

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

**PROPOSED
HIGHWAY PLANS**

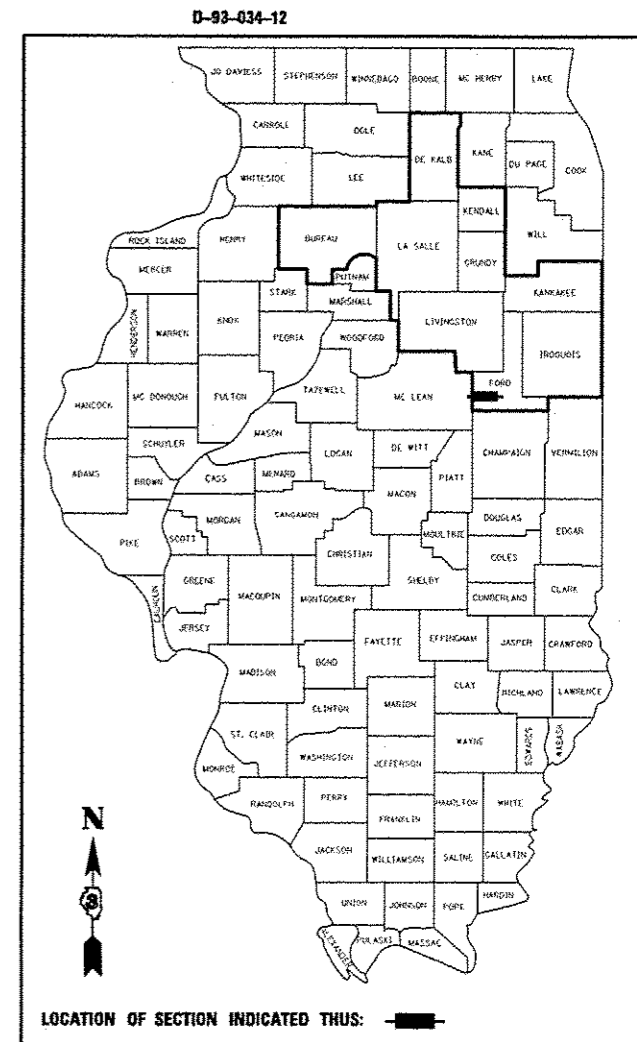
FAP ROUTE 693 (IL 9)
SECTION 19BR
PROJECT: ACBRF-0693(066)
STRUCTURE REPLACEMENT
FORD COUNTY

C-93-062-12

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	1
ILLINOIS CONTRACT NO. 66A12				

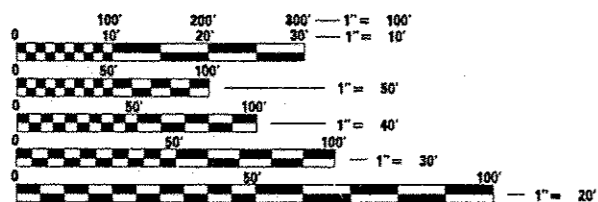
INDEX OF SHEETS

- 1 COVER SHEET
- 2 HIGHWAY STANDARDS, GENERAL NOTES AND COMMITMENTS
- 3-8 SUMMARY OF QUANTITIES
- 9-10 TYPICAL SECTIONS
- 11-12 SCHEDULE OF QUANTITIES
- 13 ALIGNMENT, SURVEY TIES AND BENCHMARKS
- 14-16 PLAN & PROFILE SHEETS
- 17-18 STAGE I CONSTRUCTION
- 19-20 STAGE II CONSTRUCTION
- 21 EROSION CONTROL PLAN
- 22 R.O.W. PLAN SHEET
- 23-52 BRIDGE PLANS S.N. 027-0101 (PR.) / 027-0005 (EX.)
- 53-55 DETAILS
- 56-61 CROSS SECTIONS



FOR LIST OF STANDARDS, SEE SHEET NO. 2

STATION 862+13.00
S.N. 027-0101 (PR.) / 027-0005 (EX.)
74'-6" LONG SINGLE SPAN STEEL
BEAM BRIDGE OVER WEST BRANCH
OF DRUMMER CREEK (STRUCTURE
REPLACEMENT)

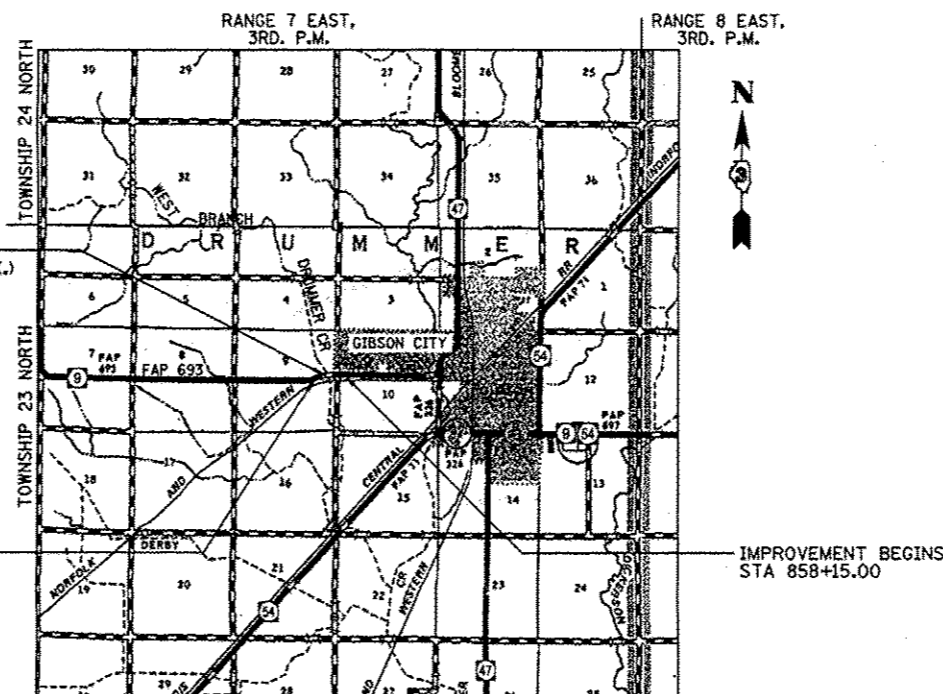


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

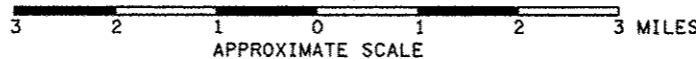
J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

DISTRICT 3 NO. (815) 434-6131
PROJECT ENGINEER: JOE KANNEL, PE
UNIT CHIEF: PATRICK BRABOY
CONTRACT NO. 66A12

Farnsworth
GROUP, INC.
2709 McGraw Drive
Bloomington, Illinois 61704
309/663-8435, 309/663-1571 fax



LOCATION MAP



GROSS LENGTH = 805.0 FT. = 0.15 MILE
NET LENGTH = 805.0 FT. = 0.15 MILE



Mark S. Wylie Date 9/13/12
MARK S. WYLIE
REGISTERED PROFESSIONAL ENGINEER
NO. 062-043716
EXPIRATION 11/30/13

FUNCTIONAL CLASSIFICATION
MINOR ARTERIAL (NON URBAN)
(CLASS II TRUCK ROUTE)
2013 ADT = 2550
P.V. = 86% S.U. = 9% M.U. = 5%

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED 8-14 2012
Eric S. Thakaldar
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

October 5 2012
John D. Baranzelli PE
ENGINEER OF DESIGN AND ENVIRONMENT

October 5 2012
William R. Freyler
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

HIGHWAY STANDARDS

000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
 001001-02 AREAS OF REINFORCEMENT BARS
 001006 DECIMAL OF AN INCH AND OF A FOOT
 280001-06 TEMPORARY EROSION CONTROL SYSTEMS
 420401-08 BRIDGE APPROACH PAVEMENT CONNECTOR
 515001-03 NAME PLATE FOR BRIDGES
 601101-01 CONCRETE HEADWALL FOR PIPE DRAIN
 630001-10 STEEL PLATE BEAM GUARDRAIL
 630201-06 PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
 630301-05 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
 631031-10 TRAFFIC BARRIER TERMINAL, TYPE 6
 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
 666001-01 RIGHT-OF-WAY MARKERS
 701001-02 OFF-RD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5m) AWAY
 701006-03 OFF-RD OPERATIONS, 2L, 2W, 15' (4.5m) TO 2' (600 mm) FROM PAVEMENT EDGE
 701011-02 OFF-RD MOVING OPERATIONS, 2L, 2W, DAY ONLY
 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
 701306-03 LANE CLOSURE, 2L, 2W, SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS ≥ 45 MPH
 701311-03 LANE CLOSURE, 2L, 2W MOVING OPERATIONS-DAY ONLY
 701321-12 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
 701326-04 LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING, FOR SPEEDS ≥ 45 MPH
 701901-02 TRAFFIC CONTROL DEVICES
 704001-07 TEMPORARY CONCRETE BARRIER
 781001-03 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
 BLR 21-9 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

COMMITMENTS

GENERAL NOTES

THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.

EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.

THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.

FOR STABILIZATION, ALL TYPE III BARRICADES SHALL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.

SEEDING SHALL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDED WILL BE DETERMINED BY THE ENGINEER.

THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.

ON EXISTING PAVEMENT WHICH MAY BE SUPERELEVATED, THE NEW HMA PAVEMENT SHALL BE BUILT WITH THE SAME SUPERELEVATION UNLESS NEW SUPERELEVATION RATES ARE GIVEN ON THE PLANS.

ALL ELEVATIONS REFERRING TO U.S.G.S. MEAN SEA LEVEL DATUM.

ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT SHALL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.

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

GRANULAR MATERIALS	2.05	TONS / CU YD
AGGREGATE (PRIME COAT)	0.002	TONS / SQ YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT / 100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
LEVEL BINDER (HAND METHOD)	0.0003	TONS / SQ YD
SUPPLEMENTAL WATERING	3	GAL / SQ YD / APPLICATION
CALCIUM CHLORIDE	2	LB / SQ YD / APPLICATION
AGGREGATE DITCH CHECKS	5	TONS AGGREGATE

BITUMINOUS MATERIALS (PRIME COAT) RATES		
SURFACE TYPE	ESTIMATED TRUCK APPLICATION RATE	RESIDUAL RATE
AGGREGATE BASES	0.375 GAL / SQ YD	N/A
MILLED HMA OR PCC PAVEMENT	0.08 GAL / SQ YD	0.04 GAL / SQ YD
EXISTING PAVEMENT	0.05 GAL / SQ YD	0.025 GAL / SQ YD
FOG COAT (BETWEEN ADDITIONAL HMA LIFTS)	0.05 GAL / SQ YD	0.025 GAL / SQ YD

ESTIMATED TRUCK APPLICATION RATE USED FOR CALCULATING PLAN QUANTITIES

MEMBERS OF JULIE KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENT ARE:

1. AT&T - BURIED TELEPHONE
2. AMEREN CIPS - OVERHEAD ELECTRIC
3. EASTERN ILLINI ELECTRIC - OVERHEAD ELECTRIC
4. NICOR - BURIED GAS
5. MEDIACOM - BURIED CABLE
6. GIBSON CITY - BURIED WATER

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION
 DISTRICT THREE

REVIEWED BY: Tom Brown
 DISTRICT STUDIES & PLANS ENGINEER

DATE: 8-14-12

EXAMINED BY: Herbert D. Dwyer
 DISTRICT CONSTRUCTION ENGINEER

[Signature]
 DISTRICT MATERIALS ENGINEER

[Signature]
 DISTRICT OPERATIONS ENGINEER

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 NONE	0011 S.N. 027-0101
20200100	EARTH EXCAVATION	CU YD	335	335	
20300100	CHANNEL EXCAVATION	CU YD	980	980	
20400800	FURNISHED EXCAVATION	CU YD	1055	1055	
25000210	SEEDING, CLASS 2A	ACRE	0.8	0.8	
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	72	72	
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	72	72	
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	72	72	
25100630	EROSION CONTROL BLANKET	SQ YD	3478	3478	
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	240	240	
28000305	TEMPORARY DITCH CHECKS	FOOT	49	49	
28000400	PERIMETER EROSION BARRIER	FOOT	1326	1326	
28100107	STONE RIPRAP, CLASS A4	SQ YD	729		729
28200200	FILTER FABRIC	SQ YD	729		729
31100910	SUBBASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	388	388	
35600708	HOT-MIX ASPHALT BASE COURSE WIDENING, 8"	SQ YD	221	221	

• SPECIALTY ITEM

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 NONE	0011 S. N. 027-0101
35600712	HOT-MIX ASPHALT BASE COURSE WIDENING, 9"	SO YD	397	397	
40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	31	31	
40600100	BITUMINOUS MATERIALS (PRIME COAT)	GALLON	423	423	
40600625	LEVELING BINDER (MACHINE METHOD), N50	TON	170	170	
40600990	TEMPORARY RAMP	SQ YD	53	53	
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	187	187	
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	243	243	
42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	42	42	
44000100	PAVEMENT REMOVAL	SQ YD	547	547	
44000155	HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2"	SQ YD	387	387	
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	293	293	
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
50200100	STRUCTURE EXCAVATION	CU YD	172		172
50300225	CONCRETE STRUCTURES	CU YD	50.8		50.8



USER NAME : dmeyer	DESIGNED - JJO	REVISED -
PLOT SCALE : 2.0000" = 1'	DRAWN - JJO	REVISED -
PLOT DATE : 8/13/2012	CHECKED - JML	REVISED -
	DATE - 08/10/12	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	4
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 NONE	0011 S.N. 027-0101
50300255	CONCRETE SUPERSTRUCTURE	CU YD	214.8		214.8
50300260	BRIDGE DECK GROOVING	SO YD	451		451
50300300	PROTECTIVE COAT	SO YD	574		574
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
50500505	STUD SHEAR CONNECTORS	EACH	1530		1530
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	52300		52300
50800515	BAR SPLICERS	EACH	552		552
51200959	FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	290		290
51202305	DRIVING PILES	FOOT	290		290
51203200	TEST PILE METAL SHELLS	EACH	2		2
51204650	PILE SHOES	EACH	12		12
51500100	NAME PLATES	EACH	1		1
52100520	ANCHOR BOLTS, 1"	EACH	24		24
59100100	GEOCOMPOSITE WALL DRAIN	SO YD	60		60



USER NAME : dnoyer	DESIGNED - JJO	REVISED -
	DRAWN - JJO	REVISED -
PLOT SCALE • 2.0000 "/> <td>CHECKED - JML</td> <td>REVISED -</td>	CHECKED - JML	REVISED -
PLOT DATE • 8/13/2012	DATE - 08/10/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES				
SCALE:	SHEET	OF	SHEETS	STA. TO STA.

F.A.P. RTE. 693	SECTION 198R	COUNTY FORD	TOTAL SHEETS 61	SHEET NO. 5
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				

Rev.

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 NONE	0011 S. N. 027-0101
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	3.3	3.3	
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	325	325	
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
* 63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	1	1	
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	3	3	
63200310	GUARDRAIL REMOVAL	FOOT	534	534	
66600105	FURNISHING AND ERECTING RIGHT OF WAY MARKERS	EACH	7	7	
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	4	4	
67100100	MOBILIZATION	L SUM	1	1	
70100405	TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1	
70100460	TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1	1	
70100500	TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1	1	
70101830	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1	1	
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	74	74	

* SPECIALTY ITEM



USER NAME = cmeyer	DESIGNED - JJO	REVISED -
	DRAWN - JJO	REVISED -
PLOT SCALE = 2.0000" = 1'	CHECKED - JML	REVISED -
PLOT DATE = 8/13/2012	DATE - 08/10/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES				
SCALE:	SHEET	OF	SHEETS	STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	6
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 NONE	0011 S. N. 027-0101
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
70300100	SHORT TERM PAVEMENT MARKING	FOOT	252	252	
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	5223	5223	
70300280	TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	86	86	
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	1979	1979	
70400100	TEMPORARY CONCRETE BARRIER	FOOT	725	725	
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	700	700	
* 78005110	EPOXY PAVEMENT MARKING - LINE 4"	FOOT	1390	1390	
* 78005130	EPOXY PAVEMENT MARKING - LINE 6"	FOOT	210	210	
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	11	11	
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	16	16	
• 78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	11	11	
20001900	ASBESTOS BEARING PAD REMOVAL	EACH	14		14

* SPECIALTY ITEM



USER NAME = dmeyer	DESIGNED - JJO	REVISED -
	DRAWN - JJO	REVISED -
PLOT SCALE = 2.0000' / 1"	CHECKED - JML	REVISED -
PLOT DATE = 07/13/2012	DATE - 08/10/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

SUMMARY OF QUANTITIES				
SCALE:	SHEET	OF	SHEETS	STA. TO STA.

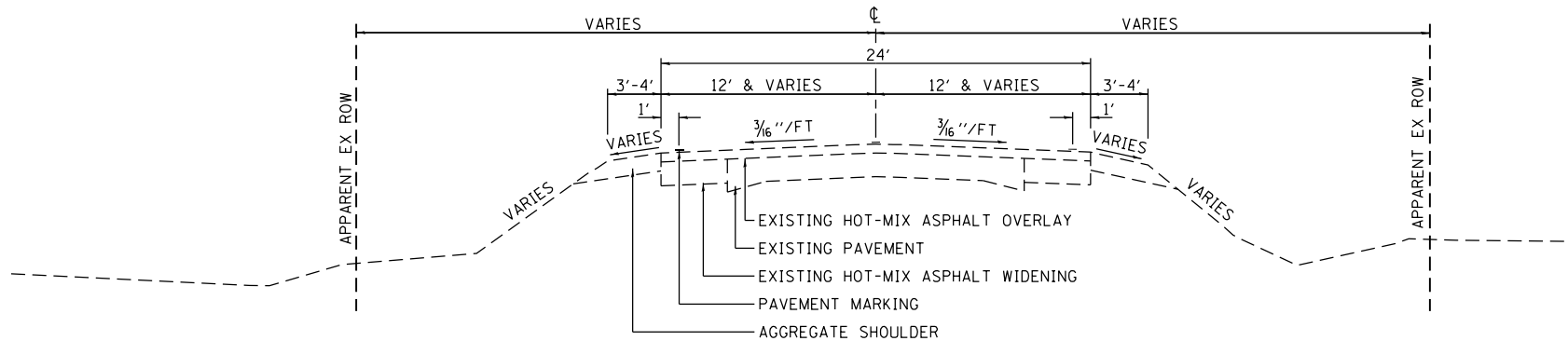
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CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				

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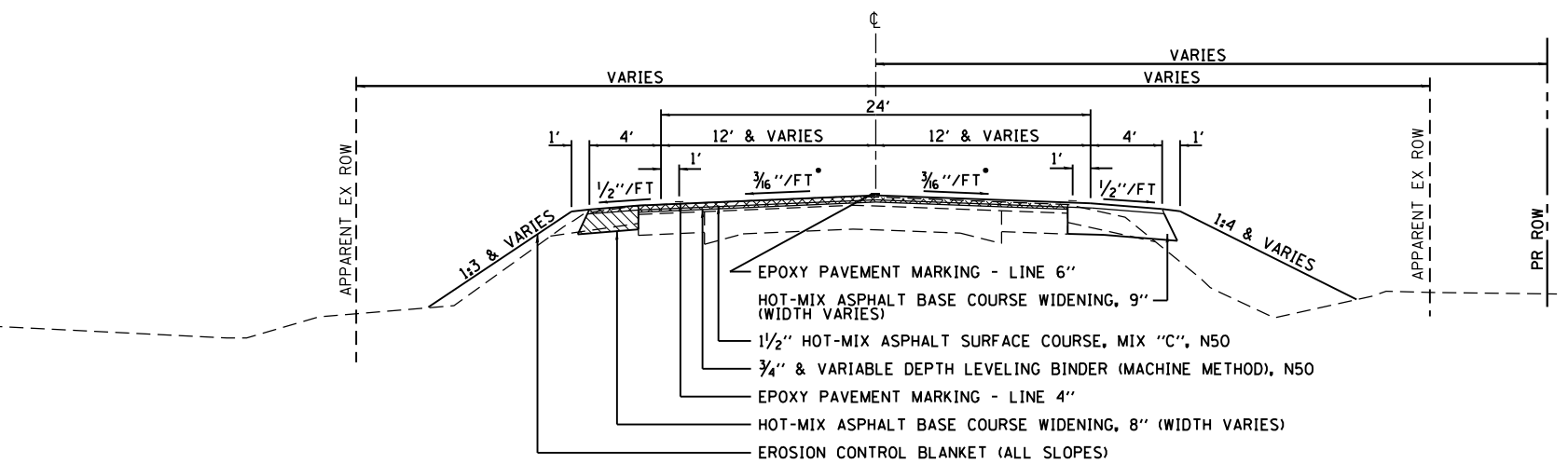
CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTRUCTION CODE	
				ROADWAY	BRIDGE
				0004 NONE	0011 S. N. 027-0101
Z0005216	HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	SO YD	155	155	
Z0026407	TEMPORARY SHEET PILING	SO FT	574		574
Z0030250	IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
Z0030332	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
Z0030350	IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	164		164
Z0048665	RAILROAD PROTECTIVE LIABILITY INSURANCE	L SUM	1	1	
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SO FT	190		190
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	102		102
X2130010	EXPLORATION TRENCH, SPECIAL	FOOT	300	300	
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SO YD	741	741	
X6330725	STEEL PLATE BEAM GUARDRAIL (SHORT RADIUS)	FOOT	62.5	62.5	
X6660410	REMOVE RIGHT-OF-WAY MARKERS	EACH	1	1	

• SPECIALTY ITEM

<p>Farnsworth GROUP, INC. 2109 McCraw Drive Bloomington, Illinois 61704 309/663-6433, 309/663-1571 fax</p>	USER NAME • dmayor DESIGNED - JJQ DRAWN - JJQ CHECKED - JML DATE - 08/10/12	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES		F.A.P. RTE. 693 SECTION 198R COUNTY FORD TOTAL SHEETS 61 SHEET NO. 8 CONTRACT NO. 66A12
	PLOT SCALE • 2.0000" = 1'-0" PLOT DATE • 8/13/2012	SCALE: SHEET OF SHEETS STA. TO STA.		ILLINOIS FED. AID PROJECT		

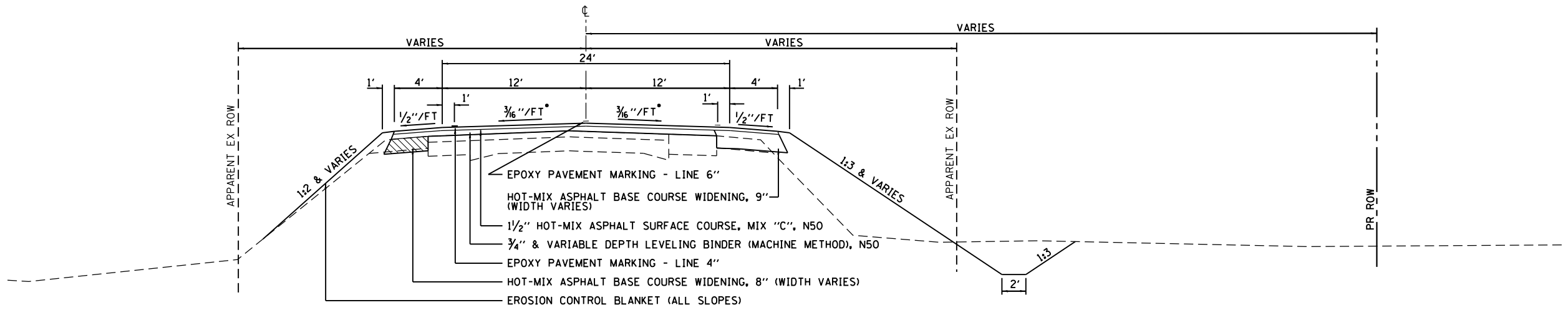


EXISTING TYPICAL CROSS SECTION
F.A.P. 693 (IL 9)



PROPOSED TYPICAL CROSS SECTION ①
F.A.P. 693 (IL 9)
STA 858+15.00 TO STA 860+08.83
STA 865+24.73 TO STA 866+20.00

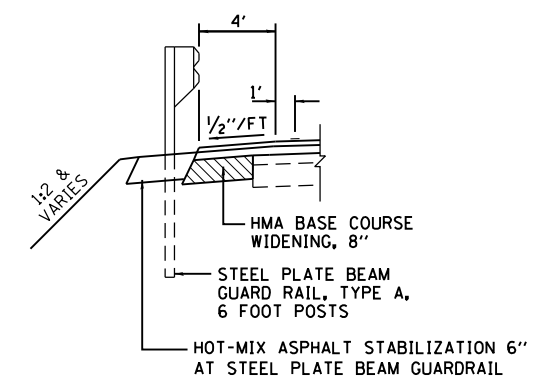
HMA SURFACE REMOVAL, VARIABLE DEPTH



PROPOSED TYPICAL CROSS SECTION ②
F.A.P. 693 (IL 9)
STA 860+08.83 TO STA 861+39.75
STA 864+20.00 TO STA 865+24.73

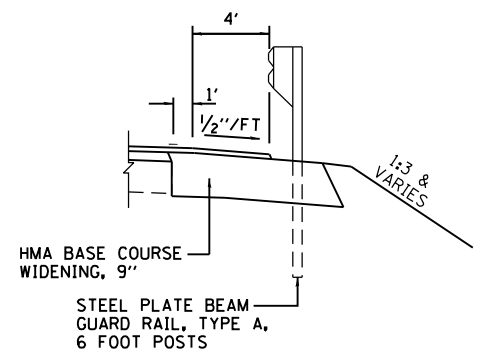
MIXTURES TABLE

	HMA SHOULDERS, BINDER, BASE COURSE & FLEX CONNECTOR	HMA LEVEL BINDER	HMA SURFACE
PG GRADE	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 19.0	IL 9.5	IL 9.5
FRICTION AGGREGATE	-	-	MIXTURE C
DENSITY TEST METHOD	CORES	SATISFACTION OF ENGINEER	CORES



DETAIL AT GUARDRAIL

F.A.P. 693 (IL 9)
STA 860+17.60 LT TO STA 861+61.35 LT
STA 864+20.00 LT TO STA 865+08.43 LT



DETAIL AT GUARDRAIL

F.A.P. 693 (IL 9)
STA 860+20.00 RT TO STA 861+61.35 RT

• CROSS SLOPE VARIES, SEE CROSS SECTIONS FOR CROSS SLOPE



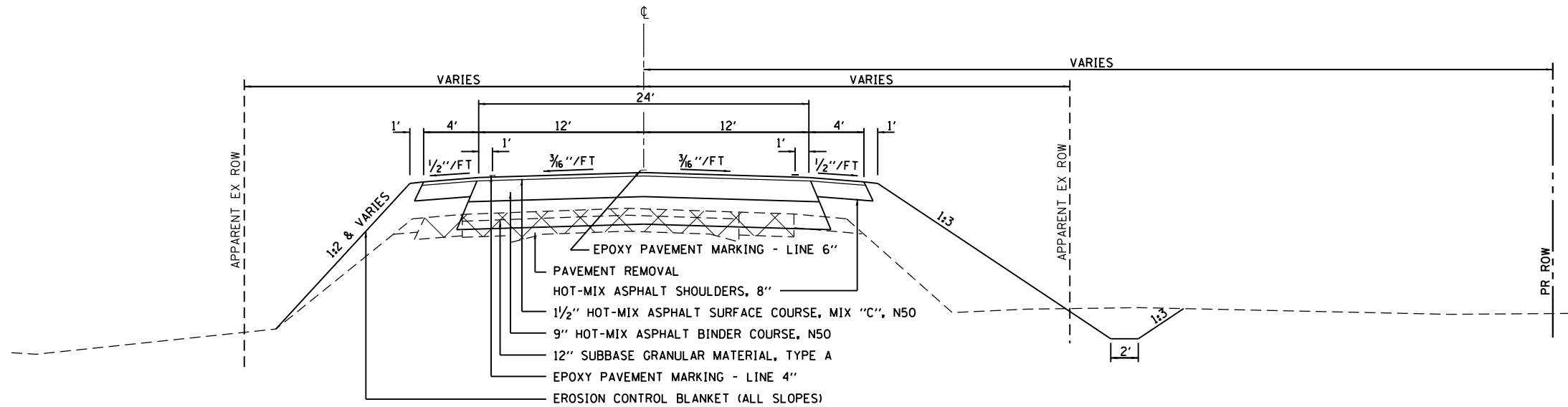
USER NAME = dmeyer	DESIGNED - JJ0	REVISED -
PLOT SCALE = 10.0000' / in.	DRAWN - JJ0	REVISED -
PLOT DATE = 8/13/2012	CHECKED - JML	REVISED -
	DATE - 08/10/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS

SCALE: SHEET OF SHEETS STA. TO STA.

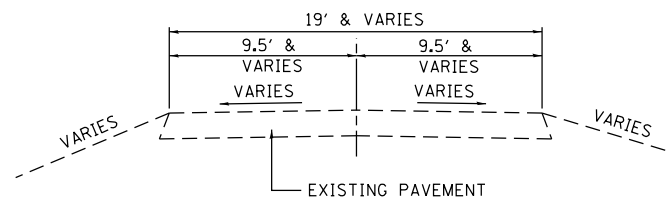
F.A.P. RTE. 693	SECTION 19B	COUNTY FORD	TOTAL SHEETS 61	SHEET NO. 9
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				



PROPOSED TYPICAL CROSS SECTION ③

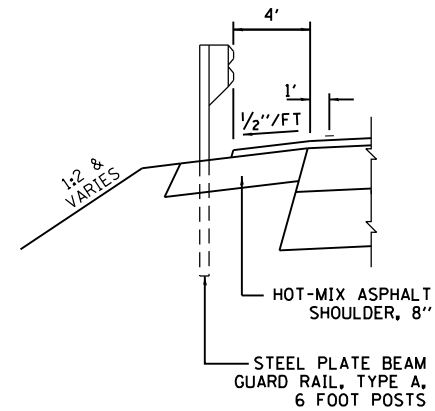
F.A.P. 693 (IL 9)
 STA 862+80.25 TO STA 864+20.00

SEE STATE STANDARD 420401 BRIDGE
 APPROACH PAVEMENT CONNECTOR
 STA 861+39.75 TO STA 861+45.75
 STA 862+80.25 TO STA 862+86.25



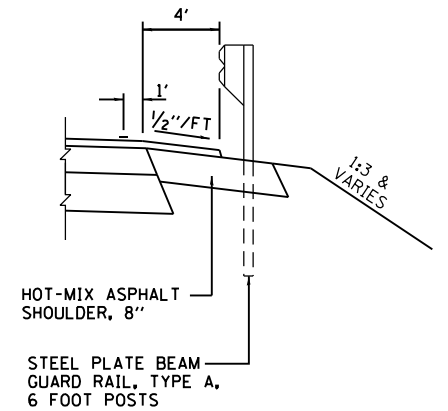
EXISTING TYPICAL CROSS SECTION

S 300E ROAD
 STA 19+39.80 TO STA 19+86.54
 N 300E ROAD
 STA 30+10.65 TO STA 31+00.00



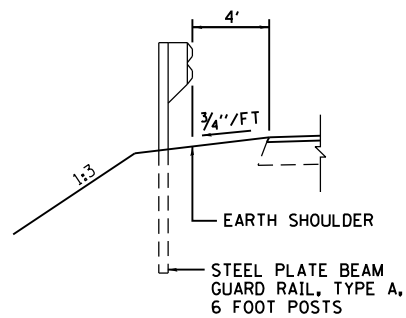
DETAIL AT GUARDRAIL

F.A.P. 693 (IL 9)
 STA 862+64.68 LT TO STA 864+20.00 LT



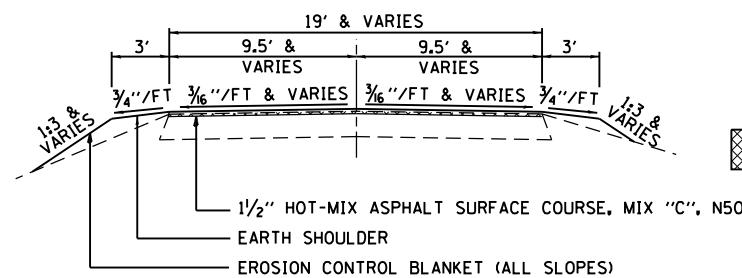
DETAIL AT GUARDRAIL

F.A.P. 693 (IL 9)
 STA 862+64.68 RT TO STA 864+08.18 RT



DETAIL AT GUARDRAIL

N 300E ROAD
 STA 30+15.58 LT TO STA 31+04.54 LT



PROPOSED TYPICAL CROSS SECTION

S 300E ROAD
 STA 19+39.80 TO STA 19+86.54
 N 300E ROAD
 STA 30+10.65 TO STA 31+00.00

HMA SURFACE REMOVAL, VARIABLE DEPTH

EARTHWORK				
LOCATION	EARTH EXCAVATION	TOTAL EXCAVATION ADJUSTED FOR 25% SHRINKAGE	EMBANKMENT	BALANCE WASTE (+) SHORTAGE(-)
	CU YD	CU YD	CU YD	CU YD
STA 858+15.00 TO STA 866+20.00	335	250	1,305	-1,055

CHANNEL EXCAVATION	
LOCATION	CU YD
STRUCTURE NO. 027-0101	980
TOTAL	980

AGGREGATE SURFACE COURSE, TYPE B	
LOCATION	TON
N 300E ROAD, STA 31+27.90 LT	31
TOTAL	31

SEEDING / FERTILIZING						
LOCATION	SEEDING, CLASS 2A	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	EROSION CONTROL BLANKET	TEMPORARY EROSION CONTROL SEEDING
	ACRE	POUND	POUND	POUND	SQ YD	POUND
STA 857+61 RT TO STA 866+20 RT	0.5	45	45	45	2,263	150
STA 858+15 LT TO STA 866+53 LT	0.3	27	27	27	1,215	90
TOTAL	0.8	72	72	72	3,478	240

EROSION CONTROL		
LOCATION	TEMPORARY DITCH CHECKS	PERIMETER EROSION BARRIER
	FOOT	FOOT
STA 857+61, 26' RT TO STA 859+64, 100' RT		242
STA 858+15, 29' LT TO STA 859+51, 60' LT		167
STA 858+15, 25' RT	19	
STA 859+94, 162' RT TO STA 860+10, 162' RT		16
STA 860+05, 60' LT TO STA 861+66, 34' LT		183
STA 860+10, 116' RT TO STA 860+69, 51' RT		106
STA 861+75, 44' RT	15	
STA 862+60, 37' LT TO STA 866+50, 40' LT		390
STA 862+50, 45' RT	15	
STA 864+00, 48' RT TO STA 866+20, 26' RT		222
TOTAL	49	1,326

PAVING MATERIALS										
LOCATION	SUB GRAN MAT A 12	HMA BC WID 8	HMA BC WID 9	HMA STAB 6 AT SPBGR	BIT MATLS PR CT	LEV BIND MM N50	HMA BC IL-19.0 N50	HMA SC "C" N50	BR APPR PVT CON (FLX)	HMA SHOULDERS 8
	SQ YD	SQ YD	SQ YD	SQ YD	GALLON	TON	TON	TON	SQ YD	SQ YD
STA 858+15.00 TO STA 861+45.75					58			98		
STA 858+15.00 RT TO STA 859+48.44 RT			64		3					
STA 858+20.00 LT TO STA 859+46.60 LT		42			2					
STA 860+01.00 LT TO STA 861+75.75 LT				81	4					
STA 860+03.92 RT TO STA 861+75.75 RT			129		6					
STA 860+06.83 LT TO STA 861+76.05 LT		56			3					
STA 860+08.83 TO STA 861+39.75					40	109				
STA 861+39.75 TO STA 861+45.75					10				21	
STA 861+39.75 LT TO STA 861+45.75 LT					1					11
STA 861+39.75 RT TO STA 861+45.75 RT					1					11
STA 862+50.25 LT TO STA 864+20.00 LT					6					115
STA 862+50.25 RT TO STA 864+20.00 RT					8					156
STA 862+51.16 LT TO STA 866+20.00 LT		123			6					
STA 862+80.25 TO STA 862+86.25					10				21	
STA 862+86.25 TO STA 864+20.00	388				162		187	40		
STA 864+20.00 TO STA 865+24.73					20	61				
STA 864+20.00 TO STA 866+20.00					36			60		
STA 864+20.00 LT TO STA 865+43.59 LT				74	4					
STA 864+20.00 RT TO STA 866+20.00 RT			112		6					
S 300E ROAD, STA 19+39.80 TO STA 19+84.00					12			17		
S 300E ROAD, STA 19+39.80 LT TO STA 19+87.00 LT			32		2					
S 300E ROAD, STA 19+39.80 RT TO STA 19+87.00 RT			15		1					
N 300E ROAD, STA 30+16.00 TO STA 31+00.00					20			28		
N 300E ROAD, STA 30+12.00 LT TO STA 30+55.00 LT			24		1					
N 300E ROAD, STA 30+12.00 RT TO STA 30+55.00 RT			21		1					
TOTAL	388	221	397	155	423	170	187	243	42	293

REMOVAL OF PAVING MATERIALS			
LOCATION	PAVEMENT REM	HMA SURF REM 1 1/2	HMA SURF REM VAR DP
	SQ YD	SQ YD	SQ YD
STA 858+15.00 TO STA 859+20.00		280	
STA 859+20.00 TO STA 860+08.83			237
STA 861+39.75 TO STA 861+76.05	97		
STA 862+51.16 TO STA 864+20.00	450		
STA 865+24.83 TO STA 865+80.00			147
STA 865+80.00 TO STA 866+20.00		107	
S 300E ROAD, STA 19+39.80 TO STA 19+87.00			132
N 300E ROAD, STA 30+12.00 TO STA 31+00.00			225
TOTAL	547	387	741

TEMPORARY RAMP	
LOCATION	SQ YD
STA 858+15.00 RT	9
STA 861+45.75 RT	7
STA 862+80.25 RT	7
STA 866+20.00 RT	9
S 300E ROAD, STA 19+39.80	10
N 300E ROAD, STA 31+00.00	11
TOTAL	53



USER NAME = dmeyer
 PLOT SCALE = 2.0000' / in.
 PLOT DATE = 8/13/2012

DESIGNED - JJO
 DRAWN - JJO
 CHECKED - JML
 DATE - 08/10/12

REVISED -
 REVISED -
 REVISED -
 REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	11
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				

GUARDRAIL						
LOCATION	SPBGR TY A	TRAF BAR	TR BAR TRM	TR BAR TRM	GUARDRAIL	SPBGR
	6FT POSTS	TERM T6	T1 SPL TAN	T1 SPL FLR	REMOV	(SHORT RADIUS)
	FOOT	EACH	EACH	EACH	FOOT	FOOT
STA 859+98.21 RT TO STA 860+42.60 RT						62.5
STA 860+11.80 RT TO STA 861+75.99 RT					164	
STA 860+17.60 LT TO STA 860+67.60 LT				1		
STA 860+42.60 RT TO STA 861+17.60 RT	75					
STA 860+67.60 LT TO STA 861+17.60 LT	50					
STA 860+86.74 LT TO STA 861+76.11 LT					89	
STA 861+17.60 LT TO STA 861+61.35 LT		1				
STA 861+17.60 RT TO STA 861+61.35 RT		1				
STA 862+50.37 RT TO STA 863+41.59 RT					91	
STA 862+50.72 LT TO STA 864+40.79 LT					190	
STA 862+64.43 LT TO STA 863+08.18 LT		1				
STA 862+64.43 RT TO STA 863+08.18 RT		1				
STA 863+08.18 LT TO STA 864+58.18 LT	150					
STA 863+08.18 RT TO STA 863+58.18 RT	50					
STA 863+58.18 RT TO STA 864+08.18 RT				1		
STA 864+58.18 LT TO STA 865+08.43 LT				1		
N 300E ROAD, STA 30+54.50 LT TO STA 31+04.50 LT			1			
TOTAL	325	4	1	3	534	62.5

REFLECTORS / MARKERS				
LOCATION	RAISED REFL	GUARDRAIL	TERMINAL	RAISED REF
	PAVT MKR	MKR TYPE A	MARKER - DA	PVT MK REM
	EACH	EACH	EACH	EACH
STA 858+15.00 TO STA 866+20.00	11			11
STA 859+98.21 LT TO STA 861+61.35 RT		4		
STA 860+17.60 LT			1	
STA 860+17.60 LT TO STA 861+61.35 LT		4		
STA 862+64.43 LT TO STA 865+08.43 LT		4		
STA 862+64.43 RT TO STA 864+08.18 RT		4		
STA 864+08.18 RT			1	
STA 865+08.43 LT			1	
N 300E ROAD, STA 31+04.50 LT			1	
TOTAL	11	16	4	11

EPOXY PAVEMENT MARKING - LINE			
LOCATION	4"	6"	
	FOOT	FOOT	
STA 858+15.00 TO STA 866+20.00		210	
STA 858+15.00 LT TO STA 859+25.00 LT	110		
STA 858+15.00 RT TO STA 859+25.00 RT	110		
STA 860+35.00 LT TO STA 866+20.00 LT	585		
STA 860+35.00 RT TO STA 866+20.00 RT	585		
TOTAL	1,390	210	

TRAFFIC CONTROL - ALL STAGES		
ITEM	UNIT	TOTAL
TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1
TRAFFIC CONTROL AND PROTECTION, STANDARD 701306	L SUM	1
TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L SUM	1
TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	L SUM	1
TRAFFIC CONTROL SURVEILLANCE	CAL DA	74
TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1
SHORT TERM PAVEMENT MARKING	FOOT	252
TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	5,223
TEMPORARY PAVEMENT MARKING - LINE 24"	FOOT	86
WORK ZONE PAVEMENT MARKING REMOVAL	SO FT	1,979
TEMPORARY CONCRETE BARRIER	FOOT	725
RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	700
IMPACT ATTENUATORS, TEMPORARY (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2
IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2
IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2
IMPACT ATTENUATORS, RELOCATE (NON- REDIRECTIVE), TEST LEVEL 3	EACH	2

RIGHT OF WAY MARKERS		
LOCATION	FUR ERECT	REMOVE
	ROW MARKERS	ROW MARKERS
	EACH	EACH
STA 858+85.00, 32.38' RT	1	
STA 859+39.08, 70.00' RT	1	
STA 860+09.91, 85.00' RT	1	
STA 860+10.98, 33' RT		1
STA 860+84.00, 50.00' RT	1	
STA 864+40.92, 50.00' RT	1	
STA 865+00.00, 50.00' RT	1	
STA 866+00.00, 25.99' RT	1	
TOTAL	7	1

CONTROLLED LOW-STRENGTH MATERIAL	
LOCATION	CU YD
STA 861+80.00 to STA 861+90, 14.00' LT	3.3
TOTAL	3.3



USER NAME = dmeyer
 DESIGNED - JJO
 DRAWN - JJO
 PLOT SCALE = 2.0000' / in.
 CHECKED - JML
 PLOT DATE = 8/13/2012

DESIGNED - JJO
 DRAWN - JJO
 CHECKED - JML
 DATE - 08/10/12

REVISED -
 REVISED -
 REVISED -
 REVISED -

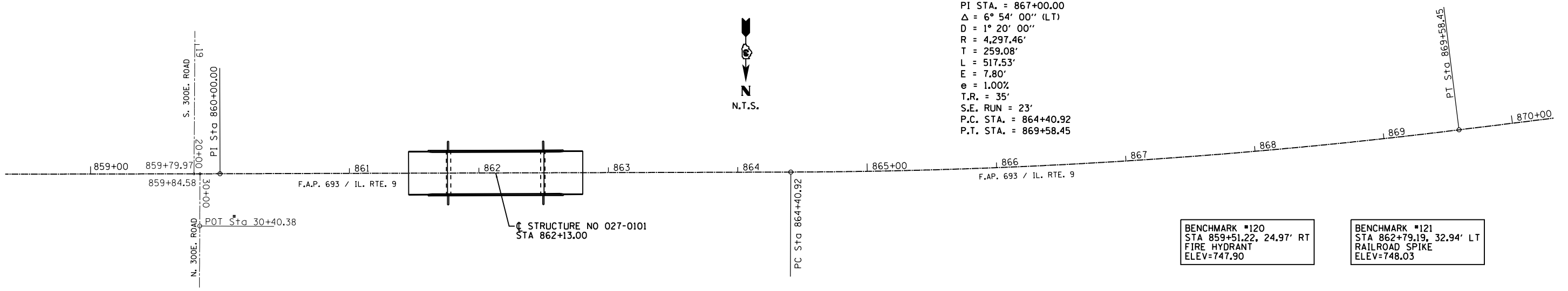
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

SCHEDULE OF QUANTITIES

SCALE: SHEET OF SHEETS STA. TO STA.

