26.58	16.25	434.93	434.93
☉ Brg. N. Abut.	129+30.00	16.25	434.95	434.95
A1	129+40.00	16.25	435.02	435.07
B1	129+50.00	16.25	435.09	435.17
C1	129+60.00	16.25	435.16	435.28
D1	129+70.00	16.25	435.23	435.38
E1	129+80.00	16.25	435.30	435.47
F1	129+90.00	16.25	435.37	435.56
G1	130+00.00	16.25	435.44	435.63
H1	130+10.00	16.25	435.51	435.70
I1	130+20.00	16.25	435.58	435.77
J1	130+30.00	16.25	435.65	435.82
K1	130+40.00	16.25	435.72	435.87
L1	130+50.00	16.25	435.79	435.92
M1	130+60.00	16.25	435.86	435.96
N1	130+70.00	16.25	435.93	436.00
O1	130+80.00	16.25	436.00	436.05
P1	130+90.00	16.25	436.07	436.09
☉ Brg. Pier 1	131+05.00	16.25	436.18	436.18
A2	131+15.00	16.25	436.25	436.25
B2	131+25.00	16.25	436.32	436.34
C2	131+35.00	16.25	436.39	436.42
D2	131+45.00	16.25	436.46	436.52
E2	131+55.00	16.25	436.53	436.61
F2	131+65.00	16.25	436.60	436.70
G2	131+75.00	16.25	436.67	436.79
H2	131+85.00	16.25	436.74	436.88
I2	131+95.00	16.25	436.81	436.96
J2	132+05.00	16.25	436.88	437.03
K2	132+15.00	16.25	436.95	437.10
L2	132+25.00	16.25	437.02	437.17
M2	132+35.00	16.25	437.09	437.22
N2	132+45.00	16.25	437.16	437.28
O2	132+55.00	16.25	437.23	437.32
P2	132+65.00	16.25	437.30	437.37
Q2	132+75.00	16.25	437.37	437.42
R2	132+85.00	16.25	437.44	437.46
S2	132+95.00	16.25	437.51	437.52
☉ Brg. Pier 2	133+05.00	16.25	437.58	437.58
A3	133+15.00	16.25	437.65	437.65
B3	133+25.00	16.25	437.72	437.74
C3	133+35.00	16.25	437.79	437.82
D3	133+45.00	16.25	437.86	437.91
E3	133+55.00	16.25	437.93	438.01
F3	133+65.00	16.25	438.00	438.09
G3	133+75.00	16.25	438.07	438.18
H3	133+85.00	16.25	438.14	438.26
I3	133+95.00	16.25	438.21	438.34
J3	134+05.00	16.25	438.28	438.41
K3	134+15.00	16.25	438.34	438.47
L3	134+25.00	16.25	438.40	438.52
M3	134+35.00	16.25	438.45	438.56
N3	134+45.00	16.25	438.50	438.59
O3	134+55.00	16.25	438.54	438.61
P3	134+65.00	16.25	438.57	438.62
Q3	134+75.00	16.25	438.60	438.63
R3	134+85.00	16.25	438.62	438.64
S3	134+95.00	16.25	438.64	438.64

GIRDER 6 (CONT.)

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
☉ Brg. Pier 3	135+05.00	16.25	438.65	438.65
A4	135+15.00	16.25	438.65	438.66
B4	135+25.00	16.25	438.65	438.68
C4	135+35.00	16.25	438.64	438.70
D4	135+45.00	16.25	438.63	438.71
E4	135+55.00	16.25	438.61	438.72
F4	135+65.00	16.25	438.58	438.72
G4	135+75.00	16.25	438.55	438.71
H4	135+85.00	16.25	438.51	438.69
I4	135+95.00	16.25	438.47	438.66
J4	136+05.00	16.25	438.42	438.61
K4	136+15.00	16.25	438.37	438.56
L4	136+25.00	16.25	438.32	438.49
M4	136+35.00	16.25	438.27	438.42
N4	136+45.00	16.25	438.22	438.35
O4	136+55.00	16.25	438.17	438.26
P4	136+65.00	16.25	438.12	438.18
☉ N. Brg. Pier 4	136+78.75	16.25	438.05	438.05
☉ Pier 4	136+80.00	16.25	438.04	438.04
☉ S. Brg. Pier 4	136+81.17	16.25	438.04	438.04
A5	136+90.00	16.25	437.99	438.03
B5	137+00.00	16.25	437.94	438.01
C5	137+10.00	16.25	437.89	437.99
D5	137+20.00	16.25	437.84	437.97
E5	137+30.00	16.25	437.79	437.94
F5	137+40.00	16.25	437.74	437.91
G5	137+50.00	16.25	437.69	437.87
H5	137+60.00	16.25	437.64	437.83
I5	137+70.00	16.25	437.59	437.78
J5	137+80.00	16.25	437.54	437.72
K5	137+90.00	16.25	437.49	437.66
L5	138+00.00	16.25	437.44	437.60
M5	138+10.00	16.25	437.39	437.53
N5	138+20.00	16.25	437.34	437.45
O5	138+30.00	16.25	437.29	437.38
P5	138+40.00	16.25	437.24	437.31
Q5	138+50.00	16.25	437.19	437.23
R5	138+60.00	16.25	437.14	437.16
S5	138+70.00	16.25	437.09	437.10
☉ Brg. Pier 5	138+80.00	16.25	437.04	437.04
A6	138+90.00	16.25	436.99	437.00
B6	139+00.00	16.25	436.94	436.97
C6	139+10.00	16.25	436.89	436.94
D6	139+20.00	16.25	436.84	436.91
E6	139+30.00	16.25	436.79	436.88
F6	139+40.00	16.25	436.74	436.86
G6	139+50.00	16.25	436.69	436.83
H6	139+60.00	16.25	436.64	436.80
I6	139+70.00	16.25	436.59	436.77
J6	139+80.00	16.25	436.54	436.73
K6	139+90.00	16.25	436.49	436.69
L6	140+00.00	16.25	436.44	436.64
M6	140+10.00	16.25	436.39	436.58
N6	140+20.00	16.25	436.34	436.52
O6	140+30.00	16.25	436.29	436.45
P6	140+40.00	16.25	436.24	436.38
Q6	140+50.00	16.25	436.19	436.30
R6	140+60.00	16.25	436.14	436.22
S6	140+70.00	16.25	436.09	436.13
☉ Brg. S. Abut.	140+80.00	16.25	436.04	436.04
Bk. S. Abut.	140+83.27	16.25	436.03	436.03



USER NAME =	DESIGNED - JTH	REVISED
	CHECKED - RLM	REVISED
PLOT SCALE =	DRAWN - PRC	REVISED
PLOT DATE = 2/1/2013	CHECKED - JTH	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS - 7
STRUCTURE NO. 014-0033**

SHEET NO. 11 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	80
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

EAST CURB LINE

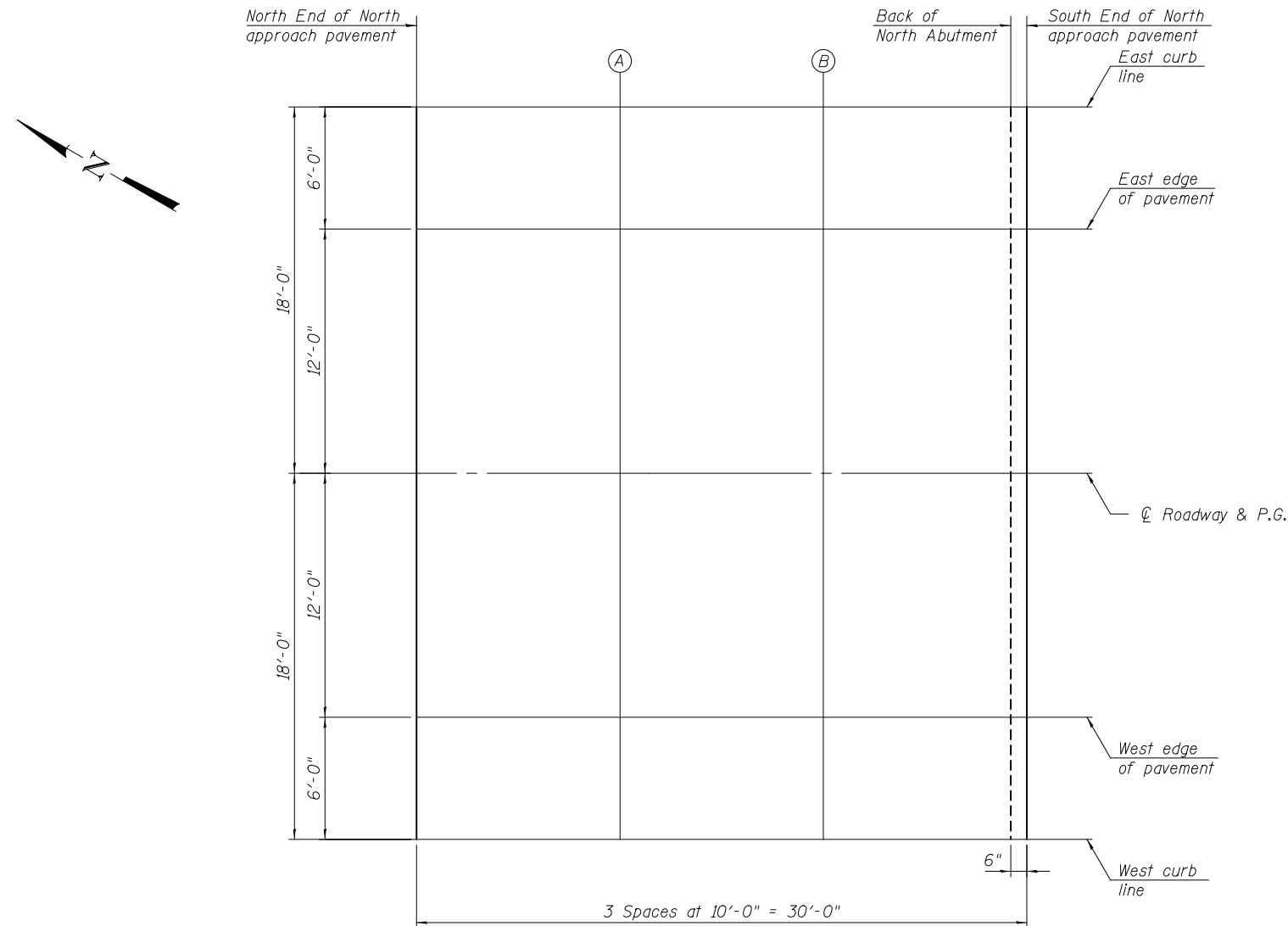
Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Pav't.	128+97.08	-18.00	434.69
A	129+07.08	-18.00	434.76
B	129+17.08	-18.00	434.83
S. End North Appr. Pav't	129+27.08	-18.00	434.90

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Pav't.	128+97.08	-12.00	434.81
A	129+07.08	-12.00	434.88
B	129+17.08	-12.00	434.95
S. End North Appr. Pav't	129+27.08	-12.00	435.02

℄ ROADWAY AND P.G.

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Pav't.	128+97.08	0.00	435.00
A	129+07.08	0.00	435.07
B	129+17.08	0.00	435.14
S. End North Appr. Pav't	129+27.08	0.00	435.21



PLAN

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Pav't.	128+97.08	12.00	434.81
A	129+07.08	12.00	434.88
B	129+17.08	12.00	434.95
S. End North Appr. Pav't	129+27.08	12.00	435.02

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End North Appr. Pav't.	128+97.08	18.00	434.69
A	129+07.08	18.00	434.76
B	129+17.08	18.00	434.83
S. End North Appr. Pav't	129+27.08	18.00	434.90



USER NAME =	DESIGNED - JTH	REVISED
	CHECKED - RLM	REVISED
PLOT SCALE =	DRAWN - PRC	REVISED
PLOT DATE = 2/1/2013	CHECKED - JTH	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 014-0033**

SHEET NO. 12 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	81
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

EAST CURB LINE

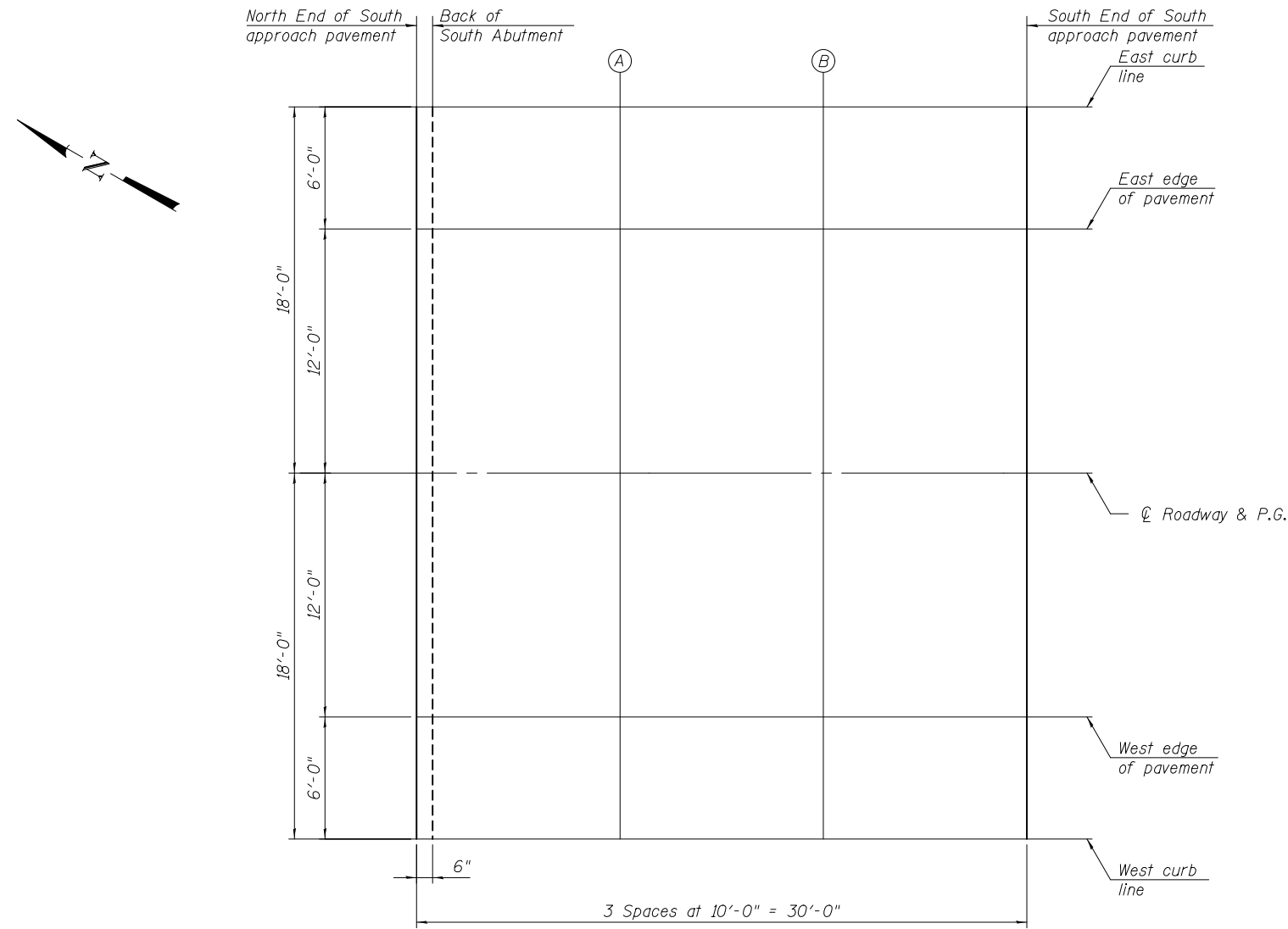
Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Pav't.	140+82.77	-18.00	435.99
A	140+92.77	-18.00	435.94
B	141+02.77	-18.00	435.89
S. End South Appr. Pav't.	141+12.77	-18.00	435.85

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Pav't.	140+82.77	-12.00	436.12
A	140+92.77	-12.00	436.07
B	141+02.77	-12.00	436.02
S. End South Appr. Pav't.	141+12.77	-12.00	435.97

℄ ROADWAY AND P.G.

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Pav't.	140+82.77	0.00	436.31
A	140+92.77	0.00	436.26
B	141+02.77	0.00	436.21
S. End South Appr. Pav't.	141+12.77	0.00	436.16



PLAN

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Pav't.	140+82.77	12.00	436.12
A	140+92.77	12.00	436.07
B	141+02.77	12.00	436.04
S. End South Appr. Pav't.	141+12.77	12.00	436.03

WEST CURB LINE

Location	Station	Offset	Theoretical Grade Elevations
N. End South Appr. Pav't.	140+82.77	18.00	435.99
A	140+92.77	18.00	435.94
B	141+02.77	18.00	435.91
S. End South Appr. Pav't.	141+12.77	18.00	435.91



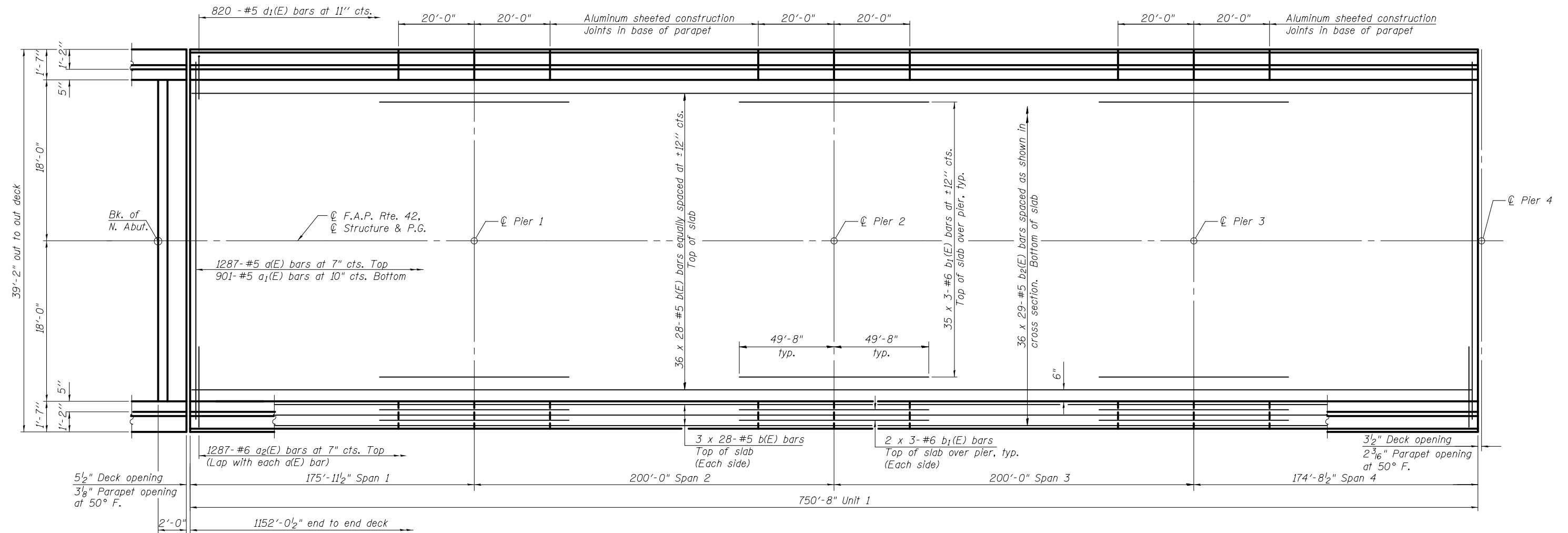
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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

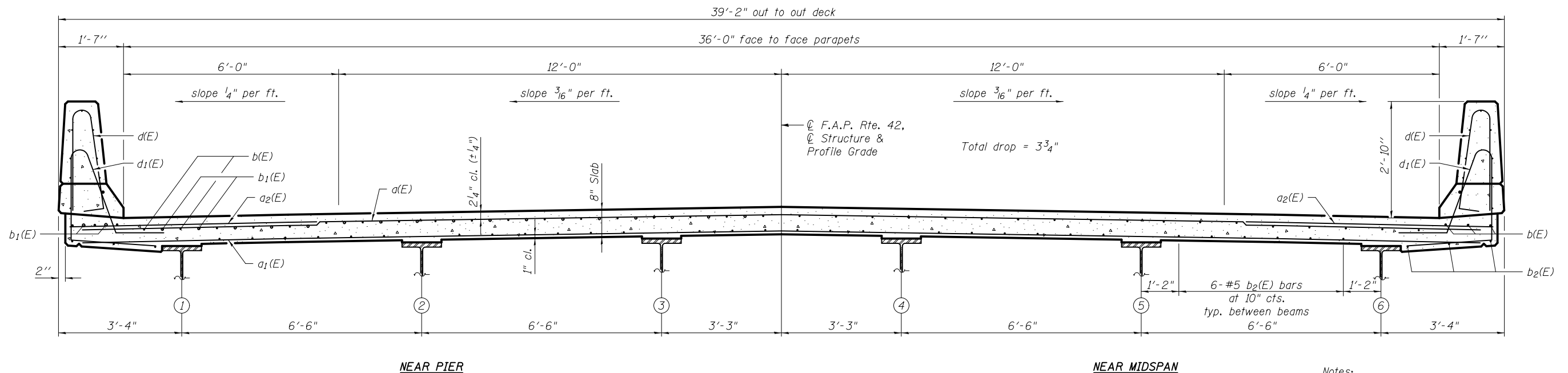
**TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 014-0033**

SHEET NO. 13 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	82
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



SLAB PLAN - UNIT 1



MINIMUM BAR LAP
(Deck)

#5 bar = 3'-3"
#6 bar = 3'-10"

CROSS SECTION
(Looking Upstation)

Notes:
See Sheets 16 and 17 of 61 for superstructure details and Bill of Material.
Bars indicated thus 36 x 28-#5 etc. indicates 36 lines of bars with 28 lengths per line.



