

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	105B-1	MONTGOMERY	63	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 72B66		

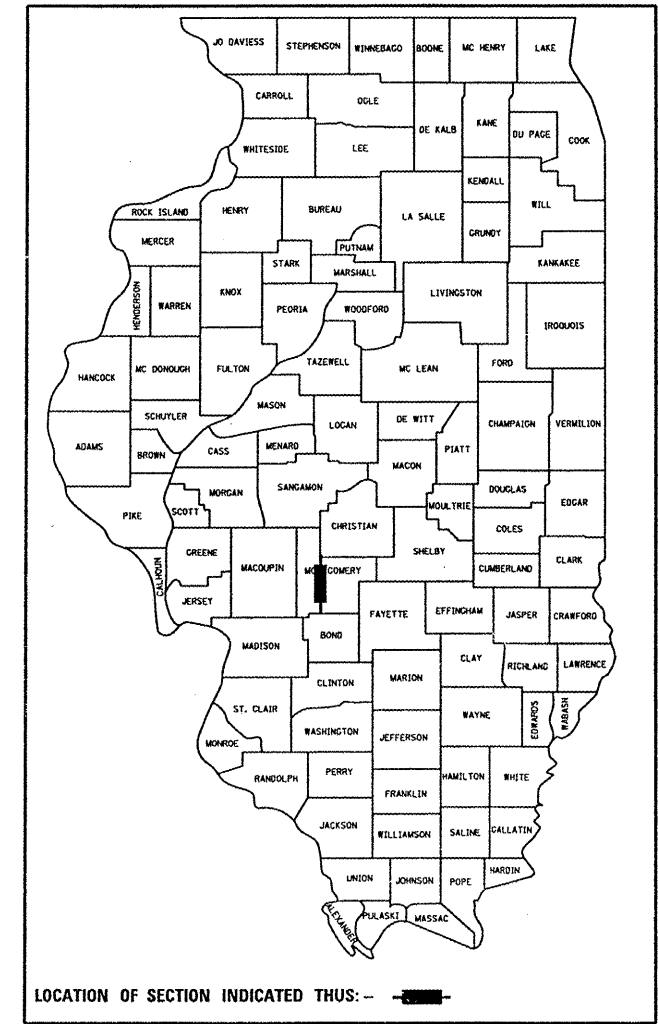
D-96-026-08

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

**PROPOSED  
HIGHWAY PLANS**

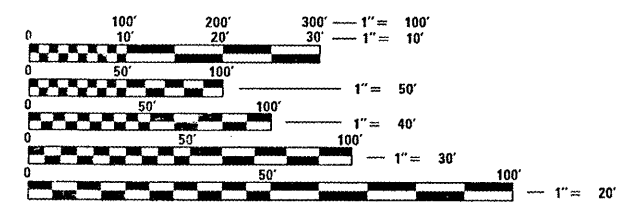
FAP ROUTE 42 (IL ROUTE 127)  
SECTION 105B-1  
PROJECT ACBRF-0042(103)  
MONTGOMERY COUNTY  
C-96-026-08

FOR INDEX OF SHEETS, SEE SHEET NO. 2



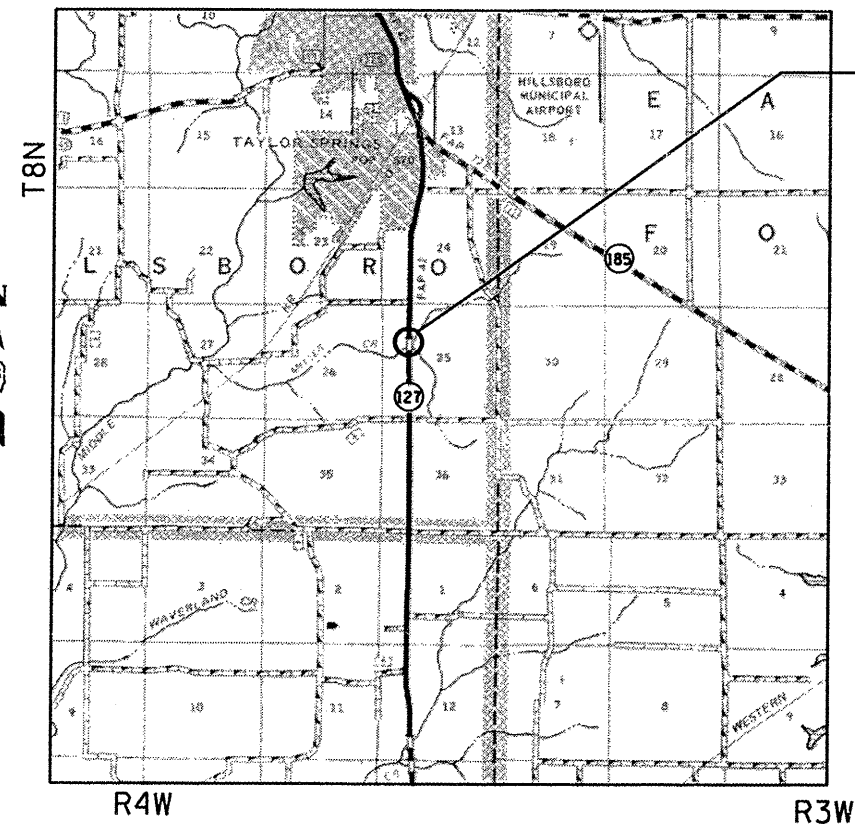
**HIGHWAY CLASSIFICATION**

ROUTE:	F.A.P. 42 (IL 127)
CLASSIFICATION:	MINOR ARTERIAL (NON-URBAN)
A.D.T.:	2650 (2009); 3569 (2029)
D.H.V.:	330 (2007)
DESIGN SPEED:	60 M.P.H.
POSTED SPEED:	55 M.P.H.
PV:	2350 (89%)
SU:	150 (5%)
MJ:	150 (5%)

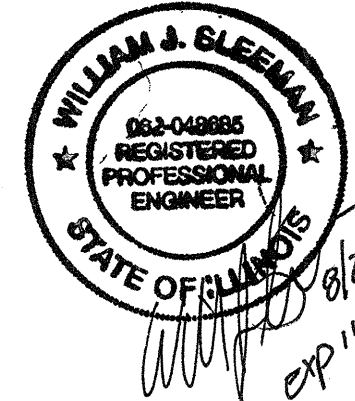


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

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



SECTION 105B-1  
SN 068-0022 (EX)  
SN 068-0511 (PR)  
STATION 311+55.00  
BRIDGE REPLACEMENT  
BEGIN IMPROVEMENTS STA 306+50.00  
END IMPROVEMENTS STA 316+00.00



STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION  
DIVISION OF HIGHWAYS

SUBMITTED 9/9 20 11

Reza P. Dasky  
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

Oct 14 20 11  
Scott E. Stitt, P.E.  
ENGINEER OF DESIGN AND ENVIRONMENT

Oct 14 20 11  
Christine M. Reed  
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

SENIOR TEAM ENGINEER: MARK DUST (217)785-0597  
TEAM LEADER: RENE CABRERA (217)557-9062  
  
CONTRACT NO. 72B66

LOCATION MAP  
NOT TO SCALE

GROSS OF PROJECT = 950.00 FT (0.18 MI)  
NET LENGTH OF PROJECT = 950.00 FT (0.18 MI)

**BA** BENTON & ASSOCIATES, INC.  
Consulting Engineers / Land Surveyors  
1970 West Lafayette Ave. Jacksonville, IL 62650  
Phone: 217-245-4146 Fax: 217-245-4149  
IL Design Firm Registration No. 184-000852

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**GENERAL NOTES**

- WHERE SECTION OR SUB-SECTION MONUMENTS ARE ENCOUNTERED, THE ENGINEER SHALL BE NOTIFIED BEFORE SUCH MONUMENTS ARE REMOVED. THE CONTRACTOR SHALL PROTECT AND CAREFULLY PRESERVE ALL PROPERTY MARKERS AND MONUMENTS UNTIL THE OWNER AND AUTHORIZED SURVEYOR OR AGENT HAS WITNESSED OR OTHERWISE REFERENCED THEIR LOCATION.
- ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION, AS INDICATED BY THE SUB-NUMBER LISTED IN THE INDEX OF SHEETS, OR THE COPY OF THE STANDARD INCLUDED IN THESE PLANS.
- ALL ELEVATIONS SHOWN REFER TO THE U.S.G.S. DATUM AT MEAN SEA LEVEL, UNLESS OTHERWISE NOTED.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY FROM CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. THE JULIE NUMBER IS 800-892-0123. A MINIMUM OF FORTY-EIGHT HOURS ADVANCED NOTICE IS REQUIRED. ANY DAMAGE TO THE UNDERGROUND FACILITIES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE INCLUDING TEMPORARY REPAIRS WHICH MAY BE REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS.
- THE LOCATIONS OF THOSE BURIED AND ABOVE GROUND UTILITIES SHOWN ARE APPROXIMATE, ARE SHOWN FOR CONTRACTOR INFORMATIONAL USE ONLY, AND ARE NOT TO BE REFERRED FOR CONSTRUCTION PURPOSES. THE IMPLIED PRESENCE OR ABSENCE OF UTILITIES IS NOT TO BE CONSTRUED BY THE OWNER, ENGINEER, CONTRACTOR, OR SUBCONTRACTORS TO BE AN ACCURATE AND COMPLETE REPRESENTATION OF UTILITIES THAT MAY OR MAY NOT EXIST ON THE CONSTRUCTION SITE. BURIED AND ABOVE GROUND UTILITY LOCATIONS, IDENTIFICATION, AND MARKING ARE THE SOLE RESPONSIBILITY OF THE CONTRACTOR. REROUTING, DISCONNECTION, PROTECTION, ...ETC OF ANY UTILITIES SHALL BE COORDINATED BETWEEN CONTRACTOR, UTILITY COMPANY, AND OWNER. SITE SAFETY, INCLUDING THE AVOIDANCE OF HAZARDOUS ASSOCIATED WITH BURIED AND ABOVE GROUND UTILITIES REMAIN THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
- IN ADDITION TO FIELD AND AERIAL SURVEYS, PLAN DIMENSIONS AND DETAILS RELATIVE TO THE EXISTING FACILITIES HAVE BEEN TAKEN FROM EXISTING PLANS AND ARE SUBJECT TO CONSTRUCTION VARIATIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO VERIFY SUCH DIMENSIONS AND DETAILS IN THE FIELD. SUCH VARIATIONS SHALL NOT BE A CAUSE FOR ADDITIONAL COMPENSATION DUE TO A CHANGE IN THE SCOPE OF WORK. HOWEVER, THE CONTRACTOR WILL BE PAID FOR THE QUANTITY ACTUALLY FURNISHED AT THE UNIT PRICE BID FOR THE WORK.
- SAW CUTTING ON ALL EDGES FOR REMOVAL ITEMS SHALL BE INCLUDED IN THE COST OF THE REMOVAL ITEMS AS INDICATED AND IN ACCORDANCE WITH SECTION 440 OF THE STANDARD SPECIFICATIONS.
- THE THICKNESS OF THE HOT-MIX ASPHALT 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 HOT-MIX ASPHALT IS PLACED.
- THE CONTRACTOR WILL PROVIDE INTERNET ACCESSIBILITY TO THE BITUMINOUS PLANT QUALITY CONTROL LAB SO THAT BITUMINOUS PLANT REPORTS CAN BE E-MAILED TO THE DISTRICT HEADQUARTERS. THIS WORK SHALL BE INCLUDED IN THE COST OF ALL HOT-MIX ASPHALT ITEMS.
- AGGREGATE SHOULDERS, TYPE B, SHALL BE CRUSHED STONE, OR CRUSHED CONCRETE. AN APPROXIMATE AVERAGE THICKNESS OF 8" IS USED FOR CALCULATING THE QUANTITY FOR AGGREGATE SHOULDERS, TYPE B.
- FOR THE PAY ITEM BITUMINOUS MATERIALS (PRIME COAT), THE CONTRACTOR SHALL USE EITHER RC-70 OR AN EMULSIFIED POLYMER PRIME SS-1HP.
- CONTRACTOR TO CONTACT IDOT DISTRICT 6 REGARDING ANY CHANGES OR REVISIONS TO TRAFFIC CONTROL.

**HIGHWAY STANDARDS**

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
- 001001-02 AREAS OF REINFORCEMENT REBARS
- 001006 DECIMAL OF AN INCH AND OF A FOOT
- 280001-05 TEMPORARY EROSION CONTROL SYSTEMS
- 420401-08 BRIDGE APPROACH PAVEMENT CONNECTOR
- 515001-03 NAME PLATE FOR BRIDGES
- 630001-09 STEEL PLATE BEAM GUARDRAIL
- 630301-05 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631031-09 TRAFFIC BARRIER TERMINAL, TYPE 6
- 635006-03 REFLECTOR AND TERMINAL MARKER PLACEMENT
- 635011-02 REFLECTOR MARKER AND MOUNTING DETAILS
- 701001-02 OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
- 701006-03 OFF-ROAD OPERATIONS, 2L, 2W, 15' FT TO 24" FROM PAVEMENT EDGE
- 701011-02 OFF-ROAD MOVING OPERATIONS 2L, 2W, DAY ONLY
- 701201-04 LANE CLOSURE, 2L, 2W, DAY ONLY, FOR SPEEDS >= 45 MPH
- 701301-04 LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
- 701306-03 LANE CLOSURE, 2L, 2W SLOW MOVING OPERATIONS DAY ONLY, FOR SPEEDS >= 45 MPH
- 701311-03 LANE CLOSURE, 2L 2W, MOVING OPERATIONS DAY ONLY
- 701321-11 LANE CLOSURE, 2L, 2W, BRIDGE REPAIR WITH BARRIER
- 701326-04 LANE CLOSURE, 2K, 2W, PAVEMENT WIDENING, FOR SPEEDS >= 45 MPH
- 701901-01 TRAFFIC CONTROL DEVICES
- 704001-06 TEMPORARY CONCRETE BARRIER
- 780001-02 TYPICAL PAVEMENT MARKINGS
- 60101-01 CONCRETE HEADWALL FOR PIPE DRAIN**

**INDEX OF SHEETS**

PAGE	DESCRIPTION
1	COVER
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42-63	CROSS SECTIONS

THE FOLLOWING HOT-MIX ASPHALT REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

HOT-MIX ASPHALT REQUIREMENTS					
MIXTURE USES	FLEXIBLE CONNECTOR	SURFACE	INCIDENTAL HMA	HMA BASE COURSE	SHOULDERS**
AC/PG	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
DESIGN AIR VOIDS	4.0% @ NDes = 50	4.0% @ NDes = 50	4.0% @ NDes = 50	4.0% @ NDes = 50	4.0% @ NDes = 50
MIXTURE COMPOSITION	IL - 19.0	IL - 9.5 or 12.5	IL - 9.5 or 12.5	IL - 19.0	IL - 9.5 or 12.5
FRICITION AGGREGATE	N/A	MIX "C"	MIX "C"	N/A	MIX "C"

\*\*TOP LIFT OF SHOULDERS - DESIGN THIS MIX AT 2.0% VOIDS AND ADD ASPHALT TO REDUCE VOIDS TO 1.5%.

APPLICATION RATES	
AGGREGATE (SURFACE, BASE, SUBBASE, OR BACKFILL)	2.05 TON / CU YD
BITUMINOUS MATERIALS (PRIME COAT)	0.00038 TON/SQ YD (ON PAVEMENT)
	0.001425 TON/SQ YD (ON AGGREGATE)
AGGREGATE MATERIALS (PRIME COAT)	0.002 TON / SQ YD
HOT-MIX ASPHALT SURFACE / BINDER (112 LBS)	0.056 TON / SQ YD • IN
HOT-MIX ASPHALT SURFACE MIX C (112 LBS)	0.056 TON / SQ YD • IN

**COMMITMENTS**

NONE

DISTRICT SIX	
EXAMINED <i>August 17</i> _____ 20 <i>11</i>	<i>Chris Walker</i>
OPERATIONS ENGINEER	
EXAMINED <i>AUGUST 23</i> _____ 20 <i>11</i>	<i>Tommy F. L.</i>
PROJECT IMPLEMENTATION ENGINEER	
EXAMINED <i>August 16</i> _____ 20 <i>11</i>	<i>JRM/LJ</i>
PROGRAM DEVELOPMENT ENGINEER	

SUMMARY OF QUANTITIES

CODENO.	ITEM	UNITS	TOTAL	CONSTRUCTION TYPE CODE	
				20% STATE / 80% FEDERAL	
				ROADWAY	BRIDGE
				0004	0011
X2070304	POROUS GRANULAR EMBANKMENT, SPECIAL	CU YD	133		133
X4401198	HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH)	SQ YD	3298	3298	
* X7200201	WIDTH RESTRICTION SIGNING	L SUM	1	1	
Z0001900	ASBESTOS BEARING PAD REMOVAL	EACH	30		30
Z0013798	CONSTRUCTION LAYOUT	L SUM	1	1	
* Z0030260	IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE, NARROW), TEST LEVEL 3	EACH	2	2	
* Z0030330	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	112		112
Z0073002	TEMPORARY SOIL RETENTION SYSTEM	SQ FT	370		370
Z0100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	6	6	
Z0200100	EARTH EXCAVATION	CU YD	76	76	
Z0300100	CHANNEL EXCAVATION	CU YD	971	971	
Z8100107	STONE RIP RAP, CLASS A4	SQ YD	990		990
Z8200200	FILTER FABRIC	SQ YD	990		990
Z35101400	AGGREGATE BASE COURSE, TYPE B	TON	48	48	
Z35501324	HOT-MIX ASPHALT BASE COURSE, 10"	SQ YD	661	661	
Z40200800	AGGREGATE SURFACE COURSE, TYPE B	TON	25	25	
Z40600200	BITUMINOUS MATERIALS (PRIME COAT)	TON	4	4	
Z40600300	AGGREGATE (PRIME COAT)	TON	11	11	
Z40600682	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	155	155	
Z40600990	TEMPORARY RAMP	SQ YD	155	155	
Z40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	243	243	
Z40800050	INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	25	25	
Z42001430	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE)	SQ YD	48	48	
Z44000100	PAVEMENT REMOVAL	SQ YD	278	278	
Z44004250	PAVED SHOULDER REMOVAL	SQ YD	1272	1272	
Z48101200	AGGREGATE SHOULDERS, TYPE B	TON	206	206	
Z48203100	HOT-MIX ASPHALT SHOULDERS	TON	126	126	
Z50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1		1
Z50200100	STRUCTURE EXCAVATION	CU YD	228		228
Z50300100	FLOOR DRAINS	EACH	8		8
Z50300225	CONCRETE STRUCTURES	CU YD	56.4		56.4
Z50300255	CONCRETE SUPERSTRUCTURE	CU YD	234.8		234.8
Z50300260	BRIDGE DECK GROOVING	SQ YD	510		510
Z50300280	CONCRETE ENCASEMENT	CU YD	6.6		6.6
Z50300300	PROTECTIVE COAT	SQ YD	636		636
Z50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	L SUM	1		1
Z50500505	STUD SHEAR CONNECTORS	EACH	1890		1890
Z50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	58410		58410
Z50800515	BAR SPLICERS	EACH	567		567
Z51201800	FURNISHING STEEL PILES HP14 X 73	FOOT	490		490
Z51202305	DRIVING PILES	FOOT	490		490
Z51203800	TEST PILE STEEL HP14 X 73	EACH	2		2
Z51500100	NAME PLATES	EACH	1		1
Z52100520	ANCHOR BOLTS, 1"	EACH	24		24
Z59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	87		87
* Z63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	262.5	262.5	

\*SPECIALTY ITEM

SUMMARY OF QUANTITIES

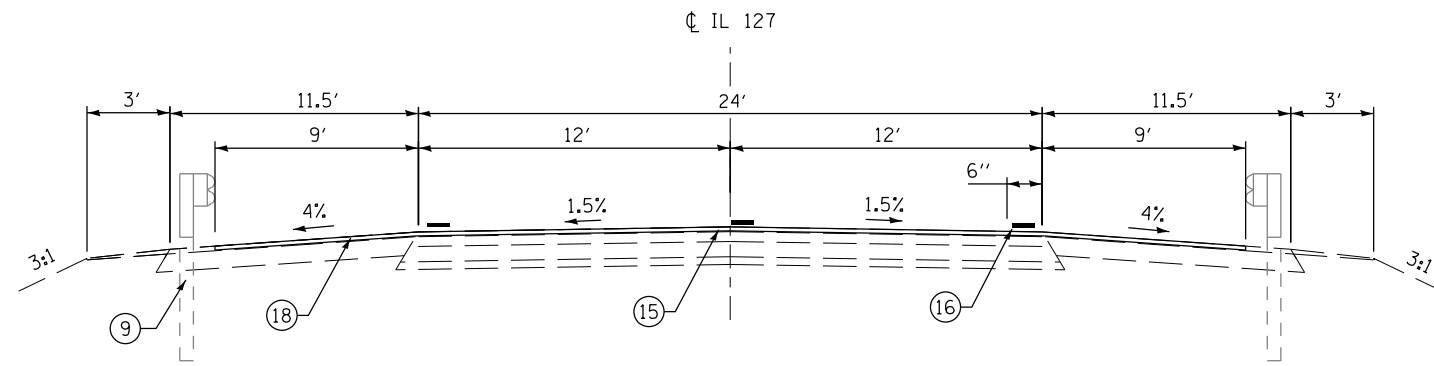
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				ROADWAY	BRIDGE
				0004	0011
63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4		4
63100167	TRAFFIC BARRIER TERMINAL, TYPE 1, SPECIAL (TANGENT)	EACH	4		4
63200310	GUARDRAIL REMOVAL	FOOT	708		708
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8		8
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		1.0
70100500	TRAFFIC CONTROL AND PROTECTION STANDARD, 701326	L SUM	1		1.0
70103815	TRAFFIC CONTROL SURVEILLANCE	CAL DA	5		5
70106500	TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1		1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	176		176
70300230	TEMPORARY PAVEMENT MARKING - LINE 5"	FOOT	2140		2140
70301000	WORK ZONE PAVEMENT MARKING REMOVAL	SQ FT	30		30
70400100	TEMPORARY CONCRETE BARRIER	FOOT	425		425
70400200	RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	425		425
* 78001120	PAINT PAVEMENT MARKING - LINE 5"	FOOT	2140		2140
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	12		12
* 78200410	GUARDRAIL MARKERS, TYPE A	EACH	10		10
78201000	TERMINAL MARKER - DIRECT APPLIED	EACH	4		4
78300100	PAVEMENT MARKING REMOVAL	SQ FT	1749		1749
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	12		12

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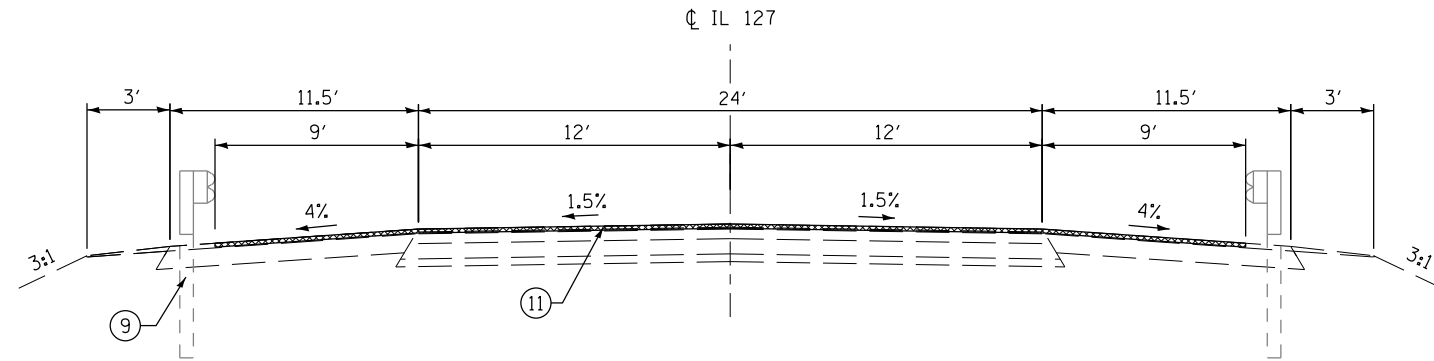
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

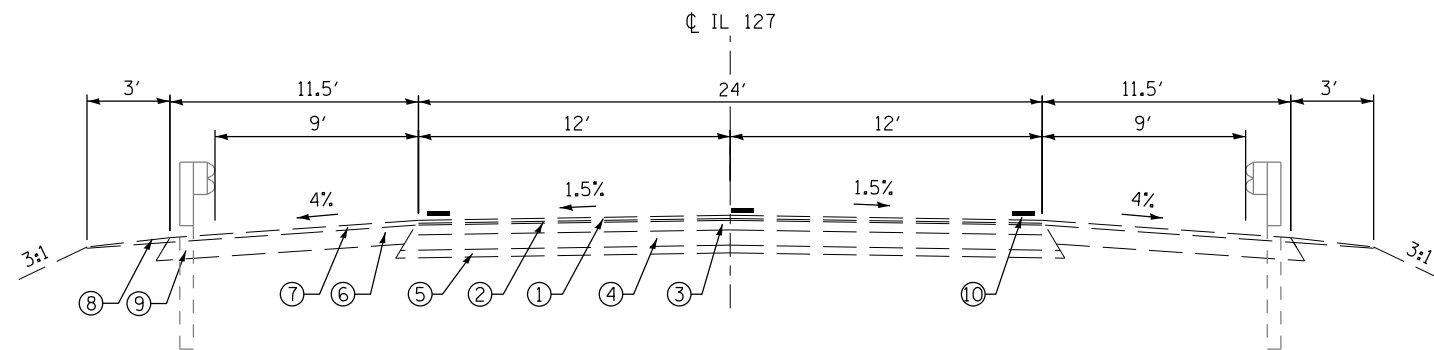
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				42	105B-1	MONTGOMERY	63	3
				CONTRACT NO. 72B66				
				FED. ROAD DIST. NO. [ILLINOIS] FED. AID PROJECT				



**PROPOSED ROADWAY TYPICAL SECTION**  
STATION 306+50.00 TO STATION 308+53.00



**PROPOSED ROADWAY TYPICAL SECTION - REMOVAL**  
STATION 306+50.00 TO STATION 308+53.00



**EXISTING ROADWAY TYPICAL SECTION**

**PROPOSED LEGEND**

- ⑪ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, (VARIABLE DEPTH), 2 1/4" AVG.
- ⑫ PROPOSED PAVEMENT REMOVAL
- ⑬ PROPOSED PAVED SHOULDER REMOVAL
- ⑭ PROPOSED GUARDRAIL REMOVAL
- ⑮ PROPOSED HOT-MIX ASPHALT SURFACE COURSE 2", MIX "C", N 50
- ⑯ PROPOSED PAINT PAVEMENT MARKING - LINE 5"
- ⑰ PROPOSED HOT-MIX ASPHALT BASE COURSE, 10"
- ⑱ PROPOSED HOT-MIX ASPHALT SHOULDERS, 2"
- ⑲ PROPOSED AGGREGATE SHOULDERS, TYPE B, 10"
- ⑳ PROPOSED STEEL PLATE BEAM GUARDRAIL, 6 FOOT POST
- ㉑ PROPOSED EARTH EXCAVATION

**EXISTING LEGEND**

- ① EXISTING BITUMINOUS CONC. SURFACE COURSE SUPERPAVE, MIX D, N50, 1 1/2"
- ② EXISTING LEVELING BINDER SUPERPAVE N50, 3/4"
- ③ EXISTING BITUMINOUS CONC. SURFACE COURSE, 4 1/4"
- ④ EXISTING BITUMINOUS BASE COURSE, 8"
- ⑤ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
- ⑥ EXISTING BITUMINOUS SHOULDERS, 8"
- ⑦ EXISTING BITUMINOUS SHOULDERS, SUPERPAVE
- ⑧ EXISTING AGGREGATE SHOULDERS, TYPE B (WEDGE)
- ⑨ EXISTING STEEL PLATE BEAM GUARDRAIL
- ⑩ EXISTING PAVEMENT MARKING LINE

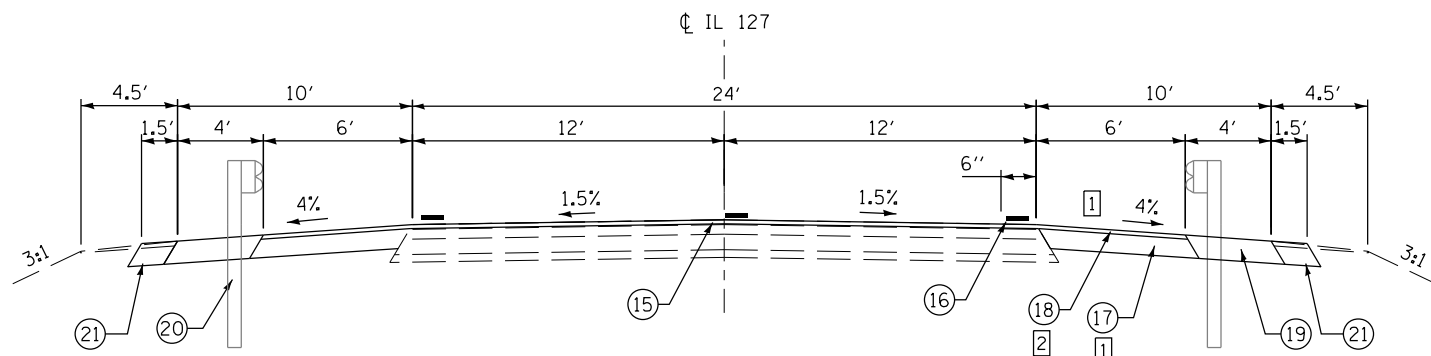
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

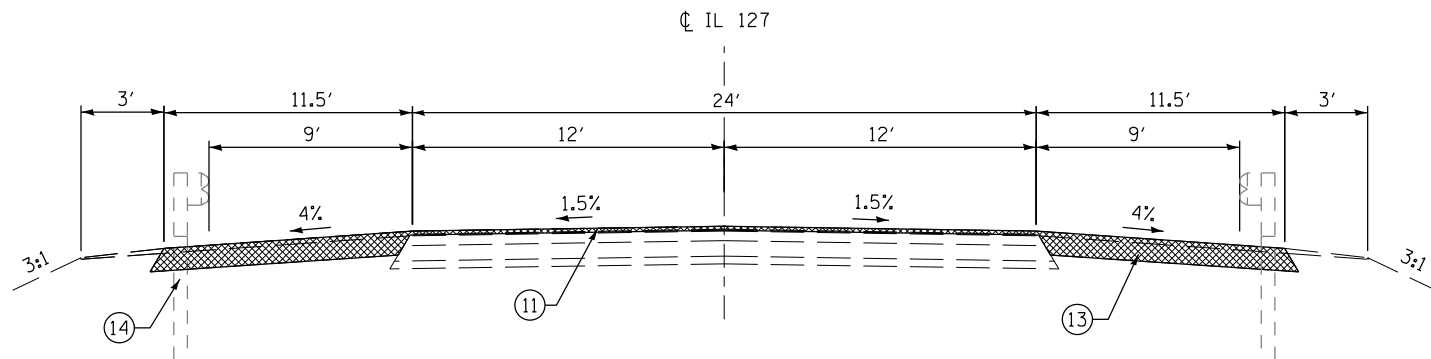
**TYPICAL SECTIONS**

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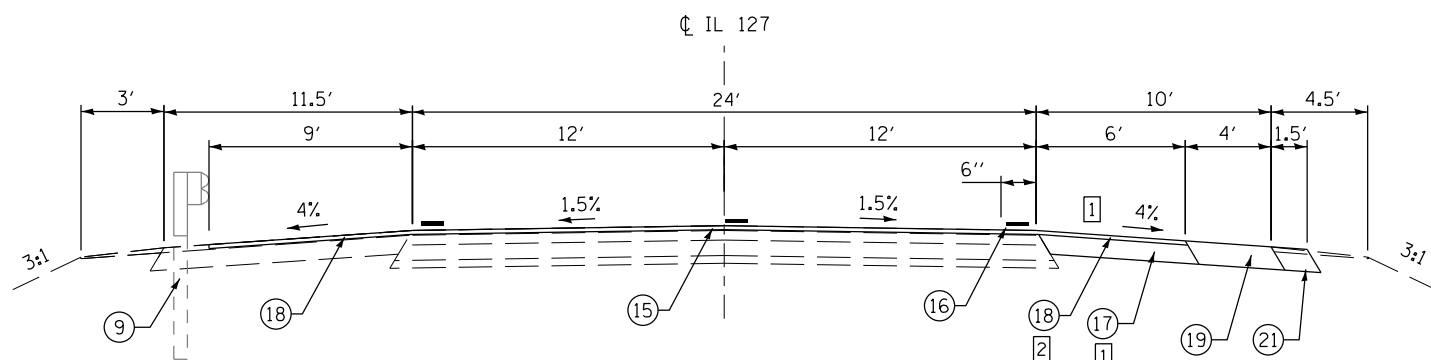
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	105B-1	MONTGOMERY	63	4
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT			CONTRACT NO. 72B66	



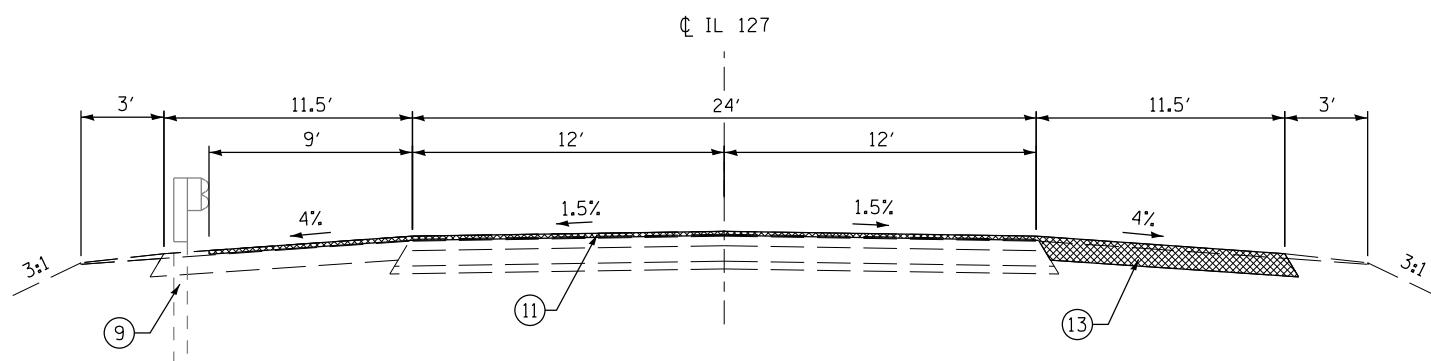
**PROPOSED ROADWAY TYPICAL SECTION**  
STATION 309+18.00 TO STATION 310+81.50



**PROPOSED ROADWAY TYPICAL SECTION - REMOVAL**  
STATION 309+18.00 TO STATION 310+81.50



**PROPOSED ROADWAY TYPICAL SECTION**  
STATION 308+53.00 TO STATION 309+18.00



**PROPOSED ROADWAY TYPICAL SECTION - REMOVAL**  
STATION 308+53.00 TO STATION 309+18.00

**PROPOSED LEGEND**

- ⑪ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, (VARIABLE DEPTH), 2 1/4" AVG.
- ⑫ PROPOSED PAVEMENT REMOVAL
- ⑬ PROPOSED PAVED SHOULDER REMOVAL
- ⑭ PROPOSED GUARDRAIL REMOVAL
- ⑮ PROPOSED HOT-MIX ASPHALT SURFACE COURSE 2", MIX "C", N 50
- ⑯ PROPOSED PAINT PAVEMENT MARKING - LINE 5"
- ⑰ PROPOSED HOT-MIX ASPHALT BASE COURSE, 10"
- ⑱ PROPOSED HOT-MIX ASPHALT SHOULDERS, 2"
- ⑲ PROPOSED AGGREGATE SHOULDERS, TYPE B, 10"
- ⑳ PROPOSED STEEL PLATE BEAM GUARDRAIL, 6 FOOT POST
- ㉑ PROPOSED EARTH EXCAVATION

**EXISTING LEGEND**

- ① EXISTING BITUMINOUS CONC. SURFACE COURSE SUPERPAVE, MIX D, N50, 1 1/2"
- ② EXISTING LEVELING BINDER SUPERPAVE N50, 3/4"
- ③ EXISTING BITUMINOUS CONC. SURFACE COURSE, 4 1/4"
- ④ EXISTING BITUMINOUS BASE COURSE, 8"
- ⑤ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
- ⑥ EXISTING BITUMINOUS SHOULDERS, 8"
- ⑦ EXISTING BITUMINOUS SHOULDERS, SUPERPAVE
- ⑧ EXISTING AGGREGATE SHOULDERS, TYPE B (WEDGE)
- ⑨ EXISTING STEEL PLATE BEAM GUARDRAIL
- ⑩ EXISTING PAVEMENT MARKING LINE

- ① THE BASE COURSE SHALL BE PLACED FROM EXISTING SURFACE ELEVATION TO THICKNESS INDICATED.
- ② THE HMA BASE COURSE SHALL BE MILLED PRIOR TO PLACING HMA SHOULDERS. MILLING WILL BE PAID FOR AS HMA SURF. REMOVAL (VAR. DEPTH).

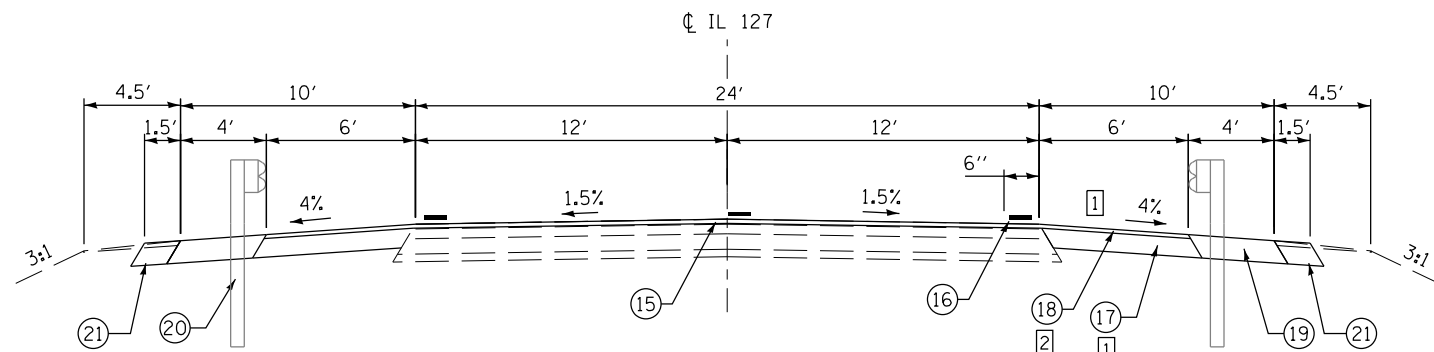
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

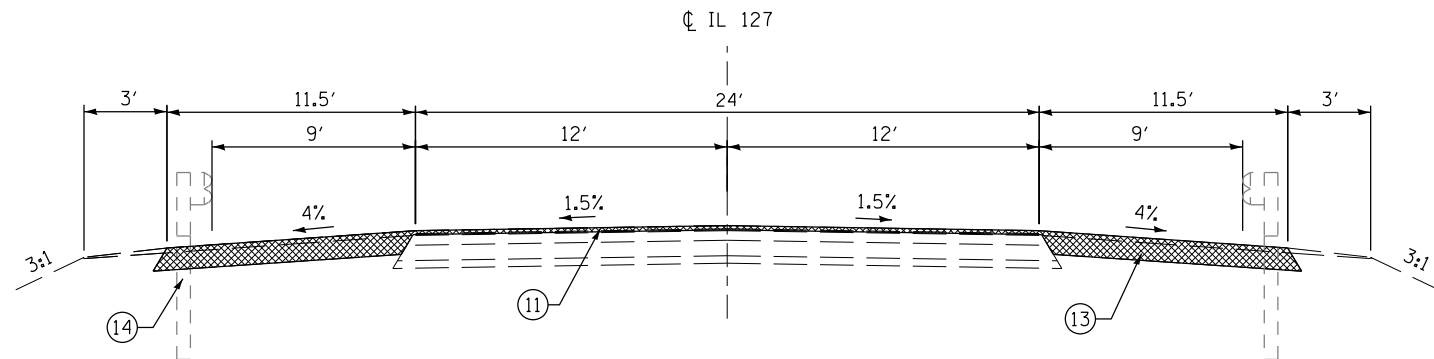
**TYPICAL SECTIONS**

SCALE: SHEET NO. 2 OF 4 SHEETS STA. TO STA.

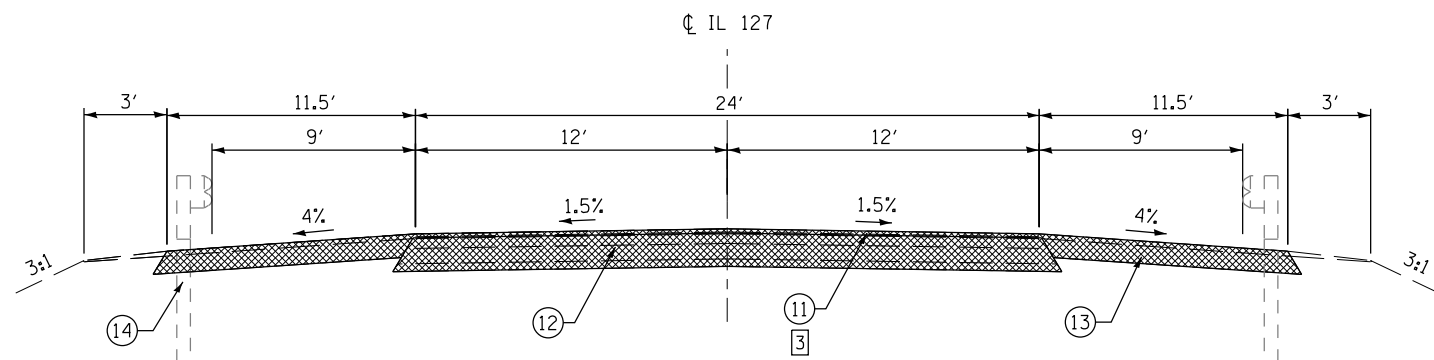
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	105B-1	MONTGOMERY	63	5
CONTRACT NO. 72B66				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



**PROPOSED ROADWAY TYPICAL SECTION**  
STATION 312+28.50 TO STATION 314+55.00

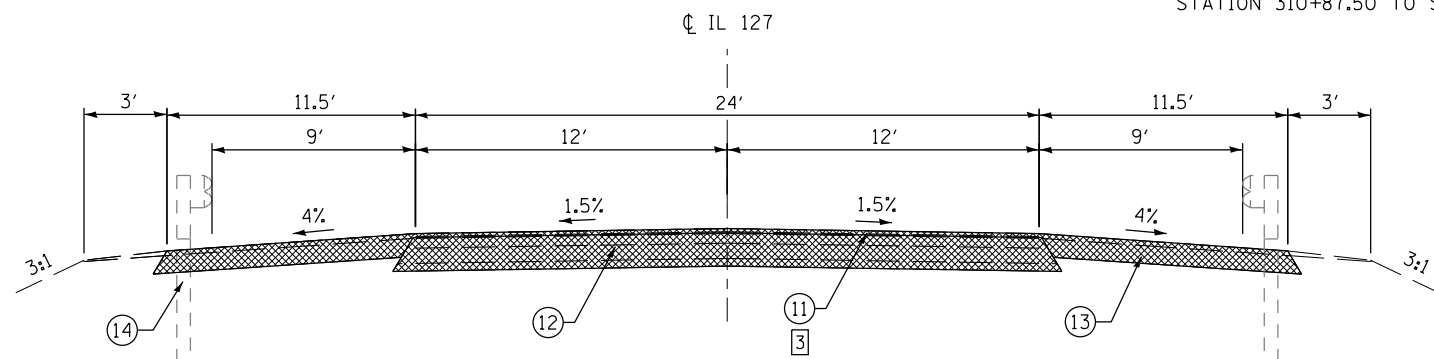


**PROPOSED ROADWAY TYPICAL SECTION - REMOVAL**  
STATION 312+28.50 TO STATION 314+55.00



**PROPOSED ROADWAY TYPICAL SECTION - REMOVAL**  
STATION 312+76.30 TO STATION 312+28.50

**BRIDGE OMISSION**  
STATION 310+87.50 TO STATION 312+22.50



**PROPOSED ROADWAY TYPICAL SECTION - REMOVAL**  
STATION 310+81.50 TO STATION 311+33.70

**PROPOSED LEGEND**

- ⑪ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, (VARIABLE DEPTH), 2 1/4" AVG.
- ⑫ PROPOSED PAVEMENT REMOVAL
- ⑬ PROPOSED PAVED SHOULDER REMOVAL
- ⑭ PROPOSED GUARDRAIL REMOVAL
- ⑮ PROPOSED HOT-MIX ASPHALT SURFACE COURSE 2", MIX "C", N 50
- ⑯ PROPOSED PAINT PAVEMENT MARKING - LINE 5"
- ⑰ PROPOSED HOT-MIX ASPHALT BASE COURSE, 10"
- ⑱ PROPOSED HOT-MIX ASPHALT SHOULDERS, 2"
- ⑲ PROPOSED AGGREGATE SHOULDERS, TYPE B, 10"
- ⑳ PROPOSED STEEL PLATE BEAM GUARDRAIL, 6 FOOT POST
- ㉑ PROPOSED EARTH EXCAVATION

**EXISTING LEGEND**

- ① EXISTING BITUMINOUS CONC. SURFACE COURSE SUPERPAVE, MIX D, N50, 1 1/2"
- ② EXISTING LEVELING BINDER SUPERPAVE N50, 3/4"
- ③ EXISTING BITUMINOUS CONC. SURFACE COURSE, 4 1/4"
- ④ EXISTING BITUMINOUS BASE COURSE, 8"
- ⑤ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
- ⑥ EXISTING BITUMINOUS SHOULDERS, 8"
- ⑦ EXISTING BITUMINOUS SHOULDERS, SUPERPAVE
- ⑧ EXISTING AGGREGATE SHOULDERS, TYPE B (WEDGE)
- ⑨ EXISTING STEEL PLATE BEAM GUARDRAIL
- ⑩ EXISTING PAVEMENT MARKING LINE

- ① THE BASE COURSE SHALL BE PLACED FROM EXISTING SURFACE ELEVATION TO THICKNESS INDICATED.
- ② THE HMA BASE COURSE SHALL BE MILLED PRIOR TO PLACING HMA SHOULDERS. MILLING WILL BE PAID FOR AS HMA SURF. REMOVAL (VAR. DEPTH).
- ③ THE HMA SURF. REMOVAL (VAR. DEPTH) SHALL STOP AT STA. 310+87.50 AND STA. 312+22.50.