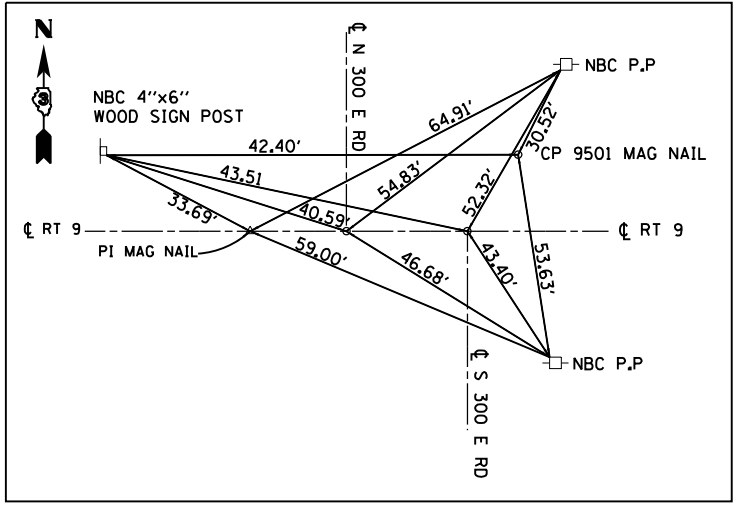
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	12
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				

EXIST. CURVE RT9WEST-1
 PI STA. = 867+00.00
 $\Delta = 6^{\circ} 54' 00''$ (LT)
 $D = 1^{\circ} 20' 00''$
 $R = 4,297.46'$
 $T = 259.08'$
 $L = 517.53'$
 $E = 7.80'$
 $e = 1.00\%$
 $T.R. = 35'$
 $S.E. RUN = 23'$
 $P.C. STA. = 864+40.92$
 $P.T. STA. = 869+58.45$



BENCHMARK #120
 STA 859+51.22, 24.97' RT
 FIRE HYDRANT
 ELEV=747.90

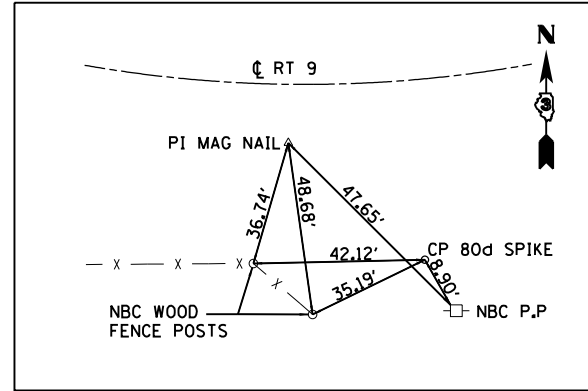
BENCHMARK #121
 STA 862+79.19, 32.94' LT
 RAILROAD SPIKE
 ELEV=748.03



CONTROL POINT #9501
 STA. 859+68.81, 18.75' RT
 N= 1383144.455
 E= 964674.726
 ELEV= 749.30

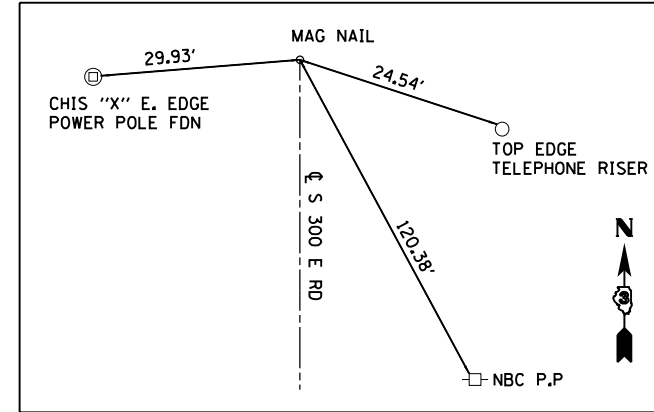
POT STA. 859+79.97 IL RT 9 = 20+00.00 S 300E RD.
 N=1383125.682
 E=964663.599

POT STA. 859+84.58 IL RT 9 = 30+00.00 N 300E RD.
 N=1383125.673
 E=964658.992

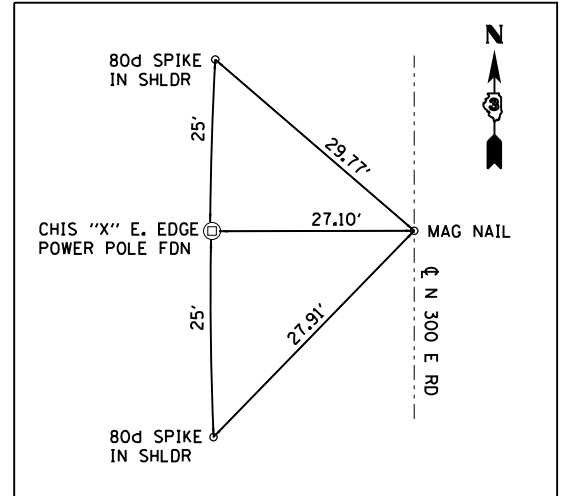


CONTROL POINT #9500
 STA. 873+41.78, 36.56' LT
 N=1383014.526
 E=963307.828
 ELEV=754.19

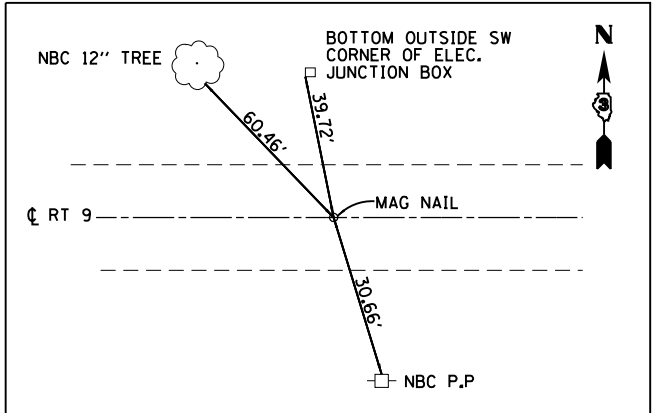
IL RT 9
 STA 873+69.42, 8.16' LT
 N=1383041.071
 E=9963278.636



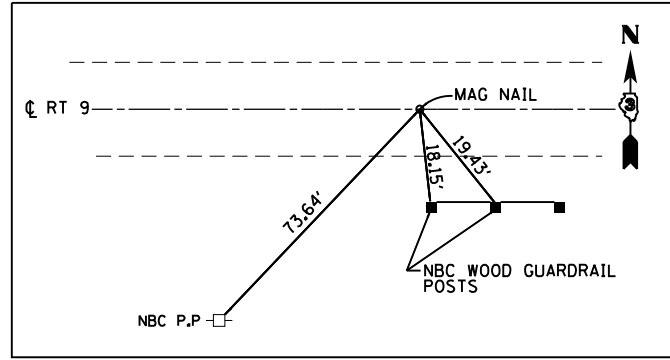
S 300E RD
 STA. 2+17.47
 N=1381343.183
 E=964652.672



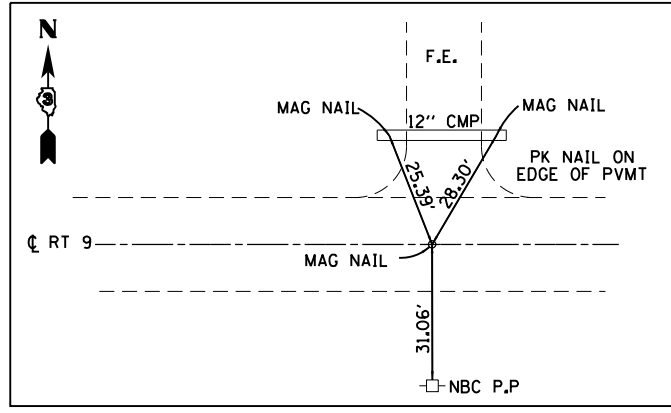
N 300E RD
 STA. 46+56.85
 N=1384782.494
 E=964667.260



IL RT 9
 STA. 849+78.28
 N=1383127.634
 E=965665.292



IL RT 9
 STA. 864+40.92
 N=1383124.344
 E=964209.335



IL RT 9
 STA. 886+39.31
 N=1383042.952
 E=962008.049



USER NAME = dmeyer	DESIGNED - JJO	REVISED -
PLOT SCALE = 60.0000' / in.	DRAWN - JJO	REVISED -
PLOT DATE = 8/13/2012	CHECKED - JML	REVISED -
	DATE - 08/10/12	REVISED -

STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

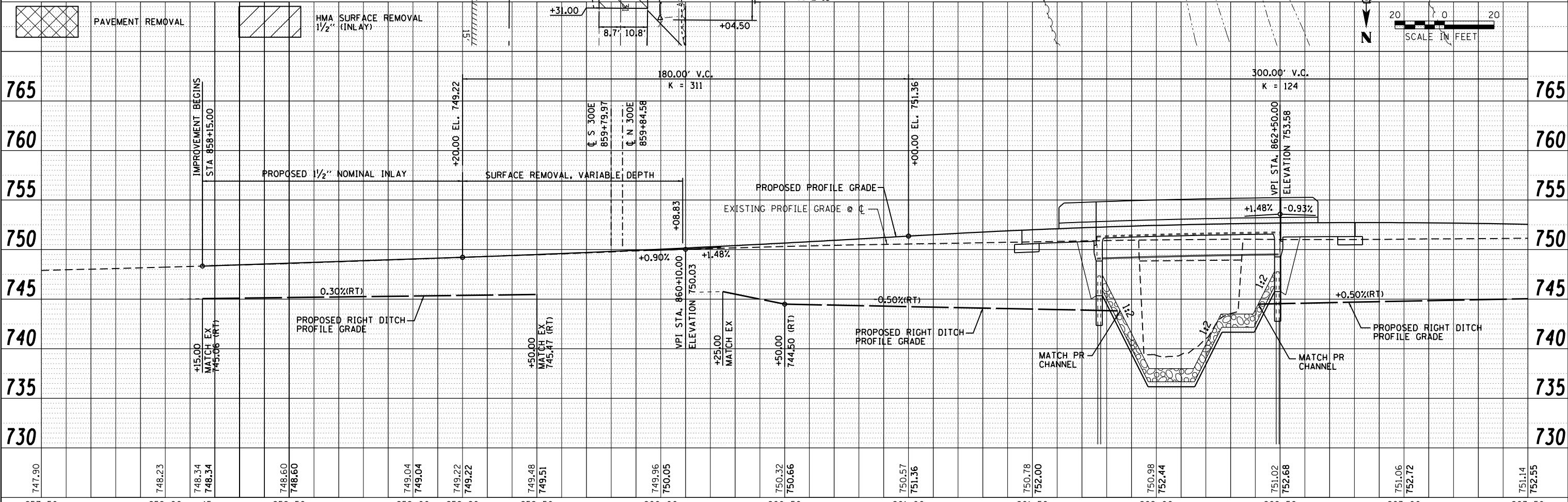
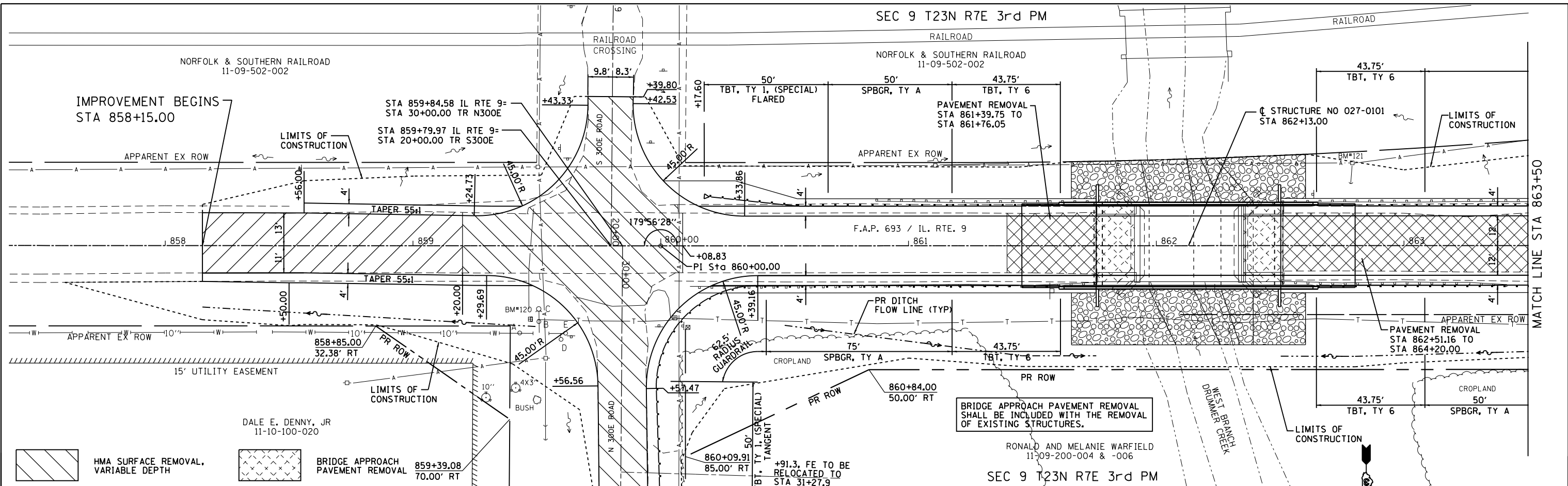
ALIGNMENT, SURVEY TIES AND BENCHMARKS

SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	13
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
	NO. /		
	DATE		

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



747.90	748.23	748.34	748.34	748.60	748.60	749.04	749.04	749.22	749.22	749.48	749.51	749.96	750.05	750.32	750.66	750.57	751.36	750.78	752.00	750.98	752.44	751.02	752.68	751.06	752.72	751.14	752.55
857+50	858+00	+15	858+50	859+00	859+20	859+50	860+00	860+50	861+00	861+50	862+00	862+50	863+00	863+50													

Farnsworth GROUP, INC.
 2709 McGraw Drive
 Bloomington, Illinois 61704
 309/663-8435, 309/663-1571 fax

USER NAME = dmeyer
 DESIGNED - -
 DRAWN - -
 CHECKED - -
 DATE - 08/10/12

REVISED - -
 REVISED - -
 REVISED - -
 REVISED - -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL. RTE. 9
PLAN & PROFILE

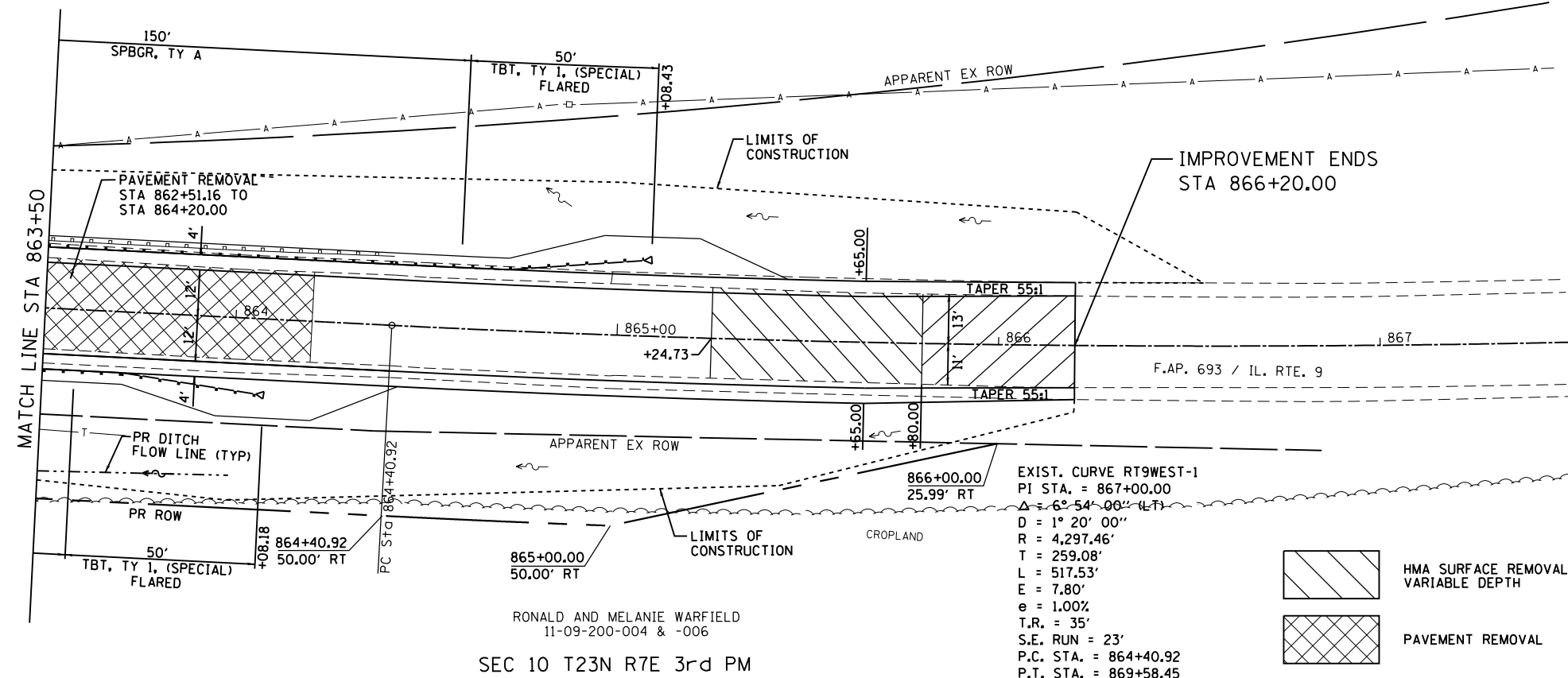
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE. 693	SECTION 19BR	COUNTY FORD	TOTAL SHEETS 61	SHEET NO. 14
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				

SEC 10 T23N R7E 3rd PM

NORFOLK & SOUTHERN RAILROAD
11-09-502-002

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	FILED	
	NO.	



SEC 10 T23N R7E 3rd PM

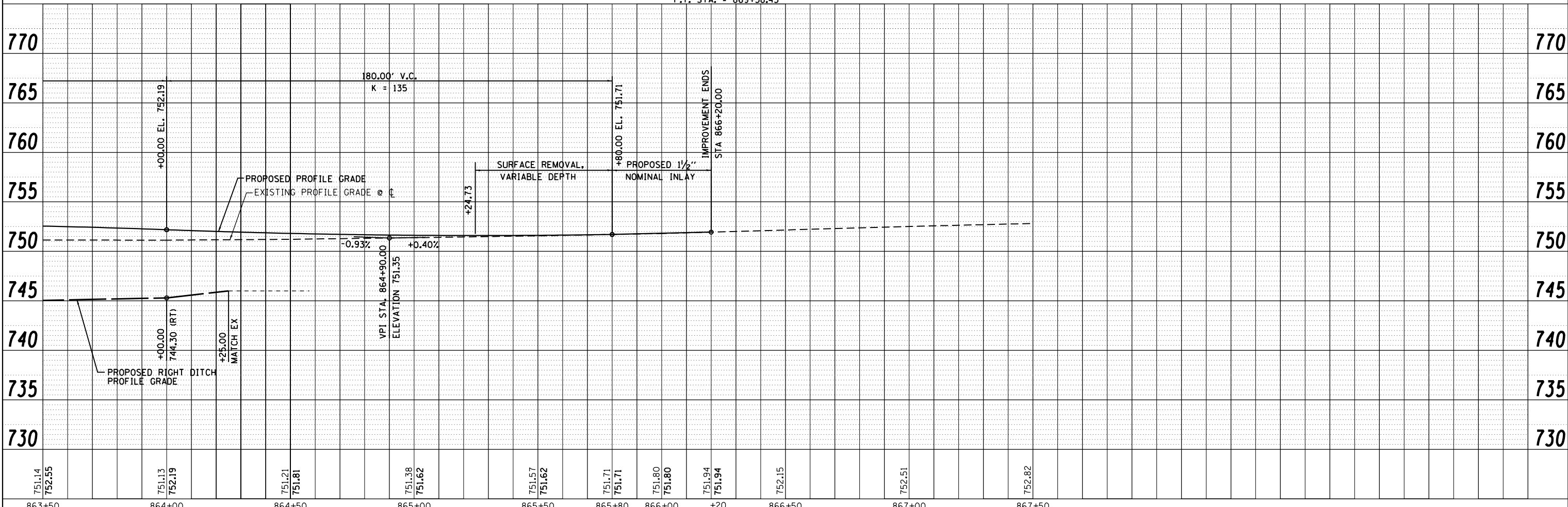
RONALD AND MELANIE WARFIELD
11-09-200-004 & -006

EXIST. CURVE RT9WEST-1
PI STA. = 867+00.00
 $\Delta = 6^{\circ} 54' 00''$ (LT)
D = $1^{\circ} 20' 00''$
R = 4,297.46'
T = 259.08'
L = 517.53'
E = 7.80'
e = 1.00%
T.R. = 35'
S.E. RUN = 23'
P.C. STA. = 864+40.92
P.T. STA. = 869+58.45

- HMA SURFACE REMOVAL, VARIABLE DEPTH
- PAVEMENT REMOVAL

- HMA SURFACE REMOVAL 1/2" (INLAY)

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES CHECKED	
	STRUCTURE NOTATIONS CHECKED	
	NO.	

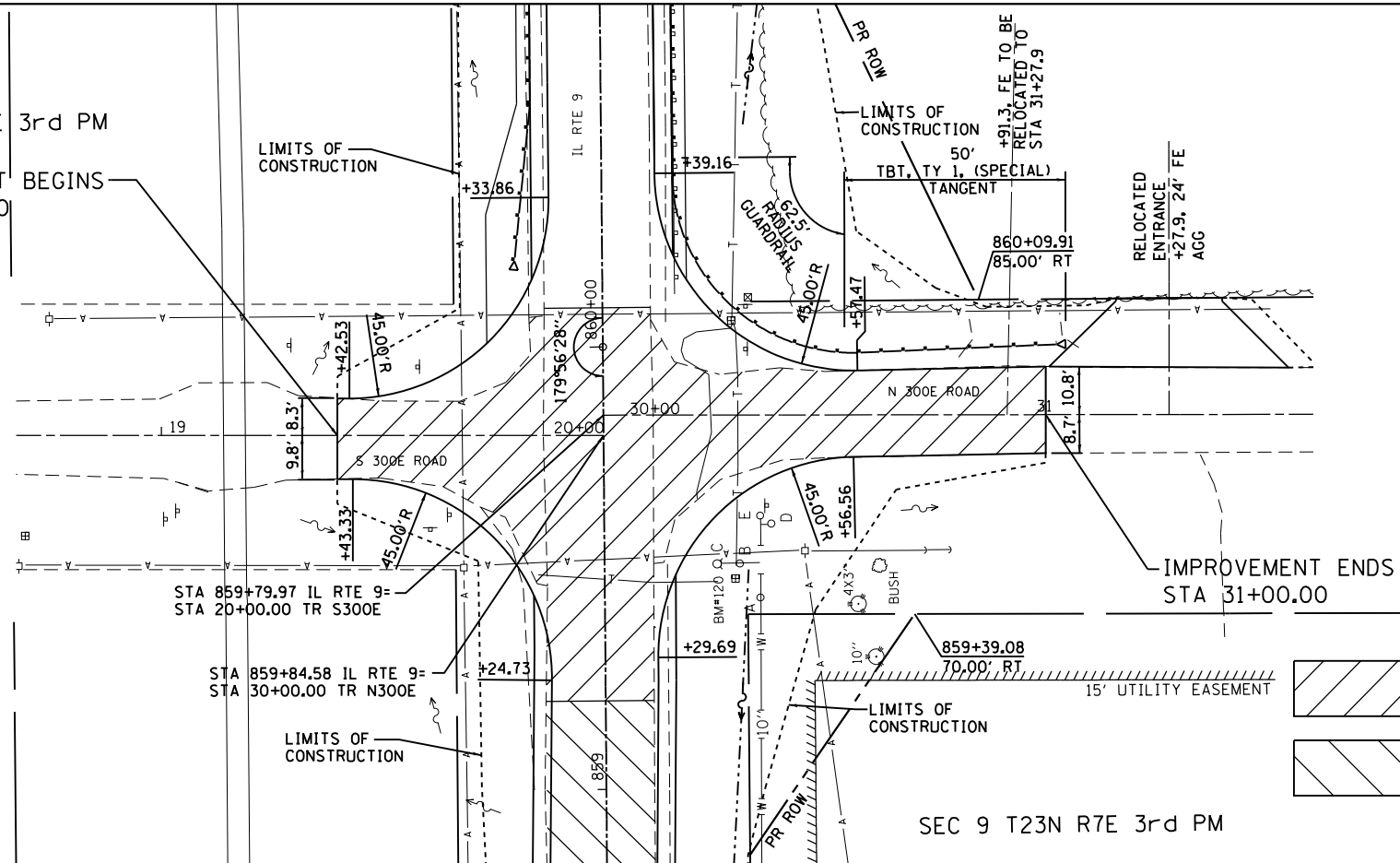


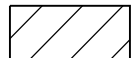
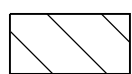
 Farnsworth GROUP, INC. 2709 McGraw Drive Bloomington, Illinois 61704 309/663-8435, 309/663-1571 fax	USER NAME = dmeyer PLOT SCALE = 48.0000' / in. PLOT DATE = 8/13/2012	DESIGNED - DRAWN - CHECKED - DATE - 08/10/12	REVISED - REVISED - REVISED - REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL. RTE. 9 PLAN & PROFILE	F.A.P. RTE. 693 SECTION 19BR COUNTY FORD TOTAL SHEETS 61 SHEET NO. 15 CONTRACT NO. 66A12
SCALE: SHEET NO. OF SHEETS STA. TO STA.				ILLINOIS FED. AID PROJECT		

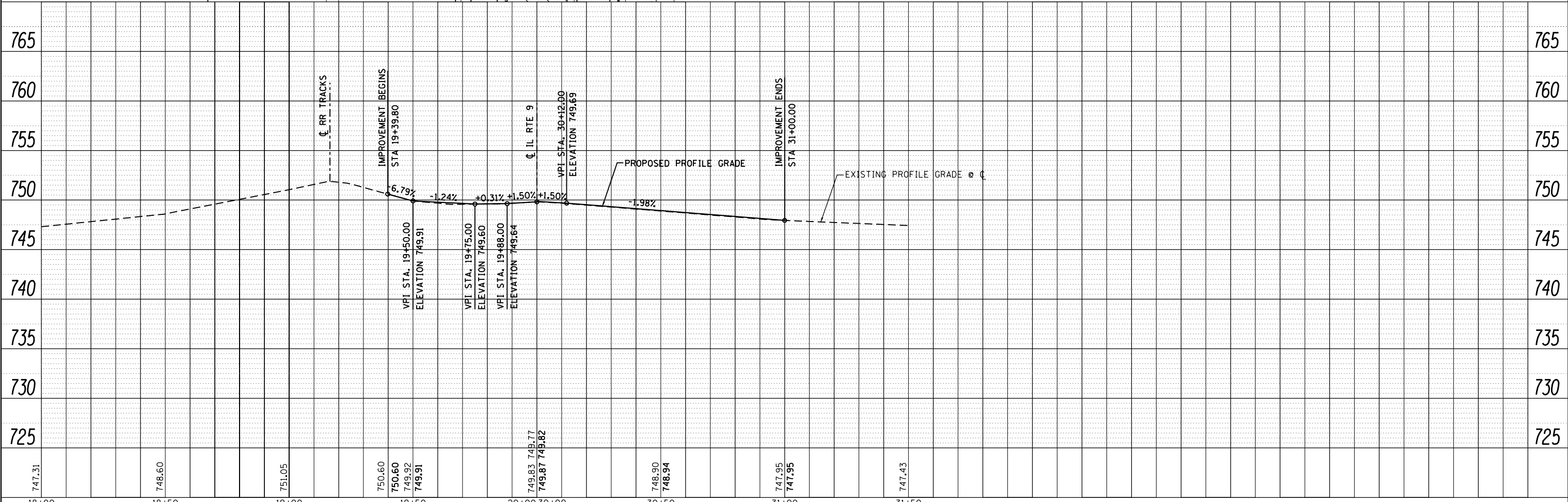
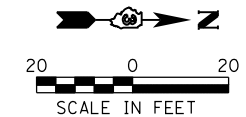
PLAN	SURVEYED	BY	DATE
	PLOTTED		
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	FILE NAME _____		

PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES		
	CHECKED		
	STRUCTURE		
	NOTATIS		
	CPAD		
	NO. _____		

SEC 9 T23N R7E 3rd PM
IMPROVEMENT BEGINS
STA 19+39.80



 HMA SURFACE REMOVAL, VARIABLE DEPTH
 HMA SURFACE REMOVAL 1/2" (INLAY)



18+00 18+50 19+00 19+50 20+00 30+00 30+50 31+00 31+50

Farnsworth GROUP, INC.
2709 McGraw Drive
Bloomington, Illinois 61704
309/663-8435, 309/663-1571 fax

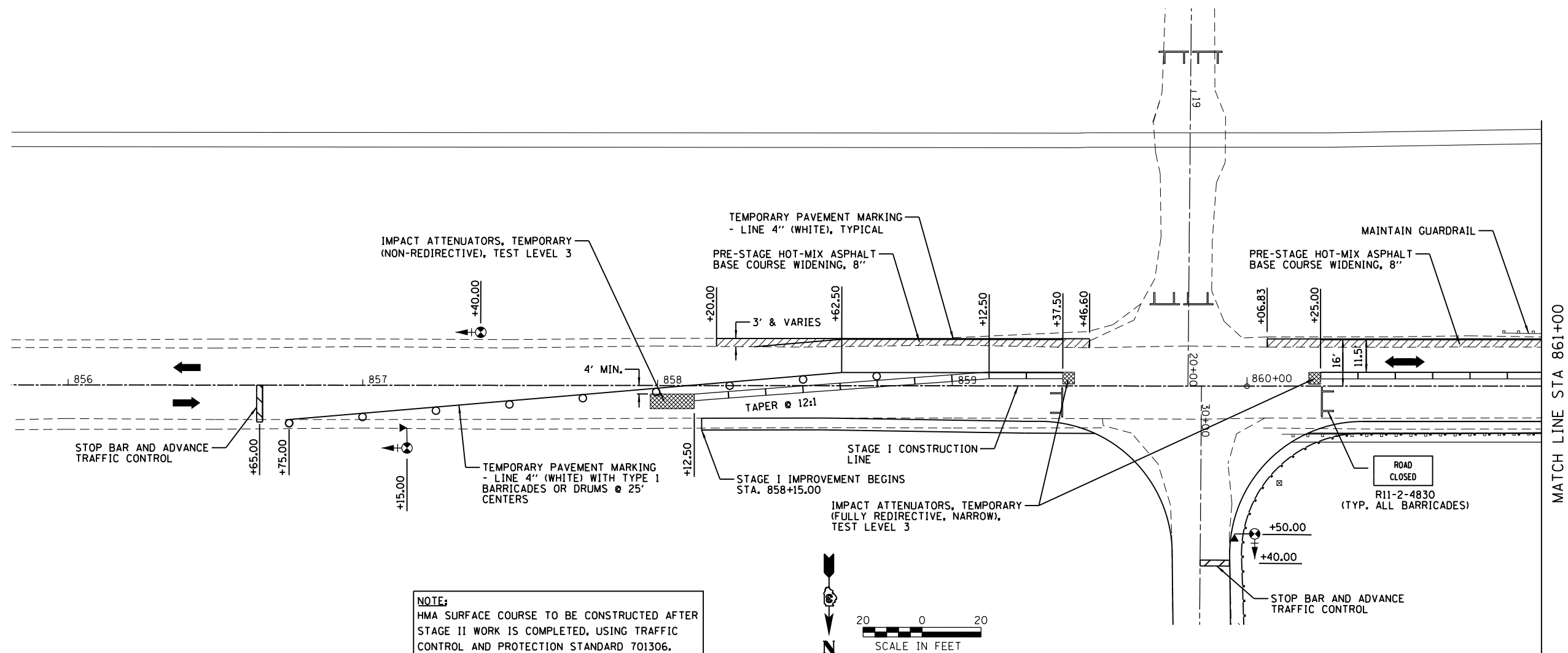
USER NAME =	dmeyer	DESIGNED -	JJO	REVISED -	
		DRAWN -	JJO	REVISED -	
PLOT SCALE =	48.0000' / in.	CHECKED -	JML	REVISED -	
PLOT DATE =	8/13/2012	DATE -	08/10/12	REVISED -	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**S 300E & N 300E
PLAN & PROFILE**

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

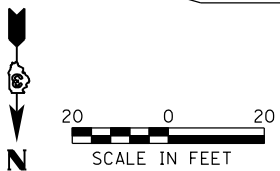
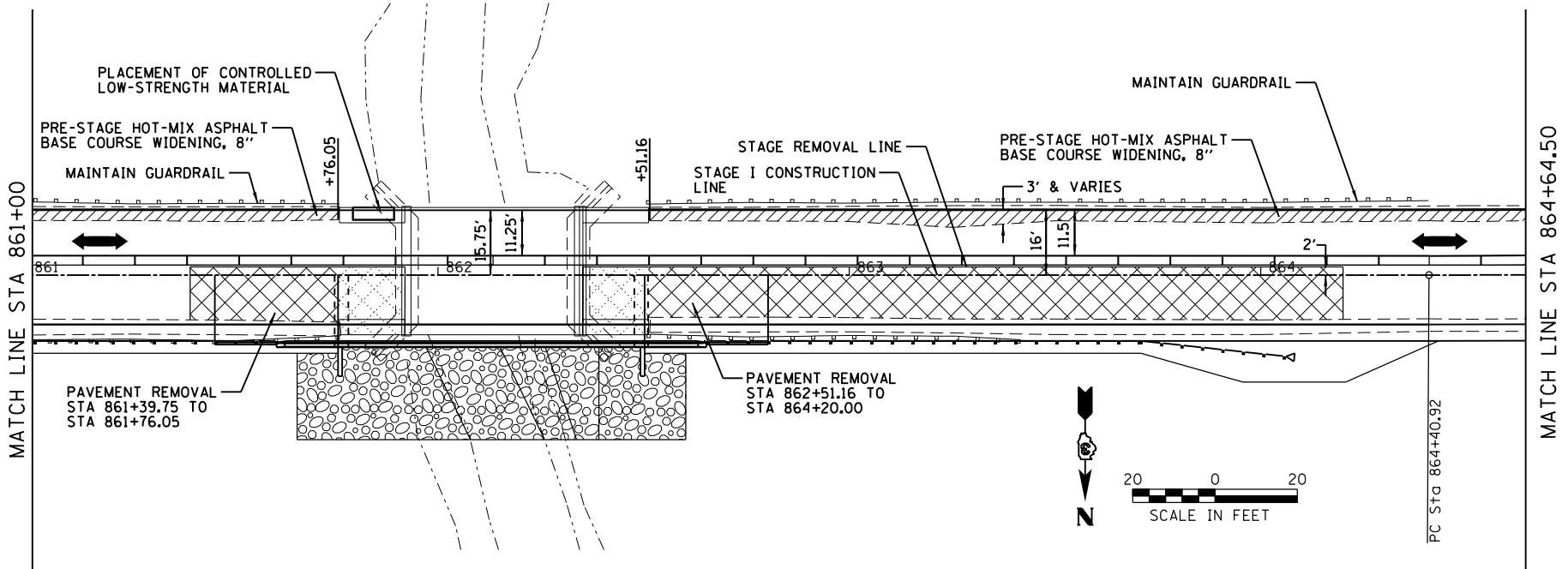
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	16
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				



NOTE:
HMA SURFACE COURSE TO BE CONSTRUCTED AFTER STAGE II WORK IS COMPLETED, USING TRAFFIC CONTROL AND PROTECTION STANDARD 701306.



- NOTES:**
- SEE FOLLOWING SHEET FOR STAGE I NOTES AND STAGE I ROADWAY TYPICAL SECTIONS.
 - FOR DETAILS NOT SHOWN SEE HIGHWAY STANDARD 701321 OR BLR 21.



LEGEND	
	TEMPORARY CONCRETE BARRIER
	TRAFFIC SIGNAL WITH SIGNAL DIRECTION ON BACK PLATE & MICROWAVE DETECTOR
	BARRICADE TYPE III
	MAINLINE TRAFFIC
	HOT-MIX ASPHALT BASE COURSE WIDENING, 8"
	PAVEMENT REMOVAL
	BRIDGE APPROACH PAVEMENT REMOVAL
	IMPACT ATTENUATORS
	DRUM WITH STEADY BURNING LIGHT

Farnsworth
GROUP, INC.
2709 McGraw Drive
Bloomington, Illinois 61704
309/663-8435, 309/663-1571 fax

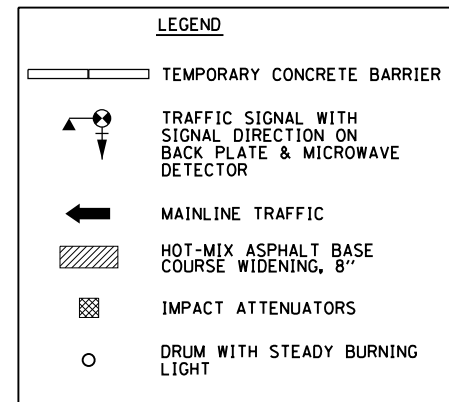
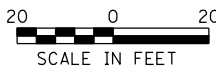
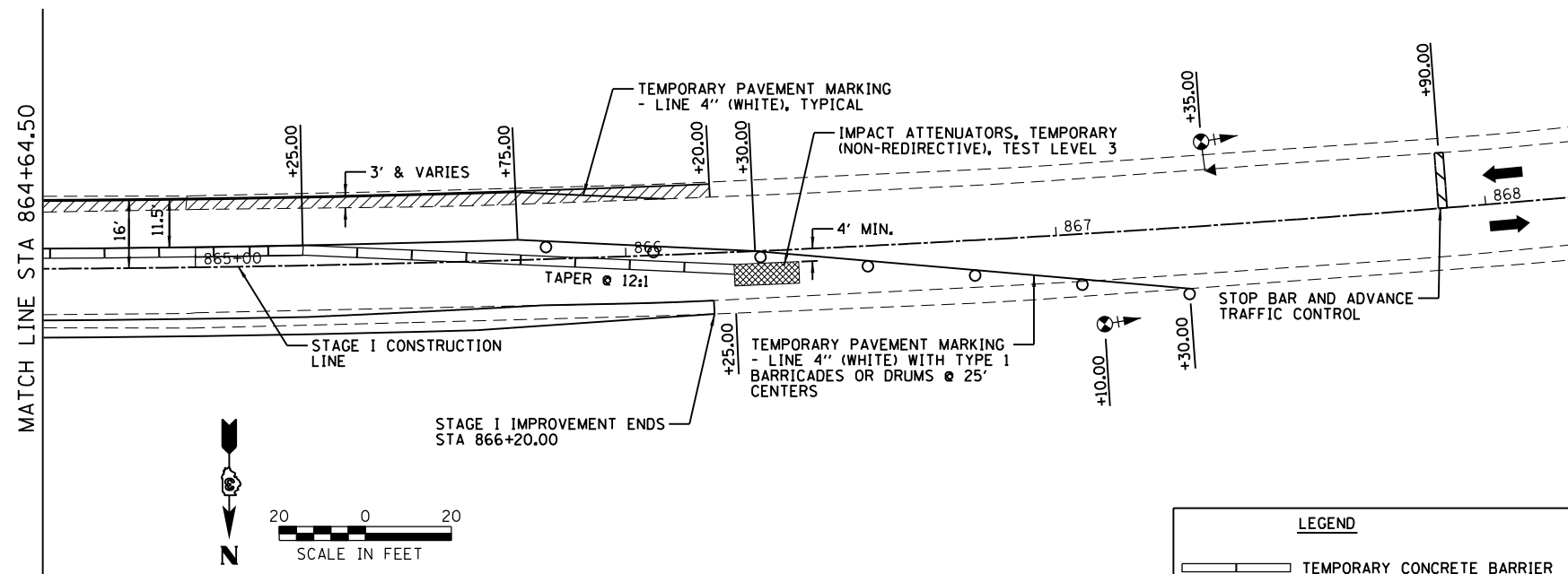
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PLOT SCALE = 48.0000' / in.	DRAWN - JJO	REVISED -
PLOT DATE = 8/13/2012	CHECKED - JML	REVISED -
	DATE - 08/10/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE I CONSTRUCTION

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 693	SECTION 19BR	COUNTY FORD	TOTAL SHEETS 61	SHEET NO. 17
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				



PRE-STAGE

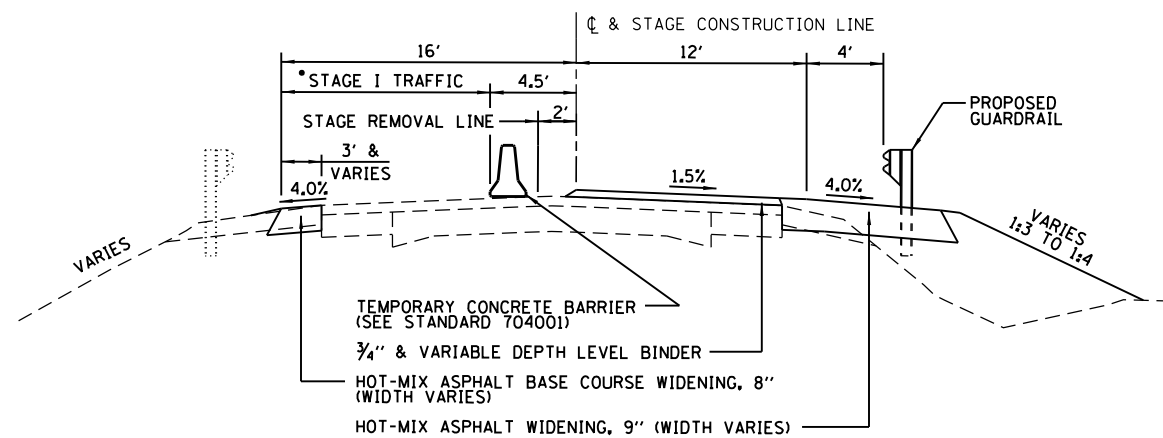
- 1.) REMOVE LEFT SHOULDER FROM STA. 858+20.00 TO STA. 859+46.60, STA. 860+06.83 TO STA. 861+76.05, AND STA. 862+51.16 TO STA. 866+20.00. REPLACE WITH HOT-MIX ASPHALT BASE COURSE WIDENING, 8" AT STATIONS SHOWN ABOVE USING STANDARD 701326.
- 2.) POUR CONTROLLED LOW-STRENGTH MATERIAL UNDER APPROACH SLAB IN SOUTH EAST QUADRANT.

