

DESIGN BY: MICHAEL HUDELSON (309) 671-3477 PROJECT ENGINEER: MAUREEN ADDIS (309) 671-3454

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(112B)BR-3	KNOX	76	1
FED. ROAD DIST. NO.		ILLINOIS	CONTRACT NO. 88896	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

FOR INDEX OF SHEETS, SEE PAGE 2

PROPOSED HIGHWAY PLANS

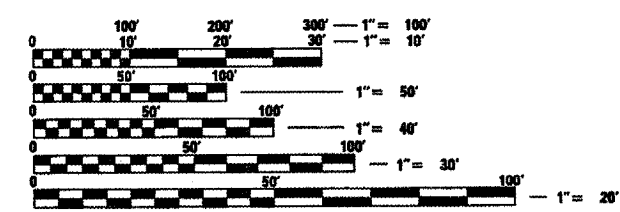
FAS ROUTE 1195 (IL 180)
SECTION (112B)BR-3
KNOX COUNTY
C-94-329-98
 PROJECT ACRS-1195 (102)

LIST OF STANDARDS

280001-04	635006-02
353001-04	635011-01
406201-01	666001
420401-06	701001-01
515001-02	701006-02
542301-01	701011-01
542401	701301-02
601101	701311-02
630001-07	701901
630301-04	780001-01
631031-06	BLR-21-7

DESIGN DESIGNATION

ADT = 550 (2017)
 Major Collector
 TF = 1.508 BIT-20
 CL III Truck
 MU = 6.0%
 SU = 4.0%



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

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

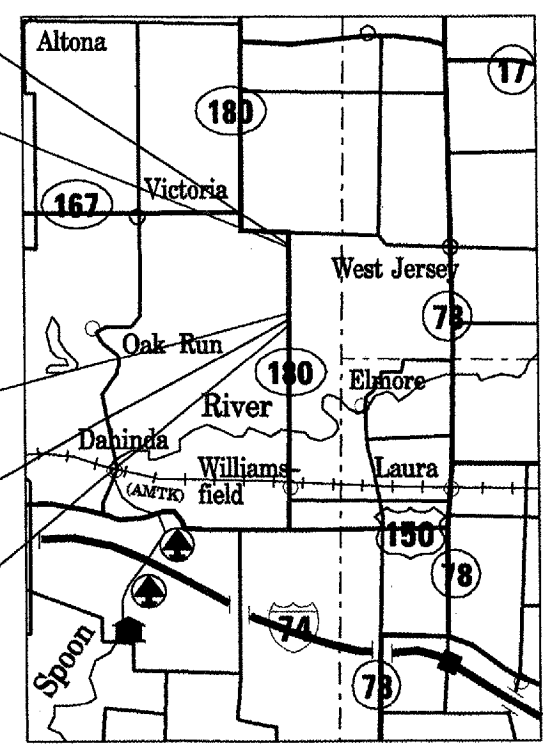
PROJECT BEGINS
STA 394+15

PROJECT ENDS
STA 394+52

PROJECT BEGINS
STA 579+25

STATION EQUATION
 581+89.238 (BK) =
 581+55.015 (AH)

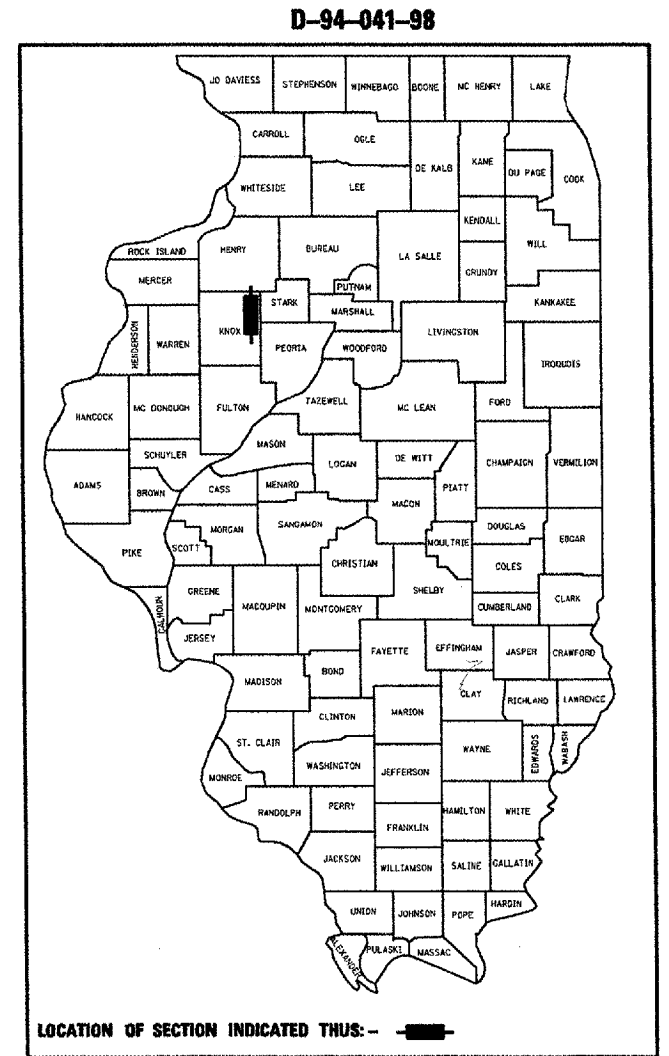
PROJECT ENDS
STA 596+25



T 12 N
 T 11 N

JOB DESCRIPTION

This project consists of a bridge replacement over a branch of Brandywine Creek (S.N. 048-0040 existing, S.N. 048-0089 proposed), removal of existing 12' x 3.5' box culvert and replacement with double 6'x4' box culverts, pavement removal, 8" hot-mix asphalt binder course and 2" hot-mix asphalt surface course on IL 180, realigning side road 1750 N with 8" aggregate base course, and associated earthwork and drainage items.



STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

SUBMITTED *Dec 12 20 07*
[Signature]
 DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
February 1, 20 08
Eric E. Harm/RE
 INTERIM ENGINEER OF DESIGN AND ENVIRONMENT
February 1, 20 08
Christine M. Reed/RE
 DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

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 OF THE STATE OF ILLINOIS**

404/401 PERMIT REQUIRED

CONTRACT NO. 88896 CATALOG NO. 031266-02D

GROSS LENGTH OF IMPROVEMENT = 1797 FEET = 0.34 MILES
NET LENGTH OF IMPROVEMENT = 1737 FEET = 0.33 MILES

INDEX OF SHEETS

1 Cover Sheet
 2-3 Index of Sheets, General Notes, Commitments, Job Specific Notes & Status of Utilities Status of Utilities
 4-5 Summary of Quantities
 6-9 Typical Sections
 10-11 Schedule of Quantities
 12 Temporary Benchmark & Recovery Ties
 13-14 Existing and Removal Items
 15-17 Proposed Plan and Profile
 18-19 Temporary Erosion Control, Landscaping, and Pavement Markings
 20 Right-of-Way Plans
 21-32 Bridge Plans
 33 Shoulder Detail at Bridge
 34 Butt Joint Detail
 35 Box Culvert Loc. 1 Plan
 36 Box Culvert Loc. 1 Excavation & Backfill Detail
 37-38 Box Culvert Loc. 1 Grate Detail
 39 Box Culvert 590+47 Excavation & Backfill Detail
 40-52 District Standards
 53-67 Cross Sections - IL 180
 68-69 Cross Sections - Channel Excavation
 70-75 Cross Sections - 1750 N
 76 Cross Sections - Box Culvert

GENERAL NOTES

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

Mixture Use(s):	HOT-MIX ASPH. SURFACE CSE.	INCIDENTAL SURFACE CSE.	HOT-MIX ASPH. BINDER CSE.
RAP % (Max)**:	15%	15%	25%
ACPC:	PG 64-22	PG 64-22	PG 64-22
Design Air Voids:	4.0% @ N=50	4.0% @ N=50	4.0% @ N=50
Mixture Composition: (Gradation Mixture)	IL 9.5 OR 12.5	IL 9.5 OR 12.5	IL 19.0
Friction Aggregate	MIXTURE D (DOLOMITE ONLY)	MIXTURE D (DOLOMITE ONLY)	N/A

** If the RAP option is selected, the asphalt cement grade may need to be adjusted; this will be determined by the Engineer.

UTILITIES - LOCATIONS / INFORMATION ON PLANS

The locations of existing water mains, gas mains, sewers, electric power lines, telephone lines and other utilities as shown on the plans are based on careful field investigation and the best information available, but they are not guaranteed. Unless elevations are shown — all utility locations shown on the cross sections are based on the approximate depth supplied by the utility company. It shall be the Contractor's responsibility to ascertain their exact location from the utility companies and by field inspection.

EARTH EXCAVATION - INCIDENTAL TO CURB, GUTTER, & DRIVEWAY

Earth excavation and backfill for proposed curb and gutter and driveway pavements shall be included in the unit cost of the various items.

ENVIRONMENTAL REVIEWS

Prior to the use of any proposed borrow areas, use areas (temporary access roads, detours, run-arounds, etc.) and/or waste areas, the Contractor shall file the required environmental resource request surveys according to Section 107.22 of the Standard Specifications. These surveys are required in order for the Department to conduct cultural and biological resource surveys for the proposed site.

Prior to any waste materials being removed from the construction site the required environmental resource surveys will need to be obtained and filed by the Contractor. Excess waste products removed from the construction site shall be disposed of as required in Section 202.03 of the Standard Specifications.

Any protruding metal bars shall be removed prior to the disposal of broken concrete at approved disposal sites.

The required environmental resource documentation shall include the following:

- * BDE Form 2289 (Environmental Survey Request)
- * A location map showing the size limits and location of the use area
- * Signed property owner agreement form-D4 P10100
- * Color photographs depicting the use area
- * Borrow Area Entry Agreement form-D4 P10101

Please note that a minimum of two weeks shall be allowed for the District to obtain the required environmental clearances.

PROPERTY OWNER ACCESS REQUIREMENTS

Access must be maintained to all existing properties during construction per Article 107.09 unless arrangements are made in writing by the Contractor with the property owners with a copy to the Engineer for short-term closures.

PLAN ELEVATIONS - U. S. G. S. MEAN SEA LEVEL DATUM

Use one of the following two options.

1. All elevations shown on the plans are established from U. S. G. S. mean sea level datum.
2. All elevations shown refer to U. S. G. S. datum at mean sea level unless otherwise noted.

PAVING SURFACE COURSE

Continuous paving operations on the main roadway shall be maintained at all times during the construction of the hot-mix asphalt surface. No interruptions for side roads, entrances, turn lanes, etc. will be allowed.

ORDERING LENGTH CONFIRMATION - DRAINAGE ITEMS

The Contractor shall consult with the Engineer in regard to the exact length of the box/pipe culverts, storm sewers, and/or pipe drains required prior to ordering these items.

EXISTING DRAINAGE PIPES CONNECTED TO NEW STRUCTURES

In accordance with Section 602 of the Standard Specifications, the connecting of existing drain tiles, pipe culverts, or storm sewers to the proposed drainage system structures will not be paid for separately but shall be considered as included in the pay items provided.

TREE REMOVAL - UTILITY RELOCATION

Tree removal may be necessary prior to utility companies being able to relocate their facilities outside the construction limits. The Contractor should coordinate any contract tree removal activities with the utility companies to eliminate conflicts and potential delays caused by utility tree removal activities or incomplete utility relocations.

AVAILABILITY OF ELECTRONIC FILES

Micro Station and GEOPAK files of this project will be made available to the Contractor. If there is a conflict between the electronic files and the printed contract plans and documents, the printed contract plans and documents shall take precedence over the electronic files. The Contractor shall accept all risk associated with using the electronic files and shall hold the Department harmless for any errors or omissions in the electronic files and the data contained therein. Errors or delays resulting from the use of the electronic files by the Contractor shall not result in an extension of time for any interim or final completion date or shall not be considered cause for additional compensation. The Contractor shall not use, share, or distribute these electronic files except for the purpose of constructing this contract. Any claims by third parties due to use or errors shall be the responsibility of the Contractor. The Contractor shall include this disclaimer with the transfer of these electronic files to any other parties and shall include appropriate language binding them to similar responsibilities.

TREE REMOVAL

The District Four Tree Committee should be contacted and prior approval obtained for any tree removal beyond the limits/locations included in the plans.

FILE NAME = c:\projects\1188\bridge\general.dgn	USER NAME = huda\sonme	DESIGNED - DRAWN -	REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Index of Sheets, General Notes, Commitments, Job Specific Notes & Status of Utilities	F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
	PLOT SCALE = 1/8" = 1' / IN.	CHECKED -	REVISED -			1195	(112B)BR-3	KNOX	76	2	
	PLOT DATE = 12/11/2007	DATE -	REVISED -			SCALE: SHEET NO. OF SHEETS STA. TO STA.		CONTRACT NO. 88696			
						FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT					

GENERAL NOTES (CONT.)

PAVEMENT STATIONING NUMBERS & PLACEMENT

The Contractor shall provide labor and materials required to imprint pavement station numbers in the finished surface of the pavement and/or overlay. The numbers shall be approximately 3/4 inch (20mm) wide, 5 inches (125 mm) high and 5/8 inch (15 mm) deep.

The pavement station numbers shall be installed as specified herein:

Interval – 200 feet (English stationing) or 100 meters (metric stationing)

Bottom of Numbers – 6 inches (150 mm) from the inside edge of the pavement marking

Location:

- 2,3, & 5 Lane Pavements – right edge of pavement in direction of increasing stations
- Multi-Lane Divided Roadways – outside edge of pavement in both directions
- Ramps – along baseline edge of pavement

Position – stations shall be placed so they can be read from the adjacent shoulder

Format – English (Metric) pavement stations shall use this format "XXX (XX+X00)" where X represents the pavement station

This work will not be paid for separately, but will be considered included in the cost of the associated pavement and/or overlay pay items.

AGGREGATE FOR DRIVEWAY REPLACEMENT

The material used for construction of permanent aggregate driveways shall be gravel or crushed stone as directed by the Engineer, to replace in kind the existing aggregate driveways.

No additional compensation shall be provided for this requirement but shall be considered as included in the cost of the pay item for the aggregate as specified on the plans.

ENGINEERS FIELD OFFICE

Add the following sentence to the end of paragraph 670.02 (i) and 670.04 (e):
All of the telephone lines provided shall have unpublished numbers.

JOB SPECIFIC NOTES

1. Right-of-Way Markers shall be placed so that the back of the marker is a minimum of 12 inches inside the proposed right-of-way.

2. The following shall be contacted ten (10) days prior to road closure:

Kim Wallerstedt
Victoria Post Office
229 Main St.
Victoria, IL 61485
(309) 879-2105

COMMITMENTS

Commitments are not to be altered without the written approval of all parties to which the commitment was made.

- The tree at station 591 +84 60' RT shall not be disturbed.
- Access between the Waggoner's driveway (590+85 RT) and IL 180 to the south shall be maintained using Subbase Granular Material, Type A
- 404401 Permit Issued
- Mr. Dustin Courson, property owner, will be contacted at least ten days prior to working on the farm entrance located at Station 581 +75 LT. He may be reached at (309) 342-2931 (home) or (309) 343-1593 (work).
- The field tile along the north side of 1750 N which provides drainage for a spring shall remain operable during construction. Coordinate with Truro Township Commissioner William C. LaFollette, 1667 Knox Road 2325E, Williamsfield, IL 61489.

STATUS OF UTILITIES

Ameren CILCO

Route	Offset	Location	Type of Utility	Type of Conflict	Disposition
1750 N	CL	Sta. 2+95 +/-	Electric Pole	Road Realignment	Relocate
1750 N	20' LT	Sta. 5+90 +/-	Electric Pole	Ditch Cut/ Rip Rap	Relocate
IL 180	38' LT	Sta. 582+30 +/-	Electric Pole	Field Entrance	Relocate
IL 180	38' LT	Sta. 584+84 +/-	Electric Pole	Fill	Relocate
IL 180	38' LT	Sta. 587+78 +/-	Electric Pole	Fill	Relocate

Mid Century Telephone

Route	Offset	Location	Type of Utility	Type of Conflict	Disposition
1750 N	18' RT	Sta. 1+75 +/-	Telephone Pedestal	Fill	Relocate
1750 N	10' LT to 20' RT	Sta. 4+00 +/- to 6+00 +/-	Buried Telephone	Ditch Cut	Relocate

FILE NAME = c:\projects\1188\bridge\general.dgn	USER NAME = hudeisonne	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Index of Sheets, General Notes, Commitments, Job Specific Notes & Status of Utilities	F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
		DRAWN -	REVISED -			1195	(112B)BR-3	KNOX	76	3	
	PLOT SCALE = 100.000' / IN.	CHECKED -	REVISED -			SCALE:		SHEET NO. OF SHEETS		STA.	TO STA.
	PLOT DATE = 12/12/2007	DATE -	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 88896	

SUMMARY OF QUANTITIES

F. & S. DIST.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(112B)BR-3	KNOX	76	4
STA.	TO STA.			
FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		KNOX CO. 80%-20% FED-STA 1000	KNOX CO. 80%-20% FED-STA X071-2A
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	72.1	72.1	
20100210	TREE REMOVAL (OVER 15 UNITS DIAMETER)	UNIT	168.7	168.7	
20100500	TREE REMOVAL, ACRES	ACRE	0.83	0.83	
20101000	TEMPORARY FENCE	FOOT	315	315	
20200100	EARTH EXCAVATION	CU YD	4960	4960	
20200500	EARTH EXCAVATION (WIDENING)	CU YD	42	42	
20201200	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL	CU YD	56.5	56.5	
20300100	CHANNEL EXCAVATION	CU YD	874	874	
20400800	FURNISHED EXCAVATION	CU YD	13198	13198	
20700400	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	208.3	38.3	170
20800150	TRENCH BACKFILL	CU YD	99.8	99.8	
21001000	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	SQ YD	211.3	211.3	
21101615	TOP SOIL FURNISH AND PLACE, 4"	SQ YD	20835	20835	
25000210	SEEDING, CLASS 2A	ACRE	4.3	4.3	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	387	387	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	387	387	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	387	387	
25100115	MULCH, METHOD 2	ACRE	4.3	4.3	
25100630	EROSION CONTROL BLANKET	SQ YD	3655.8	3655.8	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	860	860	
28000300	TEMPORARY DITCH CHECKS	EACH	14	14	
28000400	PERIMETER EROSION BARRIER	FOOT	4034	4034	
28000500	INLET AND PIPE PROTECTION	EACH	8	8	
28100107	STONE RIPRAP, CLASS A4	SQ YD	1599		1599
28100705	STONE DUMPED RIPRAP, CLASS A3	SQ YD	71	71	
28100725	STONE DUMPED RIPRAP, CLASS B3	SQ YD	1755	1755	
28200200	FILTER FABRIC	SQ YD	3425	1826	1599
31100100	SUB-BASE GRANULAR MATERIAL, TYPE A	TON	3322.2	3322.2	
35102000	AGGREGATE BASE COURSE, TYPE B 8"	SQ YD	1042	1042	
35300400	PORTLAND CEMENT CONCRETE BASE COURSE 9"	SQ YD	84.5	84.5	
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	1087.2	1087.2	
40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	9.54	9.54	
40600300	AGGREGATE (PRIME COAT)	TON	15.6	15.6	

* SPECIALTY ITEM

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		KNOX CO. 80%-20% FED-STA 1000	KNOX CO. 80%-20% FED-STA X071-2A
40600895	CONSTRUCTING TEST STRIP	EACH	2	2	
40600982	HOT - MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	472	472	
40600990	TEMPORARY RAMP	SQ YD	97.8	97.8	
40603080	HOT - MIX ASPHALT BINDER COURSE, IL - 19.0, N50	TON	2169.1	2169.1	
40603335	HOT MIX - ASPHALT SURFACE COURSE, MIX "D", N50	TON	581	581	
40800050	INCIDENTAL HOT - MIX ASPHALT SURFACING	TON	68.3	68.3	
42001165	BRIDGE APPROACH PAVEMENT	SQ YD	266.6	266.6	
44000100	PAVEMENT REMOVAL	SQ YD	593	593	
44000400	GUTTER REMOVAL	FOOT	798.5	798.5	
44002500	GUTTER OUTLET REMOVAL	EACH	3	3	
48101500	AGGREGATE SHOULDERS, TYPE B 6"	SQ YD	779.1	779.1	
50100300	REMOVAL OF EXISTING STRUCTURES NO. 1	EACH	1	1	
50100400	REMOVAL OF EXISTING STRUCTURES NO. 2	EACH	1		1
50105220	PIPE CULVERT REMOVAL	FOOT	162	162	
50200100	STRUCTURE EXCAVATION	CU YD	114		114
50300225	CONCRETE STRUCTURES	CU YD	41.8		41.8
50300255	CONCRETE SUPER STRUCTURES	CU YD	163.1		163.1
50300260	BRIDGE DECK GROOVING	SQ YD	397		397
50300280	CONCRETE ENCASEMENT	CU YD	5		5
50300300	PROTECTIVE COAT	SQ YD	496		496
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	1332		1332
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	37260		37260
50800515	BAR SPLICERS	EACH	80		80
51201600	FURNISHING STEEL PILES HP12X53	FOOT	534		534
51202305	DRIVING PILES	FOOT	534		534
51203600	TEST PILE STEEL HP12X53	EACH	2		2
51500100	NAME PLATES	EACH	1		1
52100520	ANCHOR BOLTS, 1"	EACH	24		24
54001000	BOX CULVERT END SECTIONS	EACH	4	4	
54010604	PRECAST CONCRETE BOX CULVERT 6' X 4'	FOOT	84	84	
54201060	PIPE CULVERTS, CLASS D, TYPE 2 15"	FOOT	98	98	

SUMMARY OF QUANTITIES

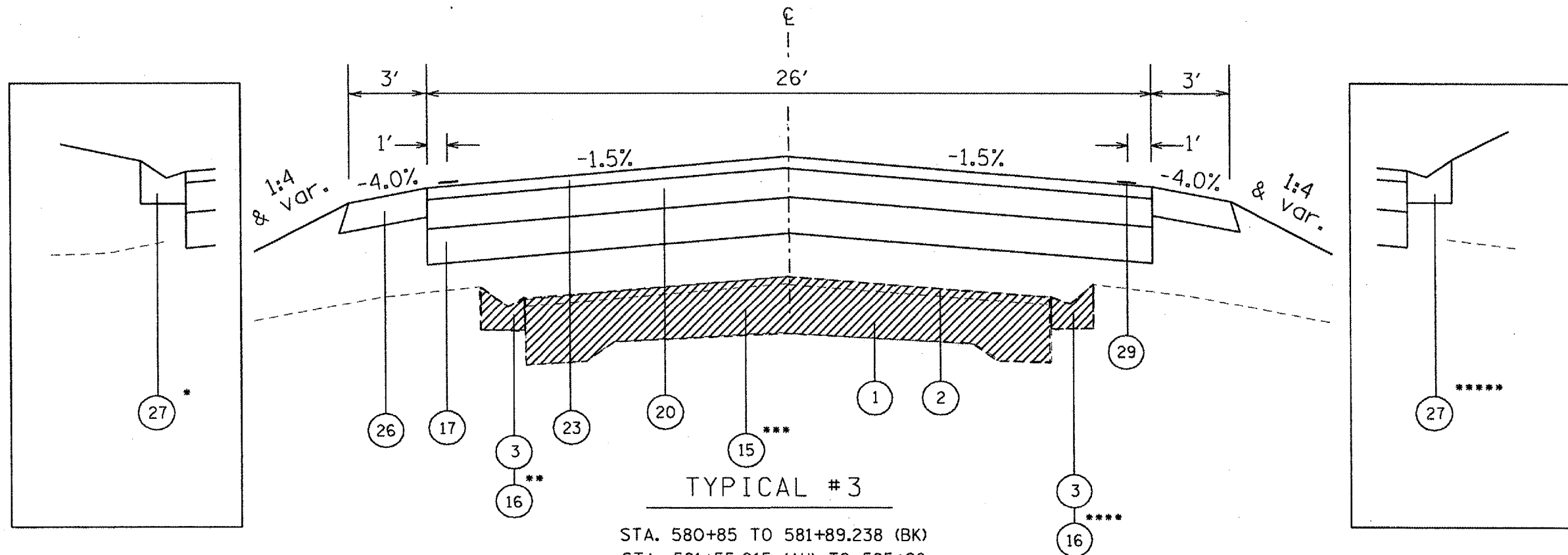
F. A. S. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(112)BR-3	KNOX	76	5
STA.		TO STA.		
FED. ROAD DIST. NO. 1		BLKNOB	FILE NO. PROJECT	

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		KNOX CO. 80%-20% FED-STA 1000	KNOX CO. 80%-20% FED-STA X071-2A
542D1063	PIPE CULVERTS, CLASS D, TYPE 2 18"	FOOT	80	80	
54201273	PIPE CULVERTS, TYPE 2 RCCP 18"	FOOT	61	61	
54201285	PIPE CULVERTS, TYPE 2 RCCP 30"	FOOT	141	141	
54213663	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	EACH	2	2	
54213675	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	EACH	2	2	
54215550	METAL END SECTIONS 15"	EACH	2	2	
54215553	METAL END SECTIONS 18"	EACH	2	2	
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	83		83
60100060	CONCRETE HEADWALL FOR PIPE DRAINS	EACH	4		4
60109580	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	173		173
60600095	CLASS SI CONCRETE (OUTLET)	CU YD	19.9	19.9	
60602900	CONCRETE GUTTER, TYPE B (MODIFIED)	FOOT	595	595	
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	3	3	
63100169	TRAFFIC BARRIER TERMINAL, TYPE 1(SPECIAL) FLARED	EACH	1	1	
63200310	GUARD RAIL REMOVAL	FOOT	312	312	
66600105	FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS	EACH	27	27	
66700095	PERMANENT SURVEY MARKERS	EACH	6	5	1
66700605	PERMANENT SURVEY TIES	EACH	4	4	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4	4	
67100100	MOBILIZATION	L SUM	1	1	
70101830	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1	1	
70300100	SHORT-TERM PAVEMENT MARKING	FOOT	368	368	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	4120.4	4120.4	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	123	123	
78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	4120.4	4120.4	
78200410	GUARDRAIL MARKERS, TYPE A	EACH	8	8	
78200530	BARRIER WALL MARKERS, TYPE C	EACH	8	8	
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
Z0022800	FENCE REMOVAL	FOOT	1827	1827	

* SPECIALTY ITEM

SUMMARY OF QUANTITIES			TOTAL QUANTITIES	CONSTRUCTION TYPE CODE	
CODE NO	ITEM	UNIT		KNOX CO. 80%-20% FED-STA 1000	KNOX CO. 80%-20% FED-STA X071-2A
Z0054500	ROCK FILL	TON	139.4		139.4
Z0076600	TRAINEES	HOUR	500		500
A2005014	TREE, GYMNOCLADUS DIOICUS (KENTUCKY COFF EETREE), 1-3/4" CALIPER, BALLED AND BURL APPED	EACH	7	7	
B2001164	TREE, CERCIS CANADENSIS(EASTERN REDBUD) 5' HEIGHT, CLUMP FORM, BALLED AND BURLAP PED	EACH	17	17	
X0301512	GUARDRAIL AGGREGATE EROSION CONTROL	TON	1.6	1.6	
X0322886	GRATING FOR BOX CULVERT, LOCATION 1	EACH	4	4	
X0545000	BOX CULVERT REMOVAL	FOOT	69	69	

Y080



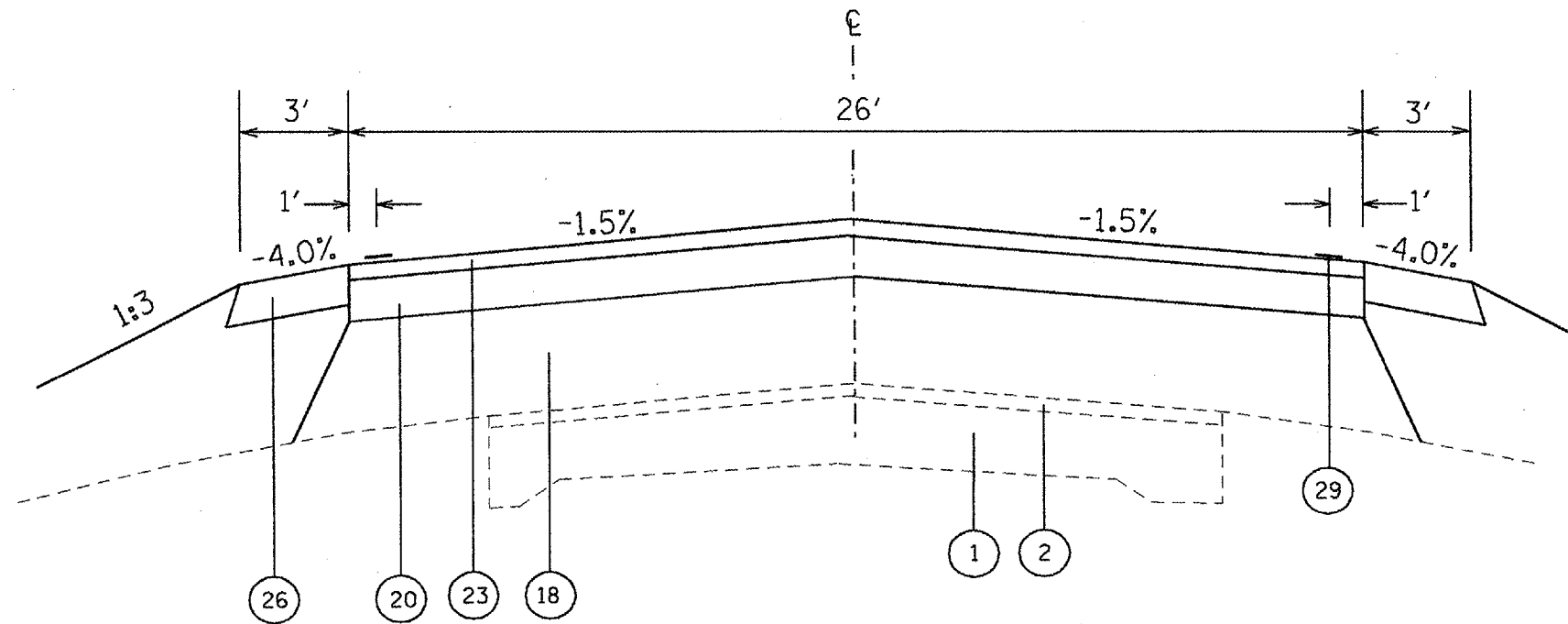
TYPICAL #3

STA. 580+85 TO 581+89.238 (BK)
 STA. 581+55.015 (AH) TO 585+98
 BRIDGE OMISSION 585+98 TO 587+92
 STA. 587+92 TO 590+70
 STA. 594+59 TO 595+48

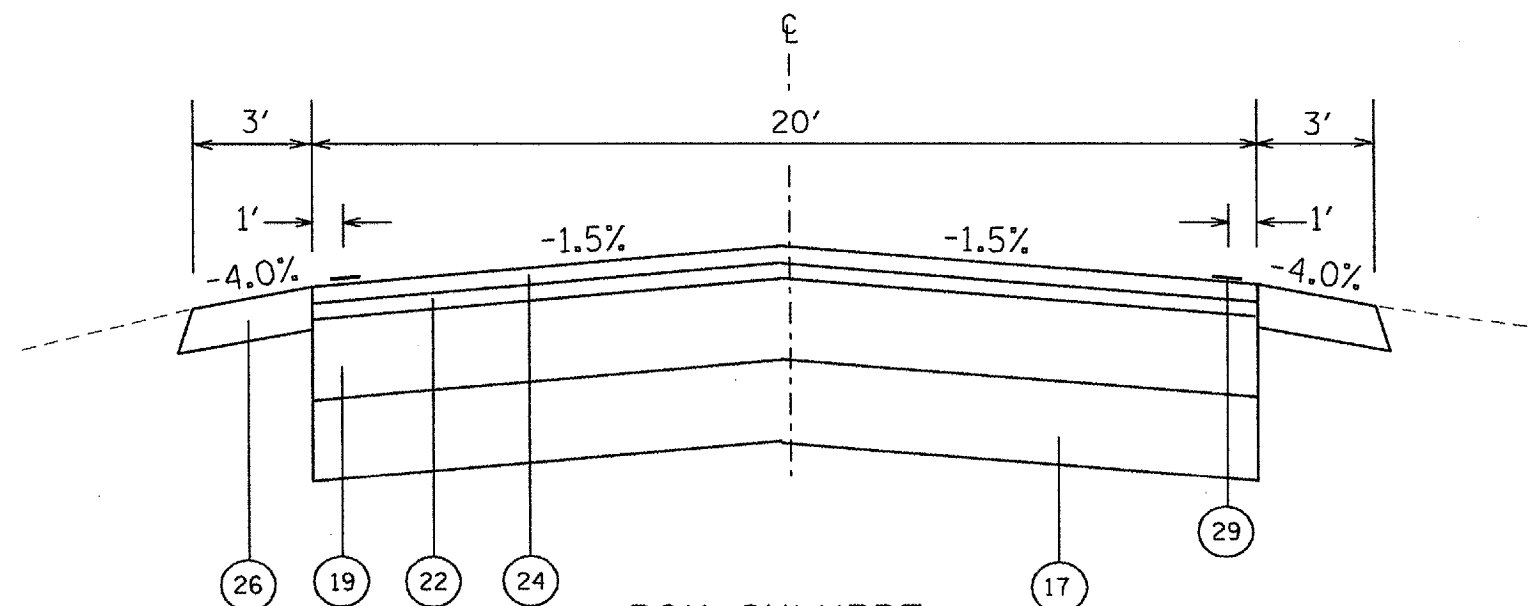
- * PROP. GUTTER LT
 STA. 580+85 TO 581+89.238 (BK)
 STA. 581+55.015 (AH) TO 582+25
- ** EX GUTTER/ GUTTER REM. LT
 STA. 580+85 TO 581+89.238 (BK)
 STA. 581+55.015 (AH) TO 582+16
- *** PAVEMENT REMOVAL
 STA. 580+85 TO 581+89.238 (BK)
 STA. 581+55.015 (AH) TO 581+75
 STA. 590+20 TO 590+70
 STA. 594+58 TO 595+48
- **** EX GUTTER/ GUTTER REM. RT
 STA. 580+85 TO 581+89.238 (BK)
 STA. 581+55.015 (AH) TO 582+48
 595+09 TO 595+48
- ***** PROP. GUTTER RT
 STA. 580+85 TO 581+89.238 (BK)
 STA. 581+55.015 (AH) TO 582+00
 595+05 TO 595+48

LEGEND

- ① EXISTING 9-6-9 PAVEMENT
- ② EXISTING BITUMINOUS OVERLAY
- ③ EXISTING GUTTER
- ⑫ PROPOSED PAVEMENT REMOVAL
- ⑬ PROPOSED GUTTER REMOVAL
- ⑭ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑮ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A, VAR DEPTH
- ⑯ PROPOSED PCC BASE COURSE, 9"
- ⑰ PROPOSED HOT MIX ASPHALT BINDER CSE, 8"
- ⑱ PROPOSED HOT MIX ASPHALT BINDER CSE, VARIABLE DEPTH
- ⑲ PROPOSED HOT MIX ASPHALT BINDER CSE, 1.5"
- ⑳ PROPOSED HOT MIX ASPHALT SURFACE CSE, 2"
- ㉑ PROPOSED HOT MIX ASPHALT SURFACE CSE, 1.5"
- ㉒ PROPOSED AGGREGATE BASE COURSE, 8"
- ㉓ PROPOSED AGGREGATE SHOULDERS, TYPE B, 6"
- ㉔ PROPOSED CONCRETE GUTTER, TYPE B
- ㉕ PROPOSED HOT MIX ASPHALT BUTT JOINT (SEE DETAIL PAGE 34)
- ㉖ PROPOSED PAINT PAVEMENT MARKINGS



TYPICAL #4
STA. 590+70 TO 594+59

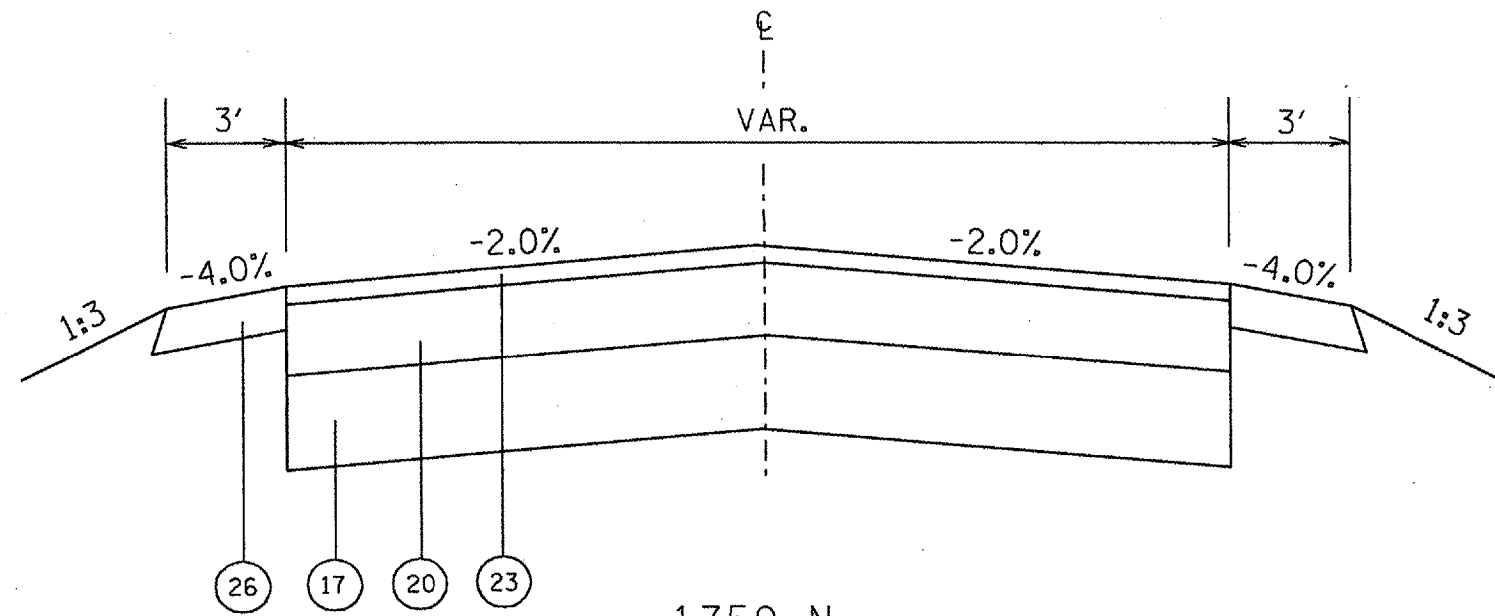


BOX CULVERT
TYPICAL #1
STA. 394+15 TO 394+52

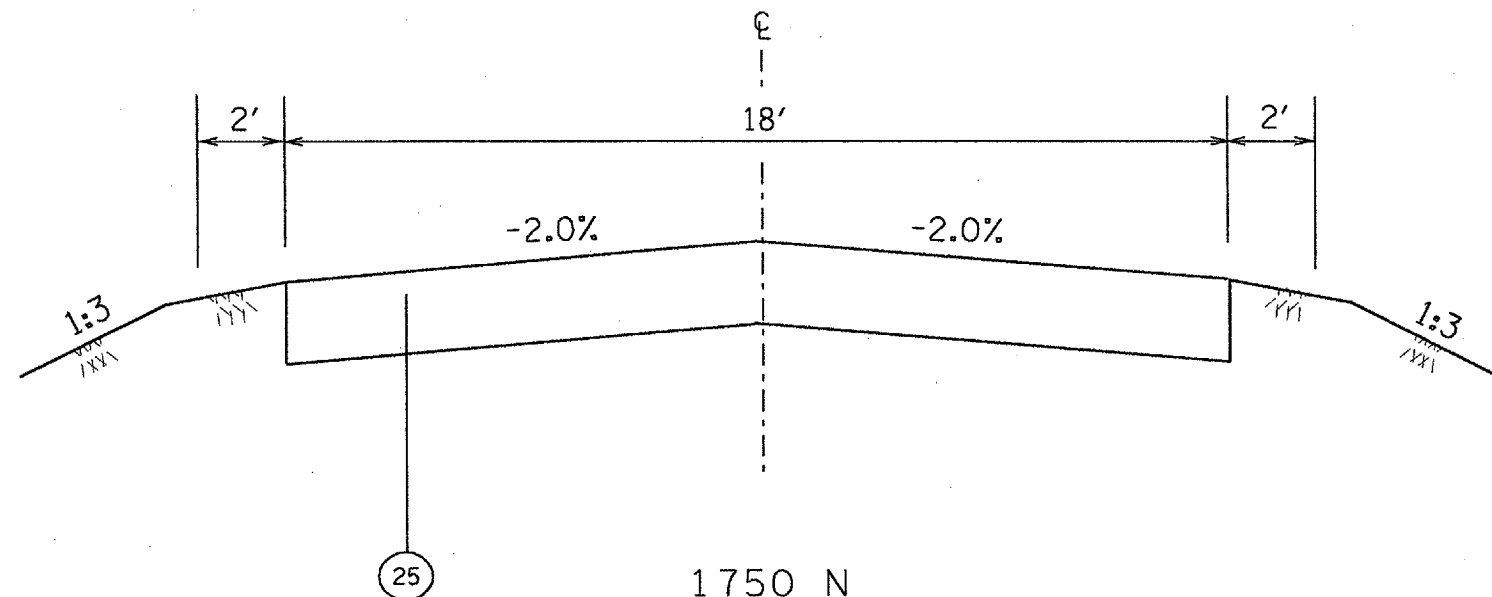
LEGEND

- ① EXISTING 9-6-9 PAVEMENT
- ② EXISTING BITUMINOUS OVERLAY
- ③ EXISTING GUTTER

- ⑮ PROPOSED PAVEMENT REMOVAL
- ⑯ PROPOSED GUTTER REMOVAL
- ⑰ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑱ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A, VAR DEPTH
- ⑲ PROPOSED PCC BASE COURSE, 9"
- ⑳ PROPOSED HOT MIX ASPHALT BINDER CSE, 8"
- ㉑ PROPOSED HOT MIX ASPHALT BINDER CSE, VARIABLE DEPTH
- ㉒ PROPOSED HOT MIX ASPHALT BINDER CSE, 1.5"
- ㉓ PROPOSED HOT MIX ASPHALT SURFACE CSE, 2"
- ㉔ PROPOSED HOT MIX ASPHALT SURFACE CSE, 1.5"
- ㉕ PROPOSED AGGREGATE BASE COURSE, 8"
- ㉖ PROPOSED AGGREGATE SHOULDERS, TYPE B, 6"
- ㉗ PROPOSED CONCRETE GUTTER, TYPE B
- ㉘ PROPOSED HOT MIX ASPHALT BUTT JOINT (SEE DETAIL PAGE 34)
- ㉙ PROPOSED PAINT PAVEMENT MARKINGS



1750 N
TYPICAL #1
STA. 0+13 TO 1+09



1750 N
TYPICAL #2
STA. 1+09 TO 6+30

LEGEND

- ① EXISTING 9-6-9 PAVEMENT
- ② EXISTING BITUMINOUS OVERLAY
- ③ EXISTING GUTTER
- ⑬ PROPOSED PAVEMENT REMOVAL
- ⑭ PROPOSED GUTTER REMOVAL
- ⑰ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A, 12"
- ⑱ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A, VAR DEPTH
- ⑲ PROPOSED PCC BASE COURSE, 9"
- ⑳ PROPOSED HOT MIX ASPHALT BINDER CSE, 8"
- ㉑ PROPOSED HOT MIX ASPHALT BINDER CSE, VARIABLE DEPTH
- ㉒ PROPOSED HOT MIX ASPHALT BINDER CSE, 1.5"
- ㉓ PROPOSED HOT MIX ASPHALT SURFACE CSE, 2"
- ㉔ PROPOSED HOT MIX ASPHALT SURFACE CSE, 1.5"
- ㉕ PROPOSED AGGREGATE BASE COURSE, 8"
- ㉖ PROPOSED AGGREGATE SHOULDERS, TYPE B, 6"
- ㉗ PROPOSED CONCRETE GUTTER, TYPE B
- ㉘ PROPOSED HOT MIX ASPHALT BUTT JOINT (SEE DETAIL PAGE 34)
- ㉙ PROPOSED PAINT PAVEMENT MARKINGS

FILE NAME =
c:\projects\11180br\1dgc\typshd.dgn

USER NAME = hudelsonm
PLOT SCALE = 20.000' / IN.
PLOT DATE = 12/10/2007

DESIGNED -
DRAWN -
CHECKED -
DATE -

REVISED -
REVISED -
REVISED -
REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Typical Sections

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(112B)BR-3	KNOX	76	9
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

LANDSCAPING TABLE						
LOCATION	TOPSOIL FURNISH & PLACE 4"	SEEDING CLASS 2A	MULCH METHOD 2	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT
	SQ YD	ACRE	ACRE	POUND	POUND	POUND
IL 180	17883	3.7	3.7	333	333	333
1750 N	2952	0.6	0.6	54	54	54
TOTAL	20835	4.3	4.3	387	387	387

TREES	
GYMNOCLADUS DIOICUS (KENTUCKY COFFEE TREE) 1 3/4" CALIPER BALLED AND BURLAPPED EACH	CERCIS CANADENSIS (EASTERN REDBUD) 5' HEIGHT, CLUMPED FORM BALLED AND BURLAPPED EACH
7	17

TREE REMOVAL, ACRES	
LOCATION	ACRE
585+70 TO 586+70 50' RT TO 70' RT	0.05
586+40 TO 596+00 LT (EX ROW TO PROP ROW)	0.55
1750 N 2+97 TO 6+30 LT (EX ROW TO PROP ROW)	0.20
1750 N 5+00 TO 6+30 RT (10' WIDE)	0.03
TOTAL	0.83

PAVEMENT REMOVAL	
LOCATION	SQ YD
394+15 TO 394+52	84.5
580+94 TO 581+89.238	190.5
581+55.015 TO 581+75	40
590+20 TO 590+70	100
594+59 TO 595+48	178
TOTAL	593

EARTHWORK TABLE						
LOCATION	CHANNEL EXCAVATION	EARTH EXCAVATION (WIDENING)	EARTH EXCAVATION	FOR INFORMATION ONLY		FURNISHED EXCAVATION
				EARTH EXCAVATION (W/SHRINKAGE)	EMBANKMENT	
	CU YD	CU YD	CU YD	CU YD	CU YD	CU YD
IL 180	874.3	42	3408	2556	15343	12787
1750 N	0	0	1552	1164	1575	411
TOTAL	874	42	4960	3720	16918	13198

TEMPORARY EROSION CONTROL SEEDING		
LOCATION	AREA	TOTAL
	ACRE	POUND
JOBSITE	4.3	430
X 2 APPLICATIONS		860
TOTAL		860

TREE REMOVAL (6 TO 15 UNITS DIAMETER)	
LOCATION	UNIT
585+05 29' RT	9.0
585+05 29' RT	10.1
585+42 50' RT	7.6
590+57 52' RT	14.5
590+73 59' RT	12.6
590+73 59' RT	12.2
590+84 32' RT	6.1
TOTAL	72.1

GUTTER REMOVAL	
LOCATION	FOOT
579+25 TO 581+89.238 LT	264.238
581+55.015 TO 582+16 LT	60.985
579+25 TO 581+89.238 RT	264.238
581+55.015 TO 582+48 RT	92.985
595+09 TO 596+25 RT	116
TOTAL	798.5

SHRINKAGE FACTOR 25%

INLET AND PIPE PROTECTION	
LOCATION	EACH
590+15 63.6' RT	1
591+15 57.3' RT	1
1+90 (1750 N) 28.5' LT	1
1+90 (1750 N) 39.0' RT	1
SUBTOTAL	4
X 2 APPLICATIONS	
TOTAL	8

PAINT AND TEMPORARY PAVEMENT MARKINGS						
LOCATION	LENGTH	4" WHITE EOP		4" YELLOW CL		DASH
		LT	RT	FOOT	FOOT	
		FOOT	FOOT	FOOT	FOOT	
394+15 TO 394+52	37	37	37	9		
578+95 TO 581+89.238	294.238	294.24	294.24	74		
581+55.015 TO 596+55	1499.985	1500	1500	375		
SUBTOTAL		1831.2	1831.2	458		
TOTAL			4120.4			

EROSION CONTROL BLANKET	
LOCATION	SQ YD
LT 583+00 TO 586+38	305.4
RT 584+00 TO 585+71	152.2
LT 587+60 TO 589+00	551.5
LT 593+50 TO 596+00	1419.5
LT 1+90 TO 6+25 (1750 N)	698.1
RT 1+90 TO 6+25 (1750 N)	529.1
TOTAL	3655.8

TREE REMOVAL (OVER 15 UNITS DIAMETER)	
LOCATION	UNIT
583+41 43' RT	34.0
584+69 50' RT	18.5
590+41 29' RT	15.7
590+57 52' RT	15.3
591+13 40.1' RT	38.6
591+29 44.2' RT	23.3
591+73 41.2' RT	23.3
TOTAL	168.7

PIPE CULVERT REMOVAL	
LOCATION	FOOT
590+85 41' RT	38
586+50 38' RT	111
1750 N 1+55 RT	13
TOTAL	162

PERIMETER EROSION BARRIER	
LOCATION	FOOT
579+50 TO 581+25 LT	200
579+50 TO 581+89.238 (BK) LT	239
581+55.015 (AH) TO 582+35 LT	80
581+25 LT	105
582+20 LT	105
587+60 TO 590+50 LT	290
588+59 RT	85
588+59 TO 590+30 RT	171
590+50 LT	17
590+50 TO 595+50 LT	500
591+75 TO 594+00 RT	225
SUBTOTAL	2017
X 2 APPLICATIONS	
TOTAL	4034

SHORT TERM PAVEMENT MARKING				WORK ZONE PAVEMENT MARKING REMOVAL
LOCATION	LENGTH	CL DASH	SQ FT	
		FOOT		
394+15 TO 394+52	37	4	SHORT	
578+95 TO 581+89.238	294.238	30	TERM	
581+55.015 TO 596+55	1499.985	150	PAVEMENT MARKING	
SUBTOTAL		184	X 1/3 (WIDTH)	
X 2 APPLICATIONS				
TOTAL		368	123	

CLASS SI CONCRETE (OUTLET)	
LOCATION	CU YD
581+89 LT (DRIVEWAY)	8.2
582+00 RT (OUTLET)	5.1
582+22 LT (OUTLET)	3.3
595+05 RT (OUTLET)	3.3
TOTALS	19.9

FURNISHING AND ERECTING RIGHT-OF-WAY MARKERS			
LEFT		RIGHT	
LOCATION	EACH	LOCATION	EACH
581+56.48 40.00' LT	1	582+50.00 40.00' RT	1
582+10.00 85.00' LT	1	584+00.00 75.00' RT	1
587+50.00 85.00' LT	1	586+25.00 100.00' RT	1
588+00.00 55.00' LT	1	587+19.77 625.31' RT	1
590+50.00 55.00' LT	1	587+21.35 518.93' RT	1
590+50.00 72.00' LT	1	587+35.29 100.00' RT	1
595+50.00 72.00' LT	1	587+37.59 490.92' RT	1
596+00.00 40.00' LT	1	587+38.38 625.30' RT	1
		587+80.04 625.29' RT	1
		587+87.57 625.28' RT	1
		588+23.91 227.71' RT	1
		588+33.79 229.49' RT	1
		588+60.28 58.00' RT	1
		590+05.00 58.00' RT	1
		590+05.00 85.00' RT	1
		590+35.00 85.00' RT	1
		590+45.00 72.00' RT	1
		591+75.00 60.00' RT	1
		591+75.00 72.00' RT	1
SUBTOTAL LEFT	8	SUBTOTAL RIGHT	19
TOTAL		TOTAL	27

