11-04-2016 LETTING ITEM 070

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	1
	ILLINOIS			76E04

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

FAS ROUTE 779 (US 40)
SECTION 35-1-BR
BRIDGE REPLACEMENT
BOND COUNTY

FOR INDEX OF SHEETS, SEE SHEET NO. 2

D-98-068-10

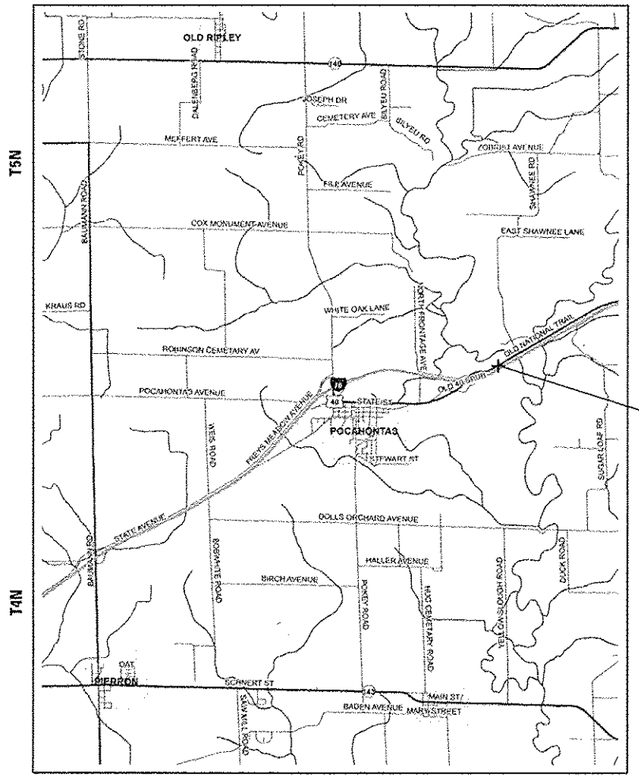
LOCATION OF SECTION INDICATED THUS: -

TRAFFIC DATA

2013 ADT = 1200 (ACTUAL)
2018 ADT = 1250 (ESTIMATED)
2038 ADT = 1550 (ESTIMATED)
SU = 4.2% MU = 1.0%

C-98-087-10

R4W



PROPOSED SINGLE SPAN 45" WEB ℄ GIRDER BRIDGE OVER WEST FORK SHOAL CREEK
108'-0" BACK TO BACK ABUTS, 0° SKEW
STA. 1574+34.5
S.N. 003-0020 (E), SN 003-0063 (P)
BEGIN STA. 1571+45
END STA. 1579+80
LAT: 38.8352
LONG: -89.5087

MAP NOT TO SCALE

GROSS /NET LENGTH = 0.158 MILE

100' 200' 300' — 1"= 100'
0 10' 20' 30' — 1"= 10'
0 50' 100' — 1"= 50'
0 50' 100' — 1"= 40'
0 50' 100' — 1"= 30'
0 50' 100' — 1"= 20'

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

DESIGN DESIGNATION
N/A

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Aug. 5 20 16
REGIONAL ENGINEER
Sept 20 20 16
ENGINEER OF DESIGN AND ENVIRONMENT
Sept 30 20 16
DIRECTOR OF PROGRAM DEVELOPMENT

PROJECT ENGINEER: HERVE GELIN (618) 346-3179
PROJECT MANAGER: BILLIE OWEN (618) 346-3209

CONTRACT NO. 76E04

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

INDEX OF SHEETS

STANDARDS

000001-06	STANDARD SYMBOLS, ABBREVIATIONS AND PATTERNS
001001-02	AREAS OF REINFORCEMENT BARS
001006	DECIMAL OF AN INCH AND OF A FOOT
280001-07	TEMPORARY EROSION CONTROL SYSTEMS
420406	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB
515001-03	NAME PLATE FOR BRIDGES
630001-10	STEEL PLATE BEAM GUARDRAIL
630301-06	SHOULDER WIDENING FOR TYPE 1 (SPECIAL) GUARDRAIL TERMINALS
631031-14	TRAFFIC BARRIER TERMINAL, TYPE 6
665001-02	WOVEN WIRE FENCE
701001-02	OFF-ROAD OPERATIONS, 2L, 2W, MORE THAN 15' AWAY
701006-05	OFF-ROAD OPERATIONS, 2L 2W, 15' TO 24" FROM PAVEMENT EDGE
701301-04	LANE CLOSURE, 2L, 2W, SHORT TIME OPERATIONS
701311-03	LANE CLOSURE, 2L, 2W, MOVING OPERATIONS - DAY ONLY
701901-05	TRAFFIC CONTROL DEVICES
725001	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. TREE CLEARING WILL BE PROHIBITED BETWEEN APRIL 1st AND SEPTEMBER 30th OF ANY CONSTRUCTION YEAR OF THE SUBJECT PROJECT TO AVOID DIRECT IMPACTS TO THE INDIANA AND NORTHERN LONG-EARED BATS.

2. COORDINATE WITH THE MAYOR OF POCAHONTAS THREE (3) WEEKS PRIOR TO CONSTRUCTION.
   KAREN HEILIG
   P.O. BOX 275
   POCAHONTAS, IL 62275
   PHONE: (618) 669-2431

PERTINENT INFORMATION

1. NO DETOUR SIGNING SHALL BE INSTALLED WITHOUT SUBMITTAL AND APPROVAL OF THE OPER 2410 FORM TO THE BUREAU OF OPERATIONS BY THE RESIDENT ENGINEER.

GENERAL NOTES

1. ILLINOIS STATE LAW REQUIRES A 48-HOUR NOTICE BE GIVEN TO ALL UTILITIES WITHIN THE PROJECT AREA BEFORE DIGGING. FIELD MARKING OF FACILITIES MAY BE OBTAINED BY CONTACTING J.U.L.I.E. OR FOR NON-MEMBERS, THE UTILITY COMPANY DIRECTLY. AGENCIES KNOWN TO HAVE FACILITIES WITHIN THE PROJECT AREA ARE AS FOLLOWS:

   - AT&T ILLINOIS (COMMUNICATIONS)
   - BOND MADISON WATER COMPANY (WATER)
   - DEPARTMENT OF CENTRAL MANAGEMENT SERVICES (COMMUNICATIONS)
   - FRONTIER NORTH, INC. (COMMUNICATIONS)
   - VILLAGE OF POCAHONTAS (WATER & SANITARY SEWER)
   - SOUTHWESTERN ELECTRIC COOPERATIVE, INC. (ELECTRIC)

   MEMBERS OF J.U.L.I.E. CALL TOLL FREE (800) 892-0123 OR 811 AND ARE INDICATED BY •. NON-J.U.L.I.E. MEMBERS MUST BE NOTIFIED INDIVIDUALLY.

2. ALL ELEVATIONS REFER TO THE USGS MEAN SEA LEVEL DATUM.

3. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS AND CONDITIONS IN THE FIELD PRIOR TO CONSTRUCTION AND ORDERING MATERIALS.

4. THE THICKNESS OF HOT-MIX ASPHALT MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS MAY OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.

5. AN ESTIMATED QUANITITY OF 140 TONS OF CUTTINGS FROM THE HOT-MIX ASPHALT SURFACE REMOVAL OPERATION IS ANTICIPATED.

6. THE REMOVAL OF THE BRIDGE APPROACH PAVEMENT, CONNECTOR, AND SLEEPER SLAB IS INCLUDED IN THE COST OF THE PAVEMENT REMOVAL.

7. OVERNIGHT DROP-OFFS WILL NOT BE PERMITTED NEXT TO AN OPEN LANE OF TRAFFIC.

8. PROPERTY LINES AND/OR EXISTING ROW SHOWN IS APPROXIMATE.

9. IF THE CONTRACTOR, FOR HIS CONSTRUCTION ACTIVITY, REMOVES TREES WITHIN THE RIGHT-OF-WAY LIMITS WHICH ARE NOT DESIGNATED ON THE PLANS FOR REMOVAL, I.E. IN ORDER TO GAIN ACCESS TO THE PROJECT SITE; IT WILL BE HIS RESPONSIBILITY TO REPLACE THE TREES AT A 1:1 RATIO. THE TREES WILL BE REPLACED WITH A 1 GALLON NATIVE ILLINOIS TREE SPECIES AND SHALL BE APPROVED BY THE ENGINEER. THE TREE REMOVAL AND TREE REPLACEMENT WILL BE AT THE CONTRACTOR'S EXPENSE, AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

10. THE RESIDENT ENGINEER SHALL VERIFY THE EXISTENCE OF HIGHWAY LIGHTING AND/OR INTELLIGENT TRANSPORTATION SYSTEMS (I.T.S.) UTILITIES WITHIN THE PROJECT LIMITS. IF HIGHWAY LIGHTING AND/OR I.T.S. EXISTS WITHIN THE PROJECT LIMITS, AND IF THESE ITEMS REQUIRE LOCATING, THE CONTRACTOR SHALL BE DIRECTED TO DO SO ACCORDING TO SECTION 803 OF THE STANDARD SPECIFICATIONS. THIS WORK SHALL BE PAID FOR ACCORDING TO ARTICLE 109.04 OF THE STANDARD SPECIFICATIONS.

11. TWO (2) CHANGEABLE MESSAGE BOARDS SHALL BE REQUIRED FOR THIS PROJECT. THEY SHALL BE PLACED TWO (2) WEEKS PRIOR TO ANY LANE CLOSURE AND SHALL REMAIN UP FOR THE DURATION OF THE PROJECT. THE CHANGEABLE MESSAGE BOARDS SHALL BE PLACED ALONG US 40 OR AT THE DIRECTION OF THE ENGINEER.

12. THE CONTRACTOR SHALL PROVIDE POSITIVE AND ADEQUATE DRAINAGE AT ALL LOCATIONS AT ALL TIMES. THIS MAY INCLUDE, BUT IS NOT LIMITED TO, REPLACEMENT OR RECONSTRUCTION OF EXISTING DRAINAGE STRUCTURES THAT HAVE BEEN DAMAGED OR REMOVED, REGRADING, PLUGGING ABANDONED PIPES, OR OTHER ACTIVITIES REQUIRED BY THE ENGINEER.

13. "ROAD CONSTRUCTION AHEAD" SIGNS SHALL BE PLACED AT EACH END OF THE PROJECT PLUS THE INTERSECTING SIDE ROADS, AND WILL BE CONSIDERED INCLUDED IN THE TRAFFIC CONTROL PAY ITEMS. ALL CONSTRUCTION SIGNS SHALL BE 48" X 48" FLUORESCENT ORANGE.

14. THE PROPOSED PAVEMENT MARKING SHALL MATCH THE LOCATIONS OF THE EXISTING PAVEMENT MARKING, AS DIRECTED BY THE ENGINEER.

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	PLOT DATE = 8/19/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

INDEX OF SHEETS, HIGHWAY STANDARDS, GENERAL NOTES, & COMMITMENTS

SCALE: N/A | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	2
		CONTRACT NO. 76E04		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 100% STATE BRIDGE 0011 003-0063
20100110	TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	108	108
20200100	EARTH EXCAVATION	CU YD	195	195
20400800	FURNISHED EXCAVATION	CU YD	470	470
25000200	SEEDING, CLASS 2	ACRE	0.5	0.5
25000400	NITROGEN FERTILIZER NUTRIENT	POUND	50	50
25000500	PHOSPHORUS FERTILIZER NUTRIENT	POUND	50	50
25000600	POTASSIUM FERTILIZER NUTRIENT	POUND	50	50
25100115	MULCH, METHOD 2	ACRE	1.5	1.5
25100630	EROSION CONTROL BLANKET	SQ YD	466	466
28000250	TEMPORARY EROSION CONTROL SEEDING	POUND	150	150
28000400	PERIMETER EROSION BARRIER	FOOT	1770	1770
40200700	AGGREGATE SURFACE COURSE, TYPE A 8"	SQ YD	570	570
40600290	BITUMINOUS MATERIALS (TACK COAT)	POUND	714	714
40600637	LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N70	TON	101	101

14

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NA | SHEET NO. 1 OF 5 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	3
		CONTRACT NO. 76E04		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 100% STATE BRIDGE 0011 003-0063
40603085	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	TON	175	175
40603315	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	TON	135	135
42000070	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	SQ YD	75	75
44000100	PAVEMENT REMOVAL	SQ YD	200	200
48203029	HOT-MIX ASPHALT SHOULDERS, 8"	SQ YD	721	721
50100100	REMOVAL OF EXISTING STRUCTURES	EACH	1	1
~~50104000~~	~~BRIDGE RAIL REMOVAL~~	~~FOOT~~	~~212~~	~~212~~
50200100	STRUCTURE EXCAVATION	CU YD	211.4	211.4
50300100	FLOOR DRAINS	EACH	12	12
50300225	CONCRETE STRUCTURES	CU YD	68.7	68.7
50300255	CONCRETE SUPERSTRUCTURE	CU YD	167.4	167.4
50300260	BRIDGE DECK GROOVING	SQ YD	556	556
50300300	PROTECTIVE COAT	SQ YD	714	714
50301350	CONCRETE SUPERSTRUCTURE (APPROACH SLAB)	CU YD	100.2	100.2

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NA | SHEET NO. 2 OF 5 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	4
		CONTRACT NO. 76E04		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 100% STATE BRIDGE 0011 003-0063
	50500105	FURNISHING AND ERECTING STRUCTURAL STEEL	LSUM	1	1
	50500505	STUD SHEAR CONNECTORS	EACH	1098	1098
	50800205	REINFORCEMENT BARS, EPOXY COATED	POUND	65150	65150
	51100100	SLOPE WALL 4 INCH	SQ YD	99.1	99.1
	51201700	FURNISHING STEEL PILES HP12X74	FOOT	642	642
	51202305	DRIVING PILES	FOOT	642	642
	51203700	TEST PILE STEEL HP12X74	EACH	1	1
	51500100	NAME PLATES	EACH	1	1
	52100010	ELASTOMERIC BEARING ASSEMBLY, TYPE I	EACH	12	12
	52100520	ANCHOR BOLTS, 1"	EACH	24	24
	59100100	GEOCOMPOSITE WALL DRAIN	SQ YD	75	75
	59300100	CONTROLLED LOW-STRENGTH MATERIAL	CU YD	0.9	0.9
*	63000001	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	FOOT	118.75	118.75
12 *	63100085	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4

* SPECIALTY ITEM

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NA | SHEET NO. 3 OF 5 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	5
		CONTRACT NO. 76E04		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 100% STATE BRIDGE 0011 003-0063
*	63100167	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	EACH	4	4
	63200310	GUARDRAIL REMOVAL	FOOT	1099	1099
	66500105	WOVEN WIRE FENCE, 4'	FOOT	835	835
	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
	70106800	CHANGEABLE MESSAGE SIGN	CAL MO	5	5
*	72400100	REMOVE SIGN PANEL ASSEMBLY - TYPE A	EACH	6	6
*	72501000	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4
*	78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	1518	1518
*	78008210	POLYUREA PAVEMENT MARKING TYPE I - LINE 4"	FOOT	382	382
*	78100100	RAISED REFLECTIVE PAVEMENT MARKER	EACH	9	9
*	78100105	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	4	4
14 *	78200410	GUARDRAIL MARKERS, TYPE A	EACH	4	4

* SPECIALTY ITEM

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	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -			779	35-1-BR	BOND	57	6
	PLOT DATE = 8/5/2016	DATE -	REVISED -		SCALE: NA / SHEET NO. 4 OF 5 SHEETS / STA. / TO STA.			CONTRACT NO. 76E04		
						FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

	CODE NO.	ITEM	UNIT	TOTAL QUANTITY	CONSTR. CODE 100% STATE BRIDGE 0011 003-0063
*	78200520	BARRIER WALL MARKERS, TYPE B	EACH	4	4
*	78200530	BARRIER WALL MARKERS, TYPE C	EACH	4	4
	78300200	RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	11	11
	X4401198	HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	SQ YD	804	804
	X5040050	PRECAST CONCRETE SUBSTRUCTURE	LSUM	1	1
	X5080525	BAR SPLICERS, SPECIAL	EACH	16	16
	X5860110	GRANULAR BACKFILL FOR STRUCTURES	CU YD	136.8	136.8
	X6650202	WOVEN WIRE FENCE REMOVAL	FOOT	835	835
	Z0016702	DETOUR SIGNING	LSUM	1	1
	Z0033700	LONGITUDINAL JOINT SEALANT	FOOT	1673	1673
	Z0046304	PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	142	142
	Z0065700	SLOPE WALL REPAIR	SQ YD	7.9	7.9
3	X0900032	LATERAL SLIDE-IN BRIDGE SUPERSTRUCTURE	LSUM	1	1
ϕ	Z0076604	TRAINEES TRAINING PROGRAM GRADUATE	HOUR	1000	1000

* SPECIALTY ITEM

ϕ 0042

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUMMARY OF QUANTITIES

SCALE: NA | SHEET NO. 5 OF 5 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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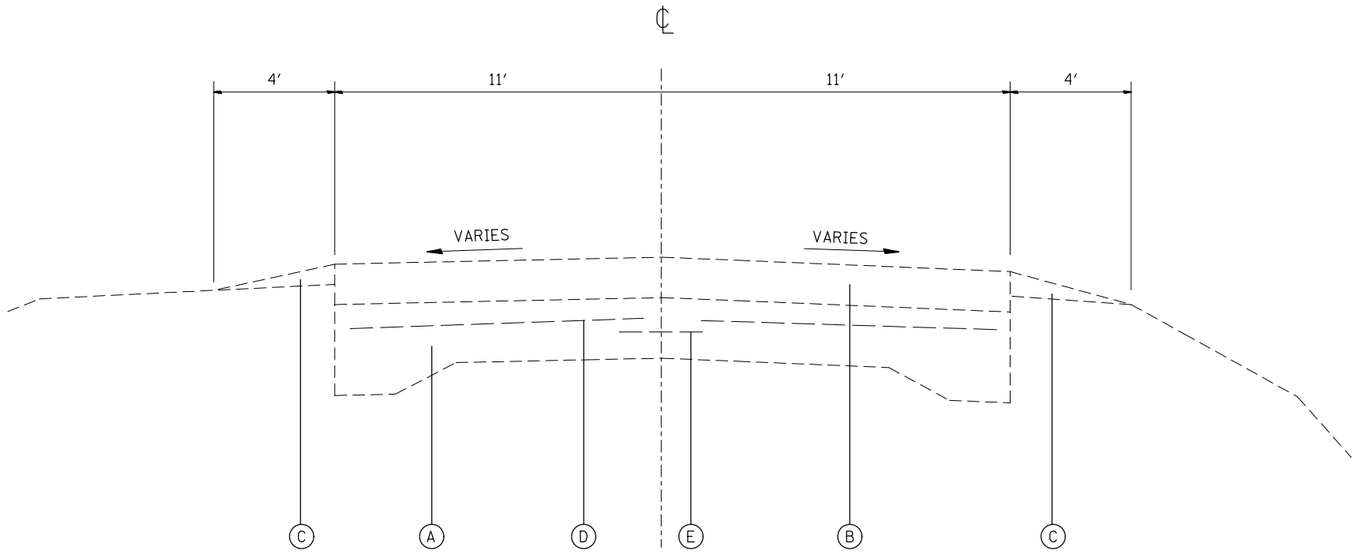
		CONTRACT NO. 76E04		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



LEGEND

- (A) EXISTING PCC PAVEMENT, 9″-7″-9″
- (B) EXISTING HOT-MIX ASPHALT, ±4″
- (C) EXISTING AGGREGATE SHOULDERS, TYPE B, 6″ & VARIES
- (D) EXISTING WIRE FABRIC
- (E) EXISTING LONGITUDINAL METAL JOINT WITH 1/2″ TIE BARS

- (1) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (2) PROPOSED HOT-MIX ASPHALT BINDER COURSE (VARIABLE DEPTH)
- (3) PROPOSED LEVELING BINDER (MACHINE METHOD)
- (4) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, 1 ½″
- (5) PROPOSED HOT-MIX ASPHALT SHOULDERS, 8″
- (6) PROPOSED EARTHWORK
- (7) PROPOSED LONGITUDINAL JOINT SEALANT (TO BE PLACED PRIOR TO ALL HMA LIFTS)

EXISTING TYPICAL SECTION

STA 1571+45 TO STA 1573+61.57
STA 1575+07.34 TO STA 1579+80

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N/A | SHEET NO. 1 OF 3 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
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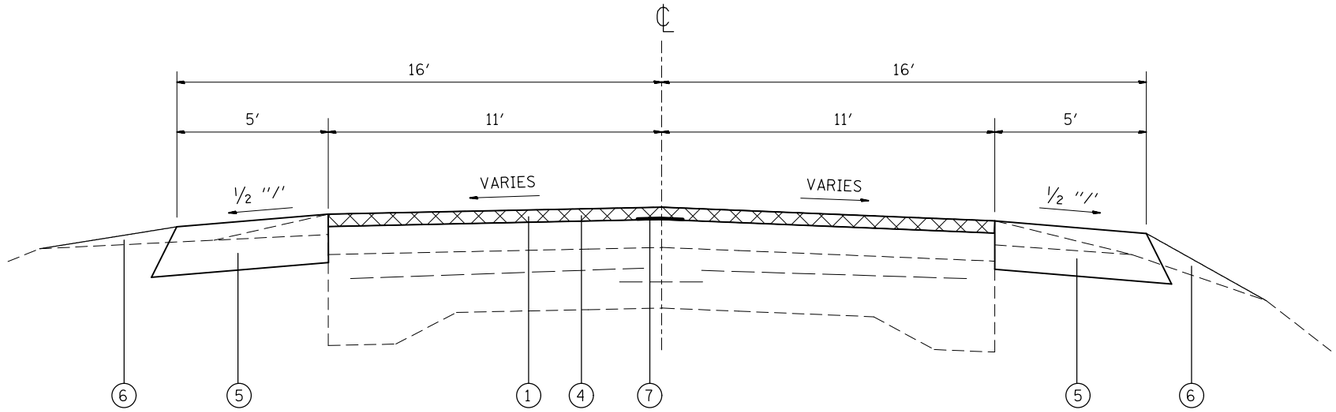
		CONTRACT NO. 76E04		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



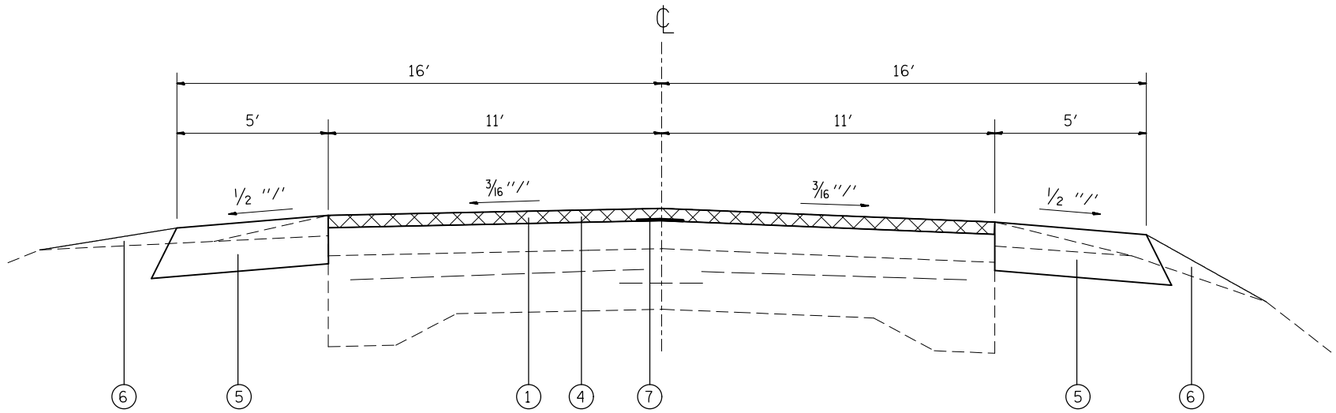
PROPOSED TYPICAL SECTION

TRANSITION LENGTH TO MATCH EXISTING PAVEMENT
STA 1571+45 TO STA 1571+85
STA 1579+40 TO STA 1579+80

LEGEND

- (A) EXISTING PCC PAVEMENT, 9″-7″-9″
- (B) EXISTING HOT-MIX ASPHALT, ±4″
- (C) EXISTING AGGREGATE SHOULDERS, TYPE B, 6″ & VARIES
- (D) EXISTING WIRE FABRIC
- (E) EXISTING LONGITUDINAL METAL JOINT WITH 1/2″ TIE BARS

- (1) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (2) PROPOSED HOT-MIX ASPHALT BINDER COURSE (VARIABLE DEPTH)
- (3) PROPOSED LEVELING BINDER (MACHINE METHOD)
- (4) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, 1 1/2″
- (5) PROPOSED HOT-MIX ASPHALT SHOULDERS, 8″
- (6) PROPOSED EARTHWORK
- (7) PROPOSED LONGITUDINAL JOINT SEALANT (TO BE PLACED PRIOR TO ALL HMA LIFTS)



PROPOSED TYPICAL SECTION

STA 1571+85 TO STA 1572+00
STA 1578+75 TO STA 1579+40

MIXTURE USE	SURFACE	BINDER	LEVEL BINDER	SHOULDER ≥ 2.25″	SHOULDER < 2.25″
AC/PG	PG 64-22	PG 64-22	PG 64-22	PG 64-22	PG 64-22
RAP % (MAX)	SEE SPECIAL PROVISION	SEE SPECIAL PROVISION	SEE SPECIAL PROVISION	SEE SPECIAL PROVISION	SEE SPECIAL PROVISION
DESIGN AIR VOIDS	4.0% @ Ndes=70	4.0% @ Ndes=70	4.0% @ Ndes=70	4.0% @ Ndes=30	4.0% @ Ndes=30
MIX COMPOSITION (GRADATION)	IL 9.5	IL 19.0	IL 9.5 FG	IL 19.0L	IL 9.5L
FRICTION AGG	MIXTURE ″C″	MIXTURE ″B″	MIXTURE ″C″		
QUALITY MGMT PROGRAM	QC/QA	QC/QA	QC/QA	QC/QA	QC/QA

PLAN QUANTITIES FOR BITUMINOUS CONCRETE SURFACE COURSE ITEMS ARE CALCULATED USING A UNIT WEIGHT OF 112 LB/SQ YD/IN.

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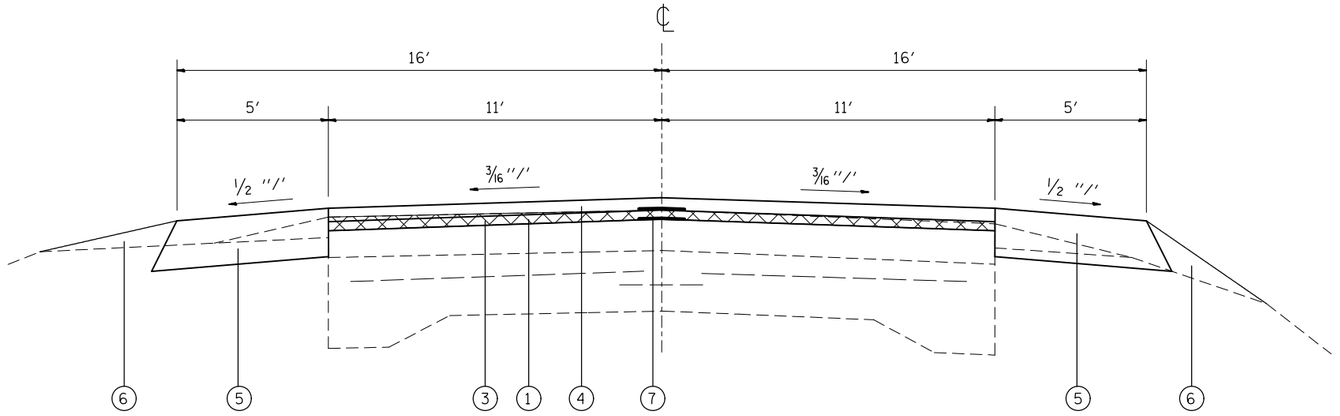
	PLOT SCALE = 100.0000 ′/ in.	CHECKED -	REVISED -
	PLOT DATE = 8/5/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

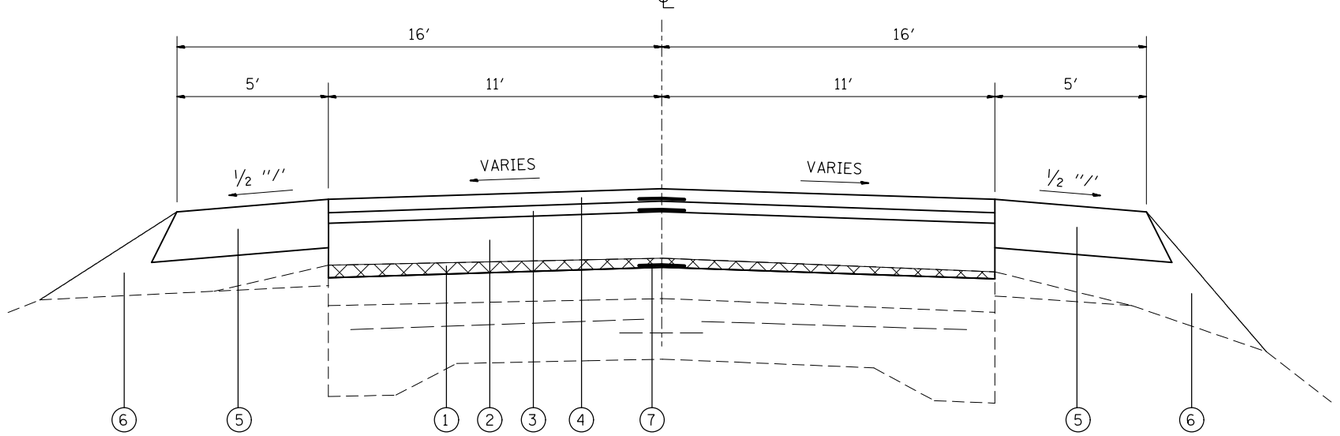
SCALE: N/A | SHEET NO. 2 OF 3 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	9
		CONTRACT NO. 76E04		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



PROPOSED TYPICAL SECTION

STA 1572+00 TO STA 1573+41.50
STA 1577+95 TO STA 1578+75



PROPOSED TYPICAL SECTION

STA 1575+27.5 TO STA 1577+95

LEGEND

- (A) EXISTING PCC PAVEMENT, 9″-7″-9″
- (B) EXISTING HOT-MIX ASPHALT, ±4″
- (C) EXISTING AGGREGATE SHOULDERS, TYPE B, 6″ & VARIES
- (D) EXISTING WIRE FABRIC
- (E) EXISTING LONGITUDINAL METAL JOINT WITH 1/2″ TIE BARS

- (1) PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH
- (2) PROPOSED HOT-MIX ASPHALT BINDER COURSE (VARIABLE DEPTH)
- (3) PROPOSED LEVELING BINDER (MACHINE METHOD)
- (4) PROPOSED HOT-MIX ASPHALT SURFACE COURSE, 1 1/2″
- (5) PROPOSED HOT-MIX ASPHALT SHOULDERS, 8″
- (6) PROPOSED EARTHWORK
- (7) PROPOSED LONGITUDINAL JOINT SEALANT (TO BE PLACED PRIOR TO ALL HMA LIFTS)

PROPOSED HMA - REMOVAL, BINDER, LEVELING BINDER AND SUFACE THIKCNESSES

LOCATION	REMOVAL					BINDER			LEVELING BINDER			SURFACE				
	LEFT		CEN	RIGHT		LEFT	CEN	RIGHT	LEFT	CEN	RIGHT	LEFT		CEN	RIGHT	
	EDGE	SLOPE		SLOPE	EDGE	EDGE		EDGE	EDGE		EDGE	EDGE	SLOPE		SLOPE	EDGE
STA.	INCH	%	INCH	%	INCH	INCH	INCH	INCH	INCH	INCH	INCH	INCH	%	INCH	%	INCH
1571+45.00	1.5	-1.22	1.5	0	1.5	-	-	-	-	-	-	1.5	-1.22	1.5	0	1.5
1571+70.00	2	-1.43	1	-0.98	1.9	-	-	-	-	-	-	1.5	-1.43	1.5	-0.98	1.5
1571+85.00	2	-1.50	1	-1.27		-	-	-	-	-	-	1.5	-1.56	1.5	-1.56	1.5
1572+00.00	2.1	-1.56	1	-1.56	2.4	-	-	-	1.25	1.25	1.25	1.5	-1.56	1.5	-1.56	1.5
1572+25.00	2	-1.52	0.9	-1.56		-	-	-	1.9	2.25	2.0	1.5	-1.56	1.5	-1.56	1.5
1572+50.00	2	-1.48	0.8	-1.56	1.5	-	-	-	2.6	2.7	2.7	1.5	-1.56	1.5	-1.56	1.5
1572+75.00	2	-1.24	0.7	-1.56		-	-	-	2.2	2.75	2.6	1.5	-1.56	1.5	-1.56	1.5
1573+00.00	2	-1.03	0.5	-1.56	1.9	-	-	-	1.7	2.4	2.4	1.5	-1.56	1.5	-1.56	1.5
1573+25.00	2	-1.46	0.5	-1.56	0.6	-	-	-	1.8	1.9	1.9	1.5	-1.56	1.5	-1.56	1.5
1573+41.50	2	-1.50	0.5	-1.56	0.6	-	-	-	1.9	2.5	1.9	1.5	-1.56	1.5	-1.56	1.5
BRIDGE OMISSION																
1575+27.50	2	-1.47	1.5	-1.56	1.8	4.2	4.4	4.4	1.25	1.25	1.25	1.5	-1.56	1.5	-1.56	1.5
1575+50.00	2	-1.46	1.5	-1.56	1.8	4.7	4.9	4.9	1.25	1.25	1.25	1.5	-1.56	1.5	-1.56	1.5
1575+75.00	2	-1.45	1.5	-1.56	1.8	5.2	5.4	5.4	1.25	1.25	1.25	1.5	-1.56	1.5	-1.56	1.5
1576+00.00	2	-1.44	1.5	-1.56	1.8	5.7	5.8	5.8	1.25	1.25	1.25	1.5	-1.56	1.5	-1.56	1.5
1576+25.00	2	-1.33	1.5	-1.60	1.7	5.8	6	6.1	1.25	1.25	1.25	1.5	-1.56	1.5	-1.56	1.5
1576+50.00	2	-1.21	1.5	-1.63	1.5	5.8	6.2	6.3	1.25	1.25	1.25	1.5	-1.56	1.5	-1.56	1.5
1576+75.00	2	-1.35	1.5	-1.67	1.5	5.7	6	6.1	1.25	1.25	1.25	1.5	-1.56	1.5	-1.56	1.5
1577+00.00	2	-1.49	1.5	-1.70	1.5	5.6	5.7	5.9	1.25	1.25	1.25	1.5	-1.56	1.5	-1.56	1.5
1577+25.00	2	-1.40	1.5	-1.63	1.6	4.9	5.1	5.2	1.25	1.25	1.25	1.5	-1.56	1.5	-1.56	1.5
1577+50.00	2	-1.30	1.5	-1.56	1.6	4.2	4.5	4.5	1.25	1.25	1.25	1.5	-1.56	1.5	-1.56	1.5
1577+75.00	2	-1.25	1.5	-1.72	1.5	3.1	3.5	3.7	1.25	1.25	1.25	1.5	-1.56	1.5	-1.56	1.5
1577+95.00	2	-1.31	1.5	-1.48	1.5	2.25	2.5	2.4	1.25	1.25	1.25	1.5	-1.56	1.5	-1.56	1.5
1578+00.00	2	-1.33	1.5	-1.42	0.8	-	-	-	1.25	1.25	1.25	1.5	-1.56	1.5	-1.56	1.5
1578+25.00	2	-1.43	1.5	-1.56	0.8	-	-	-	1.25	1.25	1.25	1.5	-1.56	1.5	-1.56	1.5
1578+50.00	2	-1.35	1.5	-1.56	0.6	-	-	-	1.25	1.25	1.25	1.5	-1.56	1.5	-1.56	1.5
1578+65.00	2.4	-1.48	1.5	-1.56	0.5	-	-	-	1.25	1.25	1.25	1.5	-1.56	1.5	-1.56	1.5
1578+75.00	2.7	-1.56	1.5	-1.56	0.5	-	-	-	-	-	-	1.5	-1.56	1.5	-1.56	1.5
1578+90.00	1.8	-1.56	0.9	-1.56	0.5	-	-	-	-	-	-	1.5	-1.56	1.5	-1.56	1.5
1579+00.00	1.9	-1.56	1.2	-1.56	0.5	-	-	-	-	-	-	1.5	-1.56	1.5	-1.56	1.5
1579+15.00	2.1	-1.56	1.3	-1.56	0.5	-	-	-	-	-	-	1.5	-1.56	1.5	-1.56	1.5
1579+25.00	2.2	-1.56	1.4	-1.56	0.5	-	-	-	-	-	-	1.5	-1.56	1.5	-1.56	1.5
1579+35.00	2.2	-1.56	1.4	-1.56	0.5	-	-	-	-	-	-	1.5	-1.56	1.5	-1.56	1.5
1579+40.00	2.3	-1.56	1.3	-1.56	0.5	-	-	-	-	-	-	1.5	-1.56	1.5	-1.56	1.5
1579+50.00	2.1	-1.37	1.3	-1.74	0.7	-	-	-	-	-	-	1.5	-1.37	1.5	-1.74	1.5
1579+65.00	1.8	-1.07	1.4	-2.02	1.1	-	-	-	-	-	-	1.5	-1.07	1.5	-2.02	1.5
1579+80.00	1.5	-0.78	1.5	-2.29	1.5	-	-	-	-	-	-	1.5	-0.78	1.5	-2.29	1.5