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

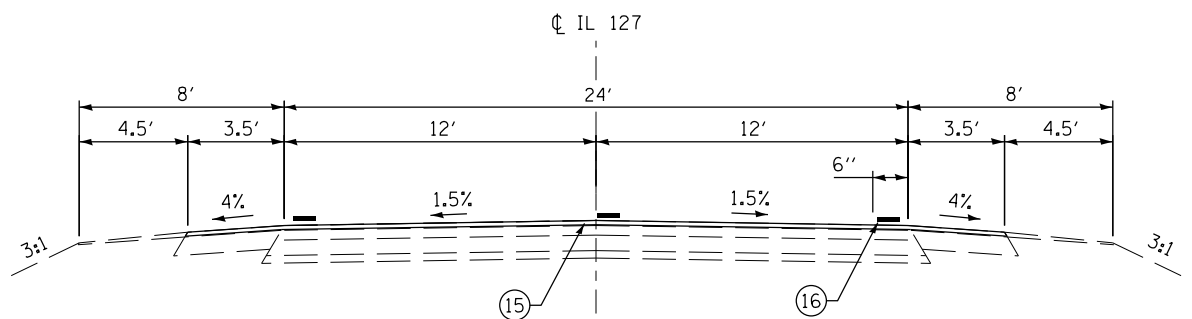
**TYPICAL SECTIONS**

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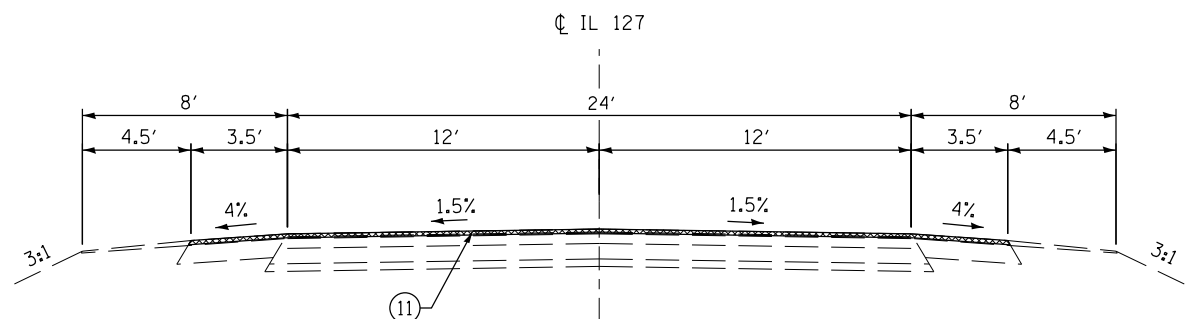
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	105B-1	MONTGOMERY	63	6
CONTRACT NO. 72B66				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PROPOSED LEGEND

- ⑪ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, (VARIABLE DEPTH), 2 1/4" AVG.
- ⑫ PROPOSED PAVEMENT REMOVAL
- ⑬ PROPOSED PAVED SHOULDER REMOVAL
- ⑭ PROPOSED GUARDRAIL REMOVAL
- ⑮ PROPOSED HOT-MIX ASPHALT SURFACE COURSE 2", MIX "C", N 50
- ⑯ PROPOSED PAINT PAVEMENT MARKING - LINE 5"
- ⑰ PROPOSED HOT-MIX ASPHALT BASE COURSE, 10"
- ⑱ PROPOSED HOT-MIX ASPHALT SHOULDERS, 2"
- ⑲ PROPOSED AGGREGATE SHOULDERS, TYPE B, 10"
- ⑳ PROPOSED STEEL PLATE BEAM GUARDRAIL, 6 FOOT POST
- ㉑ PROPOSED EARTH EXCAVATION



**PROPOSED ROADWAY TYPICAL SECTION**  
STATION 312+28.50 TO STATION 314+55.00



**PROPOSED ROADWAY TYPICAL SECTION - REMOVAL**  
STATION 314+55.00 TO STATION 316+00.00

EXISTING LEGEND

- ① EXISTING BITUMINOUS CONC. SURFACE COURSE SUPERPAVE, MIX D, N50, 1 1/2"
- ② EXISTING LEVELING BINDER SUPERPAVE N50, 3/4"
- ③ EXISTING BITUMINOUS CONC. SURFACE COURSE, 4 1/4"
- ④ EXISTING BITUMINOUS BASE COURSE, 8"
- ⑤ EXISTING SUB-BASE GRANULAR MATERIAL, TYPE A, 4"
- ⑥ EXISTING BITUMINOUS SHOULDERS, 8"
- ⑦ EXISTING BITUMINOUS SHOULDERS, SUPERPAVE
- ⑧ EXISTING AGGREGATE SHOULDERS, TYPE B (WEDGE)
- ⑨ EXISTING STEEL PLATE BEAM GUARDRAIL
- ⑩ EXISTING PAVEMENT MARKING LINE

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>TYPICAL SECTIONS</b>			
SCALE:	SHEET NO. 4 OF 4 SHEETS	STA.	TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	105B-1	MONTGOMERY	63	7
CONTRACT NO. 72B66				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

EARTHWORK SCHEDULE		STAGE	EARTH EXCAVATION	EMBANKMENT ADJUSTED FOR SHRINKAGE	SHRINKAGE FACTOR	EMBANKMENT (NOT A PAY ITEM)	EARTHWORK BALANCE	CHANNEL EXCAVATION
STATION TO STATION			CU YD	CU YD		CU YD	CU YD	CU YD
306+50.00 TO 311+17.50	RT	I	19.28	12.96	25%	10.37	6.3	
306+50.00 TO 311+17.50	LT	II	16.72	12.02	25%	9.62	4.7	
311+17.50 TO 312+22.50	LT & RT	I/II						971
311+92.50 TO 316+00.00	RT	I	20.93	15.66	25%	12.53	5.3	
311+92.50 TO 316+00.00	LT	II	18.77	16.64	25%	13.31	2.1	
TOTAL			75.70	57.28		45.83	18.4	971

SHOULDER SCHEDULE	HMA SHOULDER	AGGREGATE SHOULDERS, TYPE B	EARTH EXCAVATION	NOTES
STATION TO STATION	TON	TON	CU YD	
STAGE 1 CONSTRUCTION				
STA 308+97.25 TO 310+87.50	RT	46.8	8.8	
STA 312+22.50 TO 314+75.00	RT	63.9	10.8	
STAGE 2 CONSTRUCTION				
STA 309+40.00 TO 310+87.50	LT	37.3	6.8	
STA 312+22.50 TO 314+75.00	LT	58.2	9.7	
FINAL STAGE CONSTRUCTION				
STA 306+50.00 TO 310+87.50	LT	36.3		
STA 306+50.00 TO 310+87.50	RT	41.3		
STA 312+22.50 TO 316+00.00	LT	24.0		
STA 312+22.50 TO 316+00.00	RT	24.0		
TOTAL		125.6	206.3	36.1

PAVEMENT REMOVAL SCHEDULE	HMA SURFACE REMOVAL - BUTT JOINT	PAVEMENT REMOVAL	HMA REMOVAL (VARIABLE DEPTH)	PAVED SHOULDER REMOVAL	TEMPORARY RAMP	NOTES
STATION TO STATION	SO YD	SO YD	SO YD	SO YD	SO YD	
PRE-STAGE 1 CONSTRUCTION						
STA 309+18.00 TO 311+33.70	LT			143.8		
STA 311+76.30 TO 314+75.00	LT			196.4		
STAGE 1 CONSTRUCTION						
STA 308+55.00 TO 311+33.70	RT			356.1		
STA 311+76.30 TO 314+75.00	RT			309.2		
STA 310+81.50 TO 311+33.70	RT	69.6				
STA 311+76.30 TO 312+28.50	RT	69.6				
STAGE 2 CONSTRUCTION						
STA 309+18.00 TO 311+33.70	LT			131.8		
STA 310+81.50 TO 311+33.70	LT	69.6				
STA 311+76.30 TO 314+75.00	LT			135.1		
STA 311+76.30 TO 312+28.50	LT	69.6				
FINAL STAGE CONSTRUCTION						
STA 306+50.00 TO 306+60.00 LT/RT	40.6				40.6	
STA 306+50.00 TO 310+87.50 LT/RT			1860.2			
STA 310+77.50 TO 310+87.50 LT/RT	40.0				40.0	
STA 312+22.50 TO 316+00.00 LT/RT			1435.0			
STA 312+22.50 TO 312+32.50 LT/RT	40.0				40.0	
STA 315+90.00 TO 316+00.00 LT/RT	34.4				34.4	
TOTAL		155.0	278.4	3,298.2	1,272.4	155.0

ENTRANCE SCHEDULE		INCIDENTAL HMA SURFACING	AGGREGATE BASE COURSE TYPE B	AGGREGATE SURFACE COURSE TYPE B	BIT. MAT PRIME COAT	AGGREGATE PRIME COAT	NOTES
TYPE	STATION	TON	TON	TON	TON	TON	
PE + MAILBOX TURNOUT	STA 308+67.50	10.4	26.4		0.08	0.11	
FE	STA 309+31.51	3.8	11.3		0.03	0.04	
FE	STA 314+17.56	3.3	9.5		0.02	0.03	
ENGINEER DISCRETION		7.5		25			
TOTAL		25	47.2	25	0.13	0.18	

GUARDRAIL REMOVAL SCHEDULE	GUARDRAIL REMOVAL	NOTES
STATION TO STATION	FOOT	
STAGE 1 CONSTRUCTION		
STA 309+37.80 TO 311+33.80	RT	196.0
STA 311+76.30 TO 313+09.80	RT	133.5
STAGE 2 CONSTRUCTION		
STA 309+50.70 TO 311+33.70	LT	183.0
STA 311+76.30 TO 313+71.90	LT	195.6
TOTAL		708.1

TEMPORARY CONCRETE BARRIER SCHEDULE	TEMPORARY CONCRETE BARRIER	NOTES
STATION TO STATION	FOOT	
STAGE 1 CONSTRUCTION		
STA 309+45.00 TO 313+65.00	LT	425.0
TOTAL		425.0

RELOCATE TEMPORARY CONCRETE BARRIER SCHEDULE	RELOCATE TEMPORARY CONCRETE BARRIER	NOTES
STATION TO STATION	FOOT	
STAGE 2 CONSTRUCTION		
STA 309+45.00 TO STA 313+65.00	RT	425.0
TOTAL		425.0



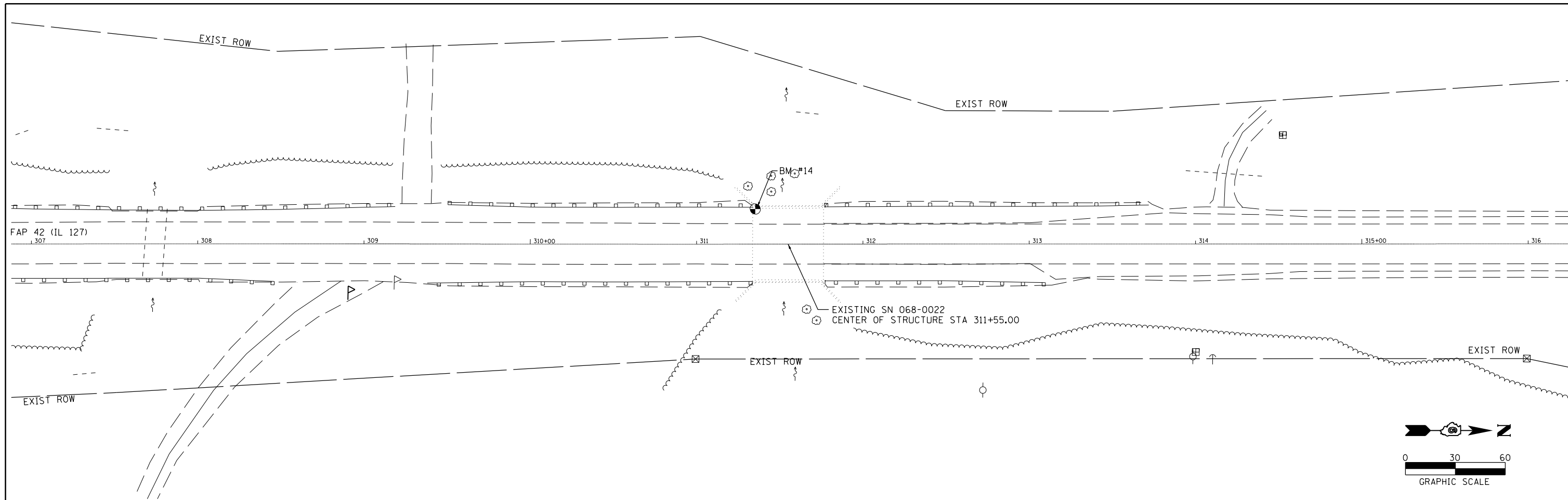
IMPACT ATTENUATORS SCHEDULE		IMPACT ATTENUATORS, TEMPORARY (FULLY REDIRECTIVE) NARROW, TEST LEVEL 3 EACH	IMPACT ATTENUATORS, RELOCATE (FULLY REDIRECTIVE) NARROW, TEST LEVEL 3 EACH	NOTES
STATION				
STAGE 1 CONSTRUCTION				
STA 309+45.00	LT	1		
STA 313+65.00	LT	1		
STAGE 2 CONSTRUCTION				
STA 309+45.00	RT		1	
STA 313+65.00	RT		1	
TOTAL		2	2	

GUARDRAIL SCHEDULE	TRAFFIC BARRIER TERMINAL, TYPE 6 EACH	TRAFFIC BARRIER TERMINAL, TYPE 1 SPECIAL (TANGENT) EACH	STEEL PLATE BEAM GUARDRAIL TYPE A 6' POSTS FOOT	TERMINAL MARKER DIRECT APPLIED EACH	GUARDRAIL MARKERS, TYPE A EACH	NOTES
STATION TO STATION						
STAGE 1 CONSTRUCTION						
STA 309+21.85 TO 310+71.85	RT	1		1		
STA 309+71.85 TO 313+25.65	RT				5	
STA 309+71.85 TO 310+59.35	RT		87.5			
STA 310+59.35 TO 311+03.10	RT	1				
STA 312+06.90 TO 312+50.65	RT	1				
STA 312+50.65 TO 312+75.65	RT		25.0			
STA 312+75.65 TO 313+25.65	RT	1		1		
STAGE 2 CONSTRUCTION						
STA 309+59.35 TO 310+09.35	LT	1		1		
STA 309+59.35 TO 313+50.65	LT				5	
STA 310+09.35 TO 310+59.35	LT		50.0			
STA 310+59.35 TO 311+03.10	LT	1				
STA 312+06.90 TO 312+50.65	LT	1				
STA 312+50.65 TO 313+50.65	LT		100.0			
STA 313+50.65 TO 314+00.65	LT	1		1		
TOTAL		4	4	4	10	

PAVEMENT SCHEDULE	BITUMIONOUS MATERIALS (PRIME COAT) TON	AGGREGATE PRIME COAT TON	HMA SURFACE COURSE MIX "C", N50 TON	HMA BASE COURSE 10" SY	NOTES
STATION TO STATION					
PRE-STAGE 1 CONSTRUCTION					
STA 309+18.00 TO 311+33.70	LT	0.21		143.8	
STA 311+76.30 TO 314+75.00	LT	0.28		196.4	
STAGE 1 CONSTRUCTION					
STA 308+55.00 TO 310+87.50	RT	0.22		155.0	
STA 312+22.50 TO 314+75.00	RT	0.24		165.6	
FINAL STAGE CONSTRUCTION					
STA 306+50.00 TO 310+87.50	LT/RT	1.73	5.87	130.7	
STA 312+22.50 TO 316+00.00	LT/RT	1.18	4.60	112.7	
TOTAL		3.86	10.47	243.4	660.7

PAVEMENT MARKING SCHEDULE	SHORT TERM PAVEMENT MARKING FOOT	TEMPORARY PAVEMENT MARKING-LINE 5" (YELLOW-SKIP) FOOT	TEMPORARY PAVEMENT MARKING-LINE 5" (WHITE-SOLID) FOOT	PAINT PAVEMENT MARKING-LINE 5" (YELLOW - SKIP) FOOT	PAINT PAVEMENT MARKING-LINE 5" (WHITE-SOLID) FOOT	PAVEMENT MARKING REMOVAL SQ FT	WORK ZONE PAVEMENT MARKING REMOVAL SQ FT	RAISED REFLECTIVE PAVEMENT MARKER EACH
STATION TO STATION								
STAGE 1 CONSTRUCTION								
STA 307+35.00 TO 309+11.65	CL					18.4		
STA 308+55.00 TO 314+55.00	LT					250.0		
STA 313+82.55 TO 315+85.00	CL					21.1		
STAGE 2 CONSTRUCTION								
STA 307+35.00 TO 315+85.00	LT					334.2		
STA 308+55.00 TO 314+55.00	LT					250.0		
STA 309+11.65 TO 309+44.35	CL					3.4		
STA 308+55.00 TO 314+55.00	RT					250.0		
FINAL STAGE CONSTRUCTION								
STA 307+35.00 STOP BAR						24.0		
STA 307+35.00 TO 315+85.00	RT					324.2		
STA 308+55.00 TO 314+55.00	RT					250.0		
STA 315+85.00 STOP BAR						24.0		
STA 306+50.00 TO 318+00.00	LT/RT/CL	176	240	1,900	240	1,900	30	12
TOTAL		176	240	1,900	240	1,749.3	30	12

BRIDGE APPROACH PAVEMENT CONNECTOR SCHEDULE	BRIDGE APPROACH PAVEMENT CONNECTOR (FLEXIBLE) SQ YD	NOTES
STATION TO STATION		
STAGE 1 CONSTRUCTION		
STA 310+81.50 TO 310+87.50	RT	12.0
STA 312+22.50 TO 312+28.50	RT	12.0
STAGE 2 CONSTRUCTION		
STA 310+81.50 TO 310+87.50	LT	12.0
STA 312+22.50 TO 312+28.50	LT	12.0
TOTAL		48.0

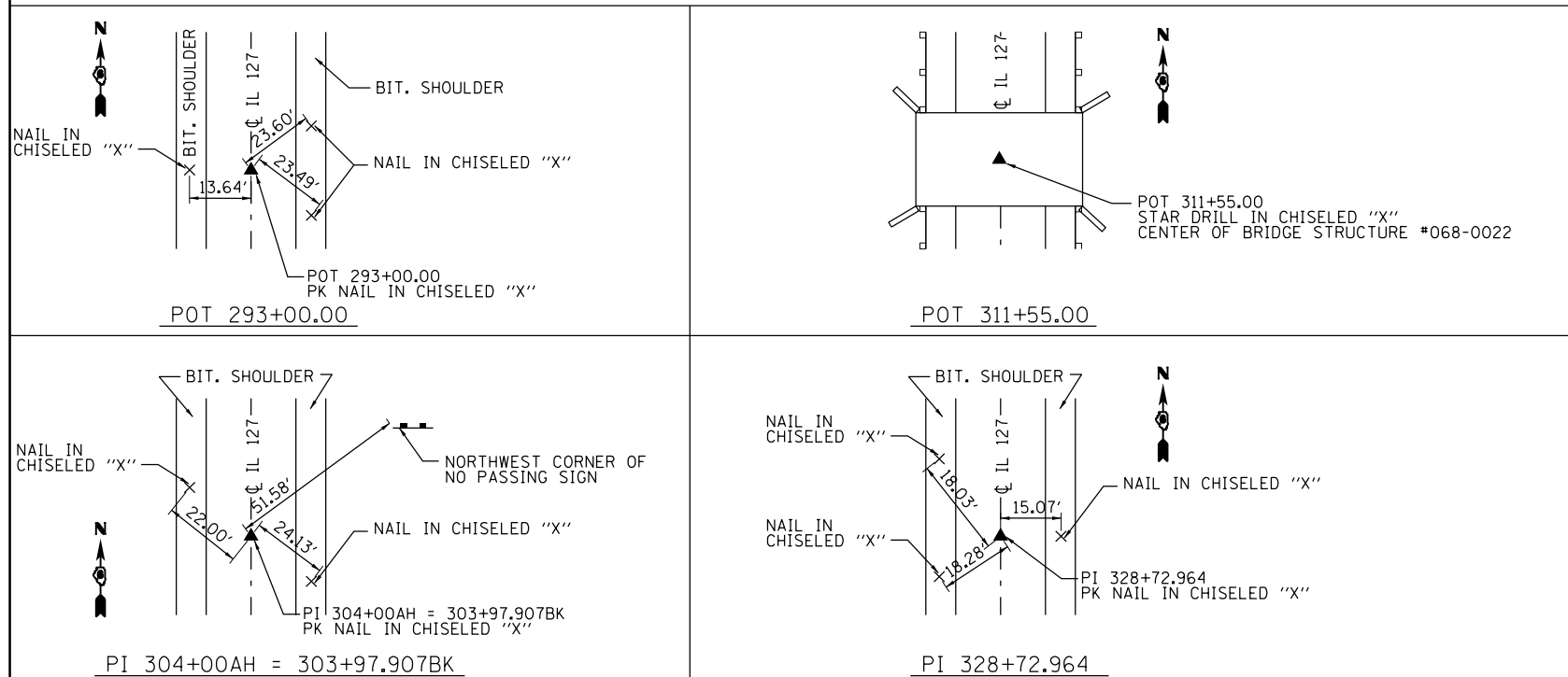


**BENCHMARKS**

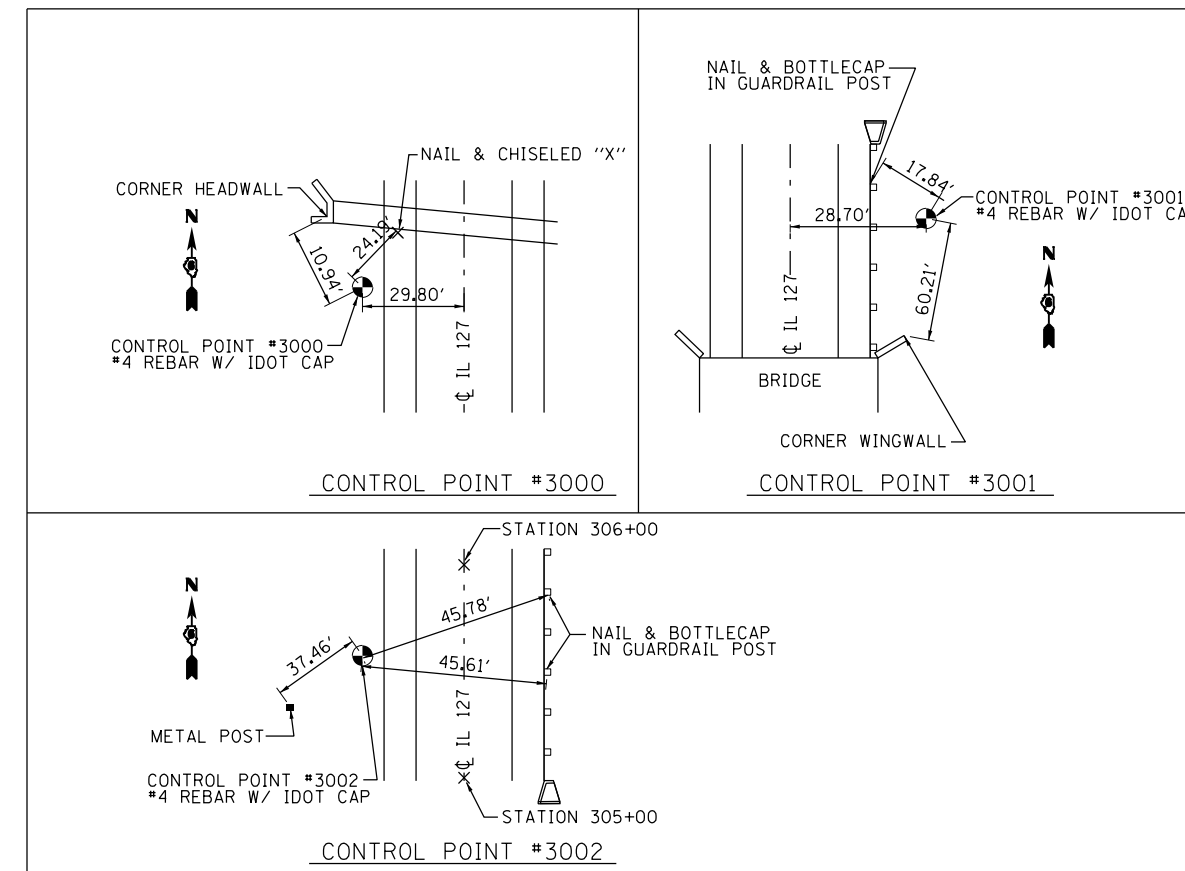
BM #13A  
 CHISELED "I" CENTER OF EAST CONCRETE HEADWALL @ STATION 323+10.7.  
 42.0 FT RIGHT OF CENTER LINE OF IL 127.  
 ELEV. 606.64

BM #14  
 CHISELED "I" ON SOUTHWEST WINGWALL OF #068-0022, 1.85 MILES SOUTH OF 185.  
 ELEV. 584.58

**ALIGNMENT TIES**



**CONTROL TIES**



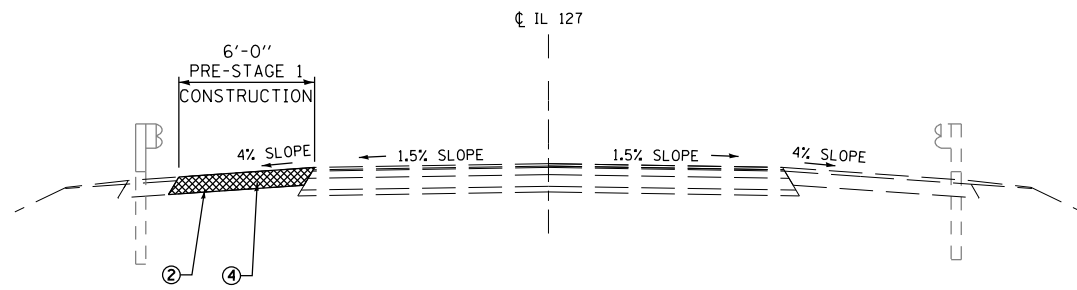
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

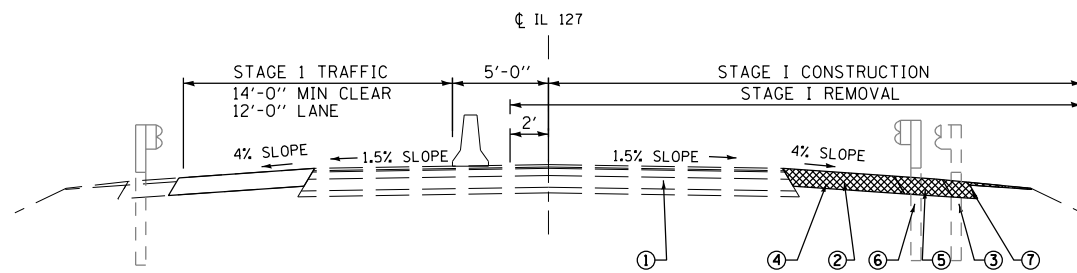
**ALIGNMENT, TIES & BENCHMARKS**

SCALE: SHEET NO. 1 OF 1 SHEETS STA. 307+00.00 TO STA. 316+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	105B-1	MONTGOMERY	63	10
CONTRACT NO. 72B66				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



**PRE-STAGE 1 TYPICAL SECTION**  
STA 309+18.00 TO 314+55.00 LT.



**STAGE 1 TYPICAL SECTION**

**LEGEND**

- ① PAVEMENT REMOVAL - STA 310+81.50 TO 311+33.70 & 311+76.30 TO 312+28.50
- ② PAVED SHOULDER REMOVAL
- ③ GUARDRAIL REMOVAL
- ④ PROPOSED HOT-MIX ASPHALT BASE COURSE, 10"
- ⑤ PROPOSED AGGREGATE SHOULDERS - TYPE B
- ⑥ PROPOSED STEEL PLATE BEAM GUARDRAIL, 6 FOOT POST
- ⑦ PROPOSED EARTHWORK
- ⑧ HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (FINAL STAGE)
- ⑨ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, 2", MIX "C", N 50 (FINAL STAGE)
- ⑩ PROPOSED HOT-MIX ASPHALT SHOULDERS (FINAL STAGE)

**SUGGESTED PRE-STAGE I PROCEDURES**

1. REMOVE EXISTING SHOULDERS IN AREA OF PROPOSED BASE COURSE, 10".
2. PLACE BASE COURSE, 10" IN DESIGNATED AREAS.
3. INSTALL TEMPORARY TRAFFIC SIGNALS.

**SUGGESTED STAGE I PROCEDURES**

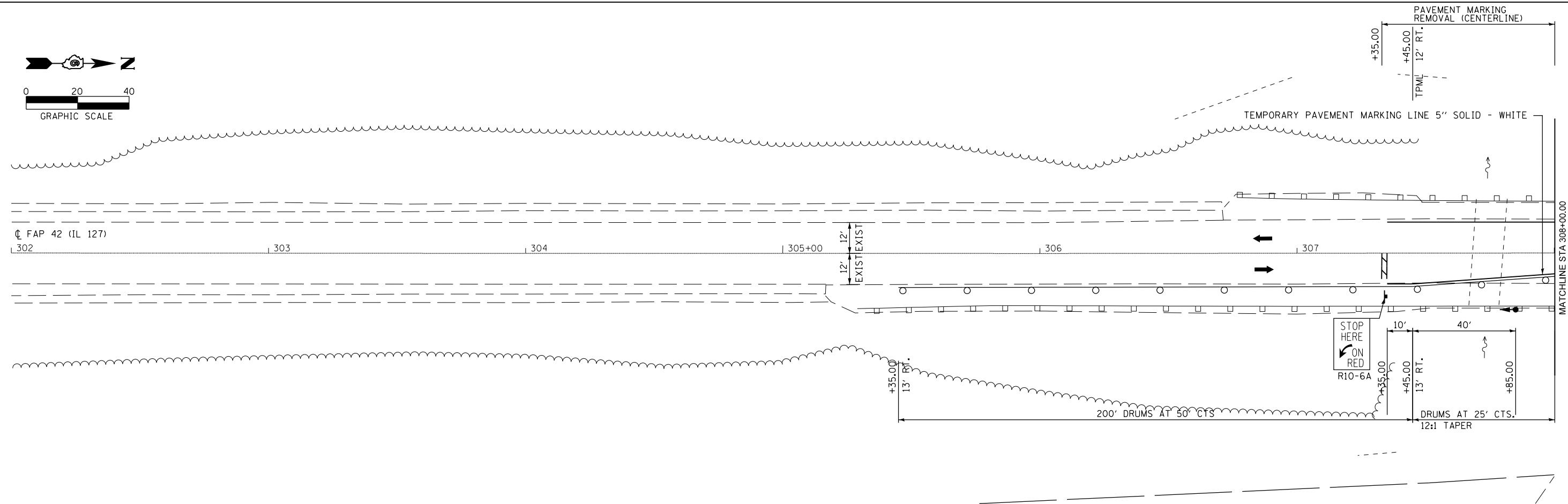
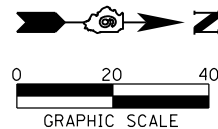
1. ACTIVATE TEMPORARY TRAFFIC SIGNALS.
2. MOVE ALL TRAFFIC TO SOUTHBOUND LANE.
3. INSTALL TEMPORARY CONCRETE BARRIERS, TEMPORARY IMPACT ATTENUATORS AND TRAFFIC CONTROL DEVICES.
4. REMOVE PAVEMENT.
5. REMOVE EXISTING BRIDGE STRUCTURE AND CONSTRUCT NEW BRIDGE AS SHOWN ON PLANS.
6. REMOVE EXISTING GUARDRAIL AND PAVED SHOULDERS.
7. CONSTRUCT NEW ROADWAY AND ENTRANCES AS SHOWN ON PLANS, EXCEPT FOR HOT-MIX ASPHALT SURFACE COURSE.
8. INSTALL NEW GUARDRAIL AS SHOWN ON PLANS.

**LEGEND**

- TRAFFIC SIGNAL
- PROPOSED SIGN
- IMPACT ATTENUATOR (NARROW)
- PAVEMENT/SHOULDER REMOVAL
- TEMPORARY CONCRETE BARRIER
- TEMPORARY TRAFFIC CONTROL DRUMS WITH STEADY BURNING BI-DIRECTIONAL LIGHTS
- TYPE III BARRICADE
- STOP BAR

**NOTES:**

1. ALL DIMENSIONS, BARRICADES, SIGNS, ETC., AS SHOWN ON TRAFFIC CONTROL AND PROTECTION STANDARD 701321 SHALL APPLY.
2. ALL TEMPORARY PAVEMENT MARKING NECESSARY TO COMPLY WITH THIS DETAIL SHALL BE CONSIDERED INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS IN THE PLANS.
3. CONTRACTOR SHALL FILL EXISTING GUARD RAIL POST HOLES AFTER REMOVING AND SHALL BE CONSIDERED INCIDENTAL TO GUARD RAIL REMOVAL.
4. CONTRACTOR SHALL PROVIDE TEMPORARY PARKING/ACCESS FOR PRIVATE ENTRANCE AT STA. 308+79.44 RT DURING STAGE I CONSTRUCTION.
5. CONTRACTOR TO ALLOW ACCESS TO FIELD ENTRANCES WITHIN PROJECT LIMITS DURING STAGE CONSTRUCTION WITH 48 HR NOTIFICATION BY THE ENGINEER.



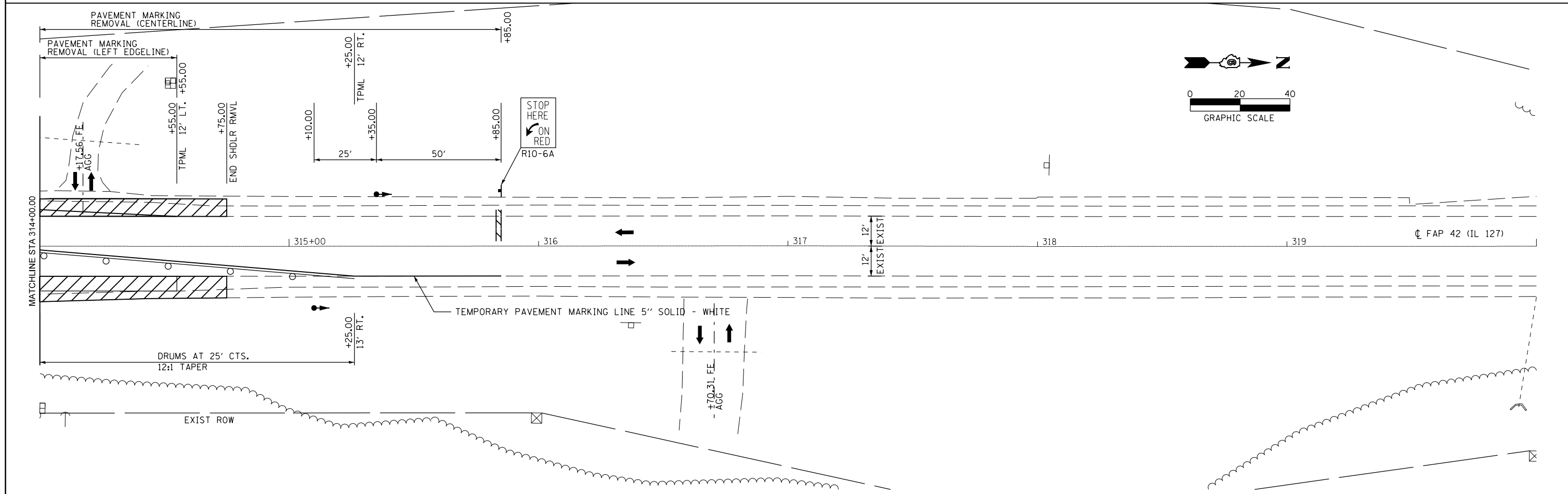
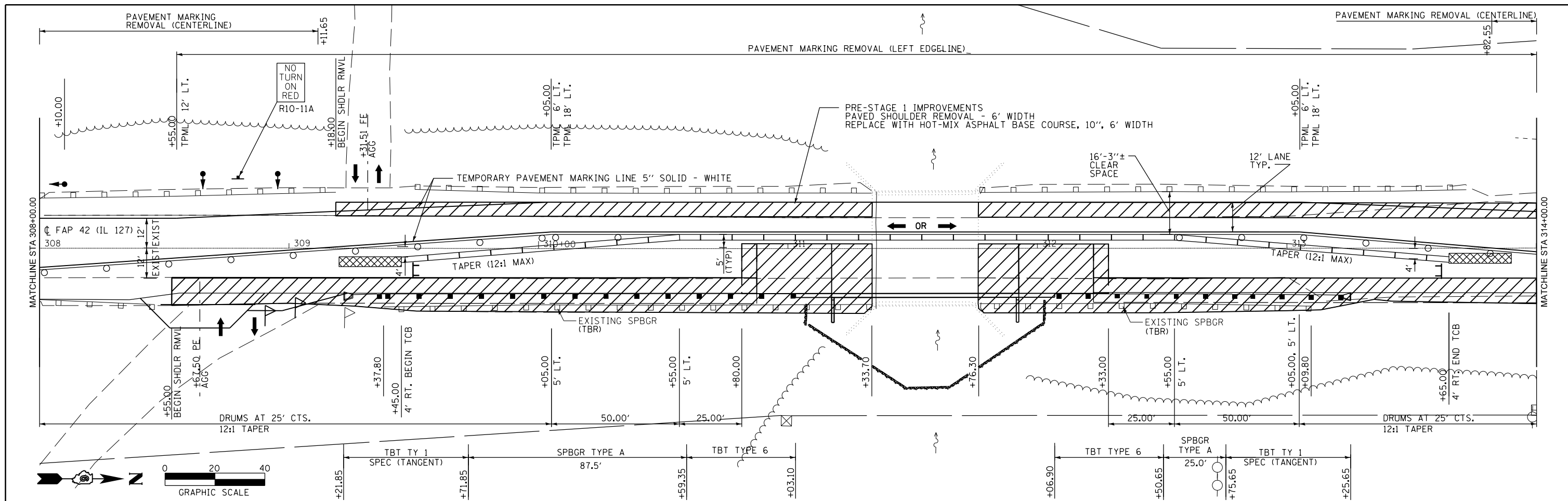
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

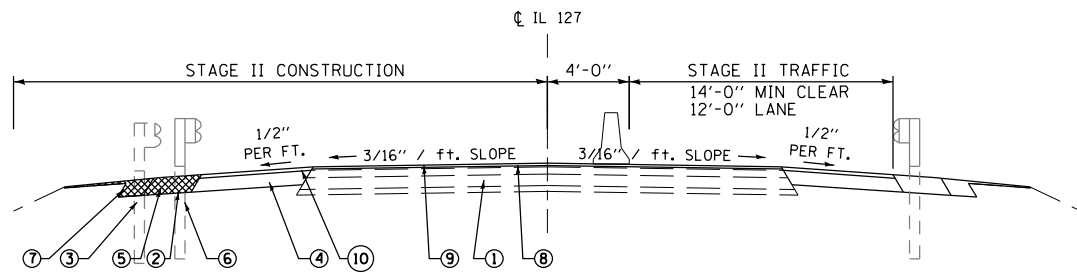
**STAGE I CONSTRUCTION SHEET**

SCALE: SHEET NO. 1 OF 4 SHEETS STA. 302+00.00 TO STA. 308+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	105B-1	MONTGOMERY	63	11
CONTRACT NO. 72B66				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



FILE NAME =	USER NAME = sparksgw	DESIGNED - JAH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGE I CONSTRUCTION SHEET</b>			F.A.P. RTE. 42	SECTION 105B-1	COUNTY MONTGOMERY	TOTAL SHEETS 63	SHEET NO. 12
ei:\pw\work\p\idot\sparksgw\10281833\0672866-sht-staging.dgn	PLOT SCALE = 40.000' / in.	DRAWN - JAH	REVISED -		SCALE:	SHEET NO. 2 OF 4 SHEETS	STA. 308+00.00 TO STA. 320+00.00	CONTRACT NO. 72B66				
	PLOT DATE = Sep-09-2011 11:35:08AM	CHECKED - WJS	REVISED -									
		DATE -	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							



**STAGE 2 TYPICAL SECTION**

**LEGEND**

- ① PAVEMENT REMOVAL - STA 310+81.50 TO 311+33.70 & 311+76.30 TO 312+28.50
- ② PAVED SHOULDER REMOVAL
- ③ GUARDRAIL REMOVAL
- ④ PROPOSED HOT-MIX ASPHALT BASE COURSE, 10" (PRE-STAGE 1)
- ⑤ PROPOSED AGGREGATE SHOULDERS - TYPE B
- ⑥ PROPOSED STEEL PLATE BEAM GUARDRAIL, 6 FOOT POST
- ⑦ PROPOSED EARTHWORK
- ⑧ HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH (FINAL STAGE)
- ⑨ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, 2", MIX "C", N 50 (FINAL STAGE)
- ⑩ PROPOSED HOT-MIX ASPHALT SHOULDERS (FINAL STAGE)

**SUGGESTED STAGE II PROCEDURES**

1. RELOCATE TEMPORARY CONCRETE BARRIERS, IMPACT ATTENUATORS, AND TRAFFIC CONTROL DEVICES AS REQ'D.
2. MOVE ALL TRAFFIC TO NORTHBOUND LANE.
3. REMOVE PAVEMENT.
4. REMOVE EXISTING BRIDGE STRUCTURE AND CONSTRUCT NEW BRIDGE AS SHOWN ON PLANS.
5. REMOVE EXISTING GUARDRAIL AND PAVED SHOULDERS.
6. CONSTRUCT NEW ROADWAY AS SHOWN ON PLANS, EXCEPT FOR HOT-MIX ASPHALT SURFACE COURSE.
7. INSTALL NEW GUARDRAIL AS SHOWN ON PLANS.