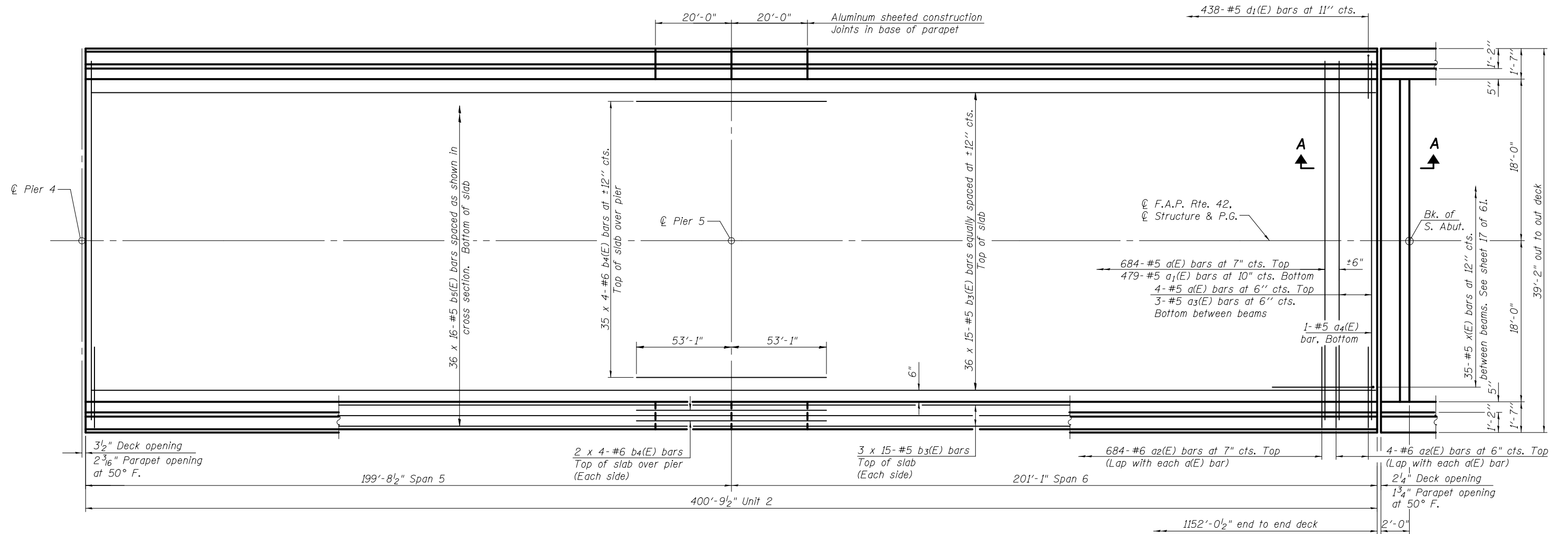
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PLOT DATE = 2/1/2013	CHECKED - RLM	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

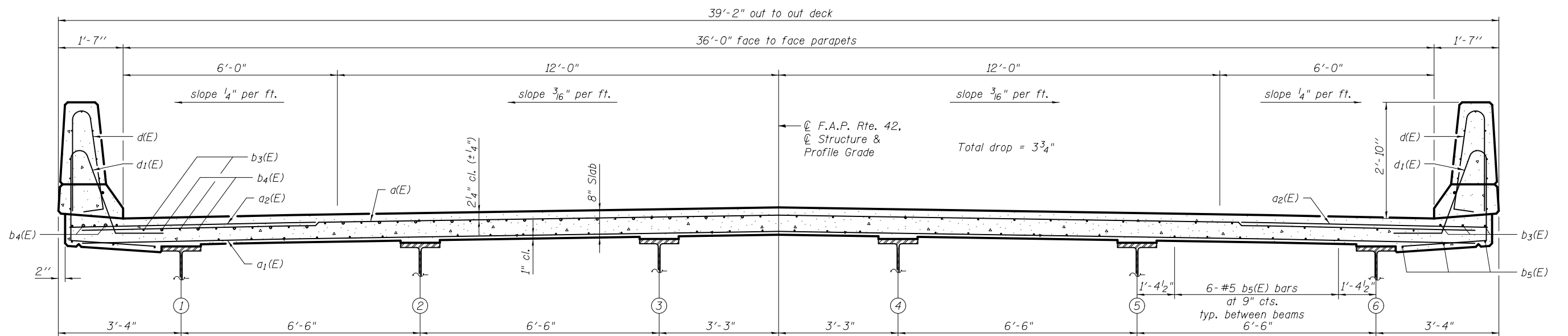
SUPERSTRUCTURE - UNIT 1
STRUCTURE NO. 014-0033

SHEET NO. 14 OF 61 SHEETS

F.A.P. RTE. 42	SECTION 1-1BR-2	COUNTY CLINTON	TOTAL SHEETS 159	SHEET NO. 83
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



SLAB PLAN - UNIT 2



MINIMUM BAR LAP
(Deck)

#5 bar = 3'-3"
#6 bar = 3'-10"

Notes:
See Sheet 16 and 17 of 61 for superstructure details and Bill of Material.
Bars indicated thus 36 x 13-#5 etc. indicates 36 lines of bars with 13 lengths per line.



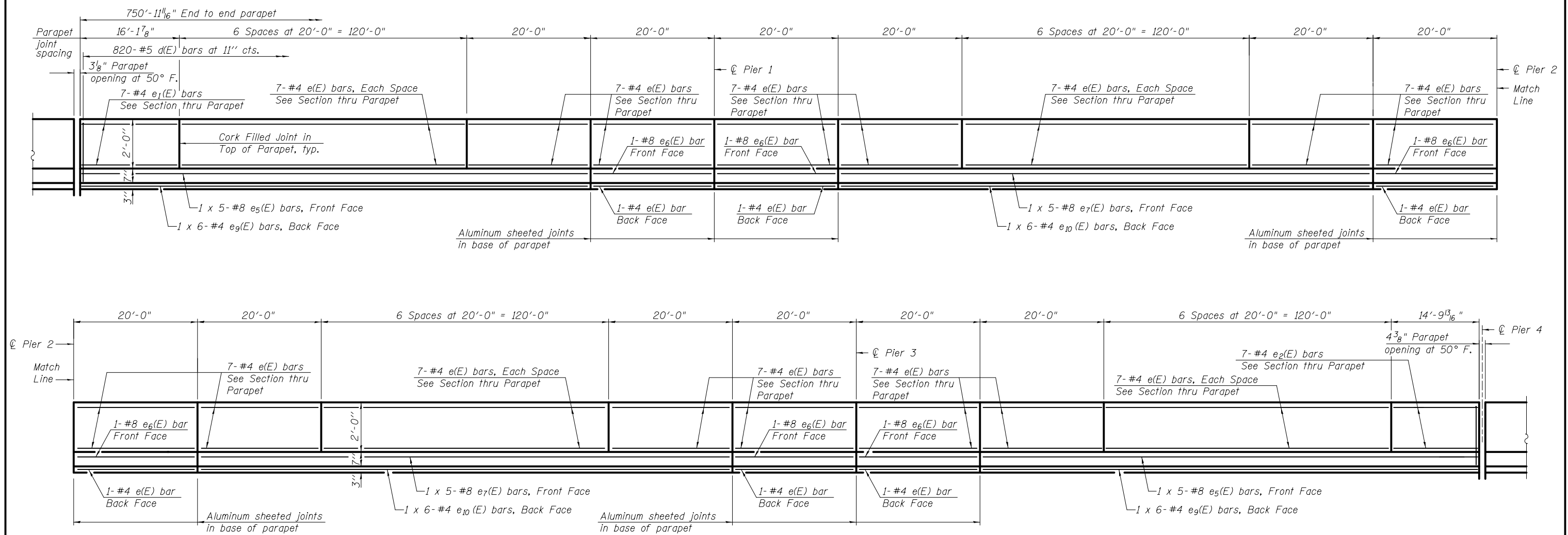
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PLOT DATE = 2/1/2013	CHECKED - RLM	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

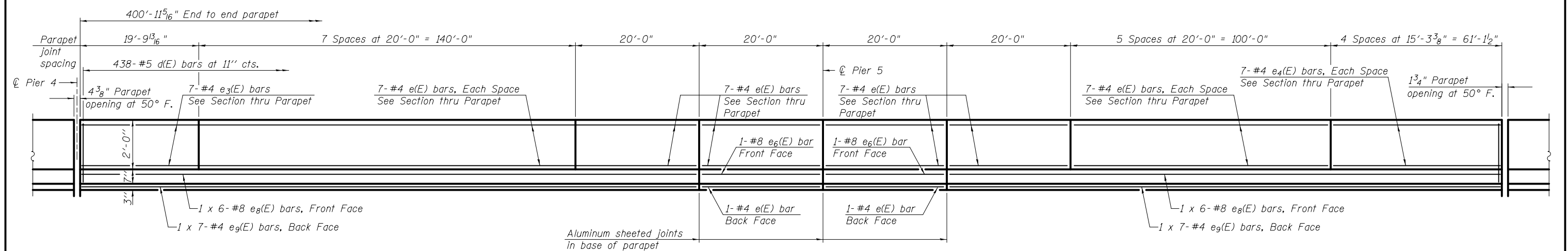
SUPERSTRUCTURE - UNIT 2
STRUCTURE NO. 014-0033

SHEET NO. 15 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	84
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



INSIDE ELEVATION OF PARAPET - UNIT 1



INSIDE ELEVATION OF PARAPET - UNIT 2

MINIMUM BAR LAP

(Parapet)

#4 bar = 2'-0"

#8 bar = 5'-2"



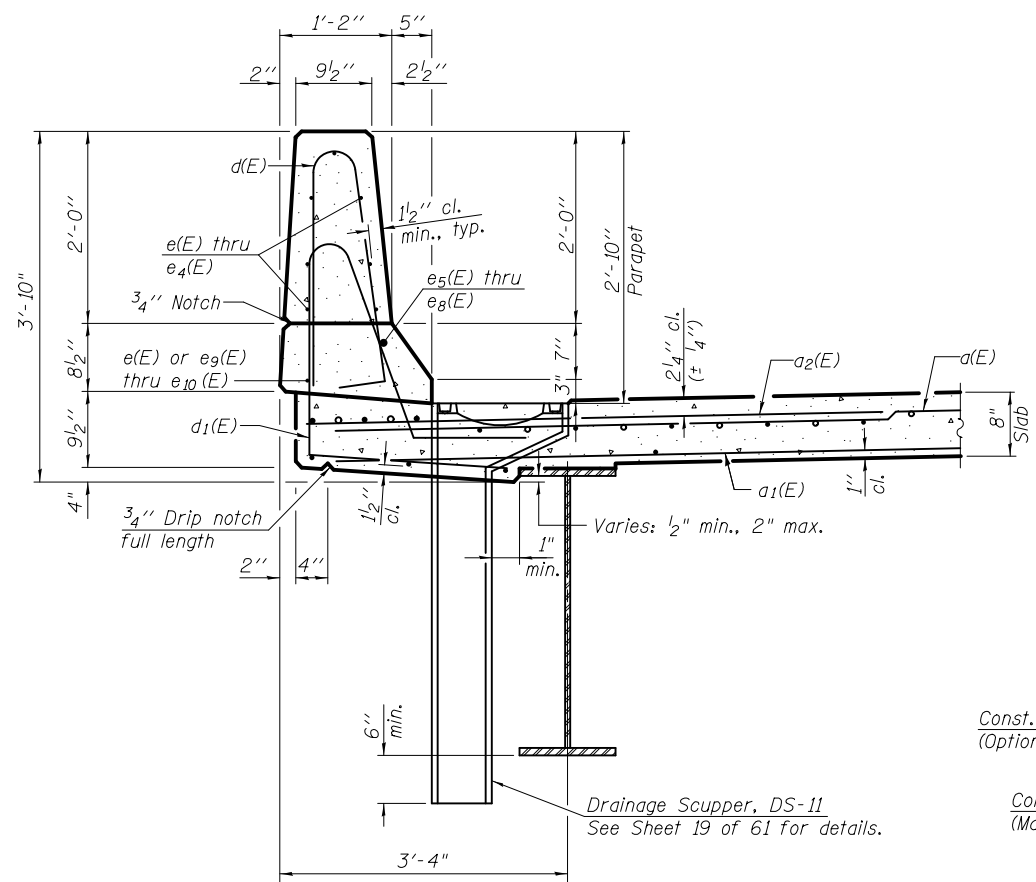
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PLOT DATE = 2/1/2013	CHECKED - RLM	REVISED

STATE OF ILLINOIS
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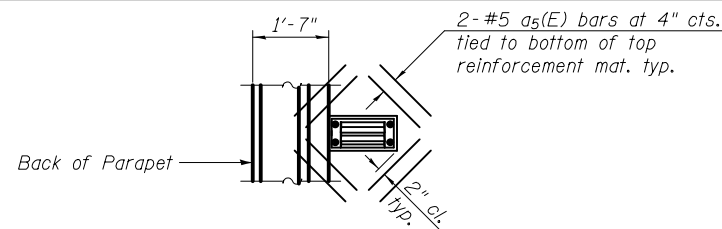
SUPERSTRUCTURE DETAILS - 1
STRUCTURE NO. 014-0033

SHEET NO. 16 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	85
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

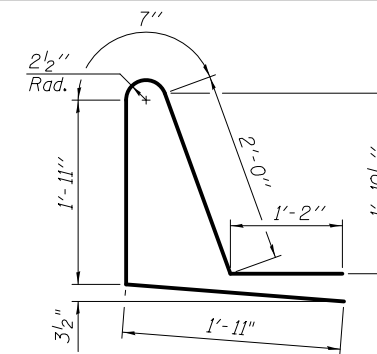


SECTION THRU PARAPET NEAR DRAINAGE SCUPPER

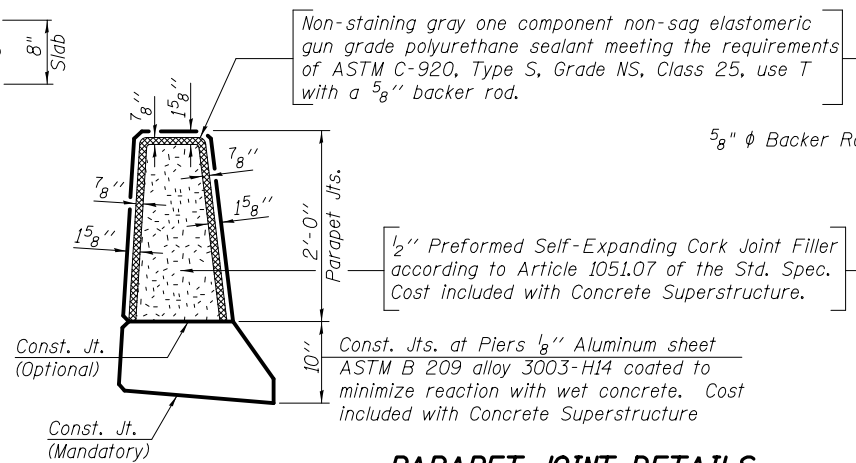


PLAN AT DRAINAGE SCUPPER, DS-11

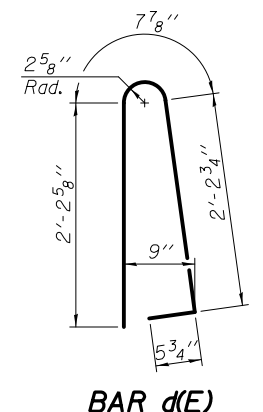
Note:
Cut longitudinal reinforcement to clear drainage scuppers.



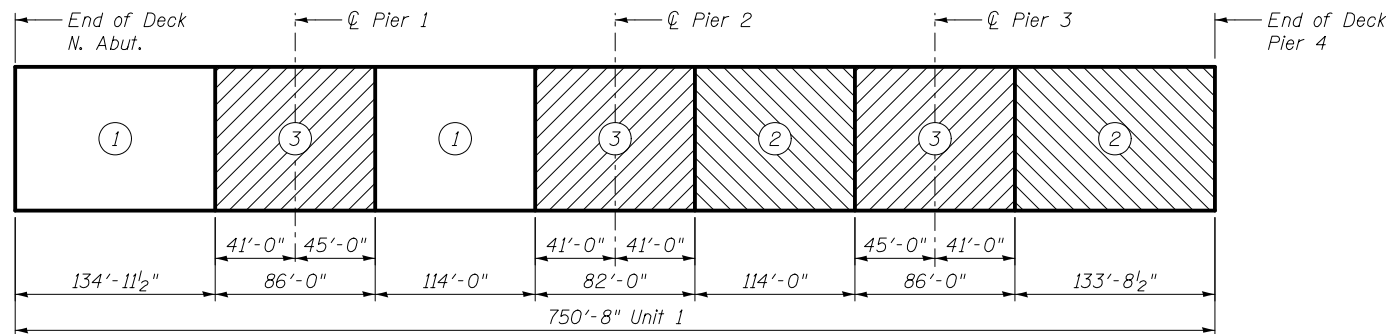
BAR d1(E)



PARAPET JOINT DETAILS



BAR d(E)

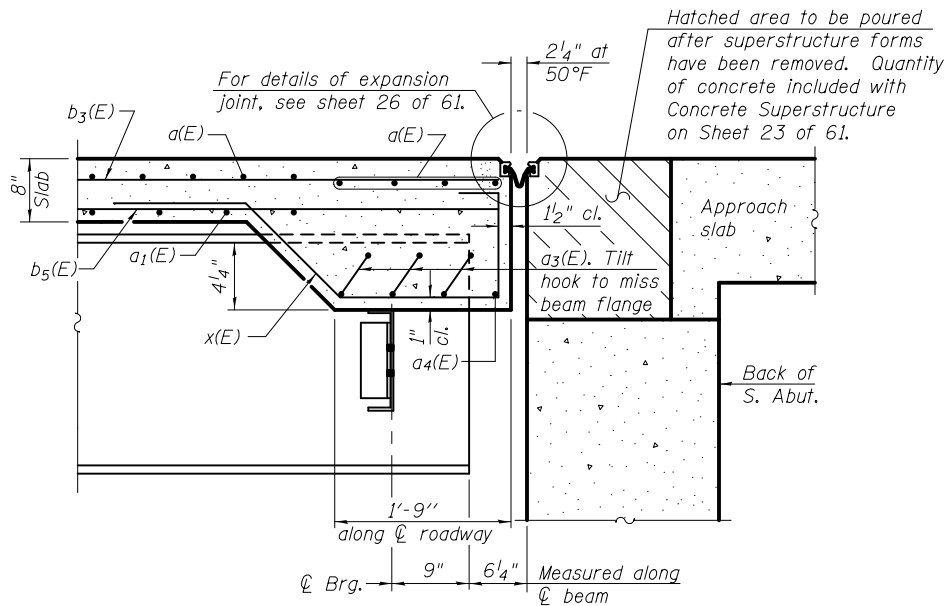


DECK POUR SEQUENCE

Notes:

- When the deck pour is stopped for the day at one or more of the transverse bonded construction joints in the deck pouring sequence as shown, the next pour shall not be made until both of the following are met:
 - At least 72 hours shall have elapsed from the end of the previous pour.
 - The concrete strength shall have attained a minimum flexural strength of 650 psi or a minimum compressive strength of 3500 psi.

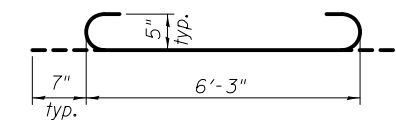
The Contractor is alerted that camber and dead load deflection values shown on the girder detail drawings were developed based on the deck pouring sequence shown. Any deviation from this pouring sequence will result in changes to camber and elevations that reflect dead load deflections. If the Contractor wishes to change the sequence, then the proposed plan revisions and design calculations shall be submitted to the Engineer for review and approval. The calculations shall be prepared and sealed by a Licensed Structural Engineer in Illinois.