STAGE I

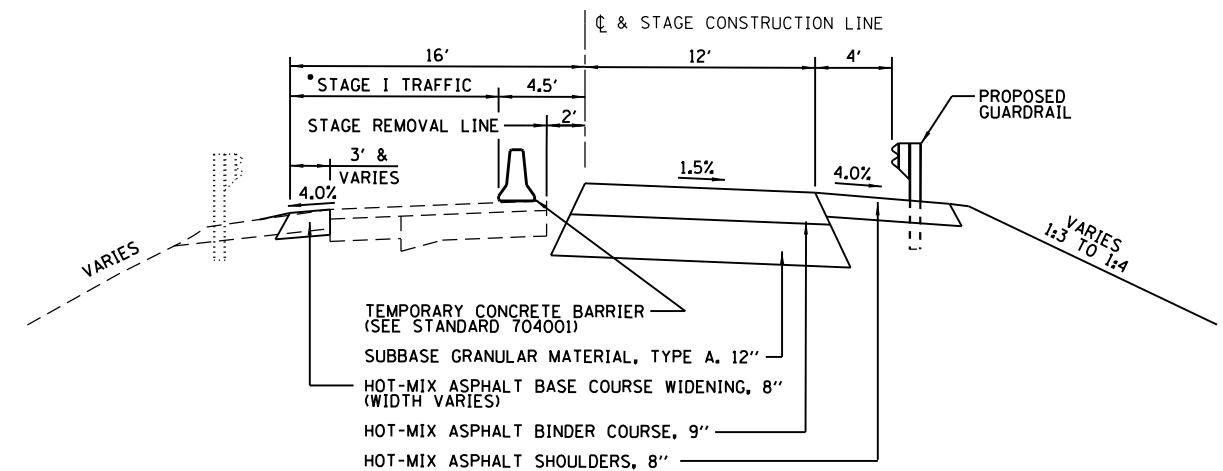
- 1.) TRAFFIC CONTROL SHALL BE PROVIDED AS SHOWN HEREIN AND IN ACCORDANCE WITH TRAFFIC CONTROL STANDARD 701321 OR TRAFFIC CONTROL STANDARD BLR 21. THE COST OF TYPE III BARRICADES AND DRUMS WITH STEADY BURNING LIGHTS SHALL BE INCLUDED WITH STANDARD 701321 OR STANDARD BLR 21.
- 2.) THE WIDTH RESTRICTION SIGNING SHALL BE 9'-9".
- 3.) ADVANCED WARNING SIGNS SHALL BE PLACED ON N 300E ROAD. MOUNT THE "ROAD CONSTRUCTION AHEAD" SIGNS ON TYPE II BARRICADES WITH TWO FLASHING MONO-DIRECTIONAL LIGHTS FOR EACH SIGN.
- 4.) ADVANCED WARNING SIGNS SHALL BE PLACED ON S 300E ROAD. MOUNT THE "ROAD CLOSED" SIGNS ON TYPE II BARRICADES WITH TWO FLASHING MONO-DIRECTIONAL LIGHTS FOR EACH SIGN.
- 5.) ONE FLASHING MONO-DIRECTIONAL LIGHT SHALL BE ADDED TO ALL OF THE REMAINING ADVANCED WARNING SIGNS.
- 6.) PROVIDE TEMPORARY BRIDGE TRAFFIC SIGNALS.
- 7.) PROVIDE TEMPORARY CONCRETE BARRIER.
- 8.) ACTIVATE TEMPORARY BRIDGE TRAFFIC SIGNALS AND DIVERT TRAFFIC TO THE STAGE I TRAFFIC LANE.
- 9.) REMOVE THE PORTION OF THE EXISTING BRIDGE NORTH OF THE STAGE REMOVAL LINE. REMOVE THE PORTION OF THE EXISTING PAVEMENT REQUIRED TO CONSTRUCT THE FULL-DEPTH PAVEMENT, BRIDGE, APPROACH SLABS AND APPROACH SLAB FOOTINGS.
- 10.) CONSTRUCT THE PORTION OF THE BRIDGE NORTH OF STAGE CONSTRUCTION LINE. CONSTRUCT THE PORTION OF THE APPROACH SLABS AND APPROACH SLAB FOOTINGS NORTH OF THE STAGE CONSTRUCTION LINE.
- 11.) CONSTRUCT THE PORTION OF THE PROJECT (ROADWAY, DRAINAGE ELEMENTS, ETC.) NORTH OF THE STAGE CONSTRUCTION LINE. PROVIDE EMBANKMENT, EXCAVATION, LEVELING BINDER, HOT-MIX ASPHALT SHOULDERS AND GUARDRAIL NORTH OF THE STAGE CONSTRUCTION LINE.
- 12.) PLACE TEMPORARY RAMPS AT THE ENDS OF THE APPROACH SLAB PRIOR TO SWITCHING TO STAGE II.

NOTE:

- 1.) FOR DETAILS NOT SHOWN SEE HIGHWAY STANDARD 701321 OR BLR 21.



STAGE I ROADWAY OVERLAY TYPICAL SECTION - LOOKING WEST
 *STAGE I TRAFFIC WIDTH IS 11.5' AND VARIES.



STAGE I ROADWAY FULL DEPTH TYPICAL SECTION - LOOKING WEST
 *STAGE I TRAFFIC WIDTH IS 11.5' AND VARIES.



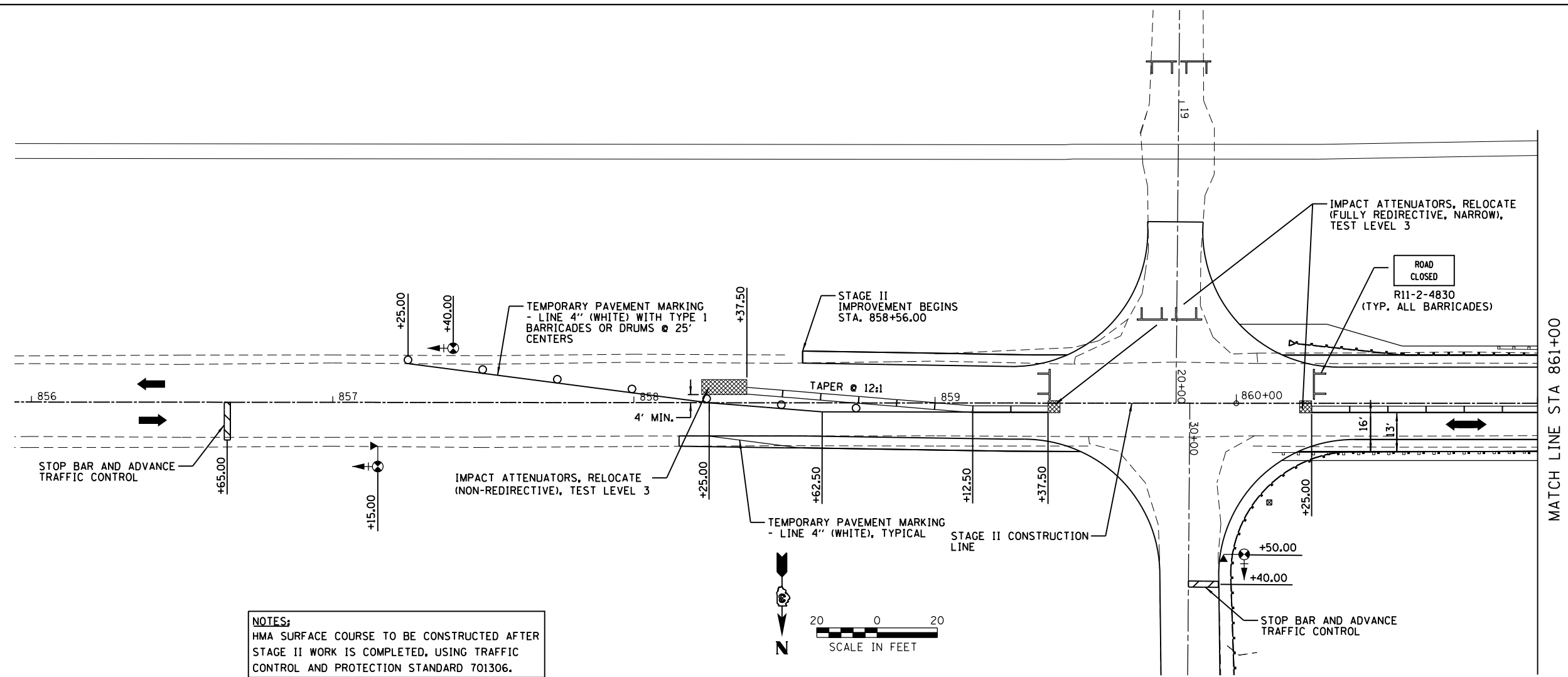
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PLOT SCALE = 48.0000' / in.	DRAWN - JJ0	REVISED -
PLOT DATE = 8/13/2012	CHECKED - JML	REVISED -
	DATE - 08/10/12	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

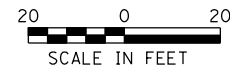
STAGE I CONSTRUCTION

SCALE: SHEET OF SHEETS STA. TO STA.

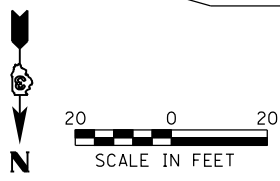
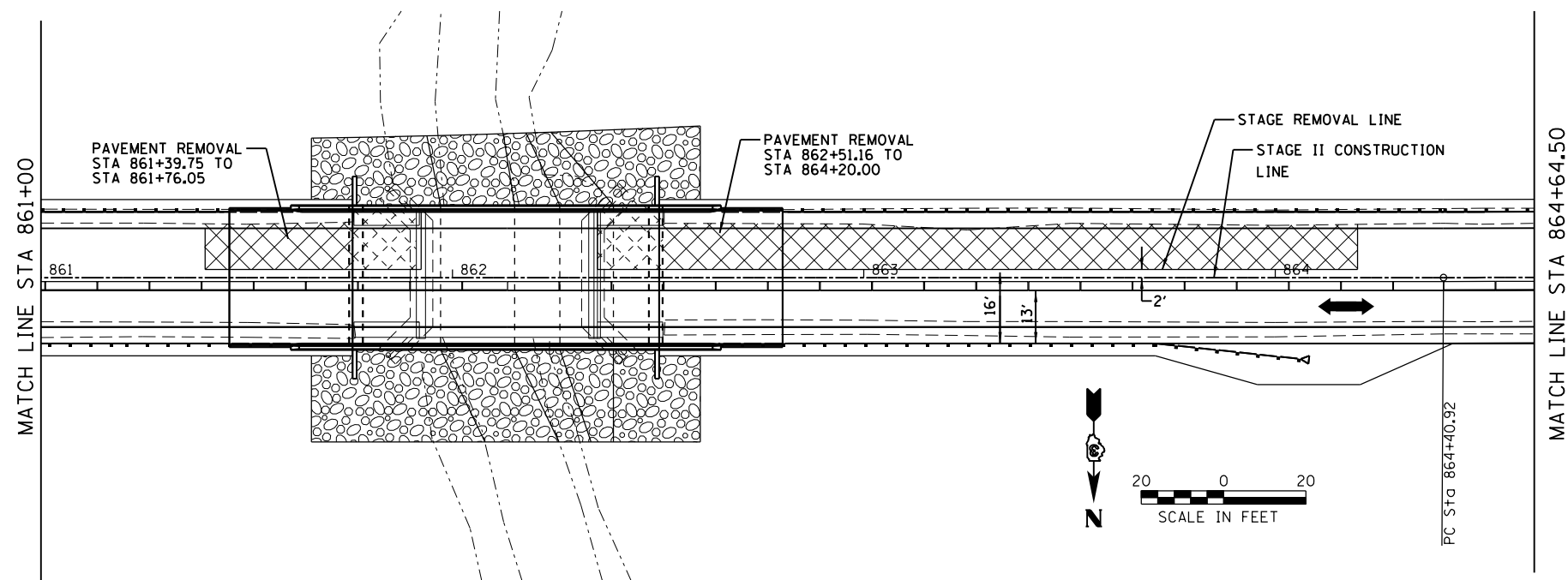
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	18
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				



NOTES:
 HMA SURFACE COURSE TO BE CONSTRUCTED AFTER STAGE II WORK IS COMPLETED, USING TRAFFIC CONTROL AND PROTECTION STANDARD 701306.



NOTES:
 1.) SEE FOLLOWING SHEET FOR STAGE II NOTES AND STAGE II ROADWAY TYPICAL SECTIONS.
 2.) FOR DETAILS NOT SHOWN SEE HIGHWAY STANDARD 701321 OR BLR 21.



LEGEND	
	TEMPORARY CONCRETE BARRIER
	TRAFFIC SIGNAL WITH SIGNAL DIRECTION ON BACK PLATE & MICROWAVE DETECTOR
	BARRICADE TYPE III
	MAINLINE TRAFFIC
	PAVEMENT REMOVAL
	BRIDGE APPROACH PAVEMENT REMOVAL
	IMPACT ATTENUATORS
	DRUM WITH STEADY BURNING LIGHT



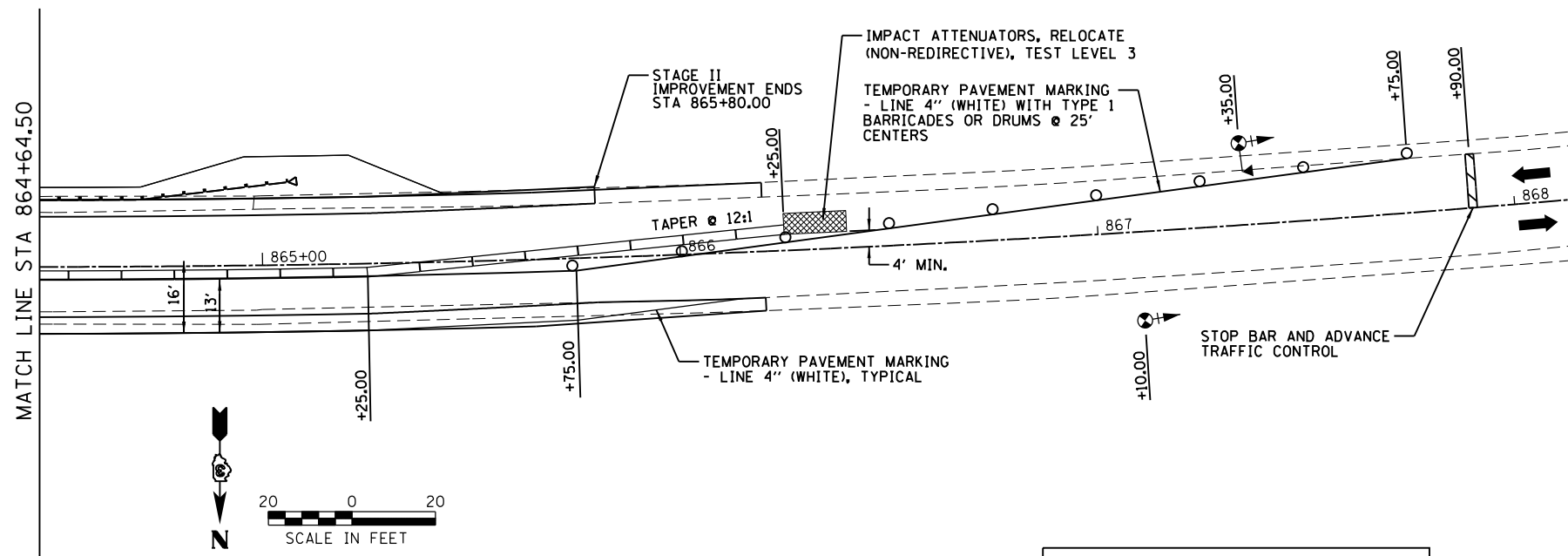
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PLOT SCALE = 48.0000' / in.	DRAWN - JJO	REVISED -
PLOT DATE = 8/13/2012	CHECKED - JML	REVISED -
	DATE - 08/10/12	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

STAGE II CONSTRUCTION

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	19
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				



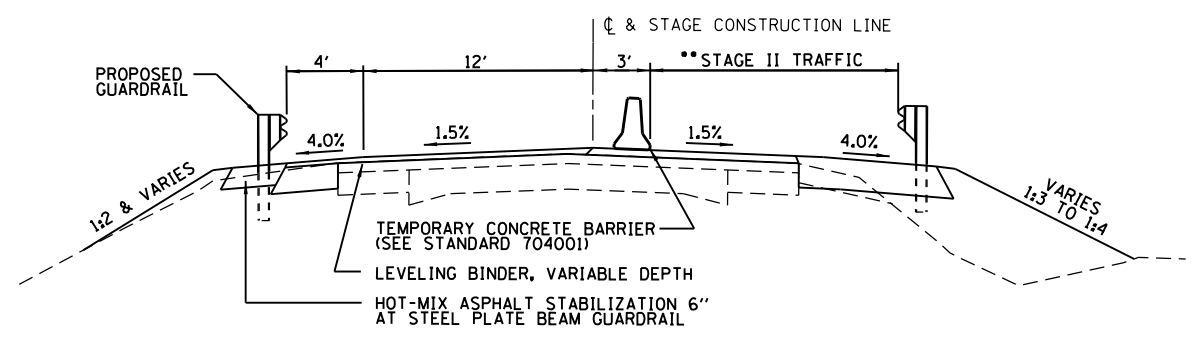
LEGEND

	TEMPORARY CONCRETE BARRIER
	TRAFFIC SIGNAL WITH SIGNAL DIRECTION ON BACK PLATE & MICROWAVE DETECTOR
	MAINLINE TRAFFIC
	IMPACT ATTENUATORS
	DRUM WITH STEADY BURNING LIGHT

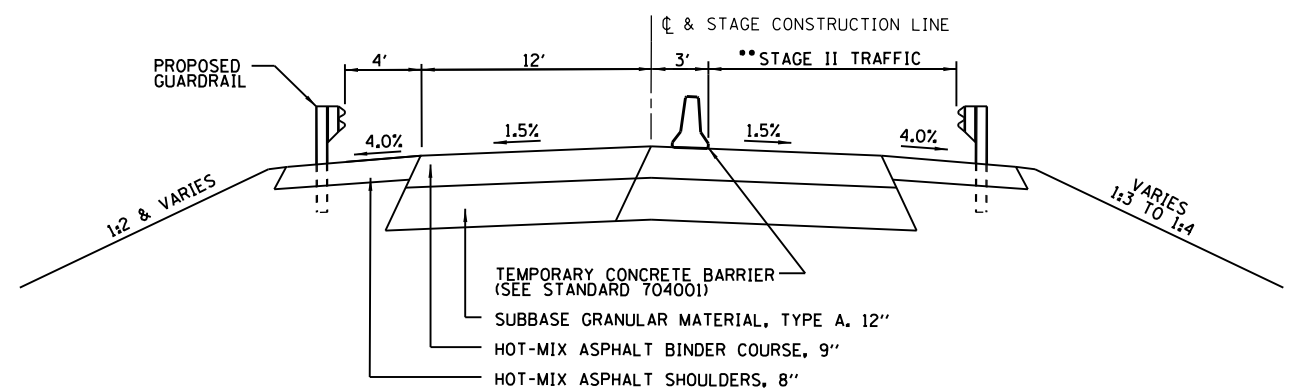
- STAGE II**
- 1.) RELOCATE TEMPORARY CONCRETE BARRIER AND IMPACT ATTENUATORS TO STAGE II LOCATION IN ACCORDANCE WITH TRAFFIC CONTROL AND PROTECTION STANDARD 701321 AND DIVERT TRAFFIC TO THE STAGE II TRAFFIC LANE.
 - 2.) THE WIDTH RESTRICTION SIGNING SHALL BE 11'-6".
 - 3.) REMOVE THE PORTION OF THE EXISTING BRIDGE SOUTH OF THE STAGE REMOVAL LINE. REMOVE THE PORTION OF THE EXISTING PAVEMENT REQUIRED TO CONSTRUCT THE FULL-DEPTH PAVEMENT, BRIDGE, APPROACH SLABS, AND APPROACH SLAB FOOTINGS.
 - 4.) CONSTRUCT THE PORTION OF THE BRIDGE SOUTH OF STAGE CONSTRUCTION LINE. CONSTRUCT THE PORTION OF THE APPROACH SLABS AND APPROACH SLAB FOOTINGS SOUTH OF STAGE CONSTRUCTION LINE.
 - 5.) CONSTRUCT THE PORTION OF THE PROJECT (ROADWAY, DRAINAGE ELEMENTS, ETC.) SOUTH OF THE STAGE CONSTRUCTION LINE. PROVIDE EMBANKMENT, EXCAVATION, LEVELING BINDER, HOT-MIX ASPHALT SHOULDERS AND GUARDRAIL NORTH OF THE STAGE CONSTRUCTION LINE
 - 6.) PLACE TEMPORARY RAMPS AT THE ENDS OF THE APPROACH SLAB.

- FINAL STAGE**
- 1.) REMOVE THE TEMPORARY CONCRETE BARRIER, IMPACT ATTENUATORS, AND TRAFFIC SIGNALS.
 - 2.) PROVIDE HOT-MIX ASPHALT SURFACE REMOVAL WITHIN LIMITS INDICATED ON THE PLAN & PROFILE SHEETS UNDER TRAFFIC CONTROL AND PROTECTION STANDARD 701306.
 - 3.) PLACE HOT-MIX ASPHALT SURFACE COURSE UNDER TRAFFIC CONTROL AND PROTECTION STANDARD 701306.
 - 4.) PROVIDE PAVEMENT MARKINGS UNDER TRAFFIC CONTROL AND PROTECTION STANDARD 701306.

NOTE:
1.) FOR DETAILS NOT SHOWN SEE HIGHWAY STANDARD 701321 OR BLR 21.



STAGE II ROADWAY OVERLAY TYPICAL SECTION - LOOKING WEST
•• STAGE II TRAFFIC WIDTH IS 13' AND VARIES.



STAGE II ROADWAY FULL DEPTH TYPICAL SECTION - LOOKING WEST
•• STAGE II TRAFFIC WIDTH IS 13' AND VARIES.



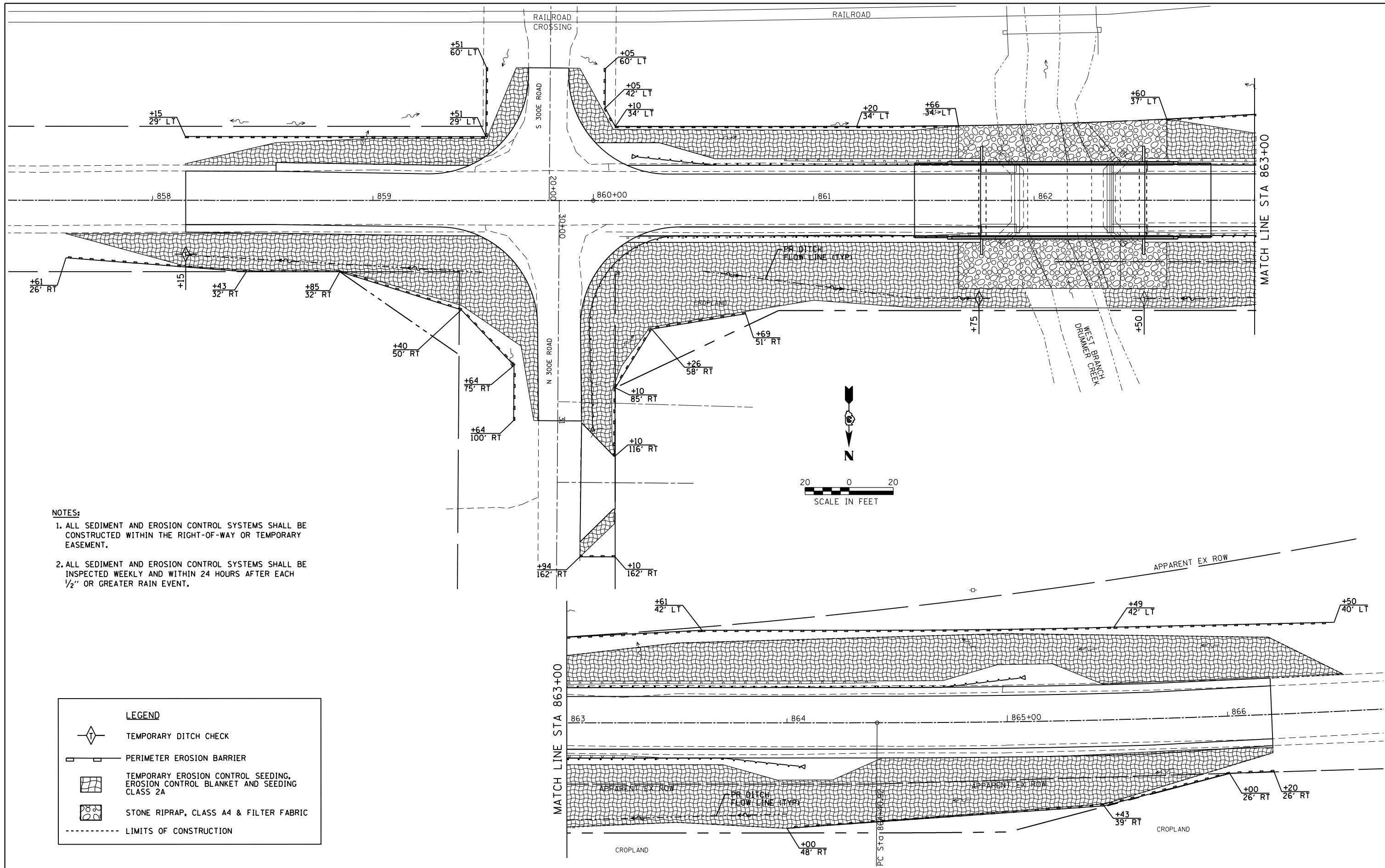
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PLOT SCALE = 48.0000' / in.	DRAWN - JJO	REVISED -
PLOT DATE = 8/13/2012	CHECKED - JML	REVISED -
	DATE - 08/10/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

STAGE II CONSTRUCTION

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	20
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				



NOTES:

1. ALL SEDIMENT AND EROSION CONTROL SYSTEMS SHALL BE CONSTRUCTED WITHIN THE RIGHT-OF-WAY OR TEMPORARY EASEMENT.
2. ALL SEDIMENT AND EROSION CONTROL SYSTEMS SHALL BE INSPECTED WEEKLY AND WITHIN 24 HOURS AFTER EACH 1/2" OR GREATER RAIN EVENT.

LEGEND	
	TEMPORARY DITCH CHECK
	PERIMETER EROSION BARRIER
	TEMPORARY EROSION CONTROL SEEDING, EROSION CONTROL BLANKET AND SEEDING CLASS 2A
	STONE RIPRAP, CLASS A4 & FILTER FABRIC
	LIMITS OF CONSTRUCTION



USER NAME = dmeyer	DESIGNED - JJO	REVISED -
PLOT SCALE = 48.0000' / in.	DRAWN - JJO	REVISED -
PLOT DATE = 8/13/2012	CHECKED - JML	REVISED -
	DATE - 08/10/12	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION CONTROL

SCALE: SHEET OF SHEETS STA. TO STA.

F.A.P. RTE. 693	SECTION 19BR	COUNTY FORD	TOTAL SHEETS 61	SHEET NO. 21
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				

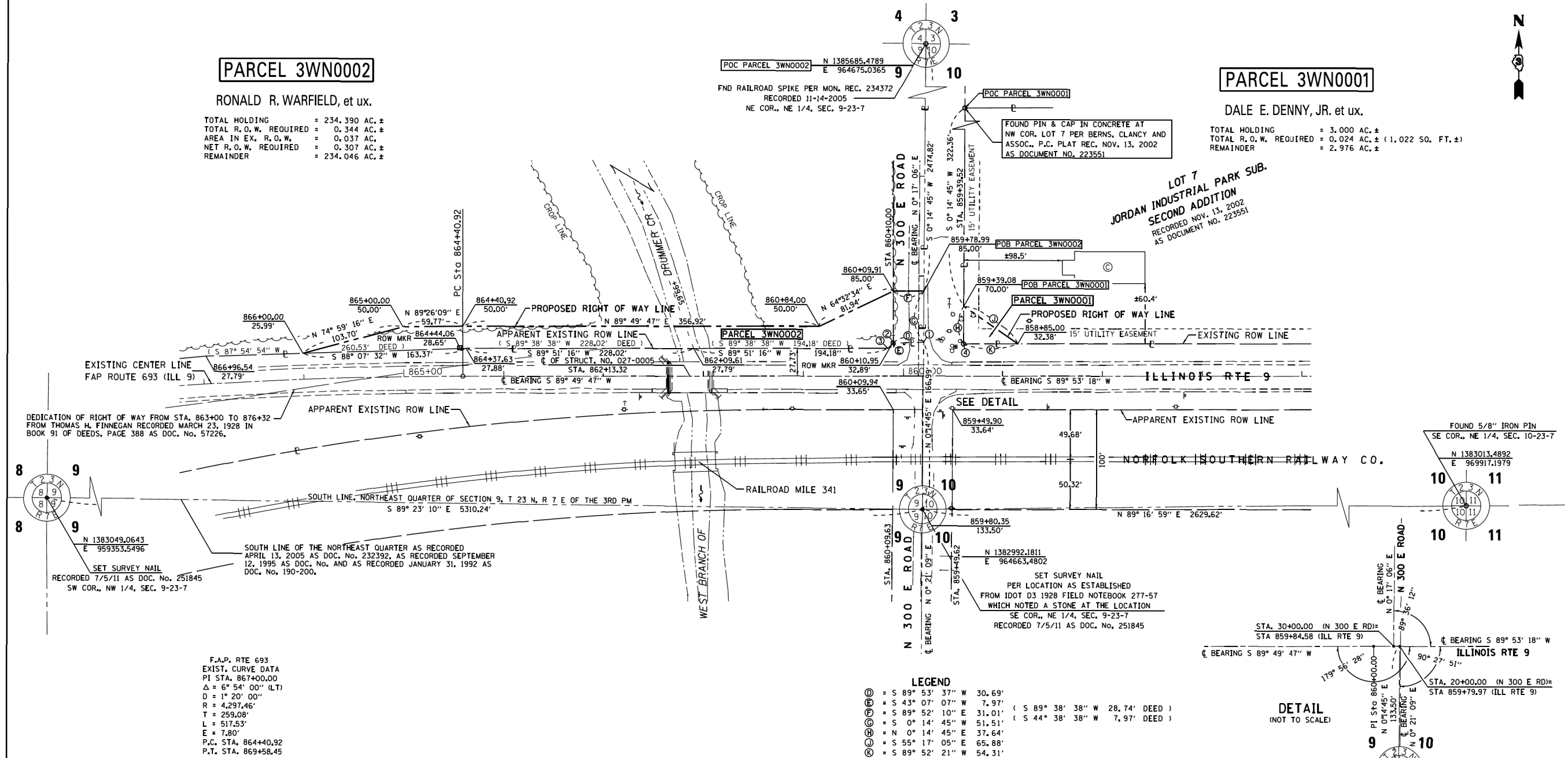
SEC. 9 & 10, T. 23 N., R. 7 E., 3RD P.M.

PARCEL 3WN0002

RONALD R. WARFIELD, et ux.
 TOTAL HOLDING = 234.390 AC. ±
 TOTAL R.O.W. REQUIRED = 0.344 AC. ±
 AREA IN EX. R.O.W. = 0.037 AC. ±
 NET R.O.W. REQUIRED = 0.307 AC. ±
 REMAINDER = 234.046 AC. ±

PARCEL 3WN0001

DALE E. DENNY, JR. et ux.
 TOTAL HOLDING = 3.000 AC. ±
 TOTAL R.O.W. REQUIRED = 0.024 AC. ± (1.022 SO. FT. ±)
 REMAINDER = 2.976 AC. ±



DEDICATION OF RIGHT OF WAY FROM STA. 863+00 TO 876+32 FROM THOMAS H. FINNEGAN RECORDED MARCH 23, 1928 IN BOOK 91 OF DEEDS, PAGE 388 AS DOC. No. 57226.

SOUTH LINE OF THE NORTHEAST QUARTER AS RECORDED APRIL 13, 2005 AS DOC. No. 232392, AS RECORDED SEPTEMBER 12, 1995 AS DOC. No. AND AS RECORDED JANUARY 31, 1992 AS DOC. No. 190-200.

F.A.P. RTE 693 EXIST. CURVE DATA
 PI STA. 867+00.00
 Δ = 6° 54' 00" (LT)
 D = 1° 20' 00"
 R = 4,297.46'
 T = 259.08'
 L = 517.53'
 E = 7.80'
 P.C. STA. 864+40.92
 P.T. STA. 869+58.45

- LEGEND**
- ⊙ = S 89° 53' 37" W 30.69'
 - ⊙ = S 43° 07' 07" W 7.97'
 - ⊙ = S 89° 52' 10" E 31.01' (S 89° 38' 38" W 28.74' DEED)
 - ⊙ = S 0° 14' 45" W 51.51' (S 44° 38' 38" W 7.97' DEED)
 - ⊙ = N 0° 14' 45" E 37.64'
 - ⊙ = S 55° 17' 05" E 65.88'
 - ⊙ = S 89° 52' 21" W 54.31'

SURVEYOR'S STATEMENT

I, CURT A. BENDER, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR OF THE STATE OF ILLINOIS. THAT THE SURVEY OF F.A.P. 693 ILLINOIS RTE 9 WAS MADE BY WILLETT HOFMANN & ASSOCIATES, INC. UNDER MY DIRECTION, AT THE REQUEST OF THE ILLINOIS DEPARTMENT OF TRANSPORTATION, DISTRICT 3, AND THAT THE SURVEY IS TRUE AND COMPLETE AS SHOWN TO THE BEST OF MY KNOWLEDGE AND BELIEF, THAT ALL MONUMENTS AND MARKS ARE OF THE CHARACTER AND OCCUPY THE POSITION SHOWN THEREON, AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

CURT A. BENDER, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3688 (EXPIRES NOVEMBER 2012)



REVISED 3/20/12 NAME CHANGE P1
REVISED 8/6/12 DELETE P3
REVISED -
REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

RIGHT OF WAY PLANS	
PROJECT	JOB NO. R-93-001-11
SHEET NO. 1 OF 1 SHEETS	STA. 858+85.00 TO STA. 866+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19 BR	FORD	61	22
ILLINOIS ROUTE 9 CONTRACT NO.				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

S:\PROJECTS\2010\1274010\DWG\05 D-3\1\SURVEY\FOR-0366A12-0366A12-SHT-NORPLAND.DWG
 calculations by C.A. drawn by B.F.



USER NAME = dmeyer	DESIGNED - JJO	REVISED -
PLOT SCALE = 40.0000' / in.	DRAWN - JJO	REVISED -
PLOT DATE = 8/13/2012	CHECKED - JML	REVISED -
	DATE - 08/10/12	REVISED -

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

R.O.W PLAN	
SCALE:	SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	22
ILLINOIS FED. AID PROJECT CONTRACT NO. 66A12				

Benchmark: BM #120 Chiseled "X" S. Bolt on fire hydrant, N.E. Quad, IL. Rte. 9 and TR 300E Road, Station 859+51.22/24.97' RT., Elevation = 747.90.
 BM #121 Railroad spike in power pole with guy wire, Station 862+79.19/32.94' LT., Elevation = 748.03.

Existing Structure: Structure No. 027-0005, originally built in 1925 as Section 19B. The original construction consisted of a reinforced concrete T-Girder superstructure supported by reinforced concrete closed abutments. In 1960, under Section 19BR-1, the superstructure was replaced with precast prestressed concrete deck beams. The back-to-back of abutments dimension measures 42'-8 3/4" and the out-to-out dimension measures 31'-0". In 2008, the fascia beams were replaced and temporary steel supports were added to support two of the interior deck beams. One lane of traffic will be maintained utilizing stage construction.

Salvage: Temporary Steel Supports.

SCOUR INFORMATION

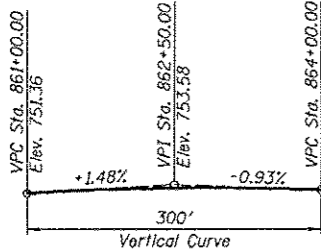
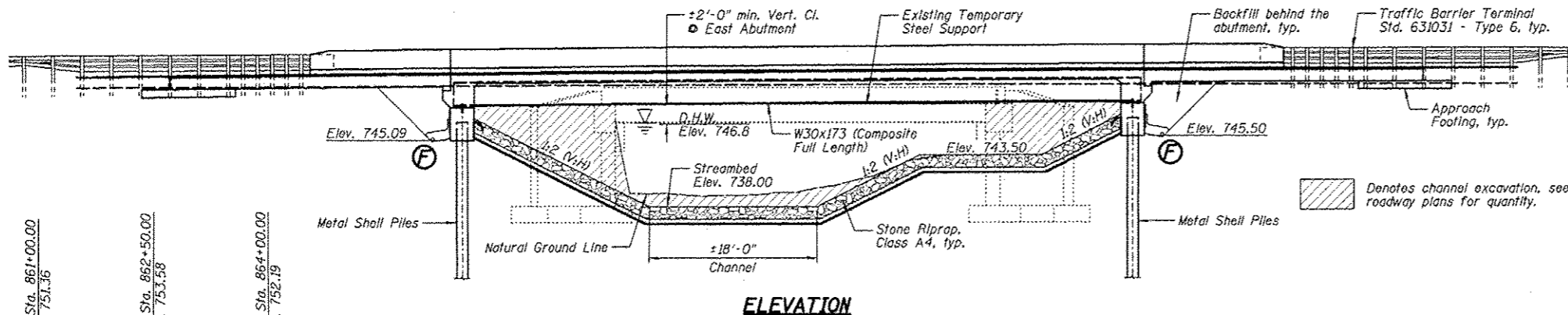
Design Scour Elevation	West Abutment	East Abutment
	745.50	745.09

WATERWAY INFORMATION

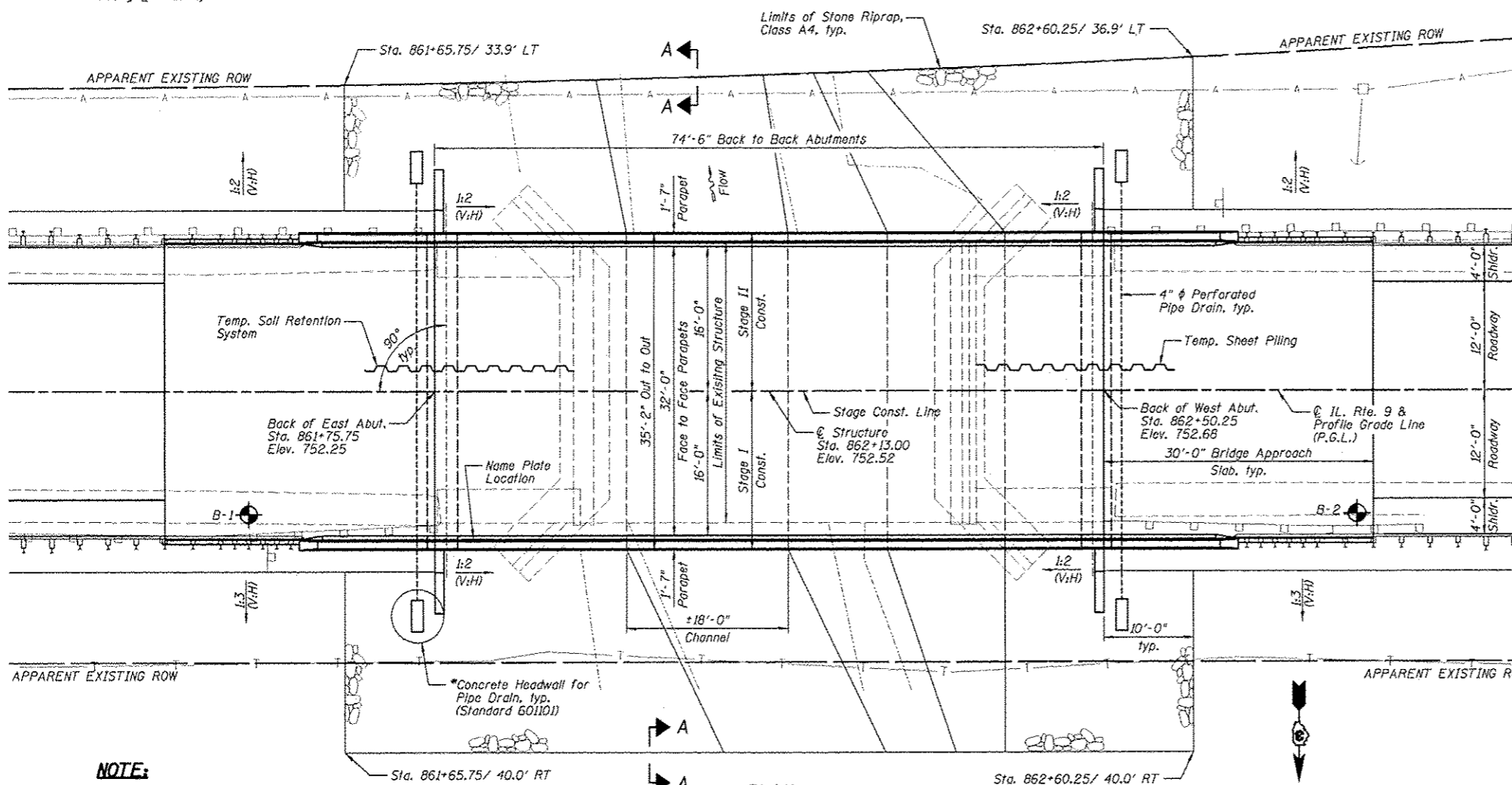
Flood	Freq. Yr.	C.F.S.	Opening Sq. Ft.		Nat. Head - Ft.	Headwater E.L.	
			Exist.	Prop.		Exist.	Prop.
Design	10	2090	199	272	745.7	0.3	746.0
Base	100	2450	245	343	746.8	0.6	747.5
Overtopping	275	3000	N/A	493	N/A	N/A	750.1
Max. Calc.	500	3340	323	493	750.7	1.3	752.0

Existing Low Grade Elev. 750.0 @ Sta. 860+00
 Proposed Low Grade Elev. 750.0 @ Sta. 860+00

10 Yr. Velocity = 6.8 ft/sec. (Existing)
 10 Yr. Velocity = 4.0 ft/sec. (Proposed)



PROFILE GRADE
(Along & Roadway)



NOTE:
See Sheet B2 for Section A-A.

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

LOADING HL-93
Allow 50#/sq. ft. for future wearing surface.