**SUGGESTED FINAL STAGE PROCEDURES**

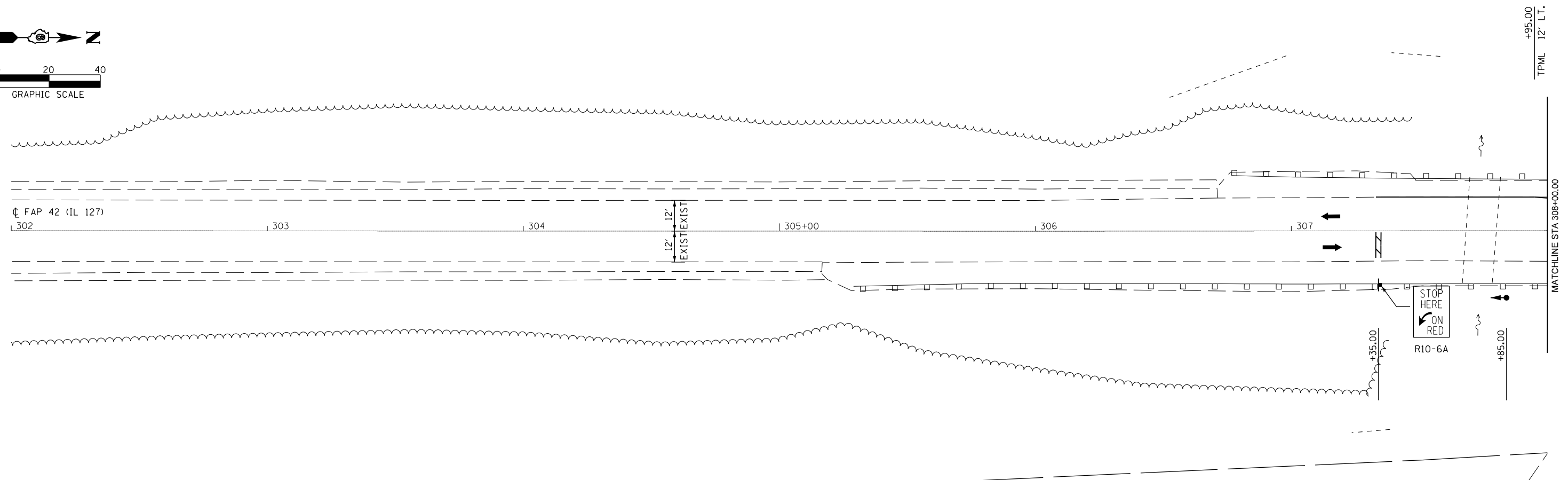
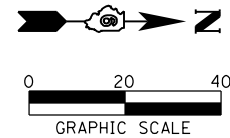
1. REMOVE ALL TEMPORARY TRAFFIC BARRIERS AND CONTROL DEVICES.
2. INSTALL SHORT-TERM PAVEMENT MARKINGS.
3. OPEN ROADWAY TO TWO-WAY TRAFFIC.
4. CONSTRUCT SURFACE COURSE, HMA SHOULDER SURFACE AND AGGREGATE SHOULDER SURFACE.
5. CONSTRUCT STRIPING ON ROADWAY AS SHOWN ON PLANS.

**LEGEND**

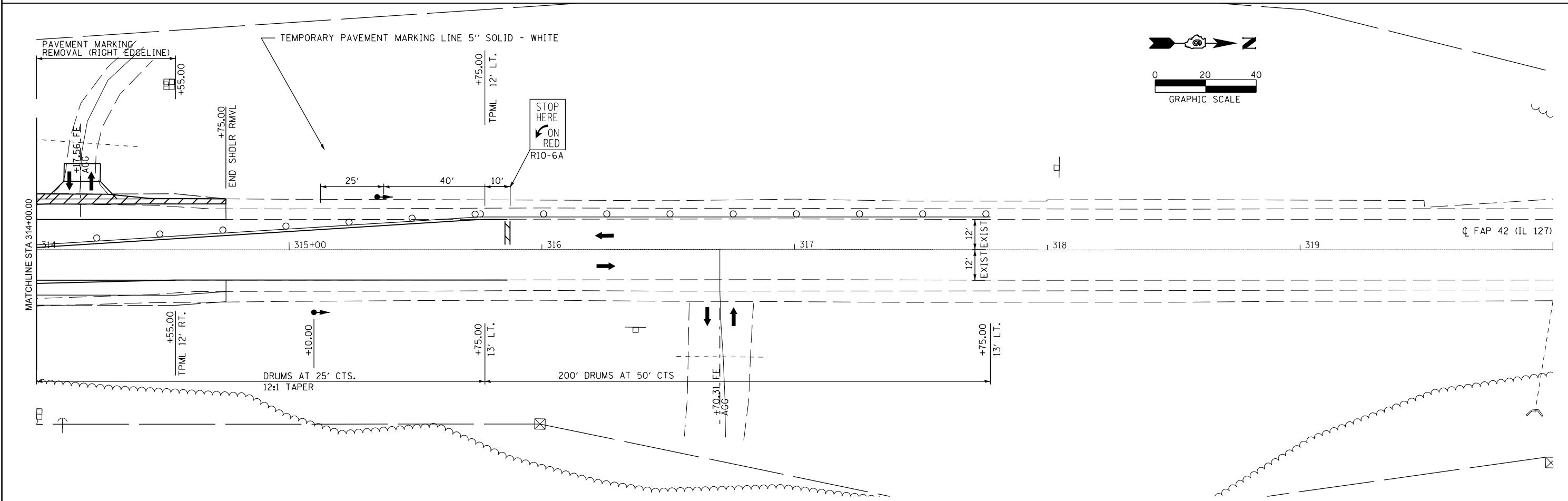
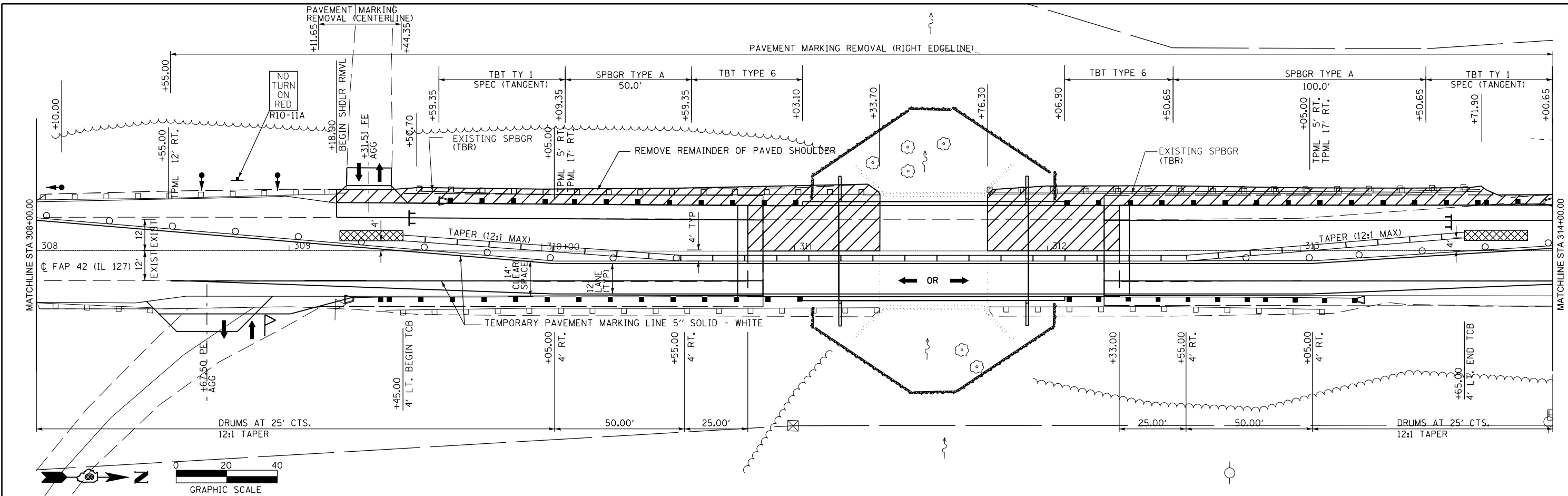
- TRAFFIC SIGNAL
- PROPOSED SIGN
- IMPACT ATTENUATOR (NARROW)
- PAVEMENT/SHOULDER REMOVAL
- TEMPORARY CONCRETE BARRIER
- TEMPORARY TRAFFIC CONTROL DRUMS WITH STEADY BURNING BI-DIRECTIONAL LIGHTS
- TYPE III BARRICADE
- STOP BAR

**NOTES:**

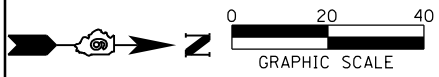
1. ALL DIMENSIONS, BARRICADES, SIGNS, ETC, AS SHOWN ON TRAFFIC CONTROL AND PROTECTION STANDARD 701321 SHALL APPLY.
2. ALL TEMPORARY PAVEMENT MARKING NECESSARY TO COMPLY WITH THIS DETAIL SHALL BE CONSIDERED INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS IN THE PLANS.
3. CONTRACTOR SHALL FILL EXISTING GUARD RAIL POST HOLES AFTER REMOVING AND SHALL BE CONSIDERED INCIDENTAL TO GUARD RAIL REMOVAL.
4. CONTRACTOR SHALL PROVIDE TEMPORARY PARKING/ACCESS FOR PRIVATE ENTRANCE AT STA. 308+79.44 RT DURING STAGE I CONSTRUCTION.
5. CONTRACTOR TO ALLOW ACCESS TO FIELD ENTRANCES WITHIN PROJECT LIMITS DURING STAGE CONSTRUCTION WITH 48 HR NOTIFICATION BY THE ENGINEER.



FILE NAME =	USER NAME = sparksgw	DESIGNED - JAH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>STAGE II CONSTRUCTION SHEET</b>			F.A.P. RTE. = 42	SECTION = 105B-1	COUNTY = MONTGOMERY	TOTAL SHEETS = 63	SHEET NO. = 13
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		CHECKED - WJS	REVISED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							
		DATE -	REVISED -									



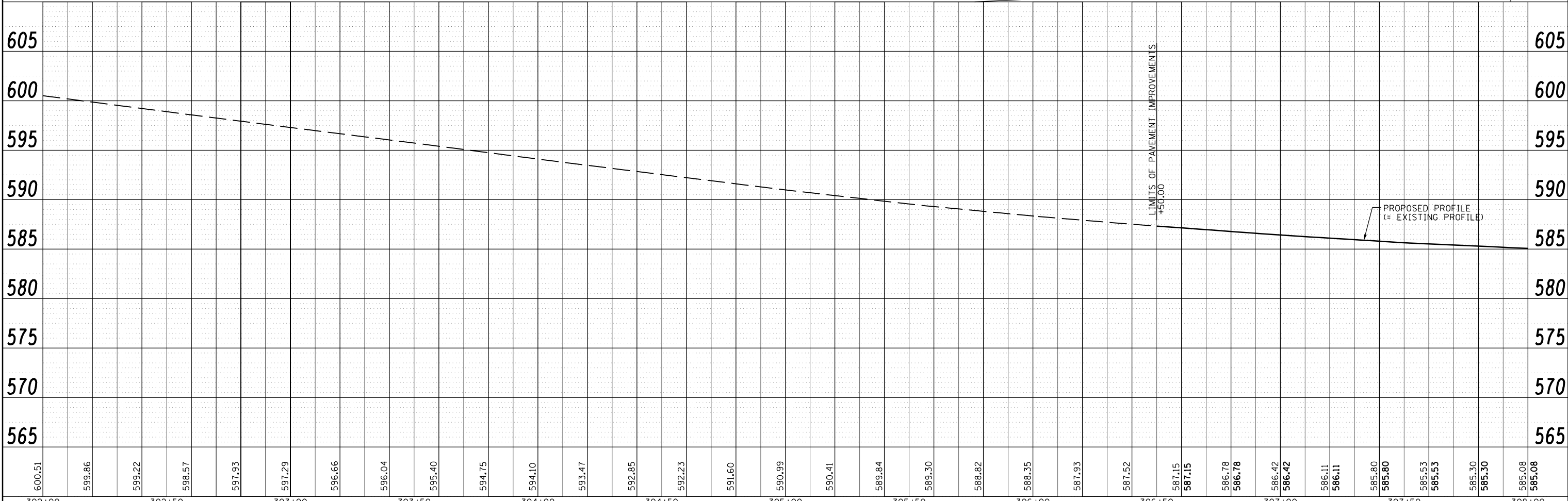
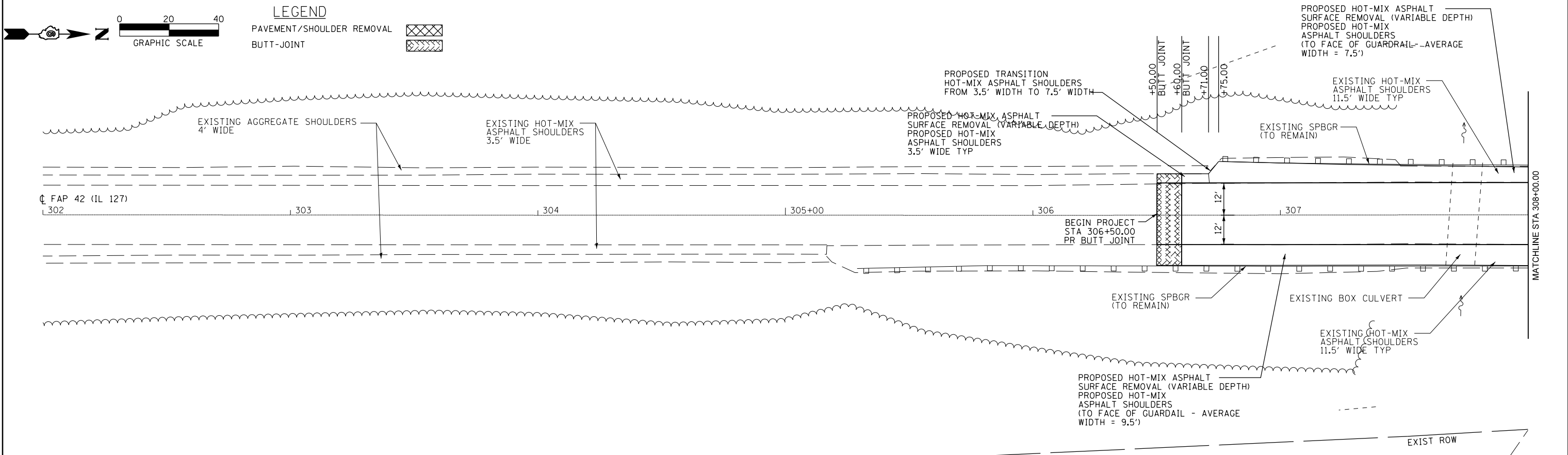
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	PLOT DATE = Sep-09-2011 11:35:09AM	CHECKED - WJS	REVISED -					FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		DATE -	REVISED -									



**LEGEND**  
 PAVEMENT/SHOULDER REMOVAL [Hatched pattern]  
 BUTT-JOINT [Hatched pattern]

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

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



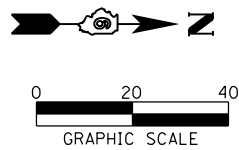
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		DATE -	REVISED -



**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

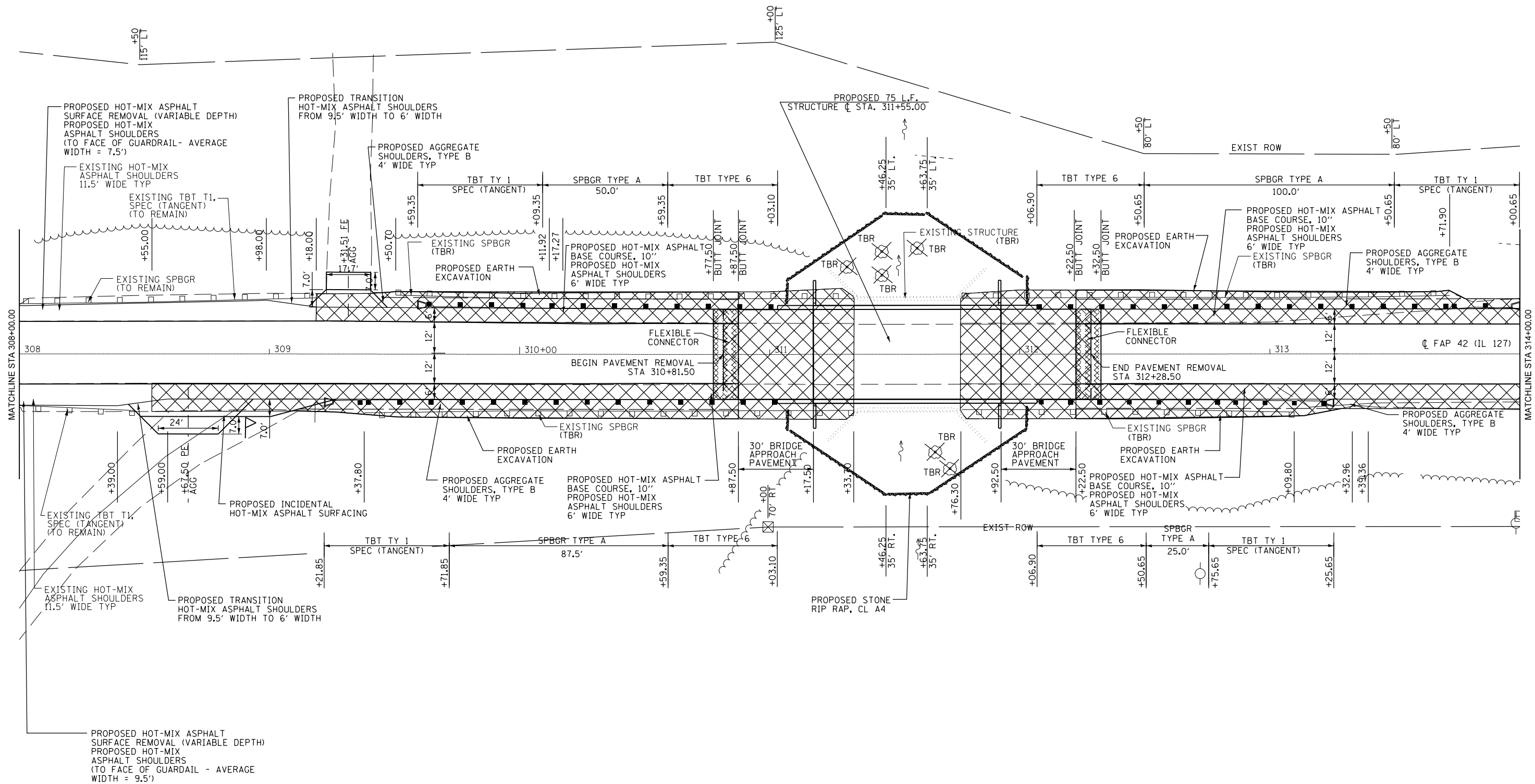
**ROADWAY PLAN & PROFILE SHEET**

SCALE: SHEET NO. 1 OF 4 SHEETS STA. 302+00.00 TO STA. 308+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	105B-1	MONTGOMERY	63	15
CONTRACT NO. 72B66			ILLINOIS FED. AID PROJECT	



**LEGEND**  
 PAVEMENT/SHOULDER REMOVAL   
 BUTT-JOINT 



FILE NAME =	USER NAME = sparksqw	DESIGNED - JAH	REVISED -
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**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ROADWAY PLAN SHEET**

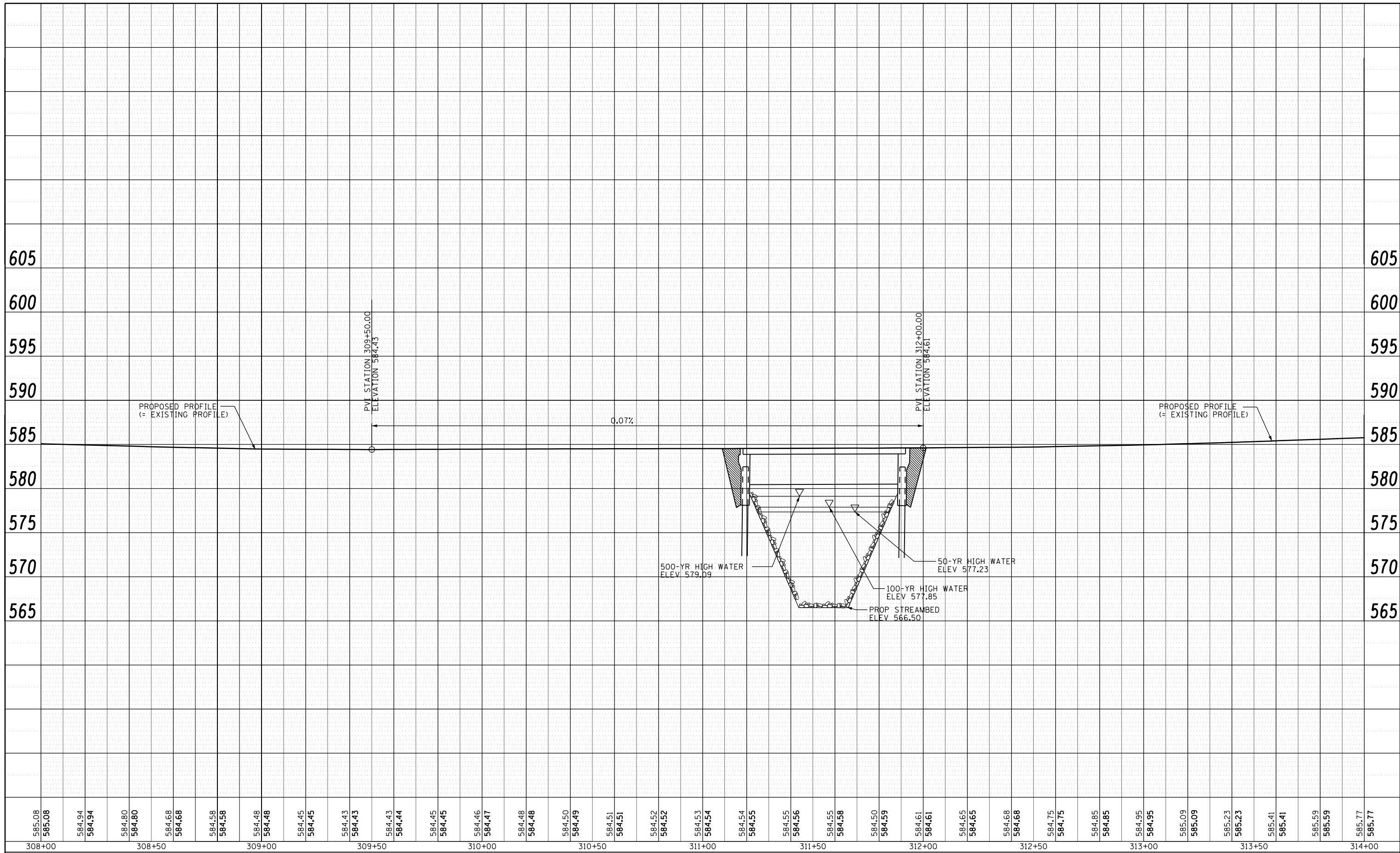
SCALE: SHEET NO. 2 OF 4 SHEETS STA. 308+00.00 TO STA. 314+00.00

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	105B-1	MONTGOMERY	63	16
CONTRACT NO. 72B66				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNMENT CHECKED		
	NO. _____		
	CADD FILE NAME		

PROFILE	SURVEYED	BY	DATE
	GRADES CHECKED		
	STRUCTURE NOTATIONS CHECKED		
	NO. _____		



585.08	585.08	584.94	584.94	584.80	584.80	584.68	584.68	584.58	584.58	584.48	584.48	584.45	584.45	584.43	584.43	584.43	584.44	584.45	584.45	584.46	584.47	584.48	584.48	584.50	584.49	584.51	584.51	584.52	584.52	584.53	584.54	584.54	584.55	584.55	584.56	584.55	584.58	584.50	584.59	584.61	584.61	584.65	584.65	584.68	584.68	584.75	584.75	584.85	584.85	584.95	584.95	585.09	585.09	585.23	585.23	585.41	585.41	585.59	585.59	585.77	585.77
308+00	308+50	309+00	309+50	310+00	310+50	311+00	311+50	312+00	312+50	313+00	313+50	314+00																																																	

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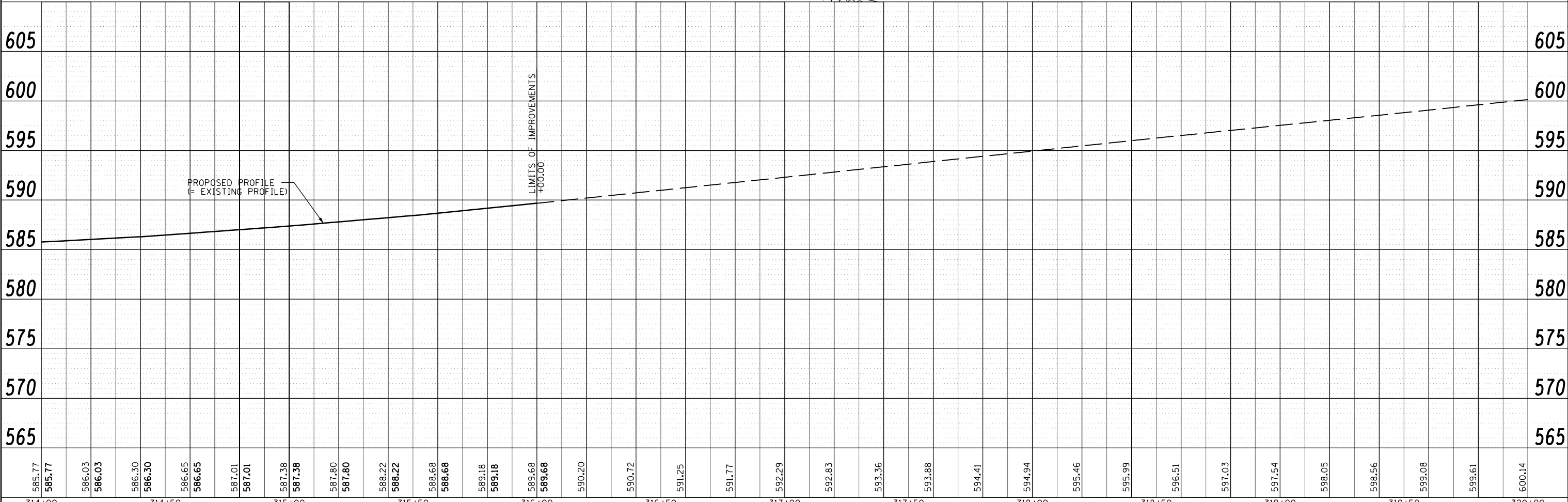
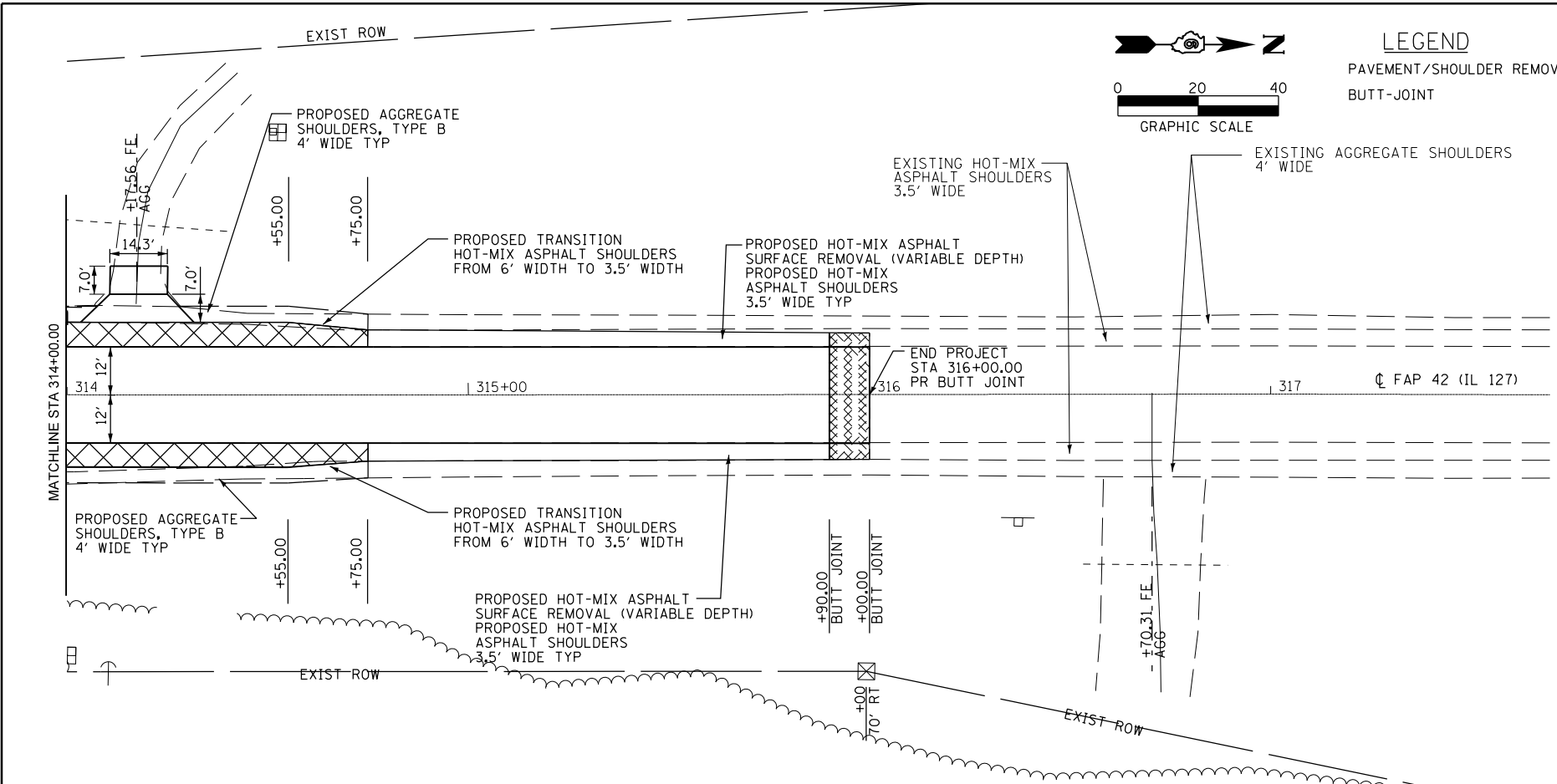
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

<b>ROADWAY PROFILE SHEET</b>		
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	105B-1	MONTGOMERY	63	17
CONTRACT NO. 72B66				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

PLAN	SURVEYED	BY	DATE
	PLOTTED		
	ALIGNED		
	CHECKED		
	FILED		
	FILE NAME		
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PROFILE	SURVEYED	BY	DATE
	PLOTTED		
	GRADES CHECKED		
	STRUCTURE		
	NOTATIONS		
	CHKD		
	NO.		



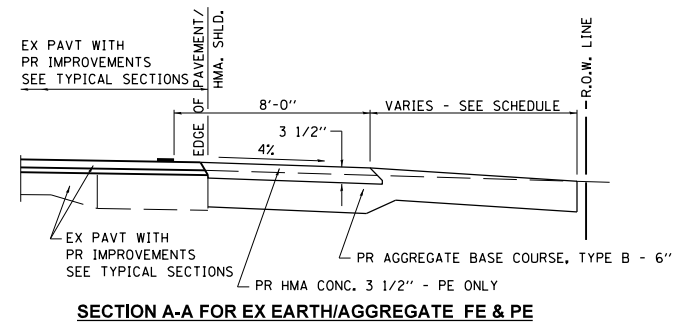
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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

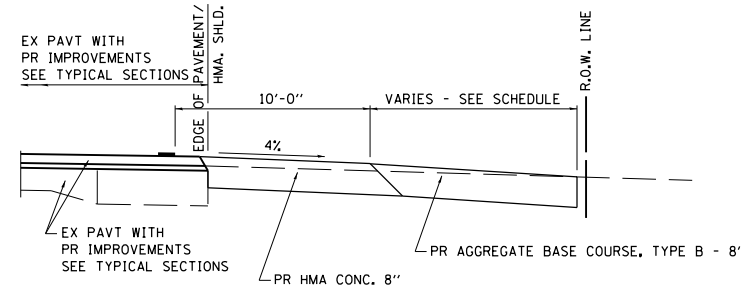
ROADWAY PLAN & PROFILE SHEET

SCALE: SHEET NO. 4 OF 4 SHEETS STA. 314+00.00 TO STA. 320+00.00

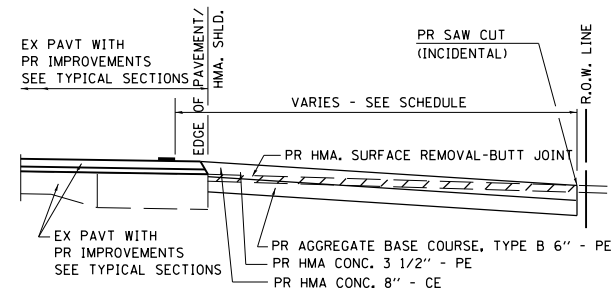
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42	105B-1	MONTGOMERY	63	18
CONTRACT NO. 72B66				
FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				



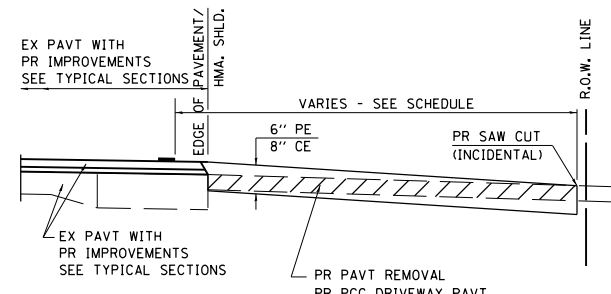
**SECTION A-A FOR EX EARTH/AGGREGATE FE & PE**



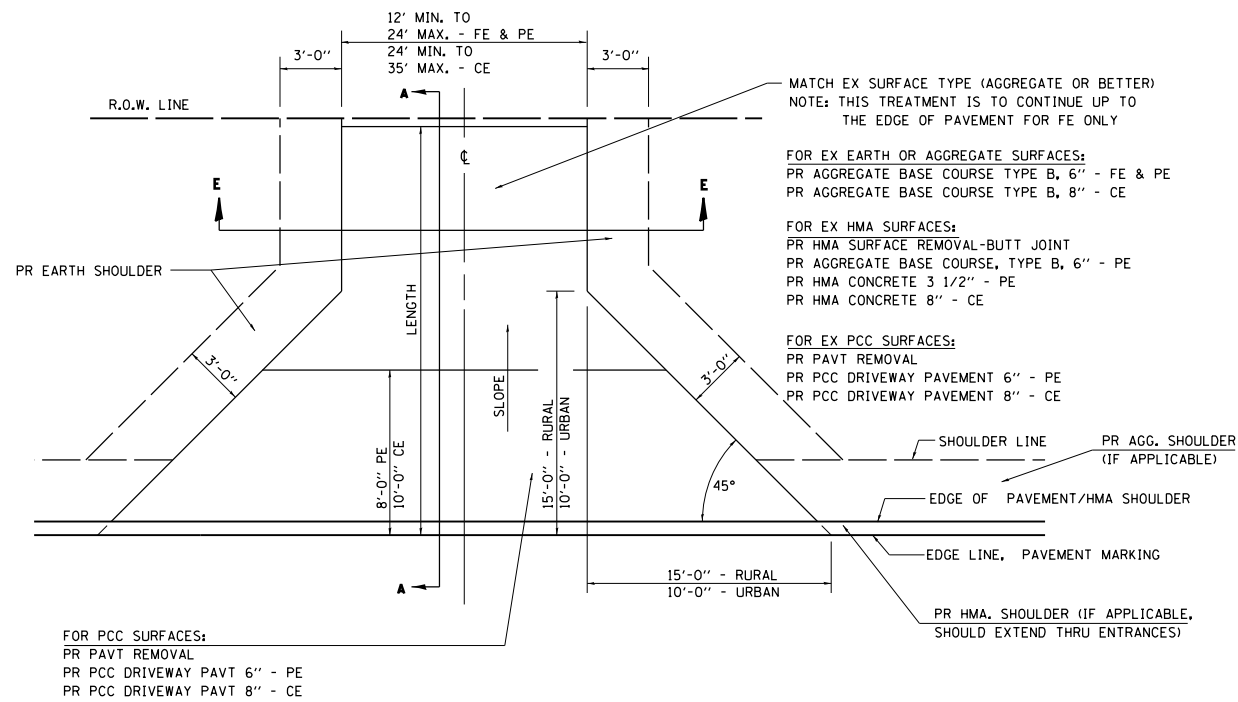
**SECTION A-A FOR EX EARTH/AGGREGATE CE**



**SECTION A-A FOR EX HMA PE & CE**



**SECTION A-A FOR EX P.C. CONC. PE & CE**



**GENERAL NOTES:**

THE RESIDENT ENGINEER WILL DETERMINE THE EXACT TYPE OF IMPROVEMENT TO BE COMPLETED FOR ALL ENTRANCES, SIDEROADS AND MAILBOX TURNOUTS ON THIS PROJECT.

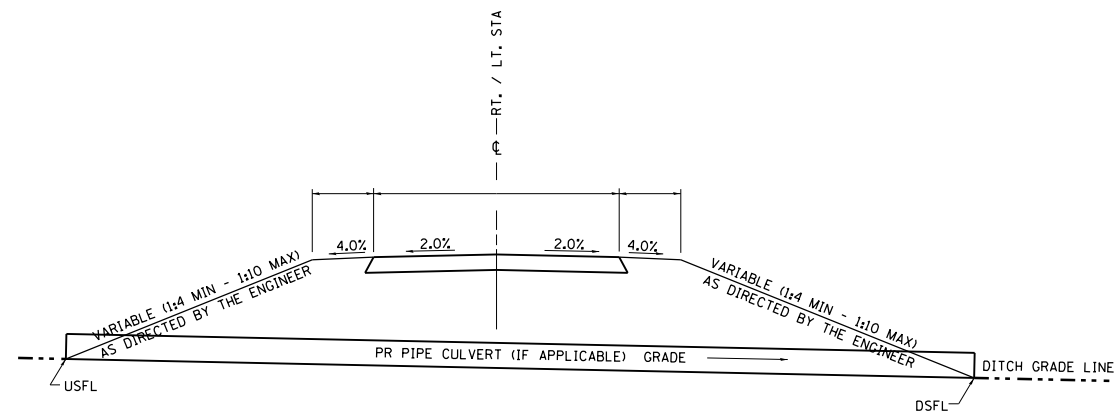
THE PLAN DETAILS AND SCHEDULES SHOULD BE USED AS A GUIDE FOR THE ENGINEER TO IMPLEMENT THE FINAL DESIGN. THE ENGINEER MAY DECIDE TO SALVAGE PORTIONS OF THE EXISTING ENTRANCE PAVEMENT STRUCTURE; THEREFORE, REDUCING PAY ITEM QUANTITIES. NO ADDITIONAL PAYMENT WILL BE ALLOWED FOR THIS REDUCTION IN QUANTITIES.

ANY WORK THE ENGINEER REQUIRES WHICH IS NOT COVERED BY A PAY ITEM CONTAINED IN THE PLANS WILL BE PAID FOR IN ACCORDANCE WITH ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

BITUMINOUS CONCRETE REQUIRED TO CONSTRUCT ENTRANCES SHALL BE IN ACCORDANCE WITH THE APPLICABLE PORTIONS OF SECTION 406 AND 408 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER.

WHEN THE HMA CONCRETE PROPOSED FOR THE IMPROVEMENT IS THICKER THAN 3 INCHES AND REQUIRES PLACEMENT IN MORE THAN ONE LIFT, THE BOTTOM LIFT(S) SHALL MEET REQUIREMENTS OF HMA BASE COURSE IN SECTION 406 OF THE STANDARD SPECIFICATIONS AND THE TOP LIFT OF 2 INCHES SHALL MEET THE REQUIREMENTS OF HMA CONCRETE SURFACE COURSE.

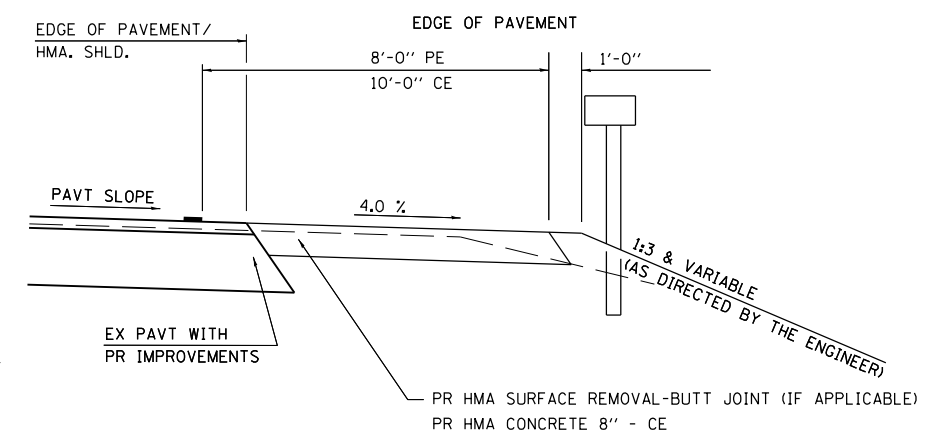
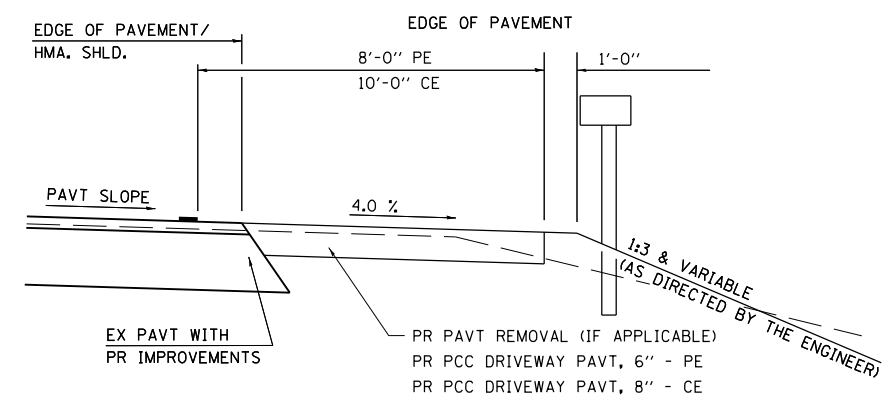
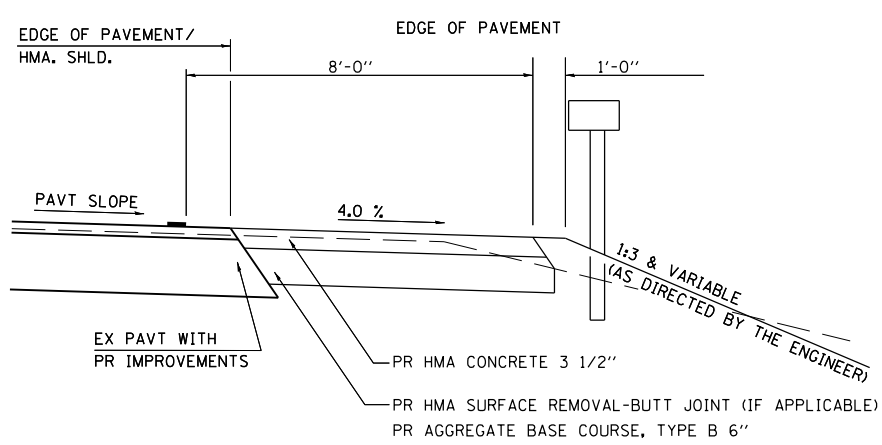
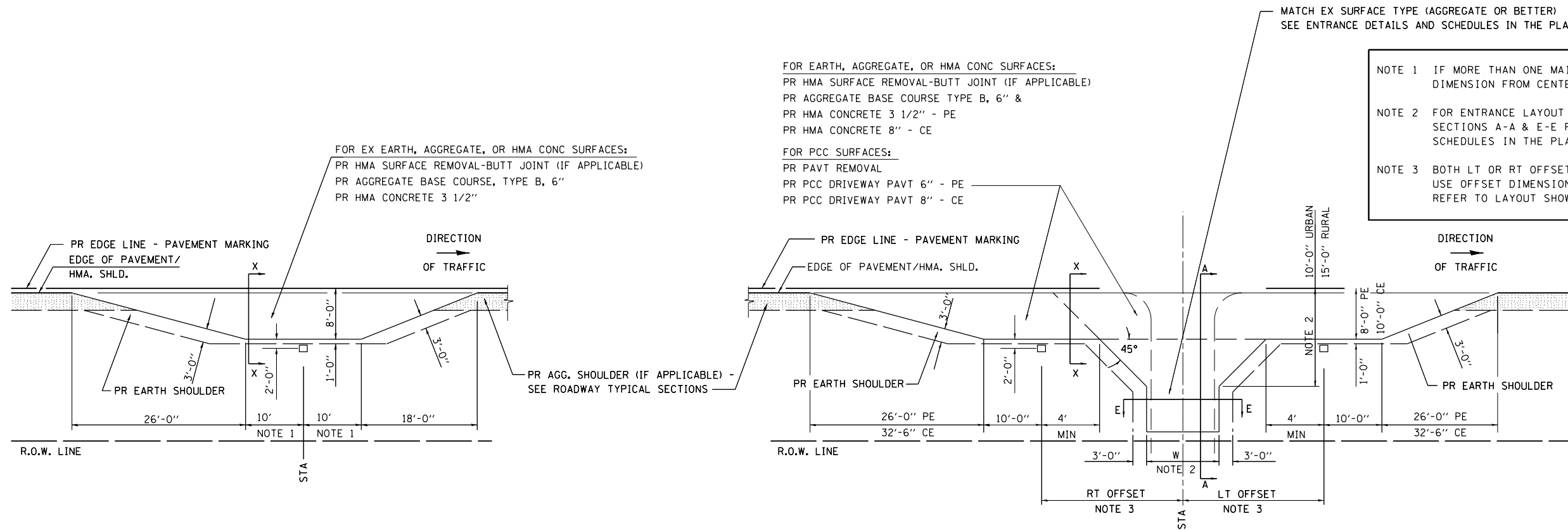
THIS WORK WILL BE PAID FOR IN ACCORDANCE WITH SECTIONS 351, 358, 408, 423, AND 440 OF THE STANDARD SPECIFICATIONS.