BOX CULVERT REMOVAL	
LOCATION	FOOT
590+45	69
TOTAL	69

WORK SHALL BE DONE IN ACCORDANCE SECTION 501 OF THE STANDARD SPECS

GUTTER OUTLET REMOVAL	
LOCATION	EACH
LT 582+16	1
RT 582+48	1
RT 595+09	1
TOTAL	3

BOX CULVERT BACKFILL TABLE					
LOCATION	REMOVAL & DISPOSAL OF UNSUITABLE MATERIAL	TRENCH BACKFILL	GEOTECHNICAL FABRIC FOR GROUND STABILIZATION	ROCKFILL	POROUS GRANULAR EMBANKMENT SPECIAL
	CU YD	CU YD	SQ YD	TON	CU YD
394+33	56.5	37.4	116	74.3	15.9
590+47	0	62.4	95.3	65.1	22.4
TOTAL	56.5	99.8	211.3	139.4	38.3

TEMPORARY DITCH CHECKS	
LOCATION	EACH
583+00 RT	1
584+00 LT & RT	2
585+00 LT & RT	2
585+70 RT	1
586+00 LT	1
SUBTOTAL	7
X 2 APPLICATIONS	
TOTAL	14

PERMANENT SURVEY MARKERS	
LOCATION	EACH
580+00 CL (POT)	1
SECTION CORNER	1
IL 180 STATION EQUATION	1
PROP. STRUCTURE	1
INT. OF IL 180 & 1750 N (PI)	1
596+00 (POT)	1
TOTAL	6

BARRIER WALL MAERKERS, TYPE C	
LOCATION	EACH
BRIDGE - EAST SIDE	4
BRIDGE - WEST SIDE	4
TOTALS	8

PERMANENT SURVEY TIES	
LOCATION	EACH
SECTION CORNER	4
TOTAL	4

TEMPORARY FENCE	
LOCATION	FOOT
588+40 TO 590+20 RT	300
591+84 60' RT (TREE PRTOECTION)	15
TOTAL	315

STRUCTURE REMOVAL TABLE		
LOCATION	REMOVAL OF EXISTING STRUCTURES NO. 1	REMOVAL OF EXISTING STRUCTURES NO. 2
	EACH	EACH
394+33	1	
586+75		1
TOTAL	1	1

FENCE REMOVAL	
LOCATION	FOOT
LT 581+89	85
RT 582+50 TO 587+32	482
RT 586+60	55
RT 587+32	50
RT 587+75 TO 590+20	245
RT 590+20	45
1750 N RT 0+46 TO 3+00	250
1750 N LT 3+00 TO 6+30	335
1750 N RT 5+00 TO 6+30	130
1750 N 1+73	105
1750 N LT 2+95	45
TOTAL	1827

GUARDRAIL REMOVAL	
LOCATION	EACH
Ex. Structure -- Northwest	90
Ex. Structure -- Northeast	90
Ex. Structure -- Southwest	42
Ex. Structure -- Southeast	90
TOTAL	312

RESURFACING TABLE																									
LOCATION			WIDTH	LENGTH	AREA	HOT-MIX ASPHALT SURFACE REMOVAL BUTT JOINT	TEMPORARY RAMP	BRIDGE APPROACH PAVEMENT	BITUMINOUS MATERIALS PRIME COAT	AGGREGATE PRIME COAT	AGGREGATE BASE COURSE TY B	PORTLAND CEMENT CONCRETE BASE COURSE		INCIDENTAL HOT-MIX ASPHALT SURFACING			HOT-MIX ASPHALT BINDER COURSE			HOT-MIX ASPHALT SURFACE COURSE		SUBBASE GRANULAR MATERIAL TYPE A		AGGREGATE SHOULDERS TYPE B	
												6"	10"	6"	10"	2.25"	8"	VAR.	1.5"	2"	12"	VAR.	6"		
IL 180			FT	FT	SQ YD	SQ YD	SQ YD	SQ YD	TON	TON	SQ YD	SQ YD	TON	TON	TON	TON	TON	TON	TON	TON	SQ YD	SQ YD			
394+15	TO	394+52	18	37	84.5				0.03	0.3		84.5			9.8			6.5		55.8		11.7	11.7		
578+95	TO	579+25	18	30	60	60	20		0.02	0.2					7.6			6.7							
579+25	TO	579+50	20 TO 26	25	63.9	50			0.03	0.2					8.1	6.2		7.2							
579+50	TO	580+50	26	100	288.9	200			0.12	0.9					36.4	39.8		32.4							
580+50	TO	580+85	26	35	101.1				0.03	0.3						13.9	29	11.3							
580+85	TO	581+89.238	26	104	301.1				0.64	0.9						134.9		33.7	206						
581+55.015	TO	585+98	26	443	1279.7		28.9		2.71	3.8						573.3		143.3	875.3		105	104			
585+98	TO	586+28	40	30	133.3			133.3																	
586+28	TO	587+22	Bridge Omission																						
587+22	TO	587+52	40	30	133.3			133.3																	
587+52	TO	590+70	26	318	918.7		28.9		1.95	2.8						411.6		102.9	628.4		85	70			
590+70	TO	595+48	26	478	1380.9				2.93	4.1						618.6		154.7	1242		159.3	142			
595+48	TO	595+74	26	26	75.1				0.02	0.2						10.4	21.6	8.4			8.7				
595+74	TO	596+00	26	26	75.1	52			0.03	0.2					9.5	10.4		8.4			8.7				
596+00	TO	596+25	26 TO 20	25	63.9	50			0.03	0.2					8.1	6.2		7.2			8.3				
596+25	TO	596+55	18	30	60	60	20		0.02	0.2					7.6			6.7							
DOUBLE F.E. (BEHIND GUTTER)					129.3								43.4												
SHOULDERS AT BRIDGE					173.8				0.37	0.5						77.9		19.5	118.9						
MAILBOX TURNOUT/P.E.					44.4																				
1750 N																									
00+13	TO	00+49	var	36	146.2				0.31	0.4						65.5		16.4	100		16.7	8			
00+49	TO	01+09	24 TO 18	60	140				0.3	0.4						62.7		15.7	95.8		20	20			
01+09	TO	06+30	18	521	1042						1042														
SUBTOTALS													43.4	24.9	87.1	2031.4	50.6	6.5	574.5	2080.2	1242	423.4	355.7		
TOTALS						472	97.8	266.6	9.54	15.6	1042	84.5	68.3			2169.1	581		3322.2			779.1			

PRIME COAT APPLICATION RATES		
SURFACE TYPE	BITUMINOUS PRIME COAT (GAL/SQ YD)	AGGREGATE PRIME COAT (LB/SQ YD)
ON GRANULAR BASE	0.5	4
ON COLD MILLED SURFACE	0.1	4
EXISTING PAVEMENT	0.05	4
FOG COAT ON NEW BINDER	0.03	2
0.004 TONS PER GALLON FOR BITUMINOUS PRIME COAT		

HMA AND COARSE AGGREGATE APPLICATION RATES	
HMA SURFACE AND BINDER	112 LB/SQ YD IN
ALL OTHER HMA	112 LB/SQ YD IN
COARSE AGGREGATE	2.05 TONS/CU YD

CULVERT TABLE											
LOCATION	PRECAST CONCRETE BOX CULVERT 6'X4'	PIPE CULVERTS CLASS D TYPE 2 15"	PIPE CULVERTS CLASS D TYPE 2 18"	PIPE CULVERTS TYPE 2 RCCP 18"	PIPE CULVERTS TYPE 2 RCCP 30"	BOX CULVERT END SECTIONS	METAL END SECTIONS 15"	METAL END SECTIONS 18"	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 18"	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 30"	GRATING FOR BOX CULVERT LOCATION 1
	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH
394+33 (IL 180)	84					4					4
590+46 (IL 180)					141					2	
590+85 (P.E.)		98					2				
1750 N 1+50 (F.E.)			80					2			
1750 N 1+90 (1750 N)				61					2		
TOTALS	84	98	80	61	141	4	2	2	2	2	4

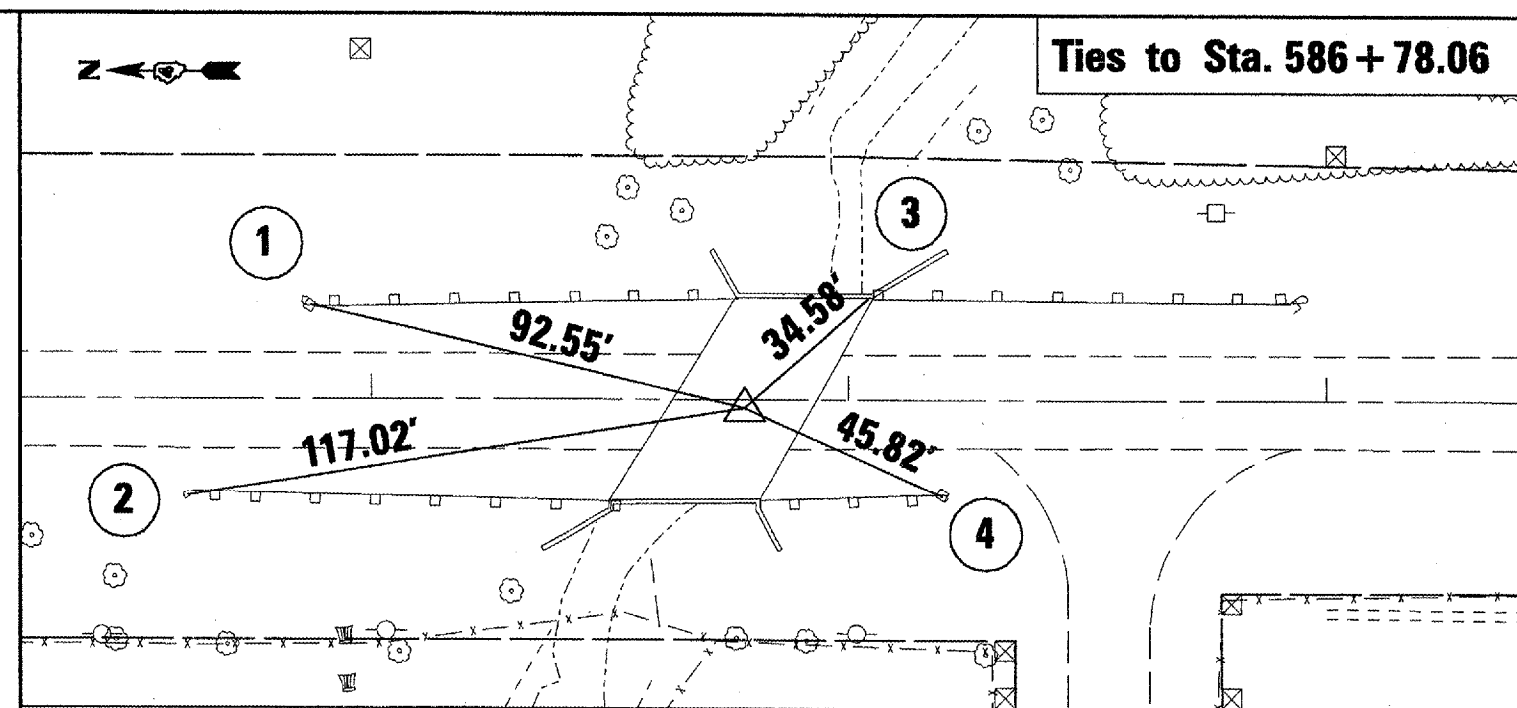
AGGREGATE SURFACE COURSE, TYPE B				
LOCATION	TYPE	DEPTH (INCH)	AREA SQ YD	QUANTITY TON
581+70.7 LT	F.E.	8	301	137.3
581+76.5 LT	F.E.	8	301	137.3
590+85 RT	P.E.	6	1970	673.7
1+50 LT (1750 N)	F.E.	8	156.7	71.5
1+50 RT (1750 N)	F.E.	8	147.8	67.4
TOTAL				1087.2

LOCATION	DEPTH IN	STONE DUMPED RIP RAP		FILTER FABRIC SQ YD
		CLASS A3 SQ YD	CLASS B3 SQ YD	
394+33 RT & LT	8	71		71
582+38 TO 584+00 RT	8		152	152
582+45 TO 583+00 LT	8		321	321
587+07 TO 587+68 RT	8		53	53
594+00 TO 594+91 RT	8		139	139
590+15 RT	8		13	13
590+74 LT	8		190	190
1750 N 1+90 TO 6+30 LT	8		441	441
1750 N 1+90 TO 6+30 RT	8		446	446
TOTAL		71	1755	1826

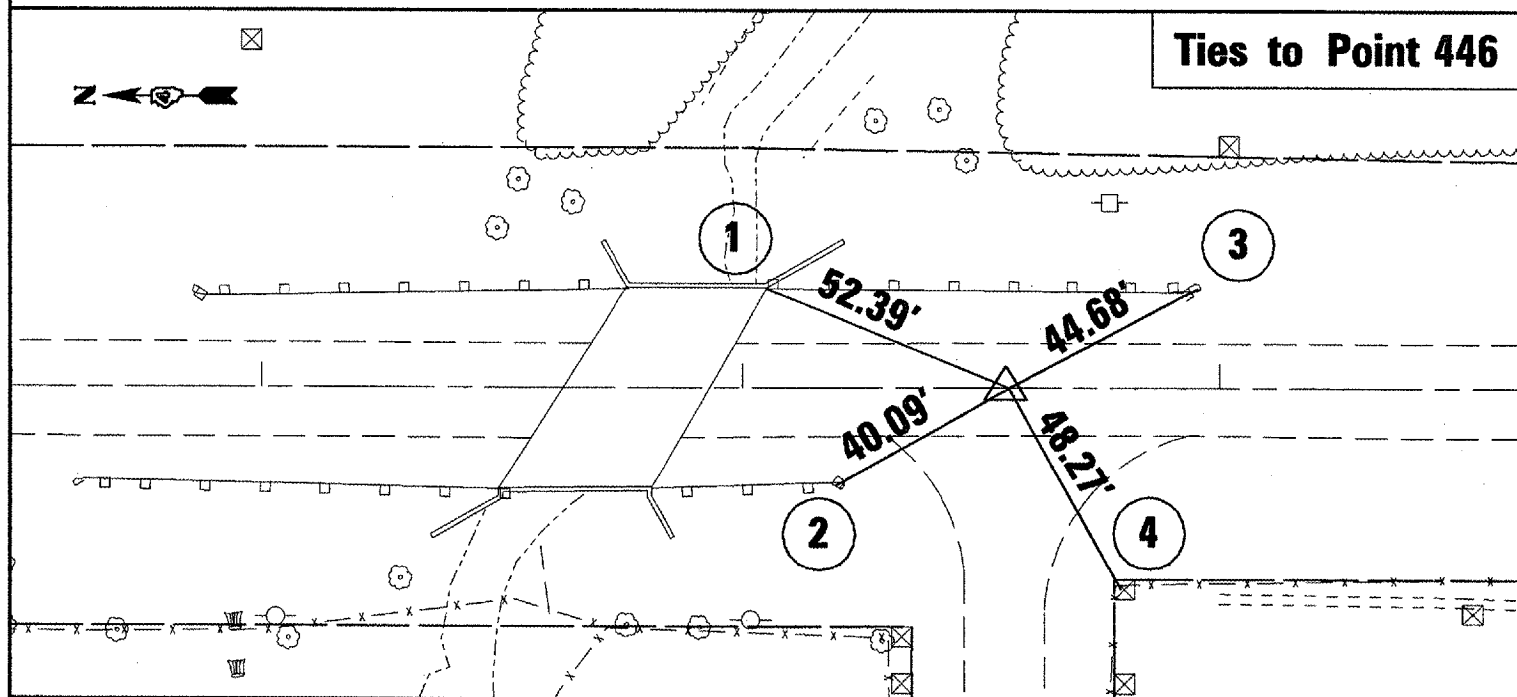
GUARDRAIL TABLE						
LOCATION	TRAFFIC BARRIER TERMINAL TYPE 1 TANGENT SPECIAL	TRAFFIC BARRIER TERMINAL TYPE 1 FLARED SPECIAL	TRAFFIC BARRIER TERMINAL TYPE 6	TERMINAL MARKER DIRECT APPLIED	GUARDRAIL MARKERS TYPE A	GUARDRAIL AGGREGATE EROSION CONTROL
	EACH	EACH	EACH	EACH	EACH	TON
Proposed Structure - Northwest	1		1	1	2	0.4
Proposed Structure - Northeast	1		1	1	2	0.4
Proposed Structure - Southwest		1	1	1	2	0.4
Proposed Structure - Southeast	1		1	1	2	0.4
TOTALS	3	1	4	4	8	1.6

TEMPORARY BENCHMARK

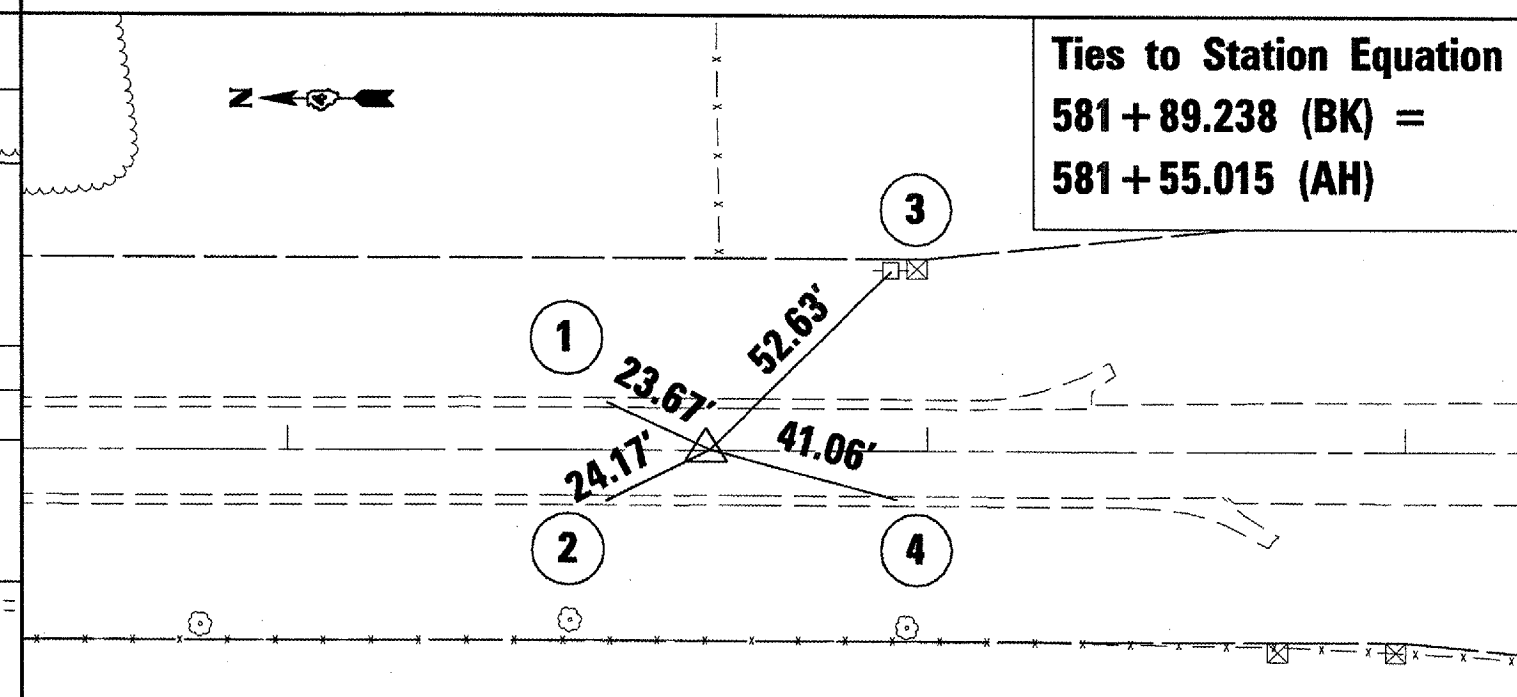
Set Chis. Square, Northeast Wingwall of IL Route 180 Bridge
at Township Road 1750 N @ Sta. 587+00 +/- Elevation = 618.63



- △ P.K. & Wash.
- ① Wash. & P.K. Nail in End of Guardrail Post
- ② Wash. & P.K. Nail in End of Guardrail Post
- ③ Corner of Bridge where Parapet meets Hub Guard
- ④ Wash. & P.K. Nail in End of Guardrail Post

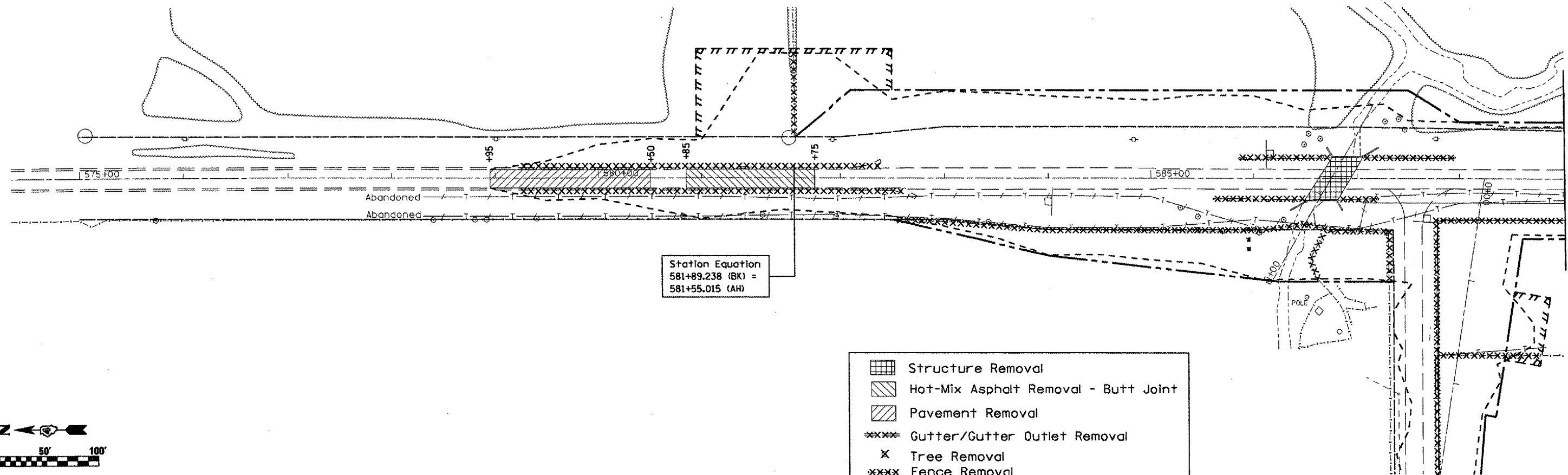


- △ P.K. & Wash.
- ① Corner of Bridge where Parapet meets Hub Guard
- ② Wash. & P.K. Nail in End of Guardrail Post
- ③ Wash. & P.K. Nail in End of Guardrail Post
- ④ Wash. & P.K. Nail in Top of corner Fence Post



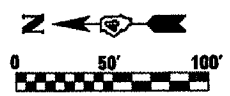
- △ P.K. & Wash.
- ① Chiseled "X" in Gutter
- ② Chiseled "X" in Gutter
- ③ Utility Pole
- ④ Chiseled "X" in Gutter

MATCHLINE STA. 589+00

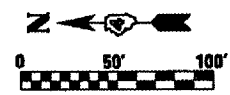
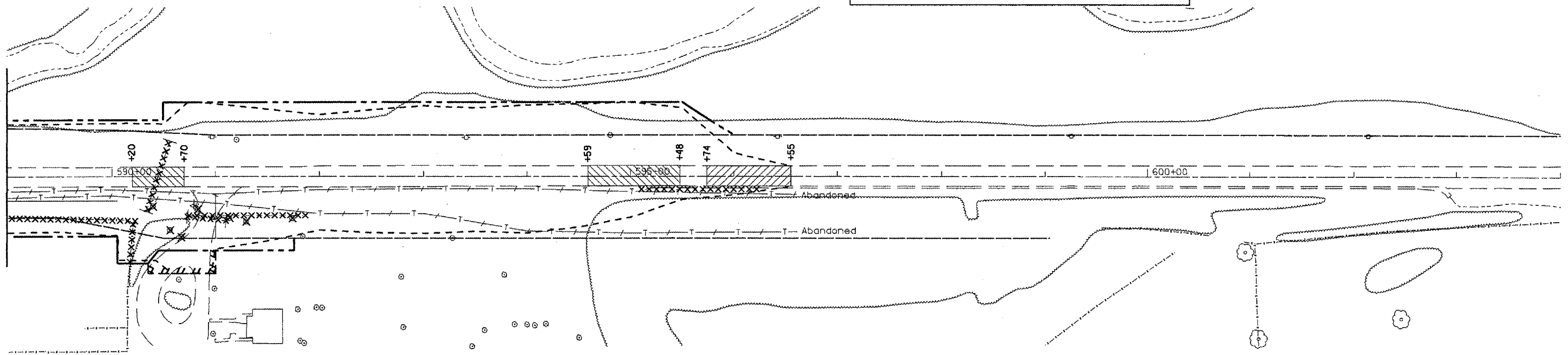


Station Equation
 581+89.238 (BK) =
 581+55.015 (AH)

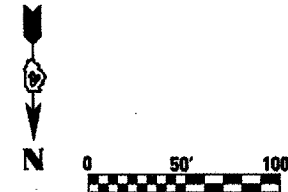
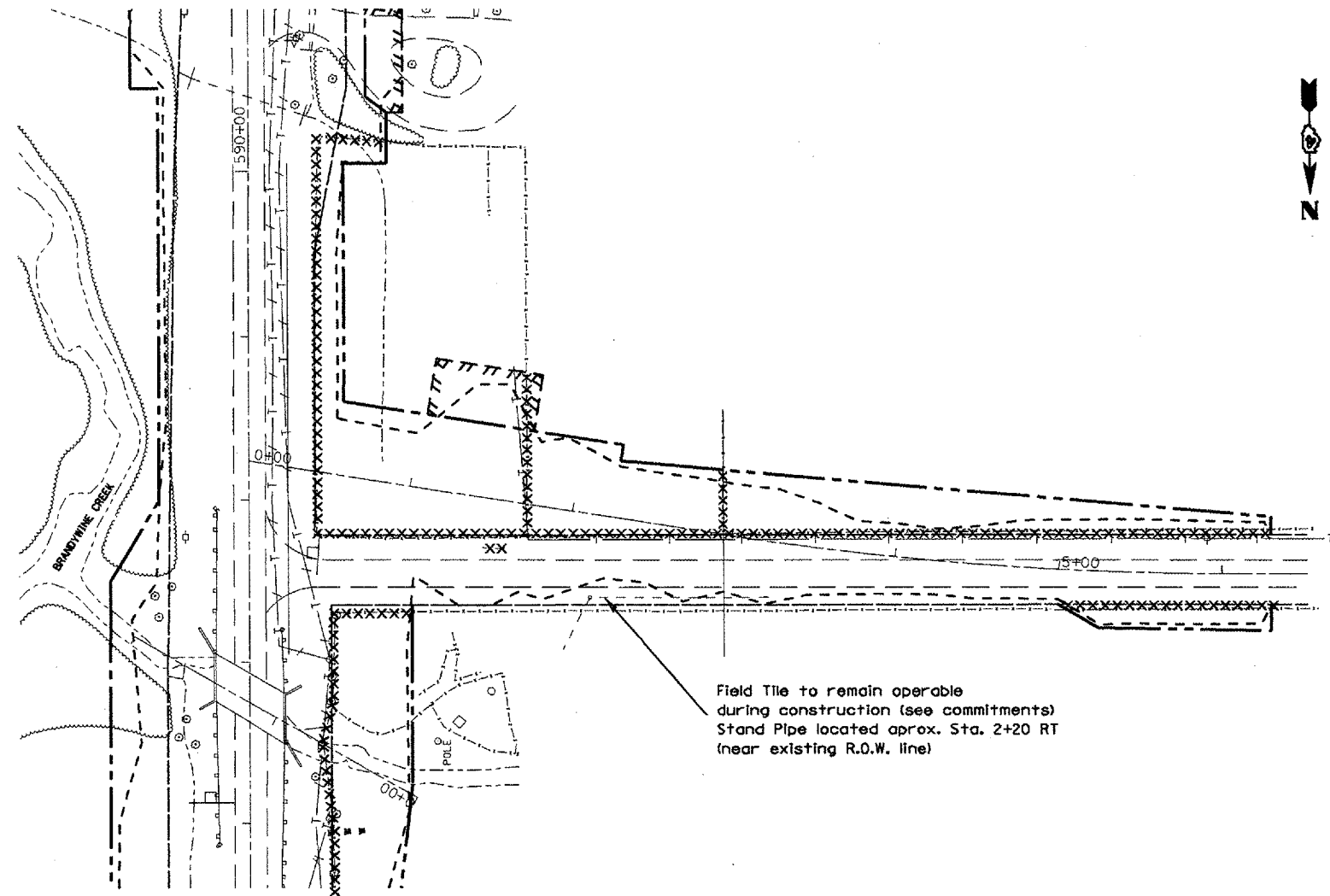
- Structure Removal
- Hot-Mix Asphalt Removal - Butt Joint
- Pavement Removal
- Gutter/Gutter Outlet Removal
- Tree Removal
- Fence Removal
- Guardrail Removal
- Pipe Culvert/Box Culvert Removal



MATCHLINE STA. 589+00



FILE NAME = c:\projects\11188\bridge\general.dgn	USER NAME = hudelsonme	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Existing & Removal Items	F.A.S. RTE. 1195	SECTION (112B)BR-3	COUNTY KNOX	TOTAL SHEETS 76	SHEET NO. 13	
	PLOT SCALE = 100.000' / IN.	DRAWN -	REVISED -			SCALE:	SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 88896	
	PLOT DATE = 12/18/2007	CHECKED -	REVISED -								
		DATE -	REVISED -								



- Structure Removal
- Hot-Mix Asphalt Removal - Butt Joint
- Pavement Removal
- Gutter/Gutter Outlet Removal
- Tree Removal
- Fence Removal
- Guardrail Removal
- Pipe Culvert/Box Culvert Removal

FILE NAME =
c:\projects\1188bridge\general.dgn

USER NAME = hudelsonme
PLOT SCALE = 100.000' / IN.
PLOT DATE = 12/18/2007

DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

Existing & Removal Items

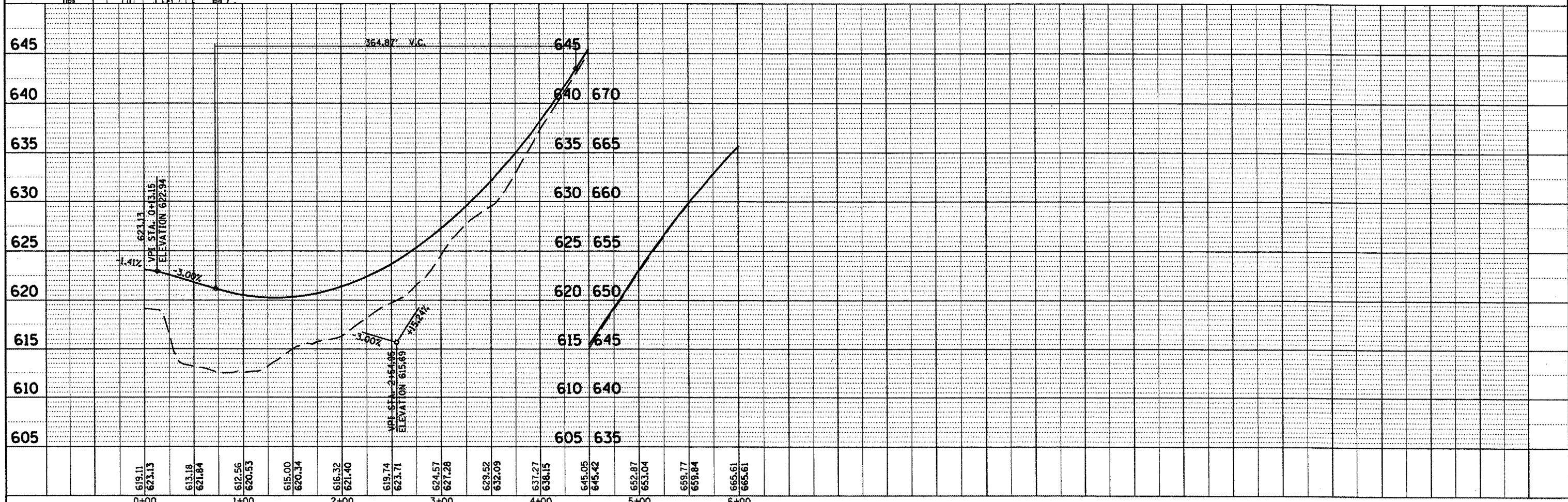
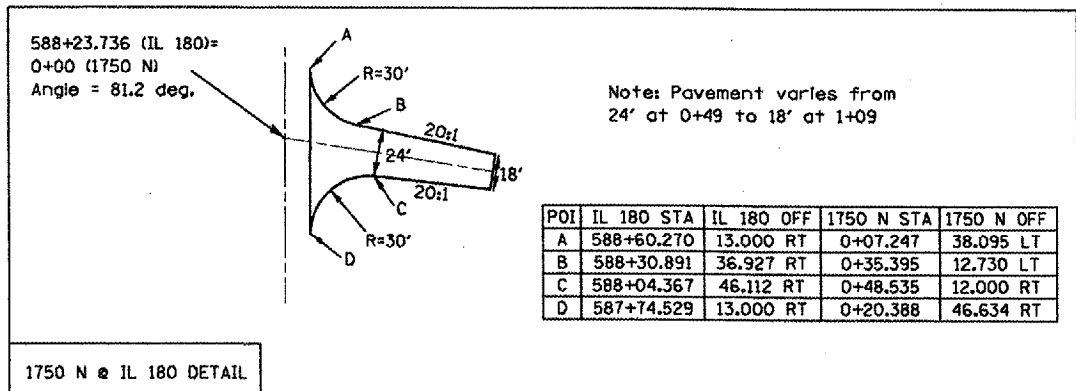
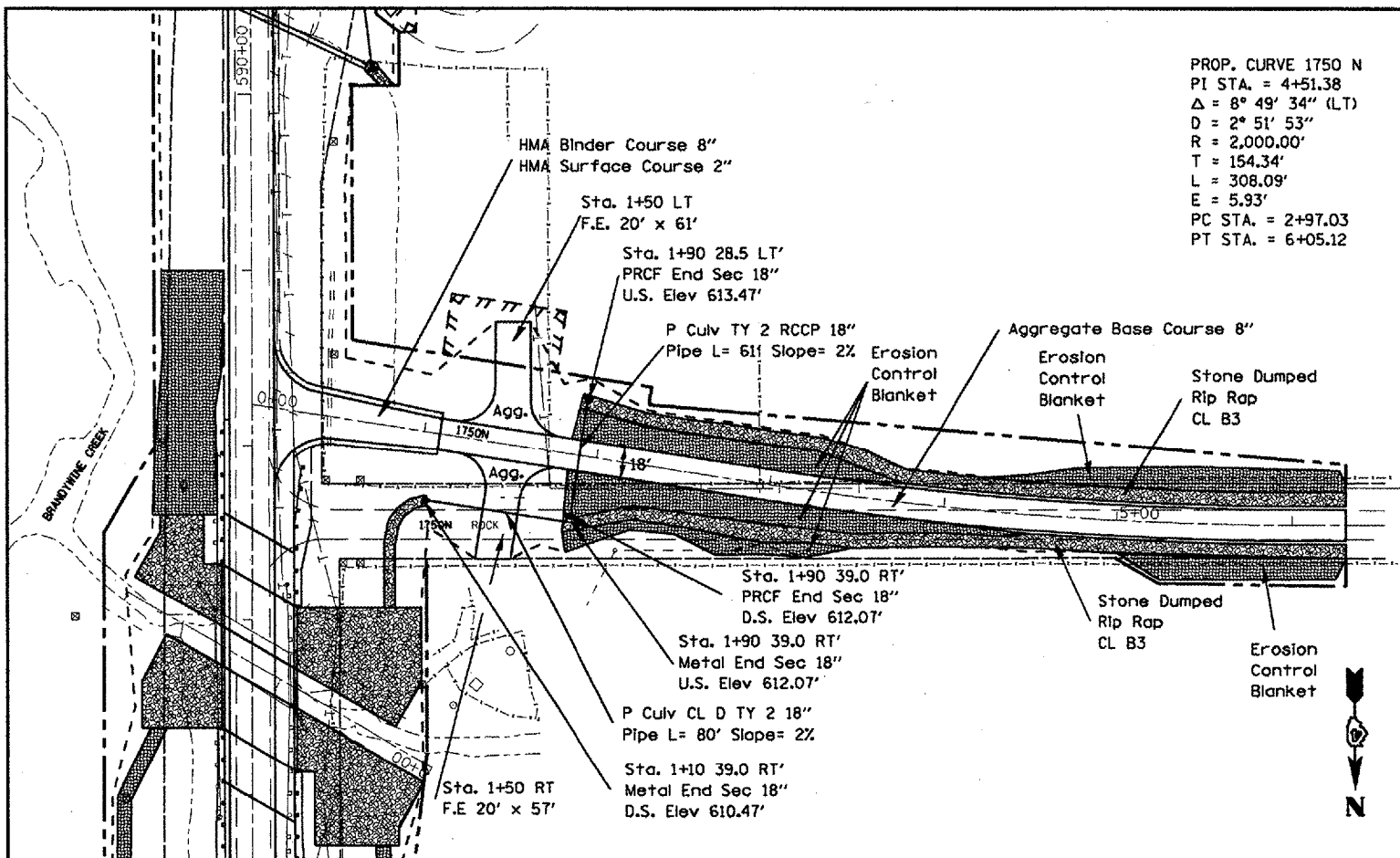
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(112B)BR-3	KNOX	76	14
FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT			CONTRACT NO. 88896	

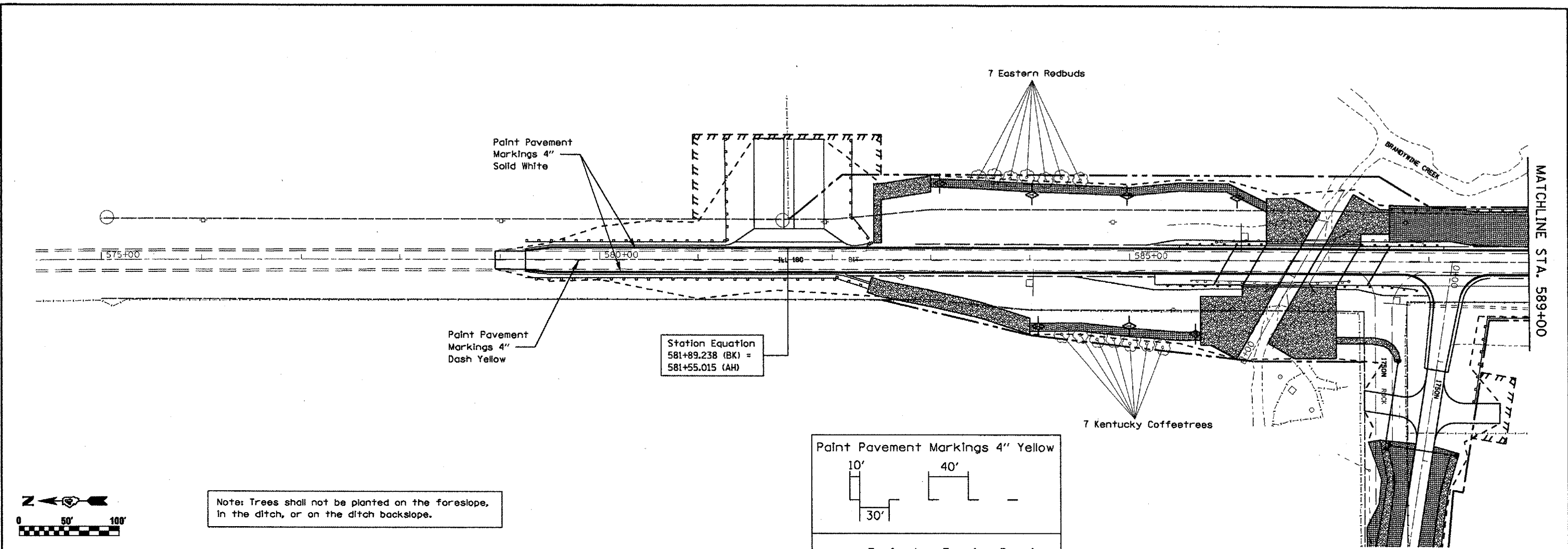
DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	
NO.	

DATE	
BY	
DESIGNED	
DRAWN	
CHECKED	
DATE	
NO.	

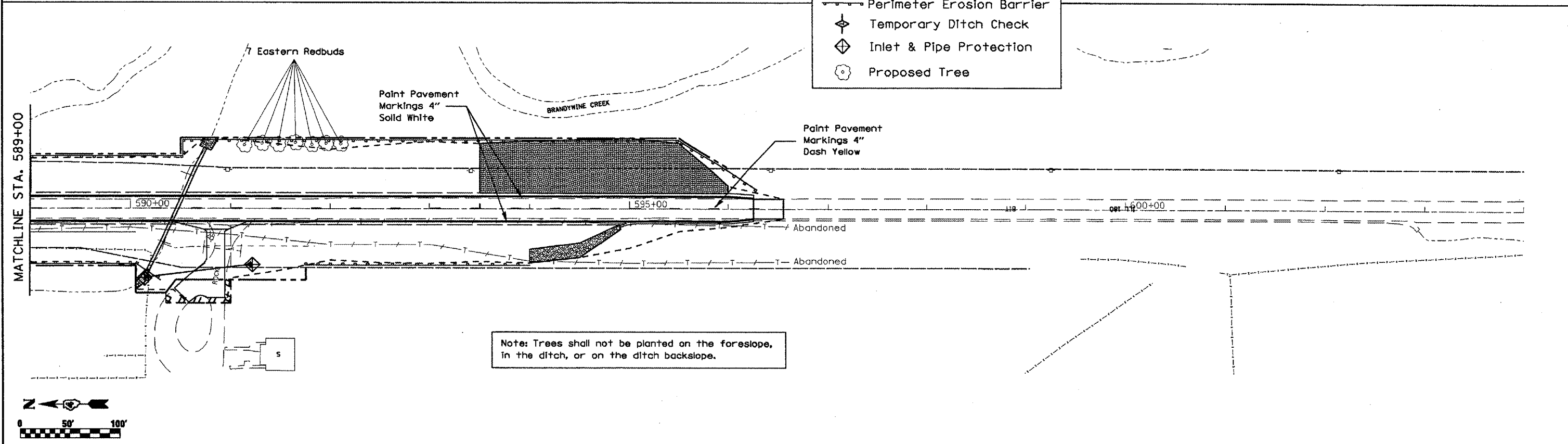
PROP. CURVE 1750 N
 PI STA. = 4+51.38
 $\Delta = 8^\circ 49' 34''$ (LT)
 $D = 2^\circ 51' 53''$
 $R = 2,000.00'$
 $T = 154.34'$
 $L = 308.09'$
 $E = 5.93'$
 PC STA. = 2+97.03
 PT STA. = 6+05.12



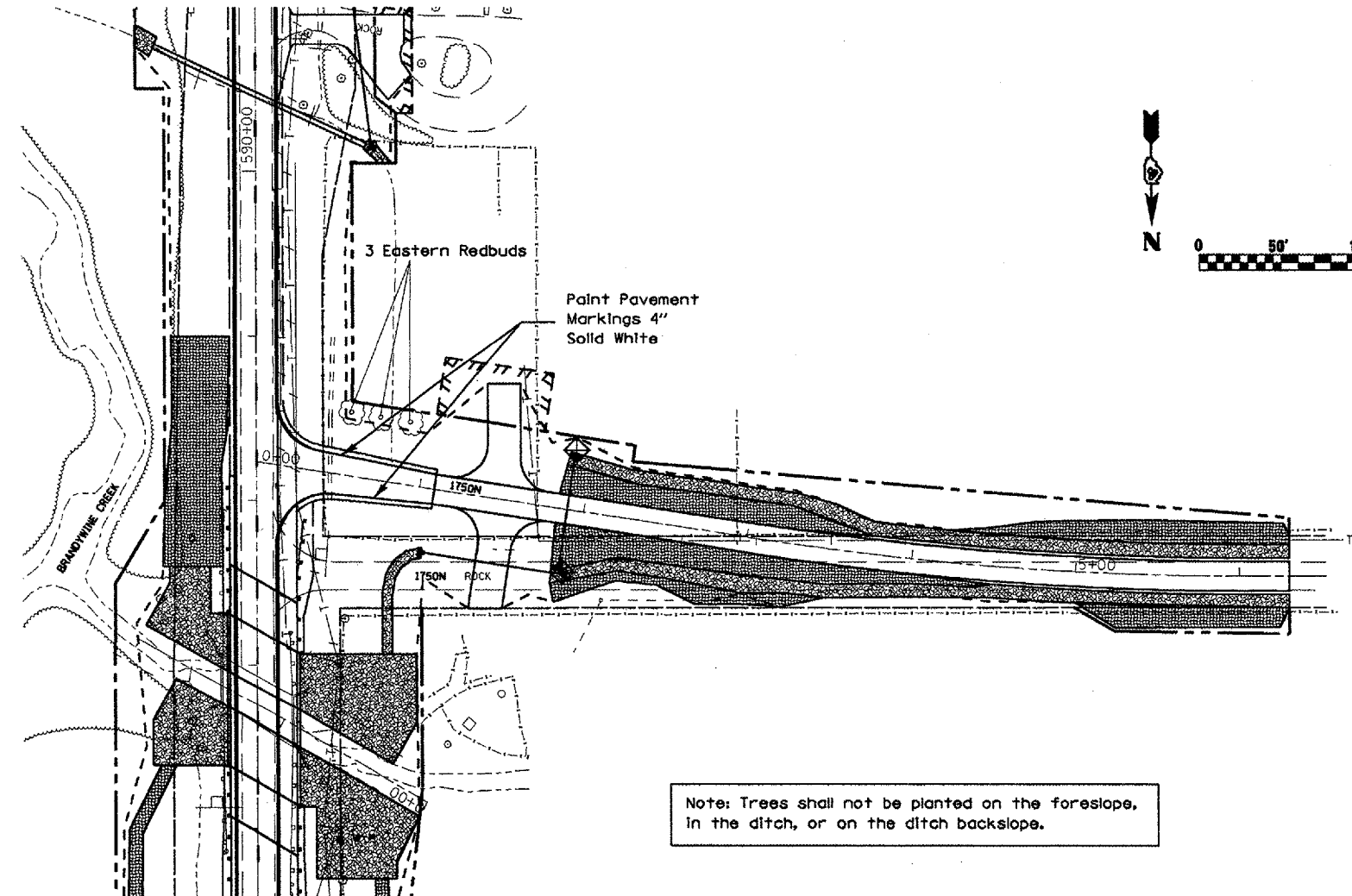
FILE NAME = c:\projects\1180bridge\general.dgn	USER NAME = hudelaonne	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Proposed Plan & Profile	F.A.S. RTE. 1195	SECTION (112B)BR-3	COUNTY KNOX	TOTAL SHEETS 76	SHEET NO. 17		
PLOT SCALE = 100.000' / IN.	PLOT DATE = 12/10/2007	DRAWN -	REVISED -			SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.	CONTRACT NO. 88896		
		CHECKED -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT						
		DATE -	REVISED -									



MATCHLINE STA. 589+00



FILE NAME = c:\projects\1180bridge\general.dgn	USER NAME = hudelsonme	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Temporary Erosion Control, Landscaping & Pavement Markings			F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.000 / IN.	DRAWN -	REVISED -					1195	(112B)BR-3	KNOX	76	18
PLOT DATE = 12/10/2007	CHECKED -	REVISED -	SCALE:		SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 88896		
	DATE -	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									



Note: Trees shall not be planted on the foreslope, in the ditch, or on the ditch backslope.

Paint Pavement Markings 4" Yellow

- Perimeter Erosion Barrier
- ◇ Temporary Ditch Check
- ◊ Inlet & Pipe Protection
- Proposed Tree

FILE NAME = es:\projects\11182bridge\general.dgn	USER NAME = hudalsonme	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Temporary Erosion Control, Landscaping & Pavement Markings	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 100.000 / IN.	DRAWN -	REVISED -			1195	(112B)BR-3	KNOX	76	19
	PLOT DATE = 12/10/2007	CHECKED -	REVISED -			FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		CONTRACT NO. 88896
					SCALE:	SHEET NO. OF SHEETS STA.		TO STA.		

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(112)BR-3	KNOX	76	20

STA.	TO STA.
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT

SECTION 2 T11N R4E 4TH P.M.