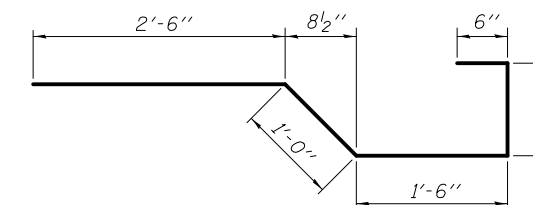
SECTION A-A

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	1975	#5	38'-7"	—
a1(E)	1380	#5	38'-4"	—
a2(E)	3950	#6	6'-6"	—
a3(E)	15	#5	7'-5"	⌋
a4(E)	1	#5	32'-2"	—
a5(E)	192	#5	1'-6"	—
b(E)	1176	#5	30'-0"	—
b1(E)	351	#6	35'-8"	—
b2(E)	1044	#5	29'-1"	—
b3(E)	630	#5	29'-9"	—
b4(E)	156	#6	29'-5"	—
b5(E)	576	#5	28'-1"	—
d(E)	2516	#5	5'-7"	⌋
d1(E)	2516	#5	7'-7"	⌋
e(E)	744	#4	19'-8"	—
e1(E)	14	#4	15'-10"	—
e2(E)	14	#4	14'-6"	—
e3(E)	14	#4	19'-6"	—
e4(E)	56	#4	14'-11"	—
e5(E)	20	#8	35'-4"	—
e6(E)	16	#8	19'-8"	—
e7(E)	20	#8	36'-1"	—
e8(E)	24	#8	34'-5"	—
e9(E)	52	#4	27'-8"	—
e10(E)	24	#4	28'-3"	—
x(E)	35	#5	6'-5"	⌋
Concrete Superstructure		Cu. Yds.	1,455.0	
Bridge Deck Grooving Protective Coat		Sq. Yds.	4,606	
Reinforcement Bars, Epoxy Coated		Pound	358,110	



a3(E) BAR



BAR x(E)



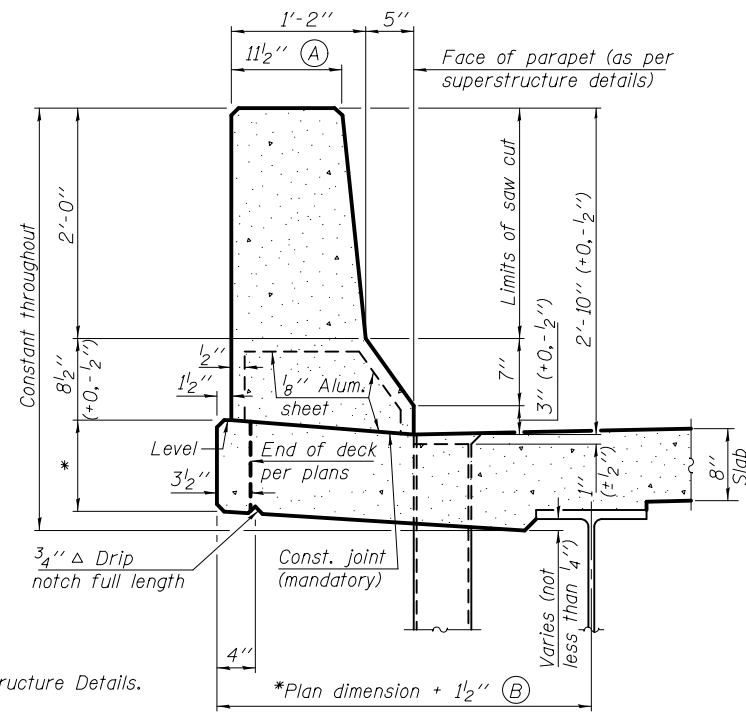
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS - 2
STRUCTURE NO. 014-0033

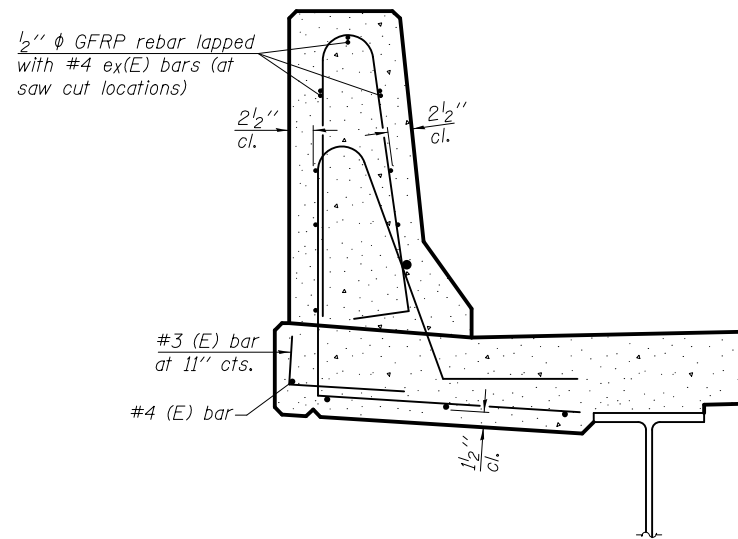
SHEET NO. 17 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	86
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



34" F SHAPE PARAPET SECTION
(Showing dimensions)

*See Superstructure Details.



SECTION

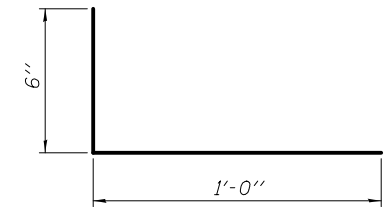
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

GENERAL NOTES

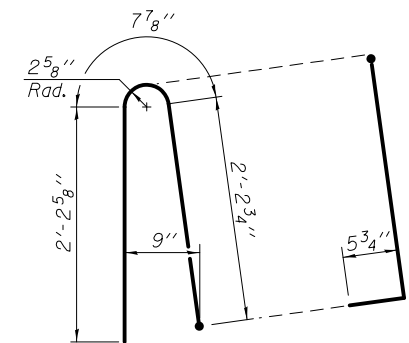
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet.

Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.

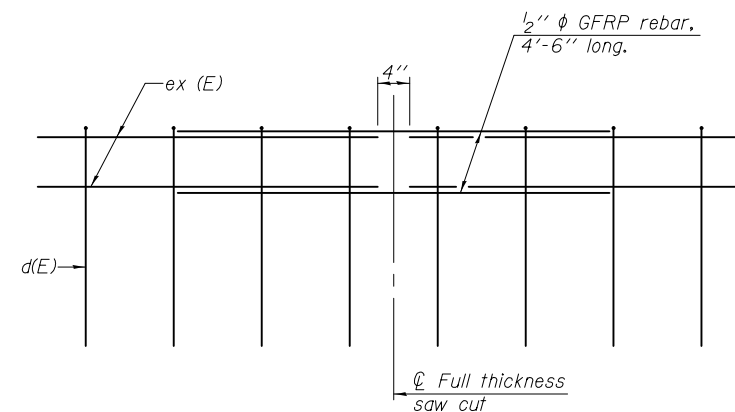
Steel superstructure shown. Other superstructure types similar.



#3 (E) BAR



ALTERNATE BAR d(E)
(For 34" parapet when conduit is present)



GFRP REBAR STIFFENING DETAIL

(Place as shown in parapet section at each parapet joint location.)

SFP 34-42

8-16-12



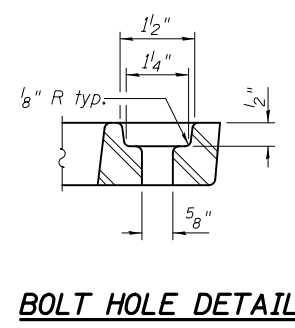
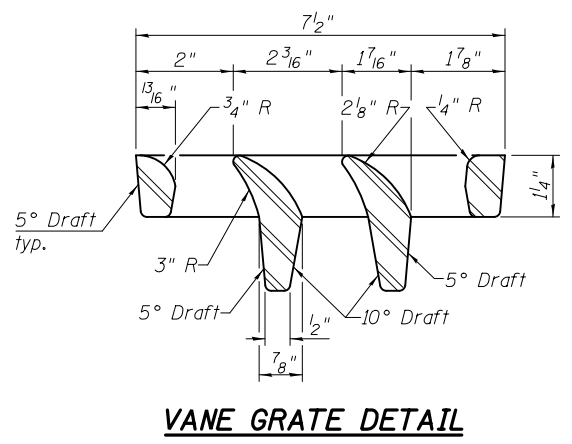
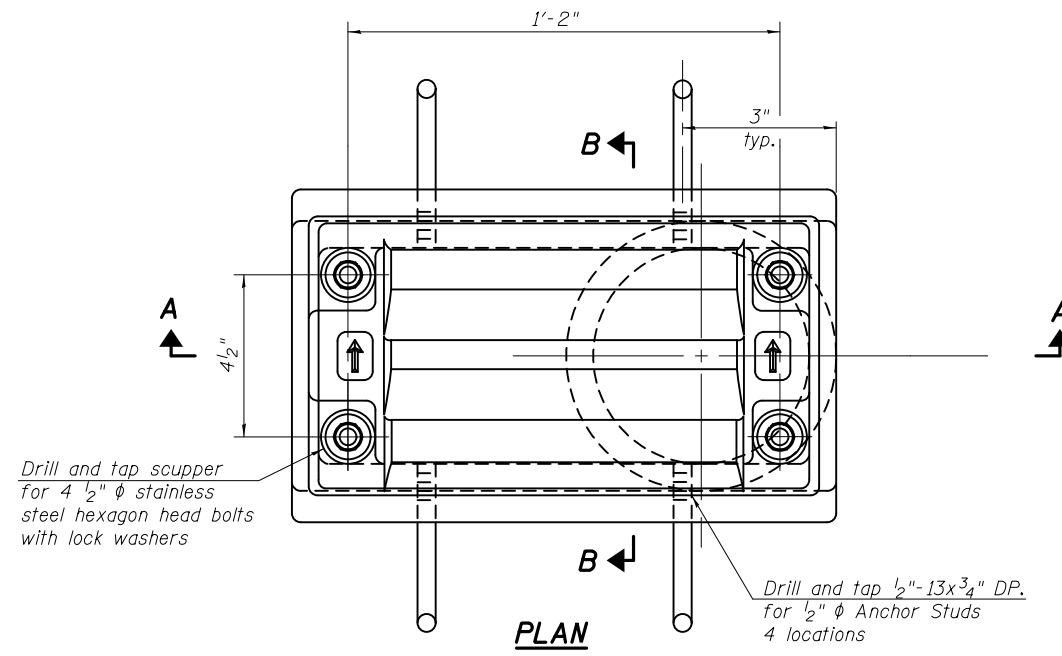
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 014-0033

SHEET NO. 18 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	87
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



Notes:

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

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

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

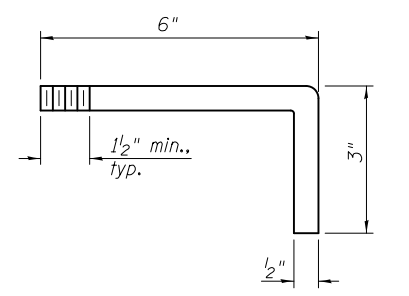
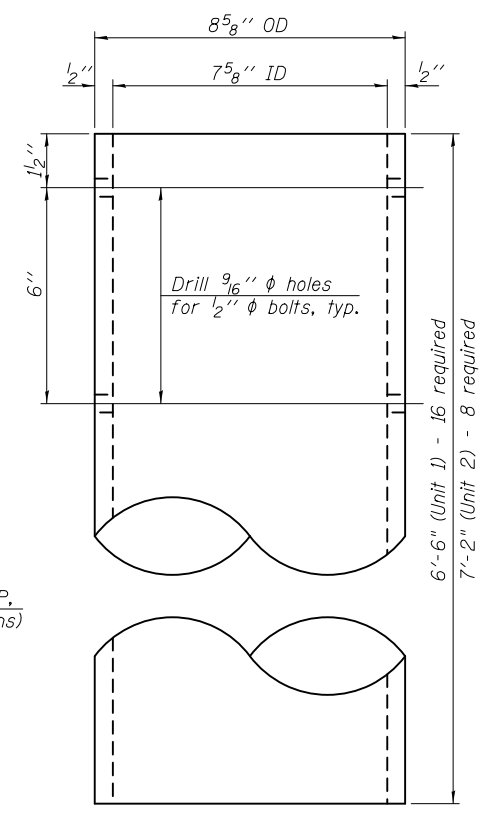
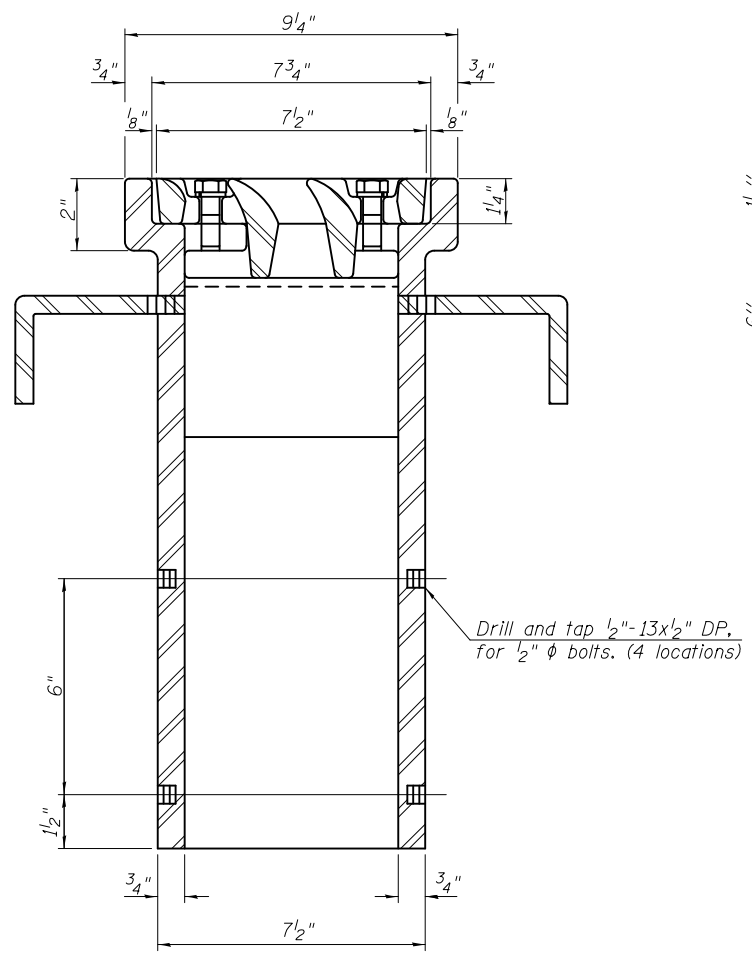
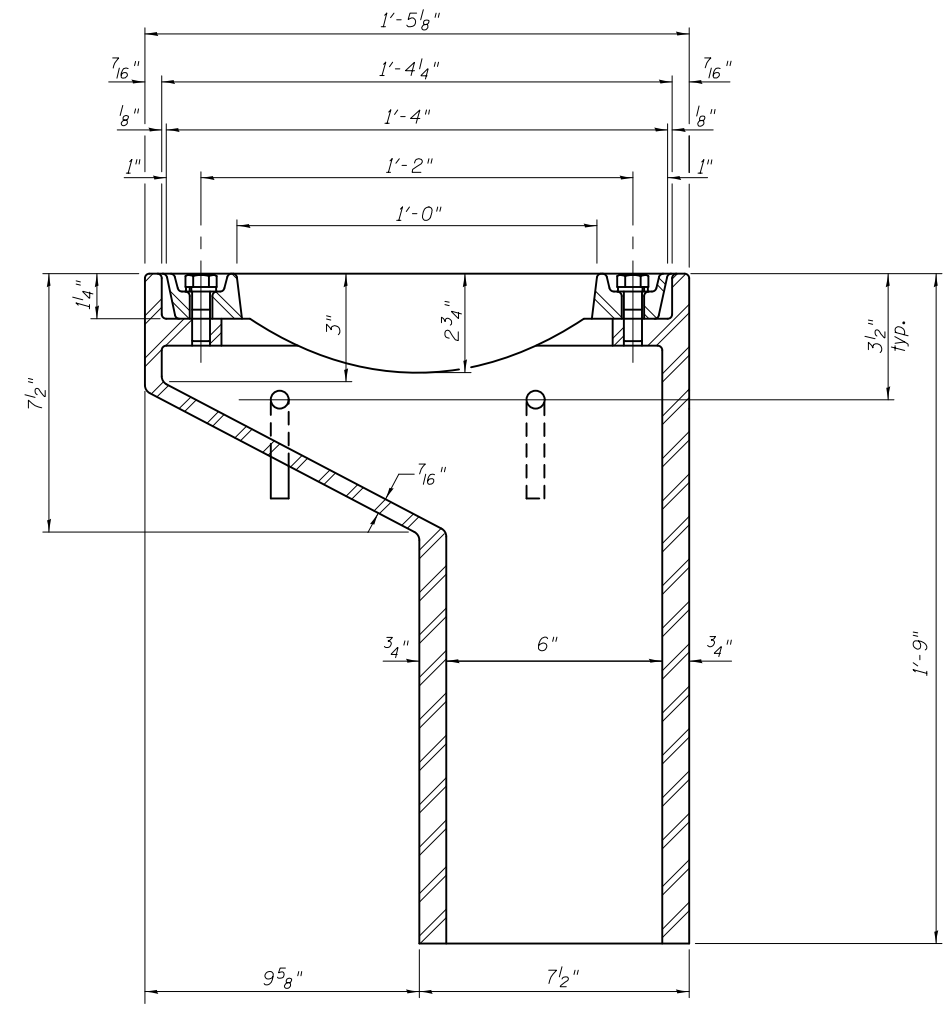
As an alternate, bolts, anchor studs, washers and nuts may be stainless steel according to Article 1006.29(d) of the Standard Specifications.

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

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

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

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



See sheet 17 of 61 for scupper location relative to parapet.

BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Drainage Scuppers, DS-11	Each	24

DS-11

7-1-10



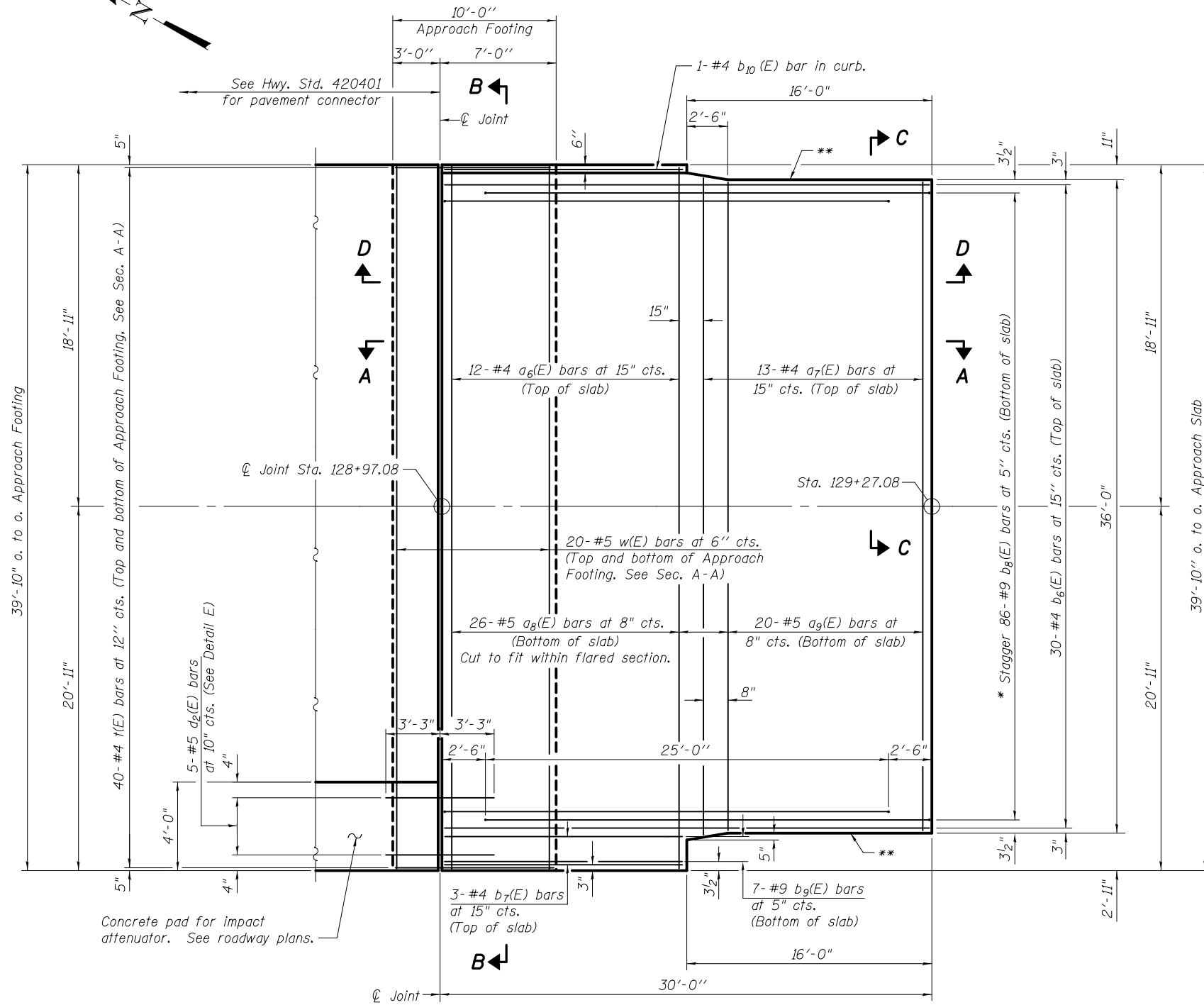
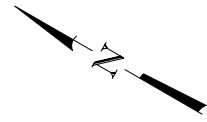
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PLOT DATE = 2/1/2013	CHECKED - RLM	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DRAINAGE SCUPPER, DS-11
STRUCTURE NO. 014-0033

SHEET NO. 19 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	88
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



- * Tilt #9 b9(E) bars as required to maintain clearance.
- ** Preformed expansion joint filler, full depth of slab, full length of contact with parapet.

Notes:
 See sheet 21 of 61 for Sections A-A, B-B, C-C, View D-D and Detail E.
 a6(E), a7(E), a8(E), a9(E) bar spacings measured along \mathcal{C} Rdwy.
 Preformed expansion joint filler shall be according to Article 1051.09 of the Standard Specifications. Cost of the joint filler included with Concrete Superstructure.