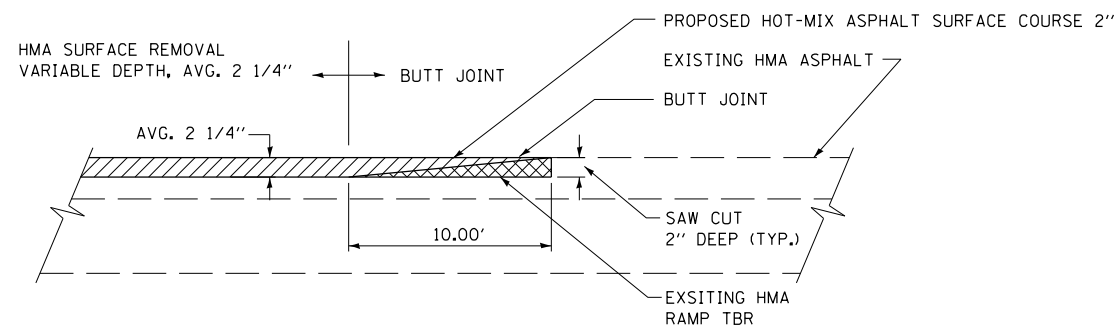


**SECTION E-E ENTRANCE TYPICAL SECTION**

NOTE 1: WIDTH OF ENTRANCE MAY BE INCREASED AT THE PIPE CULVERT DUE TO THE DITCHLINE BEING LOCATED IN THE ENTRANCE FLARE AREA.

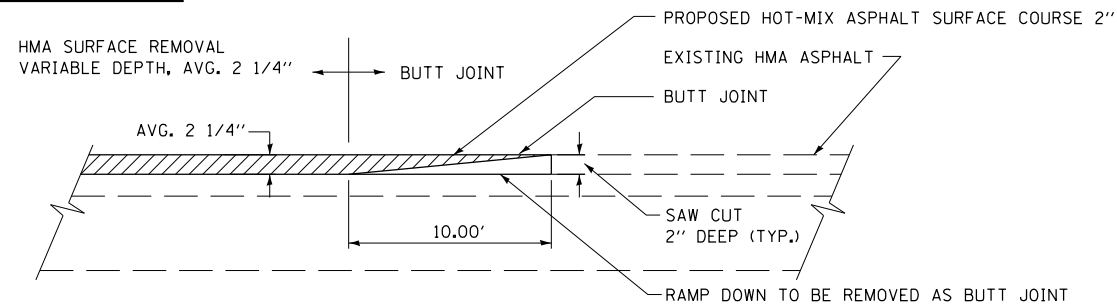
FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ENTRANCE &amp; MAILBOX TURNOUT DETAILS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 50.0000' / in.	DRAWN -	REVISED -					42	105B-1	MONTGOMERY	63	19
	PLOT DATE = Sep-09-2011 11:35:25AM	CHECKED -	REVISED -		CONTRACT NO. 72B66							
		DATE -	REVISED -		SCALE:	SHEET NO. 1 OF 2 SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		





**NOTE:**  
 RAMPING DOWN DURING HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH WILL NOT BE PAID FOR AS TEMPORARY RAMP.

**BUTT JOINT DETAIL OPTION #1**



**BUTT JOINT DETAIL OPTION #2**

**LOCATIONS**

- STATION 306+50.00 TO 306+60.00
- STATION 310+77.50 TO 310+87.50
- STATION 315+90.00 TO 316+00.00
- STATION 312+22.50 TO 312+32.50

FILE NAME =	USER NAME = sparksgw	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>BUTT JOINT DETAILS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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	PLOT DATE = Sep-09-2011 11:35:26AM	CHECKED -	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.	CONTRACT NO. 72B66			
										FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT		

B.M.: #14; Elevation 584.58, Chiseled "L" on SW wingwall of bridge #068-0022, Existing Structure: SN 068-0022, built in 1928 as Route FA 42, Section 105-B, reconstructed in 1961, 1978 and 2004. In 2009, wide flange beams were installed under four beams. The existing structure is a one-span Deck Beam Bridge, 43'-0" back-to-back abutments, 46'-0" out-to-out of deck, supported on closed abutments. To be removed.

B.M.: #15; Elevation 617.27, Chiseled "L" in headwall, West side of 127 & 2.2 miles South of 185

Salvage: None.

Staging: Traffic shall be maintained during replacement by Staged Construction.

**SHEET INDEX**

General Plan & Elevation	1
General Data	2
Staging and Sheet Piling	3
Temp. Concrete Barrier	4
Top of Slab Elevations	5-7
Superstructure Details	8-9
Approach Slab Details	10-11
Parapet Slipforming Option	12
Abutment Diaphragm Details	13
Structural Steel	14
Bearing Details	15
Abutment Details	16
HP Pile Details	17
Bar Splicer Details	18
Soil Borings	19-20

**DESIGN STRESSES**

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

**LOADING HL-93**

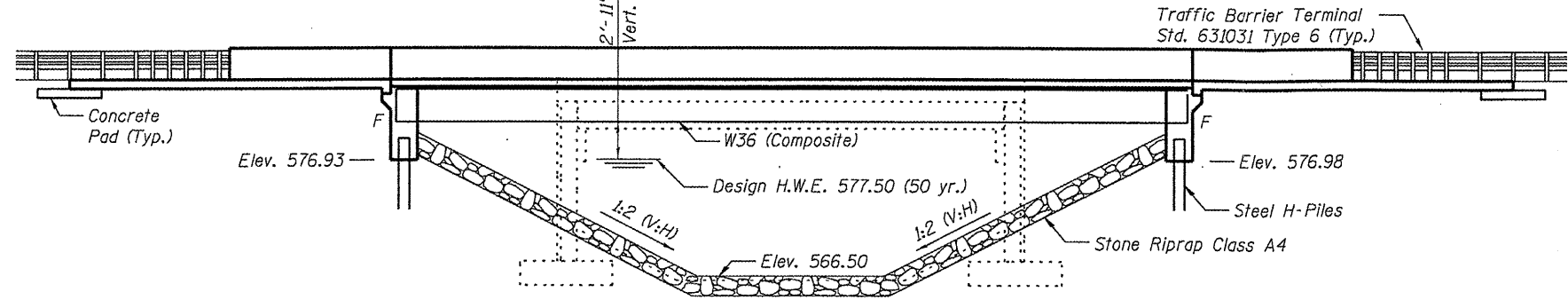
Allow 50#/sq. ft. for future wearing surface.

**SEISMIC DATA**

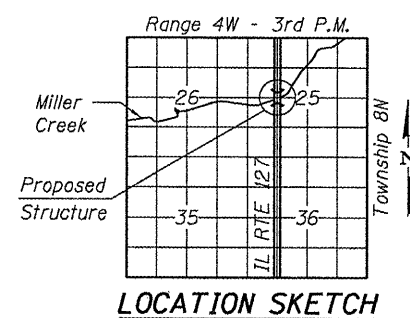
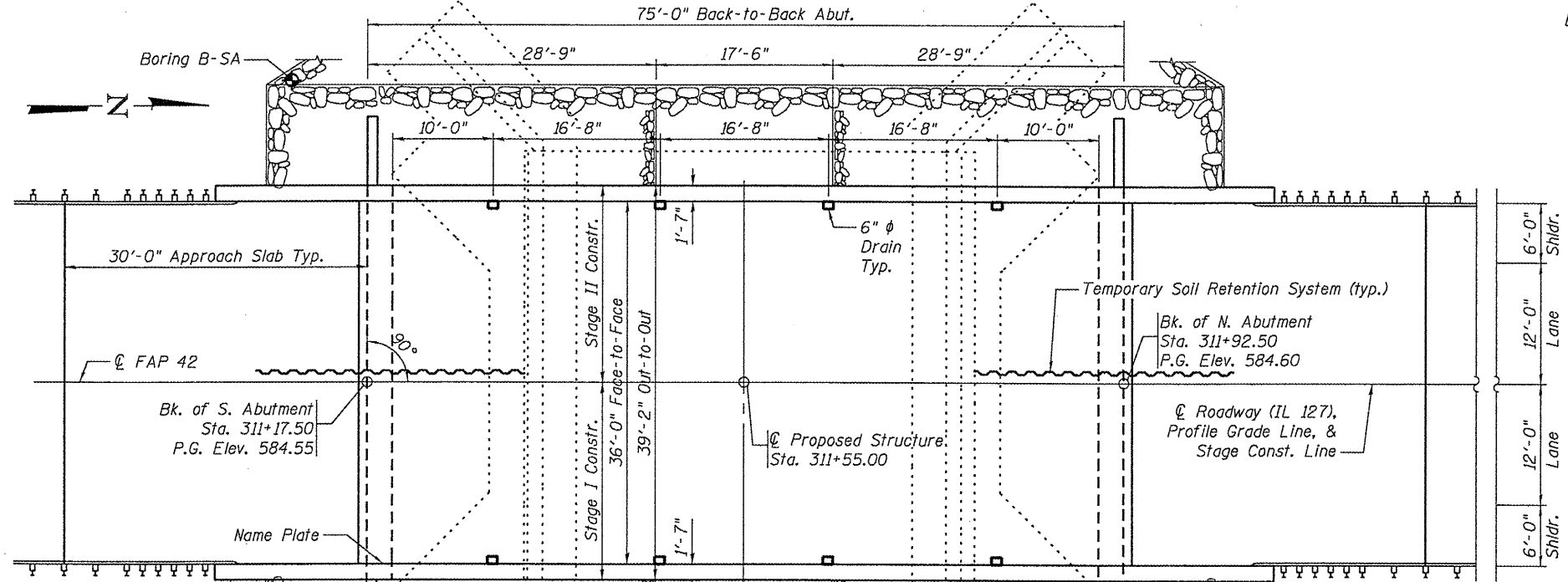
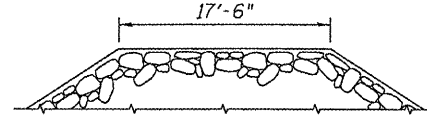
Seismic Performance Zone (SPZ) = 1  
 Design Spectral Acceleration at 1.0 sec. ( $S_{D1}$ ) = .147g  
 Design Spectral Acceleration at 0.2 sec. ( $S_{D5}$ ) = .348g  
 Soil Site Class = C

**DESIGN SPECIFICATIONS**

2010 AASHTO LRFD Bridge Design Specifications



**ELEVATION**



**PROFILE GRADE F.A.P. 42 (I.L. 127)**

Along Centerline Roadway

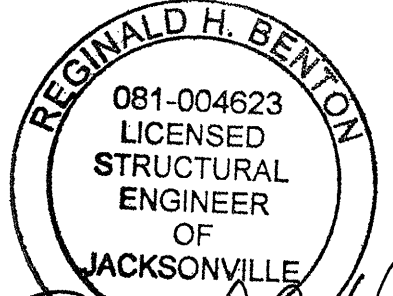
**DESIGN SCOUR ELEVATION TABLE**

Design Scour Elevation (ft.)	S. Abutment	N. Abutment
	577.12	577.14

**WATERWAY INFORMATION**

Drainage Area = 3.30 sq. mi. Proposed Low Grade Elev. = 584.42 @ Sta. 313+60

Flood	Freq. Yr.	Opening Sq. Ft.		Nat. H.W.E.	Head - Ft.		Headwater El.		
		Exist.	Prop.		Exist.	Prop.	Exist.	Prop.	
Design	50	2025	333.6	396.8	577.5	0.0	0.0	577.12	577.23
Base	100	2384	356.0	434.9	578.1	0.0	0.0	577.70	577.85
Overtopping (Existing)	--	--	--	--	--	--	--	--	--
Max. Calc.	500	3267	404.5	516.6	579.5	0.0	0.0	578.95	579.09



**APPROVED**  
For Structural Adequacy Only

*Reginald H. Benton*  
10/4/2011  
EXP 11/30/2012  
Engineer of Bridges & Structures

**GENERAL PLAN & ELEVATION**  
**IL ROUTE 127 OVER MILLER CREEK**  
**F.A.P. RTE. 42 - SEC. 105B-1**  
**MONTGOMERY COUNTY**  
**IL ROUTE 127 STA. 311+55.00**  
**STRUCTURE NO. 068-0511**

**BA**  
BENTON & ASSOCIATES, INC.  
Consulting Engineers / Land Surveyors  
1970 West Lafayette Ave. Jacksonville, IL 62650  
Phone: 217-245-4146 Fax: 217-245-4149  
IL Design Firm Registration No. 184-000852

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	PLOT SCALE =	CHECKED - SJH	REVISOR -		SHEET NO. 1 OF 20 SHEETS				CONTRACT NO. 72866	
	PLOT DATE =	DRAWN - MBH	REVISOR -							
		CHECKED - SJH	REVISOR -							

**GENERAL NOTES**

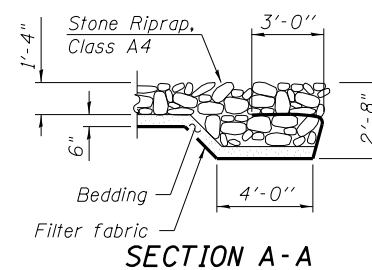
1. Fasteners shall be AASHTO M 164 Type 1, mechanically galvanized bolts (in painted areas and M164 Type 3 in unpainted areas). Bolts  $\frac{7}{8}$ " $\phi$ , holes  $\frac{5}{16}$ " $\phi$ , unless otherwise noted.
2. Calculated weight of Structural Steel = 67080 lbs. (M270, Gr. 50W)
3. All structural steel shall be AASHTO M270 Grade 50W. All structural steel shall be cleaned as specified in the Special Provision for "Surface Preparation and Painting Requirements for Weathering Steel".
4. No field welding is permitted except as specified in the contract documents.
5. Reinforcement bars shall conform to the requirements of ASTM A706 Gr.60. See Special Provisions.
6. Reinforcement bars designated (E) shall be epoxy coated.
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. Existing precast deck beams are in deteriorating condition.

**TOTAL BILL OF MATERIAL**

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		133	133
Structure Excavation	Cu. Yd.		228	228
Floor Drains	Each	8		8
Concrete Structures	Cu. Yd.		56.4	56.4
Concrete Superstructure	Cu. Yd.	234.8		234.8
Bridge Deck Grooving	Sq. Yd.	510		510
Concrete Encasement	Cu. Yd.		6.6	6.6
Protective Coat	Sq. Yd.	636		636
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	1890		1890
Reinforcement Bars, Epoxy Coated	Pound	49170	9240	58410
Bar Splicers	Each	567		567
Furnishing Steel Piles HP 14x73	Foot		490	490
Driving Piles	Foot		490	490
Test Pile Steel HP 14x73	Each		2	2
Name Plates	Each	1		1
Anchor Bolts, 1"	Each		24	24
Geocomposite Wall Drain	Sq. Yd.		87	87
Pipe Underdrains for Structures 4"	Foot		112	112
Temporary Soil Retention System	Sq. Ft.		370	370
Removal of Existing Structures	Each			1
Stone Riprap, Class A4	Sq. Yd.		990	990
Filter Fabric	Sq. Yd.		990	990
Asbestos Bearing Pad Removal	Each		30	30

STA. 311+55.00  
 BUILT 20\_\_ BY  
 STATE OF ILLINOIS  
 IL RTE. 127 SEC. 105B-1  
 LOADING HL-93  
 STR. NO. 068-0511

**NAME PLATE**  
 See Std. 515001



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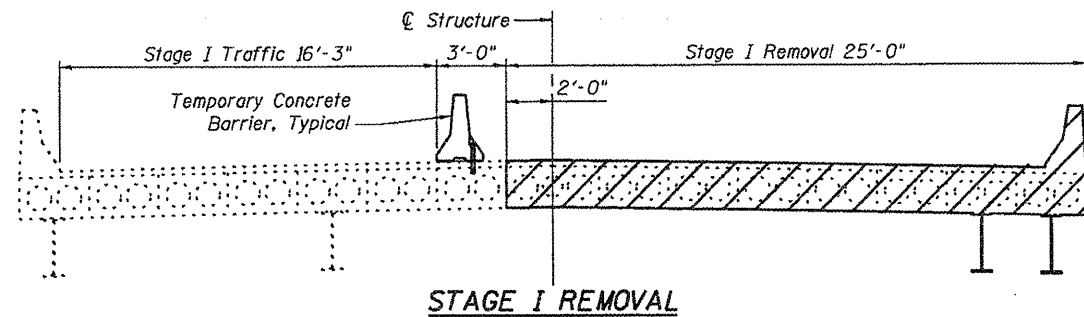
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 DEPARTMENT OF TRANSPORTATION**

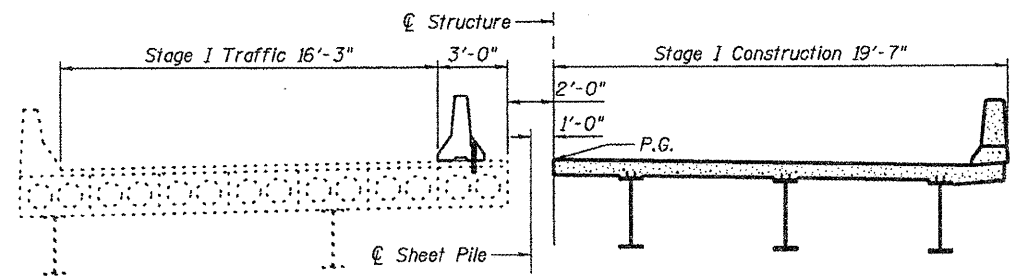
**GENERAL DATA  
 STRUCTURE NO. 068-0511**

SHEET NO. 2 OF 20 SHEETS

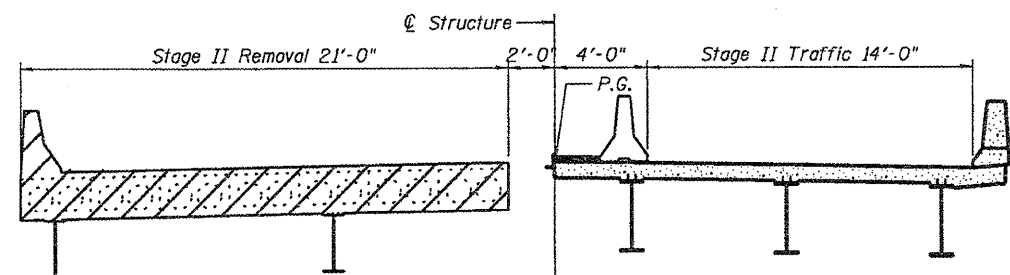
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42	105B-1	MONTGOMERY	63	23
CONTRACT NO. 72B66				
FED. ROAD DIST. NO. 8   ILLINOIS FED. AID PROJECT				



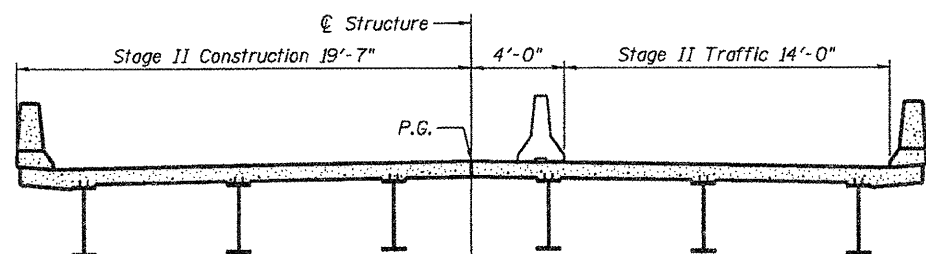
**STAGE I REMOVAL**



**STAGE I CONSTRUCTION**



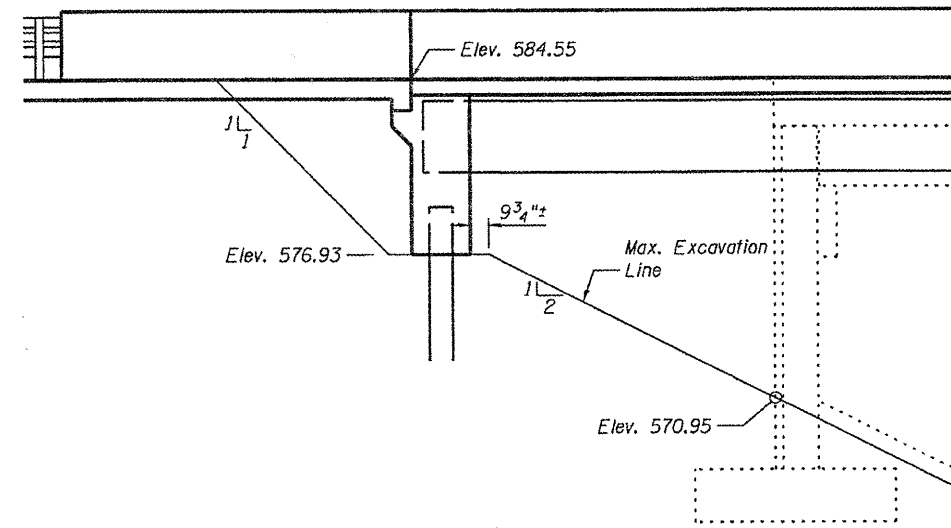
**STAGE II REMOVAL**



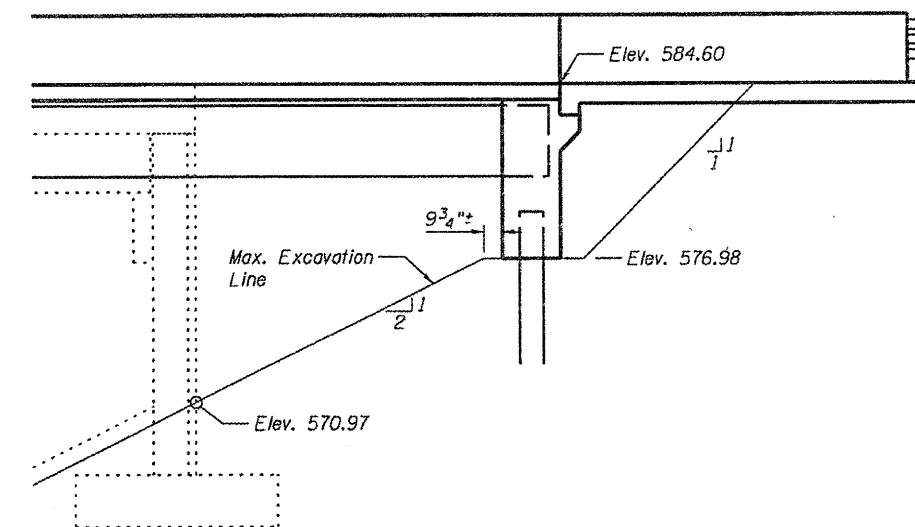
**STAGE II CONSTRUCTION**

**Notes:**

1. Hatched areas indicate removal.
2. All staging sections are looking North.
3. For quantity of Temporary Concrete Barrier, see roadway plans.
4. For details of Temporary Concrete Barrier see Sheet 4 of 20.



**TEMPORARY SOIL RETENTION SYSTEM**  
(South Abut.)



**TEMPORARY SOIL RETENTION SYSTEM**  
(North Abut.)

**Notes:**

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

**BENTON & ASSOCIATES, INC.**

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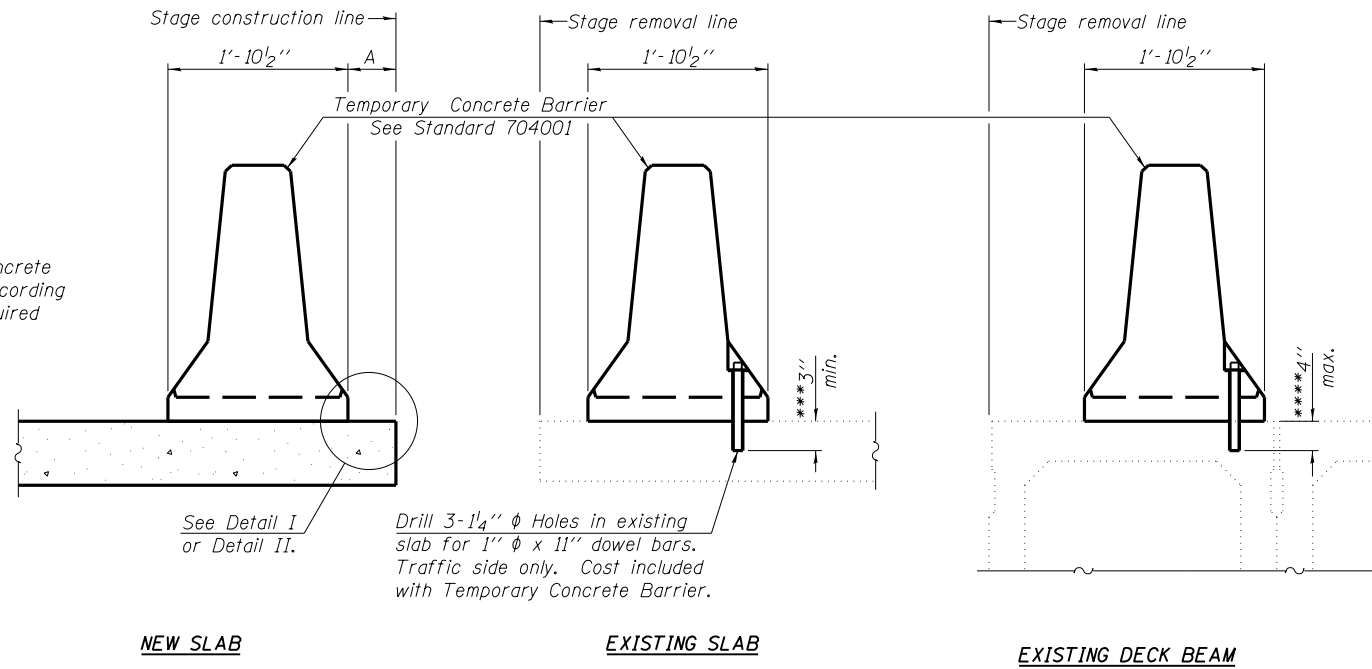
**STAGED CONSTRUCTION DETAILS**  
**STRUCTURE NO. 068-0511**

SHEET NO. 3 OF 20 SHEETS

F.A.P. RTE. 42	SECTION 105B-1	COUNTY MONTGOMERY	TOTAL SHEETS 63	SHEET NO. 24
CONTRACT NO. 72B66				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				



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



**SECTIONS THRU SLAB OR DECK BEAM**

**NOTES**

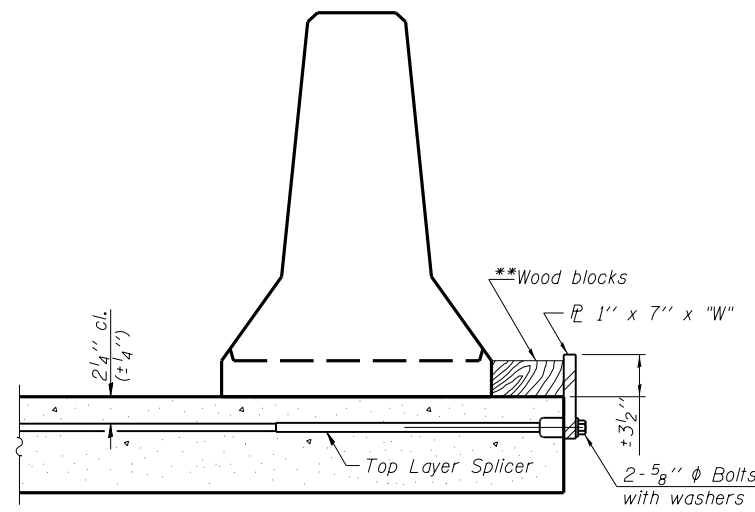
Detail I - With Bar Splicer or Couplers:  
Connect one (1) 1" x 7" x "W" steel  $\bar{L}$  to the top layer of couplers with 2-5/8"  $\phi$  bolts screwed to coupler at approximate  $\bar{C}$  of each barrier panel.

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

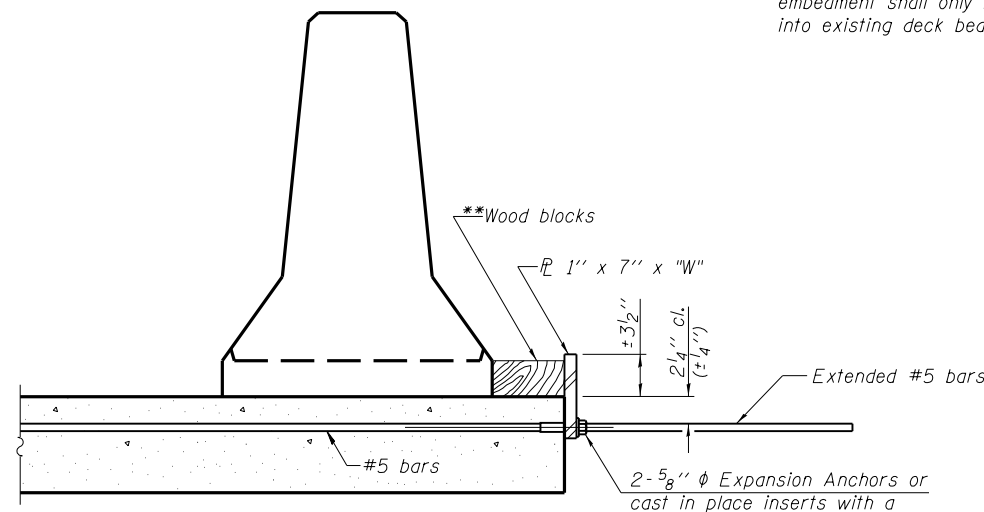
Cost of anchorage is included with Temporary Concrete Barrier. The 1" x 7" x "W" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

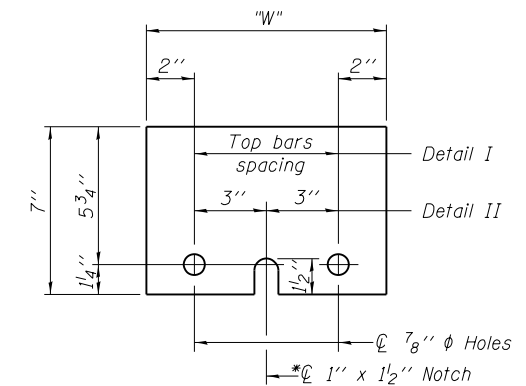
\*\*\*\* If existing deck beam is to remain in place after stage construction, embedment shall only be into wearing surface and not into existing deck beam concrete.



**DETAIL I**



**DETAIL II**



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

\* Required only with Detail II

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

"W" = Top bars spacing + 4"

R-27 7-1-10  
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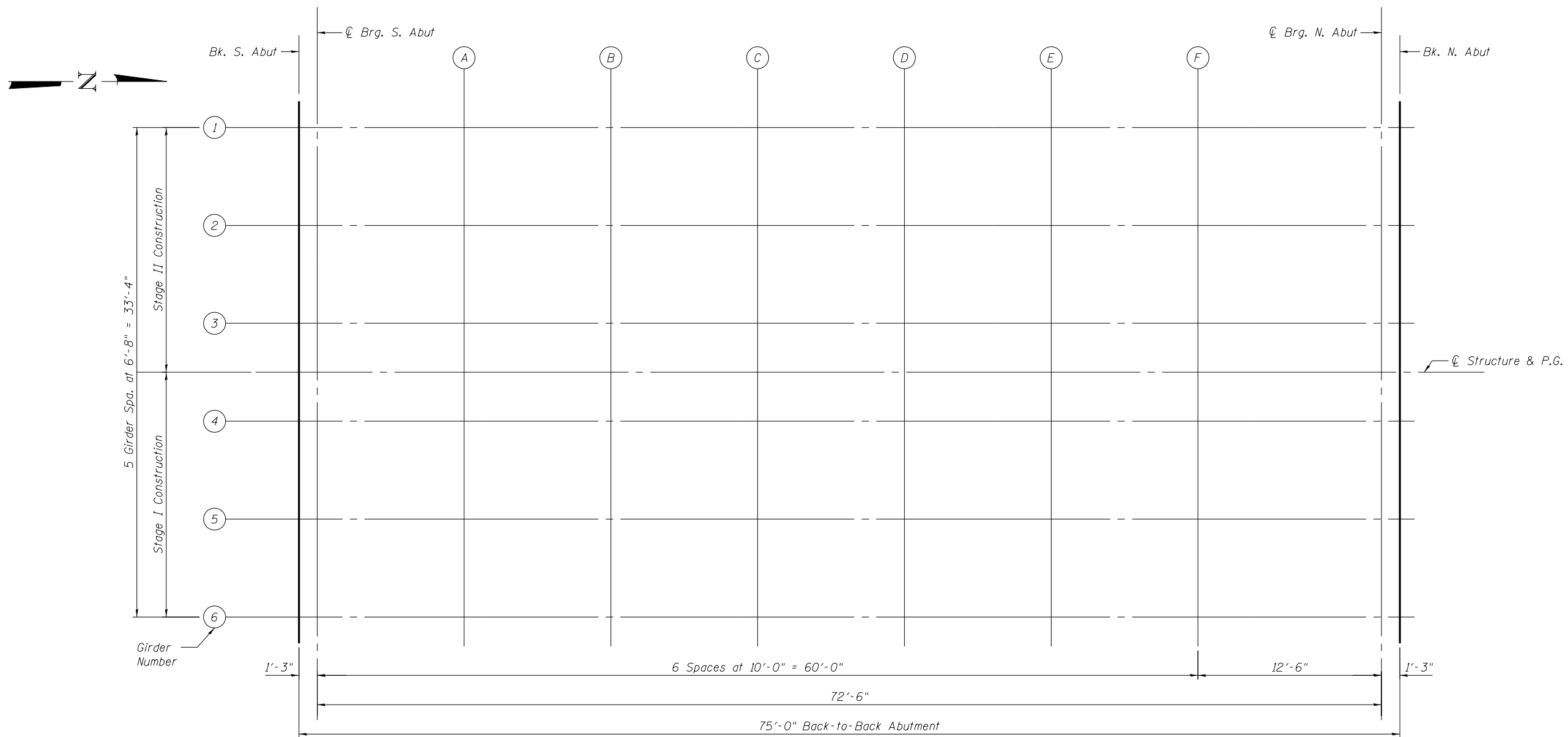
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TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION  
STRUCTURE NO. 068-0511

SHEET NO. 4 OF 20 SHEETS

F.A.P. RTE. 42	SECTION 105B-1	COUNTY MONTGOMERY	TOTAL SHEETS 63	SHEET NO. 25
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT			CONTRACT NO. 72B66	



**PLAN**

**BENTON & ASSOCIATES, INC.**

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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

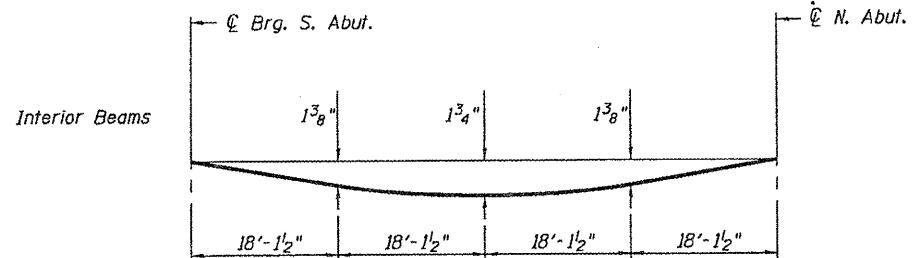
(Sheet 1 of 3)

**TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 068-0511**

SHEET NO. 5 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	105B-1	MONTGOMERY	63	26
CONTRACT NO. 72B66				

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



**DEAD LOAD DEFLECTION DIAGRAM**

(Includes weight of concrete only.)

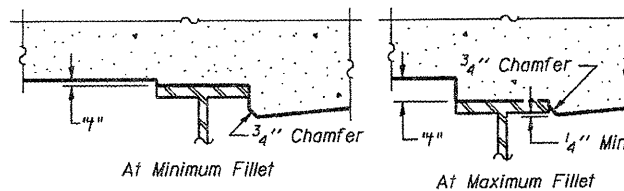
Note:  
The above deflections are not to be used in the field if the engineer is working from the grade elevations adjusted for dead load deflections as shown below.

**PROFILE GRADE LINE**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	311+17.50	0.00'	584.55	584.55
☉ Brg. S. Abut.	311+18.75	0.00'	584.55	584.55
A	311+28.75	0.00'	584.56	584.62
B	311+38.75	0.00'	584.57	584.68
C	311+48.75	0.00'	584.57	584.72
D	311+58.75	0.00'	584.58	584.73
E	311+68.75	0.00'	584.59	584.71
F	311+78.75	0.00'	584.59	584.68
☉ Brg. N. Abut.	311+91.25	0.00'	584.60	584.60
Bk. N. Abut.	311+92.50	0.00'	584.60	584.60

**GIRDER 1 & 6**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	311+17.50	16.67'	584.27	584.27
☉ Brg. S. Abut.	311+18.75	16.67'	584.27	584.27
A	311+28.75	16.67'	584.27	584.34
B	311+38.75	16.67'	584.28	584.40
C	311+48.75	16.67'	584.29	584.44
D	311+58.75	16.67'	584.30	584.45
E	311+68.75	16.67'	584.30	584.43
F	311+78.75	16.67'	584.31	584.39
☉ Brg. N. Abut.	311+91.25	16.67'	584.32	584.32
Bk. N. Abut.	311+92.50	16.67'	584.32	584.32



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

**FILLET HEIGHTS**

**GIRDER 2 & 5**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	311+17.50	10.00'	584.39	584.39
☉ Brg. S. Abut.	311+18.75	10.00'	584.40	584.40
A	311+28.75	10.00'	584.40	584.47
B	311+38.75	10.00'	584.41	584.53
C	311+48.75	10.00'	584.42	584.56
D	311+58.75	10.00'	584.42	584.58
E	311+68.75	10.00'	584.43	584.56
F	311+78.75	10.00'	584.44	584.52
☉ Brg. N. Abut.	311+91.25	10.00'	584.45	584.45
Bk. N. Abut.	311+92.50	10.00'	584.45	584.45

**GIRDER 3 & 4**

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. S. Abut.	311+17.50	3.33'	584.50	584.50
☉ Brg. S. Abut.	311+18.75	3.33'	584.50	584.50
A	311+28.75	3.33'	584.51	584.57
B	311+38.75	3.33'	584.51	584.63
C	311+48.75	3.33'	584.52	584.67
D	311+58.75	3.33'	584.53	584.68
E	311+68.75	3.33'	584.54	584.66
F	311+78.75	3.33'	584.54	584.62
☉ Brg. N. Abut.	311+91.25	3.33'	584.55	584.55
Bk. N. Abut.	311+92.50	3.33'	584.55	584.55

(Sheet 2 of 3)

E-S  
BENTON & ASSOCIATES, INC. 7-1-10

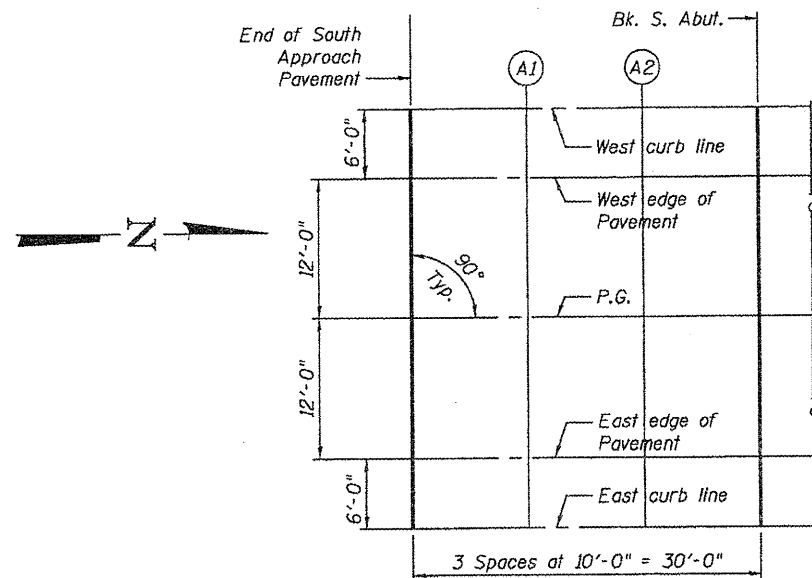
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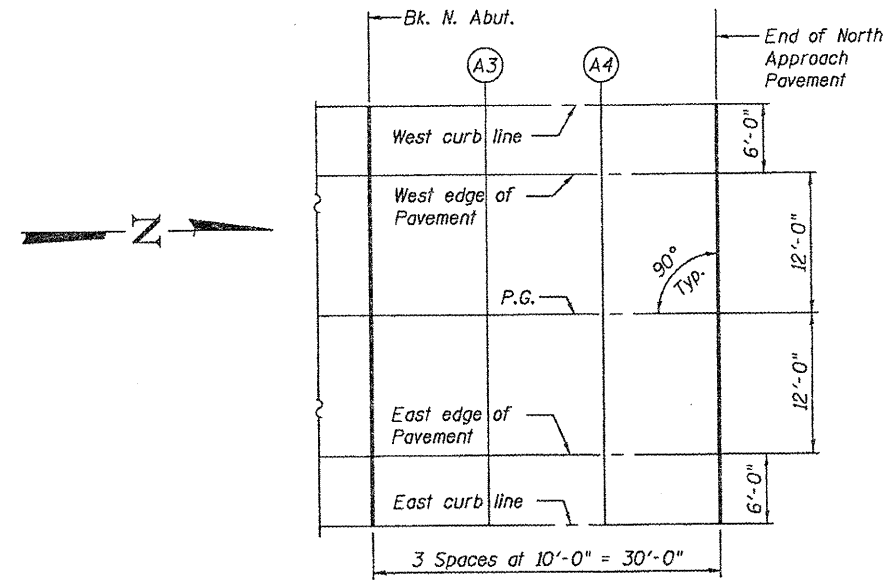
TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 068-0511

SHEET NO. 6 OF 20 SHEETS

F.A.P. RTE. 42	SECTION 105B-1	COUNTY MONTGOMERY	TOTAL SHEETS 63	SHEET NO. 27
CONTRACT NO. 72866			FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT	



**SOUTH APPROACH PAVEMENT PLAN**



**NORTH APPROACH PAVEMENT PLAN**

**EAST CURB LINE & WEST CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
End. S. Appr. Pav't.	310+87.50	18.00'	584.22
A1	310+97.50	18.00'	584.23
A2	311+07.50	18.00'	584.23
Bk. S. Abut.	311+17.50	18.00'	584.24

**EAST CURB LINE & WEST CURB LINE**

Location	Station	Offset	Theoretical Grade Elevations
Bk. N. Abut.	311+92.50	18.00'	584.29
A3	312+02.50	18.00'	584.30
A4	312+12.50	18.00'	584.32
End. N. Appr. Pav't.	312+22.50	18.00'	584.34

**EAST EDGE OF PAVEMENT & WEST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
End. S. Appr. Pav't.	310+87.50	12.00'	584.34
A1	310+97.50	12.00'	584.35
A2	311+07.50	12.00'	584.35
Bk. S. Abut.	311+17.50	12.00'	584.36

**EAST EDGE OF PAVEMENT & WEST EDGE OF PAVEMENT**

Location	Station	Offset	Theoretical Grade Elevations
Bk. N. Abut.	311+92.50	12.00'	584.41
A3	312+02.50	12.00'	584.42
A4	312+12.50	12.00'	584.44
End. N. Appr. Pav't.	312+22.50	12.00'	584.46