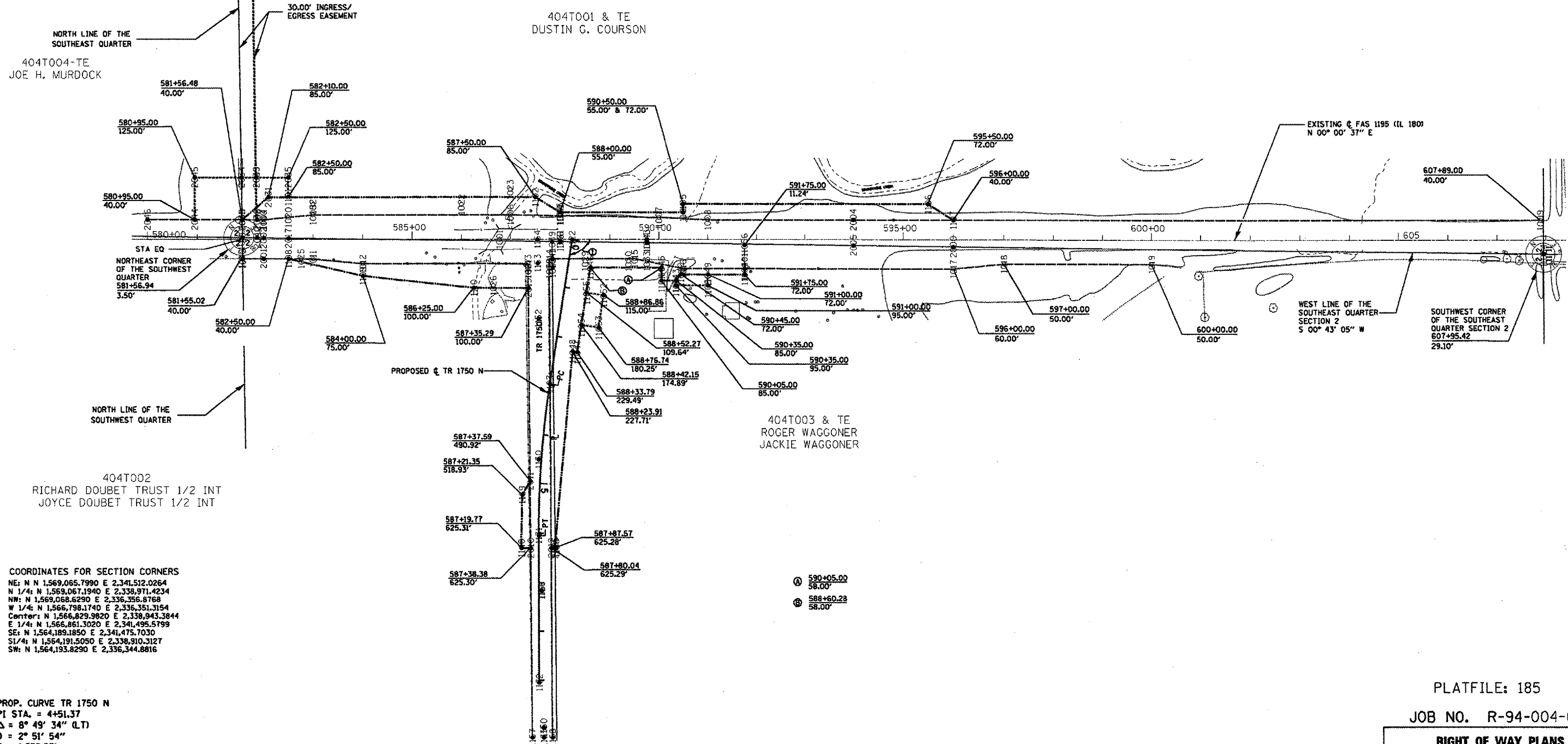
LEGEND

- EXISTING RIGHT OF WAY LINE ———
- PROPOSED RIGHT OF WAY LINE - - - - -
- PROPOSED TEMPORARY EASEMENT LINE - - - - -

① 98°48'00" 297.3'

APPROVED BY _____
DISTRICT ENGINEER

DATE _____



COORDINATES FOR SECTION CORNERS
 NE: N N 1,569,065.7990 E 2,341,512.0264
 N 1/4: N 1,569,067.1940 E 2,338,971.4234
 NW: N 1,569,068.6290 E 2,336,356.8768
 W 1/4: N 1,566,798.1740 E 2,336,351.3154
 Center: N 1,566,829.9820 E 2,338,943.3844
 E 1/4: N 1,566,861.3020 E 2,341,495.5799
 SE: N 1,564,189.1850 E 2,341,475.7030
 S 1/4: N 1,564,191.5050 E 2,338,910.3127
 SW: N 1,564,193.8290 E 2,336,344.8816

PROP. CURVE TR 1750 N
 PI STA. = 4+51.37
 $\Delta = 8^\circ 49' 34''$ (LT)
 D = 2° 51' 54"
 R = 1,999.87'
 T = 154.34'
 L = 308.07'
 E = 5.95'
 P.C. STA = 2+97.03
 P.T. STA = 6+05.10

STA EQ
 STA 581+89.24 (BK)
 STA 581+55.01 (AH)
 EXIST C 180 STA 588+23.74+
 PROP C 1750 N STA. 00+00.00

PLATFILE: 185
 JOB NO. R-94-004-02

RIGHT OF WAY PLANS	
FAS ROUTE 1195 (IL 180)	
PROJECT	SECTION (112)BR-3
STATION	581+55.02 TO 607+95.42
COUNTY	KNOX
SHEET	1 OF 1

FOR OLD ROW SEE PLATFILE 22 SHEET 23

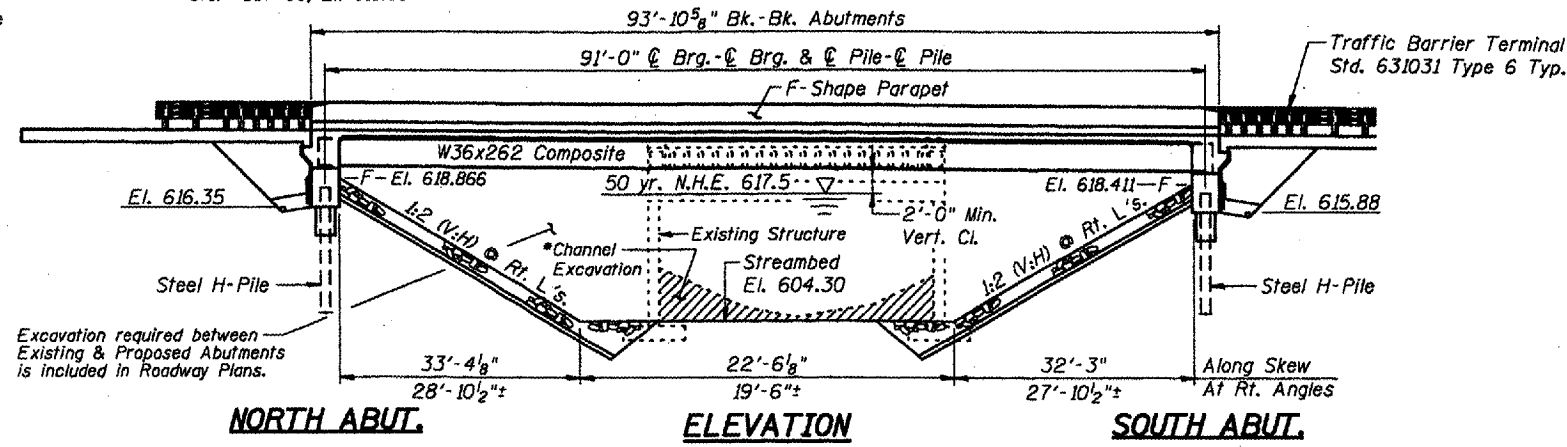
EXISTING STRUCTURE, S.N. 048-0040
 Built in 1932 as S.B.I. Rte. 180 as a single span reinforced concrete slab bridge 30'-6" Bk.-Bk. abutments on untreated timber piles. Existing bridge to be removed and replaced. No Salvage.

BENCH MARK Set Chiseled "I" Northeast Wingwall of Rte. 180 Bridge @ Twp. Rd. 1750N; Sta. +587+00, El.=618.63

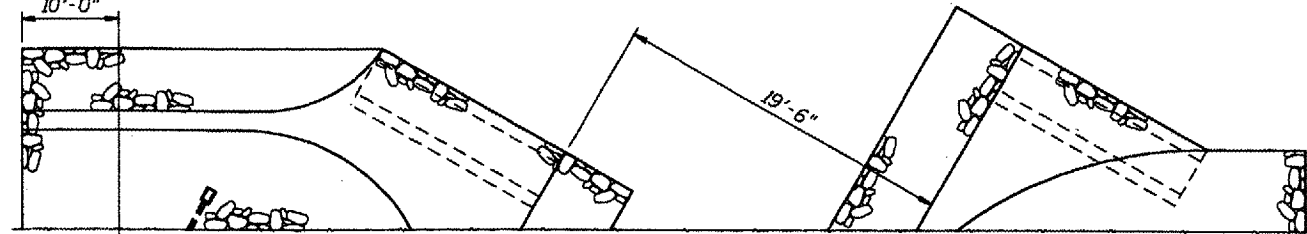
CONTRACT #88896

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET
FAS 1195	(112B) BR-3	KNOX	76	21
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

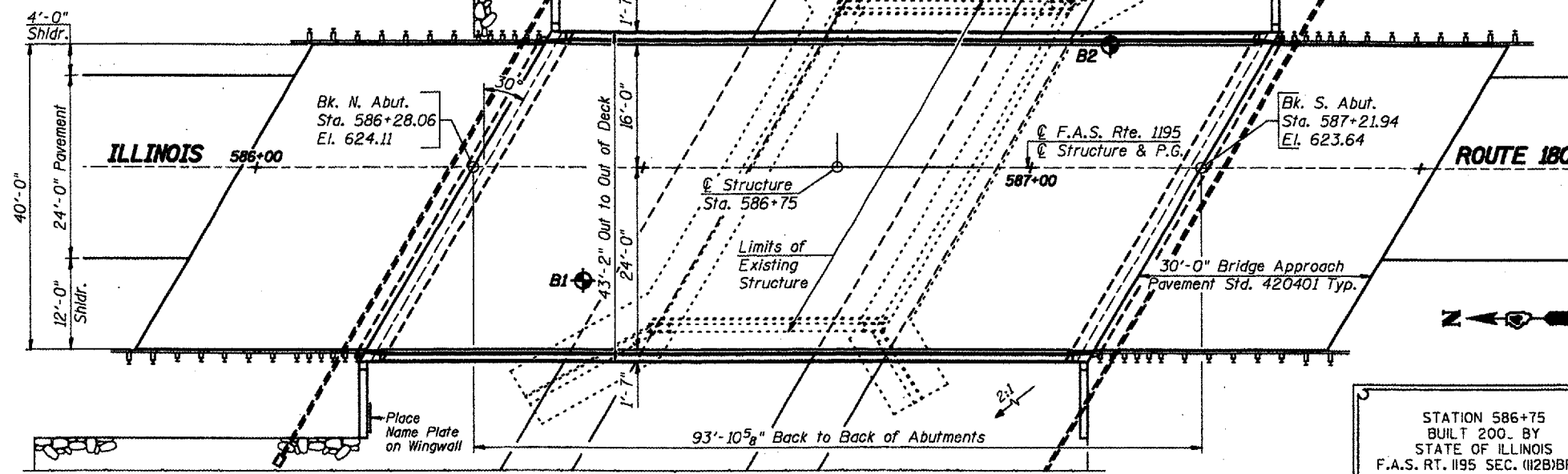
- INDEX OF STRUCTURAL SHEETS**
1. GENERAL PLAN AND ELEVATION
 2. RIPRAP & PILE LAYOUT
 3. TOP OF SLAB ELEVATIONS
 4. APPROACH PAVEMENT SHEET
 5. SUPERSTRUCTURE
 6. FRAMING AND DIAPHRAGM DETAILS
 7. PARAPET DETAILS
 8. NORTH ABUTMENT
 9. SOUTH ABUTMENT
 10. BAR SPLICER (COUPLER DETAILS)
 11. STEEL H-PILE DETAILS
 12. BORING LOGS



NORTH ABUT. ELEVATION SOUTH ABUT.



PLAN VIEW



PROFILE GRADE
(Along & Roadway)

BILL OF MATERIAL - BRIDGE

ITEM	UNIT	SUB	SUPER	TOTAL
Porous Granular Embankment (Special)	Cu. Yd.	170		170
Stone Riprap, Class A4	Sq. Yd.	1,599		1,599
Filter Fabric	Sq. Yd.	1,599		1,599
Removal of Existing Structures No. 2	Each		1	1
Structure Excavation	Cu. Yd.	114		114
Concrete Encasement	Cu. Yd.	5.0		5.0
Concrete Structures	Cu. Yd.	41.8		41.8
Concrete Superstructure	Cu. Yd.		163.1	163.1
Bridge Deck Grooving	Sq. Yd.		397	397
Protective Coat	Sq. Yd.		496	496
Furnishing & Erecting Structural Steel	L. Sum		1	1
Stud Shear Connectors	Each		1,332	1,332
Reinforcement Bars, Epoxy Coated	Pound	5,820	31,440	37,260
Bar Splicers	Each		80	80
Furnishing Steel Piles, HP 12x53	Foot	534		534
Driving Piles	Foot	534		534
Test Pile, Steel HP 12x53	Each	2		2
Name Plates	Each	1		1
Anchor Bolts, 1"	Each		24	24
Geocomposite Wall Drain	Sq. Yd.	83		83
Pipe Underdrains for Structures 4"	Foot	173		173

WATERWAY INFORMATION

Drainage Area = 3.1 Sq. Mi. Low Grade Elev. = 618.92 (Exist.) @ Sta. 5+247.44
 Low Grade Elev. = 618.92 (Prop.) @ Sta. 5+247.44

Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft. Exist.	Prop.	Nat. H.W.E.	Head - Ft. Exist.	Prop.	Headwater El. Exist.	Prop.
Design	50	1102	266	598	617.50	1.20	0.80	618.70	618.30
Overtopping	70	1179	266		617.70	1.20		618.90	
Base	100	1282	266	634	618.00	1.20	0.90	619.20	618.90
Max. Calc.	500	1727	266	709	619.00	1.40	1.10	620.40	620.10

GENERAL NOTES:

- Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts in painted areas and M164 Type 3 in unpainted areas. Bolts 3/4" φ, holes 5/8" φ, unless otherwise noted.
- Calculated weight of Structural Steel = 151,120 lbs.
- All structural steel shall be AASHTO M 270 Grade 50W.
- No field welding is permitted except as specified in the contract documents.
- Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60 (LL Modified). See Special Provisions
- Reinforcement bars designated (E) shall be epoxy coated.
- Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 inches. Those areas shall be primed in the shop with a Department approved zinc rich primer. No field painting shall be required. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".
- Layout of slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.
- * Channel shall be transitioned from edge of deck to Proposed Right of Way. Channel excavation included in Roadway plans.
- ** Quantity is for the deck, top & inside face of parapet only.
- Slip forming of the parapets is not allowed.

STATION 586+75
 BUILT 200. BY
 STATE OF ILLINOIS
 F.A.S. RT. 1195 SEC. (112B)BR-3
 LOADING HL-93
 STR. NO. 048-0089

NAME PLATE LETTERING
 Refer To Std. 515001

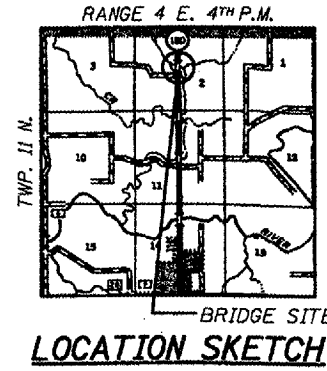
APPROVED
 FOR STRUCTURAL ADEQUACY ONLY
Ralph E. Anderson
 ENGINEER OF BRIDGES AND STRUCTURES

DESIGN SPECIFICATIONS
 AASHTO LRFD Bridge Design Specifications - 4th Ed. Allow 50#/sq. ft. for future wearing surface.

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

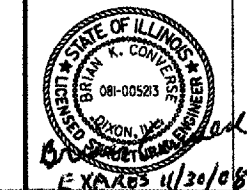
LOADING HL-93

SEISMIC DATA
 Seismic Performance Zone (SPZ) = 1
 Bedrock Acceleration Coefficient (A) = 0.04g
 Site Coefficient (S) = 1.0



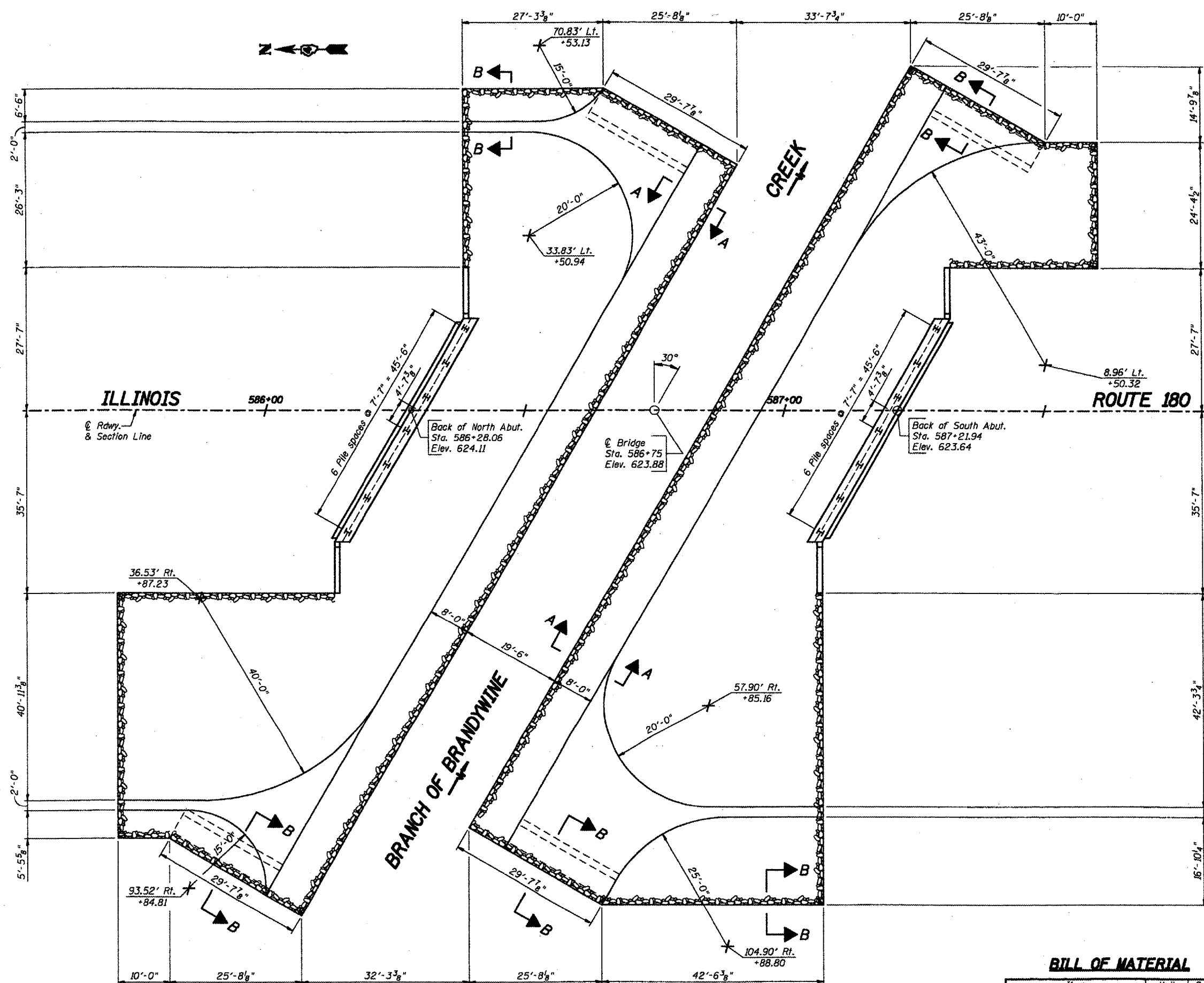
LOCATION SKETCH

GENERAL PLAN AND ELEVATION
ILLINOIS ROUTE 180 OVER
BRANCH OF BRANDYWINE CREEK
F.A.S. ROUTE 1195 - SECTION (112B)BR-3
KNOX COUNTY
STA. 586+75 (S.N. 048-0089)

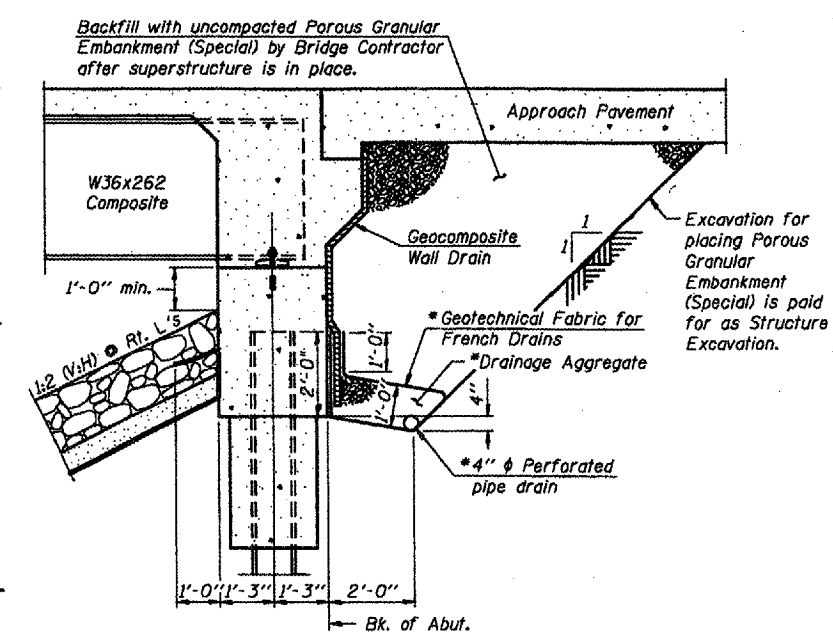


Designed by:
 B.K. Converse
 DATE: 7/07
 Checked by:
 M.A. Small
 DATE: 7/07
 Drawn by:
 F.D. Lachat
 DATE: 9/07

ROUTE NO.	DISTRICT	COUNTY	SHEET NO.	TOTAL SHEETS
FAS 1195	(112B) BR-3	KNOX	76	22
FED. ROAD DIST. NO. 7		ILLINOIS PROJECT		



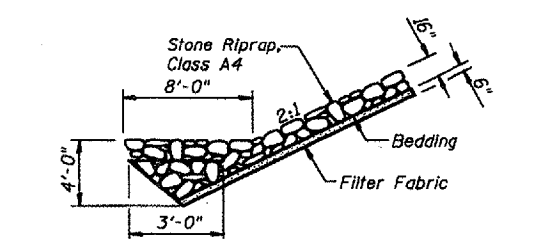
PLAN VIEW



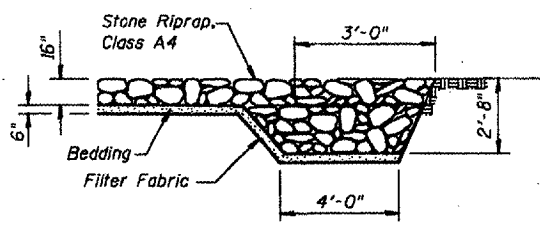
SECTION THRU INTEGRAL ABUTMENT
(Horiz. dim. @ Rt. L's)

* Included in the cost of Pipe Underdrains for Structures.

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)



SEC A-A



SEC B-B

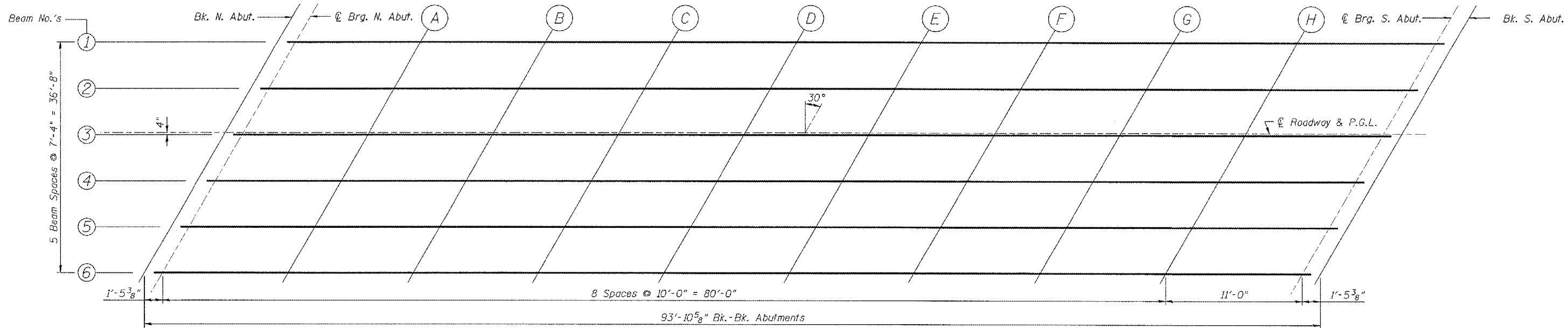
STONE RIPRAP ANCHOR DETAILS

BILL OF MATERIAL

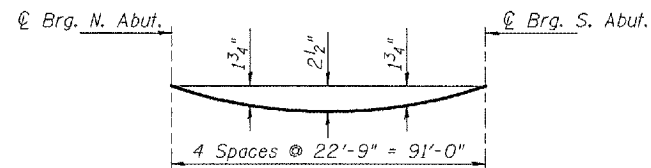
Item	Unit	Quantity
Stone Riprap, Class A4	Sq. Yd.	1,599
Filter Fabric	Sq. Yd.	1,599

RIPRAP AND PILE LAYOUT
ILLINOIS ROUTE 180 OVER
BRANCH OF BRANDYWINE CREEK
F.A.S. ROUTE 1195 - SECTION (112B)BR-3
KNOX COUNTY
STA. 586+75 (S.N. 048-0089)
WHA # 1189D06

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 1195	(112B) BR-3	KNOX	76	23
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



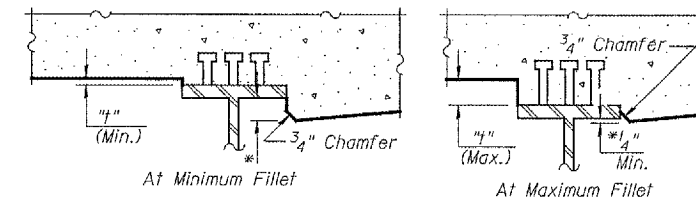
PLAN



DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete slab only)

Note: The above deflections are not to be used in the field if the Engineer is working from the grade elevations adjusted for dead load deflections, as shown below.



*Variable (not less than 1/4")

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

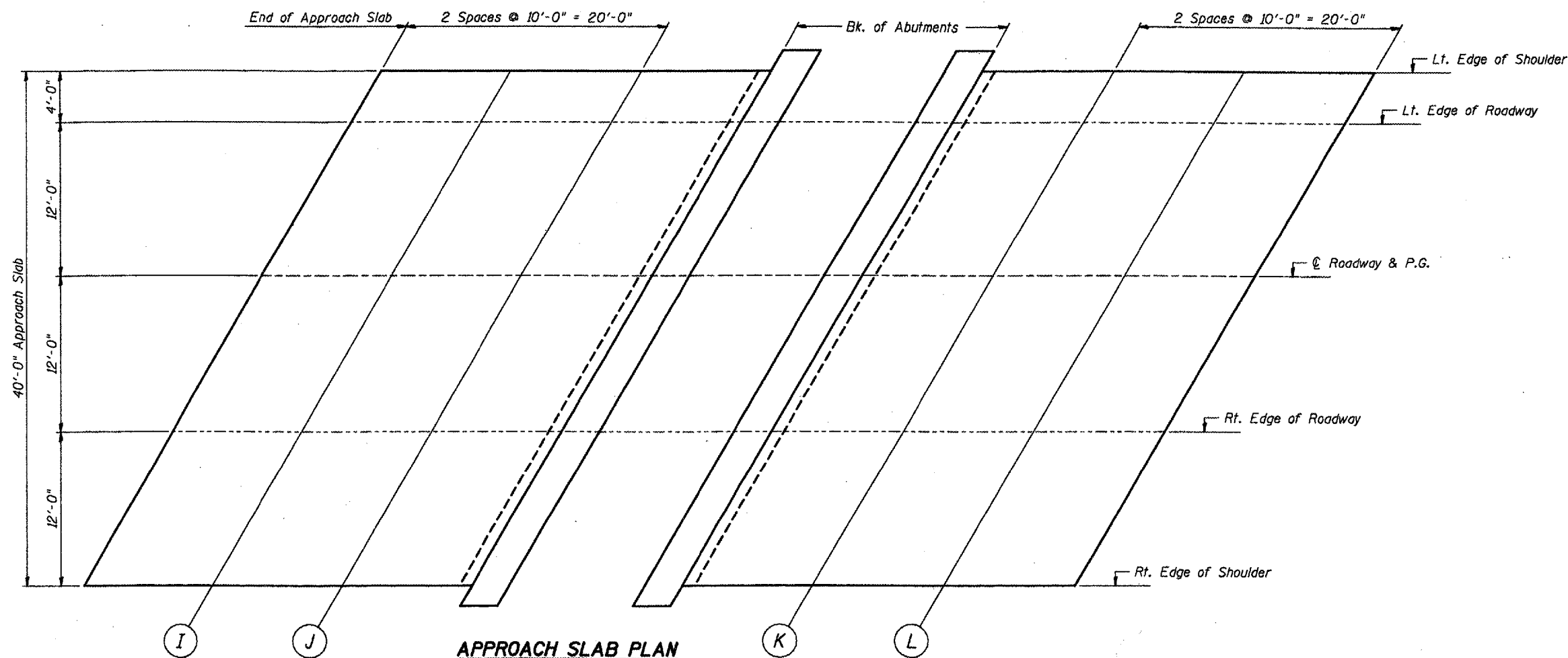
FILLET HEIGHTS

BEAM 1					BEAM 2					BEAM 3					@ ROADWAY & P.G.L.				
Location	Station	Offset Lt.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset Lt.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset Rt.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	586+36.34	14.333	623.833	623.833	Bk. of N. Abut.	586+32.1	7.000	623.982	623.982	Bk. of N. Abut.	586+27.87	0.333	624.107	624.107	Bk. of N. Abut.	586+28.06	0.000	624.112	624.112
☉ Brg. N. Abut.	586+37.775	14.333	623.824	623.824	☉ Brg. N. Abut.	586+33.541	7.000	623.972	623.972	☉ Brg. N. Abut.	586+29.307	0.333	624.097	624.097	☉ Brg. N. Abut.	586+29.500	0.000	624.101	624.101
A	586+47.775	14.333	623.774	623.844	A	586+43.541	7.000	623.922	623.992	A	586+39.307	0.333	624.047	624.117	A	586+39.500	0.000	624.052	624.122
B	586+57.775	14.333	623.724	623.857	B	586+53.541	7.000	623.872	624.005	B	586+49.307	0.333	623.997	624.131	B	586+49.500	0.000	624.002	624.135
C	586+67.775	14.333	623.674	623.855	C	586+63.541	7.000	623.822	624.003	C	586+59.307	0.333	623.947	624.128	C	586+59.500	0.000	623.952	624.132
D	586+77.775	14.333	623.624	623.831	D	586+73.541	7.000	623.772	623.979	D	586+69.307	0.333	623.897	624.104	D	586+69.500	0.000	623.902	624.108
E	586+87.775	14.333	623.574	623.782	E	586+83.541	7.000	623.722	623.930	E	586+79.307	0.333	623.847	624.055	E	586+79.500	0.000	623.851	624.059
F	586+97.775	14.333	623.524	623.709	F	586+93.541	7.000	623.672	623.856	F	586+89.307	0.333	623.797	623.982	F	586+89.500	0.000	623.802	623.986
G	587+07.775	14.333	623.474	623.613	G	587+03.541	7.000	623.622	623.761	G	586+99.307	0.333	623.747	623.886	G	586+99.500	0.000	623.752	623.890
H	587+17.775	14.333	623.424	623.501	H	587+13.541	7.000	623.572	623.649	H	587+09.307	0.333	623.697	623.774	H	587+09.500	0.000	623.702	623.778
☉ Brg. S. Abut.	587+28.775	14.333	623.369	623.369	☉ Brg. S. Abut.	587+24.541	7.000	623.517	623.517	☉ Brg. S. Abut.	587+20.307	0.333	623.642	623.642	☉ Brg. S. Abut.	587+20.500	0.000	623.647	623.647
Bk. of S. Abut.	587+30.22	14.333	623.364	623.364	Bk. of S. Abut.	587+25.98	7.000	623.512	623.512	Bk. of S. Abut.	587+21.75	0.333	623.638	623.638	Bk. of S. Abut.	587+21.94	0.000	623.641	623.641

BEAM 4					BEAM 5					BEAM 6				
Location	Station	Offset Rt.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset Rt.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection	Location	Station	Offset Rt.	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. of N. Abut.	586+23.63	7.666	624.013	624.013	Bk. of N. Abut.	586+19.4	15.000	623.904	623.904	Bk. of N. Abut.	586+15.17	22.333	623.772	623.772
☉ Brg. N. Abut.	586+25.073	7.666	624.004	624.004	☉ Brg. N. Abut.	586+20.839	15.000	623.895	623.895	☉ Brg. N. Abut.	586+16.605	22.333	623.763	623.763
A	586+35.073	7.666	623.954	624.024	A	586+30.839	15.000	623.845	623.915	A	586+26.605	22.333	623.713	623.783
B	586+45.073	7.666	623.904	624.037	B	586+40.839	15.000	623.795	623.928	B	586+36.605	22.333	623.663	623.797
C	586+55.073	7.666	623.854	624.035	C	586+50.839	15.000	623.745	623.926	C	586+46.605	22.333	623.613	623.794
D	586+65.073	7.666	623.804	624.011	D	586+60.839	15.000	623.695	623.902	D	586+56.605	22.333	623.563	623.770
E	586+75.073	7.666	623.754	623.962	E	586+70.839	15.000	623.645	623.853	E	586+66.605	22.333	623.513	623.721
F	586+85.073	7.666	623.704	623.888	F	586+80.839	15.000	623.595	623.779	F	586+76.605	22.333	623.463	623.648
G	586+95.073	7.666	623.654	623.793	G	586+90.839	15.000	623.545	623.684	G	586+86.605	22.333	623.413	623.552
H	587+05.073	7.666	623.604	623.681	H	587+00.839	15.000	623.495	623.572	H	586+96.605	22.333	623.363	623.440
☉ Brg. S. Abut.	587+16.073	7.666	623.549	623.549	☉ Brg. S. Abut.	587+11.839	15.000	623.44	623.440	☉ Brg. S. Abut.	587+07.605	22.333	623.308	623.308
Bk. of S. Abut.	587+17.51	7.666	623.543	623.543	Bk. of S. Abut.	587+13.28	15.000	623.435	623.435	Bk. of S. Abut.	587+09.05	22.333	623.303	623.303

TOP OF SLAB ELEVATIONS
ILLINOIS ROUTE 180 OVER
BRANCH OF BRANDYWINE CREEK
F.A.S. ROUTE 1195 - SECTION (112B)BR-3
KNOX COUNTY
STA. 586+75 (S.N. 048-0089)
WHA # 1189D06

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET
FAS 1195	(112B) BR-3	KNOX	76	24
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	



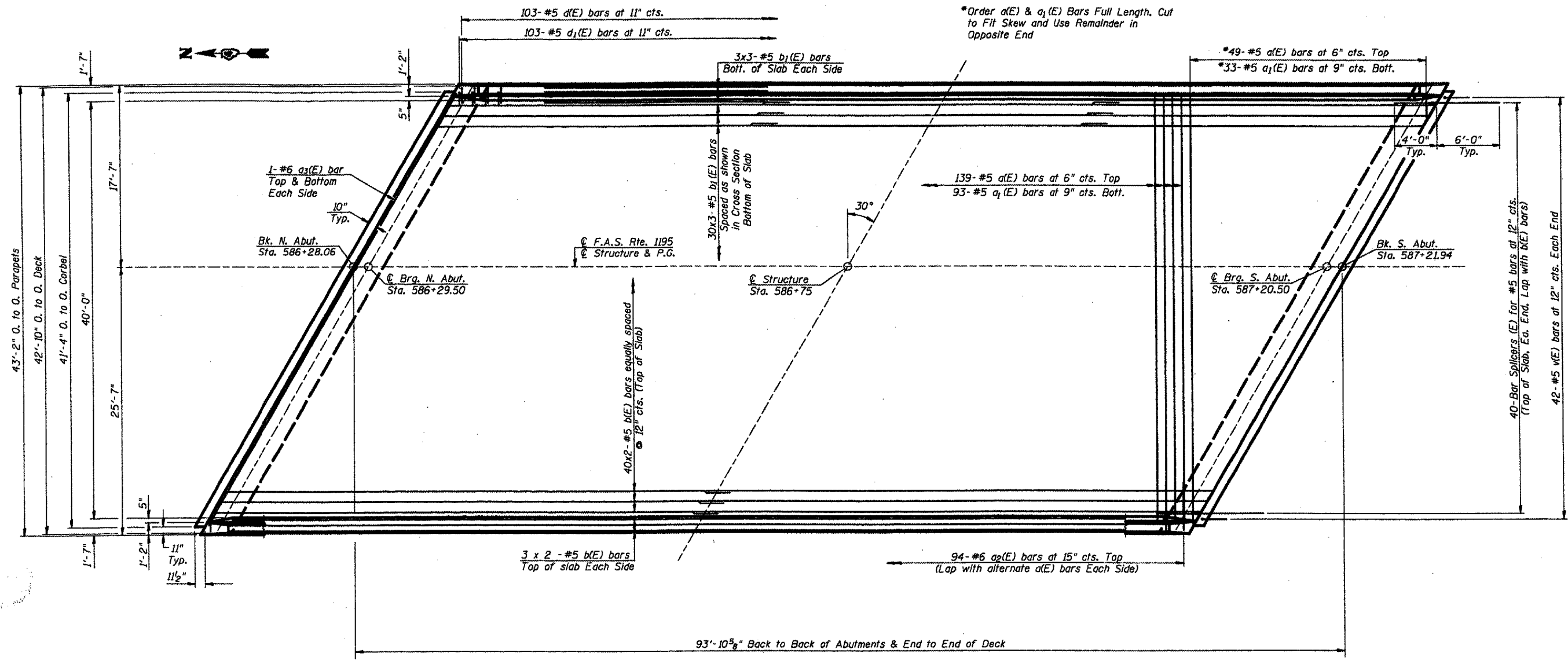
APPROACH SLAB PLAN

NORTH & SOUTH APPROACH SLABS

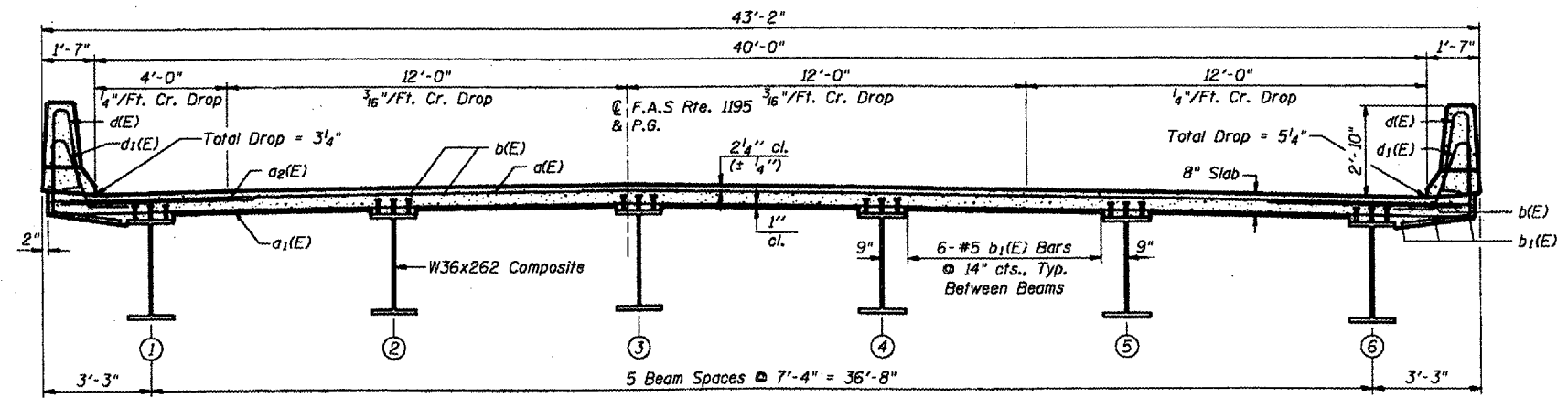
Location	Station	Offset	Grade Elevations
End of N. Approach Slab	586+07.30	16' Lt.	624.214
I	586+17.30	16' Lt.	624.164
J	586+27.30	16' Lt.	624.114
Bk. of N. Abut.	586+37.30	16' Lt.	624.064
Bk. of S. Abut.	587+31.18	16' Lt.	623.594
K	587+41.18	16' Lt.	623.544
L	587+51.18	16' Lt.	623.494
End of S. Approach Slab	587+61.18	16' Lt.	623.444
End of N. Approach Slab	586+04.99	12' Lt.	624.225
I	586+14.99	12' Lt.	624.175
J	586+24.99	12' Lt.	624.125
Bk. of N. Abut.	586+34.99	12' Lt.	624.075
Bk. of S. Abut.	587+28.87	12' Lt.	623.606
K	587+38.87	12' Lt.	623.556
L	587+48.87	12' Lt.	623.506
End of S. Approach Slab	587+58.87	12' Lt.	623.456
End of N. Approach Slab	585+98.06	0'	624.260
I	586+08.06	0'	624.210
J	586+18.06	0'	624.160
Bk. of N. Abut.	586+28.06	0'	624.110
Bk. of S. Abut.	587+21.94	0'	623.640
K	587+31.94	0'	623.590
L	587+41.94	0'	623.540
End of S. Approach Slab	587+51.94	0'	623.490
End of N. Approach Slab	585+91.13	12' Rt.	624.294
I	586+01.13	12' Rt.	624.244
J	586+11.13	12' Rt.	624.194
Bk. of N. Abut.	586+21.13	12' Rt.	624.144
Bk. of S. Abut.	587+15.01	12' Rt.	623.675
K	587+25.01	12' Rt.	623.625
L	587+35.01	12' Rt.	623.575
End of S. Approach Slab	587+45.01	12' Rt.	623.525
End of N. Approach Slab	585+84.20	24' Rt.	624.329
I	585+94.20	24' Rt.	624.279
J	586+04.20	24' Rt.	624.229
Bk. of N. Abut.	586+14.20	24' Rt.	624.179
Bk. of S. Abut.	587+08.08	24' Rt.	623.710
K	587+18.08	24' Rt.	623.660
L	587+28.08	24' Rt.	623.610
End of S. Approach Slab	587+38.08	24' Rt.	623.560

APPROACH PAVEMENT DETAILS
ILLINOIS ROUTE 180 OVER
BRANCH OF BRANDYWINE CREEK
F.A.S. ROUTE 1195 - SECTION (112B)BR-3
KNOX COUNTY
STA. 586+75 (S.N. 048-0089)
 WHA # 1189D06

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 1195	(112B) BR-3	KNOX	76	25
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



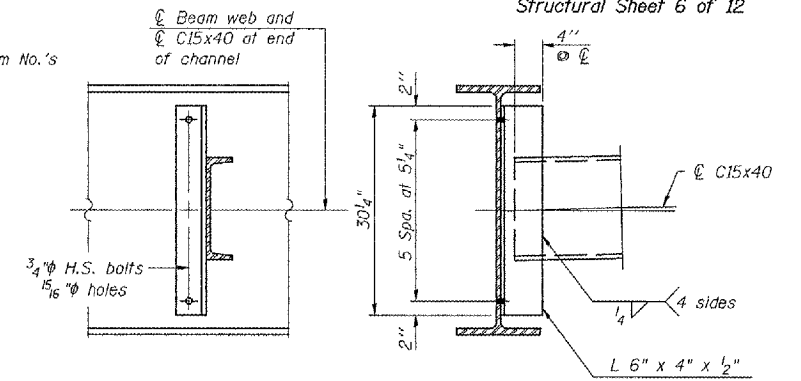
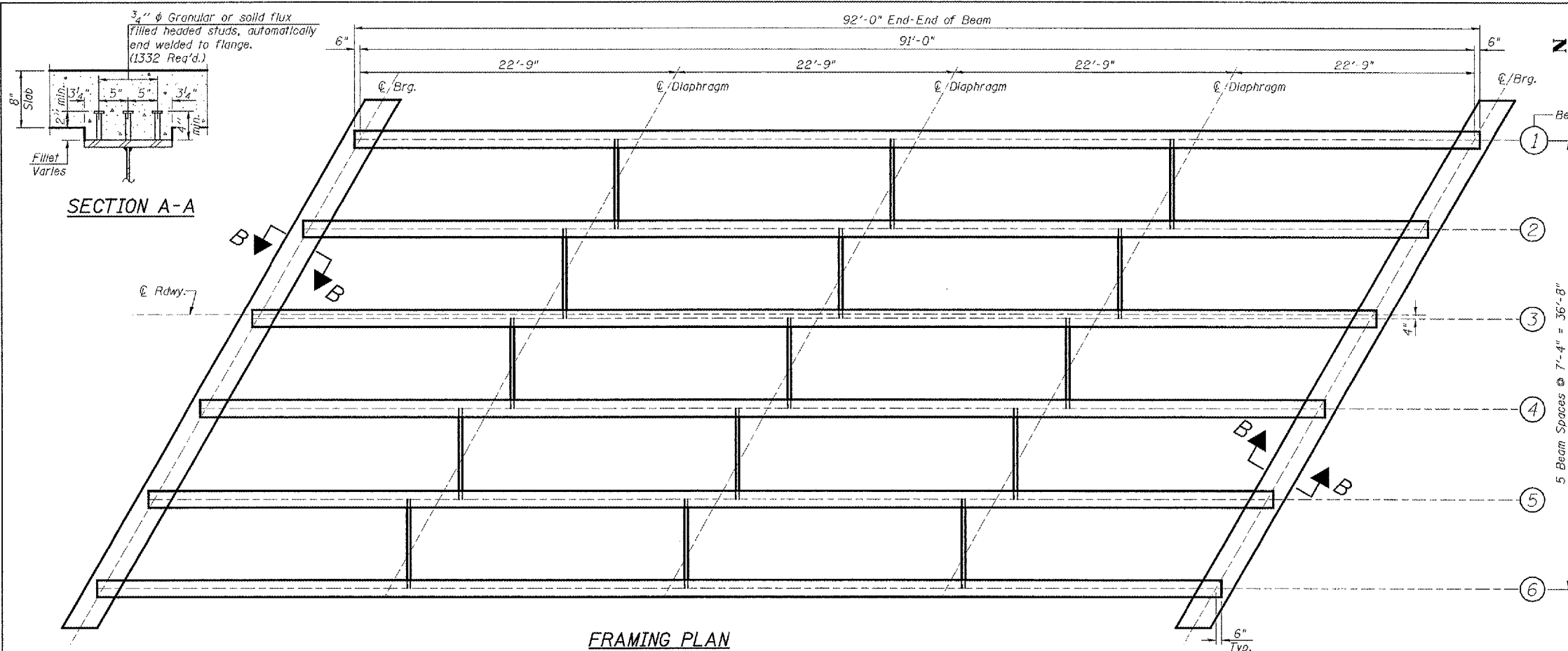
MIN. BAR LAPS	
BAR	LAP
#4	1'-8"
#5	2'-2"
#6	2'-7"
#7	3'-5"
#8	4'-6"



NOTES:
Reinforcement bars designated (E) shall be epoxy coated.
Bars indicated thus 40x2-#5 etc. indicates 40 lines of bars with 2 lengths per line.
See Sheet 7 of 12 for parapet details & bill of material.

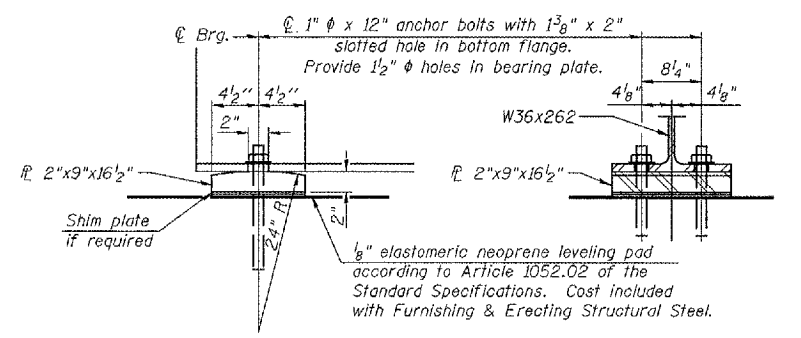
SUPERSTRUCTURE
ILLINOIS ROUTE 180 OVER
BRANCH OF BRANDYWINE CREEK
F.A.S. ROUTE 1195 - SECTION (112B)BR-3
KNOX COUNTY
STA. 586+75 (S.N. 048-0089)
WHA # 1189D06

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 1195	(112B) BR-3	KNOX	76	26
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

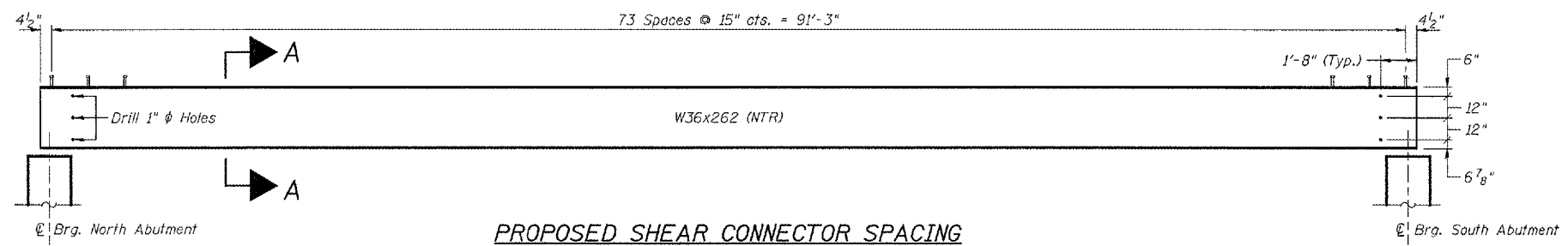


INTERIOR DIAPHRAGM

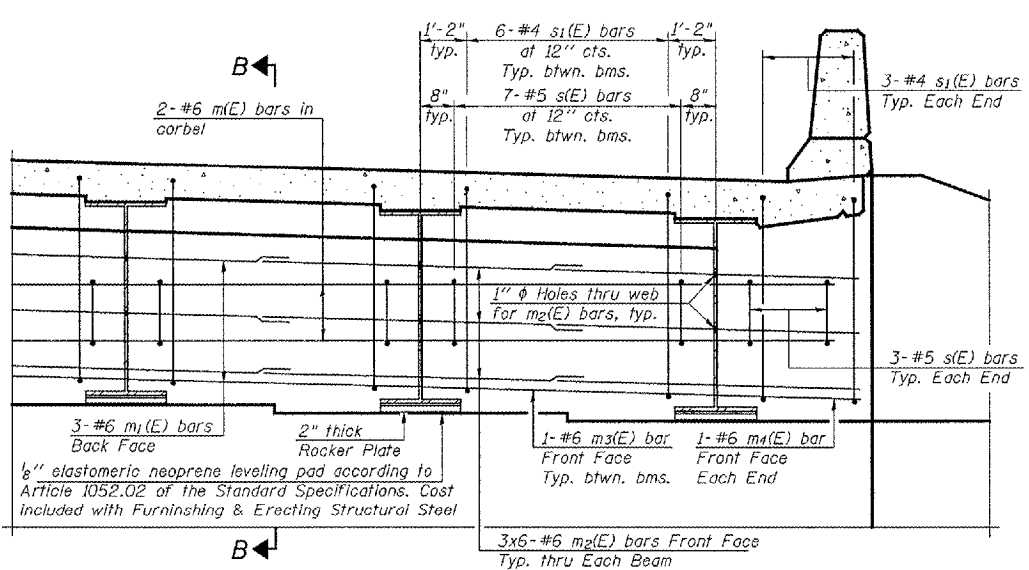
Note: Two hardened washers required for each set of oversized holes.