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		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ′ / in.	CHECKED -	REVISED -
	PLOT DATE = 8/5/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPICAL SECTIONS

SCALE: N/A | SHEET NO. 3 OF 3 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	10
		CONTRACT NO. 76E04		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

EARTHWORK SCHEDULE

LOCATION			EARTH EXCAVATION	EARTH EXCAVATION ADJUSTED FOR SHRINKAGE (25%)	EMBANKMENT	EARTHWORK BALANCE WASTE (+) OR SHORTAGE (-)
STA.	TO	STA.	CU YD	CU YD	CU YD	CU YD
1571+45	TO	1572+00	12.3	9.3	2.8	+6.5
1572+00	TO	1573+00	18.8	14.1	21.5	-7.4
1573+00	TO	1574+00	47.1	35.3	33.1	+2.2
1574+00	TO	1575+00	4.2	3.2	6.8	-3.6
1575+00	TO	1576+00	34.0	25.5	44.1	-18.6
1576+00	TO	1577+00	0.5	0.4	37.8	-37.4
1577+00	TO	1578+00	3.2	2.4	44.5	-42.1
1578+00	TO	1579+00	50.7	38.1	93.8	-55.7
1579+00	TO	1580+00	24.2	18.3	240.3	-222.0
1580+00	TO	1580+60	0	0.0	91.9	-91.9
TOTAL			195	146.6	616.6	-470

REMOVAL SCHEDULE

LOCATION			HOT-MIX ASPHALT SURFACE REMOVAL, VARIABLE DEPTH	PAVEMENT REMOVAL	WOVEN WIRE FENCE REMOVAL	REMOVE SIGN PANEL ASSEMBLY - TYPE A
STA.	TO	STA.	SQ YD	SQ YD	FOOT	EACH
1571+45.00	TO	1573+41.50	243.4			
1573+41.50	TO	1573+51.50		25	330	
1573+51.50	TO	1573+81.50		75		
BRIDGE OMISSION						6
1574+87.50	TO	1575+17.50		75		
1575+17.50		1575+27.50		25	505	
1575+27.50	TO	1579+80.00	560.6			
TOTAL			804	200	835	6

EROSION CONTROL SCHEDULE

LOCATION			PERIMETER EROSION BARRIER		TEMPORARY EROSION CONTROL SEEDING	SEEDING, CLASS 2	NITROGEN FERTILIZER NUTRIENT	PHOSPHORUS FERTILIZER NUTRIENT	POTASSIUM FERTILIZER NUTRIENT	MULCH, METHOD 2	EROSION CONTROL BLANKET
			LEFT	RIGHT							RIGHT
STA.	TO	STA.	FOOT		POUND	ACRE	POUND	POUND	POUND	ACRE	SQ YD
1571+45.00	TO	1573+81.50	235.0	240.0	45	0.15	15	15	15	0.45	351.3
*REF△	TO	1574+00.00									
CHANNEL											
1574+00.00	TO	1574+87.50			105	0.35	35	35	35	1.05	114.7
1574+87.50	TO	1579+80.00	510.0	495.0							
1579+80.00	TO	1581+21.00	290.0								
TOTAL			1770		150	0.5	50	50	50	1.5	466

NOTE: MULCH, METHOD 2 CALCULATED AS 3 APPLICATIONS

TREE REMOVAL SCHEDULE

LOCATION			RT/LT	DIAMETER 6" TO 15"
STA.	TO	STA.		UNITS
1571+45	TO	1574+35	RT	54
1574+35	TO	1579+80	RT	54
TOTAL				108

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		DRAWN -	REVISED -					779	35-1-BR	BOND	57	11
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -							CONTRACT NO. 76E04		
	PLOT DATE = 8/5/2016	DATE -	REVISED -		SCALE: NA	SHEET NO. 1 OF 2 SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

RESURFACING SCHEDULE

LOCATION	BITUMINOUS MATERIALS (TACK COAT)	LONGITUDINAL JOINT SEALANT	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	LEVELING BINDER (MACHINE METHOD), IL-9.5FG, N70	HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N70	PAVEMENT CONNECTOR (HMA) FOR BRIDGE APPROACH SLAB	HOT-MIX ASPHALT SHOULDERS, 8"	
							LEFT	RIGHT
STA. TO STA.	POUND	FOOT	TON	TON	TON	SQ YD	SQ YD	SQ YD
1571+45.00 TO 1571+85.00	44	40			8.6		22.2	22.2
1571+85.00 TO 1572+00.00	16.5	15			3.2		8.3	8.3
1572+00.00 TO 1573+41.50	155.7	283		38.8	29.2		78.6	78.6
1573+41.50 TO 1573+51.50						37.5		
BRIDGE OMISSION								
1575+17.50 TO 1575+27.50						37.5		
1575+27.50 TO 1577+95.00	294.3	1070	175	47.7	55.3		148.7	148.7
1577+95.00 TO 1578+75.00	88	160		14.5	16.6		44.4	44.4
1578+75.00 TO 1579+40.00	71.5	65			13.5		36.1	36.1
1579+40.00 TO 1579+80.00	44	40			8.6		22.2	22.2
SUBTOTAL							360.5	360.5
TOTAL	714	1673	175	101	135	75	721	

GUARDRAIL SCHEDULE

LOCATION	GUARDRAIL REMOVAL	BRIDGE RAIL REMOVAL	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) TANGENT	TRAFFIC BARRIER TERMINAL, TYPE 6	GUARDRAIL MARKERS, TYPE A	BARRIER WALL MARKERS, TYPE B (BARRIER FACE)	BARRIER WALL MARKERS, TYPE C (TOP OF PARAPET)	TERMINAL MARKER - DIRECT APPLIED
	FOOT	FOOT	FOOT	EACH	EACH	EACH	EACH	EACH	EACH
EASTBOUND US 40		106				2	2	2	
WESTBOUND US 40		106				2	2	2	
NE QUADRANT	282		50	1	1				1
NW QUANDRANT	279		6.25	1	1				1
SE QUADRANT	270		6.25	1	1				1
SW QUADRANT	268		56.25	1	1				1
TOTAL	1099	212	118.75	4	4	4	4	4	4

PAVEMENT MARKING SCHEDULE

LOCATION	THERMOPLASTIC PAVEMENT MARKING - LINE 4"			POLYUREA PAVEMENT MARKING TYPE I - LINE 4"			RAISED REFLECTIVE PAVEMENT MARKER		
	CENTERLINE	EDGE LINE		CENTERLINE	EDGE LINE				
	SKIP-DASH	SOLID WHITE		SKIP-DASH	SOLID WHITE		REMOVAL	2-WAY AMBER	(BRIDGE) 2-WAY AMBER
	YELLOW	LEFT	RIGHT	YELLOW	LEFT	RIGHT			
STA. TO STA.	FOOT	FOOT	FOOT	FOOT	FOOT	FOOT	EACH	EACH	EACH
1571+45.00 TO 1573+51.50	60	206.5	206.5				3	3	
1573+51.50 TO 1573+81.50				10	30	30	1		1
1573+81.50 TO 1574+87.50				30	106	106			2
1574+87.50 TO 1575+17.50				10	30	30	1		1
1575+17.50 TO 1579+80.00	120	462.5	462.5				6	6	
SUBTOTAL	180	669	669	50	166	166			
TOTAL	1518			382			11	9	4

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	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/5/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

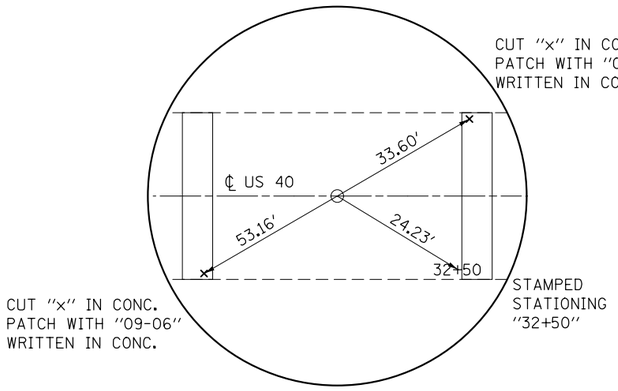
SCHEDULE OF QUANTITIES

SCALE: NA | SHEET NO. 2 OF 2 SHEETS | STA. | TO STA.

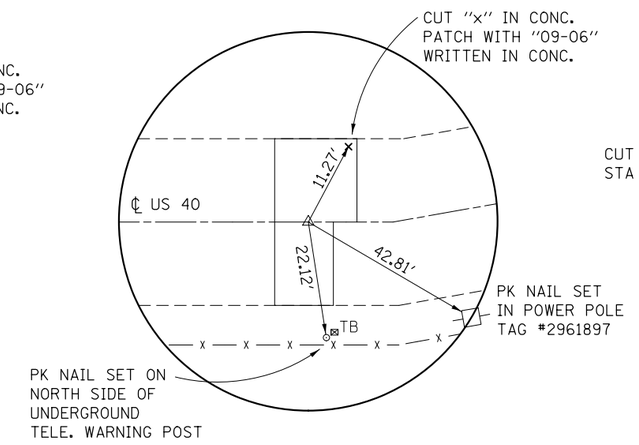
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	12
		CONTRACT NO. 76E04		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

BENCHMARKS

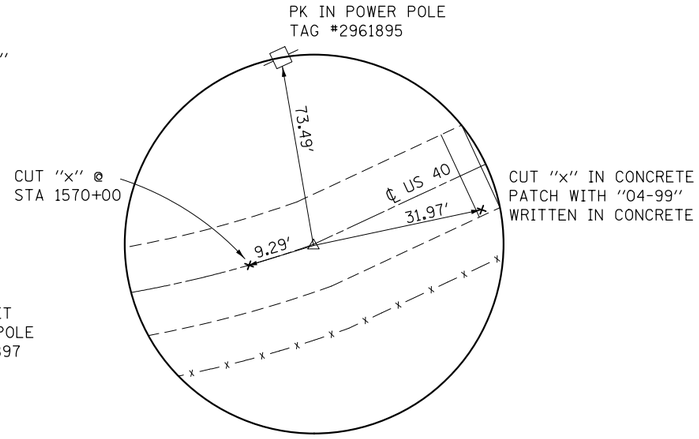
BM 1: CHISELED "□" SET IN NW PARAPET WALL OF SN 003-0016, CARRYING US 40 OVER I-70, ELEVATION 529.49
BM 2: CHISELED "□" SET IN SE CORNER OF BRIDGE ABUTMENT EXT. SN 003-0020, ELEVATION 480.68
BM 3: EXISTING RR SPIKE FOUND IN POWERPOLE OFF NE END OF SN 003-0058, ELEVATION 480.06



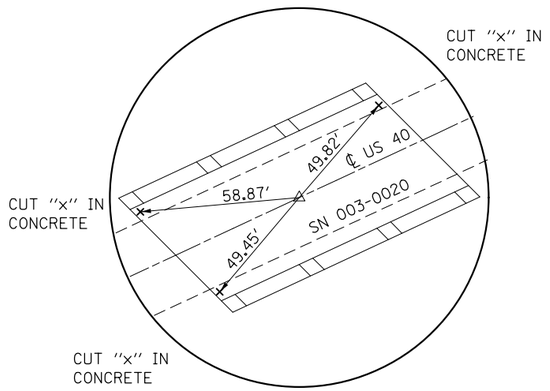
STA. 1564+00



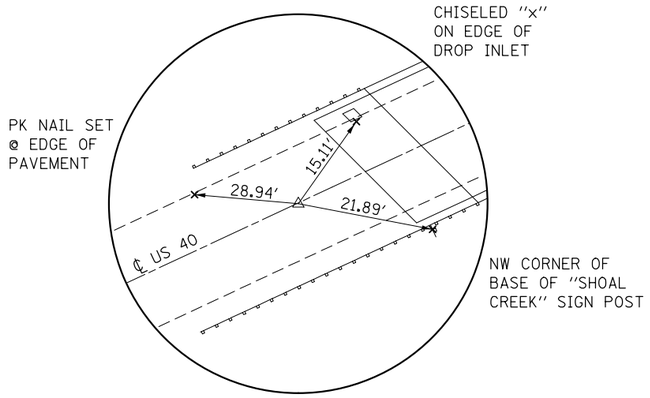
P.C. STA. 1564+81.96



P.T. STA. 1570+09.29



CENTER OF STRUCTURE @ STA. 1574+34.46



STA. 1584+00

NOTES:
NOT TO SCALE.
ALL TIES ARE PULLED DIRECT.

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	PLOT SCALE = 100.0000 ' / in.	DRAWN -	REVISED -					
	PLOT DATE = 8/5/2016	CHECKED -	REVISED -		SCALE:	SHEET NO. 1 OF 1 SHEETS	STA.	TO STA.
		DATE -	REVISED -					

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	13
		CONTRACT NO. 76E04		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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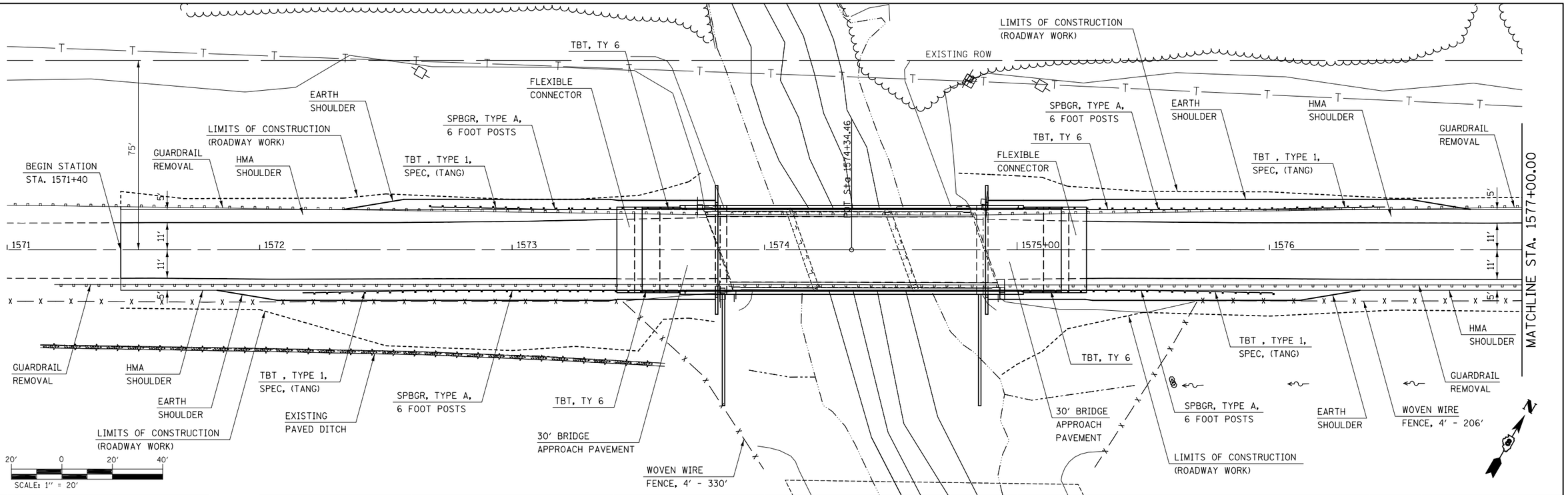

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NO.
BY
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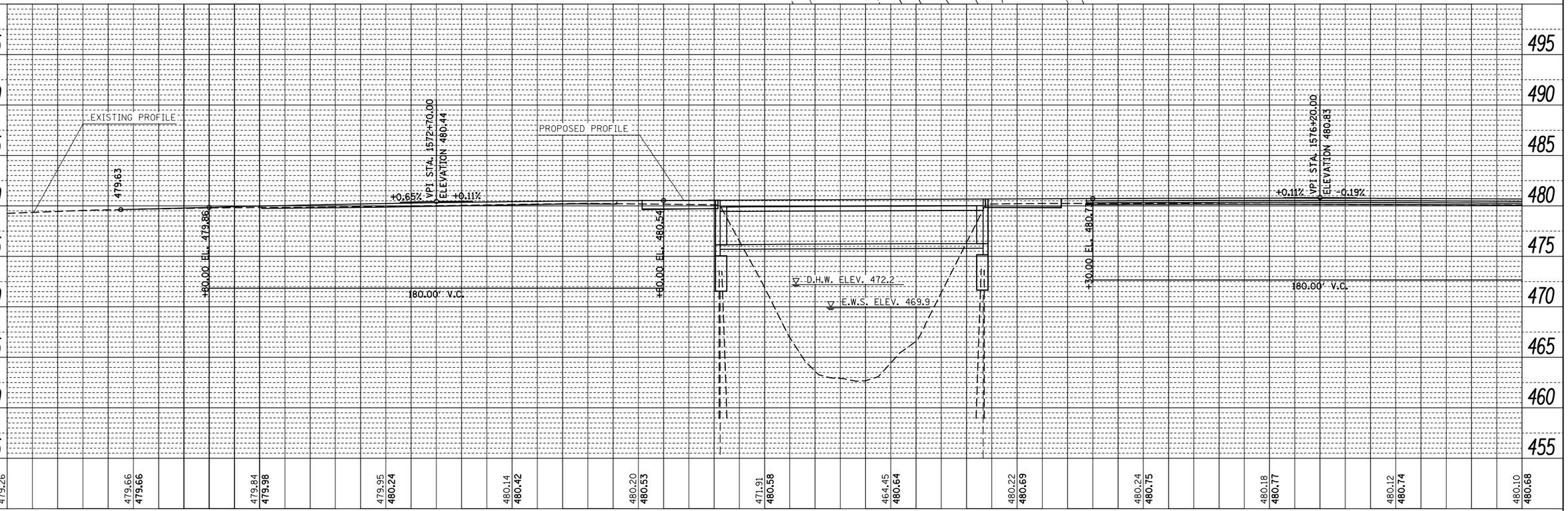

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Default	PLOT SCALE = 40.0000 ' / in.	DRAWN -	REVISED -
	PLOT DATE = 8/5/2016	CHECKED -	REVISED -
		DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

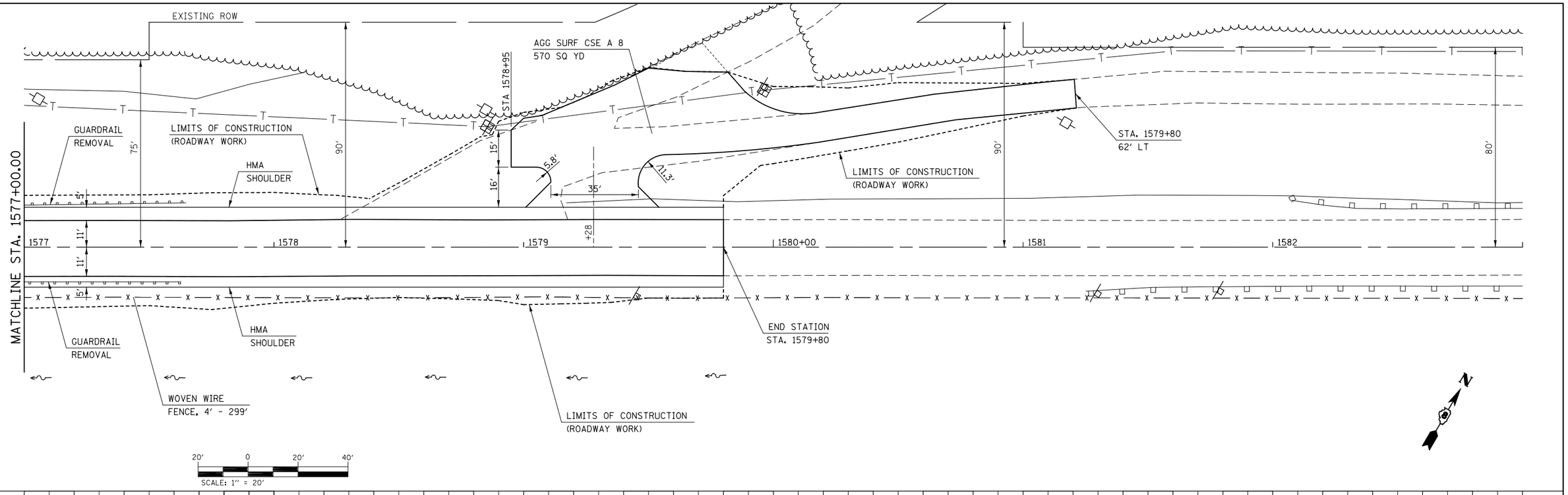
PLAN AND PROFILE SHEET

SCALE: 20 | SHEET 1 OF 2 SHEETS | STA. 1571+00 | TO STA. 1577+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	14

CONTRACT NO. 76E04

ILLINOIS FED. AID PROJECT



PLAN
SURVEYED
PLOTTED
DESIGNED
DRAWN
CHECKED
R.O.W. CHECKED
NOTE BOOK
NO.
BY
DATE

PROFILE
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		DRAWN	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/5/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE SHEET

SCALE: 20 | SHEET 2 OF 2 SHEETS | STA. 1577+00 | TO STA. 1583+00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	15
		CONTRACT NO. 76E04		
	ILLINOIS FED. AID PROJECT			

NOTES:

1. DETOUR SIGNS REQUIRED WILL BE SUPPLIED TO THE CONTRACTOR BY I.D.O.T.

2. THE CONTRACTOR SHALL FURNISH THE POSTS AND ERECT SIGNS AT THE LOCATIONS SHOWN ON THIS SHEET, AS DIRECTED BY THE R.E./R.T. THE POSTS SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

3. THE CONTRACTOR SHALL GIVE ILLINOIS DEPARTMENT OF TRANSPORTATION, BUREAU OF OPERATIONS TWO WEEKS NOTICE FOR SIGNS. THE CONTRACTOR SHALL PICK UP THE SIGNS AT THE T.M. BUILDING IN FAIRVIEW HEIGHTS, AND RETURN THEM UPON COMPLETION OF THE CONTRACT. CONTACT JEAN SLAPE, PHONE (618) 394-2189.

4. THE ABOVE NOTED WORK SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE, LUMP SUM, FOR DETOUR SIGNING AND NO OTHER COMPENSATION WILL BE ALLOWED.

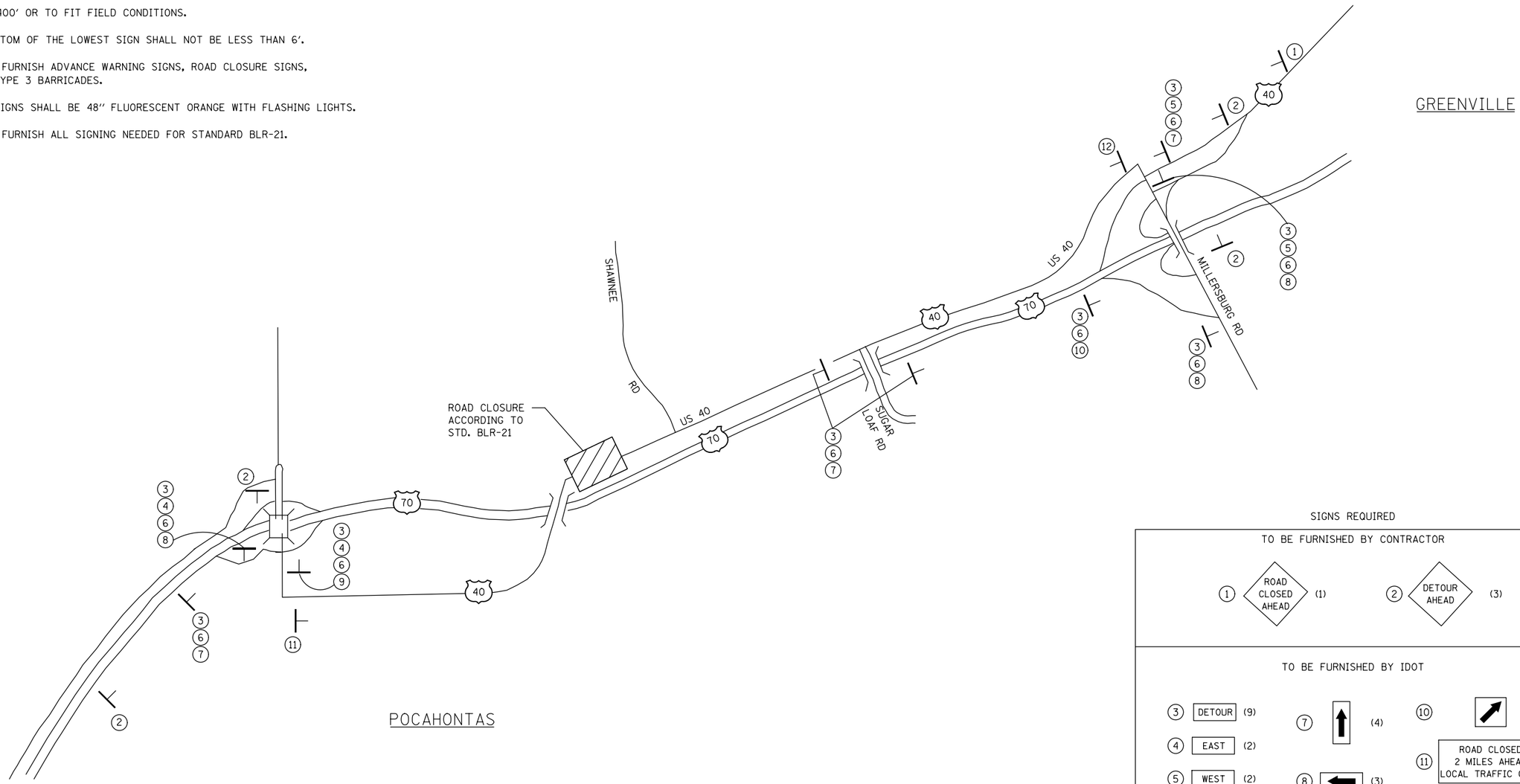
5. SIGN SPACING WILL BE 400′ OR TO FIT FIELD CONDITIONS.

6. THE HEIGHT TO THE BOTTOM OF THE LOWEST SIGN SHALL NOT BE LESS THAN 6′.

7. THE CONTRACTOR SHALL FURNISH ADVANCE WARNING SIGNS, ROAD CLOSURE SIGNS, MESSAGE BOARDS, AND TYPE 3 BARRICADES.

8. ALL ADVANCE WARNING SIGNS SHALL BE 48″ FLUORESCENT ORANGE WITH FLASHING LIGHTS.

9. THE CONTRACTOR SHALL FURNISH ALL SIGNING NEEDED FOR STANDARD BLR-21.



SIGNS REQUIRED

TO BE FURNISHED BY CONTRACTOR

1	ROAD CLOSED AHEAD	(1)	2	DETOUR AHEAD	(3)

TO BE FURNISHED BY IDOT

3	DETOUR	(9)	7		(4)	10	(1)
4	EAST	(2)				11	ROAD CLOSED 2 MILES AHEAD LOCAL TRAFFIC ONLY (1)
5	WEST	(2)	8		(3)		
6	40	(9)	9		(1)	12	ROAD CLOSED 3 MILES AHEAD LOCAL TRAFFIC ONLY (1)

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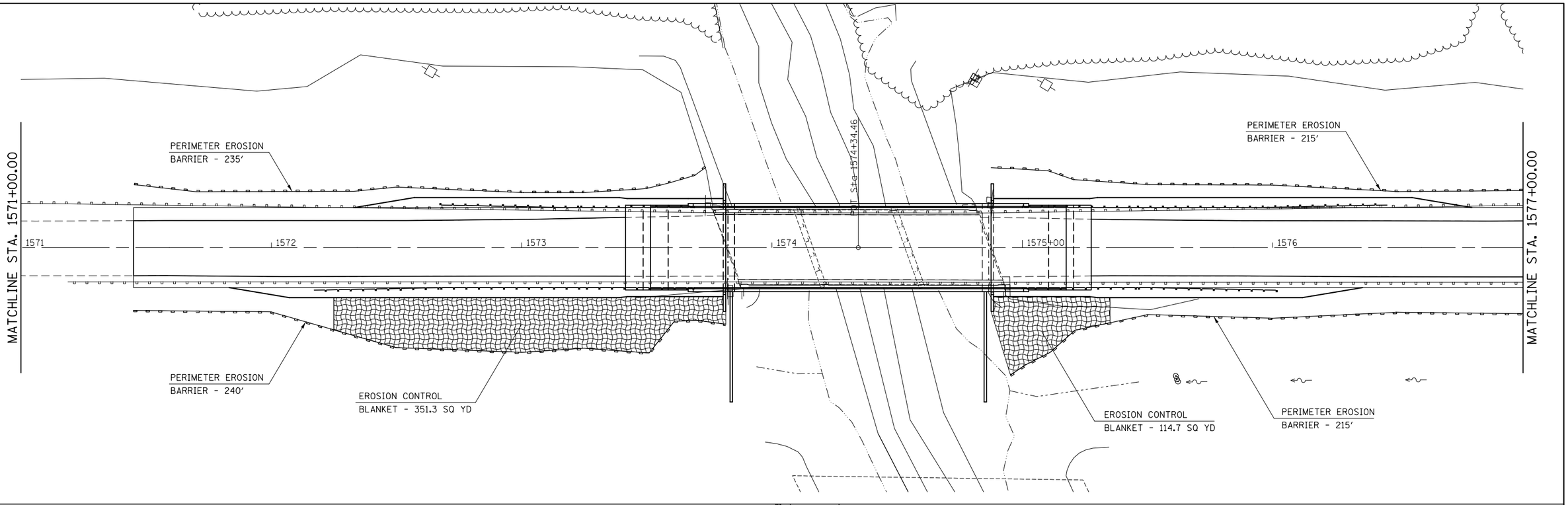
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ′ / in.	CHECKED -	REVISED -
	PLOT DATE = 8/5/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

DETOUR SIGNING PLAN

SCALE: NA | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	16
		CONTRACT NO. 76E04		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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		DRAWN -	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/5/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EROSION AND SEDIMENT CONTROL DETAILS

SCALE: 20 | SHEET 1 OF 1 SHEETS | STA. 1571+00 TO STA. 1583+00

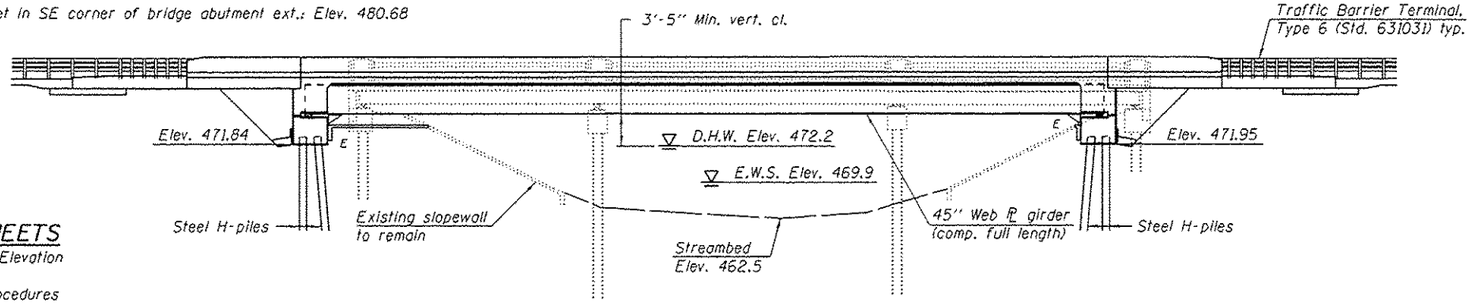
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	17
		CONTRACT NO. 76E04		
		ILLINOIS	FED. AID PROJECT	

Existing Structure: S.N. 003-0020 built 1938 as F.A. 12, Section 35-1-B-1 at Sta. 1574+34.46 as a 3-span steel wide flange bridge. 105'-9¼" back-to-back spill thru abutments supported on concrete piles. Existing bridge to be removed and replaced. New bridge built temporarily next to existing bridge with traffic maintained on existing bridge. New bridge to be moved into final location using lateral slide-in-bridge-construction (SIBC) techniques with traffic detoured. Accelerated Bridge Construction (ABC) contract to reduce traffic detour days.

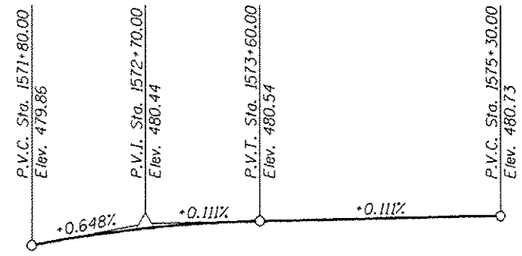
Benchmark: Chiseled "□" set in SE corner of bridge abutment ext.: Elev. 480.68

No salvage.

INDEX OF SHEETS



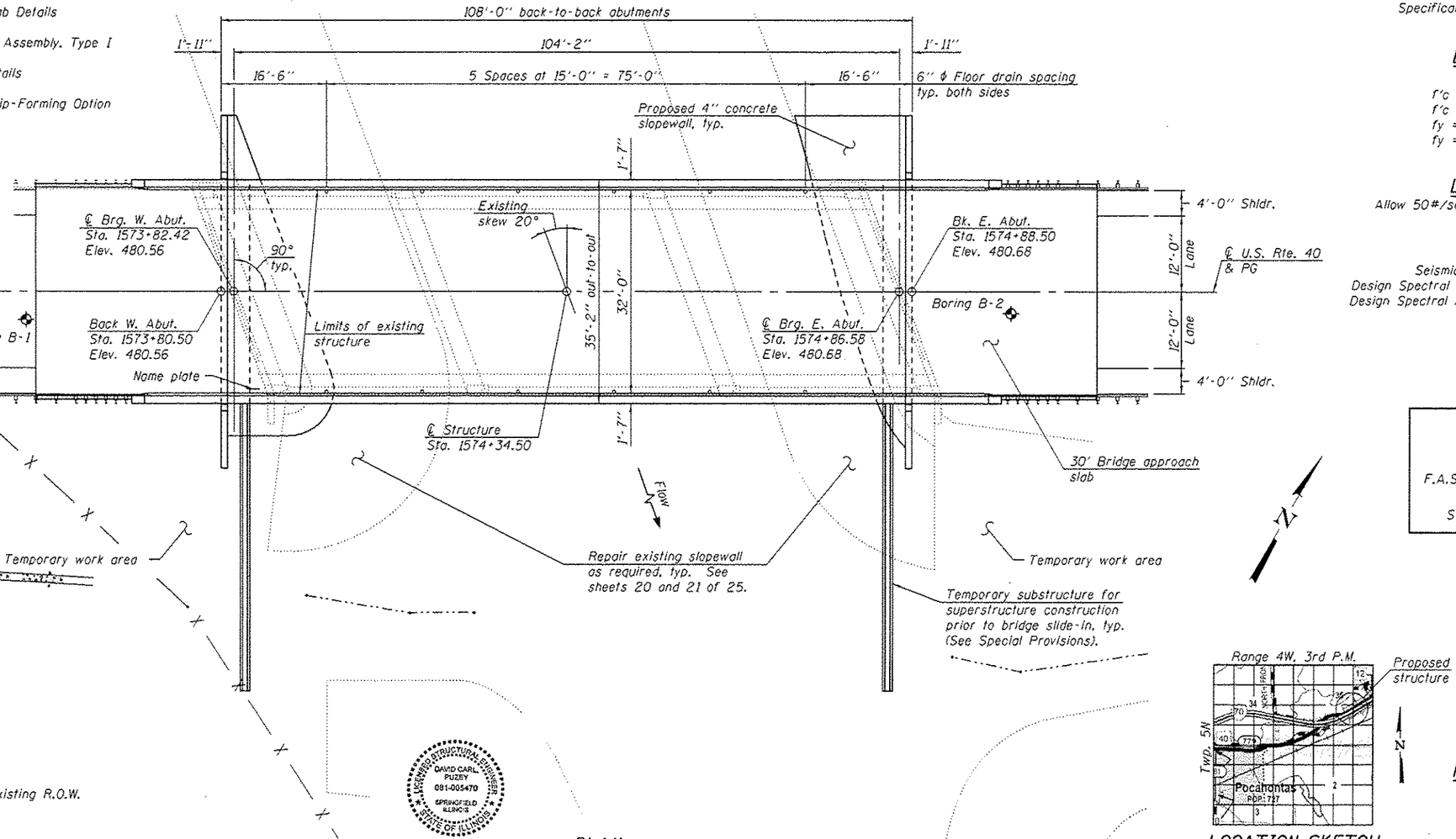
ELEVATION



180' Vertical curve

PROFILE GRADE

(Along ℄ U.S. Rte. 40)



PLAN

DESIGN SPECIFICATIONS

2014 AASHTO LRFD Bridge Design Specifications, 7th Edition with 2016 Interims

DESIGN STRESSES

FIELD UNITS

f'c = 3,500 psi
f'c = 4,000 psi (Concrete Superstructure)
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50W)

LOADING HL-93

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

SEISMIC DATA

Seismic Performance Zone (SPZ) = 2
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.238 g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.534 g
Soil Site Class = D

STATION 1574+34.50
BUILT 20 BY
STATE OF ILLINOIS
F.A.S. RTE. 779 - SEC. 35-1-BR
LOADING HL-93
STRUCTURE NO. 003-0063

NAME PLATE

See Std. 515001

LOCATION SKETCH

GENERAL PLAN & ELEVATION
U.S. ROUTE 40 OVER
WEST FORK SHOAL CREEK
F.A.S. RTE. 779 - SEC. 35-1-BR
BOND COUNTY
STATION 1574+34.50
STRUCTURE NO. 003-0063

LICENSED STRUCTURAL ENGINEER — DAVID CARL FUZEY — 081-005470 — SPRINGFIELD ILLINOIS — STATE OF ILLINOIS
EXPIRES 11-30-2018

$DATE$ $TIME$

DESIGNED - Paulina Szyblyk	EXAMINED	DATE - 9-29-2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - Cory Kurtzweil	PASSED	REVISED	
DRAWN - MICHAEL B. MOSSMAN	ENGINEER OF BRIDGE DESIGN	REVISED	
CHECKED - PG/CDK/GEA	ACTING ENGINEER OF BRIDGES AND STRUCTURES		SHEET NO. 1 OF 25 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	18
		CONTRACT NO. 76E04		
		ILLINOIS FED. AID PROJECT		

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Removal of Existing Structures	Each	1		1
Structure Excavation	Cu. Yd.		211.4	211.4
Floor Drains	Each	12		12
Concrete Structures	Cu. Yd.		68.7	68.7
Concrete Superstructure	Cu. Yd.	167.4		167.4
Bridge Deck Grooving	Sq. Yd.	556		556
Protective Coat	Sq. Yd.	714		714
Concrete Superstructure (Approach Slab)	Cu. Yd.	100.2		100.2
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	1,098		1,098
Reinforcement Bars, Epoxy Coated	Pound	59,990	5,160	65,150
Slope Wall 4 Inch	Sq. Yd.		99.1	99.1
Furnishing Steel Piles HP 12 x 74	Foot		642	642
Driving Piles	Foot		642	642
Test Pile Steel HP 12 x 74	Each		1	1
Name Plates	Each	1		1
Elastomeric Bearing Assembly, Type I	Each	12		12
Anchor Bolts, 1"	Each		24	24
Geocomposite Wall Drain	Sq. Yd.		75	75
Controlled Low-Strength Material	Cu. Yd.		0.9	0.9
Pipe Underdrains for Structures 4"	Foot		142	142
Slope Wall Repair	Sq. Yd.		7.9	7.9
Precast Concrete Substructure	L. Sum		1	1
Bar Splicers, Special	Each		16	16
Granular Backfill for Structures	Cu. Yd.		136.8	136.8
Lateral Slide-In Bridge Superstructure	L. Sum		1	1

WATERWAY INFORMATION

Drainage Area = 478 mi.^{2} — Existing overtopping Elev. 478.97 at Sta. 1570+09.18 — Proposed overtopping

Flood Event		Discharge (cfs)		Opening (sq. ft.)		Natural H.W.E. (ft.)	Head (ft.)		Headwater Elev.	
		Exist.	Prop.	Exist.	Prop.		Exist.	Prop.	Exist.	Prop.
10	Main Channel	16164	15277	3032	3032	470.7	0.6	0.5	471.3	471.2
	003-0063	1836	2723	355	527					
	Total	18000	18000	3387	3559					
50	Main Channel	24548	22996	3655	3655	472.2	0.9	0.9	473.1	473.1
	003-0063	2852	4404	458	679					
	Total	27400	27400	4113	4334					
100	Main Channel	28206	26336	3915	3915	472.9	1.1	1.0	474.0	473.9
	003-0063	3294	5164	503	744					
	Total	31500	31500	4418	4659					
200	Main Channel	31956	29761	4165	4165	473.5	1.2	1.1	474.7	474.6
	003-0063	3744	5939	547	807					
	Total	35700	35700	4712	4972					
Overtopping	Main Channel	-	-	-	-	-	-	-	-	-
	003-0063	-	-	-	-					
	Total	-	-	-	-					
500	Main Channel	36742	35575	4470	4470	474.2	1.5	1.4	475.7	475.6
	003-0063	4458	5625	603	886					
	Total	41200	41200	5073	5356					

10 Year velocity through existing bridge = 4.59 ft./sec.
10 Year velocity through proposed bridge = 4.62 ft./sec.

DESIGN SCOUR ELEVATION TABLE

Event / Limit State	Design Scour Elevations (ft.)		
	W. Abut.	E. Abut.	Item 113
Q100	472.34	472.46	8
Q200	472.34	472.46	
Design	472.34	472.46	
Check	472.34	472.46	

GENERAL NOTES

Fasteners shall be ASTM A325 Type 3, mechanically galvanized bolts. Bolts $^3/_4$ in. ϕ, holes $^{15}/_{16}$ in. ϕ, unless otherwise noted.

Calculated weight of Structural Steel = 127,560 Lbs.

All structural steel shall be AASHTO M 270 Grade 50W.

No field welding is permitted except as specified in the contract documents.

Reinforcement bars designated (E) shall be epoxy coated.

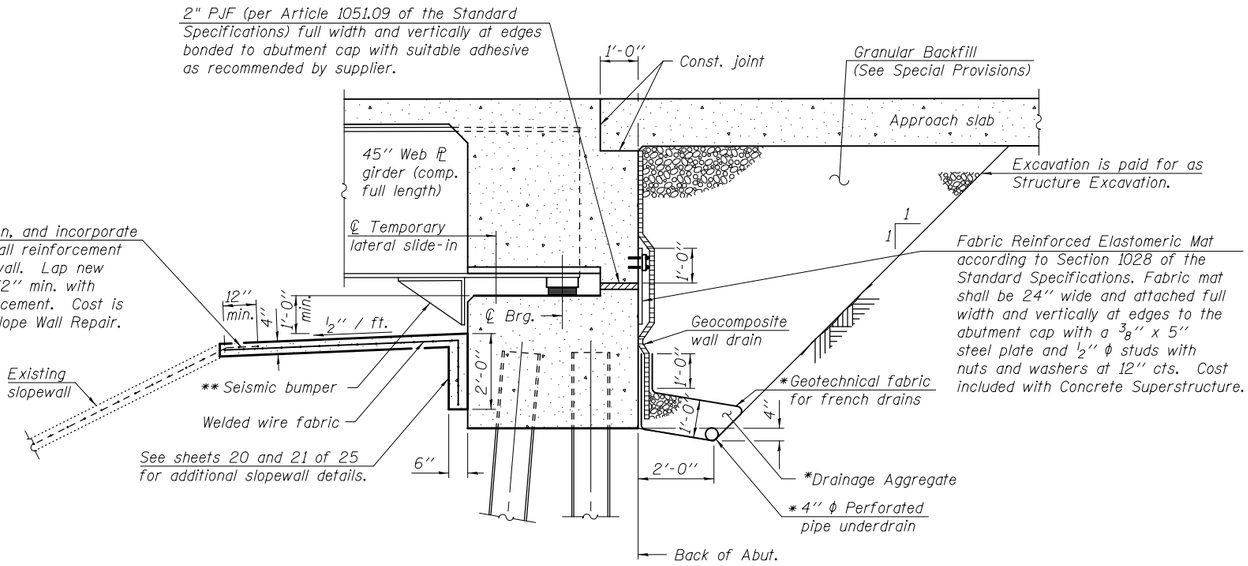
The existing structural steel coating contains lead. The Contractor shall take appropriate precautions to deal with the presence of lead on this project.

Structural steel shall only be painted for a distance equal to the depth of embedment into the concrete diaphragm plus 1'-6". Painted areas shall be primed in the shop with a Department approved zinc rich primer. Field painting will not be required.

Layout of the slope protection system may be varied to suit ground conditions in the field as directed by the Engineer.

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

Protective coat may be applied upon completion of bridge deck grooving. The requirement of Article 420.18 of the Standard Specifications to wait until concrete is at least 14 days old prior to the application of protective coat will be waived.



SECTION THRU SEMI-INTEGRAL ABUTMENT

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

** Included in the cost of Furnishing and Erecting Structural Steel.

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).

$TIME$
$DATE$

DESIGNED - PAUL GURKLYS
CHECKED - CORY D. KOLTVEIT
DRAWN - MICHAEL B. MOSSMAN
CHECKED - P.G. / C.D.K. / G.R.A.

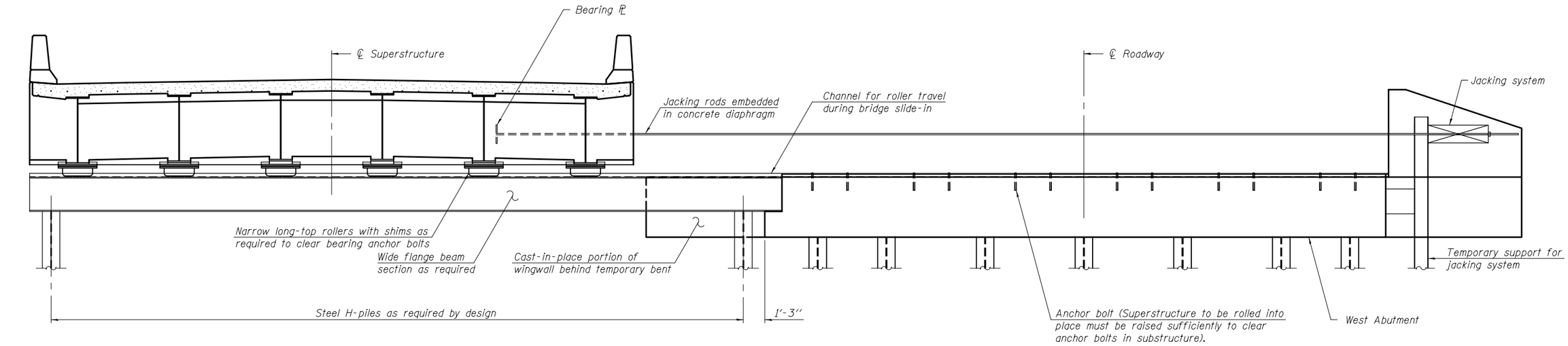
EXAMINED
PASSED
ENGINEER OF BRIDGE DESIGN
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - SEPTEMBER 29, 2016
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

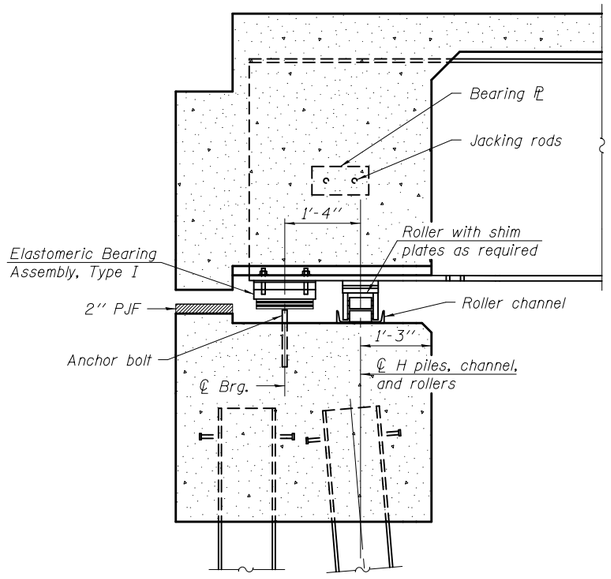
GENERAL DATA
STRUCTURE NO. 003 - 0063
SHEET NO. 2 OF 25 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	19
		CONTRACT NO. 76E04		
		ILLINOIS FED. AID PROJECT		



SECTION THRU BRIDGE PRIOR TO SLIDE-IN

(Looking West at West abutment. East abutment mirror image)



SECTION THRU ABUTMENT

(Showing superstructure just prior to lowering into final position)

SUGGESTED CONSTRUCTION SEQUENCE

1. Prepare temporary work area as needed.
2. Construct temporary substructure.
3. Construct proposed superstructure on temporary substructure.
4. Detour traffic, remove existing structure and portion of slopewalls.
5. Drive abutment piles.
6. Construct abutments, NW and NE wingwalls, and the lower sections of SW and SE wingwalls.
7. Install anchor bolts.
8. Install jacking and slide-in systems.
9. Roll bridge to final position.
10. Jack bridge sufficiently to remove rollers, rolling appenditures, and to install side retainers.
11. Lower bridge to final position.
12. Install precast wingwall sections atop cast-in-place lower sections of SW and SE wingwalls.
13. Construct approach slabs, remaining slopewall, and guardrail.

The suggested construction sequence is a general list of major activities and not an exhaustive list of all necessary activities.

Notes:

The Contractor shall construct the bridge superstructure offline and laterally slide it into its final positions utilizing lateral bridge slide-in methods to minimize the road closure period. Alternate methods not utilizing the lateral slide-in method will not be considered or allowed.

The slide-in schematics depicted on this sheet represent a viable bridge slide-in procedure. The Contractor shall employ the services of a State of Illinois Licensed Structural Engineer to design the temporary substructure and provide the final slide-in procedure to suit the Contractor's particular means and methods. The Contractor shall submit a temporary substructure design and the bridge slide-in procedure including plan details and calculations for review and acceptance by the Engineer.

The construction of temporary substructure and the hardware required for jacking and rolling of the bridge is included with the cost of Lateral Slide-In Bridge Superstructure, Lump Sum.

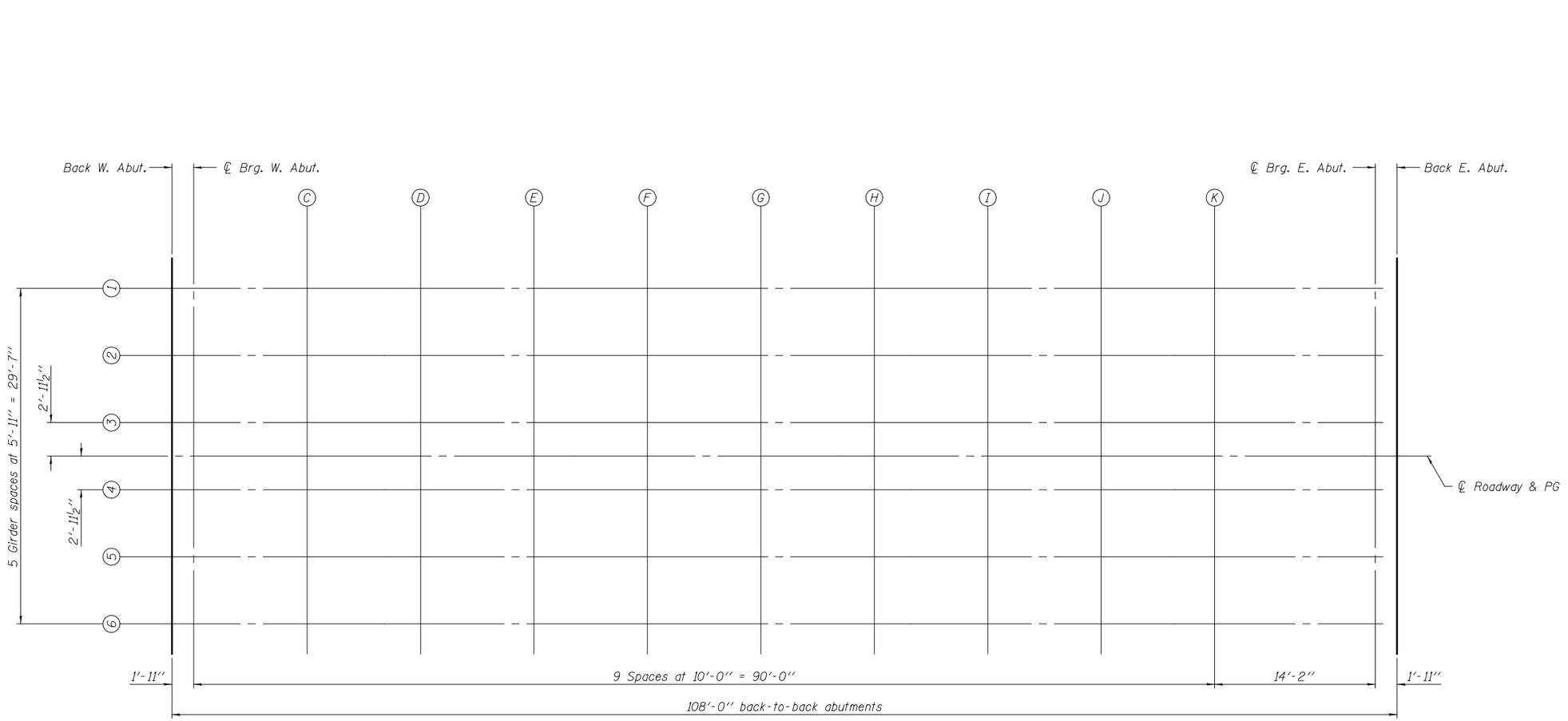
Recommend using total of 10 jacks at the abutments. 5 - 72 ton minimum jack capacity (one jack between girders) at each abutment.

The estimated total weight of the superstructure for the purpose of rolling horizontally is 240 tons.

$TIME$
$DATE$

DESIGNED - PAUL GURKLYS	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - SEPTEMBER 29, 2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONSTRUCTION PROCEDURES STRUCTURE NO. 003 - 0063
CHECKED - CORY D. KOLTVEIT	PASSED	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 3 OF 25 SHEETS
DRAWN - MICHAEL B. MOSSMAN			REVISED		
CHECKED - P.G. / C.D.K. / G.R.A.					

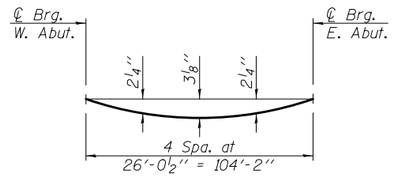
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	20
		CONTRACT NO. 76E04		
	ILLINOIS FED. AID PROJECT			



PLAN

$DATE$ $TIME$

DESIGNED - PAUL GURKLYS	EXAMINED	DATE - SEPTEMBER 29, 2016	**STATE OF ILLINOIS**	**TOP OF SLAB ELEVATIONS**	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - CORY D. KOLTVEIT			**DEPARTMENT OF TRANSPORTATION**	**STRUCTURE NO. 003 – 0063**	779	35-1-BR	BOND	57	21
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED					CONTRACT NO. 76E04		
CHECKED - P.G. / C.D.K. / G.R.A.	ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 4 OF 25 SHEETS			ILLINOIS FED. AID PROJECT		



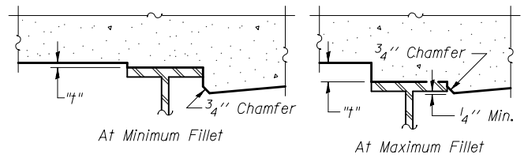
DEAD LOAD DEFLECTION DIAGRAM

(Includes weight of concrete only.)

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

GIRDER 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	1573+80.50	-14.79	480.32	480.32
℄ Brg. W. Abut.	1573+82.42	-14.79	480.32	480.32
C	1573+92.42	-14.79	480.33	480.40
D	1574+02.42	-14.79	480.34	480.48
E	1574+12.42	-14.79	480.35	480.55
F	1574+22.42	-14.79	480.36	480.59
G	1574+32.42	-14.79	480.37	480.63
H	1574+42.42	-14.79	480.39	480.62
I	1574+52.42	-14.79	480.40	480.61
J	1574+62.42	-14.79	480.41	480.58
K	1574+72.42	-14.79	480.42	480.52
℄ Brg. E. Abut.	1574+86.58	-14.79	480.43	480.43
Back E. Abut.	1574+88.50	-14.79	480.44	480.44



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 sheet 4 of 25. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown below, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS

GIRDER 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	1573+80.50	-8.88	480.42	480.42
℄ Brg. W. Abut.	1573+82.42	-8.88	480.43	480.43
C	1573+92.42	-8.88	480.44	480.51
D	1574+02.42	-8.88	480.45	480.59
E	1574+12.42	-8.88	480.46	480.66
F	1574+22.42	-8.88	480.47	480.70
G	1574+32.42	-8.88	480.48	480.74
H	1574+42.42	-8.88	480.49	480.73
I	1574+52.42	-8.88	480.50	480.71
J	1574+62.42	-8.88	480.51	480.69
K	1574+72.42	-8.88	480.53	480.63
℄ Brg. E. Abut.	1574+86.58	-8.88	480.54	480.54
Back E. Abut.	1574+88.50	-8.88	480.54	480.54

GIRDER 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	1573+80.50	-2.96	480.52	480.52
℄ Brg. W. Abut.	1573+82.42	-2.96	480.52	480.52
C	1573+92.42	-2.96	480.53	480.60
D	1574+02.42	-2.96	480.54	480.68
E	1574+12.42	-2.96	480.55	480.75
F	1574+22.42	-2.96	480.56	480.79
G	1574+32.42	-2.96	480.57	480.83
H	1574+42.42	-2.96	480.59	480.82
I	1574+52.42	-2.96	480.60	480.81
J	1574+62.42	-2.96	480.61	480.78
K	1574+72.42	-2.96	480.62	480.72
℄ Brg. E. Abut.	1574+86.58	-2.96	480.63	480.63
Back E. Abut.	1574+88.50	-2.96	480.64	480.64

℄ ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	1573+80.50	0.00	480.56	480.56
℄ Brg. W. Abut.	1573+82.42	0.00	480.56	480.56
C	1573+92.42	0.00	480.58	480.65
D	1574+02.42	0.00	480.59	480.73
E	1574+12.42	0.00	480.60	480.80
F	1574+22.42	0.00	480.61	480.84
G	1574+32.42	0.00	480.62	480.88
H	1574+42.42	0.00	480.63	480.87
I	1574+52.42	0.00	480.64	480.85
J	1574+62.42	0.00	480.65	480.83
K	1574+72.42	0.00	480.66	480.77
℄ Brg. E. Abut.	1574+86.58	0.00	480.68	480.68
Back E. Abut.	1574+88.50	0.00	480.68	480.68

GIRDER 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	1573+80.50	2.96	480.52	480.52
℄ Brg. W. Abut.	1573+82.42	2.96	480.52	480.52
C	1573+92.42	2.96	480.53	480.60
D	1574+02.42	2.96	480.54	480.68
E	1574+12.42	2.96	480.55	480.75
F	1574+22.42	2.96	480.56	480.79
G	1574+32.42	2.96	480.57	480.83
H	1574+42.42	2.96	480.59	480.82
I	1574+52.42	2.96	480.60	480.81
J	1574+62.42	2.96	480.61	480.78
K	1574+72.42	2.96	480.62	480.72
℄ Brg. E. Abut.	1574+86.58	2.96	480.63	480.63
Back E. Abut.	1574+88.50	2.96	480.64	480.64

GIRDER 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	1573+80.50	8.88	480.42	480.42
℄ Brg. W. Abut.	1573+82.42	8.88	480.43	480.43
C	1573+92.42	8.88	480.44	480.51
D	1574+02.42	8.88	480.45	480.59
E	1574+12.42	8.88	480.46	480.66
F	1574+22.42	8.88	480.47	480.70
G	1574+32.42	8.88	480.48	480.74
H	1574+42.42	8.88	480.49	480.73
I	1574+52.42	8.88	480.50	480.71
J	1574+62.42	8.88	480.51	480.69
K	1574+72.42	8.88	480.53	480.63
℄ Brg. E. Abut.	1574+86.58	8.88	480.54	480.54
Back E. Abut.	1574+88.50	8.88	480.54	480.54

GIRDER 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back W. Abut.	1573+80.50	14.79	480.32	480.32
℄ Brg. W. Abut.	1573+82.42	14.79	480.32	480.32
C	1573+92.42	14.79	480.33	480.40
D	1574+02.42	14.79	480.34	480.48
E	1574+12.42	14.79	480.35	480.55
F	1574+22.42	14.79	480.36	480.59
G	1574+32.42	14.79	480.37	480.63
H	1574+42.42	14.79	480.39	480.62
I	1574+52.42	14.79	480.40	480.61
J	1574+62.42	14.79	480.41	480.58
K	1574+72.42	14.79	480.42	480.52
℄ Brg. E. Abut.	1574+86.58	14.79	480.43	480.43
Back E. Abut.	1574+88.50	14.79	480.44	480.44

$DATE$TIME$

DESIGNED	-	PAUL GURKLYS	
CHECKED	-	CORY D. KOLTVEIT	
DRAWN	-	MICHAEL B. MOSSMAN	
CHECKED	-	P.G. / C.D.K. / G.R.A.	

EXAMINED — ENGINEER OF BRIDGE DESIGN
PASSED — ACTING ENGINEER OF BRIDGES AND STRUCTURES
DATE - SEPTEMBER 29, 2016
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 003 - 0063
SHEET NO. 5 OF 25 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	22
		CONTRACT NO. 76E04		
	ILLINOIS	FED. AID PROJECT		

NORTH EDGE OF SHOULDER

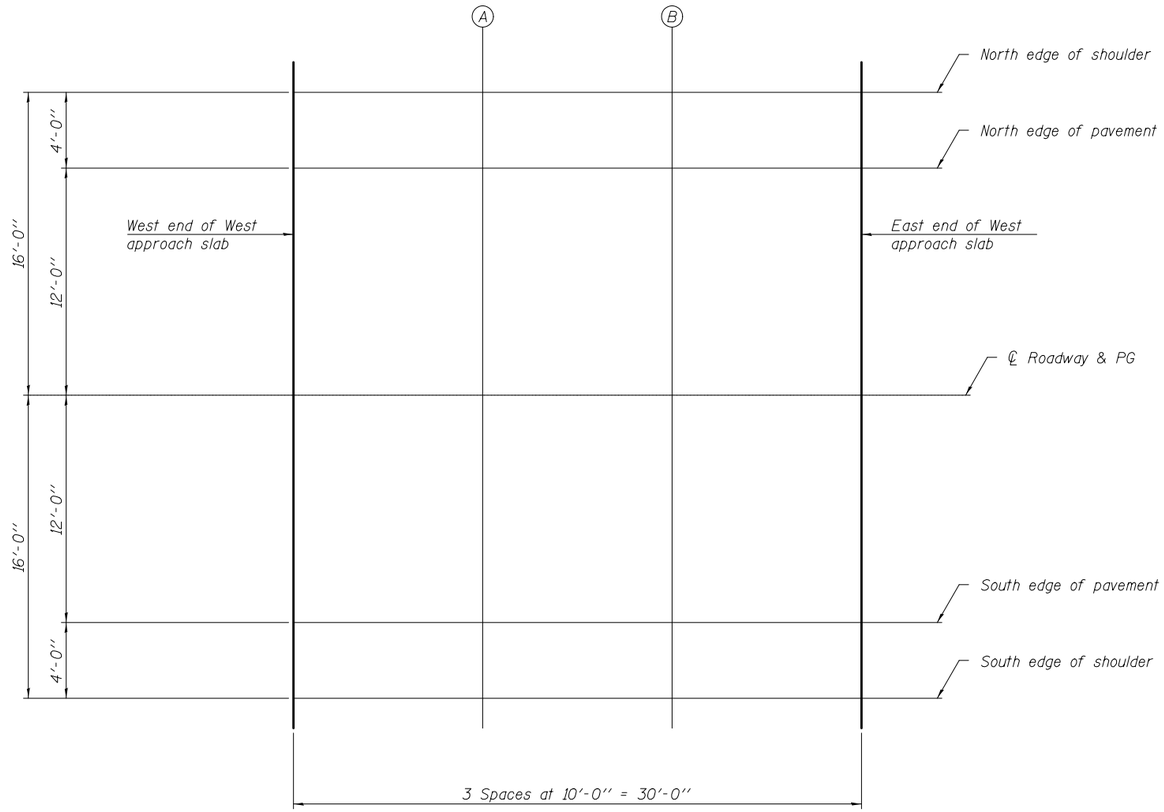
Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	1573+51.50	-16.00	480.26
A	1573+61.50	-16.00	480.27
B	1573+71.50	-16.00	480.28
E. End of W. Appr. Slab	1573+81.50	-16.00	480.29

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	1573+51.50	-12.00	480.34
A	1573+61.50	-12.00	480.35
B	1573+71.50	-12.00	480.37
E. End of W. Appr. Slab	1573+81.50	-12.00	480.38

℄ ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	1573+51.50	0.00	480.53
A	1573+61.50	0.00	480.54
B	1573+71.50	0.00	480.55
E. End of W. Appr. Slab	1573+81.50	0.00	480.56



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	1573+51.50	12.00	480.34
A	1573+61.50	12.00	480.35
B	1573+71.50	12.00	480.37
E. End of W. Appr. Slab	1573+81.50	12.00	480.38

SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of W. Appr. Slab	1573+51.50	16.00	480.26
A	1573+61.50	16.00	480.27
B	1573+71.50	16.00	480.28
E. End of W. Appr. Slab	1573+81.50	16.00	480.29

$TIME$
$DATE$

DESIGNED - PAUL GURKLYS	EXAMINED	DATE - SEPTEMBER 29, 2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	TOP OF WEST APPROACH SLAB ELEVATIONS STRUCTURE NO. 003 – 0063	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - CORY D. KOLTVEIT					779	35-1-BR	BOND	57	23
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED					CONTRACT NO. 76E04		
CHECKED - P.G. / C.D.K. / G.R.A.	ENGINEER OF BRIDGE DESIGN / ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 6 OF 25 SHEETS			ILLINOIS FED. AID PROJECT		

NORTH EDGE OF SHOULDER

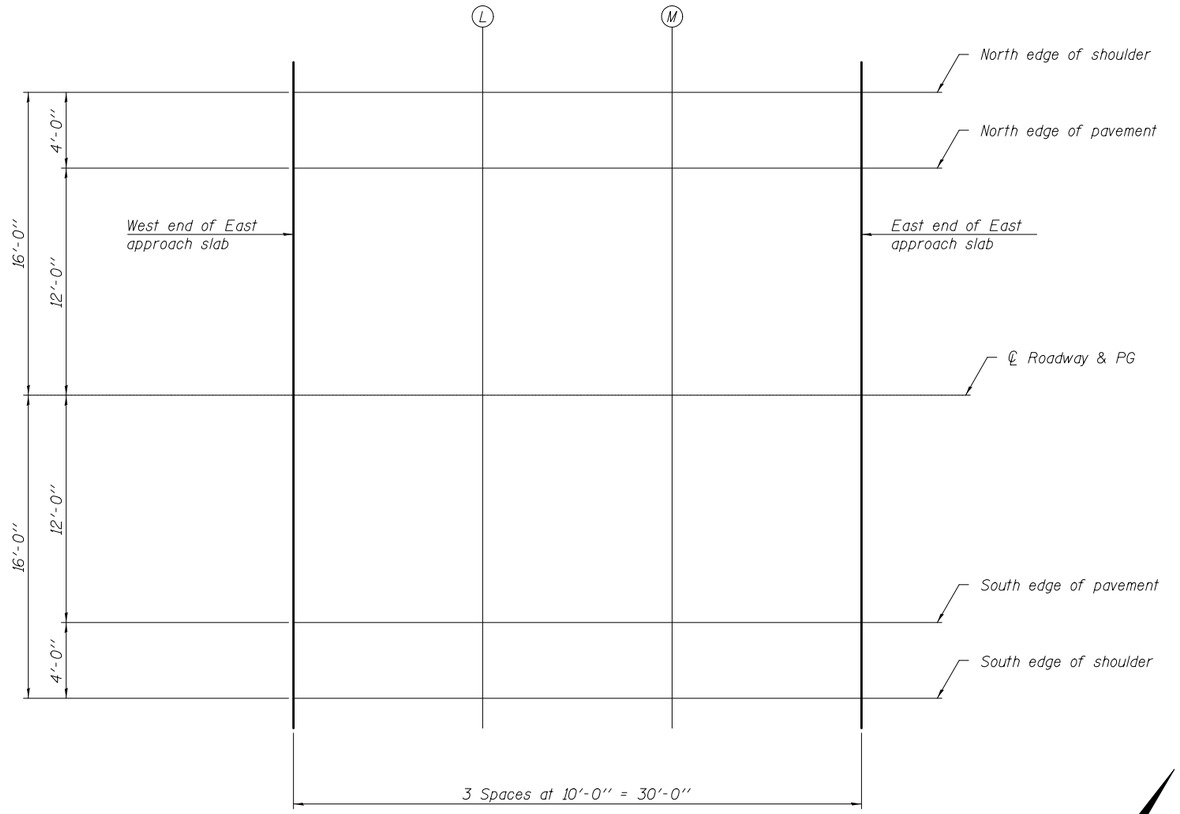
Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	1574+87.50	-16.00	480.41
L	1574+97.50	-16.00	480.42
M	1575+07.50	-16.00	480.43
E. End of E. Appr. Slab	1575+17.50	-16.00	480.44

NORTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	1574+87.50	-12.00	480.49
L	1574+97.50	-12.00	480.51
M	1575+07.50	-12.00	480.52
E. End of E. Appr. Slab	1575+17.50	-12.00	480.53

℄ ROADWAY & PG

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	1574+87.50	0.00	480.68
L	1574+97.50	0.00	480.69
M	1575+07.50	0.00	480.70
E. End of E. Appr. Slab	1575+17.50	0.00	480.71



PLAN

SOUTH EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	1574+87.50	12.00	480.49
L	1574+97.50	12.00	480.51
M	1575+07.50	12.00	480.52
E. End of E. Appr. Slab	1575+17.50	12.00	480.53

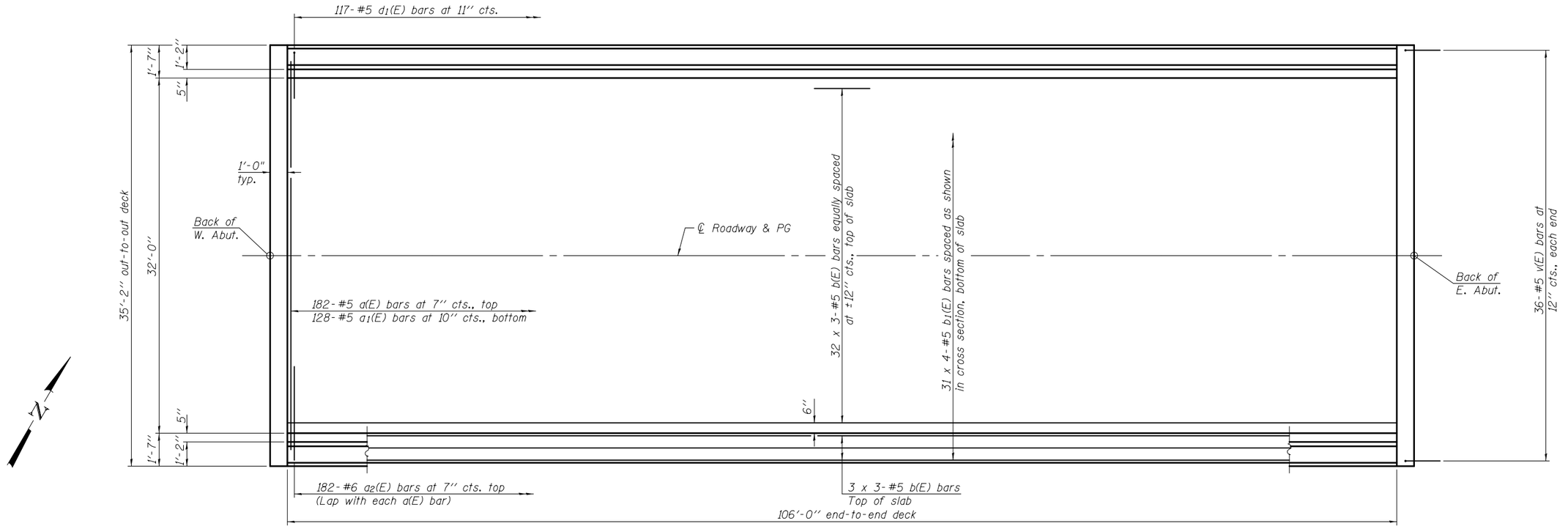
SOUTH EDGE OF SHOULDER

Location	Station	Offset	Theoretical Grade Elevations
W. End of E. Appr. Slab	1574+87.50	16.00	480.41
L	1574+97.50	16.00	480.42
M	1575+07.50	16.00	480.43
E. End of E. Appr. Slab	1575+17.50	16.00	480.44

$TIME$
$DATE$

DESIGNED - PAUL GURKLYS	EXAMINED	DATE - SEPTEMBER 29, 2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - CORY D. KOLTVEIT	PASSED	REVISED	TOP OF EAST APPROACH SLAB ELEVATIONS STRUCTURE NO. 003 - 0063
DRAWN - MICHAEL B. MOSSMAN	ENGINEER OF BRIDGE DESIGN	REVISED	SHEET NO. 7 OF 25 SHEETS
CHECKED - P.G. / C.D.K. / G.R.A.	ACTING ENGINEER OF BRIDGES AND STRUCTURES		

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	24
		CONTRACT NO. 76E04		
	ILLINOIS	FED. AID PROJECT		

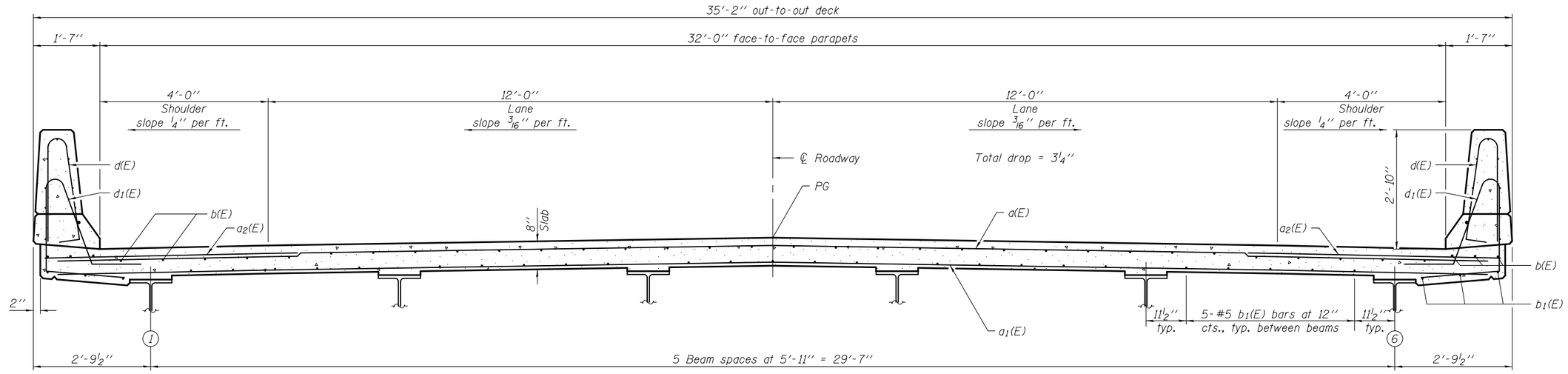


PLAN

Notes:
See Sheet 9 of 25 for superstructure details and Bill of Material.
Bars indicated thus 32 x 3-#5 etc. indicates 32 lines of bars with 3 lengths per line.
See Sheet 9 of 25 for parapet reinforcement.

MINIMUM BAR LAP

#5 bar = 3'-6"

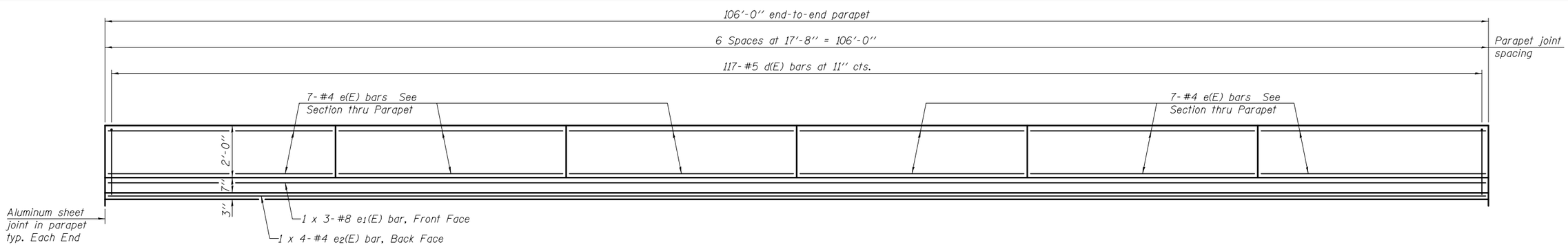


CROSS SECTION

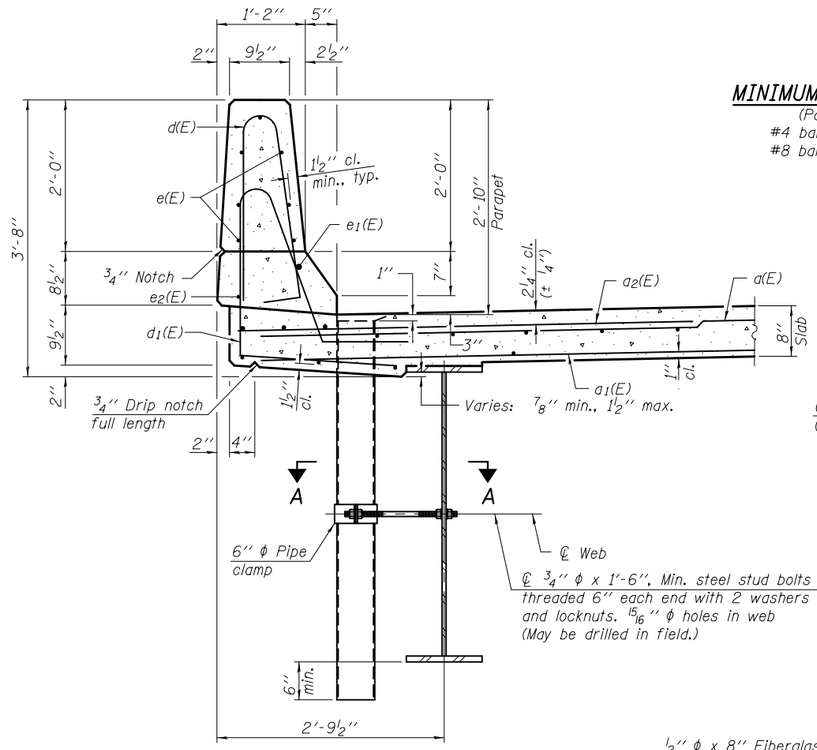
(Looking East)

$DATE$ $TIME$

DESIGNED - PAUL GURKLYS	EXAMINED		DATE - SEPTEMBER 29, 2016	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SUPERSTRUCTURE STRUCTURE NO. 003 - 0063**	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - CORY D. KOLTVEIT						779	35-1-BR	BOND	57	25
DRAWN - MICHAEL B. MOSSMAN	PASSED	ENGINEER OF BRIDGE DESIGN	REVISED		SHEET NO. 8 OF 25 SHEETS			CONTRACT NO. 76E04		
CHECKED - P.G. / C.D.K. / G.R.A.		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED					ILLINOIS FED. AID PROJECT		



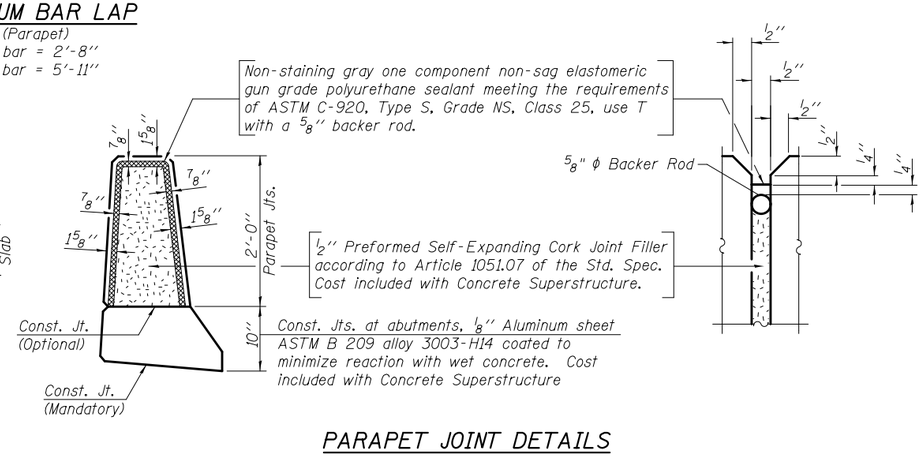
INSIDE ELEVATION OF PARAPET



SECTION THRU PARAPET

MINIMUM BAR LAP

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



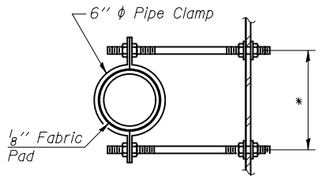
PARAPET JOINT DETAILS

Notes:
Drains shall be located clear of all diaphragms.
The exterior surfaces of the floor drains shall be painted according to Article 506 with the finish coat as specified. The exterior surfaces of the drains shall be cleaned according to Society of Protective Coatings Spec. SSPC-SP1 prior to painting.
Fiberglass pipe shall conform to ASTM D 2996, with short-time rupture strength hoop tensile stress of 30,000 p.s.i. minimum.
Galvanize clamping device according to AASHTO M232. Cost of clamping device and inserts is included with Floor Drains.

SUPERSTRUCTURE BILL OF MATERIAL

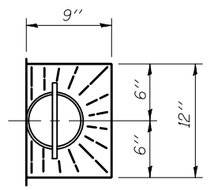
Bar	No.	Size	Length	Shape
d(E)	182	#5	34'-7"	
d1(E)	128	#5	32'-10"	
d2(E)	364	#6	6'-6"	
b(E)	114	#5	37'-7"	
b1(E)	124	#5	29'-1"	
d(E)	234	#5	5'-7"	
d1(E)	234	#5	7'-4"	
e(E)	84	#4	17'-5"	
e1(E)	6	#8	39'-3"	
e2(E)	8	#4	28'-6"	
m(E)	60	#6	5'-6"	
m1(E)	24	#6	2'-5"	
m2(E)	48	#5	4'-0"	
m3(E)	18	#6	34'-10"	
s(E)	96	#5	10'-7"	
s1(E)	72	#5	12'-4"	
u(E)	72	#5	5'-2"	
v(E)	72	#5	3'-1"	
Reinforcement Bars, Epoxy Coated		Pound	31,970	
Concrete Superstructure		Cu. Yds.	160.7	

Bars indicated thus 1 x 3-#8 etc. indicates 1 line of bars with 3 lengths per line.

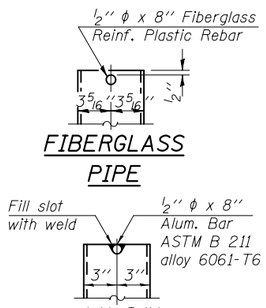


SECTION A-A

*Dimension as required by Pipe Clamp

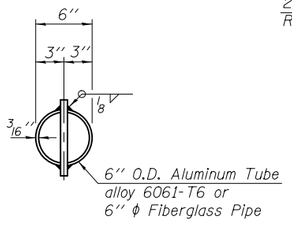


TOP PLAN

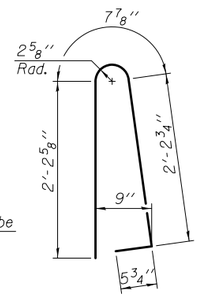


FIBERGLASS PIPE

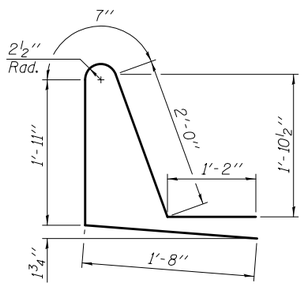
ALUMINUM TUBE



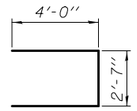
TOP PLAN (Showing Aluminum Tube)



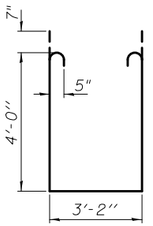
BAR d(E)



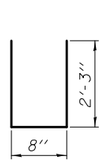
BAR d1(E)



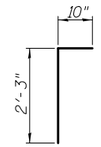
BAR s(E)



BAR s1(E)



BAR u(E)

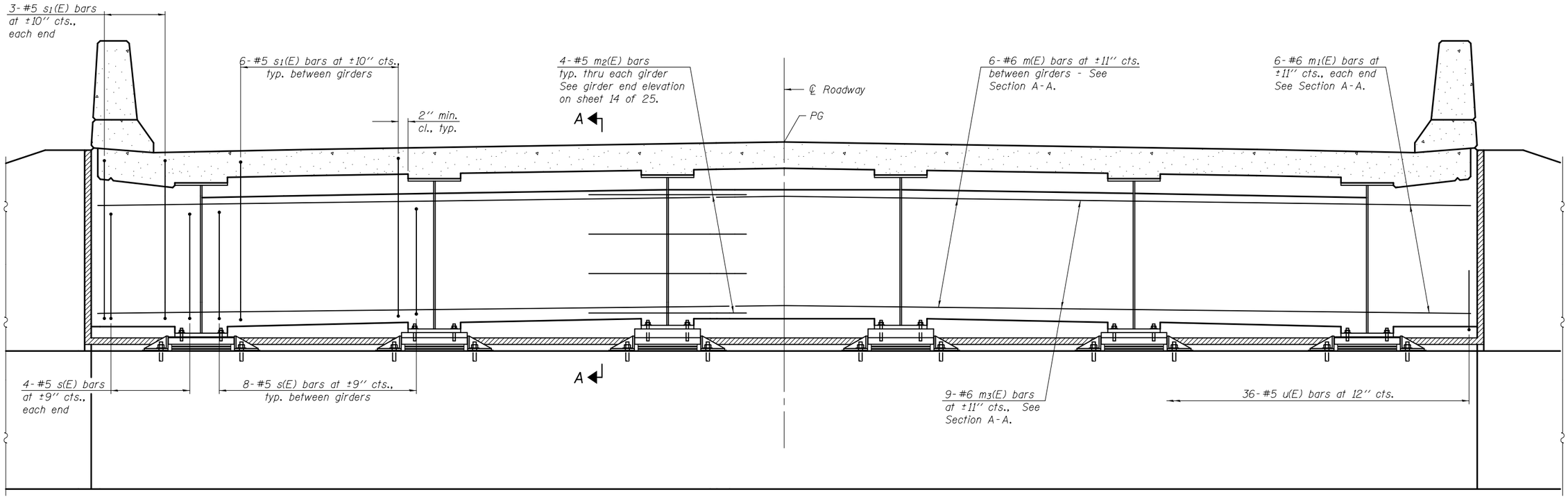


BAR v(E)

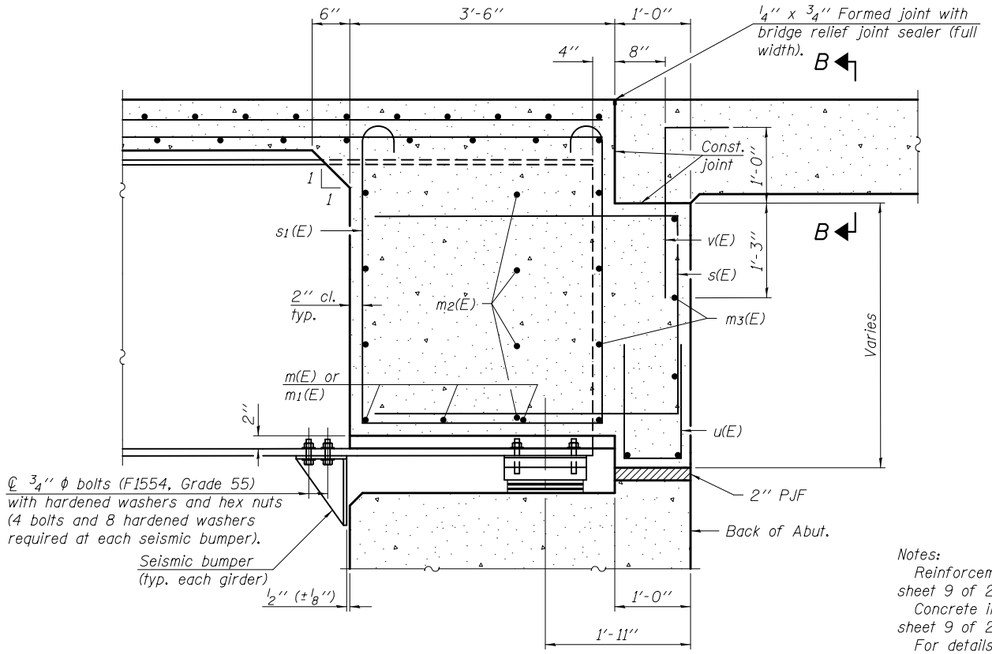
$TIME$
$DATE$

DESIGNED - PAUL GURKLYS	EXAMINED		DATE - SEPTEMBER 29, 2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SUPERSTRUCTURE DETAILS STRUCTURE NO. 003 - 0063
CHECKED - CORY D. KOLTVEIT			REVISED		
DRAWN - MICHAEL B. MOSSMAN	PASSED	ENGINEER OF BRIDGE DESIGN	REVISED		SHEET NO. 9 OF 25 SHEETS
CHECKED - P.G. / C.D.K. / G.R.A.		ACTING ENGINEER OF BRIDGES AND STRUCTURES			

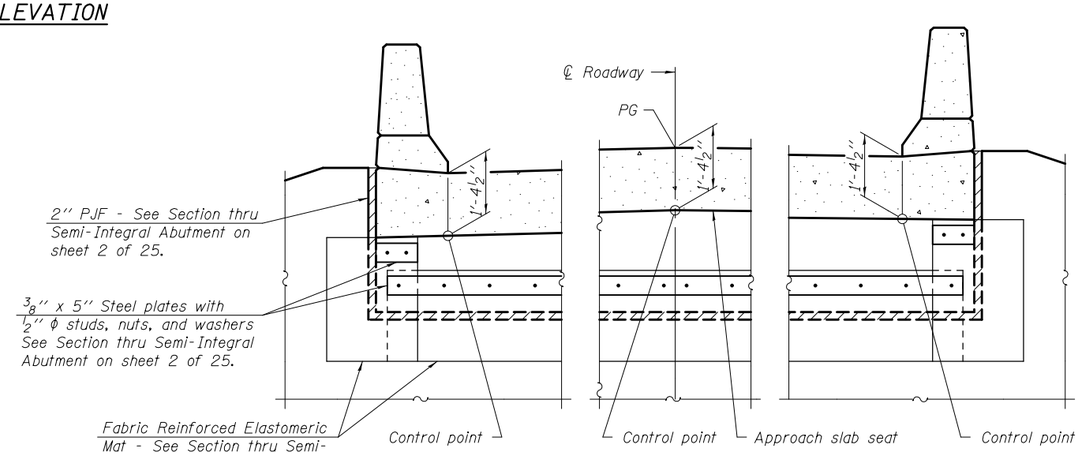
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	26
		CONTRACT NO. 76E04		
		ILLINOIS FED. AID PROJECT		



DIAPHRAGM ELEVATION



SECTION A-A



VIEW B-B

(Showing approach seat control point locations, 2'' PJF, and limits of Fabric Reinforced Elastomeric Mat).

Notes:

Reinforcement bars in diaphragm are billed with superstructure on sheet 9 of 25.

Concrete in diaphragm is included with Concrete Superstructure on sheet 9 of 25.

For details of bars s(E), s1(E), u(E), and v(E), see sheet 9 of 25.

The approach slab seat shall have a constant slope determined from the control points shown in View B-B.

The structure is detailed in its final position following the bridge slide.

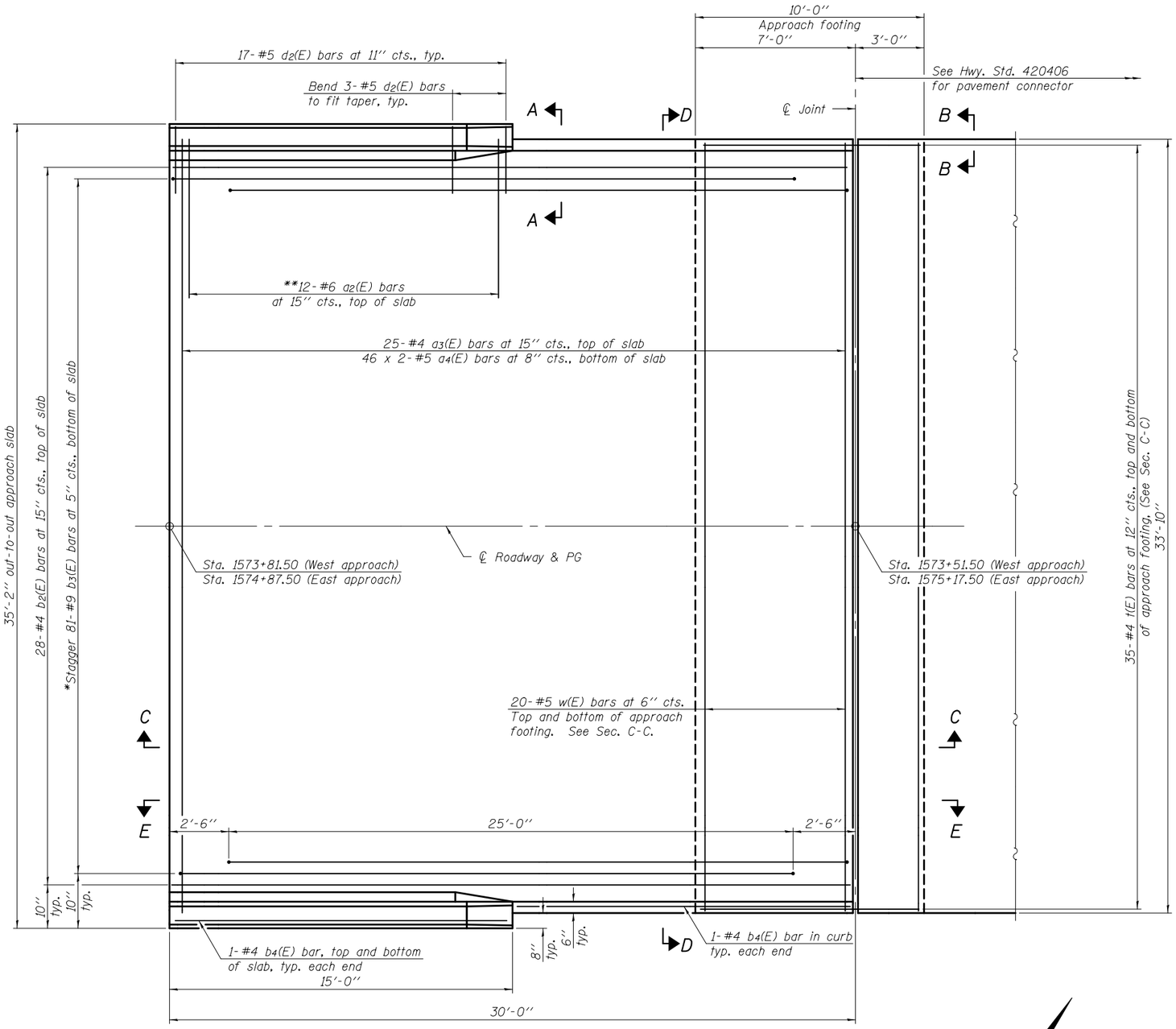
$TIME$

$DATE$

DESIGNED - PAUL GURKLYS	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - SEPTEMBER 29, 2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	DIAPHRAGM DETAILS STRUCTURE NO. 003 - 0063	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - CORY D. KOLTVEIT						779	35-1-BR	BOND	57	27
DRAWN - MICHAEL B. MOSSMAN	PASSED	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 10 OF 25 SHEETS			CONTRACT NO. 76E04		
CHECKED - P.G. / C.D.K. / G.R.A.			REVISED					ILLINOIS FED. AID PROJECT		

Notes:
See sheet 12 of 25 for Sections C-C & D-D and View E-E.
The joint opening shall be determined per Article 520.04 except that on jointless structures, the distance described as the bridge length between the nearest fixed bearings each way from the joint shall be taken as half the bridge length plus the approach slab length. The minimum dimension shall be $1\frac{1}{2}$'' for installation purposes.

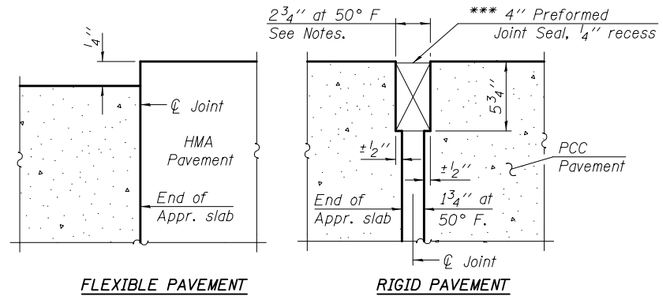
*** Cost included with Concrete Superstructure (Approach Slab).



* Tilt #9 b_3(E) bars as required to maintain clearance.
** Space between a_3(E) bars, typ. each parapet.

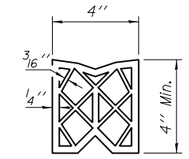
PLAN
(East approach shown; West approach similar by 180° rotation)

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

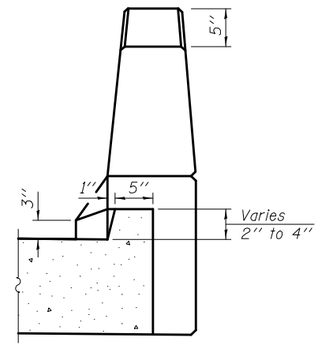


FLEXIBLE PAVEMENT — RIGID PAVEMENT

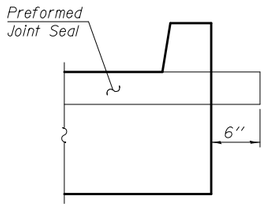
DETAIL A



PREFORMED JOINT SEAL



VIEW A-A

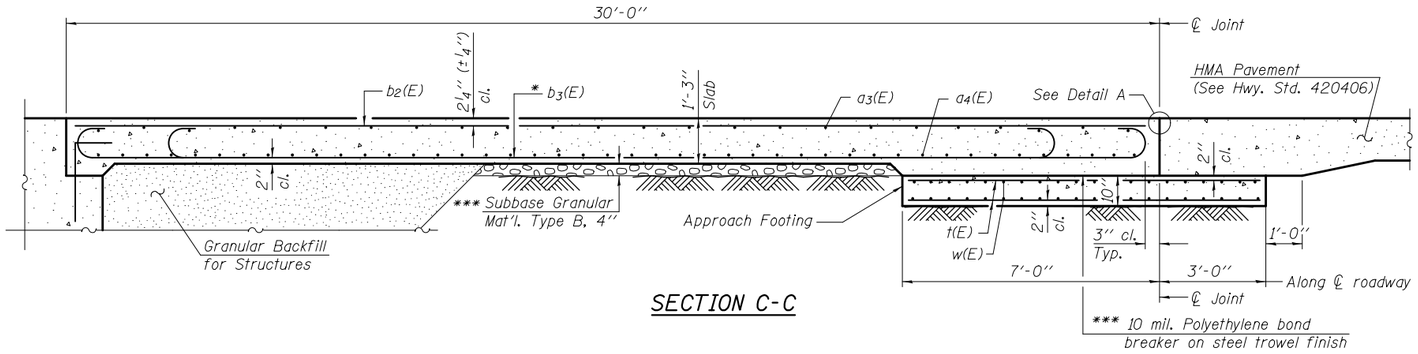


VIEW B-B

$TIME$
$DATE$

DESIGNED - PAUL GURKLYS	EXAMINED	DATE - SEPTEMBER 29, 2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 003 - 0063	F.A.S. RTE. 779 / SECTION 35-1-BR / COUNTY BOND / TOTAL SHEETS 57 / SHEET NO. 28
CHECKED - CORY D. KOLTVEIT		REVISED		SHEET NO. 11 OF 25 SHEETS	CONTRACT NO. 76E04
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED			ILLINOIS FED. AID PROJECT
CHECKED - P.G. / C.D.K. / G.R.A.	ENGINEER OF BRIDGE DESIGN; ACTING ENGINEER OF BRIDGES AND STRUCTURES				

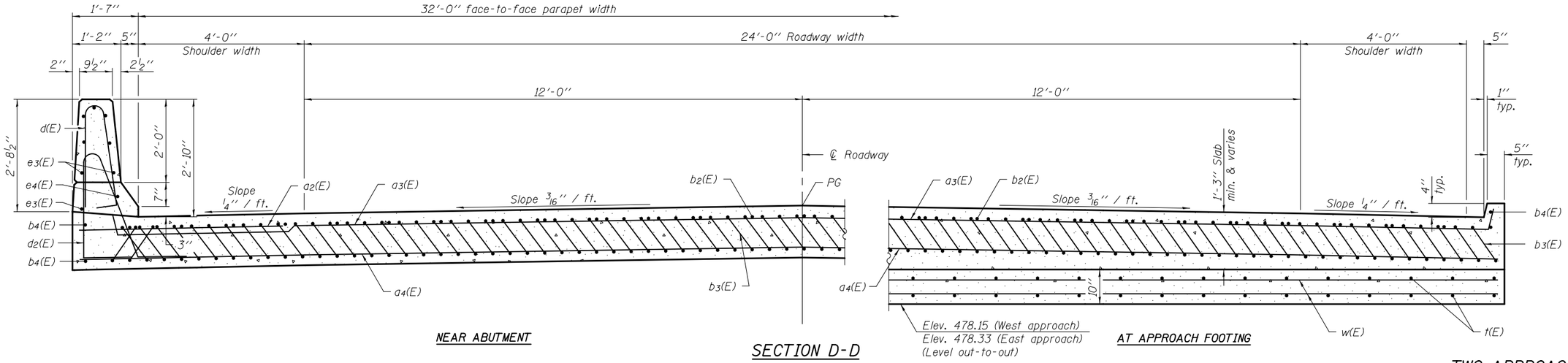
(Sheet 1 of 2)



SECTION C-C

Notes:

See sheet 11 of 25 for Detail A.
Parapet concrete shall be paid for as Concrete Superstructure.
Approach slab shall be paid for as Concrete Superstructure (Approach Slab).
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
Cost of excavation for approach footing included with Concrete Structures.
For Granular Backfill for Structures and drainage treatment details, see sheet 2 of 25.
For additional parapet details, see sheet 9 of 25.

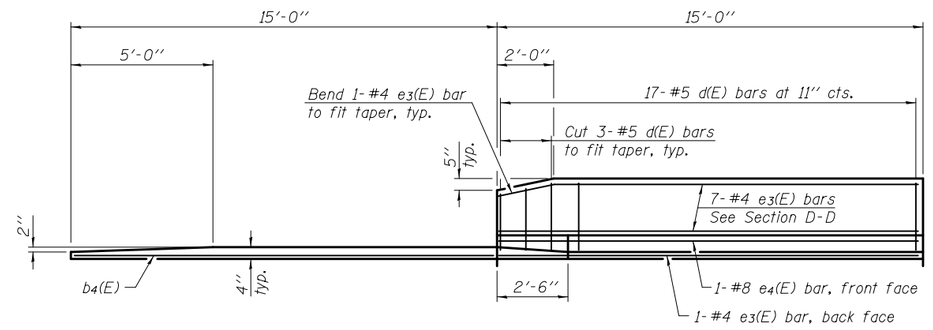


NEAR ABUTMENT

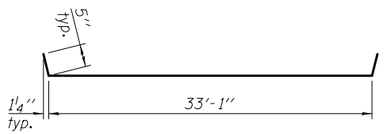
SECTION D-D

(See Plan for dimensions not shown)

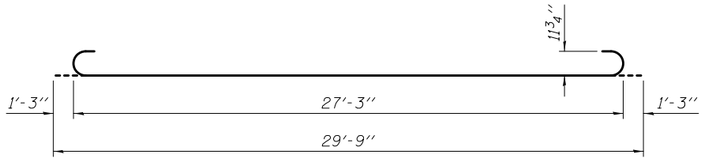
AT APPROACH FOOTING



VIEW E-E



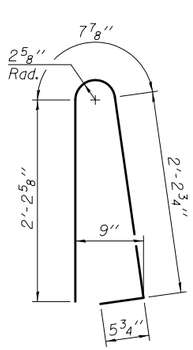
BAR a3(E)



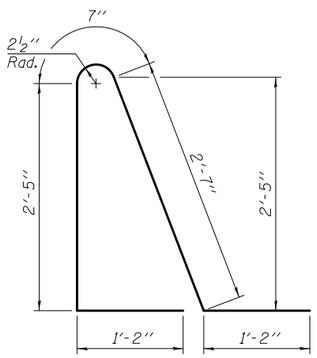
BAR b3(E)

* Tilt #9 b3(E) bars as required to maintain clearance.

*** Cost included with Concrete Superstructure (Approach Slab).



BAR d(E)



BAR d2(E)

TWO APPROACHES
BILL OF MATERIAL

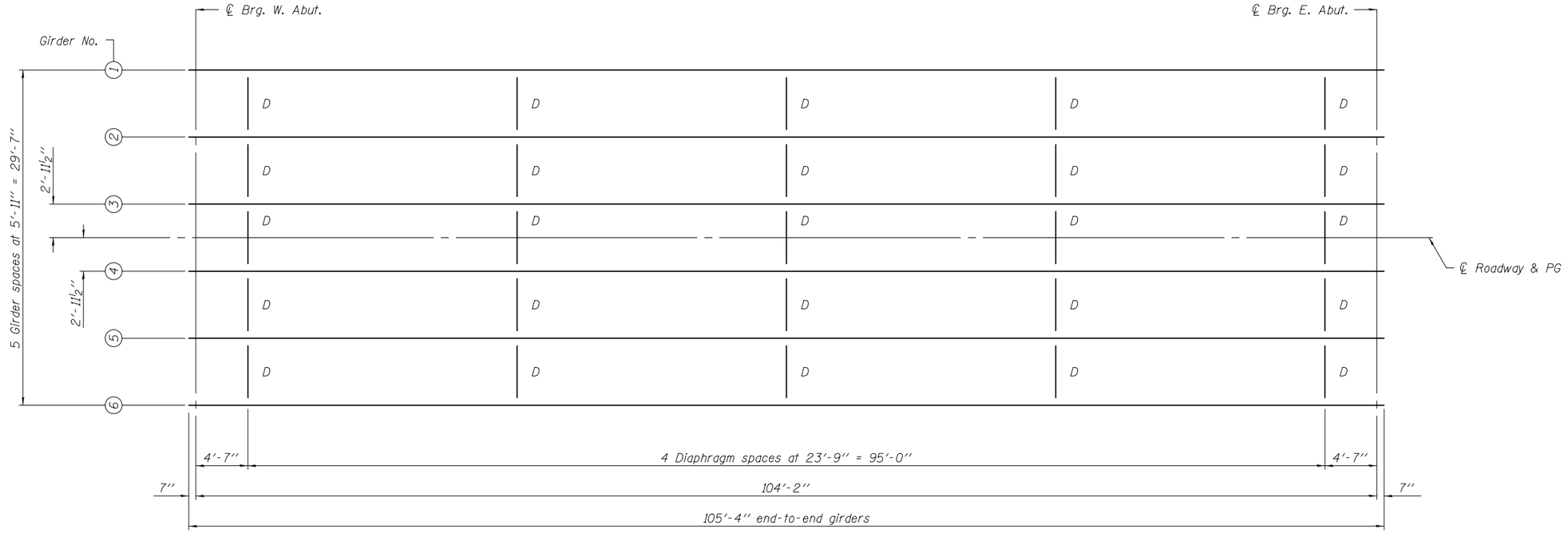
Bar	No.	Size	Length	Shape
a2(E)	48	#6	6'-6"	
a3(E)	50	#4	33'-11"	
a4(E)	184	#5	19'-2"	
b2(E)	56	#4	29'-8"	
b3(E)	162	#9	29'-9"	
b4(E)	12	#4	14'-8"	
d(E)	68	#5	5'-7"	
d2(E)	68	#5	7'-11"	
e3(E)	32	#4	14'-8"	
e4(E)	4	#8	14'-8"	
t(E)	140	#4	9'-8"	
w(E)	80	#5	33'-6"	
Concrete Superstructure		Cu. Yd.	6.7	
Concrete Superstructure (Approach Slab)		Cu. Yd.	100.2	
Concrete Structures		Cu. Yd.	20.9	
Reinforcement Bars, Epoxy Coated		Pound	28,020	

Bars indicated thus 46 x 2-#5 etc. indicates 46 line of bars with 2 lengths per line.

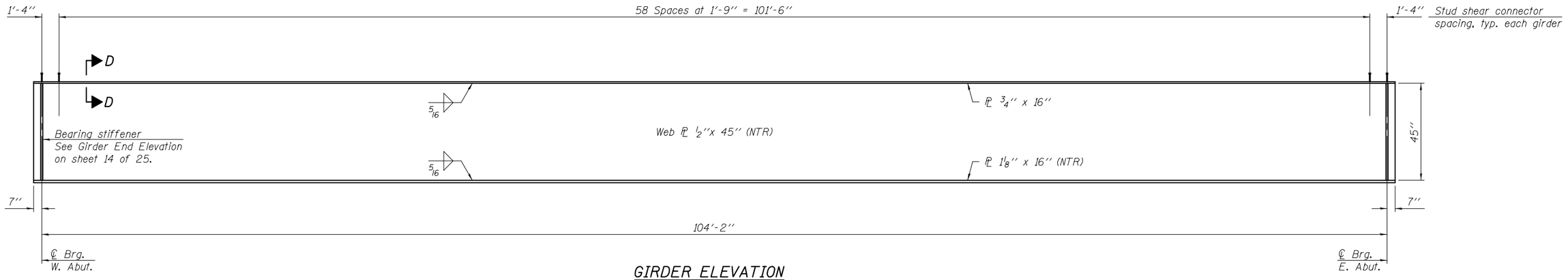
(Sheet 2 of 2)

$TIME$
$DATE$

DESIGNED - PAUL GURKLYS	EXAMINED	DATE - SEPTEMBER 29, 2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	BRIDGE APPROACH SLAB DETAILS STRUCTURE NO. 003-0063	F.A.S. RTE. 779 / SECTION 35-1-BR / COUNTY BOND / TOTAL SHEETS 57 / SHEET NO. 29
CHECKED - CORY D. KOLTVEIT					CONTRACT NO. 76E04
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED		SHEET NO. 12 OF 25 SHEETS	ILLINOIS FED. AID PROJECT
CHECKED - P.G. / C.D.K. / G.R.A.	ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			



PLAN



GIRDER ELEVATION

Notes:

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

Omit connecting plates on exterior side of exterior girder.

See sheet 14 of 25 for Section D-D.

Two hardened washers shall be required for all oversized holes in diaphragms.

All diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted.

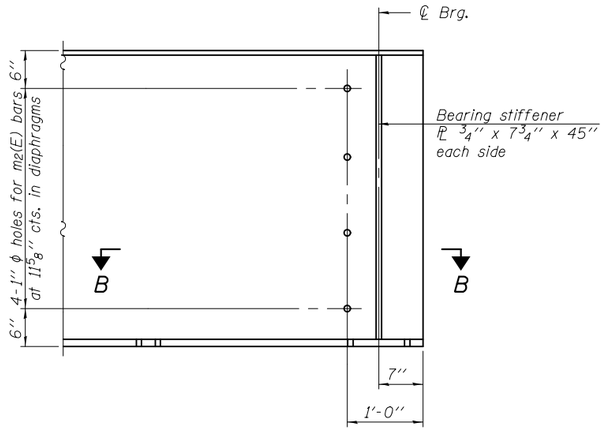
Alternate channels C15x50 are permitted to facilitate material acquisition. Calculated weight of structural steel is based on C15x40 sections. The alternate, if utilized, shall be provided at no extra cost to the Department.

$TIME$

$DATE$

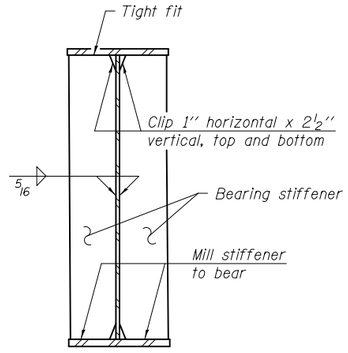
DESIGNED - PAUL GURKLYS	EXAMINED	DATE - SEPTEMBER 29, 2016	**STATE OF ILLINOIS**	**STRUCTURAL STEEL**	
CHECKED - CORY D. KOLTVEIT			**DEPARTMENT OF TRANSPORTATION**	**STRUCTURE NO. 003 – 0063**	
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED		SHEET NO. 13 OF 25 SHEETS	
CHECKED - P.G. / C.D.K. / G.R.A.	ENGINEER OF BRIDGE DESIGN ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	30
		CONTRACT NO. 76E04		
		ILLINOIS FED. AID PROJECT		

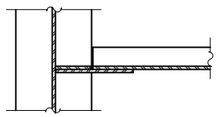


GIRDER END ELEVATION

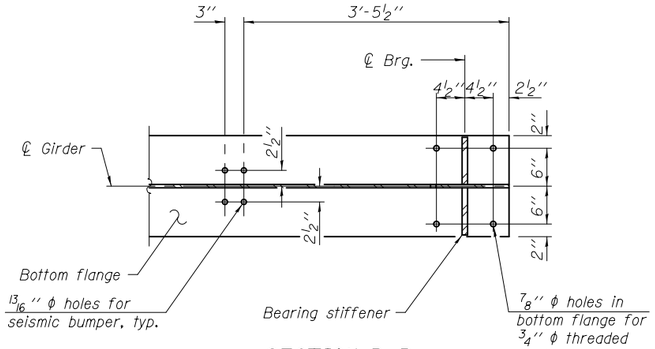
(Typical at all girders, each end)



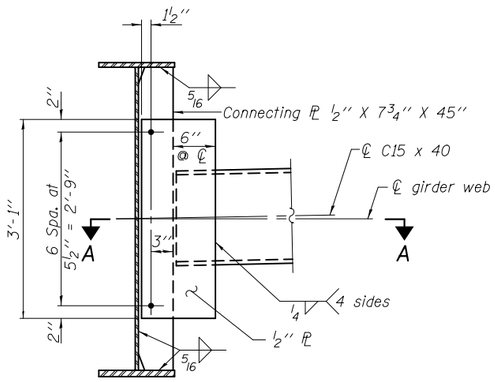
BEARING STIFFENER



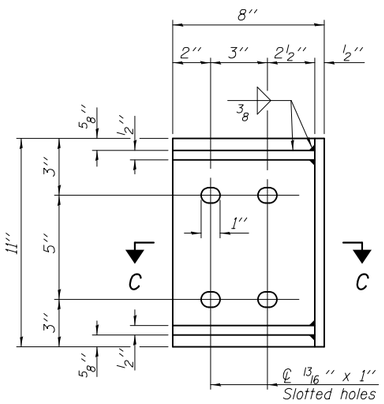
SECTION A-A



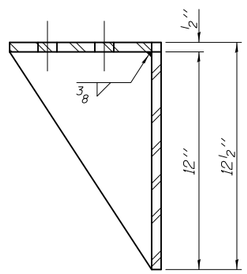
SECTION B-B



INTERIOR DIAPHRAGM



BOTTOM PLAN

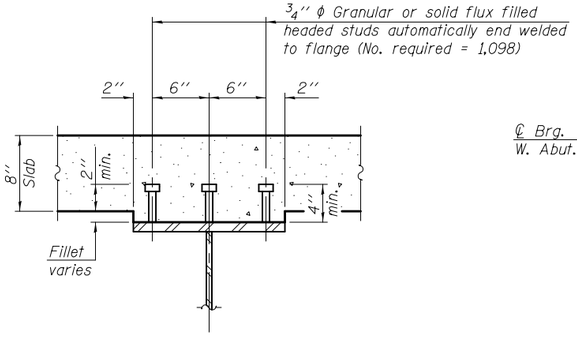


SECTION C-C

Note:
See sheet 10 of 25 for placement of seismic bumpers.

SEISMIC BUMPER DETAILS

(12 Required)



SECTION D-D

INTERIOR GIRDER MOMENT TABLE		
		0.5 Span 1
I_s	(in^4)	19276
$I_c(n)$	(in^4)	48127
$I_c(3n)$	(in^4)	34812
$I_c(cr)$	(in^4)	-
S_s	(in^3)	920
$S_c(n)$	(in^3)	1246
$S_c(3n)$	(in^3)	1141
$S_c(cr)$	(in^3)	-
DC1	(k/')	0.818
M_{DC1}	('k)	1109.5
DC2	(k/')	0.15
M_{DC2}	('k)	203.5
DW	(k/')	0.296
M_{DW}	('k)	401.2
LLDF		0.492
M_{L+IM}	('k)	1470.8
M_u (Strength I)	('k)	4817.0
$\phi_f M_n$	('k)	6147.8
f_s DC1	(ksi)	14.47
f_s DC2	(ksi)	2.14
f_s DW	(ksi)	4.22
f_s (L+IM)	(ksi)	14.17
f_s (Service II)	(ksi)	39.25
$0.95R_hF_{yf}$	(ksi)	47.5
f_s (Total)(Strength I)	(ksi)	-
$\phi_f F_n$	(ksi)	-
V_f	(k)	25.5

GIRDER REACTION TABLE			
		Abut.	
		Interior	Exterior
LLDF		0.664	0.575
OCF		———	1
* R_{DC1}	(k)	76.8	75.1
R_{DC2}	(k)	7.8	7.8
R_{DW}	(k)	15.4	14.5
R_{L}	(k)	65.7	56.9
R_{Im}	(k)	14.3	12.4
R_{Total}	(k)	180.0	166.7

* R_{DC1} includes service reaction due to weight of deck, diaphragm, approach slab, and parapet on approach slab.

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.).

M_{DC1}: Un-factored moment due to non-composite dead load (kip-ft.).

DC2: Un-factored long-term composite (superimposed excluding future wearing surface) dead load (kips/ft.).

M_{DC2}: Un-factored moment due to long-term composite (superimposed excluding future wearing surface) dead load (kip-ft.).

DW: Un-factored long-term composite (superimposed future wearing surface only) dead load (kips/ft.).

M_{DW}: Un-factored moment due to long-term composite (superimposed future wearing surface only) dead load (kip-ft.).

M_{L+IM}: Un-factored live load moment plus dynamic load allowance (impact) (kip-ft.).

M_u (Strength I): Factored design moment (kip-ft.).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

$\phi_f M_n$: 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).
M_{DC1} / S_{nc}

f_s DC2: Un-factored stress at edge of flange for controlling steel flange due to vertical composite dead loads as calculated below (ksi).
$M_{DC2} / S_c(3n)$ or $M_{DC2} / S_c(cr)$ as applicable.

f_s DW: Un-factored stress at edge of flange for controlling steel flange due to vertical composite future wearing surface loads as calculated below (ksi).
$M_{DW} / S_c(3n)$ or $M_{DW} / S_c(cr)$ as applicable.

f_s (L+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).
$M_{L+IM} / S_c(n)$ or $M_{L+IM} / S_c(cr)$ as applicable.

f_s (Service II): Sum of stresses as computed below (ksi).
$f_{sDC1} + f_{sDC2} + f_{sDW} + 1.3\ f_s(L+IM)$

$0.95R_hF_yf$: Composite stress capacity for Service II loading according to Article 6.10.4.2 (ksi).

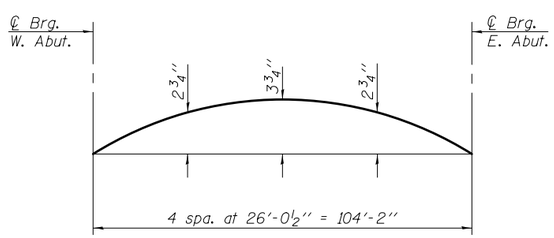
f_s (Total)(Strength I): Sum of stresses as computed below on non-compact section (ksi).
$1.25\ (f_{sDC1} + f_{sDC2}) + 1.5\ f_{sDW} + 1.75\ f_s(L+IM)$

$\phi_f F_n$: Non-Compact composite positive or negative stress capacity for Strength I loading according to Article 6.10.7 or 6.10.8 (ksi).

V_f: Maximum factored shear range in span computed according to Article 6.10.10.

LLDF: Live load distribution factor for moment and shear

OCF: Obtuse correction factor



CAMBER DIAGRAM

*TOP OF WEB ELEVATIONS

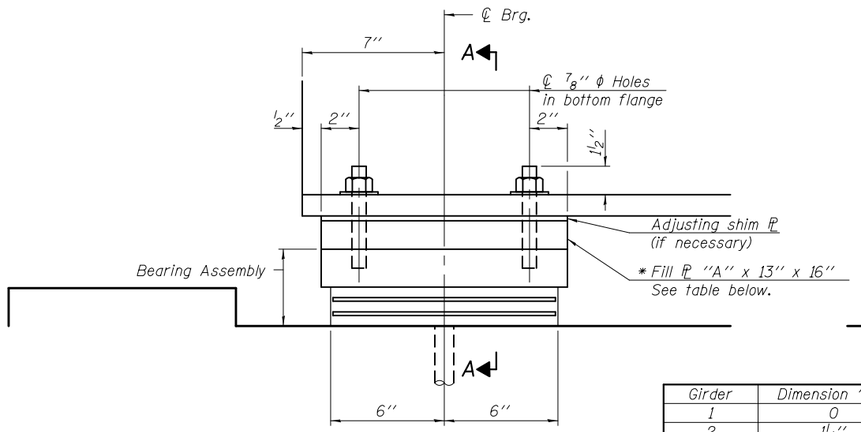
Location	℄ Brg. W. Abut.	℄ Brg. E. Abut.
Girder 1	479.53	479.64
Girder 2	479.64	479.75
Girder 3	479.73	479.84
Girder 4	479.73	479.84
Girder 5	479.64	479.75
Girder 6	479.53	479.64

* For fabrication use only.

$TIME$
$DATE$

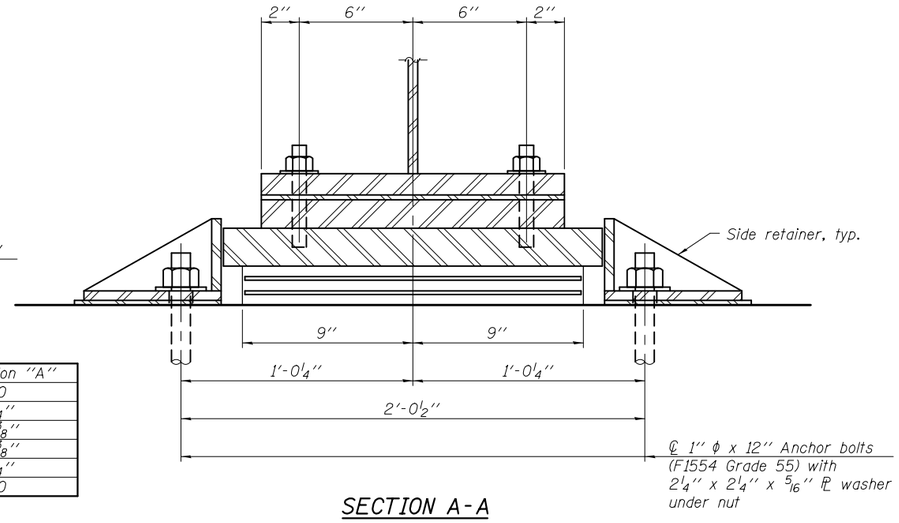
DESIGNED - PAUL GURKLYS	EXAMINED	Jayne F. Schiff ENGINEER OF BRIDGE DESIGN	DATE - SEPTEMBER 29, 2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	STRUCTURAL STEEL DETAILS STRUCTURE NO. 003 - 0063
CHECKED - CORY D. KOLTVEIT	PASSED	H. Carl Tsang ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 14 OF 25 SHEETS
DRAWN - MICHAEL B. MOSSMAN			REVISED		
CHECKED - P.G. / C.D.K. / G.R.A.					

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	31
		CONTRACT NO. 76E04		
		ILLINOIS	FED. AID PROJECT	



Girder	Dimension ″A″
1	0
2	1 1/4″
3	2 3/8″
4	2 3/8″
5	1 1/4″
6	0

ELEVATION AT ABUT.



SECTION A-A

TYPE I ELASTOMERIC EXP. BRG.

* Included in the cost of Elastomeric Bearing Assembly, Type I.

Notes:

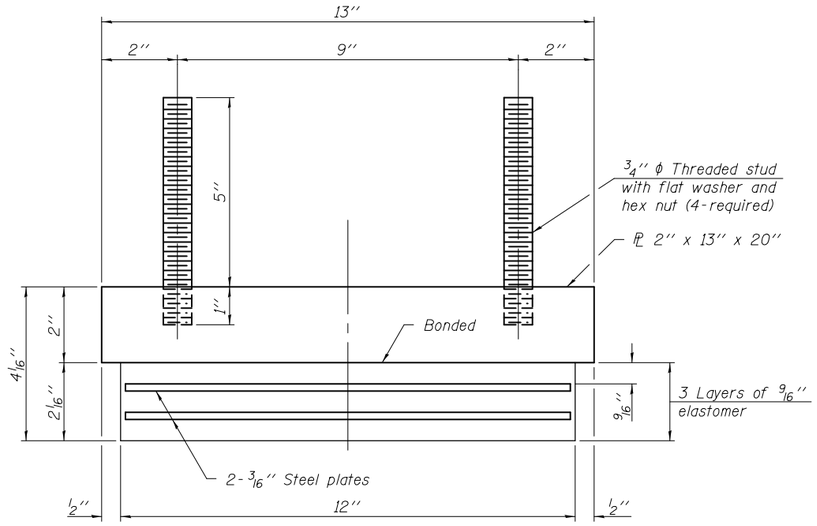
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

Side retainers and other steel members required for the elastomeric bearing assembly shall be included in the cost of Elastomeric Bearing Assembly, Type I.

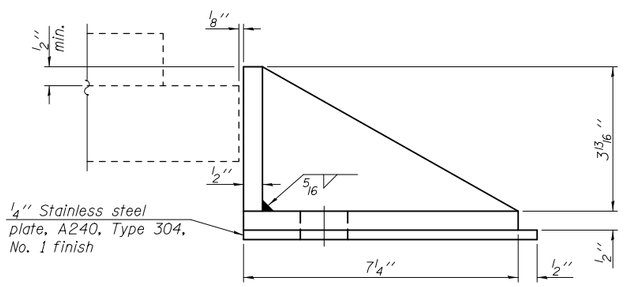
The anchor bolt size and grade shown constitute a calculated seismic structural fuse. Substitution of higher diameter and/or grade anchor bolts will not be allowed.

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.

All bearing plates shall be AASHTO M270 Grade 50W.



BEARING ASSEMBLY



SIDE RETAINER

Equivalent rolled angle with stiffeners will be allowed in lieu of welded plates.

Note:

Shim plates shall not be placed under Bearing Assembly.

BILL OF MATERIAL

Item	Unit	Total
Elastomeric Bearing Assembly Type I	Each	12
Anchor Bolts, 1″	Each	24

$TIME$

$DATE$

DESIGNED - PAUL GURKLYS	EXAMINED	Joyce F. Tekiff ENGINEER OF BRIDGE DESIGN	DATE - SEPTEMBER 29, 2016	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**BEARING DETAILS STRUCTURE NO. 003 - 0063**
CHECKED - CORY D. KOLTVEIT					
DRAWN - MICHAEL B. MOSSMAN	PASSED	Carl Truxaw ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 15 OF 25 SHEETS
CHECKED - P.G. / C.D.K. / G.R.A.			REVISED		

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	32
		CONTRACT NO. 76E04		
		ILLINOIS FED. AID PROJECT		

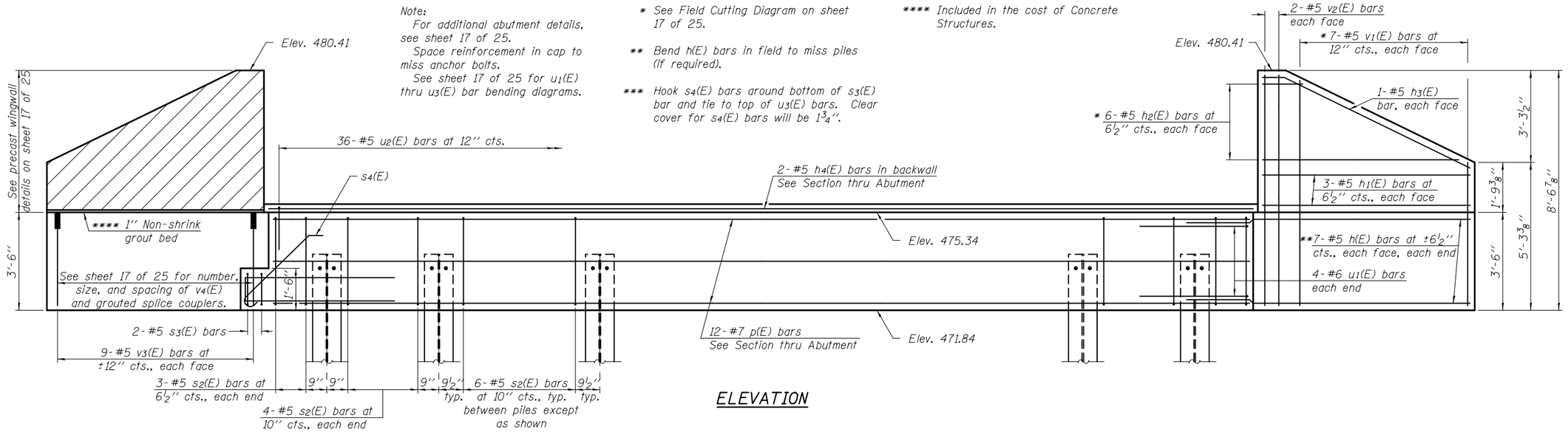
Note:
For additional abutment details, see sheet 17 of 25.
Space reinforcement in cap to miss anchor bolts.
See sheet 17 of 25 for $u_1(E)$ thru $u_3(E)$ bar bending diagrams.

* See Field Cutting Diagram on sheet 17 of 25.

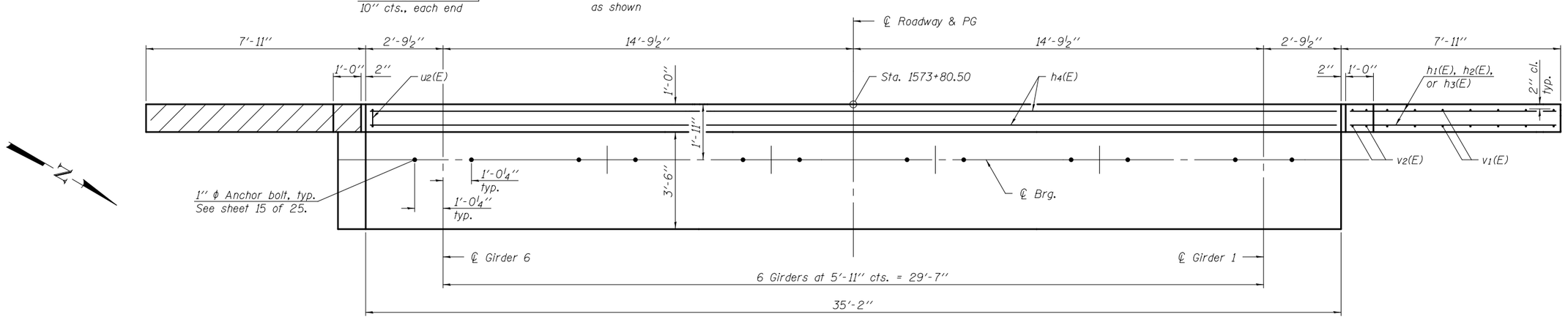
** Bend $h(E)$ bars in field to miss piles (if required).

*** Hook $s_4(E)$ bars around bottom of $s_3(E)$ bar and tie to top of $u_3(E)$ bars. Clear cover for $s_4(E)$ bars will be $1\frac{3}{4}''$.

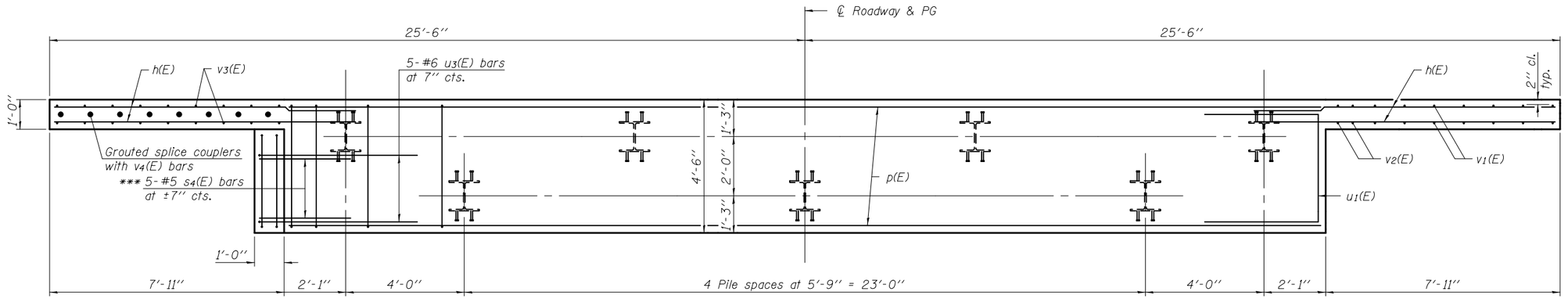
**** Included in the cost of Concrete Structures.



ELEVATION



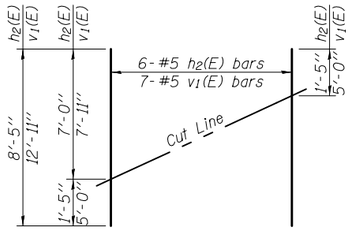
TOP-PLAN



PLAN-CAP

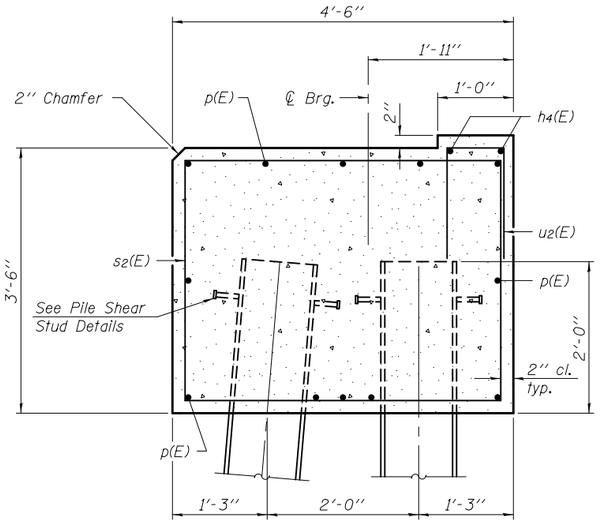
$TIME$
$DATE$

DESIGNED - PAUL GURKLYS	EXAMINED		DATE - SEPTEMBER 29, 2016	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**WEST ABUTMENT STRUCTURE NO. 003 – 0063**	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - CORY D. KOLTVEIT	PASSED	ENGINEER OF BRIDGE DESIGN	REVISED		SHEET NO. 16 OF 25 SHEETS	779	35-1-BR	BOND	57	33
DRAWN - MICHAEL B. MOSSMAN		ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED					CONTRACT NO. 76E04		
CHECKED - P.G. / C.D.K. / G.R.A.								ILLINOIS FED. AID PROJECT		

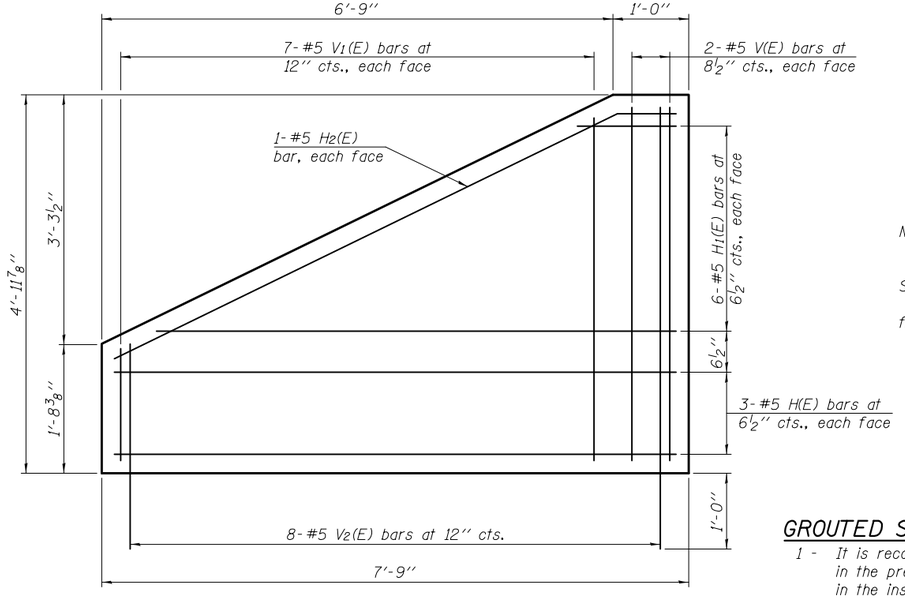


FIELD CUTTING DIAGRAM

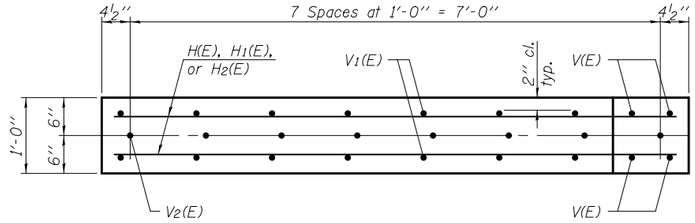
Order $h_2(E)$ and $v_1(E)$ full length. Cut as shown and use remainder of bars in opposite face.



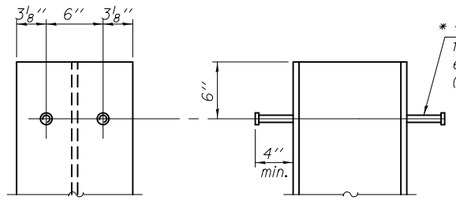
SECTION THRU ABUTMENT



PRECAST WINGWALL ELEVATION

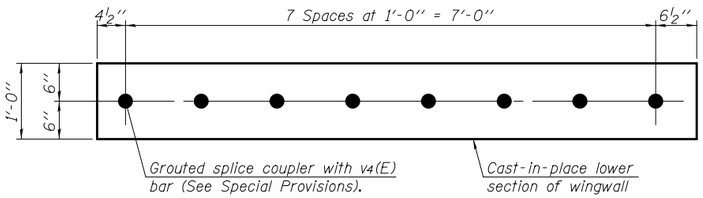


PRECAST WINGWALL PLAN



* ¾" ϕ Granular or solid flux filled headed studs automatically end welded to flanges (No. required = 28)

PILE SHEAR STUD DETAILS



GROUTED SPLICE COUPLER & $v_4(E)$ BAR LOCATIONS

h(E) and $v_3(E)$ bars omitted for clarity.

PILE DATA

Type: HP 12 x 74
Nominal Required Bearing: 589 kips
Factored Resistance Available: 324 kips
Est. Length: 48 ft.
No. Production Piles: 7
No. Test Piles: 0

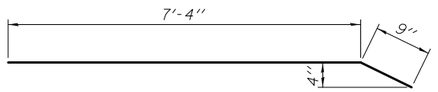
* Typical each flange, each pile. (Cost included with Furnishing Steel Piles, HP 12 x 74).

PRECAST WINGWALL BAR LIST

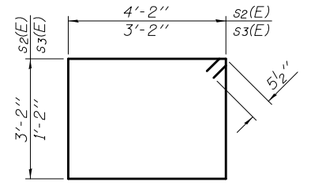
(For information only)

Bar	No.	Size	Length	Shape
H(E)	6	#5	7'-5"	—
$H_1(E)$	6	#5	8'-5"	—
$H_2(E)$	2	#5	8'-1"	—
V(E)	4	#5	4'-8"	—
$V_1(E)$	7	#5	6'-0"	—
$V_2(E)$	8	#5	8'-5"	—

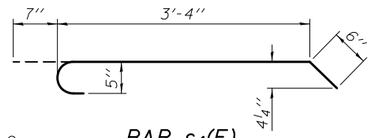
Notes:
See sheet 16 of 25 for additional details.
Precast wingwalls are billed as Precast Concrete Substructure, Lump Sum.
Order $H_1(E)$ and $V_2(E)$ bars full length. Cut to fit and use remainder on opposing side.



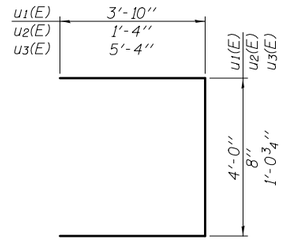
BAR $H_2(E)$ & $h_3(E)$



BARS $s_2(E)$ & $s_3(E)$



BAR $s_4(E)$



BARS $u_1(E)$ THRU $u_3(E)$

GROUTED SPLICE COUPLER CONNECTION SEQUENCE

1 - It is recommended that the grouting procedure be completed in the presence of a Contractor's supervisor that is experienced in the installation of grouted sleeves. Manufacturer training may be required for inexperienced staff.

2 - Follow the written installation procedures of the coupler manufacturer. The following are general procedures that apply to most coupler manufacturers.

3 - It is recommended that the element with the reinforcement bar extensions be fabricated with extended lengths of reinforcement.

4 - Survey location and elevation of lower element.

5 - Determine the required reinforcing bar extension lengths based on the survey.

6 - Cut the bar extensions to the required length based on the survey and the coupler manufacturer's recommendations. For coated bars, the ends of the bars need not be re-coated.

7 - Place bedding grout on top of cast-in-place wingwall portion. The use of extra grout that is allowed to flow out during precast wingwall placement is recommended. In lieu of pre-placement of bedding grout, the bedding grout can be flowed into place after precast wingwall erection, but prior to grouting of couplers.

8 - Erect precast wingwall to within the specified erection tolerances shown on sheet 16 of 25. Prevent bedding grout from flowing into coupler.

9 - Maintain integrity of grout bed during setting operation. Repair grout that is displaced or gaps that develop in the grout joint using hand tools.

10 - Brace the precast wingwall.

11 - Install grout in couplers following the manufacturer's written procedures. If the coupler is below the joint, the coupler grout can be installed prior to application of bedding grout.

12 - Backfilling of wingwalls above a connection should not commence until the connection has achieved adequate strength as determined through strength testing of the grout. The timing of subsequent construction steps are specified in the construction sequence on sheet 3 of 25.

WEST ABUTMENT BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	28	#5	10'-6"	—
$h_1(E)$	6	#5	7'-5"	—
$h_2(E)$	6	#5	8'-5"	—
$h_3(E)$	2	#5	8'-1"	—
$h_4(E)$	2	#5	35'-2"	—
p(E)	12	#7	34'-10"	—
s2(E)	38	#5	15'-7"	
s3(E)	2	#5	9'-7"	
s4(E)	5	#5	4'-5"	
u1(E)	8	#6	11'-8"	
u2(E)	36	#5	3'-4"	
u3(E)	5	#6	11'-9"	
v1(E)	7	#5	12'-11"	—
v2(E)	4	#5	8'-2"	—
v3(E)	18	#5	3'-3"	—
v4(E)	8	#5	3'-0"	—
Structure Excavation			Cu. Yd.	105.7
Concrete Structures			Cu. Yd.	23.9
Reinforcement Bars, Epoxy Coated			Pound	2,580
Furnishing Steel Piles, HP 12 x 74			Foot	336
Driving Piles			Foot	336
Bar Splicers, Special			Each	8
Precast Concrete Substructure			L. Sum	0.5

For details of piles see sheet 22 of 25.

$TIME$
$DATE$

DESIGNED - PAUL GURKLYS	EXAMINED	ENGINEER OF BRIDGE DESIGN	DATE - SEPTEMBER 29, 2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	WEST ABUTMENT DETAILS STRUCTURE NO. 003 – 0063	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - CORY D. KOLTVEIT	PASSED	ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 17 OF 25 SHEETS	779	35-1-BR	BOND	57	34
DRAWN - MICHAEL B. MOSSMAN			REVISED					CONTRACT NO. 76E04		
CHECKED - P.G. / C.D.K. / G.R.A.								ILLINOIS FED. AID PROJECT		

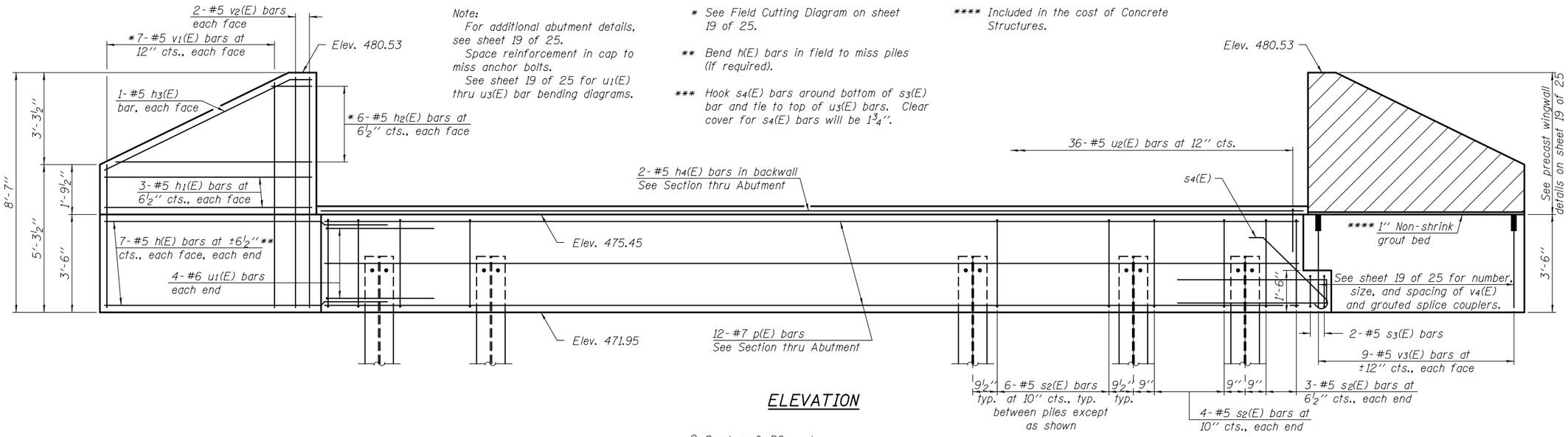
Note:
For additional abutment details, see sheet 19 of 25.
Space reinforcement in cap to miss anchor bolts.
See sheet 19 of 25 for $u_1(E)$ thru $u_3(E)$ bar bending diagrams.

* See Field Cutting Diagram on sheet 19 of 25.

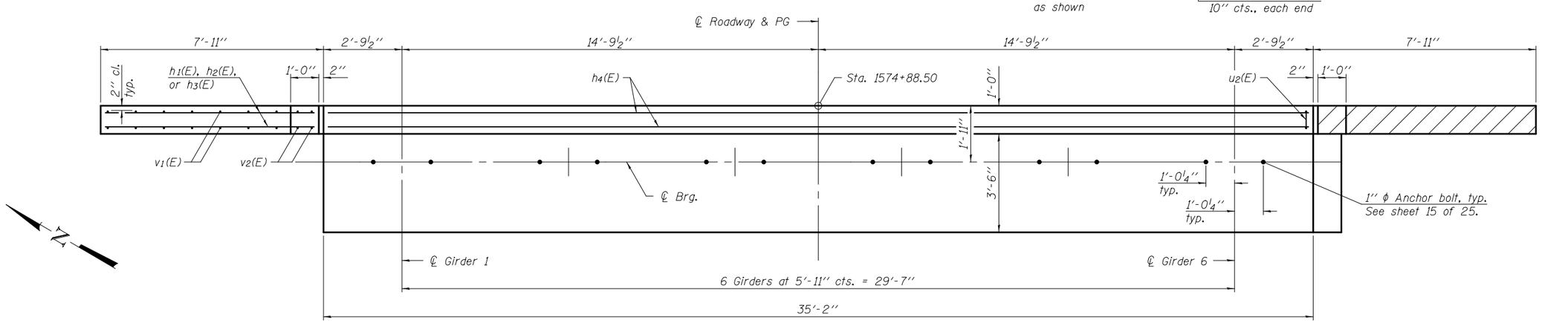
** Bend h(E) bars in field to miss piles (if required).

*** Hook $s_4(E)$ bars around bottom of $s_3(E)$ bar and tie to top of $u_3(E)$ bars. Clear cover for $s_4(E)$ bars will be $1\frac{3}{4}''$.

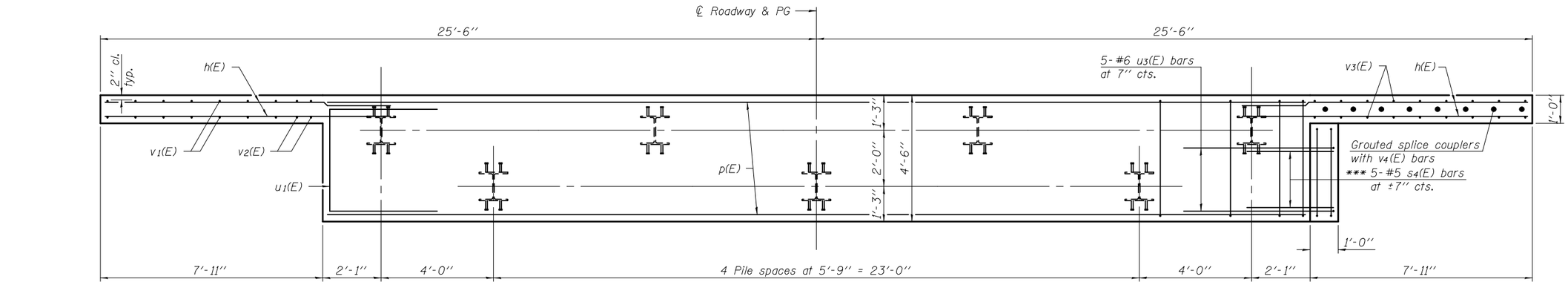
**** Included in the cost of Concrete Structures.



ELEVATION



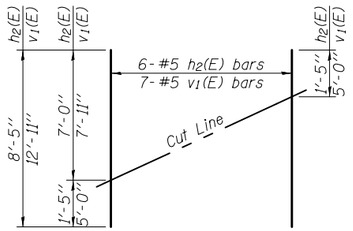
TOP-PLAN



PLAN-CAP

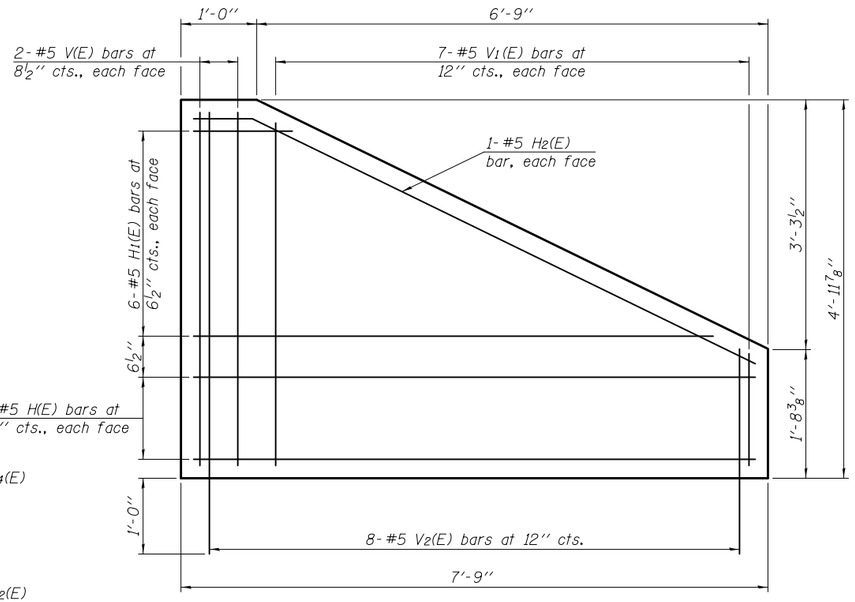
$TIME$
$DATE$

DESIGNED - PAUL GURKLYS	EXAMINED	DATE - SEPTEMBER 29, 2016	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**EAST ABUTMENT STRUCTURE NO. 003 – 0063**	F.A.S. RTE. 779 / SECTION 35-1-BR / COUNTY BOND / TOTAL SHEETS 57 / SHEET NO. 35
CHECKED - CORY D. KOLTVEIT					CONTRACT NO. 76E04
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED		SHEET NO. 18 OF 25 SHEETS	ILLINOIS FED. AID PROJECT
CHECKED - P.G. / C.D.K. / G.R.A.	ENGINEER OF BRIDGE DESIGN; ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			

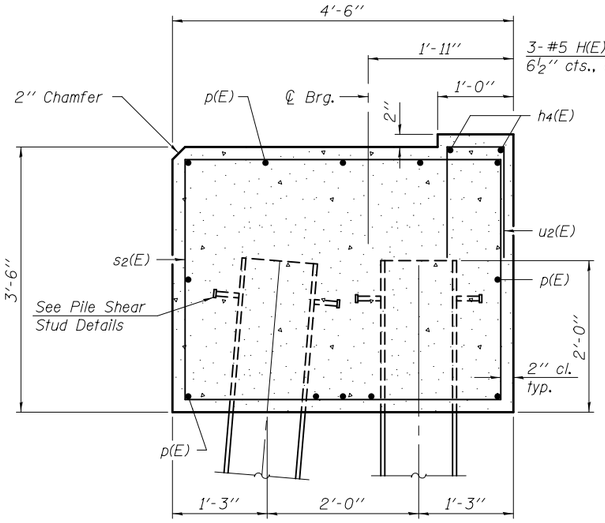


FIELD CUTTING DIAGRAM

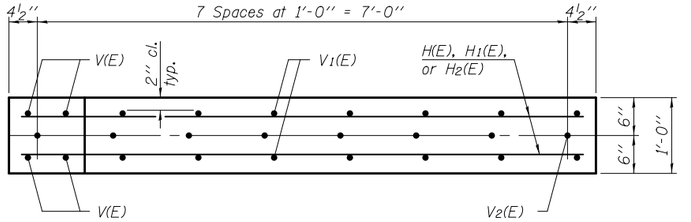
Order $h_2(E)$ and $v_1(E)$ full length. Cut as shown and use remainder of bars in opposite face.



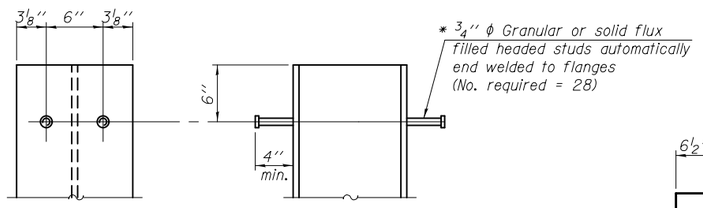
PRECAST WINGWALL ELEVATION



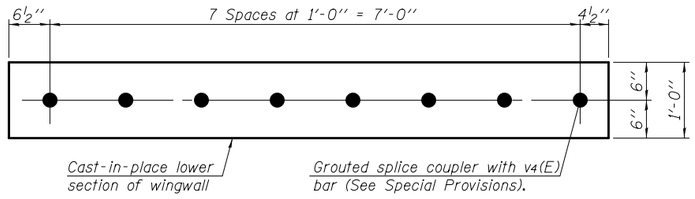
SECTION THRU ABUTMENT



PRECAST WINGWALL PLAN



PILE SHEAR STUD DETAILS



GROUTED SPLICE COUPLER & $v_4(E)$ BAR LOCATIONS

$h(E)$ and $v_3(E)$ bars omitted for clarity.

PILE DATA

Type: HP 12 x 74
Nominal Required Bearing: 589 kips
Factored Resistance Available: 324 kips
Est. Length: 51 ft.
No. Production Piles: 6
No. Test Piles: 1

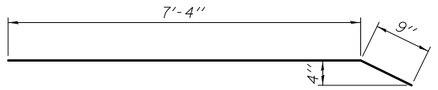
* Typical each flange, each pile. (Cost included with Furnishing Steel Piles, HP 12 x 74).

PRECAST WINGWALL BAR LIST

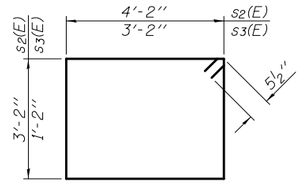
(For information only)

Bar	No.	Size	Length	Shape
H(E)	6	#5	7'-5"	—
$H_1(E)$	6	#5	8'-5"	—
$H_2(E)$	2	#5	8'-1"	—
V(E)	4	#5	4'-8"	—
$V_1(E)$	7	#5	6'-0"	—
$V_2(E)$	8	#5	8'-5"	—

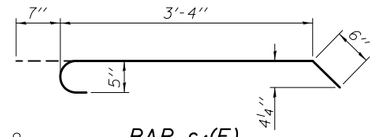
Notes:
See sheet 18 of 25 for additional details.
Precast wingwalls are billed as Precast Concrete Substructure, Lump Sum.
Order $H_1(E)$ and $V_2(E)$ bars full length. Cut to fit and use remainder on opposing side.



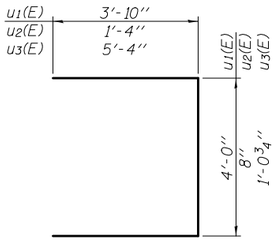
BAR $H_2(E)$ & $h_3(E)$



BARS $s_2(E)$ & $s_3(E)$



BAR $s_4(E)$



BARS $u_1(E)$ THRU $u_3(E)$ EAST ABUTMENT

GROUTED SPLICE COUPLER CONNECTION SEQUENCE

1 - It is recommended that the grouting procedure be completed in the presence of a Contractor's supervisor that is experienced in the installation of grouted sleeves. Manufacturer training may be required for inexperienced staff.

2 - Follow the written installation procedures of the coupler manufacturer. The following are general procedures that apply to most coupler manufacturers.

3 - It is recommended that the element with the reinforcement bar extensions be fabricated with extended lengths of reinforcement.

4 - Survey location and elevation of lower element.

5 - Determine the required reinforcing bar extension lengths based on the survey.

6 - Cut the bar extensions to the required length based on the survey and the coupler manufacturer's recommendations. For coated bars, the ends of the bars need not be re-coated.

7 - Place bedding grout on top of cast-in-place wingwall portion. The use of extra grout that is allowed to flow out during precast wingwall placement is recommended. In lieu of pre-placement of bedding grout, the bedding grout can be flowed into place after precast wingwall erection, but prior to grouting of couplers.

8 - Erect precast wingwall to within the specified erection tolerances shown on sheet 18 of 25. Prevent bedding grout from flowing into coupler.

9 - Maintain integrity of grout bed during setting operation. Repair grout that is displaced or gaps that develop in the grout joint using hand tools.

10 - Brace the precast wingwall.

11 - Install grout in couplers following the manufacturer's written procedures. If the coupler is below the joint, the coupler grout can be installed prior to application of bedding grout.

12 - Backfilling of wingwalls above a connection should not commence until the connection has achieved adequate strength as determined through strength testing of the grout. The timing of subsequent construction steps are specified in the construction sequence on sheet 3 of 25.

EAST ABUTMENT BILL OF MATERIAL

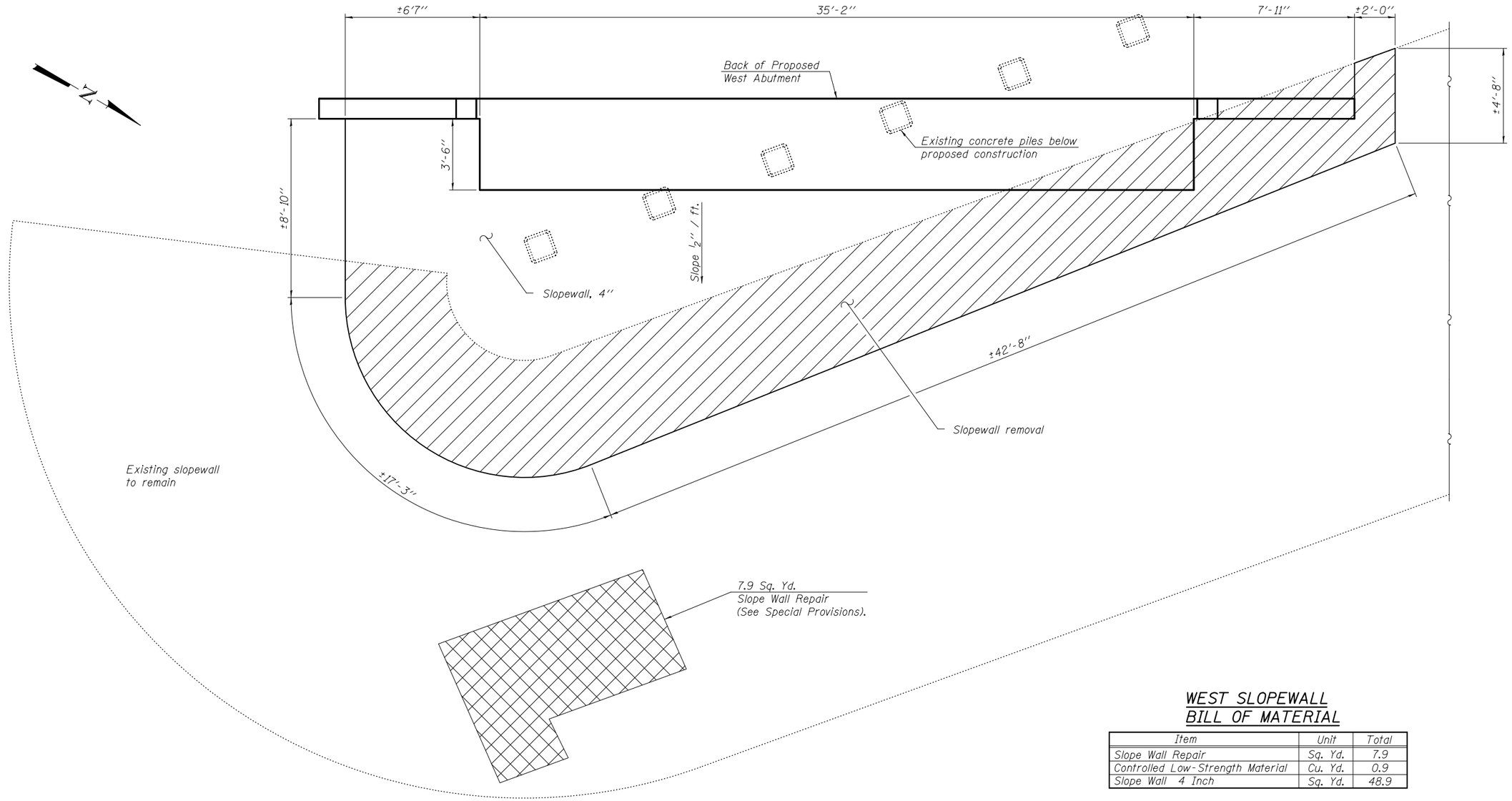
Bar	No.	Size	Length	Shape
h(E)	28	#5	10'-6"	—
$h_1(E)$	6	#5	7'-5"	—
$h_2(E)$	6	#5	8'-5"	—
$h_3(E)$	2	#5	8'-1"	—
$h_4(E)$	2	#5	35'-2"	—
p(E)	12	#7	34'-10"	—
$s_2(E)$	38	#5	15'-7"	□
$s_3(E)$	2	#5	9'-7"	□
$s_4(E)$	5	#5	4'-5"	⌒
$u_1(E)$	8	#6	11'-8"	⊐
$u_2(E)$	36	#5	3'-4"	⊐
$u_3(E)$	5	#6	11'-9"	⊐
$v_1(E)$	7	#5	12'-11"	—
$v_2(E)$	4	#5	8'-2"	—
$v_3(E)$	18	#5	3'-3"	—
$v_4(E)$	8	#5	3'-0"	—
Structure Excavation		Cu. Yd.	105.7	
Concrete Structures		Cu. Yd.	23.9	
Reinforcement Bars, Epoxy Coated		Pound	2,580	
Furnishing Steel Piles, HP 12 x 74		Foot	306	
Driving Piles		Foot	306	
Test Pile Steel HP 12 x 74		Each	1	
Bar Splicers, Special		Each	8	
Precast Concrete Substructure		L. Sum	0.5	

For details of piles see sheet 22 of 25.

$DATE$ $TIME$

DESIGNED - PAUL GURKLYS	EXAMINED	Joyce F. Duff, ENGINEER OF BRIDGE DESIGN	DATE - SEPTEMBER 29, 2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	EAST ABUTMENT DETAILS STRUCTURE NO. 003 – 0063
CHECKED - CORY D. KOLTVEIT	PASSED	A. Carl Prugger, ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 19 OF 25 SHEETS
DRAWN - MICHAEL B. MOSSMAN			REVISED		
CHECKED - P.G. / C.D.K. / G.R.A.					

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	36
		CONTRACT NO. 76E04		
		ILLINOIS FED. AID PROJECT		



PLAN

WEST SLOPEWALL BILL OF MATERIAL

Item	Unit	Total
Slope Wall Repair	Sq. Yd.	7.9
Controlled Low-Strength Material	Cu. Yd.	0.9
Slope Wall 4 Inch	Sq. Yd.	48.9

Note:
Hatched area indicates removal of existing slopewall. Cost included with Removal of Existing Structures.
New slopewall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
See sheet 2 of 25 for additional slopewall details.

$DATE$ $TIME$

DESIGNED - PAUL GURKLYS
CHECKED - CORY D. KOLTVEIT
DRAWN - MICHAEL B. MOSSMAN
CHECKED - P.G. / C.D.K. / G.R.A.

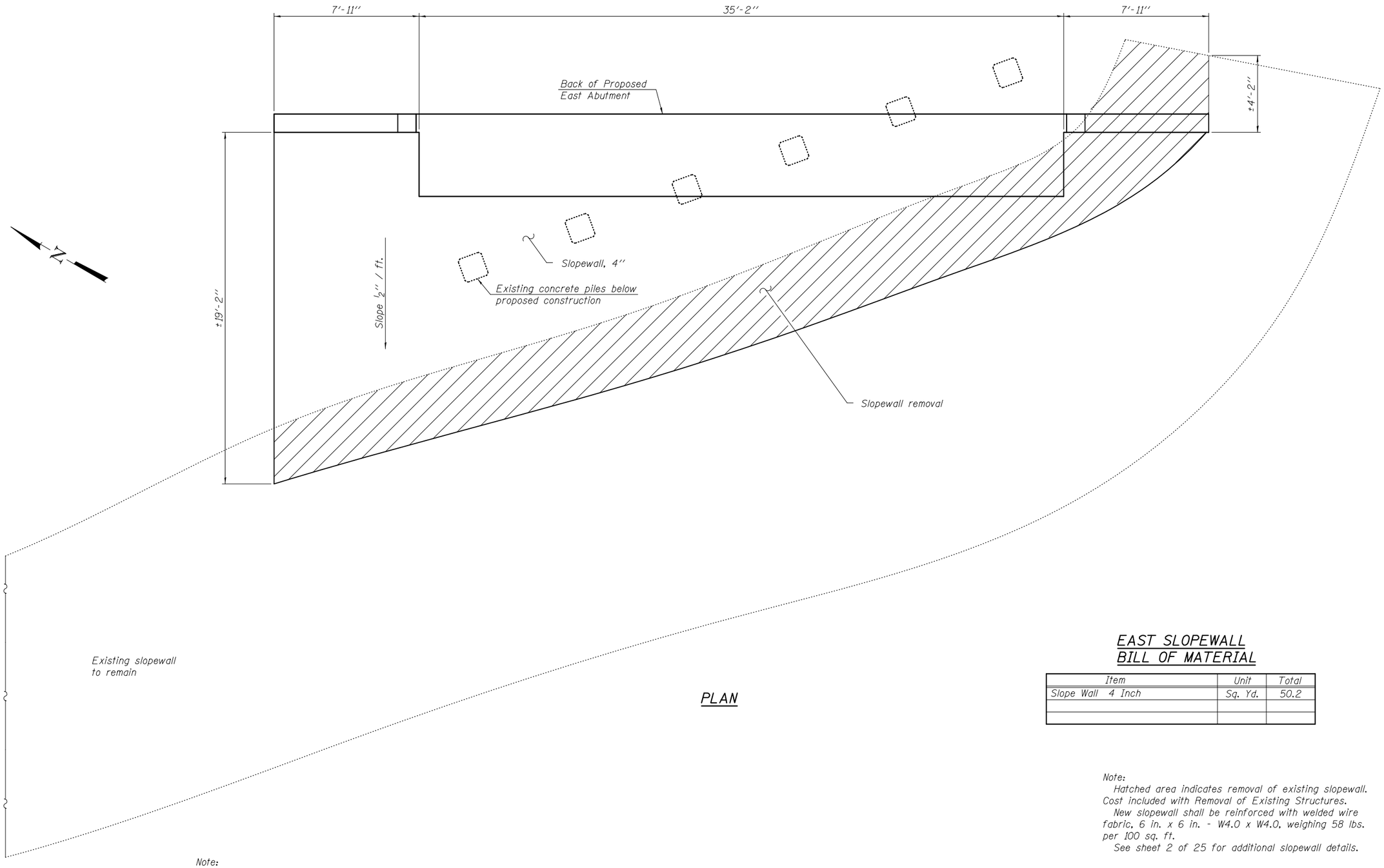
EXAMINED
PASSED
ENGINEER OF BRIDGE DESIGN
ACTING ENGINEER OF BRIDGES AND STRUCTURES

DATE - SEPTEMBER 29, 2016
REVISED
REVISED

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

WEST SLOPEWALL REPAIR DETAILS
STRUCTURE NO. 003 - 0063
SHEET NO. 20 OF 25 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	37
		CONTRACT NO. 76E04		
	ILLINOIS FED. AID PROJECT			



PLAN

Note:
Hatched area indicates removal of existing slopewall. Cost included with Removal of Existing Structures.

EAST SLOPEWALL BILL OF MATERIAL

Item	Unit	Total
Slope Wall 4 Inch	Sq. Yd.	50.2

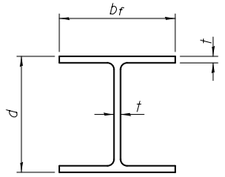
Note:
Hatched area indicates removal of existing slopewall. Cost included with Removal of Existing Structures.
New slopewall shall be reinforced with welded wire fabric, 6 in. x 6 in. - W4.0 x W4.0, weighing 58 lbs. per 100 sq. ft.
See sheet 2 of 25 for additional slopewall details.

$DATE$ $TIME$

DESIGNED - PAUL GURKLYS	EXAMINED	DATE - SEPTEMBER 29, 2016	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
CHECKED - CORY D. KOLTVEIT			
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED	
CHECKED - P.G. / C.D.K. / G.R.A.	ENGINEER OF BRIDGE DESIGN / ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

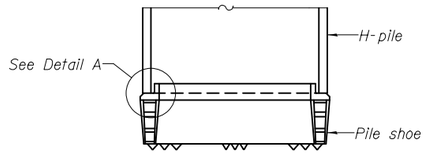
EAST SLOPEWALL REPAIR DETAILS
STRUCTURE NO. 003 - 0063
SHEET NO. 21 OF 25 SHEETS

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	38
		CONTRACT NO. 76E04		
		ILLINOIS FED. AID PROJECT		

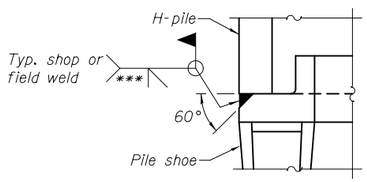


STEEL PILE TABLE

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

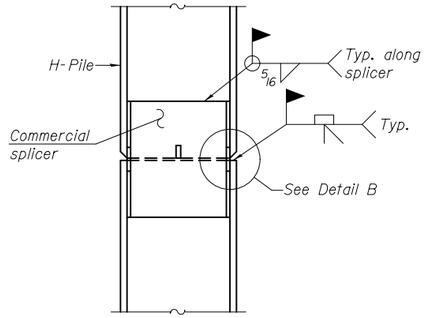


ELEVATION



DETAIL A

H-PILE SHOE ATTACHMENT



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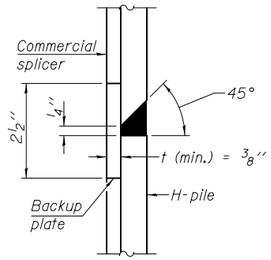
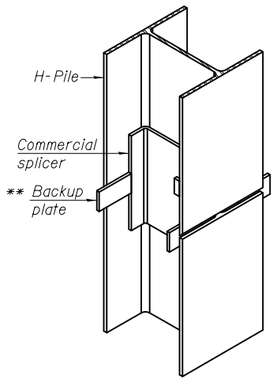
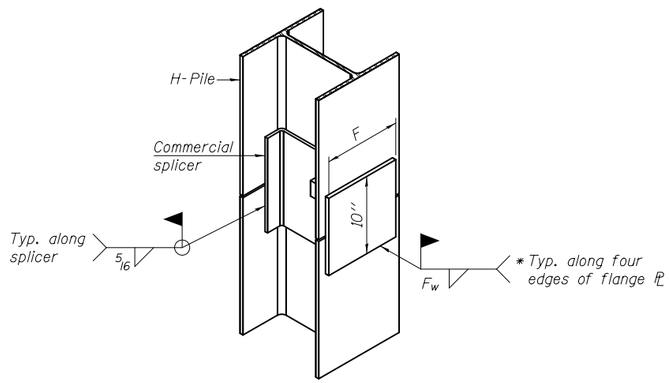


DETAIL "B"



ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE



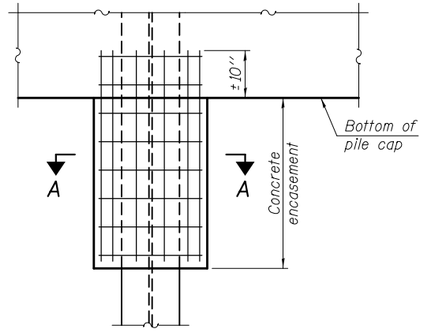
ISOMETRIC VIEW

WELDED COMMERCIAL SPLICE ALTERNATE

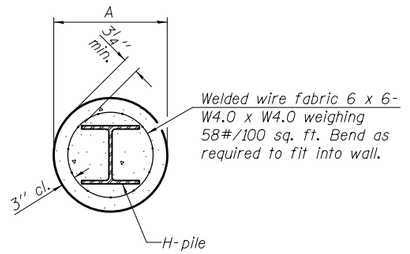
* Interrupt welds 1/4" from end of web and/or each flange.

** Remove portions of backup plates that extend outside the flanges.

*** Weld size per pile shoe manufacturer (5/16" min.).



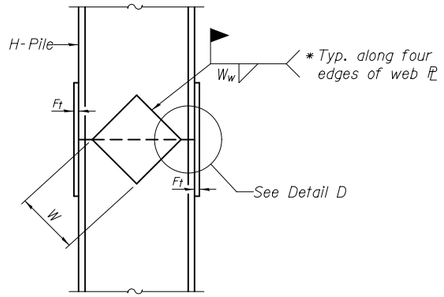
ELEVATION



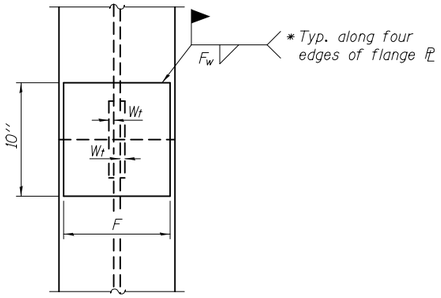
Note:
Forms for encasement may be omitted when soil conditions permit.

SECTION A-A

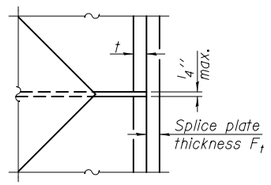
PILE ENCASEMENT



ELEVATION



END VIEW



DETAIL D

Designation	F	F_t	F_w	W	W_t	W_w
HP 14x117	12 1/2"	1"	7/8"	7 3/4"	5/8"	1/2"
x102	12 1/2"	7/8"	3/4"	7 3/4"	5/8"	1/2"
x89	12 1/2"	3/4"	11/16"	7 3/4"	5/8"	1/2"
x73	12 1/2"	5/8"	9/16"	7 3/4"	5/8"	1/2"
HP 12x84	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x74	10"	7/8"	11/16"	6 1/2"	5/8"	1/2"
x63	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
x53	10"	5/8"	1/2"	6 1/2"	1/2"	3/8"
HP 10x57	8"	3/4"	9/16"	5 1/4"	1/2"	3/8"
x42	8"	5/8"	9/16"	5 1/4"	1/2"	3/8"
HP 8x36	7"	5/8"	7/16"	4 1/4"	1/2"	3/8"

WELDED PLATE FIELD SPLICE

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

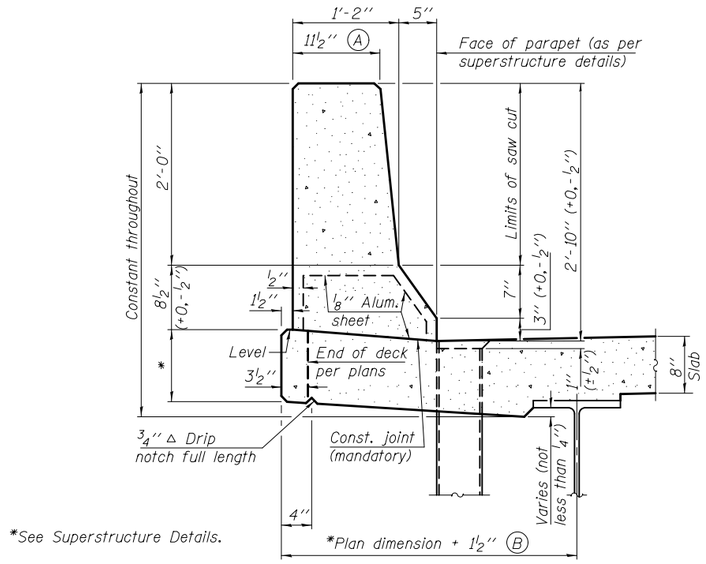
$TIME$
$DATE$

F-HP 1-27-12

DESIGNED - PAUL GURKLYS	EXAMINED	DATE - SEPTEMBER 29, 2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION
CHECKED - CORY D. KOLTVEIT			
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED	
CHECKED - P.G. / C.D.K. / G.R.A.	ENGINEER OF BRIDGE DESIGN / ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED	

HP PILE DETAILS
STRUCTURE NO. 003 - 0063
SHEET NO. 22 OF 25 SHEETS

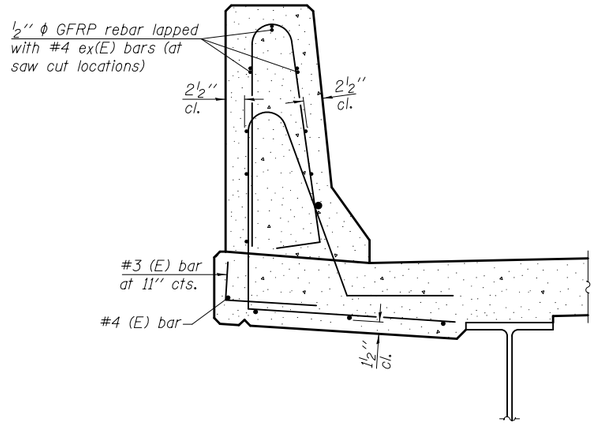
F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	39
		CONTRACT NO. 76E04		
		ILLINOIS FED. AID PROJECT		



*See Superstructure Details.

34" F SHAPE PARAPET SECTION

(Showing dimensions)



SECTION

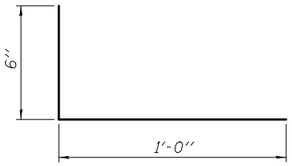
(34" parapet shown - 42" parapet similar)
(Showing reinforcement clearances for slip forming and additional reinforcement bars)

GENERAL NOTES

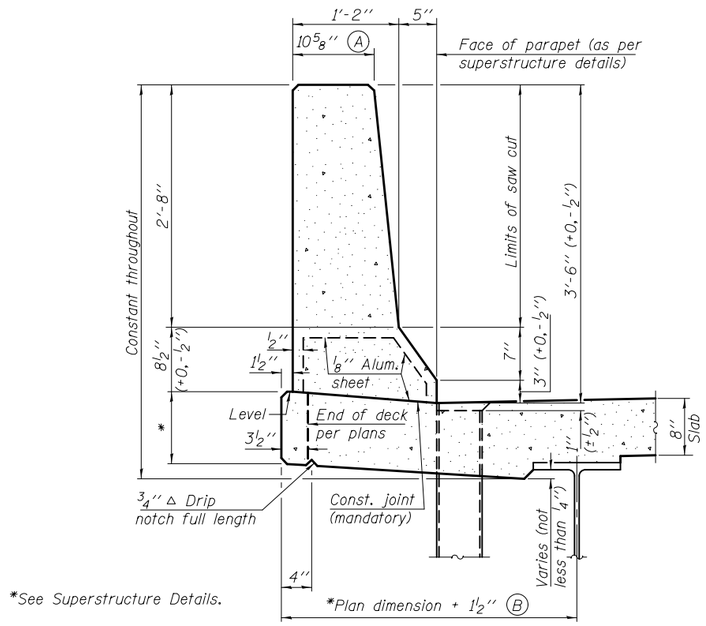
All dimensions shall remain the same as shown on superstructure details, except dimensions A and B which are to be revised as shown to provide additional clearance. Additional concrete needed to revise dimension A and B = 0.0165 cu. yds./ft. for 34" parapet or = 0.0223 cu. yds./ft. for 42" parapet.

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.



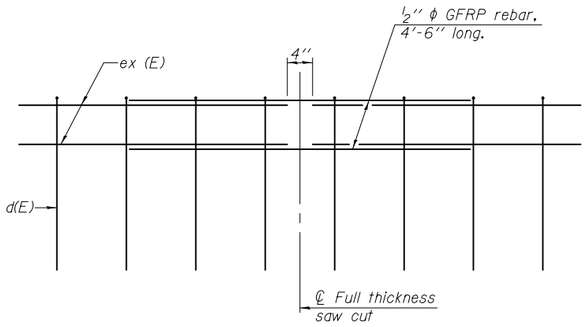
#3 (E) BAR



*See Superstructure Details.

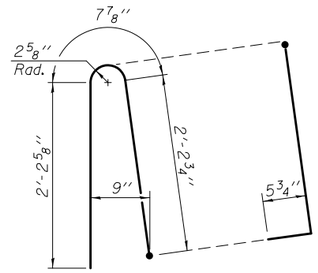
42" F SHAPE PARAPET SECTION

(Showing dimensions)



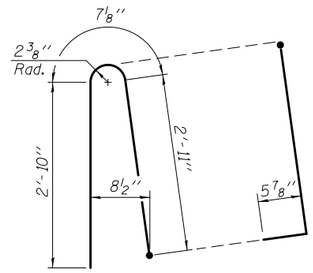
GFRP REBAR STIFFENING DETAIL

(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)

$TIME$
$DATE$

SFP 34-42 8-16-12

DESIGNED - PAUL GURKLYS	EXAMINED	Joyce F. Schiff ENGINEER OF BRIDGE DESIGN	DATE - SEPTEMBER 29, 2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	CONCRETE PARAPET SLIPFORMING OPTION STRUCTURE NO. 003 - 0063	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - CORY D. KOLTVEIT			REVISED			779	35-1-BR	BOND	57	40
DRAWN - MICHAEL B. MOSSMAN	PASSED	A. Carl Prussog ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 23 OF 25 SHEETS			CONTRACT NO. 76E04		
CHECKED - P.G. / C.D.K. / G.R.A.								ILLINOIS FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 9/9/15

ROUTE FAS 779 DESCRIPTION US 40 over West Fork Shoal Creek LOGGED BY DI (TSI)

SECTION 35-1-BR LOCATION , SEC. 35, TWP. 5N, RNG. 4W, 3 PM

COUNTY Bond DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 003-0020 (E) / 003-0063 (P)
Station 1574+34.46

BORING NO. B-1 W Abut
Station 1573+50
Offset 4.50ft Right
Ground Surface Elev. 480.2 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 447.7 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Asphaltic Concrete (4"), Portland Cement Concrete (8") 479.2
	5	1.02 S	20	Greenish Gray (Medium Moist, Medium Stiff) Clay LOAM with Trace Sand and Limestone Pieces A-6(7) See Class @ 5 ft
-5	14	1.31 B	15	Trace Sand and Gravel
	7	1.64 B	20	Stiff
-10	7	1.83 B	20	No Trace Materials
	4	1.14 B	22	Medium Stiff, Trace Sand 467.7
-15	4	0.94 B	23	Dark Brown (Medium Moist to Moist, Medium Stiff) Silty Clay LOAM with Trace Sand A-6(15) See Class @ 15 ft 464.7
	5	0.94 S	23	Greenish Gray (Moist, Medium Stiff) Silty CLAY A-6(13) See Class @ 17 ft 462.2
-20	8	2.45 B	22	Brown & Gray (Moist, Stiff) Silty Clay LOAM A-6(15)
				See Class @ 19.5 ft 459.7
	10	2.04 B	20	Brown & Gray (Medium Moist, Medium Stiff) Silty CLAY with Trace Sand and Gravel 457.7
-25	11	1.88 B	21	Brown & Gray (Medium Moist to Moist, Medium Stiff) Silty Clay LOAM with Trace Sand
	5	0.49 B	24	Moist, Soft 452.7
-30	6	1.55	22	Brown and Gray (Moist, Medium Stiff) Clay LOAM with Fine Sand Lenses
				447.7 ▼
-35	2	0.20 B	24	Gray (Very Moist, Very Soft) Sandy CLAY 2" Sand Seam 444.7
				Brown (Wet) Well Graded SAND See Gradation @ 36 ft 441.2
-40	4	0.12 B	23	Gray (Very Moist, Very Soft) Sandy LOAM 440.2

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 9/9/15

ROUTE FAS 779 DESCRIPTION US 40 over West Fork Shoal Creek LOGGED BY DI (TSI)

SECTION 35-1-BR LOCATION , SEC. 35, TWP. 5N, RNG. 4W, 3 PM

COUNTY Bond DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 003-0020 (E) / 003-0063 (P)
Station 1574+34.46

BORING NO. B-1 W Abut
Station 1573+50
Offset 4.50ft Right
Ground Surface Elev. 480.2 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 447.7 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)	Description
				Brown & Gray (Wet, Very Soft) Sandy Clay LOAM with Gravel
	2			
	24	1.61 S	13	435.7
-45	50/4"			Gray (Dry, Very Stiff) SHALE with Trace Sand
	50/5"	1.47 S	16	431.9
-50				Auger Refusal - END OF BORING NOTE: Ponding water in augers at water table to reduce hydrostatic pressure NOTE: Top of Water is 13 feet below bridge deck NOTE: Bottom of Creek is 17 feet below bridge deck NOTE: For samples between 0 feet and 40 feet, blow count is "N-Value" for respective sample
-55				
-60				

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)

$TIME$
$DATE$

DESIGNED - PAUL GURKLYS	EXAMINED	Joyce F. Taddy ENGINEER OF BRIDGE DESIGN	DATE - SEPTEMBER 29, 2016	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**SOIL BORING LOGS STRUCTURE NO. 003 - 0063**	F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
CHECKED - CORY D. KOLTVEIT						779	35-1-BR	BOND	57	41
DRAWN - MICHAEL B. MOSSMAN	PASSED	D. Carl Puzey ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED		SHEET NO. 24 OF 25 SHEETS			CONTRACT NO. 76E04		
CHECKED - P.G. / C.D.K. / G.R.A.			REVISED					ILLINOIS FED. AID PROJECT		

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 9/10/15

ROUTE FAS 779 DESCRIPTION US 40 over West Fork Shoal Creek LOGGED BY DI (TSi)

SECTION 35-1-BR LOCATION , SEC. 35, TWP. 5N, RNG. 4W, 3 PM

COUNTY Bond DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 003-0020 (E) / 003-0063 (P)
Station 1574+34.46

BORING NO. B-2 E Abut
Station 1575+04
Offset 3.50ft Right
Ground Surface Elev. 480.2 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 454.2 ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Asphaltic Concrete (4"), Portland Cement Concrete (8") 479.2			
Brown (Medium Moist, Medium Stiff) Clay LOAM with Trace Gravel 477.2	8	1.23 B	15
Brown & Gray (Medium Moist, Medium Stiff) Sandy CLAY with Trace Gravel -5 474.7	6	1.06 B	17
Light Brown (Medium Moist, Medium Stiff to Stiff) Silty Clay LOAM with Trace Sand A-4(7) See Class @ 11.5 ft	9	1.92 B	18
-10	4	1.25 P	22
	3	0.49 B	23
467.2			
Gray (Moist, Soft, Silty Clay LOAM -15	3	0.41 B	24
463.2	6	0.94 B	25
Brown & Gray (Medium Moist, Medium Stiff) Silty CLAY with Trace Sand 462.2			
Brown & Gray (Moist, Medium Stiff) Silty Clay LOAM with Trace Sand -20	5	0.94 B	23
459.7			
Brown & Gray (Medium Moist, Medium Stiff) Sandy CLAY 457.2	7	1.14 B	21
Brown & Gray (Moist, Soft) Sandy Clay LOAM -25 454.7	5	0.41 B	20
Brown (Wet, Very Soft) LOAM A-4(1) See Class @ 26.5 ft	3	0.20 B	27
450.7	6	0.20 B	25
-30 Brown (Wet, Very Soft) LOAM A-4(0) See Class @ 30 ft			
447.7			
Brown (Wet) Poorly Graded Fine to Medium Coarse SAND with Trace Gravel See Gradation @ 34 ft -35	10	NC	--
444.2			
Gray (Wet, Very Soft) Loamy SAND with Trace Gravel -40	10	0.20 B	22

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

SOIL BORING LOG

Date 9/10/15

ROUTE FAS 779 DESCRIPTION US 40 over West Fork Shoal Creek LOGGED BY DI (TSi)

SECTION 35-1-BR LOCATION , SEC. 35, TWP. 5N, RNG. 4W, 3 PM

COUNTY Bond DRILLING METHOD Hollow Stem Auger HAMMER TYPE 140# Automatic

STRUCT. NO. 003-0020 (E) / 003-0063 (P)
Station 1574+34.46

BORING NO. B-2 E Abut
Station 1575+04
Offset 3.50ft Right
Ground Surface Elev. 480.2 ft

Surface Water Elev. ft
Stream Bed Elev. ft

Groundwater Elev.:
First Encounter 454.2 ft
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Gray (Wet, Very Soft) Loamy SAND with Trace Gravel (continued) 438.2			
Gray (Dry, Hard) SHALE	11		
-45	50/5" --	2.25 S	14
433.2			
Gray (Dry, Hard) Shaley Silty Clay LOAM A-4(7) See Class @ 49 ft	50/5"		
-50	-- --	2.67 B	13
429.4			
Borehole continued with rock coring. -55			
-60			

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

BBS, form 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation

ROCK CORE LOG

Date 9/10/15

ROUTE FAS 779 DESCRIPTION US 40 over West Fork Shoal Creek LOGGED BY DI (TSi)

SECTION 35-1-BR LOCATION , SEC. 35, TWP. 5N, RNG. 4W, 3 PM

COUNTY Bond CORING METHOD NQ Conventional

STRUCT. NO. 003-0020 (E) / 003-0063 (P)
Station 1574+34.46

CORING BARREL TYPE & SIZE

Core Diameter 1.8 in
Top of Rock Elev. 429.40 ft
Begin Core Elev. 429.40 ft

BORING NO. B-2 E Abut
Station 1575+04
Offset 3.50ft Right
Ground Surface Elev. 480.2 ft

DEPTH (ft)	CORE (#)	RECOVERY (%)	R.Q.D. (%)	CORE TIME (min/ft)	STRENGTH (tsf)
429.40	1	100	14	2	
Dark Gray (Moderately Soft, Moderately Weathered) Very Fine Grained SHALE	1	100	14	2	
	1	100	14	1	
-55	2	61	0	3	
	2	61	0	1	
422.70	2	61	0	2	
Dark Gray (Soft to Moderately Soft, Highly Weathered) Very Fine Grained Oily SHALE	3	23	0	2	
	3	23	0	2	
-60	3	23	0	2	
418.70	3	23	0	2	
Dark Gray (Soft to Moderately Soft, Moderately to Highly Weathered) Very Fine Grained SHALE	4	100	21	2.5	
416.70	4	100	21	2.5	
END OF BORING AND ROCK CORE -65					
NOTE: Ponding water in augers at water table to reduce hydrostatic pressure					
NOTE: For samples between 0 feet and 40 feet, blow count is "N-Value" for respective sample					
-70					

Color pictures of the cores _____
Cores will be stored for examination until _____
The "Strength" column represents the uniaxial compressive strength of the core sample (ASTM D-2938)

BBS, form 138 (Rev. 8-99)

$DATE$
$TIME$

DESIGNED - PAUL GURKLYS	EXAMINED	DATE - SEPTEMBER 29, 2016	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	SOIL BORING LOGS STRUCTURE NO. 003 - 0063	F.A.S. RTE. 779 / SECTION 35-1-BR / COUNTY BOND / TOTAL SHEETS 57 / SHEET NO. 42
CHECKED - CORY D. KOLTVEIT					CONTRACT NO. 76E04
DRAWN - MICHAEL B. MOSSMAN	PASSED	REVISED		SHEET NO. 25 OF 25 SHEETS	ILLINOIS FED. AID PROJECT
CHECKED - P.G. / C.D.K. / G.R.A.	ENGINEER OF BRIDGE DESIGN / ACTING ENGINEER OF BRIDGES AND STRUCTURES	REVISED			

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

BOND COUNTY ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA. 12	35-1F, 35-1B, 35-1D	Bond	17	3
REG. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT	9	

SHEET NO. 1
4 SHEETS

BM. ▫ Cut in North Corner East Handrail of Bridge 55' Rt. Sta. 1574+70 Elev. 481.06'
Existing Bridge: R.C. Slab, 2 Spans @ 27' on ℄, Rdwy. 20'
Concrete Abutments - To be removed by bridge contractor.

Back of Abut. Sta. 1573+85.46 Elev. 481.06
Sta. 1574 Elev. 481.06
Sta. 1574+34.46 Elev. 481.0
Sta. 1574+83.46 Elev. 481.06

Note 146 Vert. Curve

℄ Roadway +0.33 % Grade
℄ Bridge
℄ Roadway -0.33 % Grade

Est. Embankment 1718 Cu. Yds.
Borrow Excav. 1987 Cu. Yds.

All Stringers 21" WF 68#
High Water Elev. 477.00 ?
Exp.
Fixed
Beam Grade -.0017 ft
Beam Grade +.0007681 ft

2:1 Slope
Embankment
Original Ground Line
Concrete Slope Wall No. 4 Gage Wire Mesh (6"x6")
Bent #1 R.C. Piles
Bent #2 R.C. Piles
Bed of Stream Elev. 462.9
Bent #3 R.C. Piles
Slope Wall
Bent #4 R.C. Piles

SPAN 1
SPAN 2
SPAN 3

ELEVATION

Before Superstructure is placed the Bridge Contractor shall construct the embankment in accordance with Sect 13 of the Standard Specifications. All borrow excav. shall be furnished in place by the contractor. He shall provide all necessary borrow pits or other sources of supply. The contract unit price per cubic yard of borrow exc. shall include the cost of transporting it to the site and placing it in the embankment.-

Embankments around abutments shall be compacted by vibrators in addition to mechanical compaction See Special Provisions

Const Joint
2:1 Slope
Top of Embankment
Shoulder Line
Top of Slope Wall
℄ Bearing
℄ Survey Line
Sta 1574+25
N
Const Jts. in slope wall @ ± 9'-0" ctrs.
Concrete Slope Wall 4 Gage Wire Mesh (6"x6") lap ± 6"@ Const Joints
Const Joints
2'-0" Sidewalk
℄ Brg.
Sta. 1573+83.46
Sta. 1574+14.79
℄ Roadway
Sta. 1574+34.46
Sta. 1574+64.13
Sta. 1574+85.46
Const Joints @ ± 9'-0" ctrs.
6"x6" Formed floor drains @ ± 10'6" ctrs. This wall only
Sidewalk
Top of Embankment
Shoulder Line
Top of Slope Wall
Toe of Embankment
℄ Toe Wall 18" Deep
Bottom of Slope Wall
Toe of Slope Wall
31'-4" cc Brgs.
39'-4" cc brgs.
105'-9½" Back to Back of Abuts.

PLAN

15' Rt of Sta. 1574+15
15' Rt of Sta. 1574+75

465.4	Loam	
461.5	Clay	
460.2		Loam
457		Clay
445.0	Clay & Some Gravel	

BORINGS

Logs of Borings made on the site are shown on the drawings only as a guide to bidders in estimating soil conditions which may be encountered in the work.

Drainage Area 308.200 Acres
Character: Gosling Clay, Wooded & Cultivated
Coefficient "c" Talbot's formula .62
Opening provided below N.W.
Sta 1574+34.46 749 Sq. Ft.
Sta 1583+83.46 4270 " "
Total 5419 " "

STANDARD	COMPUTED	W. M. Bonner Jr.
	CHECKED	W. M. Bonner
	DRAWN	J.P.F., D.N.S., Hunter
	CHECKED	W. N. S.
SPECIAL	ASSEMBLED	
	CHECKED	

EXAMINED 1-30-1938
PASSED
APPROVED

Class X concrete shall be used throughout.
Aggregate which is to be used in handrails must be absolutely free of chert, flint, limonite lignite, and soft sandstone.
Finish of Concrete Floors - See Art. 57.3(a) of Standard Specifications.
Contractor shall pour floor slab in one continuous operation.
Rivets 7/8" Holes 15/16 unless otherwise noted.
Ribbed tight fit bolts may be used in place of field rivets, provided all holes are subpunched and reamed either after all steel has been completely assembled at the shop or after erection. These bolts shall be of steel complying with the following specifications:
Carbon 0.18% to 0.24%
Manganese 0.75% to 1.00%
Ultimate strength not less than 70,000 pounds per square inch.
Rollers to be included for payment as structural steel. See special provisions for material and painting.
Welding shall comply with the specifications of the American Welding Society for Fusion Welding of Highway and Railroad Bridges.
Structural steel surfaces in contact with concrete, and contact surfaces of shop riveted or welded structural steel shall not be painted. See specifications for inaccessible surfaces.
Paint: One shop coat of blue lead painted two field coats of white lead paint. Paint will be furnished by the Department.
The Contractor shall drive one reinforced concrete test pile as directed by the engineer before casting the rest of the piling.
The unit price per Square Yard for Slope Wall shall include payment for Wire Fabric reinforcement used in Slope Walls.

GENERAL BILL OF MATERIAL

ITEM		SEC 13	SEC 1-D	SEC 1-F
Handrail Concrete	Cu Yds		1.1	
Class X Concrete	Cu Yds	51.6	88.1	
Reinforcement Bars	Lbs	2780	19,920	
Structural Steel	Lbs		48,250	48250
Name Plates	Each		One	
Precast Concrete Piles (36") L.F.		840		
Test Piles	Each	One		
Borrow Excav.	Cu Yds	1987		
Slope Wall	Sq Yds	879.9		
Removal of Existing Struct.	Each	One		
Water Applied (Units of Measure)	Units	60		

F.A. PROJECT-9
BIG SHOAL CREEK OVERFLOW BRS.
F.A. 12 SEC 35-1B-1D-1F
BOND COUNTY
STA. 1574+34.46

I-15 Loading

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		DRAWN	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/5/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
1939 ORIGINAL CONSTRUCTION

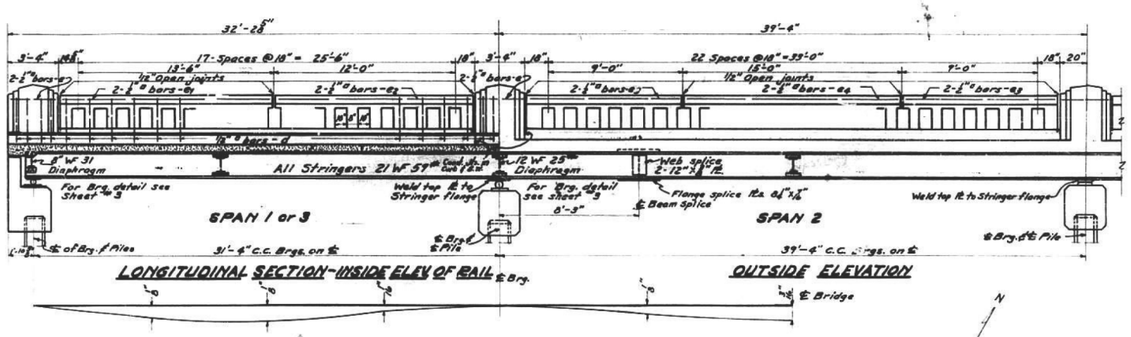
SCALE: NA | SHEET NO. 1 OF 4 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	43
		CONTRACT NO. 76E04		
	ILLINOIS FED. AID PROJECT			

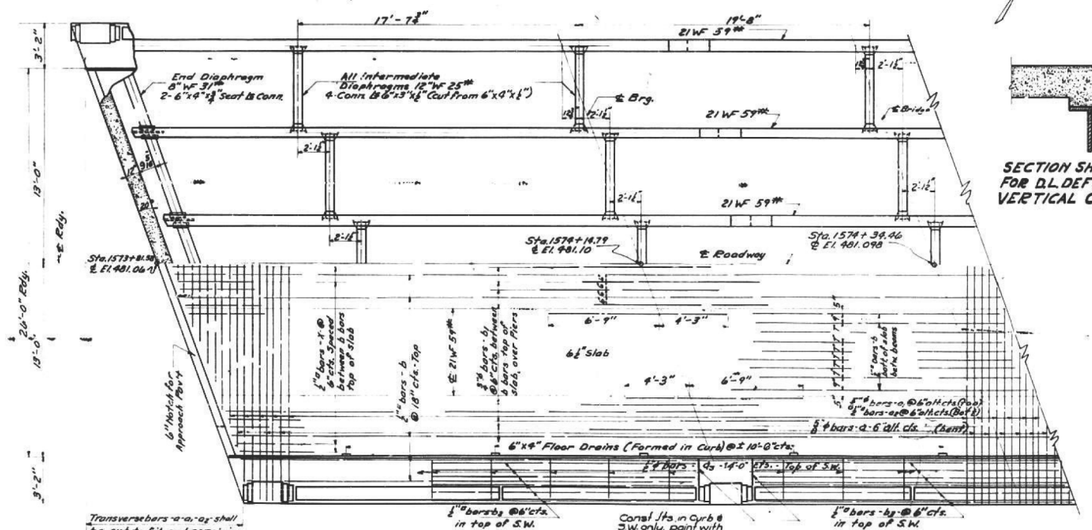
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROAD SYSTEM ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA 12	35-1T 35-1B 35-1D	Bond	17	1
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT- 9		

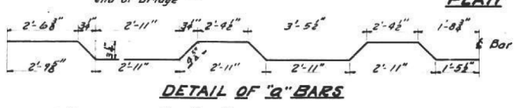
SHEET NO. 2
4 SHEETS



DEAD LOAD DEFLECTION DIAGRAM AT ¼ POINTS



PLAN



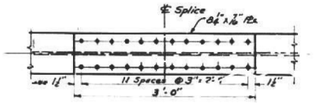
DETAIL OF "a" BARS

DETAIL OF "a2" BARS

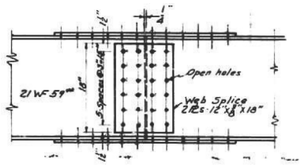
STANDARD	COMPUTED	J.H. Dwyer
	CHECKED	W.N. Bommer
	DRAWN	L.B. Diver
	CHECKED	W.W.S.
SPECIAL	ASSEMBLED	
	CHECKED	

EXAMINED 1-20-1938
A.T. Burrell BRIDGE ENGINEER
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

SECTION SHOWING FILLET FOR D.L. DEFLECTION & VERTICAL CURVE



DETAIL OF FLANGE SPLICE



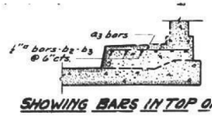
DETAIL OF WEB SPLICE

BILL OF MATERIAL

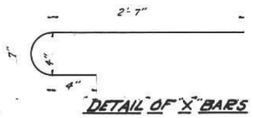
Bar	No.	Size	Length
a	104	⅝"ø	33'-0"
a1	105	⅝"ø	33'-0"
a2	105	¼"ø	32'-6"
a3	54	¼"ø	2'-9"
b	276	¼"ø	27'-0"
b1	84	¾"ø	11'-0"
b2	24	¼"ø	31'-3
b3	12	¼"ø	35'-9"
X	84	¼"ø	3'-6"
e	16	¼"ø	3'-0"
e1	8	¼"ø	14'-6"
e2	8	¼"ø	13'-9"
e3	8	¼"ø	10'-3"
e4	4	¼"ø	14'-9"
d	456	½"ø	2'-0"

Handrail Concrete	Cu.Yds.	11.1
Class X Concrete	Cu.Yds.	88.1
Reinforcement Bars	Lbs.	13,920
Name Plate	Each	One
Structural Steel	Lbs	48250

Section 10 12



SHOWING BARS IN TOP OF S.W.



DETAIL OF "X" BARS

F.A. PROJECT-9
BIG SHOAL CREEK OVERFLOW BRIDGE
F.A. RT. 12 ~ SEC. 35-1D-1F
BOND COUNTY
STA. 1574+34.46

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	PLOT DATE = 8/5/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
1939 ORIGINAL CONSTRUCTION

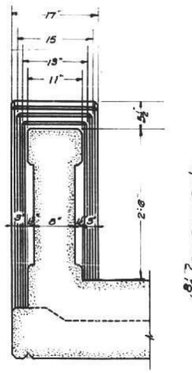
SCALE: NA | SHEET NO. 2 OF 4 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	44
		CONTRACT NO. 76E04		
		ILLINOIS	FED. AID PROJECT	

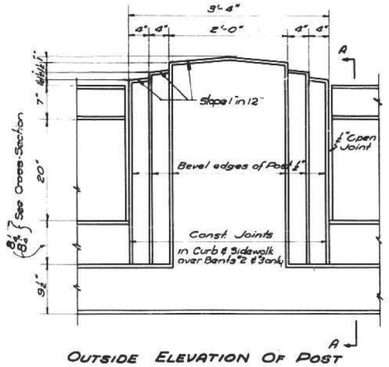
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

FED. ROAD DIST. NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
FA. 12	35-1B 35-1D	Bond	17	6
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT- 9		

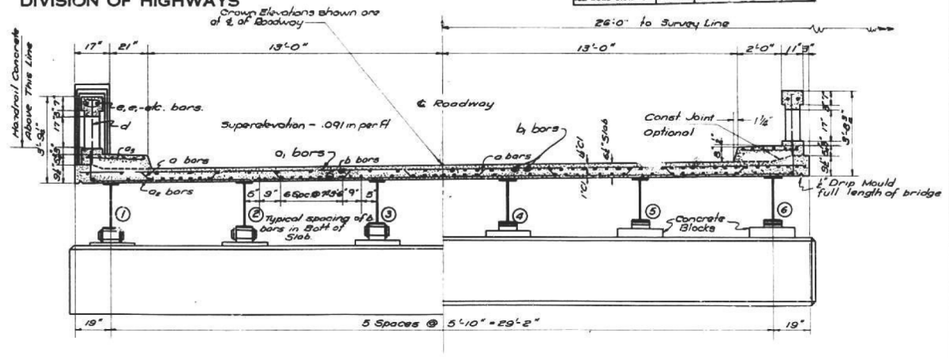
SHEET NO. 3
4 SHEETS



SECTION - AA

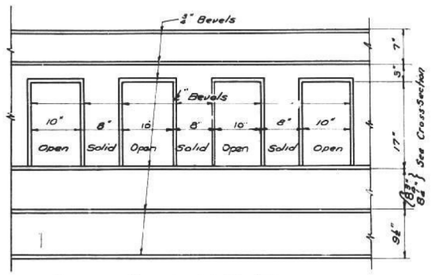


OUTSIDE ELEVATION OF POST

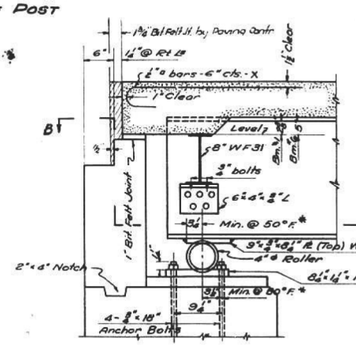


AT BENT #1 — AT BENT #3

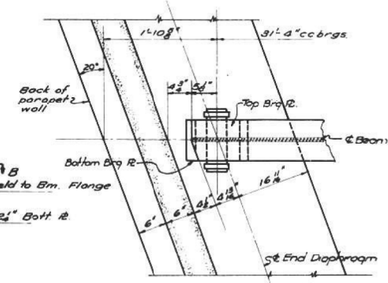
TYPICAL CROSS-SECTION



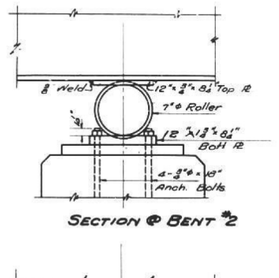
OUTSIDE ELEVATION OF RAIL



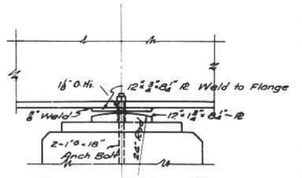
SECTION THRU ABUTS.



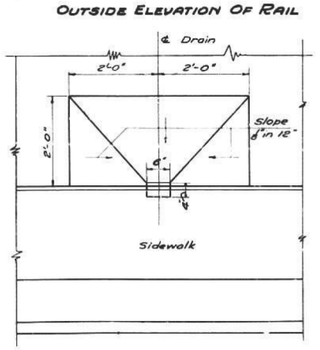
SECTION B-B



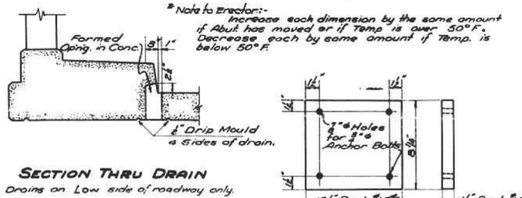
SECTION @ BENT #2



SECTION @ BENT #3

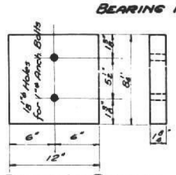


PLAN OF FLOOR DRAIN



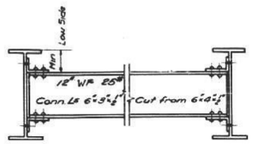
SECTION THRU DRAIN
Drains on Low side of roadway only.

DETAIL OF BOTTOM BEARING PLATES. BENTS #1, 2 & 4.

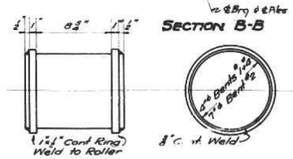


Note: For All plates in contact with rollers, the edges adjacent to collars shall be rolled, cut square or finished.

DETAIL OF BOTTOM BEARING PLATES @ BENT #3



DETAIL OF INT. DIAPHRAGMS



DETAIL OF ROLLERS AT BENTS #1, 2 & 4.

STANDARD	COMPUTED	J P Tyrrell	
	CHECKED	W M Brummer	
	DRAWN	J P T	A W H
	CHECKED	W N S	
SPECIAL	ASSEMBLED		
	CHECKED		

EXAMINED 1-30-1939
A. T. Burch
BRIDGE ENGINEER
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

F.A. PROJET-9
BIG SHOAL CREEK OVERFLOW BRIDGE
F.A. 12 SEC. 35-1-D & F
BOND COUNTY
STA. 1574+34.46

FOR INFORMATION ONLY

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		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/5/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
1939 ORIGINAL CONSTRUCTION

SCALE: NA | SHEET NO. 3 OF 4 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	45
		CONTRACT NO. 76E04		
		ILLINOIS FED. AID PROJECT		

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

BOND HIGH SCHOOL SHEETS No.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F.A. 12	35-1F 35-1B 35-1D	Bond	17	6.
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT- 9		

SHEET NO 4
4 SHEETS

B.M. "a" cut in north corner East handrail of Bridge 55' Rt. Sta. 1574+70. Elev. 481.06

PLAN

PLAN OF BENT 1

Plan of Bent 4 same, except for ears

INSIDE ELEVATION OF WEST EAR-BENT # 4

SECTION THRU ABUTMENTS BENTS 1 & 4

ELEVATION OF BENT 1

Elevation of Bent 4 same as Bent 1, except for ears and as noted above

PLAN OF BENTS 2 & 3

SECTION THRU BENTS 2 & 3

ELEVATION OF BENTS 2 & 3

DETAIL OF REINFORCED CONCRETE PILES

25 Tons capacity ~ 24 Required

TABLE SHOWING THICKNESS OF CONCRETE BLOCKS ON BENTS

Point	A	B	C	D	E	F
Bent #1	1"	1 7/16	1 3/8	2 5/16	2 1/16	3 1/4
Bent #4	4"	3 7/16	2 7/16	2 1/4	1 9/16	1"
Bent #2 & 3	1"	1 5/8	2	2 5/8	3 3/8	3 5/8

PLAN OF EAST EAR-BENT 4

ELEVATION OF EAST EAR - BENT 4

BILL OF MATERIAL

Bar	No.	Size	Length
p_1	8	1" ⌀	33'-6"
d_1	20	½" ⌀	5'-0"
d_2	72	½" ⌀	3'-6"
h	4	¾" ⌀	34'-6"
h_1	8	½" ⌀	7'-6"
s	56	½" ⌀	11'-9"
s_1	54	½" ⌀	10'-9"
p	8	1" ⌀	34'-3"
h_2	4	½"	5'-3"
h_3	4	½"	4'-9"
Class X Concrete			Cu. Yds. 51.6
Reinforcement Bars			Lbs. 2780
Precast Conc. Piles (35'-0")			Lin. Ft. 840
Removal Existing Bridge			Eo. One

SEC. 1-B

STANDARD	COMPUTED J.D. Jr.	
	CHECKED W.N.S.	
	DRAWN J.P.J. Jr. L.B. Diver	
	CHECKED W.N.S.	'71
SPECIAL	ASSEMBLED	
	CHECKED	

EXAMINED 1-20-1938
PASSED
APPROVED

F.A. PROJECT-9
BIG SHOAL CREEK OVERFLOW BRIDGE
F.A. RT. 12 ~ SEC. 35-1-B
BOND COUNTY
STA. 1574+34.46

FOR INFORMATION ONLY

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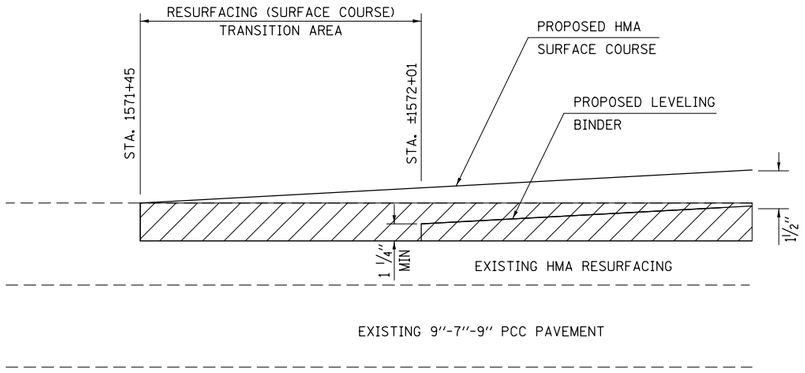
		DRAWN -	REVISED -
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/5/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

EXISTING BRIDGE PLANS
1939 ORIGINAL CONSTRUCTION

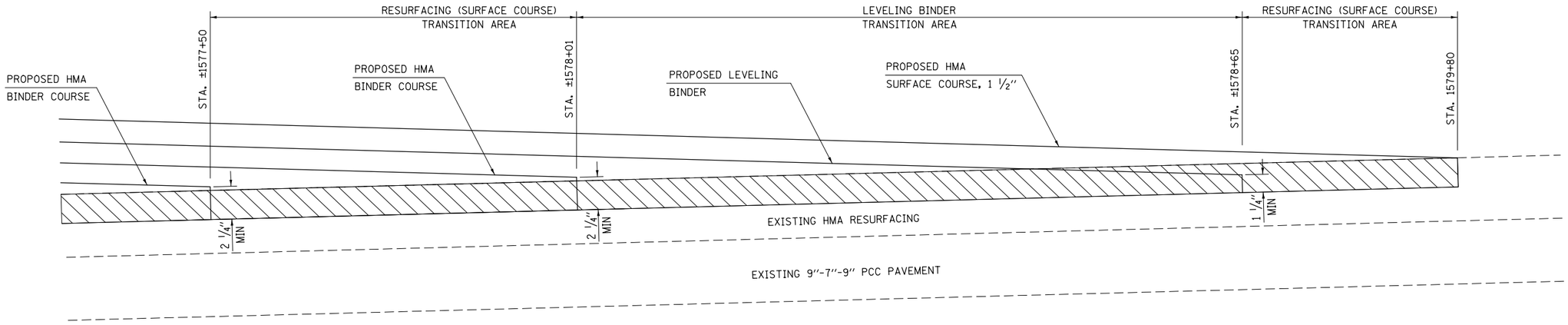
SCALE: NA | SHEET NO. 4 OF 4 SHEETS | STA. | TO STA.

F.A.S RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	46
			CONTRACT NO. 76E04	
		ILLINOIS	FED. AID PROJECT	



TRANSITION DETAIL

PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH



TRANSITION DETAIL

PROPOSED HMA SURFACE REMOVAL, VARIABLE DEPTH

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		DRAWN -	REVISED -
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	PLOT DATE = 8/5/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

MISCELLANEOUS DETAILS

SCALE: N/A | SHEET NO. 1 OF 1 SHEETS | STA. | TO STA.

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	47
		CONTRACT NO. 76E04		
		ILLINOIS	FED. AID PROJECT	

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

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

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USER NAME = harbaughrd

PLOT SCALE = 20.0000 ' / in.

PLOT DATE = 8/5/2016

Default

DESIGNED - DRAWN -

CHECKED -

DATE -

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: H=10 V=5

SHEET 1 OF 10 SHEETS STA. 1571+25.00 TO STA. 1572+00.00

STA. 1572+00.00

STA. 1571+70.00

STA. 1571+45.00

STA. 1571+25.00

EX ROW

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	48
		CONTRACT NO. 76E04		
		ILLINOIS FED. AID PROJECT		

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

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

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USER NAME = harbaughrd

PLOT SCALE = 20.0000 ' / in.

PLOT DATE = 8/5/2016

Default

DESIGNED - DRAWN - CHECKED - DATE -

REVISED -
REVISED -
REVISED -
REVISED -

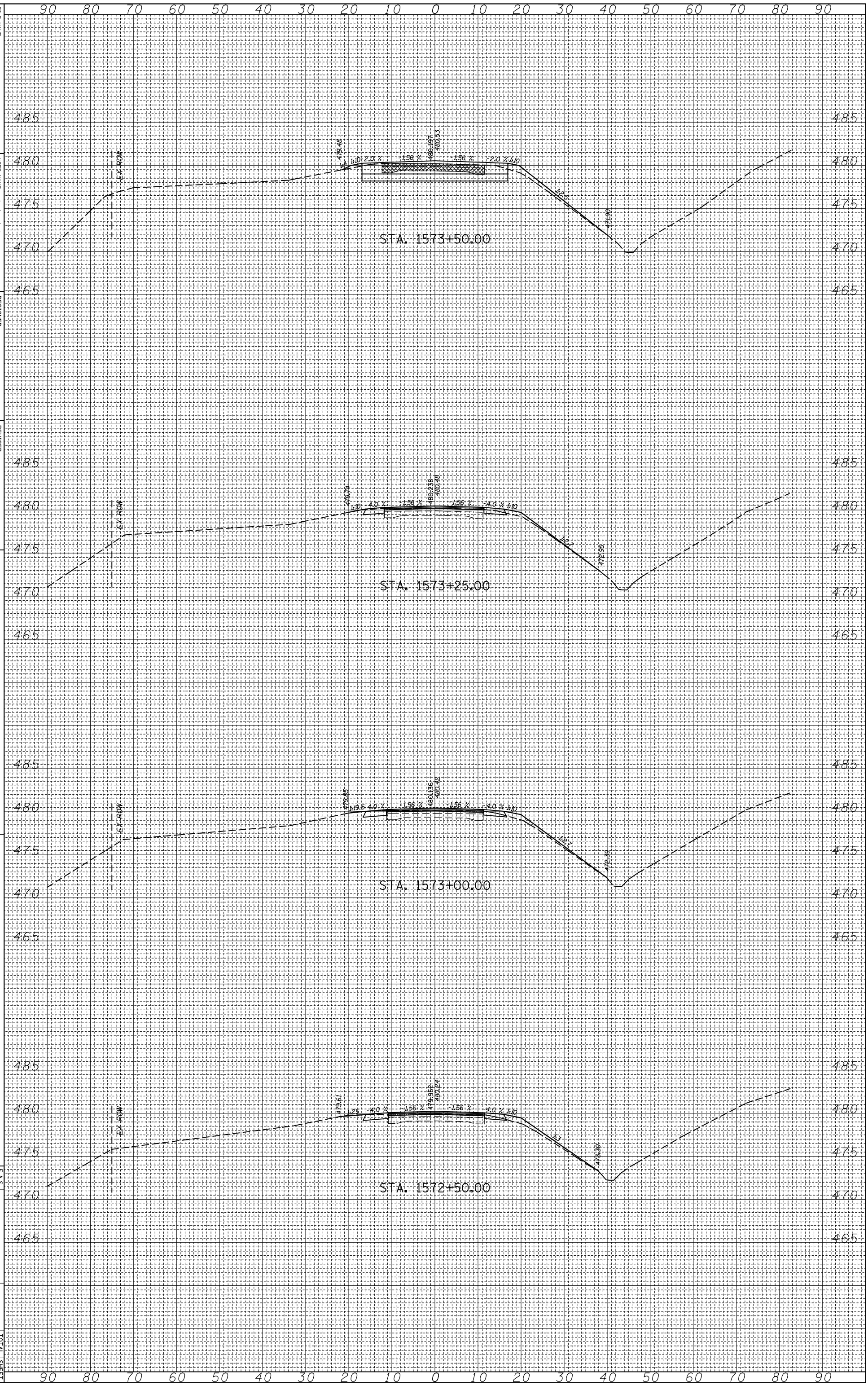
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

STA. 1572+50.00 TO STA. 1573+50.00

SCALE: H=10 V=5

SHEET 2 OF 10 SHEETS



F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	49

CONTRACT NO. 76E04

ILLINOIS FED. AID PROJECT

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

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

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PLOT SCALE = 20.0000 ' / in.

PLOT DATE = 8/5/2016

Default

DESIGNED - DRAWN -

CHECKED -

DATE -

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REVISED -

REVISED -

REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

STA. 1573+60.00 TO STA. 1573+90.00

SCALE: H=10 V=5

SHEET 3 OF 10 SHEETS

STA. 1573+90.00

STA. 1573+80.00

STA. 1573+70.00

STA. 1573+60.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	50
		CONTRACT NO. 76E04		
		ILLINOIS FED. AID PROJECT		

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

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

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USER NAME = harbaughrd

PLOT SCALE = 20.0000 ' / in.

PLOT DATE = 8/5/2016

Default

DESIGNED -

DRAWN -

CHECKED -

DATE -

REVISED	-
REVISED	-
REVISED	-
REVISED	-

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

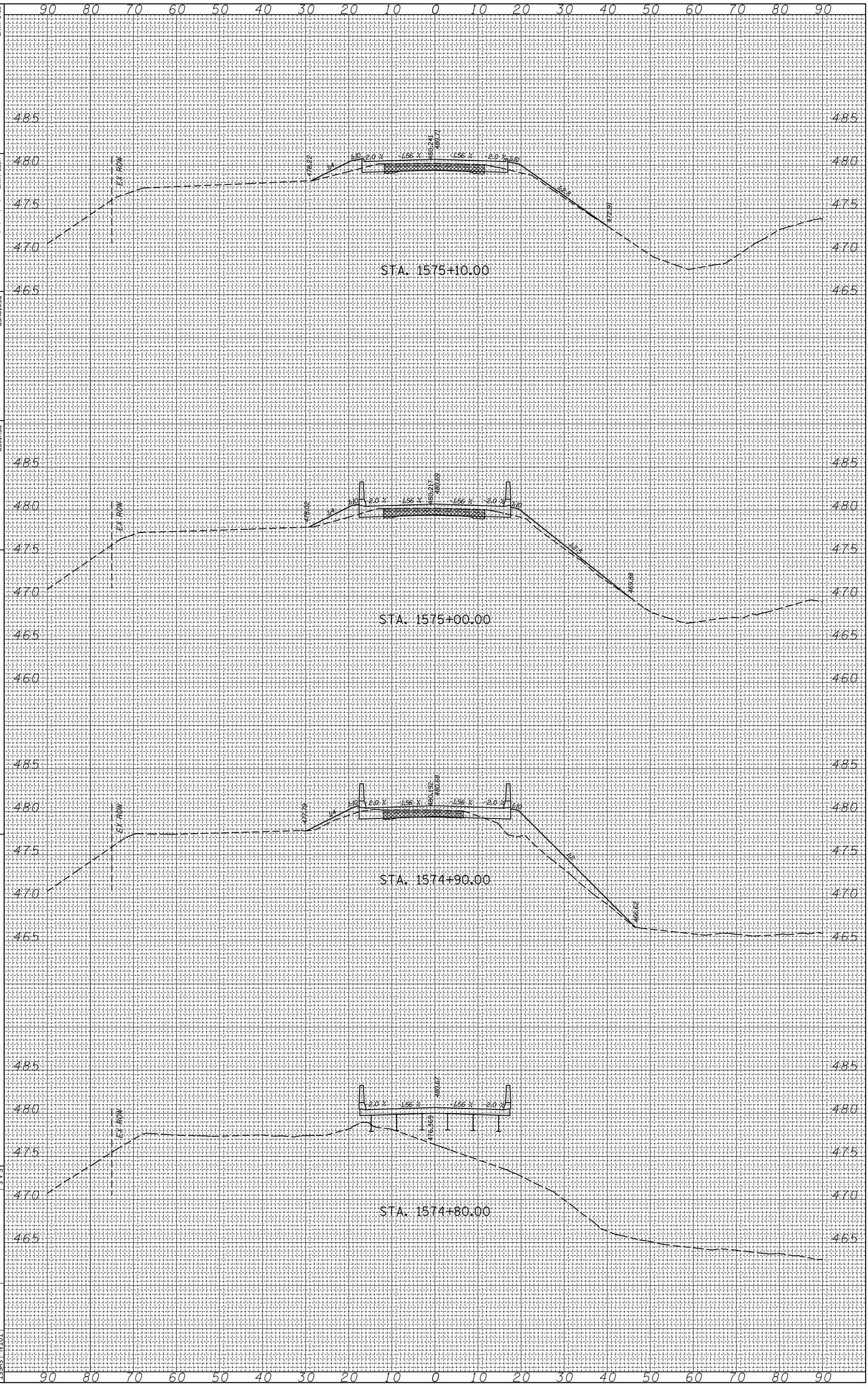
CROSS SECTIONS

STA. 1574+80.00 TO STA. 1575+10.00

SCALE: H=10 V=5

SHEET 4 OF 10 SHEETS

STA. 1575+10.00



STA. 1575+00.00

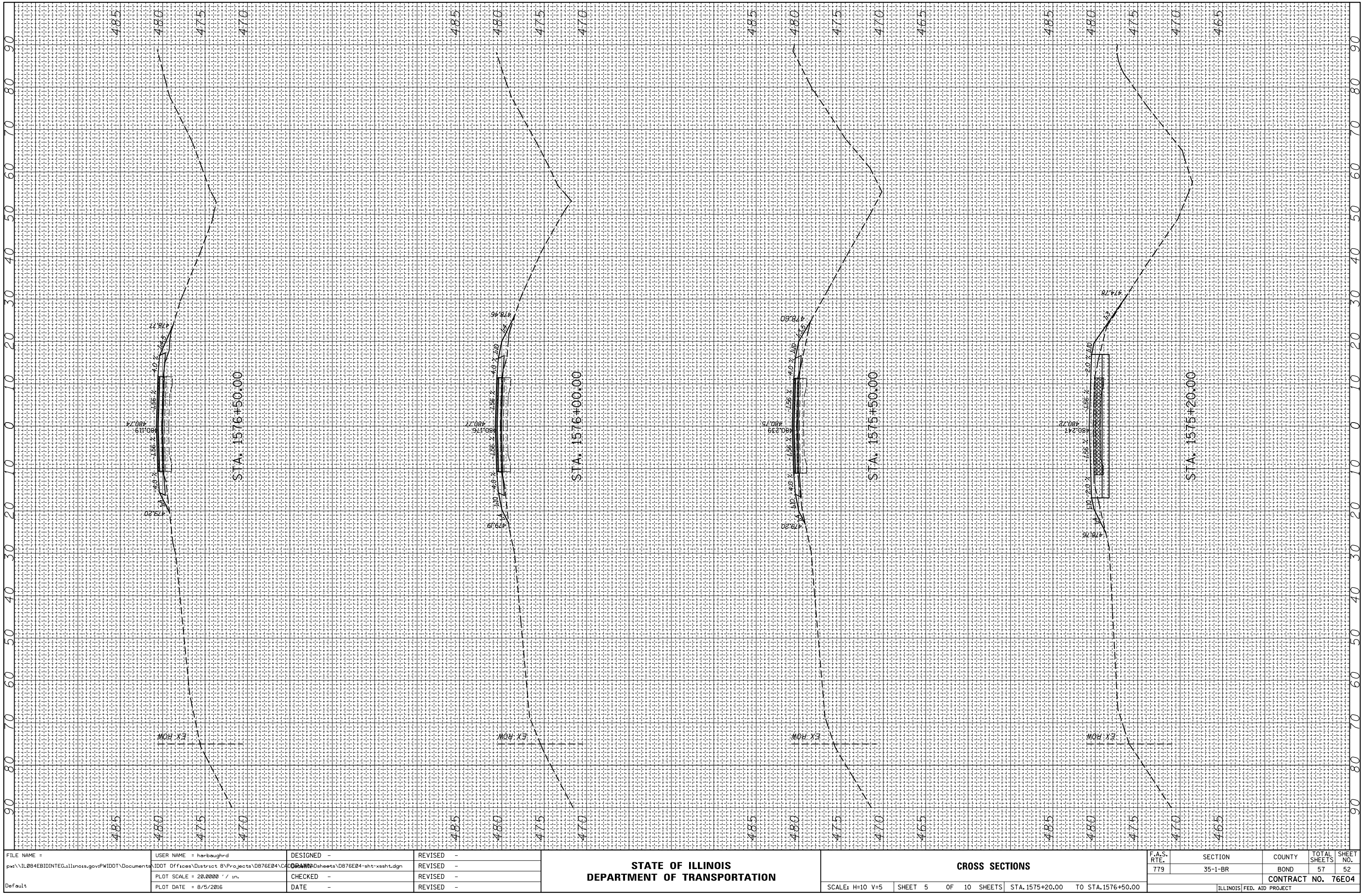
STA. 1574+90.00

STA. 1574+80.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	51
		CONTRACT NO. 76E04		
		ILLINOIS FED. AID PROJECT		

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

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



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Default	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/5/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

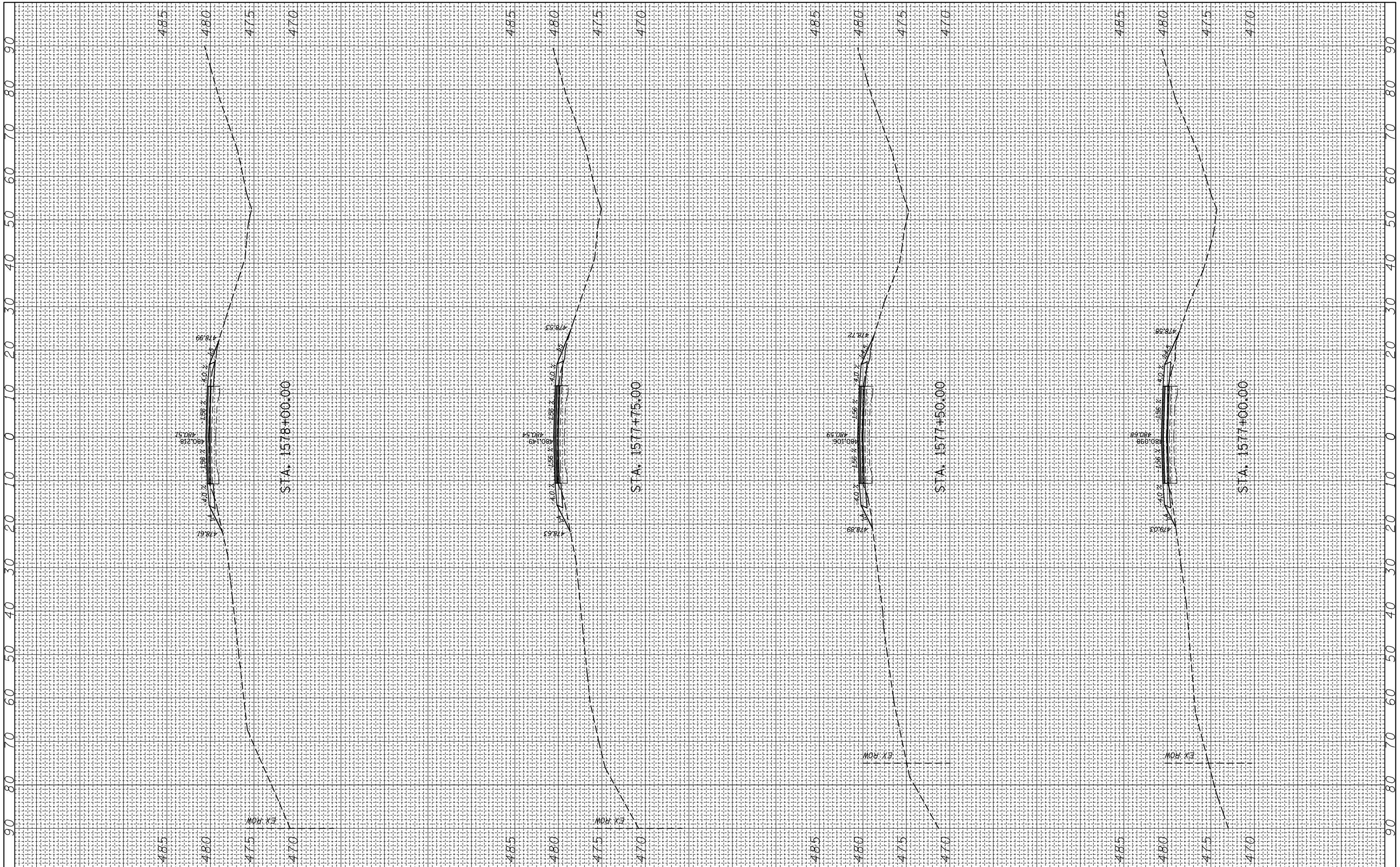
CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 5 OF 10 SHEETS | STA. 1575+20.00 TO STA. 1576+50.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	52
		CONTRACT NO. 76E04		
		ILLINOIS FED. AID PROJECT		

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

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



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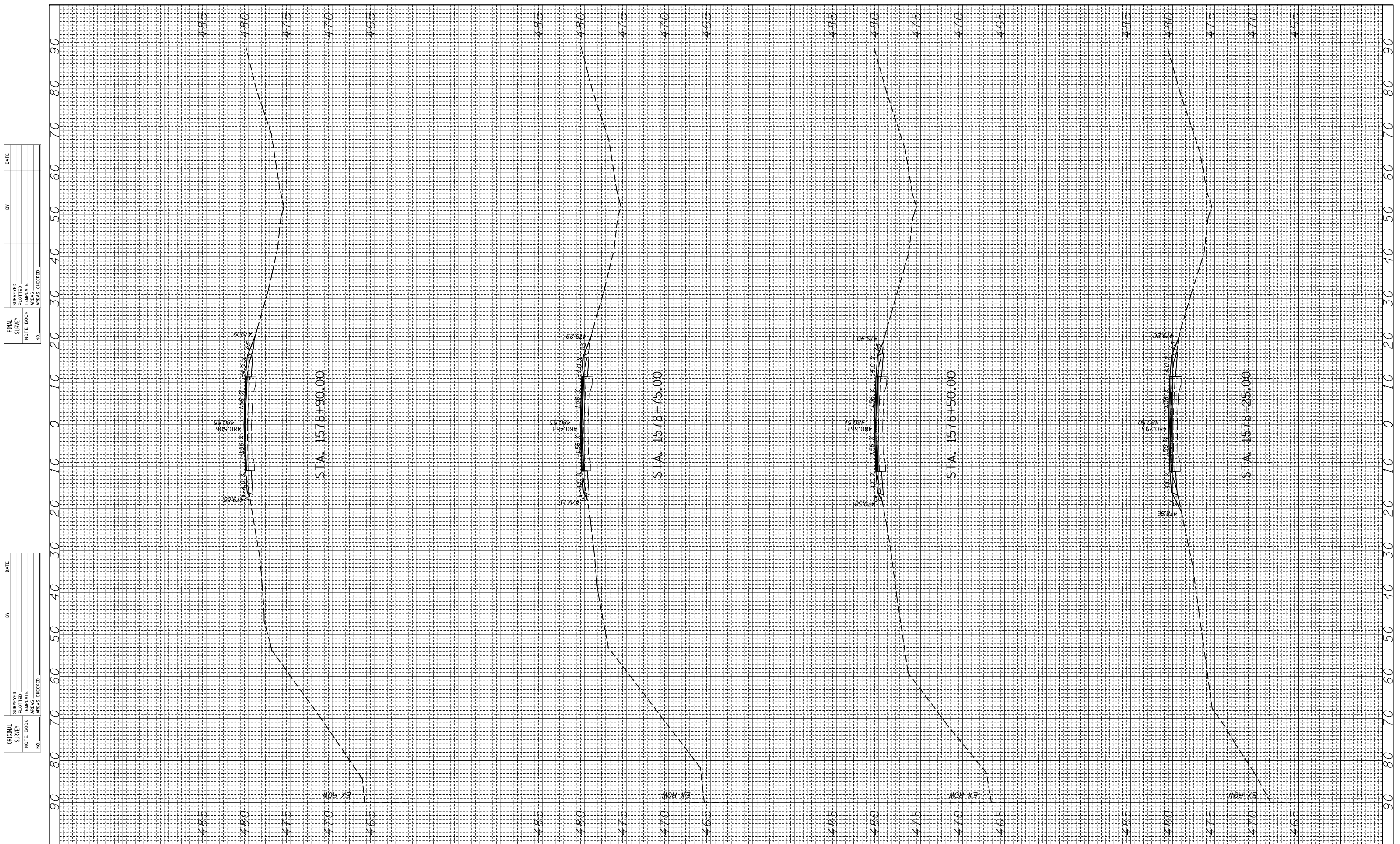
Default	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/5/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 6 OF 10 SHEETS | STA. 1577+00.00 TO STA. 1578+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	53
		CONTRACT NO. 76E04		
		ILLINOIS FED. AID PROJECT		



FINAL SURVEY	
NOTE BOOK	
NO.	

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

ORIGINAL SURVEY	
NOTE BOOK	
NO.	

	BY	DATE
SURVEYED		
PLOTTED		
TEMPLATE		
AREAS		
AREAS CHECKED		

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Default	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
	PLOT DATE = 8/5/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

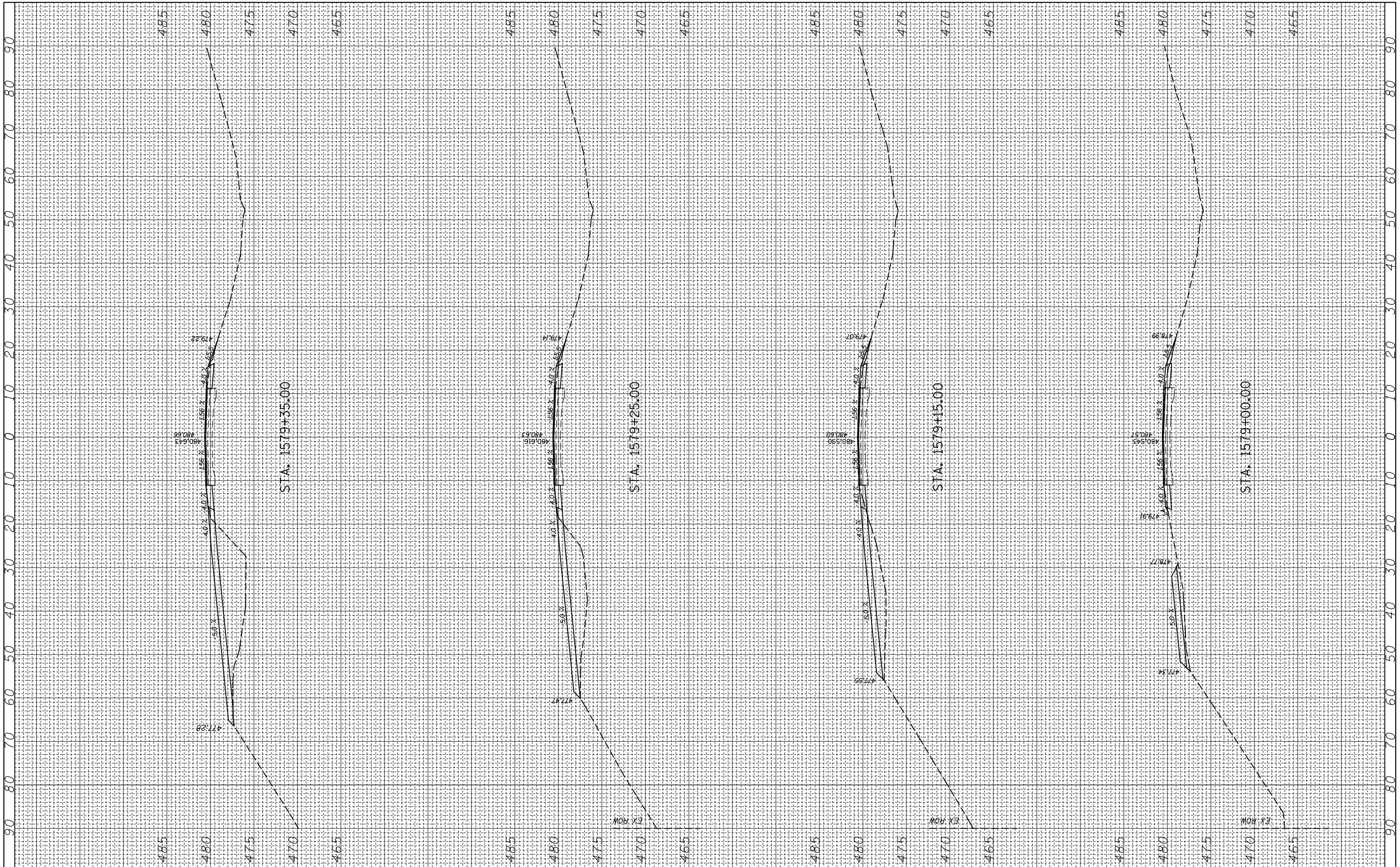
CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 7 OF 10 SHEETS | STA. 1578+25.00 TO STA. 1578+90.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	54
		CONTRACT NO. 76E04		
		ILLINOIS FED. AID PROJECT		

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

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



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	PLOT SCALE = 20.0000 ' / in.	CHECKED -	REVISED -
Default	PLOT DATE = 8/5/2016	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: H=10 V=5 | SHEET 8 OF 10 SHEETS | STA. 1579+00.00 TO STA. 1579+35.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	55
		CONTRACT NO. 76E04		
		ILLINOIS FED. AID PROJECT		

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

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

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USER NAME = harbaughrd

PLOT SCALE = 20.0000 ' / in.

PLOT DATE = 8/5/2016

Default

DESIGNED - REVISED -

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CHECKED - REVISED -

DATE - REVISED -

STA. 1580+15.00

STA. 1580+00.00

STA. 1579+80.00

STA. 1579+65.00

STA. 1579+50.00

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

SCALE: H=10 V=5

SHEET 9 OF 10 SHEETS STA. 1579+50.00 TO STA. 1580+15.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	56
		CONTRACT NO. 76E04		
		ILLINOIS FED. AID PROJECT		

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

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

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USER NAME = harbaughrd

PLOT SCALE = 20.0000 ' / in.

PLOT DATE = 8/5/2016

Default

DESIGNED - DRAWN - CHECKED - DATE -

REVISED - REVISED - REVISED - REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

CROSS SECTIONS

STA. 1581+50.00

STA. 1581+00.00

STA. 1580+50.00

STA. 1580+30.00

SCALE: H=10 V=5

SHEET 10 OF 10 SHEETS STA. 1580+30.00 TO STA.1581+00.00

F.A.S. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
779	35-1-BR	BOND	57	57

ILLINOIS FED. AID PROJECT

CONTRACT NO. 76E04