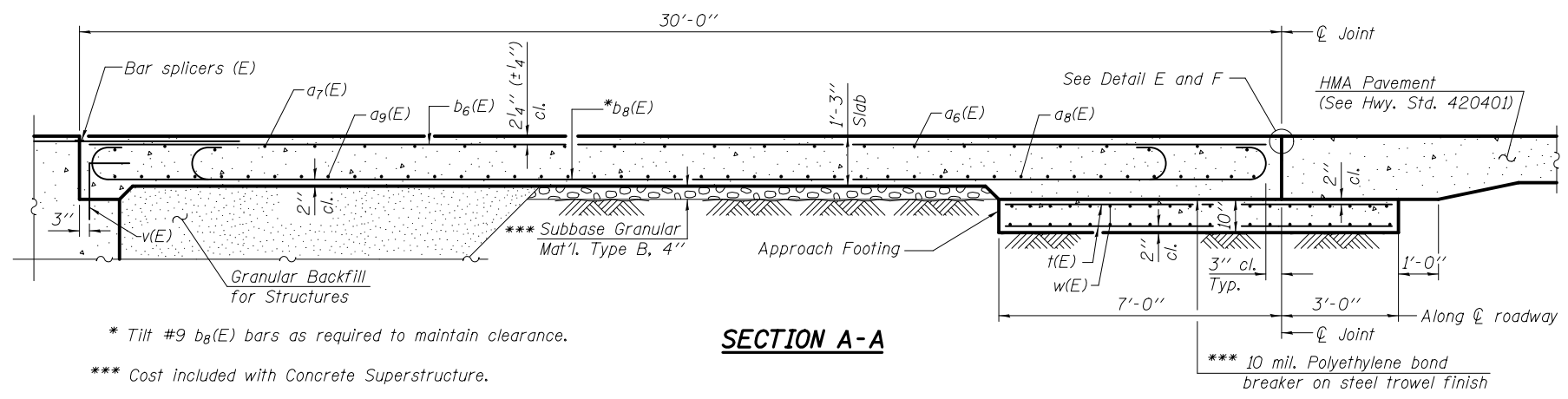
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PLOT SCALE =	DRAWN - PRC	REVISED
PLOT DATE = 2/1/2013	CHECKED - RLM	REVISED

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS AT NORTH ABUTMENT - 1
 STRUCTURE NO. 014-0033

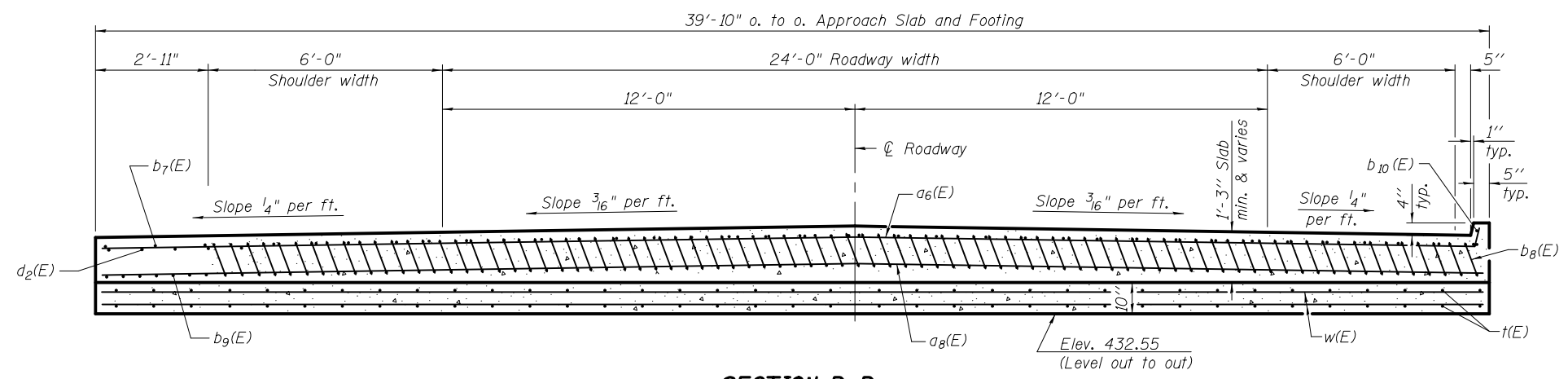
SHEET NO. 20 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	89
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



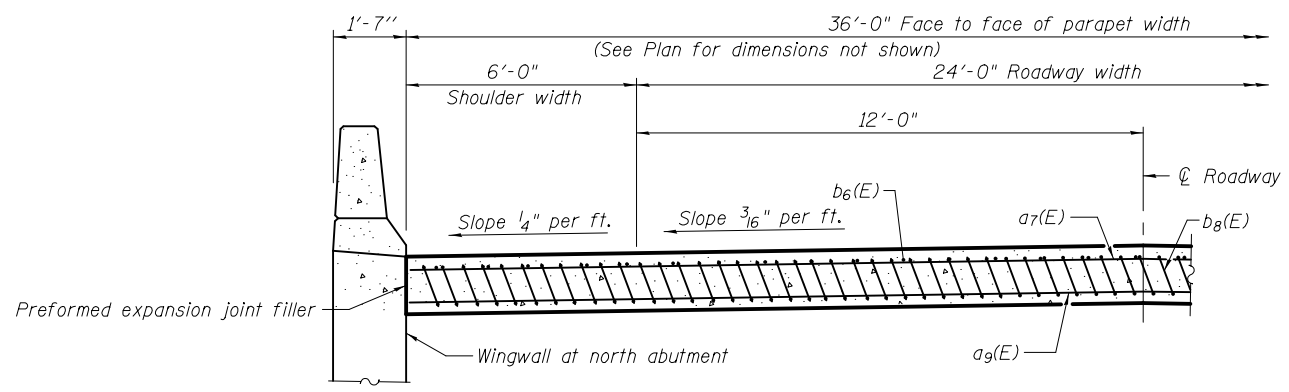
* Tilt #9 b8(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.

SECTION A-A

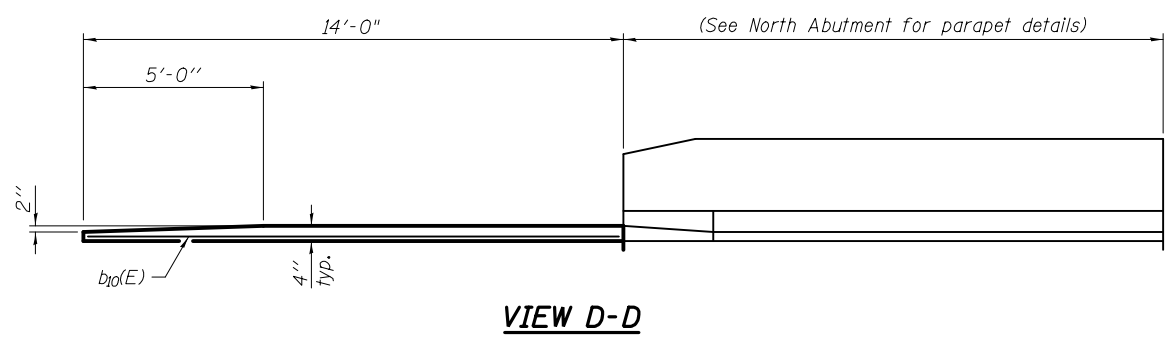


SECTION B-B

(See Plan for dimensions not shown)

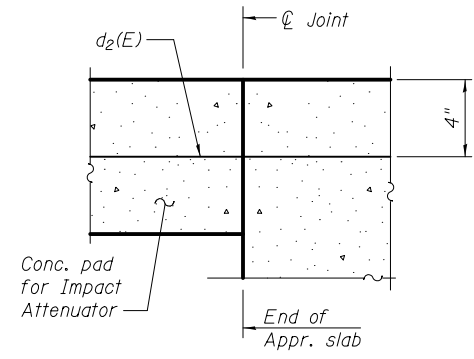


SECTION C-C

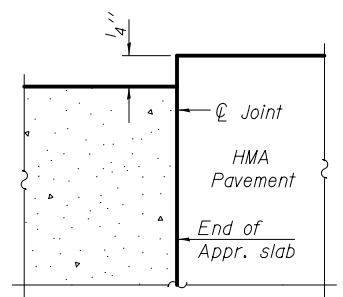


VIEW D-D

Notes:
 Approach slab concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheets 37 and 38 of 61.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet 50 of 61.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 61.
 Concrete Superstructure quantity includes concrete of the end post and upper portion of the backwall from the north abutment. See sheets 37 and 38 of 61.



DETAIL E

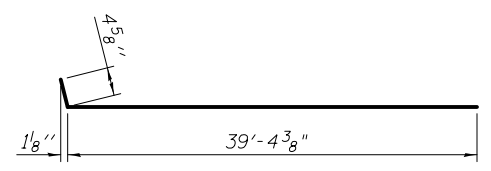


FLEXIBLE PAVEMENT

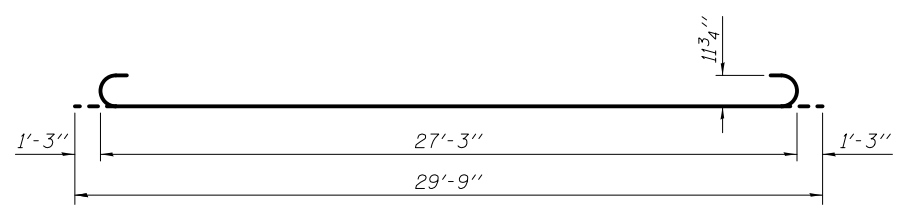
DETAIL F

**NORTH APPROACH
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a6(E)	12	#4	39'-9"	—
a7(E)	13	#4	35'-8"	—
a8(E)	26	#5	39'-6"	—
a9(E)	20	#5	35'-8"	—
b6(E)	30	#4	29'-8"	—
b7(E)	3	#4	13'-8"	—
b8(E)	86	#9	29'-9"	—
b9(E)	7	#9	13'-8"	—
b10(E)	1	#4	13'-8"	—
d2(E)	5	#5	6'-6"	—
t(E)	80	#4	9'-8"	—
w(E)	40	#5	39'-6"	—
Concrete Superstructure		Cu. Yd.	61.6	
Concrete Structures		Cu. Yd.	12.3	
Bridge Deck Grooving		Sq. Yd.	127	
Protective Coat		Sq. Yd.	142	
Reinforcement Bars, Epoxy Coated		Pound	14,300	



BAR a6(E)



BAR b8(E)



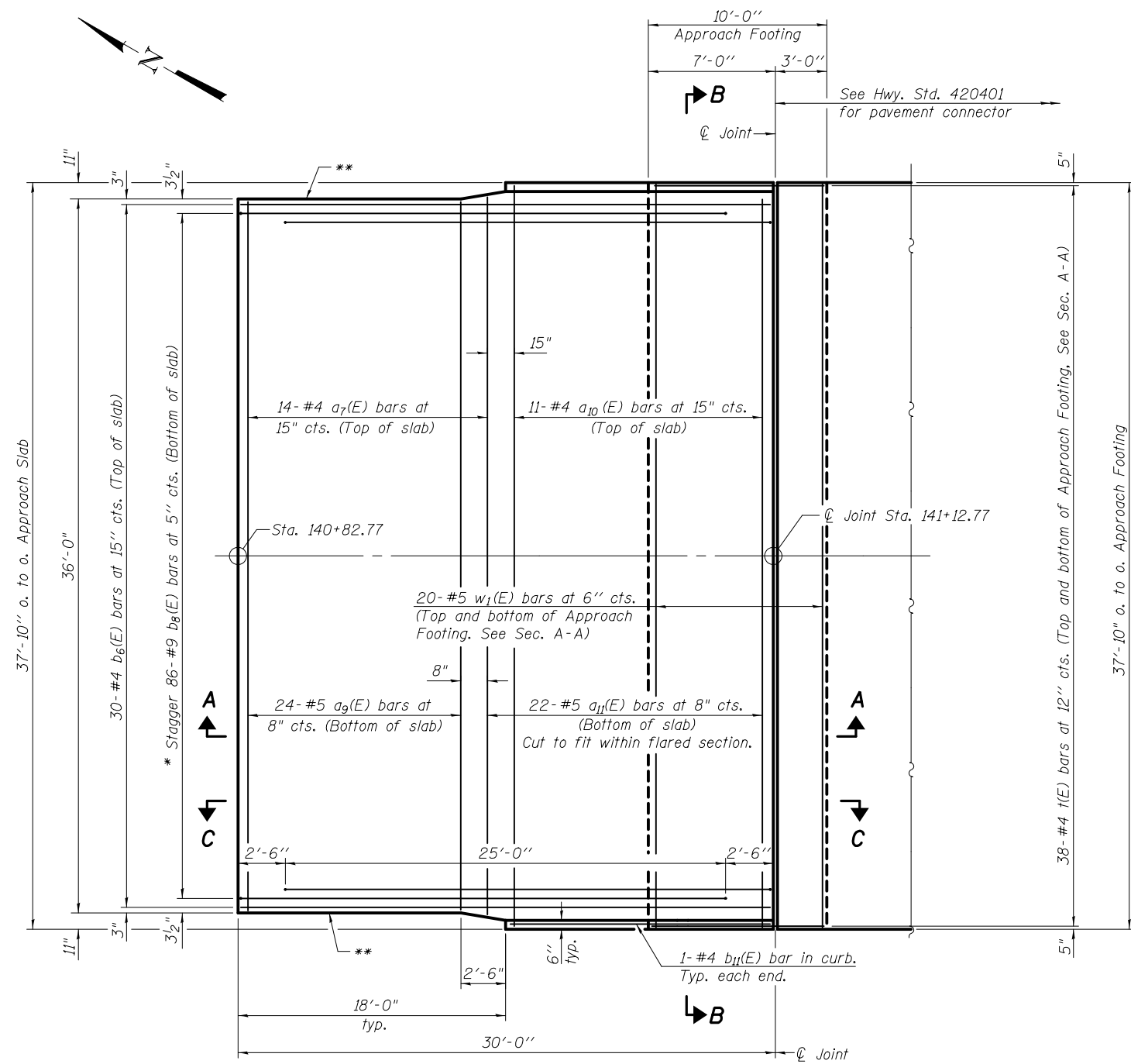
USER NAME =	DESIGNED - RLM	REVISED
	CHECKED - JTH	REVISED
PLOT SCALE =	DRAWN - PRC	REVISED
PLOT DATE = 2/1/2013	CHECKED - RLM	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS AT NORTH ABUTMENT - 2
STRUCTURE NO. 014-0033

SHEET NO. 21 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	90
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



PLAN

- * Tilt #9 $b_8(E)$ bars as required to maintain clearance.
- ** Preformed expansion joint filler, full depth of slab, full length of contact with parapet.

Notes:
 See sheet 23 of 61 for Sections A-A & B-B and View C-C.
 $a_7(E)$, $a_9(E)$, $a_{10}(E)$, $a_{11}(E)$ bar spacings measured along C.Rdwy.
 Preformed expansion joint filler shall be according to Article 1051.09 of the Standard Specifications. Cost of the joint filler included with Concrete Superstructure.



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PLOT SCALE =	DRAWN - PRC	REVISED
PLOT DATE = 2/1/2013	CHECKED - RLM	REVISED

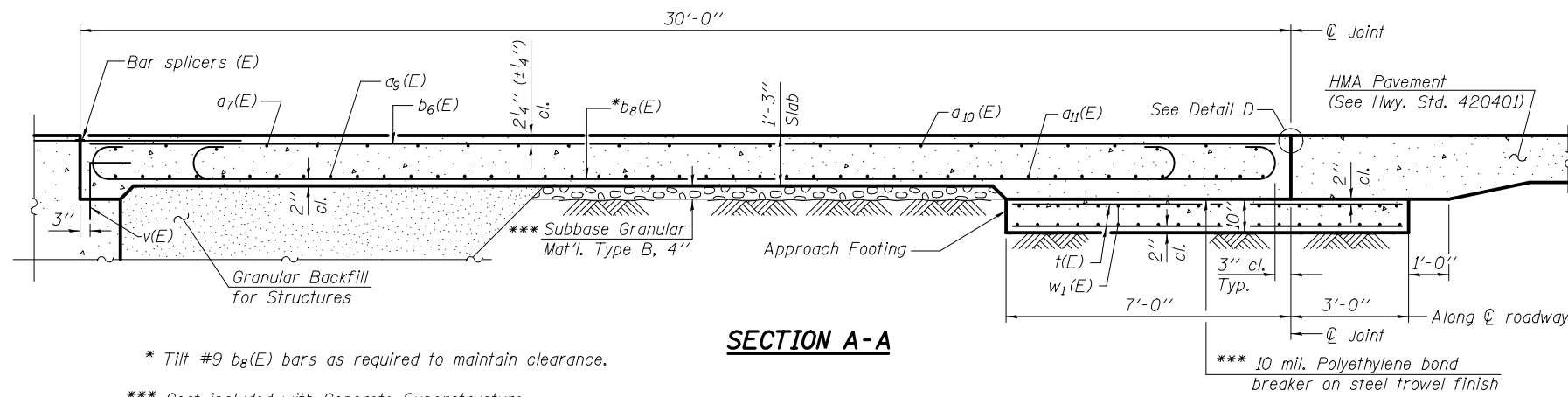
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS AT SOUTH ABUTMENT - 1
 STRUCTURE NO. 014-0033

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	91
CONTRACT NO. 76479				

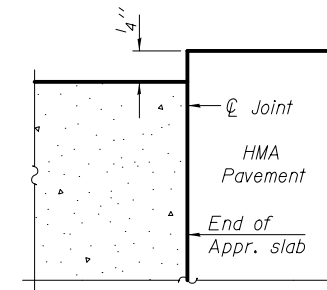
SHEET NO. 22 OF 61 SHEETS

ILLINOIS FED. AID PROJECT



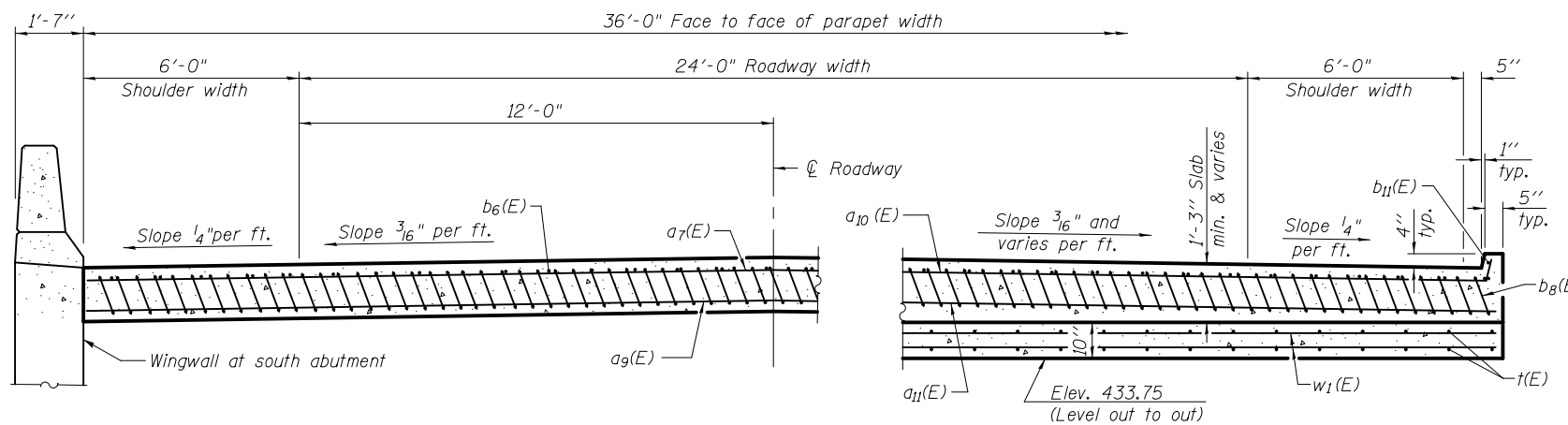
* Tilt #9 $b_8(E)$ bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.

Notes:
 Approach slab concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For $v(E)$ bar details, see sheets 39 and 40 of 61.
 The approach footing maximum applied service bearing pressure (Q_{max}) = 2.0 ksf.
 For bar splicer details, see sheet 50 of 61.
 Cost of excavation for approach footing included with Concrete Structures.
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 61.
 Concrete Superstructure quantity includes concrete of the end post and upper portion of the backwall from the south abutment. See sheets 39 and 40 of 61.



