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**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

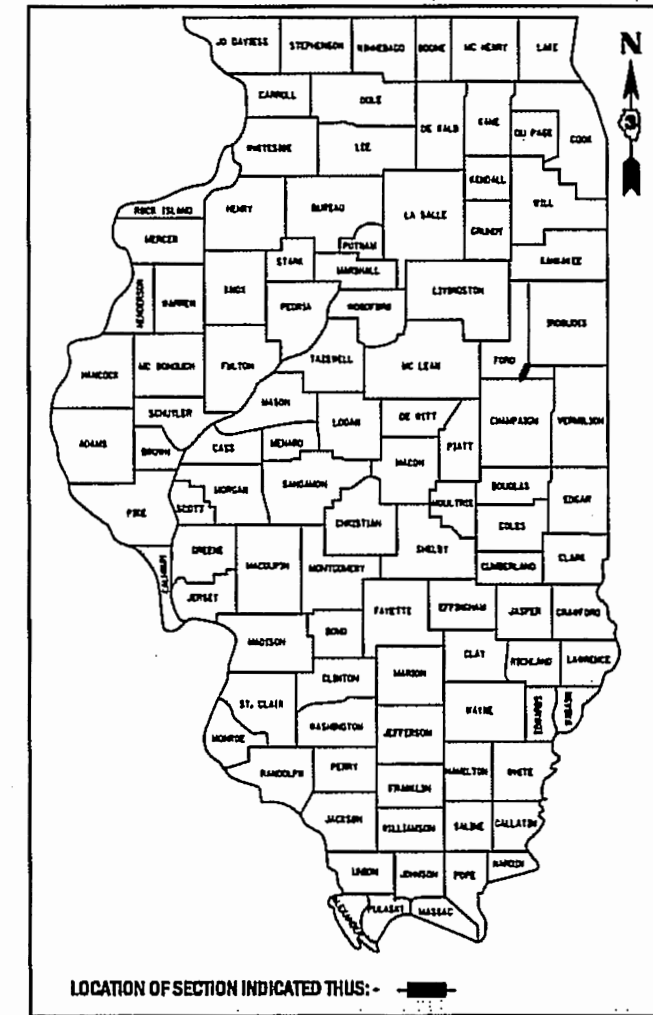
**PROPOSED
HIGHWAY PLANS**

**FAS ROUTE 1522 (US 45)
SECTION 31-X-BR
PROJECT STP-5VL5(240)
BRIDGE REPLACEMENT
OVER BIG FOUR DITCH
FORD COUNTY**

C-93-054-17

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	1
		ILLINOIS	CONTRACT NO. 66C84	

P-93-021-13
D-93-039-17



TRAFFIC DATA

ROUTE: FAS 1522 (US 45)
FUNCTIONAL CLASS: MAJOR COLLECTOR
EXISTING ADT: 3450 (2015)
CONSTRUCTION ADT: 3554 (2018)
DESIGN ADT: 4284 (2039)
PV: 82% SU: 16% MU: 2%

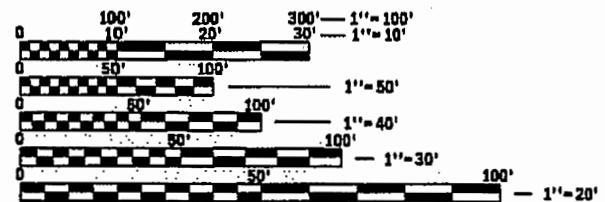
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POSTED SPEED: 55 MPH



SIGNATURE: *[Signature]* DATE: 10/11/2017
EXPIRES: 11/30/2017



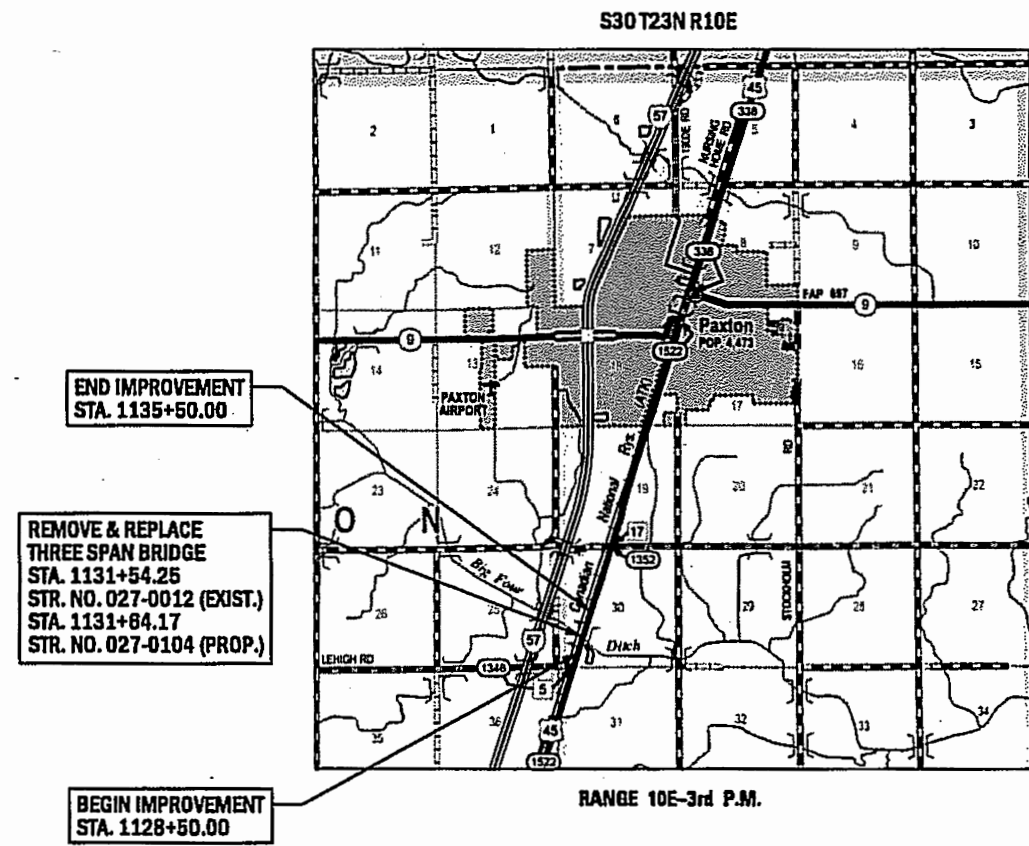
LOCATION MAP
NOT TO SCALE



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

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

PROJECT ENGINEER – JOSEPH KANNEL, PE
PROJECT MANAGER – MICHELE LINDEMANN, PE
DISTRICT 3 NO. (815) 434-6131
CONTRACT NO. 66C84



GROSS LENGTH = NET LENGTH = 700 FT. = 0.133 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED: *October 20, 2017*
[Signature]
REGIONAL ENGINEER

Nov 30, 2017
Maureen M. [Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

Nov 30, 2017
[Signature]
DIRECTOR OF PROGRAM DEVELOPMENT

**PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS**

GENERAL NOTES

1. THE THICKNESS OF HMA SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE HMA IS PLACED.
2. EXCEPT AS NOTED ON THE PLANS, PAVEMENT GRADES SHOWN ARE AT THE TOP OF PAVEMENT SURFACES.
3. BEFORE ORDERING PIPE CULVERTS OR PIPE DRAINS, THE CONTRACTOR SHALL CONSULT THE ENGINEER FOR EXACT LENGTHS.
4. THE ENGINEER WILL BE THE SOLE JUDGE CONCERNING CURING TIME FOR THE VARIOUS HMA LIFTS.
5. FOR STABILIZATION, ALL TYPE III BARRICADES WILL REQUIRE A MINIMUM OF FOUR SAND BAGS PER BARRICADE.
6. SEEDING WILL NOT BE PERMITTED AT ANY TIME WHEN THE GROUND IS FROZEN, WET, OR IN AN UNTILLABLE CONDITION. LOCATIONS TO BE SEEDDED WILL BE DETERMINED BY THE ENGINEER.
7. ONLY THOSE TREES DESIGNATED BY THE ENGINEER OR LISTED IN THE TREE REMOVAL SCHEDULE SHALL BE REMOVED. THE CONTRACTOR SHALL PROTECT ALL REMAINING TREES FROM DAMAGE DUE TO HIS OPERATIONS.
8. THE FINISHED EARTHWORK SHALL HAVE A VEGETATION SUSTAINING SOIL COVERING THE TOP FOUR INCHES IN AREAS TO BE SEEDDED OR SODDED. THE VEGETATION SUSTAINING SOIL REQUIRED WILL NOT BE PAID FOR SEPARATELY BUT WILL BE INCLUDED IN THE COST OF FURNISHED EXCAVATION.
9. ALL ELEVATIONS REFER TO U.S.G.S. MEAN SEA LEVEL DATUM.
10. ABANDONED UNDERGROUND UTILITIES THAT CONFLICT WITH CONSTRUCTION SHALL BE DISPOSED OF OUTSIDE THE LIMITS OF THE RIGHT OF WAY ACCORDING TO ARTICLE 202.03 OF THE STANDARD SPECIFICATIONS AND AS DIRECTED BY THE ENGINEER. THIS WORK WILL NOT BE PAID FOR SEPARATELY, BUT WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.
11. ANY REFERENCE TO A STANDARD IN THESE PLANS SHALL BE INTERPRETED TO MEAN THE EDITION AS INDICATED BY THE SUBNUMBER SHOWN IN THE LIST OF STANDARDS OR THE COPY INCLUDED IN THESE PLANS.
12. THE FOLLOWING RATES OF APPLICATION HAVE BEEN USED IN CALCULATING PLAN QUANTITIES:

GRANULAR MATERIALS	2.05	TONS / CU YD
HMA RESURFACING	112	LBS / SQ YD / IN
SHORT TERM PAVEMENT MARKING	10	FT / 100 FT OF APPLICATION
MIX FOR CRACKS, JTS & FLGWYS	0.0003	TONS / SQ YD
LEVEL BINDER (HAND METHOD)	0.0005	TONS / SQ YD
SUPPLEMENTAL WATERING	3	GAL / SQ YD / APPLICATION
CALCIUM CHLORIDE	2	LB / SQ YD / APPLICATION
AGGREGATE DITCH CHECKS	5	TONS AGGREGATE

13. MEMBERS OF J.U.L.I.E. KNOWN TO BE WITHIN THE LIMITS OF THE IMPROVEMENTS ARE:

- AMEREN CIPS
- FRONTIER
- NICOR GAS
- MEDIACOM
- GARGOYLE
- WINDSTREAM
- METRO COMMUNICATIONS
- ILLINOIS CENTRAL RAILROAD

14. ALL DAMAGE TO DEPARTMENT OWNED UNDERGROUND FACILITIES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED TO THE SATISFACTION OF THE DEPARTMENT AT THE CONTRACTOR'S EXPENSE. THIS SHALL INCLUDE ALL TEMPORARY REPAIRS REQUIRED TO KEEP THE FACILITY OPERATIONAL WHILE MATERIAL IS BEING OBTAINED TO MAKE PERMANENT REPAIRS. SPLICING OF ELECTRIC CABLE WILL NOT BE ALLOWED. ELECTRIC CABLE SHALL BE REPLACED FROM POLE TO POLE OR CONTROLLER.

HIGHWAY STANDARDS

- 000001-06 STANDARD SYMBOLS, ABBREVIATIONS & PATTERNS
- 001001-02 AREAS OF REINFORCEMENT BARS
- 001006 DECIMAL EQUIVALENTS OF AN INCH AND FOOT
- 280001-07 TEMPORARY EROSION CONTROL SYSTEMS
- 420406 PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
- 482011-03 HMA SHLD. STRIPS/SHLDS. WITH RESURFACING OR WIDENING AND RESURFACING PROJECTS
- 515001-03 NAME PLATE FOR BRIDGES
- 542301-03 PRECAST REINFORCED CONCRETE FLARED END SECTION
- 630001-12 STEEL PLATE BEAM GUARDRAIL
- 630201-07 PCC/HMA STABILIZATION AT STEEL PLATE BEAM GUARDRAIL
- 630301-08 SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
- 631031-15 TRAFFIC BARRIER TERMINAL, TYPE 6
- 667101-02 PERMANENT SURVEY MARKERS
- 701001-02 OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' (4.5 M) AWAY
- 701006-05 OFF-ROAD OPERATIONS, 2L, 2W, 15' (4.5 M) TO 24" (600 MM) FROM PAVEMENT EDGE
- 701901-07 TRAFFIC CONTROL DEVICES
- 701311-03 LANE CLOSURE 2L, 2W MOVING OPERATIONS DAY ONLY
- 725001-01 OBJECT AND TERMINAL MARKERS
- 780001-05 TYPICAL PAVEMENT MARKINGS
- 781001-04 TYPICAL APPLICATIONS RAISED REFLECTIVE PAVEMENT MARKERS
- 782006 GUARDRAIL AND BARRIER WALL REFLECTOR MOUNTING DETAILS
- BLR 21-9 TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES FOR CONSTRUCTION ON RURAL LOCAL HIGHWAYS

COMMITMENTS

1. DUE TO ROADSIDE PRAIRIES (GRADE A, B, AND C) SOUTH OF PAXTON BETWEEN THE RAILROAD AND US 45, APPROXIMATELY 13' FROM THE EDGE OF THE PAVEMENT, NO PARKING OF VEHICLES OR STORAGE OF EQUIPMENT OR MATERIALS SHOULD OCCUR ON THE WEST SIDE OF US 45 IN THIS AREA. AFTER CONSTRUCTION, THE DISTURBED AREA SHOULD BE SEEDDED WITH NATIVE MIX (CLASS 4 AND 5A) IN ACCORDANCE WITH SECTION 250 OF THE STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION.
2. PRE AND POST INSPECTIONS OF THE LOCAL ROADS WILL BE MADE BY CONSTRUCTION STAFF AND COORDINATED WITH MR. GREGORY PERKINSON, FORD COUNTY ENGINEER AND MR. STEPHEN FOSTER, PATTON TOWNSHIP HIGHWAY COMMISSIONER.
3. NO TREE CLEARING FROM APRIL 1 TO OCTOBER 1.
4. STRUCTURE NO. 027-0012 IS RESTRICTED TO LEGAL LOADS ONLY.

HMA MIXTURE REQUIREMENT TABLE		
LOCATION(S):	ENTIRE PROJECT	ENTIRE PROJECT
MIXTURE USE(S):	HMA LEVELING BINDER	HMA SURFACE COURSE
BINDER GRADE (PG):	PG64-22	PG64-22
DESIGN AIR VOIDS:	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION: (MIXTURE GRADATION)	IL 9.5	IL 9.5
FRICTION AGGREGATE:		MIXTURE C
MIXTURE WEIGHT:	112.0 LB/SY/IN	112.0 LB/SY/IN
QUALITY MANAGEMENT PROGRAM:	QCOA	QCOA
SUBLOT SIZE:	N/A	N/A
DENSITY TEST METHOD:	SATISFACTION OF ENGINEER	CORES

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE
AS BUILT INFORMATION

SUPERVISING CONSTRUCTION FIELD ENGINEER

RESIDENT ENGINEER / TECHNICIAN

START & END DATES
OF CONSTRUCTION: _____

INSPECTORS: _____

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PREPARED BY: Tom Benoit
DISTRICT STUDIES & PLANS ENGINEER

DATE: 10-20-17

EXAMINED BY: [Signature]
DISTRICT CONSTRUCTION ENGINEER

Michael A. Short
DISTRICT MATERIALS ENGINEER

[Signature]
DISTRICT OPERATIONS ENGINEER

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES AND HIGHWAY STANDARDS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	2
CONTRACT NO. 66CB4			ILLINOIS FED. AID PROJECT	

SCALE: N/A SHEET 1 OF 1 SHEETS STA. TO STA.



USER NAME * #USERS*	DESIGNED - LAB	REVISED -
	DRAWN - YA	REVISED -
PLOT SCALE * #SCALE*	CHECKED - E.J.L.	REVISED -
PLOT DATE * #DATE*	DATE - 10/11/17	REVISED -

80/20 SEP/ST

SUMMARY OF QUANTITIES

CODE NO.	ITEM	UNIT	CONSTRUCTION TYPE CODE	
			RURAL	BRIDGE
			TOTAL QUANTITY	0010 SN 027-0104
20100500	TREE REMOVAL, ACRES	ACRE	0.073	0.073
20200100	EARTH EXCAVATION	CU YD	486	486
20400800	FURNISHED EXCAVATION	CU YD	230	230
25000210	SEEDING, CLASS 2A	ACRE	0.32	0.32
25000310	SEEDING, CLASS 4	ACRE	0.24	0.24
25000322	SEEDING, CLASS 5A	ACRE	0.24	0.24
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	51	51
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	51	51
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	51	51
25100630	EROSION CONTROL BLANKET	SQ YD	2714	2714
28000305	TEMPORARY DITCH CHECKS	FOOT	56	56
28000500	INLET AND PIPE PROTECTION	EACH	4	4
28100105	STONE RIPRAP, CLASS A3	SQ YD	121	121
28100107	STONE RIPRAP, CLASS A4	SQ YD	1425	1425

14

* SPECIALTY ITEM

	USER NAME = *USER*	DESIGNED - LAB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES			F.A.S. RTE. 1522	SECTION 31-X-BR	COUNTY FORD	TOTAL SHEETS 59	SHEET NO. 3		
	PLOT SCALE = *SCALE*	CHECKED - E.J.L.	REVISED -					SCALE: N/A	SHEET 1 OF 6 SHEETS	STA. TO STA.	ILLINOIS FED. AID PROJECT		CONTRACT NO. 66C84	
	PLOT DATE = *DATE*	DATE - 10/11/17	REVISED -											

9FV

80, 20 FED, ST

CODE NO.	ITEM	UNIT	CONSTRUCTION TYPE CODE	
			RURAL	BRIDGE
			TOTAL QUANTITY	0010 SN 027-0104
28200200	FILTER FABRIC	SQ YD	1425	1425
31100910	SUBBASE GRANULAR MATERIAL, TYPE A 12"	SQ YD	95	95
40600275	BITUMINOUS MATERIALS (PRIME COAT)	POUND	269	269
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	958	958
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	0.42	0.42
40600525	LEVELING BINDER (HAND METHOD), N50	TON	0.71	0.71
40600627	LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N50	TON	153	153
40603310	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50	TON	118	118
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	120	120
44000100	PAVEMENT REMOVAL	SQ YD	277	277
44000159	HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/2"	SQ YD	1417	1417
48102100	AGGREGATE WEDGE SHOULDER, TYPE B	TON	15	15
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1
50200100	STRUCTURE EXCAVATION	CU YD	222	222

14 * SPECIALTY ITEM



USER NAME = *USER*	DESIGNED - LAB	REVISED -
PLOT SCALE = *SCALE*	DRAWN - YA	REVISED -
PLOT DATE = *DATE*	CHECKED - E.J.L.	REVISED -
	DATE - 10/11/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 2 OF 6 SHEETS STA. TO STA.

F.A.S. RTE. 1522	SECTION 31-X-BR	COUNTY FORD	TOTAL SHEETS 59	SHEET NO. 4
CONTRACT NO. 66C84			ILLINOIS FED. AID PROJECT	

80/20 FED/ST

CODE NO.	ITEM	UNIT	CONSTRUCTION TYPE CODE	
			RURAL	BRIDGE
			TOTAL QUANTITY	0010 SN 027-0104
50200300	COFFERDAM EXCAVATION	CU YD	210	210
50201101	COFFERDAM (TYPE 1) (LOCATION - 1)	EACH	1	1
50201102	COFFERDAM (TYPE 1) (LOCATION - 2)	EACH	1	1
50300225	CONCRETE STRUCTURES	CU YD	210.3	210.3
50300255	CONCRETE SUPERSTRUCTURE	CU YD	264.9	264.9
50300260	BRIDGE DECK GROOVING	SQ YD	951	951
50300300	PROTECTIVE COAT	SQ YD	1196	1196
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	106.9	106.9
50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	LSUM	1	1
50500505	STUD SHEAR CONNECTORS	EACH	5022	5022
50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	136880	136880
51200963	FURNISHING METAL SHELL PILES 16" X .375"	FOOT	995	995
51202305	DRIVING PILES	FOOT	995	995
51203200	TEST PILE METAL SHELLS	EACH	4	4

14

* SPECIALTY ITEM



USER NAME - #USER*	DESIGNED - LAB	REVISED -
PLOT SCALE - #SCALE*	DRAWN - YA	REVISED -
PLOT DATE - #DATE*	CHECKED - E.J.L.	REVISED -
	DATE - 10/11/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: N/A SHEET 3 OF 6 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	5
CONTRACT NO. 66C84			ILLINOIS FED. AID PROJECT	

80/20 FED/ST

CODE NO.	ITEM	UNIT	CONSTRUCTION TYPE CODE	
			RURAL	BRIDGE
			TOTAL QUANTITY	0010 SN 027-0104
51204650	PILE SHOES	EACH	34	34
51500100	NAME PLATES	EACH	1	1
52100520	ANCHOR BOLTS, 1"	EACH	48	48
542A0229	PIPE CULVERTS, CLASS A, TYPE 1 24"	FOOT	125	125
542A0247	PIPE CULVERTS, CLASS A, TYPE 1 42"	FOOT	60	60
54213669	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	EACH	6	6
54213687	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 42"	EACH	2	2
59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	3	3
59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	50	50
* 63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	25	25
* 63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4
* 63100169	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	4	4
63200310	GUARDRAIL REMOVAL	FOOT	426	426
* 66900200	NON-SPECIAL WASTE DISPOSAL	CU YD	550	550

* SPECIALTY ITEM

14


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80/20 FEB/ST

CODE NO.	ITEM	UNIT	CONSTRUCTION TYPE CODE	
			RURAL	BRIDGE
			TOTAL QUANTITY	0010 SN 027-0104
* 66900450	SPECIAL WASTE PLANS AND REPORTS	LSUM	1	1
* 66900530	SOIL DISPOSAL ANALYSIS	EACH	2	2
67000400	ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	8	8
67100100	MOBILIZATION	LSUM	1	1
70101830	TRAFFIC CONTROL AND PROTECTION, STANDARD BLR 21	LSUM	1	1
70300100	SHORT TERM PAVEMENT MARKING	FOOT	70	70
70300150	SHORT TERM PAVEMENT MARKING REMOVAL	SQ FT	23	23
70300220	TEMPORARY PAVEMENT MARKING - LINE 4"	FOOT	1400	1400
70300240	TEMPORARY PAVEMENT MARKING - LINE 6"	FOOT	175	175
* 72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4
* 78001110	PAINT PAVEMENT MARKING - LINE 4"	FOOT	2800	2800
* 78001130	PAINT PAVEMENT MARKING - LINE 6"	FOOT	350	350
* 78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	9	9
* 78200005	GUARDRAIL REFLECTORS, TYPE A	EACH	8	8

* SPECIALTY ITEM

19

	USER NAME = #USER*	DESIGNED - LAB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUMMARY OF QUANTITIES	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = #SCALE*	DRAWN - YA	REVISED -			1522	31-X-BR	FORD	59	7
	PLOT DATE = #DATE*	CHECKED - E.J.L.	REVISED -			CONTRACT NO. 66C84			ILLINOIS FED. AID PROJECT	
SCALE: N/A						SHEET 5 OF 6 SHEETS		STA. TO STA.		

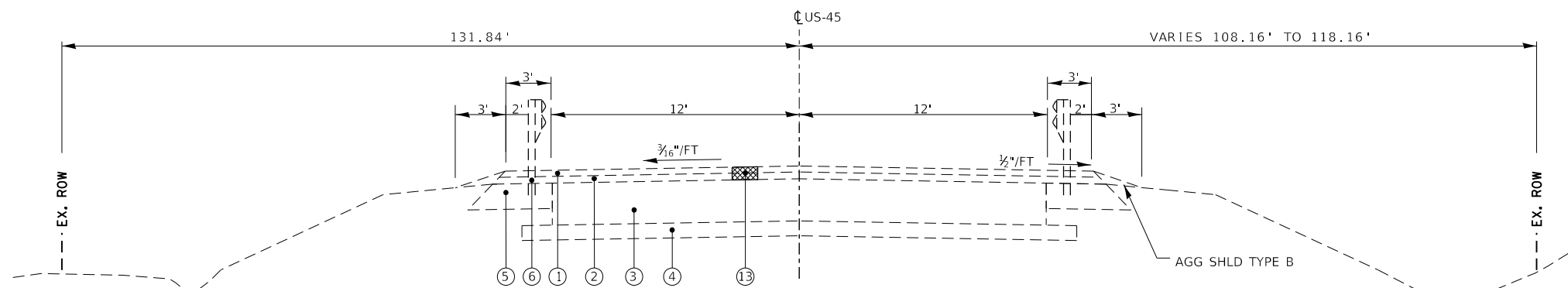
80/20 FED/ST

CODE NO.	ITEM	UNIT	CONSTRUCTION TYPE CODE	
			RURAL	BRIDGE
			TOTAL QUANTITY	0010 SN 027-0104
78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	6	6
X0326649	LINEAR DELINEATOR PANELS, 6 INCH	EACH	6	6
X0327980	PAVEMENT MARKING REMOVAL - WATER BLASTING	SQ FT	554	554
X5015225	PIPE CULVERT REMOVAL (SPECIAL)	FOOT	186	186
X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	118	118
X7010216	TRAFFIC CONTROL AND PROTECTION, (SPECIAL)	LSUM	1	1
X7015005	CHANGEABLE MESSAGE SIGN	CAL DA	480	480
Z0005216	HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARD RAIL	SQ YD	263	263
Z0030850	TEMPORARY INFORMATION SIGNING	SQ FT	42	42
Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	152	152

10 * SPECIALTY ITEM

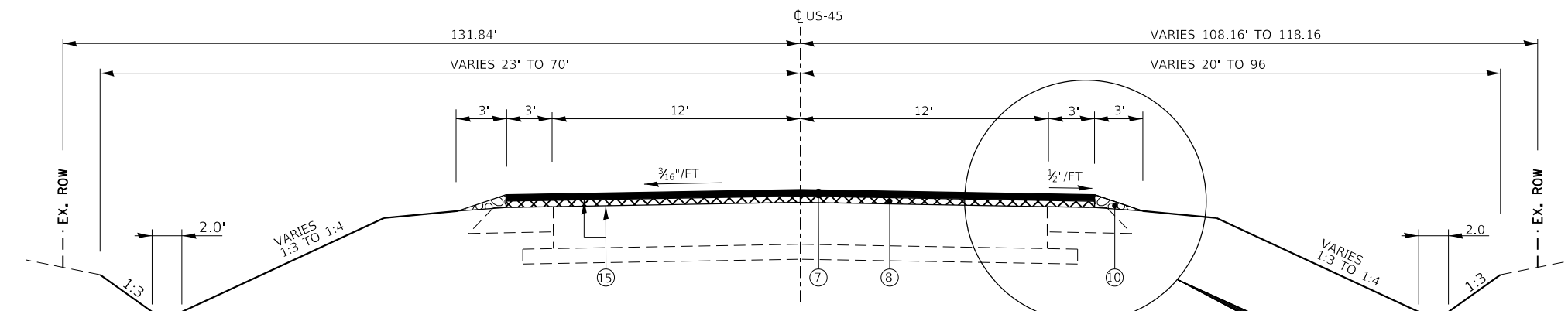
LEGEND

- ① EXISTING BITUMINOUS CONCRETE SURFACE COURSE, 1-1/2"
- ② EXISTING BITUMINOUS CONCRETE BINDER COURSE, 1"
- ③ EXISTING 10" P.C.C. BASE COURSE
- ④ EXISTING 6" GRANULAR SUB-BASE
- ⑤ EXISTING 8" BITUMINOUS SHOULDER
- ⑥ EXISTING GUARDRAIL
- ⑦ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50, 1-1/2"
- ⑧ PROPOSED LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N50, 1" AND VARIES
- ⑩ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ⑪ PROPOSED STEEL PLATE BEAM GUARDRAIL, TYPE A 6 FOOT POSTS
- ⑫ PROPOSED PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
- ⑬ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2-1/2"
- ⑭ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A 12"
- ⑮ PROPOSED BITUMINOUS MATERIALS (TACK COAT)



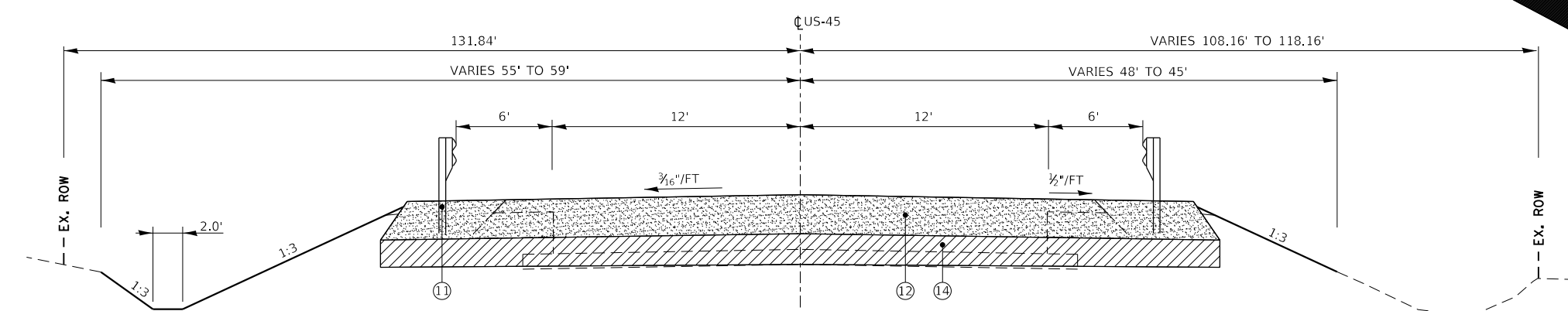
US-45 EXISTING ROADWAY TYPICAL SECTION

STA. 1128+50.00 TO STA. 1130+38.73
 STA. 1132+89.61 TO STA. 1135+50.00
 N.T.S.



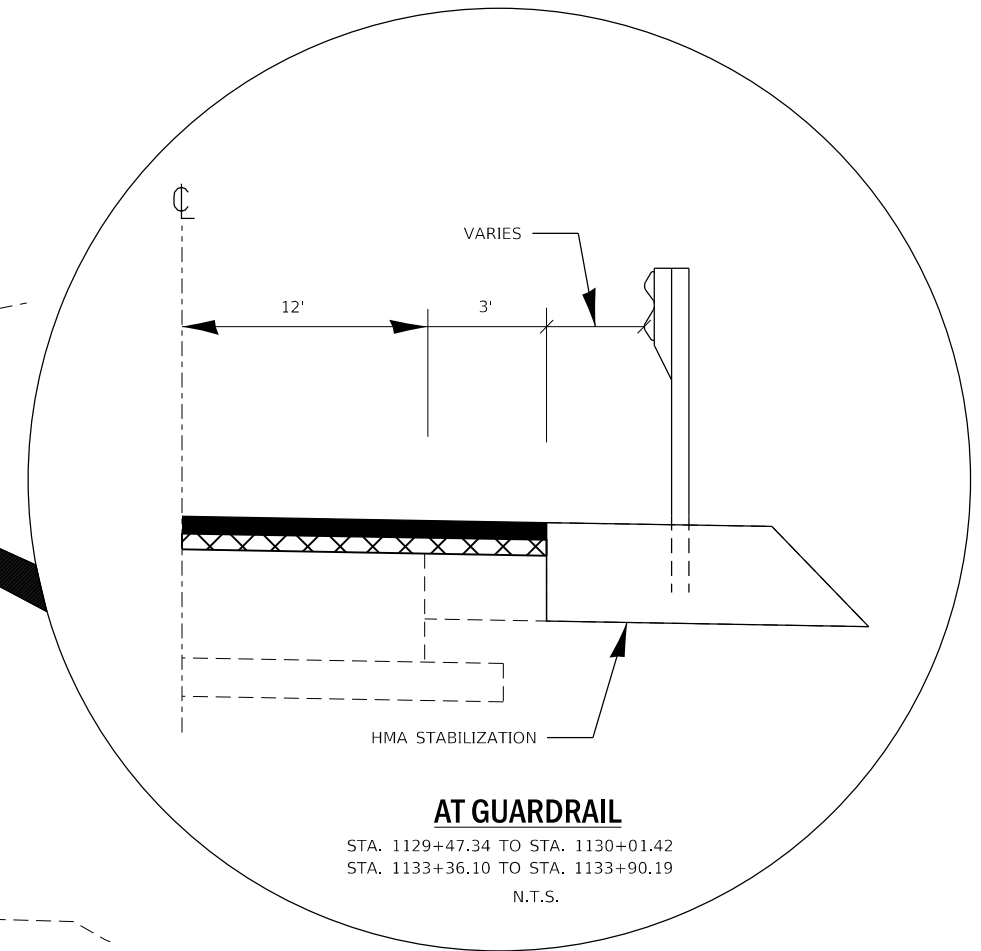
US-45 PROPOSED OVERLAY TYPICAL SECTION

STA. 1128+50.00 TO STA. 1130+25.74
 STA. 1133+02.60 TO STA. 1135+50.00
 N.T.S.



US-45 PROPOSED FULL DEPTH TYPICAL SECTION

STA. 1130+25.74 TO STA. 1130+38.73
 STA. 1132+89.61 TO STA. 1133+02.60
 N.T.S.



USER NAME = *USER*	DESIGNED - LAB	REVISED -
DRAWN - YA	REVISED -	
PLOT SCALE = *SCALE*	CHECKED - EJL	REVISED -
PLOT DATE = *DATE*	DATE - 10/11/17	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

TYPICAL SECTIONS	
SCALE: N/A	SHEET 1 OF 1 SHEETS
STA.	TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	9
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				

STRUCTURE SCHEDULE

STRUCTURE NO	STATION	STATION	OFFSET	TYPE				INVERT DIRECTIONS									
				PRECAST REINFORCED CONCRETE FLARED END SECTIONS 24"	PRECAST REINFORCED CONCRETE FLARED END SECTIONS 42"	PIPE CULVERTS, CLASS A, TYPE 1 24"	PIPE CULVERTS, CLASS A, TYPE 1 42"	N	NE	E	SE	S	SW	W	NW		
1	1130+43.92		49.43 LT	1										729.94			
2	1130+43.92	1130+93.69	LT			50											
3	1130+93.69		44.68 LT	1					729.06								
4	1130+41.26		76.11 RT	1										722.09			
5	1130+41.26	1130+73.28	RT			33											
6	1130+73.28		84.09 RT	1					721.43								
7	1131+74.35		78.51 RT		1									721.18			
8	1131+74.35	1132+34.52	RT				60										
9	1132+34.52		78.51 RT		1				722.08								
10	1132+37.86		47.03 LT	1										727.43			
11	1132+37.86	1132+79.61	LT			42											
12	1132+79.61		47.03 LT	1					727.85								
TOTAL				6	2	125	60										

EARTHWORK SCHEDULE

FROM STATION	TO STATION	EARTH EXCAVATION (CU YD)	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%) (CU YD)	EMBANKMENT (CU YD)	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-) (CU YD)
1128+50.00	1128+75.00	3	2	0	2
1128+75.00	1129+00.00	7	5	18	-13
1129+00.00	1129+25.00	14	10	42	-31
1129+25.00	1129+50.00	30	22	86	-64
1129+50.00	1129+61.76	17	13	48	-35
1129+61.76	1129+75.00	18	13	30	-17
1129+75.00	1130+00.00	42	31	22	10
1130+00.00	1130+25.00	51	38	12	26
1130+25.00	1130+37.00	15	11	15	-3
1130+37.00	1130+69.39	28	21	133	-111
1130+69.39	1132+58.95				
BRIDGE EXCEPTION					
1132+58.95	1132+90.67	160	120	82	38
1132+90.67	1133+00.00	6	5	8	-3
1133+00.00	1133+25.00	13	10	7	3
1133+25.00	1133+50.00	17	13	8	5
1133+50.00	1133+66.58	14	11	28	-17
1133+66.58	1133+75.00	11	8	22	-14
1133+75.00	1134+00.00	22	16	29	-13
1134+00.00	1134+25.00	2	1	2	0
1134+25.00	1134+50.00	3	2	1	1
1134+50.00	1134+75.00	3	2	0	2
1134+75.00	1135+00.00	3	3	0	3
1135+00.00	1135+25.00	3	3	0	2
1135+25.00	1135+50.00	3	2	0	2
TOTAL		486	365	594	-230

EROSION CONTROL SCHEDULE

FROM STATION	TO STATION	SIDE	EROSION CONTROL BLANKET (SQ YD)	TEMPORARY DITCH CHECKS (FOOT)	INLET AND PIPE PROTECTION (EACH)	STONE RIPRAP, CLASS A3 (SQ YD)	STONE RIPRAP, CLASS A4 (SQ YD)	FILTER FABRIC (SQ YD)
1128+50.00	1130+99.90	LT	560.89					
1128+50.00	1130+26.41	RT	967.29					
1129+25.00		RT		14				
1130+25.00		RT		14				
1130+25.00		LT		14				
1130+26.00		RT				37.7		
1130+29.27	1130+76.82	RT	77.51					
1130+32.41	1130+69.39	RT	59.80					
1130+36.00		RT				21.0		
1130+41.00		RT			1			
1130+44.00		LT			1			
1131+68.35	1132+45.51	RT	153.78					
1132+26.86	1135+25.00	LT	614.69					
1132+34.00		RT			1			
1132+80.00		LT			1			
1132+86.00		RT				41.7		
1132+92.08	1135+25.00	RT	279.28					
1132+95.00		LT				19.7		
1133+00.00		LT		14				
1130+79.89	1130+94.35	RT				14.2	14.2	
1131+51.34	1131+68.34	RT				14.2	14.2	
1130+99.80	1131+15.95	LT				14.2	14.2	
1132+54.03	1132+31.86	LT				14.2	14.2	
1130+48.00	1132+78.00	LT/RT				1368	1368	
TOTAL			2714	56	4	121	1425	1425

TREE REMOVAL SCHEDULE

FROM STATION	TO STATION	SIDE	TREE REMOVAL (ACRE)
1128+99	1129+62	RT	0.013
1129+38	1130+61	LT	0.032
1130+04	1130+46	RT	0.003
1132+42	1133+60	LT	0.025
TOTAL			0.073

GUARDRAIL REMOVAL SCHEDULE

BEGIN STATION	END STATION	SIDE	GUARDRAIL REMOVAL (FOOT)
1128+91	1130+52	RT	161.5
1130+10	1130+61	LT	51.0
1132+47	1132+98	RT	51.1
1132+55	1134+17	LT	162.0
TOTAL			426

BENCHMARK "3"

ELEV: 737.43

RAILROAD SPIKE
STA. 1121+58.39, 106.5844' RT.
N: 1365470.3773
E: 1045341.6290

LOCATED OFF SHEET

BENCHMARK "4"

ELEV: 737.70

RAILROAD SPIKE
STA. 1124+35.19, 109.92' RT.
N: 1365733.0563
E: 1045428.9746

LOCATED OFF SHEET

BENCHMARK "5"

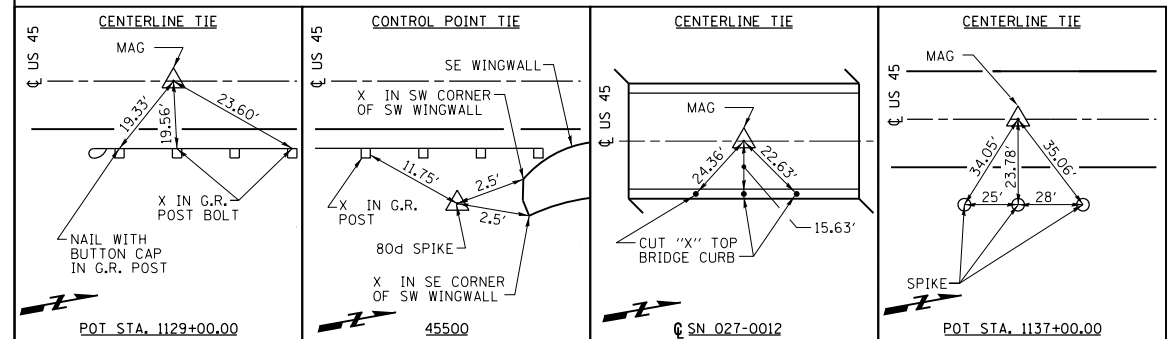
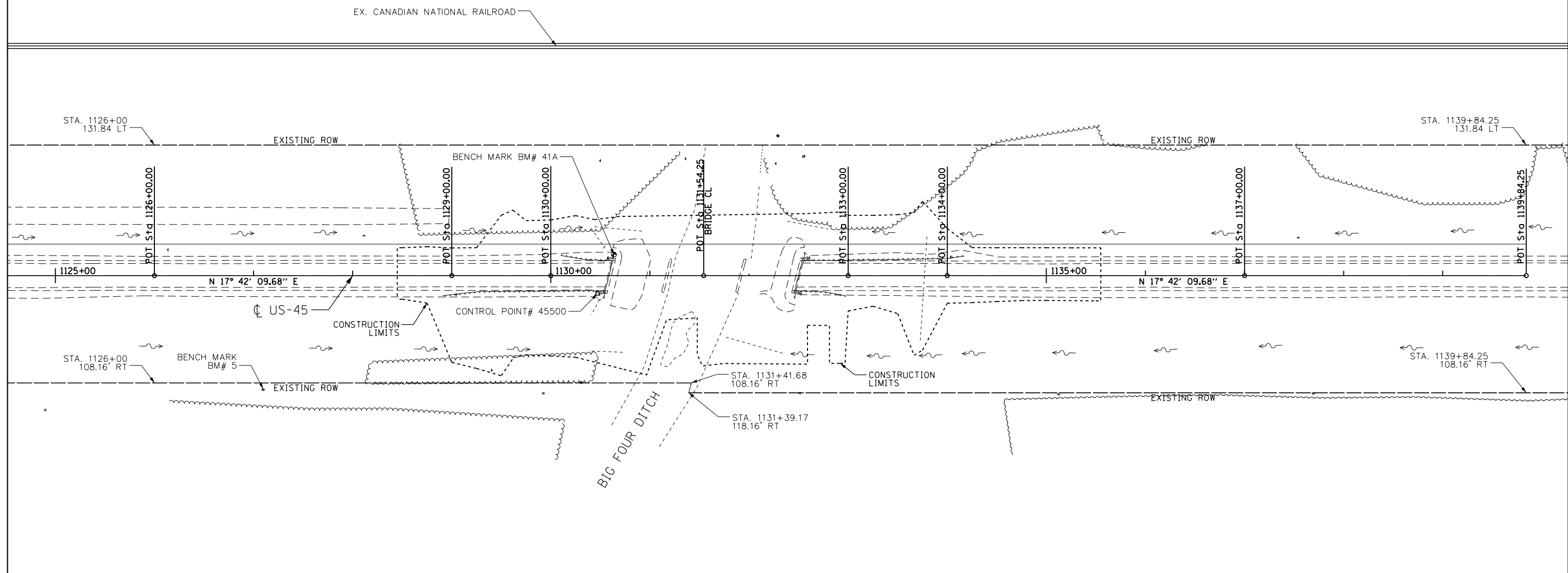
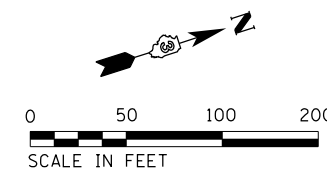
ELEV: 736.63

RAILROAD SPIKE
STA. 1127+10.00, 114.74' RT.
N: 1365993.3849
E: 1045517.1343

BENCHMARK "41A"

ELEV: 738.97

PERMANENT SURVEY MARKER
STA. 1130+63.65, 21.22' LT.
N: 1366371.6307
E: 1045495.1451



FAS ROUTE (US 45)		LOCATION: BIG FOUR DITCH, 3.0 MI SOUTH OF IL 9			
INDEX NUMBER	DESCRIPTION	EXISTING MONUMENT TYPE	PROPOSED MONUMENT TYPE	MONUMENT RECORD TO BE RECORDED	RESPONSIBILITY
	NO CENTERLINE PERMANENT SURVEY MARKERS OR SECTION CORNERS ARE TO BE SET FOR THIS JOB				

PRE CONSTRUCTION, THE R.E. MUST TIE AND BRING TO THE ATTENTION OF THE PLATS AND PLANS MANAGER ANY UNLISTED MONUMENTS FOUND.