DESIGN SPECIFICATIONS
2010 AASHTO LRFD Bridge Design Specifications, 5th Edition (2010 Interim Revisions)

DESIGN STRESSES
FIELD UNITS:
 $f'_c = 3,500$ psi
 $f_y = 60,000$ psi (Reinforcement)
 $f_y = 50,000$ psi (AASHTO M270 Grade 50W)

SEISMIC DATA
 Seismic Performance Zone (SP2) = 1
 Design Spectral Acceleration at 1.0 sec. (SD1) = 0.122g
 Design Spectral Acceleration at 0.2 sec. (SD3) = 0.203g
 Soil Site Class = D

INDEX OF SHEETS

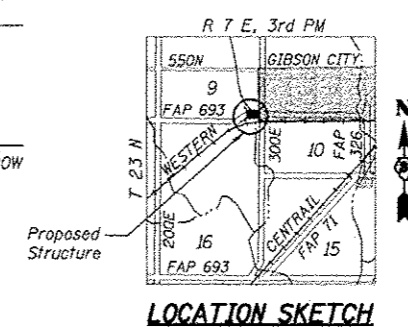
SHEET NO.	TITLE
B1	GENERAL PLAN AND ELEVATION
B2	GENERAL DATA
B3	STAGE CONSTRUCTION
B4	TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
B5	TOP OF SLAB ELEVATION LOCATIONS
B6	TOP OF SLAB ELEVATIONS
B7	TOP OF APPROACH SLAB ELEVATIONS
B8	SUPERSTRUCTURE DECK
B9	SUPERSTRUCTURE DETAILS
B10	DIAPHRAGM DETAIL
B11-B12	BRIDGE APPROACH SLAB DETAILS
B13-B14	STRUCTURAL STEEL
B15	FIXED BEARING DETAILS
B16	EAST ABUTMENT
B17	WEST ABUTMENT
B18	METAL SHELL PILE DETAILS
B19	BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS
B20-B21	SOIL BORINGS LOGS
B22-B30	EXISTING PLANS



Joseph M. Lowrance Date 08-13-12.
 JOSEPH M. LOWRANCE
 ILLINOIS STRUCTURAL ENGINEER
 NO. 081-006446
 Exp. Date 11/30/12

APPROVED
For Structural Adequacy Only

Joseph M. Lowrance
 Engineer of Bridges & Structures



GENERAL PLAN AND ELEVATION
IL. ROUTE 9 OVER WEST BRANCH
OF DRUMMER CREEK
E.A.P. 693 - SECTION 19BR
FORD COUNTY
STATION 862+13.00
STRUCTURE NO. 027-0101

Farnsworth GROUP, INC.
 2700 McGraw Drive
 Bloomington, Illinois 61704
 309-663-8425, 309-663-1071 fax

DESIGNED - TCR
 CHECKED - JML
 DRAWN - JWK
 CHECKED - MSW
 DATE - 8/10/12

REVISED
 REVISED
 REVISED
 REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

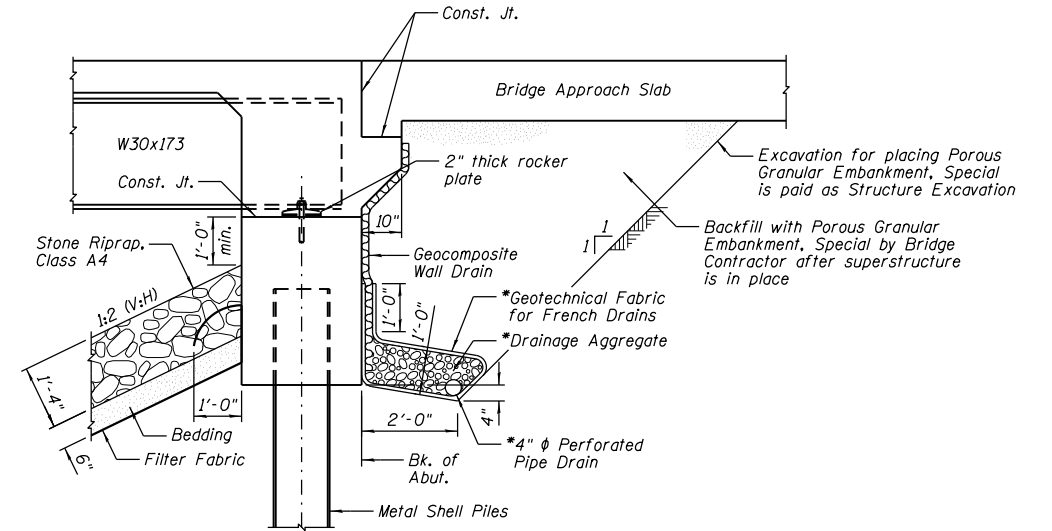
SHEET NO. B1 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	23

CONTRACT NO. 66A12
 [ILLINOIS] FED. AID PROJECT

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		729	729
Filter Fabric	Sq. Yd.		729	729
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		172	172
Concrete Structures	Cu. Yd.	20.8	30.0	50.8
Concrete Superstructure	Cu. Yd.	214.8		214.8
Bridge Deck Grooving	Sq. Yd.	451		451
Protective Coat	Sq. Yd.	574		574
Furnishing and Erecting Structural Steel	L Sum	1		1
Stud Shear Connectors	Each	1,530		1,530
Reinforcement Bars, Epoxy Coated	Pound	48,440	3,860	52,300
Bar Splacers	Each	532	20	552
Furnishing Metal Shell Piles 14" x 0.312"	Foot		290	290
Driving Piles	Foot		290	290
Test Pile Metal Shells	Each		2	2
Pile Shoes	Each		12	12
Name Plates	Each	1		1
Anchor Bolts, 1"	Each	24		24
Geocomposite Wall Drain	Sq. Yd.		60	60
Asbestos Bearing Pad Removal	Each	14		14
Temporary Sheet Piling	Sq. Ft.		574	574
Pipe Underdrains for Structures 4"	Foot		164	164
Temporary Soil Retention System	Sq. Ft.		190	190
Porous Granular Embankment, Special	Cu. Yd.		102	102

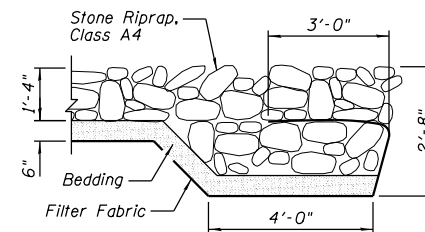


SECTION THRU WEST ABUTMENT
(Similar for East Abutment)

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

GENERAL NOTES:

- 1.) Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts (in painted areas and ASTM A325 Type 3 in unpainted areas). Bolts $\frac{3}{4}$ in. ϕ , holes $\frac{15}{16}$ in. ϕ , unless otherwise noted.
- 2.) Calculated weight of Structural Steel = 81,930 lbs.
- 3.) All structural steel shall be AASHTO M270 Grade 50W.
- 4.) No field welding is permitted except as specified in the contract documents.
- 5.) Reinforcement bars designated (E) shall be epoxy coated.
- 6.) If the Contractor elects to use cantilever forming brackets on the exterior beams, the brackets shall be placed at the same locations as required for the hardwood blocks in Article 503.06(b) of the Standard Specifications. If additional cantilever forming brackets are required, hardwood blocking shall be wedged between the exterior and first interior beam at each of these additional bracket locations.
- 7.) Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 3 in. Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.
- 8.) Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.
- 9.) Slipforming of parapets is not allowed.
- 10.) The Contractor is advised that the existing structure contains members that are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal, or replacement of the structure.



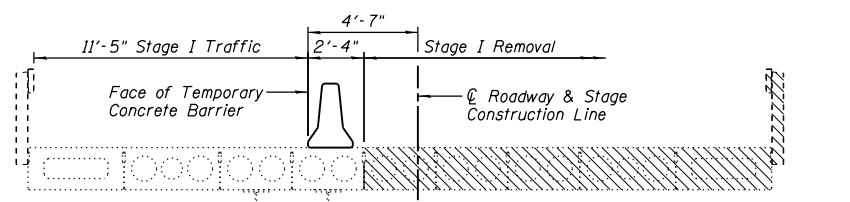
SECTION A-A

STATION 862+13.00
BUILT 20__ BY
STATE OF ILLINOIS
F.A.P. RT. 693 - SEC. 19BR
LOADING HL-93
STRUCTURE NO. 027-0101

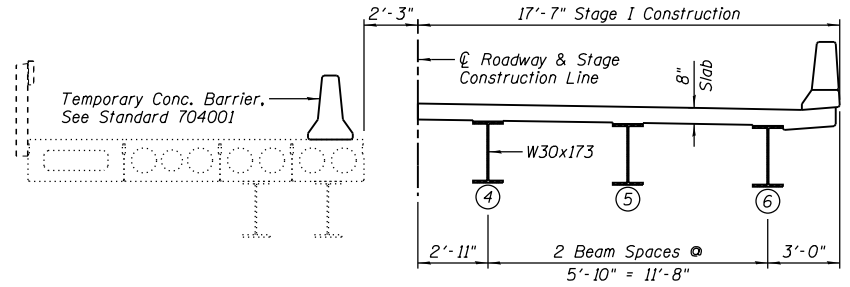
NAME PLATE
See Std. 515001

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DRAWN - JWK	REVISED
DATE - 8/10/12	CHECKED - MSW
	REVISED

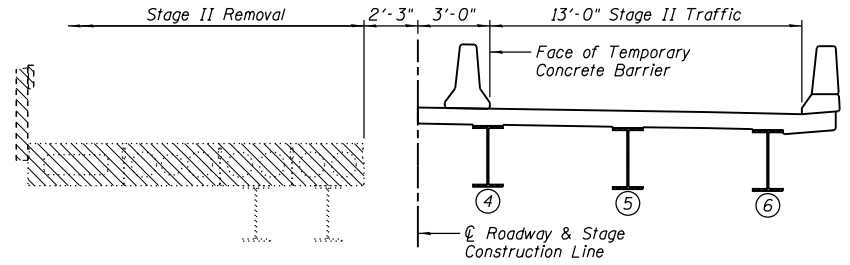
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693	19BR	FORD	61	24
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				



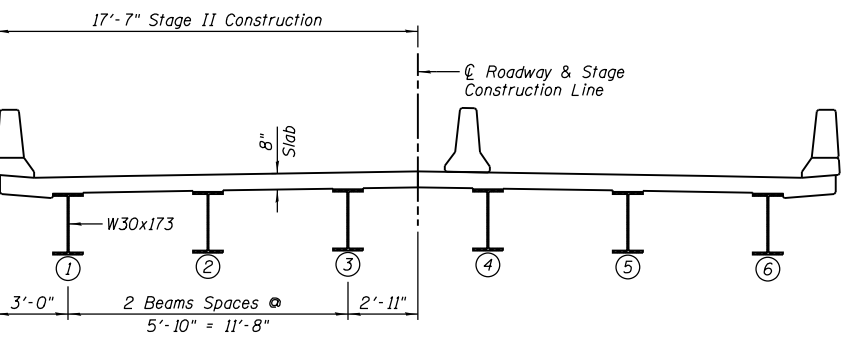
STAGE I REMOVAL
(Looking West of Bridge)



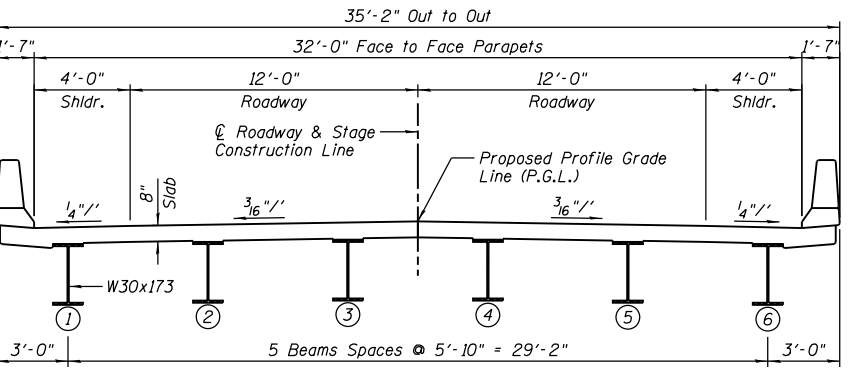
STAGE I CONSTRUCTION
(Looking West of Bridge)



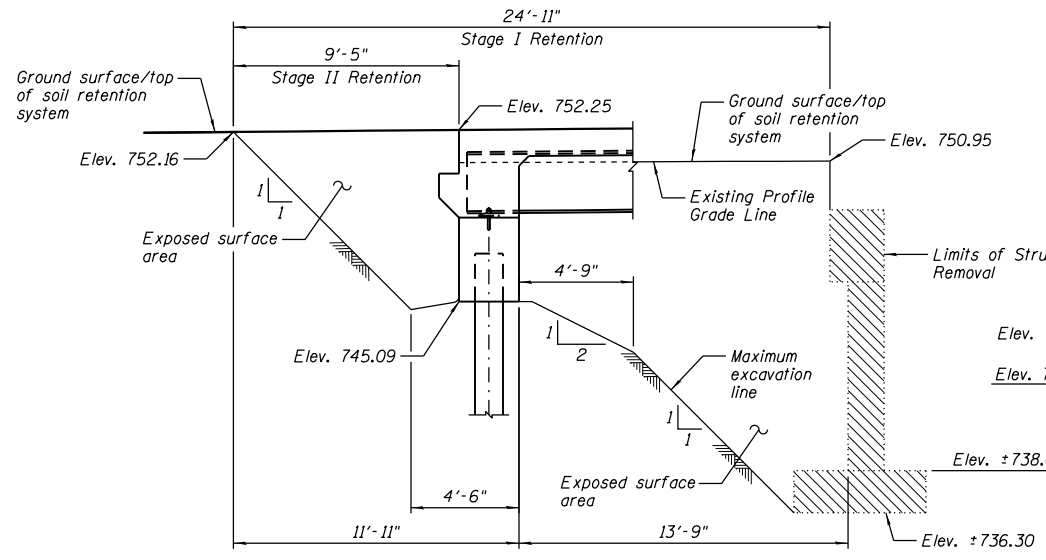
STAGE II REMOVAL
(Looking West of Bridge)



STAGE II CONSTRUCTION
(Looking West of Bridge)

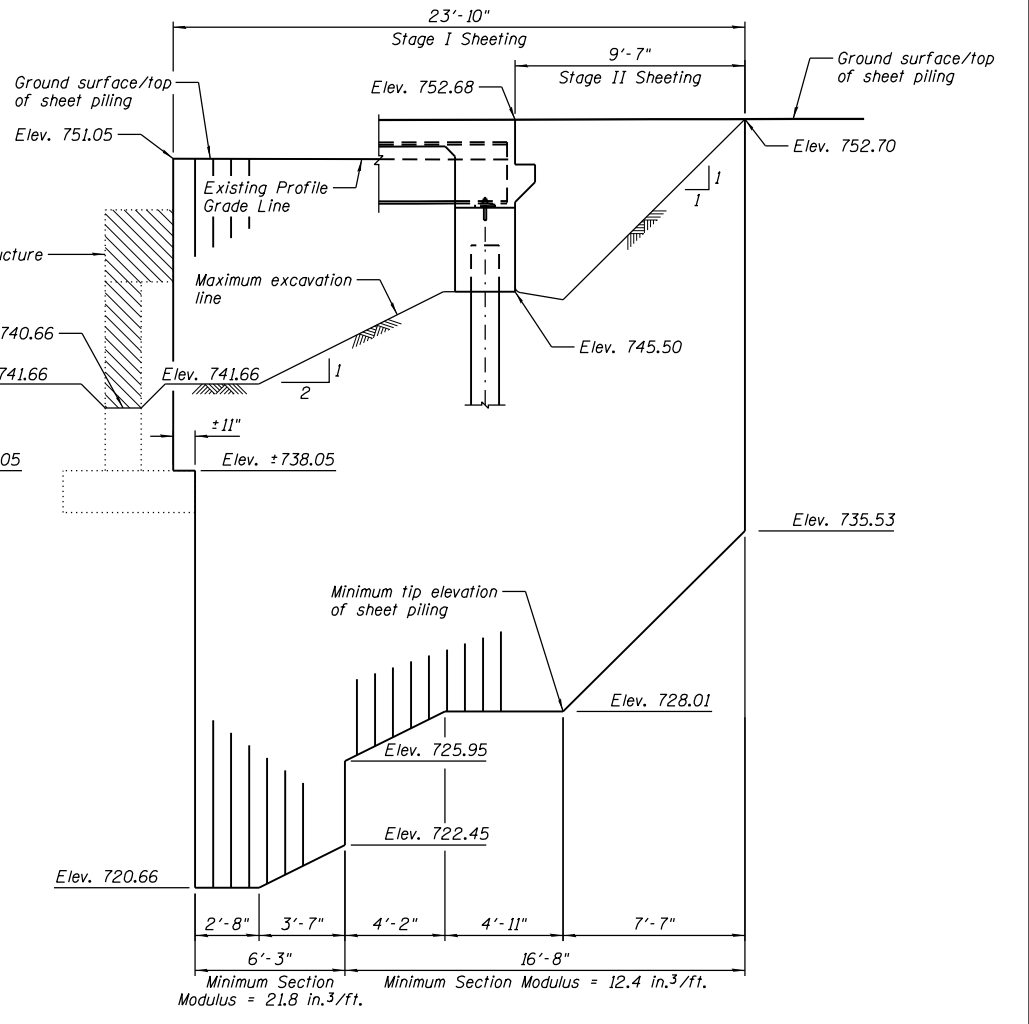


CROSS SECTION
(Looking West of Bridge)



EAST ABUTMENT TEMPORARY SOIL RETENTION SYSTEM

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



WEST ABUTMENT TEMPORARY SHEET PILING

NOTES:
1.) If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.
2.) The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to the top of the existing footing. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

BILL OF MATERIAL

Item	Unit	Total
Temporary Sheet Piling	Sq. Ft.	574
Temporary Soil Retention System	Sq. Ft.	190

NOTES:

1.) Removal of the existing bituminous wearing surface shall be included with Removal of Existing Structures.
2.) See Sheet B4 for Temporary Concrete Barrier (Standard 704001). See roadway plans for quantity.



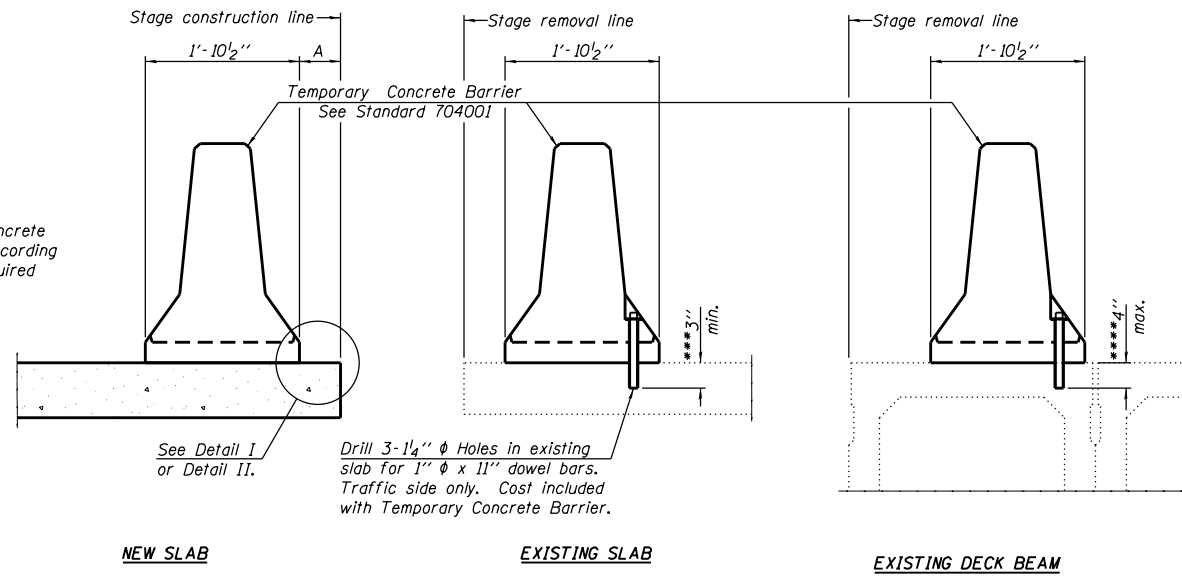
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CHECKED - JML	REVISED
DRAWN - JWK	REVISED
CHECKED - MSW	REVISED
DATE - 8/10/12	

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STAGE CONSTRUCTION
STRUCTURE NO. 027-0101
SHEET NO. B3 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	25
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				

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



SECTIONS THRU SLAB OR DECK BEAM

NOTES

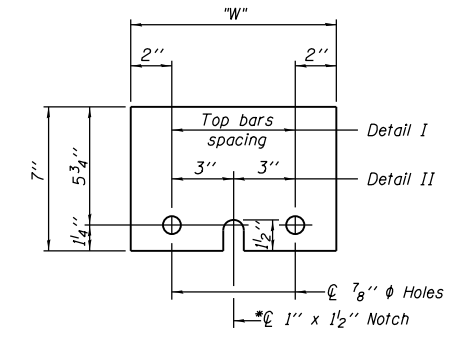
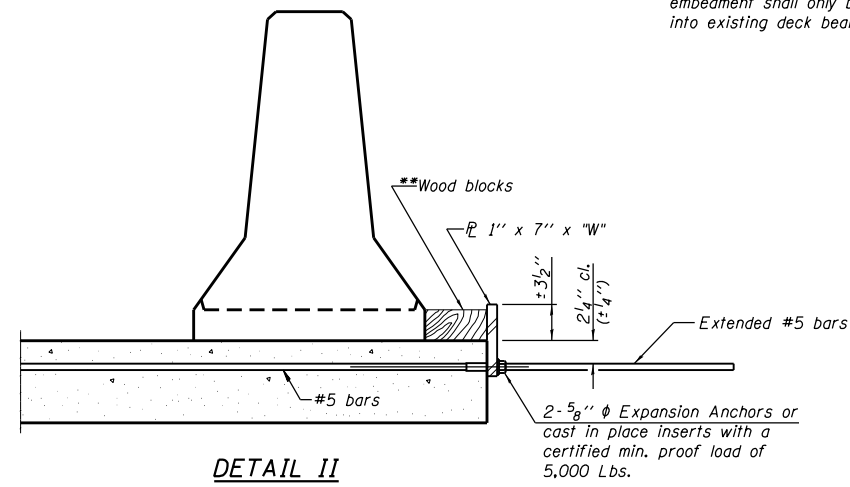
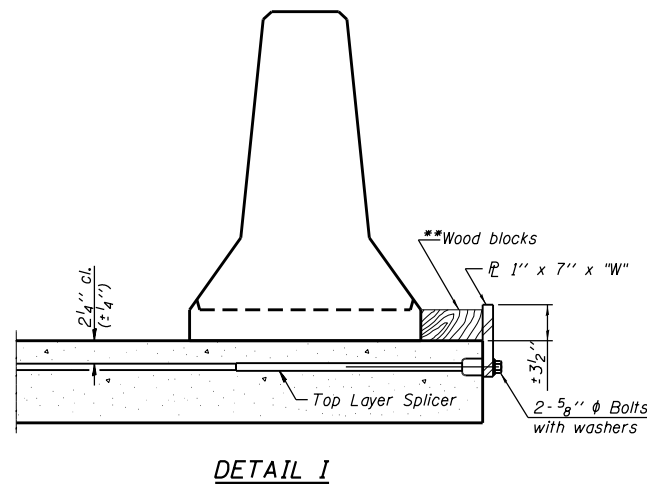
Detail I - With Bar Splicer or Couplers:
Connect one (1) 1" x 7" x "W" steel \bar{c} to the top layer of couplers with 2-5/8" ϕ bolts screwed to coupler at approximate \bar{c} of each barrier panel.

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

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

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

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



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

"W" = Top bars spacing + 4"

STEEL RETAINER 1" x 7" x "W"
* Required only with Detail II

R-27 7-1-10

Farnsworth GROUP, INC.
2709 McGraw Drive
Bloomington, Illinois 61704
309/663-8435, 309/663-1571 fax

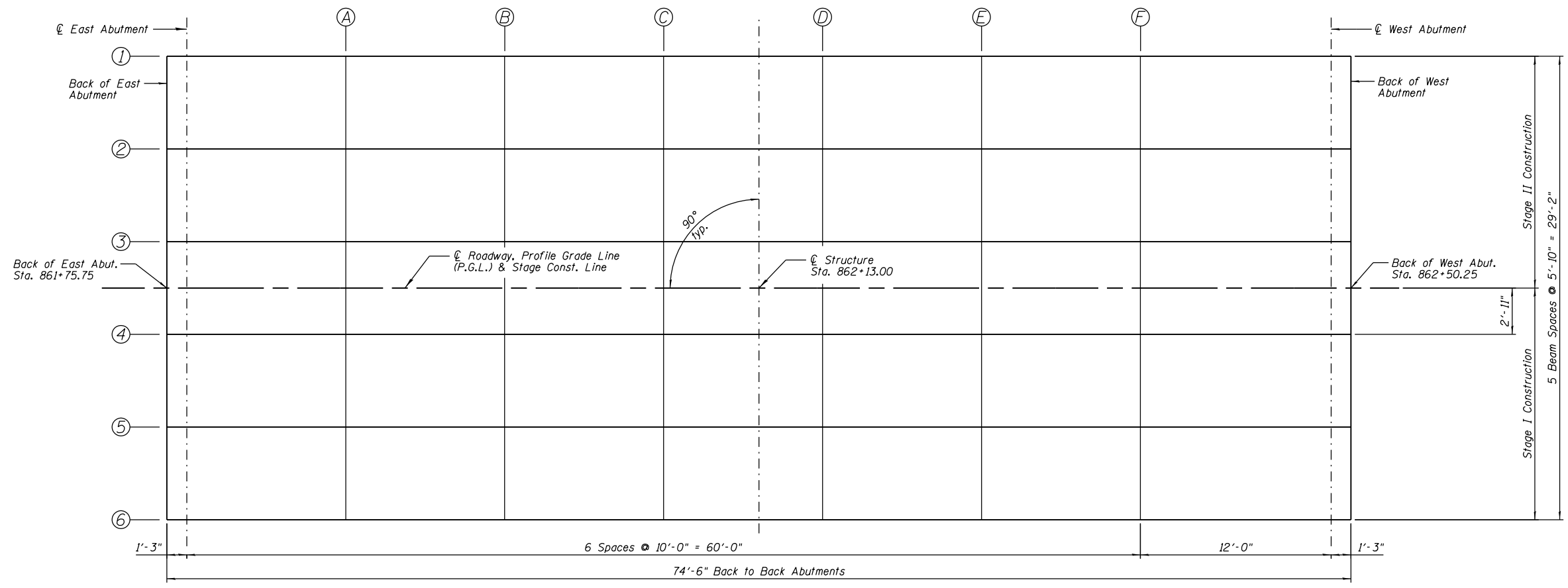
DESIGNED - TCR	REVISED
CHECKED - JML	REVISED
DRAWN - JWK	REVISED
DATE - 8/10/12	CHECKED - MSW
	REVISED

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

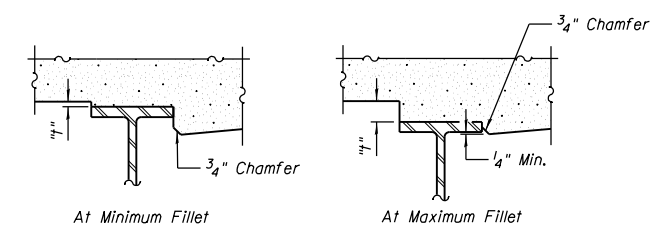
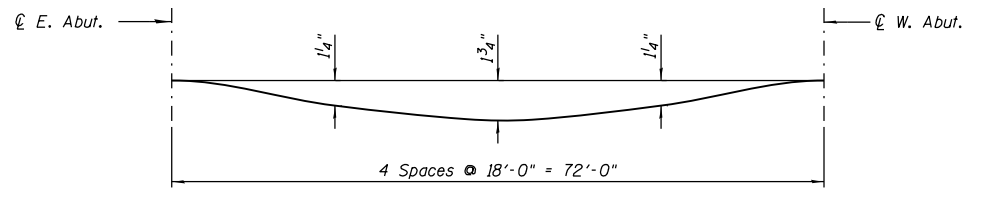
**TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION
STRUCTURE NO. 027-0101**

SHEET NO. B4 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	26
CONTRACT NO. 66A12			ILLINOIS FED. AID PROJECT	



PLAN



Farnsworth
 GROUP, INC.
 2709 McGraw Drive
 Bloomington, Illinois 61704
 309/663-8435, 309/663-1571 fax

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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION LOCATIONS
 STRUCTURE NO. 027-0101

SHEET NO. B5 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	27
CONTRACT NO. 66A12				

ILLINOIS FED. AID PROJECT

BEAM 1

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of East Abut.	861+75.75	-14.58	752.01	752.01
☉ East Abutment	861+77.00	-14.58	752.02	752.02
A	861+87.00	-14.58	752.10	752.16
B	861+97.00	-14.58	752.18	752.29
C	862+07.00	-14.58	752.24	752.38
D	862+17.00	-14.58	752.30	752.44
E	862+27.00	-14.58	752.35	752.47
F	862+37.00	-14.58	752.39	752.47
☉ West Abutment	862+49.00	-14.58	752.43	752.43
Bk. of West Abut.	862+50.25	-14.58	752.44	752.44

BEAM 2

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of East Abut.	861+75.75	-8.75	752.11	752.11
☉ East Abutment	861+77.00	-8.75	752.13	752.13
A	861+87.00	-8.75	752.21	752.27
B	861+97.00	-8.75	752.28	752.39
C	862+07.00	-8.75	752.35	752.49
D	862+17.00	-8.75	752.41	752.55
E	862+27.00	-8.75	752.46	752.57
F	862+37.00	-8.75	752.50	752.57
☉ West Abutment	862+49.00	-8.75	752.54	752.54
Bk. of West Abut.	862+50.25	-8.75	752.54	752.54

BEAM 3

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of East Abut.	861+75.75	-2.92	752.21	752.21
☉ East Abutment	861+77.00	-2.92	752.22	752.22
A	861+87.00	-2.92	752.30	752.36
B	861+97.00	-2.92	752.37	752.48
C	862+07.00	-2.92	752.44	752.58
D	862+17.00	-2.92	752.50	752.64
E	862+27.00	-2.92	752.55	752.67
F	862+37.00	-2.92	752.59	752.66
☉ West Abutment	862+49.00	-2.92	752.63	752.63
Bk. of West Abut.	862+50.25	-2.92	752.63	752.63

☉ ROADWAY, PROFILE GRADE LINE (P.G.L.) & STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of East Abut.	861+75.75	0.00	752.25	752.25
☉ East Abutment	861+77.00	0.00	752.26	752.26
A	861+87.00	0.00	752.34	752.41
B	861+97.00	0.00	752.42	752.53
C	862+07.00	0.00	752.48	752.62
D	862+17.00	0.00	752.54	752.69
E	862+27.00	0.00	752.59	752.71
F	862+37.00	0.00	752.63	752.71
☉ West Abutment	862+49.00	0.00	752.67	752.67
Bk. of West Abut.	862+50.25	0.00	752.68	752.68

BEAM 4

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of East Abut.	861+75.75	2.92	752.21	752.21
☉ East Abutment	861+77.00	2.92	752.22	752.22
A	861+87.00	2.92	752.30	752.36
B	861+97.00	2.92	752.37	752.48
C	862+07.00	2.92	752.44	752.58
D	862+17.00	2.92	752.50	752.64
E	862+27.00	2.92	752.55	752.67
F	862+37.00	2.92	752.59	752.66
☉ West Abutment	862+49.00	2.92	752.63	752.63
Bk. of West Abut.	862+50.25	2.92	752.63	752.63

BEAM 5

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of East Abut.	861+75.75	8.75	752.11	752.11
☉ East Abutment	861+77.00	8.75	752.13	752.13
A	861+87.00	8.75	752.21	752.27
B	861+97.00	8.75	752.28	752.39
C	862+07.00	8.75	752.35	752.49
D	862+17.00	8.75	752.41	752.55
E	862+27.00	8.75	752.46	752.57
F	862+37.00	8.75	752.50	752.57
☉ West Abutment	862+49.00	8.75	752.54	752.54
Bk. of West Abut.	862+50.25	8.75	752.54	752.54

BEAM 6

Location	Station	Offset	Theoretical Grade Elevation	Theoretical Grade Elevation Adjusted for Dead Load Deflection
Bk. of East Abut.	861+75.75	14.58	752.01	752.01
☉ East Abutment	861+77.00	14.58	752.02	752.02
A	861+87.00	14.58	752.10	752.16
B	861+97.00	14.58	752.18	752.29
C	862+07.00	14.58	752.24	752.38
D	862+17.00	14.58	752.30	752.44
E	862+27.00	14.58	752.35	752.47
F	862+37.00	14.58	752.39	752.47
☉ West Abutment	862+49.00	14.58	752.43	752.43
Bk. of West Abut.	862+50.25	14.58	752.44	752.44



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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS
STRUCTURE NO. 027-0101**

SHEET NO. B6 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	28
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66A12	

SOUTH CURB LINE/SOUTH FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevation
E. End of East Appr.	861+45.75	-16.42	751.67
A	861+55.75	-16.42	751.78
B	861+65.75	-16.00	751.89
W. End of East Appr.	861+75.75	-16.00	751.98

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
E. End of East Appr.	861+45.75	-12.00	751.77
A	861+55.75	-12.00	751.87
B	861+65.75	-12.00	751.97
W. End of East Appr.	861+75.75	-12.00	752.06

☉ ROADWAY, PROFILE GRADE LINE (P.G.L.) & STAGE CONSTRUCTION LINE

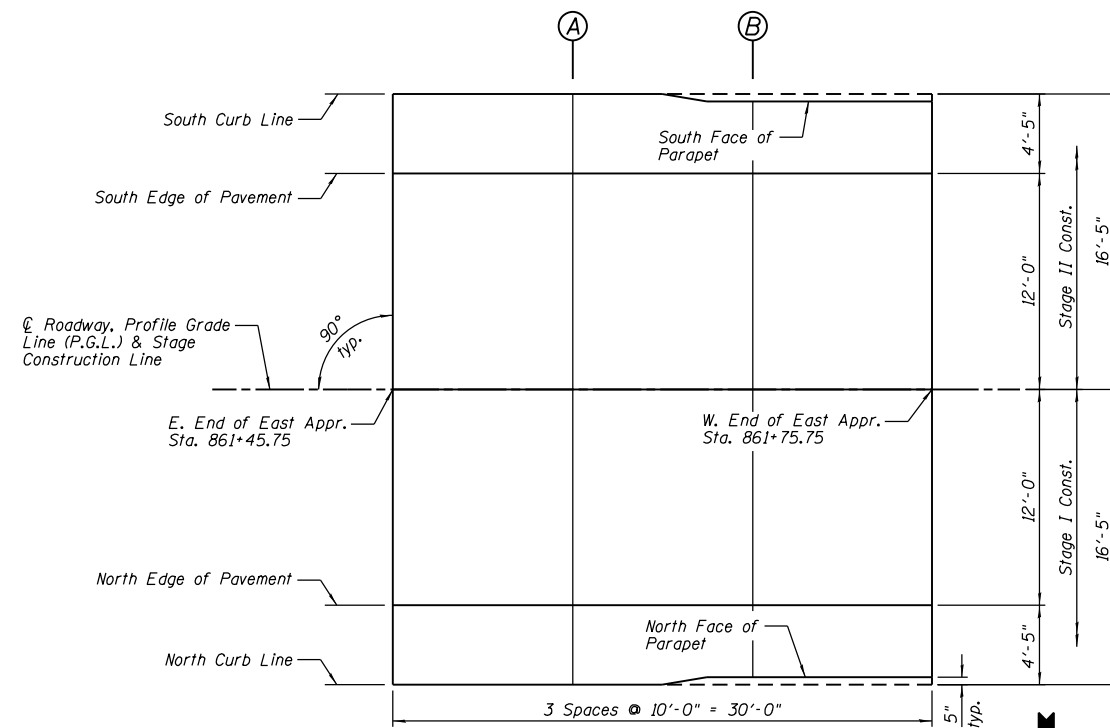
Location	Station	Offset	Theoretical Grade Elevation
E. End of East Appr.	861+45.75	0.00	751.95
A	861+55.75	0.00	752.06
B	861+65.75	0.00	752.16
W. End of East Appr.	861+75.75	0.00	752.25

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
E. End of East Appr.	861+45.75	12.00	751.77
A	861+55.75	12.00	751.87
B	861+65.75	12.00	751.97
W. End of East Appr.	861+75.75	12.00	752.06

NORTH CURB LINE/NORTH FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevation
E. End of East Appr.	861+45.75	16.42	751.67
A	861+55.75	16.42	751.78
B	861+65.75	16.00	751.89
W. End of East Appr.	861+75.75	16.00	751.98



EAST APPROACH SLAB PLAN

SOUTH CURB LINE/SOUTH FACE OF PARAPET

Location	Station	Offset	Theoretical Grade Elevation
E. End of West Appr.	862+50.25	-16.00	752.41
A	862+60.25	-16.00	752.43
B	862+70.25	-16.42	752.44
W. End of West Appr.	862+80.25	-16.42	752.44

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevation
E. End of West Appr.	862+50.25	-12.00	752.49
A	862+60.25	-12.00	752.51
B	862+70.25	-12.00	752.53
W. End of West Appr.	862+80.25	-12.00	752.54

☉ ROADWAY, PROFILE GRADE LINE (P.G.L.) & STAGE CONSTRUCTION LINE

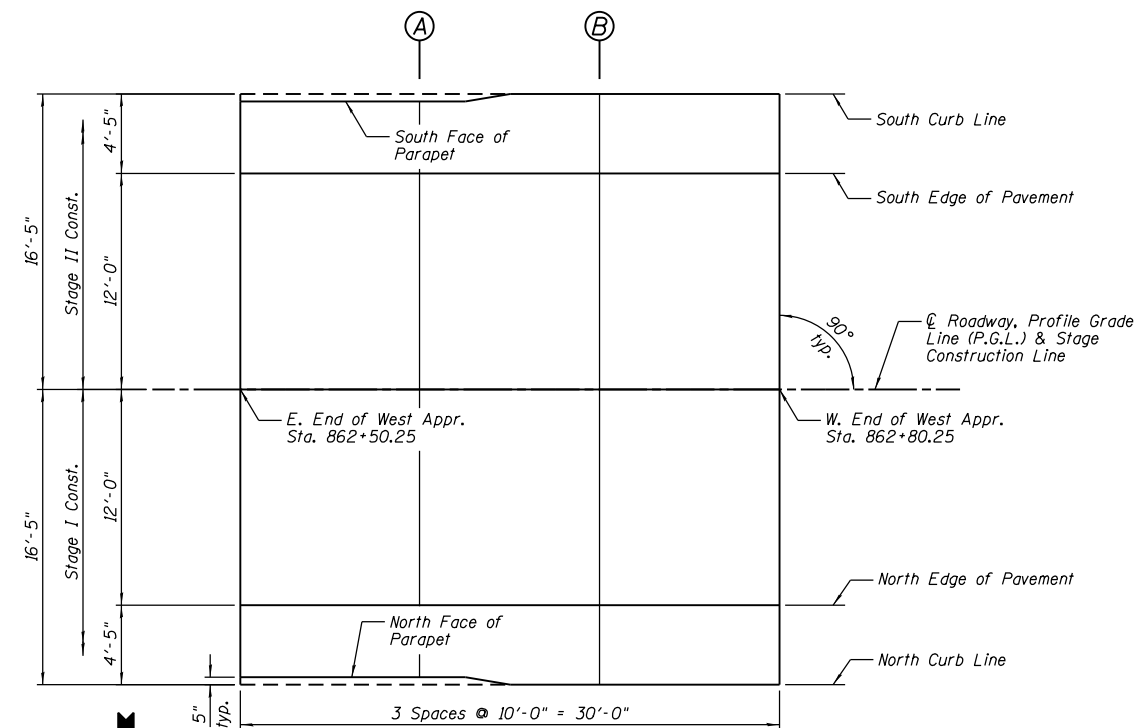
Location	Station	Offset	Theoretical Grade Elevation
E. End of West Appr.	862+50.25	0.00	752.68
A	862+60.25	0.00	752.70
B	862+70.25	0.00	752.72
W. End of West Appr.	862+80.25	0.00	752.72

NORTH EDGE OF PAVEMENT

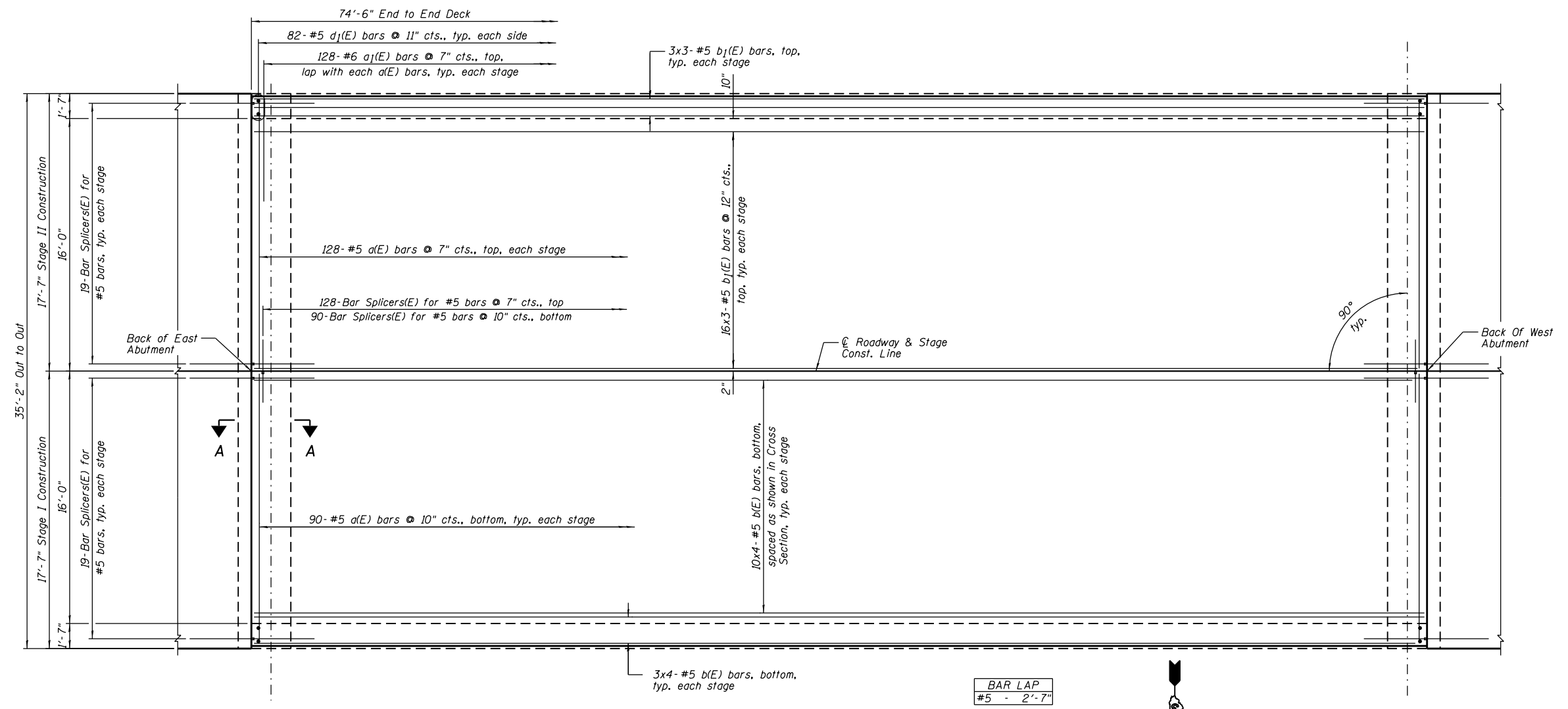
Location	Station	Offset	Theoretical Grade Elevation
E. End of West Appr.	862+50.25	12.00	752.49
A	862+60.25	12.00	752.51
B	862+70.25	12.00	752.53
W. End of West Appr.	862+80.25	12.00	752.54

NORTH CURB LINE/NORTH FACE OF PARAPET

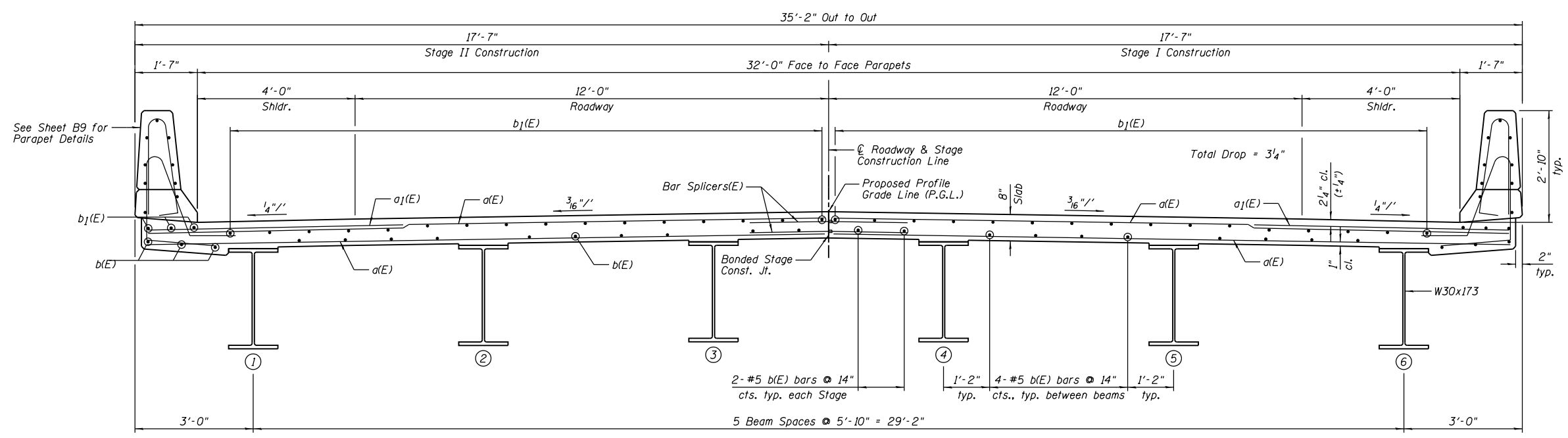
Location	Station	Offset	Theoretical Grade Elevation
E. End of West Appr.	862+50.25	16.00	752.41
A	862+60.25	16.00	752.43
B	862+70.25	16.42	752.44
W. End of West Appr.	862+80.25	16.42	752.44



WEST APPROACH SLAB PLAN



PLAN



CROSS SECTION
(Looking West @ ϕ of Bridge)

- NOTES:**
- 1.) See Sheet B9 for Superstructure Details and Bill of Material.
 - 2.) Bars indicated thus 3x3-#5 etc. indicates 3 lines of bars with 3 lengths per line.
 - 3.) See Sheet B19 for Bar Splicer Details.
 - 4.) For Section A-A and Diaphragm Details, see Sheet B10.



