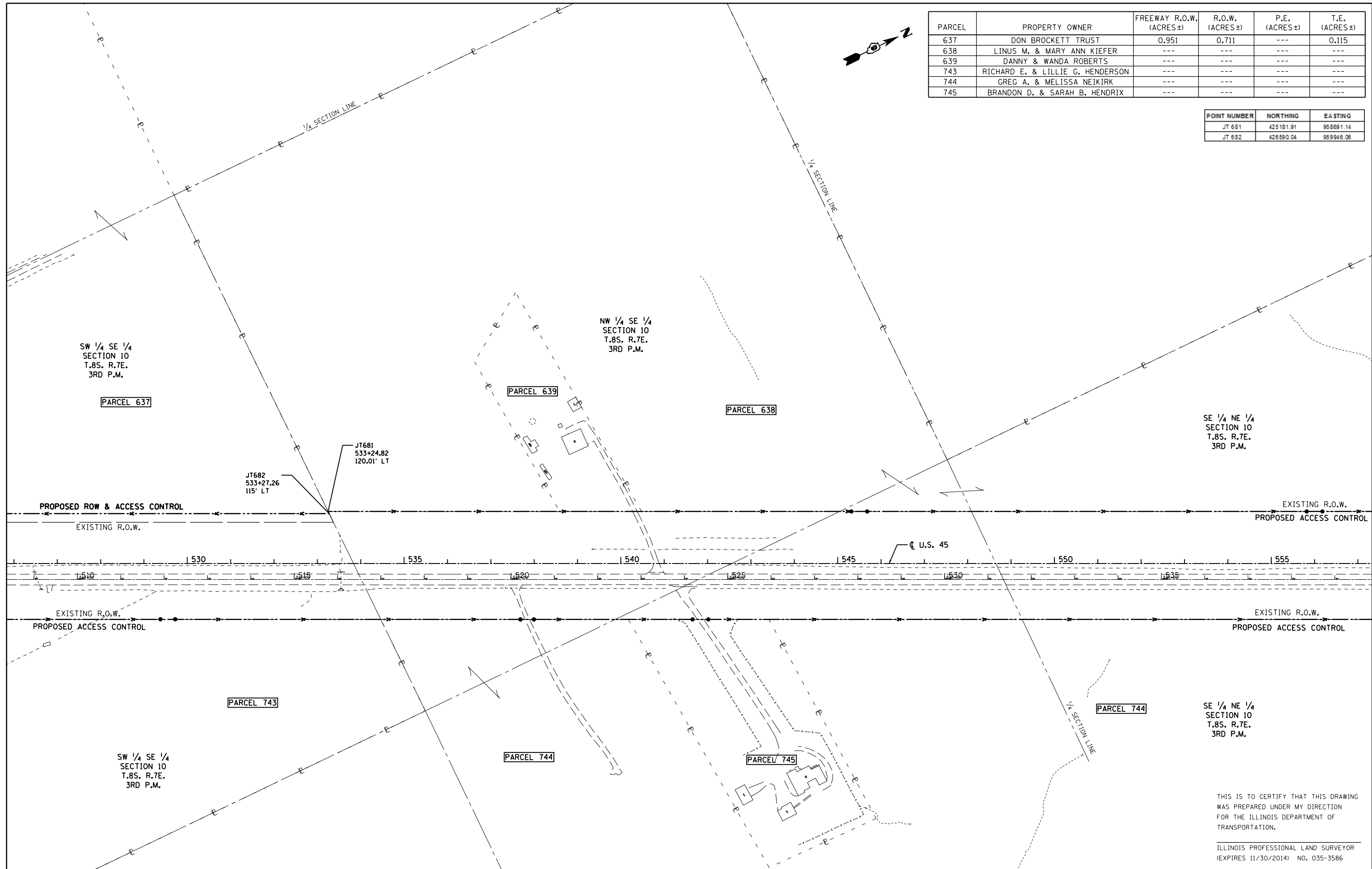


PARCEL	PROPERTY OWNER	FREEWAY R.O.W. (ACRES±)	R.O.W. (ACRES±)	P.E. (ACRES±)	T.E. (ACRES±)
637	DON BROCKETT TRUST	0.951	0.711	---	0.115
638	LINUS M. & MARY ANN KIEFER	---	---	---	---
639	DANNY & WANDA ROBERTS	---	---	---	---
743	RICHARD E. & LILLIE G. HENDERSON	---	---	---	---
744	GREG A. & MELISSA NEIKIRK	---	---	---	---
745	BRANDON D. & SARAH B. HENDRIX	---	---	---	---

POINT NUMBER	NORTHING	EASTING
JT 681	425181.91	958691.14
JT 682	426590.04	959946.06



THIS IS TO CERTIFY THAT THIS DRAWING WAS PREPARED UNDER MY DIRECTION FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

ILLINOIS PROFESSIONAL LAND SURVEYOR  
(EXPIRES 11/30/2014) NO. 035-3586

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	PLOT DATE = 5/2/2014	DATE -	REVISED -

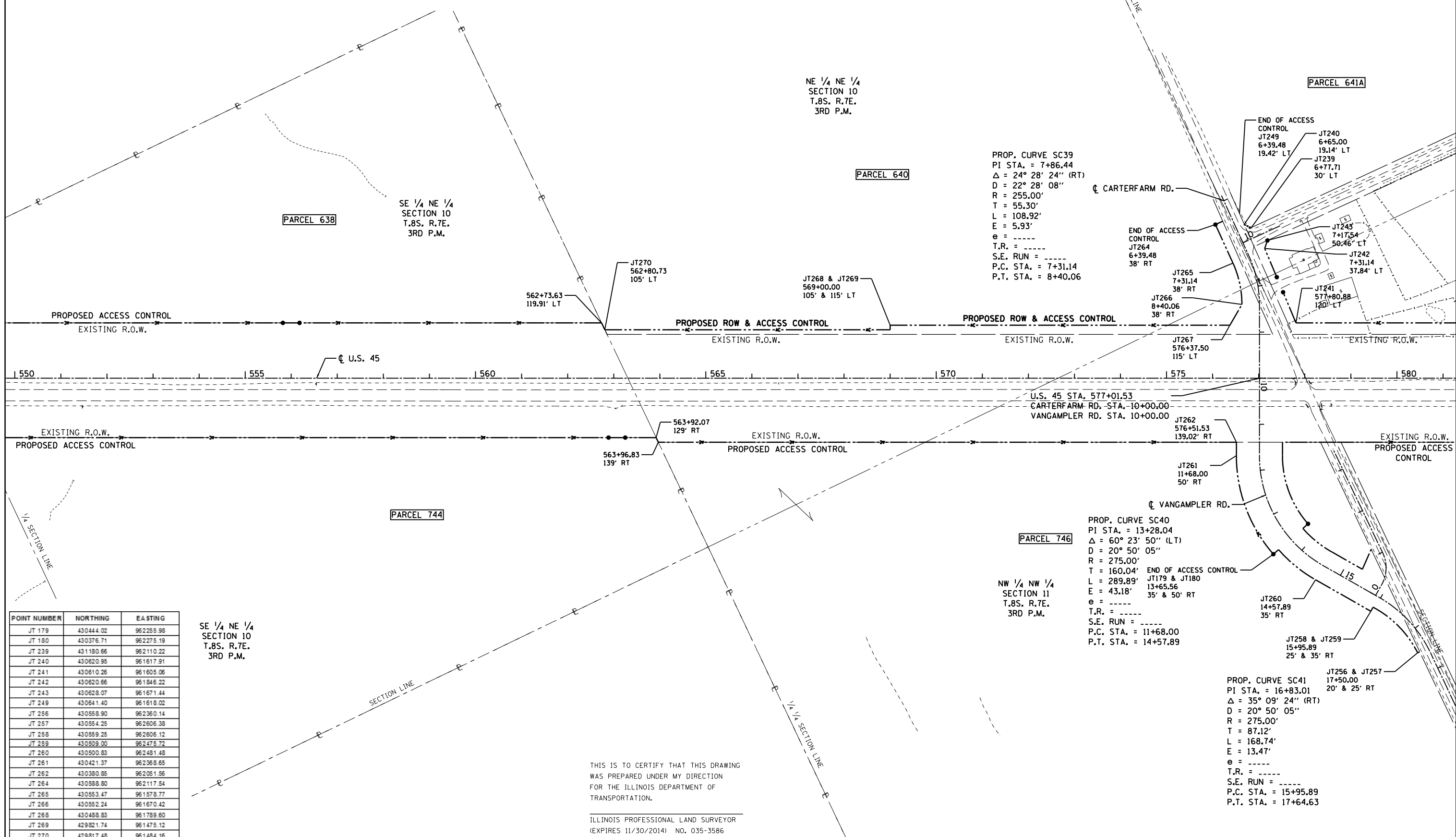
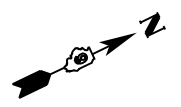
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RIGHT OF WAY PLANS  
U.S. 45**

SCALE:      SHEET      OF      SHEETS      STA.      TO      STA.

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	401
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				

PARCEL	PROPERTY OWNER	FREEWAY R.O.W. (ACRES±)	R.O.W. (ACRES±)	P.E. (ACRES±)	T.E. (ACRES±)
638	LINUS M. & MARY ANN KIEFER	---	---	---	---
640	PEGGY L. SISCO	0.800	---	---	---
744	GREG A. & MELISSA NEIKIRK	---	---	---	---
746	MARTHA SUE GRANT, TRUST	0.520	0.485	---	---



PROP. CURVE SC39  
 PI STA. = 7+86.44  
 $\Delta = 24^\circ 28' 24''$  (RT)  
 $D = 22^\circ 28' 08''$   
 $R = 255.00'$   
 $T = 55.30'$   
 $L = 108.92'$   
 $E = 5.93'$   
 $e =$  -----  
 $T.R. =$  -----  
 $S.E. RUN =$  -----  
 $P.C. STA. = 7+31.14$   
 $P.T. STA. = 8+40.06$

PROP. CURVE SC40  
 PI STA. = 13+28.04  
 $\Delta = 60^\circ 23' 50''$  (LT)  
 $D = 20^\circ 50' 05''$   
 $R = 275.00'$   
 $T = 160.04'$   
 $L = 289.89'$   
 $E = 43.18'$   
 $e =$  -----  
 $T.R. =$  -----  
 $S.E. RUN =$  -----  
 $P.C. STA. = 11+68.00$   
 $P.T. STA. = 14+57.89$

PROP. CURVE SC41  
 PI STA. = 16+83.01  
 $\Delta = 35^\circ 09' 24''$  (RT)  
 $D = 20^\circ 50' 05''$   
 $R = 275.00'$   
 $T = 87.12'$   
 $L = 168.74'$   
 $E = 13.47'$   
 $e =$  -----  
 $T.R. =$  -----  
 $S.E. RUN =$  -----  
 $P.C. STA. = 15+95.89$   
 $P.T. STA. = 17+64.63$

POINT NUMBER	NORTHING	EASTING
JT 179	430444.02	962255.98
JT 180	430376.71	962275.19
JT 239	431180.66	962110.22
JT 240	430620.95	961617.91
JT 241	430610.26	961605.06
JT 242	430620.66	961846.22
JT 243	430628.07	961671.44
JT 249	430641.40	961618.02
JT 256	430558.90	962360.14
JT 257	430554.25	962606.38
JT 258	430559.25	962606.12
JT 259	430509.00	962475.72
JT 260	430500.83	962481.48
JT 261	430421.37	962368.65
JT 262	430380.85	962051.56
JT 264	430588.80	962117.54
JT 265	430553.47	961578.77
JT 266	430552.24	961670.42
JT 268	430488.83	961789.60
JT 269	429821.74	961475.12
JT 270	429817.48	961484.16

THIS IS TO CERTIFY THAT THIS DRAWING  
 WAS PREPARED UNDER MY DIRECTION  
 FOR THE ILLINOIS DEPARTMENT OF  
 TRANSPORTATION.  
 ILLINOIS PROFESSIONAL LAND SURVEYOR  
 (EXPIRES 11/30/2014) NO. 035-3586

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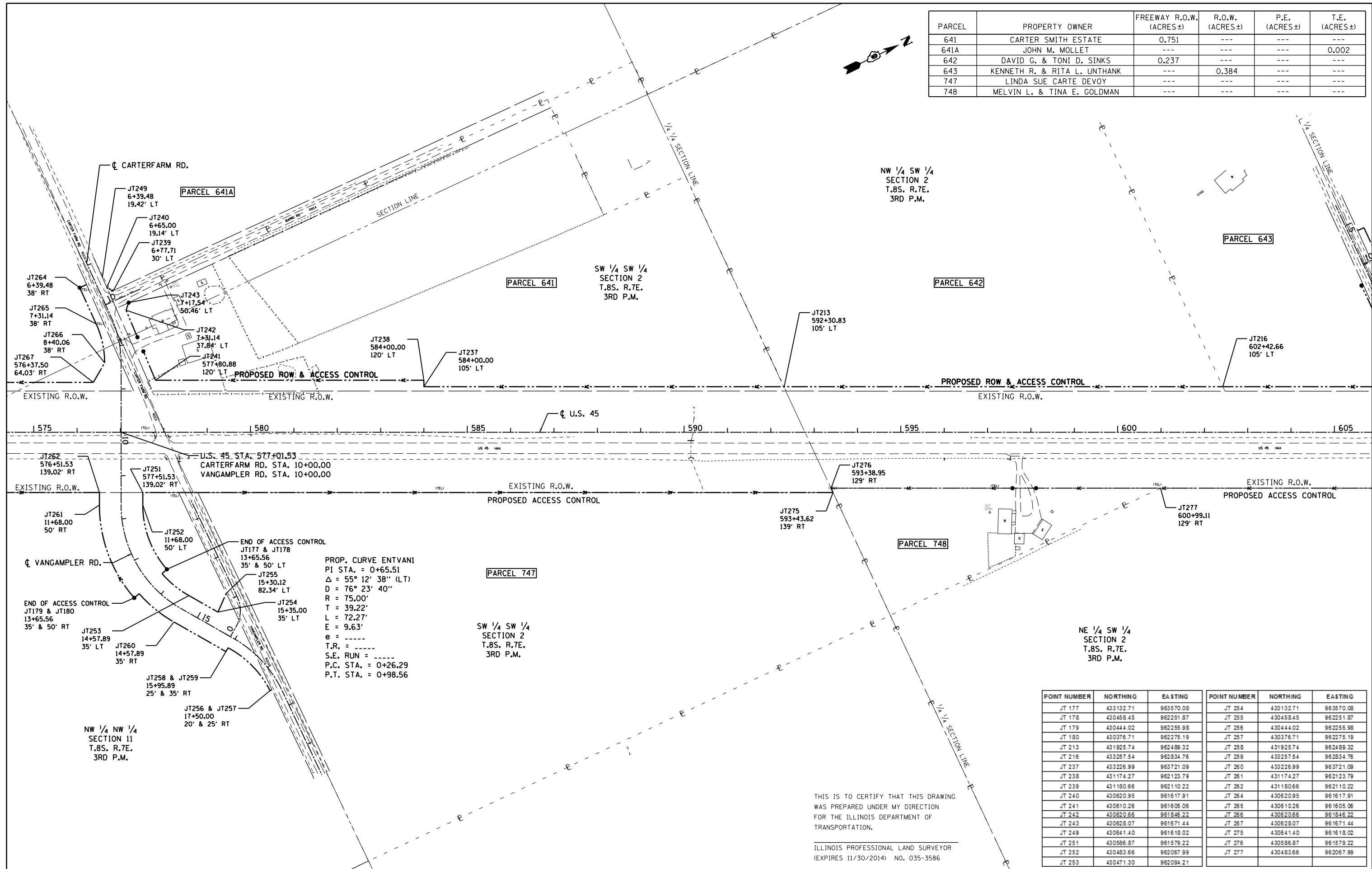
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**RIGHT OF WAY PLANS  
 U.S. 45**

SCALE:	SHEET	OF	SHEETS	STA.	TO	STA.
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F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	402
				CONTRACT NO. 78077
ILLINOIS FED. AID PROJECT				

PARCEL	PROPERTY OWNER	FREEWAY R.O.W. (ACRES±)	R.O.W. (ACRES±)	P.E. (ACRES±)	T.E. (ACRES±)
641	CARTER SMITH ESTATE	0.751	---	---	---
641A	JOHN M. MOLLET	---	---	---	0.002
642	DAVID G. & TONI D. SINKS	0.237	---	---	---
643	KENNETH R. & RITA L. UNTHANK	---	0.384	---	---
747	LINDA SUE CARTE DEVOY	---	---	---	---
748	MELVIN L. & TINA E. GOLDMAN	---	---	---	---



THIS IS TO CERTIFY THAT THIS DRAWING WAS PREPARED UNDER MY DIRECTION FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

ILLINOIS PROFESSIONAL LAND SURVEYOR (EXPIRES 11/30/2014) NO. 035-3586

POINT NUMBER	NORTHING	EASTING	POINT NUMBER	NORTHING	EASTING
JT 177	433132.71	963570.08	JT 254	433132.71	963570.08
JT 178	430458.45	962251.87	JT 255	430458.45	962251.87
JT 179	430444.02	962255.98	JT 256	430444.02	962255.98
JT 180	430376.71	962275.19	JT 257	430376.71	962275.19
JT 213	431925.74	962489.32	JT 258	431925.74	962489.32
JT 216	433257.54	962834.76	JT 259	433257.54	962834.76
JT 237	433226.99	963721.09	JT 260	433226.99	963721.09
JT 238	431174.27	962123.79	JT 261	431174.27	962123.79
JT 239	431180.66	962110.22	JT 262	431180.66	962110.22
JT 240	430620.95	961617.91	JT 264	430620.95	961617.91
JT 241	430610.26	961605.06	JT 265	430610.26	961605.06
JT 242	430620.66	961846.22	JT 266	430620.66	961846.22
JT 243	430628.07	961671.44	JT 267	430628.07	961671.44
JT 249	430641.40	961618.02	JT 275	430641.40	961618.02
JT 251	430586.87	961579.22	JT 276	430586.87	961579.22
JT 252	430483.66	962067.99	JT 277	430483.66	962067.99
JT 253	430471.30	962094.21			

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	PLOT DATE = 5/2/2014	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RIGHT OF WAY PLANS  
U.S. 45**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	403
CONTRACT NO. 78077			ILLINOIS FED. AID PROJECT	

PARCEL	PROPERTY OWNER	FREEWAY R.O.W. (ACRES±)	R.O.W. (ACRES±)	P.E. (ACRES±)	T.E. (ACRES±)
643	KENNETH R. & RITA L. UNTHANK	---	0.384	---	---
644	ROGER, OLIVE & DARIN SWEENEY	0.128	0.557	---	---
645	SHIRLEY & J.J. UNTHANK	1.034	0.036	---	0.054
646	THOMAS, JOHN & RUTH ABELL	0.406	---	---	---
750A	SHIRLEY & J.J. UNTHANK	0.447	0.601	---	---
750	SHIRLEY & J.J. UNTHANK	---	0.036	---	---
751	THE REEDER LAND COMPANY	---	---	---	---

PROP. CURVE SC42  
 PI STA. = 7+70.79  
 $\Delta = 25^\circ 09' 01''$  (RT)  
 $D = 20^\circ 50' 05''$   
 $R = 275.00'$   
 $T = 61.34'$   
 $L = 120.71'$   
 $E = 6.76'$   
 $e = \text{---}$   
 $T.R. = \text{---}$   
 $S.E. RUN = \text{---}$   
 $P.C. STA. = 7+09.45$   
 $P.T. STA. = 8+30.16$

PROP. CURVE SC43  
 PI STA. = 11+53.22  
 $\Delta = 54^\circ 47' 50''$  (RT)  
 $D = 49^\circ 49' 21''$   
 $R = 115.00'$   
 $T = 59.61'$   
 $L = 109.98'$   
 $E = 14.53'$   
 $e = \text{---}$   
 $T.R. = \text{---}$   
 $S.E. RUN = \text{---}$   
 $P.C. STA. = 10+93.61$   
 $P.T. STA. = 12+03.60$

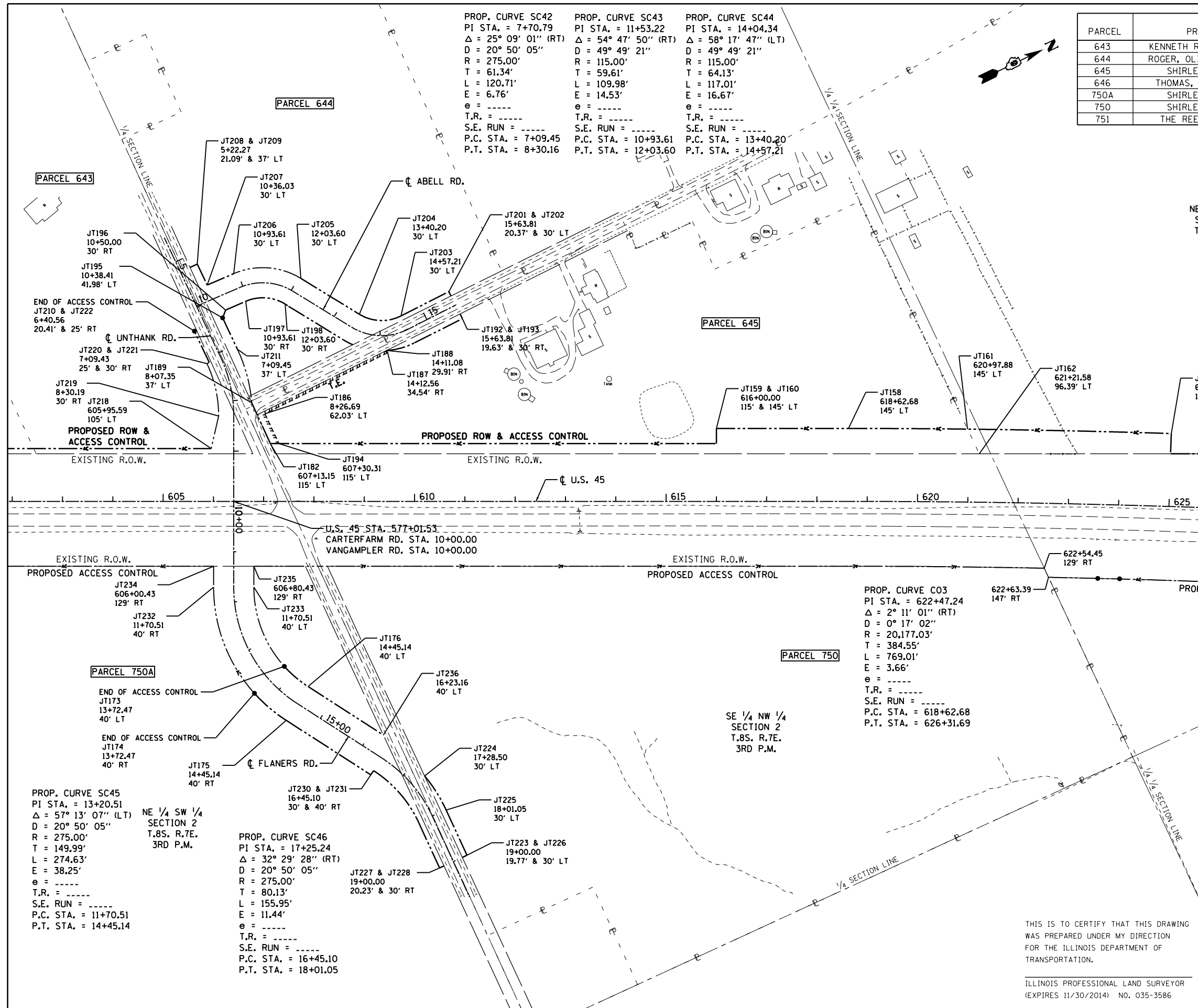
PROP. CURVE SC44  
 PI STA. = 14+04.34  
 $\Delta = 58^\circ 17' 47''$  (LT)  
 $D = 49^\circ 49' 21''$   
 $R = 115.00'$   
 $T = 64.13'$   
 $L = 117.01'$   
 $E = 16.67'$   
 $e = \text{---}$   
 $T.R. = \text{---}$   
 $S.E. RUN = \text{---}$   
 $P.C. STA. = 13+40.20$   
 $P.T. STA. = 14+57.21$

PROP. CURVE C04  
 PI STA. = 632+47.21  
 $\Delta = 2^\circ 11' 00''$  (LT)  
 $D = 0^\circ 17' 06''$   
 $R = 20,106.61'$   
 $T = 383.12'$   
 $L = 766.15'$   
 $E = 3.65'$   
 $e = \text{---}$   
 $T.R. = \text{---}$   
 $S.E. RUN = \text{---}$   
 $P.C. STA. = 628+64.09$   
 $P.T. STA. = 636+30.24$

PROP. CURVE C03  
 PI STA. = 622+47.24  
 $\Delta = 2^\circ 11' 01''$  (RT)  
 $D = 0^\circ 17' 02''$   
 $R = 20,177.03'$   
 $T = 384.55'$   
 $L = 769.01'$   
 $E = 3.66'$   
 $e = \text{---}$   
 $T.R. = \text{---}$   
 $S.E. RUN = \text{---}$   
 $P.C. STA. = 618+62.68$   
 $P.T. STA. = 626+31.69$

POINT NUMBER	NORTHING	EASTING	POINT NUMBER	NORTHING	EASTING
JT 156	438530.48	967080.81	JT 205	438530.48	967080.81
JT 157	434881.41	963882.63	JT 206	434881.41	963882.63
JT 158	434899.60	963847.01	JT 207	434899.60	963847.01
JT 159	434323.41	963564.17	JT 208	434323.41	963564.17
JT 160	434085.81	963452.15	JT 209	434085.81	963452.15
JT 161	434073.01	963479.29	JT 210	434073.01	963479.29
JT 162	434537.08	963666.44	JT 218	434537.08	963666.44
JT 173	433254.60	962641.41	JT 219	433254.60	962641.41
JT 174	433107.13	963513.70	JT 220	433107.13	963513.70
JT 175	433030.56	963536.87	JT 221	433030.56	963536.87
JT 176	433064.85	963612.45	JT 222	433064.85	963612.45
JT 182	433254.83	963115.95	JT 223	433254.83	963115.95
JT 186	433271.63	963038.36	JT 224	433271.63	963038.36
JT 187	433286.35	963043.05	JT 225	433286.35	963043.05
JT 188	433558.88	963037.37	JT 226	433558.88	963037.37
JT 189	433558.78	963032.37	JT 227	433558.78	963032.37
JT 192	433615.66	963042.37	JT 228	433615.66	963042.37
JT 193	433722.22	963039.38	JT 230	433722.22	963039.38
JT 194	433721.93	963029.02	JT 231	433721.93	963029.02
JT 195	433286.35	963108.43	JT 232	433286.35	963108.43
JT 196	433291.60	962834.76	JT 233	433291.60	962834.76
JT 201	433503.02	962993.52	JT 234	433503.02	962993.52
JT 202	433720.81	962989.04	JT 235	433720.81	962989.04
JT 203	433720.54	962979.40	JT 236	433720.54	962979.40
JT 204	433613.98	962982.39			

THIS IS TO CERTIFY THAT THIS DRAWING WAS PREPARED UNDER MY DIRECTION FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.  
 ILLINOIS PROFESSIONAL LAND SURVEYOR (EXPIRES 11/30/2014) NO. 035-3586



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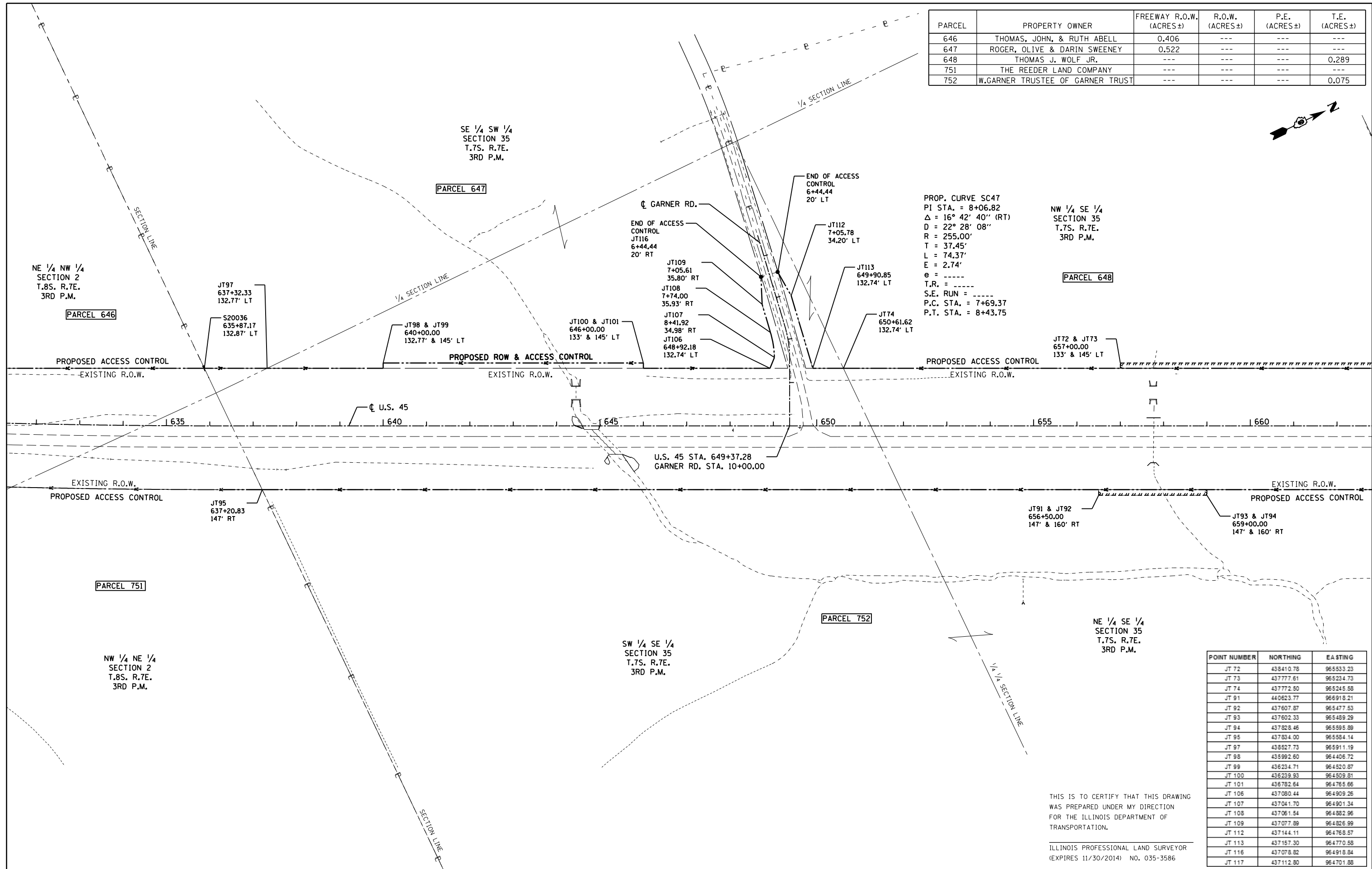
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**RIGHT OF WAY PLANS  
 U.S. 45**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 332	SECTION (29,30)R-1	COUNTY SALINE	TOTAL SHEETS 745	SHEET NO. 404
CONTRACT NO. 78077			ILLINOIS FED. AID PROJECT	

PARCEL	PROPERTY OWNER	FREEWAY R.O.W. (ACRES±)	R.O.W. (ACRES±)	P.E. (ACRES±)	T.E. (ACRES±)
646	THOMAS, JOHN, & RUTH ABELL	0.406	---	---	---
647	ROGER, OLIVE & DARIN SWEENEY	0.522	---	---	---
648	THOMAS J. WOLF JR.	---	---	---	0.289
751	THE REEDER LAND COMPANY	---	---	---	---
752	W.GARNER TRUSTEE OF GARNER TRUST	---	---	---	0.075



POINT NUMBER	NORTHING	EASTING
JT 72	438410.78	965533.23
JT 73	437777.61	965234.73
JT 74	437772.80	965245.88
JT 91	440623.77	966918.21
JT 92	437607.87	965477.53
JT 93	437602.33	965489.29
JT 94	437828.46	965595.89
JT 95	437834.00	965584.14
JT 97	438527.73	965911.19
JT 98	435992.60	964406.72
JT 99	436234.71	964520.87
JT 100	436239.93	964509.81
JT 101	436782.64	964765.66
JT 106	437080.44	964909.26
JT 107	437041.70	964901.34
JT 108	437061.54	964882.96
JT 109	437077.89	964826.99
JT 112	437144.11	964768.57
JT 113	437157.30	964770.58
JT 116	437078.82	964918.84
JT 117	437112.80	964701.88

THIS IS TO CERTIFY THAT THIS DRAWING WAS PREPARED UNDER MY DIRECTION FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.

ILLINOIS PROFESSIONAL LAND SURVEYOR (EXPIRES 11/30/2014) NO. 035-3586

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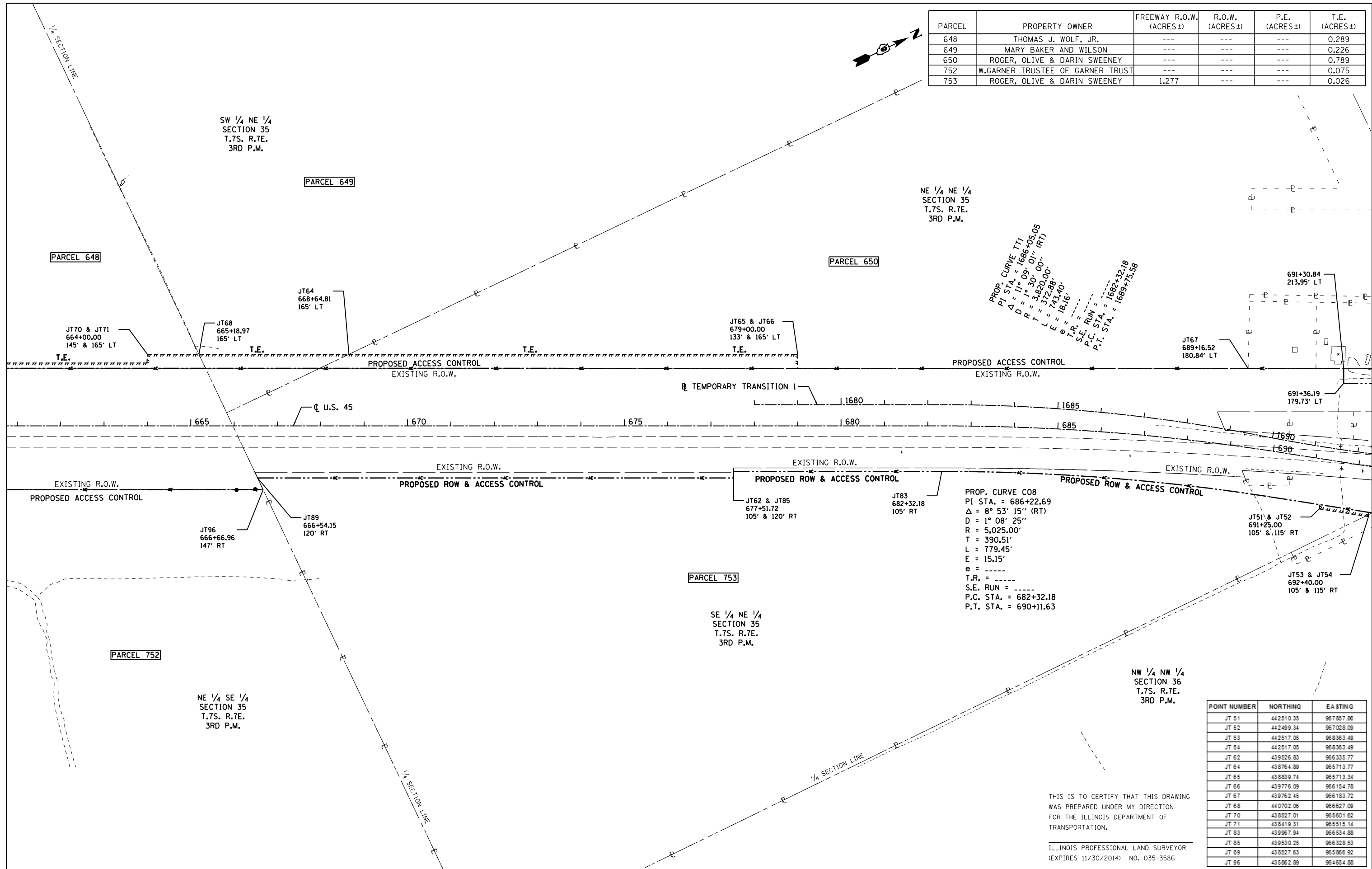
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RIGHT OF WAY PLANS  
U.S. 45**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	405
CONTRACT NO. 78077			ILLINOIS FED. AID PROJECT	

PARCEL	PROPERTY OWNER	FREEWAY R.O.W. (ACRES±)	R.O.W. (ACRES±)	P.E. (ACRES±)	T.E. (ACRES±)
648	THOMAS J. WOLF, JR.	---	---	---	0.289
649	MARY BAKER AND WILSON	---	---	---	0.226
650	ROGER, OLIVE & DARIN SWEENEY	---	---	---	0.789
752	W.GARNER TRUSTEE OF GARNER TRUST	---	---	---	0.075
753	ROGER, OLIVE & DARIN SWEENEY	1.277	---	---	0.026



PROP. CURVE TTI  
 PI STA. = 1686+05.05  
 $\Delta = 11^{\circ} 09' 01''$  (RT)  
 $D = 1^{\circ} 30' 00''$   
 $R = 3,820.00'$   
 $T = 372.88'$   
 $L = 743.40'$   
 $E = 18.16'$   
 $\theta = 18.16'$   
 S.E. RUN =  
 P.C. STA. = 1682+32.18  
 P.T. STA. = 1689+73.58

PROP. CURVE C08  
 PI STA. = 686+22.69  
 $\Delta = 8^{\circ} 53' 15''$  (RT)  
 $D = 1^{\circ} 08' 25''$   
 $R = 5,025.00'$   
 $T = 390.51'$   
 $L = 779.45'$   
 $E = 15.15'$   
 $e =$   
 $T.R. =$   
 S.E. RUN =  
 P.C. STA. = 682+32.18  
 P.T. STA. = 690+11.63

POINT NUMBER	NORTHING	EASTING
JT 51	442510.35	967857.86
JT 52	442499.34	967028.09
JT 53	442517.05	968363.49
JT 54	442517.05	968363.49
JT 62	439526.83	966335.77
JT 64	438764.89	965713.77
JT 65	438839.74	965713.34
JT 66	439776.09	966154.78
JT 67	439762.45	966183.72
JT 68	440702.06	966627.09
JT 70	438527.01	965601.62
JT 71	438419.31	965515.14
JT 83	439967.94	966534.88
JT 85	439530.25	966328.53
JT 89	438527.63	965866.92
JT 96	435862.89	964654.88

THIS IS TO CERTIFY THAT THIS DRAWING WAS PREPARED UNDER MY DIRECTION FOR THE ILLINOIS DEPARTMENT OF TRANSPORTATION.  
 ILLINOIS PROFESSIONAL LAND SURVEYOR (EXPIRES 11/30/2014) NO. 035-3586

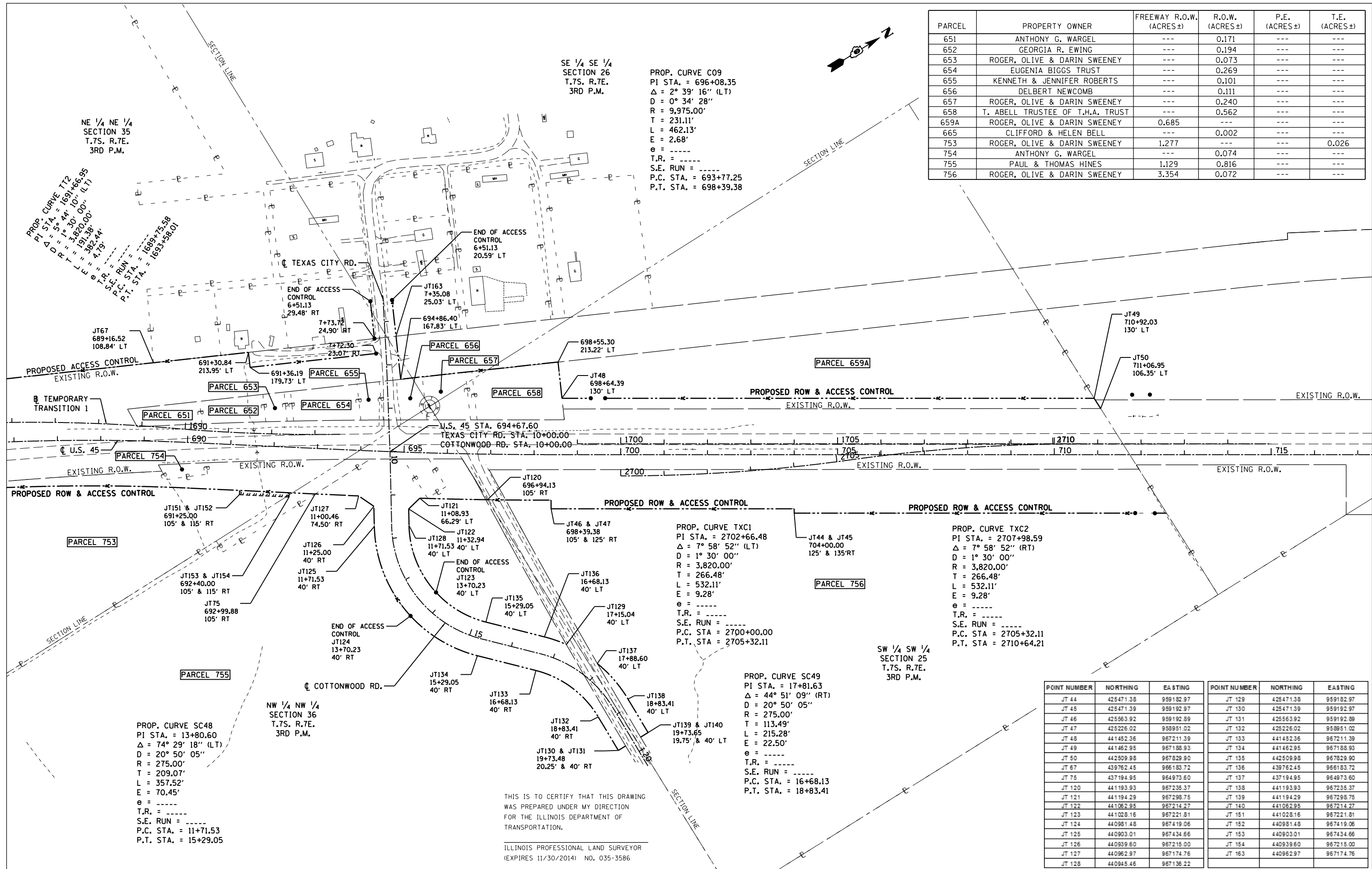
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\$MODELNAME\$	PLOT DATE = 5/2/2014	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**RIGHT OF WAY PLANS  
U.S. 45**

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	406
SCALE: SHEET OF SHEETS STA. TO STA.			CONTRACT NO. 78077	
ILLINOIS FED. AID PROJECT				

PARCEL	PROPERTY OWNER	FREEWAY R.O.W. (ACRES±)	R.O.W. (ACRES±)	P.E. (ACRES±)	T.E. (ACRES±)
651	ANTHONY G. WARGEL	---	0.171	---	---
652	GEORGIA R. EWING	---	0.194	---	---
653	ROGER, OLIVE & DARIN SWEENEY	---	0.073	---	---
654	EUGENIA BIGGS TRUST	---	0.269	---	---
655	KENNETH & JENNIFER ROBERTS	---	0.101	---	---
656	DELBERT NEWCOMB	---	0.111	---	---
657	ROGER, OLIVE & DARIN SWEENEY	---	0.240	---	---
658	T. ABELL TRUSTEE OF T.H.A. TRUST	---	0.562	---	---
659A	ROGER, OLIVE & DARIN SWEENEY	0.685	---	---	---
665	CLIFFORD & HELEN BELL	---	0.002	---	---
753	ROGER, OLIVE & DARIN SWEENEY	1.277	---	---	0.026
754	ANTHONY G. WARGEL	---	0.074	---	---
755	PAUL & THOMAS HINES	1.129	0.816	---	---
756	ROGER, OLIVE & DARIN SWEENEY	3.354	0.072	---	---



NE 1/4 NE 1/4  
SECTION 35  
T.7S. R.7E.  
3RD P.M.

SE 1/4 SE 1/4  
SECTION 26  
T.7S. R.7E.  
3RD P.M.

PROP. CURVE C09  
PI STA. = 696+08.35  
Δ = 2° 39' 16" (LT)  
D = 0° 34' 28"  
R = 9,975.00'  
T = 231.11'  
L = 462.13'  
E = 2.68'  
e = ----  
T.R. = ----  
S.E. RUN = ----  
P.C. STA. = 693+77.25  
P.T. STA. = 698+39.38

PROP. CURVE T2  
PI STA. = 1691+66.95  
Δ = 5° 44' 10" (LT)  
D = 1° 30' 00"  
R = 3,820.00'  
T = 191.38'  
L = 382.44'  
E = 4.79'  
e = ----  
T.R. = ----  
S.E. RUN = ----  
P.C. STA. = 1689+75.58  
P.T. STA. = 1693+28.01

PROP. CURVE TXC1  
PI STA. = 2702+66.48  
Δ = 7° 58' 52" (LT)  
D = 1° 30' 00"  
R = 3,820.00'  
T = 266.48'  
L = 532.11'  
E = 9.28'  
e = ----  
T.R. = ----  
S.E. RUN = ----  
P.C. STA. = 2700+00.00  
P.T. STA. = 2705+32.11

PROP. CURVE TXC2  
PI STA. = 2707+98.59  
Δ = 7° 58' 52" (RT)  
D = 1° 30' 00"  
R = 3,820.00'  
T = 266.48'  
L = 532.11'  
E = 9.28'  
e = ----  
T.R. = ----  
S.E. RUN = ----  
P.C. STA. = 2705+32.11  
P.T. STA. = 2710+64.21

PROP. CURVE SC48  
PI STA. = 13+80.60  
Δ = 74° 29' 18" (LT)  
D = 20° 50' 05"  
R = 275.00'  
T = 209.07'  
L = 357.52'  
E = 70.45'  
e = ----  
T.R. = ----  
S.E. RUN = ----  
P.C. STA. = 11+71.53  
P.T. STA. = 15+29.05

PROP. CURVE SC49  
PI STA. = 17+81.63  
Δ = 44° 51' 09" (RT)  
D = 20° 50' 05"  
R = 275.00'  
T = 113.49'  
L = 215.28'  
E = 22.50'  
e = ----  
T.R. = ----  
S.E. RUN = ----  
P.C. STA. = 16+68.13  
P.T. STA. = 18+83.41

THIS IS TO CERTIFY THAT THIS DRAWING  
WAS PREPARED UNDER MY DIRECTION  
FOR THE ILLINOIS DEPARTMENT OF  
TRANSPORTATION.

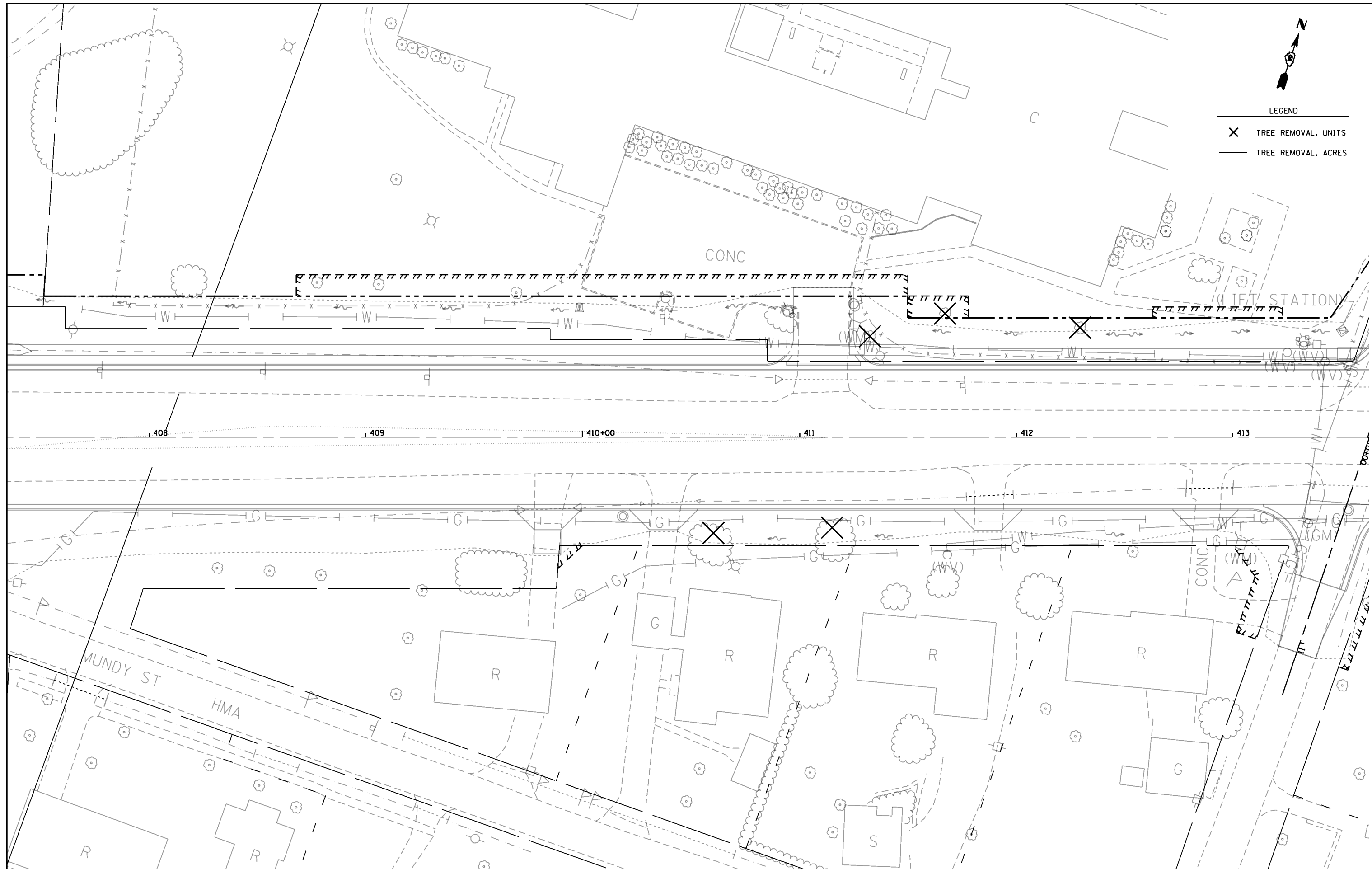
ILLINOIS PROFESSIONAL LAND SURVEYOR  
(EXPIRES 11/30/2014) NO. 035-3586

POINT NUMBER	NORTHING	EASTING	POINT NUMBER	NORTHING	EASTING
JT 44	425471.38	959182.97	JT 129	425471.38	959182.97
JT 45	425471.39	959192.97	JT 130	425471.39	959192.97
JT 46	425563.92	959192.89	JT 131	425563.92	959192.89
JT 47	425226.02	958951.02	JT 132	425226.02	958951.02
JT 48	441452.36	967211.39	JT 133	441452.36	967211.39
JT 49	441462.95	967188.93	JT 134	441462.95	967188.93
JT 50	442509.98	967829.90	JT 135	442509.98	967829.90
JT 67	439762.45	966183.72	JT 136	439762.45	966183.72
JT 75	437194.95	964973.60	JT 137	437194.95	964973.60
JT 120	441193.93	967235.37	JT 138	441193.93	967235.37
JT 121	441194.29	967298.75	JT 139	441194.29	967298.75
JT 122	441062.95	967214.27	JT 140	441062.95	967214.27
JT 123	441028.16	967221.81	JT 151	441028.16	967221.81
JT 124	440981.48	967419.06	JT 152	440981.48	967419.06
JT 125	440903.01	967434.66	JT 153	440903.01	967434.66
JT 126	440939.60	967215.00	JT 154	440939.60	967215.00
JT 127	440962.97	967174.76	JT 163	440962.97	967174.76
JT 128	440945.46	967136.22			



LEGEND

- ✕ TREE REMOVAL, UNITS
- TREE REMOVAL, ACRES



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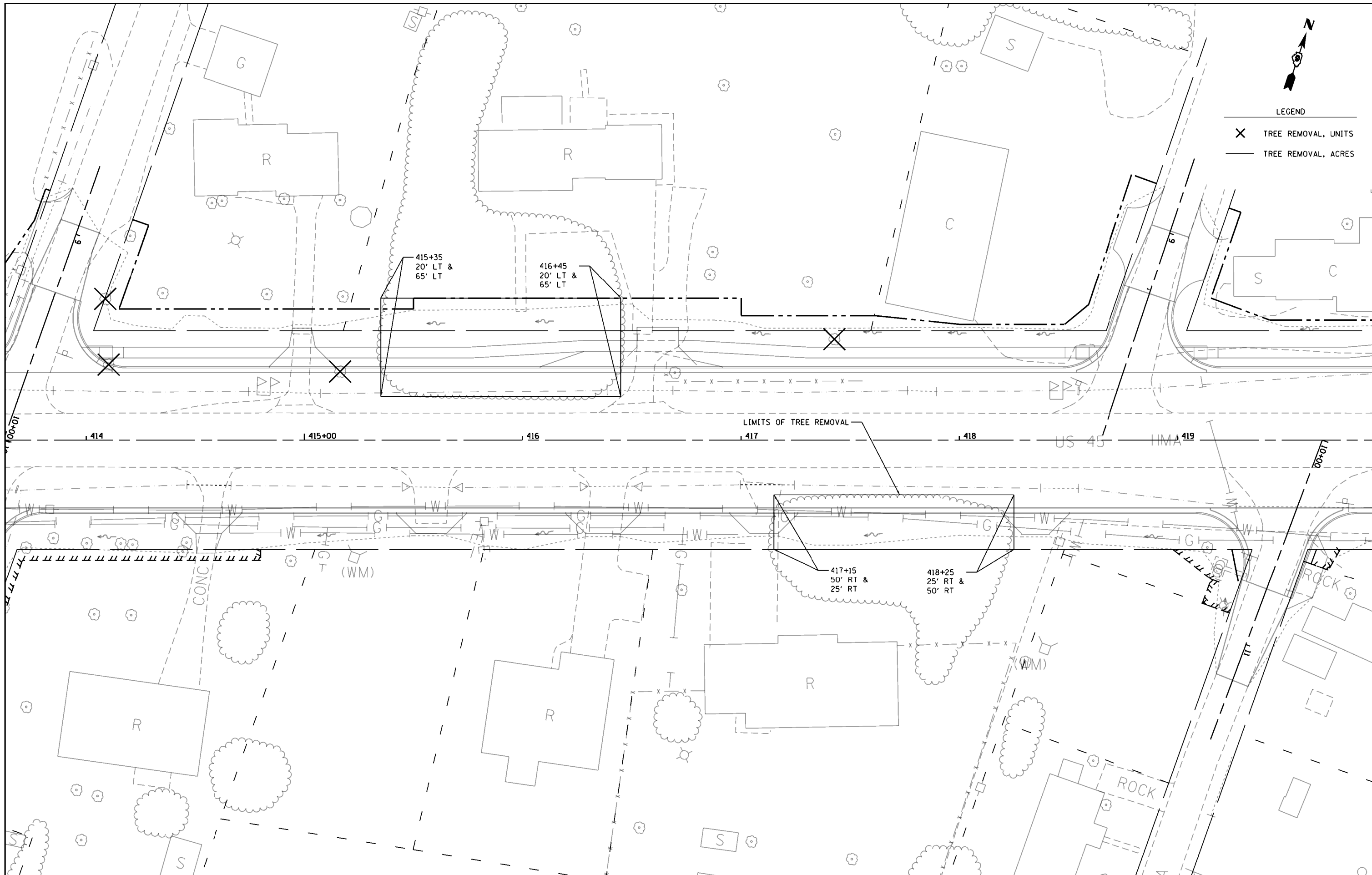
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TREE REMOVAL**

SCALE: 1"=20'    SHEET    OF    SHEETS    STA.    TO    STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	408
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				





LEGEND

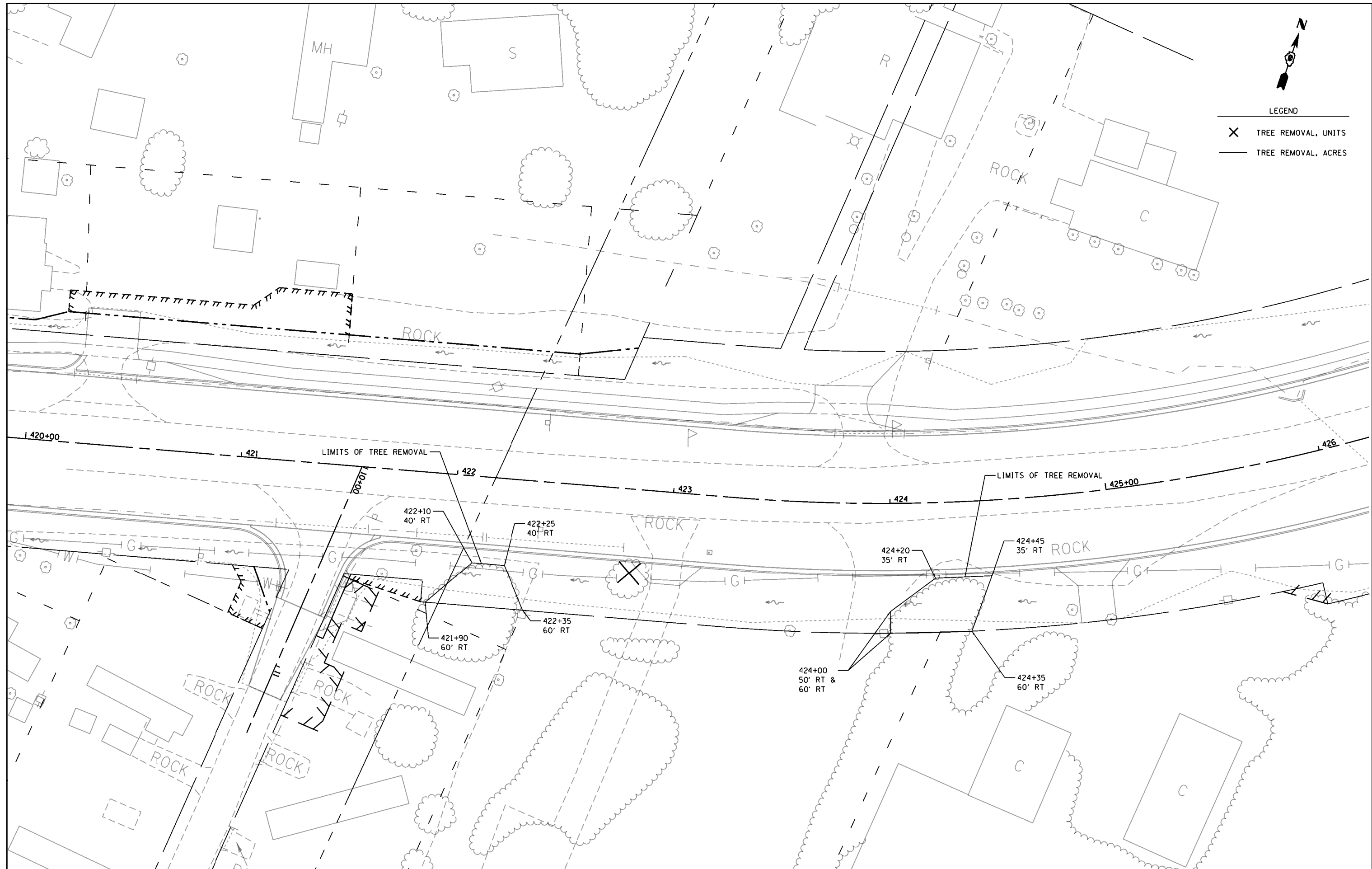
- ✕ TREE REMOVAL, UNITS
- TREE REMOVAL, ACRES

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	Default	PLOT SCALE = 48.0000' / in.	CHECKED -					REVISED -	SCALE: 1"=20'	SHEET OF SHEETS	STA. TO STA.	CONTRACT NO. 78077
	PLOT DATE = 4/30/2014	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

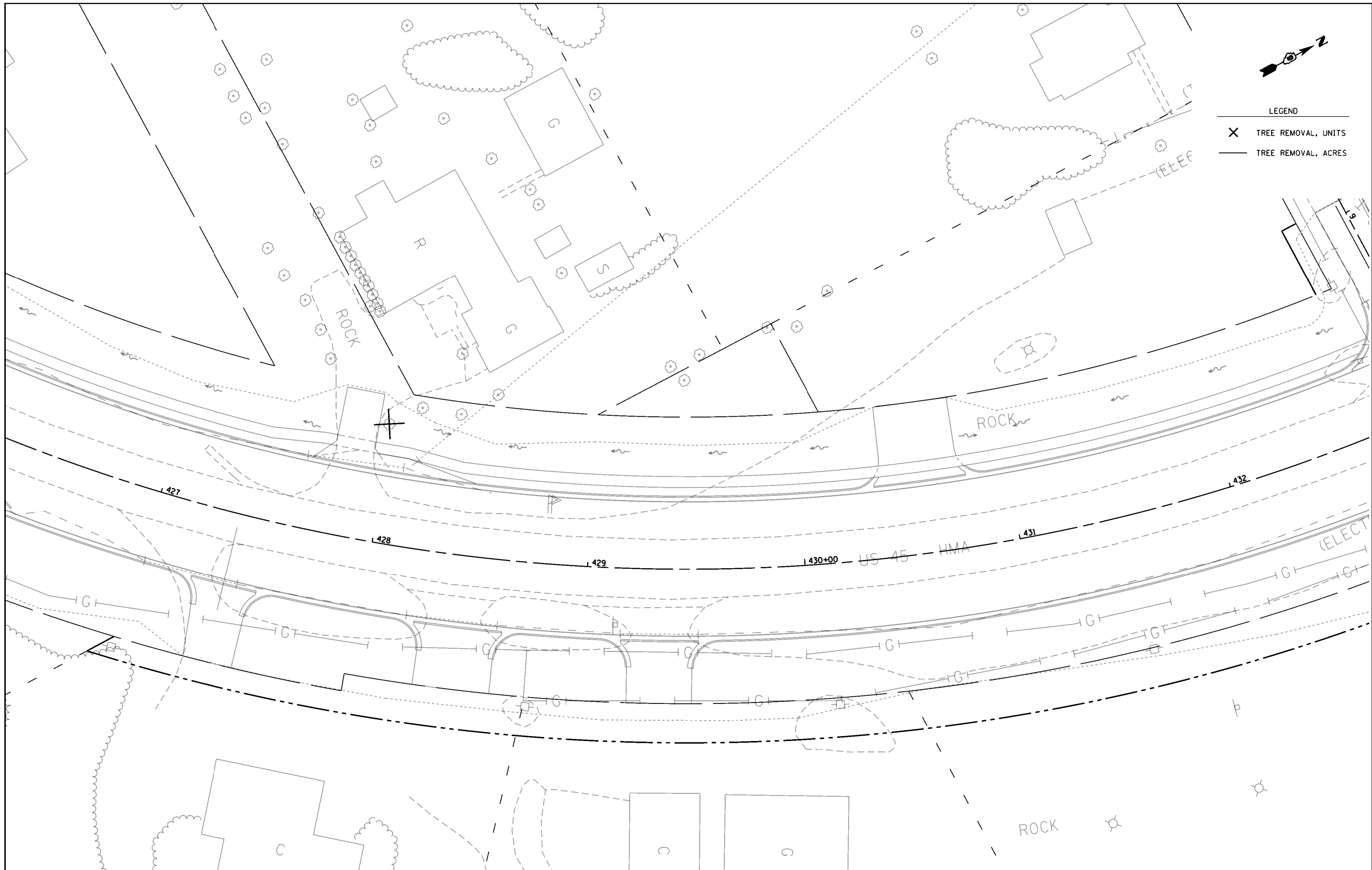


LEGEND

- ✕ TREE REMOVAL, UNITS
- TREE REMOVAL, ACRES



FILE NAME = P:\Projects\2011 Projects\11297 - IDOT US 5 Ph2\CV\CADD Sheets\0978077-sht-Removal.dwg	USER NAME = bamey	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TREE REMOVAL</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -					332	(29,30)R-1	SALINE	745	410
Default	PLOT DATE = 4/30/2014	DATE -	REVISED -	SCALE: 1"=20'	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO. 78077	
											ILLINOIS FED. AID PROJECT	



LEGEND

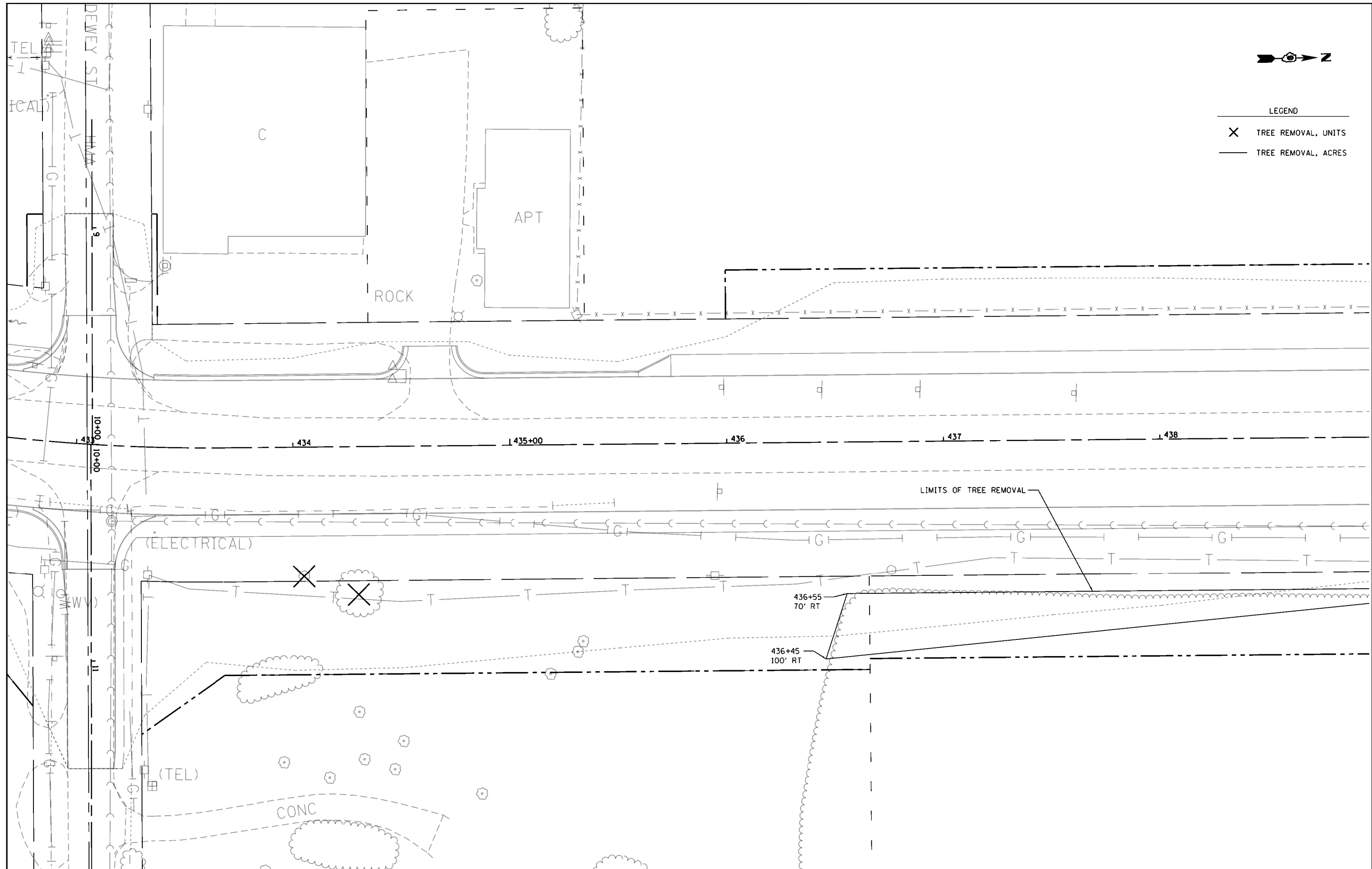
X	TREE REMOVAL, UNITS
—	TREE REMOVAL, ACRES

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Default	PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/30/2014	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TREE REMOVAL</b>			
SCALE: 1"=20'	SHEET	OF	SHEETS
	STA.		TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	411
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				



LEGEND

- X TREE REMOVAL, UNITS
- TREE REMOVAL, ACRES

FILE NAME =	USER NAME = bsmery	DESIGNED -	REVISED -
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	PLOT DATE = 4/30/2014		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

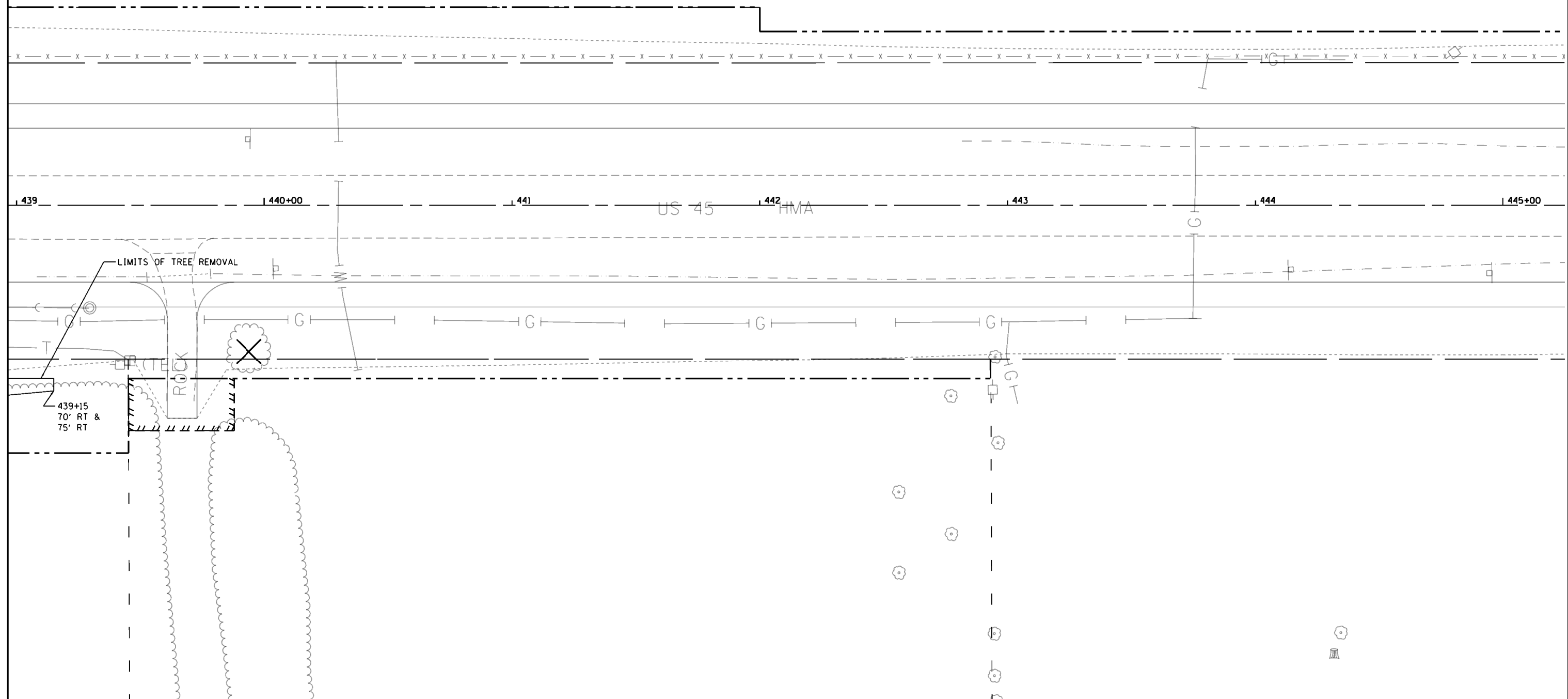
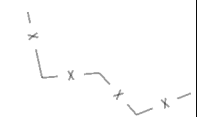
<b>TREE REMOVAL</b>			
SCALE: 1"=20'	SHEET	OF	SHEETS
	STA.	TO	STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	412
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				



LEGEND

- ✕ TREE REMOVAL, UNITS
- TREE REMOVAL, ACRES

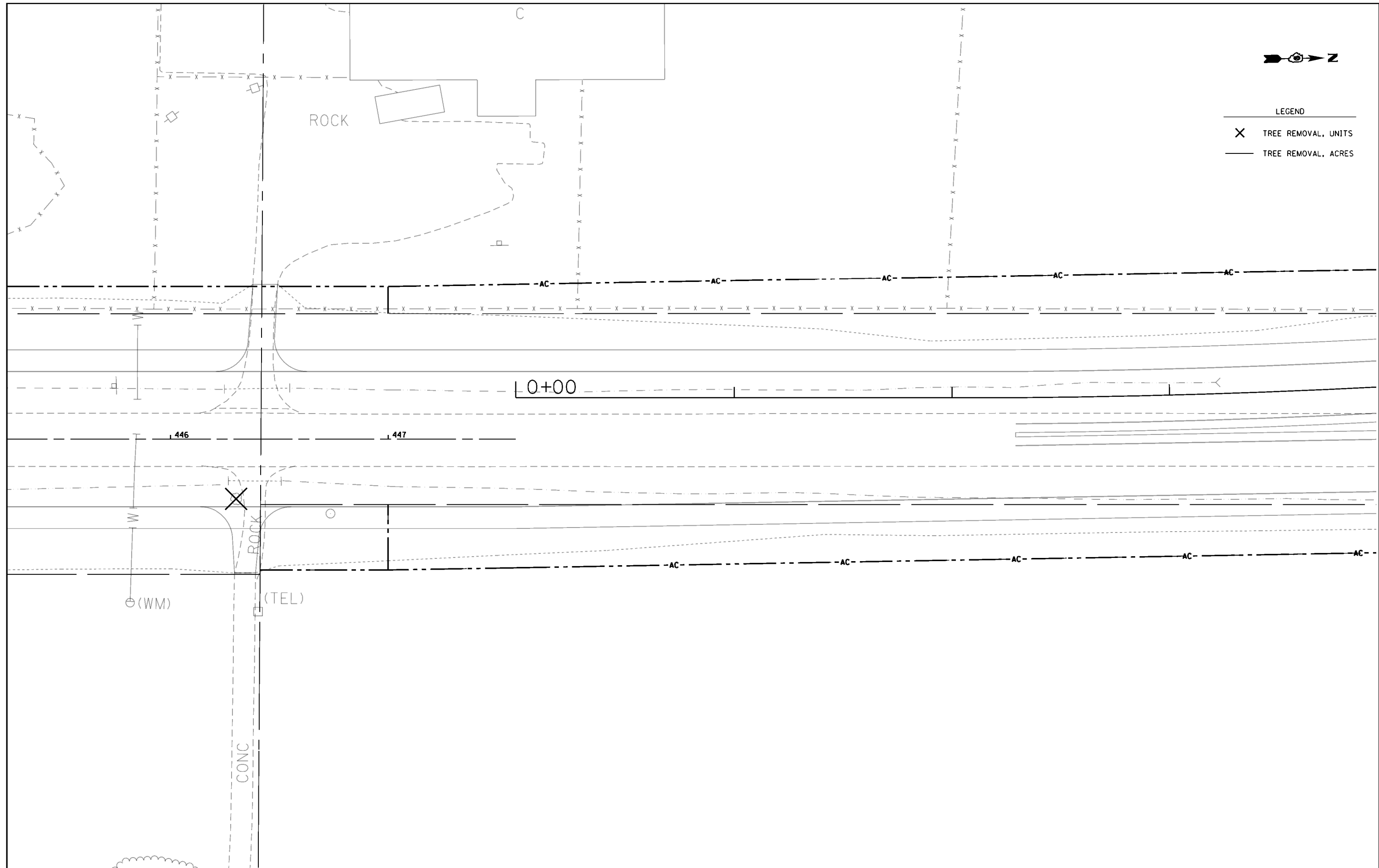


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P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-Removal.dwg		CHECKED -	REVISED -		332	(29,30)R-1	SALINE	745	413				
Default	PLOT SCALE = 48.0000' / in.	DATE -	REVISED -		SCALE: 1"=20'    SHEET    OF    SHEETS    STA.    TO    STA.				ILLINOIS FED. AID PROJECT				
	PLOT DATE = 4/30/2014				78077								



LEGEND

- ✕ TREE REMOVAL, UNITS
- TREE REMOVAL, ACRES



FILE NAME =	USER NAME = bmary	DESIGNED -	REVISED -
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Default	PLOT SCALE = 48.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/30/2014	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

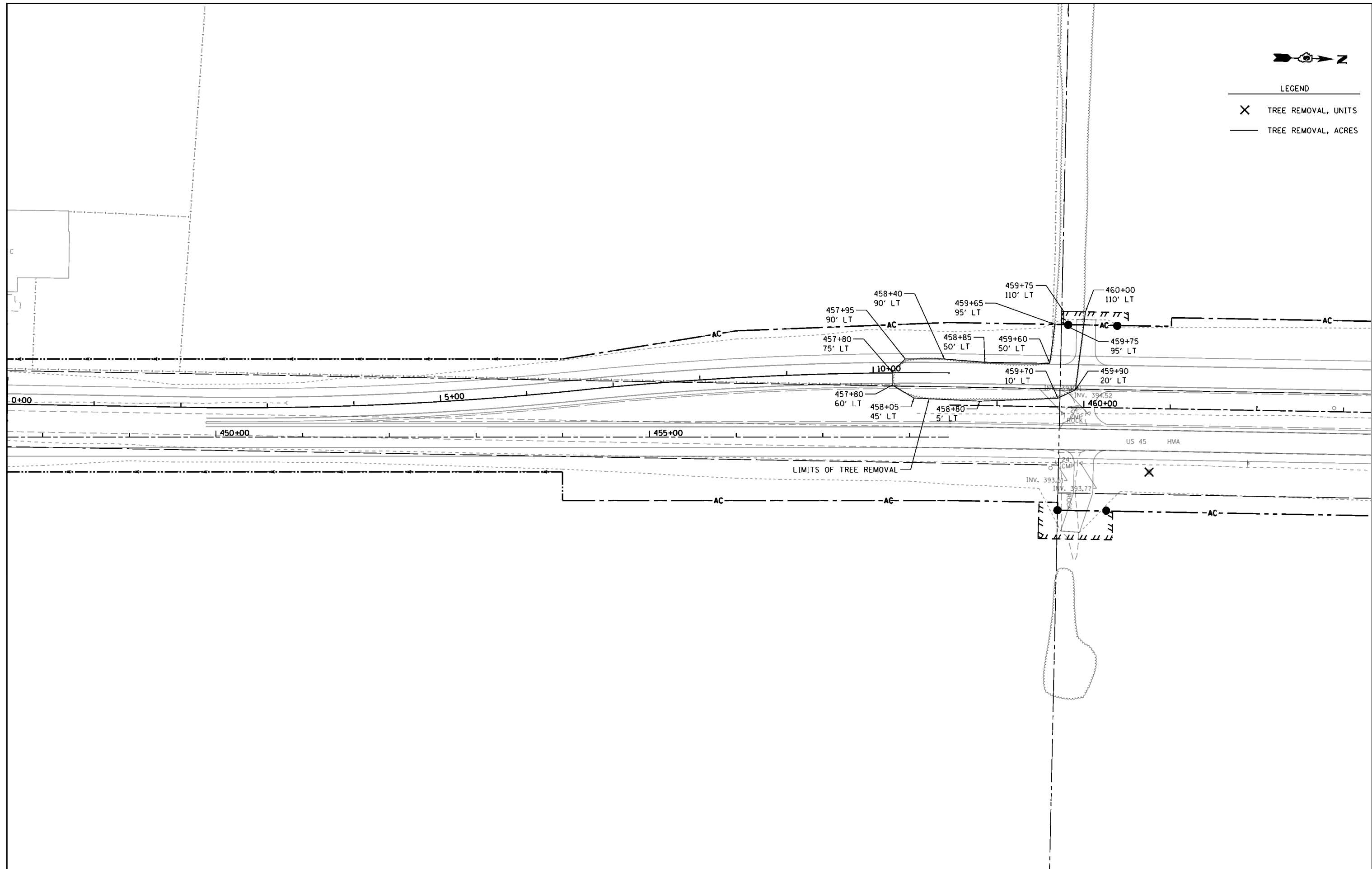
<b>TREE REMOVAL</b>			
SCALE: 1"=20'	SHEET	OF SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	414
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				

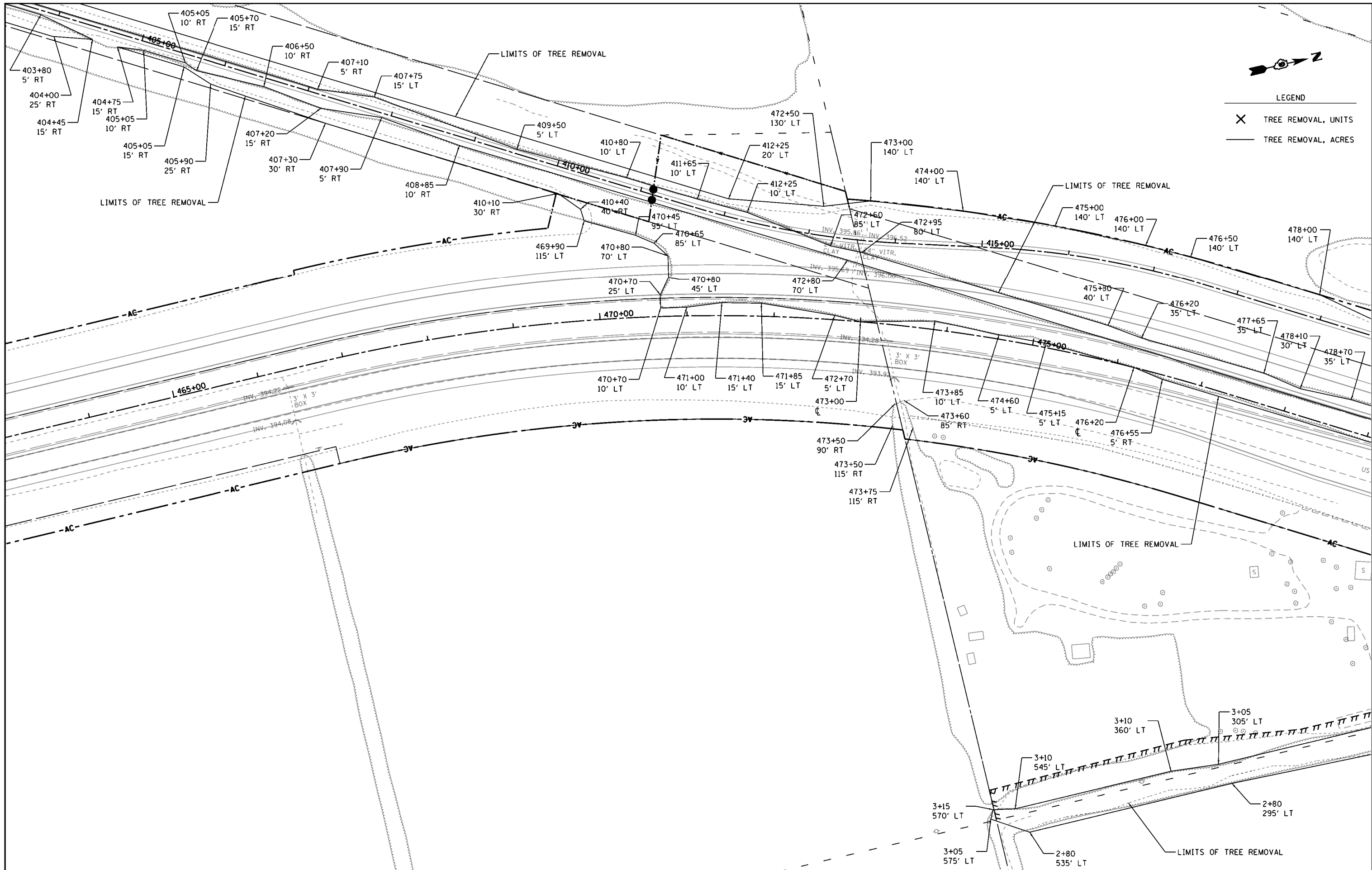


LEGEND

- X TREE REMOVAL, UNITS
- TREE REMOVAL, ACRES



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	PLLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -						332	(29,30)R-1	SALINE	745	415
Default	PLLOT DATE = 4/30/2014	DATE -	REVISED -	SCALE: 1"=50'	SHEET	OF	SHEETS	STA.	TO	STA.	CONTRACT NO. 78077		
											ILLINOIS FED. AID PROJECT		



LEGEND

X	TREE REMOVAL, UNITS
—	TREE REMOVAL, ACRES

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	PLOT DATE = 4/30/2014	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TREE REMOVAL</b>			
SCALE: 1"=50'	SHEET	OF SHEETS	STA. TO STA.