USER NAME = *USER*	DESIGNED - LAB	REVISED -
PLOT SCALE = *SCALE*	DRAWN - YA	REVISED -
PLOT DATE = *DATE*	CHECKED - EJL	REVISED -
	DATE - 10/11/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

ALIGNMENT, TIES, AND BENCHMARKS

SCALE: 1" = 50' SHEET 1 OF 1 SHEETS STA. 1128+50.00 TO STA. 1135+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	12
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				

FILEL\$

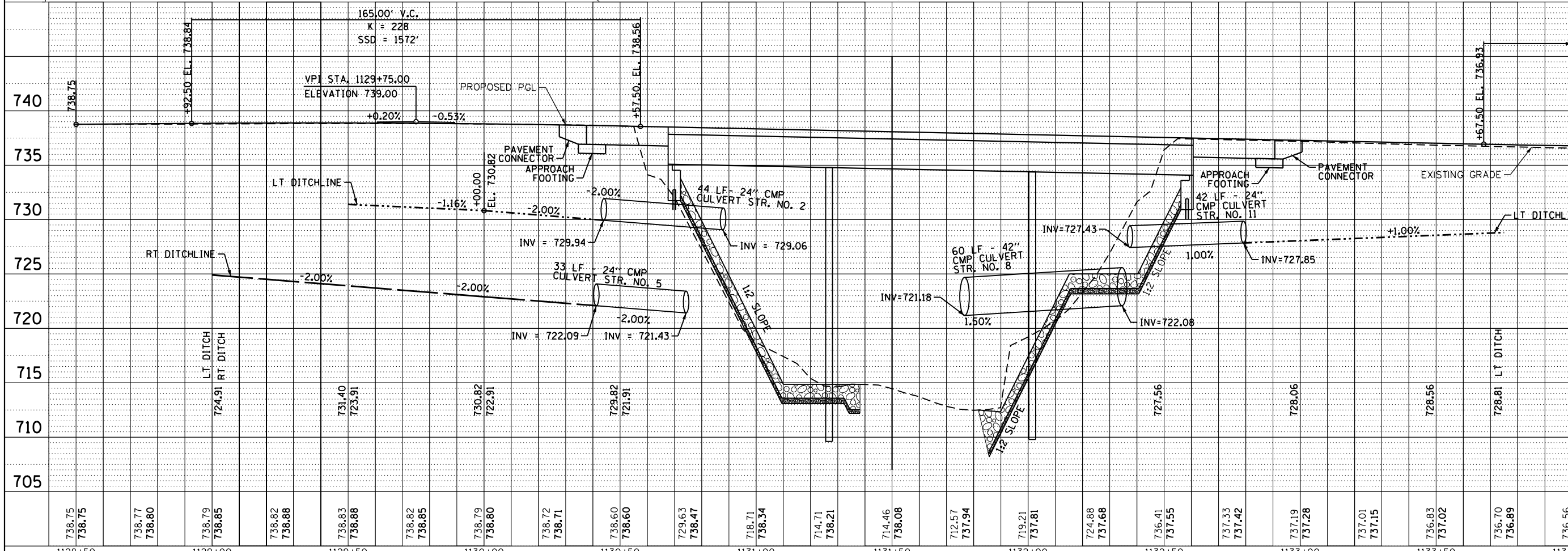
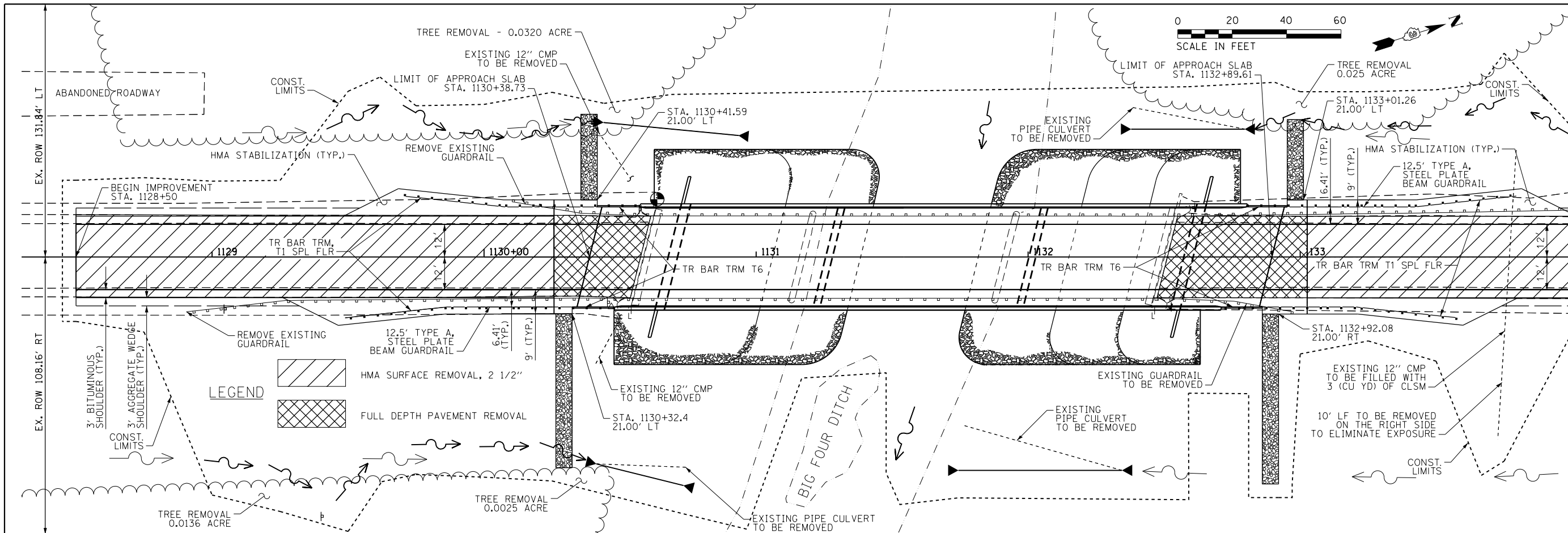


CONTRACT NO. 66C84

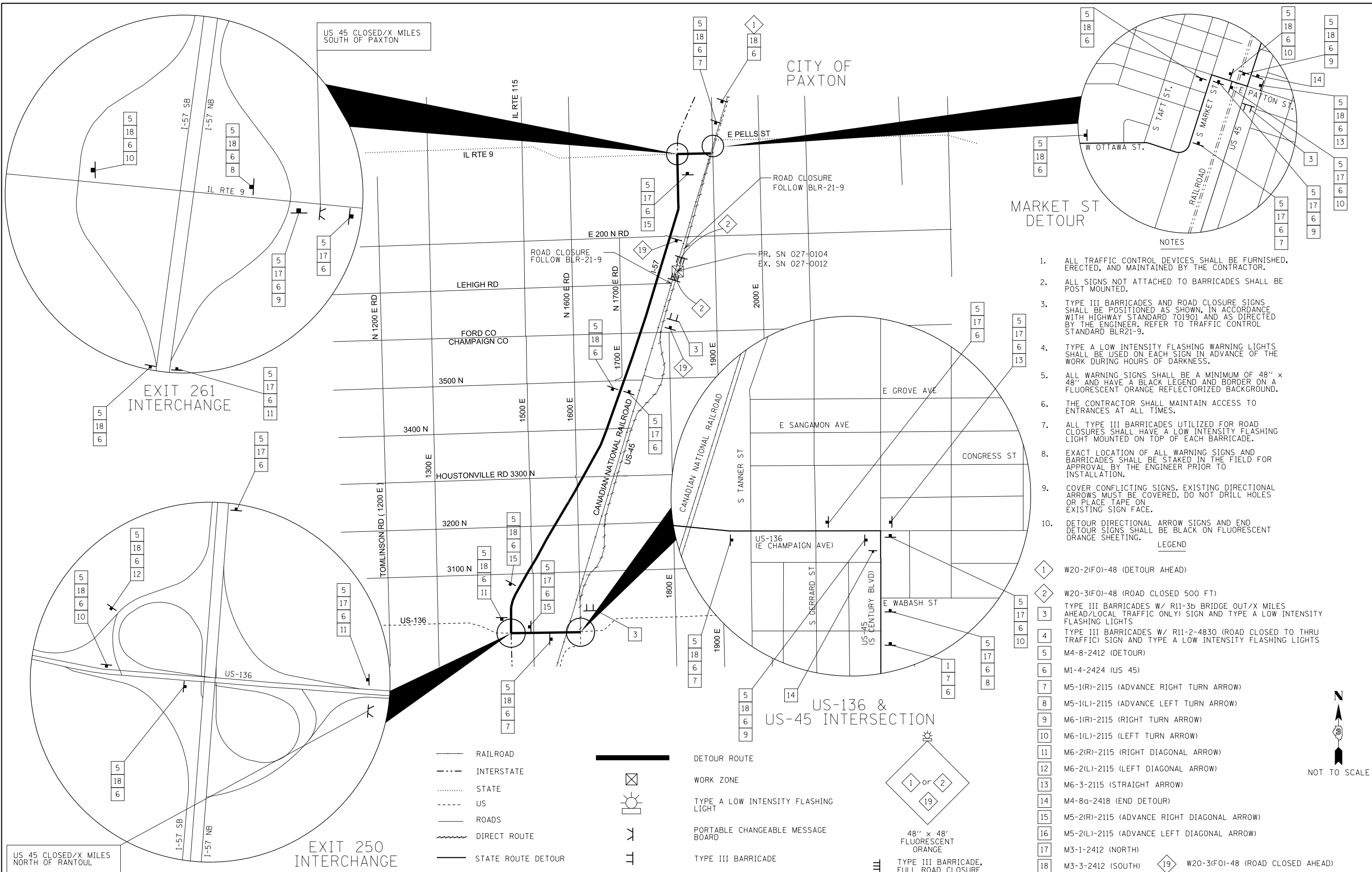
FORD COUNTY

PLAN	SURVEYED	DATE
	PLOTTED	
	ALIGNED	
	CHECKED	
	DESIGNED	
	BY	
	NO.	

PROFILE	SURVEYED	DATE
	PLOTTED	
	GRADES	
	CHECKED	
	STRUCTURE	
	NOTATIONS	
	BY	
	NO.	



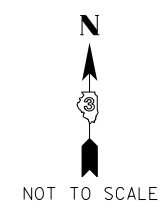
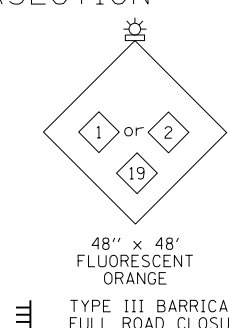
FILE NAME: MILHOUSE	USER NAME: *USER*	DESIGNED: LAB	REVISED: -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	US 45 PLAN & PROFILE	F.A.S. R.T.E. 1522	SECTION 31-X-BR	COUNTY FORD	TOTAL SHEETS 59	SHEET NO. 13		
PLOT SCALE: *SCALE*	CHECKED: EJL	REVISED: -	SCALE: 1" = 20'			SHEET 1 OF 2 SHEETS	STA. 1128+50.00 TO STA. 1131+50.00	CONTRACT NO. 66C84		ILLINOIS FED. AID PROJECT		
PLOT DATE: *DATE*	DATE: 8/30/17	REVISED: -										



- NOTES**
- ALL TRAFFIC CONTROL DEVICES SHALL BE FURNISHED, ERECTED, AND MAINTAINED BY THE CONTRACTOR.
 - ALL SIGNS NOT ATTACHED TO BARRICADES SHALL BE POST MOUNTED.
 - TYPE III BARRICADES AND ROAD CLOSURE SIGNS SHALL BE POSITIONED AS SHOWN, IN ACCORDANCE WITH HIGHWAY STANDARD 701901 AND AS DIRECTED BY THE ENGINEER, REFER TO TRAFFIC CONTROL STANDARD BLR21-9.
 - TYPE A LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE USED ON EACH SIGN IN ADVANCE OF THE WORK DURING HOURS OF DARKNESS.
 - ALL WARNING SIGNS SHALL BE A MINIMUM OF 48" x 48" AND HAVE A BLACK LEGEND AND BORDER ON A FLUORESCENT ORANGE REFLECTORIZED BACKGROUND.
 - THE CONTRACTOR SHALL MAINTAIN ACCESS TO ENTRANCES AT ALL TIMES.
 - ALL TYPE III BARRICADES UTILIZED FOR ROAD CLOSURES SHALL HAVE A LOW INTENSITY FLASHING LIGHT MOUNTED ON TOP OF EACH BARRICADE.
 - EXACT LOCATION OF ALL WARNING SIGNS AND BARRICADES SHALL BE STAKED IN THE FIELD FOR APPROVAL BY THE ENGINEER PRIOR TO INSTALLATION.
 - COVER CONFLICTING SIGNS. EXISTING DIRECTIONAL ARROWS MUST BE COVERED. DO NOT DRILL HOLES OR PLACE TAPE ON EXISTING SIGN FACE.
 - DETOUR DIRECTIONAL ARROW SIGNS AND END DETOUR SIGNS SHALL BE BLACK ON FLUORESCENT ORANGE SHEETING.

- LEGEND**
- 1 W20-2(F0)-48 (DETOUR AHEAD)
 - 2 W20-3(F0)-48 (ROAD CLOSED 500 FT)
 - 3 TYPE III BARRICADES W/ R11-3b BRIDGE OUT/X MILES AHEAD/LOCAL TRAFFIC ONLY) SIGN AND TYPE A LOW INTENSITY FLASHING LIGHTS
 - 4 TYPE III BARRICADES W/ R11-2-4830 (ROAD CLOSED TO THRU TRAFFIC) SIGN AND TYPE A LOW INTENSITY FLASHING LIGHTS
 - 5 M4-8-2412 (DETOUR)
 - 6 M1-4-2424 (US 45)
 - 7 M5-1(R)-2115 (ADVANCE RIGHT TURN ARROW)
 - 8 M5-1(L)-2115 (ADVANCE LEFT TURN ARROW)
 - 9 M6-1(R)-2115 (RIGHT TURN ARROW)
 - 10 M6-1(L)-2115 (LEFT TURN ARROW)
 - 11 M6-2(R)-2115 (RIGHT DIAGONAL ARROW)
 - 12 M6-2(L)-2115 (LEFT DIAGONAL ARROW)
 - 13 M6-3-2115 (STRAIGHT ARROW)
 - 14 M4-8a-2418 (END DETOUR)
 - 15 M5-2(R)-2115 (ADVANCE RIGHT DIAGONAL ARROW)
 - 16 M5-2(L)-2115 (ADVANCE LEFT DIAGONAL ARROW)
 - 17 M3-1-2412 (NORTH)
 - 18 M3-3-2412 (SOUTH)
 - 19 W20-3(F0)-48 (ROAD CLOSED AHEAD)

- RAILROAD
- INTERSTATE
- STATE
- US
- ROADS
- DIRECT ROUTE
- STATE ROUTE DETOUR
- DETOUR ROUTE
- WORK ZONE
- TYPE A LOW INTENSITY FLASHING LIGHT
- PORTABLE CHANGEABLE MESSAGE BOARD
- TYPE III BARRICADE



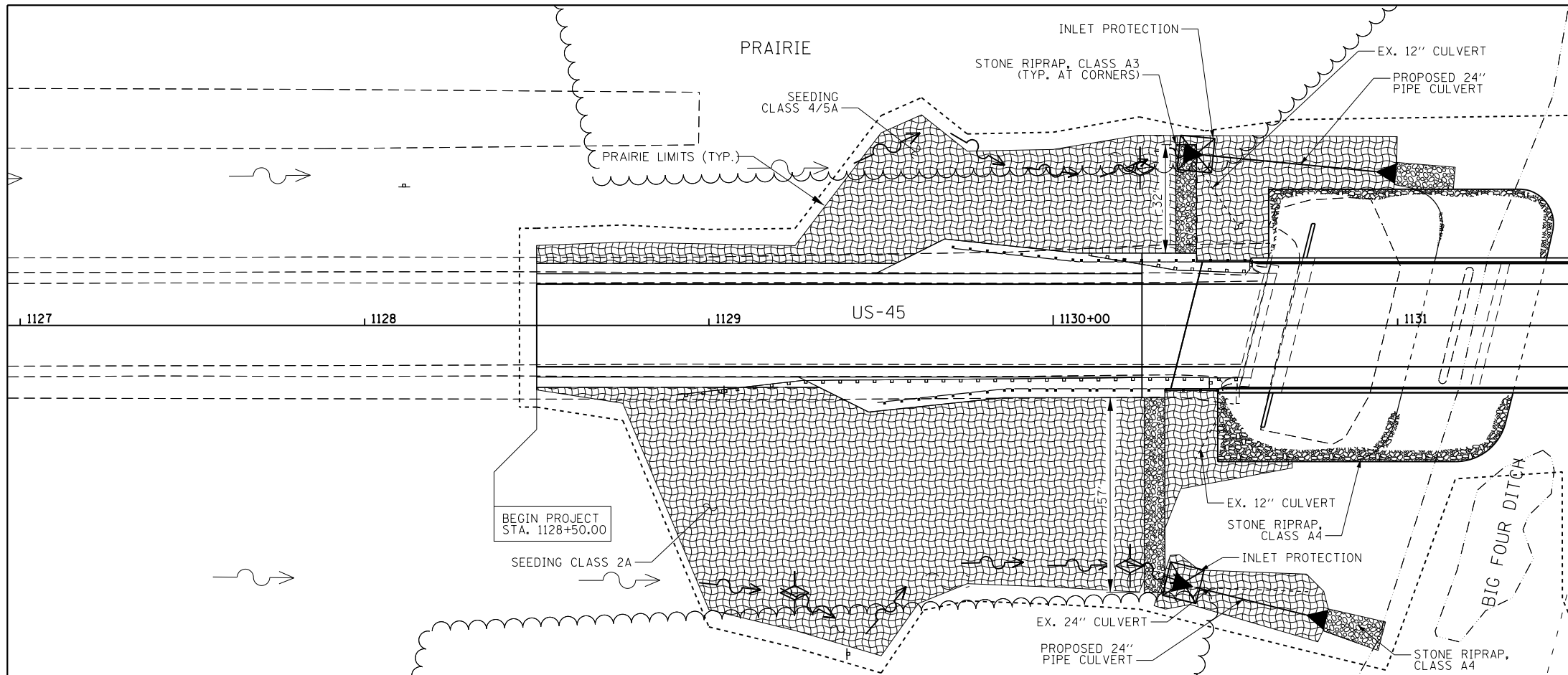
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DRAWN - YA	REVISED -	
PLOT SCALE - *SCALE*	CHECKED - EJL	REVISED -
PLOT DATE - *DATE*	DATE - 10/11/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**



**US 45
DETOUR PLAN**

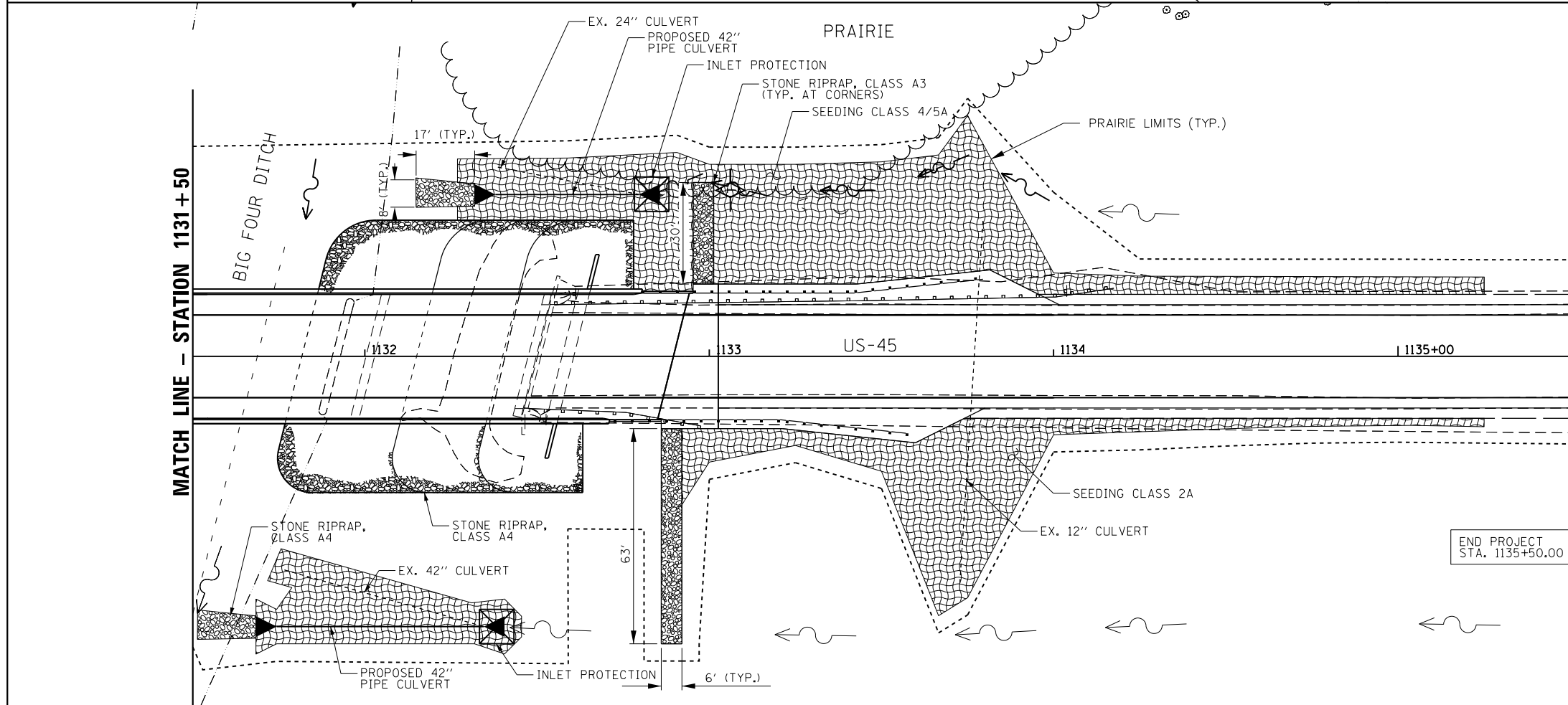
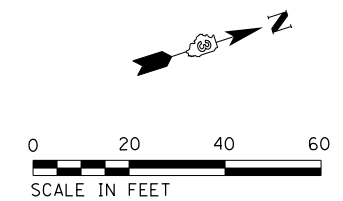
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F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	15
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				



MATCH LINE - STATION 1131 + 50

- LEGEND**
-  TEMPORARY DITCH CHECK
 -  EROSION CONTROL BLANKET*
 -  STONE RIPRAP
 -  INLET & PIPE PROTECTION
- * SEED ALL BLANKETED AREAS AS PER PLAN



MATCH LINE - STATION 1131 + 50

END PROJECT
STA. 1135+50.00

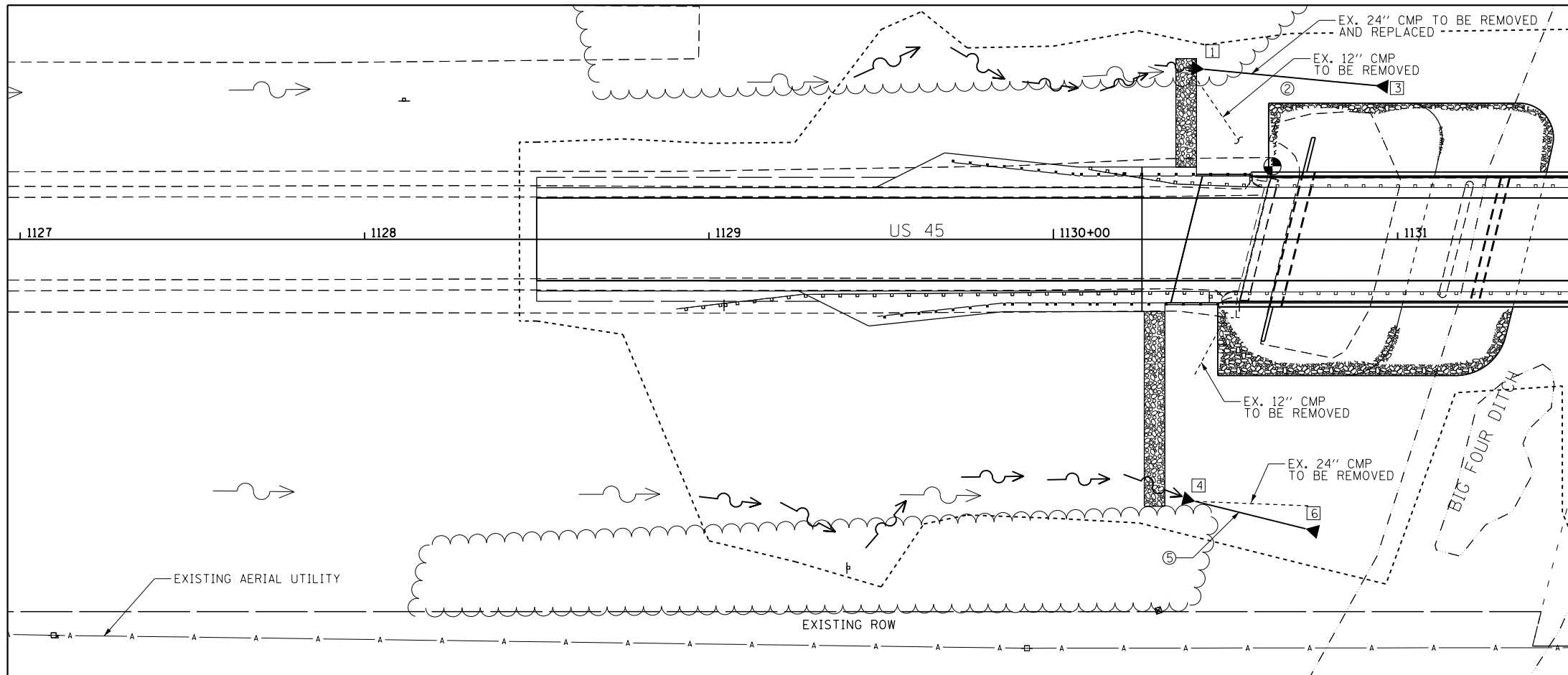


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DRAWN - YA	REVISOR -	
PLOT SCALE = *SCALE*	CHECKED - EJL	REVISED -
PLOT DATE = *DATE*	DATE - 10/11/17	REVISED -

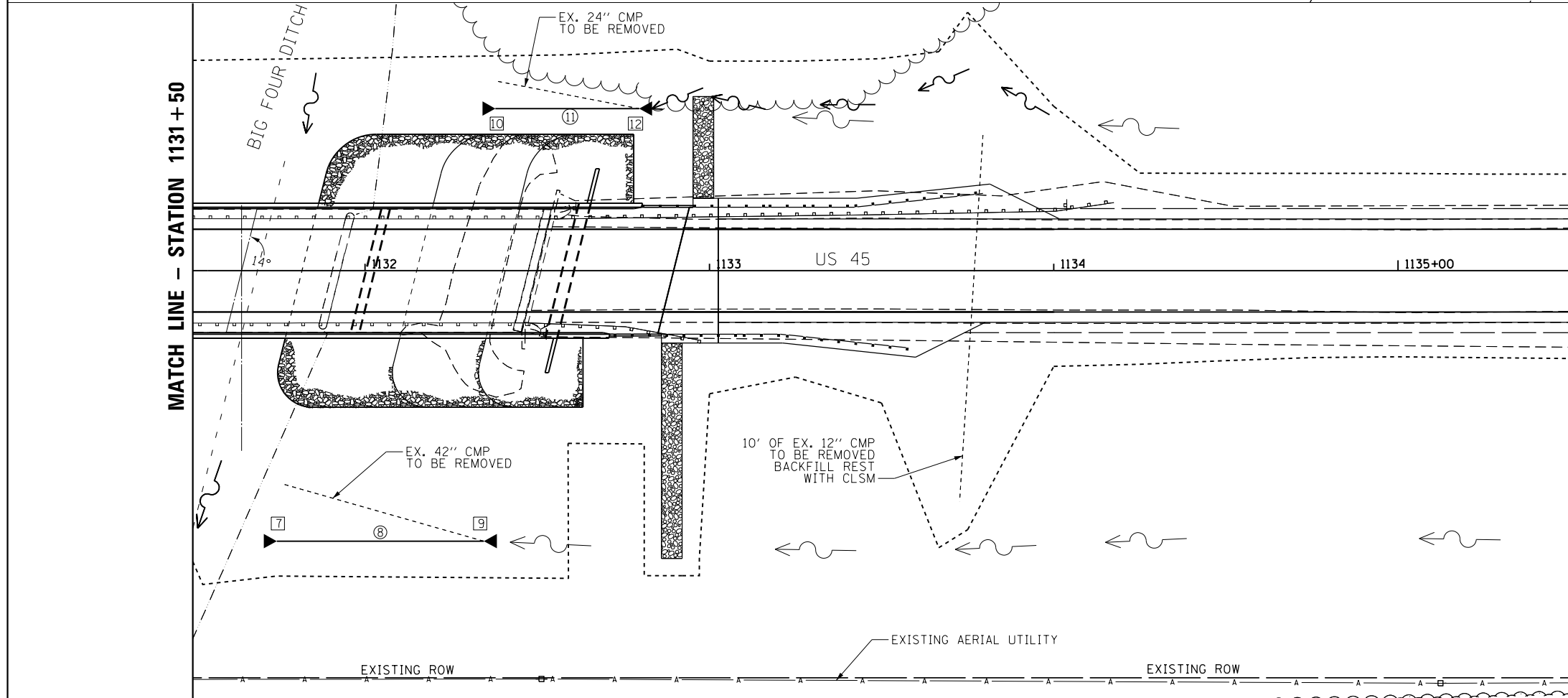
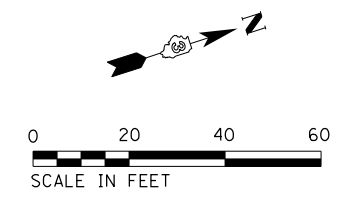
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

EROSION & SEDIMENT CONTROL PLAN AND DETAILS	
SCALE: 1" = 20'	SHEET 1 OF 1 SHEETS
STA. 1128+50.00 TO STA. 1135+50.00	

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	16
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				



MATCH LINE - STATION 1131+50



MATCH LINE - STATION 1131+50



USER NAME = *USER*	DESIGNED - LAB	REVISED -
PLOT SCALE = *SCALE*	DRAWN - YA	REVISED -
PLOT DATE = *DATE*	CHECKED - EJL	REVISED -
	DATE - 10/11/17	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**US 45
DRAINAGE & UTILITY PLAN**

SCALE: 1" = 20' SHEET 1 OF 1 SHEETS STA. 1128+50.00 TO STA. 1135+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	17
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				

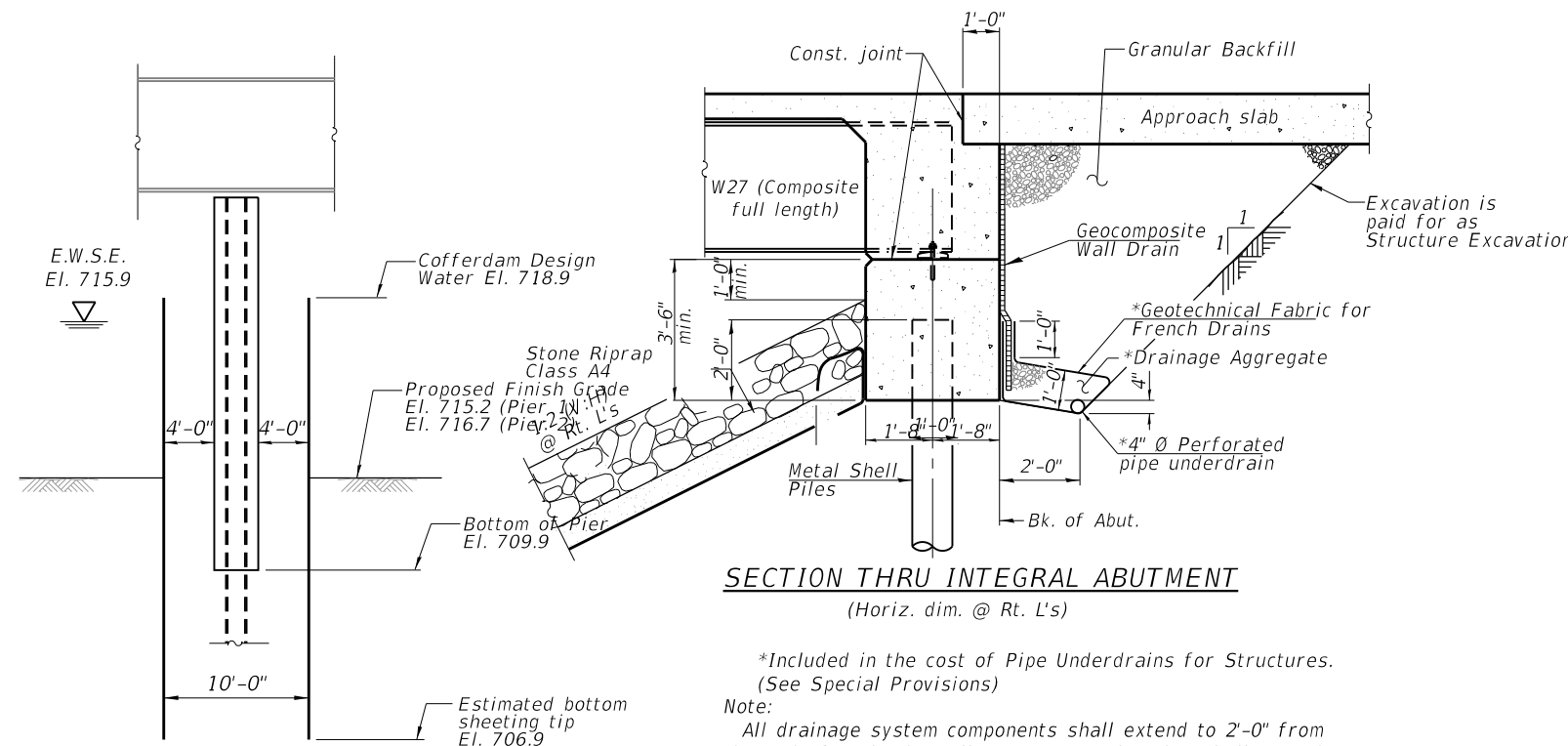
INDEX OF SHEETS

- S1- General Plan & Elevation
- S2- General Data
- S3- Top of Slab Elevations 1
- S4- Top of Slab Elevations 2
- S5- Top of Slab Elevations 3
- S6- South Approach Top of Slab Elevations
- S7- North Approach Top of Slab Elevations
- S8- Superstructure
- S9- Superstructure Details
- S10- Diaphragm Details
- S11- Bridge Approach Slab Details
- S12- Bridge Approach Slab Details
- S13- Structural Steel
- S14- Structural Steel Details
- S15- Bearing Details
- S16- South Abutment
- S17- North Abutment
- S18- Pier 1
- S19- Pier 2
- S20- Metal Shells Pile Details
- S21- Concrete Parapet Slipforming Option
- S22- Boring Logs 1
- S23- Boring Logs 2

GENERAL NOTES

- 1- Fasteners shall be ASTM A325 Type 1, mechanically galvanized bolts in painted areas and ASTM A325 Type 3 in unpainted areas. Bolts 7/8 in. Ø, holes 1 1/16 in. Ø, unless otherwise noted.
- 2- Calculated weight of Structural Steel = 208,690 pounds
- 3- All structural steel shall be AASHTO M 270 Grade 50W
- 4- No field welding is permitted except as specified in the contract documents.
- 5- Reinforcement bars designated (E) shall be epoxy coated.
- 6- Bearing seat surfaces shall be constructed or adjusted to the designated elevations within a tolerance of 1/8 inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.
- 7- Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete cap plus 1'-6". 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- The embankment configuration shown shall be the minimum that must be placed and compacted prior to construction of the abutments.
- 10- Current Ratings on File for Existing Structure
 Inventory: HS 0.60
 Operating: HS 1.00
 Live Load Restrictions: Yes (10 tons axle, 40 ton Gross)

 Inventory and operating ratings and live load restrictions are provided for information only. Inventory and operating ratings are based on HS loading and configuration. Live load restrictions are based on Illinois legal loads and configurations. The ratings and live load restrictions are not necessarily representative of capacities to support the Contractor's equipment.
- 11- The Contractor is advised that the existing structure contains members that are in a deteriorated condition with reduced load carrying capacity. It is the Contractor's responsibility to account for the condition of the existing structure when developing construction procedures for the complete or partial removal, or replacement of the structure. An Existing Structure Information Package is available upon request as noted in the special provisions.
- 12- The Contractor shall submit a demolition plan to the Engineer for approval, including the proposed methods of demolition and the location(s) and type(s) of equipment to be used for the removal of existing structures. The demolition plan shall include an assessment of the structure condition and an evaluation of the capacity and stability of the structure during demolition and shall be sealed by an Illinois Licensed Structural Engineer.