**PROFILE GRADE LINE**

Location	Station	Offset	Theoretical Grade Elevations
End. S. Appr. Pav't.	310+87.50	0.00'	584.53
A1	310+97.50	0.00'	584.54
A2	311+07.50	0.00'	584.54
Bk. S. Abut.	311+17.50	0.00'	584.55

**PROFILE GRADE LINE**

Location	Station	Offset	Theoretical Grade Elevations
Bk. N. Abut.	311+92.50	0.00'	584.60
A3	312+02.50	0.00'	584.61
A4	312+12.50	0.00'	584.63
End. N. Appr. Pav't.	312+22.50	0.00'	584.65

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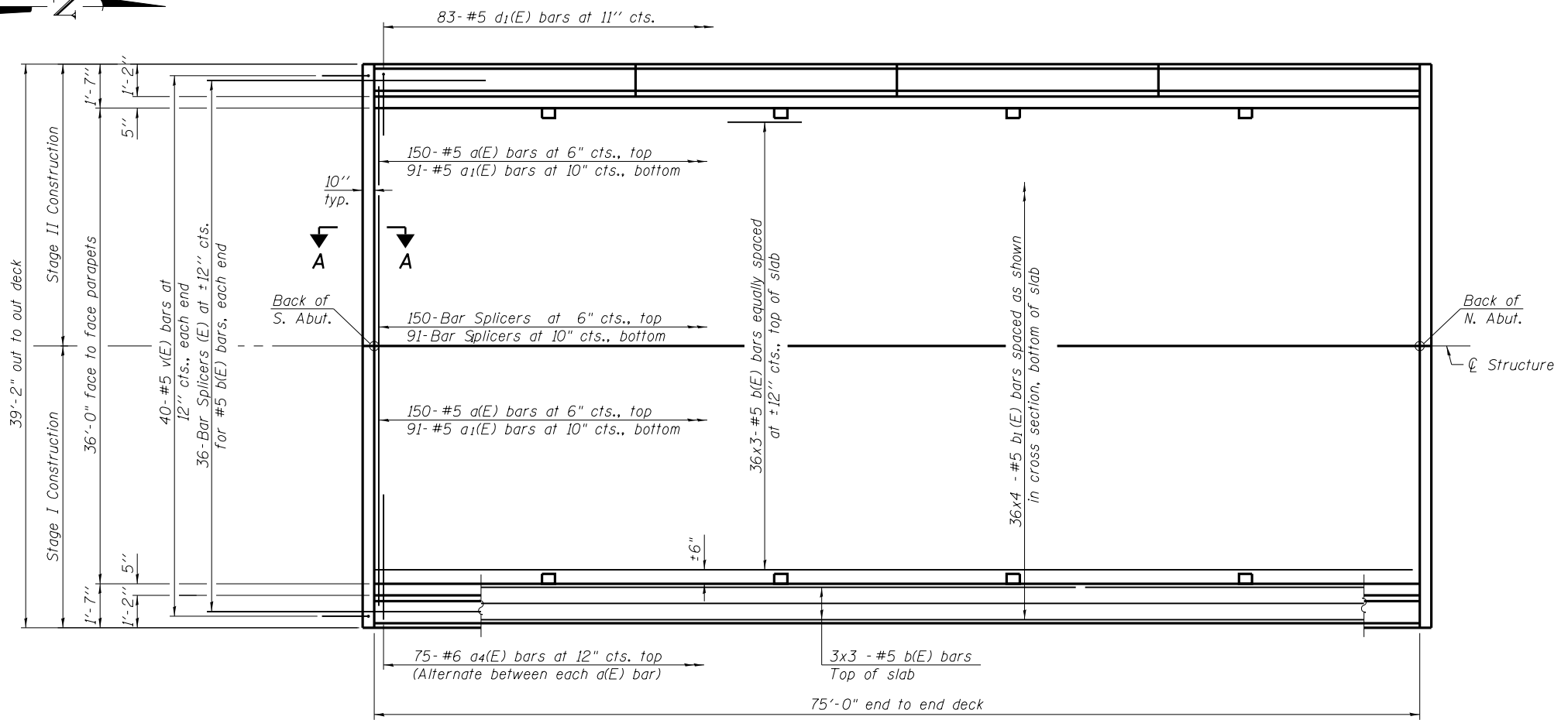
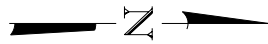
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DEPARTMENT OF TRANSPORTATION

(Sheet 3 of 3)

TOP OF SLAB ELEVATIONS  
STRUCTURE NO. 068-0511

SHEET NO. 7 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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CONTRACT NO. 72B66				
FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT				

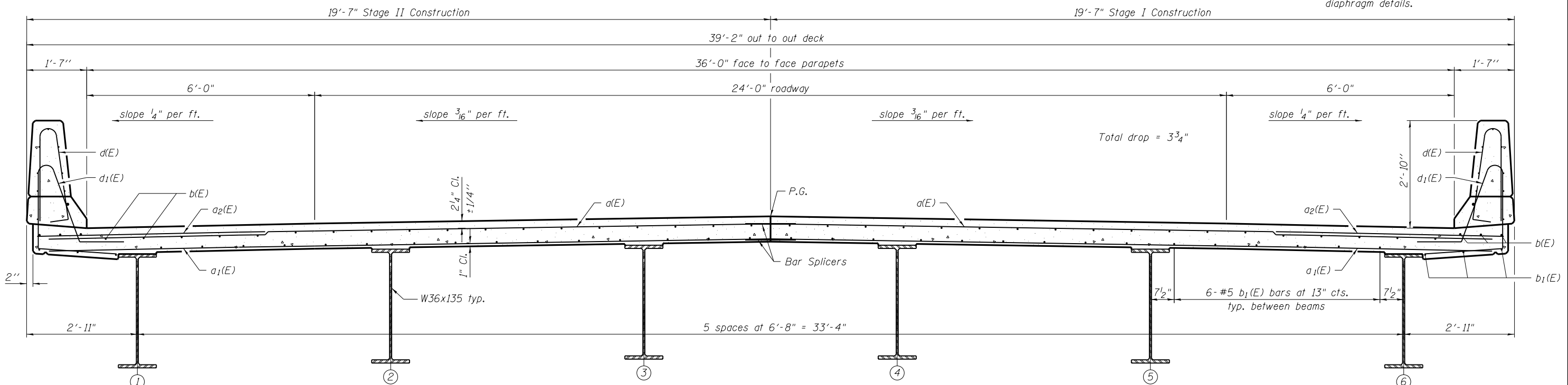


**MINIMUM BAR LAP**

#5 bar = 2'-7"  
#6 bar = 3'-1"

**PLAN**

- Notes:
1. See Sheet 9 of 20 for superstructure details and Bill of Material.
  2. Bars indicated thus 36 x 3-#5 etc. indicates 36 lines of bars with 3 lengths per line.
  3. See Sheet 9 of 20 for parapet reinforcement.
  4. See Sheet 13 of 20 for Section A-A and diaphragm details.



**CROSS SECTION**  
(Looking North)

**BENTON & ASSOCIATES, INC.**

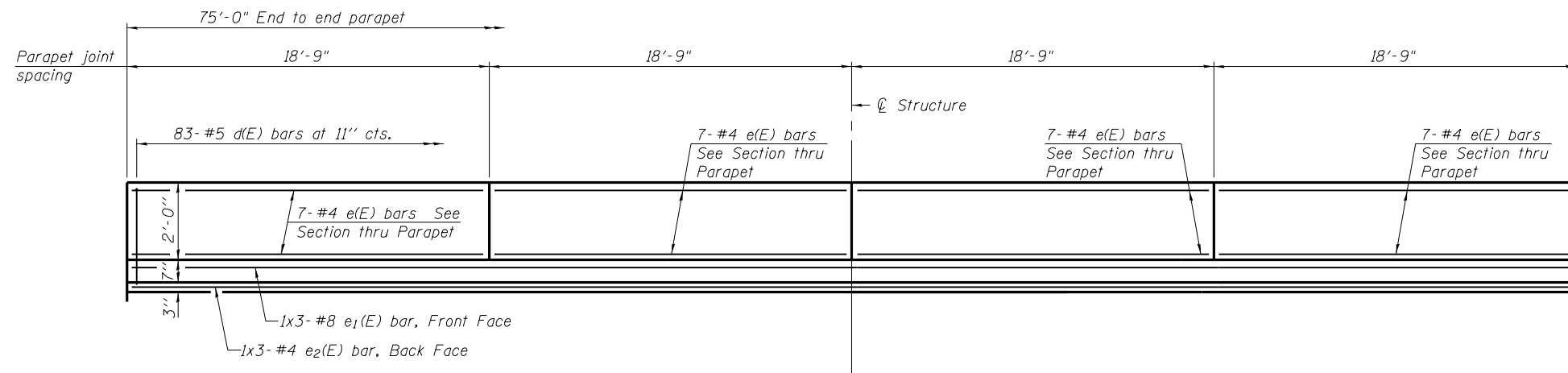
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**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

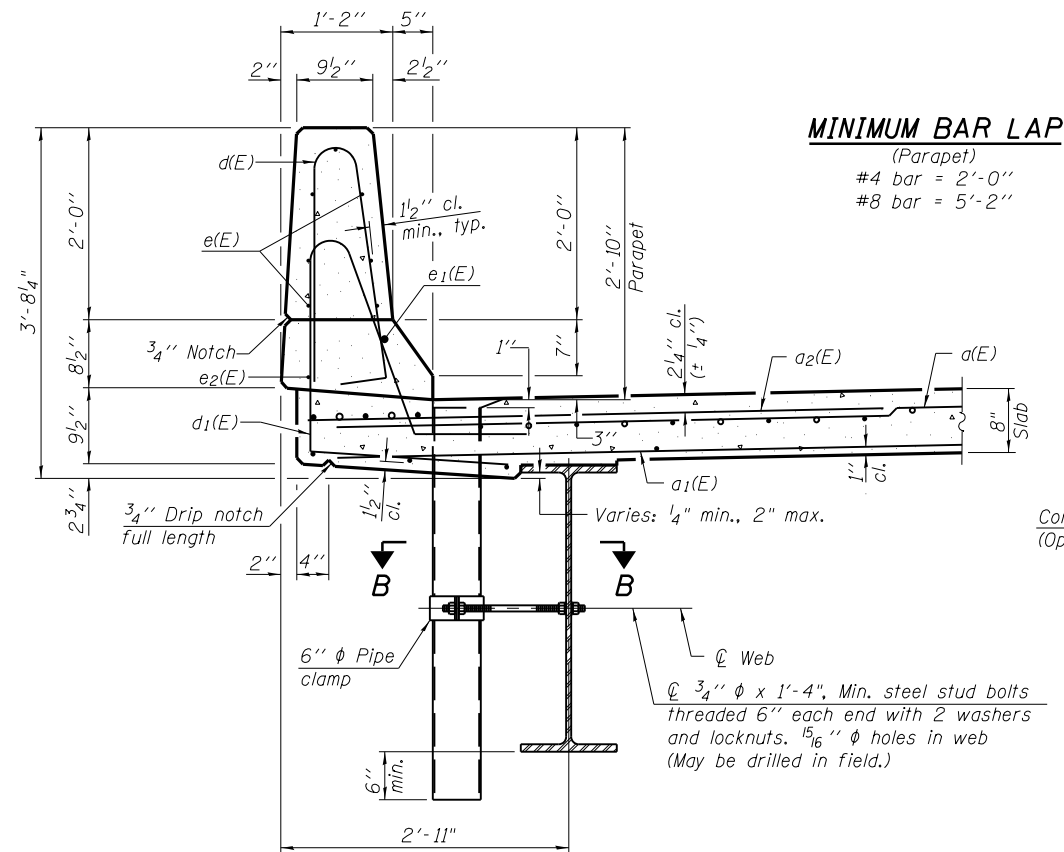
**SUPERSTRUCTURE  
STRUCTURE NO. 068-0511**

SHEET NO. 8 OF 20 SHEETS

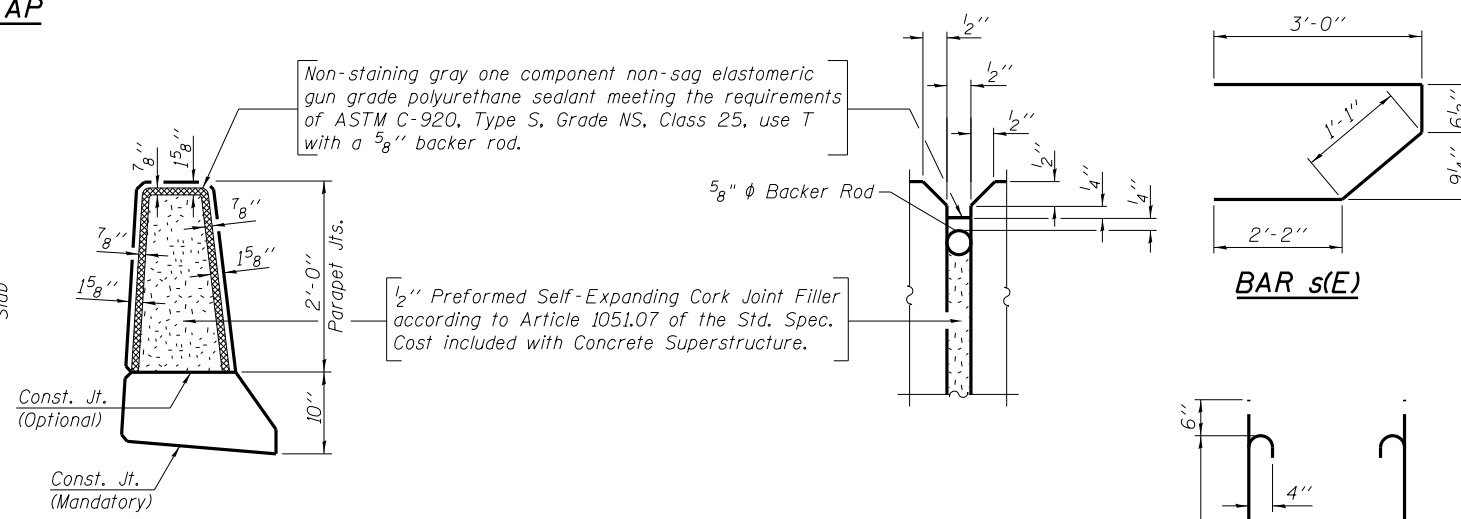
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	105B-1	MONTGOMERY	63	29
CONTRACT NO. 72B66				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				



**INSIDE ELEVATION OF PARAPET**



**MINIMUM BAR LAP**  
(Parapet)  
#4 bar = 2'-0"  
#8 bar = 5'-2"



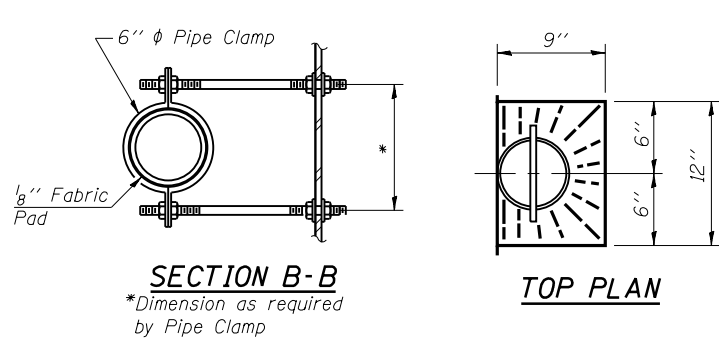
**PARAPET JOINT DETAILS**

Notes:  
The exterior surfaces of the floor drains shall be painted with the finish coat as specified in the special provisions for Cleaning and Painting New Metal Structures. The exterior surfaces of the drains shall be cleaned according to Society of Protective Coatings Spec. SSPC-SP1 prior to painting.  
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.  
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.

**SUPERSTRUCTURE**  
**BILL OF MATERIAL**

Bar	No.	Size	Length	Shape
a(E)	300	#5	19'-0"	—
a1(E)	182	#5	19'-0"	—
a2(E)	150	#6	6'-6"	—
b(E)	126	#5	26'-8"	—
b1(E)	144	#5	20'-8"	—
d(E)	168	#5	5'-7"	⌒
d1(E)	168	#5	7'-8"	⌒
e(E)	56	#4	18'-6"	—
e1(E)	6	#8	28'-4"	—
e2(E)	6	#4	26'-3"	—
m(E)	20	#6	19'-3"	—
m1(E)	16	#6	9'-8"	—
m2(E)	8	#6	6'-4"	—
m3(E)	4	#6	2'-7"	—
m4(E)	8	#6	8'-0"	—
m5(E)	4	#6	3'-2"	—
s(E)	82	#5	6'-10"	⌒
s1(E)	72	#4	10'-2"	⌒
v(E)	80	#5	3'-7"	⌒
Reinforcement Bars, Epoxy Coated		Pound	23580	
Concrete Superstructure		Cu. Yds.	118.5	

Bars indicated thus 1x2 - #4 etc. indicates 1 line of bars with 2 lengths per line.



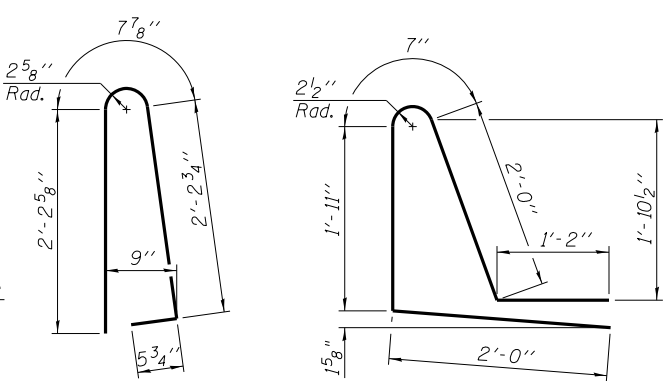
**SECTION B-B**  
\*Dimension as required by Pipe Clamp

**TOP PLAN**

**FIBERGLASS PIPE**

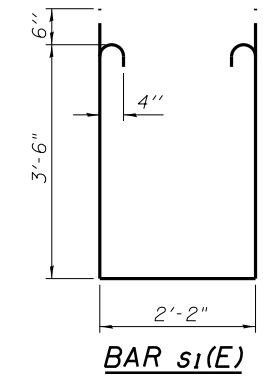
**ALUMINUM TUBE**

**TOP PLAN**  
(Showing Aluminum Tube)



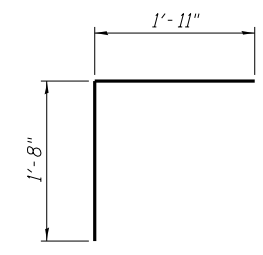
**BAR d(E)**

**BAR d1(E)**



**BAR s(E)**

**BAR s1(E)**



**BAR v(E)**

BENTON & ASSOCIATES, INC.

FILE NAME = P:\07el820-2\ Design\ Plans\ Structure Sheets\ 0680511-72B66-009-Super2.dgn	USER NAME =	DESIGNED - MBH	REVISED -
		CHECKED - SJH	REVISED -
		DRAWN - MBH	REVISED -
		CHECKED - SJH	REVISED -

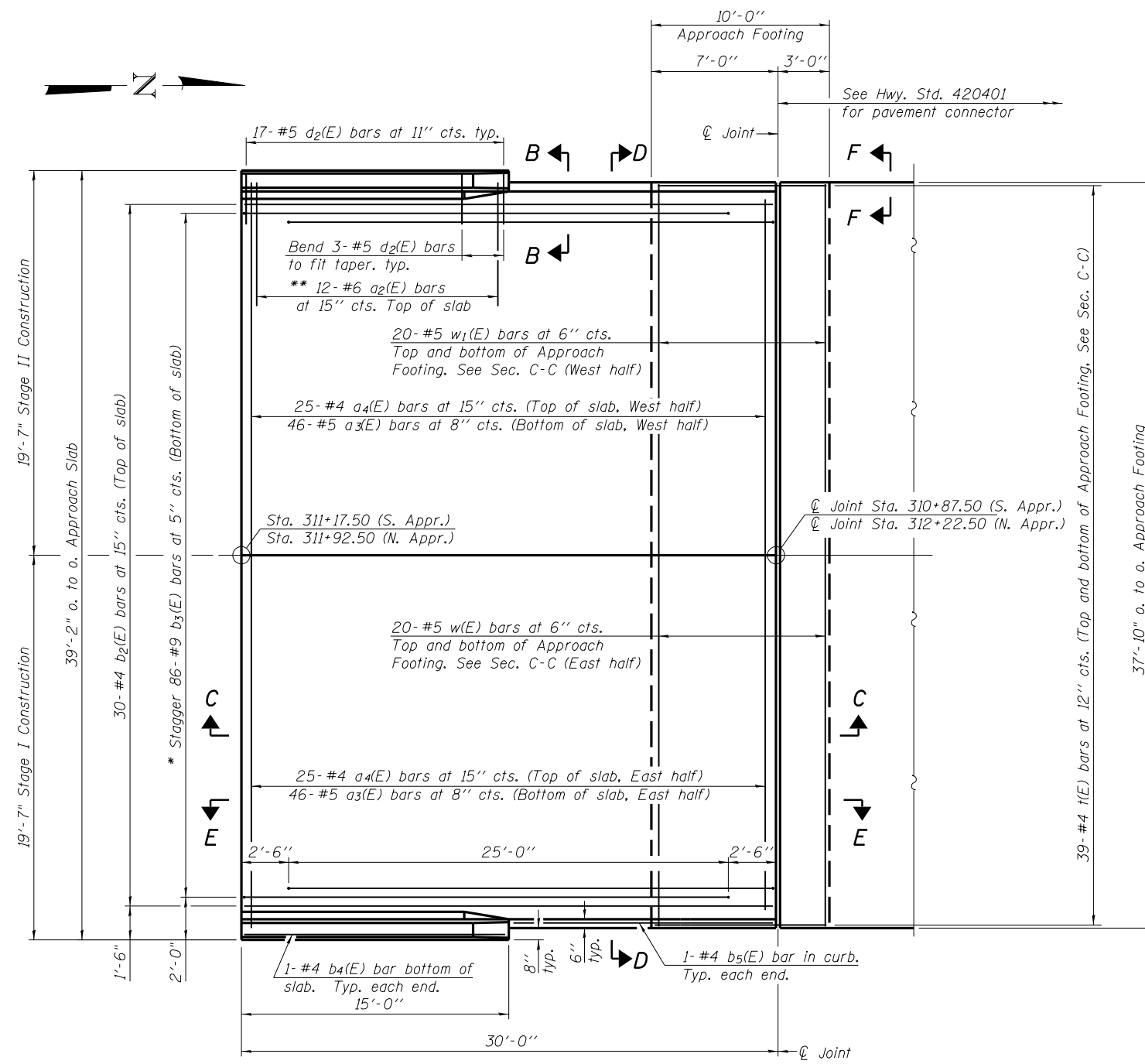
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS  
STRUCTURE NO. 068-0511

SHEET NO. 9 OF 20 SHEETS

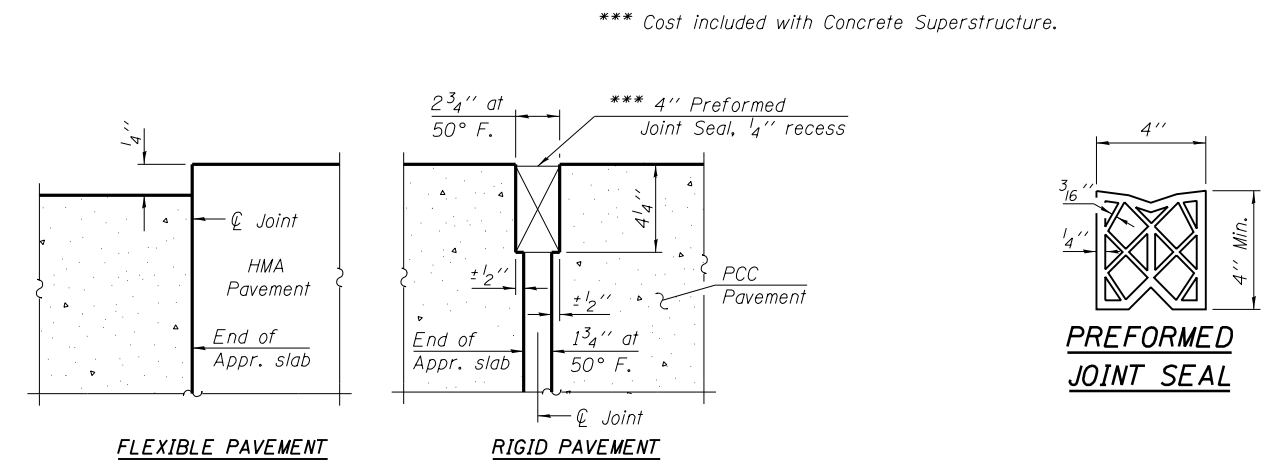
F.A.P. RTE. 42	SECTION 105B-1	COUNTY MONTGOMERY	TOTAL SHEETS 63	SHEET NO. 30
CONTRACT NO. 72B66			FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT	

Notes:  
See sheet 11 of 20 for Sections C-C & D-D and View E-E.  
a<sub>2</sub>(E), a<sub>3</sub>(E), a<sub>4</sub>(E), bar spacings measured along  $\varnothing$  Rdwy.

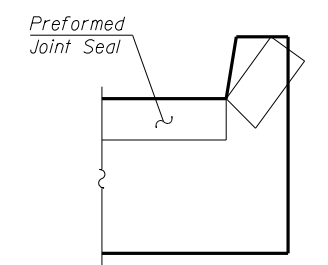


**PLAN**

\* Tilt #9 b<sub>3</sub>(E) bars as required to maintain clearance.  
\*\* Space between a<sub>2</sub>(E) bars, typ. ea. parapet.

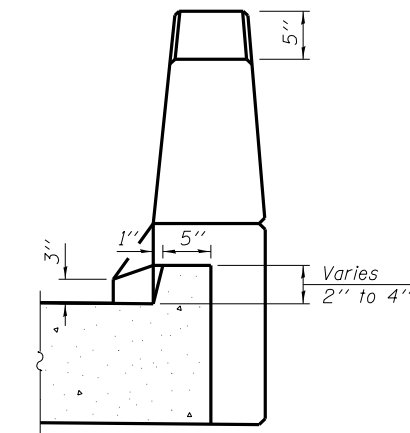


**DETAIL A**



**VIEW F-F**

Angle Preformed Joint Seal at 45° at curbs when req'd for drainage.

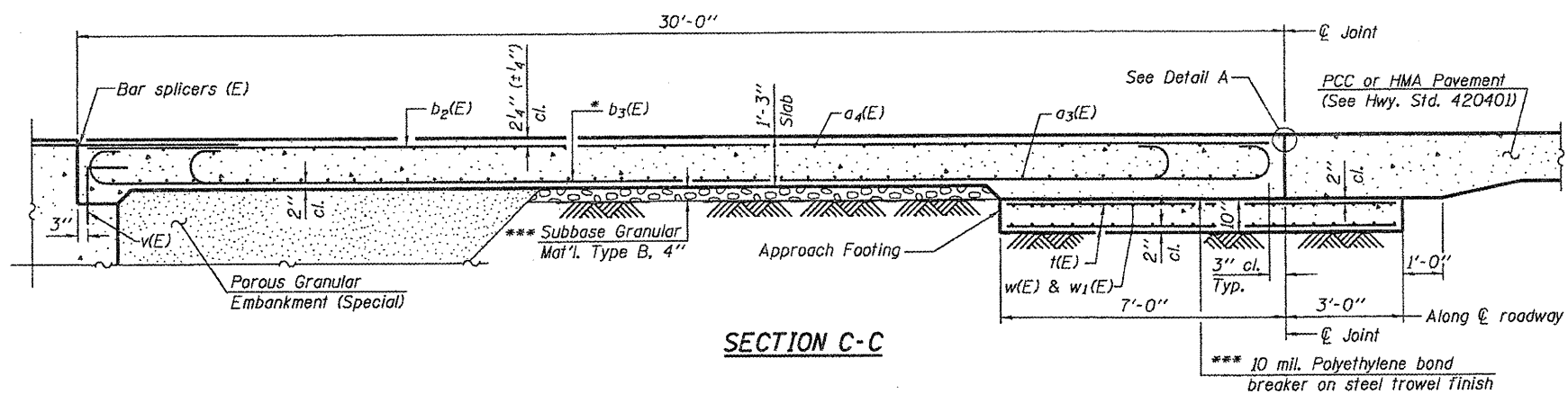


**VIEW B-B**

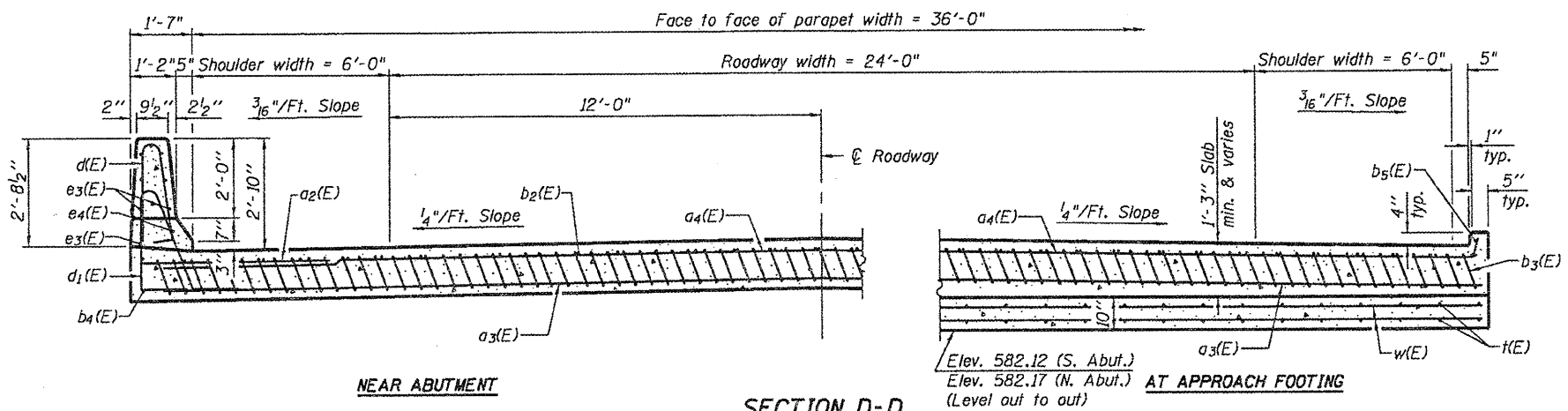
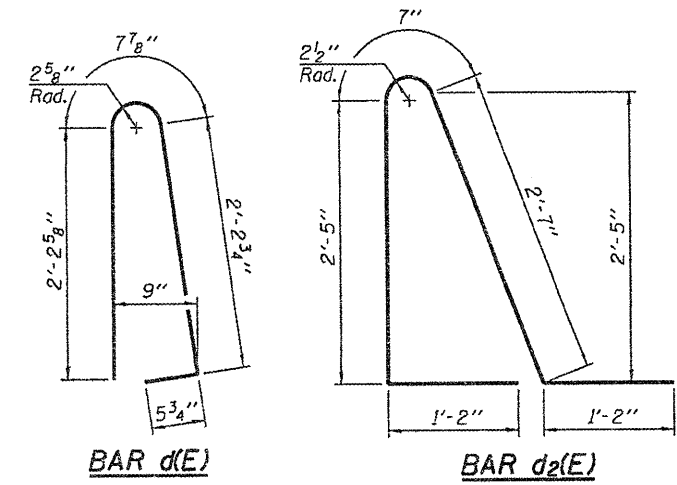
BA-0 7-1-10  
BENTON & ASSOCIATES, INC.

(Sheet 1 of 2)

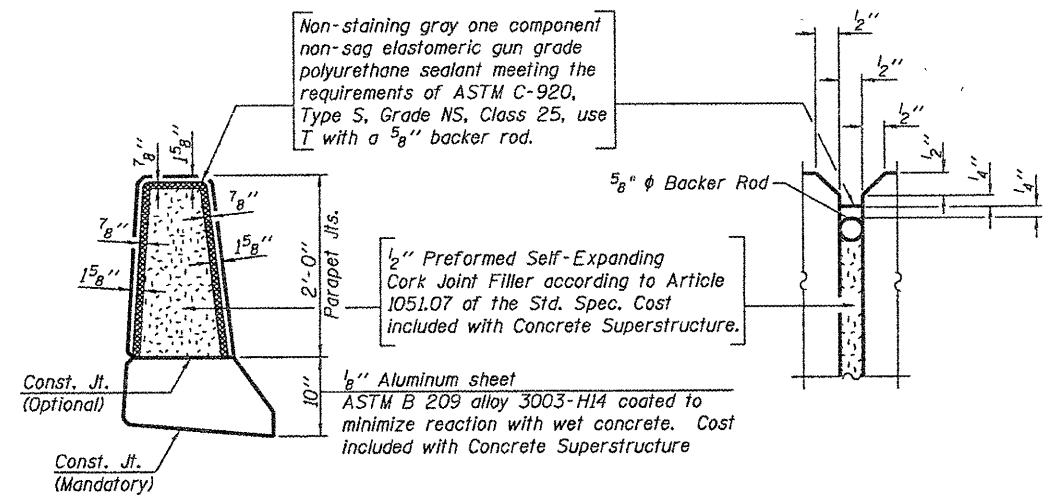
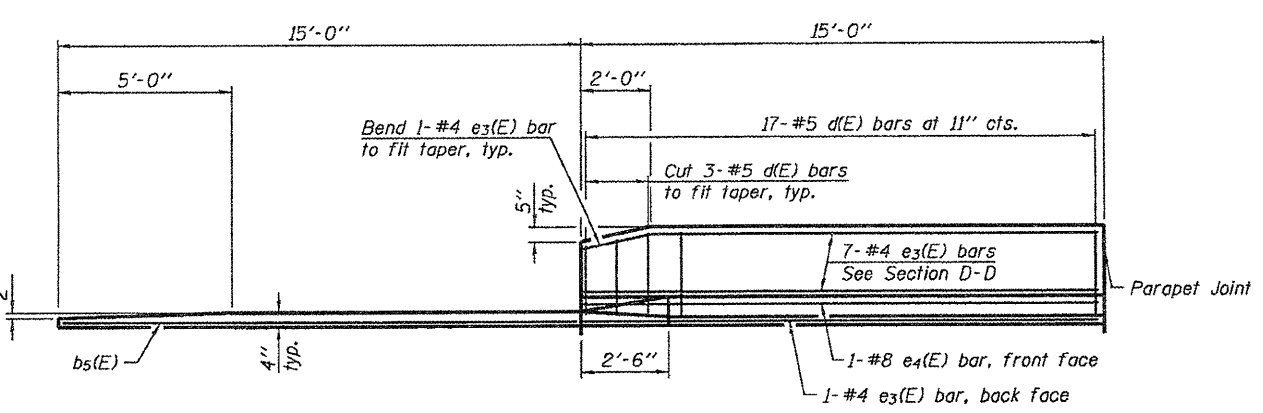
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	PLOT SCALE =	CHECKED - SJH	REVISD -			CONTRACT NO. 72B66				
	PLOT DATE =	DRAWN - MBH	REVISD -			SHEET NO. 10 OF 20 SHEETS				
		CHECKED - SJH	REVISD -			FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				



- Notes:
1. See sheet 10 of 20 for Detail A and View B-B.
  2. Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
  3. Approach footing concrete shall be paid for as Concrete Structures.
  4. Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
  5. For v(E) bar details, see sheet 9 of 20.
  6. The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
  7. For bar splicer details, see sheet 18 of 20.
  8. Cost of excavation for approach footing included with Concrete Structures.
  9. For Porous Granular Embankment (Special) and drainage treatment details, see sheet 13 of 20.
  10. For additional parapet details, see sheet 9 of 20.



\* 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
a2(E)	48	#6	6'-6"	—
a3(E)	184	#5	18'-9"	—
a4(E)	100	#4	19'-0"	—
b2(E)	60	#4	29'-8"	—
b3(E)	172	#9	29'-9"	—
b4(E)	4	#4	14'-8"	—
b5(E)	4	#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)	78	#4	9'-8"	—
w(E)	80	#5	20'-5"	—
w1(E)	80	#5	17'-10"	—
Concrete Superstructure		Cu. Yd.	116.3	
Concrete Structures		Cu. Yd.	23.4	
Reinforcement Bars, Epoxy Coated		Pound	29290	

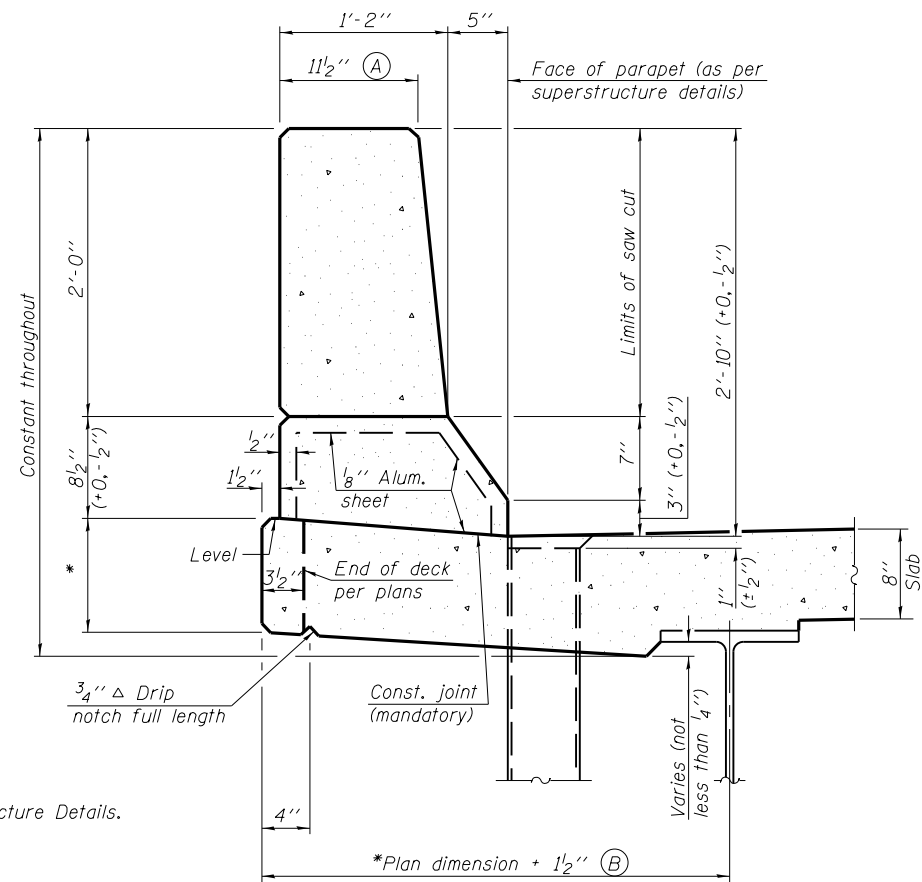
- Notes:
- Floor drains need not be painted.
  - Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
  - Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.

BA-0 7-1-10  
 BENTON & ASSOCIATES, INC.

(Sheet 2 of 2)

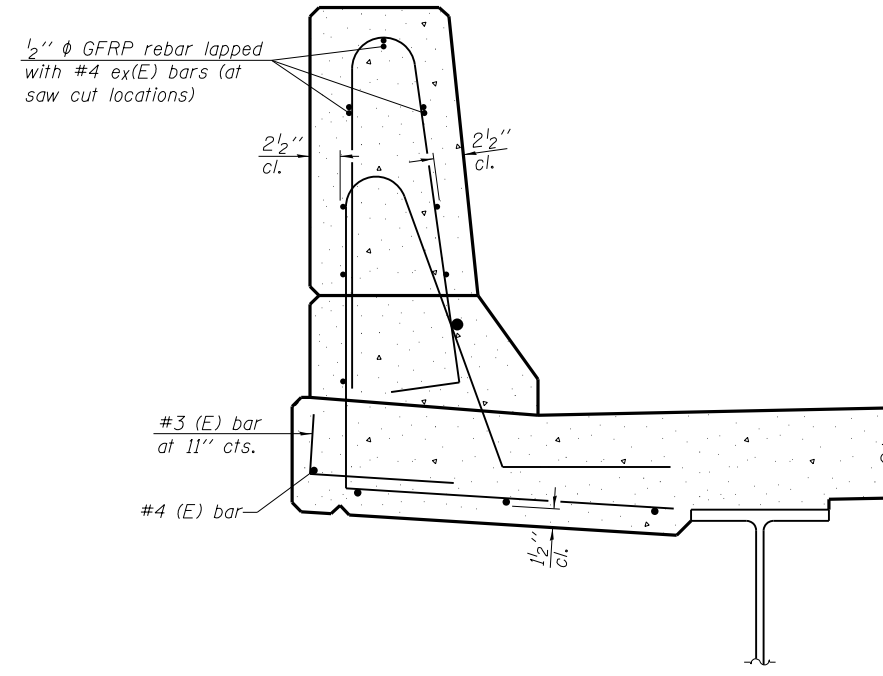
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	PLOT SCALE =	CHECKED - SJH	REvised -			CONTRACT NO. 72866					
	DRAWN - MBH	CHECKED - SJH	REvised -			FED. ROAD DIST. NO. 6 ILLINOIS FED. AID PROJECT					
	PLOT DATE =	CHECKED - SJH	REvised -			SHEET NO. 11 OF 20 SHEETS					





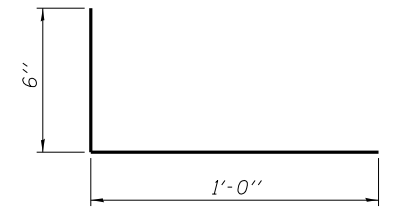
**SECTION**  
(Showing dimensions)

\* See Superstructure Details.

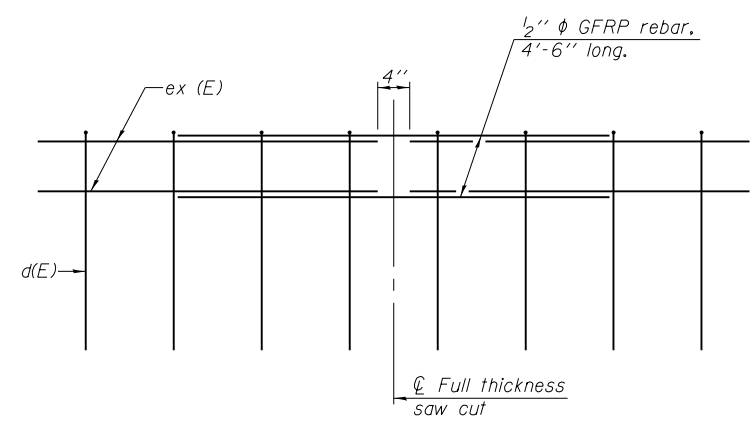


**SECTION**  
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

- GENERAL NOTES**
1. All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. of parapet.
  2. Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler.
  3. Steel superstructure shown. Other superstructure types similar.



**#3 (E) BAR**



**GFRP REBAR STIFFENING DETAIL**  
(Place as shown in parapet section at each parapet joint location.)

SFP-34 7-1-10  
BENTON & ASSOCIATES, INC.