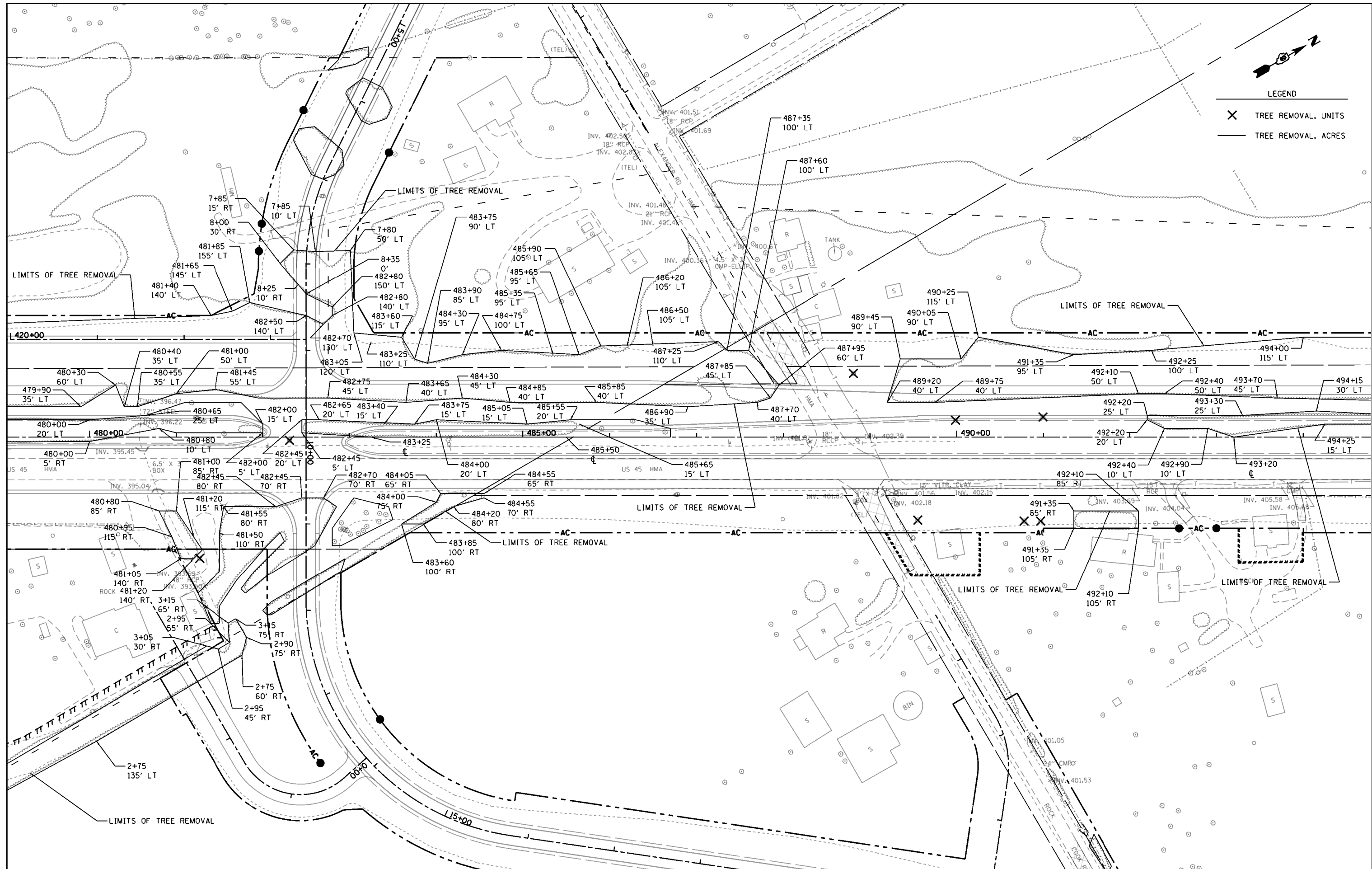
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	416
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				



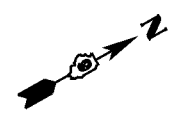


LEGEND

- ✕ TREE REMOVAL, UNITS
- TREE REMOVAL, ACRES

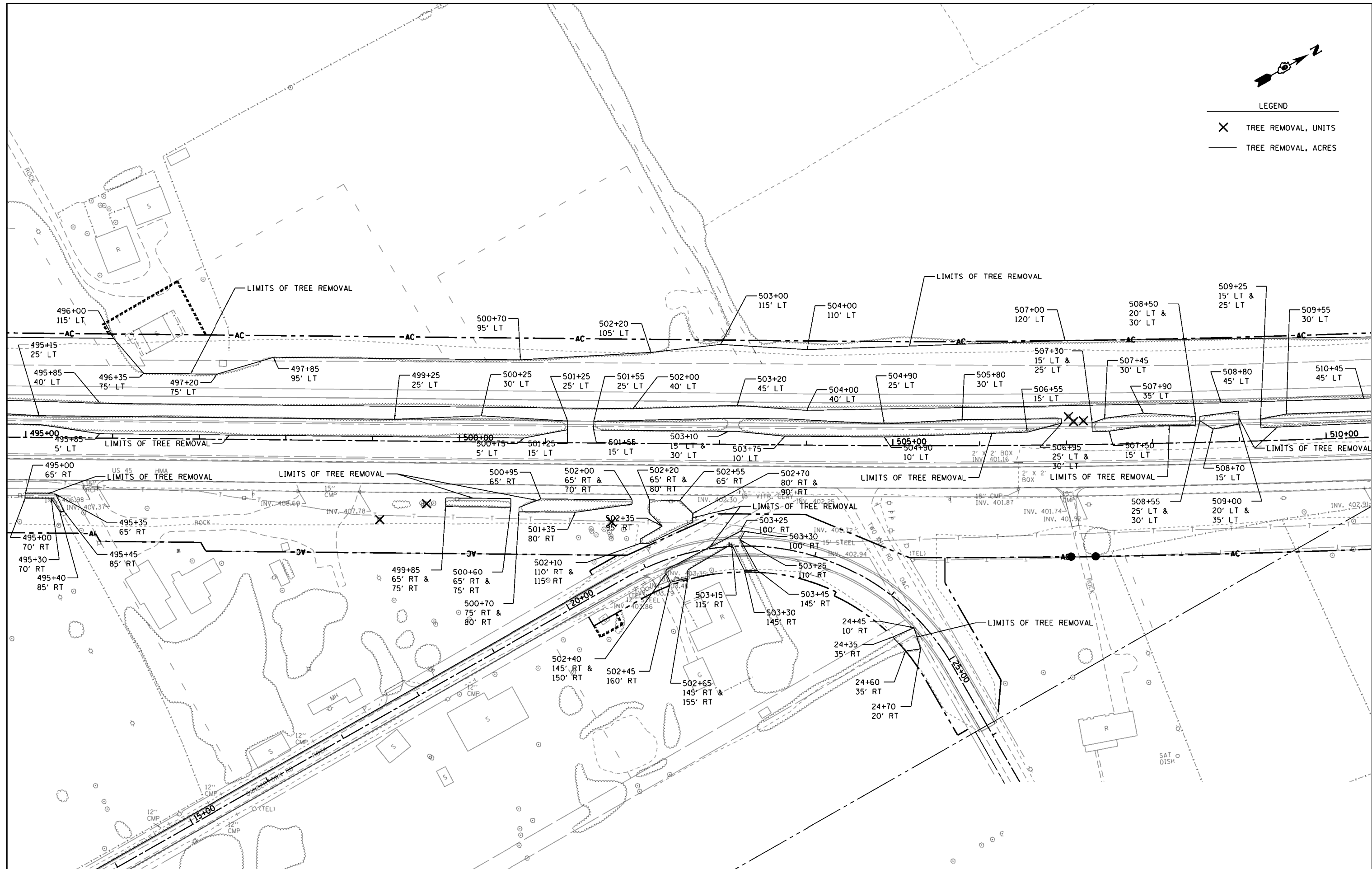


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	PLOT DATE = 4/30/2014													ILLINOIS FED. AID PROJECT

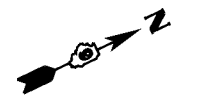


LEGEND

✕	TREE REMOVAL, UNITS
—	TREE REMOVAL, ACRES

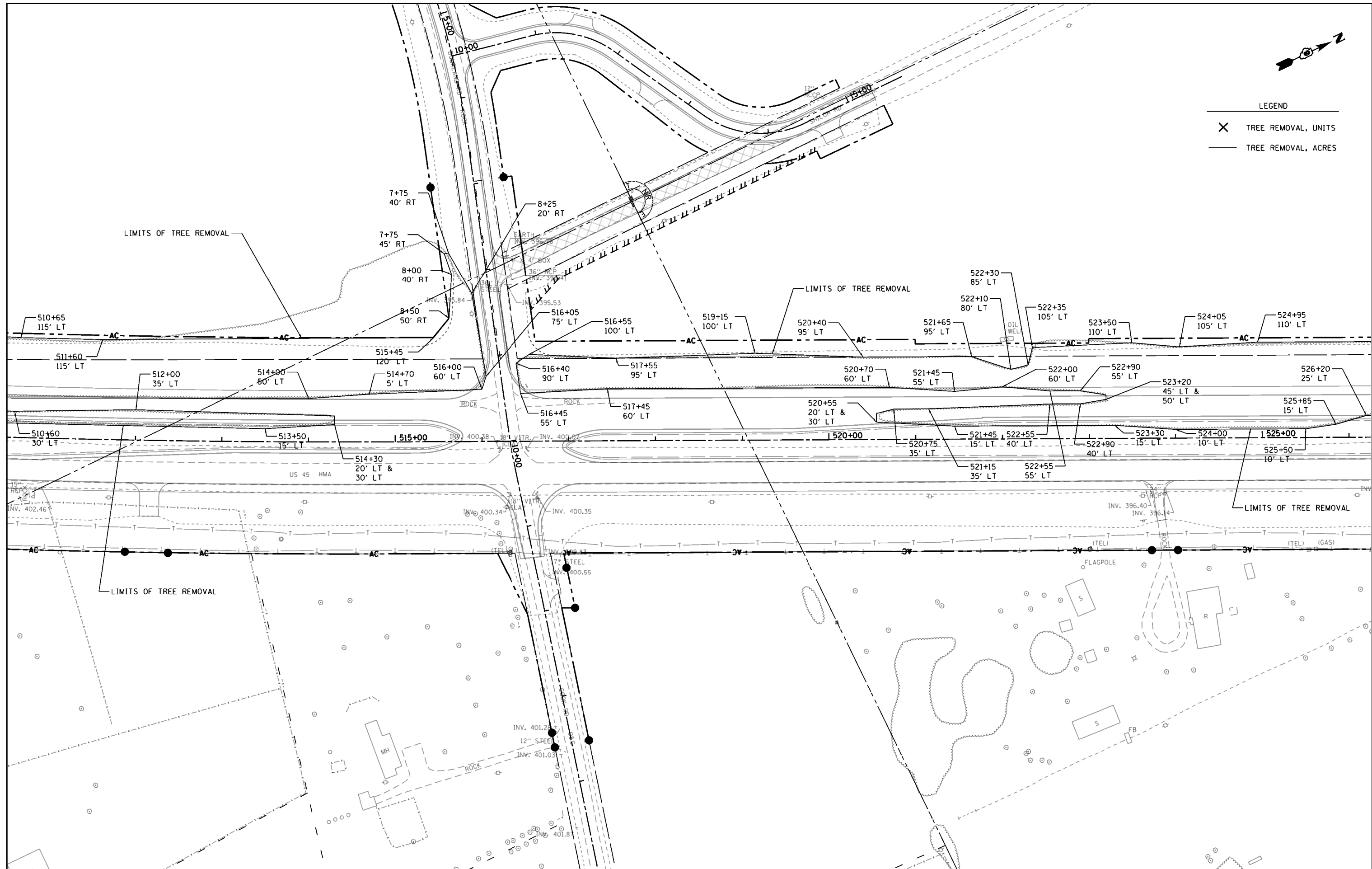


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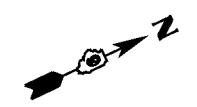


LEGEND

✕	TREE REMOVAL, UNITS
—	TREE REMOVAL, ACRES

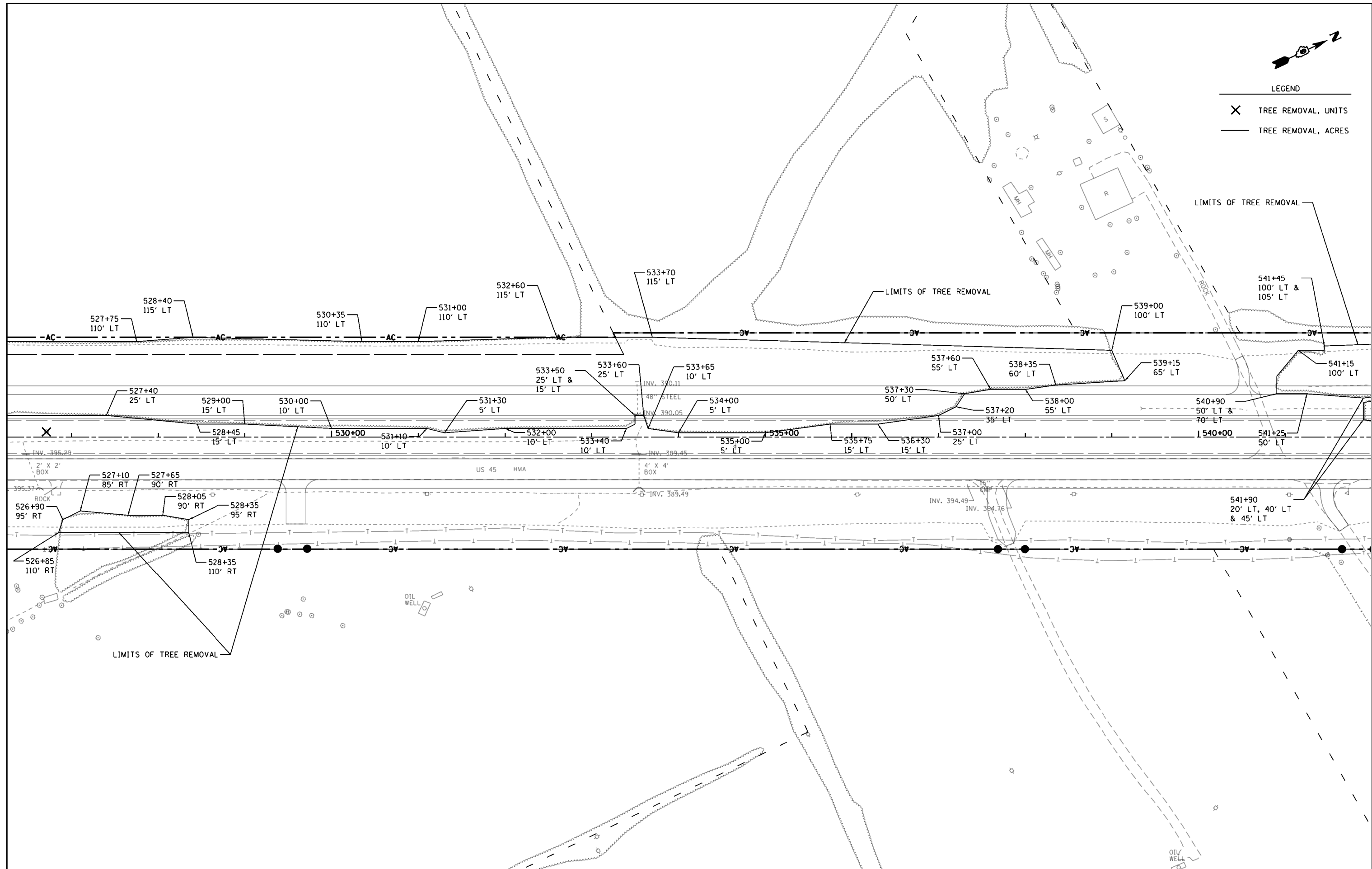


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	PLOT DATE = 4/30/2014										ILLINOIS FED. AID PROJECT			



LEGEND

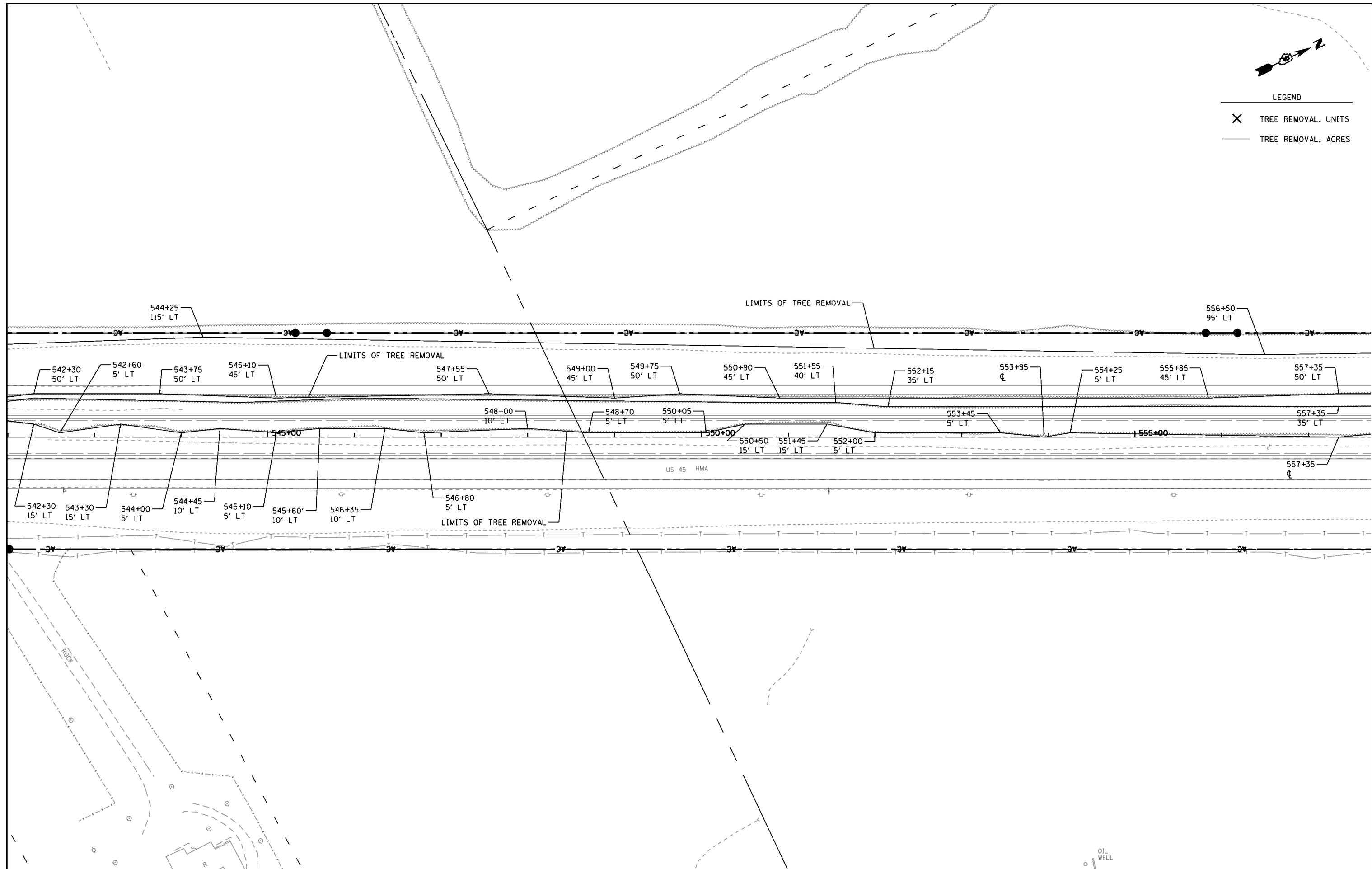
X	TREE REMOVAL, UNITS
—	TREE REMOVAL, ACRES



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	PLOT DATE = 4/30/2014				ILLINOIS FED. AID PROJECT									



LEGEND	
✕	TREE REMOVAL, UNITS
—	TREE REMOVAL, ACRES

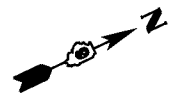


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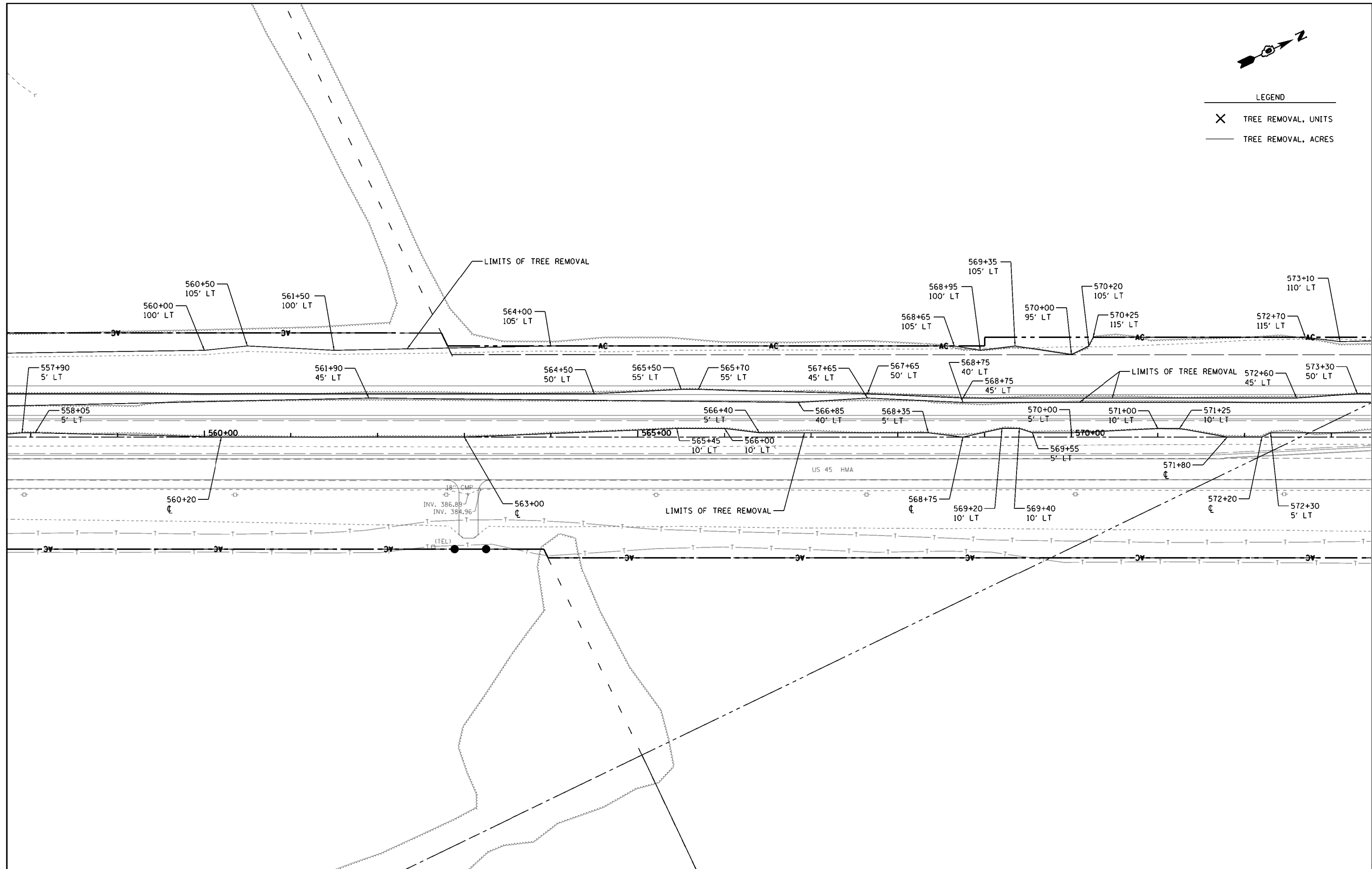
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

TREE REMOVAL			
SCALE:	SHEET	OF	SHEETS
1"=50'			
		STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	421
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				



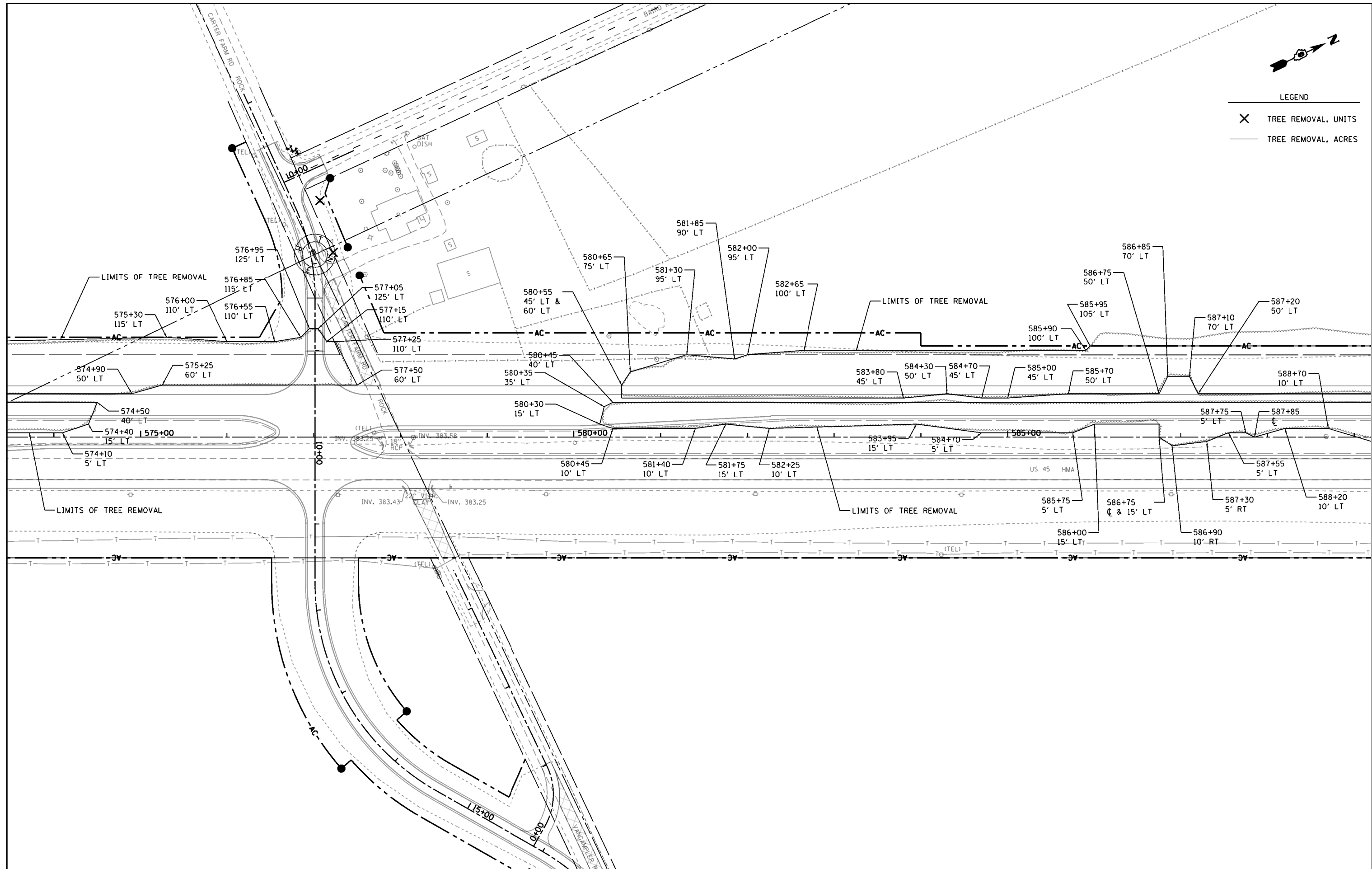
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✕	TREE REMOVAL, UNITS
—	TREE REMOVAL, ACRES



FILE NAME =	USER NAME = bemory	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TREE REMOVAL</b>				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = 4/30/2014	DATE -	REVISED -		SCALE: 1"=50'	SHEET OF SHEETS	STA. TO STA.						



LEGEND	
X	TREE REMOVAL, UNITS
—	TREE REMOVAL, ACRES



FILE NAME =	USER NAME = bmary	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISION
	PLOT DATE = 4/30/2014	DATE -	REVISION

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

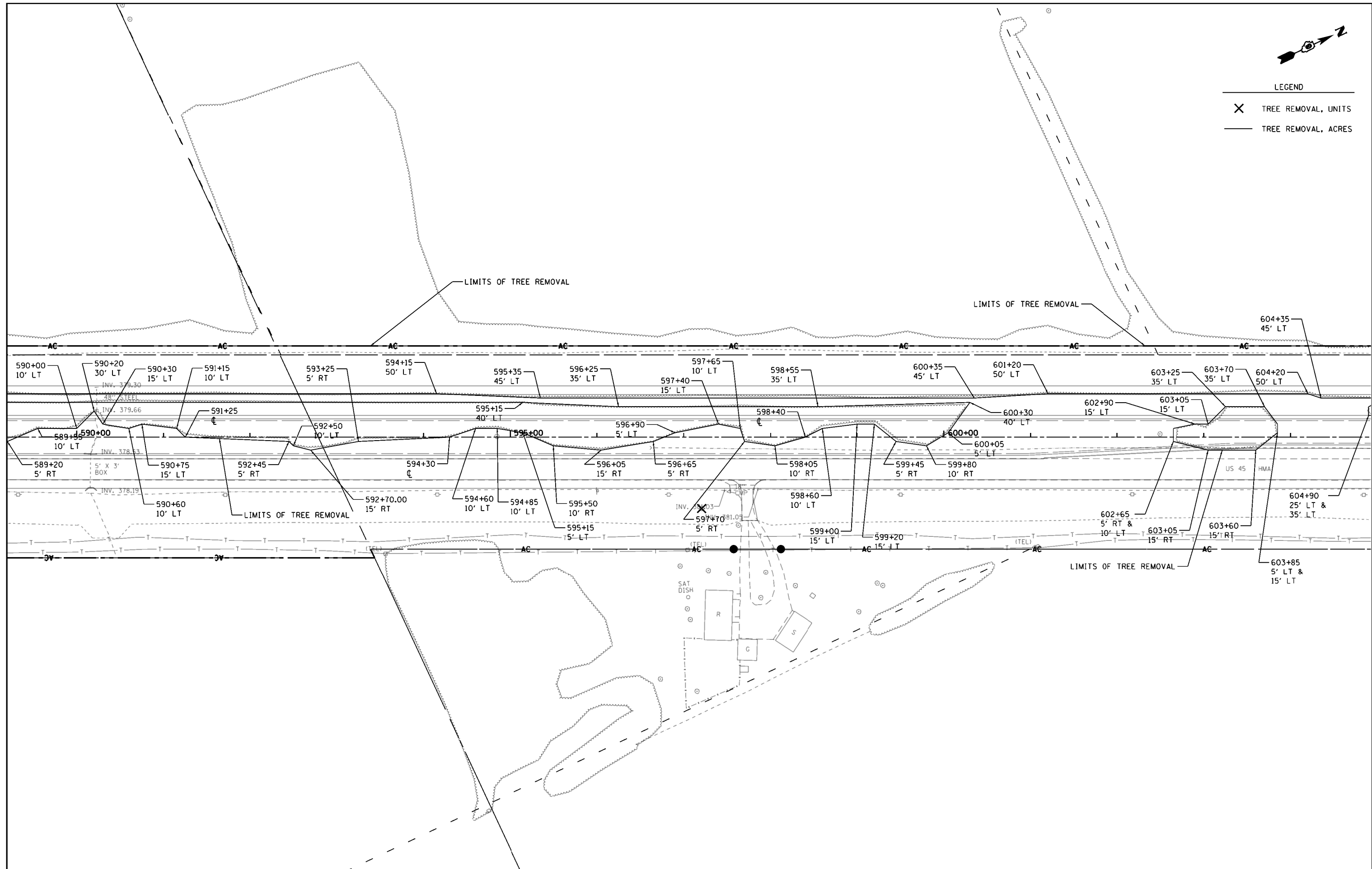
TREE REMOVAL			
SCALE:	SHEET	OF	SHEETS
1"=50'			

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	423
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				



LEGEND

- X TREE REMOVAL, UNITS
- TREE REMOVAL, ACRES



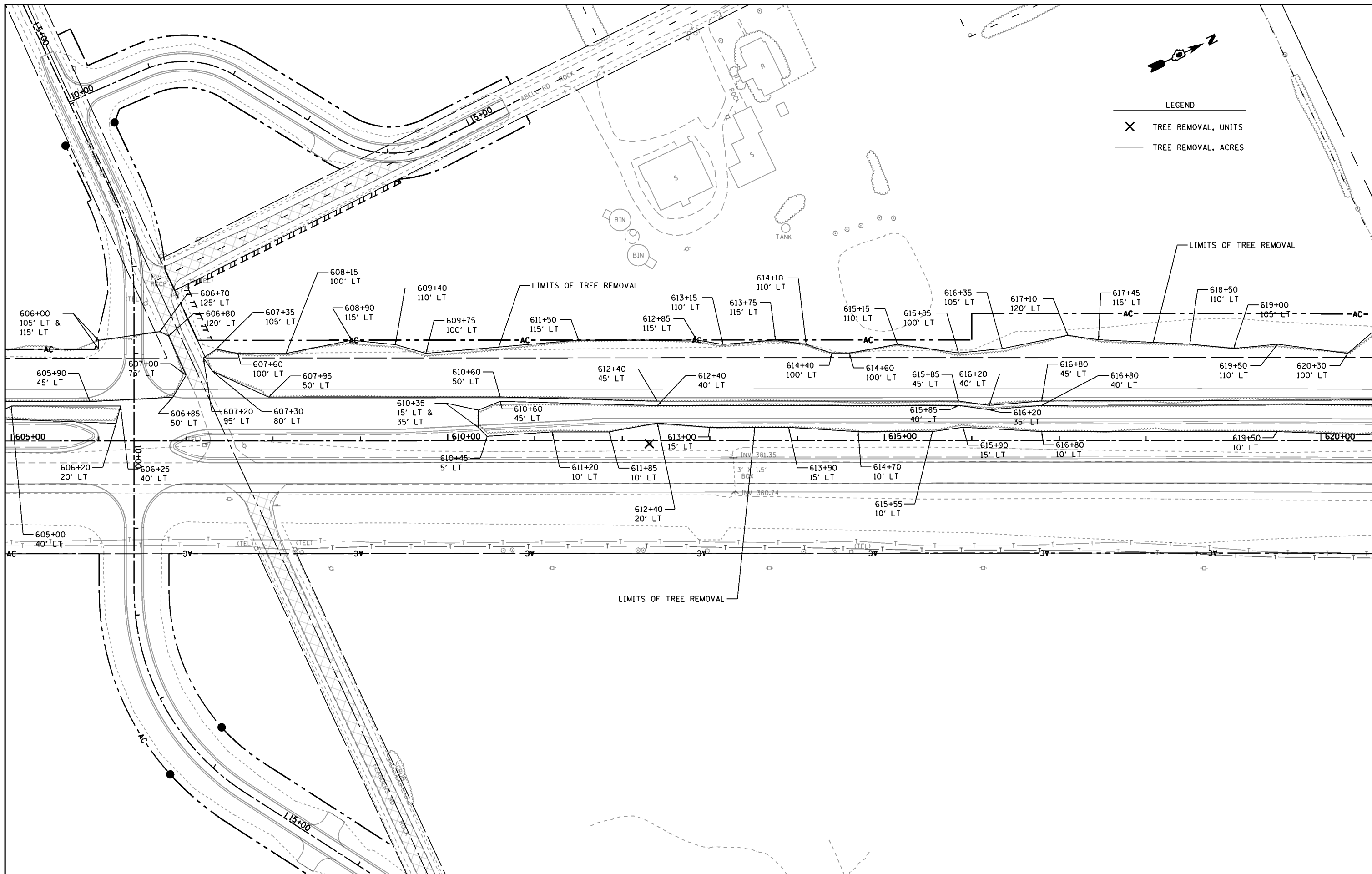
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Default	PLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -
	PLOT DATE = 4/30/2014	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

TREE REMOVAL			
SCALE: 1"=50'	SHEET	OF	SHEETS
	STA.	TO	STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	424
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				





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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

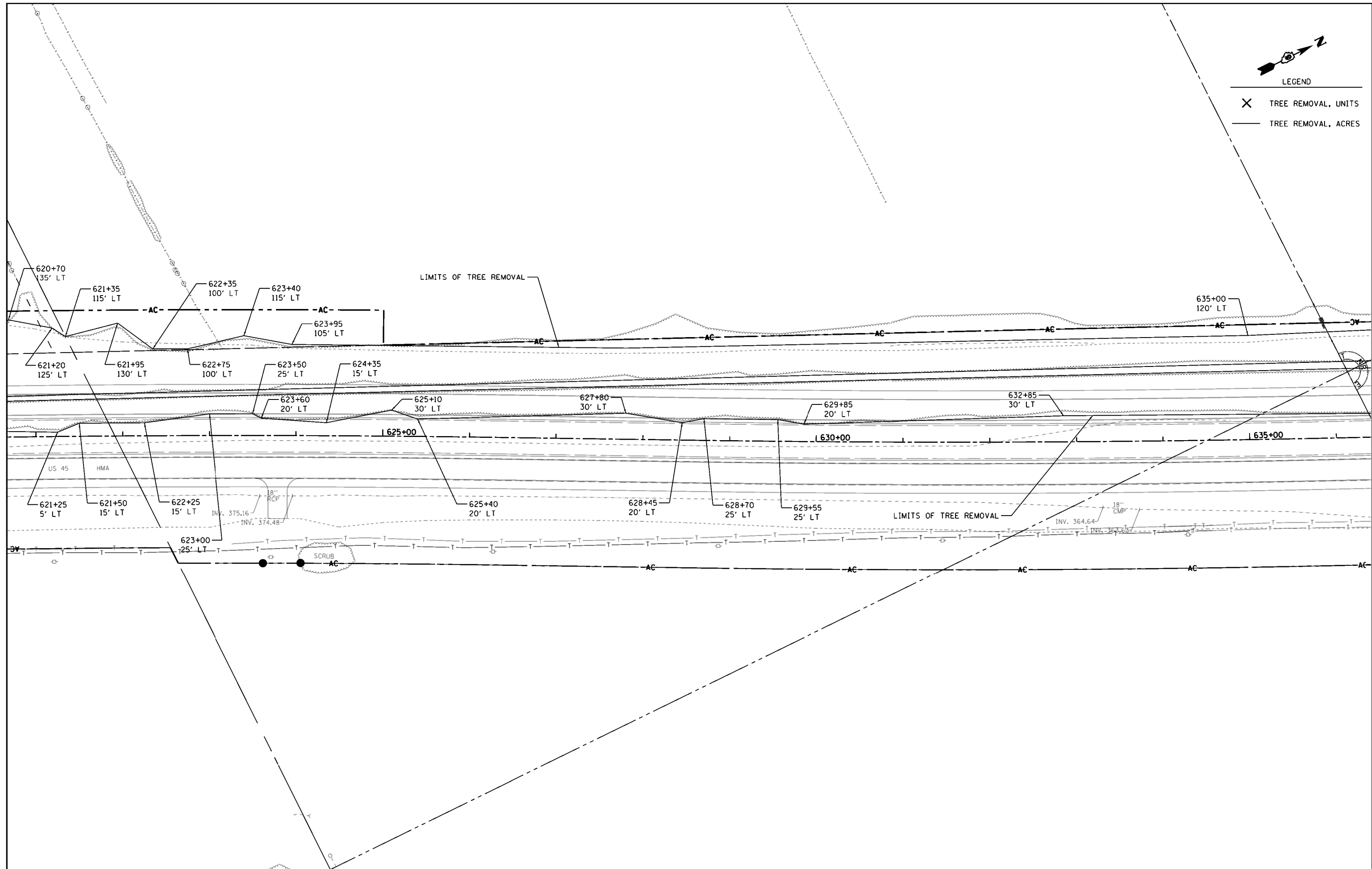
**TREE REMOVAL**

SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	425
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				



LEGEND	
✕	TREE REMOVAL, UNITS
—	TREE REMOVAL, ACRES



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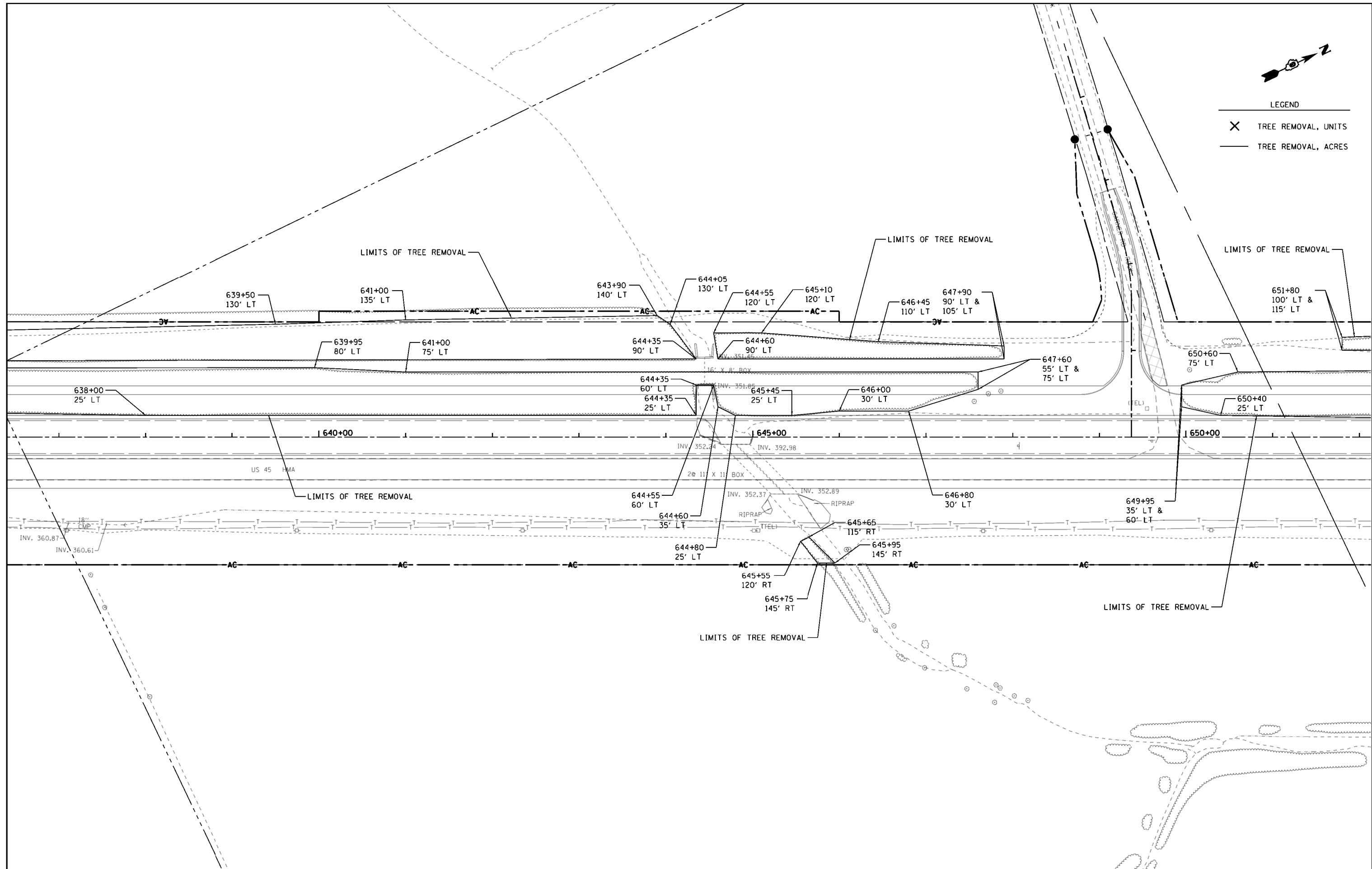
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

TREE REMOVAL			
SCALE:	SHEET	OF	SHEETS
1"=50'			
		STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	426
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				



LEGEND	
X	TREE REMOVAL, UNITS
—	TREE REMOVAL, ACRES

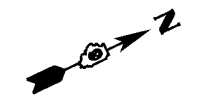


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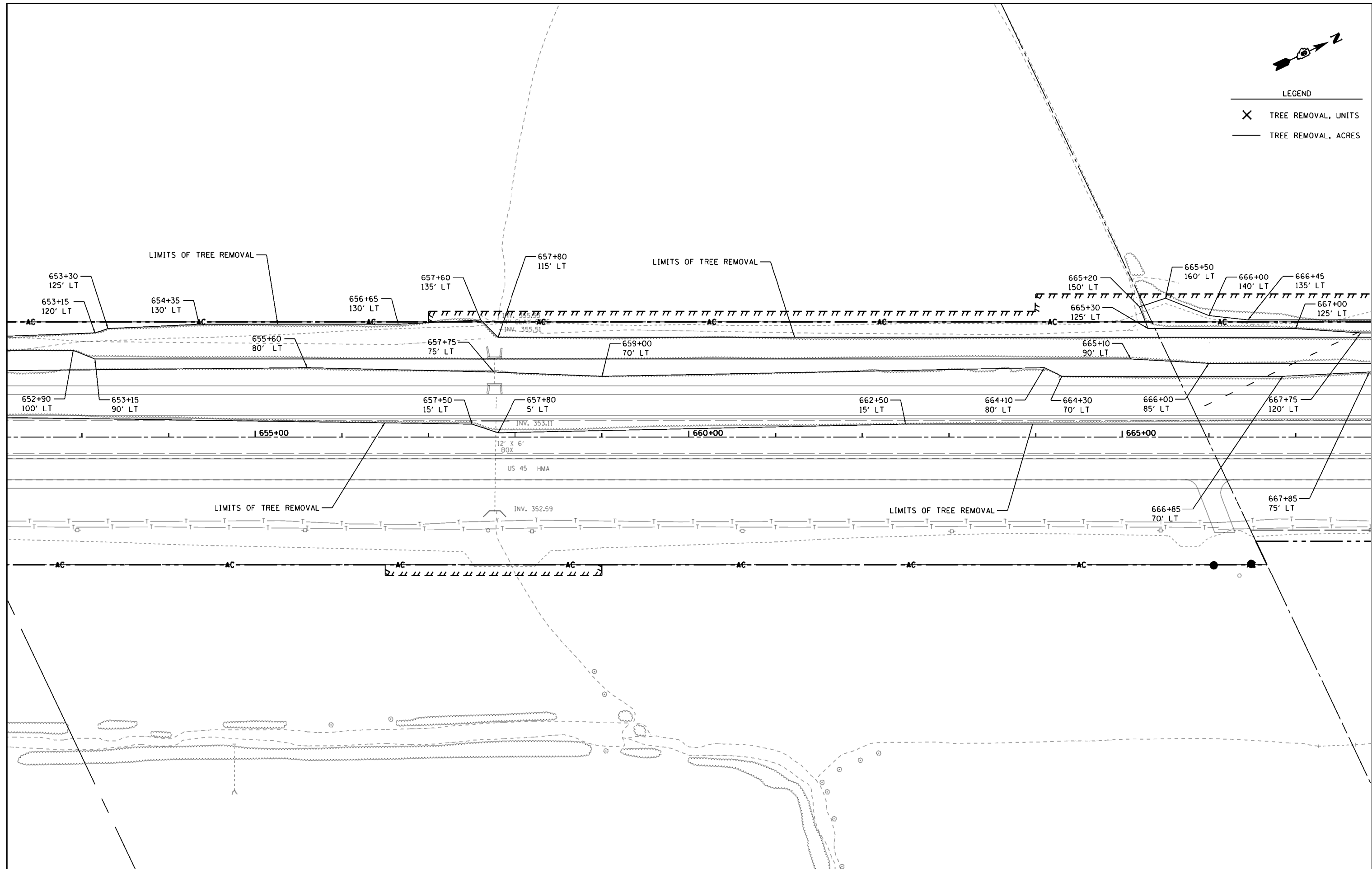
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

TREE REMOVAL			
SCALE:	SHEET	OF SHEETS	STA. TO STA.
1"=50'			

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1		745	427
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				



LEGEND	
X	TREE REMOVAL, UNITS
—	TREE REMOVAL, ACRES



FILE NAME =	USER NAME = bsmery	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / 1in.	DATE -	REVISED -
	PLOT DATE = 4/30/2014		

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

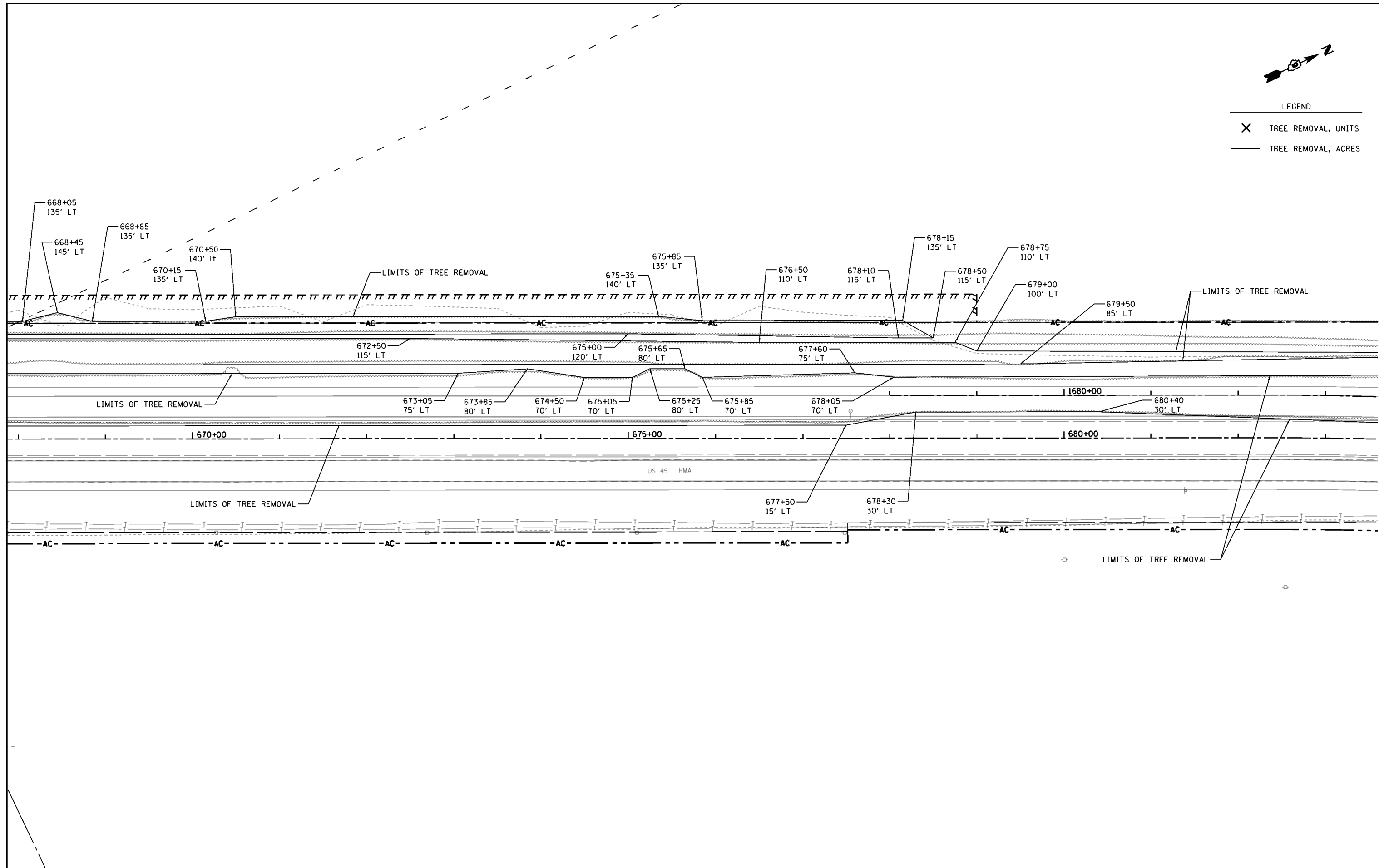
<b>TREE REMOVAL</b>			
SCALE: 1"=50'	SHEET	OF	SHEETS
	STA.	TO	STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	428
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				

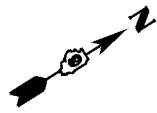


LEGEND

- ✕ TREE REMOVAL, UNITS
- TREE REMOVAL, ACRES

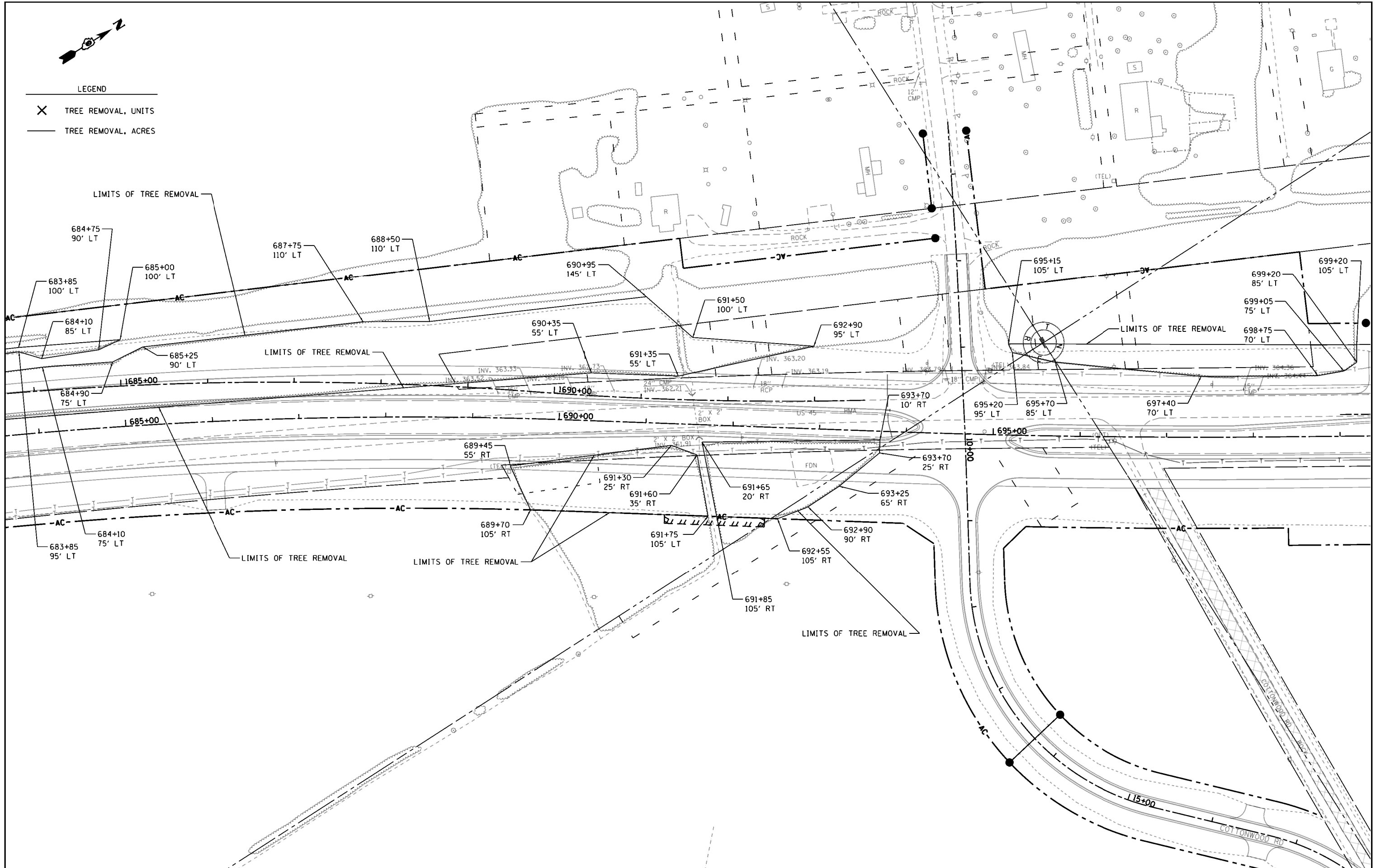


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	PLLOT SCALE = 100.0000' / 1in.	CHECKED -	REVISED -					332	(29,30)R-1	SALINE	745	429
Default	PLLOT DATE = 4/30/2014	DATE -	REVISED -	SCALE: 1"=50'	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT CONTRACT NO. 78077	



LEGEND

- X TREE REMOVAL, UNITS
- TREE REMOVAL, ACRES



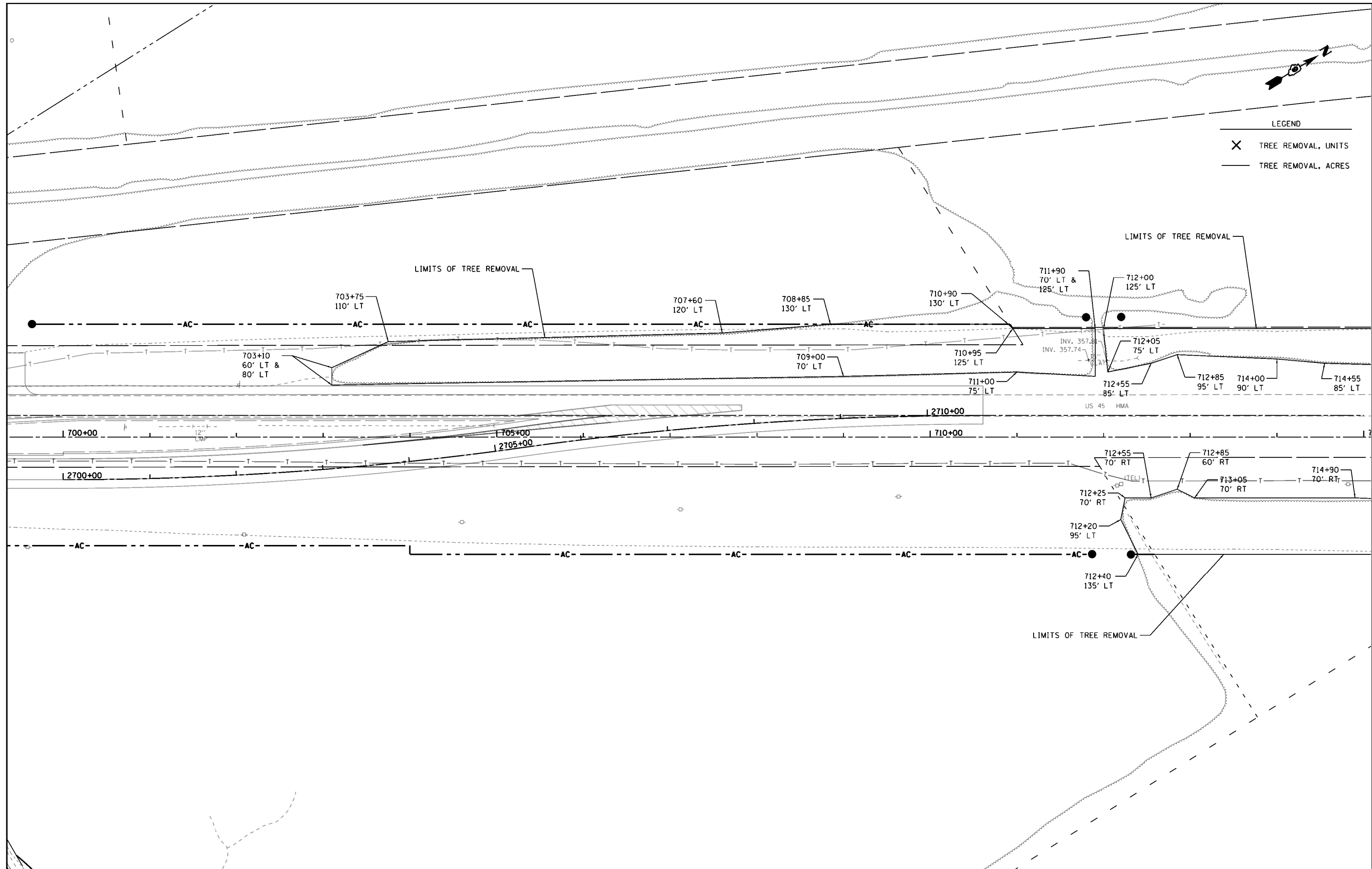
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Default	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -
	PLOT DATE = 4/30/2014	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

TREE REMOVAL

SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	430
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				



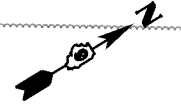
LEGEND  
 X TREE REMOVAL, UNITS  
 — TREE REMOVAL, ACRES

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	PLOT DATE = 4/30/2014	DATE -	REVISED -

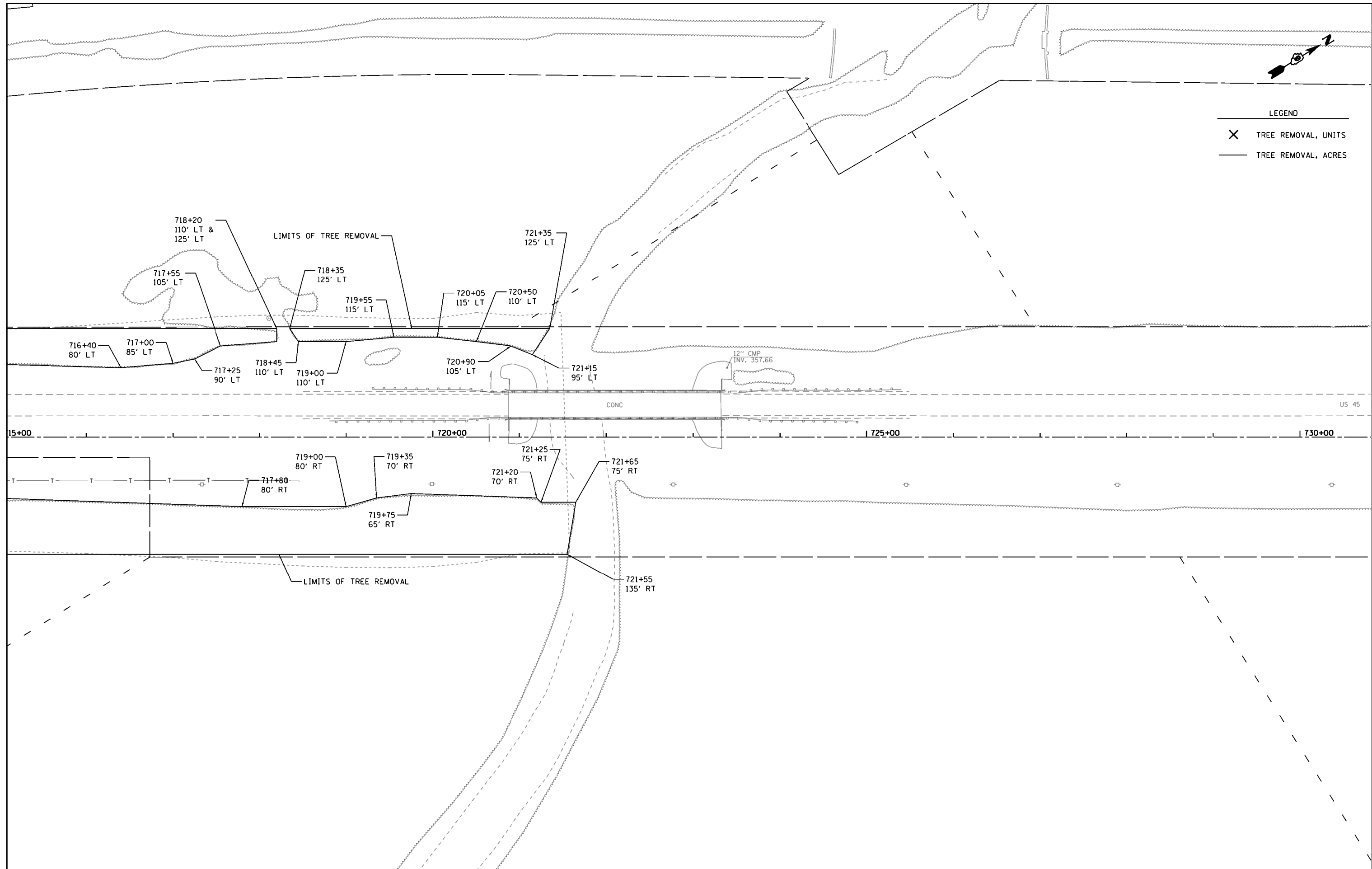
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

<b>TREE REMOVAL</b>			
SCALE: 1"=50'	SHEET	OF	SHEETS
	STA.	TO	STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	431
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				

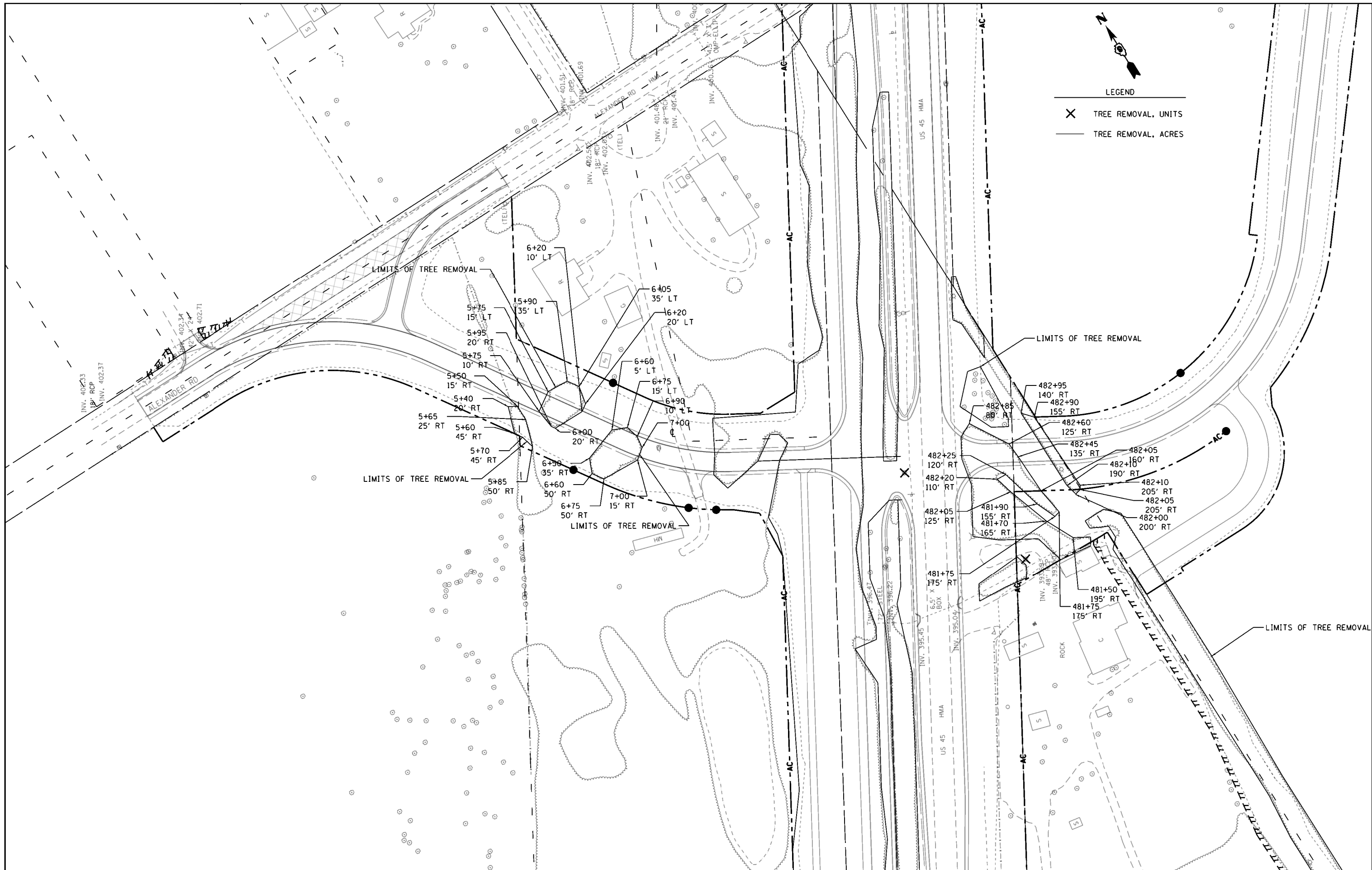


LEGEND	
X	TREE REMOVAL, UNITS
—	TREE REMOVAL, ACRES



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P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-Removal.dgn		DRAWN -	REVISED -		332	(29,30)R-1	SALINE	745	432				
Default	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -		CONTRACT NO. 78077								
	PLOT DATE = 4/30/2014	DATE -	REVISED -		SCALE: 1"=50'	SHEET	OF	SHEETS	STA.	TO	STA.	ILLINOIS FED. AID PROJECT	





LEGEND

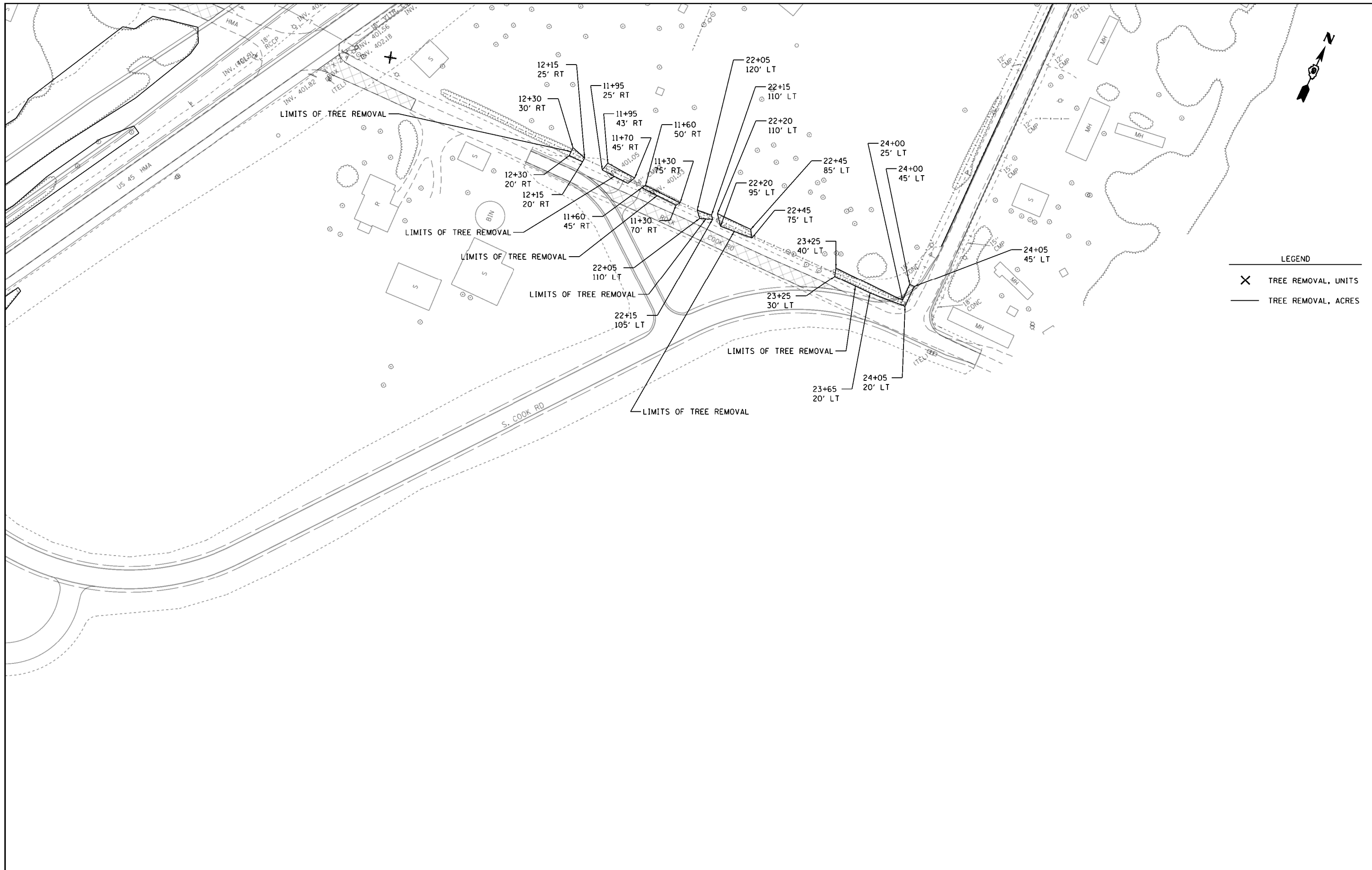
X	TREE REMOVAL, UNITS
—	TREE REMOVAL, ACRES

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	PLOT DATE = 4/30/2014	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TREE REMOVAL</b>			
SCALE: 1"=50'	SHEET	OF	SHEETS
	STA.	TO	STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	433
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				



LEGEND

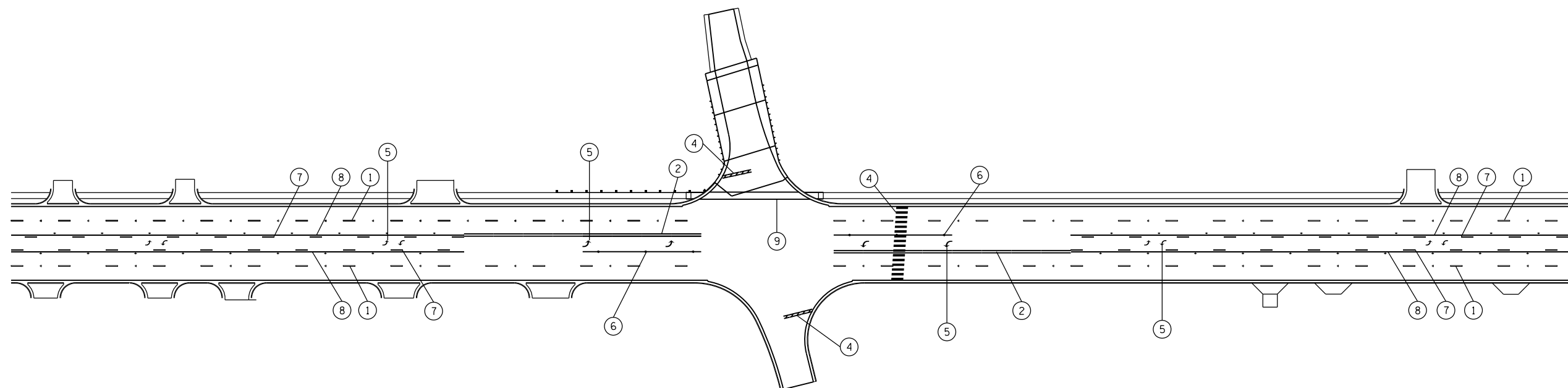
✕	TREE REMOVAL, UNITS
—	TREE REMOVAL, ACRES

FILE NAME =	USER NAME = bmary	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / 1" =	CHECKED -	REVISED -
	PLOT DATE = 4/30/2014	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TREE REMOVAL</b>			
SCALE: 1"=50'	SHEET	OF	SHEETS
	STA.		TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	434
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				



LEGEND

- ① PR. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B (INLAID), 4" (30' SKIP, 10' WHITE DASH & RRPM @ 80' CTS.)
- ② PR. MODIFIED URETHANE PAVEMENT MARKING LINE, 4" (DOUBLE SOLID YELLOW)
- ④ PR. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B (INLAID), LINE 24" (SOLID WHITE)
- ⑤ PR. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B (INLAID), LETTERS & SYMBOLS (SOLID WHITE)
- ⑥ PR. RAISED REFLECTIVE PAVEMENT MARKERS, ONE-WAY CRYSTAL (@ 40' CTS.)
- ⑦ PR. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B (INLAID), 4" (30' SKIP & 10' YELLOW DASH)
- ⑧ PR. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B (INLAID), 4" (SOLID YELLOW & RRPM @ 40' CTS.)
- ⑨ PR. MODIFIED URETHANE PAVEMENT MARKING LINE, 12" (SOLID WHITE)

NOTE:  
THE PAVEMENT MARKING FROM STA. 392+75 TO STA. 449+88 IS TO BE ROLLED IN DURING THE HMA SURFACE PLACEMENT.

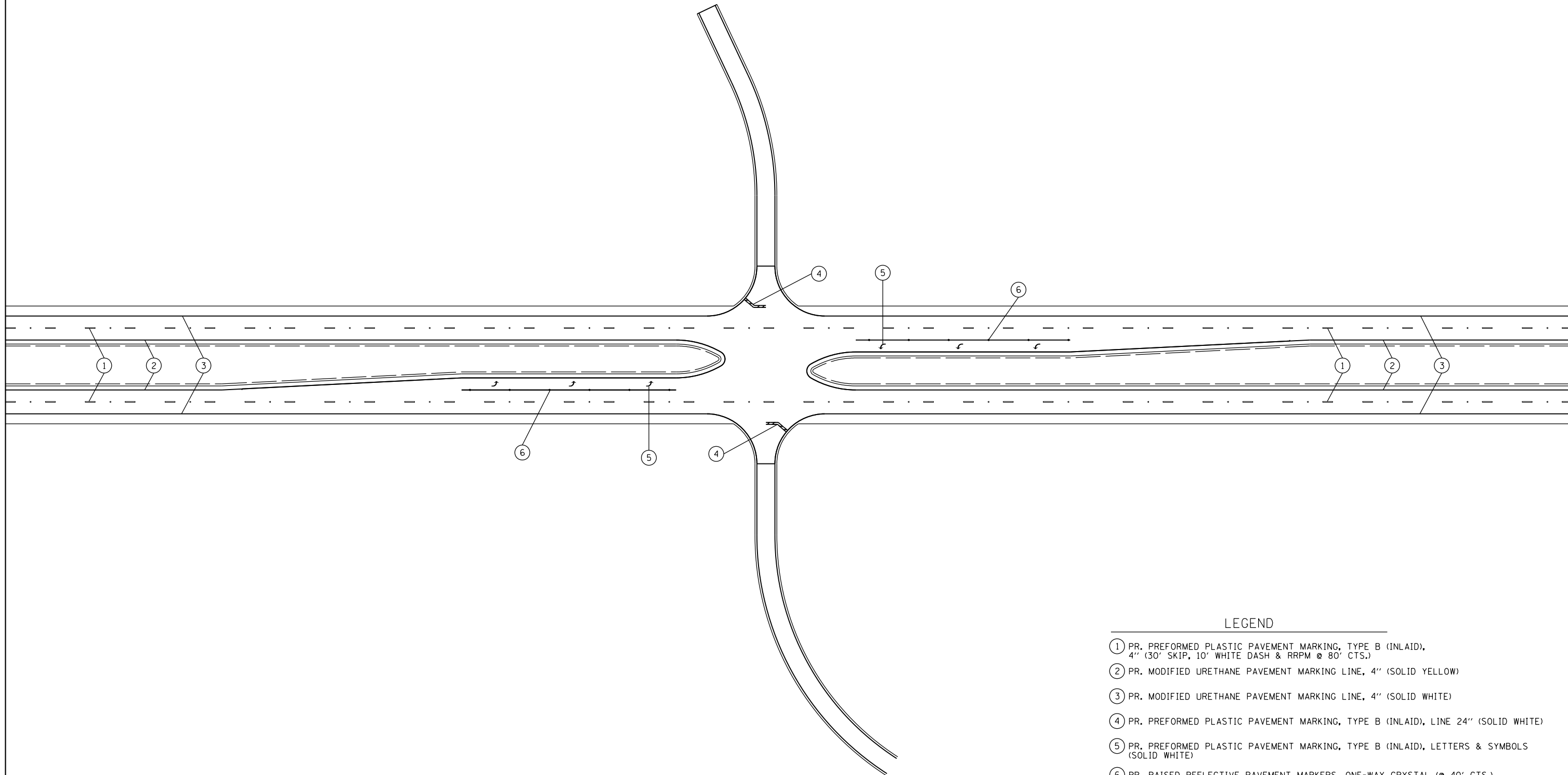
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	CHECKED -	REVISED -	REVISED -
	DATE -	REVISED -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DETAILS: TYPICAL URBAN STRIPING

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	435
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78077	



LEGEND

- ① PR. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B (INLAID), 4" (30' SKIP, 10' WHITE DASH & RRPM @ 80' CTS.)
- ② PR. MODIFIED URETHANE PAVEMENT MARKING LINE, 4" (SOLID YELLOW)
- ③ PR. MODIFIED URETHANE PAVEMENT MARKING LINE, 4" (SOLID WHITE)
- ④ PR. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B (INLAID), LINE 24" (SOLID WHITE)
- ⑤ PR. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B (INLAID), LETTERS & SYMBOLS (SOLID WHITE)
- ⑥ PR. RAISED REFLECTIVE PAVEMENT MARKERS, ONE-WAY CRYSTAL (@ 40' CTS.)