INTEGRAL ABUTMENT BEARING DETAIL



PROPOSED SHEAR CONNECTOR SPACING

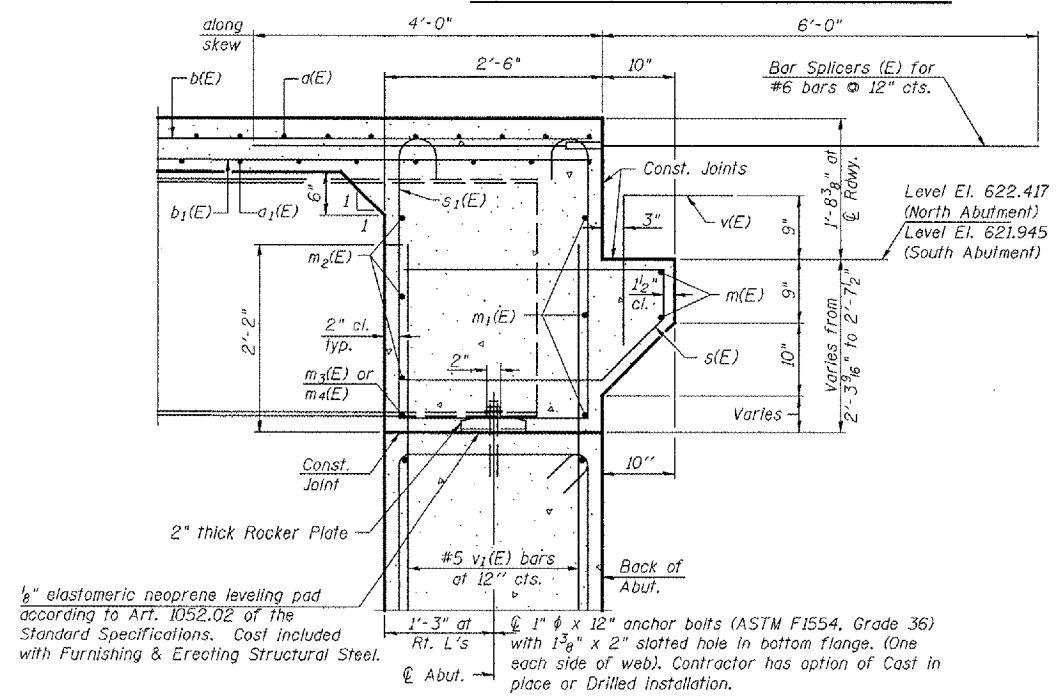


DIAPHRAGM ELEVATION AT ABUTMENT

Is	(in ⁴)	17,900
Ic (n)	(in ⁴)	37,871
Ic (3n)	(in ⁴)	27,855
Ss	(in ³)	972
Sc(n)	(in ³)	1,273
Sc(3n)	(in ³)	1,155
DC1	(k/')	1.082
Mdc1	(k)	1,120
DC2	(k/')	0.15
Mdc2	(k)	155
DW	(k/')	0.33
Mdw	(k)	342
Mt+Imp	(k)	1,492
Mu(Strength I)	(k)	4,717
PrM	(k)	6,035
Fs DC1	(ksi)	13.83
Fs DC2	(ksi)	1.61
Fs DW	(ksi)	3.55
Fs 1.3(I+I)	(ksi)	18.28
Fs (Service I)	(ksi)	37.27
Fs (Total)(Strength I)	(ksi)	49.23
Vr	(k)	246.1

Reaction	(k)	Abut
Rdc1	49.2	
Rdc2	6.8	
Rdw	15.0	
Rt+Imp	87.7	
RTotal	158.7	

BEAM NUMBER	NORTH ABUTMENT	SOUTH ABUTMENT
1	623.095	622.640
2	623.243	622.788
3	623.368	622.914
4	623.275	622.820
5	623.166	622.711
6	623.034	622.579



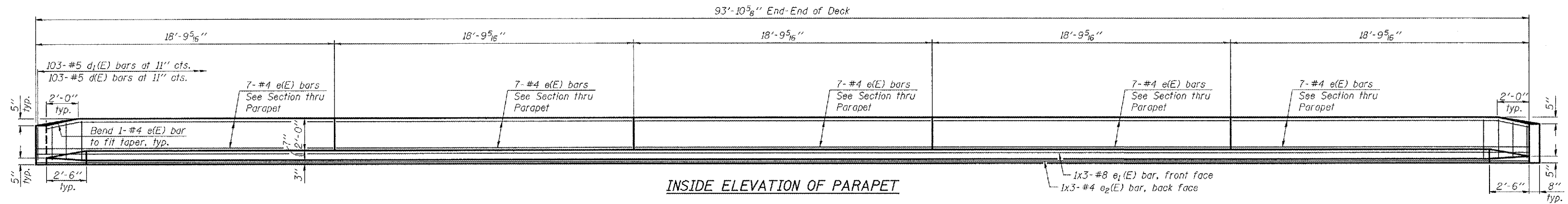
SECTION B-B

Dimensions at right angles to abutment, except as shown.

FRAMING & DIAPHRAGM DETAILS
ILLINOIS ROUTE 180 OVER
BRANCH OF BRANDYWINE CREEK
F.A.S. ROUTE 1195 - SECTION (112B)BR-3
KNOX COUNTY
STA. 586+75 (S.N. 048-0089)
WHA # 1189D06

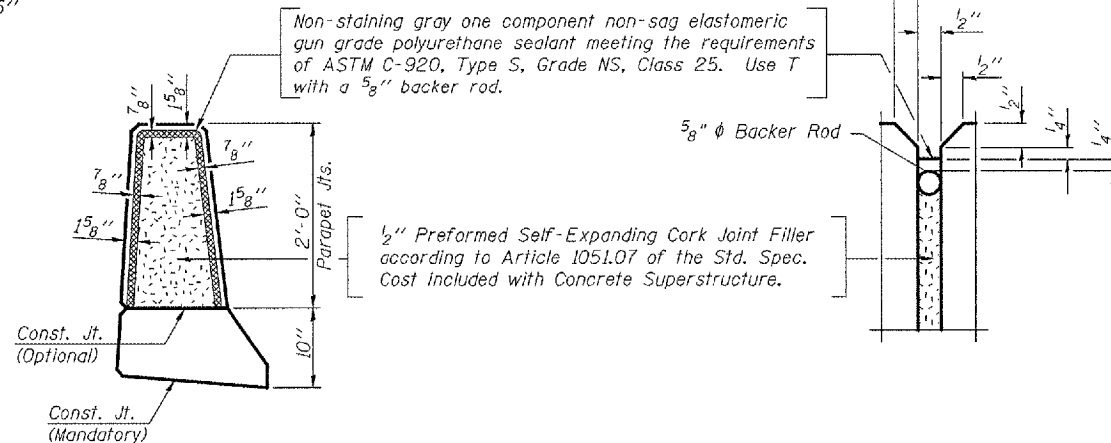
Notes:
Reinforcement bars in diaphragm are billed with Superstructure on sheet 7 of 12.
Concrete in diaphragm is included with Concrete Superstructure on sheet 7 of 12.
For details of bars s(E) & s1(E) see sheet 7 of 12.
The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36 ksi).
The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.
Anchor bolts at fixed bearings may be either cast in place or installed in holes drilled after the supported member is in place.
All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.
Load carrying components designated "NTR" shall conform to the Supplemental Requirements For Notch Toughness, Zone 2.

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET
FAS 1195	(112B) BR-3	KNOX	76	27
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

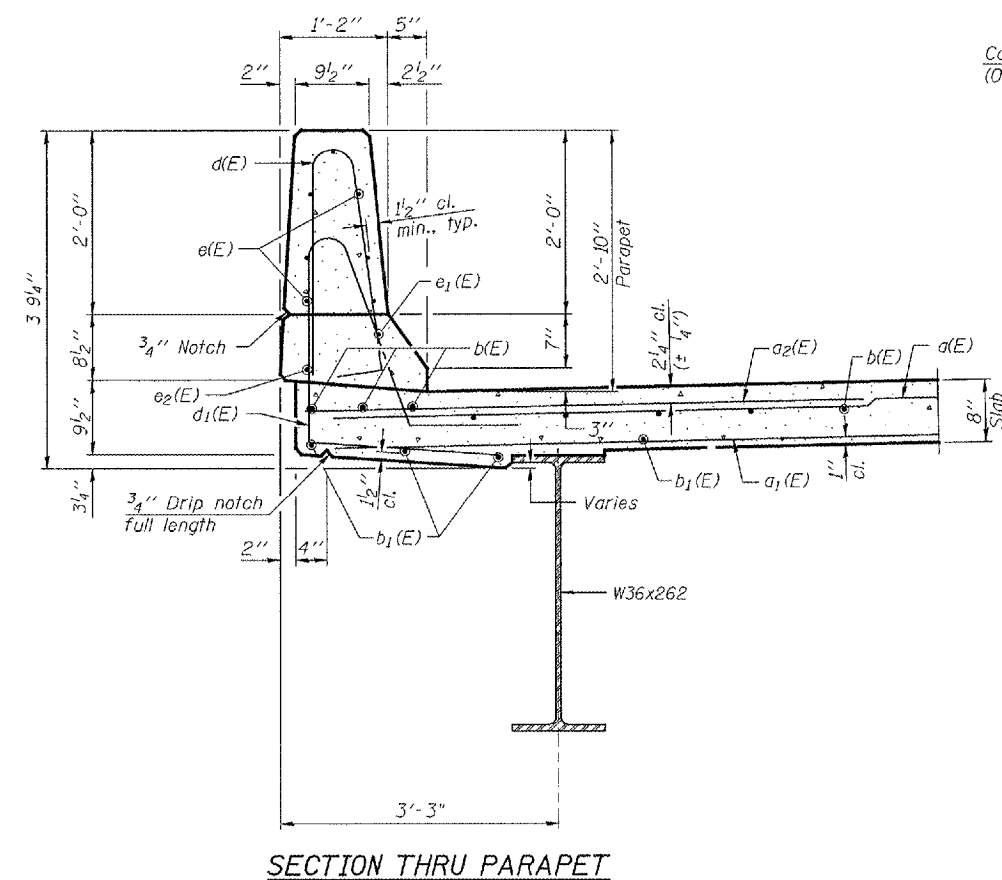


MINIMUM BAR LAP

(Parapet)
 #4 bar = 1'-4"
 #8 bar = 3'-5"



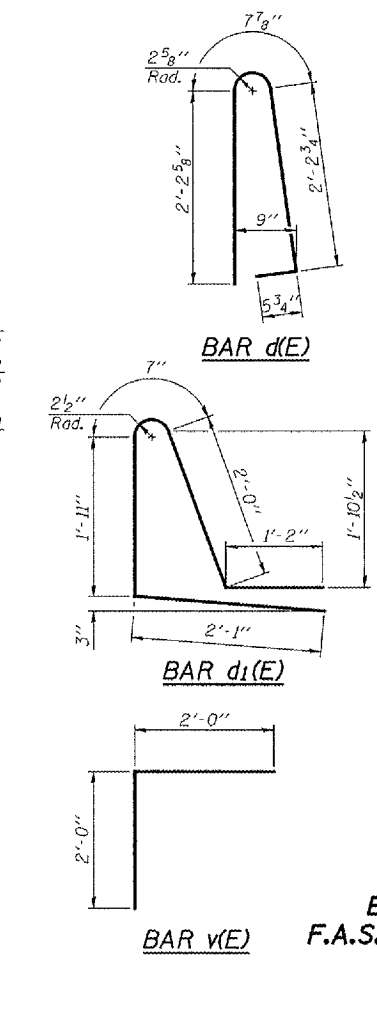
PARAPET JOINT DETAILS



SECTION THRU PARAPET

SUPERSTRUCTURE BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a(E)	188	#5	42'-6"	—
a1(E)	126	#5	41'-10"	—
a2(E)	188	#6	6'-0"	—
a3(E)	4	#6	49'-1"	—
b(E)	92	#5	47'-10"	—
b1(E)	108	#5	32'-7"	—
d(E)	206	#5	5'-7"	┘
d1(E)	206	#5	7'-9"	┘
e(E)	70	#4	18'-5"	—
e1(E)	6	#8	34'-2"	—
e2(E)	6	#4	32'-3"	—
m(E)	4	#6	47'-9"	—
m1(E)	6	#6	49'-6"	—
m2(E)	36	#6	11'-0"	—
m3(E)	10	#6	8'-1"	—
m4(E)	4	#6	3'-5"	—
s(E)	82	#5	7'-5"	┘
s1(E)	72	#4	10'-4"	┘
v(E)	84	#5	4'-0"	┘
Reinforcement Bars, Epoxy Coated	Pound		31,440	
Concrete Superstructure	Cu. Yds.		163.1	
Bridge Deck Grooving	Sq. Yds.		397	
Bar Splicers	Each		80	
Stud Shear Connectors	Each		1332	
Furnishing & Erecting Structural Steel	L. Sum		1	

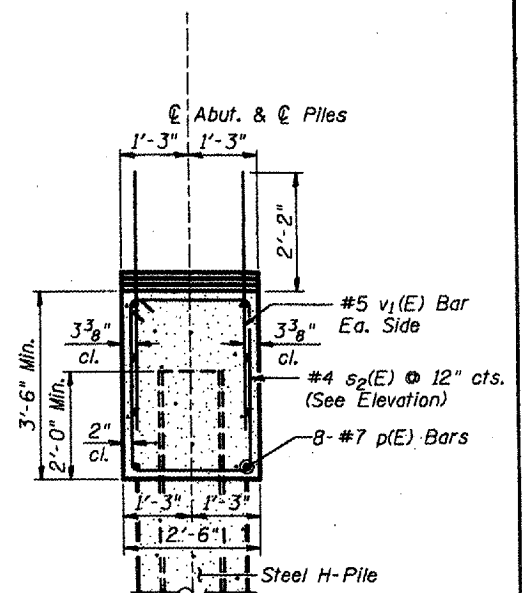
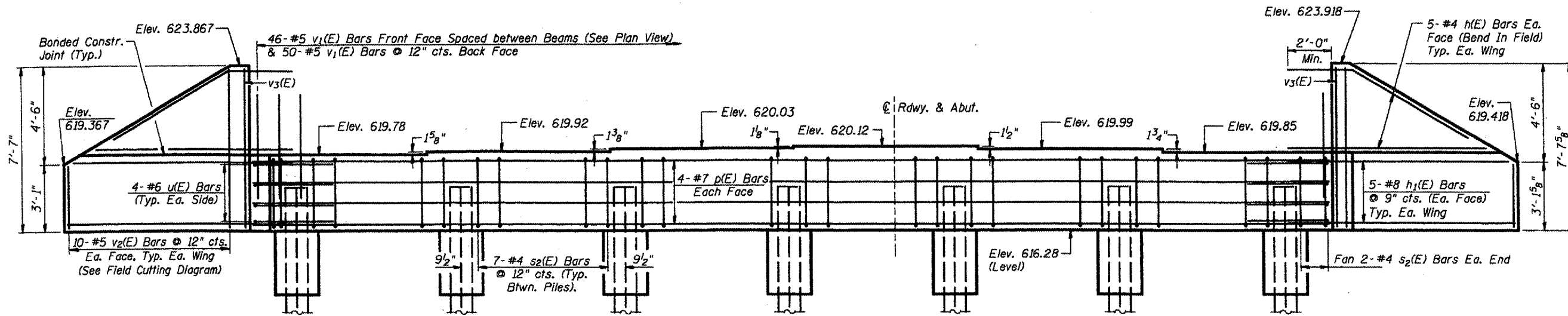


NOTES:
 Reinforcement bars designated (E) shall be epoxy coated.
 Bars indicated thus 1x3-#8 etc. indicates one line of bars with three lengths per line.

PARAPET DETAILS
 ILLINOIS ROUTE 180 OVER
 BRANCH OF BRANDYWINE CREEK
 F.A.S. ROUTE 1195 - SECTION (112B)BR-3
 KNOX COUNTY
 STA. 586+75 (S.N. 048-0089)
 WHA # 1189D06

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 1195	(112B) BR-3	KNOX	76	28
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

STRUCTURAL SHEET 8 OF 12



PILE DATA

Type Steel H12x53
 Nominal Required Bearing..... 418 kips
 Allowable Resistance Available 139 kips
 Est. Length 46'
 No. Production Piles..... 6
 No. Test Piles..... 1

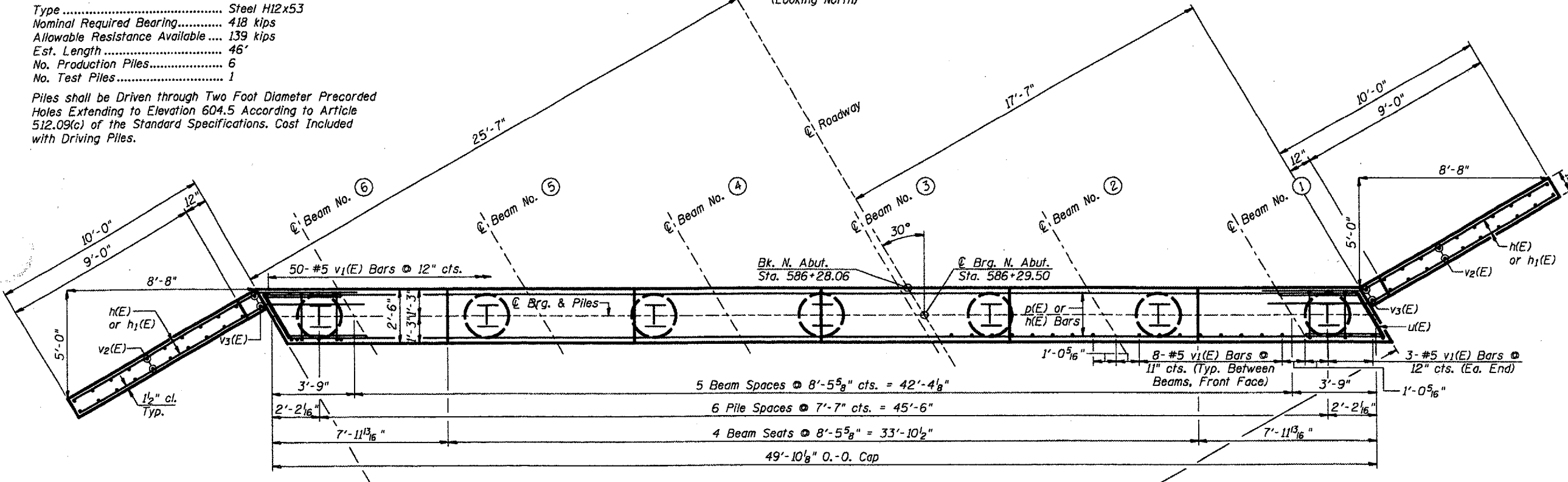
Piles shall be Driven through Two Foot Diameter Precored Holes Extending to Elevation 604.5 According to Article 512.09(c) of the Standard Specifications. Cost Included with Driving Piles.

ELEVATION VIEW
(Looking North)

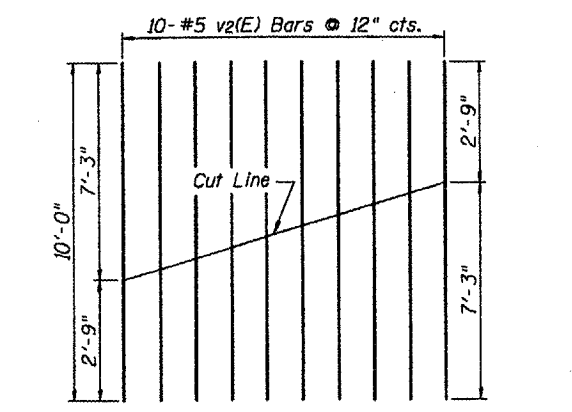
SECTION THRU ABUT.
(@ Rt. L's)

BILL OF MATERIAL-N. ABUT.

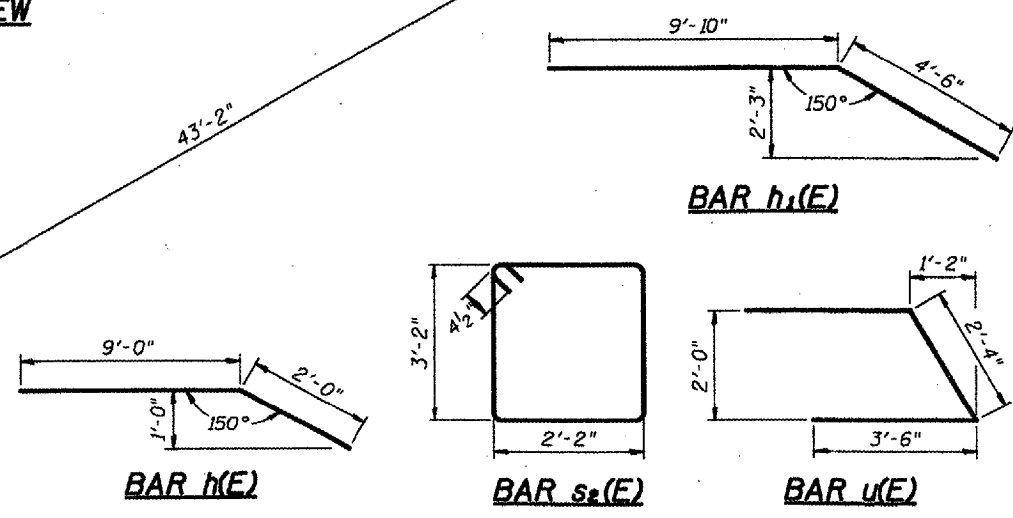
Bar	No.	Size	Length	Shape	
h(E)	20	#4	11'-0"	—	
h1(E)	20	#8	14'-4"	—	
p(E)	8	#7	49'-6"	—	
s2(E)	46	#4	11'-5"	□	
u(E)	8	#6	9'-4"	⊥	
v1(E)	96	#5	4'-11"	—	
v2(E)	20	#5	10'-0"	—	
v3(E)	4	#4	8'-3"	—	
Structure Excavation				Cu. Yd.	53
Concrete Encasement				Cu. Yd.	2.5
Concrete Structures				Cu. Yd.	20.9
Reinforcement Bars, Epoxy Coated				Pound	2,910
Furnishing Steel Piles, HPI2x53				Foot	276
Driving Piles				Foot	276
Test Pile, Steel HPI2x53				Each	1



PLAN VIEW



FIELD CUTTING DIAGRAM v2(E) BARS
Order v2(E) Bars Full Length. Cut As Shown And Use Remainder In Opposite Face.

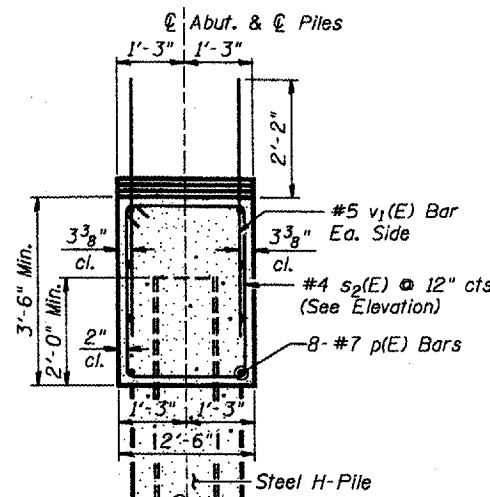
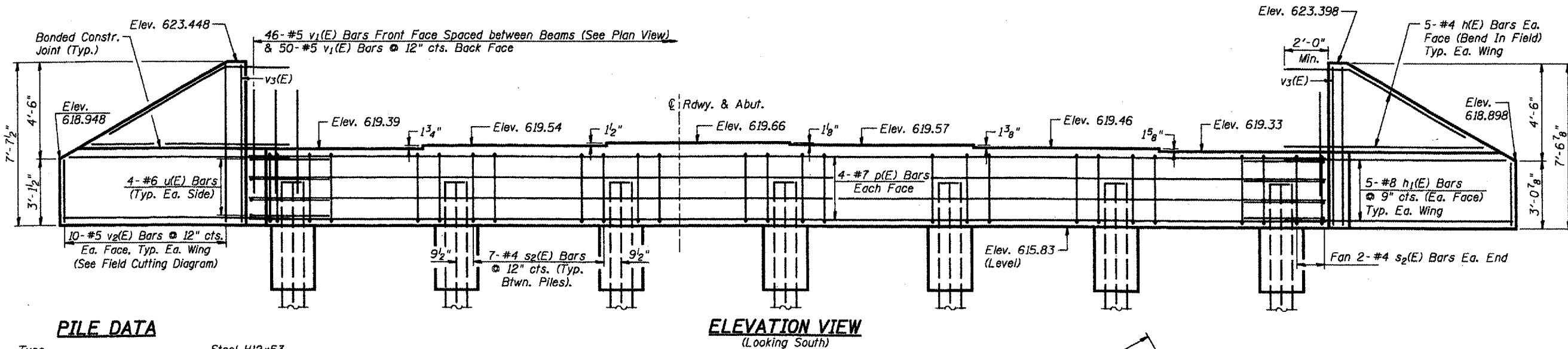


NOTES:

All Exposed Edges Shall Have Standard 3/4" Chamfers, Except As Noted.
 Space Reinforcement In Cap To Miss Dowel Rods.
 Pour Steps Monolithically With Cap.
 Reinforcement Bars Designated (E) Shall Be Epoxy Coated.
 For Pile Encasement Details See Sheet 11 of 12.

NORTH ABUTMENT
ILLINOIS ROUTE 180 OVER
BRANCH OF BRANDYWINE CREEK
F.A.S. ROUTE 1195 - SECTION (112B)BR-3
KNOX COUNTY
STA. 586+75 (S.N. 048-0089)
 WHA # 1189D06

ROUTE NO.	SECTION	COUNTY	SHEET	SHEET
FAS 1195	(112B) BR-3	KNOX	76	29
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		



PILE DATA

Type Steel H12x53
 Nominal Required Bearing 418 kips
 Allowable Resistance Available 139 kips
 Est. Length 43'
 No. Production Piles 6
 No. Test Piles 1

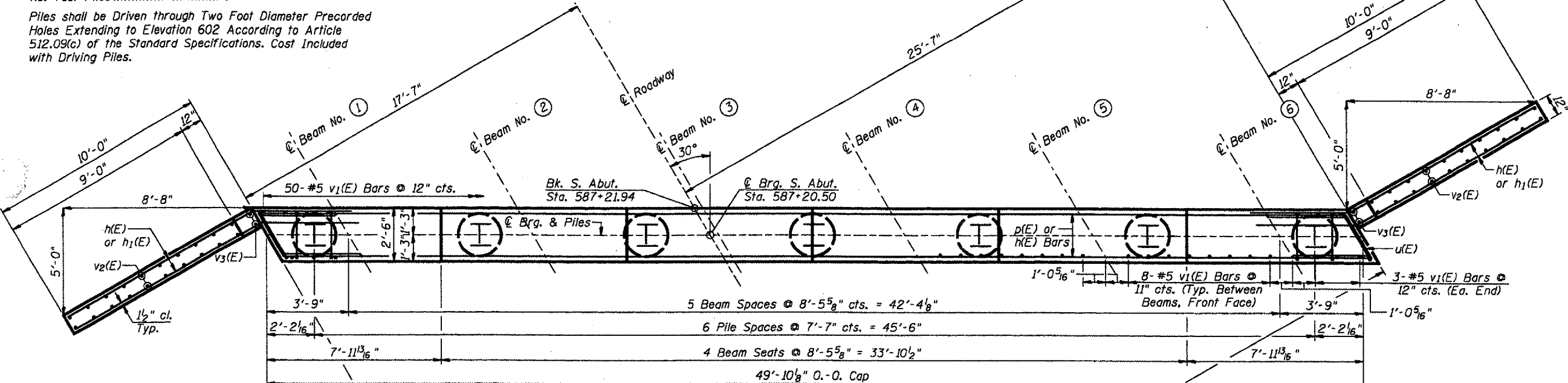
Piles shall be Driven through Two Foot Diameter Precored Holes Extending to Elevation 602 According to Article 512.09(c) of the Standard Specifications. Cost Included with Driving Piles.

ELEVATION VIEW
(Looking South)

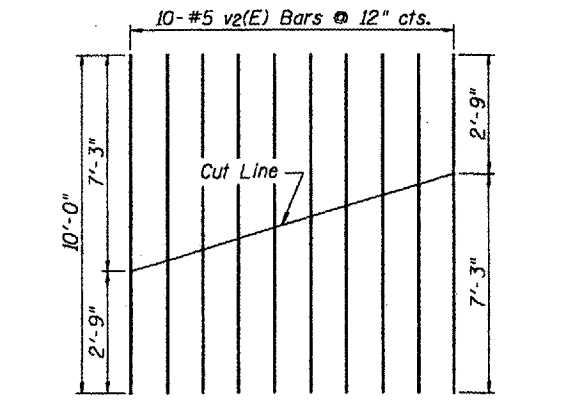
SECTION THRU ABUT.
(@ Rt. L's)

BILL OF MATERIAL - S. ABUT.

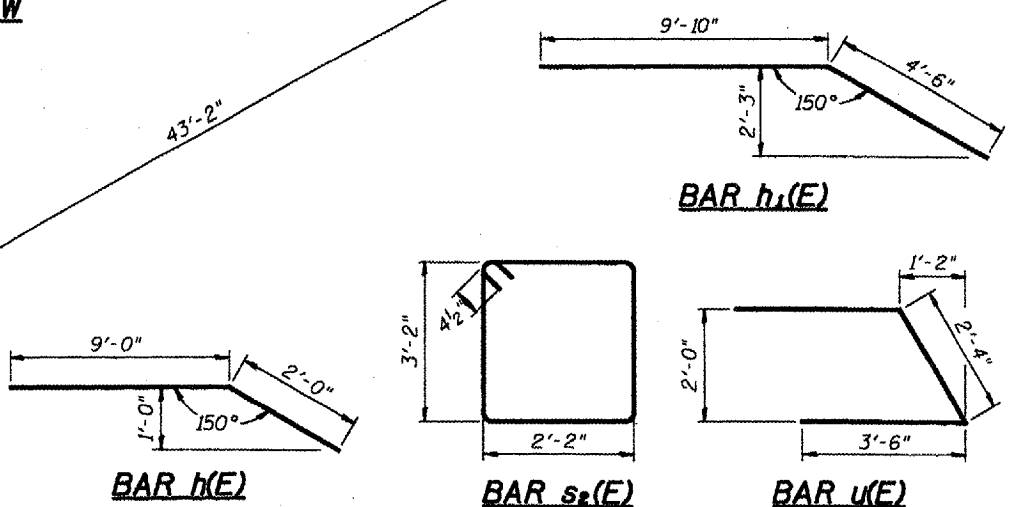
Bar	No.	Size	Length	Shape
h(E)	20	#4	11'-0"	—
h1(E)	20	#8	14'-4"	—
p(E)	8	#7	49'-6"	—
s2(E)	46	#4	11'-5"	□
u(E)	8	#6	9'-4"	—
v1(E)	96	#5	4'-11"	—
v2(E)	20	#5	10'-0"	—
v3(E)	4	#4	8'-3"	—
Structure Excavation				Cu. Yd. 61
Concrete Encasement				Cu. Yd. 2.5
Concrete Structures				Cu. Yd. 20.9
Reinforcement Bars, Epoxy Coated				Pound 2,910
Furnishing Steel Piles, HP12x53				Foot 258
Driving Piles				Foot 258
Test Pile, Steel HP12x53				Each 1



PLAN VIEW



FIELD CUTTING DIAGRAM v2(E) BARS
Order v2(E) Bars Full Length. Cut As Shown And Use Remainder In Opposite Face



NOTES:
 All Exposed Edges Shall Have Standard 3/4" Chamfers. Except As Noted.
 Space Reinforcement In Cap To Miss Dowel Rods.
 Pour Steps Monolithically With Cap.
 Reinforcement Bars Designated (E) Shall Be Epoxy Coated.
 For Pile Encasement Details See Sheet 11 of 12.

SOUTH ABUTMENT
ILLINOIS ROUTE 180 OVER
BRANCH OF BRANDYWINE CREEK
F.A.S. ROUTE 1195 - SECTION (112B)BR-3
KNOX COUNTY
STA. 586+75 (S.N. 048-0089)
 WHA # 1189D06

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 1195	(112B) BR-3	KNOX	76	30
FED. HIGH. DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

NOTES

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

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

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

The diameter of this part is equal or larger than the diameter of bar spliced.
 The diameter of this part is the same as the diameter of the bar spliced.

ROLLED THREAD DOWEL BAR



**** ONE PIECE**

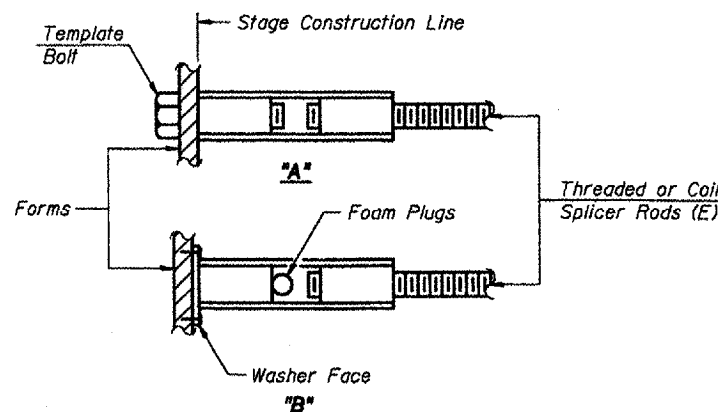
Wire Connector



WELDED SECTIONS

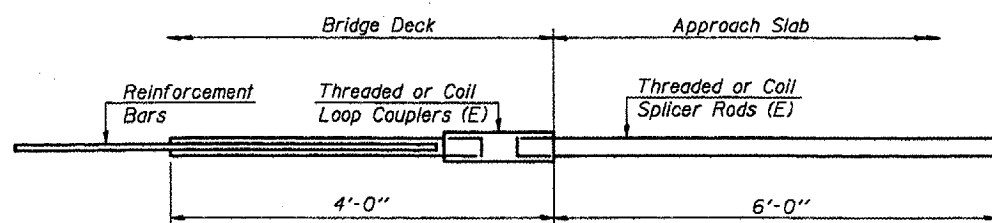
BAR SPLICER ASSEMBLY ALTERNATIVES

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



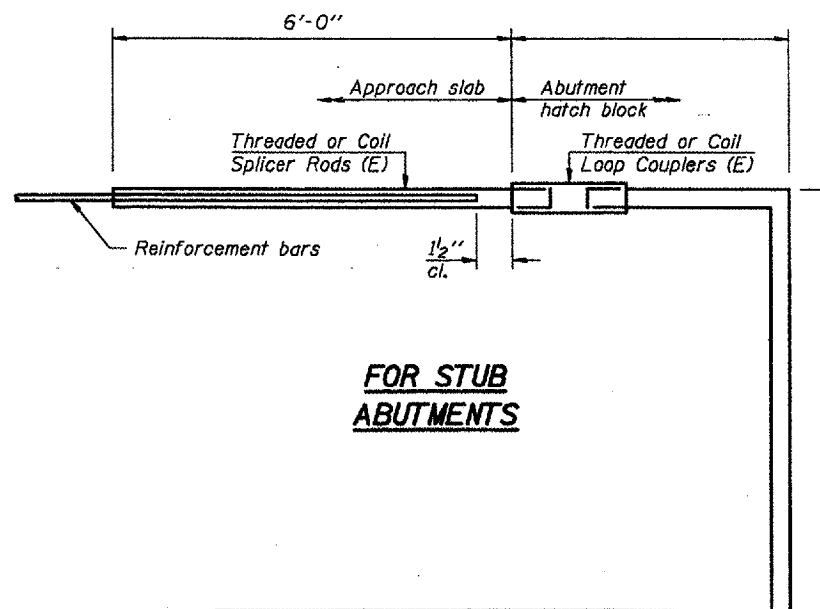
INSTALLATION AND SETTING METHODS

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



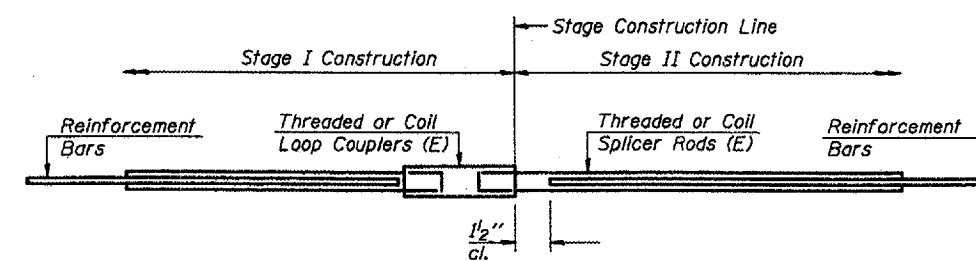
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 80



FOR STUB ABUTMENTS

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

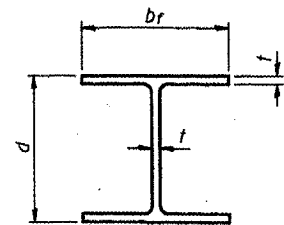


STANDARD

Bar Size	No. Assemblies Required	Location

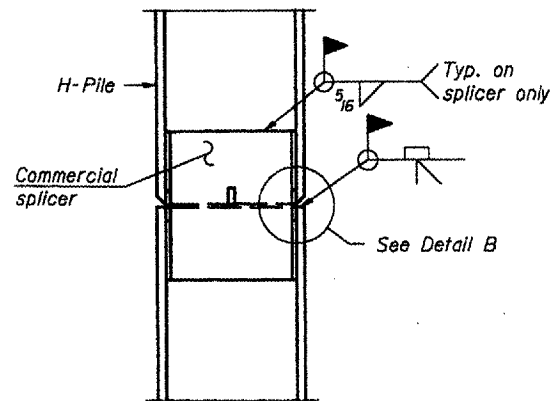
BAR SPLICER (COUPLER DETAILS)
 ILLINOIS ROUTE 180 OVER
 BRANCH OF BRANDYWINE CREEK
 F.A.S. ROUTE 1195 - SECTION (112B)BR-3
 KNOX COUNTY
 STA. 586+75 (S.N. 048-0089)
 WHA # 1189D06

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET TOTAL
FAS 1195	(112B) BR-3	KNOX	76	31
FED. ROAD DIST. NO. 7		ILLINOIS	FED. AID PROJECT	

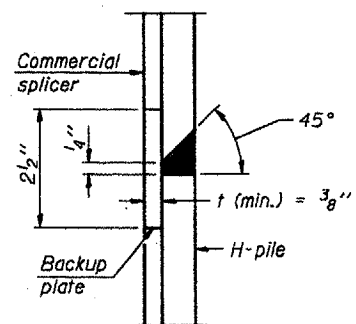


STEEL PILE TABLE

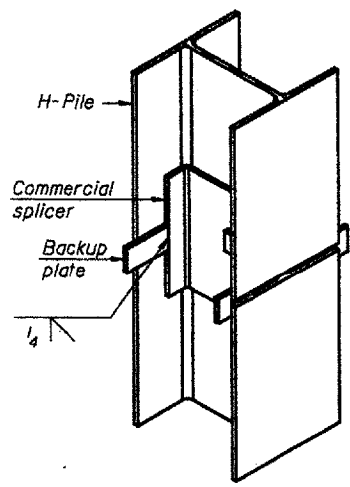
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	1 3/16"	30"
x102	14"	14 3/4"	1 1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1 1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"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

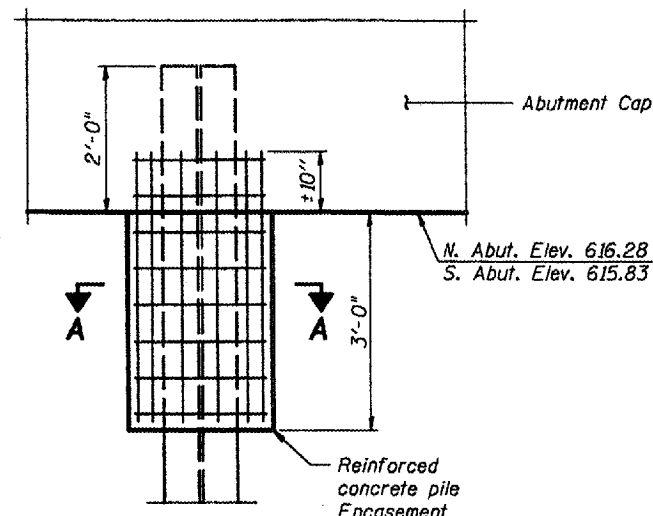


DETAIL "B"

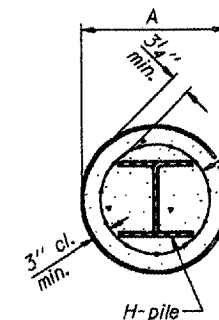


ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



ELEVATION

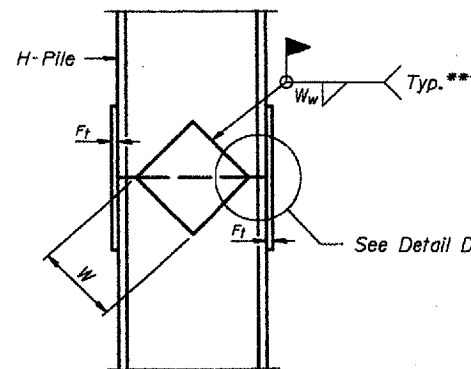


SECTION A-A

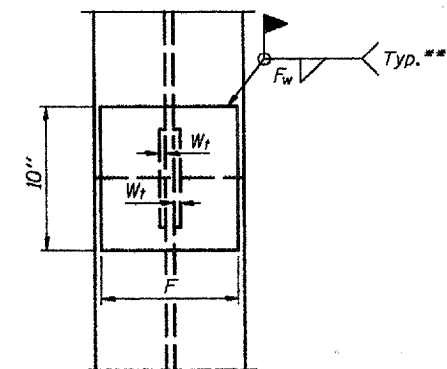
PILE ENCASEMENT

Welded wire fabric 6 x 6- W4.0 x W4.0 weighing 58#/100 sq. ft. Bend as required to fit into wall. The cost of excavation, Welded wire fabric & Class SI concrete is included with "Concrete Encasement."

See sheet 8 & 9 of 12 for quantity.

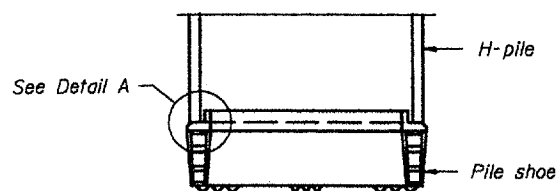


ELEVATION

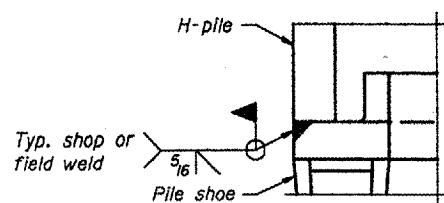


END VIEW

WELDED PLATE FIELD SPLICE

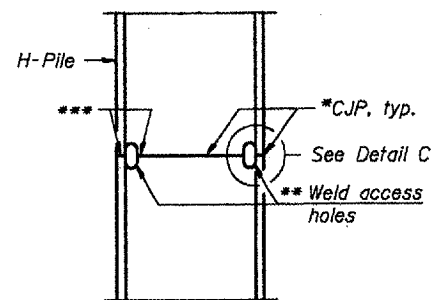


ELEVATION

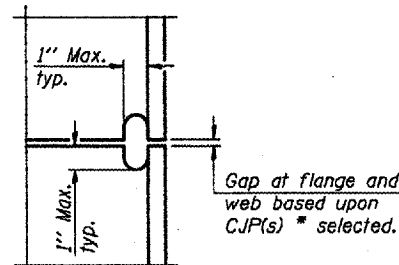


DETAIL A

H-PILE SHOE ATTACHMENT

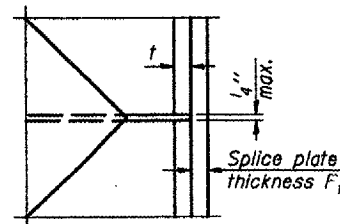


ELEVATION



DETAIL C

COMPLETE PENETRATION WELD SPLICE



DETAIL D

Designation	F	Ft	Fw	W	Wt	Ww
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5 1/2"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5 1/2"	1/2"
x89	12 1/2"	3/4"	1/2"	7 3/4"	5 1/2"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5 1/2"	1/2"
HP 12x84	10"	7/8"	1/2"	6 1/2"	5 1/2"	1/2"
x74	10"	7/8"	1/2"	6 1/2"	5 1/2"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	5 1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	5 1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	5 1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	5 1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	5 1/2"	3/8"

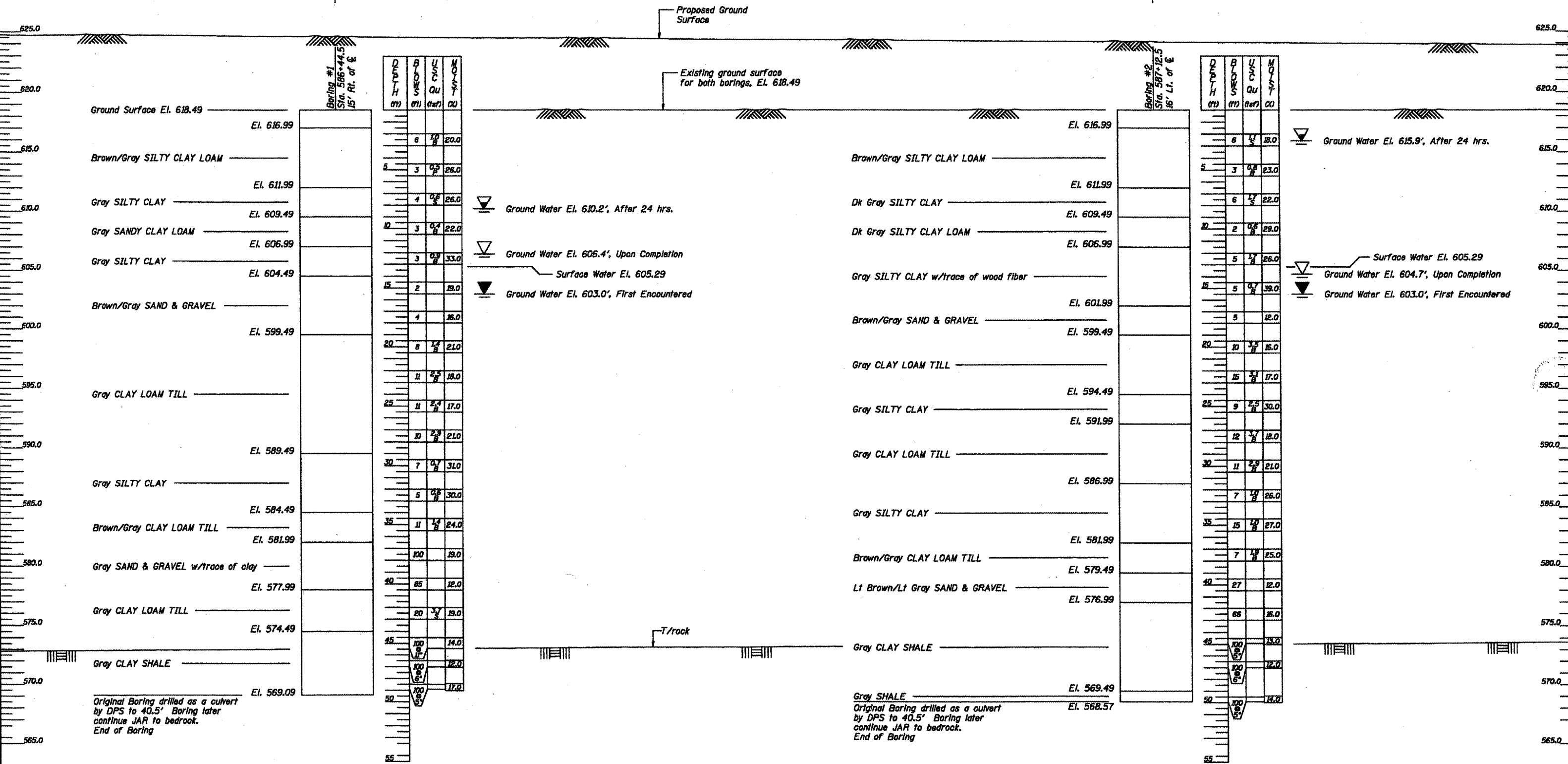
- * Use joint conforming to Figure 3.4 in AWS D1.1, Structure Welding Code - Steel.
- ** Preparation per Fig. 5.2 in AWS D1.1, Structure Welding Code - Steel.
- *** Interrupt welds 1/4" from end of each pile.

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

**STEEL H-PILE DETAILS
ILLINOIS ROUTE 180 OVER
BRANCH OF BRANDYWINE CREEK
F.A.S. ROUTE 1195 - SECTION (112B)BR-3
KNOX COUNTY
STA. 586+75 (S.N. 048-0089)
WHA # 1189D06**

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FAS 1195	(112B) BR-3	KNOX	76	32
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

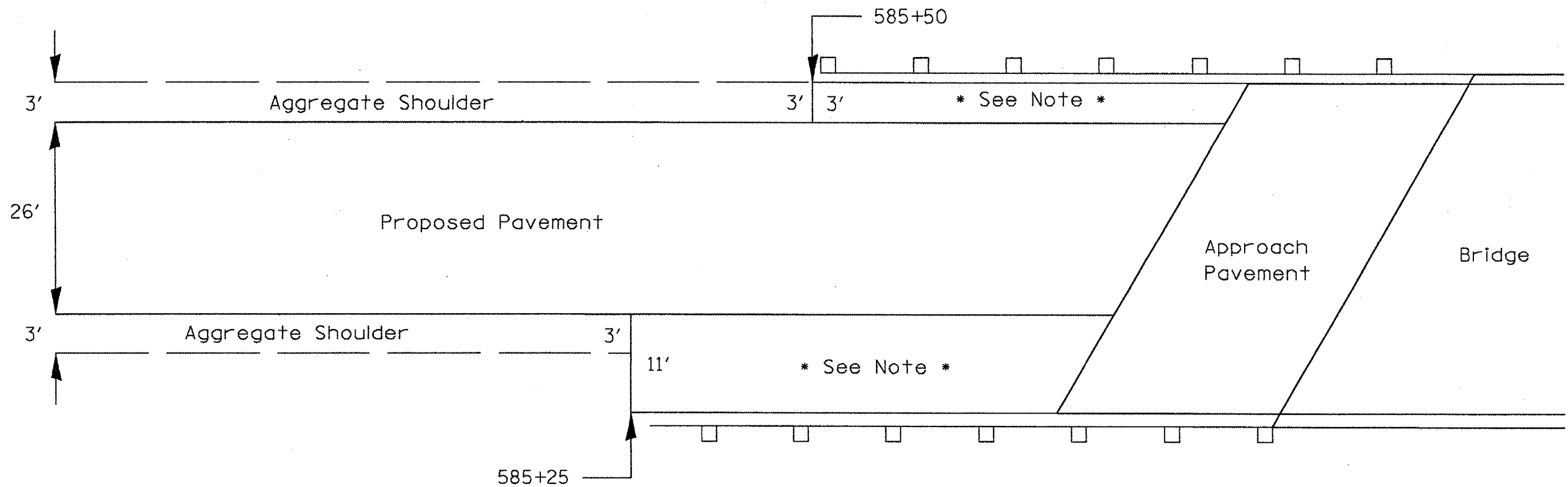
68'-0" Measured Along Centerline of Roadway



Original Boring drilled as a culvert by DPS to 40.5' Boring later continue JAR to bedrock. End of Boring

Original Boring drilled as a culvert by DPS to 40.5' Boring later continue JAR to bedrock. End of Boring

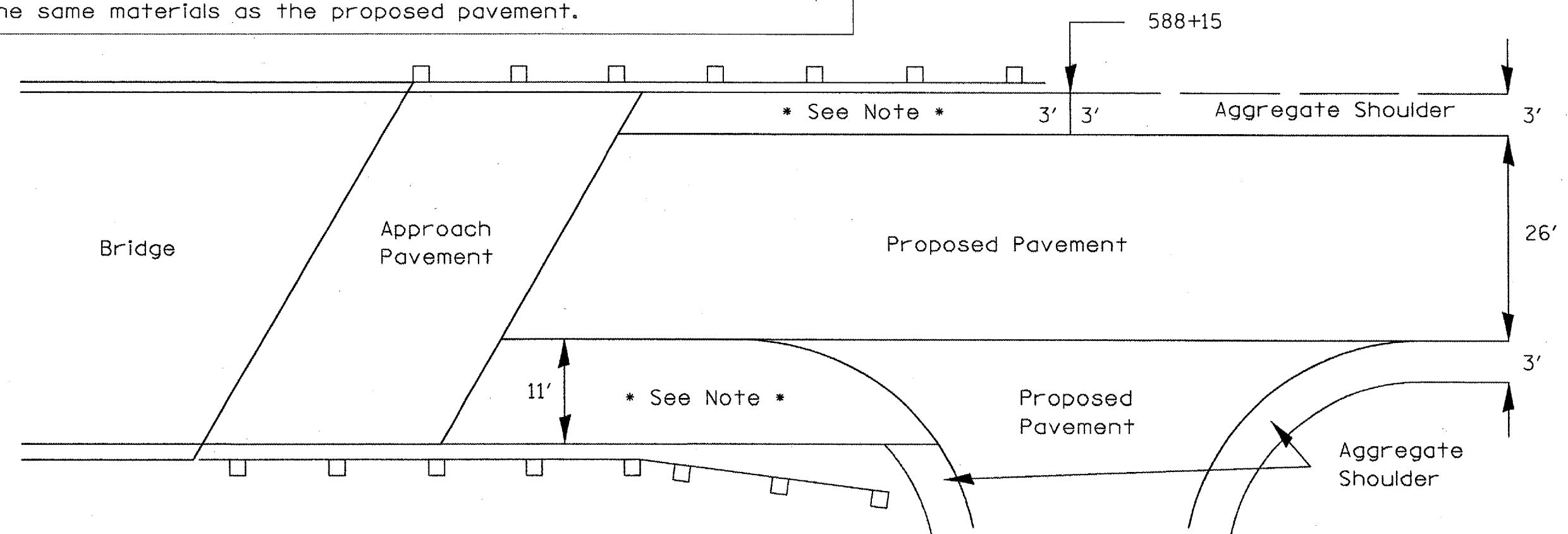
BORING LOGS
ILLINOIS ROUTE 180 OVER
BRANCH OF BRANDYWINE CREEK
F.A.S. ROUTE 1195 - SECTION (112B)BR-3
KNOX COUNTY
STA. 586+75 (S.N. 048-0089)
 WHA # 1189D06



Not to Scale



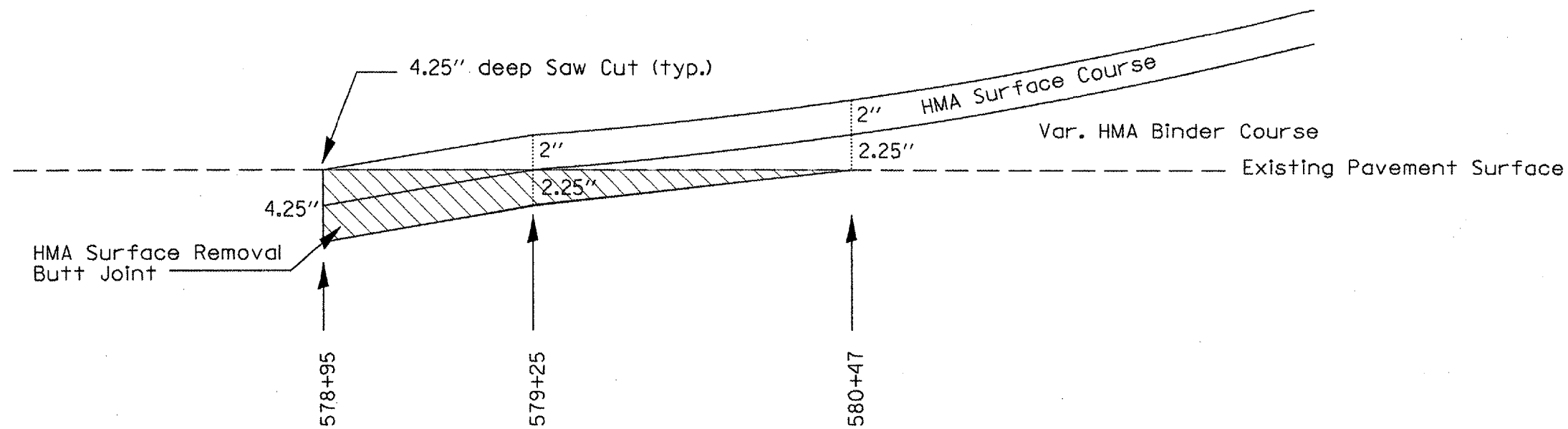
* Note: Area between the proposed pavement and guardrail to be constructed of 8" HMA Binder Course and 2" HMA Surface Course, the same materials as the proposed pavement.