FLEXIBLE PAVEMENT

DETAIL D



NEAR ABUTMENT

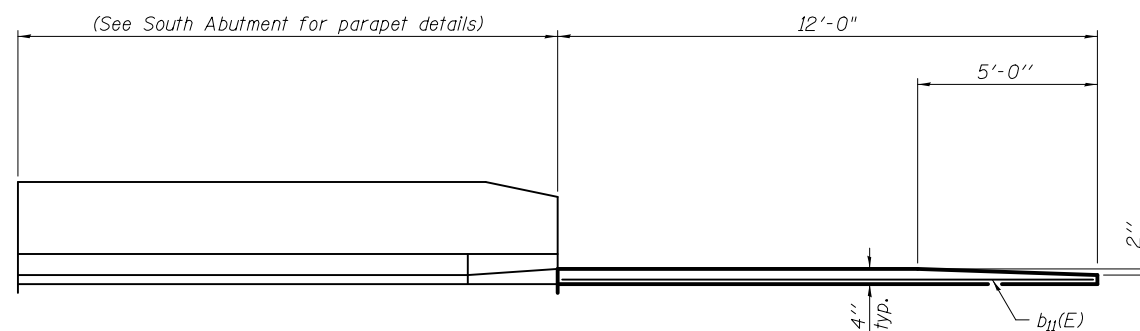
SECTION B-B

(See Plan for dimensions not shown)

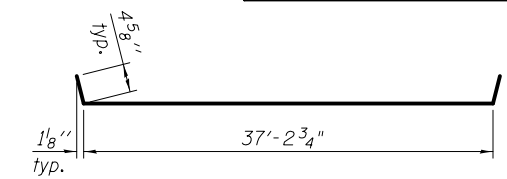
AT APPROACH FOOTING

**SOUTH APPROACH
 BILL OF MATERIAL**

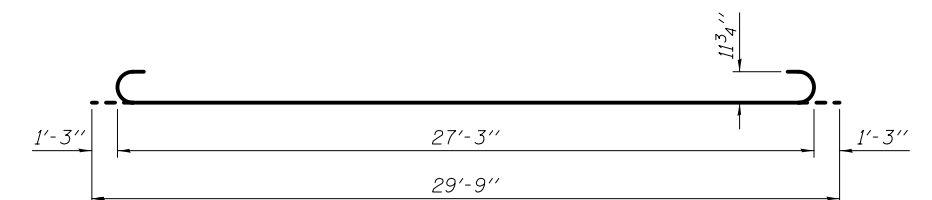
Bar	No.	Size	Length	Shape
$a_7(E)$	14	#4	35'-8"	—
$a_9(E)$	24	#5	35'-8"	—
$a_{10}(E)$	11	#4	38'-0"	—
$a_{11}(E)$	22	#5	37'-6"	—
$b_6(E)$	30	#4	29'-8"	—
$b_8(E)$	86	#9	29'-9"	—
$b_{11}(E)$	2	#4	11'-8"	—
$t(E)$	76	#4	9'-8"	—
$w_1(E)$	40	#5	37'-6"	—
Concrete Superstructure		Cu. Yd.	60.2	
Concrete Structures		Cu. Yd.	11.7	
Bridge Deck Grooving		Sq. Yd.	122	
Protective Coat		Sq. Yd.	140	
Reinforcement Bars, Epoxy Coated		Pound	13,740	



VIEW C-C



BAR $a_{10}(E)$



BAR $b_8(E)$



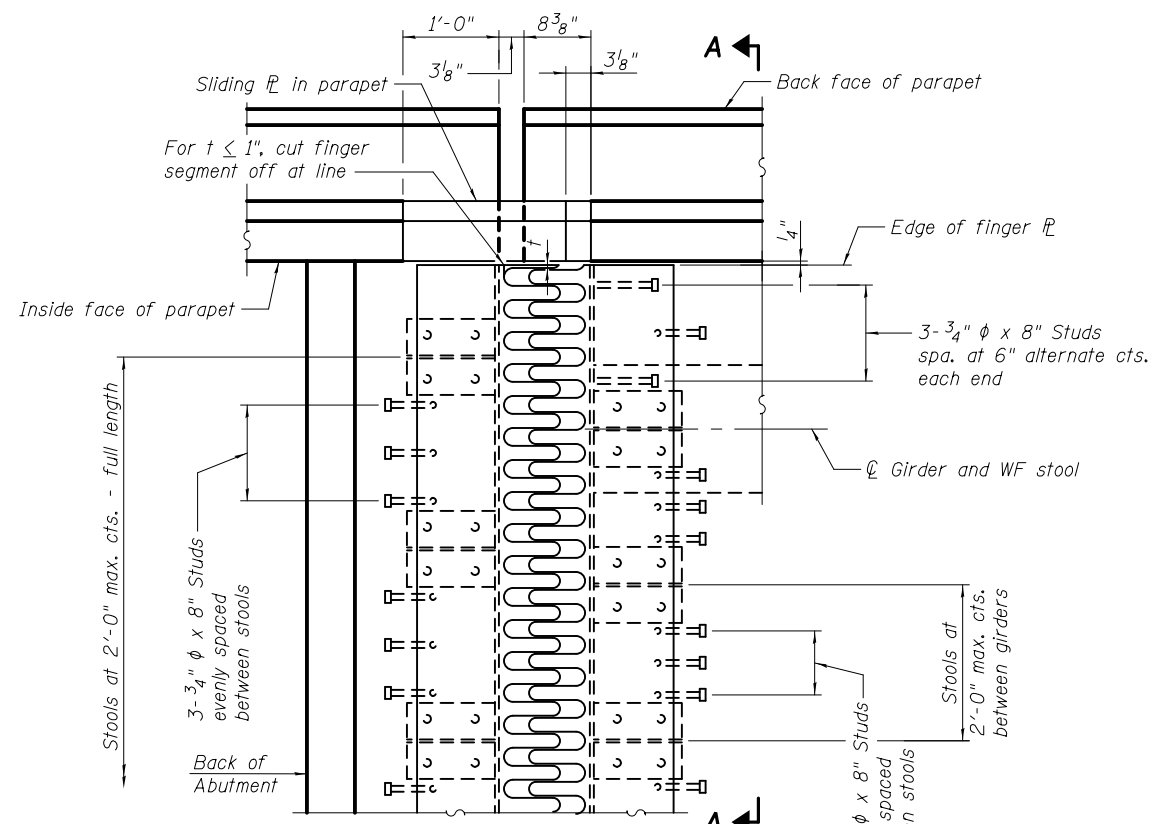
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PLOT DATE = 2/1/2013	CHECKED - RLM	REVISED

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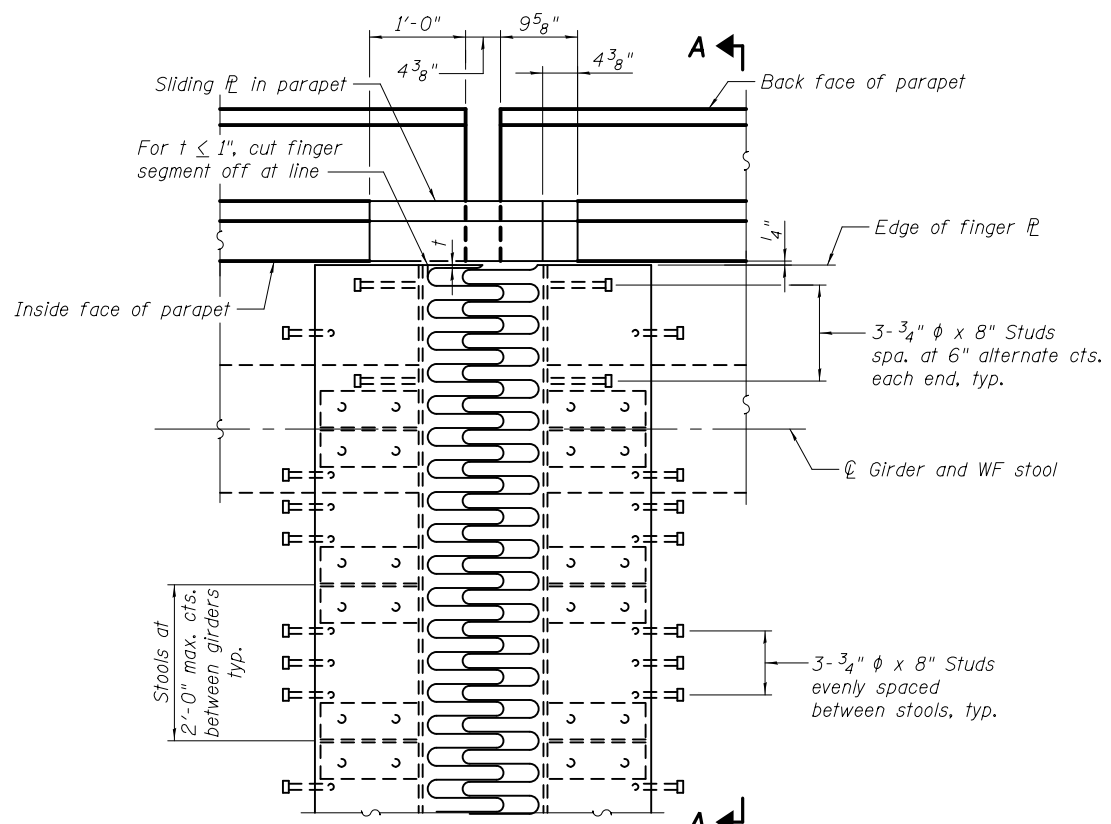
BRIDGE APPROACH SLAB DETAILS AT SOUTH ABUTMENT - 2
 STRUCTURE NO. 014-0033

SHEET NO. 23 OF 61 SHEETS

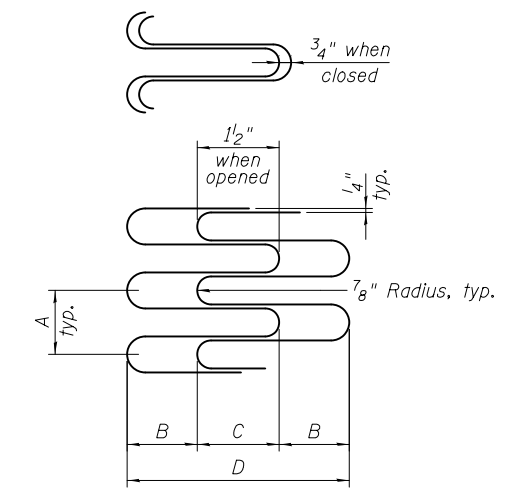
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	92
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



PLAN AT NORTH ABUTMENT
(Finger Plate Expansion Joint, 3")



PLAN AT PIER 4
(Finger Plate Expansion Joint, 4")



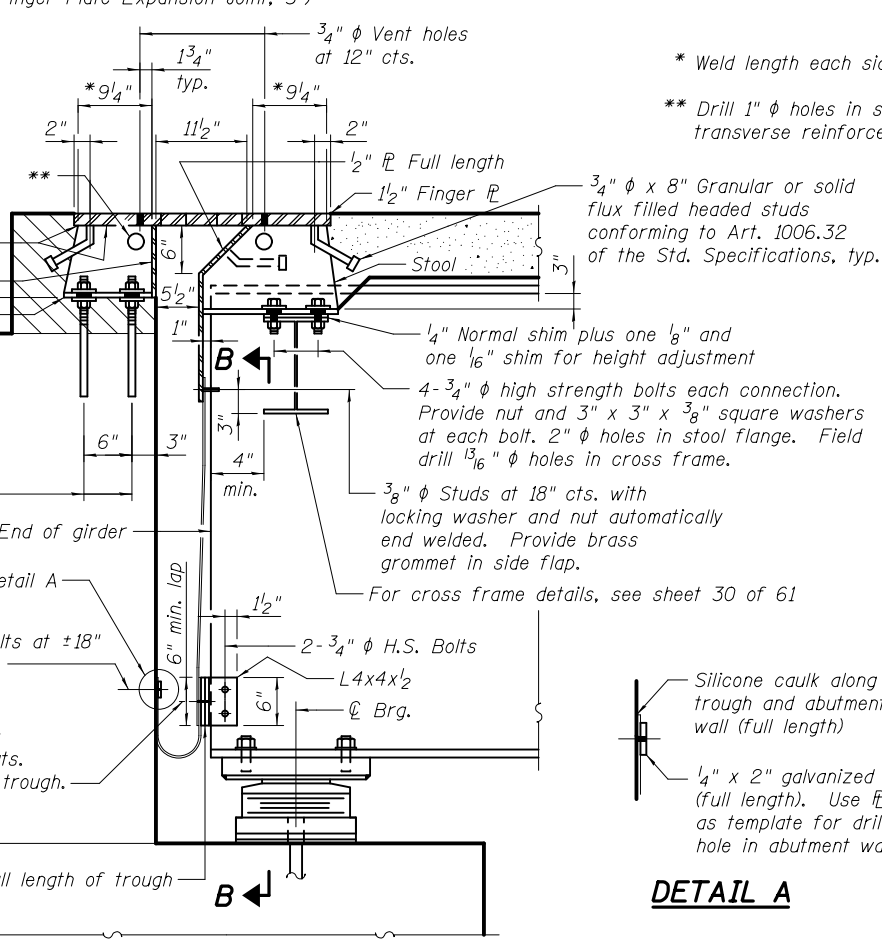
FINGER PLATE DETAIL

TABLE OF DIMENSIONS

LOCATION	A	B	C	D
N. Abut.	4"	3 7/8"	3 7/8"	10 1/8"
Pier 4	4"	4 3/8"	5 1/8"	13 7/8"

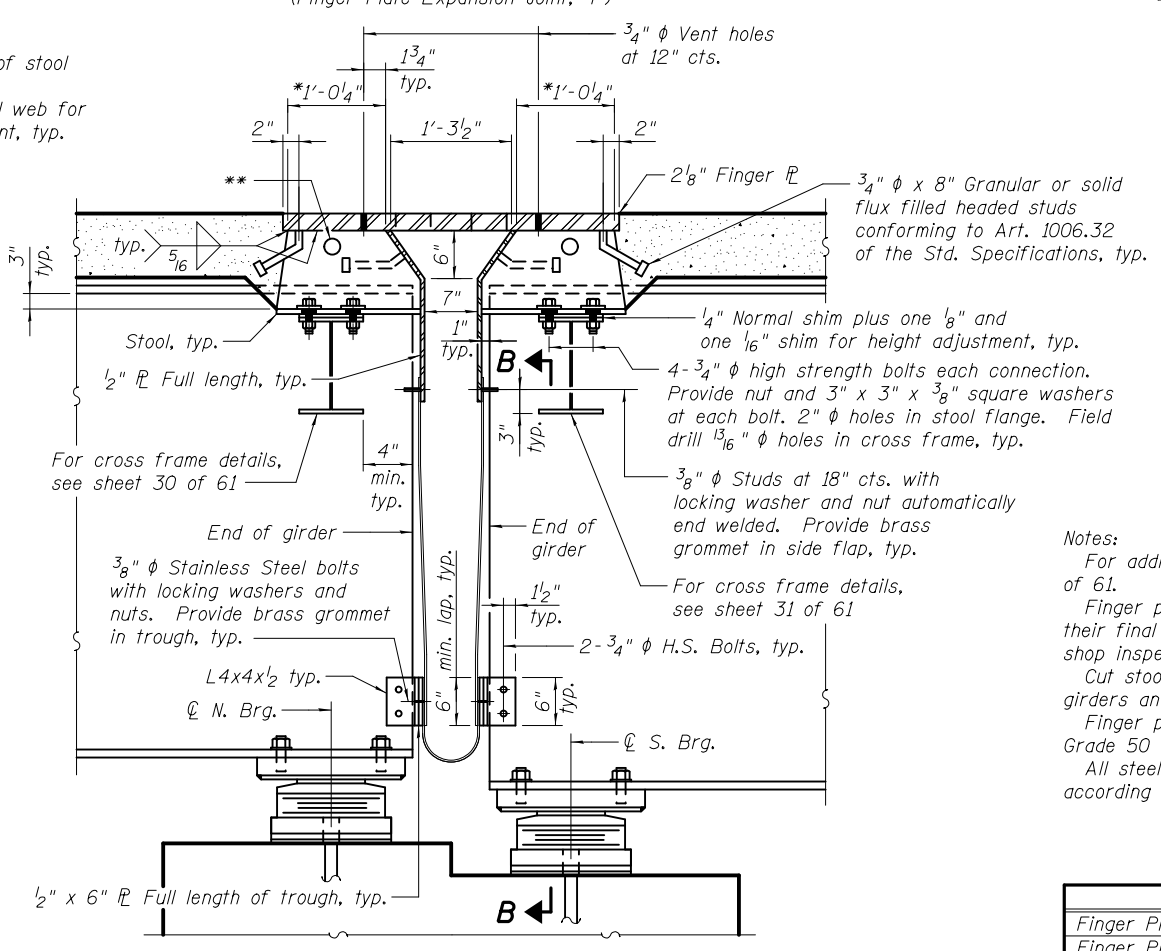
Note: Dimensions at normal temperature.

Note:
Hatched area to be poured after expansion assembly has been adjusted. Reinforce as shown in north abutment details.

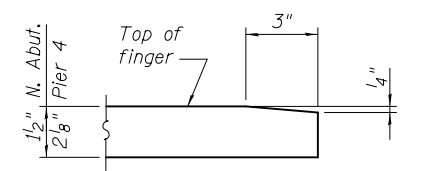


SECTION AT NORTH ABUTMENT

DETAIL A



SECTION AT PIER 4



FINGER BEVEL DETAIL

Notes:
For additional details and sections, see Sheet 25 of 61.
Finger plate expansion joints shall be assembled in their final relative position with the ends in place for shop inspection and acceptance.
Cut stools from WF sections. Space evenly between girders and on top of girders.
Finger plate expansion joints shall be AASHTO M270 Grade 50 (NTR).
All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications.

BILL OF MATERIAL

Item	Unit	Total
Finger Plate Expansion Joint, 3"	Foot	36
Finger Plate Expansion Joint, 4"	Foot	36
Fabric Reinforced Elastomeric Trough	Foot	84



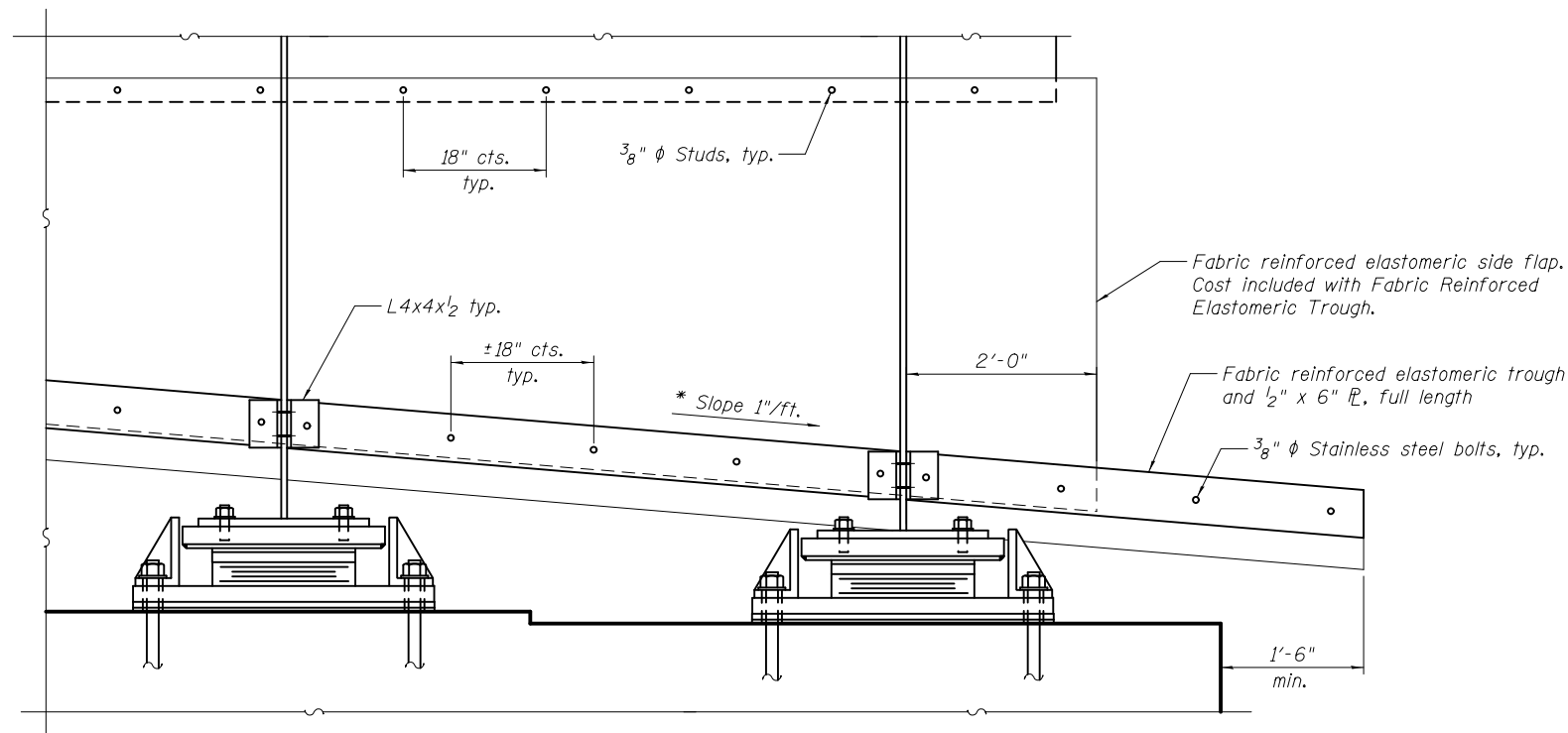
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PLOT SCALE =	DRAWN - PRC	REVISED
PLOT DATE = 2/1/2013	CHECKED - JTH	REVISED

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FINGER PLATE EXPANSION JOINT - 1
STRUCTURE NO. 014-0033

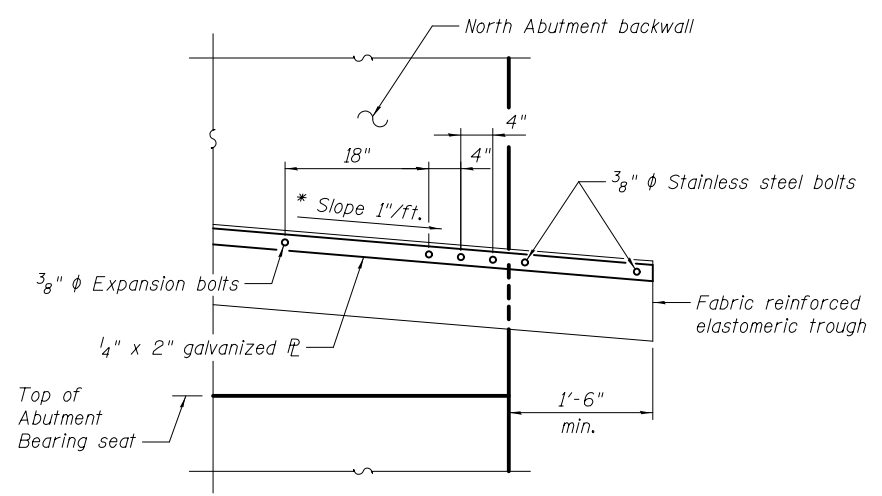
SHEET NO. 24 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	93
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

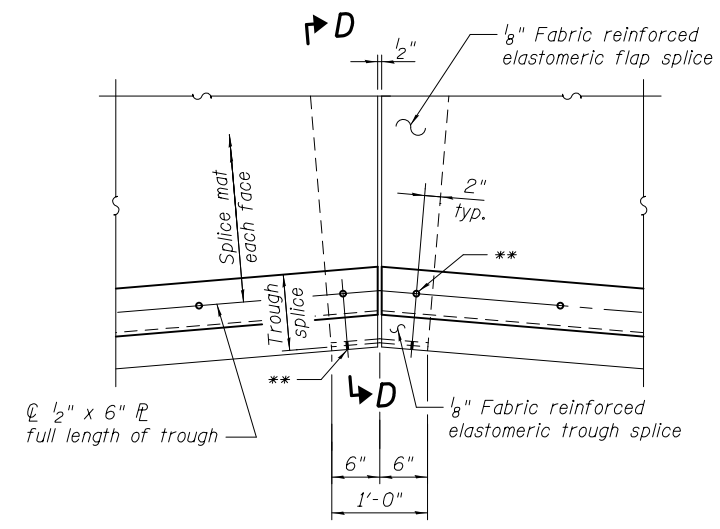


SECTION B-B

* min. slope 5/8" / ft.