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

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

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

COFFERDAM DETAIL
(@ Piers 1 & 2)

Note:
It is the Contractor's responsibility to provide a design for the cofferdam and the required appurtenances, subject to approval of the Engineer. Plan dimensions of the cofferdam are 10'-0" x 46'-6".

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.)				
	S. Abut.	Pier 1	Pier 2	N. Abut.	Item 113
Q100	731.52	709.40	709.40	730.52	8
Q200	731.52	707.05	707.05	730.52	
Design	731.52	709.40	709.40	730.52	
Check	731.52	707.05	707.05	730.52	

WATERWAY INFORMATION

Drainage Area = -	159 sq. mi	Exist. Low Grade Elev. = 736.41 @ Sta. 1134+00 Prop. Low Grade Elev. = 736.41 @ Sta. 1134+00							
Flood	Freq. Yr.	Q C.F.S.	Opening Sq. Ft.		Nat. H.W.E.		Head - Ft.		Headwater El.
			Exist.	Prop.	Exist.	Prop.	Exist.	Prop.	
Hydraulic Design	10	5460	1826	1935	730.5	0.1	0.1	730.6	730.6
Base	50	8340	2074	2204	732.1	0.1	0.1	732.2	732.2
Scour Design	100	9560	2188	2326	732.8	0.2	0.2	733.0	732.9
Max. Calc.	200	10846	2257	2398	733.2	0.2	0.2	733.4	733.4
Overtopping	500	12500	2371	2515	733.9	0.3	0.3	734.2	734.1
	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

STATION 1131+64.17
BUILT BY
STATE OF ILLINOIS
F.A.S. RT 1522 SEC.31-X-BR
LOADING HL-93
STRUCTURE NO. 027-0104

NAME PLATE
See Std. 515001

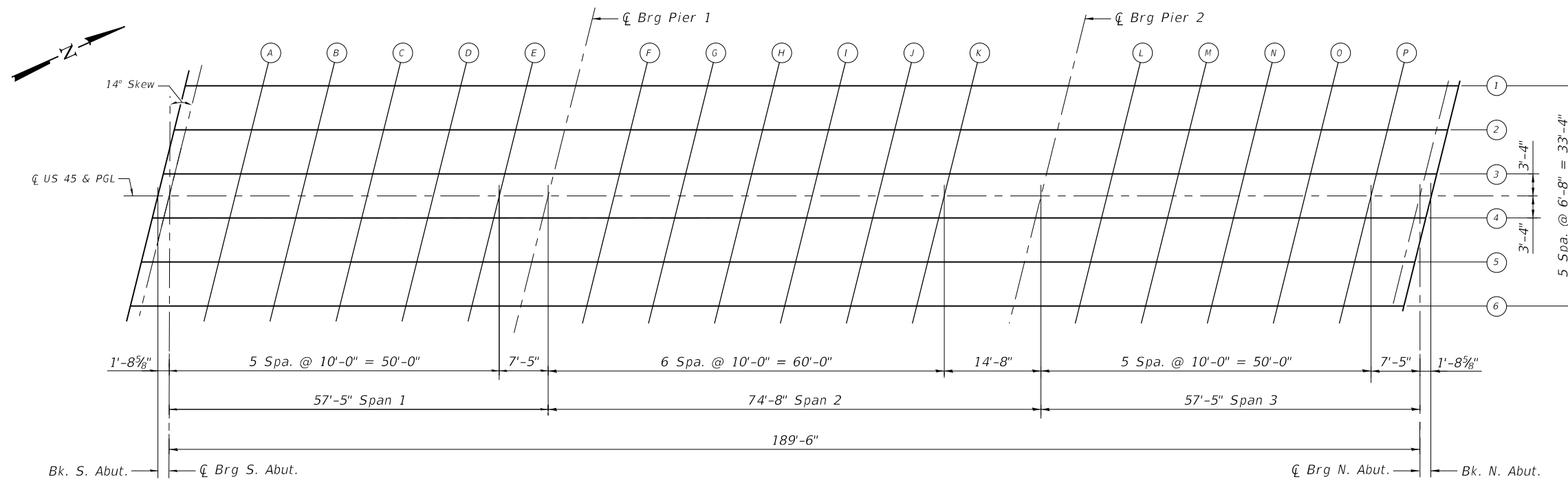
10-Year Velocity through Existing Bridge = 3.0 fps
10-Year Velocity through Proposed Bridge = 2.8 fps

TOTAL BILL OF MATERIAL

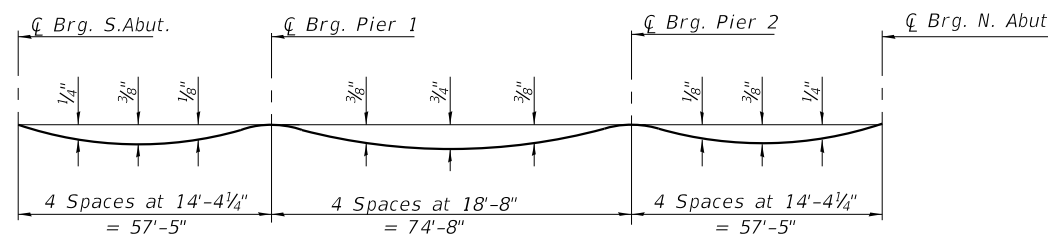
ITEM	UNIT	SUPER	SUB	TOTAL
Stone Riprap, Class A4	Sq. Yd.		1,368	1,368
Filter Fabric	Sq. Yd.		1,368	1,368
Removal of Existing Structures	Each			1
Structure Excavation	Cu. Yd.		222	222
Cofferdam Excavation	Cu. Yd.		210	210
Cofferdam (Type 1)(Location-1)	Each		1	1
Cofferdam (Type 1)(Location-2)	Each		1	1
Concrete Structures	Cu. Yd.		210.3	210.3
Concrete Superstructure	Cu. Yd.	264.9		264.9
Bridge Deck Grooving	Sq. Yd.	951		951
Protective Coat	Sq. Yd.	1,196		1,196
Concrete Superstructure (Approach Slab)	Cu. Yd.	106.9		106.9
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	5,022		5,022
Reinforcement Bars, Epoxy Coated	Pound	110,550	26,330	136,880
Furnishing Metal Shell Piles 16"x.375"	Foot		995	995
Driving Piles	Foot		995	995
Test Pile Metal Shells	Each		4	4
Pile Shoes	Each		34	34
Name Plates	Each	1		1
Anchor Bolts, 1"	Each	48		48
Geocomposite Wall Drain	Sq. Yd.		50	50
Granular Backfill for Structures	Cu. Yd.		118	118
Pipe Underdrains for Structures, 4"	Foot		152	152

USER NAME = \$USER\$	DESIGNED - LAS	REVISED -
	CHECKED - PMM	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - TCS	REVISED -
PLOT DATE = \$DATE\$	CHECKED - LAS	REVISED -

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	19
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				



PLAN FOR TOP OF SLAB ELEVATIONS

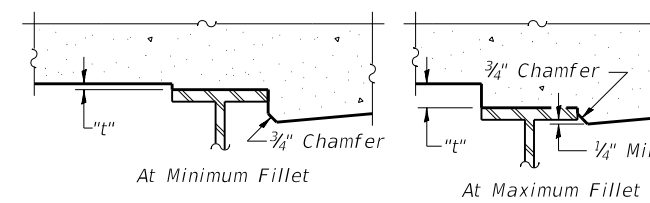


DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete, excluding beams).

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 on sheets S4 and S5.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown on this sheet. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown sheets S4 and S5, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

USER NAME = \$USER\$	DESIGNED - LAS	REVISED -
	CHECKED - PMM	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - TCS	REVISED -
PLOT DATE = \$DATE\$	CHECKED - LAS	REVISED -

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	20
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	1130+71.86	-16.67	738.22	738.22
CL Brg S Abut	1130+73.58	-16.67	738.21	738.21
A	1130+83.58	-16.67	738.15	738.17
B	1130+93.58	-16.67	738.10	738.13
C	1131+03.58	-16.67	738.05	738.08
D	1131+13.58	-16.67	738.00	738.02
E	1131+23.58	-16.67	737.94	737.94
CL Brg Pier 1	1131+30.99	-16.67	737.90	737.90
F	1131+40.99	-16.67	737.85	737.87
G	1131+50.99	-16.67	737.80	737.84
H	1131+60.99	-16.67	737.75	737.81
I	1131+70.99	-16.67	737.69	737.75
J	1131+80.99	-16.67	737.64	737.69
K	1131+90.99	-16.67	737.59	737.62
CL Brg Pier 2	1132+05.66	-16.67	737.51	737.51
L	1132+15.66	-16.67	737.46	737.47
M	1132+25.66	-16.67	737.40	737.42
N	1132+35.66	-16.67	737.35	737.38
O	1132+45.66	-16.67	737.30	737.33
P	1132+55.66	-16.67	737.25	737.26
CL Brg N Abut	1132+63.08	-16.67	737.21	737.21
Bk N Abut	1132+64.79	-16.67	737.20	737.20

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	1130+70.19	-10.00	738.35	738.35
CL Brg S Abut	1130+71.91	-10.00	738.34	738.34
A	1130+81.91	-10.00	738.29	738.31
B	1130+91.91	-10.00	738.23	738.26
C	1131+01.91	-10.00	738.18	738.21
D	1131+11.91	-10.00	738.13	738.15
E	1131+21.91	-10.00	738.08	738.08
CL Brg Pier 1	1131+29.33	-10.00	738.04	738.04
F	1131+39.33	-10.00	737.98	738.00
G	1131+49.33	-10.00	737.93	737.97
H	1131+59.33	-10.00	737.88	737.94
I	1131+69.33	-10.00	737.83	737.89
J	1131+79.33	-10.00	737.77	737.82
K	1131+89.33	-10.00	737.72	737.75
CL Brg Pier 2	1132+04.00	-10.00	737.64	737.64
L	1132+14.00	-10.00	737.59	737.60
M	1132+24.00	-10.00	737.54	737.56
N	1132+34.00	-10.00	737.48	737.51
O	1132+44.00	-10.00	737.43	737.46
P	1132+54.00	-10.00	737.38	737.39
CL Brg N Abut	1132+61.41	-10.00	737.34	737.34
Bk N Abut	1132+63.13	-10.00	737.33	737.33

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	1130+68.53	-3.33	738.46	738.46
CL Brg S Abut	1130+70.25	-3.33	738.45	738.45
A	1130+80.25	-3.33	738.39	738.41
B	1130+90.25	-3.33	738.34	738.37
C	1131+00.25	-3.33	738.29	738.32
D	1131+10.25	-3.33	738.24	738.26
E	1131+20.25	-3.33	738.18	738.18
CL Brg Pier 1	1131+27.67	-3.33	738.14	738.14
F	1131+37.67	-3.33	738.09	738.11
G	1131+47.67	-3.33	738.04	738.08
H	1131+57.67	-3.33	737.99	738.05
I	1131+67.67	-3.33	737.93	737.99
J	1131+77.67	-3.33	737.88	737.93
K	1131+87.67	-3.33	737.83	737.86
CL Brg Pier 2	1132+02.33	-3.33	737.75	737.75
L	1132+12.33	-3.33	737.70	737.71
M	1132+22.33	-3.33	737.65	737.67
N	1132+32.33	-3.33	737.59	737.62
O	1132+42.33	-3.33	737.54	737.57
P	1132+52.33	-3.33	737.49	737.50
CL Brg N Abut	1132+59.75	-3.33	737.45	737.45
Bk N Abut	1132+61.47	-3.33	737.44	737.44



USER NAME = \$USER\$	DESIGNED - LAS	REVISED -
	CHECKED - PMM	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - TCS	REVISED -
PLOT DATE = \$DATE\$	CHECKED - LAS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATION 2
STRUCTURE NO. 027-0104

SHEET NO. 54 OF 523 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	3I-X-BR	FORD	59	21
			CONTRACT NO. 66C84	
ILLINOIS FED. AID PROJECT				

Ç U.S ROUTE 45 & PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	1130+67.70	0.00	738.51	738.51
CL Brg S Abut	1130+69.42	0.00	738.50	738.50
A	1130+79.42	0.00	738.45	738.47
B	1130+89.42	0.00	738.40	738.43
C	1130+99.42	0.00	738.34	738.37
D	1131+09.42	0.00	738.29	738.31
E	1131+19.42	0.00	738.24	738.24
CL Brg Pier 1	1131+26.84	0.00	738.20	738.20
F	1131+36.84	0.00	738.15	738.17
G	1131+46.84	0.00	738.09	738.13
H	1131+56.84	0.00	738.04	738.10
I	1131+66.84	0.00	737.99	738.05
J	1131+76.84	0.00	737.94	737.99
K	1131+86.84	0.00	737.88	737.91
CL Brg Pier 2	1132+01.50	0.00	737.81	737.81
L	1132+11.50	0.00	737.75	737.76
M	1132+21.50	0.00	737.70	737.72
N	1132+31.50	0.00	737.65	737.68
O	1132+41.50	0.00	737.59	737.62
P	1132+51.50	0.00	737.54	737.55
CL Brg N Abut	1132+58.92	0.00	737.50	737.50
Bk N Abut	1132+60.64	0.00	737.49	737.49

BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	1130+66.87	3.33	738.47	738.47
CL Brg S Abut	1130+68.59	3.33	738.46	738.46
A	1130+78.59	3.33	738.40	738.42
B	1130+88.59	3.33	738.35	738.38
C	1130+98.59	3.33	738.30	738.33
D	1131+08.59	3.33	738.25	738.27
E	1131+18.59	3.33	738.19	738.19
CL Brg Pier 1	1131+26.01	3.33	738.15	738.15
F	1131+36.01	3.33	738.10	738.12
G	1131+46.01	3.33	738.05	738.09
H	1131+56.01	3.33	738.00	738.06
I	1131+66.01	3.33	737.94	738.00
J	1131+76.01	3.33	737.89	737.94
K	1131+86.01	3.33	737.84	737.87
CL Brg Pier 2	1132+00.67	3.33	737.76	737.76
L	1132+10.67	3.33	737.71	737.72
M	1132+20.67	3.33	737.65	737.67
N	1132+30.67	3.33	737.60	737.63
O	1132+40.67	3.33	737.55	737.58
P	1132+50.67	3.33	737.50	737.51
CL Brg N Abut	1132+58.09	3.33	737.46	737.46
Bk N Abut	1132+59.81	3.33	737.45	737.45

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	1130+65.21	10.00	738.37	738.37
CL Brg S Abut	1130+66.93	10.00	738.37	738.37
A	1130+76.93	10.00	738.31	738.33
B	1130+86.93	10.00	738.26	738.29
C	1130+96.93	10.00	738.21	738.24
D	1131+06.93	10.00	738.15	738.17
E	1131+16.93	10.00	738.10	738.10
CL Brg Pier 1	1131+24.34	10.00	738.06	738.06
F	1131+34.34	10.00	738.01	738.03
G	1131+44.34	10.00	737.96	738.00
H	1131+54.34	10.00	737.90	737.96
I	1131+64.34	10.00	737.85	737.91
J	1131+74.34	10.00	737.80	737.85
K	1131+84.34	10.00	737.75	737.78
CL Brg Pier 2	1131+99.01	10.00	737.67	737.67
L	1132+09.01	10.00	737.62	737.63
M	1132+19.01	10.00	737.56	737.58
N	1132+29.01	10.00	737.51	737.54
O	1132+39.01	10.00	737.46	737.49
P	1132+49.01	10.00	737.40	737.41
CL Brg N Abut	1132+56.43	10.00	737.37	737.37
Bk N Abut	1132+58.15	10.00	737.36	737.36

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk S Abut	1130+63.55	16.67	738.26	738.26
CL Brg S Abut	1130+65.26	16.67	738.25	738.25
A	1130+75.26	16.67	738.20	738.22
B	1130+85.26	16.67	738.15	738.18
C	1130+95.26	16.67	738.09	738.12
D	1131+05.26	16.67	738.04	738.06
E	1131+15.26	16.67	737.99	737.99
CL Brg Pier 1	1131+22.68	16.67	737.95	737.95
F	1131+32.68	16.67	737.90	737.92
G	1131+42.68	16.67	737.84	737.88
H	1131+52.68	16.67	737.79	737.85
I	1131+62.68	16.67	737.74	737.80
J	1131+72.68	16.67	737.68	737.73
K	1131+82.68	16.67	737.63	737.66
CL Brg Pier 2	1131+97.35	16.67	737.55	737.55
L	1132+07.35	16.67	737.50	737.51
M	1132+17.35	16.67	737.45	737.47
N	1132+27.35	16.67	737.40	737.43
O	1132+37.35	16.67	737.34	737.37
P	1132+47.35	16.67	737.29	737.30
CL Brg N Abut	1132+54.76	16.67	737.25	737.25
Bk N Abut	1132+56.48	16.67	737.24	737.24

FILE NAME =
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USER NAME = \$USER\$	DESIGNED - LAS	REVISED -
CHECKED - PMM	REVISOR -	
PLOT SCALE = \$SCALE\$	DRAWN - TCS	REVISED -
PLOT DATE = \$DATE\$	CHECKED - LAS	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

**TOP OF SLAB ELEVATIONS 3
STRUCTURE NO. 027-0104**

SHEET NO. 55 OF 523 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	22
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				

WEST EDGE OF SHOULDER

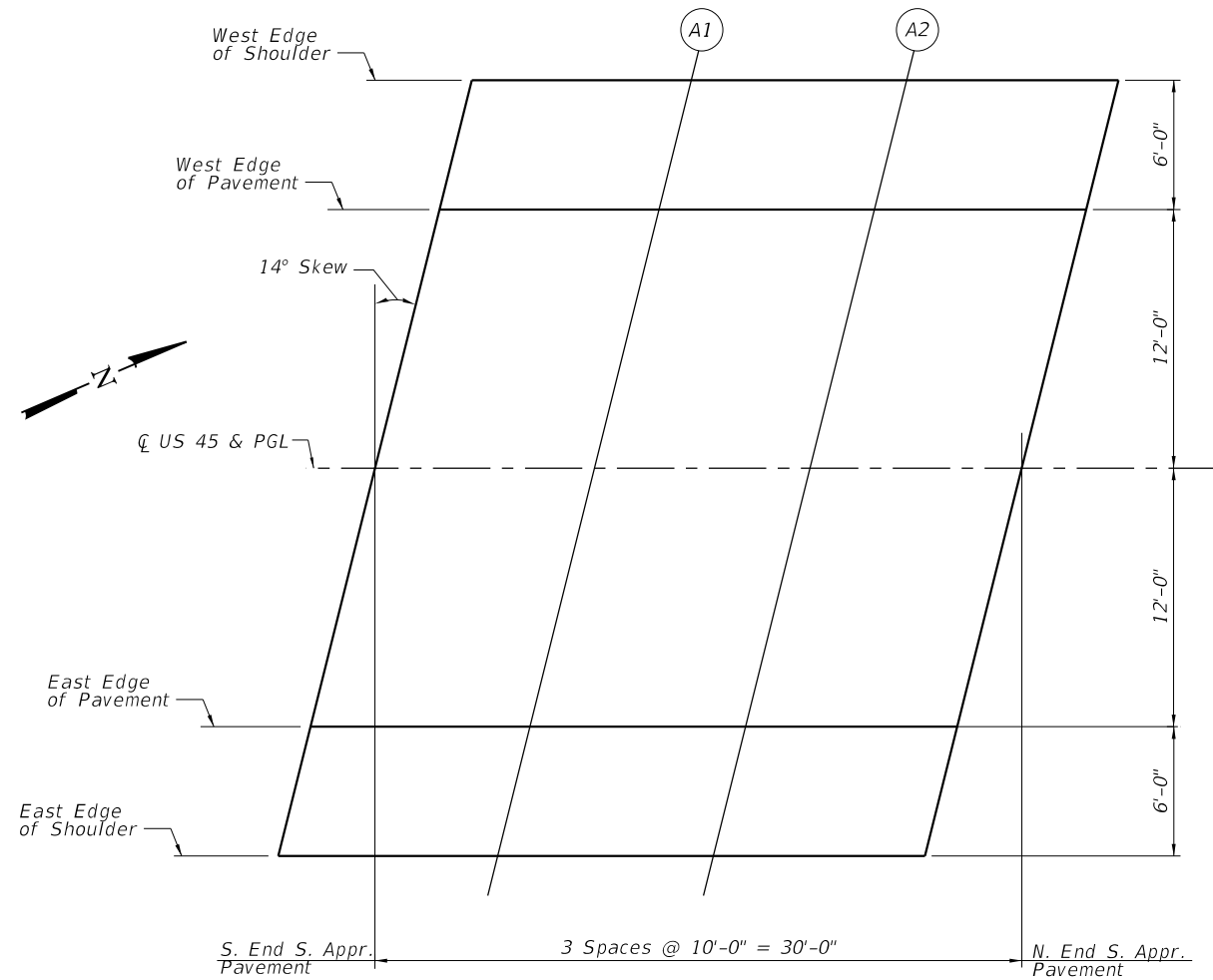
Location	Station	Offset	Theoretical Grade Elevations
South End South Appr. Pav't	1130+43.22	-18.00	738.34
A1	1130+53.22	-18.00	738.29
A2	1130+63.22	-18.00	738.23
North End South Appr. Pav't	1130+73.22	-18.00	738.18

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
South End South Appr. Pav't	1130+41.72	-12.00	738.46
A1	1130+51.72	-12.00	738.41
A2	1130+61.72	-12.00	738.36
North End South Appr. Pav't	1130+71.72	-12.00	738.31

☉ U.S. ROUTE 45 & PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
South End South Appr. Pav't	1130+38.73	0.00	738.66
A1	1130+48.73	0.00	738.61
A2	1130+58.73	0.00	738.56
North End South Appr. Pav't	1130+68.73	0.00	738.51



PLAN FOR TOP OF SLAB ELEVATIONS

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
South End South Appr. Pav't	1130+35.74	12.00	738.49
A1	1130+45.74	12.00	738.44
A2	1130+55.74	12.00	738.39
North End South Appr. Pav't	1130+65.74	12.00	738.34

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
South End South Appr. Pav't	1130+34.24	18.00	738.38
A1	1130+44.24	18.00	738.33
A2	1130+54.24	18.00	738.28
North End South Appr. Pav't	1130+64.24	18.00	738.23

E-AS 2-17-2017

FILE NAME =
\$FILEL\$

MODELNAME\$



USER NAME = \$USER\$	DESIGNED - LAS	REVISED -
	CHECKED - PMM	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - TCS	REVISED -
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SOUTH APPROACH TOP OF SLAB ELEVATIONS
STRUCTURE NO. 027-0104

SHEET NO. S6 OF S23 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	23
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				

WEST EDGE OF SHOULDER

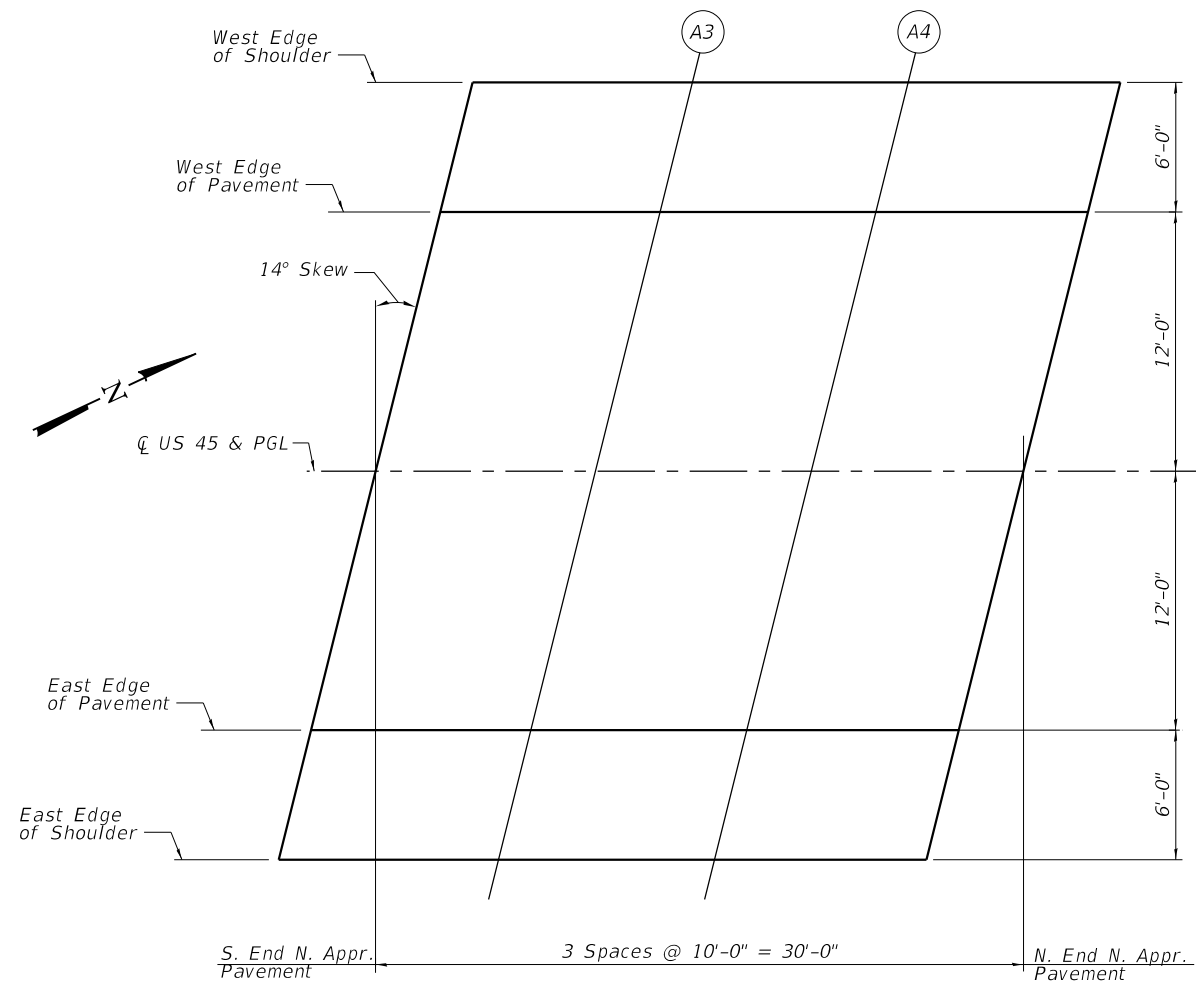
Location	Station	Offset	Theoretical Grade Elevations
South End North Appr. Pav't	1132+64.10	-18.00	737.18
A3	1132+74.10	-18.00	737.12
A4	1132+84.10	-18.00	737.07
North End North Appr. Pav't	1132+94.10	-18.00	737.02

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
South End North Appr. Pav't	1132+62.60	-12.00	737.30
A3	1132+72.60	-12.00	737.25
A4	1132+82.60	-12.00	737.20
North End North Appr. Pav't	1132+92.60	-12.00	737.15

☉ U.S. ROUTE 45 & PROFILE GRADE LINE

Location	Station	Offset	Theoretical Grade Elevations
South End North Appr. Pav't	1132+59.61	0.00	737.50
A3	1132+69.61	0.00	737.45
A4	1132+79.61	0.00	737.39
North End North Appr. Pav't	1132+89.61	0.00	737.34



PLAN FOR TOP OF SLAB ELEVATIONS

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
South End North Appr. Pav't	1132+56.62	12.00	737.33
A3	1132+66.62	12.00	737.28
A4	1132+76.62	12.00	737.23
North End North Appr. Pav't	1132+86.62	12.00	737.18

EAST EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
South End North Appr. Pav't	1132+55.12	18.00	737.22
A3	1132+65.12	18.00	737.17
A4	1132+75.12	18.00	737.12
North End North Appr. Pav't	1132+85.12	18.00	737.06

E-AS 2-17-2017

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MODELNAME\$



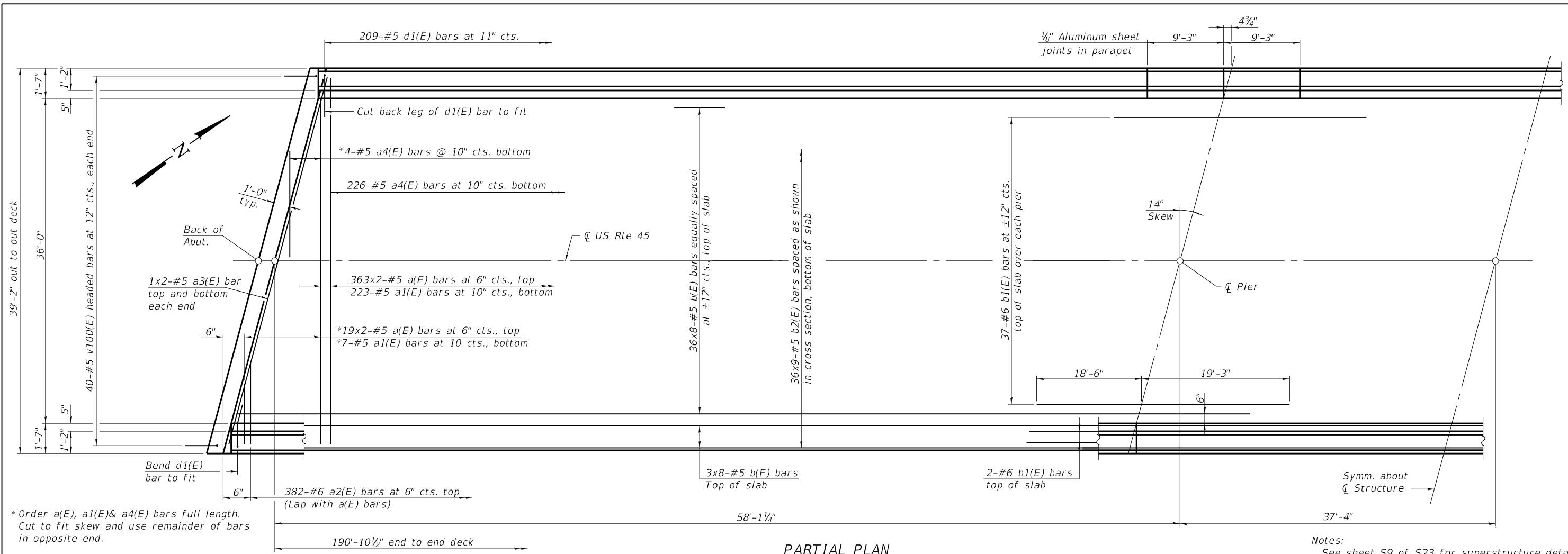
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CHECKED - PMM	REVISIONS -	
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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

NORTH APPROACH TOP OF SLAB ELEVATIONS
STRUCTURE NO. 027-0104

SHEET NO. 57 OF 523 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	24
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				

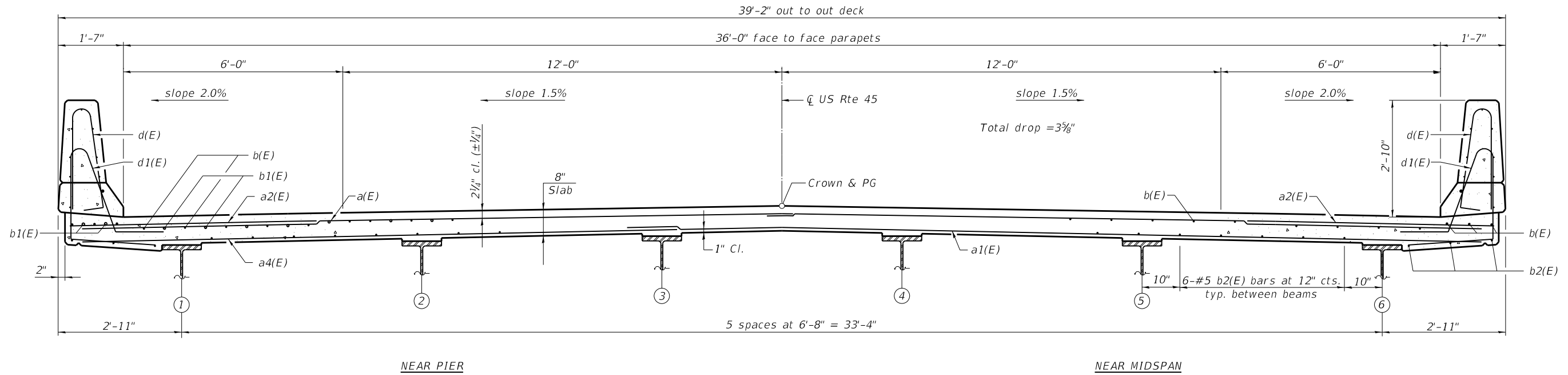


* Order a(E), a1(E) & a4(E) bars full length. Cut to fit skew and use remainder of bars in opposite end.

MINIMUM BAR LAP
#5 bar = 3'-6"

PARTIAL PLAN

Notes:
See sheet S9 of S23 for superstructure details and Bill of Material.
Bars indicated thus 36x8-#5 etc. indicates 36 lines of bars with 8 lengths per line.



CROSS SECTION
(Looking North)

SI-SB-2-L($\leq 30^\circ$) 2-17-2017

FILE NAME =
\$FILEL\$

MODEL NAME =



USER NAME = *USER*	DESIGNED - LAS	REVISED -
PLOT SCALE = *SCALE*	CHECKED - PMM	REVISED -
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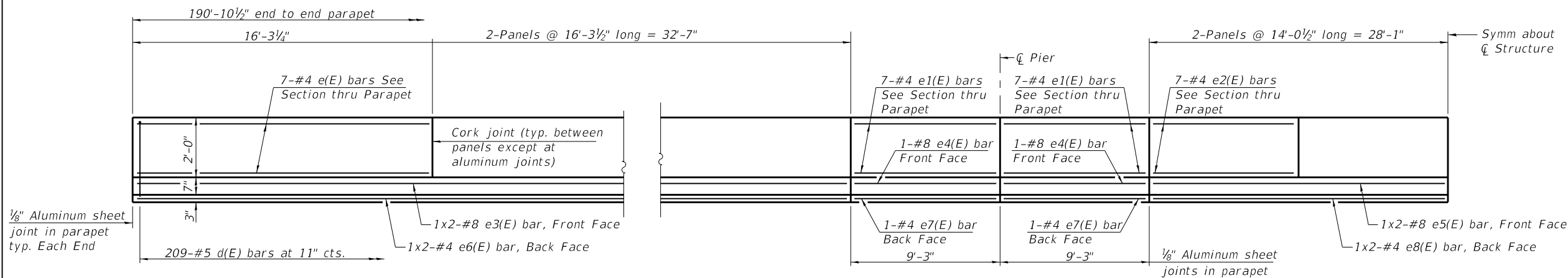
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE
STRUCTURE NO. 027-0104

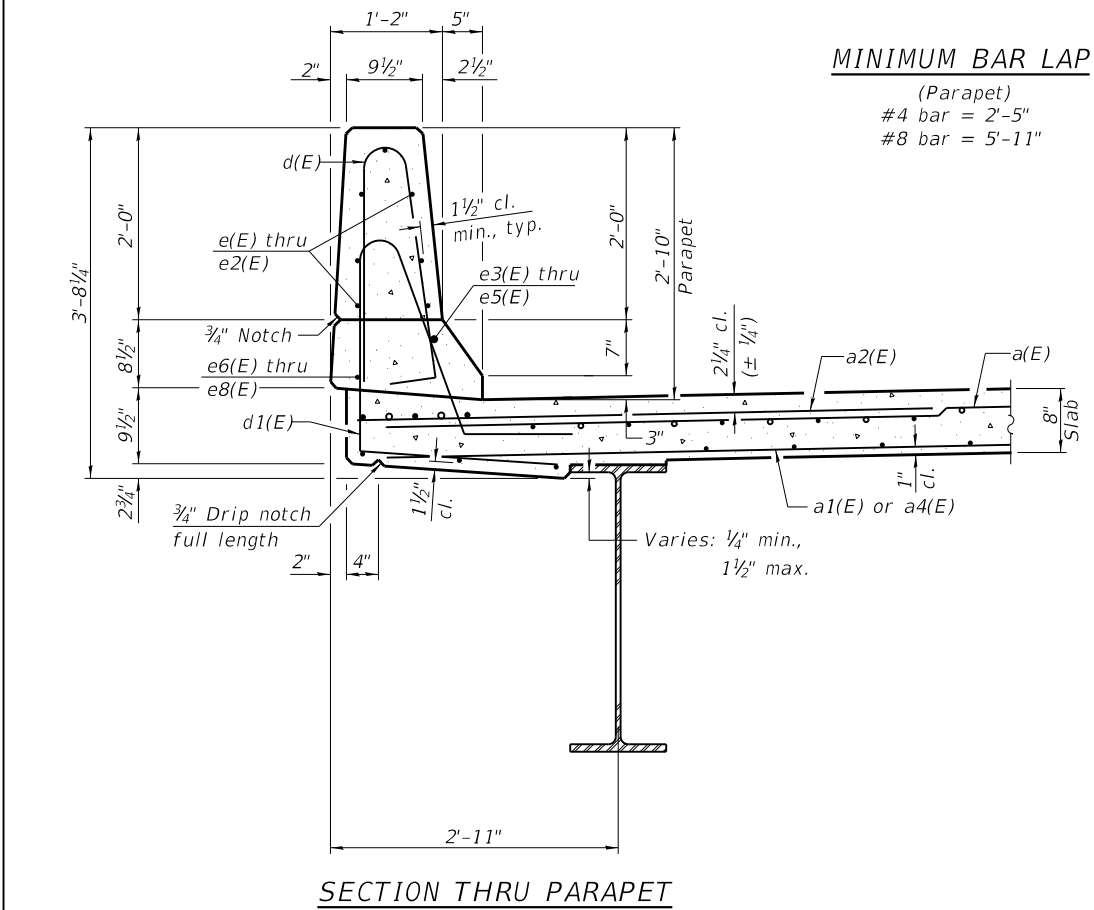
SHEET NO. S8 OF S23 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	25
CONTRACT NO. 66C84				

ILLINOIS FED. AID PROJECT



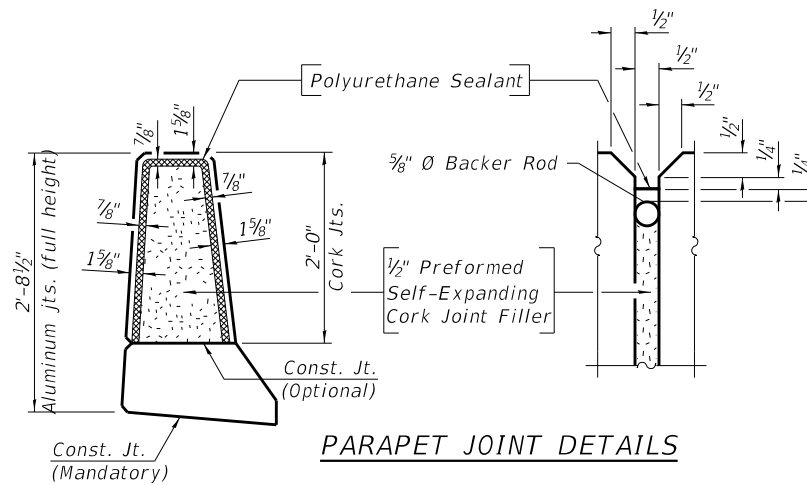
INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET

MINIMUM BAR LAP

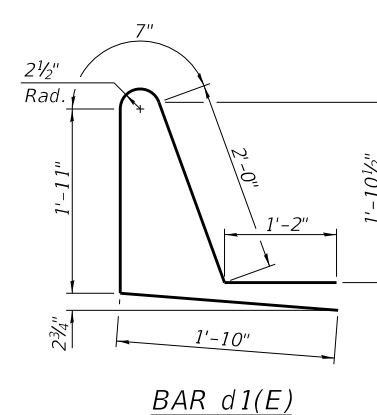
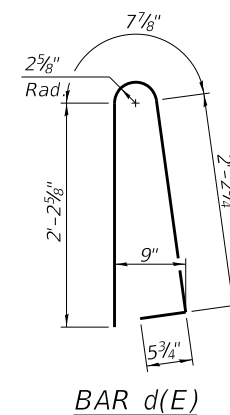
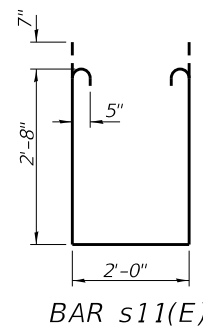
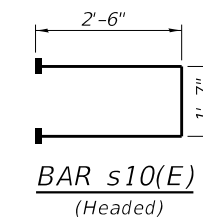
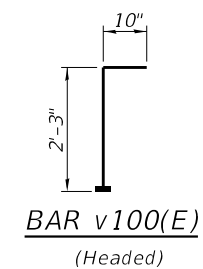
(Parapet)
 #4 bar = 2'-5"
 #8 bar = 5'-11"



PARAPET JOINT DETAILS

Notes:

The 1/8" Aluminum sheet shall be ASTM B 209 alloy 3003-H14 and coated to minimize reaction with wet concrete. Cost included with Concrete Superstructure.
 The Polyurethane Sealant shall be non-staining gray one component non-sag elastomeric gun grade meeting the requirements of ASTM C-920, Type S, Grade NS, Class 25. Use T with a 5/8" backer rod.
 The 1/2" Preformed Self-Expanding Cork Joint Filler shall be according to Article 1051.07 of the Std. Spec. Cost included with Concrete Superstructure.
 Headed bars shall conform to ASTM A970 with threaded attachment; Class HA; and reinforcement bars conforming to ASTM A706. Cost included with Reinforcement Bars, Epoxy Coated.



SUPERSTRUCTURE BILL OF MATERIAL

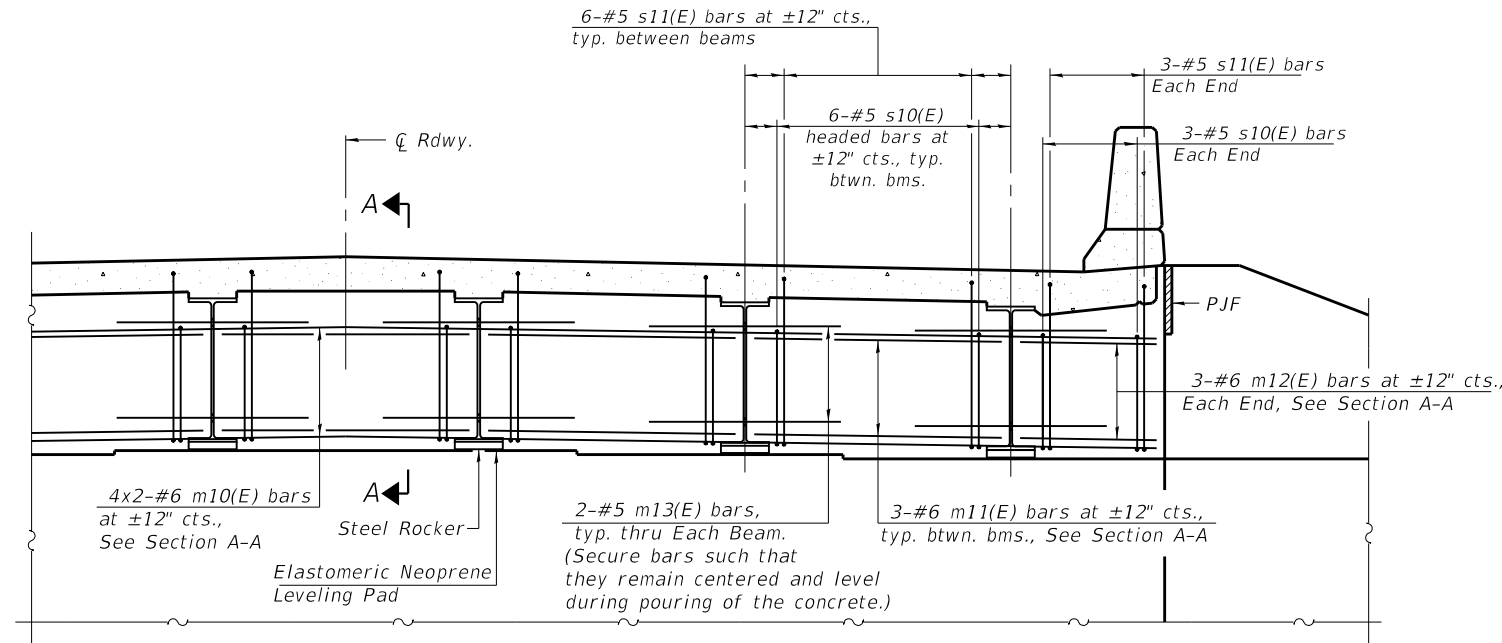
Bar	No.	Size	Length	Shape
a(E)	764	#5	21'-0"	—
a1(E)	230	#5	24'-2"	—
a2(E)	764	#6	6'-6"	—
a3(E)	8	#5	21'-10"	—
a4(E)	230	#5	17'-6"	—
b(E)	336	#5	26'-11"	—
b1(E)	82	#6	37'-9"	—
b2(E)	324	#5	24'-3"	—
d(E)	418	#5	5'-7"	U
d1(E)	418	#5	7'-6"	U
e(E)	84	#4	16'-0"	—
e1(E)	56	#4	8'-11"	—
e2(E)	56	#4	13'-9"	—
e3(E)	8	#8	27'-3"	—
e4(E)	8	#8	8'-11"	—
e5(E)	4	#8	30'-11"	—
e6(E)	8	#4	25'-6"	—
e7(E)	8	#4	8'-11"	—
e8(E)	4	#4	29'-2"	—
m10(E)	16	#6	22'-3"	—
m11(E)	30	#6	6'-6"	—
m12(E)	12	#6	2'-8"	—
m13(E)	24	#5	4'-0"	—
s10(E)	72	#5	6'-7"	U
s11(E)	72	#5	8'-6"	U
v100(E)	80	#5	3'-1"	L
Reinforcement Bars, Epoxy Coated		Lbs.		67,830
Concrete Superstructure		Cu. Yds.		257.9

Bars indicated thus 1 x 2-#8 etc. indicates 1 line of bars with 2 lengths per line.

SDI-SB-2 2-17-2017

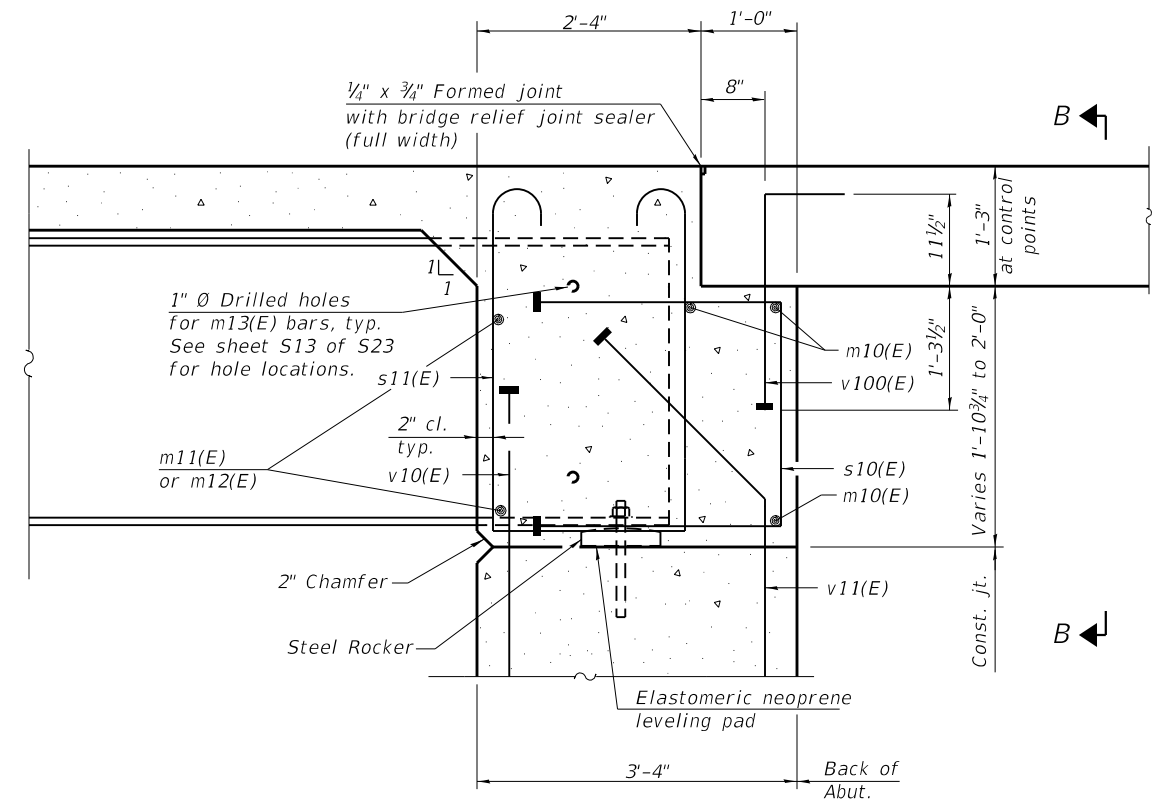
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	CHECKED - LAS	REVISED -

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	26
CONTRACT NO. 66C84			ILLINOIS FED. AID PROJECT	

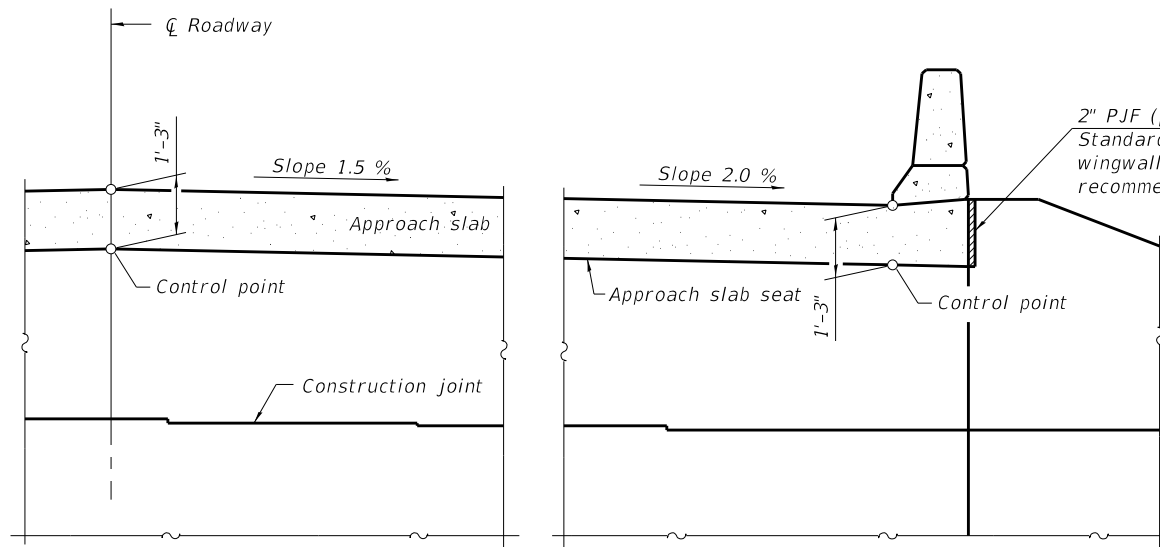


DIAPHRAGM AT ABUTMENT

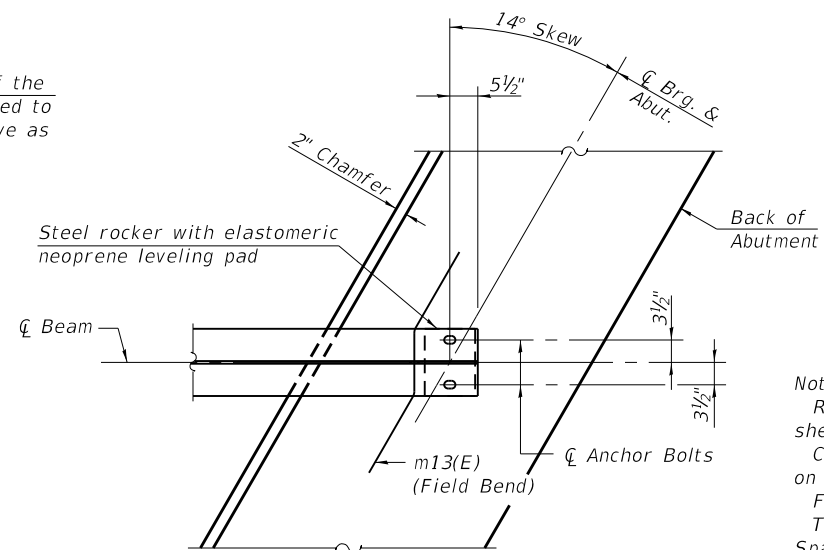
MINIMUM BAR LAP
#6 bar = 4'-0"



SECTION A-A
(at Rt. L's)



SECTION B-B



PLAN AT ABUTMENT
(Showing bottom flange of beam)

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet S9 of S23.
Concrete in diaphragm is included with Concrete Superstructure on sheet S9 of S23.
For details of bars s10(E), s11(E) and v100(E) see sheet S9 of S23.
The s10(E) and s11(E) bars shall be placed parallel to the beams. Spacing for these bars shall be at right angles to the beams.
The approach slab seat shall have a constant slope determined from the control points shown.
For bearing details see sheet S15 of S23.
Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

DIA-SB2448-L 2-17-2017

FILE NAME = \$FILEL\$ MODEL NAME = \$MODELNAME\$	USER NAME = \$USER\$	DESIGNED - LAS	REVISED -
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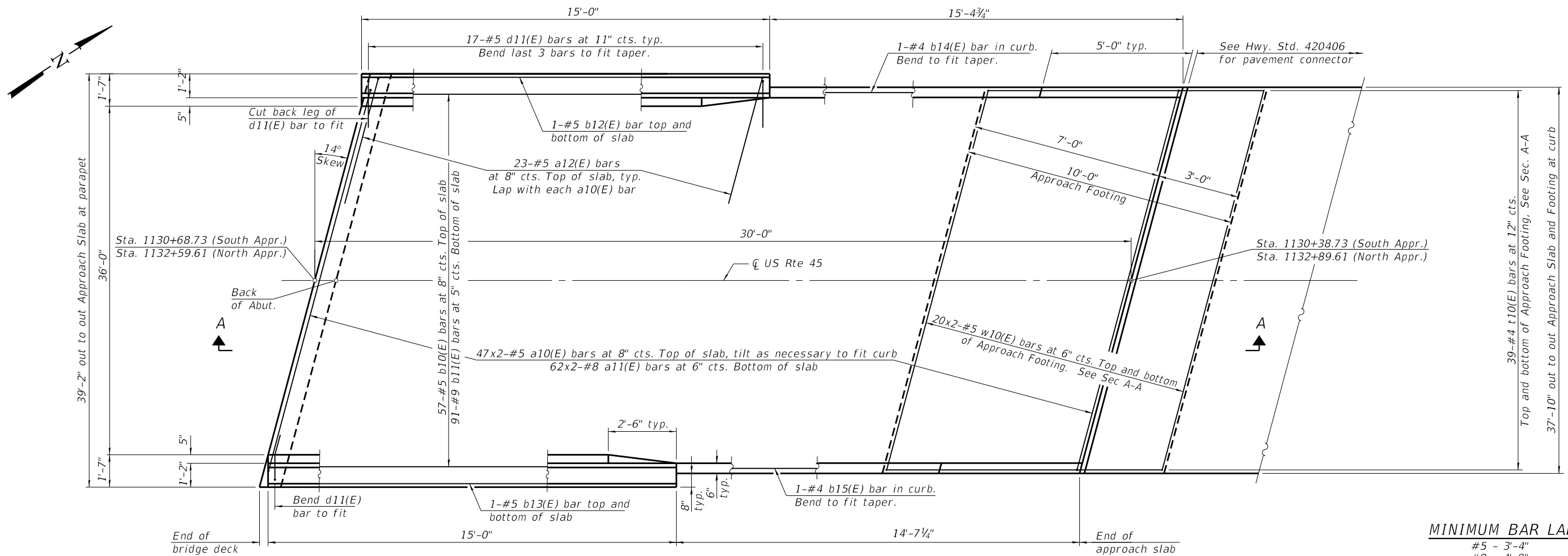
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DIAPHRAGM DETAILS
STRUCTURE NO. 027-0104

SHEET NO. S10 OF S23 SHEETS

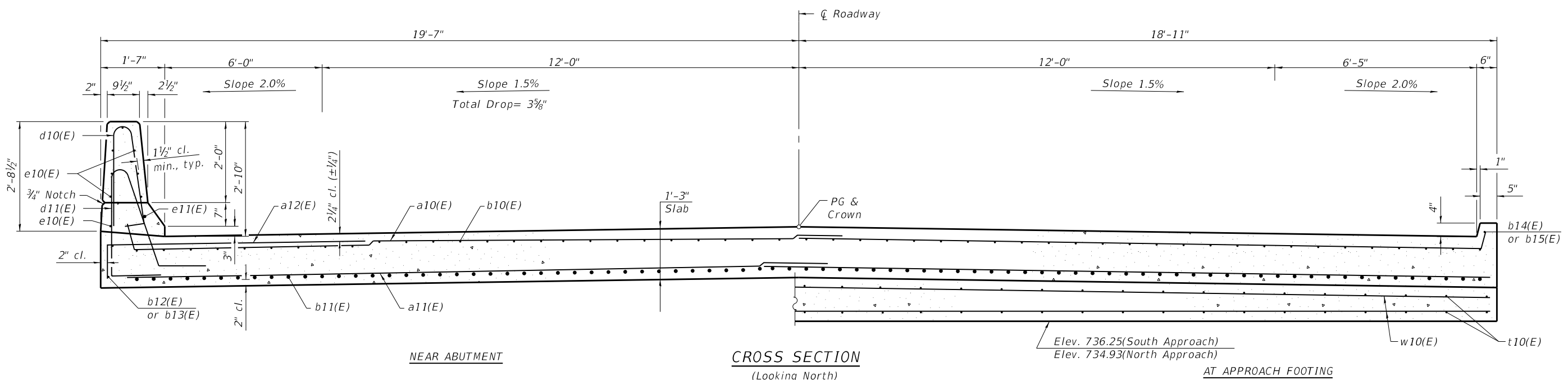
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	27
CONTRACT NO. 66C84				

ILLINOIS FED. AID PROJECT



PLAN

MINIMUM BAR LAP
 #5 - 3'-4"
 #8 - 4'-9"



CROSS SECTION
 (Looking North)

BAIA-CIP-34FS-L($\leq 30^\circ$) 2-17-2017

(Sheet 1 of 2)

FILE NAME =
 \$FILEL\$



USER NAME = \$USER\$	DESIGNED - LAS	REVISED -
	CHECKED - PMM	REVISED -
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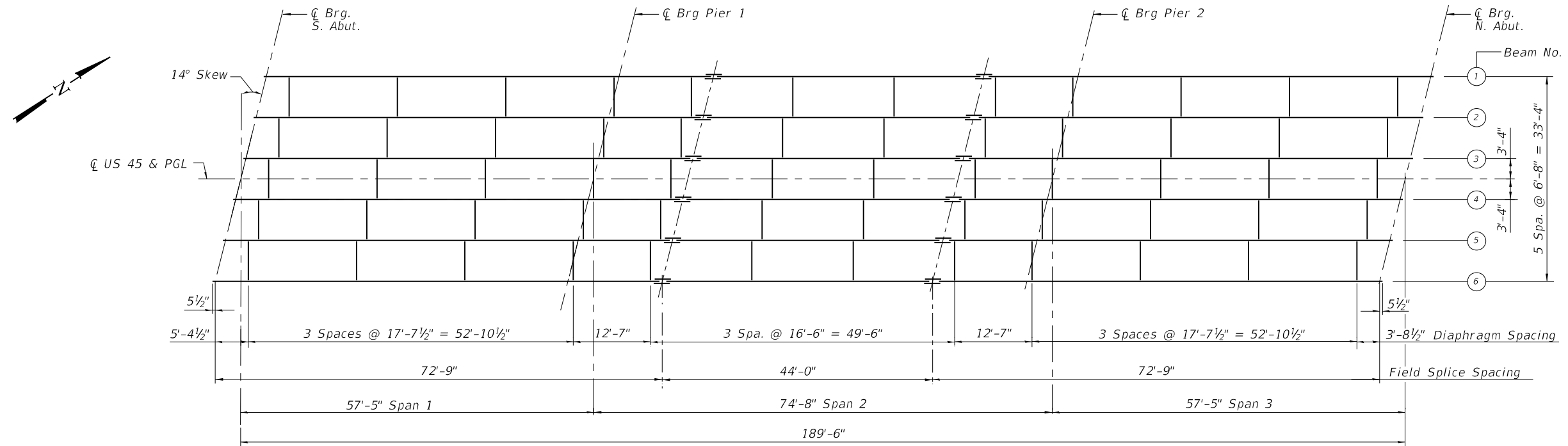
STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION

BRIDGE APPROACH SLAB DETAILS
 STRUCTURE NO. 027-0104

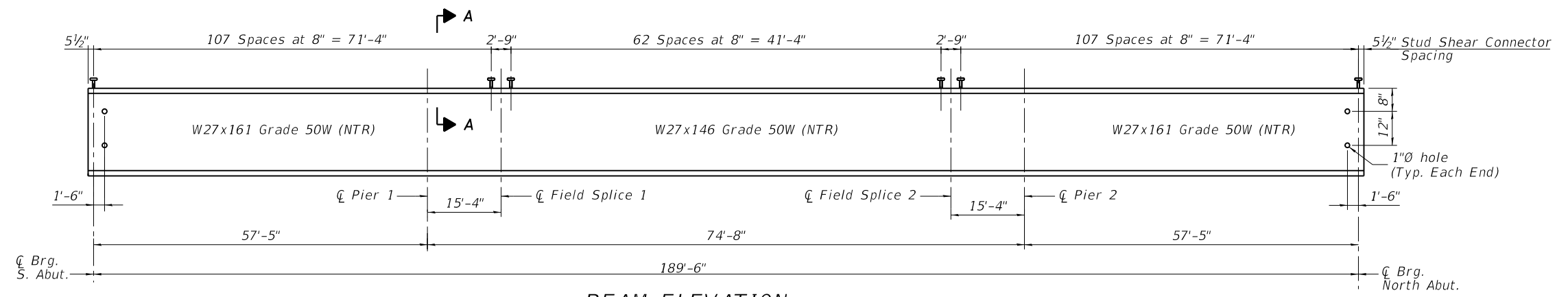
SHEET NO. S11 OF S23 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	28
CONTRACT NO. 66C84				

ILLINOIS FED. AID PROJECT

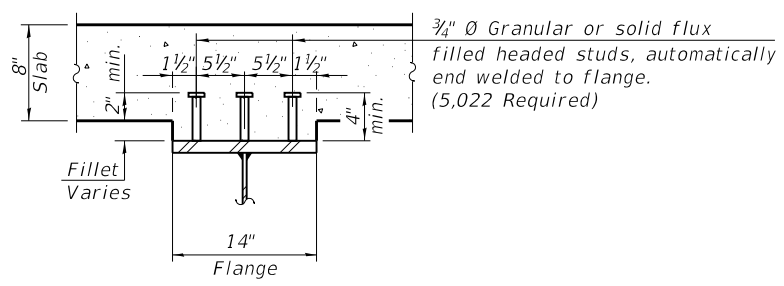


FRAMING PLAN



BEAM ELEVATION

Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.



SECTION A-A

Notes

All diaphragms shall be installed as steel is erected and secured with erections pins and bolts except as otherwise noted. Individual diaphragms at support may be temporarily disconnected to install bearing anchor rods.

TOP OF BEAM ELEVATIONS
(For Fabrication Only)

Beam	℄ Bearing South Abutment	℄ Pier 1	℄ Field Splice 1	℄ Field Splice 2	℄ Pier 2	℄ Bearing North Abutment
1	737.498	737.163	737.073	736.841	736.769	736.499
2	737.631	737.295	737.205	736.973	736.901	736.631
3	737.739	737.404	737.314	737.082	737.010	736.740
4	737.748	737.412	737.323	737.091	737.019	736.749
5	737.657	737.321	737.232	736.999	736.927	736.657
6	737.542	737.207	737.117	736.885	736.813	736.543

The elevations shown at ℄ Field Splice 1 and ℄ Field Splice 2 is the Top of Beam Elevation for the W27x161

FILE NAME =
\$FILEL\$



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	CHECKED - PMM	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - TCS	REVISED -
PLOT DATE = \$DATE\$	CHECKED - LAS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

STRUCTURAL STEEL
STRUCTURE NO. 027-0104

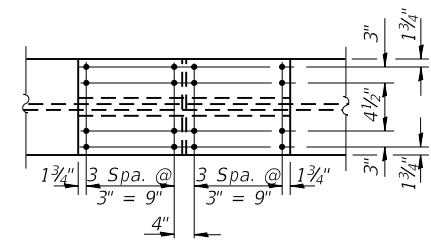
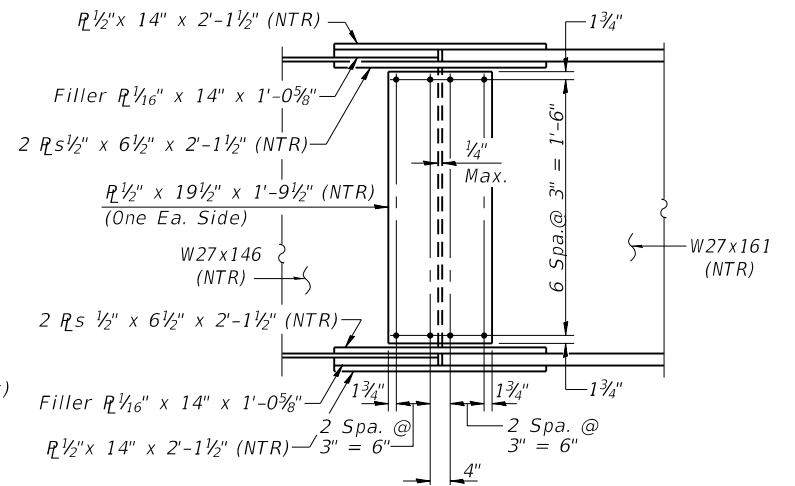
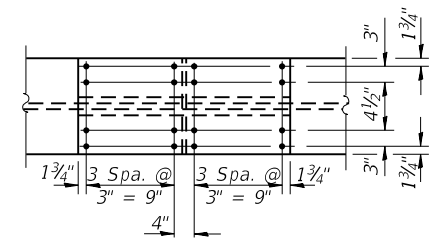
SHEET NO. S13 OF S23 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	30
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Pier	0.5 Sp. 2
I_s	(in ⁴)	6280	6280	5630
$I_{c(n)}$	(in ⁴)	17121	—	15717
$I_{c(3n)}$	(in ⁴)	12383	—	11450
$I_{c(cr)}$	(in ⁴)	—	8205	—
S_s	(in ³)	455	455	411
$S_{c(n)}$	(in ³)	668	—	607
$S_{c(3n)}$	(in ³)	601	—	548
$S_{c(cr)}$	(in ³)	—	512	—
DC1	(k/')	.891	.891	.884
MDC1	('k)	193.4	398.0	217.9
DC2	(k/')	.150	.150	.150
MDC2	('k)	32.5	67.1	37.4
DW	(k/')	.300	.300	.300
MDW	('k)	65.0	134.3	74.8
$M_{\ell+IM}$	('k)	636.1	652.5	641.6
M_u (Strength I)	('k)	1493	1925	1554
$\phi_f M_n$	('k)	3210	—	2990
f_s DC1	(ksi)	5.1	10.5	6.4
f_s DC2	(ksi)	0.6	1.6	0.8
f_s DW	(ksi)	1.3	3.1	1.6
f_s ($\ell+IM$)	(ksi)	11.4	15.3	12.7
f_s (Service II)	(ksi)	21.8	35.1	25.3
0.95Rh Fyf	(ksi)	47.5	47.5	47.5
f_s (Total)(Strength I)	(ksi)	—	46.6	—
$\phi_f F_n$	(ksi)	—	50.0	—
Vf	(k)	23.3	24.2	16.1

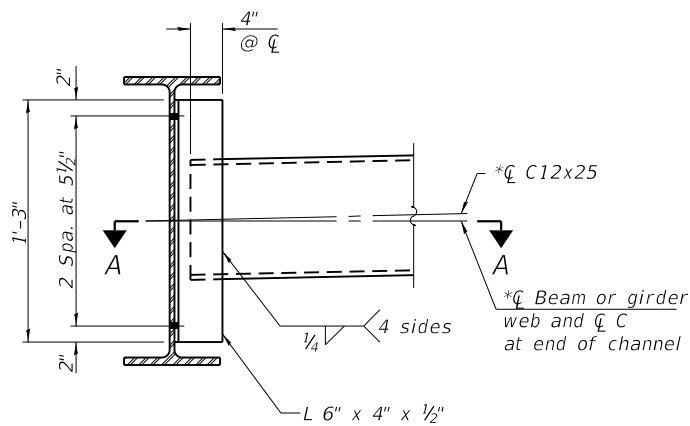
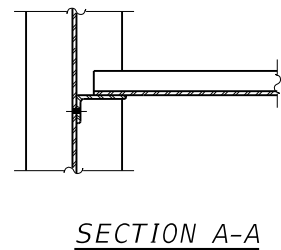
INTERIOR GIRDER REACTION TABLE		
	Abut.	Pier
RDC1	(k)	18.7
RDC2	(k)	3.1
RDW	(k)	6.3
$R_{\ell+IM}$	(k)	70.6
RTotal	(k)	98.7

- 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.⁴ and in.³).
- $I_{c(n)}, S_{c(n)}$: Composite moment of inertia and section modulus of the steel and deck based upon the modular ratio, "n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections due to short-term composite live loads (in.⁴ and in.³).
- $I_{c(3n)}, S_{c(3n)}$: Composite moment of inertia and section modulus of the steel and deck based upon 3 times the modular ratio, "3n", used for computing f_s (Total-Strength I, and Service II) in uncracked sections, due to long-term composite (superimposed) dead loads (in.⁴ and in.³).
- $I_{c(cr)}, S_{c(cr)}$: Composite moment of inertia and section modulus of the steel and longitudinal deck reinforcement, used for computing f_s (Total-Strength I and Service II) in cracked sections, due to both short-term composite live loads and long-term composite (superimposed) dead loads (in.⁴ and in.³).
- 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.).
- $M_{\ell+IM}$: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).
- M_u (Strength I): Factored design moment (kip-ft.).
 $1.25 (MDC1 + MDC2) + 1.5 MDW + 1.75 M_{\ell+IM}$
- $\phi_f M_n$: Compact composite positive moment capacity computed according to Article 6.10.7.1 or non-slender negative moment capacity according to Article A6.1.1 or A6.1.2 (kip-ft.).
- f_s DC1: Un-factored stress at edge of flange for controlling steel flange due to vertical non-composite dead loads as calculated below (ksi).
MDC1/ S_s
- f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
MDC2/ $S_{c(3n)}$ or MDC2/ $S_{c(cr)}$ as applicable.
- f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
MDW/ $S_{c(3n)}$ or MDW/ $S_{c(cr)}$ as applicable.
- f_s ($\ell+IM$): Un-factored stress at edge of flange for controlling steel flange due to vertical composite live load plus impact loads as calculated below (ksi).
 $M_{\ell+IM} / S_{c(n)}$ or $M_{\ell+IM} / S_{c(cr)}$ as applicable.
- f_s (Service II): Sum of stresses as computed below (ksi).
 $f_s DC1 + f_s DC2 + f_s DW + 1.3 f_s(\ell+IM)$
- 0.95RhFyf: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).
- f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
 $1.25 (f_s DC1 + f_s DC2) + 1.5 f_s DW + 1.75 f_s(\ell+IM)$
- $\phi_f F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).
- Vf: Maximum factored shear range in span computed according to Article 6.10.10.



FIELD SPLICE DETAIL
(12 Required)

Load carrying components designated "NTR" shall conform to the Impact Testing Requirements, Zone 2.

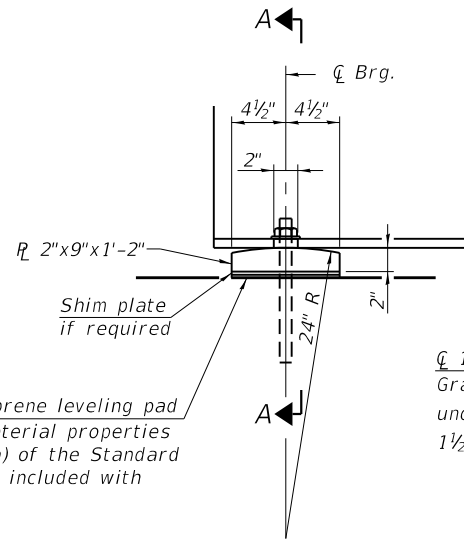


INTERIOR DIAPHRAGM

Note:
Two hardened washers required for each set of oversized holes.
*Alternate channels C12x30 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, 1/8" ϕ holes

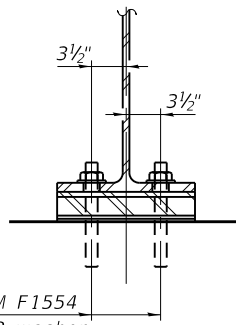
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F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	31
			CONTRACT NO. 66C84	
ILLINOIS FED. AID PROJECT				



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.

ELEVATION AT ABUTMENT



SECTION A-A

1" \emptyset x 12" anchor bolts ASTM F1554 Grade 36 with 2 1/4" x 2 1/4" x 5/16" R washer under nut. 1 3/8" x 2" slotted hole in flange. 1 1/2" \emptyset holes in bearing plate.

FIXED BEARING

Notes:

Anchor bolts shall be according to Article 521.06 of the Standard Specifications.

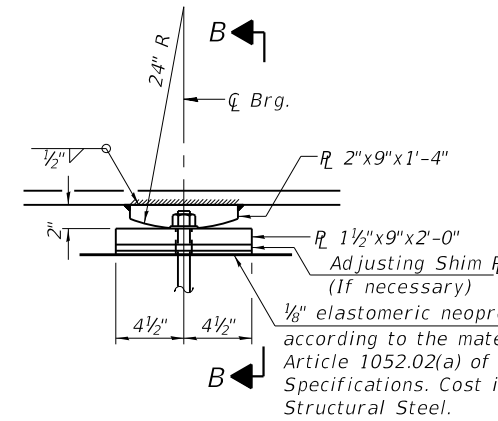
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Beams shall be braced for stability during erection and remain braced until deck is poured and cured.

Anchor bolts at all supports shall be installed as each member is erected unless an equivalent temporary means of lateral restraint is used.

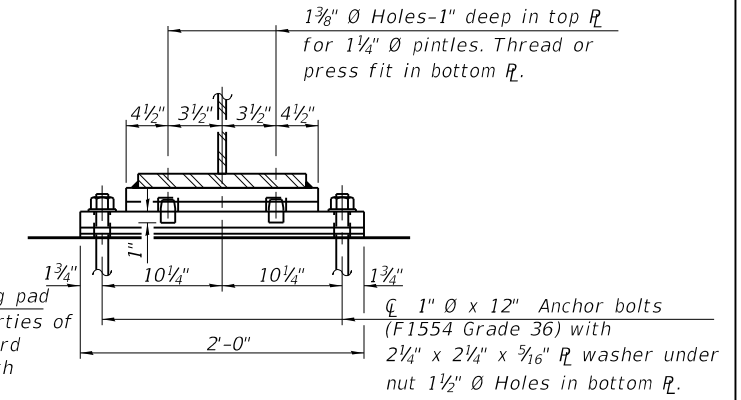
Two 1/8 in. adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.

1/8 in. fill plate is required under all beam 4 bearings.

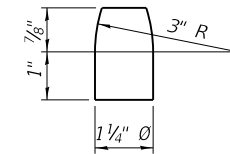


ELEVATION AT PIER

FIXED BEARING



SECTION B-B



PINTLE

BILL OF MATERIAL

Item	Unit	Total
Anchor Bolts, 1"	Each	48

I-2E-1

2-17-2017

FILE NAME =
\$FILEL\$

MODELNAME\$



USER NAME = \$USER\$	DESIGNED - LAS	REVISED -
	CHECKED - PMM	REVISED -
PLOT SCALE = \$SCALE\$	DRAWN - TCS	REVISED -
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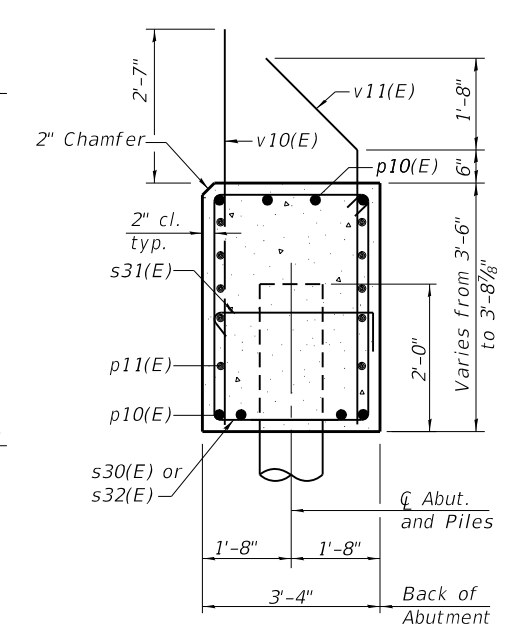
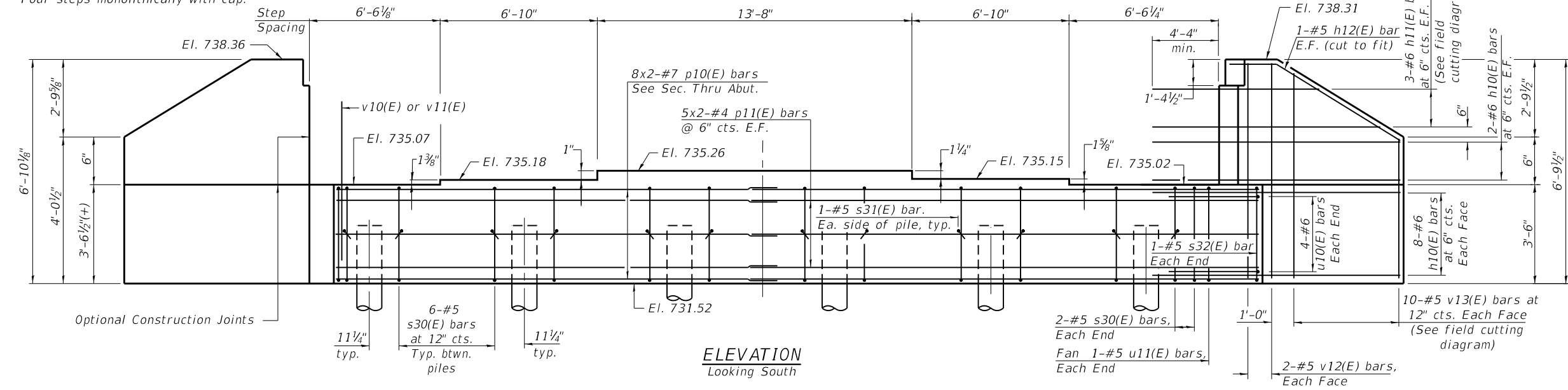
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEARING DETAILS
STRUCTURE NO. 027-0104

SHEET NO. S15 OF S23 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	32
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				

Notes:
Pour steps monolithically with cap.



SEC. THRU ABUT.
Dimensions at right angles to abutment.

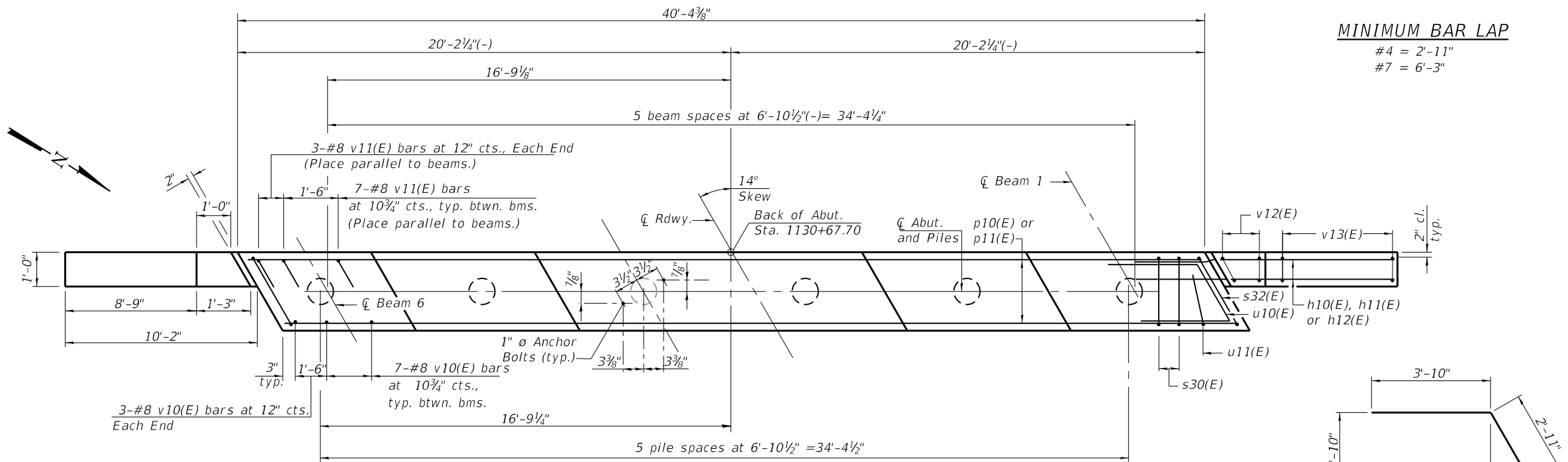
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	40	#6	14'-4"	—
h11(E)	6	#6	23'-1"	—
h12(E)	4	#5	9'-8"	—
p10(E)	16	#7	23'-2"	—
p11(E)	20	#4	21'-6"	—
s30(E)	34	#5	13'-3"	□
s31(E)	12	#5	4'-0"	□
s32(E)	2	#5	13'-5"	□
u10(E)	8	#6	10'-7"	U
u11(E)	2	#5	9'-2"	U
v10(E)	41	#8	5'-11"	—
v11(E)	41	#8	6'-2"	—
v12(E)	8	#5	6'-6"	—
v13(E)	20	#5	10'-1"	—
Structure Excavation		Cu. Yd.	50	
Concrete Structures		Cu. Yd.	22.1	
Reinforcement Bars, Epoxy Coated		Pound	4,440	
Furnishing Metal Shell Piles 16"x.375"		Foot	135	
Driving Piles		Foot	135	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	6	

For details of piles see sheet S20 of S23.

MINIMUM BAR LAP

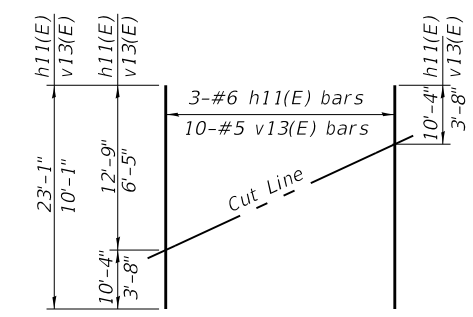
#4 = 2'-11"
#7 = 6'-3"



PLAN

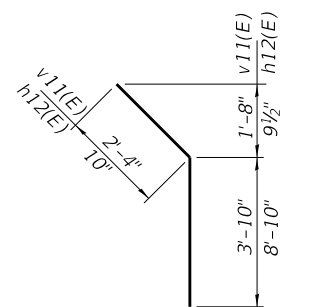
PILE DATA

Type: Metal shell 16"x.375" with Pile Shoes
Nominal Required Bearing: 338
Factored Resistance Available: 186
Est. Length: 27'
No. Production Piles: 5
No. Test Piles: 1

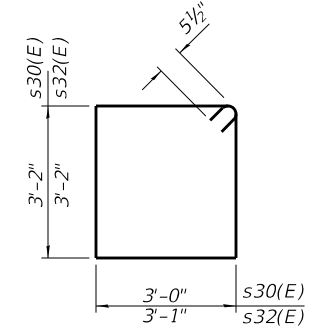


FIELD CUTTING DIAGRAM

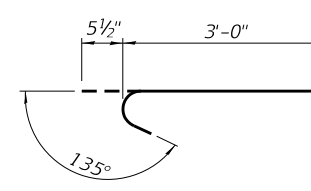
Order h11(E) and v13(E) full length. Cut as shown and use remainder of bars in opposite face.



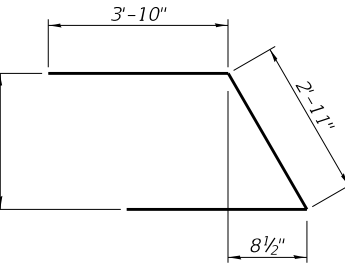
BAR v11(E) & h12(E)



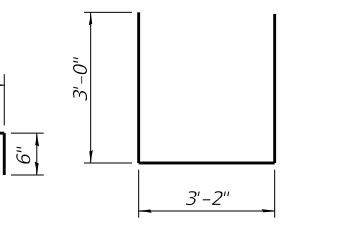
BAR s30(E) & s32(E)



BAR s31(E)



BAR u10(E)



BAR u11(E)

AI-2440-L

2-17-2017



USER NAME = *USER*	DESIGNED -	REVISD -
	LAS	
CHECKED -	PMM	REVISD -
PLOT SCALE = *SCALE*	TCS	REVISD -
PLOT DATE = *DATE*	LAS	REVISD -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

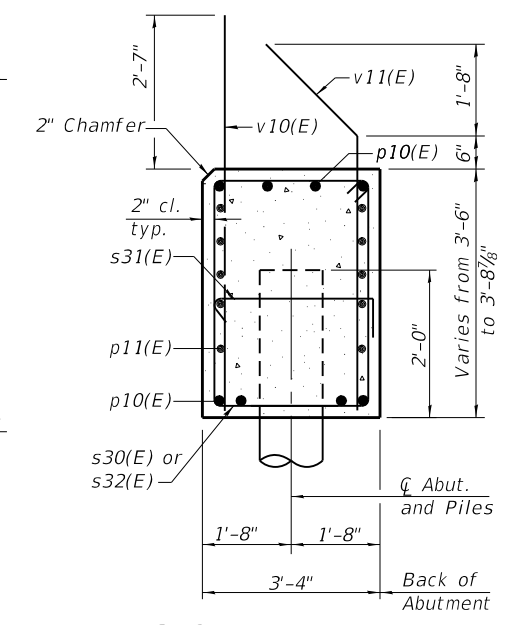
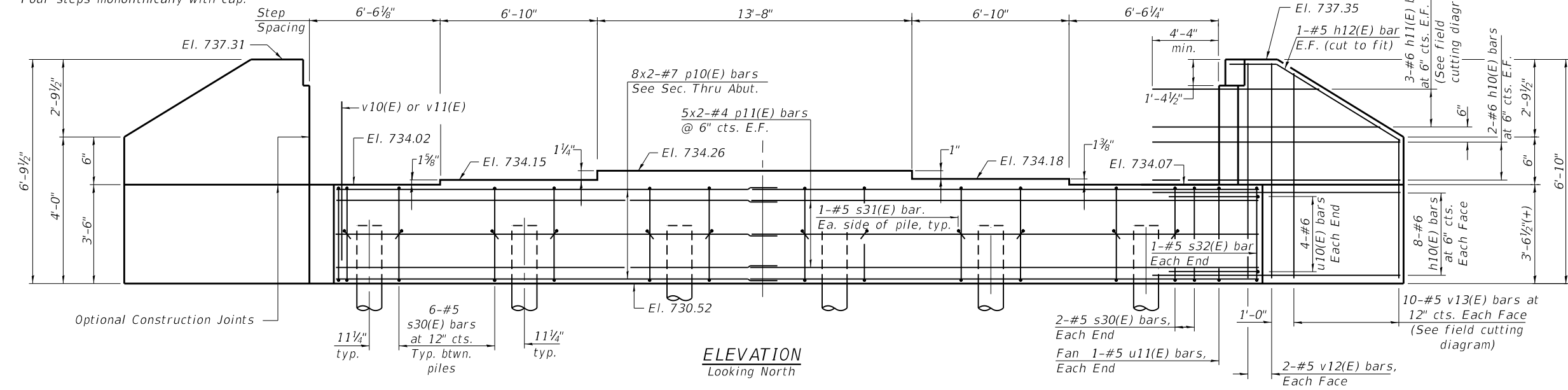
**SOUTH ABUTMENT
STRUCTURE NO. 027-0104**

SHEET NO. S16 OF S23 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	33
				CONTRACT NO. 66C84

ILLINOIS FED. AID PROJECT

Notes:
Pour steps monolithically with cap.



SEC. THRU ABUT.
Dimensions at right angles to abutment.

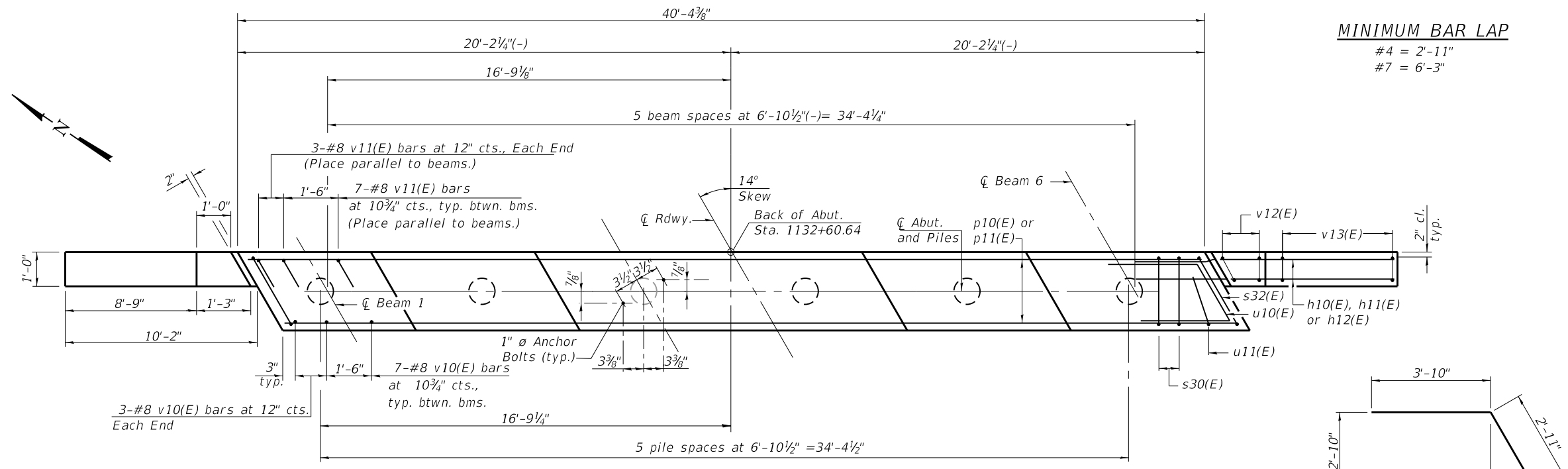
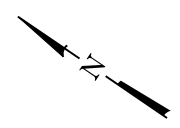
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h10(E)	40	#6	14'-4"	—
h11(E)	6	#6	23'-1"	—
h12(E)	4	#5	9'-8"	—
p10(E)	16	#7	23'-2"	—
p11(E)	20	#4	21'-6"	—
s30(E)	34	#5	13'-3"	□
s31(E)	12	#5	4'-0"	□
s32(E)	2	#5	13'-5"	□
u10(E)	8	#6	10'-7"	U
u11(E)	2	#5	9'-2"	U
v10(E)	41	#8	5'-11"	—
v11(E)	41	#8	6'-2"	—
v12(E)	8	#5	6'-6"	—
v13(E)	20	#5	10'-1"	—
Structure Excavation		Cu. Yd.	172	
Concrete Structures		Cu. Yd.	22.1	
Reinforcement Bars, Epoxy Coated		Pound	4,440	
Furnishing Metal Shell Piles 16"x.375"		Foot	140	
Driving Piles		Foot	140	
Test Pile Metal Shells		Each	1	
Pile Shoes		Each	6	

For details of piles see sheet S20 of S23.

MINIMUM BAR LAP

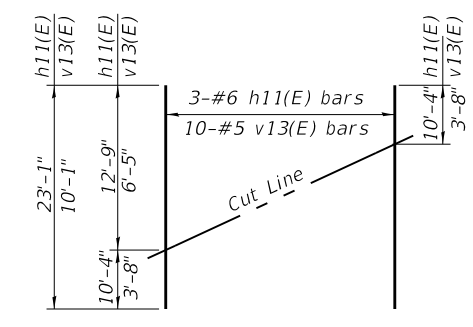
#4 = 2'-11"
#7 = 6'-3"



PLAN

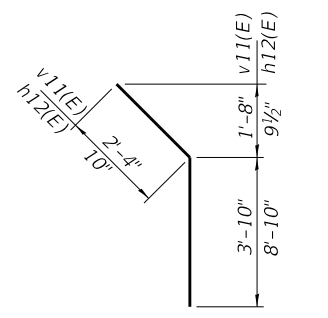
PILE DATA

Type: Metal shell 16"x.375" with Pile Shoes
Nominal Required Bearing: 331
Factored Resistance Available: 182
Est. Length: 28'
No. Production Piles: 5
No. Test Piles: 1

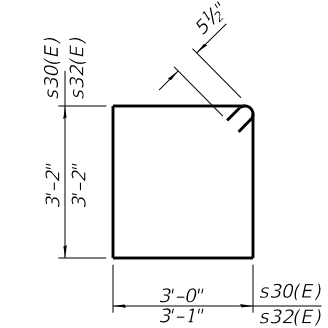


FIELD CUTTING DIAGRAM

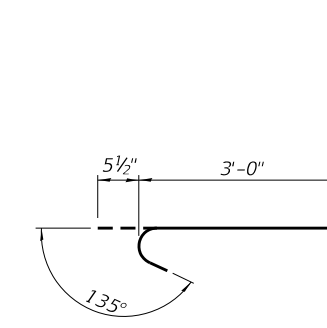
Order h11(E) and v13(E) full length. Cut as shown and use remainder of bars in opposite face.



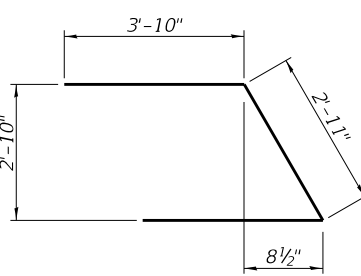
BAR v11(E) & h12(E)



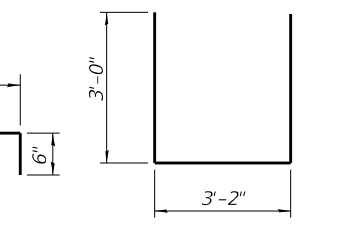
BAR s30(E) & s32(E)



BAR s31(E)



BAR u10(E)



BAR u11(E)

AI-2440-L

2-17-2017



USER NAME = *USER*	DESIGNED -	REVISIONS -
LAS	LAS	
PMM	PMM	
TCS	TCS	
LAS	LAS	

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

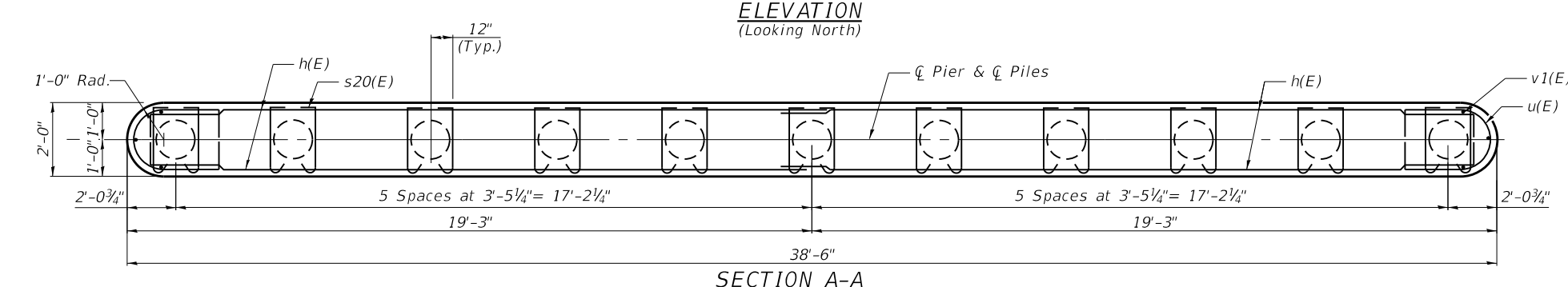
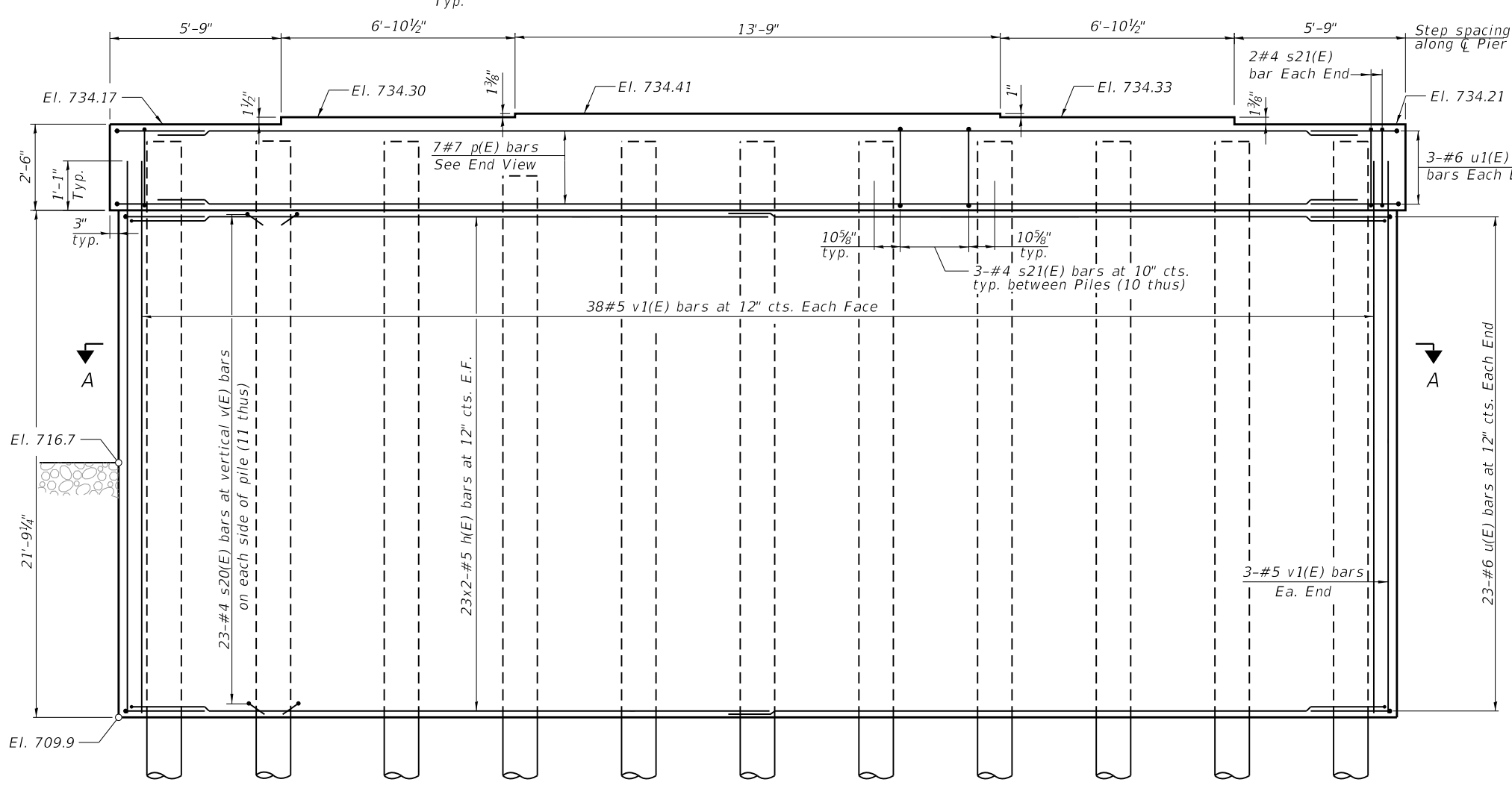
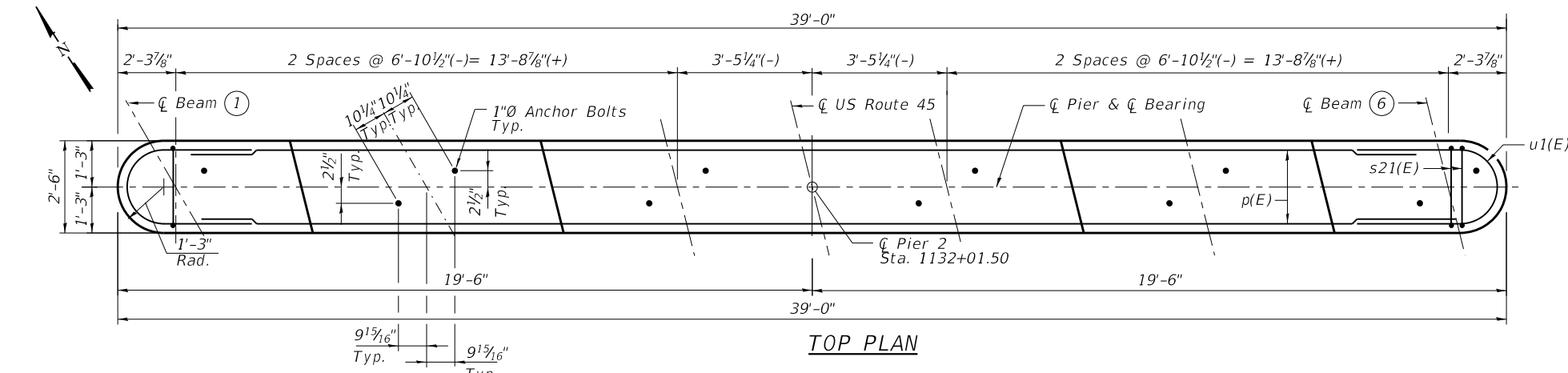
**NORTH ABUTMENT
STRUCTURE NO. 027-0104**

SHEET NO. S17 OF S23 SHEETS

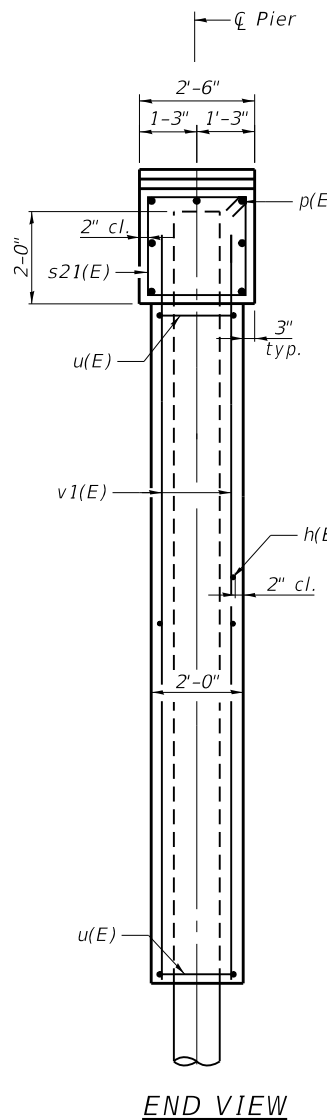
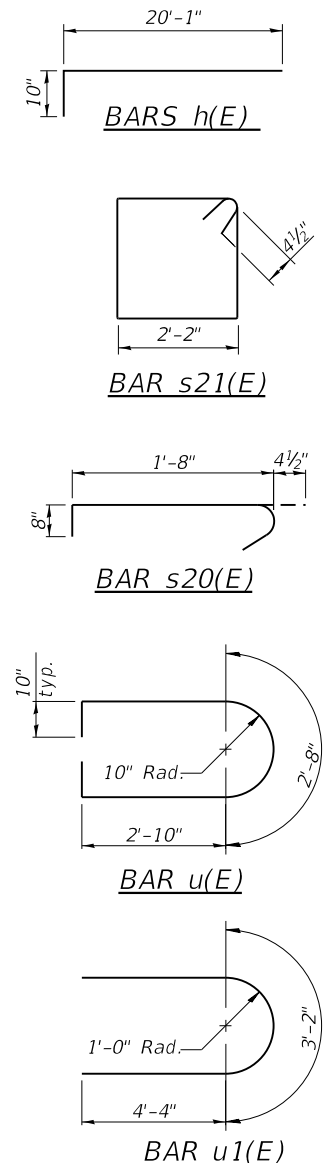
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	34

CONTRACT NO. 66C84
ILLINOIS FED. AID PROJECT

Note:
For Pile Details See Sheet S20 of S23.



MINIMUM BAR LAP
#5 = 3'-7"



BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	92	#5	20'-11"	—
p(E)	7	#7	36'-6"	—
s20(E)	506	#4	2'-9"	⌋
s21(E)	34	#4	9'-5"	⌋
u(E)	46	#6	10'-0"	⌋
u1(E)	6	#6	11'-10"	⌋
v1(E)	82	#5	22'-11"	—
Cofferdam Excavation		Cu. Yd.	118	
Concrete Structures		Cu. Yd.	70.8	
Reinforcement Bars, Epoxy Coated		Pound	6,440	
Test Pile Metal Shells		Each	1	
Driving Piles		Foot	350	
Furnishing Metal Shell Piles 16"x.375"		Foot	350	
Pile Shoes		Each	11	
Cofferdam (Type 1) (Location 2)		Each	1	

PILE DATA

Type: Metal Shell 16"x.375" with Pile Shoes
Nominal Required Bearing: 379 kips
Factored Resistance Available: 208 kips
Est. Length: 35'
No. Production Piles: 10
No. Test Piles: 1



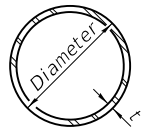
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PLOT SCALE = *SCALE*	CHECKED - PMM	REVISED -
PLOT DATE = *DATE*	DRAWN - TCS	REVISED -
	CHECKED - LAS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PIER 2
STRUCTURE NO. 027-0104

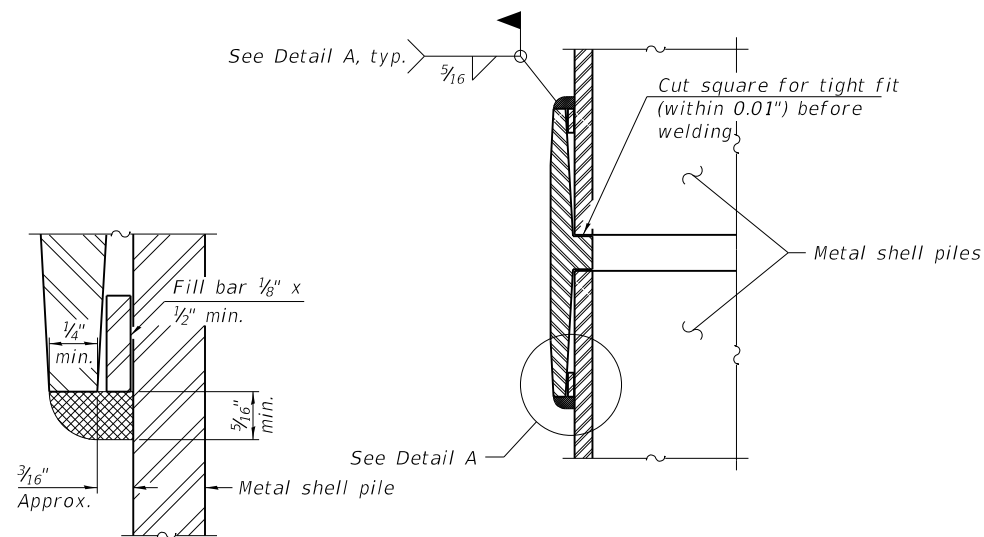
SHEET NO. S19 OF S23 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	36
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				

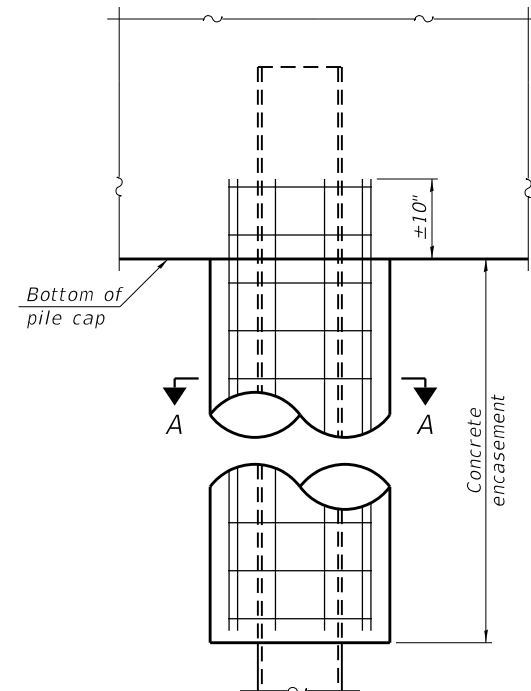


METAL SHELL PILE TABLE

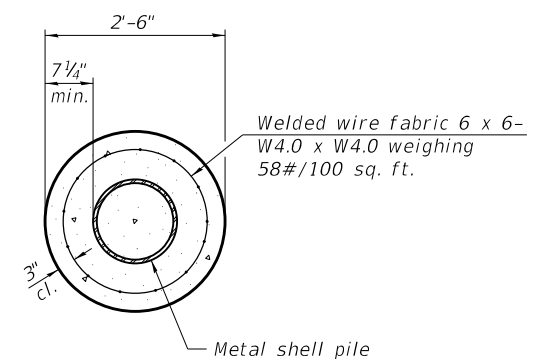
Designation and outside diameter	Wall thickness t	Weight per foot (Lbs./ft.)	Inside volume (yd. ³ /ft.)
PP12	0.250"	31.37	0.0267
PP14	0.250"	36.71	0.0368
PP14	0.312"	45.61	0.0361
PP16	0.312"	52.32	0.0478
PP16	0.375"	62.64	0.0470



DETAIL A



ELEVATION

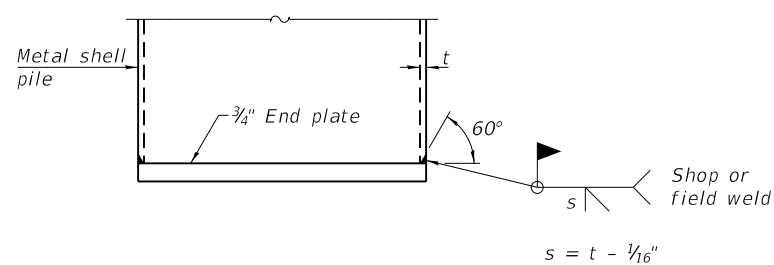


SECTION A-A

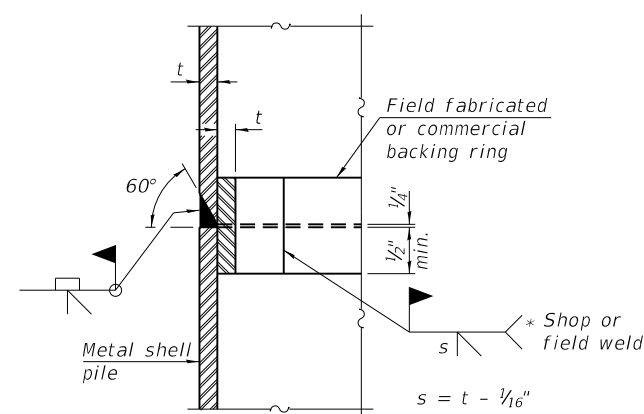
INDIVIDUAL PILE CONCRETE ENCASEMENT AT PIERS

WELDED COMMERCIAL SPLICE

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

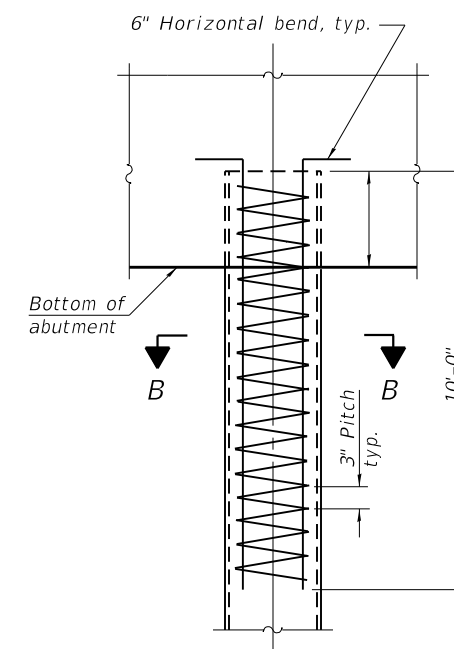


END PLATE ATTACHMENT



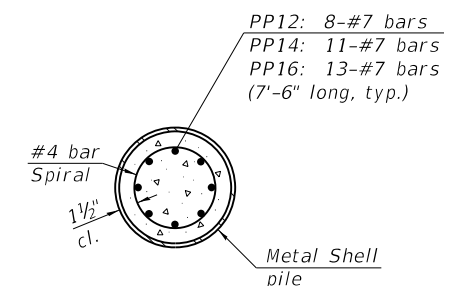
COMPLETE PENETRATION WELD SPLICE

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



ELEVATION

REINFORCEMENT AT ABUTMENTS



SECTION B-B

PILE SHOE ATTACHMENT

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

Note:
 The metal shell piles shall be according to Article 1006.05 of the Standard Specifications.

F-MS 2-17-2017

FILE NAME =
 \$FILEL\$

MODEL NAME =



USER NAME = \$USER\$	DESIGNED - LAS	REVISED -
PLOT SCALE = \$SCALE\$	CHECKED - PMM	REVISED -
PLOT DATE = \$DATE\$	DRAWN - TCS	REVISED -
	CHECKED - LAS	REVISED -

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

**METAL SHELLS PILE DETAILS
 STRUCTURE NO. 027-0104**

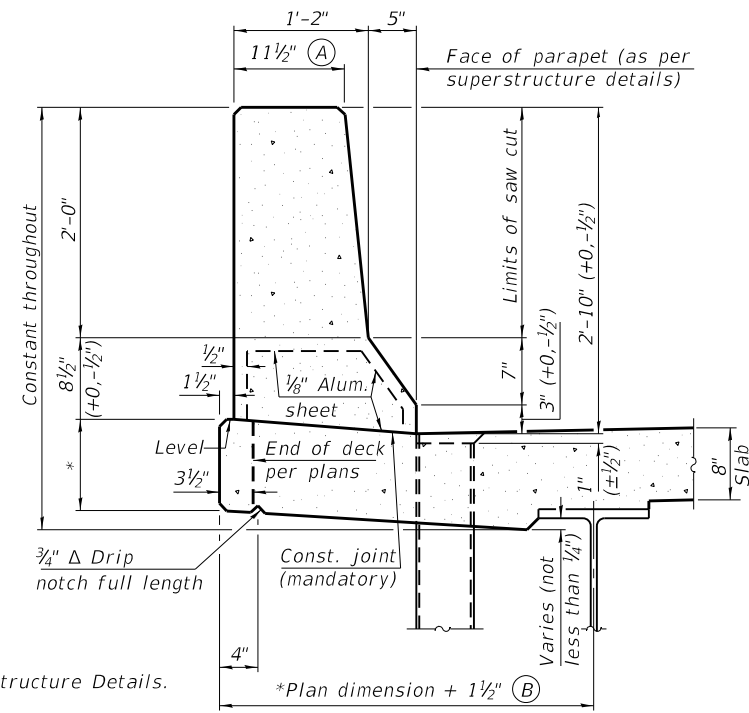
SHEET NO. S20 OF S23 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	37
CONTRACT NO. 66C84				

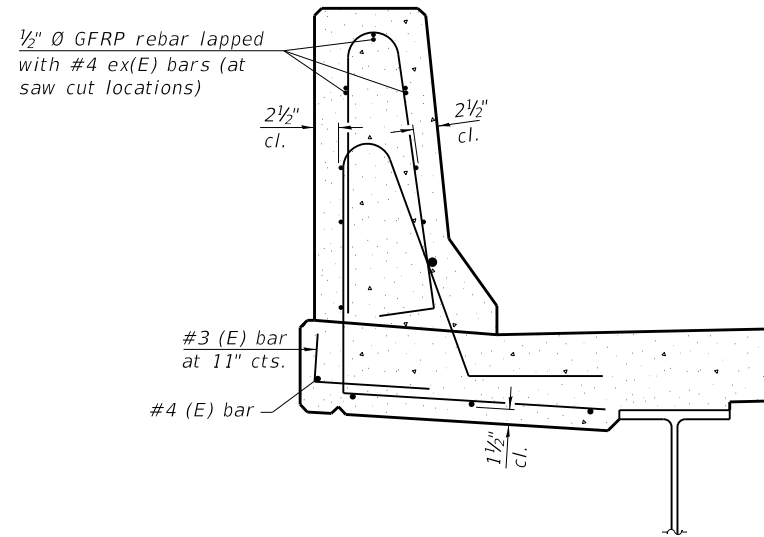
ILLINOIS FED. AID PROJECT

GENERAL NOTES

All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet. Place aluminum sheet in curb portion at and near piers. Full thickness saw cut at all joint locations in lieu of cork joint filler. Steel superstructure shown. Other superstructure types similar.

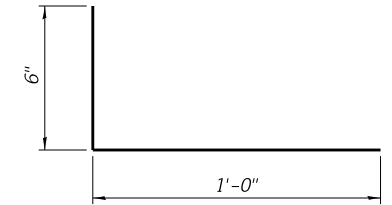


34" F SHAPE PARAPET SECTION
(Showing dimensions)

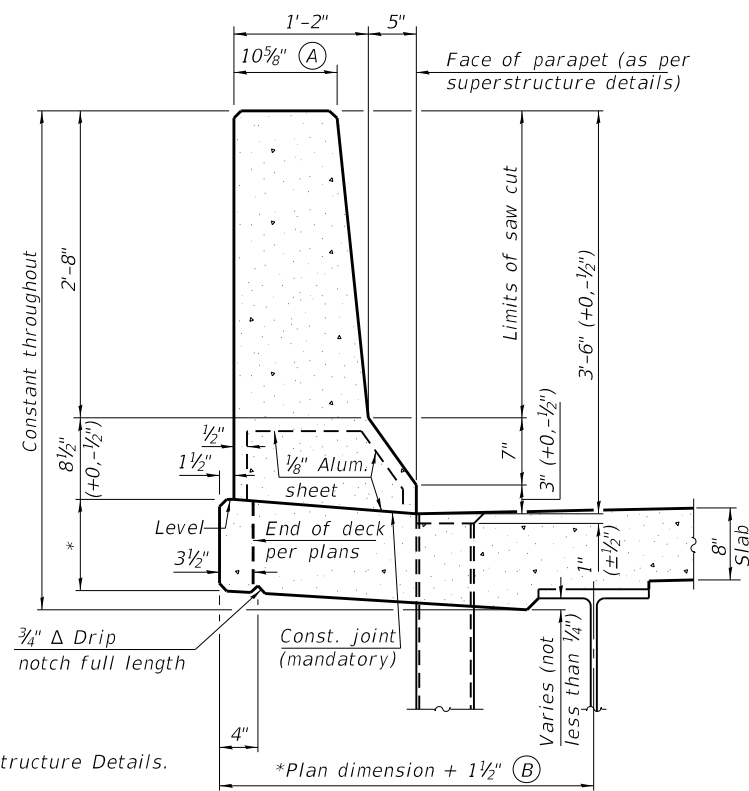


SECTION

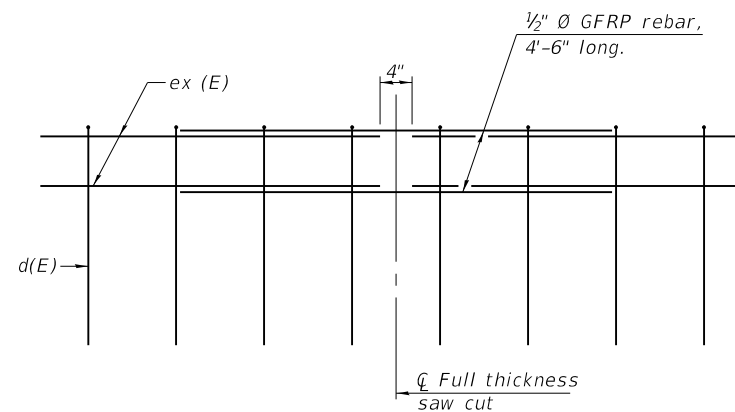
(34" parapet shown - 42" parapet similar)
(Showing reinforcement clearances for slip forming and additional reinforcement bars)



#3 (E) BAR

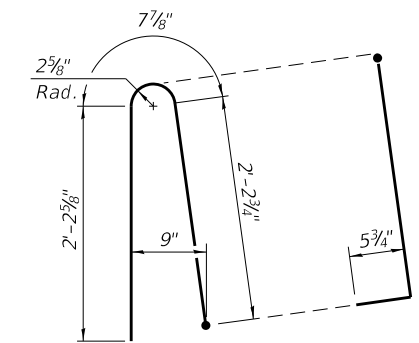


42" F SHAPE PARAPET SECTION
(Showing dimensions)



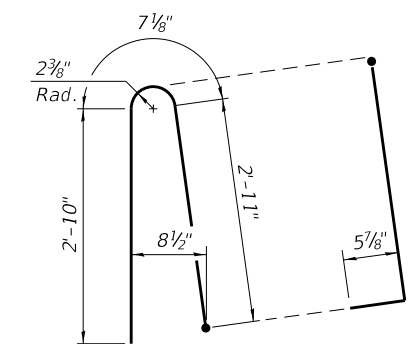
GFRP REBAR STIFFENING DETAIL

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



ALTERNATE BAR d(E)

(For 34" parapet when conduit is present)



ALTERNATE BAR d(E)

(For 42" parapet when conduit is present)

SFP 34-42

2-17-2017



USER NAME = *USER*	DESIGNED - LAS	REVISED -
PLOT SCALE = *SCALE*	CHECKED - PMM	REVISED -
PLOT DATE = *DATE*	DRAWN - TCS	REVISED -
	CHECKED - LAS	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CONCRETE PARAPET SLIPFORMING OPTION
STRUCTURE NO. 027-0104

SHEET NO. S21 OF S23 SHEETS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	38
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				

FILE NAME = *FILE*

MODEL NAME =

BORING LOG-01



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 1 of 2

Date 6/19/14

ROUTE US 45 (SBI-25) DESCRIPTION US 45 over Big Four Ditch, 3.04 miles South of IL 9 LOGGED BY Larry Myers

SECTION 31-X-B LOCATION SW 1/4, SEC. 30, TWP. 23N, RNG. 10E, 3rd PM, Latitude 40.418174, Longitude -88.113446

COUNTY Ford DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

STRUCT. NO. 027-0012 (Exist.) Station 1131+54.25
BORING NO. 01 (S.W. Quad.) Station 1130+14 Offset 17.0 ft Lt. Ground Surface Elev. 738.59 ft
Surface Water Elev. 715.09 ft Stream Bed Elev. 713.09 ft
Groundwater Elev.: First Encounter 716.1 ft Upon Completion 698.6 ft After Hrs. ft

Table with columns for Depth (ft), Diameter (in), Soil Description, SPT (blows), and UCS Failure Mode. Includes soil layers like Augered Shoulder Gravel, Very Stiff Brown Gray Silty Clay, Hard Gray Silty Clay Till, and Very Dense Gray Fine Sand.

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

BBS, form 137 (Rev. 8-99)

BORING LOG-01



Illinois Department of Transportation
Division of Highways
IDOT

SOIL BORING LOG

Page 2 of 2

Date 6/19/14

ROUTE US 45 (SBI-25) DESCRIPTION US 45 over Big Four Ditch, 3.04 miles South of IL 9 LOGGED BY Larry Myers

SECTION 31-X-B LOCATION SW 1/4, SEC. 30, TWP. 23N, RNG. 10E, 3rd PM, Latitude 40.418174, Longitude -88.113446

COUNTY Ford DRILLING METHOD Hollow Stem Auger HAMMER TYPE CME Automatic

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BORING NO. 01 (S.W. Quad.) Station 1130+14 Offset 17.0 ft Lt. Ground Surface Elev. 738.59 ft
Surface Water Elev. 715.09 ft Stream Bed Elev. 713.09 ft
Groundwater Elev.: First Encounter 716.1 ft Upon Completion 698.6 ft After Hrs. ft

Table with columns for Depth (ft), Diameter (in), Soil Description, SPT (blows), and UCS Failure Mode. Includes soil layers like Very Dense Gray Fine Sand, Very Stiff to Hard Gray Sandy Clay, and Hard Black / Dark Brown Silty Clay.

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

BBS, form 137 (Rev. 8-99)

FILE NAME =

\$FILEL\$

\$MODELNAME\$



Table with columns for USER, DESIGNED, CHECKED, PLOT SCALE, PLOT DATE, REVISED, and DRAWN.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

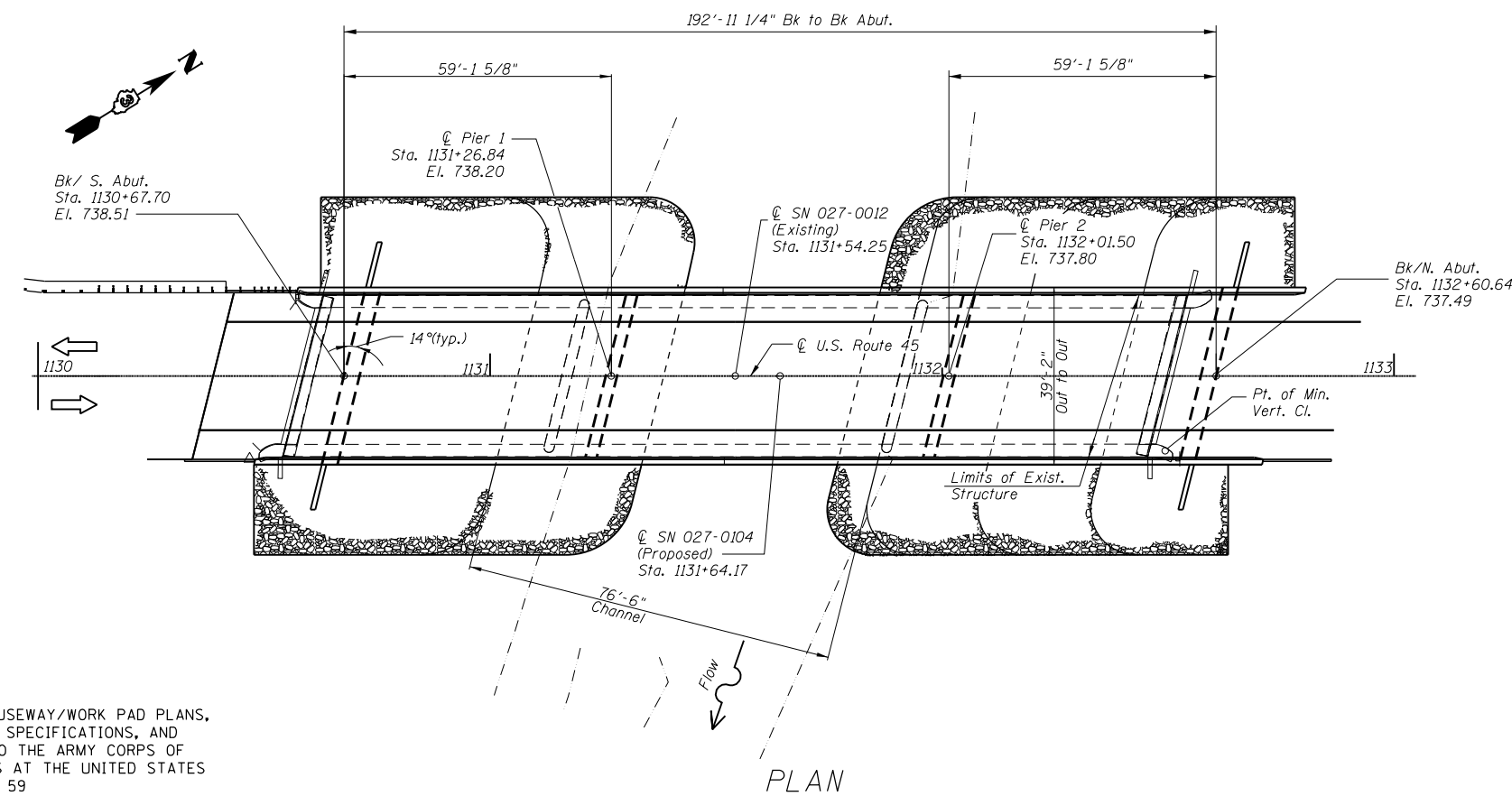
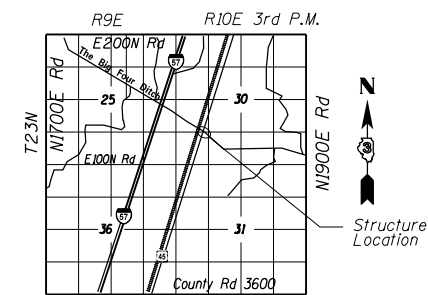
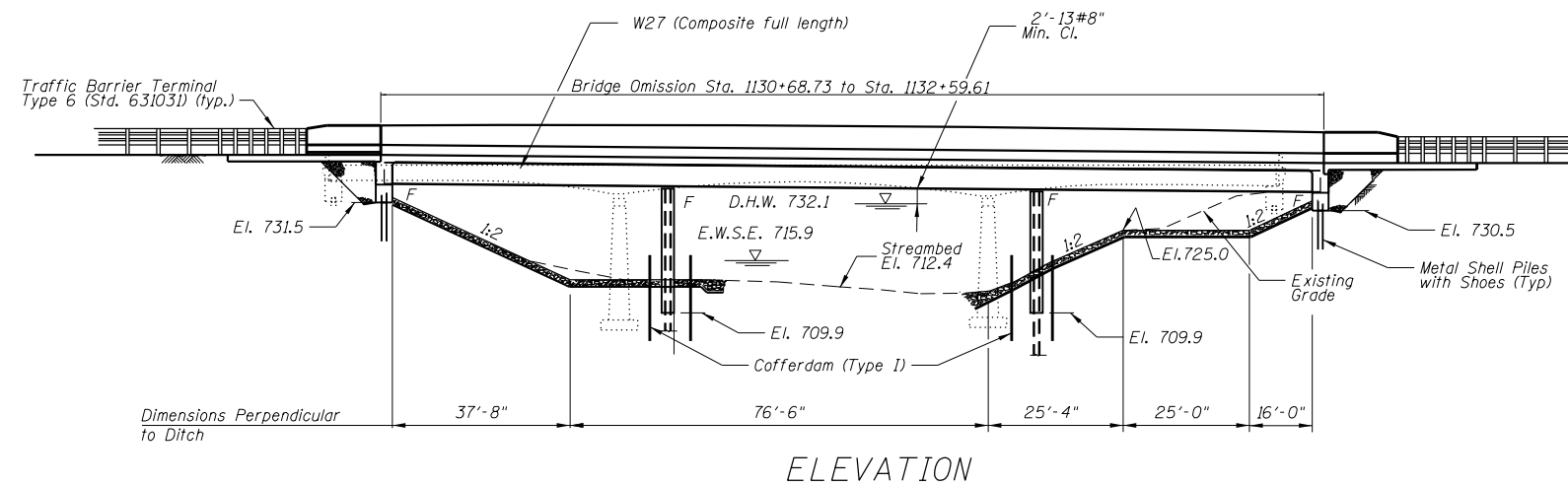
BORING LOGS 1
STRUCTURE NO. 027-0104

SHEET NO. S22 OF S23 SHEETS

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

ILLINOIS FED. AID PROJECT

EXHIBIT



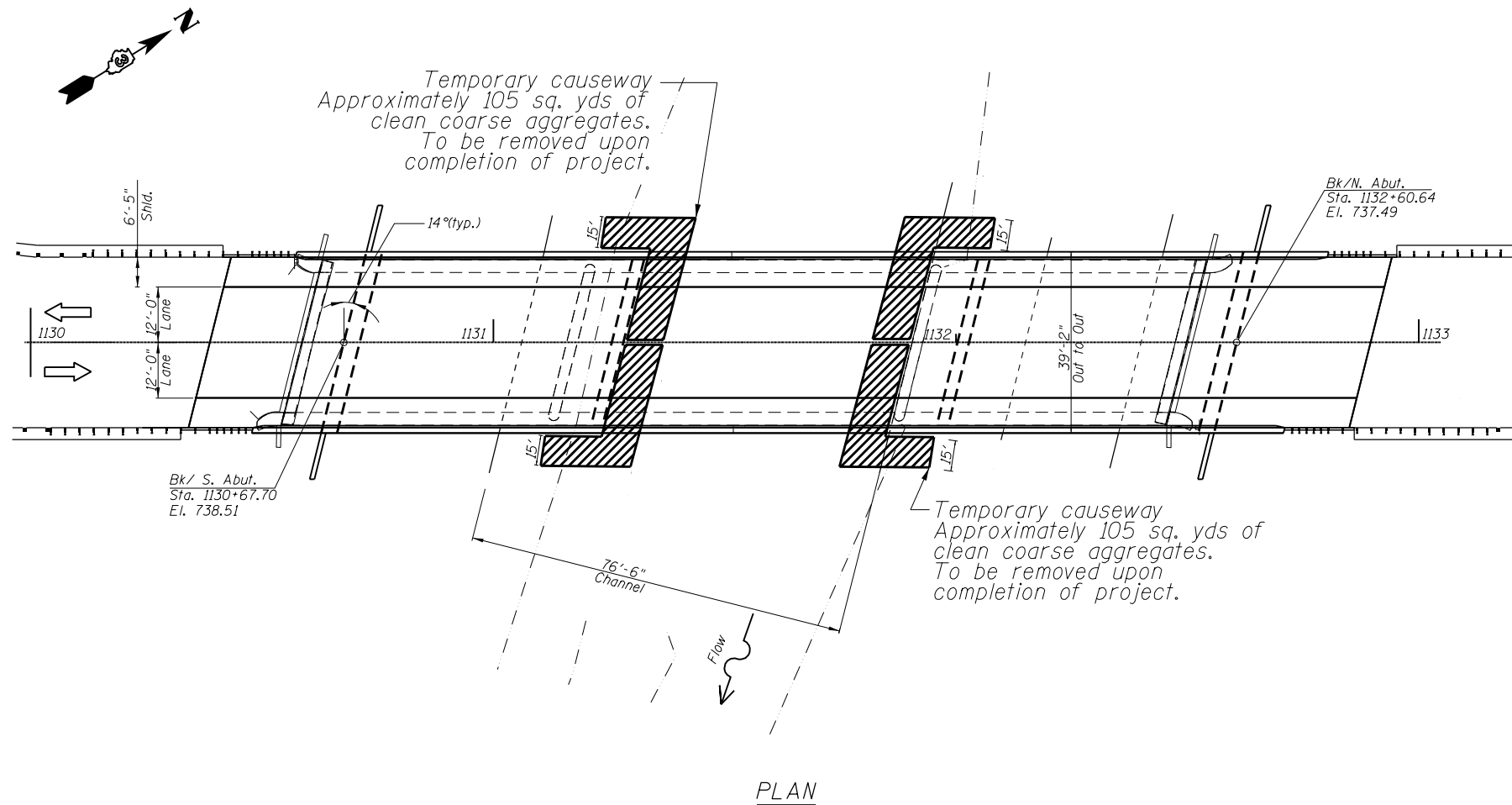
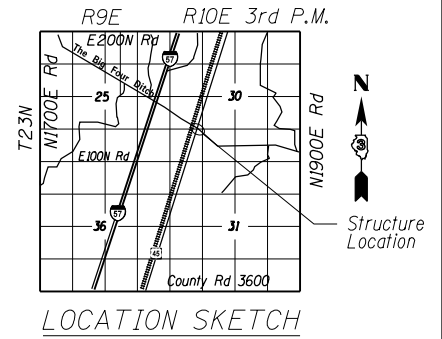
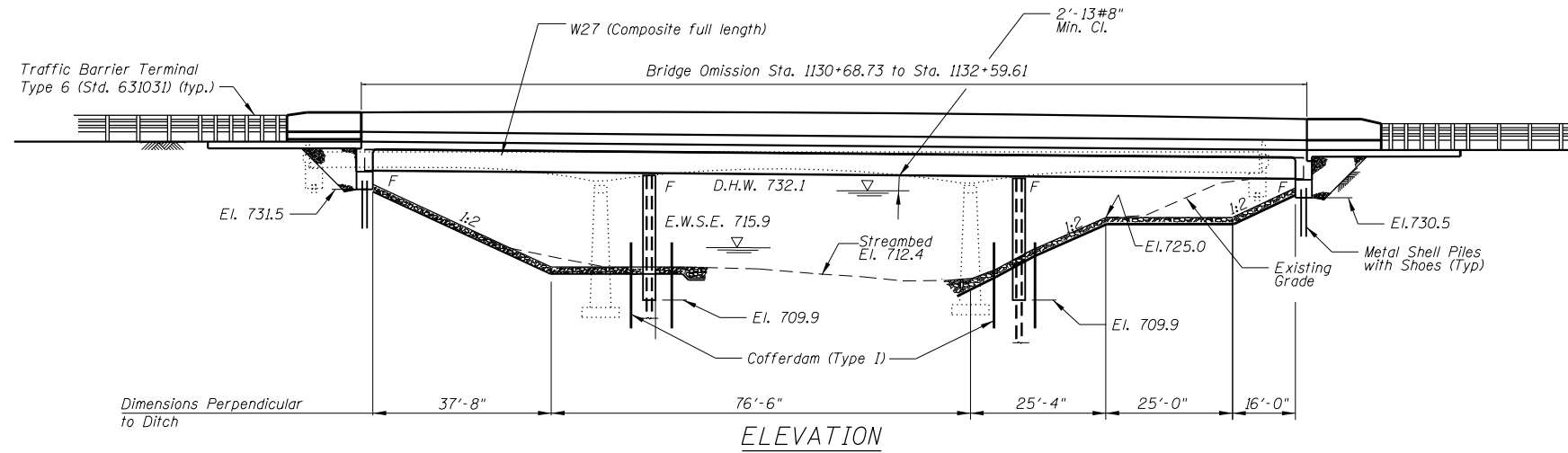
GENERAL PLAN
 U.S. ROUTE 45 OVER BIG FOUR DITCH
 FAS 1522 (US RTE 45)
 SECTION 31-X-BR
 FORD COUNTY
 STA. 1131+64.17
 EXISTING S.N. 027-0012
 PROPOSED STRUCTURE NO. 027-0104

NOTE:
 SHOULD THE CONTRACTOR DESIRE TO DEVIATE FROM THE CAUSEWAY/WORK PAD PLANS, THEN FULL DESIGN DETAILS INCLUDING LOCATION, MATERIAL SPECIFICATIONS, AND HYDRAULIC ANALYSIS SHOULD BE INCLUDED IN A REQUEST TO THE ARMY CORPS OF ENGINEERS. REQUESTS SHALL BE MADE TO JAMES L THOMAS AT THE UNITED STATES ARMY CORPS OF ENGINEERS, LOUISVILLE DISTRICT, P.O. BOX 59 LOUISVILLE, KY 40201-0059. MR. THOMAS CAN BE REACHED AT (502) 315-6710.

Not to Scale

	USER NAME = *USER*	DESIGNED - LAB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	404 PERMIT CAUSEWAY/WORK PAD		F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = *SCALE*	CHECKED - EJL	REVISED -				1522	31-X-BR	FORD	59	41
	PLOT DATE = *DATE*	DATE - 10/11/17	REVISED -		SCALE: N/A	SHEET 1 OF 2 SHEETS	STA.	TO STA.	CONTRACT NO. 66C84 ILLINOIS FED. AID PROJECT		

EXHIBIT



GENERAL PLAN
 U.S. ROUTE 45 OVER BIG FOUR DITCH
 FAS 1522 (US RTE 45)
 SECTION 31-X-BR
 FORD COUNTY
 STA. 1131+64.17
 EXISTING S.N. 027-0012
 PROPOSED STRUCTURE NO. 027-0104

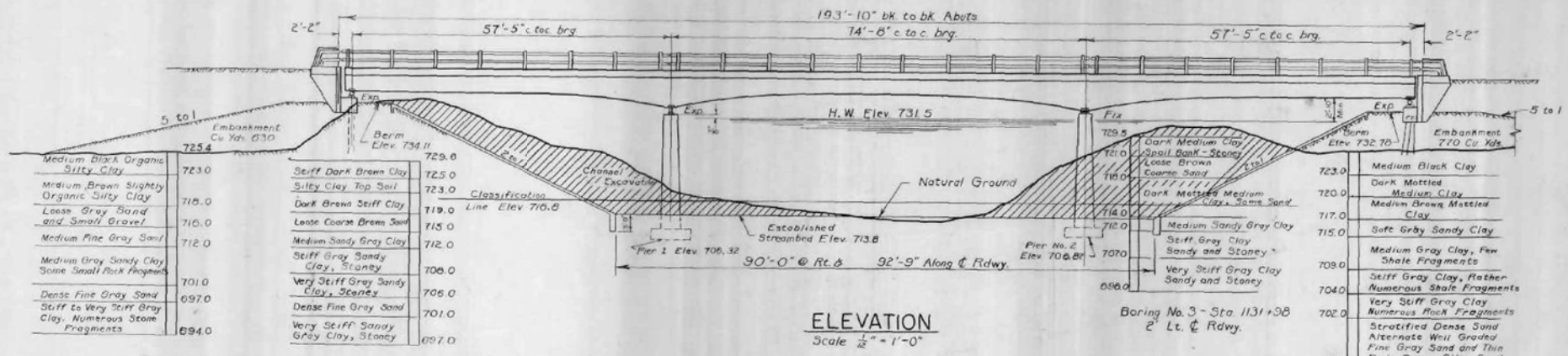
Not to Scale

	USER NAME = *USER*	DESIGNED - LAB	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	404 PERMIT CAUSEWAY/WORK PAD		F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = *SCALE*	CHECKED - EJL	REVISED -		SCALE: N/A	SHEET 2 OF 2 SHEETS	STA. TO STA.	1522	31-X-BR	FORD	59
	PLOT DATE = *DATE*	DATE - 10/11/17	REVISED -				CONTRACT NO. 66C84				
							ILLINOIS FED. AID PROJECT				

B.M. U.S.G.S S.W. Corner of Existing Bridge Elev 734.16

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

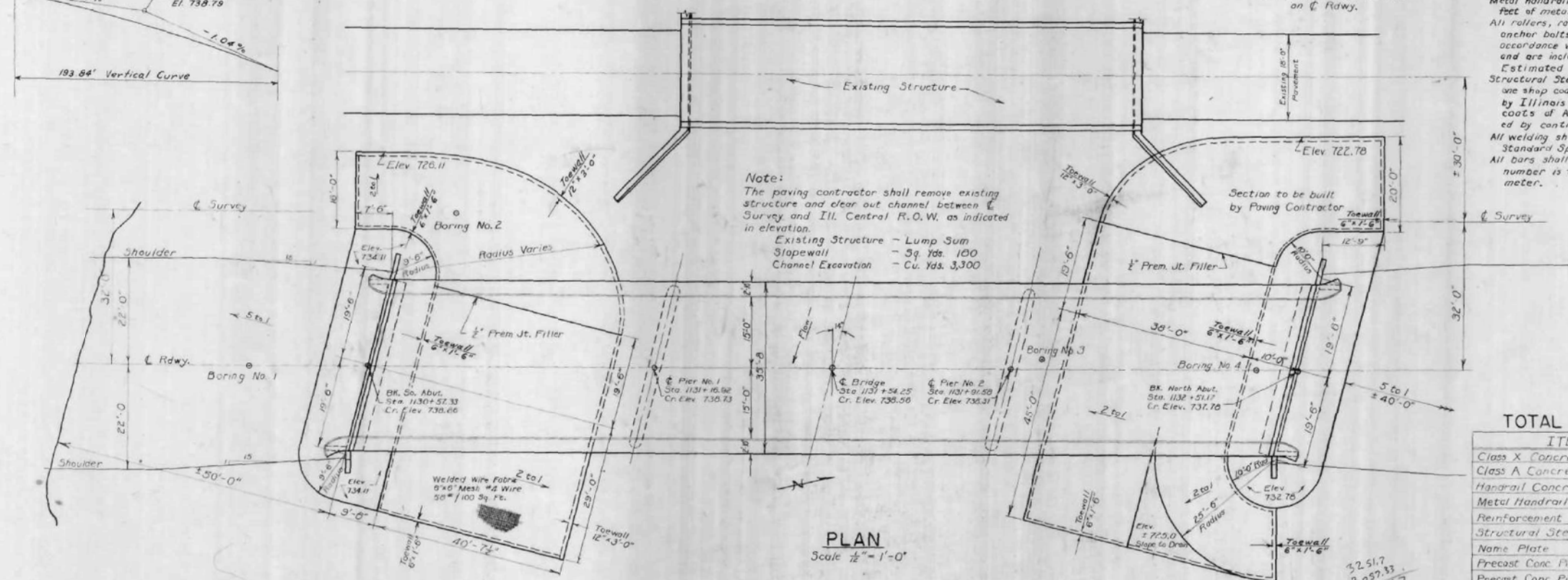
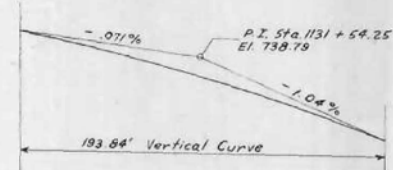
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
RT. 25	31-X-B	Ford	17	7
SHEETS				



GENERAL NOTES

Class X concrete shall be used thruout except in rail end post and Piers. Handrail concrete shall be used in rail end post and Class A in Piers. Concrete floor slab and girders shall be poured in one continuous operation. Concrete floor slab shall be finished in accordance with Art. 5116 (a) of the Standard Specifications. Boring data are shown only as a guide to bidders in estimating soil conditions which may be encountered in the work. Layout of slopeways may be varied as necessary to conform to ground surface after embankment has been constructed if as directed by the engineer.

Before superstructure is placed, the contractor shall construct the embankments as shown in accordance with Section 16 of the Standard Specs. except that compaction by water-soaking will not be allowed. Embankment shall be taken from channel excavation. The channel shall be excavated as shown in elevation between R.O.W. lines, by the paving contractor to the left of & survey and by the bridge contractor to the right of & survey or as directed by the engineer. Metal handrail shall be measured for payment in lineal feet of metal handrailing in place. All rollers, rockers, bearing plates, lead plates and anchor bolts shall be finished, painted and set in accordance with Art. 5114 of the Standard Specs. and are included for payment as Structural Steel. Estimated weight 6730 lbs. Structural Steel and metal handrail shall receive one shop coat of red lead paint after inspection by Illinois Division of Highways and two field coats of Aluminum paint. All paint to be furnished by contractor. All welding shall comply with Art. 55.4 (s) of the Standard Specs. All bars shall be round ASTM-A305-49. The size number is the number of 3" in the nominal diameter.



TOTAL BILL OF MATERIAL

ITEM	Super	Sub	Total
Class X Concrete	Cu Yds. 364.5	51.5	416.0
Class A Concrete	Cu Yds. ---	247.8	247.8
Handrail Concrete	Cu Yds. 1.6	---	1.6
Metal Handrail	Lin Ft. 365.33	---	365.33
Reinforcement Bars	Lbs. 93,710	11,480	105,190
Structural Steel	Lbs. 14,120	---	14,120
Name Plate	Each One	---	One
Precast Conc Piles (16") 26' - Lin Ft.	---	182	182
Precast Conc Piles (16") 32' - Lin Ft.	---	160	160
Slopewall	5q Yds. ---	880	880
Channel Excavation	Cu. Yds. ---	4,650	4,650
Class A Excav. for Structures Cu Yds.	---	340.0	340.0
Class B Excav. for Structures Cu Yds.	---	260.0	260.0
Tree Removal - 1/2" Diameter (6" dia)	---	180.0	180.0

GENERAL PLAN AND ELEVATION
PROJ. 61 (3)
F.A. RT. 26-S.B.I. RT. 25
SECTION 31-X-B
STATION 1131+62.23 (II)
FORD COUNTY

DESIGNED: James A. Hartung
CHECKED: R. J. Anderson
DATE: 7.12
APPROVED: J. N. Parker

Waterway Information
Drainage Area: 104,000 Acres
Character: Level, Wooded and Cultivated
Req'd Opening: 2100 a' (Div. W.W. - 35 yr. Flood)
Present Bridge: 1272 a'
Proposed Bridge: 2105 a'

STATION 1131 + 62.23 (II)
BUILT 19 BY
STATE OF ILLINOIS
F.A. RT. 26 SEC. 31-X-B
PROJECT FFG(3)
LOADING H20-S16

Stresses
f_c = 1400 psi (Pos. - Super.)
f_c = 1400 psi (Neg. - Super.)
f_s = 20,000 psi (Reinf.) - 18,000 psi (Struct.)
f_s = 800 psi (Sub.)
n = 10

Name Plate Detail Std 1962

Loading H20-S16



USER NAME: *USER*	DESIGNED: LAB	REVISED: -
PLOT SCALE: *SCALE*	DRAWN: YA	REVISED: -
PLOT DATE: *DATE*	CHECKED: EJL	REVISED: -
	DATE: 10/11/17	REVISED: -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE SN 027-0012
SCALE: N/A SHEET 7 OF 14 SHEETS STA. TO STA.

FOR INFORMATION ONLY

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	43
CONTRACT NO. 66C84				

ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	SHEET NO.	SHEET NO.
125	31-X-B	Ford	17	8
F.A. 26				8 SHEETS
ILLINOIS				FED. AID PROJECT F-1-61

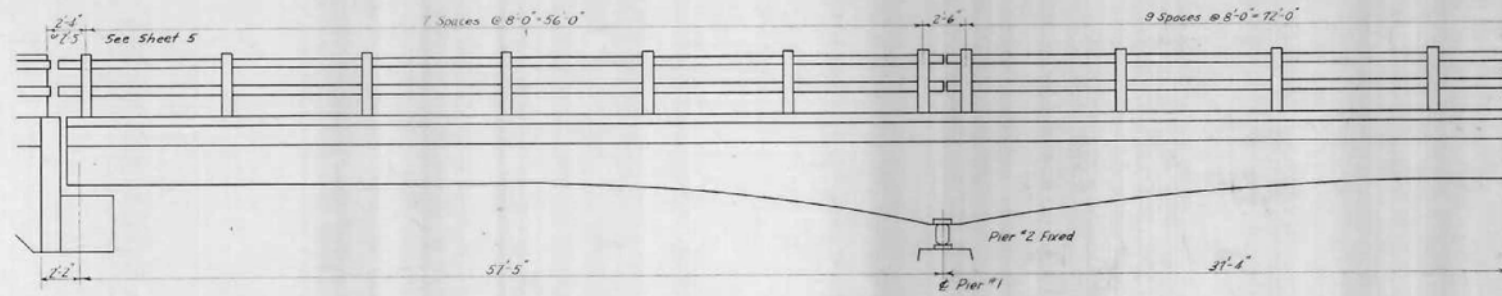
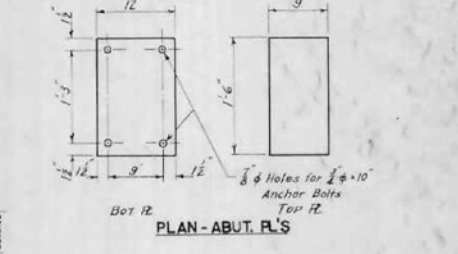
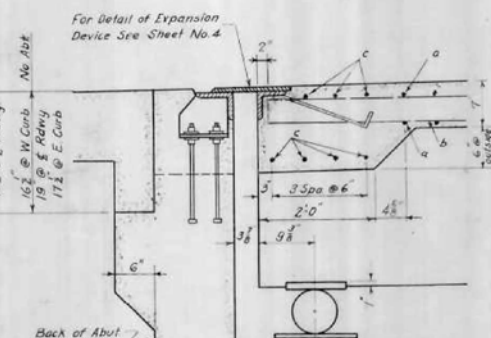
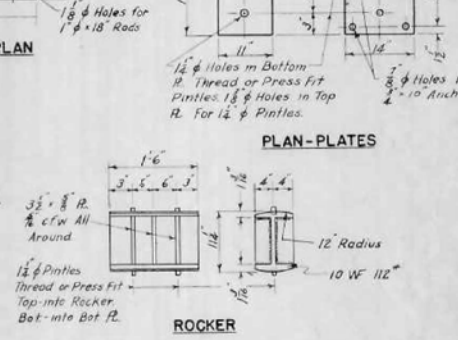
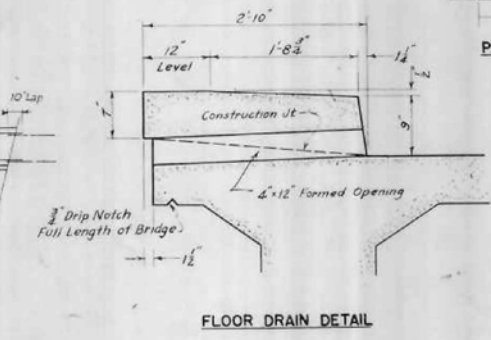
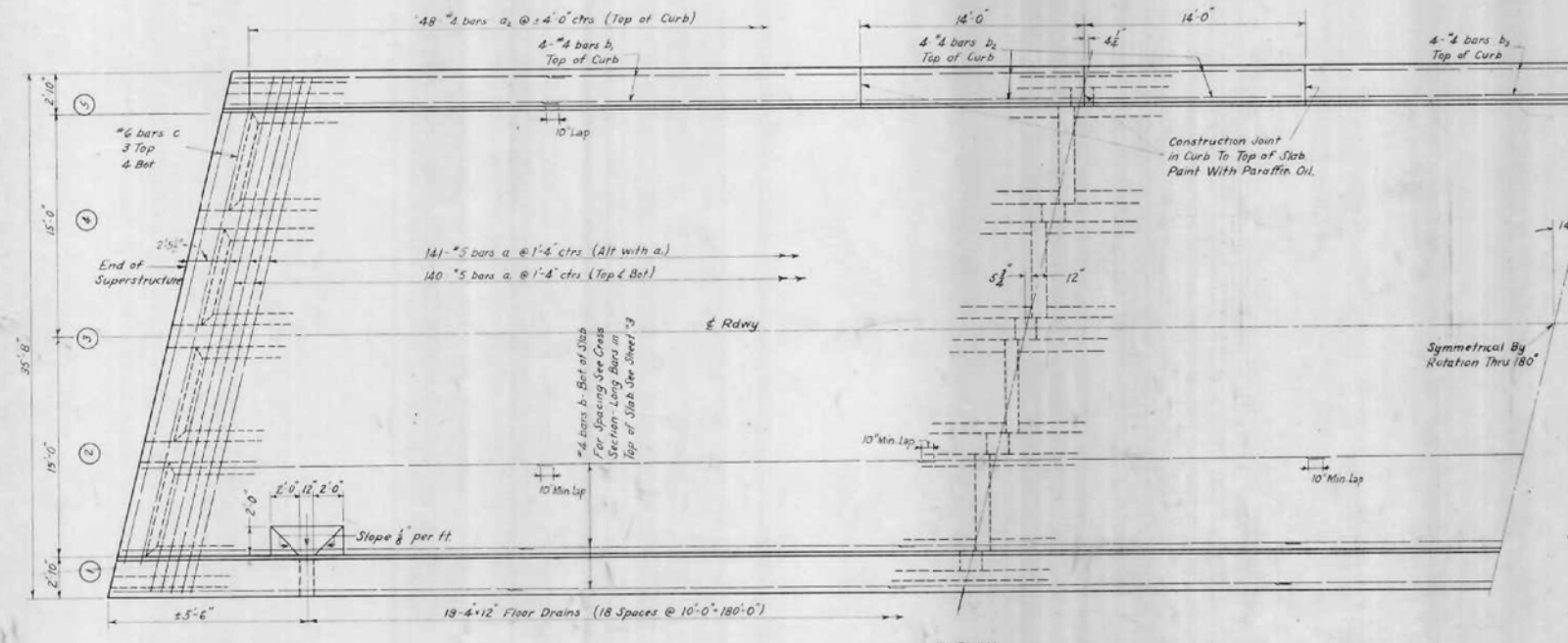
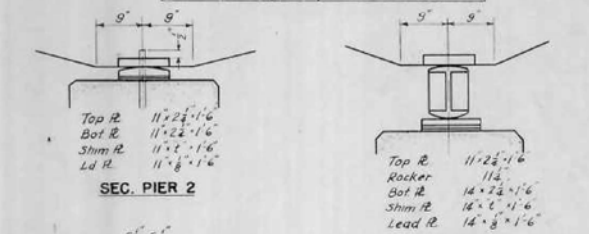


TABLE OF DIMENSIONS

Girder	No. Abut	Pier 1	Pier 2	No. Abut
1	0	0	0	0
2	0	0	0	0
3	0	0	0	0
4	0	0	0	0
5	0	0	0	0

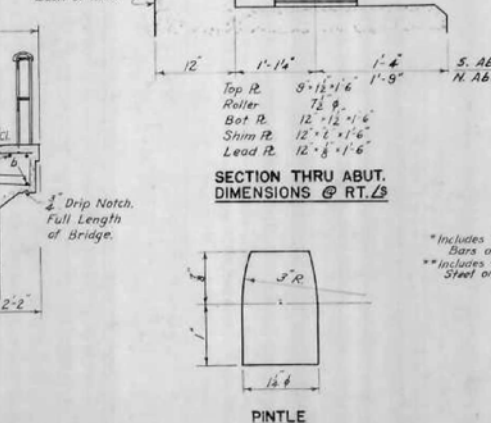
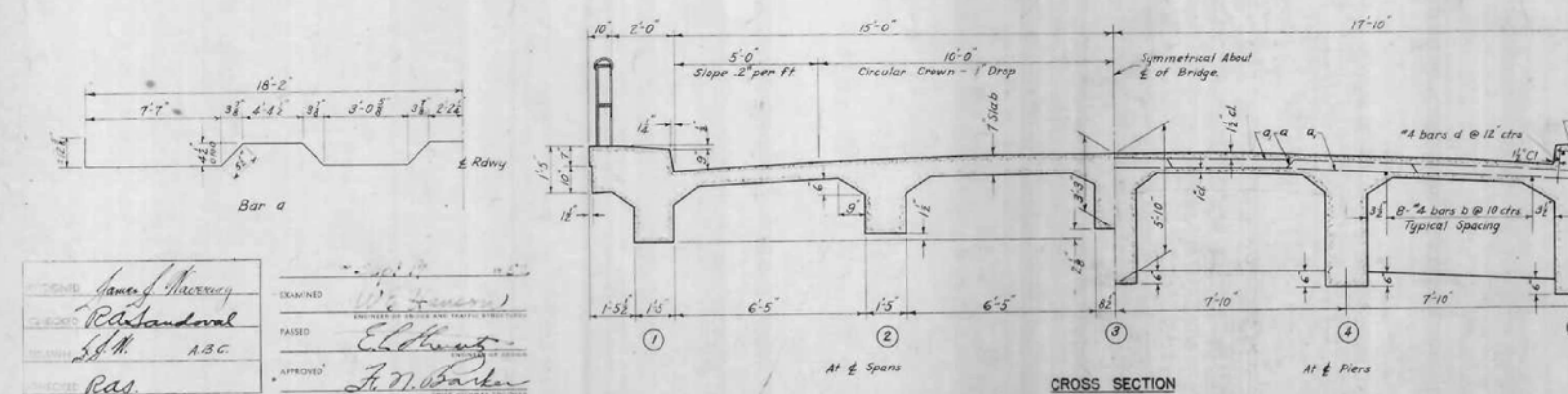


BAR LIST OF SLAB

Bar	No.	Size	Length	Shape
a	141	#5	39'-3"	
a	280	#5	36'-3"	
a ₂	96	#4	2'-6"	
b	238	#4	29'-0"	
b	32	#4	22'-3"	
b ₂	32	#4	12'-9"	
b ₂	16	#4	23'-6"	
c	16	#6	32'-3"	
d	382	#4	12"	

BILL OF MATERIAL - SUPER

Item	Quantity
Class V Concrete	Cu Yd 3645
Reinforcement Bars	lbs 93,560
Structural Steel	lbs 14,120
Name Plate	Ea 1



DESIGNED BY: James J. McCreary
DRAWN BY: R. Sandoval
CHECKED BY: J. M. Barber
APPROVED BY: J. M. Barber

SUPERSTRUCTURE
PROJ. 61 (3)
F.A. RT. 26 - SBI RT. 25
SECTION 31-X-B
STATION 1131-62.23(1)
FORD COUNTY

FOR INFORMATION ONLY



USER NAME = *USER*	DESIGNED - LAB	REVISED -
PLOT SCALE = *SCALE*	DRAWN - YA	REVISED -
PLOT DATE = *DATE*	CHECKED - EJL	REVISED -
	DATE - 10/11/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

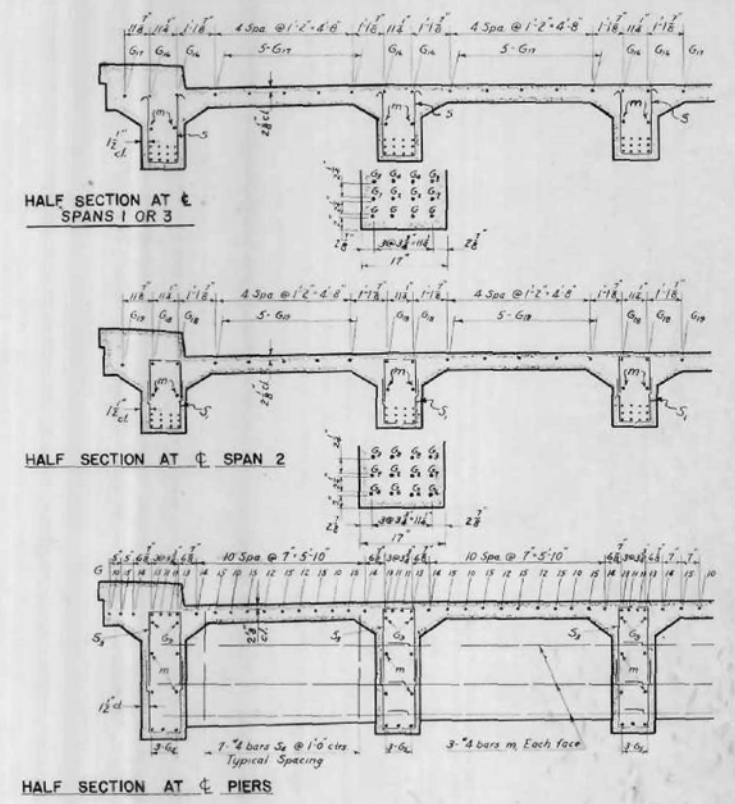
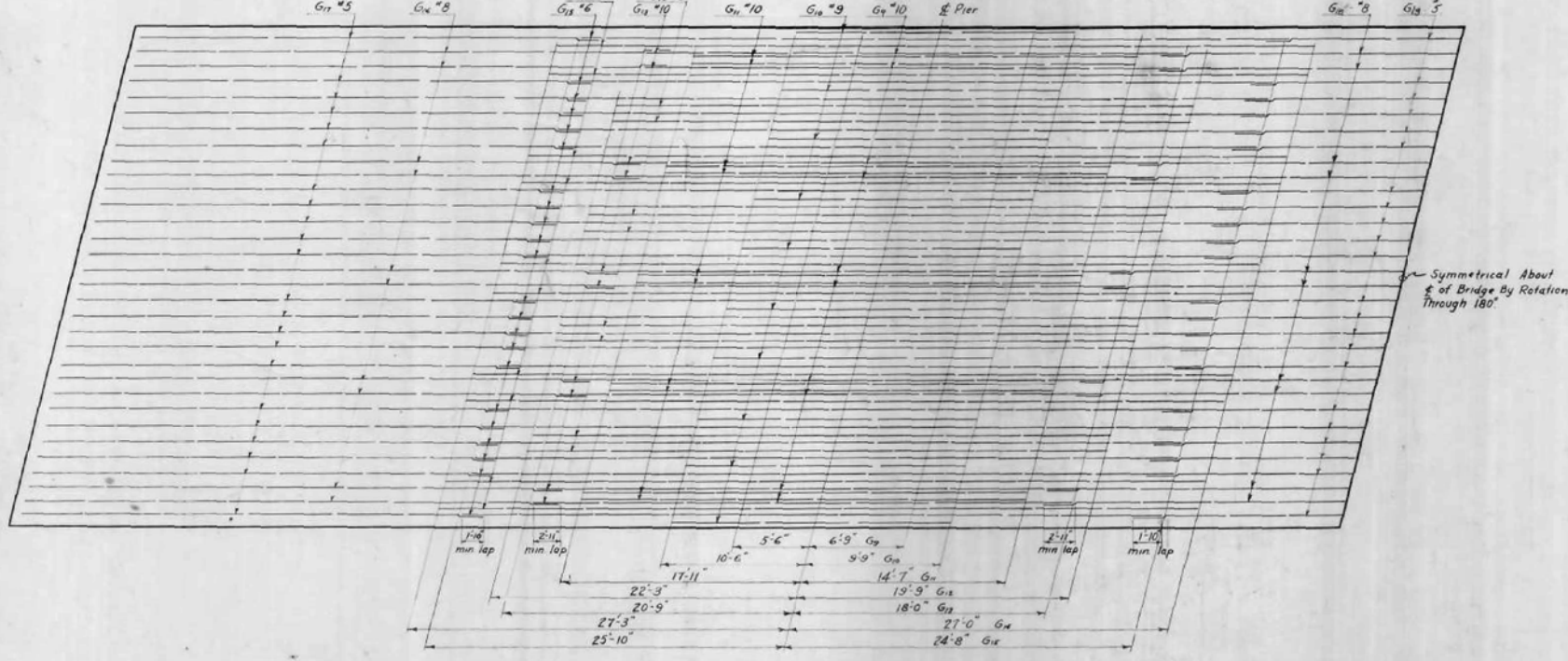
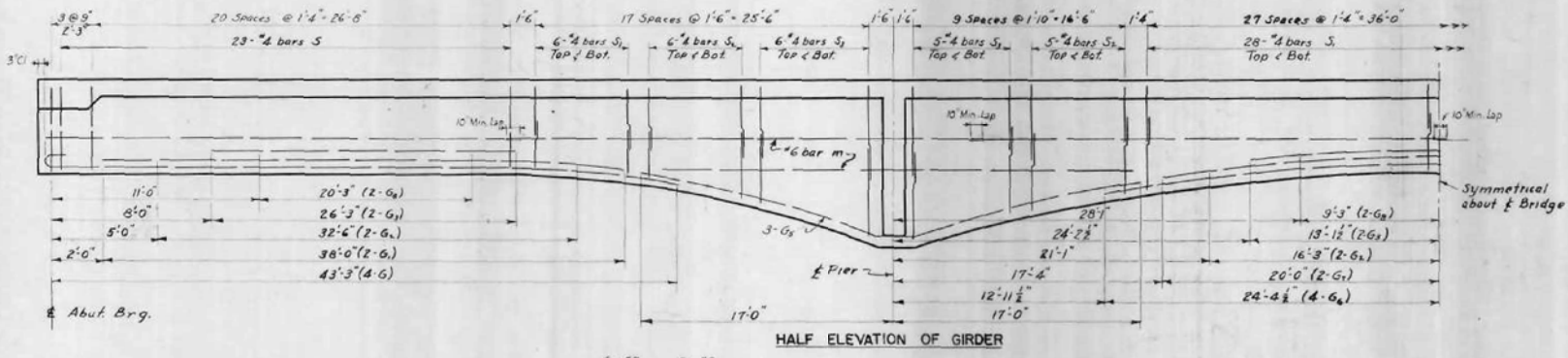
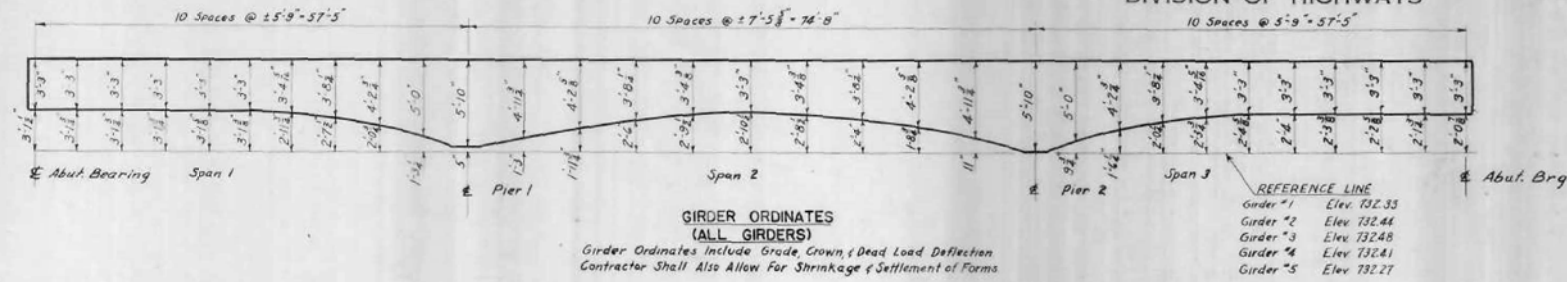
EXISTING STRUCTURE SN 027-0012

SCALE: N/A SHEET 8 OF 14 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	44
CONTRACT NO. 66C84				ILLINOIS FED. AID PROJECT

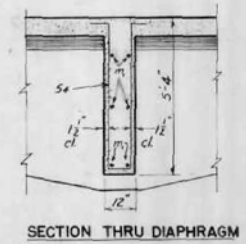
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

PROJECT NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 25	31-X-B	Ford	17	9
F.A. 26				
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	F-1-61	

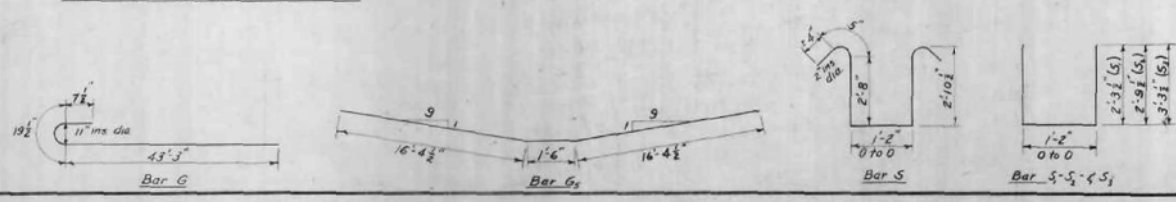


BAR LIST - GIRDER & DIAPHRAGM

Bar	No	Size	Length	Shape	Bar	No	Size	Length	Shape
S	230	#4	8'-0"	U	G	40	#11	45'-6"	C
S	400	#4	5'-9"	U	G	20	#11	28'-0"	C
S ₁	220	#4	6'-9"	U	G ₂	20	#11	32'-6"	C
S ₂	220	#4	7'-9"	U	G ₃	30	#10	26'-3"	C
S ₃	56	#4	11'-9"	U	G ₄	20	#10	20'-3"	C
					G ₅	30	#11	34'-3"	C
m	80	#6	32'-9"	U	G ₆	20	#11	48'-9"	C
m	48	#4	8'-4"	U	G ₇	10	#11	40'-0"	C
					G ₈	10	#10	18'-6"	C
					G ₉	20	#10	12'-9"	C
					G ₁₀	20	#9	20'-3"	C
					G ₁₁	20	#10	32'-6"	C
					G ₁₂	16	#9	42'-0"	C
					G ₁₃	20	#10	38'-9"	C
					G ₁₄	20	#9	54'-3"	C
					G ₁₅	44	#6	50'-6"	C
					G ₁₆	20	#8	40'-3"	C
					G ₁₇	44	#5	24'-9"	C
					G ₁₈	10	#8	48'-9"	C
					G ₁₉	22	#5	20'-0"	C



DESIGNED: *James H. Manning*
DRAWN: *Ras*
CHECKED: *W. H. Anderson*
APPROVED: *F. M. Barker*



SUPERSTRUCTURE
PROJ. 61(3)
F.A. RT. 26 - SBI RT. 25
SECTION 31-X-B
STATION 1131-62.23(1)
FORD COUNTY

FOR INFORMATION ONLY

USER NAME = *USER*	DESIGNED - LAB	REVISED -
PLOT SCALE = *SCALE*	DRAWN - YA	REVISED -
PLOT DATE = *DATE*	CHECKED - EJL	REVISED -
	DATE - 10/11/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE SN 027-0012

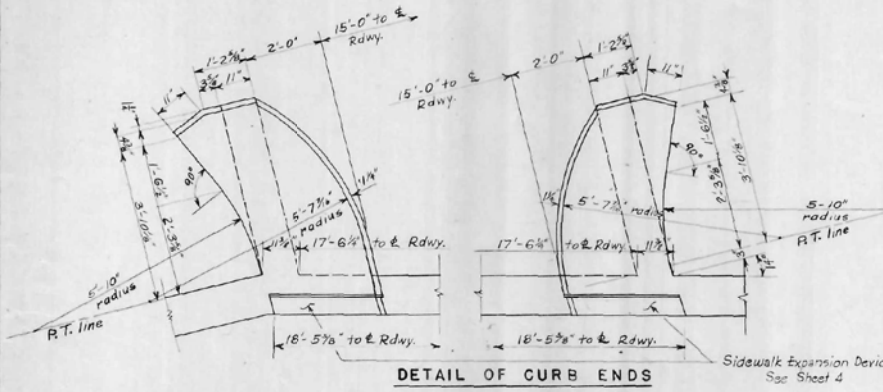
SCALE: N/A SHEET 9 OF 14 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	45
CONTRACT NO. 66C84				

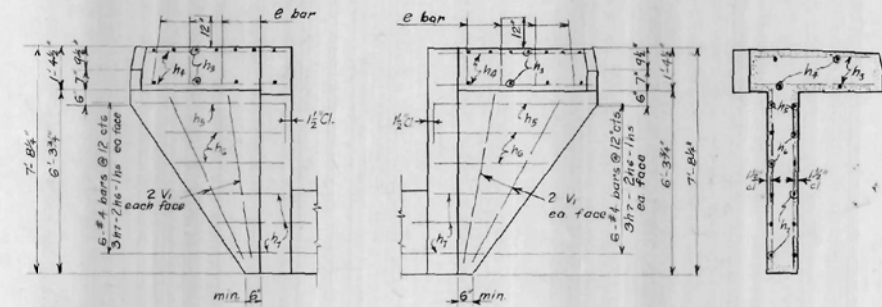


STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

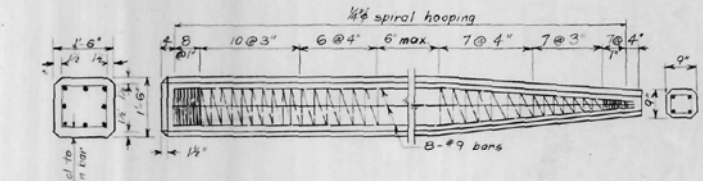
ROUTE NO.	SECTION	LOCUS	TOTAL SHEETS	SHEET NO.	SHEET NO. 6 8 SHEETS
25	31-X-B	Ford	17	12	



DETAIL OF CURB ENDS
Sidewalk Expansion Device
See Sheet 4

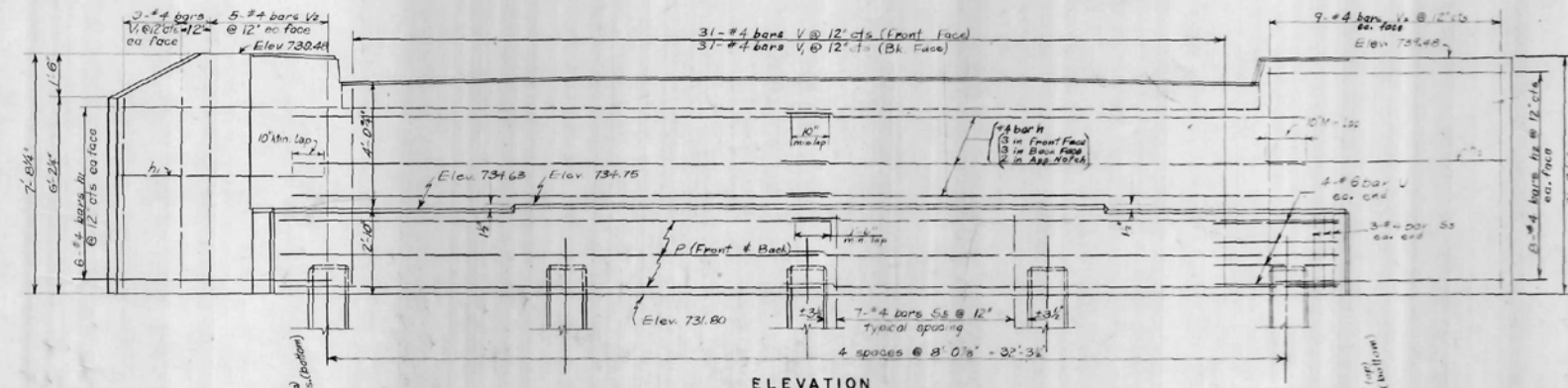


SECTION "B-B" SECTION "C-C"

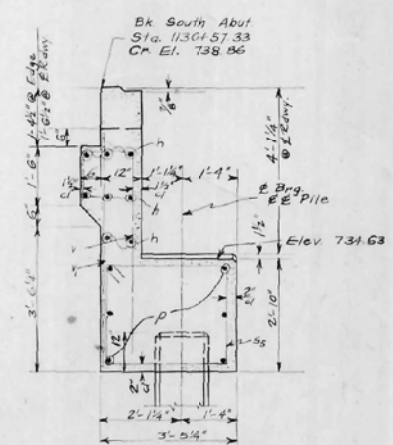


DETAIL PRECAST CONCRETE PILE

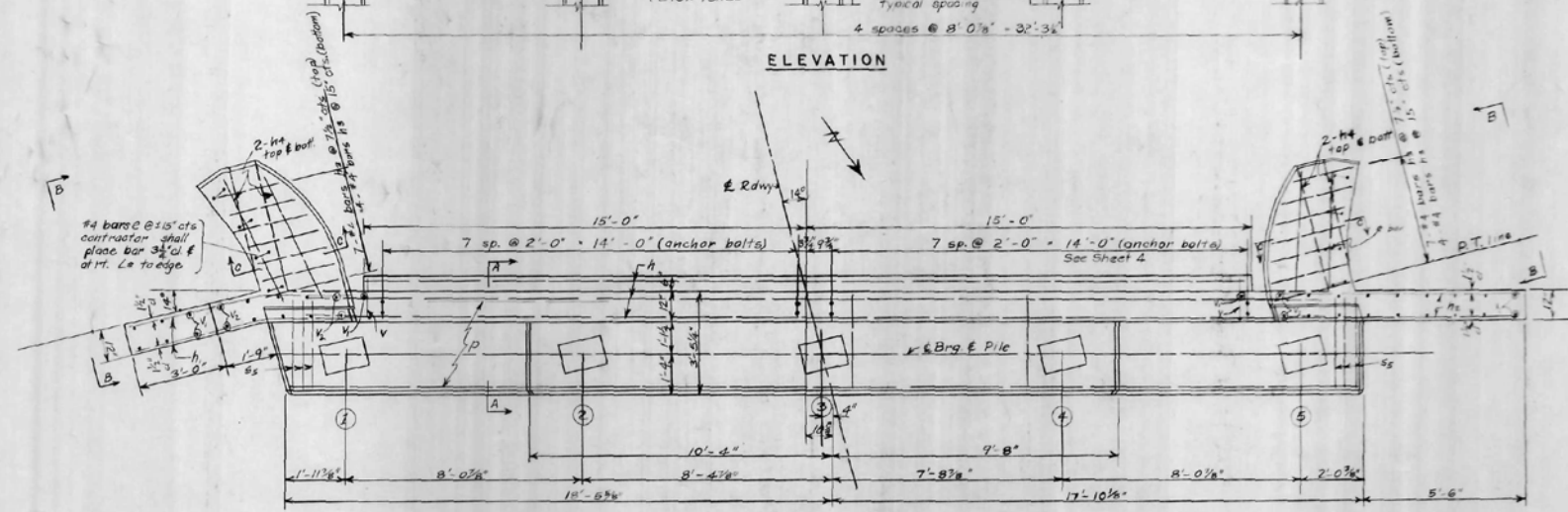
PILE DATA
Capacity 40 tons
Net Weight 5
Est Length 32'-0"



ELEVATION



SECTION "A-A"

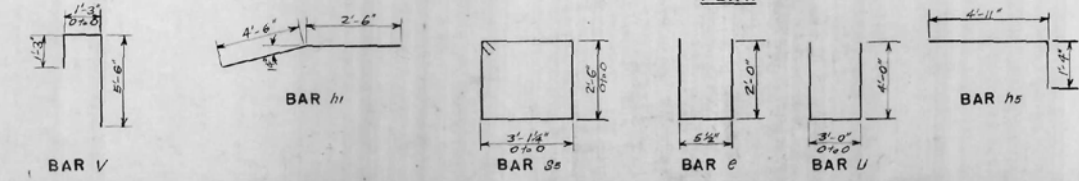


PLAN

BILL OF MATERIAL - SO ABT.

BAR	NO	SIZE	LENGTH	SHAPE
e	8	#4	2'-0"	U
f	0	#4	15'-6"	U
h	2	#4	7'-0"	U
h1	15	#4	8'-0"	U
h2	22	#4	2'-0"	U
h3	8	#4	4'-3"	U
h4	4	#4	0'-3"	U
h5	0	#4	3'-0"	U
h6	12	#4	3'-0"	U
v	2	#7	8'-3"	U
vs	34	#4	2'-0"	U
u	8	#6	5'-0"	U
v	31	#4	8'-0"	U
v	45	#4	5'-0"	U
v	28	#4	7'-3"	U
Class & Conc. 24,000 psi				
Reinforcement Bars 100,000 psi				
Precast Conc Piles (32 1/2 ft) (10 ft)				

DESIGNED: James J. Maroney
CHECKED: R.A. Sandoral
APPROVED: R.A.
EXAMINED: [Signature]
PASSED: [Signature]
APPROVED: [Signature]



SOUTH ABUTMENT
PROJ. 61 (3)
F.A. RT. 26-SBI RT. 25
SECTION 31-X-B
STATION 1131 + 62.23 (1)
FORD COUNTY



USER NAME = *USER*	DESIGNED - LAB	REVISED -
PLOT SCALE = *SCALE*	DRAWN - YA	REVISED -
PLOT DATE = *DATE*	CHECKED - EJL	REVISED -
	DATE - 10/11/17	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE SN 027-0012

SCALE: N/A SHEET 12 OF 14 SHEETS STA. TO STA.

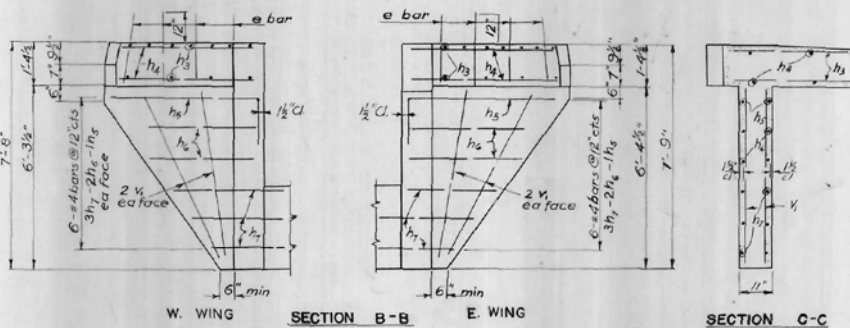
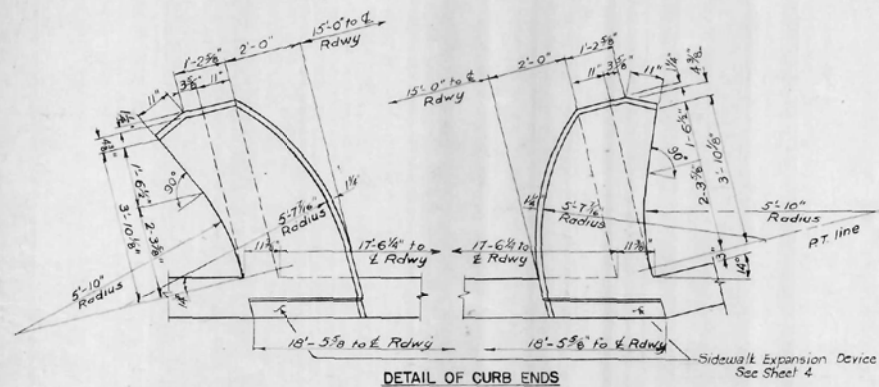
FOR INFORMATION ONLY

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	48
CONTRACT NO. 66C84				

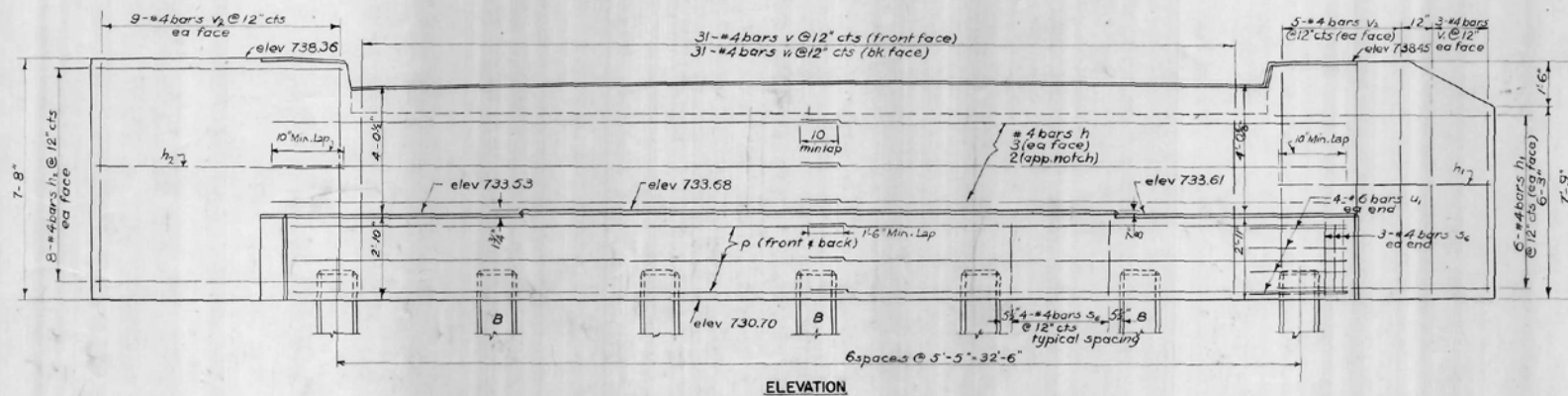
ILLINOIS FED. AID PROJECT

STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SHEET NO.	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO.
31-RT26	31-X-B	Ford County	17	13	6 SHEETS

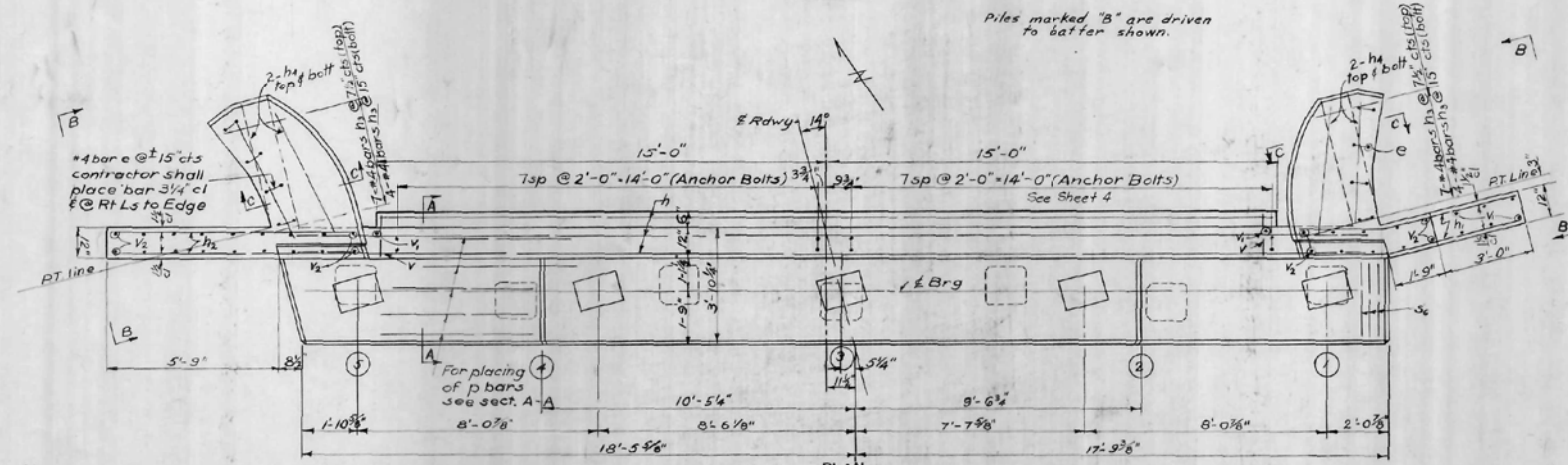
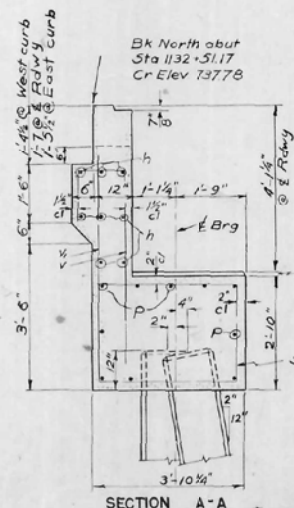


PILE DATA
CAPACITY 35 TON
NO. REED 7 (4 VERT-3 BATTERED)
EST LENGTH 26'-0"
FOR PILE DETAIL SEE SH 6



BILL OF MATERIAL - NO ABUT

Bar	No	Size	Length	Shape
e	8	#4	4'-6"	U
h	15	#4	18'-6"	—
h ₁	12	#4	7'-0"	—
h ₂	16	#4	8'-0"	—
h ₃	22	#4	2'-6"	—
h ₄	8	#4	4'-3"	—
h ₅	4	#4	6'-3"	—
h ₆	8	#4	3'-6"	—
h ₇	12	#4	3'-0"	—
p	20	#7	18'-3"	—
s ₆	30	#4	13'-0"	U
u ₁	8	#6	11'-6"	U
v	31	#4	8'-0"	—
v ₁	45	#4	5'-9"	—
v ₂	28	#4	7'-3"	—
Class X conc			cu yds	26.5
Reinforcement bars			lbs	1,960
Precast Conc. Piles (26' lgh)			lin ft	182.0



DESIGNED: James M. Murray
CHECKED: R. Anderson
DRAWN: J.H.
DATE: 10/11/17

EXAMINED: [Signature]
PASSED: E.L. [Signature]
APPROVED: H.W. [Signature]

NORTH ABUTMENT
PROJ. 61(3)
F.A.S. RT 26 - SBI RT 25
SECTION 31-X-B
STATION 1131 + 62.23(1)
FORD COUNTY

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING STRUCTURE SN 027-0012

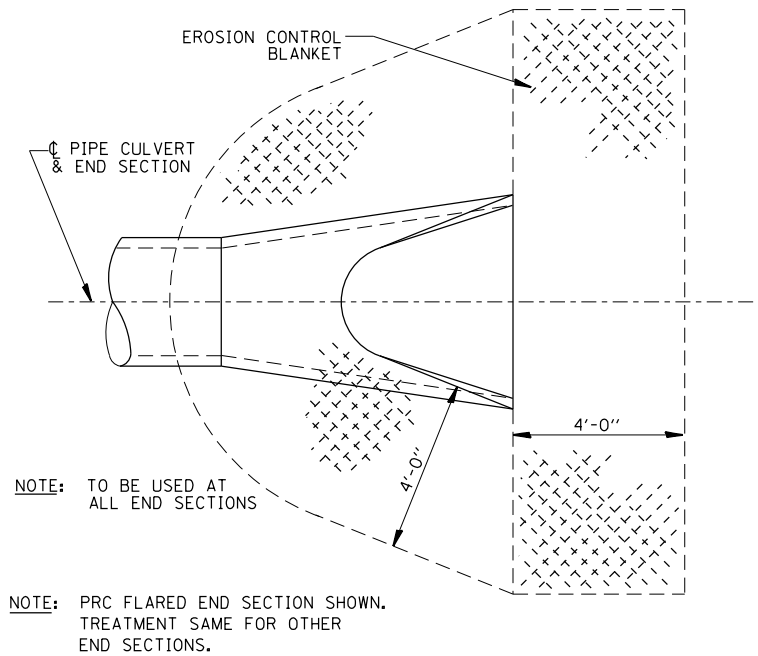
FOR INFORMATION ONLY

USER NAME: *USER*	DESIGNED: LAB	REVISED: -
PLOT SCALE: *SCALE*	DRAWN: YA	REVISED: -
PLOT DATE: *DATE*	CHECKED: EJL	REVISED: -
	DATE: 10/11/17	REVISED: -

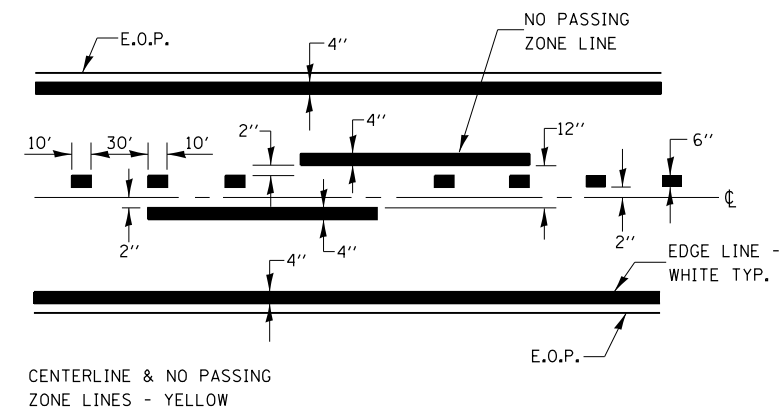
SCALE: N/A SHEET 13 OF 14 SHEETS STA. TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	49
CONTRACT NO. 66C84				

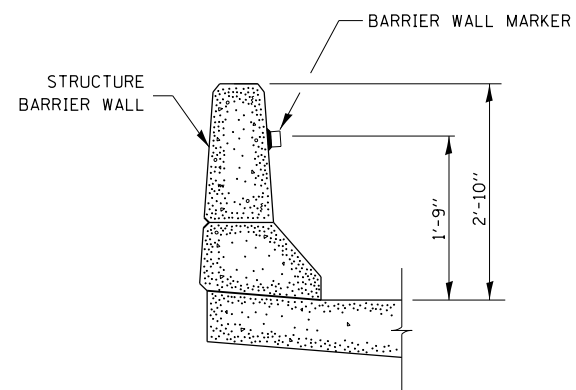
ILLINOIS FED. AID PROJECT



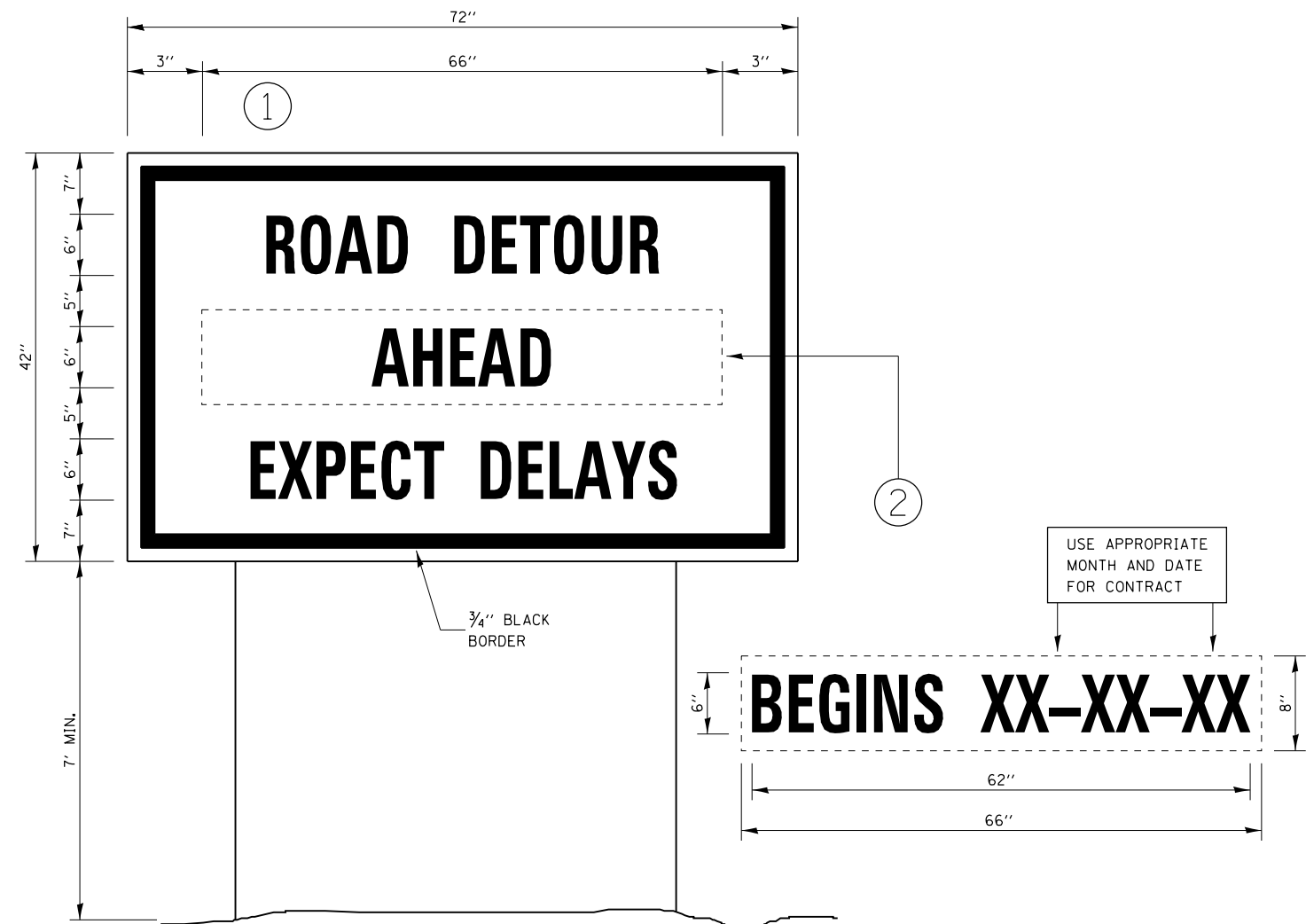
**DETAIL OF EROSION CONTROL BLANKET
LINING AROUND END SECTION**



PAVEMENT MARKING



BARRIER WALL MARKER



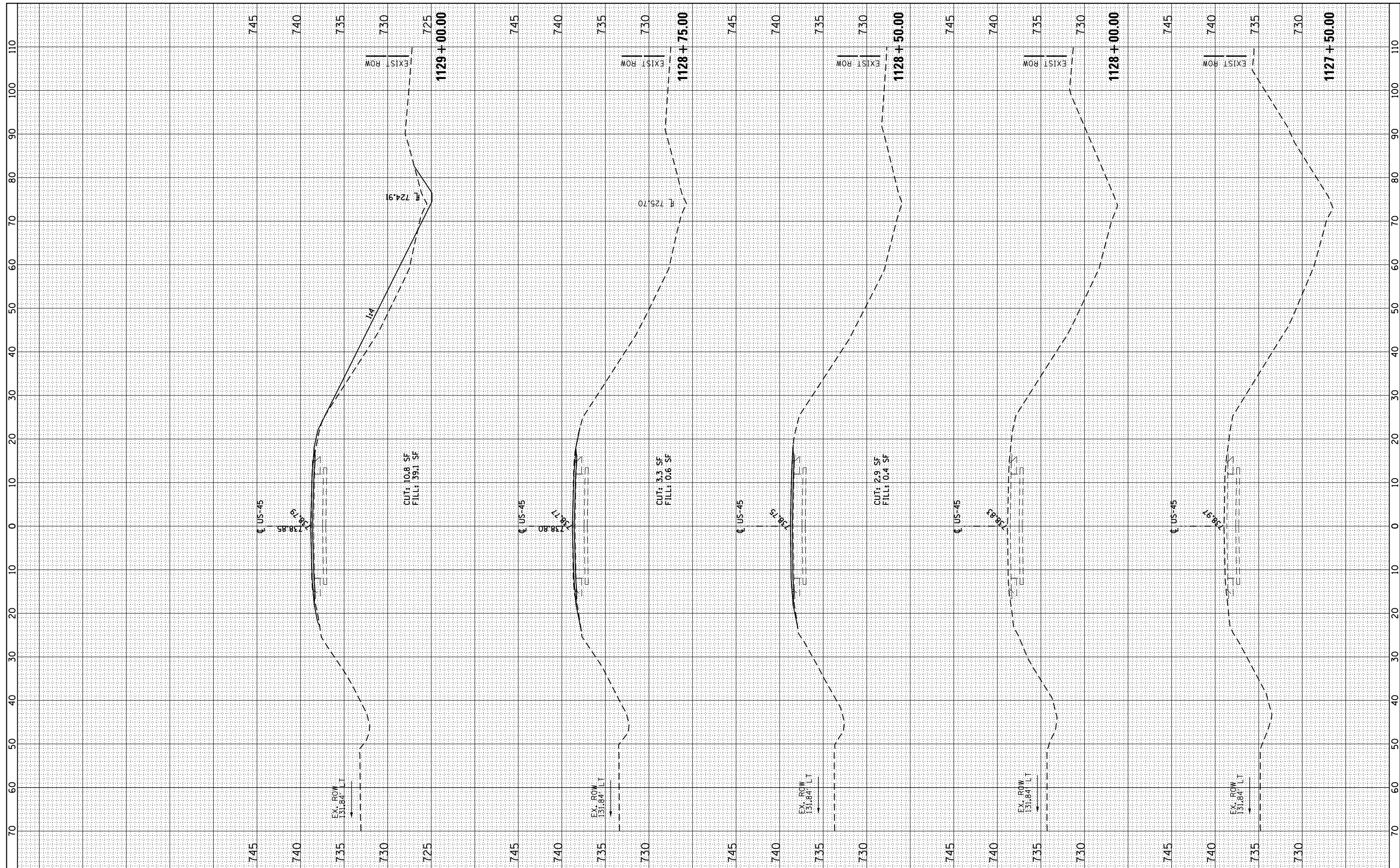
TEMPORARY INFORMATION SIGNING

NOTES:

1. USE 6" D BLACK LETTERING ON FLOURESENT ORANGE BACKGROUND.
2. ERECT SIGNS AT LOCATIONS IN ADVANCE OF THE "ROAD CONSTRUCTION AHEAD" SIGNS AS DIRECTED BY THE ENGINEER.
3. ERECT SIGN ① WITH INSTALLED PANEL ② A MINIMUM OF ONE WEEK PRIOR TO THE START OF THE ROAD CLOSURE.
4. REMOVE PANEL ② ON THAT DATE.
5. SEE SPECIAL PROVISION "TEMPORARY INFORMATION SIGNING" FOR ADDITIONAL INFORMATION.
6. WILL BE PAID FOR PER SQ FT AS "TEMPORARY INFORMATION SIGNING". EACH SIGN = 21 SQ FT AND THE DATE PANEL ② WILL NOT BE MEASURED SEPARATELY FOR PAYMENT.

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

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



CUT: 10.8 SF
FILL: 39.1 SF

CUT: 3.3 SF
FILL: 0.6 SF

CUT: 2.9 SF
FILL: 0.4 SF

FILE NAME: **MILHOUSE** ENGINEERING & CONSTRUCTION

USER NAME: *USER*	DESIGNED - LAB	REVISED -
PLOT SCALE: *SCALE*	DRAWN - YA	REVISED -
PLOT DATE: *DATE*	CHECKED - EUL	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

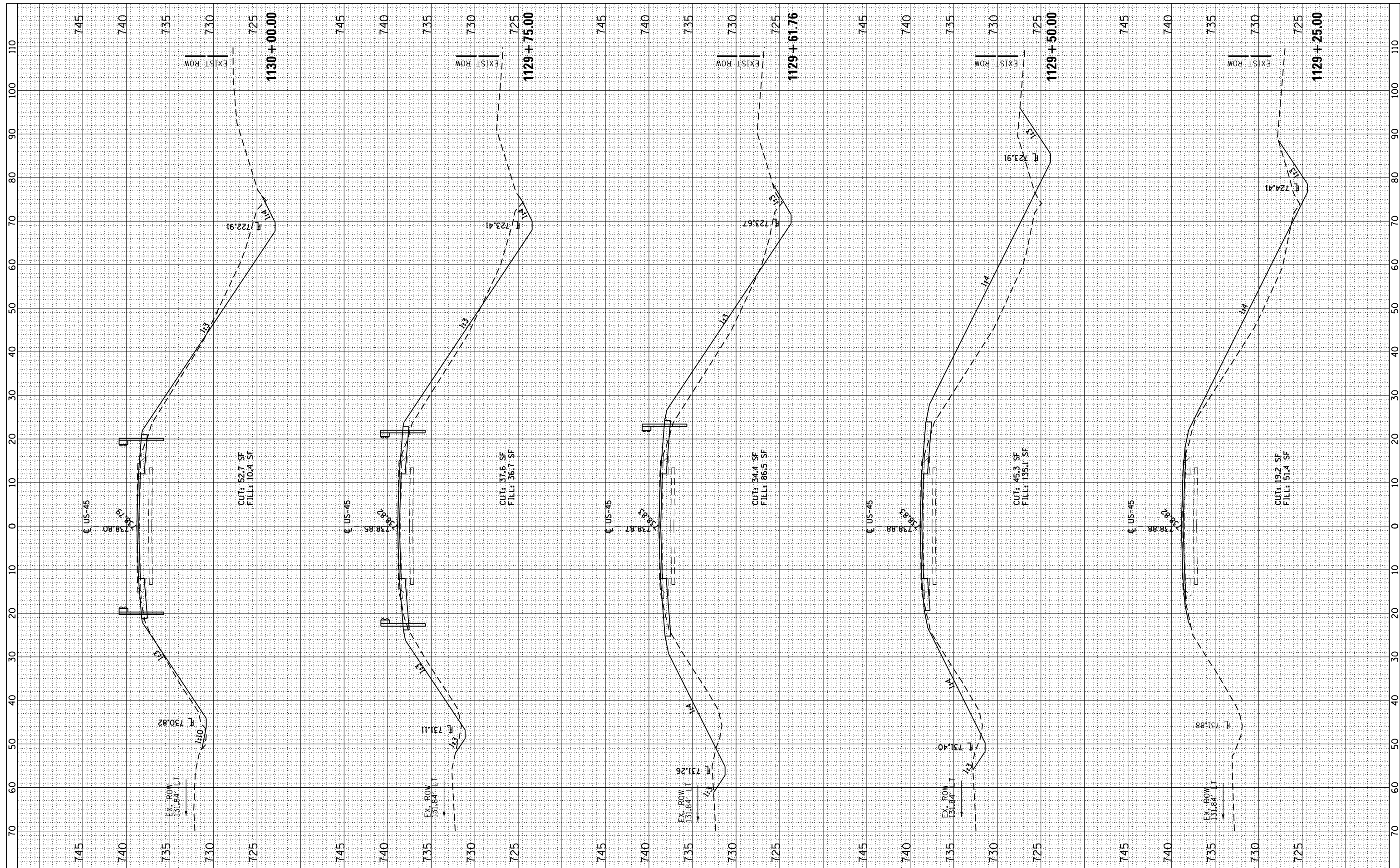
CROSS SECTIONS

SCALE: N/A SHEET 1 OF 7 SHEETS STA. 1127+50.00 TO STA. 1129+00.00

F.A.S. RTE. 1522	SECTION 31-X-BR	COUNTY FORD	TOTAL SHEETS 59	SHEET NO. 53
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME: **MILHOUSE**
ENGINEERING & CONSTRUCTION

USER NAME: *USER*	DESIGNED: LAB	REVISED: -
PLOT SCALE: *SCALE*	DRAWN: YA	REVISED: -
PLOT DATE: *DATE*	CHECKED: EUL	REVISED: -
	DATE: -	REVISED: -

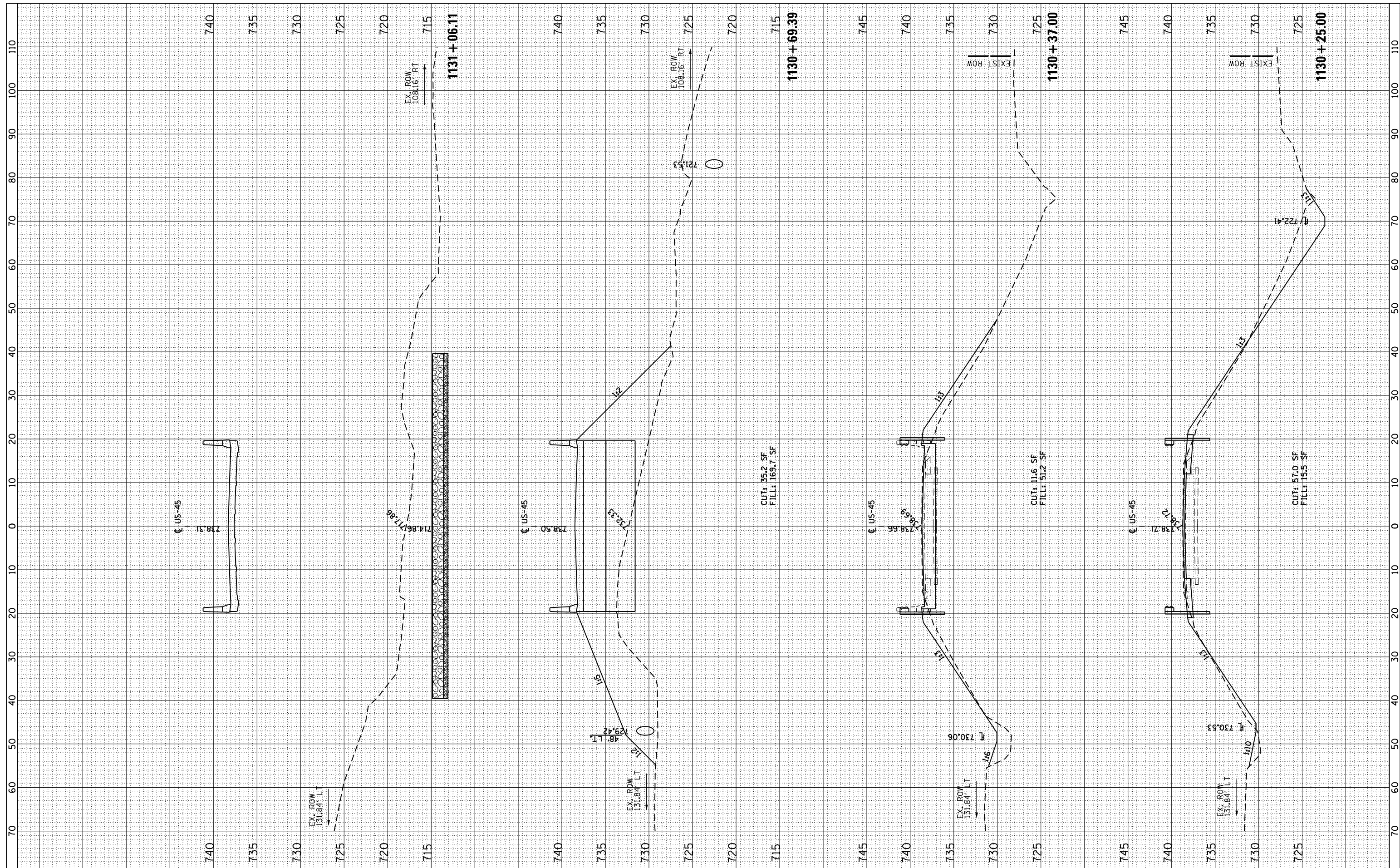
**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS
SCALE: N/A SHEET 2 OF 7 SHEETS STA. 1129+25.00 TO STA. 1130+00.00

F.A.S. RTE. 1522	SECTION 31-X-BR	COUNTY FORD	TOTAL SHEETS 59	SHEET NO. 54
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				

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

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



FILE NAME: **MILHOUSE**
ENGINEERING & CONSTRUCTION

USER NAME	: *USER*
DESIGNED	- LAB
DRAWN	- YA
CHECKED	- EJL
DATE	-

REVISED	-
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

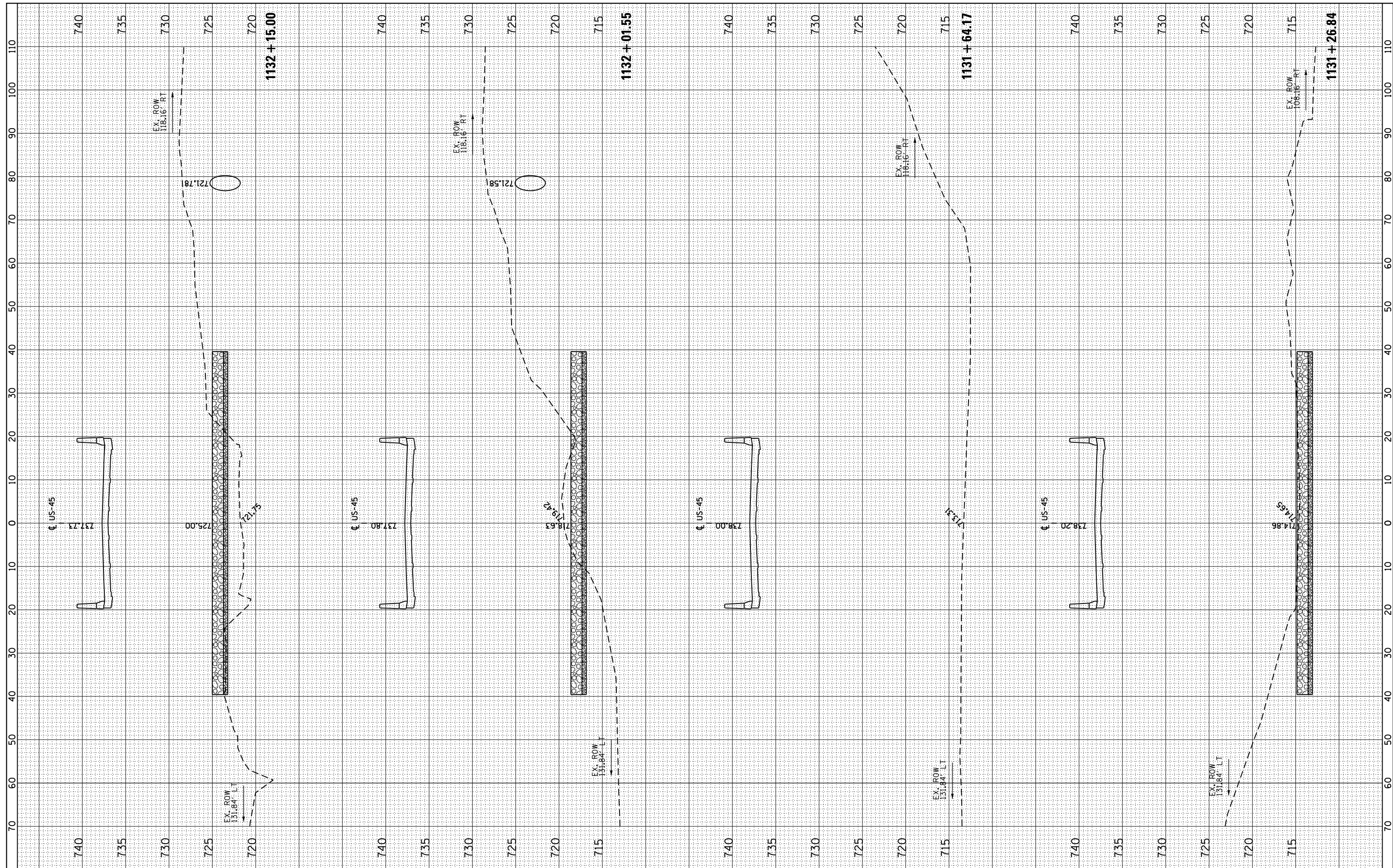
CROSS SECTIONS

SCALE: N/A SHEET 3 OF 7 SHEETS STA. 1130+25.00 TO STA. 1131+06.11

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	55
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME: **MILHOUSE** ENGINEERING & CONSTRUCTION

USER NAME: *USER*	DESIGNED: LAB	REVISED: -
PLOT SCALE: *SCALE*	DRAWN: YA	REVISED: -
PLOT DATE: *DATE*	CHECKED: EUL	REVISED: -
	DATE: -	REVISED: -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

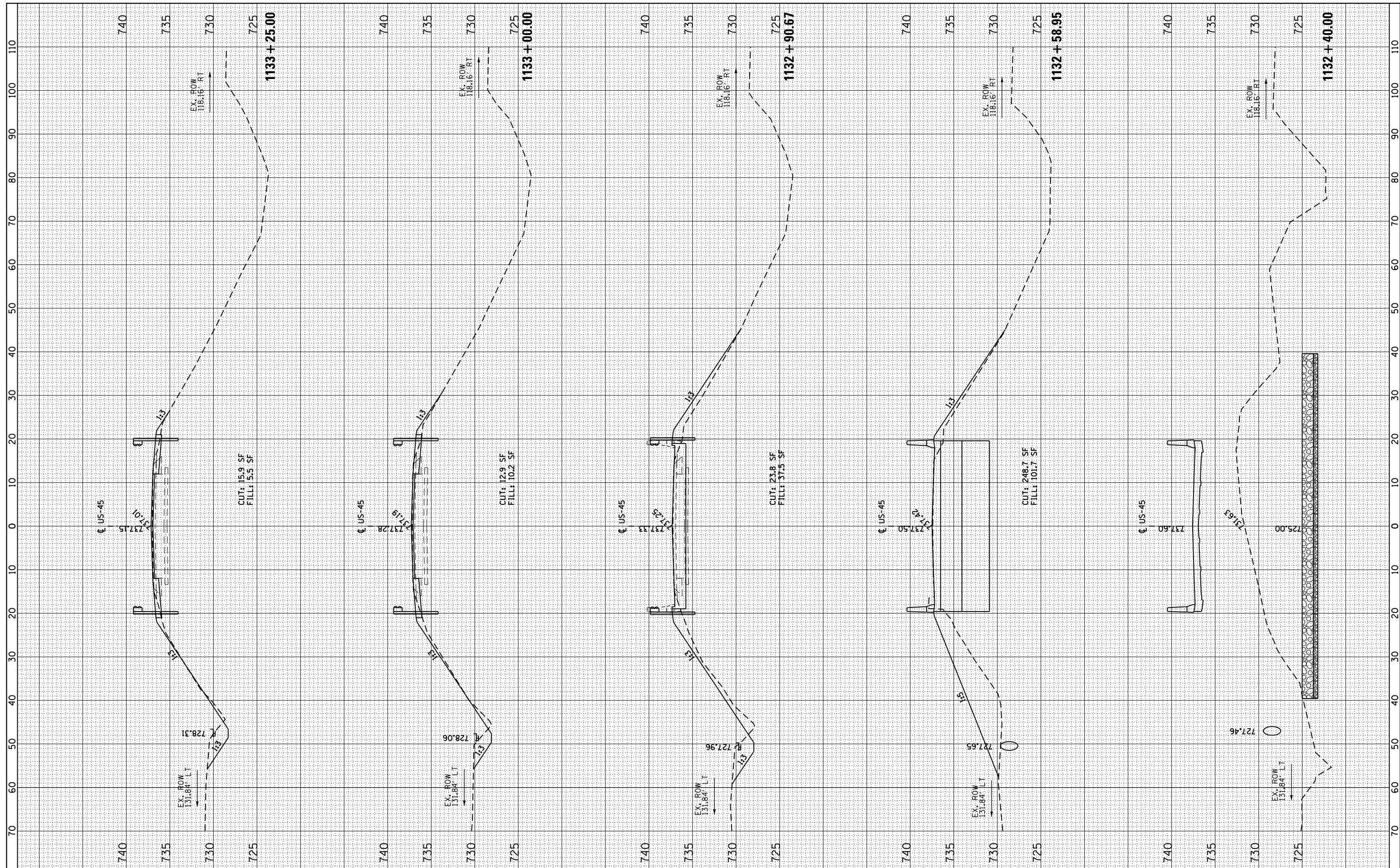
CROSS SECTIONS

SCALE: N/A SHEET 4 OF 7 SHEETS STA. 1131+26.84 TO STA. 1132+15.00

F.A.S. RTE. 1522	SECTION 31-X-BR	COUNTY FORD	TOTAL SHEETS 59	SHEET NO. 56
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				

FINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE

ORIGINAL SURVEY NO.	SURVEYED PLOTTED TEMPLATE AREAS CHECKED	BY	DATE



FILE NAME: **MILHOUSE** ENGINEERING & CONSTRUCTION

USER NAME: *USER*	DESIGNED - LAB	REVISED -
PLOT SCALE: *SCALE*	DRAWN - YA	REVISED -
PLOT DATE: *DATE*	CHECKED - EUL	REVISED -
	DATE -	REVISED -

**STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION**

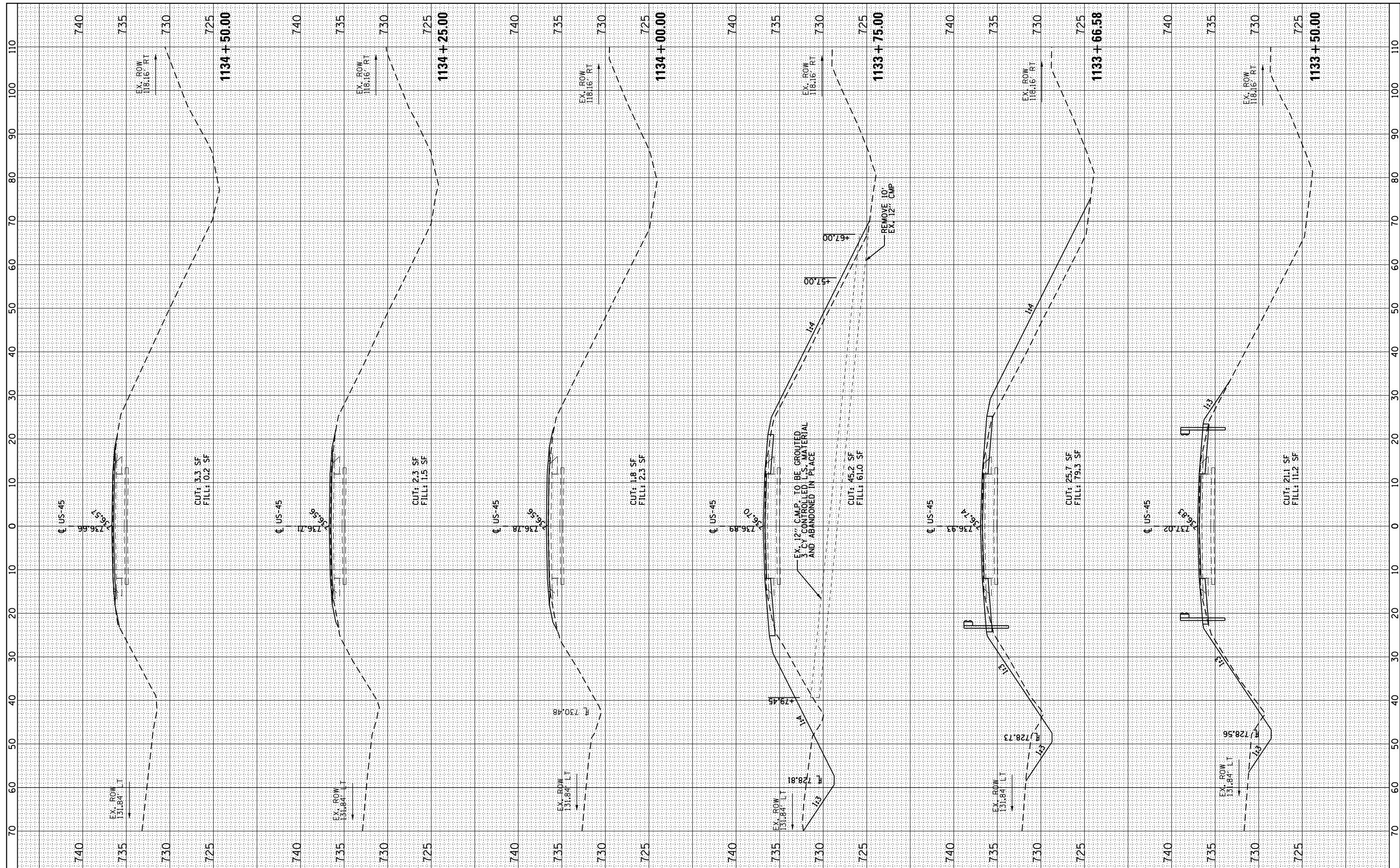
SCALE: N/A		SHEET 5 OF 7 SHEETS		STA. 1132+40.00 TO STA. 1133+25.00	
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CROSS SECTIONS

F.A.S. RTE. 1522	SECTION 31-X-BR	COUNTY FORD	TOTAL SHEETS 59	SHEET NO. 57
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				

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

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



FILE NAME: **MILHOUSE**
 MODEL NAME: **ENGINEERING & CONSTRUCTION**

USER NAME	: *USER*
DESIGNED	- LAB
DRAWN	- YA
CHECKED	- EUL
DATE	-

REVISED	-
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

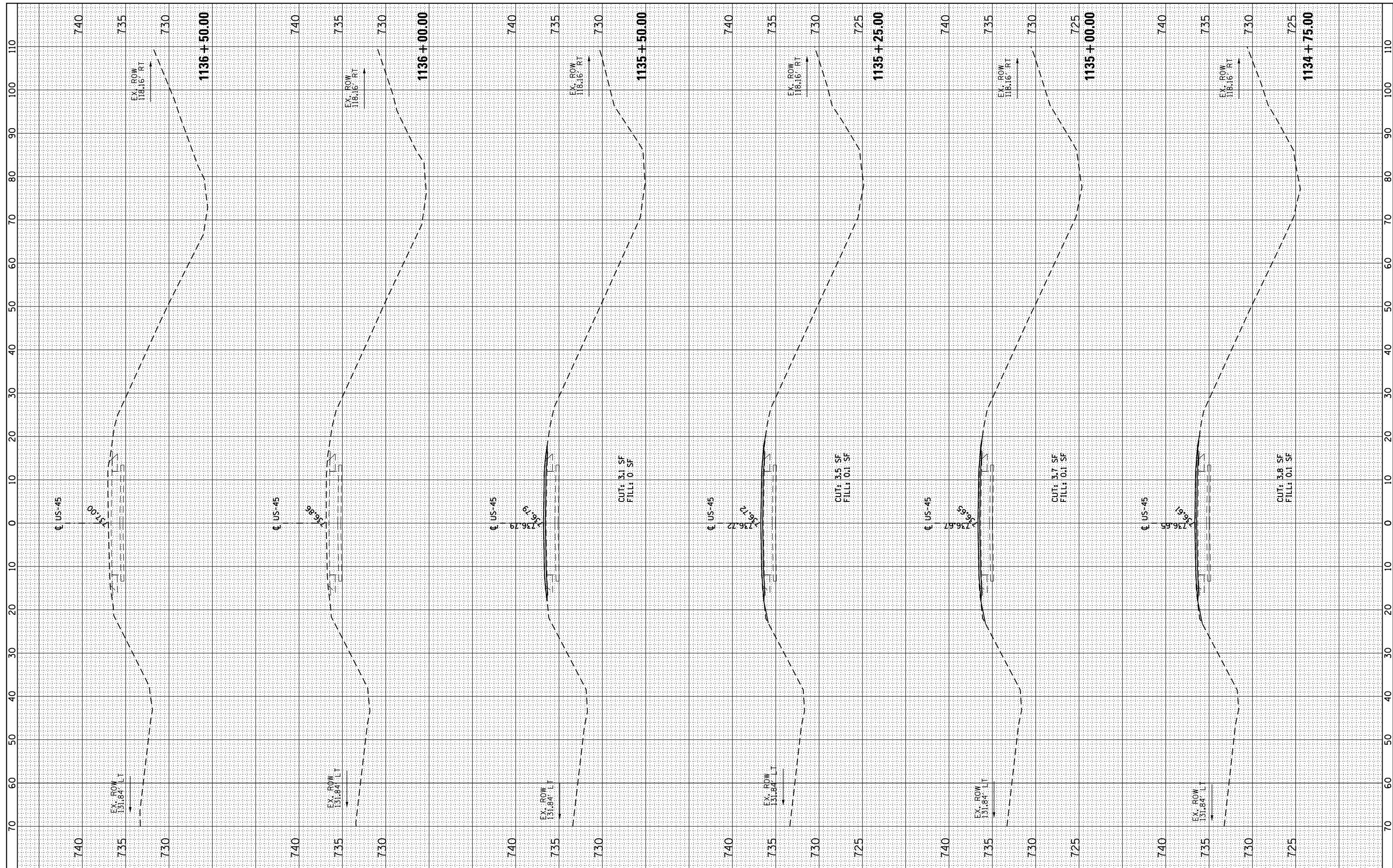
CROSS SECTIONS

SCALE: N/A SHEET 6 OF 7 SHEETS STA. 1133+50.00 TO STA. 1134+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	58
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				

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

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



FILE NAME: **MILHOUSE**
 ENGINEERING & CONSTRUCTION

USER NAME	: *USER*
DESIGNED	- LAB
DRAWN	- YA
CHECKED	- EUL
DATE	-

REVISED	-
REVISED	-
REVISED	-
REVISED	-

**STATE OF ILLINOIS
 DEPARTMENT OF TRANSPORTATION**

CROSS SECTIONS	
SCALE:	N/A
SHEET	7 OF 7 SHEETS
STA.	1134+75.00 TO STA. 1136+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1522	31-X-BR	FORD	59	59
CONTRACT NO. 66C84				
ILLINOIS FED. AID PROJECT				