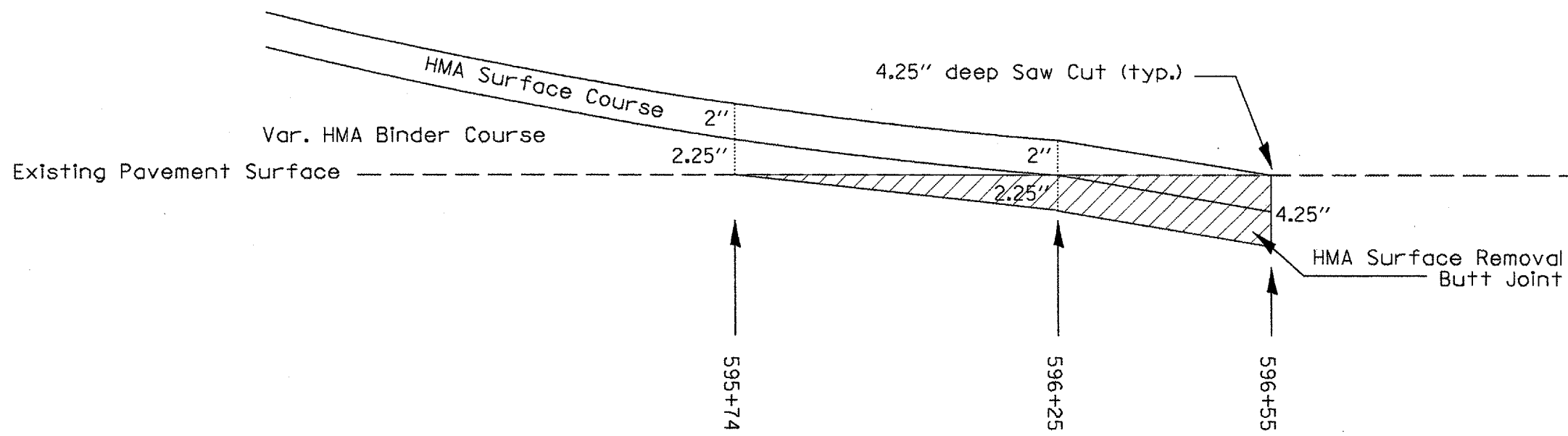
Not to Scale



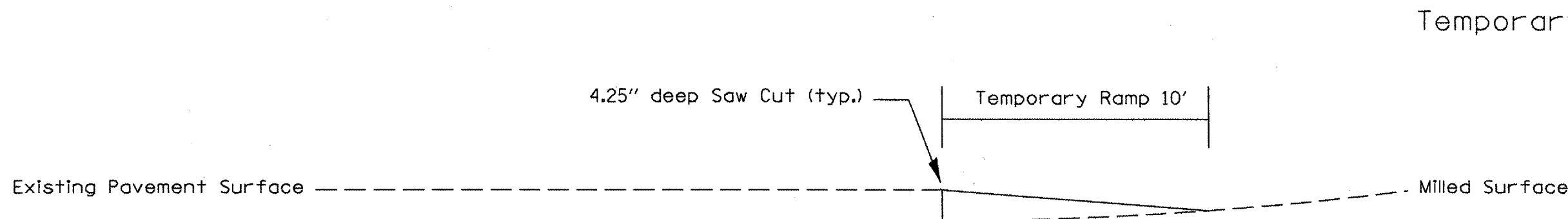
FILE NAME = c:\proj\state\1180\bridge\general.dgn	USER NAME = hudolsonno	DESIGNED -	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	Shoulder Detail at Bridge			F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 30.956' / IN.	DRAWN -	REVISED -					1195	(112B)BR-3	KNOX	76	33
	PLOT DATE = 12/18/2007	CHECKED -	REVISED -					CONTRACT NO. 88896				
	DATE -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



North Butt Joint



South Butt Joint



Temporary Ramp (Typ.)

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c:\projects\1188bridge\general.dgn

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PLOT SCALE = 100.000' / IN.
PLOT DATE = 12/18/2007

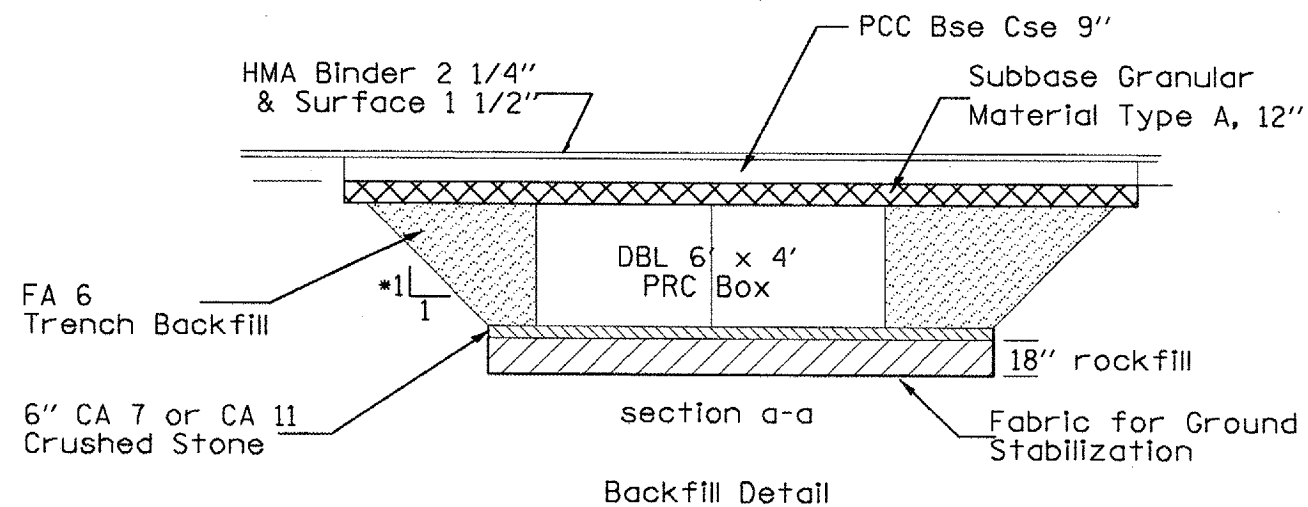
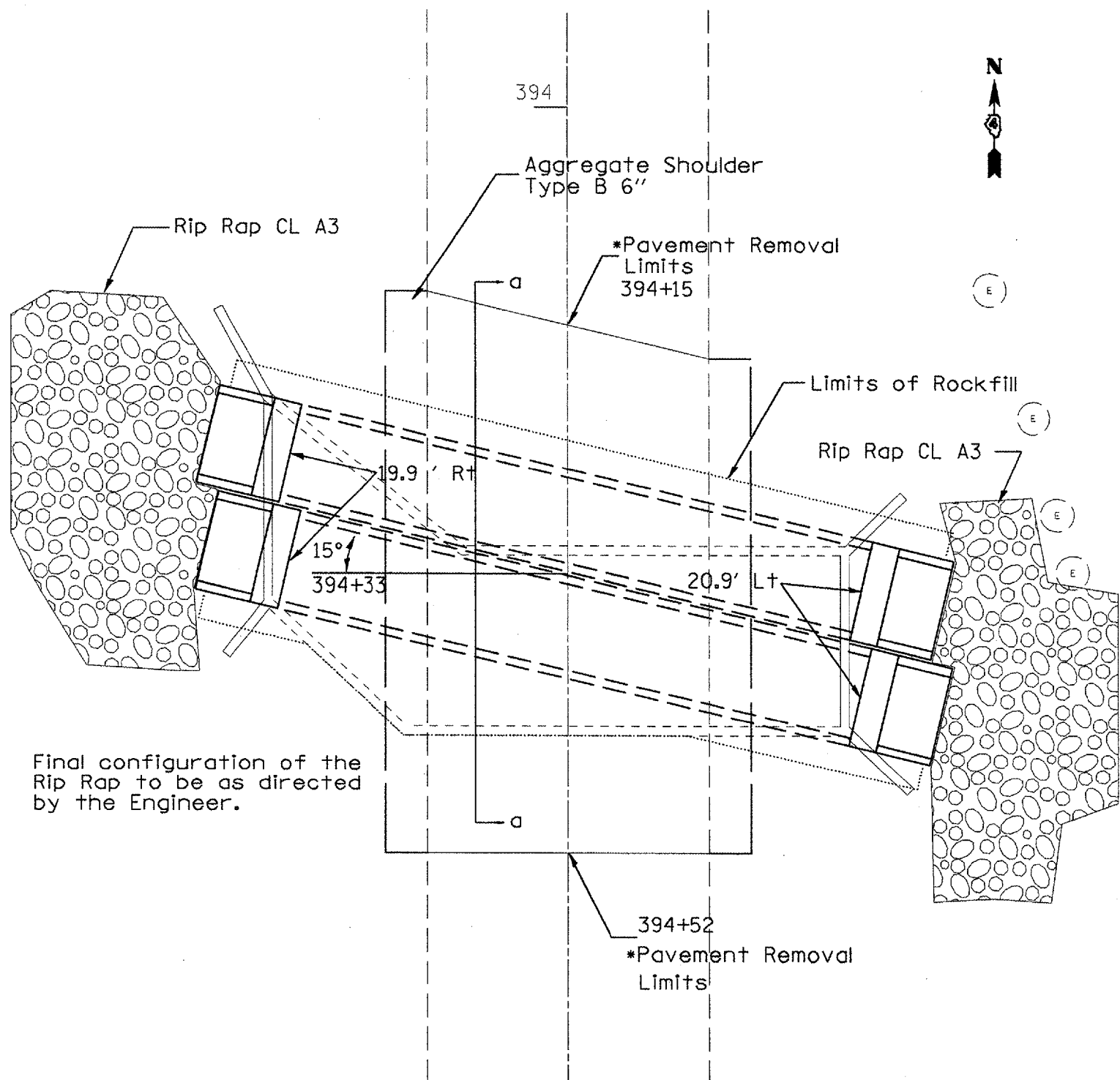
DESIGNED -	REVISED -
DRAWN -	REVISED -
CHECKED -	REVISED -
DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

Butt Joint Detail (not to scale)

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

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(112B)BR-3	KNOX	76	34
FED. ROAD DIST. NO.			ILLINOIS FED. AID PROJECT	
CONTRACT NO. 88896				



*Excavated slope may be steeper if conditions allow.

After removal of the existing structure the District Geotechnical Engineer is to be contacted to establish the final removal limits for Unsuitable Material.

The surface tests per Article 353.11 of the Standard Specifications will not be required.

FILE NAME = c:\projects\1182\bridge\avebox.dgn	USER NAME = hudeisonne	DESIGNED -	REVISED -
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		CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

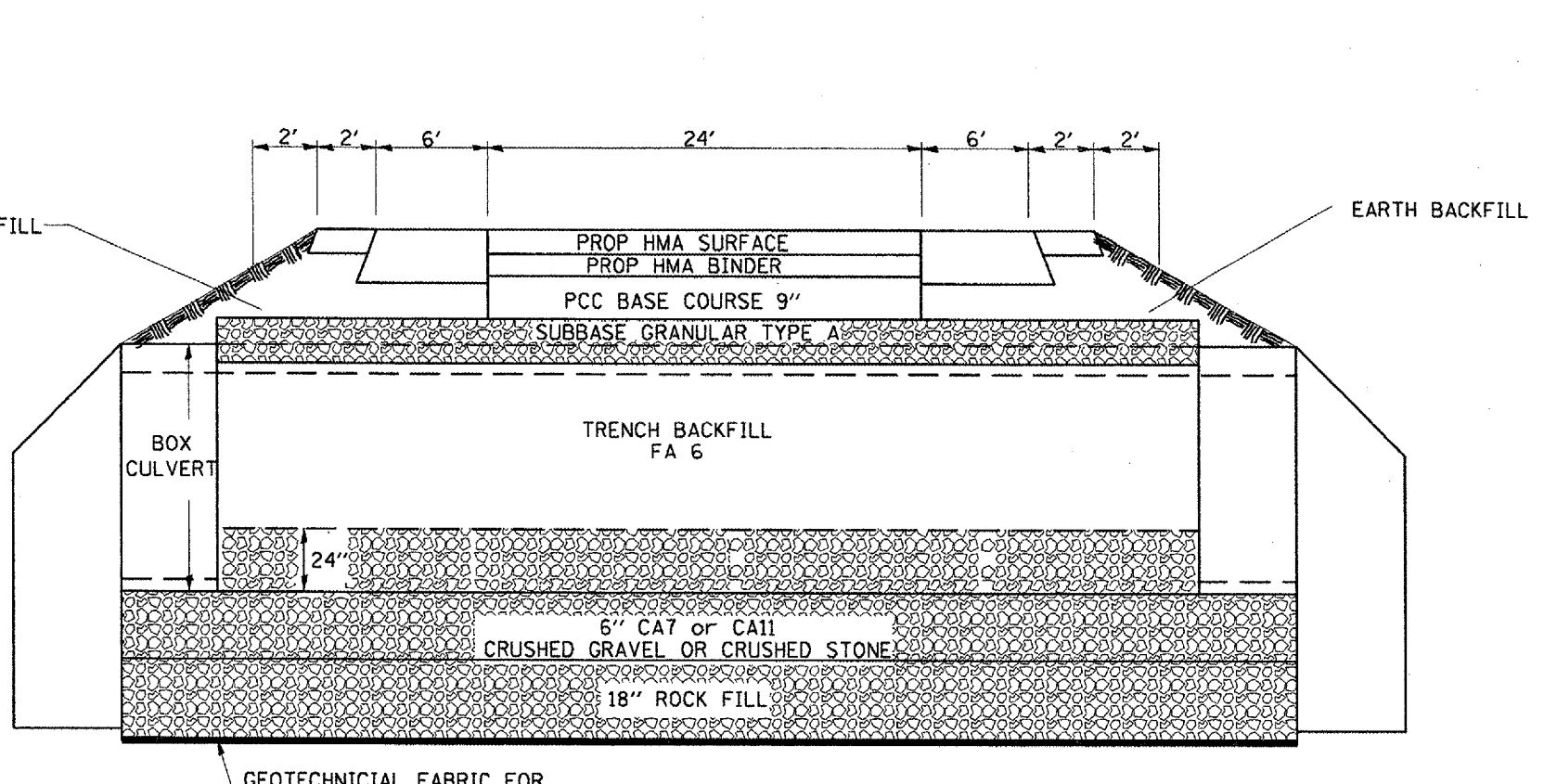
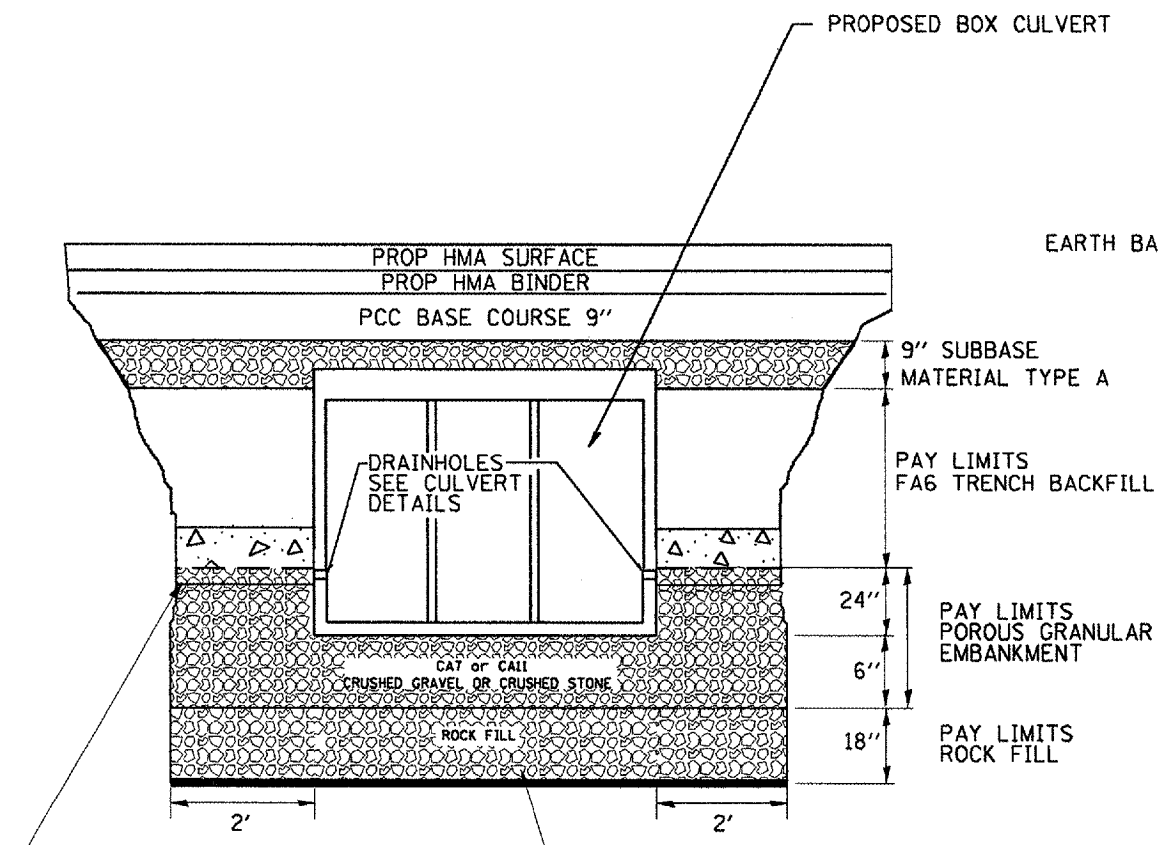
Box Culvert Loc 1. Plan

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

F.A.S. RTE. 1195	SECTION (112)BR-3	COUNTY KNOX	TOTAL SHEETS 76	SHEET NO. 35
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
CONTRACT NO. 88896				

ROADWAY PROFILE VIEW

ROADWAY CROSS SECTION VIEW



2' x 2' x 2' DEPOSIT OF CA 5, 7, OR 11 IN FABRIC ENVELOPE IN ACCORDANCE WITH ARTICLE 502.10 OF THE STANDARD SPECIFICATIONS (TYPICAL)

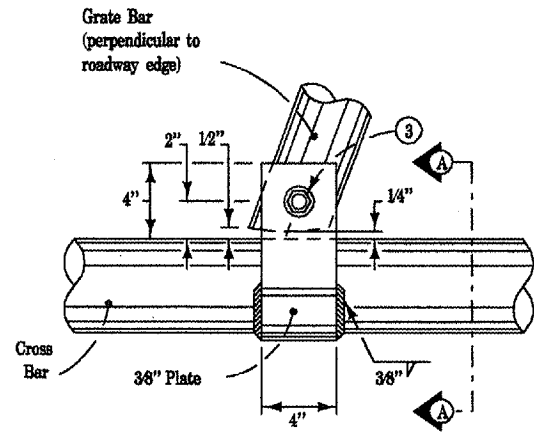
PROPOSED REMOVAL & DISPOSAL OF UNSUITABLE, AND REPLACE WITH ROCKFILL WITH GEOTECHNICAL FABRIC FOR GROUND STABILIZATION. PAID FOR BY RESPECTIVE PAY ITEMS

NOTES:

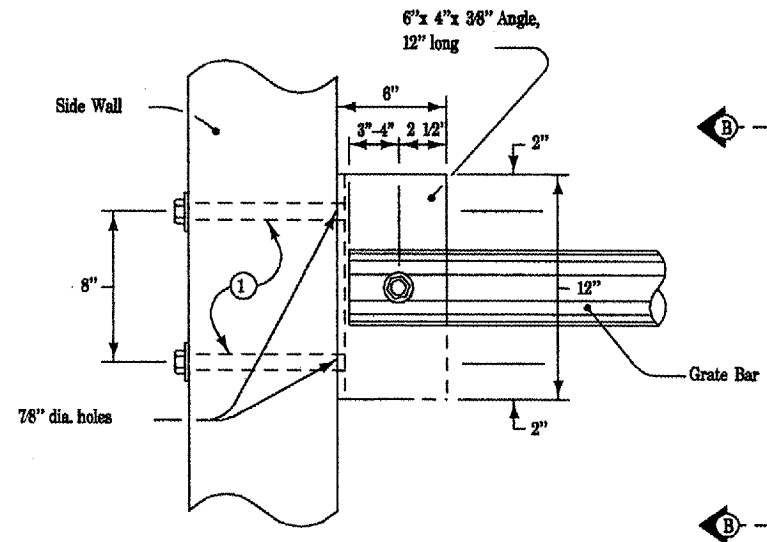
- EXCEPT AS SPECIFIED IN THIS DETAIL, THE PLACEMENT AND COMPACTION OF BACKFILL SHALL BE IN ACCORDANCE WITH ARTICLE 502.10 OF THE STANDARD SPECIFICATIONS.
- TRENCH BACKFILL SHALL BE COMPACTED BY EITHER METHOD 2 OR METHOD 3 SPECIFIED IN ARTICLE 550.07, OR IN ACCORDANCE WITH METHOD 1 SPECIFIED IN ARTICLE 550.07, EXCEPT THAT THE COMPACTED LIFTS SHALL NOT EXCEED 8" IN THICKNESS. TRENCH BACKFILL SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD LAB DENSITY.
- THE NON-WOVEN GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL CONFORM TO ARTICLE 1080.05 OF THE STANDARD SPECIFICATIONS.
- SUBBASE GRANULAR MATERIAL TYPE A SHALL BE CRUSHED GRAVEL OR CRUSHED STONE.

Not to Scale

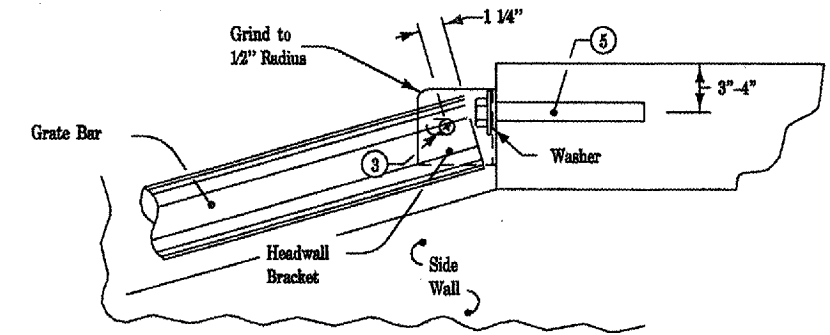
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		DRAWN -	REVISED -					SCALE:	SHEET NO. OF SHEETS	STA. TO STA.	CONTRACT NO. 88896	
		CHECKED -	REVISED -					ILLINOIS FED. AID PROJECT				
		DATE -	REVISED -									



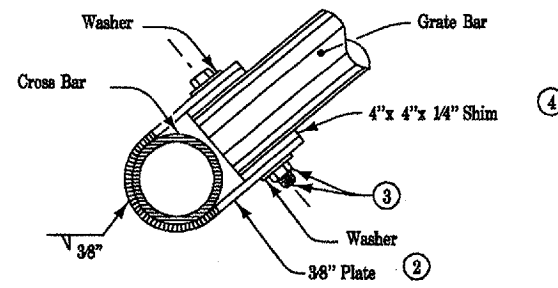
DETAIL 'A'
TOP VIEW



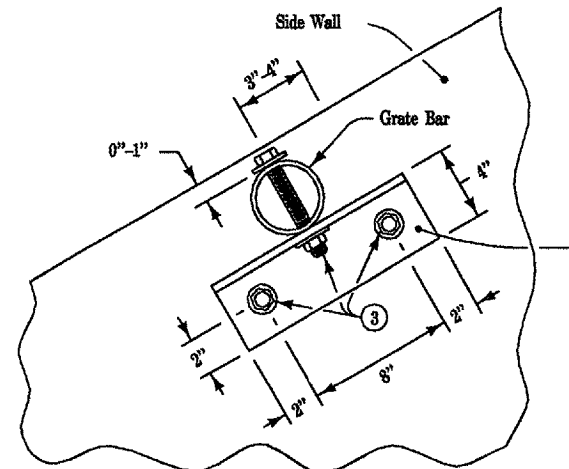
DETAIL 'B'
TOP VIEW



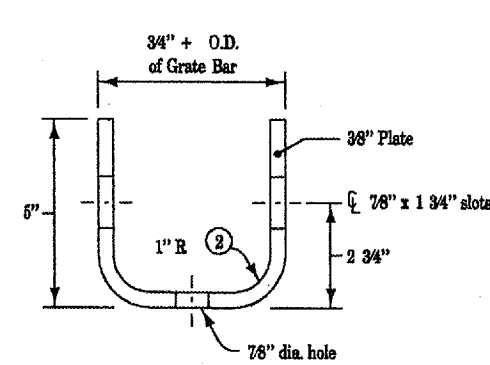
SECTION C-C
(From Detail Sheet Typical Plan)



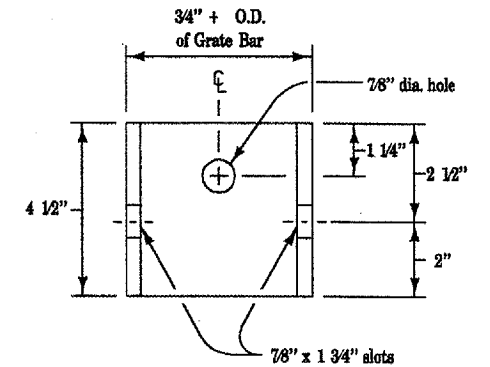
SECTION A-A



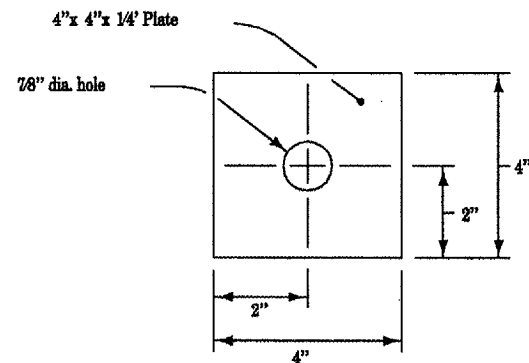
SECTION B-B



HEADWALL BRACKET
TOP VIEW



HEADWALL BRACKET
FRONT VIEW

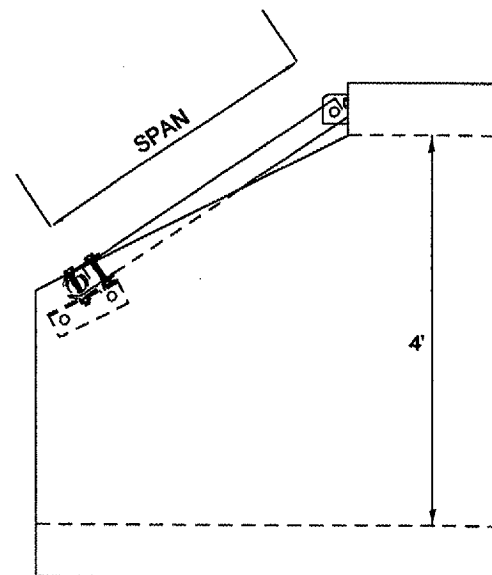
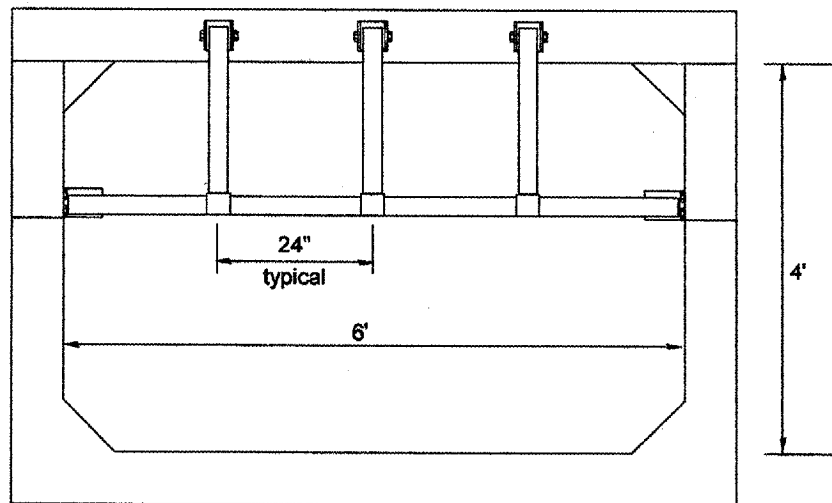


SHIM DETAIL

- ① Holes are to be made with equipment designed to cut through concrete and reinforcing steel. All holes shall be 7/8 inch diameter.
- ② All bending of plates or strips shall be accomplished without cracking material.
- ③ 3/4 inch bolt, lock nut and washers. All holes shall be 7/8 inch diameter.
- ④ Shim thickness equal to difference in diameters of Grate Bar and Cross Bar.
- ⑤ 3/4 X 5 inch anchor bolt with lock washers.

GRATE & CROSS BAR SIZE REQUIREMENTS		
Length of Span	Nominal Pipe Size	O.D. Size
0'-12'	3.0"	3.5"
12'-16'	3.5"	4.0"
16'-20'	4.0"	4.5"

Not to Scale



GENERAL NOTES:

The dimensions shown shall be verified at the site by the Contractor before fabrication of the components. The Contractor is responsible for using the correct pipe diameter, correct dimensions, and proper fit of the safety grate into the headwall opening.

Bolts, lock nuts, washers, and plates shall be installed at all locations as shown.

The bolts, nuts, and washers shall conform to the requirements of Articles 1006.09 and 1006.27(f) of the Standard Specifications. All fabrications shall be complete and ready for assembly prior to galvanizing.

Structural Steel Shapes and Plates shall be in accordance with Article 1006.04 Standard Specifications. Galvanized Steel Pipe shall be in accordance with Article 1006.27(b) of the Standard Specifications.

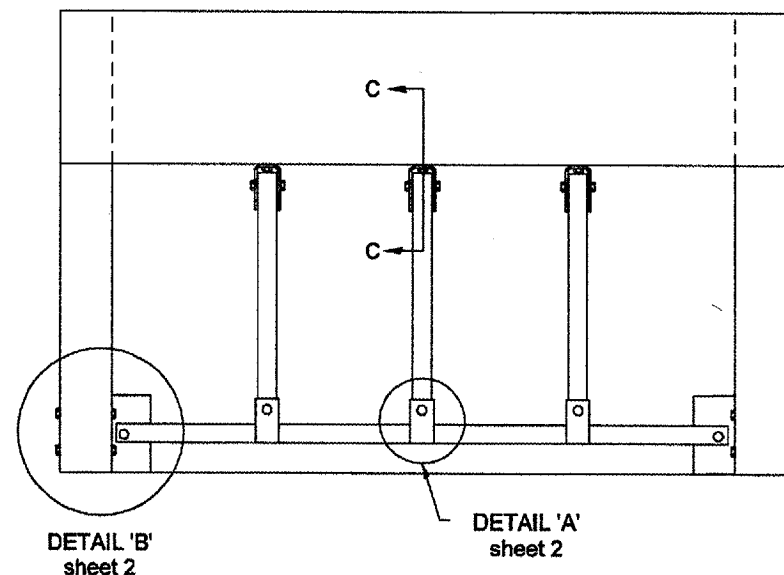
Gas Metal-Arc and Flux-Cored Arc welding may be used for welding incidental items as indicated on this sheet, provided that the fabricator furnishes certifications for the gas, uses approved filler metal and qualified welders.

Pipe furnished shall meet the requirements of ASTM A-53, Schedule 40, Grade B, including galvanizing.

The Contractor may encounter reinforcing steel when drilling holes through the existing structure walls

Holes drilled in the Precast Concrete Box Culvert End Section shall be cored to the diameter noted. If cone-out on the other end of the hole occurs, the hole shall be filled with grout to correct the diameter of the hole.

This work will be paid for at the contract unit price per each for "Grating for Box Culvert, Location 1" which price shall include all materials and labor necessary to complete the work.



GRATE & CROSS BAR SIZE REQUIREMENTS		
Length of Span	Nominal Pipe Size	O.D. Size
0'-12'	3.0"	3.5"
12'-16'	3.5"	4.0"
16'-20'	4.0"	4.5"

Not to Scale

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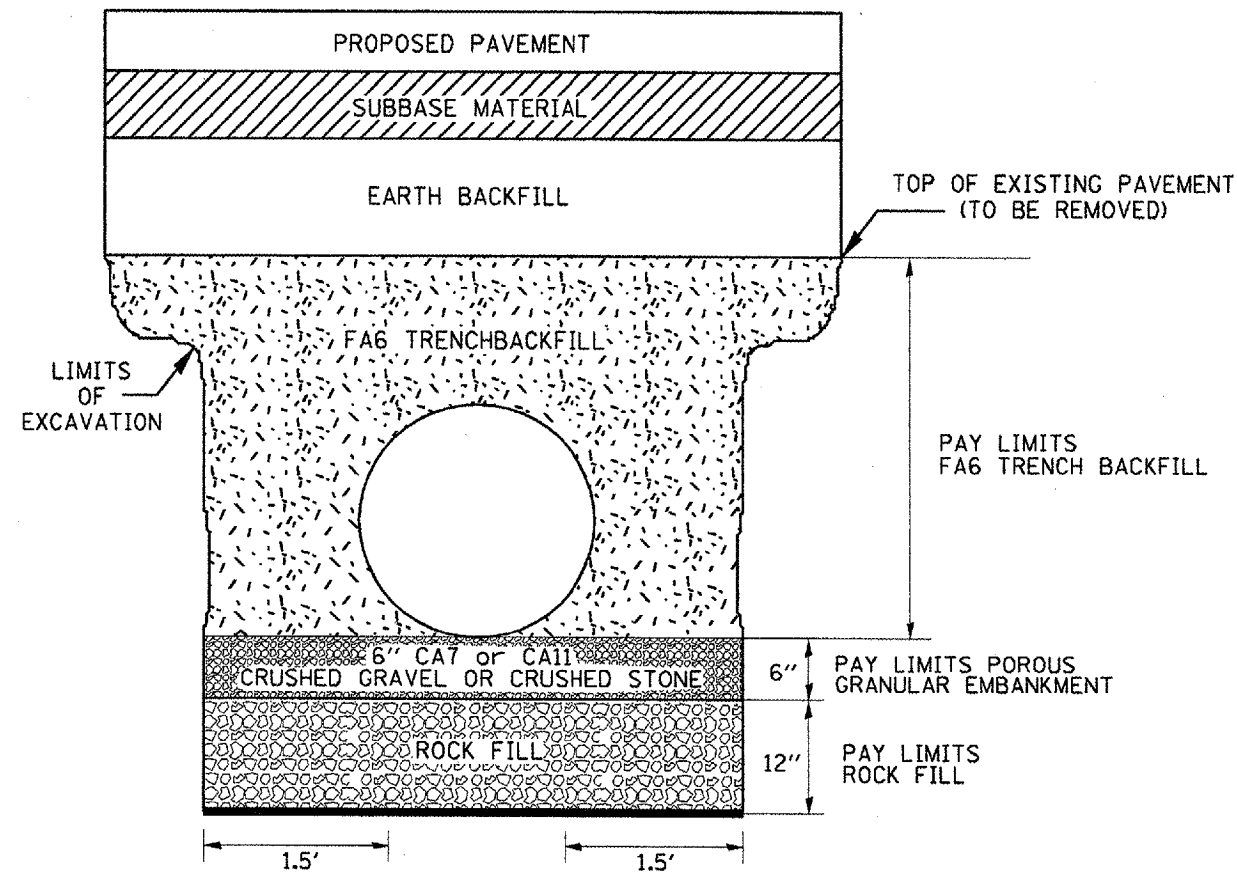
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

Box Culvert Loc 1. Grate Detail

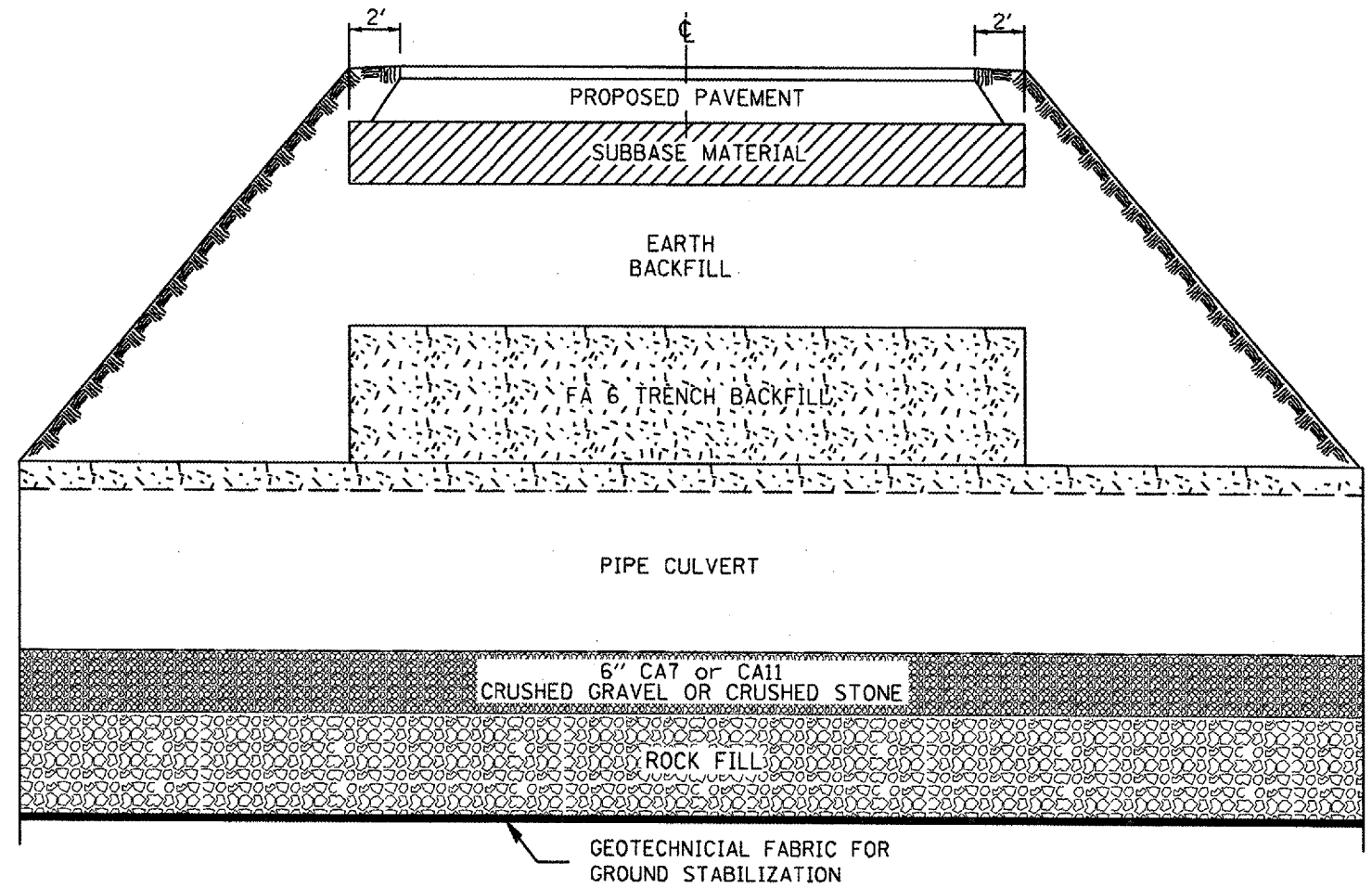
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.S. RTE. 1195	SECTION 112B1BR-3	COUNTY KNOX	TOTAL SHEETS 76	SHEET NO. 38
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 88896	

ROADWAY PROFILE VIEW



ROADWAY CROSS SECTION VIEW



NOTES:

1. EXCEPT AS SPECIFIED IN THIS DETAIL, THE PLACEMENT AND COMPACTION OF BACKFILL SHALL BE IN ACCORDANCE WITH ARTICLE 502.10 OF THE STANDARD SPECIFICATIONS.
2. TRENCH BACKFILL SHALL BE COMPACTED BY EITHER METHOD 2 OR METHOD 3 SPECIFIED IN ARTICLE 550.07, OR IN ACCORDANCE WITH METHOD 1 SPECIFIED IN ARTICLE 550.07, EXCEPT THAT THE COMPACTED LIFTS SHALL NOT EXCEED 8" IN THICKNESS. TRENCH BACKFILL SHALL BE COMPACTED TO A MINIMUM OF 95% OF STANDARD LAB DENSITY.
3. THE NON-WOVEN GEOTECHNICAL FABRIC FOR GROUND STABILIZATION SHALL CONFORM TO ARTICLE 1080.05 OF THE STANDARD SPECIFICATIONS.

BOX CULVERT
590+47

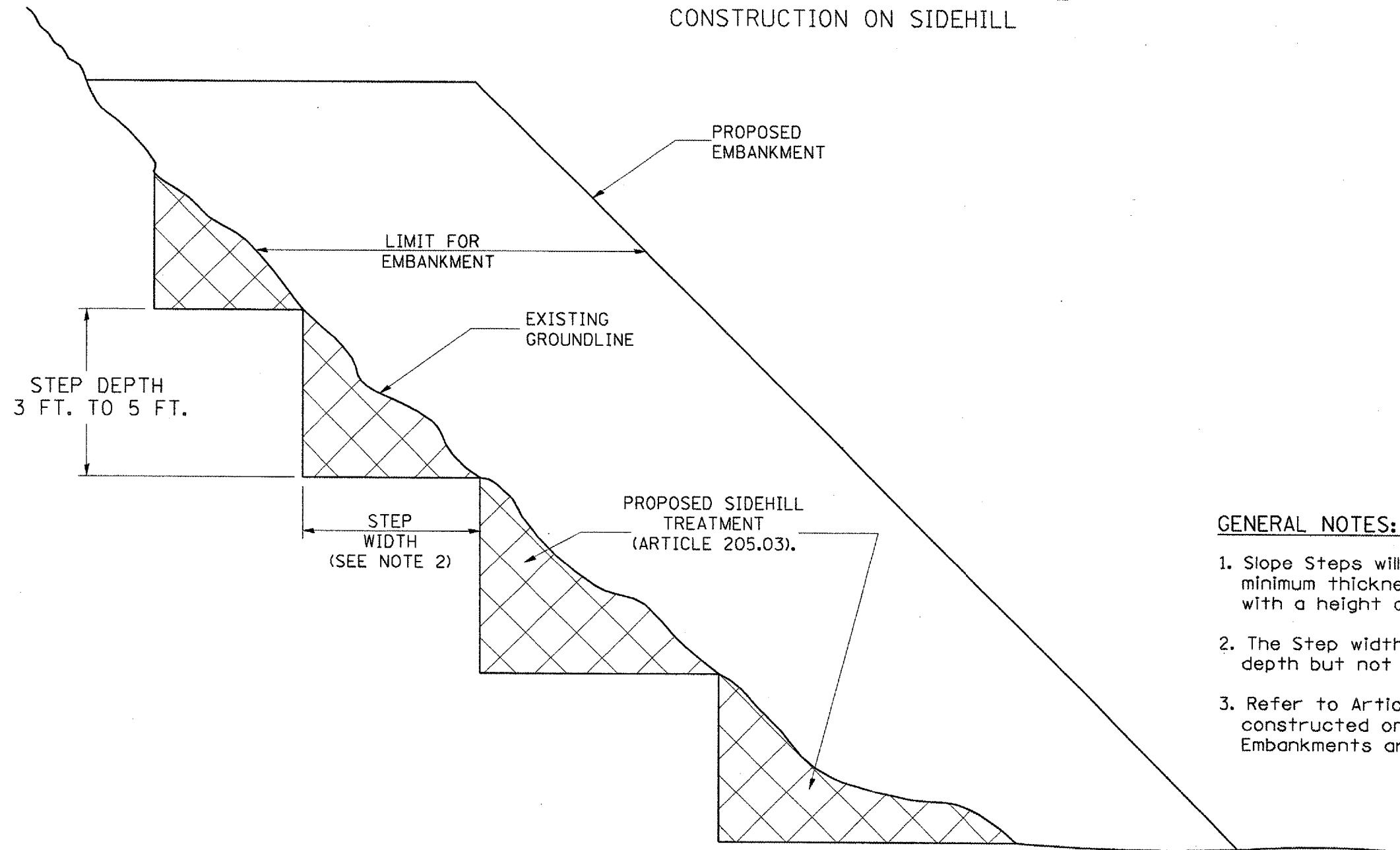
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	PLOT SCALE = 10.0000' / IN.	DRAWN -	REVISED -		SCALE:	SHEET NO.	OF	SHEETS	STA.	TO STA.	CONTRACT NO. 88896	
	PLOT DATE = 12/10/2007	CHECKED -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									

CONTRACT NO.				
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(112B)BR-3	KNOX	76	40
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

SLOPE STEPS DETAIL

TYPICAL CROSS-SECTION EMBANKMENT CONSTRUCTION ON SIDEHILL



GENERAL NOTES:

- Slope Steps will be required for all 12(300) minimum thickness "silver fills" and on a fills with a height of 10'(3.0m).
- The Step width shall be twice the Step depth but not less than 6 feet.
- Refer to Article 205.03 for Embankment to be constructed on Hillside or Slopes, or if existing Embankments are to be widened.

REPLACEMENT MATERIAL:



STANDARD EMBANKMENT
(IN ACCORDANCE WITH
205 OF THE STANDARD SPECIFICATION).

All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

DATE	REVISIONS	BY
1-1-97	RENUM. L-5.03, NEW REVISION BOX, REVISED TITLE BOX, REVISED GENERAL NOTES.	T.P.
10-16-06	REVISED TO 2007 SPEC.	M.A.