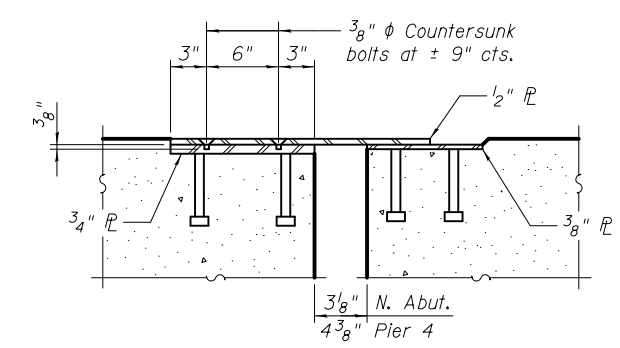


DETAIL B



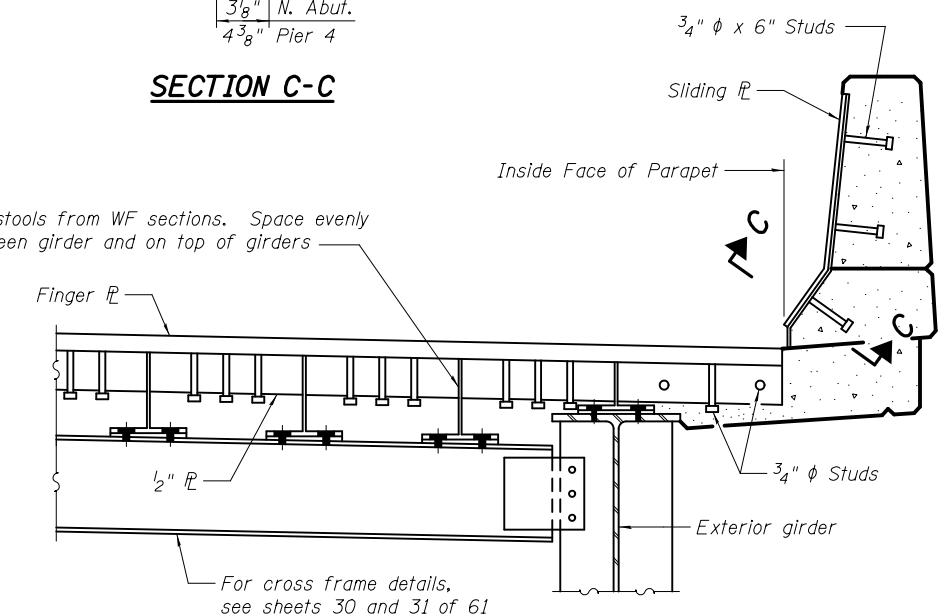
TROUGH SPLICE DETAIL

** 3/8" ϕ Stainless Steel bolts with washers and nuts. Provide brass grommet in trough.

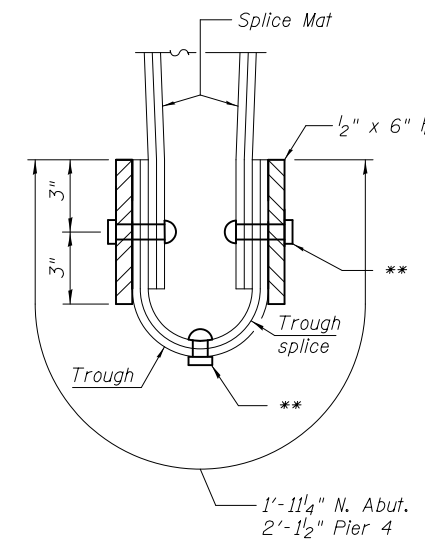


SECTION C-C

Cut stools from WF sections. Space evenly between girder and on top of girders

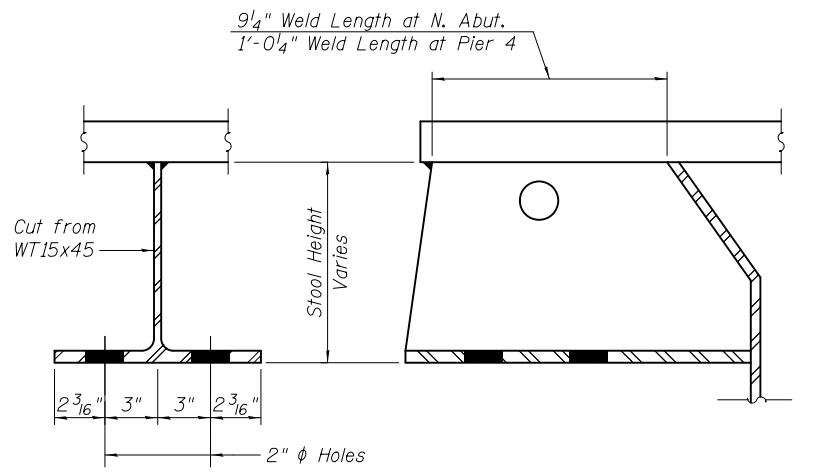


SECTION A-A



SECTION D-D

Trough splice at Pier 4 shown. Trough splice at N. Abut. similar.



FINGER PLATE STOOL DETAIL

Pier 4 shown, N. Abut. similar

Note:
Fabric reinforced material for trough and side flap shall be according to Section 520 of the Standard Specifications.



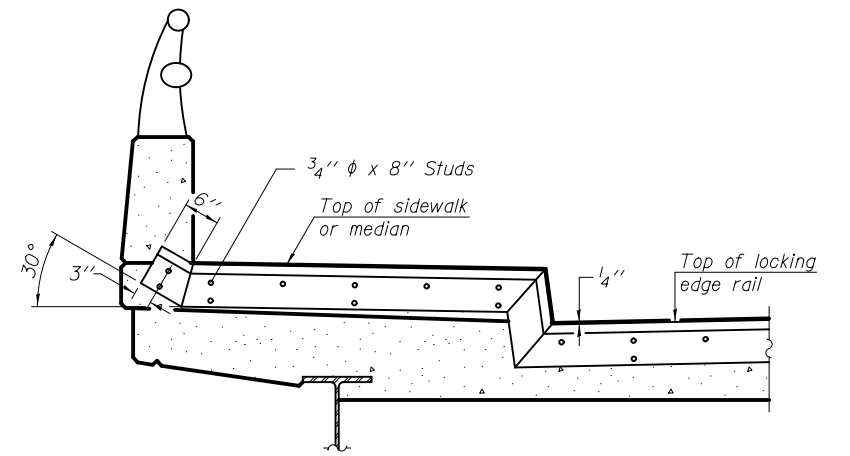
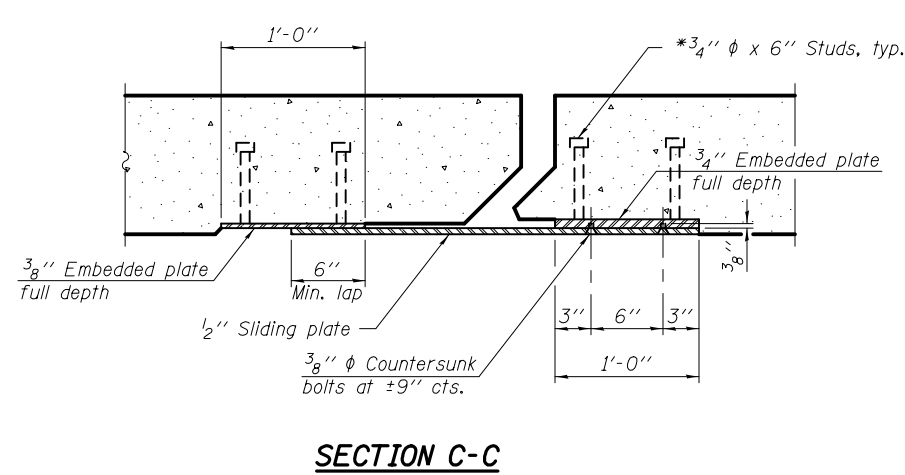
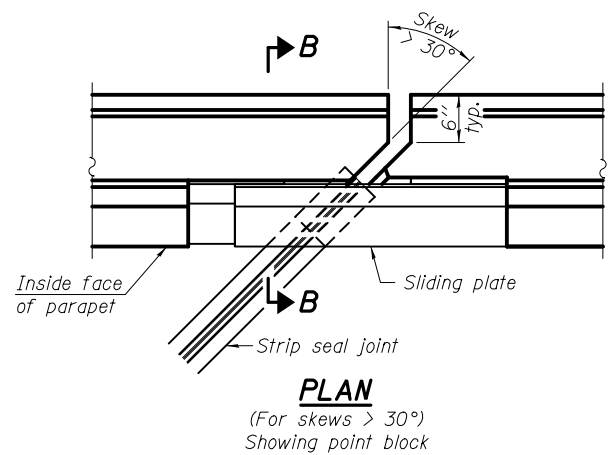
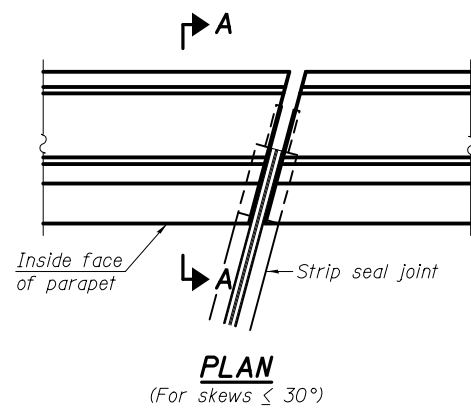
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PLOT DATE = 2/1/2013	CHECKED - JTH	REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

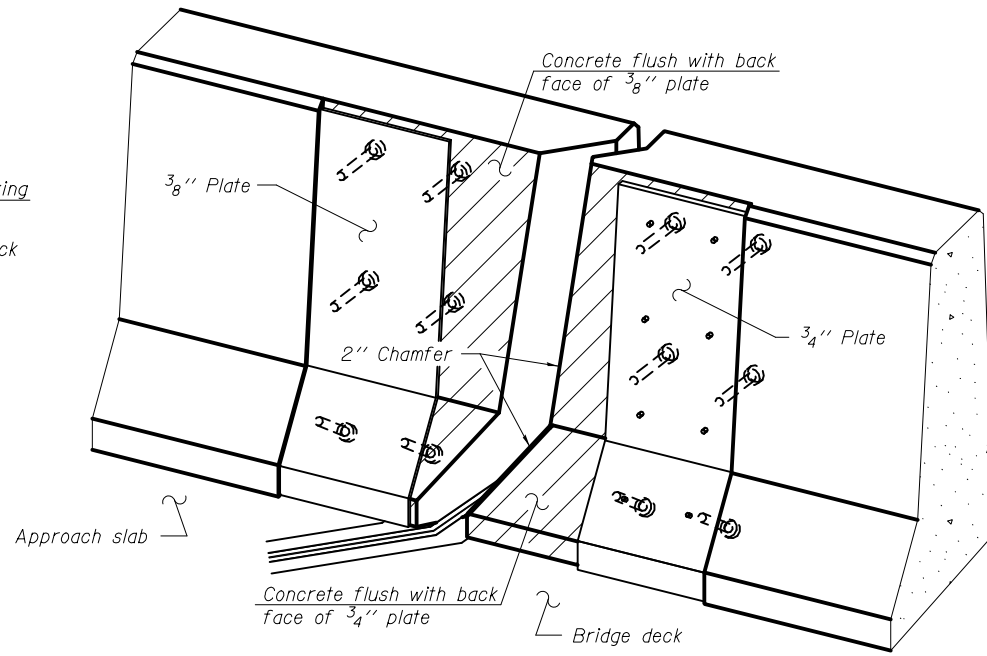
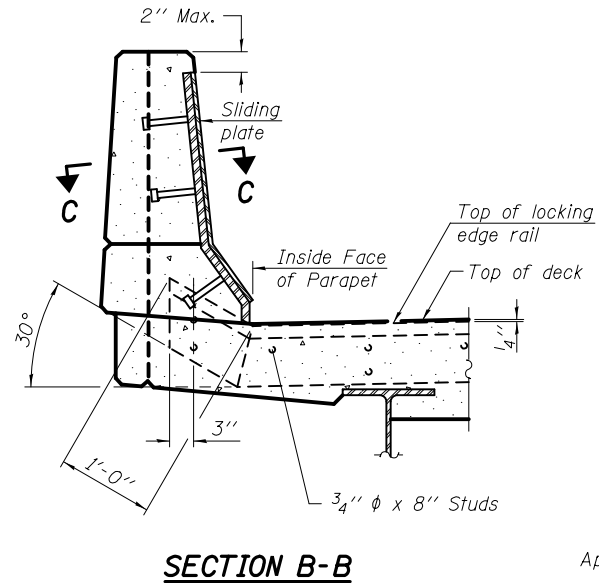
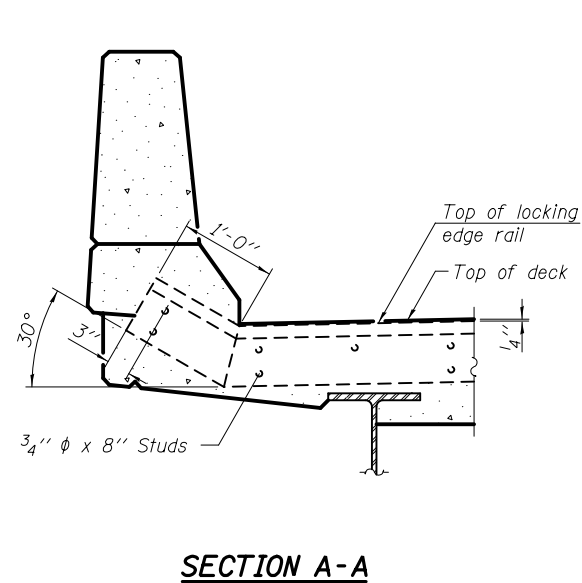
FINGER PLATE EXPANSION JOINT - 2
STRUCTURE NO. 014-0033

SHEET NO. 25 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	94
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



TYPICAL END TREATMENT AT SIDEWALK OR MEDIAN
 Shorter plates with a single row of studs at 12" cts. may be necessary on medians which are shallower than 9". See manufacturer's recommendation.

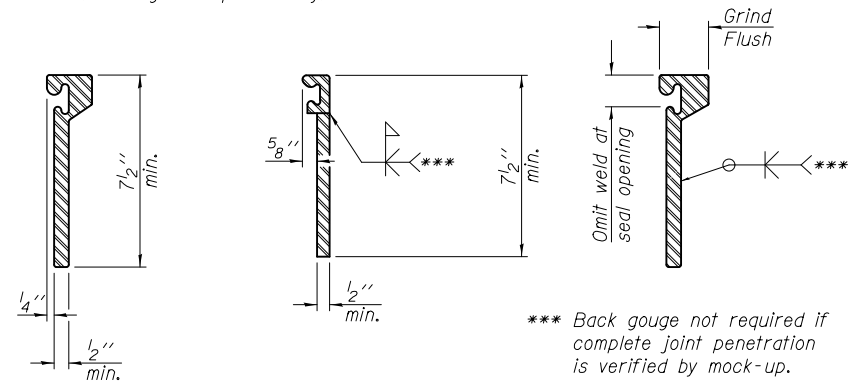
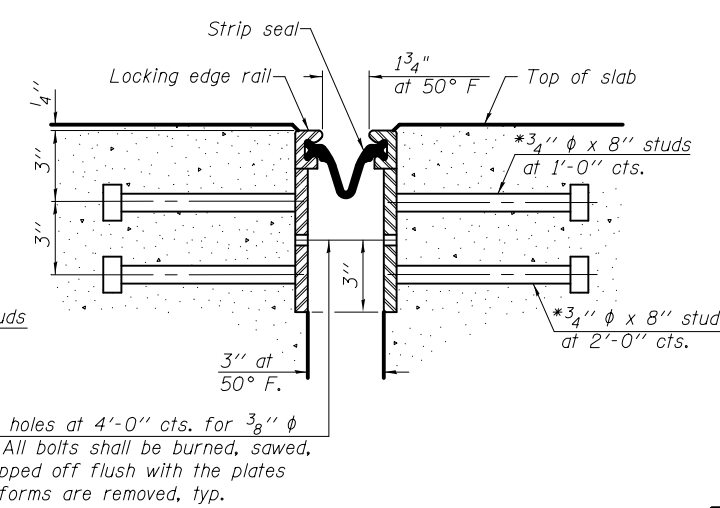
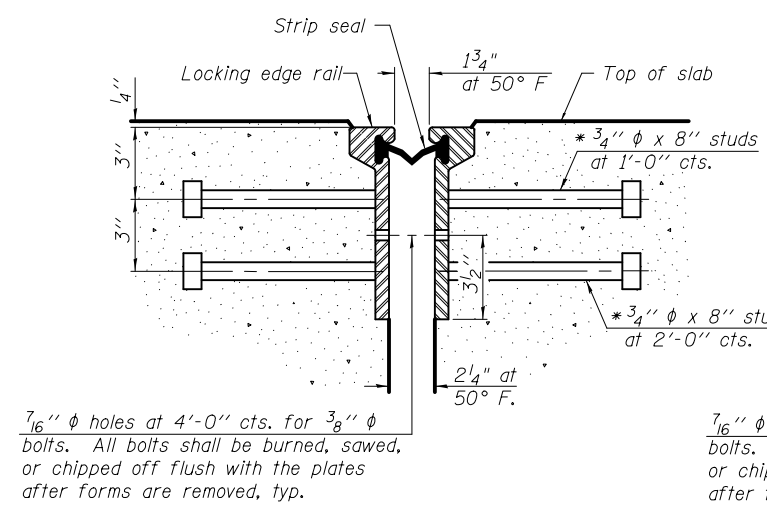


Notes:
 The strip seal shall be made continuous and shall have a minimum thickness of 1/4". The configuration of the strip seal shall match the configuration of the Locking Edge Rails. Open or "webbed" strip seal gland configurations are not permitted. The gland shall be sized for a maximum rated movement of 4 inches.
 The Locking Edge Rails depicted are conceptual only, except for the minimum dimensions shown. The actual configuration of the Locking Edge Rails and matching strip seal may vary from manufacturer to manufacturer. Flanged edge rails will not be allowed. Locking Edge Rails may be spliced at slope discontinuities.
 The manufacturer's recommended installation methods shall be followed.
 The joint opening and deck dimensions detailed on the superstructure are based on a rolled rail expansion joint. If the Contractor elects to use the welded rail expansion joint, the opening and deck dimensions shall be modified according to the dimensions detailed on this sheet. Required modifications shall be made at no additional cost to the State.
 All steel components shall be galvanized after fabrication according to Article 520.03 of the Standard Specifications. Maximum space between rail segments shall be 3/16", sealed with a suitable sealant. Joints in rails within 10 ft. of curbs shall be welded.
 Parapet plates and anchorage studs for skews > 30° included in the cost of Preformed Joint Strip Seal.

SECTION A-A

SECTION B-B

TRIMETRIC VIEW
(Showing back plates only)



ROULDED EXTRUDED RAIL **WELDED RAIL**

LOCKING EDGE RAIL SPLICE
 The inside of the locking edge rail groove shall be free of weld residue.
 Rolled rail shown, welded rail similar.

SECTION THRU ROLLED RAIL JOINT

SECTION THRU WELDED RAIL JOINT

LOCKING EDGE RAILS

BILL OF MATERIAL

Item	Unit	Total
Preformed Joint Strip Seal	Foot	38

* Granular or solid flux filled headed studs conforming to Article 1006.32 of the Std. Specs., automatically end welded.

EJ-SSJ

1-27-12



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PLOT SCALE =	DRAWN - PRC	REVISED
PLOT DATE = 2/1/2013	CHECKED - RLM	REVISED

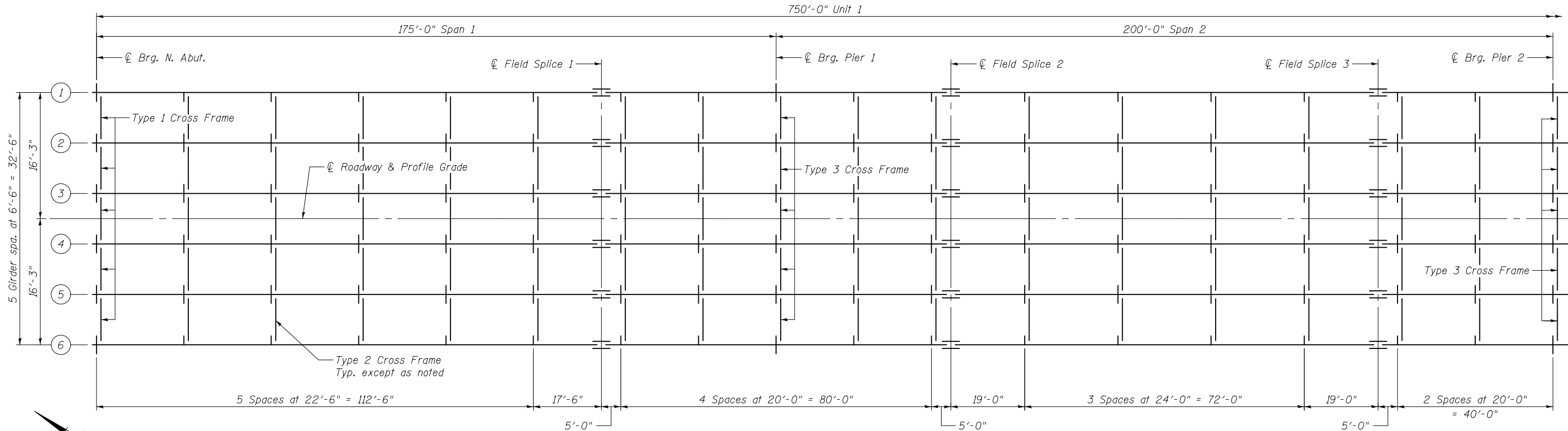
STATE OF ILLINOIS
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PREFORMED JOINT STRIP SEAL
 STRUCTURE NO. 014-0033

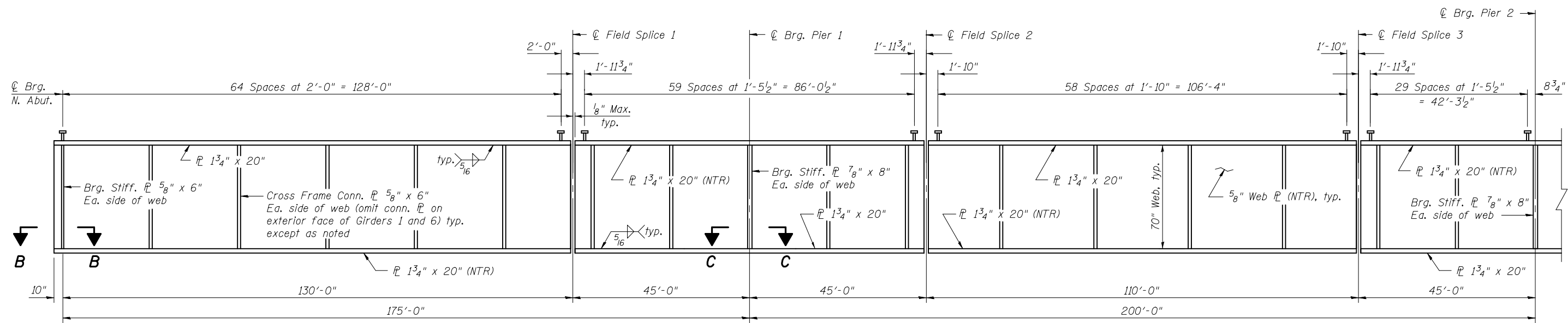
SHEET NO. 26 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	95
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				

750'-0" Unit 1

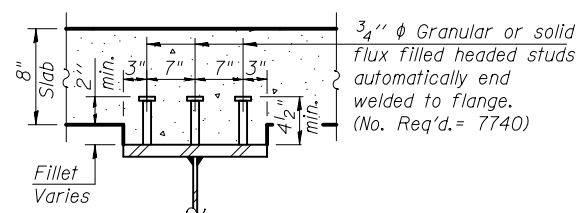


PART FRAMING PLAN - UNIT 1

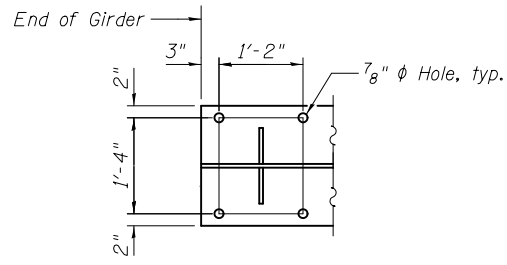


PART GIRDER ELEVATION - UNIT 1

Interior girders shown, exterior girders similar. (Looking East, 6 required)

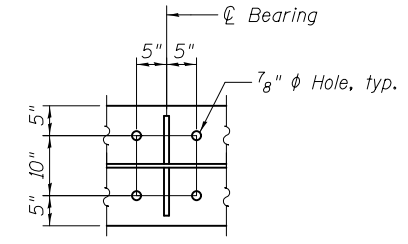


SECTION A-A



SECTION B-B

Section at North abutment shown, Section at Pier 4 similar



SECTION C-C

Notes:
Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
All flange plates, web plates, bearing stiffeners, and cross frame connection plates shall be AASHTO M270 Grade 50.
See sheets 30, 32 and 33 of 61 for steel details.



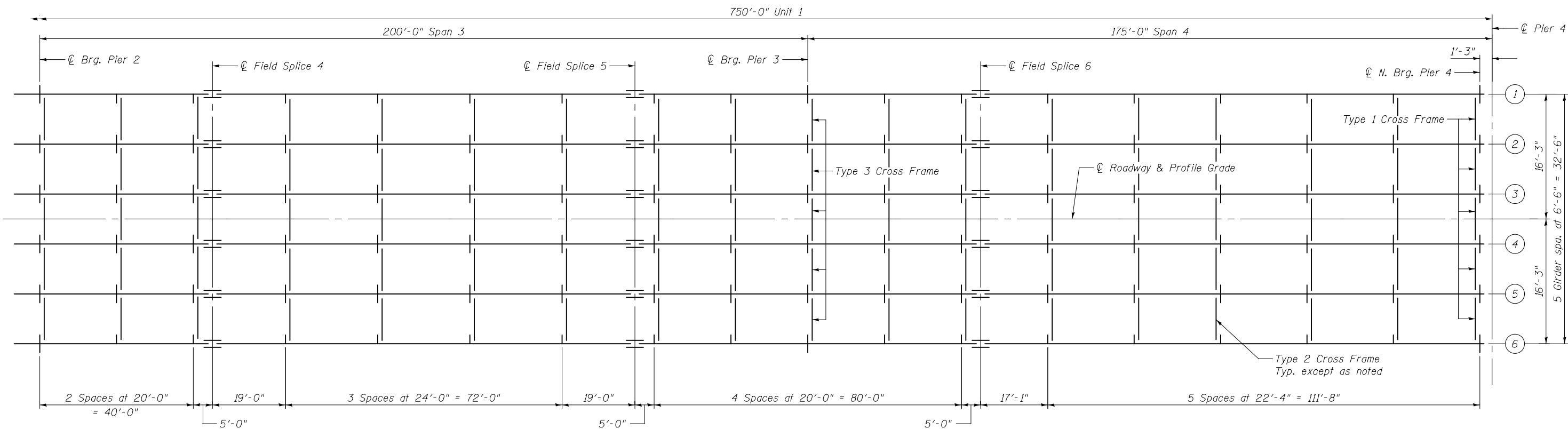
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

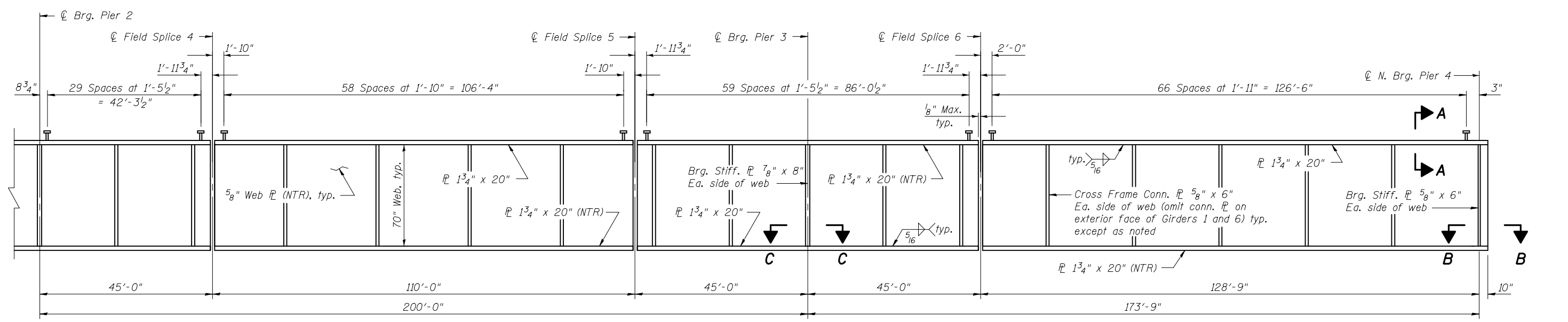
STEEL FRAMING PLAN - UNIT 1 (1 OF 2)
STRUCTURE NO. 014-0033

SHEET NO. 27 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	96
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



PART FRAMING PLAN - UNIT 1



PART GIRDER ELEVATION - UNIT 1

Interior girders shown, exterior girders similar.
(Looking East, 6 required)

Notes:
Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
All flange plates, web plates, bearing stiffeners, and cross frame connection plates shall be AASHTO M270 Grade 50.
See sheet 27 of 61 for Sections A-A, B-B and C-C.
See sheets 30, 32 and 33 of 61 for additional steel details.



USER NAME =	DESIGNED - RLM	REVISED
	CHECKED - JTH	REVISED
PLOT SCALE =	DRAWN - PRC	REVISED
PLOT DATE = 2/1/2013	CHECKED - RLM	REVISED

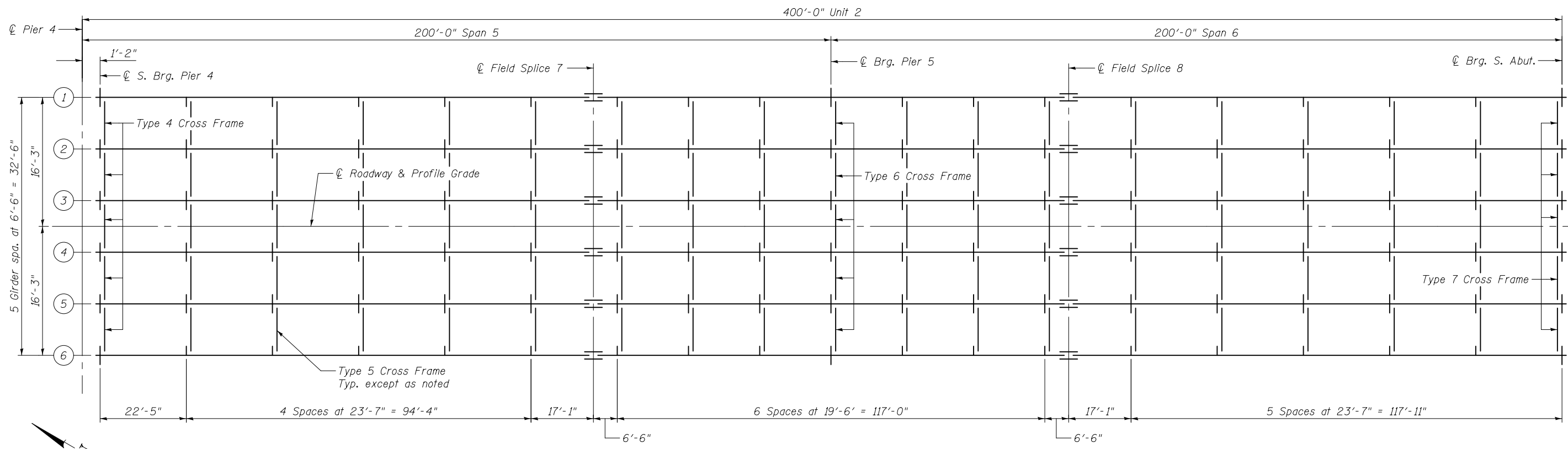
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STEEL FRAMING PLAN - UNIT 1 (2 OF 2)
STRUCTURE NO. 014-0033

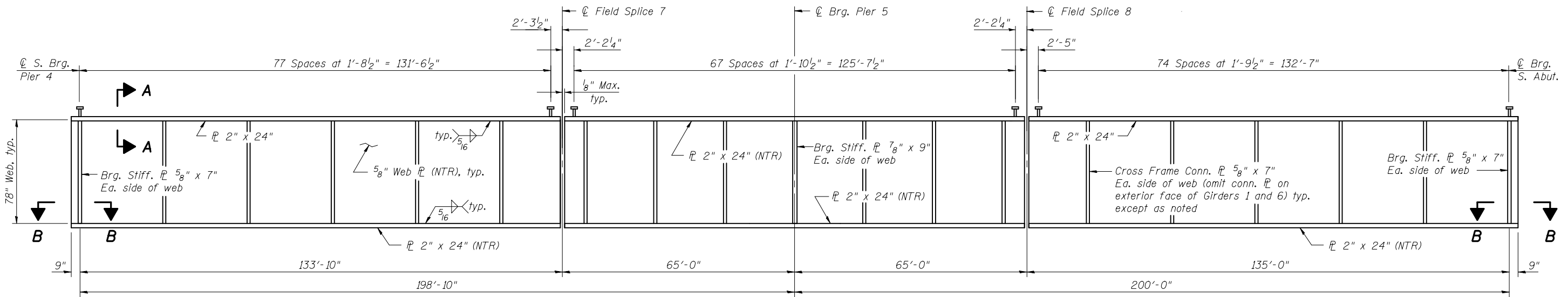
SHEET NO. 28 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	97
CONTRACT NO. 76479				

ILLINOIS FED. AID PROJECT

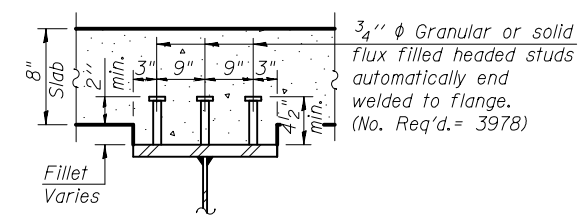


FRAMING PLAN - UNIT 2

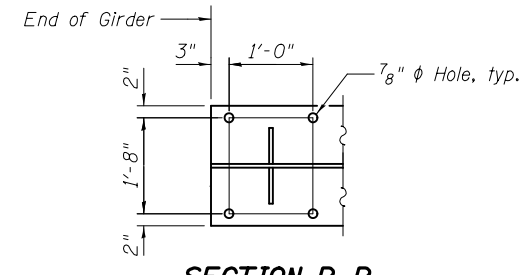


GIRDER ELEVATION - UNIT 2

Interior girders shown, exterior girders similar.
(Looking East, 6 required)



SECTION A-A



SECTION B-B

Section at Pier 4 shown,
Section at South abutment similar

Notes:
Load carrying components designated "NTR" shall conform to the Impact Testing Requirement, Zone 2.
All flange plates, web plates, bearing stiffeners, and cross frame connection plates shall be AASHTO M270 Grade 50.
See sheets 31, 32 and 33 of 61 for steel details.



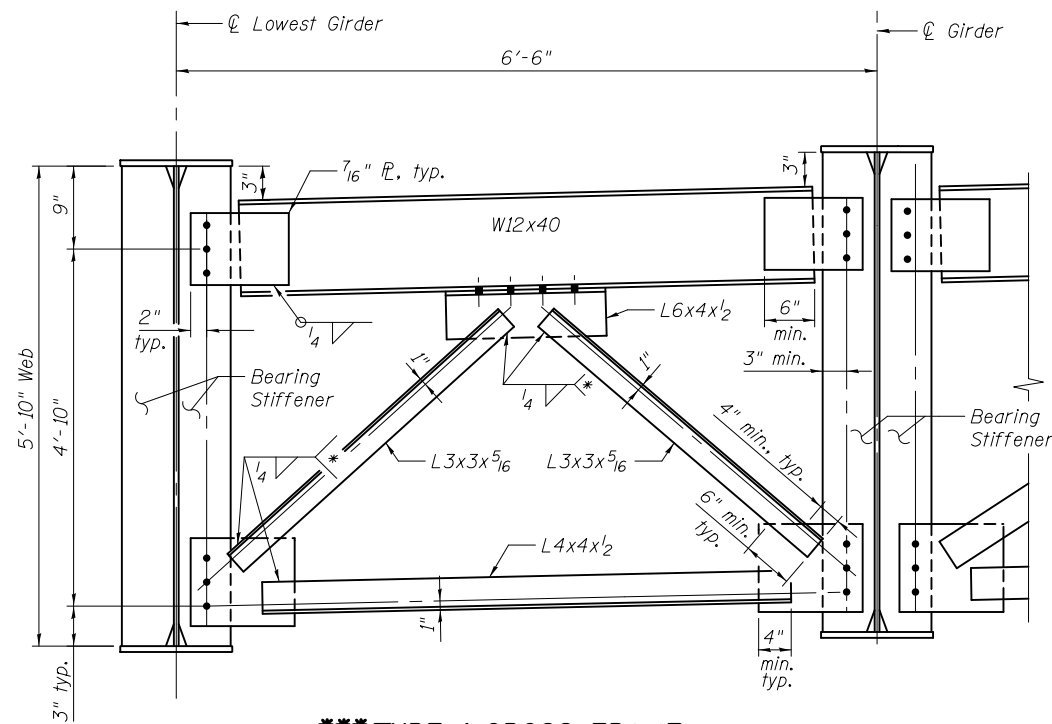
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	CHECKED - JTH	REVISED
PLOT SCALE =	DRAWN - PRC	REVISED
PLOT DATE = 2/1/2013	CHECKED - RLM	REVISED

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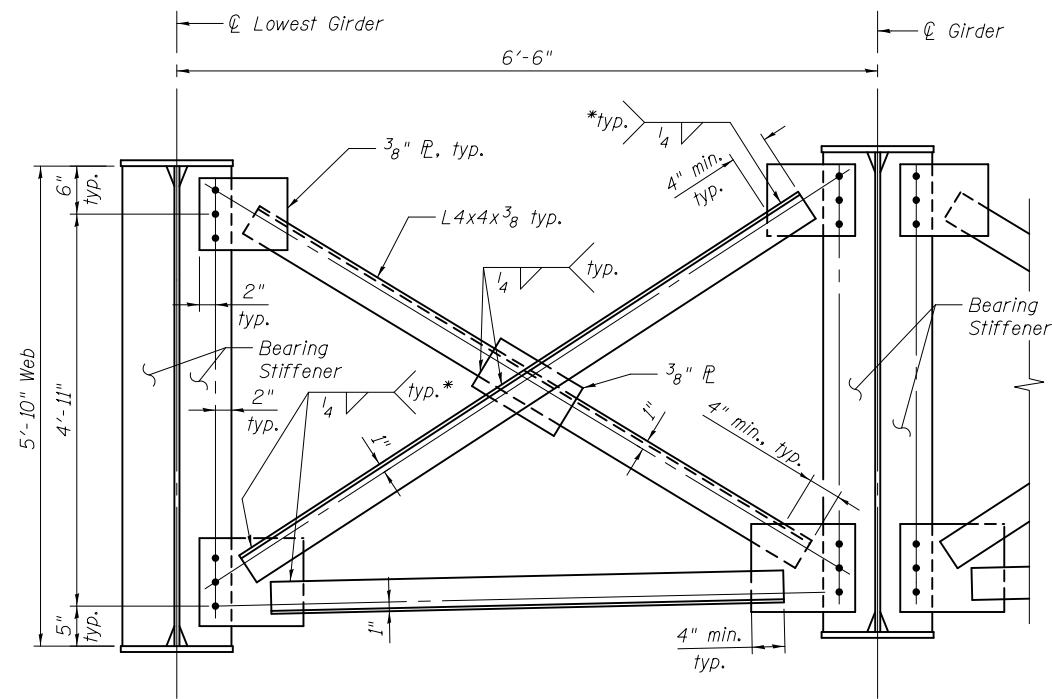
STEEL FRAMING PLAN - UNIT 2
STRUCTURE NO. 014-0033