DESIGNED - TCR	REVISED
CHECKED - JML	REVISED
DRAWN - JWK	REVISED
CHECKED - MSW	REVISED
DATE - 8/10/12	

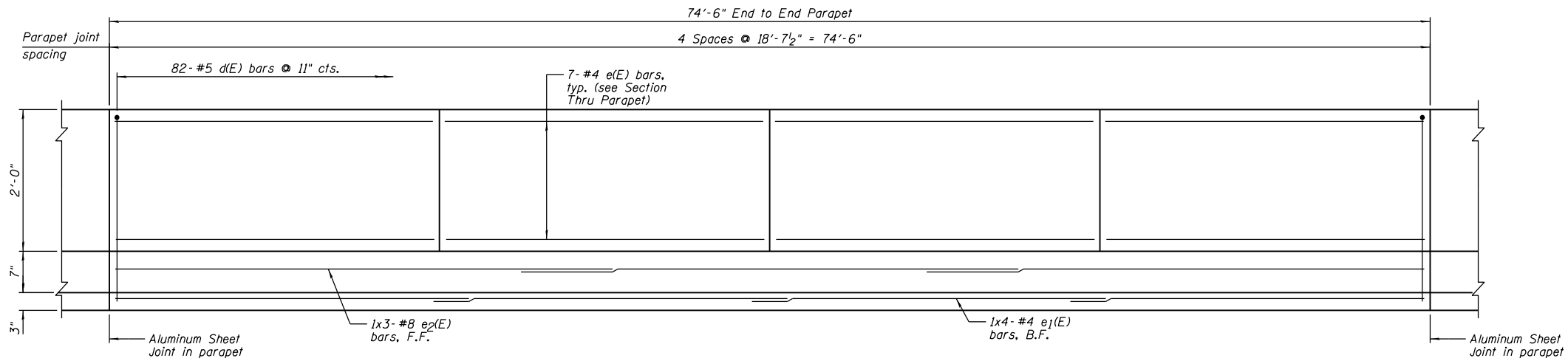
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DECK
STRUCTURE NO. 027-0101

SHEET NO. 88 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	30
CONTRACT NO. 66A12				

ILLINOIS FED. AID PROJECT

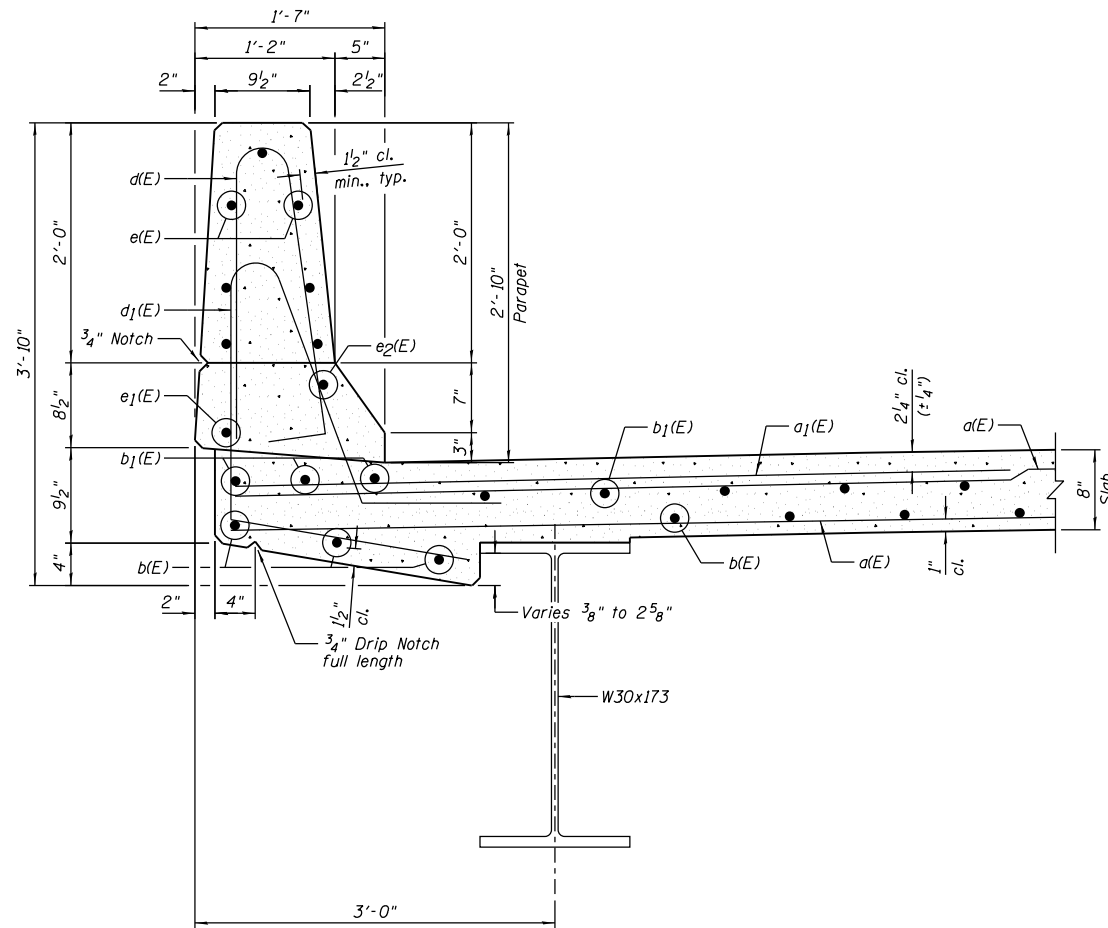


INSIDE ELEVATION OF PARAPET

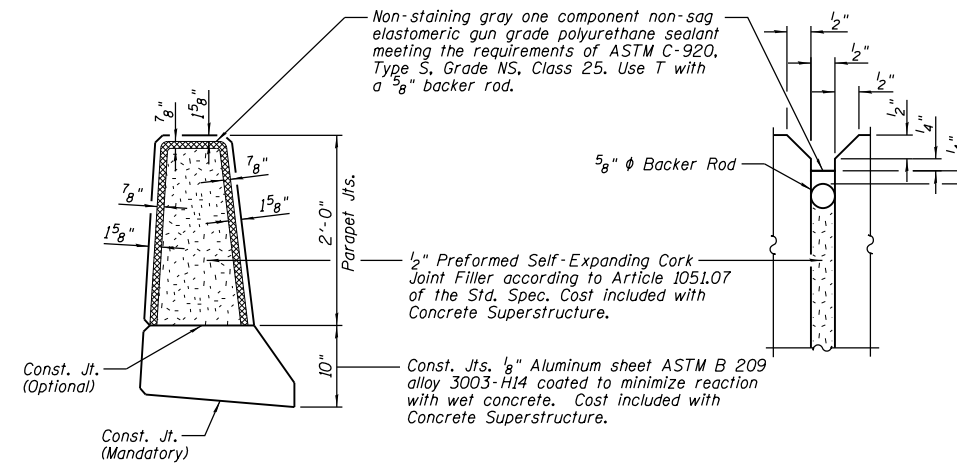
BAR LAP	
#4	2'-0"
#8	5'-2"

**SUPERSTRUCTURE
BILL OF MATERIAL**

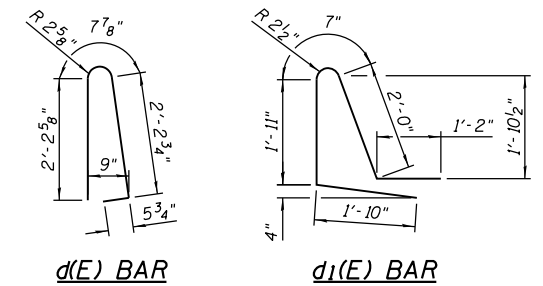
Bar	No.	Size	Length	Shape
a(E)	436	#5	17'-1"	—
a1(E)	256	#6	6'-6"	—
b(E)	104	#5	20'-6"	—
b1(E)	114	#5	26'-6"	—
d(E)	164	#5	5'-7"	┌
d1(E)	164	#5	7'-6"	┌
e(E)	56	#4	18'-3"	—
e1(E)	8	#4	20'-1"	—
e2(E)	6	#8	28'-2"	—
m(E)	8	#6	2'-7"	—
m1(E)	8	#6	5'-6"	—
m2(E)	24	#6	8'-0"	—
m3(E)	20	#6	17'-3"	—
s(E)	72	#5	6'-10"	┌
s1(E)	64	#4	9'-2"	┌
v(E)	72	#5	3'-10"	┌
Item		Unit	Quantity	
Concrete Superstructure		Cu. Yd.	109.0	
Reinforcement Bars, Epoxy Coated		Pound	21,220	



SECTION THRU PARAPET

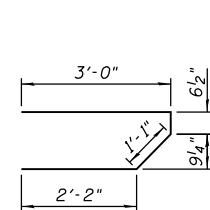


PARAPET JOINT DETAILS



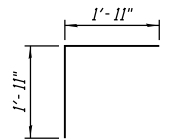
d(E) BAR

d1(E) BAR



s(E) BAR

s1(E) BAR



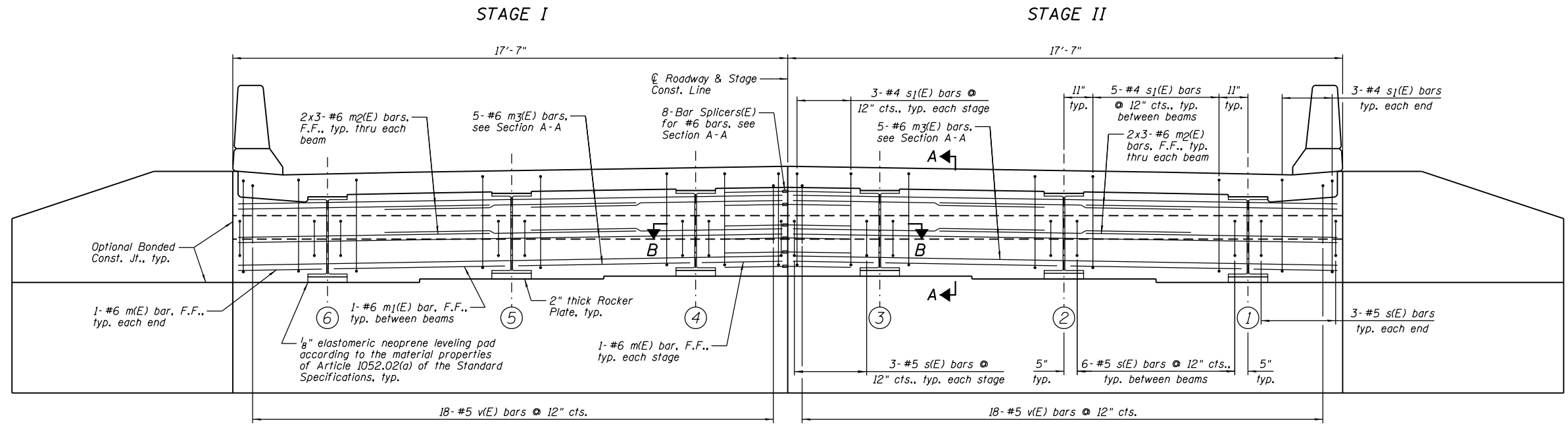
v(E) BAR

NOTES:

- 1.) B.F. denotes Back Face and F.F. denotes Front Face.
- 2.) Inside Elevation of Parapet view is exaggerated vertically to show reinforcement.
- 3.) Bars indicated thus 1x4- #4 etc. indicates 1 line of bars with 4 lengths per line.

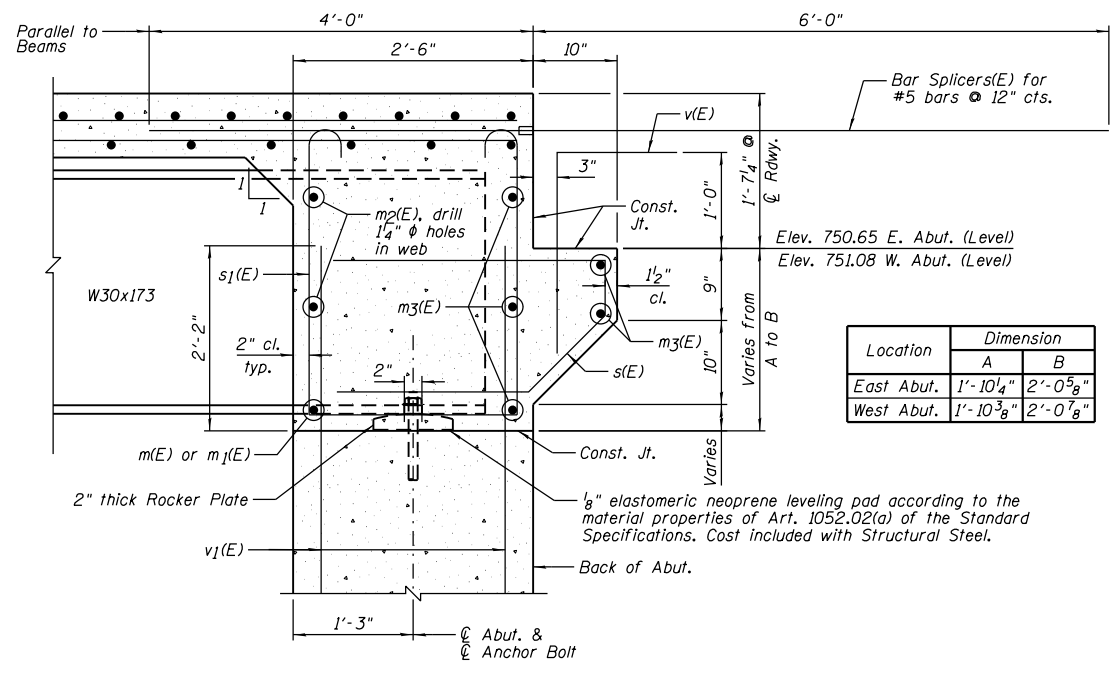
DESIGNED - TCR	REVISED
CHECKED - JML	REVISED
DRAWN - JWK	REVISED
DATE - 8/10/12	REVISED
CHECKED - MSW	REVISED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	31
CONTRACT NO. 66A12				

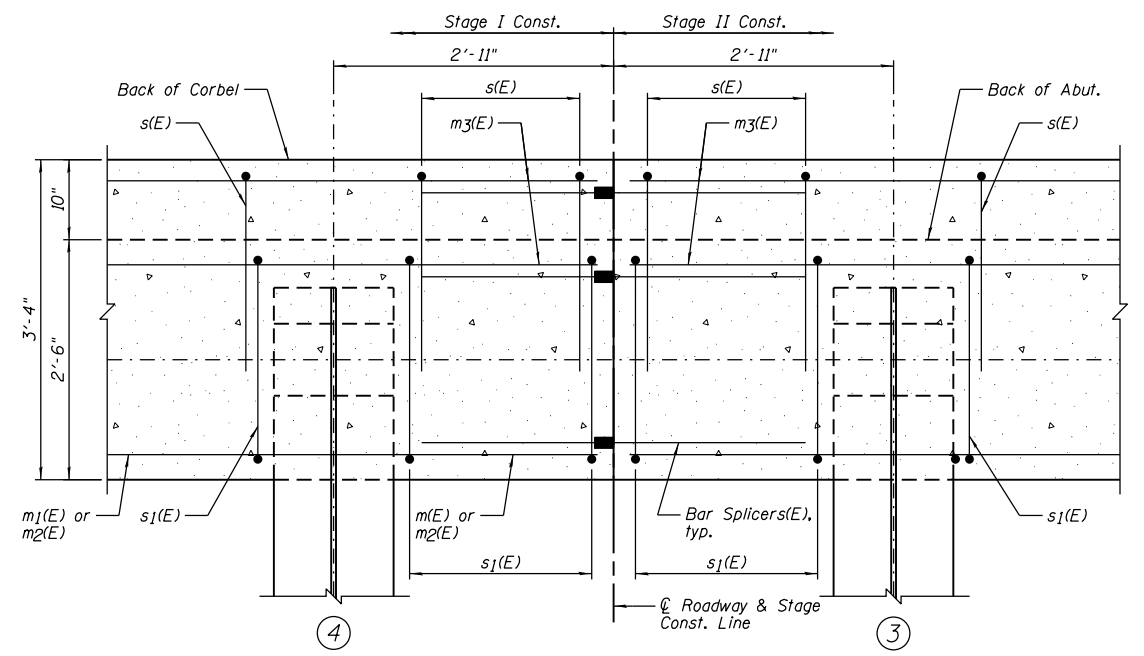


ELEVATION OF DIAPHRAGM AT EAST ABUTMENT
(Similar for West Abutment)

BAR LAP
#6 - 3'-4"



SECTION A-A



SECTION B-B

- NOTES:**
- 1.) Reinforcement bars in diaphragm are billed with Superstructure on Sheet B9.
 - 2.) Concrete in diaphragm is included with Concrete Superstructure on Sheet B9.
 - 3.) For details of bars s(E) and s1(E), see Sheet B9.
 - 4.) See Sheet B15 for Fixed Bearing Details.
 - 5.) F.F. denotes Front Face.
 - 6.) See Sheet B19 for Bar Splicer Details.
 - 7.) Bars indicated thus 2x3-#6 indicates 2 lines of bars with 3 lengths per line.

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CHECKED - MSW	REVISED
DATE - 8/10/12	

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

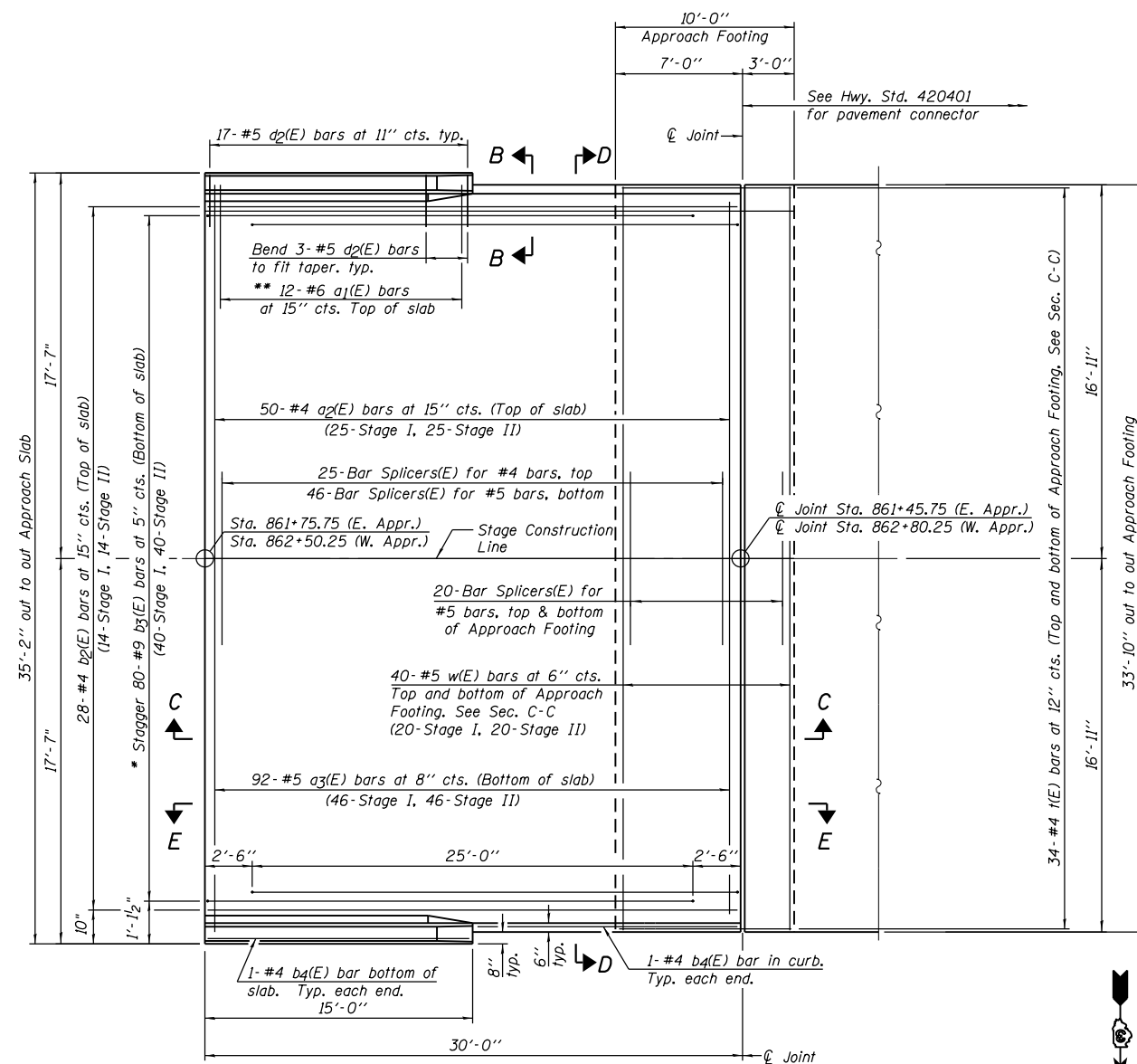
DIAPHRAGM DETAILS STRUCTURE NO. 027-0101

SHEET NO. B10 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	32
CONTRACT NO. 66A12				

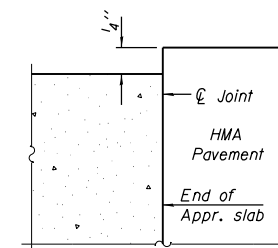
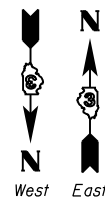
ILLINOIS FED. AID PROJECT

Notes:
See sheet B12 for Sections C-C & D-D and View E-E.
a₂(E) and a₃(E) bar spacings measured along \varnothing Rdwy.



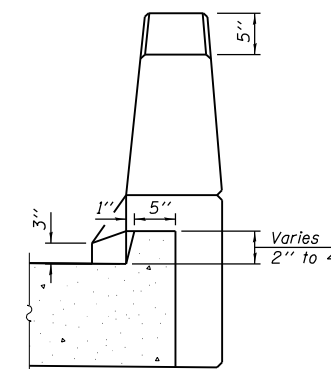
PLAN

- * Tilt #9 b₃(E) bars as required to maintain clearance.
- ** Space between a₂(E) bars, typ. ea. parapet.



FLEXIBLE PAVEMENT

DETAIL A



VIEW B-B

BA-0

7-1-10

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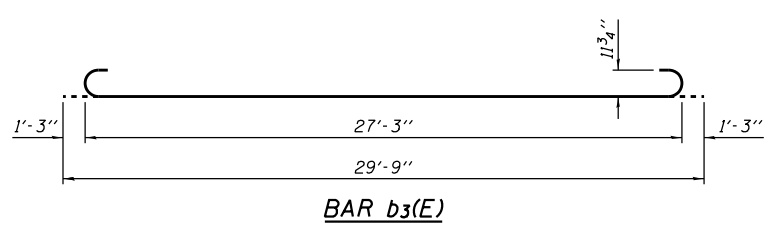
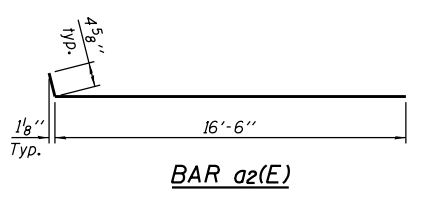
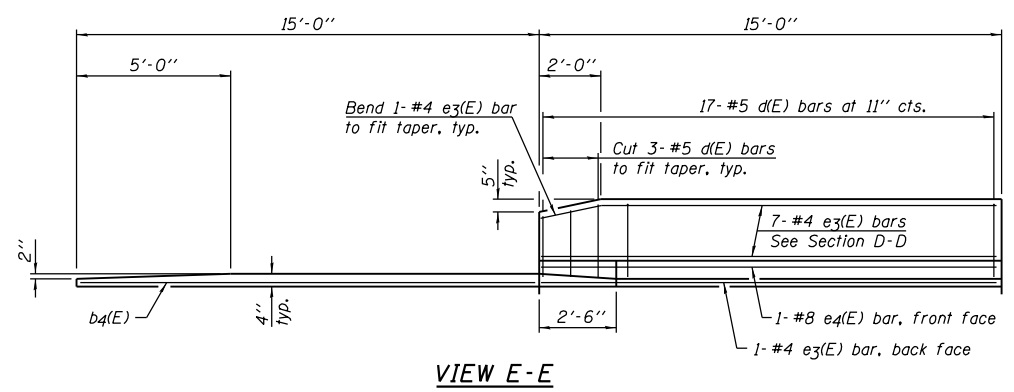
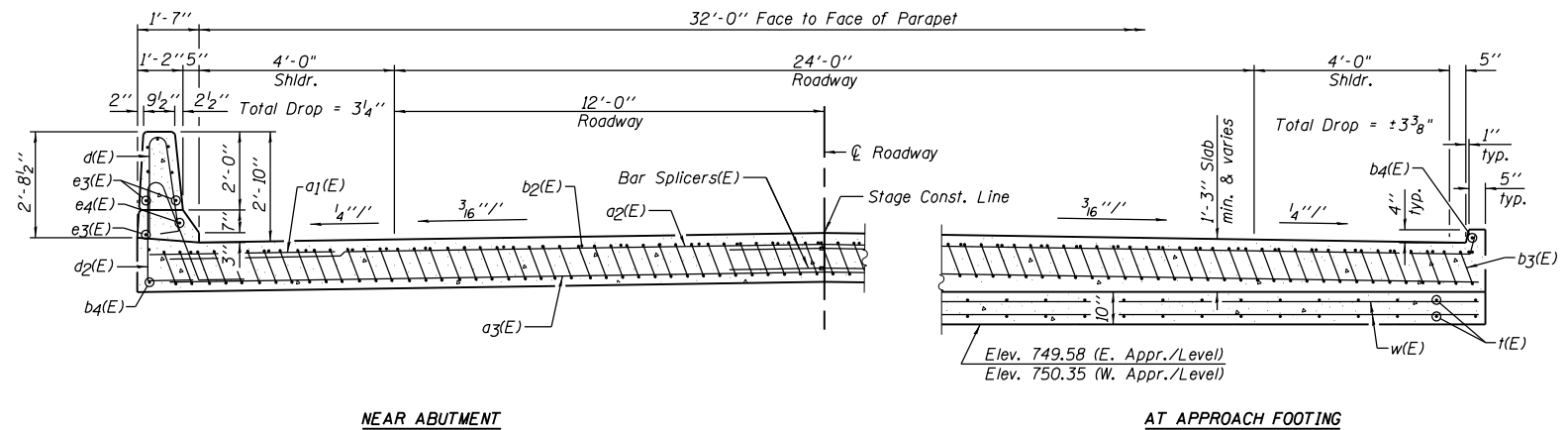
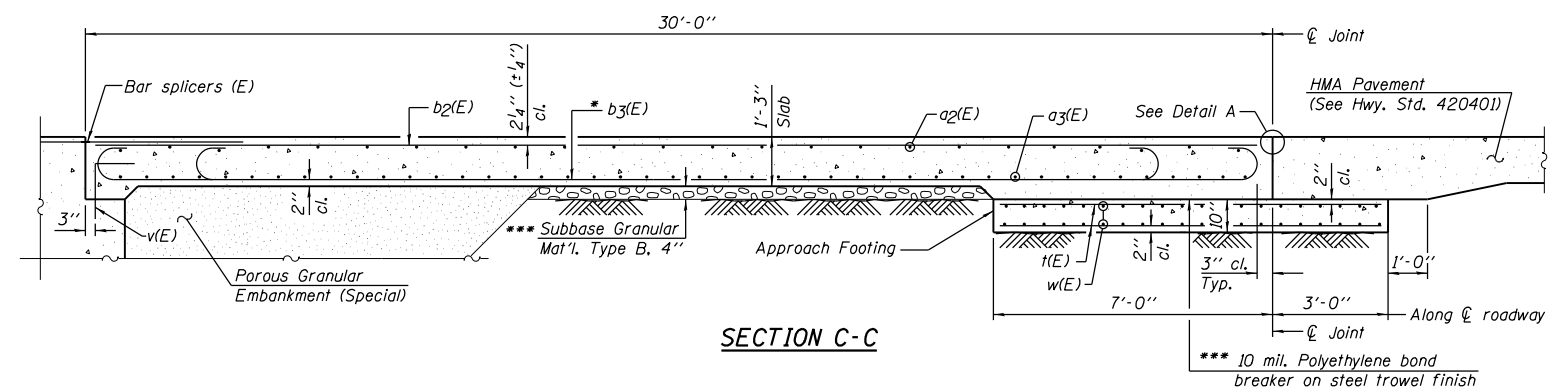
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CHECKED - JML	REVISED
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DATE - 8/10/12	REVIS
CHECKED - MSW	REVISED

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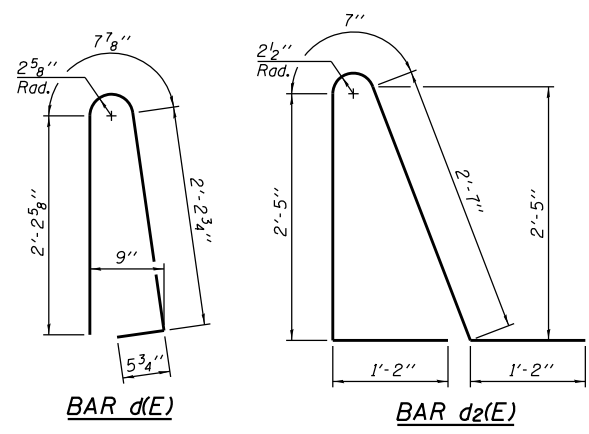
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 027-0101

SHEET NO. B11 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	33
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				



Notes:
 See sheet B11 for Detail A and View B-B.
 Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
 Approach footing concrete shall be paid for as Concrete Structures.
 Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
 For v(E) bar details, see sheet B10.
 The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
 For bar splicer details, see sheet B19.
 Cost of excavation for approach footing included with Concrete Structures.
 For Porous Granular Embankment (Special) and drainage treatment details, see sheet B2.
 For additional parapet details, see sheet B9.



* Tilt #9 b3(E) bars as required to maintain clearance.
 *** Cost included with Concrete Superstructure.

**TWO APPROACHES
 BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a1(E)	48	#6	6'-6"	—
a2(E)	100	#4	16'-11"	—
a3(E)	184	#5	16'-7"	—
b2(E)	56	#4	29'-8"	—
b3(E)	160	#9	29'-9"	—
b4(E)	8	#4	14'-8"	—
d(E)	68	#5	5'-7"	—
d2(E)	68	#5	7'-11"	—
e3(E)	32	#4	14'-8"	—
e4(E)	4	#8	14'-8"	—
f(E)	136	#4	9'-8"	—
w(E)	160	#5	16'-7"	—
Concrete Superstructure		Cu. Yd.	105.8	
Concrete Structures		Cu. Yd.	20.8	
Reinforcement Bars, Epoxy Coated		Pound	27,220	

BA-0 1-27-12



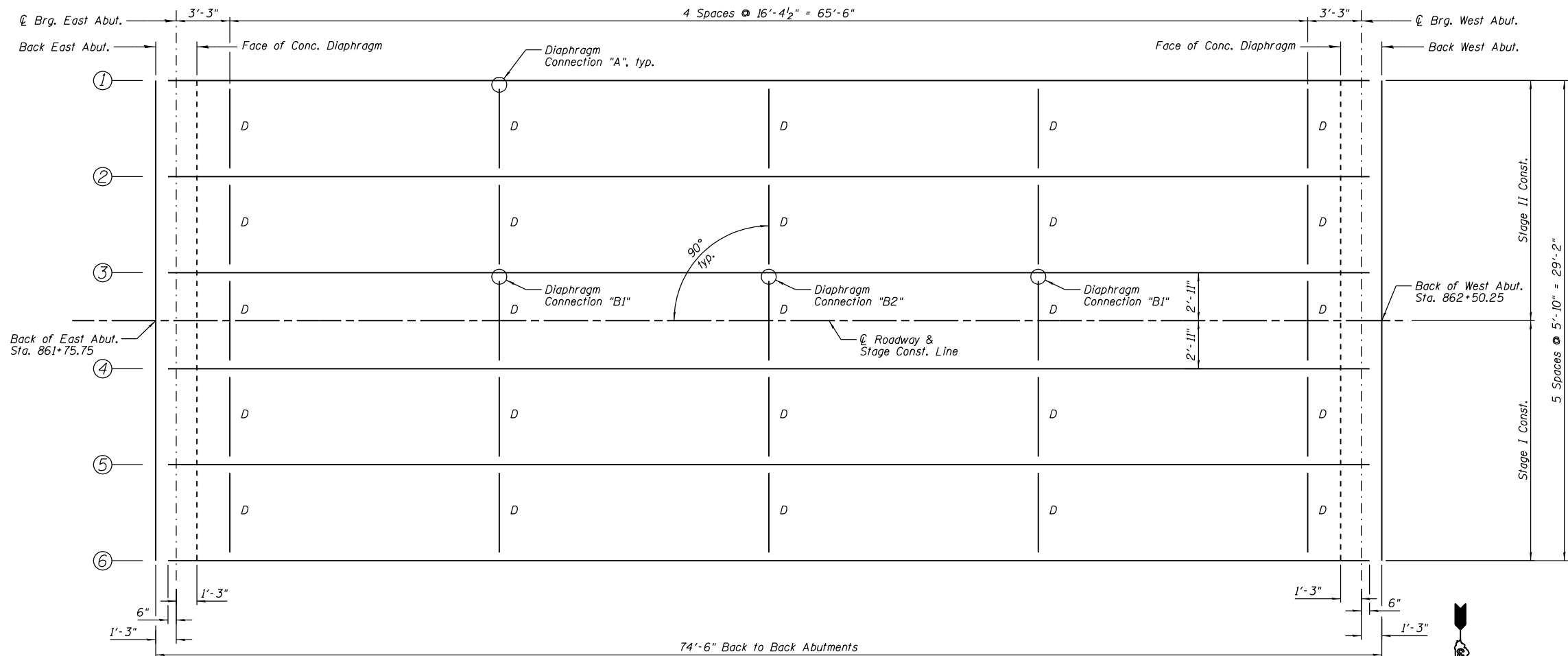
DESIGNED - TCR	REVIS
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DATE - 8/10/12	REVIS
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STATE OF ILLINOIS
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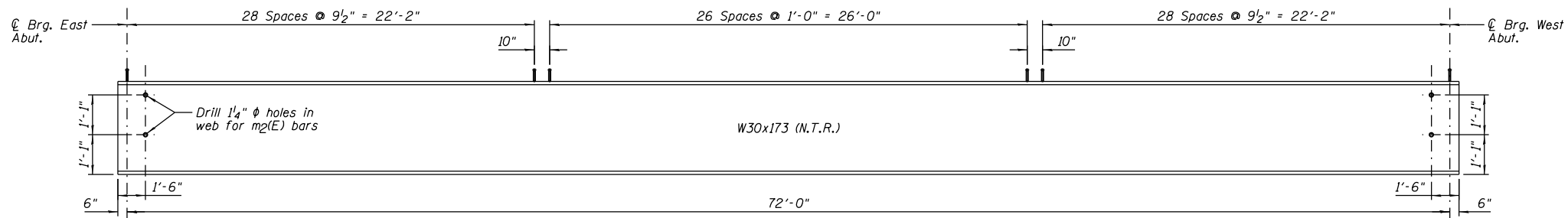
BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 027-0101

SHEET NO. B12 OF 30 SHEETS

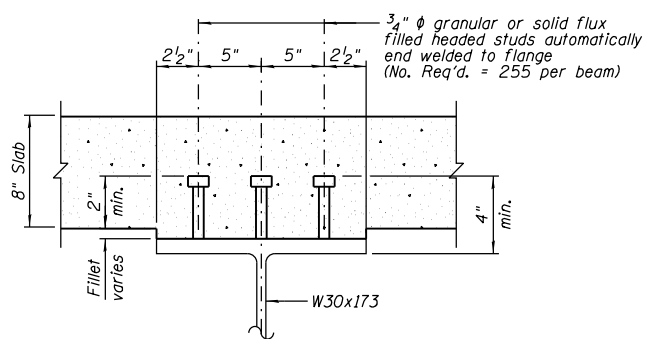
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	34
ILLINOIS FED. AID PROJECT			CONTRACT NO. 66A12	



PLAN



ELEVATION



SECTION A-A

FABRICATED TOP OF BEAM ELEVATION TABLE						
Location	Beam No. 1	Beam No. 2	Beam No. 3	Beam No. 4	Beam No. 5	Beam No. 6
℄ Brg. E. Abut.	751.30	751.41	751.50	751.50	751.41	751.30
℄ Brg. W. Abut.	751.71	751.82	751.91	751.91	751.82	751.71

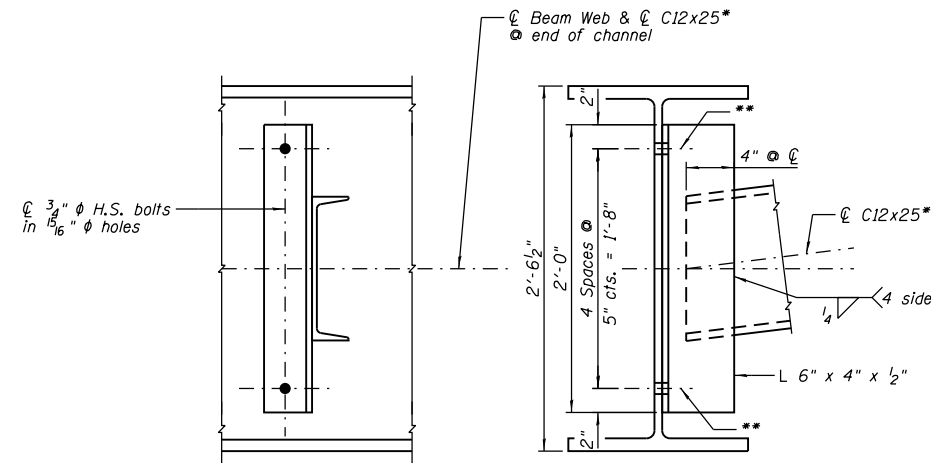
For fabrication use only.

NOTES:

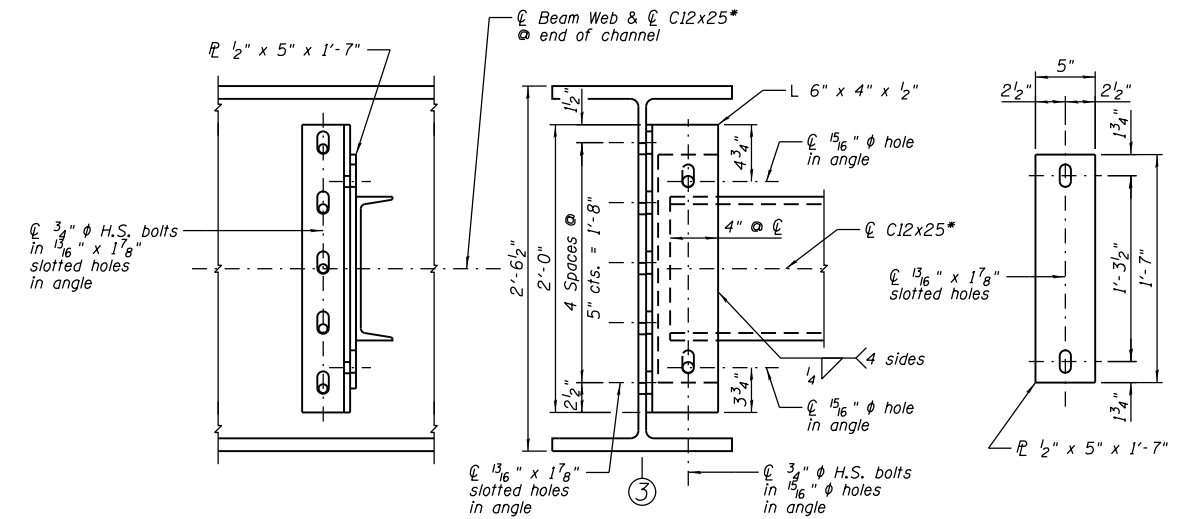
- 1.) See Sheet B14 for Diaphragm Details.
- 2.) All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms at supports may be temporarily disconnected to install bearing anchor rods.
- 3.) Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.

INTERIOR BEAM MOMENT TABLE		0.5 Sp. 1
I_s	(in ⁴)	8230
$I_c(n)$	(in ⁴)	19513
$I_c(3n)$	(in ⁴)	14122
$I_c(cr)$	(in ⁴)	
S_s	(in ³)	541
$S_c(n)$	(in ³)	748
$S_c(3n)$	(in ³)	674
$S_c(cr)$	(in ³)	
DC1	(k/')	0.798
M _{DC1}	(k)	517
DC2	(k/')	0.150
M _{DC2}	(k)	97
DW	(k/')	0.267
M _{DW}	(k)	173
M _{Σ · IM}	(k)	945
M _u (Strength I)	(k)	2681
φ _r M _n	(k)	3464
f _s DC1	(ksi)	11.5
f _s DC2	(ksi)	1.7
f _s DW	(ksi)	3.1
f _s (Σ · IM)	(ksi)	15.2
f _s (Service II)	(ksi)	36.0
0.95R _n F _y	(ksi)	47.5
f _s (Total Strength I)	(ksi)	47.6
φ _r F _n	(ksi)	
V _r	(k)	29.2

INTERIOR BEAM REACTION TABLE		Abut.
R _{DC1}	(k)	29.5
R _{DC2}	(k)	5.4
R _{DW}	(k)	9.6
R _{Σ · IM}	(k)	70.0
R _{Total}	(k)	114.5



DIAPHRAGM CONNECTION "A"



DIAPHRAGM CONNECTION "B1" AND "B2"

(Final Erection Position after Stage II deck pour)

NOTE: 1 5/16" φ holes in web shall match Diaphragm Connection "A".

DIAPHRAGM D

(25 - Required)

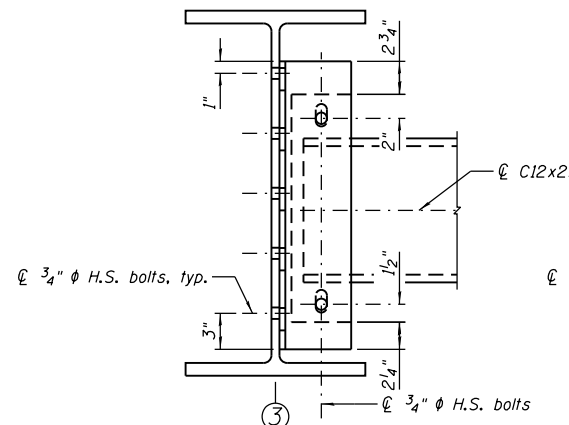
NOTES:

Two hardened washers required for each set of oversized holes.

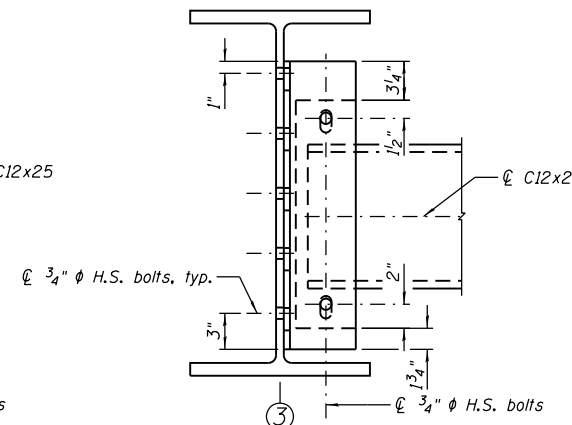
*Alternate channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on C12x25 section. The C12x30, if utilized, shall be provided at no extra cost to the department.