**SLOPE STEPS
DETAIL**

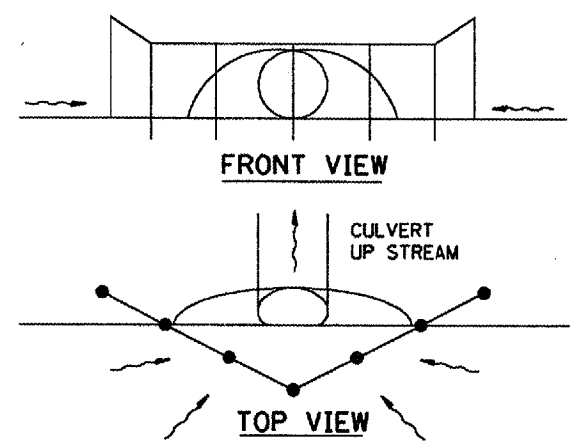
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CHECKED BY

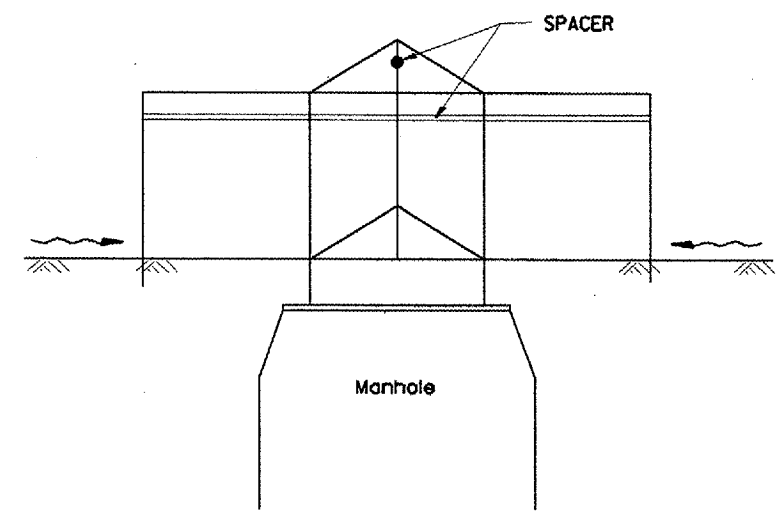
205001-D4

88DATE88

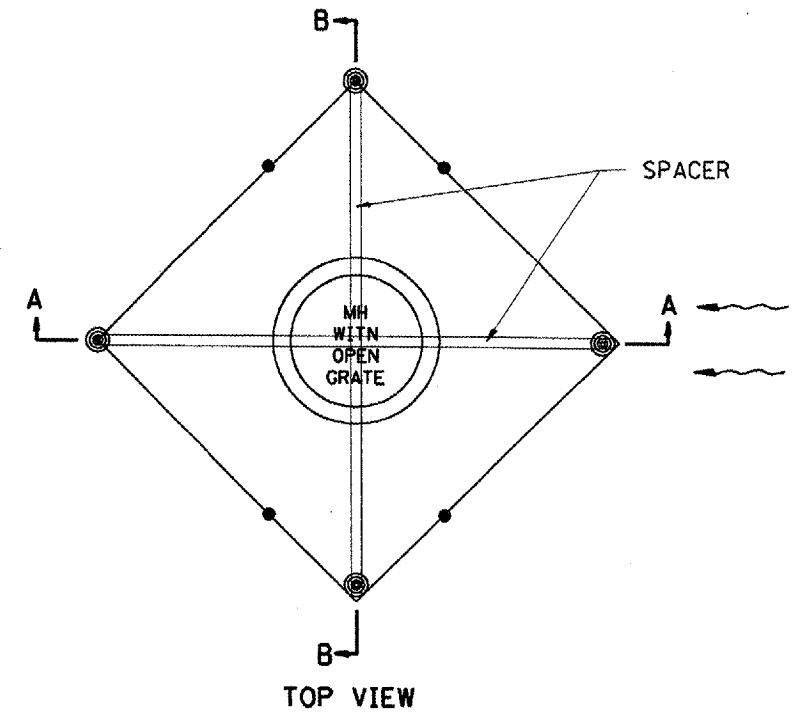
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(112B)BR-3	KNOX	76	41
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



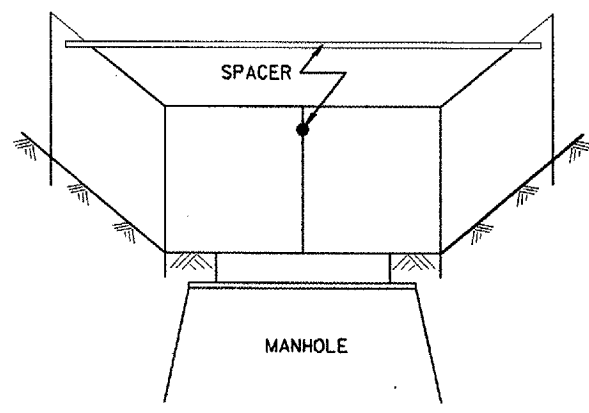
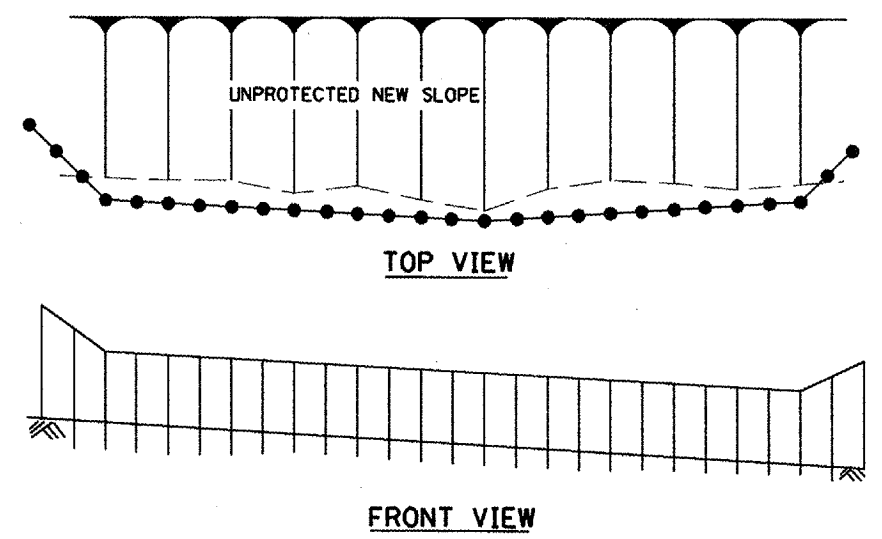
UPSTREAM PIPE CULVERT EROSION CONTROL



SIDE VIEW
A-A



TOP VIEW



Front View
B-B
EROSION CONTROL
AT
OPEN GRATE MAN HOLE

GENERAL NOTES:

1. This work shall be performed in accordance with Sections 280 & 1081, of the Standard Specifications.
2. Additional Timber or Metal Post shall be installed, as needed.

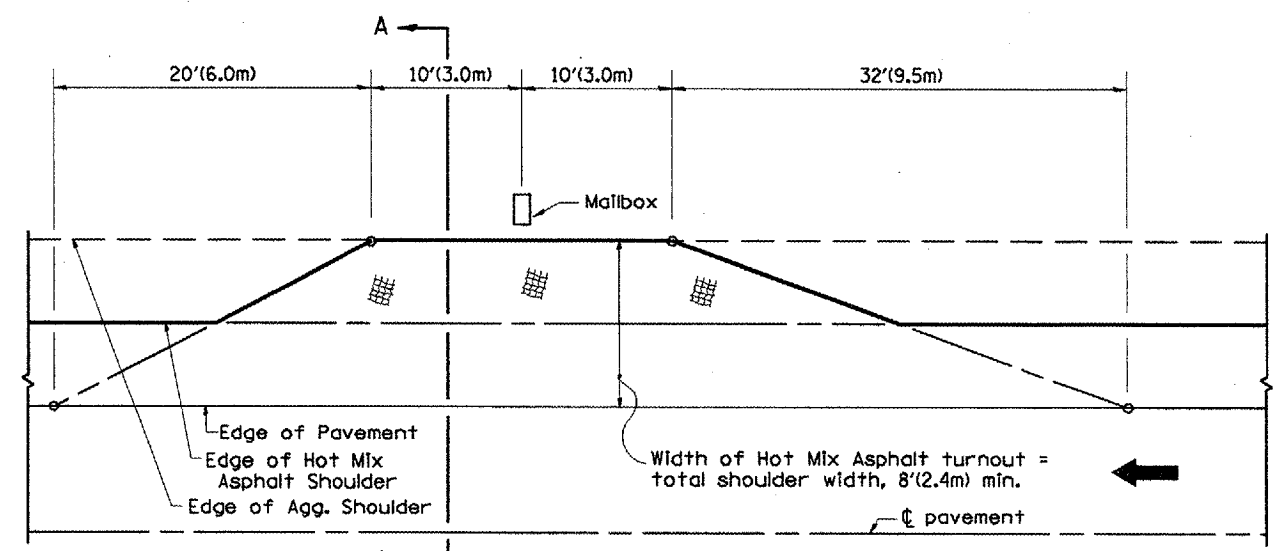
All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
SPECIAL DETAIL SHEET
TYPICAL APPLICATION
OF
SILT FILTER FENCE
CADD DETAIL 280001-D4 DRAWN BY CADD
SCALE: NOT DRAWN TO SCALE CHECKED BY

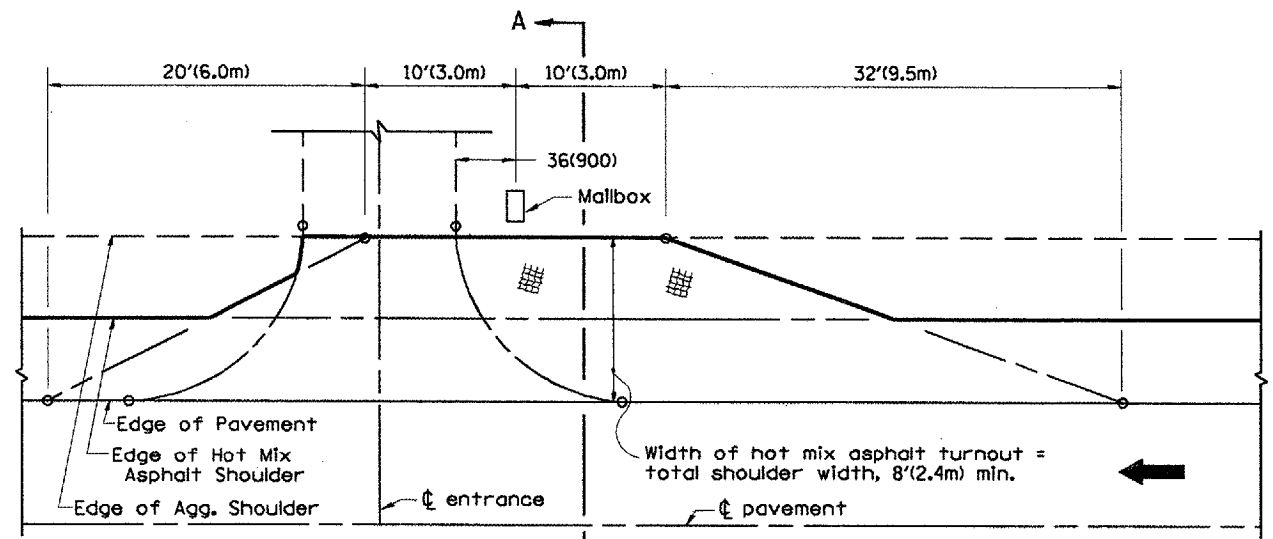
DATE	REVISIONS	BY
1-1-97	RENUM. A-12.05, NEW REVISION BOX	T.P.
3-11-03	ELIMINATED SILT FENCE DITCH CHECK	M.M.A.

\$\$\$DATE\$\$\$

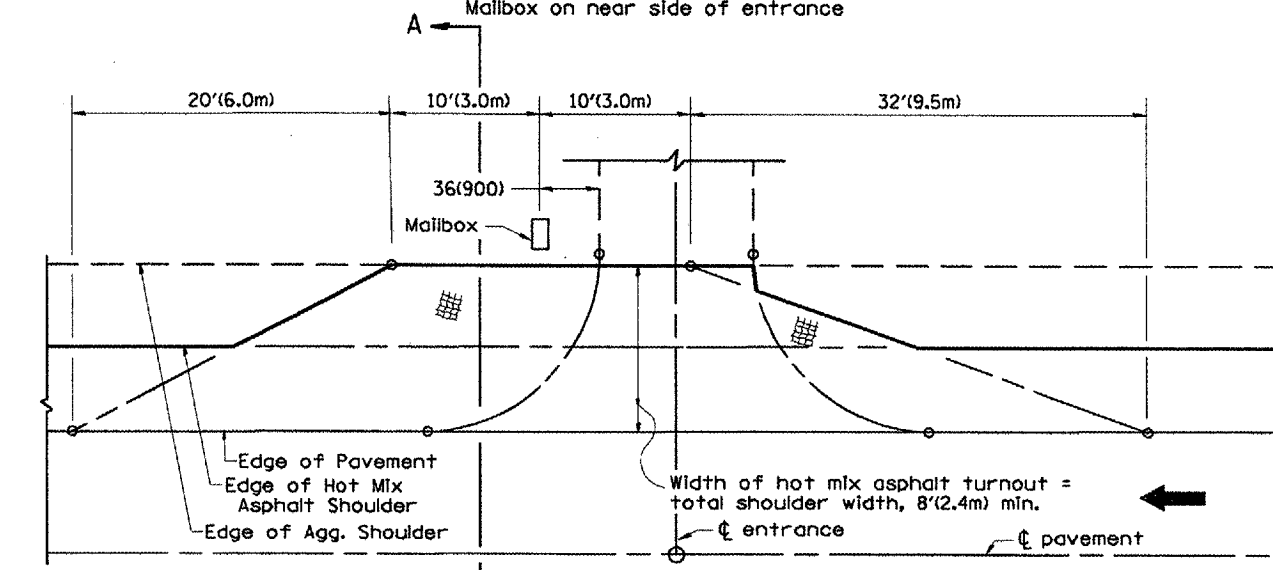
F.A.S. RTE. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(112B)BR-3	KNOX	76	42
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



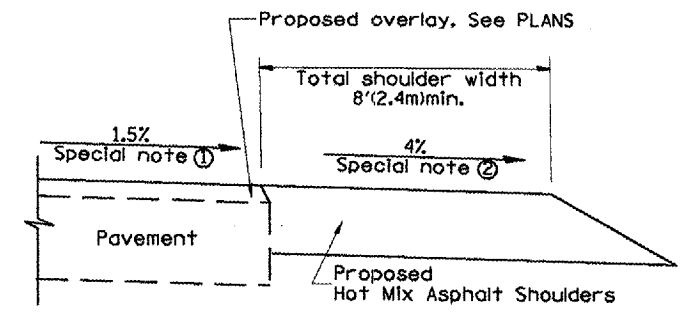
METHOD "T"
Typical Application



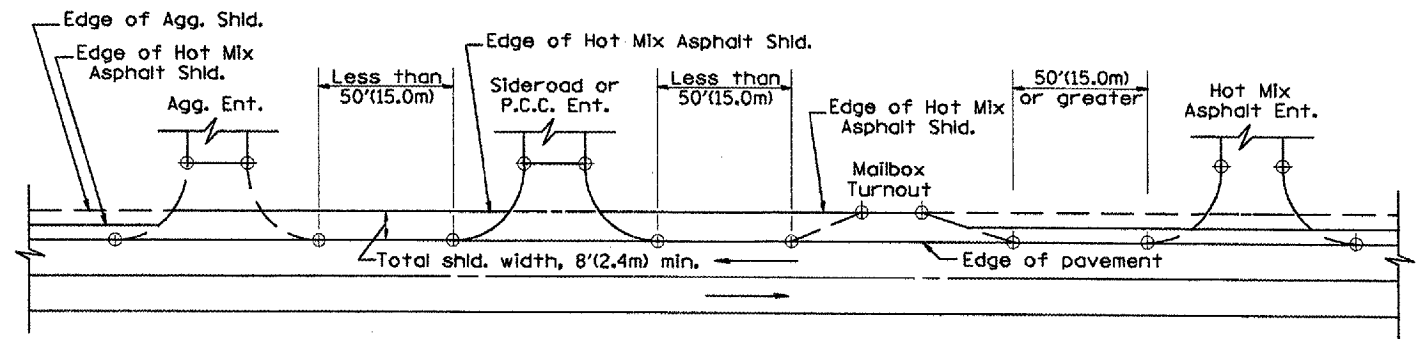
METHOD "N"



METHOD "F"



SECTION A-A



DETAIL A

SHOULDER TREATMENT FOR CLOSELY SPACED SIDEROADS, ENTRANCES, AND/OR MAILBOX TURNOUTS

GENERAL NOTES

- Mailbox turnouts shall slope away from the pavement edge at a rate equal to the shoulder slope. See SECTION A-A.
- The total shoulder width, 8'(2.4m) minimum, shall be paved between sideroads entrances and/or mailbox turnouts at locations where the distance between radius or taper control points is less than 50'(15.0m). See DETAIL A.
- Mailboxes shall be mounted such that the face of the mailbox is 6(150) to 12(300) and the post a minimum of 24(600) from the edge of the turnout surfacing.

SPECIAL NOTES

- The mainline pavement cross-slope is 1.5% for tangent alignment. See PLANS for cross-slope on superelevated horizontal curves.
- The shoulder slope shall control the turnout slope. The standard cross-slope is 4% for tangent alignment. Through superelevated curves, the maximum pavement-shoulder breakover should not be greater than 10% for shoulders 6'(1.8m) and wider and 12% for shoulders 4'(1.2m) and less. Where 12(300) paved shoulders are provided, the breakover should be at the edge of the paved shoulder rather than at the pavement edge.

All dimensions are in inches (millimeters) unless otherwise noted.

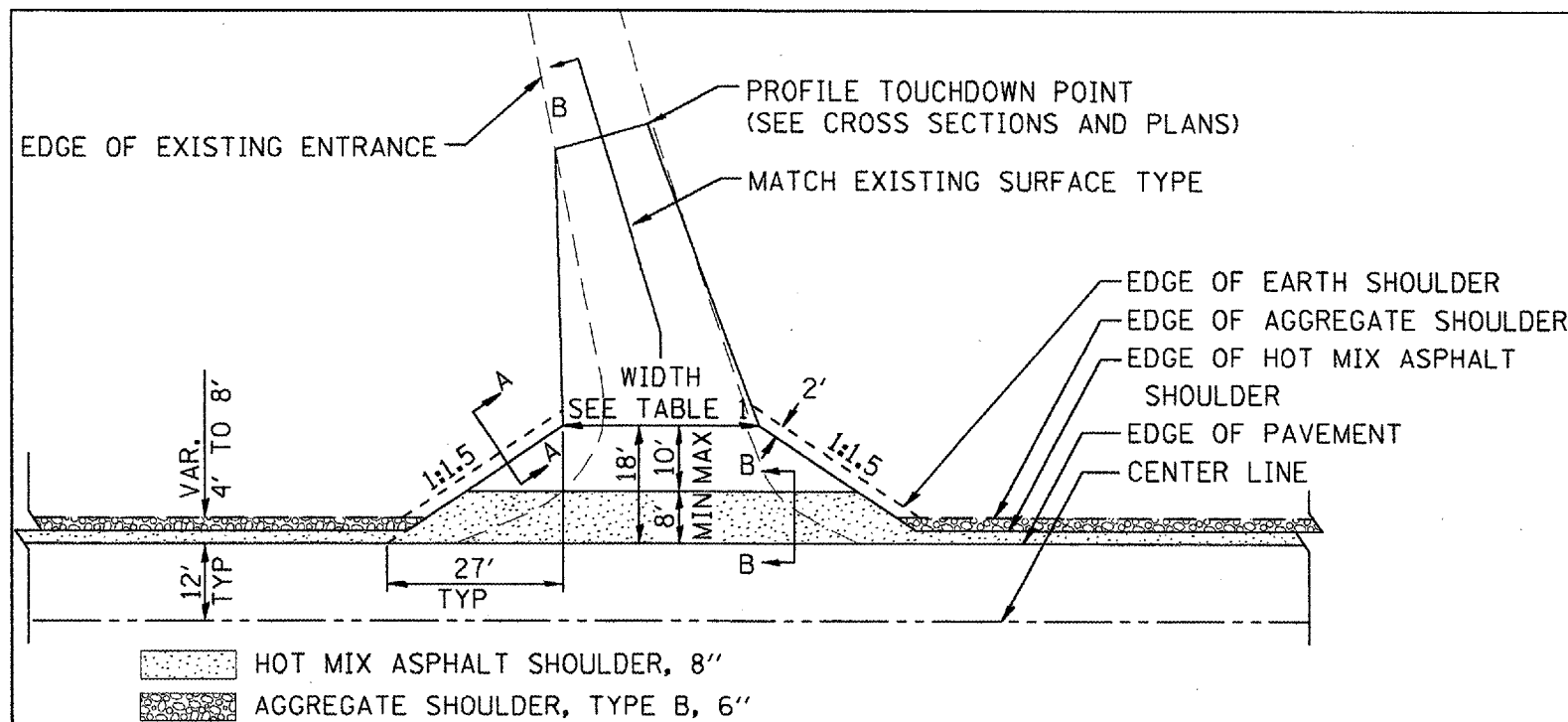
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

MAILBOX TURNOUTS FOR "3R" PROJECTS

DATE	REVISIONS	BY
1-1-97	RENUM. C-90.01, NEW REVISION BOX	T.P.
7-1-97	REVISE DESIGNER NOTES	J.A.
9-15-05	REVISED DESIGNER NOTE	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

CADD STD NO. 406201-D4
SCALE: NOT DRAWN TO SCALE
DRAWN BY: CADD
CHECKED BY: T. PICKERING

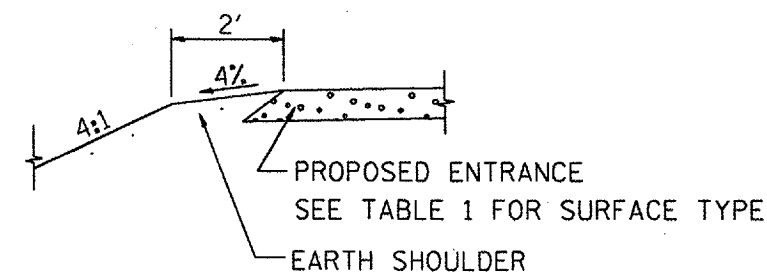
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	012B08R-3	KNOX	76	43
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PLAN

COMMERCIAL / FARM-RELATED ENTRANCE

ELEMENT	NON-COMMERCIAL		NON-COMMERCIAL W/ LARGE FARM EQUIPMENT		COMMERCIAL	
					1-WAY OPERATION	2-WAY OPERATION
WIDTH (W)	12'(3.6m) Min.	24'(7.2m) Max.	20'(6.1m)Max.	30'(9.0m)Max.	14'(4.3m) Min., 24'(7.2m) Max.	24'(7.2m) Min., 35'(10.7m) Max.
FLARE	1:1.5					
MAX. GRADE (G)	12%		12%		10%	
SURFACE TYPE						
INCIDENTAL HOT MIX ASPHALT SURFACING	6"		—		8"	
AGGREGATE SURFACE COURSE	6"		8"		8"	
PCC DRIVEWAY PAVEMENT	6"		—		7"	

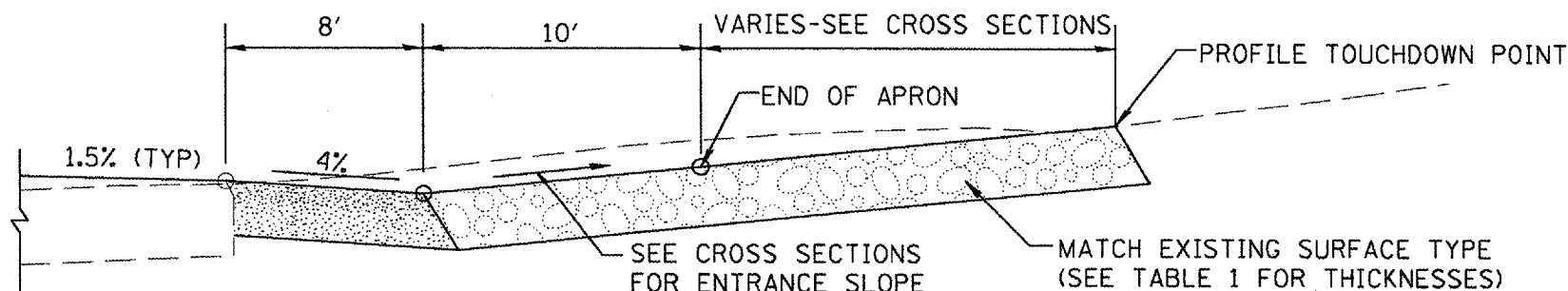


SECTION A-A

SHOULDER TREATMENT FOR RURAL ENTRANCES

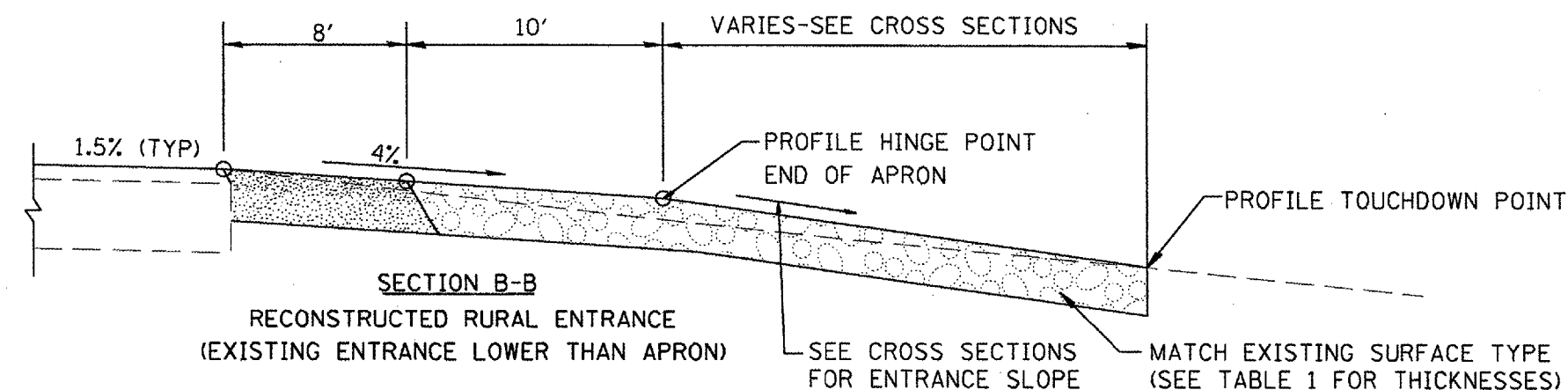
GENERAL NOTES

- ENTRANCES SHALL SLOPE AWAY FROM THE PAVEMENT AT A RATE EQUAL TO THE SHOULDER SLOPE FOR A MINIMUM DISTANCE OF 8'.
- A MINIMUM 8' PAVED SHOULDER SHALL BE CONSTRUCTED BETWEEN LOCATIONS WHERE THE RURAL ENTRANCE IS LESS THAN 50' FROM AN ADJACENT SIDEROAD, ENTRANCE OR MAILBOX TURNOUT.
- A TAPER RATE OF 5:1 IS DESIRABLE WHEN TRANSITING FROM THE RURAL ENTRANCE WIDTH SHOWN IN TABLE 1, TO THE EXISTING ENTRANCE WIDTH.



SECTION B-B

RECONSTRUCTED RURAL ENTRANCE
(EXISTING ENTRANCE HIGHER THAN APRON)



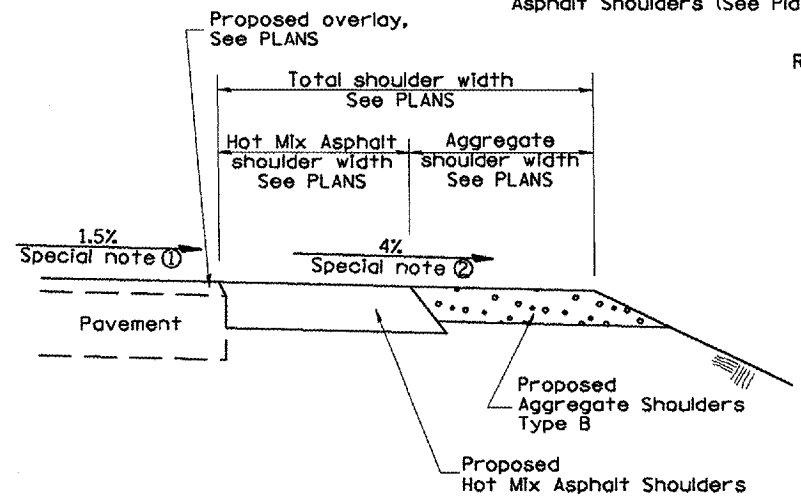
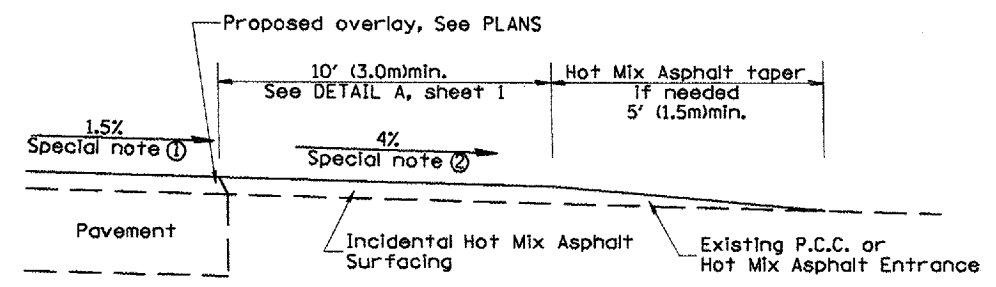
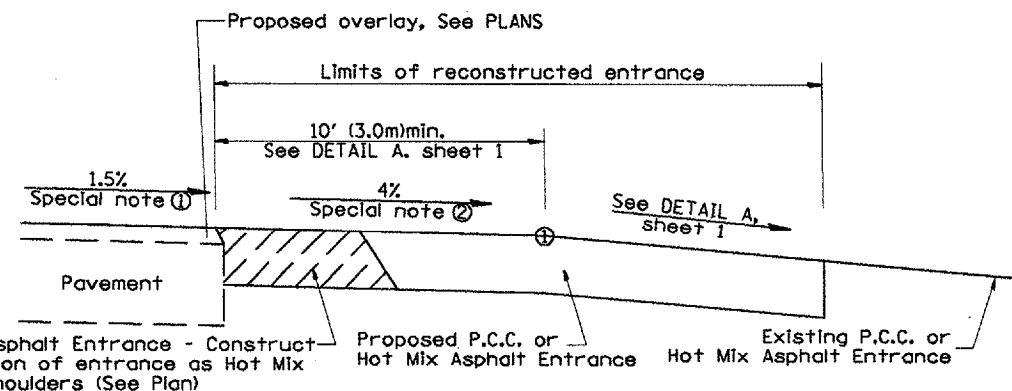
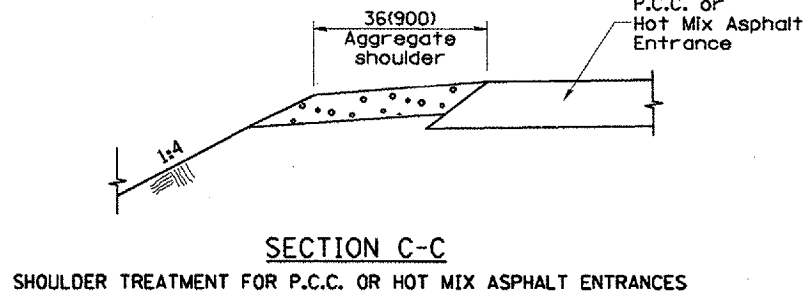
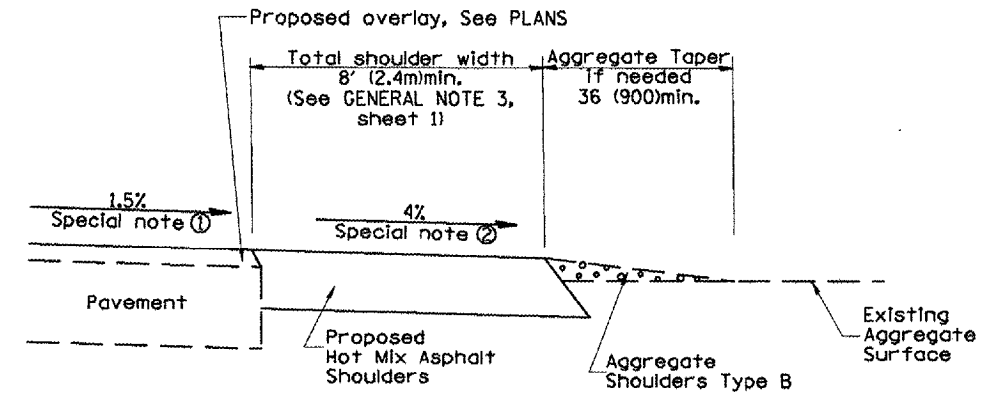
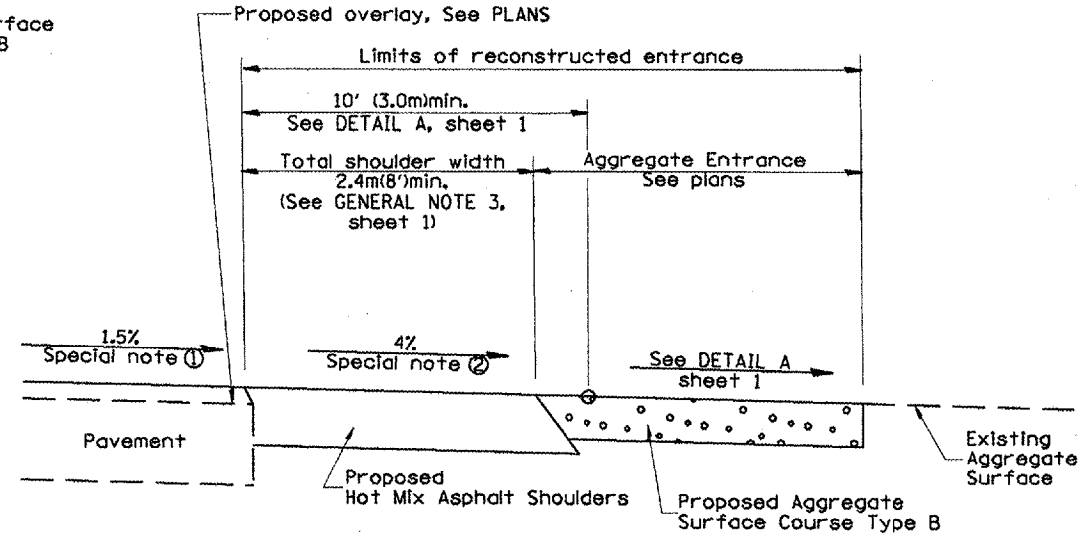
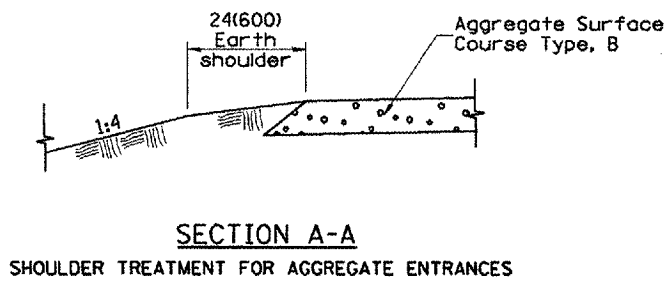
SECTION B-B

RECONSTRUCTED RURAL ENTRANCE
(EXISTING ENTRANCE LOWER THAN APRON)

DATE	REVISIONS	BY
1-1-97	RENJUM C-103.06, NEW REVISION BOX	T.P.
7-1-97	REVISE DESIGNER NOTES	J.A.
1-17-03	ADJUST DESIGN, CHANGE ENTRANCE	JATR
9-15-05	RADIUS FOR FLARE	M.M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
RURAL ENTRANCES FOR "3R" PROJECTS	
CADD STD NO. 406301-D4	SHEET 1 OF 2
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
DATE	CHECKED BY: T. PICKERING

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(112B)R-3	KNOX	76	44
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



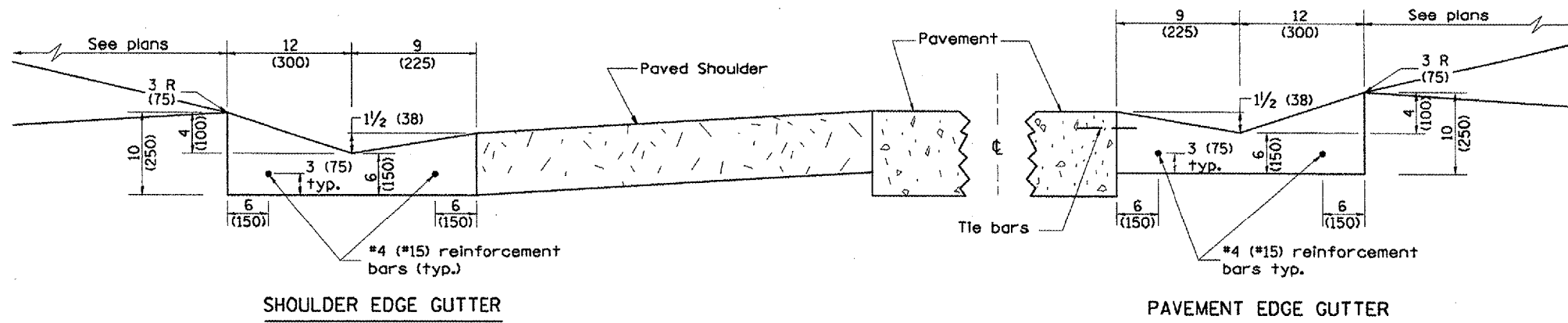
SPECIAL NOTES

- ① The mainline pavement cross-slope is 1.5% for tangent alignment. See PLANS for cross-slope on superelevated horizontal curves.
- ② The shoulder slope shall control the entrance profile for a distance of 10' (3.0m) minimum from the pavement edge. The shoulder cross-slope is 4% for tangent alignment. Through superelevated curves, the maximum pavement-shoulder breakover should not be greater than 10% for shoulders 6' (1.8m) and wider and 12% for shoulders 4' (1.2m) and less. Where 12' (366cm) paved shoulders are provided, the breakover should be at the edge of the paved shoulder rather than at the pavement edge.

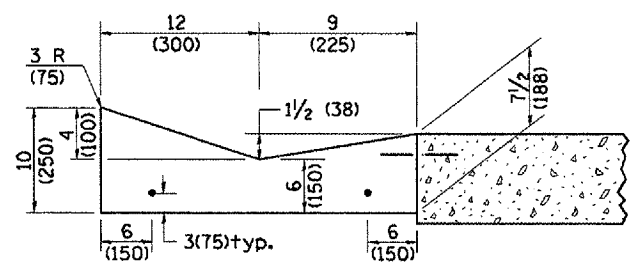
All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H). All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD
RURAL ENTRANCES FOR "3R" PROJECTS
 SHEET 2 OF 2
 CADD STD NO. 406301-D4
 SCALE: NOT DRAWN TO SCALE
 DRAWN BY CADD
 CHECKED BY: T. PICKERING

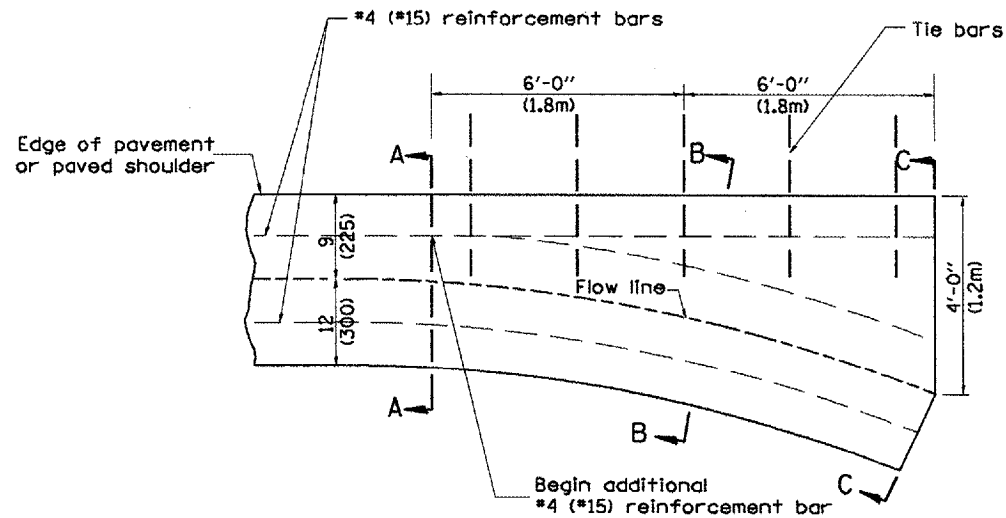
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1195	(112B)BR-3	KNOX	76	45
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TYPE B GUTTER (MODIFIED)



SECTION A-A

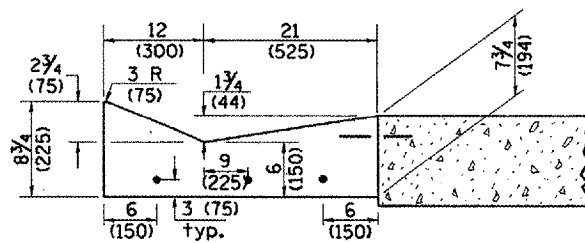


PLAN

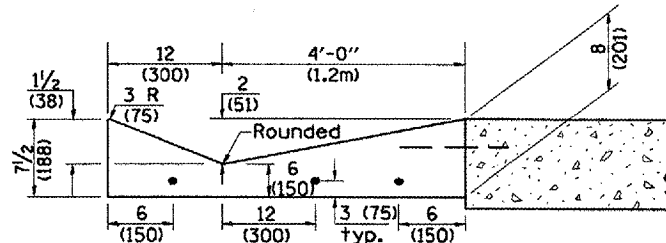
QUANTITY
Section C-C to A-A=
0.73 cu. yd. concrete.

GENERAL NOTES:

1. TYPE B GUTTER (MODIFIED) shall conform to the applicable portions of Section 606.
2. Tie bars shall be No. 6 (No. 20) at 24" (600mm) centers unless otherwise shown.
3. Gutter, gutter inlets, gutter outlets, and gutter entrances shall be tied to rigid pavement in accordance with details shown on Standard 420001.
4. Joints shall be constructed in accordance with Article 606.06.
5. Welded wire fabric shall conform to Article 1006.10(c)(1), and shall not be less than 58 lbs/100 sq.ft. (2.83 kg/m²).



SECTION B-B



SECTION C-C

INLET

All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

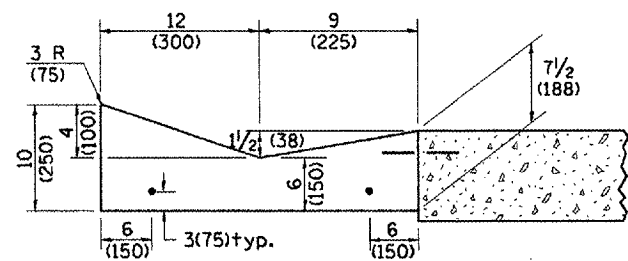
TYPE B GUTTER (MODIFIED)
(INLET, OUTLET & ENTRANCE)

DATE	REVISIONS	BY
1-1-97	RENUM. A-1.01, NEW REVISION BOX. ELIMINATED EXPANSION ANCHOR TIES	T.P.
3-6-98	CORRECT DIMENSIONING	J.A.
3-10-06	REVISED QUANTITY	M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

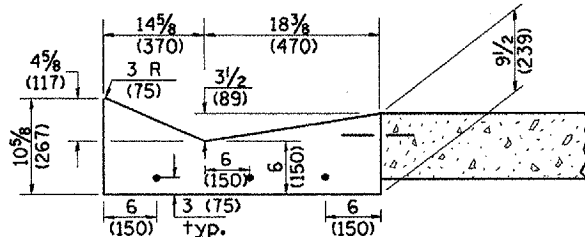
CADD STANDARD 606201-D4 SHEET 1 OF 3
SCALE: NOT DRAWN TO SCALE
DRAWN BY CADD
CHECKED BY

QUANTITIES	
CALC. BY:	DATE:
CHECKED BY:	DATE:
QUANTITY CALCULATIONS ARE ON FILE AT THE DISTRICT 4 OFFICE; BUREAU OF PROJECT IMPLEMENTATION; DOCUMENTATION SECTION	

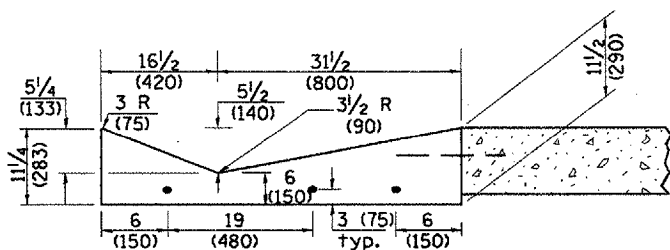
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(112B)BR-3	KNOX	76	46
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



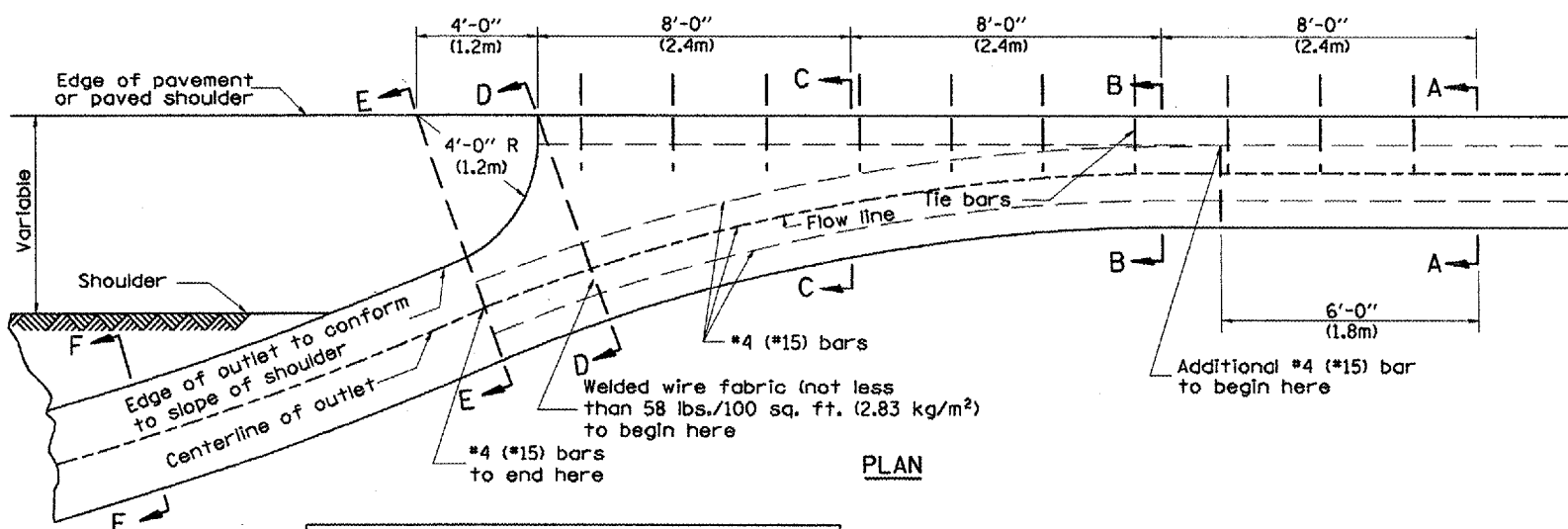
SECTION A-A



SECTION B-B



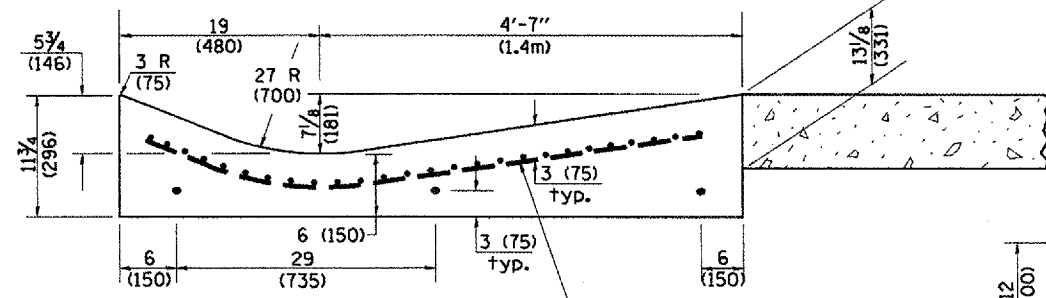
SECTION C-C



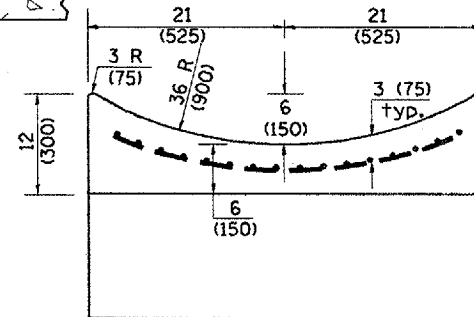
PLAN

QUANTITY
 Section A-A to E-E = 2.81 cu. yd. concrete.
 Section F-F = 0.09 cu. yd./ft. concrete.

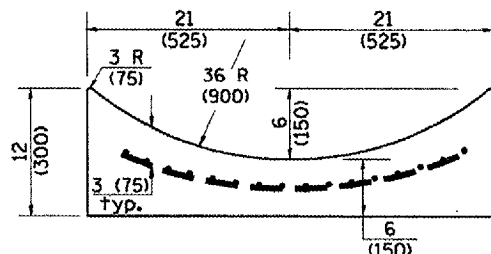
If the average grade of pavement for the distance from section A-A to section D-D exceeds 2%, this distance shall be increased 6 ft. (1.8m) for each 1% increase in grade. A quantity adjustment is required.



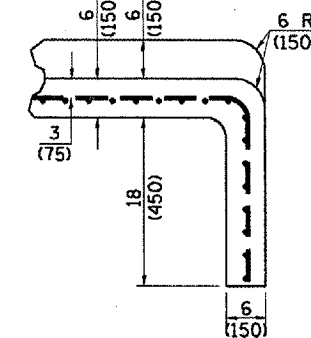
SECTION D-D



SECTION E-E



SECTION F-F



SECTIONS AT END OF OUTLET (CURTAIN WALL)

QUANTITY
 Curtain Wall = 0.1 cu. yd. concrete.

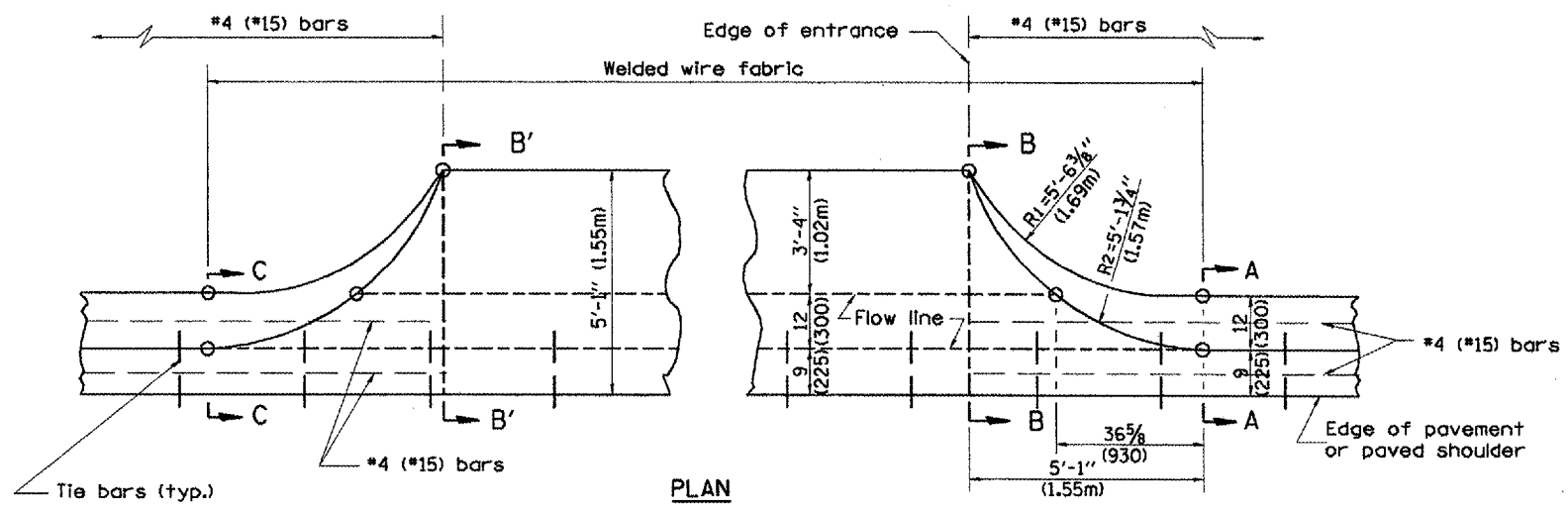
OUTLET

QUANTITIES	
CALC. BY:	DATE:
CHECKED BY:	DATE:
QUANTITY CALCULATIONS ARE ON FILE AT THE DISTRICT 4 OFFICE, BUREAU OF PROJECT IMPLEMENTATION, DOCUMENTATION SECTION	

All dimensions are in Inches (millimeters) unless otherwise noted.

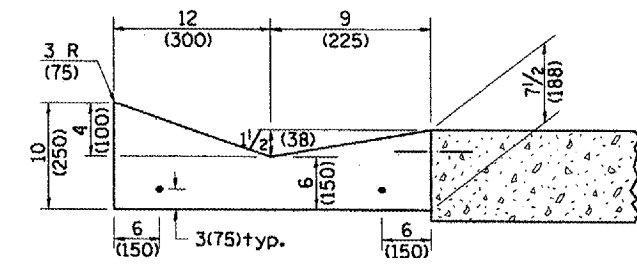
ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD
TYPE B GUTTER (MODIFIED)
(INLET, OUTLET & ENTRANCE)
 CADD STANDARD 606201-D4 SHEET 2 OF 3
 NOT DRAWN TO SCALE DRAWN BY CADD CHECKED BY

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(112B)BR-3	KNOX	76	47
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

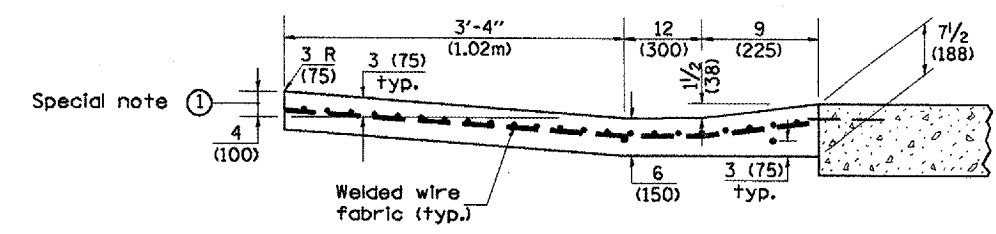


TYPICAL URBAN ENTRANCE

QUANTITY URBAN ENTRANCE
 Section B'-B' to B-B= 0.1 cu. yd./ft.
 Section C-C to B'-B' + B-B to A-A= 0.69 cu. yd.