FILE NAME = P:\07el820-2\ Design\ Plans\ Structure Sheets\ 0680511-72B66-012-S1.p.dgn	USER NAME =	DESIGNED - MBH	REVISED -
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	PLOT DATE =	CHECKED - SJH	REVISED -

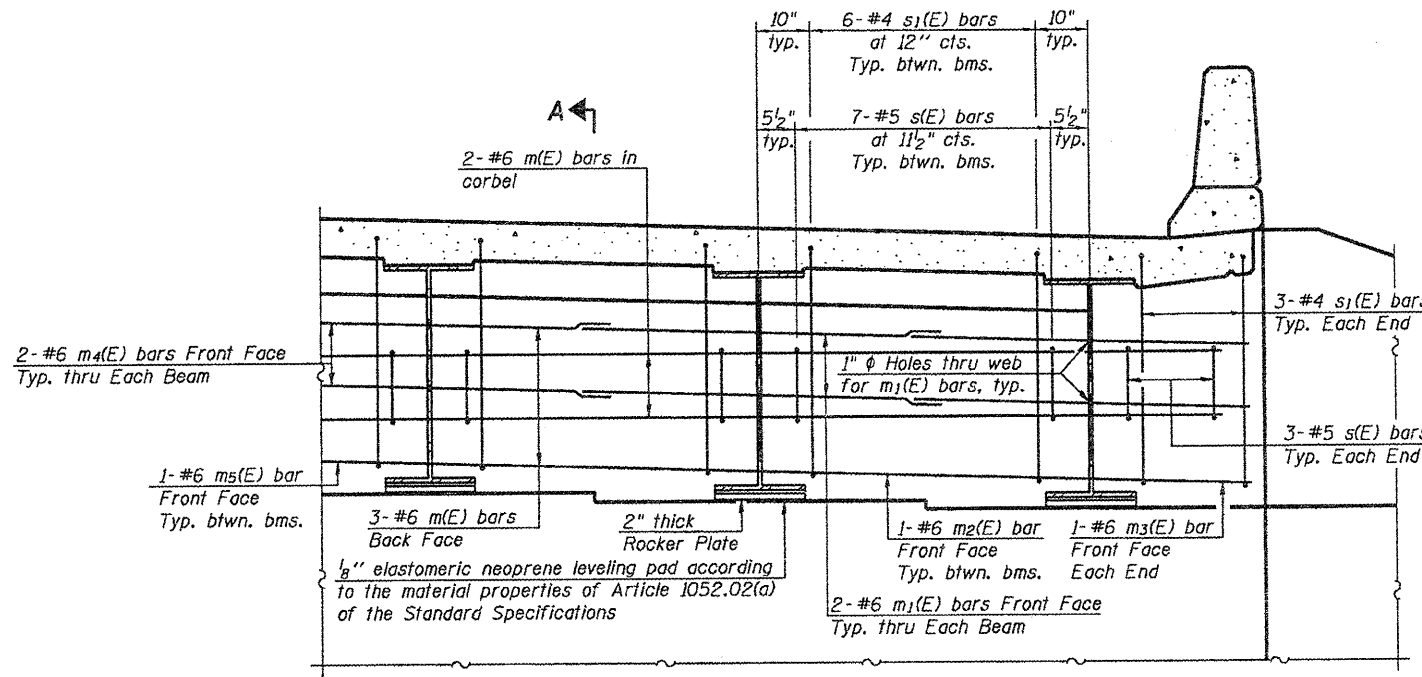
STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION  
STRUCTURE NO. 068-0511

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	105B-1	MONTGOMERY	63	33
CONTRACT NO. 72B66				

SHEET NO. 12 OF 20 SHEETS

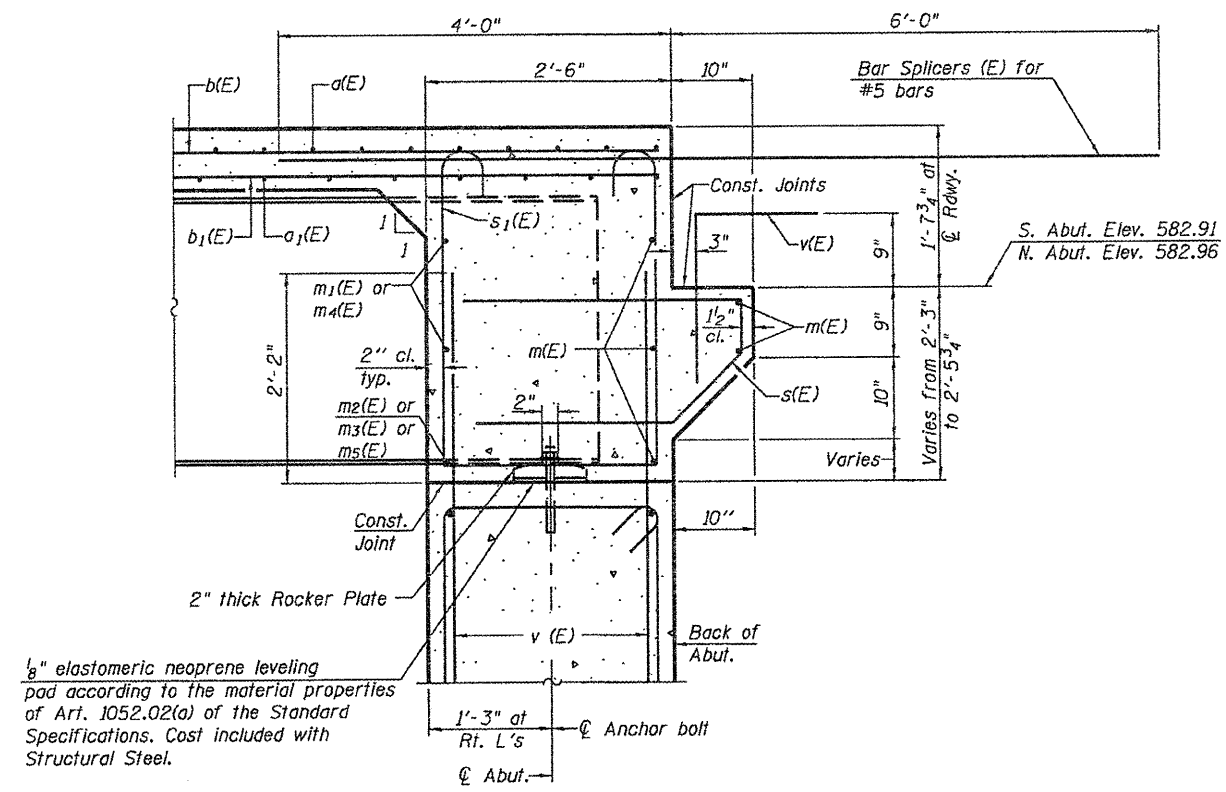
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT



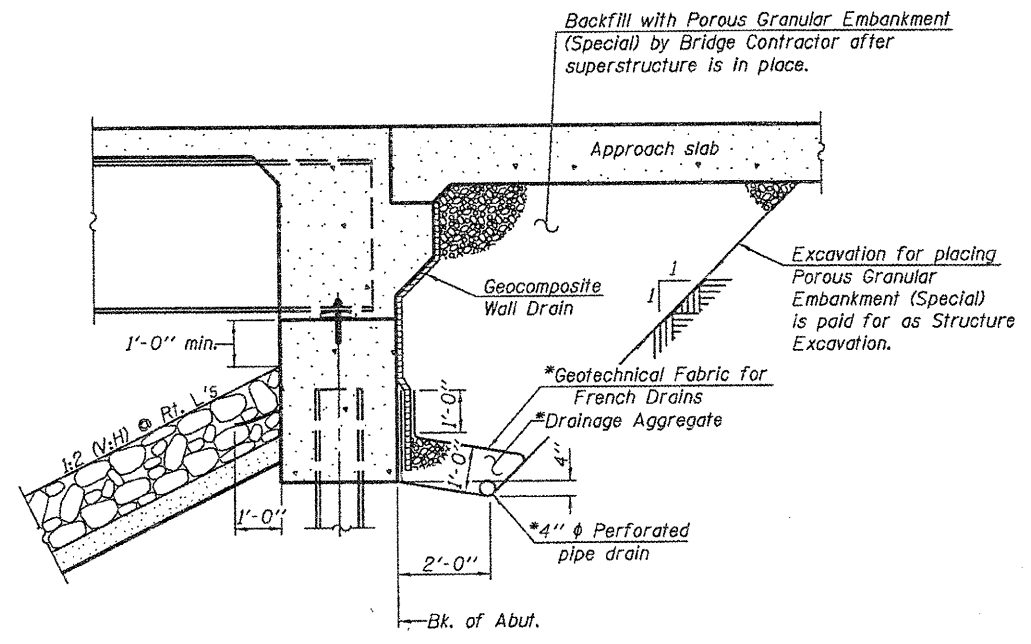
**DIAPHRAGM ELEVATION AT ABUTMENT**

Notes:  
 Reinforcement bars in diaphragm are billed with superstructure on sheet 7 of 20.  
 Concrete in diaphragm is included with Concrete Superstructure on sheet 7 of 20.  
 For details of bars s(E) & s1(E) see sheet 7 of 20.  
 The s(E) and s1(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.

**MIN. BAR LAP**  
 #6 bar = 3'-4"



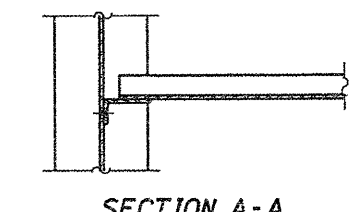
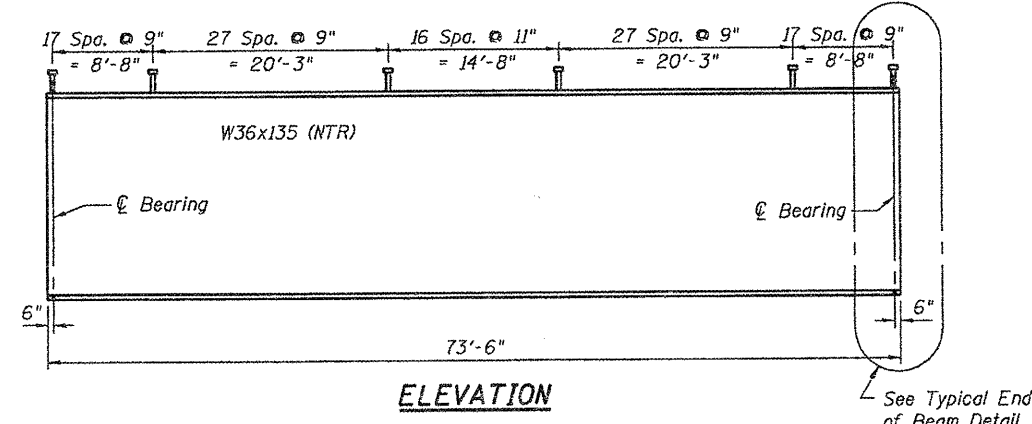
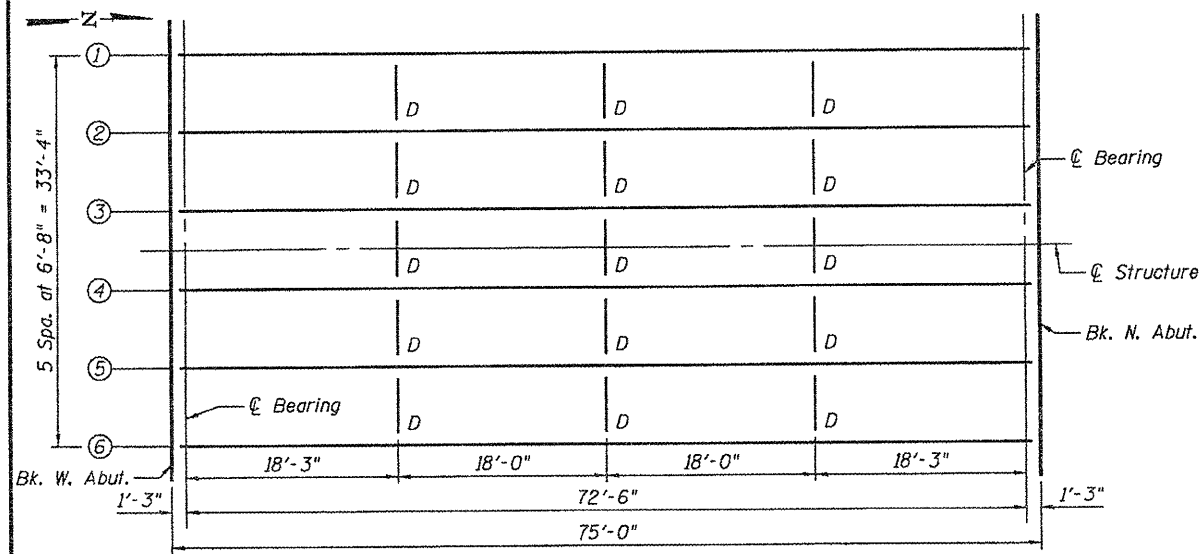
**SECTION A-A**  
 Dimensions at right angles to abutment, except as shown.



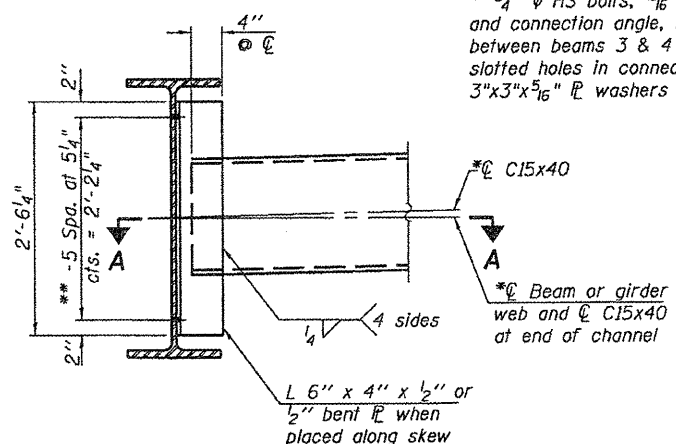
**SECTION THRU INTEGRAL ABUTMENT**  
 (Horiz. dim. @ Rt. L's)

\*Included in the cost of Pipe Underdrains for Structures.  
 Note:  
 All drainage system components shall extend to 2'-0" from the end of each wingwall except an outlet pipe shall extend until intersecting with the side slopes. The pipes shall drain into concrete headwalls. (See Article 601.05 of the Standard Specifications and Highway Standard 60110J).

BENTON & ASSOCIATES, INC.				STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION		INTEGRAL ABUTMENT DIAPHRAGM DETAILS STRUCTURE NO. 068-0511		F.A.P. SECTION COUNTY TOTAL SHEETS SHEET NO.	
FILE NAME = P:\07e1828-2\ Design\ Plans\ Structure Sheets\ 0680511-72866-013-Abut.Dwg.dgn								42	105B-1
USER NAME =	DESIGNED - MBH	REvised -	REvised -	SHEET NO. 13 OF 20 SHEETS		FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT			
PLOT SCALE =	CHECKED - SJH	REvised -	REvised -						
PLOT DATE =	DRAWN - MBH	REvised -	REvised -			CONTRACT NO. 72B66			
	CHECKED - SJH	REvised -	REvised -						



Note:  
 Two hardened washers required for each set of oversized holes.  
 \*Alternate C15x50 channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section.  
 The alternate, if utilized, shall be provided at no additional cost to the Department.  
 \*\*3/4" φ HS bolts, 1 5/16" φ holes in beam web and connection angle, EXCEPT for diaphragms between beams 3 & 4 use 1 1/8" x 1 7/8" vertical slotted holes in connection angle, and provide 3"x3"x3/16" φ washers over slotted holes.



- Notes:
- All structural steel shall be AASHTO M270 Grade 50W.
  - Load carrying components designated "NTR" shall conform to the Supplemental Requirements for Notch Toughness, Zone 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.
  - For Stage II Construction, diaphragms between Beam 3 & 4 shall be installed with bolts at both beams only finger-tight and with slots positioned to allow maximum differential deflection the deck pour. Bolts shall be fully tightened as soon as possible after deck pour to minimize differential deflections due to traffic.

		0.5 Span
$I_s$	(in <sup>4</sup> )	7800
$I_c(n)$	(in <sup>4</sup> )	20397
$I_c(3n)$	(in <sup>4</sup> )	15531
$S_s$	(in <sup>3</sup> )	439
$S_c(n)$	(in <sup>3</sup> )	638
$S_c(3n)$	(in <sup>3</sup> )	583
Z	(in <sup>3</sup> )	509
DC1	(k/')	0.84
MDC1	('k)	551.9
DC2	(k/')	0.15
MDC2	('k)	98.6
DW	(k/')	0.34
MDW	('k)	223.4
$M_L + IM$	('k)	1049.5
$M_u$ (Strength I)	('k)	2984.9
$\phi_r M_n, \phi_r M_{nc}$	('k)	3343.7
$f_s$ DC1	(ksi)	15.1
$f_s$ DC2	(ksi)	2.0
$f_s$ DW	(ksi)	4.6
$f_s$ 1.3(L+IM)	(ksi)	24.0
$f_s$ (Service II)	(ksi)	45.7
$f_s$ (Total)(Strength I)	(ksi)	--
$V_r$	(k)	53.4

\* Compact sections  
 \*\* Non-Compact and slender sections

	Abut.
RDC1	(k) 30.5
RDC2	(k) 5.4
RDW	(k) 12.3
$R_L + IM$	(k) 82.2
RTotal	(k) 130.4

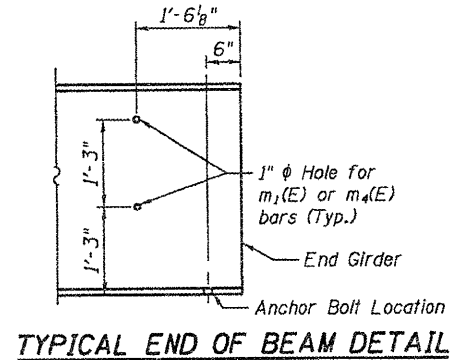
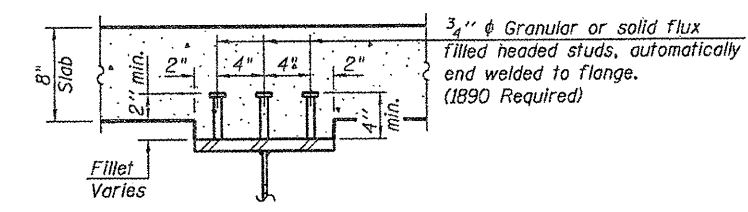
$I_s, S_s$ : Non-composite moment of inertia and section modulus of the steel section used for computing  $f_s$  (Total-Strength I, and Service II) due to non-composite dead loads (in.<sup>4</sup> and in.<sup>3</sup>).

$I_c(n), S_c(n)$ : Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing  $f_s$  (Total-Strength I, and Service II) due to short-term composite live loads (in.<sup>4</sup> and in.<sup>3</sup>).

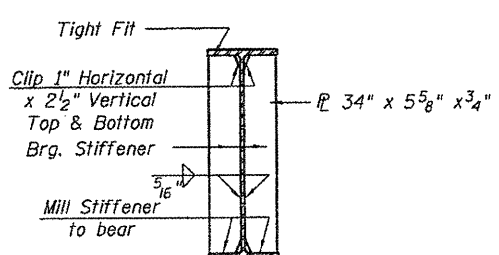
$I_c(3n), S_c(3n)$ : Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing  $f_s$  (Total-Strength I, and Service II) due to long-term composite (superimposed) dead loads (in.<sup>4</sup> and in.<sup>3</sup>).

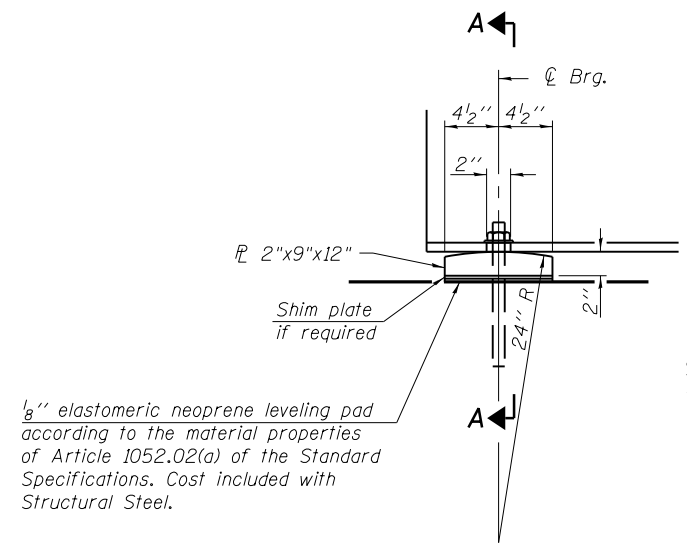
Z: Plastic Section Modulus of the steel section in non-composite areas. Omit line in Moment Table if not used in design calculations (in.<sup>3</sup>).

DC1: Un-factored non-composite dead load (kips/ft.).  
 MDC1: 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.).  
 MDC2: 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.).  
 MDW: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).  
 $M_L + IM$ : Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).  
 $M_u$  (Strength I): Factored design moment (kip-ft.).  
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 MDW + 1.75 M_L + IM$   
 $\phi_r M_n$ : Compact composite positive moment capacity computed according to Article 6.10.7.1 (kip-ft.).  
 $\phi_r M_{nc}$ : Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).  
 $f_s$  (Service II): Sum of stresses as computed from the moments below (ksi).  
 $M_{DC1} + M_{DC2} + MDW + 1.3 M_L + IM$   
 $f_s$  (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).  
 $1.25 (M_{DC1} + M_{DC2}) + 1.5 MDW + 1.75 M_L + IM$   
 $V_r$ : Maximum factored shear range in composite portion of span computed according to Article 6.10.10.

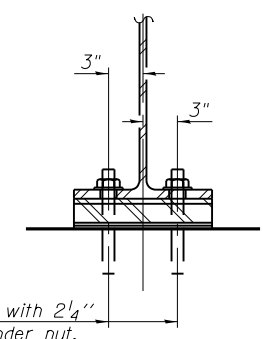


Girder	℄ S. Abut.	℄ N. Abut.
1	583.56	583.61
2	583.68	583.73
3	583.79	583.84
4	583.79	583.84
5	583.68	583.73
6	583.56	583.61





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

**SECTION A-A**

**ELEVATION AT ABUTMENT**

**FIXED BEARING**

- Notes:
- Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). 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.
  - Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on the bearing details.

**BILL OF MATERIAL**

Item	Unit	Total
Anchor Bolts, 1" $\phi$	Each	24

**BENTON & ASSOCIATES, INC.**

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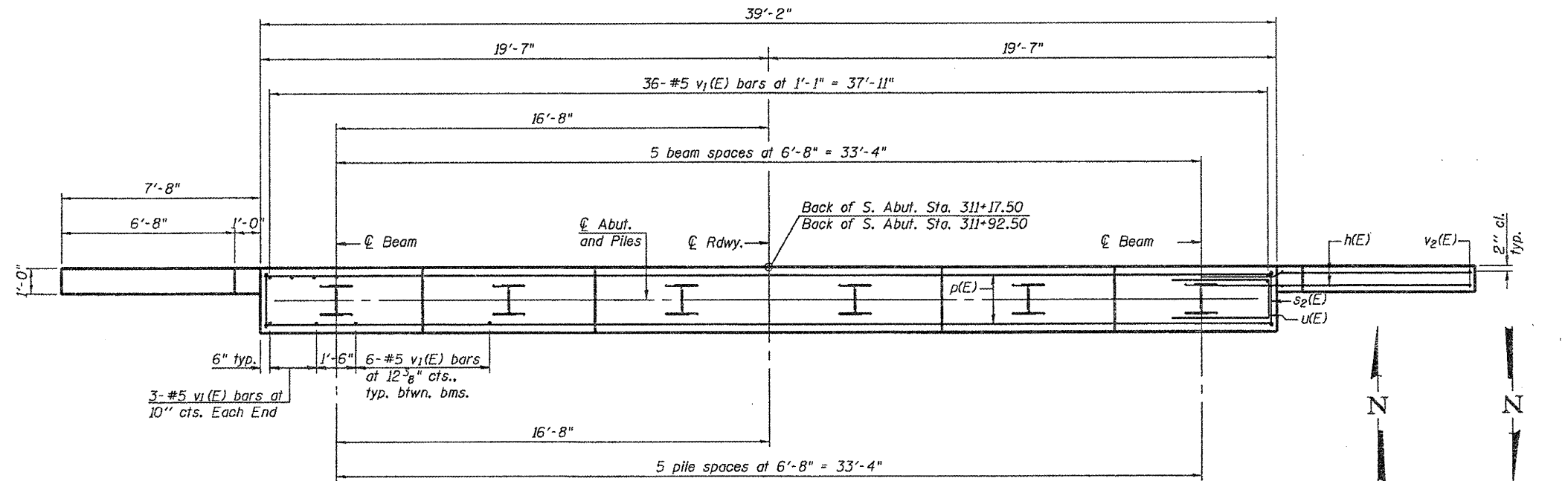
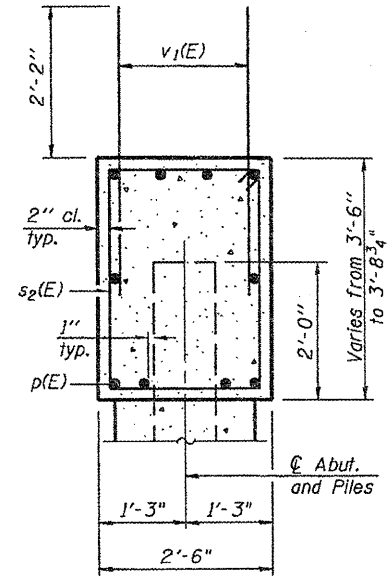
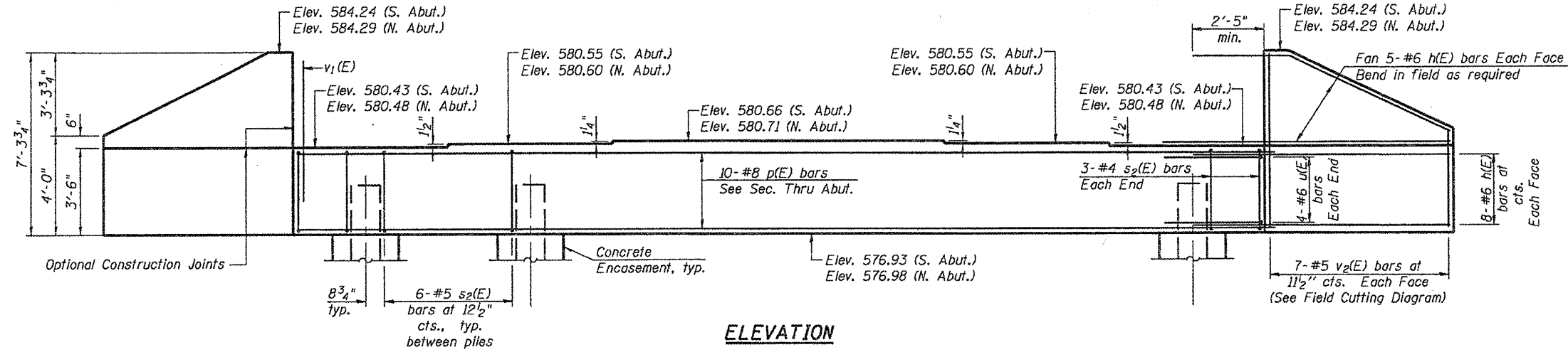
**STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION**

**BEARING DETAILS  
STRUCTURE NO. 068-0511**

SHEET NO. 15 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	105B-1	MONTGOMERY	63	36
CONTRACT NO. 72B66				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

Notes:  
Pour steps monolithically with cap.



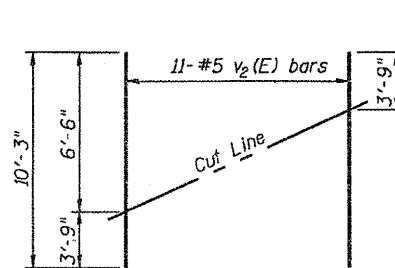
**BILL OF MATERIAL**

Bar No.	Size	Length	Shape
h(E)	104 #6	9'-4"	—
p(E)	40 #8	19'-6"	—
s <sub>2</sub> (E)	72 #5	11'-7"	□
u(E)	16 #6	7'-5"	□
v <sub>1</sub> (E)	144 #5	4'-4"	—
v <sub>2</sub> (E)	28 #5	10'-3"	—
Structure Excavation	Cu. Yd.	228	
Concrete Structures	Cu. Yd.	33.0	
Reinforcement Bars, Epoxy Coated	Pound	5540	
Furnishing Steel Piles, HP 14x73	Foot	490	
Driving Piles	Foot	490	
Test Pile Steel HP 14x73	Each	2	
Concrete Encasement	Cu. Yd.	6.6	

For details of Bar Splicers, see sheet 18 of 20.  
For details of piles and Concrete Encasement, see sheet 17 of 20.

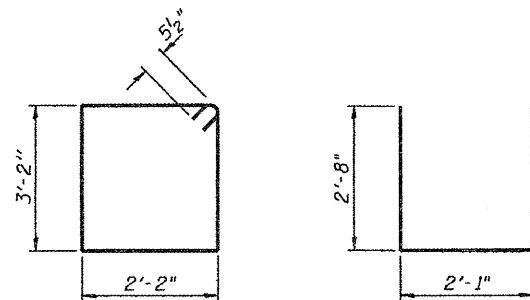
**PILE DATA**

	N. Abut.	S. Abut.
Type:	HP14x73	HP14x73
Nominal Required Bearing:	578 kip	578 kip
Maximum Factored Resistance Available:	313 kip	315 kip
Est. Length:	50	48
No. Production Piles:	5	5
No. Test Piles:	1	1



**FIELD CUTTING DIAGRAM**

Order v<sub>2</sub>(E) full length. Cut as shown and use remainder of bars in opposite face.



AI-0  
BENTON & ASSOCIATES, INC.

7-1-10

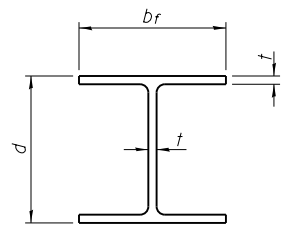
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		S.JH	
		DRAWN -	REVISIONS
		MBH	
		CHECKED -	REVISIONS
		S.JH	

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

ABUTMENTS  
STRUCTURE NO. 068-0511

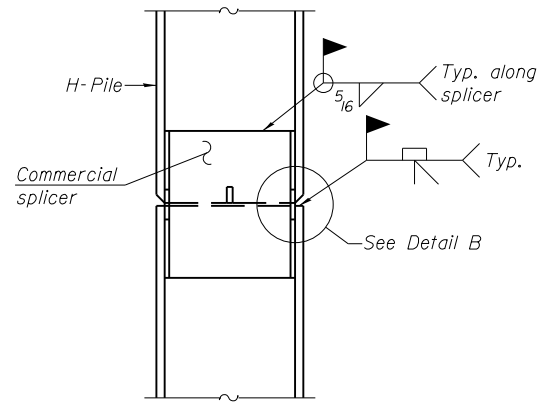
SHEET NO. 16 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	105B-1	MONTGOMERY	63	37
FED. ROAD DIST. NO. 8 (ILLINOIS) FED. AID PROJECT			CONTRACT NO. 72B66	

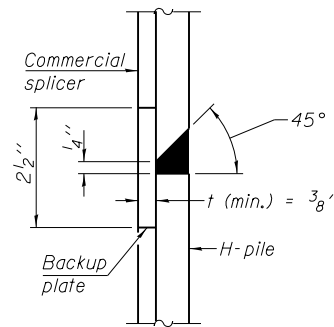


**STEEL PILE TABLE**

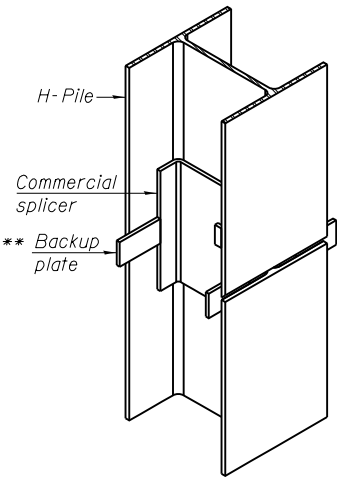
Designation	Depth d	Flange width br	Web and Flange thickness t	Encasement diameter A
HP 14x117	14 1/4"	14 7/8"	13/16"	30"
x102	14"	14 3/4"	1/16"	30"
x89	13 7/8"	14 3/4"	5/8"	30"
x73	13 5/8"	14 5/8"	1/2"	30"
HP 12x84	12 1/4"	12 1/4"	1/16"	24"
x74	12 1/8"	12 1/4"	5/8"	24"
x63	12"	12 1/8"	1/2"	24"
x53	11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



**ELEVATION**

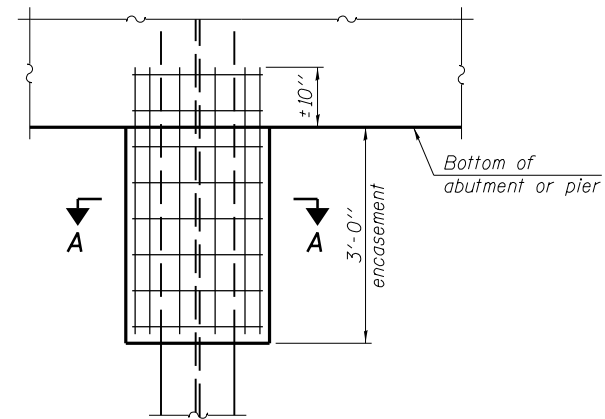


**DETAIL "B"**



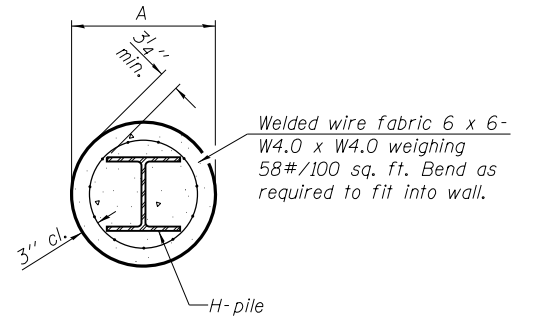
**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE**



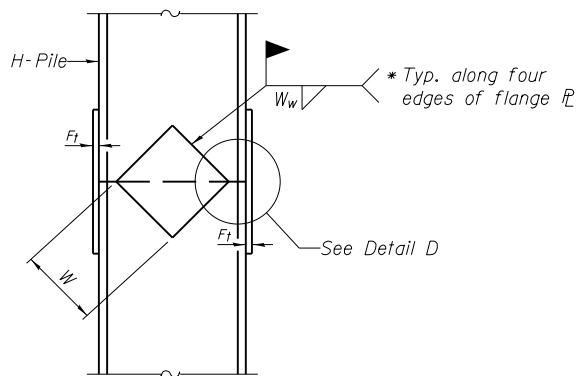
**ELEVATION**

**PILE ENCASEMENT**



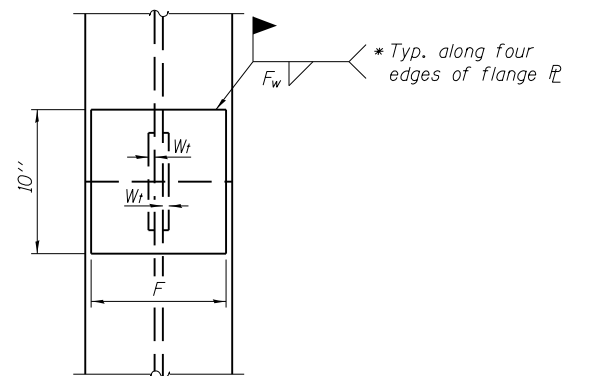
**SECTION A-A**

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



**ELEVATION**

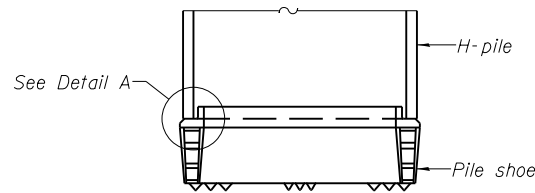
**DETAIL D**



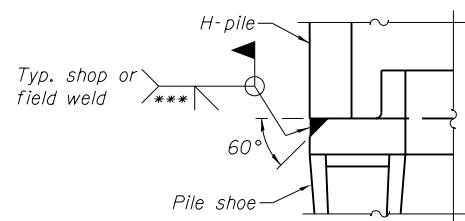
**END VIEW**

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

**WELDED PLATE FIELD SPLICE**

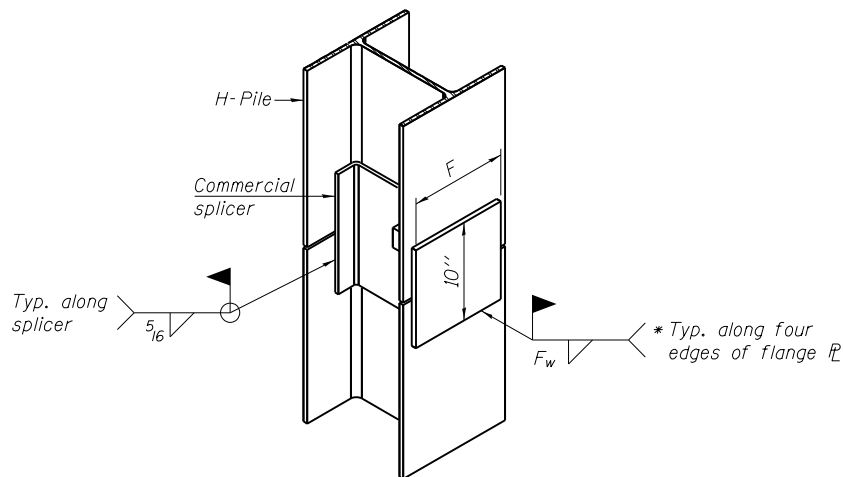


**ELEVATION**



**DETAIL A**

**H-PILE SHOE ATTACHMENT**



**ISOMETRIC VIEW**

**WELDED COMMERCIAL SPLICE ALTERNATE**

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

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

**F-HP**  
BENTON & ASSOCIATES, INC.

7-1-10

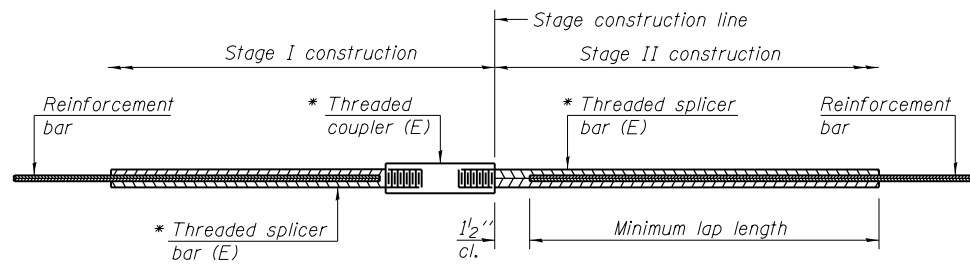
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		DRAWN - MBH	REVISIONS -
		CHECKED - SJH	REVISIONS -

STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

HP PILE DETAILS  
STRUCTURE NO. 068-0511

SHEET NO. 17 OF 20 SHEETS

F.A.P. RTE. 42	SECTION 105B-1	COUNTY MONTGOMERY	TOTAL SHEETS 63	SHEET NO. 38
CONTRACT NO. 72B66				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				



**STANDARD BAR SPLICER ASSEMBLY**

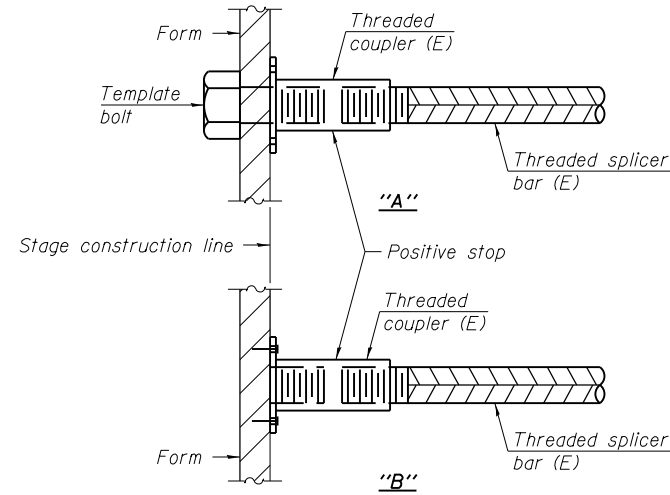
Minimum Lap Lengths					
Bar size to be spliced	Table 1	Table 2	Table 3	Table 4	Table 5
3, 4	1'-5"	1'-11"	2'-1"	2'-4"	2'-3"
5	1'-9"	2'-5"	2'-7"	2'-11"	2'-10"
6	2'-1"	2'-11"	3'-1"	3'-6"	3'-4"
7	2'-9"	3'-10"	4'-2"	4'-8"	4'-6"
8	3'-8"	5'-1"	5'-5"	6'-2"	5'-10"
9	4'-7"	6'-5"	6'-10"	7'-9"	7'-5"

- 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, Top bar lap, Class B

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

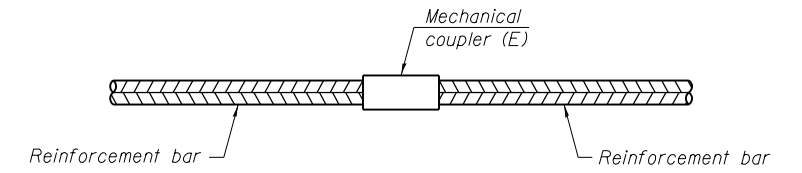
\* Epoxy not required on Bar Splicer Assembly components used in conjunction with black bars.

Location	Bar size	No. assemblies required	Table for minimum lap length
p(E) bars	#8	20	4
m(E) bars	#6	6	4
m <sub>4</sub> (E) bars	#6	4	4
m <sub>5</sub> (E) bars	#6	2	4
a(E) bars	#5	150	4
a <sub>1</sub> (E) bars	#5	91	4
a <sub>3</sub> (E) bars	#5	92	4
a <sub>4</sub> (E) bars	#4	50	4
w(E) bars	#5	80	4



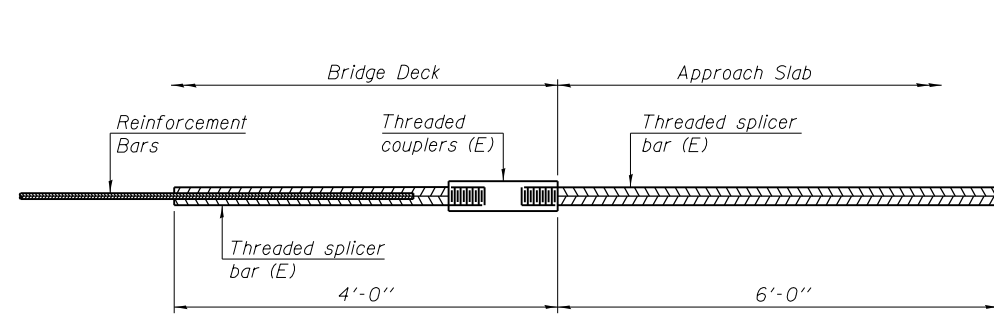
**INSTALLATION AND SETTING METHODS**

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



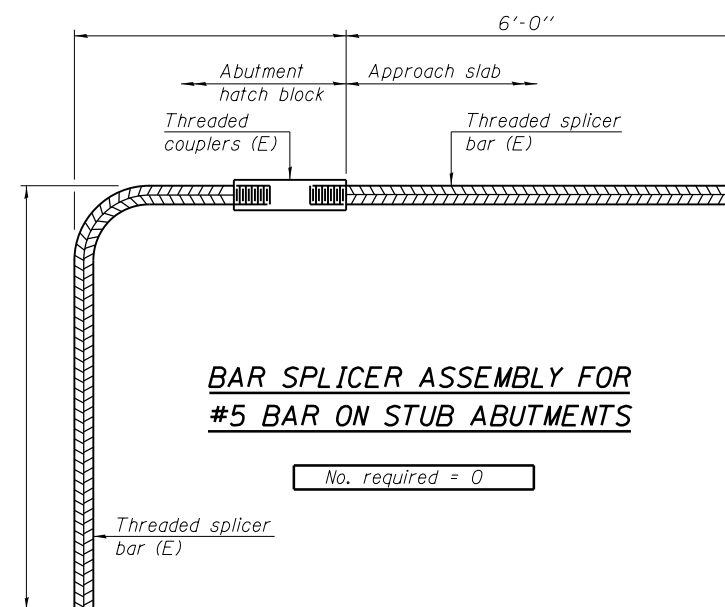
**STANDARD MECHANICAL SPLICER**

Location	Bar size	No. assemblies required



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

No. required = 72



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

No. required = 0

**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 special provision for Mechanical Splicers.  
 See approved list of bar splicer assemblies and mechanical splicers for alternatives.

BSD-1 7-1-10  
 BENTON & ASSOCIATES, INC.