**The connection angles on Beam 3 near the Stage Construction Line shall have 1 5/16" x 1 7/8" vertical slotted holes. The bolts in the slotted holes shall be finger tight until the Stage II deck pour is completed. The slotted holes in the connection angles shall be positioned to allow the bolts to move from one end of the slotted hole to the opposite end under deck load. The holes shall be positioned allowing maximum bolt displacement without laterally stressing the beams. No slotted holes are allowed on the beams.

- I_s , S_s : Non-composite moment of inertia and section modulus of the steel section used for computing f_s (Total-Strength I, and Service II) due to non-composite dead loads (in⁴ and in³).
- $I_c(n)$, $S_c(n)$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to short-term composite live loads (in⁴ and in³).
- $I_c(3n)$, $S_c(3n)$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in⁴ and in³).
- $I_c(cr)$, $S_c(cr)$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite dead loads (in⁴ and in³).
- DC1: Un-factored non-composite dead load (kips/ft.).
- M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).
- DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).
- M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).
- DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).
- M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).
- M_{Σ · IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u (Strength I): Factored design moment (kip-ft.).
1.25 (M_{DC1} + M_{DC2}) + 1.5 M_{DW} + 1.75 M_{Σ · IM}
- φ_rM_n: Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.) or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
- f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
M_{DC1} / S_{nc}
- f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
M_{DC2} / S_{c(3n)} or M_{DC2} / S_{c(cr)} as applicable.
- f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
M_{DW} / S_{c(3n)} or M_{DW} / S_{c(cr)} as applicable.
- f_s (Σ · IM): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live plus impact loads as calculated below (ksi).
M_{Σ · IM} / S_{c(n)} or M_{Σ · IM} / S_{c(cr)} as applicable.
- f_s (Service II): Sum of stresses as computed below (ksi).
f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3 f_s (Σ · IM)
- 0.95R_nF_y: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- f_s (Total Strength I): Sum of stresses as computed below on non-compact section (ksi).
1.25 (f_{sDC1} + f_{sDC2}) + 1.5 f_{sDW} + 1.75 f_s (Σ · IM)
- φ_rF_n: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7.2 (ksi).
- V_r: Maximum factored shear range in composite portion of span computed according to Article 6.10.10.



DIAPHRAGM CONNECTION "B1"



DIAPHRAGM CONNECTION "B2"

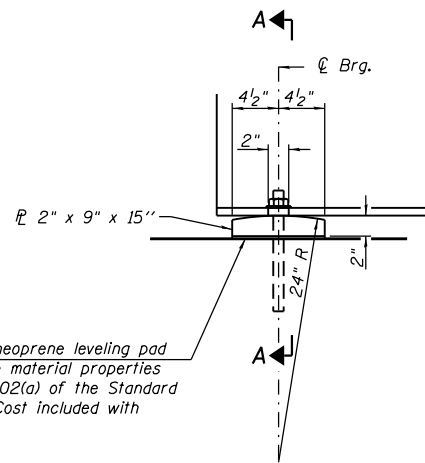
INITIAL BOLT ERECTION POSITION

(Diaphragm Connection "B")

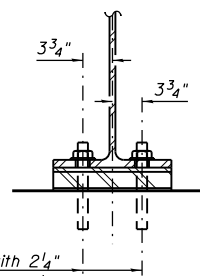
NOTE: The bolts in the slotted holes shall be finger tight until the Stage II deck pour is completed. The slotted holes in the connection angle and plate shall be positioned as shown to allow the bolts to move to the final erection position under deck load. The holes have been positioned to allow maximum bolt displacement without laterally stressing the beam.

NOTES:

- See Sheet B13 for Diaphragm Locations.
- Load carrying components designated N.T.R. shall conform to the Impact Testing Requirements, Zone 2.
- All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual diaphragms at supports may be temporarily disconnected to install bearing anchor rods.



1/8" elastomeric neoprene leveling pad according to the material properties of Article 1052.02(a) of the Standard Specifications. Cost included with Structural Steel.



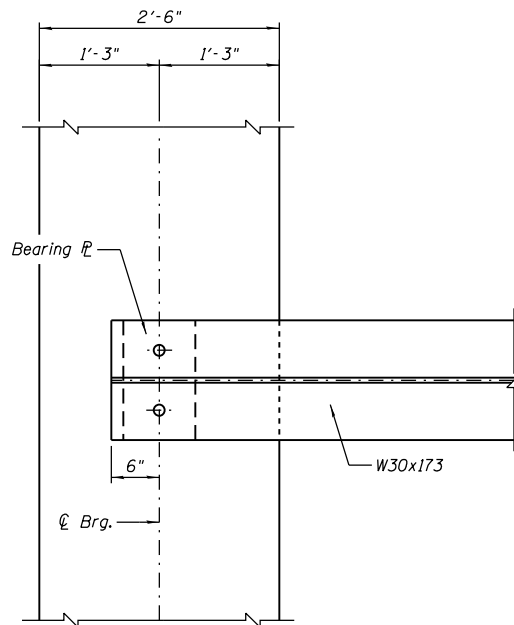
1" ϕ x 12" anchor bolts with 2 1/4" x 2 1/4" x 5/16" ϕ washer under nut.
1 3/8" x 2" slotted hole in flange.
1 1/2" ϕ holes in bearing plate.

SECTION A-A

ELEVATION AT ABUTMENTS

FIXED BEARING

(At East Abutment - 6 Required)
(At West Abutment - 6 Required)



BEARING PLAN AT ABUTMENTS

Notes:

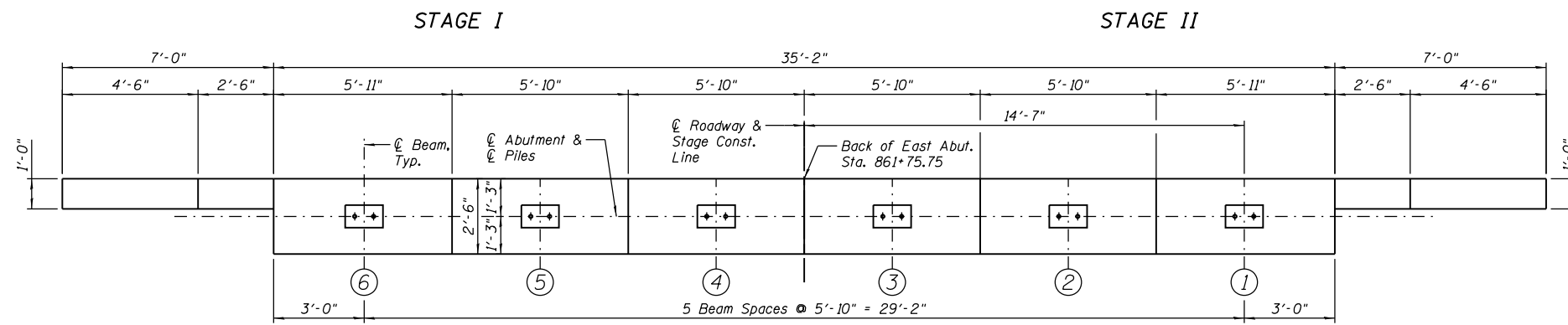
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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

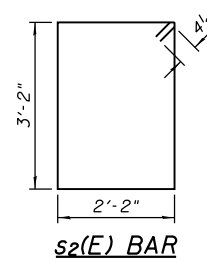
Drilled and set anchor bolts shall be installed according to Article 521.06 of the Standard Specifications.

BILL OF MATERIAL

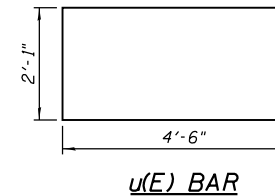
Item	Unit	Total
Anchor Bolts, 1"	Each	24



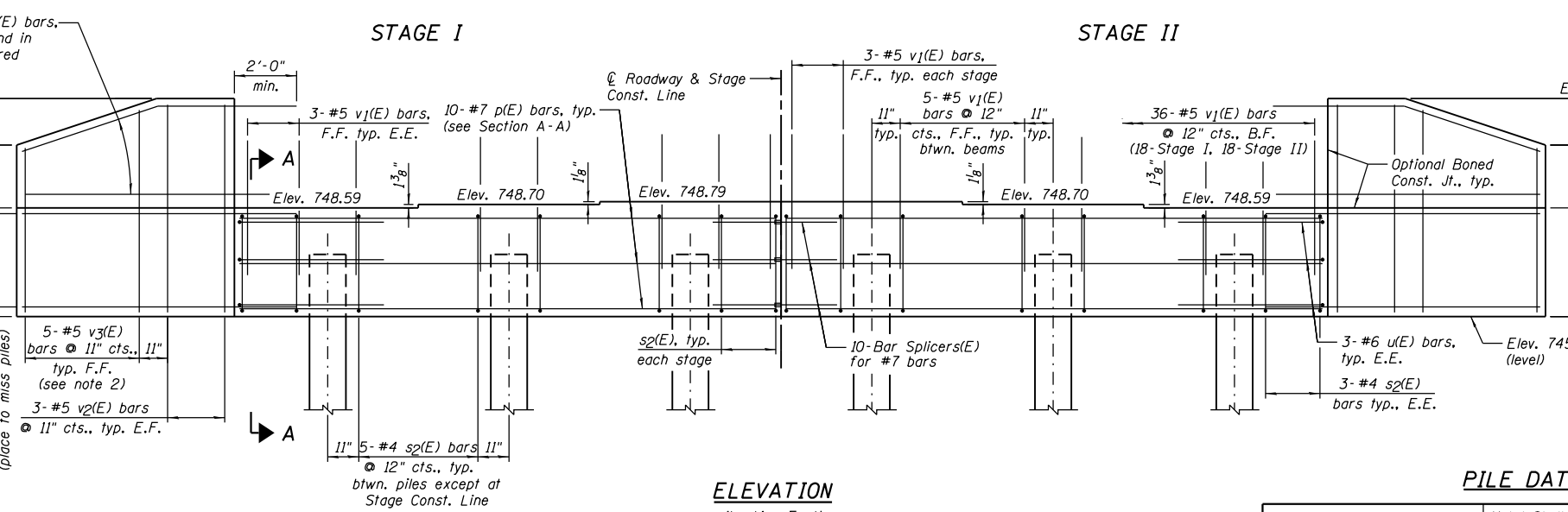
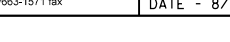
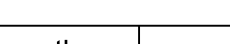
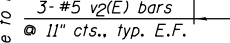
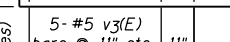
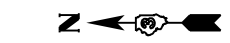
TOP VIEW ABUTMENT (SHOWING BEARING SEAT)



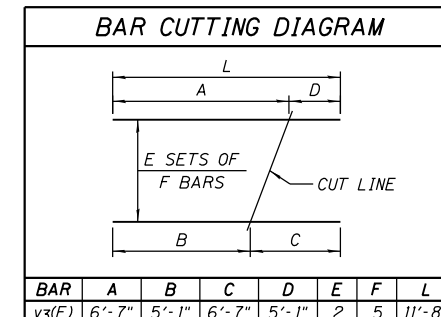
s2(E) BAR



u(E) BAR



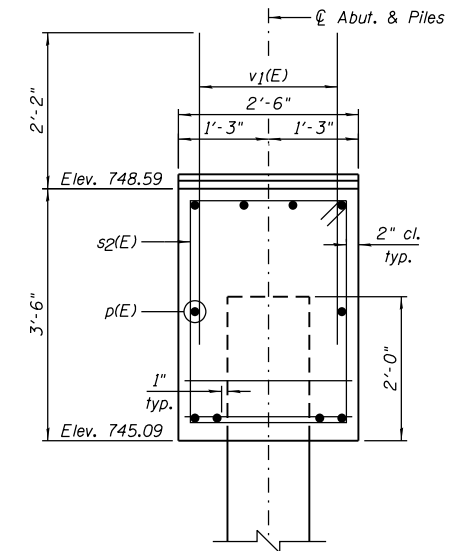
PLAN - PILE CAP



BAR CUTTING DIAGRAM

EAST ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
n(E)	20	#5	8'-10"	—
h1(E)	20	#5	9'-1"	—
p(E)	20	#7	17'-3"	—
s2(E)	32	#4	11'-5"	□
u(E)	6	#6	11'-1"	□
v1(E)	68	#5	4'-4"	—
v2(E)	12	#5	6'-8"	—
v3(E)	10	#5	11'-8"	—
Item	Unit	Quantity		
Structure Excavation	Cu. Yd.	86		
Concrete Structures	Cu. Yd.	15.0		
Reinforcement Bars, Epoxy Coated	Pound	1,930		
Furnishing Metal Shell Piles 14" x 0.312"	Foot	145		
Driving Piles	Foot	145		
Test Pile Metal Shells	Each	1		
Pile Shoes	Each	6		
Geocomposite Wall Drain	Sq. Yd.	30		
Pipe Underdrains for Structures 4"	Foot	82		
Porous Granular Embankment, Special	Cu. Yd.	51		



SECTION A-A

Fan 5-#5 h1(E) bars, typ., E.F., bend in field as required

5-#5 n(E) bars @ 9" cts., typ. E.F. (place to miss piles)

5-#5 v3(E) bars @ 11" cts., 11" typ. F.F. (see note 2)

3-#5 v2(E) bars @ 11" cts., typ. E.F.

3-#5 v1(E) bars, F.F., typ. E.E.

10-#7 p(E) bars, typ. (see Section A-A)

3-#5 s2(E) bars @ 10" cts., typ. each stage

3-#5 u(E) bars, typ. E.E.

3-#6 u(E) bars, typ. E.E.

3-#4 s2(E) bars typ., E.E.

ELEVATION (Looking East)

PILE DATA:

Pile Type and Size	Metal Shell - 14 in. dia. x 0.312 in. walls with pile shoes
Nominal Required Bearing	463 kips
Factored Resistance Available	255 kips
Estimated Pile Length	29 Feet
Number of Production Piles	5
Number of Test Piles	1

NOTES:

- 1.) Pour steps monolithically with cap.
- 2.) Order v3(E) bars full length. Cut according to Bar Cutting Diagram. Use remainder of bars in opposite face of wingwall.
- 3.) Bend or cut n(E) bars to miss piles.
- 4.) E.E. denotes Each End, F.F. denotes Front Face, B.F. denotes Back Face and E.F. denotes Each Face.
- 5.) See Sheet B19 for Bar Splicer Details.

Farnsworth GROUP, INC.
2709 McGraw Drive
Bloomington, Illinois 61704
309/663-8435, 309/663-1571 fax

DESIGNED - TCR	REVISED
CHECKED - JML	REVISED
DRAWN - JWK	REVISED
CHECKED - MSW	REVISED
DATE - 8/10/12	

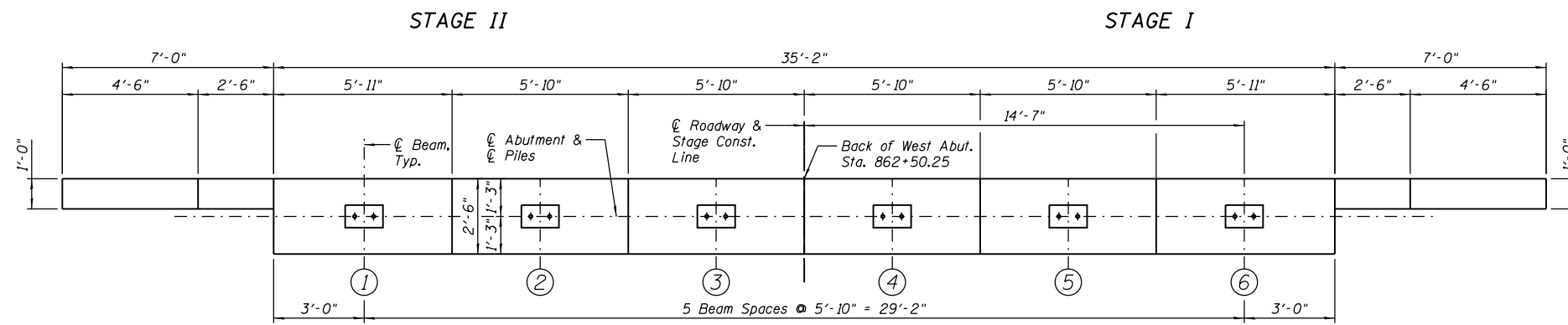
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EAST ABUTMENT
STRUCTURE NO. 027-0101

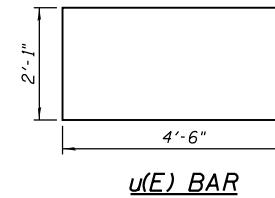
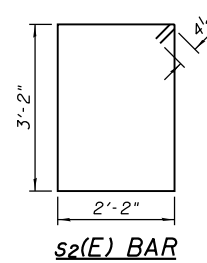
SHEET NO. B16 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	38
CONTRACT NO. 66A12				

ILLINOIS FED. AID PROJECT

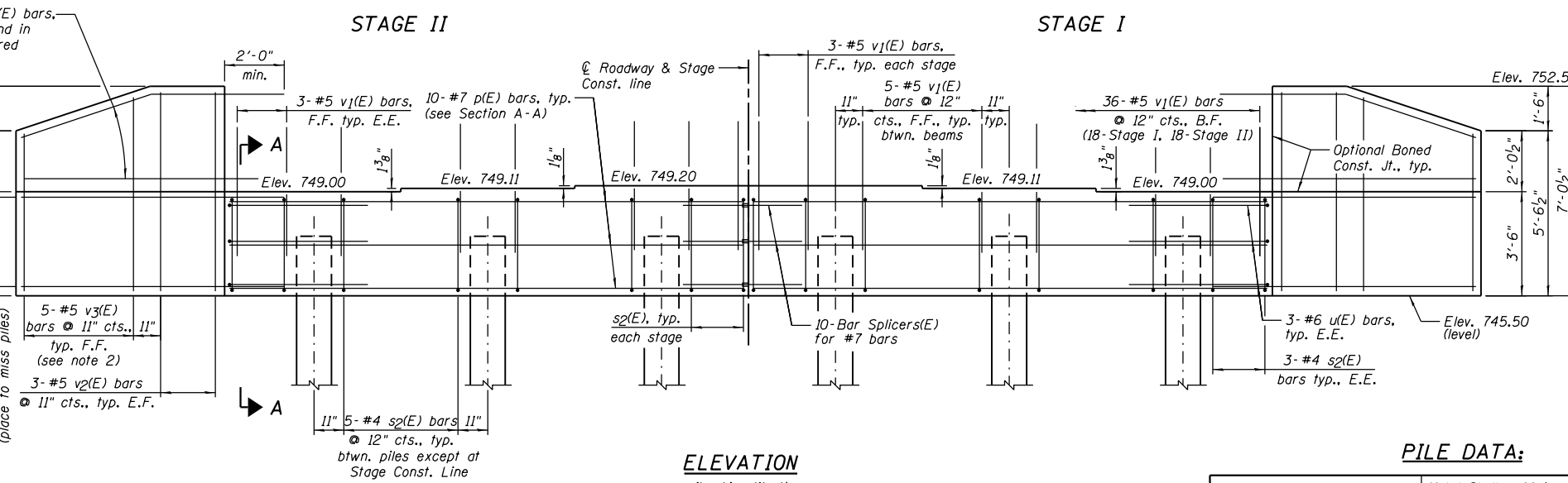
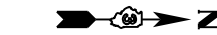


TOP VIEW ABUTMENT (SHOWING BEARING SEAT)

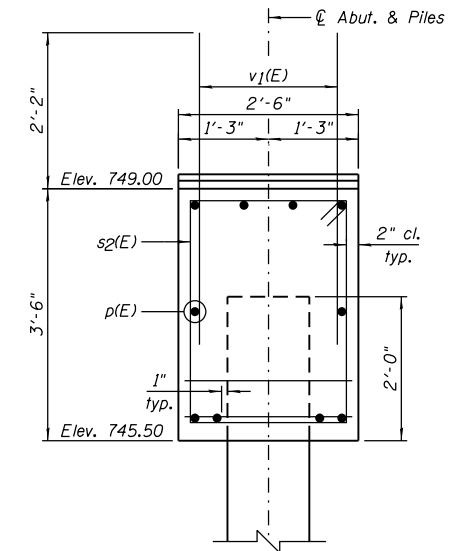
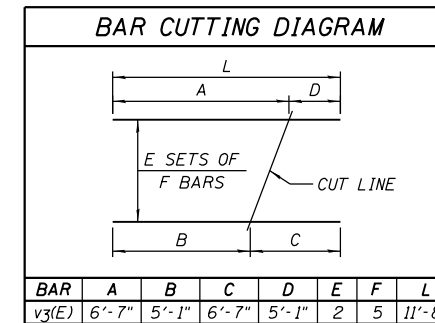


WEST ABUTMENT
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	20	#5	8'-10"	—
h1(E)	20	#5	9'-1"	—
p(E)	20	#7	17'-3"	—
s2(E)	32	#4	11'-5"	□
u(E)	6	#6	11'-1"	□
v1(E)	68	#5	4'-4"	—
v2(E)	12	#5	6'-8"	—
v3(E)	10	#5	11'-8"	—
Item	Unit	Quantity		
Structure Excavation	Cu. Yd.	86		
Concrete Structures	Cu. Yd.	15.0		
Reinforcement Bars, Epoxy Coated	Pound	1,930		
Furnishing Metal Shell Piles 14" x 0.312"	Foot	145		
Driving Piles	Foot	145		
Test Pile Metal Shells	Each	1		
Pile Shoes	Each	6		
Geocomposite Wall Drain	Sq. Yd.	30		
Pipe Underdrains for Structures 4"	Foot	82		
Porous Granular Embankment, Special	Cu. Yd.	51		



ELEVATION
(Looking West)



SECTION A-A

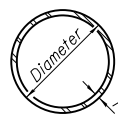
TYPICAL ANCHOR BOLT
PLACEMENT DETAIL

PILE DATA:

Pile Type and Size	Metal Shell - 14 in. dia. x 0.312 in. walls with pile shoes
Nominal Required Bearing	470 kips
Factored Resistance Available	258 kips
Estimated Pile Length	29 Feet
Number of Production Piles	5
Number of Test Piles	1

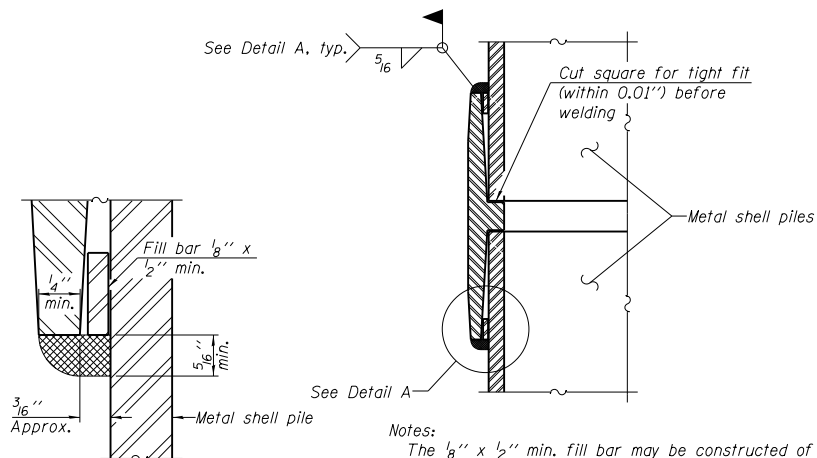
NOTES:

- 1.) Pour steps monolithically with cap.
- 2.) Order v3(E) bars full length. Cut according to Bar Cutting Diagram. Use remainder of bars in opposite face of wingwall.
- 3.) Bend or cut h(E) bars to miss piles.
- 4.) E.E. denotes Each End, F.F. denotes Front Face, B.F. denotes Back Face and E.F. denotes Each Face.
- 5.) See Sheet B19 for Bar Splicer Details.



METAL SHELL PILE TABLE

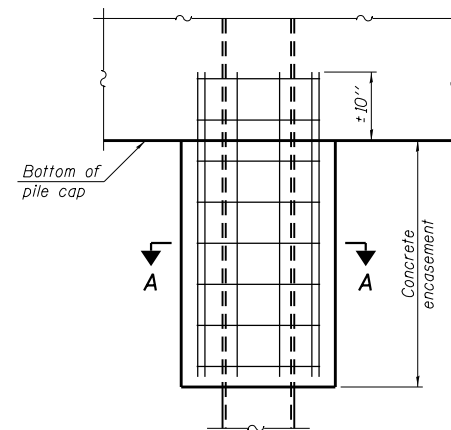
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.179"	22.60	0.0274
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361



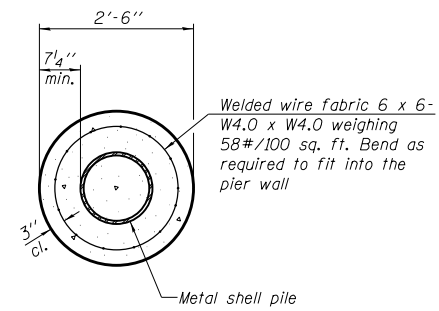
DETAIL A

WELDED COMMERCIAL SPLICE

Notes:
The 1/8" x 1/2" min. fill bar may be constructed of 2 bars with a 1/8" max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.



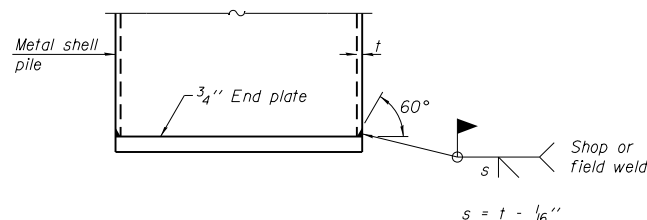
ELEVATION



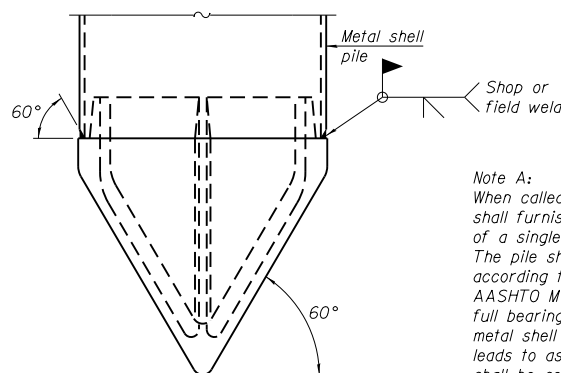
SECTION A-A

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

CONCRETE ENCASEMENT AT PIERS



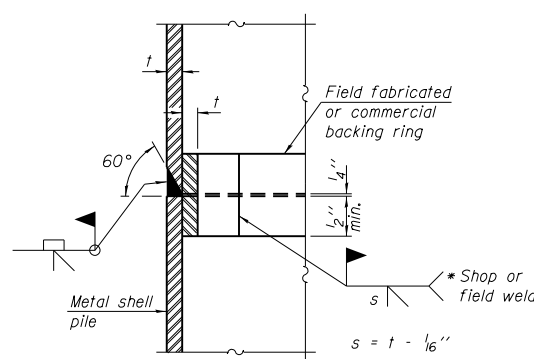
END PLATE ATTACHMENT



METAL SHELL PILE SHOE ATTACHMENT

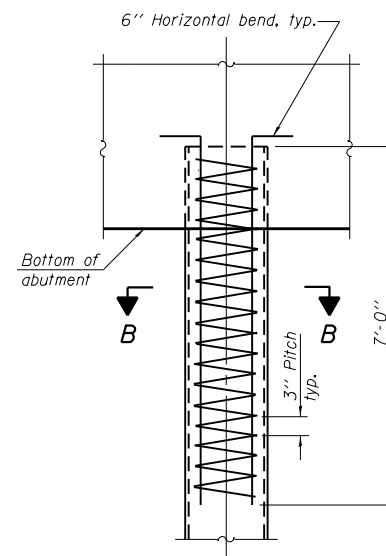
(See Note A)

Note A:
When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over the full circumference of the metal shell pile. The pile shoe shall have tapered leads to assure proper alignment and fitting and shall be secured to the pile with a circumferential weld.



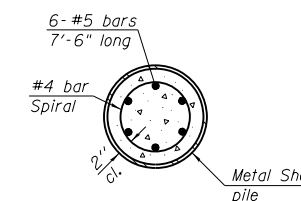
COMPLETE PENETRATION WELD SPLICE

* Field fabricated backing ring may be made from pile shell by removing segment to allow reducing circumference and vertically rejoin with partial joint penetration weld.



ELEVATION

METAL SHELL REINFORCEMENT AT ABUTMENTS



SECTION B-B

Note:
The metal shell piles shall be according to ASTM A 252 Grade 3.

F-MS

1-27-12



DESIGNED - TCR	REVISED
CHECKED - JML	REVISED
DRAWN - JWK	REVISED
DATE - 8/10/12	CHECKED - MSW
	REVISED

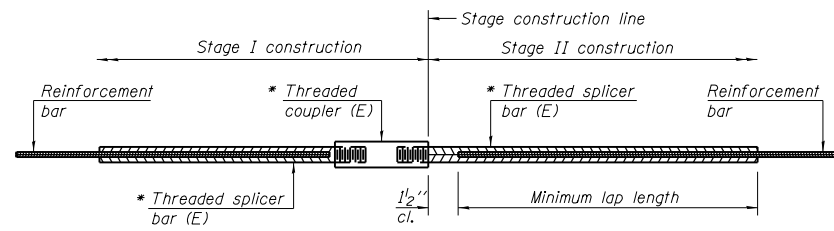
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**METAL SHELL PILE DETAILS
STRUCTURE NO. 027-0101**

SHEET NO. B18 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	40
CONTRACT NO. 66A12				

ILLINOIS FED. AID PROJECT



STANDARD BAR SPLICER ASSEMBLY

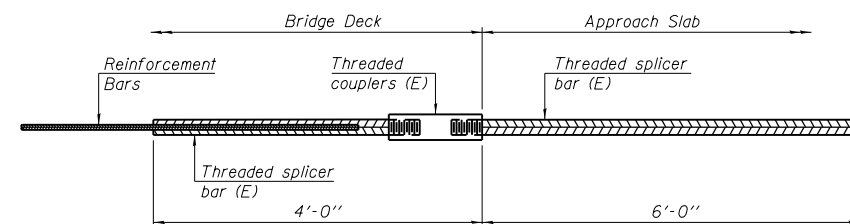
Minimum Lap Lengths						
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5	Table 6
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-7"	2'-11"
5	1'-9"	2'-5"	2'-7"	2'-11"	3'-3"	3'-8"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-10"	4'-5"
7	2'-9"	3'-10"	4'-2"	4'-8"	5'-2"	5'-10"
8	3'-8"	5'-1"	5'-5"	6'-2"	6'-9"	7'-8"
9	4'-7"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

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

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

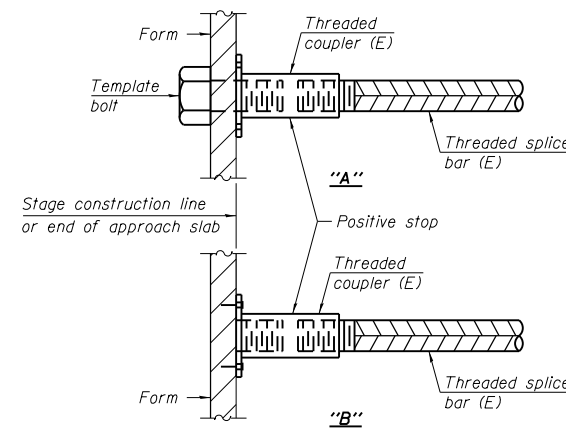
* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
Top of Slab	#5	128	Table 3
Bottom of Slab	#5	90	Table 3
East Diaphragm	#6	8	Table 5
West Diaphragm	#6	8	Table 5
East Approach	#4	25	Table 4
East Approach	#5	86	Table 3
West Approach	#4	25	Table 4
West Approach	#5	86	Table 3
East Abutment	#7	10	Table 4
West Abutment	#7	10	Table 4



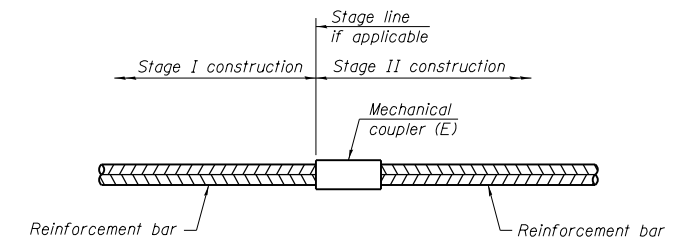
BAR SPLICER ASSEMBLY FOR #5 BAR ON INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

No. required = 76



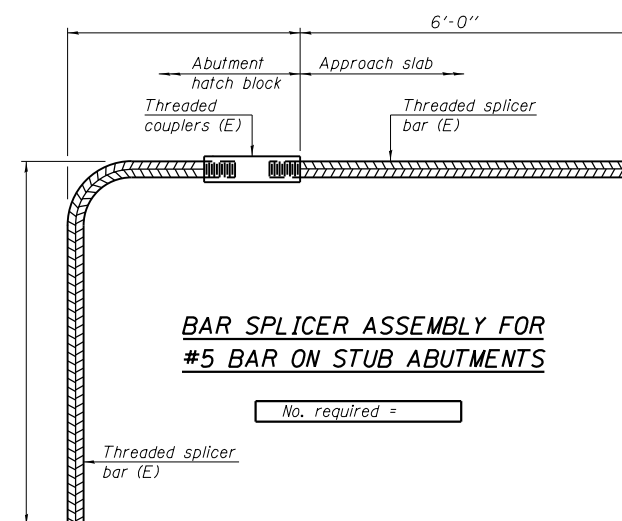
INSTALLATION AND SETTING METHODS

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



STANDARD MECHANICAL SPLICER

Location	Bar size	No. assemblies required



BAR SPLICER ASSEMBLY FOR #5 BAR ON STUB ABUTMENTS

No. required =

NOTES

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



SOIL BORING LOG

ROUTE IL 9 (FAP 693) DESCRIPTION IL 9 over West Branch of Drummer Creek, 1 Mile West of IL 47 at Gibson City LOGGED BY Larry Myers

SECTION 19BR LOCATION NE 1/4, SEC. 9, TWP. 23N, RNG. 7E

COUNTY Ford DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	(ft)	(/6")	(tsf)	(%)	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.	(ft)	(/6")	(tsf)	(%)
027-0005 (Exist.)	862+20	1 (East Abut.)	861+59	12.00ft Rt.	750.62					739.80	739.04	721.6	721.6	732.6						
Augered Bituminous Shoulder, Sand/Gravel Fill, Black Silty Clay Loam Fill																				
748.12																				
Very Stiff Black & Dark Brown Silty Clay Loam Fill																				
3																				
3																				
4																				
-5																				
2																				
3																				
5																				
P																				
25.5																				
743.62																				
Soft Brown, Gray Silty Clay Loam/Silty Loam Fill																				
1																				
2																				
2																				
P																				
33.3																				
721.62																				
Medium Gray Fine to Medium Gravel with Free Water																				
-10																				
WH																				
WH																				
WH																				
P																				
0.5																				
26.2																				
738.12																				
Stiff Grayish Brown Silty Loam with Silt Layers																				
2																				
3																				
2																				
P																				
16.1																				
-15																				
2																				
3																				
4																				
P																				
1.5																				
20.3																				
733.62																				
Very Stiff to Hard Gray Silty Loam/Silty Clay Loam Till with Silt Pockets																				
3																				
4																				
5																				
P																				
2.5																				
13.2																				
711.12																				
-20																				
40																				

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



SOIL BORING LOG

ROUTE IL 9 (FAP 693) DESCRIPTION IL 9 over West Branch of Drummer Creek, 1 Mile West of IL 47 at Gibson City LOGGED BY Larry Myers

SECTION 19BR LOCATION NE 1/4, SEC. 9, TWP. 23N, RNG. 7E

COUNTY Ford DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO.	Station	BORING NO.	Station	Offset	Ground Surface Elev.	(ft)	(/6")	(tsf)	(%)	Surface Water Elev.	Stream Bed Elev.	Groundwater Elev.:	First Encounter	Upon Completion	After	Hrs.	(ft)	(/6")	(tsf)	(%)
027-0005 (Exist.)	862+20	1 (East Abut.)	861+59	12.00ft Rt.	750.62					739.80	739.04	721.6	721.6	732.6						
Hard Gray Clay Loam Till																				
6																				
7																				
4.8																				
11.3																				
Washed Samples 39.5' - 44.0'																				
(continued)																				
9																				
S																				
6																				
8																				
4.2																				
11.7																				
8																				
S																				
-45																				
9																				
10																				
5.3																				
12.5																				
12																				
S																				
703.62																				
Dense Gray Fine Sand to Coarse Gravel with Layers of Sandy Loam Till																				
19																				
22																				
23																				
12.3																				
Washed Samples 47.5' - 51.5'																				
-50																				
16																				
26																				
13.1																				
36																				
699.12																				
End of Boring																				
-55																				
17																				
18																				
11.5																				
-35																				
17																				
18																				
11.5																				
26																				
18																				
20																				
14.6																				
25																				
711.12																				
-40																				

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



DESIGNED - TCR	REVISION
CHECKED - JML	REVISION
DRAWN - JWK	REVISION
DATE - 8/10/12	CHECKED - MSW
	REVISION

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS
STRUCTURE NO. 027-0101

SHEET NO. B20 OF 30 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	42
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				



SOIL BORING LOG

Date 9/7/11

ROUTE IL 9 (FAP 693) DESCRIPTION IL 9 over West Branch of Drummer Creek, 1 Mile West of IL 47 at Gibson City LOGGED BY Larry Myers

Table with columns for Depth (ft), Soil Description, and SPT values (Blows, Penetration, etc.). Includes data for various soil layers like 'Augered Bituminous Shoulder' and 'Stiff Grayish Brown Silty Clay Loam Till'.

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



SOIL BORING LOG

Date 9/7/11

ROUTE IL 9 (FAP 693) DESCRIPTION IL 9 over West Branch of Drummer Creek, 1 Mile West of IL 47 at Gibson City LOGGED BY Larry Myers

Table with columns for Depth (ft), Soil Description, and SPT values. Continuation of the soil boring log from page 1, showing layers like 'Medium to Dense Gray Fine Sand to Coarse Gravel with Free Water'.

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



Table with columns for DESIGNER (TCR), CHECKED (JML), DRAWN (JWK), and DATE (8/10/12).

STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION

SOIL BORING LOGS STRUCTURE NO. 027-0101

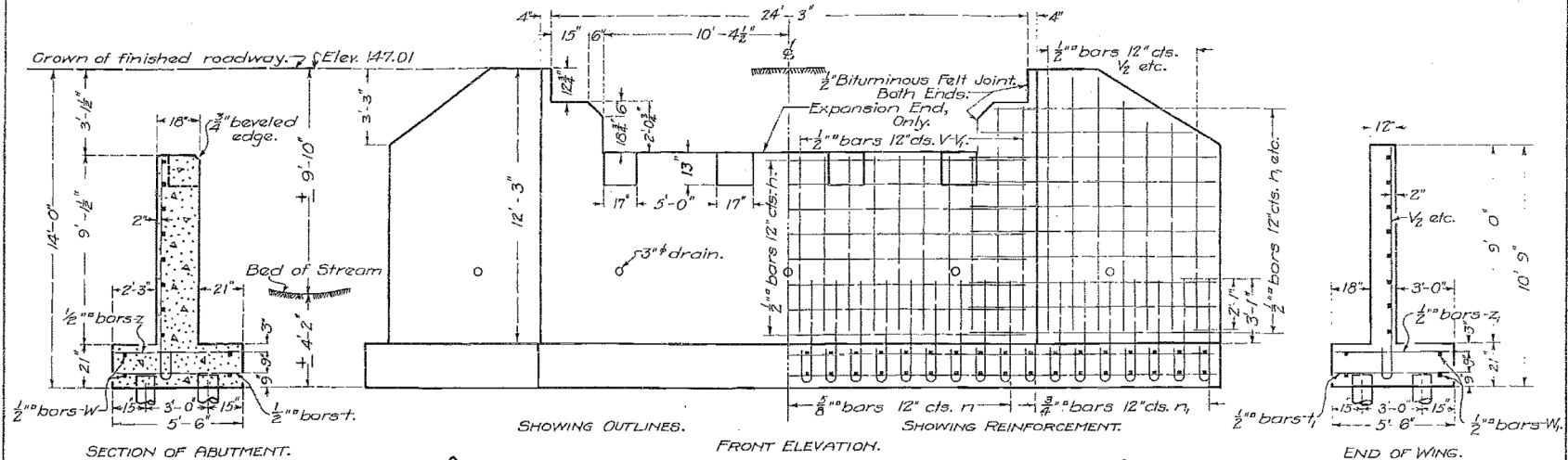
SHEET NO. B21 OF 30 SHEETS

Table with columns for F.A.P. RTE., SECTION, COUNTY, TOTAL SHEETS, SHEET NO., and CONTRACT NO. 66A12.

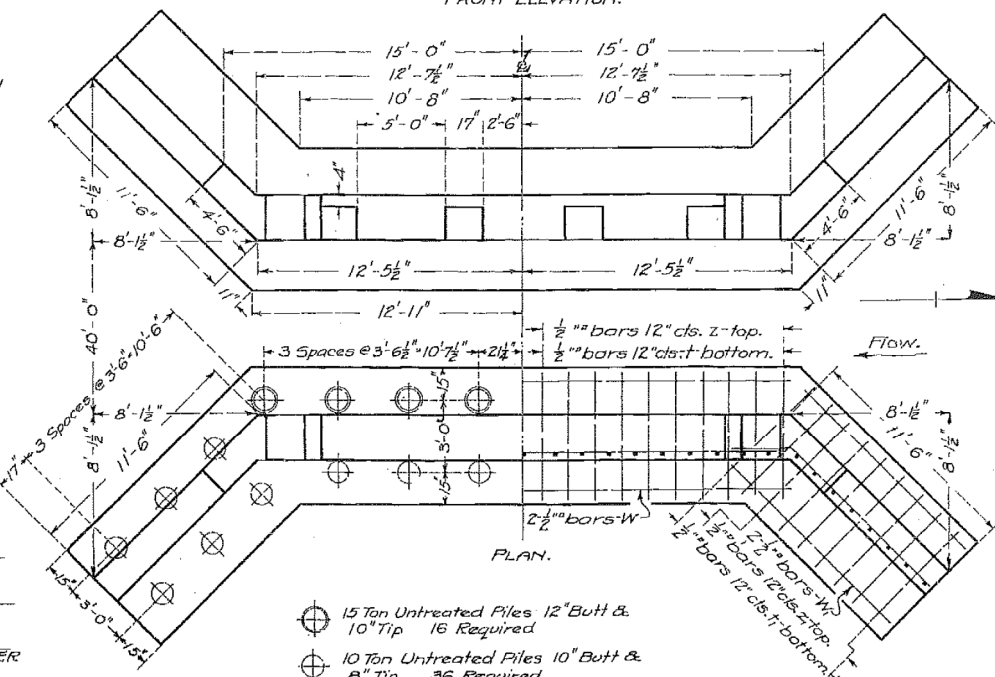
ILLINOIS FED. AID PROJECT

B.M. #91 Spike in Power Pole 30' Left Sta. 860+20 Elev. 143.80
 Existing 36' Span 15' Roadway Steel Truss to be removed by bridge contractor.

Sheet No. 3
 3 Sheets.



Class A concrete shall be used throughout. Proportions 1:2 1/2:4. All reinforcing steel shall be securely wired in place before concrete is poured.



BILL OF MATERIAL.