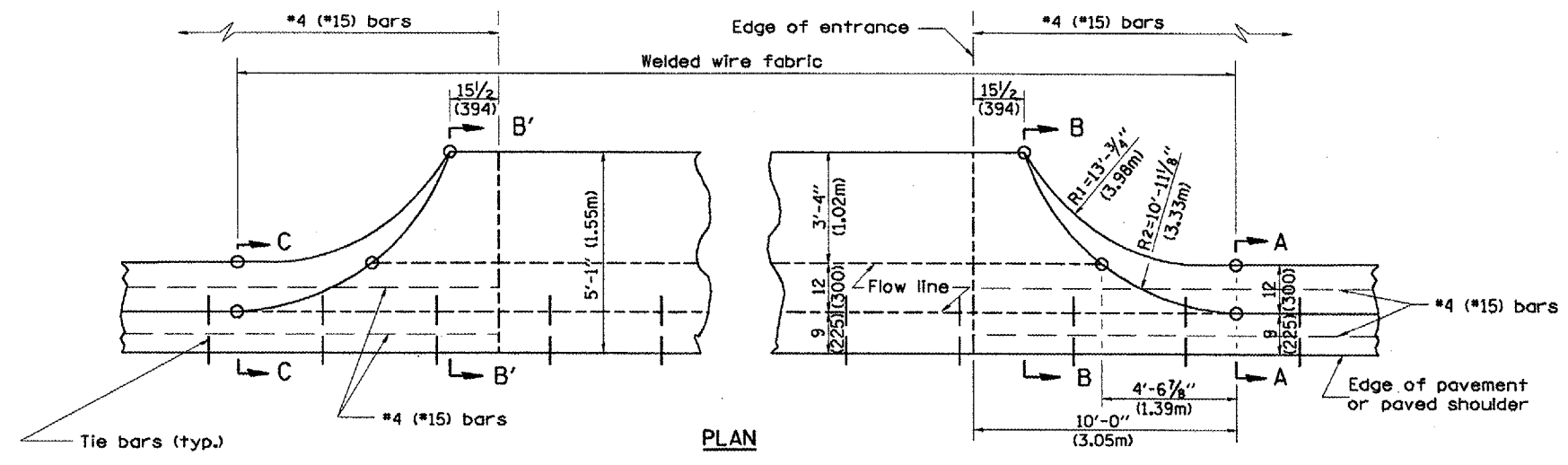


SECTION A-A & C-C



SECTION B-B & B'-B'

SPECIAL NOTES:
 ① 4 (100) is the normal dimension. If specified in the plans, the following shall be used for improved entrance match-up: Minimum - 2 1/2 (65) Maximum - 5 (125)



TYPICAL RURAL ENTRANCE

QUANTITY RURAL ENTRANCE
 Section B'-B' to B-B= 0.1 cu. yd./ft.
 Section C-C to B'-B' + B-B to A-A= 1.19 cu. yd.

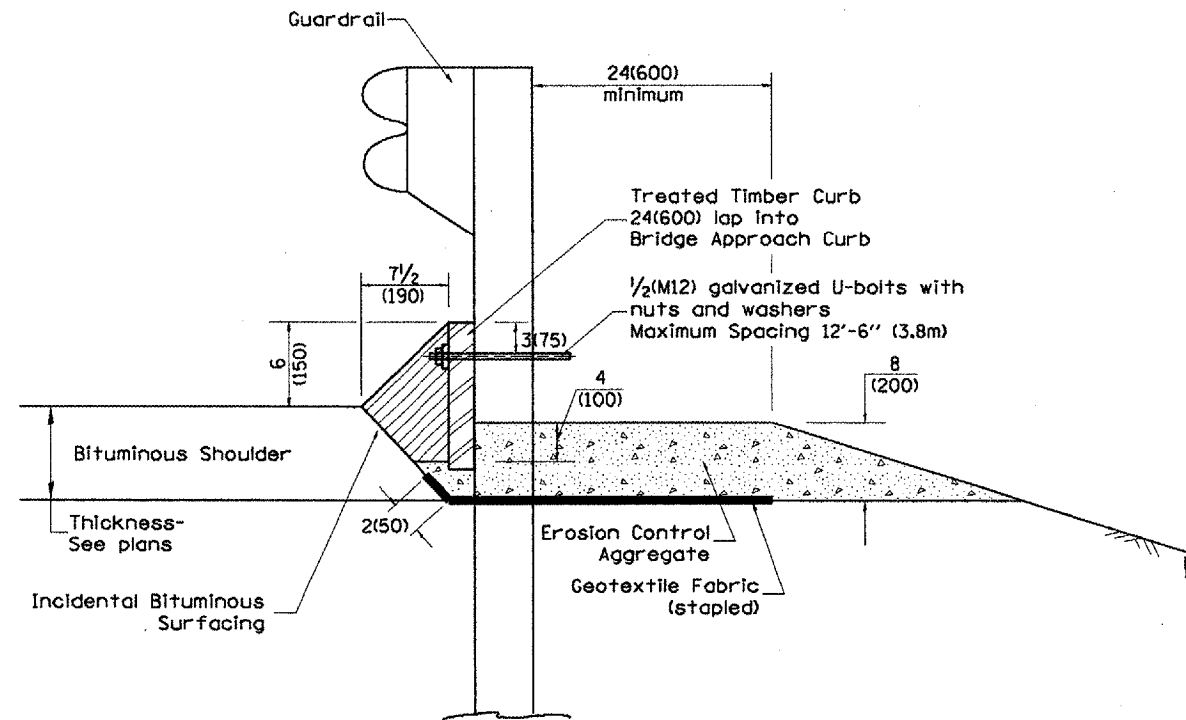
All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD
TYPE B GUTTER (MODIFIED)
(INLET, OUTLET & ENTRANCE)
 CADD STANDARD 606201-D4 SHEET 3 OF 3
 SCALE: NOT DRAWN TO SCALE DRAWN BY CADD CHECKED BY

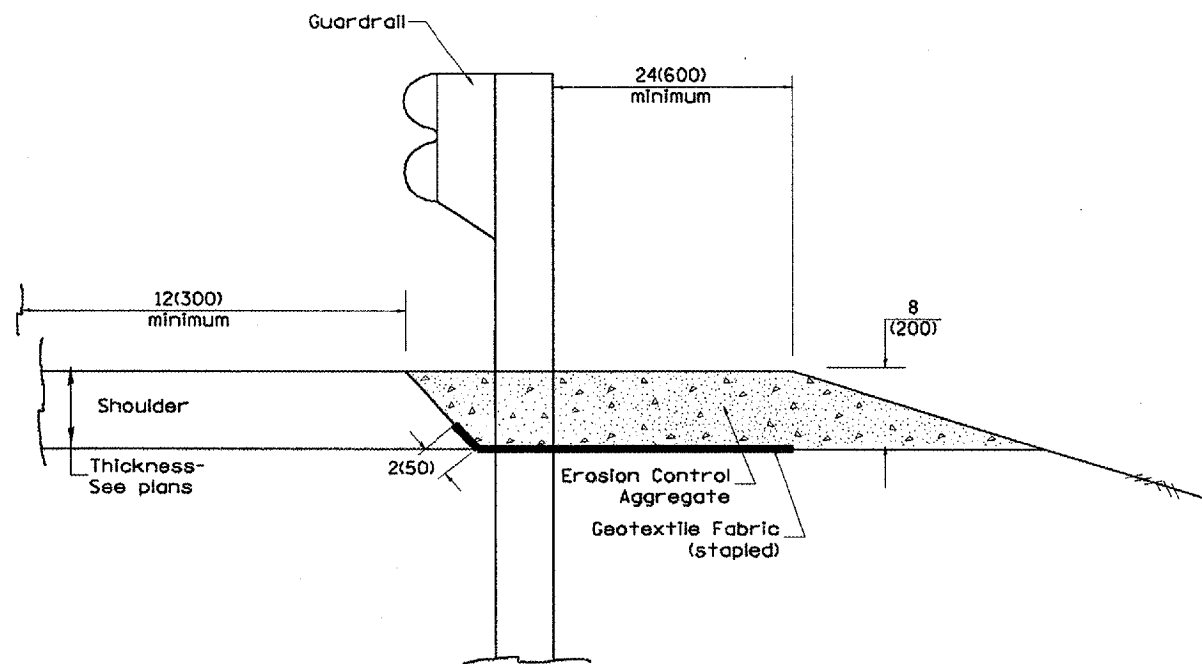
QUANTITIES
 CALC. BY: _____ DATE: _____
 CHECKED BY: _____ DATE: _____
 QUANTITY CALCULATIONS ARE ON FILE AT THE DISTRICT 4 OFFICE, BUREAU OF PROJECT IMPLEMENTATION, DOCUMENTATION SECTION

DGN-ONLY

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	112B/BR-3	KNOX	76	46
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



TYPICAL SECTION WITH EROSION CONTROL CURB



TYPICAL SECTION WITHOUT EROSION CONTROL CURB

GENERAL NOTES: EROSION CONTROL CURB

1. This work shall consist of grading as needed, installing hardware and treated timber boards, furnishing and placing mastic material and incidental bituminous surfacing in front of Steel Plate Beam Guardrail in accordance with Plan Details.
2. Timber shall be treated in accordance with Article 1007.12. All preservatives specified in the article will be allowed. Waterborne preservatives "asa" and "cca" shall have a minimum retention of 0.40 lbs./cu. ft. (6.4 kg/m³)

GENERAL NOTES: GUARDRAIL AGGREGATE EROSION CONTROL

1. This work shall consist of grading as needed, furnishing and installing geotextile fabric and staples, and furnishing, placing and shaping crushed aggregate around and behind Steel Plate Beam Guardrail posts in accordance with Plan Details.
2. Before placing the aggregate and the Geotextile Fabric, weeds and grass shall be removed from the area to be covered.
3. After the area has been prepared, and in a dry condition, the Geotextile fabric shall be placed with a 12(300) minimum overlap. A knife cut for guardrail post installation is necessary.
4. The aggregate shall be deposited, compacted and shaped by either mechanical or hand methods, in a manner reasonably true to line and grade.
5. The Contractor shall have the option of placing the guardrail before or after the Geotextile Fabric and Aggregate are in place. If the guardrail is placed after the Geotextile Fabric and Aggregate, then any voids must be filled and the aggregate returned to line and grade.
6. Materials shall meet the following requirements:
 - A. The crushed aggregate shall be CA1 gradation in accordance with Article 1004.01(c) of the Standard Specifications.
 - B. The Geotextile Fabric shall be nonwoven fabric in accordance with Article 1080.02 of the Standard Specifications.

All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD

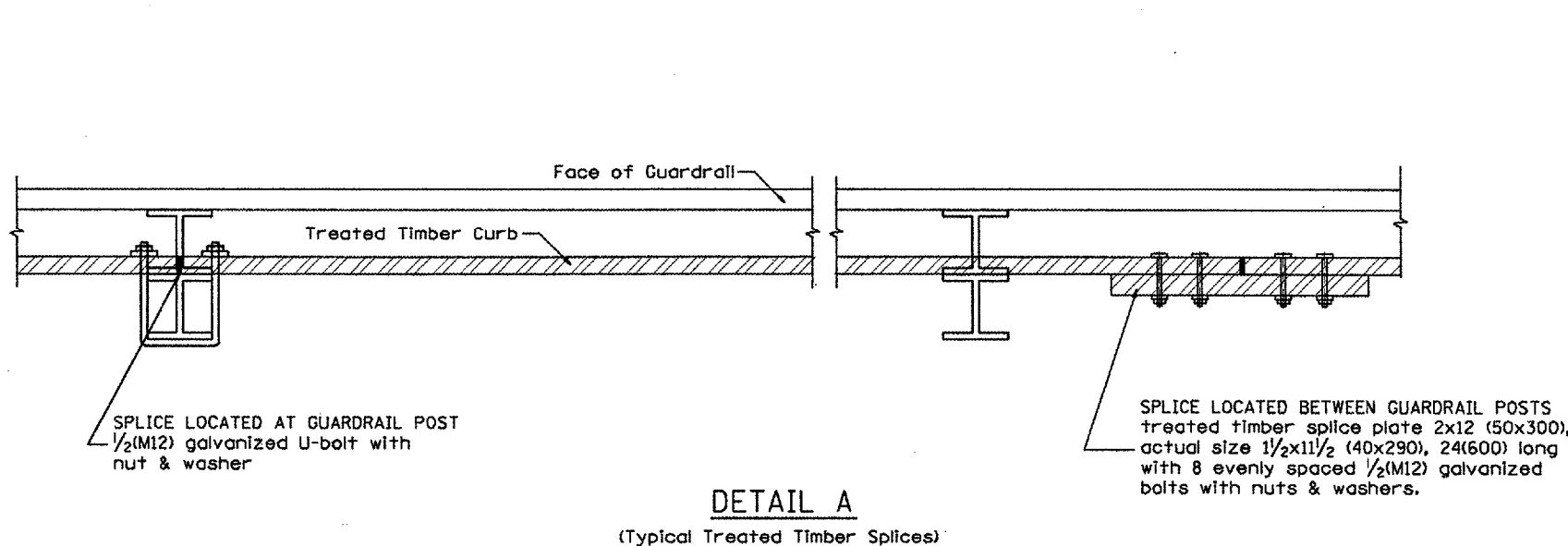
DATE	REVISIONS	BY
1-1-97	RENUM. C-22.01, NEW REVISION BOX	T.P.
3-1-97	CORRECT STD. NUMBERS IN NOTES PG. 2	J.A.
11-3-00	CORRECTION TO NOTES	M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

GUARDRAIL EROSION CONTROL TREATMENTS

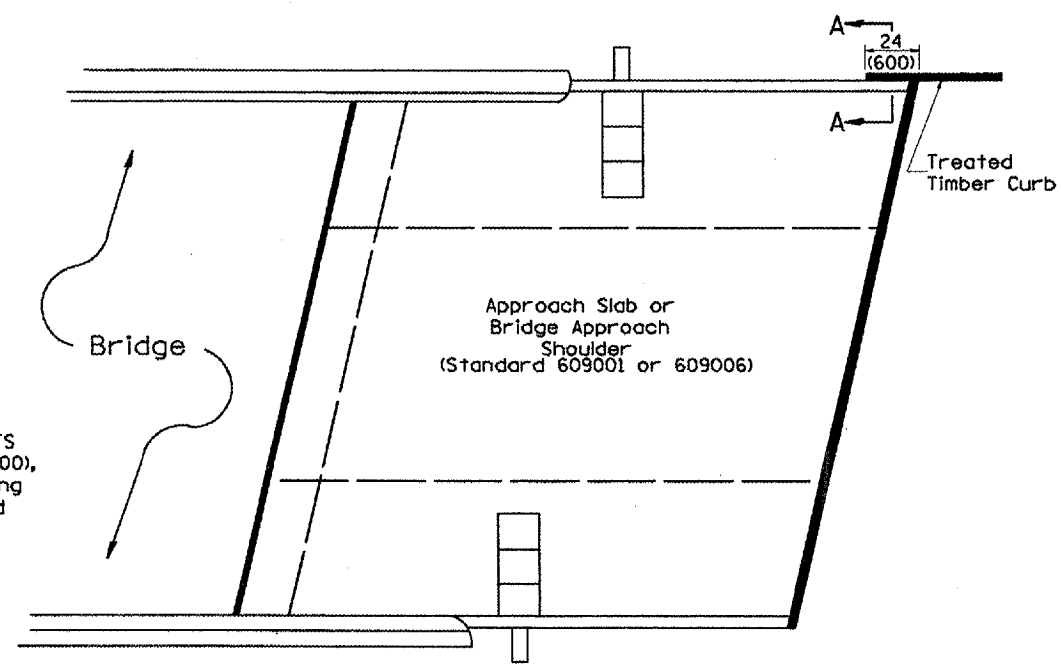
CADD STD NO. 630101-D4(1)
SCALE: NOT DRAWN TO SCALE

SHEET 1 OF 2
DRAWN BY CADD
CHECKED BY

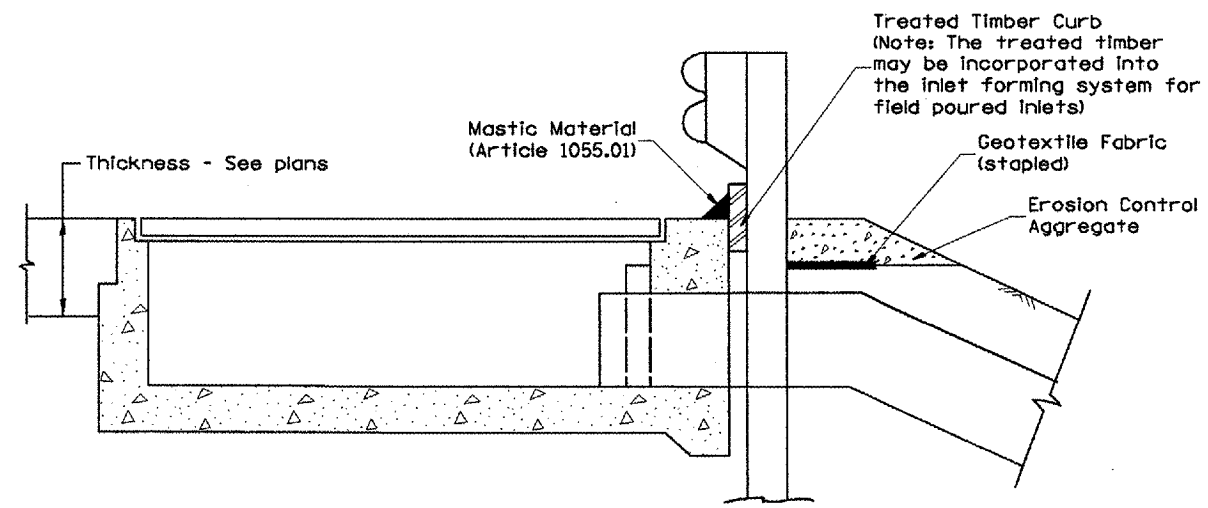
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(112)BR-3	KNOX	76	49
STA.	TO STA.			
FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			



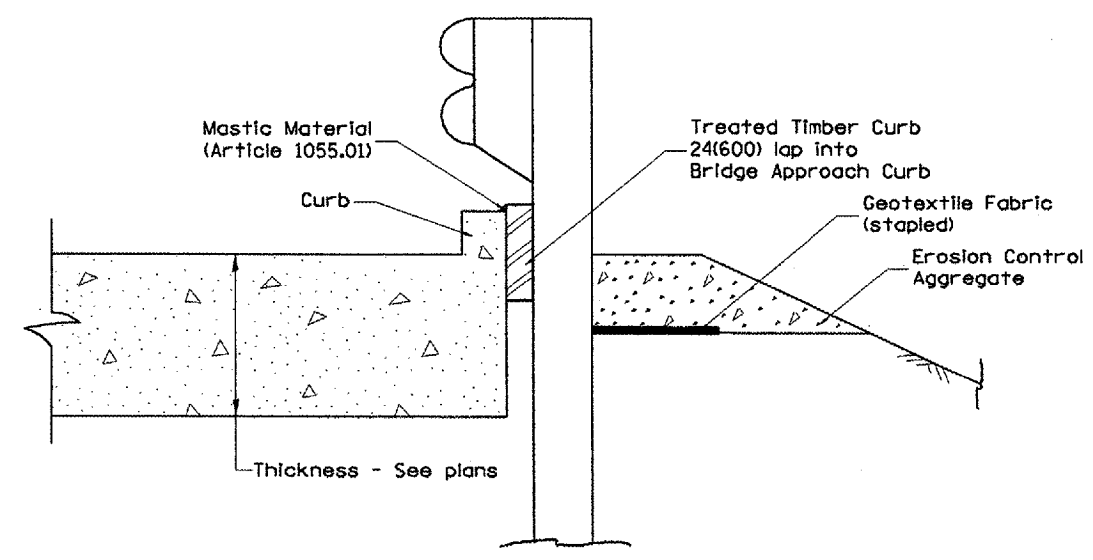
DETAIL A
(Typical Treated Timber Splices)



PLAN VIEW
APPROACH SLAB OR BRIDGE APPROACH SHOULDER
(STANDARD 609001 or 609006)



TYPICAL SECTION WITH EROSION CONTROL CURB
AT INLETS TYPE E & F (STANDARD 610001)



SECTION A-A
TYPICAL SECTION WITH EROSION CONTROL CURB
AT BRIDGE APPROACH CURB
(STANDARD 609001 OR 609006)

All dimensions are in inches (millimeters) unless otherwise noted.

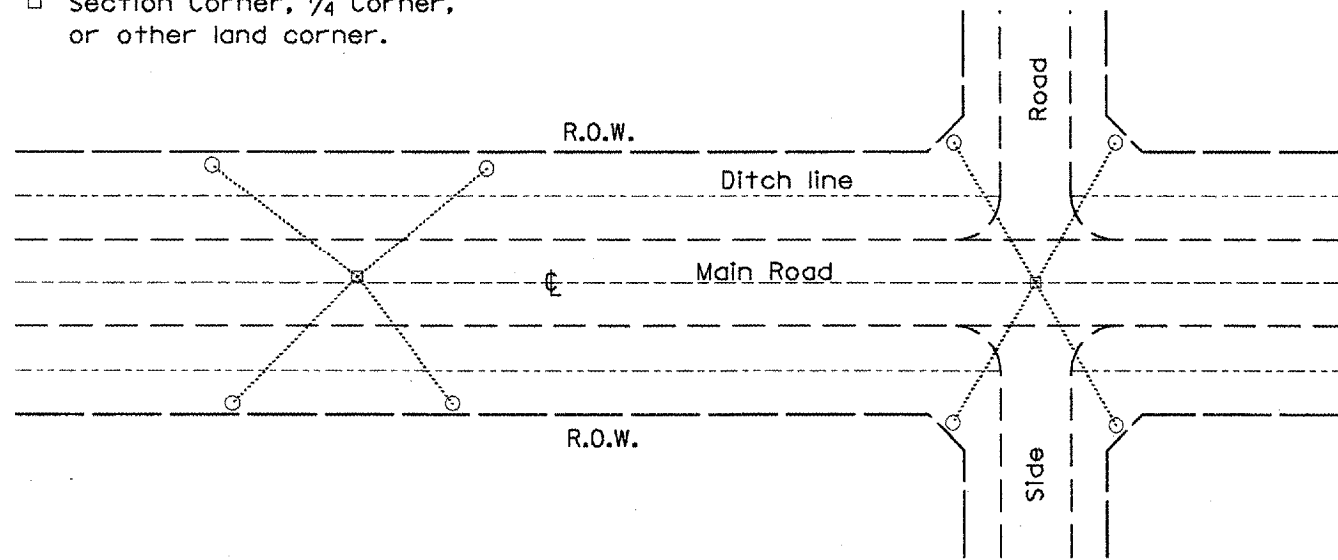
ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
GUARDRAIL EROSION CONTROL TREATMENTS	
CADD STD NO. 630101-D4(2)	SHEET 2 OF 2
SCALE: NOT DRAWN TO SCALE	DRAWN BY CADD
	CHECKED BY

\$\$\$DATE\$\$\$

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(112)BR-3	KNOX	76	50
STA.		TO STA.		
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		

PERMANENT SURVEY TIES

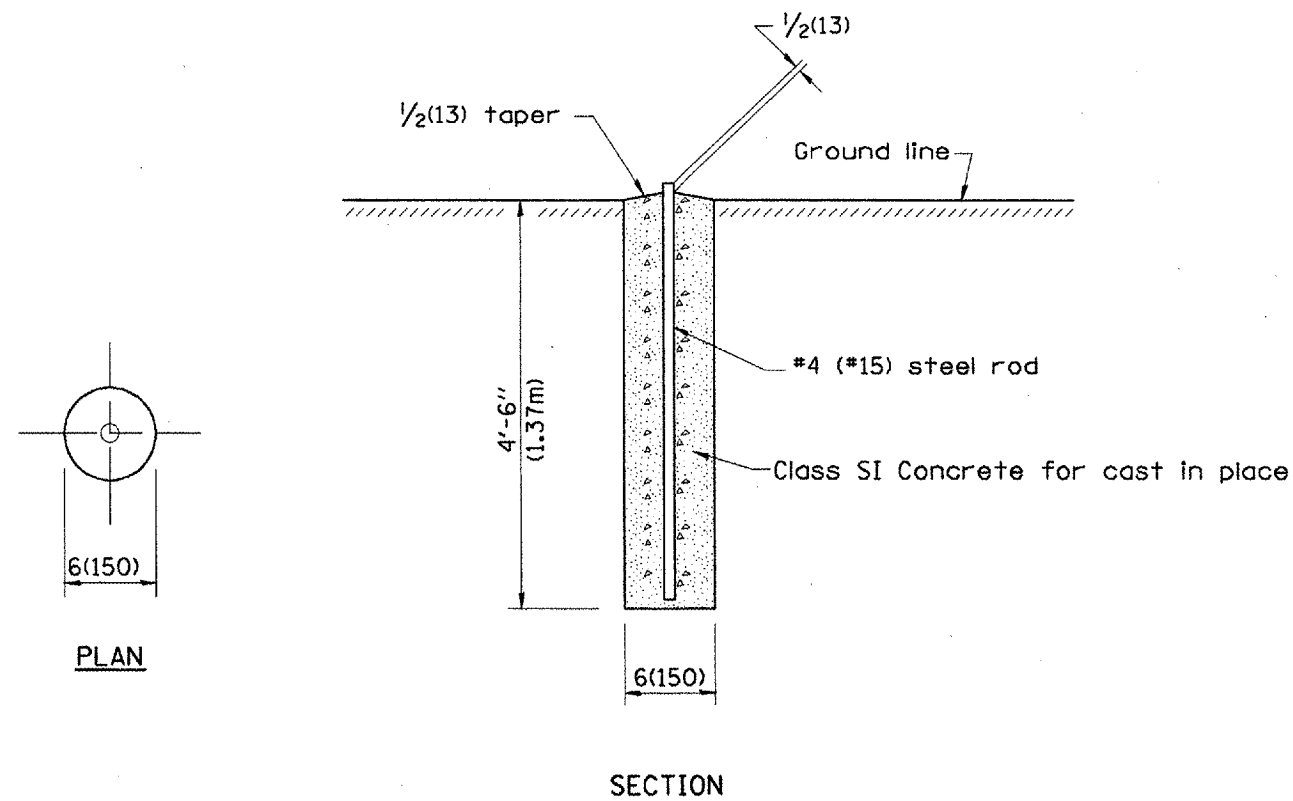
- Permanent Survey Tie
- Section Corner, 1/4 Corner, or other land corner.



TYPICAL APPLICATION

GENERAL NOTES

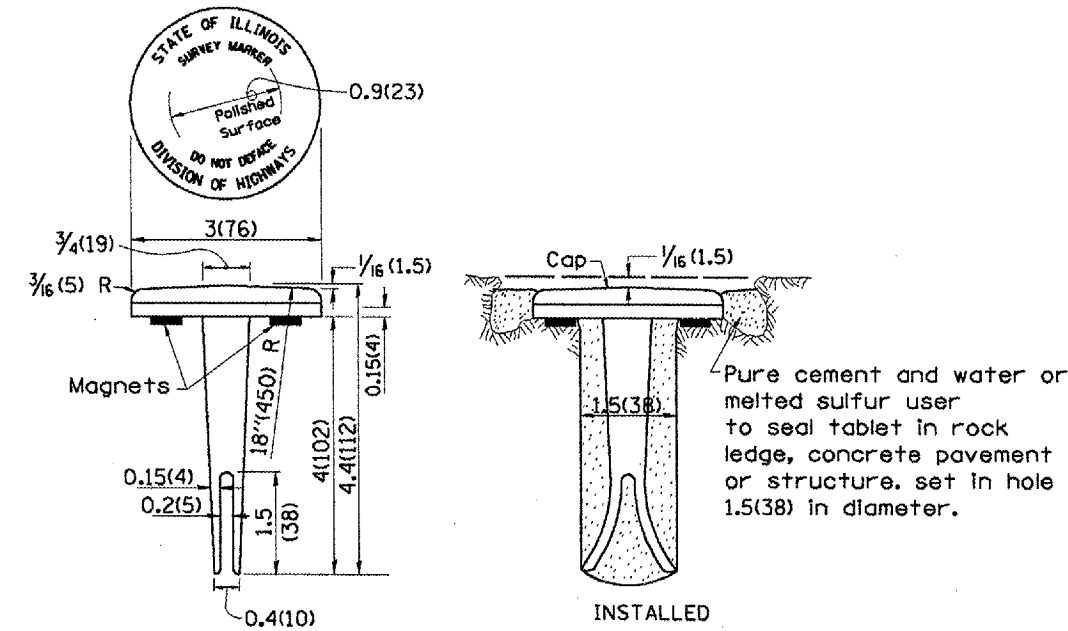
- The marker shall be cast in place of Class SI Concrete.
- Tie marker shall be installed after the final seeding has been completed unless otherwise specified by the Engineer.
- The tie distances to the section corner shall be measured and recorded by the IDOT Chief of Surveys.



PLAN

SECTION

PERMANENT SURVEY MARKERS

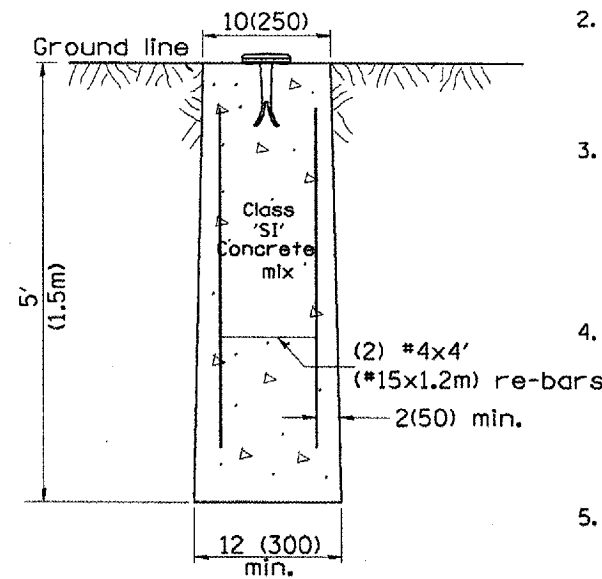


BRONZE TABLET - No Scale
TYPE I

GENERAL NOTES

- All type II markers shall be cast in place, and precast markers will not be allowed.
- Two permanent magnets, each having a diameter of 3/4 (19) and a thickness of 1/4 (6), or equivalent, shall be attached to the underside of the tablet with an approved epoxy bonding agent.
- The location of the markers shall be in accordance with the plans in general, the markers will be placed at the P.T.'s and P.C.'s of horizontal curves and spaces along the tangents in a way that a minimum of two markers are always inter-visible, and not to exceed 1000' (300m).
- The markers shall be placed under the direction of the Engineer and shall be installed in a workmanlike manner in order that there will be no further settlement or horizontal shifting. The monuments shall be placed in a way that the survey point will fall within the portion of the plaque provided for that purpose.
- The project designation, the centerline station, the survey point, and the elevation shall be permanently marked by the use of metal dies after marker has been installed.

All dimensions are in inches (millimeters) unless otherwise noted.



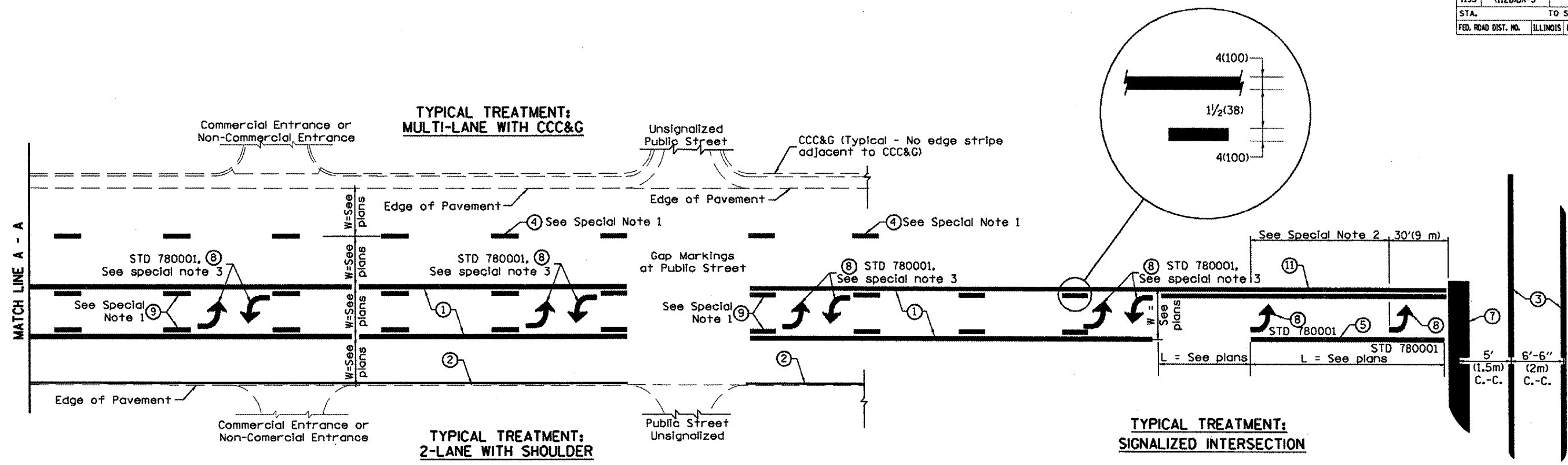
MARKER CAST IN PLACE
TYPE II

DATE	REVISIONS	BY
1-1-97	RENUM. D-3.01. NEW REVISION BOX	T.P.
	ADD DESIGNER NOTE, REVISED TITLE BOX	
7-7-98	ADD DESIGNER NOTE	J.A.
5-24-06	REMOVED GEN. NOTE UNDER TIES	M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION	
DISTRICT CADD STANDARD	
PERMANENT SURVEY TIE	
&	
PERMANENT SURVEY MARKERS TY.I - TY.II	
CADD STD. NO. 667101-D4	DRAWN BY CADD
SCALE: NOT DRAWN TO SCALE	CHECKED BY

DATE

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(112)BR-3	KNOX	76	51
STA. TO STA.		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		



FLUSH PAVED MEDIAN: TWO-WAY LEFT TURN LANE WITH ONE-WAY LEFT TURN LANE AT SIGNALIZED INTERSECTION

TYPICAL PAVEMENT MARKING LEGEND

(Note: This is a District Standard Legend. Some elements may not apply to specific project.)

- ① 4(100) Solid (Yellow)
- ② 4(100) Solid (White)
- ③ 2-6(150) Crosswalk @ 6'-6" (2m) min C.-C. (White)
2-8(200) Crosswalk @ 6'-6" (2m) min C.-C. (White) (When traffic signals are present.)
- ④ 6(150) Skip-Dash (White) (See Special Note 1)
- ⑤ 8(200) Solid (White)
- ⑥ 12(300) Diagonal (White) (Item ⑥ is shown on Std. 780001)
- ⑦ 24(600) Stop Bar (White)
- ⑧ Letters & Arrows (See Std. 780001 and Special Notes 2 & 3)
- ⑨ 4(100) Skip-Dash (Yellow) (See Special Note 1)
- ⑩ 12(300) Diagonal (Yellow) (See Table A) (See Table A)
- ⑪ 4(100) Double Solid (Yellow) (See Table A)

SPECIAL NOTES

1. Skip-Dash markings will be centered between both ends of city blocks and shall be placed in alignment transversely across the pavement.
2. The following shall apply to arrows located in one-way left turn lanes:
 - A. A minimum of two (2) arrows is required.
 - B. The maximum spacing between arrows is 80' (24 m).
 - C. Arrows shall be evenly spaced if three (3) or more are required.
3. The following shall apply to arrow pairs located in two-way left turn lanes:
 - A. A minimum of two (2) arrow pairs is required.
 - B. The maximum spacing between arrow pairs is 200' (61 m).
 - C. Arrow pairs shall be evenly spaced if three (3) or more are required.
 - D. The spacing between BI Directional Left Turn Arrows is 33' (10 m).

GENERAL NOTES

1. Refer to State Standard 780001 for additional Pavement Markings including letters & arrows.
2. See Plans for Pavement Markings adjacent to curbed islands and medians, and through lane reductions.

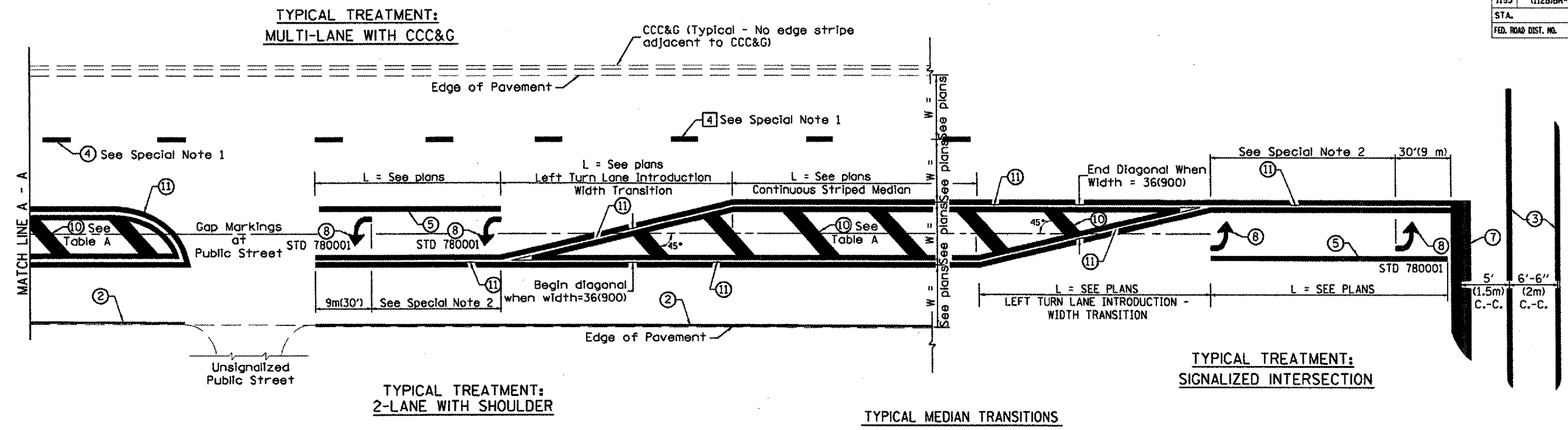
All dimensions are in inches (millimeters) unless otherwise noted.

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2-7-97	ADD BI DIRECTIONAL DIMENSION	J.A.
10-97	CORRECT BI DIRECTIONAL DIMENSION	J.A.
8-02	ADD CROSSWALK DIMNS. WITH T.S.	M.A.
10-16-06	REVISED TO 2007 SPEC.	M.A.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD
TYPICAL PAVEMENT MARKINGS
 CADD STANDARD 780001-D4 SHEET 1 OF 2
 SCALE: NOT DRAWN TO SCALE DRAWN BY CADD CHECKED BY

\$\$\$DATE\$\$\$

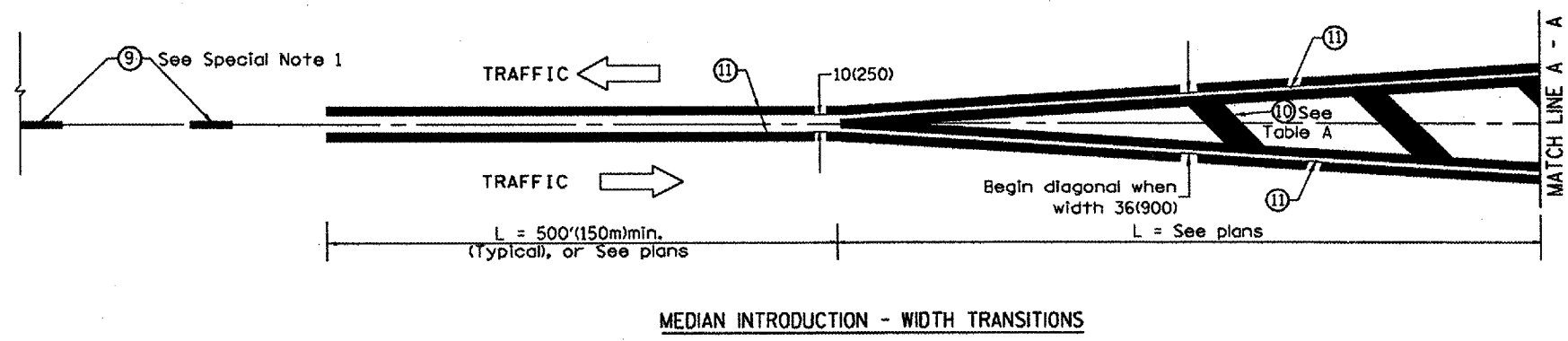
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(112)BR-3	KNOX	76	52
STA. TO STA.				
FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT		



FLUSH PAVED MEDIAN; RESTRICTED LEFT TURN LANE

TABLE A
RECOMMENDED SPACING BETWEEN DIAGONAL LINES

SPEED LIMIT RANGE	CONTINUOUS	INTERSECTION CHANNELIZATION (includes Width Transitions for Median and Left Turn Lane Introductions)
Less Than 30 mph (50 km/h)	50' (15m)	15' (5m)
30 - 45 mph (50 - 70 km/h)	75' (23m)	20' (6m)
Over 45 mph (70 km/h)	150' (46m)	30' (9m)



MEDIAN INTRODUCTION - WIDTH TRANSITIONS

All dimensions are in inches (millimeters) unless otherwise noted.

ILLINOIS DEPARTMENT OF TRANSPORTATION
DISTRICT CADD STANDARD
TYPICAL PAVEMENT MARKINGS
 CADD STANDARD 780001-D4 SHEET 2 OF 2
 SCALE: NOT DRAWN TO SCALE DRAWN BY CADD CHECKED BY

\$\$\$DATE\$\$\$

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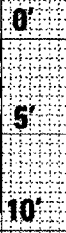
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UNLESS ELEVATIONS ARE SHOWN
 ALL UTILITY LOCATIONS SHOWN ON THE CROSS-SECTIONS
 ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
 THE UTILITY COMPANY

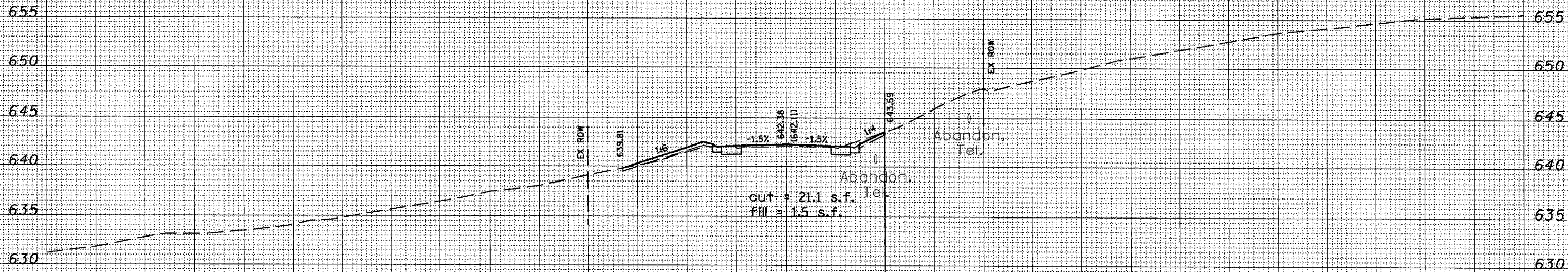
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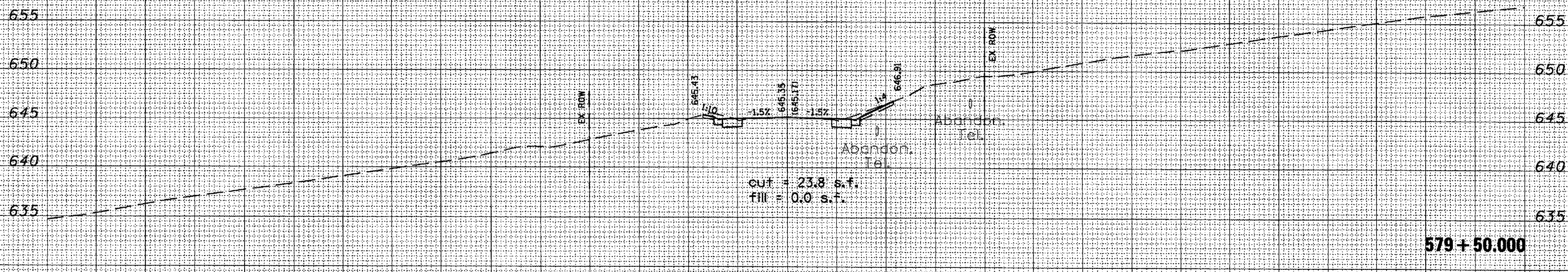


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580+00.000

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579+50.000

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

IL 180 Cross Sections
 SCALE: SHEET NO. OF SHEETS STA. 579+50.000 TO STA. 580+00.000

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(112B)R-3	KNOX	76	53
CONTRACT NO. 88896			FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT	

UNLESS ELEVATIONS ARE SHOWN
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ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
THE UTILITY COMPANY

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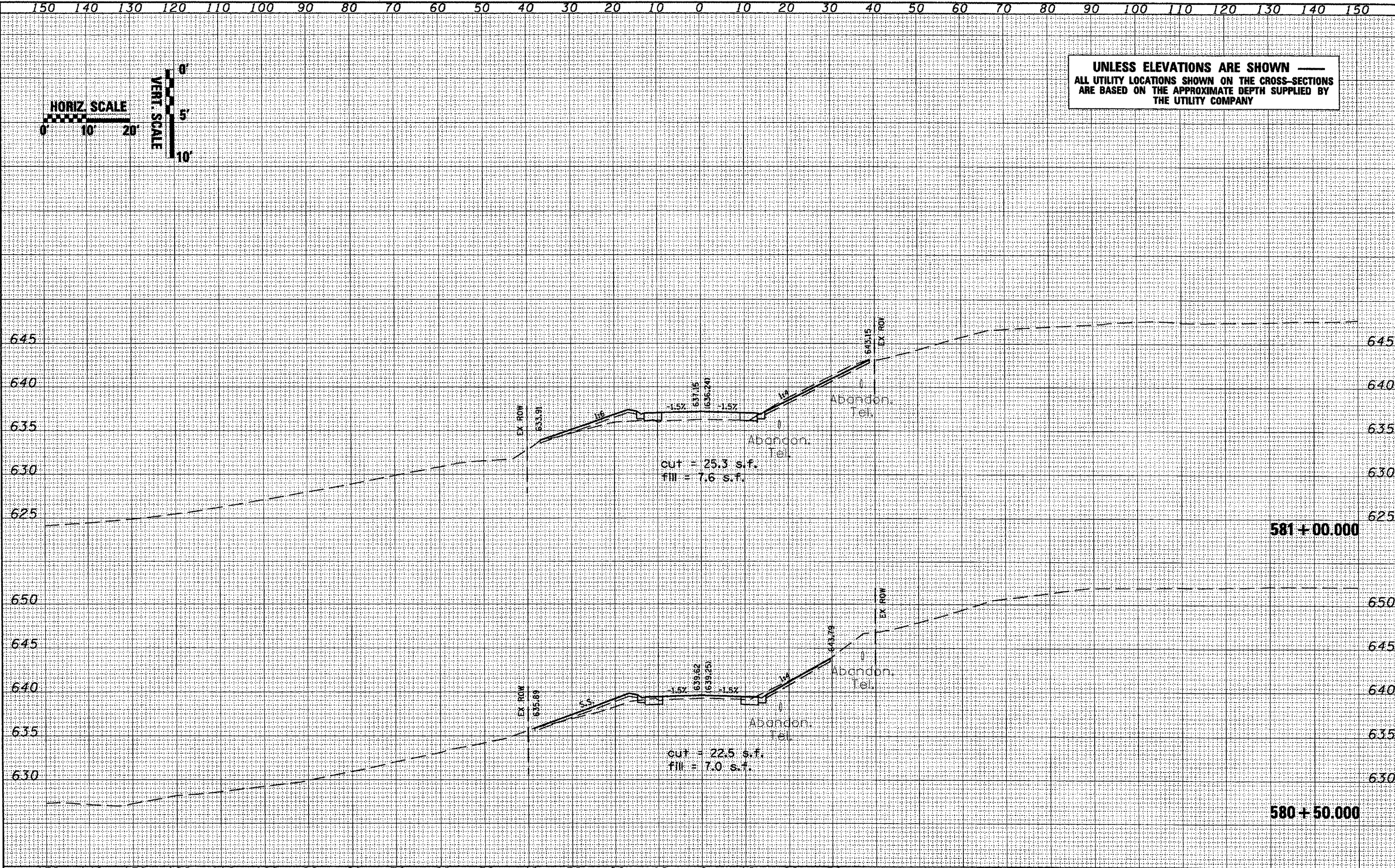


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PLOT DATE = 12/18/2007		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				
SCALE: SHEET NO. OF SHEETS STA. 580+50.000 TO STA. 581+00.000										

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ALL UTILITY LOCATIONS SHOWN ON THE CROSS-SECTIONS
ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
THE UTILITY COMPANY