SHEET NO. 29 OF 61 SHEETS

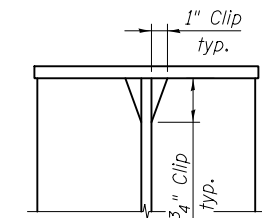
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	98
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



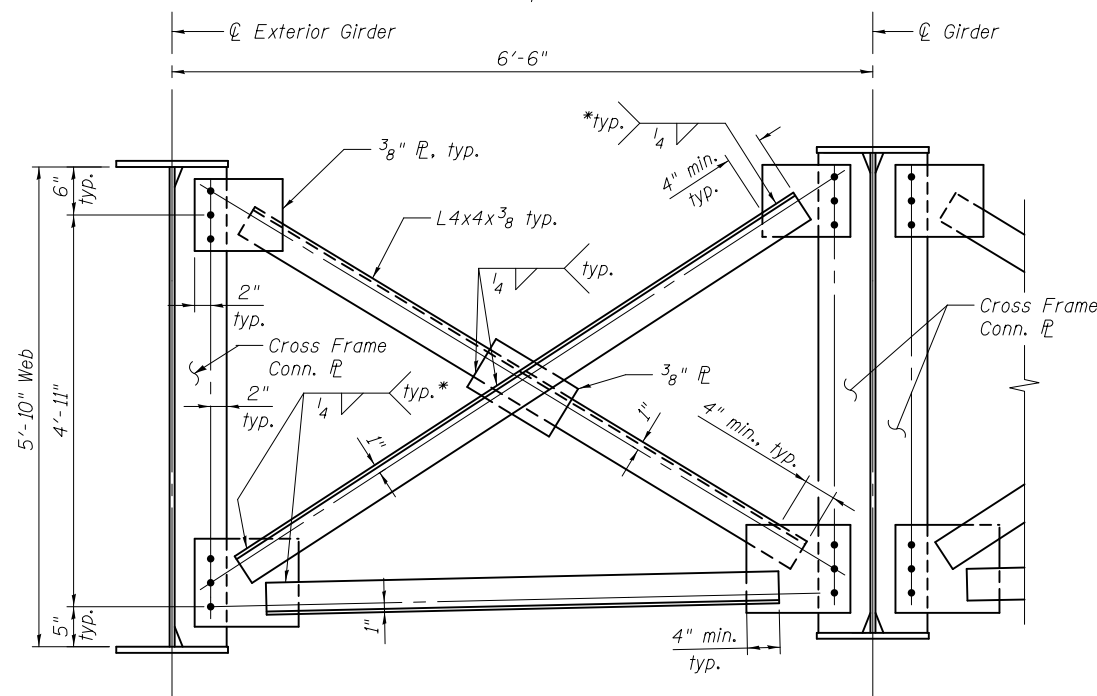
***** TYPE 1 CROSS FRAME**
(10 Required)



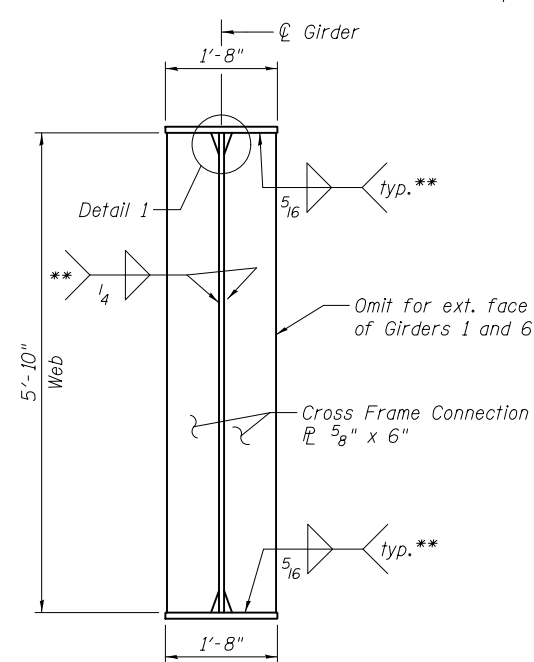
TYPE 3 CROSS FRAME
(15 Required)



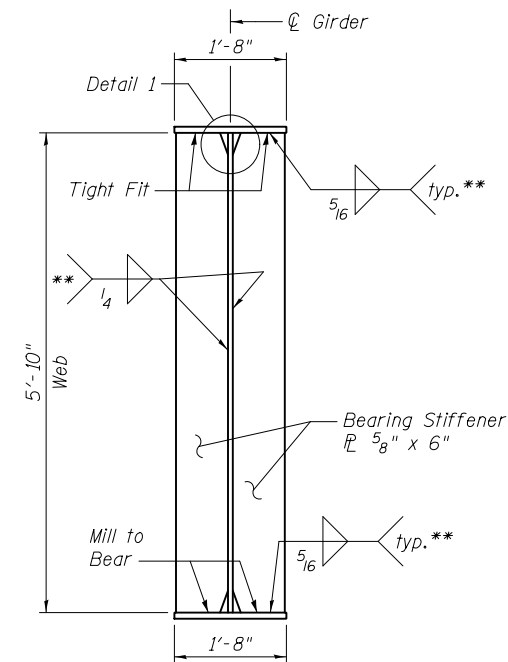
DETAIL 1
(Typical top & bottom flanges)



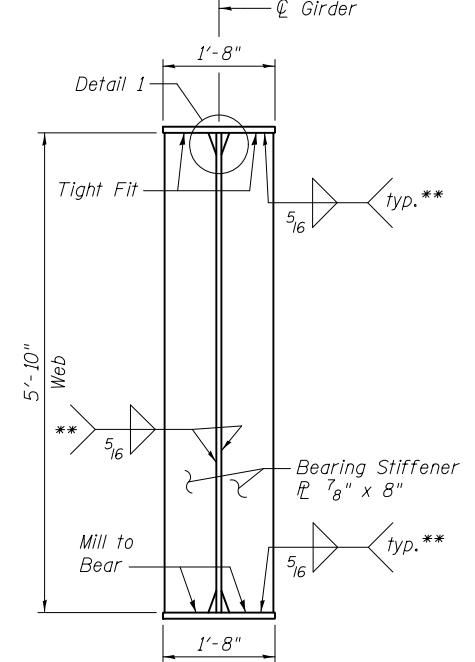
TYPE 2 CROSS FRAME
(150 Required)



CONNECTION PLATE DETAIL
Use with Type 2 Cross Frame



**BEARING STIFFENER AT
N. ABUT. AND PIER 4 (N. BRG.)**
Use with Type 1 Cross Frame



**BEARING STIFFENER AT
PIERS 1, 2 AND 3**
Use with Type 3 Cross Frame

- * Fillet weld angles along 3 sides on one face of gusset plate.
- ** Terminate weld 1/4" from edges of stiffener and connection PL.
- *** Steel components shall be hot dip galvanized after fabrication according to AASHTO M111 and ASTM A385.

Notes:
All cross frames shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames at supports may be temporarily disconnected to install bearing anchor rods.
Bolts for cross frame connections shall be 3/4" φ, holes 15/16" φ. Two hardened washers required for each set of oversized holes.



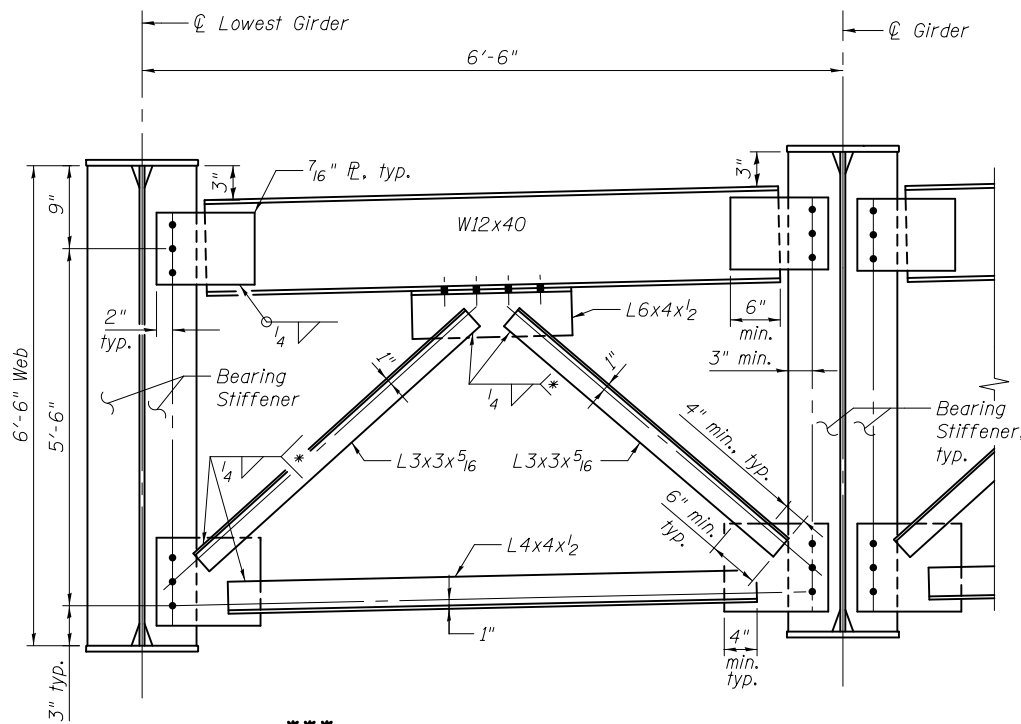
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	CHECKED - JTH	REVISED
PLOT SCALE =	DRAWN - PRC	REVISED
PLOT DATE = 2/1/2013	CHECKED - RLM	REVISED

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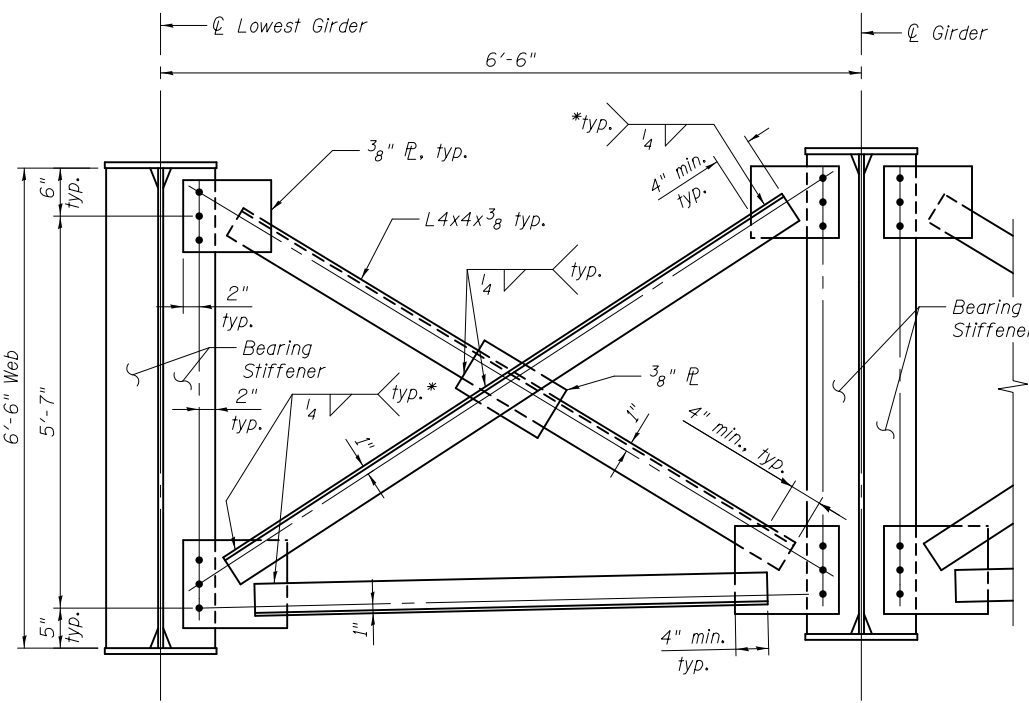
STEEL DETAILS - UNIT 1
STRUCTURE NO. 014-0033

SHEET NO. 30 OF 61 SHEETS

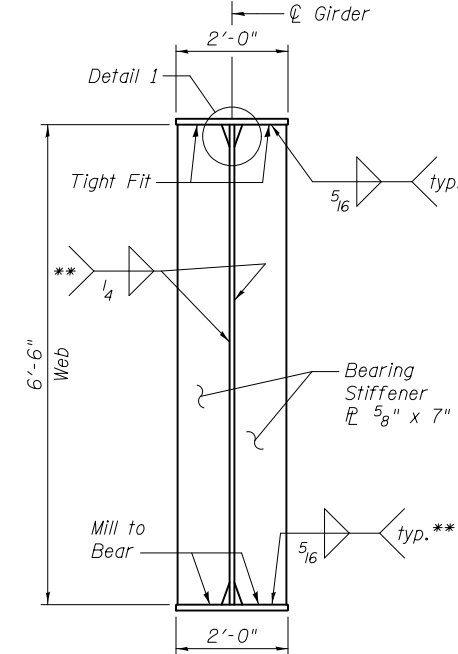
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	99
CONTRACT NO. 76479				
ILLINOIS FED. AID PROJECT				



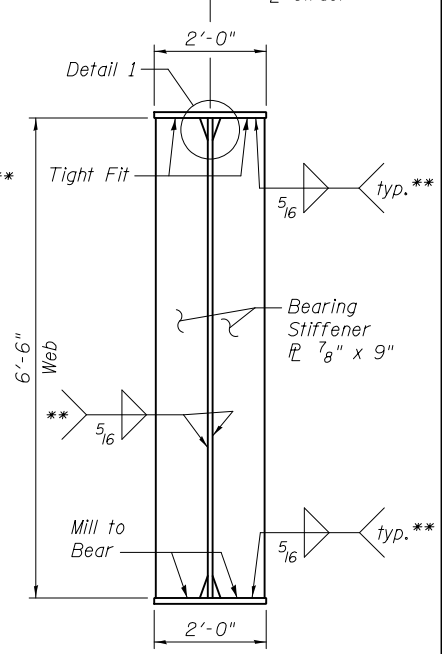
*****TYPE 4 CROSS FRAME**
(5 Required)



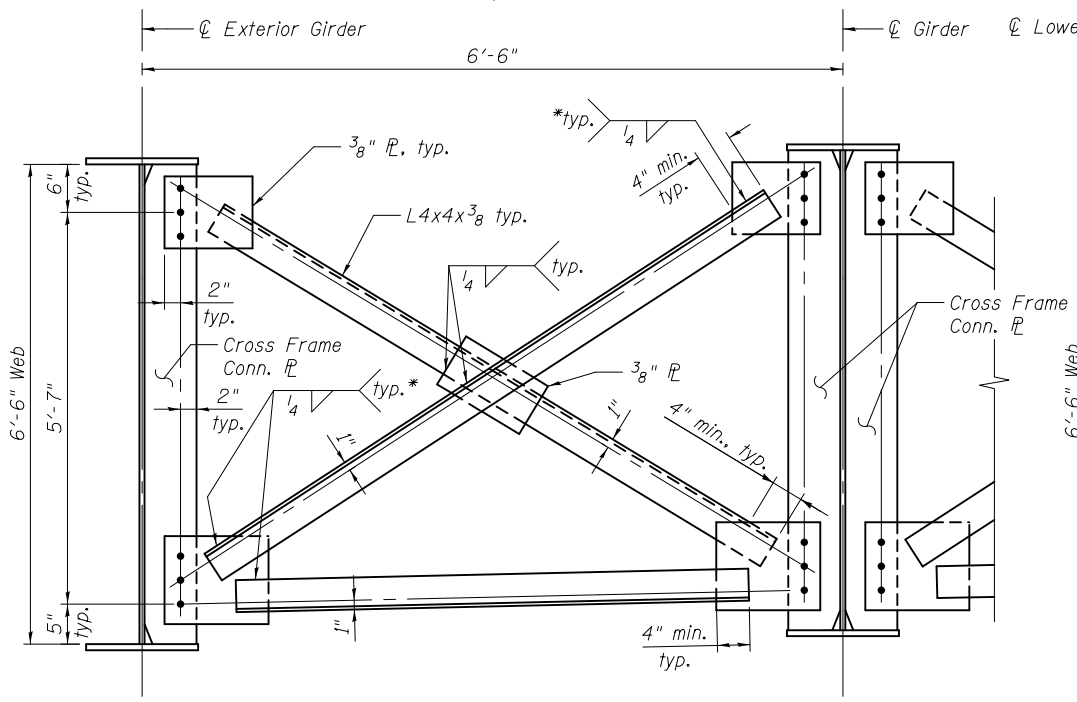
TYPE 6 CROSS FRAME
(5 Required)



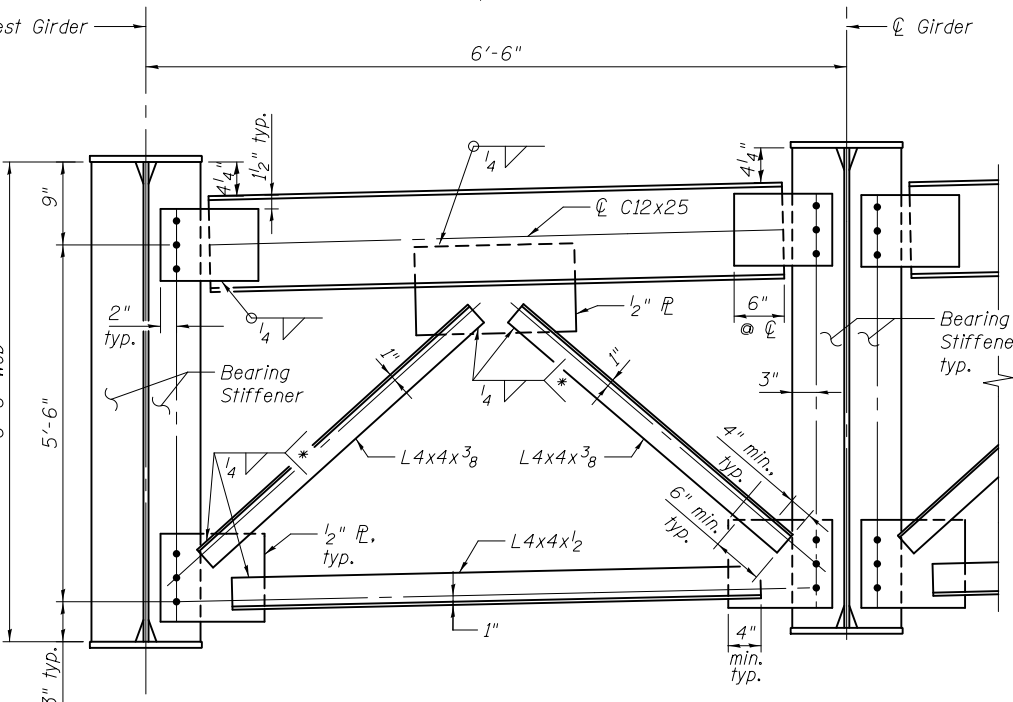
**BEARING STIFFENER AT
PIER 4 (S. BRG.) AND S. ABUT.**
Use with Type 4 and Type 7 Cross Frames



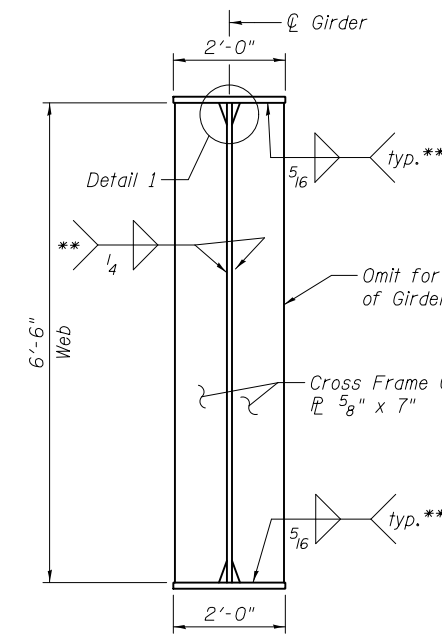
**BEARING STIFFENER AT
PIER 5**
Use with Type 6 Cross Frame



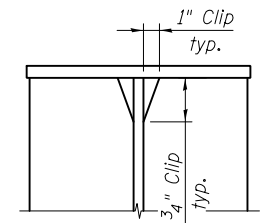
TYPE 5 CROSS FRAME
(80 Required)



*****TYPE 7 CROSS FRAME**
(5 Required)
Place cross frame with channel flanges and
outstanding angle legs outward from abutment
backwall.



**CROSS FRAME
CONNECTION PLATE DETAIL**
Use with Type 5 Cross Frame



DETAIL 1
(Typical top & bottom flanges)

- * Fillet weld angles along 3 sides on one face of gusset plate.
- ** Terminate weld 1/4" from edges of stiffener and connection PL.
- *** Steel components shall be hot dip galvanized after fabrication according to AASHTO M111 and ASTM A385.

Notes:
All cross frames or 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.
Bolts for cross frame connections shall be 3/4" φ, holes 15/16" φ. Two hardened washers required for each set of oversized holes.



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PLOT SCALE =	DRAWN - PRC	REVISED
PLOT DATE = 2/1/2013	CHECKED - RLM	REVISED

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DEPARTMENT OF TRANSPORTATION**

**STEEL DETAILS - UNIT 2
STRUCTURE NO. 014-0033**
SHEET NO. 31 OF 61 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	1-1BR-2	CLINTON	159	100
CONTRACT NO. 76479				
<small>ILLINOIS FED. AID PROJECT</small>				