NOTE:  
 THE PAVEMENT MARKING FOR THE ALT A BID IS TO BE ROLLED IN DURING THE HMA SURFACE PLACEMENT. THE PAVEMENT MARKING FOR THE ALT B PCC PAVEMENT BID REQUIRES GROOVING FOR RECESSED PAVEMENT MARKINGS OF LINES OR LETTERS AND SYMBOLS, WITH THE UNIT OF MEASURE THE SAME AS THE INLAID MARKING.

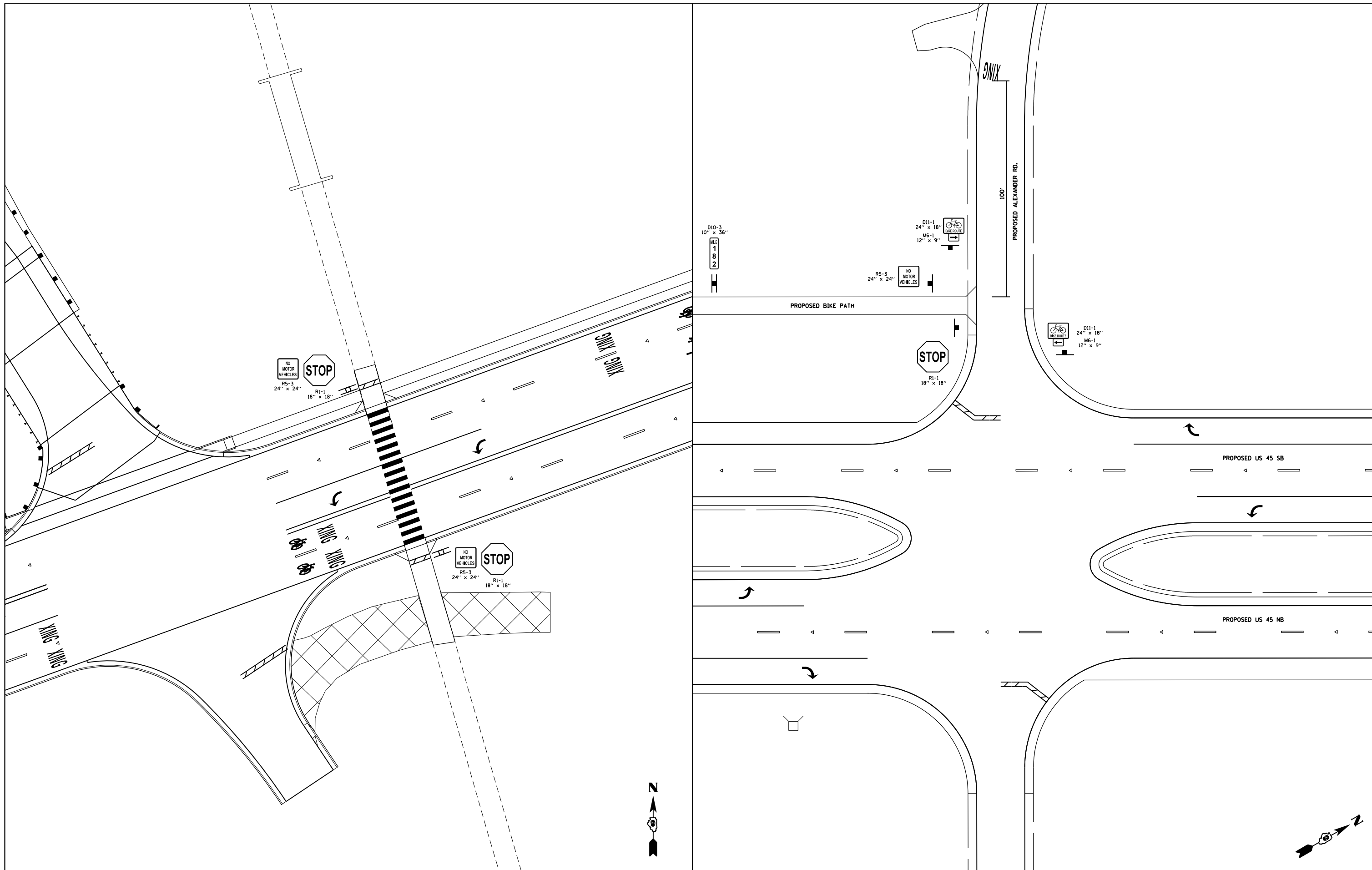
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	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/30/2014	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

DETAILS: TYPICAL RURAL INTERSECTION STRIPING PLAN

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	436
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78077	



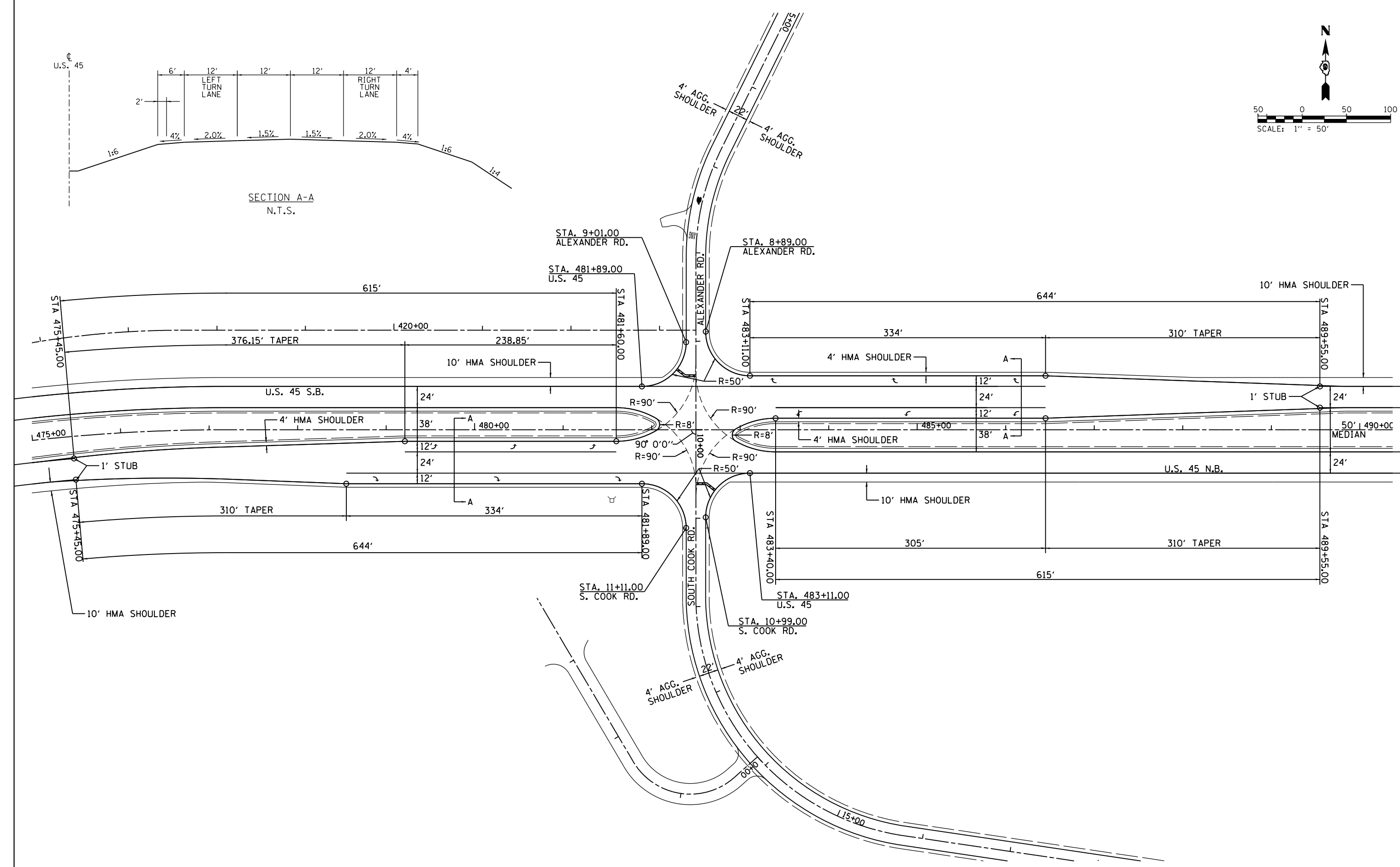
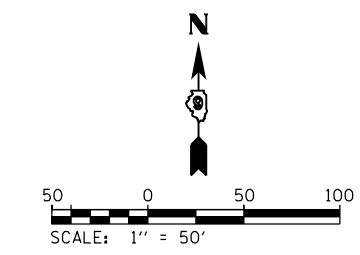
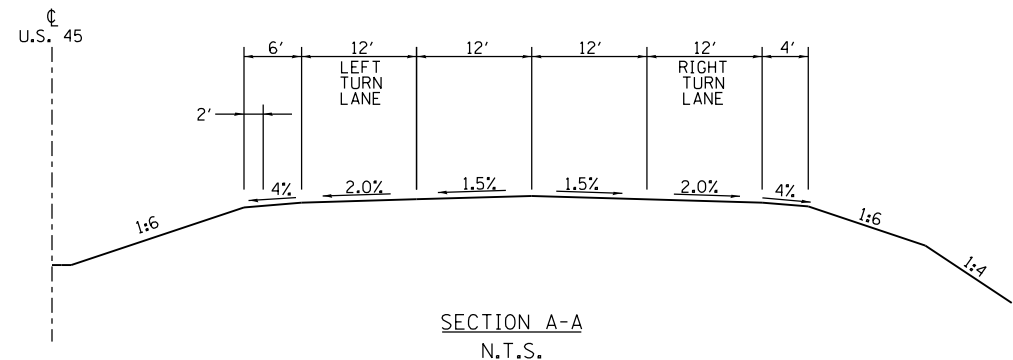
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

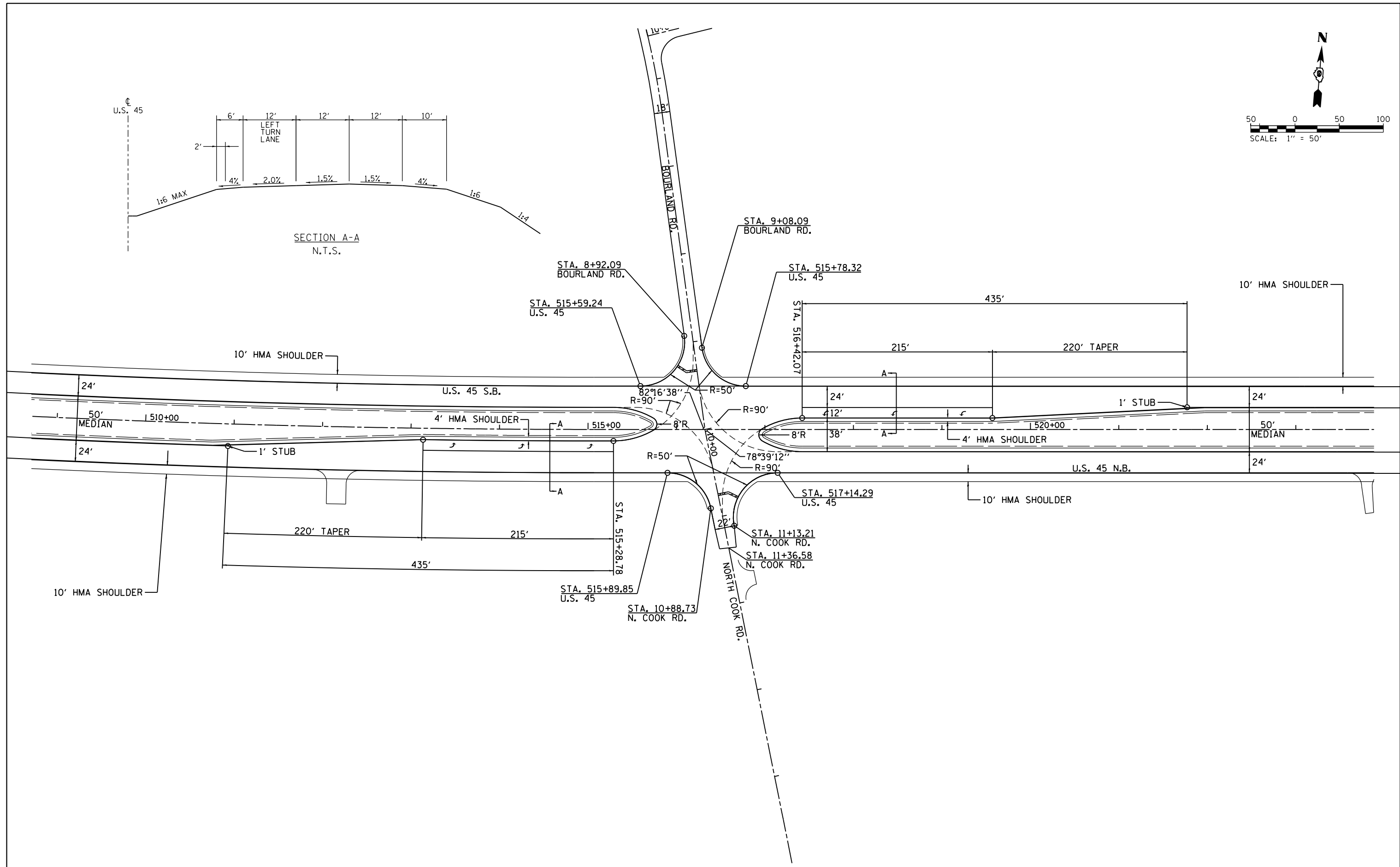
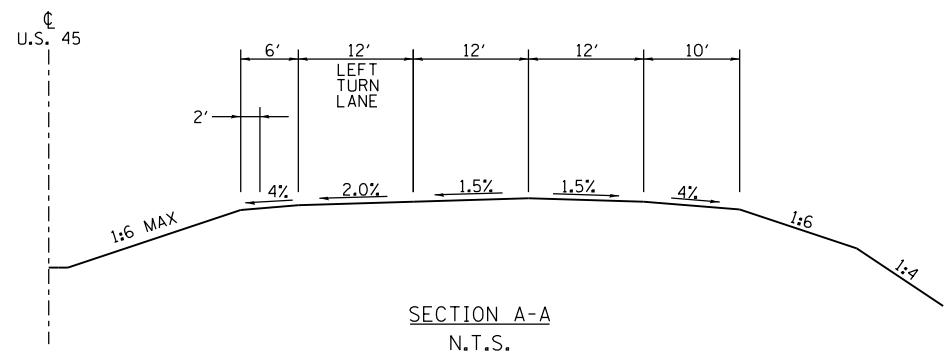
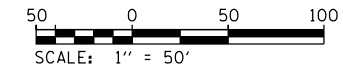
**DETAILS: BIKE PATH SIGNS**

SCALE: N.T.S.      SHEET      OF      SHEETS      STA.      TO      STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	437
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = bemery	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS: INTERSECTION GEOMETRICS ALEXANDER RD. &amp; S. COOK RD.</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-intersec.dwg	DRAWN -	REVISED -	332					(29,30)R-1	SALINE	745	438		
Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -		SCALE: 1"=50'			SHEET	OF	SHEETS	STA.	TO	STA.
	PLOT DATE = 4/30/2014	DATE -	REVISED -		ILLINOIS FED. AID PROJECT								



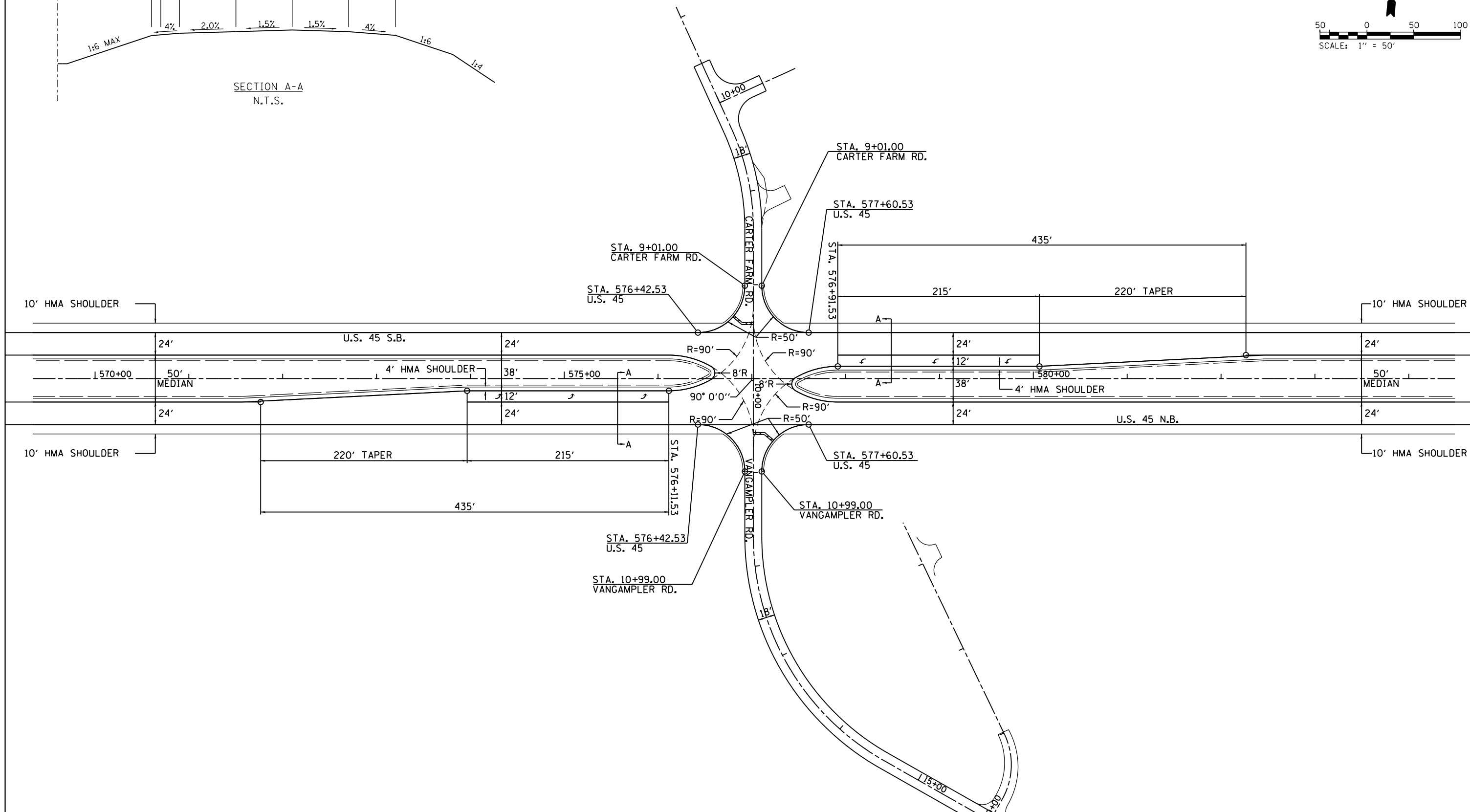
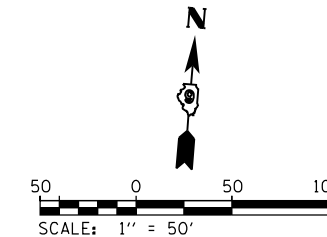
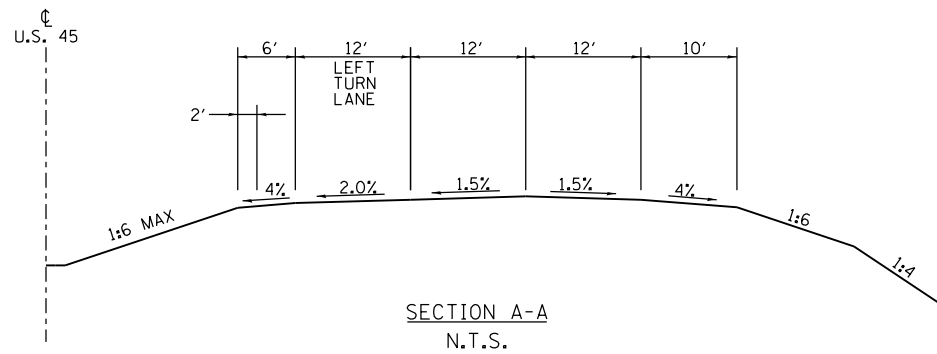
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	PLOT DATE = 4/30/2014	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAILS: INTERSECTION GEOMETRICS  
BOURLAND RD. & N. COOK RD.**

SCALE: 1"=50'    SHEET    OF    SHEETS    STA.    TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	439
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78077	



FILE NAME =	USER NAME = bemy	DESIGNED -	REVISED -
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Default	PLOT SCALE = 100.0000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/30/2014	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

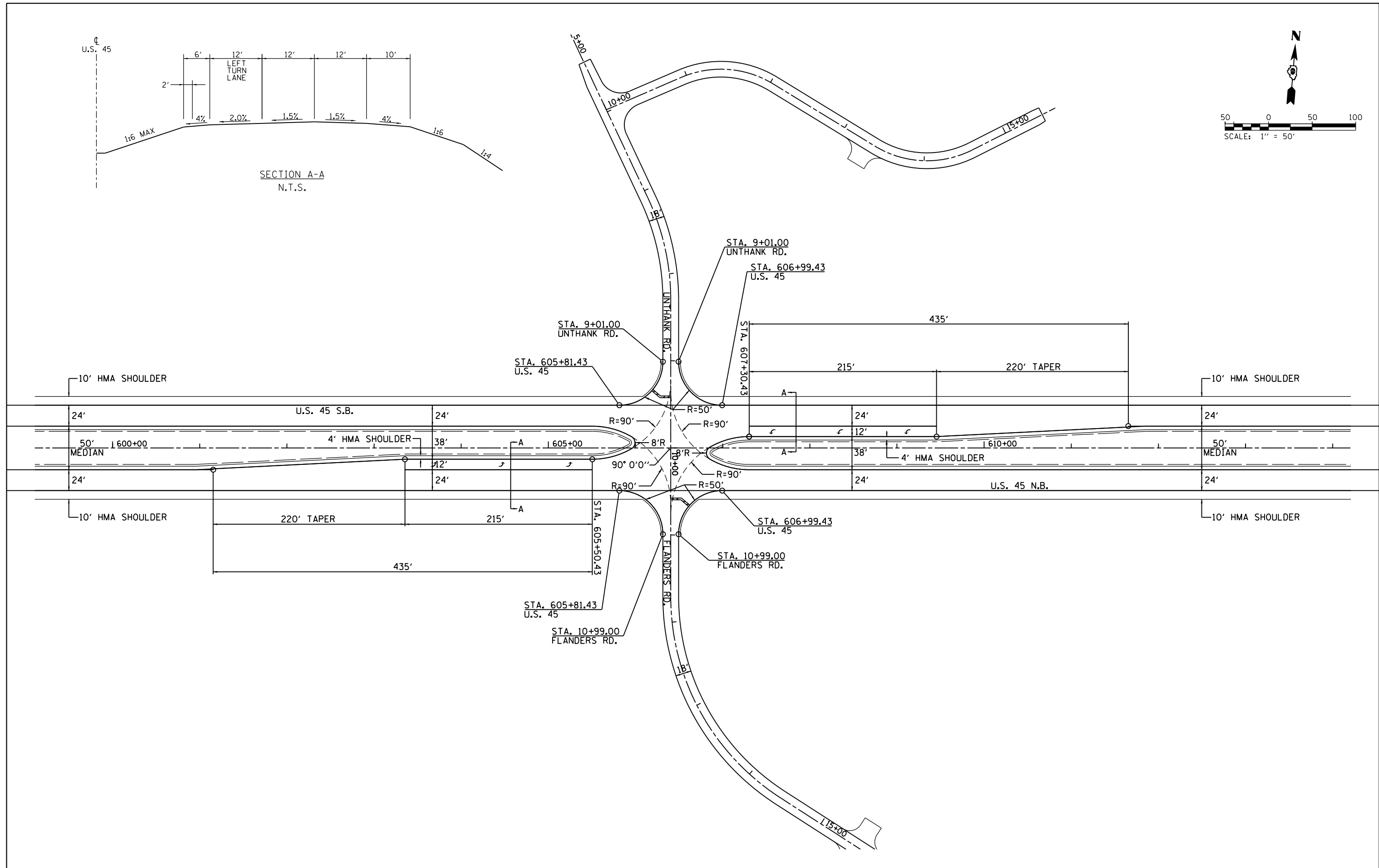
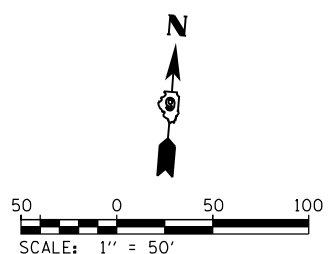
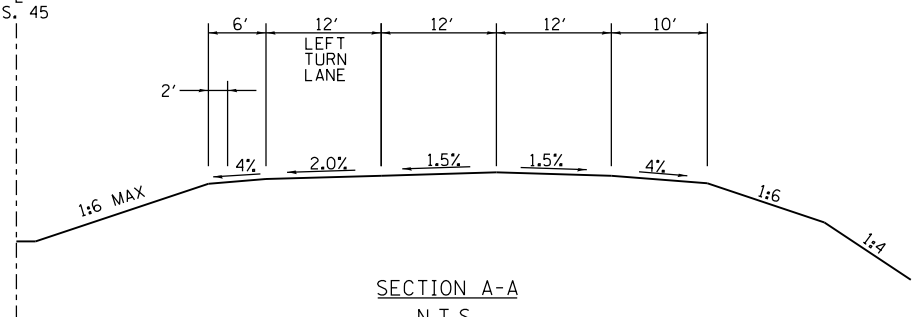
DETAILS: INTERSECTION GEOMETRICS  
CARTER FARM RD. & VANGAMPLER RD.

SCALE: 1"=50' SHEET OF SHEETS STA. TO STA.

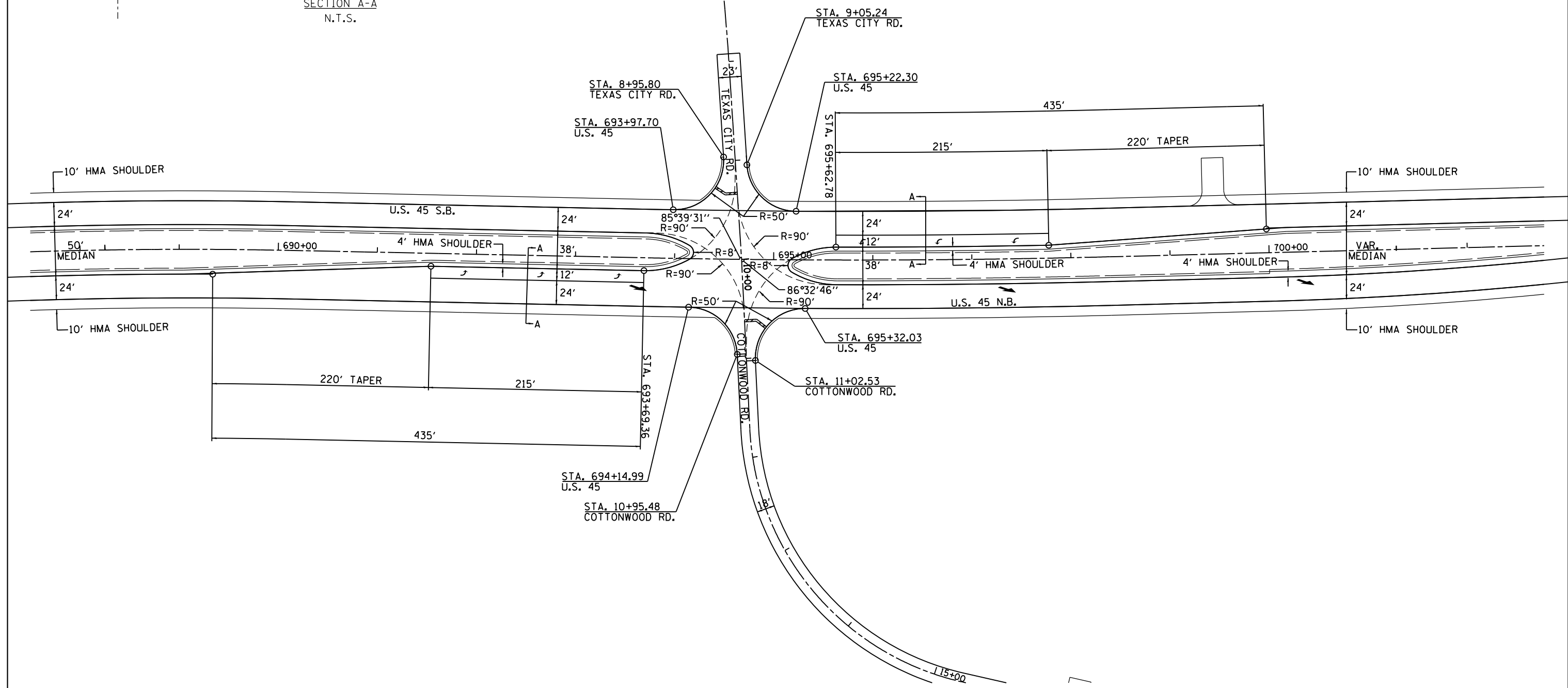
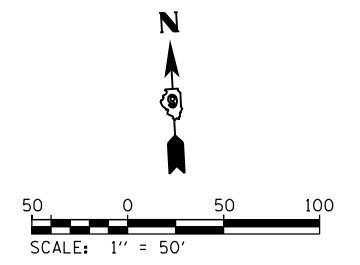
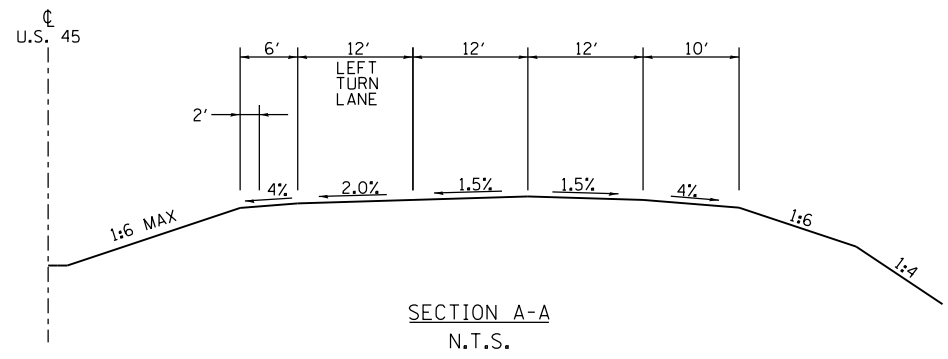
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	440
				CONTRACT NO. 78077
ILLINOIS FED. AID PROJECT				



U.S. 45



FILE NAME =	USER NAME = bemory	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS: INTERSECTION GEOMETRICS UNTHANK RD. &amp; FLANDERS RD.</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-intersec.dwg	DRAWN -	REVISED -	REVISED -		332	(29,30)R-1	SALINE	745	441			
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	PLOT DATE = 4/30/2014	DATE -	REVISED -		ILLINOIS FED. AID PROJECT							



FILE NAME =	USER NAME = bemery	DESIGNED -	REVISED -
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	PLOT DATE = 4/30/2014	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAILS: INTERSECTION GEOMETRICS  
TEXAS CITY RD. & COTTONWOOD RD.**

SCALE: 1"=50'    SHEET    OF    SHEETS    STA.    TO    STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	442
ILLINOIS FED. AID PROJECT			CONTRACT NO. 78077	

393

394

STA. 393+63.84 (U.S. 45)  
 Q CHOISSER STREET  
 73° 18' 54"

B6.24  
 CURB & GUTTER

B6.24  
 CURB & GUTTER

STA. 393+10.72  
 U.S. 45

STA. 393+83.74  
 U.S. 45

CHOISSER ST.

STA. 10+48.03  
 10.00' LT

STA. 10+68.79  
 10.00' RT

STA. 10+68.79  
 10.00' LT

10:1 TAPER

10:1 TAPER

STA. 10+84.45  
 CHOISSER ST.

SW QUADRANT U.S. 45 & CHOISSER ST.

STATIONING ALONG U.S. 45	OFFSET TO EOP FEET	EDGE OF PAV'T ELEV. FEET	STATIONING ALONG CHOISSER ST.	OFFSET TO E.P. FEET	DISTANCE ALONG RADIUS FEET	GEOMETRIC DESCRIPTION
RT 393+10.72	31.00	380.64	RT 10+44.82	42.11	-	P.C.
RT 393+20.46	32.97	380.54	RT 10+43.95	32.21	10	
RT 393+28.66	38.58	380.24	RT 10+46.99	22.76	20	
RT 393+34.02	46.94	379.81	RT 10+53.48	15.24	30	
RT 393+35.71	56.73	379.53	RT 10+62.39	10.83	40	
RT 393+34.69	63.11	379.45	RT 10+68.79	10.00	46.48	PT

SE QUADRANT U.S. 45 & CHOISSER ST.

STATIONING ALONG U.S. 45	OFFSET TO EOP FEET	EDGE OF PAV'T ELEV. FEET	STATIONING ALONG CHOISSER ST.	OFFSET TO E.P. FEET	DISTANCE ALONG RADIUS FEET	GEOMETRIC DESCRIPTION
RT 393+59.77	48.89	379.72	LT 10+48.03	10.00	-	P.C.
RT 393+64.43	40.12	380.01	LT 10+38.30	11.97	10	
RT 393+72.14	33.85	380.48	LT 10+30.10	17.58	20	
RT 393+81.68	31.09	380.72	LT 10+24.73	25.94	30	
RT 393+83.74	31.00	380.73	LT 10+24.06	27.89	32.06	PT

FILE NAME =	USER NAME = bemory	DESIGNED -	REVISED -
P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-geometric		DRAWN -	REVISED -
Default	PLOT SCALE = 10.000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/30/2014	DATE -	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

CHOISSER ST.  
 INTERSECTION GEOMETRICS

SCALE: 1" = 5' SHEET OF SHEETS STA. TO STA.

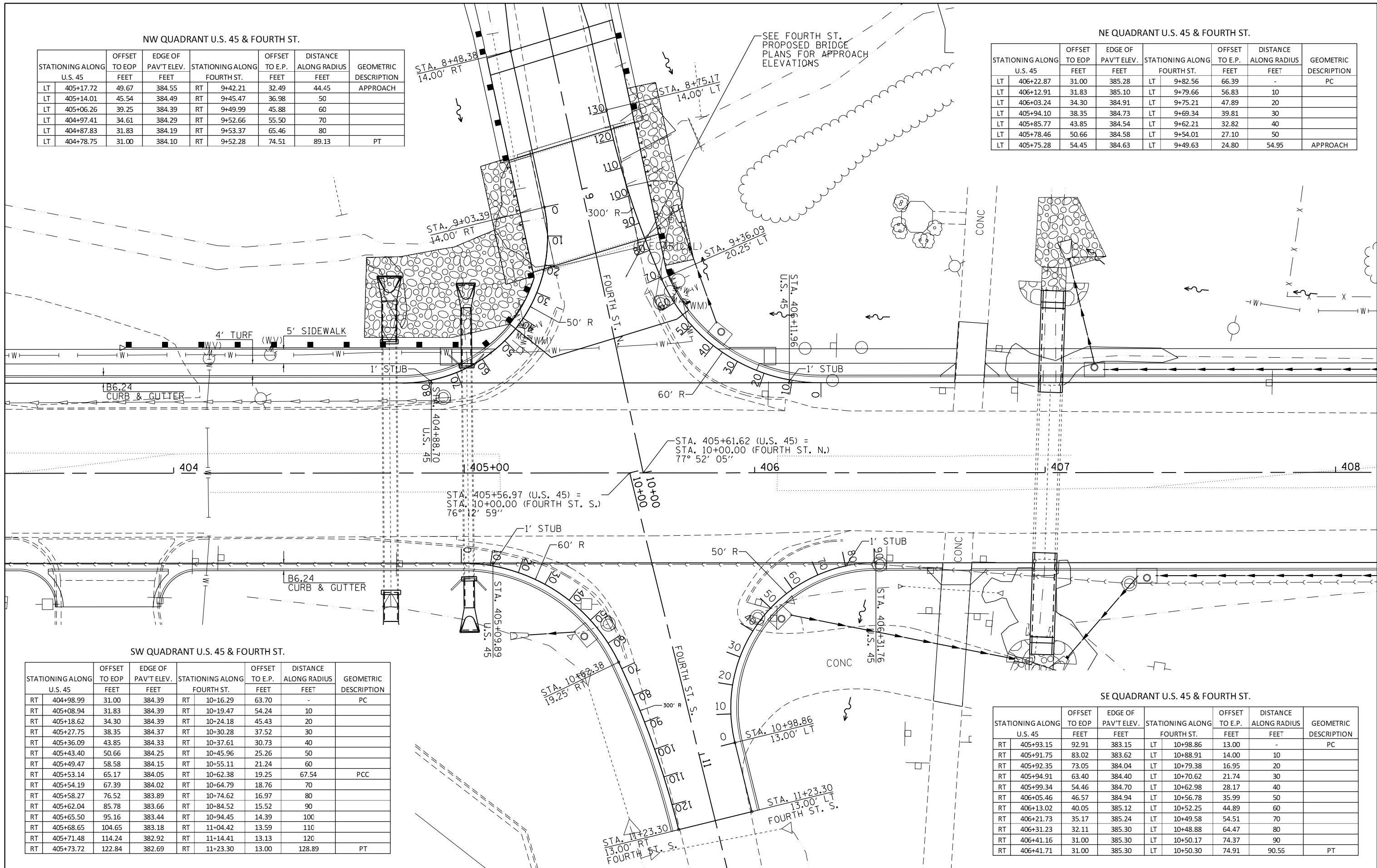
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	443
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				

NW QUADRANT U.S. 45 & FOURTH ST.

STATIONING ALONG U.S. 45	OFFSET TO EOP FEET	EDGE OF PAV'T ELEV. FEET	STATIONING ALONG FOURTH ST.	OFFSET TO E.P. FEET	DISTANCE ALONG RADIUS FEET	GEOMETRIC DESCRIPTION
LT 405+17.72	49.67	384.55	RT 9+42.21	32.49	44.45	APPROACH
LT 405+14.01	45.54	384.49	RT 9+45.47	36.98	50	
LT 405+06.26	39.25	384.39	RT 9+49.99	45.88	60	
LT 404+97.41	34.61	384.29	RT 9+52.66	55.50	70	
LT 404+87.83	31.83	384.19	RT 9+53.37	65.46	80	
LT 404+78.75	31.00	384.10	RT 9+52.28	74.51	89.13	PT

NE QUADRANT U.S. 45 & FOURTH ST.

STATIONING ALONG U.S. 45	OFFSET TO EOP FEET	EDGE OF PAV'T ELEV. FEET	STATIONING ALONG FOURTH ST.	OFFSET TO E.P. FEET	DISTANCE ALONG RADIUS FEET	GEOMETRIC DESCRIPTION
LT 406+22.87	31.00	385.28	LT 9+82.56	66.39	-	PC
LT 406+12.91	31.83	385.10	LT 9+79.66	56.83	10	
LT 406+03.24	34.30	384.91	LT 9+75.21	47.89	20	
LT 405+94.10	38.35	384.73	LT 9+69.34	39.81	30	
LT 405+85.77	43.85	384.54	LT 9+62.21	32.82	40	
LT 405+78.46	50.66	384.58	LT 9+54.01	27.10	50	
LT 405+75.28	54.45	384.63	LT 9+49.63	24.80	54.95	APPROACH



SW QUADRANT U.S. 45 & FOURTH ST.

STATIONING ALONG U.S. 45	OFFSET TO EOP FEET	EDGE OF PAV'T ELEV. FEET	STATIONING ALONG FOURTH ST.	OFFSET TO E.P. FEET	DISTANCE ALONG RADIUS FEET	GEOMETRIC DESCRIPTION
RT 404+98.99	31.00	384.39	RT 10+16.29	63.70	-	PC
RT 405+08.94	31.83	384.39	RT 10+19.47	54.24	10	
RT 405+18.62	34.30	384.39	RT 10+24.18	45.43	20	
RT 405+27.75	38.35	384.37	RT 10+30.28	37.52	30	
RT 405+36.09	43.85	384.33	RT 10+37.61	30.73	40	
RT 405+43.40	50.66	384.25	RT 10+45.96	25.26	50	
RT 405+49.47	58.58	384.15	RT 10+55.11	21.24	60	
RT 405+53.14	65.17	384.05	RT 10+62.38	19.25	67.54	PCC
RT 405+54.19	67.39	384.02	RT 10+64.79	18.76	70	
RT 405+58.27	76.52	383.89	RT 10+74.62	16.97	80	
RT 405+62.04	85.78	383.66	RT 10+84.52	15.52	90	
RT 405+65.50	95.16	383.44	RT 10+94.45	14.39	100	
RT 405+68.65	104.65	383.18	RT 11+04.42	13.59	110	
RT 405+71.48	114.24	382.92	RT 11+14.41	13.13	120	
RT 405+73.72	122.84	382.69	RT 11+23.30	13.00	128.89	PT

SE QUADRANT U.S. 45 & FOURTH ST.

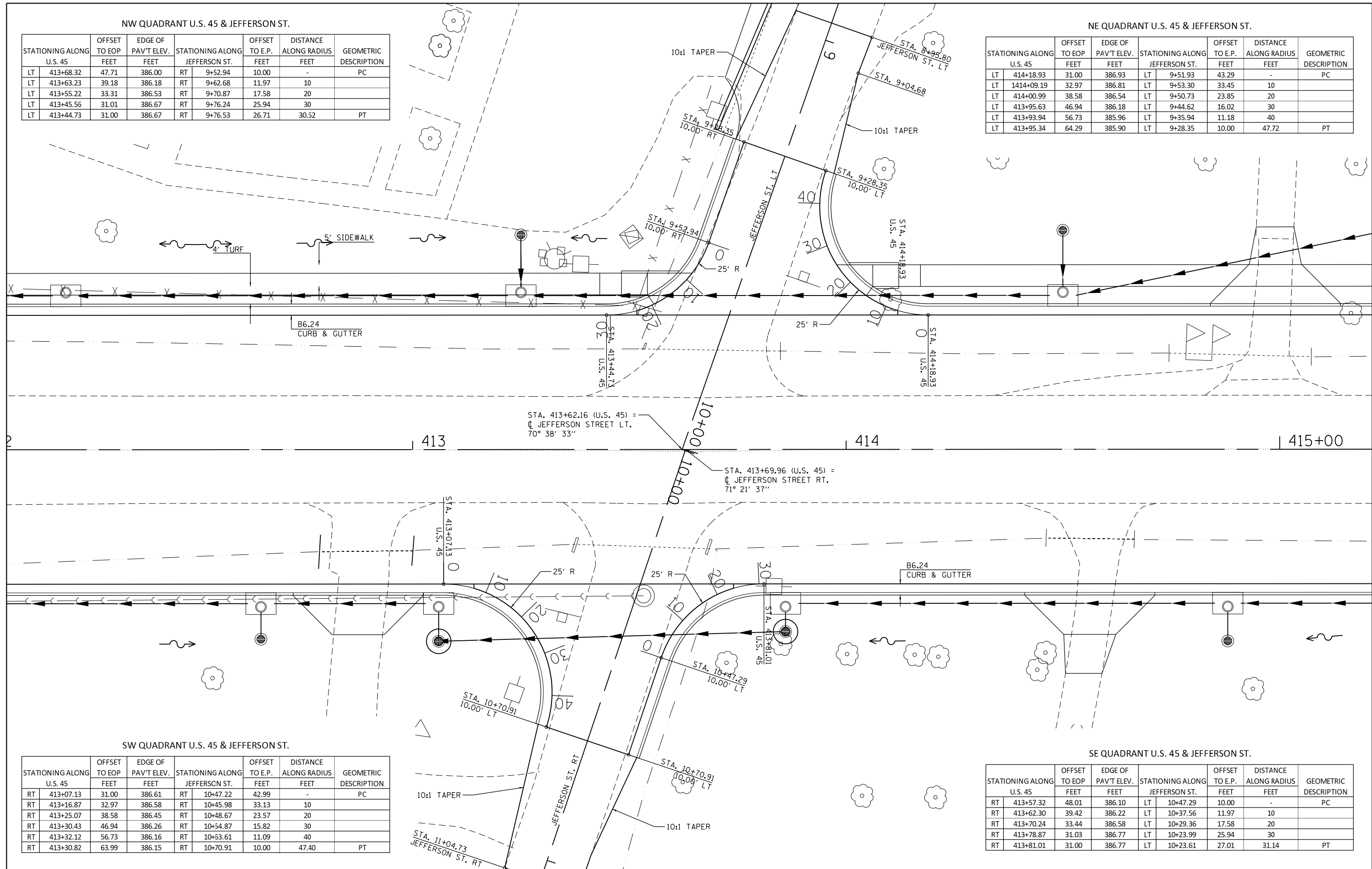
STATIONING ALONG U.S. 45	OFFSET TO EOP FEET	EDGE OF PAV'T ELEV. FEET	STATIONING ALONG FOURTH ST.	OFFSET TO E.P. FEET	DISTANCE ALONG RADIUS FEET	GEOMETRIC DESCRIPTION
RT 405+93.15	92.91	383.15	LT 10+98.86	13.00	-	PC
RT 405+91.75	83.02	383.62	LT 10+88.91	14.00	10	
RT 405+92.35	73.05	384.04	LT 10+79.38	16.95	20	
RT 405+94.91	63.40	384.40	LT 10+70.62	21.74	30	
RT 405+99.34	54.46	384.70	LT 10+62.98	28.17	40	
RT 406+05.46	46.57	384.94	LT 10+56.78	35.99	50	
RT 406+13.02	40.05	385.12	LT 10+52.25	44.89	60	
RT 406+21.73	35.17	385.24	LT 10+49.58	54.51	70	
RT 406+31.23	32.11	385.30	LT 10+48.88	64.47	80	
RT 406+41.16	31.00	385.30	LT 10+50.17	74.37	90	
RT 406+41.71	31.00	385.30	LT 10+50.30	74.91	90.55	PT

NW QUADRANT U.S. 45 & JEFFERSON ST.

STATIONING ALONG U.S. 45	OFFSET TO EOP FEET	EDGE OF PAV'T ELEV. FEET	STATIONING ALONG JEFFERSON ST.	OFFSET TO E.P. FEET	DISTANCE ALONG RADIUS FEET	GEOMETRIC DESCRIPTION
LT 413+68.32	47.71	386.00	RT 9+52.94	10.00	-	PC
LT 413+63.23	39.18	386.18	RT 9+62.68	11.97	10	
LT 413+55.22	33.31	386.53	RT 9+70.87	17.58	20	
LT 413+45.56	31.01	386.67	RT 9+76.24	25.94	30	
LT 413+44.73	31.00	386.67	RT 9+76.53	26.71	30.52	PT

NE QUADRANT U.S. 45 & JEFFERSON ST.

STATIONING ALONG U.S. 45	OFFSET TO EOP FEET	EDGE OF PAV'T ELEV. FEET	STATIONING ALONG JEFFERSON ST.	OFFSET TO E.P. FEET	DISTANCE ALONG RADIUS FEET	GEOMETRIC DESCRIPTION
LT 414+18.93	31.00	386.93	LT 9+51.93	43.29	-	PC
LT 1414+09.19	32.97	386.81	LT 9+53.30	33.45	10	
LT 414+00.99	38.58	386.54	LT 9+50.73	23.85	20	
LT 413+95.63	46.94	386.18	LT 9+44.62	16.02	30	
LT 413+93.94	56.73	385.96	LT 9+35.94	11.18	40	
LT 413+95.34	64.29	385.90	LT 9+28.35	10.00	47.72	PT



SW QUADRANT U.S. 45 & JEFFERSON ST.

STATIONING ALONG U.S. 45	OFFSET TO EOP FEET	EDGE OF PAV'T ELEV. FEET	STATIONING ALONG JEFFERSON ST.	OFFSET TO E.P. FEET	DISTANCE ALONG RADIUS FEET	GEOMETRIC DESCRIPTION
RT 413+07.13	31.00	386.61	RT 10+47.22	42.99	-	PC
RT 413+16.87	32.97	386.58	RT 10+45.98	33.13	10	
RT 413+25.07	38.58	386.45	RT 10+48.67	23.57	20	
RT 413+30.43	46.94	386.26	RT 10+54.87	15.82	30	
RT 413+32.12	56.73	386.16	RT 10+53.61	11.09	40	
RT 413+30.82	63.99	386.15	RT 10+70.91	10.00	47.40	PT

SE QUADRANT U.S. 45 & JEFFERSON ST.

STATIONING ALONG U.S. 45	OFFSET TO EOP FEET	EDGE OF PAV'T ELEV. FEET	STATIONING ALONG JEFFERSON ST.	OFFSET TO E.P. FEET	DISTANCE ALONG RADIUS FEET	GEOMETRIC DESCRIPTION
RT 413+57.32	48.01	386.10	LT 10+47.29	10.00	-	PC
RT 413+62.30	39.42	386.22	LT 10+37.56	11.97	10	
RT 413+70.24	33.44	386.58	LT 10+29.36	17.58	20	
RT 413+78.87	31.03	386.77	LT 10+23.99	25.94	30	
RT 413+81.01	31.00	386.77	LT 10+23.61	27.01	31.14	PT

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P:\Projects\2011 Projects\11297 - IDOT US 45 Ph2\CV\CADD Sheets\0978077-sht-geometric		DRAWN -	REVISED -
Default	PLOT SCALE = 20.000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/30/2014	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

JEFFERSON ST.  
INTERSECTION GEOMETRICS

SCALE: 1" = 10' SHEET OF SHEETS STA. TO STA.

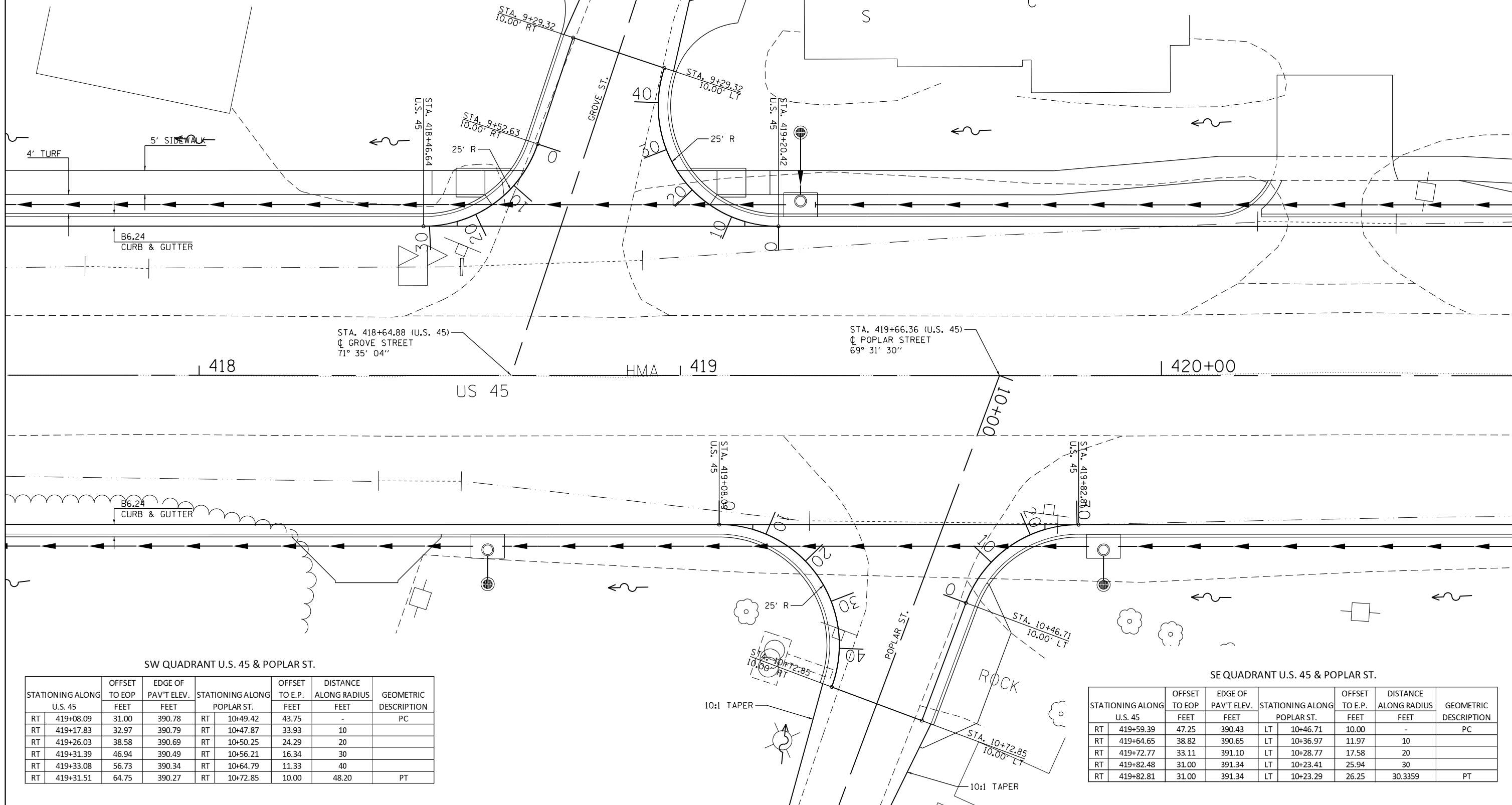
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	445
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				

NW QUADRANT U.S. 45 & GROVE ST.

STATIONING ALONG U.S. 45	OFFSET TO EOP FEET	EDGE OF PAV'T ELEV. FEET	STATIONING ALONG GROVE ST.		OFFSET TO E.P. FEET	DISTANCE ALONG RADIUS FEET	GEOMETRIC DESCRIPTION
			RT	LT			
LT 418+70.36	48.10	389.84	RT 9+52.63		10.00	-	PC
LT 418+65.41	39.49	389.96	RT 9+62.37		11.97	10	
LT 418+57.50	33.48	390.22	RT 9+70.56		17.58	20	
LT 418+47.87	31.03	390.29	RT 9+75.93		25.94	30	
LT 418+46.64	31.00	390.29	RT 9+76.35		27.10	31.23	PT

NE QUADRANT U.S. 45 & GROVE ST.

STATIONING ALONG U.S. 45	OFFSET TO EOP FEET	EDGE OF PAV'T ELEV. FEET	STATIONING ALONG GROVE ST.		OFFSET TO E.P. FEET	DISTANCE ALONG RADIUS FEET	GEOMETRIC DESCRIPTION
			RT	LT			
LT 419+20.42	31.00	390.87	LT 9+53.04		42.90	-	PC
LT 419+10.68	32.97	390.73	LT 9+54.25		33.04	10	
LT 419+02.48	38.58	390.44	LT 9+51.52		23.49	20	
LT 418+97.11	46.94	390.08	LT 9+45.28		15.75	30	
LT 418+95.43	56.73	389.88	LT 9+36.53		11.06	40	
LT 418+96.70	63.90	389.86	LT 9+29.32		10.00	47.31	PT

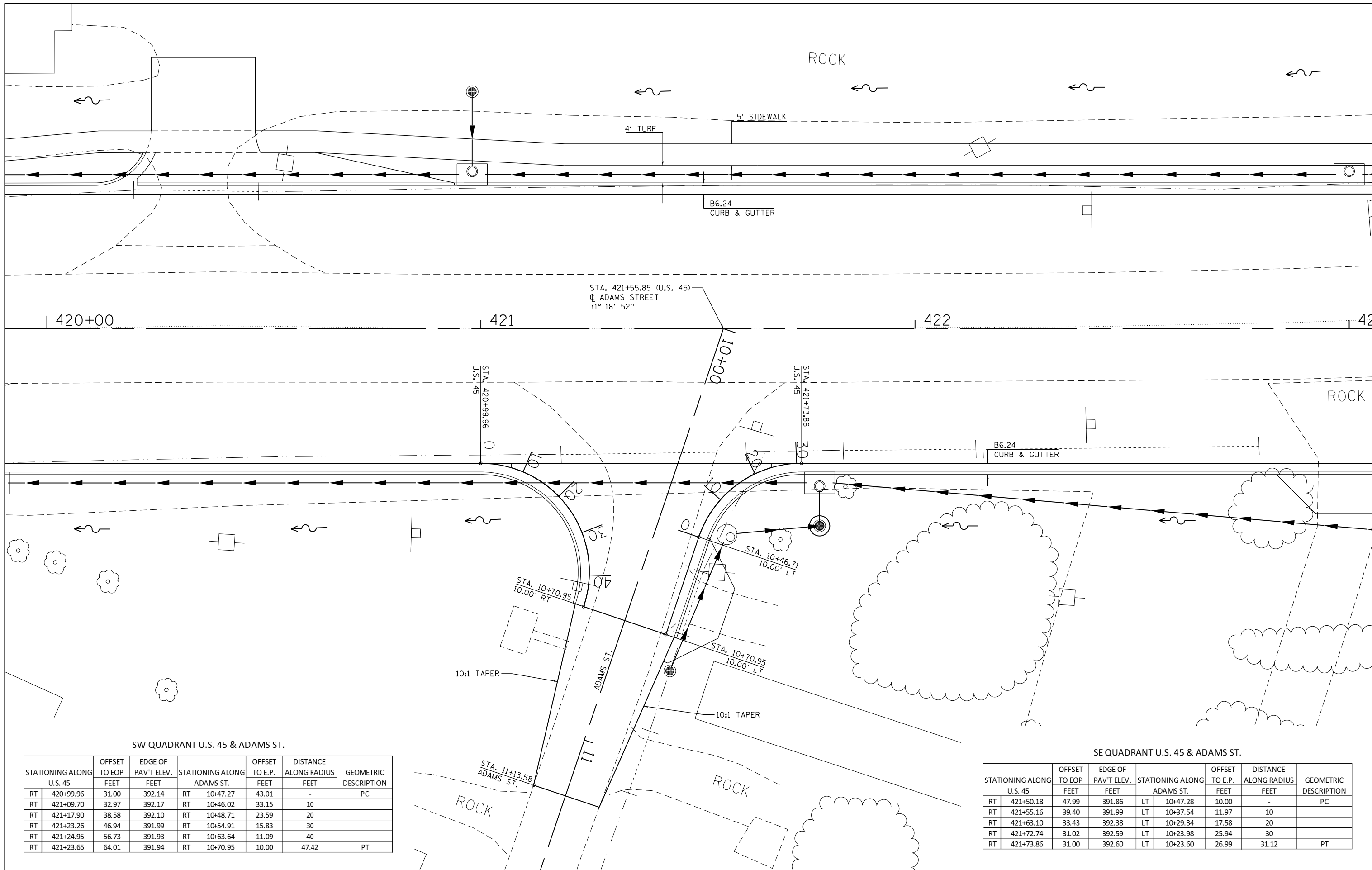


SW QUADRANT U.S. 45 & POPLAR ST.

STATIONING ALONG U.S. 45	OFFSET TO EOP FEET	EDGE OF PAV'T ELEV. FEET	STATIONING ALONG POPLAR ST.		OFFSET TO E.P. FEET	DISTANCE ALONG RADIUS FEET	GEOMETRIC DESCRIPTION
			RT	LT			
RT 419+08.09	31.00	390.78	RT 10+49.42		43.75	-	PC
RT 419+17.83	32.97	390.79	RT 10+47.87		33.93	10	
RT 419+26.03	38.58	390.69	RT 10+50.25		24.29	20	
RT 419+31.39	46.94	390.49	RT 10+56.21		16.34	30	
RT 419+33.08	56.73	390.34	RT 10+64.79		11.33	40	
RT 419+31.51	64.75	390.27	RT 10+72.85		10.00	48.20	PT

SE QUADRANT U.S. 45 & POPLAR ST.

STATIONING ALONG U.S. 45	OFFSET TO EOP FEET	EDGE OF PAV'T ELEV. FEET	STATIONING ALONG POPLAR ST.		OFFSET TO E.P. FEET	DISTANCE ALONG RADIUS FEET	GEOMETRIC DESCRIPTION
			RT	LT			
RT 419+59.39	47.25	390.43	LT 10+46.71		10.00	-	PC
RT 419+64.65	38.82	390.65	LT 10+36.97		11.97	10	
RT 419+72.77	33.11	391.10	LT 10+28.77		17.58	20	
RT 419+82.48	31.00	391.34	LT 10+23.41		25.94	30	
RT 419+82.81	31.00	391.34	LT 10+23.29		26.25	30.3359	PT



SW QUADRANT U.S. 45 & ADAMS ST.

STATIONING ALONG U.S. 45	OFFSET TO EOP FEET	EDGE OF PAV'T ELEV. FEET	STATIONING ALONG ADAMS ST.	OFFSET TO E.P. FEET	DISTANCE ALONG RADIUS FEET	GEOMETRIC DESCRIPTION
RT 420+99.96	31.00	392.14	RT 10+47.27	43.01	-	PC
RT 421+09.70	32.97	392.17	RT 10+46.02	33.15	10	
RT 421+17.90	38.58	392.10	RT 10+48.71	23.59	20	
RT 421+23.26	46.94	391.99	RT 10+54.91	15.83	30	
RT 421+24.95	56.73	391.93	RT 10+63.64	11.09	40	
RT 421+23.65	64.01	391.94	RT 10+70.95	10.00	47.42	PT

SE QUADRANT U.S. 45 & ADAMS ST.

STATIONING ALONG U.S. 45	OFFSET TO EOP FEET	EDGE OF PAV'T ELEV. FEET	STATIONING ALONG ADAMS ST.	OFFSET TO E.P. FEET	DISTANCE ALONG RADIUS FEET	GEOMETRIC DESCRIPTION
RT 421+50.18	47.99	391.86	LT 10+47.28	10.00	-	PC
RT 421+55.16	39.40	391.99	LT 10+37.54	11.97	10	
RT 421+63.10	33.43	392.38	LT 10+29.34	17.58	20	
RT 421+72.74	31.02	392.59	LT 10+23.98	25.94	30	
RT 421+73.86	31.00	392.60	LT 10+23.60	26.99	31.12	PT

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Default	PLOT SCALE = 20.000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/30/2014	DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**ADAMS ST.  
INTERSECTION GEOMETRICS**

SCALE: 1" = 10' SHEET OF SHEETS STA. TO STA.

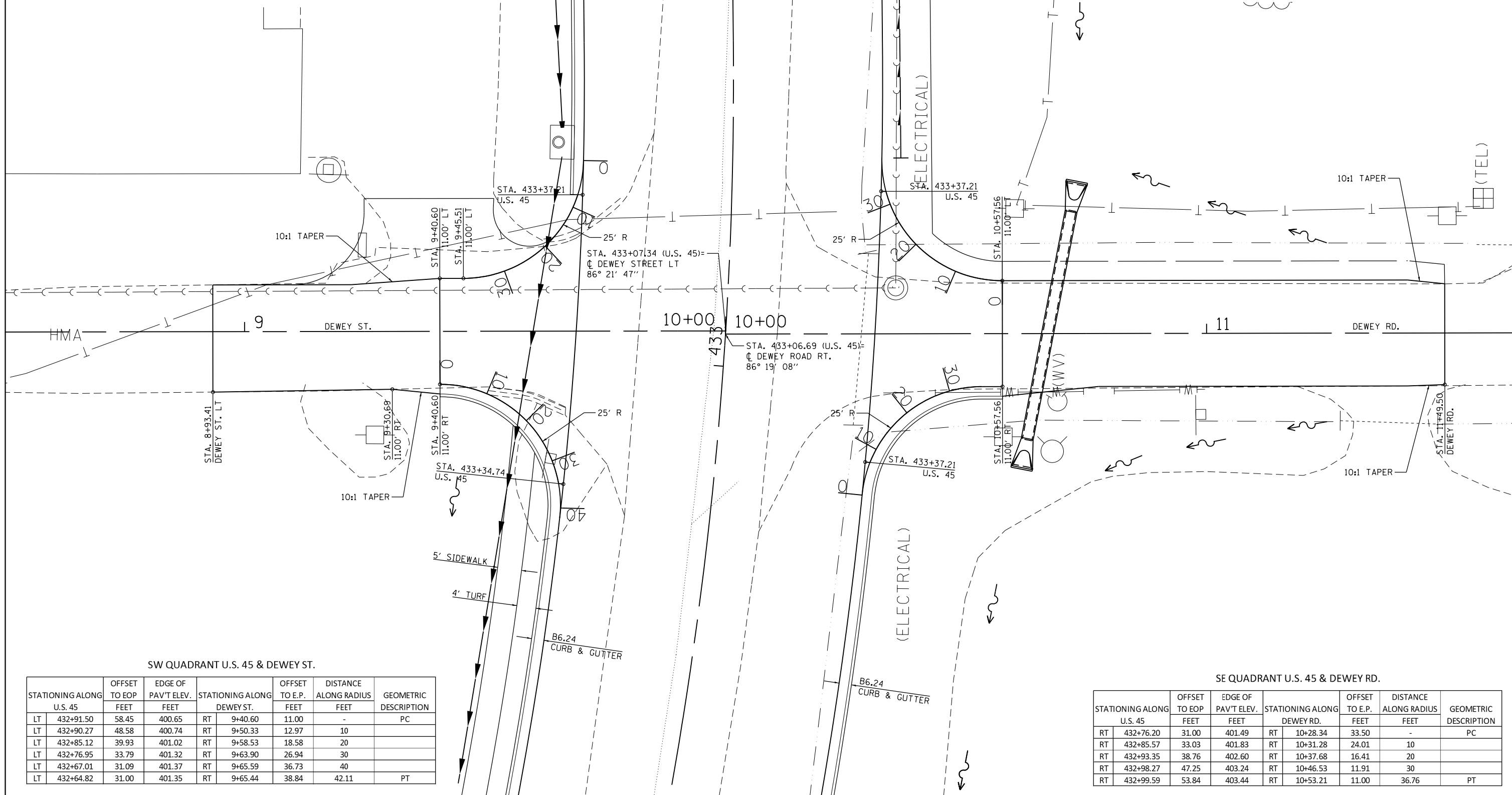
F.A.P. RTE. 332	SECTION (29,30)R-1	COUNTY SALINE	TOTAL SHEETS 745	SHEET NO. 447
CONTRACT NO. 78077			ILLINOIS FED. AID PROJECT	

NW QUADRANT U.S. 45 & DEWEY ST.

STATIONING ALONG U.S. 45	OFFSET TO EOP	EDGE OF PAV'T ELEV.	STATIONING ALONG DEWEY ST.	OFFSET TO E.P.	DISTANCE ALONG RADIUS	GEOMETRIC DESCRIPTION
	FEET	FEET		FEET		
LT 433+42.13	31.00	402.32	LT 9+70.50	35.44	-	PC
LT 433+32.00	32.92	402.02	LT 9+68.31	25.75	10	
LT 433+23.34	38.38	401.37	LT 9+62.52	17.68	20	
LT 433+17.46	46.60	400.80	LT 9+54.04	12.50	30	
LT 433+15.39	55.05	400.65	LT 9+45.51	11.00	38.71	PT

NE QUADRANT U.S. 45 & DEWEY RD.

STATIONING ALONG U.S. 45	OFFSET TO EOP	EDGE OF PAV'T ELEV.	STATIONING ALONG DEWEY RD.	OFFSET TO E.P.	DISTANCE ALONG RADIUS	GEOMETRIC DESCRIPTION
	FEET	FEET		FEET		
RT 433+20.44	56.85	403.50	LT 10+57.56	11.00	-	PC
RT 433+21.87	47.04	403.25	LT 10+47.82	12.97	10	
RT 433+26.86	38.60	402.79	LT 10+39.63	18.58	20	
RT 433+34.69	32.94	402.39	LT 10+34.26	26.94	30	
RT 433+43.87	31.00	402.34	LT 10+32.56	36.51	39.78	PT



SW QUADRANT U.S. 45 & DEWEY ST.

STATIONING ALONG U.S. 45	OFFSET TO EOP	EDGE OF PAV'T ELEV.	STATIONING ALONG DEWEY ST.	OFFSET TO E.P.	DISTANCE ALONG RADIUS	GEOMETRIC DESCRIPTION
	FEET	FEET		FEET		
LT 432+91.50	58.45	400.65	RT 9+40.60	11.00	-	PC
LT 432+90.27	48.58	400.74	RT 9+50.33	12.97	10	
LT 432+85.12	39.93	401.02	RT 9+58.53	18.58	20	
LT 432+76.95	33.79	401.32	RT 9+63.90	26.94	30	
LT 432+67.01	31.09	401.37	RT 9+65.59	36.73	40	
LT 432+64.82	31.00	401.35	RT 9+65.44	38.84	42.11	PT

SE QUADRANT U.S. 45 & DEWEY RD.

STATIONING ALONG U.S. 45	OFFSET TO EOP	EDGE OF PAV'T ELEV.	STATIONING ALONG DEWEY RD.	OFFSET TO E.P.	DISTANCE ALONG RADIUS	GEOMETRIC DESCRIPTION
	FEET	FEET		FEET		
RT 432+76.20	31.00	401.49	RT 10+28.34	33.50	-	PC
RT 432+85.57	33.03	401.83	RT 10+31.28	24.01	10	
RT 432+93.35	38.76	402.60	RT 10+37.68	16.41	20	
RT 432+98.27	47.25	403.24	RT 10+46.53	11.91	30	
RT 432+99.59	53.84	403.44	RT 10+53.21	11.00	36.76	PT

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Default	PLOT SCALE = 20.000' / in.	CHECKED -	REVISED -
	PLOT DATE = 4/30/2014	DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DEWEY ST. & DEWEY RD.  
INTERSECTION GEOMETRICS

SCALE: 1" = 10' SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	448
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				

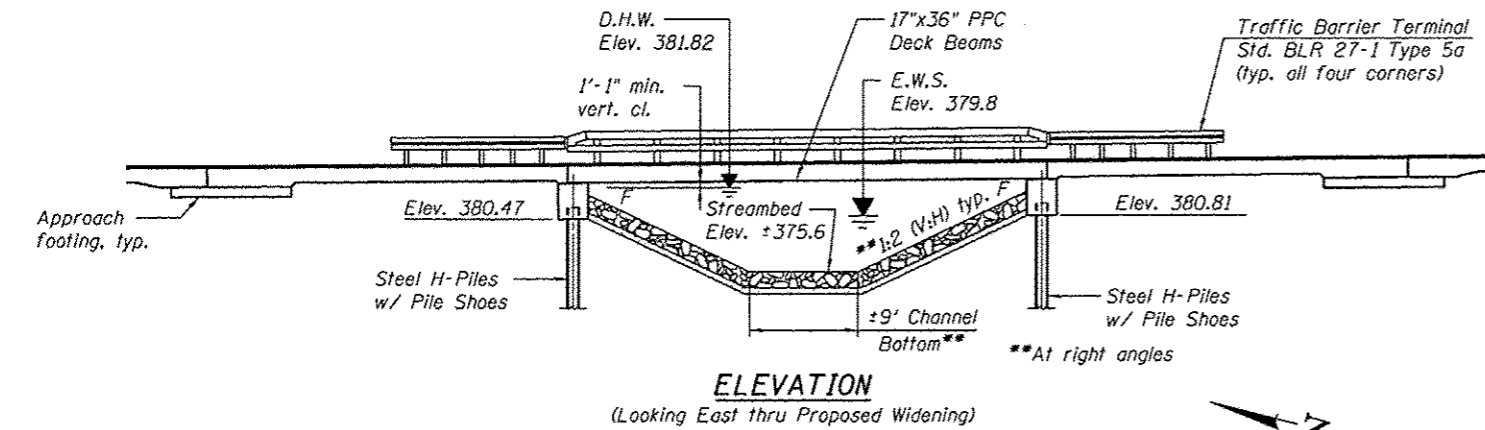


Bench Mark: Chiseled "□" SW Wingwall of 4th Street Bridge over Unnamed Creek. Elevation 384.77

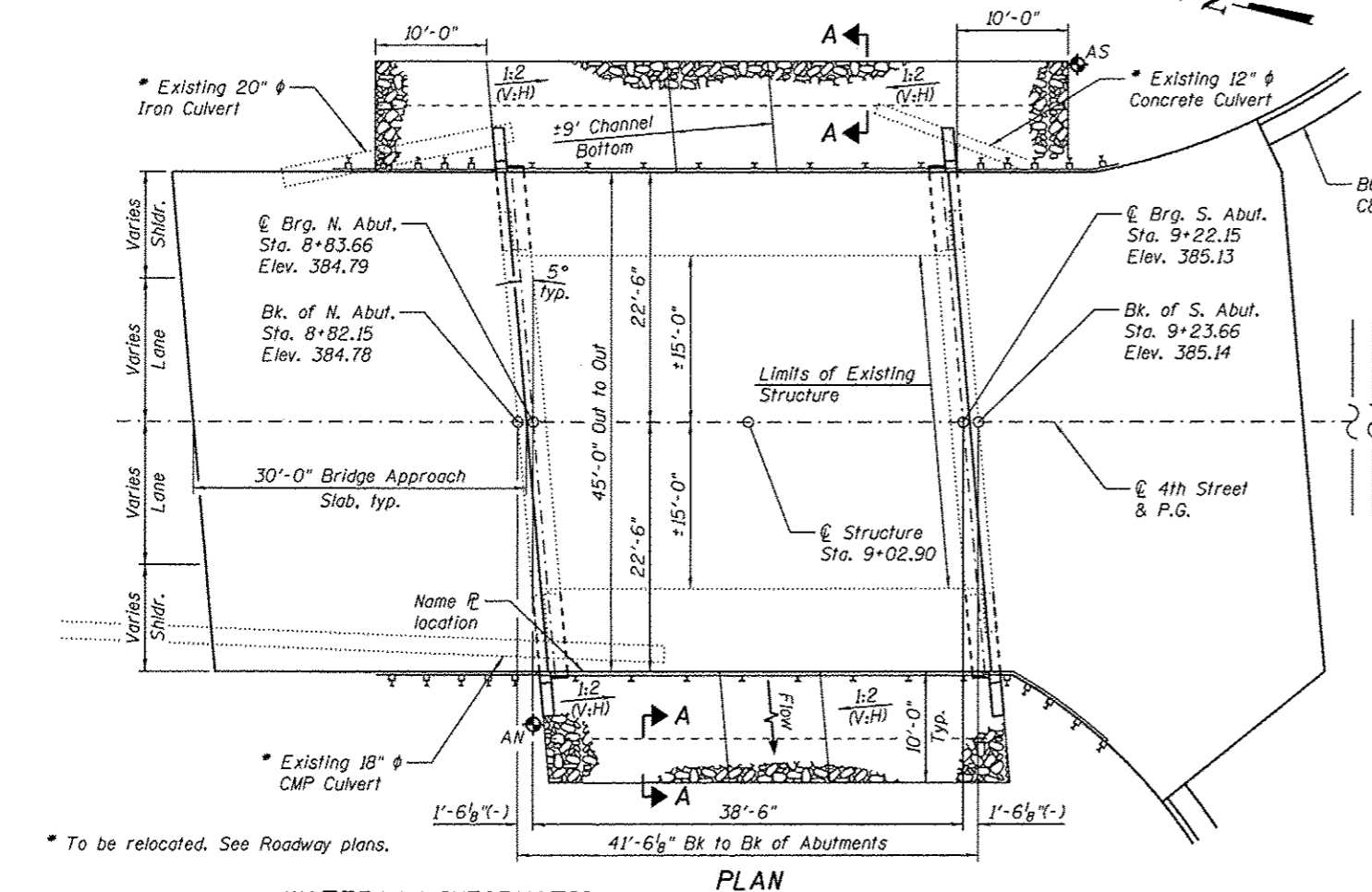
Existing Structure: S.N. 083-6008 was built in 1990 as Municipal Street 6380 (4th Street), Section 89-00027-00-BR at Station 0+97. The existing structure consists of a single span PPC deck beam superstructure with bituminous overlay on pile bent abutments supported by steel H-piles. The structure is 41'-6" back-to-back abutments and 30'-0" out-to-out deck. The abutments are to be widened and the superstructure is to be removed and replaced.

Road to be closed to traffic during construction.

No salvage.



ELEVATION  
(Looking East thru Proposed Widening)



PLAN

\* To be relocated. See Roadway plans.

WATERWAY INFORMATION

Drainage Area = 1.19 Sq. Mi. Low Grade Elev. 383.0 @ Sta. 5+00		Opening Sq. Ft.		Head - Ft.		Headwater El.	
Flood	Freq. Yr.	Q C.F.S.	Exist.	Prop.	Nat. H.W.E.	Exist.	Prop.
Design	50	533	104	106	380.79	0.05	0.06
Base	100	604	140	142	381.82	0.05	0.06
Overtopping							
Max. Calc.	500	769	153	155	382.18	0.06	0.07
			180	182	382.70	0.15	0.16

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	N. Abut.	S. Abut.
	380.47	380.81

INDEX OF SHEETS

1. General Plan and Elevation
2. General Data
3. Top of North Approach Slab Elevations
4. Top of South Approach Slab Elevations
5. Superstructure
6. Steel Railing, Type SM
- 7.-8. N. Approach Slab Details
- 9.-10. S. Approach Slab Details
11. 17"x36" PPC Deck Beam
12. 17"x36" PPC Deck Beam Details
13. Abutments
14. Abutment Details
15. HP Pile Details
- 16.-17. Soil Boring Logs

LOADING HL-93

(New Construction)  
Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications  
6th Edition with 2013 Interims

DESIGN STRESSES

FIELD UNITS

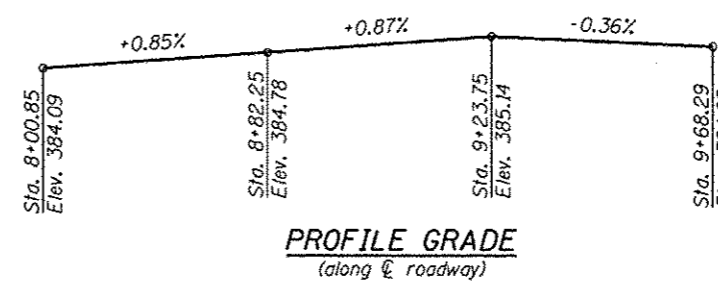
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 $f_y$  = 60,000 psi (Reinforcement)

PRECAST PRESTRESSED UNITS

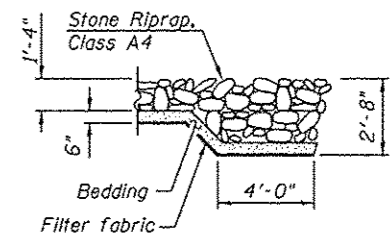
$f'c$  = 6,000 psi  
 $f'ci$  = 5,000 psi  
 $f_{pu}$  = 270,000 psi (1/2"  $\phi$  low lax. strands)  
 $f_{pbt}$  = 201,960 psi (1/2"  $\phi$  low lax. strands)

SEISMIC DATA

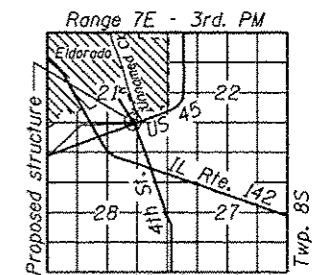
Seismic Performance Zone (SPZ) = 3  
Design Spectral Acceleration at 1.0 sec. ( $S_{D1}$ ) = 0.33g  
Design Spectral Acceleration at 0.2 sec. ( $S_{D5}$ ) = 0.77g  
Soil Site Class = D



PROFILE GRADE  
(along  $\phi$  roadway)



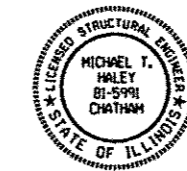
SECTION A-A



LOCATION SKETCH

I certify that to the best of my knowledge, information and belief, this bridge design is structurally adequate for the design loading shown on the plans. The design is an economical one for the style of structure and complies with requirements of the current AASHTO LRFD Bridge Design Specifications.

◆ Indicates boring location



*Michael T. Haley* 2-28-14  
Michael T. Haley  
Licensed Structural Engineer  
State of Illinois No. 01-5991  
Expires 11/30/2014

GENERAL PLAN & ELEVATION

4th STREET OVER  
UNNAMED CREEK  
MUNICIPAL ST. 6380  
SEC. (29.30)R-1  
SALINE COUNTY  
STATION 9+02.90  
STRUCTURE NO. 083-6008

**GENERAL NOTES**

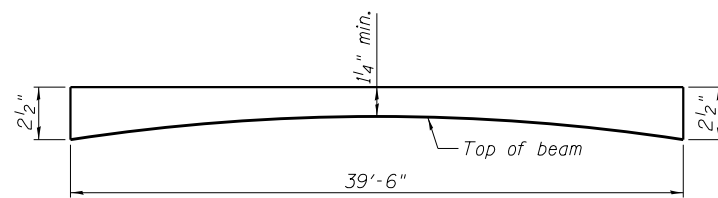
Reinforcement bars designated (E) shall be epoxy coated.  
 Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.  
 Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.  
 A datum adjustment of -0.31 ft was used to correct elevations from existing bridge plans.  
 The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.