Bars.	No.	Size.	Length.
V	40	1/2"	8'-0"
V1	8	"	10'-0"
V2	20	"	11'-0"
V3	12	"	9'-6"
V4	12	"	8'-0"
H	18	1/2"	25'-0"
H1	36	"	12'-6"
H2	8	"	9'-6"
D	48	3/8"	5'-6"
D1	44	3/8"	6'-0"
T	52	1/2"	5'-3"
T1	48	1/2"	5'-3"
Z	45	1/2"	5'-3"
Z1	40	1/2"	5'-3"
W	8	"	25'-0"
W1	16	"	12'-0"

Reinforcing Steel - Lbs. 3560
 Concrete - Cu. Yds. 76.5

ASSEMBLED *A.W. Bush*
 CHECKED *M.J. Remondie*
 EXAMINED *Nov. 12, 1924*
 BRIDGE ENGINEER
 PASSED *The Engineer*
 ENGINEER OF DESIGN
 APPROVED *Frank S. Shute*
 CHIEF HIGHWAY ENGINEER

15 Ton Untreated Piles 12" Butt & 10" Tip 16 Required
 10 Ton Untreated Piles 10" Butt & 8" Tip 36 Required

Sta. 862+20
 STATE BOND ISSUE ROUTE 9
 SECTION 19B FORD CO.
 F.P. 224 97

FOR INFORMATIONAL
 USE ONLY

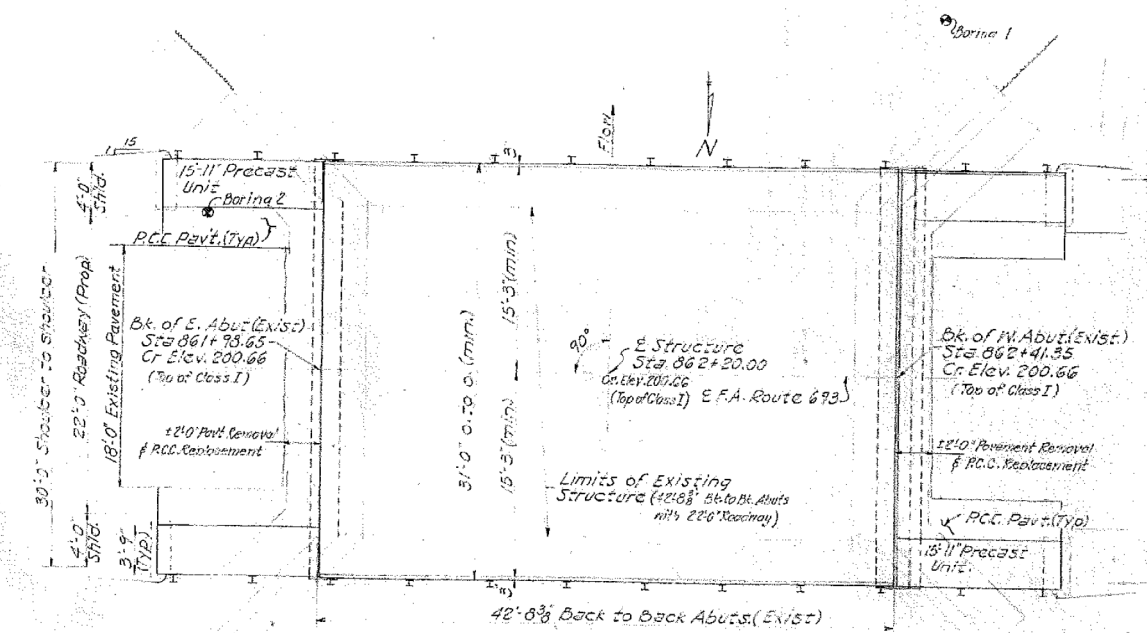
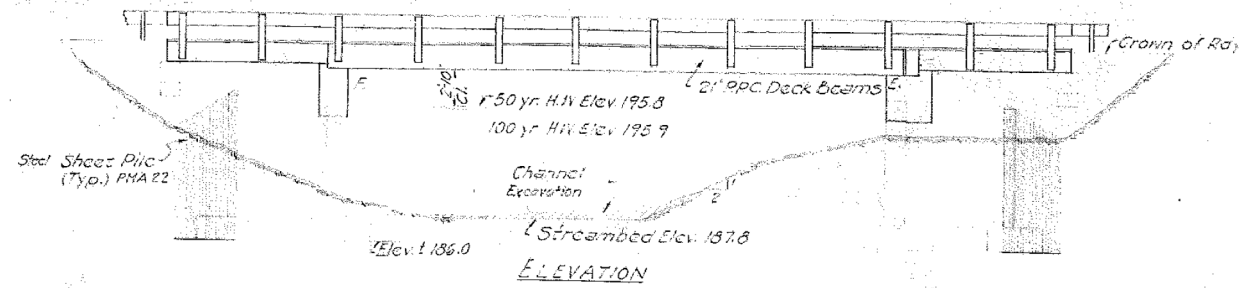
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19B	FORD	42	27
8 SHEETS				

Bench Mark: #2 on S.E. Wingwall 15.7' Lt. Sta. 861+96.5 Elev. 200.0
Existing Structure No. 027-0005 - Built as S.O. Rec. 9
Sec. 19-B in 1928. R.C. Girder Superstructure with
R.C. Closed Abuts. The Bridge Contractor shall remove
existing superstructure and portions of substructure
before starting new construction. Traffic will be detoured
during construction. Broken concrete from
superstructure shall be disposed of as directed
by the Engineer.

GENERAL NOTES

A Calcium Nitrite Corrosion Inhibitor, as covered
the Special Provisions, shall be used in the concrete
for precast prestressed concrete deck beams.
All structural steel shall be shop primed with two coats of
basic lead silico chromate.
The top surface of the beams shall be finished in accordance
with Act. 505.06 of the Std. Specifications except that the surface
shall not be completed by booming. The finished surface shall
be free of depressions or high spots with sharp corners.
Expansion joints which are not cast in the precast unit shall
be fabricated and erected in accordance with Act. 503.07 (c) of
the Std. Specifications and are included in quantity of structure
steel.
Expansion bolts shall consist of 1/2" drilling expansion and
3/4" x 12' hooked bolts unless otherwise noted.
See Proposal for Zoning Data.
Reinforcement bars shall conform to the requirements of
AASHTO M31 Grade 60.
Plan dimensions and details relative to existing
structures have been taken from existing plans and
are subject to nominal construction variations. It
shall be the Contractor's responsibility to verify
such dimensions and details in the field and make
necessary approved adjustments prior to construction
or ordering of materials. Such variations shall
not be cause for additional compensation for a
change in the scope of the work, however, the
Contractor will be paid for the quantity actually
furnished at the unit price bid for the work.



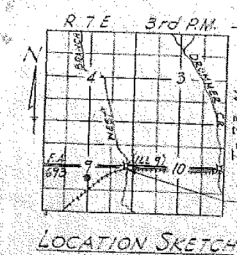
STATION 862+20
REBUILT 1977 BY
STATE OF ILLINOIS
F.A. RT. 693 SEC. 19B-1
LOADING HS 20
STR. NO. 027-0005

NAME PLATE
(See Std. 2113)

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub	Total
Removal of Existing Superstructures	Each			1
Channel Excavation	Cu.Yd.		44.27	44.27
Bitum. Concrete Surface Course, Class I	Ton	15		15
Concrete Removal	Cu.Yd.		11	11
Expansion Bolts (3/4" x 6')	Each	40	46	86
Class I Concrete	Cu.Yd.	2.3	20.3	22.6
Precast Prestressed Concrete Deck Bms. (21')	Sq. Ft.	1309		1309
Waterproofing Membrane System	Sq. Yd.	147		147
Structural Steel	Pound	2200		2200
Steel Rolling, Type 5	Lin. Ft.	150		150
Reinforcement Bars	Pound	100	1860	1960
Pavement Removal & RCC. Replacement	Sq. Ft.	10		10
Precast Concrete B-1000 Slab	Sq. Ft.	239		239
Name Plates	Each			1
P.C. Machine Finishing Course	Lin. Ft.	338		338
Preformed Jt. Sealer (2 1/2")	Lin. Ft.	31		31
Steel Sheet Piling	Sq. Ft.		238	238
Portland Cement Concrete Pavement (18")	Sq. Yd.	20		20
Pavement Fabric	Sq. Yd.	20		20

PROFILE GRADE
F.A. Route 693



WATERWAY INFORMATION

Drainage Area 9.75 Sq. Mi.
Design Discharge (50 yr.) 1500 Sq. Ft.
Existing Discharge (below 50 yr. H.W. L.) 240 Sq. Ft.
Required Discharge (below 50 yr. H.W. L.) 240 Sq. Ft.
Created Head for Design Flood 1.0 Ft.
100 year Discharge 1780 C.F.S.
Created Head for 100 year flood 1.0 Ft.

Design Specifications 1977 AASHTO, 1978 & 1979
interim specifications as applicable.
Allow 25 Lbs per sq. ft. for future
wearing surface.

DESIGN STRESSES

FIELD UNITS PRECAST PRESTRESSED UNITS PRECAST UNITS
f_c = 3500 psi. f_c = 5000 psi. f_c = 4500 psi.
f_y = 60000 psi. (20 min) f_y = 4000 psi. f_y = 1,300 psi.
f_s = 50,000 psi. (Struct.) f_s = 27,000 psi. (1/2" strands) f_s = 20,000 psi.

DESIGNED	Jimm. P. (Truck)	YIS	EXAMINED	June 16, 1978
CHECKED	Michael K. Tuck	H	PASSED	
DRAWN	S.L.	KHO.	APPROVED	
CHECKED	M.K.T.		DIRECTOR OF HIGHWAYS	

GENERAL PLAN AND ELEVATION
F.A. ROUTE 693 OVER WEST BRANCH DRUMMER CR.
F.A. ROUTE 693 SECTION 19 BR-1
FORD COUNTY
STATION 862+20.00

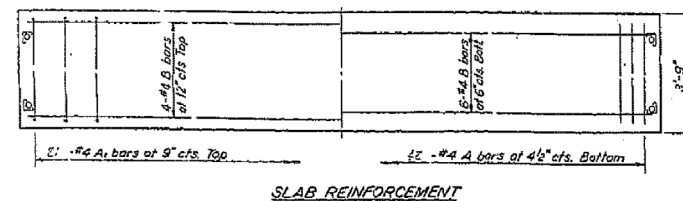
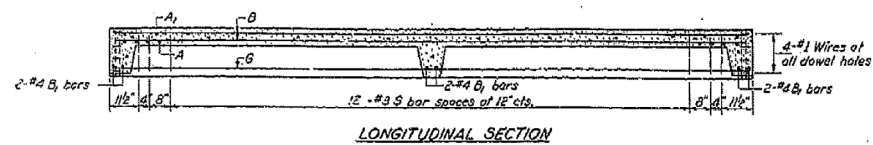
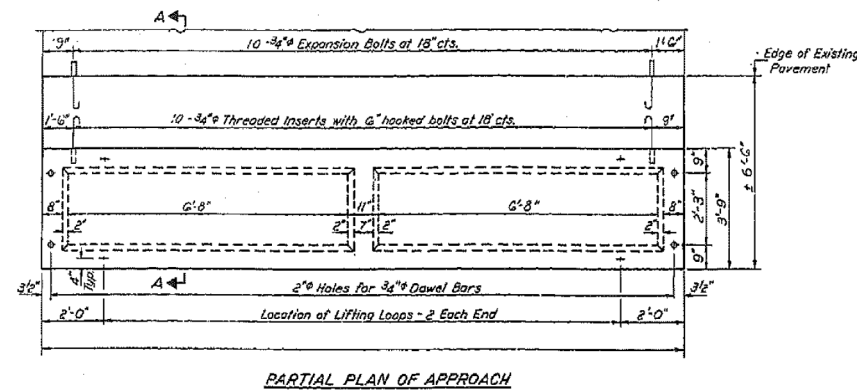
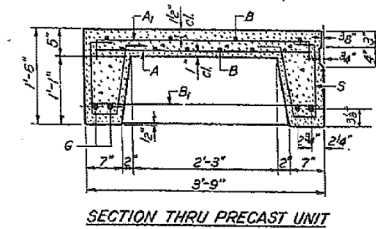
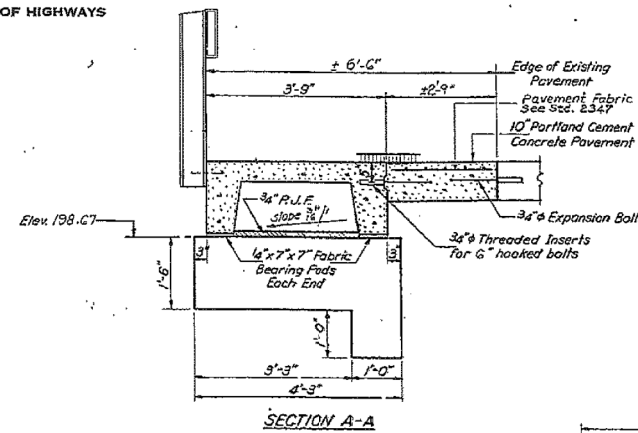
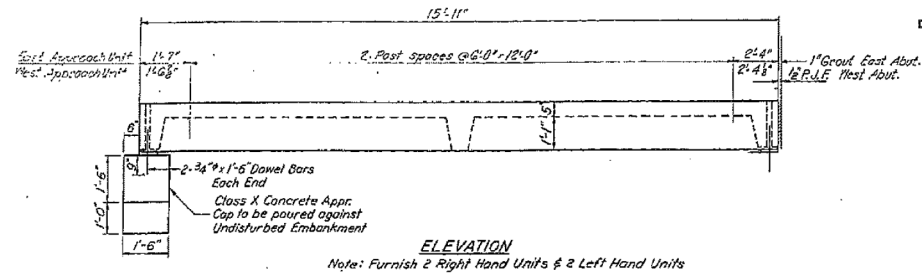
FOR INFORMATIONAL
USE ONLY

DESIGNED - TCR	REVISED
CHECKED - JML	REVISED
DRAWN - JWK	REVISED
CHECKED - MSW	REVISED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19B	FORD	61	45
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				

STATE OF ILLINOIS
DIVISION OF HIGHWAYS

PROJECT NO.	SECTION	SUBJECT	DATE	SHEET NO.
693	19BR	FORD 42	28	8
SHEETS				



DESIGNED <i>John Thomas</i>	EXAMINED <i>June 16 1978</i>
CHECKED <i>Michael J. Trubitt</i>	PASSED <i>[Signature]</i>
DRAWN <i>S.H.</i>	APPROVED <i>[Signature]</i>
CHECKED <i>M.K.T.</i>	

W-AP-1 20' Precast Approach Unit (Rt L) 11-15-77

BAR LIST - ONE UNIT
Reinforcement to be cast into slab

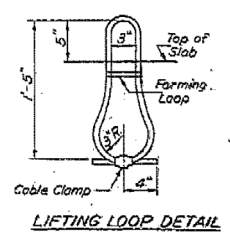
Bar No	Size	Length	Shape
A	#4	3'-3"	
A1	#4	4'-0"	
B	#4	15'-0"	
B1	#4	3'-6"	
G	#9	15'-0"	
S	#3	3'-4"	L

BAR A1
BAR S

NOTES
Unless otherwise approved by the Engineer, lifting loops shall be 1/2" 6x19 class wire rope with fiber core and shall have a minimum ultimate strength of 18,700 lbs. Loops shall be burned off after slab has been erected. Holes shall be drilled and anchor dowels grouted in place. Cost of reinforcement and accessories cast into the slab unit, bearing posts, furnishing, drilling for, placing and grouting anchor dowels and 3/4" hooked bolts is included in Unit bid price for "Precast Concrete Bridge Slab". The Precast Concrete Bridge Slab shall be erected and aligned with the exterior face of the exterior Deck Beam after Deck Beams are in final position.

BILL OF MATERIAL

Item	Unit	Quantity
Precast Concrete Bridge Slab	Sq. Ft.	2.39
Portland Cement Concrete Pavement (CC)	Sq. Yds.	2.0
Pavement Fabric	Sq. Yds.	2.0
Expansion Bolts 3/4"	Each	40
Class X Concrete	CUYDS.	1.6



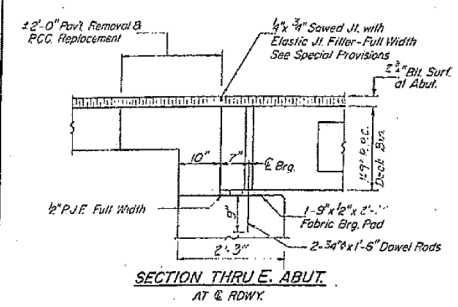
STRESSES
f_c = 4,500 psi
f_t = 1,800 psi
f_s = 20,000 psi
n = 8
LOADING HS-20-44

APPROACH DETAILS
R.A. RT. 693 SEC. 19BR-1
FORD COUNTY
STA. 662+20.00

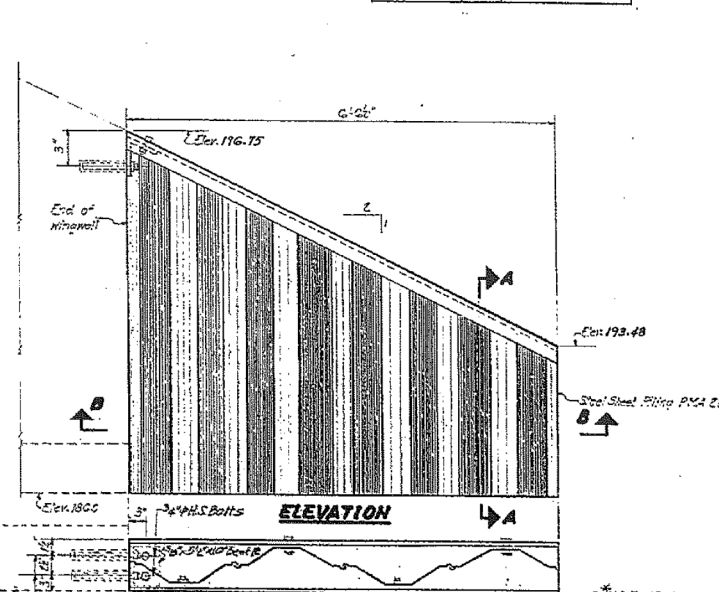
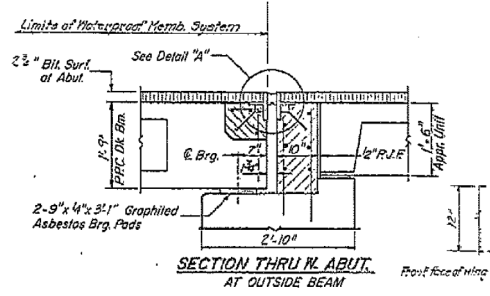
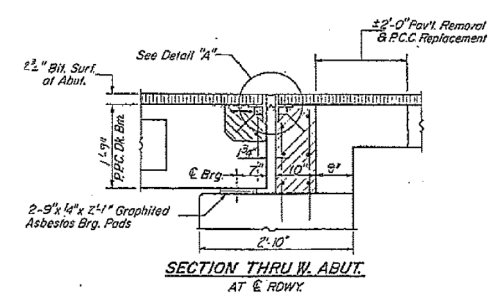
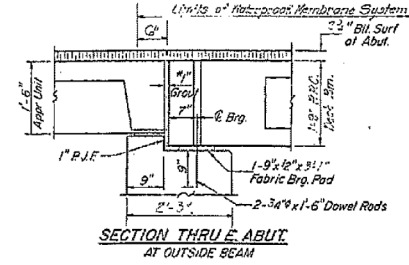
FOR INFORMATIONAL
USE ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO. OF SHEETS
FA 693	19BR	FORD	42 31	8

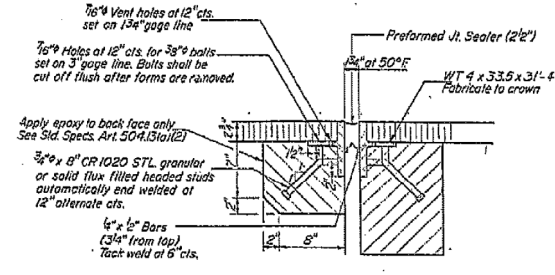


* If joint shall be packed with a very dry mix of 2-1 sand and P.C. mortar. This dimension may vary plus or minus to accommodate tolerance in beam lengths.



SEC. B-B
Epoxy Grouted 1/2" x 6" threaded rods in 3/4" drilled holes. See Special Prox for Epoxy Grouting.
* Cost incidental to Steel Sheet Piles.

SEC. A-A
5" x 8" S. bolts 1/2" holes in E. Cost incidental to Steel Sheet Piles.



DETAIL "A"

NOTE: Dimensions are at right angles.
Hatched areas to be poured after beams have been erected and joints grouted.
Ends of beams shall be aligned at the expansion joints. Any linear variation in the beam lengths shall be placed at the fixed joint. See End of Beam Detail for reinforcement, sheet #3 or #4.
Hatched Area Quantities:
on the beam are billed with super steel #3.
on the abutment are billed with abutment sheet #4.

DESIGNED	June 16 2010
CHECKED	Michael K. Tanski
DRAWN	MSW
CHECKED	A.K.T.

W-SR-D (2-17-75)

MISCELLANEOUS DETAILS
F.A.R.T. 693 SEC. 19BR-1
FORD COUNTY
STA. 862+2000

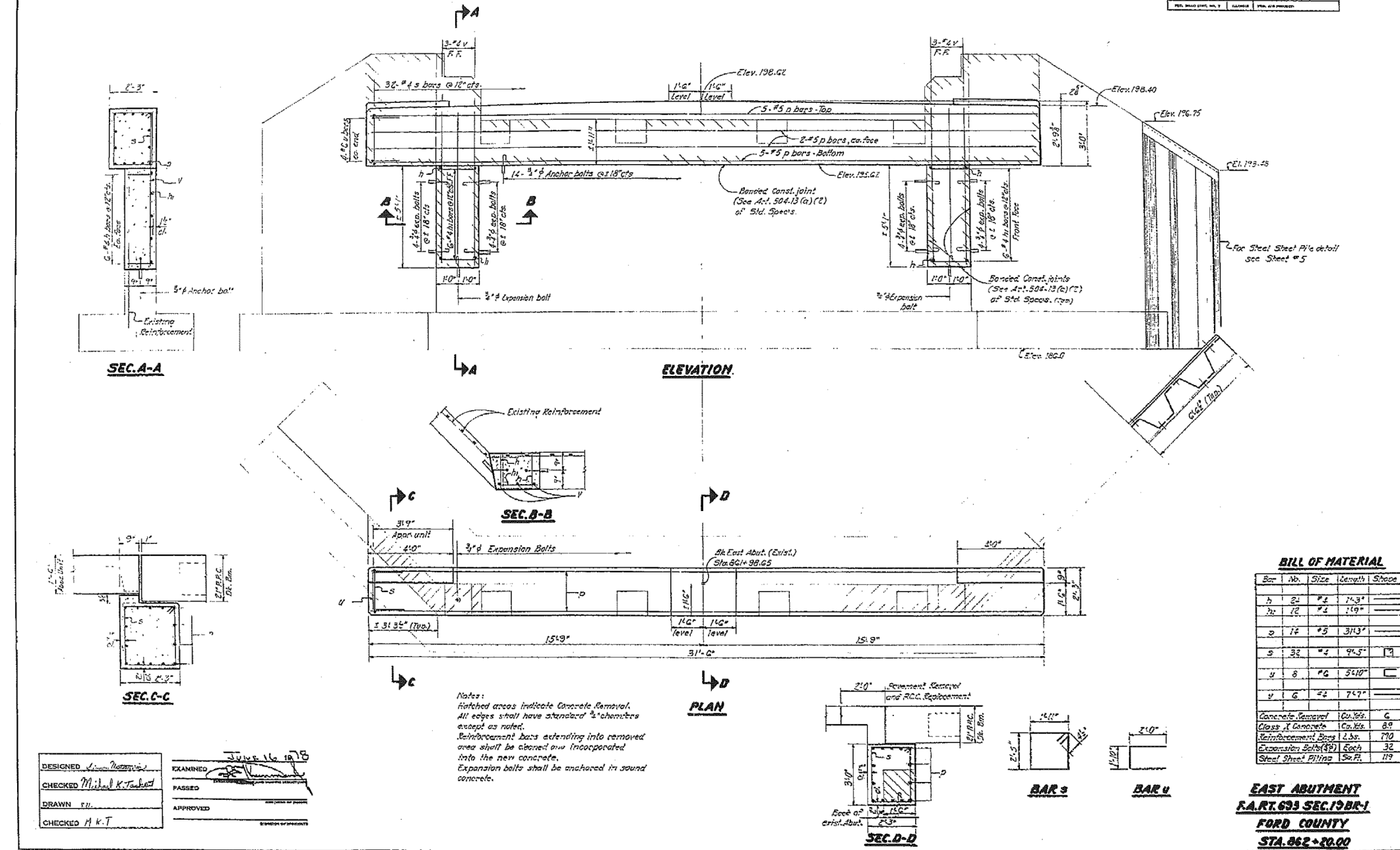
FOR INFORMATIONAL
USE ONLY

DESIGNED - TCR	REVISED
CHECKED - JML	REVISED
DRAWN - JWK	REVISED
CHECKED - MSW	REVISED

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	48
CONTRACT NO. 66A12				

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	COUNTY	SHEET NO.	TOTAL SHEETS
190	19BR	FORD	42 33	8



BILL OF MATERIAL

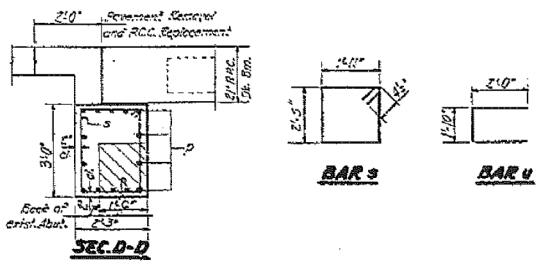
Bar	No.	Size	Length	Splice
h	24	#4	14.3'	
h	24	#4	14.9'	
s	14	#5	31.3'	
s	32	#4	94.5'	19
u	8	#6	54.10'	
u	6	#4	74.7'	
Concrete Removal 1 Cu. Yds. 6				
Class X Concrete 1 Cu. Yds. 69				
Reinforcement Bars 1 Lbs. 170				
Expansion Bolts (8") 1 Each 32				
Steel Sheet Piling 1 Sq Ft. 119				

EAST ABUTMENT
F.A.R.T. 633 SEC. 19 BR. 1
FORD COUNTY
STA. 862+20.00

DESIGNED <i>V. P. ...</i>	EXAMINED <i>[Signature]</i>
CHECKED <i>Michael K. ...</i>	PASSED
DRAWN <i>T.H.</i>	APPROVED
CHECKED <i>A.K.T.</i>	

JUNE 16 1978

Notes:
Hatched areas indicate Concrete Removal.
All edges shall have standard 3/4" chamfers
except as noted.
Reinforcement bars extending into removed
area shall be abraded and incorporated
into the new concrete.
Expansion bolts shall be anchored in sound
concrete.



FOR INFORMATIONAL
USE ONLY

DESIGNED - TCR	REVISED
CHECKED - JML	REVISED
DRAWN - JWK	REVISED
CHECKED - MSW	REVISED

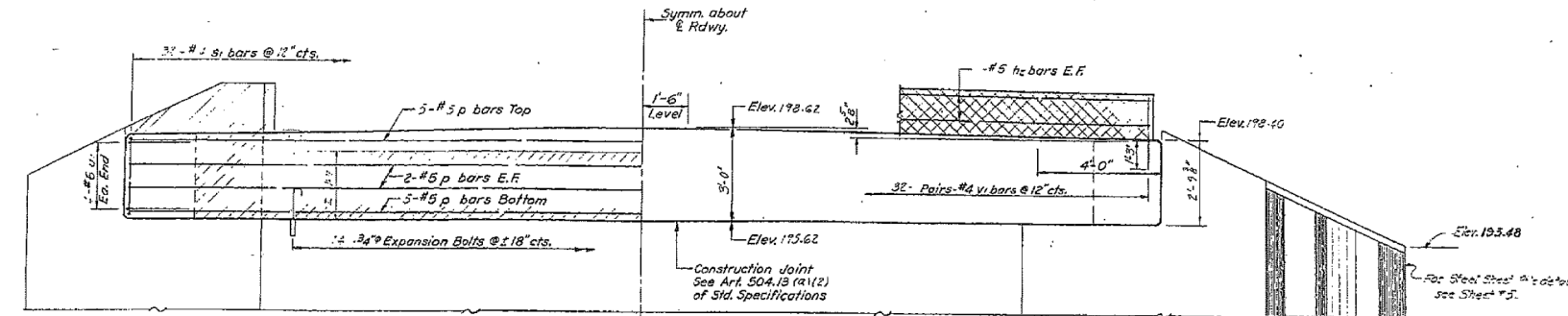
DATE - 8/10/12

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	49
CONTRACT NO. 66A12				

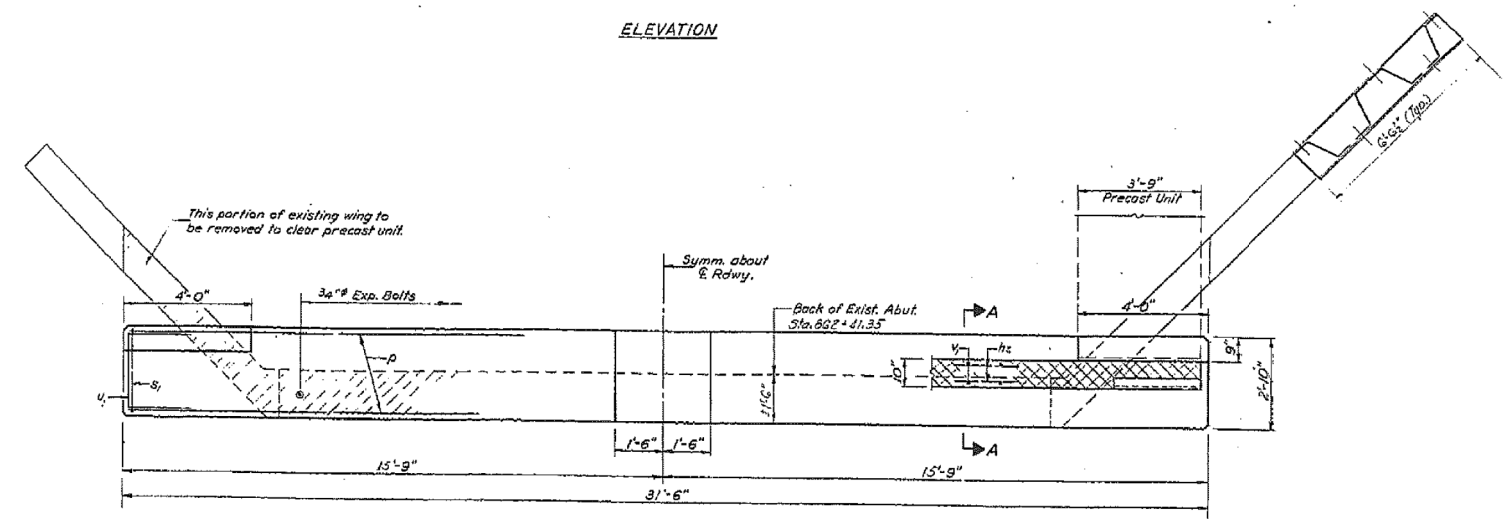
ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
DIVISION OF HIGHWAYS

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR-1	FORD	61	50

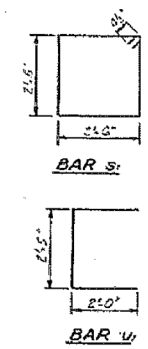


ELEVATION



PLAN

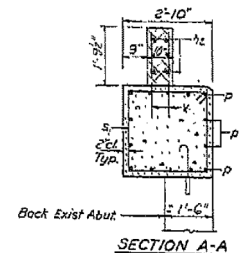
NOTES:
Hatched area indicates Concrete Removal. Reinforcement extending into removed area shall be cleaned and incorporated into the new construction.
Cross hatched area shall be poured after beams are in place.
Expansion bolts shall be anchored in sound concrete.
All edges shall have standard 3/4\"/>



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
hc	8	#5	30'-0"	---
p	14	#5	3'-9"	---
sc	20	#4	19'-7"	D
u	2	#6	6'-5"	E
v	24	#4	2'-0"	---
Class X Concrete		Cu Wt.	11.2	
Reinforcement Bars		Lbs.	1670	
Expansion Bolts 3/4"		Each	14	
Concrete Removal		Cu Wt.	5	
Steel Sheet Piling		Sq. Ft.	114	

DESIGNED	EXAMINED	DATE
CHECKED	PASSED	June 16 1978
DRAWN	APPROVED	
CHECKED		



WEST ABUTMENT
F.A.R. 693 SEC. 19BR-1
FORD COUNTY
STA. 862+20.00

W-A-2 (11-15-77) Expansion

FOR INFORMATIONAL
USE ONLY

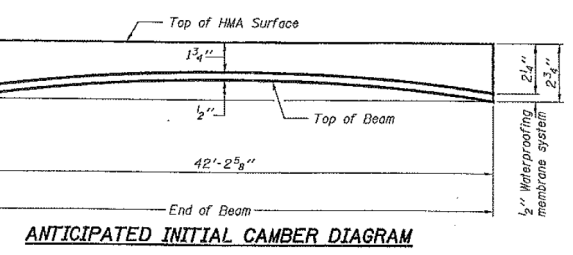
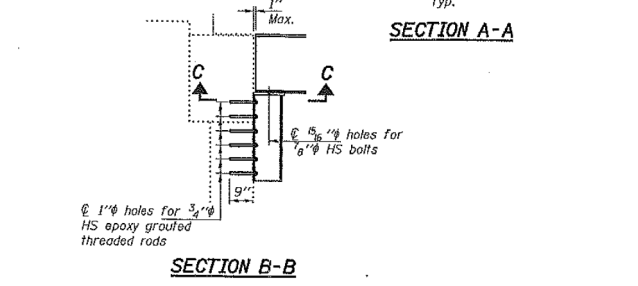
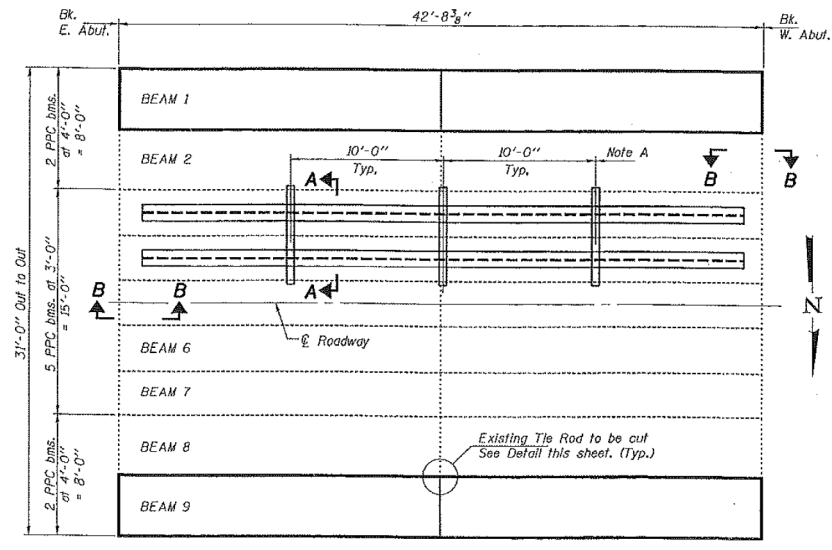
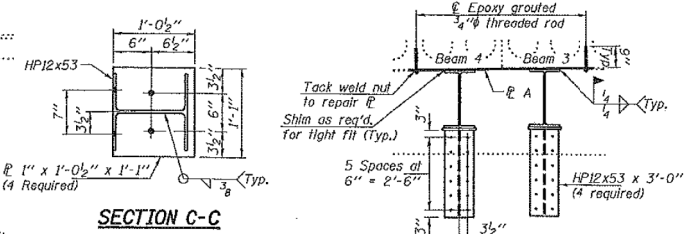
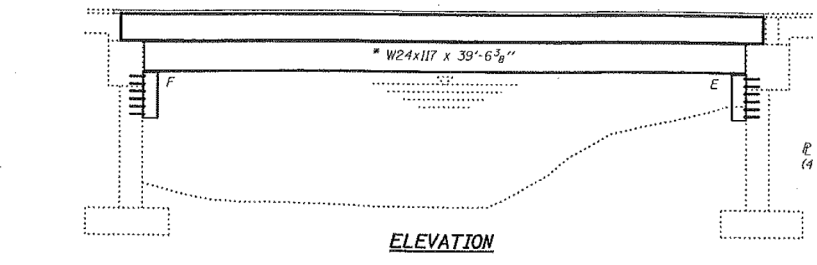
* Contractor is to verify beam length prior to ordering material. Other sections meeting the section modulus requirements shown may be allowed subject to approval by the Bureau of Bridges and Structures, however, no additional payment will be allowed if the contractor chooses a heavier steel section than the one specified in the plans. Maximum girder depth = 24", Min. Sx = 291 in⁴.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

ROUTE NO.	SECTION	DATE	BY	SHEET NO. OF
FA 693	FORD	15	11	5 SHEETS
Contract Number: 66819				

GENERAL NOTES

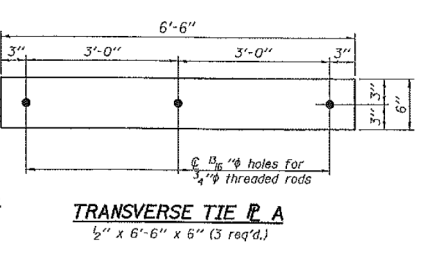
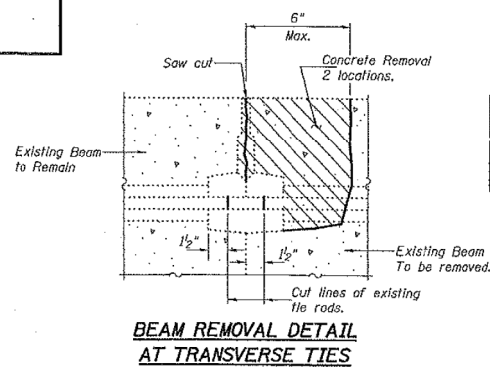
All structural steel shall conform to AASHTO Classification M-270 Gr. 36, unless otherwise noted.
 Plan dimensions and details relative to existing plans are subject to routine variations. The Contractor shall field verify existing dimensions and details affecting new construction and make necessary approved adjustments prior to construction or ordering of materials. Such variations shall not be cause for additional compensation for a change in scope of the work, however, the Contractor will be paid for the quantity actually furnished based upon the unit price bid for the work.
 The contractor is advised that the existing PPC Deck Beams are in a deteriorated condition with reduced load carrying capacity. It is the contractor's responsibility to account for the condition of the beams when developing construction procedures.
 If the contractor's procedure for existing beam removal or placement of new beams involves placement of cranes or other heavy equipment on the bridge, a detailed procedure shall be submitted to the Engineer for approval. The procedure shall include calculations, prepared and sealed by an Illinois Licensed Structural Engineer, verifying that the equipment and procedure used will not overstress the new or existing beams. To distribute load to multiple beams and protect the existing surface, in all cases a double layer mat of heavy timbers shall be used at all times under crane tracks or wheels and any outriggers in the down position. If necessary, shims shall be used under the crane mat to ensure uniform contact with the underlying beams. If heavy equipment will be placed on new PPC deck beams, the following shall be done prior to placement of the timber mats: placement and tightening of transverse tie assemblies, grouting and curing the dowel rods 24 hours minimum and grouting and curing the shear keys.
 Any damage done to the bridge during beam removal shall be repaired by the Contractor. Cost to be included in the cost of Removal of Existing PPC Deck Beams.
 The top surface of the beams shall be finished according to the IDOT Manual for Fabrication of Precast Prestressed Concrete Products.
 See Section 584 of the Standard Specifications for Epoxy Grouting of Threaded Rods.
 The cost of epoxy grouting threaded rods shall be included with Furnishing and Erecting Structural Steel.
 The Contractor has the option of using used steel. See special provisions.
 Temporary concrete barrier shall only be anchored into the overlay and not into the PPC Deck Beams.



Note A:
 Transverse tie (3 per span). Place additional shims at midpoints between tie (s). Securely weld shims to top flange of support beam. Minimum shim size is 6" x flange width.



DESIGNED: JKH
 CHECKED: J. T. Halliday
 DRAWN: Staffen
 CHECKED: ABB ATH
 EXAMINED: R. C. ...
 PASSED: R. C. ...
 MAY 2, 2008
 Expires: November 30, 2008



DESIGN STRESSES

PRECAST PRESTRESSED UNITS
 f'c = 6,000 psi
 f'at = 5,000 psi
 f's = 270,000 psi (1/2" low lax strands)
 f'si = 201,960 psi (1/2" low lax strands)

TOTAL BILL OF MATERIAL

ITEM	UNIT	QUANTITY
Removal of Existing PPC Deck Beams	Sq. Ft.	337.8
Precast Prestressed Concrete Deck Beams (21" Depth)	Sq. Ft.	337.8
Hot-Mix Asphalt Surface Removal	Sq. Yd.	5.2
HMA Surface Course Mix "C" H50	Tons	4.8
PC Mortar Fairing Course	Foot	85
Waterproofing Membrane System	Sq. Yd.	42.8
Removing and Re-erecting Existing Railing	Foot	85
Furnishing and Erecting Structural Steel	Pound	10,390
Asbestos Bearing Pad Removal	Each	2

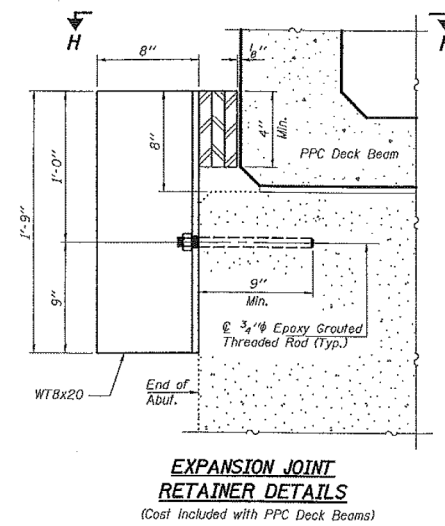
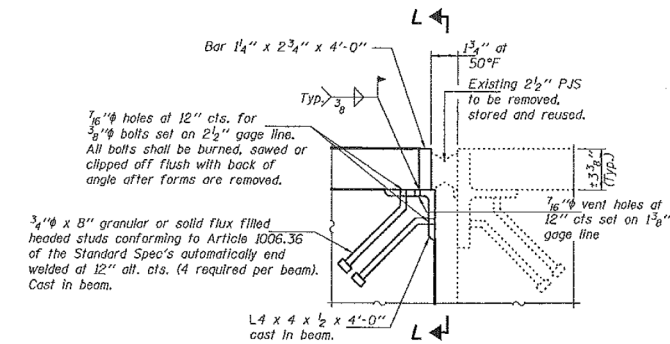
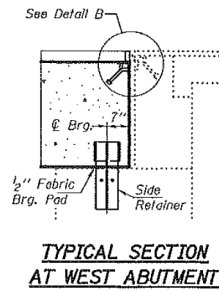
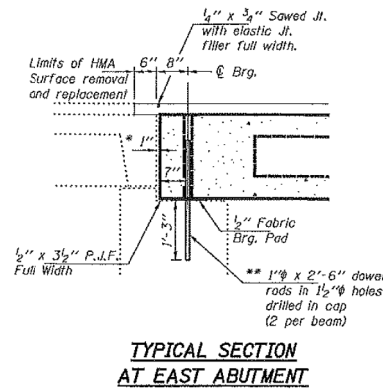
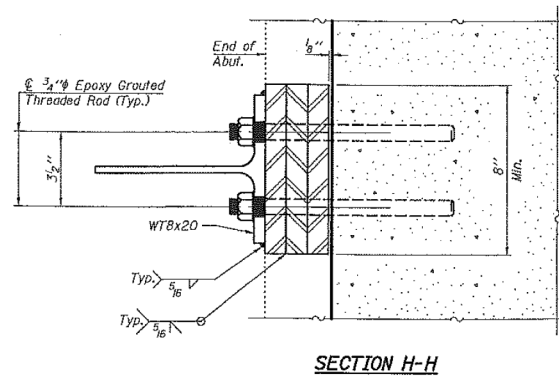
PLAN AND ELEVATION
 FA 693 OVER W. BR. DRUMMER CREEK
 FORD COUNTY
 SN 027-0005

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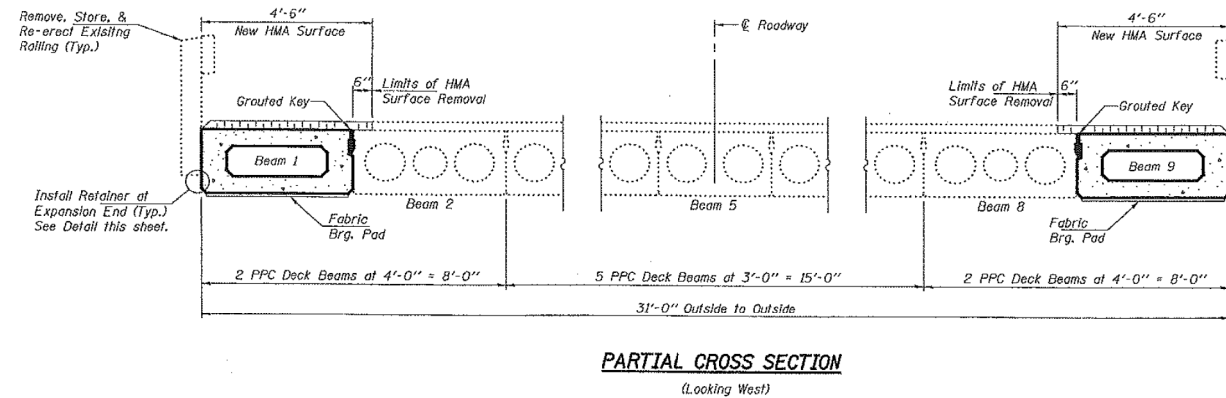
FOR INFORMATIONAL
USE ONLY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STATE NO.	SECTION	COUNTY	DATE	SHEET	SHEET NO. 4
FA 693		FORD	15	14	5 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:			
Contract Number: 66B19					



- * 1" Joint shall be filled with non-shrink grout. Dimension may vary to accommodate tolerance in beam lengths.
- ** Existing dowel rods are to be burned off, ground flush, and sealed with epoxy prior to placement of new beams. Cost included in Removal of Existing PPC Deck Beams. After beams have been erected holes shall be drilled into cap and dowel rods placed. Dowel holes shall be filled with non-shrink grout to top of beam and allowed to cure a minimum of 24 hours prior to grouting the shear keys.