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	PLOT DATE =	CHECKED - SJH	REVISED -

STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION

BAR SPLICER ASSEMBLY AND MECHANICAL SPLICER DETAILS  
 STRUCTURE NO. 068-0511

SHEET NO. 18 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	105B-1	MONTGOMERY	63	39
CONTRACT NO. 72B66				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				







# SOIL BORING LOG

ROUTE FAP Route 42 DESCRIPTION IL 127 over Miller Creek LOGGED BY M. Tappan  
 SECTION 105B-1 LOCATION NW 1/4, SEC. 25, TWP. 8N, RNG. 4W, 3 PM  
 COUNTY Montgomery DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. Station	BORING NO. Station Offset Ground Surface Elev.	D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)	Surface Water Elev.		Stream Bed Elev.		D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)
						566.2 ft	565.6 ft	566.2 ft	Plugged ft				
068-0511 311+55	B-SA 311+10 30.0ft LT 582.7 ft					Brown and Gray Moist SILTY CLAY (Fill)							
						3							
						17	5.4	7					
						25	S-8						
						4							
						15	4.7	9					
						-25	16	B					
						0							
						1	0.7	18					
						-5	2	B					
						0							
						1	0.6	19					
						2	B						
						573.70							
						0							
						1							
						-10	1						
						1							
						5							
						4							
						569.70							
						1							
						3	0.6	16					
						-15	3	B					
						566.70							
						1							
						2							
						2							
						564.70							
						1							
						3	2.2	14					
						-20	4	B					
						3							
						5	3.6	14					
						-40	9	B					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

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Latitude: 39.0 9.958N Longitude: 88.0 28.248W Datum: NAD83 Job Number: 72866



# SOIL BORING LOG

ROUTE FAP Route 42 DESCRIPTION IL 127 over Miller Creek LOGGED BY M. Tappan  
 SECTION 105B-1 LOCATION NW 1/4, SEC. 25, TWP. 8N, RNG. 4W, 3 PM  
 COUNTY Montgomery DRILLING METHOD HSA HAMMER TYPE 140# Auto

STRUCT. NO. Station	BORING NO. Station Offset Ground Surface Elev.	D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)	Surface Water Elev.		Stream Bed Elev.		D E P T H (ft)	B L O W S (/6")	U C S Qu (tsf)	M O I S T (%)
						566.2 ft	565.6 ft	566.2 ft	Plugged ft				
068-0511 311+55	B-SA 311+10 30.0ft LT 582.7 ft					Gray Moist CLAY LOAM (Till) (continued)							
						3							
						17	5.4	7					
						25	S-8						
						4							
						15	4.7	9					
						-25	16	B					
						3							
						4	3.1	13					
						-45	8	B					
						2							
						4	3.0	13					
						-50	7	B					
						1							
						2	1.6	14					
						-70	4	B					
						1							
						4	2.1	13					
						-85	4	B					
						507.70							
						1							
						3	2.2	14					
						-80	5	B					

The Unconfined Compressive Strength (UCS) Failure Mode is indicated by (B-Bulge, S-Shear, P-Penetrometer, E-Estimated) Abbreviations W.O.H - Sampler Advanced By Weight of Hammer, W.O.P - Advanced by Weight of Pipe, B.S. - Before Seating The SPT (N value) is the sum of the last two blow values in each sampling zone (AASHTO T206) BBS, from 137 (Rev. 8-99)

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BENTON & ASSOCIATES, INC.

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STATE OF ILLINOIS  
DEPARTMENT OF TRANSPORTATION

(Sheet 2 of 2)

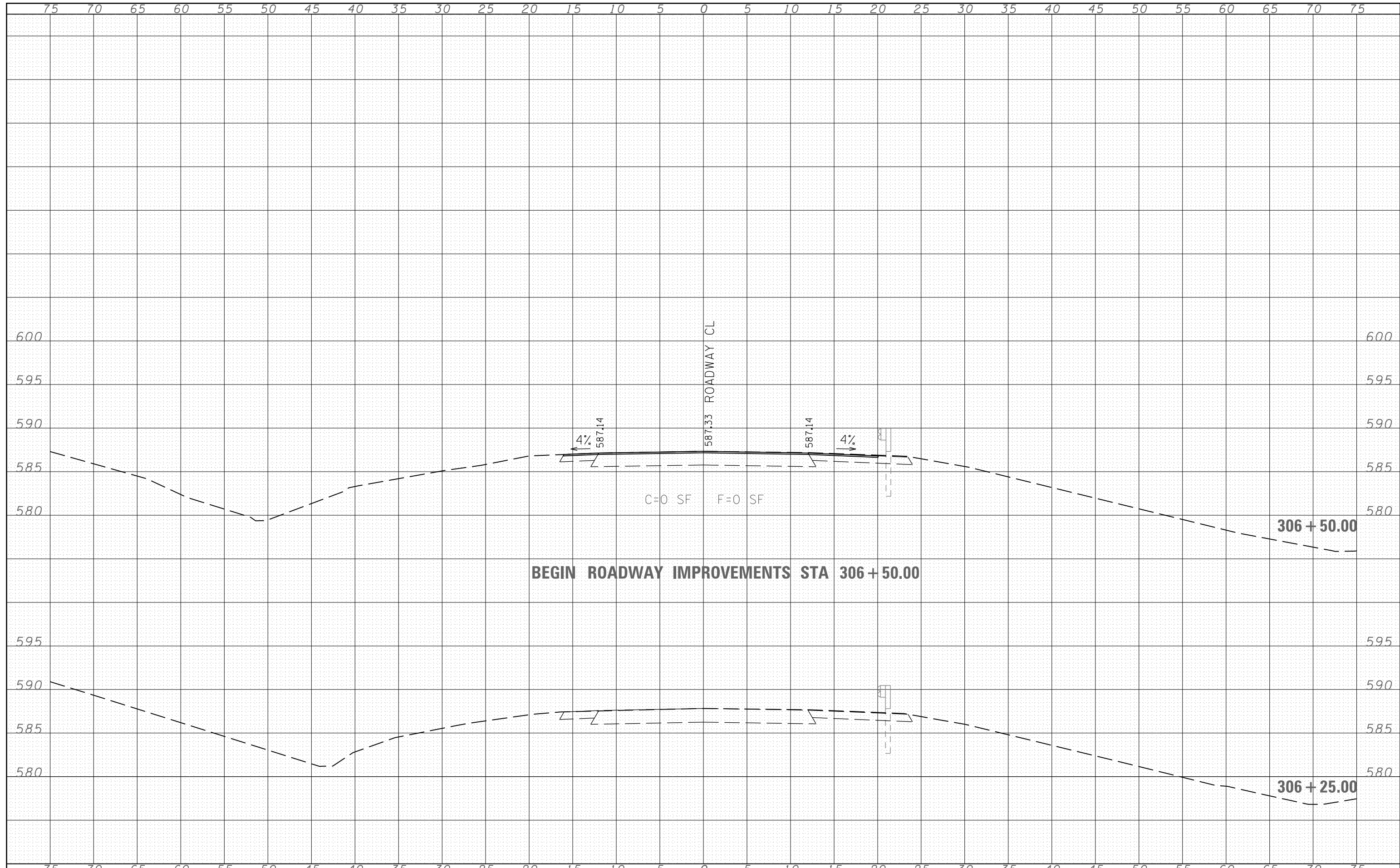
SOIL BORINGS  
STRUCTURE NO. 068-0511

SHEET NO. 20 OF 20 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	105B-1	MONTGOMERY	63	41
CONTRACT NO. 72866				
FED. ROAD DIST. NO. 8 ILLINOIS FED. AID PROJECT				

DATE	
BY	
FINAL SURVEY NO.	
SURVEYED	
PLOTTED	
TEMPLATE	
AREAS CHECKED	

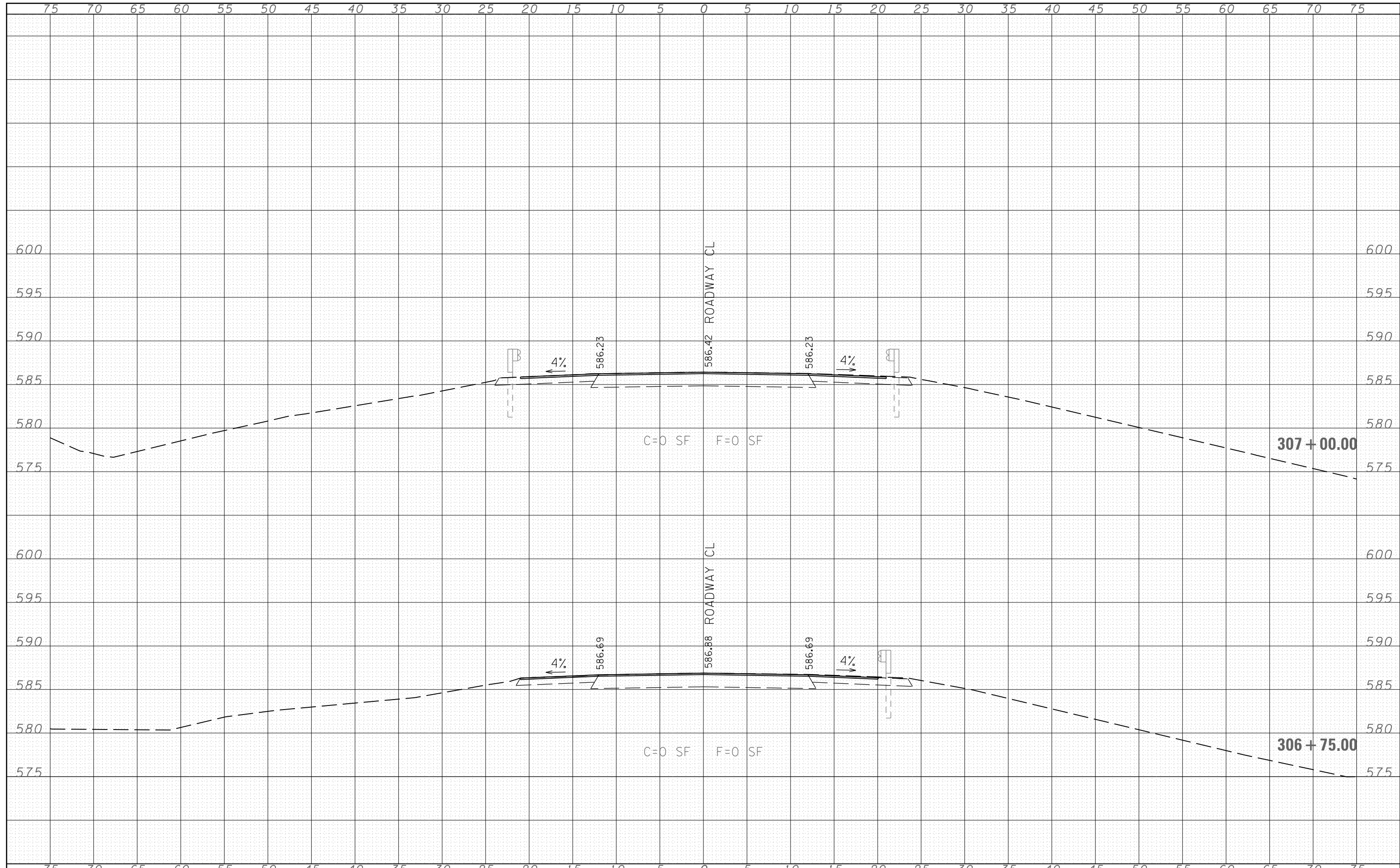
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CONTRACT NO. 72B66	CONTRACT NO. 72B66	DRAWN - JAH	REVISED -		SCALE:	SHEET NO. 1 OF 22 SHEETS	STA. 306+25.00 TO STA. 306+50.00	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		CHECKED - WJS	REVISED -									
		DATE - 08/2011	REVISED -									

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

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

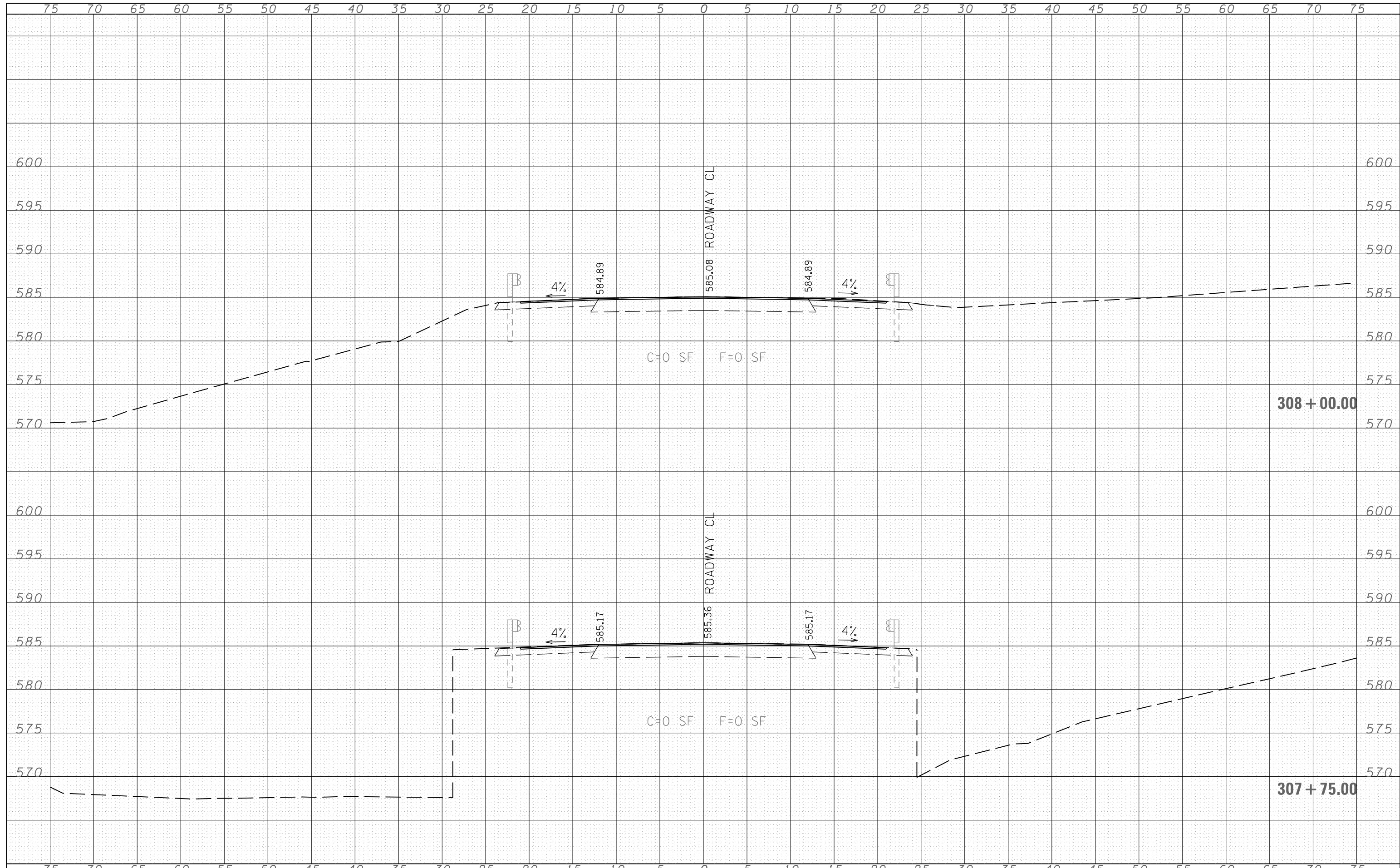


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			SCALE:	SHEET NO. 2 OF 22 SHEETS		STA. 306+75.00 TO STA. 307+00.00						



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

DATE	
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NOTE BOOK NO.	
AREAS CHECKED	

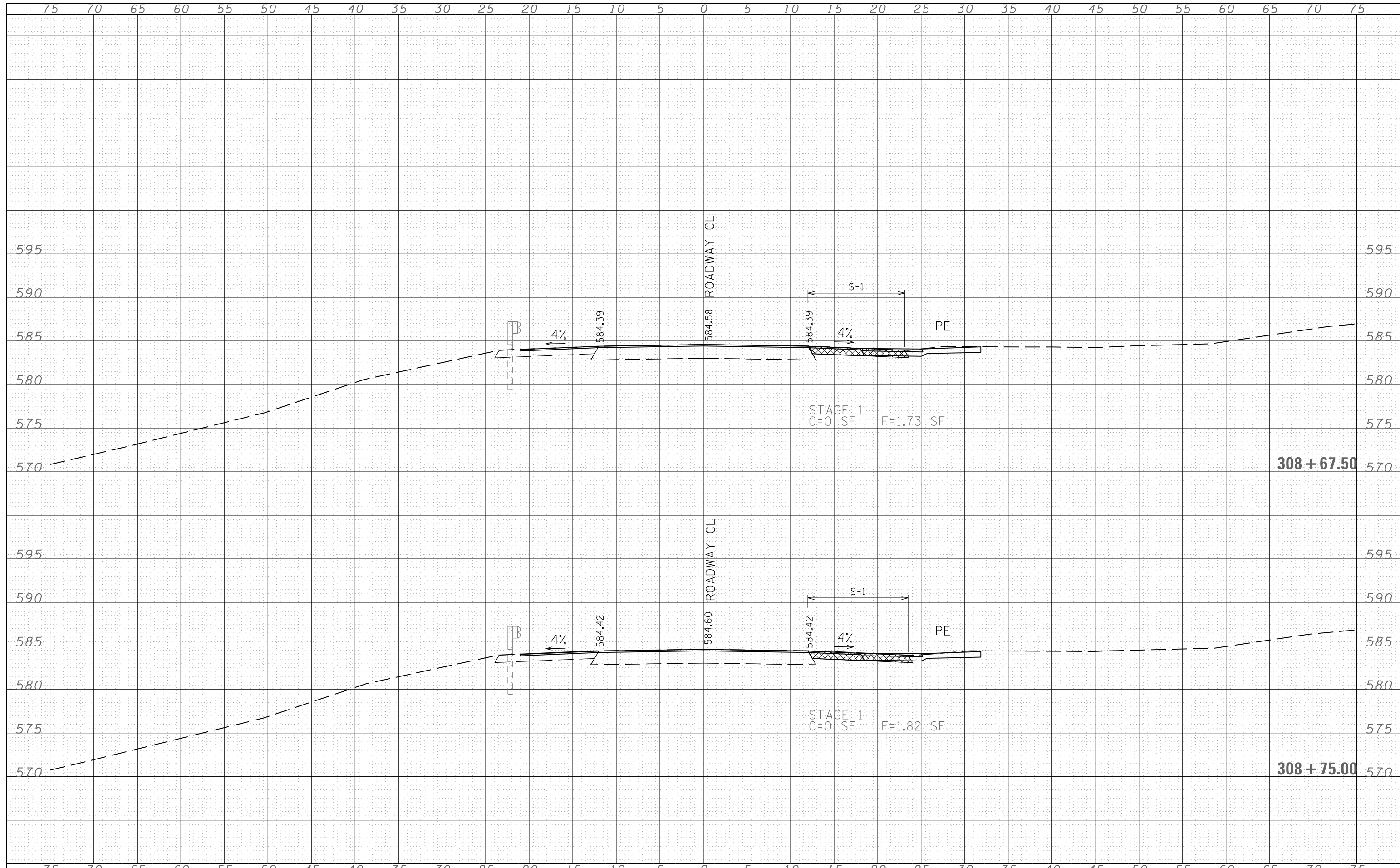


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DATE	
BY	
FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

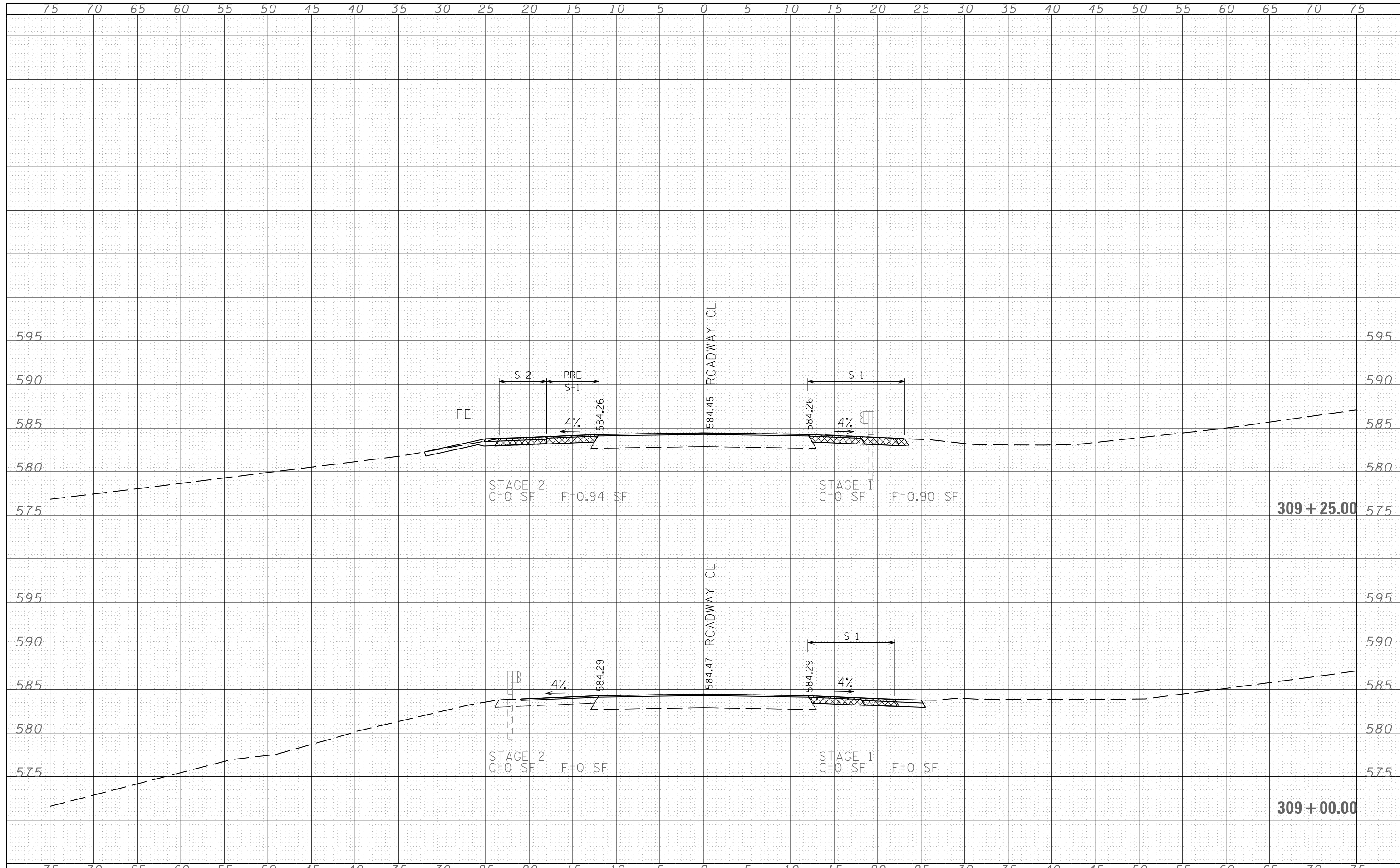
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NO.	TEMPLATE
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DATE	
BY	
FINAL SURVEY NO.	
SURVEYED AREAS CHECKED	
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NOTE BOOK	

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NOTE BOOK	

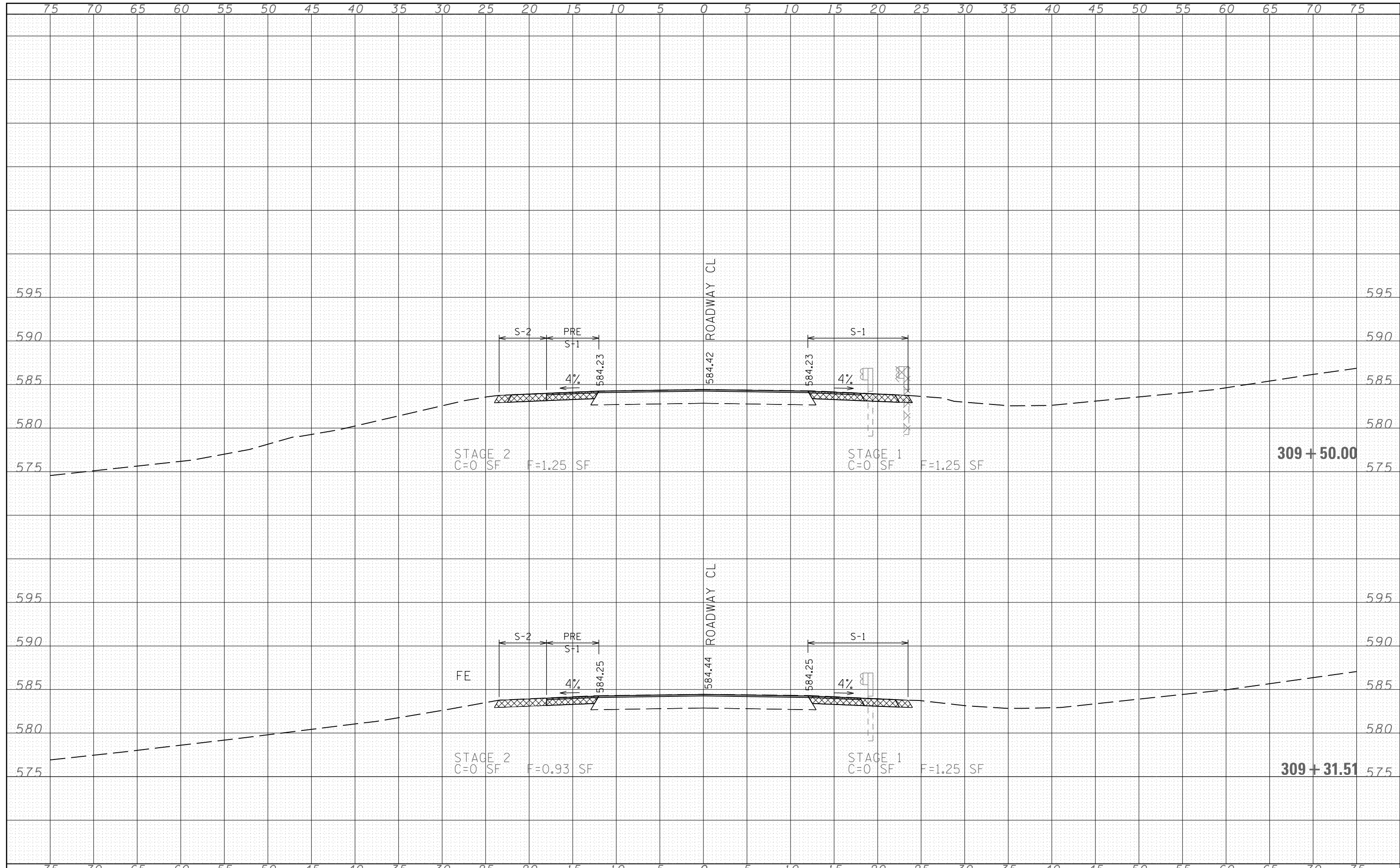


FILE NAME =	USER NAME = sparksgw	DESIGNED - JAH	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY CROSS SECTIONS</b>		F.A.P. RTE. 42	SECTION 105B-1	COUNTY MONTGOMERY	TOTAL SHEETS 63	SHEET NO. 48
	et:\pw\work\p\dot\sparksgw\d0281833\0672866-sh-xssh.tdgn	DRAWN - JAH	REVISED -		SCALE:	SHEET NO. 7 OF 22 SHEETS	STA. 309+00.00 TO STA. 309+25.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 72B66	
	PLOT SCALE = 10.0000' / in.	CHECKED - WJS	REVISED -								
	PLOT DATE = Sep-09-2011 11:38:52AM	DATE - 08/2011	REVISED -								



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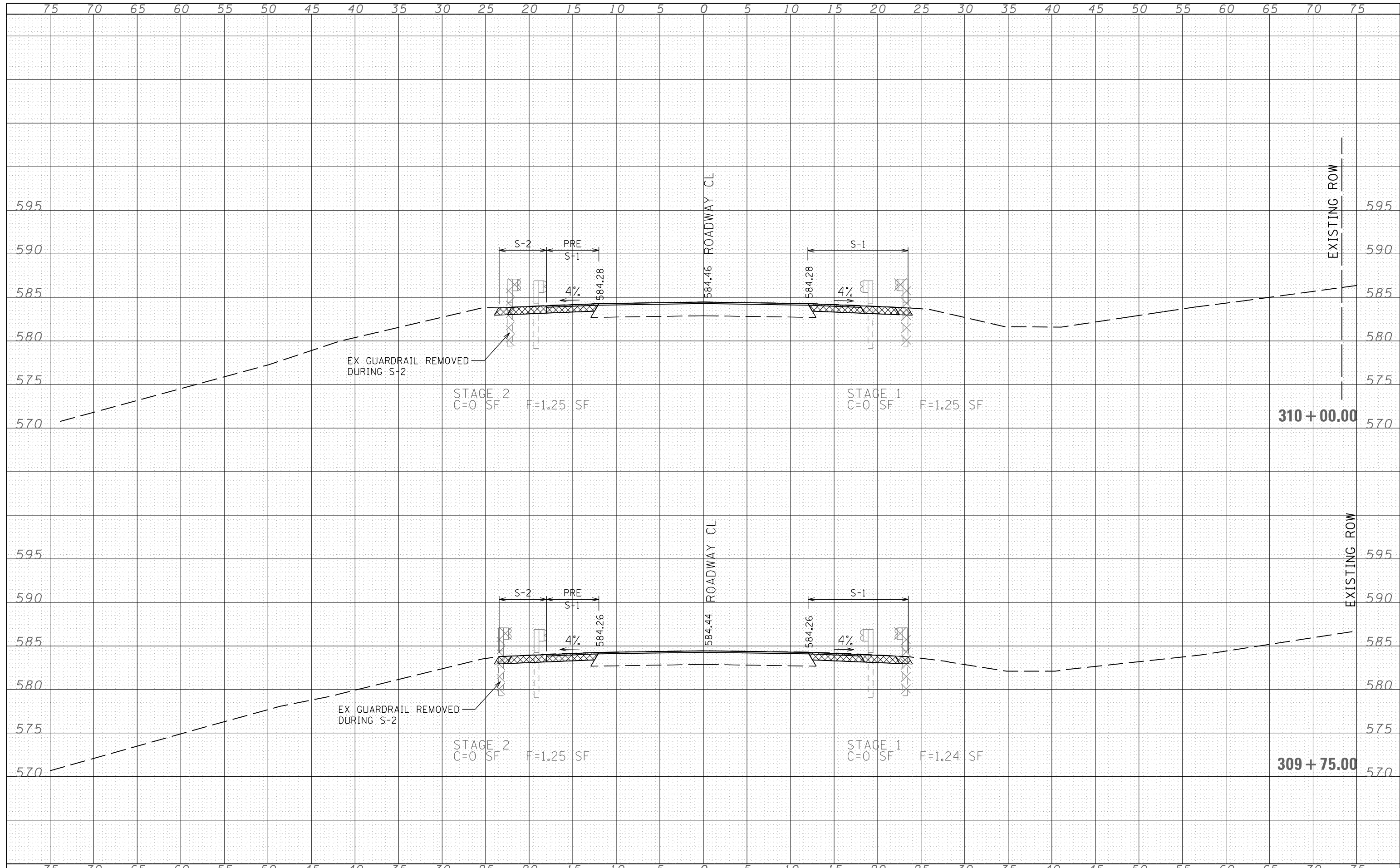
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FILE NAME =	USER NAME = sparksq	DESIGNED - JAH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY CROSS SECTIONS</b>			F.A.P. RTE. 42	SECTION 105B-1	COUNTY MONTGOMERY	TOTAL SHEETS 63	SHEET NO. 49
CONTRACT NO. 72B66	CONTRACT NO. 72B66	DRAWN - JAH	REVISED -		SCALE:	SHEET NO. 8 OF 22 SHEETS	STA. 309+31.51	TO STA. 309+50.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		
		CHECKED - WJS	REVISED -									
		DATE - 08/2011	REVISED -									

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NOTE BOOK	
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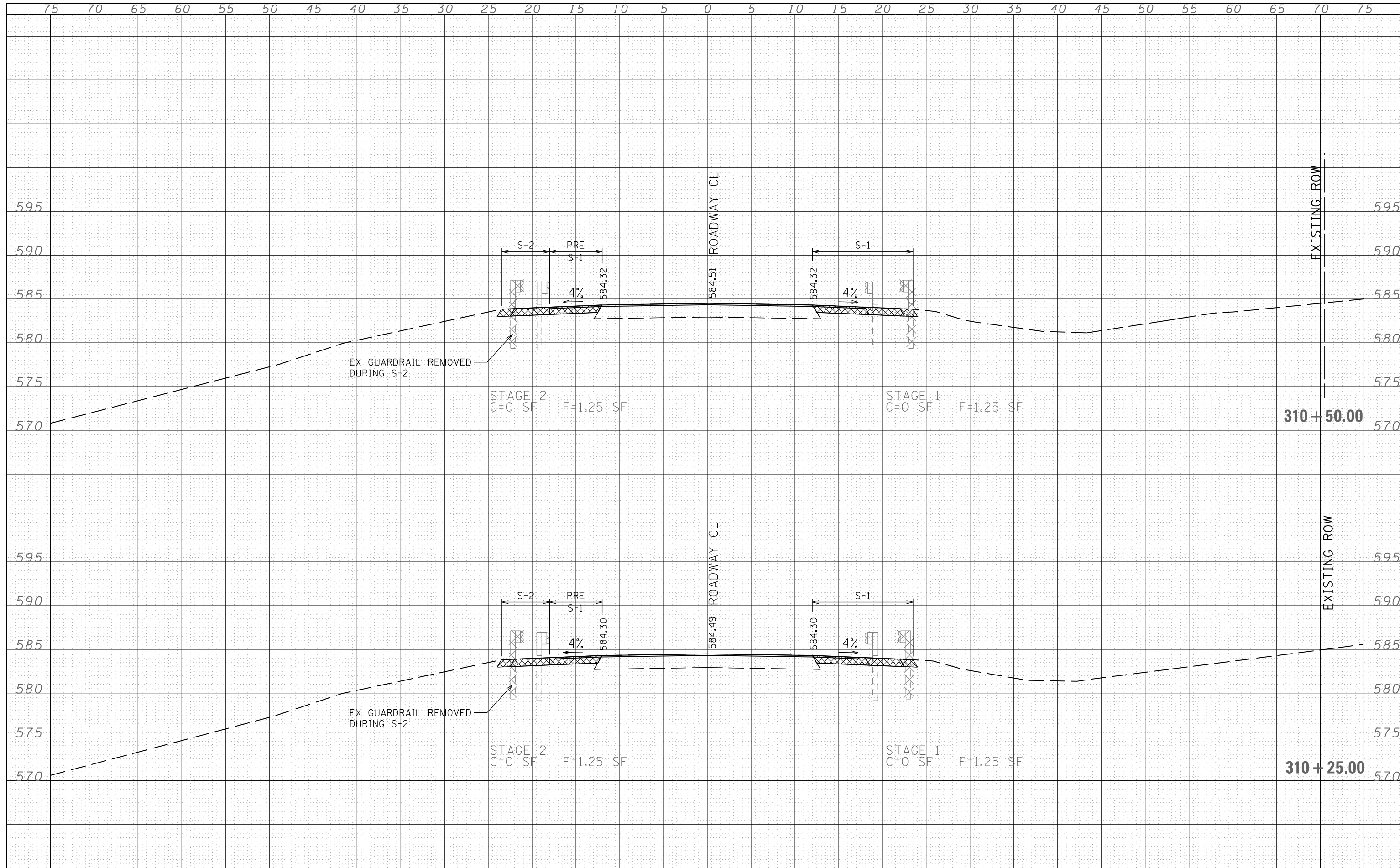
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FILE NAME =	USER NAME = sparksq	DESIGNED - JAH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY CROSS SECTIONS</b>			F.A.P. RTE. 42	SECTION 105B-1	COUNTY MONTGOMERY	TOTAL SHEETS 63	SHEET NO. 50
c:\pw\work\p1dot\sparksq\10281833\0672866-sh-xssh.tdgn		DRAWN - JAH	REVISED -		SCALE:	SHEET NO. 9 OF 22 SHEETS	STA. 309+75.00	TO STA. 310+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 72B66	
		PLOT SCALE = 10.0000' / in.	CHECKED - WJS		REVISED -							
		PLOT DATE = Sep-09-2011 11:38:54AM	DATE - 08/2011		REVISED -							

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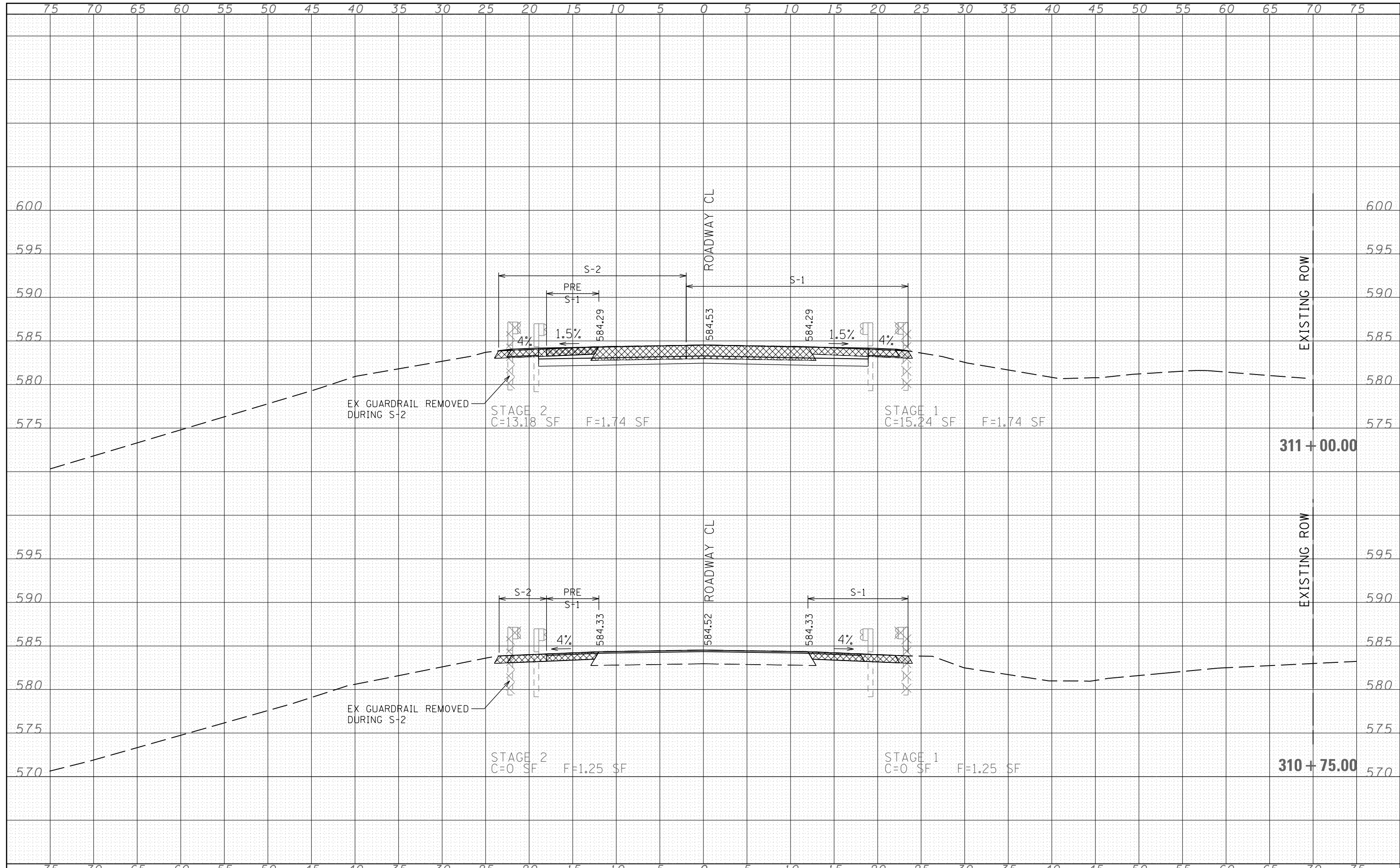
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NOTE BOOK	
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FILE NAME =	USER NAME = sparksgw	DESIGNED - JAH	REVISIED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY CROSS SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw_work\p1dot\sparksgw\d0281833\0672866-sh-xssh.tdgn		DRAWN - JAH	REVISIED -		42	105B-1	MONTGOMERY	63	51			
PLOT SCALE = 10.0000' / in.		CHECKED - WJS	REVISIED -		SCALE: SHEET NO. 10 OF 22 SHEETS STA. 310+25.00 TO STA. 310+50.00			CONTRACT NO. 72B66				
PLOT DATE = Sep-09-2011 11:38:54AM		DATE - 08/2011	REVISIED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							

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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED

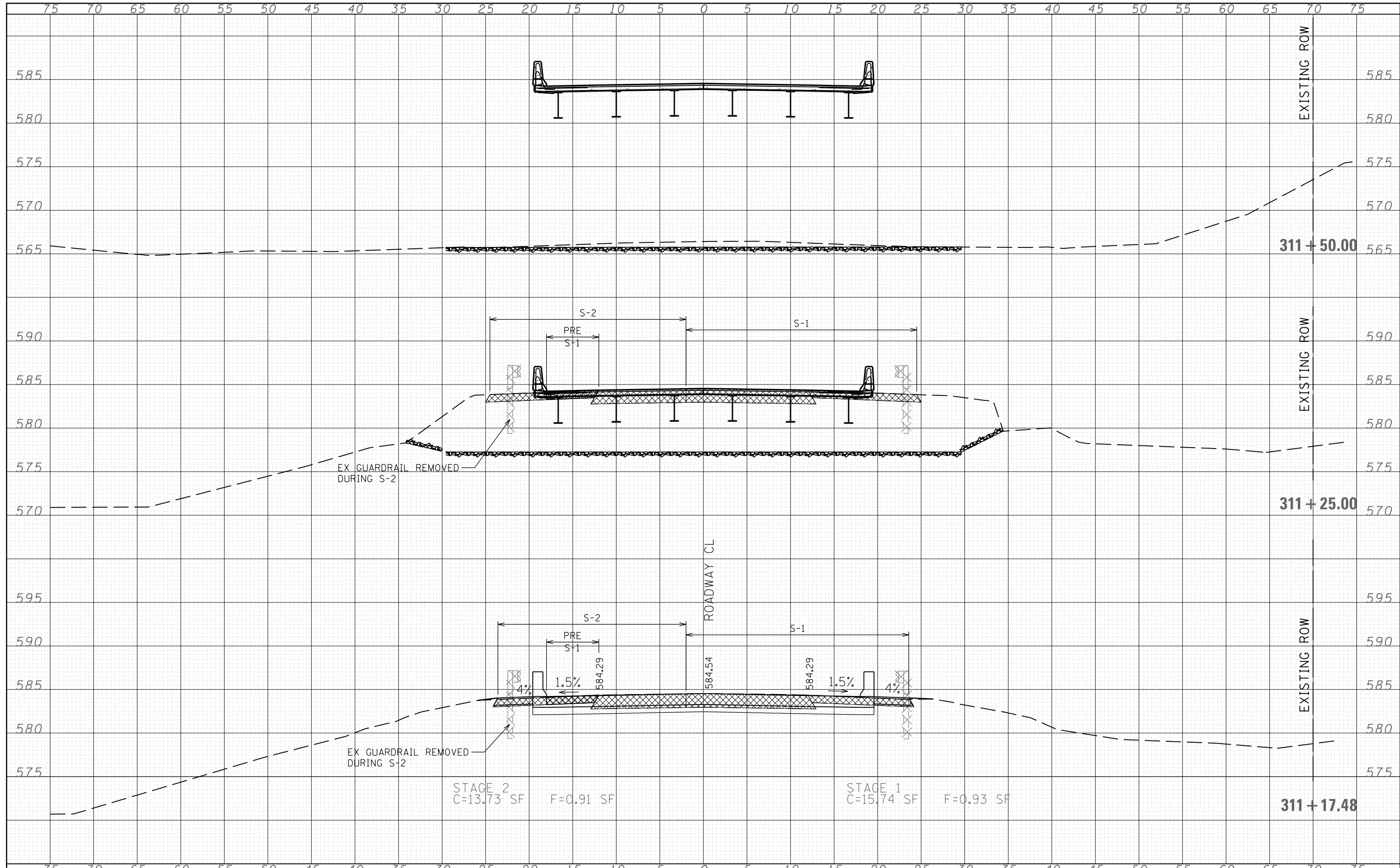
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ORIGINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
NO.	TEMPLATE
	AREAS CHECKED



FILE NAME =	USER NAME = sparksq	DESIGNED - JAH	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY CROSS SECTIONS</b>		F.A.P. RTE. 42	SECTION 105B-1	COUNTY MONTGOMERY	TOTAL SHEETS 63	SHEET NO. 52
c:\pw\work\p1dot\sparksq\d0281833\0672866-sh	xxsh.tdgn	DRAWN - JAH	REVISED -		SCALE:	SHEET NO. 11 OF 22 SHEETS	STA. 310+75.00 TO STA. 311+00.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 72B66	
		PLOT SCALE = 10.0000' / in.	CHECKED - WJS		REVISED -						
		PLOT DATE = Sep-09-2011 11:38:55AM	DATE - 08/2011		REVISED -						