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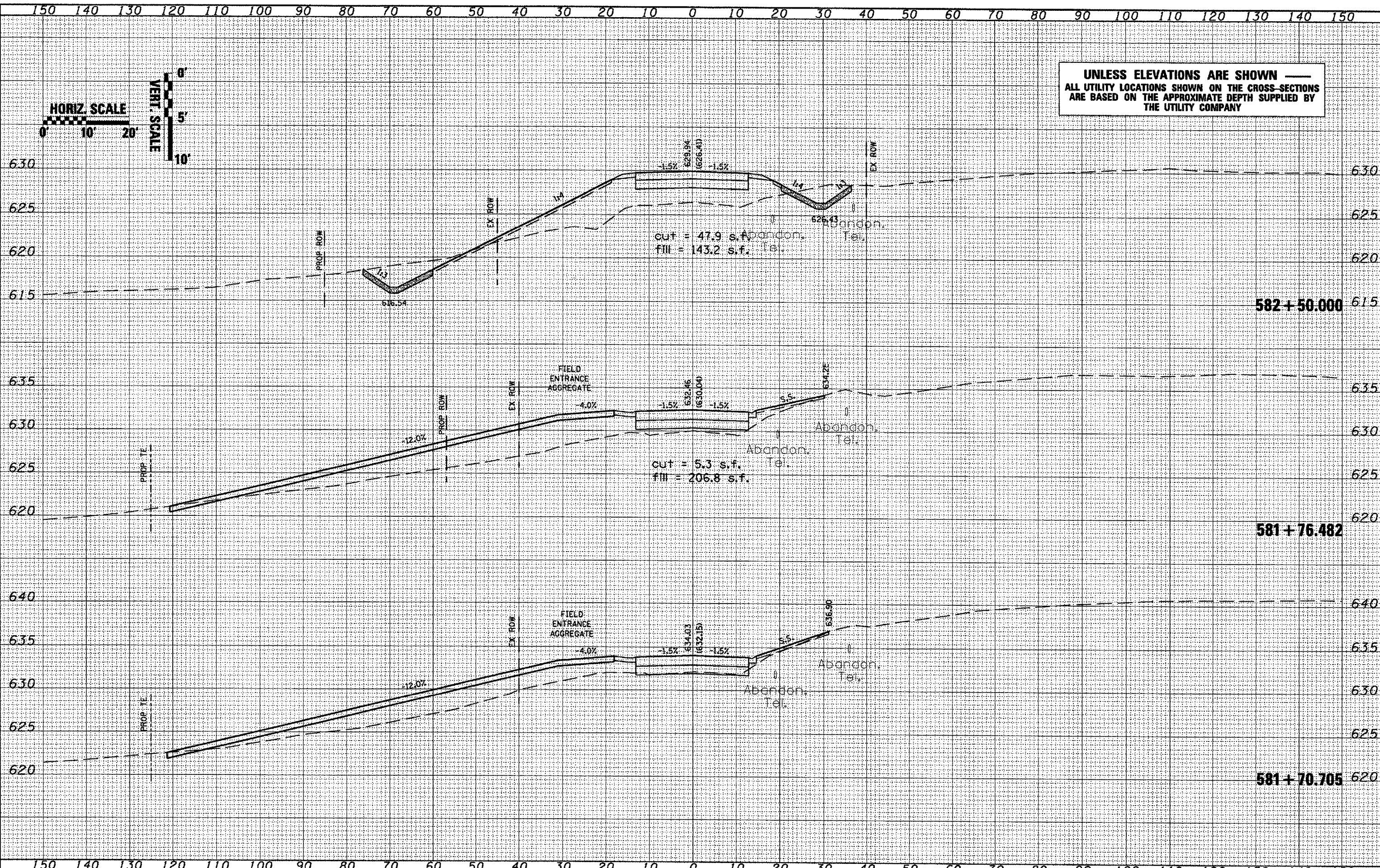


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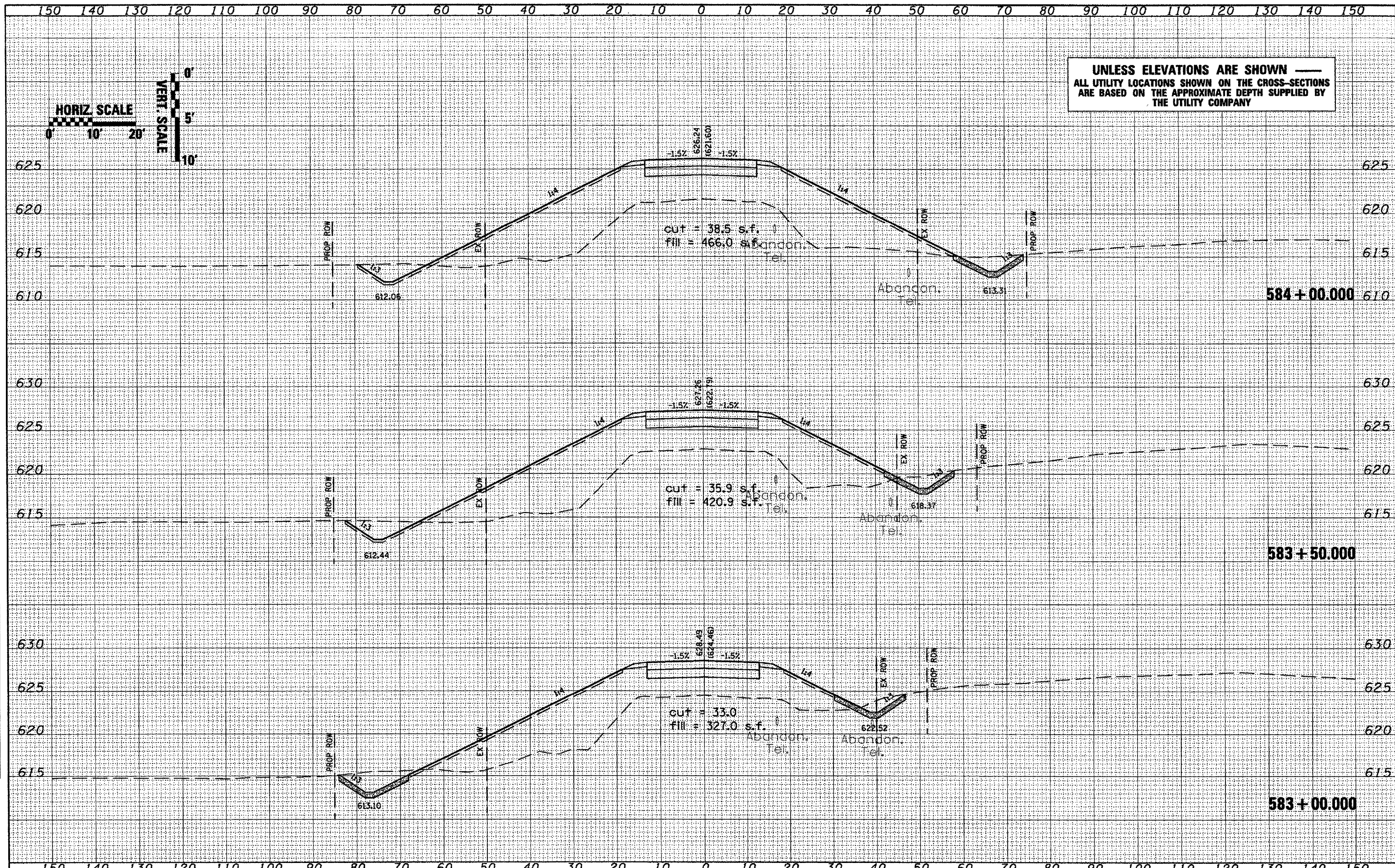


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UNLESS ELEVATIONS ARE SHOWN —
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ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
THE UTILITY COMPANY



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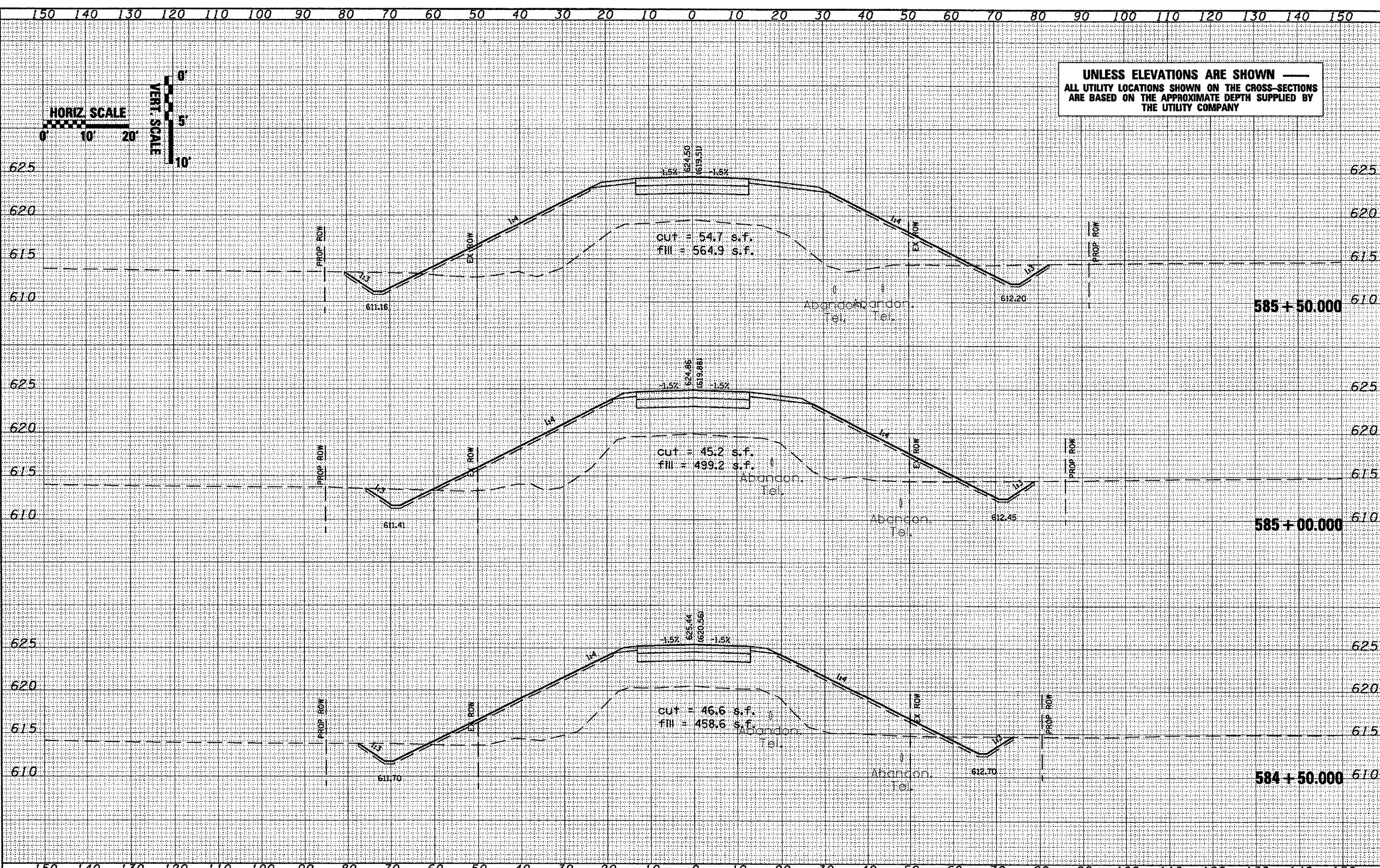
UNLESS ELEVATIONS ARE SHOWN —
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 THE UTILITY COMPANY

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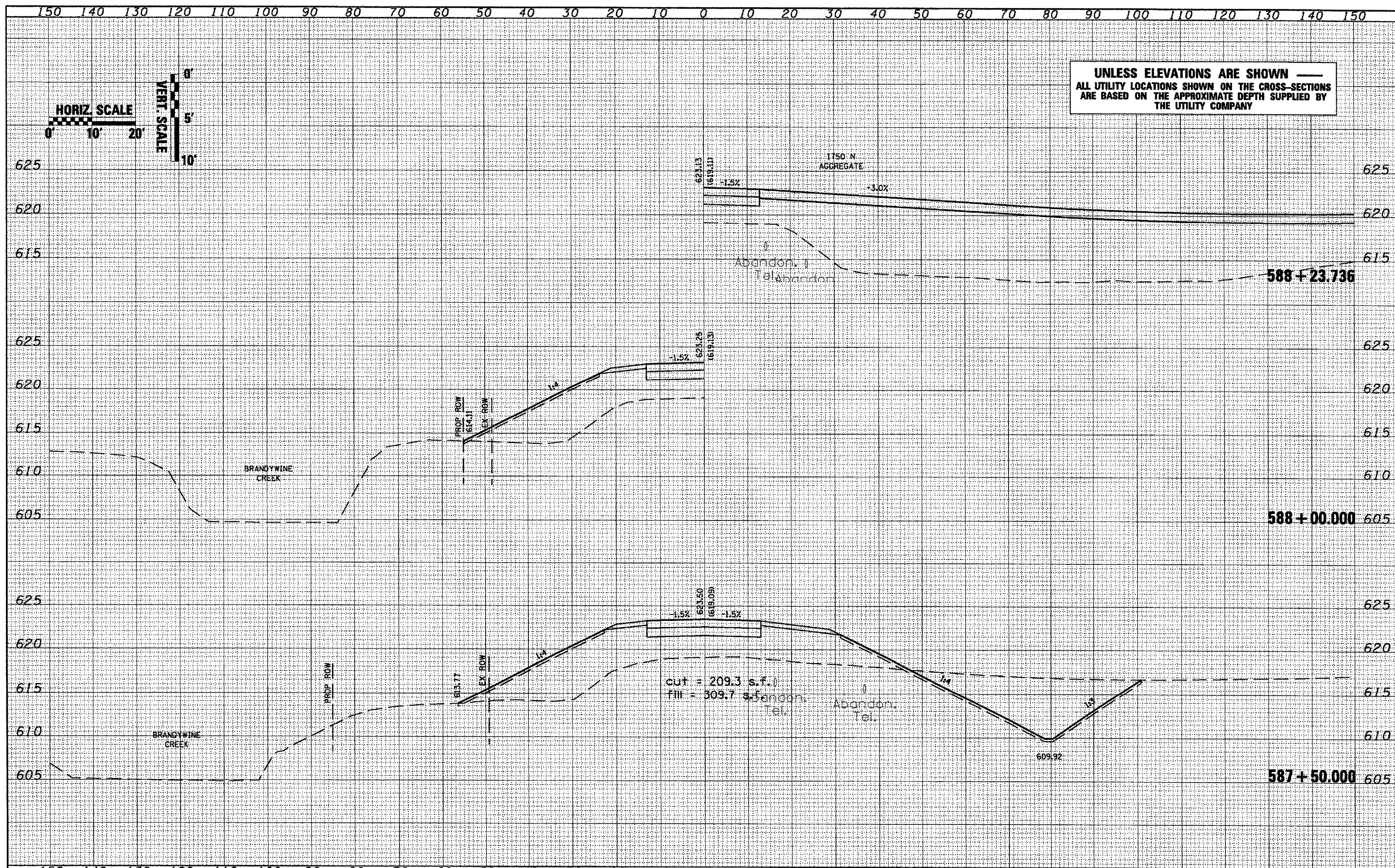
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UNLESS ELEVATIONS ARE SHOWN
ALL UTILITY LOCATIONS SHOWN ON THE CROSS-SECTIONS
ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
THE UTILITY COMPANY

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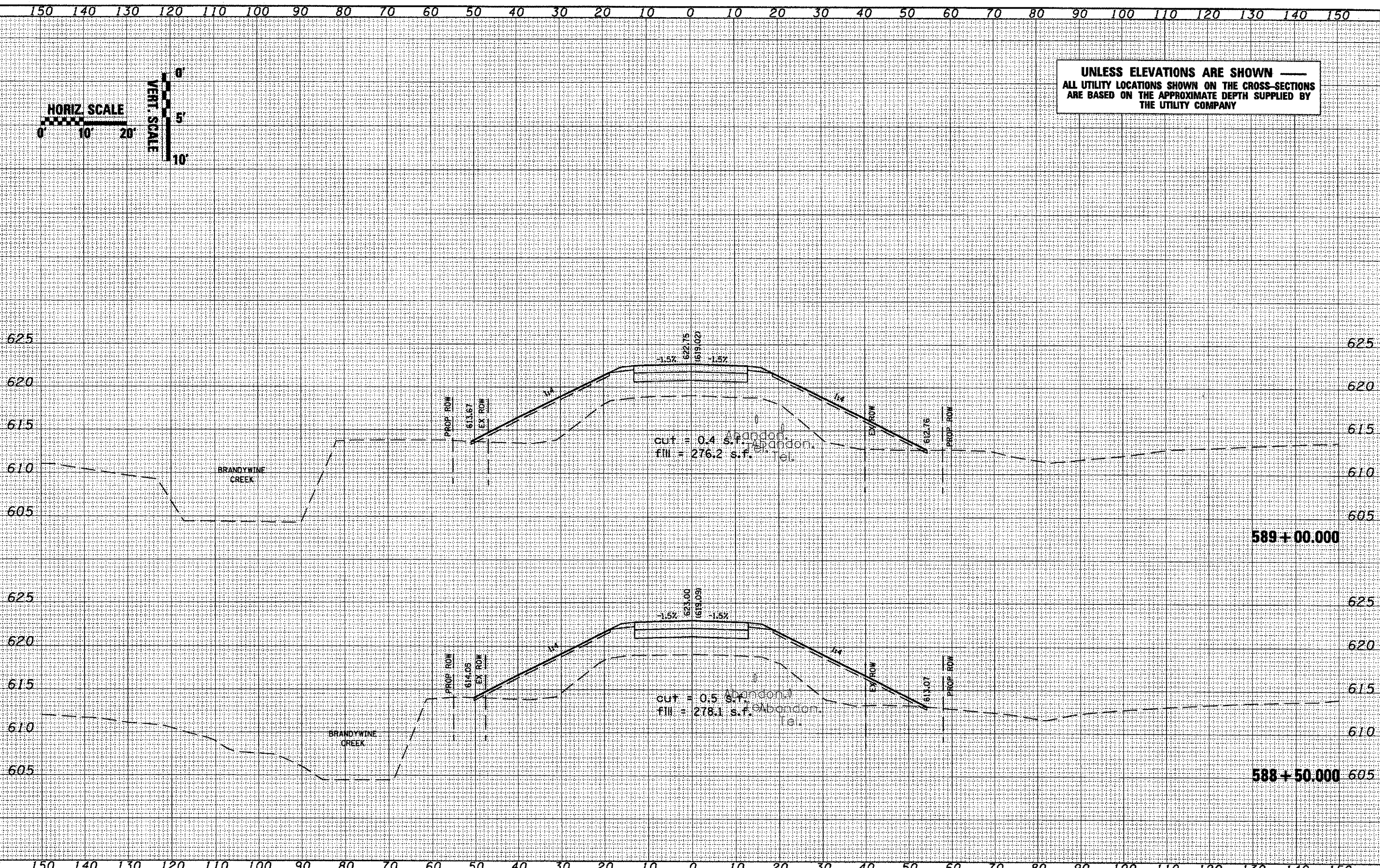
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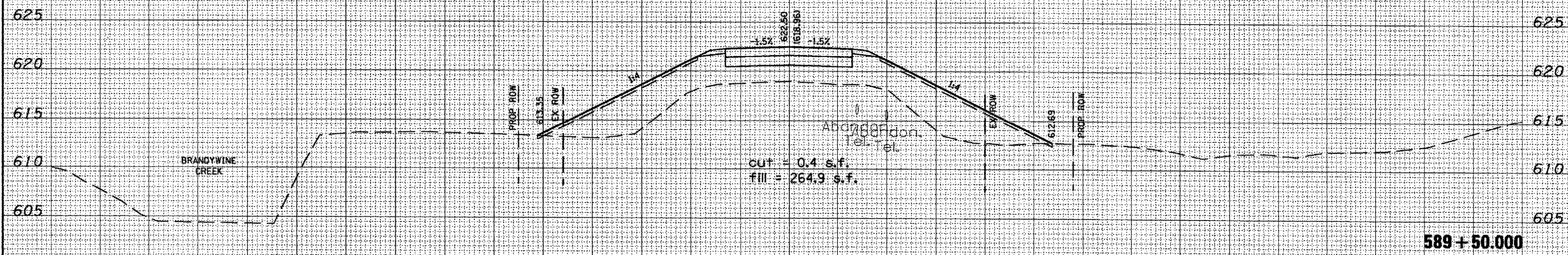
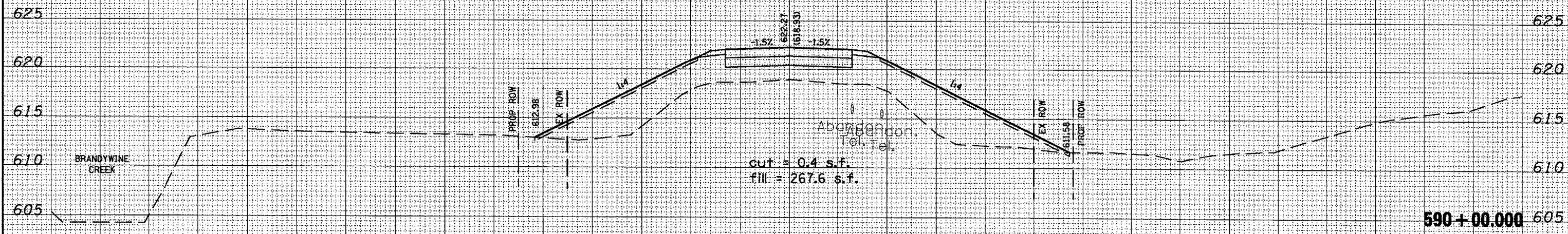
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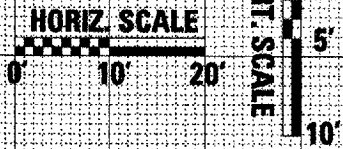
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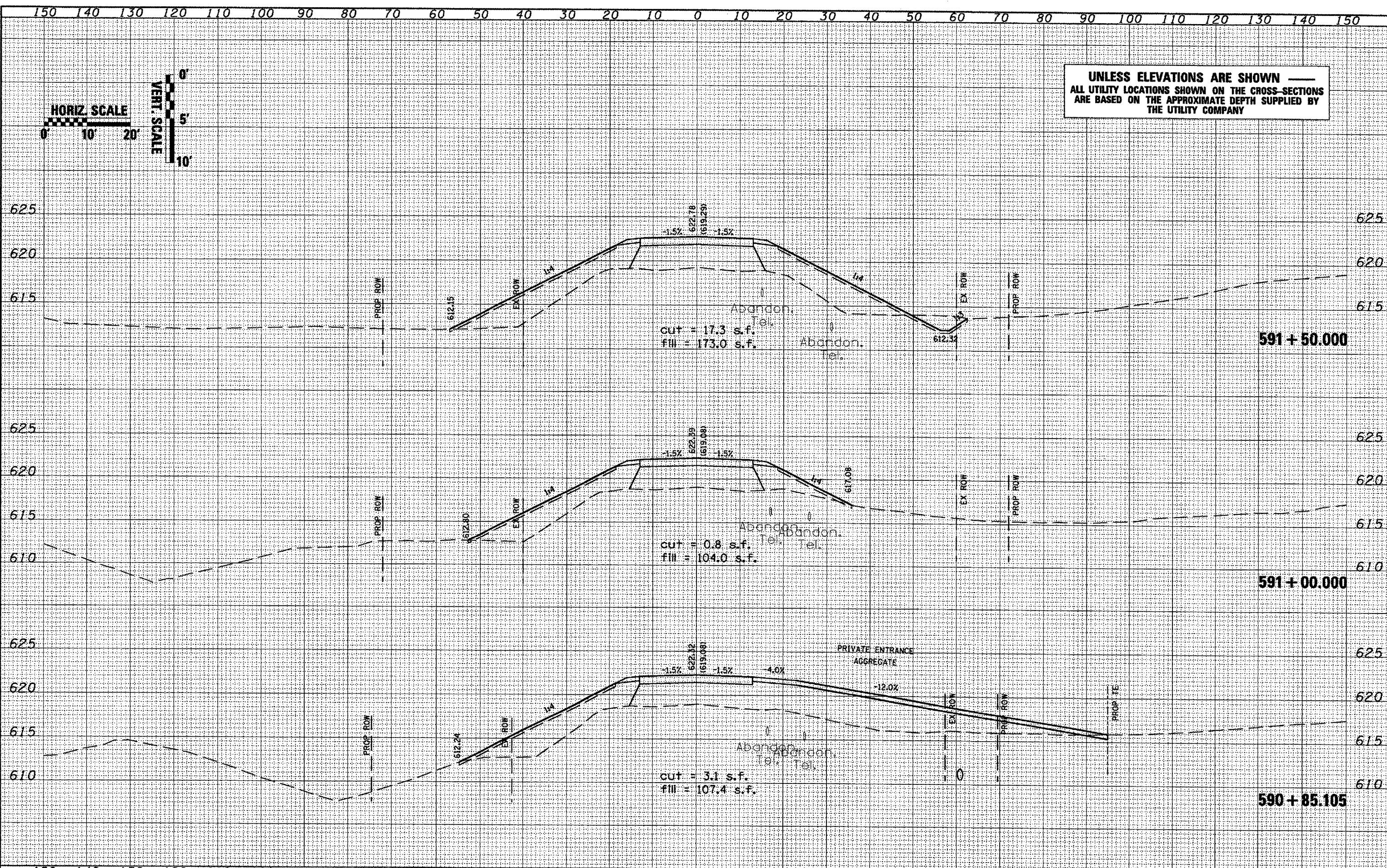
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(112)BR-3	KNOX	76	61
CONTRACT NO. 88896			

UNLESS ELEVATIONS ARE SHOWN —
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 ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
 THE UTILITY COMPANY



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		DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT CONTRACT NO. 88896					

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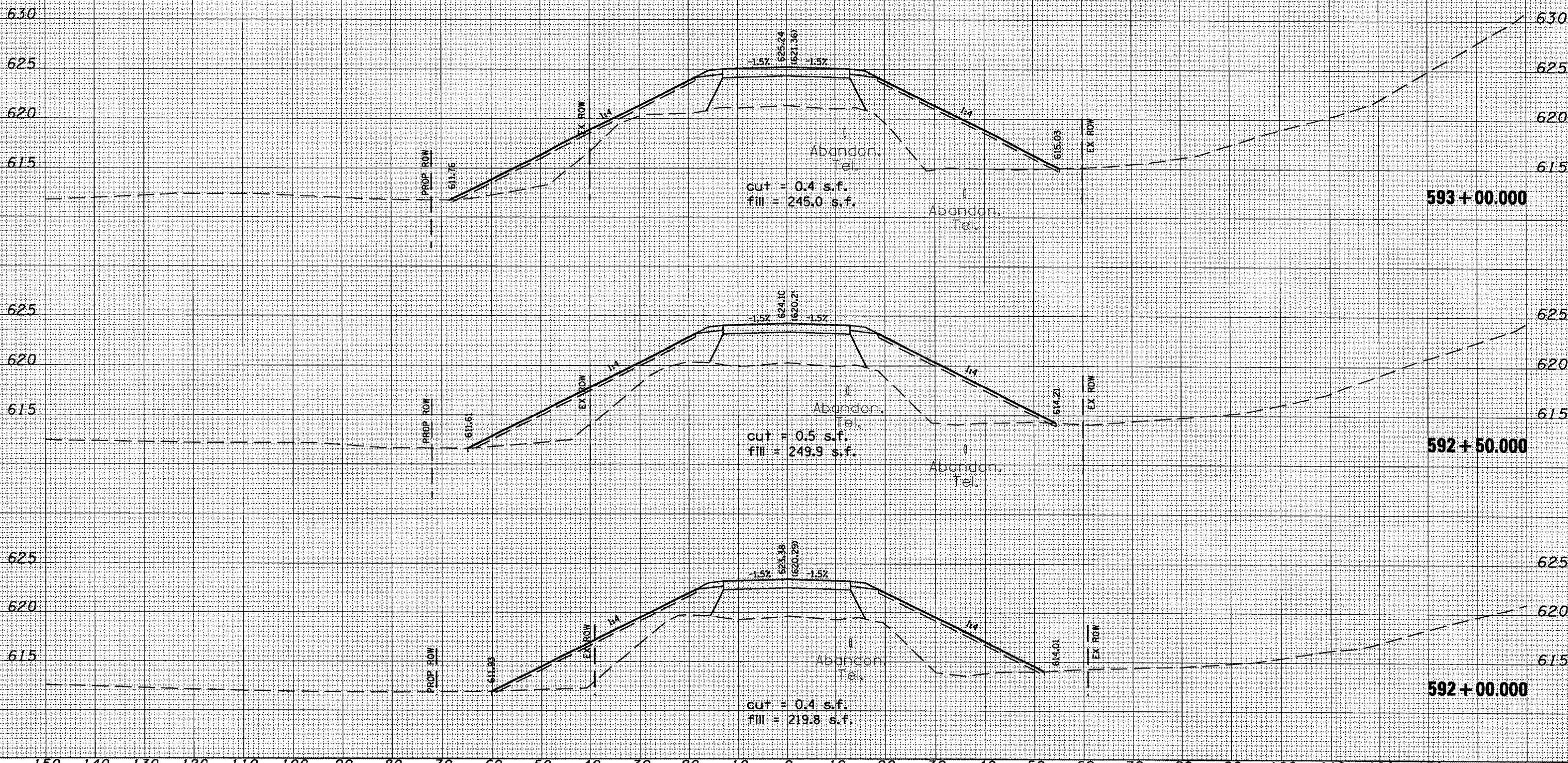
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UNLESS ELEVATIONS ARE SHOWN —
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THE UTILITY COMPANY



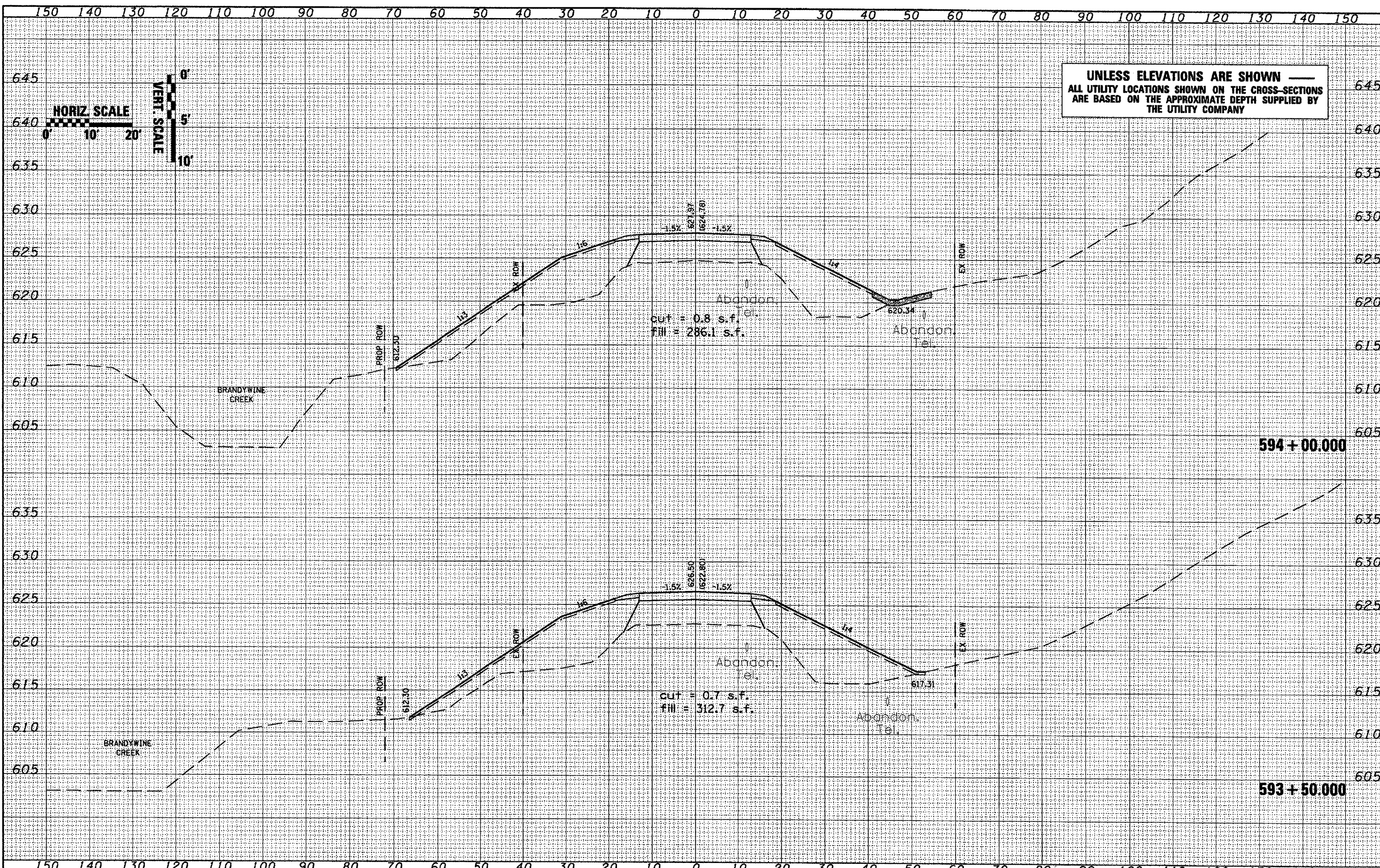
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UNLESS ELEVATIONS ARE SHOWN —
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THE UTILITY COMPANY



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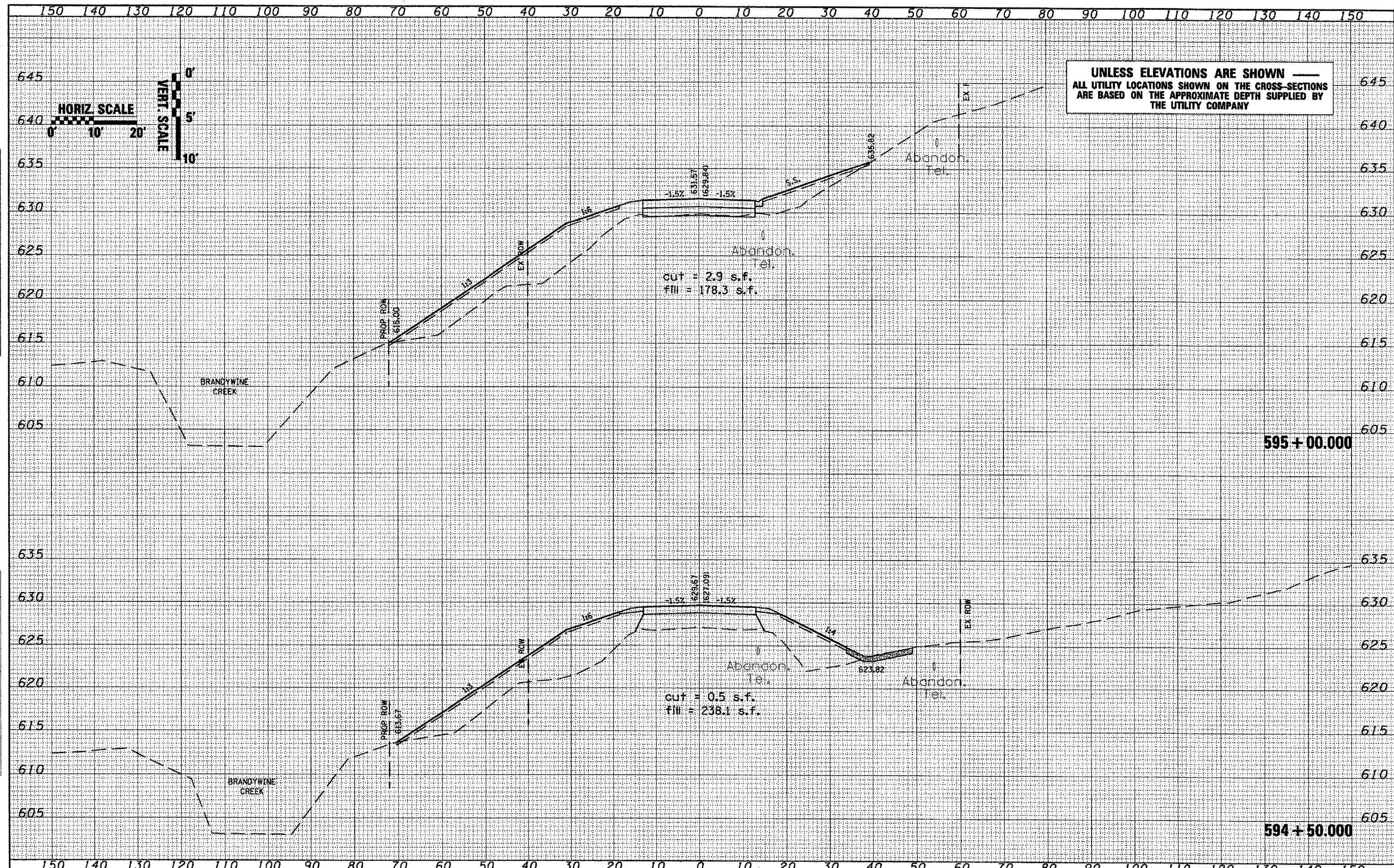
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 180 Cross Sections
SCALE: SHEET NO. OF SHEETS STA. 593+50.000 TO STA. 594+00.000

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1195	(1128)BR-3	KNOX	76	65
FED. ROAD DIST. NO. (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 88896	

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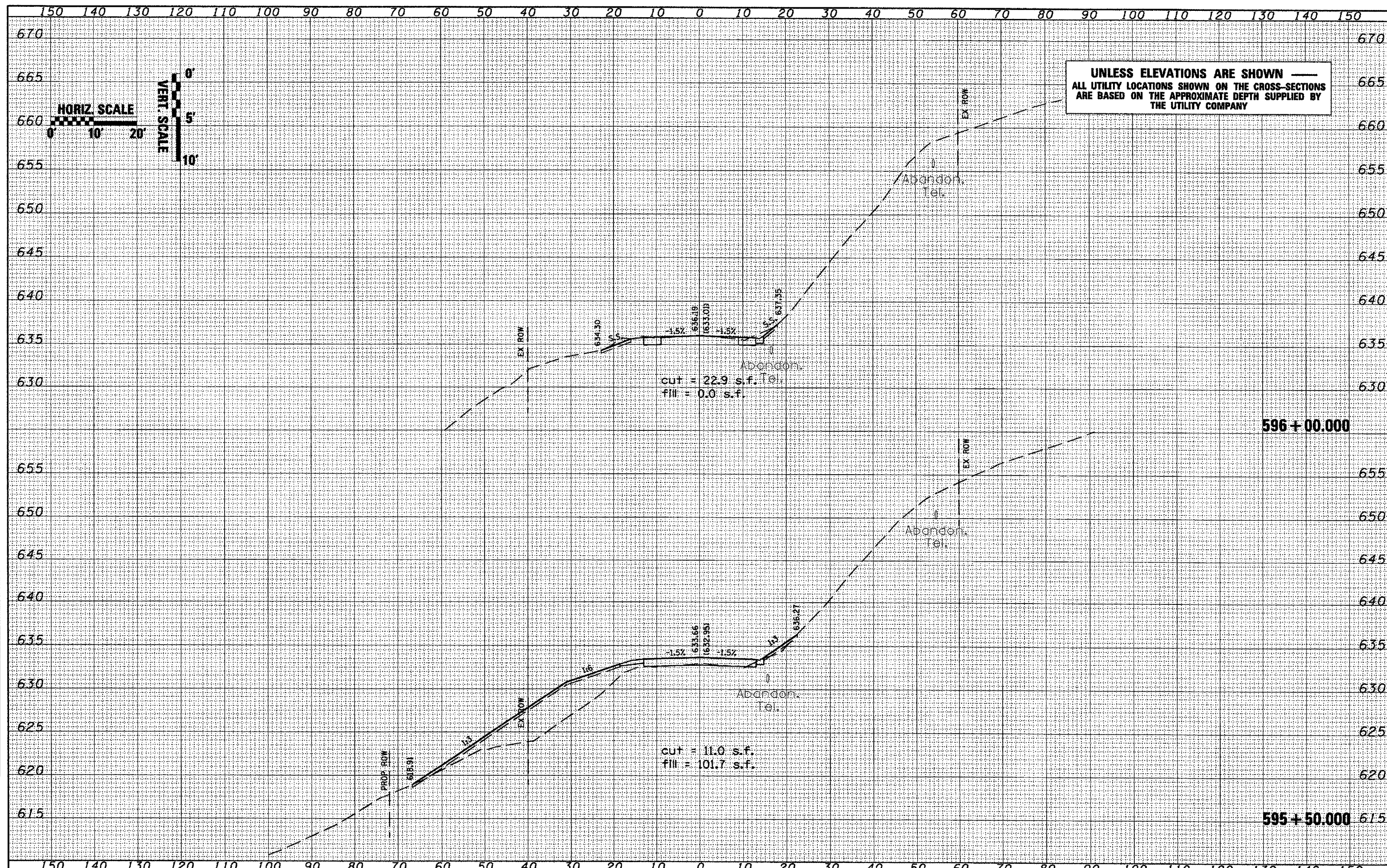
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SCALE: SHEET NO. OF SHEETS STA. 594+50.000 TO STA. 595+00.000										

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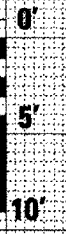
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UNLESS ELEVATIONS ARE SHOWN
ALL UTILITY LOCATIONS SHOWN ON THE CROSS-SECTIONS
ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
THE UTILITY COMPANY

HORIZ. SCALE

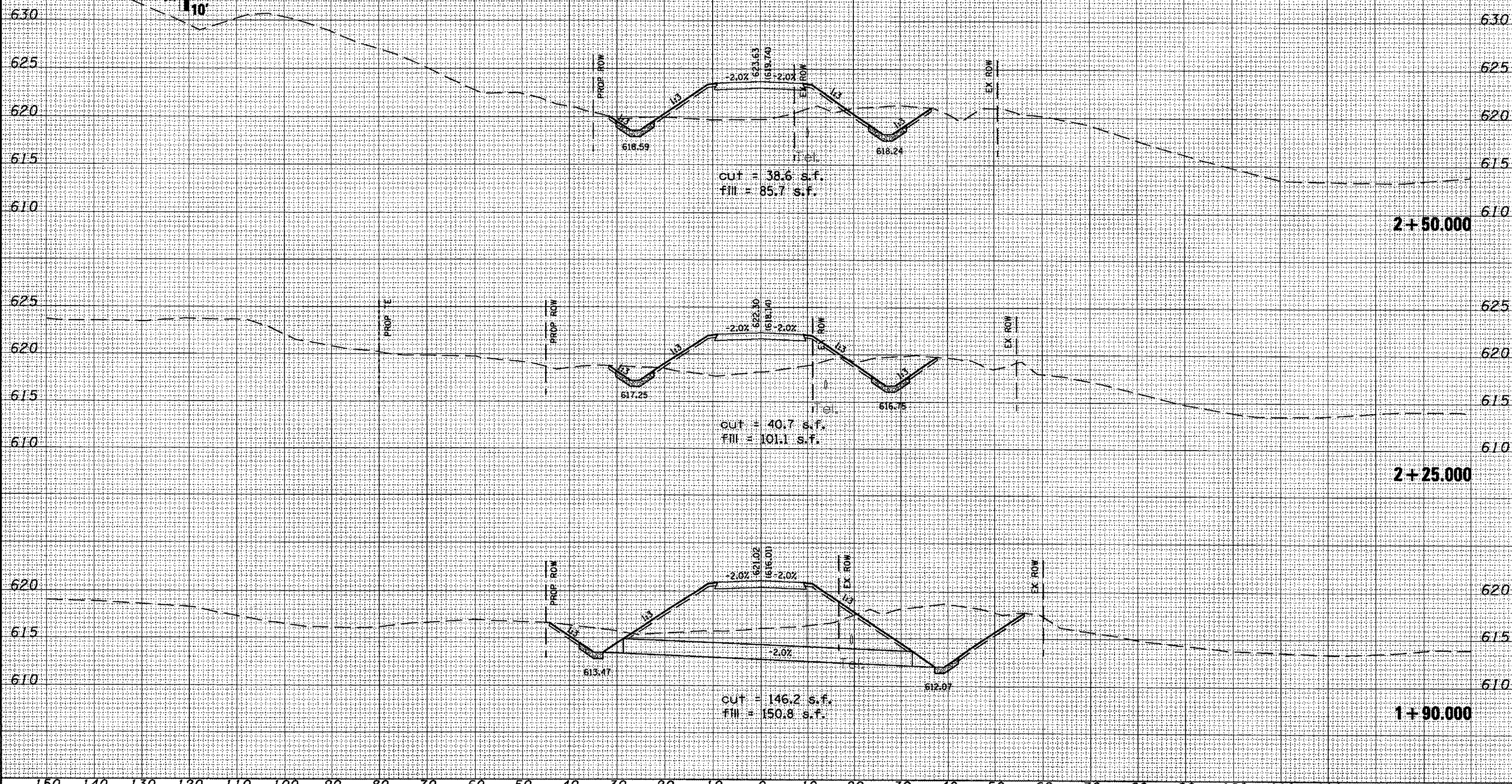


VERT. SCALE



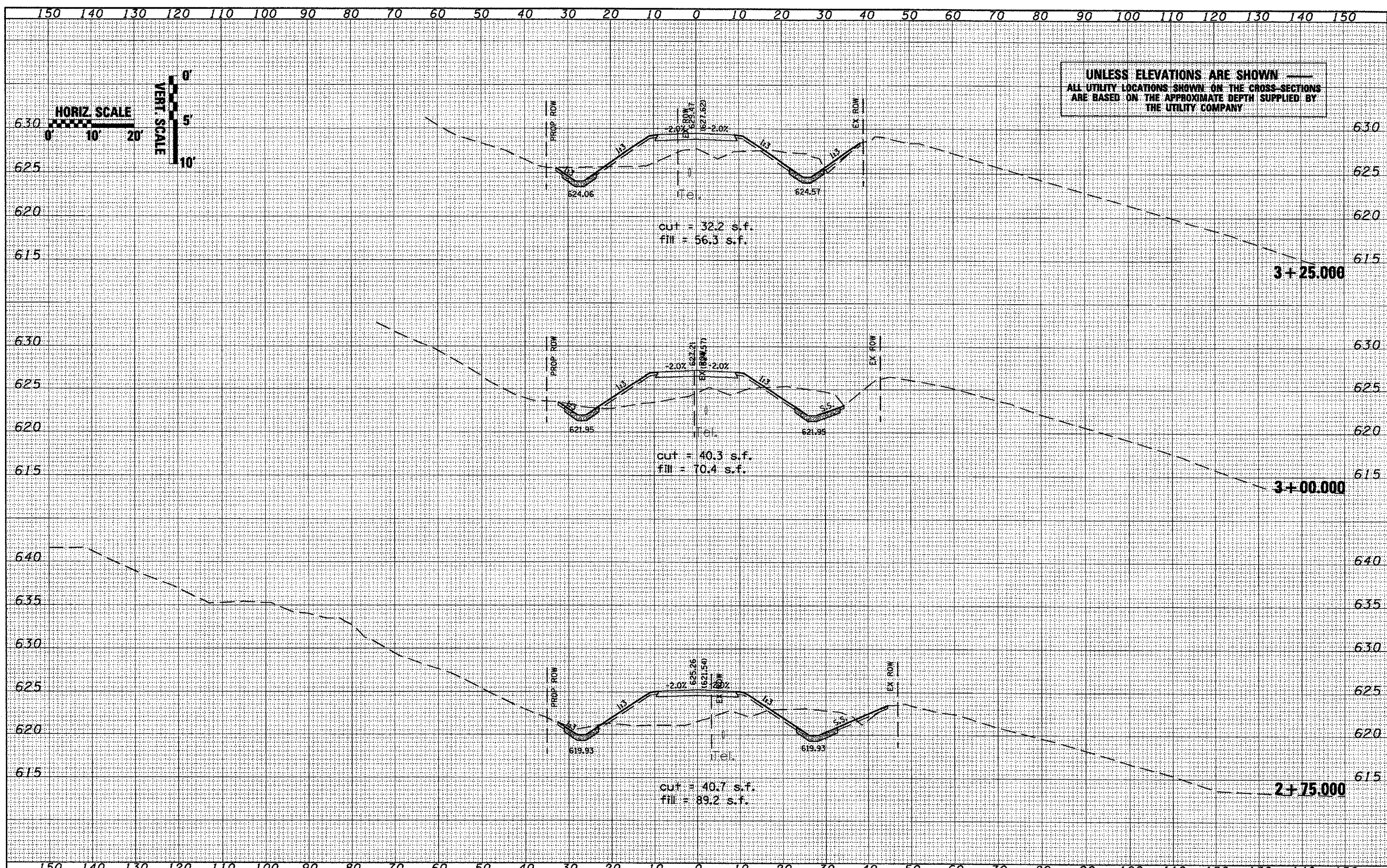
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TEMPLATE	
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SUBMITTED	
FINAL SURVEY	

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SUBMITTED	
ORIGINAL SURVEY	



DATE	
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NOTE BOOK	
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TEMPLATE	
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HORIZ. SCALE



VERT. SCALE

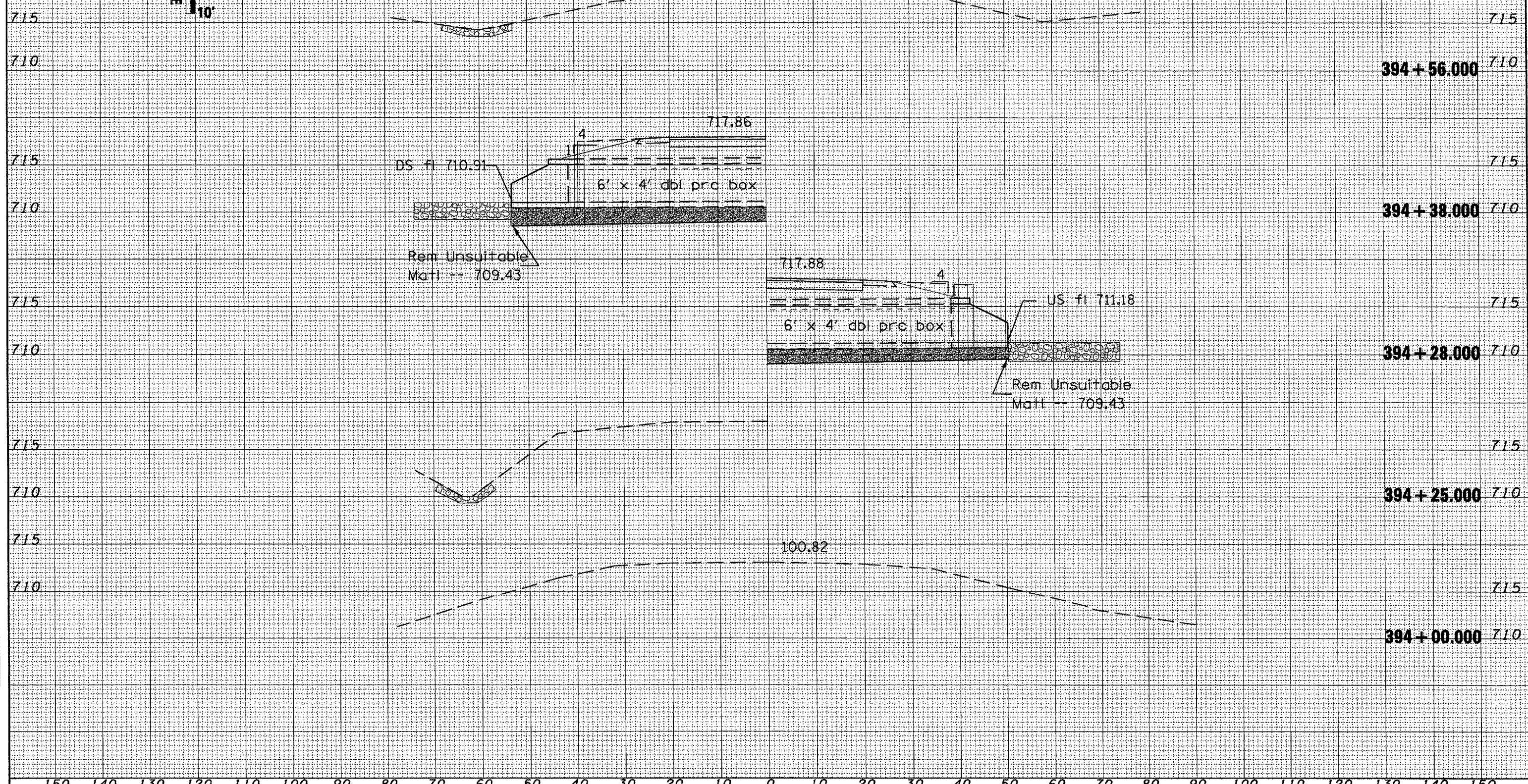


TEMPORARY BENCHMARK ELEVATION 717.18
SOUTH END OF WEST HEADWALL

UNLESS ELEVATIONS ARE SHOWN
ALL UTILITY LOCATIONS SHOWN ON THE CROSS-SECTIONS
ARE BASED ON THE APPROXIMATE DEPTH SUPPLIED BY
THE UTILITY COMPANY

DATE	
BY	
FINAL SURVEY	
PLOTTED	
TEMPLATE	
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DATE	
BY	
ORIGINAL SURVEY	
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