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

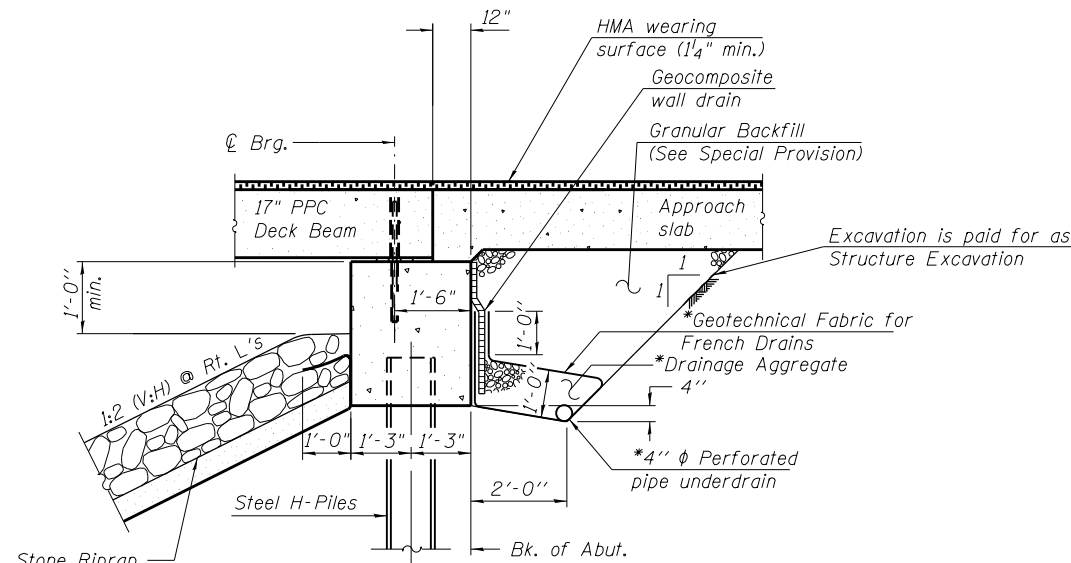
STATION 9+02.90  
 BUILT BY  
 STATE OF ILLINOIS  
 SEC. (29,30)R-1  
 LOADING HL-93  
 STRUCTURE NO. 083-6008

**NAME PLATE**  
 See Std. 515001

Existing Name Plate shall be cleaned and relocated next to new Name Plate.  
 Cost included with Name Plates.



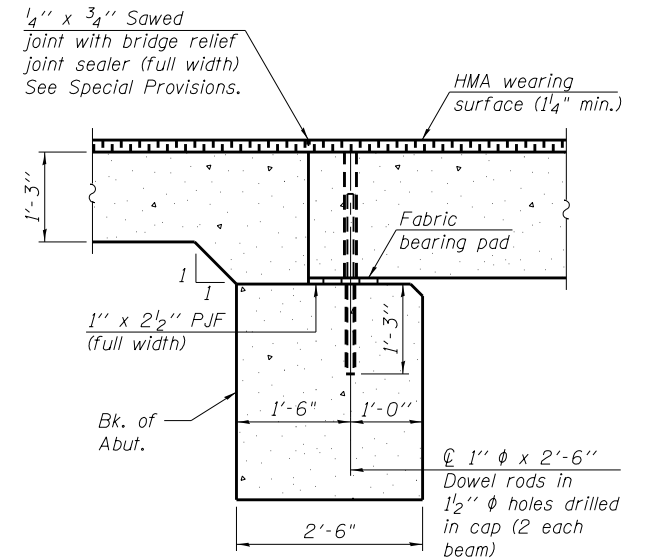
**ANTICIPATED HMA WEARING SURFACE PROFILE**  
 (For information only)



**SECTION THRU ABUTMENT**  
 (Horiz. dim. @ Rt. L's)

\*Included in the cost of Pipe Underdrains for Structures.  
 (See Special Provisions)

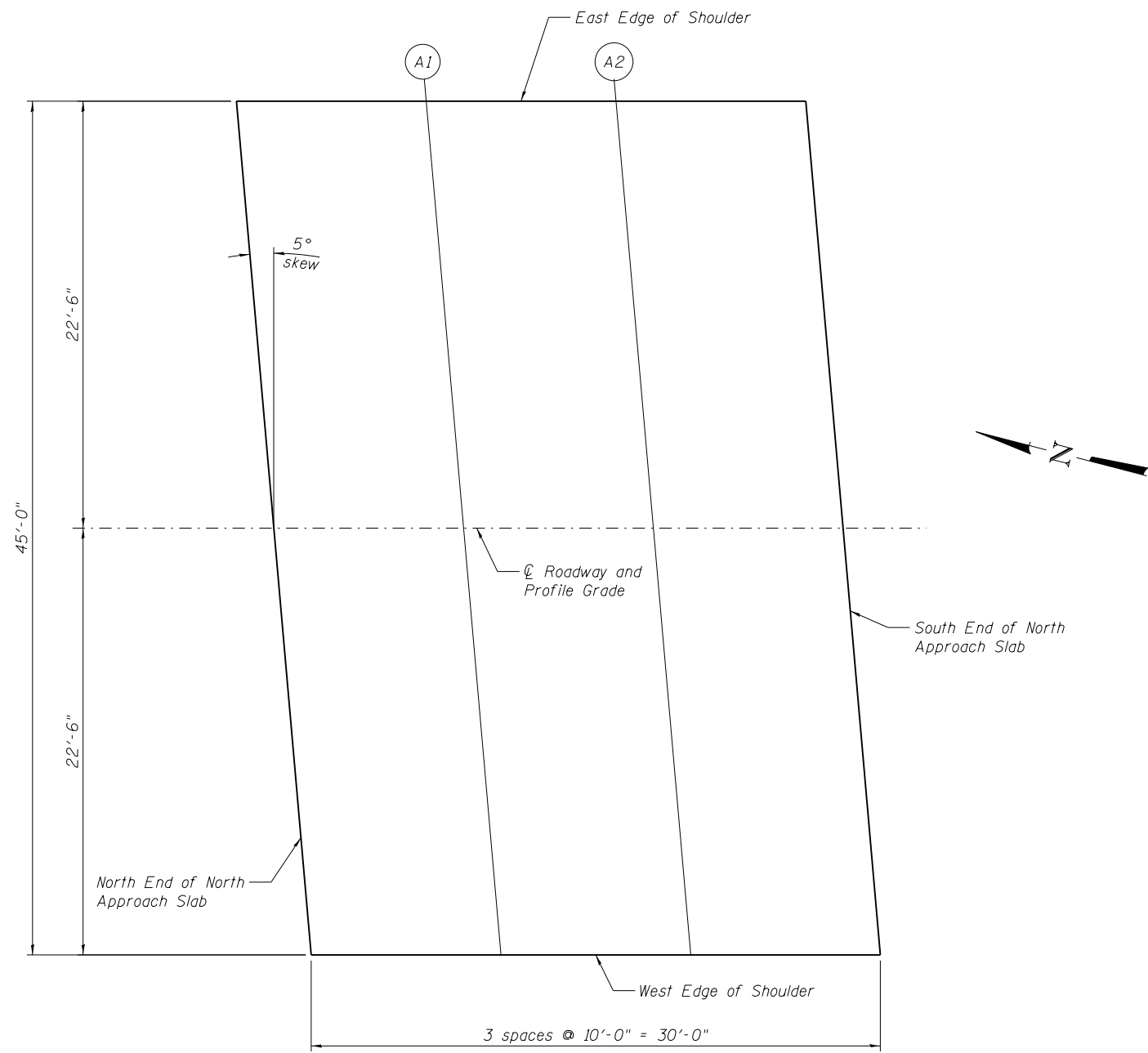
Note:  
 All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 601101).



**SECTION A-A**  
 (Dimensions are at Rt. L's)  
 See sheet 12 of 17 for fabric bearing pad details.  
 See sheet 5 of 17 for location of Section A-A.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.	-	183	183
Filter Fabric	Sq. Yd.	-	183	183
Hot-Mix Asphalt Surface Course, Mix "C", N90	Tons	43	-	43
Removal of Existing Superstructures	Each	1	-	1
Concrete Removal	Cu. Yd.	-	1.8	1.8
Structure Excavation	Cu. Yd.	-	43	43
Concrete Structures	Cu. Yd.	-	46.1	46.1
Concrete Superstructure	Cu. Yd.	133.7	-	133.7
Precast Prestressed Concrete Deck Beams (17" Depth)	Sq. Ft.	1778	-	1778
Reinforcement Bars, Epoxy Coated	Pound	32800	9350	42150
Steel Railing, Type SM	Foot	79	-	79
Furnishing Steel Piles HP10x42	Foot	-	94	94
Driving Piles	Foot	-	94	94
Pile Shoes	Each	-	4	4
Name Plates	Each	1	-	1
Geocomposite Wall Drain	Sq. Yd.	-	9	9
Granular Backfill for Structures	Cu. Yd.	-	11	11
Approach Slab Removal	Sq. Yd.	164	-	164
Pipe Underdrains for Structures 4"	Foot	-	77	77



**PLAN**

Note:  
Elevations shown are top of HMA surface elevations.

**EAST EDGE OF SHOULDER**

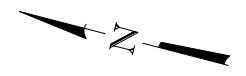
Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	8+51.18	-22.50	384.16
A1	8+61.18	-22.50	384.25
A2	8+71.18	-22.50	384.33
S. End of N. Appr. Slab	8+81.18	-22.50	384.42

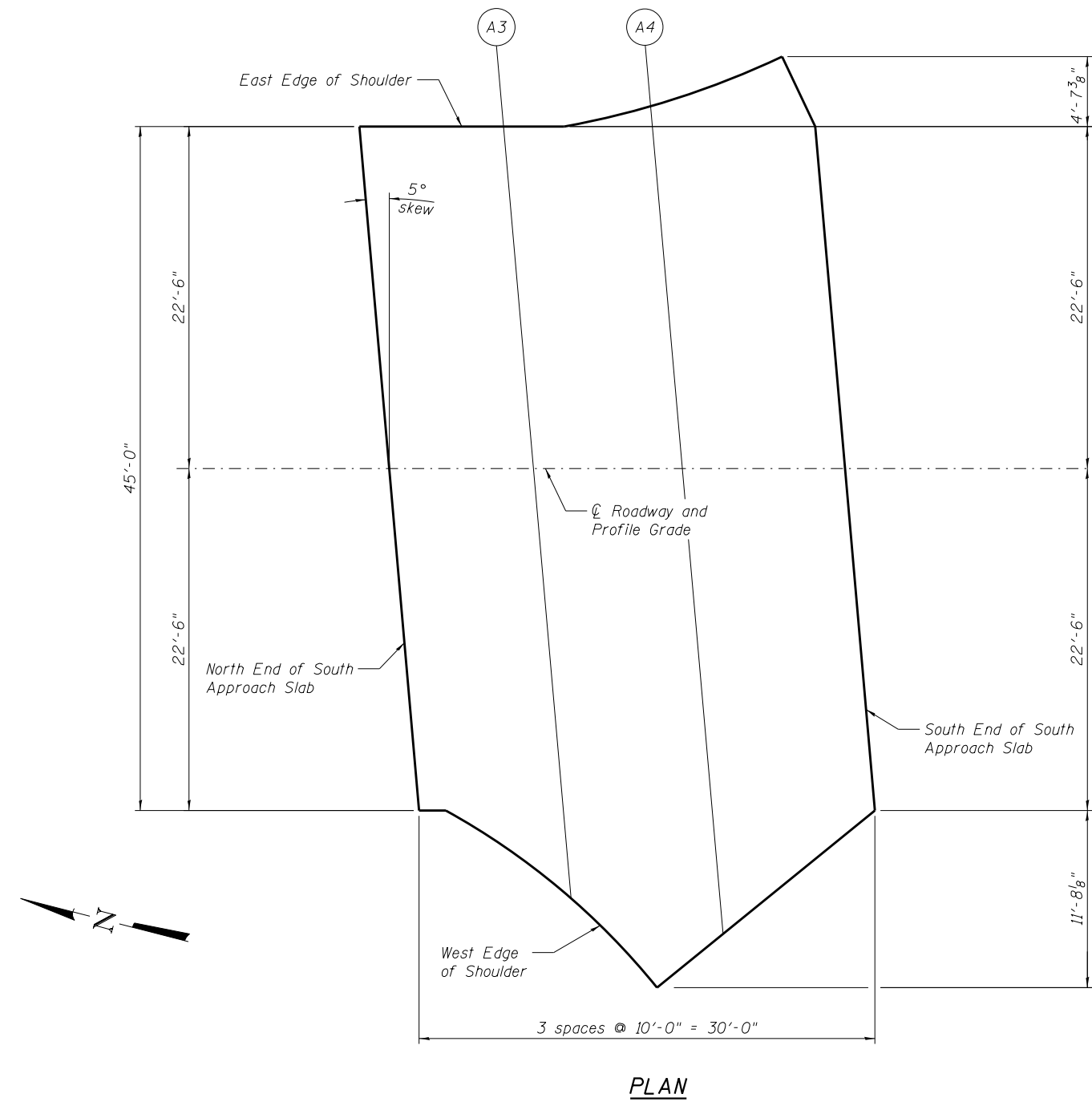
**CL ROADWAY AND PROFILE GRADE**

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	8+53.15	0.00	384.53
A1	8+63.15	0.00	384.62
A2	8+73.15	0.00	384.70
S. End of N. Appr. Slab	8+83.15	0.00	384.79

**WEST EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
N. End of N. Appr. Slab	8+55.12	22.50	384.20
A1	8+65.12	22.50	384.28
A2	8+75.12	22.50	384.37
S. End of N. Appr. Slab	8+85.12	22.50	384.45





Note:  
Elevations shown are top of HMA surface elevations.

**EAST EDGE OF SHOULDER**

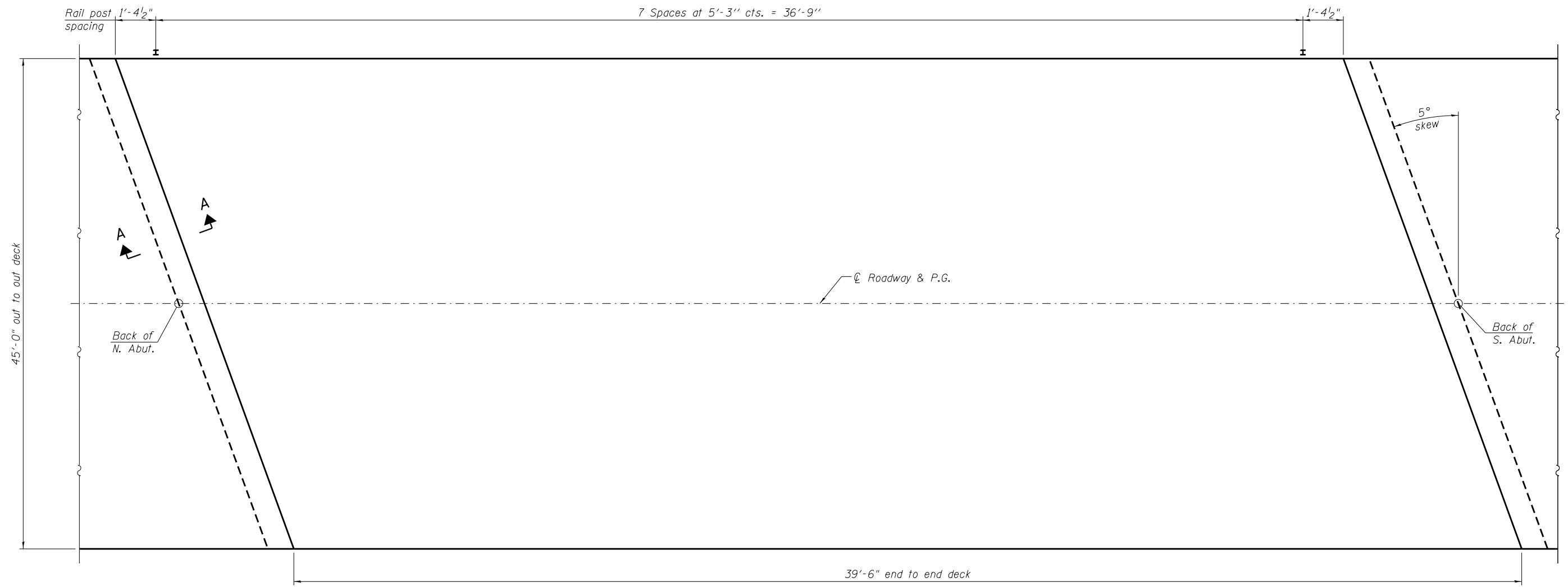
Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	9+20.69	-22.50	384.76
A3	9+30.69	-22.50	384.76
A4	9+40.55	-24.05	384.70
S. End of S. Appr. Slab	9+48.50	-27.12	384.63

**☉ ROADWAY AND PROFILE GRADE**

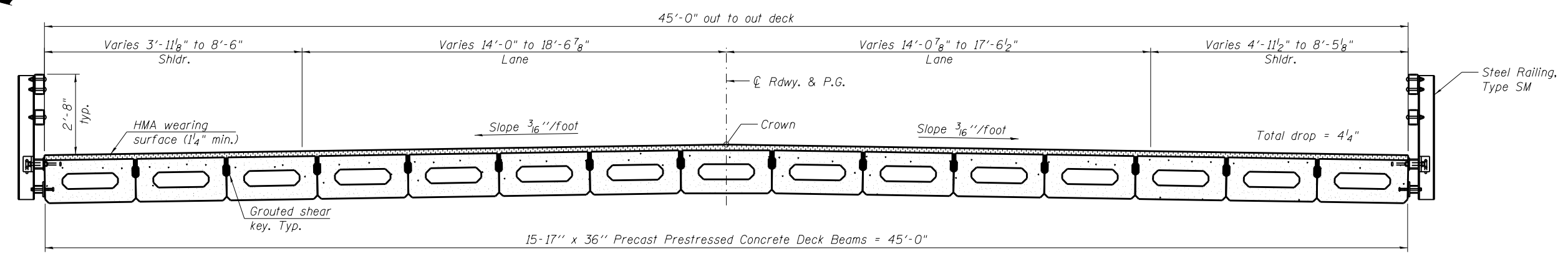
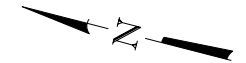
Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	9+22.66	0.00	385.13
A3	9+32.66	0.00	385.11
A4	9+42.66	0.00	385.07
S. End of S. Appr. Slab	9+52.66	0.00	385.04

**WEST EDGE OF SHOULDER**

Location	Station	Offset	Theoretical Grade Elevations
N. End of S. Appr. Slab	9+24.62	22.5	384.79
A3	9+35.18	28.81	384.65
S. End of S. Appr. Slab	9+40.26	34.17	384.55



**PLAN**



**CROSS SECTION**  
(Looking South)

Notes:  
See sheet 2 of 17 for Section A-A and wearing surface profile.  
See sheet 6 of 17 for details of Steel Railing, Type SM.

**BILL OF MATERIAL**

ITEM	UNIT	QUANTITY
HMA Surface Course	Tons	22



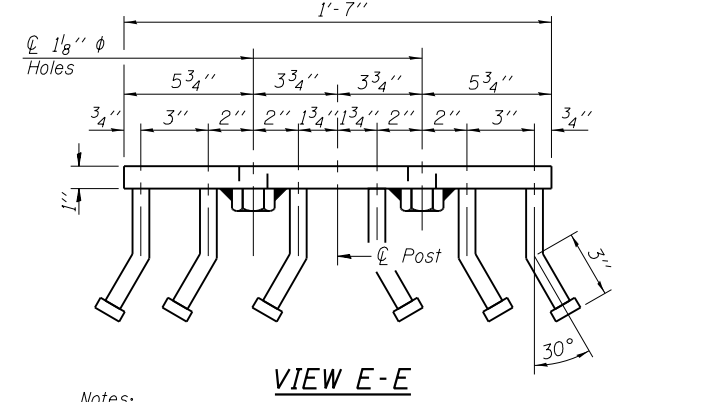
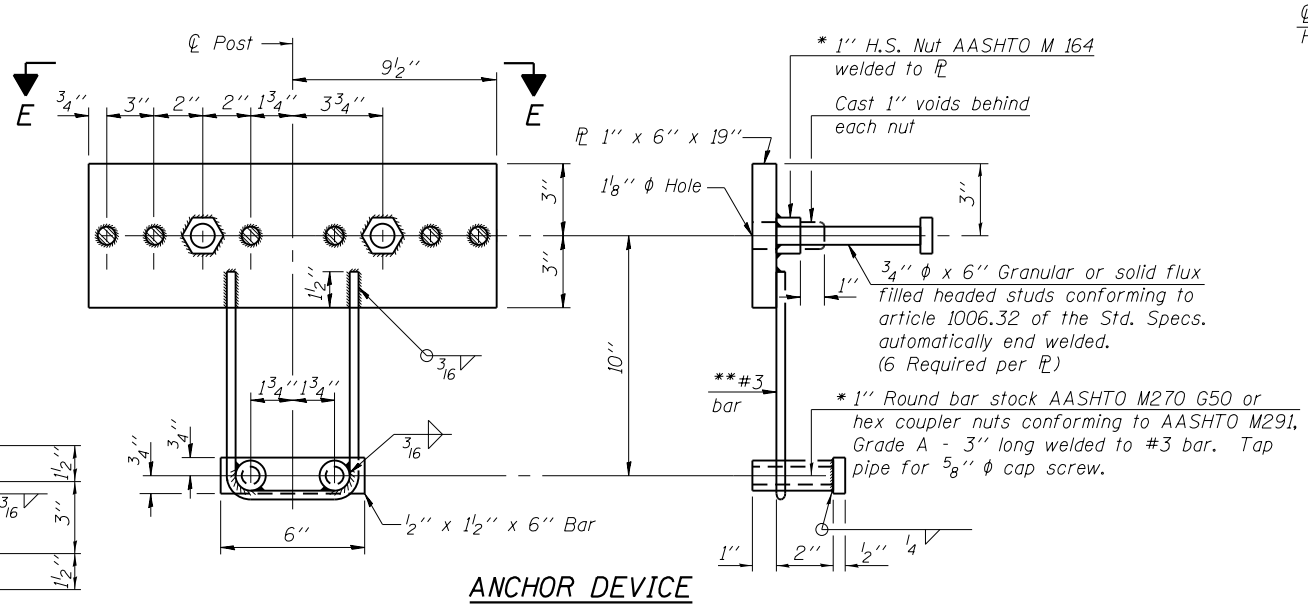
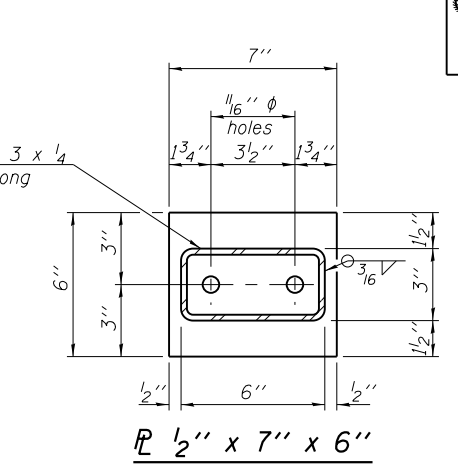
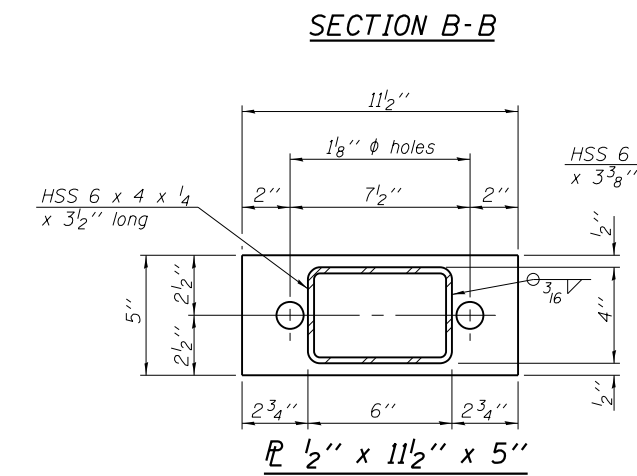
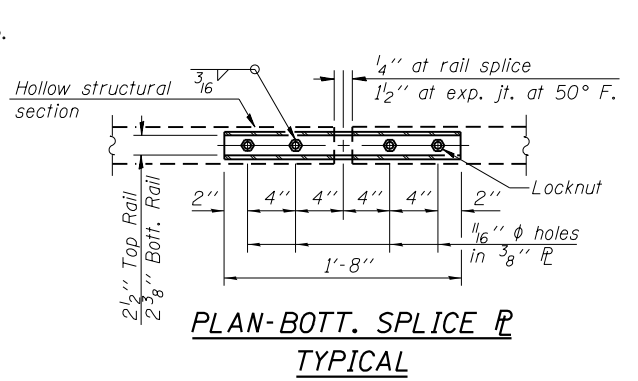
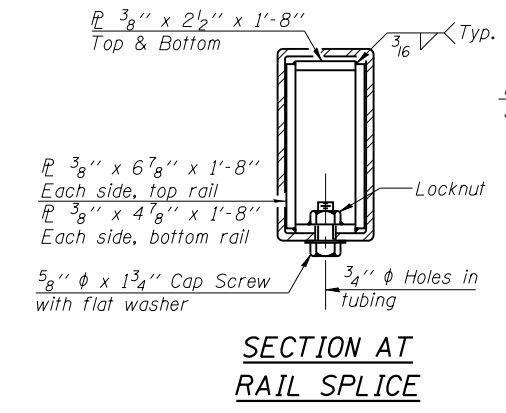
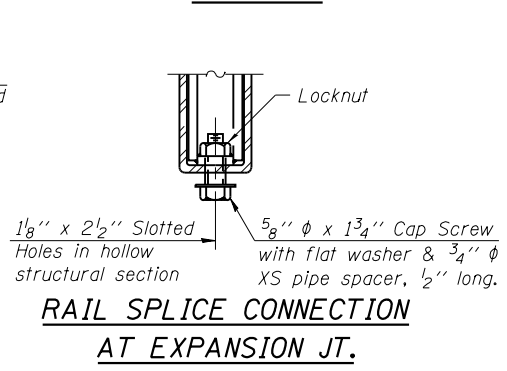
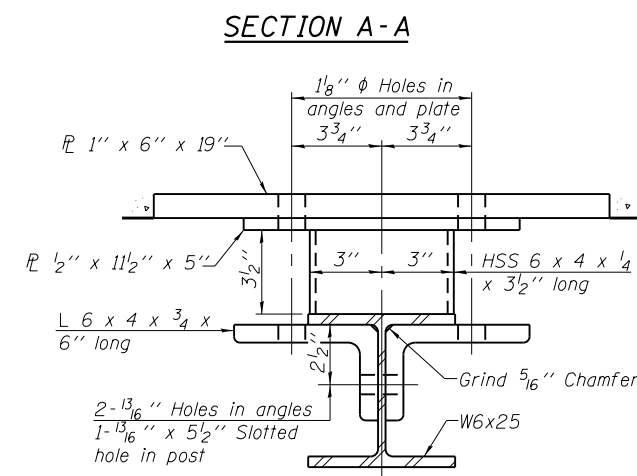
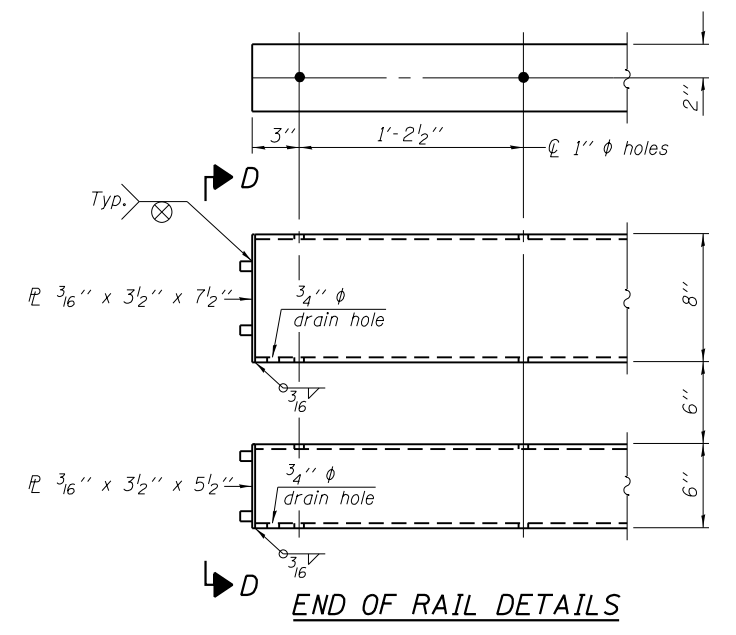
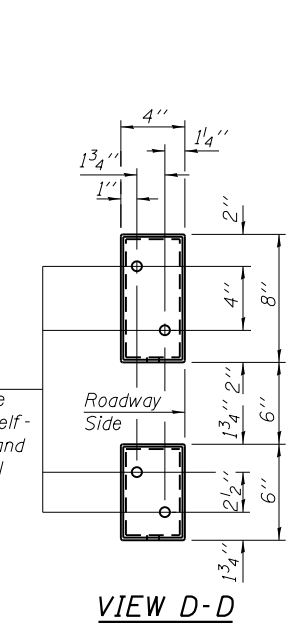
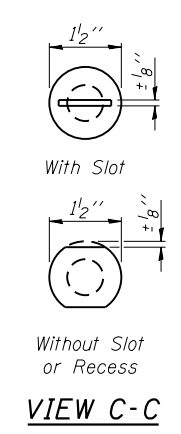
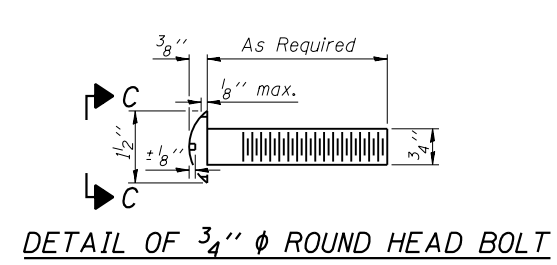
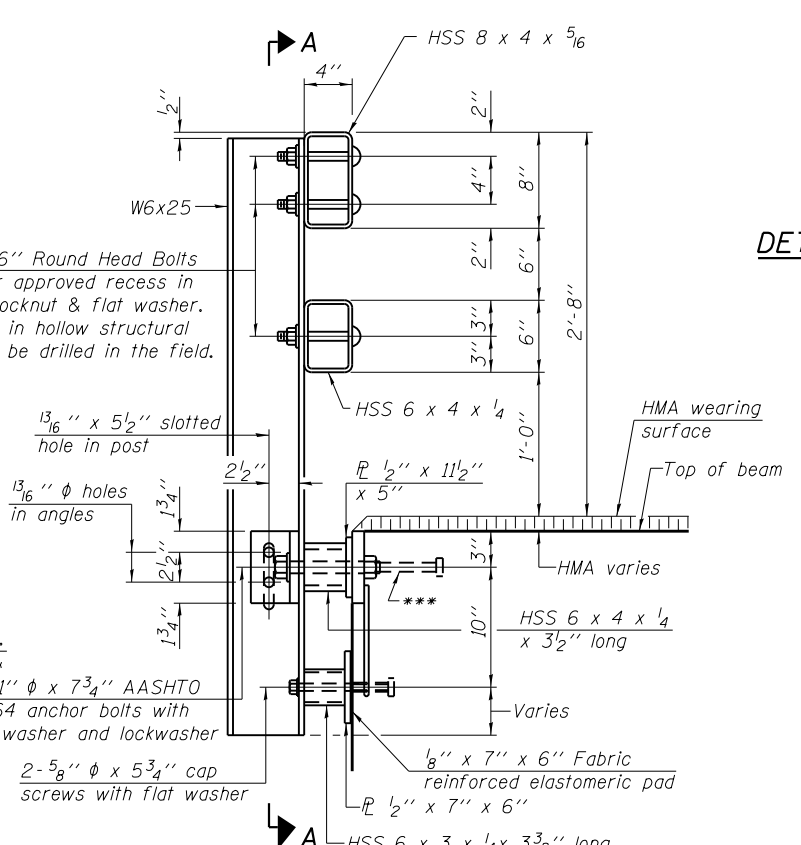
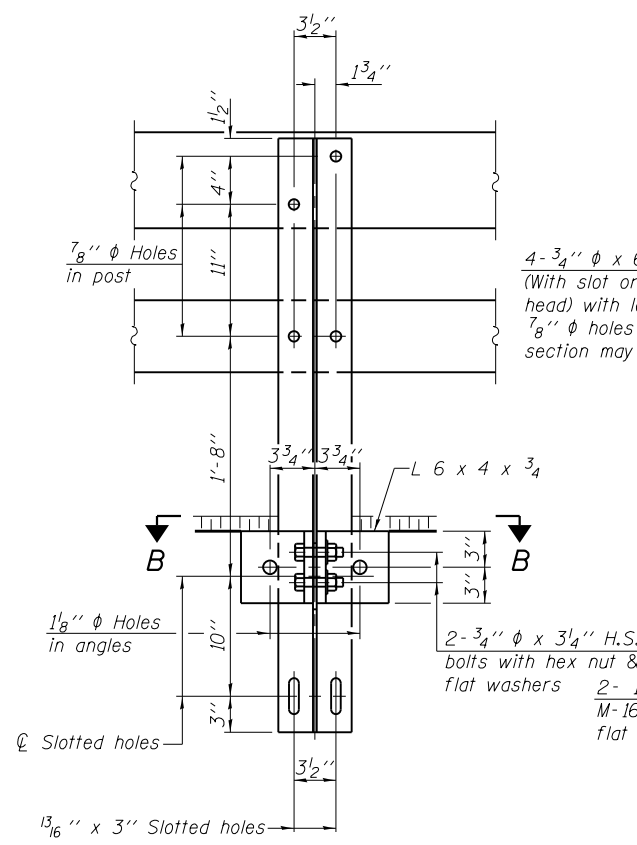
USER NAME =	DESIGNED - RPW	REVISED
FILE NAME =	CHECKED - LMS	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE =	CHECKED - LMS	REVISED

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**SUPERSTRUCTURE**  
**STRUCTURE NO. 083-6008**

SHEET NO. 5 OF 17 SHEETS

F.A.P. RTE. = 332	SECTION = (29,30)R-1	COUNTY = SALINE	TOTAL SHEETS = 745	SHEET NO. = 453
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				



Notes:  
 All field drilled holes shall be coated with an approved zinc rich paint before erection.  
 For multi-span bridges, sufficient  $\frac{1}{4}$ " x 6" x 1'-2" galvanized steel shims shall be provided to align rail between adjacent spans. Cost included with Steel Railing, Type SM.  
 All steel rail members shall be galvanized according to Article 509.05 of the Standard Specifications.  
 \*\*\* The studs of the anchor devices shall be placed below the top reinforcement bars and the outermost longitudinal reinforcement bar shall be placed directly above the studs of the rail post anchor device.

R-34HMAWS 7-1-10 (6'-3" Maximum Post Spacing) ( $\frac{1}{4}$ " minimum to  $\frac{3}{8}$ " maximum HMA thickness)

\*Threaded areas shall be plugged or blocked off during casting of beam. Galvanized after fabrication.

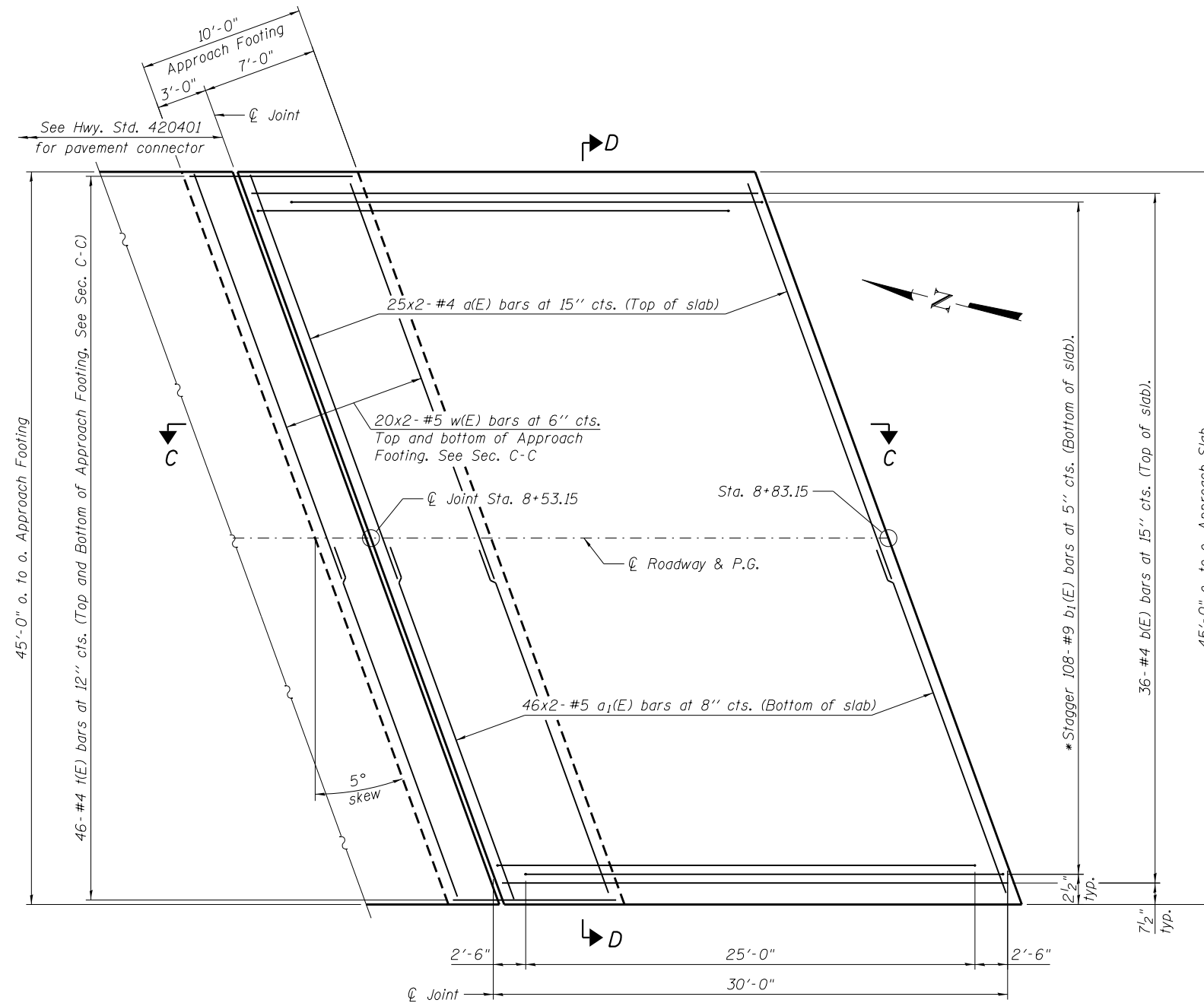
\*\* Whenever the lower insert assemblies interfere with strand locations, the #3 bars shall be cut and adjusted in order to allow raising or lowering of the lower inserts. Maximum adjustment not to exceed  $\frac{1}{2}$ ".

BILL OF MATERIAL

Item	Unit	Quantity
Steel Railing, Type SM	Foot	79

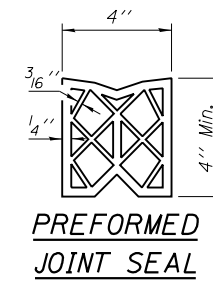
Notes:  
 See sheet 8 of 17 for Sections C-C & D-D, location of Detail A, and Bill of Material.  
 $a_1(E)$  and  $a_2(E)$  bar spacings measured along  $\varnothing$  Rdwy.  
 The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be  $1\frac{1}{2}$ " for installation purposes.  
 Bars indicated thus 25x2-# etc. indicate 25 lines of bars with 2 lengths per line.

\*\*\* Cost included with Concrete Superstructure.

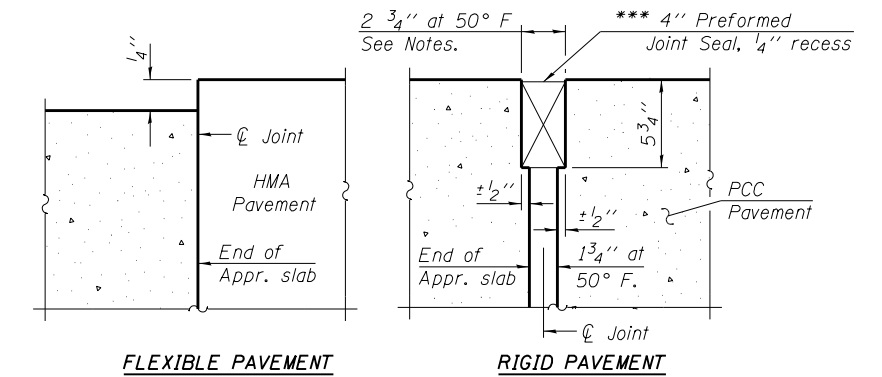


**PLAN**

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



**PREFORMED JOINT SEAL**



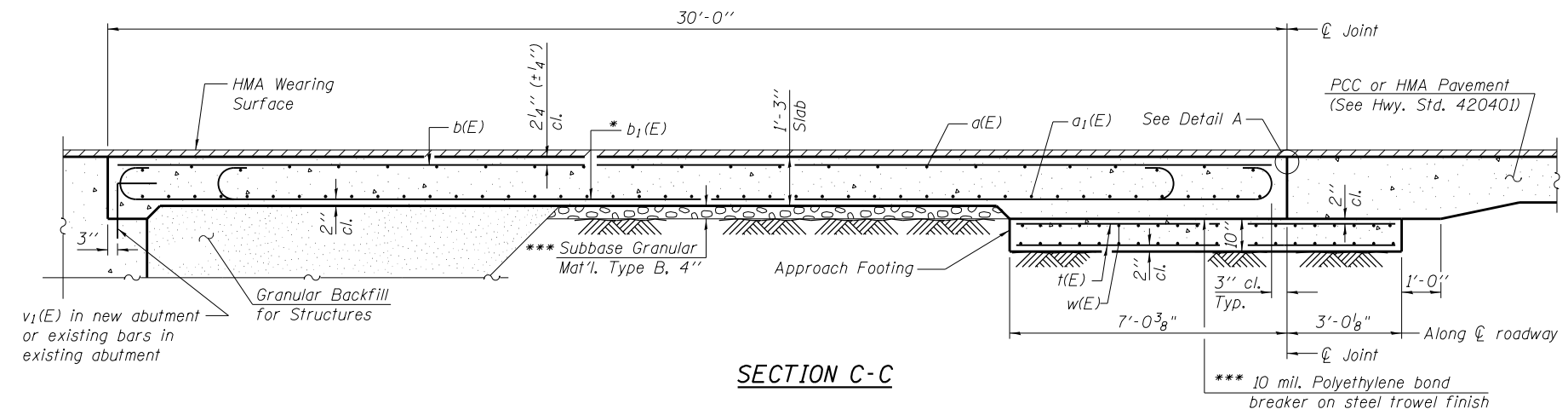
**DETAIL A**

**MIN. BAR LAP**  
 #4 = 2'-1"  
 #5 = 2'-7"

(Sheet 1 of 2)

USER NAME =	DESIGNED - RPW	REVISED
FILE NAME =	CHECKED - LMS	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE =	CHECKED - LMS	REVISED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	455
CONTRACT NO. 78077				

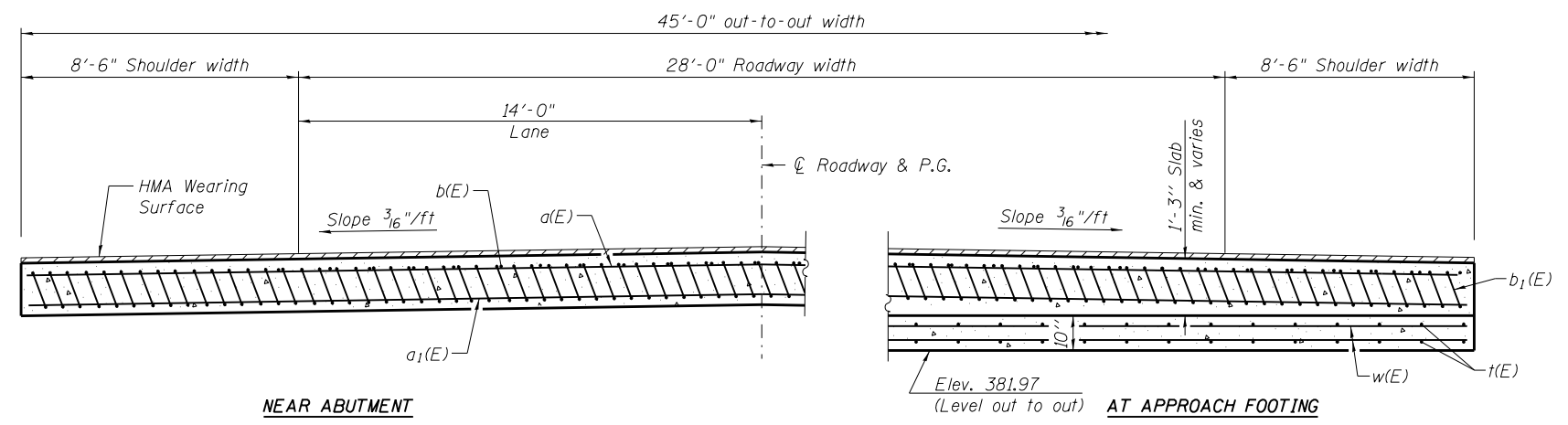


$v_1(E)$  in new abutment or existing bars in existing abutment

**SECTION C-C**

\*\*\* 10 mil. Polyethylene bond breaker on steel trowel finish

Notes:  
 See sheet 7 of 17 for Detail A.  
 Approach 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  $v_1(E)$  bar details, see sheet 13 of 17.  
 The approach footing maximum applied service bearing pressure ( $Q_{max}$ ) = 2.0 ksf.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 17.



**NEAR ABUTMENT**

**SECTION D-D**

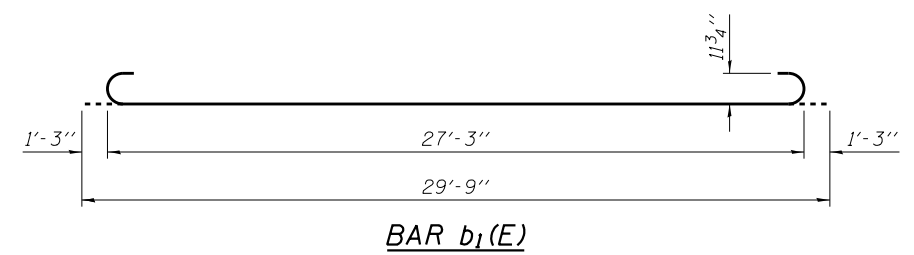
(See Plan for dimensions not shown)

**AT APPROACH FOOTING**

\* Tilt #9  $b_1(E)$  bars as required to maintain clearance.  
 \*\*\* Cost included with Concrete Superstructure.

**NORTH APPROACH  
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
$a(E)$	50	#4	23'-7"	—
$a_1(E)$	92	#5	23'-10"	—
$b(E)$	36	#4	29'-8"	—
$b_1(E)$	108	#9	29'-9"	⌋
$t(E)$	92	#4	9'-9"	—
$w(E)$	80	#5	23'-10"	—
Concrete Superstructure		Cu. Yd.	62.5	
Concrete Structures		Cu. Yd.	13.9	
Reinforcement Bars, Epoxy Coated		Pound	17310	
HMA Surface Course		Ton	10	



**BAR  $b_1(E)$**

(Sheet 2 of 2)



USER NAME =	DESIGNED - RPW	REVISED
FILE NAME =	CHECKED - LMS	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE =	CHECKED - LMS	REVISED

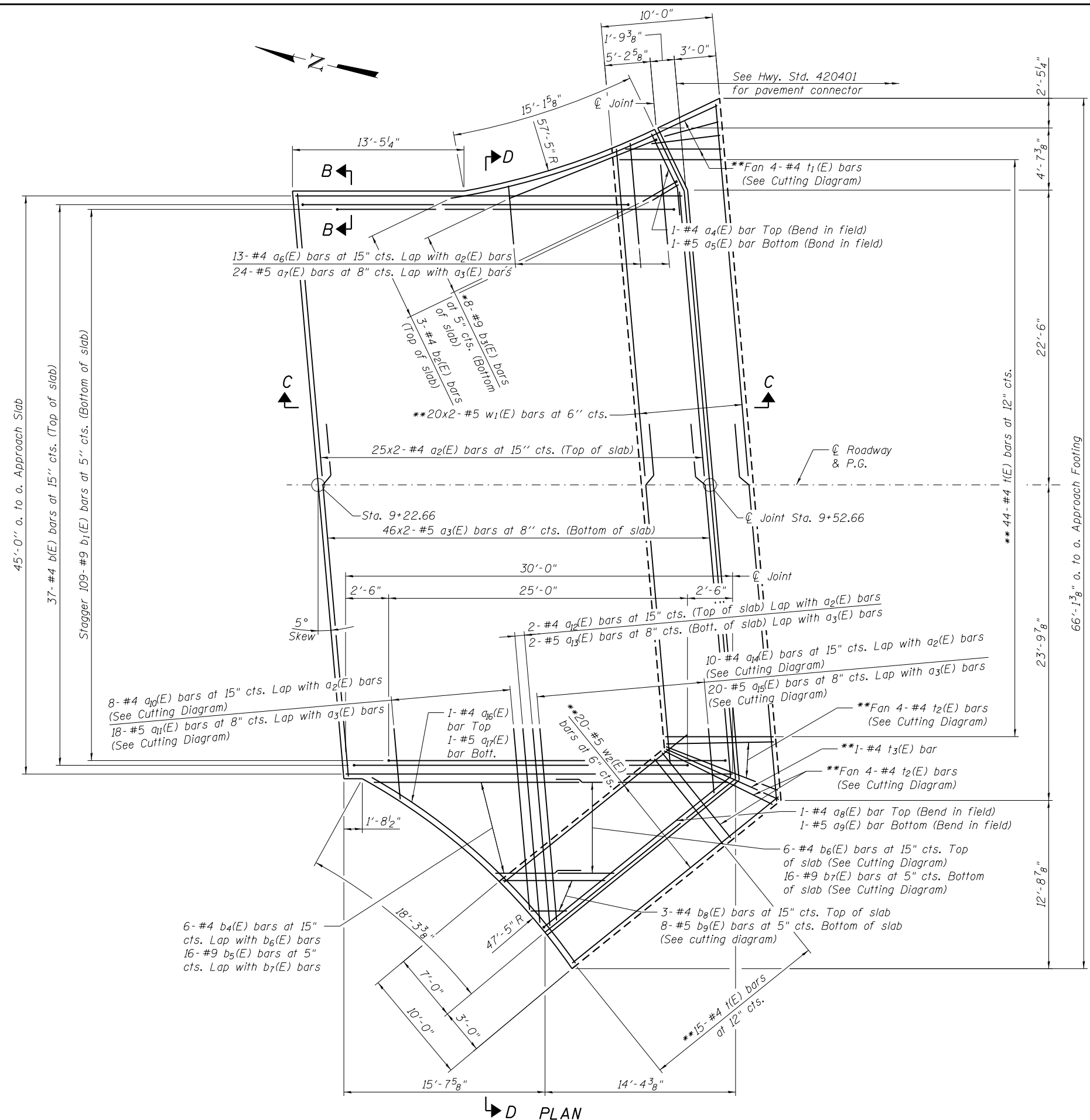
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**NORTH BRIDGE APPROACH SLAB DETAILS  
 STRUCTURE NO. 083-6008**

SHEET NO. 8 OF 17 SHEETS

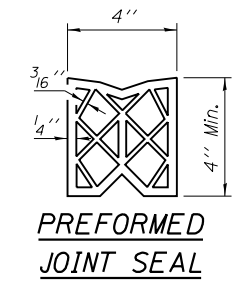
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	456
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				



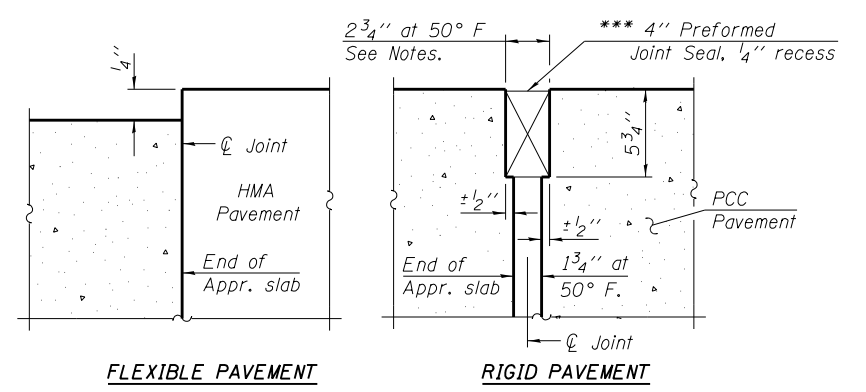


Notes:  
 See sheet 10 of 17 for Sections C-C & D-D, location of Detail A, and Bill of Material.  
 a<sub>2</sub>(E), a<sub>3</sub>(E), a<sub>6</sub>(E), a<sub>7</sub>(E), a<sub>10</sub>(E) thru a<sub>15</sub>(E) bar spacings measured along  $\varnothing$  Rdwy.  
 The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be 1/2" for installation purposes.  
 Bars indicated thus 25x2-# etc. indicate 25 lines of bars with 2 lengths per line.

\* Tilt #9 b<sub>1</sub>(E), b<sub>3</sub>(E), b<sub>5</sub>(E), and b<sub>7</sub>(E) bars as required to maintain clearance.  
 \*\* Top and bottom of Approach Footing.  
 \*\*\* Cost included with Concrete Superstructure.



**MIN. BAR LAP**  
 #4 = 2'-1"  
 #5 = 2'-7"  
 #9 = 8'-7"

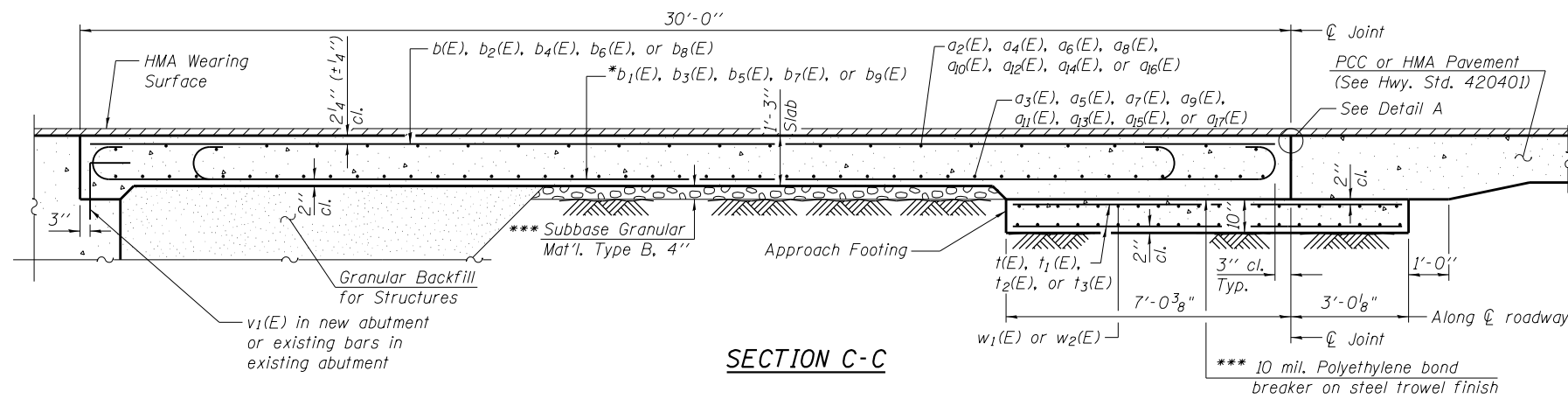


**DETAIL A**

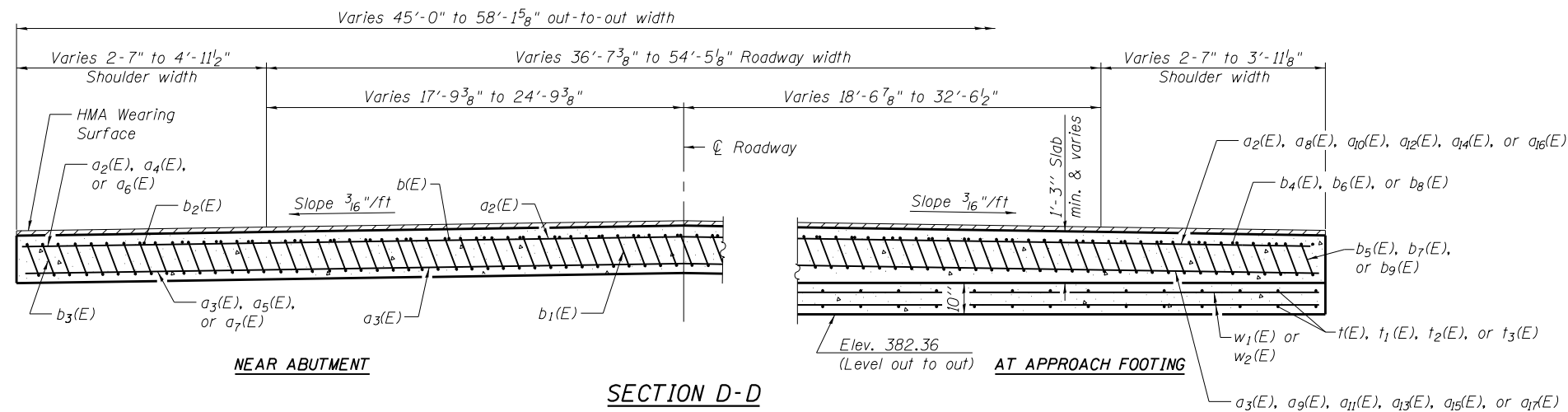
(Sheet 1 of 2)

USER NAME =	DESIGNED - RPW	REVISED
FILE NAME =	CHECKED - LMS	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE =	CHECKED - LMS	REVISED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	457
CONTRACT NO. 78077				

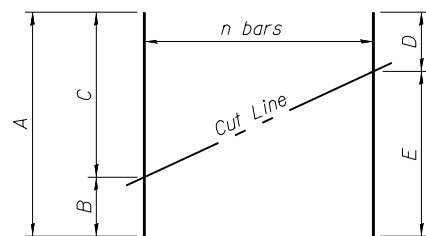


Notes:  
 See sheet 9 of 17 for Detail A.  
 Approach slab concrete shall be paid for as Concrete Superstructure.  
 Approach footing concrete shall be paid for as Concrete Structures.  
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.  
 For  $v_1(E)$  bar details, see sheet 13 of 17.  
 The approach footing maximum applied service bearing pressure ( $Q_{max}$ ) = 2.0 ksf.  
 Cost of excavation for approach footing included with Concrete Structures.  
 For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 17.



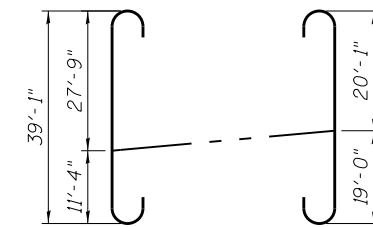
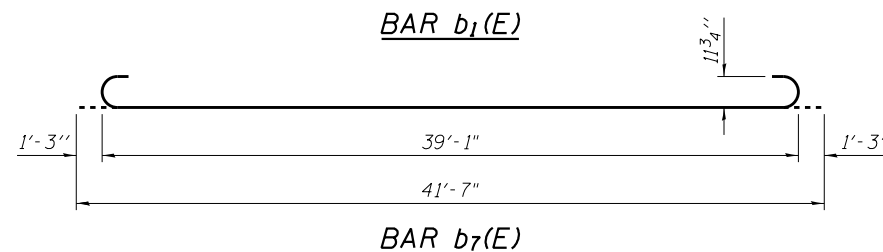
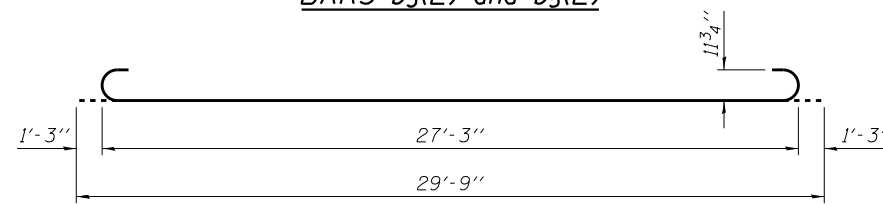
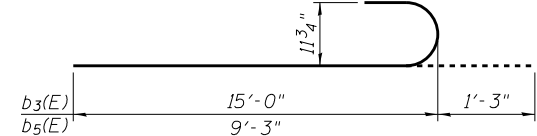
**SOUTH APPROACH  
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
$a_2(E)$	50	#4	23'-7"	—
$a_3(E)$	92	#5	23'-10"	—
$a_4(E)$	1	#4	7'-1"	—
$a_5(E)$	1	#5	7'-7"	—
$a_6(E)$	13	#4	7'-2"	—
$a_7(E)$	24	#5	7'-10"	—
$a_8(E)$	1	#4	20'-6"	—
$a_9(E)$	1	#5	21'-0"	—
$a_{10}(E)$	4	#4	16'-2"	—
$a_{11}(E)$	9	#5	17'-4"	—
$a_{12}(E)$	2	#4	13'-8"	—
$a_{13}(E)$	2	#5	14'-7"	—
$a_{14}(E)$	5	#4	16'-9"	—
$a_{15}(E)$	10	#5	18'-6"	—
$a_{16}(E)$	1	#4	18'-3"	—
$a_{17}(E)$	1	#5	18'-3"	—
$b(E)$	37	#4	29'-8"	—
$b_1(E)$	109	#9	29'-9"	—
$b_2(E)$	3	#4	15'-0"	—
$b_3(E)$	8	#9	16'-3"	—
$b_4(E)$	6	#4	8'-0"	—
$b_5(E)$	16	#9	10'-6"	—
$b_6(E)$	6	#4	29'-1"	—
$b_7(E)$	8	#9	41'-7"	—
$b_8(E)$	3	#4	8'-7"	—
$b_9(E)$	4	#5	14'-7"	—
$t(E)$	118	#4	9'-9"	—
$t_1(E)$	4	#4	11'-0"	—
$t_2(E)$	8	#4	12'-4"	—
$t_3(E)$	2	#4	10'-4"	—
$w_1(E)$	80	#5	28'-1"	—
$w_2(E)$	40	#5	19'-10"	—
Concrete Superstructure		Cu. Yd.	71.2	
Concrete Structures		Cu. Yd.	20.5	
Reinforcement Bars, Epoxy Coated		Pound	22130	
HMA Surface Course		Ton	11	



Order bars full length and cut as shown above.

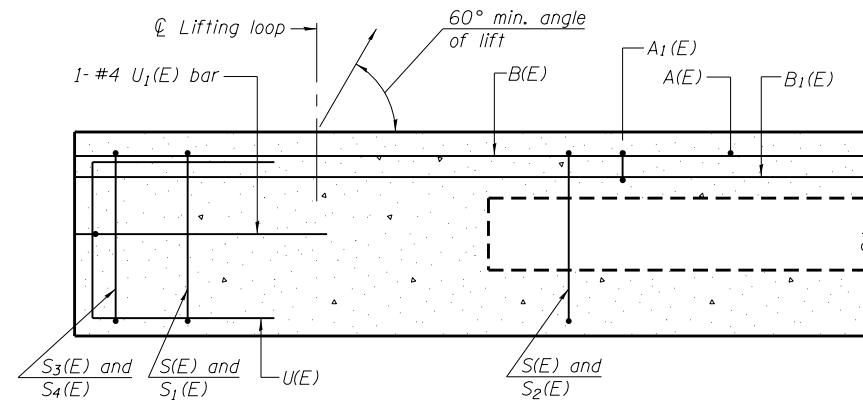
Bar	A	B	C	D	E	n
$a_{10}(E)$	16'-2"	4'-1"	12'-1"	8'-7"	7'-7"	4
$a_{11}(E)$	17'-4"	3'-7"	13'-9"	9'-0"	8'-4"	9
$a_{14}(E)$	16'-9"	4'-1"	12'-8"	8'-10"	7'-11"	5
$a_{15}(E)$	18'-6"	4'-5"	14'-1"	9'-6"	9'-0"	10
$b_6(E)$	29'-1"	6'-4"	22'-9"	15'-1"	14'-0"	3
$b_9(E)$	14'-7"	4'-0"	10'-7"	6'-10"	7'-9"	4
$t_1(E)$	11'-0"	3'-0"	8'-0"	4'-6"	6'-6"	2
$t_2(E)$	12'-4"	3'-11"	8'-5"	5'-6"	6'-10"	2



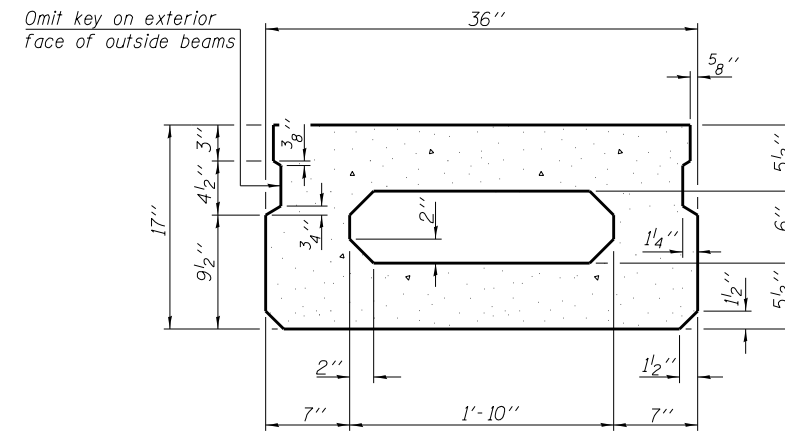
Order  $b_7(E)$  bars full length and cut as shown above

\* Tilt #9  $b_1(E)$ ,  $b_3(E)$ ,  $b_5(E)$ , and  $b_7(E)$  bars as required to maintain clearance.  
 \*\*\* Cost included with Concrete Superstructure.

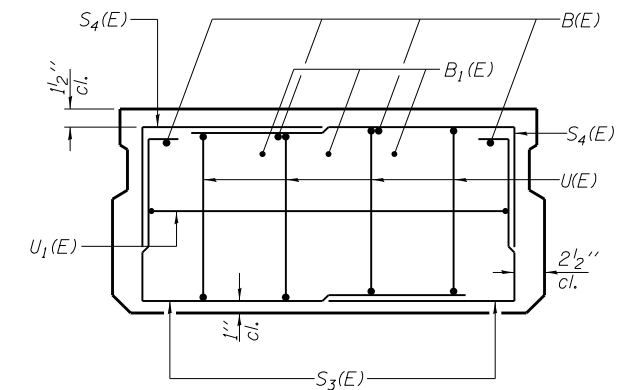
(Sheet 2 of 2)



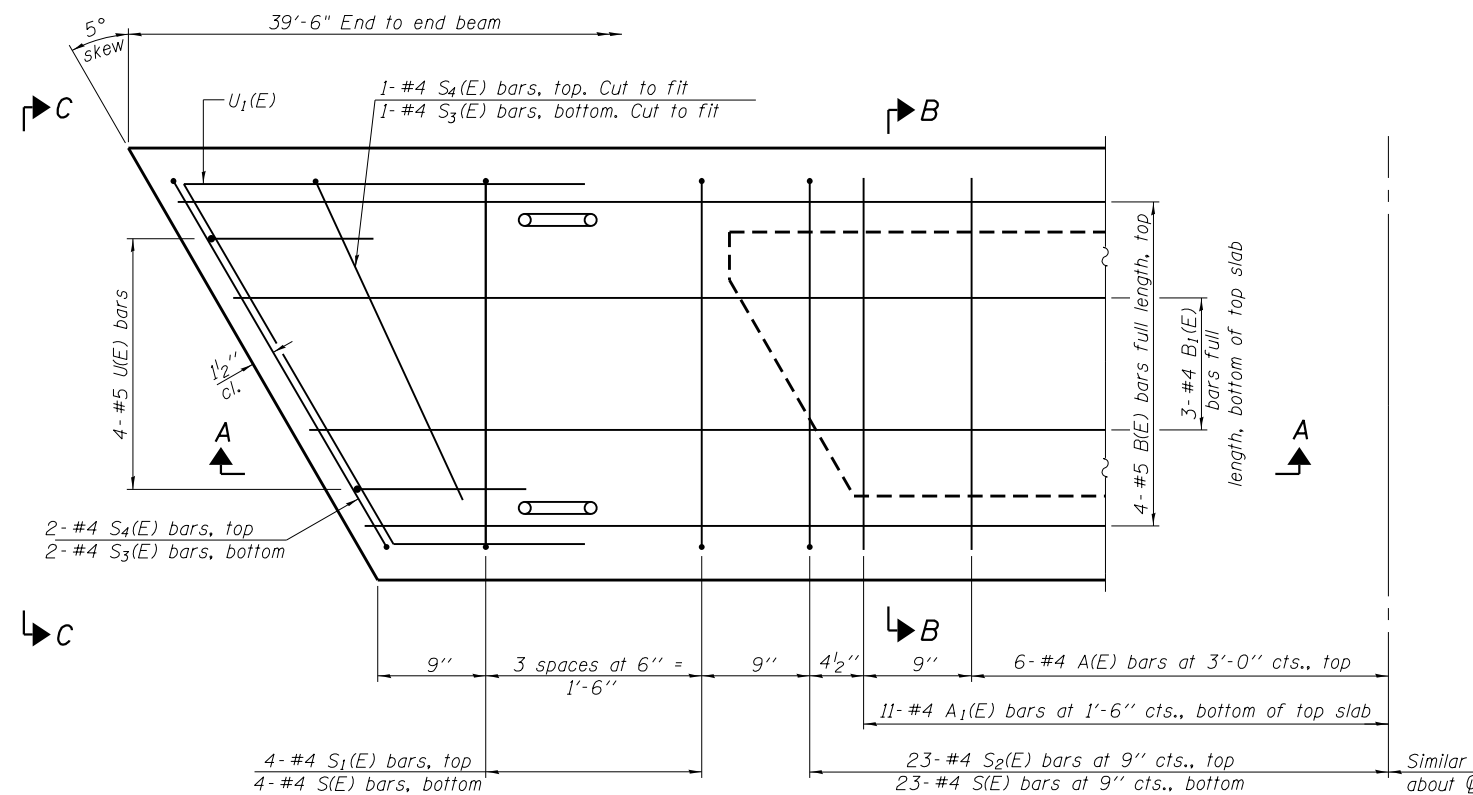
**SECTION A-A**



**SECTION B-B**  
(Showing dimensions)

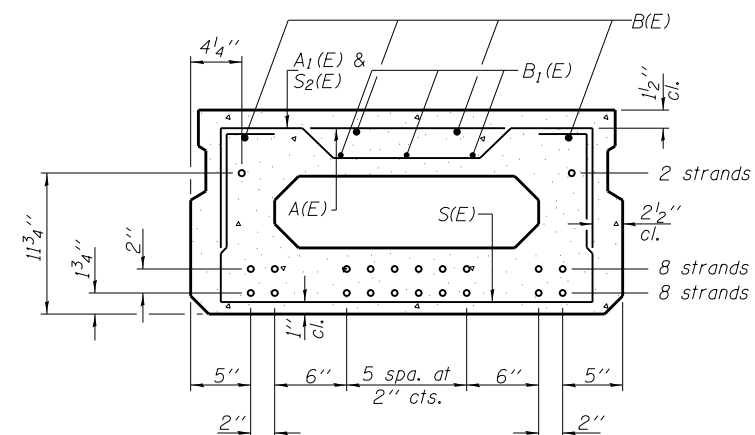


**VIEW C-C**



**PLAN VIEW**

Note: Spacing of S(E) and S<sub>2</sub>(E) bars may be adjusted up to 4" in the immediate area of the transverse tie diaphragms to miss the block outs for the transverse ties.



**SECTION B-B**

(Showing reinforcement and permissible strand locations)

Note: Place the number of strands specified in each row symmetrically about the centerline of beam in the permissible strand locations shown.

**BAR LIST**  
**ONE BEAM ONLY**  
(For information only)

Bar	No.	Size	Length	Shape
A(E)	12	#4	2'-7"	—
A <sub>1</sub> (E)	22	#4	2'-10"	—
B(E)	4	#5	39'-3"	—
B <sub>1</sub> (E)	3	#4	39'-3"	—
S(E)	54	#4	5'-9"	□
S <sub>1</sub> (E)	8	#4	4'-3"	□
S <sub>2</sub> (E)	46	#4	4'-6"	□
S <sub>3</sub> (E)	6	#4	4'-0"	□
S <sub>4</sub> (E)	6	#4	3'-3"	□
U(E)	8	#5	3'-8"	□
U <sub>1</sub> (E)	2	#4	5'-3"	□

Note: See sheet 12 of 17 for additional details and Bill of Material.

**MINIMUM BAR LAP**

#4 bar = 2'-0"  
#5 bar = 2'-6"

PD-1736-R

7-1-10

**LE** LIN ENGINEERING, LTD.  
Consulting Engineers  
Springfield, Illinois

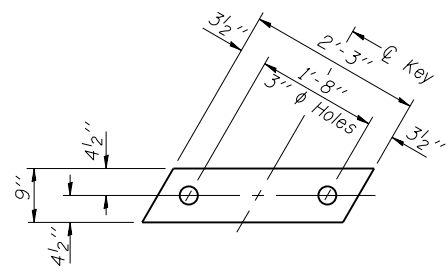
USER NAME =	DESIGNED - RPW	REVISED
FILE NAME =	CHECKED - LMS	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE =	CHECKED - LMS	REVISED

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

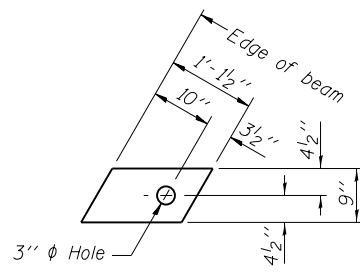
**17" x 36" PPC DECK BEAM**  
**STRUCTURE NO. 083-6008**

SHEET NO. 11 OF 17 SHEETS

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	459
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				



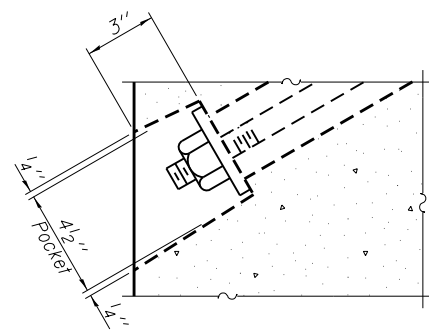
**FABRIC BEARING PAD**  
(Interior)



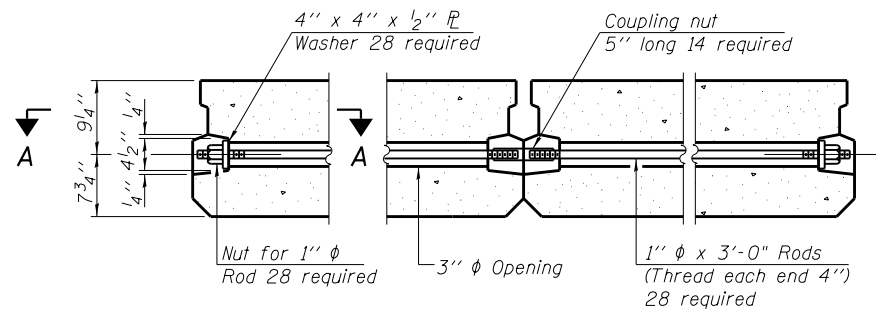
**FABRIC BEARING PAD**  
(Exterior)

**FIXED**

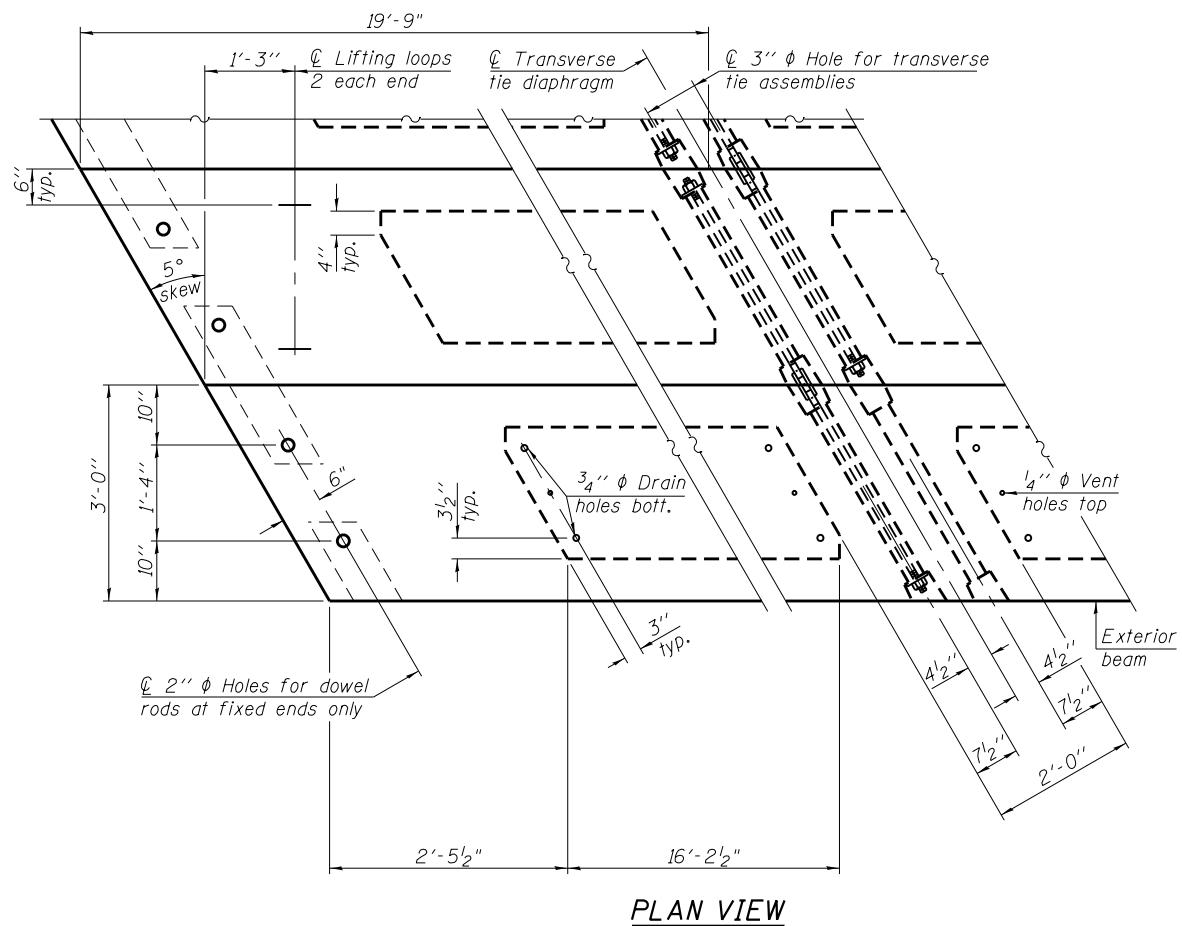
Notes:  
All bearing pads shall be 1" thick.  
Omit holes when using expansion bearings.  
Expansion bearing pad shall be bonded to the substructure.



**SECTION A-A**

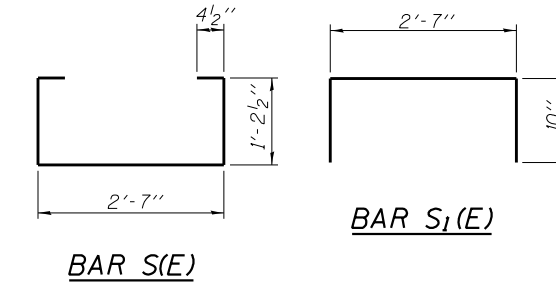


**TYPICAL TRANSVERSE TIE ASSEMBLY**

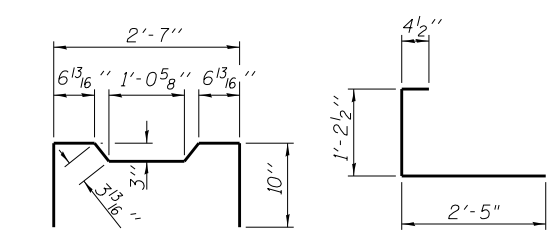


**PLAN VIEW**

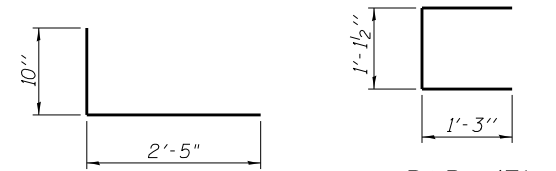
Note: Connect beams in pairs with the transverse tie configuration shown.



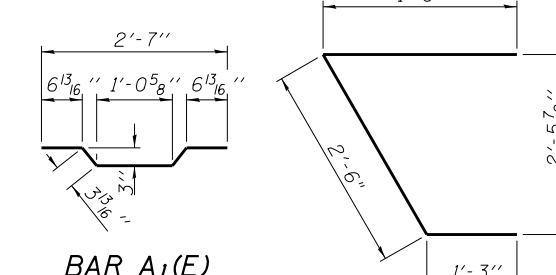
**BAR S(E)**



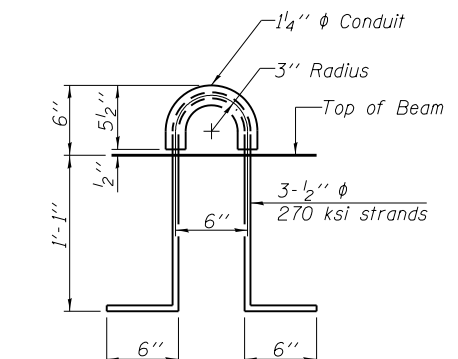
**BAR S2(E)**



**BAR S4(E)**



**BAR U1(E)**



**LIFTING LOOP DETAIL**

**NOTES**

Prestressing steel shall be uncoated high strength, low relaxation 7-wire strand, Grade 270. The nominal diameter shall be 1/2" and the nominal cross-sectional area shall be 0.153 sq. in. The 1" phi rods in the transverse tie assembly shall be tightened to a snug fit and the threads set. Pockets on exterior faces of bridge shall be filled with grout after transverse tie assembly is in place. Reinforcement bars shall conform to ASTM A 706, Grade 60. (See Special Provisions). Two 1/8" fabric adjusting shims of the dimensions of the exterior bearing pad shall be provided for each bearing pad location. A minimum 2 1/2" phi lifting pin shall be used to engage the lifting loops during handling. Corrosion Inhibitor, per Article 1020.05(b)(12) and 1021.06 of the Standard Specifications, shall be used in the concrete for precast prestressed concrete deck beams. Compressive strength of prestressed concrete, f'c, shall be 6000 psi. Compressive strength of prestressed concrete at release, f'ci, shall be 5000 psi.

**BILL OF MATERIAL**

Pre-cast Prestressed Conc. Deck Bms. (17" depth)	Sq. Ft.	1778

PD-1736-RD

7-1-10



USER NAME =	DESIGNED - RPW	REVISED
FILE NAME =	CHECKED - LMS	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE =	CHECKED - LMS	REVISED

**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

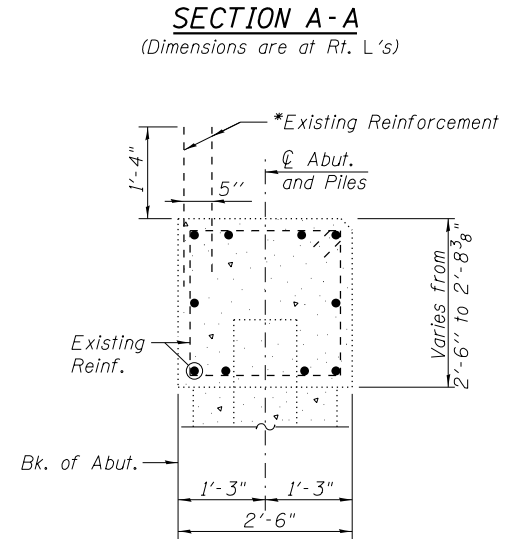
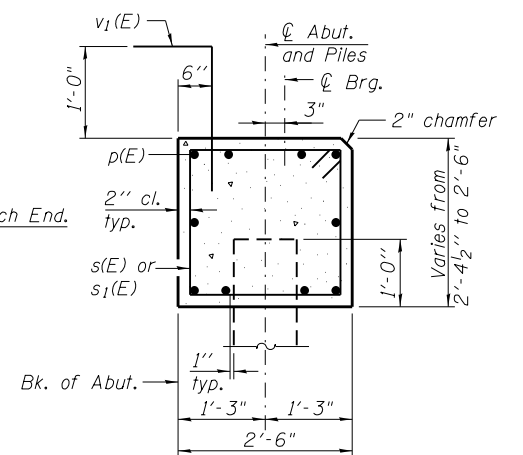
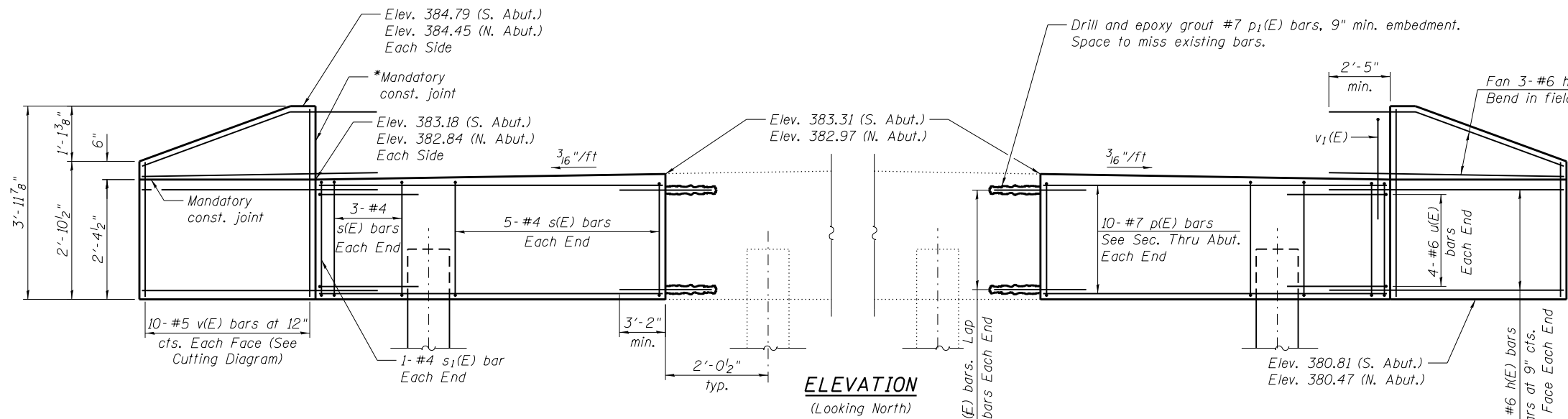
**17" x 36" PPC DECK BEAM DETAILS**  
**STRUCTURE NO. 083-6008**

SHEET NO. 12 OF 17 SHEETS

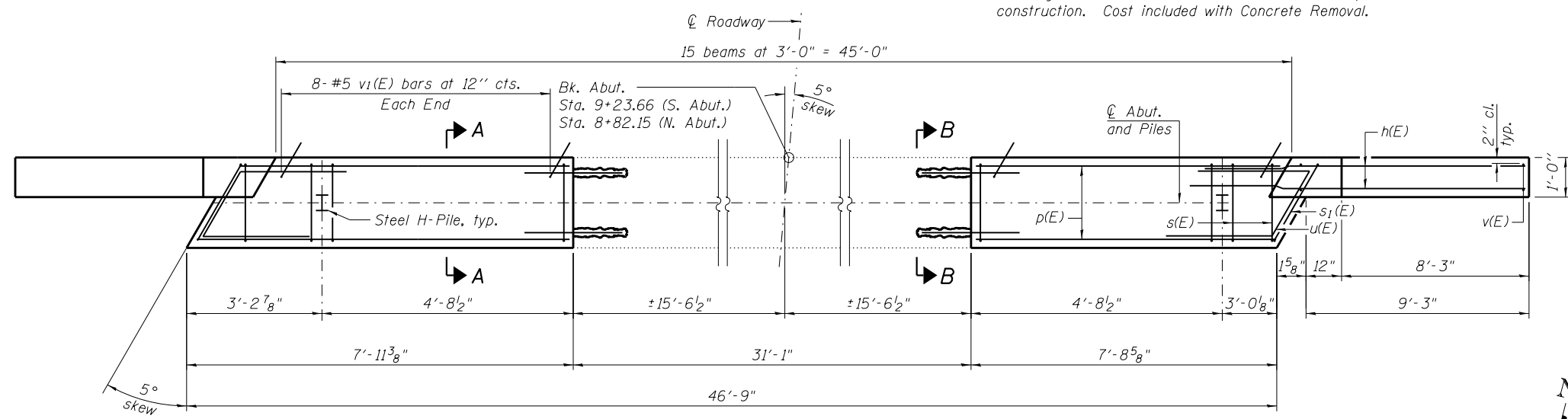
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	460
CONTRACT NO. 78077				

ILLINOIS FED. AID PROJECT

\* Cast top of wingwall flush with exterior beam face after beams have been erected.

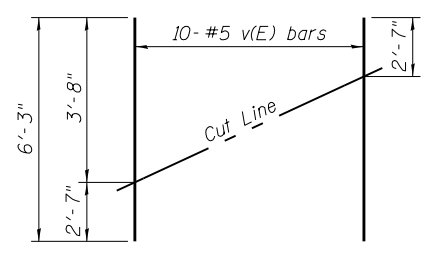


\*Existing reinforcement shall be cleaned and incorporated into the new construction. Cost included with Concrete Removal.

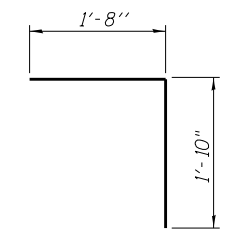
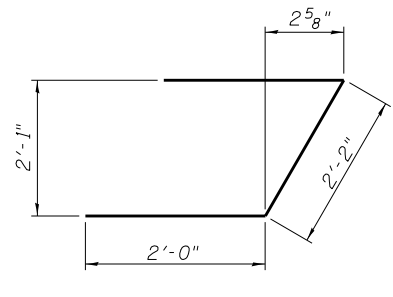
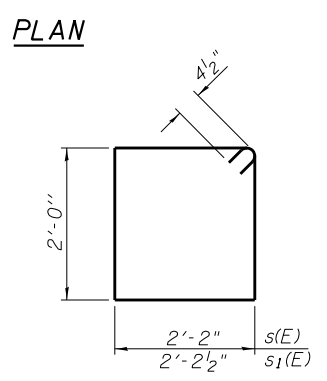


**PILE DATA**  
(North Abutment)  
Type: HP 10x42  
Nominal Required Bearing: 334 Kips  
Factored Resistance Available: 184 Kips  
Est. Length: 25 feet  
No. Production Piles: 2  
No. Test Piles: 0

**PILE DATA**  
(South Abutment)  
Type: HP 10x42  
Nominal Required Bearing: 329 Kips  
Factored Resistance Available: 181 Kips  
Est. Length: 22 feet  
No. Production Piles: 2  
No. Test Piles: 0



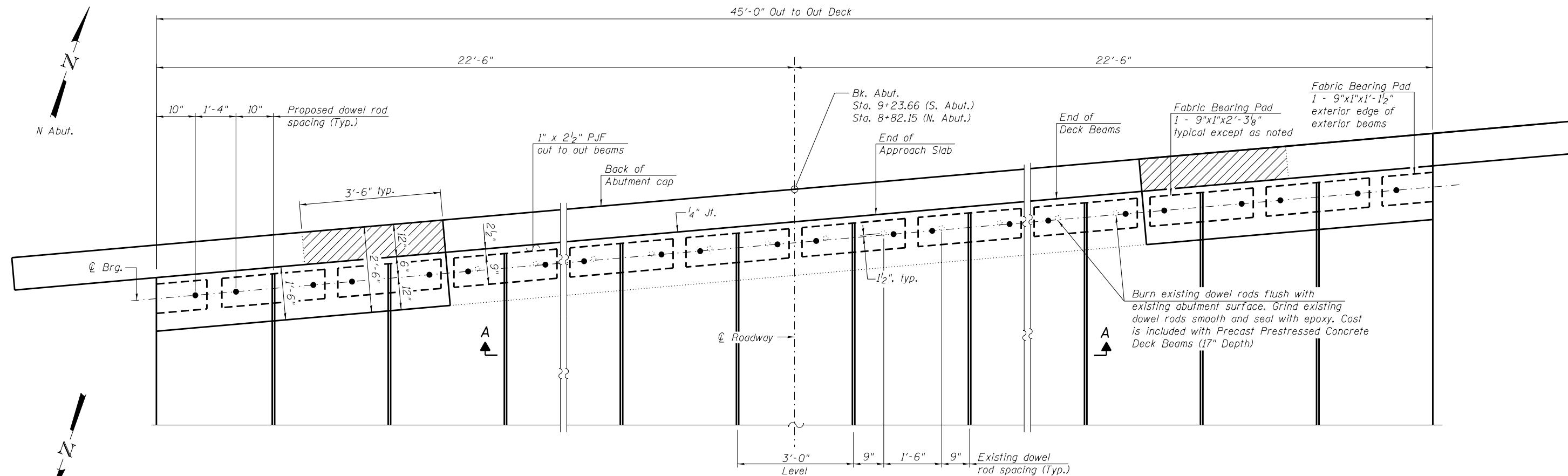
**CUTTING DIAGRAM**  
Order v(E) full length. Cut as shown and use remainder of bars in opposite face.



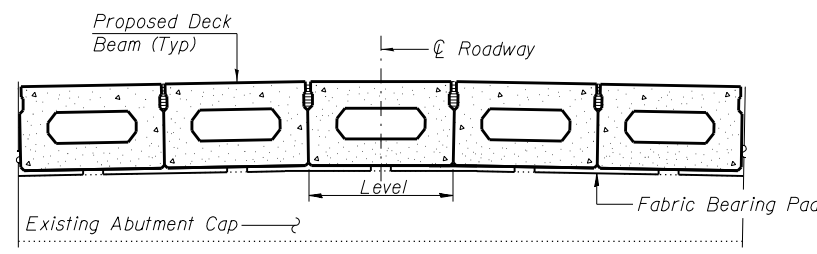
**TWO ABUTMENTS  
BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
h(E)	56	#6	12'-0"	—
p(E)	40	#7	7'-8"	—
p1(E)	40	#7	4'-0"	—
s(E)	32	#4	9'-1"	□
s1(E)	4	#4	9'-2"	□
u(E)	16	#6	6'-2"	┘
v(E)	40	#5	6'-3"	—
v1(E)	32	#5	3'-6"	┘
Structure Excavation	Cu. Yd.		43	
Concrete Structures	Cu. Yd.		11.7	
Reinforcement Bars, Epoxy Coated	Pound		2710	
Furnishing Steel Piles, HP 10x42	Foot		94	
Driving Piles	Foot		94	
Pile Shoes	Each		4	

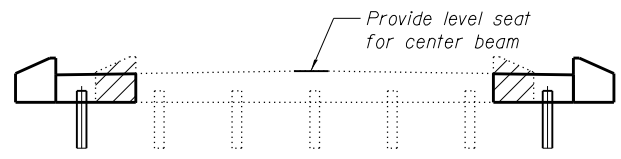
For details of piles see sheet 15 of 17. Cut p(E) bars to fit. Space reinforcement in cap to miss dowel rods. Cost of drilling and grouting included with Reinforcement Bars, Epoxy Coated.



**ABUTMENT PLAN**  
(Bituminous Surface not shown)



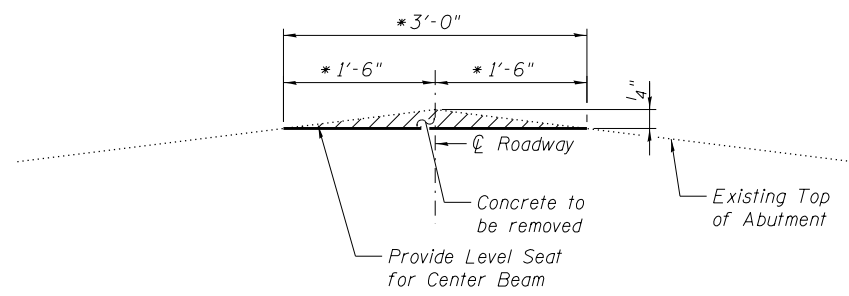
**SECTION A-A**  
(Bituminous surface and dowel rods not shown.)



**ABUTMENT WIDENING**

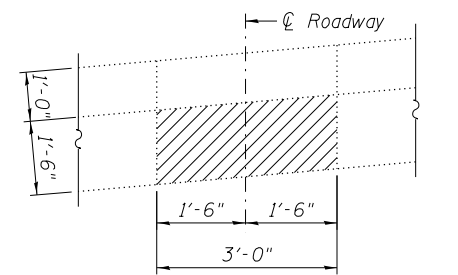
Indicates Concrete Removal

Cost of furnishing, drilling and grouting dowel rods is included with Prestressed Concrete Deck Beams (17" Depth).



**CONCRETE REMOVAL DETAIL**

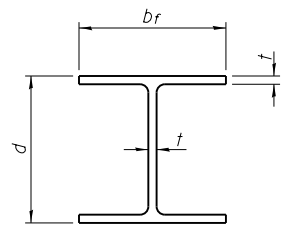
\*Dimensions measured at right L's to  $\text{C Roadway}$ .



**CONCRETE REMOVAL PLAN VIEW**

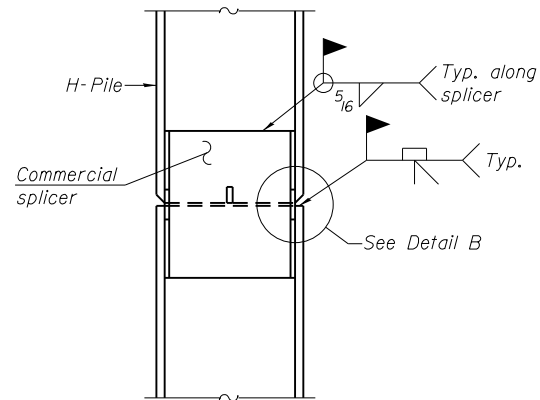
**BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Concrete Removal	Cu. Yd.	1.8
Approach Slab Removal	Sq. Yd.	164

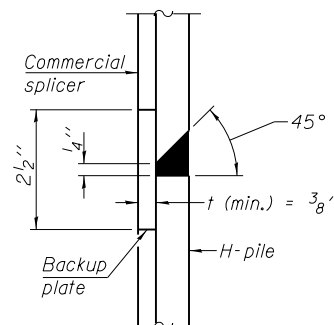


**STEEL PILE TABLE**

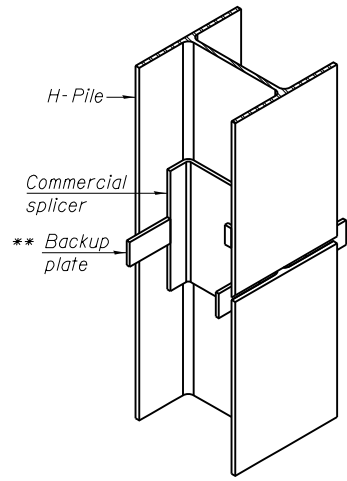
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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



**ELEVATION**

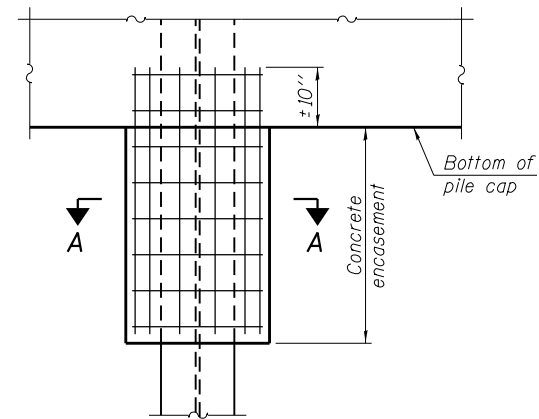


**DETAIL "B"**



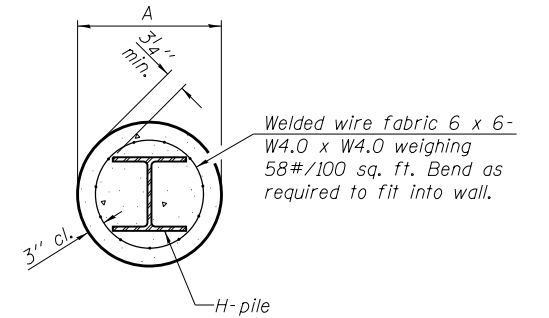
**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE**



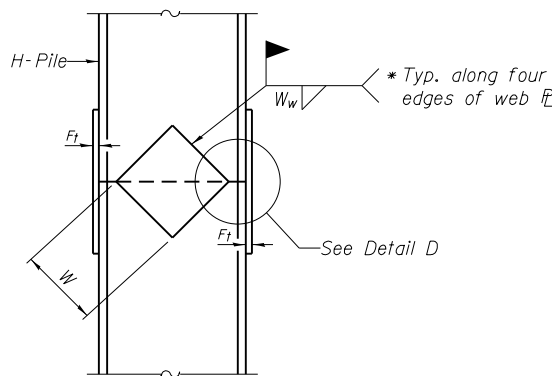
**ELEVATION**

**PILE ENCASEMENT**



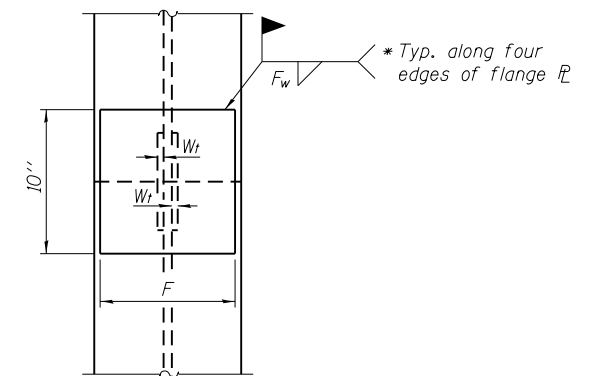
**SECTION A-A**

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



**ELEVATION**

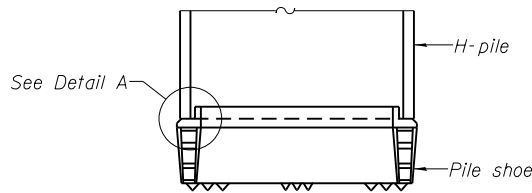
**DETAIL D**



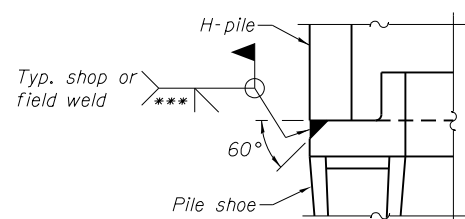
**END VIEW**

Designation	F	F <sub>t</sub>	F <sub>w</sub>	W	W <sub>t</sub>	W <sub>w</sub>
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	1/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	1/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

**WELDED PLATE FIELD SPLICE**

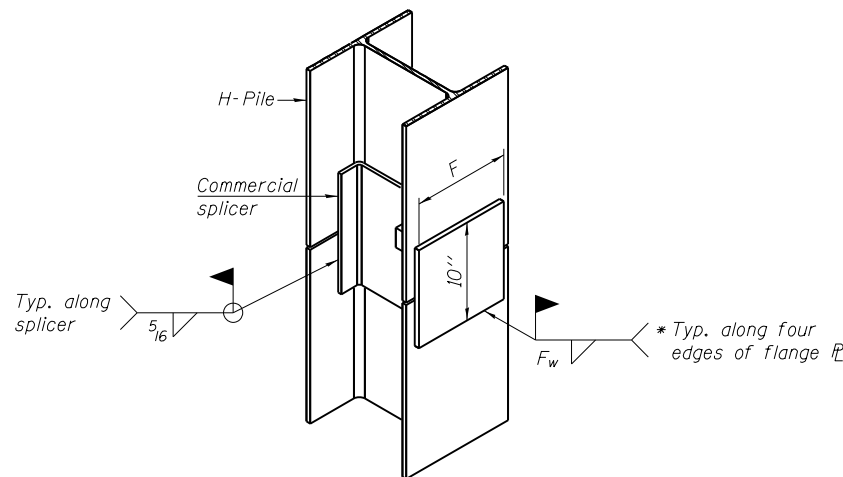


**ELEVATION**



**DETAIL A**

**H-PILE SHOE ATTACHMENT**



**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

- \* Interrupt welds 1/4" from end of web and/or each flange.
- \*\* Remove portions of backup plates that extend outside the flanges.
- \*\*\* Weld size per pile shoe manufacturer (5/16" min.).

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

F-HP 1-27-12



USER NAME =	DESIGNED - RPW	REVISED
FILE NAME =	CHECKED - LMS	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE =	CHECKED - LMS	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS  
STRUCTURE NO. 083-6008

SHEET NO. 15 OF 17 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	463
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				



Illinois Department of Transportation  
Division of Highways  
Geotech Engineering  
Municipal Street 6380  
(4th St.)

### SOIL BORING LOG

Page 1 of 2

Date 12/27/10

ROUTE \_\_\_\_\_ DESCRIPTION 4th Street over Unnamed Creek LOGGED BY DP

SECTION 89-00027-00-BR LOCATION SEC. 21, TWP. 8S, RNG. 7E, 3<sup>rd</sup> PM

COUNTY Saline DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO. Station	BORING NO. Station	Offset	Ground Surface Elev.	DEPTH (ft)	BLOW COUNT (bls)	UNCONSOLIDATED QUANTITY (%)	DESCRIPTION	DEPTH (ft)	BLOW COUNT (bls)	UNCONSOLIDATED QUANTITY (%)
083-6008 9+03.00	AN 8+83.43	31.9 ft RT	381.94							
			381.34	1			Brown TOPSOIL	2		
			380.44	2		15	Soft, Brown, Moist, SILTY CLAY LOAM	3	4.4	20
			359.44	1			Soft to Firm, Moist, CLAY SILT LOAM	9	B	
				4			Very Stiff, Gray to Dark Gray, CLAY SHALE	14	7.6	14
				3	0.5	27		14	B	
				2				2		
				2	0.6	26		7	4.7	26
				2			STIFF, Black, Friable, COAL	18	B	
			374.44	2			Firm, Brown, Moist, SILTY CLAY LOAM	4		
				2	1.9	25		26		15
				4				50		
			371.94	1			Firm, Brown to Gray, Moist, SILTY CLAY LOAM	20		
				2	2.1	23		15		13
				3				50		
			369.94	2			Firm to Stiff, brown to gray, SILTY CLAY LOAM with Sand Lenses	50		
				4	2.9	21				4
				6			Borehole continued with rock coring.			
				1						
				2	1.4	23				
				3						
			364.44	1			Stiff, Brown to Reddish Brown, SILTY CLAY LOAM with Sandstone Fragments			
				3	2.6	22				
				6						

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



Illinois Department of Transportation  
Division of Highways  
Geotech Engineering  
Municipal Street 6380  
(4th St.)

### ROCK CORE LOG

Page 2 of 2

Date 12/27/10

ROUTE \_\_\_\_\_ DESCRIPTION 4th Street over Unnamed Creek LOGGED BY DP

SECTION 89-00027-00-BR LOCATION SEC. 21, TWP. 8S, RNG. 7E, 3<sup>rd</sup> PM

COUNTY Saline CORING METHOD Rotary, Surf Set Diamond Bit

STRUCT. NO. Station	BORING NO. Station	Offset	Ground Surface Elev.	CORING BARREL TYPE & SIZE	DEPTH (ft)	CORRECTION (%)	RECOVERY (%)	CORRECTION (%)	CORE DIAMETER (in)	CORE LENGTH (min/ft)	STRENGTH (tsf)
083-6008 9+03.00	AN 8+83.43	31.9 ft RT	381.94	NX-2, conv. dbt, bbl, solid in.					2		
			347.94		01	92	52		3		
				Weathered, Light Gray to Gray, Fine Grained, LIMESTONE							
			342.94								
				End of Boring							

Color pictures of the cores \_\_\_\_\_ No \_\_\_\_\_  
Cores will be stored for examination until \_\_\_\_\_  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)  
BBS, form 138 (Rev. 8-99)

(Sheet 1 of 2)



USER NAME =	DESIGNED - RPW	REVISED
FILE NAME =	CHECKED - LMS	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE =	CHECKED - LMS	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS  
STRUCTURE NO. 083-6008

SHEET NO. 16 OF 17 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	464
CONTRACT NO. 78077				

ILLINOIS FED. AID PROJECT





Illinois Department of Transportation  
Division of Highways  
Geotech Engineering  
Municipal Street 6380  
(4th St.)

**SOIL BORING LOG**

Page 1 of 2

Date 12/27/10

ROUTE \_\_\_\_\_ DESCRIPTION 4th Street over Unnamed Creek LOGGED BY DP  
SECTION 89-00027-00-BR LOCATION SEC. 21, TWP. 8S, RNG. 7E, 3<sup>rd</sup> PM  
Latitude, Longitude \_\_\_\_\_  
COUNTY Saline DRILLING METHOD HSA HAMMER TYPE AUTO

STRUCT. NO.	083-6008	DEPTH	BLOWS	UCS	MOISTURE	DESCRIPTION	DEPTH	BLOWS	UCS	MOISTURE	
Station	9+03.00	H	Qu	(%)	(%)	ft	H	Qu	(%)	(%)	
BORING NO. AS		Groundwater Elev.:		Surface Water Elev. _____ ft							
Station 9+33.72		First Encounter _____ ft		Stream Bed Elev. 375.60 ft							
Offset 36.2 ft LT		Upon Completion _____ ft		Groundwater Elev. After 24 Hrs. 362.7 ft							
Ground Surface Elev. 384.85 ft											
Dark brown TOPSOIL		2				3					
		3				12					
		3	B			22					
383.35											
Soft to Firm, Brown, Moist, SILTY CLAY LOAM		2				382.35					
		2				2					
		1	B			14					
		1				26					
		1				2					
		2				36					
		2	B			50					
		3				20					
		3				50					
		3	B			12					
374.85 -10											
Stiff, Reddish Brown, Moist, SILTY CLAY LOAM		3				12					
		5				42					
		7	B			50					
		3				50					
		4									
		6	B								
		3									
		4									
		6	B								
		3									
		4									
		6	B								
367.35											
Very Stiff, Moist, Brown, SILTY CLAY LOAM with Sandstone Fragments		4									
		8									
		16	B								
		4									
		8									
		16	B								
364.85 -20											

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



Illinois Department of Transportation  
Division of Highways  
Geotech Engineering  
Municipal Street 6380  
(4th St.)

**ROCK CORE LOG**

Page 2 of 2

Date 12/27/10

ROUTE \_\_\_\_\_ DESCRIPTION 4th Street over Unnamed Creek LOGGED BY DP  
SECTION 89-00027-00-BR LOCATION SEC. 21, TWP. 8S, RNG. 7E, 3<sup>rd</sup> PM  
Latitude, Longitude \_\_\_\_\_  
COUNTY Saline CORING METHOD Rotary, Surf Set Diamond Bit

STRUCT. NO.	083-6008	CORING BARREL TYPE & SIZE	DEPTH	COVER	R	Q	D	E	STRENGTH
Station	9+03.00	NX-2, conv, dbi, bbl, solid in.	H	(%)	(%)	(%)	(min/ft)	(tsf)	
BORING NO. AS		Core Diameter 2 in							
Station 9+33.72		Top of Rock Elev. 362.25 ft							
Offset 36.2 ft LT		Begin Core Elev. 350.35 ft							
Ground Surface Elev. 384.85 ft									
STIFF, Black, Friable, COAL (continued)									
Weathered, Light Gray to Gray, Fine Grained, LIMESTONE with Clay Seams									
Weathered, Light Gray to Gray, Fine Grained, LIMESTONE									
End of Boring									

Color pictures of the cores No  
Cores will be stored for examination until \_\_\_\_\_  
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)  
BBS, form 138 (Rev. 8-99)

(Sheet 2 of 2)



USER NAME =	DESIGNED - RPW	REVISED
FILE NAME =	CHECKED - LMS	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE =	CHECKED - LMS	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS  
STRUCTURE NO. 083-6008

SHEET NO. 17 OF 17 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	465
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				

Benchmark: Chiseled square on top of headwall for abandoned concrete railroad structure west of S.M. 083-2000, Elevation 366.694.

Existing Structures: Structure No. 4 - S.M. 083-2000 was built in 1951 under SBI Rte. 1, Section 30-B-Y as a double 11' x 11' R.C. box culvert, measuring 56'-10" perpendicular to the roadway and 80'-4 1/2" along the culvert. The culvert is on a 45° right-hand skew, with L-type wingwalls and approximately 4ft of fill. Two lane traffic is to be maintained utilizing stage construction.  
 Structure No. 5 - Existing single 16' x 8' R.C. box culvert under abandoned Railroad tracks. The structures are to be removed and replaced with an 11'x11' cast-in-place Double Barrel Box Culvert.

No salvage.

**GENERAL NOTES**

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer. Precast alternate is not allowed. See Roadway plans for location and quantity of Median Inlet. Backfill within the limits of the paved surface to the top of culvert elevation shall be performed using Porous Granular Embankment.

**INDEX OF SHEETS**

1. General Plan and Elevation
2. Stage Construction Details
3. Temporary Concrete Barrier
- 4-5. Culvert Details
- 6-7. Soil Boring Logs

**DESIGN SPECIFICATIONS**

2012 AASHTO LRFD Bridge Design Specifications, 6th Edition with 2013 Interims

**DESIGN STRESSES**

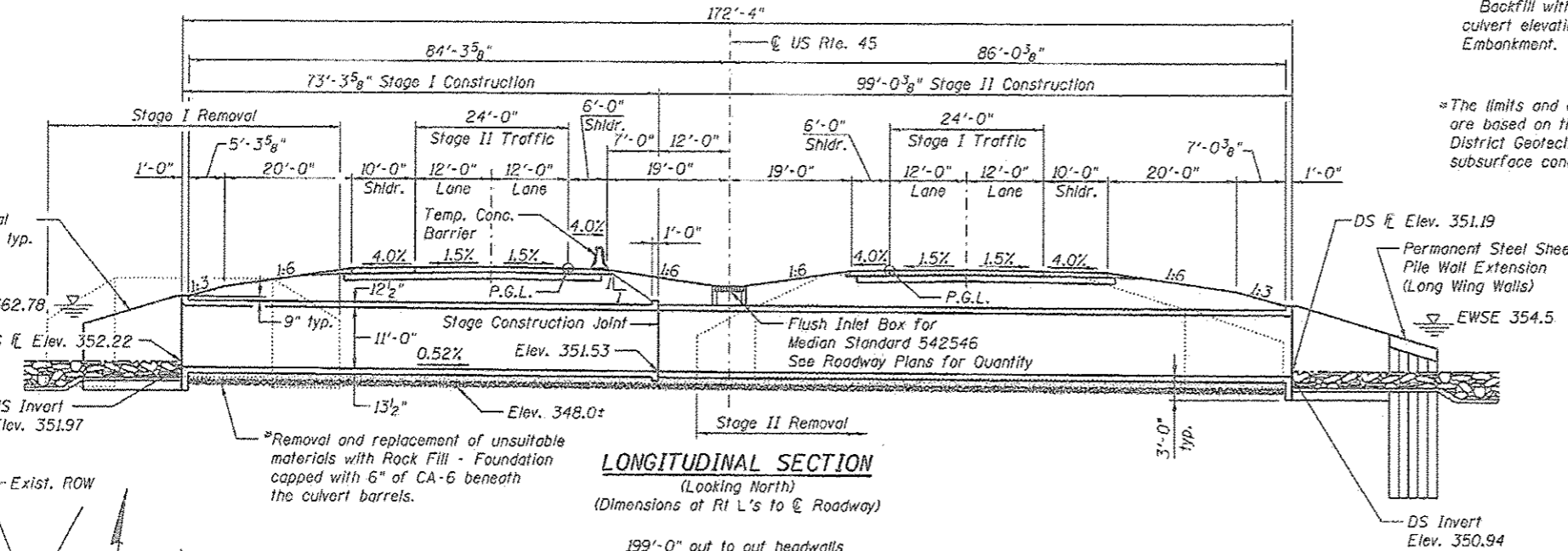
**FIELD UNITS**

$f'_c = 3,500$  psi  
 $f_y = 60,000$  psi (Reinforcement)  
 $f_y = 50,000$  psi (ASTM A 572, Grade 50)

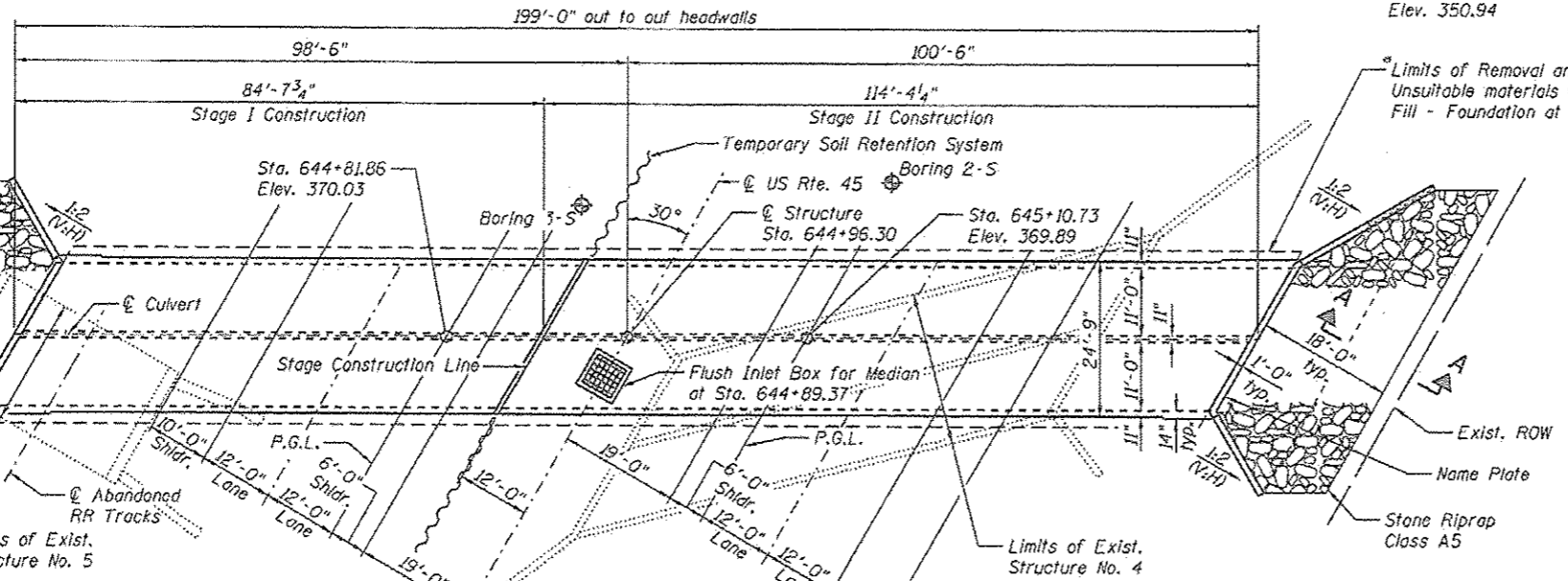
**LOADING HL-93**

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

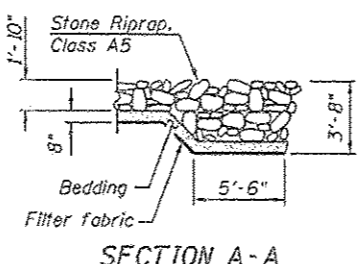
**APPROVED**  
 For Structural Adequacy Only  
*Michael T. Haley*  
 Engineer of Bridges & Structures



**LONGITUDINAL SECTION**  
 (Looking North)  
 (Dimensions at Rt L's to  $\mathcal{C}$  Roadway)



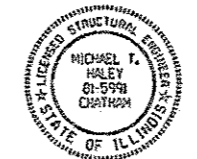
**PLAN**



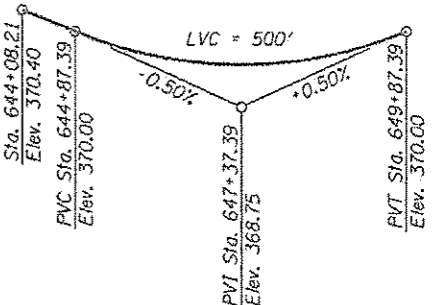
**SECTION A-A**

STATION 644+96.30  
 BUILT 20 BY  
 STATE OF ILLINOIS  
 F.A.P. RTE. 332 SEC. (29.30)R-1  
 LOADING HL-93  
 STRUCTURE NO. 083-2023

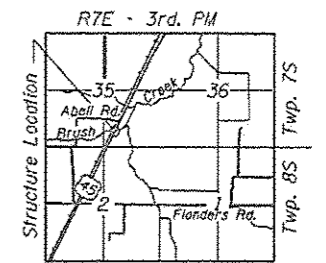
**NAME PLATE**  
 See Std. 515001



*Michael T. Haley* 1-27-14  
 Michael T. Haley  
 Licensed Structural Engineer  
 State of Illinois No. 81-5991  
 Expires 11/30/2014



**PROPOSED PROFILE GRADE**  
 (25.00' Lt./Rt. of  $\mathcal{C}$  Roadway)



**LOCATION SKETCH**

**DESIGN SCOUR ELEVATION TABLE**

Design Scour Elevation (ft.)	U.S. Invert	D.S. Invert
	348.97	347.94

**WATERWAY INFORMATION**

Drainage Area = 3.71 Sq Mi  
 Exist. Low Grade Elev. 369.70 @ Sta. 647+00  
 Prop. Low Grade Elev. 369.38 @ Sta. 647+50

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. Head - Ft.		Headwater El.		
			Exist.	Prop.	H.W.E.	Exist.	Prop.	Exist.	Prop.
Design	10	1140	227	229	362.61	2.62	0.61	365.23	363.22
Base	50	1850	231	233	362.78	5.03	1.51	367.81	364.29
Overtopping	100	2170	233	235	362.87	5.59	2.04	368.46	364.91
Max. Calc.	500	2990	238	240	363.12	6.80	3.82	369.92	366.94

10-Year Velocity through Existing Structure = 5.00 fps  
 10-Year Velocity through Proposed Structure = 4.95 fps

**TOTAL BILL OF MATERIAL**

Item	Unit	Total
Porous Granular Embankment	Cu. Yd.	469
Stone Riprap, Class A5	Sq. Yd.	183
Filter Fabric	Sq. Yd.	183
Removal of Existing Structures No. 4	Each	1
Removal of Existing Structures No. 5	Each	1
Removal and Disposal of Unsuitable Material for Structures	Cu. Yd.	424
Reinforcement Bars	Pound	134960
Name Plates	Each	1
Concrete Box Culverts	Cu. Yd.	668.6
Permanent Steel Sheet Piling	Sq. Ft.	567
Rock Fill - Foundation	Ton	687
Temporary Soil Retention System	Sq. Ft.	393

**LE** LIN ENGINEERING, LTD.  
 Consulting Engineers  
 Springfield, Illinois

USER NAME	DESIGNED - RPW	REVISED
FILE NAME	CHECKED - LMS	REVISED
PLOT SCALE	DRAWN - AJF	REVISED
PLOT DATE	CHECKED - LMS	REVISED

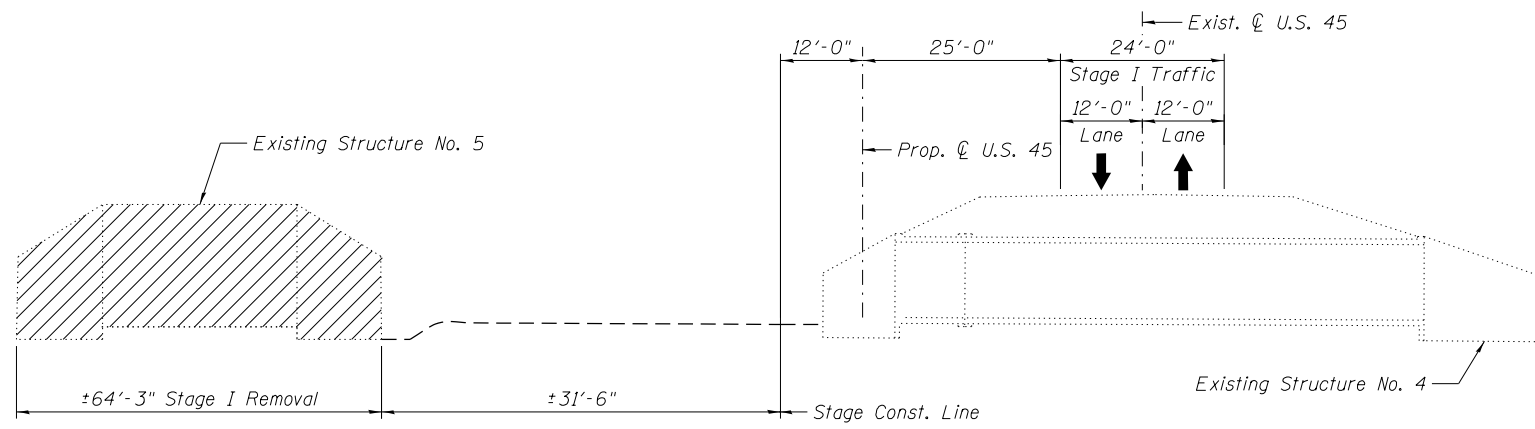
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN AND ELEVATION  
 STRUCTURE NO. 083-2023

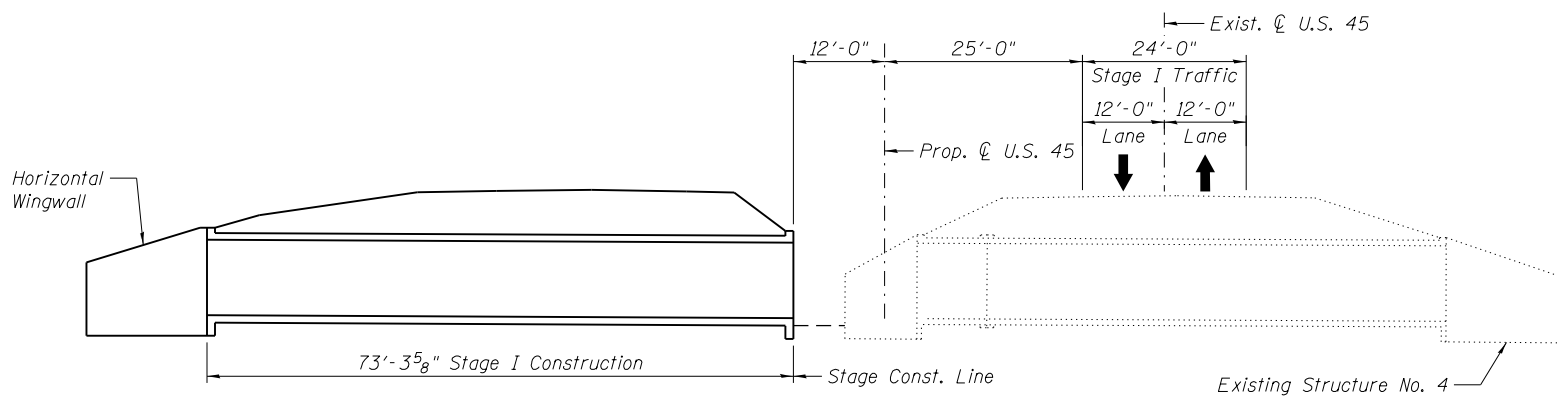
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29.30)R-1	SALINE	745	466

CONTRACT NO. 78077  
 ILLINOIS FED. AID PROJECT

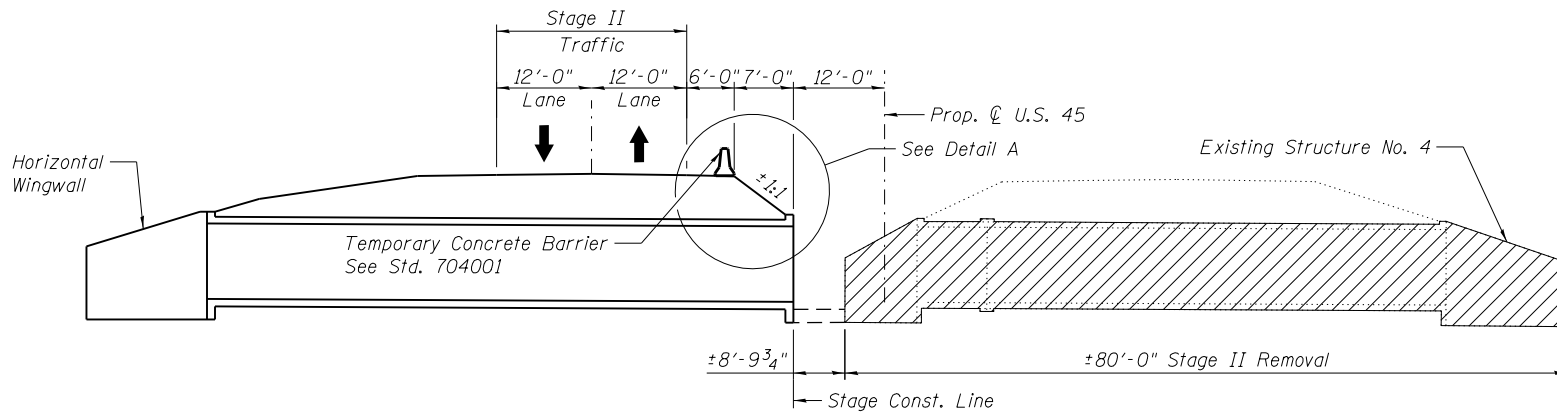
SHEET NO. 1 OF 7 SHEETS



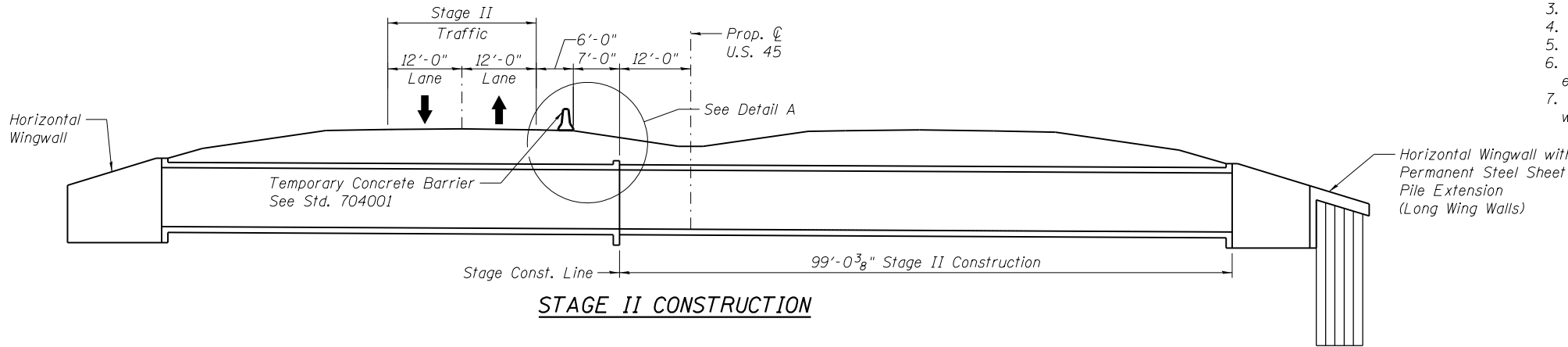
**STAGE I REMOVAL**



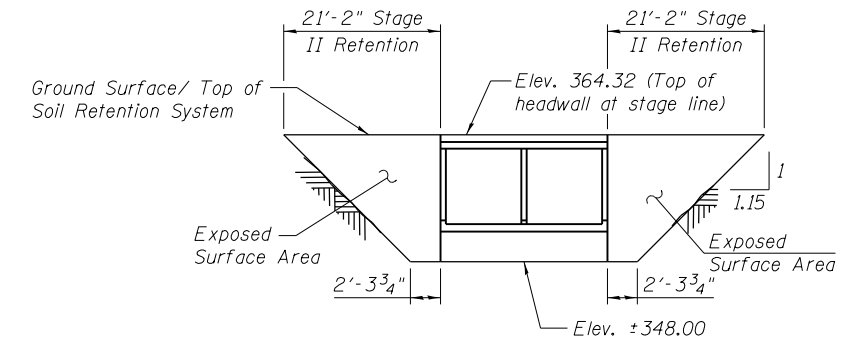
**STAGE I CONSTRUCTION**



**STAGE II REMOVAL**



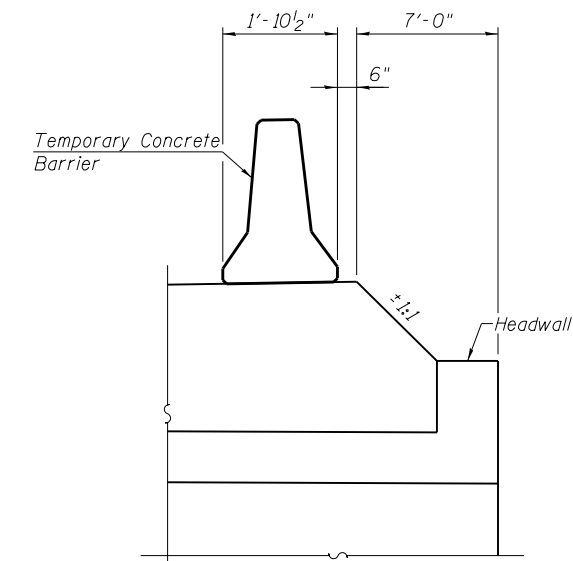
**STAGE II CONSTRUCTION**



**TEMPORARY SOIL RETENTION SYSTEM**

(Looking West) (Dimensions along Stage Construction Line)

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



**DETAIL A**

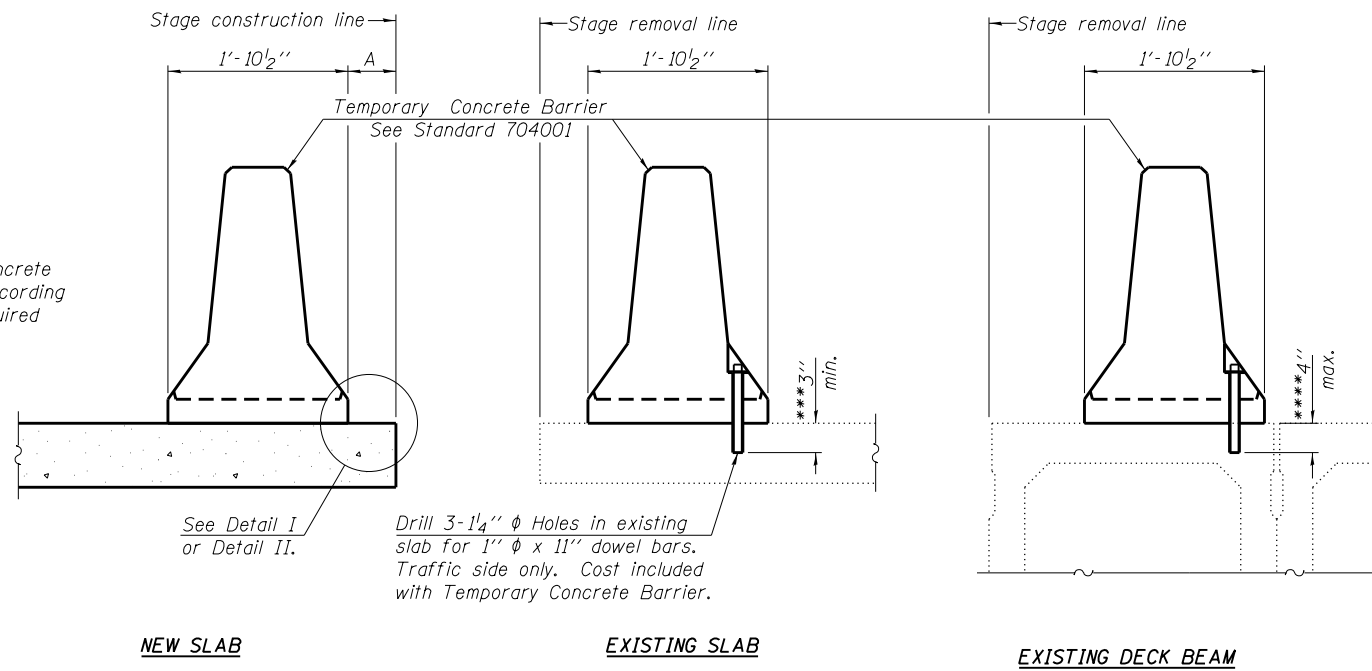
**Notes:**

1. Hatched area indicates Removal of Existing Structures.
2. All staging cross sections are looking north.
3. All dimensions are perpendicular to C Roadway unless noted otherwise.
4. For details of Temporary Concrete Barrier, see Sheet 3 of 7.
5. For quantity of Temporary Concrete Barrier, see Roadway Plans.
6. The Contractor shall brace the Rock Fill - Foundation if required during excavation for stage II construction. Cost included with Rock Fill - Foundation.
7. The existing structures shall be removed in their entirety at all locations where they lie within the footprint of the proposed structure and wingwalls.

USER NAME =	DESIGNED - RPW	REVISED
FILE NAME =	CHECKED - LMS	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE =	CHECKED - LMS	REVISED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	467
CONTRACT NO. 78077				

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



**SECTIONS THRU SLAB OR DECK BEAM**

**NOTES**

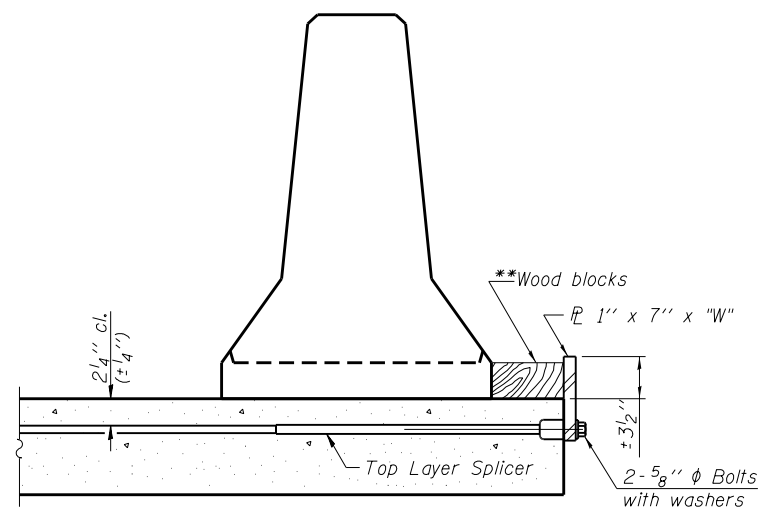
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1" x 7" x "W" steel  $\bar{L}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1" x 7" x "W" steel  $\bar{L}$  to the concrete slab or concrete wearing surface with 2-5/8"  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\bar{C}$  of each barrier panel.

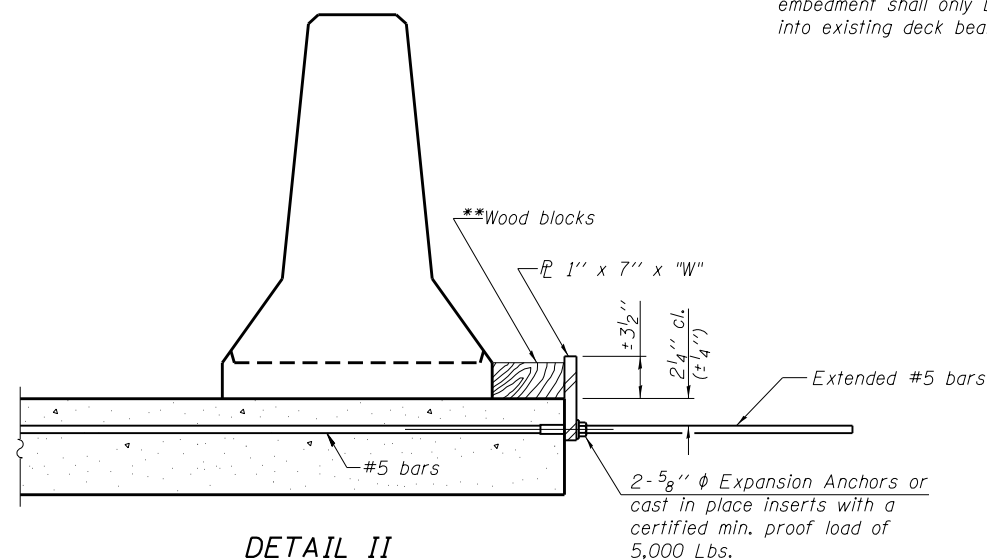
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

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



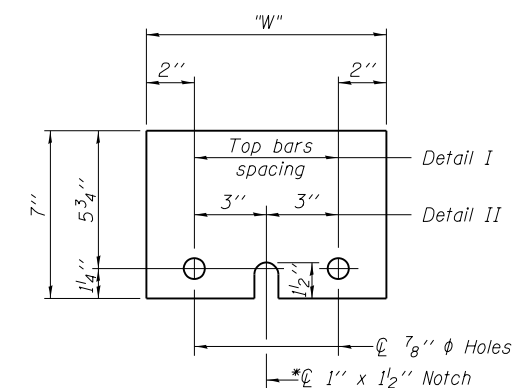
**DETAIL I**



**DETAIL II**

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

"W" = Top bars spacing + 4"



**STEEL RETAINER  $\bar{L}$  1" x 7" x "W"**

\* Required only with Detail II

R-27 7-1-10



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FILE NAME =	CHECKED - LMS	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE =	CHECKED - LMS	REVISED

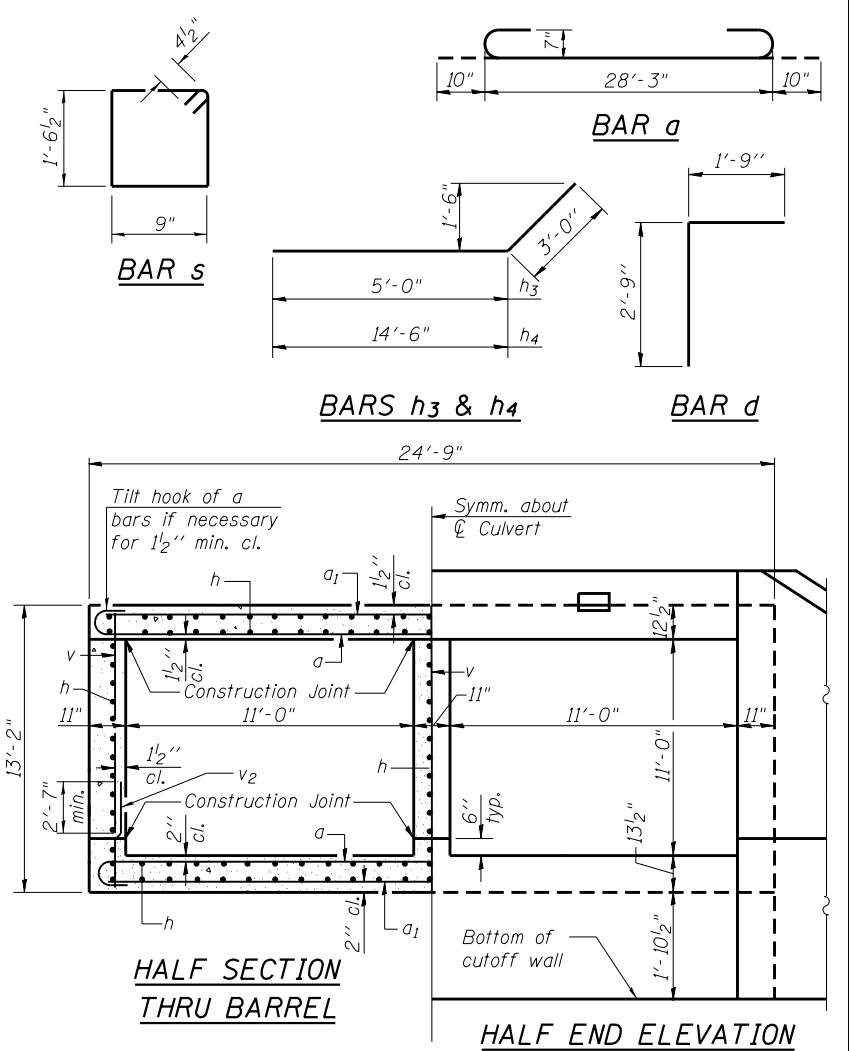
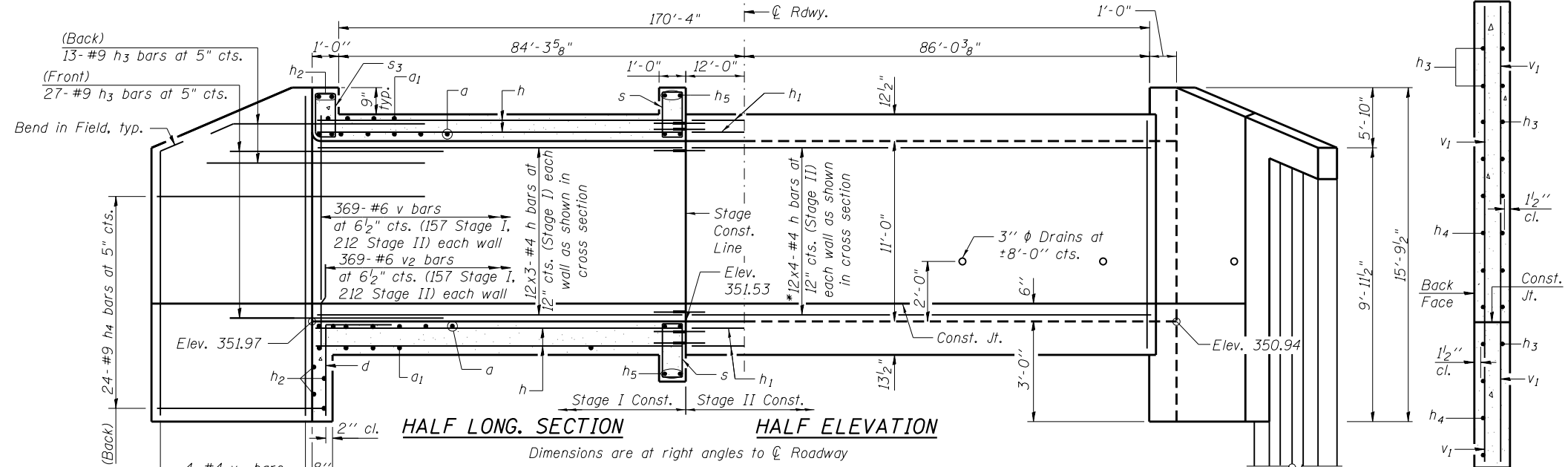
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER  
STRUCTURE NO. 083-2023**

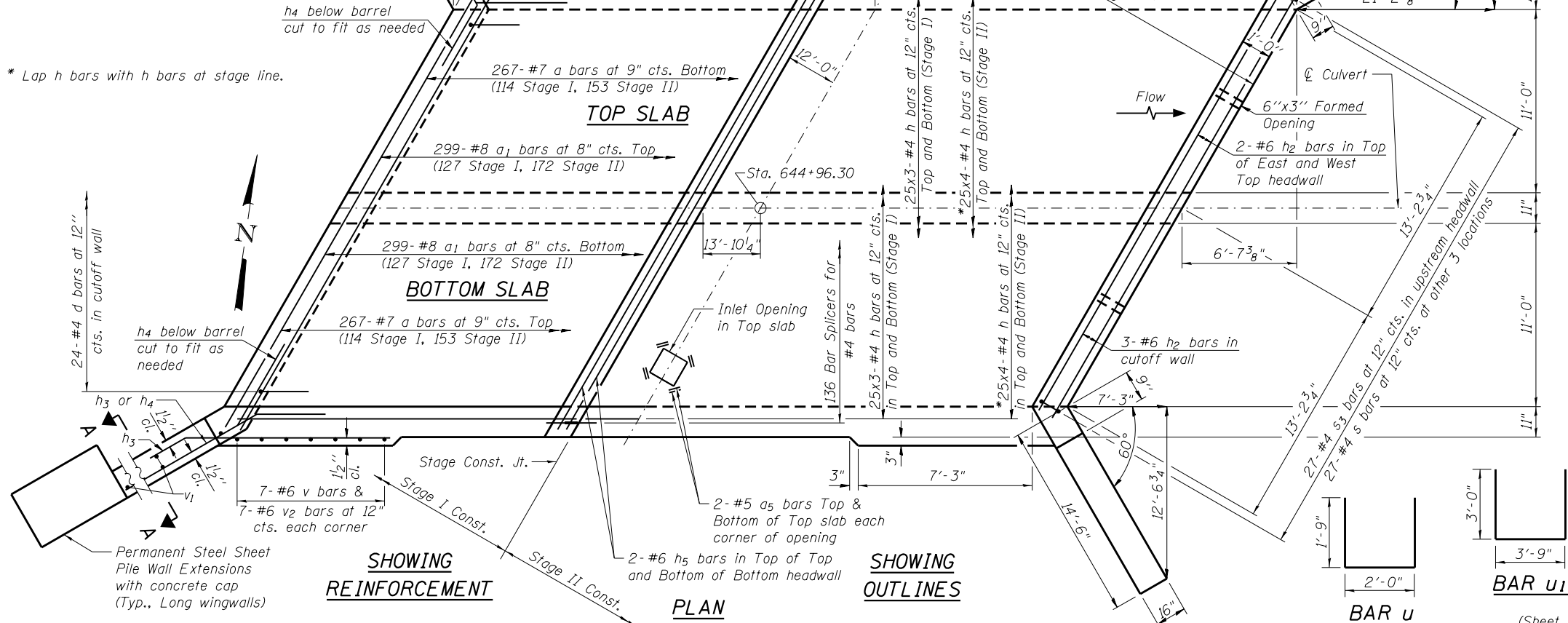
SHEET NO. 3 OF 7 SHEETS

F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	468
CONTRACT NO. 78077				

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**Notes:**  
 A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.  
 Bars indicated thus 12x4-#5 etc. indicates 12 lines of bars with 4 lengths per line.  
 For Permanent Steel Sheet Pile Wall Extension Details, Inlet Details and Drain Details, see Sheet 5 of 7.  
 Cut reinforcement to miss inlet opening in Top Slab.



**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a	534	#7	29'-11"	U
a1	598	#8	28'-3"	U
a2	16	#5	2'-0"	U
d	48	#4	4'-6"	J
h	952	#4	29'-11"	U
h2	10	#6	27'-5"	U
h3	160	#9	8'-0"	U
h4	96	#9	17'-6"	U
h5	4	#6	28'-3"	U
h6	14	#5	9'-11"	U
s	81	#4	5'-4"	U
s2	26	#5	4'-6"	U
s3	27	#4	5'-2"	U
u	22	#5	5'-6"	U
u1	6	#5	9'-9"	U
v	1135	#6	11'-4"	U
v1	16	#4	15'-6"	U
v2	1135	#6	4'-0"	U
v3	12	#5	4'-10"	U
v4	8	#6	12'-0"	U

Concrete Box Culverts      Cu. Yd.      672.5  
 Reinforcement Bars      Pound      134960  
 Permanent Steel Sheet Piling      Pound      567



USER NAME =	DESIGNED - RPW	REVISOR
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PLOT SCALE =	DRAWN - AJF	REVISOR
PLOT DATE =	CHECKED - LMS	REVISOR

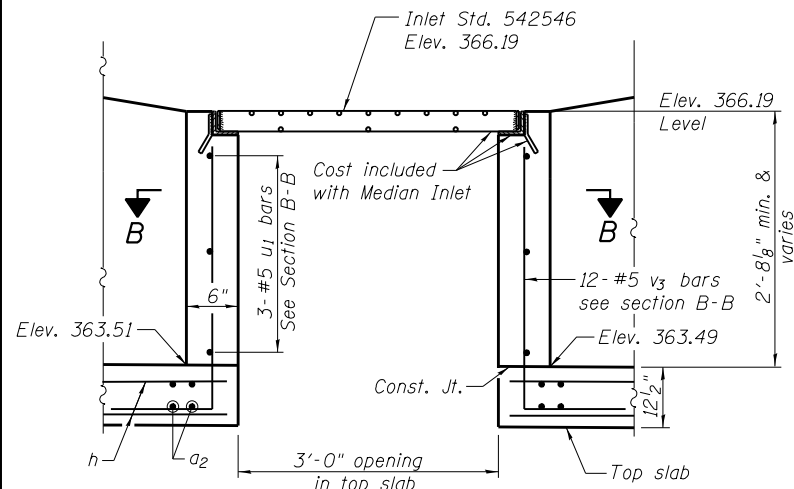
**STATE OF ILLINOIS**  
**DEPARTMENT OF TRANSPORTATION**

**CULVERT DETAILS**  
**STRUCTURE NO. 083-2023**  
 SHEET NO. 4 OF 7 SHEETS

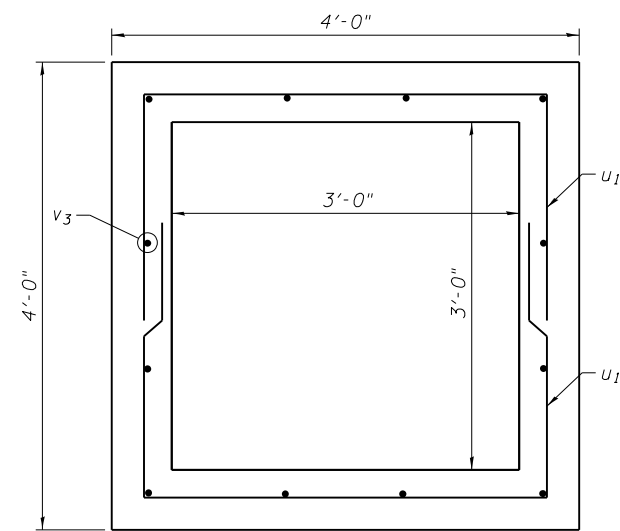
F.A.P. RTE. 332	SECTION (29,30)R-1	COUNTY SALINE	TOTAL SHEETS 745	SHEET NO. 469
CONTRACT NO. 78077				ILLINOIS FED. AID PROJECT

**CONSTRUCTION SEQUENCE**

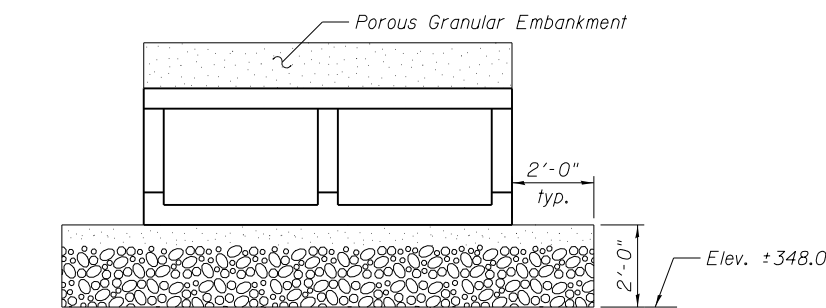
1. Excavate site for box culvert wingwall and steel sheet piling wall.
2. Backfill with Rock Fill - Foundation as shown on the plans.
3. Construct box culvert and wingwall and include water seal in concrete pour.
4. Install 1/2" PJF with concrete nails.
5. Install Permanent Steel Sheet Piling.
6. Backfill behind box culvert wingwall and Permanent Steel Sheet Piling.
7. Construct concrete cap.
8. Complete backfill in front of and behind walls.



**INLET OPENING DETAIL**

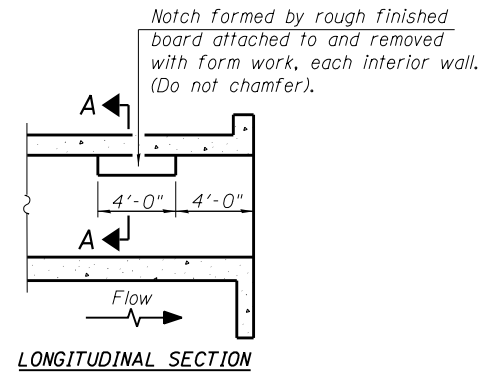


**SECTION B-B**



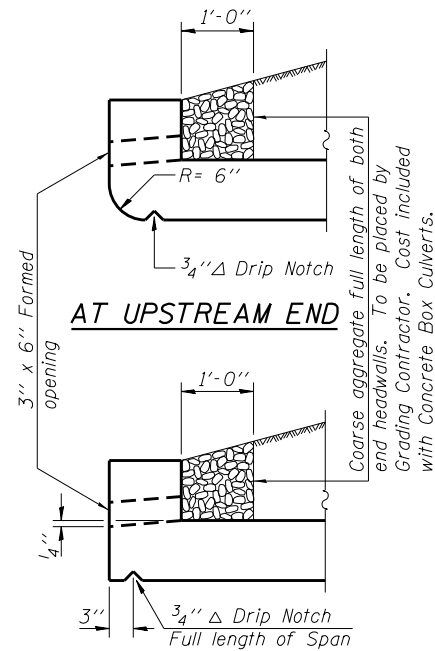
**FILL DETAILS**

(Dimensions at Rt. L's to C Structure)



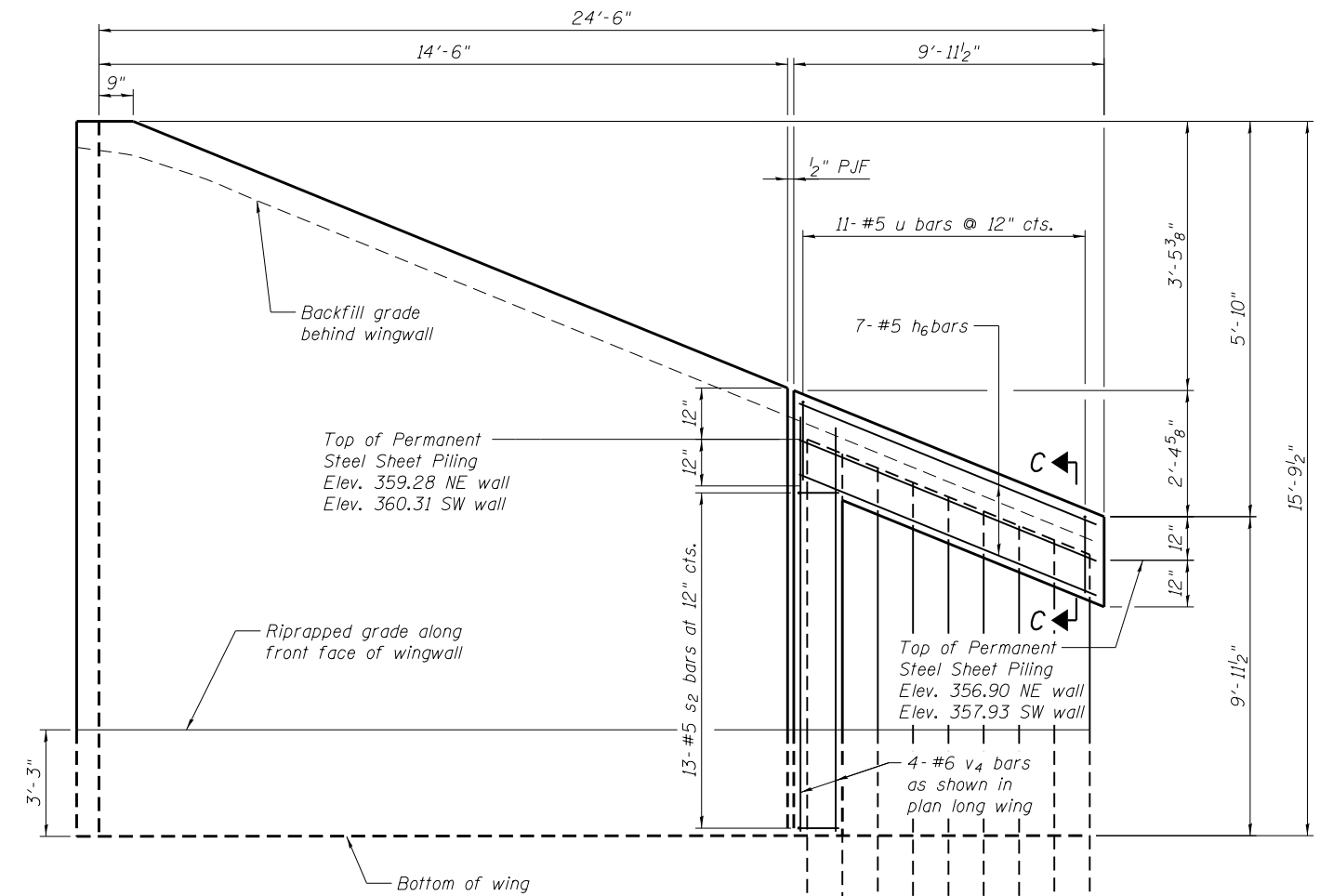
**LONGITUDINAL SECTION**

**PHOEBE NESTING SITE DETAILS**  
(Downstream End Only)

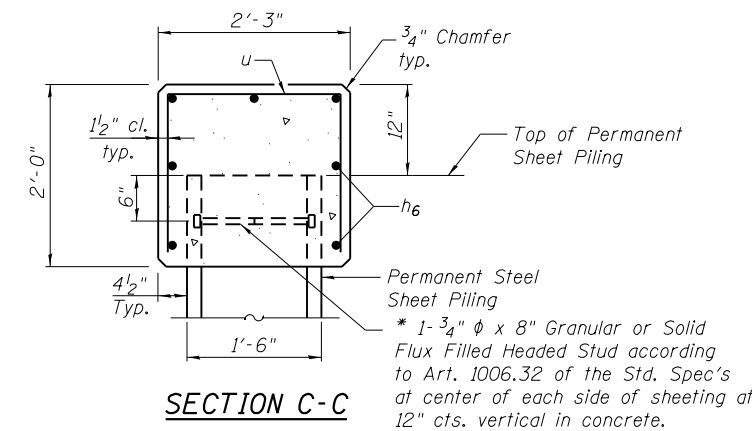


**AT UPSTREAM END**  
**AT DOWNSTREAM END**  
**DRAIN DETAIL**

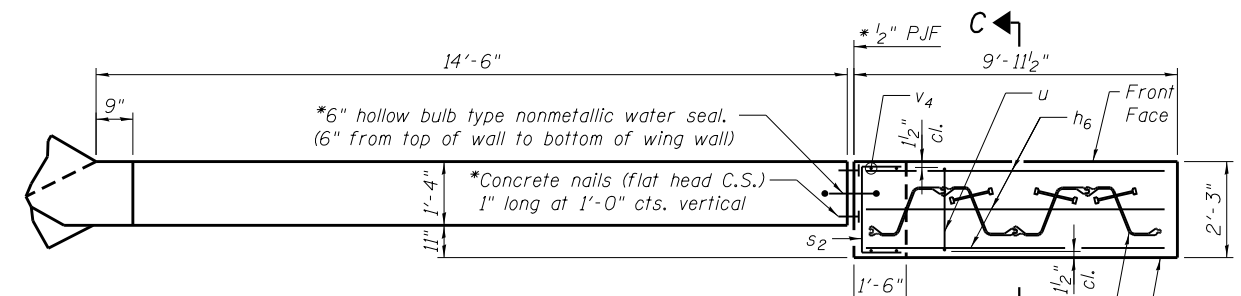
**Notes:**  
The details for the concrete cap and reinforcement, and the required number of stud shear connectors are based on section SKZ 33 sheet piling. If the Contractor chooses to use any other section, then the Contractor shall submit revised concrete cap and reinforcement configuration for approval by the engineer. Such changes shall not be cause for additional compensation.  
The quantity of concrete for the sheet piling cap and the Inlet is included in Concrete Box Culverts.  
The cost of supplying and installing the shear studs is included in Permanent Steel Sheet Piling.  
Horizontal dimensions measured along face of wingwall.  
For details of Reinforcement Bars and Bill of Material, see sheet 4 of 7.



**LONG WING ELEVATION**  
(Looking at Front Face)



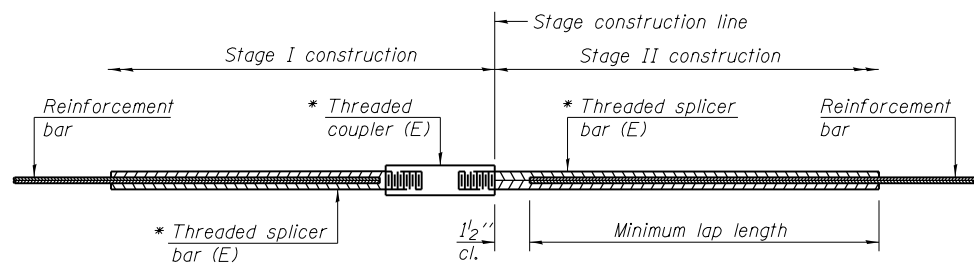
**SECTION C-C**



**LONG WING PLAN**

\*Included in the cost of Permanent Steel Sheet Piling.

(Sheet 2 of 2)



**STANDARD BAR SPLICER ASSEMBLY**

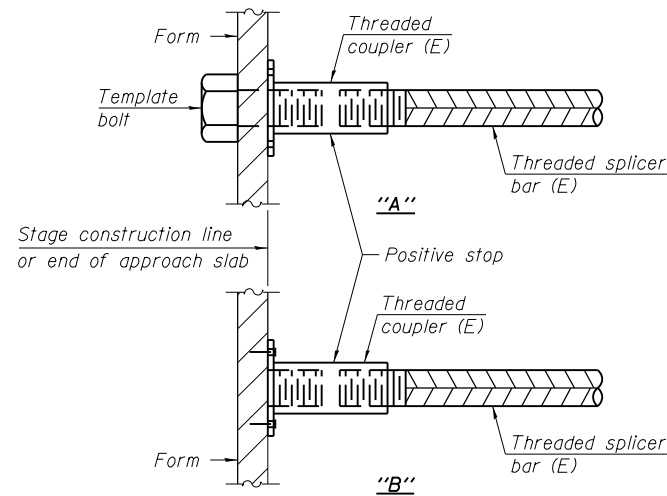
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

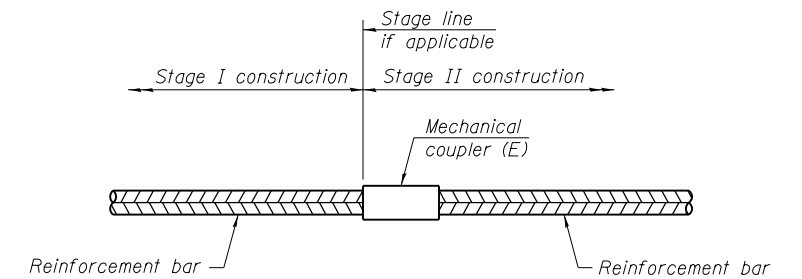
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Side Walls	#4	36	1
Top Slab	#4	50	1
Bottom Slab	#4	50	1



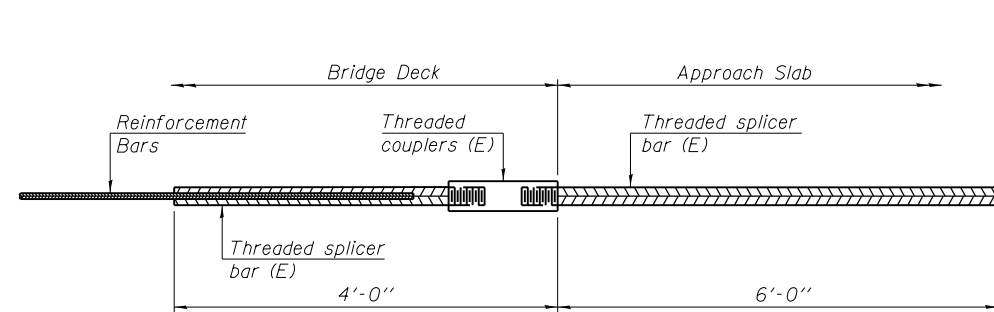
**INSTALLATION AND SETTING METHODS**

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



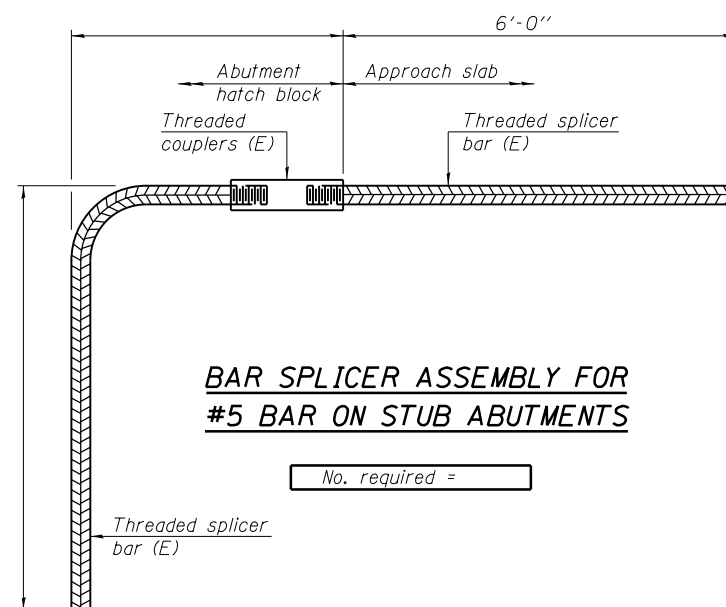
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



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

No. required =



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

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

BSD-1

1-27-12



USER NAME =	DESIGNED - RPW	REVISED
FILE NAME =	CHECKED - LMS	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE =	CHECKED - LMS	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY DETAILS  
STRUCTURE NO. 083-2023

SHEET NO. 5A OF 7 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	470A
CONTRACT NO. 78077				

ILLINOIS FED. AID PROJECT

**ILLINOIS DEPARTMENT OF TRANSPORTATION**  
District Nine Materials

Bridge Foundation  
Boring Log  
Sheet 1 of 2

Route: FAP 332 (US 45) Over Brush Creek  
 Structure Number: 083-2000  
 Date: 5/26/2010  
 Section: 30BY  
 Bored By: R Moberly  
 County: Saline  
 Location: 1 mile South of Texas City  
 Checked By: R Graeff

Boring No 1-S		Surf Wat Elev: 353.3		D		B		L		O		W		Qu		tsf		W%	
Station 644+76		Ground Water Elevation when Drilling 313.8		D		B		L		O		W		Qu		tsf		W%	
Offset 48' Rt CL		At Completion		D		B		L		O		W		Qu		tsf		W%	
Ground Surface 369.7 Ft		At: Hrs:		H		S		T		W		S		T		W		S	
Asphalt and crushed aggregate 368.7		Stiff, moist, brown mottled grey, Clay A7-6		3		1.9B		24											
Stiff, moist, brown and grey, Clay A7-6		342.7		4															
		Hard, damp, brown, Clay A7-6		5															
				11		6.2B		17											
				15															
Very stiff, moist, grey, Clay A7-6 365.2		30.0		5															
				11		5.0B		18											
				12															
				6															
				13		5.4B		18											
				18															
				35.0		6													
				12		5.1B		18											
				15															
Stiff, moist, grey, Clay A7-6 357.7		330.2		5															
				13		5.6B		19											
				18															
				40.0		8													
				17		2.6S		18											
				20															
Medium to stiff, moist to very moist, brown mottled grey, Clay A7-6 352.7		325.2		45.0		3													
				8		3.2B		22											
				10															
				1															
				3		1.9B		21											
				4															
Stiff, moist, brown mottled grey, Clay A7-6 350.2				50.0		3													
				25.0		1													

N-Std Pentr Test: 2" OD Sampler, 140# Hammer, 30" Fall (Type Fall. B-Bulge S-Shear E-Estimated P-Penetrometer)

Sheet 2 of 2  
Date: 5/26/2010

Route: FAP 332 (US 45)  
 Section: 30BY  
 County: Saline

Boring No: 1-S  
 Station: 644+76  
 Offset: 48' Rt CL  
 Ground Surface: 369.7 Ft

Boring No: 1-S		Surf Wat Elev: 353.3		D		B		L		O		W		Qu		tsf		W%	
Station 644+76		Ground Water Elevation when Drilling 313.8		D		B		L		O		W		Qu		tsf		W%	
Offset 48' Rt CL		At Completion		D		B		L		O		W		Qu		tsf		W%	
Ground Surface 369.7 Ft		At: Hrs:		H		S		T		W		S		T		W		S	
Very stiff, moist, grey, Clay A7-6		290.2		4		1.4B		23											
				6															
				8															
				315.2															
Stiff, moist, grey, Silty Clay A-6		290.2		80.0		2													
				7		2.5B		22											
				8															
				3		0.6B		22											
				5															
				6															
				13		5.4B		18											
				18															
				35.0		6													
				12		5.1B		18											
				15															
Medium, very moist, grey, Silty Clay Loam A-6 310.2		283.7		85.0															
				60.0		1													
				1		0.6B		20											
				2															
				283.7															
				5															
				6															
				13		5.6B		19											
				18															
				40.0		8													
				17		2.6S		18											
				20															
Very stiff, damp, brown, Silt Loam to Silty Clay Loam A-4 305.2		279.7		90.0		100/6"													
				65.0		2													
				6		3.1B		23											
				8															
				279.7															
				90.0		100/6"													
				2															
				65.0		2													
				6		3.1B		23											
				8															
				279.7															
				90.0		100/6"													
				2															
				65.0		2													
				6		3.1B		23											
				8															
				279.7															
				90.0		100/6"													
				2															
				65.0		2													
				6		3.1B		23											
				8															
				279.7															
				90.0		100/6"													
				2															
				65.0		2													
				6		3.1B		23											
				8															
				279.7															
				90.0		100/6"													
				2															
				65.0		2													
				6		3.1B		23											
				8															
				279.7															
				90.0		100/6"													
				2															
				65.0		2													
				6		3.1B		23											
				8															
				279.7															
				90.0		100/6"													
				2															
				65.0		2													
				6		3.1B		23											
				8															
				279.7															
				90.0		100/6"													
				2															
				65.0		2													
				6		3.1B		23											
				8															
				279.7															
				90.0		100/6"													
				2															
				65.0		2													
				6		3.1B		23											
				8															
				279.7															
				90.0		100/6"													

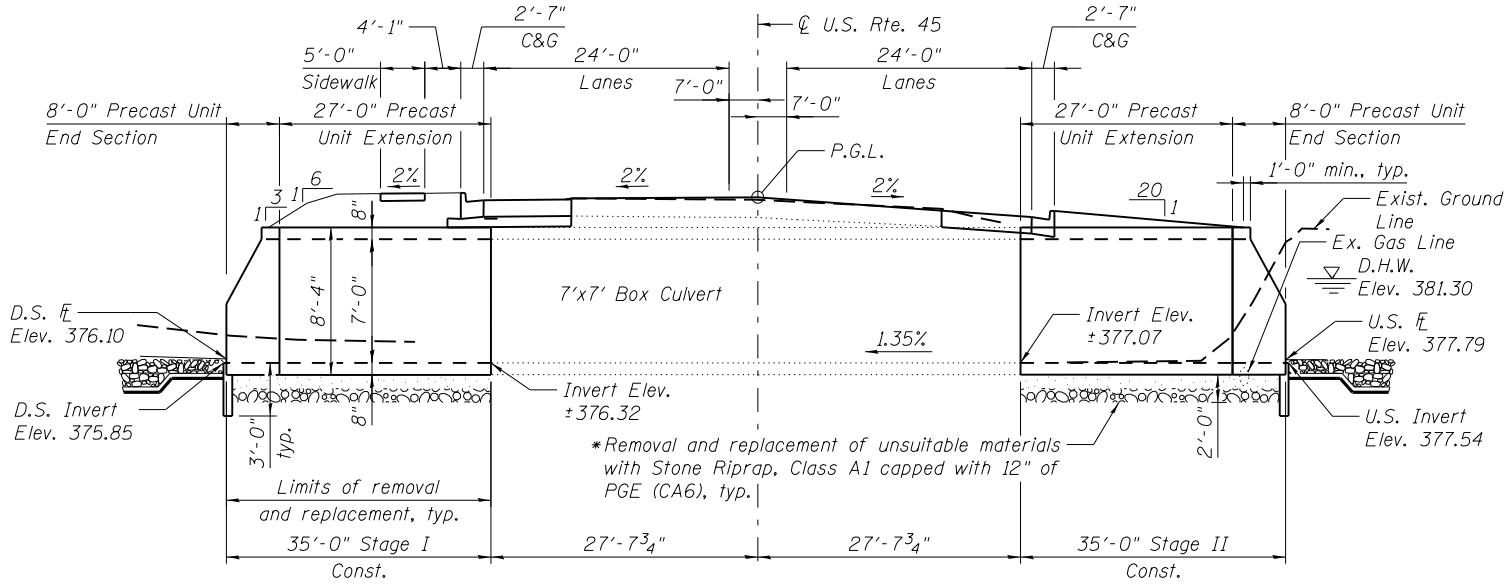




Bench Mark: Saw cut "□" on top of SW wingwall for city of Eldorado box culvert north of Rte. 45 on west side of Fourth St. S.N. 083-7060 Sta. 405+50± & 53' Lt. Elev. 384.77.

Existing Structure: SN 083-7060, built in 1922 under SBI Rte. 1, Section 30A. The original structure is a single barrel cast in place culvert with 7' rise, 7' span and 31'-4" length. The culvert was widened in 1987 approximately 18'-0" each end with precast segments. The skew is approximately 2 degrees. The structure is to be lengthened with precast extensions on each end utilizing staged construction.

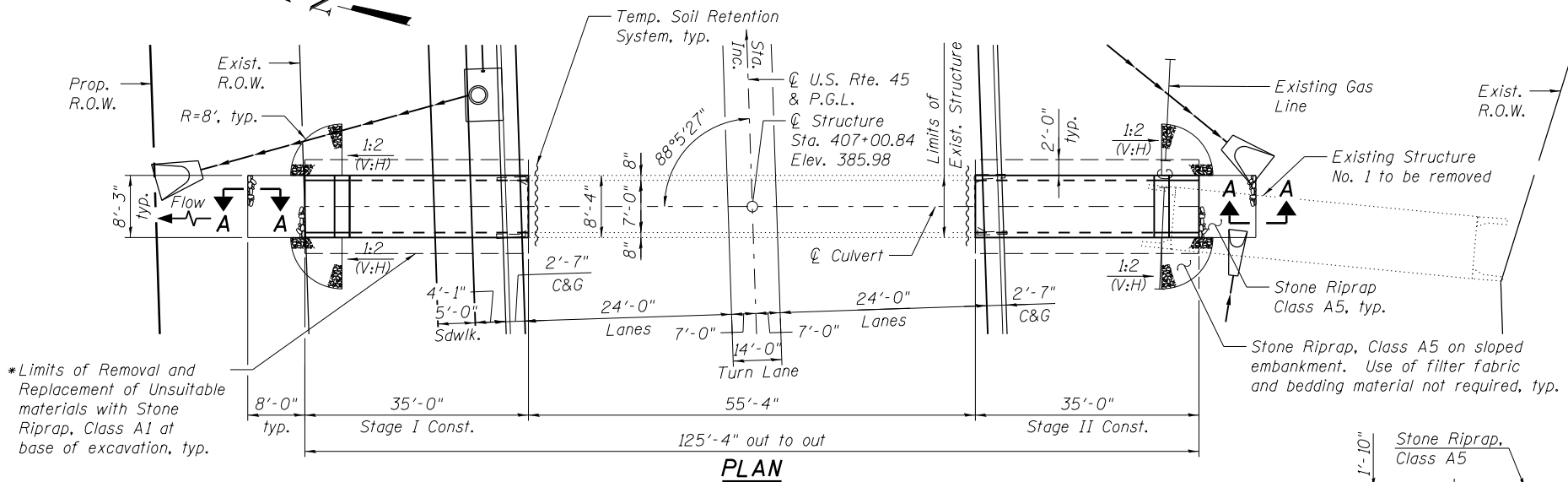
No salvage.



**LONGITUDINAL SECTION**

(Dims. at Rt. L's to Cē Rdwy. unless noted otherwise)  
(Looking East)

\*The limits and quantities of removal and replacement shown may be modified by the District Geotechnical and Field Engineers for variable subsurface conditions encountered in the field.



**DESIGN SCOUR ELEVATION TABLE**

Design Scour Elevation (ft.)	Upstream	Downstream
	374.54	372.85

**WATERWAY INFORMATION**

Drainage Area=0.156 Sq. Mi.		Exist. Overtopping Elev. 385.65 @ Sta. 405+50		Prop. Overtopping Elev. 385.45 @ Sta. 405+50				
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.	Nat. H.W.E.	Head - Ft.	Headwater El.		
Design	10	123	23	21	380.5	1.7	382.2	382.2
Base	50	170	29	27	381.3	1.2	382.5	382.6
Overtopping(E)	100	195	31	29	381.6	1.1	382.7	382.8
Overtopping(P)	>500	412					385.5	385.5
Max. Calc.	500	270	35	33	382.2	1.4	383.6	383.5

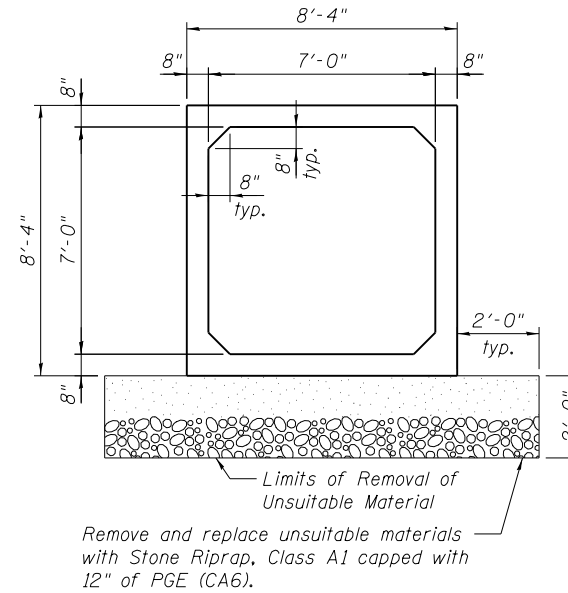
10-Year Outlet Velocity from Existing Structure = 3.1 fps  
10-Year Outlet Velocity from Proposed Structure = 2.9 fps

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	TOTAL
Porous Granular Embankment	Cu. Yd.	27
Stone Riprap, Class A1	Sq. Yd.	95
Stone Riprap, Class A5	Sq. Yd.	48
Filter Fabric	Sq. Yd.	15
Removal of Existing Structures No. 1	Each	1
Removal and Disposal of Unsuitable Material for Structures	Cu. Yd.	63
Precast Concrete Box Culverts 7'x7'	Foot	54
Box Culvert End Sections, Culvert No. 1	Each	2
Temporary Soil Retention System	Sq. Ft.	542

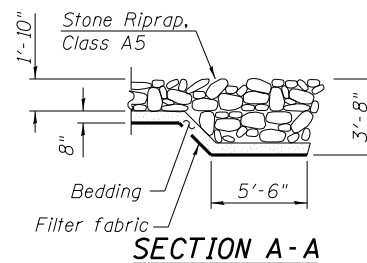
**GENERAL NOTES**

Precast concrete box culverts shall conform to the design requirements of ASTM C1577.  
The new box culvert bell or spigot connection shall have configuration to mate with the existing culvert spigot or bell connection to remain in place.  
Contractor shall exercise caution when removing existing precast culvert end sections in order to minimize damage to bell or spigot connection of existing precast culvert sections to remain in place. Removal of existing precast culvert end section shall be in accordance with section 501 of the Standard Specifications. Cost included with Precast Concrete Box Culverts 7'x7'.  
Plan dimensions and details relative to existing plans are subject to nominal construction variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished at the unit price bid for the work.  
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.



**SECTION THRU BARREL**

(Dimensions at Rt. L's to Cē Structure)



**SECTION A-A**

**INDEX OF SHEETS**

1. General Plan and Elevation
2. Stage Construction Details

**LOADING HL-93 (NEW CONSTRUCTION)**

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

**DESIGN SPECIFICATIONS**

2012 AASHTO LRFD Bridge Design Specifications, 6th Edition w/2013 Interims

**DESIGN STRESSES**

**FIELD UNITS**

f'c = 3,500 psi  
fy = 60,000 psi (Reinforcement)

**PRECAST UNITS**

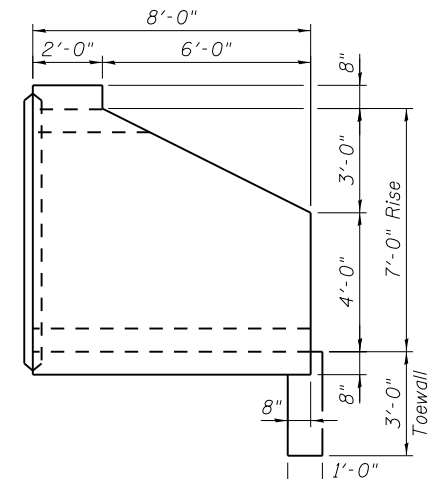
f'c = 5,000 psi  
fy = 60,000 psi (Reinforcement)  
fy = 65,000 psi (Welded Wire Fabric)

**EXISTING CONSTRUCTION (1987)**

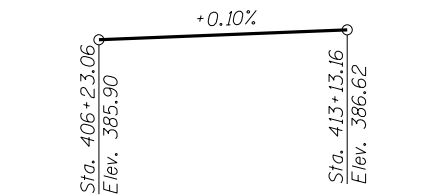
f'c = 5,000 psi  
fy = 60,000 psi (Reinforcement)  
fy = 65,000 psi (Welded Wire Fabric)

**EXISTING CONSTRUCTION (1922)**

f'c = 3,000 psi  
fy = 33,000 psi (Reinforcement)

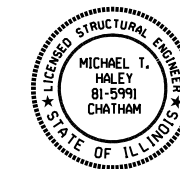


**END SECTION DETAIL**

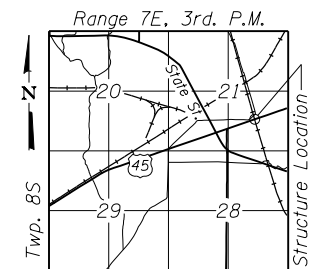


**PROPOSED PROFILE GRADE**

(Cē U.S. Rte. 45)



Michael T. Haley  
Licensed Structural Engineer  
State of Illinois No. 81-5991  
Expires 11/30/2014



**LOCATION SKETCH**



USER NAME =	DESIGNED - BDC	REVISED
FILE NAME =	CHECKED - VPT	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE	CHECKED - VPT	REVISED

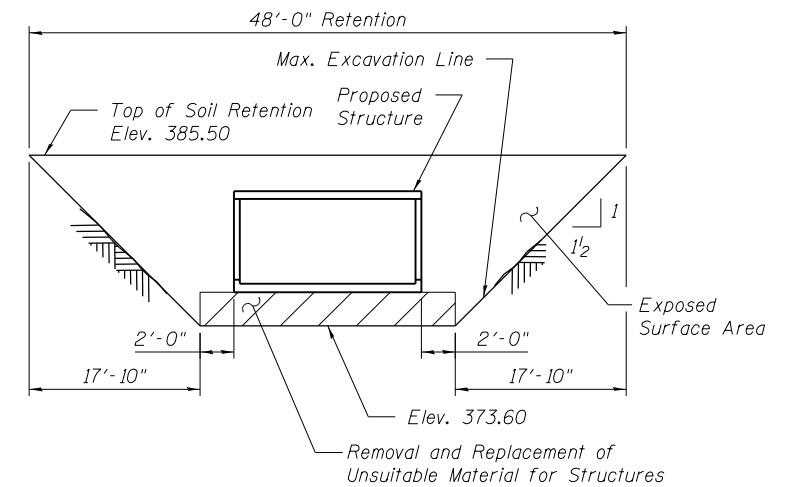
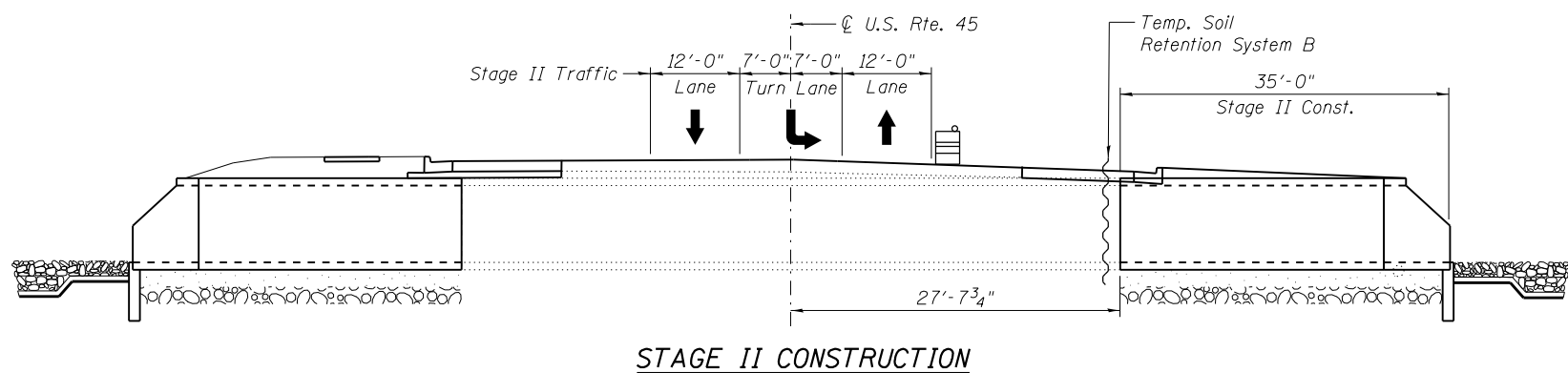
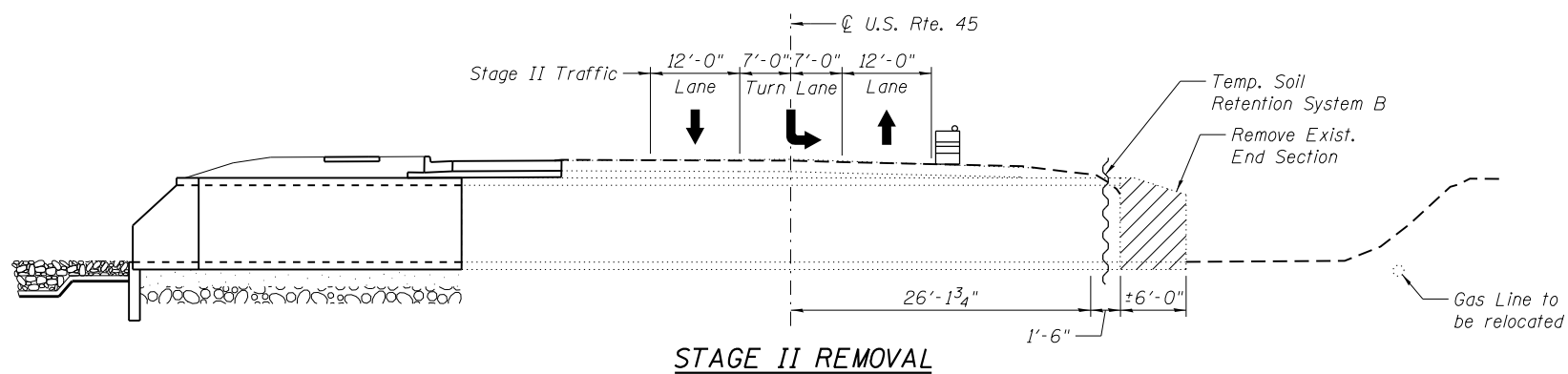
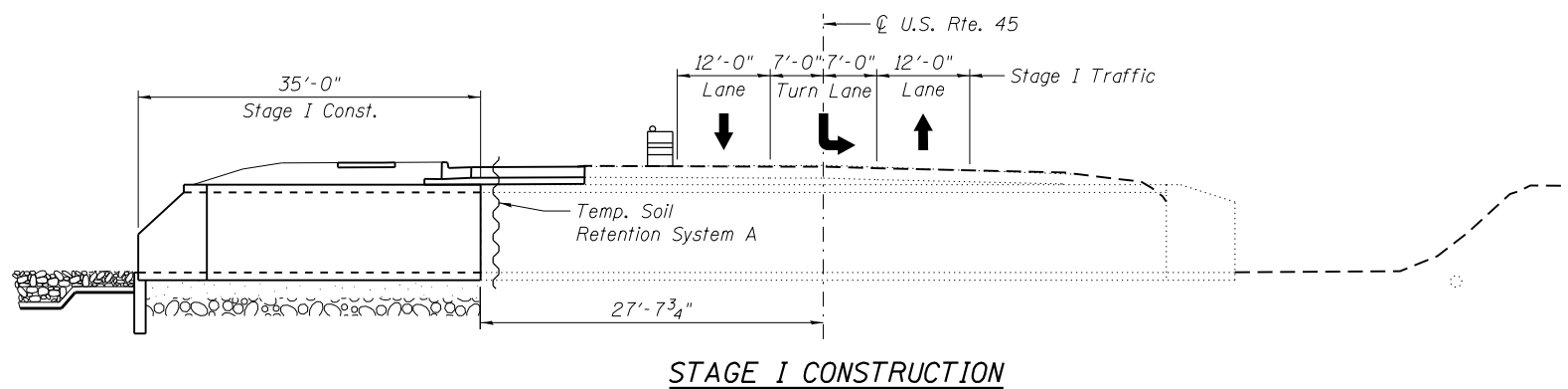
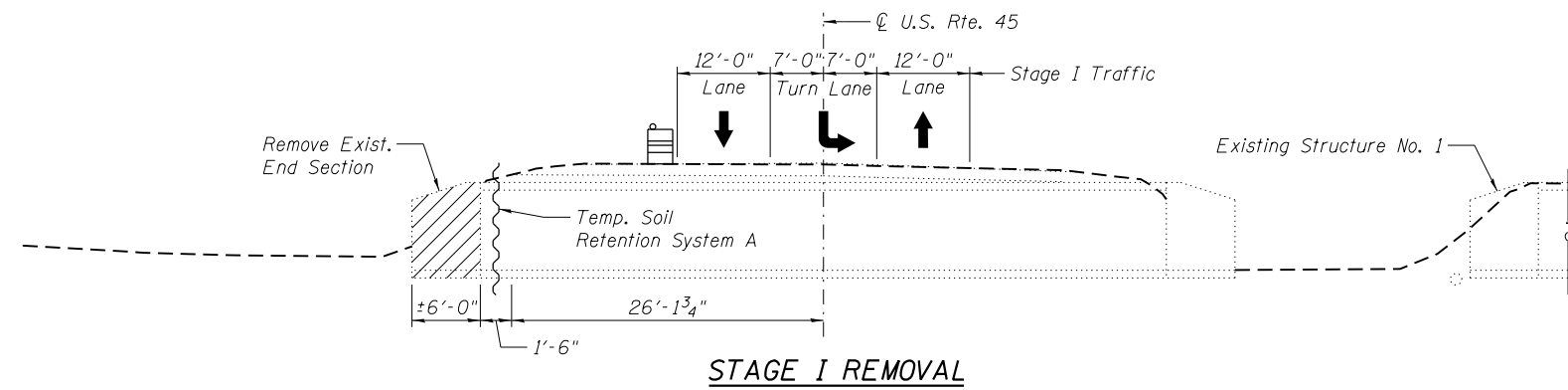
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION  
SN 083-7060

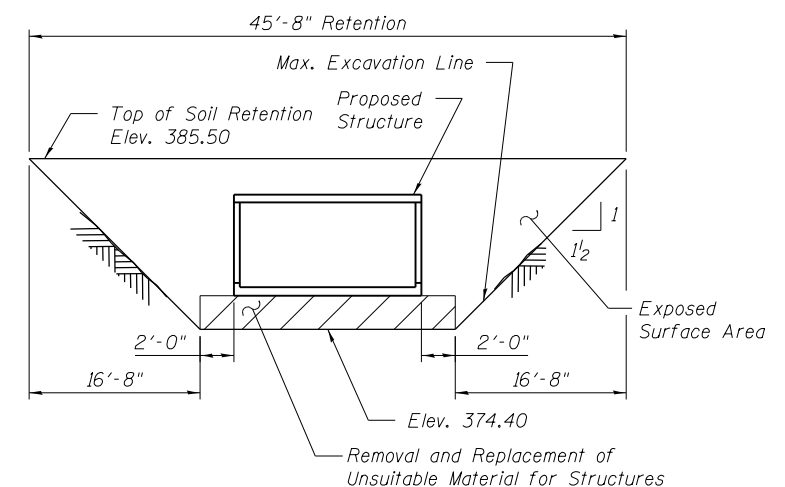
SHEET NO. 1 OF 2 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	473
CONTRACT NO. 78077				

ILLINOIS FED. AID PROJECT



**TEMPORARY SOIL RETENTION SYSTEM A**  
(Dimensions along stage construction line)



**TEMPORARY SOIL RETENTION SYSTEM B**  
(Dimensions along stage construction line)

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

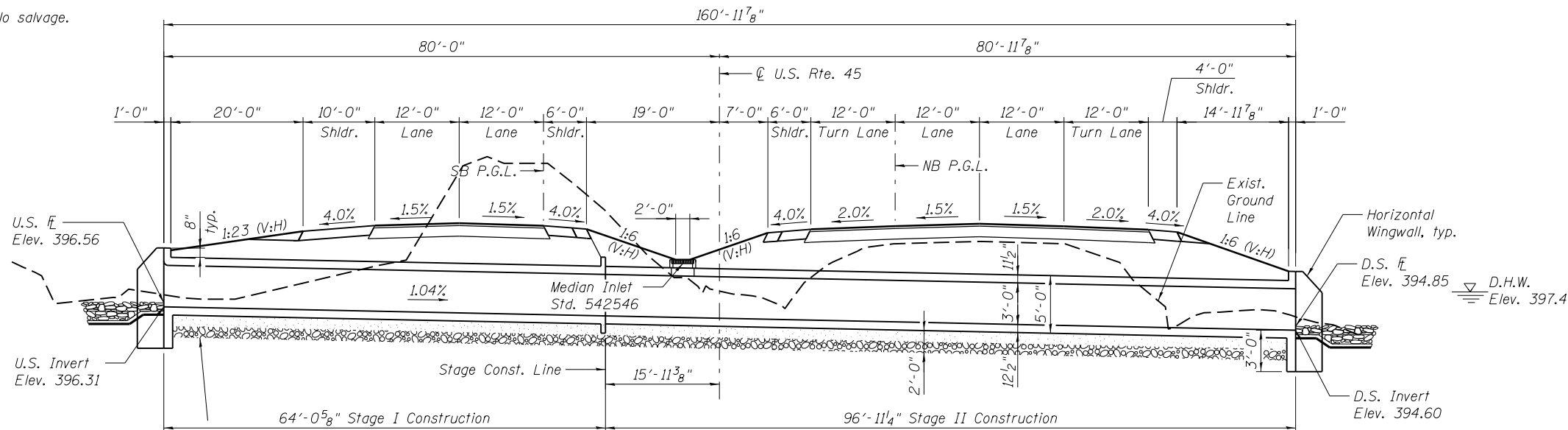
Notes:  
Hatched areas indicate removal of existing structure.  
All staging cross sections are looking East.  
All dimensions are at Rt. L's  $\odot$  Roadway unless noted otherwise.  
For quantity of Temporary Concrete Barrier, see Roadway plans.

Bench Mark: Saw cut "L" on top of East headwall of 3'x6' exterior concrete box culvert along Rte. 45 Sta. 463+13± & 21'± Rt. Elev. 399.32.

Existing Structure No. 2: The structure is a 72" φ steel pipe.

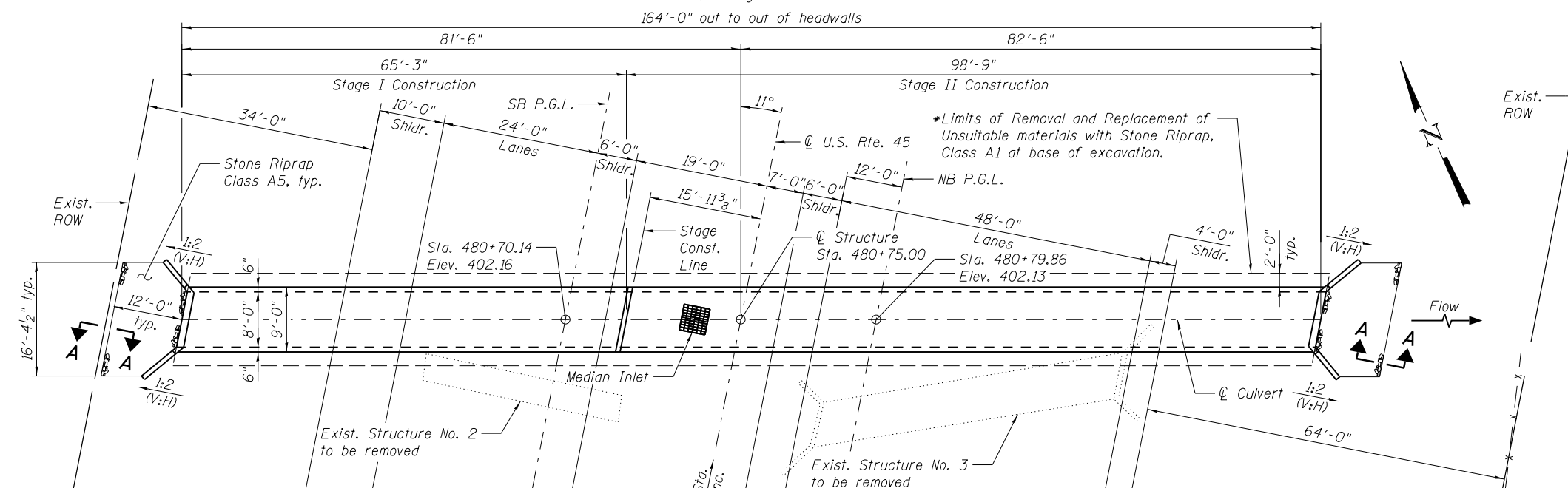
Existing Structure No. 3: SN 083-7061, built in 1950 under SB Route 1, Section (29,29X,30)W. The structure is a single cell cast in place box culvert with 6' span, 3' rise, and 47' length. The structures are to be removed and replaced with an 8'x3' cast in place box culvert utilizing staged construction.

No salvage.



\*Removal and replacement of unsuitable materials with Stone Riprap, Class A1 capped with 12" of PGE (CA6).

**LONGITUDINAL SECTION**  
(Dimensions at Rt. L's to C Roadway)  
(Looking North)



**WATERWAY INFORMATION**

Drainage Area = 0.225 Sq. Mi. Existing Overtopping Elev. 401.62 @ Sta. 482+50  
Proposed Overtopping Elev. 401.78 @ Sta. 482+00

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.	
			Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
Design	10	125	11	7	397.2	1.9	2.4	399.1	399.6
Base	50	173	13	9	397.4	3.0	3.3	400.4	400.7
OVT(E)	100	199	13	10	397.5	3.9	3.1	401.3	401.4
OVT(P)	~100	211						401.6	
Max. Calc.	>100	213						401.8	
	500	275	15	12	397.8	4.2	4.4	402.0	402.2

10-Year Outlet Velocity from Existing Structure = 10.6 fps  
10-Year Outlet Velocity from Proposed Structure = 11.7 fps

**PLAN**

**TOTAL BILL OF MATERIAL**

Item	Unit	Total
Porous Granular Embankment	Cu. Yd.	173
Stone Riprap, Class A1	Sq. Yd.	237
Stone Riprap, Class A5	Sq. Yd.	42
Filter Fabric	Sq. Yd.	42
Removal of Existing Structures No. 2	Each	1
Removal of Existing Structures No. 3	Each	1
Removal and Disposal of Unsuitable Material for Structures	Cu. Yd.	158
Reinforcement Bars	Pound	16,330
Concrete Box Culverts	Cu. Yd.	133.4
Bar Splicers	Each	36

**DESIGN SCOUR ELEVATION TABLE**

Design Scour Elevation (ft.)	Upstream	Downstream
	393.31	391.60

\*The limits and quantities of removal and replacement shown are based on the boring data and may be modified by the District Geotechnical and Field Engineers for variable subsurface conditions encountered in the field.

**INDEX OF SHEETS**

1. General Plan and Elevation
2. Stage Construction Details
3. Temporary Concrete Barrier
- 4.-5. Culvert Details
- 5A. Bar Splicer Assembly Details

**GENERAL NOTES**

Backfill within the limits of the paved surface to the top of culvert elevation shall be performed using Porous Granular Embankment.  
See Roadway plans for location and quantity of median inlet. Precast alternate is not allowed.  
Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

**DESIGN SPECIFICATIONS**

2012 AASHTO LRFD Bridge Design Specifications, 6th Edition w/2013 Interims

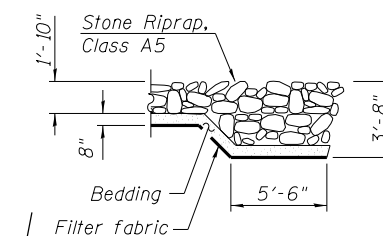
**DESIGN STRESSES**

**FIELD UNITS**

f'c = 3,500 psi  
fy = 60,000 psi (Reinforcement)

**LOADING HL-93**

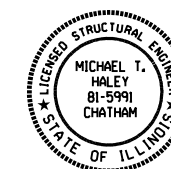
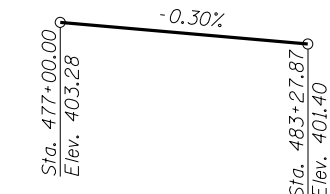
Allow 50#/sq. ft. for future wearing surface.



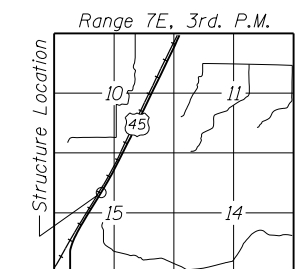
**SECTION A-A**

**PROPOSED PROFILE GRADE**

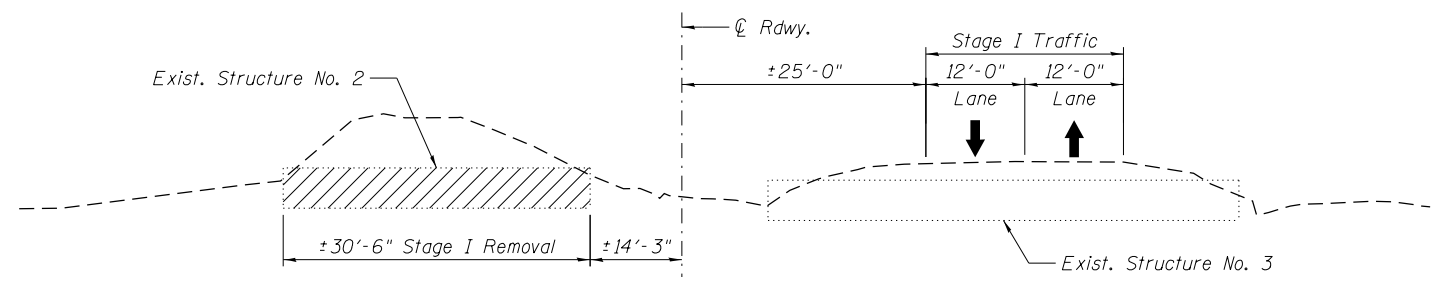
(25' Lt./Rt. of C Roadway)



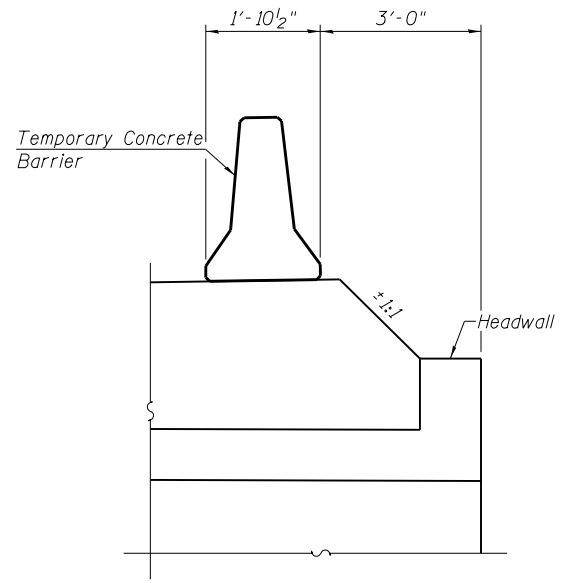
Michael T. Haley  
Licensed Structural Engineer  
State of Illinois No. 81-5991  
Expires 11/30/2014



**LOCATION SKETCH**

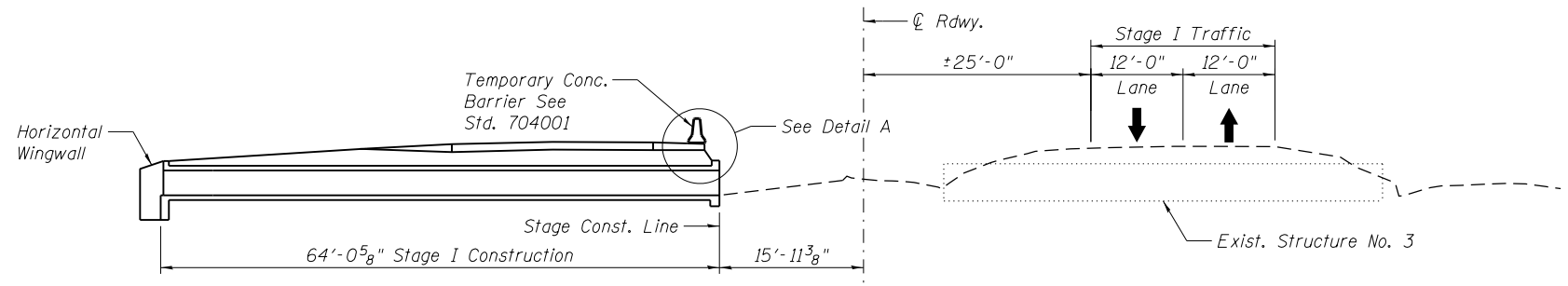


**STAGE I REMOVAL**

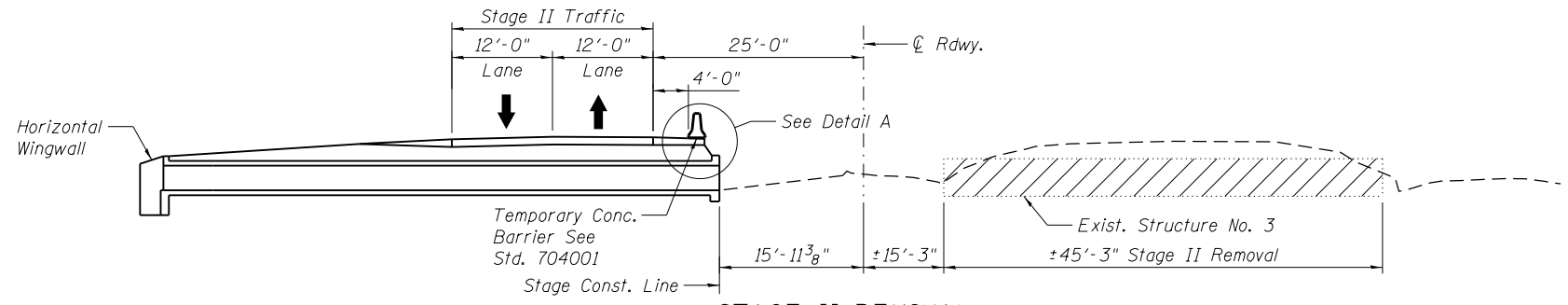


**DETAIL A**

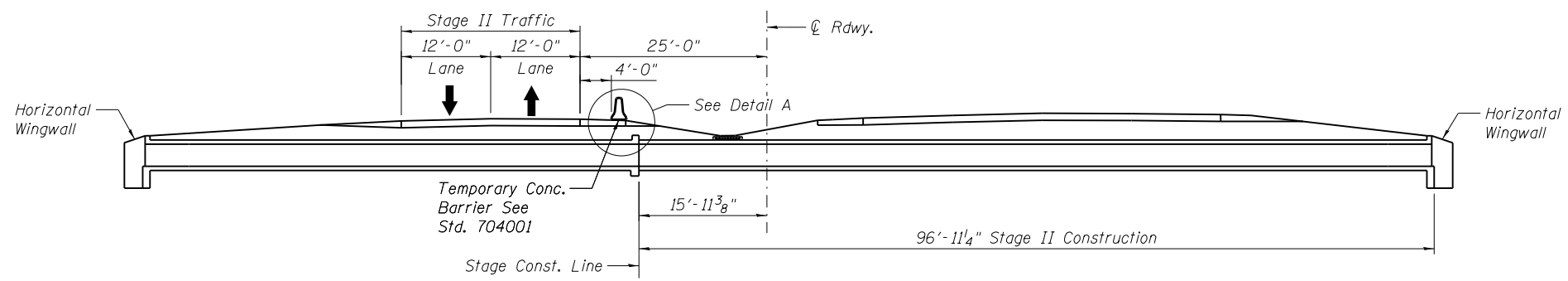
Notes:  
 Hatched areas indicate removal of existing structure.  
 All cross sections are looking Northeast.  
 All dimensions are perpendicular to C roadway unless noted otherwise.  
 For details of Temporary Concrete Barrier, see sheet 3 of 5.  
 For quantity of Temporary Concrete Barrier, see Roadway plans.



**STAGE I CONSTRUCTION**



**STAGE II REMOVAL**



**STAGE II CONSTRUCTION**



USER NAME =	DESIGNED - BDC	REVISED
FILE NAME =	CHECKED - MTH	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE =	CHECKED - XX	REVISED

**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

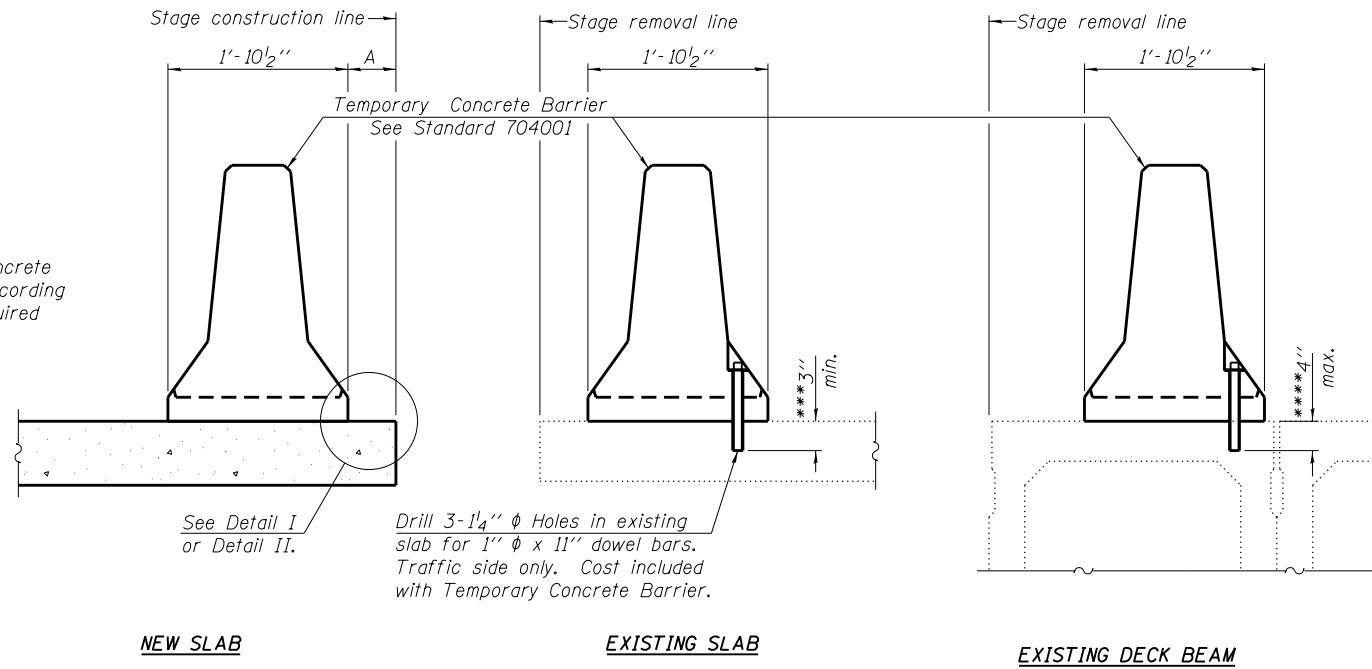
**STAGE CONSTRUCTION DETAILS  
 SN 083-7095**

SHEET NO. 2 OF 5 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	476
CONTRACT NO. 78077				

ILLINOIS FED. AID PROJECT

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



**SECTIONS THRU SLAB OR DECK BEAM**

**NOTES**

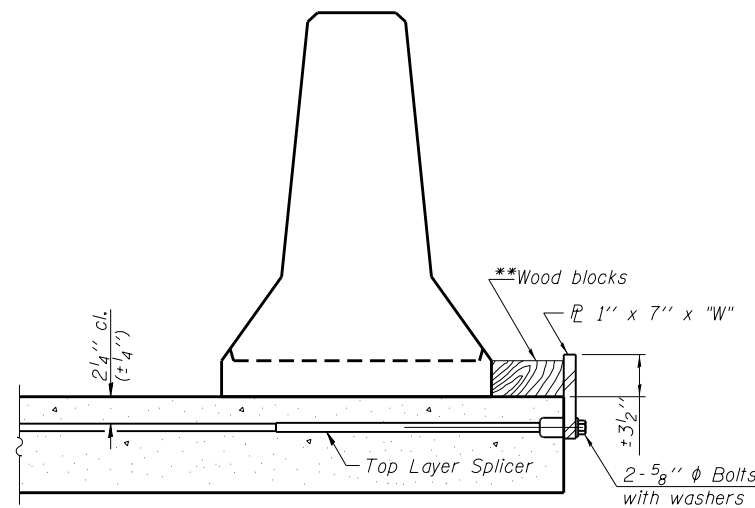
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1" x 7" x "W" steel PL to the top layer of couplers with 2-5/8" φ bolts screwed to coupler at approximate C of each barrier panel.

Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1" x 7" x "W" steel PL to the concrete slab or concrete wearing surface with 2-5/8" φ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate C of each barrier panel.

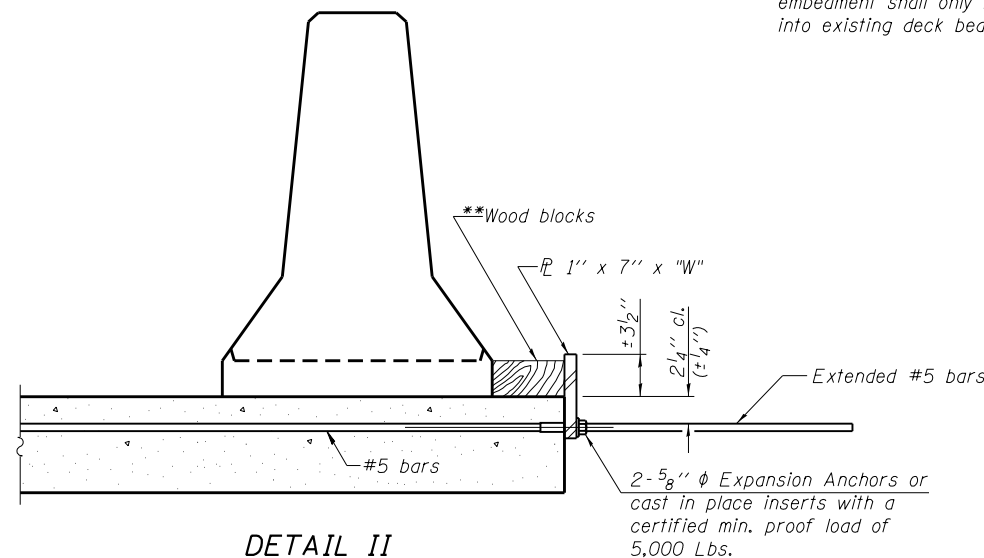
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

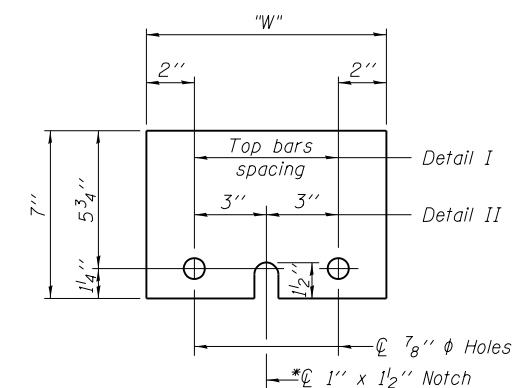
\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



**DETAIL I**



**DETAIL II**



**STEEL RETAINER PL 1" x 7" x "W"**

\* Required only with Detail II

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

"W" = Top bars spacing + 4"

R-27 7-1-10



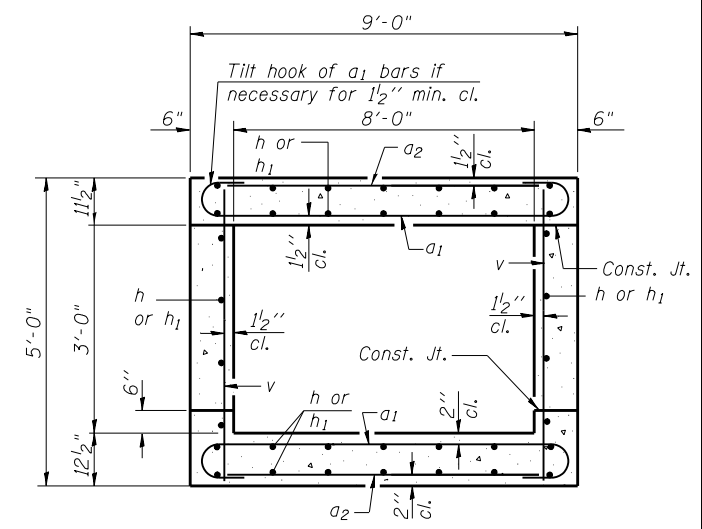
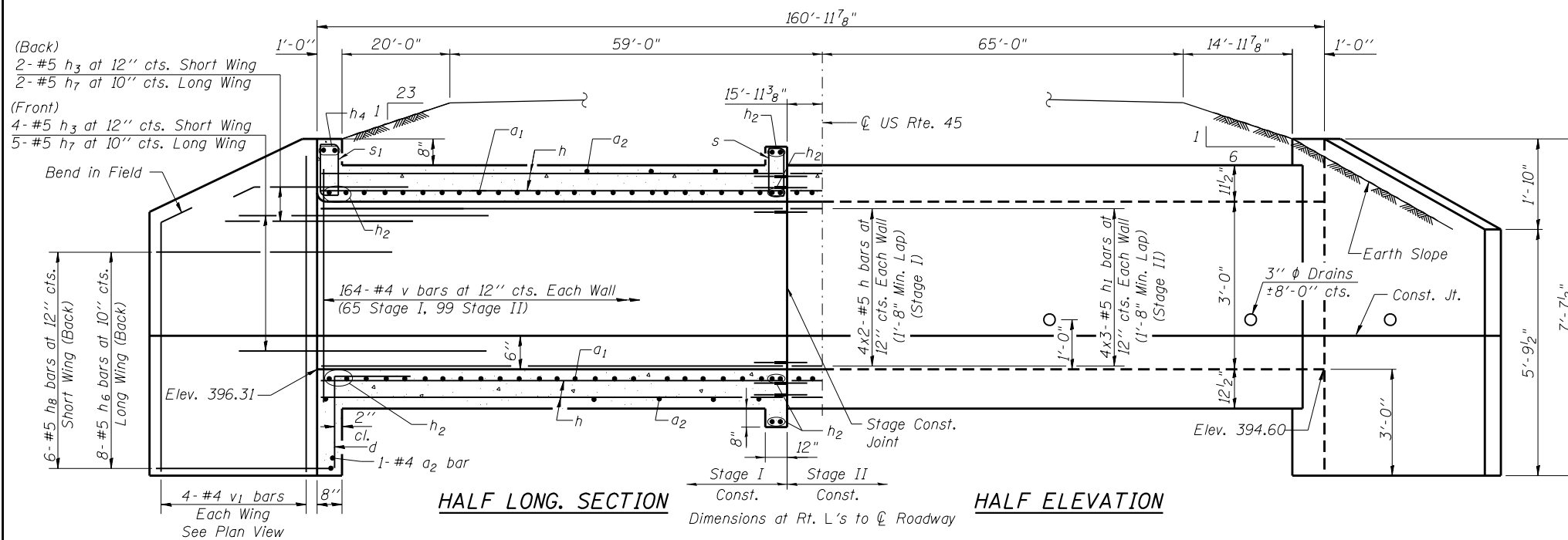
USER NAME =	DESIGNED - BDC	REVISED
FILE NAME =	CHECKED - MTH	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE =	CHECKED - XX	REVISED

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

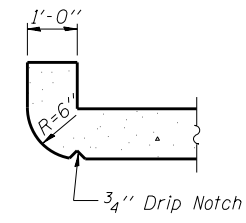
**TEMPORARY CONCRETE BARRIER  
SN 083-7095**

SHEET NO. 3 OF 5 SHEETS

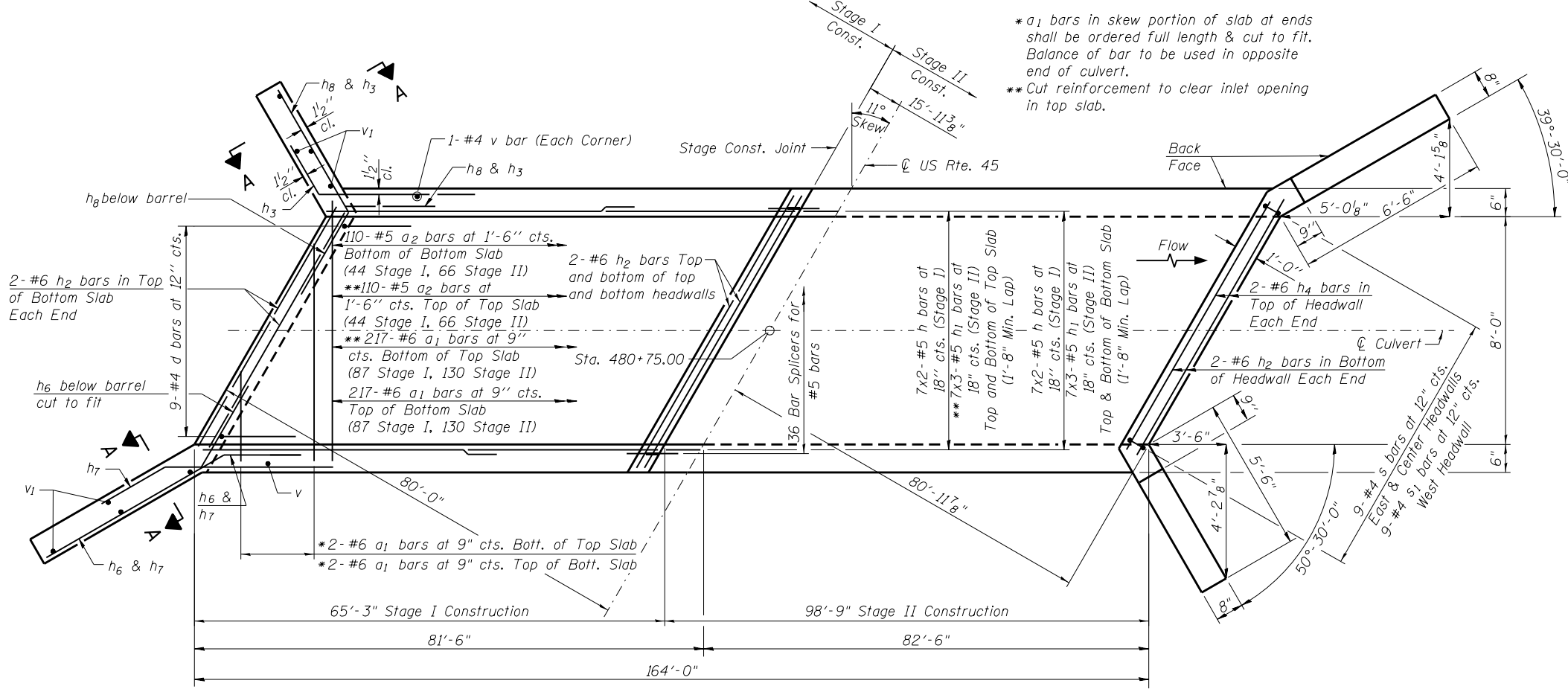
F.A.P. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	477
CONTRACT NO. 78077			ILLINOIS FED. AID PROJECT	



SECTION THRU BARREL



SECTION THRU HEADWALL  
(Up Stream End Only)



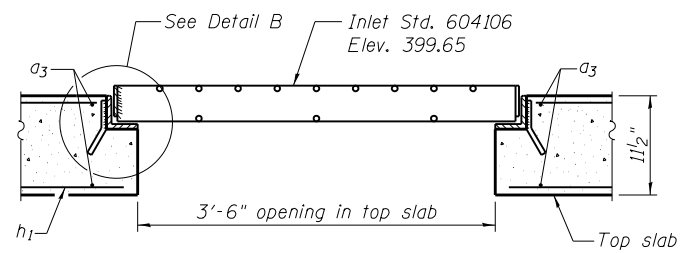
SHOWING REINFORCEMENT      SHOWING OUTLINES  
PLAN

**NOTES**

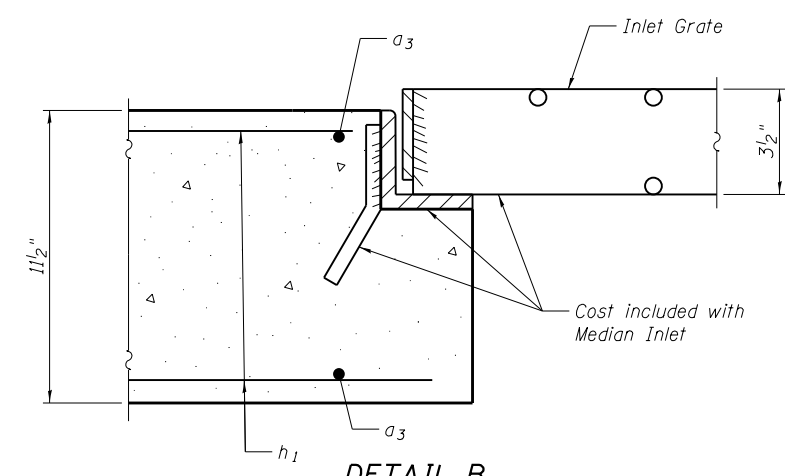
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.  
Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.

SECTION A-A  
(Long Wing shown, Short Wing similar)

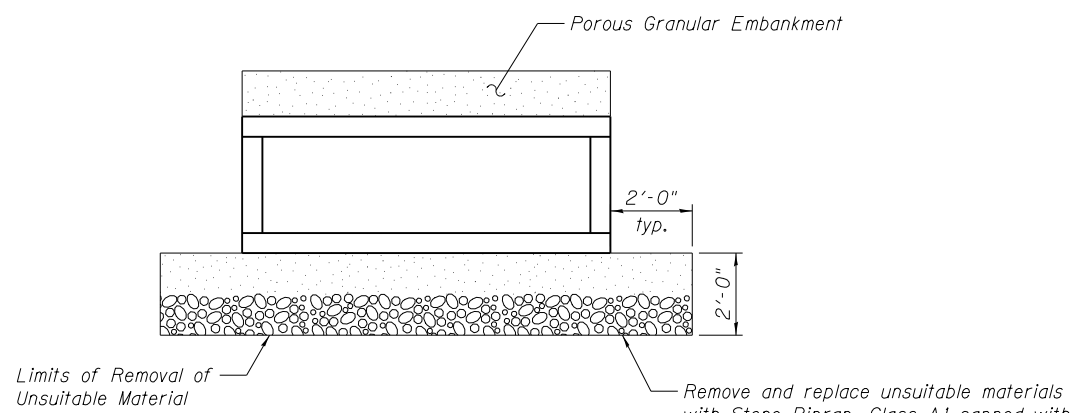
	USER NAME =	DESIGNED - BDC	REVISED	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CULVERT DETAILS</b> <b>SN 083-7095</b>	F.A.P. R.T.E. =	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	FILE NAME =	CHECKED - MTH	REVISED			332	(29,30)R-1	SALINE	745	478	
	PLOT SCALE =	DRAWN - AJF	REVISED			<b>CONTRACT NO. 78077</b>					
	PLOT DATE =	CHECKED - XX	REVISED			SHEET NO. 4 OF 5 SHEETS ILLINOIS FED. AID PROJECT					



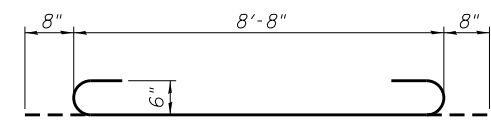
**SECTION B-B**



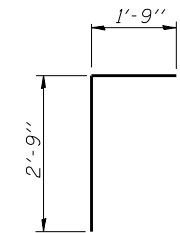
**DETAIL B**



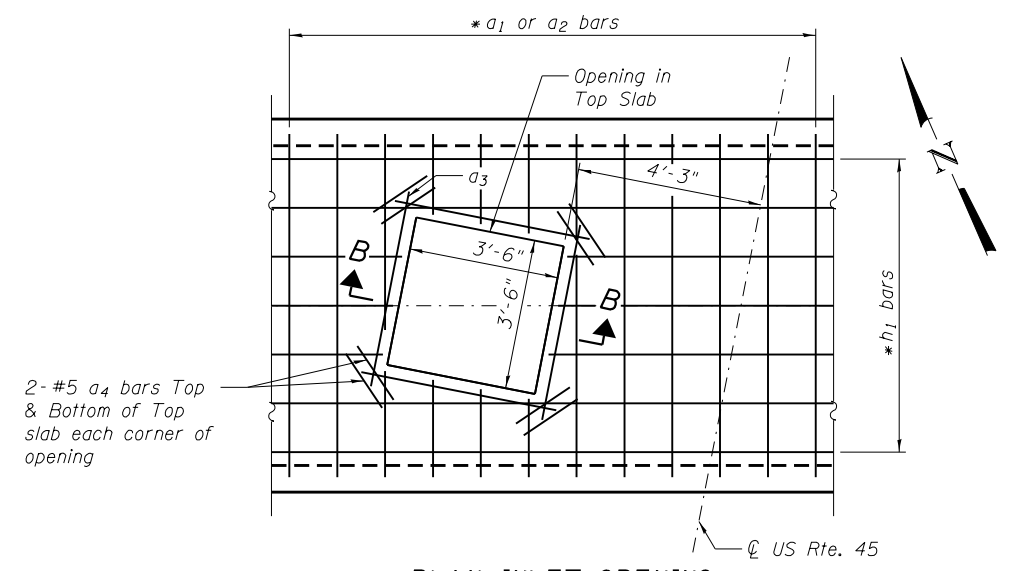
**FILL DETAILS**  
(Dimensions at Rt. L's to  $\bar{C}$  Structure)



**BAR a1**

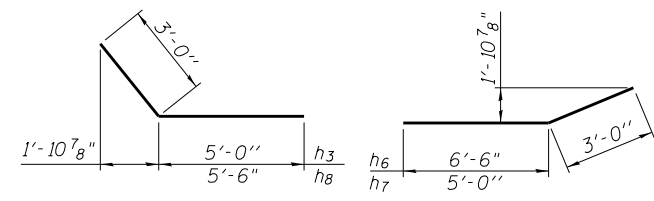


**BAR d**



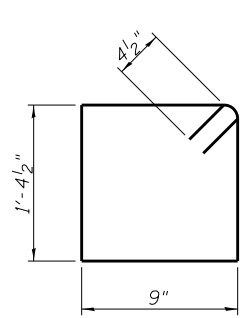
**PLAN-INLET OPENING**

\* Cut reinforcement to miss inlet opening in Top Slab.

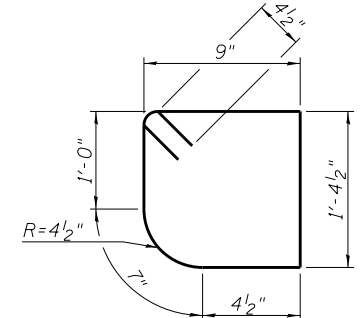


**BARS h3 & h8**

**BARS h6 & h7**



**BAR s**

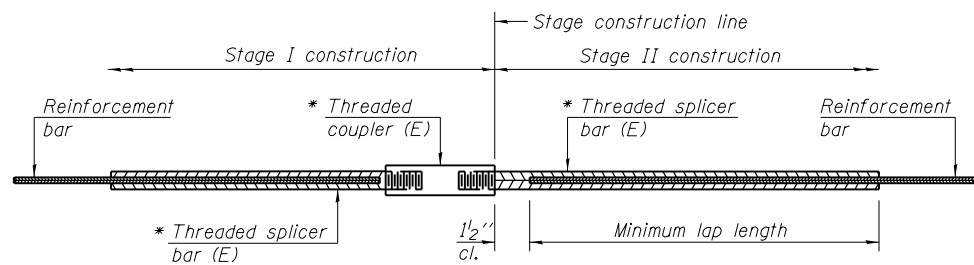


**BAR s1**

**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a1	438	#6	10'-0"	
a2	222	#4	8'-8"	—
a3	8	#6	6'-6"	—
a4	16	#5	2'-0"	—
d	18	#4	4'-6"	
h	72	#5	33'-6"	—
h1	108	#5	34'-0"	—
h2	16	#6	8'-11"	—
h3	12	#5	8'-0"	
h4	4	#6	7'-9"	—
h6	16	#5	9'-6"	
h7	14	#5	8'-0"	
h8	12	#5	8'-6"	
s	18	#4	5'-0"	
s1	9	#4	4'-10"	
v	332	#4	4'-8"	—
vt	16	#4	7'-4"	—
Concrete Box Culverts			Cu. Yd.	133.4
Reinforcement Bars			Pound	16330





**STANDARD BAR SPLICER ASSEMBLY**

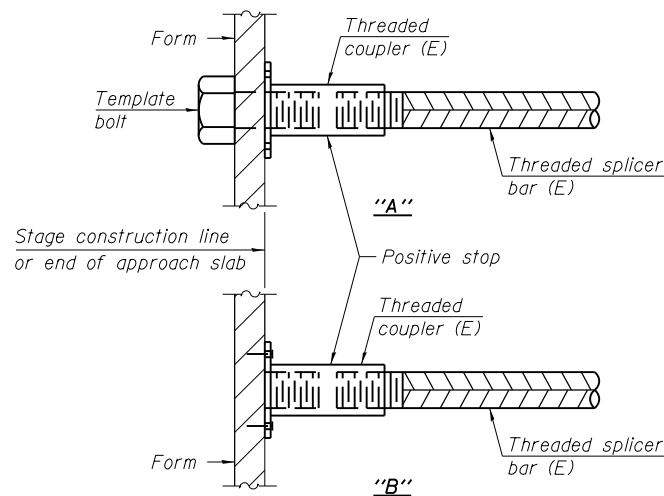
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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

Threaded splicer bar length = min. lap length + 1 1/2" + thread length

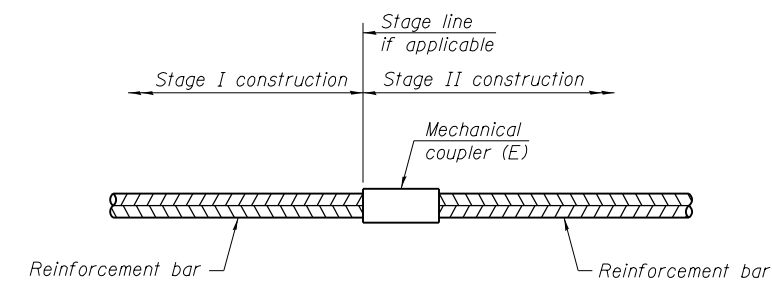
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Top Slab	#5	14	1
Boff. Slab	#5	14	1
Sidewalls	#5	8	1



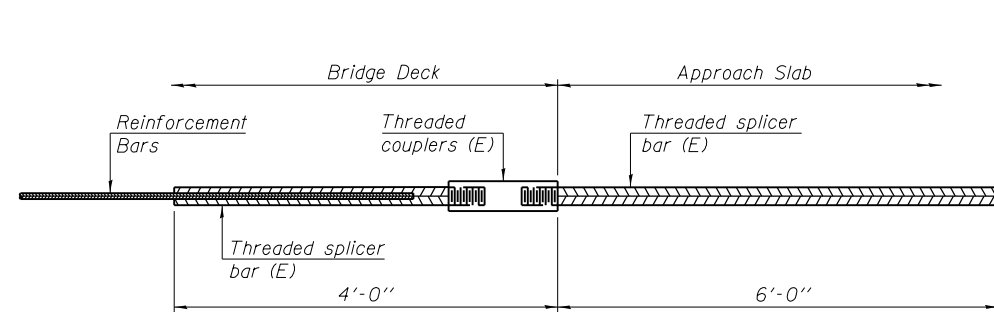
**INSTALLATION AND SETTING METHODS**

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



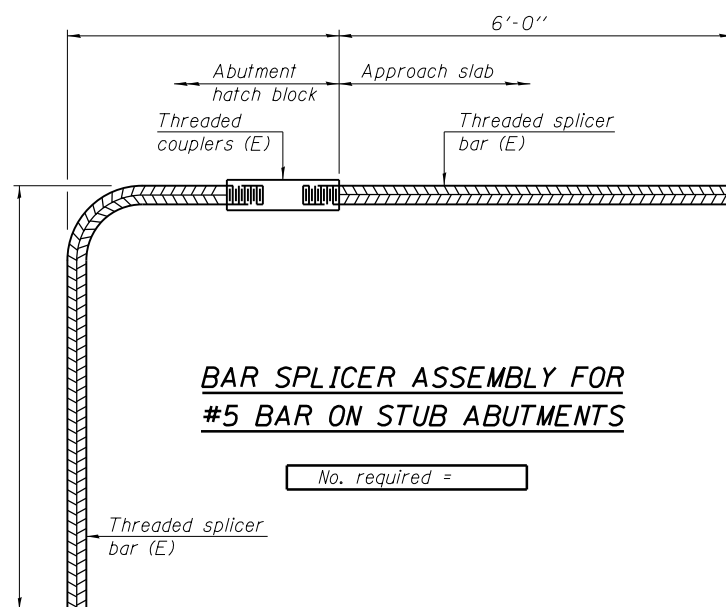
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



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

No. required =



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

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

BSD-1

1-27-12



USER NAME =	DESIGNED - BDC	REVISED
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PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE =	CHECKED - XX	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY DETAILS  
SN 083-7095

SHEET NO. 5A OF 5 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	479A
CONTRACT NO. 78077				

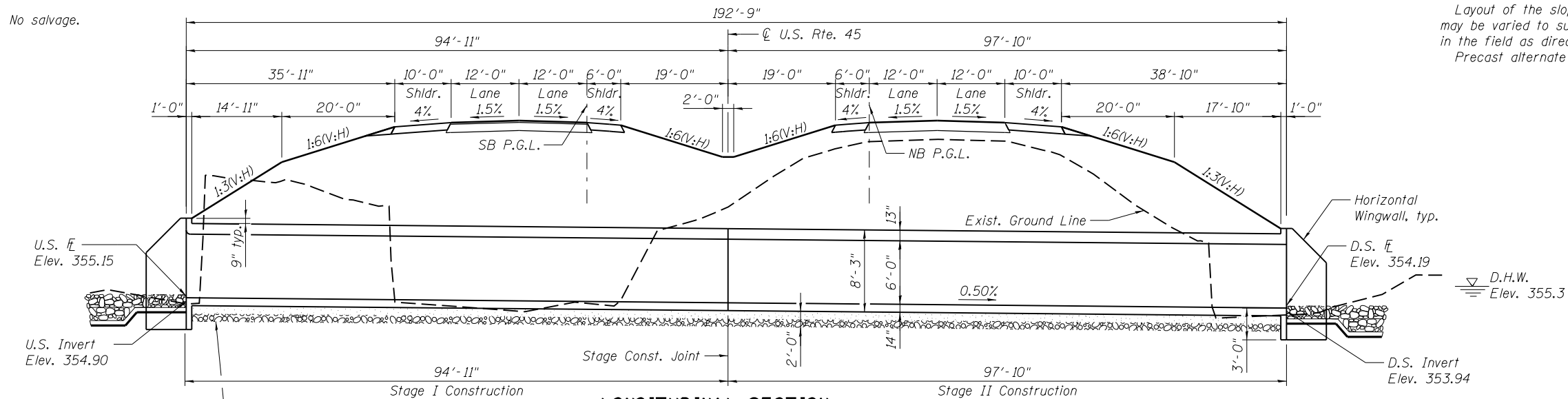
ILLINOIS FED. AID PROJECT

Bench Mark: Saw cut "a" on top center of East headwall of a 2'x2' concrete box culvert south of Texas City Rd. along Rte. 45. Sta. 674+09± and 23' Rt. Elev. 365.05.

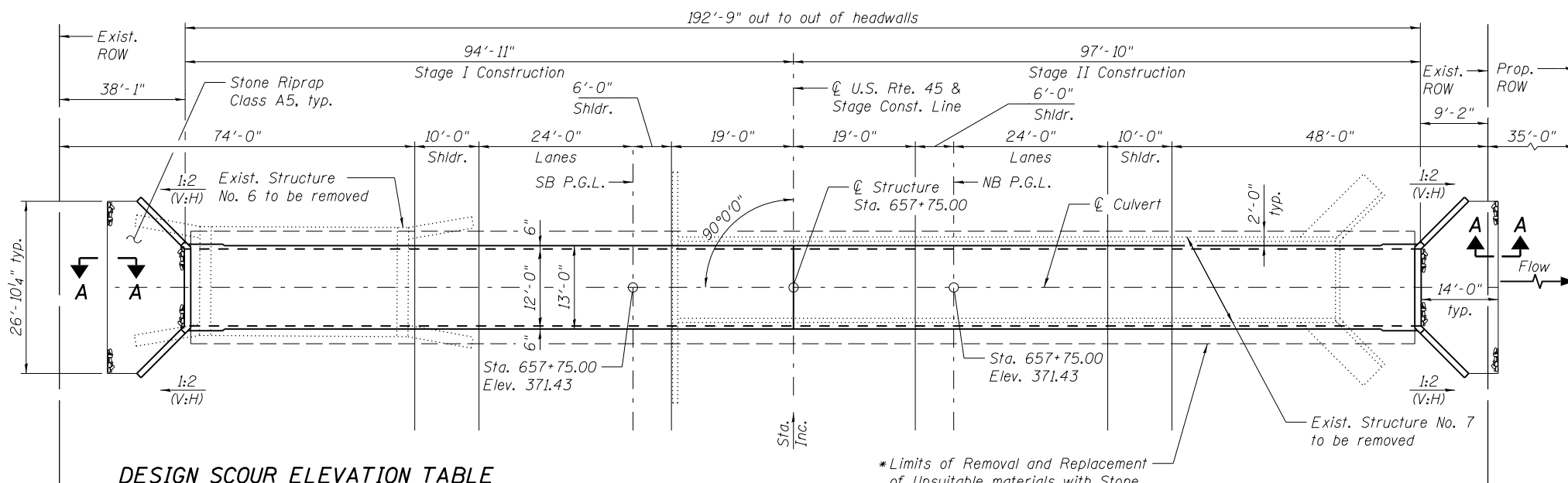
Existing Structure No. 6: The structure is a 12'x6' box culvert approximately 32'-6" long.

Existing Structure No. 7: SN 083-7062 built in 1950 under SB Route 1, Section (29,29X,30)RS. The structure is a single cell cast in place box culvert with 12' span, 6' rise, and 104' length. The structure is to be removed and replaced with a 12'x6' cast in place box culvert utilizing staged construction.

No salvage.



\*Removal and replacement of unsuitable materials with Stone Riprap, Class A1 capped with 12" of PGE (CA6).



DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	Upstream	Downstream
	351.90	350.94

WATERWAY INFORMATION

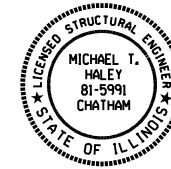
Flood		Q		Opening Sq. Ft.		Head - Ft.		Headwater El.	
Freq. Yr.	C.F.S.	Exist.	Prop.	Nat. H.W.E.	Exist.	Prop.	Exist.	Prop.	
10	388	22	0	354.9	3.6	5.4	358.5	360.3	
Design	50	632	26	4	355.3	5.5	7.6	360.8	362.9
Base	100	742	28	5	355.4	6.9	9.2	362.3	364.6
Overtopping(E)	>500	1249						370.0	
Overtopping(P)	>500	1083						370.0	
Max. Calc.	500	1020	32	9	355.7	10.2	13.1	365.9	368.8

10-Year Outlet Velocity from Existing Structure = 12.0 fps  
 10-Year Outlet Velocity from Proposed Structure = 12.4 fps

PLAN

TOTAL BILL OF MATERIAL

Item	Unit	Total
Porous Granular Embankment	Cu. Yd.	501
Stone Riprap, Class A1	Sq. Yd.	365
Stone Riprap, Class A5	Sq. Yd.	72
Filter Fabric	Sq. Yd.	72
Removal of Existing Structures No. 6	Each	1
Removal of Existing Structures No. 7	Each	1
Removal and Disposal of Unsuitable Material for Structures	Cu. Yd.	243
Reinforcement Bars	Pound	47500
Concrete Box Culverts	Cu. Yd.	268.6
Bar Splicers	Each	52



Michael T. Haley  
 Licensed Structural Engineer  
 State of Illinois No. 81-5991  
 Expires 11/30/2014

\*The limits and quantities of removal and replacement shown are based on the boring data and may be modified by the District Geotechnical and Field Engineers for variable subsurface conditions encountered in the field.

GENERAL NOTES

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer. Precast alternate is not allowed.

INDEX OF SHEETS

1. General Plan and Elevation
2. Stage Construction Details
3. Temporary Concrete Barrier
4. Culvert Details
- 4A. Bar Splicer Assembly Details

DESIGN SPECIFICATIONS

2012 AASHTO LRFD Bridge Design Specifications, 6th Edition w/ 2013 Interims

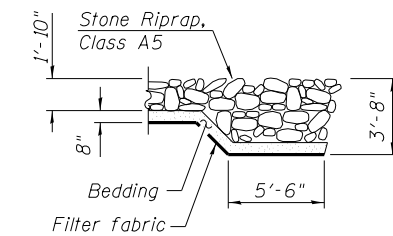
DESIGN STRESSES

FIELD UNITS

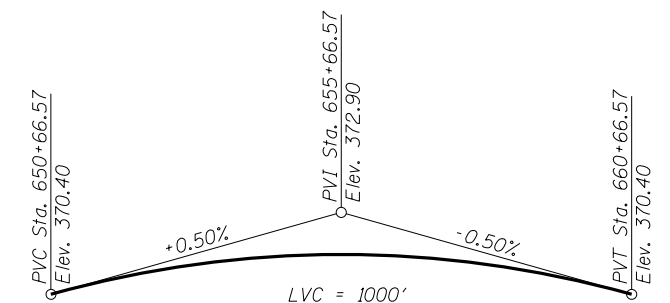
f'c = 3,500 psi  
 fy = 60,000 psi (Reinforcement)

LOADING HL-93

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

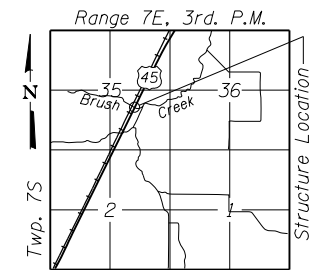


SECTION A-A



PROPOSED PROFILE GRADE

(25' Lt./Rt. of Centerline Roadway)



LOCATION SKETCH



USER NAME =	DESIGNED - JJA	REVISED
FILE NAME =	CHECKED - LMS	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE	CHECKED - LMS	REVISED

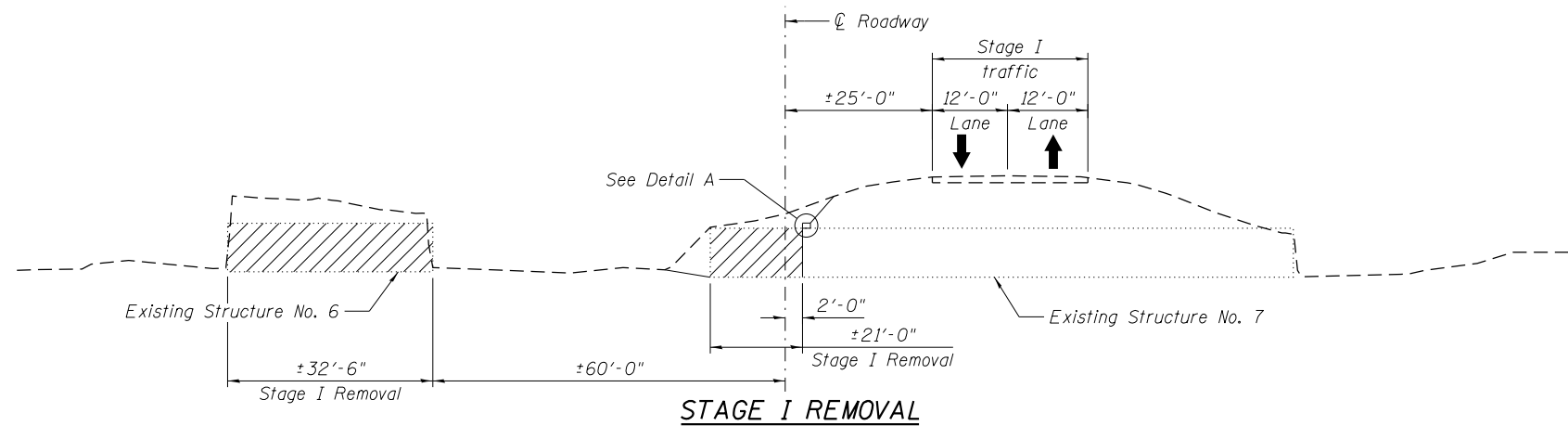
STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN & ELEVATION  
 SN 083-7093

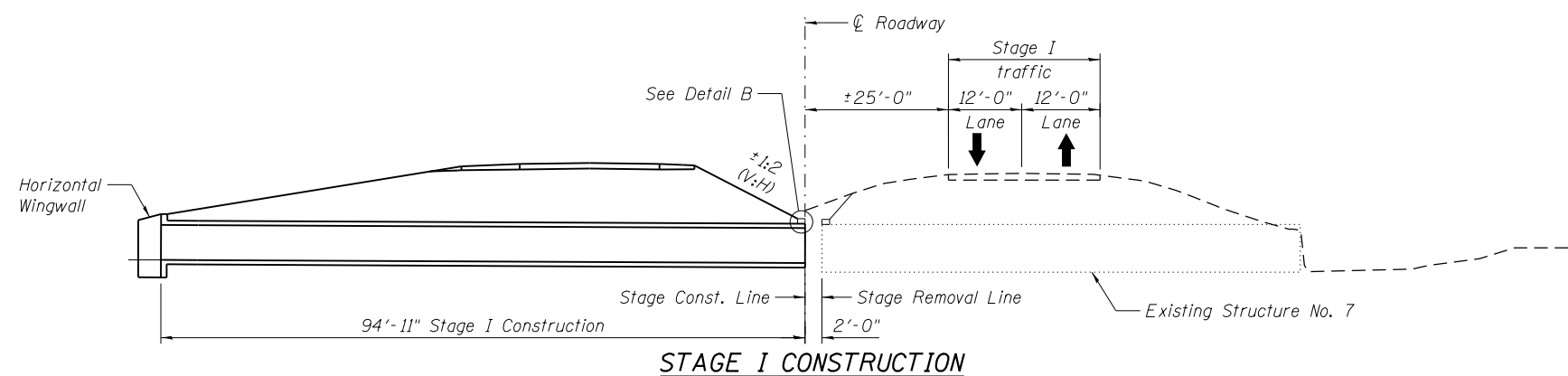
SHEET NO. 1 OF 4 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	480
CONTRACT NO. 78077				

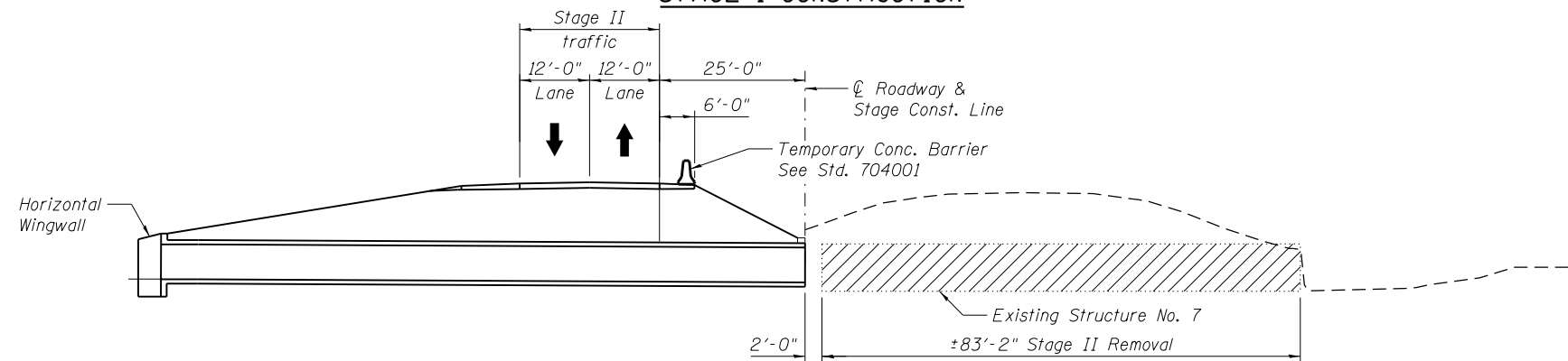
ILLINOIS FED. AID PROJECT



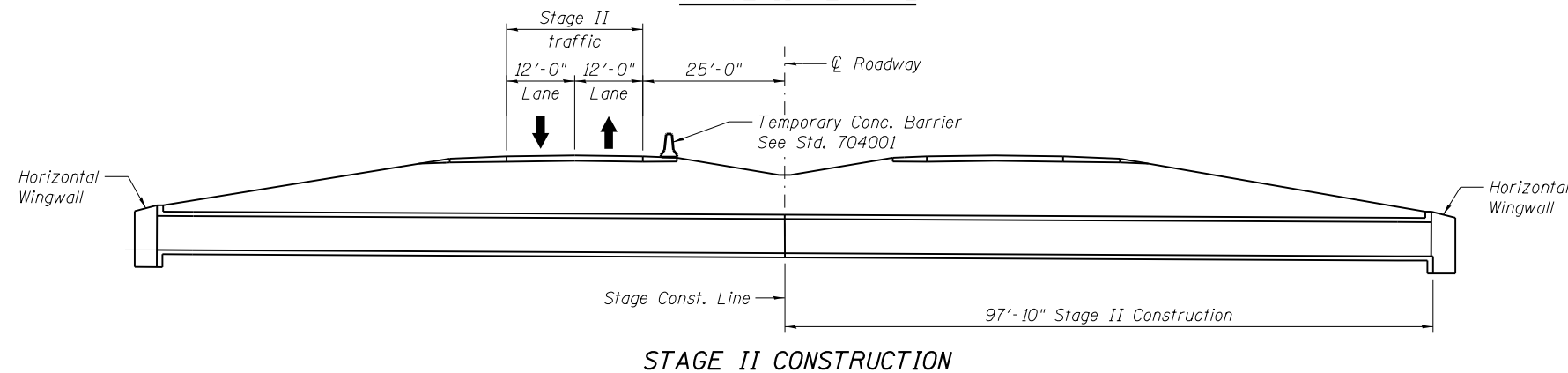
**STAGE I REMOVAL**



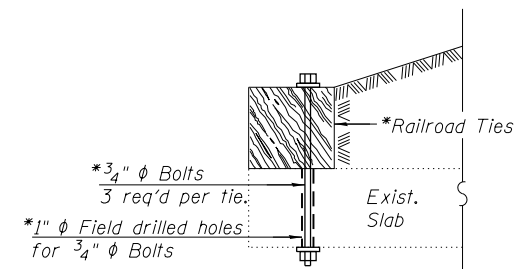
**STAGE I CONSTRUCTION**



**STAGE II REMOVAL**

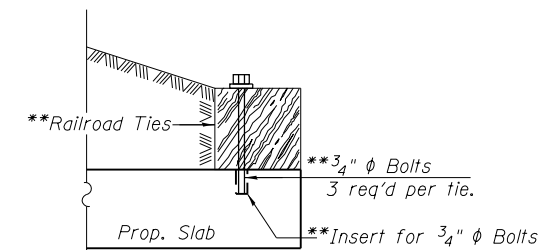


**STAGE II CONSTRUCTION**



\*Cost included with Removal of Existing Structures No. 7.

**DETAIL A**



\*\*Cost included with Concrete Box Culverts.

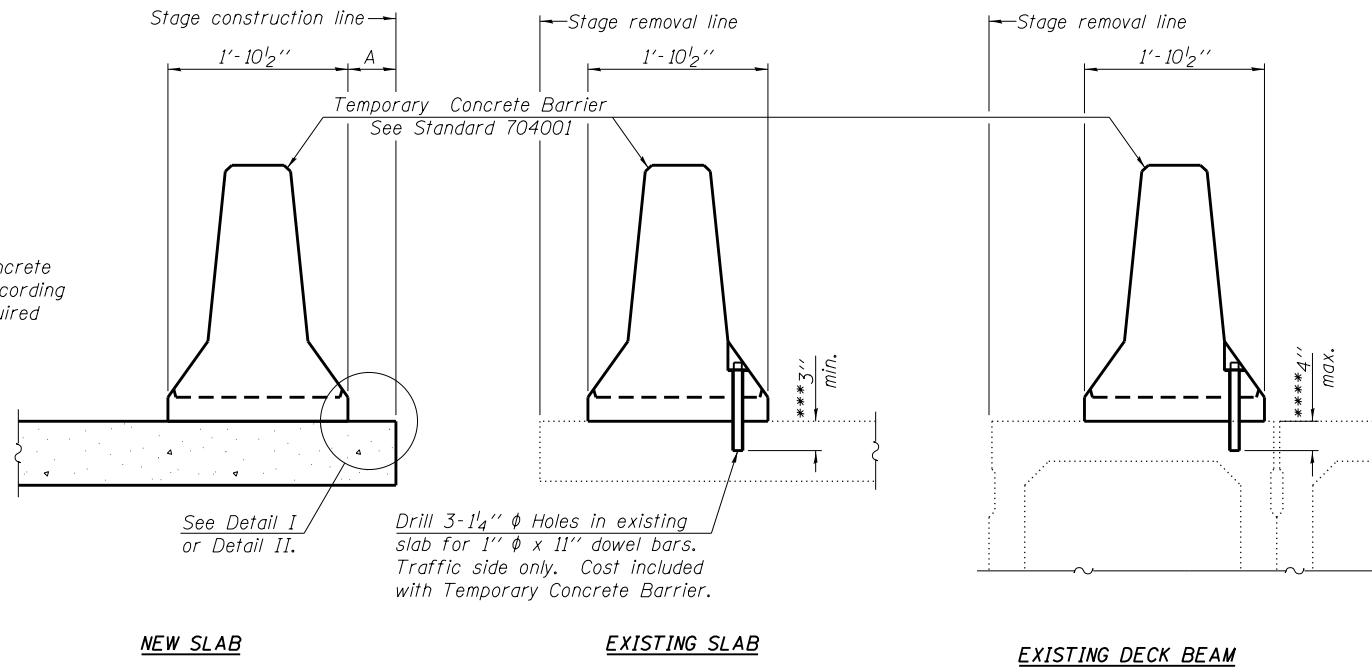
**DETAIL B**

Notes:  
 Hatched areas indicate removal of existing structure.  
 All cross sections are looking North.  
 All dimensions are perpendicular to  $\perp$  Roadway unless noted otherwise.  
 For details of Temporary Concrete Barrier, see sheet 3 of 4.  
 For quantity of Temporary Concrete Barrier, see Roadway plans.

USER NAME =	DESIGNED - JJA	REVISED
FILE NAME =	CHECKED - LMS	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE =	CHECKED - LMS	REVISED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	481
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				

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



**SECTIONS THRU SLAB OR DECK BEAM**

**NOTES**

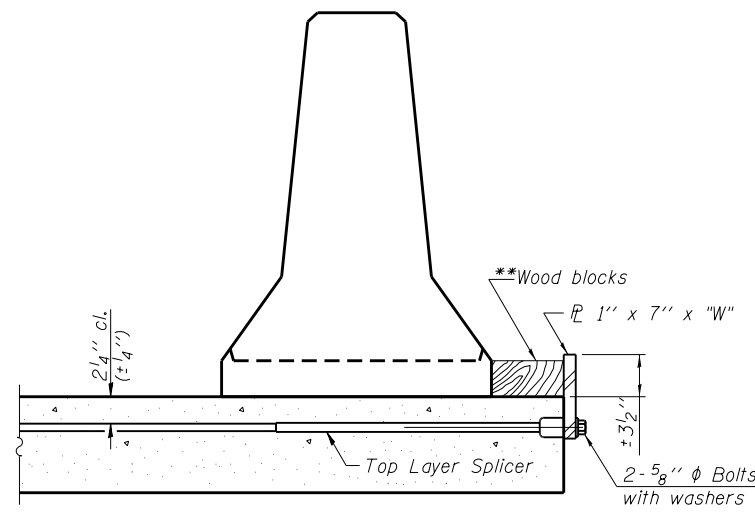
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1" x 7" x "W" steel  $\bar{L}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

Detail II - With Extended Reinforcement Bars:  
Connect one (1) 1" x 7" x "W" steel  $\bar{L}$  to the concrete slab or concrete wearing surface with 2-5/8"  $\phi$  Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate  $\bar{C}$  of each barrier panel.

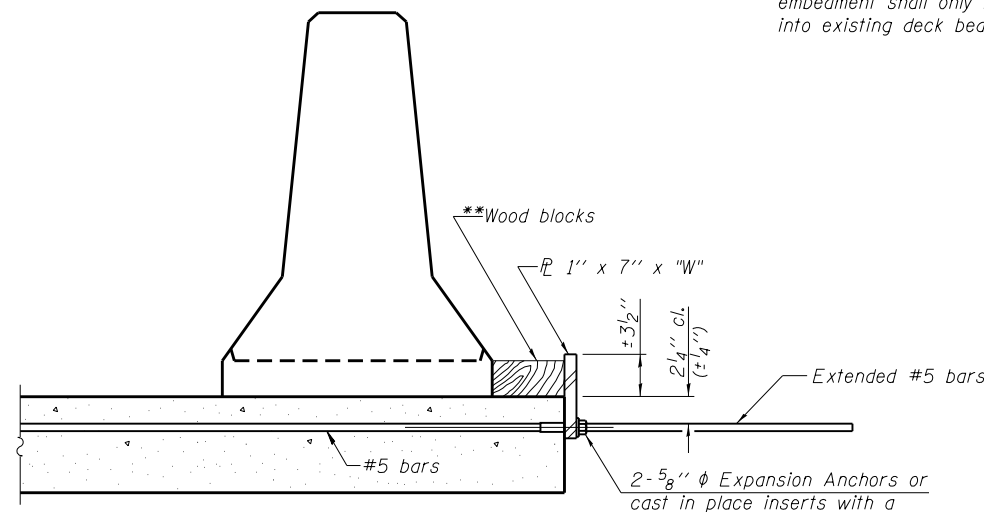
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

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



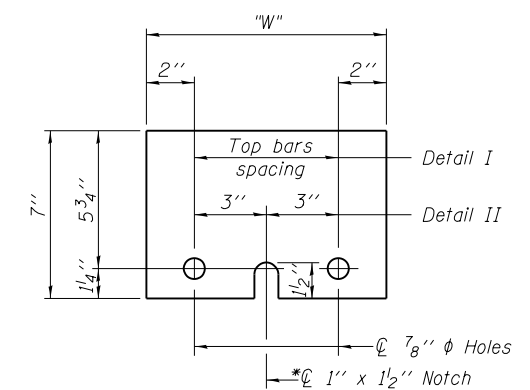
**DETAIL I**



**DETAIL II**

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

"W" = Top bars spacing + 4"



**STEEL RETAINER  $\bar{L}$  1" x 7" x "W"**

\* Required only with Detail II

R-27 7-1-10



USER NAME =	DESIGNED - JJA	REVISED
FILE NAME =	CHECKED - LMS	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE =	CHECKED - LMS	REVISED

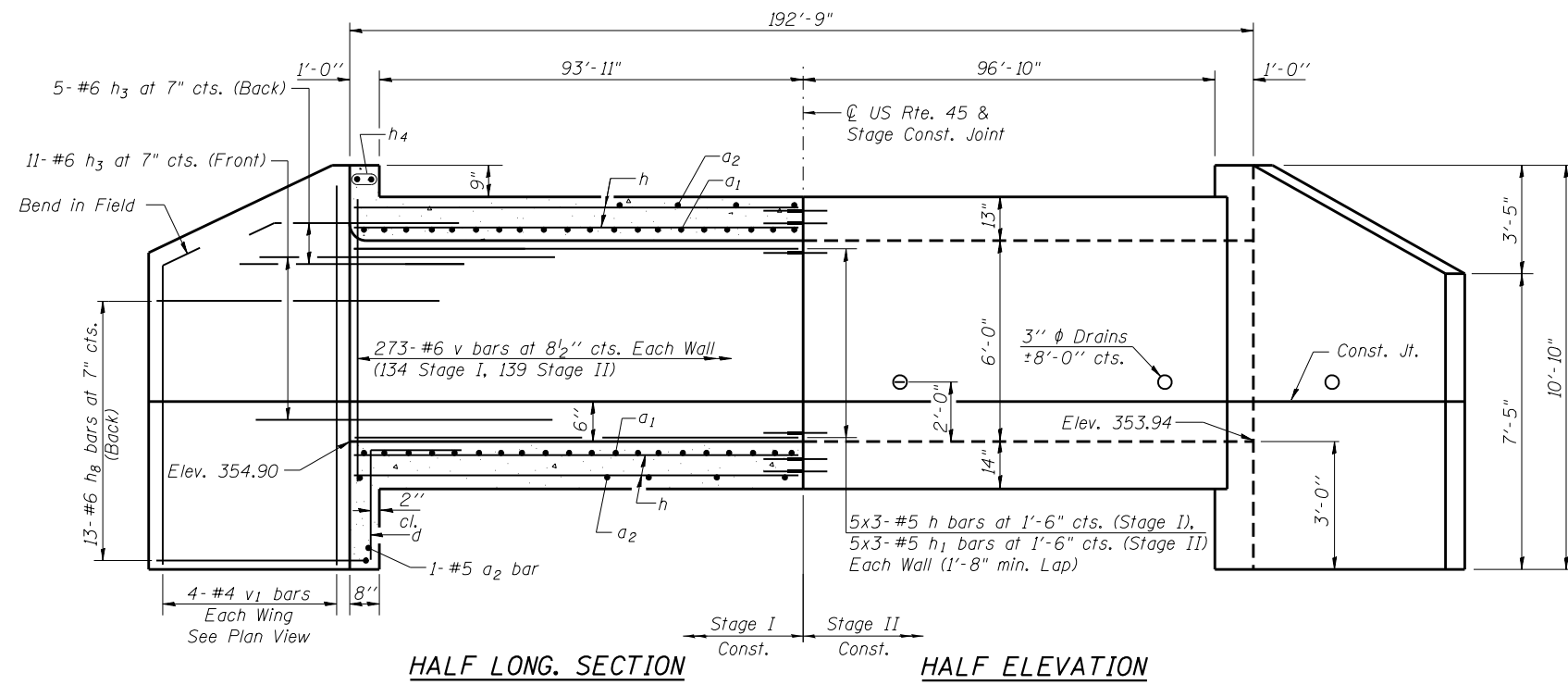
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION  
SN 083-7093**

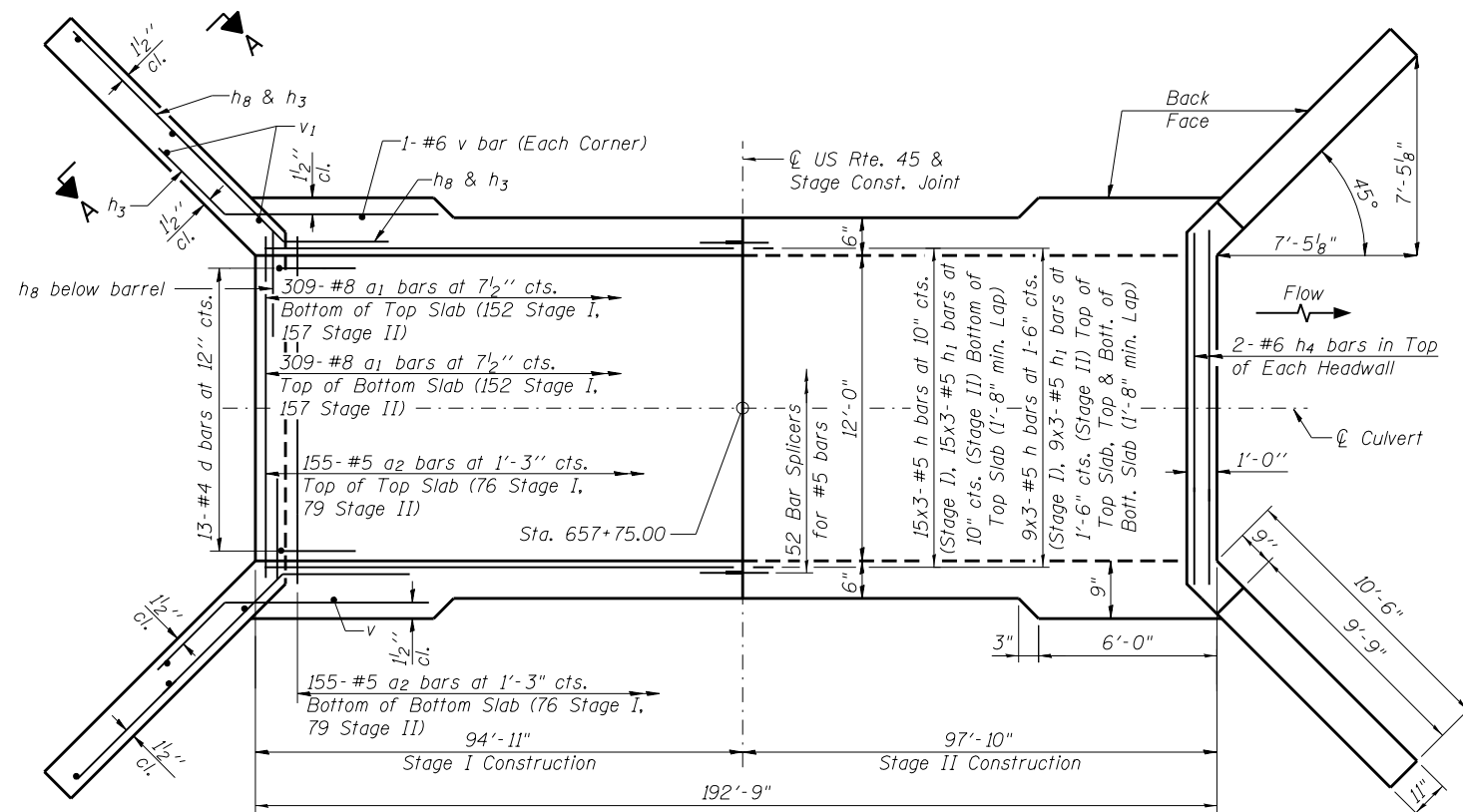
SHEET NO. 3 OF 4 SHEETS

F.A.P. R.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	482
CONTRACT NO. 78077				

ILLINOIS FED. AID PROJECT



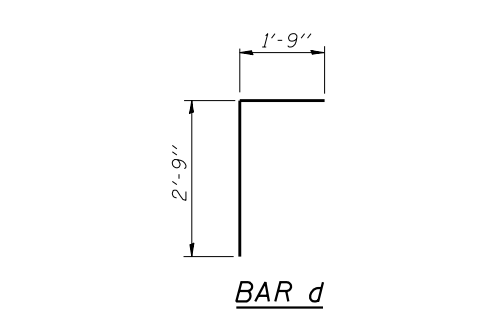
HALF LONG. SECTION HALF ELEVATION



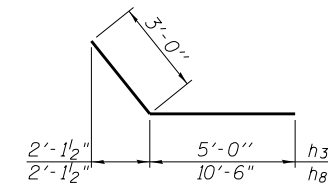
SHOWING REINFORCEMENT SHOWING OUTLINES PLAN

NOTES

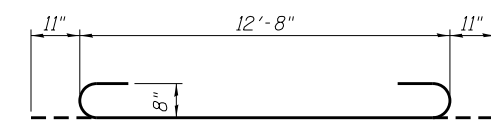
A distance of half the length of the wingwall but not less than six feet of the barrel shall be poured monolithically with the wingwalls.  
 Bars indicated thus 12 x 4-#5 etc. indicates 12 lines of bars with 4 lengths per line.



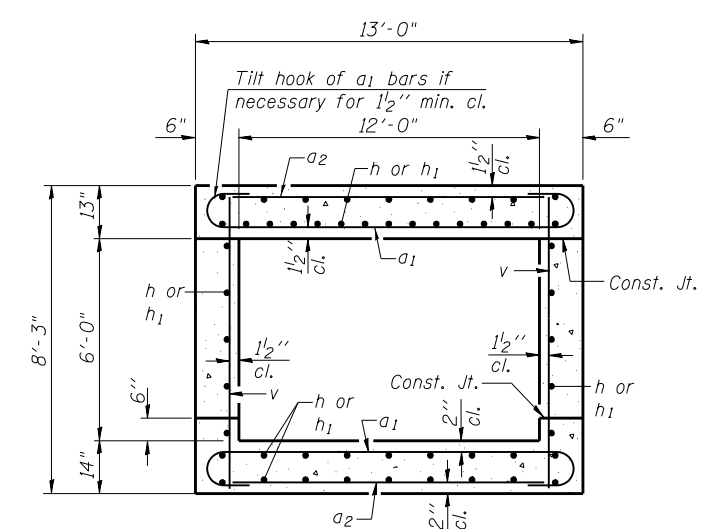
BAR d



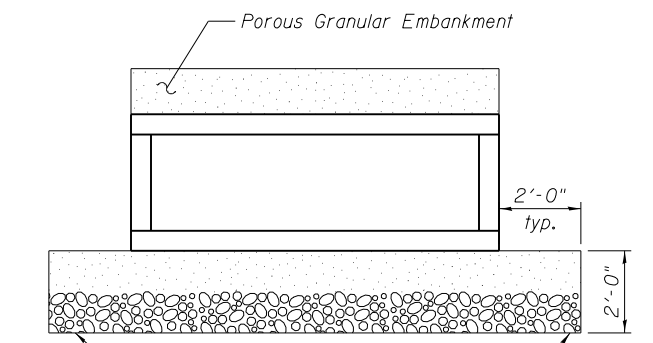
BARS h3 & h8



BAR a1



SECTION THRU BARREL



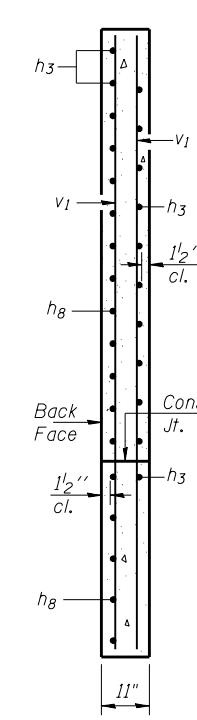
Remove and replace unsuitable materials with Stone Riprap, Class A1 capped with 12" of PGE (CA6).

FILL DETAILS

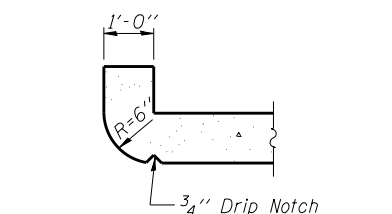
(Dimensions at Rt. L's to C.L. Structure)

BILL OF MATERIAL

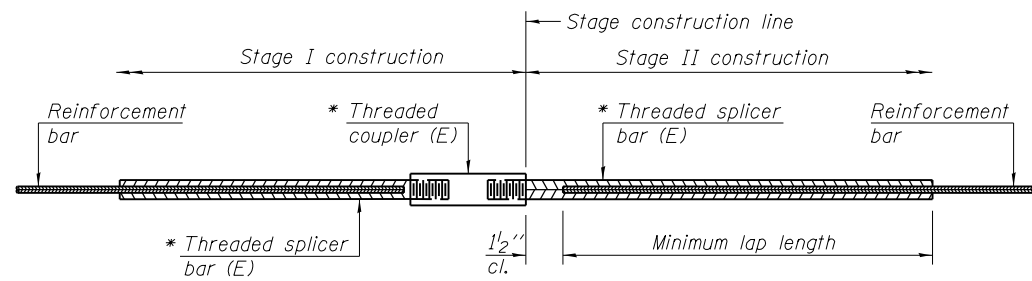
Bar	No.	Size	Length	Shape	
a1	618	#8	14'-6"	U	
a2	312	#5	12'-8"	—	
d	26	#4	4'-6"	L	
h	156	#5	32'-9"	—	
h1	156	#5	33'-9"	—	
h3	64	#6	8'-0"	—	
h4	4	#6	12'-6"	—	
h8	52	#6	13'-6"	—	
v	550	#6	7'-11"	—	
v1	16	#4	10'-6"	—	
Concrete Box Culverts				Cu. Yd.	268.6
Reinforcement Bars				Pound	47500



SECTION A-A



SECTION THRU HEADWALL (Up Stream End Only)



**STANDARD BAR SPLICER ASSEMBLY**

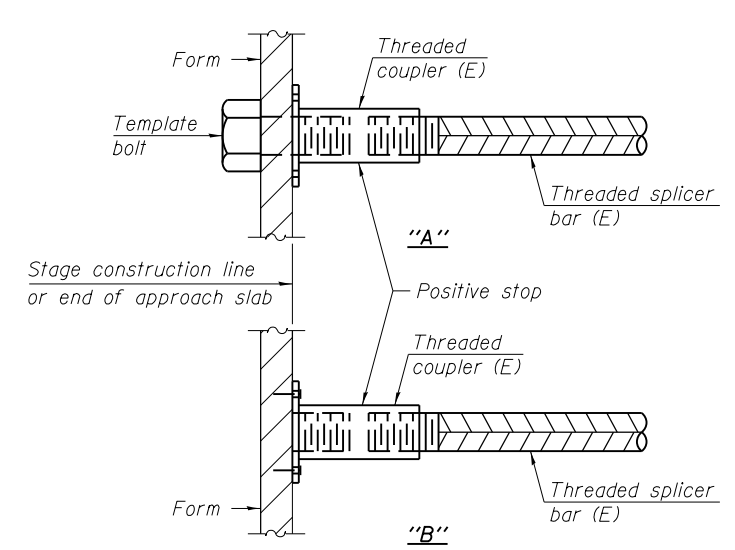
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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

Threaded splicer bar length = min. lap length + 1/2" + thread length

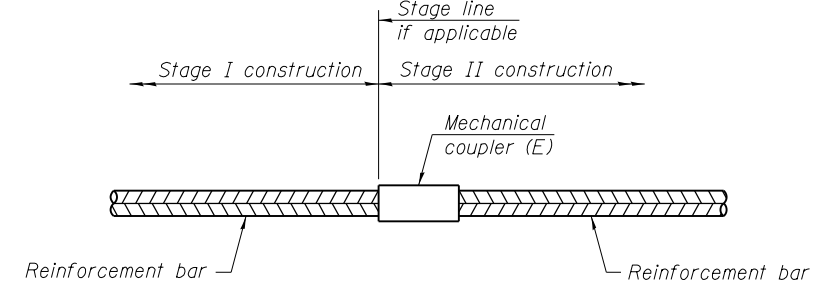
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Side Walls	#5	10	1
Top Slab	#5	24	1
Bottom Slab	#5	18	1



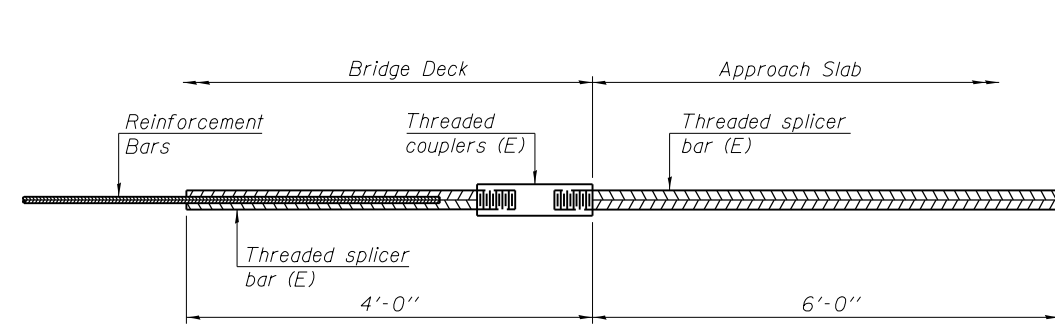
**INSTALLATION AND SETTING METHODS**

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



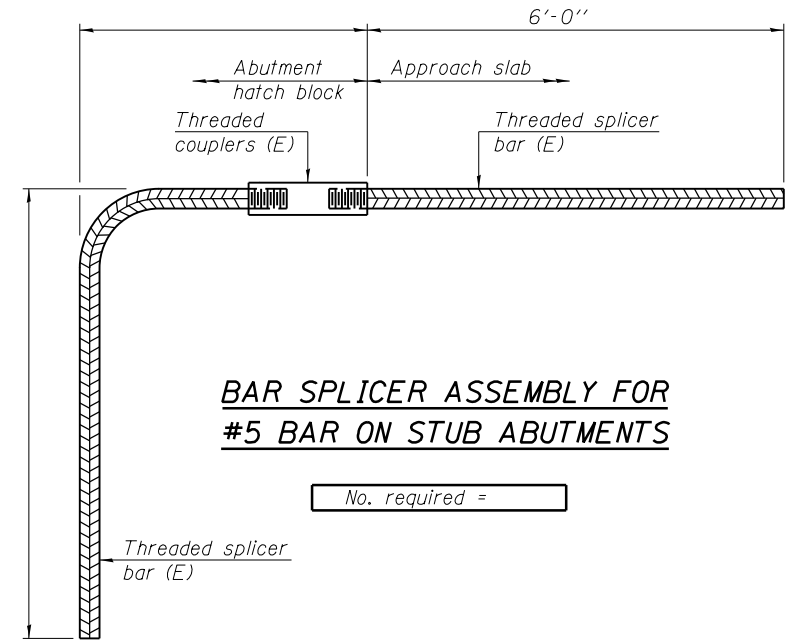
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



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

No. required =



**BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS**

No. required =

**NOTES**

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

BSD-1 1-27-12

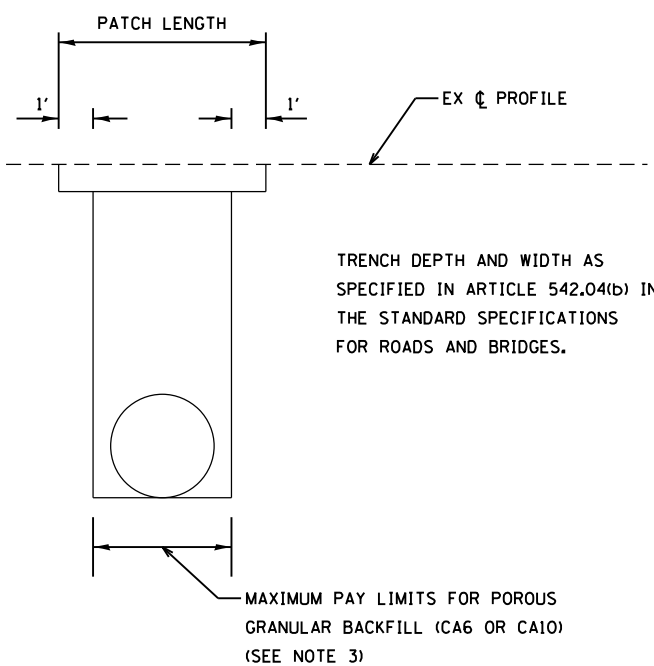
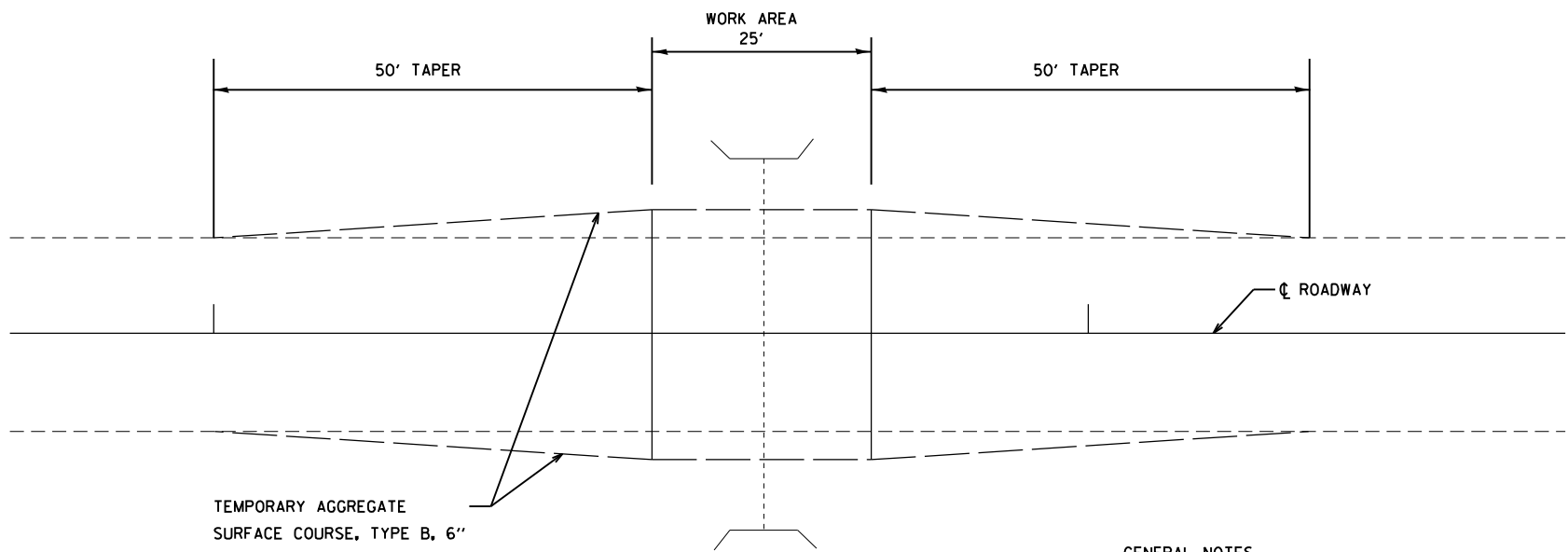
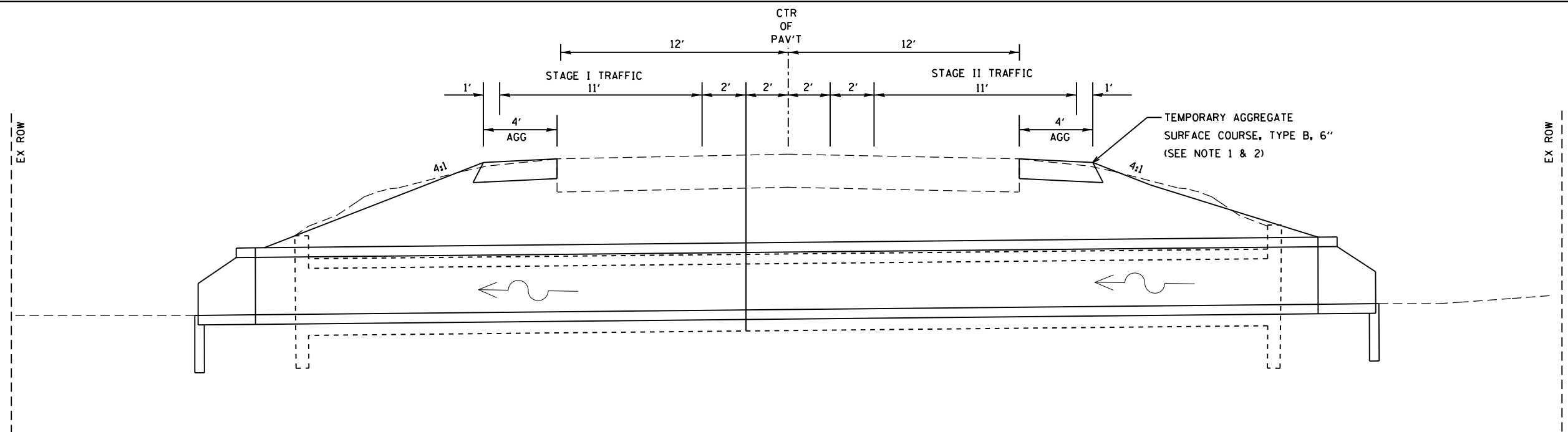


USER NAME =	DESIGNED - JJA	REVISED
FILE NAME =	CHECKED - LMS	REVISED
PLOT SCALE =	DRAWN - AJF	REVISED
PLOT DATE =	CHECKED - LMS	REVISED

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY DETAILS  
SN 083-7093

F.A.P. RTE. 332	SECTION (29,30)R-1	COUNTY SALINE	TOTAL SHEETS 745
			CONTRACT NO. 78



TEMPORARY AGGREGATE SURFACE COURSE, TYPE B, 6" (34 TONS PER SIDE) FOR INFORMATION ONLY (SEE NOTE 1)

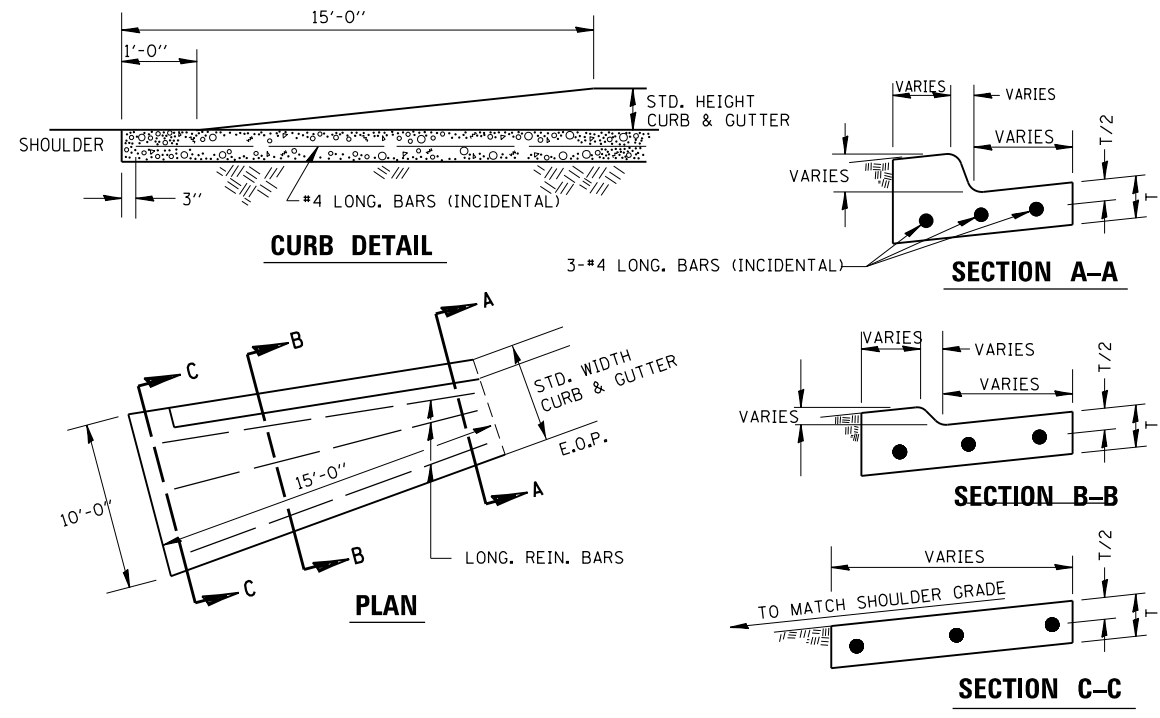
**GENERAL NOTES**

1. THE COST OF FURNISHING AND PLACING THE TEMPORARY AGGREGATE SURFACE COURSE, TYPE B, 6" IS INCLUDED IN THE COST OF THE PROPOSED PIPE CULVERT. THIS WORK SHALL BE PLACED AND COMPACTED TO THE SATISFACTION OF THE ENGINEER.
2. REMOVAL OF TEMPORARY AGGREGATE SURFACE IS INCLUDED IN THE COST OF EARTH EXCAVATION.
3. BACKFILL QUANTITY IS BASED ON THE USE OF SHORING. IF SHORING IS NOT USED THE ADDITIONAL BACKFILL WILL BE AT THE EXPENSE OF THE CONTRACTOR.
4. IF A TEMPORARY PATCH IS USED, THEN THE COST OF THE PATCH IS INCLUDED IN THE COST OF THE PROPOSED PIPE CULVERT. THE TEMPORARY PATCH SHALL HAVE A MINIMUM THICKNESS OF 2" BITUMINOUS MIXTURE MEETING THE ENGINEER'S APPROVAL.
5. THIS WORK WILL BE PERFORMED UNDER TRAFFIC CONTROL 701201 & 701336. NO OVER NIGHT LANE CLOSURES WILL BE PERMITTED.
6. PERMANENT PATCH SHALL BE PLACED WITHIN 5 DAYS OF PLACEMENT OF PROPOSED CULVERT. PERMANENT PATCH IS NOT INCLUDED IN THE COST OF THE PROPOSED CULVERT.
7. CONTRACTOR TO VERIFY GOOD WEATHER FORECAST PRIOR TO STARTING CONSTRUCTION.

**CONSTRUCTING CULVERT UNDER TRAFFIC DETAIL**

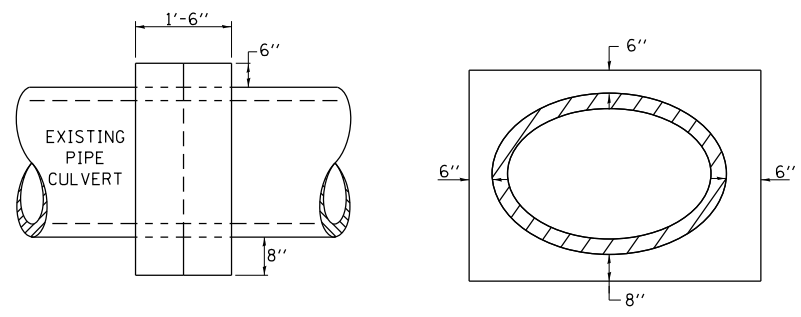
TO BE USED: STA 425+60 (5'x3' RCBC)  
 STA 680+54 (24" RCP)  
 STA 691+50 (30" EQUIV. ROUND SIZE RCP)

FILE NAME =	USER NAME = bemory	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>DETAILS CONSTRUCTING CULVERT UNDER TRAFFIC</b>	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
P:\Projects\2011 Projects\11297 - IDOT US 5 Ph2\CV\CADD Sheets\0978077-sht-details-p	DRAWN -	REVIS	REVIS			332	(29,30)R-1	SALINE	745	484
PLOT SCALE = 100.000' / in.	CHECKED -	REVIS	REVIS			CONTRACT NO. 78077				
PLOT DATE = 4/30/2014	DATE -	REVIS	REVIS			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



**NOTE:**  
 CLASS SI CONCRETE SHALL BE USED THROUGHOUT.  
 OUTLET SHALL BE TIED TO CURB AND GUTTER AT CONTRACTION JOINTS AS SHOWN.  
 GUTTER OUTLET SHALL BE TIED TO THE PAVEMENT IN ACCORDANCE WITH DETAILS FOR LONGITUDINAL CONSTRUCTION JOINT SHOWN ON STANDARD 420001. COST TO BE INCLUDED IN THE UNIT PRICE PER CU. YD. FOR CLASS SI CONCRETE (OUTLET).

**CURB & GUTTER OUTLET, SPECIAL**

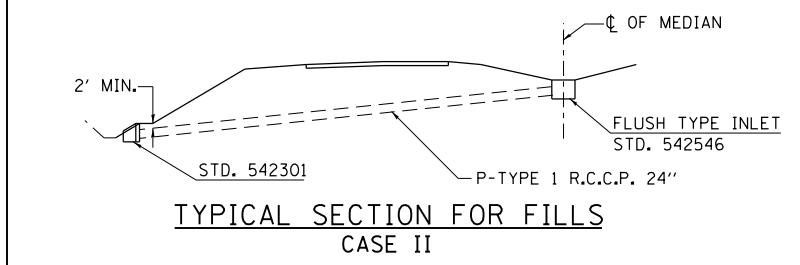
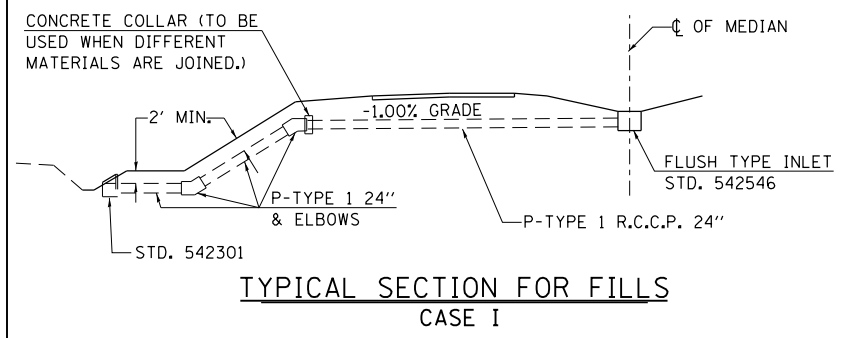


**CONCRETE COLLAR ELLIPTICAL PIPE**

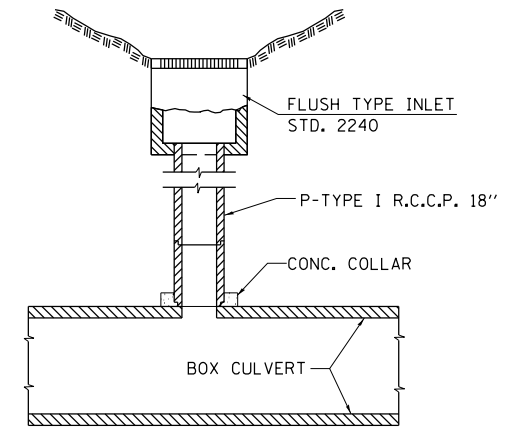
**TABULATION**

PIPE SIZE	CL SI CONC CU YDS EST
34"X53"	0.84

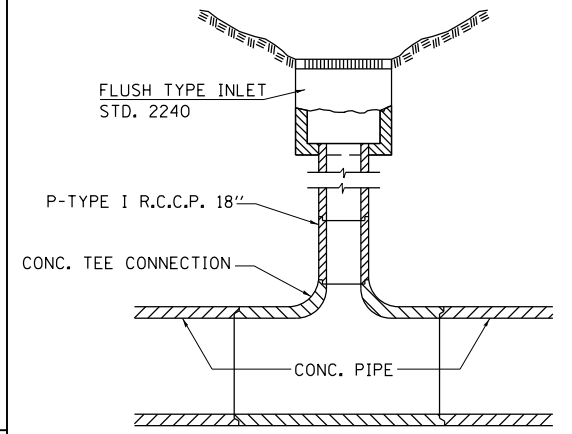
**DETAILS SHOWING METHOD OF DRAINING PROPOSED MEDIAN INLETS**



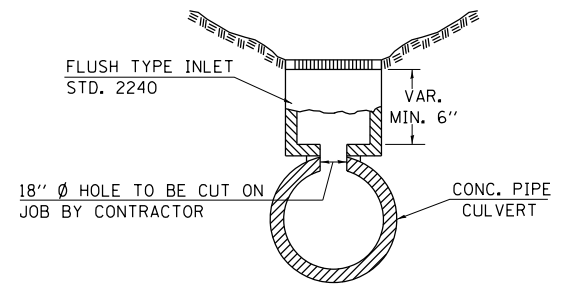
**NOTES:**  
 THE ELBOWS SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR **REINFORCED CONCRETE PIPE ELBOW** FOR THE PIPE SIZE SPECIFIED.  
 SEE PLAN SHEET OR CROSS SECTIONS FOR TYPE OF INSTALLATION. (CASE I OR II.)



**INSTALLATION DETAILS WHERE INLETS OCCUR DIRECTLY OVER PROPOSED BOX CULVERT**



**CASE I**  
 INSTALLATION DETAILS WHERE INLETS OCCUR DIRECTLY OVER PROPOSED PIPE CULVERT AND WHERE SUFFICIENT SPACE EXISTS BETWEEN BOTTOM OF INLET AND TOP OF CULVERT TO ALLOW THE USE OF ONE OR MORE JOINTS OF PIPE.

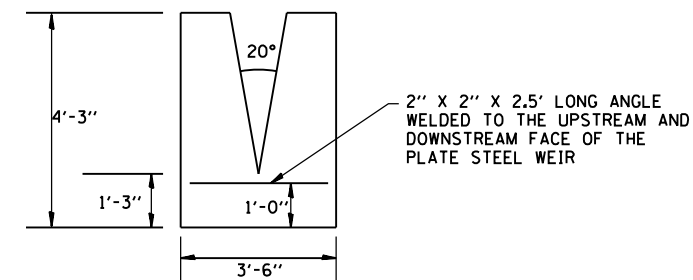
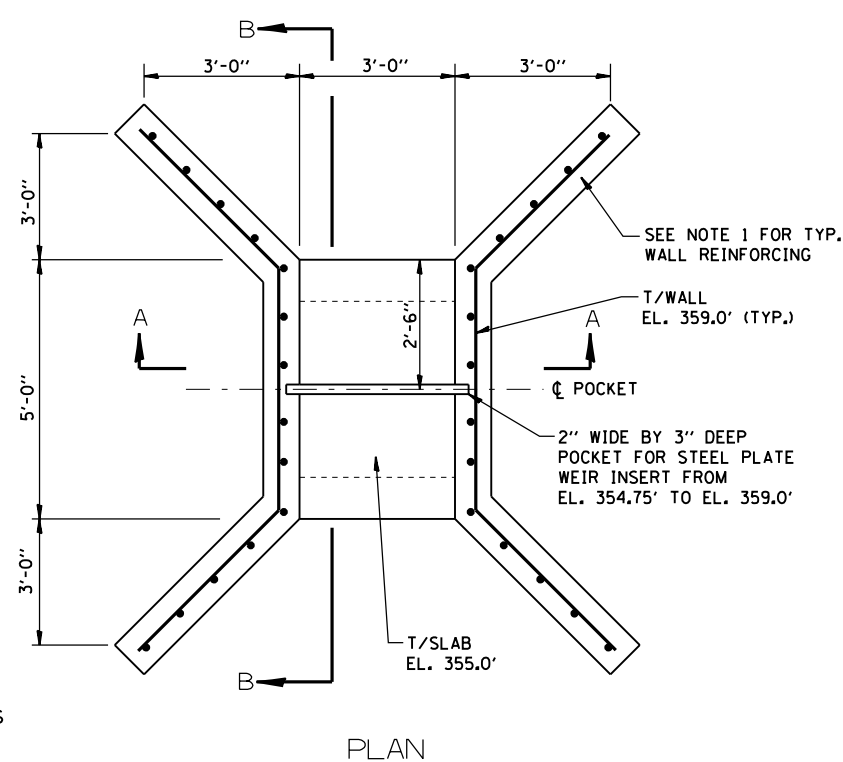
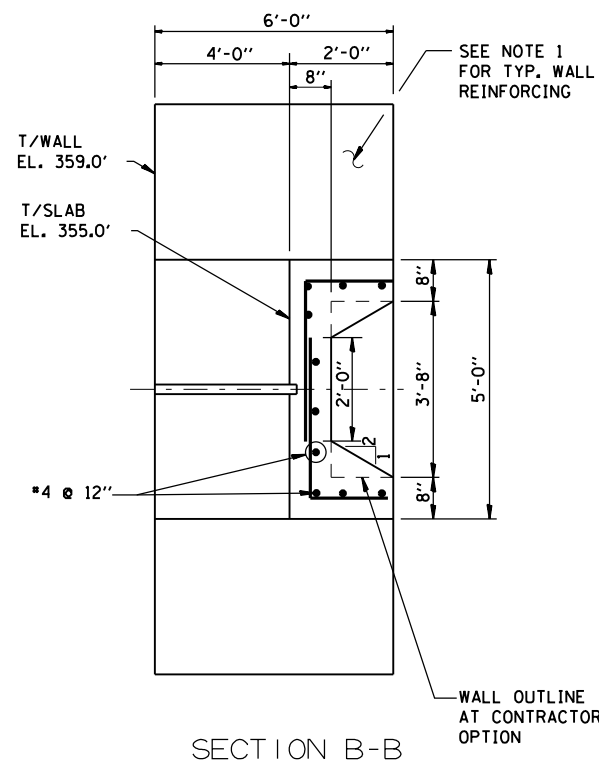


**CASE II**  
 INSTALLATION DETAILS WHERE INLETS OCCUR DIRECTLY OVER PROPOSED PIPE CULVERT AND WHERE SUFFICIENT SPACE DOES NOT EXIST BETWEEN BOTTOM OF INLET AND TOP OF CULVERT TO ALLOW THE USE OF A FULL JOINT OF PIPE.

**NOTE:**  
 THE CONCRETE TEE CONNECTION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR **REINFORCED CONCRETE PIPE TEE** FOR THE PIPE SIZE SPECIFIED. THIS PRICE SHALL INCLUDE A SIX (6) FOOT LENGTH OF MAIN REINFORCED CONCRETE PIPE AND TWO (2) FOOT LENGTH OF THE REINFORCED CONCRETE PIPE RISER.



**SPILLWAY**



**1/4" THICK PLATE STEEL WEIR INSERT**

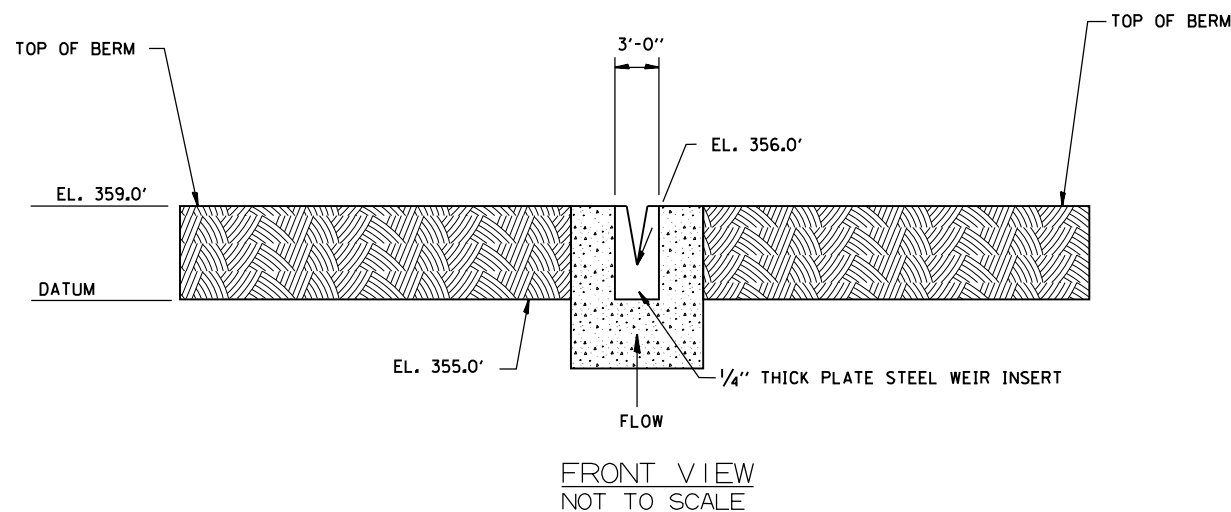
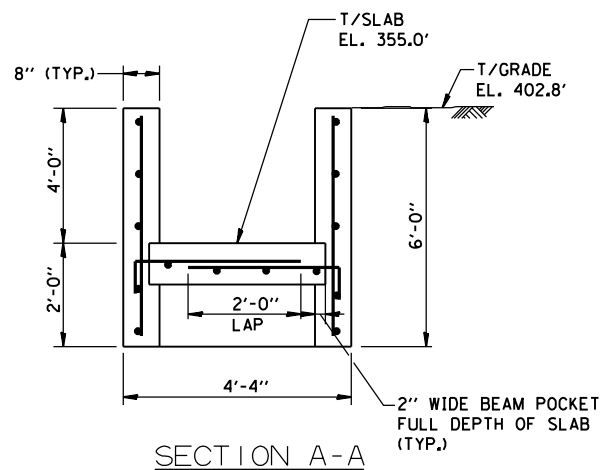
NOTE: THE COST OF THE 1/4" THICK STEEL WEIR INSERT SHALL BE INCLUDED IN THE COST FOR STEEL REINFORCEMENT

**NOTES:**

1. TYPICAL WALL REINFORCING VERTICAL BARS #4 @ 12" HORIZONTAL BARS #5 @ 12".
2. PLACE WALL AND SLAB REINFORCING IN CENTER OF WALL.
3. ALL EXPOSED EDGES OF WALLS SHALL BE CHAMFERED 3/4".

**BILL OF MATERIAL**

Class SI Concrete (Miscellaneous)	Cu. Yds.	6.7
Reinforcement Bars	Lbs.	280
1/4" Thick Plate Steel Insert	Each	1



FILE NAME =	USER NAME = lavenderba	DESIGNED -	REVISED -
ci:\pw\work\p\idot\lavenderba\d0395921\0978077-sht-details-project.dgn		DRAWN -	REVISED -
Default	PLOT SCALE = 100.000 / in.	CHECKED -	REVISED -
	PLOT DATE = 5/2/2014	DATE -	REVISED -

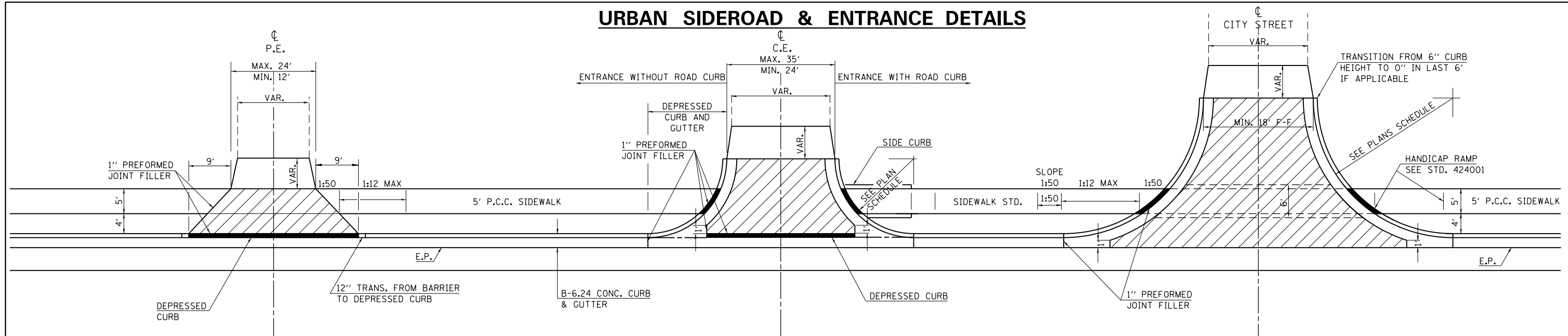
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**DETAILS  
WETLAND SPILLWAY**

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	485A
CONTRACT NO. 78077				
ILLINOIS FED. AID PROJECT				

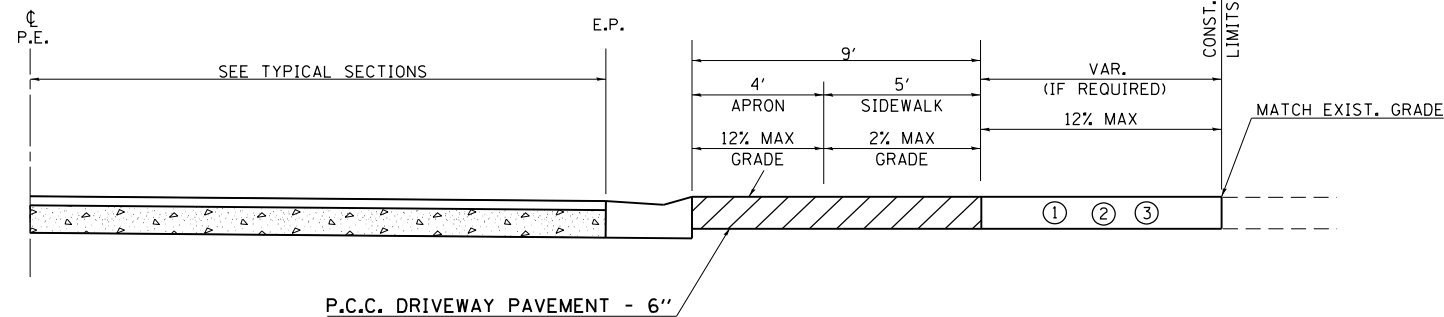
# URBAN SIDEROAD & ENTRANCE DETAILS



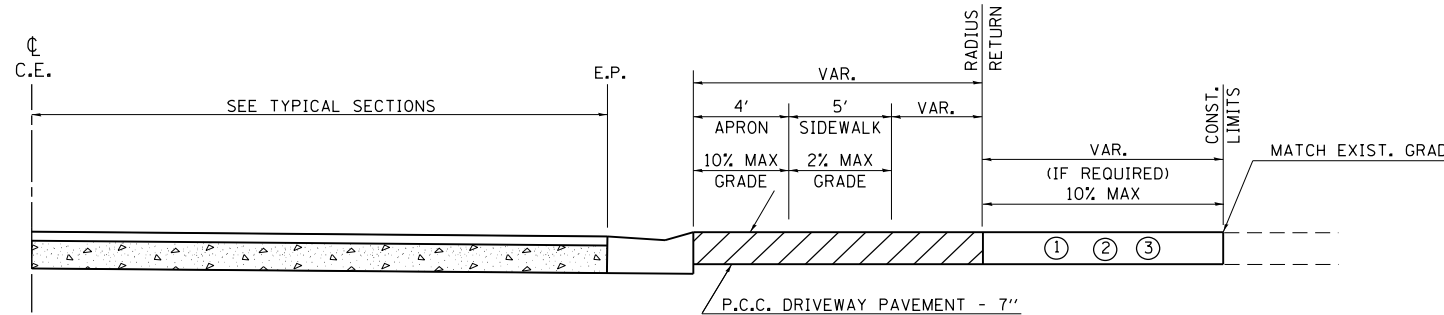
**DETAILS PRIVATE ENTRANCE**

**DETAILS COMMERCIAL ENTRANCE**

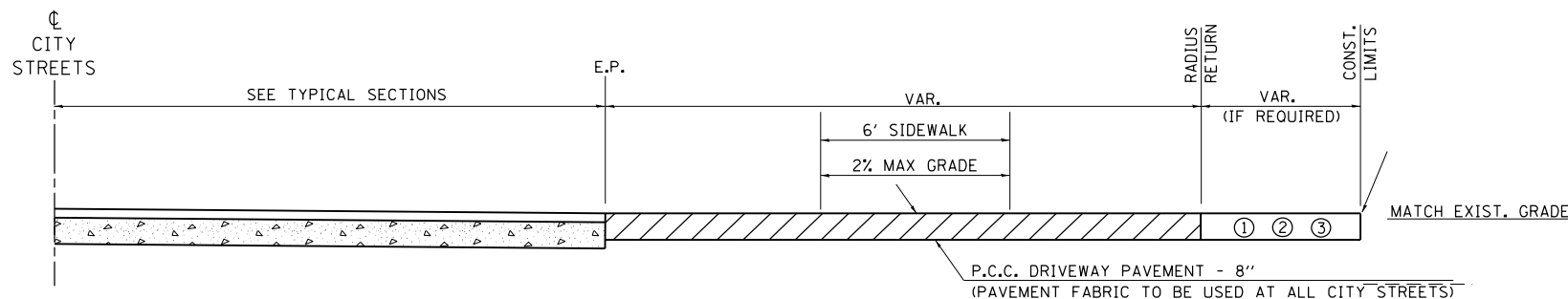
**DETAILS CITY STREETS**



**PROFILE OF PRIVATE ENTRANCES**



**PROFILE OF COMMERCIAL ENTRANCES**



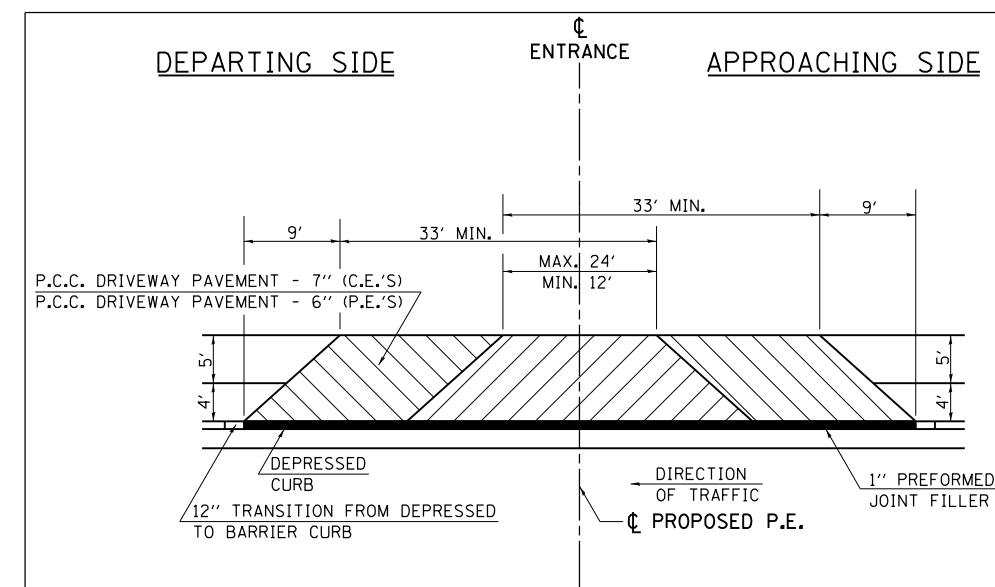
**PROFILE OF CITY STREETS**

**GENERAL NOTES**

- SEE PLAN SCHEDULES FOR DIMENSIONS AND QUANTITIES.
- SEE CROSS SECTIONS FOR PROPOSED PROFILE OF SIDEROAD AND ENTRANCES.
- IN GENERAL, WIDTH TRANSITION TAPER RATES ARE TO BE 5:1 FOR ENTRANCES, AND 10:1 FOR CITY STREETS.
- THE SAWING OF ALL JOINTS IN PCC DRIVEWAY PAVEMENT AT ALL LOCATIONS DESIGNATED BY THE ENGINEER, SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE PCC DRIVEWAY PAVEMENT.

**LEGEND**

- EXISTING AGGREGATE SURFACE: CONSTRUCT AGGREGATE SURFACE CSE, TYPE A WEDGE TO MATCH EXISTING GRADE. USE 6" MIN. (8" MIN. FOR CITY STREETS) THICKNESS FOR ANY REQUIRED WIDENING.
- EXISTING BITUMINOUS SURFACE: USE 2" MIN. BITUMINOUS RESURFACING ON 4" MIN. (6" MIN. FOR CITY STREETS) AGGREGATE BASE COURSE.
- EXISTING CONCRETE SURFACE: P.C.C. DRIVEWAY PAVEMENT 6" P.E.'S  
P.C.C. DRIVEWAY PAVEMENT 7" C.E.'S  
P.C.C. DRIVEWAY PAVEMENT 8" CITY STREETS



**DETAILS FOR CONST. MAILBOX TURNOUTS**

(AT EITHER APPROACHING OR DEPARTING SIDE OF ENTRANCE)

FILE NAME =	USER NAME = bemory	DESIGNED -	REVISED -
P:\Projects\2011 Projects\11297 - IDOT US 5 Ph2\CV\CADD Sheets\0978077-sht-details.dgn		DRAWN -	REVISED -
PLOT SCALE = 100.000' / in.		CHECKED -	REVISED -
PLOT DATE = 4/30/2014		DATE -	REVISED -

**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

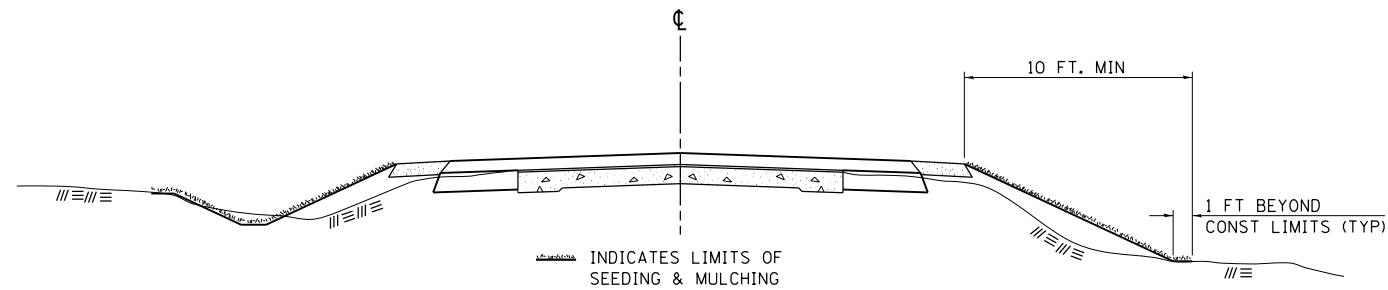
<b>DETAILS</b>	
SCALE:	SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	486
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78077	

REVISIONS	
DRAWN	10-22-90
REVISED	9-6-91
REVISED	10-21-91
RESIZED	5-8-08
REVISED	03-26-13

STD. 9-84

## SEEDING & MULCHING



### GENERAL NOTES

IN GENERAL, ALL EARTH SURFACES DISTURBED DURING CONSTRUCTION OPERATIONS SHALL BE SEEDED AND MULCHED UPON COMPLETION OF ALL GRADING OPERATIONS.

ON DETOUR ROADS, SLOPES SHALL BE SEEDED IMMEDIATELY UPON COMPLETION OF ANY GIVEN STAGE GRADING. TEMPORARY SEEDING SHALL BE CLASS 7.

FERTILIZER NUTRIENTS SHALL BE APPLIED TO ALL SEEDED AREAS. LIMESTONE SHALL BE APPLIED TO ALL AREAS OF FINAL SEEDING.

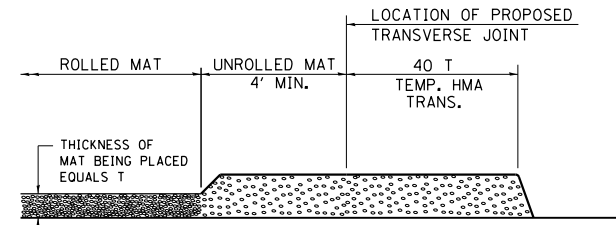
THE RATES OF APPLICATION OF FERTILIZER, MULCH AND LIMESTONE SHALL BE AS SPECIFIED IN THE SPECIAL PROVISIONS FOR ROAD AND BRIDGE CONSTRUCTION.

SECTIONS 250 AND 251 OF THE STANDARD SPECIFICATIONS SHALL GOVERN THIS WORK EXCEPT AS SPECIFIED HEREIN OR AS NOTED IN THE SPECIAL PROVISIONS.

REVISIONS	
REDRAWN	2-15-89
REVISED	8-15-94
REVISED	6-3-99
REVISED	3-27-08
REVISED	5-16-13

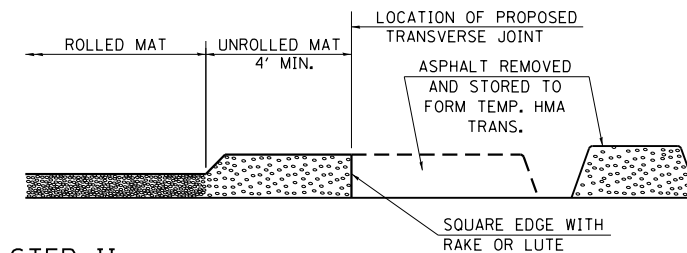
STD. 9-12

## TEMPORARY HOT-MIX ASPHALT TRANSITIONS



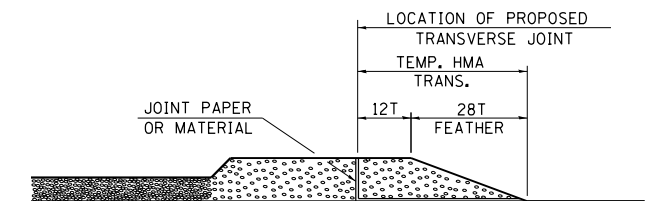
### STEP I

1. PLACE HOT-MIX ASPHALT MAT, LENGTH 40 TIMES THE THICKNESS OF THE MAT BEING PLACED PAST THE PROPOSED TRANSVERSE JOINT LOCATION USING NORMAL OPERATING PROCEDURES.
2. EXTREME CARE SHOULD BE TAKEN TO MAINTAIN ENOUGH MATERIAL IN FRONT OF THE SCREED TO MAINTAIN REQUIRED PAVING DEPTH.



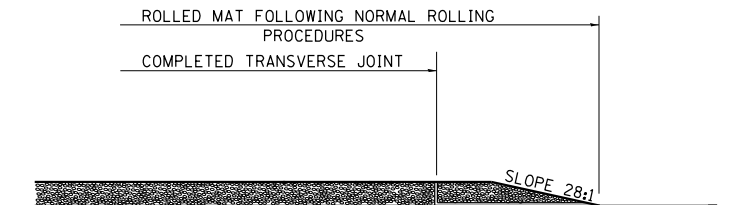
### STEP II

1. MOVE THE PAVER OUT OF THE WAY AND REMOVE THE ASPHALT FROM THE AREA OF THE PROPOSED TEMPORARY HOT-MIX ASPHALT TRANSITION.
2. SQUARE UP THE END OF THE MAT WITH A RAKE OR LUTE.
3. NOTE THAT THE MAT WITHIN 4' OF THE END OF JOINT IS NOT TO BE ROLLED AT THIS TIME.



### STEP III

1. JOINT PAPER OR OTHER PRESELECTED JOINT MATERIAL IS THEN PLACED IN THE CLEARED AREA AND THE EXCESS ASPHALT USED TO HAND FORM A TRANSITION TO THE DIMENSIONS SHOWN ABOVE.
2. NOTE THAT IN CONSTRUCTING THE TRANSITION, THE MAT DEPTH IS CONTINUED AS PART OF THE TRANSITION BEFORE FORMING THE FEATHER.



### STEP IV

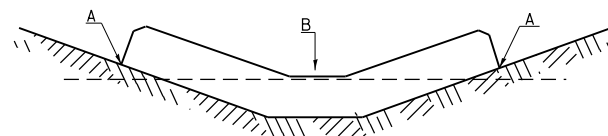
1. COMPLETE TEMPORARY TRANSITION BY ROLLING.
2. TO RESUME PAVING, AT THE JOINT, REMOVE TEMPORARY TRANSITION AND DISPOSE OF THE MATERIAL ACCORDING TO ART. 202.03 OF THE STD. SPECS. (COST INCLUDED IN THE CONTRACT).
3. CONSTRUCTING THE TEMPORARY TRANSITIONS WILL NOT BE PAID FOR SEPARATELY IN ACCORDANCE WITH ARTICLE 406.14 OF THE STANDARD SPECIFICATIONS.

REVISIONS	
REDRAWN	2-15-89
REVISED	8-16-94
REVISED	01-09-07
REVISED	05-8-08
REVISED	05-16-13

STD. 9-26

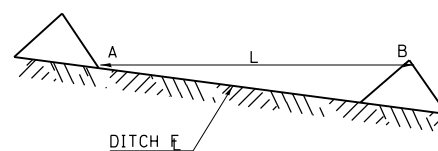
## TEMPORARY DITCH CHECKS

### PLACEMENT OF TEMPORARY DITCH CHECK IN DRAINAGE WAY



POINTS A SHOULD BE HIGHER THAN POINT B

### SPACING BETWEEN TEMPORARY DITCH CHECKS



L = THE DISTANCE SUCH THAT POINTS A AND B ARE OF EQUAL ELEVATION

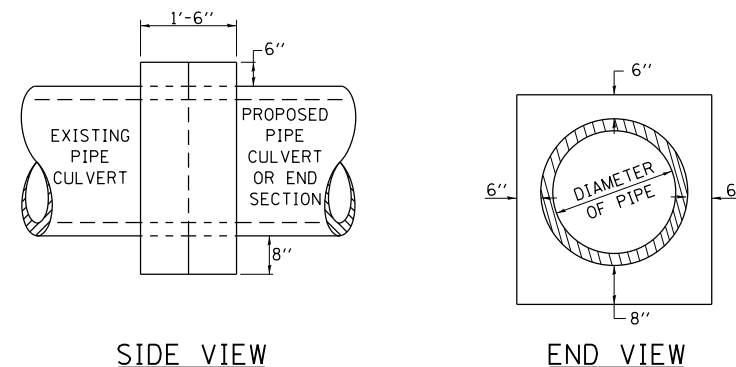
B = THE LOW POINT IN CENTER OF CHECK

REVISIONS	
DRAWN	9-01-99
REVISED	10-3-01
RESIZED	5-8-08
REVISED	05-04-10
REVISED	5-17-13

STD. 9-108

## CONCRETE COLLAR

PIPE TO PIPE



### TABULATION

DIAMETER OF PIPE	CL SI CONC CU YDS EST
12"	0.24
15"	0.29
18"	0.32
24"	0.44
30"	0.56
36"	0.66
42"	0.80
48"	0.93
54"	1.07
60"	1.22
72"	1.55

THE CONCRETE COLLAR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER CUBIC YARD FOR CONCRETE COLLAR, AS SHOWN ON THE PLANS, WHICH PRICE SHALL INCLUDE THE REMOVAL OF SUCH PORTIONS THE EXISTING HEADWALLS AS MAY BE REQUIRED.

CLASS SI CONCRETE SHALL BE USED THROUGHOUT.

REVISIONS	
DRAWN	7-13-90
REVISED	8-22-94
REVISED	3-26-08
REVISED	5-17-13

STD. 9-79

FILE NAME =	USER NAME = bemory	DESIGNED -	REVISED -
P:\Projects\2011 Projects\11297 - IDOT US 5 Ph2\CV\CADD Sheets\0978077-sht-details.dgn	DRAWN -	REVISED -	REVISED -
PLOT SCALE = 100.000' / in.	CHECKED -	REVISED -	REVISED -
PLOT DATE = 4/30/2014	DATE -	REVISED -	REVISED -

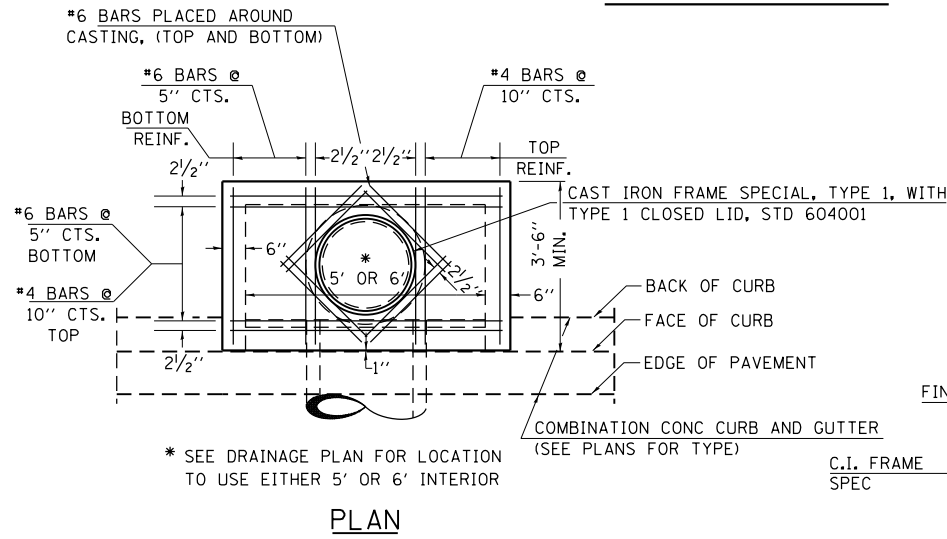
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	487
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78077	

# INLET SPECIAL



\* SEE DRAINAGE PLAN FOR LOCATION TO USE EITHER 5' OR 6' INTERIOR

PLAN

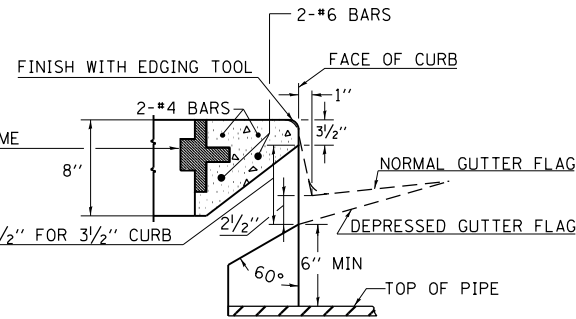
"D" TABLE

DESIGN	PIPE DIA	"D"
A	18" & LESS	2'-6"
B	21" & 24"	3'-0"
C	27" & 30"	3'-7"
D	33" & 36"	4'-2"
E	42"	4'-9"
F	48"	5'-0"
G	54"	6'-1"

CAST IRON FRAME SPECIAL, TYPE 1, WITH TYPE 1 CLOSED LID, STD 604001

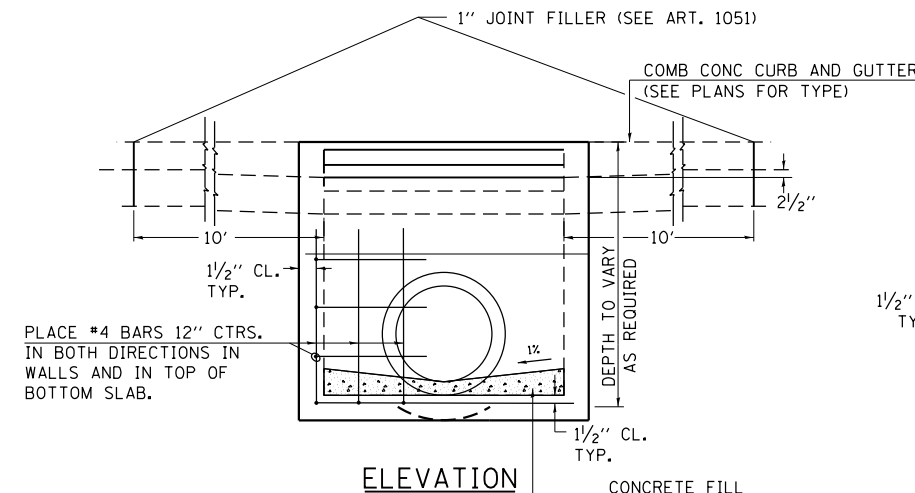
BACK OF CURB  
FACE OF CURB  
EDGE OF PAVEMENT

COMBINATION CONC CURB AND GUTTER (SEE PLANS FOR TYPE)

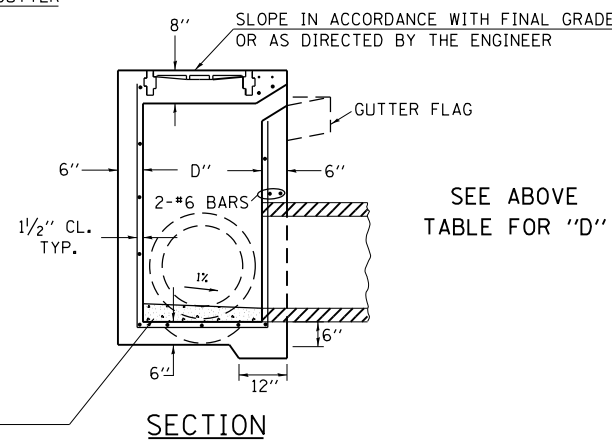


VARY HEIGHT FROM 2 1/2" FOR 3 1/2" CURB TO 5" FOR 6" CURB

SECTION AT WEIR



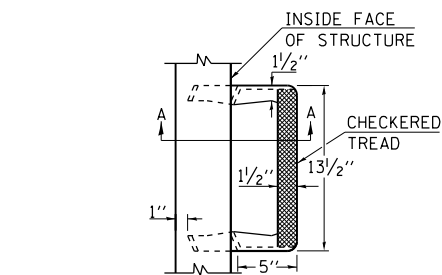
ELEVATION



SECTION

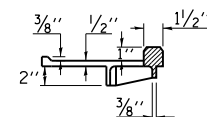
SEE ABOVE TABLE FOR "D"

CONCRETE FILL (UP TO 4% SLOPE IF NO SIDE PIPES ENTER OR EXIT BOX)



\* CAST IRON STEPS

TREAD DIMENSION DETAILS SEE HWY STD 602701



SEC. A-A

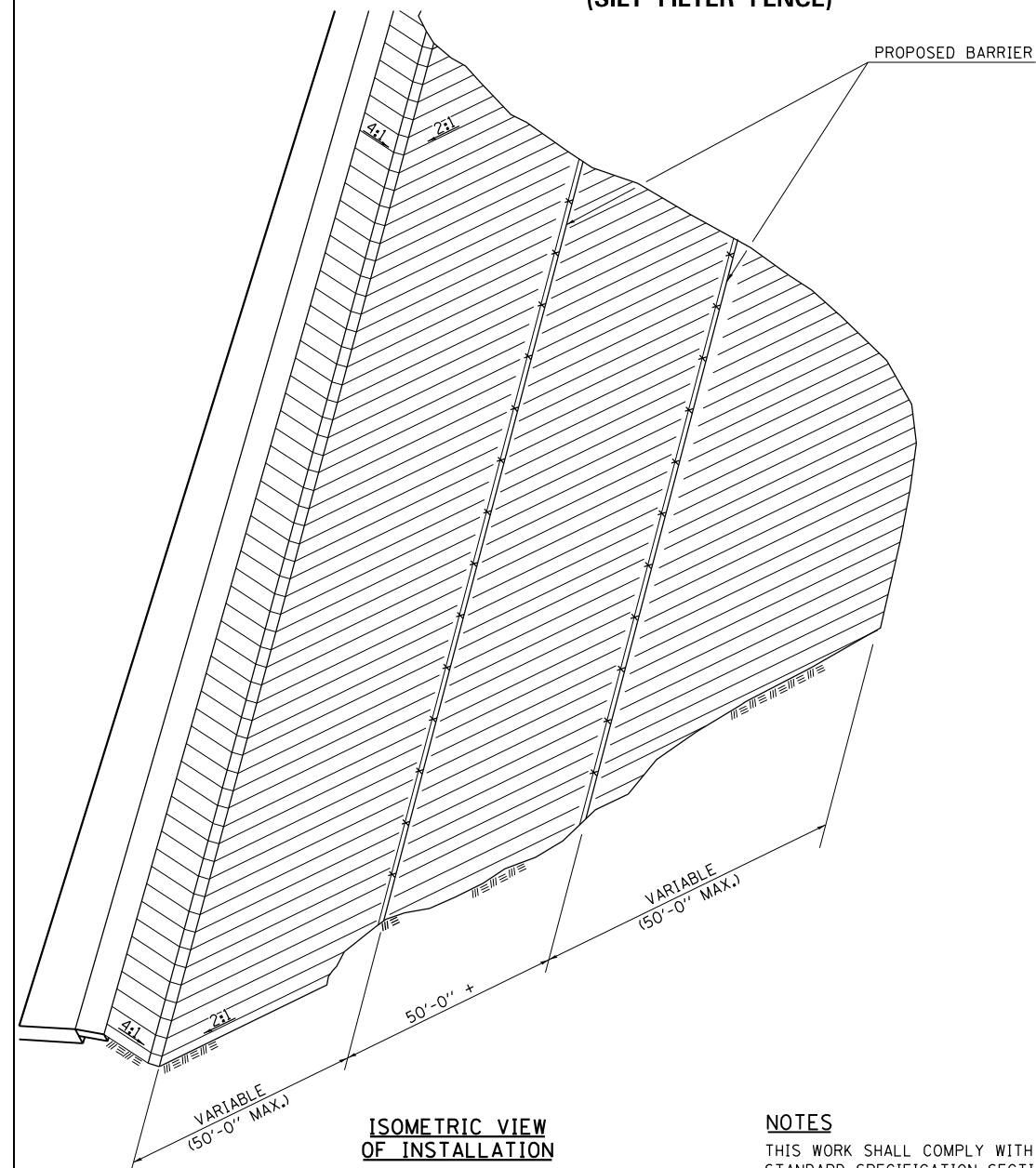
\*\* GALVANIZED IRON STEPS

1" ROUND GALVANIZED IRON STEPS 12" O.C. (OPTIONAL STEPS)

REVISIONS			
REDRAWN	2-15-89	REVISED	3-26-08
REVISED	8-15-94	REVISED	4-10-13
REVISED	1-19-99	REVISED	
REVISED	5-6-04	REVISED	

STD. 9-1

# PERIMETER EROSION BARRIER (SILT FILTER FENCE)



ISOMETRIC VIEW OF INSTALLATION

NOTES

THIS WORK SHALL COMPLY WITH ALL THE REQUIREMENTS OF THE STANDARD SPECIFICATION SECTION 280 FOR **TEMPORARY EROSION AND SEDIMENT CONTROL**, EXCEPT AS MODIFIED IN THESE NOTES AND DETAILS.

THE BARRIER FABRIC SHALL MEET THE REQUIREMENTS OF ART. 208.02 AND 1080.02 FOR SILT FILTER FENCE AND ARTICLE 280.04(b) FOR PERIMETER EROSION BARRIER.

THE POSTS SHALL BE PLACED AS SHOWN ON HIGHWAY STANDARD 280001.

THIS WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER FOOT FOR **PERIMETER EROSION BARRIER**, AS MEASURED IN PLACE. THE UNIT PRICE SHALL INCLUDE THE COST OF ALL MATERIAL, EQUIPMENT AND LABOR TO CONSTRUCT THE FENCE AS DESCRIBED.

**NOTES:**

PROVIDE 1/2" CLEARANCE TYP. ALL REINFORCEMENT UNLESS OTHERWISE SPECIFIED.

GUTTER FLOWLINE AT INLET 2 1/2" BELOW NORMAL GUTTER FLOWLINE. CONSTRUCT TRANSITION IN FLOWLINE IN 10 FEET EACH SIDE OF INLET. PIPES TO BE CONNECTED TO INLET AS SHOWN ON STORM SEWER LAYOUT.

INLETS WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR **INLET, SPECIAL**, WHICH PRICE SHALL INCLUDE THE CAST IRON FRAME, SPECIAL, TYPE 1 WITH TYPE 1 CLOSED LID, THE REINFORCEMENT BARS, METAL STEPS AND JOINT FILLER.

IF THE INLET IS NOT CAST IN PLACE THEN THE INLET SHALL BE PRODUCED ACCORDING TO THE DEPARTMENT'S CURRENT STANDARD SPECIFICATIONS SECTIONS 602 AND 1042.

\*\*STEPS WILL BE REQUIRED AT 12" SPACING WHEN INLET IS OVER 4' DEEP. SEE ARTICLE 602.08 OF THE STANDARD SPECS AND DETAILS

CAST IRON STEPS SHALL BE GRAY IRON CONFORMING TO THE REQUIREMENTS OF ARTICLE 1006.14 OF THE STANDARD SPECIFICATIONS.

REVISIONS	
REDRAWN	2-15-89
REVISED	8-18-94
REVISED	10-3-94
REVISED	12-17-01
RESIZED	5-7-08
REVISED	5-17-13

STD. 9-40

FILE NAME =	USER NAME = bemory	DESIGNED -	REVISED -
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PLOT SCALE = 100.000 / in.		CHECKED -	REVISED -
PLOT DATE = 4/30/2014		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	488
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78077	

# RURAL SIDE APPROACH DETAILS

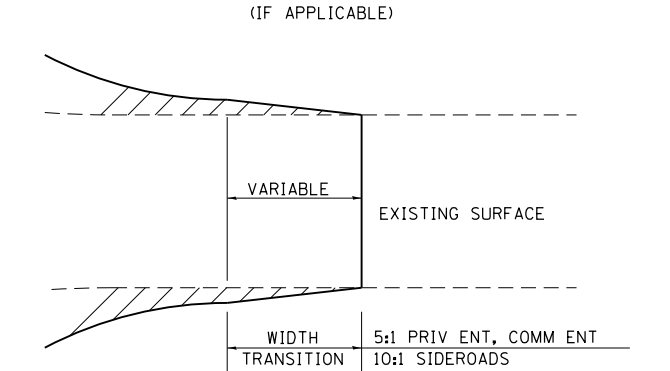
## PRIVATE AND COMMERCIAL ENTRANCES

## SIDEROADS

## SIDEROAD DIMENSIONS (MIN.)

ADT	A (FT)	B (FT)
0 TO 250	18'	2'
250 TO 400	20'	2'
GREATER THAN 400	22'	4'

## WIDTH TRANSITION DETAIL TO EXISTING

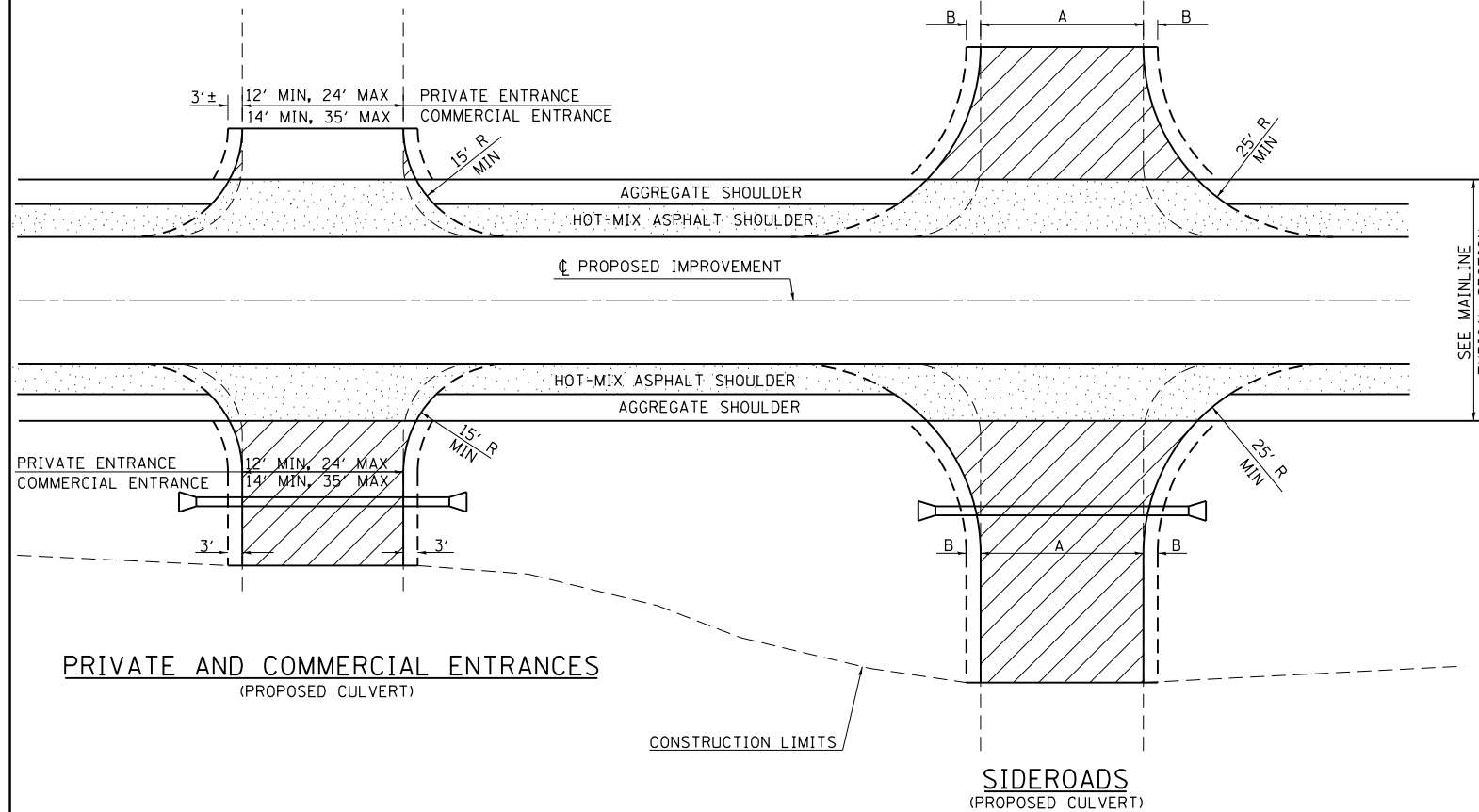
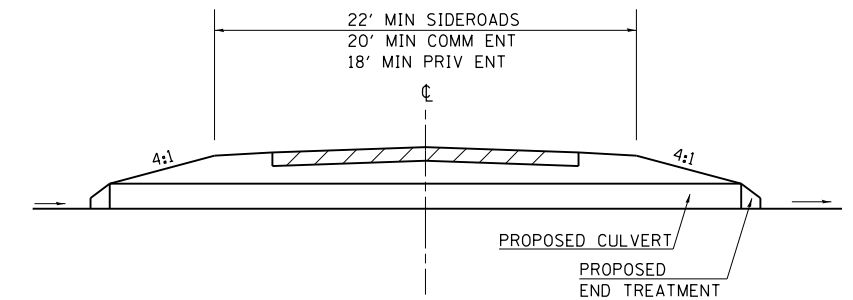


## FIELD ENTRANCE TREATMENT

CONSTRUCT MAINLINE HOT-MIX ASPHALT AND AGGREGATE SHOULDERS THROUGH FIELD ENTRANCES.

IF A PIPE IS REQUIRED, PROVIDE A 22' WIDE EARTH EMBANKMENT WITH 15' RADII AT THE INTERSECTION.

## DETAIL FOR CALCULATING CULVERT LENGTH



## LEGEND

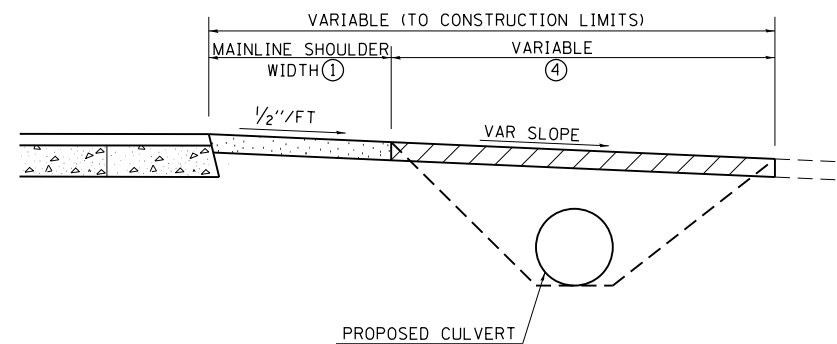
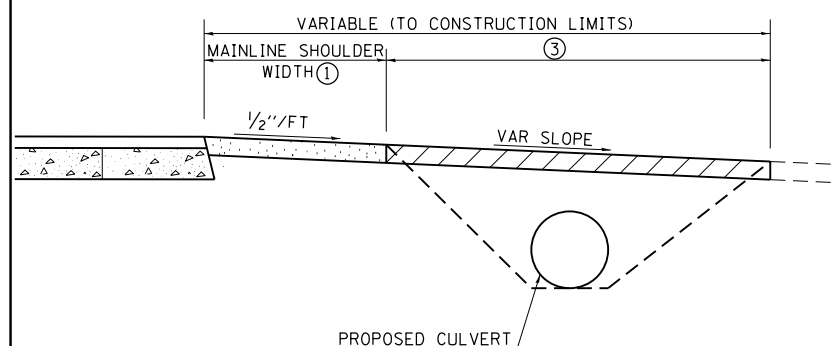
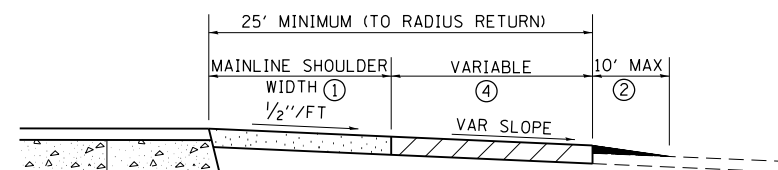
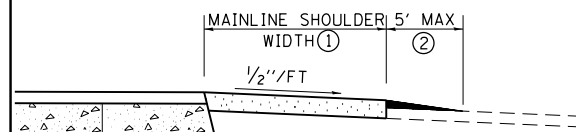
- CONSTRUCT HOT-MIX ASPHALT SHOULDER "FULL SHOULDER WIDTH" THROUGH ENTRANCE/INTERSECTION UNLESS OTHERWISE SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
- IF REQUIRED, AGGREGATE TAPER FOR EXISTING GRAVEL SURFACE; HOT-MIX ASPHALT TAPER FOR EXISTING HIGHER TYPE SURFACES.
- 6" AGGREGATE SURFACE COURSE FOR EXISTING GRAVEL SURFACE; 2" HOT-MIX ASPHALT RESURFACING ON 4" AGGREGATE BASE COURSE FOR EXISTING HOT-MIX ASPHALT SURFACE; PCC DRIVEWAY PAVEMENT (6" - PE; 7" - CE) FOR EXISTING CONCRETE SURFACE.
- 3" MINIMUM HOT-MIX ASPHALT RESURFACING ON 8" MINIMUM AGGREGATE BASE COURSE FOR EXISTING GRAVEL SURFACE OR OIL & CHIP SURFACE; MATCH EXISTING FOR EXISTING HIGHER TYPE SURFACES.

## GENERAL NOTES

- ENTRANCE LOCATIONS ARE TO COMPLY WITH IDOT'S POLICY "ACCESS TO STATE HIGHWAYS".
- IN GENERAL, RELOCATED PRIVATE ENTRANCES ARE TO HAVE A 16' WIDE SURFACE WITH 3' WIDE SHOULDERS (22' WIDE EMBANKMENT).
- SEE PLANS FOR PROPOSED PROFILE GRADES AT ENTRANCES/SIDEROADS. THE DESIRABLE MAXIMUM PROFILE GRADE FOR ENTRANCES ARE 12% FOR PE; 10% FOR CE.
- ENTRANCE PIPE CULVERTS ARE TO BE A MINIMUM 15" DIAMETER AND NORMALLY REPLACED IN KIND; SIDEROAD PIPE CULVERTS ARE GENERALLY TO BE CONCRETE (18" MINIMUM DIAMETER).
- THE INTERSECTION RADII OF SIDEROADS CONSTRUCTED TO FULL POLICY STANDARDS SHOULD COMPLY WITH THAT NOTED IN THE BUREAU OF LOCAL ROADS ADMINISTRATIVE POLICIES MANUAL (5-8-13).

## PRIVATE AND COMMERCIAL ENTRANCES

## SIDEROADS



REVISIONS	
DRAWN	3-15-91
REVISED	10-02-91
REVISED	5-15-92
REVISED	1-20-00
REVISED	01-11-07
REVISED	5-7-08
REVISED	5-17-13

STD. 9-83

FILE NAME =	USER NAME = bemory	DESIGNED -	REVISED -
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PLOT SCALE = 100.000 "/in.		CHECKED -	REVISED -
PLOT DATE = 4/30/2014		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

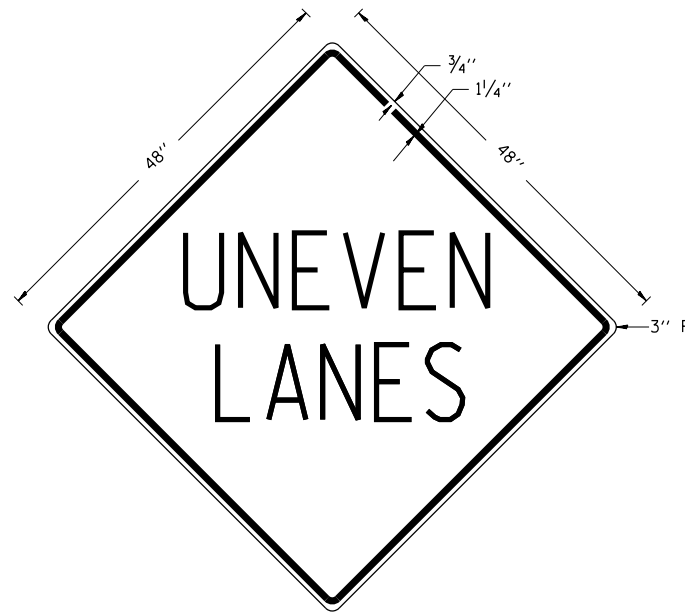
DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	489
CONTRACT NO. 78077				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

### UNEVEN LANES SIGN

W8-11 (48" x 48")



**COLORS:**

LEGEND AND BORDER - BLACK NON-REFLECTORIZED  
BACKGROUND - ORANGE REFLECTORIZED

**NOTE:** PRIOR TO ALLOWING TRAFFIC ON ANY PORTION OF THE ROADWAY THAT HAS BEEN COLDMILLED OR BEFORE RESURFACING OPERATIONS BEGIN, THE CONTRACTOR SHALL HAVE ERECTED "UNEVEN PAVEMENT" SIGNS THAT CONFORM TO THE ABOVE DETAILS. A MINIMUM OF ONE SIGN AT EACH END OF THE IMPROVEMENT WILL BE REQUIRED. THE CONTRACTOR SHALL MAINTAIN THE "UNEVEN PAVEMENT" SIGNS UNTIL THE RESURFACING OPERATIONS ARE COMPLETED.

IF AT ANY TIME THE SIGNS ARE IN PLACE BUT NOT APPLICABLE, THEY SHALL BE TURNED FROM THE VIEW OF MOTORISTS OR COVERED AS DIRECTED BY THE ENGINEER.

THE COST OF FURNISHING, ERECTING, MAINTAINING, AND REMOVING THE REQUIRED SIGNS SHALL BE INCLUDED IN THE CONTRACT.

REVISIONS	
DRAWN	2-15-89
REVISED	4-06-93
RESIGNED	7-23-04
RESIZED	5-08-08
REVIEWED	5-17-13

STD. 9-41

### ENERGY DISSIPATOR

#### EARTH EXCAVATION FOR ENERGY DISSIPATOR

THIS WORK INVOLVES THE EXCAVATION OF EARTH AS SHOWN IN THE SKETCH TO THE LENGTH, WIDTH, AND DEPTH AS SPECIFIED. THE EARTH EXCAVATION WILL BE UTILIZED IN THE ROADWAY EMBANKMENT OR WASTED AS DIRECTED BY THE ENGINEER. THE EXCAVATION SHALL BE PERFORMED AT THE SAME TIME AS THE CULVERT OR DITCH IS CONSTRUCTED TO SERVE AS A TEMPORARY SEDIMENT TRAP.

EARTHWORK WILL BE CONSIDERED INCLUDED IN THE COST OF THE RIPRAP.

ENERGY DISSIPATOR IS TO BE CONSTRUCTED AT THE LOCATION INDICATED ON THE PLAN AND PROFILE SHEETS.

#### RIPRAP FOR ENERGY DISSIPATOR

RIPRAP FOR ENERGY DISSIPATOR SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 281 OF THE STANDARD SPECIFICATIONS EXCEPT AS REVISED HEREIN.

THE LENGTH, WIDTH, AND DEPTH FOR RIPRAP PLACEMENT SHALL BE AS SPECIFIED IN THESE DETAILS UNLESS OTHERWISE SPECIFIED IN THE PLANS. THE OUTSIDE CORNERS CAN BE ROUNDED OR SQUARED.

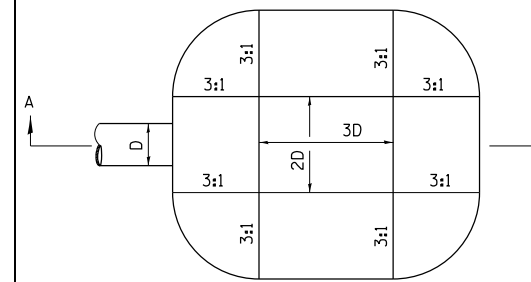
THE RIPRAP FOR THE ENERGY DISSIPATOR SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE YARD FOR **STONE DUMPED RIPRAP**.

THE STONE DUMPED RIPRAP SHALL CONFORM TO THE QUALITY AND GRADATION REQUIREMENTS OF STONE RIPRAP, CLASS A4.

FILTER FABRIC AND BEDDING MATERIAL AS SPECIFIED IN SECTION 281 OF THE STANDARD SPECIFICATIONS WILL NOT BE REQUIRED.

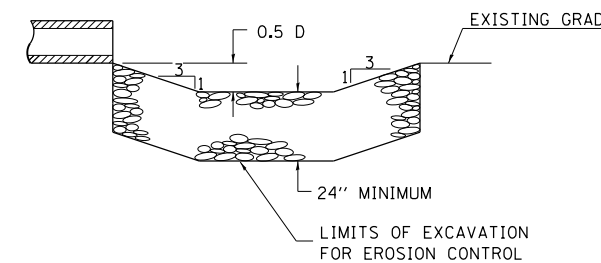
REVISIONS	
REDRAWN	2-15-89
REVISED	11-3-93
REVISED	8-15-94
REVISED	12-14-01
REVISED	3-26-08
REVISED	5-16-13

STD 9-6



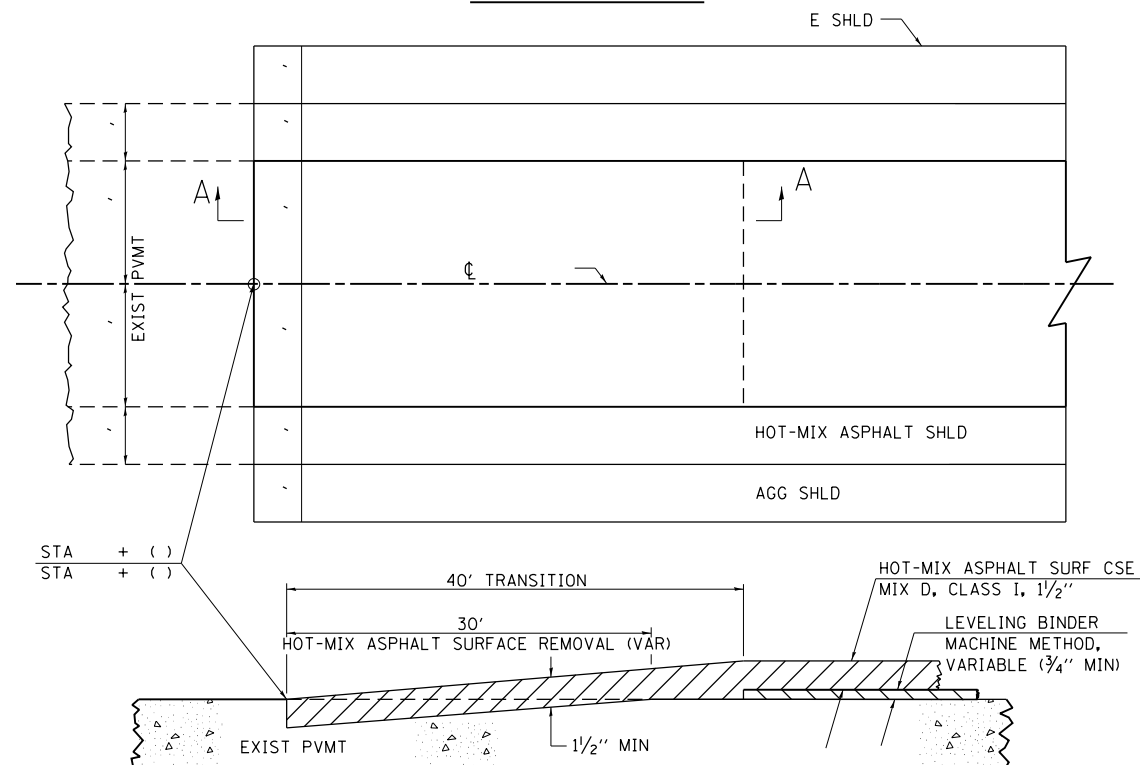
D= INSIDE DIAMETER OF PIPE CULVERT OR CLEAR HEIGHT OF BOX CULVERT

PLAN



SECTION A-A

### BUTT JOINT

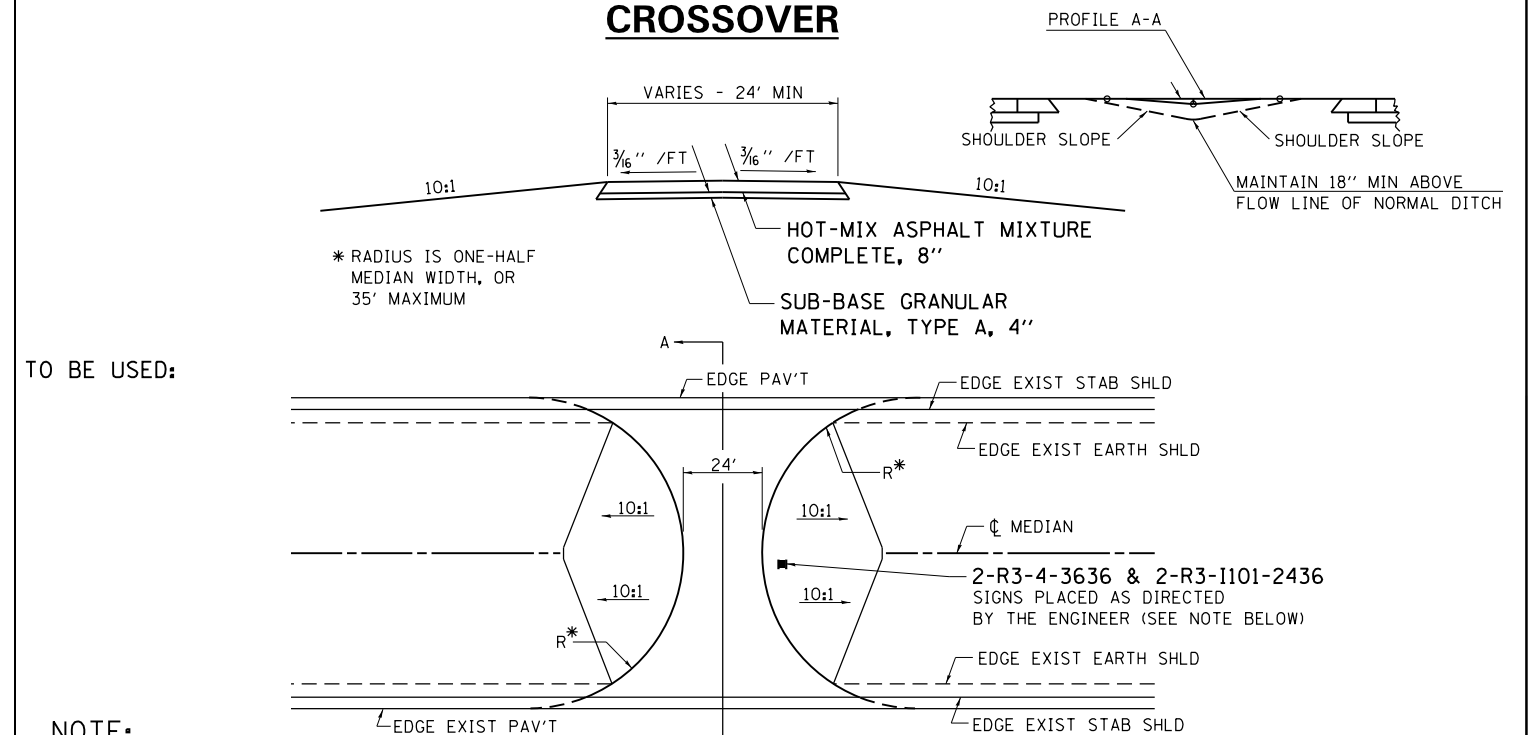


SECTION A-A

REVISIONS	
DRAWN	10-17-90
REVISED	01-11-07
REVISED	3-25-08
REVISED	5-17-13

STD. 9-86

### PROPOSED MEDIAN CROSSOVER



TO BE USED:

**NOTE:**

THE PROPOSED CROSSOVER SURFACE SHALL BE BUTTED TO THE EDGE OF THE EXISTING STABILIZED SHOULDER. SEE SHEET NO. ... FOR EARTHWORK SCHEDULE. EARTHWORK SHALL BE COMPACTED TO THE SATISFACTION OF THE ENGINEER.

**NOTE:**

THE SIGN ASSEMBLY FOR EACH LOCATION SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR "RELOCATION SIGN PANEL ASSEMBLY TYPE B" EXISTING SIGN SUPPORTS SHALL BE USED FOR NEW INSTALLATION.

REVISIONS	
DRAWN	8-30-89
REVISED	01-10-07
REVISED	3-26-08
REVISED	5-17-13

STD. 9-55

FILE NAME =	USER NAME = bemory	DESIGNED -	REVISED -
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PLOT SCALE = 100.000' / in.		CHECKED -	REVISED -
PLOT DATE = 4/30/2014		DATE -	REVISED -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

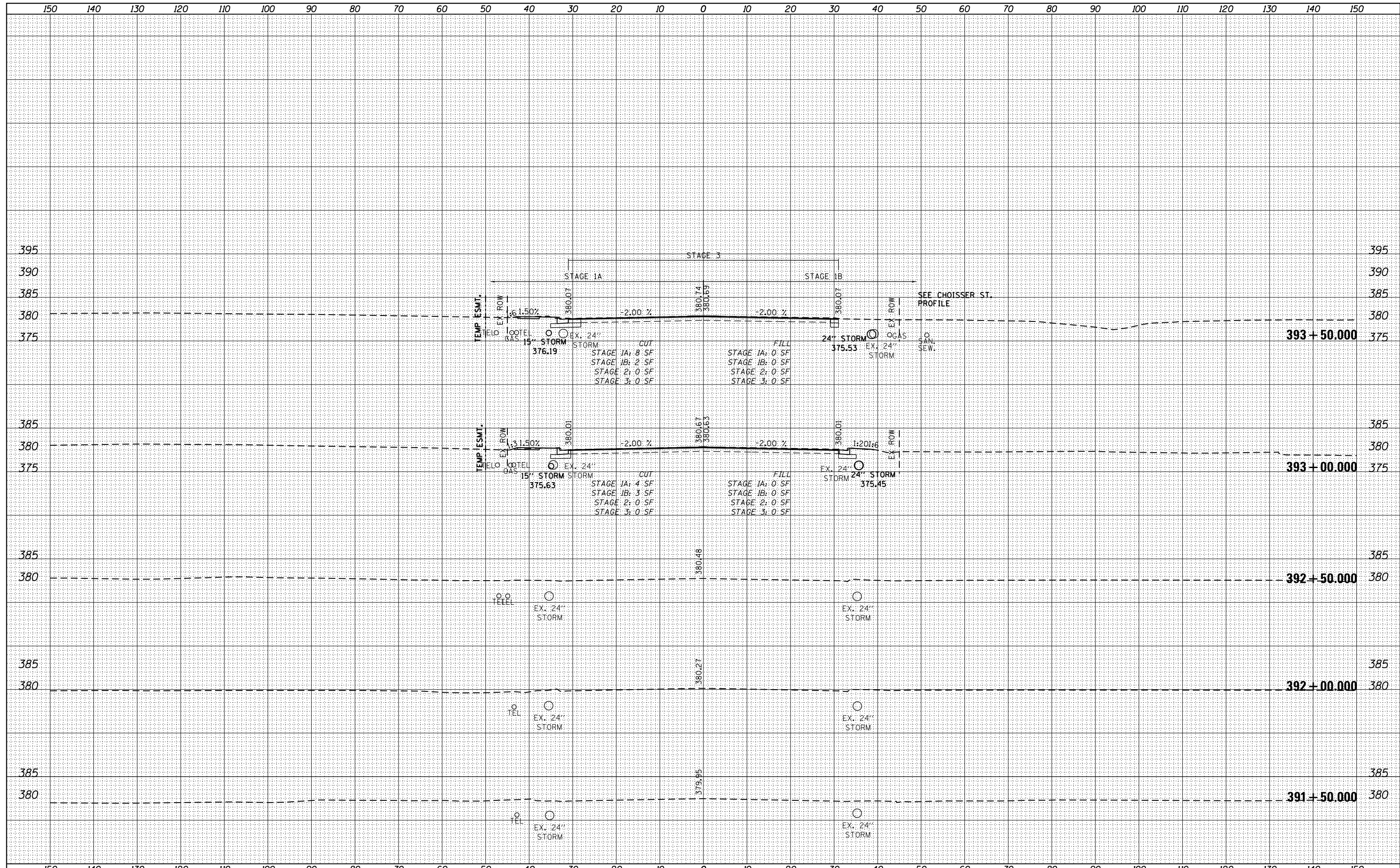
DETAILS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	490
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 78077	

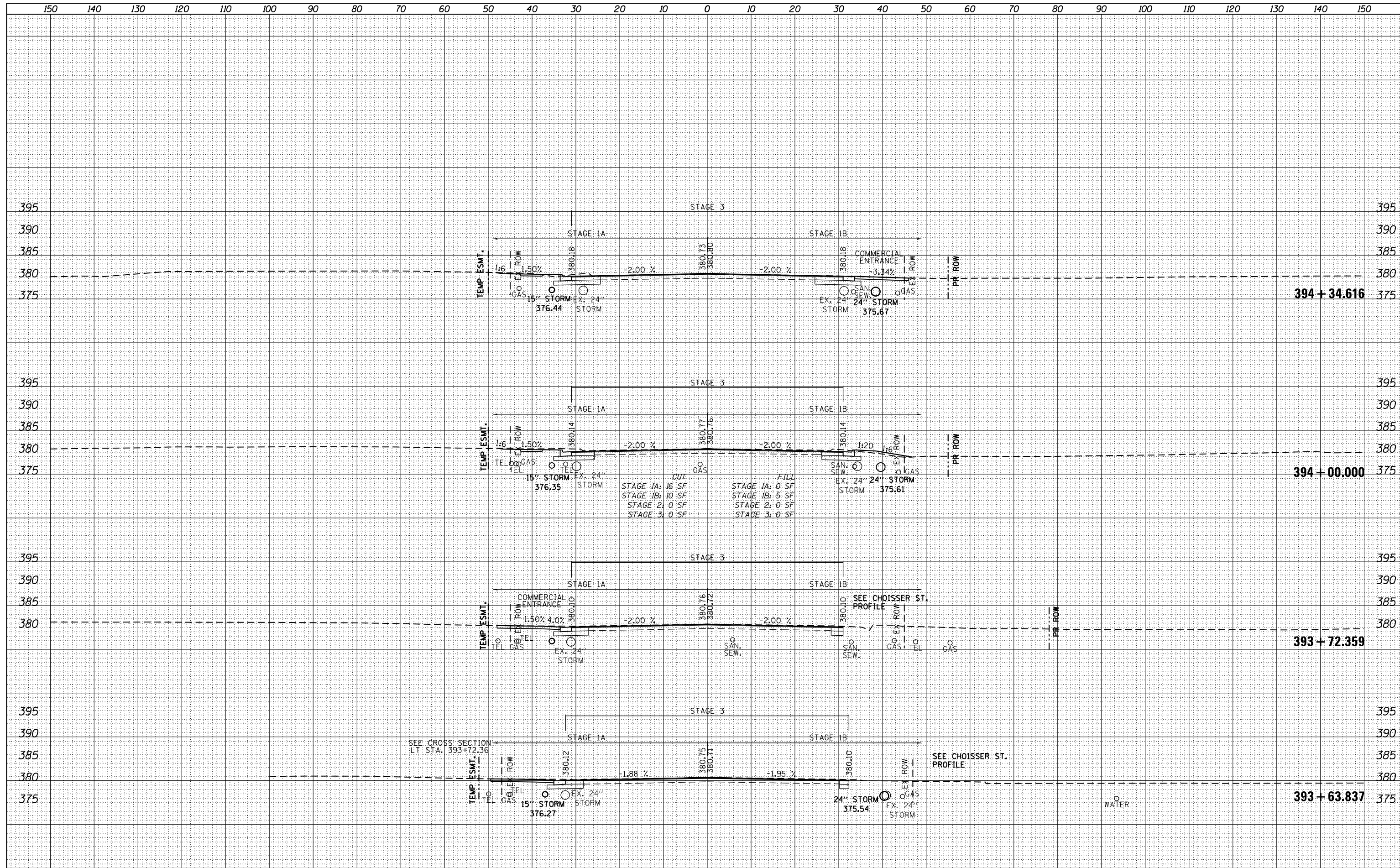
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TEMPLATE	
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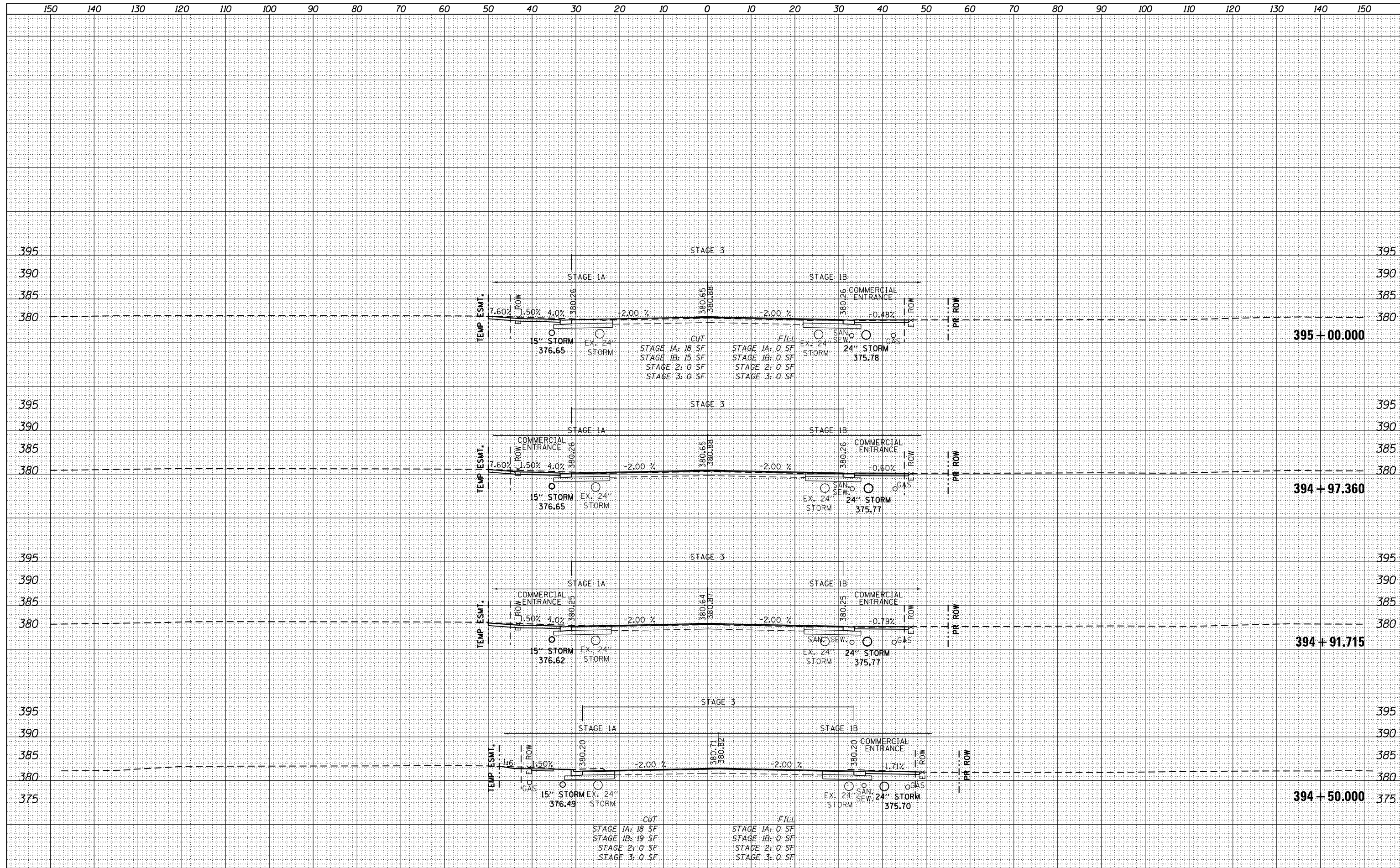
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BY	
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PLOTTED	
TEMPLATE	
AREAS CHECKED	
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DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
NOTE BOOK	
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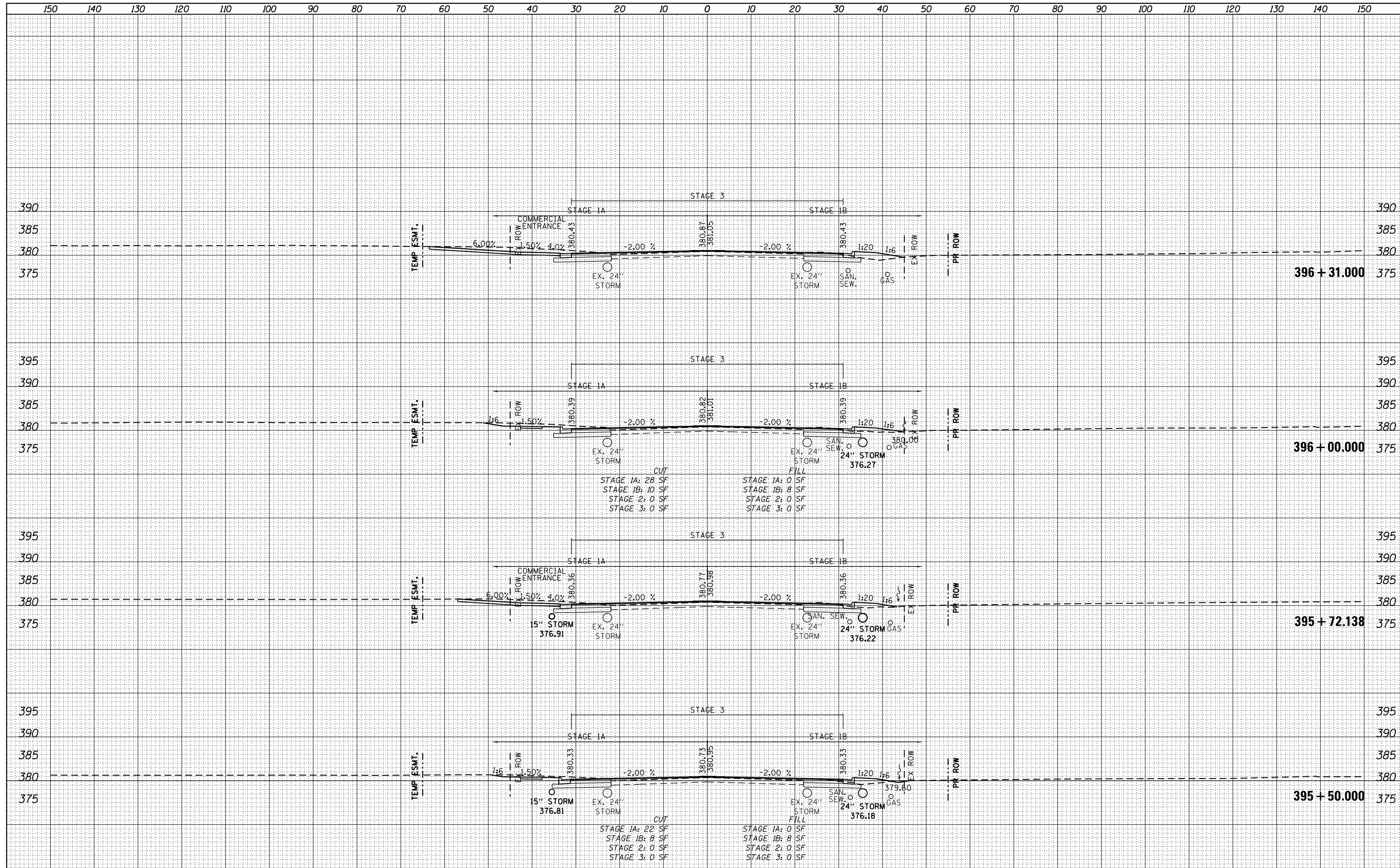
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NOTE BOOK	
AREAS CHECKED	
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FILE NAME =	USER NAME = bemory	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>CROSS SECTIONS U.S. 45 (F.A.P. 332)</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
P:\Projects\2011 Projects\11297 - IDOT US45 Ph2\CV\CADD Sheets\1978077-sht-xsc.dgn		DRAWN -	REVISED -		332	(29,30)R-1	SALINE	745	493	CONTRACT NO. 78077		
Default		CHECKED -	REVISED -		SCALE: 1" = 10'	SHEET	OF	SHEETS	STA. 394+50.000	TO STA. 395+00.000	ILLINOIS FED. AID PROJECT	
		DATE -	REVISED -									

DATE	
BY	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS	
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NO.	

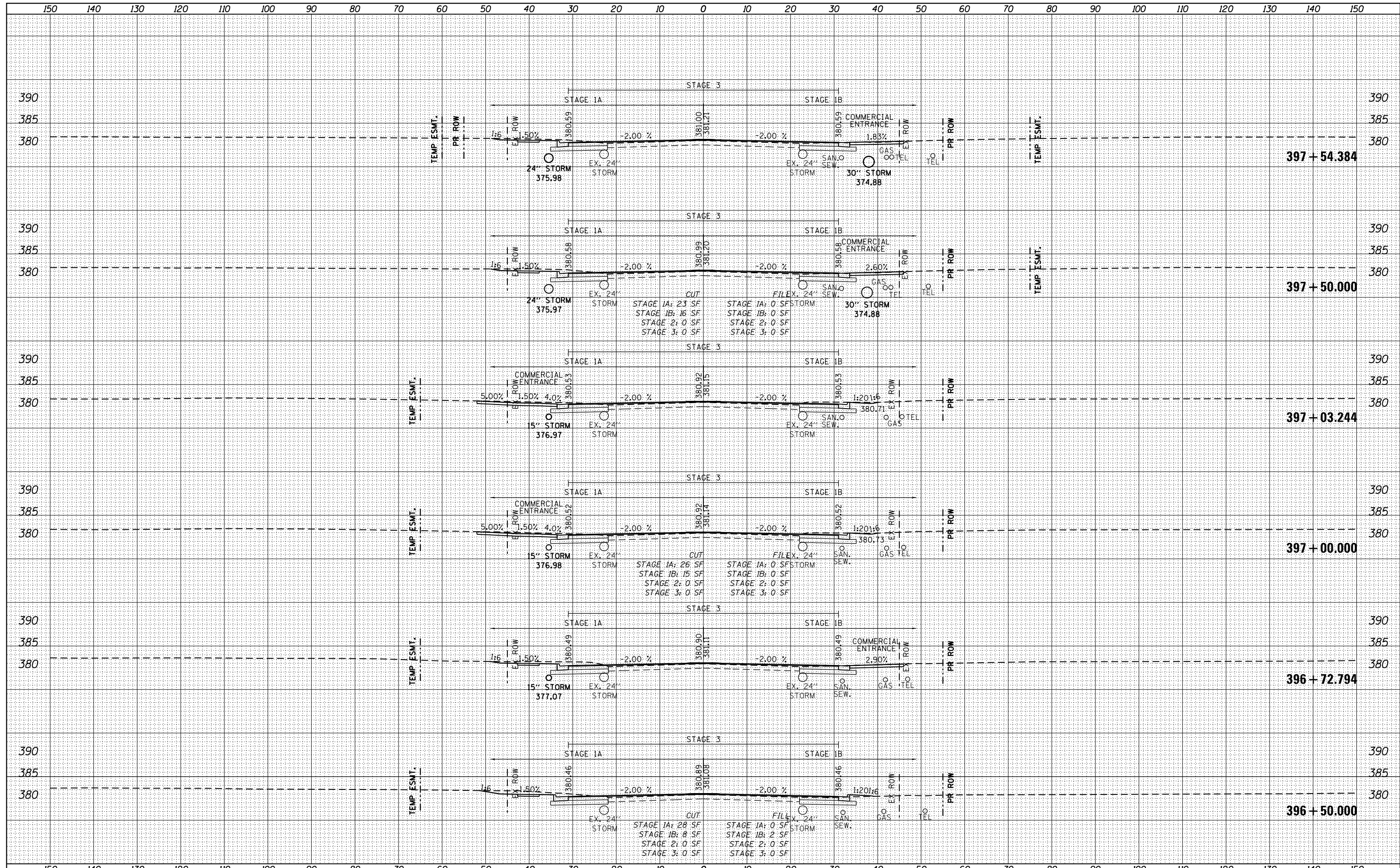
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BY	
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PLOTTED	
TEMPLATE	
AREAS	
CHECKED	
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P:\Projects\2011 Projects\11297 - IDOT US45 Ph2\CV\CADD Sheets\0978077-sht-xsc.dgn		DRAWN -	REVISED -		SCALE: 1" = 10'	SHEET	OF	SHEETS	STA. 395+50.000	TO STA. 396+31.000	CONTRACT NO. 78077	
PLOT SCALE = 20.0000' / in.		CHECKED -	REVISED -								ILLINOIS FED. AID PROJECT	
Default		DATE -	REVISED -									

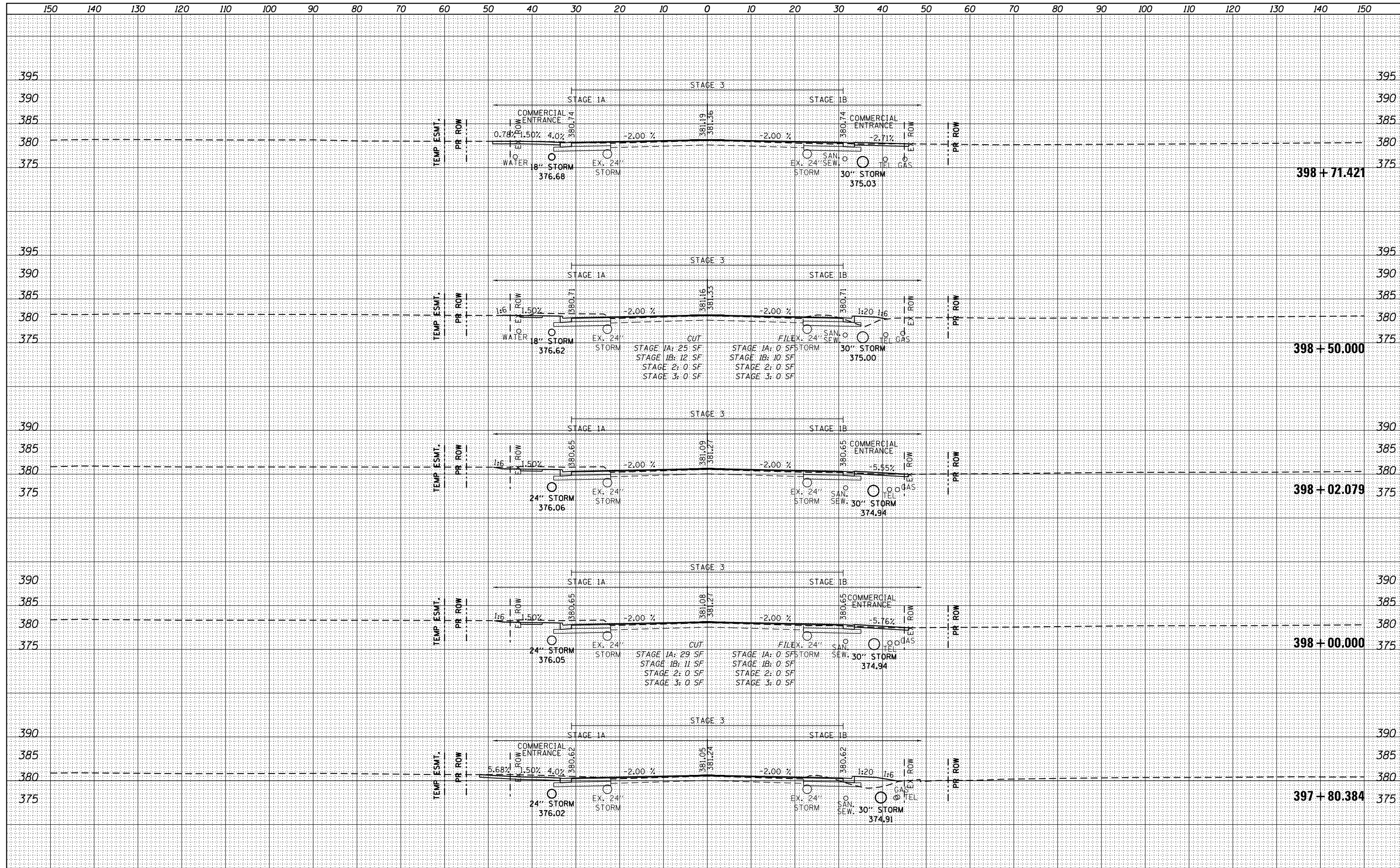
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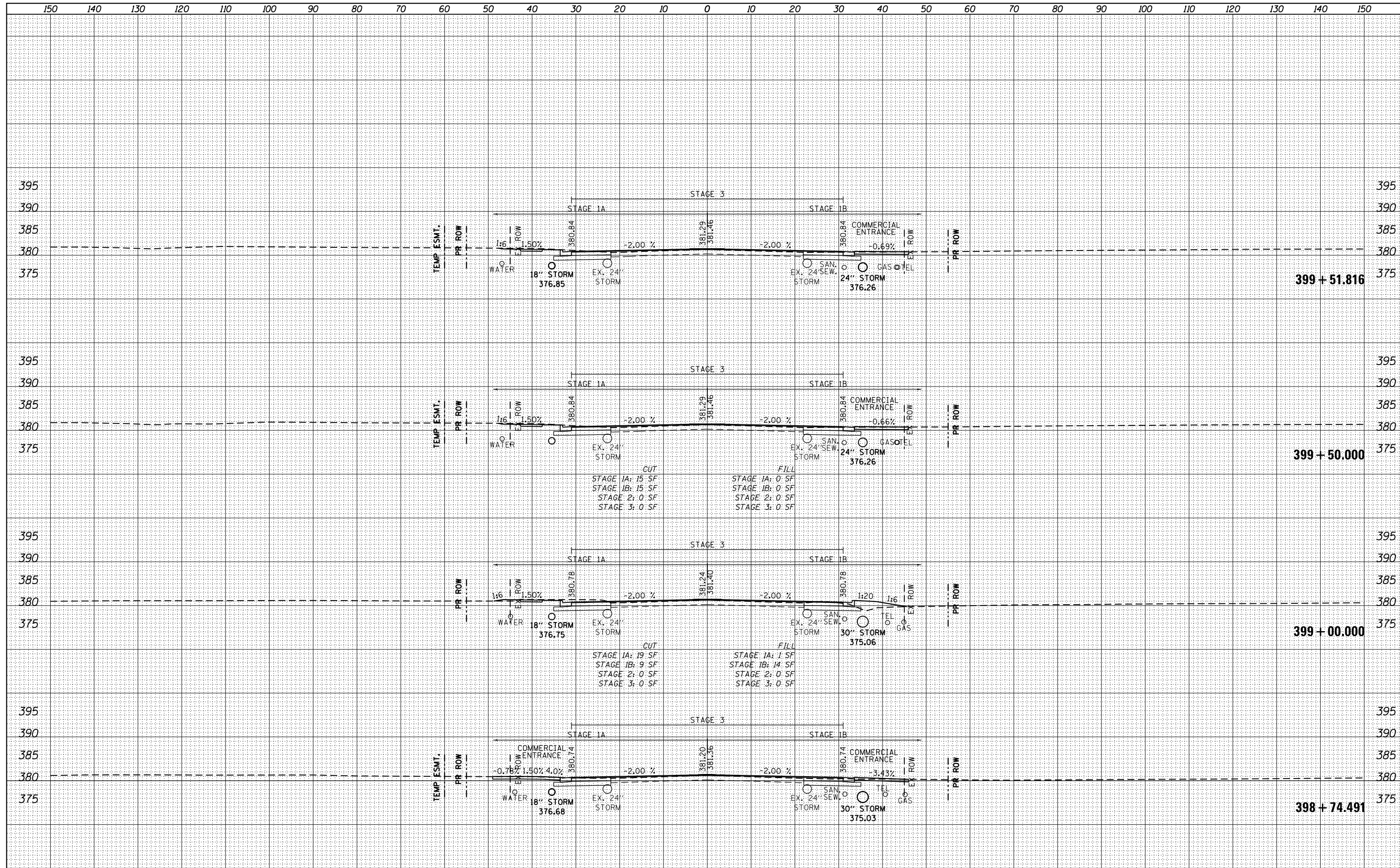
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BY	
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PLOTTED	
TEMPLATE	
NOTE BOOK	
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BY	
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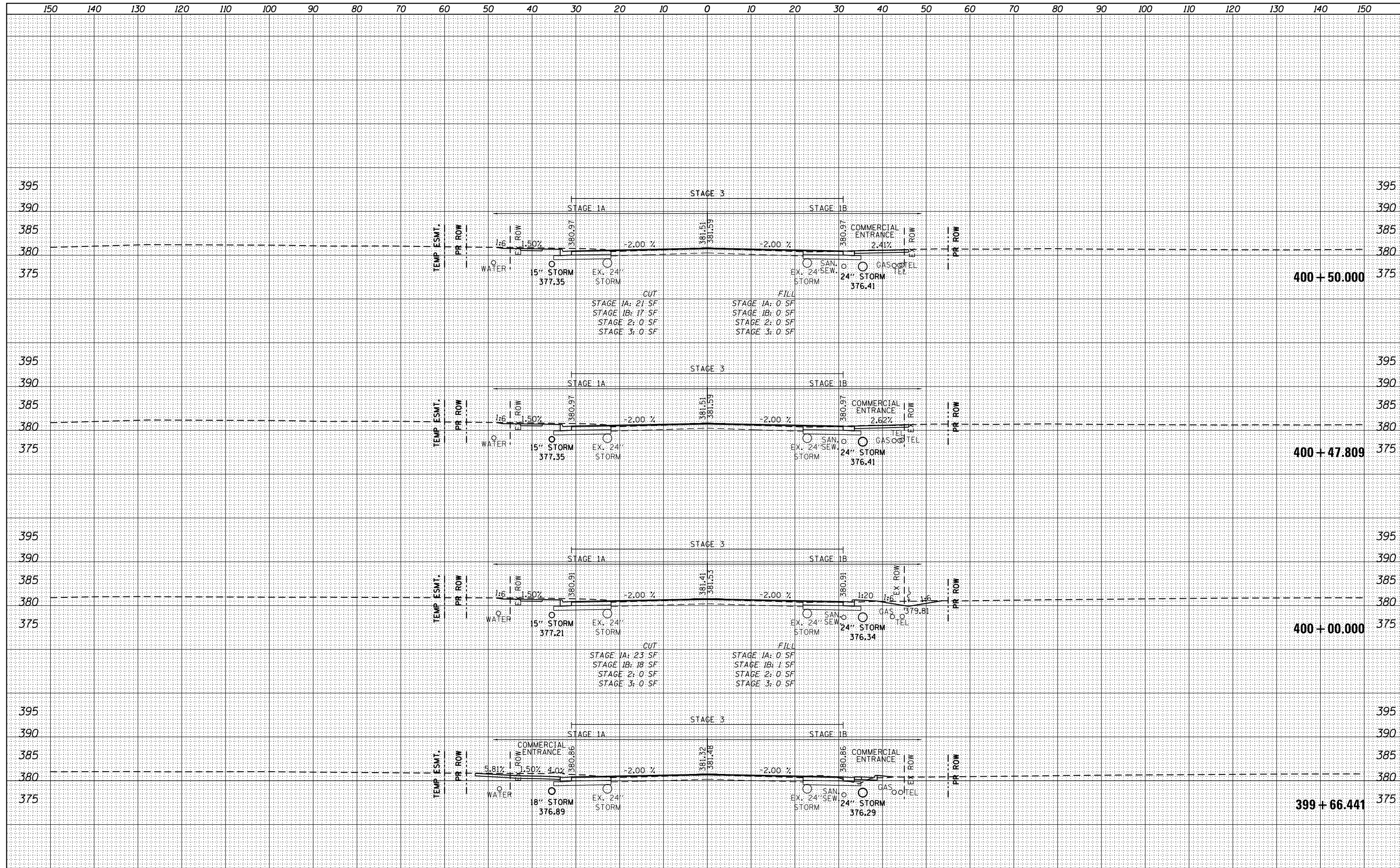
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 PLOT DATE = 4/30/2014

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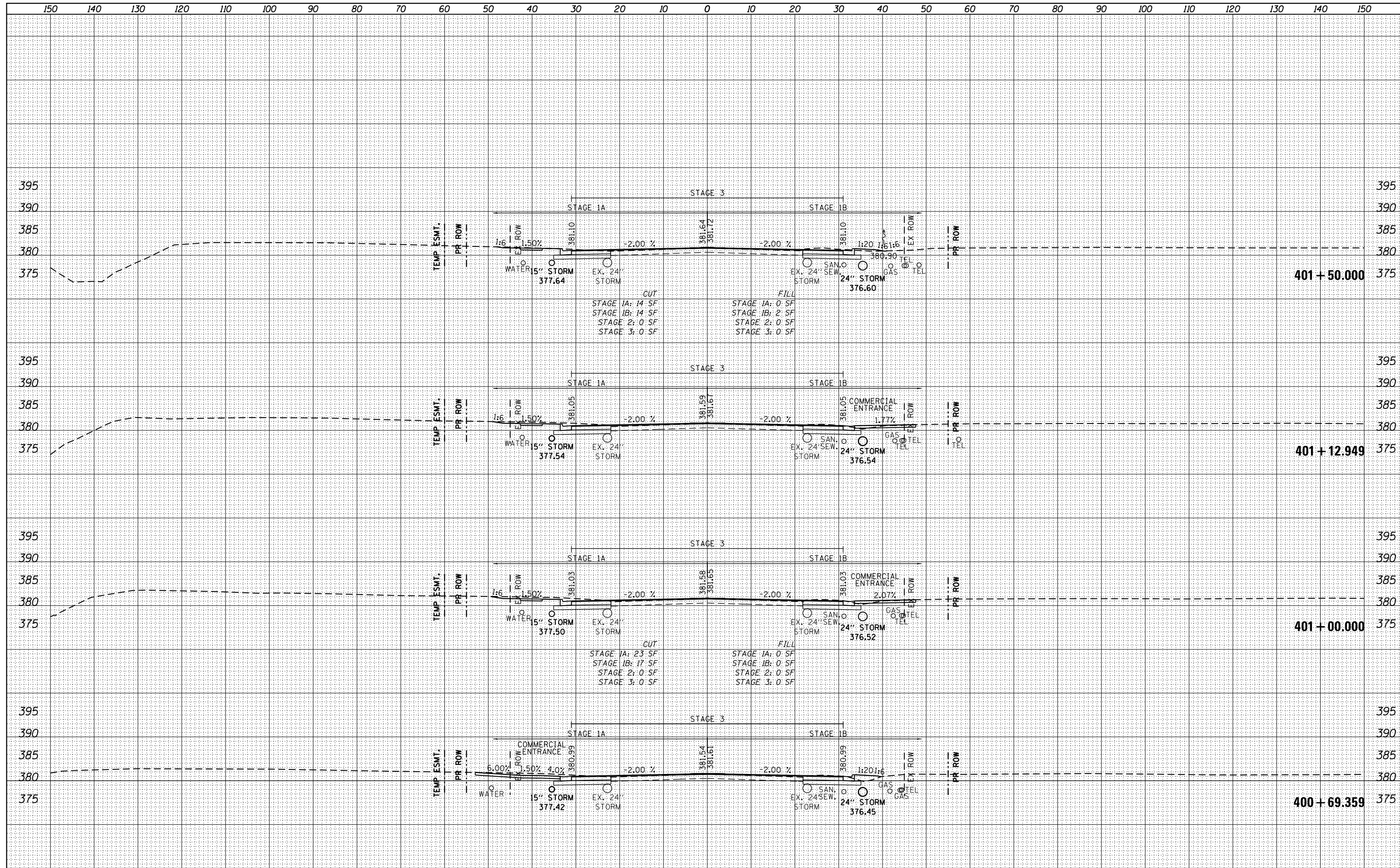
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**CROSS SECTIONS U.S. 45 (F.A.P. 332)**  
 SCALE: 1" = 10'  
 SHEET OF SHEETS STA. 399+66.441 TO STA. 400+50.000

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
332	(29,30)R-1	SALINE	745	498
CONTRACT NO. 78077			ILLINOIS FED. AID PROJECT	

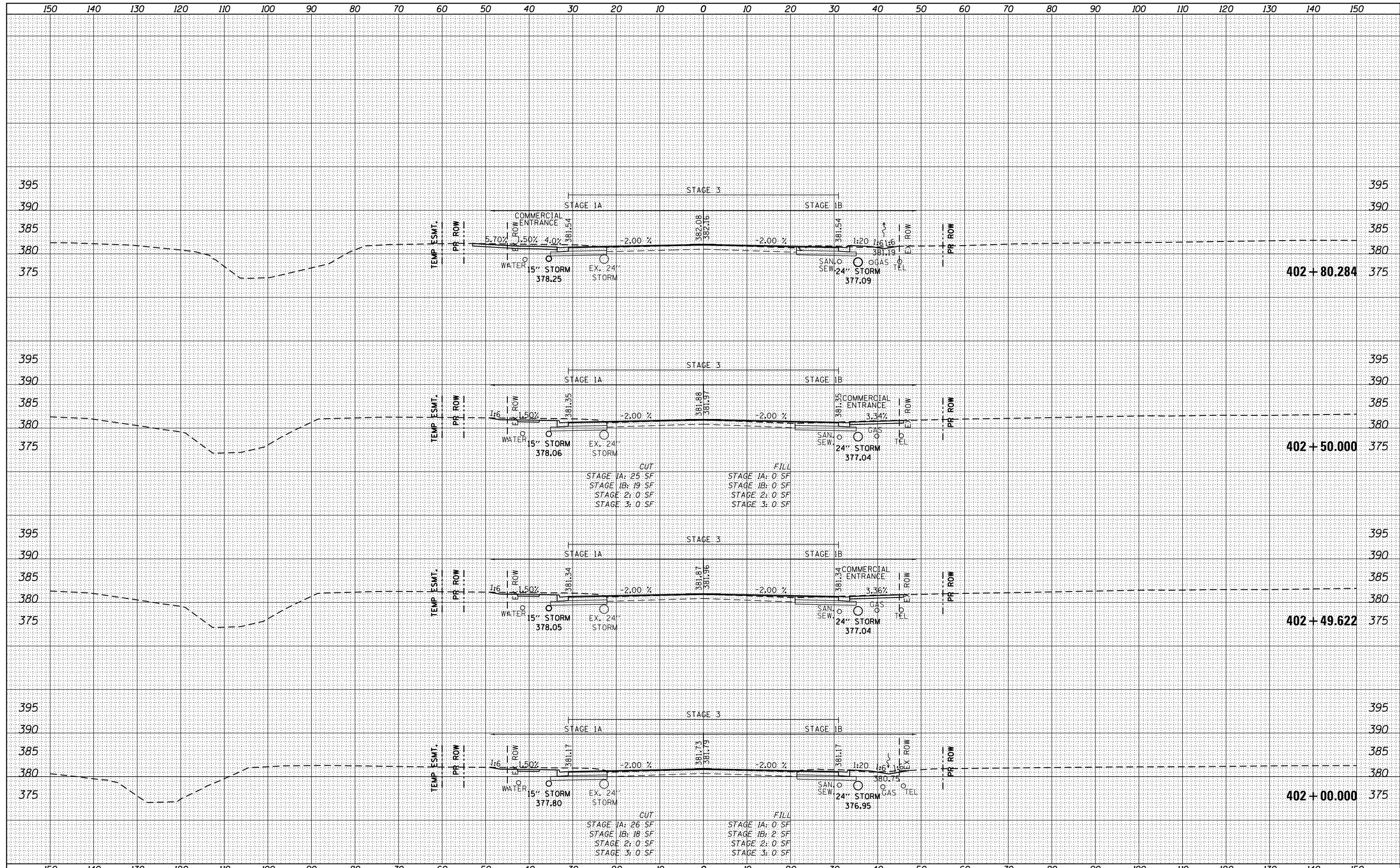
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P:\Projects\2011 Projects\11297 - IDOT US45 Ph2\CV\CADD Sheets\0978077-sht-xsc.dgn		DRAWN -	REVISED -		332	(29,30)R-1	SALINE	745	500			
PLOT SCALE = 20.0000' / in.		CHECKED -	REVISED -		CONTRACT NO. 78077							
Default		DATE -	REVISED -		SCALE: 1" = 10'	SHEET	OF	SHEETS	STA. 402+00.000 TO STA. 402+80.284	ILLINOIS FED. AID PROJECT		