REPAIR DETAILS
FAP 693 OVER W. BR. DRUMMER CREEK
FORD COUNTY
SN 027-0005

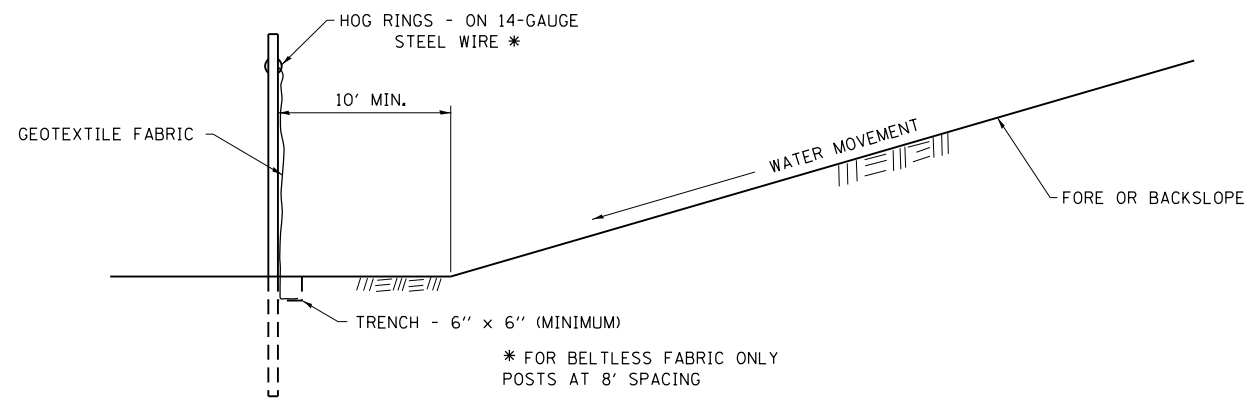
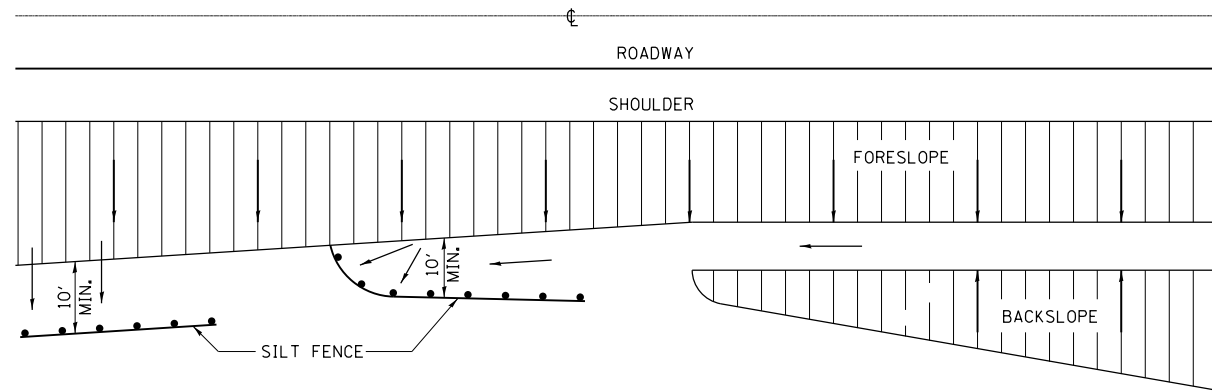
DESIGNED	AJB	EXAMINED	MAY 2, 2008
CHECKED	ATH	PASSED	<i>Carl [Signature]</i>
DRAWN	Steffen		<i>Ralph E. [Signature]</i>
CHECKED	AJB ATH		

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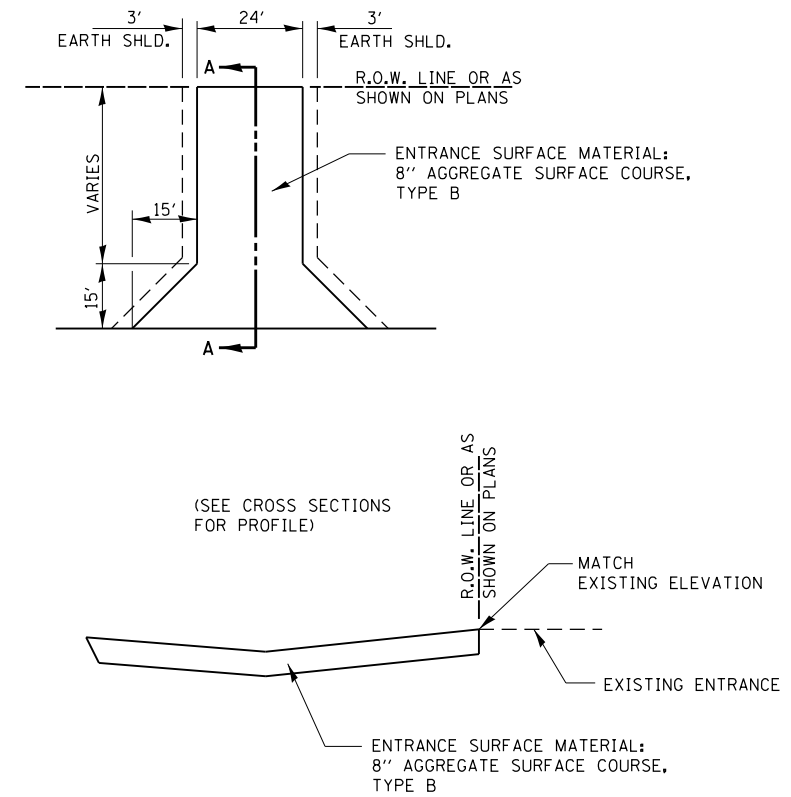
FOR INFORMATIONAL
USE ONLY

DESIGNED - TCR	REVISÉ
CHECKED - JML	REVISÉ
DRAWN - JWK	REVISÉ
CHECKED - MSW	REVISÉ
DATE - 8/10/12	

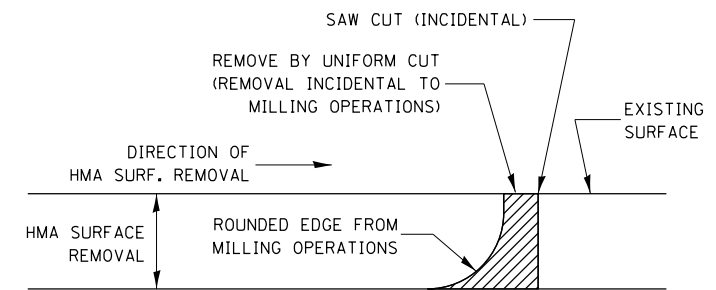
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	52
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				



**EROSION CONTROL DETAILS
FOR SILT FENCE**



**SECTION A-A
FIELD ENTRANCE**



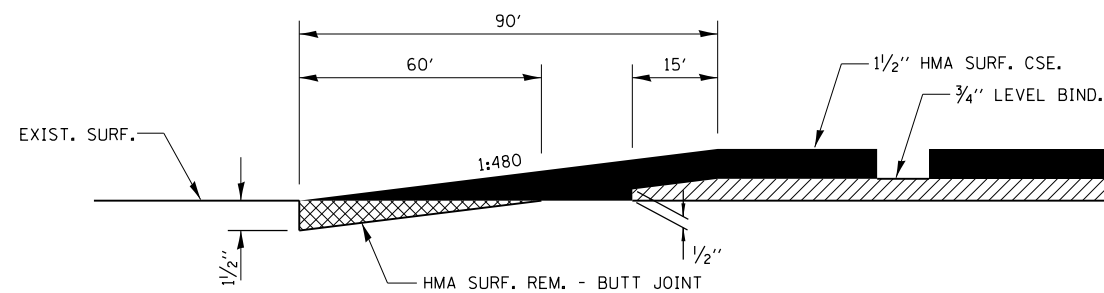
NOTE:
WHEN MILLING OPERATIONS PRODUCE A ROUNDED EDGE,
THEN A SAW CUT SHALL BE USED TO MANUFACTURE
A PERPENDICULAR EDGE AS SHOWN IN THE DETAIL.
THE ENGINEER SHALL BE THE SOLE JUDGE
CONCERNING THE USE OF THIS DETAIL

HMA DETAIL AT BUTT JOINTS

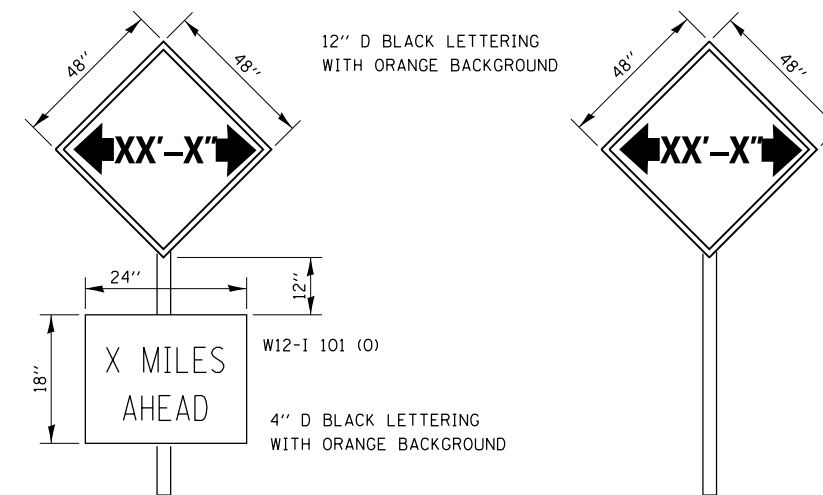
USER NAME = dmeyer	DESIGNED - JJO	REVISED -
	DRAWN - JJO	REVISED -
PLOT SCALE = 2.0000' / in.	CHECKED - JML	REVISED -
PLOT DATE = 8/13/2012	DATE - 08/10/12	REVISED -

SCALE:		SHEET OF SHEETS		STA. TO STA.	
		61	53		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	53
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				



HMA DETAIL AT BUTT JOINTS



TO BE POST MOUNTED AS SHOWN ELSEWHERE IN THE PLANS.

THE ENGINEER WILL NOTIFY DISTRICT 3 BUREAU OF OPERATIONS 14 CALENDAR DAYS PRIOR TO INSTALLING ANY TRAFFIC CONTROL DEVICES THAT WILL RESTRICT THE PAVEMENT WIDTH.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH THE ENGINEER TO MEET THIS REQUIREMENT.

COST OF SUPPLYING, INSTALLING, MAINTAINING AND REMOVING WIDTH RESTRICTION SIGNS SHALL BE INCLUDED IN THE COST OF THE TRAFFIC CONTROL AND PROTECTION PAY ITEMS.

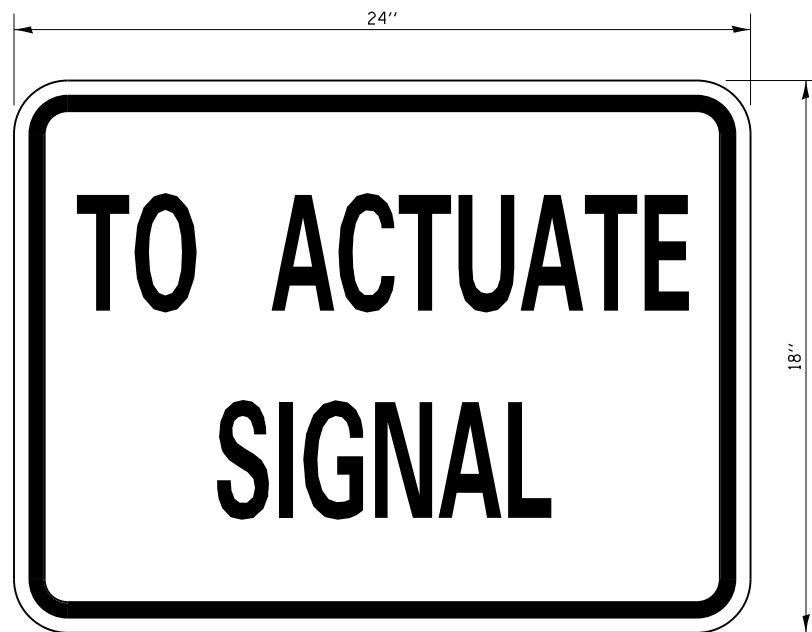
SIGN LOCATIONS ARE TO BE DETERMINED BY THE RESIDENT ENGINEER OR TECHICIAN

WIDTH RESTRICTION SIGNING DETAILS

USER NAME = dmeyer	DESIGNED - JJO	REVISED -
	DRAWN - JJO	REVISED -
PLOT SCALE = 2.0000' / 1" =	CHECKED - JML	REVISED -
PLOT DATE = 8/13/2012	DATE - 08/10/12	REVISED -

DETAILS	
SCALE:	SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	54
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				

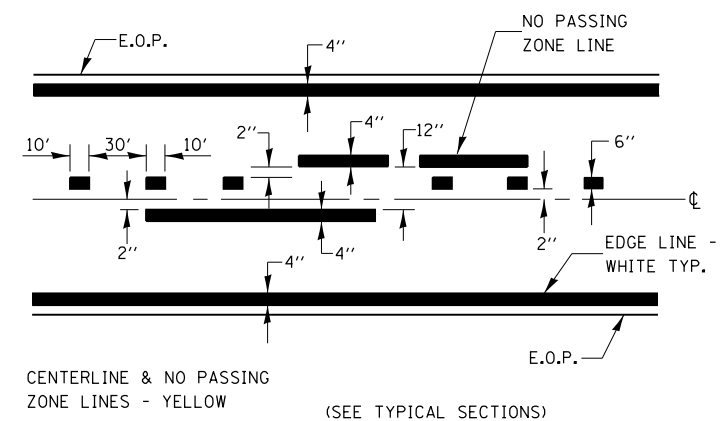


STOP LINE SIGN FOR TEMPORARY SIGNALS

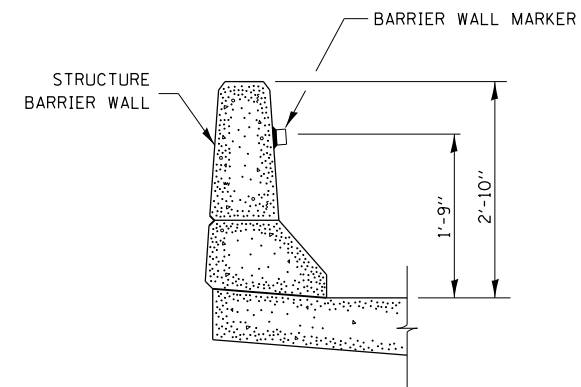
SIZE: 24" x 18"
 4" CAPITAL LETTERS - BLACK
 1/2" BORDER - BLACK
 WHITE REFLECTIVE - TYPE B
 ENGINEERING GRADE SHEETING

GENERAL NOTE:

THIS SIGN SHALL BE INSTALLED AT THE STOP LINE AS DIRECTED BY THE ENGINEER.



PAVEMENT MARKING



BARRIER WALL MARKER

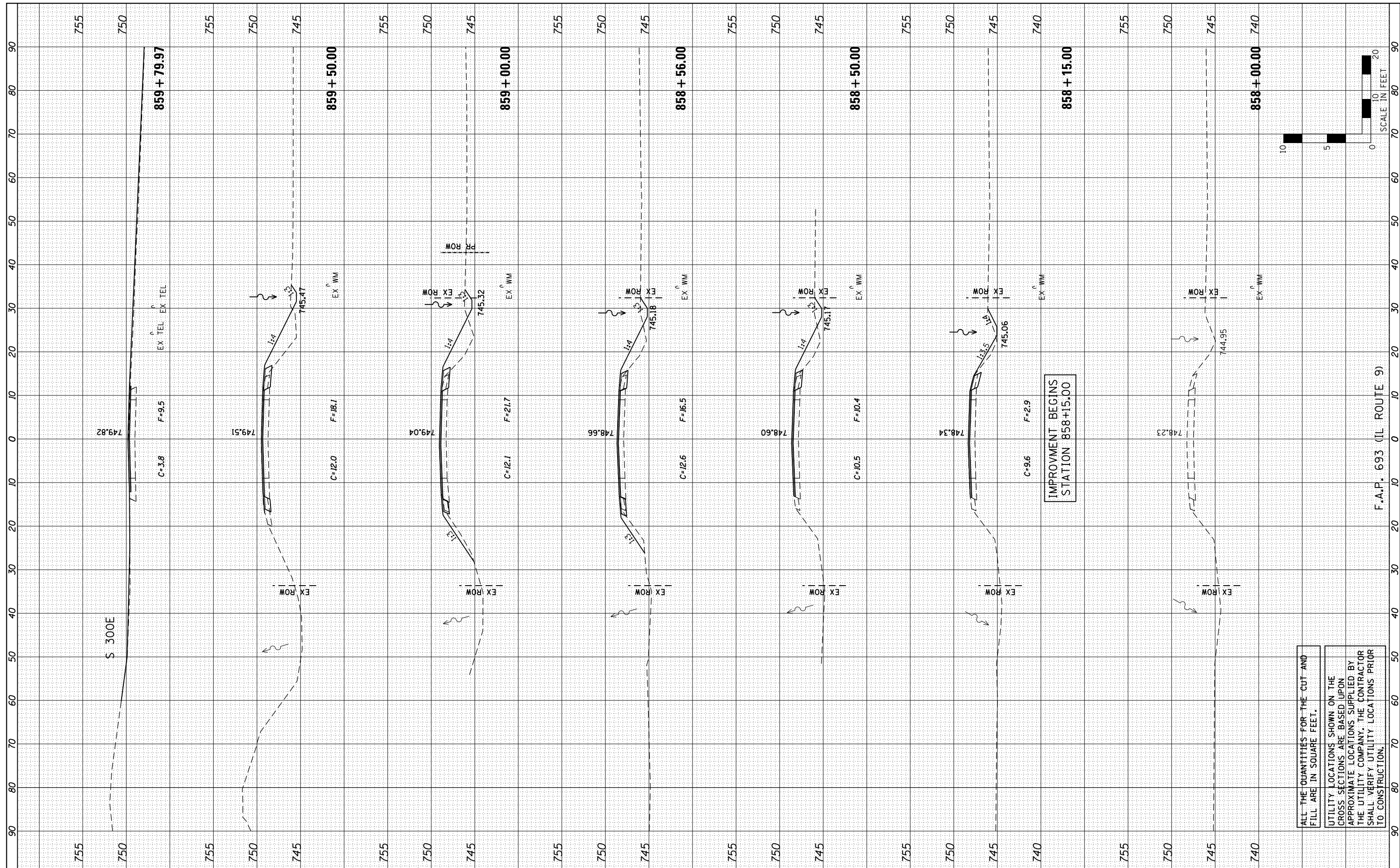
USER NAME = dmeyer	DESIGNED - JJ0	REVISED -
	DRAWN - JJ0	REVISED -
PLOT SCALE = 2.0000' / 1" =	CHECKED - JML	REVISED -
PLOT DATE = 8/13/2012	DATE - 08/10/12	REVISED -

DETAILS	
SCALE:	SHEET OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	55
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.
UTILITY LOCATIONS SHOWN ON THE CROSS SECTIONS ARE BASED UPON APPROXIMATE LOCATIONS SUPPLIED BY THE UTILITY COMPANY. THE CONTRACTOR SHALL VERIFY UTILITY LOCATIONS PRIOR TO CONSTRUCTION.

Farnsworth GROUP, INC.
2709 McGraw Drive
Bloomington, Illinois 61704
309/663-8435, 309/663-1571 fax

USER NAME	= dmeyer
DESIGNED	- JJ0
DRAWN	- JJ0
CHECKED	- JML
DATE	- 08/10/12
PLOT SCALE	= 20.0000' / in.
PLOT DATE	= 8/13/2012

REVISED	-
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

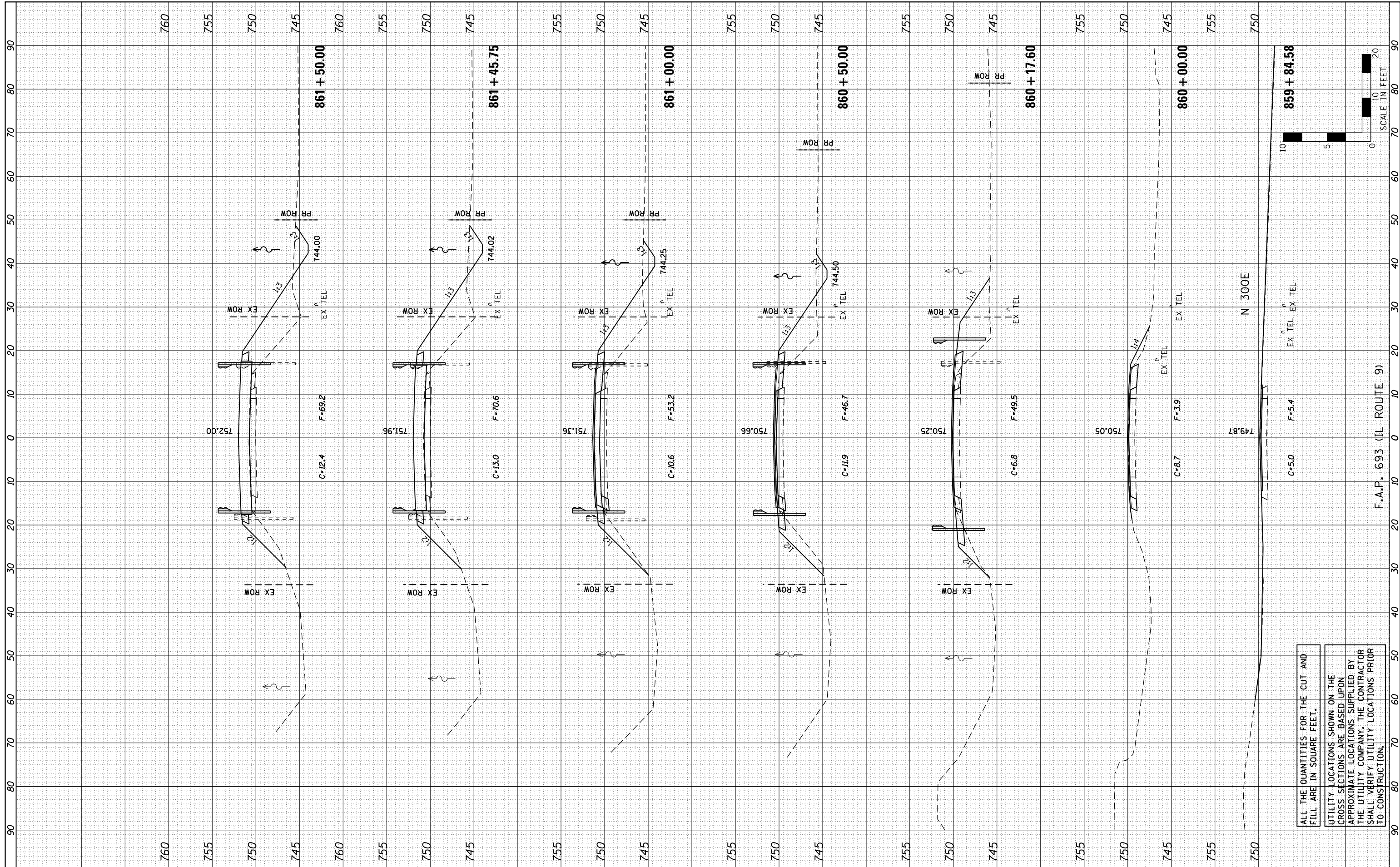
CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 858+00.00 TO STA. 859+79.97

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	56
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				

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

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



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 2709 McGraw Drive
 Bloomington, Illinois 61704
 309/663-8435, 309/663-1571 fax

USER NAME	= dimeyer
DESIGNED	- JJ0
DRAWN	- JJ0
PLOT SCALE	= 20.0000' / in.
CHECKED	- JML
DATE	- 08/10/12

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

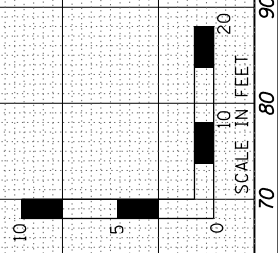
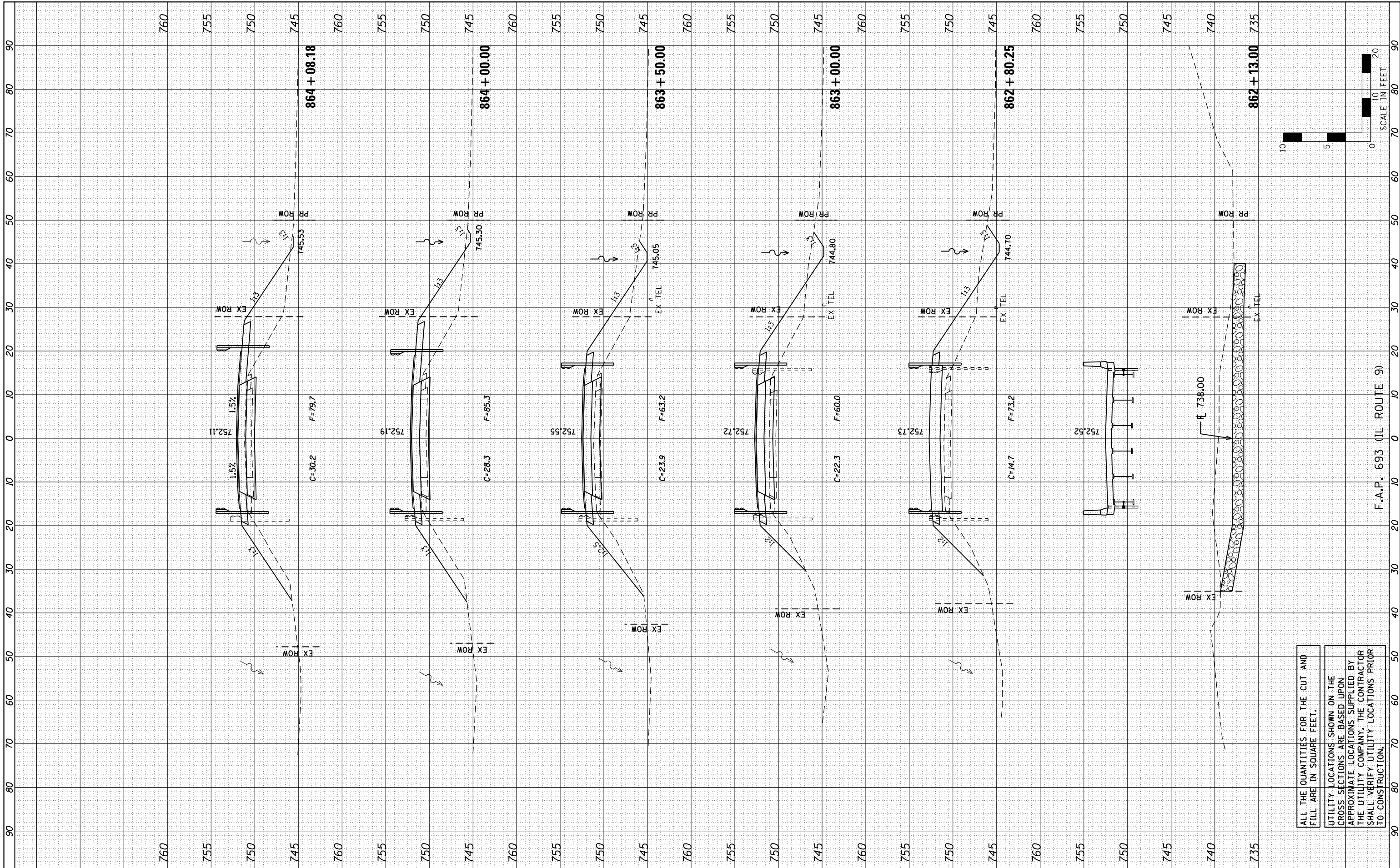
CROSS SECTIONS

SCALE:	SHEET NO.	OF	SHEETS	STA. 859+84.58	TO STA. 861+50.00
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	57
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	

BY	DATE
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	
NO.	



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F.A.P. 693 (IL ROUTE 9)

Farnsworth GROUP, INC.
 2709 McGraw Drive
 Bloomington, Illinois 61704
 309/663-8435, 309/663-1571 fax

USER NAME	= dmeyer
DESIGNED	- JJ0
DRAWN	- JJ0
CHECKED	- JML
DATE	- 08/10/12
PLLOT SCALE	= 20.0000' / in.
PLLOT DATE	= 8/13/2012

REVISED	-
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 862+13.00 TO STA. 864+08.18

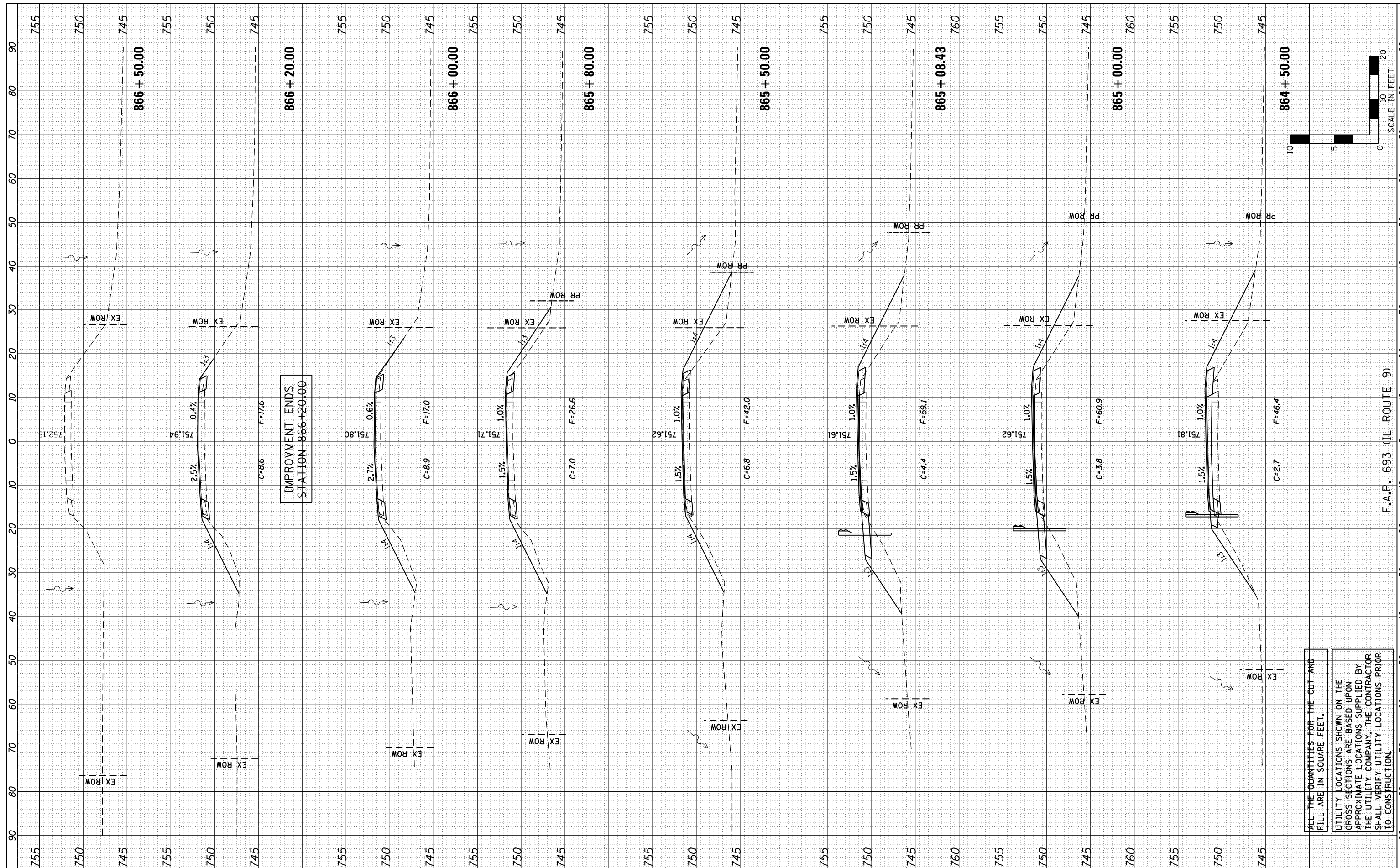
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	58
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				

BY	DATE

BY	DATE

FINAL SURVEY NO.	SURVEYED PLOTTED

ORIGINAL SURVEY NO.	SURVEYED PLOTTED



ALL THE QUANTITIES FOR THE CUT AND FILL ARE IN SQUARE FEET.

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USER NAME = dmeyer
 DESIGNED - JJ0
 DRAWN - JJ0
 CHECKED - JML
 DATE - 08/10/12

REVISIONS
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STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

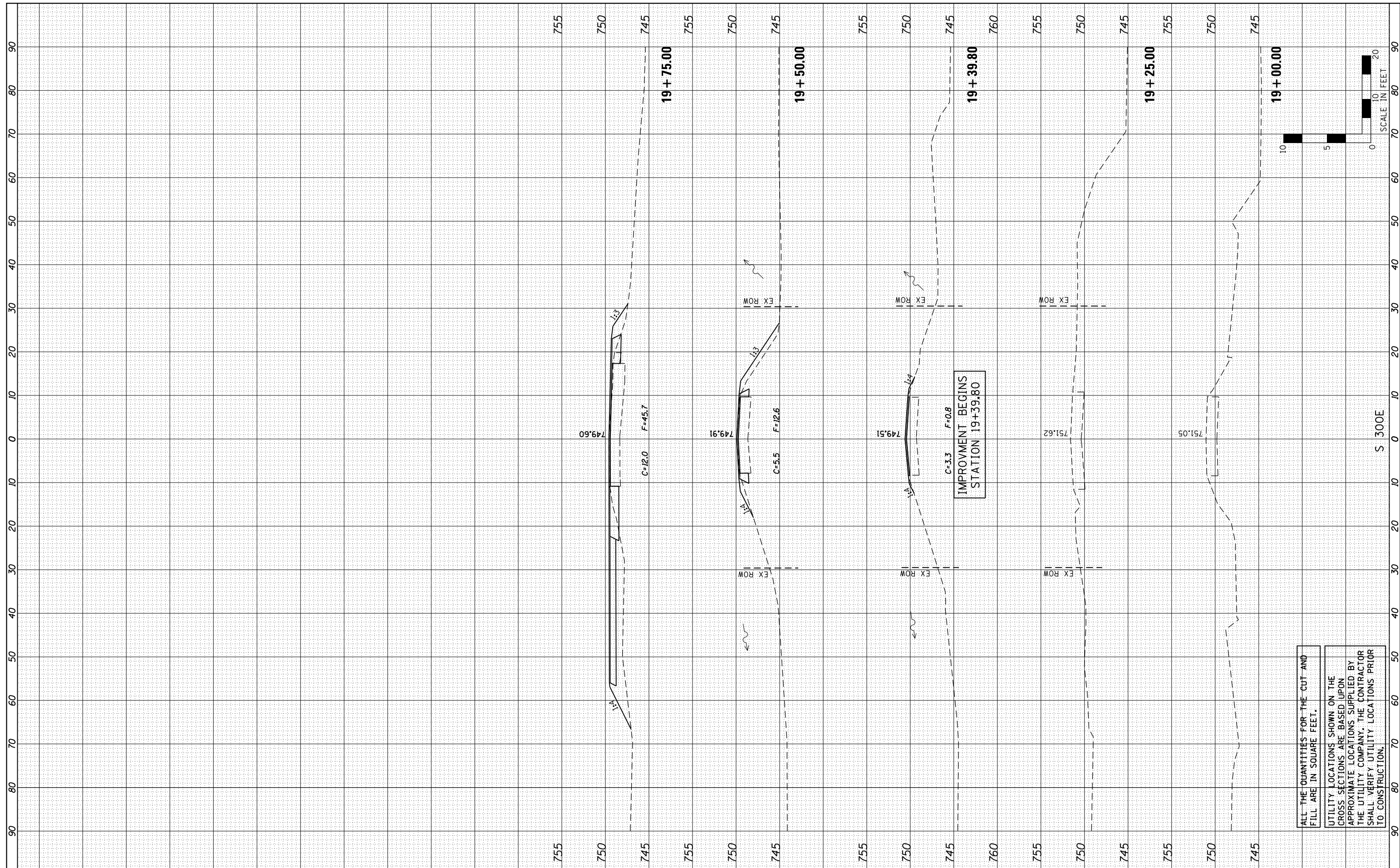
CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 864+50.00 TO STA. 866+20.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	59
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				

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

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



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Farnsworth GROUP, INC.
 2709 McGraw Drive
 Bloomington, Illinois 61704
 309/663-8435, 309/663-1571 fax

USER NAME	= dmeyer
DESIGNED	- JJ0
DRAWN	- JJ0
CHECKED	- JML
DATE	- 08/10/12
PLOT SCALE	= 20.0000' / in.
PLOT DATE	= 8/13/2012

REVISED	-
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

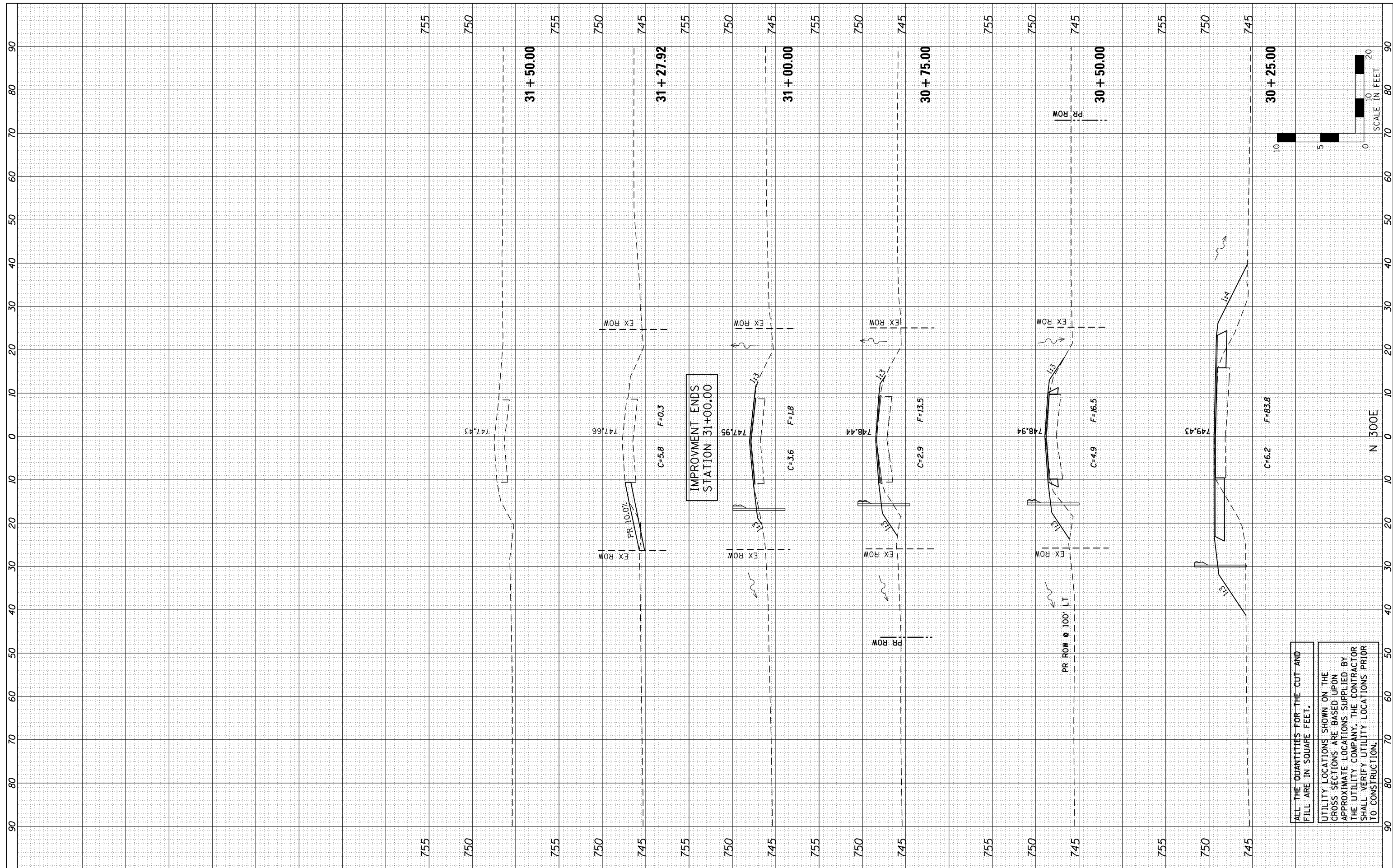
**S 300E
 CROSS SECTIONS**

SCALE:	SHEET NO.	OF	SHEETS	STA. 19+00.00	TO STA. 19+75.00
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F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	60
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				

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

ORIGINAL SURVEY NO.	SURVEYED PLOTTED AREAS CHECKED	BY	DATE



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N 300E

SCALE IN FEET
0 5 10 20



USER NAME	= dmeyer
DESIGNED	- JJO
DRAWN	- JJO
CHECKED	- JML
DATE	- 08/10/12
PLOT SCALE	= 20.0000' / in.
PLOT DATE	= 8/13/2012

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

N 300E
CROSS SECTIONS

SCALE: SHEET NO. OF SHEETS STA. 30+25.00 TO STA. 31+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
693	19BR	FORD	61	61
CONTRACT NO. 66A12				
ILLINOIS FED. AID PROJECT				