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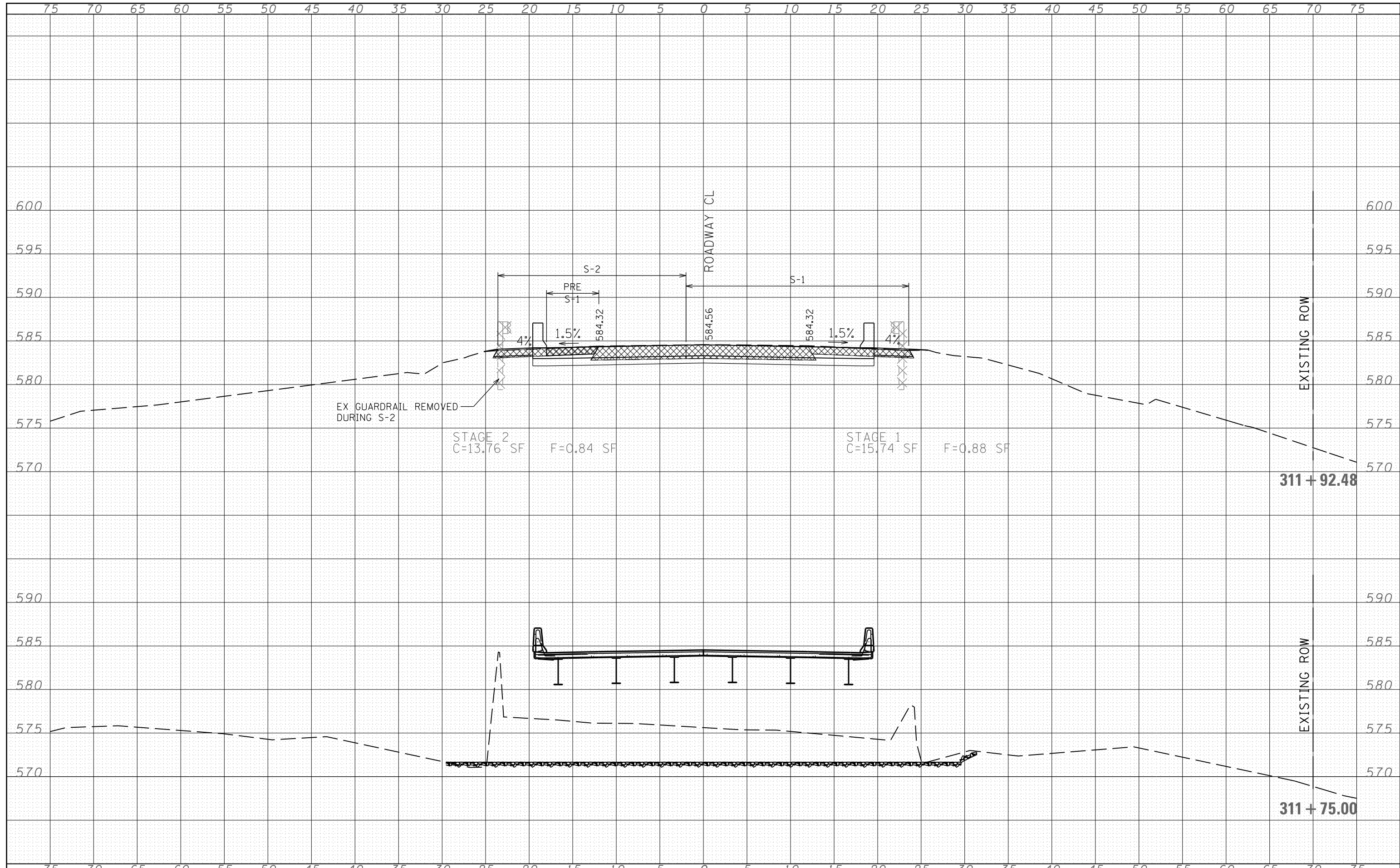
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FILE NAME =	USER NAME = sparksqw	DESIGNED - JAH	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY CROSS SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\p\idot\sparksqw\d0281833\0672866-sh-xssh.tdgn	DRAWN - JAH	REVISED -	42					105B-1	MONTGOMERY	63	53	
PLOT SCALE = 10.0000' / in.	CHECKED - WJS	REVISED -	CONTRACT NO. 72B66									
PLOT DATE = Sep-09-2011 11:38:55AM	DATE - 08/2011	REVISED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT									
SCALE:		SHEET NO. 12 OF 22 SHEETS		STA. 311+17.48 TO STA. 311+50.00								

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FINAL SURVEY	SURVEYED
NOTE BOOK	PLOTTED
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	AREAS CHECKED

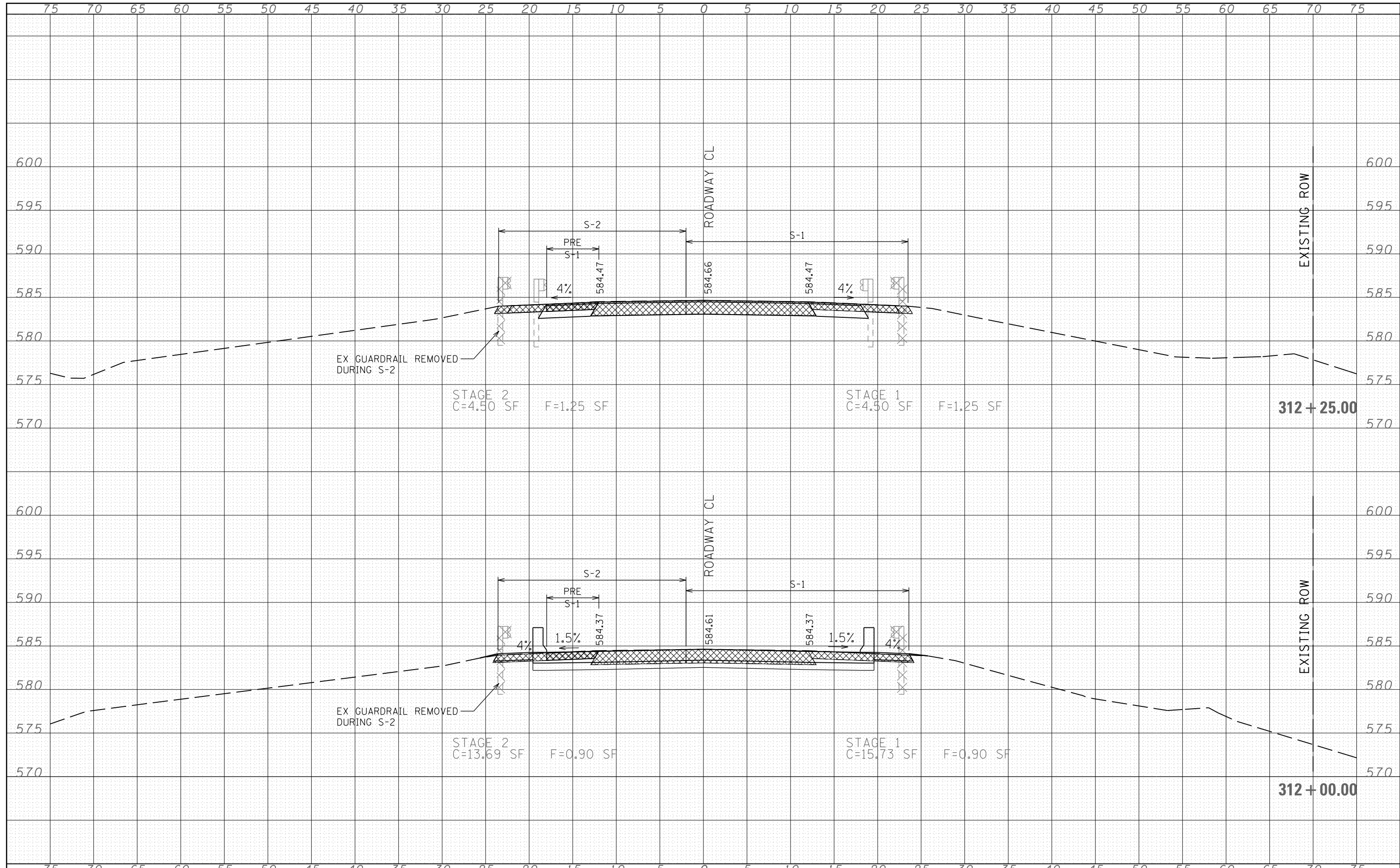
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NOTE BOOK	PLOTTED
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FILE NAME =	USER NAME = sparksgw	DESIGNED - JAH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY CROSS SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\p\dot\sparksgw\02281833\0672866-sh	xxsh.tdgn	DRAWN - JAH	REVISED -		42	105B-1	MONTGOMERY	63	54			
		PLLOT SCALE = 10.0000' / in.	CHECKED - WJS		REVISED -				CONTRACT NO. 72B66			
		PLLOT DATE = Sep-09-2011 11:38:56AM	DATE - 08/2011		REVISED -	SCALE:	SHEET NO. 13 OF 22 SHEETS	STA. 311+75.00 TO STA. 311+92.48	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT		

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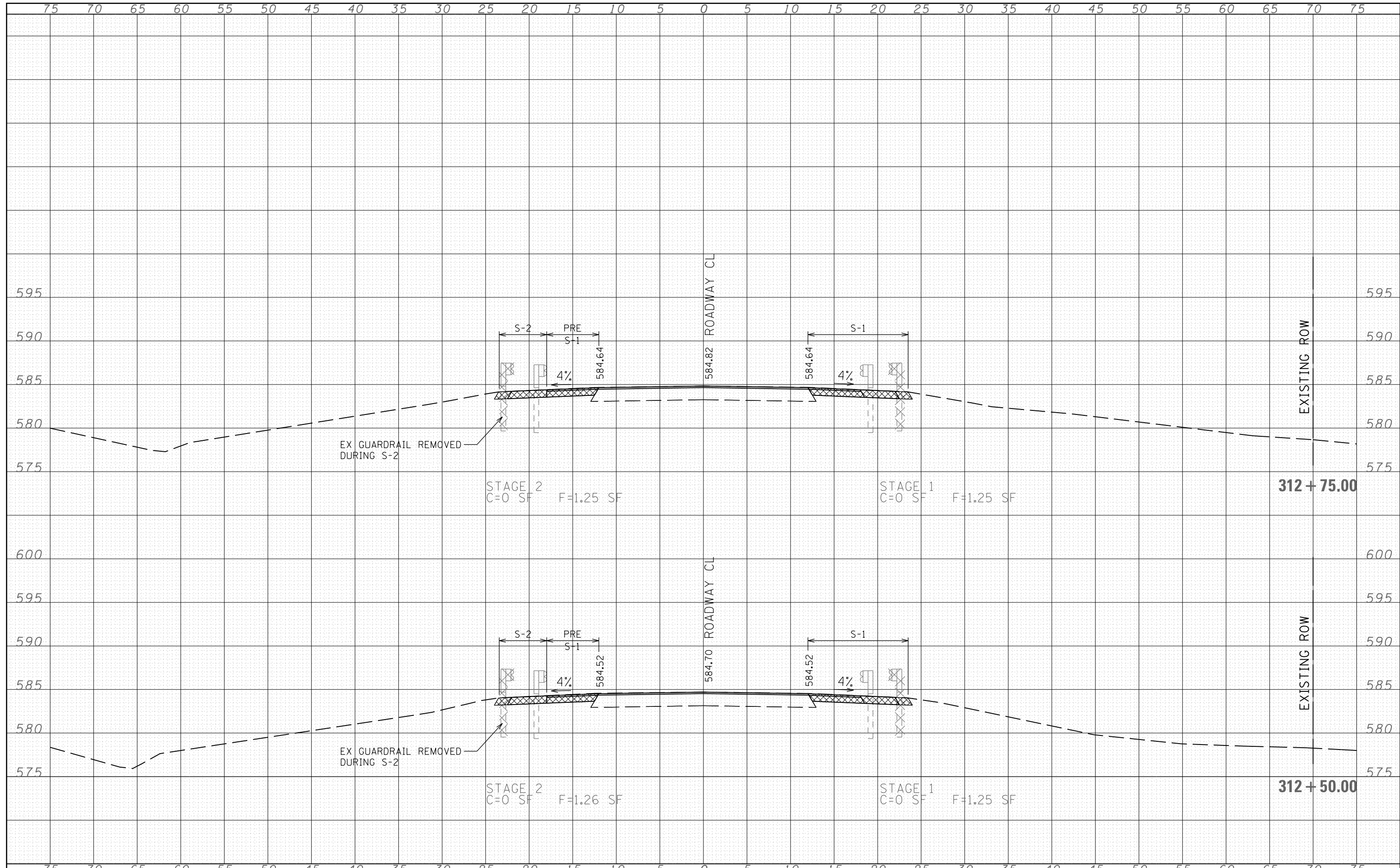
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FILE NAME =	USER NAME = sparksgw	DESIGNED - JAH	REVISIED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY CROSS SECTIONS</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\p\idot\sparksgw\d0281833\0672866-sh-xssh.tdgn	DRAWN - JAH	REVISIED -	42				105B-1	MONTGOMERY	63	55	
PLOT SCALE = 10.0000' / in.	CHECKED - WJS	REVISIED -	CONTRACT NO. 72B66								
PLOT DATE = Sep-09-2011 11:38:57AM	DATE - 08/2011	REVISIED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								
SCALE:			SHEET NO. 14 OF 22 SHEETS		STA. 312+00.00 TO STA. 312+25.00						

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AREAS CHECKED	
FINAL SURVEY NOTE BOOK NO.	

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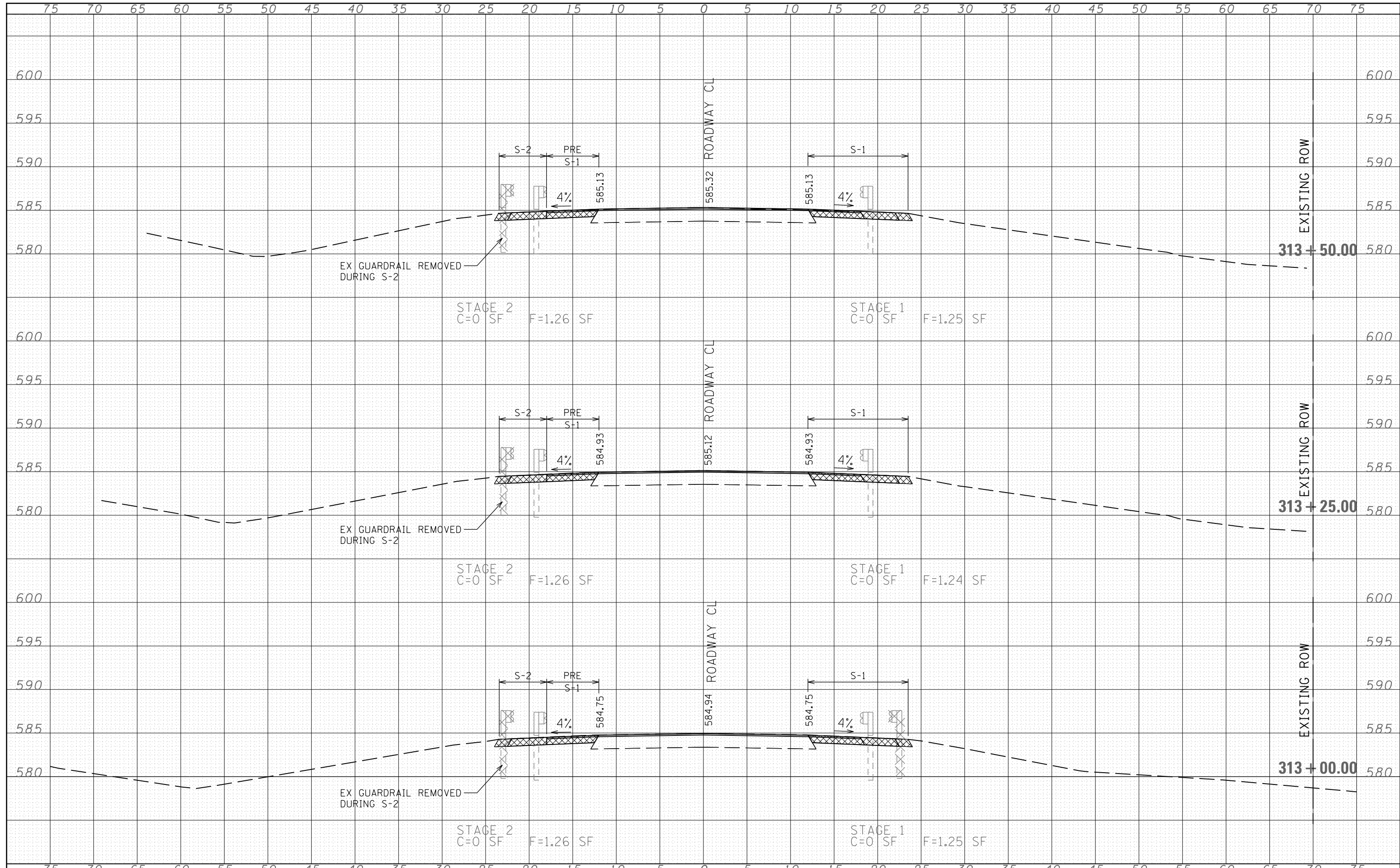


FILE NAME =	USER NAME = sparksq	DESIGNED - JAH	REVISIED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY CROSS SECTIONS</b>		F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\p1dot\sparksq\d0281833\0672866-sh-xssh.tdgn	DRAWN - JAH	REVISIED -	42				105B-1	MONTGOMERY	63	56	
PLOT SCALE = 10.0000' / in.	CHECKED - WJS	REVISIED -	CONTRACT NO. 72B66								
PLOT DATE = Sep-09-2011 11:38:57AM	DATE - 08/2011	REVISIED -	FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT								
			SCALE:		SHEET NO. 15 OF 22 SHEETS	STA. 312+50.00 TO STA. 312+75.00					



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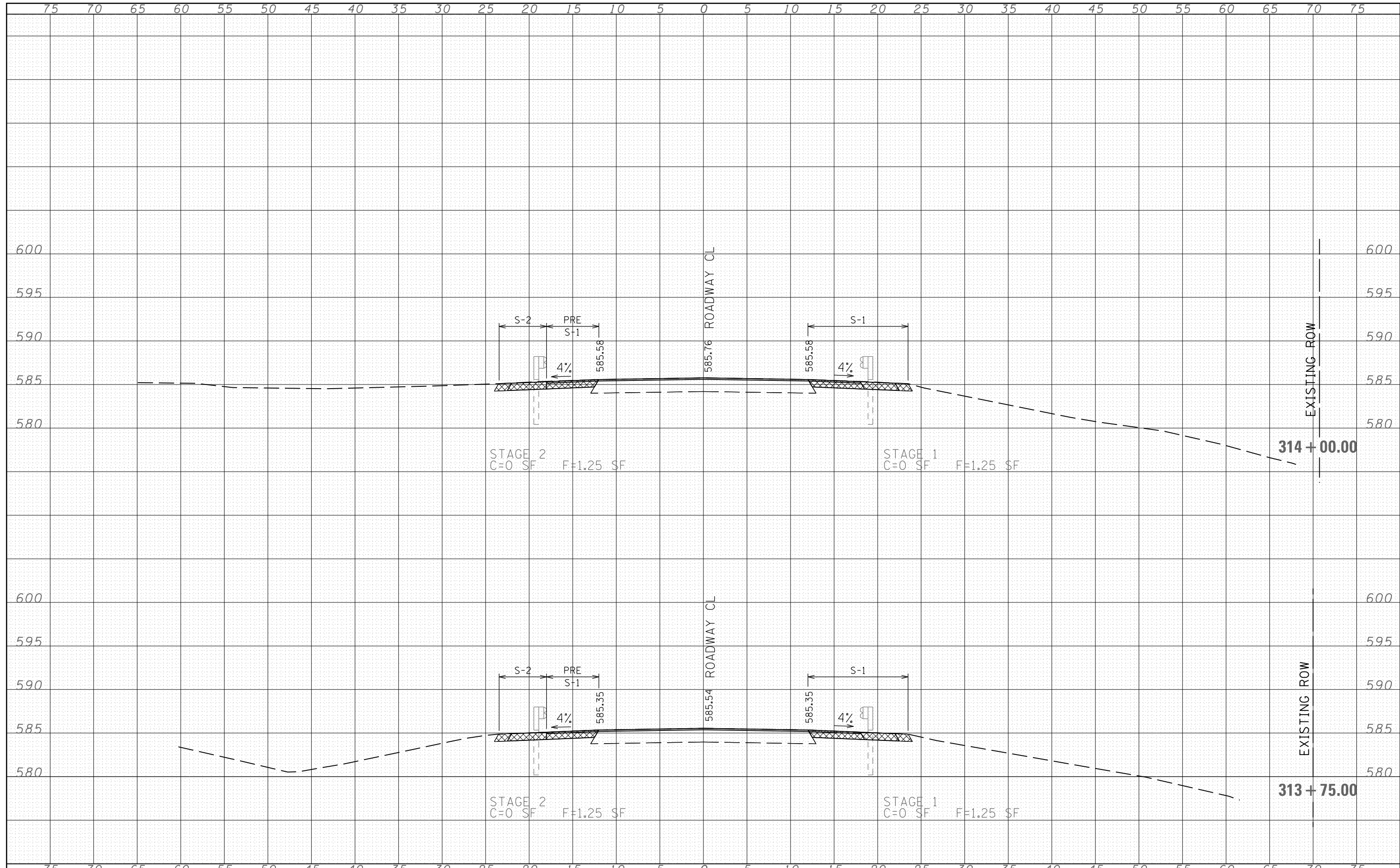
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FILE NAME =	USER NAME = sparksq	DESIGNED - JAH	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY CROSS SECTIONS</b>			F.A.P. RTE. 42	SECTION 105B-1	COUNTY MONTGOMERY	TOTAL SHEETS 63	SHEET NO. 57
		DRAWN - JAH	REVISED -		SCALE:	SHEET NO. 16 OF 22 SHEETS	STA. 313+00.00	TO STA. 313+50.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 72B66	
		CHECKED - WJS	REVISED -									
		DATE - 08/2011	REVISED -									

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NOTE BOOK	PLOTTED
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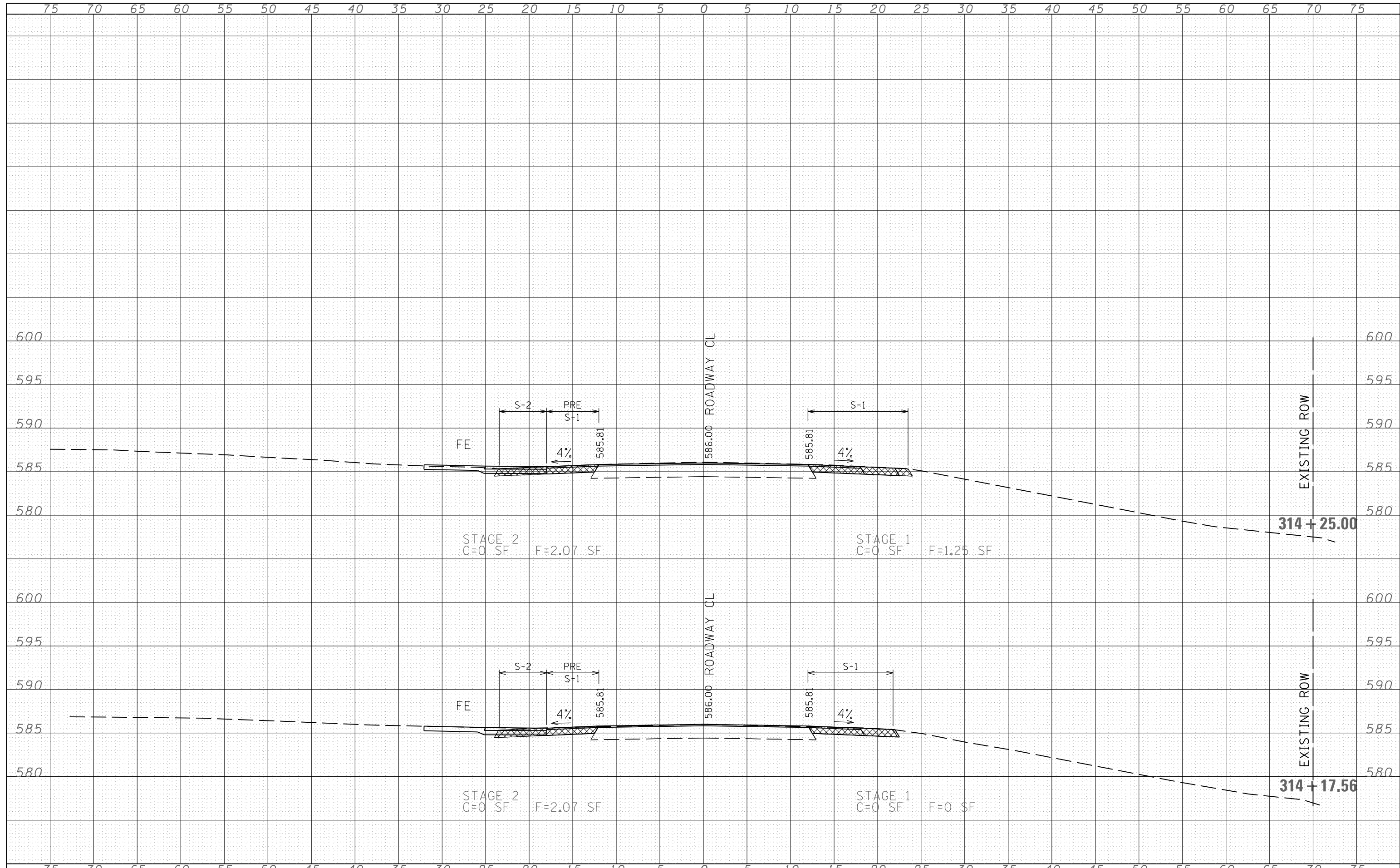
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ORIGINAL SURVEY	SURVEYED
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AREAS CHECKED	TEMPLATE
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FILE NAME =	USER NAME = sparksq	DESIGNED - JAH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY CROSS SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\p\dot\sparksq\ad281833\0672866-sh-xssh.tdgn		DRAWN - JAH	REVISED -		42	105B-1	MONTGOMERY	63	58			
PLOT SCALE = 10.0000' / in.		CHECKED - WJS	REVISED -		SCALE: SHEET NO. 17 OF 22 SHEETS STA. 313+75.00 TO STA. 314+00.00			CONTRACT NO. 72B66				
PLOT DATE = Sep-09-2011 11:38:59AM		DATE - 08/2011	REVISED -		FED. ROAD DIST. NO.		ILLINOIS FED. AID PROJECT					

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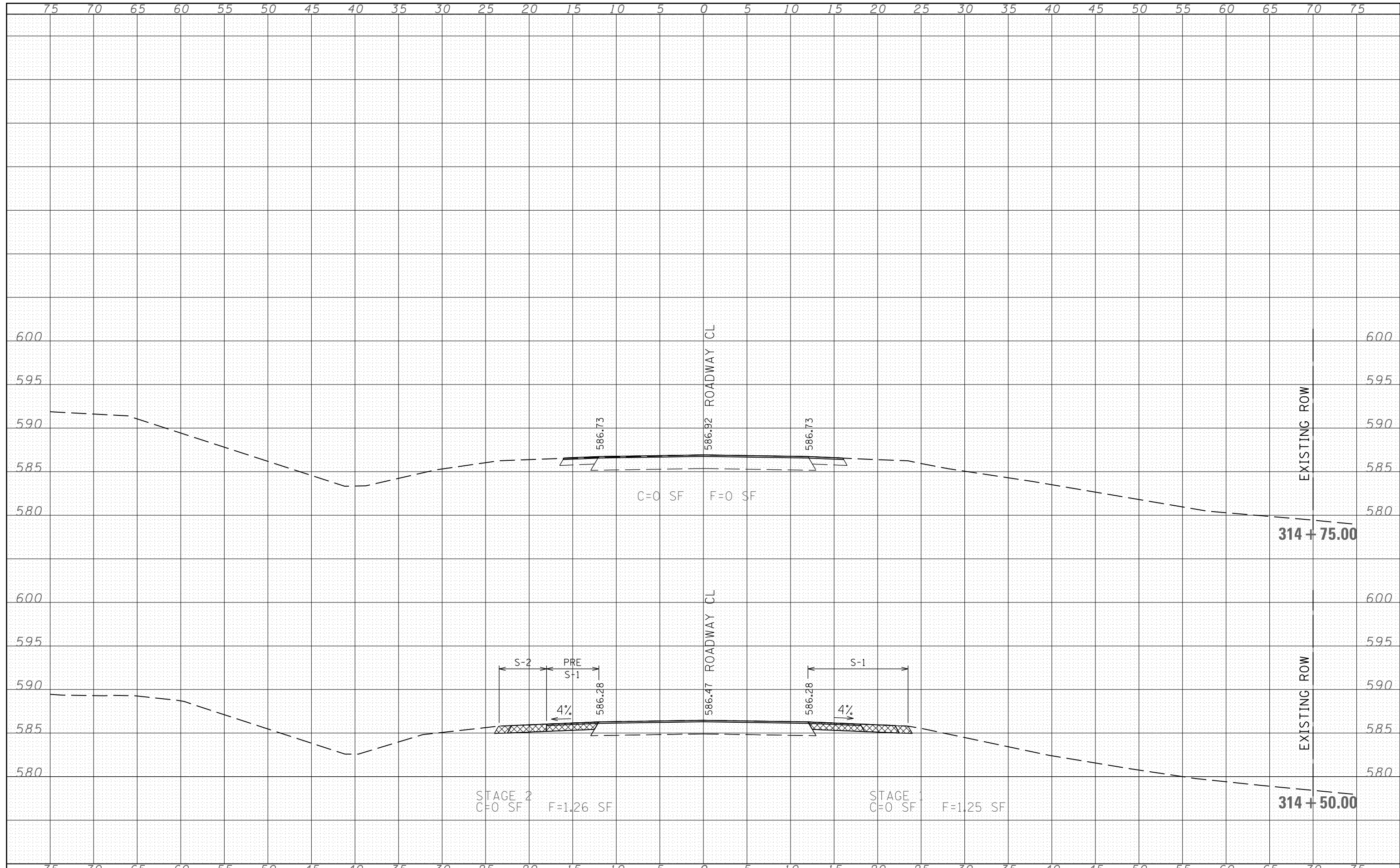
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FILE NAME =	USER NAME = sparksgw	DESIGNED - JAH	REVISED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY CROSS SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\p\dot\sparksgw\d0281833\0672866-sh-xssh.tdgn	DRAWN - JAH	REVISED -	42					105B-1	MONTGOMERY	63	59	
PLOT SCALE = 10.0000' / in.	CHECKED - WJS	REVISED -	CONTRACT NO. 72B66									
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SCALE:		SHEET NO. 18 OF 22 SHEETS		STA. 314+17.56 TO STA. 314+25.00								

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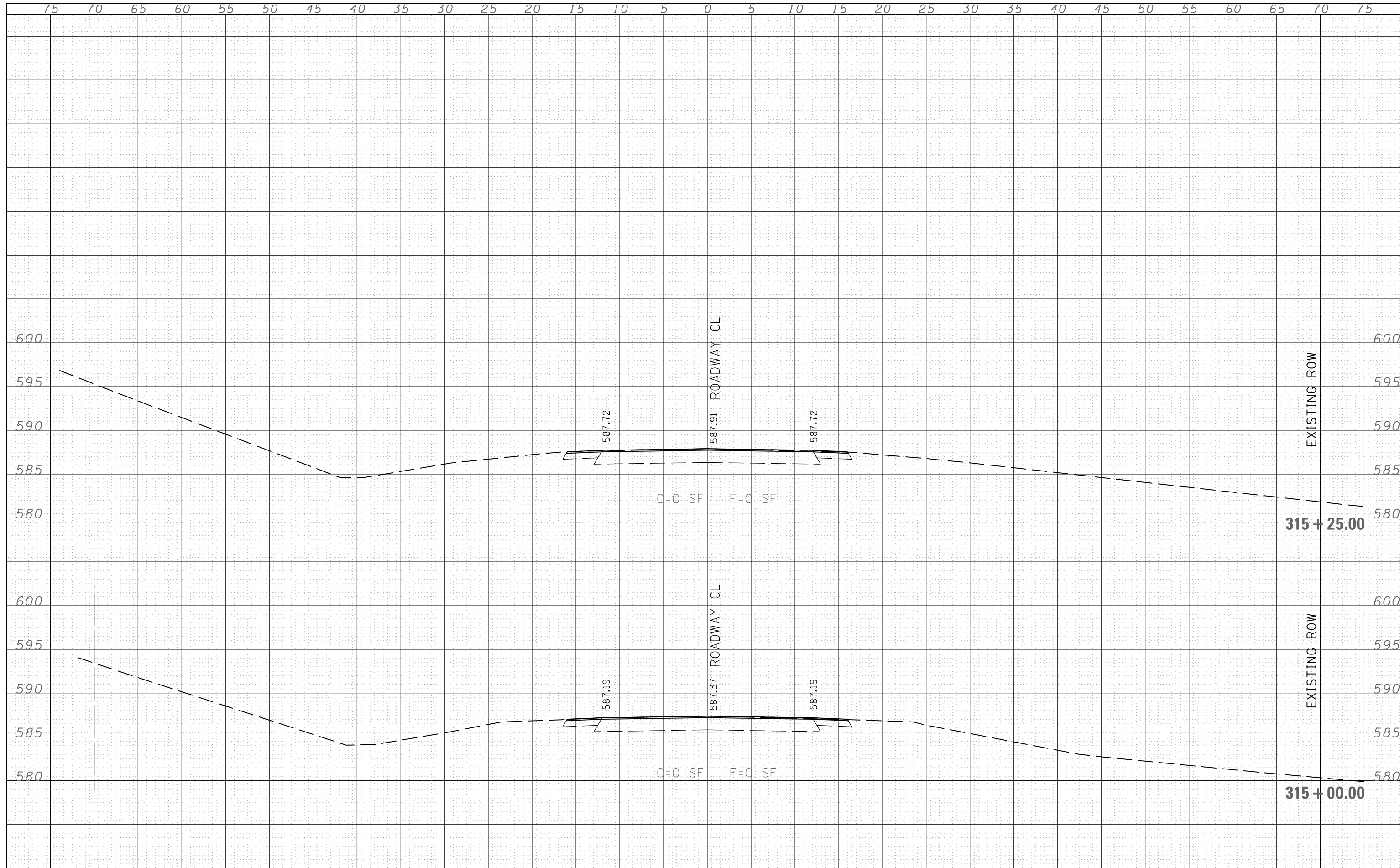
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FILE NAME =	USER NAME = sparksgw	DESIGNED - JAH	REVISSED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY CROSS SECTIONS</b>		F.A.P. RTE. 42	SECTION 105B-1	COUNTY MONTGOMERY	TOTAL SHEETS 63	SHEET NO. 60	
es:\pw\work\p\idot\sparksgw\d0281833\0672866-sh-xssh.tdgn	DRAWN - JAH	REVISSED -	SCALE:				SHEET NO. 19 OF 22 SHEETS	STA. 314+50.00 TO STA. 314+75.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 72B66	
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NOTE BOOK	PLOTTED
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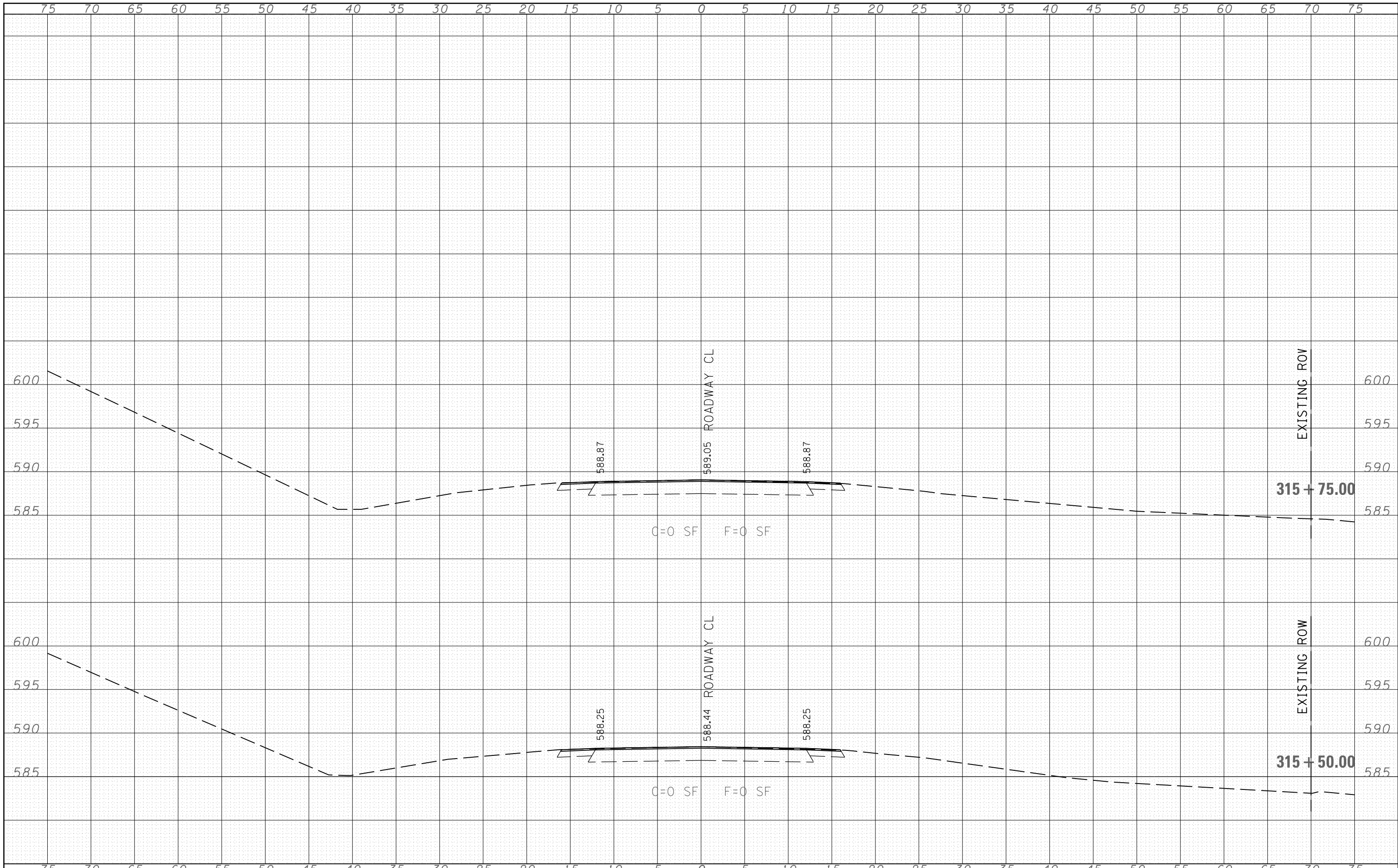
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NOTE BOOK	PLOTTED
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FILE NAME =	USER NAME = sparksq	DESIGNED - JAH	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY CROSS SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	
c:\pw\work\p1dot\sparksq\d0281833\0672866-sh-xssh.tdgn		DRAWN - JAH	REVISED -		42	105B-1	MONTGOMERY	63	61				
		CHECKED - WJS	REVISED -		SCALE:			SHEET NO. 20 OF 22 SHEETS	STA. 315+00.00 TO STA. 315+25.00	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT	CONTRACT NO. 72B66	
		DATE - 08/2011	REVISED -										

FINAL SURVEY NO.	SURVEYED	DATE
NOTE BOOK	PLOTTED	
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ORIGINAL SURVEY NO.	SURVEYED	DATE
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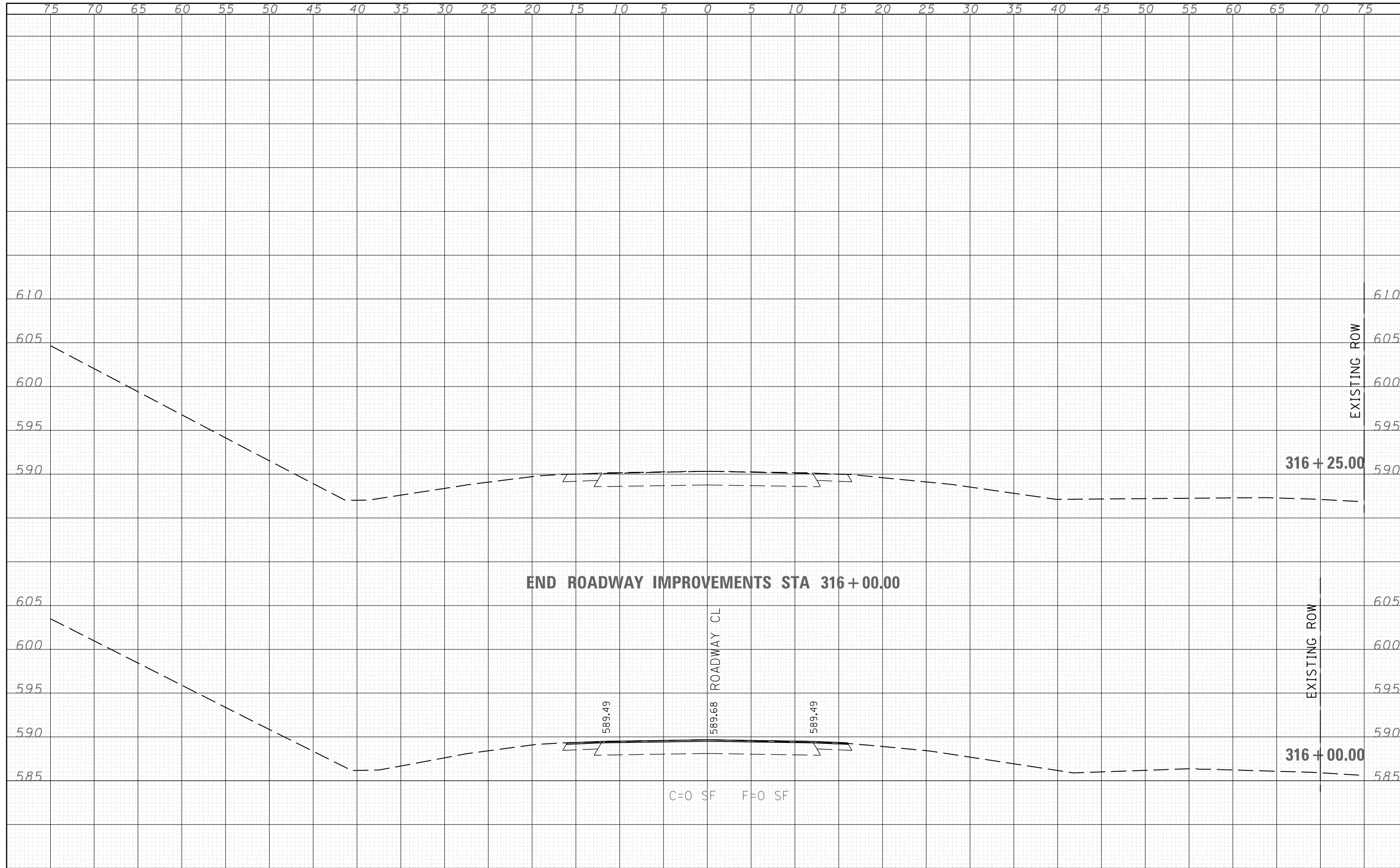
**STATE OF ILLINOIS  
 DEPARTMENT OF TRANSPORTATION**

**ROADWAY CROSS SECTIONS**  
 SCALE: SHEET NO. 21 OF 22 SHEETS STA. 315+50.00 TO STA. 315+75.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
42	105B-1	MONTGOMERY	63	62
FED. ROAD DIST. NO.			CONTRACT NO. 72B66	
ILLINOIS FED. AID PROJECT				

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

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



END ROADWAY IMPROVEMENTS STA 316 + 00.00

FILE NAME =	USER NAME = sparksqw	DESIGNED - JAH	REVISIED -	<b>STATE OF ILLINOIS</b> <b>DEPARTMENT OF TRANSPORTATION</b>	<b>ROADWAY CROSS SECTIONS</b>			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
c:\pw\work\p1dot\sparksqw\d0281833\0672866-sh	xsst.dgn	DRAWN - JAH	REVISIED -		42	105B-1	MONTGOMERY	63	63			
		CHECKED - WJS	REVISIED -		SCALE:			SHEET NO. 22 OF 22 SHEETS		STA. 316+00.00 TO STA. 316+25.00	CONTRACT NO. 72B66	
		DATE - 08/2011	REVISIED -		FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT							