11-6-09 Letting, Item 064

F.A.P RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129 BR-3	HENRY	73	1
FED. ROAD DIST. NO.	ILLINOIS	CONTRACT NO. 64B08		

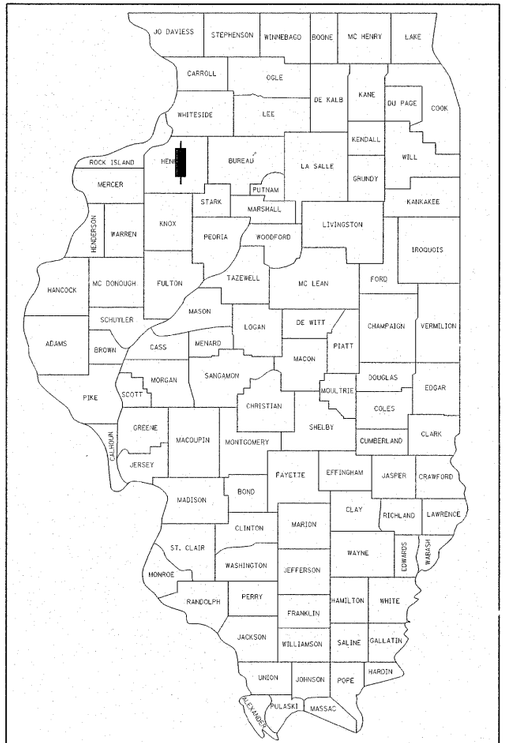
FOR INDEX OF SHEETS, SEE SHEET NO. 2
FOR STATE STANDARDS AND DISTRICT STANDARDS, SEE SHEET NO. 2

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED HIGHWAY PLANS

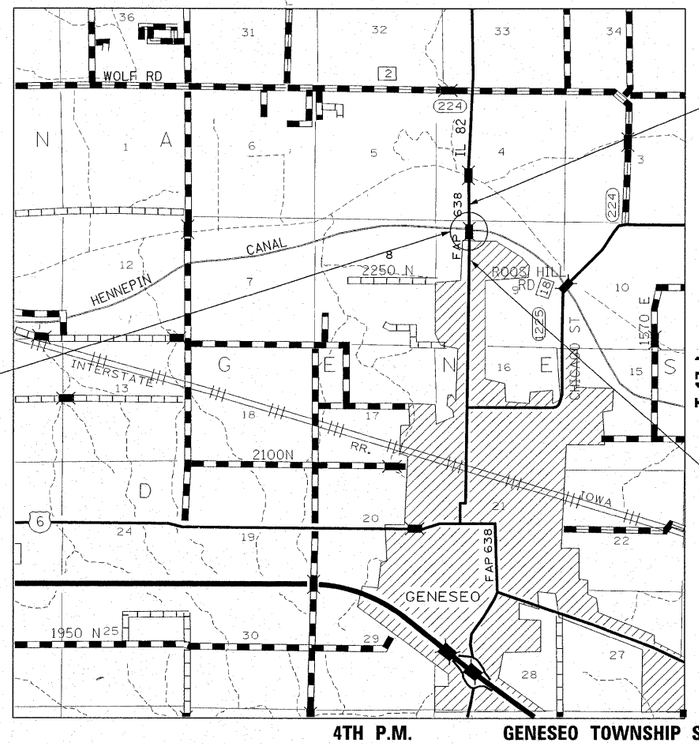
FAP ROUTE 638 (IL 82)
SECTION 129 BR-3
PROJECT ESP-0638(013)
HENRY COUNTY
C-92-022-09

D-92-070-05



LOCATION OF SECTION INDICATED THUS: –

R 3 E



4TH P.M. GENESEO TOWNSHIP SECTION-9

LOCATION MAP

GROSS LENGTH = 683 FT. = 0.13 MILES
NET LENGTH = 683 FT. = 0.13 MILES

PREPARED BY:

MAURER ▲ STUTZ, INC.
ENGINEERS SURVEYORS

7615 NORTH HARKER DRIV.
PEORIA, ILLINOIS 61615
TEL 309-693-7615
FAX 309-693-7616
CONTACT: RICK ANDERSON

PROJECT ENGINEER: REBECCA MARRUFFO
PROJECT LEADER: DAWN PERKINS (815) 284-5948

SECTION 129 BR-3
INCLUDES THE REMOVAL OF THE EXISTING STRUCTURE NO. 037-0124 AND CONSTRUCTION OF THE NEW STRUCTURE NO. 037-0175, A THREE SPAN 27" I-BEAM ON INTEGRAL ABUTMENTS, AT STA. 1241+97.00

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

CONTRACT NO. 64B08

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED Aug 19 20 09
George F. Ryan
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER
October 2, 20 09
Charles J. Ingersoll PE
ENGINEER OF DESIGN AND ENVIRONMENT
October 2, 20 09
Christine M. Reed PE
DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

ENGINEERS SIGNATURE BOX

JEFFRY D. SPILLER
062-057630
LICENSED PROFESSIONAL ENGINEER OF ILLINOIS

8/10/09 SIGNED
11/30/2009 LISC. EXP. DATE

PRINTED BY THE AUTHORITY OF THE STATE OF ILLINOIS

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420401-07	BRIDGE APPROACH PAVEMENT
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701326-03	LANE CLOSURE, 2L, 2W, PAVEMENT WIDENING FOR SPEEDS ≥ 45 MPH
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GENERAL NOTES

1. THE REMOVAL OF BITUMINOUS SURFACING NOT ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE REMOVED AS EARTH EXCAVATION. THE REMOVAL OF BITUMINOUS SURFACING ON A RIGID TYPE BASE REMOVED IN CONJUNCTION WITH THE BASE SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR PAVEMENT REMOVAL OF THE TYPE SPECIFIED.

2. THE FINAL TOP FOUR INCHES OF SOIL IN ANY RIGHT-OF-WAY AREA DISTURBED BY THE CONTRACTOR MUST BE CAPABLE OF SUPPORTING VEGETATION. THE SOIL MUST BE FROM THE A HORIZON (ZERO TO 2' DEEP) OF SOIL PROFILES OF LOCAL SOILS.

3. IT IS ESTIMATED THAT 1,755 CUBIC YARDS OF EARTH WILL BE HAULED TO THE JOB FROM OUTSIDE THE PROJECT LIMITS. A SHRINKAGE FACTOR OF 25% HAS BEEN USED.

4. THE CONTRACTOR SHALL SEED ALL DISTURBED AREAS WITHIN THE PROJECT LIMITS. SEEDING CLASS 4 OR 2A SHALL BE USED, EXCEPT IN FRONT OF PROPERTIES WHERE THE GRASS WILL BE MOWED, THEN USE SEEDING, CLASS 1. CLASS 2A SHALL BE USED ON FRONT SLOPES AND DITCH BOTTOMS. CLASS 4 SHALL BE USED BEHIND TYPE A GUTTER, ON ALL BACKSLOPES AND AREAS BEHIND THE BACKSLOPE, AND BEYOND THE TOE OF THE FRONT SLOPE ON FILL SECTIONS WITHOUT DITCHES.

5. ALL BORROW/WASTE/USE SITES MUST BE APPROVED BY THE DEPARTMENT PRIOR TO REMOVING ANY MATERIAL FROM THE PROJECT OR INITIATING ANY EARTHMOVING ACTIVITIES, INCLUDING TEMPORARY STOCKPILING OUTSIDE THE LIMITS OF CONSTRUCTION.

6. FERTILIZER NUTRIENTS SHALL BE APPLIED AT THE RATE SPECIFIED IN SECTIONS 250 AND 252 OF THE STANDARD SPECIFICATIONS. THIS SHALL BE INCLUDED IN THE COST OF THE SEEDING.

7. THE EXISTING HOT-MIX ASPHALT ON PRIVATE AND COMMERCIAL ENTRANCES SHALL BE BLADED OFF OR MILLED AND DISPOSED OF OUTSIDE THE PROJECT LIMITS. THIS COULD BE THE ENTIRE ENTRANCE OR TAPERED AT THE END DEPENDING ON IF THE MAINLINE IS RESURFACED OR MILLED AND RESURFACED. THE COST OF THE BLADING, MILLING, ROLLING, AND DISPOSAL IS INCLUDED IN THE CONTRACT UNIT PRICE FOR INCIDENTAL HOT-MIX ASPHALT SURFACING.

8. THE DROP OFF THAT OCCURS AT ENTRANCE EDGES AS A RESULT OF RESURFACING OF THE ENTRANCE SHALL BE CORRECTED USING AGGREGATE SHOULDER MATERIAL. THE COST FOR THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR INCIDENTAL HOT-MIX ASPHALT SURFACING.

9. THE FOLLOWING MIXTURE REQUIREMENTS ARE APPLICABLE FOR THIS PROJECT:

MIXTURE USES:	SURFACE	LEVELING BINDER	BINDER
PG:	PG64-22	PG64-22	PG64-22
DESIGN AIR VOIDS:	4.0%@N50	4.0%@N50	4.0%@N50
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL 9.5 OR 12.5	IL 9.5	IL 19.0
FRICTION AGGREGATE:	D	N/A	N/A
20 YEAR ESAL:	0.40	0.40	0.40
MIX UNIT WEIGHT:	112 LBS/SY/IN		

MIXTURE USES:	TOP SHOULDER	BOTTOM SHOULDER
PG:	PG58-22	PG58-22
DESIGN AIR VOIDS:	3.0%@N50	2%@N50
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL 9.5 OR 12.5	BAM
FRICTION AGGREGATE:	C	N/A
20 YEAR ESAL:	N/A	N/A
MIX UNIT WEIGHT	112 LBS/SY/IN	

MIXTURE USES:	INCIDENTAL HMA SURFACING	TEMPORARY PAVEMENT
PG:	PG64-22	PG64-22
DESIGN AIR VOIDS:	4.0%@N50	4.0%@N50
MIXTURE COMPOSITION (GRADATION MIXTURE):	IL 9.5 OR 12.5	IL 19.0
FRICTION AGGREGATE:	C	N/A
20 YEAR ESAL:	N/A	0.40
MIX UNIT WEIGHT	112 LBS/SY/IN	112 LBS/SY/IN

10. THE CONTRACTOR WILL BE REQUIRED TO FURNISH 5 ½" HIGH BRASS STENCILS AS APPROVED BY THE ENGINEER AND INSTALL STATIONING AT 250' INTERVALS. STATIONING SHALL BE PLACED ON BOTH LANES OF 2-LANE HIGHWAYS AND ON THE OUTSIDE LANES IN BOTH DIRECTIONS ON 4-LANE HIGHWAYS. THE STATIONS SHALL BE PLACED 6" INSIDE THE PAVEMENT MARKING EDGE SO THEY CAN BE READ FROM THE SHOULDER. THIS WORK WILL BE INCLUDED IN THE COST OF THE FINAL PAVEMENT SURFACE.

11. A NATIONWIDE 404 PERMIT HAS BEEN ISSUED FOR THIS PROJECT, AND THE CONDITIONS OF THAT PERMIT MUST BE ADHERED TO.

12. THE NEW STRUCTURE NUMBER WILL BE S.N. 037-0175.

13. BITUMINOUS AND AGGREGATE PRIME COAT SHALL BE PLACED IN ACCORDANCE WITH SECTION 406 OF THE STANDARD SPECIFICATIONS. THE COST OF THE PRIME COATS SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER TON FOR LEVELING BINDER (MACHINE METHOD) OF THE TYPE SPECIFIED.

14. THE AREA TO BE PRIMED SHALL BE LIMITED TO THAT WHICH CAN BE COVERED WITH HMA THE SAME DAY, UNLESS OTHERWISE PERMITTED BY THE ENGINEER.

15. THE CONTRACTOR SHALL SUBMIT FOUR COPIES OF THE REQUIRED SHOP DRAWINGS FOR REVIEW AND APPROVAL TO THE BUREAU OF BRIDGES AND STRUCTURES, 2300 SOUTH DIRKSEN PARKWAY, SPRINGFIELD, IL 62764. AFTER APPROVAL OF INITIAL SUBMITTAL, THE CONTRACTOR SHALL SUBMIT ONE SET OF SHOP DRAWINGS TO DAVE LIPPERT, ENGINEER OF MATERIALS, 126 EAST ASH STREET, SPRINGFIELD, IL 62704, AND EIGHT (8) SETS OF SHOP DRAWING TO BE DISTRIBUTED TO:

    DISTRICT 2 DISTRICT ENGINEER (1)
    FABRICATOR (1)
    CONTRACTOR (2)
    RESIDENT ENGINEER (2)
    DISTRICT 2 BUREAU OF MATERIALS (2)

16. THE REVIEW AND APPROVAL OF TEMPORARY SHEET PILING WILL REQUIRE 4 TO 6 WEEKS. THE CONTRACTOR SHALL SCHEDULE HIS WORK ACCORDINGLY.

17. REFLECTOR MARKERS TYPE B SHALL BE INSTALLED ON THE TOP OF BRIDGE PARAPET WALLS. THE MARKERS SHALL BE ACCORDING TO STANDARD 635011 AND THE COLOR AND SPACING ACCORDING TO STANDARD 635006, EXCEPT THE MINIMUM IS 2 PER SIDE.

18. IF, DURING THE GRINDING OR RESURFACING OPERATIONS, THE EXISTING MAILBOXES BECOME A HINDRANCE, THE CONTRACTOR SHALL BE REQUIRED TO CAREFULLY REMOVE AND REINSTALL THE MAILBOXES AS DIRECTED BY THE ENGINEER. THIS WORK SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE INCIDENTAL HOT-MIX ASPHALT SURFACING.

19. THE NEW MANHOLE LIDS ON THIS PROJECT SHALL HAVE THE WORD "STORM", "SANITARY", OR "WATER" ON THE LID. THE WORD TO BE USED IS NOTED ON THE PLANS. IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE WORD TO BE USED ON OTHER LIDS NOT NOTED ON THE PLANS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR THIS WORK.

20. ALL PROPOSED MANHOLES ON THIS PROJECT SHALL BE PRECAST. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR MANHOLE OF THE TYPE AND SIZE SPECIFIED.

21. EMBANKMENT QUANTITIES FOR THE CONSTRUCTION OF THE TRAFFIC BARRIER TERMINALS AS SHOWN IN THE PLANS ARE INCLUDED IN QUANTITIES FOR FURNISHED EXCAVATION.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 82 OVER HENNEPIN CANAL
INDEX OF SHEETS AND GENERAL NOTES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	2
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

22. THE CONTRACTOR SHALL SUPPLY THE RESIDENT ENGINEER WITH THE MANUFACTURER'S INSTALLATION REQUIREMENTS FOR THE STEEL PLATE BEAM GUARDRAIL TERMINAL TYPE I SPECIAL (FLARED).

23. ONE 16D GALVANIZED NAIL SHALL BE USED TO TOE NAIL THE WOOD BLOCK OUT TO THE WOOD POST ON ALL TRAFFIC BARRIER TERMINAL TYPE I SPECIALS.

24. DELINEATORS SHALL BE PLACED AT THE ENDS OF APPROACH GUARDRAIL TERMINAL SECTIONS, AND AT EACH HEADWALL OR END SECTION OF AR CULVERTS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH FOR REMOVE AND REINSTALL DELINEATORS.

25. DELINEATORS SHALL BE INSTALLED AS SHOWN IN STANDARD 635001, EXCEPT THAT THE POST SHALL BE ROTATED 180° AND ONLY METAL-BACKED DELINEATORS SHALL BE PERMITTED.

26. PERMANENT SURVEY MARKERS, TYPE II, SHALL BE SET AT INTERVALS OF 1 MILE OR AS DIRECTED BY THE ENGINEER. BRIDGE OR CULVERT PROJECTS SHALL HAVE ONE SURVEY MARKER PLACED NEAR THE STRUCTURE. ESTIMATED: 1 EACH

27. PERMANENT SURVEY MARKERS, TYPE II SHALL BE CAST-IN-PLACE AS SHOWN ON DISTRICT STANDARD 66.2. THE BOTTOM OF THE MARKER SHALL BE 5'-0" BELOW THE GROUND SURFACE.

28. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER A DESCRIPTION OF LOCATION, ELEVATION, AND COORDINATES FOR EACH PERMANENT SURVEY MARKER. THE HORIZONTAL AND VERTICAL COORDINATES MUST BE DERIVED BY GPS AND THE ELEVATION DERIVED BY A CLOSED LEVEL CIRCUIT. THE ENGINEER SHALL SUBMIT THIS INFORMATION TO THE SURVEY CREW.

29. THE TEMPORARY CONCRETE BARRIER SHALL BE ANCHORED TO THE PAVEMENT WITH 6 ANCHORS PER SECTION AT THE FOLLOWING LOCATIONS:
STA. 1239+69.50 TO STA. 1243+92.81, RT. STAGE 1 CONSTRUCTION
STA. 1239+32.00 TO STA. 1244+47.50, LT. STAGE 2 CONSTRUCTION

30. TREE PLANTING LAYOUT SHALL BE PERFORMED BY THE DISTRICT LANDSCAPE ARCHITECT. MULCH SHALL BE PLACED 4" THICK AND TO THE DIAMETER AROUND THE TREE AS SHOWN ON DISTRICT STANDARD 92.1. THE MULCH SHALL BE HARDWOOD WOOD CHIPS PLACED ON WEED BARRIER FABRIC. THIS WORK SHALL BE INCLUDED IN THE COST OF THE TREE.

31. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING UTILITY PROPERTY DURING CONSTRUCTION OPERATIONS AS OUTLINED IN ARTICLE 107.31 OF THE STANDARD SPECIFICATIONS. A MINIMUM OF 48 HOURS ADVANCE NOTICE IS REQURIED FOR NON-EMERGENCY WORK. THE JULIE NUMBER IS 800-892-0123. THE FOLLOWING LISTED UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS ARE MEMBERS OF JULIE:

MR. MICHAEL LENOX COMMONWEALTH EDISON CO. 123 ENERGY AVE. ROCKFORD, IL 61109	ELECTRIC	815-490-2869
MR. KALIN HINSHAW VERIZON 112 WEST ELM ST. SYCAMORE, IL 60178	TELEPHONE	815-895-1515
MR. MATT STORM GENESEO TELEPHONE CO. 111 E. 1ST ST. GENESEO, IL 61254	TELEPHONE	309-944-8012
MS. CONSTANCE LANE NICOR GAS CO. 1844 FERRY RD. NAPERVILLE, IL 60563-9600	GAS	630-983-8676
MR. KEN STOCK CITY OF GENESEO 101S. STATE ST. GENESEO, IL 61254	WATER & SEWER	309-944-8424

FOLLOWING ARE THE KNOWN UTILITIES LOCATED WITHIN THE PROJECT LIMITS OR IMMEDIATELY ADJACENT TO THE PROJECT CONSTRUCTION LIMITS WHICH ARE NOT MEMBERS OF JULIE AND SHOULD BE NOTIFIED INDIVIDUALLY BY THE CONTRACTOR.

MR. ROBERT DELP FARMERS MUTUAL ELECTRIC CO. P.O.BOX 43/1004 S. CHICAGO ST. GENESEO, IL 61254-0043	ELECTRIC	309-944-4669

32. CADD DATA WILL BE AVAILABLE TO CONTRACTORS AND CONSULTANTS WORKING ON THIS PROJECT. THIS INFORMATION WILL BE PROVIDED UPON REQUEST AS MICROSTATION CADD FILES AND GEOPAK COORDINATE GEOMETRY FILES ONLY. IF DATA IS REQUIRED IN OTHER FORMATS IT WILL BE YOUR RESPONSIBILITY TO MAKE THESE CONVERSIONS. IF ANY DISCREPANCY OR INCONSISTENCY ARISES BETWEEN THE ELECTRONIC DATA AND THE INFORMATION ON THE HARD COPY, THE INFORMATION ON THE HARD COPY SHOULD BE USED. CONTACT THE DISTRICT'S PROJECT ENGINEER TO REQUEST THESE FILES.

33. THE CONTRACTOR SHALL VIDEO TAPE THE EXISTING HENNEPIN CANAL PARKWAY SITE BEFORE CONSTRUCTION ACTIVITIES BEGIN TO ENSURE THAT THE SITE IS BROUGHT BACK TO PRE-CONSTRUCTION CONDITION WHEN THE NEW STRUCTURE IS COMPLETE. THIS SHALL BE INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, STANDARD 701326.

34. WORK ON THIS PROJECT WILL BE IN PROGRESS AT THE SAME TIME AS WORK ON THE CULVERT REPLACEMENT ON IL 82 3 MILES SOUTH OF IL 92. WORK ON THESE PROJECTS SHALL BE SCHEDULED TO KEEP INTERFERENCE BETWEEN ALL THE PROJECTS TO A MINIMUM. THE CONTRACTORS SHALL INFORM EACH OTHER OF PROGRESS OF THE PROJECTS AND GIVE FAIR WARNING TO THE OTHER CONTRACTS WHEN A PROBLEM MIGHT BE ENCOUNTERED.

COMMITMENTS

1. NO PARKING OF VEHICLES OR STORAGE OF EQUIPMENT OR MATERIALS SHALL BE ALLOWED ON IDNR (HENNEPIN CANAL PARKWAY) PROPERTY.

2. IDNR (HENNEPIN CANAL PARKWAY) REPRESENTATIVES HAVE CHOSEN THE REDDISH-BROWN COLOR FOR THE BRIDGE; THE WALL FORM LINER DESIGN OF PATTERN 1118, SHERMAN AVENUE STONE FROM CUSTOM ROCK INTERNATIONAL, ST.PAUL, MN; AND THE STANDARD BARRIER RAIL DESIGN WITH THE WALL FORM LINER DESIGN ON THE FACE. THESE COMMITMENTS WERE MADE BY THE PROJECT ENGINEER.

3. IDNR (HENNEPIN CANAL PARKWAY) REPRESENTATIVES HAVE REQUESTED A VARIETY OF ITEMS/COORDINATION;
   - SHOULDER DRAINS FROM THE STRUCTURE SHOULD DRAIN DIRECTLY INTO THE CANAL AND NOT ACROSS THE BIKE PATH.
   - ANY PIERS IN THE WATER WILL NEED REFLECTORS ON BOTH ENDS FOR BOATS AND SNOWMOBILES.
   - THE PATH DIRECTLY UNDER THE BRIDGE WILL BE CONSTRUCTED TO MATCH EXISTING.
   - VIDEO-TAPE THE EXISTING SITE BEFORE CONSTRUCTION TO ENSURE THAT IT IS BROUGHT BACK TO PRE-CONSTRUCTION CONDITION WHEN THE NEW STRUCTURE IS COMPLETE.
   - SLOPE WALLS SHOULD BE RIPRAP, CLASS A4, SPECIAL (GROUTED RIPRAP) TO REDUCE VANDALISM.
   - ANY WOODEN BOLLARDS THAT ARE REMOVED SHOULD BE REPLACED IN KIND.
   - THE "DROP BOLLARD" WILL NEED TO BE RELOCATED AND IDOT WILL COORDINATE THE LOCATION WITH IDNR.
   - TREE REPLACEMENT SHOULD BE COORDINATED WITH IDOT AND IDNR.

4. A COMMITMENT WAS MADE TO SHARON AND CRAIG WEBER (PHONE NUMBER 309-944-6465) STATING THAT A TEMPORARY TRAFFIC SIGNAL WILL BE INSTALLED AT THEIR ENTRANCE (APPROXIMATELY STA. 1246+20 RT) TO ENABLE FREE FLOW OF VEHICLES IN AND OUT OF THEIR CAMPGROUND FROM APRIL 1ST TO OCTOBER 31ST. THIS COMMITMENT WAS MADE BY THE PROJECT ENGINEER.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 82 OVER HENNEPIN CANAL
GENERAL NOTES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	3
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SUMMARY OF QUANTITIES			UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 100% FED	
CODE NO.		ITEM			ROADWAY I000	BRIDGE X071-2A
20100110		TREE REMOVAL (6 TO 15 UNITS DIAMETER)	UNIT	99	99	
20100500		TREE REMOVAL, ACRES	ACRE	0.18	0.18	
20101000		TEMPORARY FENCE	FOOT	330	330	
20200100		EARTH EXCAVATION	CU. YD.	135	135	
20201400		SUB-BASE GRANULAR MATERIAL, TYPE A	TON	45	45	
20400800		FURNISHED EXCAVATION	CU. YD.	1755	1755	
20700400		POROUS GRANULAR EMBANKMENT, SPECIAL	CU. YD.	91		91
20800150		TRENCH BACKFILL	CU. YD.	6	6	
25000210	*	SEEDING, CLASS 2A	ACRE	1.00	1.00	
25100630		EROSION CONTROL BLANKET	SQ. YD.	4352	4352	
28000250		TEMPORARY EROSION CONTROL SEEDING	POUND	360	360	
28000400		PERIMETER EROSION BARRIER	FOOT	1329	1329	
28100107		STONE RIPRAP, CLASS A4	SQ. YD.	976		976
28100108		STONE RIPRAP, CLASS A4 (SPECIAL)	SQ YD	366		366
28200200		FILTER FABRIC	SQ. YD.	976		976
35101400		AGGREGATE BASE COURSE, TYPE B	TON	164	164	
40600625		LEVELING BINDER (MACHINE METHOD), N50	TON	78	78	
40600990		TEMPORARY RAMP	SQ. YD.	58	58	
40603310		HOT-MIX ASPHALT SURFACE COURSE, MIX "C" ,N50	TON	178	178	
40603335		HOT-MIX ASPHALT SURFACE COURSE, MIX "D" ,N50	TON	116	116	
40800050		INCIDENTAL HOT-MIX ASPHALT SURFACING	TON	29	29	
42001420		BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)	SQ. YD.	86	86	
42400300		PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH	SQ. FT.	1229	1229	
44000100		PAVEMENT REMOVAL	SQ. YD.	142	142	
44000158		HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"	SQ. YD.	1345	1345	
44000600		SIDEWALK REMOVAL	SQ. FT.	619	619	
48203019		HOT-MIX ASPHALT SHOULDERS, 5 1/2"	SQ. YD.	1269	1269	
50100100		REMOVAL OF EXISTING STRUCTURES	EACH	1		1

* SPECIALTY ITEM

SUMMARY OF QUANTITIES			UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE 100% FED	
CODE NO.		ITEM			ROADWAY I000	BRIDGE X071-2A
50157300		PROTECTIVE SHIELD	SQ. YD.	394		394
50157307		PROTECTIVE SHIELD, SPECIAL	L SUM	1	1	
50200100		STRUCTURE EXCAVATION	CU. YD.	191		191
50300225		CONCRETE STRUCTURES	CU. YD.	213.3		213.3
50300255		CONCRETE SUPERSTRUCTURE	CU. YD.	323.5		323.5
50300260		BRIDGE DECK GROOVING	SQ. YD.	784		784
50300280		CONCRETE ENCASEMENT	CU YD	6		6
50300285		FORM LINER TEXTURED SURFACE	SQ FT	3981		3981
50300300		PROTECTIVE COAT	SQ YD	960		960
50500105		FURNISHING AND ERECTING STRUCTURAL STEEL	L. SUM	1		1
50500505		STUD SHEAR CONNECTORS	EACH	3927		3927
50800205		REINFORCEMENT BARS, EPOXY COATED	POUND	93050		93050
50800515		BAR SPLICERS	EACH	811		811
51200959		FURNISHING METAL SHELL PILES 14" X 0.312"	FOOT	1350		1350
51202305		DRIVING PILES	FOOT	1350		1350
51203200		TEST PILE METAL SHELLS	EACH	4		4
51204650		PILE SHOES	EACH	28		28
51205200		TEMPORARY SHEET PILING	SQ. FT.	461		461
51500100		NAME PLATES	EACH	1		1
52100520		ANCHOR BOLTS, 1"	EACH	56		56
54200427		PIPE CULVERTS, TYPE 1 RCCP 12"	FOOT	28	28	
54213447		END SECTIONS 12"	EACH	1	1	
59100100		GEOCOMPOSITE WALL DRAIN	SQ. YD.	65		65
60100945		PIPE DRAINS 12"	FOOT	104	104	
60109580		PIPE UNDERDRAINS FOR STRUCTURES 4"	FOOT	152		152
60218400		MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1FRAME, CLOSED LID	EACH	1	1	
60605519		COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.36	FOOT	63	63	
60900340		TYPE D INLET BOX, STANDARD 609001(SPECIAL)	EACH	2	2	

* SPECIALTY ITEM

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 82 OVER HENNEPIN CANAL
SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	4
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	.... AID PROJECT		

SUMMARY OF QUANTITIES			UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
					100% FED	
CODE NO.		ITEM			ROADWAY I000	BRIDGE X071-2A
63000001	*	STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS	FOOT	425	425	
63100085	*	TRAFFIC BARRIER TERMINAL, TYPE 6	EACH	4	4	
63100169	*	TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED	EACH	4	4	
63200310		GUARDRAIL REMOVAL	FOOT	615	615	
63500310		REMOVE AND REINSTALL DELINEATORS	EACH	4	4	
66700305		PERMANENT SURVEY MARKERS, TYPE II	EACH	1	1	
67000400		ENGINEER'S FIELD OFFICE, TYPE A	CAL MO	7	7	
67100100		MOBILIZATION	L. SUM	1	1	
70100405		TRAFFIC CONTROL AND PROTECTION, STANDARD 701321	EACH	1	1	
70100450		TRAFFIC CONTROL AND PROTECTION, STANDARD 701201	L. SUM	1	1	
70100500		TRAFFIC CONTROL AND PROTECTION, STANDARD 701326	L. SUM	1	1	
70103815		TRAFFIC CONTROL SURVEILLANCE	CAL. DA.	10	10	
70106500		TEMPORARY BRIDGE TRAFFIC SIGNALS	EACH	1	1	
70106700		TEMPORARY RUMBLE STRIP	EACH	3	3	
70300100		SHORT-TERM PAVEMENT MARKING	FOOT	140	140	
70300625		TEMPORARY PAINT PAVEMENT MARKING LINE 4"	FOOT	2448	2448	
70300660		TEMPORARY PAINT PAVEMENT MARKING LINE 24"	FOOT	52	52	
70301000		WORK ZONE PAVEMENT MARKING REMOVAL	SQ. FT.	947	947	
70400100		TEMPORARY CONCRETE BARRIER	FOOT	512.5	512.5	
70400200		RELOCATE TEMPORARY CONCRETE BARRIER	FOOT	425	425	
78001110	*	PAINT PAVEMENT MARKING-LINE 4"	FOOT	1566	1566	
78100100	*	RAISED REFLECTIVE PAVEMENT MARKER	EACH	7	7	
78100105	*	RAISED REFLECTIVE PAVEMENT MARKER (BRIDGE)	EACH	3	3	
78200200	*	BIDIRECTIONAL PRISMATIC BARRIER REFLECTOR	EACH	4	4	
78200410	*	GUARDRAIL MARKERS, TYPE A	EACH	16	16	
78200520	*	BARRIER WALL MARKERS, TYPE B	EACH	4	4	
78201000	*	TERMINAL MARKER - DIRECT APPLIED	EACH	4	4	
78300100		PAVEMENT MARKING REMOVAL	SQ. FT.	270	270	

* SPECIALTY ITEM

SUMMARY OF QUANTITIES			UNIT	TOTAL QUANTITY	CONSTRUCTION TYPE CODE	
					100% FED	
CODE NO.		ITEM			ROADWAY I000	BRIDGE X071-2A
78300200		RAISED REFLECTIVE PAVEMENT MARKER REMOVAL	EACH	10	10	
A2005114	*	TREE, JUGLANS NIGRA (BLACK WALNUT), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	16	16	
A2006714	*	TREE, QUERCUS MACROCARPA (BUR OAK), 1-3/4" CALIPER, BALLED AND BURLAPPED	EACH	16	16	
X0323988		TEMPORARY SOIL RETENTION SYSTEM	SQ. FT.	133		133
X0325519		DRAIN FOR AGGREGATE BASE COURSE	SQ YD	2	2	
X0325864		BRIDGE APPROACH PAVEMENT REMOVAL	SQ. YD.	145	145	
X0712400		TEMPORARY PAVEMENT	SQ. YD.	140	140	
X0919000		TEMPORARY PAVEMENT REMOVAL	SQ. YD.	140	140	
X5020501		UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 1	EACH	1		1
X5020502		UNDERWATER STRUCTURE EXCAVATION PROTECTION - LOCATION 2	EACH	1		1
XX006571		REMOVE AND REPLACE BOLLARDS	EACH	10	10	
XX007452		RELOCATE BOLLARDS	EACH	1	1	
Z0013798		CONSTRUCTION LAYOUT	L. SUM	1	1	
Z0030250		IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	
Z0030350		IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3	EACH	2	2	

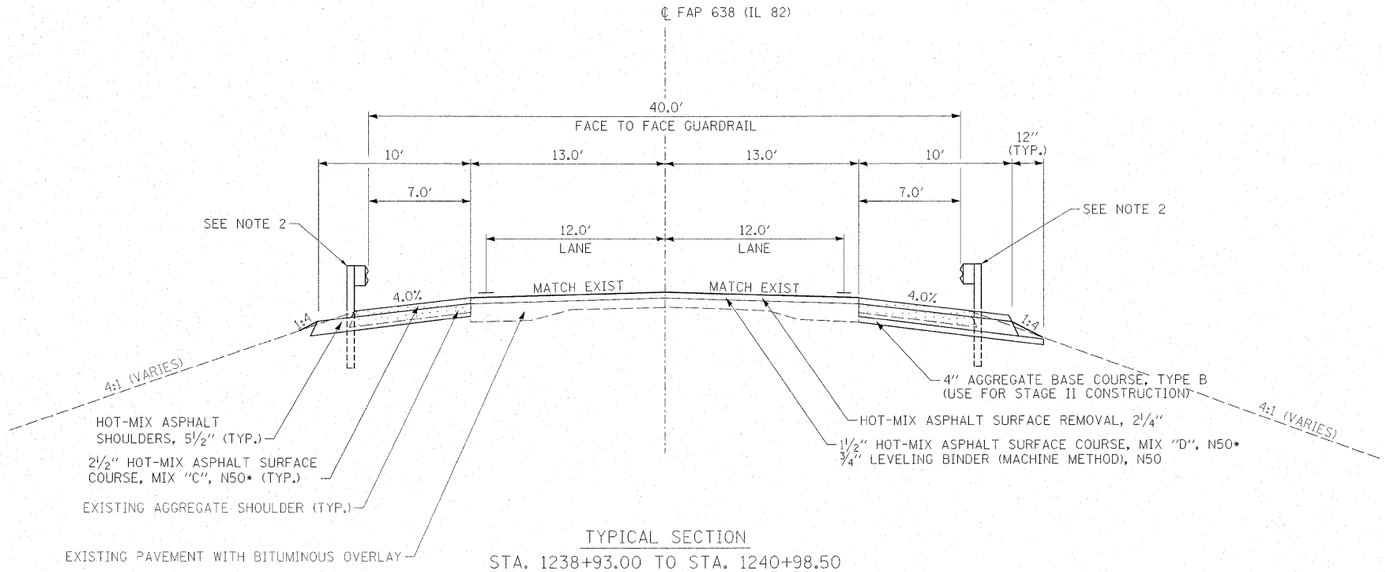
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 82 OVER HENNEPIN CANAL
SUMMARY OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	5
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



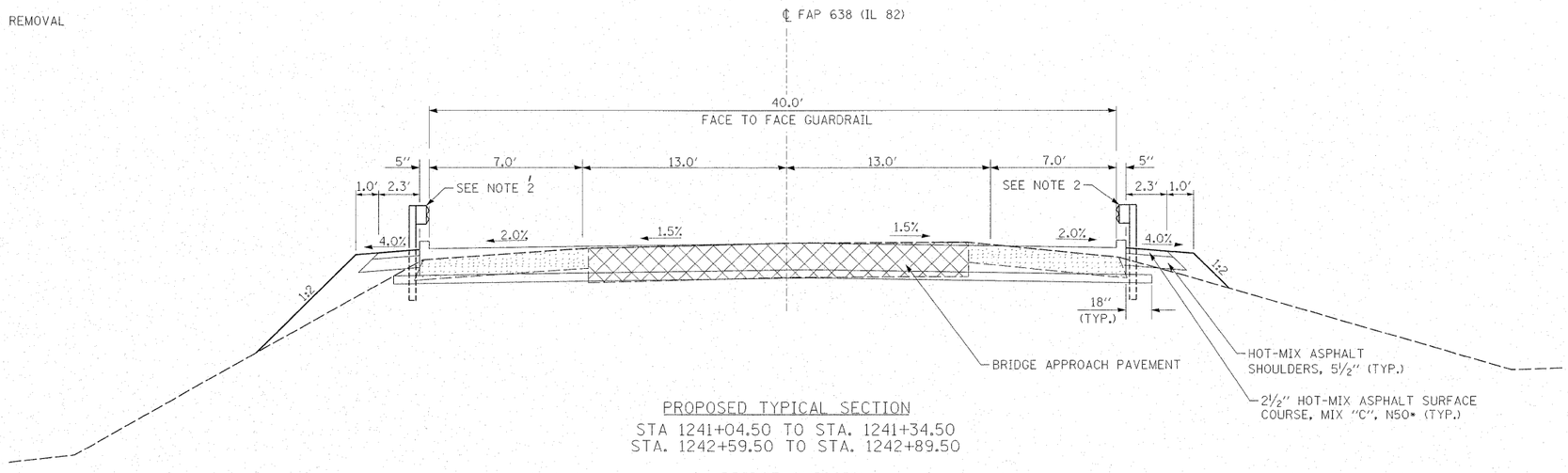
TYPICAL SECTION
STA. 1238+93.00 TO STA. 1240+98.50
STA. 1243+02.00 TO STA. 1245+76.00

* 112 LB/SQ YD/INCH

REMOVAL LEGEND

PAVEMENT REMOVAL

SHOULDER REMOVAL



PROPOSED TYPICAL SECTION
STA 1241+04.50 TO STA. 1241+34.50
STA. 1242+59.50 TO STA. 1242+89.50

BRIDGE OMISSION
STA. 1241+34.50 TO STA. 1242+59.50

NOTE:
1. IF THE CURB AND GUTTER OR PCC PAVEMENT IS CONSTRUCTED AFTER OCTOBER 15TH AND THE ROAD WILL BE OPEN TO TRAFFIC PRIOR TO THE FOLLOWING APRIL 15TH, THEN A PROTECTIVE COAT SHALL BE APPLIED TO ALL PCC SURFACES PER SECTION 420.18.
2. GUARDRAIL LIMITS
   STA. 1239+38.85 TO STA. 1241+20.10, RT.
   STA. 1239+38.85 TO STA. 1241+20.10, LT.
   STA. 1242+73.90 TO STA. 1245+30.15, LT.
   STA. 1242+73.90 TO STA. 1244+55.15, RT.

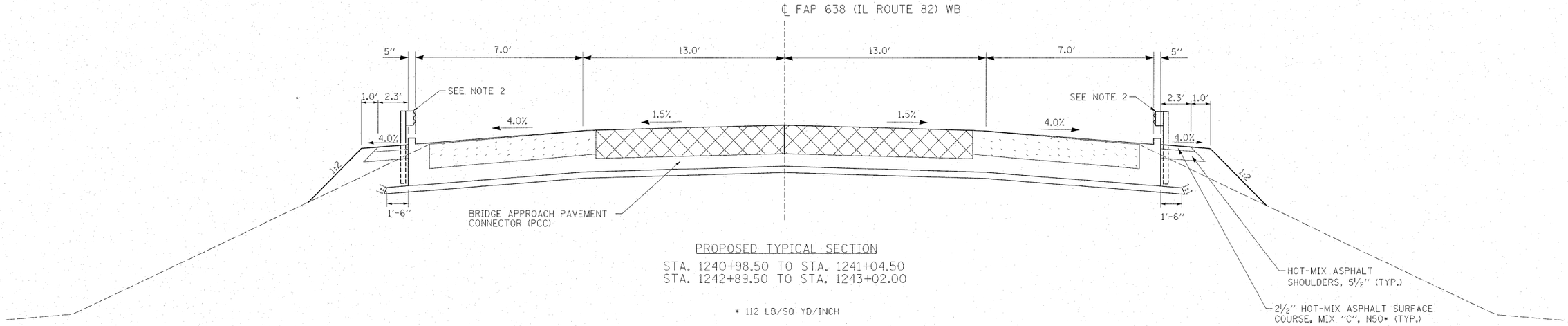
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 82 OVER HENNEPIN CANAL
TYPICAL SECTION

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

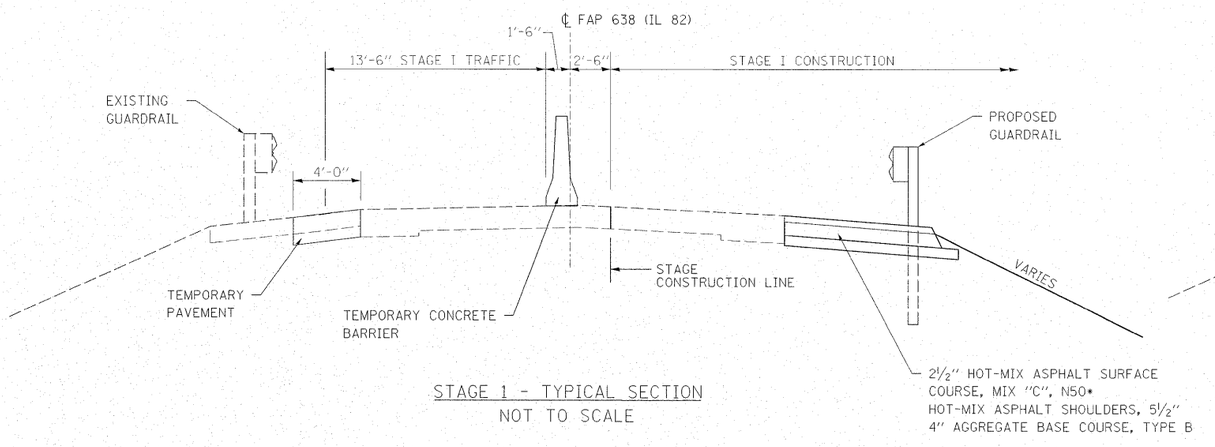
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	6
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



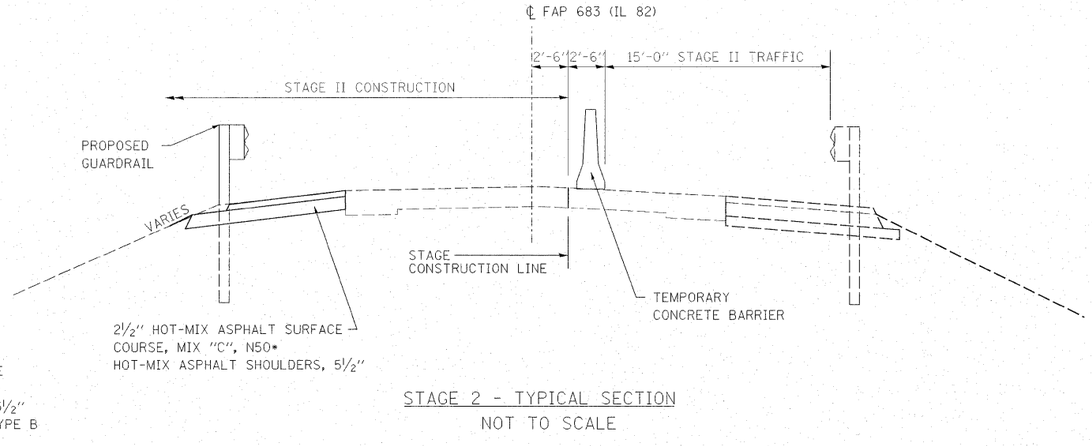
PROPOSED TYPICAL SECTION

STA. 1240+98.50 TO STA. 1241+04.50
STA. 1242+89.50 TO STA. 1243+02.00

* 112 LB/SQ YD/INCH



STAGE 1 - TYPICAL SECTION
NOT TO SCALE



STAGE 2 - TYPICAL SECTION
NOT TO SCALE

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 82 OVER HENNEPIN CANAL
TYPICAL SECTION

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	7
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

20100110 TREE REMOVAL (6 TO 15 UNITS DIAMETER)

LOCATION	UNIT
STA. 1241+15.75, 43.1' LT	6
STA. 1241+16.76, 43.7' LT	6
STA. 1241+17.84, 43.7' LT	6
STA. 1241+20.08, 43.6' LT	6
STA. 1241+16.46, 42.0' LT	6
STA. 1241+16.59, 33.9' LT	6
STA. 1241+18.00, 32.3' LT	9
STA. 1241+21.65, 32.6' LT	10
STA. 1241+19.84, 31.8' LT	6
STA. 1241+19.25, 35.2' LT	10
STA. 1241+21.52, 36.2' LT	7
STA. 1241+41.70, 33.0' LT	6
STA. 1241+43.58, 36.1' LT	6
STA. 1241+35.57, 39.9' RT	9
TOTAL	99

20100500 TREE REMOVAL, ACRES

LOCATION	ACRES
STA 1239+11.00 TO STA 1240+37.18, LT	0.10
STA 1239+39.28 TO STA 1241+39.89, RT	0.08
TOTAL	0.18

20101000 TEMPORARY FENCE

LOCATION	FOOT
RECREATION TRAIL	
STA. 10+21.37 TO STA. 10+86.72, LT	65
STA. 10+21.82 TO STA. 10+86.46, RT	65
STA. 11+77.47 TO STA. 12+78.31, RT	100
STA. 11+77.69 TO STA. 12+76.82, LT	100
TOTAL	330

44000600 SIDEWALK REMOVAL

LOCATION	SQ. FT.
STA. 10+88.59 TO STA. 11+51.31	618.6
TOTAL	619

44000100 PAVEMENT REMOVAL

LOCATION	SQ. YD.
STA. 1240+98.50 - 1241+09.00	29.5
STA. 1242+62.11 - 1243+02.00	112.0
TOTAL	142

40600990 TEMPORARY RAMP

LOCATION	SQ. YD.
STA. 1238+93.00 - 1238+98.00	14.4
STA. 1245+71.00 - 1245+76.00	14.4
STA. 1240+93.50 - 1240+98.50	14.4
STA. 1243+02.00 - 1243+07.00	14.4
TOTAL	58

25100630 EROSION CONTROL BLANKET

LOCATION	SQ YD
STA. 1238+93.00 TO 1245+76.00	4352
TOTAL	4352

25000210 SEEDING, CLASS 2A

LOCATION	ACRE
STA. 1238+93.00 TO 1245+76.00	0.90
TOTAL	0.90

28000400 PERIMETER EROSION BARRIER

LOCATION	FOOT
ROADWAY	
STA. 1238+92.38 TO STA. 1241+25.72, LT	273
STA. 1239+20.12 TO STA. 1241+21.30, RT	221
STA. 1242+49.07 TO STA. 1245+76.07, LT	356
STA. 1242+41.78 TO STA. 1245+76.20, RT	342
PEDESTRIAN TRAIL	
STA. 10+49.34 TO STA. 11+82.40, RT	137
TOTAL	1329

35101400 AGGREGATE BASE COURSE, TYPE B

LOCATION	TON
STA 1238+58.56 TO STA 1241+19.50, RT	76.8
STA 1242+74.50 TO STA 1245+76.00, RT	87.1
TOTAL	164

66700305 PERMANENT SURVEY MARKERS, TYPE II

LOCATION	EACH
ENTIRE PROJECT	1
TOTAL	1

42001420 BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)

LOCATION	SQ. YD.
STA. 1240+98.50 - 1241+04.50	27.9
STA. 1242+89.50 - 1243+02.00	58.1
TOTAL	86

X0325864 BRIDGE APPROACH PAVEMENT REMOVAL

LOCATION	SQ. YD.
STA. 1241+09.00 - 1241+29.81	72.7
STA. 1242+41.58 - 1242+62.11	72.2
TOTAL	145

42400300 PORTLAND CEMENT SIDEWALK 6 INCH

LOCATION	SQ. FT.
RECREATIONAL TRAIL	1228.6
TOTAL	1229

BITUMINOUS SCHEDULE

LOCATION								REMARKS	LENGTH	PROPOSED SURFACE		40600625 LEVELING BINDER (MACHINE METHOD), N50	40603310 HMA SURFACE COURSE, MIX "C", N50	40603335 HMA SURFACE COURSE, MIX "D", N50
										WIDTH	SQ YD	TON	TON	TON
RT. STA.	1238	+	59	-	1241	+	19	SHOULDER	261	VAR.	303.0		42.4	
LT. STA.	1238	+	93	-	1241	+	19	SHOULDER	227	VAR.	270.5		37.9	
RT. STA.	1242	+	74	-	1245	+	76	SHOULDER	302	VAR.	348.2		48.7	
LT. STA.	1242	+	74	-	1245	+	76	SHOULDER	302	VAR.	347.2		48.6	
STA.	1238	+	93	-	1240	+	98	MAINLINE	206	26	593.7	33.2		49.9
STA.	1243	+	2	-	1245	+	76	MAINLINE	274	26	791.6	44.3		66.5
											TOTALS	78	178	116

70106700 TEMPORARY RUMBLE STRIP

LOCATION	EACH
ENTIRE PROJECT	3
TOTAL	3

70106500 TEMPORARY BRIDGE TRAFFIC SIGNALS

LOCATION	EACH
ENTIRE PROJECT	1
TOTAL	1

Z0030250 IMPACT ATTENUATORS, TEMPORARY (NON-REDIRECTIVE), TEST LEVEL 3

LOCATION	EACH
STA. 1239+69.46, RT	1
STA. 1243+92.81, RT	1
TOTAL	2

Z0030350 IMPACT ATTENUATORS, RELOCATE (NON-REDIRECTIVE), TEST LEVEL 3

LOCATION	EACH
STA. 1239+31.95, LT	1
STA. 1244+47.57, LT	1
TOTAL	2

70400100 TEMPORARY CONCRETE BARRIER

LOCATION	FOOT
STA. 1239+31.95 TO STA. 1244+47.57	512.5
TOTAL	512.5

44000158 HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"

LOCATION	SQ. YD.
STA. 1238+93.00 TO STA. 1240+98.50	575.6
STA. 1243+02.00 TO STA. 1245+76.00	769.7
TOTAL	1345

70400200 RELOCATE TEMPORARY CONCRETE BARRIER

LOCATION	FOOT
STA. 1239+69.46 TO STA. 1243+92.81	425.0
TOTAL	425.0

78300200 RAISED REFLECTIVE PAVEMENT MARKER REMOVAL

LOCATION	EACH
STA. 1238+93.00 TO STA. 1245+76.00	10
TOTAL	10

78100100 RAISED REFLECTIVE PAVEMENT MARKER

LOCATION	EACH
STA. 1238+93.00 TO STA. 1240+98.50	3
STA. 1243+02.00 TO STA. 1245+76.00	4
TOTAL	7

X0712400 TEMPORARY PAVEMENT

LOCATION	SQ. YD.
LT. STA. 1239+50.00 - 1241+10.00	72.1
LT. STA. 1242+62.06 - 1244+13.77	67.8
TOTAL	140

X0919000 TEMPORARY PAVEMENT REMOVAL

LOCATION	SQ. YD.
LT. STA. 1239+50.00 - 1241+10.00	72.1
LT. STA. 1242+62.06 - 1244+13.77	67.8
TOTAL	140

48203019 HOT-MIX ASPHALT SHOULDERS, 5 1/2"

LOCATION	SQ. YD.
STA 1238+58.56 TO STA 1241+19.50, RT	303.0
STA 1238+93.00 TO STA 1241+19.50, LT	270.5
STA 1242+74.50 TO STA 1245+76.00, RT	348.2
STA 1242+74.50 TO STA 1245+76.00, LT	347.2
TOTAL	1269

X0325519 DRAIN FOR AGGREGATE BASE COURSE

LOCATION	SQ. FT.
STA. 1240+98.50, LT	0.83
STA. 1240+98.50, RT	1.57
TOTAL	2

20201400 SUB-BASE GRANULAR MATERIAL, TYPE A

LOCATION	TON
STA. 1240+98.50, LT	36.9
STA. 1240+98.50, RT	8.2
TOTAL	45

78100105 RAISED REFLECTIVE PAVMENT MARKER (BRIDGE)

STA. 1240+98.50 TO STA. 1243+02.00	3
TOTAL	3

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JDS	REVISED -	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**
		DRAWN - WLL	REVISED -	
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -	
	PLOT DATE = $DATE$	DATE -	REVISED -	

IL ROUTE 82 HENNEPIN CANAL
SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	8
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

78001110
PAINT PAVEMENT MARKING-LINE 4"

LOCATION	FOOT
EDGE LINES	
STA. 1238+93.00 TO STA. 1245+76.00, RT	683
STA. 1238+93.00 TO STA. 1245+76.00, LT	683.0
CENTERLINE	
STA. 1238+07.23 TO STA. 1246+07.50	200.1
TOTAL	1566

70300100
SHORT-TERM PAVEMENT MARKING

LOCATION	FOOT
STA. 1238+07.23 TO STA. 1240+98.50, CENTERLINE	58.3
STA. 1240+98.50 TO STA. 1243.02.00, CENTERLINE	20.4
STA. 1243+02.00 TO STA. 1246+07.50, CENTERLINE	61.1
TOTAL	140

70300625
TEMPORARY PAINT PAVEMENT MARKING - LINE 4"

LOCATION	FOOT
STAGE 1	
STA. 1238+07.23 TO STA. 1245+11.50, RT	706
STA. 1239+65.49 TO STA. 1244+03.77, LT	439
STAGE 2	
STA. 1238+23.00 TO STA. 1246+07.46, LT	786
STA. 1239+34.35 TO STA. 1244+51.37, RT	517
TOTAL	2448

70301000
WORK ZONE PAVEMENT MARKING REMOVAL

LOCATION	SQ. FT.
SHORT-TERM PAVEMENT MARKING	
STA. 1238+07.23 TO STA. 1240+98.50, CENTERLINE	9.7
STA. 1240+98.50 TO STA. 1243+02.00, CENTERLINE	6.8
STA. 1243+02.00 TO STA. 1246+07.50, CENTERLINE	10.2
STAGE 1	
STA. 1238+07.23 TO STA. 1245+11.50, RT	235.3
STA. 1239+65.49 TO STA. 1244+03.77, LT	146.3
STAGE 2	
STA. 1238+23.00, TO STA. 1246+07.46, LT	262.0
STA. 1239+34.35 TO STA. 1244+51.37, RT	172.3
STA. 1246+17.46, STOP BAR	26
STA. 1237+63.35, STOP BAR	26
STA. 1239+18.15, STOP BAR (ENTRANCE)	26
STA. 1246+31.04, STOP BAR (ENTRANCE)	26
TOTAL	947

78200200
BIDIRECTIONAL PRISMATIC BARRIER REFLECTORS

LOCATION	EACH
BRIDGE PIERS	4
TOTAL	4

28000250
TEMPORARY EROSION CONTROL SEEDING

LOCATION	POUND
STA. 1238+93.00 TO STA. 1245+76.00	359.64
TOTAL	360

70300660
TEMPORARY PAINT PAVEMENT MARKING-LINE 24"

LOCATION	FOOT
STOP BAR, STA. 1246+17.46	13
STOP BAR, STA. 1237+63.35	13
STOP BAR, STA. 1239+18.15 (ENTRANCE)	13
STOP BAR, STA. 1246+31.04 (ENTRANCE)	13
TOTAL	52

78300100
PAVEMENT MARKING REMOVAL

LOCATION	SQ. FT.
STA. 1238+07.23 TO STA. 1240+98.50, CENTERLIINE	9.7
STA. 1243+02.00 TO STA. 1246+07.50, CENTERLINE	10.2
STA. 1239+34.35 TO STA. 1240+98.50, RT SHOULDER	54.7
STA. 1243+02.00 TO STA. 1244+51.37, RT SHOULDER	49.8
STA. 1239+65.49 TO STA. 1244+03.77, LT SHOULDER	146.1
TOTAL	270

60605519
COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.36

LOCATION	FOOT
STA. 10+87.13 TO STA. 11+51.66	63.2
TOTAL	63

60900340
TYPE D INLET BOX, STANDARD 609001 (SPECIAL)

LOCATION	EACH
LT. & RT. STA. 1242+97.00	2
TOTAL	2

54200427
PIPE CULVERTS, TYPE 1 RCCP 12"

LOCATION	FOOT
STA. 1242+97.00	28
TOTAL	28

60218400
MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME CLOSED LID

LOCATION	EACH
STA 1242+96.46, 61.38' LT	1
TOTAL	1

60100945
PIPE DRAINS 12"

LOCATION	FOOT
From Inlet Box, Type D to Manhole type A	
LT STA 1242+30.00	39
From Manhole Type A to Hennepin Canal	
LT STA 1242+30.00 TO STA 1242+94.46	65
TOTAL	104

40800050
INCIDENTAL HOT-MIX ASPHALT SURFACING

LOCATION	TONS
ENTRANCE @ STA. 1239+11.00, RT.	29.1
TOTAL	29

54213447
END SECTIONS 12"

LOCATION	EACH
LT. STA. 1242+30.00	1
TOTAL	1

63500310
REMOVE AND REINSTALL DELINEATORS

LOCATION	EACH
RECREATIONAL TRAIL	4
TOTAL	4

50157307
PROTECTIVE SHIELD, SPECIAL

LOCATION	L SUM
RECREATIONAL TRAIL	1
TOTAL	1

XX006571
REMOVE AND REPLACE BOLLARDS

LOCATION	EACH
RECREATIONAL TRAIL NE PARKING AREA	10
TOTAL	10

XX007452
RELOCATE BOLLARDS

LOCATION	EACH
RECREATIONAL TRAIL	1
TOTAL	1

78201000
TERMINAL MARKER - DIRECT APPLIED

LOCATION	EACH
LT. STA. 1239+76.35	1
LT. STA. 1244+55.15	1
RT. STA. 1239+38.85	1
RT. STA. 1243+67.65	1
TOTAL	4

78200410
GUARDRAIL MARKERS, TYPE A

LOCATION	EACH
STA. 1239+76.35 TO STA. 1241+20.10, LT	4
STA. 1239+38.85 TO STA. 1241+20.10, RT	4
STA. 1243+17.65 TO STA. 1244+55.15, LT	4
STA. 1243+17.65 TO STA. 1243+67.65, RT	4
TOTAL	16

63100169
TRAFFIC BARRIER TERMINAL, TYPE 1 (SPECIAL) FLARED

LOCATION	EACH
RT STA. 1239+38.85 TO STA. 1239+88.85	1
LT STA. 1239+38.85 TO STA. 1239+88.85	1
RT STA. 1244+05.15 TO STA. 1244+55.15	1
LT STA. 1244+80.15 TO STA. 1245+30.15	1
TOTAL	4

63200310
GUARDRAIL REMOVAL

LOCATION	FOOT
RT. STA. 1239+45.35 - 1241+30.11	185.0
LT. STA. 1240+08.16 - 1241+30.11	122.3
RT. STA. 1242+40.90 - 1243+62.98	122.3
LT. STA. 1242+40.79 - 1244+25.82	185.0
TOTAL	615

63000001
STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS

LOCATION	FOOT
STA. 1239+88.85 TO STA. 1240+76.35, RT	87.5
STA. 1239+88.85 TO STA. 1240+76.35, LT	87.5
STA. 1243+17.65 TO STA. 1244+05.15, RT	87.5
STA. 1243+17.65 TO STA. 1244+80.15, LT	162.5
TOTAL	425

63100085
TRAFFIC BARRIER TERMINAL, TYPE 6

LOCATION	EACH
RT STA. 1240+76.35 TO STA. 1241+20.10	1
LT STA. 1240+76.35 TO STA. 1241+20.10	1
RT STA. 1242+73.90 TO STA. 1243+17.65	1
LT STA. 1242+73.90 TO STA. 1243+17.65	1
TOTAL	4

78200520
BARRIER WALL MARKERS, TYPE B

LOCATION	EACH
STA. 1239+38.85, RT	1
STA. 1239+76.35, LT	1
STA. 1244+17.65, RT	1
STA. 1245+05.15, LT	1
TOTAL	4

EARTHWORK SUMMARY

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
1238+93.00 TO 1241+34.50	41.69	31.27	951.01	-919.74
1242+59.50 TO 1245+76.00	78.55	58.91	440.82	-381.91
UNDER SOUTH ABUTMENT	0.00	0.00	458.00	-458.00
BIT. BIKE TRAIL	11.16	8.37	0.00	8.37
TOTAL	131.40	98.55	1,849.83	-1,751.28

20200100 EARTH EXCAVATION:	131	CU YD	20400800 FURNISHED EXCAVATION:	1751	CU YD

20800150
TRENCH BACKFILL

LOCATION	CU YD
ROADWAY	
STA. 1242+97.00 14.0' RT TO 14' LT	3.7
STA. 1242+97.00 20.4' LT TO 25.0' LT	0.6
RECREATIONAL TRAIL	
STA. 10+56.83, 7.0' LT TO STA. 10+59.18, 7.0' RT	2.0
TOTAL	6.3

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL ROUTE 82 HENNEPIN CANAL
SCHEDULE OF QUANTITIES

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	9
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

HORIZONTAL & VERTICAL CONTROL

Chain IL82 contains:
20 CUR 200 CUR 210 220 CUR 230 72

Beginning chain IL82 description

==========

Point 20 N 1,750,306.0710 E 2,298,872.5550 Sta 1205+21.7200

Course from 20 to PC 200 N 0° 23' 09.9713" E Dist 1,797.7938

Curve Data

Curve 200
P.I. Station 1225+19.5138 N 1,752,303.8195 E 2,298,886.0176
Delta = 1° 58' 52.2273" (LT)
Degree = 0° 29' 43.2345"
Tangent = 200.0000
Length = 399.9601
Radius = 11,566.8918
External = 1.7289
Long Chord = 399.9402
Mid. Ord. = 1.7287
P.C. Station 1223+19.5138 N 1,752,103.8240 E 2,298,884.6698
P.T. Station 1227+19.4740 N 1,752,503.7420 E 2,298,880.4504
C.C. N 1,752,181.7701 E 2,287,318.0406
Back = N 0° 23' 09.9714" E
Ahead = N 1° 35' 42.2559" W
Chord Bear = N 0° 36' 16.1423" W

Course from PT 200 to PC 201 N 1° 35' 42.2559" W Dist 628.9749

Curve Data

Curve 210
P.I. Station 1237+16.8489 N 1,753,500.7304 E 2,298,852.6879
Delta = 3° 41' 00.0000" (RT)
Degree = 0° 30' 00.2943"
Tangent = 368.4000
Length = 736.5462
Radius = 11,457.2825
External = 5.9213
Long Chord = 736.4194
Mid. Ord. = 5.9182
P.C. Station 1233+48.4489 N 1,753,132.4732 E 2,298,862.9425
P.T. Station 1240+84.9951 N 1,753,868.8858 E 2,298,866.1120
C.C. N 1,753,451.3940 E 2,310,315.7855
Back = N 1° 35' 42.2559" W
Ahead = N 2° 05' 17.7441" E
Chord Bear = N 0° 14' 47.7441" E

Course from PT 201 to 220 N 2° 05' 17.7441" E Dist 4,677.7062

Point 220 N 1,758,543.4854 E 2,299,036.5628 Sta 1287+62.7013

Course from 220 to PC 230 N 2° 06' 56.2770" E Dist 2,606.7891

Curve Data

Curve 230
P.I. Station 1317+07.9420 N 1,761,486.7185 E 2,299,145.2904
Delta = 3° 18' 45.3391" (LT)
Degree = 0° 29' 22.2404"
Tangent = 338.4516
Length = 676.7147
Radius = 11,704.6920
External = 4.8923
Long Chord = 676.6204
Mid. Ord. = 4.8902
P.C. Station 1313+69.4904 N 1,761,148.4976 E 2,299,132.7960
P.T. Station 1320+46.2051 N 1,761,825.0963 E 2,299,138.2204
C.C. N 1,761,580.5922 E 2,287,436.0824
Back = N 2° 06' 56.2770" E
Ahead = N 1° 11' 49.0621" W
Chord Bear = N 0° 27' 33.6075" E

Course from PT 230 to 72 N 1° 11' 49.0621" W Dist 5,906.9530

Point 72 N 1,767,730.7603 E 2,299,014.8276 Sta 1379+53.1581

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Ending chain IL82 description

Chain TRAIL contains:
60000 CUR 60100 CUR 60200 60001
Beginning chain TRAIL description

==========

Point 60000 N 1,754,036.4572 E 2,298,753.5606 Sta 10+00.0000

Course from 60000 to PC 60100 S 78° 22' 59.4216" E Dist 64.4204

Curve Data

Curve 60100
P.I. Station 11+16.9298 N 1,754,012.9115 E 2,298,868.0953
Delta = 13° 32' 59.7467" (LT)
Degree = 12° 57' 46.2458"
Tangent = 52.5094
Length = 104.5290
Radius = 442.0000
External = 3.1081
Long Chord = 104.2856
Mid. Ord. = 3.0864
P.C. Station 10+64.4204 N 1,754,023.4851 E 2,298,816.6614
P.T. Station 11+68.9494 N 1,754,014.6828 E 2,298,920.5748
C.C. N 1,754,456.4313 E 2,298,905.6650
Back = S 78° 22' 59.4210" E
Ahead = N 88° 04' 00.8324" E
Chord Bear = S 85° 09' 29.2943" E

Curve Data

Curve 60200
P.I. Station 12+08.8300 N 1,754,016.0281 E 2,298,960.4328
Delta = 7° 18' 07.4692" (RT)
Degree = 9° 10' 02.3690"
Tangent = 39.8806
Length = 79.6533
Radius = 625.0000
External = 1.2711
Long Chord = 79.5994
Mid. Ord. = 1.2685
P.C. Station 11+68.9494 N 1,754,014.6828 E 2,298,920.5748
P.T. Station 12+48.6027 N 1,754,012.2965 E 2,299,000.1384
C.C. N 1,753,390.0385 E 2,298,941.6577
Back = N 88° 04' 00.8324" E
Ahead = S 84° 37' 51.6984" E
Chord Bear = S 88° 16' 55.4330" E

Course from PT 60200 to 60001 S 84° 37' 51.6975" E Dist 97.8243

Point 60001 N 1,754,003.1431 E 2,299,097.5336 Sta 13+46.4270

==========

Ending chain TRAIL description

BENCH MARKS

POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
401	1754027.6590	2298855.3313	615.0760	IL82	1242+43.2701	16.5591' LT	NW WINGWALL, CHISELED "X"

CURVE POINT NUMBERS

CHAIN	CURVE	PI	CC	PC	PT
IL82	200	200	201	202	203
IL82	201	210	211	212	213
IL82	230	230	231	232	233
TRAIL	60100	60100	60101	60102	60103
TRAIL	60200	60200	60201	60202	60203

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 82 OVER HENNEPIN CANAL
ALIGNMENT, TIES, AND BENCHMARKS

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

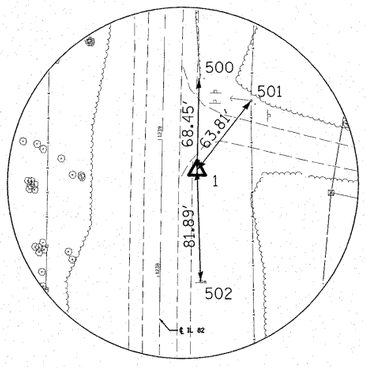
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	10
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

HORIZONTAL & VERTICAL CONTROL

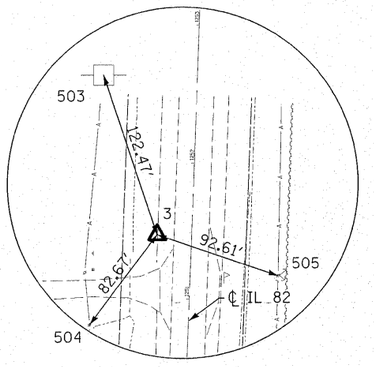
HORIZONTAL CONTROL POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
1	1753662.1420	2298886.2200	624.4690	IL82	1238+78.6461	25.7742' RT	GPS CONTROL POINT, ROD W/CAP
3	1754930.8360	2298879.7430	599.6080	IL82	1251+46.7368	25.0744' LT	GPS CONTROL POINT, ROD W/CAP

SURVEY WORK POINTS							
POINT	NORTH	EAST	ELEVATION	CHAIN	STATION	OFFSET	DESCRIPTION
103	1754007.0237	2298982.1837	603.5280	IL82	1242+27.2709	110.9610' RT	TOPO SURVEY POINT, 5/8" Ø REBAR
104	1754023.3950	2298790.9344	603.6030	IL82	1242+36.6624	80.7578' LT	TOPO SURVEY POINT, 5/8" Ø REBAR

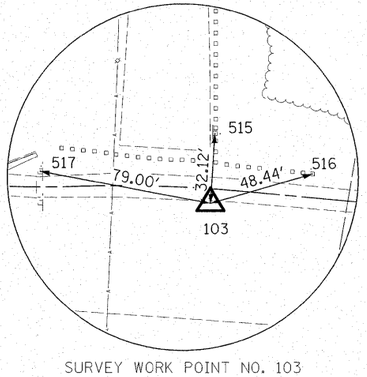
REFERENCE TIES				
POINT	CHAIN	STATION	OFFSET	DESCRIPTION
500	IL82	1239+47.2484	25.7424' RT	GUARDPOST
501	IL82	1239+29.6963	64.3248' RT	POWER POLE
502	IL82	1237+96.6006	28.3775' RT	SIGN
503	IL82	1252+61.3100	68.3481' LT	POWER POLE
504	IL82	1250+78.8601	72.2674' LT	POWER POLE
505	IL82	1251+20.3804	63.7069' RT	POWER POLE
512	IL82	1242+41.3006	31.4284' LT	SIGN
513	IL82	1242+61.7357	64.9622' LT	GUARDPOST
514	IL82	1242+58.9473	88.7593' LT	POWER POLE
515	IL82	1242+59.3790	111.8651' RT	SIGN
516	IL82	1242+42.4099	156.9751' RT	GUARDPOST
517	IL82	1242+38.8954	32.8114' RT	SIGN



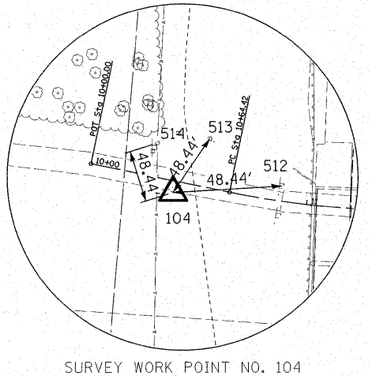
HORIZONTAL CONTROL POINT NO. 1



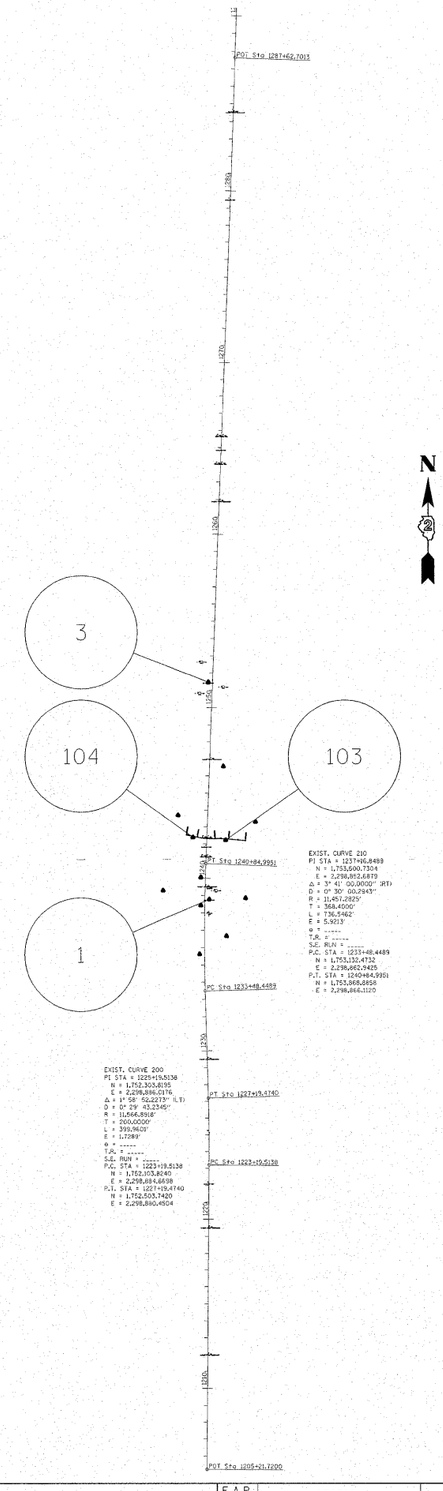
HORIZONTAL CONTROL POINT NO. 3



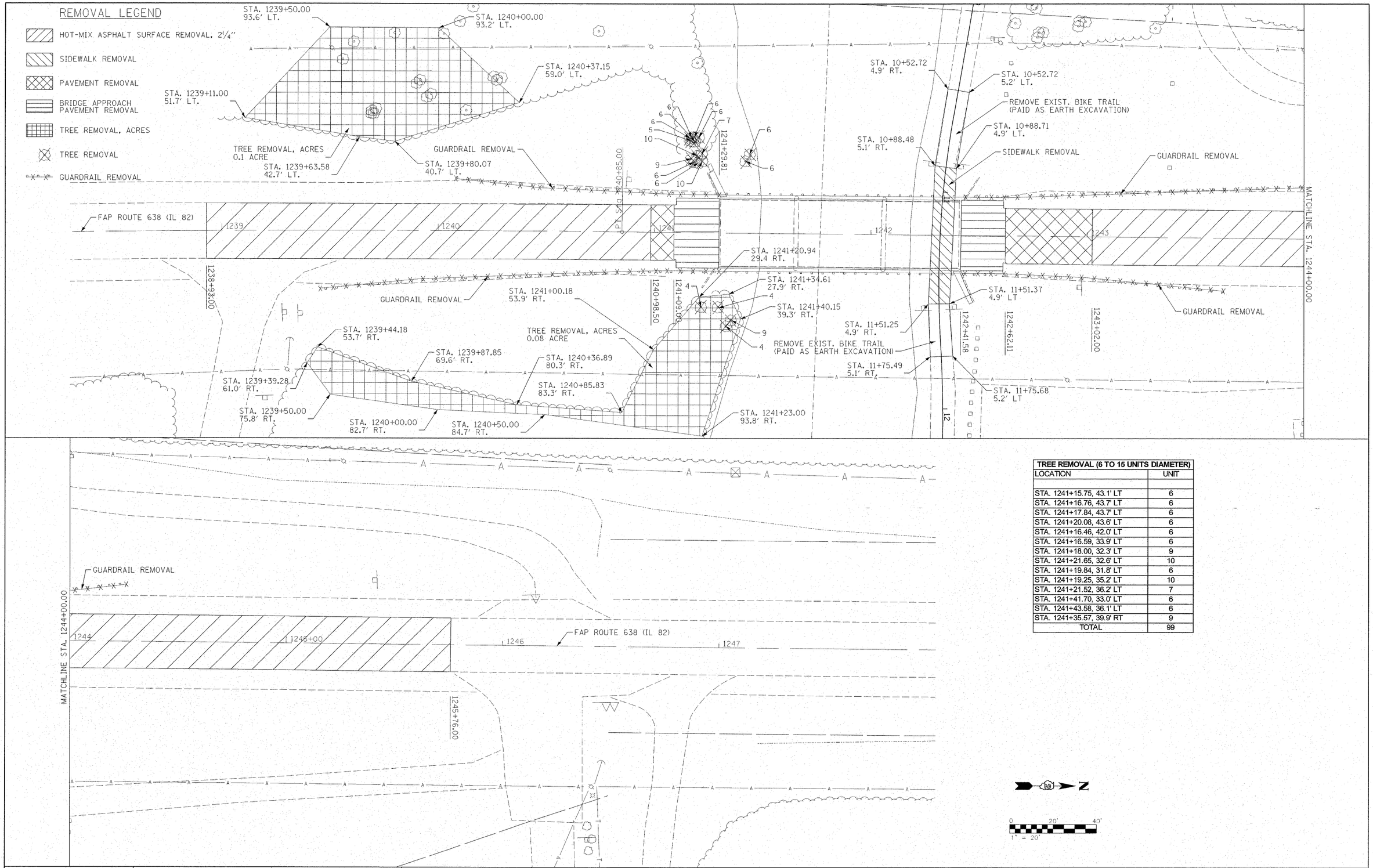
SURVEY WORK POINT NO. 103



SURVEY WORK POINT NO. 104



FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 82 OVER HENNEPIN CANAL ALIGNMENT, TIES, AND BENCHMARKS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - WLL	REVISED -			638	129BR-3	HENRY	73	11
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -					CONTRACT NO. 64B08		
	PLOT DATE = $DATE$	DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



TREE REMOVAL (6 TO 15 UNITS DIAMETER)	
LOCATION	UNIT
STA. 1241+15.75, 43.1' LT	6
STA. 1241+16.76, 43.7' LT	6
STA. 1241+17.84, 43.7' LT	6
STA. 1241+20.08, 43.6' LT	6
STA. 1241+16.46, 42.0' LT	6
STA. 1241+16.59, 33.9' LT	6
STA. 1241+18.00, 32.3' LT	9
STA. 1241+21.65, 32.6' LT	10
STA. 1241+19.84, 31.8' LT	6
STA. 1241+19.25, 35.2' LT	10
STA. 1241+21.52, 36.2' LT	7
STA. 1241+41.70, 33.0' LT	6
STA. 1241+43.58, 36.1' LT	6
STA. 1241+35.57, 39.9' RT	9
TOTAL	99

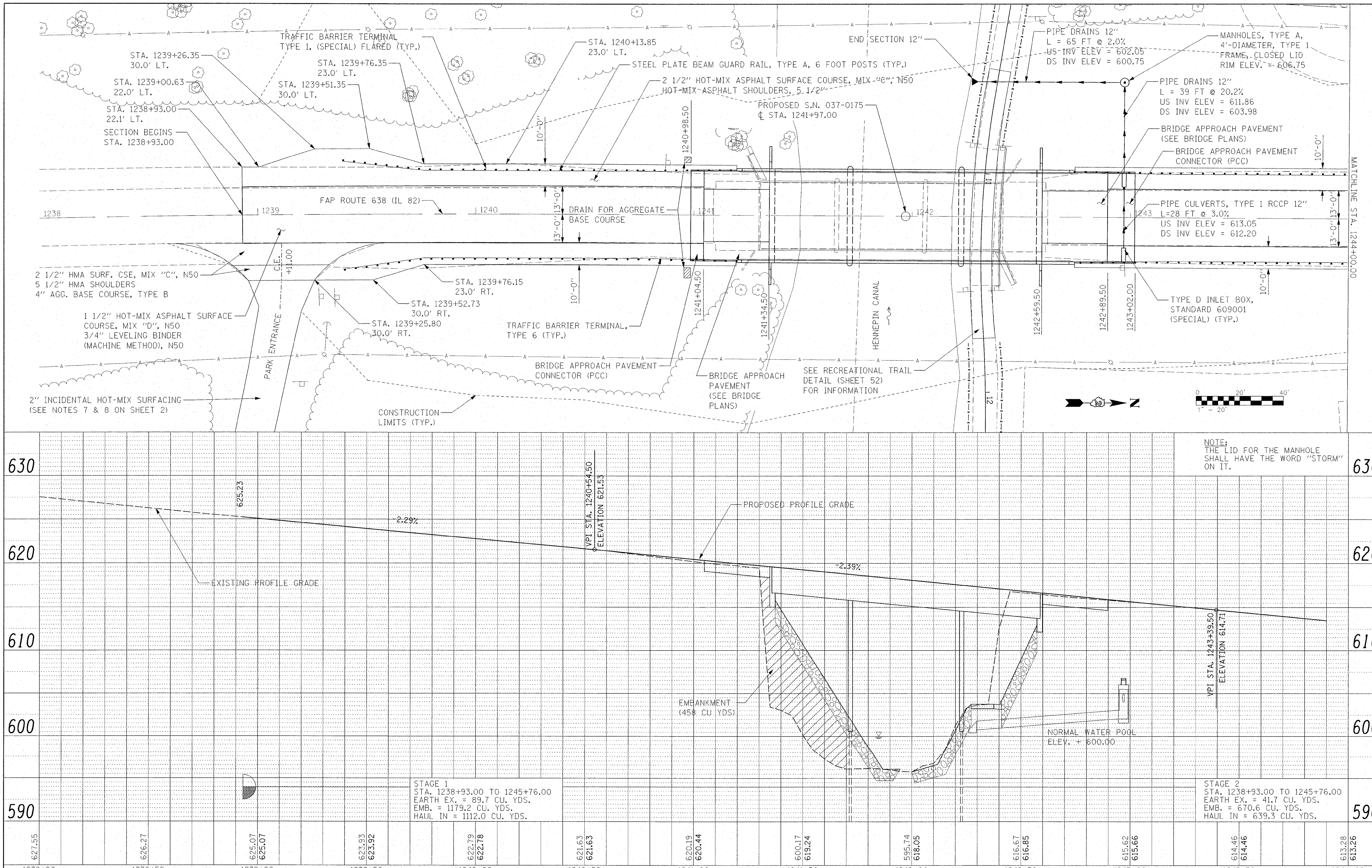
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
		DRAWN -	REVISED -
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 82 HENNEPIN CANAL
REMOVAL PLAN

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	12
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		


TRAFFIC BARRIER TERMINAL TYPE 1, (SPECIAL) FLARED (TYP.)
STA. 1239+26.35 30.0' LT.
STA. 1239+00.63 22.0' LT.
STA. 1238+93.00 22.1' LT.
SECTION BEGINS STA. 1238+93.00
STA. 1239+76.35 23.0' LT.
STA. 1239+51.35 30.0' LT.
STA. 1240+13.85 23.0' LT.
STEEL PLATE BEAM GUARD RAIL, TYPE A, 6 FOOT POSTS (TYP.)
2 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
HOT-MIX ASPHALT SHOULDERS, 5 1/2"
PROPOSED S.N. 037-0175
℄ STA. 1241+97.00
END SECTION 12"
PIPE DRAINS 12" L = 65 FT @ 2.0% US INV ELEV = 602.05 DS INV ELEV = 600.75
MANHOLES, TYPE A, 4'-DIAMETER, TYPE 1 FRAME, CLOSED LID RIM ELEV. = 606.75
PIPE DRAINS 12" L = 39 FT @ 20.2% US INV ELEV = 611.86 DS INV ELEV = 603.98
BRIDGE APPROACH PAVEMENT (SEE BRIDGE PLANS)
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
PIPE CULVERTS, TYPE 1 RCCP 12" L=28 FT @ 3.0% US INV ELEV = 613.05 DS INV ELEV = 612.20
TYPE D INLET BOX, STANDARD 609001 (SPECIAL) (TYP.)
MATCHLINE STA. 1244+00.00
FAP ROUTE 638 (IL 82)
DRAIN FOR AGGREGATE BASE COURSE
1238
1239
1240
1241
1242
1243
1240+98.50
1241+04.50
1241+34.50
1242+59.50
1242+89.50
1243+02.00
10'-0"
13'-0"
CLE. +11.00
2 1/2" HMA SURF. CSE, MIX "C", N50
5 1/2" HMA SHOULDERS
4" AGG. BASE COURSE, TYPE B
STA. 1239+76.15 23.0' RT.
STA. 1239+52.73 30.0' RT.
STA. 1239+25.80 30.0' RT.
1 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50
3/4" LEVELING BINDER (MACHINE METHOD), N50
PARK ENTRANCE
TRAFFIC BARRIER TERMINAL, TYPE 6 (TYP.)
HENNEPIN CANAL
BRIDGE APPROACH PAVEMENT CONNECTOR (PCC)
BRIDGE APPROACH PAVEMENT (SEE BRIDGE PLANS)
SEE RECREATIONAL TRAIL DETAIL (SHEET 52) FOR INFORMATION
2" INCIDENTAL HOT-MIX SURFACING (SEE NOTES 7 & 8 ON SHEET 2)
CONSTRUCTION LIMITS (TYP.)
0 20' 40'
1" = 20'
N
NOTE: THE LID FOR THE MANHOLE SHALL HAVE THE WORD "STORM" ON IT.
630
620
610
600
590
625.23
-2.29%
VPI STA. 1240+54.50 ELEVATION 621.53
PROPOSED PROFILE GRADE
-2.39%
EXISTING PROFILE GRADE
VPI STA. 1243+39.50 ELEVATION 614.71
EMBANKMENT (458 CU. YDS)
NORMAL WATER POOL ELEV. = 600.00
STAGE 1 STA. 1238+93.00 TO 1245+76.00 EARTH EX. = 89.7 CU. YDS. EMB. = 1179.2 CU. YDS. HAUL IN = 1112.0 CU. YDS.
STAGE 2 STA. 1238+93.00 TO 1245+76.00 EARTH EX. = 41.7 CU. YDS. EMB. = 670.6 CU. YDS. HAUL IN = 639.3 CU. YDS.
627.55
626.27
625.07 625.07
623.93 623.92
622.79 622.78
621.63 621.63
620.19 620.44
600.17 619.24
595.74 618.05
616.67 616.85
615.62 615.66
614.46 614.46
613.28 613.26
1238+00
1238+50
1239+00
1239+50
1240+00
1240+50
1241+00
1241+50
1242+00
1242+50
1243+00
1243+50
1244+00

FILE NAME = D264B08-sht-plnprfl.dgn	USER NAME = SEMCCRACKEN	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 82 OVER HENNEPIN CANAL PLAN AND PROFILE	F.A.P. RTE. 638	SECTION 129BR-3	COUNTY HENRY	TOTAL SHEETS 72, SHEET NO. 13
	PLOT SCALE = 1"=20'	DRAWN - WLL	REVISED -						
	PLOT DATE = 06-04-2008	CHECKED - RJA	REVISED -		SCALE: 1"=20' SHEET NO. OF SHEETS STA. 1238+00.00 TO STA. 1244+00.00	CONTRACT NO. 64B08			
		DATE -	REVISED -			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

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

2 1/2" HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50
HOT-MIX ASPHALT SHOULDERS, 5 1/2"
STA. 1245+42.65
30.0' LT.
STA. 1245+17.65
30.0' LT.
STA. 1245+71.12
21.1' LT.
STA. 1244+92.65
23.0' LT.
CONSTRUCTION
LIMITS (TYP.)
10'-0"
STA. 1245+76.00
21.1' LT.
C.E. 429.11
EXISTING R.O.W.
MATCHLINE STA. 1244+00.00
STEEL PLATE BEAM GUARD RAIL,
TYPE A, 6 FOOT POSTS (TYP.)
1244
1245+00
13'-0"
13'-0"
FAP ROUTE 638 (IL 82)
1246
1247
1248
1249
TRAFFIC BARRIER TERMINAL
TYPE 1, (SPECIAL) FLARED (TYP.)
SECTION ENDS
STA. 1245+76.00
STA. 1244+90.15
23.0' RT.
10'-0"
STA. 1245+76.00
22.0' RT.
STA. 1245+66.00
23.0' RT.
C.E. 419.12
C.E. 428.48
CAMPGROUND
ENTRANCE
EXISTING R.O.W.
STA. 1244+67.65
30.0' RT.
STA. 1244+42.65
30.0' RT.
STA. 1244+17.65
23.0' RT.
1 1/2" HOT-MIX ASPHALT SURFACE
COURSE, MIX "D", N50
3/4" LEVELING BINDER (MACHINE
METHOD), N50
EXISTING R.O.W.
N
0 20' 40'
1" = 20'

PROFILE
SURVEYED
PLOTTED
GRADES CHECKED
NOTE BOOK
NO.
STRUCTURE NO(S).(TYP)
BY
DATE

630
620
610
600
590

PROPOSED PROFILE GRADE
2.39%
609.06
EXISTING PROFILE GRADE

STAGE 1
STA. 1238+93.00 TO 1245+76.00
EARTH EX. = 89.7 CU. YDS.
EMB. = 1179.2 CU. YDS.
HAUL IN = 1112.0 CU. YDS.

STAGE 2
STA. 1238+93.00 TO 1245+76.00
EARTH EX. = 41.7 CU. YDS.
EMB. = 670.6 CU. YDS.
HAUL IN = 639.3 CU. YDS.

613.28 613.26 | 612.11 612.07 | 610.90 610.88 | 609.69 609.68 | 608.47 | 607.24 | 606.08 | 604.94 | 603.93 | 602.93 | 602.29 | 601.66

1244+00 1244+50 1245+00 1245+50 1246+00 1246+50 1247+00 1247+50 1248+00 1248+50 1249+00 1249+50

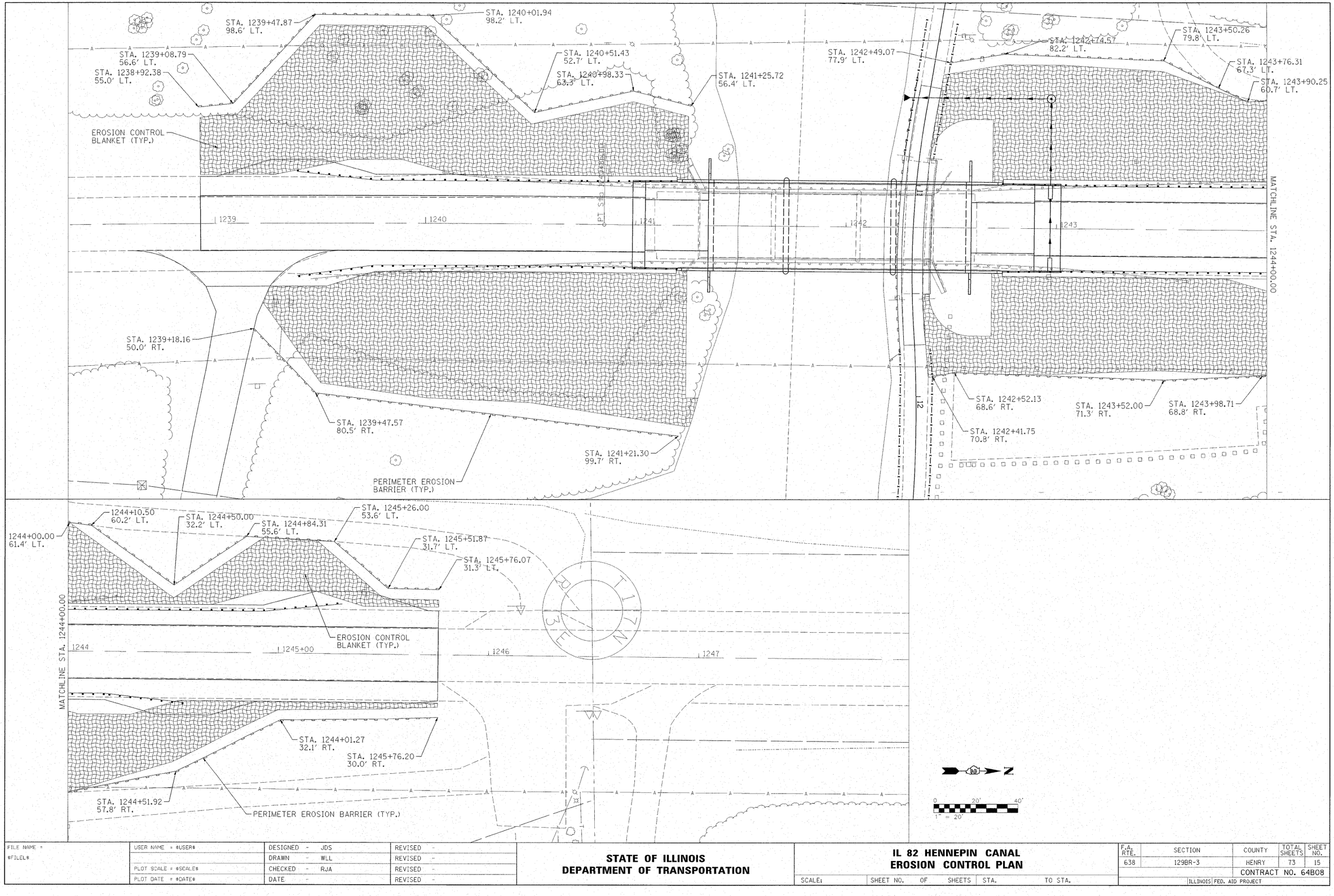
FILE NAME = D264B08-sht-plnprf2-dgn.	USER NAME =	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = 1"=20'	CHECKED - RJA	REVISED -
	PLOT DATE = 06-03-2008	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 82 OVER HENNEPIN CANAL
PLAN AND PROFILE

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. 1244+00.00 TO STA. 1249+90.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	14
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 82 HENNEPIN CANAL
EROSION CONTROL PLAN

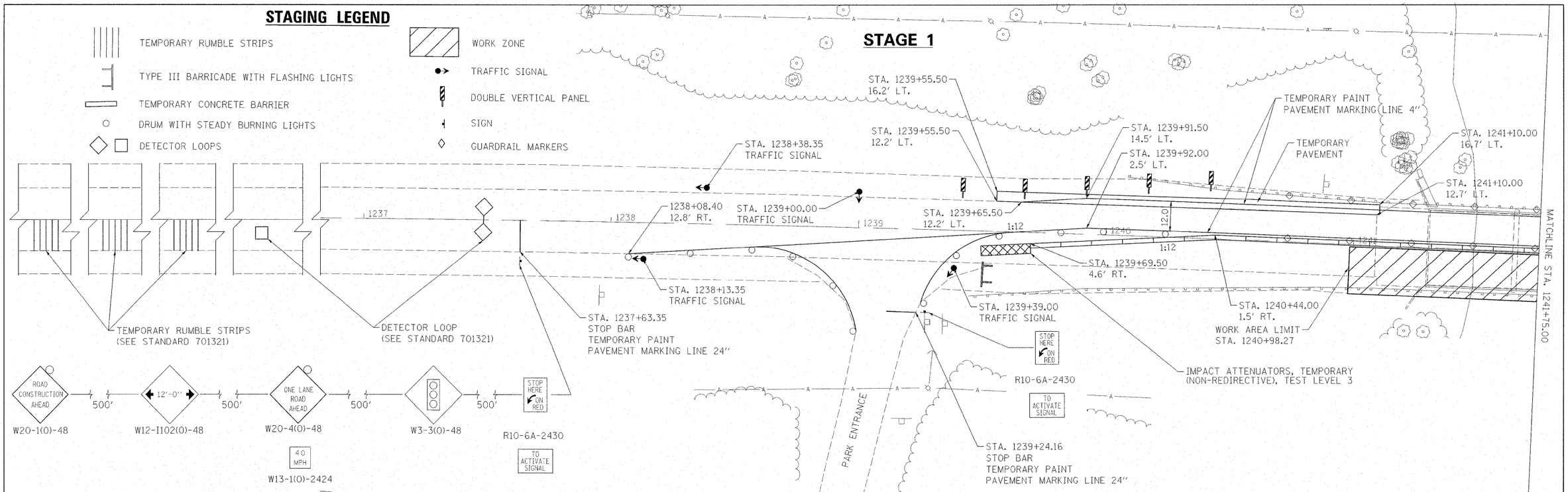
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

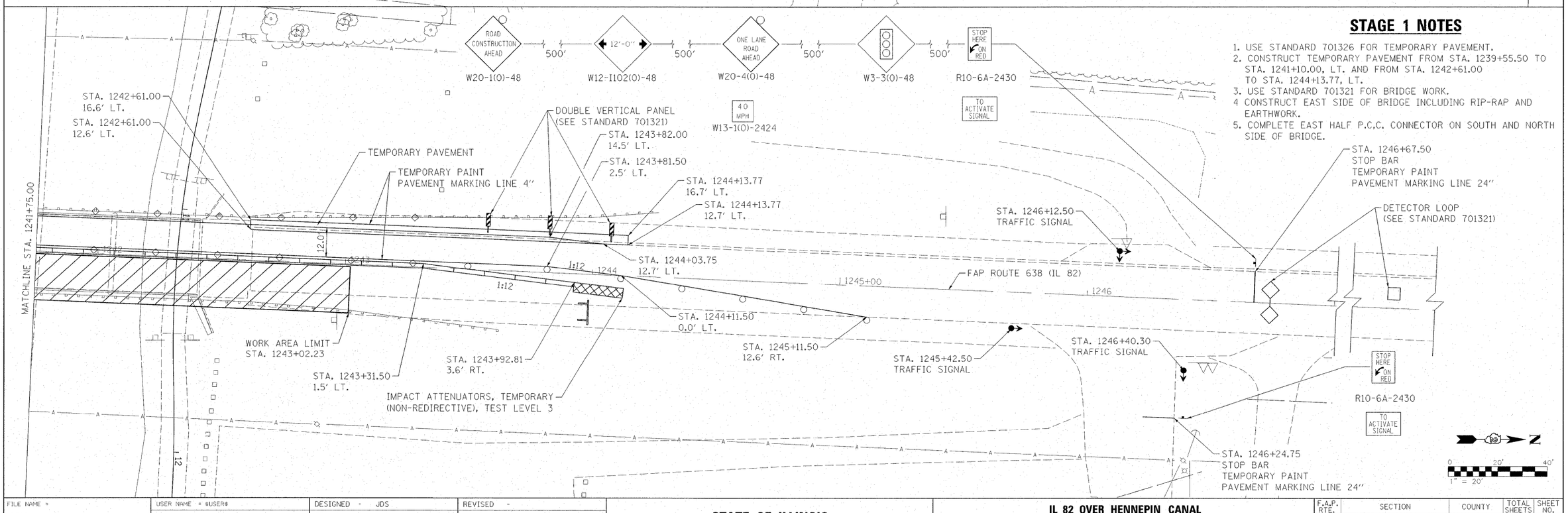
F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	15
		CONTRACT NO. 64B08		
	ILLINOIS FED. AID PROJECT			

STAGING LEGEND

- TEMPORARY RUMBLE STRIPS
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURNING LIGHTS
- DETECTOR LOOPS
- WORK ZONE
- TRAFFIC SIGNAL
- DOUBLE VERTICAL PANEL
- SIGN
- GUARDRAIL MARKERS

STAGE 1





STAGE 1 NOTES

1. USE STANDARD 701326 FOR TEMPORARY PAVEMENT.
2. CONSTRUCT TEMPORARY PAVEMENT FROM STA. 1239+55.50 TO STA. 1241+10.00, LT. AND FROM STA. 1242+61.00 TO STA. 1244+13.77, LT.
3. USE STANDARD 701321 FOR BRIDGE WORK.
4 CONSTRUCT EAST SIDE OF BRIDGE INCLUDING RIP-RAP AND EARTHWORK.
5. COMPLETE EAST HALF P.C.C. CONNECTOR ON SOUTH AND NORTH SIDE OF BRIDGE.

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 82 OVER HENNEPIN CANAL
STAGING PLAN – STAGE 1 CONSTRUCTION

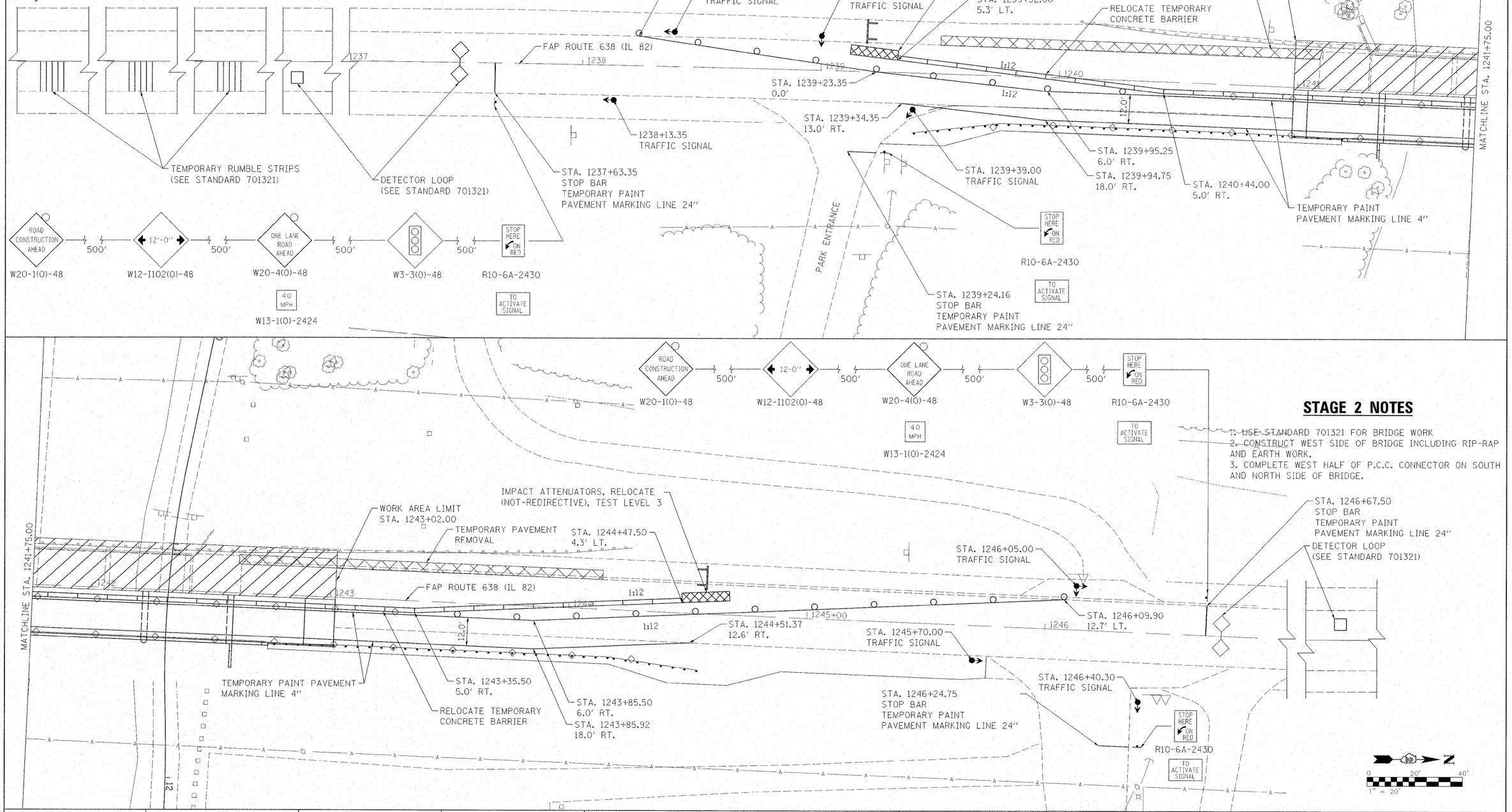
SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. | TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	16
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

STAGING LEGEND

- TEMPORARY RUMBLE STRIPS
- TYPE III BARRICADE WITH FLASHING LIGHTS
- TEMPORARY CONCRETE BARRIER
- DRUM WITH STEADY BURNING LIGHTS
- DETECTOR LOOPS
- WORK ZONE
- TRAFFIC SIGNAL
- SIGN
- GUARDRAIL MARKERS
- TEMPORARY SHOULDER REMOVAL

STAGE 2



STAGE 2 NOTES

1. USE STANDARD 701321 FOR BRIDGE WORK
2. CONSTRUCT WEST SIDE OF BRIDGE INCLUDING RIP-RAP AND EARTH WORK.
3. COMPLETE WEST HALF OF P.C.C. CONNECTOR ON SOUTH AND NORTH SIDE OF BRIDGE.

FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 82 OVER HENNEPIN CANAL
STAGING PLAN – STAGE 2 CONSTRUCTION

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. | TO STA.

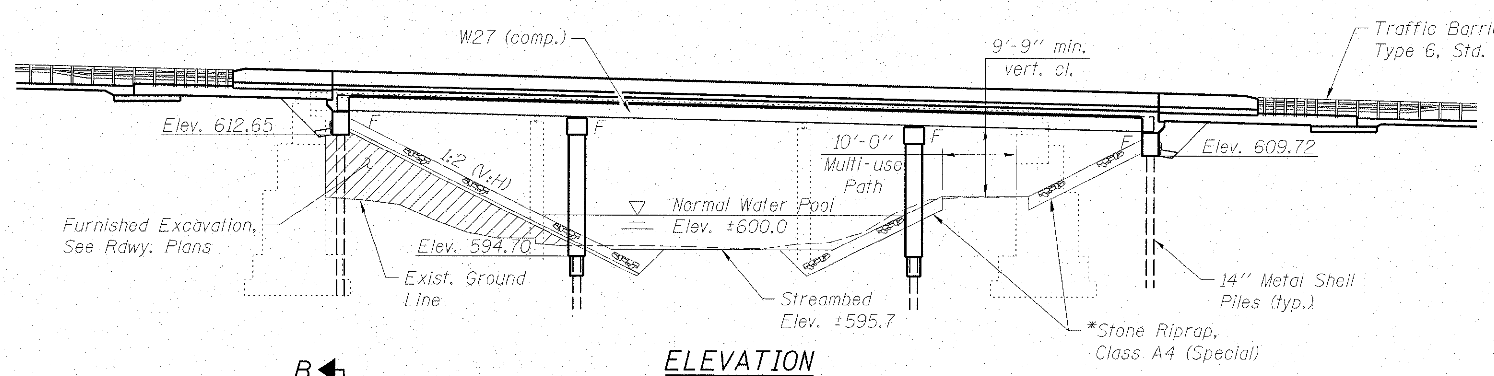
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	17
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

Benchmark: Chiseled "x" on the NW headwall. Elev. 615.11.

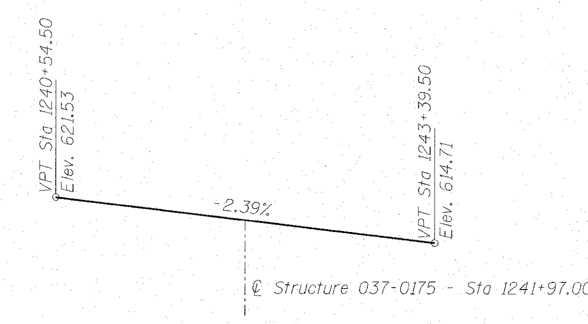
Existing Structure: S.N. 037-0124; Built 1932 as S.B.I. 82, Section 129B,C at Station 1285+25. Original structure was a single span truss on closed concrete abutments. The structure was reconstructed in 1973 as S.B.I. 82, Section 129B-1 at Station 1285+20.76. The substructure was partially removed and the superstructure was replaced using continuous W.F. beams on two new pile bent piers, 114'-4" bk. to bk. abutments, 32'-6" out to out of deck. The structure is to be removed and replaced with a 3-span W27 beam bridge on integral abutments. One lane traffic is to be maintained using stage construction.

No salvage.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION



PROFILE GRADE

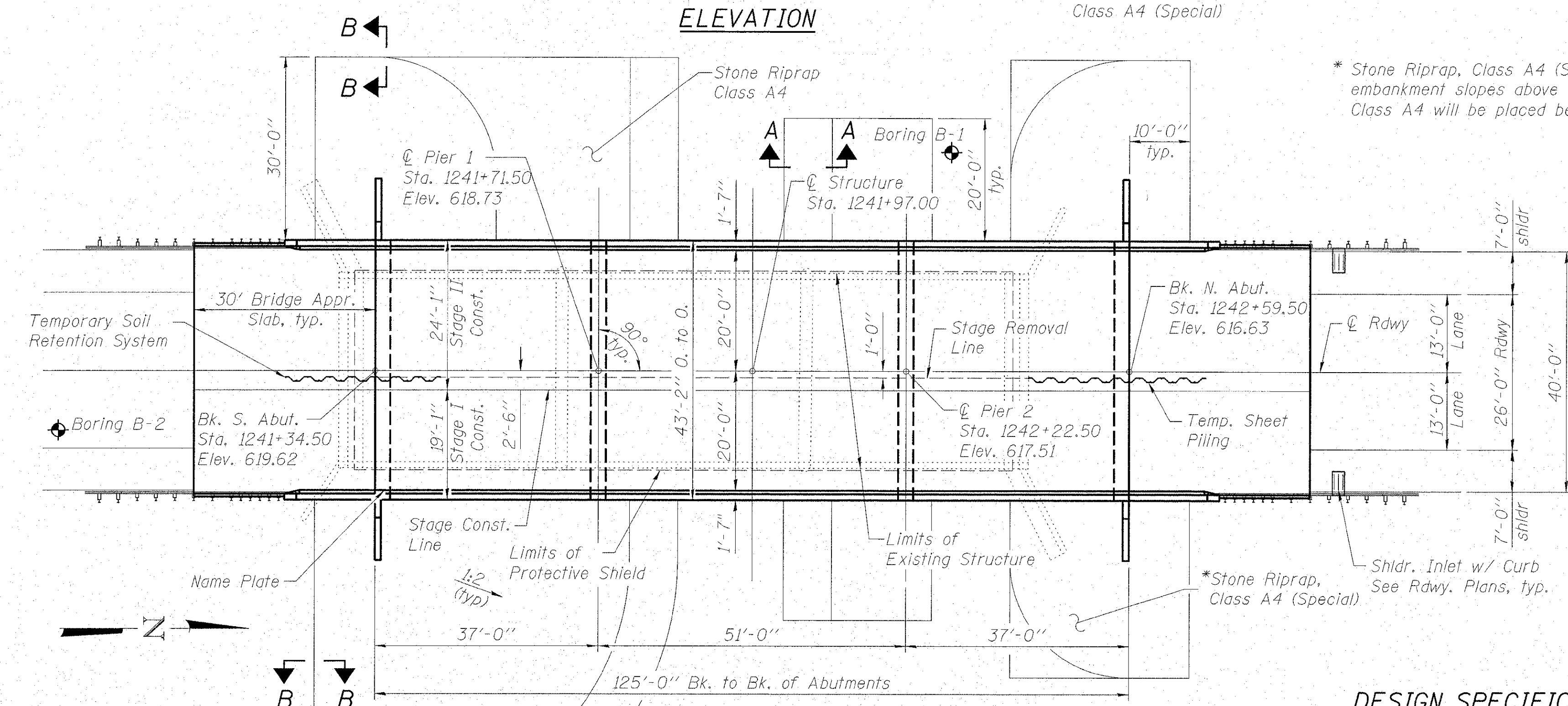
FAP 638 - IL Route 82 (along ℄ roadway)

DESIGN SCOUR ELEVATION TABLE

Design Scour Elevation (ft.)	S. Abut.	Pier 1	Pier 2	N. Abut.
	612.7	591.7	591.7	609.7

INDEX OF SHEETS

* Stone Riprap, Class A4 (Special) shall be placed on north embankment slopes above water line. Stone Riprap, Class A4 will be placed below normal water pool elevation.



PLAN

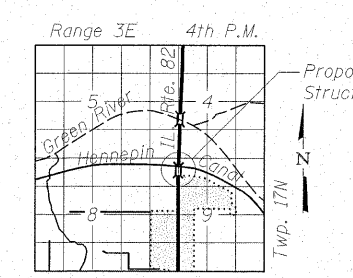
STATION 1241+97
BUILT 20__ BY
STATE OF ILLINOIS
F.A.P. RT. 638 SEC. 129 BR-3
LOADING HL-93
STRUCTURE NO. 037-0175

NAME PLATE

See Std. 515001

APPROVED
FOR STRUCTURAL ADEQUACY ONLY

Ralph E. Anderson (TJD)
ENGINEER OF BRIDGES AND STRUCTURES



LOCATION SKETCH

STATE OF ILLINOIS KRISTEN E. FIELDS 5714 LICENSED STRUCTURAL ENGINEER

Date Signed: 8-10-09
Exp. Date: 11-30-10

DESIGN SPECIFICATIONS

2007 AASHTO LRFD Bridge Design Specifications with 2008 Interims

LOADING HL-93

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

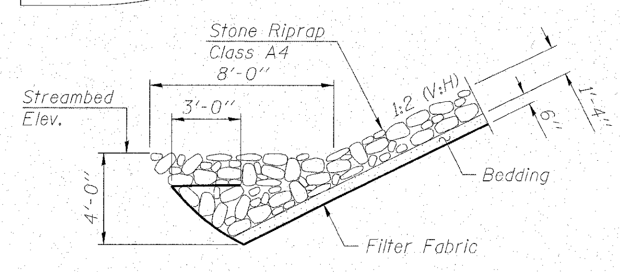
DESIGN STRESSES

FIELD UNITS

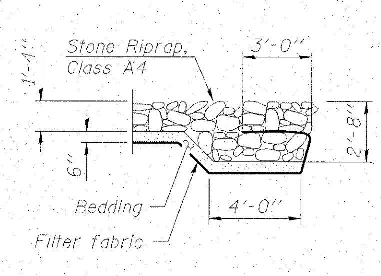
f'c = 3,500 psi
fy = 60,000 psi (Reinforcement)
fy = 50,000 psi (M270 Grade 50)
fy = 36,000 psi (M270 Grade 36)

SEISMIC DATA

Seismic Performance Zone (SPZ) = 1
Design Spectral Acceleration at 1.0 sec. (S_{D1}) = 0.089g
Design Spectral Acceleration at 0.2 sec. (S_{DS}) = 0.137g
Soil Site Class = D



SECTION A-A



SECTION B-B

MAURER - STUTZ, INC. ENGINEERS SURVEYORS

DESIGNED	BAS
CHECKED	KEF
DRAWN	SGM
CHECKED	RJA/KEF

GENERAL PLAN & ELEVATION
IL. RTE. 82 OVER HENNEPIN CANAL
(PUBLIC WATER)
F.A.P. RTE. 638 SEC. 129 BR-3
HENRY COUNTY
STATION 1241+97.00
STRUCTURE NO. 037-0175

SHEET NO. 1	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	18
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

Fasteners shall be AASHTO M164 Type 1, mechanically galvanized bolts. Bolts $^{7}/_{8}$ in. ϕ, holes $^{15}/_{16}$ in. ϕ, unless otherwise noted.

Calculated weight of Structural Steel = 77080 lbs. (AASHTO M270 Gr. 50)
6350 lbs. (AASHTO M270 Gr. 36)

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

Reinforcement bars shall conform to the requirements of ASTM A 706 Gr 60. See Special Provisions.

Reinforcement bars designated (E) shall be epoxy coated.

Bearing seat surfaces shall be constructed or adjusted to their designated elevations within a tolerance of $^{1}/_{8}$ inch (0.01 ft.). Adjustment shall be made either by grinding the surface or by shimming the bearings.

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

The Inorganic Zinc Rich Primer / Acrylic / Acrylic Paint System shall be used for shop and field painting of new structural steel except where otherwise noted. The color of the final finish coat for all interior steel surfaces shall be gray, Munsell No. 5B 7/1. The color of the final finish coat for the exterior and bottom flange of the fascia beams shall be Reddish Brown, Munsell No. 2.5YR 3/4. See Special Provision for "Cleaning and Painting New Metal Structures".

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

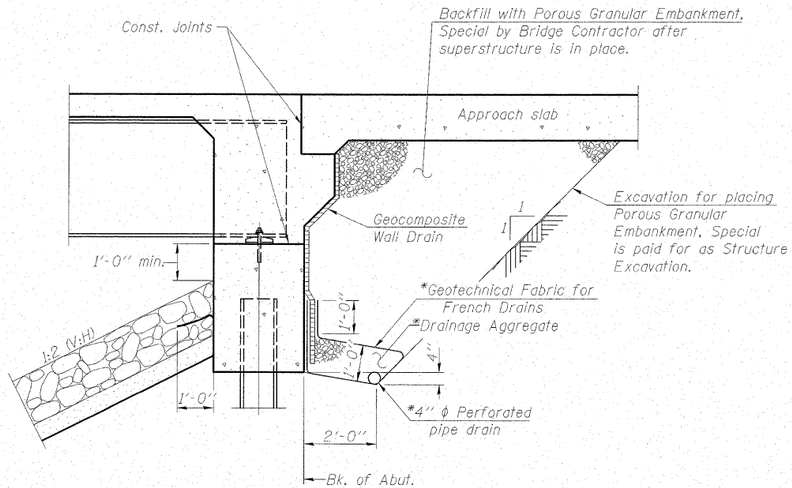
The Contractor shall drive test piles to 110% of the nominal required bearing specified in production locations at substructures specified or approved by the Engineer before ordering the remainder of piles.

The Contractor shall obtain a construction permit from the Illinois Department of Natural Resources (IDNR), Office of Water Resources for any temporary construction activity placed in the water except cofferdams. This shall include the placement of material for run-arounds, causeways, etc. Any permit application by the Contractor shall refer to the IDNR permit number as shown in the contract plans.

Slipforming of the parapets is not allowed.

Self-consolidating concrete shall be used for all concrete components utilizing Form Liner Textured Surface. See Special Provisions.

The SSPC QP-1 contractor certification will be required for this contract.



SECTION THRU INTEGRAL ABUTMENT

*Included in the cost of Pipe Underdrains for Structures.

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

TOTAL BILL OF MATERIAL

ITEM	UNIT	SUPER	SUB	TOTAL
Porous Granular Embankment, Special	Cu. Yd.		91	91
Stone Riprap, Class A4	Sq. Yd.		976	976
Stone Riprap, Class A4 (Special)	Sq. Yd.		366	366
Filter Fabric	Sq. Yd.		976	976
Removal of Existing Structures	Each			1
Protective Shield	Sq. Yd.	394		394
Structure Excavation	Cu. Yd.		191	191
Concrete Structures	Cu. Yd.		213.3	213.3
Concrete Superstructure	Cu. Yd.	323.5		323.5
Bridge Deck Grooving	Sq. Yd.	784		784
Concrete Encasement	Cu. Yd.		6.0	6.0
Form Liner Textured Surface	Sq. Ft.	846	3135	3981
Protective Coat	Sq. Yd.	960		960
Furnishing and Erecting Structural Steel	L. Sum	1		1
Stud Shear Connectors	Each	3927		3927
Reinforcement Bars, Epoxy Coated	Pound	74480	18570	93050
Bar Splicers	Each	621	190	811
Furnishing Metal Shell Piles 14" x 0.312"	Foot		1350	1350
Driving Piles	Foot		1350	1350
Test Pile Metal Shells	Each		4	4
Pile Shoes	Each		28	28
Temporary Sheet Piling	Sq. Ft.		461	461
Name Plates	Each	1		1
Anchor Bolts, 1"	Each		56	56
Geocomposite Wall Drain	Sq. Yd.		65	65
Pipe Underdrains for Structures 4"	Foot		152	152
Temporary Soil Retention System	Sq. Ft.		133	133
Underwater Structure Excavation Protection, Location 1	Each		1	1
Underwater Structure Excavation Protection, Location 2	Each		1	1

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

GENERAL DATA
STRUCTURE NO. 037-0175

SHEET NO. 2	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	19
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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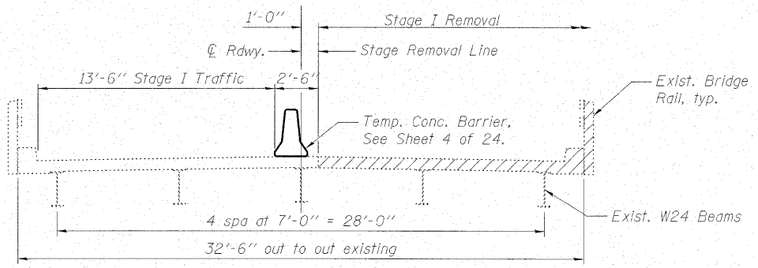
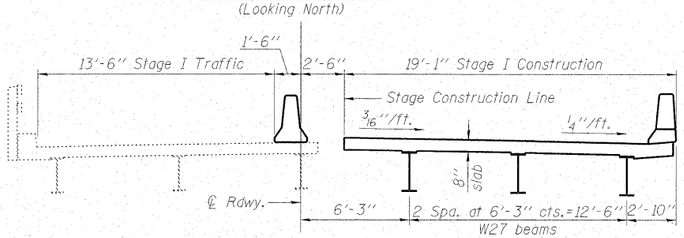
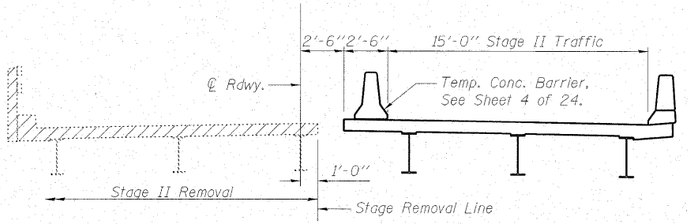
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



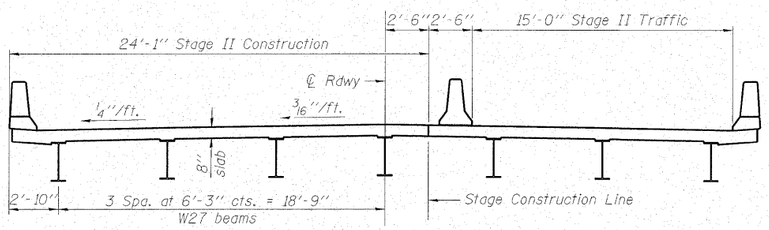
STAGE I REMOVAL
(Looking North)



STAGE I CONSTRUCTION
(Looking North)

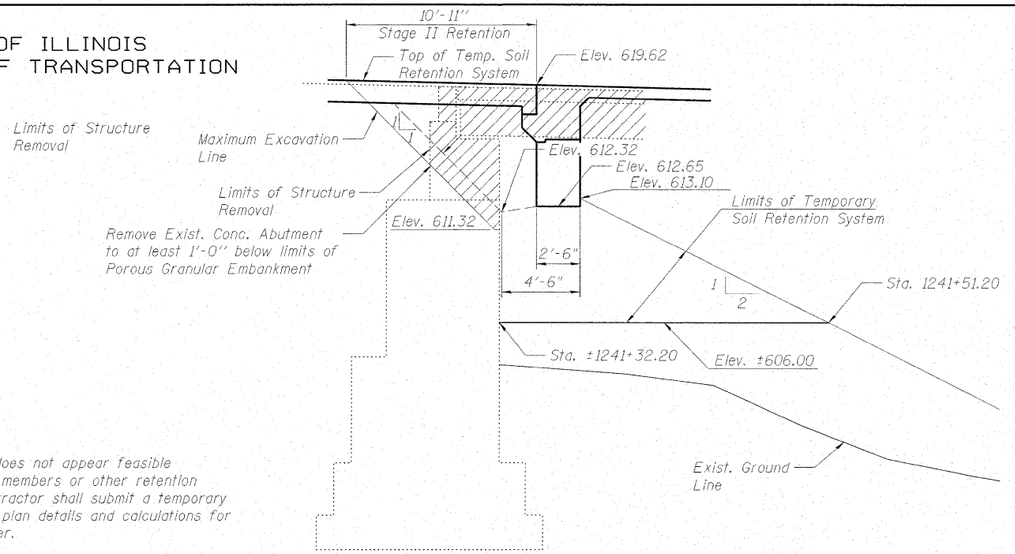


STAGE II REMOVAL
(Looking North)



STAGE II CONSTRUCTION
(Looking North)

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



TEMPORARY SOIL RETENTION SYSTEM
(South Abutment)

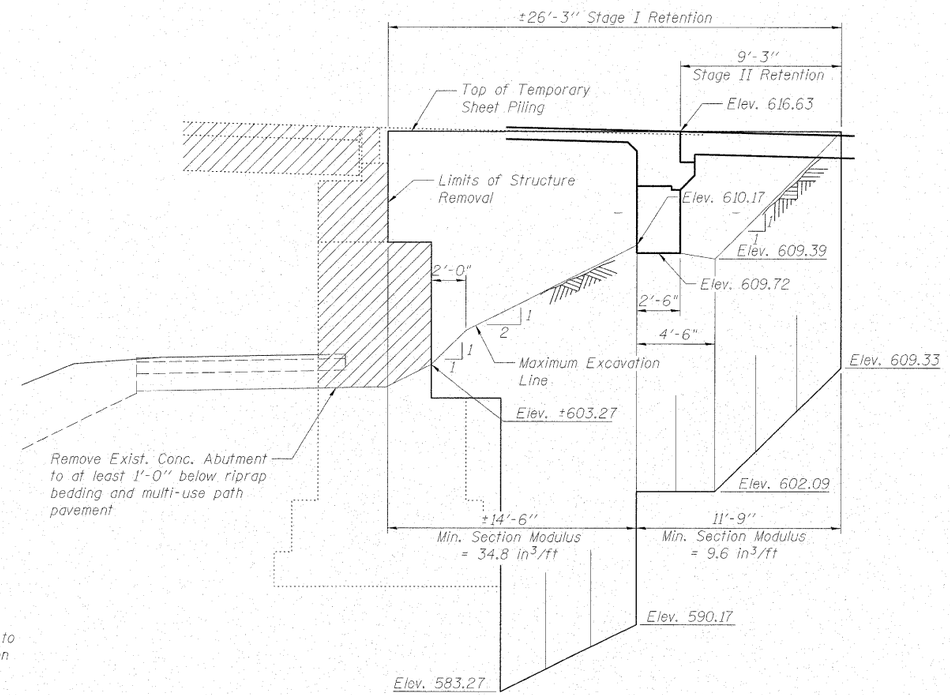
BILL OF MATERIAL

Item	Unit	Quantity
Temporary Sheet Piling	Sq. Ft	461
Temporary Soil Retention System	Sq. Ft	133

Note:
If the Contractor chooses to alter the temporary cantilevered sheet piling design requirements shown on the plans, a design submittal including plan details and calculations will be required for review and acceptance by the Engineer.

The Contractor shall connect the first sheet to the existing abutment wall to ensure stability of sheets driven to top of existing concrete. This connection shall be reviewed and accepted by the Engineer and included in the cost for Temporary Sheet Piling.

No information is available for the existing abutment. Contractor shall fill gaps due to steps in abutment concrete with lagging anchored to the sheet piling and back of abutment. Lagging detail shall be subject to approval by the Engineer and shall be paid for as Temporary Sheet Piling per square foot.



TEMPORARY SHEET PILING
(North abutment)

STAGING DETAILS
STRUCTURE NO. 037-0175

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

SHEET NO. 3	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	20
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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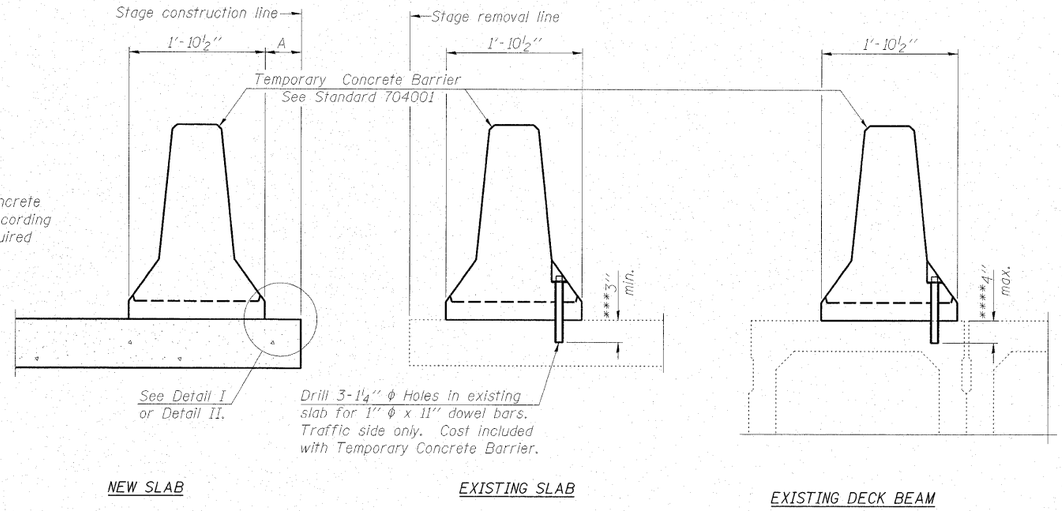
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

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



NEW SLAB | EXISTING SLAB | EXISTING DECK BEAM

SECTIONS THRU SLAB OR DECK BEAM

NOTES

Detail I - With Bar Splicer or Couplers:
Connect one (1) 1"x7"x10" steel ℙ to the top layer of couplers with 2-$\frac{5}{8}$" ϕ bolts screwed to coupler at approximate ℄ of each barrier panel.

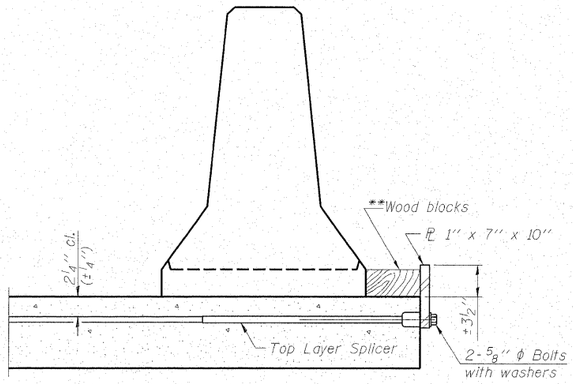
Detail II - With Extended Reinforcement Bars:
Connect one (1) 1"x7"x10" steel ℙ to the concrete slab or concrete wearing surface with 2-$\frac{5}{8}$" ϕ Expansion Anchors or cast in place inserts spaced between the top layer of reinforcement at approximate ℄ of each barrier panel.

Cost of anchorage is included with Temporary Concrete Barrier.

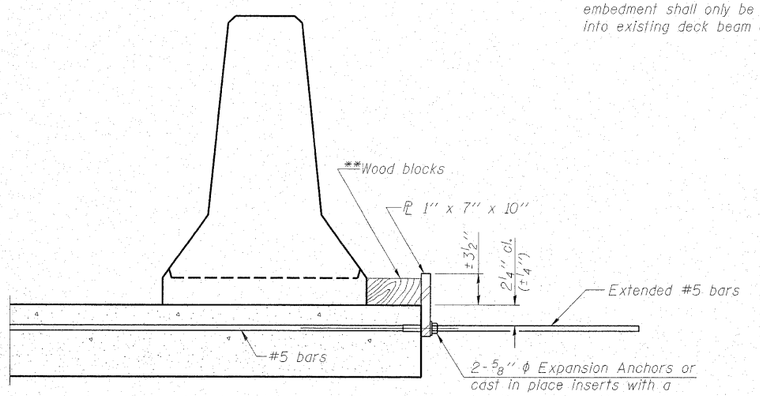
The 1" x 7" x 10" plate shall not be removed until stage II construction forms and all reinforcement bars are in place and the concrete is ready to be placed.

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

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

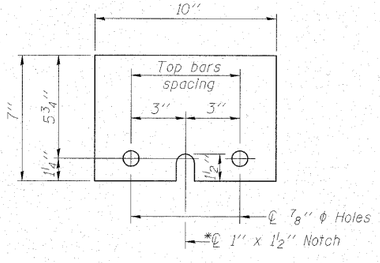


DETAIL I



DETAIL II

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



STEEL RETAINER ℙ 1" x 7" x 10"

* Required only with Detail II

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

R-27 10-1-08

TEMPORARY CONCRETE BARRIER FOR STAGE CONSTRUCTION STRUCTURE NO. 037-0175

SHEET NO. 4	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	21
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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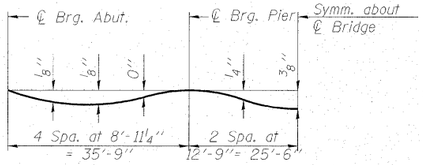
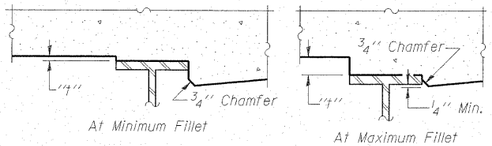
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DEAD LOAD DEFLECTION DIAGRAM

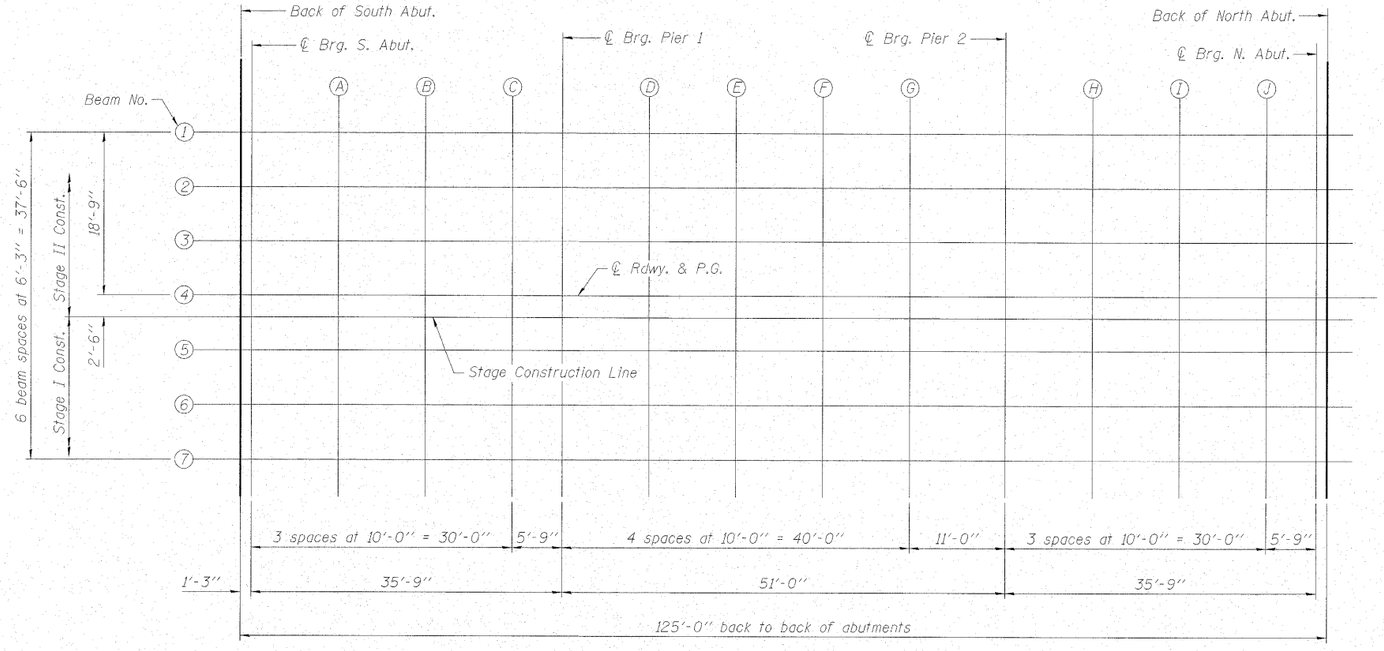
(Includes weight of concrete only.)

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 on sheets 5 and 6 of 24.



To determine "t": After all structural steel has been erected, elevations of the top flanges of the beams shall be taken at intervals shown below. These elevations subtracted from the "Theoretical Grade Elevations Adjusted for Dead Load Deflection" shown on sheets 5 and 6 of 24, minus slab thickness, equals the fillet heights "t" above top flange of beams.

FILLET HEIGHTS



PLAN

BEAM 1

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	1241+34.50	-18.75	619.29	619.29
CL Brg. S. Abut.	1241+35.75	-18.75	619.26	619.26
A	1241+45.75	-18.75	619.02	619.03
B	1241+55.75	-18.75	618.78	618.79
C	1241+65.75	-18.75	618.54	618.54
CL Brg. Pier 1	1241+71.50	-18.75	618.41	618.41
D	1241+81.50	-18.75	618.17	618.18
E	1241+91.50	-18.75	617.93	617.95
F	1242+01.50	-18.75	617.69	617.71
G	1242+11.50	-18.75	617.45	617.46
CL Brg. Pier 2	1242+22.50	-18.75	617.19	617.19
H	1242+32.50	-18.75	616.95	616.95
I	1242+42.50	-18.75	616.71	616.72
J	1242+52.50	-18.75	616.47	616.47
CL Brg. N. Abut.	1242+58.25	-18.75	616.33	616.33
Back of North Abut.	1242+59.50	-18.75	616.30	616.30

BEAM 2

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	1241+34.50	-12.50	619.42	619.42
CL Brg. S. Abut.	1241+35.75	-12.50	619.39	619.39
A	1241+45.75	-12.50	619.15	619.16
B	1241+55.75	-12.50	618.91	618.92
C	1241+65.75	-12.50	618.67	618.67
CL Brg. Pier 1	1241+71.50	-12.50	618.54	618.54
D	1241+81.50	-12.50	618.30	618.31
E	1241+91.50	-12.50	618.06	618.08
F	1242+01.50	-12.50	617.82	617.84
G	1242+11.50	-12.50	617.58	617.59
CL Brg. Pier 2	1242+22.50	-12.50	617.32	617.32
H	1242+32.50	-12.50	617.08	617.08
I	1242+42.50	-12.50	616.84	616.85
J	1242+52.50	-12.50	616.60	616.60
CL Brg. N. Abut.	1242+58.25	-12.50	616.46	616.46
Back of North Abut.	1242+59.50	-12.50	616.43	616.43

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 037-0175

SHEET NO. 5	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	22
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

BEAM 3

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	1241+34.50	-6.25	619.52	619.52
CL Brg. S. Abut.	1241+35.75	-6.25	619.49	619.49
A	1241+45.75	-6.25	619.25	619.26
B	1241+55.75	-6.25	619.01	619.02
C	1241+65.75	-6.25	618.77	618.77
CL Brg. Pier 1	1241+71.50	-6.25	618.64	618.64
D	1241+81.50	-6.25	618.40	618.41
E	1241+91.50	-6.25	618.16	618.18
F	1242+01.50	-6.25	617.92	617.94
G	1242+11.50	-6.25	617.68	617.69
CL Brg. Pier 2	1242+22.50	-6.25	617.42	617.42
H	1242+32.50	-6.25	617.18	617.18
I	1242+42.50	-6.25	616.94	616.95
J	1242+52.50	-6.25	616.70	616.70
CL Brg. N. Abut.	1242+58.25	-6.25	616.56	616.56
Back of North Abut.	1242+59.50	-6.25	616.53	616.53

℄ ROADWAY, P.G. & BEAM 4

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	1241+34.50	0.00	619.62	619.62
CL Brg. S. Abut.	1241+35.75	0.00	619.59	619.59
A	1241+45.75	0.00	619.35	619.36
B	1241+55.75	0.00	619.11	619.12
C	1241+65.75	0.00	618.87	618.87
CL Brg. Pier 1	1241+71.50	0.00	618.73	618.73
D	1241+81.50	0.00	618.49	618.51
E	1241+91.50	0.00	618.26	618.28
F	1242+01.50	0.00	618.02	618.04
G	1242+11.50	0.00	617.78	617.79
CL Brg. Pier 2	1242+22.50	0.00	617.51	617.51
H	1242+32.50	0.00	617.28	617.28
I	1242+42.50	0.00	617.04	617.04
J	1242+52.50	0.00	616.80	616.80
CL Brg. N. Abut.	1242+58.25	0.00	616.66	616.66
Back of North Abut.	1242+59.50	0.00	616.63	616.63

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	1241+34.50	2.50	619.58	619.58
CL Brg. S. Abut.	1241+35.75	2.50	619.55	619.55
A	1241+45.75	2.50	619.31	619.32
B	1241+55.75	2.50	619.07	619.08
C	1241+65.75	2.50	618.83	618.83
CL Brg. Pier 1	1241+71.50	2.50	618.69	618.69
D	1241+81.50	2.50	618.46	618.47
E	1241+91.50	2.50	618.22	618.24
F	1242+01.50	2.50	617.98	618.00
G	1242+11.50	2.50	617.74	617.75
CL Brg. Pier 2	1242+22.50	2.50	617.48	617.48
H	1242+32.50	2.50	617.24	617.24
I	1242+42.50	2.50	617.00	617.00
J	1242+52.50	2.50	616.76	616.76
CL Brg. N. Abut.	1242+58.25	2.50	616.62	616.62
Back of North Abut.	1242+59.50	2.50	616.59	616.59

BEAM 5

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	1241+34.50	6.25	619.52	619.52
CL Brg. S. Abut.	1241+35.75	6.25	619.49	619.49
A	1241+45.75	6.25	619.25	619.26
B	1241+55.75	6.25	619.01	619.02
C	1241+65.75	6.25	618.77	618.77
CL Brg. Pier 1	1241+71.50	6.25	618.64	618.64
D	1241+81.50	6.25	618.40	618.41
E	1241+91.50	6.25	618.16	618.18
F	1242+01.50	6.25	617.92	617.94
G	1242+11.50	6.25	617.68	617.69
CL Brg. Pier 2	1242+22.50	6.25	617.42	617.42
H	1242+32.50	6.25	617.18	617.18
I	1242+42.50	6.25	616.94	616.95
J	1242+52.50	6.25	616.70	616.70
CL Brg. N. Abut.	1242+58.25	6.25	616.56	616.56
Back of North Abut.	1242+59.50	6.25	616.53	616.53

BEAM 6

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	1241+34.50	12.50	619.42	619.42
CL Brg. S. Abut.	1241+35.75	12.50	619.39	619.39
A	1241+45.75	12.50	619.15	619.16
B	1241+55.75	12.50	618.91	618.92
C	1241+65.75	12.50	618.67	618.67
CL Brg. Pier 1	1241+71.50	12.50	618.54	618.54
D	1241+81.50	12.50	618.30	618.31
E	1241+91.50	12.50	618.06	618.08
F	1242+01.50	12.50	617.82	617.84
G	1242+11.50	12.50	617.58	617.59
CL Brg. Pier 2	1242+22.50	12.50	617.32	617.32
H	1242+32.50	12.50	617.08	617.08
I	1242+42.50	12.50	616.84	616.85
J	1242+52.50	12.50	616.60	616.60
CL Brg. N. Abut.	1242+58.25	12.50	616.46	616.46
Back of North Abut.	1242+59.50	12.50	616.43	616.43

BEAM 7

Location	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Back of South Abut.	1241+34.50	18.75	619.29	619.29
CL Brg. S. Abut.	1241+35.75	18.75	619.26	619.26
A	1241+45.75	18.75	619.02	619.03
B	1241+55.75	18.75	618.78	618.79
C	1241+65.75	18.75	618.54	618.54
CL Brg. Pier 1	1241+71.50	18.75	618.41	618.41
D	1241+81.50	18.75	618.17	618.18
E	1241+91.50	18.75	617.93	617.95
F	1242+01.50	18.75	617.69	617.71
G	1242+11.50	18.75	617.45	617.46
CL Brg. Pier 2	1242+22.50	18.75	617.19	617.19
H	1242+32.50	18.75	616.95	616.95
I	1242+42.50	18.75	616.71	616.72
J	1242+52.50	18.75	616.47	616.47
CL Brg. N. Abut.	1242+58.25	18.75	616.33	616.33
Back of North Abut.	1242+59.50	18.75	616.30	616.30

MAURER ▲ STUTZ, INC.
ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

TOP OF SLAB ELEVATIONS
STRUCTURE NO. 037-0175

SHEET NO. 6	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	23
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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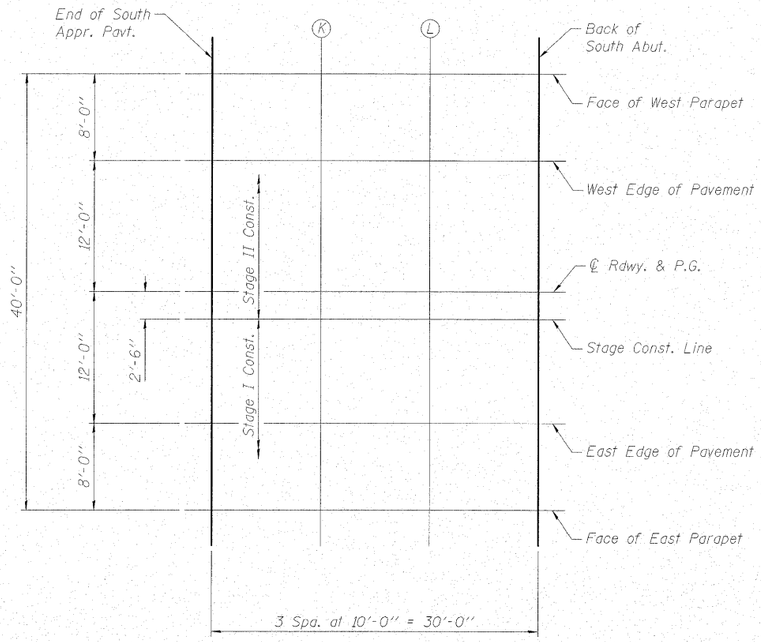
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

N

FACE OF WEST PARAPET

Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavt.	1241+04.50	-20.00	619.98
K	1241+14.50	-20.00	619.74
L	1241+24.50	-20.00	619.50
Back of South Abut.	1241+34.50	-20.00	619.26

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavt.	1241+04.50	-12.00	620.15
K	1241+14.50	-12.00	619.91
L	1241+24.50	-12.00	619.67
Back of South Abut.	1241+34.50	-12.00	619.43

℄ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavt.	1241+04.50	0.00	620.34
K	1241+14.50	0.00	620.10
L	1241+24.50	0.00	619.86
Back of South Abut.	1241+34.50	0.00	619.62

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavt.	1241+04.50	2.50	620.30
K	1241+14.50	2.50	620.06
L	1241+24.50	2.50	619.82
Back of South Abut.	1241+34.50	2.50	619.58

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavt.	1241+04.50	12.00	620.15
K	1241+14.50	12.00	619.91
L	1241+24.50	12.00	619.67
Back of South Abut.	1241+34.50	12.00	619.43

FACE OF EAST PARAPET

Location	Station	Offset	Theoretical Grade Elevations
End of South Appr. Pavt.	1241+04.50	20.00	619.98
K	1241+14.50	20.00	619.74
L	1241+24.50	20.00	619.50
Back of South Abut.	1241+34.50	20.00	619.26

MAURER ▲ STUTZ, INC. ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

TOP OF SOUTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 037-0175

SHEET NO. 7 24 SHEETS	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	638	129 BR-3	HENRY	73	24
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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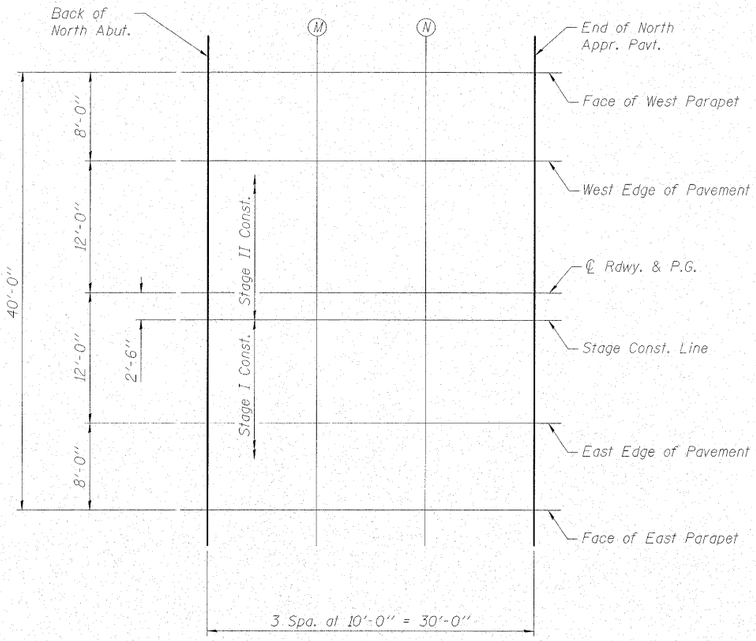
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN

N

FACE OF WEST PARAPET

Location	Station	Offset	Theoretical Grade Elevations
Back of North Abut.	1242+59.50	-20.00	616.28
M	1242+69.50	-20.00	616.04
N	1242+79.50	-20.00	615.80
End of North Appr. Pavt.	1242+89.50	-20.00	615.56

WEST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Back of North Abut.	1242+59.50	-12.00	616.44
M	1242+69.50	-12.00	616.20
N	1242+79.50	-12.00	615.96
End of North Appr. Pavt.	1242+89.50	-12.00	615.73

℄ ROADWAY & P.G.

Location	Station	Offset	Theoretical Grade Elevations
Back of North Abut.	1242+59.50	0.00	616.63
M	1242+69.50	0.00	616.39
N	1242+79.50	0.00	616.15
End of North Appr. Pavt.	1242+89.50	0.00	615.91

STAGE CONSTRUCTION LINE

Location	Station	Offset	Theoretical Grade Elevations
Back of North Abut.	1242+59.50	2.50	616.59
M	1242+69.50	2.50	616.35
N	1242+79.50	2.50	616.11
End of North Appr. Pavt.	1242+89.50	2.50	615.87

EAST EDGE OF PAVEMENT

Location	Station	Offset	Theoretical Grade Elevations
Back of North Abut.	1242+59.50	12.00	616.44
M	1242+69.50	12.00	616.20
N	1242+79.50	12.00	615.96
End of North Appr. Pavt.	1242+89.50	12.00	615.73

FACE OF EAST PARAPET

Location	Station	Offset	Theoretical Grade Elevations
Back of North Abut.	1242+59.50	20.00	616.28
M	1242+69.50	20.00	616.04
N	1242+79.50	20.00	615.80
End of North Appr. Pavt.	1242+89.50	20.00	615.56

MAURER ▲ STUTZ, INC. ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

TOP OF NORTH APPROACH SLAB ELEVATIONS
STRUCTURE NO. 037-0175

SHEET NO. 8	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	25
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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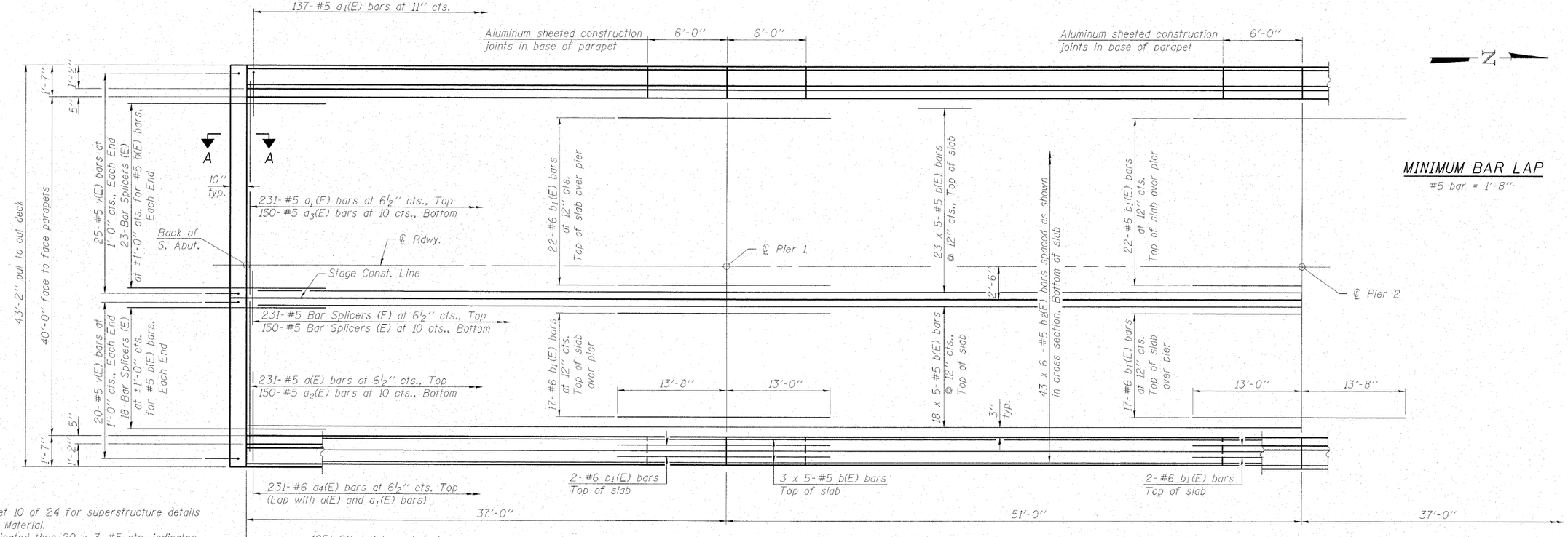
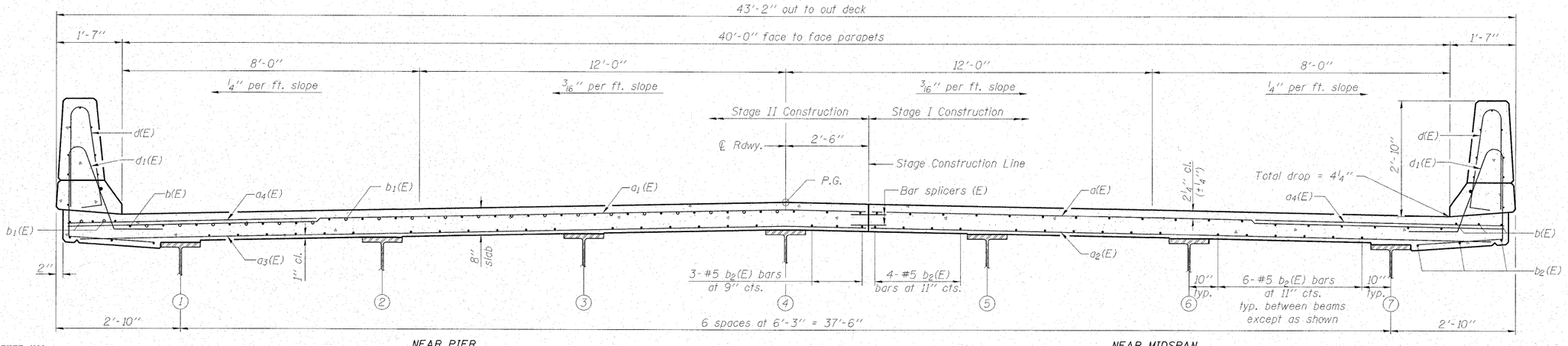
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



Notes:
See Sheet 10 of 24 for superstructure details and Bill of Material.
Bars indicated thus 20 x 3-#5 etc. indicates 20 lines of bars with 3 lengths per line.
See Sheet 10 of 24 for parapet reinforcement.

PARTIAL PLAN



NEAR PIER

NEAR MIDSPAN

CROSS SECTION
(Looking North)

MAURER ▲ STUTZ, INC.
ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

SUPERSTRUCTURE
STRUCTURE NO. 037-0175

SHEET NO. 9	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	26
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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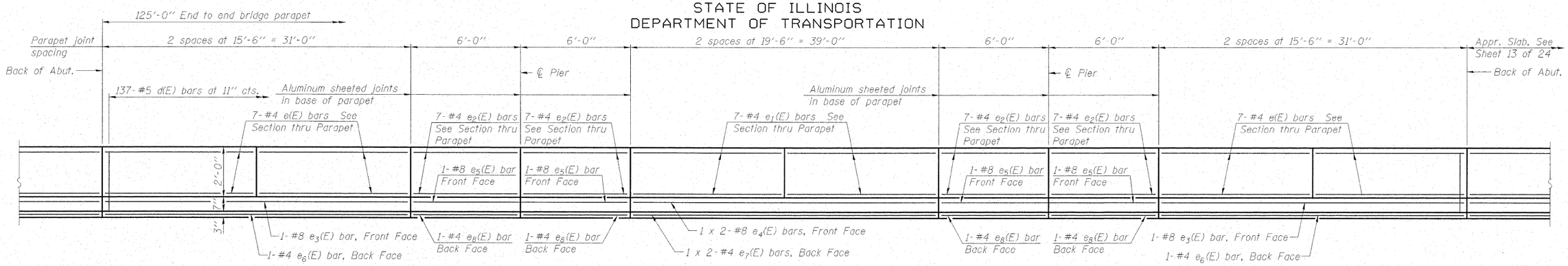
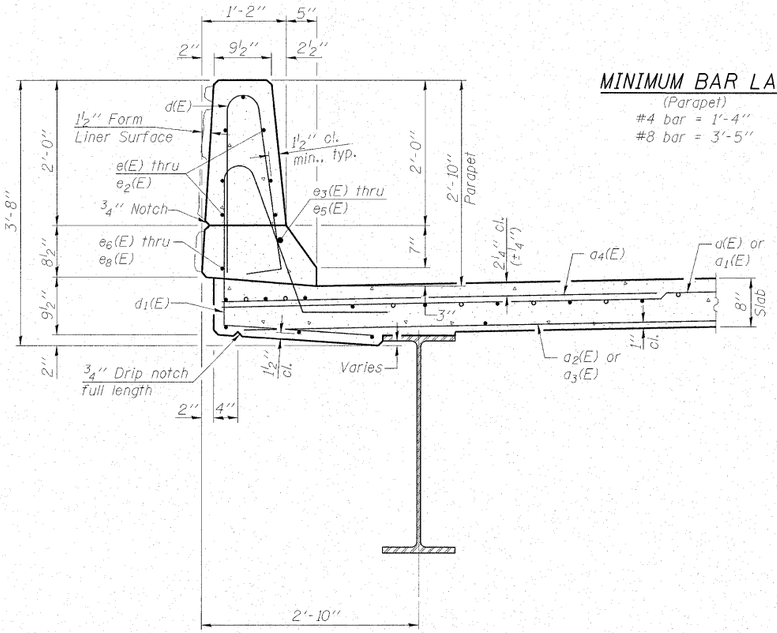
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



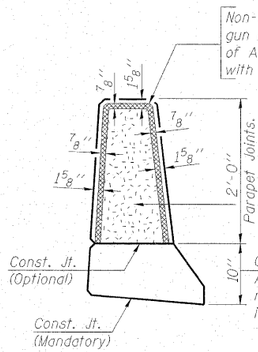
INSIDE ELEVATION OF PARAPET



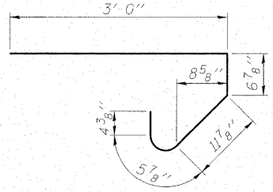
SECTION THRU PARAPET

MINIMUM BAR LAP

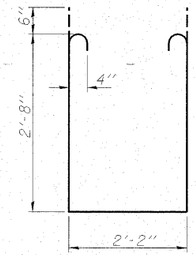
(Parapet)
#4 bar = 1'-4"
#8 bar = 3'-5"



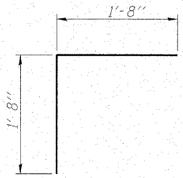
PARAPET JOINT DETAILS



BAR s(E)



BAR s1(E)

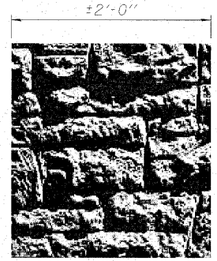


BAR v(E)

SUPERSTRUCTURE BILL OF MATERIAL

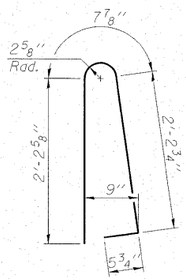
Bar	No.	Size	Length	Shape
d(E)	231	#5	18'-7"	
d1(E)	231	#5	23'-7"	
d2(E)	150	#5	18'-0"	
d3(E)	150	#5	23'-0"	
d4(E)	462	#6	6'-0"	
b(E)	235	#5	26'-4"	
b1(E)	86	#6	26'-8"	
b2(E)	258	#5	22'-3"	
d(E)	274	#5	5'-7"	
d1(E)	274	#5	7'-8"	
e(E)	56	#4	15'-2"	
e1(E)	28	#4	19'-2"	
e2(E)	56	#4	5'-8"	
e3(E)	4	#8	30'-8"	
e4(E)	4	#8	21'-2"	
e5(E)	8	#8	5'-8"	
e6(E)	4	#4	30'-8"	
e7(E)	4	#4	20'-1"	
e8(E)	8	#4	5'-8"	
m(E)	10	#6	18'-9"	
m1(E)	10	#6	23'-9"	
m2(E)	28	#6	8'-2"	
m3(E)	10	#6	5'-11"	
m4(E)	4	#6	2'-6"	
m5(E)	2	#6	3'-5"	
m6(E)	2	#6	2'-2"	
s(E)	100	#5	5'-5"	
s1(E)	86	#4	8'-6"	
v(E)	90	#5	3'-4"	
Reinforcement Bars, Epoxy Coated		Pound	44860	
Concrete Superstructure		Cu. Yd.	190.4	
Form Liner Textured Surface		Sq. Ft.	678	

Bars indicated thus 1 x 2- #5 etc. indicates 1 line of bars with 2 lengths per line.

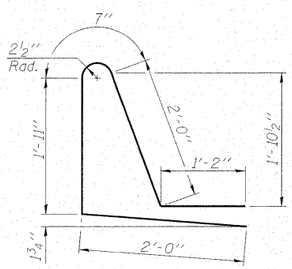


FORM LINER TEXTURE DETAIL

Notes:
Form Liner Textured Surface to be used on outside face of parapets. Utilize Custom Rock Formliner Pattern #1118 Sherman Avenue Stone or equivalent.
The depth of relief of the Form Liner Textured Surface should not compromise the reinforcement clearance in the parapet.



BAR d(E)



BAR d1(E)

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

SUPERSTRUCTURE DETAILS
STRUCTURE NO. 037-0175

SHEET NO. 10	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	27
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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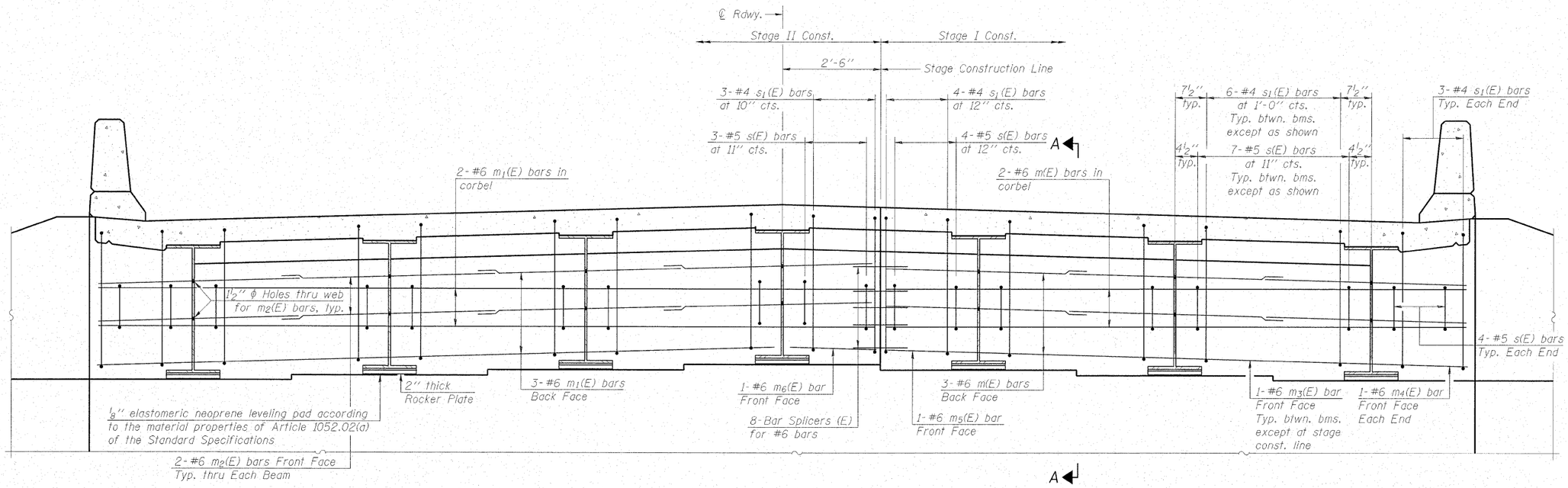
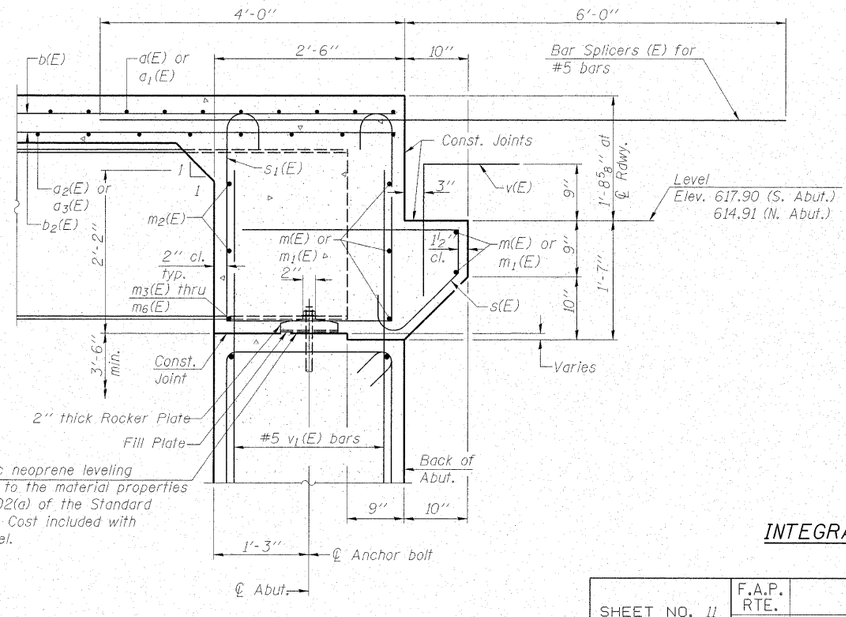
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



DIAPHRAGM ELEVATION AT ABUTMENT

North Abut. shown, South Abut. similar



SECTION A-A

Notes:
Reinforcement bars in diaphragm are billed with superstructure on sheet 10 of 24.
Concrete in diaphragm is included with Concrete Superstructure on sheet 10 of 24.
For details of bars s(E), s_1(E), & v(E) see sheet 10 of 24.

MIN. BAR LAP

#6 bar = 2'-9"

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

INTEGRAL ABUTMENT DIAPHRAGM DETAILS
STRUCTURE NO. 037-0175

SHEET NO. 11	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	28
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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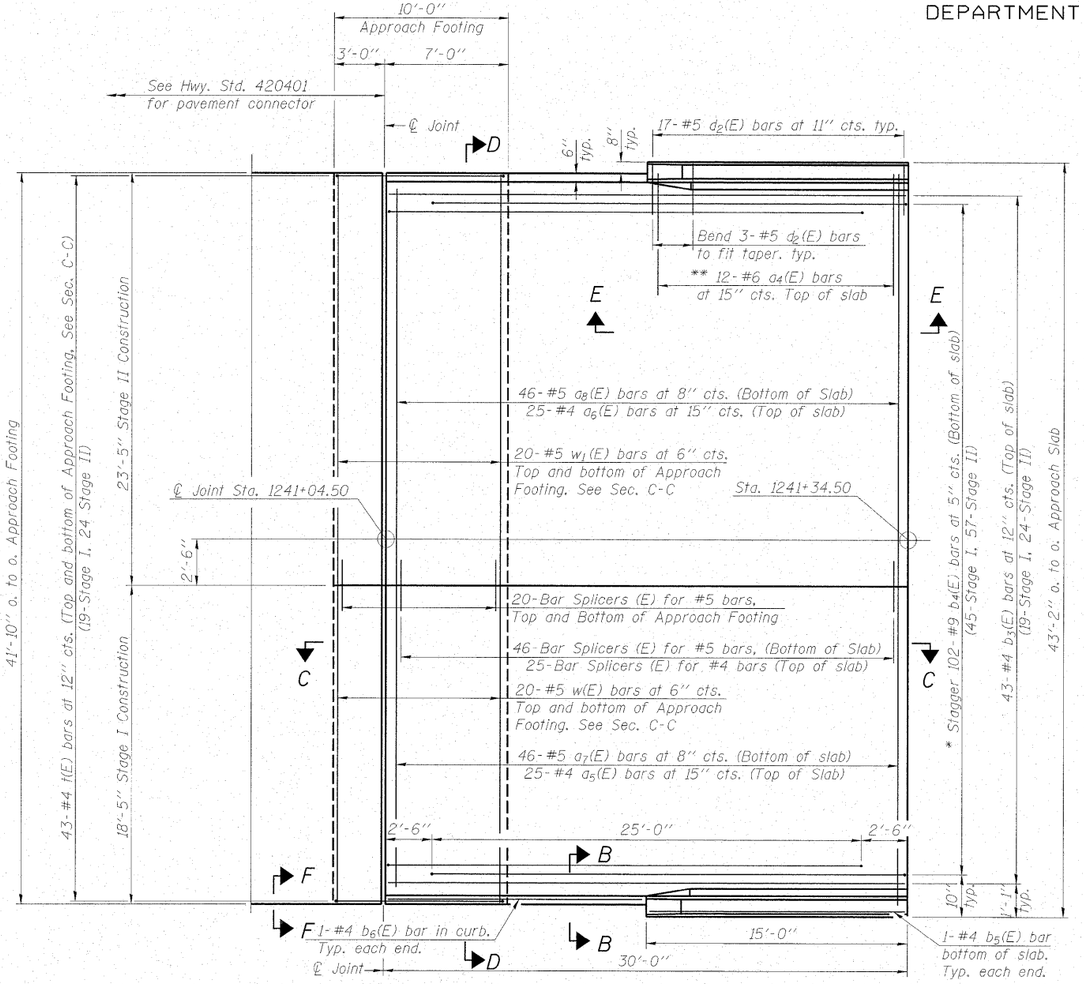
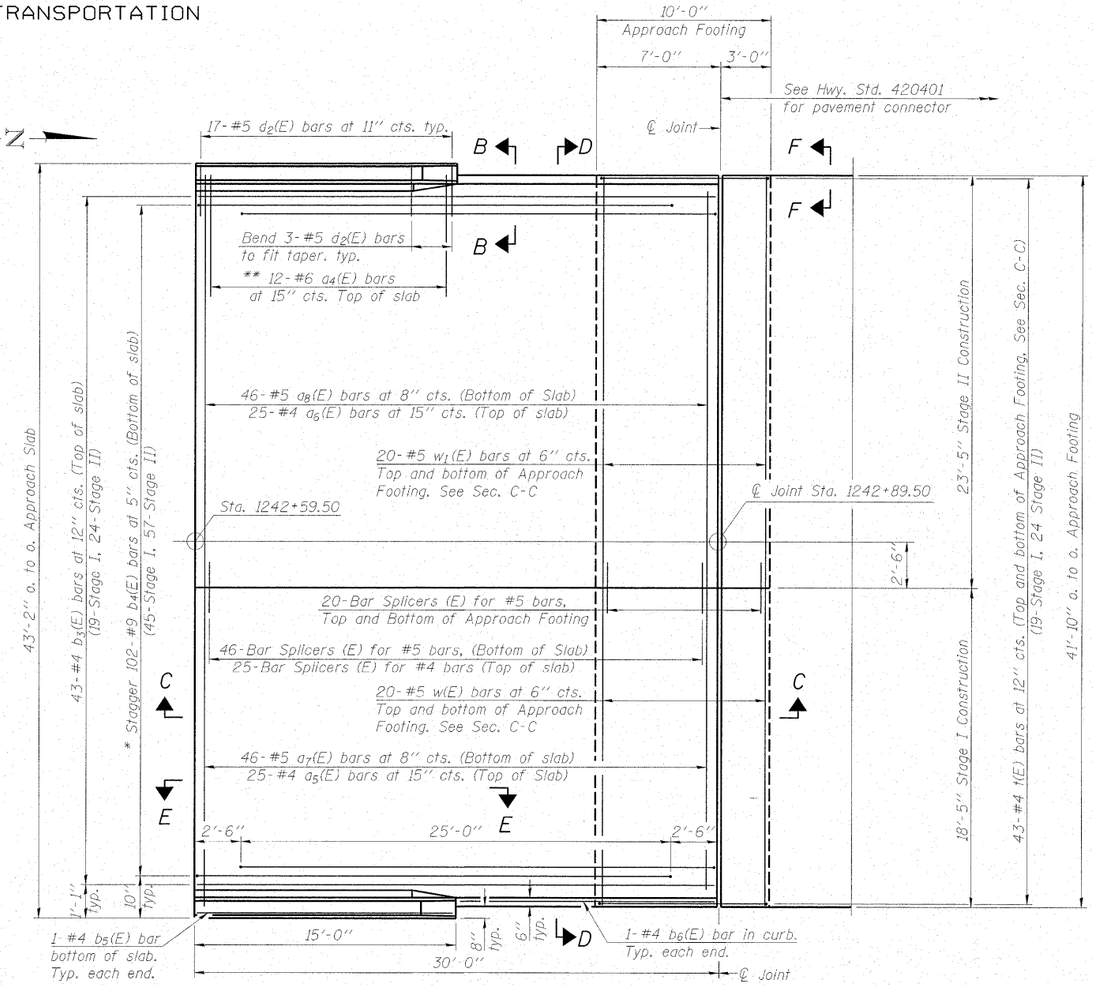
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



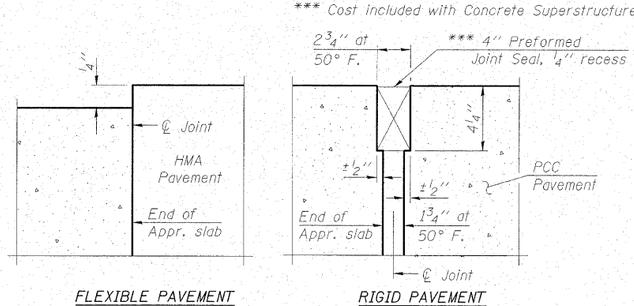
SOUTH APPROACH SLAB PLAN



NORTH APPROACH SLAB PLAN

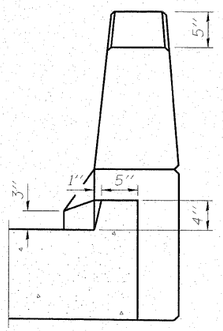
* Tilt #9 b_4(E) bars as required to maintain clearance.
** Alternate with a_5(E) or a_6(E) bars, typ. ea. parapet.

*** Cost included with Concrete Superstructure.

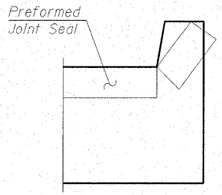


FLEXIBLE PAVEMENT RIGID PAVEMENT

DETAIL A

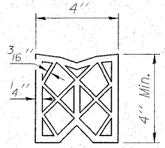


VIEW B-B



VIEW F-F

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



PREFORMED JOINT SEAL

Notes:
See sheet 13 of 24 for Sections C-C & D-D, View E-E, and Bill of Materials.

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

DESIGNED	BAS
CHECKED	KEF
DRAWN	SGM
CHECKED	RJA/KEF

(Sheet 1 of 2)

BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 037-0175

SHEET NO. 12	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	29
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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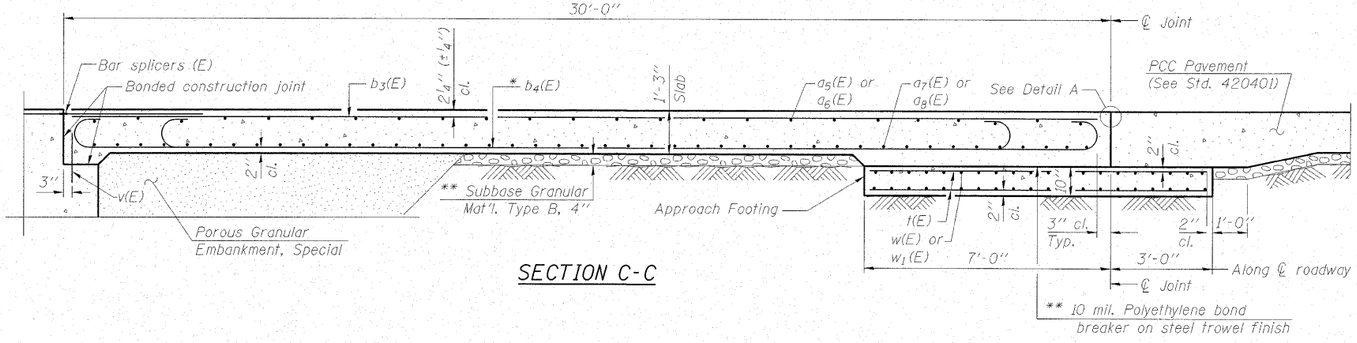
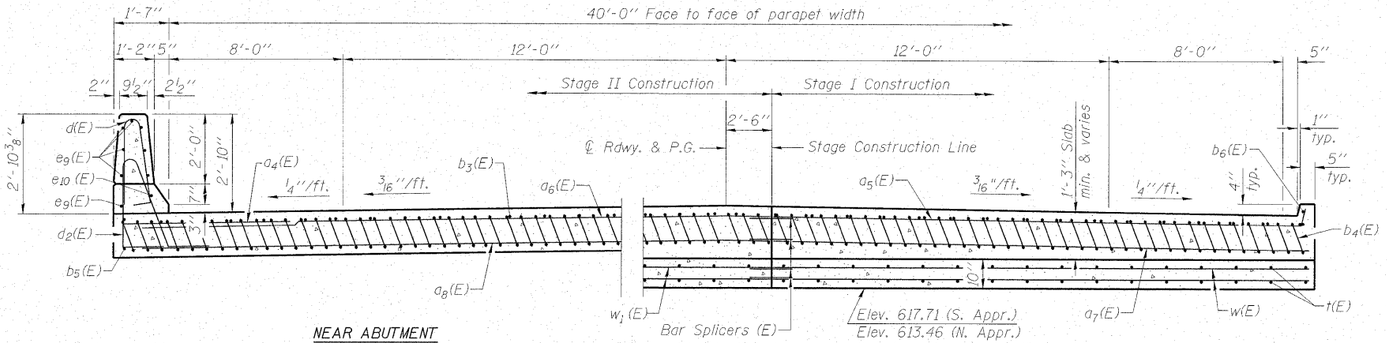
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



SECTION C-C



NEAR ABUTMENT

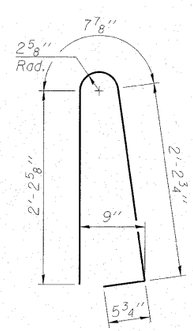
SECTION D-D
(Looking North)
(See Plan for dimensions not shown)

AT APPROACH FOOTING

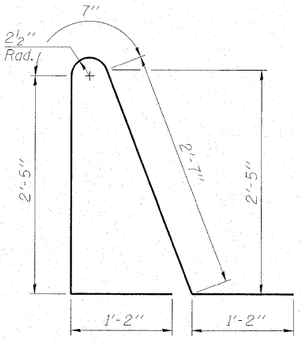
Notes:
See sheet 12 of 24 for Detail A and View B-B.
Approach slab and parapet concrete shall be paid for as Concrete Superstructure.
Approach footing concrete shall be paid for as Concrete Structures.
Reinforcement shall be paid for as Reinforcement Bars, Epoxy Coated.
For v(E) bar details, see sheet 10 of 24.
The approach footing maximum applied service bearing pressure (Qmax) = 2.0 ksf.
For bar splicer details, see sheet 21 of 24.
Cost of excavation for approach footing included with Concrete Structures.
For Porous Granular Embankment, Special and drainage treatment details, see sheet 2 of 24.
See sheet 10 of 24 for parapet joint detail at back of abutment.

* Tilt #9 b4(E) bars as required to maintain clearance.

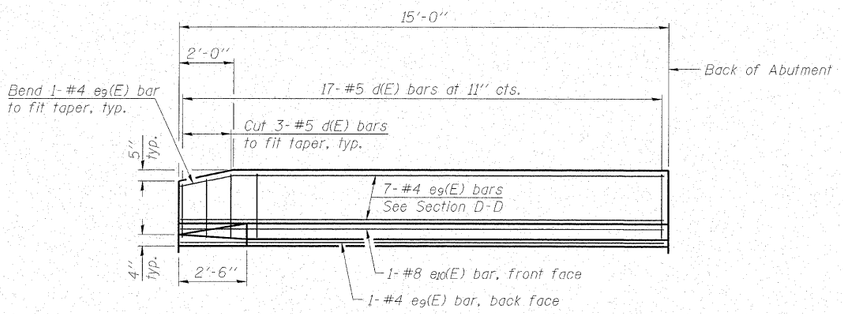
** Cost included with Concrete Superstructure.



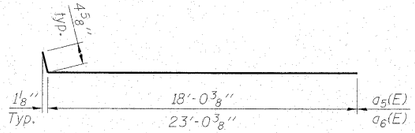
BAR d(E)



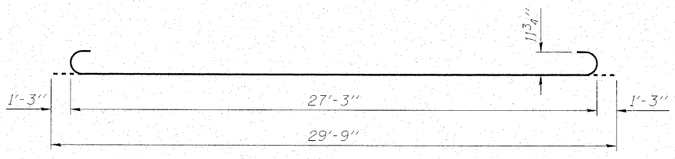
BAR d2(E)



VIEW E-E



BAR a5(E) & a6(E)



BAR b4(E)

TWO APPROACHES
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a4(E)	48	#6	6'-0"	
a5(E)	50	#4	18'-5"	
a6(E)	50	#4	23'-5"	
a7(E)	92	#5	18'-1"	
a8(E)	92	#5	23'-1"	
b3(E)	86	#4	29'-8"	
b4(E)	204	#9	29'-9"	
b5(E)	4	#4	14'-8"	
b6(E)	4	#4	14'-8"	
d(E)	68	#5	5'-7"	
d2(E)	68	#5	7'-11"	
e9(E)	32	#4	14'-8"	
e10(E)	4	#8	14'-8"	
t(E)	172	#4	9'-8"	
w(E)	80	#5	18'-1"	
w1(E)	80	#5	23'-1"	
Concrete Superstructure			Cu. Yd.	133.1
Concrete Structures			Cu. Yd.	25.8
Reinforcement Bars, Epoxy Coated			Pound	34170
Form Liner Textured Surface			Sq. Ft.	168

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

(Sheet 2 of 2)
BRIDGE APPROACH SLAB DETAILS
STRUCTURE NO. 037-0175

SHEET NO. 13	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	30
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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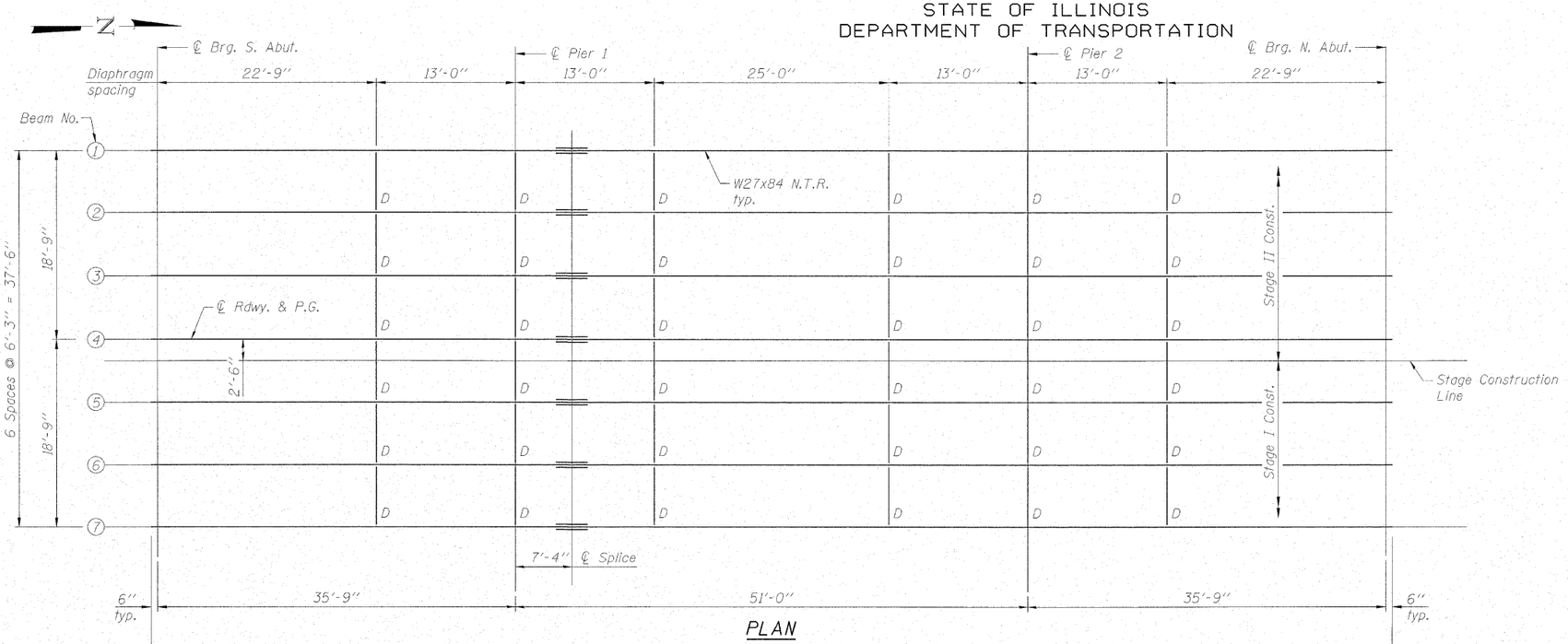
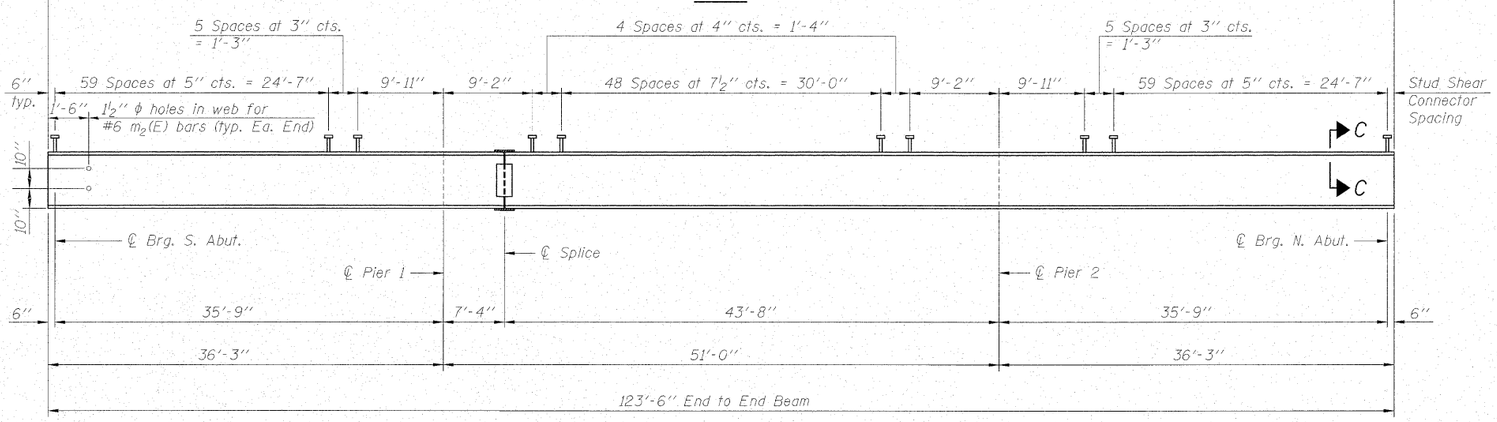
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



PLAN



ELEVATION

Notes:

Load carrying components designated "NTR" shall conform to the Supplimental Requirements for Notch Toughness, Zone 2.

All cross frames or diaphragms shall be installed as steel is erected and secured with erection pins and bolts except as otherwise noted. Individual cross frames or diaphragms may be temporarily disconnected to install bearing anchor rods.

Steel beams shall be AASHTO M270 Gr. 50.

See sheet 15 of 24 for details of steel diaphragms, bearings, and Section C-C.

MAURER ▲ STUTZ, INC. ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

TOP OF BEAM ELEVATIONS

(For Fabrication Only)

	℄ Brg. S. Abut.	℄ Pier 1	℄ Splice	℄ Pier 2	℄ Brg. N. Abut.
Beam 1	618.55	617.65	617.47	616.45	615.62
Beam 2	618.68	617.78	617.60	616.58	615.75
Beam 3	618.78	617.88	617.70	616.68	615.85
Beam 4	618.87	617.97	617.79	616.77	615.94
Beam 5	618.78	617.88	617.70	616.68	615.85
Beam 6	618.68	617.78	617.60	616.58	615.75
Beam 7	618.55	617.65	617.47	616.45	615.62

INTERIOR GIRDER REACTION TABLE			
		Abut.	Pier
R_{DC1}	(k)	9.0	35.7
R_{DC2}	(k)	1.8	6.1
R_{DW}	(k)	3.9	13.6
R_{LL+IM}	(k)	54.1	81.8
R_{Total}	(k)	68.8	137.2

INTERIOR GIRDER MOMENT TABLE				
		0.4 Sp. 1 or 0.6 Sp. 3	Pier 1 or Pier 2	0.5 Sp. 2
I_s	(in^4)	2850	2850	2850
$I_c(n)$	(in^4)	8647	———	8647
$I_c(3n)$	(in^4)	6496	———	6496
S_s	(in^3)	213	213	213
$S_c(n)$	(in^3)	333	———	333
$S_c(3n)$	(in^3)	302	———	302
Z	(in^3)	———	244	———
DC1	(k/')	0.729	0.729	0.729
M_{DC1}	('k)	53.9	144.8	92.2
DC2	(k/')	0.129	0.129	0.129
M_{DC2}	('k)	12.1	19.2	22.8
DW	(k/')	0.286	0.286	0.286
M_{DW}	('k)	26.9	42.5	50.5
M_{L+IM}	('k)	349.2	224.5	449.1
M_U (Strength I)	('k)	733.9	661.5	1005.3
$\phi_f M_n$, $\phi_f M_{nc}$	('k)	1745.0	1016.7	1703.4
f_s DC1	(ksi)	3.04	8.16	5.19
f_s DC2	(ksi)	0.48	1.08	0.91
f_s DW	(ksi)	1.07	2.39	2.01
f_s 1.3(L+IM)	(ksi)	16.36	16.44	21.04
f_s (Service II)	(ksi)	20.95	28.07	29.15
V_f	(k)	17.6	———	17.1

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) 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) due to long-term composite (superimposed) dead loads ($in.^4$ and $in.^3$).

Z: Plastic Section Modulus of the steel section in non composite areas. ($in.^3$).

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 (kip-ft.).

$\phi_f M_{nc}$: Compact non-composite negative moment capacity computed according to Article A6.1.1 (kip-ft.).

f_s (Service II): Sum of stresses as computed from the moments below (ksi).
$M_{DC1} + M_{DC2} + M_{DW} + 1.3\ M_{L+IM}$

f_s (Total)(Strength I): Sum of stresses as computed from the moments below on non-compact section (ksi).
$1.25\ (M_{DC1} + M_{DC2}) + 1.5\ M_{DW} + 1.75\ M_{L+IM}$

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

FRAMING PLAN & DETAILS
STRUCTURE NO. 037-0175

SHEET NO. 14	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	31
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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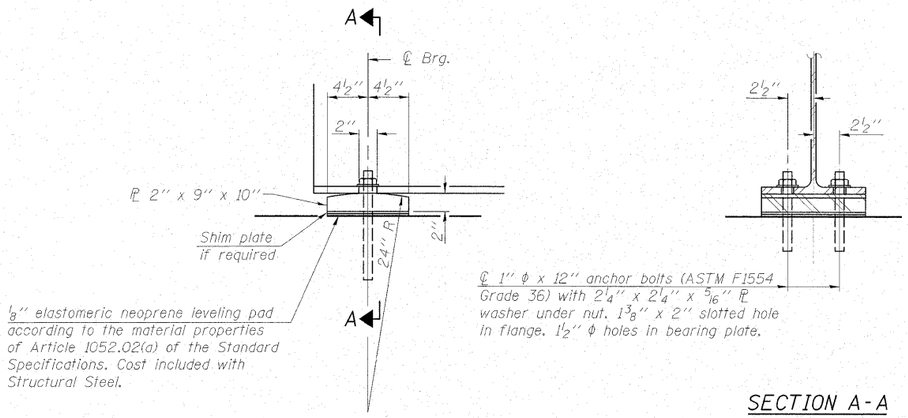
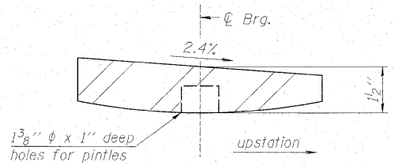
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

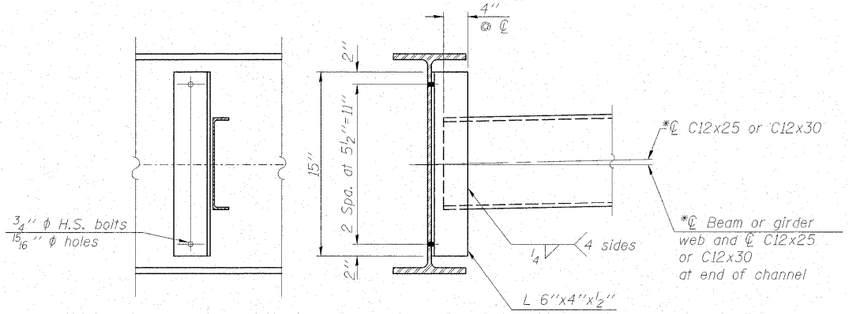


ELEVATION AT ABUTMENT

SECTION A-A



TOP ℄ TAPER DETAIL



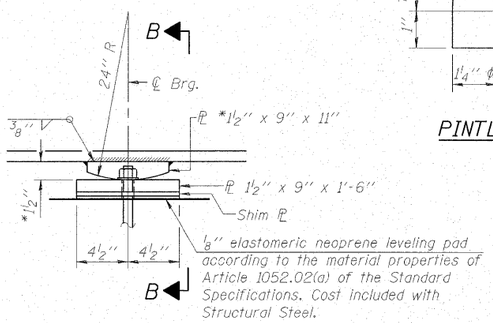
DIAPHRAGM D

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

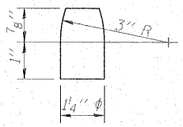
*Alternate channels are permitted to facilitate material acquisition. Calculated weight of structural steel is based on the lighter section. The alternate, if utilized, shall be provided at no additional cost to the Department.

FIXED BEARING AT ABUTMENTS

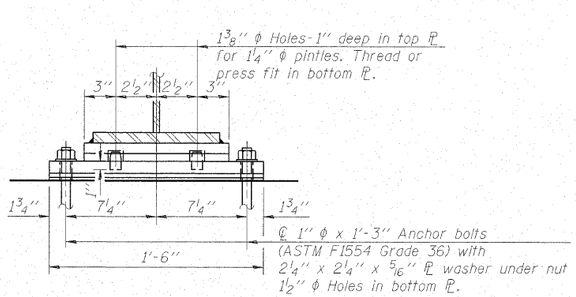
* See Top Plate Taper Detail



ELEVATION AT PIER

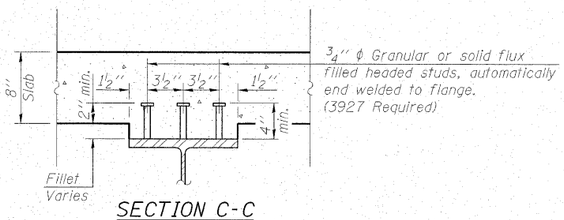


PINTLE



SECTION B-B

FIXED BEARING AT PIERS



SECTION C-C

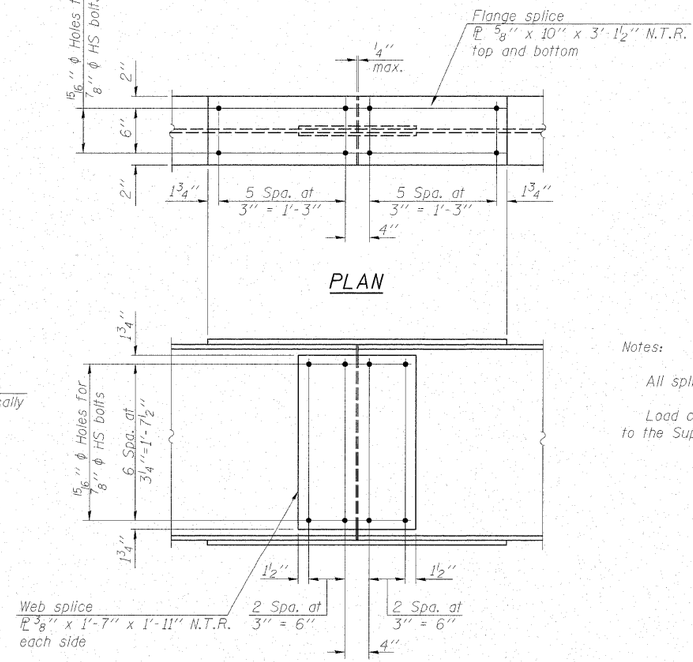
Notes:
Anchor bolts shall be ASTM F1554 all-thread (or an Engineer-approved alternate material) of the grade(s) and diameter(s) specified. ASTM A307 Grade C anchor bolts may be used in lieu of ASTM F1554 Grade 36 (Fy=36ksi). The corresponding specified grade of AASHTO M314 anchor bolts may be used in lieu of ASTM F1554.

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

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

All bearing plates, pintles, and shim plates shall conform to AASHTO M270 Gr. 50.

Two ⅛'' adjusting shims shall be provided for each bearing in addition to all other plates or shims and placed as shown on bearing details.



PLAN

ELEVATION

SPLICE DETAIL
(7 Required)

Notes:

All splice plate material shall be AASHTO M270 Gr. 50.

Load carrying components designated "NTR" shall comform to the Supplimental Provisions for Notch Toughness, Zone 2.

MAURER ▲ STUTZ, INC.
ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

STRUCTURAL STEEL DETAILS
STRUCTURE NO. 037-0175

SHEET NO. 15	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	32
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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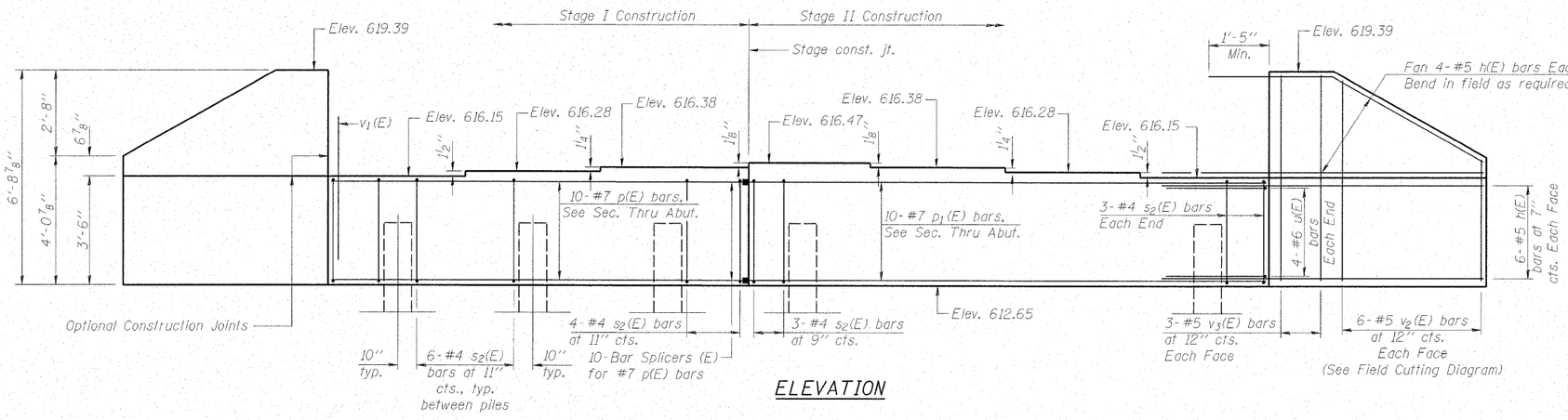
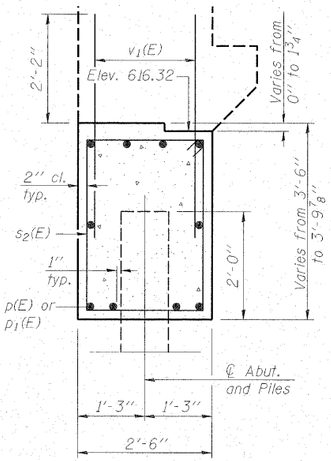
Notes: Pour steps monolithically with cap.
Space reinforcement to miss anchor bolts.

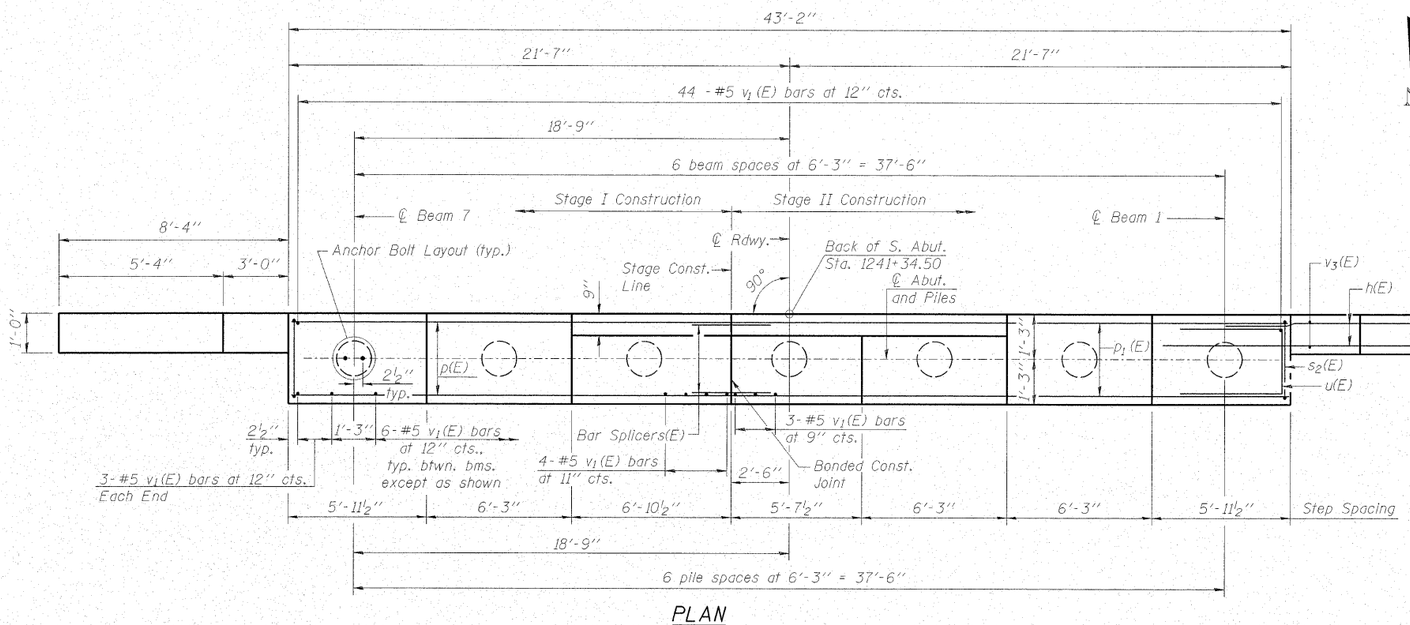
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



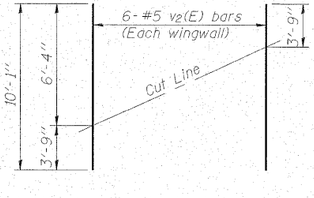
ELEVATION



SEC. THRU ABUT.

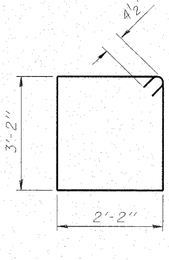


PLAN

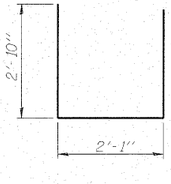


FIELD CUTTING DIAGRAM

Order $v_2(E)$ full length. Cut as shown and use remainder of bars in opposite face.



BAR $s_2(E)$



BAR $u(E)$

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	40	#5	10'-3"	——
p(E)	10	#7	18'-9"	——
$p_1(E)$	10	#7	23'-9"	——
$s_2(E)$	43	#4	11'-5"	□
u(E)	8	#6	7'-9"	▭
$v_1(E)$	87	#5	4'-4"	——
$v_2(E)$	12	#5	10'-1"	——
$v_3(E)$	12	#5	6'-4"	——
Structure Excavation		Cu. Yd.	11	
Concrete Structures		Cu. Yd.	17.6	
Reinforcement Bars, Epoxy Coated		Pound	2320	
Furnishing Metal Shell Piles, 14"x0.312"		Foot	366	
Driving Piles		Foot	366	
Test Pile, Metal Shells		Each	1	
Pile Shoes		Each	7	
Anchor Bolts, 1"		Each	14	

For details of Bar Splicers, see sheet 21 of 24.
For details of piles, see sheet 20 of 24.

PILE DATA

Type: Metal Shell 14 in. dia. x 0.312 in. walls w/ pile shoes
Nominal Required Bearing: 469 kips
Factored Resistance Available: 137 kips
Est. Length: 61 feet
No. Production Piles: 6
No. Test Piles: 1

Note:
Piles shall be driven through 20 in. diameter precored holes extending to elevation 596.0 according to Article 512.09(c) of the Standard Specifications. Cost included in Driving Piles.
Extents of existing concrete abutment below ground are not known. Precored holes may encounter concrete footing near the bottom of precoring. Contractor shall provide necessary equipment to extend hole through concrete if found. No additional payment will be made for coring through concrete.

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

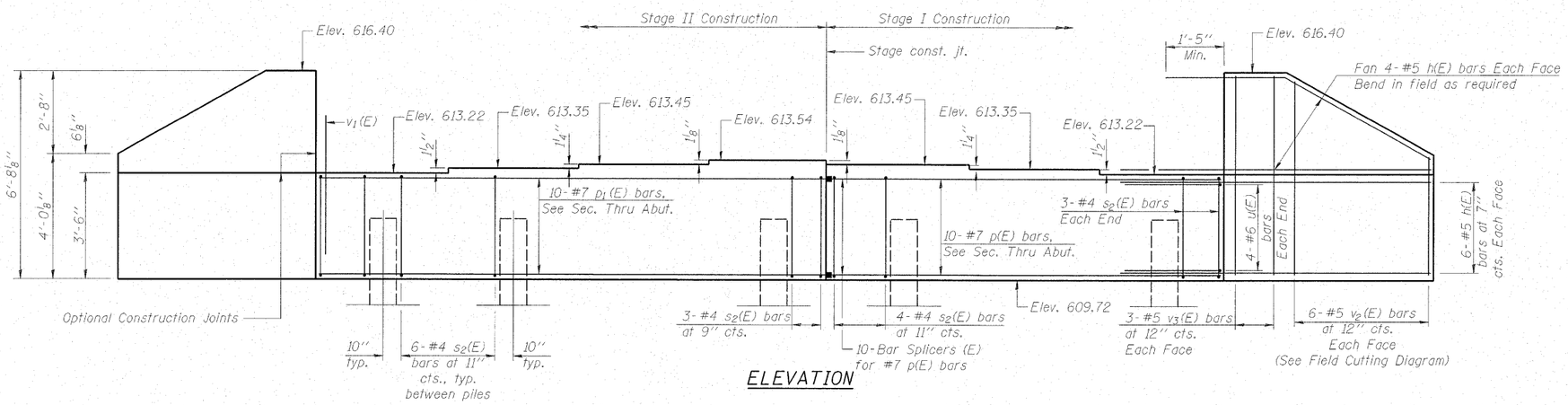
DESIGNED	BAS
CHECKED	KEF
DRAWN	SGM
CHECKED	RJA/KEF

SOUTH ABUTMENT
STRUCTURE NO. 037-0175

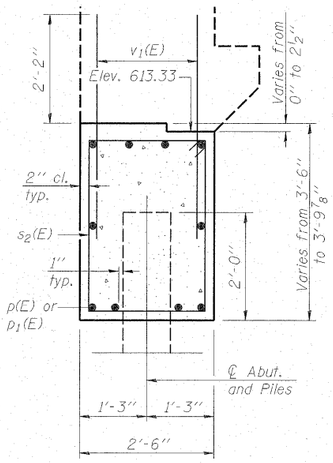
SHEET NO. 16	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	33
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

Notes: Pour steps monolithically with cap.
Space reinforcement to miss anchor bolts.

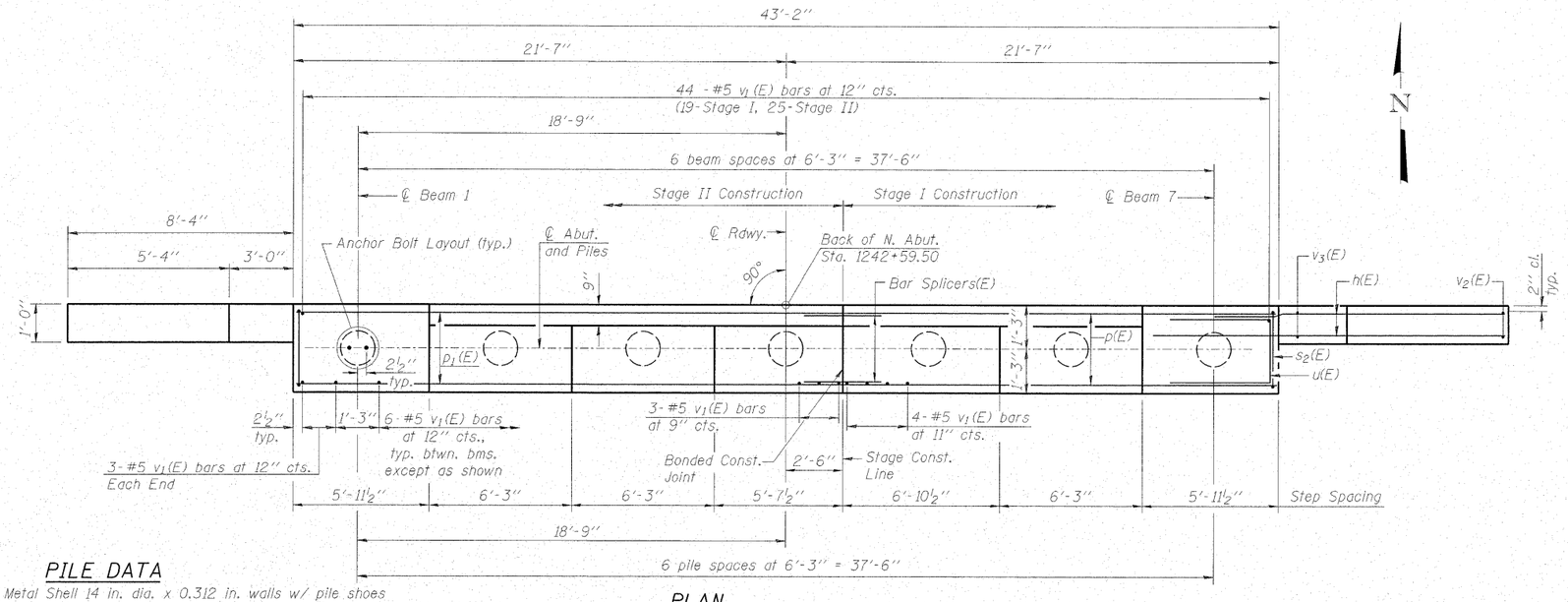
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



ELEVATION



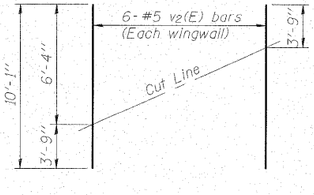
SEC. THRU ABUT.



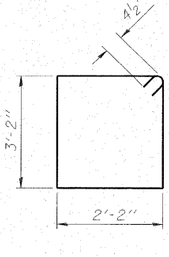
PLAN

PILE DATA

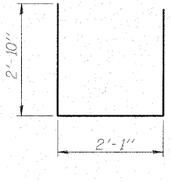
Type: Metal Shell 14 in. dia. x 0.312 in. walls w/ pile shoes
Nominal Required Bearing: 274 kips
Factored Resistance Available: 137 kips
Est. Length: 51 feet
No. Production Piles: 6
No. Test Piles: 1



FIELD CUTTING DIAGRAM
Order v_2(E) full length. Cut as shown and use remainder of bars in opposite face.



BAR s_2(E)



BAR u(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h(E)	40	#5	10'-3"	
p(E)	10	#7	18'-9"	
p_1(E)	10	#7	23'-9"	
s_2(E)	43	#4	11'-5"	
u(E)	8	#6	7'-9"	
v_1(E)	87	#5	4'-4"	
v_2(E)	12	#5	10'-1"	
v_3(E)	12	#5	6'-4"	
Structure Excavation		Cu. Yd.	106	
Concrete Structures		Cu. Yd.	17.5	
Reinforcement Bars, Epoxy Coated		Pound	2320	
Furnishing Metal Shell Piles, 14"x0.312"		Foot	306	
Driving Piles		Foot	306	
Test Pile, Metal Shells		Each	1	
Pile Shoes		Each	7	
Anchor Bolts, 1"		Each	14	

For details of Bar Splicers, see sheet 21 of 24.
For details of piles, see sheet 20 of 24.

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

NORTH ABUTMENT
STRUCTURE NO. 037-0175

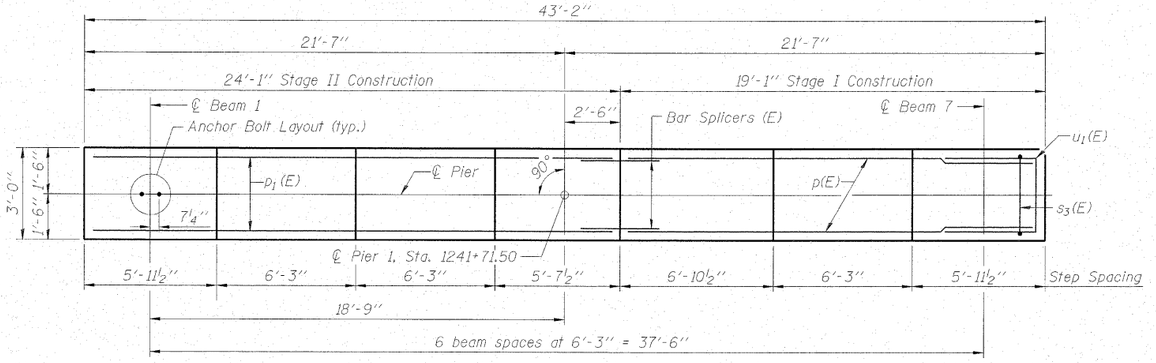
SHEET NO. 17	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	34
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 20 of 24.
For details of Bar Splicers, see sheet 21 of 24.
If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of the construction.
See sheet 10 of 24 for details of the Form Liner Textured Surface. 2" clearance to reinforcement bars shall be maintained from the form liner.

PILE DATA

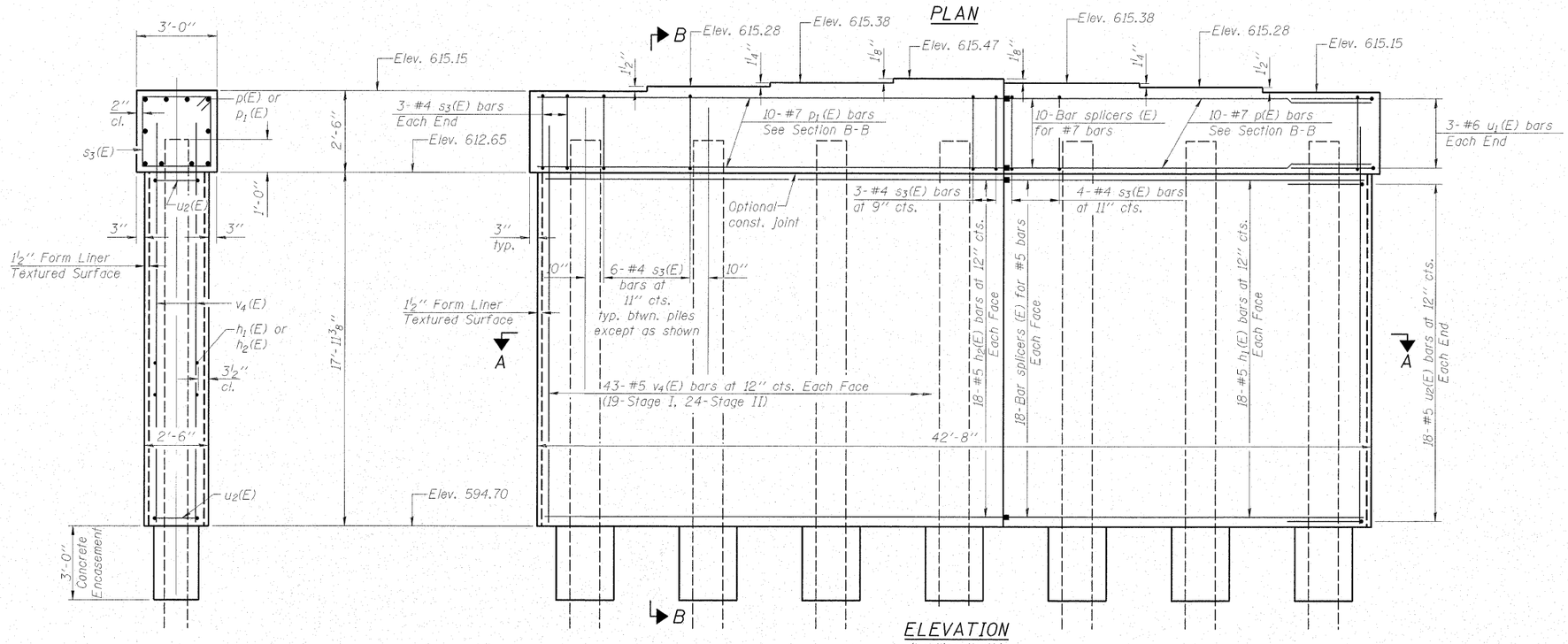
Type: Metal Shell 14 in. dia. x 0.312 in. walls w/ pile shoes
Nominal Required Bearing: 446 kips
Factored Resistance Available: 223 kips
Est. Length: 57 feet
No. Production Piles: 6
No. Test Piles: 1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



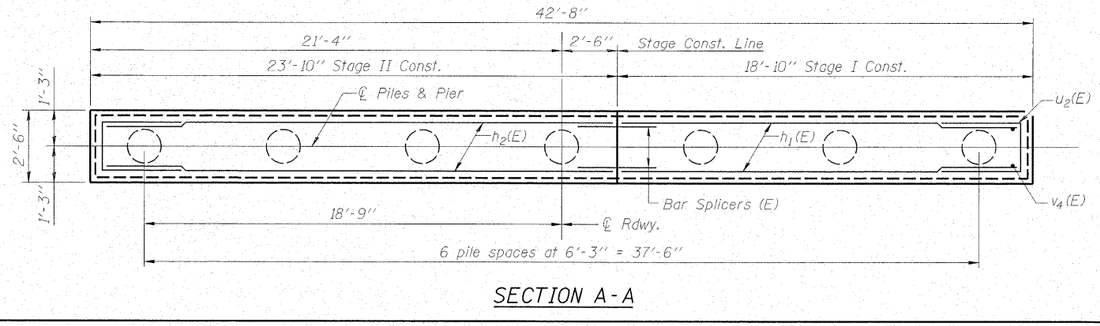
BAR s_3(E)

PLAN

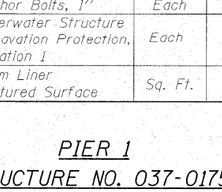


SECTION B-B

ELEVATION
(Looking North)



SECTION A-A



BARS u_1(E) & u_2(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h_1(E)	36	#5	18'-5"	——
h_2(E)	36	#5	23'-5"	——
p(E)	10	#7	18'-9"	——
p_1(E)	10	#7	23'-9"	——
s_3(E)	43	#4	10'-5"	□
u_1(E)	6	#6	8'-3"	⊐
u_2(E)	36	#5	6'-9"	⊐
v_4(E)	86	#5	19'-3"	——

Structure Excavation	Cu. Yd.	17
Concrete Structures	Cu. Yd.	78.4
Concrete Encasement	Cu. Yd.	3.0
Reinforcement Bars, Epoxy Coated	Pound	4790
Furnishing Metal Shell Piles, 14"x0.312"	Foot	342
Driving Piles	Foot	342
Test Pile, Metal Shells	Each	1
Pile Shoes	Each	7
Anchor Bolts, 1"	Each	14
Underwater Structure Excavation Protection, Location 1	Each	1
Form Liner Textured Surface	Sq. Ft.	1622

PIER 1
STRUCTURE NO. 037-0175

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

SHEET NO. 18	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	35
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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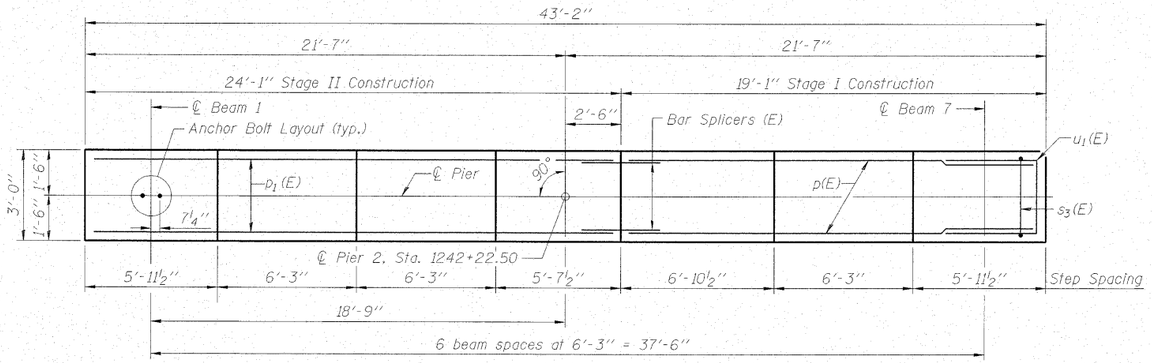
Notes:
Space reinforcement in cap to miss anchor bolts.
Pour steps monolithically with cap.
For details of piles, see sheet 20 of 24.
For details of Bar Splicers, see sheet 21 of 24.
If a portion of the pier wall or concrete encasement is under water, reinforcement may be placed underwater into forms. Concrete shall be tremied according to Article 503.08 of the Standard Specifications to an elevation of 1'-0" above the water line at the time of the construction.
See sheet 10 of 24 for details of the Form Liner Textured Surface. 2" clearance to the reinforcement bars shall be maintained from the form liner.

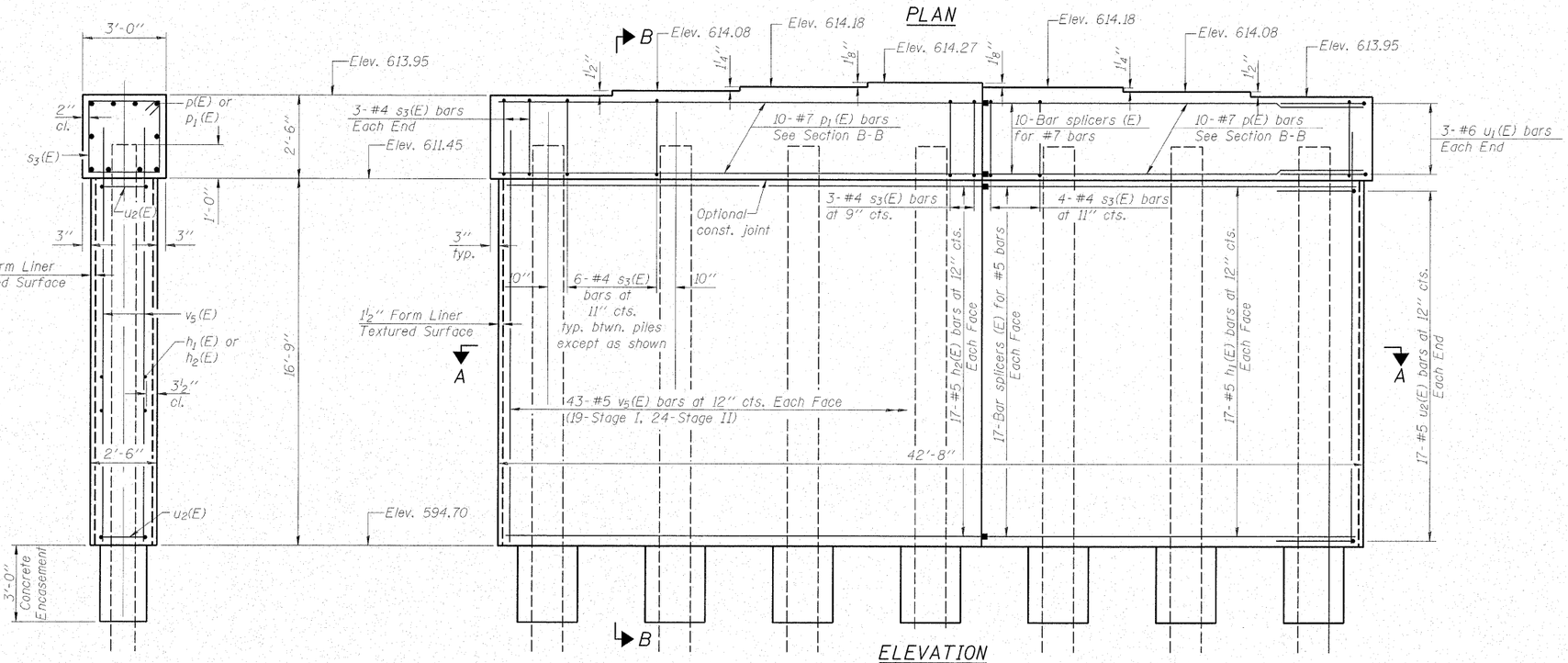
PILE DATA

Type: Metal Shell 14 in. dia. x 0.312 in. walls w/ pile shoes
Nominal Required Bearing: 446 kips
Factored Resistance Available: 223 kips
Est. Length: 56 feet
No. Production Piles: 6
No. Test Piles: 1

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

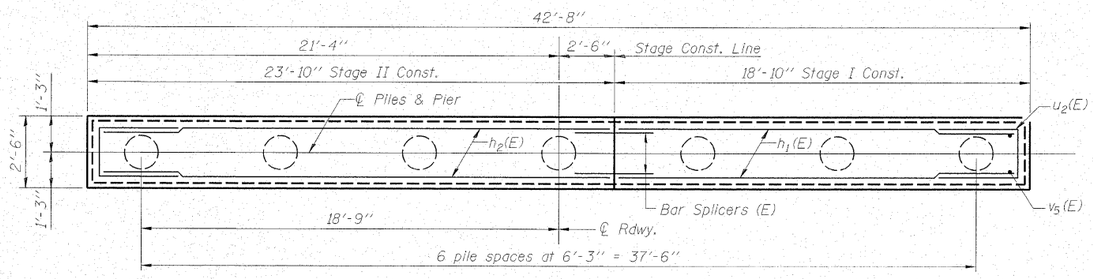


PLAN

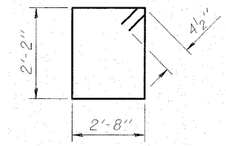


SECTION B-B

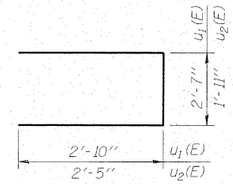
ELEVATION
(Looking North)



SECTION A-A



BAR s3(E)



BARS u1(E) & u2(E)

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$h_1(E)$	34	#5	18'-5"	——
$h_2(E)$	34	#5	23'-5"	——
p(E)	10	#7	18'-9"	——
$p_1(E)$	10	#7	23'-9"	——
$s_3(E)$	43	#4	10'-5"	□
$u_1(E)$	6	#6	8'-3"	⊐
$u_2(E)$	34	#5	6'-9"	⊐
$v_5(E)$	86	#5	18'-1"	——
Structure Excavation			Cu. Yd.	57
Concrete Structures			Cu. Yd.	74.0
Concrete Encasement			Cu. Yd.	3.0
Reinforcement Bars, Epoxy Coated			Pound	4590
Furnishing Metal Shell Piles, 14"x0.312"			Foot	336
Driving Piles			Foot	336
Test Pile, Metal Shells			Each	1
Pile Shoes			Each	7
Anchor Bolts, 1"			Each	14
Underwater Structure Excavation Protection, Location 2			Each	1
Form Liner Textured Surface			Sq. Ft.	1513

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

PIER 2
STRUCTURE NO. 037-0175

SHEET NO. 19	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	36
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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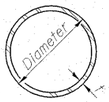
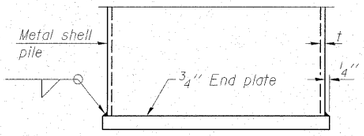
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

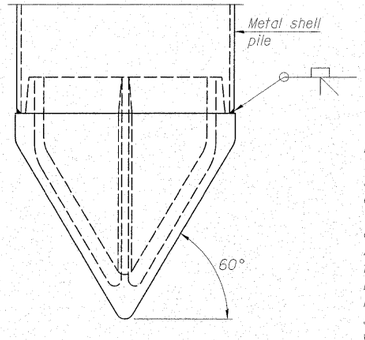


METAL SHELL PILE TABLE

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



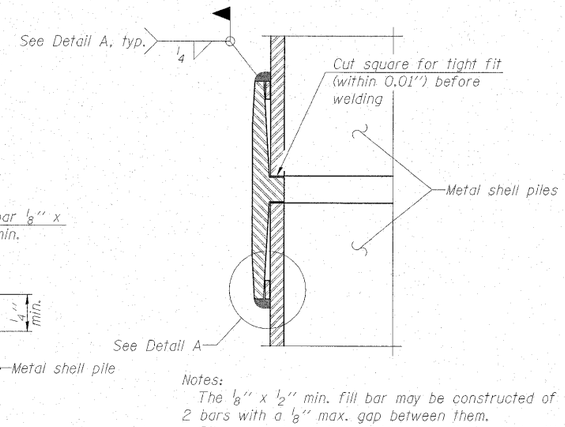
END PLATE ATTACHMENT

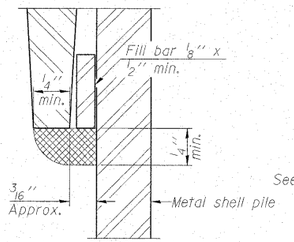


Note A:
When called for on the plans, the Contractor shall furnish metal shell pile shoes consisting of a single piece conical pile point as shown. The pile shoes shall be cast in one piece steel according to either ASTM A 148 Grade 90-60 or AASHTO M 103 Grade 65-35 and shall provide full bearing over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

METAL SHELL PILE SHOE ATTACHMENT

(See Note A)

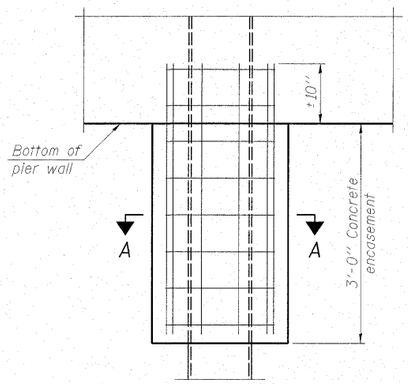




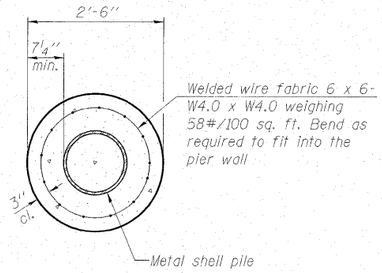
DETAIL A

Notes:
The ⅛″ x ½″ min. fill bar may be constructed of 2 bars with a ⅛″ max. gap between them.
Pile segments shall be driven to solid contact with splicer before welding.

WELDED COMMERCIAL SPLICE



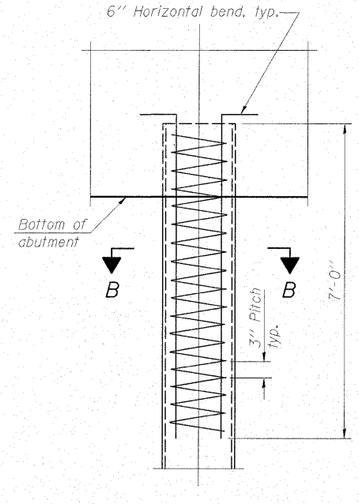
ELEVATION



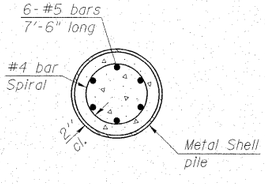
SECTION A-A

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

CONCRETE ENCASEMENT AT PIERS

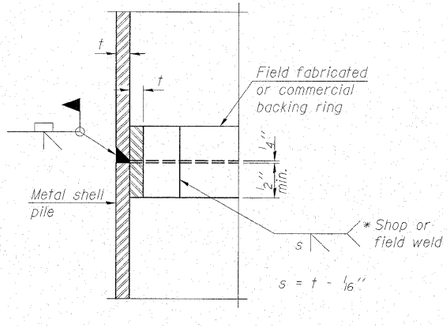


ELEVATION



SECTION B-B

METAL SHELL REINFORCEMENT AT ABUTMENTS



COMPLETE PENETRATION WELD SPLICE

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

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

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

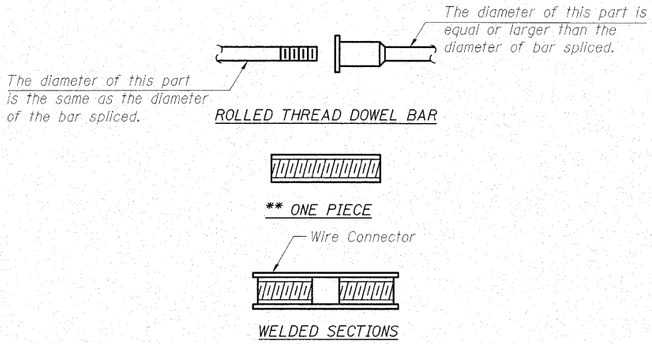
DESIGNED	BAS
CHECKED	KEF
DRAWN	SGM
CHECKED	RJA/KEF

F-MS 10-1-08

METAL SHELL PILE DETAILS
STRUCTURE NO. 037-0175

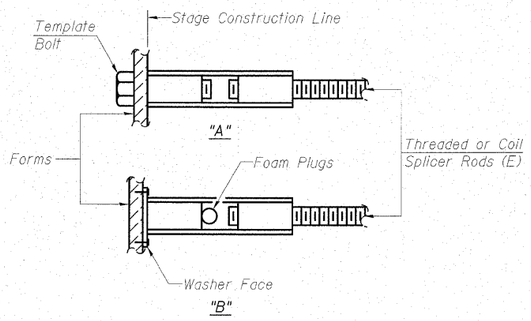
SHEET NO. 20	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	37
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



BAR SPLICER ASSEMBLY ALTERNATIVES

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



INSTALLATION AND SETTING METHODS

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

NOTES

Bar splicer assemblies shall be of an approved type and shall develop in tension at least 125 percent of the yield strength of the lapped reinforcement bars.

Splicer rods shall be of minimum 60 ksi yield strength, threaded or coiled full length.

All reinforcement bars shall be lapped and tied to the splicer rods or dowel bars.

Bar splicer assemblies shall be epoxy coated according to the requirements for reinforcement bars.

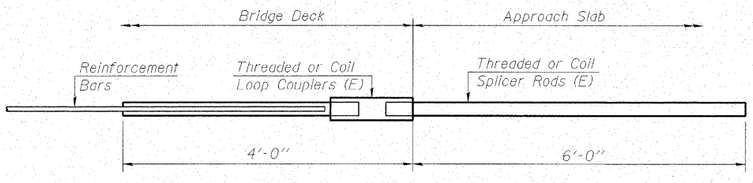
Other systems of similar design may be submitted to the Engineer for approval. Approval shall be based on certified test results from an approved testing laboratory that the proposed bar splicer assembly satisfies the following requirements:

① Minimum Capacity (Tension in kips) = $1.25 \times f_y \times A_t$

② Minimum *Pull-out Strength (Tension in kips) = $0.66 \times f_y \times A_t$

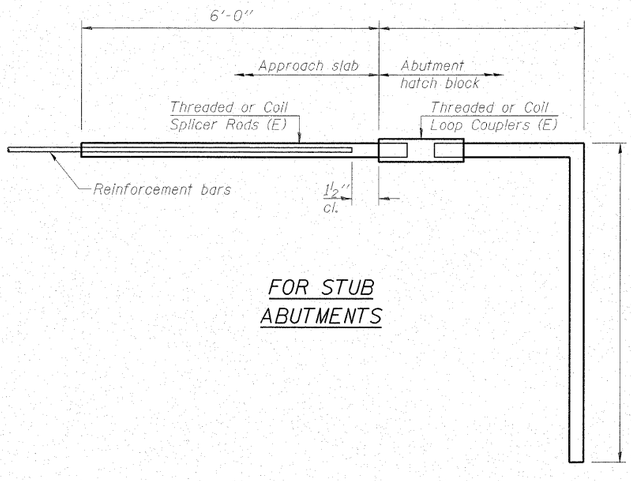
Where f_y = Yield strength of lapped reinforcement bars in ksi.
A_t = Tensile stress area of lapped reinforcement bars.
* = 28 day concrete

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



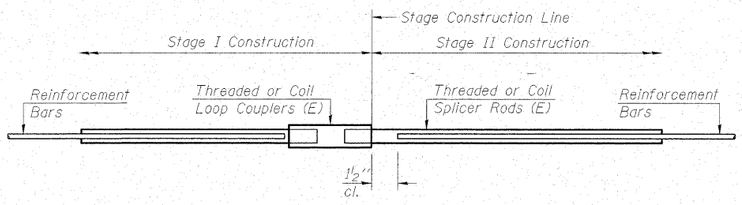
FOR INTEGRAL OR SEMI-INTEGRAL ABUTMENTS

Bar Splicer for #5 bar
Min. Capacity = 23.0 kips - tension
Min. Pull-out Strength = 12.3 kips - tension
No. Required = 82



FOR STUB ABUTMENTS

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



STANDARD

Bar Size	No. Assemblies Required	Location
#5	381	Deck
#6	16	Diaphragms
#5	172	Bridge Appr.
#4	50	Bridge Appr.
#7	20	Abutments
#7	20	Piers
#5	70	Piers

MAURER & STUTZ, INC. ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

BSD-1 10-1-08

BAR SPLICER ASSEMBLY DETAILS
STRUCTURE NO. 037-0175

SHEET NO. 21	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	38
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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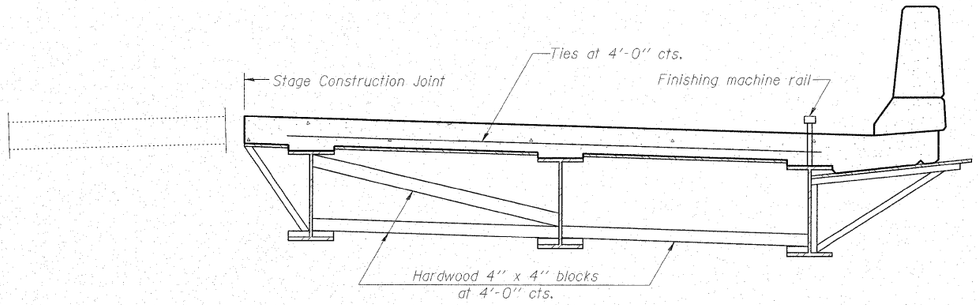
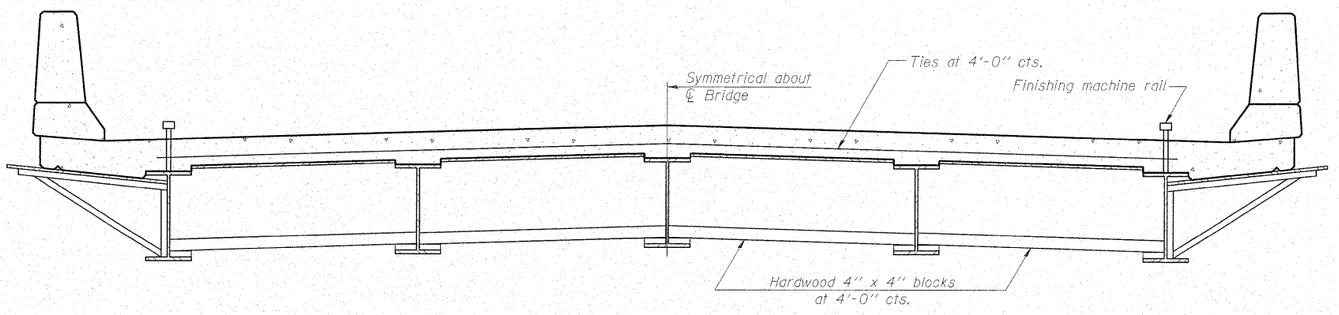
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



FORM BRACES FOR
STAGE CONSTRUCTION



FORM BRACES FOR
STANDARD CONSTRUCTION

When cantilever forming brackets are used, the work shall be done according to Article 503.06(b) of the Standard Specifications, except as modified below and in the details shown on this sheet.

The finishing machine rails shall be placed on the top flange of the exterior beams.

The beams or girders, supporting cantilever forming brackets, shall be tied together at 4 foot intervals.

For Standard construction, or Stage Construction the Hardwood bracing materials shall be placed as shown between webs of beams in each bay.

MAURER & STUTZ, INC.
ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

SB-1 10-1-08

CANTILEVER FORMING BRACKETS FOR SUPERSTRUCTURES WITH W27 BEAMS AND SMALLER STRUCTURE NO. 037-0175

SHEET NO. 22	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	39
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Date 12/27/05

ROUTE FAP 638 DESCRIPTION P92-061-99 IL 82 over the I & M Canal, 1.1 m. N. of Geneseo LOGGED BY W. Garza

SECTION 136 BR-1 LOCATION , SEC. , TWP. , RNG.

COUNTY Henry DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 037-0175
Station 1241+97

BORING NO. B-1
Station 1242+30
Offset 36.00ft Lt CL
Ground Surface Elev. 605.72 ft

Surface Water Elev. 601.52 ft
Stream Bed Elev. 599.02 ft

Groundwater Elev.:
First Encounter 593.2 ft ▼
Upon Completion Wash ft
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM dark brown LOAM			
		0.8 P	18.0
603.22			
MEDIUM gray SILTY LOAM	2		
	3	0.8	18.0
601.72	4	P	
-5			
STIFF dark gray LOAM	2		
	3	1.5	28.0
599.22	3	B	
STIFF gray SILTY CLAY with SAND lens	1		
	1	1.7	17.0
	2	S	
596.22			
-10			
LOOSE gray medium clean SAND, very moist	2		
	2		
594.22	4		
▼ LOOSE gray fine SAND	2		
	3		
591.72	4		
-15			
LOOSE gray fine SAND	1		
	4		
589.22	4		
LOOSE gray fine SAND	5		
	4		
586.72	5		
-20			
MEDIUM gray fine SAND with SILT lens	1		
	6		
	13		
583.72			
VERY STIFF gray SILTY LOAM	9		
	8	2.3	24.0
581.72	11	S	
-25			
Wash	8		
VERY STIFF gray SILTY LOAM	11	3.5	25.0
579.22	17	S	
Wash	7		
VERY STIFF gray SILTY LOAM with CLAY TILL lens	9	2.6	26.0
	11	S	
576.72			
-30			
Wash	4		
VERY STIFF gray SILTY CLAY TILL	5	2.4	26.0
574.22	7	S	
Wash	10		
VERY STIFF gray SILTY CLAY	13	3.9	21.0
571.72	18	S	
-35			
Wash	6		
VERY STIFF gray SILTY CLAY	8	2.8	22.0
569.22	12	S	
Wash	3		
STIFF gray SILTY CLAY	3	1.5	37.0
566.72	6	B	
-40			

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Date 12/27/05

ROUTE FAP 638 DESCRIPTION P92-061-99 IL 82 over the I & M Canal, 1.1 m. N. of Geneseo LOGGED BY W. Garza

SECTION 136 BR-1 LOCATION , SEC. , TWP. , RNG.

COUNTY Henry DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 037-0175
Station 1241+97

BORING NO. B-1
Station 1242+30
Offset 36.00ft Lt CL
Ground Surface Elev. 605.72 ft

Surface Water Elev. 601.52 ft
Stream Bed Elev. 599.02 ft

Groundwater Elev.:
First Encounter 593.2 ft ▼
Upon Completion Wash ft
After ____ Hrs. ____ ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
Wash	7		
VERY SOFT gray SILTY CLAY with SAND lens	7	2.1	36.0
564.22	10	P	
Wash	2		
VERY STIFF gray SILTY CLAY	5	2.3	21.0
561.22	6	B	
-45			
Wash	0		
No Recovery	0		
559.22	3		
DENSE gray dirty medium SAND	8		
	13		
556.72	17		
-50			
VERY DENSE gray medium SAND	10		
	25		
554.22	33		
DENSE medium SAND	7		
	19		
	21		
551.22			
-55			
VERY STIFF gray CLAY LOAM	6		
	7	2.7	17.0
549.22	10	B	
Wash	8		
HARD gray CLAY LOAM	10	4.3	19.0
	12	P	
546.22			
-60			
Wash	11		
DENSE gray dirty SAND	22		
544.22	26		
VERY DENSE green well-cemented SAND & GRAVEL	46		
	100/4"		
541.72			
End of Boring			
-65			
-70			
-75			
-80			

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, from 137 (Rev. 8-99)

MAURER ▲ STUTZ, INC.
ENGINEERS SURVEYORS

DESIGNED	BAS
CHECKED	KEF
DRAWN	SGM
CHECKED	RJA/KEF

SOIL BORINGS
STRUCTURE NO. 037-0175

SHEET NO. 23	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
24 SHEETS	638	129 BR-3	HENRY	73	40
			CONTRACT NO. 64B08		
	FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Date 1/4/06

ROUTE FAP 638 DESCRIPTION P92-061-99 IL 82 over the I & M Canal, 1.1 m. N. of Geneseo LOGGED BY W. Garza

SECTION 136 BR-1 LOCATION , SEC. , TWP. , RNG.

COUNTY Henry DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 037-0175
Station 1241+97

BORING NO. B-2
Station 1240+82
Offset 10.00ft Rt CL
Ground Surface Elev. 620.22 ft

Surface Water Elev. 601.52 ft
Stream Bed Elev. 599.02 ft

Groundwater Elev.:
First Encounter 582.7 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
10" Asphalt			
MEDIUM tan moist fine SAND			
617.72			
LOOSE brown dirty fine SAND	3		
	2		
616.22	4		
-5			
VERY LOOSE brown dirty fine SAND	1		
	1		
613.72	2		
STIFF dark brown LOAM	1		
	2	1.8	18.0
611.22	3	S	
-10			
VERY STIFF tan/gray CLAY LOAM	2		
	3	3.3	19.0
608.72	6	B	
STIFF gray SANDY CLAY LOAM	2		
	3	1.1	19.0
606.22	4	B	
-15			
STIFF gray SILTY CLAY LOAM	1		
	2	1.2	27.0
	4	B	
603.22			
MEDIUM gray moist fine SAND, moist	1		
	6		
	9		
600.72			
-20			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM dark gray SANDY LOAM	4		
	4	0.9	15.0
598.72	5	S	
MEDIUM gray SANDY LOAM	1		
	3	0.5	19.0
596.22	3	B	
-25			
STIFF gray SILTY CLAY LOAM	1		
	2	1.2	25.0
593.72	3	B	
MEDIUM gray SILTY CLAY	1		
	1	1.0	33.0
591.22	2	B	
-30			
SOFT gray SILTY CLAY	1		
	1	0.4	34.0
588.72	2	B	
MEDIUM gray SILTY CLAY	1		
	1	0.6	33.0
586.22	2	B	
-35			
MEDIUM gray SILTY CLAY with fine SAND lens	1		
	1	0.8	34.0
	3	B	
583.22			
▼			
MEDIUM gray dirty SAND & GRAVEL	2		
	9		
	16		
580.72			
-40			

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

BBS, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Date 1/4/06

ROUTE FAP 638 DESCRIPTION P92-061-99 IL 82 over the I & M Canal, 1.1 m. N. of Geneseo LOGGED BY W. Garza

SECTION 136 BR-1 LOCATION , SEC. , TWP. , RNG.

COUNTY Henry DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 037-0175
Station 1241+97

BORING NO. B-2
Station 1240+82
Offset 10.00ft Rt CL
Ground Surface Elev. 620.22 ft

Surface Water Elev. 601.52 ft
Stream Bed Elev. 599.02 ft

Groundwater Elev.:
First Encounter 582.7 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY STIFF gray SILTY CLAY	4		
	6	3.1	20.0
578.72	9	B	
VERY STIFF gray SILTY CLAY	3		
	4	2.1	16.0
576.22	7	S	
-45			
VERY STIFF gray SILTY CLAY	4		
	6	2.6	25.0
573.72	8	S	
VERY STIFF gray SILTY CLAY with SILT lens	10		
	21	3.7	23.0
571.22	24	S	
-50			
STIFF gray SILTY LOAM	11		
	20	1.5	23.0
568.72	31	S	
VERY STIFF gray SILTY CLAY	4		
	6	2.2	31.0
566.22	12	S	
-55			
VERY STIFF gray SILTY CLAY with SILTY LOAM ORGANICS, lens	5		
	8	2.3	37.0
563.72	13	S	
STIFF gray SILTY CLAY, ORGANICS	7		
	9	1.8	35.0
	10	P	
560.72			
-60			

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
MEDIUM gray dirty fine SAND	1		
	3		
558.72	7		
MEDIUM gray fine SAND	1		
	2		
556.22	11		
-65			
DENSE gray fine SAND	5		
	17		
553.72	18		
1/5/06	13		
VERY DENSE gray medium SAND	27		
	34		
551.22			
-70			
DENSE gray medium SAND	6		
	18		
548.72	23		
546.72			
-75			
HARD gray SILTY CLAY TILL	5		
	8	4.2	19.0
	11	S	
543.22			
DENSE gray fine dirty SAND	3		
	18		
541.22	25		
-80			

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, from 137 (Rev. 8-99)

Illinois Department of Transportation
Division of Highways
Illinois Department of Transportation/D-2

SOIL BORING LOG

Date 1/4/06

ROUTE FAP 638 DESCRIPTION P92-061-99 IL 82 over the I & M Canal, 1.1 m. N. of Geneseo LOGGED BY W. Garza

SECTION 136 BR-1 LOCATION , SEC. , TWP. , RNG.

COUNTY Henry DRILLING METHOD Hollow Stem Auger HAMMER TYPE B-53 Diedrich Automatic

STRUCT. NO. 037-0175
Station 1241+97

BORING NO. B-2
Station 1240+82
Offset 10.00ft Rt CL
Ground Surface Elev. 620.22 ft

Surface Water Elev. 601.52 ft
Stream Bed Elev. 599.02 ft

Groundwater Elev.:
First Encounter 582.7 ft ▼
Upon Completion ft
After Hrs. ft

DEPTH (ft)	BLOWS (/6")	UCS Qu (tsf)	MOIST (%)
VERY DENSE olive-green fine SAND	14		
	22		
538.72	32		
End of Boring			
-85			
-90			
-95			
-100			

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, from 137 (Rev. 8-99)

MAURER & STUTZ, INC.
ENGINEERS SURVEYORS

DESIGNED	- BAS
CHECKED	- KEF
DRAWN	- SGM
CHECKED	- RJA/KEF

SOIL BORINGS
STRUCTURE NO. 037-0175

SHEET NO. 24
24 SHEETS

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129 BR-3	HENRY	73	41
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO. _	ILLINOIS	FED. AID PROJECT		

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64-4

BOND ISSUE ROUTE NO.	SEC.	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 82	129(R & B-1)	HENRY	38	1
FED. ROAD DIV. NO. 4	ILLINOIS	PROJECT		

P-92-003-69 (073)

INDEX OF SHEETS

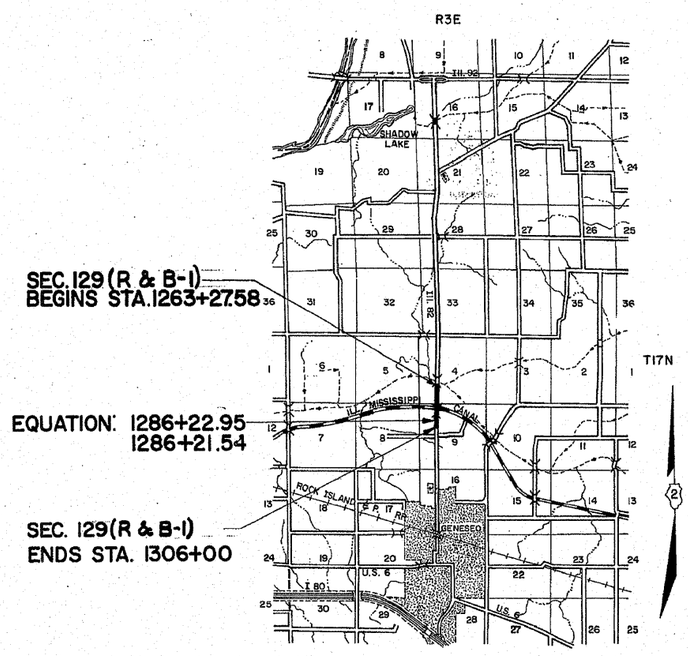
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED STATE BOND ISSUE HIGHWAY

SCALES			
	PLAN	1 INCH	100 FT.
	PROFILE, HOR.	1 INCH	100 FT.
	PROFILE, VERT.	1 INCH	10 FT.
	CROSS-SECTIONS	1 INCH	5 FT.

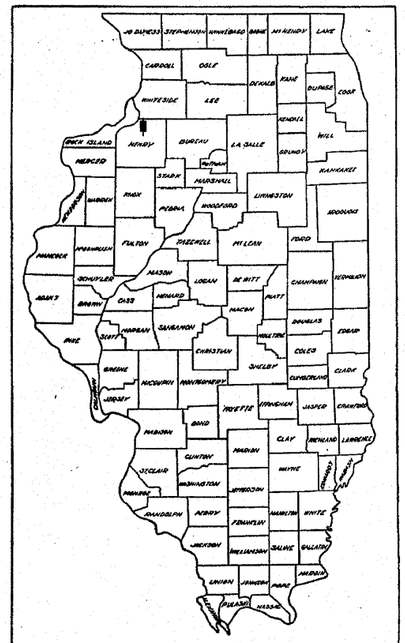
S.B.I. ROUTE 82
SEC. 129(R & B-1)
HENRY COUNTY

C-92-085-71



1 INCH=1 MILE

GROSS LENGTH OF SECTION = 4,273.83 LIN.FT. = 0.809 MILES
NET LENGTH OF SECTION = 4,202.79 LIN.FT. = 0.796 MILES



LOCATION OF SECTION INDICATED THUS:—

SECTION 129(R & B-1)

INCLUDES THE REMOVAL OF AN EXISTING TRUSS BRIDGE AND REPLACEMENT WITH A 3-SPAN CONTINUOUS W. F. SLAB BRIDGE, EARTH GRADING, CONSTRUCTION OF NEW PAVEMENT AND OTHER RELATED WORK NECESSARY TO COMPLETE THIS SECTION.

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SUBMITTED January 19, 19 73
D.S. Bunnell
DISTRICT ENGINEER

EXAMINED Jan. 22, 19 73
ENGINEER OF ROAD PLANS AND CONTRACTS

PASSED Jan. 22, 19 73
M.E. Sansonetti
ENGINEER OF DESIGN

APPROVED Jan. 22, 19 73
UNDER SECRETARY, CHIEF TRANS. ENGINEER

APPROVED Jan. 22, 19 73
SECRETARY

DESIGN DESIGNATION
450(92)-AREA SERVICE-0326(B-20)

SHOWN FOR INFORMATION ONLY

CONTRACT NO. 29377

DIETZGEN No. 138W-3 AGEPROOF HENRY COUNTY SECTION 129(R & B-1) S. B. I. ROUTE 82

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 82 OVER HENNEPIN CANAL
EXISTING STRUCTURE PLANS

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

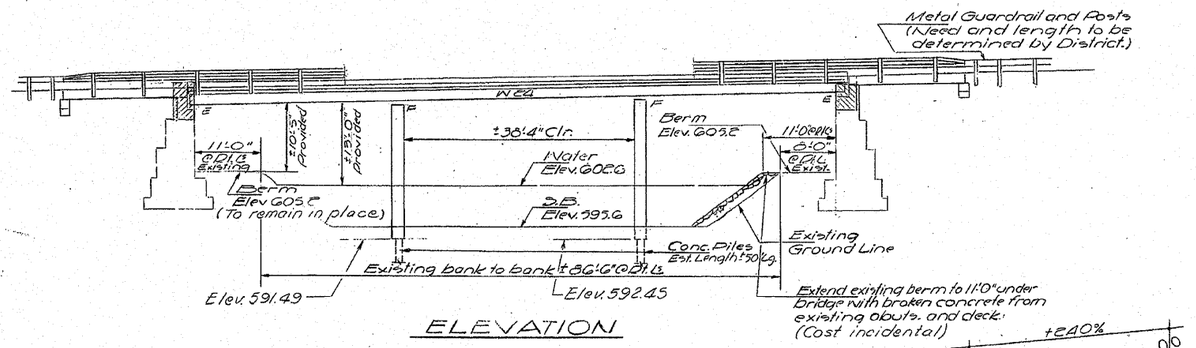
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	42
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

B.M.-Brass Gov't. marker S.W. Wingwall Elev. 612.02
Brass Gov't. marker N.W. Wingwall Elev. 613.03
Existing Structure Built 1932 as S.B.I. Rt. 82, Sec. 129B.C, Sta. 1285+25
Truss, Closed Abuts. & Pier Conc. W.S. Superstructure to be removed by Contractor at time of new construction. No Salvage.
No Temporary Bridge required.

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
F. A. 82	129B-1	Henry	38	13
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT:		

SHEET NO. 1
10 SHEETS

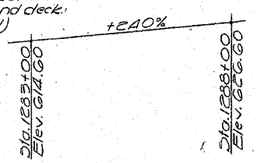


ELEVATION

STATION 1285+20.76
RE-BUILT 197 BY
STATE OF ILLINOIS
S.B.I. RT. 82 SEC. 129B-1

LOADING H S20

NAME PLATE
See Std. 2113



PROFILE
S.B.I. ROUTE 82

GENERAL NOTES

It shall be the responsibility of the Contractor to verify all dimensions and conditions existing in the field prior to construction and ordering of materials.

All reinforcement bars shall be lapped 24 diameters unless otherwise shown.

Fasteners shall be high strength bolts. Bolts $\frac{3}{4}$"ϕ; open holes $\frac{13}{16}$"ϕ, unless otherwise noted.

Calculated weight of Structural Steel. = 52670 lbs.

Field welding of construction accessories will not be permitted to the bottom flange of beams or girders nor to the top flange for a distance equal to one-fourth the span length each way from the pier supports. Field welding in other areas will be permitted only when approved by the Engineer.

Anchor bolts shall be set before bolting diaphragms over supports.

The Contractor shall drive one test pile in a permanent location at Pier 1, as directed by the Engineer before ordering the remainder of piles.

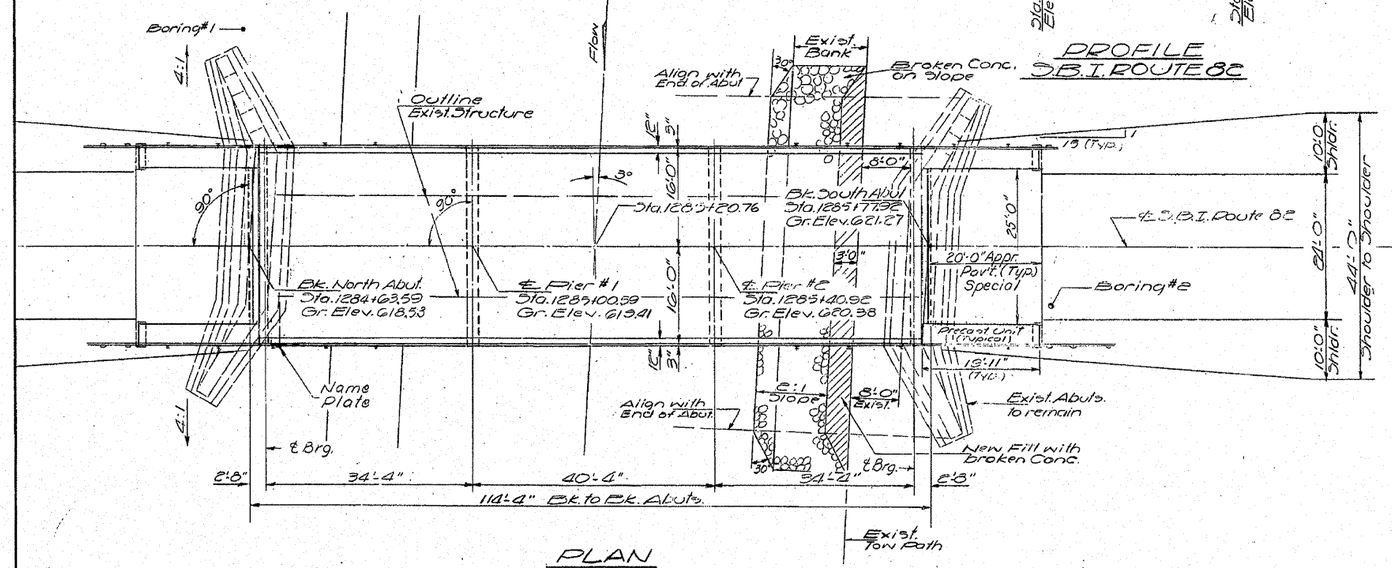
Expansion bolts shall consist of self drilling expansion anchors and 3/4"ϕ x 12" hooked bolts, except as noted.

Bars indicated thus 30 x 5 - #5 etc indicates 30 lines of bars with 5 lengths per line
Min. bar laps = 24 dia.

4" x 4" x ½" Ls at expansion joints shall be A.S.T.M. A-36 and shall receive two shop coats of Basic Lead Silico-Chromate Paint - Field painting not required.

The tops & vertical surfaces of the piers and bridge seats and front face of the abutments shall be sealed with Bridge Sealer. See Special Provisions.

SHOWN FOR INFORMATION ONLY



PLAN

TOTAL BILL OF MATERIAL

Item	Unit	Super	Sub.	Total
Class X Concrete	Cu. Yds	97.1	148.1	245.2
Reinforcement Bars	Lbs.	25,250	9,850	35,100
Structural Steel	Lump Sum	L.S.		1
Concrete Removal	Cu. Yds.		98	98
Steel Railing Type N	Lin. Ft.	302		302
Expansion Bolts ¾"ϕ	Each		68	68
Concrete Piles	Lin. Ft.		850	850
Test Piles, Concrete	Each		1	1
Protective Coat	Sq. Yds.	420		420
Precast Concrete Bridge Slab	Sq. Ft.	299		299
Removal of Exist. Superstr.	Each	1		1
Cofferdam Excavation	Cu. Yds.		58	58
Preformed Joint Sealer	Lin. Ft.	65		65
Name Plates	Each	1		1
Cofferdams Pier 1	Each			1
Cofferdams Pier 2	Each			1

DESIGNED Osborne K.
CHECKED R. F. Rooney
DRAWN F. Mercado
CHECKED R F R

MAY 17 1971
EXAMINED
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

WATERWAY INFORMATION

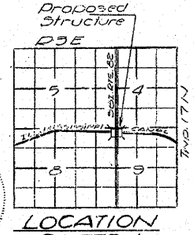
Character — — — — level, Gravel
Required Opening - Governed by Dept. of Conservation
Present Opening — — — 480 Sq. Ft.
Proposed Opening — — — 430 Sq. Ft.

DESIGN STRESSES

FIELD UNITS
fc = 1200 psi — Sub.
fs = 20,000 psi — Reinf.
fs = 27,000 psi — Struct.
Vc = 75 psi — Footings
n = 10 fc = 1200 psi - Deck Slab

PRECAST UNITS
fc = 4,500 psi
fc = 1,800 psi
fs = 20000 psi.
n = 8

DESIGN LOADING H S20 44



LOCATION SKETCH

ILL. & MISSISSIPPI CANAL
S.B.I. ROUTE 82
SECTION 129 B-1
HENRY COUNTY
STATION 1285+20.76

Rev. W.A. 8-11-71.
Rev. N.C.C. 1-18-72
Rev 1-31-72 F.M.

K & E CO. 10-1288

FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 82 OVER HENNEPIN CANAL
EXISTING STRUCTURE PLANS

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

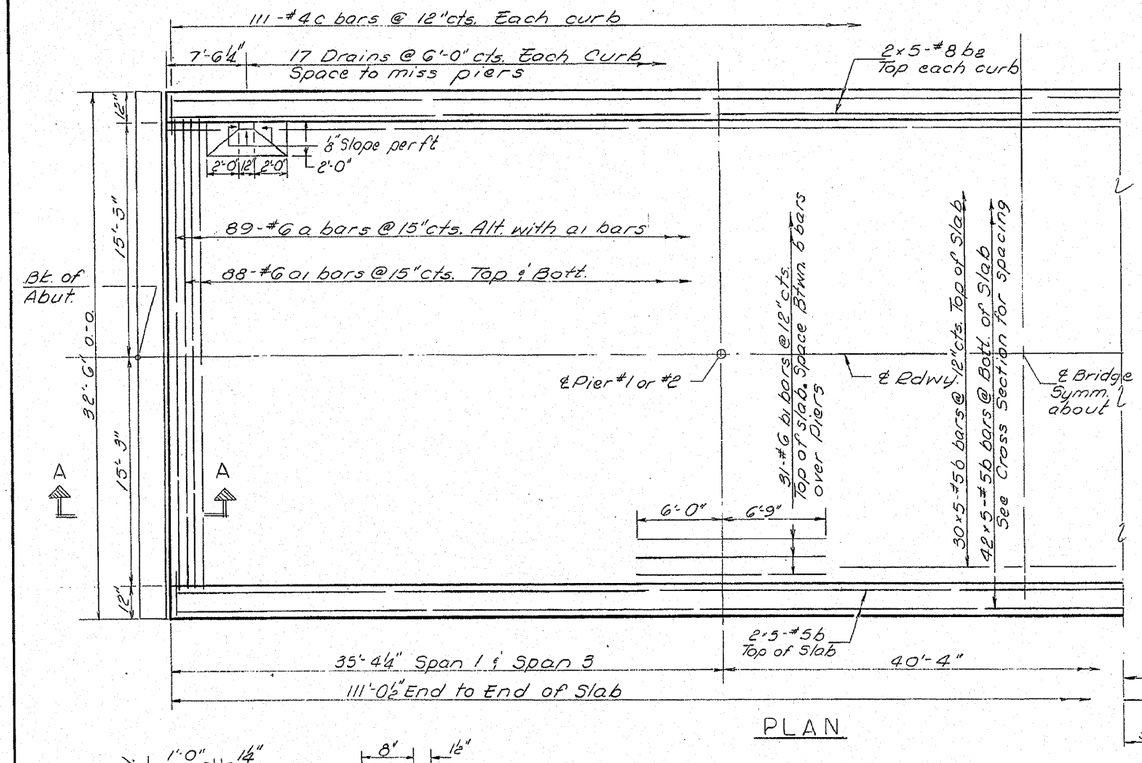
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	43
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

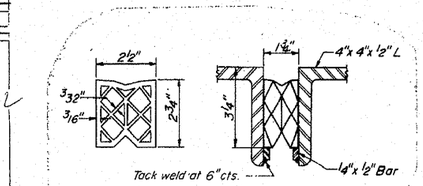
SHOWN FOR INFORMATION ONLY

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 82 F.A.	129B-1	Henry	38	14
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

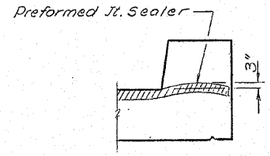
SHEET NO. 2 / 10 SHEETS



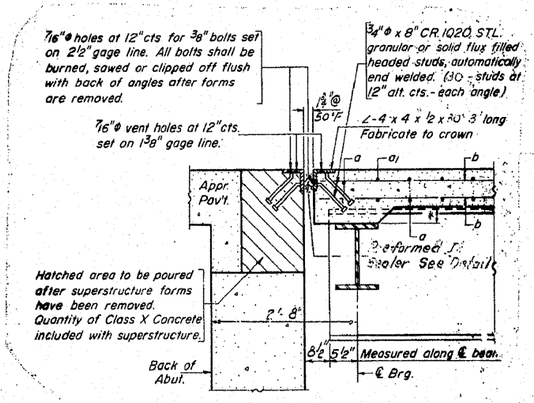
PLAN



PREFORMED JOINT SEALER

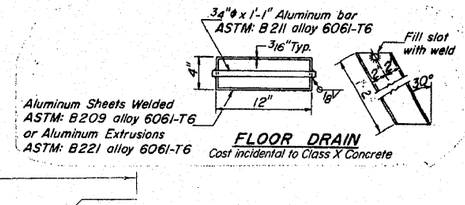


END TREATMENT OF P.J.S.

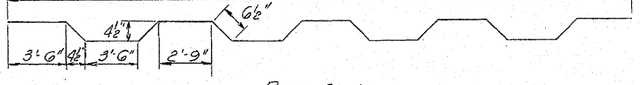


SECTION A-A

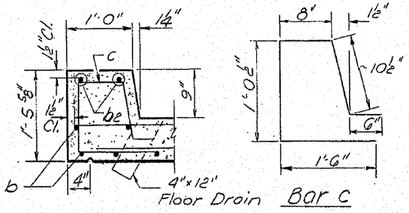
*3" @ Brns. 1 & 3



FLOOR DRAIN
Cost incidental to Class X Concrete

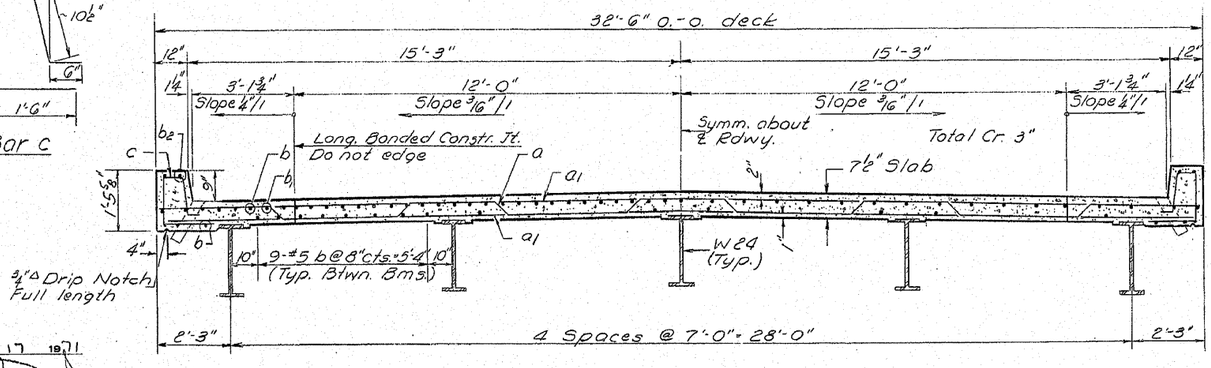


Bar a



CURB SECTION

Bar c



CROSS SECTION

AT PIERS AT MIDSPAN

BILL OF MATERIAL

Bar	No.	Size	Length	Shape
a	89	#6	33'-7"	
a1	176	#6	32'-3"	
b	380	#5	23'-0"	
b1	62	#6	12'-9"	
b2	20	#8	23'-6"	
c	222	#4	4'-7"	
Class X Concrete			Cu. Yds.	95.5
Reinforcement Bars			Lbs.	25,250
Structural Steel			Lbs.	52,670

DESIGNED	Arbuckle
CHECKED	R. F. Rooker
DRAWN	F. Mercado
CHECKED	R F R

EXAMINED May 17 1971
ENGINEER OF DESIGN AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

SUPERSTRUCTURE DETAILS
S.B.I. RT. 82 SEC. 129 B-1
HENRY COUNTY
STA. 1285+20.76

K & E CO. 10-1268

FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 82 OVER HENNEPIN CANAL
EXISTING STRUCTURE PLANS

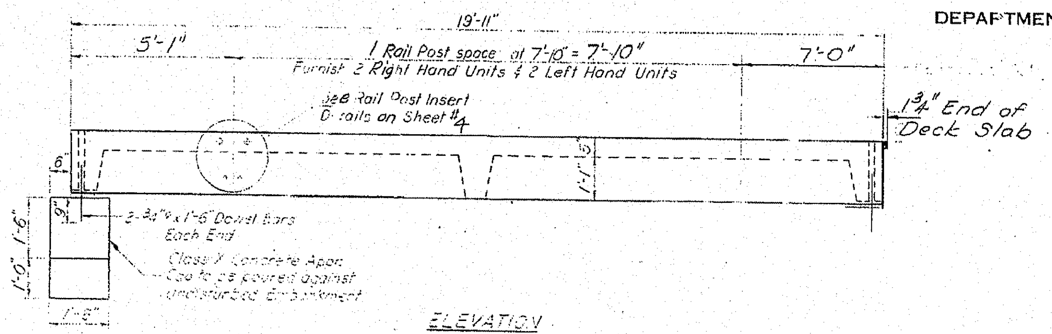
SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	44
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

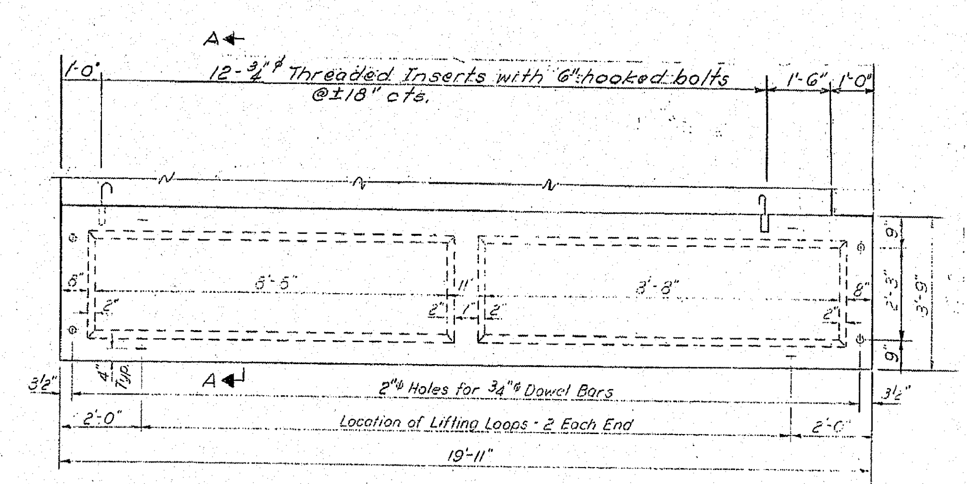
STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 82 F.A.	129B-1	Henry	38	15
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

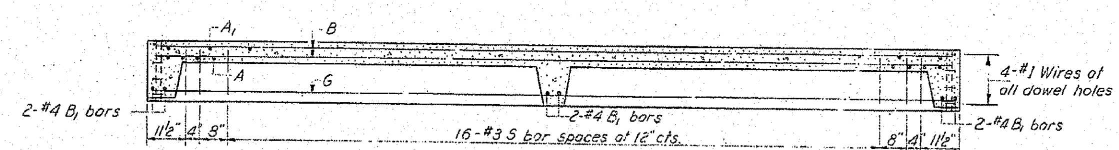
SHEET NO. 3
10 SHEETS



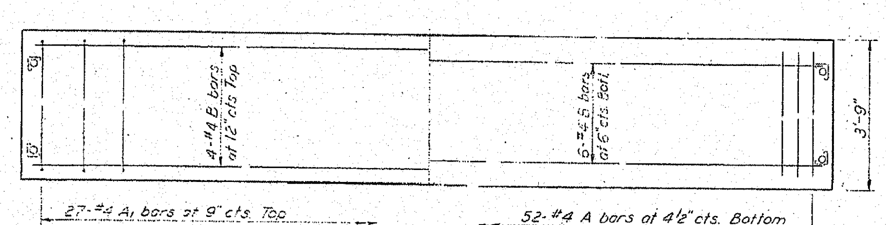
ELEVATION



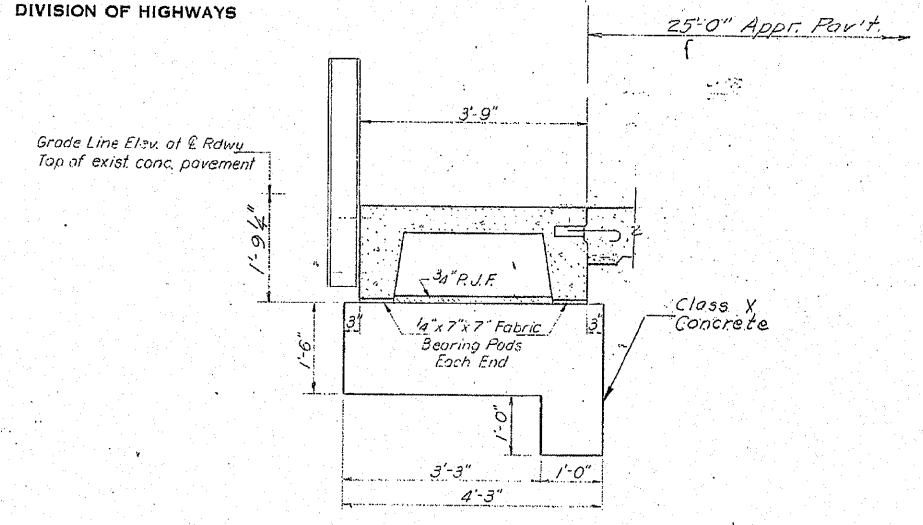
PARTIAL PLAN OF APPROACH



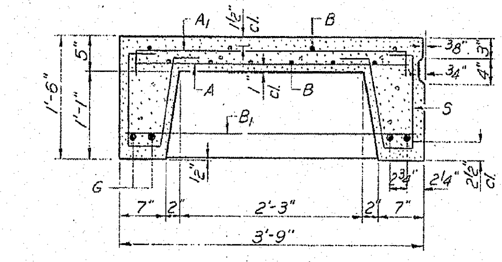
LONGITUDINAL SECTION



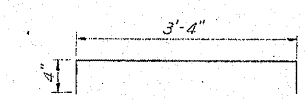
SLAB REINFORCEMENT



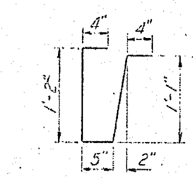
SECTION A-A



SECTION THRU PRECAST UNIT



BAR A1



BAR S

BAR LIST - ONE UNIT

Reinforcement to be cast into slab

Bar	No	Size	Length	Shape
A	52	#4	3'-3"	—
A1	27	#4	4'-0"	⌐
B	10	#4	19'-6"	—
B1	6	#4	3'-6"	—
G	4	#10	19'-6"	—
S	42	#3	3'-4"	⎾

SHOWN FOR INFORMATION ONLY

NOTES

Unless otherwise approved by the Engineer, lifting loops shall be ½"φ, 6x19 class wire rope with fiber core and shall have a minimum ultimate strength of 13,700 lbs. Loops shall be burned off after slab has been erected.

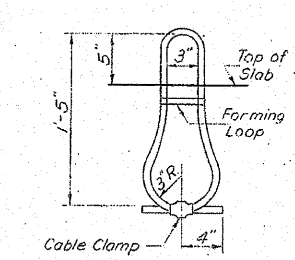
Holes shall be drilled and anchor dowels grouted in place.

Cost of reinforcement and accessories cast into the slab unit, bearing pads, furnishing, drilling for, placing and grouting anchor dowels and ¾"φ hooked bolts is included in Unit bid price for "Precast Concrete Bridge Slab."

The Precast Concrete Bridge Slab shall be erected and aligned with the exterior face of the exterior Deck Beam after Deck Beams are in final position.

BILL OF MATERIAL

Item	Unit	Quantity
Precast Concrete Bridge Slab	Sq. Ft.	299
Class X Concrete	Cu.Yds.	1.6



LIFTING LOOP DETAIL

STRESSES

f_c = 4,500 psi.
f_c = 1,800 psi.
f_s = 20,000 psi.
n = 8

LOADING HS-20

APPROACH DETAILS
S.B.I. RT. 82 SEC. 129 B-1
HENRY COUNTY
STA. 1285+20.76

DESIGNED [signature]
CHECKED R. F. Rodkey
F.M.
DRAWN J. L. Armstrong
CHECKED R F R

EXAMINED May 17 1971 [signature]
PASSED
APPROVED

AP-1 20' Precast Appr Unit (Rt ℄)

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 82 OVER HENNEPIN CANAL EXISTING STRUCTURE PLANS	F.A.P. RTE. 638	SECTION 129BR-3	COUNTY HENRY	TOTAL SHEETS 73	SHEET NO. 45
		DRAWN - WLL	REVISED -					CONTRACT NO. 64B08		
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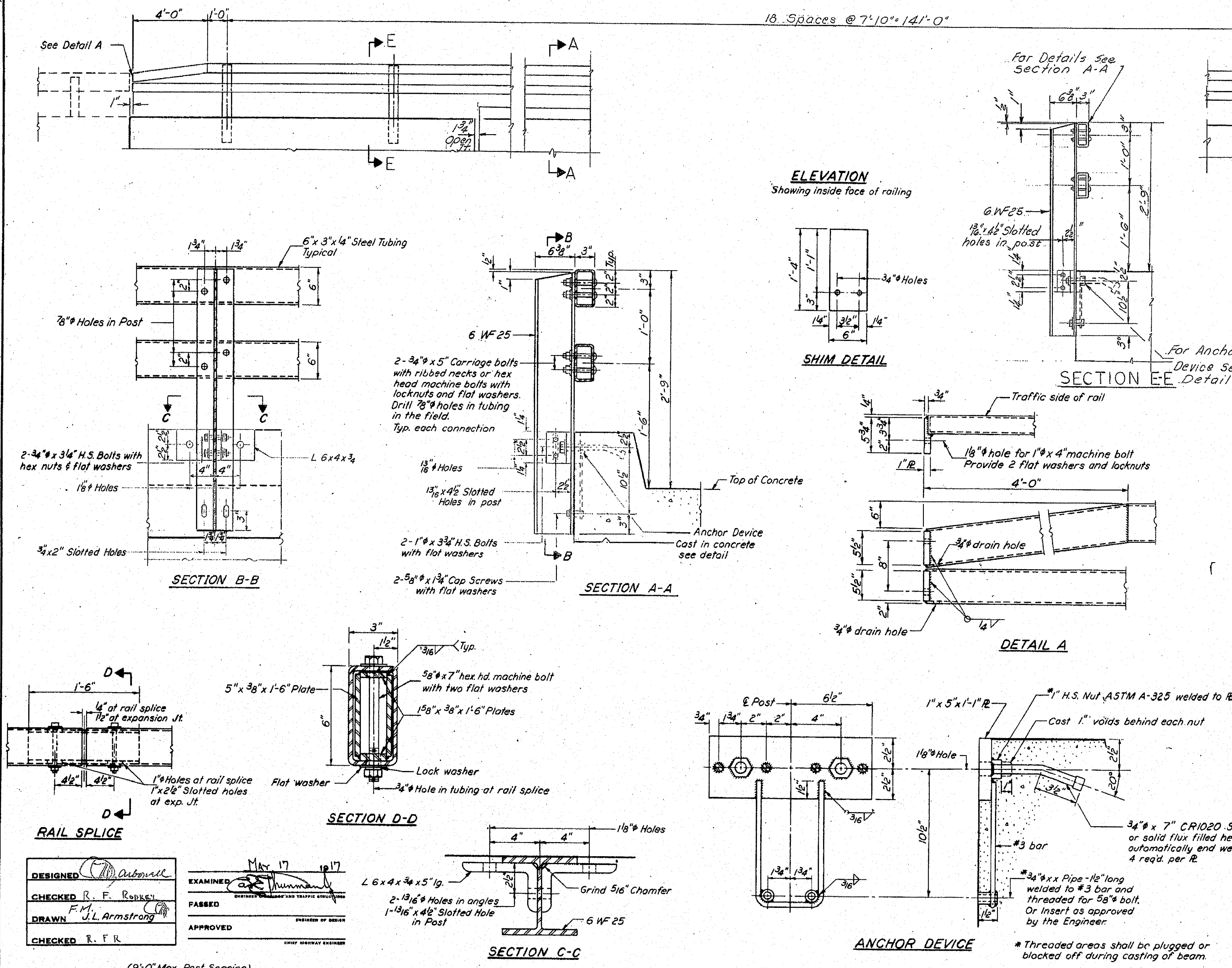
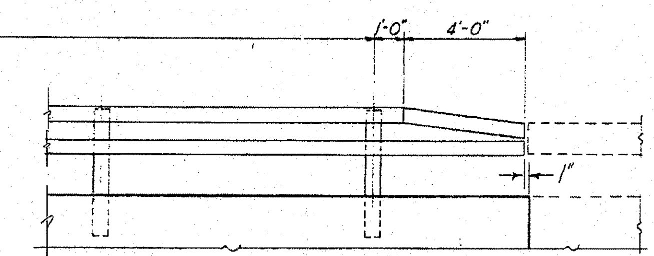
	PLOT DATE = $DATE$	DATE -	REVISED -			FED. ROAD DIST. NO. ILLINOIS FED. AID PROJECT				

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 82 F.A.	129B-1	Henry	38	16

SHEET NO. 4
10 SHEETS

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





DESIGNED	
CHECKED	R. F. Rodkey
DRAWN	F.M. J.L. Armstrong
CHECKED	R. F. R.

EXAMINED
PASSED
APPROVED
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
ENGINEER OF DESIGN
CHIEF HIGHWAY ENGINEER

NOTES

Hollow structural steel tubing shall conform to the requirements of ASTM designation A-501 "Hot Formed Welded and Seamless Carbon Steel Structural Tubing."

All other steel shapes and plates shall conform to the requirements of ASTM designation A-36 except as noted.

Bolts, cap screws, and nuts shall conform to the requirement of ASTM designation A-307 except for high strength bolts, nuts and washers noted which shall conform to ASTM designation A-325.

All bolts, nuts, cap screws, washers and lock washers shall be galvanized in accordance with ASTM designation A-153.

All railing, rail splices, anchor devices shall be galvanized after shop fabrication in accordance with ASTM designation A-123 and A-385. Galvanized rail shall not be painted.

Railing shall be in accordance with Section 508 of the Standard Specifications, except as noted, and shall be paid for at the contract unit price per lineal foot for STEEL RAILING, TYPE N

All field drilled holes shall be coated with an approved zinc rich paint before erection.

The lower portion of the post flange in contact with concrete shall receive two coats of asphalt paint conforming to Section 714.08 Type B or place 1/8" fabric bearing pad between the post and concrete.

The 3/4"φ high strength bolts used to connect the 6x4x3/4 angles to the post shall be tightened in accordance with Article 710.11 of the Standard Specifications. The 1"φ high strength bolts connecting the angles to the concrete slab shall be tightened to a snug fit and given an additional 1/8 turn.

For multi-span bridges, sufficient 1/4"x 6"x 1'-4" galvanized steel shims shall be provided to align rail between adjacent spans. Cost incidental to Steel Railing.

All posts and 6"x4"x3/4" connecting angles shall conform to A.S.T.M. designation A-588 and shall be unpainted.

SHOWN FOR INFORMATION ONLY

BILL OF MATERIAL

Item	Unit	Quantity
STEEL RAILING, TYPE N	Lin. Ft.	302

TYPE N
STEEL RAILING
S.B.I. RT. 82 SEC. 129 B-1
HENRY COUNTY
STA. 1285+20.76

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 82 OVER HENNEPIN CANAL
EXISTING STRUCTURE PLANS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	46

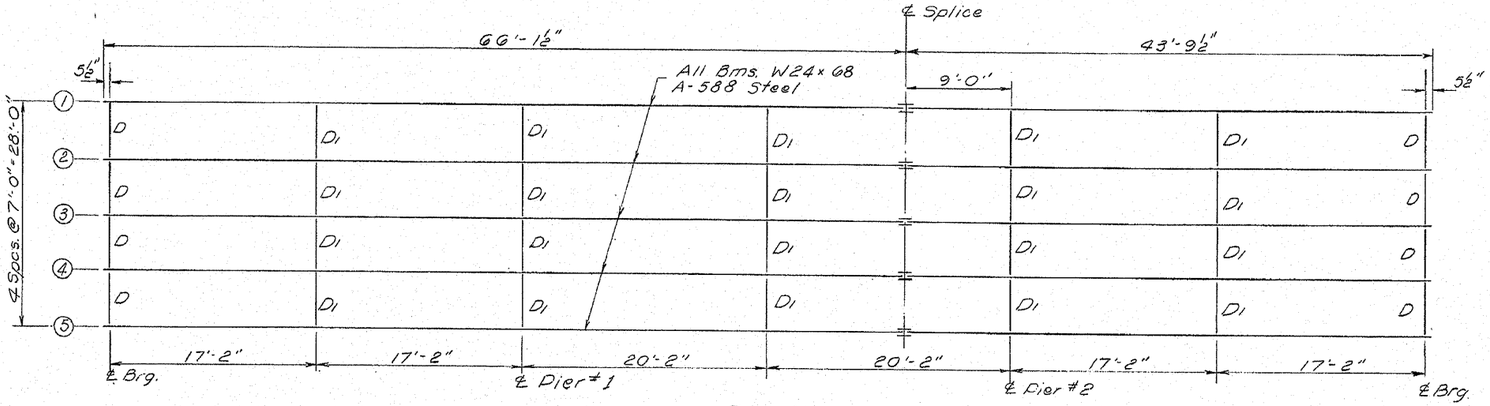
CONTRACT NO. 64B08

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

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

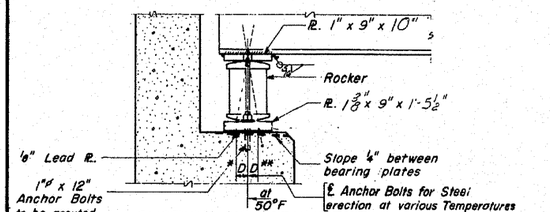
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 82 F.A.	129B-1	Henry	38	17
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT.		

SHEET NO. 5
10 SHEETS

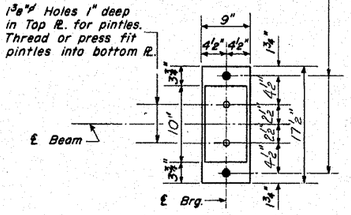


PLAN

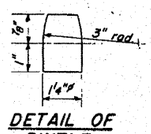
SHOWN FOR INFORMATION ONLY



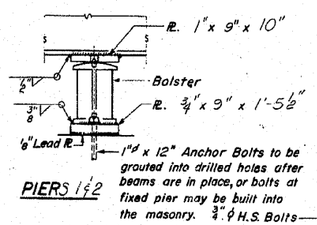
SECTION AT ABUTMENT



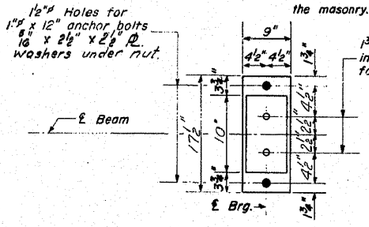
PLAN



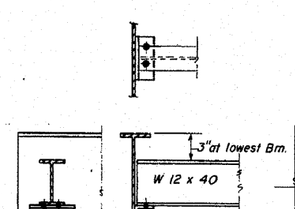
DETAIL OF PINTLE



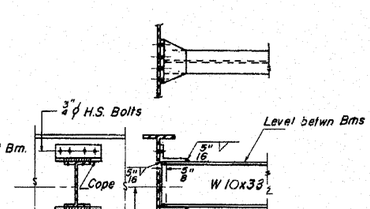
PIERS 1 & 2



PLAN



DIAPHRAGM D
8 Required

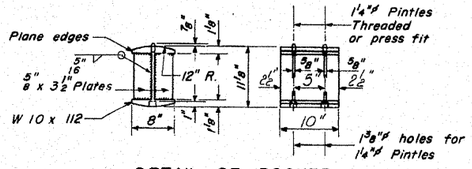


DIAPHRAGM D1
20 Required

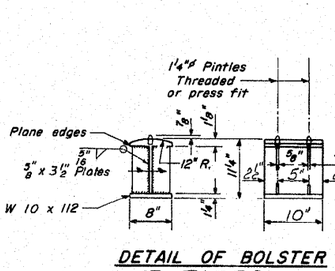
Note: All Structural Steel on this sheet shall be A.S.T.M. A-588 except the rockers, bolsters, bottom bearing plates and anchor bolts which shall be A-36 and shall be galvanized after fabrication in accordance with A.S.T.M. designation A-123, A-153 and A-385

ELEVATION TOP OF TOP FLANGE

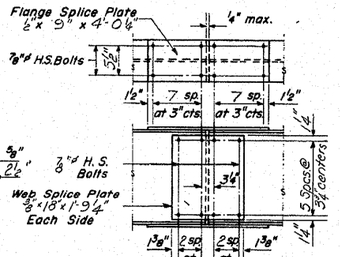
Location	Bm. 1	Bm. 2	Bm. 3	Bm. 4	Bm. 5
℄ Brg. N.A.	617.73	617.85	617.96	617.85	617.73
Pier 1	618.54	618.66	618.77	618.66	618.54
℄ Splice	619.27	619.39	619.50	619.39	619.27
Pier 2	619.50	619.62	619.73	619.62	619.50
℄ Brg. S.A.	620.35	620.47	620.58	620.47	620.35



DETAIL OF ROCKER AT ABUTMENTS



DETAIL OF BOLSTER AT PIERS



DETAIL OF SPLICE

DESIGNED		
CHECKED	R. F. R	
P.G.Barnett DRAWN	F. Mercado W.A. Sousoman Jr.	
CHECKED	R F R	

EXAMINED MAY 17 1971
PASSED
APPROVED
ENGINEER OF DESIGN
CHIEF HIGHWAY ENGINEER

I-2 7-2-62 Rev. 11-9-62 Rev. 8-16-63 Rev. 12-10-63 Rev. 8-1-70

STRUCTURAL STEEL
S.B.I. RT. 82 SEC. 129 B-1
HENRY COUNTY
STA. 1285+20.76

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

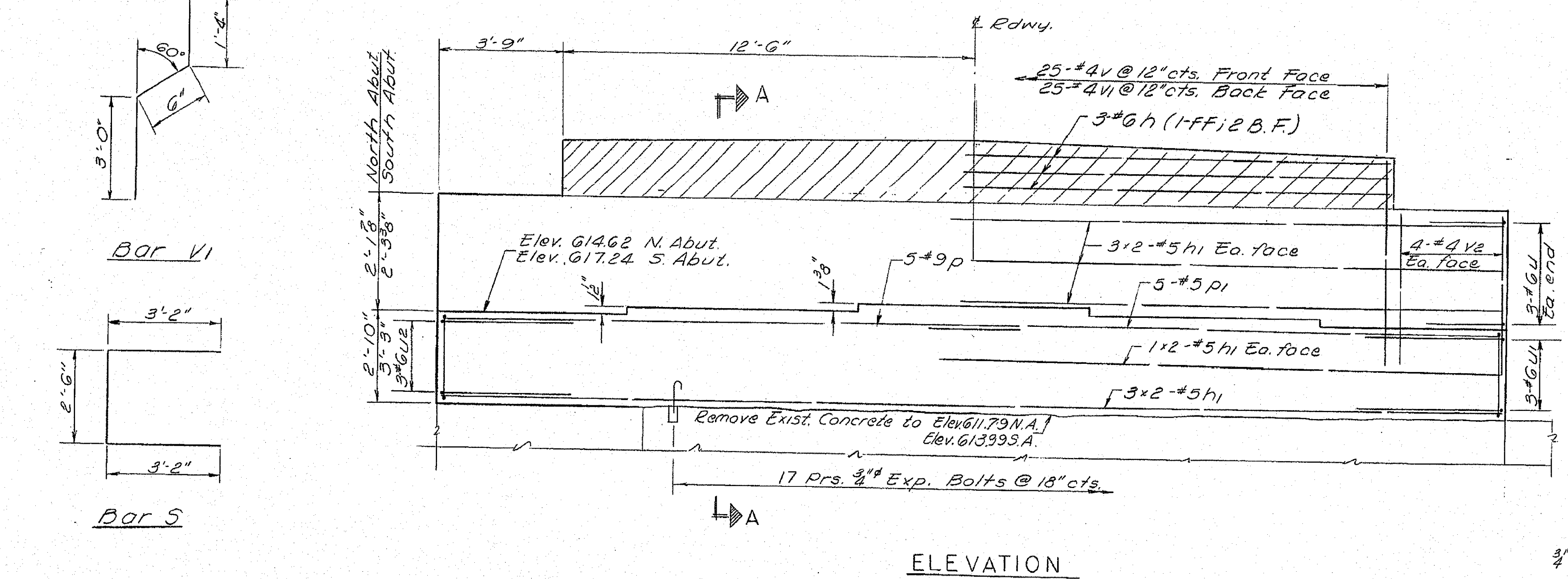
IL 82 OVER HENNEPIN CANAL
EXISTING STRUCTURE PLANS

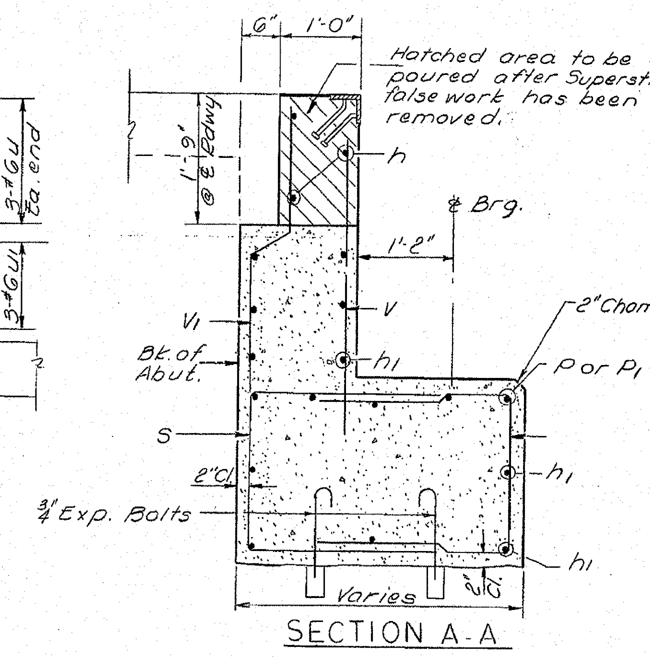
SCALE: | SHEET NO. OF SHEETS | STA. | TO STA.

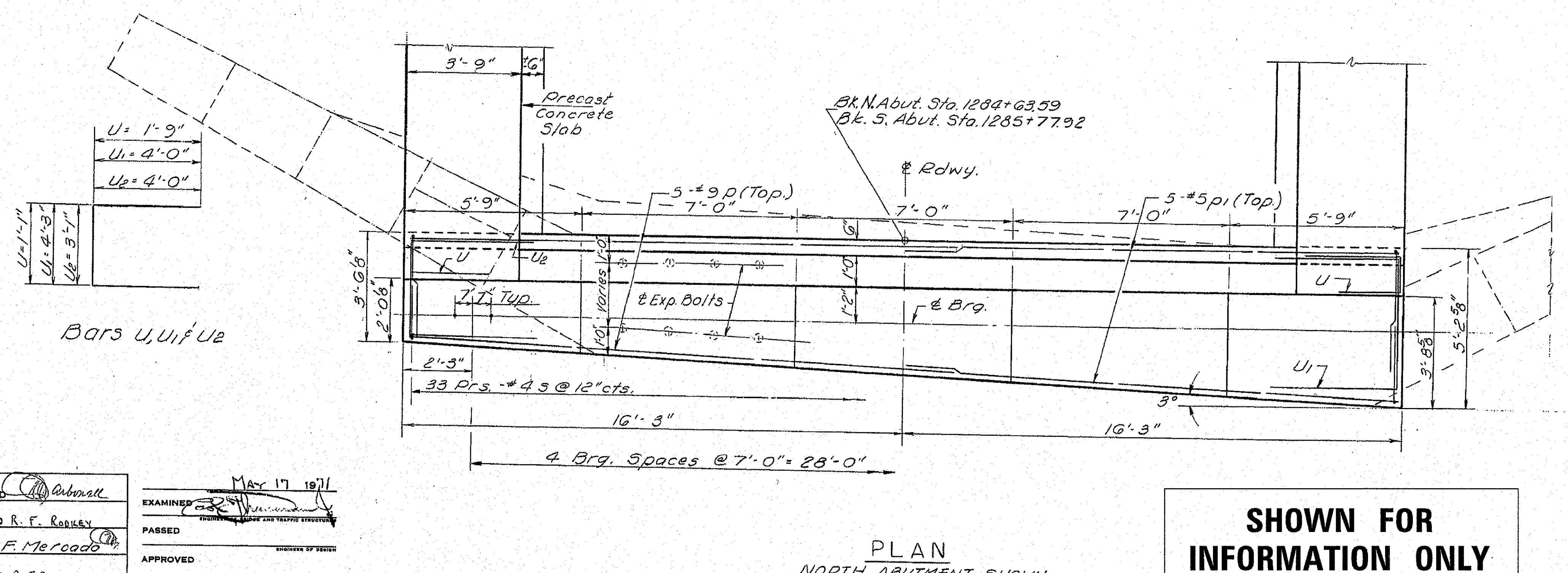
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	47
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.	SHEET NO. 6
S.B.I. 82 F.A.	129B-1	Henry	38	18	10 SHEETS
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT			







2 ABUTMENTS
BILL OF MATERIAL

Bar	No	Size	Length	Shape
h	6	#6	24'-9"	
h1	44	#5	16'-9"	
S	132	#4	8'-10"	
U	12	#6	4'-7"	
U1	6	#6	12'-3"	
U2	6	#6	11'-1"	
V	50	#4	4'-0"	
V1	50	#4	4'-10"	
V2	32	#4	3'-0"	
P	10	#9	17'-0"	
P1	10	#5	17'-0"	
Class X Concrete			Cu. Yds.	40.7
Reinforcement Bars			Lbs.	3,170
Expansion Bolts 3/4"φ			Each	68
Concrete Removal			Cu. Yds.	98

PLAN
NORTH ABUTMENT SHOWN

DESIGNED [signature]
CHECKED R. F. Rodkey
DRAWN F. Mercado
CHECKED R F R

May 17 1971
EXAMINED [signature]
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

SHOWN FOR INFORMATION ONLY

ABUTMENTS
S.B.I. RT. 82 SEC. 129 B-1
HENRY COUNTY
STA. 1285+20.76

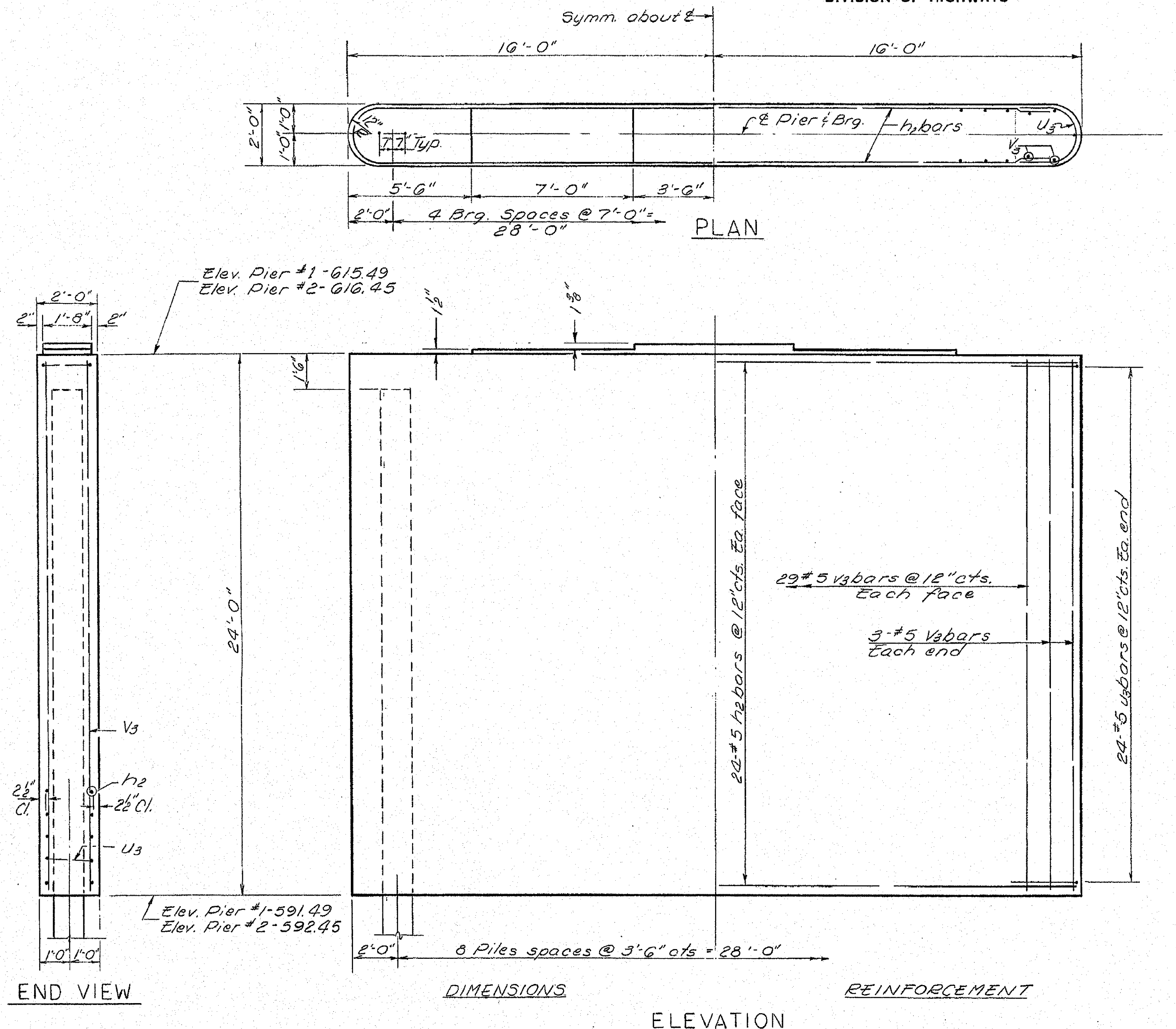
K&E CO. 19-1253

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 82 OVER HENNEPIN CANAL EXISTING STRUCTURE PLANS	F.A.P. RTE. 638	SECTION 129BR-3	COUNTY HENRY	TOTAL SHEETS 73	SHEET NO. 48
		DRAWN - WLL	REVISED -					CONTRACT NO. 64B08		
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.					
	PLOT DATE = $DATE$	DATE -	REVISED -			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

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

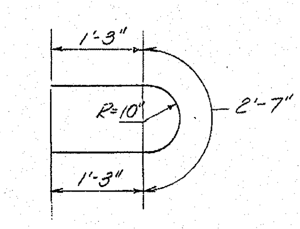
ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 82 F.A.	129B-1	Henry	38	19
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT-		

SHEET NO. 7
10 SHEETS



PILE DATA

Type: Concrete
Capacity: 32 Tons.
Est. Length: 50'-0"
No. Req'd 17 plus one test pile



BAR U_3

TWO PIERS
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
h2	96	#5	30'-0"	
V3	128	#5	23'-9"	
U3	96	#5	5'-1"	
Class X Concrete			Cu. Yds.	107.4
Reinforcement Bars			Lbs.	6,680
Concrete Piles			Lin. Ft.	850
Test Piles (Concrete)			Each	1

Note: Vertical pier surfaces above Elev. 603.6 shall be sandblasted. (See Special Provisions)

SHOWN FOR INFORMATION ONLY

DESIGNED [signature]
CHECKED R. F. Rodkey
DRAWN F. Mercado
CHECKED R F R

EXAMINED [signature] MAY 13 1971
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

PIERS
S.B.I. RT. 82 SEC. 129 B-1
HENRY COUNTY
STA. 1285+20.76

K & E CO. 10-1253

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

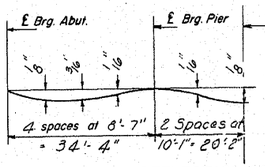
IL 82 OVER HENNEPIN CANAL
EXISTING STRUCTURE PLANS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	49

CONTRACT NO. 64B08

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

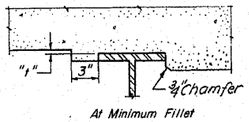


DEAD LOAD DEFLECTION DIAGRAM

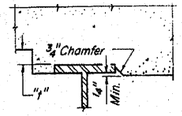
(Includes weight of concrete only)

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.

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



At Minimum Fillet



At Maximum Fillet

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

FILLET HEIGHTS

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
... 82	129B-1	Henry	38	20
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

SHEET NO. 8
10 SHEETS

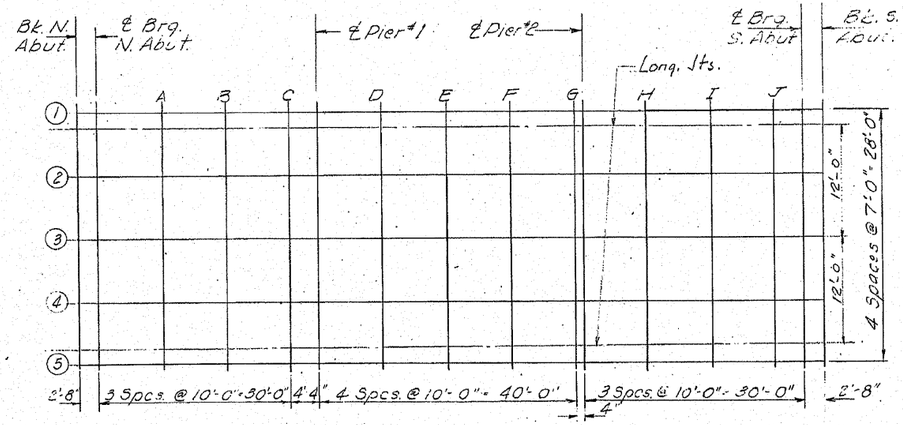
Location	Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut		128463.590	-14.000	618.297	618.297
℄ Brg. N. Abut		128466.257	-14.000	618.361	618.361
A		128476.257	-14.000	618.601	618.614
B		128486.257	-14.000	618.841	618.854
C		128496.257	-14.000	619.081	619.085
℄ Pier #1		128500.590	-14.000	619.185	619.185
D	1	128510.590	-14.000	619.425	619.432
E		128520.590	-14.000	619.665	619.676
F		128530.590	-14.000	619.905	619.912
G		128540.590	-14.000	620.145	620.145
℄ Pier #2		128540.923	-14.000	620.153	620.153
H		128550.923	-14.000	620.393	620.402
I		128560.923	-14.000	620.633	620.648
J		128570.923	-14.000	620.873	620.880
℄ Brg. S.A.		128575.257	-14.000	620.977	620.977
Bk. S. Abut		128577.923	-14.000	621.041	621.041

Location	Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut		128463.590	-7.000	618.417	618.417
℄ Brg. N. Abut		128466.257	-7.000	618.481	618.481
A		128476.257	-7.000	618.721	618.734
B		128486.257	-7.000	618.961	618.974
C		128496.257	-7.000	619.201	619.205
℄ Pier #1		128500.590	-7.000	619.305	619.305
D		128510.590	-7.000	619.545	619.551
E		128520.590	-7.000	619.785	619.796
F	2	128530.590	-7.000	620.025	620.031
G		128540.590	-7.000	620.265	620.265
℄ Pier #2		128540.923	-7.000	620.273	620.273
H		128550.923	-7.000	620.513	620.522
I		128560.923	-7.000	620.753	620.767
J		128570.923	-7.000	620.993	620.999
℄ Brg. S.A.		128575.257	-7.000	621.097	621.097
Bk. S. Abut		128577.923	-7.000	621.161	621.161

Location	Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut		128463.590	0.0	618.526	618.526
℄ Brg. N. Abut		128466.257	0.0	618.590	618.590
A		128476.257	0.0	618.830	618.844
B		128486.257	0.0	619.070	619.083
C		128496.257	0.0	619.310	619.314
℄ Pier #1		128500.590	0.0	619.414	619.414
D		128510.590	0.0	619.654	619.661
E		128520.590	0.0	619.894	619.905
F	3	128530.590	0.0	620.134	620.141
G		128540.590	0.0	620.374	620.374
℄ Pier #2		128540.923	0.0	620.382	620.382
H		128550.923	0.0	620.622	620.631
I		128560.923	0.0	620.862	620.877
J		128570.923	0.0	621.102	621.109
℄ Brg. S.A.		128575.257	0.0	621.206	621.206
Bk. S. Abut		128577.923	0.0	621.270	621.270

Location	Beam	Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut		128463.590	7.000	618.417	618.417
℄ Brg. N. Abut		128466.257	7.000	618.481	618.481
A		128476.257	7.000	618.721	618.734
B		128486.257	7.000	618.961	618.974
C		128496.257	7.000	619.201	619.205
℄ Pier #1		128500.590	7.000	619.305	619.305
D		128510.590	7.000	619.545	619.551
E	4	128520.590	7.000	619.785	619.796
F		128530.590	7.000	620.025	620.031
G		128540.590	7.000	620.265	620.265
℄ Pier #2		128540.923	7.000	620.273	620.273
H		128550.923	7.000	620.513	620.522
I		128560.923	7.000	620.753	620.767
J		128570.923	7.000	620.993	620.999
℄ Brg. S.A.		128575.257	7.000	621.097	621.097
Bk. S. Abut		128577.923	7.000	621.161	621.161

Bk. N. Abut		128463.590	14.000	618.297	618.297
℄ Brg. N. Abut		128466.257	14.000	618.361	618.361
A		128476.257	14.000	618.601	618.614
B		128486.257	14.000	618.841	618.854
C		128496.257	14.000	619.081	619.085
℄ Pier #1		128500.590	14.000	619.185	619.185
D	5	128510.590	14.000	619.425	619.432
E		128520.590	14.000	619.665	619.676
F		128530.590	14.000	619.905	619.912
G		128540.590	14.000	620.145	620.145
℄ Pier #2		128540.923	14.000	620.153	620.153
H		128550.923	14.000	620.393	620.402
I		128560.923	14.000	620.633	620.648
J		128570.923	14.000	620.873	620.880
℄ Brg. S.A.		128575.257	14.000	620.977	620.977
Bk. S. Abut		128577.923	14.000	621.041	621.041



PLAN

Location		Station	Offset	Theoretical Grade Elevations	Theoretical Grade Elevations Adjusted For Dead Load Deflection
Bk. N. Abut		128463.590	±12.00	618.398	618.398
℄ Brg. N. Abut		128466.257	±12.00	618.402	618.402
A	Longitudinal Bonded Joints	128476.257	±12.00	618.642	618.656
B		128486.257	±12.00	618.882	618.895
C		128496.257	±12.00	619.122	619.126
℄ Pier #1		128500.590	±12.00	619.226	619.226
D		128510.590	±12.00	619.466	619.473
E		128520.590	±12.00	619.706	619.717
F		128530.590	±12.00	619.946	619.958
G		128540.590	±12.00	620.186	620.186
℄ Pier #2		128540.923	±12.00	620.194	620.194
H		128550.923	±12.00	620.434	620.443
I		128560.923	±12.00	620.674	620.689
J		128570.923	±12.00	620.914	620.921
℄ Brg. S. Abut		128575.257	±12.00	621.018	621.018
Bk. S. Abut		128577.923	±12.00	621.082	621.082

DESIGNED	Ostwald
CHECKED	R. F. Rooney
	F. Marcado
DRAWN	P.G. Barnett
CHECKED	R F R

E-S 8-1-65

EXAMINED May 17 19 71
ENGINEER OF BRIDGE AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

SHOWN FOR INFORMATION ONLY

DECK ELEVATIONS
S.B.I. RT. 82 SEC. 129 B-1
HENRY COUNTY
STA. 1285+20.76.

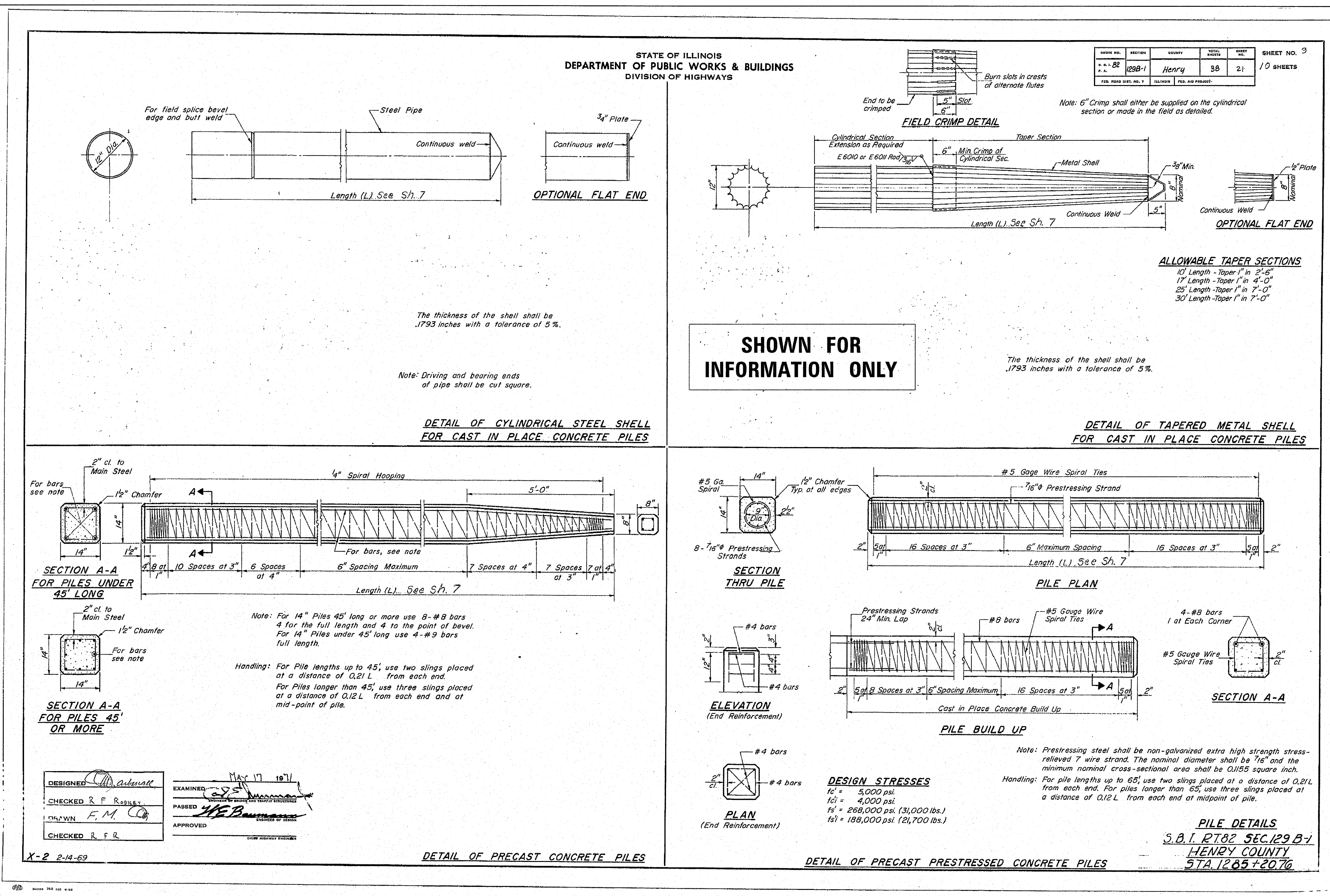
FILE NAME = $FILE1$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

IL 82 OVER HENNEPIN CANAL
EXISTING STRUCTURE PLANS

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	50
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		


STATE OF ILLINOIS
DEPARTMENT OF PUBLIC WORKS & BUILDINGS
DIVISION OF HIGHWAYS
SHEET NO. 3
10 SHEETS
Henry
129B-1
38
21
For field splice bevel edge and butt weld
Steel Pipe
12" Dia.
Continuous weld
3/4" Plate
Length (L) See Sh. 7
OPTIONAL FLAT END
The thickness of the shell shall be .1793 inches with a tolerance of 5%.
Note: Driving and bearing ends of pipe shall be cut square.
DETAIL OF CYLINDRICAL STEEL SHELL FOR CAST IN PLACE CONCRETE PILES
Burn slots in crests of alternate flutes
End to be crimped
5" Slot
6"
FIELD CRIMP DETAIL
Note: 6" Crimp shall either be supplied on the cylindrical section or made in the field as detailed.
Cylindrical Section Extension as Required
Taper Section
E 6010 or E 6011 Rod
6" Min. Crimp of Cylindrical Sec.
Metal Shell
3/8" Min.
1/2" Plate
8" Nominal
Continuous Weld
Length (L) See Sh. 7
OPTIONAL FLAT END
ALLOWABLE TAPER SECTIONS
10' Length - Taper 1" in 2'-6"
17' Length - Taper 1" in 4'-0"
25' Length - Taper 1" in 7'-0"
30' Length - Taper 1" in 7'-0"
SHOWN FOR INFORMATION ONLY
The thickness of the shell shall be .1793 inches with a tolerance of 5%.
DETAIL OF TAPERED METAL SHELL FOR CAST IN PLACE CONCRETE PILES
2" cl. to Main Steel
For bars see note
1/2" Chamfer
1/4" Spiral Hooping
5'-0"
A
For bars, see note
10 Spaces at 3"
6 Spaces at 4"
6" Spacing Maximum
7 Spaces at 4"
7 Spaces at 3"
Length (L) See Sh. 7
SECTION A-A FOR PILES UNDER 45' LONG
SECTION A-A FOR PILES 45' OR MORE
Note: For 14" Piles 45' long or more use 8-#8 bars 4 for the full length and 4 to the point of bevel. For 14" Piles under 45' long use 4-#9 bars full length.
Handling: For Pile lengths up to 45', use two slings placed at a distance of 0.21 L from each end. For Piles longer than 45', use three slings placed at a distance of 0.12 L from each end and at mid-point of pile.
DESIGNED
CHECKED R F Rodley
DRAWN F. M.
CHECKED R F R
EXAMINED
MAY 17 1971
PASSED
APPROVED
X-2 2-14-69
DETAIL OF PRECAST CONCRETE PILES
#5 Ga. Spiral
1/2" Chamfer Typ. at all edges
9" Dia.
8-7/16"φ Prestressing Strands
SECTION THRU PILE
#5 Gage Wire Spiral Ties
7/16"φ Prestressing Strand
16 Spaces at 3"
6" Maximum Spacing
Length (L) See Sh. 7
PILE PLAN
Prestressing Strands 24" Min. Lap
#8 bars
#5 Gauge Wire Spiral Ties
#4 bars
ELEVATION (End Reinforcement)
8 Spaces at 3"
6" Spacing Maximum
Cast in Place Concrete Build Up
PILE BUILD UP
4-#8 bars 1 at Each Corner
#5 Gauge Wire Spiral Ties
SECTION A-A
PLAN (End Reinforcement)
DESIGN STRESSES
fc' = 5,000 psi.
fci' = 4,000 psi.
fs' = 268,000 psi. (31,000 lbs.)
fsi = 188,000 psi. (21,700 lbs.)
Note: Prestressing steel shall be non-galvanized extra high strength stress-relieved 7 wire strand. The nominal diameter shall be 7/16" and the minimum nominal cross-sectional area shall be 0.1155 square inch.
Handling: For pile lengths up to 65', use two slings placed at a distance of 0.21 L from each end. For piles longer than 65', use three slings placed at a distance of 0.12 L from each end and at midpoint of pile.
PILE DETAILS
S.B.I. RT 82 SEC. 129 B-1
HENRY COUNTY
STA. 1285+20.76
DETAIL OF PRECAST PRESTRESSED CONCRETE PILES

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 82 OVER HENNEPIN CANAL EXISTING STRUCTURE PLANS
		DRAWN - WLL	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -		
	PLOT DATE = $DATE$	DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	51
		CONTRACT NO. 64B08		

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

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

ROUTE NO.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
S.B.I. 82 F.A.	129B-1	Henry	38	22
FED. ROAD DIST. NO. 7	ILLINOIS	FED. AID PROJECT		

SHEET NO. 10
10 SHEETS

BORING # 1

Boring No. 1
Station 1284+63
Offset 36' Lt. ℄

Description	Elevation	N	Qu t/s.f.	w (%)
Ground Surface 605.70	0			
Brown, silty clay				
Stiff, grey silty clay		6	2.2 S	24.
As above	-5	4	1.1 B	33.
Very loose, grey sandy loam		4		
As above	-10	4		
593.70				
Very loose, grey fine sand		2		
As above	-15	2		
Medium, grey fine sand		12		
Dense, grey sand and gravell	-20	34		
583.20				
Medium, grey silt loam		24		
As above	-25	22		
As above		27		
Hard, grey silty clay	-30	21	5.0 S	20.2
Very Stiff, grey silty clay		16	3.7 S	27.0
As above	-35	19	3.7 S	
As above		12	3.1 S	30.2
Very stiff, grey clear clay	-40	9	3.5 S	
As above		10	3.5 S	22.3
	-45			

Description	Elevation	N	Qu t/s.f.	w (%)
Stiff, grey sandy clay		7	2.0 B	21.8
Medium, grey sandy loam		29		
As above	-5	25		
553.70				
Dense, grey fine sand		30		
551.20	-10			
Hard, grey clay till		15	4.0 B	16.8
As above		14	4.3 B	
Very stiff, grey clay till (Stoney)	-15	50	3.5 S	16.
Very dense, grey till		105		
Dense, grey sandy loam	-20	31		
Very dense, grey soft shale		75		
As above	-25	82		
End of boring 533.70				

BORING # 2

Boring No. 2
Station 1285+98
Offset 10' Rt. ℄

Description	Elevation	N	Qu t/s.f.	w (%)
Ground Surface 621.0	0			
Black silty clay				
	616.0-5			
Stiff, brown sandy clay		3	1.2 B	24.
As above		5	1.3 B	22.
	-10	5	1.6 B	19.
Stiff, black sandy clay		4	1.4 B	18.
Stiff, grey silty clay	-15	5	1.6 B	23.
Loose, grey sandy loam		9		
Stiff, black silty clay	-20	5	1.2 S	22.
Soft, black silty clay		4	0.8 B	28.2
Stiff, grey clay till	-25	3	1.2 S	29.5
Soft, grey silty clay		2	0.4 B	30.0
Very loose, grey sandy loam	-30	2		
Very loose, grey silt loam	-35	2		27.5
Medium, grey silt loam	-40	27		18.3
	-45			

Description	Elevation	N	Qu t/s.f.	w (%)
Very stiff, grey clay with silt		18	3.1 S	22.7
As above	-5	20	3.0 S	25.
Very Stiff, grey silty clay	55-10	16	3.0 S	25.6
Medium, grey sandy loam	60-15	17		
557.5				
Dense, grey fine sand	65-20	38		
552.5				
Hard, grey clay till	-25	20	4.0 B	18.0
As above	-30	20	5.6 B	15.0
No recovery	-35	200		
Lost sample spoon No recovery End of boring 537.0		58		

N-Standard Penetration Test - Blows per foot to drive 2" O.D. Split Spoon Sampler 12" with 140# hammer falling 30"

Qu-Unconfined Compressive Strength - t/sf
w-Water Content - percentage of oven dry weight - %

Type failure
B-Bulge Failure
S-Shear Failure
E-Estimated Value
P-Penetrometer

DESIGNED [signature]
CHECKED R. F. Rodkey
DRAWN F. M. [initials]
CHECKED R F R

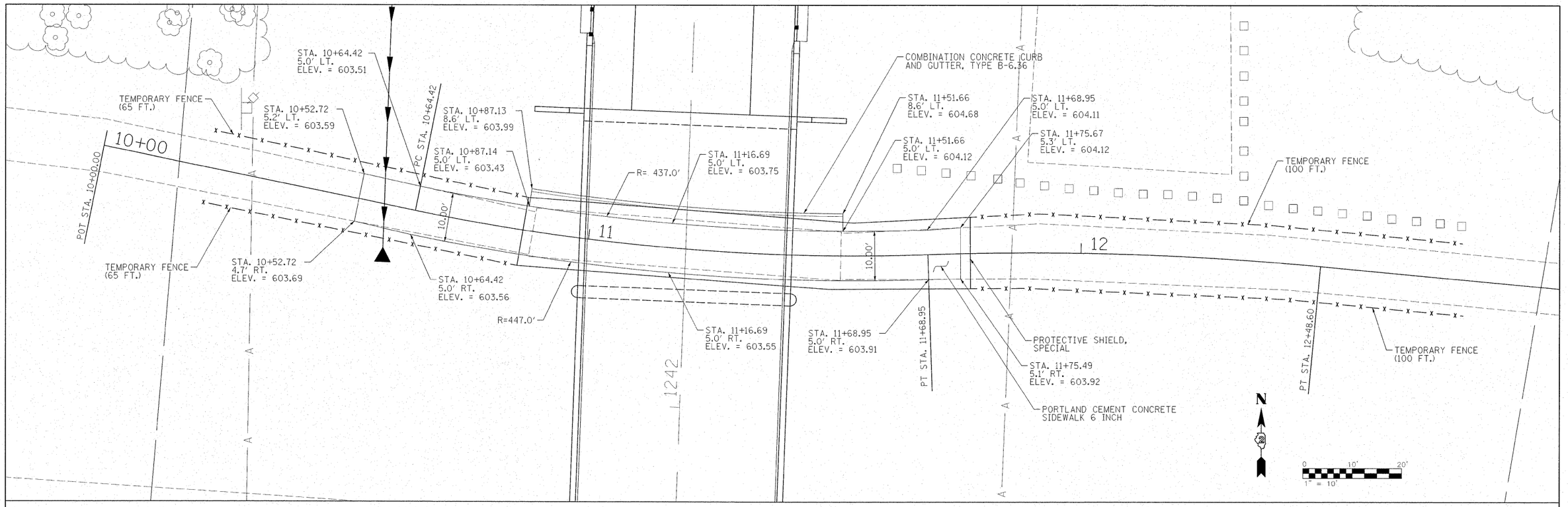
EXAMINED [signature] May 17 1971
ENGINEER OF BRIDGES AND TRAFFIC STRUCTURES
PASSED
ENGINEER OF DESIGN
APPROVED
CHIEF HIGHWAY ENGINEER

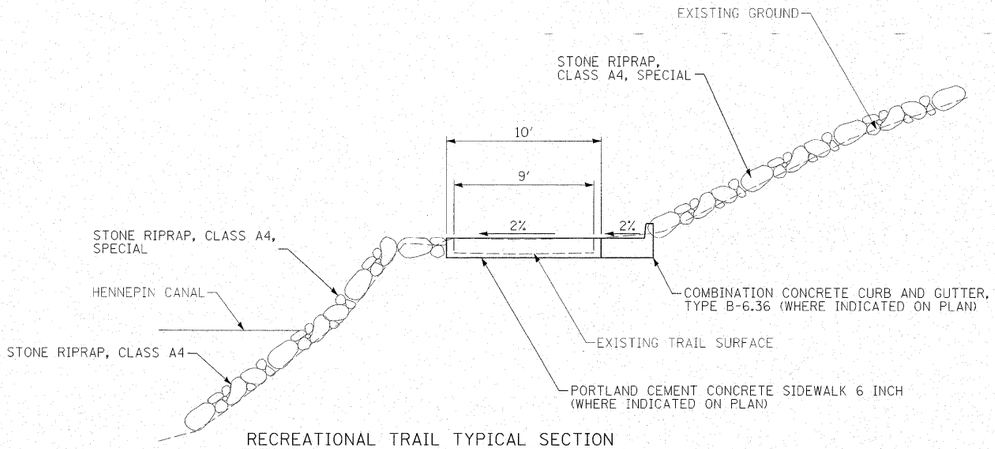
SHOWN FOR INFORMATION ONLY

BORING DATA
S.B.I. RT. 82 SEC. 129 BR-1
HENRY COUNTY
STA. 1285+20.76

K & E CO. 10-1253

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JDS	REVISED -	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	IL 82 OVER HENNEPIN CANAL EXISTING STRUCTURE PLANS	F.A.P. RTE. 638	SECTION 129BR-3	COUNTY HENRY	TOTAL SHEETS 73	SHEET NO. 52
	PLOT SCALE = $SCALE$	DRAWN - WLL	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.	CONTRACT NO. 64B08				
	PLOT DATE = $DATE$	CHECKED - RJA	REVISED -			FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		
		DATE -	REVISED -							





RECREATIONAL TRAIL TYPICAL SECTION

NOT TO SCALE

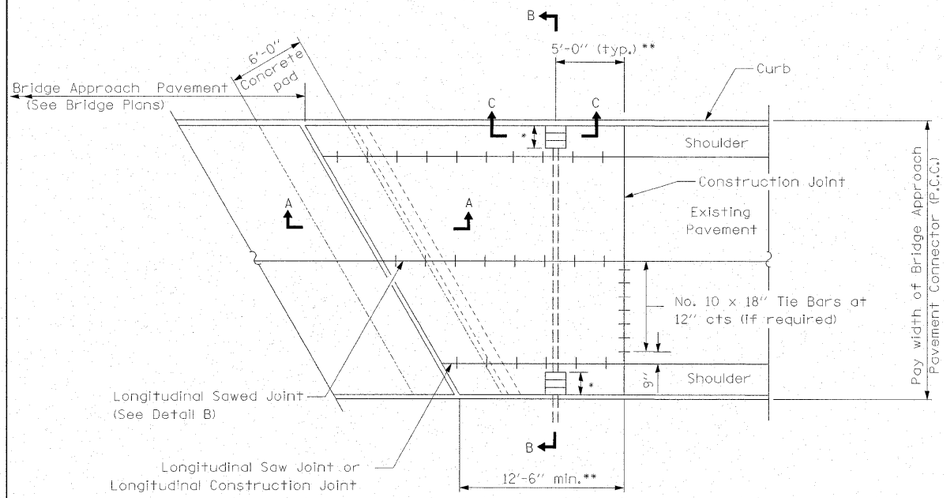
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

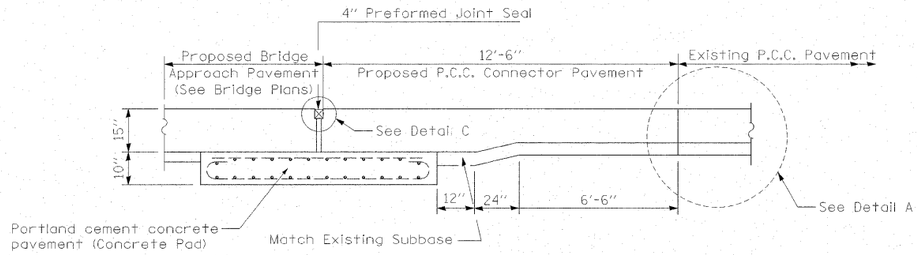
IL 82 OVER HENNEPIN CANAL
RECREATIONAL TRAIL DETAIL

SCALE: 1"=20' | SHEET NO. OF SHEETS | STA. | TO STA.

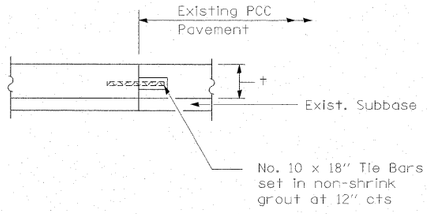
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	53
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



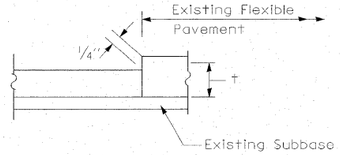
PLAN - WITH SKEW



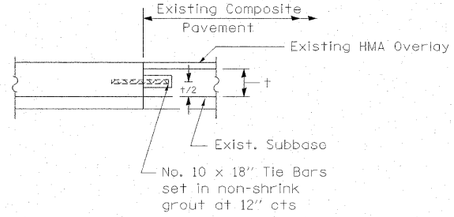
SECTION A-A



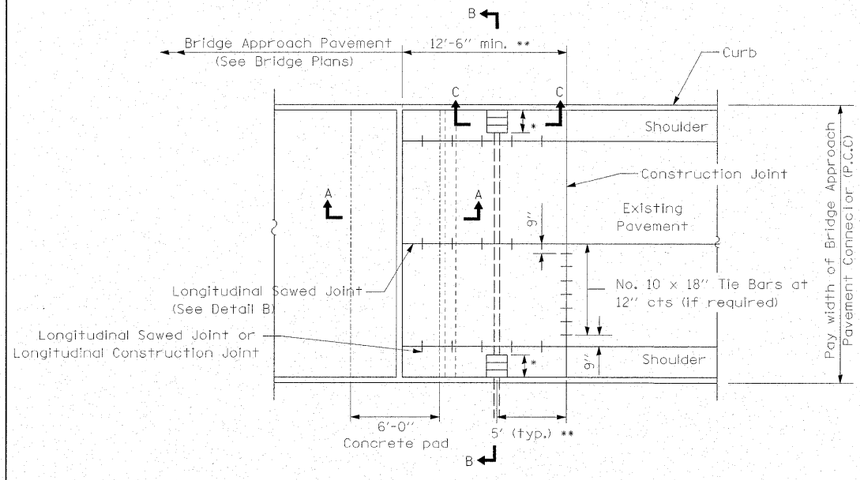
DETAIL A - RIGID PAVEMENT



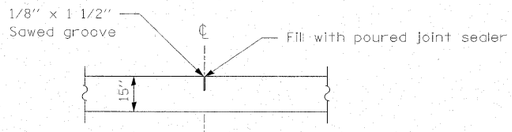
DETAIL A - FLEXIBLE PAVEMENT



DETAIL A - COMPOSITE PAVEMENT

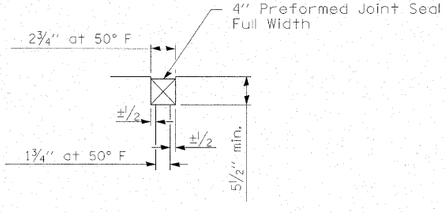


PLAN - WITHOUT SKEW

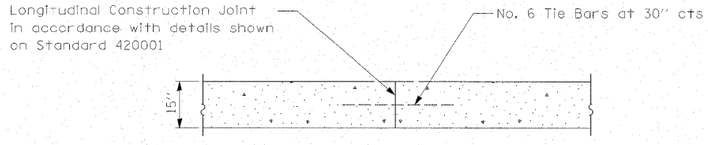


DETAIL B

(Reinforcement Not Shown)



DETAIL C



OPTIONAL LONGITUDINAL CONSTRUCTION JOINT

As approved by the Engineer, the Contractor may elect to reduce the widths of pour by use of the Optional Longitudinal Construction Joint shown. Joints shall be located at the edge of a traffic lane.

* Type B, C, or D inlet box (Special) as required.

** Increase this dimension as needed to position the inlet box and pipe drain between the proposed approach guardrail posts.

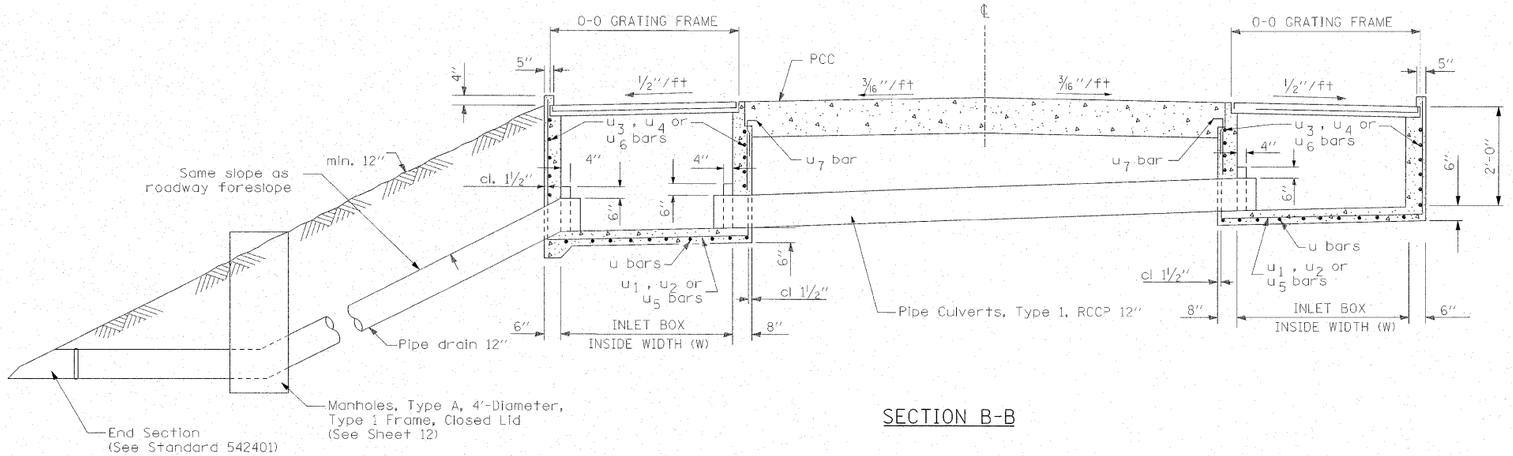
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED - GDM	REVISED -
		DRAWN - BEM	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

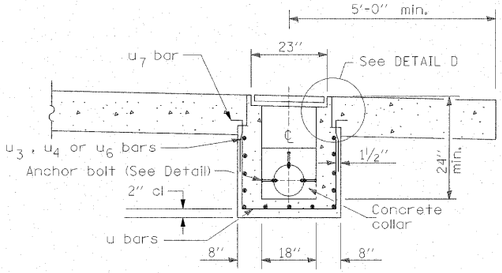
TYPE D INLET BOX, STANDARD 609001 (SPECIAL) DETAIL

SCALE: | SHEET NO. 1 OF 2 SHEETS | STA. | TO STA.

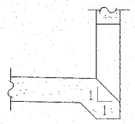
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	54
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



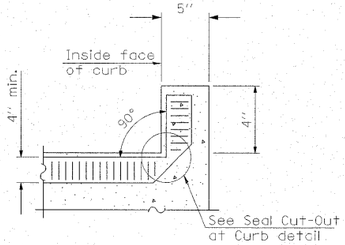
SECTION B-B



SECTION C-C

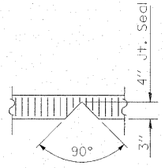


BOX OUTLET WHEN PRECAST

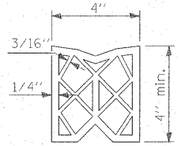


AT CURB

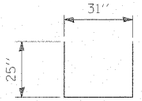
(Showing seal)



SEAL CUT-OUT AT CURB

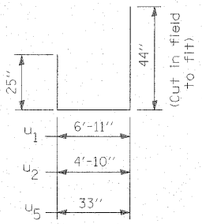


PREFORMED JOINT SEAL



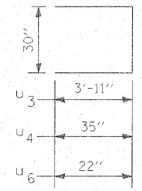
BAR u

(#4 @ 12" cts)



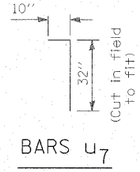
BARS u_1,u_2&u_5

(3 - #4)

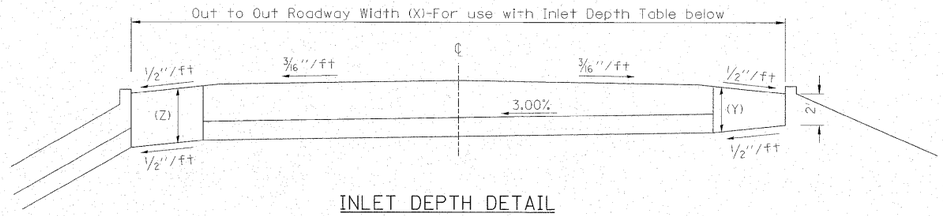


BARS u_3,u_4&u_6

(#4 @ 9" cts)



BARS u_7

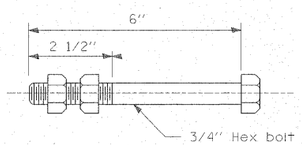


INLET DEPTH DETAIL

(See Inlet Depth Table Below)

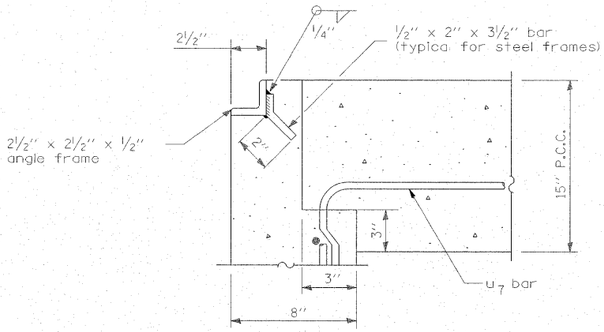
INLET TYPE (Special)	SHOULDER WIDTH	O-O GRATING FRAME	INLET BOX INSIDE WIDTH (W)	INLET BOX INSIDE LENGTH	UPSTREAM INLET DEPTH (Y)	DOWNSTREAM INLET DEPTH (Z)
Type B	Less than 5'	2' - 3'	1' - 10"	18"	2' - 2"	Z = Y + [X- 2(W + 3")]0.03
Type C	5' - 6'	4' - 4"	3' - 11"	18"	2' - 4"	
Type D	Greater than 6'	6' - 5"	6' - 0"	18"	2' - 6"	

INLET DEPTH TABLE



ANCHOR BOLT

(Used to tie pipe to concrete collar for pipe drain only)



DETAIL D

GENERAL NOTES

This work shall be paid for at the contract unit price per Each for Type D Inlet Box, Standard 609001 (Special).

THICKNESS - "t" = thickness of existing pavement.

All exposed edges of the inlet, except the upper perimeter, shall be beveled 3/4".

All dimensions are in inches.

See Standard 420001 for joint details not shown.

See Standard 609001 for frame and grate details.

FILE NAME = $FILE$	USER NAME = $USER$	DESIGNED - JDS	REVISED -
		DRAWN - WLL	REVISED -
	PLOT SCALE = $SCALE$	CHECKED - RJA	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

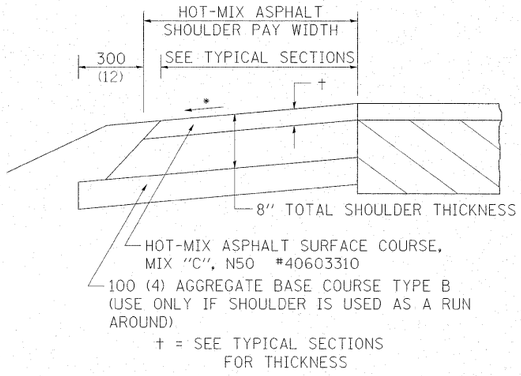
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

TYPE D INLET BOX, STANDARD 609001 (SPECIAL) DETAIL

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

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	55
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

HOT–MIX ASPHALT SHOULDER



GENERAL NOTES

THE HOT-MIX ASPHALT SHOULDER SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 482 EXCEPT THE TOP LIFT SHALL BE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. THE WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310 AND SQUARE YARD FOR HOT-MIX ASPHALT SHOULDERS OF THE THICKNESS SPECIFIED.

USE HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310. WHEN RESURFACING EXISTING HOT-MIX ASPHALT SHOULDERS. THE THICKNESS IS SHOWN ON THE TYPICAL SECTIONS. THIS WORK WILL BE PAID FOR AT THE CONTRACT UNIT PRICE PER TON FOR HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 #40603310.

REMOVAL OF MATERIAL FOR PLACEMENT OF THE HOT-MIX ASPHALT SHOULDER TO BE PAID FOR IN UNITS FOR EXCAVATING AND GRADING EXISTING SHOULDERS OR IN CUBIC YARDS FOR EARTH EXCAVATION OR EARTH EXCAVATION WIDENING.

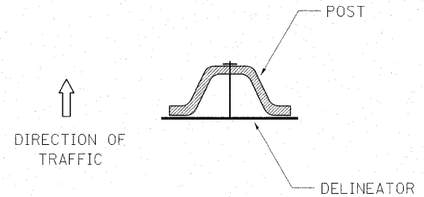
* 4% WHEN MAINLINE IS ON TANGENT. FOR CROSS SLOPE ON SUPERELEVATION SECTION, SEE HIGHWAY STANDARD 482001 OR 482006.

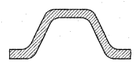
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 11-01-07

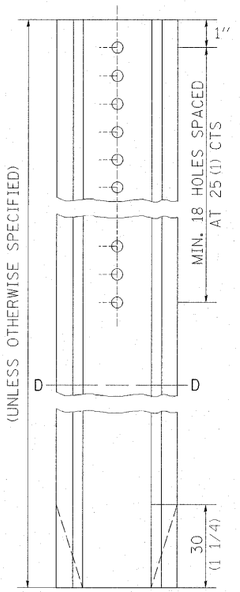
HOT–MIX ASPHALT SHOULDER 23.4a

DELINEATOR AND POST ORIENTATION





SECTION D-D



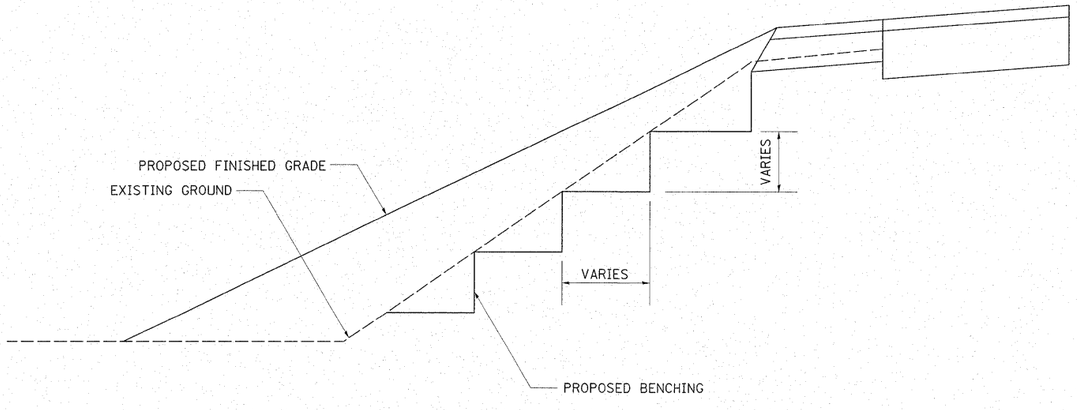
DELINEATORS SHALL BE INSTALLED ACCORDING TO STANDARD 635001 EXCEPT THAT THE POST SHALL BE ROTATED 180° . THE POST WILL HAVE THE WIDE SIDE FACING TRAFFIC AND THE DELINEATOR ATTACHECD AS SHOWN ABOVE.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 11-01-07

DELINEATOR AND POST ORIENTATION 37.4

TYPICAL BENCHING ON EXISTING EMBANKMENT



REVISED - 2-22-06

TYPICAL BENCHING ON EXISTING EMBANKMENT 50.4

TREE REPLACEMENT SCHEDULE

CODE NUMBER	SCIENTIFIC NAME	COMMON NAME	SIZE	UNIT	QUANTITY
A2006714	QUERCUS MACROCARPA	BUR OAK	1-3/4" CALIPER, BALLED & BURLAPPED	EACH	16
A2005114	JUGLANS NIGRA	BLACK WALNUT	1-3/4" CALIPER, BALLED & BURLAPPED	EACH	16

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

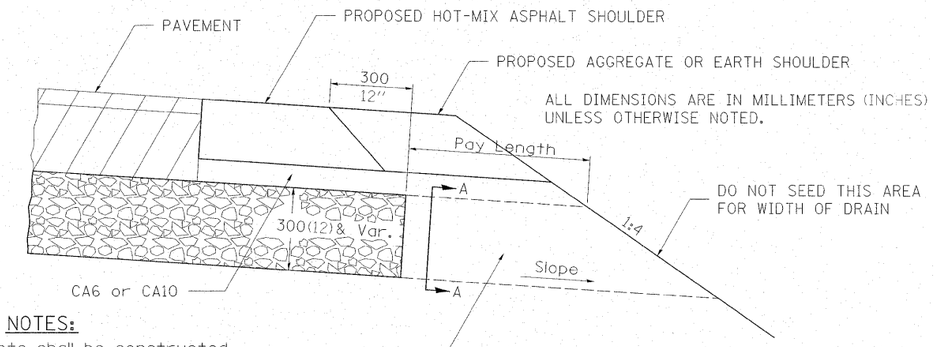
REVISED - 8-10-05

TREE REPLACEMENT SCHEDULE 90.4

REVISED -	REGION 2 / DISTRICT 2 STANDARD			F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -				638	129BR-3	HENRY	73	56
REVISED -						CONTRACT NO. 64B08		
REVISED -	SCALE: #SCALE#	SHEET NO. OF SHEETS	STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

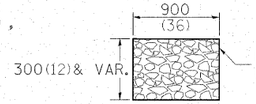
PLOT DATE = #DATE#

DRAIN FOR AGGREGATE BASE COURSE



NOTES:

The rock outlets shall be constructed using CA7 and will be paid for at the contract unit price per m^2 (SQ. YD.) for DRAIN FOR AGGREGATE BASE COURSE. The thickness shall be the same as the adjacent sub-base material as noted on the plans and shall include the cost of the filter fabric. The Rock outlets will be measured in m^2 (SQ. YD.), the width being 900(36) by the length shown above. The cost of the CA6 or CA10 under the shoulder shall be included in the contract unit price per m^2 (SQ. YD.) for SUB-BASE GRANULAR MATERIAL, TYPE A of the thickness specified. The filter fabric to be used shall conform to the filter fabric used for Riprap.



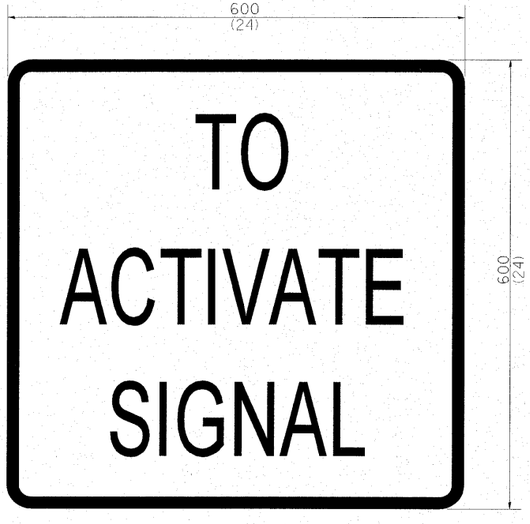
SECTION A-A

NOTE: Slope same as shoulder with 2% min.

REVISED - 10-10-06

X0325519 **DRAIN FOR AGGREGATE BASE COURSE** **96.4**

STOP LINE SIGN FOR TEMPORARY SIGNALS



SIZE: 600(24) x 600(24)

100(4) CAPITAL LETTERS - BLACK

13(1/2) BORDER - BLACK

WHITE REFLECTIVE - TYPE AP
HIGH INTENSITY PRISMATIC SHEETING

GENERAL NOTE:

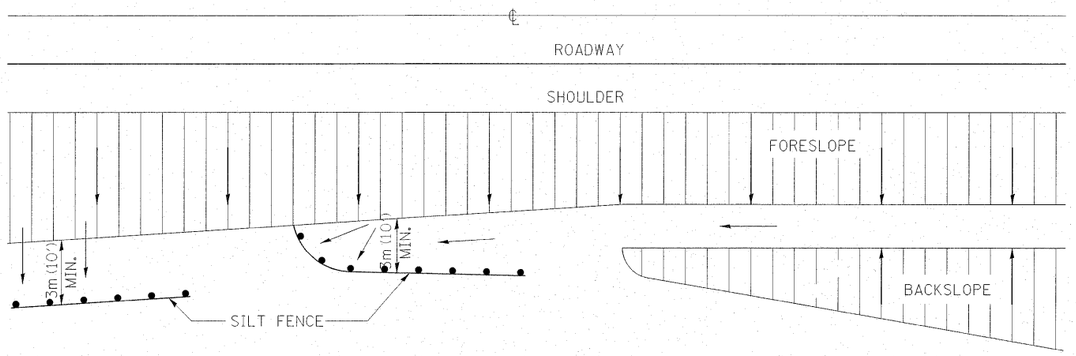
THIS SIGN SHALL BE INSTALLED AT THE STOP LINE AS DIRECTED BY ENGINEER.

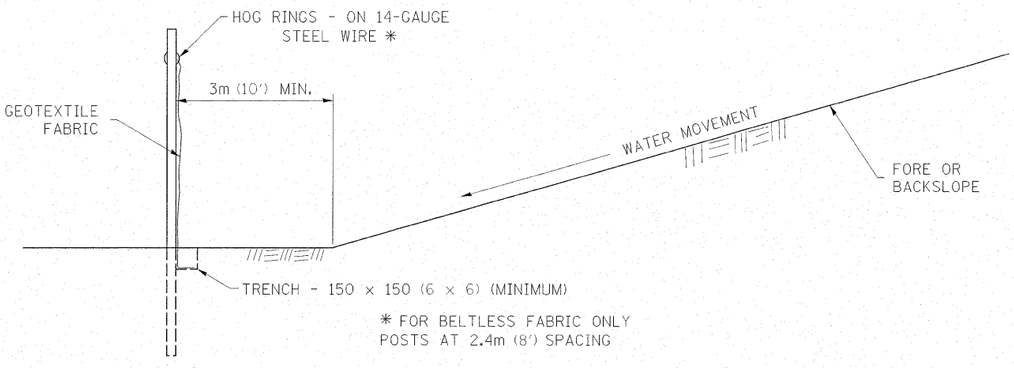
ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 1-22-07

STOP LINE SIGN FOR TEMPORARY SIGNALS **99.4**

EROSION CONTROL DETAILS FOR SILT FENCE





DETAILS OF SILT FENCE

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

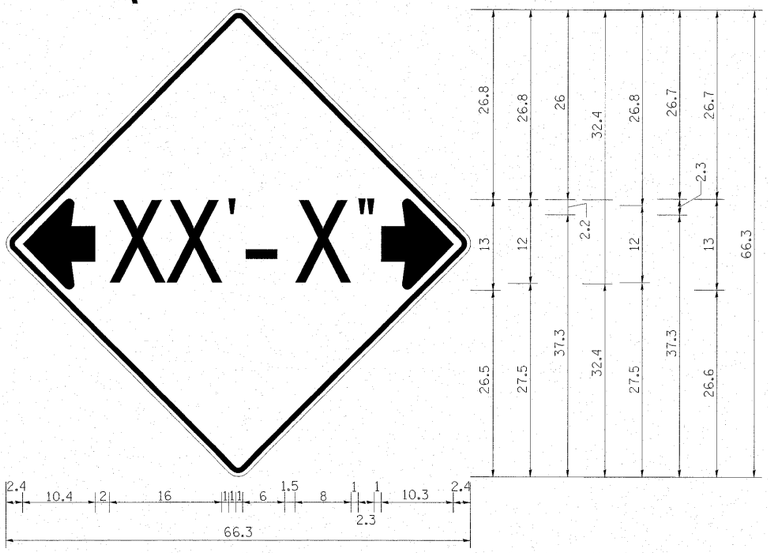
REVISED - 10-22-01

EROSION CONTROL DETAILS FOR SILT FENCE **29.2**

REVISED -	**REGION 2 / DISTRICT 2 STANDARD**					F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
REVISED -						638	129BR-3	HENRY	73	57
REVISED -									CONTRACT NO. 64B08	
REVISED -	SCALE: $SCALE$	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT	

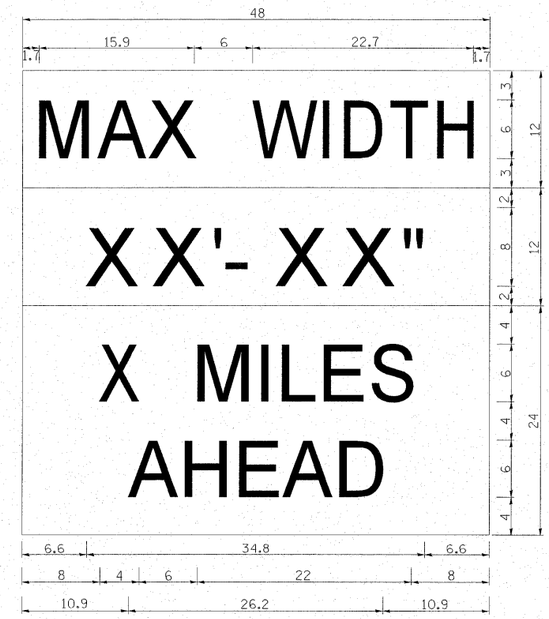
PLOT DATE = $DATE$

INFORMATIONAL WARNING SIGN (FOR NARROW TRAVEL LANES)



NOTES

W12-2 - Horizontal Clearance Sign 48.0" across sides, 1.9" Radius, 0.8" Border, 0.5" Indent, Black on Orange; Standard Arrow Custom 10.4" X 8.1" 180° Black II Inch D Series Lettering; Standard Arrow Custom 10.4" X 8.1" 0°



W12-1103 (Width is 8D);
No border, Black on White;
[MAX WIDTH] D;

No border, Black on Orange;
[XX'-XX"] D;

No border, Black on White;
[X MILES] D; [AHEAD] D;

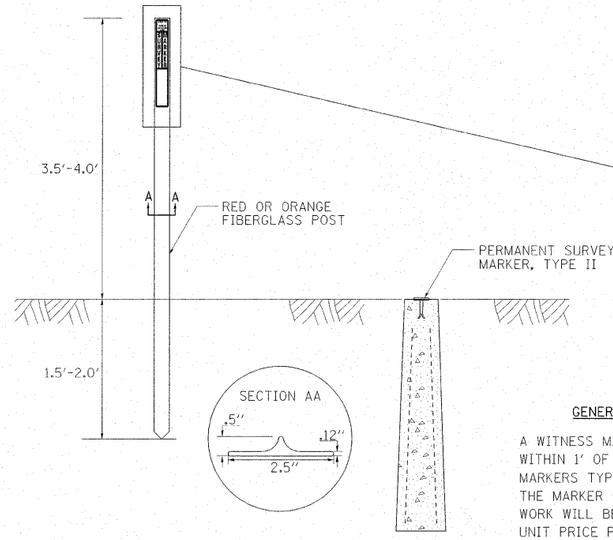
All work to furnish and install these signs shall be included in the cost of the Traffic Control Standards and shall not be paid for separately.

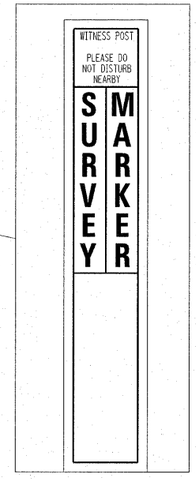
ALL DIMENSIONS ARE IN INCHES UNLESS OTHERWISE NOTED.

REVISED - 1-9-08

INFORMATIONAL WARNING SIGNS (FOR NARROW TRAVEL LANES) 39.2

WITNESS MARKER FOR PERMANENT SURVEY MARKERS, TYPE II

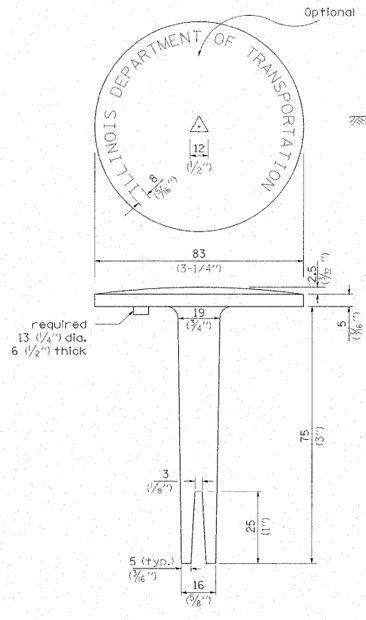




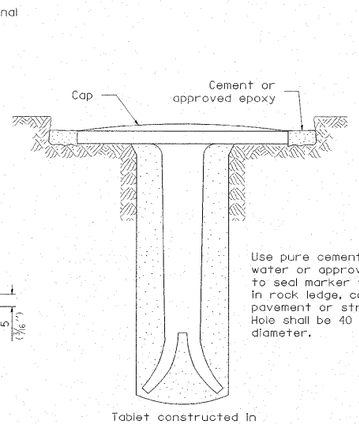
GENERAL NOTES

A WITNESS MARKER SHALL BE INSTALLED WITHIN 1' OF ALL PERMANENT SURVEY MARKERS TYPE II EXCEPT IN AREAS WHERE THE MARKER IS IN THE SIDEWALK. THIS WORK WILL BE INCLUDED TO THE CONTRACT UNIT PRICE PER EACH FOR PERMANENT SURVEY MARKERS, TYPE II.

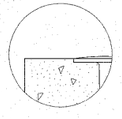
PERMANENT SURVEY MARKERS, TYPE II



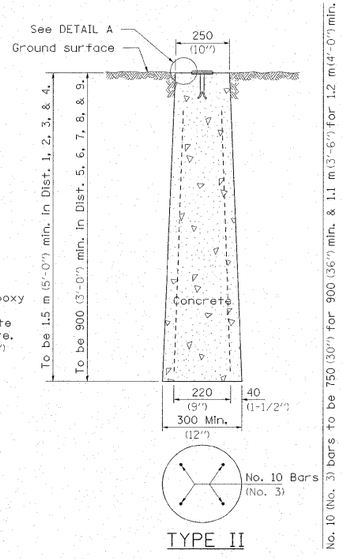
BRASS OR ALUMINUM TABLET



TYPE II



DETAIL A



TYPE II

CAST-IN-PLACE MARKER

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

REVISED - 10-21-08

WITNESS MARKER & PERMANENT SURVEY MARKERS, TYPE II 66.2

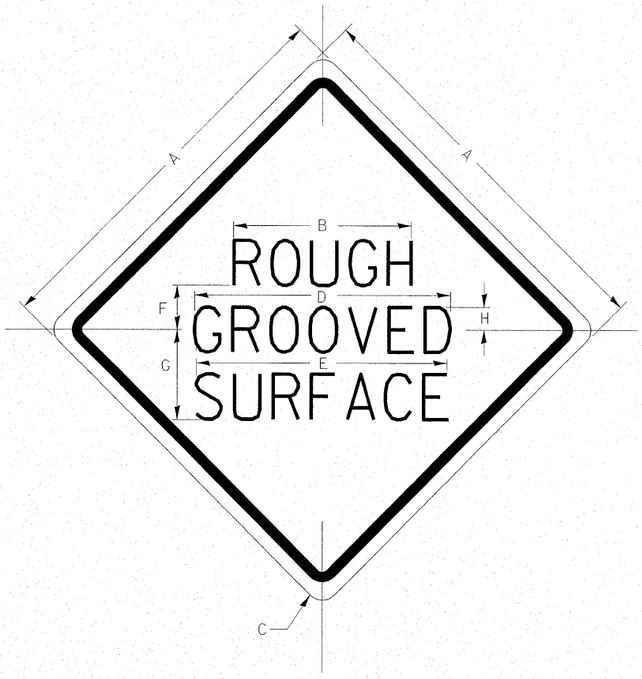
REVISED -	REGION 2 / DISTRICT 2 STANDARD				F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS / SHEET NO.
REVISED -					638	129BR-3	HENRY	73 / 58
REVISED -							CONTRACT NO. 64B08	
REVISED -	SCALE: $SCALE$	SHEET NO.	OF	SHEETS	STA.	TO STA.	FED. ROAD DIST. NO.	ILLINOIS / FED. AID PROJECT

PLOT DATE = $DATE$

ROUGH GROOVED SURFACE SIGN

ILLINOIS STANDARD W8-I107

SIGN PANEL TYPE 1



COLOR: LEGEND AND BORDER - BLACK NON-RELFLECTIVE
BACKGROUND - ORANGE REFLECTORIZED

SIGN SIZE	DIMENSIONS							
	A	B	C	D	E	F	G	H
1200x1200 (48x48)	1200 (48.0)	600 (24.1)	75 (3.0)	850 (34.0)	825 (33.0)	150 (6.0)	325 (13.0)	88 (3.5)

SIGN SIZE	SERIES LINES			MARGIN	BORDER	BLANK STD.
	1	2	3			
1200x1200 (48x48)	7C	7C	7C	20 (0.8)	30 (1.2)	B4-48D

ALL DIMENSIONS IN INCHES.

GENERAL NOTES

SIGN PANELS AND FACE MATERIALS SHALL BE ACCORDING TO SECTION 720 OF THE STANDARD SPECIFICATIONS

METAL POSTS SHALL BE IN ACCORDANCE WITH STD. 720011.

ALL MOUNTING HARDWARE SHALL BE ALUMINUM, STAINLESS STEEL, ZINC OR CADMIUM PLATED STEEL AND SHALL BE INCLUDED TO THE COST OF THE INSTALLATION.

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

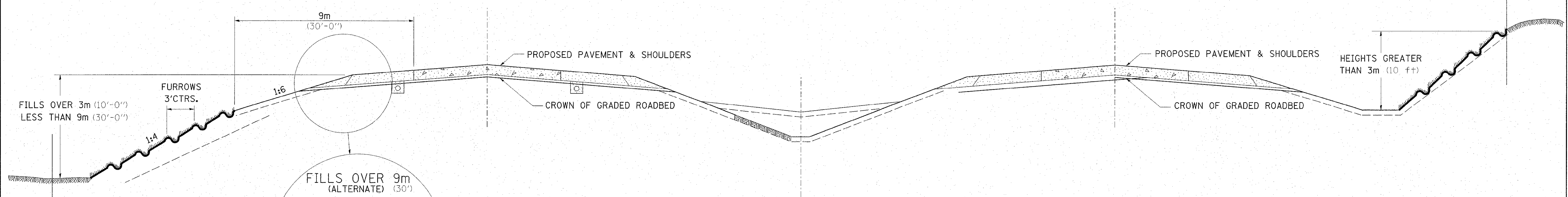
REVISED - 1-09-08

REVISED -	REGION 2 / DISTRICT 2 STANDARD						
REVISED -							
REVISED -							
REVISED -	SCALE: $SCALE$	SHEET NO.	OF	SHEETS	STA.	TO STA.	

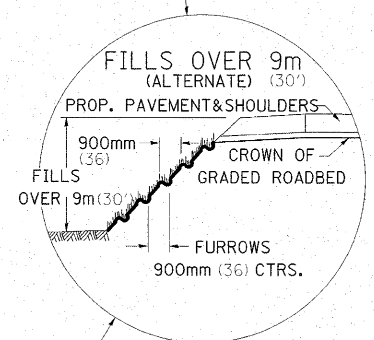
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	59
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

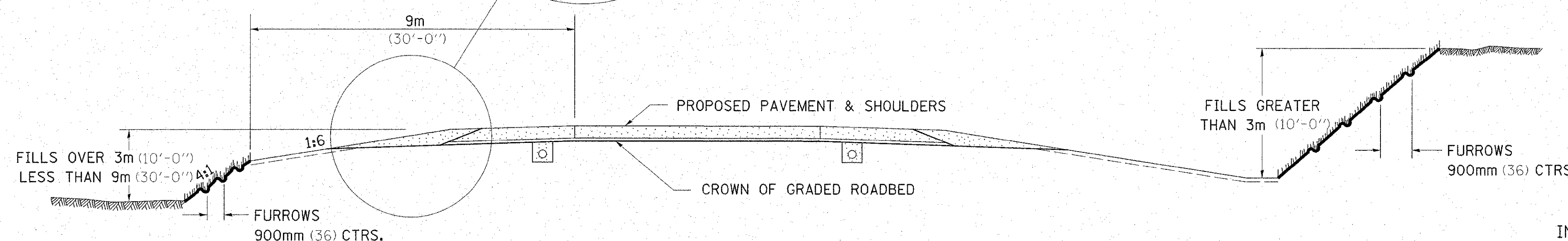
PLOT DATE = $DATE$

TYPICAL FURROWED ROADWAY SLOPES

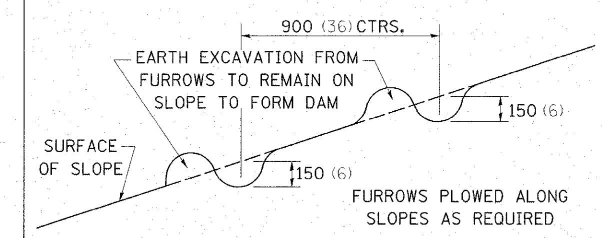


MAINLINE

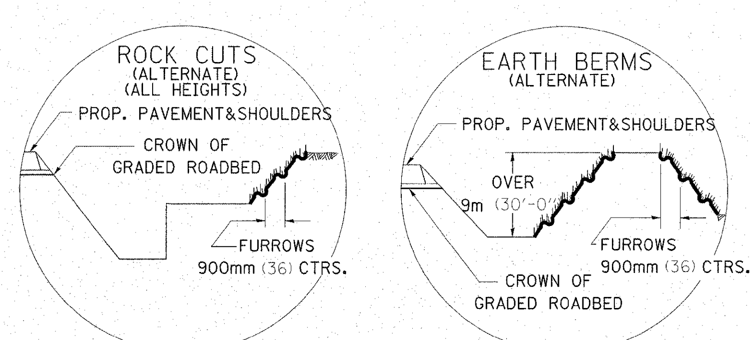


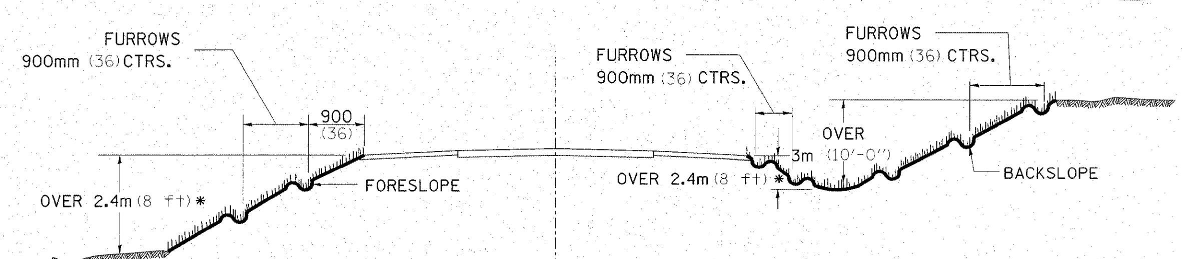


RAMPS



DETAIL OF FURROWS IN EARTH SLOPES





* IF FORESLOPES ARE SIMILAR TO MAINLINE OR RAMP CONFIGURATION, FURROW AS INDICATED FOR THOSE SLOPES.

CROSSROAD GRADE SEPERATIONS

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

GENERAL NOTES

IN GENERAL, THE ENTIRE EARTH SURFACE WITHIN THE RIGHT-OF-WAY SHALL BE SEEDED AND MULCHED.

NO AGRICULTURAL GROUND LIMESTONE SHALL BE APPLIED TO THE GRADED ROADBED.

FORESLOPES AND/OR BACKSLOPES 3m (10 ft) OR LESS IN HEIGHT WILL NOT REQUIRE FURROWING UNLESS OTHERWISE NOTED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.

FORESLOPES AND/OR BACKSLOPES OVER 3m (10 ft) IN HEIGHT SHALL BE FURROWED. THE OPERATION SHALL INCLUDE FINISHING THE SLOPES TO FINAL LINE AND GRADE, AS SHOWN ON THE CROSS SECTIONS BEFORE FURROWING IS DONE. FURROWS SHALL BE PLOWED ALONG A LEVEL LINE CONFORMING TO THE CONTOURS OF THE SLOPE. THE COST OF FURROWING SHALL BE CONSIDERED INCLUDED IN THE PROJECT COST AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

SEQUENCE AND OPERATION FOR SEEDING, MULCHING AND FURROWING OF ROADWAY SLOPES:

1. SPREAD FERTILIZER.
2. PERFORM THE OPERATION OF GROUND PREPARATION.
3. PLOW FURROWS.
4. PERFORM THE OPERATION OF SEEDING. THE SEED SHALL BE SOWN ON THE SURFACE OF THE PREPARED GROUND AFTER FURROWING.
5. THE OPERATION OF COVERING THE SEED, BY HARROWING OR OTHER MEANS, SHALL BE PERFORMED ONLY IF SO DIRECTED BY THE ENGINEER AND SHALL BE INCLUDED TO THE ITEM OF SEEDING.
6. SECTION 250 AND 251 OF THE STANDARD SPECIFICATIONS SHALL GOVERN THIS WORK EXCEPT AS NOTED HEREIN.

TYPICAL FURROWED ROADWAY SLOPES 1.1

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED - 1-15-08	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**REGION 2 / DISTRICT 2 STANDARD**	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			638	129BR-3	HENRY	73	60
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -					CONTRACT NO. 64B08		
	PLOT DATE = $DATE$	DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS FED. AID PROJECT			

STORM WATER POLLUTION PREVENTION PLAN
EROSION CONTROL PLAN

THE FOLLOWING PLAN WAS ESTABLISHED AND INCLUDED IN THESE PLANS TO DIRECT THE CONTRACTOR IN THE PLACEMENT OF TEMPORARY EROSION CONTROL SYSTEMS AND TO PROVIDE A STORM WATER POLLUTION PREVENTION PLAN FOR COMPLIANCE UNDER NPDES.

THE PURPOSE OF THIS PLAN IS TO MINIMIZE SILTATION WITHIN THE CONSTRUCTION ZONE AND TO ELIMINATE SEDIMENTS FROM ENTERING AND LEAVING THE CONSTRUCTION ZONE BY UTILIZING PROPER TEMPORARY EROSION CONTROL SYSTEMS AND PROVIDING GROUND COVER WITHIN A REASONABLE AMOUNT OF TIME.

CERTAIN ITEMS, AS SHOWN IN THIS PLAN AND REFERENCED BY THE LEGEND, SHALL BE PLACED BY THE CONTRACTOR AT THE BEGINNING OF CONSTRUCTION. OTHER ITEMS SHALL BE PLACED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER ON A CASE BY CASE SITUATION RESULTING FROM THE CONTRACTOR'S SEQUENCE OF ACTIVITIES, TIME OF YEAR, AND EXPECTED WEATHER CONDITIONS.

THE CONTRACTOR SHALL PLACE PERMANENT EROSION CONTROL SYSTEMS AND SEEDING WITHIN A REASONABLE AMOUNT OF TIME: THEREFORE, REDUCING THE AMOUNT OF AREA BEING OPEN TO THE POSSIBILITY OF EROSION AND REDUCING THE AMOUNT OF TEMPORARY SEEDING. THE RESIDENT ENGINEER WILL DETERMINE IF TEMPORARY EROSION CONTROL SYSTEMS SHOWN IN THE PLAN CAN BE DELETED, THE SIZE OF THE PROPOSED DITCH CHECKS, THE PROPER METHOD OF INSTALLATION, AND IF ANY ADDITIONAL TEMPORARY EROSION CONTROL SYSTEMS SHALL BE ADDED WHICH ARE NOT INCLUDED IN THE PLANS. THE CONTRACTOR SHALL PERFORM ALL WORK AS DIRECTED BY THE ENGINEER AND AS SHOWN IN STANDARD 280001 OF THE PLANS.

SITE DESCRIPTION
DESCRIPTION OF CONSTRUCTION ACTIVITY:

THIS PROJECT CONSISTS OF THE REMOVAL THE EXISTING STRUCTURE AND CONSTRUCTION OF A NEW THREE SPAN 27" I-BEAM ON INTEGRAL ABUTMENTS STRUCTURE. THE EXISTING ROADWAY WILL BE MILLED AND OVERLAID 200 FT BEFORE AND 275 FT AFTER THE PROPOSED STRUCTURE.

DESCRIPTION OF INTENDED SEQUENCE OF ACTIVITIES:
THE SEQUENCE OF EVENTS ARE AS FOLLOW: CLEARING, EMBANKMENT, EXCAVATION, GRADING AND PAVING. THIS PROJECT WILL BE CONSTRUCTED IN SEGMENTS AS SHOWN IN THE "STAGING PLANS".

TOTAL CONSTRUCTION SITE (CONSTRUCTION LIMIT TO CONSTRUCTION LIMIT) 2.0 ACRES
PROPOSED R.O.W (TOTAL PARCEL AREA) 0 ACRES
DISTURBED BY EXCAVATION (E.O.P TO CONSTRUCTION LIMIT) 1.3 ACRES

SUPPORTING REPORTS AND PLANS
THE FOLLOWING ASSISTED IN DEVELOPING THE EROSION CONTROL PLAN AS REFERENCED DOCUMENTS:

SOIL PROFILE SHEETS, SOILS REPORTS, BORING LOGS
USGS DRAINAGE MAPS, PROJECT PLAN DOCUMENTS

DRAINAGE TRIBUTARIES RECEIVING WATER FROM CONSTRUCTION SITE

HENNEPIN CANAL

EROSION CONTROLS AND SEDIMENT CONTROL PROCEDURES
STABILIZATION PRACTICES AT THE BEGINNING OF CONSTRUCTION:
PERIMETER EROSION CONTROL SHALL BE PLACED PRIOR TO BEGINNING EARTHWORK.

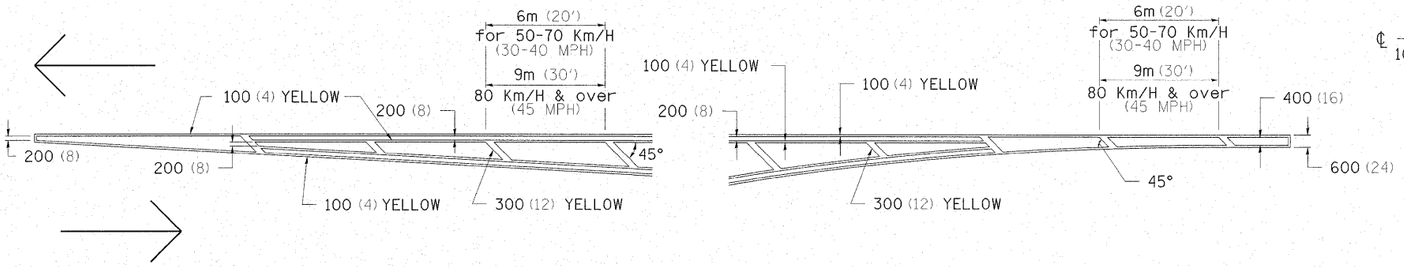
STABILIZATION PRACTICES DURING CONSTRUCTION:
AS EARTH EXCAVATION AND EMBANKMENT ARE BEING COMPLETED THE CONTRACTOR SHALL PLACE DITCH CHECKS, INLET AND PIPE PROTECTION, EROSION CONTROL BLANKET, AND SEEDING AS STAGES OF THE PROJECT ARE COMPLETED. PERIMETER EROSION BARRIER WILL BE INSTALLED AT ADDITIONAL LOCATIONS AS THE PROJECT PROGRESSES. SEEDING SHALL BE COMPLETED AS SPECIFIED IN THE EROSION CONTROL/SEEDING MOBILIZATION AND TEMPORARY SEEDING SPECIAL PROVISION.

MAINTENANCE AFTER FINAL GRADING
TEMPORARY EROSION CONTROL SYSTEMS SHALL BE LEFT IN PLACE WITH PROPER MAINTENANCE UNTIL PERMANENT EROSION CONTROL IS IN PLACE AND WORKING PROPERLY AND ALL PROPOSED TURF AREAS SEEDED AND ESTABLISHED WITH THE PROPER STAND. ONCE PERMANENT EROSION CONTROL SYSTEMS AS PROPOSED IN THE PLANS ARE FUNCTIONAL AND ESTABLISHED, TEMPORARY ITEMS SHALL BE REMOVED, CLEANED UP AND DISTURBED TURF RESEEDED.

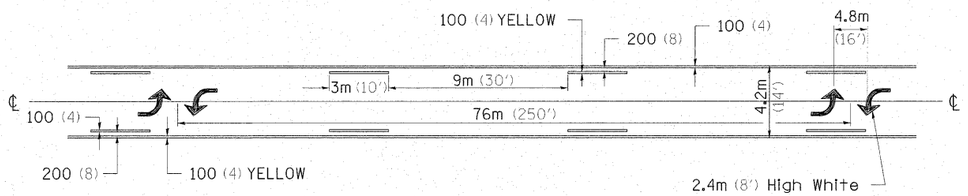
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED - 5-12-04	**STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION**	**REGION 2 / DISTRICT 2 STANDARD**	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			638	129BR-3	HENRY	73	61
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -					CONTRACT NO. 64B08		
	PLOT DATE = $DATE$	DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN AT LEFT TURN LANE

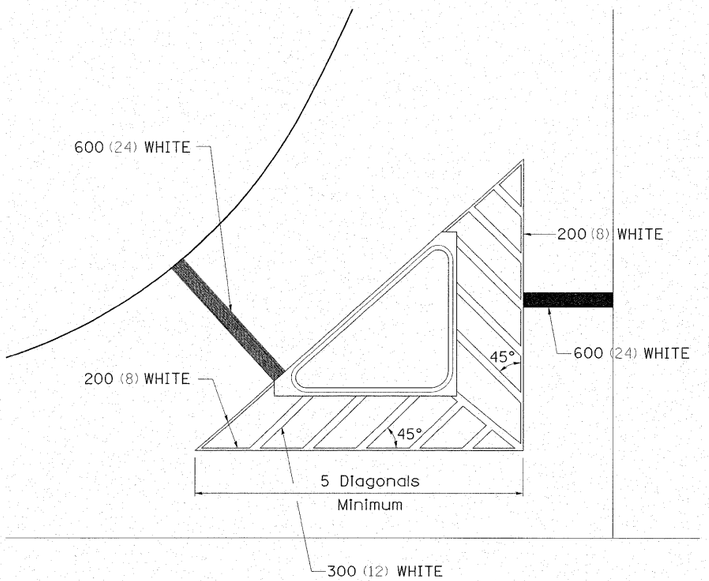


MEDIAN PAVEMENT MARKING

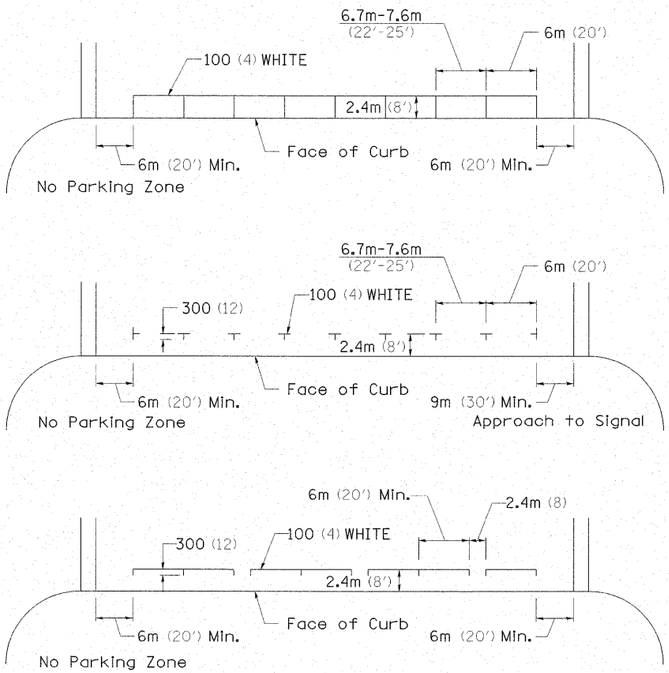


** ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

TYPICAL ISLAND OFFSET SHOULDER WIDTH

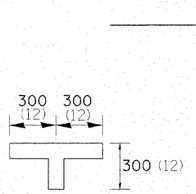


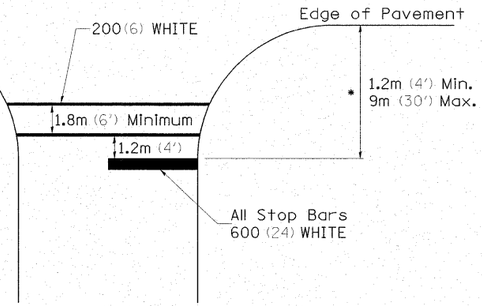
TYPICAL PARKING SPACING



STANDARD CROSSWALK MARKING

See Schedules for Locations





* Distance to the nearest edge of the intersecting roadway in the absence of a marked crosswalk.

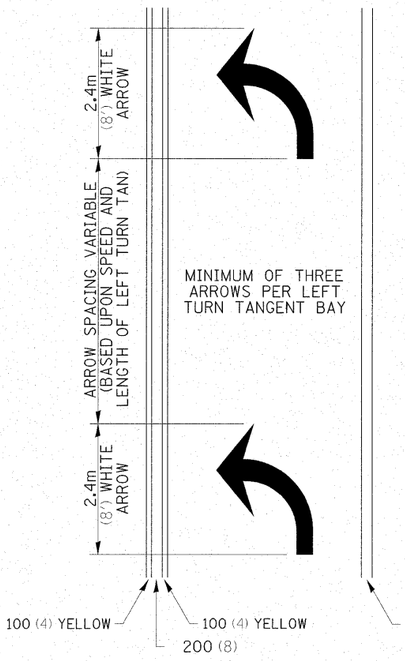
TYPICAL PAVEMENT MARKINGS SHEET 1 OF 3 41.1

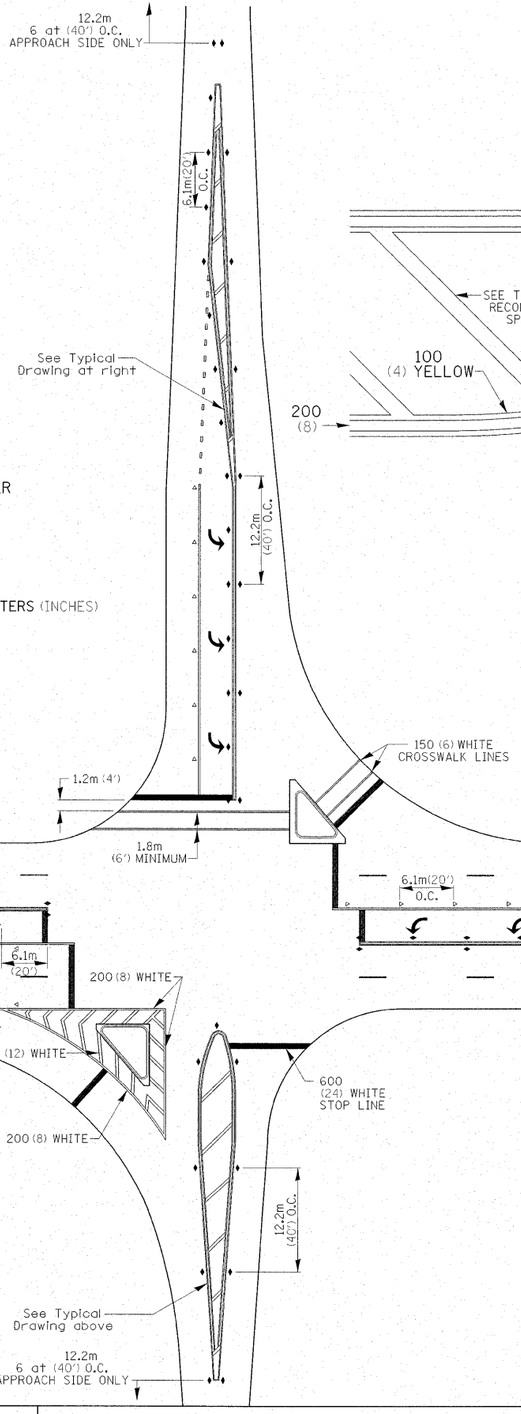
FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD				
		DRAWN -	REVISED -						
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -		SCALE:	SHEET NO. OF SHEETS	STA.	TO STA.	
	PLOT DATE = $DATE$	DATE -	REVISED -						

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	62
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS

ARROW LAYOUT

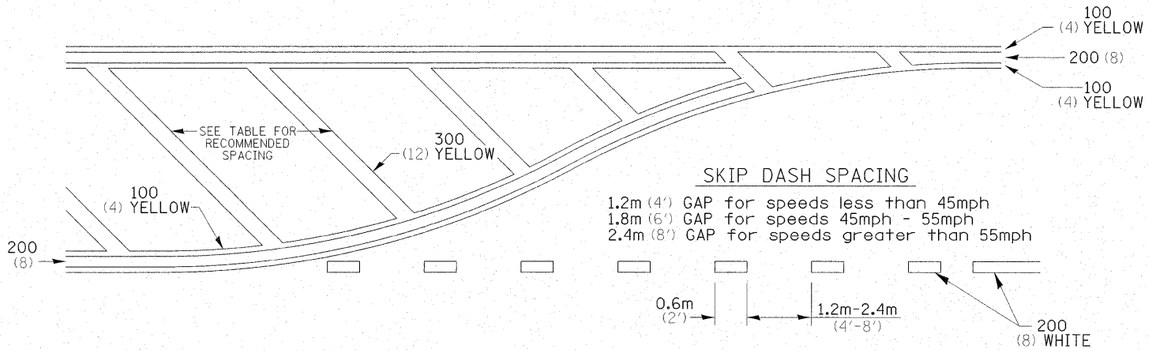




- ◀ ONE-WAY AMBER MARKER
- ◁ ONE-WAY CRYSTAL MARKER
- ◆ TWO-WAY AMBER MARKER

ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

TYPICAL PAVEMENT MARKING FOR FLUSH MEDIAN



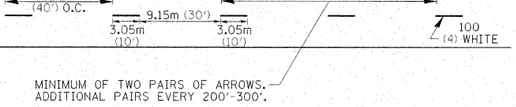
SKIP DASH SPACING

1.2m (4') GAP for speeds less than 45mph
1.8m (6') GAP for speeds 45mph - 55mph
2.4m (8') GAP for speeds greater than 55mph

RECOMMENDED SPACING BETWEEN DIAGONALS (IN FEET)

Speed Limit Range	Continuous Median Area	Intersection Channelization	Objects (Islands)
less than 50Km/H (30MPH)	15.3m (50')	4.53m (15')	3.05m (10')
50-60Km/H (30-40MPH)	22.9m (75')	6.1m (20')	4.53m (15')
70Km/H (45MPH) & over	22.9m (75')	9.05m (30')	6.1m (20')

NOTE: if the spacing recommended in the Table does not permit at least five diagonal lines in the area being marked, the spacing from the next lowest speed range should be used. The recommended spacing is measured parallel to the pavement center line.

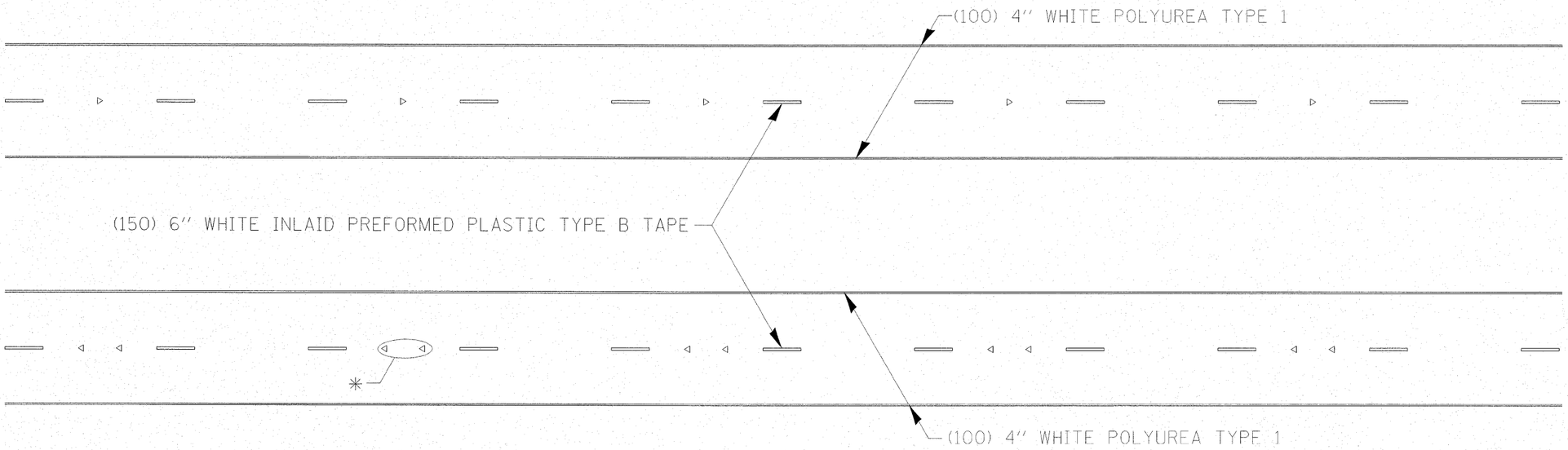


TYPICAL PAVEMENT MARKINGS SHEET 2 OF 3 41.1

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD
		DRAWN -	REVISED -		
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.
	PLOT DATE = $DATE$	DATE -	REVISED -		

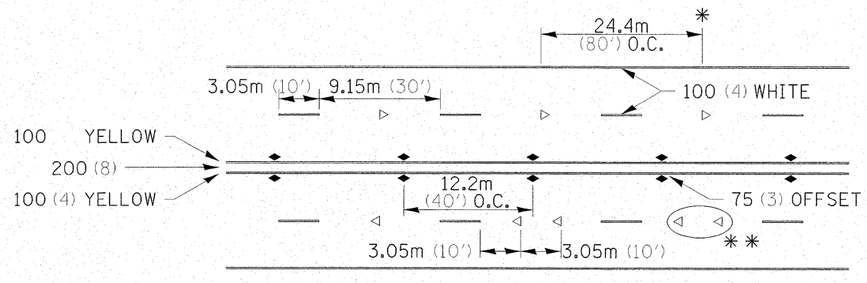
F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	63
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

TYPICAL PAVEMENT MARKINGS



* SEE HIGHWAY STANDARD 781001 FOR SPACING DETAILS.
USE DOUBLE MARKERS WHEN ADT ≥ 25,000.

MULTI–LANE / DIVIDED



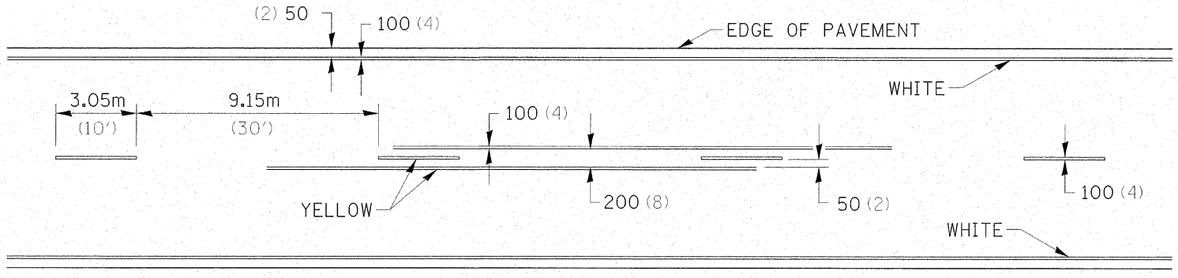
SYMBOLS

* REDUCE TO 12.2m (40') O.C. ON CURVES WHERE ADVISORY SPEEDS ARE 15Km/H (10MPH) LOWER THAN POSTED SPEEDS.

** USE DOUBLE MARKERS WHEN ADT ≥ 25,000

MULTI–LANE / UNDIVIDED

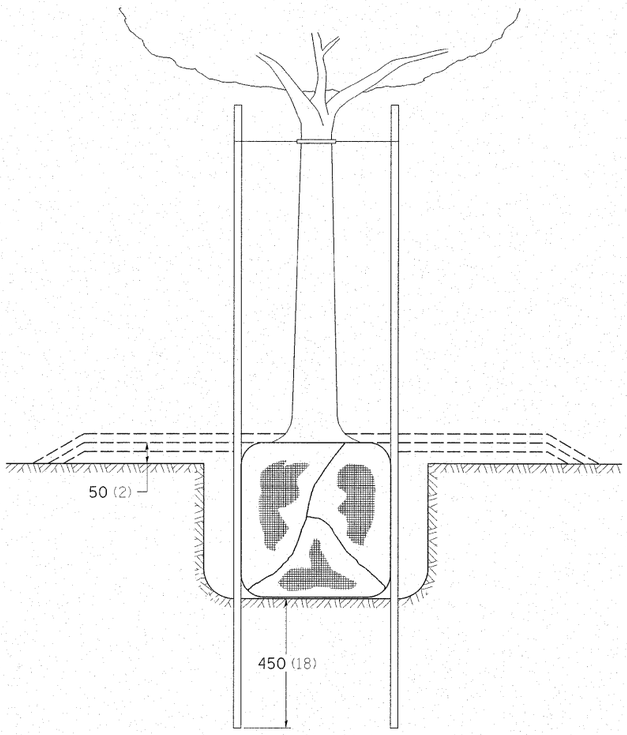
TYPICAL PAVEMENT MARKING FOR TWO LANE SECTION – NO PASSING ZONES



TYPICAL PAVEMENT MARKINGS SHEET 3 OF 3 41.1

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED - 10-21-08	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN -	REVISED -			638	129BR-3	HENRY	73	64
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -					CONTRACT NO. 64B08		
	PLOT DATE = $DATE$	DATE -	REVISED -		SCALE: SHEET NO. OF SHEETS STA. TO STA.	FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

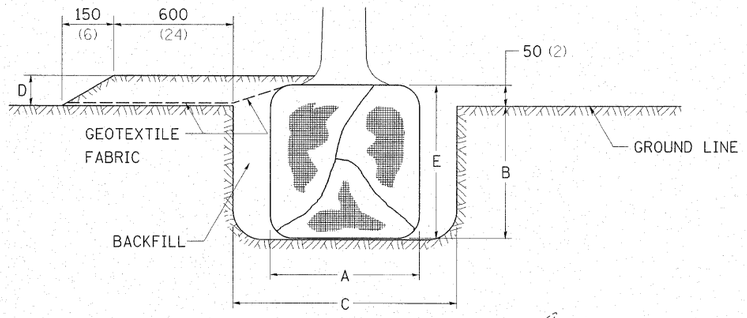
DETAILS OF PLANTING AND BRACING TREES

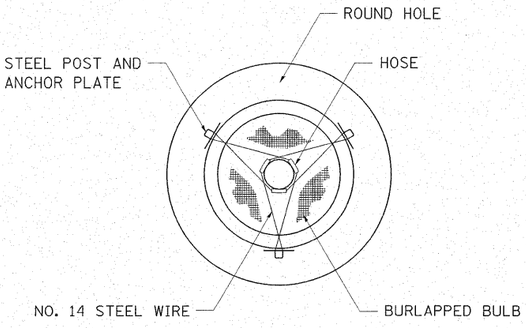


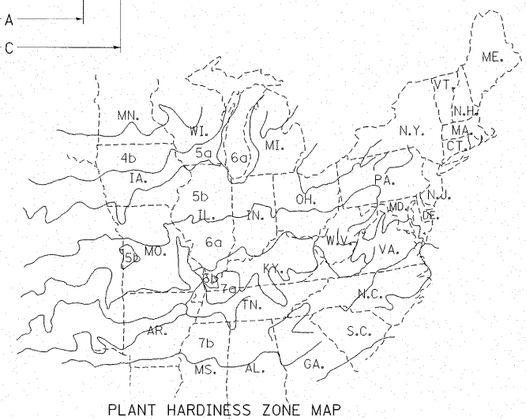
TREES SMALLER THAN 115 ($4\frac{1}{2}$) IN DIAMETER

SMALL TREE SIZE	A DIAMETER OF BALL OR ROOT SYS.	B DEPTH OF HOLE EXCAVATION	C WIDTH OF HOLE EXCAVATION	D THICKNESS OF MULCH COVER	E DEPTH OF BALL OR ROOT SYS.	F VOLUME OF MULCH COVER m^3 (CU. YDS.)
1.5-1.8m (5'-6')	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.5-1.8m (5'-6') BB	400 (16)	250 (10)	750 (30)	100 (4)	300 (12)	0.41 (0.54)
1.8-2.0m (6'-7') BB	450 (18)	300 (12)	750 (30)	100 (4)	350 (14)	0.41 (0.54)
2.0-2.4m (7'-8') BB	500 (20)	275 (11)	750 (30)	100 (4)	325 (13)	0.41 (0.54)
2.4-3.0m (8'-10') BB	600 (24)	350 (14)	900 (36)	100 (4)	400 (16)	0.47 (0.61)
3.0-3.6m (10'-12') BB	650 (26)	375 (15)	900 (36)	100 (4)	425 (17)	0.47 (0.61)

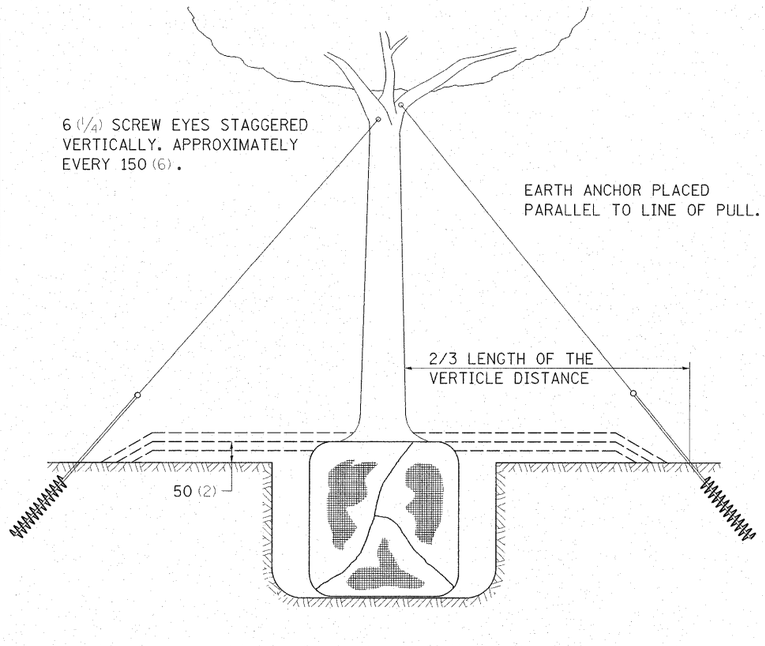
LARGE TREE SIZE	A DIAMETER OF BALL OR ROOT SYS.	B DEPTH OF HOLE EXCAVATION	C WIDTH OF HOLE EXCAVATION	D THICKNESS OF MULCH COVER	E DEPTH OF BALL OR ROOT SYS.	F VOLUME OF MULCH COVER m^3 (CU. YDS.)
0-50 (0-2)	500 (20)	275 (11)	900 (36)	100 (4)	325 (13)	0.47 (0.61)
50-65 ($2-2\frac{1}{2}$)BB	600 (24)	350 (14)	1200 (48)	100 (4)	400 (16)	0.60 (0.78)
65-75 ($2\frac{1}{2}$-3)BB	700 (28)	425 (17)	1200 (48)	100 (4)	475 (19)	0.60 (0.78)
75-90 ($3-3\frac{1}{2}$) BB	800 (32)	425 (17)	1500 (60)	100 (4)	475 (19)	0.73 (0.96)
90-100 ($3\frac{1}{2}$-4) BB	900 (36)	500 (20)	1500 (60)	100 (4)	550 (22)	0.73 (0.96)
100-115 ($4-4\frac{1}{2}$) BB	1000 (40)	550 (22)	1800 (72)	100 (4)	600 (24)	0.89 (1.16)
115-125 ($4\frac{1}{2}$-5) BB	1100 (44)	600 (24)	1800 (72)	100 (4)	650 (26)	0.89 (1.16)
125-140 ($5-5\frac{1}{2}$) BB	1200 (48)	675 (27)	2100 (84)	100 (4)	725 (29)	1.06 (1.38)



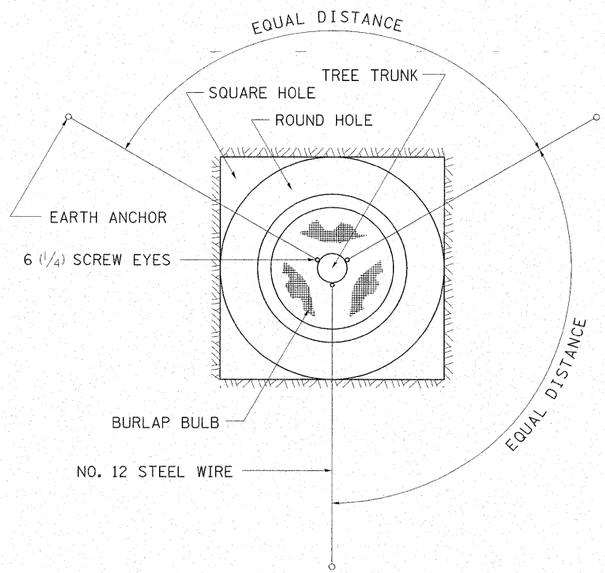




PLANT HARDINESS ZONE MAP



TREES OVER 115 ($4\frac{1}{2}$) IN DIAMETER



ALL DIMENSIONS ARE IN MILLIMETERS (INCHES) UNLESS OTHERWISE NOTED.

U.S. DEPARTMENT OF AGRICULTURE
AGRICULTURAL RESEARCH SERVICE
PUBLICATION NO. 814

DETAILS OF PLANTING AND BRACING TREES 92.1

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED - 10-15-04	STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION	REGION 2 / DISTRICT 2 STANDARD
		DRAWN -	REVISED -		
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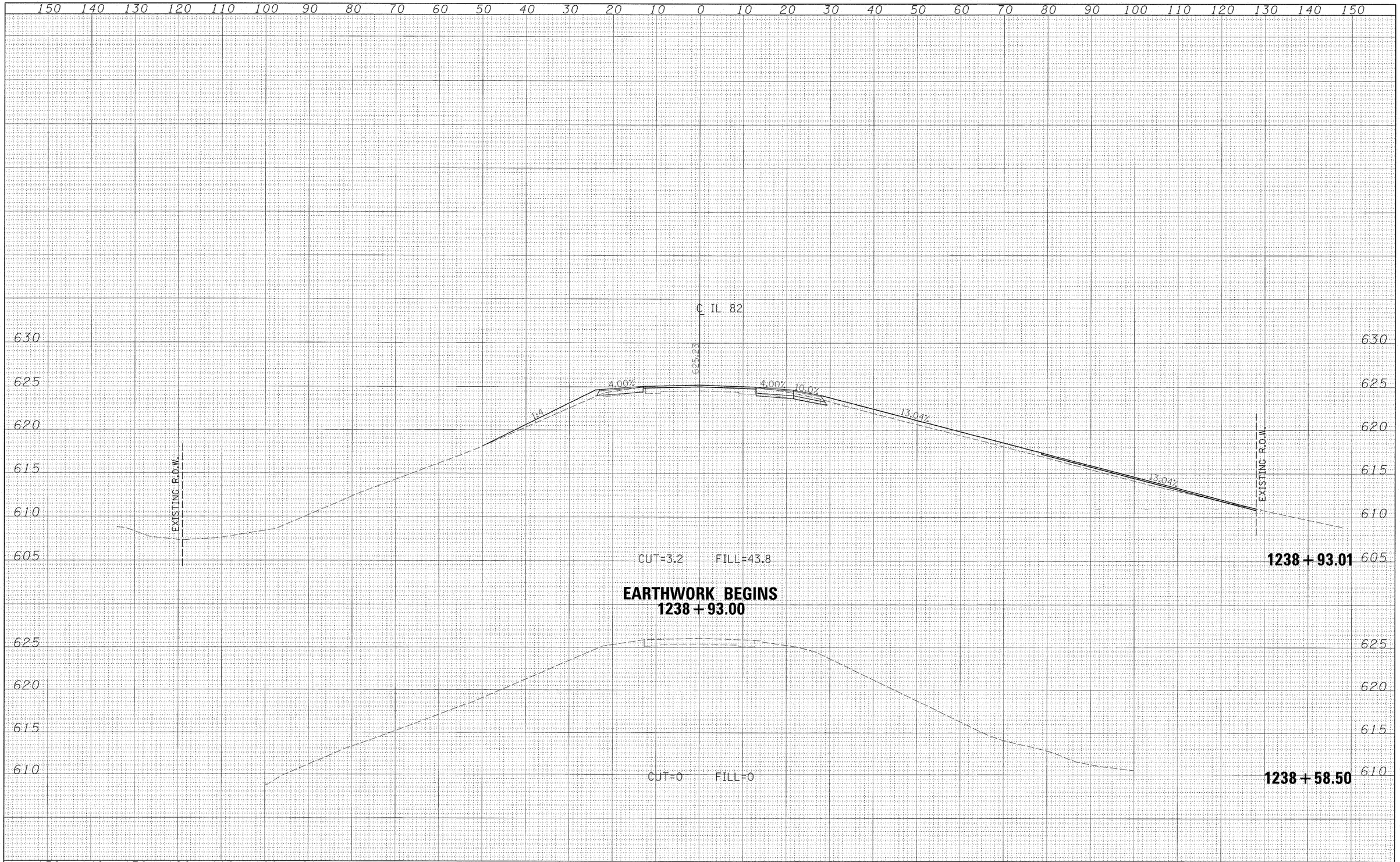
	PLOT DATE = $DATE$	DATE -	REVISED -		

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129-BR3	HENRY	73	65
		CONTRACT NO. 64B08		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		



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

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

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	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET NO. OF SHEETS | STA. 1238+58.50 TO STA. 1238+93.01

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	66
		CONTRACT NO. 64B08		
	ILLINOIS FED. AID PROJECT			

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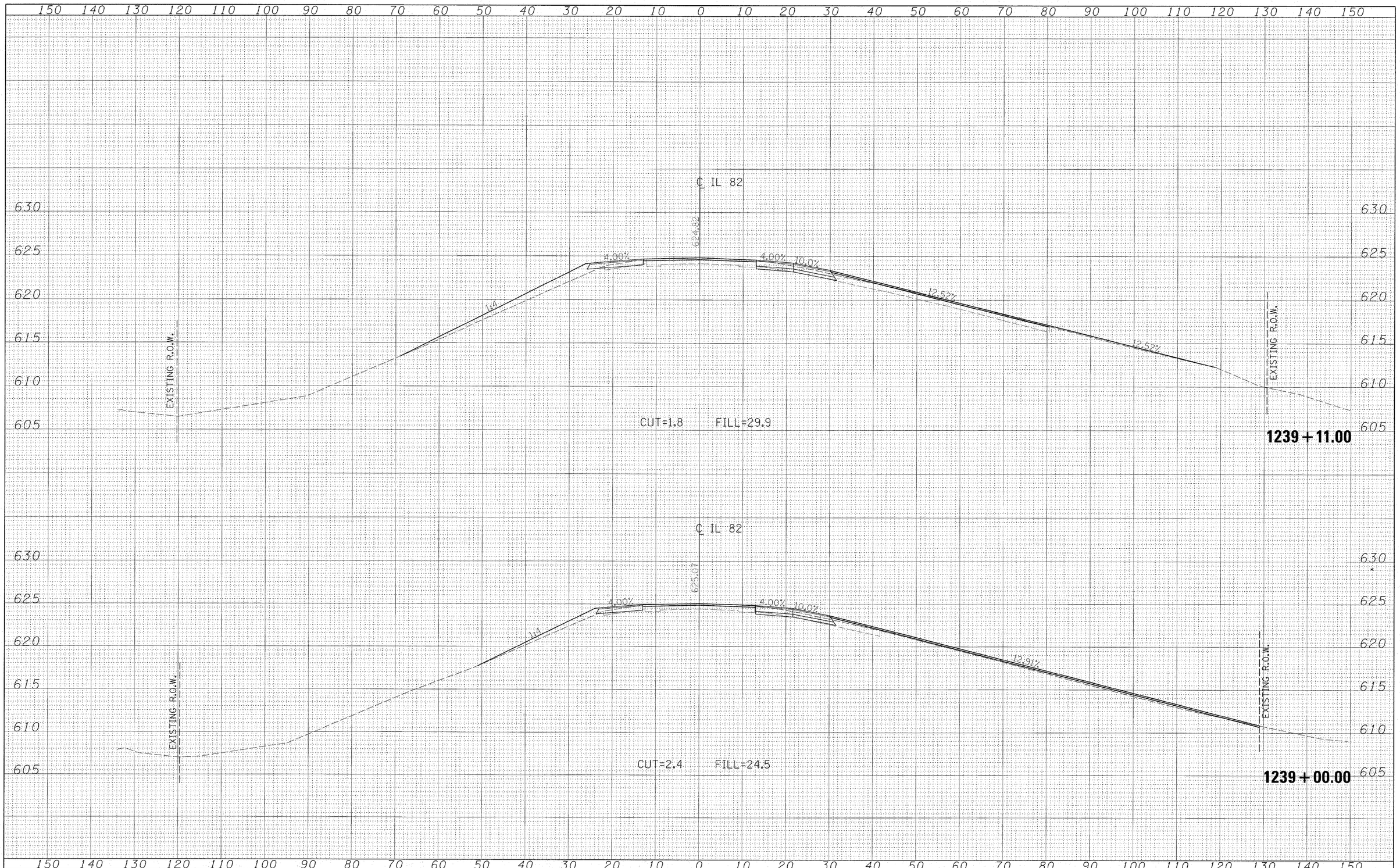
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		



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NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
	AREAS		
	AREAS CHECKED		

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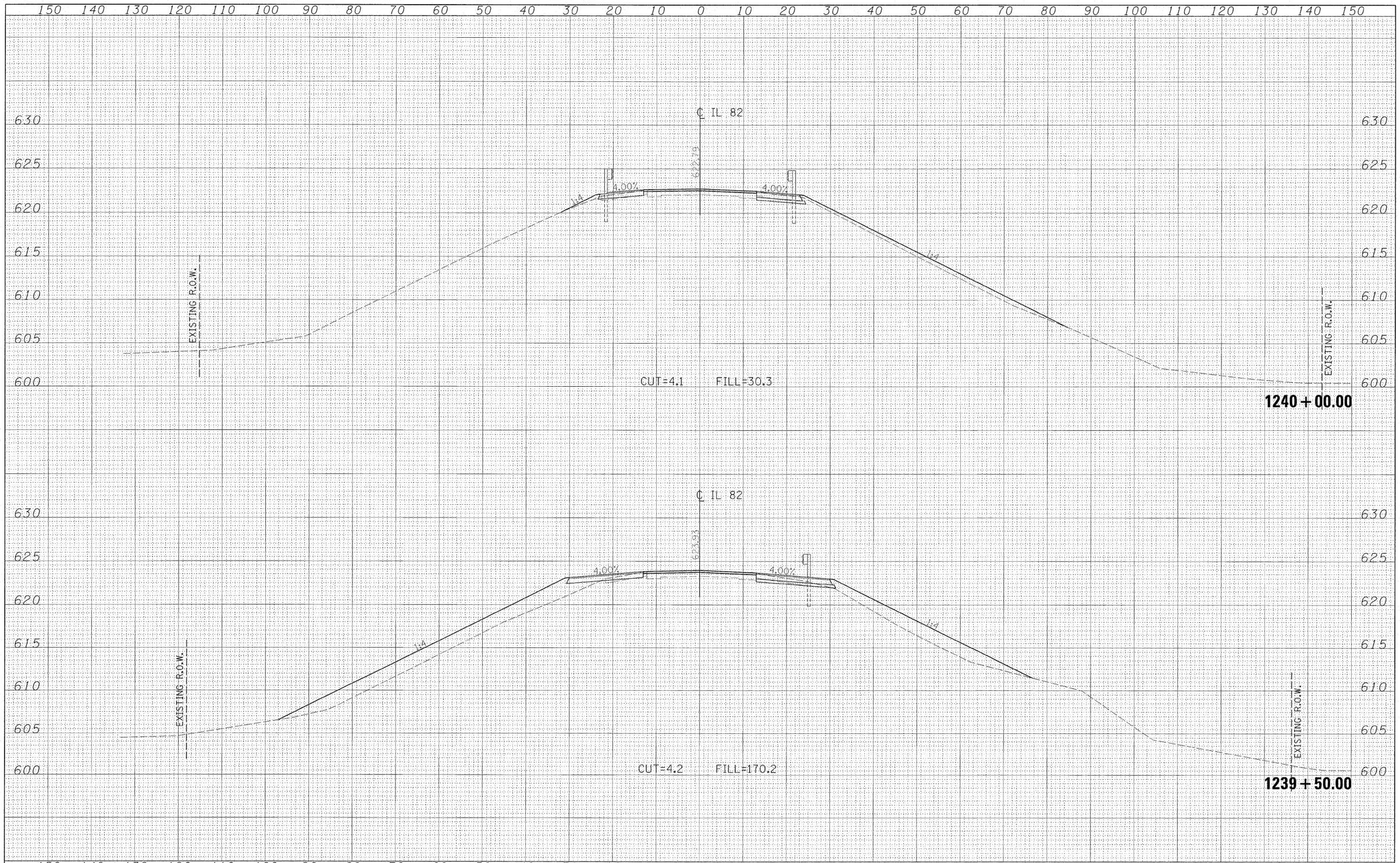
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET NO. OF SHEETS | STA. 1239+00.00 TO STA. 1239+11.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	67
		CONTRACT NO. 64B08		
	ILLINOIS FED. AID PROJECT			



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

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

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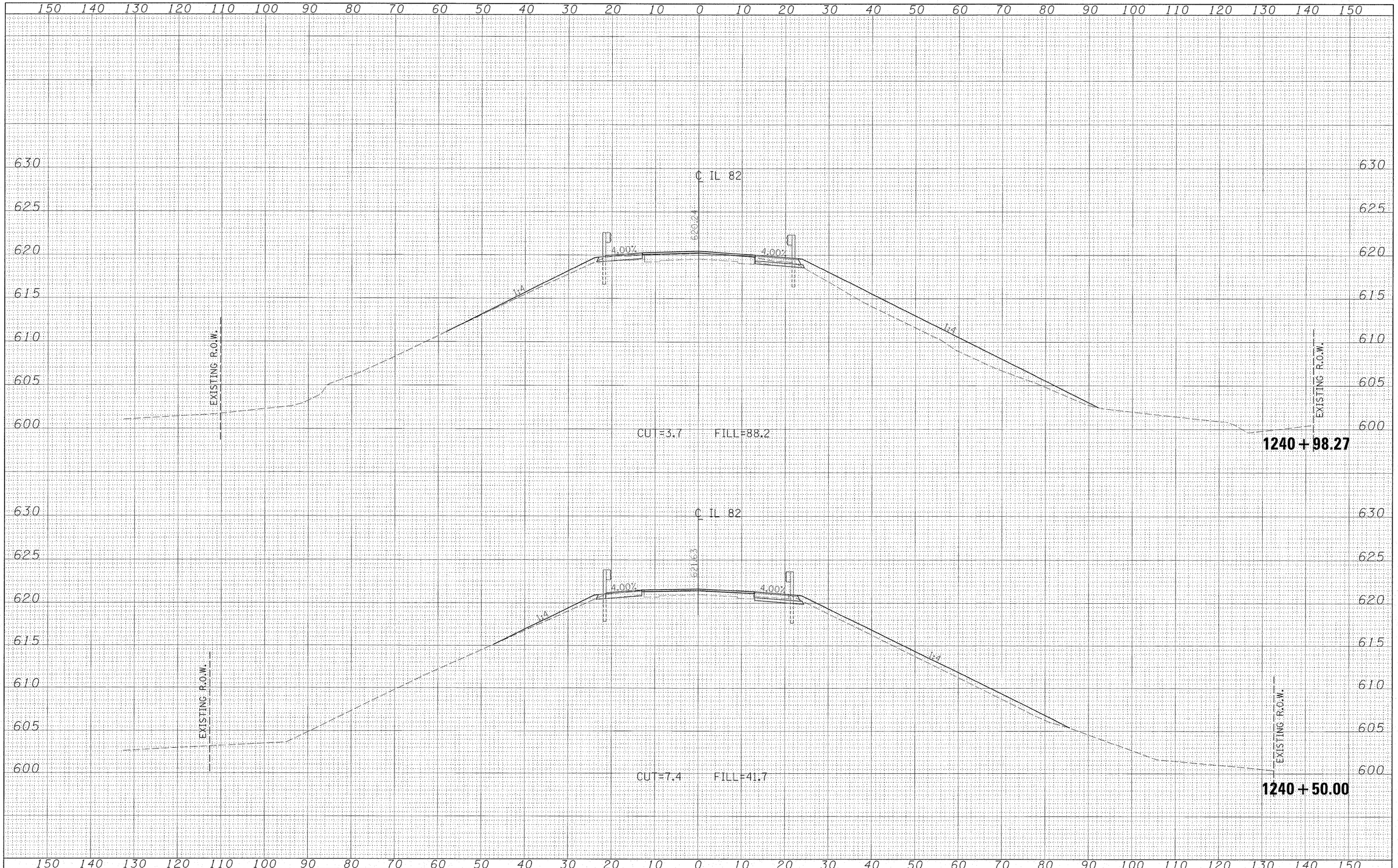
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET NO. OF SHEETS | STA. 1239+50.00 TO STA. 1240+00.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	68
		CONTRACT NO. 64B08		
	ILLINOIS FED. AID PROJECT			



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

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

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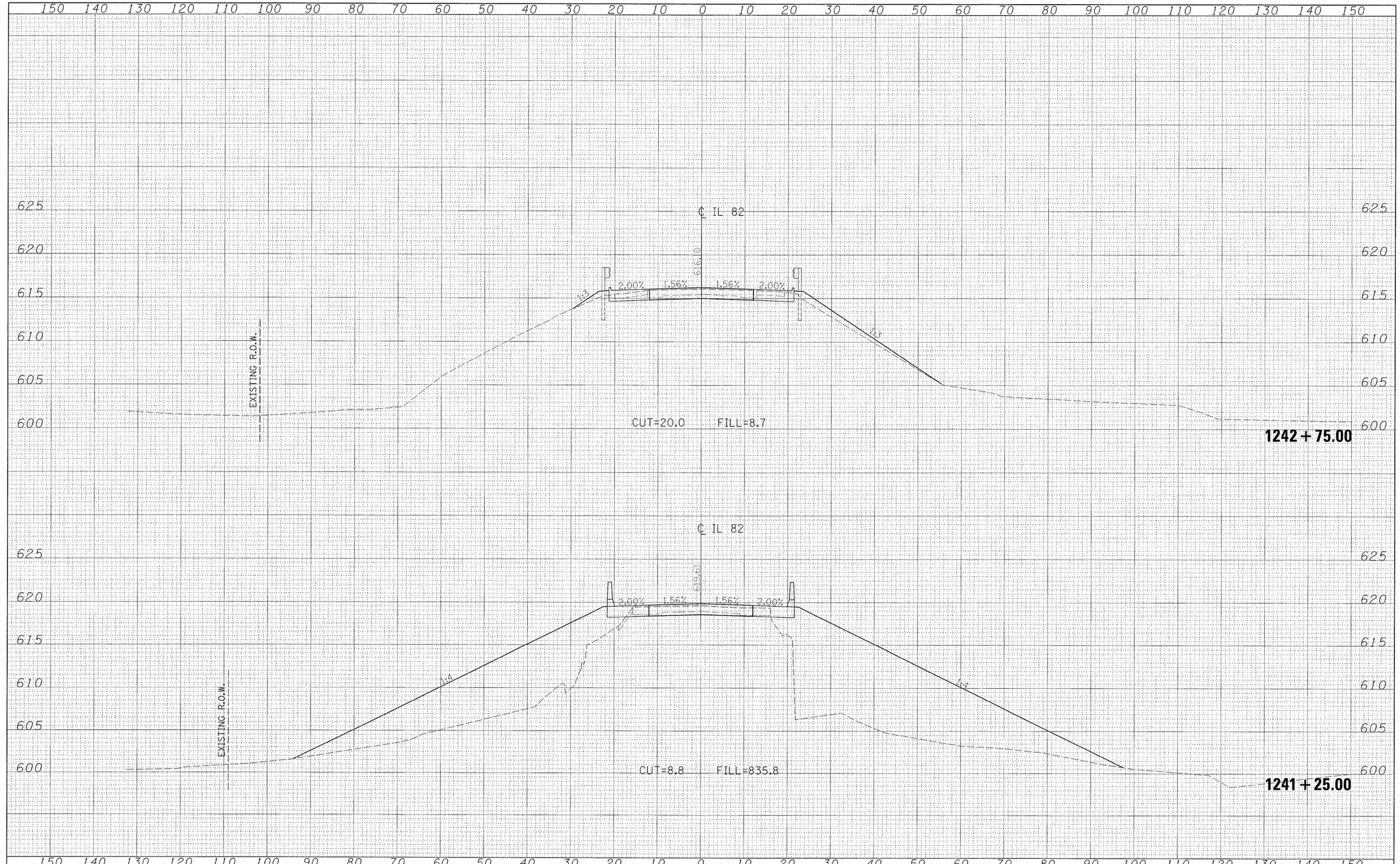
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET NO. OF SHEETS | STA. 1240+50.00 TO STA. 1240+98.27

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	69
		CONTRACT NO. 64B08		
		ILLINOIS FED. AID PROJECT		

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



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

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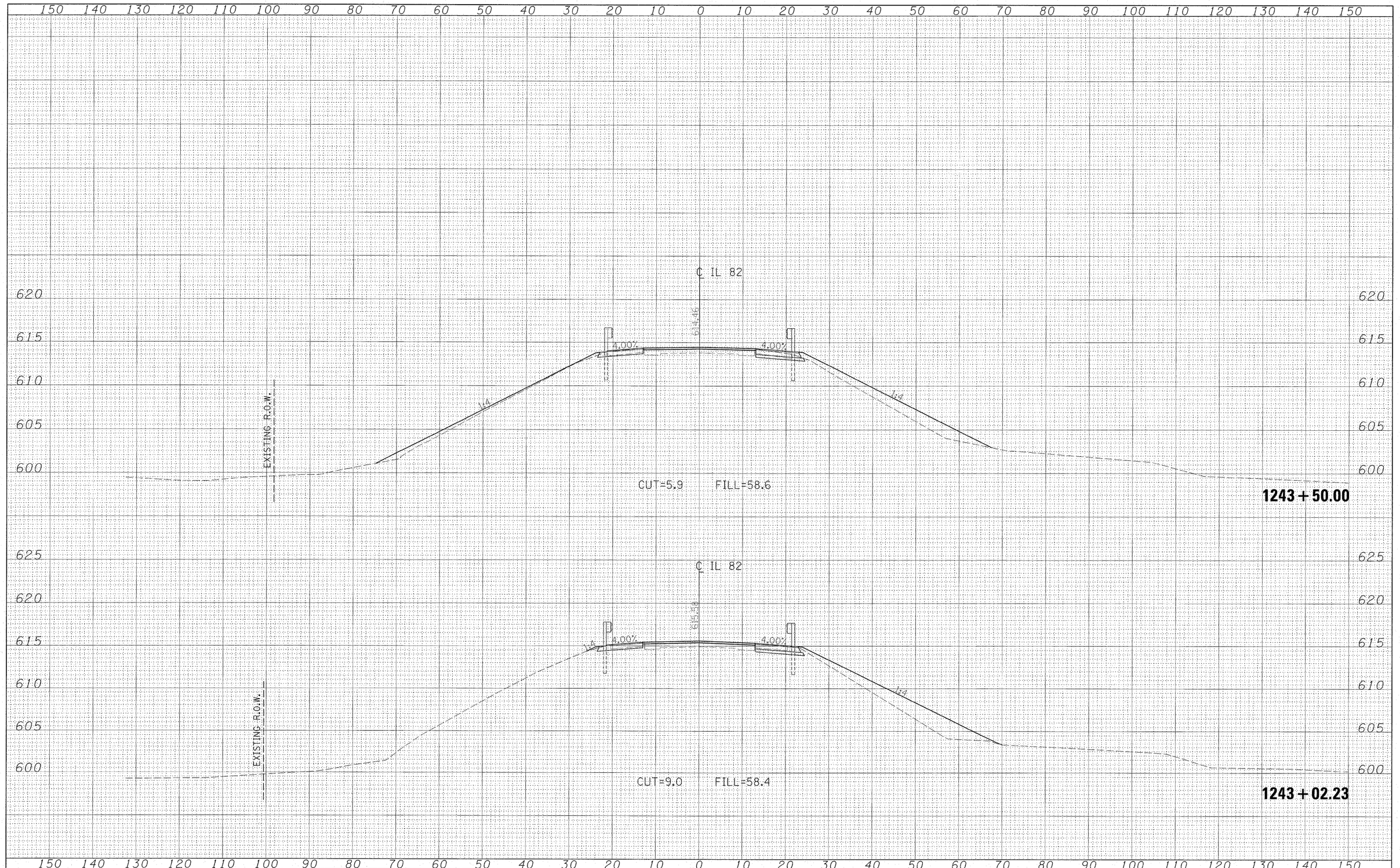
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET NO. OF SHEETS | STA. 1241+25.00 TO STA. 1242+75.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	70
		CONTRACT NO. 64B08		
	ILLINOIS FED. AID PROJECT			

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



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

FILE NAME = $FILEL$	USER NAME = $USER$	DESIGNED -	REVISED -
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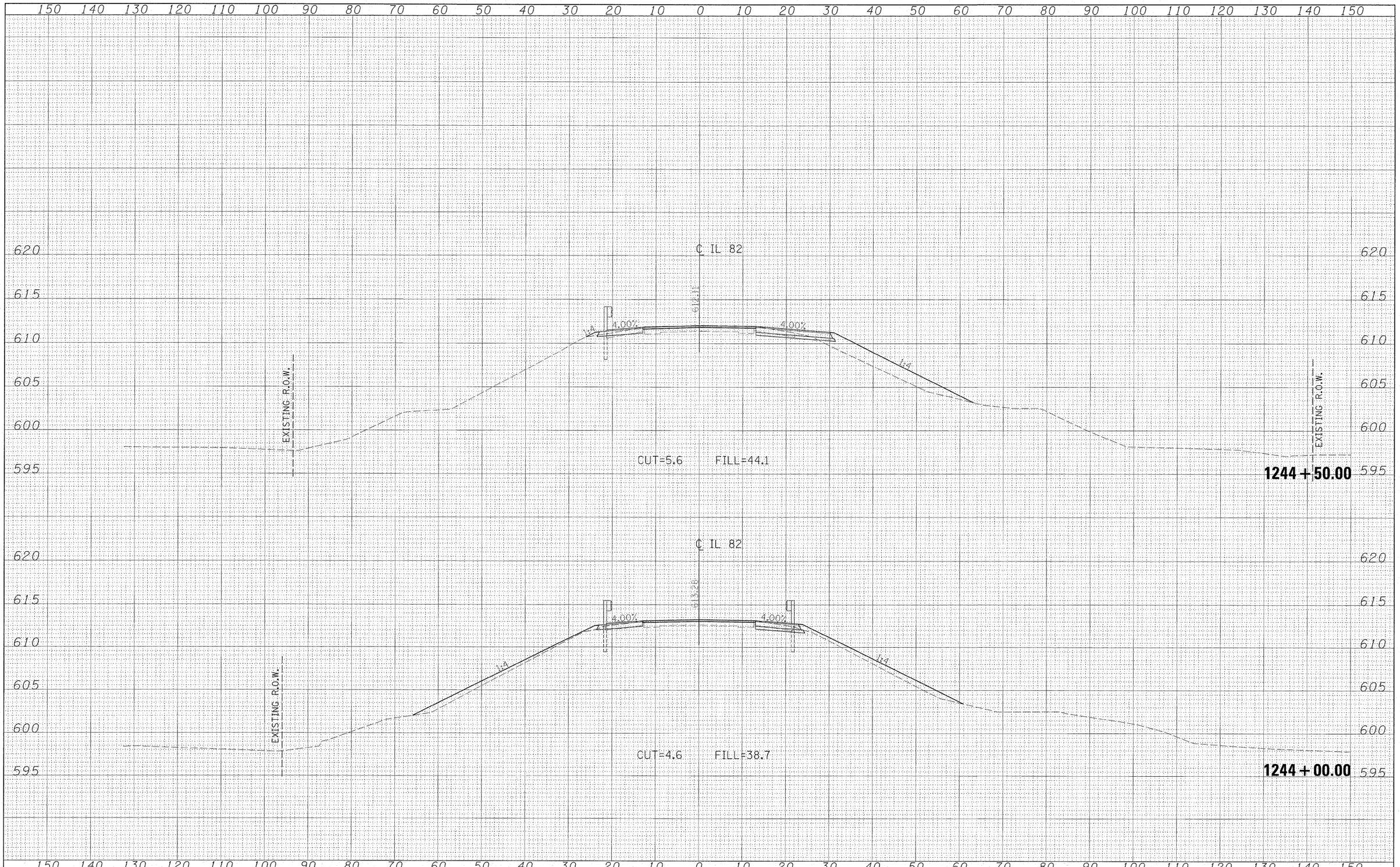
	PLOT SCALE = $SCALE$	CHECKED -	REVISED -
	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET NO. OF SHEETS | STA. 1243+02.23 TO STA. 1243+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	71
		CONTRACT NO. 64B08		
	ILLINOIS	FED. AID PROJECT		

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



ORIGINAL SURVEY	SURVEYED	BY	DATE
NOTE BOOK	PLOTTED		
NO.	TEMPLATE		
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	PLOT DATE = $DATE$	DATE -	REVISED -

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET NO. OF SHEETS | STA. 1244+00.00 TO STA. 1244+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	72
		CONTRACT NO. 64B08		
	ILLINOIS	FED. AID PROJECT		

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

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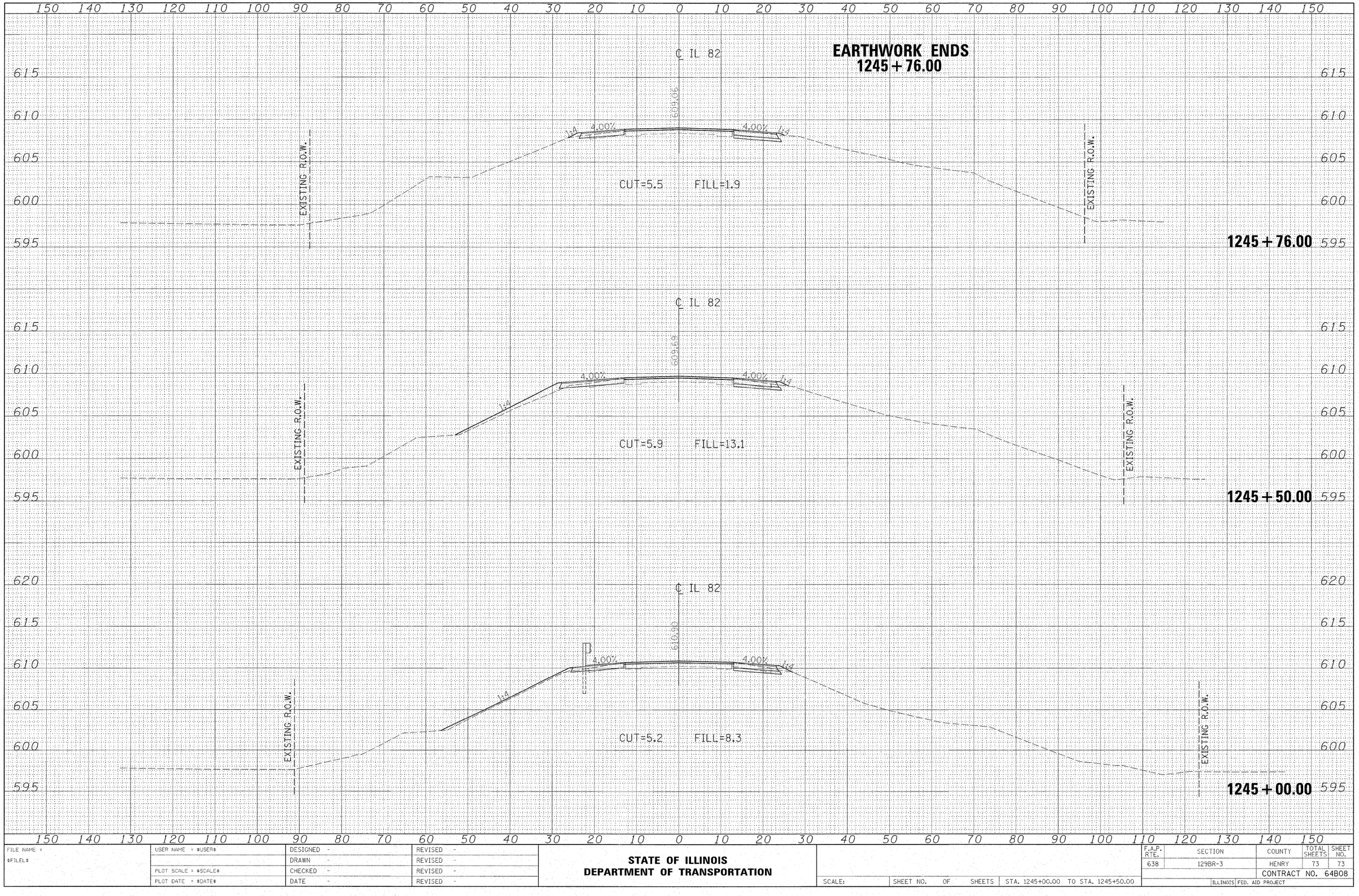
NOTE BOOK	TEMPLATE		
NO.	AREAS	AREAS CHECKED	



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STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION

SCALE: | SHEET NO. OF SHEETS | STA. 1245+00.00 TO STA. 1245+50.00

F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
638	129BR-3	HENRY	73	73
		CONTRACT NO. 64B08		
	ILLINOIS FED. AID PROJECT			